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Canada Railway Transport  
Committee

Judgments, rules, regulations  
and orders  
v 59 1969









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**Canadian Transport Commission**

**Railway Transport Committee**

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**JUDGMENTS, ORDERS, REGULATIONS  
AND RULINGS**

**INDEX TO VOLUME 59**

from

JANUARY 1, 1969

to

DECEMBER 31, 1969

# Canadian Transport Commission

## Railway Transport Committee

### INDEX TO VOLUME 59

#### OF

#### JUDGMENTS, ORDERS, REGULATIONS AND RULINGS ISSUED BY THE RAILWAY TRANSPORT COMMITTEE JANUARY 1, 1969 TO DECEMBER 31, 1969

Subject	Page
<b>BELL CANADA</b>	
<b>Rate Grouping:</b>	
Changes in rate grouping of certain exchanges of Bell Canada at locations in Ontario and Quebec. Order R-4747 .....	81
<b>Telephone Rate Structure:</b>	
Application for an Order approving revisions to the tariffs of Rates of Exchange and Long Distance Services and Equipment. Judgment .....	727
Order R-6797 .....	742
<b>Traffic Agreement:</b>	
Application for approval of 'Appendix B' and 'Alternate Appendix B' to Traffic Agreements in lieu of 'Appendix B' attached to the B.T. Form No. 301. Order R-7402 .....	870
<b>BRITISH COLUMBIA TELEPHONE COMPANY</b>	
<b>Capital Stock:</b>	
Application for an Order approving the agreements whereby British Columbia Telephone Company proposes to purchase the balance of the ordinary shares of Okanagan Telephone Company. Order R-4490 .....	19
Order R-7601 .....	881
Application for an Order approving the terms and conditions of the issue, sale or other disposition of 287,700 Ordinary Shares of the capital stock of the British Columbia Telephone Company. Order R-4641 .....	75



**BRITISH COLUMBIA TELEPHONE COMPANY (Cont'd)****Rate Grouping:**

Changes in certain rate grouping of telephone exchanges at certain locations in British Columbia.	
Order R-4493 .....	35
Changes in rate grouping of certain exchanges of the British Columbia Telephone Company.	
Order R-4658 .....	78

**CANADIAN NATIONAL RAILWAYS**

Joint application with Canadian Pacific Railway Company for an Order amending Appendix "A" to Order 107419, as amended by Order 118442, which sets forth special terms and conditions respecting the carriage by railway of loaded or empty highway semi-trailers.	
Order R-5331 .....	162
Application by Toronto, Hamilton and Buffalo Railway Company for an Order authorizing it to use and enjoy and to run and operate its freight trains over the railway of the Canadian National Railways.	
Order R-5085 .....	115
Application for authority, in respect of their Belleville Master Agency Plan, to remove the station agents at Newcastle, Colborne, Madoc, Campbellford, Stirling, Wellington, Frankford, Marmora, and Strathcona, and to remove the station agent and the station building at Forfar, all in the Province of Ontario.	
Judgment .....	49
Order R-4738 .....	57
Application for authority to remove the station agents at New Hamburg, Baden, Waterloo and St. Jacobs, in the Province of Ontario, under the Kitchener Master Agency Plan.	
Order R-4750 .....	83
Application for authority to remove the station agents at St. Cesaire, Waterloo, and Richelieu, as well as the caretakers at Abbotsford and Rougement, in the Province of Quebec, under the Granby Master Agency Plan.	
Order R-4760 .....	84
Application for authority to remove the station agent at Weldon, Saskatchewan.	
Order R-6070 .....	243
Application for authority to remove the station agent at Livelong, Saskatchewan.	
Order R-6071 .....	244

Subject	Page
<b>CANADIAN NATIONAL RAILWAYS (Cont'd)</b>	
Application for authority to remove the station agent at Carmel, Saskatchewan.	
Order R-6072 . . . . .	245
Application for authority to remove the station agent at Goodeve, Saskatchewan.	
Order R-6073 . . . . .	246
Application for authority to remove the station agent at Zealandia, Saskatchewan.	
Order R-6074 . . . . .	247
Application for authority to remove the station agent at Fenwood, Saskatchewan.	
Order R-6075 . . . . .	248
Application for authority to remove the station agent and provide a caretaker at Heatherton, Nova Scotia.	
Order R-6133 . . . . .	289
Application for authority to remove the station agent and station building at St. Isidore Junction, Quebec.	
Order R-6232 . . . . .	291
Application for authority to remove the station agent at Warman, Saskatchewan.	
Order R-6273 . . . . .	292
<b>Passenger Train Service:</b>	
Application for a declaration by the Committee respecting passenger-train number 990 operating between Toronto and Markham, in the Province of Ontario.	
Order R-4737 . . . . .	79
Application for authority to discontinue passenger train service between St. John's and Port aux Basques, Province of Newfoundland, and substituting a bus operation.	
Order R-5185 . . . . .	159
<b>Railway Construction:</b>	
Application for authority to open that portion of their railway commencing at a point of connection with the railway of the Northern Alberta Railways Company at mileage 60.6 of the Peace River Sub-division.	
Order R-7275 . . . . .	831

**CANADIAN PACIFIC RAILWAY COMPANY**

Joint application with Canadian National Railways for an Order amending Appendix "A" to Order 107419, as amended by Order 118442, which sets forth special terms and conditions respecting the carriage by railway of loaded or empty highway semi-trailers.	
Order R-5331 . . . . .	162
Joint application with Detroit, Toledo, and Ironton Railroad Company for exemption from complying with the requirements respecting the consent of shareholders and publication of notices.	
Order R-5079 . . . . .	120
Recommended for sanction by Order R-5080 . . . . .	122

**Customer Service Plan:**

Application on behalf of the Lake Erie and Northern Railway Company, for authority to remove the station agents at Paris, Brantford, and Simcoe, and remove the caretaker at Waterford, all in the Province of Ontario and, on behalf of the Grand River Railway Company, application for authority to remove the station agents at Waterloo, Kitchener, Preston and Hespeler, all in the Province of Ontario.	
Order R-5352 . . . . .	164
Application for authority, in respect of its proposed Customer Service Centre at Nelson, British Columbia, to remove twenty agents and one caretaker from the stations on its Kootenay Division.	
Judgment . . . . .	199
Order R-5514 . . . . .	203
Application for authority to remove the agent at South Edmonton, Alberta.	
Order R-5554 . . . . .	205
Application for authority to remove the agent at Gretna, Province of Manitoba.	
Order R-5829 . . . . .	240
Application for authority, in respect of the proposed Customer Service Centre at Ottawa, Ontario, to remove thirty agents and twelve caretakers in the Smiths Falls Division.	
Judgment . . . . .	277
Order R-6271 . . . . .	281

**Railway Construction:**

Application for authority to construct a branch line approximately 2 miles in length commencing at mileage 1.01 Mission Subdivision and connecting to the track of the Canadian National Railways at mileage 89.86 Yale Subdivision.	
Order R-7349 . . . . .	867

**CAPITAL STOCK**

**British Columbia Telephone Company:**

Application for an Order approving the agreements whereby British Columbia Telephone Company proposes to purchase the balance of the ordinary shares of Okanagan Telephone Company.

Order R-4490 .....	19
Order R-7601 .....	881

Application for an Order approving the terms and conditions of the issue, sale or other disposition of 287,700 Ordinary Shares of the capital stock of the British Columbia Telephone Company.

Order R-4641 .....	75
--------------------	----

**DETROIT, TOLEDO AND IRONTON RAILROAD COMPANY**

Application of the Detroit, Toledo and Ironton Railroad Company and The Canadian Pacific Railway Company for exemption from complying with the requirements respecting the consent of shareholders and publication of notices. Authorized by:

Order R-5079 .....	120
Recommended for sanction by Order R-5080 .....	122

**EASTERN RATES**

Certification of railway proportions of the rate for grain movement for export to Eastern ports and approval of freight rates for grain in respect to payment re Eastern rates relative to the eighty-two million dollars provided in 1969 under section 469 of the Railway Act.

Order R-4536 .....	25
--------------------	----

**EQUALIZATION AND NORMAL PAYMENTS**

**Subsidy: (\$82,000,000)**

Method of calculating "normal payments" and the recommendation of "equalization payments" to eligible companies of the \$82,000,000 provided for the year 1969 determined by:

Order R-4535 .....	21
--------------------	----

Amendment of list of eligible companies in the calculation of "normal payments" and the recommendation of "equalization payments".

Order R-4645 .....	77
--------------------	----

**GENERAL ORDERS**

**Regulations:**

No. T-29, conditions on passes, amended by:

Order R-4471 .....	17
Order R-4669 .....	73

**GENERAL ORDERS (Cont'd)****Regulations (Cont'd)**

No. E-7, regulations governing the preparation of accounts to apply to joint projects, amended by:	
Order R-4588 .....	71
Order R-7086 .....	829
No. T-2, regulations governing the construction filing and posting of freight tariffs by railway companies.	
Amended by Order R-6581 .....	621
No. T-11, T-13, T-14, T-16, T-18, T-24, T-30, T-31 and T-32.	
Rescinded by Order R-6568 .....	638
No. T-1, regulations governing the construction, filing and posting of the Canadian Freight Classification.	
Amended by Order R-6611 .....	761
No. T-23, regulations governing Baggage Car Traffic in Canada.	
Amended by Order R-6612 .....	763
Regulations governing the height of wires of telegraph and telephone lines.	
No. R-E-18 .....	155
Regulations governing Maritime Freight Rates Act—tariffs and supplements of tariffs filed by railway companies.	
No. R-T-44 .....	830
No. O-17, regulations respecting the inspection and testing of air reservoirs other than on locomotives.	
Prescribed by Order R-7599 .....	874
Regulations governing the installation and maintenance of drinking water, toilet and hand cleansing facilities in locomotives and cabooses.	
No. R-O-37 .....	149

**LORD'S DAY ACT****Day and Ross Ltd.,**

Application for permission to carry on its freight operations by motor vehicles on the Lord's Day in the Atlantic Provinces and in Ontario and Quebec.	
Judgment No. MV-LD-8 .....	599
Order No. MV-3 .....	605

**Maislin Bros. Transport Ltd.,**

Application for permission to carry on its freight operations by motor vehicles on the Lord's Day.	
Judgment No. MV-LD-9 .....	606
Order No. MV-2 .....	609

Subject	Page
<b>NIAGARA MONORAIL LIMITED</b>	
Application for authority to construct a monorail system along, over and across the railway of Penn Central Transportation Company. Order R-7570 . . . . .	872
<b>NORTHERN ALBERTA RAILWAYS COMPANY</b>	
Application of the Canadian National Railway for authority to open that portion of their railway commencing at a point of connection with the railway of the Northern Alberta Railways Company at mileage 60.6 of the Peace River Subdivision. Order R-7275 . . . . .	831
<b>PASSENGER TRAIN SERVICE</b>	
<b>Canadian Pacific Railway Company, Canadian National Railways and Others:</b>	
Request of Canadian Pacific Railway Company, Canadian National Railways and certain other Railway companies, under the jurisdiction of The Commission, to declare whether certain trains comprise passenger-train services for the purposes of Sections 314I and 314J of the Railway Act. Order R-6751 . . . . .	681
<b>Canadian National Railways:</b>	
Application for a declaration by the Committee respecting passenger-train number 990 operating between Toronto and Markham, in the Province of Ontario. Order R-4737 . . . . .	79
Application for authority to discontinue passenger train service between St. John's and Port aux Basques, Province of Newfoundland, and substituting a bus operation. Order R-5185 . . . . .	159
<b>PENN CENTRAL TRANSPORTATION COMPANY</b>	
Application for authority to remove the station agent at Adirondack Junction, Quebec. Order R-6220 . . . . .	290
Application by Niagara Monorail Limited to construct a monorail system along, over and across the railway of Penn Central Transportation Company. Order R-7570 . . . . .	872

**RAILWAY CONSTRUCTION****Canadian Pacific Railway Company:**

Application for authority to construct a branch line approximately 2 miles in length commencing at mileage 1.01 Mission Subdivision and connecting to the track of the Canadian National Railways at mileage 89.86 Yale Subdivision.

Order R-7349 . . . . . 867

**REFLECTIVE MARKINGS****Algoma Central Railway:**

Allocation of the cost of placing reflective markings on the sides of railway cars.

Order R-5593 . . . . . 206

**Canadian General Transit Company Limited:**

Allocation of the cost of placing reflective markings on the sides of railway cars.

Order R-5303 . . . . . 161

**Canadian National Railways:**

Allocation of the cost of placing reflective markings on the sides of railway cars.

Order R-5670 . . . . . 208

**REGULATIONS**

Governing applications to discontinue railway passenger train service.

Order R-4642 . . . . . 59

Governing applications to abandon the operation of branch lines.

Order R-6315 . . . . . 573

**Cost Regulations:**

Reasons for Order R-6313, concerned with the regulations respecting the costing principles and techniques of the railways.

Reasons for Order R-6313 . . . . . 323

Order R-6313 . . . . . 430

Order R-6314 . . . . . 569

Order R-7397 . . . . . 869

**General Orders:**

No. T-29, conditions on passes, amended by:

Order R-4471 . . . . . 17

Order R-4669 . . . . . 73

**REGULATIONS (Cont'd)****General Orders (Cont'd)**

No. E-7, regulations governing the preparation of accounts to apply to joint projects, amended by:	
Order R-4588 .....	71
Order R-7086 .....	829
No. T-2, regulations governing the construction, filing and posting of freight tariffs by railway companies.	
Amended by Order R-6581 .....	621
No. T-11, T-13, T-14, T-16, T-18, T-24, T-30, T-31 and T-32.	
Rescinded by Order R-6568. ....	638
No. T-1, regulations governing the construction, filing and posting of the Canadian Freight Classification.	
Amended by Order R-6611 .....	761
No. T-23, regulations governing Baggage Car Traffic in Canada.	
Amended by Order R-6612 .....	763
Regulations governing the height of wires of telegraph and telephone lines.	
No. R-E-18 .....	155
Regulations governing Maritime Freight Rates Act, tariffs and supplements of tariffs filed by railway companies.	
No. R-T-44 .....	830
No. O-17, regulations respecting the inspection and testing of air reservoirs other than on locomotives.	
Prescribed by Order No. R-7599. ....	874
Regulations governing the installation and maintenance of drinking water, toilet and hand cleansing facilities in locomotives and cabooses.	
No. R-O-37 .....	149
<b>Passenger Train Service:</b>	
Regulations governing applications to discontinue Railway Passenger Train Service.	
Order R-6316 .....	585

**SMITHSONS HOLDINGS LTD.**

Notice of proposed acquisition by purchase	
(a) from Norman J. Emblem, 196 common shares of the capital stock of Norman's Transfer Ltd., 97 common shares of the capital stock of Lawson Transport Ltd., 219 common shares of the capital stock of Montreal-Cornwall Express Lines Ltd.	



**SMITHSONS HOLDINGS LTD. (Cont'd)**

Notice of proposed acquisition by purchase (cont'd)

(b) from Norman Emblem, Junior, one common share of the capital stock of Lawson Transport Ltd.

(c) from Gordon Emblem, one common share of the capital stock of Norman's Transfer Ltd.

(d) from Noel Emblem, one common share of the capital stock of Montreal-Cornwall Express Lines Ltd.

Judgment . . . . . 1

**STATION AGENCIES**

Application of the Canadian Pacific Railway Company on behalf of Erie and Northern Railway Company for authority to remove the station agents at Paris, Brantford, and Simcoe, and to remove the caretaker at Waterford, all in the Province of Ontario and, on behalf of the Grand River Railway Company, application for authority to remove the station agents at Waterloo, Kitchener, Preston and Hespeler, all in the Province of Ontario.

Order R-5352 . . . . . 164

Application of the Canadian Pacific Railway Company for authority, in respect to its proposed Customer Service Centre at Nelson, British Columbia, to remove twenty agents and one caretaker from stations in the Kootenay Division.

Judgment . . . . . 199

Order R-5514 . . . . . 203

Application of the Canadian Pacific Railway Company for authority to remove the agent at South Edmonton, Alberta.

Order R-5554 . . . . . 205

Application of the Canadian Pacific Railway Company for authority to remove the agent at Gretna, Manitoba.

Order R-5829 . . . . . 240

Application of the Canadian Pacific Railway Company for authority, in respect of the proposed Customer Service Centre at Ottawa, Ontario, to remove thirty agents and twelve caretakers in the Smiths Falls Division.

Judgment . . . . . 277

Order R-6271 . . . . . 281

Application of Canadian National Railways for authority, in respect of their Belleville Master Agency Plan, to remove station agents at Newcastle, Colborne, Madoc, Campbellford, Stirling, Wellington, Frankford, Marmora and Strathcona, and to remove the station agent

Subject	Page
<b>STATION AGENCIES (Cont'd)</b>	
and the station building at Forfar, all in the Province of Ontario.	
Judgment . . . . .	49
Order R-4738 . . . . .	57
Application of Canadian National Railways for authority to remove the station agents at New Hamburg, Baden, Waterloo and St. Jacobs, in the Province of Ontario, under the Kitchener Master Agency Plan.	
Order R-4750 . . . . .	83
Application of Canadian National Railways for authority to remove the station agents at St. Cesaire, Waterloo, and Richelieu, as well as the caretakers at Abbotsford and Rougement, in the Province of Quebec, under the Granby Master Agency Plan.	
Order R-4760 . . . . .	84
Application of Canadian National Railways for authority to remove the station agent at Weldon, Saskatchewan.	
Order R-6070 . . . . .	243
Application of Canadian National Railways for authority to remove the station agent at Livelong, Saskatchewan.	
Order R-6071 . . . . .	244
Application of Canadian National Railways for authority to remove the station agent at Carmel, Saskatchewan.	
Order R-6072 . . . . .	245
Application of Canadian National Railways for authority to remove the station agent at Goodeve, Saskatchewan.	
Order R-6073 . . . . .	246
Application of Canadian National Railways for authority to remove the station agent at Zealandia, Saskatchewan.	
Order R-6074 . . . . .	247
Application of Canadian National Railways for authority to remove the station agent at Fenwood, Saskatchewan.	
Order R-6075 . . . . .	248
Application of Canadian National Railways for authority to remove the station agent and provide a caretaker at Heatherton, Nova Scotia.	
Order R-6133 . . . . .	289
Application of Canadian National Railways for authority to remove the station agent and station building at St. Isidore Junction, Quebec.	
Order R-6232 . . . . .	291
Application of Canadian National Railways for authority to remove the station agent at Warman, Saskatchewan.	
Order R-6273 . . . . .	292

**STATION AGENCIES (Cont'd)**

Application by the Penn Central Transportation Company for authority to remove the station agent at Adirondack Junction, Quebec. Order R-6220 . . . . .	290
--	-----

**SUBSIDY****"Equalization and Normal Payments"**

Method of calculating "normal payments" and the recommendation of "equalization payments" to eligible companies, of the \$82,000,000 provided for the year 1969 determined by: Order R-4535 . . . . .	21
Amendment of list of eligible companies in the calculation of "normal payments" and the recommendation of "equalization payments". Order R-4645 . . . . .	77

**SUMMARIES OF ORDERS ISSUED BY THE RAILWAY TRANSPORT COMMITTEE**

R-4328-R-4440 . . . . .	37
R-4441-R-4737 . . . . .	86
R-4738-R-5003 . . . . .	124
R-5004-R-5326 . . . . .	168
R-5327-R-5641 . . . . .	211
R-5642-R-5955 . . . . .	250
R-5956-R-6266 . . . . .	294
R-6267-R-6602 . . . . .	639
R-6603-R-6805 . . . . .	764
R-6806-R-7062 . . . . .	794
R-7063-R-7298 . . . . .	833
R-7299-R-7614 . . . . .	883

**TELEPHONE RATE STRUCTURE****Bell Canada:**

Application for an Order approving revisions to the tariffs of Rates of Exchange and Long Distance Services and Equipment. Judgment . . . . .	727
Order R-6797 . . . . .	742

**TOLLS****Agreed Charge:**

Application of Robertsteel (Canada) Limited for withdrawal of a fixed charge established by Order No. 86002. Order R-4925 . . . . .	118
--	-----

Subject	Page
<b>TOLLS (Cont'd)</b>	
<b>Freight Rates:</b>	
Cobalt metal—limitation of liabilities, application of the Canadian Freight Association in respect of class ratings, barrels or boxes. Authorized by: Order R-5653 . . . . .	207
Copper concentrates—limitation of liability, application of the Ontario Northland Railway to publish a carload rate per net ton from Timmins, Ontario to Baltimore, Maryland. Authorized by: Order R-4353 . . . . .	32
Copper concentrates—limitation of liability, application of the Canadian Freight Association to publish a carload rate per net ton from Sault Ste. Marie, Ontario to North Vancouver, British Columbia. Authorized by: Order R-4364 . . . . .	33
Copper concentrates—limitation of liability, application of the Canadian National Railways to publish a carload rate per net ton from Heath Steele, New Brunswick to Noranda (Rouyn), Quebec. Authorized by: Order R-4466 . . . . .	34
Copper concentrates—limitation of liability, application of the Canadian National Railways to publish carload rates per net ton from Brunswick, New Brunswick and Gaspé, Quebec to Noranda (Rouyn) Quebec. Authorized by: Order R-5785 . . . . .	209
Copper concentrates—limitation of liability, application of the Canadian National Railways to publish carload rates per net ton from Quebec, Que. to Noranda (Rouyn), Quebec. Authorized by: Order R-5809 . . . . .	239
Copper concentrates—limitation of liability, application of the Canadian Pacific Railway Company to publish carload rates per net ton from Spragge, Ontario to Baltimore, Maryland. Authorized by: Order R-5875 . . . . .	241
Copper ore—limitation of liability, application of the Canadian Freight Association to publish carload rates per net ton Ashcroft, British Columbia to Lakefield, Ontario. Authorized by: Order R-6022 . . . . .	242
Yarn, synthetic, fibre—limitation of liability, application of the Canadian National Railways to publish a carload rate per net ton from International Boundary, adjacent to Fort Erie and Niagara Falls, Ontario to Ernestown, Ontario. Authorized by: Order R-4979 . . . . .	119

**TOLLS (Cont'd)**

**Telephone:**

Exchange Rate Grouping:

Changes in rate grouping of certain telephone exchanges of the British Columbia Telephone Company. Approved by:

Order R-4493 ..... 35

Changes in rate grouping of certain telephone exchanges of the British Columbia Telephone Company. Approved by:

Order R-4658 ..... 78

Changes in rate grouping of certain telephone exchanges in Ontario and Quebec by Bell Canada. Approved by:

Order R-4747 ..... 81

**TORONTO, HAMILTON AND BUFFALO RAILWAY COMPANY**

Application for an Order authorizing it to use and enjoy and to run and operate its freight trains over the railway of the Canadian National Railways.

Order R-5085 ..... 115



# Canadian Transport Commission

## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION  
RAILWAY TRANSPORT COMMITTEE

SMITHSONS HOLDINGS LIMITED  
and  
SICOTTE TRANSPORT LIMITÉE  
H. LAPALME LIMITÉE  
LÉO TREMBLAY TRANSPORT  
ASSOCIATION DU CAMIONNAGE DU QUÉBEC INC.  
L'ASSOCIATION CANADIENNE DU CAMIONNAGE INC.

*File No. 49281.1*

Coram:

D.H. Jones, Chairman  
G. Morisset, Commissioner  
Laval Fortier, Commissioner

Hearing at Ottawa, Ontario, on December 12 and 13, 1968.

Decision handed down on January 23, 1969.

Reasons of the Committee by

Laval Fortier

Concurred in by

D.H. Jones  
G. Morisset

Counsel at hearing:

Smithsons Holdings Limited	}	<i>Me Albert Gadbois, Q.C.</i>
		<i>Me Jean-Paul St. Laurent</i>
Sicotte Transport Limitée	}	
H. Lapalme Limitée		
Léo Tremblay Transport		<i>Me Roger Lacoste, Q.C.</i>
Association du Camionnage du Québec Inc.		
Canadian Trucking Association Inc.		<i>Me François Lemieux</i>

TRUE COPY

J.D. Beaton,  
Assistant Secretary,  
Railway Transport Committee.

59 R.T.C.

## CANADIAN TRANSPORT COMMISSION

## SMITHSONS HOLDINGS LIMITED

and

## SICOTTE TRANSPORT LIMITEE ET AL

CORAM: D.H. Jones, G. Morisset and Laval Fortier.

## LAVAL FORTIER:

By letter dated June 20, 1968, Smithsons Holdings Limited, hereinafter called "The Purchaser", gave notice, pursuant to Section 20 of the National Transportation Act, to the Canadian Transport Commission, hereinafter called "The Commission", that it proposed to acquire by purchase:

- a) from Norman J. Emblem, 196 common shares of the capital stock of Norman's Transfer Limited, 97 common shares of the capital stock of Lawson Transport Limited and 219 common shares of the capital stock of Montreal-Cornwall express Lines Limited;
- b) from Gordon Emblem, one common share of the capital stock of Norman's Transfer Limited;
- c) from Norman Emblem, Junior, one common share of the capital stock of Lawson Transport Limited; and
- d) from Noël Emblem, one common share of the capital stock of Montreal-Cornwall Express Lines Limited.

The Purchaser further advised the Commission that it already held 206 of the 403 common shares, issued and outstanding, of the capital stock of Norman's Transfer Limited, 104 of the 202 common shares, issued and outstanding, of the capital stock of Lawson Transport Limited, and 230 of the 450 common shares, issued and outstanding, of the capital stock of Montreal-Cornwall Express Lines Limited.

The Purchaser, as directed by the Commission, gave public notice of the proposed acquisition in the June 29, 1968 issue of the Canada Gazette. The Commission, as required by law, gave notice of that acquisition to the Director of Investigation and Research under the Combines Investigation Act.

As a result of the notice published in the Canada Gazette, the following persons, hereinafter called "The Opposing Parties", objected to the proposed acquisition:

Sicotte Transport Limitée, H. Lapalme Limitée, Léo Tremblay Transport, Association du Camionnage du Québec Inc., Canadian Trucking Association Inc. and Eamer Daye Transport Limited.

By letter dated December 6, 1968, the Solicitor for Eamer Daye Transport Limited advised the Commission that his client had withdrawn its objection.



Following a request by the Commission for fuller particulars with regard to the reasons in support of the objection, Me Lacoste stated in a letter dated November 26, 1968:

“Les opposants soutiennent que l’avis d’acquisition proposée qui a été déposé par Smithsons Holdings Ltd., devrait être rejeté parce que la requérante Smithsons Holdings Ltd. est ni une compagnie de chemins de fer, une compagnie de pipeline pour denrées, une compagnie de transport par eau, une personne exploitant une entreprise de transport par véhicules-moteurs ou un transporteur par air, assujetti à la compétence législative du Parlement du Canada, et en conséquence ne peut se prévaloir des dispositions de la Loi Nationale sur les Transports en ce qui regarde l’achat, la fusion, la consolidation etc. des entreprises de transports, et qu’en conséquence la Commission a erré lorsqu’elle a donné ou fait donner l’avis public publié dans la Gazette du Canada, le 29 juin 1968.”

At the hearing, before proceeding with the hearing of the witnesses, the Chairman advised the Solicitors that the Commission had decided to hear first of all their arguments on that question of law.

Me Lacoste, for the Opposing Parties, declared that Smithsons Holdings Limited “est une compagnie de gestion qui détient des parts” of several transport companies “pour le bénéfice de ses actionnaires principaux ou son actionnaire principal, le C.P.R.” He knows, he said, “que le véritable adversaire ici, dans le présent cas, c’est le C.P.R.”

He then said: “Ici, c’est un subsidiaire du C.P.R. qui s’adresse à un Comité de camionnage. Moi, je veux nécessairement être relégué non pas à la division du chemin de fer, nous sommes dans une cause de camionnage, il faut être relégué à la division du camionnage.”

It seems difficult to reconcile this argument with the point of law raised by Me Lacoste in his letter of November 26th, when he said among other things that the Purchaser was not “une personne exploitant une entreprise de transport par véhicules-moteurs . . . .”

Then Me Lacoste, after having recalled the principle of law that “nul ne peut plaider au nom d’autrui” and after having quoted Article 357 of the Civil Code, adds: “Je dis donc que la compagnie du C.P.R. acquérait indirectement des parts. Si elle le fait par l’entremise d’un intermédiaire, il est possible aussi que l’intermédiaire soit affecté. Je dis donc que le texte dans l’avis devrait nommément être fait au nom du C.P.R. et que le C.P.R. doit venir dire devant cette Commission quels sont ses subsidiaires, quelles sont ses opérations ferroviaires et de plus, ses autres opérations, en particulier, ses opérations de camionnage.”

He concluded his oral argument by saying: “Pour cette raison, ma conclusion en droit, c’est que l’avis qui a été donné est incomplet et illégal et que la personne qui est réellement concernée dans cette cause l’est indirectement, et tel que dit dans la loi, n’est pas présente. En conséquence, cette demande d’approbation doit être rejetée.”

In this connection, I believe I should point out that under Section 20 the Commission has not the power to approve a proposed acquisition. In fact, the only consequence which a notice of acquisition filed with the Commission as required by Section 20, Subsection (1) can have, is that the Commission as a result of an objection made under Subsection (3) of the said Section "may disallow any such acquisition if in the opinion of the Commission, such acquisition will unduly restrict competition or otherwise be prejudicial to the public interest."

In this case, a notice considered reasonable was published in the Canada Gazette, issue of June 29, 1968, the first paragraph of which reads as follows:

"By direction of the Canadian Transport Commission, Smithsons Holdings Limited, incorporated in the Province of Ontario, with Head Office at 150 Commissioners Street, Toronto, Ontario a wholly owned subsidiary of Canadian Pacific Railway Company, hereby gives notice, pursuant to Section 20 of the National Transportation Act, that it proposes to acquire by purchase: . . ."

In my opinion, one of the purposes of Section 20 is that a notice, considered reasonable by the Commission, be given of a proposed acquisition, so that the persons mentioned in Subsection (3) of the said Section 20 may, if they so wish, object to a proposed acquisition on the grounds mentioned in the said Subsection (3).

The Opposing Parties neither alleged in their opposition, nor claimed in the argument in law, that the Purchaser was not, as mentioned in the notice published in the Canada Gazette "a wholly owned subsidiary of Canadian Pacific Railway Company". In fact, it is precisely because they recognized the Purchaser as a subsidiary of the C.P.R. that they objected and do object to the acquisition.

The Solicitor for the Purchaser also recognized the interest of the C.P.R. in the acquisition, and this is what he said in that connection:

"Or, lorsque le Législateur a inscrit dans la loi le mot indirectement, il ne l'a pas mis, il ne l'a pas inclus pour les simples fins de voir un mot additionnel dans le texte. . . . Il a voulu qu'une compagnie de chemin de fer tombant sous la juridiction du Parlement du Canada puisse acquérir soit directement ou, je comprends très bien, je reconnais que nous aurions pu, que le C.P.R. aurait pu acquérir directement, ou, il nous a accordé aussi le droit de le faire indirectement. Or, ce mot, indirectement, c'est par l'entremise d'une autre personne ou corporation. Alors, l'autre corporation dont nous nous servons, c'est la corporation dite Smithsons Holdings Limited. De toute façon, nous avons envoyé l'avis public, révélant à tous que nous avons un intérêt indirect vu le contrôle que nous possédons des actions dans Smithsons Holdings Limited."

I am of the opinion that the Opposing Parties understood very well that the Purchaser was a company completely controlled by the C.P.R. and that consequently, the proposed acquisition by the Purchaser was indirectly a proposed acquisition by the C.P.R.

Me Lemieux declared at the hearing:

“L’Association canadienne du camionnage ne peut pas, comme l’a indiqué Me Gadbois, au point de vue pratique, dire qu’elle a subi un préjudice dans la forme de l’avis. Je lui concède que l’Association n’a pas eu de préjudice par la forme de l’avis. Ce que monsieur Lacoste a argumenté peut avoir des conséquences formidables dans la procédure pour cette Commission, dans les causes qu’elle aura à entendre dans l’avenir. Simplement pour me répéter, nous savons que Smithsons Holdings Limited est un subsidiaire du C.P.R.”

In this connection, I believe it advisable to recall what the Canadian Trucking Associations Inc. said in its opposition:

“The objection of the Canadian Trucking Associations Inc. is made on behalf of Sicotte Transport Limitée, H. Lapalme Limitée and Léo Tremblay Transport, and in support of the objection to the proposed acquisition filed by Sicotte Transport Limitée, H. Lapalme Limitée and Léo Tremblay Transport.”

If it is true, as stated by Me Lacoste in his letter of November 26, 1968, that the Purchaser is not a person who, pursuant to Section 20, is required to give notice of the proposed acquisition, the C.P.R., which would indirectly acquire the shares which it is proposed to purchase, is a railway company subject to the legislative authority of the Parliament of Canada.

Even if the notice left room for doubt — which I cannot agree it does — that it is the C.P.R. which proposed to acquire indirectly . . . . , the recognition by the Opposing Parties (as well as the Purchaser) of the interest of the C.P.R. constitutes in my opinion a plea in bar to their claims.

For the above reasons, I come to the conclusion that the public notice published in the Canada Gazette on June 29, 1968, is sufficient and reasonable, that the Opposing Parties did not suffer any prejudice either in fact or in law due to the language of such notice, and that the Railway Transport Committee of the Commission, by virtue of the “Canadian Transport Commission’s General Rules”, is the Committee whose duty and responsibility it is to hear and dispose of, in this case, the oppositions of the Opposing Parties.

I think it is useful to note that attention be drawn here to Rule 660 of the Commission’s General Rules which states as follows:

“No proceedings shall be defeated by any objections based upon defects in form merely.”

As for the claim of the Counsel for the Purchaser to the effect that section 20 would give the railway companies the right to acquire, directly or indirectly, an interest in the business of any person engaged in transport operations, I submit that Section 20 itself does not grant such a right. It imposes on a person mentioned in Subsection (1) the obligation of giving notice of a proposed acquisition to the Commission. One must look

elsewhere for the legal basis of the right to acquire. All doubt in that connection disappears on the reading of Subsection (5) of Section 20 which reads as follows:

“Nothing in this section shall be construed to authorize any acquisition of an interest in any other company that is prohibited by any Act of the Parliament of Canada.”

Having disposed of the arguments on the question of law, I must now consider the merit of the objections made by the Opposing Parties.

The Opposing Parties object to the proposed acquisition saying that in the public interest shippers should benefit from two distinct modes of transport which are really competitive, i.e. truck and railway; that it is impossible for the private trucking business to compete with railways subsidized by the State; that an important part of the highway transport business is owned, or controlled, directly or indirectly, by the two main railway companies, contrary to the policy established in Section 1 of the National Transportation Act; that the independent road carrier industry has not the financial resources of the C.P.R. and that the proposed acquisition will facilitate capital increases by the C.P.R. to its subsidiaries to the detriment of road carriers; that for several years, Norman's Transfer Limited and Montreal-Cornwall Express Lines Limited have held a virtual monopoly of the transportation at Cornwall and that through their opposition to the applications for licences by other road carriers before the Transportation Boards of the Provinces of Quebec and Ontario, they have restricted the access to Cornwall to other truckers.

At the hearing, the witness Sicotte produced a licence issued by the Transportation Board of the Province of Quebec restricting his Montreal-Cornwall operations. The witness Martin at the hearing read part of the statement made by the Province of Quebec on January 4, 1961, to the Royal Commission on Transportation, and declared that he had been authorized by his Deputy Minister to say that this was the policy of the Province of Quebec in the matter of transport.

Mr. Roy gave evidence on certain tariffs between Montreal-Cornwall, Toronto-Cornwall and Toronto-Montreal. He declared that the trucking tariffs in Quebec are regulated by the Transportation Board, while in Ontario the tariffs are filed. “Les taux doivent être approuvés,” he said, “mais il n’y a pas de contrôle spécifique. Au Québec on exerce un contrôle.”

The witness, Mr. Archambault, Executive Director of the Association du Camionnage du Québec Inc., produced as exhibits in support of the objection copies of resolutions or declarations of the Association du Camionnage du Québec Inc. to the effect that the Association is opposed to the entry of the railways into the trucking industry. As for the Montreal-Cornwall situation, the witness declares that the members of his Association have always complained about the monopoly which exists between Montreal and Cornwall. He adds that trucking firms have asked for a licence for that location and been refused. The public in general is also complaining. To his knowledge, some thirty persons have complained about the existing monopoly and certain tariffs

which are higher between Montreal and Cornwall as compared with other places for the same goods and the same distances.

Finally, the witness Gendreau explained that Canadian Trucking Associations Inc. has always opposed "l'accès par le chemin de fer sur les transports routiers", and further on he adds:

"l'exploitation combinée pour les chemins de fer du transport routier et ferroviaire crée un monopole parce que l'accroissement de ce contrôle par les chemins de fer sera sans limite, et n'y aura plus de concurrence et ce sera contre l'intérêt public."

As for the remainder of the evidence of Mr. Gendreau, I quote the summary thereof made by Mr. Lemieux in his pleadings:

"He pointed out that in the Canadian Pacific annual statement there were two items which could be considered as hidden subsidies: first, there were the holdings by CP of 5% non-cumulative preferred shares in both Smith's Transport and Smithsons Holdings.

.....

The suggestion intended to be conveyed to the Committee is that since dividend payments under the preferred shares were not cumulative, these shares might constitute a source of funds which could permit Canadian Pacific to launch a rate war among the trucking industry and thus cause instability in that industry."

The Purchaser did not call any witnesses, but filed a series of exhibits, including exhibit No. 8 which is a decision by the Transportation Board of the Province of Quebec, dated April 24, 1958, approving "the transfer of the majority of the shares of Norman's Transfer Ltd., Brydges Transportation Ltd. and Lawson Transport Ltd. from Norman J. Emblem to Smithsons Holdings Ltd." It would appear from Exhibit No. 8, that the Association du Camionnage du Québec Inc. and Canadian Trucking Associations Inc., represented by Me Lacoste, would have objected to that acquisition and transfer.

According to Section 20, Subsection (3), any person affected may object "on the grounds that" such an acquisition "will unduly restrict competition or otherwise be prejudicial to the public interest." And in Subsection (4) of the same section, it states:

"Where objection is made pursuant to Subsection (3) the Commission. ....  
.....

- b) may disallow any such acquisition if in the opinion of the Commission such acquisition will unduly restrict competition or otherwise be prejudicial to the public interest;"

Those are the only two grounds which the Commission may and must consider, and those are also the only grounds on which a person affected may object.

Evidence was given that certain operating permits issued by the Provincial authority to road carriers contained certain restrictions, while in other cases the Provincial Board would have refused to road carriers operating permits. That is a discretion which Provincial Transport Commissions enjoy under the Motor Vehicle Transport Act.

Evidence was also given that the Montreal-Cornwall tariffs would apparently be higher than those for other localities. Here again, the power of regulating tariffs is a power enjoyed by the Provinces under the Motor Vehicle Transport Act and which apparently is being exercised by the Province of Quebec, according to the witness Roy. Furthermore, no evidence was given that as a result of the proposed acquisition those tariffs would in any way be modified or that tariffs would be imposed which could restrict competition or otherwise be prejudicial to the public interest.

In fact, the Commission has not the power to interfere in the decisions handed down under the Motor Vehicle Transport Act.

Finally, according to the evidence, and this is not denied, the Purchaser already owns and controls 51% or more of the shares issued and outstanding of Norman's Transfer Limited, of Lawson Transport Limited (company since sold to Glengarry Transport Limited) and of Montreal-Cornwall Express Lines Limited. In view of these facts, it is difficult to understand how the acquisition of the remainder of the shares issued and outstanding of those companies "will unduly restrict competition or otherwise be prejudicial to the public interest", and in my opinion there is no evidence to that effect.

After examining and studying the documents filed and produced, as well as the evidence given at the hearing, I have reached the conclusion that there is no ground for the Commission to disallow the proposed acquisition, as in my opinion, there is no evidence that such acquisition will unduly restrict competition or otherwise be prejudicial to the public interest.

COMMISSION CANADIENNE DES TRANSPORTS  
 COMITÉ DES TRANSPORTS PAR CHEMIN DE FER  
 SMITHSONS HOLDINGS LIMITED  
 et  
 SICOTTE TRANSPORT LIMITÉE  
 H. LAPALME LIMITÉE  
 LÉO TREMBLAY TRANSPORT  
 ASSOCIATION DU CAMIONNAGE DU QUÉBEC INC.  
 L'ASSOCIATION CANADIENNE DU CAMIONNAGE INC.

*Dossier n° 49281.1*

Coram:—

D.H. Jones, président  
 G. Morisset, commissaire  
 Laval Fortier, commissaire

Audition à Ottawa, Ontario, les 12 et 13 décembre 1968.  
 Décision rendue le 23 janvier 1969.

Raisons du Comité par  
 Laval Fortier  
 partagées par  
 D.H. Jones  
 G. Morisset

Procureurs de:—

Smithsons Holdings Limited	}	<i>Me Albert Gadbois, c.r.</i>
	}	<i>Me Jean-Paul St-Laurent</i>
Sicotte Transport Limitée	}	
H. Lapalme Limitée		
Léo Tremblay Transport		
Association du Camionnage du Québec Inc.		
L'Association Canadienne du Camionnage Inc.	}	<i>Me François Lemieux</i>

VRAIE COPIE

J.D. Beaton,  
 Secrétaire suppléant,  
 Comité des transports par chemin de fer.

59 R.T.C.

## COMMISSION CANADIENNE DES TRANSPORTS

## COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

## SMITHSONS HOLDINGS LIMITED

et

## SICOTTE TRANSPORT LIMITÉE &amp; AL

CORAM: D.H. Jones, G. Morisset et Laval Fortier.

## LAVAL FORTIER:

Par lettre, en date du 20 juin 1968, Smithsons Holdings Limited, ci-après désigné "l'acquéreur", donnait avis, conformément à l'article 20 de la Loi nationale sur les transports, à la Commission canadienne des transports, ci-après désignée "la Commission", qu'il se proposait d'acquiescer par achat:

- a) de Norman J. Emblem, 196 actions communes du capital-actions de Norman's Transfer Limited, 97 actions communes du capital-actions de Lawson Transport Limited et 219 actions communes du capital-actions de Montréal-Cornwall Express Lines Limited;
- b) de Gordon Emblem, une action commune du capital-actions de Norman's Transfer Limited;
- c) de Norman Emblem junior, une action commune du capital-actions de Lawson Transport Limited; et
- d) de Noël Emblem, une action commune du capital-actions de Montréal-Cornwall Express Lines Limited.

L'acquéreur avisait de plus la Commission qu'il détenait déjà 206 des 403 actions communes, émises et en cours, du capital-actions de Norman's Transfer Limited, 104 des 202 actions communes, émises et en cours du capital-actions de Lawson Transport Limited et 230 des 450 actions communes, émises et en cours, du capital-actions de Montréal-Cornwall Express Lines Limited.

L'acquéreur, conformément aux directives de la Commission, donna avis public de l'acquisition proposée, dans l'édition du 29 juin 1968 de la Gazette du Canada. La Commission, tel que requis par la loi, a donné avis de cette acquisition au directeur des enquêtes et recherches en vertu de la Loi relative aux enquêtes sur les coalitions.

A la suite de l'avis publié dans la Gazette du Canada, les personnes suivantes, ci-après désignées "les opposants", ont fait opposition à l'acquisition proposée:

Sicotte Transport Limitée, H. Lapalme Limitée, Léo Tremblay Transport, Association du Camionnage du Québec Inc., L'Association Canadienne du Camionnage Inc. et Eamer Daye Transport Limited.



Par lettre en date du 6 décembre 1968, le procureur de Eamer Daye Transport Limited avisait la Commission que son client retirait son opposition.

A la suite d'une demande de la Commission pour plus amples détails des raisons au soutien de l'opposition, Me Lacoste disait dans une lettre datée du 26 novembre 1968:

“Les opposants soutiennent que l'avis d'acquisition proposée qui a été déposé par Smithsons Holdings Ltd., devrait être rejeté parce que la requérante Smithsons Holdings Ltd., est ni une compagnie de chemins de fer, une compagnie de pipeline pour denrées, une compagnie de transport par eau, une personne exploitant une entreprise de transport par véhicules-moteurs ou un transporteur par air, assujéti à la compétence législative du Parlement du Canada, et en conséquence ne peut se prévaloir des dispositions de la Loi nationale sur les transports en ce qui regarde l'achat, la fusion, la consolidation etc. des entreprises de transports, et qu'en conséquence la Commission a erré lorsqu'elle a donné ou fait donner l'avis public publié dans la Gazette du Canada, le 29 juin 1968.”

Lors de l'audition, avant de procéder à l'audition des témoins, le président avisa les procureurs que la Commission avait décidé d'entendre, en premier lieu, leurs arguments sur cette question de droit.

Me Lacoste, pour les opposants, a déclaré que Smithsons Holdings Limited “est une compagnie de gestion qui détient des parts” de plusieurs compagnies de transport “pour le bénéfice de ses actionnaires principaux ou son actionnaire principal, le C.P.R.” Il sait, a-t-il dit, “que le véritable adversaire ici, dans le présent cas, c'est le C.P.R.”

Il a ensuite dit: “Ici, c'est un subsidiaire du C.P.R. qui s'adresse à un Comité de camionnage. Moi, je veux nécessairement être relégué non pas à la division du chemin de fer, nous sommes dans une cause de camionnage, il faut être relégué à la division du camionnage.”

Il apparaît difficile de marier cet argument au point de droit soulevé par Me Lacoste dans sa lettre datée du 26 novembre, alors qu'il disait, entre autres choses, que l'acquéreur n'était pas “une personne exploitant une entreprise de transport par véhicules-moteurs . . . .”

Puis Me Lacoste, après avoir rappelé le principe de droit que “nul ne peut plaider au nom d'autrui” et après avoir cité l'article 357 du Code Civil, ajoute: “Je dis donc que la compagnie du C.P.R. acquérait indirectement des parts. Si elle le fait par l'entremise d'un intermédiaire, il est possible aussi que l'intermédiaire soit affecté. Je dis donc que le texte dans l'avis devrait nommément être fait au nom du C.P.R. et que le C.P.R. doit venir dire devant cette Commission quels sont ses subsidiaires, quelles sont ses opérations ferroviaires et de plus, ses autres opérations, en particulier, ses opérations de camionnage.”

Il terminait son argument oral en disant: “Pour cette raison, ma conclusion en droit, c'est que l'avis qui a été donné est incomplet et illégal et que la personne qui est réellement concernée dans cette cause l'est indirectement, et tel que dit dans la loi, n'est pas présente. En conséquence, cette demande d'approbation doit être rejetée.”

A ce sujet, je crois devoir souligner qu'en vertu de l'article 20 la Commission ne possède pas le pouvoir d'approuver une acquisition proposée. En fait, la seule conséquence que peut avoir un avis d'acquisition déposé à la Commission, tel que requis par le paragraphe (1) de l'article 20, est que la Commission à la suite d'une opposition faite conformément au paragraphe (3) dudit article "peut ne pas reconnaître une semblable acquisition si, de l'avis de la Commission, cette acquisition doit restreindre indûment la concurrence ou être par ailleurs préjudiciable à l'intérêt public."

Le paragraphe (2) de l'article 20 impose à la Commission l'obligation de donner ou de faire donner un avis public ou tout autre avis qui lui semble raisonnable dans les circonstances.

Dans le présent cas, un avis jugé raisonnable a été publié dans la Gazette du Canada, édition du 29 juin 1968, dont le premier paragraphe se lit comme suit:

"By direction of the Canadian Transport Commission, Smithsons Holdings Limited, incorporated in the Province of Ontario, with Head Office at 150 Commissioners Street, Toronto, Ontario, a wholly owned subsidiary of Canadian Pacific Railway Company, hereby gives notice, pursuant to section 20 of the National Transportation Act, that it proposes to acquire by purchase: . . . . .  
 . . . . ."

A mon sens, un des buts de l'article 20 est qu'un avis, jugé raisonnable par la Commission, soit donné d'une acquisition proposée, pour que les personnes mentionnées au paragraphe (3) dudit article 20 puissent, si elles le jugent à propos, s'opposer à une acquisition proposée et invoquer le motif mentionné audit paragraphe (3).

Les opposants n'ont ni allégué dans leur opposition, ni prétendu lors de l'argument en droit, que l'acquéreur n'était pas, tel que mentionné dans l'avis publié dans la Gazette du Canada "a wholly owned subsidiary of Canadian Pacific Railway Company". En fait, c'est précisément parce qu'ils ont reconnu l'acquéreur comme une filiale du C.P.R. qu'ils se sont opposés et s'opposent à l'acquisition.

Le procureur de l'acquéreur a aussi reconnu l'intérêt du C.P.R. dans l'acquisition, et voici ce qu'il dit à ce sujet:

"Or, lorsque le Législateur a inscrit dans la loi le mot indirectement, il ne l'a pas mis, il ne l'a pas inclus pour les simples fins de voir un mot additionnel dans le texte. . . . . Il a voulu qu'une compagnie de chemin de fer tombant sous la juridiction du Parlement du Canada puisse acquérir soit directement ou, je comprends très bien, je reconnais que nous aurions pu, que le C.P.R. aurait pu acquérir directement, ou, il nous a accordé aussi le droit de le faire indirectement. Or, ce mot, indirectement, c'est par l'entremise d'une autre personne ou corporation. Alors, l'autre corporation dont nous nous servons, c'est la corporation dite Smithsons Holdings Limited. De toute façon, nous avons envoyé l'avis public, révélant à tous que nous avons un intérêt indirect vu le contrôle que nous possédons des actions dans Smithsons Holdings Limited."

Je suis d'avis que les opposants ont très bien compris que l'acquéreur était une compagnie entièrement contrôlée par le C.P.R. et qu'en conséquence l'acquisition proposée par l'acquéreur était indirectement une acquisition proposée par le C.P.R.

Me Lemieux à l'audition a déclaré:

“L'association canadienne du camionnage ne peut pas, comme l'a indiqué Me Gadbois, au point de vue pratique, dire qu'elle a subi un préjudice dans la forme de l'avis. Je lui concède que l'association n'a pas eu de préjudice par la forme de l'avis. Ce que monsieur Lacoste a argumenté peut avoir des conséquences formidables dans la procédure pour cette Commission, dans les causes qu'elle aura à entendre dans l'avenir. Simplement pour me répéter, nous savons que Smithsons Holdings Limited est un subsidiaire du C.P.R.”

A ce sujet, je crois bon de rappeler ce que dit l'Association Canadienne du Camionnage Inc. dans son opposition:

“The objection of the Canadian Trucking Associations Inc. is made on behalf of Sicotte Transport Limitée, H. Lapalme Limitée et Léo Tremblay Transport, and in support of the objection to the proposed acquisition filed by Sicotte Transport Limitée, H. Lapalme Limitée et Léo Tremblay Transport.”

S'il est vrai, comme l'affirme Me Lacoste dans sa lettre datée du 26 novembre 1968, que l'acquéreur n'est pas une personne qui, conformément à l'article 20 a l'obligation de donner avis de l'acquisition proposée, le C.P.R., qui indirectement acquerrait les actions qu'il est proposé d'acheter, est une compagnie de chemin de fer assujettie à la compétence législative du Parlement du Canada.

Même si l'avis devait laisser planer un doute — ce que je ne puis admettre — sur le fait que c'est le C.P.R. qui se proposait d'acquérir indirectement . . . . , la reconnaissance par les opposants (aussi bien que l'acquéreur) de l'intérêt du C.P.R. constitue à mon avis une fin de non-recevoir à leurs prétentions.

Pour les raisons ci-dessus, j'en arrive à la conclusion que l'avis public publié dans la Gazette du Canada en date du 29 juin 1968 est suffisant et raisonnable, que les opposants n'ont subi de préjudice ni en droit ni en fait dû à la rédaction dudit avis, et que le Comité des transports par chemin de fer de la Commission, en vertu des “Règles Générales de la Commission canadienne des Transports”, est le comité qui a comme fonction et responsabilité d'entendre et de disposer dans le présent cas des oppositions des opposants.

Je crois utile de faire observer ici que la Règle 660 des Règles Générales de la Commission dit ce qui suit:

“Aucune procédure ne sera invalidée en raison d'une objection fondée seulement sur un vice de forme.”

Quant à la prétention du procureur de l'acquéreur à l'effet que l'article 20 donnerait aux compagnies de chemin de fer le droit d'acquérir, directement ou indirectement, un intérêt dans les affaires de toute personne engagée dans des opérations

de transport, je soumets que l'article 20, en soi, n'accorde pas un tel droit. Il impose à une personne visée au paragraphe (1) l'obligation de donner avis à la Commission d'une acquisition proposée. C'est ailleurs qu'il faut chercher le fondement juridique du droit d'acquiescer. Tout doute à ce sujet disparaît à la lecture du paragraphe (5) de l'article 20 qui se lit comme suit:

“Rien au présent article ne doit s'interpréter comme autorisant l'acquisition d'un intérêt dans une autre compagnie lorsque cette acquisition est interdite par quelque loi du Parlement du Canada.”

Ayant disposé des arguments sur la question de droit, je dois donc maintenant considérer le mérite des oppositions faites par les opposants.

Les opposants s'opposent à l'acquisition proposée disant que dans l'intérêt public les expéditeurs doivent bénéficier de deux modes de transport distincts qui se font une réelle concurrence, soit le camion et le rail; qu'il est impossible à l'entreprise privée du camionnage de faire concurrence aux chemins de fer subventionnés par l'État; qu'une partie importante de l'entreprise du transport routier est la propriété, ou est contrôlée, directement ou indirectement, par les deux principales compagnies de chemin de fer, contrairement à la politique établie à l'article 1 de la Loi nationale sur les transports; que l'industrie indépendante du transport routier n'a pas les ressources financières du C.P.R. et que l'acquisition proposée facilitera l'accroissement du capital par le C.P.R. à ses filiales au détriment des voituriers routiers; que depuis plusieurs années, Norman's Transfer Limited et Montréal-Cornwall Express Lines Limited détiennent un monopole virtuel du transport à Cornwall et que par leurs oppositions à des demandes de permis par d'autres voituriers routiers devant les régies de transport des provinces de Québec et d'Ontario ils ont restreint l'accès à Cornwall à d'autres camionneurs.

A l'enquête, le témoin Sicotte a produit un permis émis par la Régie des transports de la Province de Québec restreignant ses opérations Montréal-Cornwall. Le témoin Martin à l'audience a lu une partie de la déposition de la Province de Québec faite, le 4 janvier 1961, à la Commission royale d'enquête sur le transport, et a déclaré avoir été autorisé par son sous-ministre à dire que c'était là la politique de la Province de Québec en matière de transport.

M. Roy est venu témoigner de certains tarifs entre Montréal-Cornwall, Toronto-Cornwall et Toronto-Montréal. Il a déclaré que les tarifs de camionnage dans le Québec sont réglementés par la Régie des transports, tandis qu'en Ontario les tarifs sont déposés. “Les taux doivent être approuvés,” a-t-il dit “mais il n'y a pas de contrôle spécifique. Au Québec on exerce un contrôle.”

Le témoin, M. Archambault, directeur-exécutif de l'Association du Camionnage du Québec Inc., a produit, comme pièces à l'appui de l'opposition, copies de résolutions ou déclarations de l'Association du Camionnage du Québec Inc. à l'effet que l'Association est opposée à l'entrée des chemins de fer dans l'industrie du camionnage. Quant à la situation Montréal-Cornwall, le témoin déclare que les membres de son Association se sont toujours

plaintes du monopole qui existe entre Montréal et Cornwall. Il ajoute que des entreprises de camionnage ont demandé un permis pour cet endroit et que cela leur a été refusé. Le public en général aussi se plaint. A sa connaissance, une trentaine de personnes se sont plaintes du monopole existant et de certains tarifs qui sont plus élevés entre Montréal et Cornwall comparativement à d'autres endroits pour les mêmes marchandises et les mêmes distances.

Enfin, le témoin Gendreau a expliqué que l'Association Canadienne du Camionnage Inc. s'était toujours opposée à "l'accès par le chemin de fer sur les transports routiers", et plus loin il ajoute:

"l'exploitation combinée pour les chemins de fer du transport routier et ferroviaire crée un monopole parce que l'accroissement de ce contrôle par les chemins de fer sera sans limite, et n'y aura plus de concurrence et ce sera contre l'intérêt public."

Quant au reste du témoignage de M. Gendreau, je cite le résumé qu'en a fait Me Lemieux dans sa plaidoirie:

"He pointed out that in the Canadian Pacific annual statement there were two items which could be considered as hidden subsidies: first, there were the holdings by CP of 5% non-cumulative preferred shares in both Smith's Transport and Smithsons Holdings.

.....

The suggestion intended to be conveyed to the Committee is that since dividend payments under the preferred shares were not cumulative, these shares might constitute a source of funds which could permit Canadian Pacific to launch a rate war among the trucking industry and thus cause instability in that industry."

L'acquéreur n'a pas fait entendre de témoin, mais a déposé une série de pièces, dont la pièce n° 8 qui est une décision de la Régie des Transports de la Province de Québec, en date du 24 avril 1958, approuvant "the transfer of the majority of the shares of Norman's Transfer Ltd., Brydges Transportation Ltd. and Lawson Transport Ltd. from Norman J. Emblem to Smithsons Holdings Ltd." D'après cette pièce n° 8, il appert que l'Association du Camionnage du Québec Inc. et L'Association Canadienne du Camionnage Inc., représentées par Me Lacoste, se seraient opposées à cette acquisition et transfert.

En vertu de l'article 20, paragraphe (3), toute personne visée (en anglais: "any person affected") peut s'opposer "en invoquant le motif" que l'acquisition "restreindra indûment la concurrence ou portera autrement préjudice à l'intérêt public". Et au paragraphe (4) du même article, il est dit:

"Lorsqu'il est fait opposition en conformité du paragraphe (3), la Commission . . .  
.....

b) peut ne pas reconnaître une semblable acquisition" (dans le texte anglais: "may disallow any such acquisition") "si, de l'avis de la Commission, cette acquisition

doit restreindre indûment la concurrence ou être par ailleurs préjudiciable à l'intérêt public;"

Ce sont là les deux seuls motifs que la Commission peut et doit considérer, et ce sont là aussi les seuls motifs en vertu desquels une personne visée peut s'opposer.

On a mis en preuve que certains permis d'exploitation émis par l'autorité provinciale à des voituriers contenaient certaines restrictions, tandis que dans d'autres cas la régie provinciale aurait refusé à des voituriers routiers des permis d'exploitation. C'est là une discrétion dont jouissent les commissions provinciales de transport en vertu de la Loi sur le transport par véhicule à moteur.

On a aussi mis en preuve que des tarifs Montréal-Cornwall seraient plus élevés qu'à d'autres endroits. Encore là, le pouvoir de réglementer les tarifs est un pouvoir dont jouissent les provinces en vertu de la Loi sur le transport par véhicule à moteur et qu'exercerait apparemment la Province de Québec d'après le témoin Roy. De plus, aucune preuve n'a été faite que par suite de l'acquisition proposée ces tarifs seraient modifiés de quelque façon que ce soit ou que des tarifs seraient imposés qui pourraient restreindre la concurrence ou autrement porter préjudice à l'intérêt public.

En fait, la Commission n'a pas le pouvoir d'intervenir dans les décisions rendues en vertu de la Loi sur le transport par véhicule à moteur.

Enfin, il est mis en preuve, et cela n'est pas nié, que l'acquéreur possède et contrôle déjà 51% ou plus des actions émises et en cours de Norman's Transfer Limited, de Lawson Transport Limited (compagnie depuis vendue à Glengarry transport Limited) et de Montréal-Cornwall Express Lines Limited. Étant donné ces faits, il est difficile de concevoir comment l'acquisition du résidu des actions émises et en cours de ces compagnies "restreindra indûment la concurrence ou portera autrement préjudice à l'intérêt public", et à mon avis il n'y a pas de preuve à cet effet.

Après examen et étude des documents déposés et produits, ainsi que la preuve faite lors de l'audition, j'en arrive à la conclusion qu'il n'y a pas lieu pour la Commission de ne pas reconnaître l'acquisition proposée car, à mon avis, il n'y a pas de preuve que cette acquisition restreindra indûment la concurrence ou portera autrement préjudice à l'intérêt public.

Canadian Transport Commission  
Railway Transport Committee

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Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-4471

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF General  
Order No. T-29 of the Board of  
Transport Commissioners for Canada –  
Conditions on Passes:*

*File No. 496.27.3*

UPON reading the submissions filed –

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

General Order No. T-29 of the Board of Transport Commissioners for Canada is amended by adding after section 6 under the heading "RAILWAY COMPANIES" the following section:

"7. The following conditions on passes of the Penn Central Company are approved:

'The user of this free, non-transferable pass agrees that it is gratuitous and forms no part of the consideration for user's services.

The user expressly assumes all risk, of personal injury or death and loss of, or damage to, property and releases this Company, its officers, agents or employees from all liability therefor, whether or not caused by the negligence of this Company, its officers, agents or employees.

This pass is accepted and used upon the above conditions and must be signed by the user to be valid for transportation.

I hereby agree to the foregoing conditions and I agree that I will not use this pass at a / time when or where such use would be in violation of any law.' "

Dated at Ottawa, this 28th day of January, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

## COMMISSION CANADIENNE DES TRANSPORTS

## ORDONNANCE N° R-4471

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*RELATIVE à l'ordonnance générale n° T-29 de la Commission des transports du Canada, intitulée: Conditions figurant sur les laissez-passer:*

*Dossier n° 496.27.3*

APRÈS lectures des pièces déposées —

Le Comité des transports par chemin de fer de la Commission canadienne des transports ordonne par les présentes ce qui suit:

Modifier l'ordonnance générale n° T-29 de la Commission des transports du Canada en y ajoutant, sous la rubrique "COMPAGNIES DE CHEMIN DE FER", après l'article 6, l'article suivant:

"7. Sont approuvées les conditions ci-après figurant sur les laissez-passer de la Penn Central Company:

'Le titulaire du présent laissez-passer convient que ce laissez-passer est gratuit et strictement personnel et qu'il ne fait pas partie de la rémunération de ses services.

Le titulaire assume tous les risques de mort ou de blessures, ou de perte de biens ou de dommages à des biens, et il dégage la Compagnie, et ses fonctionnaires, agents ou employés de toute responsabilité à cet égard, découlant ou non de la négligence de la Compagnie ou de ses fonctionnaires, agents ou employés.

Le présent laissez-passer est accepté et utilisé aux conditions susmentionnées et doit être signé par le titulaire pour être bon pour le transport.

J'accepte par les présentes les conditions susmentionnées et je m'engage à ne pas faire usage du présent permis à un moment ou en un lieu où un tel usage constituerait une violation d'une loi.' "

Fait à Ottawa, le 28<sup>e</sup> jour de janvier 1969.

Le Secrétaire du Comité des transports  
par chemin de fer,

C.W. RUMP



## CANADIAN TRANSPORT COMMISSION

## ORDER NO. R-4490

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF* Order No. 122872 dated December 6, 1966, of the Board of Transport Commissioners for Canada; Order No. 123294 dated January 24, 1967 of the said Board and Order No. R-961 dated December 27, 1967; and

*IN THE MATTER OF* the application of January 8, 1969, of the British Columbia Telephone Company under the provisions of Chapter 66 of the Statutes of Canada, 6-7 Geo. V, as amended by Chapter 86 of II Geo. VI, Chapter 85 of 15 Geo. VI, Chapter 4 and 6 Eliz. II and Chapter 66 of 8-9 Eliz. II for an Order approving the agreements whereby British Columbia Telephone Company proposes to purchase the balance of the ordinary shares of Okanagan Telephone Company (herein and sometimes called "common shares") from the holders thereof.

*File No. 29885.13*

WHEREAS by Order No. 122872 dated December 6, 1966, of the Board of Transport Commissioners for Canada, approval was given to the agreements whereby British Columbia Telephone Company proposed to purchase from the holders thereof common shares of Okanagan Telephone Company for the price of \$27.30 per share in accordance with certain terms and conditions; and

WHEREAS by Order No. 123294, dated January 24, 1967, of the said Board approval was given to the agreement dated December 21, 1966, whereby British Columbia Telephone Company undertook to purchase from Pemberton Securities Limited such common shares of Okanagan Telephone Company as were acquired by

Pemberton Securities Limited from the holders thereof at a price of \$27.30 per share or the purchase price paid by Pemberton Securities Limited, whichever was the lesser, plus in either case the sum of 22½ cents per each said share in accordance with the terms and conditions of the said agreement; and

WHEREAS the said agreement dated December 21, 1966, terminated on December 31, 1967; and

WHEREAS by Order No. R-961 dated December 27, 1967, the British Columbia Telephone Company was authorized to purchase up to and including December 31, 1968, directly from the holders thereof at a price not to exceed \$27.30 per share, any or all of the 1,847 shares of Okanagan Telephone Company that the said British Columbia Telephone Company had not, as yet, been able to purchase pursuant to said Order No. 123294; and

WHEREAS at December 31, 1968 there were 11 holders with a total of 759 shares of Okanagan Telephone Company which had not yet been purchased —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. The British Columbia Telephone Company is authorized to purchase, up to and including December 31, 1969, directly from the holders thereof, at a price not to exceed \$27.30 per share, any or all of the 759 shares of Okanagan Telephone Company that the said British Columbia Telephone Company has not, as yet, been able to purchase pursuant to said Order No. R-961.

2. The British Columbia Telephone Company shall report to the Railway Transport Committee, at the end of each quarter, beginning March 31, 1969, the number of shares acquired under the terms of this Order and the prices paid for such shares.

Dated at Ottawa, this 28th day of January, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

## CANADIAN TRANSPORT COMMISSION

## ORDER NO. R-4535

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF section 469 of the Railway Act, the calculation of "normal payments" and recommendation of "Equalization payments":*

*File No. 49305.2*

WHEREAS subsections (2), (3) and (6) of section 469 of the Railway Act provide for the calculation of "normal payments" in respect of "eligible companies" and amounts for payment to a non-railway transportation company as follows:

"(2) For each of the years 1967 to 1974, inclusive, the Commission shall calculate the normal payment that would have been made to a railway company if the following sums were available to be divided among eligible companies, namely:

- (a) for 1967, the sum of one hundred and ten million dollars;
- (b) for 1968, the sum of ninety-six million dollars;
- (c) for 1969, the sum of eighty-two million dollars;
- (d) for 1970, the sum of sixty-eight million dollars;
- (e) for 1971, the sum of fifty-four million dollars;
- (f) for 1972, the sum of forty million dollars;
- (g) for 1973, the sum of twenty-six million dollars; and
- (h) for 1974, the sum of twelve million dollars."

"(3) The method of calculating a normal payment shall be determined by the Commission but in making its calculation the Commission shall have regard to all factors that in its opinion are relevant, including the methods of allocating among eligible companies the sums provided before the coming into force of this section by Parliament to reimburse such companies for maintaining the level of rates for freight traffic at a level that satisfied or would have satisfied Order No. 101055 of the Board of Transport Commissioners for Canada dated April 27, 1960."

“(6) The Commission may, in calculating a normal payment under this section in respect of any year, deduct from such payment appropriate amounts for payment to any transportation company that was subject to Order No. 96300 of the Board of Transport Commissioners for Canada dated November 17th, 1958, and that is not a railway company, and may recommend payment to any such transportation company in respect of such year of an amount based on the position of such transportation company in relation to railway companies under that Order.”

AND WHEREAS provisions for equalization payments and for adjustments are made in subsections (4) and (5) of section 469 of the Railway Act as follows:

“(4) When the normal payment calculated in respect of a railway company for a year exceeds, or in the opinion of the Commission is likely to exceed, the aggregate of the amounts payable in respect of that year to a railway company under sections 314E, 314G, 314J and 329, the Minister of Finance may, on the recommendation of the Commission, pay out of the Consolidated Revenue Fund to such railway company, at such times and by such instalments as the Governor in Council may prescribe, an amount equal to the amount by which the normal payment calculated in respect of such railway company exceeds the aggregate of the amounts paid or payable to such railway company under sections 314E, 314G, 314J and 329 in respect of that year.”

“(5) The Minister of Finance on the recommendation of the Commission may make an adjustment in any payment to a railway company under this section or sections 314E, 314G, 314J and 329 in or for one year for or on account of an underpayment or overpayment made under this section in an earlier year.”

AND WHEREAS Order in Council P.C. 1969-197, dated January 28, 1969 prescribes that the Minister of Finance may make payments, including monthly instalment payments, in or in respect of the year 1969, under sections 314E, 314G, 314J, 329 and 469 of the Railway Act, to the eligible companies as defined in section 469 of the said Act and to Canada Steamship Lines Limited, subject to the following conditions:

1. Payments shall be made only upon the recommendation of the Canadian Transport Commission.
2. Payments to Canada Steamship Lines Limited for 1969 shall be in the total amount of \$324,277.
3. Payments to the eligible companies shall be based on estimates of the amounts payable and the method of calculating normal payments shall be to apply to the sum of \$82,000,000 less the sum of \$324,277 payable to Canada Steamship Lines Limited the percentage which each eligible company's allocation for 1968 was of the total normal payments for 1968, as set out in paragraphs 2 and 3 of Order No. R-1512 of the Canadian Transport Commission dated February 15, 1968.

4. Adjustments between the monthly instalment payments and the actual amounts payable pursuant to the aforesaid sections of the Act shall be made when the Commission determines the actual amounts so payable and also from time to time when the Commission certifies that such monthly instalment payments have resulted in underpayments or overpayments having been made.

**THE COMMISSION THEREFORE DETERMINES AS FOLLOWS:**

1. An amount of \$324,277 will be recommended for payment to Canada Steamship Lines Limited in respect of the year 1969, in monthly instalments not exceeding one-twelfth of the said amount.
2. The method of calculating normal payments in respect of eligible companies for the year 1969 shall be to apply to the sum of \$82,000,000 less \$324,277, the percentage which each eligible company's allocation for 1968 was of the total normal payments for 1968, as set out in paragraphs 2 and 3 of Order No. R-1512 of the Canadian Transport Commission dated February 16, 1968.
3. The percentages and the amounts of normal payments to eligible companies in respect of the year 1969 shall be as shown in column (2) and column (3) hereunder:

(1)	(2)	(3)
Names of Companies	Percentage	Normal Payments in respect of 1969
Canadian National Railways	57.653154	\$47,088,630
Canadian Pacific Railway Company	40.557707	33,125,800
Algoma Central Railway	.344678	281,518
Canada & Gulf Terminal Railway Company	.070014	57,185
Chesapeake & Ohio Railway Company	.084817	69,275
Great Northern Railway Company	.007172	5,858
Midland Railway Company of Manitoba	.107910	88,136
Napierville Junction Railway Company	.011325	9,250
New York Central System	.059992	48,999
Northern Alberta Railways	.936077	764,548
Ontario Northland Railway Company	.005756	4,701
Toronto, Hamilton & Buffalo Railway Company	.161398	131,823
TOTAL	100.000000	\$81,675,723

4. To assist the Commission in determining the amount by which a normal payment for a year to an eligible company is likely to exceed the aggregate of the amounts payable in respect of that year to such company under sections 314E, 314G, 314J and 329, each company named in section 3 of this order shall, as soon as possible and at the end of each calendar quarter thereafter, file an estimate of the amounts of its claims for the

calendar year under sections 314E (uneconomic lines), 314G (designated lines), 314J (uneconomic services) and 329 (eastern rates).

5. The Commission, in respect of 1969, will recommend payment to each eligible railway company of the amount by which its normal payment for 1969 exceeds or in the Commission's opinion is likely to exceed the aggregate amount payable to it in respect of 1969 under sections 314E, 314G, 314J and 329 in monthly instalments not exceeding one-twelfth of the annual amount payable to the company as so estimated by the Commission.
6. The Commission will recommend such adjustment in any payment made under any of the said sections as it may from time to time deem proper.
7. The Commission may make any amendments of this order that it deems necessary.

Dated at Ottawa, this 31st day of January, 1969.

J.D. BEATON,  
Acting Secretary,  
Railway Transport Committee.

## CANADIAN TRANSPORT COMMISSION

## ORDER NO. R-4536

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF section 329  
of the Railway Act and payments re  
"Eastern rates".*

*File No. 49305.2*

WHEREAS subsections (2), (3), (4) and (5) of section 329 of the Railway Act provide for maintenance of existing rates and payments of assistance in respect of the movement of grain and flour for export by railway to Eastern ports from inland points as follows:

- |  |  |
|--|--|
| Maintaining<br>existing<br>effective rates | <p>(2) For the purpose of encouraging the continued use of the Eastern ports for the export of grain and flour,</p> <p>(a) rates for grain moving in bulk for export to any Eastern port from any inland point over any line of a railway company subject to the jurisdiction of Parliament shall be maintained at the level of rates applying on the 30th day of November, 1960, to the movement of such grain to Eastern ports; and</p> <p>(b) rates on flour moving for export to an Eastern port from any inland point over any line of a railway company subject to the jurisdiction of Parliament shall be maintained at the level of rates applying on the 30th day of September, 1966, to the movement of such flour to Eastern ports.</p> |
| Determining<br>rates for<br>Comparison     | <p>(3) The Commission shall from time to time determine in respect of</p> <p>(a) the movement of grain in bulk for export, and</p> <p>(b) the movement of flour for export, by railway to an Eastern port from an inland point a level of rates consistent with section 334 and shall cause such rates to be published in the Canada Gazette.</p>  |
| Payment of<br>assistance                   | <p>(4) The Governor in Council may, on the recommendation of the Commission, authorize the Minister of Finance to pay out of the Consolidated Revenue Fund to a railway company under the jurisdiction of Parliament that carries at Eastern rates grain moving in bulk for export to an Eastern port from an inland point, or flour moving for export from an inland point to an Eastern port, when the Eastern rates</p>   |

for such grain or flour, as the case may be, are less than the rates determined and published by the Commission under subsection (3), an amount equal to the difference between

- (a) the total amount received by the company in respect of that year for the carriage of such grain or flour, and
  - (b) the total amount that the company would have received in respect of that year had the grain or flour been carried at the rates determined and published by the Commission under subsection (3) instead of at the Eastern rates.
- (5) Until such time as the Commission determines and publishes a level of rates under subsection (3),

Prevailing  
rates

- (a) the railway proportions of rates for the movement of grain in bulk for export from an inland point to an Eastern port that have been filed by a railway company with the Board of Transport Commissioners for Canada in accordance with paragraph 2 of Order No. 103860 of that Board dated February 23rd, 1961, and that have been approved by that Board shall be deemed to be the rates determined and published by the Commission under subsection (3); and
- (b) the rates applying on the 30th day of September 1966 for the movement of flour for export from an inland point to an Eastern port shall be deemed to be the rates determined and published by the Commission under subsection (3).

AND WHEREAS Order in Council P.C. 1969-197, dated January 28, 1969 prescribes that the Minister of Finance may make payments, including monthly instalment payments, in or in respect of the year 1969, under sections 314E, 314G, 314J, 329 and 469 of the Railway Act, to the eligible companies as defined in section 469 of the said Act, and to Canada Steamship Lines Limited, subject to the following conditions:

1. Payments shall be made only upon the recommendation of the Canadian Transport Commission.
2. Payments to Canada Steamship Lines Limited for 1969 shall be in the total amount of \$324,277.
3. Payments to the eligible companies shall be based on estimates of the amounts payable and the method of calculating normal payments shall be to apply to the sum of \$82,000,000 less the sum of \$324,277 payable to Canada Steamship Lines Limited the percentage which each eligible company's allocation for 1968 was of the total normal payments for 1968, as set out in paragraphs 2 and 3 of Order No. R-1512 of the Canadian Transport Commission dated February 16, 1968.



4. Adjustments between the monthly instalment payments and the actual amounts payable pursuant to the aforesaid sections of the Act shall be made when the Commission determines the actual amounts so payable and also from time to time when the Commission certifies that such monthly instalment payments have resulted in underpayments or overpayments having been made.

**IT IS HEREBY ORDERED AS FOLLOWS:**

**Definitions**

1. In this Order,

- “Eastern port” (a) “Eastern port” means any of the ports of Halifax, Saint John, West Saint John and Montreal and any of the ports on the St. Lawrence River to the east of Montreal;
- “Eastern rates” (b) “Eastern rates” means,
  - (i) in relation to grain, the freight rates applying on the 30th day of November, 1960, to the movement of grain in bulk for export from any inland point to an Eastern port, and
  - (ii) in relation to flour, the freight rates applying on the 30th day of September, 1966, to the movement of flour for export from any inland point to an Eastern port;
- “Inland Point” (c) “inland point” means,
  - (i) in relation to grain, any of the railway points along Georgian Bay, along Lake Huron or along any waterways directly or indirectly connecting with Lake Huron and not being farther east than Prescott, but including Prescott, and
  - (ii) in relation to flour, any point in Canada east of the 90th degree of west longitude;
- “Flour” (d) “flour” means flour milled from grain; and
- “Grain” (e) “grain” means the commodities referred to in paragraph 6 of Order No. 121416 of the Board of Transport Commissioners for Canada dated the 18th day of July, 1966, being the same commodities referred to in paragraph 8 of this Order.

2. No claims shall be made under this Order in respect of flour moving for export from an inland point to an Eastern port.
3. The Commission hereby certifies that the railway proportions of the rates for grain, moving for export to Eastern ports from inland points that were in effect on November 30, 1960, are as published on 32nd Revised Page 69 to Canadian Pacific Railway Tariff E.500-D, C.T.C. (F) No. E.5172 and 62nd Revised Page 47 to Canadian National Railways' Tariff C.G. 130-2, C.T.C. (F) No. E.3867 are as shown in column “A” of paragraph 8 hereunder.

4. The Commission hereby approves for the purpose of determining payments under section 329, the freight rates for grain published on 41st Revised Page 47 to Canadian National Railways' Tariff C.G. 130-2, C.T.C. (F) No. E.3867 and 18th Revised Page 69 to Canadian Pacific Railway Tariff E.500-D, C.T.C. (F) No. E.5172, the said freight rates being compensatory and as set out in column "B" of paragraph 8 hereunder.
5. The amounts to be claimed for payment in respect of grain shall be based on the difference between the certified rates shown under column "A" of paragraph 8 hereunder and the approved rates set out in column "B" of paragraph 8 hereunder.
6. The said claims for payment apply to all bulk grain as hereinafter described and forwarded for export after January 1, 1969 under existing "At and East" export freight rates.
7. The railways shall file with the Commission as soon as possible after the end of each calendar month, a statement in quadruplicate, certified by their Accounting Department, of the revenues alleged due in such detail as the Commission may from time to time require.
8. (1) Tolls under Section 4 of Canadian Pacific Railway Company Tariff No. E.500-D, C.T.C. (F) No. E.5172, expressed in cents per 100 lbs.
  - (a) From Goderich, Midland, Owen Sound, Port Colborne, Port McNicoll, Toronto and Walkerville, Ont.

To	Kind of Grain	Column "A"	Column "B"
Montreal, Que.	Wheat	20.32	23.50
	Oats	20.15	23.50
	Rye - Corn	20.26	23.50
	Soya Beans	20.34	23.50
	Buckwheat	24.14	27.50
	Barley	24.21	27.50
Trois Rivières, Que.	Wheat - Soya Beans	21.09	25.00
	Oats	21.08	25.00
	Rye - Corn	21.06	25.00
	Buckwheat - Barley	24.99	29.00
Quebec, Que.	Wheat	20.62	26.50
	Oats	20.52	26.50
	Rye - Corn	20.57	26.50
	Soya Beans	20.63	26.50
	Buckwheat	24.47	30.50
	Barley	24.51	30.50

To	Kind of Grain	Column "A"	Column "B"
West Saint John, N.B.	Wheat – Soya Beans	23.17	33.00
	Oats	24.85	33.00
	Rye – Corn	23.29	33.00
	Buckwheat – Barley	27.59	37.00

## (b) From Prescott, Ont.

To	Kind of Grain	Column "A"	Column "B"
West Saint John, N.B.	Wheat – Soya Beans	21.67	28.00
	Oats	23.35	28.00
	Rye – Corn	21.79	28.00
	Buckwheat – Barley	26.09	32.00

## (c) From Montreal, Que.

To	Kind of Grain	Column "A"	Column "B"
West Saint John, N.B.	Wheat	21.98	25.00
	Oats	24.34	25.00
	Rye – Corn	22.15	25.00
	Soya Beans	22.00	25.00
	Buckwheat	26.59	29.00
	Barley	26.66	29.00

## (d) From Trois Rivieres, Que.

To	Kind of Grain	Column "A"	Column "B"
West Saint John, N.B.	Wheat	22.75	25.00
	Oats	25.27	25.00
	Rye – Corn	22.95	25.00
	Soya Beans	22.75	25.00
	Buckwheat – Barley	27.44	29.00

## (e) From Quebec, Que.

To	Kind of Grain	Column "A"	Column "B"
West Saint John, N.B.	Wheat	22.28	25.00
	Oats	24.70	25.00
	Rye – Corn	22.46	25.00
	Soya Beans	22.29	25.00
	Buckwheat	26.92	29.00
	Barley	26.96	29.00

(2) Tolls under Section 4 of Canadian National Railways' Tariff No. C.G. 130-2, C.T.C. (F) No. E.3867, expressed in cents per 100 lbs.

(a) From Collingwood, Goderich, Midland, Owen Sound, Port Colborne, Sarnia, Tiffin, Toronto and Walkerville, Ont.

To	Kind of Grain	Column "A"	Column "B"
Montreal, Que.	Wheat – Soya Beans	20.27	23.50
	Oats	20.15	23.50
	Rye – Corn	20.26	23.50
	Buckwheat	24.14	27.50
	Barley	24.21	27.50
Sorel, Que.	Wheat – Soya Beans	21.09	25.00
	Oats	21.08	25.00
	Rye – Corn	21.06	25.00
	Buckwheat – Barley	24.99	29.00
Quebec, Que.	Wheat – Soya Beans	20.59	26.50
	Oats	20.52	26.50
	Rye – Corn	20.57	26.50
	Buckwheat	24.47	30.50
Saint John, N.B. and Halifax, N.S.	Barley	24.51	30.50
	Wheat – Soya Beans	23.17	33.00
	Oats	24.85	33.00
	Rye – Corn	23.29	33.00
	Buckwheat – Barley	27.59	37.00

(b) From Kingston, Ont.

To	Kind of Grain	Column "A"	Column "B"
Saint John, N.B. and Halifax, N.S.	Wheat – Soya Beans	22.17	31.00
	Oats	24.85	31.00
	Rye – Corn	23.29	31.00
	Buckwheat – Barley	27.49	35.00

(c) From Prescott, Ont.

To	Kind of Grain	Column "A"	Column "B"
Saint John, N.B. and Halifax, N.S.	Wheat – Soya Beans	21.67	28.00
	Oats	23.35	28.00
	Rye – Corn	21.79	28.00
	Buckwheat – Barley	26.09	32.00

## (d) From Montreal, Que.

To	Kind of Grain	Column "A"	Column "B"
Saint John, N.B. and Halifax, N.S.	Wheat – Soya Beans	22.55	25.00
	Oats	24.34	25.00
	Rye – Corn	22.15	25.00
	Buckwheat	26.59	29.00
	Barley	26.66	29.00

## (e) From Sorel, Que.

To	Kind of Grain	Column "A"	Column "B"
Saint John, N.B. and Halifax, N.S.	Wheat – Soya Beans	22.50	25.00
	Oats	22.78	25.00
	Rye – Corn	22.77	25.00
	Buckwheat – Barley	27.44	29.00

## (f) From Quebec, Que.

To	Kind of Grain	Column "A"	Column "B"
Saint John, N.B. and Halifax, N.S.	Wheat – Soya Beans	22.45	25.00
	Oats	24.97	25.00
	Rye – Corn	22.65	25.00
	Buckwheat – Barley	27.14	29.00

Dated at Ottawa, this 31st day of January, 1969.

J.D. BEATON,  
Acting Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-4353

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rate on Copper Concentrates, from Timmins, Ontario to Baltimore, Maryland, for export.*

*File No. 40615.51*

UPON application of the Ontario Northland Railway –

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability not exceeding \$40.00 per 2,000 pounds is authorized in respect of rate of \$15.60 per 2,000 pounds on Copper Concentrates, subject to Tariff of Increased Rates and Charges X-259-B, Agent W.P. Coughlin's C.T.C. (F) 1804, carload minimum weight 140,000 pounds, from Timmins, Ontario to Baltimore, Maryland, for export.

Dated at Ottawa, this 3rd day of January, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-4364

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rate on Copper Concentrates, from Sault Ste. Marie, Ontario to North Vancouver and Vancouver, British Columbia:*

*File No. 40615.52*

UPON application of T.J.A. Law, Alternate Agent of the Canadian Freight Association, on behalf of the Algoma Central Railway, Canadian National Railways and Canadian Pacific Railway Company, for whom he is Agent —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability not exceeding 5 cents per pound is authorized in respect of rate of \$29.40 per ton of 2,000 pounds on Copper Concentrates, in open top cars, carload minimum weight 140,000 pounds from Sault Ste. Marie, Ontario to North Vancouver and Vancouver, British Columbia.

Dated at Ottawa this 10th day of January, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-4466

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rate on Copper Concentrates from Heath Steele, New Brunswick to Noranda (Rouyn), Quebec.*

*File No. 40615.53*

UPON application of the Canadian National Railways —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability not exceeding \$60.00 per 2,000 pounds is authorized in respect of rate of \$10.78 per 2,000 pounds on Copper Concentrates, carload minimum weight 90% of the marked capacity of the car used but not less than 140,000 pounds, from Heath Steele, New Brunswick to Noranda (Rouyn), Quebec.

Dated at Ottawa, this 27th day of January, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee.



CANADIAN TRANSPORT COMMISSION

ORDER NO. R-4493

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF changes in rate grouping of certain telephone exchanges of the British Columbia Telephone Company:*

*File No. 46638.2*

UPON consideration of the reports filed herein, copies thereof having been delivered in accordance with General Order No. T-41 of the Board of Transport Commissioners for Canada, and no representations having been made by the parties to whom the said copies were so delivered —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

Effective on not less than thirty days' notice by appropriate tariff amendments, the British Columbia Telephone Company shall transfer each of the exchanges listed hereunder from the Exchange Rate Group to which it was assigned to the Exchange Rate Group to which it is now assigned:

Exchange	Present Exchange Rate Group No.	Transferred to Exchange Rate Group No.
Chemainus, B.C.	5	6
Duncan, B.C.	5	6
Fort St. John, B.C.	4	5
Ladysmith, B.C.	5	6
Port Alberni, B.C.	5	6

Dated at Ottawa, this 28th day of January, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

## CANADIAN TRANSPORT COMMISSION

ACCIDENTS REPORTED TO THE OPERATING BRANCH, NOVEMBER, 1968  
RAILWAY TRANSPORT COMMITTEE

	Accidents	Killed	Injured
Railway Accidents . . . . .	190	9	196
Level Crossing Accidents . . . . .	48	15	96
	238	24	292
	Killed	Injured	
Passengers . . . . .	1	39	
Employees . . . . .	2	153	
Others . . . . .	21	100	
	24	292	

Of the 48 accidents at Highway Crossings, 35 occurred where standard Railway Crossing Signs are located, 13 where additional forms of protection are in use, 22 after Sunrise and 26 after Sunset.

Ottawa, Ont.

**SUMMARY OF ORDERS ISSUED BY  
THE RAILWAY TRANSPORT COMMITTEE**

(\*Denotes Order printed in full)

- R-4328 January 3 -- Authorizing the Quebec Department of Roads to construct a temporary road across the C.N.R. in the Municipality of the City of St. Foy, County of Louis-Hébert, Que., at mileage 0.14 Champlain Subd.
- R-4329 January 3 -- Amending Order R-1361 which required the installation of automatic protection at the crossing of the New York Central System and Villa Nova Road, Township of Townsend, Ont., at mileage 63.25 Main Line Subd. in lieu of the existing protection.
- R-4330 January 3 -- Requiring the C.P.R. to relocate the existing reflectorized signs from the crossing of its railway and Plessis Road in Transcona, Man., at mileage 120.80 Keewatin Subd. to another crossing of the Tail Track on its Marconi Wye and Poplar Avenue in the City of Winnipeg, off mileage 1.0 Lac du Bonnet Subd.
- R-4331 January 3 -- Requiring the C.P.R. to install automatic protection at the crossing of its railway and Provincial Trunk Highway No. 7 near Komarno, Man., at mileage 48.10 Arborg Subd.
- R-4332 January 3 -- Authorizing the Nova Scotia Department of Highways to widen Goosechase Road where it crosses the C.N.R. in the County of Lunenburg, N.S., at mileage 12.86 Middleton Subd. and requiring the Railways to install automatic protection at the crossing.
- R-4333 January 3 -- Authorizing the New Brunswick Department of Highways to reconstruct the Dorchester Cape Subway carrying local road No. 935 under the C.N.R. in the Parish of Dorchester, County of Westmorland, N.B. from mileage 96.97 to mileage 96.9 Springhill Subd.
- R-4334 January 3 -- Amending Order R-4088 which approved the location of the proposed temporary anhydrous ammonia transfer facilities of Henker Farm Equipment Limited at Claresholm, Alta. near mileage 52.1 Crowsnest Subd. C.P.R.
- R-4335 January 3 -- Authorizing removal of speed limitation at crossing of the C.N.R. and a public road at Edgeley, Sask., mileage 60.98 Qu'Appelle Subd.
- R-4336 January 3 -- Authorizing removal of speed limitation at the crossing of the C.P.R. and a public road at Maskinonge, Que., at mileage 57.51 Trois Rivières Subd.

- R-4337 January 3 – Authorizing removal of speed limitation at the crossing of the C.P.R. and a public road in the Municipal District of Rockyview, Alta., at mileage 21.64 Red Deer Subd.
- R-4338 January 3 – Authorizing removal of speed limitation at the crossing of the C.N.R. and a highway at Chatham, N.B., at mileage 5.54 Loggieville Subd.
- R-4339 January 3 – Amending Order R-3347 which authorized the C.N.R. to relocate their Long Wharf sidings across navigable waters and the Saint John Harbour Bridge Authority to construct Ramp C overhead bridge over the relocated Railways' Long Wharf siding in the City of Saint John, N.B.
- R-4340 January 3 – Authorizing the Saint John Harbour Bridge Authority to construct Ramp C overhead bridge and a temporary connection of its thruway at grade across the C.N.R. yard track, in the City of Saint John, N.B.
- R-4341 January 3 – Authorizing the C.N.R. to reconstruct their bridge over Serviceberry Creek in Alta., at mileage 81.9 Drumheller Subd. and to operate their engines, cars and trains over the bridge during the period of reconstruction.
- R-4342 January 3 – Authorizing the C.N.R. to reconstruct their bridge over Serviceberry Creek at mileage 101.5 Drumheller Subd. Alta. and to operate their engines, cars and trains over the bridge during the period of reconstruction.
- R-4343 January 3 – Authorizing the C.N.R. to reconstruct the bridge at mileage 132.8 Sherridon Subd. near Jetai, Man. and to operate their engines, cars and trains over the bridge during the period of reconstruction.
- R-4344 January 3 – Authorizing the C.N.R. to reconstruct their bridge at mileage 109.4 Sherridon Subd., Man., and to operate their engines, cars and trains over the bridge during the period of reconstruction.
- R-4345 January 3 – Authorizing the C.N.R. to reconstruct their bridge over Serviceberry Creek at mileage 94.5 Drumheller Subd., Alta., and to operate their engines, cars and trains over the bridge during the period of reconstruction.
- R-4346 January 3 – Authorizing the C.N.R. to reconstruct their bridge at mileage 7.9 Fraser Subd., British Columbia, and to operate their engines, cars and trains over the bridge during the period of reconstruction.
- R-4347 January 3 – Authorizing the C.N.R. to install automatic protection at the crossing of their railway and Provincial Road No. 609 at Kenville.

Man., mileage 6.45 Preeceville Subd. and to relocate the existing reflectorized signs to another crossing at mileage 10.95 Winnipegosis Subd. and Provincial Trunk Highway No. 20 in Man.

- R-4348 January 3 - Requiring the C.N.R. to install automatic protection at the crossing of their Huron Park Industrial Spur and Bleams Road in the City of Kitchener, Ont., at mileage 0.48 off mileage 3.96 Galt Branch of the Waterloo Subd.
- R-4349 January 3 - Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-4350 January 3 - Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-4351 January 3 - Approving revisions to tariffs filed by The Bell Telephone Company of Canada.
- R-4352 January 3 - Approving location of the proposed temporary anhydrous ammonia transfer facilities of Henker Farm Equipment Limited at Woodhouse, Alta., near mileage 86.7 MacLeod Subd. C.P.R.
- \*R-4353 January 3 - Approving limitation of liability in respect of a rate per net ton filed by the Canadian Freight Association on Copper Concentrates from Timmins, Ont. to Baltimore, Maryland for export. (See page 32, 59 RTC)
- R-4354 January 3 - Authorizing removal of the speed limitation at the crossing of the C.N.R. and a public road at Rosetown, Sask. mileage 66.99 Rosetown Subd.
- R-4355 January 3 - Authorizing the C.N.R. to extend their Doney Spur at grade across Alston Avenue in the City of Pointe Claire, Que., at mileage 5.27 Doney Spur off mileage 1.84 Montfort Subd.
- R-4356 January 3 - Authorizing the C.P.R. to operate their engines, cars and trains under the overhead bridge carrying Golf Street over its railway in the City of North Bay, Ont., at mileage 116.54 North Bay Subd.
- R-4357 January 8 - Authorizing the C.N.R. to install a switch at mileage 12.19 Newmarket Subd. Ont., and exempting the Company from requirement of subsection (1) of section 53 of General Order No. E-14 provided no trains or engines shall clear the main track of the siding.
- R-4358 January 9 - Approving toll published in tariff filed by the Dominion Atlantic Railway Company under section 8 of the M.F.R.A.
- R-4359 January 9 - Authorizing the Corporation of the District of North Cowichan, to construct a pedestrian walkway on the line of Westview Street

across the Esquimalt and Nanaimo Railway at mileage 0.4 Lake Cowichan Subd. British Columbia.

- R-4360 January 9 – Authorizing the Quebec Department of Roads to construct Highway No. 1 across the Quebec Central Railway in the Village of East Broughton Station, Que., at mileage 83.1 Vallee Subd. and requiring the Railway to close the existing crossing at mileage 82.94 Vallee Subd. and to install automatic protection at the new crossing.
- R-4361 January 9 – Amending Order 122684 which authorized the Township of Marlborough, Ont. to widen and improve Township Road where it crosses the C.N.R. between Lots 24 and 25, Con. 8, at mileage 21.24 Smiths Falls Subd.
- R-4362 January 9 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and 8th & 9th Range Road in the M.C. of Notre Dame du Rosaire, Montmagny County, Que., at mileage 154.18 Monk Subd.
- R-4363 January 10 – Authorizing removal of the speed limitation at crossing of C.N.R. and a public road in Victoriaville, Que., mileage 55.32 Danville Subd.
- \*R-4364 January 10 – Approving limitation of liability in respect of a carload rate per net ton filed by the Canadian Freight Association on behalf of Algoma Central Railway, C.N.R. and C.P.R., on Copper Concentrates, in open top cars, from Sault Ste. Marie, Ont. to North Vancouver and Vancouver, British Columbia. (See page 33, 59 RTC)
- R-4365 January 10 – Authorizing the City of Vancouver, British Columbia, to reconstruct the overhead bridge carrying Georgia Street (Georgia Street Viaduct) over the C.P.R.
- R-4366 January 13 – Authorizing the C.N.R. to remove the agent at Longueuil, Que.
- R-4367 January 13 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road in the Township of Whitchurch, Ont., at mileage 32.9 Bala Subd.
- R-4368 January 13 – Authorizing the removal of speed limitation at the crossing of the C.P.R. and a public road at Lanoraie, Que., at mileage 36.3 Trois Rivières Subd.
- R-4369 January 13 – Approving changes in the automatic protection at the crossing of the C.N.R. and the highway near Fort Saskatchewan, Alta., at mileage 111.7 Vegreville Subd.

- R-4370 January 13 – Approving toll published in tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-4371 January 13 – Approving tolls published in tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-4372 January 13 – Approving tolls published in Supplement No. 11 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-4373 January 13 – Approving toll published in Supplement No. 44 to Agreed Charge Tariff of the Canadian Freight Association under section 3 of the M.F.R.A.
- R-4374 January 13 – Approving tolls published in Supplement No. 6 to Agreed Charge Tariff of the Canadian Freight Association under section 3 of the M.F.R.A.
- R-4375 January 13 – Approving tolls published in Supplement No. 9 to Agreed Charge Tariff of the Canadian Freight Association under section 3 of the M.F.R.A.
- R-4376 January 13 – Approving tolls published in Tariff filed by the C.P.R. under sections 3 and 8 of the M.F.R.A.
- R-4377 January 13 – Authorizing removal of speed limitation at the crossing of the C.N.R. and Frontenac Street in St-Jean Que., at mileage 22.15 Rouses Point Subd.
- R-4378 January 13 – Authorizing the Municipality of West Hull, Que., to widen Carman Road where it crosses the C.P.R. at mileage 16.62 Maniwaki Subd. and requiring that no engine, car or train shall pass over the crossing at a speed greater than ten miles per hour.
- R-4379 January 13 – Dismissing application of the C.P.R. to remove the caretaker at Dafoe, Sask., mileage 14.9 Sutherland Subd.
- R-4380 January 13 – Authorizing removal of speed limitation at the crossing of the C.P.R. and Bloor Street in Oshawa, Ont., mileage 171.73 Belleville Subd.
- R-4381 January 13 – Approving revisions to tariffs filed by Bell Canada.
- R-4382 January 13 – Authorizing the removal of speed limitation at the crossing of the C.N.R. and a public road in Noranda, Que., at mileage 101.07 Val d'Or Subd.
- R-4383 January 13 – Approving changes in the automatic protection at the crossing of the C.N.R. and Pomquet Crossing at Pomquet Station, N.S., mileage 93.95 Hopewell Subd.

- R-4384 January 13 – Requiring the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway and Lorne Avenue in the City of Saskatoon, Sask. at mileage 0.87 Lorne Avenue Lead off mileage 188.35 Watrous Subd. to another crossing at Highway No. 3 mileage 23.28 Bolney Subd.
- R-4385 January 13 – Authorizing the Quebec Department of Roads to reconstruct Grand Range Road where it crosses the C.N.R. in the Municipality of the Parish of Ste. Marie Madeleine, County of St. Hyacinthe, Que., at mileage 47.40 St. Hyacinthe Subd. and requiring the Railways to install automatic protection at the crossing.
- R-4386 January 13 – Authorizing the removal of speed limitation at the crossing of the C.N.R. and a public road at Fort William, Ont., at mileage 3.71 Kashabowie Subd.
- R-4387 January 13 – Dismissing application of the C.P.R. to remove the agent and station building at Bristol, N.B. mileage 78.1 Shogomoc Subd.
- R-4388 January 13 – Approving the location of the flammable liquid bulk storage and handling facilities of Husky Oil Limited at Lethbridge, Alta., C.P.R. and rescinding authority of Orders 96593 and 110195.
- R-4389 January 13 – Approving the less than standard clearances on a private siding serving the Great Atlantic and Pacific Tea Company Limited off mileage 10.65 Galt Subd. C.P.R. in the Borough of Etobicoke, in the County of York, Ont., provided signs indicating less than standard clearances are erected.
- R-4390 January 13 – Approving changes in the automatic protection at the crossing of the C.P.R. and the Johnville-Martinville Road in the Township of Eaton, Que., at mileage 58.24 Megantic Subd.
- R-4391 January 13 – Requiring the C.N.R. to close the crossing of their railway and Walker Street in the Town of Prescott, County of Grenville, Ont., at mileage 113.61 Kingston Subd.
- R-4392 January 13 – Approving the location of proposed additional horizontal flammable liquid storage tanks and associated piping of Shell Canada Limited at Clearwater, Man. near mileage 21.2 Napinka Subd. C.P.R.
- R-4393 January 13 – Authorizing the removal of the speed restriction at the crossing of the Railway of the Penn Central Company and Moyer Road in the Twp. of Crowland Ont., mileage 10.05 Montrose Branch subd.



- R-4394 January 13 – Authorizing the C.P.R. to reconstruct its bridge over Perry River at mileage 26.4 Shuswap Subd. British Columbia and to operate its engines, cars and trains over the bridge during the period of reconstruction.
- R-4395 January 13 – Authorizing the removal of speed limitation at the crossing of the C.P.R. and Drake Street, in the City of Vancouver, British Columbia., at Track Q-66 Vancouver Terminals Subd.
- R-4396 January 13 – Amending Order R-3894 which approved the location of the proposed temporary anhydrous ammonia transfer facilities of Cominco Limited, at Rumsey, Alta., near mileage 86.8 Stettler Subd. C.N.R.
- R-4397 January 13 – Approving Supplement No. 3 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Téléphone Locale de St-Albert de Warwick.
- R-4398 January 13 – Approving Supplement No. 6 to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Téléphone St-Georges de Windsor.
- R-4399 January 13 – Approving Supplement No. 1 to Service Station Contract between The Bell Telephone Company of Canada and La Cie de Telephone Mousseau.
- R-4400 January 13 – Authorizing the C.N.R. to operate their engines, cars and trains over the subway structure carrying their track over Sheppard Avenue in the Municipality of Metropolitan Toronto, Ont., at mileage 12.54 Bala Subd.
- R-4401 January 13 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and Jefferson Avenue, in the City of Windsor, Ont., at mileage 2.04 Chrysler Spur Subd.
- R-4402 January 13 – Authorizing the City of Ottawa, Ont. to reconstruct the overhead bridge carrying Bank Street over the C.N.R. and C.P.R. mileage 3.97 Walkley Line and approving and authorizing the temporary and permanent restricted overhead clearances provided signs indicating less than standard clearances are erected.
- R-4403 January 13 – Requiring the C.P.R. to install automatic protection at the crossing of its railway at East Leg of the wye off mileage 0.1 Fredericton Subd. and Highway No. 101, at Fredericton Junction, N.B.
- R-4404 January 13 – Approving the tolls filed by the C.N.R. under sections 3 and 8 of the M.F.R.A. (Canada and Gulf Terminal Railway Company)

- R-4405 January 13 – Approving changes in the automatic protection at the crossing of the C.N.R. and West Access Road in Lamont, Alta., at mileage 92.79 Vegreville Subd.
- R-4406 January 13 – Approving changes in the automatic protection at the crossing of the C.N.R. and Steeles Avenue detour road in the Borough of North York, Ont., at mileage 15.14 Bala Subd.
- R-4407 January 13 – Approving changes in the automatic protection at the crossing of the C.N.R. and Forest Road, near Fort Saskatchewan, Alta., at mileage 111.43 Vegreville Subd.
- R-4408 January 13 – Dismissing application of the C.P.R. to remove the station agent and station building at Upper Kent, N.B.
- R-4409 January 13 – Authorizing the C.N.R. to operate their engines, cars and trains on the subway carrying their tracks over William Street, in the Town of Cobourg, County of Northumberland, Ont., at mileage 264.67 Kingston Subd.
- R-4410 January 13 – Approving the location of the proposed additional flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at St. Jean-Port Joli, Que., near mileage 56.3 Montmagny Subd. C.N.R.
- R-4411 January 13 – Approving the Service Station Contract between Bell Canada and the Ice Lake Telephone Company Limited.
- R-4412 January 13 – Authorizing the City of Oshawa, Ont., to construct an overhead bridge carrying Ritson Road South across the C.P.R. at mileage 173.52 Belleville Subd. eliminating an existing level crossing at the same location.
- R-4413 January 14 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Dalpe Street in Acton Vale, Que., at mileage 22.38 St. Hyacinthe Subd.
- R-4414 January 14 – Authorizing the C.P.R. to remove the caretaker and close the station at Rathwell, Man., mileage 66.5 Glenboro Subd.
- R-4415 January 14 – Authorizing removal of the speed limitation at the crossing of the Railway of Penn Central Company and Alma Street in the Town of Amherstburg, Ont., at mileage 16.38 Amherstburg Branch Subd.
- R-4416 January 14 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and a public road in Malwood, Ont., at mileage 24.05 Beachburg Subd.

- R-4417 January 20 – Authorizing the Saskatchewan Department of Highways and Transportation to reconstruct Highway No. 35 where it crosses the C.N.R. at mileage 20.47 Goodwater Subd. between the SW $\frac{1}{4}$  – 21 and the SE $\frac{1}{4}$  – 20 – 14 – 5 W2M, Sask.
- R-4418 January 20 – Exempting the C.N.R. from application of subsection (1) of section 53 of General Order No. E-14 in respect of the main track switch at the siding at mileage 82.02 Drummondville Subd. Que., provided no engines or trains clear the main track at the siding.
- R-4419 January 20 – Approving the location of the proposed additional and relocated flammable liquid facilities of Shell Canada Limited at Dauphin, Man., near mileage 121.7 Gladstone Subd. C.N.R.
- R-4420 January 20 – Approving revisions to Schedule “A” and Schedule “B” of the Traffic Agreement between Bell Canada and the Canadian Overseas Telecommunication Corporation.
- R-4421 January 20 – Approving tolls published in Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- R-4422 January 20 – Approving tolls published in Supplement No. 6 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- R-4423 January 20 – Approving tolls filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- R-4424 January 20 – Approving tolls published to Wheatley, Ont., in Supplement No. 100 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- R-4425 January 20 – Approving tolls published in Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A. (Dominion Atlantic Railway Company)
- R-4426 January 20 – Rescinding authority of Order 100785 which approved the flammable liquid bulk storage facilities of Riverhurst Cooperative Association Limited at Riverhurst, Sask., at mileage 17.82 Riverhurst Subd. CNR.
- R-4427 January 20 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and Chemainus Road in Ladysmith, British Columbia., at mileage 57.1 Victoria Subd.
- R-4428 January 20 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and Provincial Trunk Highway No. 59 in North Kildonan, Man., at mileage 10.61 Bergen Cut-off of the Winnipeg Terminal Subd.

- R-4429 January 20 – Approving tolls published in Tariffs filed by the C.N.R. under section 3 of the M.F.R.A.
- R-4430 January 20 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and Murphy Road in Malwood, Ont., at mileage 21.49 Beachburg Subd.
- R-4431 January 20 – Authorizing the C.N.R. to operate their engines, cars and trains over the two private sidings crossing Simard Blvd. in the City of Chambly, Que., at mileage 44.35 Granby Subd., in the County of Chambly.
- R-4432 January 20 – Rescinding authority of Order R-3938 and approving the location of the proposed temporary anhydrous ammonia transfer facilities of Lacombe Fertilizer and Farm Supply Limited at Haynes, Alta., near mileage 10.0 Brazeau Subd. C.N.R.
- R-4433 January 20 – Rescinding authority of Order R-3568 and approving the location of the proposed temporary anhydrous ammonia transfer facilities of Mr. R.M. McLaren, at Bashaw, Alta., near mileage 84.3 Camrose Subd. C.N.R.
- R-4434 January 20 – Rescinding authority of Order R-3929 and approving location of the proposed temporary anhydrous ammonia transfer facilities of Lacombe Fertilizer and Farm Supply Limited at Prentiss, Alta., near mileage 22.3 Brazeau Subd. C.N.R.
- R-4435 January 20 – Amending Appendix "A" to Order 124575 which authorized the installation of signboards and the marking of such signboards with reflective material at certain highway crossings of the C.N.R.
- R-4436 January 20 – Approving the improvements to the sight lines at the crossing of the C.N.R. and the Municipal Road in the R.M. of Daly, Man., between the NW¼ of Section 29, and NE¼-30-12-21 WPM., mileage 147.16 Rivers Subd.
- R-4437 January 20 – Authorizing the Alberta Department of Highways to reconstruct the North-South Road where it crosses the C.P.R. in Barstow, Alta., at mileage 129.92 Brooks Subd. and requiring the Railway to install automatic protection at the crossing.
- R-4438 January 20 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Victoria Road in the City of Guelph, Ont., at mileage 30.19 Goderich Subd.
- R-4439 January 20 – Approving the location of the proposed additional flammable liquid bulk storage and transfer facilities of Shell Canada Limited at Endeavour, Sask., near mileage 39.76 Assiniboine Subd. C.N.R.

R-4440 January 20 – Amending Order 113710 which authorized improvement to the crossing of Miller Street and the C.N.R. in Gogama Township of Noble, District of Sudbury, Ont., at mileage 86.54 Ruel Subd.



# Canadian Transport Commission

## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

#### CANADIAN TRANSPORT COMMISSION

*IN THE MATTER OF the application of Canadian National Railways for authority, in respect of their Belleville Master Agency Plan, to remove their station agents at Newcastle, Colborne, Madoc, Campbellford, Stirling, Wellington, Frankford, Marmora and Strathcona, and to remove their station agent and the station building at Forfar, all in the Province of Ontario.*

*File No. 4205.2945  
February 21, 1969*

**BEFORE:**

D.H. JONES,  
JOHN M. WOODARD,  
W.R. IRWIN,

*Chairman.  
Commissioner.  
Commissioner.*

**APPEARANCES:**

H.J.G. PYE,  
R.A. BARR, and  
TALMAGE STONE, }  
Forfar }  
FRED LAKE, }  
Elgin }  
WILLIAM A. SHANNON, }  
Reeve, Village of Marmora. }  
DONALD W. RODGERS, }  
Reeve, Village of Stirling }  
JOHN WILKES, }  
Reeve, Marmora and }  
Lake Township }  
CHARLES GORDONIER, }  
Reeve, Deloro Village }  
CALVIN WHITE,  
CLARENCE GRAHAM,

*Counsel for Canadian National Railways.  
representing the Township of  
Bastard and Burgess South.  
representing the Municipality of  
Bastard and Burgess South.  
representing the Village of Marmora.  
representing the Village of Marmora.  
representing the Village of Marmora.  
representing Deloro Village.  
Warden, Hastings County.  
Chairman, Council Industrial Committee,  
Hastings County.*

## APPEARANCES: (cont'd)

LEE GRILLS,

*Member of Parliament,  
Hastings Riding.*

R. TEMPLE,

*Counsel for the Village of Marmora.*

Heard at Belleville, Ontario, December 18 and 19, 1968.

## RAILWAY TRANSPORT COMMITTEE

## JUDGMENT

WOODARD, C.

On March 13, 1968, Canadian National Railways (hereinafter referred to as the "Railway") applied to the Railway Transport Committee of the Canadian Transport Commission for authority, in respect of its Belleville Master Agency Plan, to remove station agents at Newcastle, Colborne, Madoc, Campbellford, Stirling, Wellington, Frankford, Marmora and Strathcona. On March 25, 1968, the Railway applied for the removal of the agent and the station building, quite independent of the Belleville plan, at Forfar. On July 24, 1968, the Railway advised the Committee that Forfar would be included under the Belleville Master Agency Plan.

It has been the practice of the Railway, in implementing its Master Agency Plans, to put its plan into effect on a trial basis in an endeavour to determine that all facets of the operation work satisfactorily before making application for the removal of the agents concerned. This was done in this instance, with implementation on a trial basis in November 1966, at all points except Forfar.

In May of 1968, while the Committee was still seized with the individual application for removal of the station agent at Forfar, it came to light that the Railway had transferred all the duties from the agent at that point and instituted an "on-hand" depot at Crosby, Ontario, at the junction of Highways 34 and 15, to handle all L.C.L. express freight. On directions from the Committee the Railway restored normal services to Forfar on May 16th. Following its letter of July 24, 1968, advising the Committee that Forfar would be included in the Belleville Master Agency Plan, the Railway again removed the services from the agency at Forfar and set up the on-hand depot at Crosby. Once again, after numerous protests from shippers and residents in the area the Committee directed the Railway to return the L.C.L. Freight and Express work to the agent at Forfar pending the hearing into the Belleville Master Agency Plan.

The plan in its entire concept was investigated by a District Inspector of the Committee, and his report is on file. Following analysis of his report the matter was set down for hearing, and heard in Belleville on December 18th and 19th, 1968.

At the outset of the hearing, Counsel for the Railway requested the Committee's approval to amend its application to provide for the removal of the station buildings at all



points including Forfar, but with the exception of Campbellford, because the station building at Campbellford will be required in its present location as an on-hand depot.

Counsel for the Railway pointed out that no objection had been filed by any parties with respect to the removal of agents at Campbellford, Strathcona, Wellington, Colborne, Frankford, Newcastle and Stirling. Complaints had been filed with respect to Madoc by Stoklosar Marble Quarries, Canadian Talc Industries Ltd. and by the Village of Madoc. With respect to Marmora, objections had been filed by the Village of Marmora, the Village of Deloro, the Townships of Marmora and Lake, and the County of Hastings. With respect to Forfar, objections were received from the Township of Bastard and Burgess, and from V.M. Baker.

It might be well to note at this time that no representations were made at the hearing by the Village of Madoc.

#### **Description of Proposed Master Agency Plan:**

Counsel for the Railway called one witness, Mr. H. J. Fast, Manager of the Rideau Area, who gave in full detail a description of the proposed plan and the reasons therefor.

The principal reasons for such a plan are, to place the Railway in a competitive position with other transport by improving service to customers, centralizing the necessary documentation processes and to eliminate positions within the Master Agency area which in the opinion of management were redundant, due to changes in train operation.

The function of the Belleville Master Agency Plan is to handle efficiently, and where possible to integrate rail services, which include carload traffic, express/L.C.L. freight traffic and passenger traffic and, in addition although not so directly related, telecommunications.

Under the plan there is, as its operational head, a terminal traffic manager with headquarters in Belleville, supported by a staff comprising shed employees, office staff handling all documentation and accounting, and information officers to supply customers with answers to questions asked regarding any of the Railway's services.

In nine of the ten stations involved the Railway has removed from the station agents all the work formerly performed by them, i.e. all billing and accounting is now done in the Belleville office, and the handling of express and L.C.L. traffic has been turned over to local business men (on-hand agents) who maintain suitable quarters and facilities for this purpose. As mentioned previously, the station agent at Forfar is doing the work of an on-hand agent in the station building.

In the field to cover the ten stations involved in this application, there is one customer service representative stationed at Belleville who on a scheduled basis visits the communities where railway customers are located, dealing directly with the on-hand agents, railway agents and customers. Each of these places maintains a logbook and on his

arrival the customer service representative checks the logbook to see what problems have arisen and what services require attention.

In the field of freight carload services, there is located at Belleville a branch manager, freight sales, a freight sales representative and other staff. This group concerns itself with all phases of carload traffic, i.e. solicitation, sales and service, car tracing, etc.

To provide ready communication insofar as all facets of the operation are concerned, all customers in the Master Agency area can make use of a Zenith telephone number which will connect them with the switchboard in the Belleville office; the operator there will connect the party with the appropriate department where staff is available to handle all requests for information, complaints, passenger train tickets or reservations or telecommunication matters. Mr. Fast admitted that there had been bottlenecks develop in the proper monitoring of incoming calls and in connecting the caller with the proper information source; however, he stated that Bell Telephone was installing another line to overcome this problem and felt safe that this installation would cure this particular situation.

The Zenith number, which is free to all customers provides 24-hour a day, seven-days a week service for passenger or telecommunications matters. On carload freight matters the customer can contact for service between midnight and 8:00 a.m., and from 8:30 a.m. to 5:00 p.m., Monday to Friday. Saturday service is from 8:30 a.m. to 5:00 p.m., with no service on Sunday. Services in respect of Express and L.C.L. is available from 8:00 a.m. until 9:00 p.m., Monday to Friday, and on Saturday only from 9:00 a.m. until 12:00 noon.

While Mr. Fast enlarged greatly on the above description of the services provided under the plan, for the purposes of this Judgment, I shall not go into any greater detail.

#### Opposition to the Application:

Objections from the Village of Marmora, as stated earlier, were supported by other municipalities, townships and the County of Hastings and varied from the inadequacies of the on-hand location, the delay in receiving signed bills of lading, the loss of the service by which money could be sent or received by telecommunications through the agent, to the fact that Marmora was a high revenue station, as shown in an exhibit filed by the Railway.

The Village of Forfar objected to the removal of its agent on the grounds of inconvenience, not only to the inhabitants of Forfar, but to shippers in many other communities in the surrounding area. While an on-hand agency at Crosby at the junction of two highways might better serve the purpose of the Railway, it is apparent that the location is not the most convenient for the patrons. This is borne out by a considerable number of protests on file with the Committee from shippers and municipalities. A matter of great concern was the fact that, while the area is served by a rural telephone service which is adequate for local needs, it is not a service which lends itself to the use of

a Zenith number to a point as far removed as Belleville. It was also pointed out in their objections and in argument by Counsel representing the Township of Bastard and Burgess on behalf of Forfar, that the area being over one hundred miles from Belleville could not be adequately served by one customer service representative visiting the area once a week.

As mentioned earlier in this Judgment, objections had been filed with respect to the agency at Madoc, but no representations of any kind were made at the hearing.

#### Findings and Conclusions:

With respect to opposition from the Village of Marmora (and others in support thereof) I must conclude that in the main, the opposition was to change, rather than the reality of a deteriorating service. While I agree that Marmora is a high revenue station, it was brought out in evidence that almost all of the revenue was from carload freight which does not necessarily require the services of an agent. A review of all the evidence satisfies me that facilities are quite adequate. They are located in quarters adjacent to a feed mill which is owned by the incumbent Railway Agent who, in the event of closure of the agency, intends to retain the on-hand depot to be operated by himself or a member of his family. Insofar as money transactions by telecommunications are concerned, it is conceded that this service will disappear under a Master Agency Plan. However, I do not consider that the use of this service is so widespread that the granting or refusal of the application should hinge upon it.

Of considerable concern to the Committee in plans such as this is the travelling required by Customer Service Representatives in addition to service calls required. I am of the opinion that the Belleville Master Agency Plan lends itself to a viable operation with the minimum of mileage required to travel when all stations with the exception of Forfar are considered. To my mind to include Forfar and area in the proposed plan is to result in a plan which, while no doubt operable, would be so only to the detriment of the other communities involved therein. I am also of the view that the Zenith telephone service is of little value to residents of the Forfar area when one considers the inadequacies of the existing rural telephone system.

Insofar as opposition raised on behalf of the Madoc agency, since no representations were made at the hearing, though due notice was given of the hearing to the opposing parties, I can only conclude that said opposition was only of a token nature.

I am satisfied that employees affected by the granting of the application will be adequately protected under the terms of their Union's special and collective agreements and by existing vacancies on the Rideau Area of the railway.

Taking into consideration the requested amendment to the original application as made at the outset of the hearing, I would grant the application of Canadian National Railways to remove the agents and remove or dispose of the station buildings at Newcastle, Colborne, Madoc, Stirling, Wellington, Frankford, Marmora and Strathcona.

and to remove the agent at Campbellford. I would dismiss the application of Canadian National Railways to remove the agent and remove or dispose of the station building at Forfar, for the reasons stated above.

An Order will issue accordingly.

OTTAWA, February 21, 1969.

(Sgd) JOHN M. WOODARD

JONES, Chairman:

I agree with the decision of Commissioner Woodard that Canadian National be authorized to remove the agents and remove or dispose of the station buildings at Newcastle, Colborne, Madoc, Stirling, Wellington, Frankford, Marmora and Strathcona and to remove the agent at Campbellford, and with the reasons he has given for his decision.

I also agree that the application should be dismissed in respect of the agent and station buildings at Forfar, and wish to make some additional observations on this aspect of the case.

Applications to remove station agents and to remove or dispose of station buildings are governed by Section 182 of the Railway Act which prohibits the removal, closing or abandonment of any station without leave of the Commission and by General Order No. 0-2 of the Board of Transport Commissioners for Canada, which prescribes the procedure to be followed by railway companies intending to close stations by reason of removal of the agent. (General Order No. 0-2 still has effect by reason of Section 90 of the National Transportation Act).

On March 25, 1968, Canadian National applied to the Commission, pursuant to General Order No. 0-2, for authority to remove the station agent and station buildings at Forfar and to appoint an on-hand representative.

This application was made in respect of Forfar alone, independent of the proposed Master Agency at Belleville. On May 15, 1968, while its application was still under investigation by the Committee, Canadian National transferred the agency work and traffic from Forfar station to an on-hand depot at Crosby. This action was taken without notice to or leave from the Committee.

The Committee immediately ordered the restoration of the Forfar agency and this was done by the next day, May 16.

On July 24, 1968, Canadian National applied to have Forfar included in the Belleville Master Agency in respect of which an application for approval had been made to the Commission on March 13, 1968. This action would have had the effect of closing Forfar station if the Committee approved it as part of the Master Agency and would make it unnecessary for Canadian National to proceed further with its application of March 25.

On August 13 and 14, 1968, the Committee received complaints about the service at Forfar from which it developed that Canadian National had again transferred the Forfar agency work and traffic from the station to an on-hand depot at nearby Crosby. This was done again without notice to or leave from the Committee.

The Committee again directed Canadian National to restore the agency at Forfar.

One result of these actions by Canadian National was to arouse strong protests on the part of Forfar residents against the closing of their station, even as part of the

Belleville Master Agency Plan, an attitude with which I have considerable sympathy in view of all that happened.

In cases of proposed station closings, the Committee weighs the convenience to the community in continuing the station against the convenience to the railway in closing it, and in so doing takes into account all relevant matters including the standard of service the community is entitled to expect, as well as the revenue position of the railway. To permit Canadian National to close Forfar station on the basis of the inadequate alternative service proposed, would in my opinion, work an injustice on the community presently serviced by Forfar station and for that reason should not be allowed.

I must add that the Committee's investigation of the transfer of the Forfar agency on two occasions satisfies me that Canadian National was perhaps over anxious in its attempt to implement the Master Agency Plan on a trial basis without realizing that the changes this brought about were so far-reaching as to require leave from the Committee. There is no evidence whatever that the railway was attempting to close the station without lawful authority.

Commissioner W. R. Irwin sat with Commissioner Woodard and myself through the hearing in Belleville and heard all the evidence presented thereat. Prior to the writing of this Judgment, Commissioner Irwin passed away following a short illness. We have no reason to believe that he would not have concurred in our decision. Of necessity, this Judgment can only be signed by Commissioner Woodard and me who, under Section 12 of The Railway Act, constitute a quorum.

OTTAWA, February 21, 1969.

(Sgd) DAVID H. JONES

## CANADIAN TRANSPORT COMMISSION

ORDER NO. R-4738

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Canadian National Railways for authority, in respect of their Belleville Master Agency Plan, to remove their station agents at Newcastle, Colborne, Madoc, Campbellford, Stirling, Wellington, Frankford, Marmora and Strathcona, and to remove their station agent and the station building at Forfar, all in the Province of Ontario:*

*File No. 4205.2945*

UPON hearing the application at a sittings of the Committee at Belleville, Ontario, on December 18 and 19, 1968, in the presence of Counsel for the Canadian National Railways, R.A. Barr and Talmage Stone, representing the Township of Bastard and Burgess South; Fred Lake, representing the Municipality of Bastard and Burgess South; William A. Shannon, representing the Village of Marmora; Donald W. Rodgers, representing the Village of Marmora; John Wilkes, representing the Village of Marmora; Charles Gordonier, representing Deloro Village; Calvin White; Clarence Graham; Lee Grills, Member of Parliament, Hastings Riding and R. Temple, Counsel for the Village of Marmora, and the Canadian National Railways having applied for leave to amend the said application to include the removal of the station buildings at Newcastle, Colborne, Madoc, Stirling, Wellington, Frankford, Marmora and Strathcona; and

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. Leave is hereby granted to the Canadian National Railways to amend the application as hereinbefore set out.
2. The Canadian National Railways are authorized, in respect of their Belleville Master Agency Plan, to remove the agents and to remove or dispose of the station buildings at Newcastle, Colborne, Madoc, Stirling, Wellington, Frankford, Marmora and Strathcona and to remove the agent at Campbellford, all in the Province of Ontario.

3. The application of the Canadian National Railways to remove the agent and station building at Forfar in the Province of Ontario, is dismissed.

Dated at Ottawa, this 21st day of February, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee.



# Canadian Transport Commission

## Railway Transport Committee

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### Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-4642

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the "Regulations Governing Applications to Discontinue Railway Passenger-Train Service":*

*File No. 27563*

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The Regulations Governing Applications to Discontinue Railway Passenger-Train Service made by Order No. R-1421 of the 9th day of February, 1968, amended by Order No. R-3191 dated August 28, 1968, are rescinded, and the annexed Regulations Governing Applications to Discontinue Railway Passenger-Train Service are made in substitution therefor.

Dated at Ottawa, this 13th day of February, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

## CANADIAN TRANSPORT COMMISSION

## RAILWAY TRANSPORT COMMITTEE

REGULATIONS GOVERNING APPLICATIONS TO  
DISCONTINUE RAILWAY PASSENGER-TRAIN SERVICE

- |  |  |
|--|--|
| Definitions  | 1. In these regulations,   |
| "Application"  | (1) "Application" includes appendices thereto;   |
| "Secretary"  | (2) "Secretary" means the Secretary of the Commission and includes the person acting as Secretary of the Railway Transport Committee;  |
| "Commission"   | (3) "Commission" means the Canadian Transport Commission;  |
| "Committee"  | (4) "Committee" means the Railway Transport Committee of the Canadian Transport Commission.  |
| Applications   | 2. (1) These regulations govern applications for the discontinuance of any passenger-train service filed hereafter with the Commission.<br><br>(2) These regulations may also apply to applications for the discontinuance of passenger-train service filed with the Board of Transport Commissioners for Canada or the Commission before the 9th day of February, 1968, and to any of the proceedings in regard to discontinuance of passenger-train service now pending to such extent as the Committee shall direct.  |
| Passenger-Train Service<br>Notice of intent<br>and declaration | 3. (1) The company shall not discontinue any train or trains by which regular service for passengers is provided between any two terminal points designated in the public time-tables published by the company without first notifying the Committee of its intent to discontinue such train or trains and requesting the Committee to declare if such train or trains comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act;<br><br>(2) The notice and request required by subsection (1) of this section shall be accompanied by data showing the number of passengers carried on the train or trains during the two years immediately preceding the date of such notice and request and the times and alternative services upon which they could be accommodated if the train or trains were discontinued. |

- (3) The Committee may, in its discretion, direct that such public notice be given as to it appears to be reasonable in the circumstances, of the company's intent to discontinue any train capable of carrying passengers, and of its request that the Committee declare each such train or trains to comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act.

Declaration that a train(s) is a passenger-train service

4. (1) Where the Committee has declared that the train or trains involved comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act, the company shall, if it desires to discontinue such passenger-train service, file an application in accordance with the General Rules of the Commission and these regulations;
- (2) The company shall file the application and ten copies thereof with the Secretary.
5. (1) Ten days before filing an application pursuant to section 4 of these regulations, the company shall give notice to the Committee of its intent to apply to discontinue such train or trains and, unless otherwise directed by the Committee, the company shall concurrently with the filing of the application, post a notice of the application in a conspicuous place at each station served by the passenger-train service and in all passenger carrying cars operated on the line served by such train or trains;
- (2) At least one copy of the application shall be mailed to:
- (a) the Attorney-General of each province in which the service is operated;
- (b) the Members of Parliament and of the Provincial Legislature of each constituency in which the service is operated;
- (c) the secretary or clerk of each city, town and municipality in which the service is operated; and
- (d) such other parties as the Committee may specify;
- (3) The application and the notice required by subsection (1) of this section shall contain the following paragraph:
- “In accordance with the regulations of the Railway Transport Committee of the Canadian Transport Commission, notice is hereby given that any person desiring to make submissions in respect of this application may do so by mailing them to the Secretary, Railway Transport Committee, Canadian Transport

Commission, Ottawa, Ontario, within thirty days from the date of this notice. A copy of such submissions shall also be mailed to the applicant railway company at the address set forth below within the same period.”

- (4) (a) Where the service is operated wholly or partly in the Province of Quebec, the application and the notice thereof shall be in both the French and English languages;
- (b) Where the service is operated wholly or partly in an area of Canada where Parliament has directed that both the French and English languages be used, the application shall be in both such languages and the notice shall also be in both such languages in such area.

Contents of application

- 6. The application shall contain
  - (1) The names of the terminals and mileages between the terminals of the passenger-train service;
  - (2) The names of the subdivisions and of the stations served; the mileages at which the stations are located; the approximate population of each city and town in which a station is located; a description of the existing service, indicating the number of train trips per day or per week, as the case may be, and the normal consist of such trains;
  - (3) A statement of the history of the service;
  - (4) A statement regarding the alternative transportation services, including any highway or highway system serving the principal points served by the passenger-train service, that are available or are likely to be available in the area served by the service;
  - (5) A statement as to the probable effect on other passenger-train service or other passenger carriers of the discontinuance of the service, or of parts thereof;
  - (6) A statement as to the probable future passenger transportation needs of the area served by the service;
  - (7) A statement as to the feasibility of continuing to operate all or part of the service by changing the methods of operation or by interconnection or coordination with other passenger services; and
  - (8) A statement showing by year for the last three consecutive financial years of the company, immediately preceding the date of the application, the monthly average number of passengers handled per trip.

Statement of  
revenues and  
costs of the  
service

7. (1) Unless otherwise directed by the Committee, concurrently with the filing of the application, the company shall submit to the Secretary two copies of a statement of the revenues and costs of the service, showing by year for the last two consecutive financial years of the company immediately preceding the date of the application
    - (a) the on-line revenues attributable to the carrying of passengers;
    - (b) the costs of the service, segregated between costs incurred in the carrying of passengers and costs incurred in the carrying of any other traffic on the passenger-train service, prepared in accordance with any costing order then in force pursuant to section 387B of the Railway Act;
  - (2) The company shall also submit such other information as the Committee may request from time to time;
  - (3) For the purposes of this section, when an application for discontinuance of a passenger-train service is filed prior to April first in any year, the last two consecutive financial years of the applicant company shall be deemed to be the two consecutive financial years of the company immediately preceding the last financial year of such company.
8. (1) Where the Committee declares that the train or trains for which an application for discontinuance has been filed with the Committee is not a passenger-train service for the purposes of sections 314I and 314J of the Railway Act, the company may discontinue such train or trains so declared, but such discontinuance shall not take effect until after a period of thirty days from the date of a notice that the company shall post in a conspicuous place at all stations on the line served by such train or trains in all passenger carrying cars on all trains operated on such line;
  - (2) The notice required in subsection (1) of this section shall contain the following:

#### NOTICE

Take notice that the Railway Transport Committee of the Canadian Transport Commission has declared that the train or trains (here insert the number of the train or trains) operating between (here insert the terminal points between which the train or trains operate) do not comprise a passenger-train service

for the purposes of sections 314I and 314J of the Railway Act (here insert the name of the company) will discontinue these trains effective (here insert date).

9. These regulations do not apply to nor in respect of trains by which a regular year-round service for passengers is not provided; all such trains shall be designated as seasonal trains in the public timetables of the company which shall be governed by the provisions of General Order No. 0-5 of the Board of Transport Commissioners for Canada, dated 1st February, 1965.

Passenger trains  
on a trial basis

10. (1) Subject to subsection (2) of this section, when a company places into service a train or trains on a trial basis only to carry passengers, these regulations shall not apply in respect of any such train or trains from the date on which such trial train or trains actually begin to operate and for a period of two years thereafter, or until such trial train or trains are withdrawn, whichever date is earlier;
- (2) The provisions of subsection (1) of this section apply only if
- (a) thirty days prior to the inauguration of a passenger-train service on a trial basis, the company has posted in all stations on the line to be served, a notice indicating clearly that such train or trains are placed in service on a trial basis only;
  - (b) upon posting the said notice, the company forwards a copy thereof to the Secretary; and
  - (c) such train or trains are designated as trial trains in the public timetables of the company.
11. Thirty days before discontinuing any train placed in service on a trial basis, the company shall post in a conspicuous place at each station on the line served by such train or trains and in all passenger carrying cars on all trains operated on such line a notice to that effect and shall forward a copy of the notice to the Secretary.

COMMISSION CANADIENNE DES TRANSPORTS

ORDONNANCE N° R-4642

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*AU SUJET DES "Règlements concernant les demandes de suppression de service de trains de voyageurs":*

*Dossier n° 27563*

Le Comité des transports par chemin de fer de la Commission canadienne des transports ordonne ce qui suit:

Les règlements concernant les demandes de suppression de service de trains de voyageurs faits par l'Ordonnance n° R-1421 du 9 février, 1968, telle qu'amendée par l'Ordonnance n° R-3191 en date du 28 août, 1968, sont rescindés et les règlements ci-joints concernant les demandes de suppression de service de trains de voyageurs y sont substitués.

Daté à Ottawa, ce 13<sup>ième</sup> jour de février, 1969.

(SIGNÉ) C.W. RUMP,  
Secrétaire,  
Comité des Transports par chemin de fer

## COMMISSION CANADIENNE DES TRANSPORTS

## COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

RÈGLEMENTS CONCERNANT LES DEMANDES DE SUPPRESSION  
DE SERVICE DES TRAINS DE VOYAGEURS

- |   |  |
|---|--|
| Définitions   | 1. En ces règlements,  |
| "Demande"   | (1) "Demande" comprend les annexes y-jointes;  |
| "Secrétaire"  | (2) "Secrétaire" désigne le secrétaire de la Commission et comprend la personne agissant comme secrétaire du Comité des transports par chemin de fer;  |
| "Commission"  | (3) "Commission" signifie la Commission canadienne des transports;   |
| "Comité"  | (4) "Comité" désigne le Comité des transports par chemin de fer de la Commission canadienne des transports.  |
| Demandes  | 2. (1) Ces règlements s'appliquent aux demandes pour la suppression de tous services de trains de voyageurs déposés après ce jour auprès de la Commission.   |
|   | (2) Ces règlements s'appliqueront également aux demandes pour la suppression de service des trains de voyageurs déposés auprès de la Commission des transports du Canada ou de la Commission avant le 9 <sup>ième</sup> jour de février, 1968, et à toutes autres procédures pendantes devant la Commission relatives à la suppression de service de trains de voyageurs selon les directives que le Comité pourra établir.  |
| Service de trains de voyageurs<br>Avis d'intention et déclaration | 3. (1) La Compagnie ne supprimera aucun train (ou trains) assurant un service régulier à des voyageurs entre deux localités en tête de lignes telles qu'indiquées sur les horaires publics publiés par la compagnie à moins d'en aviser le Comité au préalable de son intention de supprimer tel train (ou trains) et de demander au Comité de déclarer si tel train (ou trains) comprend(ennent) un service de trains de voyageurs aux fins des articles 314I et 314J de la Loi sur les chemins de fer. |
|   | (2) L'avis et la demande requis au paragraphe (1) de cet article seront accompagnés d'information écrite indiquant le nombre de voyageurs transportés par ce (ou ces) train(s) au cours des deux années qui précèdent immédiatement la date de tels avis et demande et les heures et les services alternatifs que pourront   |



utiliser ces voyageurs au cas où le train (ou les trains) serai(en)t supprimé(s).

- (3) Le Comité peut, à sa discrétion, donner des instructions pour que tout avis public qui lui semble raisonnable dans les circonstances, soit donné des intentions de la compagnie de supprimer tout train pouvant servir au transport de voyageurs et de la demande de la compagnie aux fins de déclarer que tel train (ou trains) comprend(ennent) un service de trains de voyageurs aux fins des articles 314I et 314J de la Loi sur les chemins de fer.

**Service de  
trains de  
voyageurs –  
Déclaration**

4. (1) Lorsque le Comité aura déclaré qu'un train (ou des trains) comprend(ennent) un service de trains de voyageurs aux fins des articles 314I et 314J de la Loi sur les chemins de fer, la compagnie, si elle désire supprimer ce service, déposera une demande suivant les règles générales de la Commission et des présents règlements.
- (2) La compagnie déposera cette demande avec dix (10) exemplaires additionnels auprès du secrétaire.
5. (1) Dix (10) jours avant le dépôt de la demande en vertu de l'article 4 de ces règlements, la compagnie donnera avis au Comité de son intention de faire une demande de suppression de service de tout tel train (ou trains) et à moins de recevoir un avis du Comité lui indiquant d'agir autrement, la compagnie, au moment du dépôt de sa demande, doit afficher en évidence un avis de la demande à toutes les gares desservies par le service de trains de voyageurs et dans tous les wagons-voyageurs faisant le service sur le trajet desservi par le train (ou trains).
- (2) Au moins un (1) exemplaire de la demande sera déposé à la poste à l'adresse de chacune des personnes suivantes:
- a) le procureur général de chaque province desservie par tel service;
  - b) les députés du parlement fédéral et de la législature provinciale de toutes circonscriptions électorales desservies par le tel service;
  - c) le secrétaire ou greffier de toutes cité, ville et municipalité desservies par tel service; et
  - d) toute(s) autre(s) personne(s) que le Comité peut désigner.

- (3) La demande et l'avis requis par le paragraphe (1) de cet article contiendra le paragraphe suivant:

“En vertu des règlements du Comité des transports par chemin de fer, prenez avis par les présentes que toute personne qui le désire pourra dans les trente (30) jours de cet avis faire des représentations sur ou au sujet de la présente demande en les envoyant par la poste au secrétaire du Comité des Transports par chemin de fer, Commission canadienne des transports, Ottawa, Canada. Un exemplaire de ces représentations sera aussi envoyé par la poste dans le même délai à l'adresse de la compagnie demanderesse indiquée ci-dessous.”

- (4) a) Lorsque le service opère entièrement ou partiellement dans la province de Québec, la demande et l'avis doivent être faits dans les deux langues anglaise et française.
- b) Lorsque le service opère entièrement ou partiellement dans une région du Canada où selon les directives du Parlement l'emploi des deux langues anglaise et française est requis, la demande doit être faite en ces deux langues et l'avis à donner dans cette région doit aussi être en ces deux langues.

Contenu de  
la demande

6. La demande contiendra:

- (1) Le nom des têtes de lignes et la distance en milles entre ces têtes de lignes du service de trains de voyageurs.
- (2) Le nom des subdivisions et des gares desservies; le point millaire sur lequel ces gares sont situées; le nombre approximatif d'habitants pour chaque cité ou ville ayant une gare; une description de tout service existant en indiquant le nombre de voyages quotidien ou hebdomadaire des trains, selon le cas; et la composition normale (consist) de ces trains.
- (3) Un état de l'histoire du service.
- (4) Un état des services de transports alternatifs comprenant toutes routes, réseau de routes existant ou à venir desservant les lieux principaux de la région desservie par le service de trains de voyageurs.
- (5) Un état indiquant l'effet probable que la suppression du service, ou d'une partie d'icelui, aura sur les autres trains de voyageurs ou sur tout autre transporteur de voyageurs.
- (6) Un état établissant les besoins éventuels de la région affectée en moyen de transport de voyageurs.

- (7) Un état établissant les probabilités éventuelles de la prolongation du service, ou d'une partie d'icelui, soit par la modification des méthodes d'opération ou par communications réciproques ou la coordination du service avec tout autre service de voyageurs.
- (8) Un état pour les trois dernières années fiscales de la compagnie qui précèdent immédiatement la date de la demande, indiquant par année le nombre en moyenne de passagers transportés pour chaque voyage.

État des frais  
et revenus du  
service

- 7. (1) A moins d'un ordre au contraire de la part du Comité la compagnie doit remettre au secrétaire, au moment du dépôt de sa demande, deux exemplaires d'un état des frais et revenus du service établissant par année, pour les deux années fiscales consécutives de la compagnie qui précèdent immédiatement la date de la demande,
  - a) les revenus attribuables au transport des voyageurs sur la ligne même (on-line revenues);
  - b) les coûts du service séparés entre les coûts imputables au transport de voyageurs et ceux imputables à tout autre transport sur le service de trains de voyageurs, lesquels coûts doivent être établis en conformité de toute ordonnance alors en vigueur, faite en vertu des dispositions de l'article 387B de la Loi sur les chemins de fer.
- (2) La compagnie fournira également toute autre information que le Comité peut lui demander de temps à autre.
- (3) Pour les fins de cet article, lorsqu'une demande de suppression de service de trains de voyageurs est déposée avant le 1<sup>er</sup> avril de toute année, les deux années fiscales consécutives de la compagnie demanderesse seront les deux années fiscales consécutives de la compagnie qui précèdent immédiatement la dernière année fiscale de cette compagnie.
- 8. (1) Lorsque le Comité déclare que le train (ou les trains) pour lequel (ou lesquels) une demande de suppression a été déposée auprès du Comité ne comprend pas un service de trains de voyageurs aux fins des articles 314I et 314J de la Loi sur les chemins de fer, la compagnie aura le droit de supprimer ce train (ou ces trains) mais la suppression ne sera faite qu'à l'expiration d'un délai de trente (30) jours comptés de la date d'un avis affiché en évidence par la compagnie à chacune des gares le long du

parcours desservi et dans chacun des wagons-passagers faisant partie de tous les trains opérant sur la ligne des chemins de fer en question.

- (2) L'avis du paragraphe (1) de cet article doit contenir ce qui suit:

### AVIS

Prenez avis que le Comité des transports par chemin de fer de la Commission canadienne des transports a déclaré que le train (ou les trains) (ici indiquer le numéro de chaque train) qui opère(nt) entre (ici indiquer les têtes de ligne) ne comprend(ennent) pas un service de trains de voyageurs aux fins des articles 314I et 314J de la Loi sur les chemins de fer. (Ici insérer le nom de la compagnie) supprimera ce(s) train(s) à partir de (ici insérer la date).

9. Ces règlements ne s'appliquent pas, ni ne concernent les trains n'offrant pas un service régulier annuel à des voyageurs; tous ces trains doivent être indiqués à l'horaire public de la compagnie comme trains saisonniers, et les dispositions de l'Ordonnance générale n° 0-5 de la Commission des transports du Canada, en date du 1<sup>er</sup> février, 1965, s'appliquent à ceux-ci.

Trains de  
voyageurs  
en essai

10. (1) Sujet aux dispositions du paragraphe (2) de cet article, lorsqu'une compagnie inaugure le service d'un train (ou des trains) pour une période d'essai pour transporter des voyageurs, ces règlements ne s'appliquent pas à ce service pour une période de deux (2) ans à compter de la date d'inauguration de ce service ou jusqu'à ce que ce(s) train(s) désigné(s) train(s)-essai soi(en)t retiré(s) du service selon la date qui sera le plus tôt.
- (2) Les dispositions du paragraphe (1) de cet article s'appliquent seulement si,
- a) trente (30) jours avant la date inaugurale du service de train(s)-essai de voyageurs la compagnie aura affiché à toutes les gares desservies le long du parcours un avis établissant clairement que ce train (ou ces trains) est (sont) mis en service uniquement pour une période d'essai;
  - b) sur affichage de cet avis la compagnie en aura transmis un exemplaire au secrétaire, et
  - c) ce train (ou ces trains) est (sont) indiqué(s) comme train(s)-essai dans l'horaire public de la compagnie.
11. Trente (30) jours avant la suppression de tout train inauguré pour une période d'essai, la compagnie doit afficher en évidence à chaque gare le long du parcours de ce train (ou ces trains), et dans tous les wagons-passagers de ce train (ou ces trains) un avis à cet effet; un exemplaire de cet avis doit être transmis au secrétaire.

\* TABLE OF CONTENT (Cont'd)

PART – IV (Cont'd)

	PART	PAGE
Uniform Bill of Lading, U.S.A. ....	IV	20
Weighing Bituminous coal. ....	IV	51

*PASSENGER AND EXPRESS*

Baggage car Regulations .....	IV	54
Conditions on passes. ....	IV	115
Exchange surcharge on International passenger traffic. ....	IV	72
Exchange surcharge or discount on International express traffic. ....	IV	126
Express Classification for Canada. ....	IV	121
Express Collection Receipt. ....	IV	135
Express Delivery Limits. ....	IV	124
Express Livestock Contract. ....	IV	137
Express Merchandise Receipt. ....	IV	128
Express Money Receipt. ....	IV	133
Free and reduced rate transportation (issuance and recording of). ....	IV	81
Free and reduced rate transportation – railway – Persons to whom may be issued. ....	IV	96
Free transportation – Water carriers. ....	IV	106
Passenger Tariff Regulations (Railway). ....	IV	53
Release form for persons travelling on non-passenger railway cars. ....	IV	80
Terms and Conditions for the carriage of Express and Non-Carload Freight Traffic. ....	IV	170

*WATER*

Distances within Mackenzie area. ....	IV	142
Freight Tariff Regulations (Water). ....	IV	141

*TELEPHONE AND TELEGRAPH*

Conditions for telegraph and cable messages. ....	IV	158
Tariff Regulations – Telephone and telegraph. ....	IV	157
Telephone exchange rate grouping. ....	IV	160



# Canadian Transport Commission

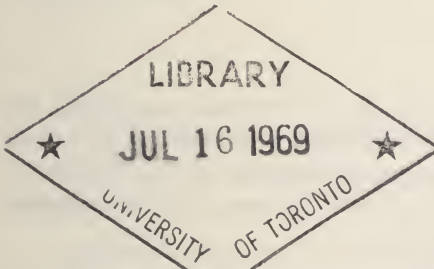
## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-4588

BY ITS RAILWAY TRANSPORT COMMITTEE



*IN THE MATTER OF General Order No. E-7 of the Board of Transport Commissioners for Canada, as amended by Order No. R-1226 dated the 23rd day of January, 1968:*

*File No. 11026.74*

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

General Order No. E-7 of the Board of Transport Commissioners for Canada, as amended by Order No. R-1226, dated the 23rd day of January, 1968, is further amended by striking out the words and figures "\$3.50 per train mile; minimum trackage charge \$22.50" in section 10 and substituting therefor the following:

"\$4.50 per train mile; minimum trackage charge \$28.00".

Dated at Ottawa, this 5th day of February, 1969.

(Sgd) C.W. RUMP,  
 Secretary,  
 Railway Transport Committee.

COMMISSION CANADIENNE DES TRANSPORTS

ORDONNANCE N° R-4588

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*RELATIVE à l'ordonnance générale n° E-7 de la Commission des transports du Canada, modifiée par l'ordonnance n° R-1226 du 23 janvier 1968:*

*Dossier n° 11026.74*

APRÈS lecture des pièces déposées —

Le Comité des transports par chemin de fer de la Commission canadienne des transports ordonne par les présentes de modifier l'ordonnance générale n° E-7 de la Commission des transports du Canada, modifiée par l'ordonnance n° R-1226 du 23 janvier 1968, en supprimant les mots et les chiffres "\$3.50 par train-mille; taux minimal de \$22.50" à l'article 10 et en y substituant ce qui suit:

"\$4.50 par train-mille; taux minimal de \$28".

Fait à Ottawa, le 5<sup>e</sup> jour de février 1969.

Le Secrétaire du Comité des transports  
par chemin de fer,

C.W. RUMP



CANADIAN TRANSPORT COMMISSION

ORDER NO. R-4669

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF General  
Order No. T-29 of the Board of  
Transport Commissioners for Canada  
- Conditions on Passes:*

*File No. 496.43*

UPON reading the submissions filed —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

General Order No. T-29 of the Board of Transport Commissioners for Canada is amended by striking out section 2 under the heading "WATER CARRIERS".

Dated at Ottawa, this 14th day of February, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

COMMISSION CANADIENNE DES TRANSPORTS

ORDONNANCE N° R-4669

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*RELATIVE à l'ordonnance générale n° T-29 de la Commission des transports du Canada, relative aux conditions figurant sur les laissez-passer:*

*Dossier n° 496.43*

APRÈS lecture des pièces déposées —

Le Comité des transports par chemin de fer de la Commission canadienne des transports ordonne par les présentes ce qui suit:

Modifier l'ordonnance générale n° T-29 de la Commission des transports du Canada en y supprimant l'article 2 de la rubrique: TRANSPORTEURS PAR EAU.

Fait à Ottawa, le 14<sup>e</sup> jour de février 1969.

Le Secrétaire du Comité des transports  
par chemin de fer,

C.W. RUMP

## CANADIAN TRANSPORT COMMISSION

## ORDER NO. R-4641

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of January 3, 1969 of British Columbia Telephone Company, hereinafter called the "Applicant", under the provisions of its Special Act 6-7 George V (1916), ch. 66 as amended by 4-5 George VI (1940-41) ch. 36 and by II George VI (1947) ch. 86, and by 15 George VI (1951) ch. 85, and by 6 Elizabeth II (1957-58) Ch. 40, and by 8-9 Elizabeth II (1960) ch. 66 for an Order approving the terms and conditions of the issue, sale or other disposition of 287,700 Ordinary Shares of the capital stock of the Applicant Company:*

*File No. 29885.13*

UPON hearing the application at the sittings of the Committee held at Ottawa on the 11th day of February, 1969, in the presence of Counsel for the Applicant; Mr. C.W. Brazier, Q.C., representing the Attorney-General for the Province of British Columbia; no one appearing in opposition; and upon considering the evidence and what has been filed in support of the application, public notice of such application having been published in The Canada Gazette, and it appearing that the proposed issue is necessary for the purpose of reducing temporary loans which have been incurred for the extension and improvement of the Applicant's plant and property and other corporate purposes --

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. That approval be and it is hereby given to the issue and sale of not more than 287,700 Ordinary Shares of the capital stock of the Applicant as and when the Board of Directors of the Applicant may, in their discretion, decide at a price of not less than sixty (\$60.00) Dollars per share, upon the following conditions:

(a) That such Ordinary Shares be first offered to the Applicant's existing Ordinary Shareholders in the ratio of one share for each nine Ordinary Shares held

by them at the close of business on February 19, 1969; provided that as the said issue is not to be registered under the United States "Securities Act of 1933" and amendments thereto, such offering may stipulate that no subscription will be accepted from any Ordinary Shareholder or person or his agent who appears to be, or the Applicant has reason to believe is, a resident of the United States of America or any territory or possession thereof.

(b) That the Applicant's offer to its said existing Ordinary Shareholders shall expire at the close of business on March 26, 1969, and subscriptions pursuant to such offer shall be valid only if received prior to the close of business on March 26, 1969.

(c) That any Ordinary Shares not taken up by the Applicant's said existing Ordinary Shareholders may be issued, sold or disposed of in such manner and upon such terms and conditions as the Applicant's Board of Directors may determine, provided that none of such shares shall be issued at a price less than the aforesaid price of sixty (\$60.00) Dollars per share.

(d) That the issue of the Ordinary Shares hereby approved shall be completed by the Applicant on or before May 1, 1969, or within such further time as may hereafter be allowed by the Committee.

Dated at Ottawa, this 11th day of February, 1969.

(Sgd) J.D. Beaton,  
Acting Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-4645

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF Order No. R-4535 dated January 31, 1969 respecting section 469 of Railway Act, the calculation of "normal payments" and the recommendation of "Equalization payments":*

*File No. 49305.2*

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

Order No R-4535 dated January 31, 1969, is amended by striking out "New York Central System" in section 3, on page 5, and substituting therefor "Penn Central Company".

Dated at Ottawa, this 14th day of February, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-4658

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF Order No.  
R-4493, dated January 28, 1969,  
ordering changes in rate-grouping of  
certain telephone exchanges of the  
British Columbia Telephone Com-  
pany:*

*File No. 46638.2*

UPON reading the submissions filed —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

Order No. R-4493, dated January 28, 1969, is amended by striking out “Duncan, B.C.” under the heading “Exchange” as well as the figures “5” and “6” opposite thereto under the headings “Present Exchange Rate Group No.” and “Transfer of Exchange Rate Group No.”, respectively.

Dated at Ottawa, this 14th day of February, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

## CANADIAN TRANSPORT COMMISSION

## ORDER NO. R-4737

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Canadian National Railways, hereinafter called the "Applicants", for a declaration by the Committee, under section 314I of the Railway Act, respecting passenger-train number 990 operating between Toronto and Markham, in the Province of Ontario:*

*File No. 27563.454*

WHEREAS the Applicants in compliance with subsection (1) of section 3 of the "Regulations Governing Applications to Discontinue Railway Passenger-Train Service" established by Order No. R-1421, dated the 9th day of February, 1968, as amended by Order No. R-3191, dated the 28th day of August, 1968, have informed the Committee of their intent to discontinue the said train, and requested the Committee to declare if such train comprises a passenger-train service for the purposes of sections 314I and 314J of the Railway Act; and

UPON reading the submissions filed —

The Railway Transport Committee of the Canadian Transport Commission hereby:

1. Declares train number 990 operating between Toronto and Markham, in the Province of Ontario, to comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act; and

2. Orders that the Applicants shall not discontinue this train without leave of the Committee having first been obtained in accordance with the provisions of section 314I of the Act, and of the Regulations Governing Applications to Discontinue Railway Passenger-Train Service made by Order No. R-4642 dated the 13th day of February, 1969, which the Committee hereby directs as applying to any application by the Applicants to discontinue the said train.

3. Further orders the Applicants to post in every station on the line served by this train and in every car carrying passengers on this train a notice to the effect that the Railway Transport Committee of the Canadian Transport Commission has declared train

number 990 to comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act, and that the Applicants will not cease operating this train on March 31, 1969, as intimated in the notice posted on January 17, 1969.

Dated at Ottawa, this 20th day of February, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee.



## CANADIAN TRANSPORT COMMISSION

## ORDER NO. R-4747

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF changes in  
rate grouping of certain telephone  
exchanges of Bell Canada:*

*File No. 46638.1*

UPON consideration of the reports filed herein, copies thereof having been delivered in accordance with the provisions of General Order No. T-41 of the Board of Transport Commissioners for Canada, and upon consideration of the representations of the City of Riviere Du Loup, Quebec, and the City of Sudbury, Ontario, and of the reply of Bell Canada with respect thereto —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

Effective on not less than thirty days' notice by appropriate tariff amendments, Bell Canada shall transfer each of the exchanges listed hereunder from the Exchange Rate Group to which it was assigned, to the Exchange Rate Group to which it is now assigned, as hereinafter stated:

<u>Exchange</u>	<u>Present Exchange Rate Group No.</u>	<u>Transferred to Exchange Rate Group No.</u>
Acton, Ont.	5	6
Alliston, Ont.	5	6
Asbestos, Que.	4	5
Brechin, Ont.	6	7
Cardiff, Ont.	3	4
Cayuga, Ont.	5	6
Chambord, Que.	4	5
Danville, Que.	4	5
Keswick, Ont.	4	5
La Malbaie, Que.	4	5
Lancaster, Ont.	3	4
Listowel, Ont.	4	5

<u>Exchange</u>	<u>Present Exchange Rate Group No.</u>	<u>Transferred to Exchange Rate Group No.</u>
MacTier, Ont.	3	4
Orangeville, Ont.	5	6
Otterville, Ont.	5	6
Petrolia, Ont.	7	8
Renfrew, Ont.	4	5
St. Honore (Chicoutimi Co.) Que.	6	7
St. Jean, Que.	6	7
St. Marc, Que.	5	6
St. Philippe de Neri, Que.	4	5
St. Urbain, Que.	3	4
South Mountain, Ont.	3	4
Sudbury-Copper Cliff, Ont.	7	8
Sutton, Ont.	4	5
Victoriaville, Que.	5	6

Dated at Ottawa, this 24th day of February, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-4750

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Canadian National Railways, under its Kitchener Master Agency Plan, for authority to remove the station agents at New Hamburg, Baden, Waterloo and St. Jacobs, in the Province of Ontario:*

*Files Nos. 4205.3089  
4205.3077  
4205.3093  
4205.3092  
14327  
28780.14*

UPON reading the submissions filed —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The Canadian National Railways are authorized to remove the station agents at New Hamburg, Baden, Waterloo and St. Jacobs, in the Province of Ontario, under their Kitchener Master Agency Plan.

Dated at Ottawa, this 24th day of February, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-4760

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Canadian National Railways, under its Granby Master Agency Plan, for authority to remove the station agents at St. Cesaire, Waterloo and Richelieu, as well as the caretakers at Abbotsford and Rougemont, all in the Province of Quebec:*

*Files Nos. 4205.3105  
4205.3104  
4205.3103  
4205.202  
26251  
24097*

UPON reading the submissions filed —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The Canadian National Railways are authorized to remove the station agents at St. Cesaire, Waterloo and Richelieu, as well as the caretakers at Abbotsford and Rougemont, all in the Province of Quebec, under their Granby Master Agency Plan.

Dated at Ottawa, this 27th day of February, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

## CANADIAN TRANSPORT COMMISSION

ACCIDENTS REPORTED TO THE OPERATING BRANCH, DECEMBER, 1968  
RAILWAY TRANSPORT COMMITTEE

	<u>Accidents</u>	<u>Killed</u>	<u>Injured</u>
Railway Accidents . . . . .	214	3	280
Level Crossing Accidents . . . . .	<u>61</u>	<u>9</u>	<u>84</u>
	<u>275</u>	<u>12</u>	<u>364</u>

	<u>Killed</u>	<u>Injured</u>
Passengers . . . . .	1	110
Employees . . . . .	2	170
Others . . . . .	<u>9</u>	<u>84</u>
	<u>12</u>	<u>364</u>

Of the 61 accidents at Highway Crossings, 37 occurred where Standard Railway Crossing Signs are located, 24 where additional forms of protection are in use, 36 after Sunrise and 25 after Sunset.

Ottawa, Ont.

**SUMMARY OF ORDERS ISSUED BY  
THE RAILWAY TRANSPORT COMMITTEE**

(\*Denotes Order printed in full)

- R-4441 January 20 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Prince William Street, City of Campbellton, N.B., at mileage 172.50 Newcastle Subdivision in lieu of the existing protection.
- R-4442 January 20 — Amending Order R-2561 which authorized the Borough of Etobicoke in Ont. to construct a subway to carry 30th Street across and under the C.N.R. at mileage 8.76 Oakville Subdivision.
- R-4443 January 20 — Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Pacific Petroleum Limited at North Battleford, Sask., near mileage 81.66 Langham Subd. C.N.R.
- R-4444 January 20 — Authorizing removal of the speed limitation at the crossing of the Essex Terminal Railway Company and Township Road, in the Township of Anderdon, County of Essex, Ont., at mileage 18.50 Main Line Subd.
- R-4445 January 20 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Cedar Street, in the City of Campbellton, N.B., at mileage 172.62 Newcastle Subd., in lieu of the existing protection.
- R-4446 January 20 — Requiring the C.P.R. to relocate the existing reflectorized signs at the crossing of its railway and Provincial Highway No. 394 in Sask., at mileage 104.58 Sutherland Subd. to another crossing of the Highway at mileage 34.21 Lloydminster Subd.
- R-4447 January 20 — Authorizing the C.N.R. to reconstruct their bridge at mileage 13.5 Windfall Industrial Spur Line, in Alta and to operate their engines, cars and trains over the bridge during the period of reconstruction.
- R-4448 January 20 — Authorizing the C.N.R. to reconstruct their bridge over the McIntyre River on the Lead to "D" Yard, which commences at mileage 1.14 Kashabowie Subd., in the City of Fort William, Ont. and to operate their engines, cars and trains over the said bridge during the period of reconstruction.
- R-4449 January 20 — Authorizing the C.N.R. to reconstruct their bridge at mileage 15.5 Windfall Industrial Spur, in Alta and to operate their engines, cars and trains over the bridge during the period of reconstruction.

- R-4450 January 20 – Approving changes in the automatic protection at the crossing of the C.N.R. and the highway, at River Glade, in N.B., mileage 15.80 Sussex Subd.
- R-4451 January 20 – Authorizing the Quebec Department of Roads to widen and improve St-Jacques Range where it crosses the C.N.R. in the Municipality of St-Leonard-de-Portneuf, Que., at mileage 37.43 St. Raymond Subd. and upon completion requiring the Railways to install automatic protection at the crossing.
- R-4452 January 20 – Authorizing the County of Flagstaff No. 29 to improve the vision at the crossing of the C.P.R. and County Road W-25-43-11-W4M, Alta, at mileage 9.07 Wetaskiwin Subd.
- R-4453 January 20 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Provincial Trunk Highway No. 9 and Hazel Street in Winnipeg Beach, Man., at mileage 47.61 Winnipeg Beach Subd.
- R-4454 January 20 – Authorizing the C.N.R. to reconstruct their bridge at mileage 15.7 Wakopa Subd. Man., and to operate their engines, cars and trains over the bridge during the period of reconstruction.
- R-4455 January 20 – Authorizing the C.N.R. to construct the Hay River Industrial Lead at grade across 102nd Avenue at mileage 377.32 and the unopened road allowances at mileage 377.56 and at mileage 377.72 in the Town of Hay River, N.W.T.
- R-4456 January 20 -- Authorizing Quebec Department of Roads to widen and improve River Street where it crosses the C.P.R. in the Municipality of the Village of Roxton Falls, County of Shefford, Que., at mileage 29.05 Drummondville Subd.
- R-4457 January 20 – Authorizing the C.N.R. to operate their engines, cars and trains over the reconstructed bridge over Cherry Creek, in Ont. at mileage 123.7 Ruel Subd.
- R-4458 January 20 – Approving changes in the automatic protection at the crossing of the C.N.R. and Highway No. 50, south of Beeton, Ont., at mileage 49.10 Beeton Subd.
- R-4459 January 20 – Authorizing the C.P.R. to operate their engines, cars and trains on the subway carrying William Street under its tracks in the Town of Cobourg, County of Northumberland, Ont. at mileage 135.53 Belleville Subd.
- R-4460 January 20 – Approving revisions to tariffs filed by Canadian National Telecommunications.

- R-4461 January 20 – Requiring the Northern Alberta Railways Company to install automatic protection at the crossing of its railway and the North-South Access Road in the village of Wembly, Alta, at mileage 64.70 Grande Prairie Subd.
- R-4462 January 21 – Authorizing the Town of Burlington, Ont., to construct subways to carry Brant Street across tracks of the C.N.R. at mileage 49.19 Halton Subd., eliminating a level crossing at mileage 49.22; mileage 31.95 Oakville Subd., eliminating a level crossing at mileage 31.98; and mileage 7.64 Beach Subd., eliminating a level crossing at mileage 7.61.
- R-4463 January 23 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Sources Road, Strathmore, Que., at mileage 6.75 Winchester Subd.
- R-4464 January 24 – Granting leave to the C.N.R. to open for the carriage of traffic the portion of their railway, approximately 7.68 miles in length, between mileage 64.22 St. Hyacinthe Subd. and mileage 6.02 Sorel Subd., Town of St. Bruno-de-Montraville, Town of St. Hubert, Town of Boucherville and the City of Jacques Cartier, County of Chambly, Que., and requiring all train movements over the crossings where protection is authorized and until such protection is placed in service, to be protected by flagging.
- R-4465 January 24 – Amending Order R-1413 which required the New York Central System to install automatic protection at the crossing of its railway and Moore Road in the Township of Wainfleet, Ont. at mileage 23.03 N.F. Main Line Subd.
- \*R-4466 January 27 – Authorizing limitation of liability in respect of a carload rate of the C.N.R. on Copper Concentrates from Heath Steele, N.B. to Noranda (Rouyn) Que. (See page 34, 59 R.T.C.)
- R-4467 January 27 – Authorizing the Toronto and York Roads Commission to construct an overhead bridge to carry Road No. 11 (King Road or Springhill Rd.) over the C.N.R. at mileage 23.28 Newmarket Subd. in Lot 6, Concession 4, Township of King, Ont., replacing an existing level crossing at mile 23.26 and authorizing the Township of King to construct an overhead bridge to carry Keele Street North over the C.N.R. at mileage 23.32 Newmarket Subd., between Concessions 3 and 4, County of York, Ont., replacing an existing level crossing at mileage 23.30.
- R-4468 January 27 – Authorizing the R.M. of Elmsthorpe No. 100, Sask., to construct a temporary public road across the C.N.R. in the N.E.1/4-9-11-22-W2M at mileage 42.90 Avonlea Subd. and requiring the Railways to close the crossing on June 30, 1969.



- R-4469 January 28 – Authorizing the C.N.R. to remove the signals and install “STOP” signs at the crossing of their railway at mileage 37.0 Lewvan Subd. and the railway of the C.P.R. at Griffin, Sask., at mileage 43.7 Kisbey Subd.
- R-4470 January 28 – Approving changes in the automatic protection at the crossing of the C.N.R. and 26th Avenue in Riviere des Prairies, Que., at mileage 133.24 Joliette Subd.
- \*R-4471 January 28 – Amending General Order No. T-29 of the Board of Transport Commissioners for Canada, re: Conditions on passes (See page 17, 59 R.T.C.)
- R-4472 January 28 – Amending Order 120925 which required the C.N.R. to install automatic protection at the crossing of their railway and St. George’s - Stephenville Road, in Nfld., at mileage 456.58 Port aux Basques Subd.
- R-4473 January 28 – Authorizing removal of speed limitation at crossing of the Quebec Central Railway and a public road in the Town of St. Camille, County of Dorchester, Que., at mileage 59.97 Chaudiere Subd.
- R-4474 January 28 – Approving revisions to tariffs filed by the British Columbia Telephone Company.
- R-4475 January 28 – Authorizing removal of speed limitation at the crossing of the C.N.R. and Jones Road in the Township of Saltfleet, Ont. at mileage 34.29 Grimsby Subd.
- R-4476 January 28 – Approving the temporary less-than-standard overhead clearance at the overhead bridge carrying Highway No. 2 across and over the C.P.R., in the Township of Hamilton, County of Northumberland, Ont., at mile 139.26 Belleville Subd., provided bulletins are addressed to all employees directing their attention to the temporary less-than-standard overhead clearances.
- R-4477 January 28 -- Amending Order 121985 which authorized the Quebec Department of Roads to widen and improve the approach grades at the crossing of Perrot Boulevard and the C.P.R. at mileage 16.62 Winchester Subd., and the C.N.R. at mile 22.07 Kingston Subd., in the Town of Ile Perrot, Que.
- R-4478 January 28 – Authorizing the City of Kingston, Ont., to construct Dalton St., across the C.P.R. at mileage 100.26 Kingston Subd.
- R-4479 January 28 – Approving the temporary less-than-standard overhead clearances at the overhead bridge carrying Union Road across the C.N.R., in the Township of Yarmouth, County of Elgin, Ont., at mileage

20.65 Talbot Subdivision provided bulletins are issued to all employees directing their attention to the temporary less-than-standard overhead clearances.

- R-4480 January 28 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying the trans-Canada Highway over their track at LaForge, N.B., at mileage 187.19 Napadogan Subd.
- R-4481 January 28 – Approving changes in the automatic protection at the crossing of the C.P.R. and the Side Road, in the Township of Pickering, Ont. at mileage 167.63 Havelock Subd.
- R-4482 January 28 – Amending Order R-3741 which authorized the C.N.R. and the C.P.R. to operate their engines and trains through the interlocking of their railways at Neepawa, Man., mileage 33.7 Neepawa Subd., C.N.R. and mileage 60.7 Minnedosa Subd., C.P.R.
- R-4483 January 28 – Authorizing the Twp. of Bentinck, Ont., to widen the road between Concessions 2 and 3 where it crosses the C.N.R. at mileage 27.11 Owen Sound Subd.
- R-4484 January 28 – Authorizing the C.P.R. to operate its engines, cars and trains over the permanent deviation of its Bredenburg Subd., between mileages 2.63 and 2.91, in Man.
- R-4485 January 28 – Rescinding authority of Order 62279 which approved the installation by the British American Oil Company Limited of four horizontal underground storage tanks and pipe lines near the tracks of the C.N.R. at Wartime, Sask.
- R-4486 January 28 – Authorizing removal of speed limitation at the crossing of the C.N.R. and Carden Avenue in Brantford, Ont., at mileage 72.79 Dunnville Subd.
- R-4487 January 28 – Authorizing removal of speed limitation at the crossing of the C.N.R. and a public road, the first crossing west of Petersburg, Ont., at mileage 69.24 Guelph Subd.
- R-4488 January 28 – Amending Order 120450 which required the C.P.R. to install automatic protection at the crossing of its railway and Pruches Road, in the Municipality of Notre Dame de Portneuf, Que., at mileage 127.14 Quebec Subd.
- R-4489 January 28 – Authorizing removal of speed limitation at the crossing of the C.P.R. and a public road at mileage 8.5 Swift Current Subd., Sask.

- \*R-4490 January 28 – Authorizing the British Columbia Telephone Company to purchase any or all of the 759 shares of Okanagan Telephone Company up to and including December 31, 1969, and requiring the Telephone Company to report to the Committee at the end of each quarter of the number of shares acquired under the terms of this Order and the prices paid for such shares. (See page 19, 59 R.T.C.)
- R-4491 January 28 – Authorizing the Great Northern Railway Company to make changes in its signals at Willingdon Junction, at Burnaby, British Columbia between mileages 150.6 and 152.7 3rd Subdivision.
- R-4492 January 28 – Approving the reconstruction of the Municipal Road where it crosses the C.P.R. at mile 110.41 Indian Head Subd. between the S.W.1/4-9 and the S.E.1/4-8-17-22-W2M in the Village of Pense, Sask.
- \*R-4493 January 28 – Requiring the British Columbia Telephone Company to transfer certain telephone exchanges from the assigned Exchange Rate Group to other assigned groups at certain centres in British Columbia. (See page 35, 59 R.T.C.)
- R-4494 January 28 – Authorizing removal of speed limitation at the crossing of the C.N.R. and Chezzetcook Road, N.S. at mileage 41.9 Dartmouth Subd.
- R-4495 January 28 – Approving the location of the temporary Anhydrous Ammonia transfer facilities of Double A Fertilizer Service Limited at Coalhurst, Alta, C.P.R.
- R-4496 January 28 – Authorizing the Saskatchewan Department of Highways and Transportation to reconstruct Highway No. 332 where it crosses the C.P.R. at mileage 6.50 Empress Subd., between the N.E.1/4-21 and the S.E.1/4-28-16-15-W3M, Sask.
- R-4497 January 28 – Approving revisions to tariffs filed by Bell Canada.
- R-4498 January 28 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and 29th Avenue in the Town of Val St. Michel, Que., at mileage 13.11 St. Raymond Subd.
- R-4499 January 28 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and a public road near Chatsworth, Ont., at mileage 56.19 Owen Sound Subd.
- R-4500 January 28 – Amending Order 124386 which authorized the Township of Etobicoke, Ont., to widen Carlingview Drive where it crosses the C.N.R. at mileage 13.06 Weston Subd., and requiring the Railways to install automatic protection at the crossing.

- R-4501 January 28 — Amending Order 124908 which authorized the Quebec Department of Roads to widen Fourth Range Road where it crosses the C.P.R. in the Parish of St. Athanase, Iberville County, Que., at mileage 16.71 Adirondack Subdivision.
- R-4502 January 28 — Amending Order 122924 which authorized the Quebec Department of Roads to widen the north approach of St. Anne's Front Range Road where it crosses the C.N.R. in St. Cajetan d'Armagh, Que., at mileage 164.72 Monk Subd.
- R-4503 January 28 — Amending Order 122797 which authorized the County of Hastings, Ont., to reconstruct County Road No. 10 (Boundary Road) where it crosses the C.N.R. at mileage 204.27 Kingston Subd.
- R-4504 January 28 — Amending Order R-2 which required the C.N.R. to install automatic protection at the crossing of their railway and Green Road between Lots 20 and 21, Concession 1, in the Township of Salfleet, Ont., at mileage 36.40 Grimsby Subd.
- R-4505 January 28 — Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Reidsville Road, Ont., at mileage 65.03 Galt Subd.
- R-4506 January 28 — Amending Order R-3655 which authorized the American Can Company to construct and maintain an overhead conveyor gallery across the C.N.R. at mileage 118.9 Okanagan Subd., British Columbia.
- R-4507 January 28 — Approving changes in the automatic protection at the crossing of the C.N.R. and Royale Street in Malartic, Que., at mileage 53.58 Val d'Or Subd.
- R-4508 January 28 — Approving the location of the proposed Anhydrous Ammonia bulk storage and transfer facilities of Simplot Chemical Company Limited, at Welling, Alta., near mileage 12.7 Cardston Subd., C.P.R.
- R-4509 January 28 — Approving Plan, profile and book of reference showing the deviation of the Halifax Subd., of the Dominion Atlantic Railway Company between mileages 31.37 and 32.89 at Windsor, N.S., which deviation will eliminate nine existing railway crossings and authorizing the Nova Scotia Department of Highways to construct an overhead bridge No. 6 carrying Nesbitt Street over the relocated track of the D.A.R. at mile 31.98 Halifax Subd. eliminating a level crossing at mile 31.51.

- R-4510 January 28 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and 43rd Avenue, at Pointe aux Trembles, Que., at mileage 1.03 Longue Pointe Subd.
- R-4511 January 28 – Authorizing removal of speed limitation at the crossing of the Dominion Atlantic Railway Company and a public road at Imbertville, West of Bear River, N.S., at mileage 14.62 Yarmouth Subd.
- R-4512 January 31 – Authorizing the County of Forty Mile No. 8 to construct the County Road across the C.P.R. between N.W.1/4-34-4-5-W4M and the S.W.1/4-3-5-5-W4M, Alta, at mileage 116.66 Altawan Subd.
- R-4513 January 31 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and a public road near Desnoyers, Que., at mileage 26.75 Adirondack Subd.
- R-4514 January 31 – Authorizing removal of speed limitation at the crossing of the C.P.R. and a public road in Nominingue, Que., at mileage 104.19 Ste. Agathe Subd.
- R-4515 January 31 – Approving changes in the automatic protection at the crossing of the C.N.R. and Pleasant Street in Truro, N.S., at mileage 63.67 Bedford Subd.
- R-4516 January 31 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying Highway No. 2-A across their track in the Municipality of the Parish of St. Philippe-de-Neri, County of Kamouraska, Que., at mileage 33.63 Montmagny Subd.
- R-4517 January 31 – Amending Order 125143 which authorized the City of Brockville Ont., to improve Ormond Street where it crosses the C.N.R. at mileage 125.06 Kingston Subd.
- R-4518 January 31 – Approving changes in the automatic protection at the crossing of the C.P.R. and Highway 9A in Selkirk, Man., at mileage 21.1 Winnipeg Beach Subd.
- R-4519 January 31 – Authorizing the C.P.R. to operate its engines, cars and trains over the bridge carrying its railway across the Diversion Channel on the Assiniboine River, at mileage 5.0 Minnedosa Subd., Man.
- R-4520 January 31 – Authorizing the Township of Nepean to widen and improve the Township road where it crosses the C.N.R. between Lots 15 and 16, Concession 4, Ont., at mileage 7.24 Smiths Falls Subd.

- R-4521 January 31 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying the Kitchener-Waterloo Expressway across their track at mileage 2.83 Waterloo Subd. (Galt Branch) in the City of Waterloo, Ont.
- R-4522 January 31 – Authorizing the Town of Powassan, Ont., to reconstruct Concession Road where it crosses the C.N.R. at mileage 208.07 Newmarket Subd.
- R-4523 January 31 – Authorizing the C.N.R. to operate their engines, cars and trains on the subway carrying the Kitchener-Waterloo Expressway under their track in the City of Kitchener, Ont., at mileage 61.44 Guelph Subd.
- R-4524 January 31 – Authorizing the C.P.R. to operate its engines, cars and trains on the subway structure carrying Highway No. 2 (Dundas Street) under its track in the Town of Whitby, Ont. at mile 177.81 Belleville Subd.
- R-4525 January 31 – Authorizing the Highways Department of Manitoba to construct and maintain a public road at grade across the C.N.R. in the S.E.1/4-25-65-12-W-PM, Man.
- R-4526 January 31 – Authorizing the C.N.R. to operate their engines, cars and trains over the Portage Diversion Channel at mileage 3.79 Gladstone Subd. near Hobson, Man.
- R-4527 January 31 – Authorizing the C.N.R. to reconstruct their bridge over the Shebandowan River, at mileage 54.2 Kashabowie Subd., in the Township of Blackwell, District of Thunder Bay, Ont., and authorizing the Railways to operate their engines, cars and trains over this bridge during the period of reconstruction.
- R-4528 January 27 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Victoria Street in Megantic, Que., at mileage 0.82 Megantic Subd.
- R-4529 January 31 – Authorizing removal of speed limitation at the crossing of the C.N.R. and Bennett Avenue, in Montreal, Que., at mileage 9.08 Longue Pointe Subd.
- R-4530 January 31 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and Montarville Street in Longueuil, Que., at mileage 2.43 Sorel Subd.
- R-4531 January 31 – Authorizing the C.N.R. to make changes to its signal system between mileages 181.5 and 185.0 Rivers Subd., in Man., and exempting the Railways from application of section 53(1) of General Order No. E-14 at the main track switches, provided that no engines or trains clear the main track at the said switches.

- R-4532 January 31 – Authorizing the Newfoundland Department of Highways to construct the road between Clarenville and Bonavista across the C.N.R., near Lethbridge, Nfld., at mileage 19.75 Bonavista Subd.
- R-4533 January 31 – Authorizing the C.P.R. to operate its engines, cars and trains over the bridge carrying its railway over the Portage Diversion Floodway at mileage 60.05 Carberry Subd., in Man.
- R-4534 January 31 – Approving changes in the automatic protection at the crossing of the C.N.R. and Ogden Avenue, west of Long Branch, Ont., at mileage 10.85 Oakville Subd.
- \*R-4535 January 31 – Determining the calculation of “normal payments” and recommending “equalization payments” to eligible companies in respect of the eighty-two million dollars provided in 1969 under section 469 of the Railway Act (See page 21, 59 R.T.C.)
- \*R-4536 January 31 – Certifying the railway proportions of the rate for grain movement for export to Eastern ports and approving the freight rates for grain in respect to payment re Eastern rates relative to the eighty-two million dollars provided in 1969 under section 469 of the Railway Act. (See page 25, 59 R.T.C.)
- R-4537 February 4 – Authorizing the C.P.R. to remove the signals and install “STOP” signs at the crossing of its railway at mileage 15.20 Port Burwell Subd. and the C.N.R. at mileage 33.10 Burford Subd. in Ont.
- R-4538 February 4 – Authorizing the removal of speed limitation at the crossing of the C.P.R. and a public road in Ont., at mileage 1.87 Teeswater Subd.
- R-4539 February 4 – Authorizing the removal of speed limitation at the crossing of the C.P.R. and the highway, in Thamesford, Ont., at mileage 100.41 Galt Subd.
- R-4540 February 4 – Authorizing the removal of speed limitation at the crossing of the C.P.R. and Clyde Road, near Killean, Ont., at mileage 55.17 Galt Subd.
- R-4541 February 4 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying Highway No. 7 over their tracks in the Twps. of Blanchard and West Nissouri, Ont. at mileage 13.23 Thorndale Subd.
- R-4542 February 4 – Approving Supplement No. 4 to the Traffic Agreement between Bell Canada and the Drummond Centre Telephone Company Limited.
- R-4543 February 4 – Approving Supplement Nos. 5, 6, 7 and 8 to Traffic Agreement between Bell Canada and Northern Telephone Limited (Kenora).

- R-4544 February 4 – Approving Supplement No. 4 to Traffic Agreement between Bell Canada and Northern Telephone Limited (Fort Frances-Kenora).
- R-4545 February 4 – Authorizing the C.N.R. to close within the limits of their right of way the public crossing at mileage 29.0 Vegreville Subd. N of -36-50-11-W4M, in the County of Minburn No. 27 Alta., and to construct a farm crossing.
- R-4546 February 4 – Authorizing the M.D. of Westlock No. 92 to construct a municipal road across the Northern Alberta Railways Co., in the S.E.1/4-20-60-26-W4M, Alta, at mileage 55.24 Edmonton Subd.
- R-4547 February 4 – Authorizing the Town of Lewisporte, Nfld. to construct George Street across the C.N.R. at mileage 8.12 Lewisporte Subd.
- R-4548 February 4 – Authorizing the City of Galt, Ont., to widen Hespeler Road (Highway No. 24) where it crosses the C.N.R. at mileage 1.01 Galt Industrial Lead, and requiring the Railways to install automatic protection at the crossing.
- R-4549 February 4 – Authorizing the C.N.R. to construct an extension of the 47th Street Lead at grade across Wentz Avenue at mileage 0.54 which commences at mileage 5.94 Warman Subd., in Saskatoon, Sask.
- R-4550 February 4 – Authorizing the removal of speed limitation at the crossing of the C.N.R. and a public road at mileage 18.59 Valleyfield Subd., Que.
- R-4551 February 4 – Requiring that no train or engine shall enter the crossing of the C.P.R. and Provincial Road No. 326, at Arborg, Man., at mileage 74.7 Arborg Subd., at a speed greater than 5 miles per hour.
- R-4552 February 4 – Requiring that no train or engine shall enter the crossing of the C.P.R. and Provincial Trunk Highway No. 68 near Arborg, in Man., at mileage 73.88 Arborg Subd., at a speed greater than 5 miles per hour.
- R-4553 February 4 – Requiring that no train or engine shall enter the crossing of the C.P.R. and Provincial Highway No. 67 in Stonewall, Man., at mile 18.01 Arborg Subd., at a speed greater than ten miles per hour.
- R-4554 February 4 – Approving Supplement No. 12 to Traffic Agreement between Bell Canada and the Caradoc-Ekfrid Telephone Company Limited.
- R-4555 February 4 – Approving Supplement No. 3 to Traffic Agreement between Bell Canada and the Corporation of the Township of Tay.



- R-4556 February 4 – Approving Supplement No. 5, to Traffic Agreement between Bell Canada and the Manilla Union Telephone Company Limited.
- R-4557 February 4 – Approving Supplement No. 9 to Traffic Agreement between Bell Canada and Telebec Inc.
- R-4558 February 4 – Approving Appendix “A” and Supplement Nos. 4 and 5 to Traffic Agreement between Bell Canada and the Telephone System of the Municipality of the Township of Brooke.
- R-4559 February 4 – Approving Supplement No. 9 to Traffic Agreement between Bell Canada and La Cie de Telephone de St. Gerard.
- R-4560 February 4 – Authorizing the United Counties of Stormont, Dundas and Glengarry, to widen County Road No. 1 where it crosses the C.P.R. at mileage 95.84 Winchester Subdivision, and requiring the Railway to relocate the existing automatic protection to provide for the widened crossing.
- R-4561 February 4 – Authorizing the C.P.R. to make signal changes between Exshaw and Lake Louise in Alta., between mileages 56.9 and 116.1 Laggan Subd., and exempting the Company from application of subsection (1) of section 53 of General Order No. E-14 at the main track switches of the spur track at mileages 77.3 and 81.55 provided no engines or trains clear the main tracks at the said switches.
- R-4562 February 4 – Approving the revised Form Letter associated with Supplement No. 7 to Traffic Agreement between Bell Canada and the Commissioners for the Telephone System of the Municipality of the Township of Blanshard.
- R-4563 February 4 – Approving Supplement No. 4 to Service Station Contract between Bell Canada and The Hoath Head and Grey Telephone Company Ltd.
- R-4564 February 4 – Authorizing the C.N.R. to operate their engines, cars and trains on the subway carrying their tracks across and over Queen Street East at mileage 15.05 Halton Subd., Town of Brampton, Ont.
- R-4565 February 4 – Requiring that no engine car or train shall enter the crossing of the C.P.R. and the Provincial Road No. 228 in Teulon, Man., at mileage 37.84 Arborg Subd., at a speed greater than ten miles per hour.
- R-4566 February 4 – Authorizing the City of Drumheller, Alta., to reconstruct Fifth St., East (Hwy. No. 9) where it crosses the C.N.R. at mileage 52.78 Drumheller Subd.

- R-4567 February 4 – Amending Order No. 120052 which authorized the City of Port Arthur, Ont., to construct an overhead bridge carrying 6th Avenue across and over the C.N.R. at mile 1.47 Kashabowie Subd. and the C.P.R. at mile (130.09) 130.01 Nipigon Subd.
- R-4568 February 4 – Authorizing both the C.P.R. and the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying 6th Avenue across and over their rights of way in the City of Port Arthur, Ont., at mileage 130.01 Nipigon Subd. (C.P.R.) and at mileage 1.47 Kashabowie Subd. (C.N.R.)
- R-4569 February 4 – Approving the location of the proposed new office building and additional flammable liquid horizontal storage tank of Texaco Canada Limited's bulk plant in Wadena, Sask., near mileage 86.7 Margo Subd., C.N.R.
- R-4570 February 4 – Approving the location of the proposed temporary Anhydrous Ammonia transfer facilities of the Beiseker Motors Limited at Beiseker, Alta., on the Langdon Subd., C.P.R.
- R-4571 February 4 – Approving revisions to tariffs filed by Bell Canada.
- R-4572 February 4 – Approving the location of the proposed new office building at the bulk storage and transfer facilities of Texaco Canada Limited, in Shoal Lake, Man., near mileage 36.24 Bredenburg Subd., C.P.R.
- R-4573 February 4 – Extending the time within which the Alberta Pool Elevators Limited is authorized by Order R-4253 to locate its temporary Anhydrous Ammonia transfer facilities at Joffre, Alta., near mileage 17.16 Brazeau Subd., C.N.R.
- R-4574 February 4 – Approving Supplement No. 7 to Traffic Agreement between Bell Canada and the Commissioners for the Telephone System of the Municipality of the Township of Percy.
- R-4575 February 4 – Approving changes in the signals at Wabamun, Alta., between mileages 30.0 and 50.0 Edson Subd., C.N.R. and exempting the Railways from application of subsection (1) of section 53 of G.O. No. E-14 at the main track switches at mileages 38.8 and 44.8 Edson Subd., provided no engine or train shall clear the main track at the switches.
- R-4576 February 4 – Approving the location of the proposed temporary Anhydrous Ammonia transfer facilities of Beiseker Motors Limited at Irricana, Alta., near mileage 97.71 Three Hills Subd., C.N.R.
- R-4577 February 4 – Authorizing the City of Saskatoon, Sask., to widen 115th Street where it crosses the C.P.R. at mileage 109.98 Sutherland Subd.

- R-4578 February 4 - Amending Order 5582 and rescinding the authority of Order 14550 and authorizing the R.M. of Tullymet No. 216 to construct the Municipal Road across the C.N.R. at mileage 25.48 Watrous Subdivision between the N.W.1/4-26 and N.E.1/4-27-24-10-W2M, Sask.
- R-4579 February 4 - Approving Supplement No. 3 to Traffic Agreement between Bell Canada and the Maple Leaf Telephone Company Limited.
- R-4580 February 4 - Approving the location of the proposed additional flammable liquid bulk storage and transfer facilities of Shell Canada Limited, Russell, Man., near mileage 104.3 Rossburn Subd., C.N.R.
- R-4581 February 4 - Approving the less-than-standard overhead clearances on the private siding serving Westfair Foods Limited at Winnipeg, Man., which commences at mileage 0.56 La Riviere Subd., C.P.R.
- R-4582 February 4 - Amending Order R-3774 which authorized the Quebec Department of Roads to construct Old Highway No. 1, where it crosses the Quebec Central Railway in the Township of Thetford, southern part, Que., at mileage 0.47 Thetford Mines Spur off mileage 70.0 Valley Subd.
- R-4583 February 4 - Approving changes in the automatic protection at the crossing of the C.N.R. and County Road No. 11, west of Ingleside, Ont., at mileage 84.23 Kingston Subd.
- R-4584 February 4 - Approving the location of the proposed additional flammable liquid transfer facilities of Shell Canada Limited at Leader, Sask., near mileage 88.6 Empress Subdivision, C.P.R.
- R-4585 February 4 - Approving changes in the automatic protection at the crossing of the C.N.R. and Biggar Road, South of Port Robinson, Ont., at mileage 10.48 Welland Subd.
- R-4586 February 4 - Authorizing the C.N.R. to reconstruct their bridge over the Rosebud River at mileage 69.5 Drumheller Subdivision, Alta., and authorizing the Railways to operate their engines, cars and trains over the bridge during the period of reconstruction.
- R-4587 February 5 - Authorizing the removal of speed limitation at the crossing of the C.N.R. and Division Street in Kingston, Ont., at mileage 173.89 Kingston Subd.
- \*R-4588 February 5 - Amending General Order E-7 of the Board of Transport Commissioners for Canada as amended by Order R-1226 relative to regulations governing preparation of accounts on projects undertaken under Order of the Committee. (See page 71, 59 R.T.C.)

- R-4589 February 5 – Approving the less-than-standard overhead and side clearances at the freight shed on track No. 1 serving Howell Forwarding Company Limited in the City of Winnipeg, Man., at mileage 2.4 Carberry Subd., C.P.R. provided signs indicating the less-than-standard overhead and side clearances are erected.
- R-4590 February 5 – Approving changes in the protection at the crossing of the C.N.R. at mileage 70.9 Ridgeville Subd., where it crosses the C.P.R. at mileage 64.1 Emerson Subd., at Emerson, Man.
- R-4591 February 5 – Approving changes in the automatic protection at the crossing of the C.N.R. and Highway No. 3 at Marriott's Cove, N.S., at mileage 50.35 Chester Subd.
- R-4592 February 5 – Authorizing the Quebec Department of Roads to reconstruct Lafreniere Road where it crosses the C.N.R. in the Municipality of the Parish of St. Alexandre, County of Kamouraska, Que., at mileage 8.32 Montmagny Subd.
- R-4593 February 5 – Authorizing the Township of Zone, Ont., to reconstruct the Township Road where it crosses the C.N.R. in Lot 1, between Concessions 4 and 5, at mileage 44.65 Chatham Subd.
- R-4594 February 5 – Approving tolls published in tariffs filed by the C.N.R. under Section 3 of the M.F.R.A.
- R-4595 February 5 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Merivale Road, in Ottawa Ont., at mileage 1.62 Smiths Falls Subd.
- R-4596 February 5 – Authorizing the removal of speed limitation at the crossing of the C.P.R. and a public Road in Dalhousie Mills, Que., at mileage 41.66 Winchester Subd.
- R-4597 February 5 – Amending Order R-365 which authorized the Village of Victoria Harbour, Ont., to reconstruct the Highway where it crosses the C.N.R. between Concessions 6 and 7 at mileage 68.56 Midland Subd.
- R-4598 February 5 – Authorizing the removal of speed limitation at the crossing of the C.P.R. and James Street, in Belleville, Ont., at mileage 92.3 Belleville Subd.
- R-4599 February 5 – Requiring the C.N.R. to install automatic protection at the crossing of their railway at mileage 0.20 Race Course Yard Track off mileage 76.62 Dundas Subd., and Egerton Street, in London, Ont.

- R-4600 February 5 – Authorizing the C.N.R. to make changes to approach circuits of the automatic protection at the crossing of their railway and Hwy. No. 4 south of St. Thomas, Ont., at mileage 17.07 Talbot Subd.
- R-4601 February 5 – Authorizing the County of Ontario to relocate and improve County Road No. 10B where it crosses the C.N.R. at mileage 26.56 Uxbridge Subd., in Lot 34, Concession 8, Township of Uxbridge, Ont., and requiring the Railways to install automatic protection at the crossing and upon completion to close the crossing at mileage 26.51.
- R-4602 February 5 – Authorizing the removal of speed limitation at the crossing of the Great Northern Railway Company and Brunette Street in New Westminster, British Columbia, at mileage 145 Second Subd.
- R-4603 February 6 – Authorizing the Ontario Department of Highways to construct an overhead bridge to carry Hwy. No. 81 over the C.P.R. in Lot 16, Con. 4, Twp. of Caradoc, County of Middlesex, Ont., mileage 15.14 Windsor Subd., replacing an existing crossing at mileage 15.12.
- R-4604 February 6 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Ontario Road in Welland, Ont., mileage 14.91 Welland Subd.
- R-4605 February 6 – Declaring the crossing of the C.P.R. and Jardin Mine Road in the Garden River Reserve, Ont., mileage 122.48 Thessalon Subd., a public crossing and authorizing the Department of Indian Affairs and Northern Development to reconstruct and widen the crossing and requiring the Railways to install automatic protection at the crossing.
- R-4606 February 7 – Approving revisions to tariffs filed by Bell Canada.
- R-4607 February 7 – Approving the location of the proposed relocated and additional flammable liquid bulk storage and transfer facilities of British American Oil Co. Ltd., at Terrace, B.C., near mileage 0.8 Skeena Subd. C.N.R.
- R-4608 February 7 – Dismissing application of the C.N.R. for authority to remove the agent at St. Jean Baptiste, Man., mileage 43.7 Letellier Subd.
- R-4609 February 7 – Amending Order R-842 which required the C.N.R. to install automatic protection at the crossing of their railway and Clergue Street, in Kakabeka Falls, Twp. of Oliver, Ont., mileage 22.59 Kashabowie Subd.

- R-4610 February 7 - Amending Order R-1824 which required the C.P.R. to improve the automatic protection at the crossing of its railway and St. Jean Street in Yamachiche, Que., mileage 67.43 Trois Rivieres Subd.
- R-4611 February 7 - Amending Order 125231 which required the C.N.R. to install automatic protection at the crossing of their railway and Vauban Road, in St. Louis du Ha Ha, County of Temiscouata, Que., mileage 33.53 Temiscouata Subd.
- R-4612 February 7 - Amending Order 120729 which required the C.N.R. to install automatic protection at the crossing of their railway and 3rd Range Road, in Mun. of St. Alexandre Parish, County of Kamouraska, Que., mileage 9.05 Montmagny Subd.
- R-4613 February 7 - Amending Order 125352 which required the C.N.R. to install automatic protection at the crossing of their railway and Range Road 1 Northeast in St. Cajetan D'Armagh, Que., mileage 171.74 Monk Subd.
- R-4614 February 7 - Amending Order R-3832 which required the C.N.R. to install automatic protection at the crossing of their railway and a public road, in Lots 3 and 4, between Con. 6 and 7, Twp. of East Gwillimbury, Ont., mileage 38.39 Bala Subd.
- R-4615 February 7 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Rural Road (known as No. 9 road), near Haynes, British Columbia, mileage 25.93 Osoyoos Subd.
- R-4616 February 7 - Amending Order 119418 which required the C.N.R. to improve the automatic protection at the crossing of their railway and Notre Dame Junction Road, in Notre Dame, Nfld., mileage 244.73 Clareville Subd.
- R-4617 February 10 - Authorizing Hiram Walker and Sons Ltd., to construct and maintain an overhead bridge carrying pipe lines and pedestrian walkway across and over the C.N.R. mileage 105.67 Chatham Subd. and mileage 0.30 Subd. No. 1, Canadian Division, Chesapeake and Ohio Rly. Co., Windsor, Ont.
- R-4618 February 10 - Authorizing the C.P.R. to operate its engines, cars and trains over the fixed span bridge crossing over Bear River, in N.S., mileage 12.86 Yarmouth Subd.
- R-4619 February 10 - Authorizing the C.P.R. to operate its engines, cars and trains over the fixed span bridge over the Sissiboo River near Weymouth, N.S., mileage 41.64 Yarmouth Subd. (D.A.R.)

- R-4620 February 10 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Mill Street, in Brampton, Ont., mileage 15.53 Halton Subd.
- R-4621 February 10 – Amending Order R-4047 which authorized the Mun. Corp. of St-Paul d'Abbotsford Que. to construct Villa Fortier Road across the C.N.R., at mileage 20.9 Granby Subd.
- R-4622 February 10 – Rescinding authority of Order R-1247 which required the Town of Orillia to improve the sight lines at the crossing of the C.N.R. and Couchiching Point Road, mileage 87.92 Newmarket Subd.
- R-4623 February 10 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Provincial Road No. 258, at Hallboro, Man., mileage 27.32 Neepawa Subd., and requiring the Railways to relocate reflectorized signs to another public crossing of their railway at mileage 3.30 Ridgeville Subd.
- R-4624 February 10 – Authorizing the Quebec Department of Roads to reconstruct Lafeuille Road where it crosses the C.N.R. at mileage 66.41 Montmagny Subd., in the Parish of Notre-Dame du Bon Secours de L'Islet, L'Islet County, Que., and requiring the Railways to install automatic protection at the crossing.
- R-4625 February 10 – Amending Order 123031 which required the New York Central Railroad Co. to install automatic protection in lieu of the existing protection of the crossing of its railway and Town Line Road in Lot 28, Con. 11, Twp. of Dereham and Lot A, Con. 12, Twp. of South Dorchester, Ont., mileage 98.88 Main Line Subd.
- R-4626 February 10 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Glenmore Street in Kelowna, British Columbia, mileage 118.1 Okanagan Subd.
- R-4627 February 10 – Amending Order 121291 which authorized the Quebec Department of Roads to widen and improve l'Anse à Gilles Road (Giasson Road) where it crosses the C.N.R., in the Parish of Notre-Dame-de-Bon-Secours-de-L'Islet, County of L'Islet, Que., mileage 68.05 Montmagny Subd., and requiring the installation of automatic protection at the crossing.
- R-4628 February 10 – Authorizing the C.P.R. to operate its engines, cars and trains under the reconstructed overhead bridge, City of Brandon, Man., mileage 133.0 Carberry Subd.
- R-4629 February 10 – Approving changes in the automatic protection at the crossing of the C.N.R. and Centre Street, in Brampton, Ont., mileage 14.78 Halton Subd.

- R-4630 February 10 – Amending Order R-42 which authorized the Twp. of North Fredericksburgh to reconstruct the Twp. Road where it crosses the C.N.R. in Lot 26, Con. 4, County of Lennox and Addington, Ont., mileage 193.68 Kingston Subd.
- R-4631 February 10 – Approving changes in the automatic protection at the crossing of the C.N.R. and Innes Road, City of Ottawa, Ont., mileage 1.25 Industrial Spur off mileage 74.71 Alexandria Subd.
- R-4632 February 10 – Approving the less-than-standard side clearances on the siding serving the chip unloader of Brown Forest Industries Ltd., which commences at mileage 1.88 Little Current Subd., in the Town of Espanola, District of Sudbury, Ont., C.P.R. provided signs indicating less-than-standard clearances are erected.
- R-4633 February 10 – Approving the less-than-standard overhead and side clearances on the siding serving the overhead conveyor and housing of the International Nickel Co. at chainage 9+00 Totten Mine Spur which commences at mileage 25.26 Webbwood Subd., C.P.R., Twp. of Drury, District of Sudbury, Ont., off mileage 25.26 Webbwood Subd., provided signs indicating less-than-standard clearances are erected.
- R-4634 February 10 – Apportioning the cost of relocating of removal of facilities of The Bell Telephone Co. of Canada and Hydro Electric Power Commission of Ont., in connection with Order 124564 which authorized the Twp. of Darlington to reconstruct the overhead bridge carrying Waverly Road across the C.N.R. between Lots 13 and 14, Broken Front Concession, Ont., mileage 291.50 Kingston Subd.
- R-4635 February 10 – Amending Order R-2670 which required the RM of Birch Hills No. 460 to improve the vision at the crossing of the municipal road and the C.N.R. west of NW 1/4-26-46-24 W2M, Sask., mileage 133.85 Tisdale Subd.
- R-4636 February 10 – Authorizing the Quebec Department of Roads to construct and maintain Hwy. No. 9-B across the C.N.R. in the Mun. of the Town of Laprairie, County of Napierville-Laprairie, Que., mileage 82.72 Massena Subd., and requiring the Railways to install automatic protection at the crossing.
- R-4637 February 10 – Authorizing the C.P.R. to replace its steel bridge at mileage 62.8 Broadview Subd., Man., with a reinforced concrete culvert and fill, and authorizing the Railway to operate over the culvert and bridge during the period of construction.



- R-4638 February 10 – Approving changes in the automatic protection at the crossing of the C.P.R. and Jefferson Blvd., Twp. of Sandwich South, Ont., mileage 105.87 Windsor Subd.
- R-4639 February 10 – Exempting the C.N.R. from application of subsection (1) of section 53 of General Order E-14 in respect of the main track switch at the siding at mileage 85.74 Springhill Subd., N.B., provided that no engines or trains clear the main track.
- R-4640 February 10 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and North-South Road at Ardrossan, County of Strathcona No. 20, Alta., mileage 250.25 Wainwright Subd., and requiring the Railways to relocate the existing reflectorized signs to another public crossing of the railway at mileage 67.27 Dodsland Subd., Sask.
- \*R-4641 February 11 – Approving the issuance and sale of not more than 287,700 Ordinary Shares of the capital stock of British Columbia Telephone Co. under certain specific conditions. (See page 75, 59 R.T.C.)
- \*R-4642 February 13 – Rescinding authority of Orders R-1421 and R-3191 and annexing Regulations Governing Applications to Discontinue Railway Passenger-Train Service. (See page 59, 59 R.T.C.)
- R-4643 February 14 – Amending Order 125516 which required the C.N.R. to install automatic protection at the crossing of their railway at Theodore Street, Leclair Street and Sicard Street in City of Montreal, Que., mileages 8.87, 8.93 and 8.98 Longue Pointe Subd., respectively.
- R-4644 February 14 – Amending Order 124891 which required the C.P.R. to install automatic protection at the crossing of its railway and Halton County Road No. 1 in Campbellville, Ont., mileage 37.94 Galt Subd.
- \*R-4645 February 14 – Amending Order R-4535 which determined the calculation of “normal payments” and the recommended “Equalization payments” in respect of Section 469 of the Railway Act. (See page 77, 59 R.T.C.)
- R-4646 February 14 – Approving Supplement No. 10 to Traffic Agreement between Bell Canada and Northern Telephone Ltd. (Nakina).
- R-4647 February 14 – Approving Supplement No. 7 to Traffic Agreement Between Bell Canada and Algoma Central Telephone Co. Ltd.
- R-4648 February 14 – Approving Supplement No. 2 to Traffic Agreement between Bell Canada and the Northern Telephone Ltd. (Pickle Crow Settlement).

- R-4649 February 14 – Approving Appendix “A” and Supplement Nos. 6, 7 and 8 to Traffic Agreement between Bell Canada and the Lansdowne Rural Telephone Co. Ltd.
- R-4650 February 14 – Authorizing the C.N.R. to operate their engines, cars and trains over the siding serving Canada Steamship Lines across the public road at mileage 0.09 off mileage 0.35 Canadian National Railways Wharf Lead track off mileage 0.09 St. Lawrence Fertilizers Ltd. Lead off mileage 1.80 Railway Spur off mileage 39.15 Valleyfield Subd., in the City of Salaberry de Valleyfield, County of Beauharnois, Que.
- R-4651 February 14 – Authorizing the Ontario Department of Highways to reconstruct and improve the overhead bridge carrying Hwy. No. 17 over the C.P.R. in Lot 9, Con. B, Twp. of Clara, County of Renfrew, Ont., mileage 50.20 North Bay Subd.
- R-4652 February 14 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Forest Avenue and Atherley Road, in Orillia, Ont., mileage 86.88 Newmarket Subd.
- R-4653 February 14 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Park Street, in Regina, Sask., mileage 86.65 Tyvan Subd.
- R-4654 February 14 – Requiring the Penn Central Co. to improve the control circuits of the automatic protection at the crossing of its railway and Main Street (Hwy. No. 6) in the Village of Hagersville, Ont., mileage 55.23 Main Line Subd., to minimize unnecessary operation of the signals installed at that point.
- R-4655 February 14 – Requiring the Penn Central Co. to improve the control circuits of the automatic protection at the crossing of its railway and Tuscorora Street, Village of Hagersville, Ont., mileage 55.42 Main Line Subd., to minimize the unnecessary operation of the protection.
- R-4656 February 14 – Approving Revised Appendix “A” and Supplement No. 2 to Traffic Agreement between Bell Canada and La Compagnie de Téléphone de Warwick.
- R-4657 February 14 – Approving Supplement No. 1 to Traffic Agreement between Bell Canada and La Compagnie de Téléphone de Ham Sud.
- \*R-4658 February 14 – Amending Order R-4493 which ordered changes in rate-grouping of certain telephone exchanges of the British Columbia Telephone Co. (See page 78, 59 R.T.C.)

- R-4659 February 14 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road in St. James, Man., mileage 4.50 Oak Point Subd.
- R-4660 February 14 – Amending Orders R-107, R-1575 and R-3549 which authorized the Saskatchewan Department of Highways and Transportation to reconstruct and improve the subway carrying Idylwyld Drive North across and under the C.N.R. in the City of Saskatoon, Sask., mileage 4.6 Warman Subd., and the relocation of the facilities of Saskatchewan Power Corp., Saskatchewan Government Telephones and Saskatoon Electrical Dept.
- R-4661 February 14 – Rescinding authority of Order 124556 and approving the location of the flammable liquid bulk storage and transfer facilities of Shell Canada at Carmel, Sask., near mileage 10.39 Aberdeen Subd. C.N.R.
- R-4662 February 14 – Authorizing the removal of the speed limitation at the crossing of the Penn Central Co. and County Road No. 27, in Woodslee, Ont., mileage NF 204.82 Main Line Subd.
- R-4663 February 14 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road in the Twp. of Murray, Ont., mileage 238.1 Kingston Subd.
- R-4664 February 14 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road in Cheerywood, Ont., mileage 189.96 Belleville Subd.
- R-4665 February 14 – Rescinding authority of Order 103471 and approving the location of the liquefied petroleum gas bulk storage and transfer facilities of C.N.R. at Montreal Yard, Montreal, Que., near L'Assomption Subd.
- R-4666 February 14 – Approving Supplement No. 4 to Traffic Agreement between Bell Canada and Northern Telephone Ltd. (Atikokan).
- R-4667 February 14 – Approving the side clearances on the siding serving the flour shed of M.J. Smith which commences at mileage 64.3 Windsor Subd. at Chatham Ont., C.P.R., provided signs indicating less-than-standard side clearances are erected.
- R-4668 February 14 – Authorizing the C.P.R. to operate its engines, cars and trains over the reconstructed overhead bridge carrying Hwy. 107H across its track, south of the SE 1/4-3-11-23-W4M, Alta., mileage 11.43 Aldersyde Branch.
- \*R-4669 February 14 – Amending General Order T-29 of the Board of Transport Commissioners for Canada re: Conditions on Passes. (See page 73, 59 R.T.C.)

- R-4670 February 14 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Beiseker Motors Ltd., at Bircham, Alta., near mileage 85.19 Three Hills Subd. C.N.R.
- R-4671 February 14 – Authorizing the C.N.R. to operate their engines, cars and trains over the bridge at Lakeview, Ont., mileage 11.8 Oakville Subd.
- R-4672 February 14 – Approving changes in the automatic protection at the crossing of the C.N.R. and Gormanville Road, in North Bay, Ont., mileage 63.0 Alderdale Subd.
- R-4673 February 14 – Authorizing the C.P.R. to operate its engines, cars and trains on the subway carrying relocated Hwy. 14 under its track in the SE 1/4-26-52-24-W4M in Edmonton, Alta., mileage 170.05 Willingdon Subd.
- R-4674 February 14 – Authorizing the removal of the speed limitation at the crossing of the Dominion Atlantic Railway and King and Water Streets, in the Town of Windsor, N.S., mileage 31.69 Halifax Subd.
- R-4675 February 14 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Mill Street, in Acton, Ont., mileage 35.7 Guelph Subd.
- R-4676 February 14 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and First Avenue, in the City of Oshawa, Ont., mileage 0.33 Oshawa Spur Subd.
- R-4677 February 14 – Authorizing the C.P.R. to construct an addition to its existing bridge over Bow River, in the City of Calgary, Alta., mileage 172.5 Brooks Subd.
- R-4678 February 14 – Amending Order 125379 which required the C.N.R. to install automatic protection at the crossing of their railway and Angers Street, City of Montreal, Que., mileage 0.96 Cote St-Paul Spur.
- R-4679 February 14 – Approving the location of the temporary anhydrous ammonia transfer facilities of Spruce Grove Feed and Farm Supplies Ltd. at Spruce Grove, Alta., near mileage 19.69 Edson Subd. C.N.R.
- R-4680 February 14 – Rescinding authority of Order R-1450 and approving the location of the office building of Imperial Oil Ltd. at its flammable liquid bulk marketing plant in Davidson, Sask., mile 88.6 Craik Subd. C.N.R.
- R-4681 February 14 – Amending Order 120249 which authorized among other things the C.N.R. to improve the protection at the crossing of their railway and Queen Street, mileage 61.54 Chatham Subd., and William Street, mileage 61.51, in the City of Chatham, Ont.

- R-4682 February 14 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Emsley Street, in Smiths Falls, Ont., mileage 34.68 Smiths Falls Subd.
- R-4683 February 14 – Amending Order 116901 which required the C.N.R. to install automatic protection at the crossing of their railway and 52nd Street, S.E., in Calgary, Alta., mileage 123.57 Three Hills Subd.
- R-4684 February 14 – Requiring the Dominion Atlantic Railway Co. to install automatic protection at the crossing of its railway and Princeport Road, in Beaver Brook, N.S., mileage 45.54 Truro Subd.
- R-4685 February 14 – Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Shell Canada Ltd., at Ville Marie, Que., mileage 7.4 Ville Marie Subd. C.P.R.
- R-4686 February 14 – Approving tolls published in Supplement No. 2 to Agreed Charge Tariff filed by Canadian Freight Association under section 3 of the M.F.R.A.
- R-4687 February 14 – Approving tolls published in Supplement No. 2 to Agreed Charge Tariff filed by Canadian Freight Association under section 3 of the M.F.R.A.
- R-4688 February 14 – Approving tolls published in Supplement No. 7 to Agreed Charge Tariff filed by Canadian Freight Association under sections 3 and 8 of M.F.R.A.
- R-4689 February 14 – Authorizing the Twp. of Caradoc, Ont., to construct an 18" corrugated metal pipe culvert in the Kovacs Municipal Drain on the C.P.R. right-of-way, in Lot 20, Con. 4, Ont., mileage 13.60 Windsor Subd.
- R-4690 February 14 – Dismissing application of the C.N.R. for authority to remove the agent at Notre-Dame de Lourdes, Man., mileage 2.6 Notre-Dame Subd.
- R-4691 February 14 – Approving the location of the proposed additional Imperial Class I flammable liquid storage tank and associated piping of the C.N.R. at Montreal Yard, City of St. Laurent, Que., near mileage 44.9 L'Assomption Subd.
- R-4692 February 14 – Approving the location of the proposed liquefied petroleum gas refuelling facilities for refrigeration equipment in rail and highway service at Express Freight Terminal of C.N.R., in Toronto Yard, Concord, Ont.
- R-4693 February 14 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and East-West Road, 6 miles south of Bretona, County of Strathcona No. 20, Alta., mileage 15.95

Camrose Subd., and requiring the Railways to relocate the existing reflectorized signs to another public crossing of their railway at mileage 71.60 Dodsland Subd., Sask.

- R-4694 February 14 – Requiring that no train shall enter the crossing of the Great Northern Railway Co. and Coulthard Avenue, at Cawston, British Columbia, mileage 157.17 11th Subd., at a speed greater than 10 miles per hour.
- R-4695 February 14 – Amending Order 124793 which required the C.P.R. to install automatic protection at the crossing of its railway and River Road, one mile west of Albion, District of Maple Ridge, British Columbia, mileage 101.4 Cascade Subd.
- R-4696 February 14 – Authorizing the Corporation of the Borough of East York, Ont., to construct and maintain Beth Neelson Drive across Industrial Spur tracks of the C.P.R. at mileage 0.29 which leads from Belleville Subd. mileage 205.44.
- R-4697 February 14 – Authorizing the C.N.R. to operate their engines, cars and trains on the subway carrying their track across Steeles Avenue East in the Borough of North York, Ont., mileage 15.17 Bala Subd.
- R-4698 February 14 – Approving changes in the automatic protection at the crossing of the C.N.R. and Bayview Avenue, in Doncaster, Ont., mileage 16.92 Bala Subd.
- R-4699 February 14 – Authorizing the Twp. of Kingston, Ont., County of Frontenac to construct and maintain a pedestrian walkway across the track of the C.N.R. at mileage 180.25 Kingston Subd.
- R-4700 February 14 – Authorizing the C.N.R. to operate their engines, cars and trains over the reconstructed westerly span on westward main line track of their bridge crossing the Dundas Gorge, near the Town of Dundas, Ont., mileage 3.9 Dundas Subd.
- R-4701 February 17 – Amending Order No. 116688 which authorized the Quebec Department of Roads among other things to construct a temporary detour road in the vicinity of grade separations at mileage 15.64 Cornwall Subd. C.N.R. and mile 10.18 Winchester Subd. C.P.R. in the Mun. of Beaconsfield, County of Jacques Cartier, Que.
- R-4702 February 17 – Approving the portion of the flammable liquid bulk storage and transfer facilities of Irving Oil Company Ltd. located on the C.N.R. at Sackville, N.B. near mileage 85.74 Springhill Subd.
- R-4703 February 17 – Authorizing the Hamilton-Wentworth Suburban Roads Commission to construct a subway to carry Fruitland Road under the C.N.R. between Lots 14 and 15, Conc. 1, Twp. of Saltfleet,

County of Wentworth, Ont., mileage 34.84 Grimsby Subd., eliminating an existing crossing at the same location.

- R-4704 February 19 – Approving changes in the automatic protection at the crossing of the C.N.R. at Petite Acadie Range Road, north of St. Jean, Que., at mileage 24.58 Rouses Point Subd.
- R-4705 February 19 – Amending Order R-3179 which authorized the Ottawa Suburban Roads Commission to construct a subway carrying Merivale Road under the jointly operated tracks of the C.N.R. and C.P.R. between Concessions A and 1, Rideau Front, Township of Nepean, Ont., at mileage 10.98 Ottawa Subd.
- R-4706 February 19 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Huron County Road No. 12 in the Hamlet of Walton, Ont., mileage 87.66 Goderich Subd.
- R-4707 February 19 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Provincial Trunk Highway No. 3, near Shellbrook, Sask., at mileage 0.59 Big River Subd., and to relocate the existing reflectorized signs to another public crossing of their railway at mileage 1.29 Bolney Subd.
- R-4708 February 19 – Approving changes in the automatic protection at the crossing of the C.N.R. and Highway No. 6 in Newport East, Que., at mileage 39.45 Chandler Subd.
- R-4709 February 19 – Authorizing the C.P.R. to make changes to the signals at Coniston, Ont., near mileage 71.2 Cartier Subd.
- R-4710 February 19 – Authorizing the R.M. of Rosser to widen the Municipal Road where it crosses the C.P.R. at mileage 14.66 Carberry Subd. between Sections 5 and 6, -12, -1, -EPM, Man.
- R-4711 February 19 – Authorizing the Ontario Department of Highways to widen and improve Highway No. 26 where it crosses the C.N.R. at mileage 32.45 Meaford Subd. in the Town of Collingwood, County of Simcoe, Ont. and requiring the Railways to relocate the automatic protection to provide for the widened crossing.
- R-4712 February 19 – Approving revision to tariffs filed by the Bell Telephone Company of Canada.
- R-4713 February 19 – Approving Appendix "A" and Supplements Nos 3, 4 and 5 to Traffic Agreement between The Bell Telephone Company of Canada and The Dunnville Consolidated Telephone Company Limited (Sunderland).
- R-4714 February 19 – Approving the crossing of the C.P.R. and the North-South Municipal District Road, in the M.D. of Taber No. 14, in Taber, Alta., at mileage 81.99 Taber Subd.

- R-4715 February 19 – Authorizing removal of speed limitation at the crossing of the C.P.R. and 45A Avenue, in Lacombe, Alta., mileage 18.01 Leduc Subd.
- R-4716 February 19 – Approving changes in the automatic protection at the crossing of the C.N.R. and James and John Streets, in Brampton, Ont., mileages 14.93 and 14.95 Halton Subd.
- R-4717 February 19 – Authorizing the C.P.R. to construct and maintain an additional track under the overhead bridge carrying Wyandotte Street over its tracks in the City of Windsor, County of Essex, Ont., at mileage 112.0 Windsor Subd.
- R-4718 February 19 – Approving Supplement No. 9, to Traffic Agreement between Bell Canada and the Northern Telephone Limited (Kenora).
- R-4719 February 19 – Approving revision to tariffs filed by the Canadian National Telecommunications.
- R-4720 February 19 – Approving changes in the automatic protection at the crossing of the C.N.R. and First Avenue in the Town of Unity, Sask., mileage 58.36 Wainwright Subd.
- R-4721 February 19 – Requiring the Wabush Lake Railway Company to install automatic protection at the crossing of its railway and the Labrador City and Wabush Road, in Labrador, Nfld., at mileage 0.26.
- R-4722 February 19 – Authorizing the C.P.R. to make changes to the signals on the MacTier Subd. in the Borough of North York, Ont., between mileages 6 and 7.
- R-4723 February 19 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and 33rd Street, in Saskatoon, Sask., at mileage 3.07 Warman Subd.
- R-4724 February 19 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and Dewdney Trunk Road, in Coquitlam, British Columbia, at mileage 0.37 Westminster Subd.
- R-4725 February 19 – Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Shell Canada Limited, at Yellow Grass, Sask., mileage 67.3 Portal Subd. C.P.R.
- R-4726 February 19 – Approving the application of the C.P.R. to remove the caretaker and station building at Rosspport, Ont., mileage 14.3 Nipigon Subd.
- R-4727 February 19 – Approving the less than standard overhead and side clearances at the overhead bridge carrying Ritson Road South over the C.P.R. in the City of Oshawa, Ont., at mileage 173.52 Belleville Subd.



provided signs indicating temporary less-than-standard clearances are erected.

- R-4728 February 19 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Norlartic Mine Road, in Dubuisson, County of Abitibi East, Que., at mileage 46.53 Val d'Or Subd.
- R-4729 February 19 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and L'Ange Gardien Road in Rainville, Que., at mileage 1.04 St. Guillaume Subd.
- R-4730 February 19 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Third Street North, in the City of Cranbrook, British Columbia, mileage 98.80 Cranbrook Subd.
- R-4731 February 19 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and Victoria Street, first crossing east of Guelph, Ont., mileage 47.6 Guelph Subd.
- R-4732 February 19 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and a public road, in Sask., mileage 60.04 Tisdale Subd.
- R-4733 February 19 – Approving the location of the proposed new flammable liquid tank car unloading rack of British American Oil Company Limited at Carnduff, Sask., on the Estevan Subd. C.P.R.
- R-4734 February 19 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and the North-South County Road, 3 miles south of Bretona, County of Strathcona No. 20, Alta., at mileage 11.92 Camrose Subd. and upon completion requiring the Railways to relocate the existing reflectorized signs to another public crossing of their railway at mile 66.86 Doddsland Subd., Sask.
- R-4735 February 19 – Authorizing the British Columbia Department of Highways to construct a public road across the C.N.R. at mileage 49.6 Okanagan Subd. between SE1/4-36-17-12W6M and the N1/2-of the NE1/4-25-17-12, British Columbia.
- R-4736 February 19 – Exempting the C.P.R. from application of subsection (1) of section 53 of General Order No. E-14 in respect of the main track switches at the sidings at mileages 27.65 and 40.0 Cascade Subd., British Columbia, provided no engines or trains clear the main track at the sidings.
- \*R-4737 February 20 – Declaring Train No. 990 operating between Toronto and Markham, Ont., to comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act and requiring the C.N.R. not to discontinue the train without leave of the Committee. (See page 79, 59 R.T.C.)



# Canadian Transport Commission

## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

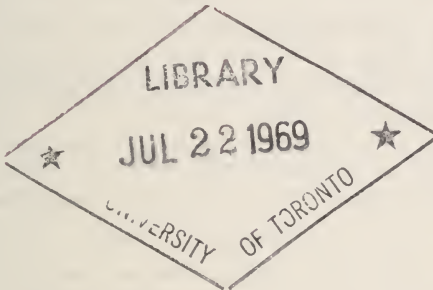
ORDER NO. R-5085

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Toronto, Hamilton and Buffalo Railway Company, hereinafter called the "Hamilton Company", under section 196 of the Railway Act, for an Order authorizing it to use and enjoy and to run and operate its freight trains, including carload express shipments, over the railway of the Canadian National Railway Company, hereinafter called the "National Company", extending from the point of junction between the railway of the Hamilton Company and the National Company at a point in or near the City of Welland, to the City of Port Colborne, a portion of the National Company's line of railway in Port Colborne, all in the Province of Ontario, and described as the "joint section" in an Agreement dated January 13, 1948, between the National Company and the Hamilton Company:*

*File No. 27985*

UPON hearing the application on the 20th day of March, 1969, in the presence of Counsel for the Hamilton Company, the Canadian National Railway Company and the City of Port Colborne, Province of Ontario, and upon reading the submissions filed -



WHEREAS by Agreement dated January 13, 1948, sanctioned by Order in Council P.C. No. 248 of the 21st of January, 1949, the Hamilton Company was permitted, by the National Company, during the continuance of the said Agreement, to have its tracks connected with the track of the National Company at certain points designated in the Agreement and to use and enjoy for railway purposes, to the extent specified, the joint section as defined in the said Agreement and every part thereof jointly with the owner and any other company or companies to which the owner may grant similar privileges, etc., subject to the terms and conditions set out therein;

WHEREAS the said Agreement continued in force for a period of 21 years from the date thereof and did not provide for any renewal;

WHEREAS the National Company was prepared to renew the said Agreement but only upon conditions that were said to be not acceptable to the Hamilton Company;

WHEREAS the Hamilton Company desired to continue to enjoy and use the said joint section upon terms and conditions to be determined by the Commission pursuant to the powers vested in it by section 196 of the Railway Act and applied to the Committee of the Commission for an Order in this respect;

WHEREAS at a prehearing conference held in Ottawa, in the presence of Counsel for the Hamilton Company and for the National Company, the parties agreed that the compensation to be paid as a result of the Order that may issue following the hearing of the matter shall take effect on the day immediately following the day upon which the said Agreement of the 13th of January 1948, would have terminated had it not been extended by Orders in Council Nos. P.C. 1969-87 and P.C. 1969-234 dated January 14 and February 4, 1969, respectively;

WHEREAS the only points at issue at the said hearing were the amount of the evaluation of the plant and the compensation to be paid as rental, maintenance and operation and the traffic privilege;

WHEREAS the only point upon which the Hamilton Company and the National Company were not agreed upon was the amount to be paid in respect of traffic privilege;

WHEREAS at the said hearing the Committee decided that the Hamilton Company would be authorized to use and enjoy and to run and operate its freight trains as set out in the heading of this Order subject to the same terms and conditions as those contained in the said Agreement dated January 13, 1948, but that the amount of compensation would be determined after the Committee has received, perused and considered the transcript of evidence, the said compensation as will be determined in a subsequent Order taking into account the issues upon which the Hamilton Company and the National Company have agreed.

The Committee hereby orders:

1. Commencing April 1st, 1969, the Hamilton Company is authorized to use and enjoy and to run and operate its freight trains, including carload express shipments, over

the railway of the National Company extending from the point of junction between the railway of the Hamilton Company and the National Company at a point in or near the City of Welland to the City of Port Colborne, a portion of the National Company's line of railway in Port Colborne, all in the Province of Ontario, and described as the "Joint section" in the said Agreement dated January 13, 1948.

2. Until varied by an Order of the Committee, the terms and conditions contained in the said Agreement dated January 13, 1948, are incorporated in and form part of this Order as the terms and conditions under which this authority is granted.

3. The Committee will issue a subsequent Order fixing the amount of compensation to be paid by the Hamilton Company to the National Company in respect of the powers and privileges hereby granted and those enjoyed by the Hamilton Company, during the period of January 13, 1969 to March 31, 1969, inclusively, which compensation shall take effect on and from the day immediately following the day upon which the said Agreement on the 13th day of January, 1948, would have terminated had it not been extended by Orders in Council P.C. 1969-87 and P.C. 1969-234 dated January 14 and February 4, 1969, respectively.

4. The said subsequent Order would also provide for review of the plant re-evaluation to be made

- a) upon the removal of plug "4" (referred to at the said hearing) and
- b) at 5 year intervals thereafter during the term of this Order.

5. Subject to the provisions of clause 3 herein, and unless otherwise ordered by the Committee, this Order shall remain in force and effect for a period of twenty years commencing April 1st, 1969 and ending March 31st, 1989.

Dated at Ottawa, this 31st day of March, 1969.

(Sgd) C.W. RUMP, Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-4925

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF Order No. 86002 dated the 19th day of April, 1955, of the Board of Transport Commissioners for Canada, whereby a charge was fixed, the same as Agreed Charge C.T.C. (AC) No. 71 for Robertsteel (Canada) Limited of Hamilton, in the Province of Ontario:*

*File No. 40994.55*

WHEREAS by letter dated June 18, 1968, Robertsteel (Canada) Limited has notified the Canadian Freight Association of its withdrawal from participation in the said Agreed Charge C.T.C. (AC) No. 71 and requested that its participation in the said Agreed Charge be cancelled; and

WHEREAS Canadian Freight Association has consequently requested that said Order No. 86002 be rescinded —

UPON reading the submissions filed —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

Order No. 86002 dated the 19th day of April, 1955, of the Board of Transport Commissioners for Canada, is rescinded.

Dated at Ottawa, this 13th day of March, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-4979

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rate on Yarn, Synthetic, Fibre, from International Boundary, adjacent to Fort Erie and Niagara Falls, Ontario, to Ernestown, Ontario.*

*File No. 40615.54*

UPON application of the Canadian National Railways –

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability not exceeding One Dollar (\$1.00) per 100 pounds is authorized in respect of rate of 27 cents per 100 pounds, carload minimum weight 50,000 pounds, on Yarn, Synthetic, Fibre, in bags, cartons, bales or wrapped beams, from International Boundary, adjacent to Fort Erie and Niagara Falls, Ontario to Ernestown, Ontario, as a proportional rate, applicable only on traffic originating in the States of North Carolina and South Carolina.

Dated at Ottawa, this 18th day of March, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-5079

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Detroit, Toledo and Ironton Railroad Company under section 156 of the Railway Act for an Order recommending that the Governor in Council sanction:*

*(a) an agreement dated June 3, 1968, between Penn Central Company, the Michigan Central Railroad Company, the Canada Southern Railway Company, the Detroit River Tunnel Company and Detroit, Toledo and Ironton Railroad Company; and*

*(b) an agreement, dated December 11, 1968, between the Canadian Pacific Railway Company and Detroit, Toledo and Ironton Railroad Company,*

*hereinafter referred to as "the said agreements", and*

*IN THE MATTER OF the application of the Detroit, Toledo and Ironton Railroad Company for exemption from complying with the requirements of the said section respecting the consent of shareholders and publication of notices:*

*File No. 49383.2*

UPON it appearing that the said agreements have been entered into for the transaction of the usual and ordinary business of the parties thereto —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

Publication of the notice of the application in the Canada Gazette and in newspapers and the consent of the shareholders required by subsection (2) of section 156



of the Railway Act are dispensed with and the said Companies which are parties to the said agreements are exempted from complying with the conditions contained in said subsection (2) relating to the matters aforesaid.

Dated at Ottawa, this 25th day of March, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-5080

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Detroit, Toledo and Ironton Railroad Company under section 156 of the Railway Act for an Order recommending that the Governor in Council sanction:*

*(a) an agreement dated June 3, 1968, between Penn Central Company, the Michigan Central Railroad Company, the Canada Southern Railway Company, the Detroit River Tunnel Company and Detroit, Toledo and Ironton Railroad Company; and*

*(b) an agreement, dated December 11, 1968, between the Canadian Pacific Railway Company and Detroit, Toledo and Ironton Railroad Company,*

*hereinafter referred to as "the said agreements":*

*File No. 49383.2*

UPON reading the submissions filed —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The said agreements of which a duplicate original of each is attached hereto marked "A" and "B" respectively, are recommended to the Governor in Council for sanction.

Dated at Ottawa, this 25th day of March, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

## CANADIAN TRANSPORT COMMISSION

ACCIDENTS REPORTED TO THE OPERATING BRANCH, JANUARY, 1969  
RAILWAY TRANSPORT COMMITTEE

	<u>Accidents</u>	<u>Killed</u>	<u>Injured</u>
Railway Accidents . . . . .	228	8	243
Level Crossing Accidents . . . . .	<u>45</u>	<u>11</u>	<u>48</u>
	<u>273</u>	<u>19</u>	<u>291</u>

	<u>Killed</u>	<u>Injured</u>
Passengers . . . . .	—	36
Employees . . . . .	3	194
Others . . . . .	<u>16</u>	<u>61</u>
	<u>19</u>	<u>291</u>

Of the 45 accidents at Highway Crossings, 28 occurred where Standard Railway Crossing Signs are located, 17 where additional forms of protection are in use, 28 after Sunrise and 17 after Sunset.

Ottawa, Ont.

**SUMMARY OF ORDERS ISSUED BY  
THE RAILWAY TRANSPORT COMMITTEE**

(\*Denotes Order printed in full)

- \*R-4738 February 21 – Granting leave to the C.N.R. to amend their application in respect of their Belleville Master Agency Plan and authorizing the Railways in respect of their Plan to remove agents and station buildings at Newcastle, Colborne, Madoc, Stirling, Wellington, Frankford, Marmora and Strathcona; to remove the agent at Campbellford and dismissing the Railways application to remove the agent and station building at Forfar, Ont. (See page 57, 59 R.T.C.)
- R-4739 February 24 – Authorizing the C.P.R. to remove the station agent at Austin, Man. provided a resident caretaker is appointed and available to perform certain duties.
- R-4740 February 24 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road in Weyburn, Sask., mileage 84.3 Portal Subd.
- R-4741 February 24 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and Norwich Street in the City of Guelph, Ont., mileage 31.76 Goderich Subd.
- R-4742 February 24 – Approving the portion of the proposed flammable liquid tank car transfer facilities of Pacific Petroleum Limited on the C.P.R. at Weyburn, Sask. near mileage 61.4 Kisbey Subd.
- R-4743 February 24 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and a public road at Tide Head, N.B., mileage 0.09 St. Quentin Subd.
- R-4744 February 24 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and a public road at mileage 137.6 Victoria Subd. in British Columbia.
- R-4745 February 24 – Authorizing removal of speed limitation at the crossing of the C.P.R. and a public road at mileage 139.16 Victoria Subd. in British Columbia.
- R-4746 February 24 – Approving the proposed method of transferring liquefied petroleum gas between rail mounted tank car – flat car combination and switch heater storage tanks at various locations in Canada on the C.N.R. under certain specific conditions
- \*R-4747 February 24 – Authorizing Bell Canada to transfer certain exchanges from one Exchange Rate Group to another at various locations in Ontario and Quebec (See page 81, 59 R.T.C.)

- R-4748 February 24 – Authorizing the C.P.R. to remove the agent and close the station building at Sutherland, Sask., mileage 109.7 Sutherland Subd.
- R-4749 February 24 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Range 1 East Soucy Road in the Parish of St. Antonin, County of Riviere du Loup, Que. at mileage 3.60 Temiscouata Subd.
- \*R-4750 February 24 – Authorizing the C.N.R. to remove the station agent at New Hamburg, Baden, Waterloo and St. Jacobs in Ont. under their Kitchener Master Agency Plan (See page 83, 59 R.T.C.)
- R-4751 February 24 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and a public road at Geraldton, Ont., mileage 20.83 Kinghorn Subd.
- R-4752 February 27 – Amending Order 121965 which required the installation of automatic protection at the crossing of the C.N.R. and Main Street in the Town of Redwater, Alta. at mileage 29.51 Coronado Subd.
- R-4753 February 27 – Requiring the C.P.R. to install automatic protection at the crossing of its railway at St. Eugene Street in Gracefield, Que. at mileage 57.89 Maniwaki Subd.
- R-4754 February 27 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Highway No. 12 near Compeer, Alta. at mileage 42.74 Coronation Subd.
- R-4755 February 27 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Magenta Boulevard, City of Farnham, County of Missisquoi, Que. at mile 0.63 St. Guillaume Subd.
- R-4756 February 27 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Rapide No. 7 Road in the Town of Cadillac, County of Abitibi East, Que. at mileage 67.19 Val d'Or Subd.
- R-4757 February 27 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and St. Paul West Street in Coaticook, Que. at mileage 25.88 Sherbrooke Subd.
- R-4758 February 27 – Authorizing removal of the speed limitation at the crossing of the C.N.R. at Frechette Street in Chambly, Que. at mileage 44.94 Granby Subd.
- R-4759 February 27 – Requiring the C.N.R. to relocate the reflectorized signs from the crossing of their railway and Canada Foils Road at mileage 120.39 Newmarket Subd., Ont. to another crossing of their railway and Albert Street at mileage 0.54 Pine Street Spur off mileage 5.48 Fonthill Subd. in Thorold

- \*R-4760 February 27 – Authorizing the C.N.R. to remove the station agent at St. Cesaire, Waterloo and Richelieu as well as the caretaker at Abbotsford and Rougemont, Que. under their Granby Master Agency Plan (See page 84, 59 R.T.C.)
- R-4761 February 27 – Amending Order 120776 which required the installation of automatic protection at the crossing of the C.N.R. and Highway No. 16 at Stellako, British Columbia, mileage 110.0 Nechako Subd.
- R-4762 February 27 – Extending the time in which Alderson Equipment Limited is required by Order R-3404 to locate its proposed temporary anhydrous ammonia transfer facilities at Duagh, Alta. near mileage 7.2 Coronado Subd. C.N.R.
- R-4763 February 27 – Approving the location of the proposed additional facilities of Gulf Oil Company Limited at its flammable liquid bulk marketing plant in Creston, British Columbia near mileage 67.8 Nelson Subd., C.P.R.
- R-4764 February 27 – Approving the tolls to tariffs filed by the C.P.R. under sections 3 and 8 of the M.F.R.A.
- R-4765 February 27 – Approving tolls published in Supplement No. 9 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- R-4766 February 27 – Approving tolls published in Tariff filed by the C.P.R. under section 8 of the M.F.R.A.
- R-4767 February 27 – Approving tolls published in tariff filed by the C.P.R. under section 8 of the M.F.R.A.
- R-4768 February 27 – Requiring the C.N.R. to relocate the existing reflectorized signs from a crossing of their railway and Greenlane Road south of Holland Landing, Township of East Gwillimbury, Ont., mileage 36.38 Newmarket Subd. to another crossing of their railway and Milton Street in Stratford at mileage 0.37 Falstaff Spur off mileage 0.33 Newton Subd.
- R-4769 February 27 – Authorizing removal of speed limitation at the crossing of the C.P.R. and a public crossing near Magog, Que. at mileage 88.24 Sherbrooke Subd.
- R-4770 February 27 – Requiring the C.N.R. to relocate the existing reflectorized signs from a crossing of their railway and Haldimand County Road No. 18 near Caledonia, Ont. at mileage 15.68 Hagersville Subd. to another crossing of their railway at Sullivan Street in Thorold at mileage 0.41 Pine Street Spur off mileage 5.48 Fonthill Subd.

- R-4771 February 27 – Requiring the County of Grey, Ont. to improve the vision at the crossing of County Road No. 21 and the C.P.R. at mileage 2.12 Walkerton Subd.
- R-4772 February 27 – Requiring the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway and Glover Road, Township of Saltfleet, Ont. at mileage 33.74 Grimsby Subd. to another crossing of their railway at Nile Street in Stratford at mileage 0.52 Falstaff Street Spur off mileage 0.33 Newton Subd.
- R-4773 February 27 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Provincial Trunk Highway No. 23 near Porcupine Plain, Sask. at mileage 31.63 Chelan Subd. and requiring the Railways to relocate the existing reflectorized signs to another crossing of their railway and a public road at mileage 9.87 Blewett Subd.
- R-4774 February 27 – Rescinding authority of Order 118573 which approved the location of the proposed flammable liquid bulk storage facilities of Shell Canada Limited at Hughton, Sask. near mileage 44.34 Elrose Subd., C.N.R.
- R-4775 February 27 – Authorizing the New Brunswick Department of Highways to reconstruct and improve the overhead bridge carrying Mill Street over the C.N.R. in the City of Saint John, N.B. at mileage 87.04 Sussex Subd.
- R-4776 February 27 – Approving revisions to tariff filed by the British Columbia Telephone Company.
- R-4777 February 27 – Approving revision to tariff filed by Bell Canada
- R-4778 February 27 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Elmire Range Road in the Parish of St. Pie, County of Bagot, Que. at mileage 14.60 St. Guillaume Subd.
- R-4779 February 28 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and a public road in Sydney, N.S. at mileage 113.3 Sydney Subd.
- R-4780 February 28 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and a public road in Ont. at mileage 94.15 Beachburg Subd.
- R-4781 February 28 – Authorizing removal of speed limitation at the crossing of the C.P.R. and a public road in Franktown, Ont. at mileage 8.88 Chalk River Subd.

- R-4782 February 28 — Authorizing removal of the speed limitation at the crossing of the C.P.R. and a public road at mileage 81.22 M & O Subd. in Blackburn, Ont.
- R-4783 February 28 — Authorizing removal of the speed limitation at the crossing of the C.N.R. and Cathedral Street in Rimouski, Que. at mileage 123.55 Mont-Joli Subd.
- R-4784 February 28 — Authorizing removal of the speed limitation at the crossing of the C.P.R. and a public road in Man. at mileage 65.98 Carberry Subd.
- R-4785 February 28 — Requiring that no train shall enter the crossing of the C.P.R. and Provincial Road No. 517 in Balmoral, Man., mileage 27.84 Arborg Subd., at a speed greater than 10 m.p.h.
- R-4786 February 28 — Amending Order 125188 which authorized the Quebec Department of Roads to widen and improve North Carriere Road where it crosses the C.P.R. in the Municipality of Lacadie, County of St. Jean, Que. at mileage 23.32 Adirondack Subd.
- R-4787 February 28 — Amending Order 125343 which authorized the Township of Oneida to reconstruct First Line Road where it crosses the C.N.R. between Concessions 1 and 2, County of Haldimand, Ont. at mileage 25.44 Hagersville Subd.
- R-4788 February 28 — Amending Order R-1252 which required the installation of automatic protection at the crossing of the C.N.R. and Provincial Highway No. 5 near Battleford, Sask. at mileage 2.69 Battleford Subd.
- R-4789 March 4 — Authorizing removal of speed limitation at the crossing of the C.N.R. and a public road at Jelly, Ont., mileage 16.19 Kashabowie Subd.
- R-4790 March 4 — Authorizing removal of speed limitation at the crossing of the C.N.R. and Robinson Street in Granby, Que. at mileage 15.87 Granby Subd.
- R-4791 March 4 — Authorizing the City of Lachine, Que. to construct and maintain Courval Street across the C.N.R. at mileage 2.55 Cote de Liesse Spur off mileage 144.33 Joliette Subd. provided a stop sign is installed on each approach to the crossing.
- R-4792 March 4 — Authorizing removal of the speed limitation at the crossing of the C.P.R. and 20th Side Road in Ont. at mileage 5.79 Kaministiquia Subd.
- R-4793 March 4 — Authorizing removal of speed limitation at the crossing of the Penn Central Company and Clifton Hill in Niagara Falls, Ont. at mileage 1.67 Montrose Branch Subd.



- R-4794 March 4 - Amending Order R-1190 which authorized the construction of Highway No. 11 across the C.N.R. in the SW1/4-2-38-5-W3M in Sask. at mileage 11.35 Warman Subd.
- R-4795 March 4 - Amending Order R-3702 which authorized the City of Waterloo, Ont. to widen Erb Street where it crosses the C.N.R. at mileage 1.93 Waterloo Subd. (Elmira Branch) and the Grand River Railway (C.P.R. Co.) at mileage 15.55 Waterloo Subd., at the intersection of Caroline Street.
- R-4796 March 4 - Authorizing the C.N.R. to reconstruct their bridge at mileage 185.6 Ruel Subd. in Ont. and authorizing the Railways to operate their engines, cars and trains over the bridge during the period of reconstruction.
- R-4797 March 4 - Authorizing the C.P.R. to construct and maintain a public road across the spur serving Canadian Salt Company between the NW1/4-12-17-24-W2M and the SW1/4-13-17-24-W2M in the R.M. of Pense, Sask.
- R-4798 March 4 - Approving changes in the automatic protection at the crossing of the C.N.R. and Ontario Street in Brighton, Ont. at mileage 242.07 Kingston Subd.
- R-4799 March 4 - Authorizing the Prince Edward Island Department of Highways to widen and improve St. Peters Road where it crosses the C.N.R. at Tracadie at mileage 11.59 Souris Subd. and requiring the Railways to relocate the protection to provide for the widened crossing.
- R-4800 March 4 - Approving changes in the automatic protection at the crossing of the C.N.R. and Boundary Road in Newtonville, Ont. at mileage 278.54 Kingston Subd.
- R-4801 March 4 - Extending the period within which Falls Farm Equipment (Westlock) is authorized by Order R-3380 to locate its proposed temporary anhydrous ammonia transfer facilities at Alcomdale, Alta. near mileage 43.7 Edmonton Subd., Northern Alberta Railways
- R-4802 March 4 - Amending Order R-2550 which authorized the City of Waterloo, Ont. to widen University Avenue where it crosses the C.N.R. at mileage 2.69 Waterloo Subd. (Elmira Branch)
- R-4803 March 4 - Allocating payment from The Railway Grade Crossing Fund towards the cost of placing reflective markings on the sides of company cars of the C.P.R. from January 1 to June 30, 1968

- R-4804 March 4 - Approving Supplement No. 1 to Service Station Contract between Bell Canada and the Bras Coupe Hunting and Fishing Club
- R-4805 March 4 - Authorizing the C.N.R. to remove the caretaker at Falkland, British Columbia, mileage 47.20 Okanagan Subd.
- R-4806 March 4 - Approving changes in the automatic protection at the crossing of the C.N.R. and Cockburn Street in Kerwood, Ont. at mileage 26.15 Strathroy Subd.
- R-4807 March 4 - Approving the less than standard side clearance at the door frame on the siding serving Quaker Oats Company of Canada Limited building, chainage 30+00 off mileage 117.99 Havelock Subd., C.P.R., City of Peterborough, Ont.
- R-4808 March 4 - Approving revisions to tariffs filed by Bell Canada
- R-4809 March 4 - Approving tolls published in Supplements No. 45 and 46 to Agreed Charge Tariff filed by Canadian Freight Association under section 3 of the M.F.R.A.
- R-4810 March 4 - Approving tolls published in Supplement No. 10 to Agreed Charge Tariff filed by Canadian Freight Association under sections 3 and 8 of the M.F.R.A. and rescinding authority of Order R-491
- R-4811 March 4 - Rescinding authority of Order 110076 which approved the location of the proposed flammable liquid bulk storage facilities of Canadian Oil Companies Limited at Didsbury, Alta., Red Deer Subdivision, C.P.R.
- R-4812 March 4 - Authorizing the Highways Department of Manitoba to construct Provincial Road No. 513 across the C.N.R. at mileage 156.74 Oak Point Subd.
- R-4813 March 4 - Authorizing the C.N.R. to remove the station agent at Norton, N.B., mileage 54.3 Sussex Subd. provided a resident caretaker is appointed to perform certain duties
- R-4814 March 4 - Authorizing the C.P.R. to remove the agent at Desbarats, Ont., mileage 103.2 Thessalon Subd. provided a resident caretaker is appointed to perform certain duties
- R-4815 March 4 - Rescinding authority of Orders 85437, 87123, 114642 and 118243 and approving the location of the flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Hartney, Man. near mileage 32.31 Estevan Subd., C.P.R.
- R-4816 March 4 - Authorizing the C.P.R. to reconstruct its bridge over Findlay Creek at mileage 59.7 Windermere Subd. in British Columbia

and authorizing the Railway to operate its engines, cars and trains over the bridge during the period of reconstruction.

- R-4817 March 4 - Amending Order 120134 which authorized the Alberta Department of Highways to construct an overhead bridge to carry Highway No. 31 across and over the C.N.R. in the NW1/4-18-53-5-W5M, Alta. at mileage 55.81 Edson Subd.
- R-4818 March 4 - Authorizing the C.P.R. to reconstruct its bridge over Skookumchuck Creek at mileage 46.6 Windermere Subd. in British Columbia and authorizing the Railway to operate its engines, cars and trains over the bridge during the period of reconstruction
- R-4819 March 4 - Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Mayerthorpe, Alta. near mileage 74.3 Sangudo Subd., C.N.R.
- R-4820 March 4 - Amending Order R-3004 which authorized the C.N.R. to replace the double box timber culvert carrying Stewart Drain under their track at mileage 56.41 Kincardine Subd., Ont., by a steel bridge
- R-4821 March 4 - Authorizing the C.N.R. to reconstruct their bridge over White Otter River at mileage 45.6 Caramat Subd. in Ont. and authorizing the Railways to operate their engines, cars and trains over the bridge during the period of reconstruction
- R-4822 March 4 - Authorizing the C.P.R. to reconstruct its bridge over Dutch Creek at mileage 75.5 Windermere Subd. in British Columbia and authorizing the Railway to operate its engines, cars and trains over the bridge during the period of reconstruction
- R-4823 March 4 - Authorizing the C.N.R. to close within the limits of their right of way the crossing of their railway and the Municipal Road in the NE1/4-16-45-12-W2M in the R.M. of Bjorkdale No. 426, Sask. at mileage 54.5 Tisdale Subd. and to maintain a farm crossing at the same location
- R-4824 March 4 - Rescinding authority of Orders R-1998 and R-3343 and approving the location of the proposed temporary anhydrous ammonia transfer facilities of Madge Equipment Limited at Milk River, Alta. near mileage 34.5 Coutts Subd., C.P.R.
- R-4825 March 4 - Extending the period within which Falls Farm Equipment Limited (Westlock) is authorized by Order R-3381 to locate its proposed temporary anhydrous ammonia transfer facilities at Picardville, Alta. near mileage 43.7 Edmonton Subd., Northern Alberta Railways

- R-4826 March 4 - Rescinding authority of Order R-3239 and approving the location of the proposed temporary anhydrous ammonia transfer facilities of Madge Equipment Limited at Coutts, Alta. near mileage 46.9 Coutts Subd., C.P.R.
- R-4827 March 4 - Authorizing the C.N.R. to reconstruct their bridge over the Beaver River at mileage 191.8 Ruel Subd., Ont. and authorizing the Railways to operate their engines, cars and trains over the bridge during the period of reconstruction
- R-4828 March 4 - Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Texaco Canada Limited at Morden, Man. near mileage 79.12 La-Riviere Subd., C.P.R.
- R-4829 March 5 - Authorizing the Prince Edward Island Department of Highways to widen and improve the public road where it crosses the C.N.R. at Richmond P.E.I. and requiring the Railways to relocate the existing automatic protection to provide for the widened crossing.
- R-4830 March 5 - Authorizing the C.N.R. to reconstruct their bridge at mileage 34.8 Tete Jaune Subd. in British Columbia and authorizing the Railways to operate their engines, cars and trains over the bridge during the period of reconstruction
- R-4831 March 5 - Authorizing the C.N.R. to reconstruct their bridge at mileage 87.6 Sangudo Subd. in Alta. and authorizing the Railways to operate their engines, cars and trains over the bridge during the period of reconstruction
- R-4832 March 5 - Authorizing the City of Saskatoon to widen Avenue C where it crosses the C.N.R. at mileage 4.48 Warman Subd., Sask. and requiring the Railways to install automatic protection at the said crossing.
- R-4833 March 5 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Chemin Sud Riviere Delisle in the Parish of St. Polycarpe, County of Vaudreuil-Soulanges, Que., mileage 36.51 Winchester Subd.
- R-4834 March 5 - Authorizing the C.N.R. to reconstruct their bridge at mileage 87.9 Coronado Subd. in Alta. and authorizing the Railways to operate their engines, cars and trains over the bridge during the period of reconstruction.
- R-4835 March 5 - Requiring that no train shall enter the crossing of Alma Street and the railway of the Penn Central Company in the Town of Amherstburg, Ont. at mileage 16.38 Amherstburg Subd. at a speed greater than 5 m.p.h.

- R-4836 March 5 - Extending the period within which H. Gillam & Son Limited is authorized by Order R-3364 to locate its proposed temporary anhydrous ammonia transfer facilities at Portage la Prairie, Man., Carberry Subd., C.P.R.
- R-4837 March 5 - Authorizing the Saskatchewan Department of Highways and Transportation to construct a municipal road across the C.N.R. at mileage 90.80 Margo Subd. in the R.M. of Lakeview No. 337, Sask. and requiring the Railways to close the existing crossing at mileage 91.03 Margo Subd.
- R-4838 March 5 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Green Mountain Road west of the City of Penticton, British Columbia, mileage 0.52 Osoyoos Subd.
- R-4839 March 5 - Approving changes in the automatic protection at the crossing of the C.N.R. and Clarke Side Road, City of London, Ont. at mileage 73.97 Dundas Subd.
- R-4840 March 5 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Huron County Road No. 21 in Centralia, Ont. at mileage 22.58 Exeter Subd.
- R-4841 March 5 - Exempting the C.P.R. from erecting and maintaining right of way fencing between certain mileages along its Carberry Subdivision in Man.
- R-4842 March 5 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Provincial Trunk Highway No. 14 near Evesham, Sask. at mileage 57.38 Hardisty Subd.
- R-4843 March 5 - Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 88.0 and 88.7 north side of its Lacombe Subd. in Alta.
- R-4844 March 5 - Authorizing the C.N.R. to remove the station agent at St. Paulin, Que. provided a resident on-hand representative is appointed and available to perform certain duties
- R-4845 March 5 - Rescinding authority of Order 104022 which approved the location of the proposed flammable liquid bulk storage facilities of Eston Farmer's Supply Company Limited at Eston, Sask., mileage 84.5 Elrose Subd., C.N.R.
- R-4846 March 5 - Authorizing removal of the speed limitation at the crossing of the C.N.R. and a public road in Payton, Sask. at mileage 33.70 Blackfoot Subd.

- R-4847 March 5 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and the North-South County Road near Ardrossan in the County of Strathcona No. 20, Alta., mileage 251.43 Wainwright Subd. and to relocate the existing reflectorized signs now in service to another public crossing of their railway at mileage 2.10 Forestburg Collieries Spur off mileage 45.0 Alliance Subd.
- R-4848 March 5 - Amending Order R-4328 which authorized the Quebec Department of Roads to construct a temporary road across the C.N.R. in the City of Ste Foy, County of Louis-Hebert, Que. at mileage 0.14 Champlain Subd.
- R-4849 March 5 - Authorizing removal of speed limitation at the crossing of the C.P.R. and a public road in Gatineau, Que. at mileage 113.10 Lachute Subd.
- R-4850 March 5 - Authorizing the M.C. of St-Joseph-de-la-Rive to construct St. Joseph Street across the C.N.R. in the Town of St. Joseph-de-la-Rive, County of Charlevoix, Que. at mileage 67.04 Murray Bay Subd. and requiring the Railways to close the crossing at mileage 67.08
- R-4851 March 5 - Requiring the C.N.R. to relocate the existing reflectorized signs at the crossing of their railway and Third Street between Lots 2 & 3 in concession 4, Township of Louth, Ont. at mileage 13.39 Grimsby Subd. to another crossing of their railway and Welland and Dyson Streets at mileages 0.50 and 0.61 Buttrey Street Lead off mileage 0.47 Grimsby Subd. in the City of Niagara Falls.
- R-4852 March 5 - Requiring the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway and Provincial Road No. 270 at Smart, Man., mileage 133.85 Rivers Subd. to another crossing of their railway and Highway No. 89 at mileage 11.05 Ridgeville Subd.
- R-4853 March 5 - Requiring the C.N.R. to relocate the existing reflectorized signs from their original location at the crossing of their railway and 19th Avenue Road at mileage 23.66 Bala Subd. in Ont. to other crossings of their railway and Garden and Maitland Streets at mileages 0.24 and 0.28 Pine Street Spur off mileage 5.48 Fonthill Subd. in Thorold.
- R-4854 March 5 - Authorizing the County of Ponoka No. 3 to improve the vision at the crossing of County Road and C.P.R. north of-19-42-25-W4M, Alta. at mileage 32.09 Leduc Subd.

- R-4855 March 5 - Amending Order R-1378 which required the Township of Plummer Additional, Ont. to improve the view lines at the crossing of the C.P.R. and Hern Road at mileage 92.07 Thessalon Subd.
- R-4856 March 5 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Riverside Drive Road in the Village of Wakefield, Que. at mileage 18.95 Maniwaki Subd.
- R-4857 March 5 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Chemin Nord Riviere Delisle in the Parish of St. Polycarpe, County of Soulanges, Que. at mileage 36.37 Winchester Subd.
- R-4858 March 5 - Authorizing the C.N.R. to close within the limits of their right of way the crossing of their railway and a public road between Section 17 and 18-31-15-W4M, Alta. at mileage 8.44 Drumheller Subd. and to maintain a farm crossing at the same location; and requiring the Railways to relocate the existing reflectorized signs to another public crossing of their railway at mileage 4.20 Forestburg Spur off mileage 45.00 Alliance Subd.
- R-4859 March 5 - Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Notukeu Subd. in Sask.
- R-4860 March 5 - Authorizing removal of the speed limitation at the crossing of the C.N.R. and Lilylake Road (formerly County Road No. 17) in the County of Peterborough, Ont. at mileage 68.7 Campbellford Subd.
- R-4861 March 5 - Approving tolls published in tariffs filed by the Canada and Gulf Terminal Railway Company under section 8 of the M.F.R.A.
- R-4862 March 5 - Approving tolls published in Tariff filed by the C.P.R. under section 8 of the M.F.R.A.
- R-4863 March 5 - Approving toll published in Tariff filed by the C.N.R. under sections 3 and 8 of the M.F.R.A. (D.A.R.)
- R-4864 March 5 - Approving tolls published in Tariff filed by the D.A.R. under section 8 of the M.F.R.A.
- R-4865 March 5 - Approving toll published in Tariff filed by the D.A.R. under section 8 of the M.F.R.A.
- R-4866 March 5 - Extending the time within which the railway of the Penn Central is required by Order R-4129 to improve the protection at the crossing of its railway and Norfolk County Road No. 15 in the Township of Townsend, Ont. at mileage 65.51 Main Line Subd.

- R-4867 March 5 - Granting leave to the C.P.R. to open for the carriage of traffic a portion of their railway between mileages 1.24 and 1.74 on its Industrial Lead off mileage 70.38 Sutherland Subd. in Sask.
- R-4868 March 5 - Authorizing the County of Halton to widen County Road No. 7 where it crosses the C.N.R. in Oakville, Ont. at mile 36.78 Halton Subd.
- R-4869 March 5 - Rescinding authority of Order R-1220 which approved the less than standard clearances over the track of the C.P.R. at the overhead bridge located at mileage 36.9 Galt Subd. in Ont.
- R-4870 March 5 - Authorizing the Nova Scotia Department of Highways to construct Gorman Road in the County of Antigonish N.S., across the C.N.R. at mileage 100.63 Hopewell Subd; requiring the Railways to relocate the automatic protection from the crossing at mileage 100.50 to mileage 100.63; close the crossing of their railway at mileage 100.50 and until such time as the crossing protection is put in service requiring the Railways to place a flagman to protect the users of the crossing.
- R-4871 March 5 - Authorizing removal of the speed limitation at the crossing of the C.N.R. and the highway in Alta. at mileage 119.2 Drumheller Subd.
- R-4872 March 5 - Exempting the C.N.R. from erecting and maintaining right of way fences on their Dundas Subd. in the Township of Blenheim, Ont. between mileages 34.04 and 34.52 north side
- R-4873 March 7 - Rescinding authority of Orders 116116 and 112950 and approving the location of the flammable liquid bulk storage and transfer facilities of Gulf Oil Company Limited at Thompson, Man. near mileage 30.5 Thompson Subd., C.N.R.
- R-4874 March 7 - Approving the improvements to the vision at the crossing of the east-west road and the Northern Alberta Railways in the NE1/4 north of -36-71-6-W5M, County of Grande Prairie Alta. at mileage 47.27 Grande Prairie Subd.
- R-4875 March 10 - Authorizing the Ontario Department of Highways to reconstruct Black Road where it crosses the C.P.R. in the City of Sault Ste. Marie, Ont. at mileage 129.25 Thessalon Subd. and requiring the Railway to relocate and revise the existing automatic protection to provide for the reconstruction
- R-4876 March 10 - Permitting the opening to highway traffic the vehicular deck on the bridge of the C.N.R. over the Fraser River near Hansard in British Columbia at mileage 99.1 Fraser Subd. between specific hours under certain specified conditions.



- R-4877 March 12 - Authorizing removal of the speed limitation at the crossing of the railway of the British Columbia Hydro and Power Authority and 33rd Avenue in Vancouver, British Columbia at mileage 2.82 Vancouver Subd.
- R-4878 March 12 - Authorizing removal of the speed limitation at the crossing of the C.N.R. and Ferry Street in the City of Sydney, N.S. at mileage 114.2 Sydney Subd.
- R-4879 March 12 - Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its White Fox Subdivision in Sask.
- R-4880 March 12 - Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 60.50 and 61.81 north side on its Willingdon Subd. in Alta.
- R-4881 March 12 - Authorizing removal of the speed limitation at the crossing of the C.N.R. in Prince Rupert, British Columbia at mileage 92.90 Skeena Subd.
- R-4882 March 12 - Approving the 12" low pressure pipeline carrying bunker "C" hydrocarbons of Shell Canada Limited under the two C.N.R. siding tracks at mileage 0.27 off mileage 0.86 Dobell Avenue Spur in Que. and authorizing the Railways to operate their engines, cars and trains over the sidings.
- R-4883 March 12 - Requiring the C.P.R. to install automatic protection, in lieu of the existing protection, at the crossing of its railway and County Road No. 18 in the United Counties of Leeds and Grenville, Ont. at mileage 105.56 Winchester Subd.
- R-4884 March 12 - Authorizing the City of Calgary, Alta. to construct and maintain a sanitary sewer pipe under three spur tracks of the C.P.R. at 74th Avenue S.E. provided the construction complies with General Order No. E-10.
- R-4885 March 12 - Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge carrying North Thompson Highway over its tracks at mileage 127.17 Shuswap Subd. in British Columbia
- R-4886 March 12 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Madge Equipment Limited at Warner, Alta. near mileage 23.2 Coutts Subd., C.P.R.
- R-4887 March 12 - Authorizing removal of the speed limitation at the crossing of the C.N.R. and Clemenceau Street in Windsor, Ont. near mileage 2.18 Chrysler Spur Subd.

- R-4888 March 12 – Rescinding authority of Order R-4013 and approving the location of the temporary anhydrous ammonia transfer facilities of Sparks Machinery Limited at Niobe, Alta. near mileage 78.2 Red Deer Subd., C.P.R.
- R-4889 March 12 – Authorizing the C.P.R. to operate its engines, cars and trains under the pedestrian overhead bridge at Weston Shops in the City of Winnipeg, Man.
- R-4890 March 12 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and Speedvale Avenue in the City of Guelph, Ont. at mileage 32.74 Goderich Subd.
- R-4891 March 12 – Approving By-law No. 3705 prohibiting the sounding of engine whistles with respect to crossings listed in Schedule "A" of the By-law of the Town of Burlington Ont., C.N.R.
- R-4892 March 12 – Amending Order 124056 which required the New York Central System to install improved protection at the crossing of its railway and Kent County Road No. 15 between the Townships of Harwich and Howard, Ont. at mileage 162.24 N.F. Main Line Subd. (Penn Central)
- R-4893 March 13 – Authorizing the C.N.R. to remove the agent at St. Thecle, Que. at mileage 14.8 Linton Subd. provided that a resident caretaker is appointed to perform certain duties
- R-4894 March 13 – Rescinding authority of Order R-3930 and approving the location of proposed temporary anhydrous ammonia transfer facilities of G.R. Lougheed at Benalto, Alta. near mileage 24.6 Alberta Central Subd., C.P.R.
- R-4895 March 13 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and a public road west of the station building at Burdett, Alta. at mileage 47.99 Taber Subd.
- R-4896 March 13 – Authorizing the C.N.R. to close within the limits of their right of way the crossing of their railway and Town Line Road in Lot 28, Range 1, Township of Litchfield, Que. at mileage 58.9 Beachburg Subd.
- R-4897 March 13 – Authorizing the C.N.R. to remove the caretaker at Eldersley, Sask., mileage 63.1 Tisdale Subd.
- R-4898 March 13 – Approving the realignment and widening of Strathlorne-Scotsville Road where it crosses the C.N.R. in Kenlock, County of Inverness, N.S. at mileage 51.54 Inverness Subd.
- R-4899 March 13 – Approving the less than standard overhead and side clearances on tracks Nos. 2 and 5 serving the C.P.R. express terminal

- building opposite mileage 0.20 Grovehill Spur in the City of Lachine, Que. provided signs indicating restricted clearances are erected.
- R-4900 March 13 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Beiseker Motors Limited at Acme, Alta., Langdon Subd. C.P.R.
- R-4901 March 13 - Approving the changes in the signals of the Quebec Northshore and Labrador Railway between mileages 40 and 240 in the Provinces of Quebec and Newfoundland.
- R-4902 March 13 - Authorizing the C.P.R. to operate its engines, cars and trains over the subway carrying its tracks over the highway near Lytton, British Columbia, at mileage 95.32 Thompson Subd.
- R-4903 March 13 - Approving the crossing of Royal Street and the three tracks of the C.P.R. serving Domtar Newsprint Limited, in Trois Rivières, Que. at mileage 80.99 Trois Rivières Sd. and authorizing the Railway to operate its engines, cars and trains over the crossing and requiring that all rail movements be carried out under flag protection.
- R-4904 March 13 - Approving changes in the automatic protection at the crossing of the C.N.R. and Brook North Road in Cobourg, Ont. at mileage 262.91 Kingston Subd.
- R-4905 March 13 - Authorizing removal of the speed limitation at the crossing of the C.N.R. and Pierre Bernard Boulevard in the City of Montreal, Que., at mileage 5.58 Longue Pointe Subd.
- R-4906 March 13 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Beiseker Motors Limited at Carbon, Alta., near mileage 58.0 Langdon Subd. C.P.R.
- R-4907 March 13 - Authorizing removal of speed limitation at the crossing of the C.N.R. and County Road No. 17, in Hyde Park, Ont., at mileage 0.86 Exeter Subd.
- R-4908 March 13 - Authorizing removal of the speed limitation at the crossing of the C.P.R. and Third Avenue in Fort Macleod, Alta., mileage 31.50 Crowsnest Subd.
- R-4909 March 13 - Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Shaunavon Subd. in Sask.
- R-4910 March 13 - Authorizing removal of speed limitation at the crossing of the C.P.R. and Governor Road in Woodstock, Ont., mileage 90.47 Galt Subd.

- R-4911 March 13 -- Authorizing the City of Toronto, Ont. to construct a pedestrian crossing across the C.N.R. at mileage 2.48 Belt Line off mileage 6.6 Newmarket Subd. at Mayfair Ave. and requiring that all train movements over the pedestrian crossing be brought to a stop and flag protection be provided by the train crew.
- R-4912 March 13 -- Authorizing removal of speed limitation at the crossing of the C.P.R. and Dundas Street in Galt, Ont., mileage 56.97 Galt Subd.
- R-4913 March 13 -- Authorizing removal of speed limitation at the crossing of the C.P.R. and Provincial Highway No. 3, near Blairmore, Alta., mileage 89.30 Crowsnest Subd.
- R-4914 March 13 -- Rescinding authority of Order R-3244 and approving the location of proposed temporary anhydrous ammonia transfer facilities of Madge Equipment Limited at New Dayton, Alta. near mileage 9.3 Coutts Subd. C.P.R.
- R-4915 March 13 -- Authorizing removal of speed limitation at the crossing of the C.N.R. and Town Line Road, in Welland, Ont., at mileage 15.77 Welland Subd.
- R-4916 March 13 -- Authorizing the C.N.R. to construct their Maplewood Industrial Spur off mileage 0.81 Seymour Branch in the M.D. of North Vancouver, British Columbia, across Burrard Street at mileage 1.25; Bridge Street at mileage 1.28; along Spicer Street between mileages 0.81 and 0.91 and at grade across Park Street (unopened) at mileage 1.42
- R-4917 March 13 -- Requiring the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway and Union Street in City of Waterloo, Ont., at mileage 1.23 Waterloo Subd. Elmira Branch to another crossing of their railway and Reserve Street in Listowel, at mileage 0.09 Town Spur, off mileage 26.76 Newton Subd.
- R-4918 March 13 -- Amending Order R-483 which authorized the County of Middlesex to widen the highway where Main Street crosses the C.N.R. in the Town of Komoka, Ont., at mileage 10.67 Strathroy Subd.
- R-4919 March 13 -- Authorizing the Nova Scotia Department of Highways to reconstruct Woodburn Station Road where it crosses the C.N.R. at Woodburn, in the County of Pictou, N.S. at mileage 48.44 Hopewell Subd.

- R-4920 March 13 - Amending Order R-232 which required the C.P.R. to install improved automatic protection at the crossing of its railway and Keil Drive, in the City of Chatham, Ont., mileage 65.82 Windsor Subd.
- R-4921 March 13 - Approving a crossing of the C.N.R. and Dorchester Road in the City of Niagara Falls, Ont., at mileage 4.39 Grimsby Subd.
- R-4922 March 13 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Canadian Industries Limited, Port Davidson, Ont., near mileage 7.72 Dunnville Subd., Toronto, Hamilton and Buffalo Rly.
- R-4923 March 13 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Canadian Industries Ltd. at Blenheim, Ont., Subdivision No. 1, Chesapeake and Ohio Railway.
- R-4924 March 13 - Authorizing the City of Waterloo, Ont., to widen Columbia Street West where it crosses the C.N.R. at mileage 3.14 Waterloo Subd. Elmira Branch and requiring the Railways to install automatic protection at the crossing.
- \*R-4925 March 13 - Rescinding authority of Order 86002 which fixed a charge the same as agreed charge C.T.C. (AC) No. 71 for Robertsteel (Canada) Limited of Hamilton, Ont., Canadian Freight Association. (See page 118, 59 R.T.C.)
- R-4926 March 13 - Approving the location of proposed temporary anhydrous ammonia transfer facilities of Munro Farm Suppliers Ltd. at Westbourne, Man., near mileage 16.17 Minnedosa Subd. C.P.R.
- R-4927 March 13 - Amending Order 112122 which authorized the R.M of Foam Lake No. 276 to construct a highway across the C.P.R. in the NE1/4-31-30-11 W2M, Sask., at mileage 83.77 Wynyard Subd.
- R-4928 March 13 - Extending the period within which the Toronto, Hamilton & Buffalo Railway is required by the Order R-4295 to install automatic protection at the crossing of their railway and Cumberland Avenue, Hamilton, Ont., mileage 0.19 Hamilton Belt Line.
- R-4929 March 13 - Authorizing removal of the speed limitation at the crossing of the C.N.R. and Bridge Street in Montreal, Que., at mileage 0.91 Pointe St. Charles Freight Connection, Montreal Subd.
- R-4930 March 13 - Authorizing removal of the speed limitation at the crossing of the C.P.R. and Main Street, or Highway 40, in the Municipality of Farnham, Que., at mileage 5.50 Adirondack Subd.

- R-4931 March 13 – Amending Order 120703 which authorized the Township of Oro, Ont. to improve the vision at the crossing of the Township Road and the C.N.R. between Concessions 5 and 6 County of Simcoe, at mileage 72.36 Newmarket Subd.
- R-4932 March 13 – Authorizing the Nova Scotia Department of Highways to widen and improve Lansdowne Road where it crosses the C.N.R. at Gordon Summit, N.S., mileage 23.57 Hopewell Subd., and requiring the Railways to install automatic protection at the crossing.
- R-4933 March 13 – Requiring the C.N.R. to relocate the existing reflectorized signs from a crossing of their railway and Longford Mills Road, Township of Rama, Ont., at mileage 93.76 Newmarket Subd. to another public crossing of their railway at mileage 46.55 Kincardine Subd.
- R-4934 March 13 – Declaring the crossing of the C.N.R. and a Municipal Road in the Municipality of Val Brilliant, Que., at mileage 69.16 Mont Joli Subd. to be a public crossing; authorizing the Municipality of Val Brilliant to reconstruct and widen the crossing and requiring the Railways to install reflectorized signs at the crossing.
- R-4935 March 13 – Amending Order 124620 which required the installation of automatic protection at the crossing of the C.P.R. and Hammond Line Road between Lots 16-b and 17-c, Range 4, M.C. of Onslow “South Part”, Que., at mileage 28.1 Waltham Subd.
- R-4936 March 13 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Lotbinière Road in the Parish of St. Lazare, Vaudreuil County, Que., mileage 24.44 Winchester Subd.
- R-4937 March 13 – Approving the improvements to the view lines at the crossing of the C.N.R. and the Municipal Road at mileage 153.50 Rivers Subd. between the SW1/4-5 and SE1/4-6-13-22-WPM in the R.M. of Blanshard, Man.
- R-4938 March 13 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Range 1 Taniata Road, in St. Jean Chrysostome, Levis County, Que., at mileage 12.46 Diamond Subd.
- R-4939 March 13 – Authorizing the Township of Tilbury North to reconstruct the Townline Road where it crosses the C.N.R. at mileage 84.18 Chatham Subd. between the Townships of Tilbury North and Rochester, Ont. and requiring the Railways to install automatic protection at the crossing.

- R-4940 March 13 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Concession 2 Road, in Township of Oro, Ont., at mileage 69.65 Newmarket Subd.
- R-4941 March 13 – Authorizing the Quebec Department of Roads to widen and improve Bouillé East Road where it crosses the C.P.R. in the Parish of St-Joseph-de-Deschambault, County of Portneuf, Que., at mileage 119.06 Quebec Subd.
- R-4942 March 14 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Port Burwell Subdivision in Ontario.
- R-4943 March 14 – Authorizing the removal of speed limitation at the crossing of the C.N.R. and the first public crossing south of the intersection of King Edward Street and Ellice Avenue in St. James, Man., mileage 3.19 Oak Point Subd.
- R-4944 March 14 – Approving the location of proposed temporary anhydrous ammonia transfer facilities of Kroeker Seeds Limited at Winkler, Man. near mileage 71.75 La Rivière Subd. C.P.R.
- R-4945 March 14 – Authorizing removal of speed limitation at the crossing of the Quebec Central Railway and a public road 2.75 miles north of Thetford Mines, Que., at mileage 73.0 Vallée Subd.
- R-4946 March 14 – Authorizing removal of speed limitation at the crossing of the C.P.R. and the first public crossing west of the intersection of Burrows Avenue and Battery Street, in Winnipeg, Man., mileage 0.73 Winnipeg Beach Subd.
- R-4947 March 14 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and Perth Avenue, in the City of Toronto, Ont., at mileage 5.48 North Toronto Subd.
- R-4948 March 14 – Authorizing Bell Canada to construct, operate, repair and maintain an underground cable under and along the right of way of the C.N.R. in the City of Quebec, Que., at mileage 1.17 Lairet Subd.
- R-4949 March 14 – Authorizing the C.N.R. to operate their engines, cars and trains over the subway carrying the Lakehead Expressway under their tracks at mileage 7.69 Kashabowie Subd. in the Township of Neebing, District of Thunder Bay, Ont.
- R-4950 March 14 – Amending Order 121050 which authorized the Township of Oro, Ont. to improve the vision at the crossing of Colbourne Street and the C.N.R. at mileage 66.20 Newmarket Subd.

- R-4951 March 14 – Exempting the C.N.R. from erecting and maintaining right of way fences between certain mileages of their Bruce Lake Branch Line, in the Township of Rowell, District of Kenora, Ont.
- R-4952 March 14 – Exempting the C.N.R. from erecting and maintaining right of way fences between certain mileages on their Bengough Subd. in Sask.
- R-4953 March 14 – Authorizing the C.N.R. to operate their engines, cars and trains over the Dover Industries Limited overhead grain conveyor, crossing their tracks in the City of Halifax, N.S. at mileage 0.55 Bedford Subd.
- R-4954 March 14 – Requiring that the speed of all train movements between mileages 62.20 and 62.60 No. 2 Subd. of the Chesapeake and Ohio Railway in the Village of Mooretown, Township of Moore, Ont., shall not exceed 30 miles per hour.
- R-4955 March 14 – Authorizing the C.N.R. to operate their engines, cars and trains over the bridge over Kitto Creek at mileage 29.1 Fort Frances Subd. in Ont.
- R-4956 March 14 – Approving the plan and authorizing the C.N.R. to construct a deviation of their 23rd Avenue Spur across Fisher Avenue at mileage 0.23 off mileage 1.72 Cote de Liesse Spur off mileage 144.32 Joliette Subd in the City of St. Laurent, Que.
- R-4957 March 14 – Assessing the cost of maintenance and operation of the automatic protection at the crossing of the C.N.R. and the highway between Lots 34 and 35, Concession 1, Township of Ernestown, Ont., at mileage 184.01 Gananoque Subd., on the Railways and the County of Lennox and Addington.
- R-4958 March 14 – Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 78.23 and 78.5 on the south side of its Glenboro Subd. in Man.
- R-4959 March 14 – Approving revisions to tariffs filed by the British Columbia Telephone Company.
- R-4960 March 14 – Approving tolls published in Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-4961 March 14 – Approving tolls published in Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-4962 March 14 – Approving tolls published in Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. (DAR) and rescinding authority of Orders 122901 and 124732



- R-4963 March 14 - Approving tolls published in tariffs filed by the Canadian National Railways under section 3 of the M.F.R.A.
- R-4964 March 14 - Approving the location of the proposed liquefied petroleum gas bulk storage and transfer facilities of Northwest Propane Limited at Parksville, British Columbia, at mileage 95.35 Victoria Subd. C.P.R.
- R-4965 March 18 - Authorizing removal of the speed limitation at the crossing of the C.P.R. and 107th Street, in the City of Edmonton, Alta., at mileage 97.66 Leduc Subd.
- R-4966 March 18 - Authorizing removal of speed limitation at the crossing of the C.N.R. and first Avenue west of Newbury, Ont., at mileage 35.18 Chatham Subd.
- R-4967 March 18 - Authorizing removal of the speed limitation at the crossing of the C.P.R. and Queen Street in the Town of St. Stephen, N.B., mileage 1.04 (Milltown Spur) off mileage 33.90 St. Stephen Subd.
- R-4968 March 18 - Approving revisions to tariffs filed by Bell Canada
- R-4969 March 18 - Approving tolls published in Supplements Nos. 45 and 46 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-4970 March 18 - Approving tolls published in Tariff filed by the C.N.R. under Section 8 of the M.F.R.A. (Canada and Gulf Terminal Railway Company)
- R-4971 March 18 - Approving tolls published in Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- R-4972 March 18 - Approving tolls published in Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-4973 March 18 - Authorizing the C.N.R. to connect their Thornton Branch with the Canadian National-Great Northern joint subdivision at mileage 126.95 Yale Subd. C.N.R. which coincides with mileage 151.76 Third Subd. of G.N.R. in the Municipality of Burnaby, British Columbia.
- R-4974 March 18 - Authorizing the R.M. of West St. Paul, Man. to construct and maintain James Road where it crosses the C.P.R. in River Lot 45, at mileage 8.94 Winnipeg Beach Subd.
- R-4975 March 18 - Authorizing removal of speed limitation at the crossing of the railway of the Penn Central and Centre Street, in the City of St. Thomas, Ont., at mileage 115.35 (0.0 connecting track) Main Line Subd.

- R-4976 March 18 -- Authorizing the C.N.R. to modify the protection at the crossing of their railway and Highway No. 50, south of Beeton, Ont., at mileage 49.10 Beeton Subd. under certain specific conditions.
- R-4977 March 18 - Authorizing removal of speed limitation at the crossing of the C.N.R. and Rouleau Street west of Rimouski, Que., at mileage 123.9 Mont Joli Subd.
- R-4978 March 18 - Authorizing the C.N.R. to remove the station agent and station building at Hillsboro, N.B. provided an on-hand room is established to provide certain facilities.
- \*R-4979 March 18 - Authorizing limitation of liability in a publishing of a rate by the C.N.R., on Yam, Synthetic, Fibre from International Boundary adjacent to Fort Erie and Niagara Falls, Ont. to Ernestown as a proportional rate applicable only on traffic originating in the States of North Carolina and South Carolina. (See page 119, 59 R.T.C.)
- R-4980 March 18 - Authorizing the Department of Indian Affairs and Northern Development to construct a road across the C.N.R. at mileage 1.16 Okanagan Subd in Kamloops Indian Reserve No. 1, British Columbia.
- R-4981 March 18 - Authorizing removal of speed limitation at the crossing of the C.N.R. and Fulford Street now Georges Vanier Boulevard in the City of Montreal, Que., at mileage 1.0 Bonaventure Spur, Montreal Subd.
- R-4982 March 18 - Authorizing removal of speed limitation at the crossing of the C.P.R. and Maitland Street in London, Ont. at mileage 114.03 Galt Subd.
- R-4983 March 18 - Approving modifications numbered 1, 2 and 3 of the contract between C.N.R. and the United States of America through the 1929 Communications Group, Alaska Communication System.
- R-4984 March 18 - Amending Order 124227 concerning the allocation of costs of improving the crossing of the C.N.R. and Township Road between Concessions 13 and 14, Township of Orillia, Ont., County of Simcoe, at mileage 91.20 Bala Subd.
- R-4985 March 18 - Authorizing the Quebec Department of Roads to reconstruct Parent Road across the C.N.R. in the Parish of St. Alexandre, County of Kamouraska, Que., at mileage 14.17 Montmagny Subd.
- R-4986 March 18 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Odanak Road in St. Thomas de Pierreville, Que., at mileage 63.01 Sorel Subd.

- R-4987 March 18 - Authorizing the Nova Scotia Department of Highways to improve Bayfield Road where it crosses the C.N.R. in Bayfield, N.S. at mileage 98.76 Hopewell Subd and requiring the Railways to relocate the existing protection to provide for the widened crossing.
- R-4988 March 18 - Amending Order 119645 which required the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 16, two miles east of Willow River, British Columbia, at mileage 124.83 Fraser Subd.
- R-4989 March 18 - Authorizing removal of speed limitation at the crossing of the C.P.R. and Samuelson Street in the City of Galt, Ont., at mileage 56.81 Galt Subd.
- R-4990 March 18 - Dismissing application of the C.P.R. for authority to remove the agent and close the station building at Dominion City, Man.
- R-4991 March 18 - Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 65.8 and 66.51 on the south side of its Bredenbury Subd. in Man.
- R-4992 March 18 - Rescinding authority of Order R-3251 and approving the location of the proposed temporary anhydrous ammonia transfer facilities of the Upshaw Fertilizer Company at Ardenode, Alta. near mileage 103.0 Drumheller Subd. C.N.R.
- R-4993 March 18 - Extending the time within which Riediger's Feed and Seed Service Limited is required to locate its temporary anhydrous ammonia transfer facilities at Manitou, Man. La Rivière Subd. C.P.R.
- R-4994 March 18 - Exempting the C.N.R. from erecting and maintaining right of way fences between certain mileages on their Main Centre Subd. in Sask.
- R-4995 March 18 - Requiring that the cost of maintenance and operation of the protection at the crossing of the C.N.R. and Ontario Street in the Town of Grimsby, Ont., at mileage 27.42 Grimsby Subd. be paid by the Railways.
- R-4996 March 18 - Amending Order R-4551 which imposed a speed restriction of five miles per hour at the crossing of the C.P.R. and Provincial Road No. 326, at Arborg, Man. mileage 74.7 Arborg Subd.
- R-4997 March 18 - Authorizing the C.N.R. to operate their engines, cars and trains on the subway carrying their railway across and over Highway No. 6 (Gaboury Boulevard) in the Town of Mont Joli, County of Rimouski, Que., at mileage 105.80 Mont-Joli Subd.

- R-4998 March 18 — Authorizing removal of speed limitation at the crossing of the C.N.R. and Muskoka County Road in Torrance, Ont., at mileage 112.0 Bala Subd.
- R-4999 March 18 — Authorizing the Toronto, Hamilton and Buffalo Railway to operate its engines, cars and trains under the overhead bridge carrying Chatham Street over its tracks in the City of Hamilton, Ont., at mileage 38.85 Waterford Subd.
- R-5000 March 18 — Authorizing the City of Lethbridge to construct an access road to the University of Lethbridge across the C.P.R. in SW1/4-2 and the SE1/4-3-9-22W4M County of Lethbridge, Alta., mileage 2.55 Crowsnest Subd. and requiring the Railway to install automatic protection at the crossing.
- R-5001 March 18 — Rescinding authority of Orders 83225 and 86446 and approving the portion of the flammable liquid transfer facilities of Imperial Oil Limited which is located on the C.N.R. right of way at Emo, Ont., Fort Frances Subd.
- R-5002 March 20 — Amending Order R-4959 which approved revisions to tariffs filed by the British Columbia Telephone Company.
- R-5003 March 20 — Allocating the cost of construction of the subway carrying Fruitland Road over the C.N.R. between Lots 14 and 15, Concession 1, Township of Saltfleet, County of Wentworth, Ont., mileage 34.84 Grimsby Subd. and for the removal or relocation of the facilities of Bell Canada Company and Ontario Hydro.

# Canadian Transport Commission

## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

GENERAL ORDER NO. R-O-37

BY ITS RAILWAY TRANSPORT COMMITTEE

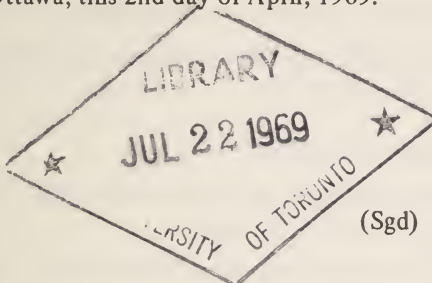
*Regulations respecting the installation and maintenance of drinking water, toilet and hand cleansing facilities in locomotives and cabooses.*

*File No. 48503*

The Committee, pursuant to its Judgment dated October 15, 1968, hereby orders as follows:

The annexed regulations respecting the installation and maintenance of drinking water, toilet and hand cleansing facilities in locomotives and cabooses are hereby prescribed.

Dated at Ottawa, this 2nd day of April, 1969.



(Sgd) C.W. RUMP, Secretary,  
Railway Transport Committee.

**REGULATIONS RESPECTING THE INSTALLATION AND  
MAINTENANCE OF DRINKING WATER, TOILET AND  
HAND CLEANSING FACILITIES IN LOCOMOTIVES AND  
CABOOSES**

**SHORT TITLE**

1. These Regulations may be cited as the Locomotive and Caboose Sanitation Facilities Regulations.

**INTERPRETATION**

2. In these Regulations,

- (a) "company" means a railway company that is subject to the jurisdiction of the Railway Transport Committee of the Canadian Transport Commission;
- (b) "locomotive" means a locomotive unit equipped with an operating cab and intended for crew occupancy; and
- (c) "water cooler" means a suitable device for storing, cooling and dispensing potable water.

**WATER COOLERS**

3. Every company shall equip, with water coolers, new locomotives put into road or yard service and new cabooses put into road service on and after May 1, 1969.

4. Every company shall, on or before May 1, 1970, equip, with water coolers, all locomotives used in road or yard service and cabooses that are used in road service.

5. Every water cooler and its associated fittings shall be maintained in a sanitary condition and shall be so constructed that the water cannot come into contact with ice or refrigerant used for cooling.

6. The potable water supply shall be kept free from contamination.

7. A supply of single-service cups shall be available at all water coolers and shall be contained in suitable permanently-mounted dispensers.

**TOILET FACILITIES**

8. All new locomotives and new cabooses to be used in road service on and after May 1, 1969, shall be equipped with suitable toilet facilities.

9. Subject to section 11, every company shall, on or before May 1, 1974, install suitable toilet facilities in

(a) all locomotives that are in road service unless the design thereof precludes such installation; and

(b) cabooses that are in road service; when such locomotives and cabooses are being rebuilt, remodelled, upgraded or undergoing heavy repairs.

10. Toilet facilities installed pursuant to sections 8 and 9 shall be of such type and construction that human waste will not be dumped on the roadbed of the railway or on any part of the rolling stock.

11. Toilets of the outside flush or dry hopper type that are suitable for year-round operation, may continue to be used in a locomotive or caboose where such facilities were installed in that locomotive or caboose prior to May 1, 1969.

12. Toilet facilities shall be so ventilated as to prevent unpleasant odors from entering the operating cabs of locomotives and the occupied portions of cabooses.

13. Every company shall maintain such toilet facilities in a clean and sanitary condition and shall provide an adequate supply of toilet tissue conveniently located in a suitable dispenser.

#### HAND CLEANSING AND DRYING FACILITIES

14. Every company shall provide suitable and conveniently-located hand cleansing and drying facilities on locomotives and cabooses equipped with toilet facilities or shall supply suitable hand cleansing and drying materials to crew members for their personal use.

#### IMPLEMENTATION PROGRAM

15. Every company shall put into effect a program consistent with anticipated traffic demands which will ensure its compliance with sections 4 and 9.

COMMISSION CANADIENNE DES TRANSPORTS

ORDONNANCE GÉNÉRALE N° R-O-37

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*Règlement concernant l'aménagement et l'entretien d'installations d'eau potable, de toilettes et d'installations pour se laver les mains dans les locomotives et les wagons de queue.*

*Dossier n° 48503*

Le Comité, conformément à son jugement daté du 15 octobre 1968, ordonne par les présentes ce qui suit:

Est prescrit par la présente ordonnance le règlement ci-annexé concernant l'aménagement et l'entretien d'installations d'eau potable, de toilettes et d'installations pour se laver les mains dans les locomotives et les wagons de queue.

Fait à Ottawa, le 2<sup>e</sup> jour d'avril 1969.

Le Secrétaire du Comité des transports  
par chemin de fer,

C.W. RUMP



**RÈGLEMENT CONCERNANT L'AMÉNAGEMENT ET L'ENTRETIEN  
D'INSTALLATIONS D'EAU POTABLE, DE TOILETTES ET  
D'INSTALLATIONS POUR SE LAVER LES MAINS DANS LES  
LOCOMOTIVES ET LES WAGONS DE QUEUE**

**TITRE ABRÉGÉ**

1. Le présent règlement peut être cité sous le titre: Règlement sur les installations sanitaires des locomotives et des wagons de queue.

**INTERPRÉTATION**

2. Dans le présent règlement, l'expression

- a) "compagnie" désigne une compagnie de chemin de fer qui relève de la juridiction du Comité des transports par chemin de fer de la Commission canadienne des transports;
- b) "locomotive" désigne une locomotive-bloc munie d'un poste de conduite et destinée à être occupée par le personnel; et
- c) "refroidisseur d'eau" désigne un dispositif approprié pour l'emmagasiner, le refroidissement et la distribution de l'eau potable.

**REFROIDISSEURS D'EAU**

3. Toute compagnie devra doter de refroidisseurs d'eau les locomotives neuves qui seront affectées au service de ligne ou au service de manoeuvre et les wagons de queue neufs qui seront affectés au service de ligne le 1<sup>er</sup> mai 1969, ou après cette date.

4. Toute compagnie devra, le 1<sup>er</sup> mai 1970 ou avant cette date, doter de refroidisseurs d'eau toutes les locomotives utilisées dans le service de ligne ou le service de manoeuvre et les wagons de queue utilisés dans le service de ligne.

5. Tous les refroidisseurs d'eau et leurs accessoires doivent être tenus dans un état sanitaire et être construits de façon que l'eau ne puisse venir en contact avec la glace ou le mélange réfrigérant utilisé pour le refroidissement.

6. L'approvisionnement d'eau potable doit être tenu exempt de toute contamination.

7. Une provision de gobelets à service individuel doit être disponible à tous les refroidisseurs d'eau et être renfermée dans des distributeurs appropriés montés à demeure.

## TOILETTES

8. Toutes les locomotives neuves et tous les wagons de queue neufs qui seront utilisés dans le service de ligne à partir du 1<sup>er</sup> mai 1969 devront être dotés de toilettes convenables.

9. Sous réserve des dispositions de l'article 11, toute compagnie devra, à partir du 1<sup>er</sup> mai 1974, installer des toilettes convenables

a) dans toutes les locomotives utilisés dans le service de ligne, à moins que le modèle de la locomotive ne se prête pas à une telle installation; et

b) dans les wagons de queue qui sont utilisés dans le service de ligne, lorsque ces locomotives et wagons de queue sont reconstruits, transformés ou améliorés ou subissent de grosses réparations.

10. Les toilettes installées en vertu des dispositions des articles 8 et 9 doivent être d'un genre et d'une construction tels que les excréments humains ne soient pas déversés sur la plate-forme du chemin de fer ou sur une partie du matériel roulant.

11. Les toilettes à chasse extérieure ou à bascule sèche qui peuvent être utilisées pendant toute l'année pourront continuer à être employées dans une locomotive ou un wagon de queue si elles ont été installées sur cette locomotive ou ce wagon de queue avant le 1<sup>er</sup> mai 1969.

12. Les installations de toilettes doivent être ventilées de façon à empêcher les odeurs désagréables de pénétrer dans les postes de conduite des locomotives et les parties occupées des wagons de queue.

13. Toute compagnie doit tenir ces installations de toilettes dans un état de propreté sanitaire et fournir une provision suffisante de papier de toilette convenablement placé dans un distributeur approprié.

## INSTALLATIONS POUR SE LAVER ET SE FAIRE SÉCHER LES MAINS

14. Toute compagnie doit fournir des installations appropriées et convenablement situées pour se laver et se faire sécher les mains dans les locomotives et les wagons de queue munis d'installations de toilettes ou fournir aux membres du personnel, pour leur usage personnel, des matériaux de lavage et d'assèchement des mains.

## PROGRAMME D'EXÉCUTION

15. Toute compagnie doit mettre en oeuvre un programme qui tienne compte des exigences prévues du trafic et qui assure l'observation des dispositions des articles 4 et 9.

# Canadian Transport Commission

## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

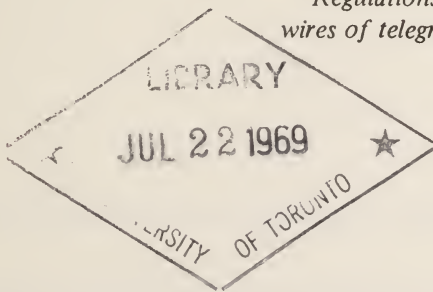
CANADIAN TRANSPORT COMMISSION

GENERAL ORDER NO. R-E-18

BY ITS RAILWAY TRANSPORT COMMITTEE

*Regulations respecting the height of  
wires of telegraph and telephone lines.*

*Case 4704.7*



The Committee, pursuant to the Railway Act, hereby orders as follows:

The annexed regulations cited "Regulations respecting the Height of Wires of Telegraph and Telephone Lines" are hereby prescribed effective immediately.

Dated at Ottawa, this 22nd day of April, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee

**REGULATIONS RESPECTING THE HEIGHT OF  
WIRES OF TELEGRAPH AND TELEPHONE LINES**

1. These Regulations may be cited as the Regulations respecting the Height of Wires of Telegraph and Telephone Lines.

2. Unless otherwise directed or permitted by the Railway Transport Committee of the Canadian Transport Commission, the height at which any company empowered by Special Act or other authority of the Parliament of Canada to construct, operate and maintain telegraph or telephone lines shall affix and maintain any wires

- (a) above or across highways and public places in cities, towns and incorporated villages, shall not be less than 22 feet; and
- (b) above, across or adjacent to any private way, entrance or lane used for vehicular traffic, shall not be less than 17 feet.

COMMISSION CANADIENNE DES TRANSPORTS

ORDONNANCE GÉNÉRALE N° R-E-18

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*Règlement concernant la hauteur  
des fils des lignes de télégraphe et des  
lignes de téléphone*

*Dossier 4704.7*

Le Comité, en vertu de la Loi sur les chemins de fer, ordonne par les présentes ce qui suit:

Le règlement ci-annexé, intitulé: Règlement concernant la hauteur des fils des lignes de télégraphe et des lignes de téléphone, est par les présentes prescrit et est applicable immédiatement.

Fait à Ottawa, le 22<sup>e</sup> jour d'avril 1969.

Le Secrétaire du Comité des  
transports par chemin de fer,

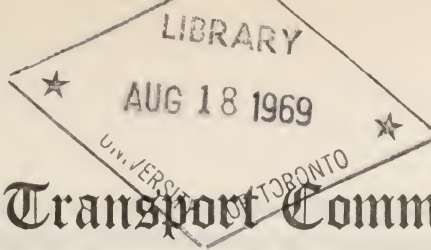
C.W. RUMP

**RÈGLEMENT CONCERNANT LA HAUTEUR DES FILS  
DES LIGNES DE TÉLÉGRAPHE ET DE TÉLÉPHONE**

1. Le présent règlement peut être cité sous le titre: Règlement sur la hauteur des fils des lignes de télégraphe et des lignes de téléphone.

2. Sauf instructions ou autorisation contraires du Comité des transports par chemin de fer de la Commission canadienne des transports, la hauteur à laquelle une compagnie habilitée par une loi spéciale ou autre autorisation du Parlement du Canada à construire, à exploiter et à entretenir des lignes de télégraphe ou de téléphone doit poser et entretenir ses fils

- a) au-dessus ou à travers des routes et lieux publics dans les cités, les villes et les villages constitués, est de 22 pieds au moins; et
- b) au-dessus, à travers ou le long d'une voie, entrée ou chemin privés utilisés pour la circulation des véhicules est de 17 pieds au moins.



# Canadian Transport Commission

## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-5185

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Canadian National Railways, hereinafter called the "Applicant", under section 314I of the Railway Act, for authority to discontinue passenger train service between St. John's and Port aux Basques, Province of Newfoundland, presently being provided by Train Nos. 101 and 102 and coach service on Mixed Train Nos. 203 and 204, and substituting therefor a bus operation between St. John's and Port aux Basques; and*

*IN THE MATTER OF Order No. R-2673 dated July 3, 1968:*

*File No. 27563.488*

WHEREAS by Order No. R-2673 dated July 3, 1968, the Applicant was ordered to discontinue passenger train service between St. John's and Port aux Basques provided by Train Nos. 101 and 102, and coach service on Mixed Train Nos. 203 and 204;

WHEREAS the Railway Transport Committee is satisfied that the Applicant has substantially complied with the conditions in Order No. R-2673 in instituting a bus service pursuant to its undertaking;

WHEREAS the passengers using the bus service are exceeding the number anticipated at the time Order No. R-2673 was issued, and to meet this increased demand the Applicant is in the process of obtaining additional buses to be delivered in June 1969;

WHEREAS the Committee considers that it is in the public interest to postpone the date for the discontinuance of the operation of the passenger train service from April 15, 1969, to July 2, 1969, being the last day of the year from the date of the said Order No. R-2673 as provided by paragraph (b) of subsection (7) of section 314 I of the Railway Act.

The Committee hereby orders:

1. Canadian National Railways shall discontinue passenger train service between St. John's and Port aux Basques, in the Province of Newfoundland, presently provided by Train Nos. 101 and 102 and coach service on Mixed Train Nos. 203 and 204 effective July 2, 1969.
2. The Applicant shall, in accordance with its undertaking, operate a daily coach service in both directions on its express trains, between Bishop's Falls and Corner Brook, to provide a rail link with the bus service for residents in the area between Badger and Deer Lake.
3. The Applicant shall, until September 30, 1970, keep and maintain ready for operation such passenger train equipment as the Committee shall direct for operation in case of emergencies created by extremes of weather or by any other cause.
4. The Applicant shall publish forthwith, in three consecutive issues of the two daily newspapers in St. John's and the daily newspaper in Corner Brook, Newfoundland, and shall post at all the stations located on the line served by the said passenger train service, a copy of this Order.
5. Order No. R-2673 dated July 3, 1968, is rescinded.

Dated at Ottawa, this 14th day of April, 1969.

(Sgd.) C.W. RUMP, Secretary,  
Railway Transport Committee.



## CANADIAN TRANSPORT COMMISSION

## ORDER NO. R-5303

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF Order No. 123336 dated the 26th day of January, 1967 of the Board of Transport Commissioners for Canada, as amended by Order No. 124803 dated the 28th day of June, 1967, of the said Board, respecting the placing of reflective markings on the sides of railway cars; and*

*IN THE MATTER OF the amount payable from The Railway Grade Crossing Fund towards the cost of such markings in respect of the Canadian General Transit Company Limited:*

*File No. 45463.6*

WHEREAS the Canadian General Transit Company Limited has submitted that the total cost of placing reflective markings on the sides of 304 cars during the period from July 1st, 1968 to December 31st, 1968, amounted to \$2,516.38; and

WHEREAS section 3 of said Order No. 123336 provides that eighty per cent of the cost of placing the said reflective markings shall be paid out of The Railway Grade Crossing Fund, which contribution shall not exceed \$8.00 per car, and the balance of such cost shall be paid by the Applicant Company.

The Committee hereby orders:

Eighty per cent of the above mentioned cost, namely the sum of \$2,013.10 shall be paid out of The Railway Grade Crossing Fund and the balance of such cost shall be paid by the Canadian General Transit Company Limited.

Dated at Ottawa, this 18th day of April, 1969.

(Sgd.) C.W. RUMP, Secretary,  
Railway Transport Committee.

## CANADIAN TRANSPORT COMMISSION

## ORDER NO. R-5331

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Canadian Pacific Railway Company and the Canadian National Railways for an Order amending Appendix "A" to Order No. 107419 dated March 15, 1962, of the Board of Transport Commissioners for Canada, as amended by Order No. 118442 dated September 14, 1965 of the said Board, which sets forth special terms and conditions respecting the carriage by railway of loaded or empty highway semi-trailers:*

*File No. 47439.7*

UPON reading the submissions filed —

The Committee hereby orders:

Appendix "A" to Order No. 107419 dated March 15, 1962 of the Board of Transport Commissioners for Canada, as amended by Order No. 118442 dated September 14, 1965 of the said Board, is further amended:

(a) by striking out paragraphs (a) to (e) of section 1 and substituting therefor the following:

“(a) in respect of the semi-trailer, the depreciated book value thereof;

(b) in respect of the contents of a bulk or tank semi-trailer, the replacement cost of such contents at point of origin;

(c) in respect of the contents of a semi-trailer consisting of household goods only, the sum of \$15,000.00; or

(d) in respect of the contents of any other semi-trailer, the sum of \$40,000.00”;

(b) by striking out “twenty-four” in the unlettered paragraph following paragraph (e) in section 1 and substituting therefor “twenty-six”; and

(c) by striking out "41 of 15th July, 1909" in section 7 and substituting therefor "T-5".

Dated at Ottawa, this 21st day of April, 1969.

(Sgd.) C.W. RUMP, Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-5352

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Canadian Pacific Railway Company on behalf of:*

- (a) the Lake Erie & Northern Railway Company, for authority to remove the station agents at Paris, Brantford and Simcoe, and to remove the caretaker at Waterford, all in the Province of Ontario; and*
- (b) the Grand River Railway Company, for authority to remove the station agents at Waterloo, Kitchener, Preston and Hespeler, all in the Province of Ontario:*

*File No. 4205.3232*

UPON reading the submissions filed --

The Committee hereby orders:

1. The Lake Erie & Northern Railway Company is authorized to remove the station agents at Paris, Brantford and Simcoe, and to remove the caretaker at Waterford, all in the Province of Ontario.
2. The Grand River Railway Company is authorized to remove the station agents at Waterloo, Kitchener, Preston and Hespeler, all in the Province of Ontario.

Dated at Ottawa, this 22nd day of April, 1969.

(Sgd.) C.W. RUMP, Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-5470

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Express Transport Association, on behalf of its member companies, for exemption from compliance with certain provisions of the Regulations for the Transportation of Dangerous Commodities by Rail prescribed by General Order No. 0-29 of the Board of Transport Commissioners for Canada:*

*Files Nos. D.C. 1.2  
D.C. 27.2  
D.C. 1.2.1*

UPON reading the submissions filed —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. Until further order,

Algoma Central Railway  
Canadian National Railways  
Canadian Pacific Express Company  
Northern Alberta Railways Company  
Ontario Northland Railway

and the shippers sending goods by the railway of any of the said companies are exempted from complying with the Regulations for the Transportation of Dangerous Commodities by Rail prescribed by General Order No. 0-29 of the Board of Transport Commissioners for Canada to the extent hereinafter mentioned:

(1) For the purposes of section 73.5 and paragraph (b) of section 73.27 of the said Regulations, the maximum quantities mentioned under the heading "Maximum quantity in 1 outside container by rail express" in section 72.5 of the said Regulations shall apply only in respect of the commodities therein listed where those commodities are transported on a train carrying passengers.

(2) The provisions of paragraphs (a) and (e) of section 73.400 of the said Regulations respecting the labelling of special fireworks in accordance with sections 72.5 and 73.410 respectively of the said Regulations, shall apply only where the special fireworks are transported by a train carrying passengers.

(3) The provisions of paragraphs (a) and (f) of said section 73.400 respecting the labelling of the commodities mentioned in said paragraph (f) in accordance with sections 72.5 and 73.412 of the said Regulations shall apply only where the said commodities are transported by a train carrying passengers.

2. A reference to this order shall, where applicable, be made on bills of lading, shipping orders and other shipping papers.

3. This Order shall come into force immediately.

Dated at Ottawa, this 28th day of April, 1969.

(Sgd.) C.W. RUMP, Secretary,  
Railway Transport Committee.

## CANADIAN TRANSPORT COMMISSION

ACCIDENTS REPORTED TO THE OPERATING BRANCH, FEBRUARY, 1969  
RAILWAY TRANSPORT COMMITTEE

	<u>Accidents</u>	<u>Killed</u>	<u>Injured</u>
Railway Accidents . . . . .	218	8	230
Level Crossing Accidents . . . . .	<u>41</u>	<u>10</u>	<u>54</u>
	259	18	284

	<u>Killed</u>	<u>Injured</u>
Passengers . . . . .	—	37
Employees . . . . .	2	177
Others . . . . .	<u>16</u>	<u>70</u>
	<u>18</u>	<u>284</u>

Of the 41 accidents at Highway Crossings, 29 occurred where Standard Railway Crossing Signs are located, 12 where additional forms of protection are in use, 25 after Sunrise and 16 after Sunset.

Ottawa, Ont.

**SUMMARY OF ORDERS ISSUED BY THE  
RAILWAY TRANSPORT COMMITTEE**

(\*denotes Order printed in full)

- R-5004 March 21 - Amending Order R-521 which required the installation of automatic protection at the crossing of the C.N.R. and Millcove Road, in Bedford, P.E.I., mileage 8.58 Souris Subd.
- R-5005 March 21 - Authorizing the County of Peterborough to reconstruct and widen County Road No. 34 where it crosses the C.P.R. at mileage 111.68 Havelock Subd., in the Township of Otonabee, Ont., and requiring the Railway to install automatic protection at the crossing.
- R-5006 March 21 - Amending Order 124181 which required the installation of automatic protection at the crossing of the C.P.R. at Provincial Road No. 478 in Binscarth, Man., at mileage 76.58 Bredenburg Subd.
- R-5007 March 21 - Amending Order R-1048 which required the installation of automatic protection at the crossing of the C.N.R. and Poirier Road in the Parish of St. Simeon, County of Bonaventure, Que., at mileage 84.33 Cascapedia Subd.
- R-5008 March 21 - Amending Order 123206 which required the installation of automatic protection at the crossings of the C.N.R. and Bruhm Road and Highway No. 10 at mileages 5.35 and 5.27 respectively, Middleton Subd., both in the County of Lunenburg, N.S.
- R-5009 March 21 - Amending Order 124483 which required the installation of automatic protection at the crossing of the C.N.R. and MacKay Road, at MacKay Siding, N.S. at mileage 49.25 Bedford Subd.
- R-5010 March 21 - Amending Order 119861 which required the installation of automatic protection at the crossing of the C.N.R. and Highway No. 16, two miles west of Aleza Lake in British Columbia at mileage 110.95 Fraser Subd.
- R-5011 March 21 - Amending Order 119646 which required installation of automatic protection at the crossing of the C.N.R. and Highway No. 16 at Giscome, British Columbia at mileage 122.74 Fraser Subdivision.
- R-5012 March 21 - Amending Order 124533 which required the installation of automatic protection at the crossing of the C.N.R. and District Highway No. 544Y at Wolf Creek, Alta., at mileage 120.74 Edson Subd.
- R-5013 March 21 - Amending Order 120231 which required the installation of automatic protection at the crossing of the C.N.R. and Highway No. 16 in Hansard, British Columbia at mileage 100.39 Fraser Subd.



- R-5014 March 21 – Amending Order 124030 which required the installation of automatic protection at the crossing of the C.N.R. and 12th Street S.E. in Calgary, Alta., at mileage 3.50 Calgary Freight Terminal Line.
- R-5015 March 21 – Amending Order R-40 which required the installation of automatic protection at the crossing of the C.N.R. and the West access road in Lamont, Alta., at mileage 92.79 Vegreville Subd.
- R-5016 March 21 – Amending Order 118412 which required the installation of automatic protection at the crossing of the C.N.R. and 17th Avenue S.E., in Calgary, Alta., at mileage 2.72 Calgary Freight Terminal Line.
- R-5017 March 24 – Approving revisions to tariffs filed by Bell Canada.
- R-5018 March 24 – Approving revisions to tariffs filed by the British Columbia Telephone Company.
- R-5019 March 24 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Route de la Ferme in the Municipality of Amos Ouest, County of Abitibi East, Que., at mileage 47.09 Taschereau Subd.
- R-5020 March 24 – Requiring that no engine, car or train shall enter the crossing of the C.P.R. and Provincial Road No. 236 near Stonewall, Man., at mileage 19.62 Arborg Subd., at a speed greater than ten miles per hour.
- R-5021 March 24 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and a public road in Parry Sound Ont., at mileage 26.61 Parry Sound Subd.
- R-5022 March 24 – Approving tolls published in Agreed Charge Tariff filed by the Canadian Freight Association, under Sections 3 and 8 of the M.F.R.A. (C.P.R.)
- R-5023 March 24 – Approving the minimum charges published in Rule 13D of Supplement No. 23 to tariffs filed by the Dominion Atlantic Railway under Sections 3 and 8 of the M.F.R.A.
- R-5024 March 24 – Authorizing the Town of Hawkesbury, Ont., to construct and maintain Spence Avenue across the C.N.R. at mileage 20.05 Vankleek Subd. and requiring all train movements over the crossing to be manually flagged by a member of the train crew.
- R-5025 March 24 – Approving revisions to tariffs filed by Bell Canada.
- R-5026 March 24 – Extending the time within which Mr. Ken Anderson is authorized by Order R-3385 to locate his temporary anhydrous ammonia transfer facilities at Coronation, Alta., near mileage 116.5 Coronation Subd. C.P.R.

- R-5027 March 24 – Authorizing the Quebec Department of Roads to construct Arlaka Road across the Quebec Central Railway in the Parish of St. Joseph de la Pointe de Levy, County of Levis, Que., at mileage 25.70 Levis Subd. and requiring the Railway to close the existing crossing at mileage 25.66.
- R-5028 March 24 – Extending the time within which Alderson Equipment Limited is authorized by Order R-3379 to locate its temporary anhydrous ammonia transfer facilities at Griesbach, Alta., near mileage 115.5 Willingdon Subd. C.P.R.
- R-5029 March 24 – Extending the time within which Laconbe Fertilizer and Farm Supplies Limited is authorized by Order R-3622 to locate its temporary anhydrous ammonia transfer facilities at Aspen Beach, Alta., near mileage 10.8 Hoadley Subd. C.P.R.
- R-5030 March 24 – Authorizing the removal of speed limitation at the crossing of the C.P.R. and the highway in Rathwell, Man., at mileage 66.43 Glenboro Subd.
- R-5031 March 24 – Extending the period within which Mr. G.D. Borgel is authorized by Order R-3386 to locate his temporary anhydrous ammonia transfer facilities at Killam, Alta., near mileage 25.8 Wetaskiwin Subd., C.P.R.
- R-5032 March 24 – Extending the time within which Canada Packers Ltd., is authorized by Order R-3388 to locate its temporary anhydrous ammonia transfer facilities at Wetaskiwin, Alta., near mileage 57.1 Leduc Subd.
- R-5033 March 24 – Extending the time within which A. & M. Soil Service is authorized by Order R-1995 to locate its temporary anhydrous ammonia transfer facilities at Carman, Man., near mileage 12.3 Carman Subd., C.P.R.
- R-5034 March 24 – Authorizing removal of speed limitation at the crossing of the Northern Alberta Railway and Wapiti Road, City of Grande Prairie, Alta., mileage 50.91 Grande Prairie Subd.
- R-5035 March 24 – Authorizing removal of speed limitation at the crossing of the C.P.R. and a public road in Que., at mileage 40.5 Waltham Subd.
- R-5036 March 24 – Authorizing the removal of speed limitation at the crossing of the Northern Alberta Railways and the highway in Alta., at mileage 5.61 Grande Prairie Subd.
- R-5037 March 24 – Dismissing application of C.N.R. to remove the station agent at Belmont in Man.

- R-5038 March 24 – Authorizing the removal of speed limitation at the crossing of the C.N.R. and No. 6 road in Richmond, British Columbia, at mileage 9.05 Lulu Island Branch Subd.
- R-5039 March 24 – Approving Supplement No. 13 to Traffic Agreement between Bell Canada and the Corporation of the Township of Maidstone.
- R-5040 March 24 – Approving the less than standard clearances on the siding serving Rinshed-Mason of Canada, Windsor, Ont., mileage 111.98 Windsor Subd., C.P.R., provided signs indicating less than standard clearances are erected.
- R-5041 March 24 – Extending the time within which Mr. G.D. Borgel is authorized by Order R-3387 to locate his temporary anhydrous ammonia transfer facilities at Daysland, Alta., near mileage 43.8 Wetaskiwin Subd. C.P.R.
- R-5042 March 24 – Extending the time within which Schnell and Barrie Ltd., is authorized by Order R-3726 to locate its temporary anhydrous ammonia transfer facilities at Ervick, Alta., near mileage 75.4 Wetaskiwin Subd., C.P.R.
- R-5043 March 24 – Authorizing the Town of Lindsay, Ont., to reconstruct and improve the subway carrying Colborne Street under the C.P.R. at mileage 18.32 Bobcaygeon Subd.
- R-5044 March 25 – Amending Order R-1859 which authorized the C.N.R. to install signals on their Montfort Subd. between mileages 4 and 7 at Roxboro, Que.
- R-5045 March 25 – Extending the time within which Mr. R.G. Stephen is authorized by Order R-3253 to locate his temporary anhydrous ammonia transfer facilities at Vulcan, Alta., near mileage 51.0 Aldersyde Subd., C.P.R.
- R-5046 March 25 – Approving the location of the proposed temporary anhydrous ammonia bulk storage and transfer facilities of Henker Farm Equipment Ltd., at Granum, Alta. near mileage 92.1 Macleod Subd. C.P.R.
- R-5047 March 25 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Glass and Williams Ltd., at Wimborne, Alta., near mileage 27.3 Acme Subd. C.P.R.
- R-5048 March 25 – Allocating the cost of the removal and relocation of the facilities of the Bell Telephone Company of Canada and Hydro Quebec in connection with the construction of a grade separation (subway) to carry highway No. 2C over the C.N.R. at the Town of Duberger, Que., at mileage 2.75 Lairet Subd.

- R-5049 March 25 – Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 91.6 and 92.2 on the East side of its Hoadley Subd., in Alta.
- R-5050 March 25 – Extending the time within which Mr. G.D. Borgel is authorized by Order R-3450 to locate his temporary anhydrous ammonia transfer facilities at Strome, Alta., near mileage 34.7 Wetaskiwin Subd. C.P.R.
- R-5051 March 25 – Requiring the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway and Couchiching Point Road in the Town of Orillia, Ont., at mileage 87.92 Newmarket Subd., to another crossing of their railway and Main Street in Listowel at mileage 0.63 Town Spur off mileage 26.76 Newton Subd.
- R-5052 March 25 – Declaring the crossing of the Township Road and C.N.R. between Lot 28, Concession 7, Township of Kendrey and Lot 1, Concession 7, Township of Haggart, in Ont., at mileage 32.63 Kapuskasing Subd. to be a public crossing and authorizing the Township of Kendrey to reconstruct the crossing.
- R-5053 March 25 – Approving Tariff Agreement Appendix “A”, Alternate Appendix “B” and Supplement No. 1 between the Bell Telephone Company of Canada and the Corporation of the Township of Kenora.
- R-5054 March 25 – Approving the Extended Area Service Agreement and Attachments “A” and “B” between the Bell Telephone Company of Canada and the Corporation of the Town of Kenora.
- R-5055 March 25 – Amending Order R-2826 which authorized the installation of reflectorized signs at certain crossings of the C.P.R.
- R-5056 March 25 – Amending Order 123814 which required the installation of reflectorized signs at certain crossings of the C.P.R.
- R-5057 March 25 – Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 2.75 and 3.6 on the West side of its Minnedosa Subd., in Man.
- R-5058 March 25 – Approving changes in the automatic protection at the crossing of the C.N.R. and Ontario Street in Cobourg, Ont., at mileage 264.50 Kingston Subd.
- R-5059 March 25 – Approving changes in the automatic protection at the crossing of the C.N.R. and Burnham Street, in Cobourg, Ont., at mileage 265.05 Kingston Subd.
- R-5060 March 25 – Approving changes in the automatic protection at the crossing of the C.N.R. and Taylor Road in the County of Antigonish, N.S., at mileage 90.95 Hopewell Subd.

- R-5061 March 25 – Approving Supplement No. 6 to Traffic Agreement between Bell Canada and The Dunnville Consolidated Telephone Company Limited (Sunderland)
- R-5062 March 25 – Requiring the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway at County Road No. 7 in the County of Kent, Ont., at mileage 69.87 Chatham Subd. to another crossing of their railway and Livingstone Street, in Listowel, Ont., at mileage 0.25 Listowel Town Spur, off mileage 27.55 Newton Subd.
- R-5063 March 25 – Approving revisions to tariffs filed by the British Columbia Telephone Company.
- R-5064 March 25 – Approving revisions to tariffs filed by the Bell Telephone Company of Canada.
- R-5065 March 25 – Requiring the C.N.R. to relocate the existing reflectorized signs from the crossing of their Union Park Industrial Spur and Bleams Road, in the City of Kitchener, Ont., at mileage 0.48 off mileage 3.96 Galt Branch, Waterloo Subd. to another crossing of their railway at 10th Street West, in Owen Sound at mileage 71.68 Owen Sound Subd.
- R-5066 March 25 – Declaring the crossing of the Township Road and the C.N.R. between Concessions 6 and 7, Township of Kendrey, Ont., at mileage 32.20 Kapuskasing Subd., to be a public crossing, and authorizing the Township to reconstruct and improve the crossing.
- R-5067 March 25 – Approving changes in the automatic protection at the crossing of the C.N.R. and Station Road in Grafton, Ont., at mileage 256.30 Kingston Subd.
- R-5068 March 25 – Rescinding authority of Order R-2889 and approving the portion of the flammable liquid tank car transfer facilities of Irving Oil Company Limited located on the C.N.R. right of way at South Devon, N.B., near mileage 109.08 Nashwaak Subd.
- R-5069 March 25 – Approving Appendix "A" and Supplements Nos. 3 and 4 to Traffic Agreement between Bell Canada and La Compagnie de Telephone de Warwick.
- R-5070 March 25 – Authorizing the C.P.R. to operate its engines, cars and trains on the bridge carrying its tracks over Windermere Street and the pedestrian walkway at mileage 124.24 Cascade Subd., Vancouver, British Columbia.
- R-5071 March 25 – Approving Supplements Nos. 11 and 12 to Traffic Agreement between Bell Canada and the Municipality of the Township of Bruce, in Ont.

- R-5072 March 25 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and 8th Concession Road in the Township of Moore, Ont., at mileage 7.78 St. Clair River Industrial Spur.
- R-5073 March 25 – Authorizing the C.P.R. to operate its engines, cars and trains over the subway structure carrying its tracks over 9th Avenue Southeast, in Calgary, Alta., at mileage 0.7 Red Deer Subd.
- R-5074 March 25 – Authorizing removal of speed limitation at the crossing of the railway of the British Columbia Hydro and Power Authority and Milton Avenue in Vancouver, British Columbia, at mileage 5.82 of the Vancouver Lulu Island Branch, C.P.R.
- R-5075 March 25 – Amending Order No. 122000 which required the installation of automatic protection at the crossing of the C.P.R. and 17th Avenue in Albion, British Columbia, at mileage 99.7 Cascade Subd.
- R-5076 March 25 – Authorizing removal of speed limitation at the crossing of the C.N.R. and a public crossing in Alta., at mileage 251.43 Wainwright Subd.
- R-5077 March 25 – Approving changes in the automatic protection at the crossing of the C.N.R. and Highway No. 4 west of St. Thomas, Ont., at mileage 2.61 Chatham Subd.
- R-5078 March 25 – Amending Order 120995 which required the installation of automatic protection at the crossing of the C.N.R. and Chemin des Vingt in the Town of St. Bruno de Montarville, Que., at mileage 60.56 St. Hyacinthe Subd.
- \*R-5079 March 25 – Dispensing with publication of notices concerning agreements of the Detroit, Toledo and Ironton Railroad Co., between Penn Central Company, the Michigan Central Railroad Co., the Canada Southern Railway Co., the Detroit River Tunnel Company and between the C.P.R. (See page 120, 59 R.T.C.)
- \*R-5080 March 25 – Recommending to the Governor in Council for sanction an agreement of Detroit, Toledo and Ironton Railroad Co., between Penn Central Company, the Michigan Central Railroad Co., the Canada Southern Railway Co., the Detroit River Tunnel Co. and between the C.P.R. (See page 122, 59 R.T.C.)
- R-5081 March 26 – Authorizing the City of St. Catharines, Ont., to reconstruct, improve and relocate the overhead bridge carrying Merritt Street over the C.N.R. from mileage 9.63 to mileage 9.61 Grimsby Subd. and upon completion to remove the existing bridge at mileage 9.63.
- R-5082 March 27 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and the East River Road in Paris, County of Brant, Ont., at mileage 12.72 Simcoe to Galt Branch.

- R-5083 March 27 – Authorizing the Township of Thessalon to reconstruct Hopper Road where it crosses the C.P.R. between Lots 27 and 28, Township of Lefroy, District of Algoma, Ont., at mileage 88.7 Thessalon Subd., and requiring the Railway to install automatic protection at the crossing.
- R-5084 March 27 – Amending Order R-565 which required the C.P.R. to install automatic protection at the crossing of its railway and Aylmer Road in Chase, British Columbia, at mileage 93.36 Shuswap Subd.
- \*R-5085 March 31 – Authorizing as of April 1, 1969 the Toronto, Hamilton and Buffalo Railway Co., to use and enjoy and to run and operate its freight trains over the railway of the C.N.R. from the point of junction in or near the City of Welland, Ont., to the City of Port Colborne; incorporating the terms and conditions contained in the agreement dated January 13, 1948 until varied by an Order of the Committee. (See page 115, 59 R.T.C.)
- R-5086 April 1 – Amending Order R-3808 which authorized the Quebec Department of Roads to widen and improve Dosquet-Ste. Croix Road where it crosses the C.N.R., in the Mun. of Laurier Station, County of Lotbiniere, Que., mileage 29.43 Drummondville Subd.
- R-5087 April 1 – Authorizing the Town of Truro, N.S., to widen King Street where it crosses the Dominion Atlantic Railway at mileage 57.27 Truro Subd., and the C.N.R. at mileage 63.50 Bedford Subd.
- R-5088 April 1 – Authorizing the C.P.R. to operate its engines, cars and trains over the bridge at mileage 6.7 Cascade Subd., in British Columbia.
- R-5089 April 1 – Rescinding authority of Order 114009 and approving the location of the flammable liquid bulk storage and transfer facilities of Imperial Oil Ltd., at Shoal Lake, Man., near mileage 36.4 Bredenburg Subd., C.P.R.
- R-5090 April 1 – Exempting C.N.R. from having an operator on duty on their Bears Pass Lift Bridge at mileage 68.3 Fort Frances Subd., Ont., between certain hours, within a certain period, provided an operator is within call on 24 hours notice.
- R-5091 April 1 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Fifth Avenue in Hornepayne, Ont., mileage 295.84 Ruel Subd.
- R-5092 April 1 – Approving changes in the automatic protection at the crossing of the C.N.R. and D'Arcy Street in Cobourg, Ont., mileage 263.45 Kingston Subd.

- R-5093 April 1 - Approving changes in the automatic protection at the crossing of the C.N.R. and Montee de Liesse Road, City of St. Laurent, Que., mileage 1.63 Cote de Liesse Spur.
- R-5094 April 1 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public crossing in Alta., mileage 51.88 Vegreville Subd.
- R-5095 April 1 - Dismissing application of the C.P.R. to remove the station agent and close the station building at Darlingford, Man., mileage 92.6 La Riviere Subd.
- R-5096 April 1 - Approving changes in the automatic protection at the crossing of the C.N.R. and Beaver Road, in James River, N.S., mileage 74.61 Hopewell Subd.
- R-5097 April 1 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of J.R. Howie, Esq., Aldersyde, Alta., near mileage 31.9 MacLeod Subd., C.P.R.
- R-5098 April 1 - Approving changes in the automatic protection at the crossing of the C.N.R. and University Avenue, City of Waterloo, Ont., mileage 2.69 Waterloo Subd.
- R-5099 April 1 - Approving changes in the automatic protection at the crossing of the C.N.R. and Hwy. No. 4 west of James River Station, N.S., mileage 73.04 Hopewell Subd.
- R-5100 April 1 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Colborne Street, City of London, Ont., mileage 114.19 Galt Subd.
- R-5101 April 1 - Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying Hwy. No. 6 over their track in the Parish of Ste. Marie-de-Sayabec, County of Matapedia, Que., mileage 77.53 Mont Joli Subd.
- R-5102 April 1 - Exempting the C.N.R. from erecting and maintaining right of way fences between certain mileages on their Rosetown Subd., Sask.
- R-5103 April 1 - Authorizing the C.P.R. to operate their engines, cars and trains over the bridge across the Osaquan River, Ont., mileage 5.4 Ignace Subd.
- R-5104 April 1 - Authorizing the C.P.R. to operate its engines, cars and trains over the bridge at mileage 15.6 Ignace Subd., Ont.
- R-5105 April 1 - Amending Order R-2969 which authorized the Alberta Resources Railway Corp., to construct an interchange connection of its railway at mileage 233.7, with the Northern Alberta Railways at mileage 49.3 Grande Prairie Subd., in the City of Grande Prairie, Alta.



- R-5106 April 1 - Rescinding authority of Order 69575 and requiring that no trains, engines and cars shall enter the crossing of the Great Northern Railway and Brunette Street, City of New Westminster, B.C., mileage 110.6 Third Subd., at a speed greater than 25 miles per hour.
- R-5107 April 1 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Avenue C, in Saskatoon, Sask., mileage 0.14 Wilkie Subd.
- R-5108 April 1 - Authorizing the C.N.R. to construct and maintain an additional bridge over the Brunette River British Columbia mileage 120.5 Yale Subd.
- R-5109 April 1 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Canadian Industries Ltd., at Woodville, Ont., near mileage 12.21 Cannington Spur Subd., C.N.R.
- R-5110 April 2 - Allocating the cost of removal or relocation of the facilities of Ottawa Hydro-Electric Commission and Bell Canada in connection with the reconstruction of the overhead bridge carrying Bank Street over the C.N.R. and C.P.R., in City of Ottawa, Ont., mileage 3.97 Walkley Line.
- R-5111 April 2 - Authorizing the Ontario Department of Highways to reconstruct and improve the overhead bridge carrying Hwy. No. 17 over the C.P.R., mileage 0.5 Temiskaming Subd., Town of Mattawa, Ont.
- R-5112 April 3 - Authorizing the Penn Central Company to operate its passenger trains through the interlocking of the two tracks of its railway on its Canada Division, mileage 55.5 N.F. and the track of the C.N.R., at a speed not exceeding 80 miles per hour and to operate its freight trains at speed not exceeding 60 miles per hour; amending Order 66462 and rescinding authority of Order 95556.
- R-5113 April 8 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the Public Crossing, in Edmonton, Alta., at 124 Ave. and 144 St.
- R-5114 April 8 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and 50th Street in Edmonton, Alta., mileage 169.70 Willingdon Subd.
- R-5115 April 8 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and a public road, in Alta., mileage 36.01 Bonnyville Subd.
- R-5116 April 8 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road near Myrnam, Alta., mileage 65.03 Willingdon Subd.

- R-5117 April 8 - Dismissing application of the C.P.R. for authority to remove the agent and appoint a caretaker at Lyleton, Man.
- R-5118 April 8 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the public crossing, in Clyde, Alta., mileage 45.59 Athabasca Subd.
- R-5119 April 8 - Requiring the C.N.R. to close the crossing of their railway and Thomas St., in the Town of Napanee, County of Lennox and Addington, Ont., mileage 198.62 Kingston Subd.
- R-5120 April 8 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Wellington St., in Sault Ste. Marie, Ont., mileage 132.41 Thessalon Subd.
- R-5121 April 8 - Approving the location of the proposed additional flammable liquid vertical storage tank, associated piping and new office building of Shell Canada Ltd., at Meath Park, Sask., near mileage 63.34 White Fox Subd., C.P.R.
- R-5122 April 8 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and the Public Crossing, in Kelsey, Alta., mileage 16.60 Alliance Subd.
- R-5123 April 8 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Schnell and Barrie Ltd., at Kelsey, Alta., near mileage 16.4 Alliance Subd., C.N.R.
- R-5124 April 8 - Approving changes in the automatic protection at the crossing of the C.N.R. and Prince Edward Street in Brighton, Ont., mileage 241.59 Kingston Subd.
- R-5125 April 8 - Authorizing the City of Calgary, Alta., to construct the overhead bridge to carry Glenmore Trail over the C.N.R., at mileage 1.52 Calgary southerly branch and the relocated C.P.R. Company J Lead, mileage 1.91 MacLeod Subd.
- R-5126 April 8 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Federated Co-Operatives Ltd., at Barnwell, Alta., near mileage 82.0 Taber Subd. C.P.R.
- R-5127 April 8 - Extending the period within which Lacombe Fertilizer and Farm Supply Ltd., is authorized by Order R-2075 to locate its temporary anhydrous ammonia transfer facilities at Lacombe, Alta., near mileage 18.3 Leduc Subd., C.P.R.
- R-5128 April 8 - Approving the location of the new horizontal flammable liquid storage tank and associated piping of the Grenfell Co-Operative Association Ltd., at Grenfell, Sask., near mileage 15.6 Indian Head Subd., C.P.R.

- R-5129 April 8 - Approving the location of two horizontal flammable liquid storage tanks of Shell Canada Ltd., at Liberty, Sask., near mileage 44.7 Colonsay Subd., C.P.R.
- R-5130 April 8 - Assessing the cost of maintenance of the crossings of the C.P.R. and Aldrige Avenue in the City of Trail, British Columbia mileages 18.7 and 18.8 Rossland Subd., on the British Columbia Department of Highways.
- R-5131 April 8 - Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Supertest Petroleum Corporation Ltd., at Lindsay, Ont., near mileage 0.36 Haliburton Subd., C.N.R.
- R-5132 April 8 - Extending the period within which Shurcrop Soil Service Ltd., is authorized by Order R-1790 to locate its temporary anhydrous ammonia transfer facilities at Nobleford, Alta., near mileage 12.4 Aldersyde Subd., C.P.R.
- R-5133 April 8 - Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Hwy. No. 9-C, in Candiac, Que., mileage 78.38 Massena Subd., Champlain Area.
- R-5134 April 8 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a Public Crossing in Waterloo, Ont., mileage 9.71 Drummondville Subd.
- R-5135 April 8 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road, in St. Jerome, Que., mileage 14.19 Ste. Agathe Subd.
- R-5136 April 8 - Amending Order R-4521 which authorized the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying the Kitchener-Waterloo Expressway over their track at mileage 2.83 Waterloo Subd., (Galt Subd.), in the City of Waterloo, Ont.
- R-5137 April 8 - Amending Order R-816 which required the relocation of reflectorized signs at the crossing of the C.N.R. and Caroline Street, mileage 1.91 Waterloo Subd., (Elmira Branch), City of Waterloo, Ont.
- R-5138 April 8 - Authorizing the Mun. of Cana No. 214 to construct the Municipal Road across the C.N.R. at mileage 278.70 Rivers Subd., between the SW1/4-27 and the SE1/4-28-22-5 W2M, and requiring the Railways to close the existing crossing at mileage 278.63 Rivers Subd.
- R-5139 April 8 - Extending the period within which Simplot Chemical Co. Ltd., is authorized by Order R-3421 to locate its proposed temporary anhydrous ammonia transfer facilities at Akenside, Alta., near mileage 160.4 Willingdon Subd., C.P.R.

- R-5140 April 8 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Concession Street, in Tillsonburg, Ont., mileage 33.42 Burford Subd.
- R-5141 April 9 – Approving reconstruction of the bridge over Big Creek, in Twp. of Burford, County of Brant, Ont., mileage 15.1 Burford Subd., C.N.R., and authorizing the Railways to operate their engines, cars and trains over the reconstructed bridge.
- R-5142 April 9 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Alberta Pool Elevators Ltd., at Haynes, Alta., near mileage 10.0 Brazeau Subd., C.N.R.
- R-5143 April 9 – Extending the period within which A. & M. Soil Service is authorized by Order R-2568 to locate its temporary anhydrous ammonia transfer facilities at Graham Siding, Man., mileage 20.3 Carman Subd., C.P.R.
- R-5144 April 9 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of J.R. Howie, Esq., at Cayley, Alta., near mileage 47.9 MacLeod Subd., C.P.R.
- R-5145 April 9 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of J.R. Howie, Esq., at Blackie, Alta., near mileage 74.0 Aldersyde Subd., C.P.R.
- R-5146 April 9 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Schnell and Barrie Ltd., at Kiron, Alta., near mileage 8.2 Alliance Subd., C.N.R.
- R-5147 April 9 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Double A Fertilizer Services Ltd., at Raley, Alta., near mileage 37.6 Cardston Subd., C.P.R.
- R-5148 April 9 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Federated Co-operatives Ltd., at Cardston, Alta., near mileage 46.4 Cardston Subd., C.P.R.
- R-5149 April 9 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Alberta Wheat Pool, at Clive, Alta., near mileage 93.6 Lacombe Subd., C.P.R.
- R-5150 April 9 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Simplot Chemical Co. Ltd., at Vimy, Alta., near mileage 39.4 Athabasca Subd., C.N.R.
- R-5151 April 10 – Exempting the C.P.R. from erecting and maintaining right of way fences between certain mileages on its Vanguard Subd., in Sask.

- R-5152 April 10 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying Hwy No. 10 over their tracks in Sask., mileage 0.89 Watrous Subd.
- R-5153 April 10 – Authorizing the British Columbia Department of Highways to widen and improve Hwy No. 97 (43rd Avenue) where it crosses the C.P.R., City of Vernon, British Columbia, mileage 45.48 Okanagan Subd., and requiring the Railways to relocate and revise the existing automatic protection to provide for the widened crossing.
- R-5154 April 10 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying Hwy. No. 6 over their track in the Parish of Ste-Germaine de l'Anse aux Gascons, County of Bonaventure, Que., mileage 30.03 Chandler Subd.
- R-5155 April 10 – Authorizing the C.N.R. to remove the caretaker and dispose of the station buildings at Ste Justine, Que., mileage 10.9 Alexandria Subd.
- R-5156 April 10 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Provincial Trunk Hwy No. 8, at Carievale, Sask., mileage 89.76 Estevan Subd.
- R-5157 April 10 – Authorizing the removal of the speed limitation at the crossing of the Napierville Junction Railway and Church Street, in Napierville, Que., mileage 12.38 Delson Subd.
- R-5158 April 10 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and the North-South Road, in the SE1/4-4-46-10-W4M, East of Jarrow, in the M.D. of Wainwright No. 61, Alta., mileage 164.79 Wainwright Subd.
- R-5159 April 10 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Clarence Avenue, in the R.M. of Fort Garry, Man., mileage 1.33 Letellier Subd., and to relocate the existing reflectorized signs now in service to another public crossing of their railway at mileage 68.31 Neepawa Subd., Man.
- R-5160 April 10 – Authorizing the Nova Scotia Department of Highways to improve the west approach of the Croft Road where it crosses the C.N.R., in the Village of Chester Basin, Mun. of Chester, County of Lunenburg, N.S., mileage 53.7 Chester Subd.
- R-5161 April 11 – Authorizing the C.N.R. to operate their engines, cars and trains on the subway structure at mileage 13.88 Bala Subd., Ont.
- R-5162 April 11 – Authorizing the Quebec Department of Roads to widen St. François Range Road where it crosses the C.P.R., in the Parish of Notre Dame de St. Hyacinthe, St. Hyacinthe County, Que., mileage

- 21.95 St. Guillaume Subd., and requiring the Railway to install automatic protection at the crossing.
- R-5163 April 11 – Authorizing the C.N.R. to reconstruct their bridge over River des Boudreaults in the Parish of Les Eboulements, Que., mileage 67.2 Murray Bay Subd., and authorizing the Railways to operate their engines, cars and trains over the bridge during the period of reconstruction.
- R-5164 April 11 – Approving the reconstruction and relocation of the crossing of the C.P.R. and a public road in Hamlet of Carroll, in the R.M. of Oakland, Man., mileage 136.5 Glenboro Subd.
- R-5165 April 11 – Approving the overhead and side clearances on the sidings serving the bulk loading chutes of the Fertilizer Plant of Cominco Ltd., which commence at mileage 15.6 Kimberley Subd., British Columbia, C.P.R.
- R-5166 April 11 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Alexandre St., in Valleyfield, Que., mileage 41.76 Valleyfield Subd., Champlain Area.
- R-5167 April 11 – Authorizing the Quebec Department of Roads to widen and improve Hwy. No. 11 (Paquette Boulevard) where it crosses the C.P.R., in the Town of Mont-Laurier, County of Labelle, Que., mileage 137.70 Ste. Agathe Subd., and requiring the Railway to relocate the existing automatic protection to provide for the widened crossing.
- R-5168 April 11 – Authorizing the Ontario Department of Highways to construct and maintain a temporary crossing across the C.P.R. in the Village of Eganville, Ont., mileage 18.55 Eganville Subd., and requiring the Railway to close the crossing on or before the 31st day of December 1969.
- R-5169 April 11 – Authorizing the Twp. of Blanshard to construct a Township Road across the C.N.R., mileage 2.62 Forest Subd., in Lot 18, Con. 14, County of Perth, Ont., and requiring the Railways to close the private crossing at mileage 2.62 Forest Subd.
- R-5170 April 11 – Authorizing the C.N.R. to improve the automatic protection at the crossing of their railway and Northern Avenue, in the City of Fort William, Ont., mileage 3.18 Kashabowie Subd.
- R-5171 April 11 – Amending Order R-2746 which authorized the City of Whitehorse, Y.T., to construct a diversion road to permit the closing of a public crossing of the south access road at mileage 109.5 White Pass and Yukon Route.

- R-5172 April 11 - Authorizing the Quebec Department of Roads to widen and improve Roxton-Warden Road where it crosses the C.P.R., in the Twp. of Roxton, County of Shefford, Que., mileage 27.08 Drummondville Subd., and requiring the Railway to install automatic protection at the crossing.
- R-5173 April 11 - Authorizing the County of Simcoe to widen and improve County Road No. 10 where it crosses the C.P.R.'s Borden Spur at mileage 0.8, between Con. 3 and 4, Twp. of Essa, Ont.
- R-5174 April 11 - Authorizing the C.P.R. to operate its engines, cars and trains under the dual overhead bridge carrying Omerville-Rock Island's Auto-route over its track, City of Magog, Que., mileage 83.97 Sherbrooke Subd.
- R-5175 April 11 - Authorizing the Northern Alberta Railways, to close within the limits of its right of way the railway crossing of the road at mileage 210.31 Slave Lake Subd., in Alta.
- R-5176 April 11 - Authorizing the Saskatchewan Department of Highways and Transportation to construct and maintain Hwy No. 6 where it crosses the C.P.R. in the SW1/4-7-23-18 W2M near Southey, Sask., mileage 70.28 Bulyea Subd.
- R-5177 April 11 - Authorizing the C.N.R. to reconstruct their spans Nos. 10, 15, 17, 18 and 19 on the eastward main line on their bridge crossing Smith's Creek, Town of Port Hope, County of Durham, Ont., mileage 270.3 Kingston Subd., and authorizing the Railways to operate their engines, cars and trains over the said bridge during the period of replacing the spans.
- R-5178 April 11 - Amending Order 120964 which authorized the Twp. of North York to construct an overhead bridge to carry York Mills Road over the C.N.R. between Lots 10 and 11, Con. 3, E.Y.S., in Ont., mileage 11.20 Bala Subd.
- R-5179 April 11 - Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge at mileage 4.28 Crowsnest Subd., Alta.
- R-5180 April 11 - Authorizing the C.N.R. to construct and maintain a bridge over the Athabasca River, in Alta., mileage 23.8 of the Windfall Branch Extension.
- R-5181 April 11 - Authorizing the County of Essex to widen and improve Lighthouse Road (County Road No. 39) where it crosses the C.N.R. between Lots 18 and 19, Broken Front Concession, Twp. of Tilbury North, Ont., mileage 77.31 Chatham Subd., and requiring the Railways to install automatic protection at the crossing.

- R-5182 April 11 – Authorizing the C.P.R. to operate its engines, cars and trains under the dual overhead bridge carrying Provincial Trunk Hwy No. 59 over its tracks, in Lots 87 and 88, O.T.M., Parish of Kildonan, R.M. of North Kildonan, Man., mileage 122.4 Keewatin Subd.
- R-5183 April 14 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Burlington Street, City of Hamilton, Ont., mileage 2.71 N. & N.W. Spur Subd.
- R-5184 April 14 – Extending the time within which Lacombe Fertilizer and Farm Supply Ltd., is authorized by Order R-2074 to locate its temporary anhydrous ammonia transfer facilities at Penhold, Alta., near mileage 83.73 Red Deer Subd. C.P.R.
- \*R-5185 April 14 – Requiring the C.N.R. to discontinue passenger train service between St. John's and Port aux Basques, Nfld., provided by Train Nos. 101 and 102, and coach service on Mixed Train Nos. 203 and 204, effective July 2, 1969; to operate a daily coach service in both directions on its express trains, between Bishop's Falls and Comer Brook, to provide a rail link with the bus service for residents in the area between Badger and Deer Lake; keep and maintain until September 30, 1970 passenger train equipment as the Committee shall direct for operation in case of emergencies and to publish forthwith in daily newspapers in St. John's, and Corner Brook, Nfld., and post at all stations located on the line, a copy of this Order; and rescinding authority of Order R-2673. (See page 159, 59 R.T.C.)
- R-5186 April 14 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and Spadina Avenue, City of Toronto, Ont., mileage 0.43 King Street Spur off mileage 0.95 Galt Subd.
- R-5187 April 14 – Extending the period within which Shur Crop Soil Service Ltd., is authorized by Order R-1958 to locate its temporary anhydrous ammonia transfer facilities at Fort MacLeod, Alta., near mileage 31.7 Crowsnest Subd., C.P.R.
- R-5188 April 14 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Canadian Industries Ltd., at Cobourg, Ont., mileage 0.60 Harwood Branch H.B. mileage 264.07 Kingston Subd., C.N.R.
- R-5189 April 14 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Secondary Hwy. No. 599, near Valora, Ont., mileage 121.41 Graham Subd., and to relocate the reflectorized signs now in service to another public crossing of their railway at mileage 8.96 Wakopa Subd., Man.



- R-5190 April 14 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Letourneux Avenue, City of Montreal, Que., mileage 9.28 Longue Pointe Subd.
- R-5191 April 14 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Development Road No. 313, Twp. of Plummer Additional, Ont., mileage 97.57 Thessalon Subd.
- R-5192 April 14 -- Approving the Plan, profile and book of reference of the proposed deviation of a portion of the C.P.R. Industrial Lead track starting at mileage 22.01 Winnipeg Beach Subd., in the Town of Selkirk, Man., and authorizing the Railway to construct a deviated track across Mercy Street and Sophia Street.
- R-5193 April 14 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 314 near Buchanan, Sask., at mileage 38.75 Margo Subd., and to relocate the reflectorized crossing signs now in service at the crossing to another public crossing of their railway at mileage 5.26 Winnipegosis Subd., Man.
- R-5194 April 14 – Approving the overhead and side clearances on the siding serving a building of the Bruce Robinson Electric Co. Ltd., which commences at mile 5.41 "B" Line, C.N.R in the City of Edmonton, Alta., providing signs indicating less than standard clearances are erected.
- R-5195 April 14 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Extension Road in Starks, British Columbia, at mileage 69.3 Victoria Subd; and to relocate the reflectorized signs now in service at this crossing to another public crossing of its railway at mileage 0.28 Industrial Lead off mileage 0.30 Victoria Subd.
- R-5196 April 14 – Requiring the C.N.R. to relocate the reflectorized signs from the crossing of their railway and 21st Street in the Township of Louth, Ont., at mileage 18.13 Grimsby Subd. to another crossing of their railway and Elma Street in Listowel at mileage 0.55 Town Spur off mileage 26.76 Newton Subd.
- R-5197 April 14 – Authorizing removal of speed limitation at the crossing of the C.N.R. and Valcartier Road (National Defence Siding) in Que., at mileage 15.14 St. Raymond Subd.
- R-5198 April 14 – Amending Order No. R-3815 which authorized the Alberta Department of Highways to reconstruct the Municipal Road where it crosses the C.P.R. between Sections 7 and 8-10-15-W4M in the MD of Taber, Alta., at mileage 70.39 Taber Subd.

- R-5199 April 14 - Authorizing the Quebec Department of Roads to widen and improve St. Jean Baptiste Road where it crosses the C.N.R. in the Parish of St. Henri de Lauzon, County of Levis, Que., at mileage 6.61 Diamond Subd.
- R-5200 April 14 - Amending Order 123998 which required the C.N.R. to install automatic protection at the crossing of their railway and 8th Range Road in the Municipality of St. Germain de Grantham, in Drummond County, Que., at mileage 103.68 Drummondville Subd.
- R-5201 April 14 - Approving changes in the automatic protection at the crossing of the C.N.R. and Fore Street in Liverpool, N.S. at mileage 0.84 Yarmouth Subd.
- R-5202 April 14 - Amending Order R-4402 which authorized the City of Ottawa, Ont., to reconstruct and improve the overhead bridge carrying Bank Street over the C.N.R. and the C.P.R. at mileage 3.97 Walkley Line and approving restricted overhead clearances at the said location.
- R-5203 April 14 - Authorizing removal of speed limitation at the crossing of the C.N.R. and St. Casimir Hervey Road in the Municipality of Lac aux Sables, Que., at mileage 71.45 LaTuque Subd.
- R-5204 April 14 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Highway No. 535 in Concession 1, Township of Rutter, Ont. at mileage 48.29 Cartier Subd.
- R-5205 April 14 - Authorizing the C.N.R. to construct their Truro Industrial Spur at grade across Glenwood Drive in the Town of Truro, County of Colchester, N.S. at mileage 0.20 off mileage 62.96 Bedford Subdivision and requiring all train movements over the crossing to be flagged by a member of the train crew.
- R-5206 April 14 - Amending Order 122362 which required the City of Waterloo to construct an overhead bridge to carry Weber Street North across the C.N.R. at mileage 4.33 Waterloo Subd. (Elmira Branch).
- R-5207 April 14 - Rescinding authority of Order R-1779 and amending Order R-891 which authorized the Ontario Department of Highways to widen and improve PH No. 41 where it crosses the C.P.R. at mileage 46.42 Havelock Subd., between Lot 10 and 11 Concession 7, Twp. of Kaladar, County of Lennox and Addington, Ont.
- R-5208 April 14 - Authorizing the removal of speed limitation at the crossing of the railway of the Great Northern Company and Douglas Road in Burnaby, British Columbia, at mileage 151.05 Second Subd.

- R-5209 April 14 - Allocating the cost of removing or relocating the facilities of the Nova Scotia Light and Power Co. Ltd., in connection with the construction of an overhead bridge of Highway No. 7 by the Nova Scotia Department of Highways, to carry Windsor by-pass highway over the Dominion Atlantic Railway near Windsor, N.S. at mileage 0.68 Truro Subd.
- R-5210 April 14 - Rescinding authority of Order 117525 which authorized the British Columbia Department of Highways to construct Colvalli Station Road across the C.P.R. at mileage 71.33 Cranbrook Subd., in British Columbia and to close existing crossings of the railway at mileage 71.6 Cranbrook Subd., and mileages 0.2 and 1.3 Windermere Subd.
- R-5211 April 14 - Authorizing the Northern Alberta Railways Co., to close within the limits of its right of way the crossing of the highway in the SE1/4-15-70-1 W5M, Alta. at mileage 121.67 Edmonton Subd. (formerly mileage 121.52 Edmonton Subd.)
- R-5212 April 14 - Authorizing removal of speed limitation at the crossing of the C.P.R. and Douglas Street in Sudbury, Ont., at mileage 0.69 Webbwood Subd.
- R-5213 April 14 - Approving tolls published in Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-5214 April 14 - Approving tolls published in Tariff filed by Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-5215 April 14 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and the NS County road in the SW1/4-15-53-23-W4M near Clover Bar, Alta., at mileage 163.92 Willingdon Subd.
- R-5216 April 14 - Amending Order R-4640 which required the C.N.R. to install automatic protection at the crossing of their railway and the North-South road at Ardrossan, County of Strathcona No. 20, Alta., at mileage 250.25 Wainwright Subd.
- R-5217 April 14 - Authorizing the City of Hamilton, Ont., to reconstruct Victoria Avenue where it crosses the C.N.R. at mileage 42.99 Grimsby Subd., and requiring the Railways to relocate the automatic protection to provide for the widened crossing.
- R-5218 April 14 - Authorizing Noranda Mines Limited to mine potash under or within 40 yards adjacent to the right of way of the C.N.R. between mileages 7.9 and 14.1 in the vicinity of Neely, Sask.
- R-5219 April 14 - Authorizing the City of Duncan, British Columbia to construct a connection road between Queen's Road and Ingram Road across

the C.P.R. at mileage 39.83 Victoria Subd., and requiring the Railway to install automatic protection at the crossing.

- R-5220 April 14 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and a public road in Dagmar Ont., at mileage 162.52 Havelock Subd.
- R-5221 April 14 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Dublin Avenue in St. James, Man., at mileage 4.50 Oak Point Subd., and authorizing the Metropolitan Corporation of Greater Winnipeg to synchronize the protection with the traffic lights at the intersection of James St. and Dublin Ave. and requiring the Railways to relocate the existing reflectorized signs now in service at the crossing to another public crossing of their railway at mileage 14.76 Innwood Subd.
- R-5222 April 14 – Requiring the C.N.R. to relocate the existing reflectorized signs from crossings of their railway and County Road No. 14, at mileages 66.58 and 72.40 Bala Subd., in Concession 9, Township of Thorah, and west of Brechin, Ont., respectively to other crossings of their railway at Borden Street in Port Colborne at mileage 1.22 of the spur off mileage 19.61 Dunnville Subd. and the highway at mileage 0.04 of the spur off mileage 3.93 Fonthill Subd.
- R-5223 April 14 – Requiring the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway and Jones Road west of Winona, Township of Saltfleet, Ont., at mileage 34.29 Grimsby Subd. to other crossings of their railway and Baxter Street at mileage 0.12 Pine Street Spur off mileage 5.48 Fonthill Subd. and Lyndon Street at mileage 0.14 Pine Street Spur in Thorold.
- R-5224 April 14 – Amending Order R-700 which authorized the C.P.R. to reconstruct and improve the subway carrying Blue Beach Road over the Dominion Atlantic Railway at Blue Beach, County of Kings, N.S.
- R-5225 April 15 – Approving the construction of highway No. 587 by the Ontario Department of Highways under the Blende River bridge of the C.N.R. in the Township of McTavish, District of Thunder Bay, Ont., at mileage 173.1 Kinghorn Subd.
- R-5226 April 15 – Amending Order No. R-194 which approved changes in the automatic protection at the crossing of the C.N.R. and 6th Avenue in the City of Montreal, Que., at mileage 134.39 Joliette Subd.
- R-5227 April 15 – Authorizing removal of speed limitation at the crossing of the Toronto, Hamilton and Buffalo Railway and Vanessa Road in Ont., at mileage 76.30 Waterford Subd.

- R-5228 April 15 – Authorizing the C.P.R. to construct and maintain the vehicular and railroad underpasses in its Alyth Yard in Calgary, Alta., and approving the less than standard overhead and side clearances.
- R-5229 April 15 – Requiring that portion of the cost of maintenance and operation of the automatic protection at the crossing of the C.N.R. and Brassard Street in Roberval, Que., at mile 11.40 Roberval Subd., which was to be paid by the Quebec Department of Roads to be now paid by the City of Roberval.
- R-5230 April 15 – Authorizing the Quebec Department of Roads to widen Petit St. François West Road where it crosses the C.P.R. in the Parish of St. Pie, County of Bagot, Que., at mileage 18.70 St. Guillaume Subd., and requiring the Railway to install automatic protection at the crossing.
- R-5231 April 15 – Requiring the Northern Alberta Railways to install automatic protection at the crossing of its railway and road 727F one half mile north of Alcomdale, Alta., at mileage 31.01 Edmonton Subd., and to relocate the existing reflectorized signs now in service at this crossing to another public crossing of its railway at mileage 349.56 Smokey Subd.
- R-5232 April 15 – Authorizing the City of Ottawa, Ont., to construct a pedestrian walkway on Walkley Road to cross the C.N.R. and the C.P.R. at mileage 0.72 Ellwood Subd. and mileage 0.35 Ellwood Spur.
- R-5233 April 15 – Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge carrying highway No. 27 over its tracks in the borough of Etobicoke, Ont., at mileage 10.87 Galt Subdivision.
- R-5234 April 15 – Amending Order R-1500 which authorized the United Counties of Northumberland and Durham in Ont., to reconstruct and improve the subway carrying County Road No. 73 under the C.P.R. between Lots 28 and 29, Concession 2, Township of Clarke at mileage 158.60 Belleville Subd.
- R-5235 April 15 – Authorizing removal of speed limitation at the crossing of the C.P.R. and a public road near Kenora, Ont., at mileage 142.9 Ignace Subd.
- R-5236 April 15 – Requiring the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway and Halton County Road No. 8 in Milton, Ont., at mile 0.56 Milton Town Spur, Halton Subd., to other crossings of their railway and Rose and Elgin Streets at mileages 0.15 and 0.21 Pine Street Spur respectively off mileage 5.48 Fonthill Subd., in Thorold.

- R-5237 April 15 – Requiring the C.N.R. to relocate the existing reflectorized crossings signs from the crossing of their railway and Tashmoo Avenue in Sarnia, Ont., at mileage 2.88 St. Clair River Industrial Spur off St. Clair Tunnel Subd. to another public crossing of their railway at mileage 0.20 of the spur off mileage 3.93 Fonthill Subd.
- R-5238 April 15 – Approving tolls published in tariffs filed by the C.N.R. under section 3 of the M.F.R.A.
- R-5239 April 15 – Approving tolls published in tariffs filed by the Dominion Atlantic Railway under section 3 of the M.F.R.A.
- R-5240 April 15 – Approving tolls published in Supplement No. 19 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A. (C.P.R.-D.A.R.) and rescinding authority of Orders 124879 and R-1651.
- R-5241 April 15 – Approving tolls published in tariff filed by the C.N.R. under sections 3 and 8 of the M.F.R.A.
- R-5242 April 15 – Approving toll published in tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-5243 April 15 – Approving tolls published in tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-5244 April 15 – Approving tolls published in tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-5245 April 15 – Approving revisions to tariffs filed by Bell Canada.
- R-5246 April 15 – Approving revisions to tariffs filed by Bell Canada.
- R-5247 April 15 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Hwy. No. 361 near Lampman, Sask. at mileage 67.80 Lampman Subd.
- R-5248 April 15 – Authorizing removal of speed limitation at the crossing of the C.N.R. and a public road in the County of Champlain Que., at mileage 7.43 St. Stanislas Subd.
- R-5249 April 15 – Authorizing removal of speed limitation at the crossing of the C.N.R. and a public road in Bracebridge, Ont., at mileage 120.39 Newmarket Subd.
- R-5250 April 15 – Authorizing the Quebec Department of Roads to relocate Range Road No. 2 where it crosses the C.N.R. at mileage 8.39 Rouyn Subd. in Taschereau, County of Abitibi West, Que., and requiring the Railways to close the existing crossing within their right of way and to install automatic protection at the relocated crossing.

- R-5251 April 15 – Approving revisions to tariffs filed by Bell Canada.
- R-5252 April 15 – Approving revisions to tariffs filed by the Canadian Pacific Telecommunications.
- R-5253 April 15 – Authorizing the Halifax-Dartmouth Bridge Commission to construct Ramp K (structure No. 9) over the C.N.R. Willow Park Branch at mileage 0.78 off mileage 1.69 Deep Water Branch off mileage 4.98 Bedford Subd., and a subway to carry Ramps L & H under the C.N.R. Willow Branch at mileage 0.82, in the City of Halifax, N.S.
- R-5254 April 15 – Authorizing the C.N.R. to operate on May 6, 1969 over their former Sorel Subd. between mileages 0.55 and 3.19 in the County of Chambly, Que., for the purpose of an Industrial Rail Tour, provided all crossings of public roads are protected by manual flagging.
- R-5255 April 16 – Authorizing the C.N.R. to make changes to the signals on their Halton Subd. in Ont. between mileages 7.5 and 13.0
- R-5256 April 16 – Approving changes in the automatic protection at the crossing of the C.N.R. and Hwy. No. 19A, in St. Tite, Que., at mileage 7.49 Lac St. Jean Subd.
- R-5257 April 16 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and the Secondary Highway No. 643, west of Nakina, Ont. at mileage 140.73 Caramat Subd.
- R-5258 April 16 – Authorizing the C.N.R. to operate their engines, cars and trains under the dual overhead bridge carrying PTH No. 59 (Metro Route No. 20) over their tracks at mileage 248.6 Redditt Subd. in Man.
- R-5259 April 16 – Authorizing the C.P.R. to operate its engines, cars and trains over the bridge carrying its track over the canal of the St. Mary Irrigation Project in the SW1/4-20-4-27-W4M, in Alta., at mileage 68.0 Cardston Subd.
- R-5260 April 16 – Authorizing the C.N.R. to operate their engines, cars and trains over the bridge carrying their eastward main track over private road at mileage 28.4 Dundas Subd., east of Paris Junction, Ont.
- R-5261 April 16 – Authorizing removal of speed limitation at the crossing of the C.P.R. at Highway No. 2, near Mossbank, Sask., at mileage 45.04 Expanse Subd.
- R-5262 April 16 – Authorizing the C.P.R. to operate its engines, cars and trains over the subway structure carrying its track over Highway No. 2 in the Town of Paris, County of Brant, Ont., at mileage 13.75 Simcoe over Galt Subd.

- R-5263 April 16 - Approving the widening and improvement of Bayview Avenue where it crosses a joint track of the C.P.R. and C.N.R. in the City of Ottawa, Ont., at mileage 0.18 Carleton Spur.
- R-5264 April 16 - Requiring the Nipissing Central Railway to install automatic protection at the crossing of its railway and Goodfish Road, in the Township of Teck, Ont., at mileage 5.20 Kirkland Lake Subd.
- R-5265 April 16 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Papineau Range Road, in St. Paul d'Abbotsford, County of Rouville, Que., at mileage 9.63 St. Guillaume Subdivision.
- R-5266 April 16 - Rescinding authority of Order 123634 which authorized the Township of Cumberland to widen Main Street where it crosses the C.N.R., in the Village of Vars, Ont., at mileage 60.87 Alexandria Subd.
- R-5267 April 16 - Apportioning the cost of removal or relocation of the facilities of The Bell Telephone Company of Canada, the Union Gas Company of Canada Limited, the Hydro Electric Power Commission of Ontario and the Public Utilities Commission of the Town of Simcoe, in the connection with the construction of the subway carrying Highway No. 24 (Norfolk Street) under the C.N.R., in the Town of Simcoe, Ont., at mileage 73.18 Cayuga Subd.
- R-5268 April 16 - Authorizing removal of the speed limitation at the crossing of the C.N.R. and a public road in the Township of Oro, Ont., at mileage 74.19 Newmarket Subd.
- R-5269 April 16 - Requiring the Penn Central Company to install automatic protection at the crossing of its railway and Highway No. 3 at Maidstone, Ont., at mileage 214.79 Main Line Subd.
- R-5270 April 16 - Authorizing the C.N.R. to operate their engines, cars and trains over the bridge at mileage 32.9 Yale Subd. in British Columbia.
- R-5271 April 16 - Authorizing removal of the speed limitation at the crossing of the C.N.R. and St. Jacques Street, in Charlemagne, Que., at mileage 124.19 Joliette Subd.
- R-5272 April 16 - Requiring the British Columbia Hydro and Power Authority to install automatic protection at the crossing of its railway and 33rd Avenue, in the City of Vancouver, British Columbia at mileage 2.82 Vancouver Subd.
- R-5273 April 16 - Amending Order 120470 which required the C.N.R. to reconstruct and improve the overhead bridge carrying a public road over their track in the Township of Shipton, County of Richmond, Que., at mileage 72.5 Danville Subd.



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- R-5272 April 16 - Requiring the British Columbia Hydro and Power Authority to install automatic protection at the crossing of its railway and 33rd Avenue, in the City of Vancouver, British Columbia at mileage 2.82 Vancouver Subd.
- R-5273 April 16 - Amending Order 120470 which required the C.N.R. to reconstruct and improve the overhead bridge carrying a public road over their track in the Township of Shipton, County of Richmond, Que., at mileage 72.5 Danville Subd.

- R-5274 April 16 – Requiring the Quebec Central Railway to install automatic protection at the crossing of its railway and Highway No. 28 in St. Victor de Tring, Beauce County, Que., at mileage 11.21 Tring Subd.
- R-5275 April 16 – Amending Order R-1610 respecting the installation of automatic protection at the crossing of the C.N.R. and the East Leg of the Wye to the Walkley Line, where it crosses Ridge Road, in the City of Ottawa, Ont., at mileage 0.20 Ottawa Subd.
- R-5276 April 16 – Requiring the C.N.R. to relocate the reflectorized signs at the crossing of their railway and Highway No. 24, in the Township of Brantford, Ont., at mileage 6.67 Burford Subd.; to other crossings of their railway and St. Peter Street South, in St. Catharines, at mileage 0.12 of the Spur off mileage 3.93 Fonthill Subd.; and Carlton Street North, in Thorold, at mileage 0.14 of the Spur off mileage 3.93 Fonthill Subd.
- R-5277 April 16 – Amending Order R-1539 which required the C.N.R. to install automatic protection at the crossing of their railway and the N.S. Municipal District Road, west of Heath Yard in the M. D. of Wainwright No. 61, Alta., at mileage 128.28 Wainwright Subd.
- R-5278 April 16 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Rue du Moulin, in Charette, Que., at mileage 61.99 Joliette Subd.
- R-5279 April 16 – Authorizing Ontario Department of Highways to widen and improve Long Lake Road where it crosses the C.P.R. between Lots 24 and 25, Concession 3, Township of Hinchinbrooke, County of Frontenac, Ont., at mileage 42.72 Belleville Subd.; and requiring the Railway to relocate the existing automatic protection to provide for the widened crossing.
- R-5280 April 16 – Amending Order 122356 which authorized the Ontario Department of Highways to construct an overhead bridge to carry Highway No. 2 over the C.N.R. at mileage 61.87 Kingston Subd., and over the C.P.R. at mileage 132.82 Belleville Subd., east of Cobourg, Ont.
- R-5281 April 16 – Authorizing the Township of Tilbury East to widen and improve the Township Road where it crosses the C.P.R. between Lots 6 and 7, Concession 4, Ont., at mileage 76.06 Windsor Subd.
- R-5282 April 16 – Authorizing the removal of the speed limitation to the crossing of the C.N.R. and a public road at Pepperlaw, Ont., at mileage 54.02 Bala Subd.

- R-5283 April 16 - Authorizing removal of the speed limitation at the crossing of the C.N.R. and Simcoe Street, in Beaverton, Ont., at mileage 63.88 Bala Subd.
- R-5284 April 16 - Authorizing removal of the speed limitation at the crossing of the C.N.R. and D'Estimauville Avenue, in the City of Quebec, Que., at mileage 1.91 Murray Bay Subd.
- R-5285 April 16 - Authorizing removal of the speed limitation at the crossing of the C.N.R. and Niagara Street, in the City of Hamilton, Ont., at mileage 1.00 N & NW Spur Subd.
- R-5286 April 16 - Approving changes in the automatic protection at the crossing of the C.N.R. and Miller Street, in Gogama, Ont., at mileage 86.54 Ruel Subd.
- R-5287 April 16 - Approving revisions to tariffs filed by Canadian National Telecommunications.
- R-5288 April 16 - Requiring the City of Ottawa, Ont., and the C.P.R. to provide protection at the crossings of Holland Avenue and Scott Street, at mileage 0.57 Carleton Spur and the Beach Spur, by the installation of traffic signals at the intersection of Holland Avenue and Scott Street, and by the installation of pre-empting circuits and indication lamps on the Carleton Spur and Beach Spur; and requiring all rail movements over the crossings, to be protected by a member of the crew if the governing railway indication lamp is not illuminated.
- R-5289 April 17 - Approving relocation of the proposed temporary anhydrous ammonia transfer facilities of Canadian Industries Limited at Port Stanley, Ont., near mileage 23.35 Talbot Subd., C.P.R.
- R-5290 April 17 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Canadian Industries Limited at Orangeville, Ont., near mileage 34.35 Orangeville Subd., C.P.R.
- R-5291 April 17 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Great Star Flour Mills Limited, at St. Mary's, Ont., near mileage 10.21 Thorndale Subd., C.N.R.
- R-5292 April 17 - Extending the period within which Prairie Gold Seed is authorized by Order R-3777 to locate its temporary anhydrous ammonia transfer facilities at Minto, Man., near mileage 30.4 Hartney Subd., C.N.R.
- R-5293 April 17 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Sherritt Gordon Mines Limited at Ardley, Alta., near mileage 16.0 Three Hills Subd., C.N.R.

- R-5294 April 17 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Schnell & Barrie Limited at Viewpoint, Alta., near mileage 5.3 Stettler Subd., C.N.R.
- R-5295 April 17 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Sherritt Gordon Mines Limited at Niobe, Alta., near mileage 78.2 Red Deer Subd., C.P.R.
- R-5296 April 17 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Eckville Co-Operative Association Limited, at Winthrow, Alta., near mileage 72.7 Brazeau Subd., C.N.R.
- R-5297 April 17 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Sherritt Gordon Mines Limited at Forshee, Alta., near mileage 24.7 Hoadley Subd., C.P.R.
- R-5298 April 17 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Federated Co-Operatives Limited at Tempest, Alta., near mileage 94.1 Taber Subd., C.P.R.
- R-5299 April 17 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Alberta Wheat Pool at Tees, Alta., near mileage 87.7 Lacombe Subd., C.P.R.
- R-5300 April 17 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Agricultural Chemicals Limited at Cobourg, Ont., near mileage 263.37 Kingston Subd., C.N.R.
- R-5301 April 17 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Sherritt Gordon Mines Limited at Stony Plain, Alta., near mileage 24.0 Edson Subd., C.N.R.
- R-5302 April 17 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Sherritt Gordon Mines Limited at Huxley, Alta., near mileage 43.0 Three Hills Subd., C.N.R.
- \*R-5303 April 18 – Authorizing payment from the Railway Grade Crossing Fund to Canadian General Transit Company Limited for placing reflective markings on the side of 304 cars during the period from July 1 to December 31, 1968. (See page 161, 59 R.T.C.).
- R-5304 April 18 – Amending Order R-1582 which authorized improvements to the automatic protection at the crossing of the C.N.R. and County Road No. 79, at Drew, in the County of Wellington, Ont., at mileage 10.74 Owen Sound Subd.
- R-5305 April 18 – Approving revisions to tariffs filed by Bell Canada

- R-5306 April 18 -- Amending Order 121442 which authorized the Quebec Central Railway to construct a culvert and fill to replace the existing bridge at mileage 0.14 Lower Yard Spur, in the City of Sherbrooke, Que.
- R-5307 April 18 -- Authorizing The Quebec Central Railway to operate its engines, cars and trains over the fill which replaced the bridge at mileage 0.14 Lower Yard Spur, in the City of Sherbrooke, Que.
- R-5308 April 18 -- Approving the location of its proposed additional flammable liquid transfer facilities of British American Oil Company Limited, at Ashcroft, British Columbia near mileage 47.74 Thompson Subd., C.P.R.
- R-5309 April 18 -- Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Highway No. 7, at Ailsa Craig, Ont., at mileage 22.44 Forest Subd.
- R-5310 April 18 -- Authorizing the C.N.R. to close within the limits of their right-of-way, the crossing of their railway and the road in the Parish of Botsford, County of Westmorland, in N.B., at mileage 35.64 Tormentine Subd.
- R-5311 April 18 -- Authorizing removal of the speed limitation at the crossing of the C.N.R. and 3rd Street, in Birch River, Man., at mileage 21.37 Erwood Subd.
- R-5312 April 18 -- Requiring the C.N.R. to install automatic protection at the crossing of their railway and the Township Road No. 51 in the Township of Brantford, Ont., at mileage 17.39 Dundas Subd.
- R-5313 April 18 -- Rescinding authority of Orders 84054, 86874 and 113805 and approving the location of the proposed flammable liquid bulk storage and transfer facilities of Imperial Oil Limited, at Arborg, Man., near mileage 74.3 Arborg Subd., C.P.R.
- R-5314 April 18 -- Authorizing removal of the speed limitation at the crossing of the C.N.R. and the public road in Amesdale, Ont., at mileage 50.84 Redditt Subd.
- R-5315 April 18 -- Approving changes in the automatic protection at the crossing of the C.N.R. and Highway No. 45, in Barraute, Que., at mileage 18.53 Taschereau Subd.
- R-5316 April 18 -- Authorizing the Saskatchewan Department of Highways and Transportation to realign, widen and improve Highway No. 55 where it crosses the C.P.R. at White Fox, between SW1/4-1 and SE1/4-1-52-16-W2M, Sask., at mileage 8.64 White Fox Subd., and requiring the Railway to relocate the existing automatic protection to provide for the widened crossing.

- R-5317 April 18 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and 61st Avenue S.E., in Calgary, Alta., at mileage 3.31 Macleod Subd.
- R-5318 April 18 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and a public road near Trossachs, Sask., at mileage 18.70 Assiniboia Subd.
- R-5319 April 18 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and Highway No. 3, in the County of Lethbridge, Alta., at mileage 104.74 Taber Subd.
- R-5320 April 18 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and Bruce Street, in Thornbury, Ont., at mileage 44.37 Meaford Subd.
- R-5321 April 18 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Highway No. 23 east of Listowel, Ont., at mileage 29.24 Newton Subd.
- R-5322 April 18 – Authorizing the C.P.R. to operate its engines, cars and trains over the bridge over the Red River Floodway, in Man., at mileage 8.4 Emerson Subd.
- R-5323 April 18 – Approving the side clearance at the doorway on the siding serving Hiram Walker & Sons Limited, off mileage 105.75 Chatham Subd., C.N.R., at Walkerville, Ont., provided signs indicating less than standard side clearance are erected.
- R-5324 April 18 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Road No. 727K, three miles north of Edmonton, Alta., at mileage 2.65 Coronado Subd.
- R-5325 April 18 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and St. Joseph Boulevard (or Highway No. 22), in Drummondville, Que., at mileage 51.72 Drummondville Subd.
- R-5326 April 18 – Authorizing the C.P.R. to operate its engines, cars and trains over its bridge over the Red River, in the City of Winnipeg, Man., at mileage 124.6 Keewatin Subd.







PAMPHLET NO. 10

MAY 1969

# Canadian Transport Commission

## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

*IN THE MATTER OF the application of the Canadian Pacific Railway Company for authority, in respect of its proposed Customer Service Centre, at Nelson, in the Province of British Columbia, to remove twenty (20) agents and one (1) caretaker from stations on its Kootenay Division.*

*File No. 4205.3237  
May 2, 1969*

**BEFORE:**

THE HON. J.W. PICKERSGILL,  
JOHN MAGEE,  
J.M. WOODARD,

*President.  
Commissioner.  
Commissioner.*

**APPEARANCES:**

V.F. BURSTALL }  
and  
R.J. MADGE }  
T.M. LITTLE,  
JAMES G. McMYNN,  
CARL LOEBLICH,  
W.J. GORDON,  
R. HARDING,

*Counsel for Canadian Pacific Railway Company.  
  
for the Town of Castlegar.  
for the Town of Midway.  
for the Town of Kinnaird.  
Kinnaird, British Columbia.  
M.P. for Kootenay West.*

Heard at Nelson, British Columbia, March 4, 1969.

### RAILWAY TRANSPORT COMMITTEE

#### JUDGMENT

WOODARD, C.

The application from the Canadian Pacific Railway Company (hereinafter referred to as the "Railway") to remove twenty (20) agents and one (1) caretaker on its Kootenay Division coincidental with the inauguration of a Customer Service Centre at Nelson, is dated November 15, 1968. At the same time the Railway furnished copies of its

59 R.T.C.

application to municipalities and industries concerned, to Members of Parliament and to Members of the Legislative Assembly of British Columbia. With the application furnished to the above was advice that any submissions, either supporting or opposing the proposed Customer Service Centre Plan, should be sent to the Secretary of the Railway Transport Committee, Canadian Transport Commission, Ottawa; and a request that copies of any such submissions be sent to the Railway.

During the two or three months immediately following the date of application, a number of submissions were received by the Railway Transport Committee, a few of which registered objection to the Railway proposal, but a greater number were in support of, or registered no objection to the plan as submitted.

In December 1968, the Railway, for the purpose of disseminating information to their customers regarding the proposed plan, sent a team of officers into the area. Twenty-nine meetings were held at different locations during the period December 9, 1968, to February 6, 1969. During this time over 200 letters of explanation were sent to carload and Canadian Pacific Merchandise Services customers in the area. Advertisements were also placed in the daily and weekly newspapers serving the Kootenays.

The District Inspector at Vancouver was directed by this Committee to conduct a review by way of meetings with local authorities and shippers, to determine the effect on municipalities and railway patrons of implementing such a plan. The Inspector completed his survey in January 1969, and his report is on file.

On February 10, 1969, the Railway Transport Committee sent to all interested parties shown on its files, and to all others who had received a copy of the Railway's application, notice that a public hearing would be held on Tuesday, March 4, 1969, in the Court House, Nelson, British Columbia, at 10.00 A.M.

The hearing was held at that time and on that date, with the Honourable J.W. Pickersgill, President, Canadian Transport Commission, presiding.

#### **Description of Proposed Customer Service Plan:**

The plan proposed for the Kootenay Division is, essentially, identical to plans established at Lethbridge, Calgary, Edmonton, Medicine Hat, Regina and the Trenton Division. The basic principle is the establishment of a Customer Service Centre at a central point (in this case Nelson), with which all patrons of the Railway can communicate by means of a toll-free Zenith telephone number. The switchboard at the centre would be staffed 24 hours a day, 7 days a week, and would place with various experts in their field, calls relating to rate matters, ordering or placing of cars, information re shipments, telegraph messages, train, hotel or steamship reservations, etc. All waybilling and accounting now being done by agents would be done by staff at the Customer Service Centre.

Express, L.C.L. and less-than-trailerload traffic is now being handled by truck on the Kootenay Division. This method of handling will continue, but billing and collecting

will now be done through the Customer Service Centre. The trucking service, whether it be Canadian Pacific Merchandise Services, contract or interline carrier, will provide its own staff and facilities for shipments for delivery, and local pick-up and delivery service, where now provided, will be continued.

For the purpose of providing personal contact with its customers, the Railway proposes to appoint 4 mobile supervisors to be domiciled and to work out of Fernie, Cranbrook, Nelson and Grand Forks, each to be assigned to specific routes to be covered on specific days. Their duties will be generally to contact customers, adjust complaints and to see that all customers are receiving satisfactory attention in matters of merchandise or carload traffic, or any other railway service requested. While the mileage to be travelled by these men is considerable, the Railway is confident that travelling time will not preclude their carrying out their contact work, but assured the Committee that if it were found that the customers were not being adequately served, immediate steps would be taken to add to the number of mobile supervisors.

#### **Opposition to the Application:**

From the report of the Committee's District Inspector, and from letters on file with the Committee, it is apparent that much of the opposition to the Railway's proposal was withdrawn after the team of officers had explained the program and the changes proposed to customers and municipalities in the area. However, at the hearing, some objections were raised and have been considered.

Mr. T.M. Little, Mayor of Castelgar, presented a brief which, to summarize, expressed a fear that the facelessness of the method of business dealings, by using telephone rather than personal contact, would affect the confidence that customers now have in dealing with agents. His brief expressed concern that the proposal would have an adverse effect on the development of the Kootenays and the Town of Castelgar in particular. The brief made two major suggestions; firstly, that it would be in the public interest to phase out the removal of the 20 agents over a period of time rather than removing them all at once, and secondly, that the Railway, if the plan is approved, should provide more than the proposed 4 mobile supervisors to adequately service the area.

Mr. J.G. McMynn, Vice-President of Boundary Sawmills and Mayor of the Corporation of the Village of Midway, presented a brief on behalf of Midway. This brief dealt primarily with concern that the handling of waybills for shipments from Boundary Sawmills would be delayed by the removal of the agent from Midway. Concern was also registered that the mobile supervisor would be unable to devote the required time to customers' problems due to excessive miles to travel.

Mr. Carl Loeblich, Mayor of Kinnaird, stated that it was the decision of his Town Council not to oppose the application as it affected no industry in the Town.

Mr. Gordon, of the Town of Kinnaird, had no comments, but only requested that he be recorded as an interested observer.

Mr. Randolph Harding, M.P. for Kootenay West, who was in the audience, asked permission to comment on the application, and mentioned that his personal survey of the municipalities and regional districts indicated little opposition to the Railway's proposal. He expressed the hope that the present application was not the first step towards abandonment of the railway lines.

**Conclusions:**

I am satisfied that the Railway has done an excellent job in informing and educating its customers concerning the changes to be expected should this application be granted.

Being satisfied that the proposed Company Service Centre Plan is essentially the same as the number of other plans which the Committee has earlier approved and which, from our records are functioning satisfactorily, I would grant the application of the Canadian Pacific Railway Company.

In reaching this conclusion, I must mention my continuing concern, as expressed in earlier Judgments, of the role played by Mobile Supervisors in the proposed Plan. It is apparent to me that to ensure the proper functioning of the Plan the Mobile Supervisors should not be assigned to territories too large for them to cover easily and still perform their duties of proper customer contact and adequate service. In this context, I am particularly concerned that the misgivings expressed by the representatives of Castlegar and Midway should be kept in mind by the Railway. I would again remind the Railway of its assurance to the Committee that this portion of the proposed Plan will be kept under constant review, to ensure adequate service to the users of the Railway's facilities.

I would grant the application of Canadian Pacific Railway Company to remove twenty (20) agents and one (1) caretaker on its Kootenay Division, and to substitute therefor the Customer Service Centre Plan comprised in the application, as amplified at the hearing in Nelson.

An Order will issue accordingly.

May 2, 1969.

(Signed) JOHN M. WOODARD.

I CONCUR:

(Signed) J.W. PICKERSGILL.

(Signed) JOHN MAGEE.

## CANADIAN TRANSPORT COMMISSION

## ORDER NO. R-5514

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Canadian Pacific Railway Company for authority, in respect of its proposed Customer Service Centre, at Nelson, in the Province of British Columbia, to remove twenty (20) agents and one (1) caretaker from stations on its Kootenay Division.*

*File No. 4205.3237*

UPON hearing the application at a sittings of the Committee at Nelson, in the Province of British Columbia, on March 4, 1969, in the presence of Counsel for the Canadian Pacific Railway Company and T.M. Little for the Town of Castlegar, James G. McMynn for the Town of Midway, Carl Loeblich for the Town of Kinnaird, W.J. Gordon of Kinnaird, British Columbia and R. Harding, Member of Parliament for Kootenay West, and

UPON reading the submissions filed —

The Committee hereby orders:

Upon the establishment by the Canadian Pacific Railway Company of its Customer Service Centre at Nelson, in the Province of British Columbia, and the implementation of its plan as submitted at the said hearing, the Canadian Pacific Railway Company is authorized to remove its agents at Crowsnest, Midway, South Slokan, Creston, Elko, Tadanac, Greenwood, Yahk, Natal, Rosebery, Castlegar, Kaslo, Cranbrook, Beaverdell, Slokan City, Kimberley, Fernie, Nakusp, Grand Forks and Lardeau, and to remove its caretaker at Erickson, all in the Province of British Columbia.

Dated at Ottawa, this 2nd day of May, 1969.

(Sgd.) C.W. RUMP, Secretary,  
Railway Transport Committee



# Canadian Transport Commission

## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

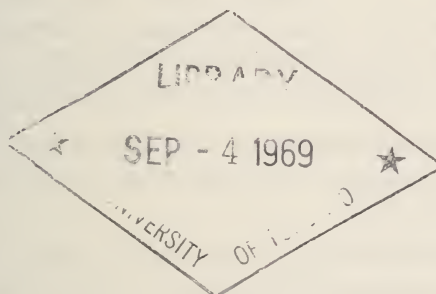
CANADIAN TRANSPORT COMMISSION

ORDER NO. R-5554

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Canadian Pacific Railway Company, hereinafter called the "Applicant Company", for authority to remove its agent at South Edmonton, in the Province of Alberta:*

*File No. 4205.2936*



UPON reading the submissions filed —

The Committee hereby orders:

The Applicant Company is authorized to remove its agent at South Edmonton, in the Province of Alberta.

Dated at Ottawa, this 7th day of May 1969.

(Sgd.) C.W. RUMP, Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-5593

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF Order No. 123336, dated January 26, 1967 of the Board of Transport Commissioners for Canada, as amended by Order No. 124803, dated June 28, 1967 of the said Board, respecting the placing of reflective markings on the sides of railway cars; and*

*IN THE MATTER OF the amount payable from The Railway Grade Crossing Fund towards the cost of such markings in respect of the Algoma Central Railway:*

*File No. 45463.4*

WHEREAS the Algoma Central Railway has submitted that the total cost of placing reflective markings on the sides of the Railway's cars during the period from July 1 to December 31, 1968, amounted to \$3,067.77; and

WHEREAS section 3 of the said Order No. 123336 provides that eighty per cent of the cost of placing the said reflective markings shall be paid out of The Railway Grade Crossing Fund, which contribution shall not exceed \$8.00 per car, and the remainder of such cost shall be paid by the Applicant Company —

UPON reading the submissions filed —

The Committee hereby orders:

Eighty per cent of the above-mentioned cost, namely the sum of \$2,454.22, shall be paid out of The Railway Grade Crossing Fund and the balance of the said cost shall be paid by the Algoma Central Railway.

Dated at Ottawa, this 15th day of May, 1969.

(Sgd.) C.W. RUMP,  
Secretary,  
Railway Transport Committee.



CANADIAN TRANSPORT COMMISSION

ORDER NO. R-5653

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of class ratings on Cobalt Metal, in barrels or boxes, in Canadian Freight Classification No. 22, C.T.C. (F) No. 1740.*

*File No. 40615.55*

UPON application of T.J.A. Law, Alternate Agent, of the Canadian Freight Association, on behalf of carriers parties to Canadian Freight Classification No. 22, C.T.C. (F) No. 1740 -

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability is authorized to the extent of the valuation stated herein in respect of the undermentioned classification ratings to be published on Cobalt Metal, in barrels or boxes, in Item 3590 of Canadian Freight Classification No. 22, C.T.C. (F) No. 1740:

	Ratings		Carload Minimum Weight (Pounds)
	LCL	CL	
Released to value not exceeding 40 cents per pound . . . . .	70	45	30,000R
Released to value exceeding 40 cents per pound but not exceeding \$1.00 per pound .	100	70	30,000R
Released to value exceeding \$1.00 per pound but not exceeding \$5.00 per pound .	200	85	30,000R

Dated at Ottawa, this 22nd day of May, 1969.

(Sgd.) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

## CANADIAN TRANSPORT COMMISSION

## ORDER NO. R-5670

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF Order No. 123336 dated the 26th day of January 1967, of the Board of Transport Commissioners for Canada, as amended by Order No. 124803 dated the 28th day of June, 1967, of the said Board, respecting the placing of reflective markings on the sides of railway cars; and*

*IN THE MATTER OF the amount payable from The Railway Grade Crossing Fund towards the cost of such markings in respect of the Canadian National Railways:*

*File No. 45463.1*

WHEREAS Canadian National Railways have submitted that the total cost of placing reflective markings on the sides of 2,766 cars during the period from July 1st, 1968 to December 31st, 1968, amounted to \$9,080.22; and

WHEREAS section 3 of said Order No. 123336 provides that eighty per cent of the cost of placing the said reflective markings shall be paid out of The Railway Grade Crossing Fund, which contribution shall not exceed \$8.00 per car, and the remainder of such cost shall be paid by the Canadian National Railways.

The Committee hereby orders:

Eighty per cent of the above mentioned cost, or the sum of \$7,264.17, whichever is the lesser, shall be paid out of The Railway Grade Crossing Fund and the balance of the said cost shall be paid by the Canadian National Railways.

Dated at Ottawa, this 22nd day of May, 1969.

(Sgd.) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-5785

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rates on Copper Concentrates from Brunswick Mine, N.B., and Gaspé, Quebec to Noranda (Rouyn) Quebec.*

*File No. 40615.56*

UPON application of the Canadian National Railways —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability not exceeding \$60.00 per 2,000 pounds is authorized in respect of rate of \$10.55 per 2,000 pounds from Brunswick Mine, N.B., and \$11.34 per 2,000 pounds from Gaspé, Que., to Noranda (Rouyn), Que., on Copper Concentrates, carload minimum weight 90% of the marked capacity of the car used but not less than 140,000 pounds.

Dated at Ottawa, this 29th day of May, 1969.

(Sgd.) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

## CANADIAN TRANSPORT COMMISSION

ACCIDENTS REPORTED TO THE OPERATING BRANCH, MARCH, 1969  
RAILWAY TRANSPORT COMMITTEE

	Accidents	Killed	Injured
Railway Accidents . . . . .	207	6	206
Level Crossing Accidents . . . . .	<u>32</u>	<u>14</u>	<u>31</u>
	239	20	237
		Killed	Injured
Passengers . . . . .		1	37
Employees . . . . .		4	162
Others . . . . .		<u>15</u>	<u>38</u>
		20	237

Of the 32 accidents at Highway Crossings, 19 occurred where Standard Railway Crossing Signs are located, 13 where additional forms of protection are in use, 20 after Sunrise and 12 after Sunset.

OTTAWA, ONT.

**SUMMARY OF ORDERS ISSUED BY  
THE RAILWAY TRANSPORT COMMITTEE**

(\*denotes Order printed in full)

- R-5327 April 21 – Requiring the CNR to improve the automatic protection at the crossing of their railway and Highway No. 7, west of Ailsa Craig, Ont., at mileage 25.99 Forest Subd.
- R-5328 April 21 – Amending Order R-152 which required the installation of automatic protection at the crossing of the New York Central System and Town Line Road, Town of Essex, Ont., at mileage 209.94 Main Line Subd.
- R-5329 April 21 – Rescinding authority of Order 119315 and approving the location of the proposed new and relocated flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Whitemouth, Man., near mileage 72.1 Keewatin Subd. CPR
- R-5330 April 21 – Requiring the CNR to improve the protection at the crossing of their railway and Heron Road, (Hwy. No. 8) Town of Goderich, Ont., at mileage 44.96 Goderich Subd.
- \*R-5331 April 21 – Amending further, Order 107419 which set out special terms and conditions respecting the carriage by railway of loaded or empty highway semi-trailers CNR-CPR (see page 162, 59 R.T.C.)
- R-5332 April 21 – Requiring the CNR to improve the automatic protection at the crossing of their railway and a highway in the Township of Wallace east of Listowel, Ont., at mileage 31.06 Newton Subd.
- R-5333 April 21 – Authorizing the CPR to construct and maintain a bridge to carry two additional tracks over the 24" high pressure oil pipe line of Trans Mountain Oil Pipe Line Company in the Municipality of Coquitlam, British Columbia at mileage 4.03 Westminster Subd.
- R-5334 April 22 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Schnell & Barrie Limited, at Edberg, Alta., near mileage 12.3 Stettler Subd. CNR
- R-5335 April 22 – Approving changes in the automatic protection at the crossing of the CNR and Dundas Street in the City of London, Ont., at mileage 29.88 Thorndale Subd.
- R-5336 April 22 – Amending Order 119039 which required the installation of automatic protection at the crossing of the CNR and 20th Range Road in the Village of Upton, Que., at mileage 28.18 St. Hyacinthe Subd.

- R-5337 April 22 - Requiring the CNR to improve the automatic protection at the crossing of their railway and Absalom Street in the Village of Mildmay, Ont., at mileage 15.16 Southampton Subd.
- R-5338 April 22 - Requiring the CNR to improve the automatic protection at the crossing of their railway and Napier Street Town of Mitchell, Ont., at mileage 13.64 Goderich Subd.
- R-5339 April 22 - Authorizing removal of speed limitation at the crossing of the CNR and Welland Street in Port Colborne, Ont., at mileage 0.36 Humberstone Subd.
- R-5340 April 22 - Requiring the CNR to improve the automatic protection at the crossing of their railway and Main Street in the Town of Palmerston, Ont., at mileage 0.20 Owen Sound Subd.
- R-5341 April 22 - Requiring the CNR to install automatic protection at the crossing of their railway and St. Sylvere Road in the Municipality of St. Wenceslas, Nicolet County, Que., at mileage 95.99 Sorel Subd.
- R-5342 April 22 - Requiring the CNR to improve the automatic protection at the crossing of their railway and highway No. 23 at Atwood, Ont., at mileage 5.89 Kincardine Subd.
- R-5343 April 22 - Approving changes in the automatic protection at the crossing of the CNR and Ferry Access Road, in Prince Rupert, British Columbia at mileage 92.90 Skeena Subd.
- R-5344 April 22 - Requiring the CNR to improve the automatic protection at the crossing of their railway and Perth County Road No. 6 at Newton, Ont., at mileage 16.88 Newton Subd.
- R-5345 April 22 - Requiring the CNR to improve the automatic protection at the crossing of their railway and highway No. 19 north of Stratford, Ont., at mileage 2.46 Newton Subd.
- R-5346 April 22 - Requiring the CNR to improve the automatic protection at the crossing of their railway and Highway No. 4 in Walkerton, Ont., at mileage 20.71 Southampton Subd.
- R-5347 April 22 - Approving the location of the proposed additional flammable liquid bulk storage and transfer facilities of Standard Oil Company of British Columbia Limited at McBride, British Columbia near mileage 0.2 Fraser Subd., CNR
- R-5348 April 22 - Approving changes in the automatic protection at the crossing of the CPR and Hwy. No. 13 in Adamsville, Que., at mileage 121.5 Sherbrooke Subd.
- R-5349 April 22 - Declaring the crossing of the CPR and a public road in the east end of Marsden Village, Sask., at mileage 64.92 Lloydminster Subd.

a public crossing, and requiring the Railway to install reflectorized crossing signs at the crossing.

- R-5350 April 22 – Approving changes in the automatic protection at the crossing of the CNR and Birmingham Street in Hamilton, Ont., at mileage 1.85 North and Northwest Spur off mileage 43.38 Grimsby Subd.
- R-5351 April 22 – Approving changes in the automatic protection at the crossing of the CNR and Alexandria Avenue in Long Branch, Ont., at mileage 11.03 Oakville Subd.
- \*R-5352 April 22 – Authorizing the Lake Erie and Northern Railway Co., to remove the station agents at Paris, Brantford and Simcoe, and the caretaker at Waterford, Ont., and the Grand River Railway Co., to remove the station agents at Waterloo, Kitchener, Preston and Hespeler (See page 164, 59 R.T.C.)
- R-5353 April 22 – Requiring the CNR to improve the automatic protection at the crossing of their railway and King Street in the Town of Palmerston, Ont., at mileage 72.37 Fergus Subd.
- R-5354 April 22 – Amending Order R-221 which required the installation of automatic protection at the crossing of the CPR and Regent Street in the City of Sudbury, Ont., at mileage 80.15 Cartier Subd.
- R-5355 April 22 – Requiring the CNR to improve the automatic protection at the crossing of their railway and Perth County Road No. 10 at Dublin, Ont., at mileage 18.39 Goderich Subd.
- R-5356 April 22 – Requiring the CNR to improve the automatic protection at the crossing of their railway and Mill Street in the Village of Milverton, Ont., at mileage 14.32 Newton Subd.
- R-5357 April 22 – Authorizing the CNR to reconstruct their bridge over the farm crossing near Brantford, Ont., at mileage 5.12 Bedford Subd., and authorizing the Railways to operate their engines cars and trains over the bridge during the period of reconstruction.
- R-5358 April 22 – Requiring the CPR to install automatic protection at the crossing of its railway and Allenby Road, south of Duncan, British Columbia, at mileage 38.70 Victoria Subd. and to relocate the existing reflectorized signs now in service at this crossing to another public crossing of its railway at mileage 2.17 Stockett Lead off mileage 70.77 Victoria Subd.
- R-5359 April 22 – Approving the revisions to tariffs filed by Bell Canada
- R-5360 April 22 – Amending Order R-3423 which authorized the Saskatchewan Department of Highways and Transportation to reconstruct

Highway No. 20 where it crosses the CPR at mileage 31.22 Prince Albert Subd. between the NW¼-8 and the NE¼-7-38-22-W2M, Sask.

- R-5361 April 22 – Authorizing the City of Montreal to construct and maintain Lane “SB” across thoroughfare No. 1 track of the CNR at mileage 0.28 off mileage 4.01 Montreal Subd., County of Isle de Montreal, Que., and requiring the Railways to install automatic protection at the crossing.
- R-5362 April 22 – Authorizing the Nova Scotia Department of Highways to widen and improve Conrad Road where it crosses the CNR in the Village of Germany, County of Lunenburg, N.S. at mileage 17.30 Middleton Subd.
- R-5363 April 22 – Rescinding authority of Order R-2929 which required the installation of automatic protection in lieu of the existing protection at the crossing of the CPR and John Street in the City of Toronto, Ont., at mileage 0.74 King Street Yard track off mile 0.95 Galt Subd.
- R-5364 April 22 – Requiring the CNR to improve the automatic protection at the crossing of their railway and Allan Street in the Village of Clifford, Ont., at mileage 6.33 Southampton Subd.
- R-5365 April 22 – Requiring the CNR to improve the automatic protection at the crossing of their railway and highway No. 23 east of Lucan, Ont., at mileage 12.02 Forest Subd.
- R-5366 April 22 – Requiring the CNR to improve the automatic protection at the crossing of their railway and Highway No. 70 north of Shallow Lake, Ont., at mileage 62.33 Owen Sound Subd.
- R-5367 April 22 – Requiring the CNR to improve the automatic protection at the crossing of their railway and Delamere Avenue in the City of Stratford, Ont., at mileage 1.41 Newton Sd.
- R-5368 April 22 – Requiring the CNR to relocate the existing reflectorized signs from the crossing of their railway and Burnaby Road in the Township of Wainfleet, Ont., at mileage 24.48 Dunnville Subdivision to another crossing of their railway and Cleveland Street in the Town of Thorold, at mileage 5.17 Fonthill Subd.
- R-5369 April 22 – Requiring the CNR to improve the automatic protection at the crossing of their railway and Grey County Road No. 8A at Ayton, Ont., at mileage 16.45 Owen Sound Subd.
- R-5370 April 22 – Approving the location of the proposed new vertical storage tank, new warehouse and relocated office building of Standard Oil Company of British Columbia Ltd., at Blue River, British Columbia near mileage 0.20 Clearwater Subd. CNR



- R-5371 April 23 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Harrington Stetar Fertilizers at Pincher Station, Alta., near mileage 61.1 Crowsnest Subd. CPR
- R-5372 April 23 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Harrington Stetar Fertilizers at Woodhouse, Alta., near mileage 86.7 MacLeod Subd. CPR
- R-5373 April 23 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Sherritt Gordon Mines Ltd., at Morningside, Alta., near mileage 27.6 Leduc Subd. CPR
- R-5374 April 23 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Sherritt Gordon Mines Ltd., at Barnwell, Alta., near mileage 82.0 Taber Subd., CPR.
- R-5375 April 23 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Federated Cooperatives Limited at Grassylake, Alta., near mileage 56.0 Taber Subd. CPR
- R-5376 April 23 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Green Acres Fertilizer Services Ltd., at Cardston, Alta., near mileage 46.4 Cardston Subd., CPR.
- R-5377 April 23 – Extending the period within which Canada Packers Ltd., is authorized by Order R-3758 to locate its temporary anhydrous ammonia transfer facilities at Morningside Alta., near mileage 27.6 Leduc Subd. CPR
- R-5378 April 23 – Extending the period within which Upshaw Fertilizer Company is authorized by Order R-2095 to locate its temporary anhydrous ammonia transfer facilities at Cheadle, Alta., near mileage 27.9 Strathmore Subd. CPR
- R-5379 April 23 – Extending the time within which Cominco Limited is authorized by Order R-3894 to locate its temporary anhydrous ammonia transfer facilities at Rumsey, Alta., near mileage 86.8 Stettler Subd. CNR.
- R-5380 April 23 – Extending the time within which Lacombe Fertilizer and Farm Supply Limited is authorized by Order R-4432 to locate its temporary anhydrous ammonia transfer facilities at Haynes, Alta., near mileage 10.0 Brazen Subd. CNR
- R-5381 April 23 – Extending the time within which Simplot Chemical Company Limited is authorized by Order R-2003 to locate its temporary anhydrous ammonia transfer facilities at Mirror, Alta., near mileage 0.01 Three Hills Subd. CNR
- R-5382 April 23 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Agricultural Chemicals Limited at Port Hope, Ont., near mileage 270.6 Kingston Subd. CNR.

- R-5383 April 23 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Cominco Limited at Erskine, Alta., near mileage 64.4 Lacombe Subd. CPR
- R-5384 April 23 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Sherritt Gordon Mines Limited at Strathmore, Alta. near mileage 20.7 Strathmore Subd. CPR
- R-5385 April 23 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Cominco Ltd., at Alix, Alta., at mileage 80.1 Lacombe Subd. CPR
- R-5386 April 23 - Authorizing the CNR to carry traffic over the Harmon Development Spur 7.8 miles in length commencing at mileage 448.50 Port aux Basques Subd. in Nfld. and requiring that all train movements over the crossings at mileages 3.7, 5.1, 6.8, 7.6 and 7.65 of the said Spur be protected by flagmen until the crossings have been improved.
- R-5387 April 23 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Alberta Wheat Pool at Chigwell, Alta., near mileage 97.6 Lacombe Subd. CPR
- R-5388 April 24 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Shur Crop Soil Service Limited at Carmangay, Alta., near mileage 30.05 Aldersyde Subd. CPR
- R-5389 April 24 - Amending Order R-4434 which authorized Lacombe Fertilizer and Farm Equipment Ltd., to locate its proposed temporary anhydrous transfer facilities at Prentiss, Alta., near mileage 22.3 Brazeau Subd. CNR
- R-5390 April 24 - Amending Order R-3787 which authorized the Upshaw Fertilizer Company to locate its temporary anhydrous ammonia transfer facilities at Langdon, Alta., near mileage 1.1 Langdon Subd. CPR
- R-5391 April 24 - Amending Order R-3803 which authorized Upshaw Fertilizer Company to locate its temporary anhydrous ammonia transfer facilities at Namaka, Alta., near mileage 12.9 Strathmore Subd. CPR.
- R-5392 April 24 - Amending Order R-3804 which authorized Upshaw Fertilizer Company to locate its temporary anhydrous ammonia and transfer facilities at Tudor, Alta., near mileage 45.5 Irricana Subd. CPR
- R-5393 April 24 - Amending Order R-3786 which authorized Upshaw Fertilizer Company to locate its temporary anhydrous ammonia transfer facilities at Chancellor, Alberta, near mileage 29.2 Irricana Subd. CPR

- R-5394 April 24 - Amending Order R-3794 which authorized Upshaw Fertilizer Company to locate its temporary anhydrous ammonia transfer facilities at Makepeace, Alta., near mileage 13.4 Irricana Subd. CPR
- R-5395 April 24 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Carberry Seeds Limited at Carberry, Man., near mileage 4.5 Carberry Subd. CNR
- R-5396 April 24 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Sherritt Gordon Mines Limited at Lacombe, Alta., near mileage 18.3 Leduc Subd., CPR.
- R-5397 April 24 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Barton Fertilizer Sales at Foremost, Alta., near mileage 35.3 Sterling Subd. CPR.
- R-5398 April 24 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Beiseker Motors Limited at Keoma, Alta., near mileage 18.5 Langdon Subd. CPR
- R-5399 April 24 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Barton Fertilizer Sales at Spring Coulee, Alta., near mileage 29.3 Cardston Subd. CPR
- R-5400 April 24 - Amending Order R-3757 which authorized Schnell and Barrie Limited to locate its proposed temporary anhydrous ammonia transfer facilities at Ohaton, Alta., near mileage 62.2 Wetaskiwin Subd. CPR
- R-5401 April 24 - Amending Order R-3764 which authorized Canada Packers Limited to locate its proposed temporary anhydrous ammonia transfer facilities at Menaik, Alta., near mileage 40.5 Leduc Subd. CPR
- R-5402 April 24 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Canadian Industries Limited at Picton, Ont., near mileage 0.39 Marmora Subd. CNR
- R-5403 April 24 - Amending Order R-3801 which authorized the Upshaw Fertilizer Company to locate its temporary anhydrous ammonia transfer facilities at Indus, Alta., near mileage 158.8 Brooks Subd. CPR
- R-5404 April 24 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Cominco Ltd., at Stettler, Alta., near mileage 57.1 Lacombe Subd. CPR
- R-5405 April 24 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Canadian Industries Limited at Elmstead, Ont., near mileage 100.74 Windsor Subd. CPR.

- R-5406 April 24 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Sherritt Gordon Mines Limited at Cheadle, Alta., near mileage 27.9 Strathmore Subd. CPR
- R-5407 April 24 - Amending Order R-4045 which approved the location of the temporary anhydrous ammonia transfer facilities of H.E. Oke Sales Limited at Didsbury, Alta., near mileage 46.3 Red Deer Subd. CPR
- R-5408 April 24 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Sherritt Gordon Mines Limited at Granum, Alta., near mileage 92.1 MacLeod Subd. CPR
- R-5409 April 25 - Amending Order R-3620 which authorized Barton Developments Limited to locate its temporary anhydrous ammonia transfer facilities at New Dayton, Alta., near mileage 9.3 Coutts Subd. CPR
- R-5410 April 25 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Munro Farm Supplies Limited at Muir, Man., at mileage 26.9 Gladstone Subd. CNR
- R-5411 April 25 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Canadian Industries Limited at Belleville, Ont., near mileage 0.38 Campbellford Subd. CNR
- R-5412 April 25 - Amending Order R-3584 which authorized Barton Developments Limited to locate its temporary anhydrous ammonia transfer facilities at Wrentham, Alta., near mileage 68.6 Stirling Subd. CPR
- R-5413 April 28 - Approving tolls published from Sydney, N.S. in Supplement No. 10 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-5414 April 28 - Approving tolls published in Tariff filed by the Dominion Atlantic Railway under section 8 of the M.F.R.A.
- R-5415 April 28 - Authorizing the Township of Dereham to widen Townline Road where it crosses the CNR at mileage 55.29 Burford Subd., between the Townships of Dereham and Middleton, Ont., and requiring that no trains or engines shall enter the crossing at a speed greater than 10 miles per hour.
- R-5416 April 28 - Exempting the C.N.R. from erecting and maintaining right of way fences between certain mileages on their Carberry Subd. in Man.
- R-5417 April 28 - Authorizing the C.P.R. to replace the bridge carrying its track over the Seine River at mileage 7.6 Emerson Subd. in Man. by installing a structural plate culvert and fill.

- R-5418 April 28 – Approving the location of the proposed additional vertical storage tank and associated piping of Imperial Oil Limited at Blairmore, Alta. near mileage 88.2 Crowsnest Subd., C.P.R.
- R-5419 April 28 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and a public road in Lemieux, Que. at mileage 60.80 Drummondville Subd.
- R-5420 April 28 – Amending Order 55105 which authorized the City of Kitchener, Ont. to construct two crossings over the C.N.R. at Mill and South Streets
- R-5421 April 28 – Approving changes in the signals on the Waterford Subd. and the Toronto Connection at Hamilton, Ont. of the Toronto, Hamilton and Buffalo Railway Company
- R-5422 April 28 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and Hector Street in the City of Montreal, Que., at mileage 5.08 Longue Pointe Subd.
- R-5423 April 28 – Authorizing the Township of Haldimand to construct turn basins on Township Road (Kernaghan Road) north of the C.N.R. at mileage 253.19 Kingston Subd. and south of the C.P.R. at mileage 124.07 Belleville Subd. and requiring the Railways to close within the limits of their rights of way at mileages 253.19 Kingston Subd., C.N.R. and mileage 124.07 Belleville Subd., C.P.R.
- R-5424 April 28 – Requiring the CNR to improve the automatic protection at the crossing of their railway and Wellington Street, Village of Drayton, Ont. at mileage 61.53 Fergus Subd.
- R-5425 April 28 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and County Road No. 85 north of Drayton, County of Wellington, Ont. at mileage 63.01 Fergus Subd.
- R-5426 April 28 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Highway No. 6 at Parkhead, Ont. at mileage 59.60 Owen Sound Subd.
- R-5427 April 28 – Exempting the C.N.R. from erecting and maintaining right of way fences between certain mileages along their Lampman Subd. in Sask.
- R-5428 April 28 – Exempting the C.N.R. from erecting right of way fences between certain mileages along their Rapid City Subd. in Man.
- R-5429 April 28 – Authorizing the C.P.R. to operate its engines, cars and trains over the bridge at mileage 85.1 Carberry Subd. in Man.
- R-5430 April 28 – Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridges at mileages 1.96 and 1.91 Laggan Subd., City of Calgary, Alta.

- R-5431 April 28 – Rescinding authority of Order R-4388 and approving the location of the flammable liquid bulk storage and transfer facilities of Husky Oil Limited at Lethbridge, Alta. near mileage 106.4 Taber Subd., C.P.R.
- R-5432 April 28 – Requiring the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway at Pemberton Street in the Town of Ingersoll, Ont. at mileage 58.26 Dundas Subd. to other public crossings of their railway at mileage 5.18 Fonthill Subd. and Front Street at mileage 0.24 Sorel Subd., Thorold Pulp Company Spur off mileage 3.93 Fonthill Subd. in Thorold, Ont.
- R-5433 April 28 – Amending Order 124638 which required the installation of automatic protection at the crossing of the C.N.R. and Garner Road in the City of Niagara Falls, Ont. at mileage 4.72 Welland Subd.
- R-5434 April 28 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and First Avenue in St. Romuald, Que. at mileage 0.25 St. Romuald Industrial Park Switch Connection at mileage 5.62 St. Romuald Subd.
- R-5435 April 28 – Exempting the C.N.R. from erecting and maintaining right of way fences on both sides of their Roberval Subd. between mileages 11.21 and 13.05 in the Town of Roberval, Que.
- R-5436 April 28 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and County Road No. 10 south of the station at Moorefield, County of Wellington, Ont. at mileage 65.67 Fergus Subd.
- R-5437 April 28 – Amending Order 124544 requiring the installation of automatic protection at the crossing of the C.N.R. and Beechwood Road in the City of Niagara Falls, Ont. at mile 5.45 Welland Subd.
- R-5438 April 28 – Authorizing the C.P.R. to operate its engines, cars and trains over the bridge at mileage 22.7 Glenboro Subd. in Man.
- R-5439 April 28 – Authorizing the British Columbia Department of Highways to reconstruct Herd Road where it crosses the C.P.R. at mileage 42.60 Victoria Subd. in British Columbia and requiring the railway to relocate the existing automatic protection to provide for the widened crossing.
- R-5440 April 28 – Authorizing the C.P.R. to operate its engines, cars and trains over the bridge at mileage 63.8 Carberry Subd. in the County of Portage La Prairie in Man.
- R-5441 April 28 – Authorizing the C.P.R. to operate its engines, cars and trains under the dual overhead bridge carrying Omerville-Rock Island Autoroute

across its track in the Municipality of Stanstead East, County of Stanstead, Que. at mileage 25.12 Beebe Subd.

- R-5442 April 28 – Approving changes in the automatic protection at the crossing of the C.N.R. and Christina Street in Sarnia, Ont. at mileage 0.66 Point Edward Spur off St. Clair Tunnel Subd.
- R-5443 April 28 – Rescinding authority of Order 94491 and authorizing the R.M. of Battle River No. 438 to construct a highway across the C.N.R. in the SE¼-33-43-18-W3M in the Hamlet of Prongua Sask. at mileage 9.39 Cutknife Subd. and requiring the Railways to close within the limits of their right of way the existing crossing at mileage 9.68.
- R-5444 April 28 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Wellington County Road No. 58 at Alma, Ont. at mileage 52.35 Fergus Subd.
- R-5445 April 28 – Approving the location of the proposed liquefied petroleum gas bulk storage and transfer facilities of Canadian Propane Consolidated Limited at Tappen, British Columbia near mileage 70.4 Shuswap Subd., C.P.R.
- R-5446 April 28 – Authorizing the C.N.R. to operate their engines, cars and trains over the bridge near Palling, British Columbia at mileage 46.8 Telkwa Subd.
- R-5447 April 28 – Rescinding authority of Order R-4702 and approving a portion of the flammable liquid transfer facilities of Irving Oil Company Limited on the C.N.R. at Sackville, N.B. near mileage 85.74 Springhill Subd.
- R-5448 April 28 – Approving the location of the proposed additional flammable liquid horizontal storage tank associated piping and existing tank truck loading facilities of Imperial Oil Limited at Meota, Sask. near mileage 20.74 Turtleford Subd., C.N.R.
- R-5449 April 28 – Authorizing the C.N.R. to operate their engines, cars and trains over the bridge near Tintagel in British Columbia at mileage 29.1 Telkwa Subd.
- R-5450 April 28 – Approving changes in the automatic protection at the crossing of the C.N.R. and Cedar Street in Dunnville, Ont. at mileage 38.00 Dunnville Subd.
- R-5451 April 28 – Approving changes in the automatic protection at the crossing of the C.P.R. and Middlesex County Road No. 16 at Komoka, Ont. at mileage 10.52 Windsor Subd.
- R-5452 April 28 – Rescinding authority of Order 107178 and approving the location of the flammable liquid bulk storage and transfer facilities of Imperial

Oil Limited at Fernie, British Columbia near mileage 35.61 Cranbrook Subd., C.P.R.

- R-5453 April 28 – Requiring the Northern Alberta Railways Company to install automatic protection at the crossing of its railway and Highway 727G at Cardiff, Alta. at mileage 17.25 Edmonton Subd. and to relocate the existing reflectorized signs now in service at this crossing to another public crossing of its railway at mileage 258.33 Slave Lake Subd.
- R-5454 April 28 – Amending Order R-1494 which required the installation of automatic protection at the crossing of the C.N.R. and Highway No. 232 at Emerald Junction, P.E.I. at mileage 30.25 Borden Subd.
- R-5455 April 28 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Howard Township Road No. 1 (Water Street) in Thamesville, Ont. at mileage 47.67 Chatham Subd.
- R-5456 April 28 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Third Avenue in the City of Owen Sound, Ont. at mileage 70.28 Owen Sound Subd.
- R-5457 April 28 – Amending Order 124454 which required the installation of automatic protection at the crossing of the C.N.R. and Township Road No. 32 in the Township of Woolwich, Ont. at mileage 7.28 Waterloo Subd.
- R-5458 April 28 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and County Road No. 56 south of Drayton, County of Wellington, Ont. at mileage 58.05 Fergus Subd.
- R-5459 April 28 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and the highway in the Village of Sebringville, Township of Downie, Ont. at mileage 5.15 Goderich Subd.
- R-5460 April 28 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Bruce County Road No. 10 south of Elmwood, Ont. at mileage 29.64 Owen Sound Subd.
- R-5461 April 28 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Perth County Road No. 19 east of Sebringville, Ont. at mileage 4.39 Goderich Subd.
- R-5462 April 28 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Township Road south of Alma, Township of Nicol, Ont. at mileage 51.44 Fergus Subd.
- R-5463 April 28 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Scane Side Road in Lots 6 and 7, Concession 1, Township of Howard, Ont. at mileage 49.80 Chatham Subd.



- R-5464 April 28 – Authorizing the removal of the speed limitation at the crossing of the C.N.R. and Dublin Avenue in St. James, Man. at mileage 4.50 Oak Point Subd.
- R-5465 April 28 – Approving revision to tariff filed by Bell Canada
- R-5466 April 28 – Approving revisions to tariff filed by Bell Canada
- R-5467 April 28 – Amending authority of Order R-4957 which allocated the cost of maintenance and operation of the automatic protection at the crossing of the C.N.R. and the highway between Lots 34 & 35, Concession 1, Township of Ernestown, Ont. at mileage 184.01 Gananoque Subd.
- R-5468 April 28 – Approving changes in the automatic protection at the crossing of the C.N.R. and Broadway Avenue at Montreal East, Que., mileage 1.19 Dobell Spur, Longue Pointe Subd.
- R-5469 April 28 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Beaugrand Street in the City of Montreal, Que. at mileage 6.39 Longue Pointe Subd.
- \*R-5470 April 28 – Exempting the shippers sending goods by Algoma Central Railway, Canadian National Railways, Canadian Pacific Express Company, Northern Alberta Railways Company and Ontario Northland Railway from complying with the regulations for the Transportation of Dangerous Commodities by Rail prescribed by General Order No. 0-29 to the extent of certain specific conditions, Express Transport Association (See page 165, 59 R.T.C.)
- R-5471 April 28 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and a public road in the City of Lloydminster, Alta. at mileage 84.91 Blackfoot Subd.
- R-5472 April 28 – Authorizing the C.N.R. to operate their engines, cars and trains over the subway structure carrying their track across and over Cummer Avenue in the Borough of North York, Ont. at mileage 14.6 Bala Subd.
- R-5473 April 28 – Approving changes in the automatic protection at the crossing of the C.N.R. and Highway No. 99 west of Lynden, Ont. at mileage 15.80 Dundas Subd.
- R-5474 April 28 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and Park Avenue in the City of Ste Foy, Que. at mileage 0.24 Champlain Subd.
- R-5475 April 28 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and Provincial Trunk Highway No. 97 (First Avenue) in Prince George, British Columbia at mileage 145.44 Fraser Subd.

- R-5476 April 28 – Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge in the Parishes of Andover and Grand Falls, County of Victoria, N.B. at mileage 1.37 Aroostook Subd.
- R-5477 April 28 – Approving tolls published in tariffs filed by the C.P.R. under Section 8 of the M.F.R.A. and rescinding authority of Order R-4767.
- R-5478 April 28 – Approving toll published to Jonquiere, Que. in Supplement No. 9 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5479 April 28 – Approving tolls published in tariff filed by the C.P.R. under section 8 of the M.F.R.A.
- R-5480 April 28 – Approving tolls published in tariff filed by the Dominion Atlantic Railway under section 8 of the MFRA.
- R-5481 April 30 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of United Grain Growers Limited at Brandon, Man. near mileage 77.9 Pleasant Point Subd., C.N.R.
- R-5482 April 30 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of the Upshaw Fertilizer Company at Rosebud, Alta. near mileage 76.4 Drumheller Subd., C.N.R.
- R-5483 April 30 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of the Upshaw Fertilizer Company at Lyalta, Alta. near mileage 111.1 Drumheller Subd., C.N.R.
- R-5484 April 30 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Green Acres Fertilizer Services Limited at Fort MacLeod, Alta. near mileage 31.6 Crowsnest Subd., C.P.R.
- R-5485 April 30 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Green Acres Fertilizer Services Limited at Fincastle, Alta. near mileage 69.9 Taber Subd., C.P.R.
- R-5486 April 30 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of the Upshaw Fertilizer Company at Carseland, Alta. near mileage 144.6 Brooks Subd., C.P.R.
- R-5487 April 30 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of the Simplot Chemical Company Limited at Meharry, Man. near mileage 36.95 Togo Subd., C.N.R.
- R-5488 April 30 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Mr. Don Churchill at Paradise Valley, Alta. near mileage 18.92 Furness Subd., C.P.R.

- R-5489 April 30 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Canadian Industries Limited at Port Burwell, Ont. near mileage 33.2 Port Burwell Subd., C.P.R.
- R-5490 April 30 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Canadian Industries Limited at Ayr, Ont. near mileage 67.5 Galt Subd., C.P.R.
- R-5491 April 30 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Canadian Industries Limited at Buller Siding, Ont. near mileage 66.4 Havelock Subd., C.P.R.
- R-5492 April 30 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Sherritt Gordon Mines Limited at Bow Island, Alta. near mileage 41.0 Taber Subd., C.P.R.
- R-5493 April 30 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of the Simplot Chemical Company Limited at Dutton, Man. near mileage 24.15 Togo Subd., C.N.R.
- R-5494 April 30 – Amending Order R-4083 which authorized the Harrington Stetar Fertilizers Limited to locate its proposed temporary anhydrous ammonia transfer facilities at Monarch, Alta. near mileage 15.5 Crowsnest Subd., C.P.R.
- R-5495 April 30 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of James Milligan Farms Limited at Fort Saskatchewan, Alta. near mileage 113.0 Vegreville Subd., C.N.R.
- R-5496 April 30 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of the Upshaw Fertilizer Company at Strangmuir, Alta. near mileage 139.0 Brooks Subd., C.P.R.
- R-5497 April 30 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of R.M. MacLaren at Bashaw, Alta. near mileage 84.3 Camrose Subd., C.N.R.
- R-5498 April 30 – Authorizing the British Columbia Department of Highways to construct London Street across the C.P.R. in the Town of Mission City, British Columbia at mileage 0.48 Mission Subd., and requiring the Railway to close within the limits of its right of way the existing crossing at mileage 0.42
- R-5499 April 30 – Authorizing the Quebec Department of Roads to construct and maintain St. Louis Street across the C.N.R. at mileage 44.27 Sorel Subd. and at mileage 0.19 Wharf Siding Spur off mileage 44.08 in the Town of Tracy, County of Richelieu, Que. and requiring the Railways to install automatic protection at the crossings.

- R-5500 May 2 - Amending Order 122382 which required the CNR to install automatic protection at the crossing of their railway and Pond Street in the Town of Sydney Mines, N.S., at mileage 96.08 Sydney Subd.
- R-5501 May 2 - Exempting the CPR from erecting and maintaining right of way fences between mileages 40.65 and 41.15 on the south side of its Shamrock Subd., in the R.M. of Rodgers, in Sask.
- R-5502 May 2 - Approving changes in the automatic protection at the crossing of the CNR and Highway No. 54C in Charlesbourg, Que., at mileage 3.34 St. Raymond Subd.
- R-5503 May 2 - Authorizing the CNR to operate their engines, cars and trains over the bridge in the Twp. of Foleyet, District of Sudbury, Ont., at mileage 153.6 Ruel Subd.
- R-5504 May 2 - Authorizing the CPR to operate its engines, cars and trains under the overhead bridge carrying Highway No. 1 over its track in the Parish of St. George, County of Charlotte, N.B., at mileage 45.33 Shore Line Subd.
- R-5505 May 2 - Approving changes in the automatic protection at the crossing of the CNR and Haig Boulevard in Long Branch, Ont., at mileage 10.59 Oakville Subd.
- R-5506 May 2 - Amending Order R-5134 which authorized the removal of the speed limitation at the crossing of the CPR and a public crossing in Waterloo, Que., at mileage 9.71 Drummondville Subd.
- R-5507 May 2 - Authorizing the City of Sudbury, Ont., to improve Falconbridge Road (Highway 541) where it crosses the CNR at mile 1.35 Sudbury Terminal Subd., and requiring the Railways to relocate the existing automatic protection to provide for the widened crossing.
- R-5508 May 2 - Authorizing the CNR to operate their engines, cars and trains over the bridge at mileage 8.7 Bulkley Subd. in British Columbia.
- R-5509 May 2 - Authorizing the CNR to operate their engines, cars and trains over the bridge at mileage 69.0 Telkwa Subd. near Topley, British Columbia.
- R-5510 May 2 - Authorizing the CPR to reconstruct and maintain the bridge carrying the Municipal Road over its tracks between Sections 29 and 30-16-11-W3M in the R.M. of Excelsior No. 166, Sask.
- R-5511 May 2 - Amending Order R-498 which authorized the CNR to construct the railway of the Vancouver Terminal Project by means of a tunnel under certain streets and lanes in the Corporation of the District of Burnaby and in Vancouver, British Columbia, and under Boundary Road between the District of Burnaby and the City of Vancouver.

- R-5512 May 2 – Authorizing the N.B. Department of Highways to construct a subway to carry St. John Throughway under the deviated CPR track in the City of Saint John at mileage 0.6 West Saint John Subd.
- R-5513 May 2 – Authorizing the Arnaud Railway Company to carry traffic over its line from Pointe Noire mileage 0 to Arnaud Junction to mileage 22.6 in Que.
- \*R-5514 May 2 – Authorizing the CPR under its Customer Service Centre at Nelson, B.C. to remove agents at Crowsnest, Midway, South Slocan, Creston, Elko, Tadanac, Greenwood, Yahk, Natal, Rosebery, Castlegar, Kaslo, Cranbrook, Beaverdell, Slocan City, Kimberley, Fernie, Nakusp, Grand Forks and Lardeau, and to remove the caretaker at Erickson, all in British Columbia. (See page 203, 59 R.T.C.)
- R-5515 May 5 – Amending Order R-1671 which authorized the CNR to construct a subway to carry their tracks over Mountain Highway, in the District of North Vancouver, British Columbia, at mileage 5.4 Burrard Subd.
- R-5516 May 5 – Assessing the cost of maintenance of the crossing of the access road across the CPR between Sections 2 and 11-27-5W3M in Sask., at mileage 87.78 Outlook Subd. on the Saskatchewan Department of Highways and Transportation.
- R-5517 May 5 – Amending Order R-3082 which authorized the City of Regina, Sask., to construct a subway to carry Ring Road under the CPR at mileage 91.49 Indian Head Subd.
- R-5518 May 5 – Exempting the CNR from erecting and maintaining right of way fences between mileages 0.05 and 0.70 on both sides of the Truro Industrial Spur off mileage 62.96 Bedford Subd., in the Town of Truro, N.S.
- R-5519 May 5 – Authorizing the CPR to operate its engines, cars and trains on the siding serving Atomic Energy of Canada Limited off mileage 14.50 Carberry Subd., crossing Provincial Road No. 236 at mileage 0.28 between Sections 5 and 8-12-1-EPM near Rosser, Man.
- R-5520 May 5 – Assessing the cost of maintenance of the crossing of the CPR and Highway No. 553 at Massey, Ont., at mile 10.40 Thessalon Subd. on the Ontario Department of Highways.
- R-5521 May 5 – Authorizing the CPR and the CNR to operate their engines, cars and trains under the overhead fuel conveyor of the Scott Paper Company at mileage 9.09 Westminster Branch, Vancouver and Lulu Islands Subd. (CPR) and at mileage 2.29 Lulu Island Subd. (CNR) at the foot of 18th Street in New Westminster, British Columbia.

- R-5522 May 5 – Exempting the CNR from erecting and maintaining right of way fences between certain mileages on the Pleasant Point Subd. in Man.
- R-5523 May 5 – Exempting the CNR from erecting and maintaining right of way fences between certain mileages on the Central Butte Subd. in Sask.
- R-5524 May 6 – Approving a portion of the Thornton Branch between mileages 2.48 and 3.13 which is a diversion of the Burrard Harbour Subd. between mileages 4.21 and 41.91 and granting leave to the CNR to open for the carriage of traffic their Thornton Branch approximately 3.05 miles in length from mileage 151.76 Cascade Subd. of the GNR and mileage 126.95 Yale Subd. CNR in the Corporation of the District of Burnaby and extending to a connection with the Burrard Harbour Subd. at mileage 3.13 Thornton Branch (mileage 4.91 Burrard Harbour Subd.) in the Municipality of North Vancouver, British Columbia.
- R-5525 May 7 – Authorizing the CPR to operate its engines, cars and trains over the Industrial Lead Track commencing at mileage 1.88 Arborg Subd. and crossing Plymouth Street in the City of Winnipeg, Man.
- R-5526 May 7 – Authorizing the CNR to operate their engines, cars and trains over the bridge at mileage 43.4 Bulkley Subd. in British Columbia.
- R-5527 May 7 – Approving revision to tariffs filed by Bell Canada.
- R-5528 May 7 – Approving tolls published by the Canada and Gulf Terminal Railway Company under Section 8 of the MFRA, and rescinding authority of Orders 115358, 120042, 121546, 125080, R-1586 and R-4861.
- R-5529 May 7 – Authorizing the removal of the speed limitation at the crossing of the CNR and a public road in Astle, N.B. at mileage 67.87 Miramichi Subd.
- R-5530 May 7 – Authorizing the CNR to construct their Langelier Spur across Grandes Prairies Blvd. in the City of St. Leonard, County of Hochelaga, Que., at mileage 0.42 off mileage 135.28 Joliette Subd.
- R-5531 May 7 – Approving drawings showing the retaining walls installed at mileage 4.93 Burrard Harbour Line where it crosses the CNR under the Second Narrows Bridge in the City of Vancouver, British Columbia.
- R-5532 May 7 – Authorizing the CPR to operate its engines, cars and trains under the pipe utility bridge at Espanola, Ont., at mileage 1.43 Little Current Subd.
- R-5533 May 7 – Authorizing the CPR to operate its engines, cars and trains under the overhead bridge carrying the eastbound lanes of Trans Canada Highway No. 1 over its track in the east half-28-24-10-W5M near Canmore, Alta., at mileage 65.9 Laggan Subd.

- R-5534 May 7 – Authorizing the CPR to operate its engines, cars and trains under the overhead bridge in the Borough of Etobicoke, Ont., at mileage 1.42 Canpa Subd.
- R-5535 May 7 – Approving the location of the temporary Class II bulk storage and transfer facilities of Pan American Petroleum Corporation at Anzac, Alta., near mileage 261.55 Waterways Subd., Northern Alberta Railways.
- R-5536 May 7 – Authorizing the Quebec Department of Roads to widen and improve St. Georges Road where it crosses the CPR in the Parish of St. Constant, County of Laprairie, Que., at mileage 37.52 Adirondack Subd.
- R-5537 May 7 – Approving changes in the automatic protection at the crossing of the CNR and Highway No. 12 in Chester Basin, N.S., at mileage 53.60 Chester Subd.
- R-5538 May 7 – Authorizing the R.M. of Ituna Bon Accord No. 246 to reconstruct the Municipal Road where it crosses the CNR at mileage 31.33 Watrous Subd. between the NE¼-11 and the NW¼-12-25-11-W2M, Sask., and authorizing the Municipality to improve the vision at the crossing.
- R-5539 May 7 – Authorizing the CNR to install signals from Pointe aux Trembles to Eastern Junction in Que., mileages 123.00 to 142.00 Joliette Subd.
- R-5540 May 7 – Authorizing removal of the speed limitation at the crossing of the CNR and a public road in the City of Halifax, N.S., mileage 1.2 Willow Park Branch Subd.
- R-5541 May 7 – Approving changes in the automatic protection at the crossing of the CNR and l'Espérance Road in Tecumseh, Ont., at mileage 99.31 Chatham Subd.
- R-5542 May 7 – Approving changes in the automatic protection at the crossing of the CNR and Valley Road in Hinton, Alta., at mileage 181.82 Edson Subd.
- R-5543 May 7 – Authorizing the removal of the speed limitation at the crossing of the CPR and Centre Line Road in Bruce, Ont., at mileage 97.54 Thessalon Subd.
- R-5544 May 7 – Authorizing the removal of the speed limitation at the crossing of the CPR and Lake Street in Sault Ste. Marie, Ont., at mileage 129.71 Thessalon Subd.
- R-5545 May 7 – Approving changes in the automatic protection at the crossing of the CNR and Indian Line Road, West of Rexdale, Ont., at mileage 13.50 Weston Subd.

- R-5546 May 7 - Exempting the CNR from erecting and maintaining right of way fences along their Langelier Blvd. Spur off mileage 135.28 Joliette Subd. in the City of St. Leonard, County of Hochelaga, Que.
- R-5547 May 7 - Authorizing removal of the speed limitation at the crossing of the CNR and Highway No. 59 (Panet Road) in the City of St. Boniface, Man., at mileage 249.04 Redditt Subd.
- R-5548 May 7 - Approving changes in the automatic protection at the crossing of the CNR and Highway No. 39, in the City of Windsor, Ont., at mileage 0.79 Chrysler Spur off mileage 102.65 Chatham Subd.
- R-5549 May 7 - Exempting the CPR from erecting and maintaining right of way fences between mileages 14.6 and 14.66 on the north side of its Carberry Subd. in Man.
- R-5550 May 7 - Authorizing the CPR to reconstruct the subway carrying its track over the Township Road in Lot 31, Concession 3, Twp. of London, County of Middlesex, Ont., at mileage 6.4 Windsor Subd. and authorizing the Railway to operate its engines, cars and trains over the subway during the period of reconstruction.
- R-5551 May 7 - Approving the temporary restricted overhead clearances on the bridge carrying the Lakehead Freeway across and over the tracks of the CPR in Lot 12, Concessions 1 and 2, north of Kam River, Township of Neebing, District of Thunder Bay, Ont., at mileage 3.48 Kaministiquia Subd.
- R-5552 May 7 - Approving changes in the automatic protection at the crossing of the CNR and Huron Street in the Town of Collingwood, Ont., at mileage 31.43 Meaford Subd.
- R-5553 May 7 - Authorizing removal of the speed limitation at the crossing of the CNR and a public road in North Bay, Ont., at mileage 62.31 Alderdale Subd.
- \*R-5554 May 7 - Authorizing the CPR to remove the agent at South Edmonton, in Alta., (See page 205, 59 R.T.C.)
- R-5555 May 7 - Amending Order R-4954 which imposed a speed restriction on all train movements between mileages 62.20 and 62.60 No. 2 Subd. of the Chesapeake and Ohio Railway Company in the Twp. of Moore, Ont.
- R-5556 May 7 - Rescinding authority of Order 123826 which required the installation of automatic protection at the crossing of the CNR and Wellington Street in Kitchener, Ont., at mileage 0.25 North Waterloo Subd.



- R-5557 May 7 - Authorizing the removal of the speed limitation at the crossing of the CNR and a public highway at Eel River, N.B., at mileage 159.92 Newcastle Subd.
- R-5558 May 7 - Approving the overhead and side clearances on Tracks Nos. 1 and 3 serving the Alberta Wheat Pool Victoria Elevator at Ogden Point, British Columbia, CNR, provided signs indicating less than standard overhead and side clearances are erected.
- R-5559 May 7 - Exempting the CPR from erecting and maintaining right of way fences on the south side of its Windsor Subd. in the Twp. of Tilbury North, Ont., between mileages 87.32 and 87.41.
- R-5560 May 7 - Authorizing the Great Northern Railway to make changes in the signals at New Westminster, British Columbia, between mileages 144.2 and 146.1 2nd Subd.
- R-5561 May 7 - Rescinding authority of Orders 92300 and 70304 and approving the location of the flammable liquid bulk storage and transfer facilities of Shell Canada Limited at Weyburn, Sask., near mileage 61.8 Kisbey Subd., CPR.
- R-5562 May 7 - Authorizing removal of the speed limitation at the crossing of the Grand River Railway and Township Road No. 10 in the Township of Waterloo, Ont., at mileage 5.71 Waterloo Subd.
- R-5563 May 7 - Authorizing the British Columbia Department of Highways to widen 32nd Street (Vernon Arterial Highway) where it crosses the CPR in the City of Vernon, British Columbia at mileage 46.60 Okanagan Subd.
- R-5564 May 7 - Assessing the balance of cost of reconstruction and improvement of the portion of the bridge carrying the track of the CPR across and over River Road, in the District of Richmond, British Columbia on the Railway.
- R-5565 May 7 - Authorizing the CNR to make changes to the signals on their Kingston Subd. in Ont., between mileages 225 and 299 provided no engines or trains clear the main track at switches at mileages 231.6, 236.0, 238.3, 256.3, 269.2 and 281.5.
- R-5566 May 7 - Authorizing the Edmonton Power to construct a power transmission line across and under the track of the CPR at 106A Street in the City of Edmonton, Alta., at mileage 97.58 Leduc Subd.
- R-5567 May 7 - Authorizing the removal of the speed limitation at the crossing of the CNR and Gaylord Road in St. Thomas, Ont., at mileage 117.51 Cayuga Subd.

- R-5568 May 7 – Approving the location of the proposed office building of Shell Canada Limited at Hoey, Sask., near mileage 82.35 Cudworth Subd., CNR.
- R-5569 May 7 – Rescinding authority of Order 120291 and approving the location of the proposed reconstructed flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Milestone, Sask., near mileage 46.9 Portal Subd., CPR.
- R-5570 May 9 – Approving revision to tariffs filed by the Canadian National Telecommunications.
- R-5571 May 9 – Authorizing the removal of the speed limitation at the crossing of the CNR and Montrose Street in the Town of Preston, Ont., at mileage 18.76 Fergus Subd.
- R-5572 May 9 – Authorizing the CPR to construct a subway to carry 12th Street S.E. under its right of way and tracks in the City of Calgary, Alta., at mileage 174.51 Brooks Subd., which will eliminate an existing crossing at grade.
- R-5573 May 9 – Authorizing the City of Jacques-Cartier, Que., to construct and maintain Roland Therrien Boulevard across the CNR at mileage 2.32 Longueuil Spur at mileage 7.68 Sorel Subd., and requiring the Railways to install automatic protection at the crossing.
- R-5574 May 12 – Authorizing the Town of Orillia, Ont., to construct a 24-inch diameter storm sewer across and under the CNR at mileage 42.92 Midland Subd. and the CPR at mileage 0.07 Orillia Yard, off mileage 0.0 Port McNicoll Subd.
- R-5575 May 13 – Authorizing the New Brunswick Department of Highways to construct and maintain a connecting road between Highway No. 11 and Mountain Road across the CNR in Richardsville, Parish of Balmoral, County of Restigouche, N.B., at mileage 171.47 Newcastle Subd., and requiring the Railways to install automatic protection at the crossing.
- R-5576 May 13 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Imperial Oil Limited at Carvel, Alta., near mileage 32.5 Edson Subd., CNR.
- R-5577 May 13 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Simplot Chemical Company Limited at Rimbey, Alta., near mileage 31.5 Hoadley Subd., CPR.
- R-5578 May 13 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of the Alberta Wheat Pool at Granum, Alta., near mileage 92.1 MacLeod Subd., CPR.

- R-5579 May 13 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Agricultural Chemicals Limited at Lindsay, Ont., near mileage 0.48 Lindsay Spur, Uxbridge Subd., CNR.
- R-5580 May 13 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of the Upshaw Fertilizer Company Limited at Hussar, Alta., near mileage 21.12 Irricana Subd., CPR.
- R-5581 May 13 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Skyway Fertilizers Limited at Jerseyville, in Ont., near mileage 52.5 Waterford Subd., Toronto, Hamilton & Buffalo Railway.
- R-5582 May 13 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of the United Grain Growers Limited at Fairview, Man., near mileage 8.51 Carberry Subd., CNR.
- R-5583 May 13 – Authorizing the CNR to operate their engines, cars and trains through the interlocking plant at the lift bridge over the Second Narrows, in the City of Vancouver, British Columbia at mileage 2.6 Thornton Subd.
- R-5584 May 13 – Authorizing the District of Terrace, British Columbia to construct an overhead bridge to carry Sande Street over the CNR at mileage 0.53 Skeena Subd., and upon completion requiring the Railways to close within the limits of their right of way the existing crossing at Kalum Street at mileage 0.12 Skeena Subd.
- R-5585 May 13 – Exempting the CNR from application of subsection (1) of section 53 of General Order No. E-14 provided no engines or trains clear the main track at the siding at mileage 22.28 Oakville Subd. in Ont.
- R-5586 May 15 – Authorizing the CNR to close certain stations which are presently served under the Palmerston-Owen Sound Master Agency Plan, during the period the agent is on annual vacation.
- R-5587 May 15 – Rescinding authority of Orders 101930 and 125264 and approving the location of the flammable liquid bulk storage and transfer facilities of Shell Canada Limited at Kelowna, British Columbia, near mileage 118.8 Okanagan Subd., CNR.
- R-5588 May 15 – Requiring the CPR to install automatic protection at the crossing of its railway and L'Annonciation-Nominingue Road, in the Village of Nominingue, County of Labelle, Que., at mileage 103.81 Ste. Agathe Subd.
- R-5589 May 15 – (Issuance of Order held in abeyance) Requiring the CNR to install automatic protection at crossing of their railway and a public road

- at mileage 122.06 Vegreville Subd. in the NW½-32-53-23-W4M in the M.D. of Sturgeon No. 90 near Oliver, Alta.
- R-5590 May 15 – Approving tolls published to La Salle and Montreal, Que., in Supplement No. 16 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the MFRA.
- R-5591 May 15 – Approving revision to tariffs filed by the Canadian National Telecommunications.
- R-5592 May 15 – Approving changes in the automatic protection at the crossing of the CPR and Ontario Street in Brighton, Ont., at mileage 112.80 Belleville Subd.
- \*R-5593 May 15 – Authorizing payment from the Railway Grade Crossing Fund to the Algoma Central Railway for the cost of placing reflective markings on the sides of Railway cars during the period from July 1 to December 31, 1968. (See page 206, 59 R.T.C.)
- R-5594 May 15 – Authorizing the Band Council of Golden Lake Reserve No. 39 to reconstruct the Golden Lake Reserve Road across the CNR between Lots 10 and 11, Concession 10, Township of North Algoma, County of Renfrew, Ont., at mileage 72.95 Renfrew Subd. and requiring the Band Council to improve the vision at the crossing.
- R-5595 May 15 – Requiring the CNR to install automatic protection at the crossing of their railway and Chemin de Front of Ranges 9 and 10 in Amos East, County of Abitibi East, Que., at mileage 40.86 Taschereau Subd.
- R-5596 May 15 – Amending Order 125047 which authorized the Quebec Department of Roads to reconstruct and improve the overhead bridge carrying St. Louis Road over the CNR in the Parish of St. Felix du Cap Rouge, County of Louis-Hébert, Que., at mileage 5.61 Bridge Subd.
- R-5597 May 15 – Requiring the CNR to install automatic protection at the crossing of their railway and Marcil Road in the M.C. of Port Daniel West, Bonaventure County, Que., at mileage 16.19 Chandler Subd.
- R-5598 May 15 – Amending Order 124745 which authorized the Quebec Department of Roads to widen Mgr Poirier Street where it crosses the CNR in the Village of Princeville, Que., at mileage 46.60 Danville Subd., and required the Railways to install automatic protection at the crossing.
- R-5599 May 15 – Authorizing the removal of speed limitation at the crossing of the CPR and Main Street in Almonte, Ont., at mileage 24.18 Chalk River Subd.
- R-5600 May 15 – Amending Order R-890 in connection with the installation of automatic protection at the crossing of the CPR and Mill St. in the City of Saint John, N.B. at mileage 0.20 West Saint John Subd.

- R-5601 May 15 – Rescinding authority of Order 113537 which approved the British Columbia Hydro and Power Authority's Uniform Code of Operating Rules and the adoption of the Uniform Code of Operating Rules prescribed by General Order No. 0-8 with respect to the Vancouver & Lulu Island Branch.
- R-5602 May 15 – Approving the temporary changes to the CNR signals between mileages 6.0 and 11.0 Oakville Subd. in Ont.
- R-5603 May 15 – Approving changes in the CNR signals between mileages 173.0 and 193.0 Edson Subd. in Alta.
- R-5604 May 15 – Requiring the CNR to install automatic protection at the crossing of their railway and Highway No. 41 near Lewisporte, Nfld., at mileage 5.43 Lewisporte Subd.
- R-5605 May 15 – Amending Order R-1092 which required the installation of automatic protection at the crossing of the CNR and Township Road in the Township of Ernestown, Ont., at mileage 191.51 Kingston Subd.
- R-5606 May 15 – Authorizing the Quebec Department of Roads to widen Old Highway No. 11 where it crosses the CPR in the Village of L'Annonciation, County of Labelle, Que. at mileage 93.55 Ste. Agathe Subd. and requiring the Railway to install automatic protection at the crossing.
- R-5607 May 15 – Requiring the CPR to install automatic protection at the crossing of its railway and 106th St., City of Edmonton, Alta. at mileage 97.54 Leduc Subd.
- R-5608 May 15 – Requiring the CPR to relocate the existing reflectorized signs at the crossing of its railway and King St. in Cranbrook, British Columbia at mileage 99.05 Cranbrook Subd. to another public crossing of its railway at mileage 128.93 Carmi Subd.
- R-5609 May 15 – Requiring the CNR to relocate the automatic protection at the crossing of their railway and Browns Point Road in Haliburton, N.S. at mileage 66.85 Oxford Subd.
- R-5610 May 15 – Authorizing removal of the speed limitation at the crossing of the CPR and Walkley Road in the City of Ottawa, Ont. at mileage 0.72 Elwood Subd.
- R-5611 May 15 – Requiring the CNR to install automatic protection at the crossing of their railway and Durham Road in the Township of Clinton, Ont. at mileage 24.79 Grimsby Subd.
- R-5612 May 15 – Authorizing the Quebec Department of Roads to widen 2nd Range Road where it crosses the CNR at mileage 12.52 Danville Subd. in

the Parish of St. Agapit de Beurivage, County of Lotbiniere, Que. and requiring the Railways to install automatic protection at the crossing.

- R-5613 May 15 – Rescinding authority of Order 88688 and approving the location of the proposed flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Drumheller, Alta. near mileage 52.10 Drumheller Subd., CNR.
- R-5614 May 15 – Authorizing the CNR to close the stations at Tecumseh and Belle River in Ont. for the period during which the agent is on annual vacation and requiring the Railways to submit and post notices.
- R-5615 May 15 – Requiring the CNR to install automatic protection at the crossing of their railway and Wallace Road in the Parish of St. Pierre du Lac, County of Rimouski, Que. at mileage 71.51 Mont-Joli Subd.
- R-5616 May 15 – Authorizing the Township of Brantford to widen Township Road No. 43 (Powerline Road) where it crosses the CNR at mileage 18.08 Dundas Subd. and requiring the Railways to install automatic protection at the crossing.
- R-5617 May 15 – Requiring the CPR to install automatic protection at the crossing of its railway and Kempt Road East in the Parish of Ste. Sabine, County of Missisquoi, Que. at mileage 6.15 Stanbridge Subd.
- R-5618 May 15 – Authorizing the CNR to close the stations at Rockwood, Hespeler, Preston, Elora and Moorefield in Ont. during the period in which the agent is on annual vacation and requiring the Railways to submit and post notices.
- R-5619 May 15 – Rescinding authority of Order R-2417 which required the CNR to relocate the existing reflectorized signs from the crossing at mileage 60.50 Minnedosa Subd. to another crossing of their railway at mileage 50.89 Varcoe Subd. in Man.
- R-5620 May 15 – Requiring the CPR to relocate the existing reflectorized signs from the crossing of its railway and Provincial Road No. 262 at Minnedosa, Man. at mileage 77.52 Minnedosa Subd. to another public crossing of its railway at mileage 50.89 Varcoe Subd.
- R-5621 May 15 – Authorizing the CNR to close the stations at Uxbridge, Haliburton, Fenelon Falls and Lakefield in Ont. for the period during which the agent is on annual vacation and requiring the Railways to submit and post notices.
- R-5622 May 15 – Granting leave to the CPR to open for the carriage of traffic its Branch Line approximately 5.55 miles in length commencing at mileage 30.1 Empress Subd. in the SE¼-2-19-18-W3M and extending southwesterly to a point in the SE¼-18-18-18-W3M in Sask.

- R-5623 May 15 – Requiring the CNR to install automatic protection at the crossings of their railway and the road between Concessions 7 and 8 in the Township of Gloucester and the road between the Townships of Gloucester and Cumberland all near Carlsbad Springs in Ont. at mileages 65.99 and 65.93 respectively, Alexandria Subd.
- R-5624 May 15 – Authorizing the R.M. of Invergordon No. 430 to improve the Municipal Road where it crosses the CPR between the NE $\frac{1}{4}$ -10 and the SW $\frac{1}{4}$ -15-45-24-W2M, Sask. at mileage 81.77 Prince Albert Subd.
- R-5625 May 15 – Requiring the CNR to install automatic protection at the crossing of their railway and King St. in the Town of Truro, N.S. at mileage 63.50 Bedford Subd. and the track of the Dominion Atlantic Railway at mileage 57.27 Truro Subd.
- R-5626 May 15 – Amending Order 122945 which required the installation of automatic protection at the crossing of the CPR and Provincial Road No. 221 in the R.M. of Rosser, Man. at mileage 7.09 Carberry Subd.
- R-5627 May 15 – Amending Order 114389 which authorized a grant from the Railway Grade Crossing Fund towards the cost of relocating a portion of the CPR's Steveston Branch of the Vancouver and Lulu Island Subd. in British Columbia between mileages 0.59 and 5.05.
- R-5628 May 15 – Approving changes in the automatic protection at the crossing of the CNR and Boulevard du Lac in the City of Two Mountains, Que. at mileage 9.67 Montfort Subd.
- R-5629 May 15 – Requiring the CNR to improve the automatic protection at the crossings of their railway and Hope and Woodstock Streets in Tavistock, Ont. at mileages 23.62 and 23.66 respectively, Drumbo Subd.
- R-5630 May 15 – Authorizing the M.D. of Taber No. 14 to construct the Municipal Road across the CPR west of the NW $\frac{1}{4}$ -3-14-18-W4M in Alta. at mileage 65.06 Suffield Subd. and upon completion requiring the Railway to close within the limits of its right of way the existing crossing at mileage 65.10.
- R-5631 May 15 – Authorizing the City of Welland, Ont. to construct Lincoln St. across the Toronto, Hamilton and Buffalo Railway at mileage 1.98 Welland Subd.
- R-5632 May 15 – Authorizing the CNR to close the stations at Vars, Casselman, Maxville, Renfrew and Eganville in Ont. for the period during which the agent is on annual vacation and requiring the Railways to submit and post notices.
- R-5633 May 15 – Authorizing the Quebec Department of Roads to widen Michon Road where it crosses the CNR at mileage 186.18 Mont-Joli Subd. in

- the Parish of St. Patrice de la Riviere-du-Loup, County of Riviere-du-Loup, Que. and requiring the Railways to install automatic protection at the crossing.
- R-5634 May 15 - Authorizing the M.D. of Bonnyville No 87 to reconstruct the Municipal Road where it crosses the CNR at mileage 32.65 Bonnyville Subd., west of the NW¼-22-61-6-W4M, Alta.
- R-5635 May 15 - Approving tolls published in Supplement No. 7 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5636 May 15 - Authorizing the CPR to relocate the siding across Kent Ave. South in the City of Vancouver, British Columbia serving Evans Products Limited at mileage 1.28 Westminster Branch of the Vancouver and Lulu Island Subd.
- R-5637 May 15 - Rescinding authority of Order R-613 and authorizing the Township of Thorah to widen the road between Concessions 1 and 2 in Lot 21 in Ont. where it crosses the CNR at mileage 59.63 Bala Subd. and requiring the Railways to install automatic protection at the crossing.
- R-5638 May 15 - Requiring the CNR to install automatic protection at the crossing of their railway and Yamaska River West Road in the Village of Yamaska, Richelieu County, Que. at mileage 56.25 Sorel Subd.
- R-5639 May 15 - Rescinding authority of Order 92808 and approving the location of the diesel fuel oil bulk storage and transfer facilities of the CNR at Prince George, British Columbia near mileage 146.1 Fraser Subd.
- R-5640 May 15 - Amending Order 124227 which allocated the cost of improving the approach grades and the sight lines at the crossing of the CNR and Township Road between Concessions 13 and 14 in the Township of Orillia, County of Simcoe, Ont. at mileage 91.20 Bala Subd.
- R-5641 May 20 - Authorizing the Alberta Resources Railway Corporation to connect its track at mileage 0.00 to the CNRs' track at mileage 199.38 Edson Subd. near Brule, Alta.



PAMPHLET NO. 12

JUNE 1969

# Canadian Transport Commission

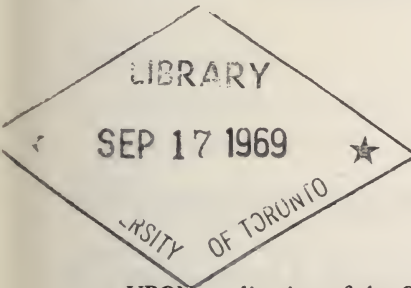
## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-5809

BY ITS RAILWAY TRANSPORT COMMITTEE



*IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rate on Copper Concentrates from Quebec, Que., to Noranda (Rouyn), Quebec.*

*File No. 40615.57*

UPON application of the Canadian National Railways—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability not exceeding \$50.00 per ton of 2,000 pounds is authorized in respect of rate of \$8.17 per 2,000 pounds on Copper Concentrates, carload minimum weight 90% of the marked capacity of the car used but not less than 140,000 pounds from Quebec, Que. to Noranda (Rouyn), Quebec.

Dated at Ottawa this 3rd day of June, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-5829

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Canadian Pacific Railway Company, hereinafter called the "Applicant Company" for authority to remove the agent at Gretna, Province of Manitoba.*

*File No. 4205.3157*

UPON reading the submissions filed—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

The Applicant Company is authorized to remove the agent at Gretna, Province of Manitoba.

Dated at Ottawa, this 4th day of June, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-5875

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rate on Copper Concentrates from Spragge, Ontario, to Baltimore, Maryland, for export.*

*File No. 40615.58*

UPON application of the Canadian Pacific Railway Company—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability not exceeding \$40.00 per 2,000 pounds is authorized in respect of rate of \$15.38 per 2,000 pounds on Copper Concentrates, in bulk in gondola cars, subject to Items 220 of Canadian Freight Association Tariffs of Increased Rates and Charges X-212 and X-223-A, only, C.T.C. (F) 1581 and C.T.C. (F) 1657, respectively, carload minimum weight 140,000 pounds, from Spragge, Ontario, to Baltimore, Maryland, for export.

Dated at Ottawa, this 10th day of June, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-6022

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF limitation of liability, under Section 353 of the Railway Act, in respect of carload rate on Crude Copper Ore, from Ashcroft, British Columbia, to Lakefield, Ontario.*

*File No. 40615.59*

UPON application of G.H. Mitchell, of the Canadian Freight Association, (Western Lines), on behalf of the Canadian National Railways and the Canadian Pacific Railway Company, for whom he is Agent—

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

That limitation of liability not exceeding \$60.00 per 2,000 pounds is authorized in respect of rate of \$35.50 per 2,000 pounds, on Crude Copper Ore, carload minimum weight 140,000 pounds, from Ashcroft, British Columbia, to Lakefield, Ontario.

Dated at Ottawa, this 25th day of June, 1969.

(Sgd) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-6070

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Canadian National Railways, hereinafter called the "Applicants", for authority to remove their station agent at Weldon, in the Province of Saskatchewan, at mileage 123.5 Tisdale Subdivision:*

*File No. 22720*

UPON the undertaking of the Applicants to pay the charges for long-distance telephone calls from their customers in Weldon and the surrounding district to their agent at Kinistino, Saskatchewan, and upon their undertaking to interline with the operator of a motor vehicle undertaking that provides daily smalls service to Weldon and to establish a drop-depot at Weldon to take care of undelivered l.c.l. express traffic and upon reading the submissions filed—

The Committee hereby orders:

The Applicants are authorized to remove their station agent at Weldon, in the Province of Saskatchewan.

Dated at Ottawa, this 30th day of June, 1969.

(Sgd) J.D. BEATON,  
Acting Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-6071

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Canadian National Railways, hereinafter called the "Applicants", for authority to remove their station agent at Livelong, in the Province of Saskatchewan, at mileage 86.6 Robinhood Subdivision:*

*File No. 34860*

UPON the undertaking of the Applicants to pay the charges for long-distance telephone calls from their customers in Livelong and the surrounding district to their agent at Turtleford, Saskatchewan, and upon their undertaking to interline with the operator of a motor vehicle undertaking that provides tri-weekly service to Livelong on smalls traffic and to establish a drop-depot at Livelong to take care of undelivered l.c.l. express traffic and upon reading the submissions filed—

The Committee hereby orders:

The Applicants are authorized to remove their station agent at Livelong, in the Province of Saskatchewan.

Dated at Ottawa, this 30th day of June, 1969.

(Sgd) J.D. BEATON,  
Acting Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-6072

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Canadian National Railways, hereinafter called the "Applicants", for authority to remove their station agent at Carmel, in the Province of Saskatchewan, at mileage 10.4 Aberdeen Subdivision:*

*File No. 26793*

UPON the undertaking of the Applicants to pay the charges for long-distance telephone calls from their customers in Carmel and the surrounding district to their agent at Humboldt, Saskatchewan, and upon their undertaking to serve Carmel with their motor vehicle undertaking and to establish a drop-depot at Carmel to take care of undelivered l.c.l. express traffic and upon reading the submissions filed—

The Committee hereby orders:

The Applicants are authorized to remove their station agent at Carmel, in the Province of Saskatchewan.

Dated at Ottawa, this 30th day of June, 1969.

(Sgd) J.D. BEATON,  
Acting Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-6073

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Canadian National Railways, hereinafter called the "Applicants", for authority to remove their station agent at Goodeve, in the Province of Saskatchewan, at mileage 18.8 Watrous Subdivision:*

*File No. 4205.3149*

UPON the undertaking of the Applicants to pay the charges for long-distance telephone calls from their customers in Goodeve and the surrounding district to their terminal at Melville, Saskatchewan, and upon their undertaking to serve Goodeve with their motor vehicle undertaking and to establish a drop-depot at Goodeve to take care of undelivered l.c.l. express traffic and upon reading the submissions filed—

The Committee hereby orders:

The Applicants are authorized to remove their station agent at Goodeve, in the Province of Saskatchewan.

Dated at Ottawa, this 30th day of June, 1969.

(Sgd) J.D. BEATON,  
Acting Secretary,  
Railway Transport Committee.



CANADIAN TRANSPORT COMMISSION

ORDER NO. R-6074

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Canadian National Railways, hereinafter called the "Applicants", for authority to remove their station agent at Zealandia, in the Province of Saskatchewan, at mileage 60.8 Rosetown Subdivision:*

*File No. 4205.3073*

UPON the undertaking of the Applicants to pay the charges for long-distance telephone calls from their customers in Zealandia and the surrounding district to their agent at Rosetown, Saskatchewan, and upon their undertaking to serve Zealandia with their motor vehicle undertaking and to establish a drop-depot at Zealandia to take care of undelivered l.c.l. express traffic, and upon reading the submissions filed—

The Committee hereby orders:

The Applicants are authorized to remove their station agent at Zealandia, in the Province of Saskatchewan.

Dated at Ottawa, this 30th day of June, 1969.

(Sgd) J.D. BEATON,  
Acting Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-6075

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Canadian National Railways, hereinafter called the "Applicants", for authority to remove their station agent at Fenwood, in the Province of Saskatchewan, at mileage 12.5 Watrous Subdivision:*

*File No. 17590*

UPON the undertaking of the Applicants to pay the charges for long-distance telephone calls from their customers in Fenwood and the surrounding district to their terminal at Melville, Saskatchewan, and upon their undertaking to serve Fenwood with their motor vehicle undertaking and to establish a drop-depot at Fenwood to take care of undelivered l.c.l. express traffic and upon reading the submissions filed—

The Committee hereby orders:

The Applicants are authorized to remove their station agent at Fenwood, in the Province of Saskatchewan.

Dated at Ottawa, this 30th day of June, 1969.

(Sgd) J.D. BEATON,  
Acting Secretary,  
Railway Transport Committee.

ACCIDENTS REPORTED TO THE OPERATING BRANCH, APRIL, 1969  
RAILWAY TRANSPORT COMMITTEE

	<u>Accidents</u>	<u>Killed</u>	<u>Injured</u>
Railway Accidents . . . . .	210	8	241
Level Crossing Accidents . . . . .	<u>21</u>	<u>3</u>	<u>35</u>
	<u>231</u>	<u>11</u>	<u>276</u>

	<u>Killed</u>	<u>Injured</u>
Passengers . . . . .	1	69
Employees . . . . .	1	164
Others . . . . .	<u>9</u>	<u>43</u>
	<u>11</u>	<u>276</u>

Of the 21 accidents at Highway Crossings, 13 occurred where Standard Railway Crossing signs are located, 8 where additional forms of protection are in use, 11 after Sunrise and 10 after Sunset.

Ottawa, Ont.

**SUMMARY OF ORDERS ISSUED BY THE  
RAILWAY TRANSPORT COMMITTEE**

(\*Denotes Order printed in full)

- R-5642 May 22 – Rescinding authority of Order 118520 and approving the location of the liquefied petroleum gas bulk storage and transfer facilities of Cigas Products Limited at Kamloops, British Columbia near mileage 2.09 Okanagan Subd. C.N.R.
- R-5643 May 22 – Approving the location of the proposed temporary crude oil transfer facilities of Gibson Petroleum Limited at Lisburn, Alta. near mileage 57.0 Sangudo Subd. C.N.R.
- R-5644 May 22 – Authorizing the C.N.R. to construct a private siding to serve Consumer's Glass Company Limited commencing at mileage 8.65 Lumby Subd. to cross Parklane Road at mileage 0.06 and across an unopened road allowance at mileage 0.07 in the Municipality of Coldstream, British Columbia.
- R-5645 May 22 – Requiring the C.P.R. to relocate the existing reflectorized signs from the crossing of its railway and a public road between the SE¼-9 and the SW¼-10-36-4-W3M in the R.M. of Cory, Sask. at mileage 103.67 Sutherland Subd. to another public crossing of its railway at mileage 3.87 Potasco Lead off mileage 98.68 Sutherland Subd.
- R-5646 May 22 – Authorizing the C.P.R. to remove the agent and station building at Dalton in Ont.
- R-5647 May 22 – Authorizing the C.N.R. to remove the caretaker at Woodnorth in Man.
- R-5648 May 22 – Approving the location of the proposed new office building, storage tanks and transfer facilities of Texaco Canada Limited at Edson, Alta. near mileage 129.4 Edson Subd. C.N.R.
- R-5649 May 22 – Authorizing the City of Hamilton, Ont. to widen Wentworth St. North where it crosses the Toronto, Hamilton and Buffalo Railway at mileage 3.02 Long Belt Subd. and requiring the Railway to install automatic protection at the crossing.
- R-5650 May 22 – Amending Order 122497 which required the installation of automatic protection at the crossing of the Great Northern Railway and Kaslo St. in Vancouver, British Columbia at mileage 153.82 Third Subd.
- R-5651 May 22 – Requiring the Northern Alberta Railways to install automatic protection at the crossing of its railway at mileage 73.79 Edmonton Subd. and the East-West Road in the East ½-15-63-27-W4M in the M.D. of Westlock No. 92 at Jarvie, Alta. and requiring the Railways to relocate the existing reflectorized signs to another public crossing of its railway at mileage 62.08 Peace River Subd.

- R-5652 May 22 – Approving tolls published in tariff filed by the C.N.R. under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Orders R-4404 and R-5241.
- \*R-5653 May 22 – Authorizing limitation of liability in respect of the publishing by the Canadian Freight Association of class ratings on Cobalt Metal in barrels or boxes in Canadian Freight Classification No. 22. (See page 207, 59 R.T.C.)
- R-5654 May 22 – Approving toll published in Supplement No. 2 to Agreed Charge tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5655 May 22 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Stewart Supplies Limited at Penhold, Alta. near mileage 83.73 Red Deer Subd., C.P.R.
- R-5656 May 22 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Imperial Oil Limited at Didsbury, Alta. near mileage 46.4 Red Deer Subd., C.P.R.
- R-5657 May 22 – Authorizing the removal of the speed restriction at the crossing of the C.N.R. and Johnston St. in the Town of Fergus, Ont. at mileage 46.32 Fergus Subd.
- R-5658 May 22 – Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Portage Road in Petawawa, Ont. at mileage 103.81 Chalk River Subd.
- R-5659 May 22 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Shur-Crop Soil Service Limited at Mossleigh, Alta. near mileage 48.2 Lomond Subd., C.P.R.
- R-5660 May 22 – Authorizing the County of Wellington to widen and improve County Road No. 34 where it crosses the C.P.R. between Lots 20 and 21, Concession 10, Township of Puslinch, Ont. at mileage 23.28 Goderich Subd. and requiring the Railway to relocate the existing protection to provide for the widened crossing.
- R-5661 May 22 – Amending Order 122562 which required the installation of automatic protection at the crossing of the C.P.R. and Mountain Ave. in Fort William, Ont. at mileage 2.68 Kaministiquia Subd.
- R-5662 May 22 – Authorizing the C.P.R. to operate its engines, cars and trains under the overhead bridge carrying 24th St. West over its tracks in the City of Calgary, Alta. at mileage 2.25 Laggan Subd.
- R-5663 May 22 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and Braid St. in the City of New Westminster, British Columbia, at mileage 5.87 Westminster Subd.

- R-5664 May 22 – Exempting the C.N.R. from application of Section 53(1) of General Order No. E-14 in respect of the main track switch at the siding at mileage 12.18 Halton Subd., Ont. provided no engines or trains clear the main track at the siding.
- R-5665 May 22 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and Huron St. in the City of Sault Ste. Marie, Ont. at mileage 132.58 Thessalon Subd.
- R-5666 May 22 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and a public road in Vienna, Ont. at mileage 30.32 Port Burwell Subd.
- R-5667 May 22 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Allen St. in Parkdale, P.E.I., at mileage 1.07 Borden Subd.
- R-5668 May 22 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Park St. in Bible Hill, N.S. at mileage 1.35 Springhill Subd.
- R-5669 May 22 – Requiring the City of Ottawa and the C.P.R. to provide protection at the crossing of Bayview Road and the Carleton Spur at mileage 0.1 by means of traffic signals and pre-empting circuits and indication lamps in lieu of the existing protection.
- \*R-5670 May 22 – Allocating payment from the Railway Grade Crossing Fund to the C.P.R. for placing reflective markings on the sides of 2,766 cars during the period July 1 to December 31, 1968. (See page 208, 59 R.T.C.)
- R-5671 May 22 – Rescinding authority of Order 124896 and authorizing the Quebec Department of Roads to construct St. Martin Road across the C.P.R. in the Parish of St. Maurice, County of Champlain, Que. at mileage 3.11 Piles Subd. and upon completion requiring the Railway to close within the limits of its right of way the existing crossing at mileage 3.08.
- R-5672 May 22 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and a public road at McGivney, N.B. at mileage 84.96 Napadogan Subd.
- R-5673 May 22 – Amending Order R-5379 which extended the time within which Cominco Limited is authorized by Order R-3894 to locate its temporary anhydrous ammonia facilities at Rumsey, Alta. near mileage 86.8 Stettler Subd. C.N.R.
- R-5674 May 22 – Approving changes in the automatic protection at the crossing of the C.N.R. and Hallowell Grant Road in the Town of Antigonish, N.S. at mileage 83.44 Hopewell Subd.

- R-5675 May 22 – Authorizing the Town of Grimsby, Ont. to widen Kerman Ave. where it crosses the C.N.R. at mileage 28.32 Grimsby Subd. and requiring the Railways to install automatic protection in lieu of the existing protection at the crossing.
- R-5676 May 22 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and a public road near Brada, in Sask. at mileage 74.89 Langham Subdivision.
- R-5677 May 22 – Approving tolls published in tariffs filed by the C.N.R. under Section 3 of the M.F.R.A.
- R-5678 May 22 – Approving tolls published in Supplement No. 7 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-5679 May 22 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 361 near Lampman in Sask. at mileage 38.60 Northgate Subd.
- R-5680 May 22 – Authorizing the Township of East Garafraxa, Ont. to improve the vision at the crossing of the Township Road and the C.P.R. between Concessions 9 and 10 at mileage 15.14 Elora Subd.
- R-5681 May 22 – Authorizing the C.N.R. to remove the automatic interlocking at the crossing of their railway at mileage 55.8 Meskanaw Subd. and mileage 65.6 Cudworth Subd. in Wakaw, Sask.
- R-5682 May 22 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and County Line Road in Hanover, Ont. at mileage 25.8 Owen Sound Subd.
- R-5683 May 22 – Requiring the C.P.R. to relocate the existing reflectorized signs from the crossing of its railway and Provincial Trunk Highway No. 8 in Sask. at mileage 89.76 Estevan Subd. to another public crossing of its railway in the Town of Oxbow at mileage 115.20 Estevan Subd.
- R-5684 May 22 – Authorizing the C.N.R. to remove the caretaker and station building at Rosedale, Alta. at mileage 56.8 Drumheller Subd.
- R-5685 May 22 – Authorizing the C.N.R. to open for the carriage of traffic their branch line approximately 0.36 miles in length commencing at mileage 0.72 Canada Cement Company Lead off mileage 4.87 Rivers Subd., Parish of St. Charles in the Town of Tuxedo, Man. and approving the construction of the connection between the LaRiviere Subd. of the C.P.R. at mileage 4.87 and the Canada Cement Lead of the C.N.R.
- R-5686 May 22 – Authorizing the Township of Uxbridge to widen and improve the Township Road where it crosses the C.N.R. in the Village of

- Goodwood between Concessions 2 and 3, Lot 17, Ont. at mileage 35.08 Uxbridge Subd. and requiring the Railways to install automatic protection at the crossing.
- R-5687 May 22 - Amending Order 121027 which approved changes in the automatic protection at the crossing of the C.N.R. and Broadway Ave. in the Town of Montreal East, Que. at mileage 1.19 Dobell Spur off mileage 3.51 Longue Pointe Subd.
- R-5688 May 22 - Amending Order R-406 which required the installation of automatic protection at the crossing of the C.N.R. and 8th St. in the City of Grand'Mere, Que. at mileage 44.28 Joliette Subd.
- R-5689 May 22 - Authorizing the M.D. of Sturgeon No. 90 to reconstruct and improve the subway carrying the Municipal Road under the Northern Alberta Railways at mileage 11.20 Edmonton Subd. in the NW $\frac{1}{4}$ -36-54-25-W4M, Alta. and requiring the North Edmonton Mutual Telephone Company to remove or relocate its facilities to permit the reconstruction.
- R-5690 May 22 - Amending Order 123347 which required the C.P.R. to reconstruct a subway carrying Gzowski St. under its tracks in the Town of Fergus, County of Wellington, Ont. at mileage 25.91 Elora Subd.
- R-5691 May 22 - Approving tolls published in Supplement No. 6 to Agreed Charge Tariff of the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A. (DAR) and rescinding authority of Order R-3339.
- R-5692 May 22 - Approving toll published to Fredericton, N.B. in Supplement No. 8 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-5693 May 22 - Approving toll published in Supplement No. 2 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5694 May 22 - Approving tolls published in Supplement No. 3 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5695 May 22 - Approving tolls published in Supplement No. 6 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5696 May 22 - Approving tolls published in Supplement No. 8 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5697 May 22 - Approving revisions to tariffs filed by Bell Canada.



- R-5698 May 22 – Approving tolls published in Supplement No. 8 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5699 May 22 – Approving toll published in Supplement No. 4 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5700 May 22 – Approving tolls published in Supplement No. 1 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5701 May 22 – Approving tolls published in Supplement No. 1 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5702 May 22 – Approving toll published in Supplement No. 2 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5703 May 22 – Approving tolls published in Supplement No. 1 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5704 May 22 – Approving toll published in Supplement No. 1 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5705 May 22 – Approving tolls published in Supplement No. 1 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5706 May 22 – Authorizing the Quebec Department of Roads to widen Sand Blvd. where it crosses the C.P.R. at mileage 39.60 Lachute Subd. in the Parish of St. Jerusalem d'Argenteuil, Que., and requiring the Railway to install automatic protection at the crossing.
- R-5707 May 22 – Amending Appendix "A" to Order 123814 which required the installation of reflectorized signs at certain crossings of the C.P.R. in Canada.
- R-5708 May 22 – Authorizing the C.N.R. to remove the caretaker at Kelso in Sask.
- R-5709 May 22 – Amending Order R-4491 which authorized the Great Northern Railway to make changes in the signals at Willingdon Jct. at Burnaby, British Columbia between mileages 150.6 and 152.7 3rd Subd.
- R-5710 May 22 – Amending Order 124611 which authorized the Alberta Department of Highways to reconstruct the overhead bridge carrying Highway No. 107H over the C.P.R. south of the SE¼-3-11-23-W4M, Alta. at mileage 11.43 Aldersyde Branch.

- R-5711 May 22 — Authorizing the C.N.R. to reconstruct and improve the subway carrying the Township Road under their track between Lots 4 and 5, Concession 2, Township of Pilkington, County of Wellington, Ont. at mileage 41.56 Fergus Subd.; authorizing the Township of Pilkington to reconstruct and improve the Township Road at the same location and authorizing the Railways to operate their engines, cars and trains over the subway during the period of reconstruction.
- R-5712 May 22 — Amending Order R-845 which required the installation of automatic protection at the crossing of the C.N.R. and First Ave. in Unity, Sask. at mileage 58.36 Wainwright Subd.
- R-5713 May 22 — Requiring the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 21 south of Southampton in Ont. at mileage 51.15 Southampton Subd.
- R-5714 May 22 — Approving changes in the automatic protection at the crossing of the C.N.R. and Wellington St. south of St. Thomas, Ont. at mileage 15.63 Talbot Subd.
- R-5715 May 22 — Requiring the C.P.R. to install automatic protection at the crossings of its railway and Pall Mall St. at mileage 114.30 Galt Subd. and Waterloo St. at mileage 114.34 in the City of London, Ont.
- R-5716 May 22 — Amending Order R-5106 which prescribed the permissible speed at the crossing of the Great Northern Railway and Brunette St. in the City of New Westminster, British Columbia at mileage 110.6 Third Subd.
- R-5717 May 22 — Amending Order R-4181 which required the installation of automatic protection at the crossing of the C.N.R. and Cote St. Vincent, in the Municipality of St. Benoit, Que. at mileage 8.77 Grenville Subd.
- R-5718 May 22 — Approving revisions to tariffs filed by Bell Canada.
- R-5719 May 22 — Approving tolls published in Supplement No. 4 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5720 May 22 — Approving tolls published in Supplements Nos. 31 and 42 to tariffs filed by the C.N.R. under Section 3 of the M.F.R.A. (Canada and Gulf Terminal Railway) and rescinding authority of Order R-2366.
- R-5721 May 22 — Approving tolls published in Supplement No. 4 to tariff filed by the C.N.R. under Section 8 of the M.F.R.A. (Canada and Gulf Terminal Railway Company) and rescinding authority of Order R-4970.
- R-5722 May 22 — Approving changes in the automatic protection at the crossing of the C.N.R. and 6th Ave. in the City of Montreal, west of Riviere des Prairies Station in Que. at mileage 134.24 Joliette Subd.

- R-5723 May 22 – Approving plan of the C.N.R. showing the signals as installed on their Edmonton East Terminals Subd. between mileages 0.0 and 3.2 at Edmonton, Alta.
- R-5724 May 22 – Approving the location of the proposed additional flammable liquid bulk storage and transfer facilities and new office building of Texaco Canada Limited at Thompson, Man. near mileage 30.71 Thompson Subd. C.N.R.
- R-5725 May 22 – Approving changes in the automatic protection at the crossing of the C.N.R. and Blandford Road East in East River, N.S. at mileage 40.0 Chester Subd.
- R-5726 May 22 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and Highway No. 69 North in Sudbury, Ont. at mileage 4.83 Sudbury Terminals Subd.
- R-5727 May 22 – Authorizing the Falconbridge Nickel Mines Limited to construct one tunnel under the C.N.R. and to conduct exploratory work and other excavations under the Railways and within forty yards thereof, opposite mileage 134.5 Alderdale Subd. in Lot 8, Con. 2, Township of MacLennan, District of Sudbury, Ont.
- R-5728 May 22 – Amending Order R-5019 which required the installation of automatic protection at the crossing of the C.N.R. and Route de la Ferme in the Municipality of Amos Ouest, County of Abitibi, Que. at mileage 47.09 Taschereau Subd.
- R-5729 May 22 – Amending Order 125209 which authorized the Windsor Suburban Roads Commission to reconstruct the crossing of W S Road No. 23 (County Road No. 8 – Naylor Sideroad) where it crosses the track of the New York Central System (now Penn Central Company) between Concessions 5 and 6, Lot 28, Twp. of Maidstone, County of Essex, Ont., at mileage 209.34 Main Line Subd.
- R-5730 May 22 – Authorizing the C.P.R. to erect reflectorized crossing signs at certain crossings of its railway on the Brooks and Laggan Subdivisions in Alta.
- R-5731 May 22 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Spruce Alberta Farms Ltd., at Spruce Grove, Alta, near mileage 19.9 Edson Subd. C.N.R.
- R-5732 May 22 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Arthur Street (Hwy. No. 87) at Harriston, Ont., at mile 5.77 Owen Sound Subd.
- R-5733 May 22 – Amending Order R-2310 which required the installation of automatic protection at the crossing of the C.P.R. and Halton County Road No. 8 in Concessions 5 and 6, Township of Nassagaweya, Ont. at mileage 36.06 Galt Subd.

- R-5734 May 22 - Approving plan, profile and book of reference showing the deviation of the Dominion Atlantic Railway Company spur line for a distance of about 2,601 feet commencing at mileage 0.82 Truro Subd., in Town of Windsor, County of Hants, N.S. (C.P.R.)
- R-5735 May 22 - Requiring the C.N.R. to improve the automatic protection at crossing of their railway and County Road No. 59 at Alma, County of Wellington, Ont., at mileage 52.97 Fergus Subd.
- R-5736 May 22 - Amending Order 124900 which required the C.N.R. to install automatic protection at the crossing of their railway and Glen Levit Road, in Flatlands, N.B. at mileage 9.40 Mont Joli Subd.
- R-5737 May 22 - Rescinding authority of Order 117851 and approving the location of the flammable liquid bulk storage and transfer facilities of Gulf Oil Canada Limited at Melville, Sask., near mileage 280.3 Rivers Subd. C.N.R.
- R-5738 May 22 - Approving changes in the automatic protection at the crossing of the C.N.R. and Wentworth County Road No. 3, in Lynden, Ont., at mileage 13.91 Dundas Subd.
- R-5739 May 22 - Amending Order 124522 which authorized the Town of Georgetown in Ont., to reconstruct and improve the existing overhead bridge carrying Mountain view Road over the C.N.R. at mileage 23.11 Halton Subd.
- R-5740 May 22 - Amending Order 124431 which required the installation of automatic protection at the crossing of the C.N.R. and County Road in the County of St. Paul No. 19, Alta., at mileage 116.39 Coronado Subd.
- R-5741 May 22 - Authorizing the County of Oxford to reconstruct County Road No. 31 where it crosses the C.P.R. at mileage 17.19 Port Burwell Subd., in the Town of Tillsonburg, Ont.
- R-5742 May 22 - Rescinding authority of Order 108203 and approving the location of the flammable liquid bulk storage and transfer facilities of B.P. Canada Limited at Pembroke, Ont., at mileage 87.55 Beachburg Subd. C.N.R.
- R-5743 May 22 - Approving changes in the automatic protection at the crossing of the C.P.R. and Highway No. 10 near Varcoe, in Man., at mileage 53.98 Varcoe Subd.
- R-5744 May 22 - Approving the work of reconstruction of the abutments of the bridge of the C.P.R. over the Rideau River at mile 114.2 Winchester Subd. near Merrickville, Ont.

- R-5745 May 22 – Requiring the Toronto, Hamilton and Buffalo Railway to install automatic protection at the crossing of its railway and Victoria Avenue in the City of Hamilton, Ont., at mileage 3.41 Long Belt Line.
- R-5746 May 22 – Requiring the C.N.R. to relocate the existing reflectorized signs from the crossing of their railway and Queen's Walk Road at Torrance, Ont., at mileage 112.0 Bala Subd., to other crossings of their railway and Welland Street in Thorold, Ont., at mileage 0.08 of the spur off mileage 3.93 Fonthill Subd.; and Dunn Street in St. Catharines, Ont., at mileage 0.06 of the spur off mileage 3.93 Fonthill Subd.
- R-5747 May 22 – Approving plans of the C.N.R. for the deviation of their main line track on the Humberstone Subd. from mileage 1.80 marked "J" to mileage 16.2 Cayuga Subd., marked "H" a distance of 15,390 feet and eliminating the existing Humberstone Subd. between mileages 1.80 and 3.80.
- R-5748 May 22 – Amending Order R-707 which authorized the Ontario Dept. of Highways among other things to construct a subway to carry Highway No. 24 under the C.N.R. in the Town of Simcoe County of Norfolk, Ont., at mileage 73.18 Cayuga Subd.
- R-5749 May 22 – Amending Order R-2233 which required the installation of reflectorized signboards at certain crossings of the C.P.R. in Canada.
- R-5750 May 27 – Authorizing the Metro Corporation of Greater Winnipeg to reconstruct the existing subway carrying the Pembina Highway under the C.N.R. at mileage 2.65 Rivers Subd., in the City of Winnipeg, Man., and requiring the Greater Winnipeg Gas Company, the Winnipeg Hydro and the Manitoba Telephone System to relocate their facilities to permit the reconstruction.
- R-5751 May 28 – Authorizing the C.N.R. to carry traffic over the Alberta Resources Railway Corporation commencing at a point near the Village of Brule, in Alta., at mileage 199.38 Edson Subd., in a northwesterly direction for a distance of 233.7 miles to connect at mileage 49.3 Grande Prairie Subd., of the Northern Alberta Railways Company, near the City of Grande Prairie, Alta.
- R-5752 May 29 – Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and County Road No. 7, north of Neustadt, County of Grey, Ont., at mileage 20.43 Owen Sound Subd.
- R-5753 May 29 – Approving the changes in the automatic protection at the crossing of the C.N.R. and Arran Street in the Town of Campbellton, N.B. at mileage 172.24 Newcastle Subd.

- R-5754 May 29 - Rescinding authority of Order 59679 and approving the location of the flammable liquid bulk storage and transfer facilities of Texaco Canada Limited at La Tuque, near mileage 120.84 La Tuque Subd., C.N.R.
- R-5755 May 29 - Approving toll published in Supplement No. 5 to Agreed Charge Tariff of the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5756 May 29 - Approving tolls published in Supplement No. 4 to Agreed Charge Tariff Filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5757 May 29 - Approving tolls published in Supplement No. 1 to Agreed Charge tariff filed by the Canadian Freight Association under Section 8 of the M.F.R.A.
- R-5758 May 29 - Authorizing the County of Thorhild No. 7 to construct the County Road across the Northern Alberta Railways, north of the NE¼-7-61-20-W4M, Alta., at mileage 48.46 Lac La Biche Subd.
- R-5759 May 29 - Assessing the cost of maintenance and operation of the automatic protection at the crossing of the C.P.R. and Hwy. No. 89 in the Town of Alliston, Ont., at mileage 45.19 MacTier Subd., 50% on the Railway and 50% on the Town.
- R-5760 May 29 - Authorizing the C.P.R. to operate its engines, cars and trains over the bridge over the Boyne River, in the Town of Alliston, Ont., at mileage 45.3 MacTier Subd.
- R-5761 May 29 - Authorizing the C.P.R. to operate its engines, cars and trains over the culvert and fill at mileage 62.8 Broadview Subd., in Man.
- R-5762 May 29 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Highway No. 16 near Rainbow, British Columbia at mileage 36.50 Albreda Subd.
- R-5763 May 29 - Approving plan showing the signals as installed at the interlocking of the C.N.R. at mileage 257.8 Wainwright Subd., and the C.P.R. at mileage 163.6 Willingdon Subd., at Clover Bar, Alta.
- R-5764 May 29 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Kerwood Fertilizers Ltd., at Kerwood, Ont., near mileage 26.31 Strathroy Subd., C.N.R.
- R-5765 May 29 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Canada Packers Limited at Edberg, Alta., near mileage 12.3 Stettler Subd., C.N.R.
- R-5766 May 29 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Canada Packers Limited at Viewpoint, Alta., near mileage 5.3 Stettler Subd. C.N.R.

- R-5767 May 29 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Sherritt Gordon Mines Ltd., at Wessex, Alta., near mileage 34.8 Red Deer Subd. C.P.R.
- R-5768 May 29 - Authorizing the British Columbia Department of Highways to construct Roberts Road across the Esquimalt and Nanaimo Railway (C.P.R.) at mileage 38.33 Victoria Subd., British Columbia.
- R-5769 May 29 - Approving various plans of the C.N.R. showing the signals as installed on the Wainwright Subdivision between Biggar, Sask. and North Edmonton, Alta., mileages 0.00 to 263.3.
- R-5770 May 29 - Approving changes in the automatic protection at the crossing of the C.P.R. and Prince Edward Street in Brighton, Ont. at mileage 112.29 Belleville Subd.
- R-5771 May 29 - Authorizing the borough of Scarborough, Ont., to widen Havendale Road where it crosses the C.N.R. at mileage 55.15 Uxbridge Subd., and requiring the Railways to relocate the automatic protection to provide for the widened crossing.
- R-5772 May 29 - Authorizing the County of Lennox and Addington to realign and widen County Road where it crosses the C.N.R. between Lots 34 and 35, Concession 1, Township of Ernestown, in Ont., at mileage 184.01 Kingston Subd., and requiring the Railways to relocate the automatic protection to provide for the widened crossing.
- R-5773 May 29 - Approving the changes in the automatic protection at the crossing of the C.N.R. and No. 50 Side Road in Winona, Ont., at mileage 31.67 Grimsby Subd.
- R-5774 May 29 - Approving changes in the automatic protection at the crossing of the C.N.R. and Harris Road in N.S. at mileage 66.75 Oxford Subd.
- R-5775 May 29 - Authorizing removal of speed limitation at the crossing of the C.N.R. and Concession Road in the Town of Preston, Ont., at mileage 19.56 Fergus Subd.
- R-5776 May 29 - Authorizing removal of speed limitation at the crossing of the C.N.R. and a public road at Evelyn, British Columbia at mileage 8.83 Bulkley Subd.
- R-5777 May 29 - Authorizing the C.N.R. to close the stations at Iroquois and Cardinal, in Ont., during the period which the agent is on annual vacation and requiring the Railways to submit and post notices.
- R-5778 May 29 - Approving certain plans showing the signals as installed on the Camrose Subd., of the C.N.R. between mileages 0.0 and 7.2 and on the Vegreville Subd., between mileages 120.9 and 126.3 in the Edmonton Area, Alta.

- R-5779 May 29 – Requiring the C.P.R. to bring all rail movements to a stop before entering the crossings of Taylor Avenue and Main Street in the City of Selkirk, Man., and the Industrial Lead off mileage 22.01 Winnipeg Beach Subd., and the north and south legs of the wye.
- R-5780 May 29 – Dismissing application of the C.N.R. for authority to remove the caretaker and station building at St. Octave, Que., at mileage 100.0 Mont Joli Subd.
- R-5781 May 29 – Authorizing the C.P.R. to operate its engines cars and trains over the bridge in Township 17, Range 28 west of the Second Meridian, Sask., at mileage 9.6 Swift Current Subd.
- R-5782 May 29 – Authorizing the C.P.R. to remove the caretaker and station building at Hemlo, in Ont. mileage 39.7 Heron Bay Subd.
- R-5783 May 29 – Rescinding authority of Orders 56722 and 58382 and approving the location of the flammable liquid bulk storage and transfer facilities of Gulf Oil Canada Limited at Unity, Sask., near mileage 57.94 Wainwright Subd., C.N.R.
- R-5784 May 29 – Authorizing the C.N.R. to remove their agent at Beiseker, Alta., provided a drop off point is established in the Village, mileage 91.9 Three Hills Subd.
- \*R-5785 May 29 – Authorizing limitation of liability in rate to be published by the C.N.R. in respect of carload rates on Copper Concentrates from Brunswick Mine, N.B., and Gaspé Que., to Noranda (Rouyn) Que. (See page 209, 59 R.T.C.)
- R-5786 May 30 – Approving toll published in Supplement No. 2 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5787 May 30 – Approving toll published in Supplement No. 3 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5788 May 30 – Approving toll published from St. John's Nfld., in Supplement No. 6 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5789 May 30 – Approving tolls published in Supplement No. 7 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-5790 May 30 – Approving tolls published in Supplement No. 4 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.



- R-5791 May 30 – Approving tolls published in Supplement No. 1 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-5792 May 30 – Approving tolls published in Supplement No. 2 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5793 May 30 – Approving tolls published in Supplement No. 5 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-5794 May 30 – Approving tolls published in Supplement No. 6 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-5795 May 30 – Approving tolls published in Supplement No. 3 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-5796 May 30 – Approving toll published in Supplement No. 3 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-5797 May 30 – Approving tolls published from Pictou N.S. in Supplement No. 3 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5798 May 30 – Approving tolls published in Supplement No. 4 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-5799 May 30 – Approving tolls published in Supplement No. 7 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- R-5800 May 30 – Approving toll published in Supplement No. 2 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- R-5801 May 30 – Approving tolls published in Supplement No. 9 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-5802 May 30 – Approving tolls published in Supplement No. 5 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-5803 May 30 – Approving toll published in Supplement No. 2 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.

- R-5804 May 30 – Approving tolls published in Supplement No. 6 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-5805 May 30 – Approving tolls published in Supplement No. 4 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-5806 May 30 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Neapolis Co-operative Association Ltd., at Sunnyslope, Alta., near mileage 10.5 Acme Subd. C.P.R.
- R-5807 May 30 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Brockville Chemical Industries Limited at Dresden, Ont. near mileage 30.1 Subd. No. 2, Chesapeake and Ohio Railway.
- R-5808 May 30 – Approving the minimum charges published in rule 50 of Supplement No. 5 to Tariff filed by the C.P.R. under section 8 of the M.F.R.A.
- \*R-5809 June 3 – Authorizing limitation of liability of a rate to be published by the C.N.R. on Copper Concentrates from Quebec, Que., to Noranda (Rouyn), Que. (See page 239, 59 R.T.C.)
- R-5810 June 3 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying Joliette By-pass Road over their track in the Mun. of the Parish of Notre Dame des Prairies, County of Joliette, Que., mileage 100.19 Joliette Subd.
- R-5811 June 4 – Amending Order 123743 which authorized the Ontario Department of Highways to construct the Kitchener-Waterloo Expressway across the C.N.R., in Lot 59, Village of Bridgeport, County of Waterloo, Ont., mileage 1.17 Bridgeport Spur, Guelph Subd.
- R-5812 June 4 – Authorizing removal of the speed limitation at the crossing of the Esquimalt and Nanaimo Railway and Fitzwilliam Street, in Nanaimo, British Columbia, mileage 72.6 Victoria Subd.
- R-5813 June 4 – Authorizing the C.N.R. to construct and maintain two additional tracks across the public road, mileage 73.86 Sangudo Subd., County of Lac Ste. Anne No. 28, Alta.
- R-5814 June 4 – Authorizing the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying Trans-Canada Highway over their track, south of Exploits River, in Nfld., mileage 264.02 Clarendville Subd.
- R-5815 June 4 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of D.N. Malcolm at Aspen Beach, Alta., near mileage 10.8 Hoadley Subd., C.P.R.

- R-5816 June 4 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Imperial Oil Ltd. at Standard, Alta., near mileage 35.6 Irricana Subd., C.P.R.
- R-5817 June 4 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Alberta Wheat Pool at Fort MacLeod, Alta., near mileage 31.9 Crowsnest Subd., C.P.R.
- R-5818 June 4 - Amending Order 123995 which required the installation of automatic protection at the crossing of the C.N.R. and Ferry Road, Town of Boston Bar, British Columbia, mileage 125.47 Ashcroft Subd.
- R-5819 June 4 - Amending Order R-1204 which required the installation of automatic protection at the crossing of the C.N.R. and Riviere-du-Loup Road, Twp. of Mann, County of Bonaventure, Que., mileage 12.79 Cascapedia Subd.
- R-5820 June 4 - Authorizing removal of the speed limitation at the crossing of the C.N.R. and Township Road, Twp. of McDougall, District of Parry Sound, Ont., mileage 152.54 Bala Subd.
- R-5821 June 4 - Authorizing removal of the speed limitation at the crossing of the Essex Terminal Rly., and Hall Avenue South, City of Windsor, Ont., mileage 1.40 Main Line Subd.
- R-5822 June 4 - Authorizing removal of the speed limitation at the crossing of the C.N.R. and Hayward Avenue, in Kitchener, Ont., mileage 3.23 South Waterloo Subd.
- R-5823 June 4 - Amending Order R-448 which authorized the C.N.R. to remove the station agent and to appoint a resident caretaker at Netherhill, Sask., mileage 108.3 Rosetown Subd.
- R-5824 June 4 - Approving revisions to tariffs filed by Bell Canada.
- R-5825 June 4 - Allocating the cost of maintenance of the crossing of the C.P.R. and Highway No. 330, east of Section 19-40-22 W3M in the R.M. of Round Valley, Sask., mileage 19.17 Hardisty Subd., between the Railway and the Saskatchewan Department of Highways and Transportation.
- R-5826 June 4 - Approving changes in the automatic protection at the crossing of the C.N.R. and Tecumseh Road, West of Belle River, Ont., mileage 94.01 Chatham Subd.
- R-5827 June 4 - Authorizing the C.N.R. to operate their engines, cars and trains over the bridge over Serviceberry Creek, near Redland, Alta., mileage 80.5 Drumheller Subd.

- R-5828 June 4 - Authorizing the C.N.R. to operate their engines, cars and trains over the bridge near Camrose, Alta., mileage 49.8 Camrose Subd.
- \*R-5829 June 4 - Authorizing the C.P.R. to remove the agent at Gretna, Man. (See page 240, 59 R.T.C.)
- R-5830 June 4 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Imperial Oil Ltd., at Langdon, Alta., near mileage 34.8 Strathmore Subd., C.P.R.
- R-5831 June 4 - Approving Plans showing changes to the C.N.R.'s signal system between mileages 181.5 and 185.0 Rivers Subd., Man., and exempting the Railways from application of subsection (1) of section 53 of General Order E-14 provided no engines or trains clear the main track at the switch at chainage 9741+00.
- R-5832 June 4 - Authorizing removal of the speed limitation at the crossing of the C.N.R. and Fleet Street, east of Bathurst Street, City of Toronto, Ont., Oakville Subd.
- R-5833 June 4 - Authorizing the C.N.R. to operate their engines, cars and trains over the bridge across the Rosebud River, Alta., mileage 67.6 Drumheller Subd.
- R-5834 June 4 - Allocating the cost of maintenance and operation of the automatic protection at the crossing of the C.N.R. and Highway 28 (Bridge Street), Village of Bancroft, Ont., mileage 116.18 Marmora Subd. equally between the Railways and the Village of Bancroft.
- R-5835 June 4 - Exempting the C.N.R. from erecting and maintaining right of way fences between certain mileages along their Noranda Mines Spur off mileage 3.71 Cudworth Subd., Sask.
- R-5836 June 4 - Authorizing the C.N.R. to operate their engines, cars and trains over the bridge over Serviceberry Creek, near Redland, Alta., mileage 82.3 Drumheller Subd.
- R-5837 June 4 - Authorizing the C.P.R. to operate its engines, cars and trains under the trestle carrying pipelines across its tracks in Lot 9, Con. 4, in McKim Twp. (City of Sudbury), District of Sudbury, Ont., mileage 81.4 Cartier Subd.
- R-5838 June 4 - Authorizing the C.N.R. to operate their engines, cars and trains over the bridge near Pinkham, Alta., mileage 15.2 Oyen Subd.
- R-5839 June 4 - Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 97.25 and 97.94 on both sides of its Wilkie Subd. in Sask.
- R-5840 June 4 - Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 86.28 and 86.93 on the south side of its Glenboro Subd., in Man.

- R-5841 June 4 – Authorizing the City of Camrose, Alta., to reconstruct 51st Ave, where it crosses the South Industrial Lead of the C.P.R., at mileage 0.08 off mileage 69.88 Wetaskiwin Subd., and across the east leg of the wye connection to the South Industrial Lead.
- R-5842 June 4 – Amending Order R-5230 which required the installation of automatic protection at the crossing of the C.P.R. and Petit St. François West Road, Parish of St. Pie, County of Bagot, Que., mileage 18.70 St. Guillaume Subd.
- R-5843 June 4 – Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 5.46 and 6.46 on the west side of its Brockville Subd., Ont.
- R-5844 June 4 – Dismissing application of the C.P.R. for authority to remove the agent and station building at Lytton, British Columbia, mileage 94.9 Thompson Subd.
- R-5845 June 4 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and Ste Marthe Road, in Montreal, Que., mileage 11.29 Montfort Subd.
- R-5846 June 4 – Amending Order R-5133 which authorized the removal of the speed limitation at the crossing of the C.N.R. and Hwy. No. 9-C, in Candiac, Que., mileage 78.38 Massena Subd., Champlain Area.
- R-5847 June 4 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and a public road near Thatch, Sask., mileage 2.28 Meskanaw Subd.
- R-5848 June 4 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and a public road south of Branchton, Ont., mileage 9.1 Fergus Subd.
- R-5849 June 4 – Authorizing the British Columbia Department of Highways to construct and maintain Stearns Subdivision Road across the C.N.R., mileage 25.02 Telkwa Subd., in British Columbia.
- R-5850 June 4 – Approving tolls published in Supplement No. 4 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5851 June 4 – Approving toll published in Supplement No. 7 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5852 June 4 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and a public road, in Ont., mileage 106.50 Galt Subd.
- R-5853 June 4 – Requiring that Bedard Boulevard in the City of Chambly, Que., shall not be re-opened to traffic where it crosses the C.N.R., mileage

- 44.04 Granby Subd. until such time as there is automatic protection at the crossing; rescinding authority of Order R-3206 and Sections 4, 5, 6 and 7 of Order 115764.
- R-5854 June 4 - Authorizing the C.P.R. to reconstruct its bridge over the Seine River in Man., mileage 14.7 Emerson Subd., and authorizing the Railway to operate its engines, cars and trains over the bridge during the period of reconstruction.
- R-5855 June 4 - Authorizing the C.N.R. to operate their engines, cars and trains over the bridge near Rosebud, Alta., mileage 69.1 Drumheller Subd.
- R-5856 June 4 - Authorizing the C.N.R. to operate their engines, cars and trains over the bridge near Michichi, Alta., mileage 28.6 Drumheller Subd.
- R-5857 June 4 - Authorizing the C.N.R. to operate their engines, cars and trains over the bridge near Sangudo, Alta., mileage 64.3 Sangudo Subd.
- R-5858 June 4 - Authorizing the C.N.R. to operate their engines, cars and trains over the bridge near the Town of Beiseker, Alta., mileage 92.5 Three Hills Subd.
- R-5859 June 4 - Authorizing the Ontario Department of Highways to construct an overhead bridge to carry Hwy. 416 over the C.P.R. in Lot 28, Con. 5, Twp. of Oxford, County of Grenville, Ont., mileage 102.48 Winchester Subd.
- R-5860 June 4 - Authorizing the C.P.R. to operate its engines, cars and trains over the subway structure carrying its tracks over Symington Avenue, City of Toronto, Ont., mileage 5.41 North Toronto Subd.
- R-5861 June 5 - Approving toll published in Tariff filed by the C.N.R. under sections 3 and 8 of the M.F.R.A. (C.P.R.)
- R-5862 June 5 - Approving toll published in Tariff filed by the C.N.R. under sections 3 and 8 of the M.F.R.A. (C.P.R.)
- R-5863 June 5 - Approving tolls published in Supplement No. 2 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-5864 June 5 - Approving tolls published in Supplement No. 1 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-5865 June 5 - Approving tolls published in Supplement No. 4 to Agreed Charge Tariff filed by Canadian Freight Association under section 3 of the M.F.R.A.
- R-5866 June 5 - Approving toll published in Supplement No. 3 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.

- R-5867 June 5 – Approving tolls published in Supplement No. 2 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-5868 June 5 – Approving tolls published in Supplement No. 1 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-5869 June 5 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and George Avenue, City of Windsor, Ont., mileage 104.49 Chatham Subd.
- R-5870 June 6 – Authorizing the C.P.R. to reconstruct and maintain its bridge at mileage 79.1 Victoria Subd., British Columbia.
- R-5871 June 6 – Authorizing the Nova Scotia Department of Highways to widen the overhead bridge carrying Trans Canada Highway over the C.N.R., County of Colchester, N.S., mileage 20.1 Springhill Subd.
- R-5872 June 6 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of D.N. Malcolm at Mintlaw, Alta., near mileage 4.9 Alberta Central Subd., C.P.R.
- R-5873 June 6 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and a public road in Waterdown North, Ont., mileage 5.37 Goderich Subd.
- R-5874 June 6 – Authorizing the C.N.R. to relocate and maintain the lead serving Robin Hood Mills across the intersection of 33rd Street and Memorial Avenue, City of Saskatoon, Sask., opposite mileage 1.06 North Industrial Lead off mileage 5.66 Warman Subd., and requiring the Railways to relocate the existing automatic protection to provide for the relocated crossing.
- \*R-5875 June 10 – Authorizing the limitation of liability of a rate to be published by the C.P.R. on Copper Concentrates from Spragge, Ont., to Baltimore, Maryland, for export. (See page 241, 59 R.T.C.)
- R-5876 June 12 – Approving revisions to tariffs filed by Bell Canada.
- R-5877 June 12 – Approving revisions to tariffs filed by Bell Canada.
- R-5878 June 12 – Approving revisions to tariffs filed by Bell Canada.
- R-5879 June 12 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Townline Road between Twps. of Pickering and Markham, Ont., mileage 172.51 Havelock Subd.
- R-5880 June 12 – Requiring the Toronto, Hamilton and Buffalo Railway to install automatic protection at the crossing of its railway and Main Street West, City of Hamilton, Ont., mileage 0.24 Dundas Subd.

- R-5881 June 12 – Approving changes in automatic protection at the crossing of the C.N.R. and County Road No. 27 near Paris, Ont., mileage 27.66 Dundas Subd.
- R-5882 June 12 – Approving changes in automatic protection at the crossing of the C.N.R. and Bruce County Road No. 15, north of Cargill, Ont., mileage 29.67 Southampton Subd.
- R-5883 June 12 – Authorizing the United Counties of Leeds and Grenville to realign, widen and improve County Road No. 17 (Jasper Road) where it crosses the C.P.R. between Concs. 2 and 3, Lot 4, Twp. of Kitley and Lot 3, Concs. A and I, Twp. of Wolford, Ont., mileage 5.48 Brockville Subd., and upon completion requiring Railway to install automatic protection at the crossing.
- R-5884 June 12 – Authorizing the Regional Municipality of Ottawa-Carleton to construct an overhead bridge in the form of a tunnel carrying Heron Road across the joint track of the C.P.R. and the C.N.R., City of Ottawa, Ont., mileage 1.83 Ellwood Subd., which will eliminate the existing level crossing.
- R-5885 June 12 – Authorizing the Quebec Department of Roads to construct a subway to carry Highways Nos. 1 and 9 under the C.N.R., Town of St. Hubert, County of Chambly, Que., mileage 66.49 St. Hyacinthe Subd., eliminating an existing level crossing at mileage 66.46.
- R-5886 June 12 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Suffolk Highway in Suffolk, P.E.I. at mileage 6.25 Souris Subd.
- R-5887 June 12 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and St. Amable Range Road in the Parish of St. Barnabe, County of St. Hyacinthe, Que. at mileage 8.15 St. Jude Subd.
- R-5888 June 12 – Approving toll published in Supplement No. 3 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5889 June 12 – Approving toll published in Supplement No. 2 to Agreed Charge Tariff filed by the Canadian Freight Association under Section 3 of the M.F.R.A.
- R-5890 June 12 – Approving tolls published in Tariff filed by the Canada and Gulf Terminal Railway Company under Section 8 of the M.F.R.A.
- R-5891 June 12 – Authorizing the New Brunswick Department of Highways to improve the view lines at the crossing of the C.N.R. and Melrose Road in the Parish of Botsford, County of Westmorland, N.B. at mileage 27.21 Tormentine Subd.



- R-5892 June 12 – Amending Order 124217 which required the installation of automatic protection at the crossing of the C.N.R. and Pillette Road in the City of Windsor, Ont. at mileage 104.01 Chatham Subd.
- R-5893 June 12 – Amending Order R-1271 which required the installation of automatic protection at the crossing of the C.N.R. and Midland Road near Chipman, N.B. at mileage 51.4 Napadogan Subd.
- R-5894 June 12 – Exempting the C.P.R. from erecting and maintaining right of way fences between mileages 27.70 and 28.00 on both sides of its Edmundston Subd. in N.B.
- R-5895 June 12 – Authorizing the Saskatchewan Department of Highways and Transportation to widen and improve the Municipal Road (Provincial Trunk Highway No. 305) where it crosses the C.N.R. between the NW¼-31-38 and the SW¼-6-39-4-W3M in the Town of Warman, Sask.
- R-5896 June 12 – Amending Order 124600 which required the installation of automatic protection at the crossing of the New York Central System (Now Penn Central Company) and Young Road between Lot 19 and Lot B in Concession 2 from Canboro in the Township of Moulton, Ont. at mileage 29.74 Main Line Subd.
- R-5897 June 12 – Amending Order 125327 which required the installation of automatic protection at the crossing of the C.N.R. and Prevost Road in the Parish of St. Charles-Borromeo, County of Bellechasse, Que. at mileage 99.73 Montmagny Subd.
- R-5898 June 12 – Amending Order 124794 which authorized the reconstruction of the Ross-Ross Sideroad where it crosses the C.N.R. between Lots 31 and 32 in Concession 1 in the Township of Lancaster, County of Glengarry, Ont. at mileage 52.30 Kingston Subd.
- R-5899 June 12 – Amending Order R-1224 which authorized the reconstruction of Dug Hill Road where it crosses the C.N.R. between Lots 6 & 7, Concession 1, Township of Murray, County of Northumberland, Ont. at mileage 233.67 Kingston Subd.
- R-5900 June 12 – Approving changes in the automatic protection at the crossing of the C.N.R. and Malpeque Road in Kensington, P.E.I. at mileage 8.40 Kensington Subd.
- R-5901 June 12 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and Ontario Avenue in Saskatoon, Sask. at mileage 4.78 Warman Subd.
- R-5902 June 12 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Ruisseau Road in the Municipality of Lacadie, County of St. Jean, Que. at mileage 26.75 Adirondack Subd.

- R-5903 June 12 – Amending Order 124976 which authorized the Saskatchewan Department of Highways and Transportation to reconstruct Highway No. 22 where it crosses the C.N.R. in the NE¼-19 and the SE¼-30-19-31-W1M Sask. at mileage 230.80 Rivers Subd.
- R-5904 June 12 – Authorizing the C.P.R. and the C.N.R. to operate their engines, cars and trains under the overhead bridge carrying the campus road leading to Carleton University over their joint track in the City of Ottawa, Ont. at mileage 2.86 Ellwood Subd.
- R-5905 June 12 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and St. Peters Road in Morell, P.E.I. at mileage 26.33 Souris Subd.
- R-5906 June 12 – Rescinding authority of Order 105635 which authorized the C.N.R. to construct a stairway at the subway carrying Cote de Liesse Road across their track in the Town of Dorval, Que. at mileage 10.33 Cornwall Subd.
- R-5907 June 12 – Amending Order 125087 which authorized the Township of Foley to reconstruct Otter Lake Road where it crosses the C.P.R. in the District of Parry Sound, Ont. at mileage 17.20 Parry Sound Subd.
- R-5908 June 12 – Approving a less than standard vertical clearance at the overhead utility bridge structure carrying power and telephone cables and two pipe lines over three private spur tracks serving Prince Albert Pulp Mill at Prince Albert, Sask. and authorizing the C.N.R. to operate their engines, cars and trains over the private tracks and under the utility bridge.
- R-5909 June 12 – Amending Order R-5510 which authorized the C.P.R. to reconstruct and maintain the bridge carrying Municipal Road over its tracks between Sections 29 and 30-16-11-W3M in the R.M. of Excelsior No. 166, Sask. at mileage 94.6 Swift Current Subd.
- R-5910 June 12 – Amending Order R-137 which authorized among other things the construction of the main track of the C.N.R.'s Sorel Subd. across various Highways in the Town of St. Bruno-de-Montarville, Town of Boucherville, Town of St. Hubert and the City of Jacques Cartier, County of Chambly, Que.
- R-5911 June 12 – Exempting the C.P.R. from application of subsection (1) of Section 53 of General Order No. E-14 provided no engines or trains clear the main track of the siding at mileage 121.4 Nipigon Subd., Ont.
- R-5912 June 12 – Exempting the C.N.R. from erecting and maintaining right of way fences between certain mileages on their Neepawa Subd. in Man.
- R-5913 June 12 – Amending Order R-3713 which required the Township of East Gwillimbury to widen Greenlane Road where it crosses the C.N.R.

south of Holland Landing in the Township of East Gwillimbury, Ont. at mileage 36.38 Newmarket Subd.

- R-5914 June 12 – Amending Order R-4796 which authorized the C.N.R. to reconstruct their bridge at mileage 185.6 Ruel Subd. in Ont.
- R-5915 June 12 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Parkdale Avenue in the City of Hamilton, Ont. at mileage 4.10 North and Northwest Spur.
- R-5916 June 12 – Approving changes in the automatic protection at the crossing of the C.N.R. and Margate Road in Kensington, P.E.I. at mileage 8.23 Kensington Subd.
- R-5917 June 12 – Approving changes in the automatic protection at the crossing of the C.N.R. and the Highway at Torryburn, N.B. at mileage 81.38 Sussex Subd.
- R-5918 June 12 – Authorizing the City of Edmonton Alta., to construct an overhead bridge to carry Saskatchewan Drive over the C.P.R. in the City at mileage 97.79 Leduc Subd.
- R-5919 June 12 – Authorizing the removal of the speed limitation at the crossing of the Grand River Railway and Glasgow Street in Kitchener, Ont. at mileage 14.57 Waterloo Subd.
- R-5920 June 12 – Exempting the C.N.R. from erecting and maintaining right of way fences between certain mileages on their Wawanesa Subd. in Man.
- R-5921 June 12 – Amending Order 125360 which required the installation of automatic protection at the crossing of the C.N.R. and 10th Range Road in the Parish of Notre-Dame-du-Bon-Conseil, Que. at mileage 87.38 Drummondville Subd.
- R-5922 June 12 – Authorizing the City of Campbellton, N.B. to close to vehicular traffic Patterson Street where it crosses the C.N.R. at mileage 172.45 Newcastle Subd. and assessing the cost of maintenance of the pedestrian walkway on the Railways.
- R-5923 June 12 – Authorizing Bell Canada to construct, operate, repair and maintain an underground cable and aerial cable under and along the right of way of the C.N.R. in the City of Loretteville, Que. at mileage 8.66 St. Raymond Subd. for a distance of 666 feet.
- R-5924 June 12 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and Highway No. 43 near St. Gabriel, Que. at mileage 27.53 St. Gabriel Subd.
- R-5925 June 12 – Requiring the C.P.R. to install automatic protection at the crossing of its railway and 107th Street at 86th Avenue in Edmonton, Alta., mileage 97.66 Leduc Subd.

- R-5926 June 12 -- Requiring the C.N.R. to improve the automatic protection at the crossing of their railway and Davis Drive in Newmarket, Ont. at mileage 34.16 Newmarket Subd.
- R-5927 June 12 -- Exempting the Great Northern Railway from erecting and maintaining right of way fences, gates and cattle guards along both sides of the Second Subdivision of the Cascade Division in the Municipality of Surrey and the City of White Rock, British Columbia between the international boundary at mileage 119.40 and mileage 131.34.
- R-5928 June 12 -- Amending Order 124613 which required improvements to the automatic protection at the crossing of the C.N.R. and County Road No. 15 west of Paris Junction, Ont. at mileage 1.19 Drumbo Subd.
- R-5929 June 12 -- Authorizing the County of Wellington to widen and improve William Street where it crosses the tracks of the C.N.R. at two locations in the Town of Palmerston, Ont.
- R-5930 June 12 -- Approving the portion of the proposed liquefied petroleum gas bulk storage and transfer facilities of Chevron Standard Limited at Mitsue, Alta. near mileage 155.7 Slave Lake Subd., Northern Alberta Railways.
- R-5931 June 12 -- Approving changes in the automatic protection at the crossing of the C.N.R. and Brome Road north of Clough, Que. at mileage 16.96 West Shefford Subd.
- R-5932 June 12 -- Approving changes in the automatic protection at the crossing of the C.N.R. and Moulin Kelly Road in the Parish of Plessisville, County of Megantic, Que. at mileage 37.73 Danville Subd.
- R-5933 June 12 -- Amending Order R-836 which required the installation of protection at the crossing of the C.N.R. and Old Bay Road in Boutilliers Point, N.S. at mileage 22.74 Chester Subd.
- R-5934 June 12 -- Approving changes in the automatic protection at the crossing of the C.N.R. and Highway No. 6 in Port Daniel, Que. at mileage 22.53 Chandler Subd.
- R-5935 June 12 -- Approving changes in the automatic protection at the crossing of the C.N.R. and Powerline Road east of Paris, Ont. at mileage 27.14 Dundas Subd.
- R-5936 June 12 -- Allocating the cost of maintenance of the crossing of the C.N.R. and Thorold Stone Road in Niagara Falls, Ont. at mileage 1.21 Welland Subd. and the cost of maintenance and operation of the automatic protection at the crossing equally between the Railways and the City.

- R-5937 June 12 – Amending Order 124263 which authorized the M.D. of Sturgeon No. 90, Alta. to construct a subway to carry Municipal Road under the C.N.R. north of the NE¼-23-56-23-W4M at mileage 18.45 Coronado Subd.
- R-5938 June 12 – Amending Order R-5094 which authorized removal of the speed limitation at the crossing of the C.N.R. and a public road in Alta. at mileage 51.88 Vegreville Subd.
- R-5939 June 12 – Approving the location of the proposed flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Cardston, Alta. near mileage 46.4 Cardston Subd., C.P.R.
- R-5940 June 12 – Authorizing Bell Canada to construct, operate, repair and maintain an underground cable under and along the tracks of the C.N.R. in the City of Shawinigan, County of Saint-Maurice, Que. from mileage 49.20 to mileage 49.46 Joliette Subd.
- R-5941 June 12 – Authorizing the Township of Middleton, Ont. to widen and improve the Township Road where it crosses the C.N.R. in Lot 17, Concession 2 at mileage 91.27 Cayuga Subd.
- R-5942 June 12 – Authorizing the C.N.R. to remove the caretaker and station building at Waldron, Sask. at mileage 266.5 Rivers Subd. replacing the station building with an express shelter.
- R-5943 June 12 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Oakhill Road in the County of Lunenburg, N.S. at mileage 75.83 Chester Subd.
- R-5944 June 12 – Exempting the C.P.R. from erecting and maintaining the right of way fences between certain mileages on its St. Andrews Subd. in N.B.
- R-5945 June 12 – Authorizing the C.P.R. to operate its engines, cars and trains over the subway structure carrying its tracks across and over Dixie Road in the County of Peel, Ont. at mileage 12.58 Galt Subd.
- R-5946 June 12 – Approving changes in the automatic protection at the crossing of the C.N.R. and Barlow Trail at mileage 126.11 Three Hills Subd. and mileage 132.30 Drumheller Subd. and the joint industrial track of the C.N.R. and the C.P.R. in Calgary, Alta.
- R-5947 June 12 – Amending Order 122266 which authorized improvements to Baseline Road where it crosses the C.P.R. between Lot 1, Concession 2 West, Township of Caledon and Lot 34, Concession 2 West, Township of Chinguacousy, Ont. at mileage 19.3 Orangeville Subd.
- R-5948 June 12 – Amending Order 124445 which required the installation of automatic protection at the crossing of the New York Central System

(Now Penn Central Company) and Malden Road (South Middle Road) between Lots 25 and 2, in Concession 1, Township of Rochester, County of Essex, Ont. at mileage 204.03 N.F. Main Line Subd.

- R-5949 June 17 - Amending Order 68724 respecting the crossing of the C.P.R. and Raleigh Street in the City of Chatham, Ont.
- R-5950 June 17 - Authorizing the C.P.R. to close within the limits of its right of way existing crossing of James Street in the City of Belleville, Ont. at mileage 92.33 Belleville Subd.
- R-5951 June 17 - Authorizing the R.M. of Baildon No. 131 to widen and improve the Municipal Road where it crosses the C.P.R. between the SW¼-27 and the NW¼-22-15-27-W2M in Sask. at mileage 1.78 Shamrock Subd.
- R-5952 June 17 - Requiring the New Brunswick Department of Highways to improve the view lines at the crossing of the C.P.R. and Blissville Airport Road in the Parish of Blissville, County of Sunbury, N.B., mileage 39.27 McAdam Subd.
- R-5953 June 17 - Authorizing the New Brunswick Department of Highways to improve the view lines at the crossing of the C.N.R. and Indian Point Road to Fort Moncton in the Parish of Westmorland, County of Westmorland, N.B. at mileage 18.97 Tormentine Subd.
- R-5954 June 18 - Rescinding authority of Order 108335 and approving the location of the liquefied petroleum gas bulk storage and transfer facilities of Steelgas Utilities Limited at Churchill, Man. near mileage 509.7 Herchmer Subd., C.N.R.
- R-5955 June 20 - Approving revision to Tariffs filed by Bell Canada.

# Canadian Transport Commission

## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION  
RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of Canadian Pacific Railway Company for authority, in respect of its proposed Customer Service Centre at Ottawa, in the Province of Ontario, to remove thirty agents and twelve caretakers from stations on its Smiths Falls Division.*

*File 4205.3230  
July 23, 1969*

**BEFORE:**

D.H. JONES,  
J.E. DUMONTIER,  
J. MAGEE,

*Chairman.  
Commissioner.  
Commissioner.*

**APPEARANCES:**

J. GRAHAM DAY,  
R.J. MADGE,  
LESLIE PRICE,

*Counsel for Canadian Pacific Railway  
Solicitor for Canadian Pacific Railway  
Plant Superintendent,  
Hilton Mine, Wyman, Que.*

Heard at:

Ottawa, Ontario, May 27, 1969.

### JUDGMENT

DUMONTIER, C.

The Canadian Pacific Railway Company's application for the removal of thirty station agents and twelve caretakers was made on November 4, 1968.

The abolition of these positions is brought about by the proposed establishment of a customer service centre at Ottawa. In its application, the railway contends that under existing conditions, the continued immobility of railway agents curtails their effectiveness and that present traffic and marketing conditions make it necessary to improve communications through centralization in order to offer a better service to its customers.

59 R.T.C.

The application indicates that employees affected by the railway's proposal will be offered positions of mobile supervisors or other positions created within the Centre and that, in this regard, collective agreements dated October 15, 1967 between the Company and The Transportation-Communication Employees Union and February 16, 1968, between the Company and The Brotherhood of Railway, Airlines and Steamship Clerks have been filed with the Committee.

In order to inform the public of its plan, the railway undertook an extensive programme of distribution of explanatory literature to the shippers and householders and organized meetings between its representatives and Municipal Officials and other interested parties to answer all questions concerning this proposal.

The application also outlines the various functions of the proposed centre, the location of offices and the kind of personnel to be assigned to the new service.

Copies of the application were sent to all municipalities located in this territory and members of Parliament and of the Legislature concerned.

An investigation was carried out by operating inspectors of the Railway Transport Committee who reported that considering the extent of the plan, there was very little opposition to the railway's proposal. There was, however, some criticism of the railway's methods and requests that some of the present facilities be retained. A public hearing was held at Ottawa on May 27, 1969. At this hearing, Mr. L.R. Smith, Vice-President, Eastern Region of the Canadian Pacific Railway, referred to the customer service centres at Lethbridge and Trenton that have been in operation for some time and which have permitted the railway to gain considerable experience and assurance of their customers' support for what the railway is considering improved services.

Mr. L.G. Savage, Manager of Systems and Procedures, stated that the purpose of the customer service centre project was "to give equal or better service to the public and to obtain better utilization of our manpower and resources."

Mr. Savage gave an outline of the studies required relative to such a project and explained the functioning of the centre by means of the Zenith telephone, the mobile supervisors, the internal equipment and a computer which permit to offer service 24 hours a day and 7 days a week.

Mr. J.B. Gillespie, Supervisor Industrial Engineering, explained how this new concept of handling railway business has become possible through improvements in Bell Telephone service, mobile forces and internal telecommunications. He described in detail how the service that will be provided for railway customers will operate with the Zenith telephone and mobile supervisors as applied to all transportation and communication transactions.

At points where express service is to be withdrawn, Mr. Gillespie explained that there is alternate highway service and that these points are near locations that will be served by the customer service centre.



No evidence was presented in opposition to the railway's application. Mr. Leslie Price, Plant Superintendent of Hilton Mine, asked questions concerning the competence of the personnel that will do the work presently done by the station agent and the availability of this personnel at all times. Mr. Price also enquired as to the possibility of delays to car shipments and the flexibility of the proposed system to handle increased traffic. He was given the assurance that under the new system, the railway would be much better prepared to provide a uniform and consistent quality of service and in a better position to deal quickly with any problem that may arise.

Mr. Roland Godin, M.P. for Portneuf, and Mr. René Matte, M.P. for Champlain, were present at the hearing and were interested in knowing what happens to the station agents displaced by the implementation of the customer service centre.

Counsel for the Railway explained that those employees could exercise their seniority within the seniority district or if close to retirement age, may elect to take early retirement. Those employees required to move to a new location would not incur out-of-pocket expenses as agreements recognize the payment of such expenses.

Mr. Gillespie testified to the effect that most of the employees affected by the implementation of the customer service centre would find work on the railway either by exercising their seniority rights or accepting other assignments within the centre and it was estimated that not more than five employees might be without a job as a result of the change.

Evidence was given that objections and exceptions to the project have been answered to the satisfaction of the objectors.

The establishment of a customer service centre at Ottawa is not a new experience for the Canadian Pacific Railway Company as similar centres have been in operation for some time at other locations. The fact that no complaints are received with respect to these centres is an indication that they are operating to the satisfaction of the customers of the railway.

In view of the explanations given by the Railway, its assurance that the proposed service will be equal or better than the existing one and the provisions made with respect to the displaced employees of the Company, I would approve the removal of 30 agents and 12 caretakers from the following locations on the Smiths Falls Division of the Canadian Pacific Railway Company.

#### STATION AGENTS

Petawawa  
Cobden  
Haleys  
Braeside  
Arnprior  
Almonte  
Waltham

Stittsville  
Gracefield  
Wakefield  
Osgoode  
Kemptonville  
Prescott  
Eganville

Finch  
Pembroke  
Renfrew  
Carleton Place  
Smiths Falls  
Quyon  
Maniwaki

STATION AGENTS (Cont'd)

Fort Coulonge  
Mountain  
Winchester

Merrickville  
Bedell  
Cornwall

Campbells Bay  
Shawville  
Chesterville

CARETAKERS

Pakenham  
Jasper  
Messines  
Kazabazua

Chelsea  
Manotick  
Avonmore  
Monkland

Apple Hill  
St. Clet  
St. Lazare  
Oxford

An Order will issue accordingly.

July 23, 1969

(Signed) J.E. DUMONTIER.

I CONCUR

(Signed) D.H. JONES

(Signed) J.A.D. MAGEE

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-6271

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of Canadian Pacific Railway Company for authority, in respect of its proposed Customer Service Centre at Ottawa, in the Province of Ontario, to remove thirty agents and twelve caretakers from stations on its Smiths Falls Division:*

*File 4205.3230.*

UPON hearing the application at a sitting of the Committee at Ottawa, Ontario, on May 27, 1969, in the presence of Counsel for the Canadian Pacific Railway Company and Leslie Price representing Hilton Mines, and upon reading the submissions filed -

The Committee hereby orders:

Upon the establishment by the Canadian Pacific Railway Company of its Customer Service Centre at Ottawa, Ontario, and the implementation of its plan as submitted at the said hearing, the Canadian Pacific Railway Company is authorized to remove its station agents at:

- |               |              |                |
|---------------|--------------|----------------|
| Petawawa      | Stittsville  | Finch          |
| Cobden        | Gracefield   | Pembroke       |
| Haleys        | Wakefield    | Renfrew        |
| Braeside      | Osgoode      | Carleton Place |
| Arnprior      | Kemptville   | Smiths Falls   |
| Almonte       | Prescott     | Quyon          |
| Waltham       | Eganville    | Maniwaki       |
| Fort Coulonge | Merrickville | Campbells Bay  |
| Mountain      | Bedell       | Shawville      |
| Winchester    | Cornwall     | Chesterville   |

and to remove its caretakers at:

Pakenham  
Jasper  
Messines  
Kazabazua

Chelsea  
Manotick  
Avonmore  
Monkland

Apple Hill  
St. Clet  
St. Lazare  
Oxford

on its Smiths Falls Division.

Dated at Ottawa, this 23rd day of July, 1969.

(Sgd.) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

## COMMISSION CANADIENNE DES TRANSPORTS

## COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*Relativement à la requête que la Compagnie de chemin de fer du Pacifique-Canadien a présentée en vue d'obtenir l'autorisation, au sujet du projet d'établissement d'un centre de service à la clientèle à Ottawa, dans la province d'Ontario, d'abolir trente postes de chef de gare et douze postes de gardien dans sa division de Smiths Falls.*

*Dossier n° 4205.3230  
le 23 juillet, 1969*

## DEVANT:

D.H. JONES

*président*

J.-E. DUMONTIER

*commissaire*

J. MAGEE

*commissaire*

## ONT COMPARU:

J. GRAHAM DAY

*Avocat Conseil de la Compagnie de  
chemin de fer du Pacifique-Canadien*

R.J. MADGE

*Avocat de la Compagnie de chemin  
de fer du Pacifique-Canadien*

LESLIE PRICE

*surintendant de l'usine de Hilton  
Mine, à Wyman, (Qué.)*

Audience tenue à:

Ottawa (Ont.), le 27 mai 1969.

## JUGEMENT

DUMONTIER, commissaire.

La demande de la Compagnie de chemin de fer du Pacifique-Canadien en vue de l'abolition de trente postes de chef de gare et de douze postes de gardien a été présentée le 4 novembre 1968.

L'abolition de ces positions est occasionnée par le projet d'établissement d'un centre de service à la clientèle, à Ottawa. Dans sa demande, le chemin de fer soutient que dans les conditions existantes, l'immobilité continue des chefs de gare diminue leur efficacité et que le trafic actuel et les conditions du marché exigent l'amélioration des communications par la centralisation de façon à offrir un meilleur service à la clientèle.

La demande indique qu'on offrira aux employés touchés par la proposition du chemin de fer des postes de surveillants itinérants ou autres positions créées au sein du

centre et que, à ce sujet, les conventions collectives du 15 octobre 1967, passées entre la compagnie et l'Union des employés des transports et des communications, et du 16 février 1968, passées entre la compagnie et la Fraternité des commis de chemins de fer, de lignes aériennes et de navires à vapeur, ont été déposées au Comité.

Afin de renseigner le public sur son projet, le chemin de fer a entrepris un vaste programme de distribution de brochures explicatives aux expéditeurs et aux chefs de maison et a organisé des réunions entre ses représentants et les autorités municipales et autres intéressés afin de répondre à toutes les questions relatives à ce projet.

La demande esquisse également les différentes fonctions du centre projeté, l'emplacement des bureaux et le genre de personnel à affecter au nouveau service.

Des exemplaires de la demande ont été envoyés à toutes les municipalités du territoire, ainsi qu'aux députés fédéraux et provinciaux en cause.

Les inspecteurs du service d'exploitation du Comité des transports par chemin de fer ont, après enquête, fait rapport que, compte tenu de l'étendue du plan, l'opposition au projet du chemin de fer était très faible. On a cependant critiqué les méthodes du chemin de fer et demandé que certaines des installations actuelles soient conservées. Une audience publique a été tenue à Ottawa le 17 mai 1969. A cette audience, M. L.R. Smith, vice-président, région de l'est de la Compagnie de chemin de fer du Pacifique-Canadien, a mentionné les centres de service à la clientèle de Lethbridge et de Trenton qui fonctionnent depuis quelque temps et qui ont permis au chemin de fer d'acquérir beaucoup d'expérience et l'assurance de l'appui de sa clientèle au sujet de ce qu'il considère comme une amélioration du service.

M. L.G. Savage, gérant des systèmes et des procédures, a déclaré que le but du projet d'établissement d'un centre de service à la clientèle était de "donner un service égal ou meilleur au public et d'obtenir une meilleure utilisation de notre main-d'œuvre et de nos ressources".

M. Savage a donné une esquisse des études qu'exige un tel projet et a expliqué le fonctionnement du centre au moyen du téléphone Zenith, des surveillants itinérants, du matériel interne et d'un ordinateur qui permet d'offrir un service de 24 heures sur 24 et de 7 jours par semaine.

M. J.B. Gillespie, surveillant du génie industriel, a expliqué comment cette nouvelle conception du traitement des affaires ferroviaires a été rendue possible par les améliorations apportées à son service par la Bell Telephone, par l'emploi de personnel itinérant et par des télécommunications internes. Il a décrit en détail comment le service qui sera assuré à la clientèle du chemin de fer fonctionnera au moyen du téléphone Zenith et des surveillants itinérants dans son application à toutes les opérations de transport et de communication.

Dans le cas des points où le service de messageries sera discontinué, M. Gillespie a expliqué qu'il y existe un autre service, par voie routière, et que ces points se trouvent près d'endroits qui seront desservis par le centre de service à la clientèle.

Aucune déposition s'opposant à la demande du chemin de fer n'a été faite. M. Leslie Price, surintendant de la mine Hilton, a posé des questions au sujet de la compétence du personnel qui fera le travail actuellement accompli par le chef de gare et de la disponibilité de ce personnel en tout temps. M. Price s'est également informé de la possibilité de retards dans les expéditions de wagons et de la souplesse du système projeté pour faire face à l'augmentation du trafic. On lui a assuré que sous le nouveau régime, le chemin de fer serait mieux en mesure d'assurer un service de qualité uniforme et consistante et de s'occuper rapidement de tout problème qui pourrait surgir.

M. Roland Godin, député de Portneuf, et M. René Matte, député de Champlain, étaient présents à l'audience et voulaient savoir ce qu'il adviendra des chefs de gare évincés par suite de l'établissement du centre de service à la clientèle.

L'avocat du chemin de fer a expliqué que ces employés pourront exercer leur droit d'ancienneté dans le district d'ancienneté ou s'ils sont à la veille d'atteindre l'âge de la retraite, prendre celle-ci plus tôt. Les employés qui devront déménager à un autre endroit n'auront pas à faire de déboursés vu que les conventions prévoient le paiement de ces dépenses.

M. Gillespie a déclaré, dans sa déposition, que la plupart des employés touchés par l'établissement du centre de service à la clientèle trouveront du travail sur le chemin de fer soit en exerçant leurs droits d'ancienneté, soit en acceptant un poste au centre; il estime qu'au plus cinq employés se trouveront peut-être sans travail à la suite du changement.

Dans les dépositions, on a répondu aux objections au projet à la satisfaction des opposants.

L'établissement d'un centre de service à la clientèle à Ottawa n'est pas quelque chose de nouveau pour la Compagnie de chemin de fer du Pacifique-Canadien, puisque d'autres centres semblables existent ailleurs depuis quelque temps. Le fait qu'aucune plainte n'ait été reçue au sujet de ces centres est un signe qu'ils fonctionnent à la satisfaction de la clientèle du chemin de fer.

Vu les explications que le chemin de fer a fournies et l'assurance qu'il a donnée que le service projeté sera égal à celui qui est assuré ou meilleur et vu les dispositions prises à l'égard des employés déplacés de la compagnie, j'approuve l'abolition de 30 postes d'agent de gare et de 12 postes de gardien dans la division de Smiths Falls de la Compagnie de chemin de fer du Pacifique-Canadien, soit aux endroits suivants:

#### AGENTS DE GARE

Petawawa	Stittsville	Finch
Cobden	Gracefield	Pembroke
Haleys	Wakefield	Renfrew
Braeside	Osgoode	Carleton Place
Arnprior	Kemptville	Smiths Falls
Almonte	Prescott	Quyon

**AGENTS DE GARE (Suite)**

Waltham  
Fort Coulonge  
Mountain  
Winchester

Eganville  
Merrickville  
Bedell  
Cornwall

Maniwaki  
Campbells Bay  
Shawville  
Chesterville

**GARDIENS**

Pakenham  
Jasper  
Messines  
Kazabazua

Chelsea  
Manotick  
Avonmore  
Monkland

Apple Hill  
Saint-Clet  
Saint-Lazare  
Oxford

Une ordonnance sera rendue en conséquence.

le 23 juillet 1969.

(SIGNÉ) J.E. DUMONTIER

J'agrée: (SIGNÉ) D.H. JONES

J'agrée: (SIGNÉ) J.A.D. MAGEE



## COMMISSION CANADIENNE DES TRANSPORTS

## ORDONNANCE N° R-6271

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*AU SUJET DE la demande faite par la compagnie de chemin de fer du Pacifique-Canadien pour obtenir l'autorisation concernant le centre projeté de service à la clientèle à Ottawa, dans la province d'Ontario, pour retirer de certaines gares de la division de Smiths Falls trente agents et douze préposés de gare:*

*Dossier N° 4205.3230*

APRÈS audition de la demande à une séance du Comité tenue à Ottawa, dans la province d'Ontario, le 27 mai 1969, en présence des avocats de la compagnie de chemin de fer du Pacifique-Canadien et de Leslie Price représentant Hilton Mines, et après lecture des mémoires déposés —

Le Comité ordonne par les présentes ce qui suit:

Lors de l'établissement du centre de service à la clientèle à Ottawa, dans la province d'Ontario, et de la mise en œuvre du projet tel que présenté à ladite audition par la compagnie de chemin de fer du Pacifique Canadien, la compagnie est autorisée à retirer ses agents à:

Petawawa	Stittsville	Finch
Cobden	Gracefield	Pembroke
Haleys	Wakefield	Renfrew
Braeside	Osgoode	Carleton Place
Amprior	Kemptville	Smiths Falls
Almonte	Prescott	Quyon
Waltham	Eganville	Maniwaki
Fort Coulonge	Merrickville	Campbells Bay
Mountain	Bedell	Shawville
Winchester	Cornwall	Chesterville

et à retirer ses préposés de gare à :

Pakenham  
Jasper  
Messines  
Kazabazua

Chelsea  
Manotick  
Avonmore  
Monkland

Apple Hill  
St. Clet  
St. Lazare  
Oxford

dans la division de Smiths Falls.

Daté à Ottawa, le 23<sup>ième</sup> jour de juillet, 1969.

C.W. RUMP,  
Secrétaire,  
Comité des transports par  
chemin de fer.

# Canadian Transport Commission

## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION LIBRARY

ORDER NO. R-6133

OCT 14 1969



UNIVERSITY OF TORONTO

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Canadian National Railways, hereinafter called the "Applicants", for authority to remove the agent and provide a caretaker at Heatherton, in the Province of Nova Scotia, at mileage 93.3 Hopewell Subdivision:*

*File No. 4205.610*

UPON reading the submissions filed —

The Committee hereby orders:

1. The Applicants are authorized to remove the agent at Heatherton, in the Province of Nova Scotia, at mileage 93.3 Hopewell Subdivision.

2. The removal authorized in section 1 of this Order shall not take place until after a resident caretaker is appointed and available forthwith to perform the following duties:

- (a) keep the station clean, heated and lighted when necessary for the accommodation of traffic;
- (b) take care of less than carload shipments.

Dated at Ottawa, this 7th day of July, 1969.

(Sgd.) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-6220

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Penn Central Company, hereinafter called the "Applicant Company", for authority to remove the Station Agent at Adirondack Junction, in the Province of Quebec, at mileage 40.7 Adirondack Sub-division:*

*File No. 13831*

UPON reading the submissions filed —

The Committee hereby orders:

The Applicant Company is authorized to remove the Station Agent at Adirondack Junction, in the Province of Quebec.

Dated at Ottawa, this 16th day of July, 1969.

(Sgd.) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-6232

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Canadian National Railways, hereinafter called the "Applicants", for an Order authorizing the removal of the station agent and station building, at St. Isidore Junction, in the Province of Quebec, at mileage 72.5 Massena Subdivision:*

*File Nos. 4205.2934  
37766*

UPON reading the submissions filed —

The Committee hereby orders:

The Applicants are authorized to remove the station agent and station building, at St. Isidore Junction, in the Province of Quebec, at mileage 72.5 Massena Subdivision, provided that an on-hand room is provided in the Village to look after less than carload shipments.

Dated at Ottawa, this 17th day of July, 1969.

(Sgd.) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-6273

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Canadian National Railways, hereinafter called the "Applicants", for authority to remove their station agent at Warman, in the Province of Saskatchewan, at mileage 16.8 Warman Subdivision:*

*File No. 43378*

UPON the undertaking of the Applicants to interline with the operator of a motor vehicle undertaking that provides daily smalls service to Warman and upon their undertaking to establish a drop-depot at Warman to take care of undelivered l.c.l. express traffic and upon reading the submissions filed —

The Committee hereby orders:

1. The Applicants are authorized to remove the station agent at Warman, in the Province of Saskatchewan, at mileage 16.8 Warman Subdivision.
2. The station is to be kept clean, heated and lighted when necessary for the accommodation of passenger traffic.

Dated at Ottawa, this 28th day of July, 1969.

(Sgd.) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ACCIDENTS REPORTED TO THE OPERATING BRANCH, MAY, 1969  
RAILWAY TRANSPORT COMMITTEE

	<u>Accidents</u>	<u>Killed</u>	<u>Injured</u>
Railway Accidents . . . . .	238	16	295
Level Crossing Accidents . . . . .	16	6	15
	<u>254</u>	<u>22</u>	<u>310</u>
		<u>Killed</u>	<u>Injured</u>
Passengers . . . . .	—	77	
Employees . . . . .	7	202	
Others . . . . .	15	31	
	<u>22</u>	<u>310</u>	

Of the 16 accidents at Highway Crossings 11 occurred where Standard Railway Crossings signs are located, 5 where additional forms of protection are in use, 10 after Sunrise and 6 after Sunset.

Ottawa, Ont.

**SUMMARY OF ORDERS ISSUED BY  
THE RAILWAY TRANSPORT COMMITTEE**

\*(Denotes Order printed in full)

- R-5956 June 23 – Approving tolls on the arbitraries published from Stations east of Diamond, Levis and Boundary, Quebec, in tariffs filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A. (DAR).
- R-5957 June 24 – Rescinding authority of Order R-5613 and approving the location of the flammable liquid bulk storage and transfer facilities of Imperial Oil Limited at Drumheller, Alta., near mileage 52.10 Drumheller Subd., CNR.
- R-5958 June 24 – Authorizing the Town of Winkler, Man., to construct Fifth Street (Main Street) across the CPR at mileage 71.94, LaRiviere Subd. and requiring the Railway to install automatic protection at the crossing.
- R-5959 June 24 – Approving revised Appendix “A” and Supplement No. 6 to Traffic Agreement between Bell Canada and La Compagnie du Téléphone de Nicolet Ltée.
- R-5960 June 24 – Approving Supplement No. 5 to Traffic Agreement between Bell Canada and La Compagnie du Téléphone de Nicolet Ltée.
- R-5961 June 24 – Approving Supplement No. 2 Traffic Agreement between Bell Canada and La Compagnie de Téléphone de Courcelles Inc.
- R-5962 June 24 – Exempting the CNR from erecting and maintaining right of way fences between certain mileages on their Craik Subd. in Sask.
- R-5963 June 24 – Rescinding authority of Order 70660 and approving the portion of the flammable liquid transfer facilities of Texaco Canada Limited at Kentville, N.S., near mileage 0.84, Kentville Subd., Dominion Atlantic Railway.
- R-5964 June 24 – Approving Service Station Contract between Bell Canada and the Corporation of the Town of Keewatin.
- R-5965 June 24 – Authorizing the Saskatchewan Department of Highways and Transportation to construct an overhead bridge to carry Highway No. 1 over the CPR at mileage 105.40 Swift Current Subd., near Aikins, Sask.
- R-5966 June 24 – Exempting the CPR from erecting and maintaining right of way fences between certain mileages on its McAdam Subd. in N.B.
- R-5967 June 24 – Requiring the CNR to install automatic crossing protection at the crossing of their railway and Highway No. 3 in Parish of St. Robert, Richelieu County, Que., at mileage 30.90 St. Judes Subd.



- R-5968 June 24 – Authorizing the CPR to operate its engines, cars and trains over the subway carrying Upper Lachine Road under its tracks in the City of Montreal, Que., at mileage 2.51, Westmount Subd.
- R-5969 June 24 – Approving revisions to tariffs filed by the British Columbia Telephone Company.
- R-5970 June 24 – Approving tolls published in Supplement No. 7 to Agreed Charge Tariff filed by the Canadian Freight Assoc. under section 3 and 8 of the MFRA.
- R-5971 June 24 – Approving location of the proposed additional vertical storage tank and associated piping of Imperial Oil Limited at La Sarre, Que., near mileage 97.34 Taschereau Subd., CNR.
- R-5972 June 24 – Authorizing the CNR to operate their engines, cars and trains on the siding serving Crane of Canada Limited, off mileage 231.6 Kingston Subd. crossing at grade the roadway in the Town of Trenton, County of Hastings, Ont.
- R-5973 June 24 – Exempting the CPR from erecting and maintaining right of way fences between certain mileages on its Minto Subd. in N.B.
- R-5974 June 24 – Authorizing the CPR to construct and maintain a siding across 18th Street S.E., in Mayland Industrial Park in Calgary, Alta. to serve New Holland Division, Sperry Rand Canada, at mileage 0.66 New Holland Subd., Sperry Rand Spur, near mileage 2.07 Red Deer Subd.
- R-5975 June 24 – Authorizing the Ontario Department of Highways to widen and improve Dennie Street (Highway No. 545) where it crosses the CNR in the Town of Capreol, District of Sudbury, Ont., at mileage 144.30 Alderdale Subd., and requiring the Railways to relocate the existing automatic protection to provide for the widened and improved crossing.
- R-5976 June 24 – Authorizing the Township of Roxborough to realign and widen Valley Street where it crosses the CNR in the Village of Moose Creek, between Lots 18 and 19, Con. 7, Twp. of Roxborough, County of Stormont, Ont. at mileage 40.38 Alexandria Subd. and upon completion requiring the Railways to install automatic protection at the crossing.
- R-5977 June 24 – Approving changes to the automatic protection at the crossing of the CNR and Woodleigh Drive in Kensington, P.E.I., at mileage 8.29 Kensington Subd.
- R-5978 June 24 – Authorizing the CPR to make changes in the signals between mileages 38.4 and 48.0 on the Galt Subd., Ont.

- R-5979 June 24 — Authorizing the Borough of Scarborough, Ont. to widen Progress Avenue where it crosses the CNR at mileage 56.74 Uxbridge Subd., and requiring the Railways to relocate the existing automatic protection to provide for the widened crossing.
- R-5980 June 24 — Approving changes in the automatic protection at the crossing of the CNR and Ellesmere Road, in the Borough of Scarborough, Ont., at mileage 57.02 Uxbridge Subd.
- R-5981 June 24 — Approving the location of the proposed additional flammable liquid transfer facilities of Imperial Oil Limited at Moncton, N.B., near mileage 0.04 Industrial Spur, off mileage 4.18 Gort Subd. C.N.R.
- R-5982 June 24 — Authorizing the Prince Edward Island Department of Highways to widen and improve the highway across the CNR at Portage, P.E.I., at mileage 47.95 Kensington Subd., requiring the Railways to relocate the existing automatic protection to provide for the widened crossing.
- R-5983 June 24 — Approving the location of the flammable liquid bulk storage and transfer facilities of Gulf Oil Canada Limited at Fernie, British Columbia., near mileage 36.1 Cranbrook Subd. C.P.R.
- R-5984 June 24 — Requiring the CPR to install automatic protection at the crossing of its railway and Grosvenor Avenue, in the City of Winnipeg, Man., at mileage 3.89 La Riviere Subd., and the track of the Midland Railway Company 75 feet east.
- R-5985 June 24 — Authorizing the Village of Colborne, Ont., to widen Victoria Street where it crosses the CNR at mileage 249.43 Kingston Subd. and requiring the railway to install automatic protection at the crossing.
- R-5986 June 24 — Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Brockville Chemical Industries Limited at Howick, Que., near mileage 57.1 Massena Subd., CNR.
- R-5987 June 24 — Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Brockville Chemical Industries Limited at Cookstown, Ont., near mileage 68.42 Beeton Subd., CNR.
- R-5988 June 24 — Authorizing the Saskatchewan Department of Highways and Transportation to construct Highway No. 3 across the CNR at mileage 135.22 Tisdale Subd., in the SE¼-28-46-24-W2M, Sask.
- R-5989 June 24 — Approving Supplement No. 2 to Service Station Contract between Bell Canada and The Flos Municipal Telephone System.
- R-5990 June 24 — Requiring the CPR to install automatic protection at the crossing of its railway and 146th Ave., S.E., in Calgary, Alta., at mileage 8.72 MacLeod Subd.

- R-5991 June 24 – Authorizing the CPR to operate its engines, cars and trains under the overhead bridge at mileage 34.31 Leduc Subd. in Alta.
- R-5992 June 24 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Brockville Chemical Industries Limited at Cedars, Que., near mileage 29.03, Kingston Subd., CNR.
- R-5993 June 24 – Approving Supplement No. 5 to Traffic Agreement between Bell Canada and La Compagnie de Telephone de St-Methode.
- R-5994 June 24 – Approving revised Appendix “A” to Traffic Agreement between Bell Canada and La Compagnie de Telephone de St-Methode.
- R-5995 June 24 – Exempting the CPR from erecting and maintaining right of way fences between certain mileages on its West Saint John Subd. in N.B.
- R-5996 June 24 – Authorizing removal of the speed limitation at the crossing of the CPR at Sherbrooke Street in the City of Saint John, N.B. at mileage 0.79 West Saint John Subd.
- R-5997 June 24 – Approving changes in the automatic protection at the crossing of the CNR at the highway at Renforth, N.B., mileage 80.54 Sussex Subd.
- R-5998 June 24 – Amending Order R-2675 which authorized the CPR to construct a spur track across Crompton Street and South Kent Avenue in the City of Vancouver, British Columbia, commencing at mileage 2.40 Westminster Branch, Vancouver and Lulu Island Sub.
- R-5999 June 24 – Exempting the CPR from erecting and maintaining right of way fences between certain mileages along its MacLeod Subd., in the City of Calgary, Alta.
- R-6000 June 24 – Authorizing removal of the speed limitation at the crossing of the CNR and St. Francois Street in Victoriaville, Que., mileage 54.90 Danville Subd., Champlain Area.
- R-6001 June 24 – Amending Order 125533 which required among other things the installation of automatic protection at the crossing of the CNR and DeWitt Road, in Lots 16 and 17, Con. 1, Twp. of Saltfleet, County of Wentworth, Ont. at mileage 35.32 Grimsby Subd.
- R-6002 June 24 – Amending Order 125364 which required the installation of automatic protection at the crossing of the CNR at Pentecostal Road in the Twp. of Hamilton, Ont. at mileage 260.70 Kingston Subd.
- R-6003 June 24 – Amending Order R-4207 which approved the location of the temporary methanol transfer facilities of Chemcell Limited at Cowichan Bay, British Columbia, near mileage 7.29 Tidewater Subd., CNR.

- R-6004 June 24 – Authorizing the Quebec Department of Roads to widen 4th Range West Road where it crosses the CNR at mileage 11.61 Alexandria Subd. in the Municipality of Ste-Justine-de-Newton, in the County of Vaudreuil, Que., and requiring the Railways to install automatic protection at the crossing.
- R-6005 June 24 – Authorizing the Quebec Department of Roads to construct a subway to carry Trans-Canada Highway under the CNR in the Municipality of St. Jean Port-Joli, County of L'Islet, Que., at mileage 55.13 Montinagny Subd.
- R-6006 June 24 – Requiring the County of Canrose to improve the vision at the crossing of the County Road and the CNR at mileage 73.54 Camrose Subd., north of Section 23-43-21-W4M in Alta.
- R-6007 June 24 – Exempting the CPR from erecting and maintaining right of way fences between certain mileages on its Fredericton Subd. in N.B.
- R-6008 June 24 – Authorizing the Saskatchewan Department of Highways and Transportation to construct and maintain Highway No. 3 across the CNR at mileage 153.32 Tisdale Subd. in the SE¼-29-47-25-W2M, Sask. and requiring the Railways to install automatic protection at the crossing.
- R-6009 June 24 – Authorizing the New Brunswick Department of Highways to improve the view lines at the crossing of the CPR and Highway No. 755, in Honeydale, County of Charlotte, N.B. at mileage 19.16 St. Stephen Subd.
- R-6010 June 24 – Requiring the CNR to install automatic protection at the crossing of their railway and the North-South access road to the Village of Glendon, Alta., at mileage 18.83 Bonnyville Subd.
- R-6011 June 24 – Authorizing the City of Dartmouth, N.S., to construct and maintain a temporary crossing to carry Ochterloney Street across the CNR at mileage 12.66 Dartmouth Subd. and install vehicular "Stop" signs on the road approaches to the crossing and requiring the Railways to close the crossing before the 31st day of December, 1969.
- R-6012 June 24 – Requiring the CNR to install automatic protection at the crossing of their railway and 34th Street in Edmonton, Alta., at mileage 0.44 "Z" Line off mileage 4.46 Camrose Subd. and to relocate the existing reflectorized signs to another public crossing at mileage 56.07 Dodsland Subd.
- R-6013 June 25 – Authorizing removal of the speed limitation at the crossing of the CNR and the public road, south of Elmwood, Ont., mileage 32.16 Owen Sound Subd.

- R-6014 June 25 - Exempting the CNR from the application of Section 53(1) of General Order E-14 provided no engines or trains clear the main track at the siding at mileage 257.06 Bala Subd. in Ont.
- R-6015 June 25 - Amending Order R-2709 which required the installation of automatic protection at the crossing of the CNR and District Highway No. 492F in the M.D. of Bonnyville No. 87 Alta., at mileage 36.01 Bonnyville Subd.
- R-6016 June 25 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Brockville Chemical Industries Limited at Aubrey, Que., at mileage 21.6 Valleyfield Subd., CNR.
- R-6017 June 25 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Brockville Chemical Industries Limited at St. Isidore, Que., near mileage 68.5 Massena Subd., CNR.
- R-6018 June 25 - Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Brockville Chemical Industries Limited at Ayrness, Que., near mileage 26.8 Valleyfield Subd. CNR.
- R-6019 June 25 - Approving Supplement No. 4 to Traffic Agreement between Bell Canada and The Manitoulin Island Rural Telephone Company Limited.
- R-6020 June 25 - Approving Supplement No. 5 to Traffic Agreement between Bell Canada and the Sebright Telephone Company Limited
- R-6021 June 25 - Approving Supplements Nos. 5 & 6 to Traffic Agreement between Bell Canada and La Compagnie de Telephone de Warwick.
- \*R-6022 June 25 - Authorizing limitation of liability of a rate to be published by the Canadian Freight Association on behalf of the CNR and CPR, on Crude Copper Ore from Ashcroft B.C. to Lakefield, Ont. (see page 242, 59 RTC)
- R-6023 June 25 - Authorizing the Town of Hope, British Columbia to construct a sidewalk at grade on 6th Avenue crossing the CNR at mile 40.05 Yale Subd.
- R-6024 June 25 - Authorizing the Quebec Department of Roads to reconstruct station road where it crosses the Quebec Central Rly., in the Municipality of Ascot Corner, Sherbrooke County, Que., at mileage 10.52 Valley Subd., and requiring the Railway to install automatic protection at the crossing.
- R-6025 June 25 - Assessing fifty per cent of the cost of maintenance of the crossing of the CPR and Hwy. 185B-10th Avenue N.E. in the Town of Golden, British Columbia, at mileage 36.2 Mountain Subd., on the Town.

- R-6026 June 25 - Authorizing the CPR to operate its engines, cars and trains under the bridge carrying the Thornton Branch of the CNR over its tracks in the City of Vancouver, British Columbia.
- R-6027 June 25 - Requiring the CNR to improve the automatic protection at the crossing of their railway and Main Street in Seaforth, Ont., at mileage 24.76 Goderich Subd.
- R-6028 June 25 - Approving Supplements Nos. 9, 10 & 11 to Traffic Agreement between Bell Canada and the South Bruce Rural Telephone Company Limited.
- R-6029 June 25 - Approving Supplement No. 7 to Traffic Agreement between Bell Canada and The Burnt River Telephone Company Ltd.
- R-6030 June 25 - Requiring the CNR to install automatic protection at the crossing of their railway and Town Line Road between the Townships of Stephenson and Stisted in Ont., at mileage 142.27 Newmarket Subd.
- R-6031 June 25 - Authorizing the CNR to operate their engines, cars and trains over the private siding serving Muskoka Charcoal Company off mileage 150.03 Newmarket Subd., crossing Old Muskoka Road at chainage 10+57 in Lots 16 & 17, Conc. 6, in the Twp. of Chaffey, in Ont. and requiring all train movements over the crossing to be flagged by a member of the train crew.
- R-6032 June 25 - Requiring the CPR to install automatic protection at the crossing of its railway and 105th Street at 86th Avenue in Edmonton, Alta., at mileage 97.41 Leduc Subd.
- R-6033 June 25 - Authorizing the R.M. Ituna Bon Accord to reconstruct Municipal Road where it crosses the CNR north of sections 19 & 20-25-11-W2M, Sask., at mileage 36.00 Watrous Subd., and to improve the vision at the crossing.
- R-6034 June 25 - Exempting the CPR from erecting and maintaining fences between mileages 74.88 and 75.90 on the south side of Assiniboia Subd., in Sask.
- R-6035 June 25 - Requiring the CPR to install automatic protection at the crossing of its railway and Chemin du Petit Rang V in the Parish of St. Gabriel de Brandon, County of Berthier, Que., at mileage 27.17 St. Gabriel Subd.
- R-6036 June 25 - Authorizing the Highways Department of Manitoba to reconstruct PTH No. 101 where it crosses the CPR between the NW¼-1 and the SW¼-12-12-2-EPM, Man., at mileage 5.39 Arborg Subd., and requiring the Railway to relocate the existing automatic protection to provide for the reconstructed crossing.

- R-6037 June 25 – Requiring the New Brunswick Department of Highways, to improve the view lines at the crossing of the CNR and Job Allen Road in the Parish of Botsford, County of Westmorland, N.B. at mileage 23.89 Tormentine Subd.
- R-6038 June 25 – Authorizing removal of the speed limitation at the crossing of the CNR and Romeo Street in Stratford, Ont., at mileage 87.95 Guelph Subd.
- R-6039 June 25 – Authorizing removal of the speed limitation at the crossing of the CNR and Romeo Street in Stratford, Ont., at mileage 30.75 Drumbo Subd.
- R-6040 June 25 – Authorizing the CNR to operate their engines, cars and trains under the overhead bridge carrying Hwy. No. 31, over their tracks in the NW¼-18-53-5-W5M in Alta., at mileage 55.81 Edson Subd.
- R-6041 June 25 – Requiring the New Brunswick Department of Highways to improve the vision at the crossing of the CPR and Roix Road, Route No. 760, Parish of St. Croix, County of Charlotte, N.B. at mileage 12.98 St. Andrews Subd.
- R-6042 June 25 – Authorizing removal of speed limitation at the crossing of the CNR and Municipal Road in the County of Lacombe No. 14, Alta., at mileage 18.46 Brazeau Subd.
- R-6043 June 25 – Authorizing the CPR to construct and maintain an additional track at grade across 50th Avenue S.E., in Calgary, Alta., at mileage 172.10 Brooks Subd., and requiring the railway to relocate the existing automatic protection to provide for the additional track.
- R-6044 June 25 – Authorizing removal of speed limitation at the crossing of the CNR and Main Street in the Town of Richmond, Que. at mileage 87.04 Danville Subd., Champlain area.
- R-6045 June 25 – Authorizing removal of speed limitation at the crossing of the CNR and Elora Road, north of Cargill, Ont., at mileage 31.44 Southampton Subd.
- R-6046 June 25 – Amending Order R-370 which authorized the Township of Thurlow in Ont. to widen and improve Mitchell's Sideroad where it crosses the CNR at mileage 216.24 Kingston Subd.
- R-6047 June 25 – Assessing the cost of maintenance and operation of the protection at the crossing of the CPR and Hammond Line Road between Lots 16-b and 17-c Range 4, in the M.C. of Onslow "South Part", Que., at mileage 28.1 Waltham Subdivision equally on the Railway and the Quebec Department of Roads.

- R-6048 June 25 - Approving contracts between Bell Canada and Quebec Telephone respecting Extended Area Service between certain exchanges in Quebec.
- R-6049 June 25 - Declaring the crossing of the Municipal Road and the Quebec Central Railway in the Town of Beauceville East, County of Beauce, Que., at mileage 14.21 Chaudiere Subd. a public crossing; authorizing the Town of Beauceville East to reconstruct the crossing and requiring the Railway to install reflectorized signs at the crossing.
- R-6050 June 25 - Approving the allocation of the proposed anhydrous ammonia transfer facilities of Spruce Alberta Farms Ltd. at Spruce Grove, Alta., near mileage 19.61 Edson Subd. CNR
- R-6051 June 25 - Exempting the CPR from erecting and maintaining right of way fences between certain mileages along the Brooks Subdivision, in Calgary, Alberta.
- R-6052 June 25 - Exempting the CNR from erecting and maintaining right of way fences on the south side of their Chatham Subd., between mileages 81.05 and 81.55 in the Township of Tilbury North, Ont.
- R-6053 June 25 - Rescinding authority of Order No. 73873 which approved the location of unloading point, pipe lines, pumphouse, storage tank, loading point and dyke for handling and storage of diesel fuel oil. (Class II inflammable liquid) for the Esquimalt and Nanaimo Railway Company, at Duncan, British Columbia at mileage 40.1 Victoria Subd.
- R-6054 June 25 - Amending Order 124216 which required among other things the installation of automatic protection at the crossing of the CNR and Beard's Lane, in the City of Woodstock, County of Oxford, Ont., at mileage 47.91 Dundas Subd.
- R-6055 June 25 - Approving tolls published in Supplement No. 12 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A. (DAR)
- R-6056 June 25 - Approving tolls published in Supplement No. 6 to Agreed Charge Tariff filed by the Canadian Freight Association under Sections 3 and 8 of the M.F.R.A.
- R-6057 June 25 - Approving tolls published in Supplement No. 3 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- R-6058 June 25 - Approving tolls published in Supplement No. 3 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.



- R-6059 June 25 – Approving toll published in Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A. (DAR)
- R-6060 June 25 – Approving tolls published in Supplement No. 4 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A.
- R-6061 June 25 – Approving tolls published in Tariff filed by the Dominion Atlantic Railway under sections 3 and 8 of the M.F.R.A. and rescinding authority of Order R-4865.
- R-6062 June 25 – Approving tolls published in Tariffs filed by the CNR under section 3 of the M.F.R.A.
- R-6063 June 25 – Approving revisions to Tariffs filed by Bell Canada.
- R-6064 June 25 – Approving revisions to Tariffs filed by Bell Canada.
- R-6065 June 25 – Approving revisions to Tariffs filed by Bell Canada.
- R-6066 June 26 – Amending Order 119563 which required the installation of automatic protection at the crossing of the CNR and Smallman Side Road, in Dundee, Que., at mileage 26.45 Massena Subd.
- R-6067 June 27 – Authorizing removal of speed limitation at the crossing of Penn Central Company and County Road No. 15 in the Township of Townsend, County of Norfolk, Ont., at mileage 65.51 Main Line Subd.
- R-6068 June 27 – Authorizing the CNR to construct their Nanticoke Spur to serve the Hydro Electric Power Commission of Ont., commencing at mileage 61.38 Cayuga Subd., crossing certain public roads in the Township of Walpole, County of Haldimand, in Ont. as follows: mileages 0.72, 1.59, 2.46, 3.33, 4.20 and requiring automatic protection to be installed at the crossing at mile 0.72 and until protection is put into service to provide manual flagging protection for all train movements at the crossing.
- R-6069 June 27 – Dismissing application of the CNR for authority to remove the caretaker at Erwood, Sask., at mileage 92.6 Erwood Subdivision.
- \*R-6070 June 30 – Authorizing the CNR to remove their station agent at Weldon, Sask., at mileage 123.5 Tisdale Subd. on condition that customers in Weldon and surrounding district may make free long distance telephone calls to their agent at Kinistino, Sask., and that a daily smalls service and drop-depot to and at Weldon be provided (see page 243, 59 RTC)
- \*R-6071 June 30 – Authorizing the CNR to remove their station agent at Livelong, Sask., at mileage 86.6 Robinhood Subd. on condition that their customers in Livelong and surrounding district may make free long

distance telephone calls to their agent at Turtelford, Sask. and that tri-weekly service and drop-depot to and at Livelong be provided (see page 244, 59 RTC)

- \*R-6072 June 30 – Authorizing the CNR to remove their station agent at Carmel in Sask. at mileage 10.4 Aberdeen Subd. on condition that their customers in Carmel and surrounding district may make free long distance telephone calls to their agent at Humboldt, Sask., and that their motor vehicle undertaking and drop depot to and at Carmel be provided (see page 245, 59 RTC)
- \*R-6073 June 30 – Authorizing the CNR to remove their agent at Goodeve, Sask., at mileage 18.8 Watrous Subd. on condition that their customers in Goodeve and surrounding district may make free long distance telephone calls to their terminal at Melville, Sask., and that their motor vehicle undertaking and a drop-depot to and at Goodeve be provided (see page 246, 59 RTC)
- \*R-6074 June 30 – Authorizing the CNR to remove their station agent at Zealandia, in Sask., at mileage 60.8 Rosetown Subd. on condition that their customers in Zealandia and the surrounding district may make free long distance telephone calls to their agent at Rosetown, Sask., and that their motor vehicle undertaking and a drop-depot to and at Zealandia be provided (see page 247, 59 RTC)
- \*R-6075 June 30 – Authorizing the CNR to remove their station agent at Fenwood, Sask., at mileage 12.5 Watrous Subd., on condition that their customers in Fenwood and the surrounding districts may make free long distance telephone calls to their agent at Melville, Sask., and that their motor vehicle undertaking and drop-depot to and at Fenwood be provided. (see page 248, 59 RTC)
- R-6076 June 30 – Authorizing the Nova Scotia Department of Highways to construct and maintain Silver Birch Road across the CNR near Hubley, County of Halifax, N.S., at mileage 10.69 Chester Subd. and requiring the Railways to install automatic protection at the crossing.
- R-6077 June 30 – Authorizing the Prince Edward Island Department of Highways to widen and improve the crossing of a public road and the CNR in Windsor, P.E.I., at mileage 6.57 Borden Subd.
- R-6078 June 30 – Authorizing the CNR to relocate their Letellier Subd., between mileages 0.00 and 0.25 to permit the construction of access ramps to the Pembina Highway Jubilee Avenue interchange, in Man.; to cross at grade Parker Avenue at mileage 0.15 and to relocate the automatic protection to provide for the relocated crossing.

- R-6079 June 30 – Authorizing the CNR to make changes in the signals at Portage Junction, Winnipeg Terminals, Man., mileage 2.69 Rivers Subd., and mileage 0.0 Letellier Subd.
- R-6080 June 30 – Authorizing the Town of St. Felicien, to construct and maintain a temporary road across the CNR between Lots 4A north and 5A, Range 1, Township of Demeules, County of Roberval, Que., at mileage 30.04 Roberval Subd.; the crossing to be opened to and used by the public on July 5th and 6th and the Railways shall close the temporary crossing on July 7th.
- R-6081 July 7 – Authorizing the Alberta Department of Highways to construct a public road across the C.P.R., mileage 16.17 Vegreville Subd., in SE¼-6-55-14 W4M, Alta.
- R-6082 July 7 – Authorizing the Town of Fergus, Ont., to widen Hill Street where it crosses the C.N.R., mileage 46.56 Fergus Subd., and requiring the Railways to relocate the automatic protection to provide for the widened crossing.
- R-6083 July 7 – Authorizing the County of Frontenac to widen and improve County Road 4A where it crosses the C.N.R., mileage 85.11 Smiths Falls Subd., and the C.P.R., mileage 84.82 Kingston Subd., Harrowsmith, Lot 7, Con. 4, Twp. of Portland, Ont.
- R-6084 July 7 – Authorizing the County of Wellington in Ont., to reconstruct and improve County Road No. 7 where it crosses the C.N.R., mileage 52.35 Fergus Subd., and requiring the Railways to relocate the existing protection to provide for the reconstruction.
- R-6085 July 7 – Authorizing the City of Cap-de-la-Madeleine in Que., to reconstruct St. Maurice Street where it crosses the C.P.R., mileage 85.77 Quebec Subd., and requiring the Railway to install automatic protection at the crossing.
- R-6086 July 7 – Authorizing the C.N.R. to operate their engines, cars and trains under the twin overhead bridges carrying the Queensway over their track in the Twp. of Nepean, Ont., mileage 17.4 Ottawa Subd.
- R-6087 July 7 – Approving the less-than-standard overhead clearances on the siding serving Calvert of Canada Ltd., at Gimli, Man., mileage 58.0 Winnipeg Beach Subd., C.P.R., provided signs indicating less-than-standard overhead clearances are erected.
- R-6088 July 7 – Requiring the Chesapeake and Ohio Rly. to relocate the existing reflectorized signs from a crossing of the spur track of its railway serving Dow Chemical of Canada and Vidal Street (Hwy. No. 40), City of Sarnia, Ont., mileage 69.10 Subd. No. 2 to another crossing of its railway and Water Street, Town of Dresden, mileage 0.95 Dresden Belt Line off mile 29.80 No. 2 Subd.

- R-6089 July 7 - Amending Order R-5005 which authorized the County of Peterborough, Ont., to reconstruct and widen County Road No. 34 where it crosses the C.P.R., Twp., of Otonabee, mileage 111.68 Havelock Subd.
- R-6090 July 7 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Fourth Street East, Amos East, Que., mileage 42.70 Taschereau Subd.
- R-6091 July 7 - Rescinding authority of Order R-2698 which restricted the speed limit of trains at crossing of the C.N.R. and Longford Mills Road, Twp. of Rama, Ont., mileage 93.76 Newmarket Subd.
- R-6092 July 7 - Assessing the cost of maintenance and operation of the automatic protection at the crossing of the C.N.R. and County Road No. 13 at Bells Corners, Ont., mileage 15.09 Ottawa Subd., equally between the Railways and the Regional Municipality of Ottawa-Carleton.
- R-6093 July 7 - Amending Order 122569 which required the installation of automatic protection at the crossing of the C.N.R. and Tiffin Street in the City of Barrie, Ont., mileage 63.0 Newmarket Subd.
- R-6094 July 7 - Authorizing the Ontario Department of Lands and Forests to construct and maintain a public road across the C.N.R., west of Bennett Twp., Ont., mileage 41.11 Fort Frances Subd.
- R-6095 July 7 - Approving the crossing of the highway and the C.N.R., mileage 30.22 Flin Flon Subd., Atik, Man., and authorizing the Highways Department of Manitoba to improve the crossing.
- R-6096 July 7 - Exempting the C.N.R. from erecting and maintaining the right of way fences on the north side of their Cromer Subd., Sask., between mileages 120.83 and 121.33.
- R-6097 July 7 - Assessing the cost of maintenance and operation of the automatic protection at the crossing of the C.N.R. and Service Road, east of Oshawa, Ont., mileage 296.22 Oshawa Subd., equally between the Twp. of Darlington and the Railways.
- R-6098 July 7 - Authorizing the removal of the speed limitation at the crossing of the Esquimalt and Nanaimo Rly. and Kitsuksis Street, Port Alberni, British Columbia, mileage 35.8 Port Alberni Subd.
- R-6099 July 7 - Authorizing the Quebec Department of Roads to widen Sacre-Coeur Street where it crosses the C.N.R., Village of Charlemagne, L'Assomption County, Que., mileage 124.54 Joliette Subd., and requiring the Railways to install automatic protection at the crossing.
- R-6100 July 7 - Requiring the Twp. of Dereham, Ont., to improve the vision at the crossing of the C.N.R. and Township Road, mileage 34.81 Burford

Subd., and requiring that no train or engine shall enter the crossing at a speed greater than 10 miles per hour.

- R-6101 July 7 - Approving changes in the automatic protection at the crossing of the C.N.R. and the highway at St. Pauls, Ont., mileage 5.32 Thorndale Subd.
- R-6102 July 7 - Authorizing the C.N.R. to operate their engines, cars and trains on the Hawkesbury Industrial Lead commencing at mileage 20.29 Vankleek Subd., and crossing Spence Avenue, mileage 0.22 and Cartier Boulevard at mileage 0.36, Town of Hawkesbury, Ont. and requiring all train movements over the crossings be protected by a member of the train crew.
- R-6103 July 7 - Assessing the cost of maintenance and operation of the automatic protection at the crossing of the C.N.R. and Moodie Drive, Twp. of Nepean, Ont., mileage 7.96 Smiths Falls Subd., equally between the Railways and the Regional Municipality of Ottawa-Carleton.
- R-6104 July 7 - Authorizing the C.N.R. to construct and maintain a siding to cross 116th Street, City of Edmonton, Alta., opposite mileage 1.23 "Y" Line, Edmonton West Terminal Subd., and requiring the Railways to revise the automatic protection to provide for the additional track.
- R-6105 July 7 - Exempting the C.N.R. from erecting and maintaining the right of way fences between certain mileages on their Cayuga Subd., County of Welland and the Twps. of Bertie and Windham, Ont.
- R-6106 July 7 - Authorizing the C.P.R. to remove the caretaker at Glacier, British Columbia, mileage 85.5 Mountain Subd.
- R-6107 July 7 - Rescinding authority of Order 124346 and approving the location of the flammable liquid bulk storage and transfer facilities of Texaco Canada Ltd., at High Level, Alta., near mileage 182.43 Manning Subd., C.N.R.
- R-6108 July 7 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and the road between Lots 18 and 19, Con. 1, Twp. of Darlington, County of Durham, Ont., mileage 165.98 Belleville Subd.
- R-6109 July 7 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and Cliff Road, Twp. of the Front of Leeds and Lansdowne, Ont., mileage 151.26 Kingston Subd.
- R-6110 July 7 - Requiring the Chesapeake and Ohio Rly. to relocate the reflectorized crossing signs from the crossing of its railway and Wigle Avenue, Town of Kingsville, Ont., mileage 31.0 No. 1 Subd., to another crossing of its railway and Water Street in the Town of Dresden, mileage 1.0 Dresden Belt Line off mileage 29.80 No. 2 Subd.

- R-6111 July 7 - Requiring the Chesapeake and Ohio Rly. to relocate the existing reflectorized signs from the crossing of its railway and Windsor Suburban Road No. 8 at Paquette Station, Ont., mileage 10.7 No. 1 Subd., to another crossing of its railway and Water Street in the Town of Dresden, mileage 1.05 Dresden Belt Line off mileage 29.80 No. 2 Subd.
- R-6112 July 7 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Greenfield Road, Twp. of North Dumfries, Ont., mileage 66.25 Galt Subd.
- R-6113 July 7 - Authorizing the Ontario Department of Highways to construct an overhead bridge to carry E.C. Rowe Expressway over the Penn Central Co., mileage 4.55 Main Line Subd., City of Windsor, Ont.
- R-6114 July 7 - Exempting the C.N.R. from erecting and maintaining right of way fences between certain mileages on their Yorkton Subd., in Sask.
- R-6115 July 7 - Approving minimum charges published in Tariff filed by the C.P.R. under Section 8 of the M.F.R.A., and rescinding authority of Order R-5808.
- R-6116 July 7 - Approving the location of the proposed additional flammable liquid facilities of Shell Canada Ltd., at Davidson, Sask., mileage 88.86 Craik Subd., C.N.R.
- R-6117 July 7 - Amending Order R-2770 which authorized the installation of reflectorized signboards at certain crossings of the C.N.R. in Canada.
- R-6118 July 7 - Requiring the C.P.R. to install automatic protection at the crossing of its railway and Hwy. No. 43, in Berthierville, Que., mileage 1:07 Berthierville Subd.
- R-6119 July 7 - Authorizing the Newfoundland Department of Highways to widen and maintain the overhead bridge carrying Trans-Canada Highway over the C.N.R. near Gambo, Nfld., mileage 188.06 Clareville Subd.
- R-6120 July 7 - Approving minimum charges published in Tariff filed by the Dominion Atlantic Rly. under Sections 3 and 8 of the M.F.R.A. and rescinding authority of Order R-5023.
- R-6121 July 7 - Approving toll published in Tariff filed by the Canada and Gulf Terminal Rly. under section 8 of the M.F.R.A.
- R-6122 July 7 - Approving tolls published in Supplement No. 3 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A. (D.A.R.)
- R-6123 July 7 - Approving toll published in Tariff filed by the C.N.R. under sections 3 and 8 of the M.F.R.A. (Canada and Gulf Terminal Rly.) and rescinding authority of Order R-5861.

- R-6124 July 7 - Approving tolls published in Supplement 14 to Agreed Charge Tariff filed by Canadian Freight Association under section 8 of the M.F.R.A. (D.A.R.)
- R-6125 July 7 - Approving tolls published in Supplement No. 8 to Agreed Charge Tariff filed by the Canadian Freight Association under section 8 of the M.F.R.A.
- R-6126 July 7 - Approving tolls published in Supplement No. 10 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A. (C.P.R.)
- R-6127 July 7 - Approving tolls published in Supplement No. 8 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A. (C.P.R.)
- R-6128 July 7 - Approving tolls published in Supplement No. 5 to Agreed Charge Tariff filed by the Canadian Freight Association under sections 3 and 8 of the M.F.R.A. (D.A.R.)
- R-6129 July 7 - Authorizing Bell Canada to construct, operate, repair and maintain its lines of telephone along the lands and the right of way of the C.P.R., City of Quebec, Que., in the vicinity of mileage 156.8 Quebec Subd.
- R-6130 July 7 - Requiring the C.N.R. to install automatic protection at the crossing of their railway and County Suburban Road No. 16, between Lots 12 and 13, Con. 6, Twp. of Roxborough, Ont., mileage 38.68 Alexandria Subd.
- R-6131 July 7 - Rescinding authority of Order 103375 which approved the location of the anhydrous ammonia bulk storage facilities at La Prairie, Que., mileage 13.20 Massena Subd., C.N.R.
- R-6132 July 7 - Authorizing the removal of the speed limitation at the crossing of the C.P.R. and Salem Road, Waterloo, Ont., mileage 45.08 Goderich Subd.
- \*R-6133 July 7 - Authorizing the C.N.R. to remove the agent at Heatherton, N.S. mileage 93.3 Hopewell Subd., provided a resident caretaker is appointed to perform certain duties. (See page 289, 59 R.T.C.)
- R-6134 July 7 - Amending Order R-3161 which authorized the Manitoba Department of Agriculture and Conservation to construct a bridge to carry the track of the C.P.R. over a diversion channel from the Assiniboine River, west of City of Portage La Prairie, Man., mileage 5.0 Minnedosa Subd.

- R-6135 July 7 - Amending Order R-4519 which authorized the C.P.R. to operate its engines, cars and trains over the bridge carrying its railway across the Diversion Channel on the Assiniboine River, mileage 5.0 Minnedosa Subd., Man.
- R-6136 July 7 - Approving the revisions to tariffs filed by Canadian National Telecommunications.
- R-6137 July 7 - Requiring the Chesapeake and Ohio Rly., to relocate the existing reflectorized signs from the crossing of its railway and 2nd and 3rd Concession Road, Twp. of Moore, Ont., mileage 59 No. 2 Subd, to another crossing of its railway and Brock Street, Town of Dresden, mileage 0.90 Dresden Belt Line off mileage 29.80 No. 2 Subd.
- R-6138 July 7 - Authorizing the C.N.R. to operate their engines, cars and trains over the private siding, commencing at mileage 120.08 Newmarket Subd., serving Canada Foils Ltd., crossing the public road between the Twps. of Muskoka and Draper, Ont.,
- R-6139 July 7 - Approving revisions to tariffs filed by Bell Canada.
- R-6140 July 7 - Authorizing the Ontario Department of Highways to construct Hwy. No. 3 Bypass across the track of the Penn Central Co., mileage 1.07 Amherstburg Subd., County of Essex, Ont., and upon completion requiring the Railway to close between the limits of its right of way the existing crossing of South Talbot Road, and to install automatic protection at the crossing of Hwy. No. 3 Bypass.
- R-6141 July 7 - Approving tolls published in Supplement No. 6 to Agreed Charge Tariff filed by Canadian Freight Association under section 3 of the M.F.R.A.
- R-6142 July 7 - Approving tolls published in tariffs filed by the C.N.R., under Section 3 of the M.F.R.A.
- R-6143 July 7 - Approving revisions to tariff filed by the British Columbia Telephone Co.
- R-6144 July 7 - Approving tolls published in Supplement 9 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-6145 July 7 - Approving toll published from Sydney, N.S., in Supplement No. 4 to Agreed Charge Tariff filed by the Canadian Freight Association under section 3 of the M.F.R.A.
- R-6146 July 7 - Rescinding authority of Order R-1316 and requiring the County of Lacombe No. 14 to improve the vision at the crossing of County Road and the C.P.R., mileage 91.76 Lacombe Subd., in SW¼-33-40-24 W4M, Alta., by relocating the crossing to mileage



- 91.85 Lacombe Subd., and upon completion requiring the Railway to close the existing crossing at mileage 91.76.
- R-6147 July 7 - Amending Order R-4468 which authorized the R.M. of Elmsthorpe No. 100 to construct and maintain a temporary public road across the C.N.R. in the NE¼-9-11-22 W2M, Sask., mileage 42.90 Avonlea Subd.
- R-6148 July 7 - Authorizing the C.N.R. to remove the caretaker and station building and replace it with a shelter at Shallow Lake, Ont., mileage 61.8 Owen Sound Subd.
- R-6149 July 7 - Authorizing the Chesapeake and Ohio Rly. to construct and maintain an extension of its industrial track across George Street to serve W.G. Thompson & Sons Ltd., Town of Blenheim, Ont.
- R-6150 July 10 - Authorizing the Metro Corporation of Greater Winnipeg to construct Partridge Avenue across the C.P.R., City of West Kildonan, Man., mileage 2.90 Winnipeg Beach Subd.
- R-6151 July 10 - Authorizing the Quebec Department of Roads to construct overhead bridges to carry Montee des Sources Road to Autoroute No. 20 (Route 2) across and over the rights of way and tracks of the C.N.R.'s Kingston Subd. at mileages 12.15, 12.16, 12.27 and 12.28 including the pedestrian overpass at mileage 12.21 and the C.P.R.'s Winchester Subd., at mileages 6.74, 6.83 and a pedestrian overhead bridge at 6.79, City of Dorval, City of Pointe Claire, County of Ile de Montreal, Que., which will eliminate existing crossings at mileage 12.18 Kingston and 6.75 Winchester Subd., and upon completion requiring the Railways to close the existing crossings at mileage 12.18 Kingston Subd., and 6.75 Winchester Subd.
- R-6152 July 10 - Authorizing the Quebec Department of Roads to construct and maintain an overhead bridge to carry Lane "G" between rue St. Marc and Trans-Canada Highway over the C.P.R., City of Montreal, Que., mileage 0.63 Westmount Subd.
- R-6153 July 10 - Authorizing the C.P.R. to reconstruct its bridge at mileage 46.06 Kaministiquia Subd., Ont., and authorizing the Railway to operate its engines, cars and trains over the bridge during the period of reconstruction.
- R-6154 July 10 - Approving the less than standard side clearance on Concentrate Loading Platform of the Upper Canada Mines Ltd., opposite mileage 15.1 Kirkland Lake Subd., of the Nipissing Central Rly., in Ont., provided signs indicating less than standard side clearance are erected.

- R-6155 July 10 -- Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Brockville Chemical Industries Ltd., at Rougemont, Que., near mileage 33.6 Granby Subd. C.N.R.
- R-6156 July 10 -- Authorizing the C.N.R. to change the interlocking of their railway, mileage 5.09 Rouses Point Subd., where it junctions with the Swanton and Valleyfield Subds., Que.
- R-6157 July 10 -- Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Brockville Chemical Industries Ltd., at Kingsey, Que., near mileage 71.2 Danville Subd., C.N.R.
- R-6158 July 10 -- Authorizing the United Counties of Prescott and Russell to widen at County Road No. 13 where it crosses the C.N.R., Twp. of Russell, Ont., mileage 58.50 Alexandria Subd., and requiring the Railways to install automatic protection at the crossing.
- R-6159 July 10 -- Amending Order 124938 which required the installation of automatic protection at the crossing of the C.N.R. and River Road, Town of Pembroke, Ont., mileage 0.37 Pembroke Spur off mileage 86.29 Beachburg Subd.
- R-6160 July 10 -- Dismissing application of the C.N.R. for authority to remove the caretaker from their station at Hodgson, Man., mileage 80.9 Inwood Subd.
- R-6161 July 10 -- Approving the restricted overhead clearance at mileage 0.29 Langelier Boulevard Spur of the C.N.R., in St. Leonard Industrial Park, PT. Lot 408, Parish of Sault-Au-Recollet, Que., mileage 135.28 Joliette Subd., provided signs indicating less than standard overhead clearances are erected.
- R-6162 July 10 -- Authorizing the removal of the speed limitation at the crossing of the C.P.R. at Hesketh, Alta., mileage 67.14 Langdon Subd.
- R-6163 July 10 -- Amending Order 124250 which authorized the Twp. of Humberstone to reconstruct Wilhelm Road where it crosses the C.N.R. between lots 4 and 5, Con. 4, County of Welland, Ont., mileage 12.01 Cayuga Subd.
- R-6164 July 10 -- Requiring the C.N.R. to install automatic protection at the crossing of their railway and St. Pierre Range Road, Parish of St. Timothee, Laviolette County, Que., mileage 14.38 St. Stanislas Subd.
- R-6165 July 10 -- Authorizing the County of Welland to widen and reconstruct Gorham Road where it crosses the C.N.R., mileage 9.40 Dunnville Subd., in Ridgeway, Ont., and requiring the Railways to relocate the automatic protection to provide for the widened crossing.

- R-6166 July 10 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Hwy. 275 in Christopher, N.B., mileage 3.53 St. Quentin Subd.
- R-6167 July 10 – Requiring the Penn Central Co. to install automatic protection at the crossing of its railway and Howard Road, Twp. of Howard, Ont., mileage 161.39 Main Line Subd.
- R-6168 July 10 – Authorizing removal of the speed limitation at the crossing of the C.P.R. and B-5 Crossing (Dosco) St. Patrick Street, Montreal, Que., mileage 3.56 South Bank Branch Subd.
- R-6169 July 11 – Dismissing application of the C.N.R. for authority to remove the caretaker at Runnymede, Sask., mileage 88.0 Togo Subd.
- R-6170 July 11 – Requiring the C.N.R. to install automatic protection at the crossing of their railway and Jalbert Road in Cap St-Ignace, Que., mileage 71.57 Montmagny Subd.
- R-6171 July 11 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities of Brockville Chemical Industries Ltd., at Lacadie, Que., near mileage 27.9 Rouses Point Subd., C.N.R.
- R-6172 July 11 – Authorizing removal of the speed limitation at the crossing of the C.N.R. and Aird Avenue, Montreal, Que., mileage 9.04 Longue Pointe Subd.
- R-6173 July 11 – Amending Order 123316 which authorized the Quebec Department of Roads to reconstruct Vauban Road where it crosses the C.N.R. in the Parish of St-Louis du Ha Ha, County of Temiscouata, Que., mileage 33.53 Temiscouata Subd.
- R-6174 July 11 – Requiring the Toronto, Hamilton and Buffalo Rly. to install automatic protection at the crossing of its railway and Quigley Side Road, City of Hamilton, Ont., mileage 32.52 Welland Subd.
- R-6175 July 11 – Authorizing the Town of Fergus, Ont., to reconstruct Hwy. No. 6 (St. David Street North) where it crosses the C.P.R., mileage 26.34 Elora Subd., and requiring the Railway to relocate the existing protection to provide for the reconstructed crossing.
- R-6176 July 11 – Authorizing the CNR to operate their engines, cars and trains over the pedestrian subway structure connecting Springland Drive and Cromwell Drive in Ottawa, Ont., at mileage 7.52 Ottawa Subd. (formerly mileage 3.83 Beachburg Subd.) and rescinding authority of Order 113682.
- R-6177 July 11 – Granting leave to the CPR to open for the carriage of traffic the diversion of its Minnedosa Subd. between mileage 2.72 and 7.01 in Man.

- R-6178 July 11 – Approving the location of the proposed additional horizontal storage tank and associate piping of Gulf Oil Canada Limited at Prince Albert, Sask., near mileage 160.6 Tisdale Subd., CNR.
- R-6179 July 11 – Requiring the Newfoundland Department of Highways to improve the view lines at the crossing of the CNR and the Highway in Nfld. at mileage 16.85 St. John's Subd.
- R-6180 July 11 – Approving and authorizing the overhead and side clearances on the siding serving the building of Hiram Walker & Sons Ltd., which commences at mileage 0.15 No. 1 Subd. of the Chesapeake and Ohio Railway in the City of Windsor, Ont. provided signs indicating less than standard overhead and side clearances are erected.
- R-6181 July 11 – Requiring the CNR to install automatic protection at the crossing of their railway and St. Georges Range Road in the Parish of St. Remi, Portneuf County, Que., at mileage 17.82 Lac St. Jean Subd.
- R-6182 July 11 – Authorizing the Quebec Department of Roads to construct and maintain an overhead bridge to carry Lane "F" between Trans Canada Highway and Rue du Fort over the CPR at mileage 0.70 Westmount Subd. in Montreal, Que.
- R-6183 July 11 – Approving changes in the automatic protection at the crossing of the CNR and Montee de Liesse, in the City of St. Laurent, Que. at mileage 1.63 Cote de Liesse Spur.
- R-6184 July 11 – Authorizing removal of a speed limitation at the crossing of the CNR and a public road, first crossing west of the west switch at Bloom, Man., at mileage 65.34 Rivers Subd.
- R-6185 July 11 – Amending Order R-3789 which authorized the Village of Crabtree to construct 4th Avenue across the CNR, County of Joliette, Que., at mileage 106.88 Joliette Subd.
- R-6186 July 11 – Authorizing the CNR to improve the protection at the crossing of their railway and Louth Street in St. Catharines, Ont., at mileage 12.02 Grimsby Subd.
- R-6187 July 11 – Authorizing the Alberta Department of Highways to reconstruct and widen Highway No. 45 where it crosses the CPR at mileage 53.06 Willingdon Subd., in the NW¼-9-54-7-W4M, in Alta. and requiring the Railway to relocate the automatic protection to provide for the widened crossing.
- R-6188 July 11 – Approving changes in the automatic protection at the crossing of the CNR and Highway No. 20, west of St. Germain in Que., at mileage 107.96 Drummondville Subd.

- R-6189 July 11 – Approving changes in the automatic protection at the crossing of the CNR and Prefontaine Street, Montreal, Que., at mileage 10.26 Longue Pointe Subd.
- R-6190 July 11 – Requiring the CNR to install automatic protection at the crossing of their railway and the Highway, in Uigg, P.E.I., at mileage 17.00 Murray Harbour Subd.
- R-6191 July 11 – Approving changes in the automatic protection at the crossing of the CNR and Main Street, in Rockwood, Ont., at mileage 41.30 Guelph Subd.
- R-6192 July 11 – Approving revisions to tariff filed by Canadian National Telecommunications.
- R-6193 July 11 – Allocating the cost of maintenance of the crossing of the CNR and Corkstown Road in the Twp. of Nepean, Ont., at mileage 17.43 Ottawa Subd. between the Regional Municipality of Ottawa-Carleton and the Railways and assessing the cost of maintenance and operation of the automatic protection at the crossing on the Regional Municipality and the Railways.
- R-6194 July 11 – Authorizing removal of speed limitation at the crossing of the CPR and the Saskatchewan Provincial Highway No. 394, in Sask., at mileage 104.58 Sutherland Subd.
- R-6195 July 11 – Authorizing the CPR to operate its engines, cars and trains over the subway structure carrying its tracks over the West Mall Extension, in the Borough of Etobicoke, Ont. at mileage 11.70 Galt Subd.
- R-6196 July 14 – Requiring the New Brunswick Department of Highways to improve the view lines at the crossing of the CNR and Harper Road in the Parish of Chatham, County of Northumberland, N.B., at mileage 5.54 Loggieville Subd.
- R-6197 July 14 – Authorizing the removal of speed limitation at the crossing of the CPR and Provincial Highway No. 614 in Ont., at mileage 7.41 Manitouwadge Subd.
- R-6198 July 14 – Requiring the New Brunswick Department of Highways to improve the view lines at the crossing of the CNR and Blanchard Settlement Road in the Parish of Caraquet, County of Gloucester, N.B., at mileage 55.69 Caraquet Subd.
- R-6199 July 14 – Exempting the CNR from erecting and maintaining right of way fences between certain mileages on their Goodwater Subd. in Sask.
- R-6200 July 14 – Exempting the CNR from erecting and maintaining right of way fences on the east side of their Pine Falls Subd., in Man., between mileages 44.93 and 45.51.

- R-6201 July 14 – Exempting the CPR from erecting and maintaining right of way fences on the north side of its Lloydminster Subd., in Sask., between mileages 64.3 and 64.8.
- R-6202 July 14 – Authorizing Nipissing Central Railway to replace the timber trestle bridge in the Township of Lebel, Ont., at mileage 7.3 Kirkland Lake Subd. with structural plate culverts and fill.
- R-6203 July 14 – Approving changes in the automatic protection at the crossing of Moreau Street and the CNR and the CPR interchange track, in Montreal, Que., off mileage 10.34 Longue Subd., CNR.
- R-6204 July 14 – Authorizing removal of speed limitation at the crossing of the CNR and First Avenue, in St. Romuald, Que. at mileage 0.25 St. Romuald Industrial Park Switch Connection, at mileage 5.62 St. Romuald Subd.
- R-6205 July 14 – Authorizing the CNR to operate their engines, cars and trains under the overhead bridge carrying Suburban Road No. 14 over their track in Lot 22, Conc. 2, Twp. of Caradoc, County of Middlesex, Ont. at mileage 3.32 Longwood Subd.
- R-6206 July 14 – Authorizing the CNR to relocate their new station proposed to be erected at London, Ont.
- R-6207 July 14 – Authorizing the Town of Carlyle, in Sask., to construct and maintain Main Street across the CPR at mileage 86.42 Arcola Subd. and requiring the Railway to remove the automatic protection from the crossing at 86.95 Arcola Subd. and to revise and install the protection at the crossing of Main Street.
- R-6208 July 14 – Authorizing the Quebec Department of Roads to connect and synchronize the traffic signals at the intersection of Highway No. 13 and Rue du Moulin with the automatic protection at the crossing of the CNR and Highway No. 13 in Acton Vale, in Bagot County, Que., at mileage 22.10 St. Hyacinthe Subd.
- R-6209 July 15 – Authorizing removal of speed limitation at the crossing of the CNR and a public road, north of Clifford, Ont., at mileage 8.9 Southampton Subd.
- R-6210 July 15 – Authorizing the removal of speed limitation at the crossing of the CNR and a public road, in Sask., at mileage 79.79 Blackfoot Subd.
- R-6211 July 16 – Authorizing the CPR to operate its engines, cars and trains over the pile trestle at Tilbury, Ont., at mileage 80.8 Windsor Subd.
- R-6212 July 16 – Requiring the CNR to install automatic protection at the crossing of their railway and Hector Street, in the City of Montreal, Que. at mileage 5.08 Longue Pointe Subd.

- R-6213 July 16 – Amending Order 119375 which authorized the New Brunswick Department of Public Works to construct a road diversion, east of the CPR right of way, at Grand Bay, Parish of Westfield, County of Kings, in N.B. and requiring the Railway to install automatic protection at the crossing of Station Road at mileage 9.94 McAdam Subd.
- R-6214 July 16 – Approving the location of the proposed additional flammable liquid bulk storage and transfer facilities of Texaco Canada Limited at Cardston, Alta., near mileage 46.4 Cardston Subd., CPR.
- R-6215 July 16 – Exempting the CNR from erecting and maintaining right of way fences between certain mileages on their Rossburn Subd., Man.
- R-6216 July 16 – Rescinding authority of Order 101692 which approved the proposed flammable liquid bulk storage facilities at Savant Lake, Ont., at mileage 78.4 Allanwater Subd., CNR.
- R-6217 July 16 – Rescinding authority of Order R-5295 which approved the location of the proposed temporary anhydrous ammonia transfer facilities at Niobe, Alta., near mileage 78.2 Red Deer Subd., CPR.
- R-6218 July 16 – Authorizing the Canadian Gypsum Company Limited to construct and maintain three tunnels under the right of way of the CNR at mileage 22.85 Hagersville Subd., Ont.
- R-6219 July 16 – Approving changes in the automatic protection at the crossing of the CPR and St. Charles Road, St. Thomas, Que., at mileage 2.59 St. Gabriel Subd.
- \*R-6220 July 16 – Authorizing the Penn Central Company to remove the Station Agent at Adirondack Junction, Que., at mileage 40.7 Adirondack Subd. (See page 290, 59 R.T.C.)
- R-6221 July 16 – Rescinding authority of Order 103424 which approved the location of the proposed flammable liquid bulk storage facilities at West Bend, in Sask., Wishart Subd., of the CPR.
- R-6222 July 16 – Authorizing the Village of Slocan, British Columbia, to construct and maintain Main Street across the CPR, at mileage 31.29 Slocan Subd.
- R-6223 July 16 – Amending Order 49651 which exempted the CPR from erecting and maintaining fences along certain portions of its right of way on the Belleville Subd., Ont.
- R-6224 July 16 – Authorizing the CPR to operate its engines, cars and trains over the pile trestle at Walkerville, Ont., at mileage 104.6 Windsor Subd.

- R-6225 July 16 – Authorizing the New Brunswick Department of Highways to improve the view lines at the crossing of the CNR at Barnetville Road, in the Parish of Blackville, County of Northumberland, N.B., at mileage 19.00 Miramichi Subd.
- R-6226 July 16 – Approving revisions to tariffs filed by Bell Canada.
- R-6227 July 16 – Amending Order R-2638 which authorized changes to the automatic protection at the crossing of the CNR and De La Rousselière Street, in the City of Pointe-aux-Trembles, Que., at mileage 0.85 Longue Pointe Subd.
- R-6228 July 16 – Amending Order R-4916 which authorized the CNR to construct their Maplewood Industrial Spur, which commences at mileage 0.81 of their Seymour Branch, in the MD of North Vancouver, British Columbia, across Burrard Street, at mileage 1.25 and Bridge Street at mileage 1.28.
- R-6229 July 17 – Exempting the CPR from erecting and maintaining right of way fences on the south side of its Neudorf Subd., in Sask., between mileages 64.35 and 65.40.
- R-6230 July 17 – Exempting the CPR from erecting and maintaining right of way fences on both sides of its Amulet Subd., in Sask., between mileages 20.14 and 20.78.
- R-6231 July 17 – Requiring the CNR to install automatic protection at crossing of their railway and Heppell Road South, in the Parish of St. Jacques-le-Majeur-De-Causapsca, Que., at mileage 44.40 Mont-Joli Subd.
- R-6232 July 17 – Authorizing the CNR to remove the station agent and station building, at St. Isidore Junction, Que. at mileage 72.5 Massena Subd., provided an on-hand room is provided in the Village to look after less than carload shipments. (See page 291, 59 R.T.C.)
- R-6233 July 17 – Authorizing the CPR to operate its engines, cars and trains over the undertrack hopper, and under the conveyor serving Kalamazoo Vegetables Parchment Company, at Espanola, Ont., at mileage 1.6 Little Current Subd.
- R-6234 July 17 – Amending Order 118143 which authorized the reconstruction and improvement of the overhead bridge carrying Pelham Road over the CNR, City of St. Catharines, Ont., at mileage 11.53 Grimsby Subd.
- R-6235 July 17 – Approving tolls published in Supplement No. 1 to Agreed Charge Tariff of the Canadian Freight Association under section 3 of the M.F.R.A.



- R-6236 July 17 - Approving toll published in Supplement No. 3 to Agreed Charge Tariff of the Canadian Freight Association under section 3 of the M.F.R.A.
- R-6237 July 17 - Approving Supplement No. 5 to Traffic Agreement between Bell Canada and Téléphone Princeville Limitée.
- R-6238 July 17 - Authorizing the CNR to operate their engines, cars and trains over the bridge over Fire River, in the Township of Hayward, District of Algoma, Ont., at mileage 221.7 Ruel Subd.
- R-6239 July 17 - Authorizing the New Brunswick Department of Highways to improve the view lines at the crossing of the CNR and Evangeline Road, in the Parish of Caraquet, County of Gloucester, N.B., at mileage 57.03 Caraquet Subd.
- R-6240 July 17 - Approving Supplement No. 11 to Traffic Agreement, between Bell Canada and La Cie de Téléphone de Disraéli.
- R-6241 July 17 - Approving Supplement No. 17 to Traffic Agreement between Bell Canada and Telecommunications Richelieu Limitée.
- R-6242 July 17 - Authorizing removal of speed limitation at the crossing of the CNR and the 7th Line in the Twp. of Markham, Ont., at mileage 48.38 Uxbridge Subd.
- R-6243 July 17 - Requiring the CNR to install automatic protection at the crossing of their railway and Highway No. 19 in the County of Inverness, N.S., at mileage 55.22 Inverness Subd.
- R-6244 July 17 - Amending Order 122261 which required the installation of automatic protection at the crossing of the CNR and Middlesex County Road No. 22, Ont., at mileage 12.59 Exeter Subd.
- R-6245 July 17 - Approving the crossing of the CNR and Lakeside Park Drive, in Beechville, N.S., at mileage 4.92 Chester Subd. and requiring the Railways to install automatic protection at the crossing.
- R-6246 July 18 - Authorizing the Quebec Natural Gas Corporation to construct and maintain a six-inch high pressure natural gas pipe line across and under the CPR, in the City of Cote Saint-Luc, Que., at mileage 44.98 Adirondack Subd.
- R-6247 July 18 - Amending Order 120736 which required the improvement of the sight lines at the crossing of Line 9 Road and the CNR between Conc. 9 and 10, in the Township of Oro, Ont., at mileage 76.05 Newmarket Subd.
- R-6248 July 18 - Authorizing removal of speed limitation at the crossing of the CNR and a public road at mileage 95.63 Three Hills Subd., in Alta.

- R-6249 July 18 – Approving Supplement No. 3 to Traffic Agreement between Bell Canada and Telecommunications Richelieu Limitée (Division de Daveluyville).
- R-6250 July 18 – Authorizing removal of speed limitation at the crossing of the CNR and first crossing west Mosborough, Ont., at mileage 54.06 Guelph Subd.
- R-6251 July 18 – Exempting the CPR from erecting and maintaining right of way fences on both sides of its Kisbey Subd., in Sask., between mileages 59.20 and 59.71.
- R-6252 July 18 – Authorizing the CNR to replace their viaduct in the Township of Chaffey, District of Muskoka, Ont., at mileage 153.46 Newmarket Subd., with a fill embankment and a culvert and authorizing the Railways to operate their engines, cars and trains over the fill and culvert during the period of construction.
- R-6253 July 18 – Authorizing the CNR to construct a bridge to carry the Nanticoke Spur across Sandusk Creek at mileage 1.03, in Ont., replacing the existing double corrugated metal pipe arch culvert and authorizing the Railways to operate during the period of construction.
- R-6254 July 18 – Rescinding authority of Order 91592 which approved the location of facilities for the handling and storage of flammable liquid at Wekusko, in Man., CNR.
- R-6255 July 18 – Authorizing the CPR to operate its engines, cars and trains on the subway structure carrying its railway over Trans-Canada Highway (Decarie Boulevard), in Montreal, County Ile de Montreal, Que., at mileage 2.6 Westmount Subd.
- R-6256 July 18 – Authorizing removal of speed limitation at the crossing of the CNR and a public crossing in the Twp. of March, between Nepean and Carp, Ont., at mileage 2.10 Renfrew Subd.
- R-6257 July 18 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities at Brockville Chemical Industries at Lalonde, Que., near mileage 12.2 Grenville Subd., CNR.
- R-6258 July 18 – Approving the location of the proposed temporary anhydrous ammonia transfer facilities at Brockville Chemical Industries at St. Augustin, Que., near mileage 19.2 Montfort Subd., CNR.
- R-6259 July 18 – Authorizing the CPR to operate its engines, cars and trains on the tracks serving the Canadian Industries Ltd., at grade across Power Street, in the Town of Copper Cliff, Ont., commencing at mileage 1.15 CP Inco Spur off mileage 4.68 Webbwood Subd. and requiring all train movements to stop before proceeding over the crossing of

Power Street and to be protected by manual flagging by a member of the train crew.

- R-6260 July 18 – Amending Order R-5953 which required the improvement of view lines at the crossing of the CNR and Indian Point Road to Fort Moncton, in the Parish of Westmorland, County of Westmorland, N.B., at mileage 18.97 Tormentine Subd.
- R-6261 July 18 – Authorizing the Town of Collingwood to construct and maintain an 18-inch diameter storm sewer under the CNR at Maple Street, at mileage 31.73 Meaford Subd., Ont.
- R-6262 July 18 – Authorizing the Town of Collingwood, Ont. to construct and maintain an 18-inch diameter storm sewer under the CNR at Beech Street, at mileage 31.81 Meaford Subd.
- R-6263 July 18 – Exempting the CPR from erecting and maintaining right of way fences between certain mileages on its Port Burwell Subd., Ont.
- R-6264 July 18 – Exempting the CPR from erecting and maintaining right of way fences between certain mileages on its Varcoe Subd., in Man.
- R-6265 July 18 – Authorizing the County of Barrhead No. 11 to reconstruct the County Road where it crosses the Northern Alberta Railways at mileage 11.53 Barrhead Subd., north of the NE quarter-19-58-1-W5M, Alta.
- R-6266 July 18 – Approving Supplement No. 7 to Traffic Agreement between Bell Canada and La Compagnie de téléphone d'Arthabaska Limitée.



# Canadian Transport Commission

## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

BY THE RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF Order No. 123994 of the Board of Transport Commissioners for Canada, and in the matter of Sections 34 and 387B of the Railway Act.*

#### REASONS FOR ORDER

#### INDEX

Section	Page
Background of Inquiry and History of Cost Regulations . . . . .	324
Powers of the Commission . . . . .	331
Areas of Agreement . . . . .	335
Depreciation . . . . .	339
Cost of Capital . . . . .	348
Other Cost Factors . . . . .	362
Attribution of Output Units . . . . .	380
Abandonment of Branch Lines. . . . .	389
Discontinuance of Passenger-Train Services. . . . .	402
Costs of Other than Class I Railways . . . . .	408
Costing Manuals . . . . .	410
The Cost Order . . . . .	411
Other Matters . . . . .	414
Disclosure of Cost Information . . . . .	414
Burden Studies . . . . .	422
Uniformity of Costing Methods . . . . .	423
Appendix I . . . . .	426
Order No. R-6313 . . . . .	430

# Canadian Transport Commission

## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

*IN THE MATTER OF Order No. 123994 of the Board of Transport Commissioners for Canada, and in the matter of Sections 34 and 387B of the Railway Act.*

*File 49305.1  
August 5, 1969*

Considered and heard at Ottawa between February 5 and November 14, 1968, by the Railway Transport Committee of the Canadian Transport Commission.

**BEFORE:**

D.H. Jones,  
H.J. Darling,  
H.H. Griffin,  
A.S. Kirk,

*Chairman.  
Commissioner.  
Commissioner.  
Commissioner.*

**APPEARANCES:**

**For**

The Government of the  
Province of Alberta  
The Government of the  
Province of British Columbia  
The Government of the  
Province of Manitoba  
  
The Government of the  
Province of Ontario  
The Government of the  
Province of Quebec  
The Government of the  
Province of Saskatchewan

**By**

J.J. Frawley, Q.C.  
  
C.W. Brazier, Q.C.  
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D. Gordon Blair  
J.F. Lemieux  
W.K. Setter

Maritimes Transportation  
 Commission representing the  
 Governments of the Provinces  
 of Nova Scotia, New Brunswick,  
 Prince Edward Island and Newfoundland  
 Algoma Steel Corporation  
 Canadian Co-operative Wheat Producers

L. Hayes

Canadian Industrial Traffic League  
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Great Northern Railway  
 Company and Midland Railway  
 Company of Manitoba  
 Manitoba Branch Lines Association  
 United Grain Growers Limited

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 H.L. Griffin  
 A.E. Berry  
 A.E. Cantin

Wabush Mines }  
 Wabush Lake Railway }  
 Arnaud Railway }  
 Winnipeg Chamber of Commerce  
 Canadian National Railways

J.H. Howard, Q.C.

Canadian Pacific Railway Company

Evan McCormick  
 H.J.G. Pye  
 T.W. Toward  
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 E.E. Saunders, Q.C.  
 T.G. Mathers

**REASONS FOR ORDER**

**BY THE RAILWAY TRANSPORT COMMITTEE:**

These reasons are concerned with the regulations respecting the costing principles and techniques of the railways subject to the jurisdiction of the Canadian Transport Commission (the "Commission"), prescribed pursuant to section 387B of the Railway Act.

To afford a better understanding of the sequence of events leading up to the recently concluded hearing, the following summary is provided:

The National Transportation Act, assented to February 9, 1967, enunciates the National Transportation Policy and, *inter alia*, enacts new provisions for the Railway Act.

The National Transportation Act is divided into several parts and provision is made therein that such parts or specific sections shall come into force upon proclamation. The Commission itself was brought into being on September 19, 1967, by the proclamation of Part I and the greater part of Part VI.

Part V, applying to railways, contains extensive amendments to the Railway Act and was proclaimed in effect March 23, 1967, and on that date became the administrative responsibility of the former Board of Transport Commissioners for Canada in accordance with section 92 of the National Transportation Act:

“92. If Parts II, III and V or any of those Parts come into force before the day that Part I comes into force, a reference in that Part that is so in force to the Canadian Transport Commission shall be deemed, until Part I comes into force, to be a reference to the Board of Transport Commissioners for Canada.”

Among the provisions enacted by Part V was the requirement of section 387B of the amended Railway Act that the items and factors relevant in the determination of costs for any of the purposes of that Act be prescribed by regulation. It was under this statutory requirement that the Board prescribed the regulations set out in its Order No. 123994 issued April 5, 1967 (“the Board’s Cost Order”).

On the same day that Part V of the National Transportation Act was proclaimed, i.e., March 23, 1967, Order-in-Council P.C. 1967-570, made pursuant to section 314G of the Railway Act, designated certain branch lines to continue to be operated until at least January 1, 1975. On the same date, Order-in-Council P.C. 1967-569 (since replaced by P.C. 1968-1874) prescribed regulations respecting applications for abandonment of lines of railway under section 168 of the Railway Act other than lines referred to in P.C. 1967-570. In brief, the aforesaid regulations applied only to applications pending before the Board on the date of issuance of P.C. 1967-569.

On the date of issue of Order-in-Council P.C. 1967-569 there were 53 applications for branch line abandonments pending before the Board, 46 of which lines were in Western Canada. Of them, 6 had been heard but decisions thereon not rendered. None of these pending applications involved guaranteed lines as defined in P.C. 1967-570.

Since the regulations under P.C. 1967-569 specified that the Board, in respect of such applications, shall consider the matters referred to in section 314C (3) of the Railway Act and the provisions of that section involved the computation of actual loss and other factors and because of the requirements of sections 334 and 336 of the Railway Act, the necessity for costing formulae was apparent and the Board’s Cost Order was deemed necessary.

On August 1, 1967, the Governments of the Provinces of Alberta, Manitoba and Saskatchewan, under the provisions of section 53 of the Railway Act, petitioned the Governor-in-Council to rescind the Order; to direct that no further Order as to costing or any proceedings thereunder be undertaken until the Commission, after full and complete public hearings, shall have promulgated a new Order; or to require, if the Order be



maintained, that it not apply to important issues of public interest and any abandonment applications affecting the Prairie Provinces.

The appeal was dismissed by Order-in-Council P.C. 1967-2063, dated October 31, 1967, which recited the main grounds of appeal and made extensive comments thereon. The reasons for the dismissal of the appeal are discussed extensively later in these reasons, but in summary they were:

1. The bringing into force of Part V of the Act required the Board to prescribe costing regulations.
2. The Board was not required to hold hearings respecting the initial establishment of the said regulations, but provision is made in the Railway Act for hearings upon any amendment proposed thereto, which procedure the appellants did not elect to follow.
3. The regulations made by the Order are valid regulations and not contrary to the spirit of the amended Railway Act, and that the Board has complied with the relevant provisions of the Act.

On August 8, 1967, the Board convened a prehearing conference in the City of Winnipeg to consider plans for hearing of the pending applications for abandonment of branch lines. Opposition was voiced to the Board conducting any abandonment proceedings in view of the impending creation of the Commission.

Upon the Commission's formation on September 19, 1967, it decided to implement an undertaking of the Minister of Transport and hold a public hearing upon the formulation of costing regulations, and also decided that the services of a consultant be secured in order to obtain expert and independent advice.

EBS Management Consultants, Inc. ("EBS") of Washington, D.C., was retained and its then Managing Director (now Vice-President), W. B. Saunders, with supporting staff, became associated with the Railway Transport Committee (the "Committee") of the Commission in this work.

Pursuant to section 17 of the National Transportation Act, and the General Rules of the Commission, the Committee undertook the responsibility for a full Inquiry into railway costs, to include a public hearing at an appropriate stage.

Late in November 1967, the Committee met informally with representatives of Canadian National and Canadian Pacific Railways and with representatives of the Governments of the Provinces, the Western grain trade, the Canadian Trucking Associations, and other interested parties, to discuss procedure during the Inquiry and to receive suggestions as to the manner in which its work might be completed. It was also the purpose of these meetings to review the proposed timetable because at this time the Committee foresaw the Inquiry being completed some time during the winter of 1968.

During December 1967 and January 1968, there was continuous consultation between the Committee and Mr. Saunders and his associates, and with representatives of

the various parties who had indicated their intention of participating in the Inquiry. In this period, the procedure which the Committee has followed in the Inquiry was evolved.

Recognizing the complexity of the problem the Committee had before it, and the effect its Order would have in subsequent proceedings under the Railway Act where railway costs are a factor, the Committee assigned to Mr. Saunders the task of assembling an informal committee of cost experts, including experts on the staff of the Committee and the railways, the Governments of the Provinces and experts working with the grain trade, the trucking industry and other interested groups. This group of experts became known as the technical committee. These reasons would be incomplete without some recognition of the value and effectiveness of the work of the people who formed the technical committee and helped complete its task. Their names and the organizations they represented are accordingly listed in Appendix I to these reasons.

The technical committee had two main objectives, first to assist in the provision of all the working data relating to railway costs that were both relevant and available and, second, to define for the Railway Transport Committee the issues, including those on which there was agreement, those on which it was agreed further work or study was required, and those on which there was no agreement. An essential ingredient of this process was the willingness of Canadian National and Canadian Pacific to make both their technical staff and their store of information concerning methods of calculating and allocating railway costs available to Mr. Saunders on the same unrestricted basis as they were available to the Committee. Much important information was also made available to the parties to the proceedings.

Because of the very considerable public interest that had arisen over questions involving railway costs, and because of its desire to receive submissions from all interested persons, the Committee decided to give the Inquiry the widest possible notice. Accordingly, notice of the commencement of a public hearing on February 5, 1968, at Ottawa concerning regulations respecting costs for the purposes of sections 314A to 314J, 317, 329, 334, 336, 387A and 387B of the Railway Act was published in January 1968. The notice was sent by mail to some 500 persons and organizations including the Attorneys-General of the Provinces, departments of the Federal, Provincial and Municipal governments, interested Members of Parliament, the Railway Association of Canada and all its member companies, and to representatives of the grain trade, the trucking, air and maritime industries, transportation associations, including the Maritimes Transportation Commission, the railway unions, chambers of commerce, universities, farm organizations and other interested parties. The notice was published in 54 daily and weekly newspapers across Canada. The notice was also published in the Canada Gazette.

The notice specified that persons wishing to be made parties in the Inquiry and to participate in the hearing enter appearances by February 1, 1968.

Immediately the proceedings opened on February 5, the work program was announced. By this time the Committee visualized the completion of the work of the technical committee and the conclusion of the public hearing by June 30, 1968. The

technical committee, under the chairmanship of Mr. Saunders, began its work then and continued until completion by approximately June 30. During this period, the Committee found that the amount of work it had to do with its consultant and the technical committee, preparatory to the commencement of the public hearing, exceeded its estimate. Until June 30 Mr. Saunders, his associates and the Committee were in almost constant consultation with the railways, with the technical committee, and with certain individual parties to the Inquiry who had themselves retained expert consultants.

Between February 5 and June 30, Mr. Saunders and his associates produced 38 separate technical working papers with exhibits, on all important aspects of the development and allocation of railway costs. These were distributed to all parties, their experts, consultants and counsel. He also produced for the Committee his statement of the issues on which agreement had been reached, the issues on which it had been agreed that further study was required, and the issues on which there was no agreement. This document, referred to as the EBS Statement of Position, also stated at length and in detail Mr. Saunders' basic recommendations to the Railway Transport Committee as to the form and content of the Cost Order.

Between June 30 and August 1, the parties, using Mr. Saunders' material as one of the bases for their work, prepared and filed with the Committee their submissions. These dealt extensively with Mr. Saunders' recommendations and their own proposals and recommendations as to the form and content of the Cost Order. Submissions of this nature were received from:

Canadian National Railways;

Canadian Pacific Railway Company;

Wabush Mines Arnaud Railway Company and Wabush Lake Railway Company Limited;

The Manitoba Branch Lines Association;

Canadian Trucking Associations Inc.;

Canadian Co-operative Wheat Producers Limited, representing the 160,000 farmer members of the Alberta, Manitoba and Saskatchewan Wheat Pools;

United Grain Growers Ltd.;

The Governments of the Provinces of Alberta, British Columbia, Manitoba, Saskatchewan, Ontario, Quebec, and the Maritimes Transportation Commission representing the Governments of the Provinces of New Brunswick, Newfoundland, Nova Scotia and Prince Edward Island.

On September 10, 1968, the public hearing of the Inquiry opened at the Court Room of the Canadian Transport Commission in Ottawa.

Before considering the issues raised in this Inquiry, there is one matter that the Committee believes is deserving of special mention. Throughout these reasons, reference

will be made to the technique known as regression analysis. In explaining its findings relative to items and factors of cost, the Committee considers it to be useful to include a brief and general description of this technique.

Regression analysis, as used in Canadian railway costing, is a mathematical technique whereby variations in expense items are related to corresponding variations in railway traffic.

When there are good economic or engineering explanations for these relationships, the degree of correlation, or variability, shown by the regression analysis is presumed to reflect causation, that is, the extent to which the expense item is caused by traffic.

Regression analysis derives these relationships by comparing a number of independent observations of the same expense item at different levels of traffic. The Canadian railways use "cross-section" analysis which involves comparing the traffic and expense levels of the various geographical divisions or areas of the railway during the same time period. This comparison of the divisional relationships between expense and traffic reveals an average relationship which is presumed to apply throughout the railway.

As an example, yard costs could be developed for the Canadian Pacific by comparing yard expense on its 28 operating divisions with the corresponding yard switching minutes on the same divisions. This comparison might indicate that on the average a difference of one yard switching minute results in a difference of 40 cents of yard expense. In costing any specific traffic movement, each yard switching minute would then be presumed to have a variable cost of 40 cents.

Simple regression is used when there is only one causative influence, or independent variable, being analyzed in relation to a given expense item. Multiple regression is used when two or more independent variables are studied to determine the simultaneous relationship of each to an expense category. The most significant example of multiple regression is the analysis used by the railways for track and roadway maintenance expense. These expenses in each of the railways' operating divisions are compared with the corresponding divisional totals of the following items:

1. Gross ton miles, freight and passenger;
2. Yard switching miles;
3. Roadway miles;
4. An index of track grade and curvature.

Mathematical techniques make it possible to calculate the proportion of total roadway maintenance expenses which correlate with each of these four independent variables.

The expenses are thus divided between those which vary with traffic (gross ton miles and yard switching miles) and those which vary with the characteristics of the roadway network (road miles and curvature).

The independent variables (presumed to be causative factors) used in regression analysis may be other expense items as well as measures of traffic or network characteristics. For example, superintendence is compared with the expense involved in the functions which are supervised.

For each regression calculation, there are a number of statistical tests which provide quantitative expressions of the "fit" or degree of correlation between individual independent variables and the expense item under study (dependent variable). In the case of multiple regression, tests can indicate the extent to which the particular combination of independent variables explains total variation in the dependent expense category.

### POWERS OF THE COMMISSION

Most of the work of the technical committee, from February to June 1968, was concerned with the technical problems of prescribing the items and factors relevant in the determination of costs. The intricacies and complexities of the difficult science and art of cost determination were given full expression in the discussions in the technical committee and in the recommendations of the experts that followed, and were reflected in the evidence that was put before the Committee in the course of twenty-five days of hearing, between September and November 1968.

In later sections of these reasons, the Committee explains its decision on each of the items and factors of cost that will form part of its Cost Order, after a review of the recommendations and arguments made by the parties to the Inquiry, and, in fulfillment of its duty under section 387B of the Railway Act, after its own analysis and determination of what is relevant in prescribing the Cost Order.

There is no issue that is more central to the entire course of determination and application of costs, both now and in the future, for all the purposes of the Railway Act, than the extent of the powers of the Commission under sections 387A and 387B of the Act, and the manner in which they are exercised.

We have chosen to deal with this issue now, before going on to a detailed consideration of each of the relevant cost determining items and factors. In this fashion, the Committee expects that the technical sections of its decision will be more readily understood.

The governing principles relating to railway costs were laid down by Parliament in several sections imported into the Railway Act by the National Transportation Act. Our consideration of them begins with subsection (1) of section 387B:

"387B. (1) The Commission shall by regulation prescribe for any of the purposes of this Act the items and factors, including the factors of depreciation and the cost of capital as provided in subsection (1) of section 387A, which shall be relevant in the determination of costs, and, to the extent that the Commission deems it proper and relevant to do so, the Commission shall have regard to the principles of costing

adopted by the Royal Commission on Transportation appointed by the Order-in-Council dated the 13th day of May, 1959, in arriving at the conclusions contained in the report thereof, and to later developments in railway costing methods and techniques and to current conditions of railway operations.”

Clearly, the Commission is under a statutory obligation to prescribe the items and factors that are relevant in the determination of costs for any of the purposes of the Railway Act. Except for depreciation and cost of capital, items and factors must meet the test of relevance if they are to be included in the regulation, and what is relevant and what is not is a matter within the Commission’s discretion. There must, however, be a factor of depreciation and a factor of cost of capital in the regulation, for subsection (1) of section 387A requires that:

“ . . . there shall be included such allowance on a periodic basis

a) for depreciation, and

b) in respect of the cost of money expended, whether or not the expenditure was made out of borrowed money,

as to the Commission seems reasonable in the circumstances.”

In the exercise of its power to prescribe cost items and factors, the Commission has a broad discretion which is limited only by its duty to include such allowance for depreciation and cost of money (or capital), as to it seems reasonable in the circumstances.

In the Cost Order, the Committee has prescribed, as the factors of depreciation and cost of capital, allowances for the purposes of the Railway Act which in its opinion are reasonable in the circumstances. These circumstances are discussed in detail in the sections dealing with depreciation and cost of capital and are taken into account in our findings. In so doing, we have rejected an argument made to us at the hearing by Counsel for two of the Provinces.

In effect, we were asked by Counsel for the Government of the Province of Ontario to eliminate depreciation and cost of capital from the calculation of actual loss for the purposes of branch line and passenger-train service rationalization, under sections 314A to 314J of the Act, on the ground that the words “. . . such allowance . . .” in section 387A (1) must be interpreted as meaning that the Committee could allow depreciation and cost of capital if it wished, but that it might also make no allowance whatever for depreciation or cost of capital. In other words, “. . . such allowance . . .” can mean “no allowance”, and it was argued that this is the meaning we should accept.

A proposition to the same effect but along somewhat divergent lines was made by Counsel for the Government of the Province of Alberta. It would have us interpret section 387A (1) as granting the Committee the right and duty to prescribe a scheme for depreciation or cost of capital to meet the individual requirements of different situations, and the result might be no depreciation or cost of capital in some situations. Sections 314E (7) and 314J (7) were cited in support of this argument.

To accede to either of these arguments would be to strain the meaning of the Act beyond acceptable limits. Parliament used plain words in sections 387A (1) and 387B (1) in relation to depreciation and cost of capital and we must give them their ordinary meaning. The words in section 387A (1), "... such allowance on a periodic basis for depreciation and cost of money . . . as to the Commission seems reasonable in the circumstances", means that the railways have a statutory right to an allowance and that the Committee has a duty to fix a reasonable amount in respect of that allowance. However, we are satisfied that in our discretion, so limited, we may allow depreciation or cost of capital on different bases, or at different rates, for different purposes of the Railway Act.

During the hearing, the Report of the Royal Commission on Transportation (better known as the MacPherson Commission) was referred to on many occasions. The Committee's consultant, W. B. Saunders, was cross-examined extensively on evidence he had given when a witness before that Commission. Commentary by the MacPherson Commission on various aspects of cost methods and techniques appears periodically in the transcript of the evidence taken at the hearing. And the extent to which the Committee ought to have regard to the findings of the MacPherson Commission was fully argued before us.

No inquiry into railway costing at this time would be complete without some reference to the Report of the MacPherson Commission. Its conclusions contained recommendations for maximum and minimum rate regulation, and for rail rationalization to which effective railway costing methods and techniques of determination and application were central. In this sense, the Report was the pioneer in the field of railway costing that has occupied the Committee over the last year.

The Report of the MacPherson Commission is applicable to cost determination for another reason. It is one of the considerations the Committee must have before it when prescribing items and factors relevant in the determination of railway costs, under section 387B of the Railway Act.

We were met with two essentially opposing arguments on the extent to which the Committee should have regard to the Report of the MacPherson Commission.

On the one hand we were told that Parliament had directed us to look at the Report and pay heed to the principles of costing the Royal Commission had enunciated either in the Report or in the studies that supplemented or accompanied it; that these principles did not govern our determination but that they must be considered in the same way as "... later developments in railway costing methods and techniques . . ." and "... current conditions of railway operations . . ." must be considered. The degree to which these criteria enter into our determination of cost items and factors is discretionary, and the exercise of our discretion is to be governed by the extent to which we deem their inclusion proper and relevant.

This general argument was supported by the Governments of the Provinces and the Canadian Co-operative Wheat Producers.

The other point of view was expressed by the Canadian Pacific Railway.

Section 387B, like the other sections of the Railway Act under consideration, must be strictly interpreted so that the Committee can go no further than the precise meaning of the words used by Parliament will allow. Hence, only principles of costing may be considered by the Committee, and the principles are confined to those adopted by the MacPherson Commission in arriving at the conclusions contained in its Report. This, it was argued, means that the Committee must decide what are costing principles and what are not, and must then find out whether such principles were actually adopted by the Royal Commission in its Report. It was even suggested that the reference in section 387B (1) of the Act to the Report of the Royal Commission precludes consideration of costing principles contained in the supplementary studies, unless, presumably, it can be shown that they had specifically been adopted by the Royal Commission. Finally, Canadian Pacific agreed that the Committee had discretionary power to have regard to such principles of costing to the extent it deems it proper and relevant, but argued that the exercise of this power is strictly limited to only those principles that fall into the restricted category just described.

On this important question we do not accept the approach of the Canadian Pacific Railway. It would have us subject the Report of the MacPherson Commission to interpretation as though it were a statute, deducing from its pages what are the adopted principles of costing and leaving all else aside, before we can make use of it in the manner stated by section 387B of the Railway Act.

Volumes I and II of the Report are approximately 400 pages in length. Volume III, containing the results of the studies that the Commission considered of sufficient importance to publish, consists of another 620 pages. Taken as a whole, the Report is a comprehensive review of the transportation economy of Canada and its problems, and the recommendations contained in it have had a far-reaching influence on the search for remedies, not the least of which is the National Transportation Act.

Throughout the Report, reference is made time and again to the vital importance of railway costing concepts, methods and techniques in the respective roles of competition and regulation in the transportation economy. The Report of the Royal Commission should be viewed as a whole, as a step in the process of deciding what parts of its treatment of costing principles are relevant in the determination of items and factors of cost.

In exercising its discretion under section 387B (1) of the Railway Act, the Committee must have regard to the relevant parts of the Report of the Royal Commission that contain the results of the most extensive investigation into railway costs prior to the passing of the National Transportation Act, and, for the future, to later developments and conditions.

In the present case, as we have found in prescribing the Cost Order that accompanies these reasons, judgments have had to be made involving economic, accounting and costing considerations, as well as the application of legal principles. In so



doing, the Committee has had before it the Report of the MacPherson Commission and all of the work of the experts in the technical committee, and the evidence, recommendations and argument developed during the hearing, which was the method we adopted to determine what were the "... later developments in railway costing methods and techniques and ... current conditions of railway operations".

The Committee has, therefore, decided to consider the principles of costing adopted by the MacPherson Commission in the full context of the Report and, subject to the qualifications expressed by the Royal Commission itself, the accompanying studies. Only in that way can effect be given to those principles to the extent that the Committee deems it proper and relevant to take them into account in prescribing cost items and factors.

There was no comparable argument that any restriction exists on which "... later developments in railway costing methods and techniques ..." and "... current conditions of railway operations ..." may enter into the prescription of cost items and factors. The Committee must have regard to all such developments and conditions that are relevant, and has done so in its findings respecting the items and factors contained in its Cost Order.

### AREAS OF AGREEMENT

One objective of the prehearing meetings of the technical committee had been to ascertain whether there were any matters on which there could be such a degree of agreement as to remove them from the realm of controversy.

There was general agreement on a definition of variable cost.

In other areas differences were resolved to the satisfaction of the parties by co-operation between the Canadian National and Canadian Pacific Railways, usually involving a change in the costing methods of one or both companies.

The matters on which there was such agreement are set out below, *seriatim*.

#### Definition of Variable Cost

The need for a definition of variable cost is an important one that arises primarily under section 334 of the Railway Act. This section requires that freight rates be compensatory and provides that a freight rate shall be deemed to be compensatory when it exceeds the variable cost, as determined by the Commission, of the movement of the traffic concerned. For the purposes of this section, section 387B of the Act places an onus on the Commission to prescribe the items and factors which shall be relevant in the determination of variable costs.

The determination of variable cost, in its application to the sections of the Railway Act requiring cost submissions was considered and discussed during the Cost Inquiry, resulting in the positions on the question of the definition of variable cost summarized below.

W. B. Saunders stated the EBS position thus: the definition of the term "variable cost" poses one of the primary conceptual problems in railway costing chiefly because all available definitions are too broad for application to the specific requirements of the Railway Act. In the short-run, most costs are unaffected by single unit changes in output because existing plant can easily absorb them. In the long-run, all costs vary with output in differing degrees at different levels of output.

Counsel for Canadian National noted that each of the several parties to the hearing came close to a definition of Dr. George Borts, consultant to the Provinces:

"The long-run marginal cost of output is the cost to the firm of producing a permanent and quantitatively small change in the flow of output, when all resource inputs are optimally adjusted to change."

Counsel for Canadian Trucking Associations Inc., argued that, with reference to sections 334 (3) and 387A of the Railway Act, Dr. Borts' definition was the only way of defining variable costs. Any other definition would be short of what the Act requires and would be otherwise economically unsound; later he stated the belief that the "long-term average variable cost principles", if they were adopted, would eliminate the need for making an exception.

Algoma Steel Corporation took the position that the time period used in determining variable costs should be long enough to allow for changes in operations and expenses resulting from the influence of fluctuations in traffic volume. Its representative argued that it is extremely important that the determination of variable cost reflect variability as affected only by changes in volume; that variable costs should not include costs that are a function of time alone and that the Committee should determine those costs which approach a one hundred per cent variability. He also submitted that the statistical results of these analyses should be reviewed in the light of operating judgment and common sense. All new techniques concerning their adaptability to the determination of variability should be fully and continuously explored.

Counsel for Canadian Pacific, in submitting the company's position, said that the only clear definition of the meaning of the plain term "variable costs" is that agreed to by W. B. Saunders, thus:

"Variable cost can be defined as the increase in total cost resulting from an expansion in a firm's volume of business, that is, physical measures such as traffic in the case of the railway."

Canadian Pacific Counsel also argued that the time period must be considered when calculating variable costs. He referred to a question directed to W. B. Saunders:

"Would you agree again in the context of section 334 that, depending on the particular circumstances, variable cost might contemplate a range of time periods from short-term to long-term?"

Mr. Saunders replied that the problem was always to relate the costs to the traffic. If the traffic under consideration is continuing on-going traffic, then it seems very clear that

long-run variable costs must be used in order to get a meaningful and relevant cost for that traffic. On the other hand, if the traffic under consideration is of some special variety — perhaps to be moved only once in a particular time — then the relevant costs are the costs again that are created by that traffic; and if it is not long-run traffic, adjustments would have to be made so as to reflect only those variable costs that were caused by that traffic. He continued:

“The underlying assumption is that long-run variable cost is the relevant cost for the traffic, and if the traffic is short-term traffic, then the long-run cost is not relevant.”

After consideration of all the evidence and the discussion of variable cost, the Committee is satisfied that there is general acceptance of the language of the later definition suggested by Dr. Borts:

“Variable cost may be defined as the long-run marginal cost of output, being the cost of producing a permanent and quantitatively small change in the traffic flow of output, when all resource cost inputs are optimally adjusted to change.”

In noting this definition, we might add that variable cost may, in special cases, be considered as the short-run marginal cost of output, being the cost incurred for the movement of specific non-recurring traffic over a limited period of time.

#### Uniform Classification

##### Account 202 Complex —

##### Track and Roadway Maintenance

Canadian Pacific has agreed to use road miles instead of track miles as one of the bases in calculating variable costs of this group of maintenance expenses.

Canadian National, in its future analysis of this account complex, will use a factor for grade or, most probably, curvature in order to improve the explanatory nature of the regression. Both railways, however, are continuing further analysis of this complex.

The track and road maintenance costs assignable to the train switching miles cannot presently be developed by Canadian National until the company evolves a system for tabulating switching miles, at which time consideration will be given to combining train and yard switching miles as is done by Canadian Pacific.

Both railways have formerly equated one gross ton mile of freight with two gross ton miles of passenger-train operation. This assumption has given double weighting to the road maintenance cost assigned to passenger-train operation. With the upgrading of freight-train operation in recent years this distinction is no longer valid and equal weight will be given the two factors in future analyses of the 202 complex.

##### Account 326 — Work Equipment Maintenance

Canadian Pacific will assign these costs as an overhead ratio to account 202 Complex (Track and Roadway Maintenance) and account 272 (Removing Snow, Ice and Sand), instead of using time series regression.

**Accounts 380 and 392 – Yard and Train Enginemen**

Because locomotive firemen in yard and freight service are being “phased-out” in accordance with prevailing collective agreements, their wages will now be considered by both railways as being of a fixed nature and unrelated to freight and switching operations. The wages of locomotive firemen used in passenger trains will continue to be regarded as variable on both railways.

**Accounts 275, 333, 357, 414 and 455 – Insurance**

Both railways will revise their previous treatment of insurance costs under which Canadian Pacific insurance costs varied with “all other general expenses” and Canadian National insurance costs were fully fixed.

Both railways have agreed to assign insurance premiums according to the nature of insurance losses.

**Non-Revenue Freight**

Canadian Pacific will use the same formula as applied by Canadian National in the treatment of the above expenses. The formula treats non-revenue labour and material expense as a percentage of capital expenditures and material operating expenses.

One result of the work of W. B. Saunders and the technical committee between February 5 and June 30, 1968, as outlined earlier, was at least tacit agreement on the items and factors which would have to be fully argued at the hearing stage of the Inquiry and left to the Committee for decision. This happened either because general agreement was not reached on the factors of:

- Depreciation
- Cost of Capital
- Freight Car Depreciation
- Fuel Costs
- Multiple Unit Yard Switching
- General Overhead Expenses
- Road Locomotive Costs
- Roadway Maintenance Expenses
- Train Costs,

or because the differing opinions on the following issues could not be resolved at the technical committee stage:

- Attribution of Output Units
- Abandonment of Branch Lines
- Discontinuance of Passenger Trains
- Costs of Other than Class I Railways
- Uniformity of Costing Methods
- Burden Studies

Form of Cost Regulations  
Costing Manuals.

There was also agreement that further work or study was required on many aspects of railway costing to which reference is made throughout these reasons.

While the technical committee was not able to agree on the manner in which these important issues should be treated, they were the subject of discussion and exchange of opinion by the committee and this resulted in their coming before the Railway Transport Committee in a better state of definition. The preliminary work that was done by EBS and the parties also substantially reduced the time that would otherwise have been taken at the hearing in defining the questions the Committee was being asked to decide. Of the foregoing list, the items and factors not resolved at the technical committee stage will be discussed *seriatim*.

### DEPRECIATION

Section 387B of the Railway Act directs the Commission to prescribe the items and factors, including the factors of depreciation and cost of capital, which shall be relevant in the determination of costs.

The Board's Cost Order provides for the inclusion of depreciation in cost submissions relative to applications to abandon branch lines, to discontinue passenger-train services, and for other purposes pertaining to rates for the carriage of goods. The provision for depreciation is in accordance with its classification as an expense under the Uniform Classification of Accounts prescribed for Canadian railways pursuant to section 387 of the Railway Act. Sections 11 (a) and 11 (b) of the General Instructions of the Classification provide:

- “(a) There shall be charged monthly to expenses or other appropriate accounts and credited to the accounts for accrued depreciation amounts which will approximate the loss in service value of depreciable property not restored by current maintenance or recoverable by insurance. The amounts to be charged as depreciation shall be determined under a system which will allocate the service value of the property over its estimated service life in a systematic and rational manner. The service value of the assets, for depreciation purposes, shall be their cost less their estimated salvage value. In determining the amount of the allocations, consideration may properly be given to pertinent factors such as annual variations in use, increasing obsolescence or inadequacy, although the amount of depreciation is not intended to be a valuation or a measurement of the effect of all such occurrences. The charges for depreciation shall be computed in conformity with the group plan under the straight-line method, the ‘user’ or unit of production method, the diminishing value or other method approved by the Canadian Transport Commission.

- (b) The service life is the period of time between the installation of the property and its retirement for accounting purposes.

The group plan is the plan under which depreciation charges are accrued in respect of the classes of property included in a primary account or in a group of primary accounts by applying a composite rate of depreciation determined upon the basis of the aggregate service value and properly weighted service lives of such classes of property. Under the group plan of depreciation accounting the full service value of a unit of property is chargeable to the appropriate accrued depreciation account upon its retirement whether or not it has attained the average service life.”

Suggestions were advanced by several parties to the Inquiry that the Committee should prescribe cost regulations which would involve exceptions to the manner in which depreciation charges are now determined under the Uniform Classification of Accounts. We will first illustrate the application of depreciation as provided for in the Uniform Classification of Accounts, and then outline the suggestions made by Canadian Pacific, the Governments of the Provinces, EBS and Canadian National.

Suggestions were also made to the Committee by other parties, including the Manitoba Branch Lines Association, Canadian Trucking Associations Inc., Canadian Co-operative Wheat Producers Limited and United Grain Growers Limited. These were all considered by the Committee in making its findings on depreciation.

Under the Uniform Classification of Accounts, the assets in respect of which depreciation is to be charged are listed under the Property accounts. For example, Account No. 8, Ties, includes the cost of cross, switch, bridge and other track ties used in the construction of tracks for the movement or storage of locomotives and cars, the cost of additional ties subsequently laid in such tracks, and the cost of ties laid in such tracks under a replacement programme. Expenditures for ties under a replacement programme cannot be charged directly to expense, but must be capitalized; under depreciation accounting only an amount representing one year's depreciation may be charged to expense annually. The annual depreciation charges continue as long as the assets remain in service or until the reserve for depreciation equals the book value for the group.

A part of the investment in ties will be in branch lines proposed for abandonment. In the event of abandonment, ties and other assets on the branch line would be retired. The Property accounts would be reduced by the book value of the branch line assets, and the charging of depreciation in respect of those assets would cease.

The railways, when developing the initial depreciation rates required under the Uniform Classification of Accounts, conducted detailed studies in order to determine average rates for groups of assets within primary accounts. Using ties as an example, there were several classes of ties and there were also treated and untreated ties; the ultimate depreciation rate was a weighted average for the entire account. In so far as it was possible, the rates were determined from the actual experience of the carrier, and, for

certain assets, company records were such as to give a clear indication of average service life. For other assets such as grading, the property records could not give as clear an estimate of average service life. Intensive studies were conducted in order to determine the average service lives of ties, rail and other track material.

The calculation of service lives on a group basis and the maintenance of property records on this basis is the practical way of accounting for depreciation for most railway assets.

As has been noted, some of the parties to the Inquiry recommended that exceptions to the prescribed depreciation accounting should be made for costing purposes. These exceptions would apply in the case of branch lines and passenger-train services which the railways wish to abandon or discontinue. The position of these parties contrasts with the position of Canadian Pacific.

### Position of Canadian Pacific

The position taken by Canadian Pacific was that the Uniform Classification of Accounts must be adhered to, i.e., in computing costs for the purposes of those sections of the Railway Act enumerated in section 387A (1), the Committee must include an allowance for depreciation calculated according to the group plan and treating the assets in question as an integral part of the rail enterprise.

Counsel for Canadian Pacific submitted that Parliament, when it used the word in section 387A, must be presumed to have given "depreciation" the technical meaning it had acquired under subsection (4) of section 387 of the Railway Act. It provides:

"387. . . .

(4) The Commission shall prescribe the classes of property for which depreciation charges may properly be included under operating expenses in the accounts, and the rate or rates of depreciation that shall be charged with respect to each of the classes of property."

He noted that the Uniform Classification of Accounts had been in force for eleven years prior to passage of section 387A.

It was argued that from this it followed that, if Parliament had intended the word "depreciation" to have a meaning other than the meaning it had acquired under the Railway Act, it would have said so.

Canadian Pacific acknowledged that a different interpretation had been given to the word "depreciation" by EBS. Theirs was an economist's definition under which depreciation can be defined as a charge reflecting loss of the economic value of assets. The expression "loss of economic value" can, in turn, be defined as the declining present value of the future income-earning power of the property.

But in the opinion of Canadian Pacific, the concept recommended by EBS with respect to depreciation on branch lines depends on their own definition; it depends on

the concept of loss of future income-earning power. It is because of this definition that EBS get the idea of sunk investment. If the definition is not the correct definition under the law, then the Committee must consider what the fact of using the wrong definition does to the EBS theory as to depreciation in respect of branch lines.

Counsel for Canadian Pacific was asked by the Committee if it was his contention that the law prevented the Committee from treating depreciation differently under the new legislation than it was treated at the time the Act was amended. He said it did not but it was the company's submission "that there is a system of depreciation which has been going for quite awhile, which is adequate and that the law provides for, and that it is not necessary to change that system". He said that he did not submit that the system couldn't be changed, but there is a question of changing the Uniform Classification of Accounts.

### Position of the Governments of the Provinces

The Governments of the Provinces advocated the use of cash flow as a substitute for the traditional methods of measuring the cost of capital. Their position was that cash flow would be substituted for depreciation charges, and for the hypothetical costs of "borrowing" the net investment base from financial institutions in the capital markets. While this recommendation is discussed in the section of these reasons on Cost of Capital, it is mentioned here because it is relevant to the Provincial position on depreciation.

Mr. R. L. Banks, a Provincial consultant, in giving evidence on their behalf, discussed the Canadian Pacific position on depreciation in respect of branch lines. He said that Canadian Pacific appeared to prefer accounting practice to economic reality. The railway's position centered on the opinion that depreciation represents a cost of doing business, which is a cost in the same sense as any other expense. He said that the Provinces rejected this characterization of depreciation expense. They believe that it differs from other expenses because it is an allocation of past or sunk costs by contrast with other operating expense, all of which represent current or avoidable costs.

Mr. Banks said that costs, other than depreciation, necessarily have an impact on cash flow whereas no such impact is experienced from depreciation. However that expense is accounted for, cash flow is unaffected, and, by virtue of this characteristic, depreciation may also be distinguished from all other operating expenses. He thought that another infirmity in Canadian Pacific's position as to branch lines, related to the company's use of group depreciation, a practice which obscures the lower than average depreciation rates typical of branch line road property.

The position of the Governments of the Provinces in respect of depreciation was further elaborated upon in the argument of Counsel for the Government of Manitoba. He stated that it was the opinion of the Provinces that costs taken into account in the computation of actual loss of a branch line should exclude a number of items, including road property depreciation, except to the extent that such items may be directly traced to the line under study.



At a later point in his argument he said that the Provincial submission was that depreciation is not an avoidable cost, and therefore, "does not belong in the actual loss computation. It will not be saved if the line were abandoned and accordingly should not be a determinant of the abandonment". He also maintained that depreciation should not be compensated for by way of subsidy if a branch line were ordered to be retained, because it would not otherwise be recoverable by the railway.

To understand fully the Provincial position on depreciation as a factor of cost, it is necessary to make reference to the arguments in reply of Counsel for the Governments of both Manitoba and Saskatchewan.

### **Argument in Reply by Counsel for the Government of Saskatchewan**

Counsel for Saskatchewan argued that the position taken throughout the Inquiry by Canadian Pacific was that section 387A of the Railway Act directs the Committee to allow depreciation on the tracks and related facilities of a branch line. It was his opinion that the general language of section 387A could not override the specific provisions of subsection (7) of section 314E which empowers the Committee to exclude, in actual loss calculations, such items and factors relating to costs and revenues as to the Committee seemed proper.

As to what was meant by depreciation in section 387A, Counsel noted that two completely different concepts of depreciation had been advanced before the Committee. The first might be called the accounting concept of depreciation which was described in the submissions of Canadian Pacific. This concept holds that as long as assets are in existence, some periodic allowance must be made in respect of them to cover their replacement or obsolescence. The other concept, advanced by EBS and by the Provinces, might be called the economic concept of depreciation. It holds that, properly, depreciation could only apply to property which had an economic value measured in terms of capability of earning income.

The Provincial submission was that different concepts of depreciation could and should apply to different types of costing proceedings. In the case of branch line abandonment, the allowance for depreciation should be based on the net salvage value of the fixed assets of branch line property, and also an allowance for depreciation should be made for fixed branch line property which has an alternative use in the railway system. Counsel for Saskatchewan noted that for other elements of property involved, such as rolling stock, the depreciation is allowed through a computation of unit costs associated with the traffic.

He also made reference to the group plan for depreciation of railway assets. He objected to this being applied to branch lines since it was based upon broad averages derived from the railway general accounting structure, and it could not give an accurate determination of the actual condition of the assets on a branch line, the extent to which they have been depreciated, and the extent to which they are capable of further depreciation.

He concluded that the railway concept of depreciation, while proper for general accounting purposes, deals with broad averages and does not throw up an accurate result for the status of any given branch line. For this reason the method advocated by the Governments of the Provinces is more appropriate for the purpose of determining the allowance for depreciation in the case of branch lines, i.e., "that the allowance for depreciation should be based only on the net salvage value of the fixed assets of branch line property, and also that an allowance for depreciation should be made for fixed branch line property which has an alternative use in the railway system".

### **Argument in Reply by Counsel for the Government of Manitoba**

Counsel for Manitoba said the Provinces wished to make the record clear that for the purposes of section 314B of the Railway Act they were not suggesting that depreciation and cost of capital should be excluded as cost factors; in fact they said that depreciation and cost of capital should be included but based on salvage value, not on book value. He submitted that this would be a reasonable allowance under section 387A (1) and would be within the power and scope of section 314E (7) as to what matters may be included or excluded.

In answer to the Committee's question as to whether it could determine depreciation differently for different sections of the Act, Counsel said he saw no particular reason why depreciation must be computed identically for all sections. Under section 314B the Committee would have to determine actual loss by considering the costs incurred, and the question is whether or not these costs would be the same as variable costs determined under section 334. In his opinion, the Committee could decide under a particular section that depreciation would be treated in a certain manner because in the opinion of the Committee it was proper, and under another section depreciation would be treated in another manner.

He suggested that the new legislation encourages the railways to rationalize their operations. In practice this has largely been interpreted to mean abandonment of a line or other particular service. Under these conditions some assets will be taken out of service before their full useful life has been expended. Should a substantial number of such assets be removed from any one group, the railways would raise the depreciation rate on the balance of the assets to reflect the shorter average useful life, this being the function of group depreciation.

He noted that if an abandonment were authorized under either section 168 or 314C of the Railway Act, the railways' only recourse, in order to reflect accurately the allocation of the cost of the assets in the group affected, is to charge a higher rate to those assets still in service. He said it is important to note that depreciation is not saved, but is transferred to other assets in the group.

### **Position of EBS**

EBS recommended that in lieu of depreciation charges on property proposed for abandonment, the railways should provide a year by year forecast of capital expenditures

needed to maintain the line in operation. Depreciation of any property which would continue in use elsewhere on the railway, and depreciation of salvage value, if any, should be allowed.

This recommendation of EBS reflects the approach taken in their earlier Position Paper on the subject presented to the Committee and the parties prior to the hearing. In that Paper, entitled "Costing Concepts in Branch Line Abandonments", reference was made to the importance of including capital cost forecasts in the calculation of actual loss:

"The importance of including capital forecasts in the Section 314B calculation of 'actual loss' becomes clear if we consider the possible consequences of a failure to do so. If capital consumption is represented solely by depreciation charges, it becomes a reasonably stable cost element which is fixed by the economic lifespan of the branch line's property. There is no consideration of, or accounting for, the actual retirement and replacement of individual units of property. While much of the depreciable property in a branch line—items such as rail and ties—can be replaced in small increments, other elements, particularly in the buildings and structures category, must be replaced in their entirety at one time. Since one bridge, for example, may constitute a large portion of the total investment in a single branch line, its cost could easily swing the balance between loss and profit. If 'actual loss' submissions under section 314B are limited to historical costs, a marginal line which requires a bridge replacement could not become a candidate for abandonment until *after* the bridge has been installed. It then might show a severe loss and immediately be approved for abandonment. Thus, a procedure which excludes capital requirement forecasts from the actual loss calculation could very well force the railways to pour additional investment into marginal lines simply in order to qualify them for abandonment. The waste of resources is obvious and clearly runs counter to national policy.

Our recommendation, therefore, is that in both the 'actual loss' calculation under Section 314B and the cost models under Section 314C depreciation charges other than decline in salvage value be excluded from the computations and that a year-by-year forecast of new capital requirements be substituted instead."

No evidence was presented subsequently to indicate that the use of depreciation on past investments in applications under sections 314B or 314I of the Act will prevent consideration of branch line or passenger-train services which face large impending capital requirements. In such an instance, the Committee has adequate powers under sections 387A and 387B to establish suitable procedures.

### Position of Canadian National

For the purposes of actual loss on branch lines, Canadian National accepted the so-called "sunk cost concept" of EBS. Counsel for the Company noted in his argument that under this concept depreciation would be allowed on salvage value only, and that,

when an uneconomic line is required to be continued in operation in the public interest, the road property capital assets would be taken out of the capital accounts of the railway and future capital investments in the line would be treated as operating expenses in the year in which that investment is made.

Canadian National would also apply the "sunk cost concept" to passenger-train services proposed for discontinuance. For assets other than uneconomic branch line properties and passenger-car equipment on uneconomic services, depreciation would be calculated in the manner prescribed under the Uniform Classification of Accounts except that current replacement costs (adjusted for technological change) would be substituted for historical cost.

Counsel for Canadian National expressed a reservation with regard to the recommendation that the cost of properties of subsidized branch lines be written off the books of account. Canadian National would prefer to leave the property cost on the books and transfer it to a non-depreciable category, at the same time transferring an appropriate amount of depreciation reserves to appropriate contra-accounts. In the company's opinion, the railway's books would be the best place to record future capital expenditures which would be financed by direct subsidy.

The historical costs so recorded would then only be written off when the lines were abandoned; or, alternatively, the costs of branch lines whose status changed to one of non-subsidy would be transferred back to the depreciable status on cessation of subsidy.

Counsel for the Company also noted that such deferment of write-offs might seem somewhat illogical at first glance, but the net asset position would be the same either way. He said that this was only one suggested method of dealing with the accounting aspect of this matter; there were other ways in which this could be accomplished and still maintain the same historic record.

Counsel for Canadian National also referred to the provisions of section 314J of the Act, which limits the subsidy for uneconomic passenger-train services to 80% of the actual loss. He noted that under the "sunk cost concept" this would limit the subsidy for new passenger equipment purchases to 80% of their cost. Under the circumstances, the railways would undoubtedly tend to resist demands on the part of the public for new equipment for subsidized services.

However, in his opinion, there would be no particular problem from an accounting point of view if new equipment were purchased for subsidized services with Canadian National financing 20% of the cost. The company would simply capitalize its share of the cost (as is now done for public improvements) and this cost would then be depreciated over the estimated lifetime of the equipment. He noted that depreciation on such assets would have to be excluded from future subsidy claims since the Government would already have paid its 80% share.

### Findings of the Committee

For the purpose of calculating actual loss in applications to abandon branch lines under section 314B, or discontinue passenger-train services under section 314I, the Committee finds that the railways should be permitted to include the actual depreciation that has been charged as a factor in determining the cost of operating the line or service. Actual loss should be based upon the fact that, at the time the application is made to abandon or discontinue, the line or service is an integral operating part of the railway system.

Similarly, for the purposes of sections 317, 329, 334 and 336, the Committee has decided that there should be no special variation in the manner in which depreciation is allowed for cost determination.

Where the Committee has decided that an uneconomic branch line should not be abandoned or an uneconomic passenger-train service should not be discontinued, the railway company is given the right by the Railway Act to claim for subsidy. At this point the company could have eliminated the line or service had the Committee not declared that it should be continued. We consider it a proper exercise of the Committee's discretion to look at what depreciation costs will be incurred by reason of continuance of the line or service. With regard to property which would be retired, the company would be able to realize only salvage value. The only further element of depreciation in respect of such property which the railway will incur by reason of continuance of the line or service would be the decline in the salvage value.

Certain new assets may have to be added to continue the line or service as directed by the Committee. If the Committee subsequently determines that the line or service should be abandoned or discontinued, the new assets added at the time of the original directive may not have been fully depreciated. For this reason, in calculating claims for the last year of operation prior to abandonment or discontinuance, the railways may include as a cost the residual cost of those new assets. That cost should be calculated by deducting from the actual cost of the new assets their salvage value at the time of abandonment or discontinuance and the accumulated depreciation allowed for subsidy purposes in previous years.

After considering all the evidence and argument on the question, the Committee has decided that depreciation should receive different treatment as a factor in the determination of costs for the purpose of claims under sections 314E, 314G and 314J of the Railway Act than the treatment it receives in the determination of costs for other purposes of the Act.

The Committee, therefore, finds:

1. In computing the amount of "actual loss" in applications to abandon branch lines under section 314B, or to discontinue passenger-train services under section 314I, there will be included an allowance for depreciation on a periodic basis calculated in conformity with the Uniform Classification of Accounts.

2. In computing the costs of the undertaking of the company for the purposes of sections 317, 329, 334 and 336, there will be included an allowance for depreciation on a periodic basis calculated in conformity with the Uniform Classification of Accounts.
3. In computing the costs of the undertaking of the company for the purposes of sections 314E, 314G and 314J, there will be included an allowance for depreciation on a periodic basis:
  - (a) that will reflect the annual decline in the net value that could be realized from the salvage of depreciable road property which the Committee is satisfied could or would be retired if the line were abandoned or the service discontinued and which is required for continued operation; and
  - (b) at rates approved under the Uniform Classification of Accounts applied to the book value of such other depreciable assets and of such new assets as the Committee is satisfied are required for continued operation of the line or service.
4. In computing the costs of the undertaking of the company for the purposes of sections 314E, 314G and 314J, there will be included in the costs, for the last year of operation prior to abandonment of a line or discontinuance of a service which had previously been ordered retained, an allowance for depreciation, on such new assets as the Committee is satisfied are required to comply with the order of retention. This allowance for depreciation shall be equal to the residual cost of such new assets calculated by deducting from the actual cost of the assets their salvage value and the accumulated depreciation allowed on them for subsidy purposes in previous years.

### COST OF CAPITAL

This is the second of the two factors Depreciation and Cost of Capital which the Committee, under section 387B of the Railway Act, is directed to include as specific factors when prescribing the items and factors which shall be relevant in the determination of costs.

During the hearing all parties ably presented their positions in respect of cost of capital. It is, however, an extensive subject and there was wide disagreement on the method of computation and the extent of the Committee's discretion in prescribing the allowance for cost of capital for the purposes of the Act. An initial difficulty is that guide lines for the treatment of cost of capital have not been as well identified in past regulatory judgments, orders and regulations as in the case of depreciation. We have noted in a previous section of these reasons that depreciation is prescribed as an item of expense under the Uniform Classification of Accounts, and detailed direction is given regarding the approval of depreciation rates and the investment base to which they are applied.

Cost of capital is not subject to such identification and direction in the Uniform Classification of Accounts. It is not prescribed as an item of expense.

There are three broad categories of issues relating to the cost of capital which, to avoid confusion, should be separated and discussed independently. The first is the general method of developing variable investment to be assigned to traffic in individual variable cost determinations. The second is the assignment of the investment upon which cost of capital is calculated for the different purposes of the Railway Act. The third is the calculation of the rate of return to be applied to the assigned investment for each of the purposes of the Act.

### 1) Development of variable investment

For purposes of determining the cost of capital to be assigned to traffic movement, the railways calculate the net asset value of the investment which, over the long run, is variable with the traffic under study.

Under the group plan of depreciation accounting the net investment value of each individual asset is not known, which makes it necessary first to establish the gross investment for each group or account. Having established the gross investment by group or account, the variable portion of this gross investment is then ascertained by regression analysis for road property, and by direct analysis for equipment.

Canadian Pacific has recorded on its books the gross investment in road property by account by property section, and its gross investment in equipment by each individual piece of equipment. Depreciation is also accrued by account.

Canadian National records gross investment and depreciation accruals on its books in the same detail as Canadian Pacific but on a system basis for road property only.

#### *(a) Canadian National Gross Variable Investment Functions*

Because Canadian National does not have a separation of road property accounts into its 18 railway operating areas it is unable to conduct regression analyses similar to those now performed by Canadian Pacific to produce its own variable gross investment and unit costs of variable gross investment. Canadian National therefore has been using the gross investment functions developed by Canadian Pacific through a series of regression analyses of Canadian Pacific property accounts against the appropriate causal output units.

When these Canadian Pacific investment functions are applied to the output units of Canadian National, they result in a reconstructed total gross investment which is considerably below that shown on the Canadian National books. Canadian National contended that this difference is due to the relatively newer average age, hence higher cost of Canadian National property and equipment, and to differences in the density characteristics of the two railways.

In view of this, Canadian National suggested that the Canadian Pacific variable gross investment functions, applied to Canadian National, should be adjusted upward to correspond with the total gross investment recorded in the railway's property accounts.

EBS recommended that the ultimate solution is for Canadian National to develop an investment function of its own. EBS indicated that to do this Canadian National will have to separate its road property accounts among the 18 operating areas into which the railway is divided, and then conduct regression analyses similar to those performed now by the Canadian Pacific. It is realized that this is a sizable undertaking, and so, as an interim measure, they recommended that Canadian National continue to use Canadian Pacific functions.

We agree with the EBS recommendations and we adopt them. Canadian National may be correct that certain physical, financial and operating differences account for the disparity between the Canadian Pacific gross investment functions and the Canadian National book investment. However, we cannot accept the Canadian National book investment without a similar detailed analysis as was made of Canadian Pacific in the early 1950's. This is particularly important in view of the fact that the values of much of the property were recorded prior to the formation of Canadian National at a time when there was no government review of the value assignments. We therefore see no alternative to the continued use by Canadian National of the Canadian Pacific gross investment functions.

*(b) Canadian National Net-to-Gross Investment Ratio*

The Canadian National recorded depreciation reserve does not correspond with the accumulated depreciation which would exist had depreciation accounting been in effect throughout the history of the railway. Therefore, its present net-to-gross ratio overstates net investment for purposes of cost of capital determination. As EBS pointed out, the use of the existing net-to-gross ratio overstates the level of net investment as an expression of the residual economic value of the railway's property.

Speaking at the hearing in respect of Canadian National net book values, Counsel for the Company said:

“With respect to the book values, we concede that the Canadian National's depreciation reserves are, in fact, inadequate. . . . We cannot, therefore, and do not, deny that Canadian National's current net book values overstate, on the basis of conventional accounting, the unexpired costs of assets employed.”

In view of the foregoing, the Committee cannot accept the continued use of the Canadian National current net-to-gross investment ratios. EBS recommended that the net investment should be recalculated to a fully depreciated level assuming depreciation accounting had always been in use. This is one solution and there may be others. In any event, Canadian National will be directed to develop and present to the Committee for consideration a programme which will provide acceptable current net-to-gross investment ratios. In the interim, Canadian National should use the net-to-gross investment ratios of Canadian Pacific.



*(c) Value in Current Dollars*

As an alternative to book values, Counsel for Canadian National proposed the use of the current value of assets for all costing purposes under the requirements of the Railway Act. This, he argued, would yield better investment valuations in the case of Canadian National, and more reliable costs than data based on actual or estimated historical costs. The position of Canadian National is that book values based on historical costs and conventional depreciation methods measure only the unamortized portion of the original cost of capital assets, which does not provide satisfactory asset valuations as reflected by their current economic value.

We agree with the opinion of EBS that this proposal would not be useful for regulatory purposes. The use of current dollars may be acceptable for corporate planning purposes, but it would inject new elements of uncertainty in the regulatory process and would be no less subject to criticism as to relevancy than investment calculated on the present historical basis. Carried to its logical extreme, this procedure should involve a calculation of reproduction cost for the entire existing plant. The resultant railway investment would be of little relevance to Canadian National as it actually exists.

**2) Assignment of Cost of Capital Base for Purposes of the Railway Act***(a) Sections 317, 329, 334, 336 – Rate Regulation*

The foregoing section on Development of Variable Investment dealt with the issues of determining the variable net investment to be assigned to traffic in cases which involve only variable cost; such cases would fall under the rate-related sections of the Act listed above. The use of these methods to determine the net investment base for variable costs reflects past regulatory decisions made for rate-making purposes. They have been generally acceptable in so far as the calculation of the variable investment was concerned, although there were marked differences of opinion in respect of what constituted a reasonable rate of return on that investment.

*(b) Sections 314A through 314J – Branch Line Abandonment and Passenger Train Discontinuance**Positions of the Parties*

Counsel for Canadian Pacific argued that the proper investment base to be used in respect of that company for all purposes of the Act is the net investment in rail enterprise as recorded in the books of the company. He said that the accuracy of its accounting records over the years in respect of investment effectively removes from the realm of controversy any question as to the present amount of net investment.

He suggested that the amount of net investment in rail assets used in connection with a branch line is readily determinable. Gross investment in a branch line, divided into groups of assets, is available from the books of the company. Similarly, both the gross and the net investment in the railway system are available from the records of the

company for each group of assets. Net rail investment in a branch line is therefore obtained by applying to gross investment in a branch line, by groups, the ratio of the railway system net investment to railway system gross investment for each group of assets.

Both EBS and the Governments of the Provinces proposed that net investment be used for any property which would be retained in service and for property variable with the off-line movement of branch line traffic. For on-line branch line property which would be retired if the line is abandoned, the railway should be allowed to include as a base for cost of capital only the value which the railway could derive from the property upon abandonment of the line, in other words, its net salvage value. As EBS expressed it:

“Since the assigned function of the investment sunk in an unprofitable branch line has no earning power, its value is reduced to the sole alternative, salvage. This value represents the best return the railway can experience from the investment.”

*(c) Findings of the Committee*

Our findings in respect of cost of capital are made in the light of those made elsewhere in these reasons regarding branch line abandonment, passenger-train discontinuance and depreciation. In our opinion, the same general principles should be applied to both depreciation and cost of capital but there is an important difference which must be taken into account.

This difference arises from the fact, noted at the beginning of this section, that, unlike depreciation expense, investment bases and rates to be used for calculating cost of capital are not prescribed under the Uniform Classification of Accounts. There is in fact no such factor as “normal” cost of capital which might be expected to apply uniformly in the absence of exceptions.

In considering depreciation when computing actual loss for applications to abandon or discontinue under sections 314B and 314I of the Railway Act, the Committee allows as an item of cost, the actual depreciation which had been charged in the accounts of the company. Such charges are based on the book values of depreciable assets and the rates of depreciation approved by the Committee. The rationale for this treatment is that at the time of the application to abandon, the line or service is presumed to be an integral part of a “going concern” until proven otherwise. As such, it should earn depreciation to allow for capital consumption and – most relevant here – it should earn a return on the capital invested in it. This prescription would call for the normal depreciation charges and a cost of capital on the net investment in the line or service.

However, as pointed out in the discussion of branch line abandonments, the group plan of charging and accumulating depreciation substantially overstates the rate at which depreciation actually occurs on most light-density branch lines. To account for this tendency toward cost overstatement, the Committee has found, as stated elsewhere in these reasons, that, as a general procedure for purposes of applications under sections

314B and 314I of the Railway Act, it will allow cost of capital only on the salvage value of property to be retired in the event of abandonment or discontinuance.

In adopting such procedure as a general rule, the Committee is exercising its discretion under section 387A of the Act as to the amount that to it seems reasonable in the circumstances, to allow in respect of depreciation and cost of capital. In individual cases, the total allowance for these two factors of cost will be examined as a whole and adjustments may be made in either of the allowances for depreciation or for cost of capital so that the resultant total will, in the opinion of the Committee, be reasonable in the circumstances.

If, however, the railway can develop depreciation charges and net investment ratios which reflect the specific aging characteristics of the branch line or passenger service in question, the Committee will consider substituting such specific calculation in lieu of the general prescription for depreciation and cost of capital outlined above.

For purposes of sections 314E and 314G, subsidy of branch lines, and section 314J, subsidy of passenger trains, the Committee has also adopted salvage value as the base for cost of capital, but for different reasons. At this point, it will have been determined that the line or service incurs an actual loss, but is to be retained in the public interest. The only value for which the public should be responsible, therefore, is the value which the railway could derive from the property had the Committee granted the railway's application to abandon or discontinue. That value is salvage value for any property which otherwise could be retired.

The foregoing prescription of salvage value does not apply to variable investment associated with the traffic moving to or from the subsidized branch line, or to investment variable with, but not solely related to a subsidized passenger train. Such property must continue in its present use regardless of the abandonment or discontinuance under question, and is entitled to earn a return on net book investment assigned as variable with the line, service or traffic in question.

Similarly, the addition of any new investment to an uneconomic line or service under subsidy should also be entitled to a return on net book investment, with net investment calculated for the specific property, rather than based on the system net-to-gross investment ratios. Since such investment is made solely because of the public requirement to retain the line or service, its full cost should be borne by the public through payment of subsidy.

### 3) Rate of Return to Capital

The question of adequacy of the return on capital has been argued in rate cases and before Royal Commissions, and has led to findings based on what was considered reasonable at the time. Similarly, a test of reasonableness appears in the direction given to the Committee by section 387A (1) of the Railway Act.:

“In computing the costs of the undertaking of the company for purposes of sections 314A to 314J, 317, 329, 334, 336, 387B and this section, there shall be

included such allowance on a periodic basis

(a) for depreciation, and

(b) in respect of the cost of any money expended, whether or not the expenditure was made out of borrowed money,

as to the Commission seems reasonable in the circumstances.”

This direction was reflected in the Board’s Cost Order which provided for “Category IV cost, being the cost of capital calculated on the investment and the rate approved by the Board”.

This Order did not commit the Board of Transport Commissioners to a particular base or rate for determining the cost of capital for purposes of different sections of the Railway Act, but maintained its freedom to make allowances in accordance with the direction in section 387A (1), “. . . such allowance . . . as to the Commission seems reasonable in the circumstances”.

We consider it desirable in dealing with the subject of cost of capital to set out some of the regulatory background against which the parties presented evidence and argument in this Inquiry as to what base and rate the Committee should regard as reasonable for the purposes of the Railway Act. We will refer to some past regulatory decisions involving the rate of cost of capital and then present the principal approaches to the calculation of such rate by the parties and the findings of the Committee.

*(a) Past Regulatory Decisions*

The Board of Transport Commissioners, in general freight rate cases, adopted the Canadian Pacific Railway Company as the yardstick railway for determination of the allowable cost of capital on a financial requirements basis, i.e., the earnings required after operating expenses and provision for income tax in order to meet fixed charges and dividends, and provision of an allowance for surplus. This allowable cost of capital was expressed as a rate of return on the net rail investment, and amounted to 3¼% in the General Freight Rates Judgment of December 27, 1957: *Re General Increase in Freight Rates* (1958) 76 CRTC 53. The amounts in that Judgment for the constructive year 1957 were set out for the Canadian Pacific Railway at page 61 as follows:

“For the purposes of this Judgment we are allowing a permissive level of net rail income, made up as follows:

Fixed charges . . . . .	\$13,038,000
Dividends on Preference Stock . . . . .	3,012,130
Dividends on Ordinary Stock . . . . .	17,567,870
Surplus . . . . .	15,235,000
Additional allowance . . . . .	<u>2,400,000</u>
Permissive level of net rail income for the purposes of this Judgment . . . . .	<u>\$51,253,000”</u>

This amount of \$51,253,000 related to the adjusted net rail investment for 1956 resulted in a rate of 3¼%. The reports of Canadian Pacific to the Board and the Commission for the years 1956 to 1968 demonstrate the following results:

<u>Year</u>	<u>Net Rail Investment</u>	<u>Total Rail Income Before Fixed Charges</u>	<u>Rate of Return on Net Rail Investment</u>
1956	\$1,381,567,826	\$44,534,034	3.22%
1957	1,416,794,120	40,313,427	2.85%
1958	1,440,149,678	38,941,048	2.70%
1959	1,427,676,210	38,916,895	2.73%
1960	1,409,308,784	36,819,118	2.61%
1961	1,384,676,748	41,026,484	2.96%
1962	1,360,135,021	34,407,875	2.53%
1963	1,346,212,563	39,883,493	2.96%
1964	1,328,161,511	48,579,022	3.66%
1965	1,356,186,592	45,648,059	3.37%
1966	1,379,443,634	56,661,526	4.11%
1967	1,397,266,572	45,364,289	3.25%
1968	1,392,761,685	48,241,643	3.46%

The rate for the cost of capital was before the Board in a number of branch line abandonment applications and two or more applications in respect of commuter fares. In several branch line abandonment cases heard in the early 1960's a rate of 5% was applied to the value of net salvage on the branch line. The Board's Judgment in a branch line abandonment application during this period stated:

"Although the matter of salvage is not a major consideration in evaluating an application for abandonment, it should be noted that on a net salvage value of \$115,200, with annual interest at 5% the return to the railway would be \$5,760 annually, which sum would add to the financial improvement to the railway as a result of abandonment of the line.": *Re Canadian Pacific Railway Company McAuley Subdivision* (1961) 51 JOR&R 579 at 590.

In the last commuter fare case, a rate of 6% was used in lieu of 5% for the reasons given by the Board:

"Cost of Money – \$540,351

The cost of money is calculated by applying a rate of 11.4%, which is the long term cost of money to the Canadian Pacific enterprise including provision for income tax, to the net depreciated value of the investment as shown hereunder:

	Net Depreciated Value	Cost of Money 11.4%
6 road diesels	\$ 721,566	\$ 82,259
1 yard switcher	80,558	9,184
40 "B" coaches	2,196,119	250,358
24 steel coaches	—	—
11 R.D.C. units	1,483,746	169,147
Road Property	257,919	29,403
	<u>\$4,739,908</u>	<u>\$540,351</u>

In the 1963 case the Board allowed an amount for cost of money based on an interest rate of 5% in lieu of 11.4%. Since then the cost of capital has risen and I consider it reasonable at this time to apply an interest rate of 6% in lieu of 11.4%": *Re Commutation Fares of Canadian Pacific Railway Company and Dominion Atlantic Railway Company* (1967) 57 JOR&R 185 at 208.

(b) *Rate Base – Rate of Return Approach*

In the course of the hearing forming part of this Inquiry, two dominant and somewhat contradictory approaches to calculating rate of return to capital emerged. The first is the rate base – rate of return method advocated by Canadian Pacific and EBS. Essentially, this approach identifies the debt portion of a railway total net book investment and assigns to it the corresponding interest costs. The residual investment not covered by debt is presumed to be equity capital and receives a rate of return designed to reflect its relatively greater risk as compared with bonded debt. This return to equity is then virtually doubled to account for the tax liability associated with it. The sum of these three payments, to debt (interest), to equity (profit) and to government (income tax) is related by ratio to the net book investment of the railway. That ratio is presumed to be the needed rate of return for all investment.

The rates calculated by this method tend to be of the order of 10% to 12% before income tax and 6% to 8% after tax.

Canadian National said that if its current values concept is not accepted by the Committee, the company would strongly support the EBS recommendation that Canadian National should use the Canadian Pacific rate for cost of capital for all purposes of the Act.

In response to the advocacy of the rate base – rate of return method by EBS and the railways, Counsel for the Government of Manitoba argued that a yardstick properly applied to regulated utilities enjoying a monopoly, should not be applied to railways, because the revenue to be obtained from the prescribed rate cannot be obtained from large segments of the operation, so that captive shippers, less than carload shippers and the public treasury have to make up the difference.

Furthermore, the Provinces contended that the present rate base is inflated and unsuitable as a basis for capital requirements. Counsel for the Government of Manitoba said in respect of Canadian Pacific:

“The book value of rail equity is overstated by the degree to which rail net investment is overstated. Past mistakes in investment policy, declines in demand for rail passenger and less than carload service, plus inadequate write-offs and retirement, result in too large a net investment base.”

Speaking on the same subject, Counsel for the Government of British Columbia said:

“We submit it is important to insure that no excess capital is carried into these calculations. Sunk capital has already been fully discussed, but there is also inert capital which is recoverable, and it is either not earning at all or not earning its fair proportion of the profit that it ought to obtain.”

*(c) Cash Flow Approach*

As an alternative to the rate base — rate of return approach, the Governments of the Provinces recommended a cash flow method. They argued that the conventional rate base method of computing cost of capital results in a rate of return which is excessive. The traditional approach, therefore, should be

“... superseded by a method which gives appropriate weight to the relatively limited requirements of the railways for access to capital markets, as well as to their demonstrated ability to generate the preponderance of their capital needs from internal sources.”

The Governments of the Provinces argued that under the National Transportation Act, the Committee has little effective regulatory control over the level of rail rates or revenues. As a consequence, it is appropriate to use the return earned on unregulated traffic as a measure of the cost of capital to regulated traffic for avoidable cost as well as decisions involving compensatory rates.

The cash flow method was defined in Provincial Exhibit P-1 as follows:

“The cash costs of using capital are the annual (actual or average) costs of purchasing new capital equipment and rebuilding old capital equipment for the purpose of serving present and future levels of traffic. To these must be added the cash outlays needed to meet financial obligations, i.e., interest on debt and dividends consistent with the long-run expectations of stockholders. . . . Under the new method of measuring capital costs, depreciation charges would no longer be used, and the book value of net investment would be ignored.”

Thus it was argued that depreciation should be abandoned for all cost ascertainment purposes, and that the cost of capital should consist of the sum of annualized new investment expenditures plus a rate of return factor which covers the dividend and interest obligations of the railway.

The Provinces said that the cash flow approach would make use of railway capital budgets related to individual portions of rail traffic, which would show the amounts of gross capital expenditures per year plus a share of interest and dividends necessary to pay for attracting that flow from the corporate treasury. Thus heavily utilized portions of the rail plant would be allocated more investment per year than lightly utilized portions, or portions which are candidates for abandonment.

Speaking in support of the cash flow method, Counsel for the Government of British Columbia said that it would assist in establishing variable costs and in establishing the amount of subsidies to be paid. He also suggested that it would overcome management inertia and offer no artificial incentive to delay the retirement of unproductive or obsolete assets.

The application of the cash flow method advocated by the Governments of the Provinces yields a rate of return of 4.23% without provision for income tax.

EBS objected to the cash flow approach on the grounds of circularity, that profitable railways would automatically justify high rates of return, and unprofitable railways would justify low rates. EBS said that to the extent these rates affect subsidies and rate levels they could then become self-fulfilling; an illogical result clearly against the public interest.

*(d) Findings of the Committee*

Of the various issues raised in the Inquiry, the rate of return to capital was one of the most controversial, most complex and least documented.

Early in the hearing Canadian Pacific made formal application to the Committee for a ruling to the effect that the question of cost of capital would be the subject for full hearing at a later date and that the Committee would not, as part of the present Inquiry, make any finding regarding cost of capital other than an interim finding. The Committee did not accede to this application.

In stating its refusal to grant the application, the Committee gave its reasons as follows:

“The Committee has been asked, at this stage of the proceedings, to restrict itself in the extent of the findings it will make relative to the cost of money, pending the outcome of a later public hearing on that subject which we are asked to state will be held within six months.

By section 387B of the Railway Act, we have the obligation to prescribe for any of the purposes of the Act the items and factors, including the cost of capital, which shall be relevant in the determination of costs. In fulfilling this obligation, to the extent we deem it proper and relevant to do so we are to have regard, among other things, to later developments (later than the findings of the Royal Commission on Transportation – the MacPherson Commission) in railway costing



methods and techniques and to current conditions of railway operations. Thus section 387B speaks not only of the past but of both the present and the future; we conceive our function under it to be a continuing one. Indeed, the section makes provision in subsections (2), (3), (4) and (5) for change."

After considering the views of the parties and the information available to support them, the Committee has decided not to include a fixed or definitive rate of return on capital in its findings, but rather to adopt certain principles and constraints in the computation of rate of return in the future. This procedure narrows considerably the scope of the Committee's discretion in determining "such allowance for the cost of capital as to the Commission seems reasonable in the circumstances", but does not eliminate it completely. It also permits the Committee to have regard among other things to "... later developments in railway costing methods and techniques and to current conditions of railway operations" as required by section 387B (1) of the Railway Act, as well as to constant changes in capital markets.

The Governments of the Provinces contended that because of the overstatement of the investment values of the railway property of Canadian Pacific any generally acceptable rate applied to such investment will result in a rate of return that is excessive when compared with the recent earnings record of Canadian Pacific. As the extent of overstatement of Canadian Pacific net investment cannot be accurately determined, it would be very difficult to fix a rate applicable thereto which would provide an appropriate rate of return. And yet, according to the Provincial submission, the company has made capital acquisitions of \$1,279 million during the period from 1957 to 1966, \$773 million of it in railway plant and equipment, most of it generated from depreciation charges. The contention that the true economic value of the Canadian Pacific net investment base is overstated is to some extent valid, as is demonstrated by the railway's desire to abandon a portion of its branch line and passenger property. Thus, the rate of return calculated by EBS would appear to be excessive.

On the other hand, the Committee agrees with EBS that the cash flow approach is circular in that profitability justifies a profitable rate of return and unprofitability generates an unprofitable rate. Also, we are not persuaded that the diversion of large amounts of capital from railway operations to other areas of investment necessarily indicates that the railway enterprise is a highly successful business investment. The diversion of capital could indicate exactly the opposite, that greater returns can be generated elsewhere, so that the railway operation is drained of cash in favour of more lucrative investment in other industries.

Finally, the Provincial argument that the net investment base of Canadian Pacific is inflated can be turned against the Provinces' own cash flow approach. The final calculation under the cash flow method is to relate the accumulated annual capital requirements — debt service, dividends and capital expenditures — to net book investment. If, as the Provinces contend, this book investment base is inflated then this rate of return will be too low relative to specific investment items which are not correspondingly inflated.

The issue before the Committee, however, is not to establish an overall rate of return to the Canadian Pacific net investment, but to determine the appropriate return on any individual investment which is effectively performing its function.

As explained above, it would, in these reasons, be unwise for the Committee to prescribe a specific rate. Individual cases could no longer be considered in the light of current capital markets, of what "to the Commission seems reasonable in the circumstances" and of "later developments in railway costing methods and techniques and current conditions of railway operations".

However, several general principles are hereby established by way of guide lines to the computation of an appropriate rate of return:

- (a) The rate of return to Canadian Pacific should be no lower than the composite embedded rate of interest for outstanding debt of Canadian Pacific.
- (b) The calculation of the rate of return should allow for a certain portion of equity capital in the capital structure of the railway. Because of the higher risk of equity capital and the need to retain earnings for capital additions, the return to the equity portion of the capital structure should normally be higher than current average interest cost.
- (c) For purposes of compensatory and maximum rate calculations (sections 317, 329, 334 and 336 of the Railway Act), the computation of the rate of return should acknowledge the liability for income tax on all earnings by equity capital regardless of whether the railway, as a system, paid income tax in that year.
- (d) Since no branch line or passenger-train service could incur an actual loss and still be liable for income tax, no allowance for income tax should be made in the computation of the rate of return to capital for purposes of branch line abandonment (sections 314A through 314G) or passenger train discontinuance (sections 314I and 314J of the Railway Act).
- (e) The rate of return should be lower than a rate calculated by means of the conventional rate base – rate of return method. The effect of inert assets in the Canadian Pacific net investment base is to inflate the equity portion of the railway's capital structure. Since equity normally requires a higher rate of return than debt – particularly if income tax is included – a return calculation using net book investment results in a rate which is higher than reasonable when applied to specific items of investment.

The foregoing principles have been expressed in terms of Canadian Pacific which, according to the Railway Act, provides the cost of capital yardstick for all railways for purposes of the rate regulatory sections 317, 329, 334 and 336. After reviewing the present capital structure of Canadian National, we have concluded it should not be used as a basis for developing a cost of capital rate for sections 314A through 314J of the

Railway Act. EBS was of the same opinion. The Committee will, therefore, direct that the Canadian Pacific rate of return be applied to Canadian National for all costing purposes under the Railway Act.

In assigning a rate of return, the Committee must again consider the various purposes of costing under the Act. For the rate-related sections (sections 317, 329, 334 and 336) and for applications to abandon branch lines (section 314B) or discontinue passenger-train services (section 314I), we have determined that costs shall be those of a "going concern", with normal depreciation.

The Committee will therefore prescribe that the rate of return for the rate-related sections of the Act (sections 317, 329, 334 and 336) and for applications to abandon branch lines (section 314B) and discontinue passenger trains (section 314I), be the same except as pointed out earlier that no income tax should be included in an actual loss calculation under sections 314A through 314G and under sections 314I and 314J.

### Summary of Findings

The specific applications of rates of cost of capital in respect of sections 314A through 314J of the Railway Act will be as follows:

1. In computing "actual loss" for the purposes of applications to abandon branch lines under section 314B, or to discontinue passenger-train services under section 314I,

(a) either

(i) the rate of return on capital excluding any allowance for income tax, which, in the opinion of the Committee, is appropriate for Canadian Pacific at the time the application is made, shall be applied to a portion of the net book investment, computed on the basis of the group plan of accruing depreciation, equal to the salvage value of the road property which the railway proposes to retire if the line is abandoned or the service discontinued;

or

(ii) the rate of return on capital excluding any allowance for income tax, which, in the opinion of the Committee, is appropriate for the Canadian Pacific at the time the application is made, shall be applied to the net book investment of the road property which the railway proposes to retire if the line is abandoned or the service discontinued, provided the applicant railway can develop depreciation charges and net investment calculations acceptable to the Committee as reflecting the specific aging characteristics of the road property;

(b) the rate of return on capital excluding any allowance for income tax, which, in the opinion of the Committee, is appropriate for Canadian Pacific at the time the application is made, shall be applied to the net book value of all other property which the Committee is satisfied is required in the operation of the line or service.

2. In computing "actual loss" for purposes of establishing subsidy payments under sections 314E, 314G or 314J,
- (a) the rate of return on capital excluding any allowance for income tax which, in the opinion of the Committee, is appropriate for the Canadian Pacific at the time the computation is made, applied to a portion of the net book investment equal to the salvage value of road property which the Committee is satisfied could or would be retired if the line were abandoned or the service discontinued and which the Committee is satisfied is required for purposes of continued operation of the line or service;
  - (b) where the Committee is satisfied that investments in new assets are necessary for the continued operation of the line or service, there shall be applied to the net book value of such investments the rate of return on capital excluding any allowance for income tax which, in the opinion of the Committee, is appropriate for the Canadian Pacific at the time the investments in new assets are made;
  - (c) the rate of return on capital excluding allowance for income tax which, in the opinion of the Committee, is appropriate for Canadian Pacific at the time the computation is made, shall be applied to the net book value of all other property which the Committee is satisfied is necessary for continued operation of the line or service.

For the purposes of sections 317, 329, 334 and 336 of the Railway Act, the Committee will allow a rate of return on capital including allowance for income tax which, in its opinion, is appropriate for the Canadian Pacific applied to the net book value of assets which form part of the operation.

With regard to railways other than Class I, the Committee has decided that the rate of return on capital, which it would judge to be appropriate for the Canadian Pacific in similar circumstances, should also be applied to these railways in respect of sections 314A to 314J, 317, 329, 334, 336, 387A and 387B of the Railway Act. When there is evidence that such application to sections 314A to 314J would not be appropriate, a specific rate of cost of capital will be determined to reflect the individual characteristics of the railway in question.

#### OTHER COST FACTORS

While the factors of Depreciation and Cost of Capital have been dealt with individually in these reasons, a number of other cost factors collectively were the subject of considerable evidence and argument. The main factors in respect of which general agreement was not reached will be considered hereunder. They are:

1. Freight Car Depreciation
2. Fuel Costs
3. Multiple Unit Yard Switching
4. General Overhead Expenses

5. Road Locomotive Costs
6. Roadway Maintenance Express
7. Train Costs.

## 1. Freight Car Depreciation

Differences exist in the method of allocating freight car depreciation on the basis of car miles (mileage or use-related) and/or car days (time-related). Canadian National treats freight car depreciation as a solely time-related cost. Canadian Pacific, on the other hand, allocates 55% of the total depreciation on the basis of car days and 45% on the basis of car miles. These percentages are from an Interstate Commerce Commission study of United States railroad companies.

Recommendations have been advanced by several parties.

### Position of Canadian National

Canadian National maintained that the charges to freight car depreciation are based on an annual depreciation rate which does not vary because of the mileage of the freight cars. The question of when to retire cars because of obsolescence is dictated by the timing of the need for repair. They contended that no freight car is ever retired because of use-related deterioration and thus there are no use-related, i.e., car-mile depreciation costs. All such use-related deterioration is subject to repair which would always be undertaken except when obsolescence, a time-related factor, justified retiring the car.

Canadian National studies have shown that only approximately 4% of total service life of a freight car can be related to car miles, and therefore depreciation is basically time-related.

### Position of the Governments of the Provinces

The Governments of the Provinces, in their suggested cost order, recommended adoption of the Canadian National method by which freight car depreciation is allocated on a time basis.

### Position of Canadian Trucking Associations

Canadian Trucking Associations suggested that until the special studies are conducted, both Canadian National and Canadian Pacific should adopt the split between time-related and mileage-related depreciation which is now employed by Canadian Pacific.

### Position of EBS

EBS favoured the Canadian Pacific approach based on time and use. In order to reduce the disparity between Canadian National and Canadian Pacific, EBS, however,

would adjust the percentage distribution of 55% freight car days and 45% freight car miles to 77.5% car days and 22.5% car miles. EBS considered that this is an issue which urgently requires further research by both Canadian National and Canadian Pacific.

### Findings of the Committee

Canadian National studies have shown that at least 4% of the total depreciation is related to car miles, indicating that freight car depreciation does have some element of mileage-related depreciation.

The Canadian Pacific method assumes depreciation of the freight car fleet on the basis of both time and use. The issue is what should be the percentage split between time and mileage.

Canadian Trucking Associations recommended that the present practice of Canadian Pacific (i.e., 55% time-related and 45% mileage-related) should be continued until further study has been completed. We do not agree with this in the light of the Canadian National study which indicated that 4% of total depreciation was mileage-related. There is a major difference between this 4% and the 45% developed by the Interstate Commerce Commission.

Both railways should now allocate freight car depreciation on the basis of car days and car miles, the percentages being 80% car days and 20% car miles. At the same time the railways should conduct a study in depth of the causes of freight car deterioration under Canadian operating conditions.

## 2. Fuel Costs

The method used by Canadian National in developing the cost of fuel is an engineering technique known as the Davis formula. The Canadian Pacific method is based on statistics of actual fuel consumption per thousand gross ton miles for each train run.

### Position of the Governments of the Provinces

Counsel for the Government of Manitoba referred to the differences resulting from use of the two methods employed by each railway in costing movements of traffic between Montreal and Toronto:

“I am suggesting very strongly to this Committee that, pending any studies, if this Committee intends to come up with a costing order that a uniform method of allocating fuel costs be adopted, that we don’t get this kind of 50 per cent range in fuel costs relative to light and heavy loading traffic between the two railways.”

The Provinces’ proposed cost order, in referring to fuel costs, would provide:

“The application of the Davis formula shall be used to determine fuel consumption for which the fuel costs shall be ascertained.”

### Position of EBS

W. B. Saunders, when cross-examined by Counsel for Manitoba, declared that the Davis formula as applied in the United States was generally satisfactory. He also commented:

“But we are talking about trying to get a figure that relates better to those operations, and I think the railways should test it before adopting it.”

On being reminded that Canadian National had tested and adopted the Davis formula, Mr. Saunders replied:

“Well, it was not a very conclusive test in my opinion; it was a very limited test. But, nevertheless, I am not quarrelling with that, I am merely saying that I think it needs a critical look.”

### Findings of the Committee

The evidence presented on this item of cost has not established, to our satisfaction, that either the Davis formula as used by Canadian National or the method used by Canadian Pacific is the best. Indeed, Canadian National agreed that the Davis formula requires further research.

Under these circumstances the Committee cannot adopt the Provincial suggestion that the Davis formula be imposed on Canadian Pacific for the sake of uniformity when further research might prove it to be inferior to the Canadian Pacific method. Nor do we consider that the Canadian Pacific method should be imposed on Canadian National.

The railways have indicated their intention to conduct further research into the Davis formula, and we agree that this should be carried out as soon as it is feasible to do so. Until the Committee has received and analyzed the results of this study, each railway should continue to use its present method.

### 3. Multiple Unit Yard Switching

This is an area in which there is a marked difference in the operating practices of the two railways. Canadian National uses multiple locomotive units in yard switching on a clearly defined and fairly regular basis. As a result, a separate unit cost is developed for this purpose.

Canadian Pacific employs multiple units in switching service only at certain points in certain yards which tends to be seasonal and variable with the volume of traffic. All switching locomotive costs are calculated on a locomotive mile rather than a unit mile basis. Only 2.3% of all switching miles is multiple unit and consequently the impact of not accounting for multiple unit movements is not heavy.

EBS recommended that Canadian Pacific adjust its switching locomotive fuel, maintenance and depreciation costs to account for the impact of multiple units.

### Findings of the Committee

Canadian Pacific should increase its switching miles by the percentage that multiple units are used in switching. This should lead to improved costing and is the practical solution to the problem under the circumstances prevailing at this time.

#### 4. General Overhead Expenses

This expense category includes the following overheads:

- (1) Joint Facility and Equipment Rents
- (2) Other Railway Taxes
- (3) Traffic Expenses
- (4) General Expenses
- (5) Communication Expenses
- (6) Non-revenue Freight Expenses.

The problem in developing unit costs for most of these expenses lies in converting the long-run variable cost into numbers which can be assigned to individual traffic movements. Regression analysis is not generally suitable since charges are not broken down on an area or regional basis. Canadian National has been able to make some application of regression analysis but it involves the use of several assumptions.

The following quotation from Exhibit EBS-1 applies particularly to the costing of overhead expenses:

“Given this long-run objective, it would be impossible to conduct variability studies over time to determine the effect of traffic changes. Even if there were a way of relating change in traffic to subsequent changes in cost over a number of years, it would be difficult, if not impossible, to exclude the influence of change in price level, technology and operating practices which are unrelated to the original change in traffic.”

We will consider the costing problems of General Overhead Expenses under the six stated headings:

##### *(1) Joint Facility and Equipment Rents*

##### **Position of the Governments of the Provinces**

It is suggested by the proposed cost order, Provincial Exhibit P-3, Appendix 1, that the following direction be given:

“The expenses of maintaining and operating each joint facility shall be associated with the service units of all companies using the facility.”



The Governments of the Provinces argued that, with modern data processing techniques and refinement of record keeping which was formerly not practical, the treatment of joint facility debits and credits should be refined.

### **Position of EBS**

EBS accepted the procedure followed by Canadian National of excluding joint facilities and equipment rents except when individual cases indicate that either joint facilities or rented equipment will be used. EBS concluded that, while a great deal of research might yield a more refined result, the amounts of money involved do not justify the effort.

### **Findings of the Committee**

The Provincial suggestion would involve the complicated procedure of accumulating expenses and service units for each shared facility and combining the expenses and service units of the companies using the facilities. This procedure would create administrative problems that would burden the railways unduly. The Committee finds that the recommendation of EBS should be adopted and the same procedure followed by both railways.

#### *(2) Other Railway Taxes*

This account includes the following expenses:

- i) Real estate taxes
- ii) Provincial taxes
- iii) Company's portion of unemployment insurance
- iv) Company's portion of Canada Pension Plan
- v) Company's portion of Quebec Pension Plan

Real estate taxes was the category of expense to which attention was directed during the Inquiry, and it is considered hereunder.

### **Position of EBS**

EBS recommended that until further research can be undertaken, as an interim measure, real estate taxes should be charged directly to yard and train switching miles.

### **Position of the Governments of the Provinces**

The Governments of the Provinces argued that it would be wiser to study methods of assessment rather than to run mechanically through regression analysis.

### Findings of the Committee

The recommendation of EBS is based on regression models which Canadian Pacific made during the course of the Inquiry. The following regression models were run to test the variability of real estate taxes with different independent variables:

- Model 1 – Yard and train switching miles
- Model 2 – Track miles
- Model 3 – Gross ton miles freight and passenger
- Model 4 – Train miles
- Model 5 (a) – Yard and train switching miles
- Model 5 (b) – Track miles
- Model 5 (c) – Gross ton miles freight and passenger
- Model 5 (d) – Track miles

Model 1 was the only one which proved to be statistically significant and appeared to explain a fairly significant portion of the variation in the dependent variable. EBS concluded that this reflects the fact that yards constitute the primary source of the tax burden and the regression indicated that as yard activity per switching mile increases, the tax burden increases proportionately more. EBS recognizes that this treatment fails to account for the tax burden of stations and office buildings, of which the former should be assigned to station costs and the latter to general overhead.

For the years 1964, 1965 and 1966 the Canadian Pacific divisions of Toronto, Vancouver and Montreal accounted for slightly over 50% of the real estate taxes of the company. It is within these divisions that there are large concentrations of office buildings, stations and yards. Both railways, in their branch line abandonment applications, include real estate taxes, indicating a fairly close relationship to roadway.

Although a large part of the real estate taxes is incurred in yards and terminals, yard and train switching miles should not be burdened with these full amounts.

Prior to these proceedings, Canadian Pacific assumed that real estate taxes were as variable as other system expenses. Canadian National treated them as completely fixed. The recommendation of EBS assumes that they are fully variable, based on the Canadian Pacific regression models.

We consider that this is an instance in which logic should be substituted for regression results. EBS should, as the Provinces suggested, have considered the methods of assessment. These methods of assessment may have affected the statistical relationship found between yard and train switching miles and real estate taxes. The high variability may have been caused by differences in assessment rates in various municipalities.

We will not adopt the EBS recommendation that as an interim measure real estate taxes be assigned as 100% variable with yard and train switching. Such an

assignment would fail to reflect the taxes generated by stations, office buildings, shops and roadway. The best treatment of property taxes would be to isolate each taxable property accounting for more than, say \$50,000 in tax payment annually. Any service using such properties would receive a direct allocation of taxes variable with use according to its proportion of the total use by all services. The remaining taxes would be separated into categories for roadway, yards, stations, office buildings, shops and other property and subjected to regression analysis to determine degrees of variability with different output units.

Pending the rather extensive studies required for this treatment, the railways should allocate property taxes according to the Canadian Pacific assignment of the Road Property accounts (Accounts 1 through 47) for cost of capital calculations. Property taxes will therefore reflect the same variability with traffic as the Canadian Pacific gross investment in road property.

Provincial sales taxes were not discussed during the course of the hearing, but we will comment upon them due to the different methods followed by the two railways. Canadian Pacific treats them as a general overhead ratio to other railway system expenses excluding certain of the overheads. Canadian National treats these expenses as fixed.

Provincial sales taxes are incurred on materials purchased; they are as variable as the material expenses used in the railway operations. Each railway should develop a unit cost by establishing a ratio of these expenses to the railway system material expenses.

### *(3) Traffic Expenses*

EBS described the procedures followed by Canadian National in assigning traffic expenses:

“Freight sales expenses for each of 13 areas are analyzed by simple regression against revenue dollars originating in the respective areas without regard to commodity. This regression identified a constant portion of freight sales expense which is excluded from subsequent costing. Freight sales expenses related to regional offices were separated between fixed and partially variable portions by subaccount. The partially variable portion was then assumed to have the same percentage variability as area expenses relative to revenue dollars. System expenses were separated between fixed and variable by a selection of subaccounts and then divided by total freight revenue. This variable freight sales expense coefficient is then applied to the average systemwide revenue dollars per net ton-mile for each of the six commodity groups (grain, other agricultural products, animal products, mine products, forest products, and manufactures and miscellaneous) to develop the variable freight sales expense per thousand net ton-miles.”

Canadian Pacific assigns traffic expense as an overhead charge against all other direct expenses.

### Position of EBS

EBS found that the Canadian Pacific general overhead approach gives a variability of slightly over 70% and the Canadian National approach 66%. EBS concluded that this is realistic, but that the real problem is the assignment of traffic costs to different commodities.

The following quotation is from Exhibit EBS-1:

“We find merit in the argument of Canadian Pacific, but we are also impressed with the need to recognize commodity characteristics in the assignment of traffic department costs.

What is needed is some base per carload and/or per car-mile cost which would reflect the tracing, routing and tariff activities which are fairly common to all traffic. The purely freight sales function would be added to these costs and would be related to the commodity, possibly using the Canadian National method based on revenue per ton-mile. At the present time, Canadian Pacific does not have the refined subaccounts breakdowns which would permit the calculation of such a base carload and/or a car-mile cost, but fortunately the Canadian National's internal accounting system might permit development of such a cost.”

### Position of the Governments of the Provinces

The Governments of the Provinces argued that the traffic expenses do not vary to the degree claimed by the railways. The quotation hereunder from Provincial Exhibit P-1 explains their point of view:

“Traffic expenses do not appear to vary with changes in traffic volume. Since the time of the MacPherson Commission study, traffic expense on the Canadian Pacific Railway has declined by 18 per cent when measured in constant dollars, while traffic volume has increased by 21 per cent. Canadian National traffic expenses have remained at the same level, while traffic volume has increased 28 per cent. It appears obvious that since traffic expense on both roads has declined relatively in relation to traffic volume, measures by management designed to improve efficiency have a greater impact on traffic expenses than have changes in volume output.”

“A comparison of railways of varying sizes does indicate that to some degree traffic is related to the size of the railway to a much greater extent than to fluctuations of volume within each railway. Even this comparison does not give a satisfactory explanation of the factors influencing traffic costs. For example, Canada's third largest railway, with \$50 million in annual revenue, reports no traffic expense.”

The Provinces admitted that it is difficult to escape the conviction that traffic expenses must in some degree vary with the volume of business. They contended, however, that the Canadian National method of assigning traffic expenses on a ton-mile basis in branch line costing is unrealistic, as no solicitation expenses are incurred on a grain branch line for which an abandonment application has been made. Nevertheless, they said the Canadian National method is clearly superior to the general overhead treatment of Canadian Pacific. The methods of both companies require further study and refinement in order to establish the variability of these expenses, and in the interim care must be taken to avoid the association of unrelated traffic expense with specific movements.

### Findings of the Committee

We do not believe that the direct relating of traffic expense to traffic volume gives a proper measure of variability for costing purposes. Technological and operating practices should also be considered before this relationship can be accepted. The Governments of the Provinces, in using Canada's third largest railway, The Quebec, North Shore and Labrador Railway Company, as an example, demonstrated how operating conditions of a railway must be taken into account when analyzing variability of traffic expenses. This railway was constructed for the main purpose of transporting iron ore and would not incur traffic expenses to the same degree as the Class I railways, since it is not required to solicit ore traffic.

Traffic expense includes soliciting traffic, routing and car tracing services, rate negotiation and tariff publication. Ideally, each of these elements should be related to the independent variable giving rise to it, but, due to the variety of traffic, the allocation cannot easily be made.

The Canadian National method of relating traffic expenses to revenue on a net ton-mile basis is practical, but has the weakness of over-emphasizing distance as a cost-causing element, even though several of the functions covered by traffic costs are largely unrelated to length of haul.

The Canadian Pacific method fails to make any allowance for differences in traffic expense among commodities and this is its central weakness.

The sample branch line costing performed during the course of the Inquiry revealed significant differences in the results of the two methods employed by the respective Class I railways. On one of the sample lines costed, for example, the Canadian Pacific method yielded traffic expense of \$34,352, while the Canadian National treatment resulted in costs of only \$7,318 for the same traffic. It is apparent that such disparities in the results of the two methods require that some common treatment be developed for both railways. It is also apparent, however, that there is no simple method of allocating traffic expenses. Further research is necessary and this was advocated during the hearing.

Although we have reservations in respect of the Canadian National method, it does give some effect to commodities transported and we consider it preferable to the Canadian Pacific method.

Until further research can be carried out, Canadian Pacific should adopt the Canadian National method of assigning traffic expense by commodity groupings. If Canadian Pacific cannot develop the necessary statistics from its records, it can use the Canadian National percentage variability with revenue in computing its own unit costs. However, we have not heard any evidence from either railway which persuades us that grain originating and terminating on branch lines proposed for abandonment incurs any costs which fall under the category of traffic expense. Accordingly, we have decided that traffic expense should be excluded from the costing of grain traffic unless the railway can demonstrate that the grain traffic in question actually involves functions covered by traffic expense.

#### *(4) General Expenses*

##### **Position of EBS**

EBS noted that the Canadian Pacific method of using a general overhead ratio assumes the same variability for general expenses as for all other system expense, i.e., about 75% variable. Canadian National, by means of a detailed subaccount analysis, including regression of area and regional expense groups, developed a percentage variability of about 55%.

Canadian Pacific's regressions of 20 United States railroads resulted in a high correlation between general expenses and various measures of traffic, particularly revenue ton-miles, and a very low correlation with track miles. These regressions favoured acceptance of the higher general overhead ratio used by Canadian Pacific.

EBS recommended that both railways review their bases for treatment of general expense.

##### **Position of the Governments of the Provinces**

The Governments of the Provinces concurred in the EBS recommendation that both railways review their bases for treatment of general expense. They pointed out, as in the case of traffic expenses, that general expenses had decreased in terms of constant dollars, while traffic had increased since the days of the MacPherson Commission, which would indicate that these expenses are not variable with traffic.

##### **Position of Canadian National**

Counsel for Canadian National explained that the variability of Canadian National area and regional expenses is obtained from regression equations which are developed from data pertaining to Canadian National operations. He argued that this is certainly not outweighed by the evidence of a regression equation developed for

20 United States railroads. Canadian National had agreed to assume that system headquarters expenses were as variable as the weighted sum of area and regional expenses, but expected that further analysis would likely reveal a lower, rather than higher, variability. This yields a total variability of 53% for Canadian National.

Canadian National suggested that it continue to use the results of its analysis for all purposes of the Act until such time as further research indicated the need for change.

### **Findings of the Committee**

We agree that results of regression equations developed from Canadian National data should not be outweighed by the result of a regression developed from data of United States railroads. We do not agree with the Provincial position that because general expenses in terms of constant dollars have decreased while traffic has increased, such expenses should be treated as not variable with traffic.

As noted earlier, the Canadian Pacific method yields a variability of about 75%, while the Canadian National shows a variability of about 55%. We would not expect both railways to arrive at the same variability due to such elements as different operating practices and traffic densities. In particular, Canadian Pacific contends that its internal budgeting practices give its General expenses a higher degree of variability than those of the Canadian National. We agree that such differences may exist, but, because the Canadian Pacific method assumes rather than tests the variability of these expenses, it provides no indication of their appropriate allocation to traffic. The difference between the variability of the two railways should not be as much as 20 percentage points.

There is little question that Canadian National has developed a more precise treatment of these expenses, so that its estimate of variability is more acceptable than that of Canadian Pacific. Logic would suggest that the salaries and expenditures of administrative offices should expand or contract at a rather slower rate than the expansion and contraction of traffic.

The Committee has decided that the Canadian Pacific method imposes a rather arbitrary treatment of these expenses, and that a reasonable adjustment is to reduce the expense allocation from 75% to 60% variable pending results of further research indicating need for a change.

#### *(5) Communication Expenses*

##### **Position of EBS**

The position of EBS is stated in Exhibit EBS-1:

“The present method of treating communications by the two railways yields a variability with traffic about 55 per cent on the Canadian National and 70 to 75 per cent on the Canadian Pacific. In this case, the Canadian National’s method is

clearly preferable, since it permits an evaluation of the assignment of each subaccount to its causes. We have conducted such an evaluation and find we cannot agree with the assignments made by the Canadian National. Specifically, we question whether dispatchers' phones should be considered fixed rather than assigned the same variability as dispatching expense. Nor do we agree that Morse should be regarded as fixed solely because it is under-utilized. Reductions in traffic would probably hasten the total abandonment of this communications system, as increases in traffic might delay it. Finally, yard phones should be variable with yards, which are in turn variable with yard switching-miles. If these three fixed elements are made variable, the over-all account group becomes about 90 per cent variable with labour or 70 per cent variable with traffic. The variability levels of the two railways are then about the same, and the differences in method can be ignored."

### Position of Canadian National

Canadian National stated that this matter is not important numerically, but agreed with EBS that yard telephones should be treated as being variable with yard switching miles.

The company states its position to be flexible in respect of dispatching phones and Morse.

### Findings of the Committee

The Committee accepts the suggestion of EBS that both railways use a percentage of 70% variability with traffic. We are not satisfied that sufficient study has been made of this matter. We direct that further research be conducted and the results be provided to the Committee at the earliest date possible.

#### (6) *Non-revenue Freight Expenses*

This has been dealt with under "Areas of General Agreement".

### 5. Road Locomotive Costs

Canadian National has developed costs for road locomotives on the basis of diesel unit miles for freight and passenger under the following horsepower groupings:

1. Under 800 H.P.
2. 800 – 1200 H.P.
3. Over 1200 H.P.

Canadian Pacific has recently conducted research into the development of road locomotive costs by diesel unit miles and has developed costs on this basis for the following horsepower groupings:

1. Freight diesel unit mile cost 1000 – 1200 H.P.
2. Freight diesel unit mile cost 1500 – 1800 H.P.



3. Freight diesel unit mile cost 2000 – 2500 H.P.
4. Freight diesel unit mile cost 3000 H.P.
5. Passenger diesel unit mile cost.

This replaces the previous use by the company of horsepower miles to measure these costs.

### **Position of the Governments of the Provinces**

The Governments of the Provinces recommended that the railways should calculate locomotive costs by engine type related to the gallons of fuel consumed by each type. This procedure would compensate for differences in the type of work which locomotives perform and for the physical characteristics of the specific section of track on which such work is done. This procedure would not account directly for wheel wear which is related to the distance the locomotive travels, but it was argued that wheel wear is indirectly related to fuel consumption.

### **Position of EBS**

EBS agreed that the energy concept suggested by the Provinces has great merit. They recommended, however, that both railways should continue to use diesel unit mile costs based on horsepower size groupings. This will recognize both utilization and differences in cost per horsepower at varying locomotive sizes.

### **Findings of the Committee**

The Canadian Pacific horsepower groupings, as noted above, appear to be reasonable; the company does not own any locomotive sizes outside of these groupings. For passenger locomotives, a single cost is developed since only locomotives of 1400 H.P. and 1800 H.P. are used on an assigned basis for passenger service. We agree with the revised Canadian Pacific procedure and direct that Canadian National expand further its horsepower groupings for locomotives over 1200 horsepower.

Both railways should immediately begin accumulating the necessary statistics to test whether locomotive costs based on fuel consumption are more appropriate than present procedures.

## **6. Roadway Maintenance Expenses – A/C 202 Complex**

There were three main areas of contention under this head:

- (1) Inclusion of account 208 Tunnels, Bridges and Culverts in the 202 Complex of Accounts for costing purposes.
- (2) Normalization of expenses.
- (3) Inclusion of caboose and locomotive gross tons in the total gross ton miles used for unit costing purposes.

We will deal with each of these items separately.

*(1) Inclusion of Account 208 in 202 Complex*

Both Canadian National and Canadian Pacific include account 208 in the 202 complex of accounts for unit costing purposes. The Provinces contended that it should not be included.

**Position of the Governments of the Provinces**

The Provincial position was indicated by the following from Exhibit P-1:

“We recommend that this account be excluded from cross-section regression, and that it and perhaps other similar accounts be assigned geographically. Expenditures in account 208 would seem to depend on linear feet of tunnels, bridges and culverts, as a measure of size; to a smaller degree than other accounts on volume of traffic, and hardly at all on route miles or grade and curvature. The geographical assignment is important in the interest of realism. If the expense of maintaining the Connaught tunnel, for instance, varies in part with volume of traffic, it does not vary with traffic between Montreal and Toronto.”

**Position of Canadian National**

The position of Canadian National was stated during the hearing:

“Canadian National has included account 208 tunnels in its 202 complex of accounts, explaining track and roadway maintenance expenses, because this makes a complete and natural unit of expense and would not involve any prorating of expenses to various accounts. Canadian National does not agree that account 208 tunnels should be arbitrarily excluded from the road maintenance function, and it does not agree on the matter of geographical assignment, as this seems to imply that account 208 tunnel maintenance is one hundred per cent variable with traffic.”

**Findings of the Committee**

There is another issue relating to account 208 which the parties scarcely mentioned. Whether account 208 is assigned geographically or on a system average basis is relevant only if it is variable with traffic. A specific determination of the variability of this account has not been made because it is normally buried in the account 202 complex for which a composite variability is determined by regression analysis. The railways should, therefore, analyze this account independently to determine the extent of its variability. If it has a reasonably high degree of variability, there must be some recognition of the obvious regional disparities in the amount of tunneling and bridging. The exact method by which these regional differences can be

incorporated into the costing procedure will have to be worked out between the railways and the Committee staff. In the meantime, the account should be excluded from the account 202 complex.

### *(2) Normalization of Expenses*

Canadian National has used five years' experience, and Canadian Pacific three years' experience in developing road maintenance expenses of the 202 complex group.

### **Position of the Governments of the Provinces**

The Governments of the Provinces advocated averaging of data for road property maintenance and associated service units over a five-year period.

### **Position of Canadian Pacific**

Canadian Pacific indicated that it did not object to using a five-year average, although a three-year average was just as useful. However, Canadian Pacific objected to the immediate introduction of a five-year average at the present time since data prior to 1964 are not readily available.

Counsel for Canadian Pacific suggested that, in connection with abandonment applications to be heard in the immediate future, three-year averages should be used; after March 1, 1969, four-year averages; and after March 1, 1970, five-year averages.

### **Position of EBS**

EBS said that it would be difficult to define even broadly the length of the delay in the impact of traffic on maintenance costs, so that one must assume that the relationship of historical output units to present costs can be explained adequately by the use of averaged expenses and output units for the previous three to five years.

### **Findings of the Committee**

The Committee agrees with the suggestion of the Provinces that a five-year average for roadway maintenance expense should be used by both railways, and that, in the case of Canadian Pacific, this procedure should be implemented in stages as suggested by its Counsel.

### *(3) Gross Ton Miles*

In the development of unit costs where gross ton miles are used as the independent variable, Canadian Pacific excluded gross ton miles for cabooses and locomotives, while Canadian National included them. Since the hearing, Canadian Pacific has revised its method and now includes locomotives and cabooses in gross ton miles. This results in a measure of agreement which the Committee finds acceptable for costing purposes.

## 7. Train Costs

Train costs include items such as train crew wages, train control expenses (i.e., signal maintenance, signal operation and dispatching), other train expenses and locomotive costs. At present, Canadian National and Canadian Pacific calculate train costs by train run in each direction (east and west) and average them for a composite train. These costs are then divided by the average of gross ton-miles in both directions to arrive at a cost per gross ton-mile which is used as a basis for the allocation of train costs to traffic in either direction.

Suggestions were made by several of the parties that the allocation of these train costs should not be related only to one independent variable, i.e., gross ton-miles, but also to car miles, train lengths, carloads and several others.

### Position of the Governments of the Provinces

The Governments of the Provinces recommended in Exhibit P-1 that:

“The railways should determine the circumstances under which train-miles are a function of (1) ton miles, (2) car-miles, and (3) train switching hours, and the degrees of variability of train-miles with these causative factors, and assign train-mile costs accordingly. The possibility that other service units such as yard switching minutes, may also be less than 100% variable with traffic should be examined.”

They also argued that train-miles are limited by gross ton-miles only to the extent that grade and curvature limit the tonnage which can be hauled by a given locomotive. This limitation, however, can be overcome by using several diesel units so that the ultimate limit on train size may be the length of passing sidings and the size of receiving yards. The appropriate apportioning factor to take this into account would be train length or number of cars. An examination of operating practices would be necessary to decide whether to use tonnage, train length, train switching, number of cars and the like.

Counsel for the Government of Manitoba stressed the same point during the hearing, when he said that “. . . limitations on trains today is not tonnage but cars and length of sidings and the length of train, and not the tonnage.”

### Position of Canadian National

Canadian National expressed the opinion that for each “through” and “way” freight train the following must be resolved and quantified:

1. The best estimator of train trips, cars or tons.
2. The best estimator of locomotive trips, cars or tonnage.
3. The probability that traffic in one direction will cause a round trip or will ride “free”.

4. The impact of changes in volume and its seasonal variation.
5. The effect of traffic of varying service requirements.
6. The absence of sufficient data of many trains for analysis and derivation of numerical answers.
7. The problems of changing speeds, siding lengths, diesel sizes and traffic mix.

It was the opinion of Canadian National that no hard and fast rules or methods can be prescribed since the railways are passing through an era where new methods are being developed by means of research and electronic data processing.

Previous Canadian National studies had disclosed that manifest trains are limited by the number of cars, since delivery time is adversely affected by much car classification. These studies also indicated that drag trains, on the other hand, are limited by tonnage.

### **Position of Canadian Pacific**

Canadian Pacific is currently conducting a detailed study of train costs by means of multiple regression analysis using various independent variables such as speed, tons, train length and car loads in order to find a suitable method of allocating train costs. This study includes over 2000 trains moving to or from Montreal and Toronto in the East and Vancouver in the West.

### **Position of Canadian Trucking Associations**

Canadian Trucking Associations recommended that the assignment of the train mile costs be subject to continuing study until a satisfactory approach is found for the prorating of train mile costs to the appropriate cost causing variables.

### **Position of EBS**

The recommendation of EBS was contained in Exhibit EBS-1:

“It is relatively simple to identify the characteristics of the trains which handle the study traffic, but there are questions as to how to assign the resulting train costs to particular traffic. The Canadian Pacific is planning further research on whether to distribute such costs over the gross tons or the number of cars in the train.”

“The Canadian National studies indicate that the decision to run trains may be caused by either gross tons or number of cars to be moved and that this differs by the type of train and even by individual train run. Accordingly, the best resolution which can be suggested at this point is that train costs should be assigned either on a gross ton-mile or a car-mile basis according to the individual characteristics of the train under analysis. The railways should be required to specify which method they use and to explain why it was selected in each instance.”

### Findings of the Committee

There are two problems involved here, one of which is the averaging of costs in both directions by train run and the other is to find the basis of assigning train costs to particular traffic.

The difficulty in averaging train costs in both directions stems from the criticism that it burdens the traffic in the light direction with a part of the cost which is related to the traffic in the heavy direction. The return of locomotives and crew is in the nature of a joint cost. An attempt to assign it by direction would create an administrative burden and the averaging of light and heavy directions appears to be a reasonable method of dealing with the problem, and the Committee so finds.

The second problem is determination of the basis of assigning train costs to particular traffic. The Committee accepts the recommendation of EBS that, as an interim measure, the railways should develop train costs on both a car mile and a gross ton mile basis and apply the appropriate unit according to the individual circumstances of the traffic being analyzed. At the same time, both Canadian National and Canadian Pacific should continue to study this matter in detail and report the results to the Committee. Consideration should be given to variables such as car miles, gross ton miles, train switching hours, length of train, and length of sidings.

### ATTRIBUTION OF OUTPUT UNITS

During the course of the Inquiry, proposals were made respecting the methods used to determine the number of output units associated with or attributed to a particular traffic movement. These output units are service units which measure the work performed, e.g.:

Ton miles	Switching minutes
Car miles	Road diesel unit miles
Car days	Gallons of fuel
Train miles	Carloads

The cost of the movement is determined by multiplying the output units by the appropriate unit costs. Some of the output units can be directly attributed to a traffic movement while others must be estimated on the basis of special analyses. Any deficiencies in such analyses could contribute to an over-statement or under-statement of costs.

In the opinion of the Committee there is particular need for further study of the methods used to determine:

- Empty return ratio and car days;
- Yard and train switching minutes;
- Multiple car switching.

## 1. Empty Return Ratio and Car Days

The empty return ratio has reference to the movement of the empty car and the degree to which it is properly chargeable to the movement of the loaded car. With specialized equipment in assigned service, there is normally a 100% empty return movement. Where there is equal demand for the same type of car in both directions, there is no empty movement. Usually there is an imbalance of demand and an equitable assignment of empty car miles and car days must be made to the loaded car movement. Empty return ratios are generally developed by train run from actual records. Empty car miles are divided by the loaded car miles resulting in an empty to loaded ratio. For a particular traffic movement the respective empty return ratios are applied for each train run involved in order to establish the empty car miles and car days.

Car days assigned to a traffic movement consist of the number of days required in transit from origin to destination and for the empty return movement plus the car days required for positioning, loading, unloading, and for idle time including unserviceability.

When cars are assigned solely to a particular traffic movement, both railways use the actual car days for the complete cycle. There was no disagreement among the parties on this point.

The problem arises when cars are in general service and are not permanently assigned to a particular traffic movement. The following were the positions taken on this problem by the parties.

### Position of Canadian Pacific

Canadian Pacific maintains a record by train run of the loaded and empty car miles by direction for 11 car categories. The percentage of empty to loaded car miles is developed from these records and this percentage is applied to the en route car days and car miles to establish the empty return movement.

Car days are developed by Canadian Pacific in four steps:

#### *(i) Car days at origin and destination*

Canadian Pacific allows 4 car days at origin and 4 days at destination, which reflects the amount of time required to position, load and unload the car in question. When cars are interchanged with another rail-carrier, the number of car days at either the origin or destination point, where the interchange is made, is reduced to half a day to reflect the elimination of loading or unloading and reduce positioning time.

#### *(ii) Loaded car days en route*

The number of car days of the load en route from origin to destination, including the terminal time required for processing at intermediate

terminals, are computed on the basis of average number of miles operated per day for the type of car in question.

(iii) *Empty return ratio*

The loaded car days en route are multiplied by the composite empty return ratios by train run to produce the number of related active car days associated with the movement in question.

(iv) *Idle car days including unserviceability*

The total active car days developed by the steps above are increased by a percentage factor based on system experience, to reflect the related idle and unserviceable days associated with the movement under study.

Canadian Pacific is undertaking a loaded car movement study, the details of which are as follows:

“A loaded car movement study is being undertaken on a system-wide basis to determine the loaded car miles and car days and the related empty car miles and car days associated with all car movements. This study is identifying the actual empty car miles and car days incurred in placing an empty car in position for loading, the actual loaded movement car days and the subsequent empty mileage and car days once the car is unloaded. The number of car types being considered in this study is 43. The analysis is considering car movements between 434 origin and destination points. This procedure thus allows for the specific determination of car cycles for over 8 million combinations of car type, origin and destination. These points were selected on the basis that they generated and received at least 1200 loads per year. Those points which did not generate or receive this number were grouped together by a subdivision, the subdivision being the largest grouping considered in this study. Divisional points were separated and dealt with as separate operating units. The sample being used in the computer study is equivalent to 40 per cent of annual car movements made by Canadian Pacific. The post and prior empty movements for each loaded movement will be equitably distributed between the prior loaded movement and the subsequent loaded movement. This study will be used in the determination of car days and car miles for branch line abandonment and compensatory rate studies and will replace the present methods of determining car days and empty car miles. This system should be operative by late 1969.”

### Position of Canadian National

Canadian National uses two methods to establish empty car miles attributable to a specific loaded movement.



*(i) Car tracing*

Through a sample of carloadings, by car type, average empty car miles prior to loading have been developed for each terminal across the system. This is basically an historical average by point of origin and car type.

*(ii) Imputed empty car miles*

An historical average flow pattern of cars, by car type, is being developed (for certain train runs) by relating the number of loads and empties moving in each direction through key points on the system. Detailed information is just now becoming available to allow completion of these studies and it is anticipated that this method of determining empty car miles will soon be used more extensively.

To compute car days assigned to a particular traffic movement Canadian National also uses two methods:

*(i) Car tracing*

Canadian National develops from historical records the total car cycle based on the performance of cars which actually handled the traffic. The cycle is developed from the time a car is made empty after a previous loaded move to the time a car is made empty after the loaded move being costed. This method is generally used for large volume movements.

*(ii) Imputed car cycle*

If no special conditions are attached to the traffic under study, the car days are generally imputed as follows:

- time between customer's siding and classification yard – a minimum of 6 hours in each direction at both origin and destination. This time may vary considerably at each terminal depending on shipper's location and the service rendered. An allowance for standby time at the loading terminal is also added when dictated by an irregular loading pattern;
- loading and unloading time – 2 days each since time in excess of this is covered by demurrage payments;
- loaded transit time – based on average running times for scheduled freights as per time tables;
- empty transit time is also based on average running times as shown in time cards. The amount charged to a particular movement is the empty transit car days multiplied by the empty return ratio applicable to the particular movement ratio of empty car miles in one direction to loaded car miles in the other direction).

Additional allowance, when appropriate, is made for bad order time (normally 5%), seasonal traffic fluctuations, probability of Saturday and Sunday time on customer's siding, cleaning, scaling, connections with other trains and the like.

### Position of EBS

EBS was of the opinion that the railways were undertaking substantial improvements in their calculation of empty return ratio and, eventually, automatic car identification would permit very refined computerized calculations of empty return ratios for each car type and for each movement. EBS stated “. . . that most of the current problems involved in developing empty return mileage and days will be overcome as these new reporting systems go into effect.”

EBS concluded that the assignment of car days to individual movements has hitherto been based on assignment of a variety of factors having little statistical support. As with empty return ratio, this difficulty should be resolved within the next few years as the automatic car identification system is initiated on each of the railways. Once this system is operating, it will be possible to draw samples of specific movements and calculate with a high degree of precision the actual car days required for each car within the sample. In the interim, the objective should be stated as seeking to identify the car cycle associated with the study traffic; the railways should file a detailed description of the method actually used in each case.

### Position of the Governments of the Provinces

The Governments of the Provinces were of the opinion that the methods of determining empty return ratios and car days could be improved now and it is not necessary to wait for the introduction of automatic car identification. They noted that both railways are giving considerable attention to improvement of their methods. Therefore, they thought that before either railway introduces a particular technique or point of view, the Committee should guide them to a common, uniform treatment.

### Findings of the Committee

The Committee will direct the railways to continue their development of new methods of attribution. In developing these methods, car movements should be traced from actual car records in order to determine a representative assignment of car days for each movement. Allowances should be made for repair time, seasonality, week-end or holiday layovers, cleaning, weighing and the like. All systems of car tracing should show not only the dates indicating time spent at stations of origin and destination, but also the dates when cars either passed through or were stored at key points.

Until the results of these studies can be implemented, each railway should continue to follow its present method and ensure that a detailed description of the method is on file with the Committee. The Committee recognizes, however, that in

certain instances specific empty car day and car mile assignments may be needed in order to reflect the particular characteristics of the traffic under study.

## 2. Yard and Train Switching Minutes

The methods used by the two Class I railways in developing switching minutes are described hereunder:

### Canadian Pacific Method

Switching minutes applicable to a movement of traffic are developed from a number of studies conducted over the past several years across the Canadian Pacific system. These studies included all large terminal points and a representative number of intermediate and smaller yards. Special studies were made to determine car handling times at origin points.

Switching minutes applicable to a particular car movement under study are developed by tracing the movement of that car or block of cars from origin to destination and applying the switching minutes necessary to process the cars through the origin, intermediate and destination points. To reflect the empty movement an empty return movement percentage is added to the switching minutes of the cars at intermediate points. When traffic is moving in assigned service in lots of about 20 cars or more, specific switching minutes are applied.

In the summer of 1967, Canadian Pacific launched a four-year major study at all terminals, intermediate size yards and train switching at branch line points. The period of study at each location is one week. The information collected from these studies such as car numbers, operational times of the cars handled for switching and the times of receiving instructions, yard delays and other factors is being processed through its computer in order to develop precise handling and the time required for various commodities. As the study program progresses across the system and additional data are made available, these results will be incorporated into the costing system.

Canadian Pacific converts train switching minutes into miles by a factor of 6 miles per hour. Except for fuel and crew — included in train run costs — train switching costs per mile are presumed to be the same as yard switching mile costs.

### Canadian National Method

Canadian National approaches yard switching by an examination of its many components, including classification, yard transfer, industrial transfer, industrial spotting, cleaning, scaling, icing, interchange and bad order. Detailed field studies were conducted at all major terminals and representative lesser terminals to develop average switching minutes applicable to each component for each yard. By analyzing the physical movement of a car throughout a terminal in order to determine which of these components apply to it, appropriate yard engine time is, thus, ascertained for a specific

movement. In terminals where no detailed studies have been carried out, experience from other locations and analyses of yard assignments are used to determine a realistic time allotment.

Canadian National argued that its present yard studies are adequate for present requirements, but, when progress in data reporting reaches the stage of making it economically feasible to study every yard regularly, the company intends to do so.

In the case of train switching, Canadian National calculates a system average by dividing total train switching miles by total carloads originating and terminating at way stations. This system average of train switching miles is then converted to switching minutes at the rate of 6 miles an hour and is applied to each carload that originates or terminates at way stations. Canadian National assigns road locomotive costs to train switching. This treatment differs from the Canadian Pacific, which uses yard switching unit costs for all train switching elements except fuel and crew wages.

### **Position of the Governments of the Provinces**

The Governments of the Provinces pointed to what they considered to be three weaknesses in the railway method of calculating yard switching minutes. First, the use of average yard switching minutes does not recognize the widely varied physical characteristics and consequent differences in operating efficiency of individual yards. Second, when the proportion of each yard's time spent on each function (classification, industrial switching, transfer and miscellaneous) is not properly considered, the results of such averaging are open to question. Third, the use of average yard switching minutes makes little allowance for traffic that requires limited or extensive switching.

The Provinces recommended that the railways determine switching minutes per car for each yard large enough to require switching engine assignments and for each of the functions performed by that specific yard. Such studies should be revised in order to reflect changes in traffic patterns and operating characteristics.

With reference to train switching minutes and costs, the Provincial argument was that no recognition is given to the differences between yard switching and train switching. The results of yard switching are applied to train switching and this indicates inadequate recognition of physical factors such as train switching locations, the gradient at locations where trains must stop for switching and the distance the engine must travel in order to pick-up or set-out cars. Consequently, train switching times can be grossly understated or overstated.

The Governments of the Provinces recommended that the Committee and the railways institute an investigation into train switching which should be independent of yard switching studies.

### **Findings of the Committee**

The Committee finds that the railways recognize the problem of identifying switching time with traffic movements and are making good progress toward a

solution. Switching studies have been conducted for a large percentage of the yards, and it is expected that the railways will soon complete studies of the remaining yards. Both railways should furnish the Committee with current copies of their switching manuals.

Likewise, the railways should develop costs specifically for train switching. In the meantime, we favour the Canadian National approach of assigning road locomotive costs to train switching, since road rather than yard locomotives are used in this function.

### 3. Multiple Car Switching

Neither of the Class I railways recognizes any distinctions in the average number of cars per switching cut for various types of traffic through a given yard, except when 20 or more cars are moved together on a regular basis and a specific amount of dedicated switching time can be identified.

#### Position of the Governments of the Provinces

The Governments of the Provinces pointed out that the subject was given considerable study in the course of the MacPherson Commission hearings, where it was determined that there are economies in multiple car lot switching, and where persuasive evidence was presented to indicate that grain traffic consistently moves in larger car cuts than the average of all freight traffic. They recommended to the Committee:

“The railways should be required to make field and analytical studies of the economies of multiple car cuts. Pending completion of such studies, the revised Costing Order should reflect the scale tested and adopted by the staff of the MacPherson Commission.”

#### Position of Canadian National

Counsel for Canadian National contended that the savings generated by multiple car switching are not significant enough to justify specific adjustments by type of traffic. To support this argument, he cited the following factors:

- (1) Switching studies already reflect average cut sizes for the different elements of switching within a yard.
- (2) Important switching elements, such as transfers, scaling, interchange and bad order switching are unaffected by cut size.
- (3) There is a “centralizing tendency” in switching, in which successive switchings tend to even out variations in cut sizes toward a reasonably common average.
- (4) The introduction of hump yards, where cut size is a negligible factor, has reduced the significance of this element.

- (5) The uncertainty of car lot sizes means that yards must be prepared to handle unpredictable variations in car cuts.

### Findings of the Committee

With the possible exception of the reference to the introduction of hump yards, the Canadian National arguments fail to refute the very clear-cut findings of the MacPherson Commission study that "it is now generally recognized that multiple car shipments do result in savings in switching time." This conclusion was supported by Canadian Pacific's own study, embodied in a table on the same page of the Royal Commission report as the above quotation. Canadian Pacific had argued then, as Canadian National argues now, that multiple car cuts have little impact on switching time. Yet Canadian Pacific's own study revealed that the average classification time per car declines significantly as cut size is increased. For example, the switching time required per car in a six-car cut is about two-thirds that of a three-car cut, half that of a two-car cut and almost a quarter that of a single car.

The Committee believes that the railways have ignored this element in switching costs for too long. Accordingly, the railways will be directed to institute the following studies immediately:

- (1) A study to determine the average cut size used in the switching of grain cars at major grain-handling yards.
- (2) A study to determine whether other broad classes of traffic experience consistent variations from the average cut size of all freight traffic moving through major yards and terminals.
- (3) A study to determine the cost variations resulting from differences in car lot sizes in each of the switching elements.

The primary importance of this element relates to grain traffic, and specifically in respect of applications to abandon branch lines which handle grain traffic almost entirely. Accordingly, the Committee has determined that in costing of grain movements for applications under section 314B of the Act, each railway should, whenever data are available, reflect the influence of the average switching cut size of grain traffic at each switching operation. Where the appropriate studies of switching car-lots have not yet been made, the railway should indicate when and in what manner it plans to conduct such studies. If the line in question is found to be uneconomic but is continued in operation in the public interest, the railway should report the results of its studies immediately as they are completed so that they can be reflected in the calculation of subsidy under section 314E.

Pending completion of the studies of the cost influence of multiple car switching, the railways will be directed to use the cost relationships among cut sizes developed by Canadian Pacific for the MacPherson Royal Commission on Transportation which are set forth on page 279 of Volume III of its Report.

### ABANDONMENT OF BRANCH LINES

During the hearing a variety of positions were taken by the parties relative to the items and factors which should be accepted by the Committee in the determination of actual loss and the uneconomic condition of branch lines under sections 314B, 314E and 314G of the Railway Act. Since the technical aspects of variable cost, depreciation, cost of capital, uniformity and other matters are being dealt with separately elsewhere in these reasons, consideration in respect of branch line abandonments will be confined to those defined in the Act or raised by the parties during the hearing.

The Railway Act requires the Committee to make three primary cost-related determinations in connection with branch lines for which application has been made by the railways for abandonment. These three are as follows:

1. "Actual Loss" relative to an application by the railways to abandon a branch line: Section 314B.
2. The determination by the Committee whether a branch line is uneconomic: Section 314C.
3. The calculation of actual loss for purposes of subsidy determination: Section 314E.

Section 314G also requires that the Committee determine the actual loss of branch lines which the Governor-in-Council has decided shall not be abandoned.

Actual loss is defined in section 314A of the Railway Act as follows:

"314A. In this section and sections 314B and 314G,

(a) "actual loss", in relation to any branch line means the excess of

(i) the costs incurred by the company in any financial year thereof in the operation of the line and in the movement of traffic originating or terminating on the line,

over

(ii) the revenues of the company for that year from the operation of the line and from the movement of traffic originating or terminating on the line;"

In speaking of costs in the computation of actual loss, the Board's Cost Order states:

"Costs in relation to a branch line means those costs, as set out in Section 3 of the regulations, which would have been avoided by a company if, in any financial year, it did not maintain and operate the branch line, and did not carry the traffic originating, terminating or passing over the line, or would have been incurred by a company if, in any financial year, it maintained and operated the branch line, and carried the traffic originating, terminating or passing over the line irrespective of when or in what manner or by whom such costs were incurred."

Of the many issues raised in this Inquiry in connection with the actual loss formula, by far the most significant is the controversy as to whether costs to be taken into account shall be those which would be avoided if the line were abandoned, or whether the costs should be those which would be ascribed to the line by normal accounting procedures in the ordinary course of business. For purposes of the following discussion, we shall refer to these conflicting approaches as the "avoidable cost approach" whose primary advocates were the Governments of the Provinces, and the "accounting approach" whose primary advocate was the Canadian Pacific Railway.

### Avoidable Cost Approach

A number of the parties took positions in favour of the avoidable cost approach, but in varying degrees of application. The most limited avoidable cost position was advocated by EBS. EBS considered avoidable cost only in relation to investment, the costs of which show up in depreciation charges and in cost of capital allocations. In its report on Branch Line Abandonments it set out the issues as follows:

"There are various approaches to the treatment of the cost of capital in branch line abandonments. One can treat it as the Railways have in a compensatory rate analysis, that is, to calculate a return on net book investment. This approach views a branch line, even an unprofitable one, as an integral part of the railway system which is responsible for its full share of the costs, including the capital costs associated with it.

A second approach treats branch line investment as "sunk", that is, investment which is irretrievably committed and which cannot be recouped except through the earning power of its assigned function or, alternatively, through salvage. Since the assigned function of investment sunk in an unprofitable branch line has no earning power, its value is reduced to the sole alternative, salvage. This value represents the best return a railway can experience from the investment. We find that the latter viewpoint more realistically reflects the actual capital situation confronting the railway . . ."

EBS went on to recommend that cost of capital be permitted only on salvage value of property which would be abandoned, and that depreciation be excluded altogether except with regard to decline in salvage value. EBS would substitute a forecast of capital expenditures each year, and this forecast would take the place of depreciation charges.

Provincial Exhibit P-1 expressed almost total agreement with the EBS position, but stated that it did not go far enough. The Governments of the Provinces advocated that no on-line costs should be attributed for traffic expense, general expense, communications expense and insurance not directly assignable to the line in question or the traffic being costed. Their argument was that such costs are not truly avoidable as a result of abandonment, hence may not be considered in the calculation of actual loss.

The most severe application of the avoidable cost doctrine was advocated by Counsel for the Manitoba Branch Lines Association. He expressed concern over the



failure of the actual loss formula to reflect the retention of most traffic on other lines, particularly in the grain-gathering areas. In Exhibit BL-1, he summarized his recommendation:

“... the cost of moving grain is not avoidable on abandonment of a line, as it is still moved by rail to the port or terminal. On abandonment applications, off-line costs should not be charged to the Branch Line, as they will be moved in any event. It is absolutely essential that costs actually incurred on the Branch Line be separated from costs on the main line to arrive at the real and actual cost of the Branch line and to arrive at the difference in cost in moving the grain over the Branch Line, or other railway or means of transport.”

### Accounting Approach

In opposition to avoidable cost, Canadian Pacific advocated an approach which would reflect the actual recorded costs for each historical accounting year. Canadian Pacific laid heavy stress on what it felt to be the necessity to reflect depreciation as defined in the Uniform Classification of Accounts. Exhibit CP-1 quoted the definition of depreciation in the Uniform Classification of Accounts, and stated that this, the officially approved definition of depreciation, was the only one acceptable under the terms of section 387A which requires the Committee to include allowances for depreciation and cost of capital. Counsel for Canadian Pacific summarized this position as follows:

“... when Section 387A (1) refers to “depreciation” it refers (and I have picked these words up in the uniform classification) to a system whereby the original cost to the railway of tangible capital assets, less salvage, is distributed over the estimated useful life of the assets, which may be a group of assets, and is charged monthly to expenses. I submit that this is the meaning of the word “depreciation” under the Railway Act and under the uniform classification of accounts. And it is the meaning intended by Parliament in Section 387A (1).”

The Canadian Pacific view of cost of capital is much the same: that it represents a return on the investment as calculated by subtracting the appropriate book depreciation reserve accounts from the corresponding property accounts, and then applying a suitable percentage as rate of return.

With respect to the other costs, Counsel for Canadian Pacific insisted that the Act makes no provision for avoidable costs:

“Now, the necessity for a discussion of the meaning of Section 314A, subsection (a), arises out of the insistence of the Provinces and certain other parties that the words ‘costs incurred by the company in any financial year in the operation of the line’, and so on, really do not mean what they say; but, rather, that they mean ‘the costs which would be avoided in a future year if the line should be abandoned...’”

"I submit, Mr. Chairman, with respect, that nowhere in the Railway Act do we find any provision tending to show that the term 'costs incurred' on a branch line really means 'costs which would be avoided if the line were no longer in use.'"

Although Counsel for Canadian Pacific did not specifically say so, his position implies that the only acceptable costs would be those which would be developed in a conventional variable cost analysis that would be applied to a "going concern" operation as, for example, in a rate case, and the branch line would be expected to bear the full portion of all overheads regarded as variable with traffic in general.

### Findings of the Committee

The Committee finds that both of these opposing arguments, if carried to extremes, could have undesirable consequences. The principles of general accounting and those of costing are not necessarily the same. Accounting is for the purpose of recording all revenues, expenses and investment on a consistent basis, while costing seeks to measure the resources used in performing specific services.

The Canadian Pacific advocacy of adherence to the Uniform Classification of Accounts would extend its use beyond the intended purpose of the prescribed accounting system. The Act does not say that depreciation shall be allowed in accordance with the Uniform Classification of Accounts. What it does say is that depreciation shall be allowed "as to the Commission seems reasonable in the circumstances", and the Committee does not regard itself as bound by the Uniform Classification of Accounts in defining depreciation for costing purposes. Furthermore, since cost of capital is never mentioned in the Uniform Classification of Accounts, its definition must be developed elsewhere.

If the Committee were compelled to accept the Uniform Classification of Accounts for its basic definition of costs, significant changes in costing methods could be effected through the simple amendment procedure of the Classification of Accounts. Such procedure is clearly contrary to the intent of the Act expressed in section 387B.

The Committee believes that economics should provide the guiding principles throughout the cost regulations in the various applications in which costs are employed. For this reason, it cannot accept the restrictive approach which Canadian Pacific has advocated.

The Committee has already said that section 387A requires some allowance for depreciation and cost of capital. For this reason, it cannot accept the EBS recommendation that depreciation be disallowed in the calculation of actual loss, and that a capital forecast be substituted.

Turning to the avoidable cost concept, the Committee also has reservations about some of its more extreme applications. Section 314A requires that the cost side of the actual loss calculation include "the movement of traffic originating or terminating on the line" and that the revenue side include all revenue from the movement of traffic originating and terminating on the line. Counsel for the Manitoba Branch Lines

Association made the point that most of the grain traffic on branch lines proposed for abandonment in the Prairie Provinces will merely be diverted to other lines. The language of the Act nevertheless governs the calculation of actual loss, and it requires inclusion of all "off-line" costs, that is, all costs incurred in moving traffic originating and terminating on the branch line when that traffic is on main lines to which the branch line at issue connects.

The Governments of the Provinces urge that overhead costs such as communications, general expense, insurance and traffic expense which are not found to be directly traceable to the branch line should be disallowed. This recommendation, although less extreme than that of the Manitoba Branch Lines Association, is based on the same argument, that if the traffic is retained on other lines of the same railway, these costs will be incurred in any case. Again, we are required by the language of section 314A to postpone consideration of the effect of retained traffic to the "uneconomic" evaluation under section 314C.

The only issue relative to these overhead-type costs in the actual loss calculation is whether they are appropriately variable with traffic or with the branch line in question. In an earlier section on "Other Cost Factors" we have stated that traffic costs will be disallowed except where the railways can demonstrate that they are applicable to the branch line traffic. Such disallowance is based on the failure of the railways to demonstrate that the functions of the Traffic Department are involved in grain traffic. There has been significant evidence to indicate that general expenses, insurance costs and communication expenses are at least partially avoidable in the case of abandonment.

We therefore may allow such indirect costs to the extent that the railways can demonstrate that specific savings in these expenses would result from the abandonment of the line for which an application is made under section 314B or, in the case of subsidy calculations, under sections 314E or 314G, from the abandonment of one or more branch lines for which subsidies are claimed.

The Committee has concluded, in considering the phrase "costs incurred", that the Act envisages two successive decisions; first, whether as a going concern the branch line incurs losses which impose a burden on other lines. Having made the determination that such losses exist, but that the line should be retained in the public interest, the Committee must subsequently decide what financial burden the continued operation of the branch line would impose on the railway.

The first determination is made under section 314B of the Act. Prior to that point in time, there can be no presumption that the branch line is unprofitable, and its assets are considered to be integral operating parts of the railway system. This is one of the reasons for the Committee's allowance of normal depreciation charges as part of the actual loss calculation relative to branch line applications under section 314B.

The justification for this treatment can be demonstrated by examining the consequences of excluding depreciation. One of the purposes of depreciation accruals is

to provide capital to replace assets which have worn out. Exclusion of depreciation in abandonment applications might require the railways to continue operating lines which generate revenue sufficient to cover current operating expenses but not sufficient revenue to replace capital investment. While in the short run such lines might cause no cash loss to the railway, in the long run, as property wears out and must be replaced, they will generate a direct cash shortfall. Since depreciation is a method of charging these capital costs on an annual basis, it properly should be included with operating expenses in determining whether a line is incurring losses as a going concern.

These normal depreciation charges, however, are based on a group plan which reflects the average loss of asset value within each property classification throughout the entire railway. Since many assets will wear out faster under heavy traffic than under light traffic, the dollar charges for depreciation are usually excessive when applied only to the assets of light density lines.

The group depreciation plan similarly obscures the net investment appropriately assignable to the road property on branch lines. Since both property accounts and depreciation reserve accumulations cover all property of a given class throughout the railway, the net investment totals derived from them reflect the average age of investment on the same system-wide basis. Given the relatively great age and the low rate of capital replacement of much of the investment, the average branch line property of a given class is likely to be more depreciated than that of the system as a whole. To allow a cost of capital on the basis of average system age of assets would overstate the investment return which appropriately should be assigned to branch lines for the purpose of calculating actual loss under section 314B.

A solution to these difficulties would be to study the specific aging characteristics of each property item on each branch line proposed for abandonment, and to develop an appropriate depreciation rate and level of net investment.

Unfortunately, data are not generally available to permit such specific and detailed analyses. The Committee has, therefore, used the discretionary power granted by section 387A of the Act to include allowances for depreciation and cost of capital "as to the Commission seems reasonable in the circumstances". The Committee finds that in the circumstances of branch line abandonment applications it is not reasonable to assign book depreciation, and cost of capital on net book investment, both based on the group plan, to branch line property. Since group depreciation charges usually overstate the actual asset value loss of such property, and since such actual value loss cannot practicably be determined in this Inquiry, the Committee, in establishing the total reasonable allowance permissible under sections 387A and 387B, must adjust the cost of capital allowance for the element of overstatement in the depreciation charges to branch line property resulting from the group plan. Consequently, the Committee will allow cost of capital on branch line road property for purposes of abandonment applications under section 314B only to the extent of the salvage value of that property.

If, however, the applicant railway can establish depreciation charges and net investment calculations which reflect the specific aging characteristics of the road property of the branch line in question, the Committee will consider substituting such specific cost factors in lieu of the general prescription for depreciation and cost of capital outlined above.

Once it is determined under section 314B that the branch line incurs an actual loss, it can no longer be considered a going concern. The original investment in such a line is irretrievably committed to an operation which cannot support itself. The Committee must consider two alternatives: on the one hand, it may require the line to be continued in operation even though its return may be inadequate to cover depreciation and capital costs, and on the other hand it may permit the line to be abandoned immediately. This determination will be made in the course of the "uneconomic" evaluation under section 314C.

The purpose of subsidy under sections 314E and 314G is to compensate the railway for the amount of the actual loss which in the opinion of the Committee is attributable to the continuance in operation of the line. Since it is only the return on salvage value of the assets committed to the branch line which is being denied the railway by reason of the requirement to retain the line, only salvage value should be used as the basis for cost of capital for branch line property proposed for abandonment. Similarly, conventional depreciation is inappropriate, since the property has already lost its income earning power and can be valued for depreciation only as salvage. Accordingly, for purposes of subsidy under sections 314E and 314G, the Committee will allow depreciation on retained branch line property only to the extent that salvage value declines.

There remains the problem of capital replacement alluded to earlier. Since any new assets needed to continue the line in operation would be added only because of the public requirement that the line be retained, such replacement costs should be included in claims under sections 314E and 314G. Accordingly, normal depreciation and cost of capital will be allowed on any investment made in an uneconomic line subsequent to the Committee's order that it be retained in the public interest.

Since these depreciation charges are based on the group plan, they will reflect the average economic life expectancy of comparable assets throughout the railway system. According to section 314C (5), the Committee must, within five years, review the application of each retained uneconomic branch line, at which time it may determine that the line should be abandoned. The new assets which were added to keep the line in operation in accordance with the Committee's original direction would be only partially depreciated. Retirement of such assets without compensation for the remaining net undepreciated investment would throw a hardship on the railways which is clearly inconsistent with the intent of the National Transportation Act to compensate the modes of transportation for services rendered in the public interest. For this reason, the Committee has determined that in calculating claims for the last year of operation prior to abandonment of a line which had previously been retained by order of the Committee,

the railways may include as a cost the full net undepreciated investment (difference between gross investment, less salvage, and accumulated depreciation) in any assets added subsequent to the Committee's earlier order that the line be retained. The accumulated depreciation used in this calculation will be that specifically relating to the assets in question and that which has been accepted for subsidy purposes. It should not be an expression of the average system-wide relationship between accumulated depreciation and gross investment for the asset group.

### Economic Analysis

Section 314C (1) of the Railway Act requires the Committee to make the following determination:

"If the Commission finds that in its opinion the company . . . has incurred an actual loss . . . , the Commission shall . . . determine whether the line is uneconomic and is likely to continue to be uneconomic and whether the line should be abandoned. . . ."

This language indicates that the designation of a line as "uneconomic" is a determination separate from and subsequent to the identification of an actual loss attributable to the line in question.

The Act is also clear that the designation of "uneconomic" does not necessarily mean that the line should be abandoned. Section 314C (3) commences with the words:

"In determining whether an uneconomic branch line or any segment thereof should be abandoned . . ."

This phraseology indicates that the designation "uneconomic" is a prerequisite for abandonment, but not the determinant thereof. It is also a prerequisite for subsidy, as revealed by the wording of section 314E (2):

"When an uneconomic line of railway, or any segment thereof, is being operated within a claim period, the company operating it may file a claim with the Commission for the amount of any actual loss . . . ."

Because of these provisions in the Act, the "uneconomic" designation takes on a high degree of importance. The Act, however, gives little indication as to how "uneconomic" is intended to differ from "incurs an actual loss", nor does it contain any prescription as to specific factors and principles which should be taken into account in this designation.

Canadian Pacific contended that there is very little difference between the finding of "actual loss" and that of "uneconomic". To support its argument it referred to the French text of the Act, which uses the term "un embranchement non rentable", for "uneconomic branch line". The word "rentable", contends Canadian Pacific, means "profitable", so that "uneconomic" or "non rentable" means unprofitable — a far more limiting definition than that conventionally associated with the expression "uneconomic".

In Exhibit CP-1, Canadian Pacific summarized the implications which it believes this definition has for the evaluation by the Committee under section 314C:

“The requirement is perfectly clear. The Commission is entitled to examine all the prescribed accounting years, in order to determine whether the line is really unprofitable, or whether the “actual loss” which may have occurred in the recent past is due to special factors which have disappeared or are likely to disappear in the future. Similarly, the Commission is entitled to take cognizance of any likely developments in the future which might render an unprofitable line profitable. In this determination the Commission is entitled to consider any outside factors which may have affected, or might in the future affect, the profitability of the operations of the branch line.

On the other hand, a study of Section 314B and 314G shows that the decision by the Commission as to whether the line is uneconomic or not, is a decision which must be made with reference only to the branch line itself. The decision does not involve any wide-ranging consideration of the effects of the branch line operations on other parts of the company’s railway, or of the effects of the possible diversions of traffic which might take place if the line were to be abandoned, or of the effects of such operations on other modes of transport or on nearby regions. All such questions must be considered with reference to the question of whether the Commission will permit “abandonment”. (Section 314C (3) ). They are not relevant to the decision as to whether the branch line is uneconomic.”

The Provinces pointed to subsection (2) of section 314C to support their view that “uneconomic” is intended to have a broader interpretation than that advanced by Canadian Pacific. That subsection empowers the Committee, among other things, to consider together several branch line applications in the same or adjoining areas and to require detailed traffic data for all branch lines in the area surrounding the branch line or lines proposed for abandonment. While Counsel for the Government of Saskatchewan did not argue with the use of the term “unprofitable” as a suitable synonym for “uneconomic”, he strongly urged that the unprofitability must be considered in relation to the railway as a whole, rather than to the individual branch line alone:

“Our concept of this task, I repeat again, is that the Committee is empowered and directed not simply to look casually at various branch line operations . . . but rather, to consider these applications in their total relationship to the provision of railway services in the important business of transporting grain from Western Canada to world markets.”

This interpretation was also advocated by the Committee’s consultant, who said that the term “uneconomic”, while limited to considerations of railway operations alone, was intended to take into account the possibility that re-organization of traffic, service, routing and other branch line abandonments could ultimately render profitable a branch line which has consistently incurred actual losses in past years.

### Findings of the Committee

The Committee concurs with the consensus of the parties that "uneconomic" refers to the performance of railway operations only. To include such considerations as the cost of alternative modes of transportation as determinants of "uneconomic" would raise the possibility that highly unprofitable lines could be designated "economic" and therefore ineligible for subsidy only because alternative transportation is either unavailable or more costly. Such a result would be contrary to the National Transportation Policy as laid down in section 1 (c) of the National Transportation Act that "each mode of transport, so far as practicable, receives compensation for the resources, facilities, and services that it is required to provide as a public duty;".

On the other hand, the Railway Act clearly contemplates that the finding of "uneconomic" is a subsequent and more comprehensive determination than the establishment of an actual loss. While we agree that in the context of the Act the term "unprofitable" is probably as close a synonym to "uneconomic" as can be found, we are impressed by the fact that the Act nevertheless uses the word "uneconomic" rather than "unprofitable". To the extent that there are any differences in shades of meaning between these two words, the Act intends that such differences should be reflected in the Committee's considerations. The principal difference in meaning lies in the emphasis which the word "uneconomic" lays on the intrinsic or fundamental nature of unprofitability, as opposed to temporary unprofitability or unprofitability which could be eliminated through operating changes within the present capability of the railway system.

The Committee, therefore, cannot accept the rather rigid definitional limitation advocated by Canadian Pacific that only the line proposed for abandonment can be considered in making the "uneconomic" designation. We agree with Counsel for the Government of Saskatchewan that section 314C appears to include rationalization of the branch line structure, as set forth in section 314C (2), as a specific ingredient of the "uneconomic" determination.

Accordingly, the Committee has determined that the expression "uneconomic", as used in reference to branch lines in section 314C, means the line must not only be unprofitable, but it must be incapable of being rendered profitable within the scope of all feasible alterations in the operating practices of the railway, the scheduling and routing of traffic, or the restructuring of the branch lines themselves.

### The Decision to Abandon

Having determined that a line which incurs an "actual loss" is uneconomic in accordance with section 314C (1) of the Railway Act, the Committee must then decide whether the line should be abandoned. In section 314C (3) the Act specifies a number of matters which the Committee must include in its consideration of the proposed abandonment. In offering this enumeration, however, the Act is emphatic that it does not



intend to limit the generality of its requirement that the "Commission shall consider all matters that in its opinion are relevant to the public interest. . . ."

Largely because of the breadth of these provisions, there was little controversy among the parties as to the matters which could or should be considered in this phase of abandonment proceedings. There was some discussion regarding the disclosure of the detail behind the actual loss calculations. This issue is discussed elsewhere in these reasons.

The first of the matters enumerated in section 314C (3) which the Committee must include in its consideration of a proposed abandonment is the actual loss incurred in the operation of the branch line. The foregoing discussion has set out two actual loss calculations: the first, which approaches the line as a going concern, is to be used for applications to abandon under section 314B, and the second, which views the line as a "sunk investment", is to apply to subsidy calculations under section 314E. The Committee, in considering the abandonment of a branch line under section 314C (3), will take into account both of these actual loss calculations, as well as the significance of differences, if any, between them. Accordingly, after the Committee finds an actual loss under section 314C (1), the railway will be required to submit another actual loss calculation based on the prescription set forth above for the computation of subsidy. Both of these calculations will be considered as evidence in making the determination as to whether the line should be abandoned.

It is at this point that the Committee will want to conduct a detailed examination of the effects which abandonment would have on the existing traffic of the line under study.

The Committee's consultant pointed out that in Western Canada most of the grain traffic is essentially captive to the railway system. As a result, branch line abandonment will merely divert existing grain traffic to the railway lines which continue to operate. The point was emphasized in the submissions of the Governments of the Provinces, the Canadian Co-operative Wheat Producers, and the Manitoba Branch Lines Association. This issue can have a significant influence on the determination to abandon an uneconomic line if the effect of abandonment is to increase losses on the lines to which the traffic is diverted.

In order to provide the basis for an evaluation of traffic diversion, the railways should submit with each application a detailed statement of the probable disposition of the existing traffic on the line proposed for abandonment, that is to say, the amount of traffic which will be lost altogether and the new routing of any traffic which will be retained.

Following its determination under section 314B that actual losses exist, the Committee may direct the applicant to furnish special "before and after" cost and revenue comparisons on the lines to which the traffic is diverted. These will be used in the course of the Committee's considerations under section 314C.

## Other Issues

Several other issues arose with regard to the costing procedures used for branch line and other abandonments. One dealt with the cost groupings to be shown in abandonment applications. The Board's Cost Order had prescribed four cost categories into which all costs submitted by the railways should be divided. None of the parties objected to the basic concept of the four categories, although the railways, and particularly Canadian National, indicated their view that the categories are unnecessary and would require added time and effort in the preparation of applications. The Committee has decided that the four categories should remain in the Cost Order.

Another issue involved the number of consecutive years for which costs will be shown in branch line abandonment applications. Counsel for the Manitoba Branch Lines Association and the Governments of the Provinces urged that costs be shown for a minimum of five years in order to eliminate the effect of short-term changes in traffic patterns or operating practices. The railways replied that cost calculation for so many years would be burdensome and that two, or at the most three, years should be adequate to show the patterns of actual loss on the line in question.

The Committee finds merit in both arguments. As a compromise, we have decided that the railways should submit actual loss calculations for the three most recent years for which data are available. In addition, we will require that traffic data be supplied for the last five years. If the patterns of traffic over these five years reveal significant variations, it may then be necessary to obtain actual loss computations for a greater span of time than the three years initially shown in the abandonment application.

Another issue relates to abandonments under section 168 of the Railway Act.

Subsection (2) of section 314H of the Railway Act provides:

“(2) After the coming into force of sections 314A to 314G no approval for the abandonment of the operations of any line of railway shall be given under section 168 except in accordance with such regulations as the Governor in Council may make in that regard.”

On March 23, 1967, the Governor-in-Council enacted Order-in-Council P.C. 1967-569, promulgating regulations under section 314H (2) of the Act. On October 1, 1968, new regulations were promulgated by Order-in-Council P.C. 1968-1874, which are now in force and which provide:

**“REGULATIONS RESPECTING APPLICATIONS FOR  
ABANDONMENT OF LINES OF RAILWAY UNDER  
SECTION 168 OF THE RAILWAY ACT**

1. These Regulations may be cited as the *Railway Abandonment Regulations*.
2. (1) In these Regulations,
  - (a) “Act” means the *Railway Act*; and

(b) "application" means an application for the abandonment of a line of railway made under section 168 of the Act before or after the coming into force of these Regulations.

(2) Subsection (1) of sections 3 and 4 of these Regulations do not apply in respect of an application pending before the Commission on the day that these Regulations come into force.

3. (1) An application for the approval of the abandonment of a line of railway pursuant to section 168 of the Act may be made to the Commission in such manner as the Commission may prescribe.

(2) Subject to subsection (3), approval for the abandonment of the operations of a line of railway may be given by the Commission under section 168 of the Act in respect of any line of railway that is not listed in the Schedule to the *Abandonment of Branch Lines Prohibition Order*.

(3) The Commission shall not approve, under section 168 of the Act, the abandonment of the operations of any branch line within the meaning of section 314A of the Act except a branch line that is not listed in the Schedule to the *Abandonment of Branch Lines Prohibition Order* and in respect of which an application is pending before the Commission on the day that these Regulations come into force.

4. (1) An application shall contain a statement of the reasons in favour of abandonment of the particular line of railway.

(2) An application shall be supported by such information as the Commission requires.

5. Where two or more applications are made in respect of the same area or adjoining areas as determined by the Commission, the Commission may consider these applications together as a group.

6. Where an application has been received by the Commission, the Commission shall hold such hearings with respect to the application as, in its opinion, are necessary to enable all interested persons to present their views on the application.

7. (1) Where an application is made in respect of a branch line within the meaning of section 314A of the Act, the Commission shall consider the matters referred to in subsection (3) of section 314C of the Act.

(2) Where an application is made in respect of any line not referred to in subsection (1), the Commission shall, in so far as the Commission may deem appropriate, consider the matters referred to in subsection (3) of section 314C of the Act.

8. (1) Notwithstanding subsection (3) of section 3 of these Regulations, approval for the abandonment of the operations of any branch line within the meaning of section 314A of the Act may be given by the Commission under section 168 of the Act if the abandonment of such branch line results from flooding for a hydro-electric power

development or if the branch line is made or is to be made otherwise unusable by a lawful act of a duly constituted authority.

(2) Section 7 does not apply in respect of an application for abandonment made under subsection (1) of this section.”

The regulations differentiate applications to abandon branch lines under section 168 from applications to abandon other lines. In the one, the Committee must consider the matters referred to in subsection (3) of section 314C of the Act and in the other, it must consider only such of the said matters as it deems appropriate.

Since the matters referred to in section 314C (3) include “. . . the actual losses that are incurred in the operation of the branch line”, the Cost Order should apply to applications to abandon under section 168, whether the line in question is a branch line or not. Applications for abandonment under section 168 of the Railway Act should therefore be prepared and submitted to the Committee, and public notice be given, in the same manner as applications under section 314B unless the Committee in any other particular case otherwise directs.

In the opinion of the Committee, the regulations contained in Order-in-Council P.C. 1968-1874 do not render section 314E of the Act applicable to the abandonment of a line other than a branch line, because no regulation under section 314H (2) could have the effect of enlarging the meaning of “uneconomic line of railway” as defined in section 314E (1) (c).

Accordingly, when deciding an application to abandon a line of railway other than a branch line, the Committee will consider the actual loss as required by section 314C only in so far as it may be deemed appropriate.

### DISCONTINUANCE OF PASSENGER-TRAIN SERVICES

Sections 314I and 314J of the Railway Act govern applications by the railways to discontinue passenger-train services.

Section 314I (1) defines “actual loss” in relation to a passenger-train service as:

“(i) the excess, if any, of the costs incurred by the company in carrying passengers by the passenger-train service

over

(ii) the revenues of the company attributable to the carrying of passengers by the passenger-train service.”

Many of the issues in passenger-train costing are analogous to those in costing for branch line abandonment, primarily owing to the similarities of the respective provisions in the Act.

The Railway Act requires the Committee to make three primary cost-related determinations in connection with passenger-train services for which application has been

made by the railways for discontinuance. These three are as follows:

1. "Actual Loss" relative to an application by the railways to discontinue a passenger-train service: Section 314I (4).
2. The determination by the Committee whether a passenger-train service is uneconomic: Section 314I (5).
3. The certification of "actual loss" for purposes of subsidy determination: Section 314J.

One difference between branch line abandonment and passenger-train service discontinuance lies in the absence of off-line costs in the case of passenger-train service. Since the actual loss calculation refers only to the costs incurred in and revenues attributable to "carrying passengers by the passenger-train service", there is no allowance for costs and revenues of those same passengers on connecting passenger trains. In branch line calculations, the traffic originating or terminating on the line bears the full costs and receives the full revenues of the through movement from off-line origin or to off-line destination.

### 1. Actual Loss Calculation

Because of the similarities between the provisions of the Railway Act dealing with branch line abandonments and passenger-train service discontinuances, much of the discussion and many of the findings of the Committee relative to branch lines can be incorporated by reference into this section of the reasons. As in the branch line argument, Canadian Pacific advocated a firm adherence to conventional accounting in computing the actual loss of passenger-train services. The Governments of the Provinces countered with an argument for a strictly "avoidable cost" approach with no depreciation of property which would be retired and cost of capital limited to salvage value only.

The Committee's findings also correspond to those set forth in the section of these reasons relating to branch line abandonments. We find that the actual loss calculation to be used for applications to discontinue under section 314I should approach the service as an integral part of a going concern to which normal depreciation should be charged. When the net book value of the road property is based on the group plan of accruing depreciation, the Committee will allow cost of capital only on the salvage value of the road property. If, however, the railway can develop depreciation charges and investment calculations acceptable to the Committee as reflecting the specific aging characteristics of the road property, the Committee will allow cost of capital on the resultant net value. On all other property which the Committee is satisfied is required in the operation of the service, cost of capital will be allowed on net book value.

An uneconomic passenger-train service is one which is incapable of being rendered profitable to the railway under any feasible alterations in railway operating practices, equipment assignment, scheduling, pricing, or other aspects of passenger service under railway control.

If a service is found to be uneconomic but needed in the public interest, it becomes eligible for subsidy under section 314J. The subsidy is designed to compensate the railway for an amount not exceeding 80% of the actual loss which it incurs by being required to continue a service. Depreciation will, therefore, be allowed in an amount that will reflect the annual decline in the net value that could be realized from the salvage of depreciable road property which the Committee is satisfied could or would be retired if the service were discontinued but which is required for continued operation; cost of capital will also be allowed on the salvage value of such property. Depreciation will be allowed on the book value and cost of capital on the net book value of such other property and such new assets as the Committee is satisfied are necessary for the continued operation of the service.

As mentioned above, certain new assets may have to be added to continue the operation of a passenger service as directed under section 314J. If the Committee subsequently decides that the passenger service should be discontinued, the new assets added at the time of the original direction may not have been fully depreciated. For this reason, in calculating claims for the last year of operation prior to discontinuance of a passenger service, the railways will be allowed to include as a cost the undepreciated cost of such new assets. The undepreciated cost will be calculated by deducting from the actual cost of the new assets their salvage value at the time of discontinuance and the accumulated depreciation allowed for subsidy purposes in previous years.

## 2. Common Passenger Plant

A key issue related to passenger-train discontinuance is the assignment of costs which are fixed in relation to individual passenger-train services but variable with a group of services or with the railway's passenger service in general. There are two broad categories of such costs. In the first category are the fixed costs of passenger facilities or operations which are used by a number of individual services but which could not be saved unless all of the services in the group creating the costs were discontinued. In this category are the fixed costs of stations, passenger yards, cleaning installations and regional passenger facilities. In the other category of costs are those common to all passenger services on the railway. This group of costs includes the central passenger department, advertising, schedule publication, ticket offices in major cities, and central passenger car shops.

The problem created by these costs was described by EBS as follows:

“At the outset, an important issue must be faced. The approach and treatment of costs would be different depending on whether one were studying the abandonment of all passenger service, or merely that of a particular train. If passenger service is regarded largely as an incremental operation superimposed on a system now basically designed for freight, there are a number of costs which must be included in the “actual loss” calculation which would not be involved in the variable costing of a given train. Windsor Station, for example, will continue to be

needed as long as any trains are run but not if there is no passenger service at all. Thus, elimination of one out of several individual trains might result in no variable station cost, but elimination of the last train would then show an enormous variable cost. In effect, each successive discontinuance will leave an increasing load of fixed passenger costs to be borne by the remaining passenger trains still in service."

EBS went on to recommend that the variable costs used to calculate the actual loss of passenger-train services should be defined in terms of passenger service as a whole. Costs of individual services would include a portion of the costs which are common to all passenger services but which do not vary with individual passenger trains.

The Governments of the Provinces objected to the EBS approach because it was based on two assumptions, first that passenger service in Canada is generally shrinking, and second that it is generally unprofitable. Counsel for the Government of Manitoba quoted data published by the Dominion Bureau of Statistics for the years 1961 to 1966 to show that while passenger miles and passenger revenues of Canadian Pacific had decreased, those of Canadian National, on the other hand, had increased considerably. He further stated that:

"... many people in Canada are still dependent on rail passenger service . . . I will not accept, and the Provinces do not accept, the bland statement that there is no role for the train, the railway, in the movement of people . . . we believe that the early demise of all passenger services is unwarranted, and cannot be relied upon as an alternative to resolving the technical problems of passenger-train costing. We recommend that the railways be required to determine the avoidable cost of a passenger-train service . . . by determination of the actual operations and facilities required only for the service, and thereby of the directly measurable expenses which would be avoided by terminating the service."

Counsel for the Government of Ontario was particularly concerned that the EBS approach appears to assume that all passenger services are unprofitable. He pointed out that if common costs were included in the actual loss calculation for a single unprofitable train operating in an otherwise profitable service area, the railways would be eligible for a subsidy which would include costs that would have been incurred regardless of whether the train in question had been discontinued. The result would be an inflated subsidy and an undue burden on the public treasury. In his words, "The fact that railways may apply for a large number of services does not justify a payment of an excessive subsidy for the maintenance of particular services."

In contrast with the Provincial position, Canadian Pacific strongly supported the inclusion of common passenger costs in actual loss calculations, but not for the same reasons as EBS. As Counsel for Canadian Pacific expressed it:

"I submit, with respect, that it does not matter one iota whether the passenger-train service, or the region, or the system is making or losing money. In every case the railway incurs costs in furnishing facilities, and so long as the railway

incurs more costs than revenues in furnishing a passenger-train service, all costs attributable to the service must be included in the actual loss calculations."

This approach is consistent with the Canadian Pacific view of costing for branch line abandonment, that the term "cost incurred", used in sections 314A and 314I, precludes any consideration of "avoidable costs".

### Findings of the Committee

The issue of whether to include common passenger costs in actual loss calculations revolves essentially around the question of what is being costed. If a single passenger-train service is the subject of study, then only the costs attributable to that service should appropriately be included in the loss calculation. If all the passenger-train services in a group of services are under consideration, then all costs attributable to that group should be included. Finally, if all passenger service on the railway is being considered, then the calculation should include all costs attributable to the total passenger service of the railway.

Section 314I (1) provides that passenger-train service means such train or trains as are capable of carrying passengers and are declared by the Committee to comprise a passenger-train service, and that costs for the actual loss calculation shall be the "costs incurred by the company in carrying passengers by the passenger-train service". It is the "passenger-train service" under review which is being costed.

In interpreting the words "costs incurred" in section 314I (1) of the Railway Act, the Committee finds that only variable costs can appropriately be assigned to an individual movement or service, and does not accept the inclusion in the actual loss calculation for a passenger-train service of any costs which are not variable with that service. Accordingly, the Committee disagrees with the recommendation of EBS that a portion of all common passenger costs be included as attributable to each individual passenger-train service for which discontinuance applications are made.

On the other hand, we are aware that the effect of this treatment will be to charge common passenger costs to the last train or trains in a service. Such costs do not become variable until discontinuance of the last train or trains in a service, and this fact should be reflected in the costing procedure. Accordingly, any common costs which are fixed in relation to individual passenger-train services, but variable with a group of such services, should be included in the actual loss calculation of the last passenger-train service in the group which generates the common costs in question. Costs which are attributable to the railway's total passenger service but which are fixed in relation to any individual service, or group of services, cannot be considered variable as long as the railway continues to operate passenger services.

The Committee, in deciding which passenger-train services are to be retained will want to consider the relative losses incurred by each of the services proposed for discontinuance, and will also want to consider the possibilities of reducing the common



costs of passenger service, consonant with the level of service deemed necessary. For this reason, the Committee will require a cost calculation showing the allocation of common costs among the group of services which generates them in determining whether to retain a passenger-train service.

Based on these considerations, the Committee will use the discretion granted in section 314J (7) to include or exclude "such items and factors relating to costs and revenues as to the Commission seem proper" in determining the extent to which some or all of the common costs should be borne by the public treasury to preserve necessary passenger services.

### 3. Feeder Services

Several of the parties raised the point that a narrow focus on a single passenger-train service might overlook the implications of discontinuance on the revenues of other services. As expressed in the Provincial submission:

"A train may have feeder and return value. Dropping a Quebec to Montreal train may reduce patronage on a train from Montreal to Toronto. Dropping a morning Quebec to Toronto train may reduce return journeys on an afternoon train from Montreal to Quebec. On the other hand, where there are several trains on one route or on parallel routes, dropping one train may not imply the loss of all the passengers; they may simply shift to the remaining trains.

Obviously, the economic effect on the railways of the discontinuance of a passenger train or trains must be measured by a comparison of revenue foregone and expenses avoided by the system, not merely by the train."

The Governments of the Provinces correctly recognize that the actual loss formula in section 314I precludes consideration of revenue or cost effects on other services. That section refers only to the costs and revenues of carrying passengers by the passenger-train service under consideration. The Provinces advocate that these effects be included in the "uneconomic" analysis under subsections (5) and (6) of section 314I.

We agree that the cost and particularly revenue effects on other services must be considered in reaching a decision to designate a service "uneconomic" and to permit discontinuance.

The potential importance of these revenue effects is sufficiently great that the Committee has decided that following the determination that an actual loss exists, the railways should submit a statement showing their estimate of the revenue and cost influence, if any, which the proposed discontinuance will have on any other passenger-train services within the Canadian railway system.

### 4. Non-passenger Services of Passenger Trains

The Governments of the Provinces also urged that consideration be given to the revenue and cost effects of mail, express and any other non-passenger services which are

performed by passenger trains. Again, there is a recognition that the actual loss formula, because it deals with the costs and revenues of carrying passengers, precludes consideration of these effects.

The Committee agrees that these influences, like those of connecting and substitute trains, can have an important bearing on both the "uneconomic" designation and the decision to discontinue. Accordingly, the Committee will require the railways to submit full details regarding the costs and revenues of non-passenger services operating on passenger trains and the disposition of such services in the event of discontinuance. This information should be supplied to the Committee when an application is made to discontinue a passenger-train service.

### COSTS OF OTHER THAN CLASS I RAILWAYS

There are four classes of railways subject to the jurisdiction of the Railway Transport Committee, and these are grouped as follows:

"Class I. Canadian National Railways and Canadian Pacific Railway Company and their related operations which are defined as Canadian rail operations.

Class II. Other carriers having average gross revenues of \$500,000 or more annually from Canadian rail transportation operations.

Class III. Other carriers having average gross revenues of less than \$500,000 annually from Canadian rail transportation operations.

Class IV. Other companies which report under the Railway Act, such as terminal, bridge, tunnel and pullman companies."

The costing problems outlined in other sections have particular reference to the Canadian National and the Canadian Pacific. The preponderance of such problems, however, would also apply to other railways in their submissions under the various sections of the Act.

Section 387B of the Railway Act, in directing the Committee to prescribe costs, makes no distinction as to the type and size of the railway; the duty to prescribe applies to all types and sizes.

Order No. 96404 of the Board of Transport Commissioners for Canada permitted the use of the Condensed Classification of Expense Accounts for Class II, Class III and Class IV carriers. This results in the books of the companies following it being less particularized than those of the Class I railways. Groups of expense items that are separately recorded for Class I railways become merged into one group for the smaller roads. For example, Ties which are recorded under account 212 for Class I become merged with five other items for the smaller roads under account 2202 "Maintaining roadway and track".

The remedy for this situation could be to repeal the condensed classification and apply a single classification to all railways. This would entail a much more elaborate

scheme of accounting than might be necessary for the normal functions of the railway concerned. Counsel for the Wabush Railway Company opposed such a procedure. That railway was the only Class II line participating in the Inquiry.

The obstacles to the formulation of cost factors lie more particularly within the field of variable costs. It is in this field that techniques such as regression analyses have been developed by the major companies and which the smaller may be unable to apply usefully, or may lack the means so to do. A suggestion was made during the Inquiry that regression data of the major railways be furnished to the smaller but was objected to by one of the major railways on the ground that it was not necessary in the public interest to reveal Class I railways' working figures to the other roads.

EBS reported that it analyzed a number of Class II railways and that it discussed the matter of costs with representatives of four of these companies in an effort to develop a workable procedure, but found so many variations in operating situations and kinds of records that no one acceptable formula could be adopted.

It was the opinion of EBS that consideration must be given to changing the accounting system to make it better suited to costing needs but that meanwhile costing for Class II railways be carried out on a case-by-case basis with full disclosure to the Committee of the methods and factors employed. EBS recommended that this procedure should prevail until some firm costing procedure is developed for Class II railways.

This is advice which the practicalities of the situation indicate the Committee should accept, yet we are not relieved by the Railway Act from the duty of prescribing the cost factors. Some initial measures must be adopted and as better procedures emerge the provisions of section 387B of the Act providing for change can be invoked.

It is clear that where costs can be directly ascertained for the smaller railways they are to be employed. For development of variable costs, the procedures for Class I railways should be employed and modified where necessary in the judgment of the Committee. The Committee must also apply its judgment in reviewing cost submissions of the smaller railways with the expectancy that it can do so with full knowledge of the procedures followed by the company concerned. In some instances, such as the jointly owned Class II line of Northern Alberta Railways, the unit costs of one of its parent line's unit costs should be used in variable cost determinations. Counsel for Canadian National Railways foresaw that this will require the selection to be made by the Committee, with which we agree.

It is not anticipated at this time that branch line abandonment is a matter of consequence in respect of Class II railways. Some parts of their systems may become the subject of branch line abandonment but not necessarily as a branch line is defined in section 314A (b) of the Railway Act.

It is more likely that the smaller railways will be involved with sections 314I and 314J, passenger-train service discontinuance; section 334, compensatory rates; and section 336, maximum fixed rates.

These contingencies make it necessary that the Committee prescribe a method of determining costs in compliance with the provisions of the Railway Act.

As an initial step until a more detailed method is developed, we will direct that costs of other than Class I railways be determined upon the following broad factors:

1. Direct costs should be used to the extent feasible;
2. Empirical adaptation of factors employed by Class I railways for other than direct assignment of costs should prevail;
3. Submissions to the Committee of detailed cost statements should be accompanied by full disclosure of the methods and factors applied in each case as it arises;
4. The Committee will review such cost data and make such adjustments as it deems necessary.

Disclosure of cost information of Other than Class I railways will be ordered on the same principles as the Committee employs for Class I railways.

### COSTING MANUALS

During the hearing, W. B. Saunders of EBS recommended that the Cost Order to be issued should not include descriptions of the actual costing procedures of the railways.

He recommended that instead, each railway be required to file, as a document supplementary to the Cost Order, a complete description of the methods and procedures for applying the principles contained in the Cost Order.

The recommendations of EBS in this respect were accepted in principle by all parties but some were of the opinion that such descriptive matter referred to herein as a "Costing Manual" should not be adopted for use in costing without the Committee's prior approval thereof; others suggested that the Costing Manuals should be developed by the Committee as part of the Cost Order.

In our consideration of these suggestions, we are impressed not only with the desirability but also the necessity for such a Costing Manual. Section 387B of the Railway Act requires us to prescribe "items and factors" and we have done so in the Cost Order; the Act, however, does not similarly obligate us to prescribe the methods or procedures for applying such items and factors.

We recognize that it is essential for all concerned to be aware of the methods and procedures and that such methodology be in conformity with the regulations prescribed pursuant to section 387B. We also recognize that there can be no departure from the principles contained in the Cost Order through the medium of some provision in the Costing Manuals, nor can proposed amendments to the Costing Manuals suspend any proceedings pursuant to the Railway Act and the Cost Order.

Where it becomes necessary to amend the Cost Order, the statutory procedure is laid down by subsections (2) to (5) of section 387B of the Railway Act, but, as methods of costing are subject to change as new and better procedures are developed, the Committee anticipates there will be occasions when it becomes desirable to amend a Costing Manual. We contemplate such changes in methodology being made from time to time, subject to certain safeguards without involving the statutory procedure in section 387B. Should a proposed amendment to a Costing Manual involve a change in the Cost Order, there would of necessity have to be compliance with the requirements of the Act concerning such change.

The preparation and submission to the Committee of cost data is essentially a function of the railway and the Committee is of the opinion it is reasonable to require the railway to describe fully its methods of determining the costs it submits. We consider it is essential that such descriptions be initiated by the railways but that the Committee maintain supervision and control thereof.

The Committee will, therefore, direct each Class I railway to prepare and file with the Committee a Costing Manual containing complete descriptions of the methods and procedures of costing which it follows. Such filing will be required within 30 days from the date the Cost Order takes effect.

One copy of such Costing Manual will be furnished to each of the parties who entered appearances at the hearing during this Inquiry. Within such period of time from the date of transmission of these copies to parties of record as the Committee may direct, such parties may submit, in writing, to the Committee any views they desire to express concerning such Costing Manuals. Upon the expiration of such period, the Committee will confirm the filing of the Costing Manuals, subject to any changes it deems necessary.

Upon the confirmation of the filing of Costing Manuals, no changes in them will be allowed except by leave of the Committee.

### THE COST ORDER

This section concerns the Cost Order that is prescribed by the Committee pursuant to section 387B of the Railway Act.

It is necessary that the Committee give consideration to its Cost Order in relation to the Board's Cost Order and the changes in it that result from the Inquiry.

In the first section of these reasons, the Committee reviewed the history of the Inquiry. It began with the enactment of the Board's Cost Order, which was followed by the appeal of the Governments of the Provinces of Alberta, Manitoba and Saskatchewan to the Governor-in-Council pursuant to section 53 of the Railway Act. We also reviewed the circumstances surrounding the commencement of this Inquiry after many meetings and discussions between the Committee and the various parties in interest. It is necessary to refer to some of these matters again.

Section 387B (1) of the Railway Act directs the prescription, by regulations, for any of the purposes of the Act, of the items and factors which shall be relevant in the determination of costs. To meet this requirement, the Board of Transport Commissioners issued Order No. 123994 on April 5, 1967, the Board's Cost Order.

Subsections (2), (3), (4) and (5) of section 387B anticipate change in the cost regulations, and these provisions contain the procedure that must be followed when amendments are proposed, either by the Committee or by others.

Subsection (2) of section 387B (and the procedure laid down by subsections (3) and (4)) govern amendments to the cost regulations initiated by the Committee, and gives a statutory right to any transportation company, organization, provincial authority or municipal authority to submit its views and recommendations concerning such amendments to the Committee, if need be at public hearings called for the purpose.

Subsection (5) of the section provides the means whereby persons other than the Committee may propose amendments to the cost regulations with the assurance that where their proposals are meritorious they will be considered and, in a proper case, acted upon after such public hearings as are desirable.

That the Board of Transport Commissioners had considered these provisions when it enacted Order No. 123994, is clear from the preamble to the Order itself:

“The cost regulations which are prescribed by . . . Order No. 123994 are of course the initial cost regulations and are not inflexible. There is provision in Section 387B, for the Board or the new Commission to amend the regulations and for proposals by other persons, also for amendments. The Board will welcome proposals to improve the regulations as experience with their application is gained or a need for change or addition becomes apparent. A measure of flexibility has been built into the present regulations in order to make them practical to meet day-to-day situations. They will also be kept under continuous review as cost methods and procedures develop and as suggestions are made respecting the regulations.”

Mention has already been made of the fact that the Board's Cost Order was appealed and that in dismissing the appeal, the Governor-in-Council confirmed its validity. The appeal is mentioned again here because of the significance of that part of the decision concerned with section 387B of the Act.

Order-in-Council P.C. 1967-2063, dismissing the appeal, set forth the main grounds on which the appeal was based:

1. The Board's Cost Order was made *ex parte* without affording parties interested in or affected by the Order to make representations and to be heard at public hearings at which all principles, factors and issues relative to the proper determination of the railway costs could be discussed and considered;
2. The Order was contrary to the spirit of the Railway Act as amended by the National Transportation Act; and

3. The Board failed to give consideration as it was required to do by section 387B of the Railway Act to the principles of costing adopted by the MacPherson Royal Commission in arriving at the conclusions contained in its report, and to later developments in railway costing methods and techniques and to current conditions of railway operations.

In support of these grounds, the appellants gave particulars of the alleged imperfections or inadequacies of the Board's treatment of certain specific items and factors of cost, i.e., Output Units, Road Maintenance, Signals, Freight Car Repairs, Traffic and General Expense and Cost of Capital.

The appellant Provinces asked the Governor-in-Council to rescind the Board's Cost Order and to direct that a new Cost Order be developed by the Commission after full and complete public hearings, or to restrict the Board's Cost Order to limited and interim use until a new Order could be developed after such public hearings.

The Governor-in-Council gave full consideration in Order-in-Council P.C. 1967-2063 to the grounds of appeal and the relief sought, and then said:

"And whereas it is further concluded the relief sought by the petitioners for the rescission of the said Order of the Board and for hearings to be held by the Board before promulgating new costing regulations is properly not one by way of an appeal to the Governor-in-Council pursuant to Section 53 of the Railway Act but by way of a proposal pursuant to subsection (5) of section 387B of the Act for amendment to the costing regulations as prescribed by the said Order of the Board.

Therefore, His Excellency the Governor-General in Council, on the recommendation of the Minister of Transport, hereby dismisses the appeal of the provinces of Manitoba, Saskatchewan and Alberta against Order No. 123994 of the Board of Transport Commissioners for Canada dated April 5, 1967, prescribing costing regulations."

The Committee recognized that because the Governor-in-Council said that the appellant Provinces had recourse to the procedure laid down by subsection (5) of section 387B, and because there were before the Governor-in-Council by way of appeal the substantive matters we have referred to, for decision on their merits, there were proposals for amendments to the Board's Cost Order which ought to be given consideration.

The procedure which the Committee followed throughout the Inquiry has been described elsewhere in these reasons. Details of steps taken to ensure the widest possible participation in the work of devising the new Cost Order have also been enumerated.

The Committee anticipated that the procedure which was followed would result in proposals coming forward from the railways, the Governments of the Provinces, and the other parties of record which would call for substantial changes in the Board's Cost Order as originally enacted in April 1967. Our expectations in this regard were more than fulfilled.

The form of the Cost Order which the Committee issues concurrently with these reasons requires some explanation. Prior to the commencement of the hearing, the parties of record filed their submissions and recommendations with the Committee. In addition, during the hearing three of the parties, Canadian Pacific, Canadian National and the Governments of the Provinces, filed Exhibits CP-5, CN-2 and P-3, consisting of the new Cost Order in the form proposed by the party filing it.

In some cases, no change in the Board's Cost Order results from the material submitted. In the remaining cases, where changes have resulted, they have been consolidated with the continuing provisions from the Board's Cost Order, and, for clarity and ease of reference, Order No. R-6313 is issued and Order No. 123994 is rescinded.

### OTHER MATTERS

The purpose of these proceedings was to inquire into all the questions of railway costs arising out of the Board's Cost Order and the proposals and recommendations in the submissions of the parties. In these reasons, the Committee has considered all the proposals and recommendations that relate directly to the items and factors relevant in the determination of costs and has made its findings in respect of them.

However, there were three important matters raised by the Governments of the Provinces in their submission which do not come directly under section 387B of the Railway Act but that unquestionably relate to railway costs. These are Disclosure of Costing Information, Burden Studies and Uniformity of Costing Methods.

When the Inquiry began, the Committee said that it would welcome submissions on all cost-related questions and gave the parties the assurance that matters outside the confines of section 387B would be considered both at the hearing and in the findings of the Committee. In response to this assurance, these three matters were the subject of evidence and were fully argued at the hearing.

Burden Studies and Uniformity of Costing Methods are considered later in these reasons; our findings in respect of the Disclosure question are explained below.

### Disclosure of Cost Information

Disclosure of cost information requires an examination of section 387C of the Railway Act. Much of the hearing was devoted to the meaning of this section, which raised one of the more important and contentious issues the Committee had to consider in the Inquiry.

Section 387C of the Railway Act provides:

"387C. Where information concerning the costs of a railway company or other information that is by its nature confidential is obtained from the company by the Commission in the course of any investigation under this Act, such information shall not be published or revealed in such a manner as to be available for the use of



any other person, unless in the opinion of the Commission such publication is necessary in the public interest.”

Before exploring this issue in depth, it is necessary to deal with a preliminary question; what is the information that is governed by section 387C?

During the hearing the question was raised whether section 387C extends only to one category of information, i.e., cost information that is by its nature confidential or, instead, whether it includes two separate categories, information concerning costs and information that is by its nature confidential.

The point was fully argued and Counsel for Canadian Pacific and Counsel for the Government of Manitoba reached essentially the same conclusion, that there are two categories, and that the word “or” in section 387C is disjunctive and the section extends to all cost information coming into the hands of the Committee in the course of an investigation under the Railway Act and, by the same means, to all other information that is by its nature confidential.

The Committee agrees with this interpretation of section 387C. It is unnecessary for us at this time to explore further the range of possible meanings that might be ascribed to the expression “or other information that is by its nature confidential” because the only information with which we are here concerned relates to the costs of one or more railway companies.

As has been explained, the disclosure issue was placed squarely before the Committee by the Governments of the Provinces in their principal submission, Exhibit P-1. This submission asked the Committee to order what was described as reasonable disclosure of cost data. This would mean that disclosure of all except what might be called proprietary cost information would be the rule rather than the exception. The Canadian Trucking Associations and the Canadian Co-operative Wheat Producers, to mention only two of the other parties, expressed support for this general approach to the problem of disclosure.

The railways, on the other hand, took the position that if there was to be any disclosure at all it should be minimal. They supported their argument by an interpretation of section 387C of the Act which laid great stress upon the element of necessity which they urged must be clearly present in any case being considered by the Committee before disclosure could be ordered. Because Parliament, in enacting section 387C, had protected all cost information from publication except in the circumstances permitted, we were asked to accept the principle that secrecy in the matter of costs was the rule laid down by the Railway Act and that disclosure or publication should only be ordered in exceptional cases.

Counsel for Canadian Pacific was asked by the Committee whether he would extend this principle to the kind of cost information which had been freely circulated among parties interested in branch line abandonment or passenger-train discontinuance cases occurring prior to the enactment of the National Transportation Act and section

387C of the Railway Act. In answer, he said that whatever may have been the practice before the new legislation came into force, cost information contained in those submissions must be judged under the new legislation and in his submission such information is not subject to publication except when the Committee finds it necessary in the public interest.

It follows that cost data which were published for all to see in applications to abandon branch lines and discontinue passenger trains before the National Transportation Act came into force would now, in the railways' opinion, be subject to publication only in the exceptional circumstances in which they foresee the Committee exercising its discretion in favour of disclosure.

### Findings of the Committee

It would be a rare occurrence for information concerning the costs of railway companies to come into the hands of the Committee in some way other than through an investigation under one of the sections of the Railway Act. However, we have concluded that the time to deal with this question is when the meaning of the expression "in the course of any investigation under this Act" in section 387C is at issue in some future case, not as part of a general inquiry. The real question for present purposes is in what circumstances should we exercise our discretion in favour of disclosure of cost information.

During his main argument, Counsel for Canadian Pacific considered this question and concluded that the language of section 387C makes the power of the Committee to order disclosure very limited. Because the power of the Committee to order disclosure of cost information stems from the language used by Parliament in section 387C of the Railway Act, and because the extent of that power is central to the entire disclosure issue, the arguments of Canadian Pacific merit full consideration.

Counsel for the Company said:

"The second point I wish to note about section 387C is that it is perfectly clear in another aspect, and that is that it states first the general rule that confidential information shall be kept confidential. The statement is clear, and in my submission, completely unambiguous.

The section then provides for an exception to the rule: namely, that confidential information may be published if, in the opinion of the Commission, such publication is necessary in the public interest."

Later he added:

". . . but in considering what is necessary in the public interest, Mr. Chairman, I submit that the starting point must always be the plain fact that Parliament, in enacting the general rule as to confidentiality in section 387C, stated clearly the public interest requires that confidential railway information be kept confidential, except in the exceptional case. To argue the opposite would be to argue that

Parliament deliberately enacted a general rule contrary to the public interest . . . It is thus clear that Parliament in passing these new sections which introduced a cost-oriented concept of regulation in certain areas, enacted section 387C for the precise purpose of protecting the confidentiality of costs and other information which would be furnished to the Commission in connection with those sections."

At this point Counsel for Canadian Pacific was asked by the Committee whether the word "necessary" stood alone for purposes of interpretation of section 387C, or whether it took its colour from the words "in the public interest" that follow it. Counsel replied:

"I have no hesitation in saying that it would be unfair to stop in the section after the word 'necessary', but I would respectfully submit that what the Commission must find is not just that it might be in the public interest to publish that information, but that the public interest cannot do without publication. This is what, in my submission, the words 'necessary in the public interest' mean."

By this argument, Counsel for Canadian Pacific asked us to conclude that Parliament had laid down a rule of secrecy in respect of railway costs, and that this rule is to be enforced more often than not. We cannot find any such meaning in the language used by Parliament in section 387C of the Railway Act. Section 387C simply says that disclosure of cost information may be ordered when the public interest makes it necessary, but in all other cases it is not to be published.

This conclusion is not markedly different in effect from the one that was urged upon us by the Governments of the Provinces and other like-minded parties. They said that we ought not to interpret section 387C narrowly because it gives the Committee a broad discretion.

We have concluded that in any given case it is for the Committee to say whether disclosure is necessary in the public interest and there is no restriction placed on the Committee by section 387C on what matters it may take into account in making such a decision. There are, of course, limitations imposed by the law upon the exercise of a discretionary power by a body such as the Committee, but, subject to them, it alone has the authority to make the decision.

In a case involving certain powers of the Board of Transport Commissioners under the Railway Act, Chief Justice Duff expressed the principle which, in the opinion of the Committee, applies to the question: when is it necessary in the public interest to order disclosure?

"The law dictates neither the order to be made in a given case nor the considerations by which the Board is to be guided in arriving at the conclusion that an order, or what order, is necessary or proper in a given case. True, it is the duty of all public bodies and others invested with statutory powers to act reasonably in the execution of them, but the policy of the statute is that, subject to the appeal to the Governor-in-Council under section 52, in exercising an administrative discretion

entrusted to it, the Board itself is to be the final arbiter as to the order to be made.”: Duff C.J.C. in *Canadian National Railways vs Bell Telephone Company et al* (1939) S.C.R. 308 at 315; (1940) 50 C.R.T.C. 10 at 17.

As Counsel for Canadian Pacific himself said, the new sections of the Railway Act introduced a cost-oriented concept of regulation, and it is against this background that the Committee must exercise its power to order disclosure of information concerning the costs of railway companies whenever the necessities of the public interest demand it.

We have, accordingly, considered what matters must be taken into account when the Committee is deciding whether disclosure of cost information is necessary in the public interest.

In the declaration of the National Transportation Policy contained in section 1 of the National Transportation Act, it is stated as one of the objectives of that Policy that:

“... each mode of transport, so far as practicable, receives compensation for the resources, facilities and services that it is required to provide as an imposed public duty.”

This principle is carried forward into the Railway Act and is to be found first and foremost in section 469. This section provides for the payment between 1967 and 1974 of subsidies to the railways totalling \$488,000,000 on the reducing annual balance of “normal payments” set out therein.

Sections 314A to 314J of the Railway Act contemplate that in some circumstances branch lines and passenger-train services may be retained in operation in the public interest, and the railways that are required to continue them in operation are entitled to claim annually from the public treasury the actual losses they incur. It is probable that payment of these claims may in some years exceed the “normal payments” provided by section 469, particularly when they have declined as 1974 approaches, or after 1974 when they have completely disappeared. It is important to note that the basis for calculation of the amounts of these claims is the actual loss incurred by the line or service and this loss is the amount by which the cost of operating the line or service exceeds the revenue it earns.

Sections 314A to 314J of the Railway Act contain the new principles which govern applications by the railways to abandon branch lines and to discontinue passenger-train services. The determination of the cost of operation of any given line or service is critical to the decision whether to abandon or discontinue. In the first place, the Committee has no power to authorize the abandonment of a line or the discontinuance of a service unless there is an actual loss. And in the second, the magnitude of the actual loss will be a very important factor in deciding whether that line or service should be abandoned or discontinued.

In the context of abandonment and discontinuance applications, it has often been argued, as indeed it was during the hearing, that without some reasonable disclosure of

cost data the parties to the proceedings, other than the railways, are at a serious disadvantage because all of the facts in the case are not available to them.

The Committee believes that this argument applies with equal force to rate cases, particularly when it is dealing with a complaint under section 334, that a rate is non-compensatory. And it is not just a matter of the advantage of one party over another in adversary type proceedings before the Committee. Translated into the process whereby cost determinations are made, whether in rail rationalization or in the examination of individual rates, the absence of reasonable access to railway cost data has other implications.

The effect of an abandonment or a discontinuance in one community or region may well be widely different from its effect in another. In every one of these cases the decision of the Committee is based on a cost determination which must then be applied to the needs and requirements of the locale in which it is to take effect. It is important that the Committee have the full benefit of the local or regional point of view on any such issue that is before it for decision. Unless those who represent that point of view have a reasonable opportunity to analyze the significant data bearing upon the issue, and make their arguments accordingly, it is difficult to see how the Committee can make a decision with the assurance that the relevant economic and social implications have been taken fully into account.

When it is recognized that the process just described will most often involve a public hearing, the Committee believes that reasonable disclosure of cost information is essential. Without disclosure in favour of the people most directly affected, the Committee does not have the full benefit of their participation, nor do they have an adequate appreciation of the implications of the Committee's decision.

The present Inquiry is a case in point. These proceedings which are now ending have throughout been conducted on the basis that the railways, the Governments of the Provinces and the other interested parties were themselves making proposals for the betterment of the science and art of cost determination, and while about two months were occupied in formal hearings at which evidence and argument were heard, the work of the technical committee which preceded the main hearings was every bit as important a part of the Inquiry. The Inquiry, from beginning to end, benefited from the full participation of everyone involved, and this was made possible by reasonable disclosure of cost data by the railways to EBS and all of the other parties of record who took part in the Inquiry or appeared at the hearing. The Committee is firmly of the opinion that the disclosure of cost data to the extent it was made was of vital importance to the success of the Inquiry.

It is true that the Committee could have required the railways to make cost data available to it alone and could then have proceeded to conduct the Inquiry with the assistance of its consultants. But the fact that much cost information was made freely available by the railways to others ensured that the results of mature consideration of the

railway costing problem by the ten Provincial Governments, the representatives of the Western wheat pools and the trucking industry, and all the other interests were made available to the Committee.

All of these considerations have persuaded the Committee that reasonable disclosure of cost information is necessary in the public interest where cost determination is required of the Committee by the Railway Act. We are confirmed in this opinion after considering subsections (2), (3), (4) and (5) of section 387B of the Act, which provide collectively for the procedure to make changes in the cost regulations. The Committee does not think it would be an effective way of bringing about later changes in the cost regulations, either through amendments proposed by the Committee itself or by reason of proposals advanced by someone other than the Committee unless there is reasonable disclosure of cost information such as took place in this Inquiry. Indeed, it seems to the Committee that a proposal for an amendment to the cost regulations in the future by a party other than the railways would be unlikely unless the public had reasonable access to railway cost information because there would be little or no basis on which such a proposal for change could be founded.

During the hearing it was suggested by the Governments of the Provinces that the Cost Order which is to be issued ought to contain a general direction prescribing the nature and extent of disclosure of cost information. The railways argued strongly against any such general direction on the main ground that to do so would be to negate the intent of section 387C.

The Committee is of the opinion that it would be an unreasonable exercise of its power under section 387C to attempt at this time to direct the railways generally as to the information concerning costs that should be published. The Cost Order that is to be issued stems from section 387B of the Act and should be confined to the items and factors relevant in the determination of costs and should not contain regulations dealing with other matters. And any such general direction would fail to take into account one element of the public interest that has not been mentioned.

Unquestionably, there is cost information in the possession of the railways to which the Committee has access but which ought not to be published as being proprietary in nature and whose disclosure would do the railways actual harm. Such information is normally provided to the Committee from the railways' working papers, and we do not think that it would be in the public interest to publish such information because the harm that could be done to them would far outweigh any short term advantage to parties to any proceedings involving a cost determination. At the same time, there is other cost information which should be made available to the public for the reasons stated earlier. But even this information may be subject to considerations which would persuade us to order a more limited publication or no publication at all in a particular case. It is not possible for the Committee to foresee all of the circumstances that might apply in the future and, accordingly, we have decided that there must be an opportunity for each case to be dealt with on its own merits at the time it arises.

Concurrently with the issue of the Cost Order, the Committee will prescribe the cost information that is to be published in respect of applications for abandonment of branch lines and discontinuance of passenger-train services. This it will do under its power to make regulations concerning the form and content of abandonment and discontinuance applications in sections 314B and 314I and to order disclosure of railway cost information under section 387C.

The extent to which information concerning railway costs governed by section 387C will be published as part of the principal conclusions of the Committee's report made under section 314B (4), or in explanation of any finding of actual loss following the filing of an application to discontinue a passenger-train service pursuant to section 314I (9), is a question that will be decided when the report is being prepared or the finding of actual loss has been made.

Sections 334 and 336 of the Railway Act create a special problem relative to disclosure of cost information.

Section 334 requires that all freight rates shall be compensatory and subsection (5) of that section leaves it open to any person to bring to the Committee by way of complaint or otherwise, information "... containing *prima facie* evidence that a freight rate . . . is not compensatory". In such case the Committee must conduct an investigation to determine whether such rate is compensatory.

Since to be compensatory a freight rate must exceed the variable cost, as determined by the Committee, of the movement of the traffic concerned, the Committee's investigation involves information concerning railway costs which will be governed by section 387C.

From the standpoint of the complainant, this raises two fundamental questions relating to disclosure. How can he obtain *prima facie* evidence that the rate is not compensatory without access to cost information, and to what extent should cost information developed by the Committee in its investigation based on his complaint be made available to him?

The Committee is satisfied that there is already abundant data provided within the Waybill Analyses and in the published tariffs to afford the comparisons of rate characteristics needed for a *prima facie* case against an allegedly non-compensatory rate, and that publication of cost information is unnecessary for that purpose. However, should this prove not to be the case, the Committee will reconsider the matter.

Once a *prima facie* case has been established, the need to disclose cost information developed from the investigation of allegedly non-compensatory rates does not appear to be different in principle from that of disclosing such information in cases of abandonment of branch lines or discontinuance of passenger-train services. At the same time, the Committee recognizes that effective disclosure in a case under section 334 could in some circumstances involve proprietary cost information whose publication could cause actual harm to the railway. And, although any captive shipper is free to apply under

section 336 for the range of a fixed rate without involving any attempt on his part to develop a cost study, the same problem relative to disclosure could arise as an application under this section is being decided.

The question of disclosure in rate cases was only touched on in argument during the hearing and needs to be explored further, particularly by the railways. Accordingly, the Committee will make no decision concerning the extent to which cost information will be disclosed in cases under sections 334 and 336 of the Railway Act until the circumstances in applications under these sections can be assessed.

### Burden Studies

The term "Burden Studies" is a colloquial description of a publication of the Interstate Commerce Commission of the United States showing the relationship of revenue to variable cost and variable plus an apportionment of constant railway costs for each significant class of commodities moving within or between major rate territories of the United States. Such studies not only indicate the relationship between rates and costs but also the extent to which such traffic contributes to the transportation "burden" of fixed costs which cannot be directly assigned to specific movements.

During the hearing it was suggested that similar studies be undertaken and published for rail movements within Canada.

The Governments of the Provinces, Wabush Mines and its associated railways, Algoma Steel Corporation, and Canadian Trucking Associations supported this suggestion, whereas Canadian National, Canadian Pacific and EBS opposed the recommendation.

The Provincial position was that such studies would indicate regional and commodity differences in contribution to rail overheads, which differences play a significant role in the development of key industries and areas. The Wabush group considered that such information would enable a shipper to test whether an application should be made for a fixed rate under section 336 of the Railway Act. Algoma Steel Corporation stated a possible interest in the measure of compensation within a rate and in applications under section 336. Canadian Trucking Associations suggested that such burden studies would provide information which would indicate whether a *prima facie* case could be made as to the compensatory level of a rail rate instituted in competition with highway transport.

In general, the two railways took the position that burden studies, if made public, would be at variance with the policy of confidentiality which they said now prevails and the Railway Act preserves; that the National Transportation Act envisages free and unrestricted competition; that the Railway Act provides all necessary controls in respect of non-compensatory rates or carriers who take advantage of a monopoly situation; and that it would be manifestly unfair to subject only a railway to exposure of its costs which would limit its ability to negotiate with shippers.



EBS recommended against the adoption of burden studies on the ground that they only develop average costs from broad system-wide data. The application of these average costs to specific traffic produces the inherent and fundamental error in logic of making apparently precise revenue and cost comparisons from data which by their nature could yield nothing of the sort. The publication of such averages by the Committee might encourage this erroneous procedure.

### Findings of the Committee

Earlier in these reasons we discuss the question of disclosure of cost information.

While some assistance may be rendered by burden studies, the task of producing and maintaining them is one of major proportions, and the results would be of doubtful validity for the purposes for which they are sought.

As we have already said, there is abundant data provided within the Waybill Analyses and in the published tariffs to afford the comparisons of rate characteristics needed for a *prima facie* case against an allegedly non-compensatory rate. The absence of burden studies will not deny to a complainant the ability to produce *prima facie* evidence pursuant to section 334 of the Railway Act. In so far as applications under section 336 are concerned, any captive shipper is free to apply for the range of a fixed rate without involving any attempt on his part to develop a cost study.

Upon full consideration of the matter, we do not adopt the suggested issuance of burden studies.

### Uniformity of Costing Methods

Most of the parties to the Inquiry, except Canadian National and Canadian Pacific, criticized the Board's Cost Order because it does not provide for uniformity of costing methods and procedures.

### Position of the Governments of the Provinces

The Governments of the Provinces argued that the separate development of costing techniques by the costing staffs of the two railways has resulted in a lack of uniformity in cost finding. The operating technologies and environments of at least the two major railways are the same, therefore their costing practices should also be the same.

They further argued that the cost data of the two railways should be merged to produce useful composite unit costs upon which the Committee and the public can properly rely. Such composite unit costs would be far more than merely informative. Based on a larger sample, they would be more reliable than those developed separately by the two railways. Moreover, their publication would not reveal any actual data of either railway.

Mr. Banks, for the Provinces, when cross-examined by Counsel for Canadian Pacific, agreed that differences between the railways in gradient, passenger and freight mix, area

industrialization, and the provision of service to northern areas of Canada would have some effect on the operating environment of each railway. He then stated:

“All that the Provinces are suggesting in their reference to a common operating environment is that investigation of the possibility of developing common unit cost coefficients should proceed much further than it obviously has up to the present time. Whether resort to such a procedure will develop better unit costs than now available remains to be seen. Our position is firm only as to the point that it ought to be explored and it cannot be dismissed without investigation.”

Counsel for the Government of Manitoba said that uniformity in costing procedures is essential for the purposes of sections 314A to 314J, 317, 329, 334 and 336 of the Railway Act. He stated that there are still some important areas where uniformity in costing procedures between Canadian National and Canadian Pacific should exist, such as traffic expenses, general expenses and fuel costs. He suggested that the best available method should be adopted.

### Position of EBS

At the hearing, W. B. Saunders observed that in a number of cases the railways had agreed to use one common method rather than continue using separate procedures. He said:

“Now this costing procedure has been evolving rapidly in Canada. I think Canada is far ahead of the average United States railway — I should say the Canadian railways are far ahead of the average United States railway. The evolution has, if anything, tended to accelerate some of the studies that were made by the railways for their participation in the proceedings before the Royal Commission in 1960 and 1961. It was our feeling that establishing a formula or recipe which codified in advance all of the procedures would tend to stultify progress and, in the long run, would not be of benefit either to the railway: or, indeed, to the economy of Canada.”

In reply to a question by Counsel for the Government of British Columbia, Mr. Saunders said that he favoured general uniformity so far as uniformity is not inconsistent with the measurement of the facts. If the facts of operation are different, if the circumstances of operation are different in two railways, then those differences require different methods of cost determination. He said it would be a mistake to force uniformity just for the sake of uniformity alone.

### Position of Canadian National

Counsel for Canadian National argued that to impose uniformity for the sake of uniformity would in fact defeat the very purpose of this Inquiry by yielding untrue results for a railway contrary to its actual experience. Differences in the character of their operations, such as their grades, passenger and freight splits, services to heavily industrial areas as opposed to northern development areas, lead to the development of railway costs which are based on the operating factors peculiar to a particular railway.

In reply to a question by the Committee, Counsel agreed that the railways should be moving towards uniformity in costing procedures where it is feasible and possible, while having regard to the differences between them.

### Position of Canadian Pacific

Counsel for Canadian Pacific agreed with the opinions expressed by EBS. He said that one of the problems with uniformity arises out of differences in railway operations and that subsection (1) of section 387B of the Act specifically directs the Committee to have regard, to the extent that it deems it proper to do so, to current conditions of railway operation.

In dealing with a suggestion of the Provinces that Class I railways should combine their data for submission into a single sample of observations to produce a single set of coefficients, Counsel for Canadian Pacific said that such a single set of cost coefficients would not yield actual costs incurred by a railway, as required by the Railway Act.

### Findings of the Committee

There is general agreement among the parties that the railways should be moving toward uniformity in costing methods to the extent that it is feasible. The Committee is of the same view as these reasons bear out, and it will continue to require the adoption of uniform costing methods as and when it is practicable to do so.

The Committee does not agree, however, with the contention of the Provinces that unit costs derived from consolidated expense and output data for both railways would more reliably reflect the costs of each railway than unit costs developed by the railways individually. Furthermore, an imposed uniformity on every detail of cost finding would inhibit the development of further refinements in costing procedures and cost and operating data.

(Signed) D. H. JONES

(Signed) H. J. DARLING

(Signed) H. H. GRIFFIN

(Signed) A. S. KIRK

Dated at Ottawa, August 5, 1969.

*IN THE MATTER OF Order No. 123994 of the Board of Transport Commissioners for Canada, and*

*IN THE MATTER OF Sections 34 and 387B of the Railway Act.*

*File 49305.1*

**APPENDIX I**  
to  
**REASONS FOR ORDER**  
**Technical Committee**

Name	Address
W.B. Saunders, Richard C. Taeuber, Charles King, } Malcolm Burwash, Donald Deighton, Mervin Tosh, Jules Fortier, Q.C., } W.L. Nisbet,	EBS Management Consultants, Washington, D.C. U.S.A.  Railway Transport Committee, Canadian Transport Commission, Ottawa, Ontario.  Counsel, Department of Finance & Treasury Board, Ottawa, Ontario.
R.K. Joyce,	Director, Economic Development Division, Department of Finance, Ottawa, Ontario.
R.A. Fleming,	Financial Officer, Economic Development Division, Department of Finance, Ottawa, Ontario.
Jacques Fortier, Q.C.,	Counsel, Department of Transport, Ottawa, Ontario.
Alex Campbell,	Chief, Budget and Financial Analysis Division, Department of Transport, Ottawa, Ontario.
John Kennerley,	Director of Computer Operation, Department of Transport, Ottawa, Ontario.
John W. Channon,	Department of Agriculture, Ottawa, Ontario.

59 R.T.C.

Name	Address
R.J. Stavely,	Transportation and Public Utilities Division, Dominion Bureau of Statistics, Ottawa, Ontario.
J.J. Frawley, Q.C.,	Special Counsel, Province of Alberta, Ottawa, Ontario.
C.W. Brazier, Q.C.,	Counsel, Province of British Columbia, Vancouver, B.C.
Arthur V. Mauro, Q.C.,	Counsel, Province of Manitoba, Winnipeg, Manitoba.
V.M. Stechishin,	Canada Transportation Service, Winnipeg, Manitoba.
L.J. Hayes,	Counsel, Maritimes Transportation Commission, Moncton, N.B.
Craig S. Dickson,	Executive Manager, Maritimes Transportation Commission, Moncton, N.B.
David M. Duncan, Q.C.,	Counsel, Province of Ontario, Ontario Department of Transport, Toronto, Ontario.
Ernest A. Du Vernet, Q.C.,	Counsel, Province of Ontario, Toronto, Ontario.
Harman Banning,	Chief, Resources & Transportation Studies, Economic Planning Branch of Ontario Treasury Department, Toronto, Ontario.
D. Gordon Blair,	Counsel, Province of Saskatchewan, Ottawa, Ontario.
W. Keith Setter,	Economist, Economic Development Board, Legislative Building, Regina, Saskatchewan.
R.L. Banks,	Provincial Consultant, R.L. Banks & Associates, Inc., Washington, D.C. U.S.A.

Name	Address
George Dutton,	Provincial Consultant, R.L. Banks & Associates, Inc., Washington, D.C. U.S.A.
George H. Borts,	Provincial Consultant, Professor of Economics, Brown University, Rhode Island, U.S.A.
G.P. Miller, Q.C.,	General Solicitor, Canadian Pacific Railway Company, Montreal, P.Q.
J.P. Kelsall,            }	Canadian Pacific Railway Company, Montreal, P.Q.
Harvey M. Romoff,    }	
H.J.G. Pye,	
R.A. Bandeen,         }	Canadian National Railways, Montreal, P.Q.
W.G. Hanks,           }	
F. Wallace,            }	
William B. White      }	
John F. Howard, Q.C.,	Counsel, Wabush Lake Railway Company, Toronto, Ontario.
John Brown,	Wabush Lake Railway Company, Toronto, Ontario.
C.G. Dilts, Q.C.,	Counsel, Midland Railway Company of Manitoba, Great Northern Railway Company, Winnipeg, Manitoba.
L.L. VanZinderen,	Assistant to Comptroller, Great Northern Railway Company, St. Paul, Minn. U.S.A.
D. MacDougall,	Comptroller, Ontario Northland Railway, North Bay, Ontario.
G. Payne,	Ontario Northland Railway, North Bay, Ontario.
V.J. Pelletier,	General Auditor, Toronto, Hamilton and Buffalo Railway, Hamilton, Ontario.

Name	Address
Alan Scarth, Q.C.,	Counsel, Canadian Co-operative Wheat Producers Limited, Winnipeg, Manitoba.
R.H.D. Phillips,	Saskatchewan Wheat Pool, Regina, Saskatchewan.
Julian Thomka-Gazdik,	Counsel, Canadian Trucking Associations Inc., Montreal, P.Q.
A.K. MacLaren,	Executive Director, Canadian Trucking Associations Inc., Ottawa, Ontario.
Dr. R.K. House,	Consultant, Canadian Trucking Associations Inc., York University, Department of Economics, Toronto, Ontario.
James C. Doak, Q.C.,	Counsel, Manitoba Branch Lines Association, Virden, Manitoba.
S.K. Hitchcock,	Canadian Chemical Producers Association, Montreal, P.Q.
J.W. Foley, John S. Dunnet, R.E. Barron,	} Canadian Industrial Traffic League, Toronto, Ontario. Manager, The Canadian Manufacturers' Association, Toronto, Ontario.
A.E. Richards,	Manager, Traffic Section, Canadian Pulp and Paper Association, Montreal, P.Q.
L.A. Halsey,	Quebec, North Shore & Labrador, Iron Ore Company of Canada, Montreal, P.Q.
H.L. Griffin,	United Grain Growers Limited, Winnipeg, Manitoba.

## CANADIAN TRANSPORT COMMISSION

## ORDER NO. R-6313

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF section 387B of the Railway Act directing the Commission to prescribe by regulation items and factors which shall be relevant in the determination of costs for any of the purposes of the said Act:*

*File No. 49305.1*

WHEREAS section 387B of the Railway Act provides as follows:

(1) The Commission shall by regulation prescribe for any of the purposes of this Act the items and factors, including the factors of depreciation and the cost of capital as provided in subsection (1) of section 387A, which shall be relevant in the determination of costs, and, to the extent that the Commission deems it proper and relevant to do so, the Commission shall have regard to the principles of costing adopted by the Royal Commission on Transportation appointed by the Order-in-Council dated the 13th day of May, 1959, in arriving at the conclusions contained in the report thereof, and to later developments in railway costing methods and techniques and to current conditions of railway operations.

(2) When the Commission proposes to amend any regulations made under subsection (1), the Commission shall give notice of the proposed amendment in the Canada Gazette and in such additional publications as it deems desirable, and any transportation company, organization, provincial authority or municipal authority in Canada may, within twenty days from the day of the publication of the notice in the Canada Gazette,

- (a) request the Commission to hold hearings on the matter of the proposed amendment; or
- (b) give notice to the Commission that it intends to submit to the Commission views and recommendations on the matter of the proposed amendment, which views and recommendations shall be submitted in writing not later than forty days from the day of the publication of the notice in the Canada Gazette;

and the proposed amendment shall be brought into force not earlier than sixty days from the day of the publication of the notice in the Canada Gazette unless within the period



limited therefor by this subsection a request is received by the Commission to hold hearings, or a written submission is received by the Commission setting out views and recommendations, on the matter of the proposed amendment.

(3) Where a written submission seeking a change in a proposed amendment mentioned in subsection (2) is received by the Commission within the time limited therefor by that subsection and no request to hold hearings on the matter of the proposed amendment is received by the Commission within the time limited therefor by that subsection, the Commission shall allow a further period of thirty days for the circulation of the submission and the receipt of comments thereon; and the Commission may thereafter

- (a) bring the proposed amendment into force as originally proposed or as altered after receipt of the written submission and replies thereto, on a day fixed by the Commission; or
- (b) hold hearings on the proposed amendment.

(4) Where a request to hold hearings on a proposed amendment mentioned in subsection (2) is received by the Commission within the time limited therefor by that subsection, or where hearings are held under subsection (3) on the proposed amendment, the Commission shall

- (a) circulate any written submissions received pursuant to subsection (2) that have not already been circulated pursuant to subsection (3); and
- (b) hold such hearings as in its opinion are necessary to enable all persons who wish to do so to present their views to the Commission;

and thereafter the Commission may bring the proposed amendment into force, as originally proposed or as altered after such hearings, on a day fixed by the Commission.

(5) Where an amendment to a regulation made under this section is proposed by a person other than the Commission and the amendment has merit in the opinion of the Commission, the Commission shall circulate the proposal and replies thereto and, if the Commission considers it desirable to do so, the Commission may

- (a) bring the proposed amendment into force on a day fixed by the Commission, which shall not be earlier than ninety days from the day that the proposed amendment was received by the Commission; or
- (b) hold hearings on the matter of the proposed amendment and bring the proposed amendment into force, as originally proposed or as altered after such hearings, on a day fixed by the Commission.

WHEREAS the Board of Transport Commissioners for Canada, under its Order No. 123994 dated the 5th day of April, 1967, prescribed "Regulations Respecting Costs for the Purposes of Sections 314A to 314J, 317, 329, 334, 336, 387A and 387B of the Railway Act;

WHEREAS hearings were held for the purpose of permitting all interested parties to make submissions and express their views on Cost Regulations;

WHEREAS amendments to the Regulations prescribed under Order No. 123994 were proposed by parties who participated in meetings of a technical committee set up by the Canadian Transport Commission to inquire into Cost Regulations;

WHEREAS for reasons of greater clarity it is considered desirable to incorporate the amendments proposed to the Regulations prescribed by Order No. 123994 by consolidating them in a new Order rather than by promulgating separate amendments to such Regulations; and

UPON considering the submissions made and the evidence adduced at the hearings it is hereby ordered as follows:

The Regulations prescribed by Order No. 123994 dated April 5, 1967, and Order No. 123994 are rescinded and the following Regulations entitled "Regulations Respecting Costs for the Purposes of Sections 314A to 314J, 317, 329, 334, 336, 387A and 387B of the Railway Act" are prescribed in substitution therefor.

**REGULATIONS RESPECTING COSTS FOR THE PURPOSES OF  
SECTIONS 314A to 314J, 317, 329, 334, 336, 387A  
AND 387B OF THE RAILWAY ACT**

- |                                  |  |
|----------------------------------|--|
| Definitions                      | 1. In these Regulations,   |
| Committee                        | (a) "Committee" means the Railway Transport Committee of the Canadian Transport Commission.  |
| Branch Line                      | (b) "branch line" means a line of railway in Canada of a railway company that is subject to the jurisdiction of Parliament that, relative to a main line within the company's railway system in Canada of which it forms a part, is a subsidiary, secondary, local or feeder line of railway, and includes a part of any such subsidiary, secondary, local or feeder line of railway.  |
| Costs in relation to branch line | (c) "costs" in relation to a branch line means those costs, for purposes of calculating actual loss, which, allowing a reasonable period of time for adjustment to the new condition, would have been avoided or would be avoided by a company if, in any financial year, it did not maintain and operate the branch line, and did not incur the variable cost of carrying the traffic originating or terminating on the line irrespective of when or in what manner, or by whom such costs were incurred. |
| Passenger-train service          | (d) "passenger-train service" means such train or trains of a company as are capable of carrying passengers and are declared by an order of the Committee, for the purposes of Section 314I and Section 314J, to comprise a passenger-train service.   |

Costs in  
relation to  
passenger-  
train service

- (e) "costs" in relation to a passenger-train service means those costs, for purposes of calculating actual loss, which, allowing a reasonable period of time for adjustment to the new condition, would have been avoided or would be avoided in the carriage of passengers by the service if, in any financial year a company did not operate the service irrespective of when, or in what manner, or by whom such costs were incurred.

Factors to  
be given  
effect under  
section 336

2. For the purposes of these Regulations,
- (a) Cost of carriage of goods under Section 336 of the Act shall
- (i) be calculated on the basis of carloads of thirty thousand pounds in the standard railway equipment for such goods and such other weights as are required for purposes of determining a rate.
- (ii) be computed, on the basis of the costs of the lowest cost rail route, if the goods concerned may move between points in Canada by alternative route of two or more railway companies.

Basis of  
costs for  
purposes of  
sections 314A to  
314G and 314I  
to 314J

3. For the purposes of actual loss calculations under Sections 314A to 314G and 314I to 314J of the Railway Act "Abandonment and Rationalization of Lines or Operations", costs as defined in Section 1 of this order shall be based either on the expense accounts maintained under the Uniform Classification of Accounts for Common Carriers by Railway and accounts reconcilable therewith, or on such special studies of items and factors of costs as the Committee considers appropriate, except as follows:

Depreciation

- (1) In computing the costs of the undertaking of the company for the purposes of Sections 314E, 314G or 314J, there shall be included an allowance for depreciation on a periodic basis
- (a) that will reflect the annual decline in the net value that could be realized from the salvage of depreciable road property which the Committee is satisfied could or would be retired if the line were abandoned or the service discontinued, and which is required for continued operation; and
- (b) at rates approved under the Uniform Classification of Accounts applied to the book value of such other depreciable assets and of such new assets as the Committee is satisfied are required for continued operation of the line or service.

Cost of  
capital

- (2) In computing the costs of the undertaking of the company for the purposes of Sections 314E, 314G or 314J, there shall be included in the costs, for the last year of operation prior to abandonment of a line or discontinuance of a service which had previously been ordered retained, an allowance for depreciation on such new assets as the Committee is satisfied are required to comply with the order for retention. Such allowance for depreciation shall be equal to the undepreciated cost of such new assets calculated by deducting from the actual cost of the assets their salvage value and the accumulated depreciation allowed on them for subsidy purposes in previous years.
- (3) In computing the costs of the undertaking of the company for the purposes of Sections 314B or 314I, there shall be included an allowance for cost of capital as follows:
- (a) either
- (i) the rate of return on capital excluding any allowance for income tax, which, in the opinion of the Committee, is appropriate for Canadian Pacific Railway Company at the time the application is made, applied to the salvage value of the road property which the railway proposes to retire if the line is abandoned or the service discontinued, to an amount not exceeding the net book investment, computed on the basis of the group plan of accruing depreciation;
- or
- (ii) the rate of return on capital excluding any allowance for income tax, which, in the opinion of the Committee, is appropriate for the Canadian Pacific Railway Company at the time the application is made, applied to the net book investment of the road property which the railway proposes to retire if the line is abandoned or the service discontinued, provided the applicant railway can develop depreciation charges and net investment calculations acceptable to the Committee as reflecting the specific aging characteristics of the road property;
- (b) the rate of return on capital excluding any allowance for income tax, which, in the opinion of the Committee, is appropriate for Canadian Pacific Railway Company at the time the application is made, applied to the net book value of all other property which the Committee is satisfied is required in the operation of the line or service.

- (4) In computing the costs of the undertaking of the company for the purposes of Sections 314E, 314G or 314J, there shall be included an allowance for cost of capital as follows:
- (a) the rate of return on capital excluding any allowance for income tax which, in the opinion of the Committee, is appropriate for Canadian Pacific Railway Company at the time the computation is made, applied to the salvage value of road property which the Committee is satisfied could or would be retired if the line were abandoned or the service discontinued and which the Committee is satisfied is required for purposes of continued operation of the line or service, to an amount not exceeding the net book investment computed on the basis of the group plan of accruing depreciation;
  - (b) where the Committee is satisfied that investments in new assets are necessary for the continued operation of the line or service, there shall be applied to the net book value of such investments the rate of return on capital excluding any allowance for income tax which, in the opinion of the Committee, is appropriate for Canadian Pacific Railway Company at the time the investments in new assets are made;
  - (c) the rate of return on capital excluding allowance for income tax which, in the opinion of the Committee, is appropriate for Canadian Pacific Railway Company at the time the computation is made, applied to the net book value of all other property which the Committee is satisfied is necessary for continued operation of the line or service.

Categories of costs to appear in cost submissions

4. For the purposes of actual loss calculations under Sections 314A to 314G and 314I to 314J of the Railway Act "Abandonment and Rationalization of Lines or Operations", the following categories of costs shall be shown in the cost submissions, with a separation between 'labour' and 'material and other' cost, and, in the case of branch lines, a separation between on-line and off-line costs:
- (a) "Category I cost", being all expenses which can be directly identified with the branch line, or with the passenger-train service, through company records.
  - (b) "Category II cost", being transportation and maintenance expenses which would be avoided if the line were abandoned or the service discontinued and which are shared in

common with other traffic or other services, including the off-line costs of traffic originating or terminating on the branch line.

- (c) "Category III cost", being all other expenses which would be avoided if the branch line were abandoned or the passenger-train service discontinued which are not included in Categories I and II, including, where appropriate:

- (i) superintendence expense,
- (ii) traffic expense,
- (iii) general expense,
- (iv) communications expense,
- (v) non-revenue freight expense.

- (d) "Category IV cost", being the cost of capital calculated on the basis set forth in subsections (3) and (4) of section 3 hereof.

5. For the purposes of Sections 317, 329, 334 and 336, or for other purposes pertaining to rates for the carriage of goods,

Basis of costs for purposes of sections 317, 329, 334, 336

- (1) Costs shall be variable costs based either on the expense accounts maintained under the Uniform Classification of Accounts for Common Carriers by Railway and accounts reconcilable therewith, or on such special studies of items and factors of costs as the Committee considers appropriate, and shall include the increases or decreases in rail operations expenses resulting from changes in the volume of traffic, allowing a reasonable period of time for adjustment in view of the traffic to be handled.

Cost of capital

- (2) There shall be included in the variable costs an allowance for cost of capital based on a rate of return, including allowance for income tax, which in the opinion of the Committee is appropriate for Canadian Pacific Railway Company, applied to the variable portion of the net book value of the assets related to the movement of the traffic.

Categories of costs to appear in cost submissions

- (3) Variable cost shall be shown in the cost submissions separated between 'labour' and 'material and other' cost, in the categories identified in the Costing Manuals filed pursuant to any order of the Committee.

- Specific costs to be used whenever known
6. Whenever specific costs are known or can be readily determined from company records, such costs shall be used in lieu of averaged or allocated costs.
- Costing Manuals to be filed
7. Cost submissions made pursuant to this Order shall be prepared in accordance with such Costing Manuals as the Committee shall require.
- Information to be made available to the Committee
8. Railway companies shall make available to the Committee all unit costs, output units and other statistical and supporting information as required from time to time by the Committee in determining whether cost submissions are acceptable for purposes of the Act.
- Cost submissions by other than Class I railways
9. Cost submissions by railways other than Class I railways
- (1) Shall be based on direct costing to the extent feasible.
  - (2) Where feasible, an empirical adaptation of factors employed by Class I railways will be made for other than direct assignment of costs.
  - (3) Cost submissions shall be in the same form as those prescribed for Class I railways and shall be supported by a complete description of the methods and procedures used in determining output units and in assigning and allocating costs.
  - (4) For the purposes of Sections 314A to 314J, 317, 329, 334, 336, 387A and 387B of the Railway Act, the rate of return on capital proper for Canadian Pacific Railway Company in similar circumstances will be applied. When there is evidence that such application to Sections 314A to 314J of the Railway Act is not appropriate, a specific cost of capital shall be determined to reflect the individual characteristics of the railway to which it is to be applied.
- Applications under section 168
10. Applications for abandonment of any line of railway under Section 168 of the Railway Act shall be accompanied by a statement of costs and revenues, showing the actual loss incurred in the operation of such line of railway, prepared in the same manner as these regulations require for the purposes of actual loss calculations under Section 314B of the Railway Act, unless the Committee directs otherwise.

Effective  
date

11. These Regulations shall take effect on the 5th day of August, 1969.

Dated at Ottawa, this 5th day of August, 1969.

(Signed) C. W. RUMP,  
Secretary,  
Railway Transport Committee.



La Commission  
**Des Transports du Canada**

COMMISSION CANADIENNE DES TRANSPORTS

PAR SON COMITÉ DES TRANSPORTS  
 PAR CHEMIN DE FER

*AU SUJET DE l'ordonnance n° 123994 de la Commission des transports du Canada, et au sujet des articles 34 et 387B de la Loi sur les chemins de fer.*

**MOTIFS DE L'ORDONNANCE**

**TABLE DES MATIÈRES**

Partie	Page
Historique de l'enquête et de l'audition . . . . .	440
Pouvoirs de la Commission . . . . .	447
Domaines faisant l'objet d'un accord . . . . .	452
Dépréciation . . . . .	456
Coût du capital . . . . .	467
Autres facteurs de coût . . . . .	482
Attribution des unités de production . . . . .	503
Abandons d'embranchements . . . . .	513
Suppression de services de trains de voyageurs . . . . .	528
Frais des chemins de fer des classes autres que la Classe I . . . . .	535
Manuels de calcul des prix de revient . . . . .	537
L'Ordonnance sur les frais . . . . .	539
Autres questions . . . . .	542
Divulgarion de renseignements relatifs aux frais . . . . .	542
Études sur les charges . . . . .	550
Uniformité des méthodes de calcul des prix de revient . . . . .	552
Appendice I . . . . .	555
Ordonnance n° R-6313 . . . . .	560
59 R.T.C.	

La Commission  
**Des Transports du Canada**

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COMMISSION CANADIENNE DES TRANSPORTS

*AU SUJET DE l'ordonnance n° 123994 de la Commission des transports du Canada, et au sujet des articles 34 et 387B de la Loi sur les chemins de fer.*

*Dossier n° 49305.1*

Cause étudiée et entendue à Ottawa, entre le 5 février et le 14 novembre 1968, par le Comité des transports par chemin de fer de la Commission canadienne des transports.

DEVANT:

D.H. Jones	Président
H.J. Darling	commissaire
H.H. Griffin	commissaire
A.S. Kirk	commissaire

ONT COMPARU:

J.J. Frawley, c.r.	pour le gouvernement de la province d'Alberta
C.W. Brazier, c.r.	pour le gouvernement de la province de Colombie-Britannique
J.G. Alley	
A.V. Mauro, c.r.	pour le gouvernement de la province du Manitoba
Marshall Rothstein	
V.M. Stechishin	
D. Mitchell	
David Duncan, c.r.	pour le gouvernement de la province d'Ontario
Maurice Lacroix	pour le gouvernement de la province de Québec
D. Gordon Blair	pour le gouvernement de la province de Saskatchewan
J.F. Lemieux	
W.K. Setter	
L. Hayes	pour la Maritimes Transportation Commission représentant les gouvernements des provinces

J.S. Hafner	de Nouvelle-Écosse, du Nouveau-Brunswick, de l'Île-du-Prince-Édouard et de Terre-Neuve
Alan Scarth, c.r.	pour Algoma Steel Corporation
R.H.D. Phillips	pour la Canadian Co-operative Wheat Producers
John Dunnet	pour la Canadian Industrial Traffic League
J. Thomka-Gazdik	pour l'Association Canadienne du Camionnage Inc.
R.A. Nugent, c.r.	pour la Great Northern Railway et la Midland Railway of Manitoba
J.C. Doak, c.r.	pour la Manitoba Branch Lines Association
H.L. Griffin	pour la United Grain Growers Limited
A.E. Berry	
A.E. Cantin	
J.H. Howard, c.r.	pour Wabush Mines Wabush Lake Railway Arnaud Railway
Evan McCormick	pour la Chambre de commerce de Winnipeg
H.J.G. Pye	pour les chemins de fer Nationaux du Canada
T.W. Toward	
G.P. Miller, c.r.	pour la Compagnie de chemin de fer du
E.E. Saunders, c.r.	Pacifique-Canadien
T.G. Mathers	

### MOTIFS DE L'ORDONNANCE

#### PAR LE COMITÉ DES TRANSPORTS PAR CHEMIN DE FER:

Les présents motifs se rapportent aux règlements concernant les principes et les techniques de calcul des prix de revient des chemins de fer qui relèvent de la Commission canadienne des transports (la "Commission") et qui doivent être prescrits conformément à l'article 387B de la Loi sur les chemins de fer.

Le résumé ci-après est donné dans le but d'aider à comprendre le déroulement des événements qui ont conduit à l'audition qui s'est terminée récemment.

La Loi nationale sur les transports (14-15-16 Elisabeth II, c. 69), sanctionnée le 9 février 1967, définit la politique nationale des transports et, *entre autres*, établit de nouvelles dispositions dans la Loi sur les chemins de fer.

La Loi nationale sur les transports est divisée en plusieurs parties et il y est prévu que ces parties ou sections particulières entreront en vigueur par proclamation. La Commission elle-même a été créée le 19 septembre 1967 par la proclamation de la Partie I et de la majeure partie de la Partie VI.

La Partie V, qui s'applique aux chemins de fer et qui renferme de nombreuses modifications à la Loi sur les chemins de fer, est entrée en vigueur par proclamation le 23 mars 1967; et, à cette date, l'ancienne Commission des transports du Canada est devenue responsable de son application conformément à l'article 92 de la Loi nationale sur les transports:

“92. Si les Parties II, III et V, ou une ou deux d'entre elles, entrent en vigueur avant le jour d'entrée en vigueur de la Partie I, toute mention de la Commission canadienne des transports dans la ou les Parties ainsi en vigueur, sera réputée être une mention de la Commission des transports du Canada jusqu'à l'entrée en vigueur de la Partie I.”

Parmi les dispositions établies par la Partie V se trouvait celle de l'article 387B de la Loi sur les chemins de fer dans sa forme modifiée stipulant que les articles et facteurs pertinents à la détermination des frais pour l'une quelconque des fins de cette loi soient prescrits par règlement. C'est en vertu de cette disposition statutaire que la Commission a prescrit les règlements énoncés dans son ordonnance n° 123994 rendue le 5 avril 1967 (“ordonnance de la Commission sur les frais”).

Le même jour, soit le 23 mars 1967, où cette Partie V de la Loi nationale sur les transports était proclamée, le décret C.P. 1967-570, rendu en vertu de l'article 314G de la Loi sur les chemins de fer, désignait les embranchements dont l'exploitation devra se poursuivre au moins jusqu'au 1<sup>er</sup> janvier 1975. A la même date, le décret C.P. 1967-569 (depuis lors remplacé par le décret C.P. 1968-1874) prescrivait les règlements relatifs aux demandes d'abandon de lignes de chemin de fer, conformément à l'article 168 de la Loi sur les chemins de fer, autres que les lignes mentionnées dans le décret C.P. 1967-570. En résumé, les règlements susmentionnés s'appliquaient seulement aux demandes en suspens auprès de la Commission à la date de la promulgation du décret C.P. 1967-569.

À la date de la promulgation du décret C.P. 1967-569, 53 demandes d'abandon d'embranchement étaient en suspens auprès de la Commission, dont 46 se rapportaient à des lignes de l'ouest du Canada. Six de ces demandes avaient été entendues mais les décisions n'avaient pas été rendues. Aucune de ces demandes en suspens ne concernait des lignes faisant l'objet d'une interdiction d'abandon et désignées par le décret C.P. 1967-570.

Étant donné que les règlements édictés par le décret C.P. 1967-569 spécifiaient qu'à l'égard de ces demandes, la Commission doit examiner les questions mentionnées au paragraphe (3) de l'article 314C de la Loi sur les chemins de fer et que les dispositions de cet article comportent le calcul de la perte réelle et d'autres facteurs, et à cause des exigences des articles 334 et 336 de la Loi sur les chemins de fer, la nécessité d'une

formule de calcul des prix de revient était évidente et l'ordonnance de la Commission sur les frais était considérée nécessaire.

Le 1<sup>er</sup> août 1967, les gouvernements des provinces d'Alberta, du Manitoba et de Saskatchewan, en vertu des dispositions de l'article 53 de la Loi sur les chemins de fer, présentèrent une requête au gouverneur en conseil pour qu'il rescinde l'ordonnance et ordonne qu'aucune autre ordonnance relative au calcul des prix de revient ni aucune mesure en découlant ne soit entreprise avant que la Commission, à la suite d'audiences publiques complètes et entières, ait rendu une nouvelle ordonnance, ou d'exiger, si l'ordonnance était maintenue, qu'elle ne s'applique pas aux cas importants d'intérêt public ni aux demandes d'abandon qui concernent les provinces des Prairies.

L'appel a été rejeté par le décret C.P. 1967-2063 du 31 octobre 1967 qui mentionne les raisons principales de l'appel et les commente longuement. Les motifs du rejet de l'appel sont discutés longuement plus loin dans les présents motifs, mais, en résumé, ils sont les suivants:

1. La mise en vigueur de la Partie V de la Loi exigeait que la Commission prescrive des règlements sur le calcul des prix de revient.
2. La Commission n'était pas obligée de tenir des audiences relativement à l'établissement initial desdits règlements, mais la Loi sur les chemins de fer prévoit la tenue d'audiences relatives à tout projet de modification à y apporter, procédure que les appelants n'ont pas choisi de suivre.
3. Les règlements établis par l'ordonnance sont des règlements valides et ne sont pas contraires à l'esprit de la Loi sur les chemins de fer dans sa forme modifiée, et la Commission s'est conformée aux dispositions pertinentes de la Loi.

Le 8 août 1967, la Commission convoquait, à Winnipeg, une conférence préalable à l'audience en vue d'examiner les plans de l'audition des demandes d'abandon d'embranchements en suspens. Il y eut opposition à ce que la Commission des transports du Canada dirige toute procédure d'abandon, étant donné la création imminente de la Commission canadienne des transports.

À la suite de sa création le 19 septembre 1967, la Commission canadienne des transports décida de mettre en œuvre un engagement du ministre des Transports et tint une audience publique sur l'élaboration des règlements relatifs au calcul des prix de revient; elle décida aussi de retenir les services d'un expert-conseil afin d'obtenir un avis indépendant d'expert.

Les services de l'*EBS Management Consultants, Inc.* ("E.B.S.") de Washington, D.C., furent retenus et le gérant-général de cette maison à l'époque (son vice-président actuel), M.W.B. Saunders, un personnel à l'appui, travailla en association avec le Comité des transports par chemin de fer (le "Comité") de la Commission canadienne des transports.

Conformément à l'article 17 de la Loi nationale sur les transports et aux Règles générales de la Commission, le Comité assumait la responsabilité d'effectuer une enquête

complète relativement aux frais ferroviaires, comprenant une audience publique qui aurait lieu à une étape appropriée.

Vers la fin de novembre 1967, le Comité eut des rencontres officieuses avec des représentants des chemins de fer Nationaux du Canada et du chemin de fer du Pacifique-Canadien, des représentants des gouvernements provinciaux, du commerce des grains de l'Ouest, de l'Association Canadienne du Camionnage Inc. et d'autres parties intéressées, afin de discuter avec eux de la procédure à suivre au cours de l'enquête et de connaître leur avis sur la manière de mener à bonne fin ses travaux. Le but de ces réunions était aussi d'examiner l'horaire projeté, étant donné que le Comité prévoyait alors que l'enquête serait terminée au cours de l'hiver de 1968.

Durant les mois de décembre 1967 et janvier 1968, le Comité eut des consultations continues avec M. Saunders et ses associés, ainsi qu'avec des représentants des différentes parties qui avaient indiqué leur intention de participer à l'enquête. La procédure que le Comité a suivie au cours de l'enquête a été élaborée durant cette période.

Reconnaissant la complexité du problème auquel il avait à faire face et l'effet que son ordonnance aurait sur les mesures subséquentes qui seraient prises en vertu de la Loi sur les chemins de fer et dans lesquelles les frais ferroviaires seraient un facteur, le Comité assigna à M. Saunders la tâche de former un comité officieux d'experts sur les frais, comprenant des experts du personnel du Comité, des chemins de fer et des gouvernements provinciaux, ainsi que des experts associés au commerce des grains, à l'industrie du camionnage et à d'autres groupes intéressés. C'est ce groupe d'experts qu'on a appelé le comité technique. Les présents motifs seraient incomplets si l'on ne reconnaissait pas la valeur et l'efficacité des travaux des personnes qui formaient le comité technique et qui ont aidé à l'exécution de cette tâche. Leurs noms et les organisations qu'elles représentent sont, par conséquent, donnés dans l'Appendice I des présents motifs.

Le comité technique avait deux objectifs principaux; premièrement, aider à rassembler toutes les données de travail, à la fois pertinentes et disponibles, qui se rapportent aux frais ferroviaires et, en second lieu, définir pour le Comité des transports par chemin de fer les questions en cause, notamment celles sur lesquelles il y avait accord, celles au sujet desquelles on avait convenu de la nécessité de travaux et d'études supplémentaires, et celles sur lesquelles il n'y avait pas accord. Un élément essentiel de cette procédure fut le consentement du National-Canadien et du Pacifique-Canadien à mettre à la disposition de M. Saunders tant leur personnel technique que la mine de renseignements dont ils disposent relativement aux méthodes de calcul et d'allocation des frais ferroviaires, tout aussi librement qu'ils en sont mis à la disposition du Comité. De nombreux renseignements importants ont aussi été mis à la disposition des parties aux délibérations.

À cause de l'immense intérêt que les questions relatives aux frais ferroviaires ont suscité dans le public et à cause de son désir de recevoir des mémoires de tous les intéressés, le Comité décida de donner à l'enquête le plus de publicité possible. Par

conséquent, un avis relatif à une série d'audiences publiques commençant à Ottawa le 5 février 1968 et concernant des règlements sur les frais aux fins des articles 314A à 314J, 317, 329, 334, 336, 387A et 387B de la Loi sur les chemins de fer, a été publié en janvier 1968. Cet avis a été adressé par la poste à quelque 500 personnes et organisations, y compris les procureurs généraux des provinces, les ministères fédéraux, les gouvernements provinciaux et municipaux, les députés qui s'intéressaient à la question, la *Railway Association of Canada* et toutes les compagnies qui en sont membres, et aux représentants du commerce des grains, des industries du camionnage, des industries aéronautiques et maritimes, des associations de transport, y compris la *Maritimes Transportation Commission*, les syndicats de cheminots, les chambres de commerce, les universités, les organisations agricoles et autres parties intéressées. L'avis a été publié dans 54 quotidiens et hebdomadaires à travers le Canada ainsi que dans la *Gazette du Canada*.

L'avis spécifiait que les personnes qui désiraient être parties à l'enquête et participer aux audiences devaient comparaître au plus tard le 1<sup>er</sup> février 1968.

Dès l'ouverture des travaux, le 5 février, on en annonça le programme. A cette époque, le Comité prévoyait la fin des travaux du comité technique et de l'audition publique pour le 30 juin 1968. Le comité technique, sous la présidence de M. Saunders, commença alors ses travaux qu'il continua jusqu'à leur achèvement vers le 30 juin. Durant cette période, le Comité constata que la quantité de travail préparatoire à l'audition publique qu'il avait à faire avec ses experts-conseils et le comité technique dépassait ses prévisions. Jusqu'au 30 juin, M. Saunders, ses associés et le Comité étaient en consultation à peu près constante avec les chemins de fer, le comité technique et certaines parties individuelles à l'enquête qui avaient elles-mêmes retenu les services d'experts-conseils.

Du 5 février au 30 juin, M. Saunders et ses associés ont déposé 38 documents techniques distincts de travail avec pièces à l'appui, sur tous les aspects importants de l'établissement et de l'allocation des frais ferroviaires. Ces documents furent distribués à toutes les parties, à leurs experts, à leurs experts-conseils, et à leurs conseillers juridiques. Il déposa aussi auprès du Comité sa déclaration sur les questions au sujet desquelles un accord avait été conclu, les questions au sujet desquelles il avait été convenu qu'une étude supplémentaire était requise et les questions au sujet desquelles aucun accord n'avait été conclu. Ce document, dénommé "Déclaration de la position de l'EBS" mentionnait aussi longuement et en détail les recommandations fondamentales de M. Saunders au Comité des transports par chemin de fer, quant à la forme et à la teneur de l'ordonnance sur les frais.

Du 30 juin au 1<sup>er</sup> août, les différentes parties, utilisant la documentation préparée par M. Saunders comme l'une des bases de leurs travaux, préparèrent leurs mémoires et les déposèrent auprès du Comité. Ces documents traitaient au long des recommandations de M. Saunders et de leurs propres propositions et recommandations quant à la forme et à la teneur de l'ordonnance sur les frais. Des mémoires de cette nature ont été déposés par

les chemins de fer Nationaux du Canada;

la compagnie de chemin de fer du Pacifique-Canadien;

la *Wabush Mines Arnaud Railway Company* et la *Wabush Lake Railway Company Limited*;

la *Manitoba Branch Lines Association*;

l'Association Canadienne du Camionnage Inc.;

la *Canadian Co-operative Wheat Producers Limited*, représentant les 160,000 fermiers membres des syndicats du blé de l'Alberta, du Manitoba et de la Saskatchewan;

la *United Grain Growers Ltd.*;

les gouvernements des provinces d'Alberta, de Colombie-Britannique, du Manitoba, d'Ontario, de Québec, de Saskatchewan, et la *Maritimes Transportation Commission*, représentant les gouvernements des provinces du Nouveau-Brunswick, de Nouvelle-Écosse, de l'Île-du-Prince-Édouard et de Terre-Neuve.

Le 10 septembre 1968, l'audience publique de l'enquête s'ouvrit dans la salle d'audiences de la Commission canadienne des transports à Ottawa.

Avant d'aborder l'étude des questions soulevées au cours de cette enquête, le Comité croit devoir mentionner un point qui mérite une attention spéciale. Partout dans les présents motifs, on parlera de la technique connue sous le nom d'analyse par régression. Dans l'explication de ses conclusions relatives aux articles et facteurs de coût, le Comité juge utile d'inclure une brève description générale de cette technique.

L'analyse par régression, utilisée dans le calcul des prix de revient des chemins de fer canadiens, est une technique mathématique par laquelle les variations des éléments de dépense sont rapportées à des variations correspondantes de trafic ferroviaire.

Lorsqu'il existe de bonnes explications d'ordre économique ou technique de ces rapports, le degré de corrélation, ou de variabilité, qu'indique l'analyse par régression est censé refléter la causalité, c'est-à-dire la mesure dans laquelle l'élément de dépense est causé par le trafic.

L'analyse par régression établit ces rapports en comparant un certain nombre d'observations indépendantes relatives au même élément de dépense à différents niveaux de trafic. Les chemins de fer canadiens utilisent l'analyse "sectionnelle" qui comporte la comparaison des niveaux de trafic et de dépense des différentes régions ou divisions géographiques du chemin de fer durant le même laps de temps. Cette comparaison des rapports, au niveau des divisions, entre les dépenses et le trafic, révèle un rapport moyen qui est censé s'appliquer à tout le chemin de fer.

À titre d'exemple, on pourrait établir les frais de gares de triage pour le Pacifique-Canadien en comparant les dépenses des gares de triage de ses 28 divisions d'exploitation et la durée correspondante en minutes des manœuvres dans les gares de triage de ces mêmes divisions. Cette comparaison pourrait indiquer qu'en moyenne une différence d'une minute de manœuvre dans une gare de triage produit une différence de 40 cents dans les dépenses de gares de triage. Dans le calcul du prix de revient d'un



mouvement de trafic donné, chaque minute de manœuvre dans une gare de triage serait alors censé avoir un coût variable de 40 cents.

La régression simple est utilisée lorsqu'une seule influence causale, ou variable indépendante, est analysée par rapport à un élément de dépense donné. La régression multiple est utilisée lorsque deux variables indépendantes ou plus sont étudiées pour la détermination du rapport conjoint de chacune à une catégorie de dépenses. Le meilleur exemple de régression multiple est l'analyse employée par les chemins de fer pour les dépenses d'entretien de la voie et de la superstructure. Les dépenses de chacune des divisions d'exploitation des chemins de fer sont comparées aux totaux relatifs aux éléments suivants dans chaque division respective:

1. Tonnes-milles brutes, dans le transport des marchandises et des voyageurs.
2. Milles de manœuvre dans les gares de triage.
3. Milles de voie.
4. Un indice de déclivité et de courbure des voies.

Des techniques mathématiques permettent de calculer la proportion des dépenses totales d'entretien de la voie qui sont en corrélation avec chacune de ces quatre variables indépendantes.

Les dépenses sont ainsi réparties entre celles qui varient avec le trafic (tonnes-milles brutes et milles de manœuvre dans les gares de triage) et celles qui varient avec les caractéristiques du réseau de voies (milles de voie et courbure).

Les variables indépendantes (censées être des facteurs de causalité) utilisées dans l'analyse par régression peuvent être d'autres éléments de dépense ainsi que les mesures de trafic ou des caractéristiques du réseau. Par exemple, la surintendance est comparée aux dépenses que comportent les fonctions surveillées.

Pour chaque calcul par régression, il y a un certain nombre d'épreuves statistiques qui fournissent des expressions quantitatives de "l'adaptabilité" ou du degré de corrélation entre les différentes variables indépendantes et l'élément de dépense à l'étude (variable dépendante). Dans le cas de régression multiple, les épreuves peuvent indiquer la mesure dans laquelle la combinaison particulière de variables indépendantes explique la variation totale dans la catégorie de dépenses dépendantes.

### POUVOIRS DE LA COMMISSION

La plupart des travaux du comité technique faits de février à juin 1968 ont porté sur les problèmes techniques de la prescription des articles et facteurs pertinents à la détermination des frais. Les dédales et la complexité de la science et de l'art difficiles qu'est la détermination des frais ont trouvé leur pleine expression dans les discussions du comité technique et dans les recommandations subséquentes des experts. D'ailleurs, les dépositions faites au cours des vingt-cinq jours de séances devant le Comité entre les mois de septembre et novembre 1968 en font preuve.

Dans les parties subséquentes des présentes, le Comité explique sa décision sur chacun des articles et facteurs des frais qui feront partie de son Ordonnance sur les frais après un examen des recommandations et des plaidoyers présentés par les parties à l'enquête, et, dans l'accomplissement de ses fonctions en conformité de l'article 387B de la Loi sur les chemins de fer, après ses propres analyse et détermination de ce qui est pertinent, en prescrivant l'Ordonnance sur les frais.

Il n'existe aucune question qui, pour tout le cours, tant actuel que futur, de la détermination et de l'application des frais et pour toutes les fins de la Loi sur les chemins de fer, importe plus que l'étendue des pouvoirs que confèrent à la Commission les articles 387A et 387B de cette loi et la façon d'exercer ces pouvoirs.

Nous avons décidé de traiter cette question dès maintenant, avant de nous engager dans une étude détaillée de chacun des articles et facteurs pertinents à la détermination des frais. De cette façon, le Comité s'attend à ce que les sections techniques de sa décision seront comprises plus facilement.

Les principes directeurs concernant les frais ferroviaires ont été posés par le Parlement dans plusieurs articles introduits dans la Loi sur les chemins de fer par la Loi nationale sur les transports. Notre étude de ces principes commence avec le paragraphe (1) de l'article 387B:

“387B. (1) La Commission doit prescrire par règlement, pour l'une quelconque des fins de la présente loi, les articles et facteurs, notamment les facteurs de dépréciation et de coût du capital que prévoit le paragraphe (1) de l'article 387A, pertinents à la détermination des frais; et, dans la mesure où elle l'estime convenable et pertinent, la Commission doit tenir compte des principes d'établissement du prix de revient que la Commission royale d'enquête sur les transports nommée par l'arrêté en conseil en date du 13 mai 1959 a adoptés pour en arriver aux conclusions contenues dans son rapport, ainsi que des innovations apportées par la suite aux méthodes et techniques de calcul des prix de revient ferroviaires et des conditions actuelles de l'exploitation des chemins de fer.”

Il est clair que la Commission a l'obligation statutaire de prescrire les articles et facteurs pertinents à la détermination des frais pour l'une quelconque des fins de la Loi sur les chemins de fer. Sauf pour la dépréciation et le coût du capital, les articles et facteurs doivent satisfaire à l'épreuve de pertinence pour être inclus dans le règlement; le soin de décider entre ce qui est pertinent et ce qui ne l'est pas est laissé à la discrétion de la Commission. Toutefois, il doit y avoir dans le règlement un facteur de dépréciation et un facteur de coût du capital conformément au paragraphe (1) de l'article 387A:

”... il doit être inclus l'allocation périodique que la Commission estimera raisonnable en l'occurrence

(a) pour la dépréciation, et

(b) en ce qui concerne le coût du capital afférent à toute dépense, que celle-ci ait ou non été acquittée grâce à des fonds empruntés.”

Dans la prescription des articles et facteurs pertinents à la détermination des frais, la Commission jouit de pouvoirs discrétionnaires qui ne sont limités que par son devoir d'y inclure l'allocation estimée raisonnable en l'occurrence pour la dépréciation et le coût de l'argent (ou capital).

Dans l'Ordonnance sur les frais, le Comité a prescrit, comme facteurs de dépréciation et de coût du capital, les allocations qu'il juge raisonnables en l'occurrence pour les fins de la Loi sur les chemins de fer. Les circonstances en sont discutées en détail dans les parties traitant de la dépréciation et du coût du capital, dont nous tenons compte dans nos conclusions. Nous avons rejeté les arguments apportés à ce sujet lors de l'audition par les avocats de deux des provinces.

En effet, l'avocat du gouvernement de la province d'Ontario nous a demandé de ne pas tenir compte de la dépréciation et du coût du capital dans le calcul de la "perte réelle" pour les fins de la rationalisation des embranchements et des services de trains de voyageurs, en vertu des articles 314A à 314J de la Loi sur les chemins de fer, parce que les mots "... l'allocation ..." au paragraphe (1) de l'article 387A doivent s'interpréter comme signifiant que le Comité peut faire une allocation pour la dépréciation et le coût du capital s'il le désire, mais qu'il peut aussi ne faire aucune allocation pour ceux-ci. En d'autres mots, "l'allocation" peut signifier "aucune allocation"; on a soutenu que c'était là le sens que nous devions y donner.

L'avocat du gouvernement de l'Alberta a fait une soumission dans le même sens, mais fondée sur des motifs un peu différents. Il a soumis que le paragraphe (1) de l'article 387A donne au Comité le droit, et lui impose le devoir, de prescrire, pour la dépréciation ou le coût du capital, une méthode répondant aux besoins particuliers des différents cas, avec le résultat que dans certains cas il pourrait n'y avoir ni dépréciation ni coût du capital. Il a cité le paragraphe (7) de l'article 314E et le paragraphe (7) de l'article 314J à l'appui de cette thèse.

Accepter l'une ou l'autre de ces thèses serait étendre le sens de la Loi au-delà des limites acceptables. Le Parlement s'est servi de mots simples au paragraphe (1) de l'article 387A et au paragraphe (1) de l'article 387B au sujet de la dépréciation et du coût du capital; nous devons donner à ces mots leur sens ordinaire. Au paragraphe (1) de l'article 387A les mots "... l'allocation périodique que la Commission estimera raisonnable en l'occurrence ... pour la dépréciation et le coût du capital" signifient que les chemins de fer ont un droit statutaire à une allocation et que le Comité a le devoir de fixer un montant raisonnable pour cette allocation. Cependant, nous sommes convaincus qu'à notre discrétion, ainsi limitée, nous pouvons allouer la dépréciation ou le coût du capital sur des bases différentes, ou à des taux différents, pour les fins diverses de la Loi sur les chemins de fer.

Au cours de l'audition, le rapport de la Commission royale d'enquête sur les transports (mieux connue sous le nom de Commission MacPherson) a été mentionné à plusieurs reprises. L'expert conseil du Comité, M.W.B. Saunders, a été largement contre-interrogé sur les dépositions qu'il avait faites alors qu'il comparaisait en qualité de

témoin devant cette commission. La transcription de la preuve faite devant nous à l'audience contient ici et là des commentaires de la Commission MacPherson sur les différents aspects des méthodes et techniques du calcul des frais. On a aussi pleinement débattu devant nous la mesure dans laquelle le Comité devait tenir compte des conclusions de la Commission MacPherson.

Une enquête sur les frais des chemins de fer qui ne ferait pas aujourd'hui un renvoi au rapport de la Commission MacPherson serait incomplète. Les conclusions de ce rapport renferment des recommandations portant sur la réglementation des taux maximums et minimums et sur la rationalisation ferroviaire intimement liée à des méthodes et techniques efficaces de calcul des prix de revient ferroviaires pour la détermination et l'application des frais. En ce sens, ce rapport a fait œuvre de pionnier dans le domaine du calcul des prix de revient ferroviaires, domaine auquel le Comité a consacré une bonne partie de son temps au cours de l'année qui vient de s'écouler.

Le rapport de la Commission MacPherson peut servir à déterminer des frais pour une autre raison. C'est là une des considérations que le Comité doit peser avant de prescrire les articles et facteurs pertinents à la détermination des frais propre aux chemins de fer en vertu de l'article 387B de la Loi sur les chemins de fer.

Nous avons eu à faire face à deux soumissions essentiellement opposées quant à la mesure que le Comité devrait tenir compte du rapport de la Commission MacPherson.

D'une part, on nous a dit que le Parlement nous avait chargés d'examiner le rapport et de tenir compte des principes d'établissement du prix de revient que la Commission royale a adoptés soit dans le rapport même, soit dans les études qui s'y sont ajoutées ou qui l'accompagnent; que ces principes ne doivent pas régir la détermination que nous devons faire mais qu'ils doivent être considérés de la même façon que doivent être considérées" . . . les innovations apportées par la suite aux méthodes et techniques . . ." et "les conditions actuelles de l'exploitation des chemins de fer . . ." Il serait laissé à notre discrétion de décider dans quelle mesure ces critères doivent entrer dans la détermination des articles et facteurs de la détermination des frais et dans quelle mesure leur inclusion est appropriée et pertinente.

Cette soumission générale a reçu l'appui des gouvernements des provinces et de la *Canadian Co-operative Wheat Producers*.

L'autre point de vue a été exprimé par la Compagnie de chemin de fer du Pacifique-Canadien.

L'interprétation qu'il faudrait formellement donner à l'article 387B, comme aux autres articles à l'étude de la Loi sur les chemins de fer, serait que le Comité ne peut aller au-delà du sens précis que comportent les mots dont s'est servi le Parlement. D'où, seuls les principes d'établissement des prix de revient pourraient être considérés par le Comité; ces principes seraient restreints à ceux que la Commission MacPherson a adoptés dans les conclusions de son rapport. Cela signifie, a-t-on soutenu, que le Comité doit décider ce qui est principe d'établissement des prix de revient et ce qui ne l'est pas, puis établir si les

principes ont été en fait adoptés par la Commission royale dans son rapport. Il a même été proposé qu'à moins qu'il soit démontré que les principes d'établissement des prix de revient contenus dans les études supplémentaires ont été précisément adoptés par la Commission royale, ces principes ne peuvent pas être pris en considération à cause de la mention du rapport de la Commission royale, au paragraphe (1) de l'article 387B de la Loi. Finalement, le Pacifique-Canadien a convenu que le Comité peut dans sa discrétion tenir compte de ces principes dans la mesure où il le juge convenable et approprié; mais le Pacifique-Canadien a soutenu que l'exercice de ce pouvoir se limitait strictement aux principes figurant dans la catégorie restreinte de principes que nous venons de décrire.

Nous n'acceptons pas la façon dont le Pacifique-Canadien aborde ce point important. Si nous l'acceptons, nous devrions interpréter le rapport de la Commission MacPherson comme s'il était une loi, retenant les principes d'établissement du prix de revient qu'il a adoptés et rejetant les autres, avant de pouvoir en faire usage en la manière décrite à l'article 387B de la Loi sur les chemins de fer.

Les volumes I et II du rapport comptent environ 460 pages. Le volume III, qui renferme les résultats des études que la Commission a jugés importants de publier, comprend 705 autres pages. Pris dans sa totalité, le rapport constitue une étude d'ensemble de l'économie du Canada en matière de transport et de ses problèmes, et les recommandations qu'il contient ont exercé une grande influence sur la recherche de remèdes, dont la Loi nationale sur les transports n'est pas le moindre remède.

Dans le rapport, on mentionne à plusieurs reprises l'importance capitale des conceptions, méthodes et techniques de l'établissement des prix de revient ferroviaires dans les rôles respectifs de la concurrence et de la réglementation dans l'économie des transports. Le rapport de la Commission royale devrait être considéré comme un tout, comme une partie du processus à suivre pour décider quelles parties de son étude des principes d'établissement du prix de revient sont pertinentes dans la détermination des articles et facteurs des frais.

Dans l'exercice de sa discrétion en vertu du paragraphe (1) de l'article 387B de la Loi sur les chemins de fer, le Comité doit tenir compte des parties pertinentes du rapport de la Commission royale qui contiennent les résultats de l'enquête très étendue sur les frais ferroviaires qui a été faite avant l'adoption de la Loi nationale sur les transports et, quant à l'avenir, des innovations qui seront apportées et des conditions qui existeront.

Dans le cas présent, nous avons dû trancher des questions d'ordre économique, de comptabilité et d'établissement des frais et faire l'application de principes juridiques nécessaires également pour l'émission de l'Ordonnance sur les frais. Pour ce faire, le Comité avait devant lui le rapport de la Commission MacPherson, tous les travaux des experts du comité technique et les dépositions, recommandations et plaidoyers présentés au cours de l'audition; c'est la méthode que nous avons adoptée pour déterminer ce qu'étaient les "... innovations apportées aux méthodes et techniques de calcul des prix de revient ferroviaires et ... les conditions actuelles de l'exploitation des chemins de fer".

Le Comité a, par conséquent, décidé de tenir compte des principes d'établissement du prix de revient adoptés par la Commission MacPherson dans le contexte de tout le rapport et, sous réserve des restrictions exprimées par la Commission royale elle-même, dans celui des études qui l'accompagnent. C'est seulement de cette façon que le Comité dans la mesure où il le juge raisonnable et approprié peut donner effet à ces principes en tenant compte dans la prescription des articles et facteurs des frais.

Il n'y a eu aucun raisonnement comparable suivant lequel des restrictions existeraient au sujet des "... innovations apportées par la suite aux méthodes et techniques de calcul des prix de revient ferroviaires ..." et des "... conditions actuelles de l'exploitation des chemins de fer" dont il peut être tenu compte dans la prescription des articles et facteurs des frais. Le Comité, comme il le devait, a tenu compte de toutes les innovations et conditions pertinentes dans les conclusions relatives aux articles et facteurs contenus dans son Ordonnance sur les frais.

### DOMAINES FAISANT L'OBJET D'UN ACCORD

Un des objectifs des réunions préalables aux auditions du comité technique était de s'assurer s'il n'y avait pas de questions au sujet desquelles il pourrait exister un certain degré d'accord et qui pourraient être retranchées des sujets controversés.

Il y a eu accord général sur une définition de "frais variables".

Dans d'autres domaines, les divergences ont été aplanies à la satisfaction des parties grâce à la coopération entre les chemins de fer Nationaux du Canada et la compagnie de chemin de fer du Pacifique-Canadien; cela comportait habituellement une modification des méthodes de calcul des prix de revient de l'une et l'autre de ces deux compagnies.

Les questions au sujet desquelles il y a eu un tel accord sont successivement exposées ci-après.

#### Définition des frais variables

Le besoin d'une définition des frais variables est très important et découle principalement de l'article 334 de la Loi sur les chemins de fer. Cet article exige que les taux de transport des marchandises soient compensatoires et stipule qu'un tel taux est réputé compensatoire lorsqu'il dépasse le coût variable du mouvement du trafic en cause, tel que l'a déterminé la Commission. Aux fins de cet article, l'article 387B de la Loi stipule que la Commission doit prescrire les articles et les facteurs qui sont pertinents à la détermination des frais variables.

La détermination des frais variables, dans son application aux articles de la Loi sur les chemins de fer qui exigent des soumissions de frais, a été étudiée et discutée au cours de l'enquête sur les frais, ce qui a donné naissance aux positions résumées ci-après, au sujet de la définition des frais variables.

La position de l'E.B.S. a été énoncée par M.W.B. Saunders comme suit: la définition de l'expression "frais variables" pose un des problèmes conceptuels primordiaux en

matière de calcul des prix de revient des chemins de fer, principalement parce que toutes les définitions dont on dispose sont trop larges pour être appliquées aux exigences particulières de la Loi sur les chemins de fer. A brève échéance, peu de frais sont influencés par des modifications isolées dans la production, étant donné que les installations existantes peuvent facilement les absorber. A longue échéance, tous les frais varient avec la production, à des degrés divers, selon les différents niveaux de production.

L'avocat du National-Canadien a observé que chacune des différentes parties qui prirent part à l'audition s'est rapprochée d'une définition du Docteur George Borts, expert-conseil des provinces:

“Le coût marginal à long terme de la production est le coût pour la compagnie d'un changement permanent et quantitativement petit dans l'ensemble de la production, lorsque toutes les ressources investies sont ajustées d'une façon optimale au changement.”

L'avocat de l'Association Canadienne du Camionnage Inc. a soutenu que par rapport au paragraphe (3) de l'article 334 et à l'article 387A de la Loi sur les chemins de fer, la définition du Docteur Borts était la seule définition possible des frais variables. Toute autre définition serait incapable de répondre aux exigences de la Loi et serait en outre erronée du point de vue économique; il a ensuite déclaré croire que “les principes de la moyenne à long terme du coût variable”, s'ils étaient adoptés, élimineraient la nécessité de faire une exception.

L'*Algoma Steel Corporation* a été d'avis que la période de temps utilisée pour déterminer les frais variables devrait être assez longue pour permettre des modifications dans l'exploitation et les dépenses qui découlent des fluctuations dans le volume du trafic. Son représentant a soutenu qu'il est extrêmement important que la détermination du coût variable reflète la variabilité qui résulte seulement des changements de volume; que les frais variables ne devraient pas inclure les frais qui sont fonction du temps seulement et que le Comité devrait déterminer les frais qui varient de près de cent pour cent. Il a aussi avancé que les résultats de statistique de ces analyses devraient être examinés à la lumière du jugement pratique et du sens commun. Toutes les nouvelles techniques concernant leur adaptabilité à la détermination de la variabilité devraient être explorées entièrement et continuellement.

L'avocat du Pacifique-Canadien, avançant la position de la compagnie, déclara que la seule définition claire de l'expression “frais variables” est celle dont convient M.W.B. Saunders, c'est-à-dire:

“Les frais variables peuvent être définis comme la hausse de coût total résultant d'une augmentation du volume d'affaires de la compagnie, c.-à-d. des mesures matérielles telles que le trafic dans le cas des chemins de fer.”

L'avocat du Pacifique-Canadien a aussi soutenu qu'il fallait tenir compte de la période de temps dans le calcul des frais variables. Il se reporta à une question adressée à M.W.B. Saunders:

“Conviendriez-vous de nouveau, dans le contexte de l'article 334 que, selon les circonstances particulières, le coût variable pourrait comporter une gamme de périodes de temps allant d'une période à court terme à une période à long terme? ”

M. Saunders a répondu que le problème consistait toujours à relier les frais au trafic. Si le trafic en cause est du trafic régulier et continu, il semble alors très clair que les frais variables à long terme doivent être employés afin d'obtenir un coût significatif et pertinent à ce trafic. D'autre part, si le trafic en cause est d'une variété spéciale, par exemple transporté une seule fois durant une période de temps particulière, alors les frais applicables sont ici encore les frais qui sont créés par ce trafic; et si ce n'est pas un trafic à long terme, des rectifications devraient être apportées afin de ne refléter que les frais variables qui ont été causés par ce trafic. Il poursuivit:

“La supposition sous-jacente est que le coût variable à long terme est le coût pertinent au trafic, et si le trafic est à court terme, alors le coût à long terme n'est pas pertinent.”

Après avoir examiné toute la preuve et suivi la discussion sur le coût variable, le Comité est convaincu qu'il existe un accord général sur les termes de la définition proposée par le Docteur Borts:

“Le coût variable peut être défini comme étant le coût marginal à long terme de la production, soit le coût d'un changement permanent et quantitativement petit dans le débit continu de la production lorsque le coût de toutes les ressources investies est ajusté de façon optimale au changement.”

En prenant note de cette définition, nous pourrions ajouter que le coût variable peut, dans certains cas, être considéré comme étant le coût marginal à court terme de la production, c'est-à-dire le coût encouru, pour le mouvement d'un trafic particulier non répété au cours d'une période de temps limitée.

### **Classification uniforme**

#### **Compte 202 (groupe)**

##### **Entretien de la voie et de la superstructure**

Le Pacifique-Canadien a convenu d'utiliser les milles de voie à la place des milles de superstructure comme l'une des bases de calcul des frais variables de ce groupe de dépenses d'entretien.

Le National-Canadien, dans son analyse future de ce groupe de comptes, utilisera un facteur de pente ou, plus probablement, de courbure afin d'améliorer la nature explicative de la régression. Les deux chemins de fer, toutefois, poursuivent l'analyse de ce groupe.

Les frais d'entretien de la voie et de la superstructure attribués aux milles de manœuvre parcourus par les trains ne peuvent être déterminés par le National-Canadien, tant que la compagnie n'aura pas établi une table des milles de manœuvre; on pourra ensuite étudier la question de la combinaison des milles de manœuvre parcourus dans les gares de triage et ceux parcourus par les trains comme le fait le Pacifique-Canadien.



Les deux chemins de fer avaient antérieurement considéré une tonne-mille brute de transport de marchandises comme l'équivalent de deux tonnes-milles brutes d'exploitation de trains de voyageurs. Cette hypothèse a donné un double fardeau au coût d'entretien de la voie attribué à l'exploitation des trains de voyageurs. Avec l'amélioration de l'exploitation des trains de marchandises au cours des dernières années, cette distinction n'est plus valable et l'on donnera aux deux facteurs une portée égale dans les analyses futures du groupe 202.

### **Compte 326 – Entretien de l'équipement de travail**

Le Pacifique-Canadien imputera ces frais en tant que proportion des frais généraux au groupe de comptes 202 (Entretien de la voie et de la superstructure) et au compte 272 (Enlèvement de la neige, de la glace et du sable), au lieu d'appliquer la régression chronologique.

### **Comptes 380 et 392 – Mécaniciens de gare de triage et de train**

Étant donné que les chauffeurs de locomotive dans les services de gare de triage et de transport de marchandises sont éliminés graduellement conformément aux conventions collectives en vigueur, leurs salaires seront maintenant considérés par les deux chemins de fer comme étant de nature fixe, et non reliés aux services de transport de marchandises et de manœuvre. Les salaires des chauffeurs de locomotive employés dans les trains de voyageurs continueront à être considérés comme variables par les deux compagnies.

### **Comptes 275, 333, 357, 414 et 455 – Assurance**

Les deux chemins de fer réviseront leur méthode antérieure de traitement des frais d'assurance suivant laquelle les frais d'assurance du Pacifique-Canadien variaient avec "toutes les autres dépenses générales" et les frais d'assurance du National-Canadien étaient entièrement fixes.

Les deux compagnies ont convenu d'imputer les primes d'assurance selon la nature des pertes assurées.

### **Fret non payant**

Le Pacifique-Canadien utilisera la même formule que celle employée par le National-Canadien dans la façon de traiter les dépenses susmentionnées. La formule traite les frais non payants de main-d'œuvre et de matériaux comme un pourcentage des frais d'immobilisation et des dépenses d'exploitation de matériel.

Un des résultats des travaux effectués par M.W.B. Saunders et par le comité technique, du 5 février au 30 juin 1968, comme cela a été exposé plus haut, a été au moins l'accord tacite au sujet des articles et des facteurs qui devraient être discutés à fond au stade des auditions de l'enquête et être laissés à la décision du Comité. Cela s'est produit soit parce qu'on n'est pas arrivé à un accord général au sujet des facteurs suivants:

Dépréciation

Coût du capital

Dépréciation des wagons à marchandises

Frais de combustible

Manœuvre par les unités locomotrices multiples dans les gares de triage

Dépenses générales

Frais des locomotives de route

Dépenses d'entretien de la voie

Frais de trains,

ou à cause des divergences d'opinion sur les sujets suivants qui n'ont pu être résolues au niveau du comité technique:

Attribution des unités de production

Abandon d'embranchements

Suppression de trains de voyageurs

Frais des chemins de fer des classes autres que la Classe I

Uniformité des méthodes de calcul des prix de revient

Études sur les charges

Forme des règlements sur les frais

Manuels de calcul des prix de revient.

On a en outre convenu que d'autres travaux ou études s'imposent sur de nombreux aspects du calcul des prix de revient ferroviaires dont il est fait mention dans les présents motifs.

Bien que le comité technique n'ait pu convenir de la façon dont ces importantes questions devraient être traitées, elles ont fait l'objet de discussions et d'un échange de vues par le Comité, de sorte qu'elles étaient mieux définies lorsqu'elles sont parvenues au Comité des transports par chemin de fer. Les travaux préliminaires effectués par l'E.B.S. et les parties intéressées ont également réduit considérablement le temps que l'on aurait dû consacrer à l'audition pour définir les questions que le Comité était appelé à décider. Dans la liste susmentionnée les items et facteurs qui n'ont pas été résolus au niveau du comité technique feront objet de discussions successives.

## DÉPRÉCIATION

L'article 387B de la Loi sur les chemins de fer ordonne à la Commission de prescrire les articles et les facteurs, y compris les facteurs de dépréciation et de coût du capital, qui doivent être pertinents à la détermination des frais.

L'ordonnance de la Commission sur les frais prévoit l'inclusion de la dépréciation dans les soumissions des frais relatives aux demandes d'abandon d'embranchements, aux demandes de suppression de services de trains de voyageurs et à d'autres fins ayant trait aux taux de transport des marchandises. Les prescriptions relatives à la dépréciation sont conformes à la classification de celle-ci en tant que dépense dans la Classification uniforme des comptes prescrite pour les chemins de fer canadiens en vertu de l'article 387 de la Loi sur les chemins de fer. Les alinéas (a) et (b) de l'article II des Renseignements généraux de la Classification prévoient ce qui suit:

“(a) Il doit, chaque mois, être débité aux comptes de dépenses ou autres comptes appropriés et crédité aux comptes de dépréciation accumulée des montants se rapprochant de la perte de valeur d'utilisation des biens dépréciables non restaurés par entretien courant ou non recouvrables par assurance. Les montants à débiter à titre de dépréciation doivent être déterminés en vertu d'un système qui répartira la valeur d'utilisation des biens sur leur durée estimative d'utilisation d'une manière systématique et rationnelle. La valeur d'utilisation des éléments d'actif, aux fins de la dépréciation, doit être leur coût moins leur valeur estimative de récupération. Dans la détermination du montant des allocations, on peut très bien tenir compte de facteurs pertinents tels que des variations annuelles d'utilisation, la désuétude croissante ou l'imperfection, bien que le montant de la dépréciation ne soit pas destiné à constituer une évaluation ou une mesure de l'effet de toutes ces contingences. Les frais de dépréciation doivent être calculés conformément au plan de groupe en vertu de la méthode d'allocation uniforme, la méthode du “degré d'usage” ou méthode d'unité de production, la méthode de la valeur décroissante ou toute autre méthode approuvée par la Commission canadienne des transports.

(b) La durée d'utilisation, aux fins de la comptabilité, est la période comprise entre le moment de l'installation des biens et le moment de leur réforme.

Le plan de groupe est le plan en vertu duquel les frais de dépréciation sont accumulés à l'égard des classes de biens comprises dans un compte principal ou dans un groupe de comptes principaux par l'application d'un taux composé de dépréciation déterminé d'après la valeur globale d'utilisation et les durées d'utilisation dûment pondérées de ces classes de biens. Selon le plan de groupe de la comptabilité de dépréciation, la pleine valeur d'utilisation d'une unité de biens est débitable au compte approprié de dépréciation accumulée au moment de sa réforme, qu'il ait atteint ou non la durée moyenne d'utilisation.”

Plusieurs des parties à l'enquête ont exprimé l'avis que le Comité devrait prescrire des règlements sur les frais qui comporteraient des exceptions à la règle actuellement suivie pour l'établissement des frais de dépréciation en vertu de la Classification uniforme des comptes. Nous allons d'abord illustrer la façon dont la dépréciation est prévue dans la

Classification uniforme des comptes, puis esquisser les propositions faites par le Pacifique-Canadien, les gouvernements des provinces, l'E.B.S. et le National-Canadien.

Des propositions ont également été faites au Comité par d'autres parties, dont la *Manitoba Branch Lines Association*, l'Association Canadienne du Camionnage Inc., la *Canadian Co-operative Wheat Producers Limited* et la *United Grain Growers Limited*. Le Comité a tenu compte de toutes ces propositions dans ses conclusions sur la dépréciation.

En vertu de la Classification uniforme des comptes, les éléments d'actif à l'égard desquels la dépréciation doit être débitée sont énumérés sous les Comptes de biens. Par exemple, le compte n° 8 (Traverses) comprend le coût des traverses ordinaires, d'aiguille, de pont et autres traverses utilisées dans la construction des voies ferrées pour le déplacement ou l'entreposage des locomotives et des wagons, le coût des traverses supplémentaires subséquentement posées sur ces voies ferrées, et le coût des traverses posées sur ces voies ferrées en vertu d'un programme de remplacement. Les dépenses faites pour les traverses en vertu d'un programme de remplacement ne peuvent être débitées directement au compte de dépenses, mais elles doivent être capitalisées; dans la comptabilité de dépréciation, seul un montant représentant la dépréciation d'un an peut être débité chaque année au compte de dépenses. Les frais annuels de dépréciation continuent tant que les éléments d'actif continuent d'être utilisés ou jusqu'à ce que la réserve pour la dépréciation égale la valeur comptable du groupe.

Une partie de l'investissement dans les traverses se trouvera dans les embranchements dont on projette l'abandon. Dans le cas d'un abandon, les traverses et les autres éléments d'actif de l'embranchement seraient désaffectés. Les comptes de biens seraient réduits de la valeur comptable des éléments d'actif de l'embranchement, et le débitage de la dépréciation à l'égard de ces éléments cesserait.

Lorsque les chemins de fer ont établi les taux initiaux de dépréciation conformément aux exigences de la Classification uniforme des comptes, ils ont effectué des études détaillées en vue de fixer des taux moyens pour des groupes d'éléments d'actif dans le cadre des comptes principaux. Dans le cas des traverses, par exemple, il y avait plusieurs catégories de traverses et il y avait aussi des traverses imprégnées et des traverses non imprégnées; le taux final de dépréciation consistait en une moyenne pondérée pour tout le compte. Dans toute la mesure possible, les taux étaient fondés sur l'expérience véritable du transporteur et, dans le cas de certains éléments, les dossiers de la compagnie indiquaient clairement la durée moyenne d'utilisation. Dans le cadre d'autres éléments, comme le nivellement, les dossiers sur les biens ne pouvaient pas donner une estimation aussi claire de la durée moyenne d'utilisation. Des études approfondies ont été effectuées en vue de la détermination de la durée moyenne d'utilisation des traverses, des rails et autres matériaux de voie ferrée.

Le calcul de la durée d'utilisation sur une base de groupe et la tenue de dossiers sur les biens sur une telle base constituent la façon pratique de tenir compte de la dépréciation de la plupart des éléments d'actif ferroviaires.

Comme on l'a mentionné ci-dessus, certaines des parties à l'enquête ont préconisé que des exceptions à la comptabilité de dépréciation prescrite soient prévues aux fins du calcul des prix de revient. Ces exceptions s'appliqueraient dans le cas des embranchements et des services de trains de voyageurs que les chemins de fer désirent abandonner ou supprimer. La position prise par ces parties fait contraste avec celle du Pacifique-Canadien.

### Position du Pacifique-Canadien

La position prise par le Pacifique-Canadien est qu'il faut s'en tenir à la Classification uniforme des comptes, c'est-à-dire que pour le calcul des frais aux fins des articles énumérés au paragraphe (1) de l'article 387A de la Loi sur les chemins de fer, le Comité doit inclure une allocation pour la dépréciation calculée d'après le plan de groupe et considérant les éléments d'actif en question comme partie intégrante de l'entreprise ferroviaire.

L'avocat du Pacifique-Canadien a émis l'opinion qu'il faut supposer que le Parlement, en employant le terme "dépréciation" à l'article 387A de la Loi sur les chemins de fer, lui a donné le sens technique qu'il avait pris au paragraphe (4) de l'article 387 de cette même loi. Ce paragraphe prévoit ce qui suit:

"387. . . .

(4) La Commission doit prescrire les catégories de biens dont les frais de dépréciation peuvent régulièrement être inclus sous le chef des frais d'exploitation dans les comptes, ainsi que le taux ou les taux de dépréciation à imputer à l'égard de chaque catégorie de biens."

Il a fait remarquer que la Classification uniforme des comptes était en vigueur depuis onze ans lorsque l'article 387A a été adopté.

On a soutenu qu'il s'ensuivait que si le Parlement avait voulu que le terme "dépréciation" ait un sens différent de celui qu'il avait pris dans la Loi sur les chemins de fer, il l'aurait dit.

Le Pacifique-Canadien admet que l'interprétation donnée au terme "dépréciation" par l'E.B.S. est différente. La définition de l'E.B.S. est une définition d'économiste selon laquelle la dépréciation peut être définie comme étant un coût reflétant la perte de la valeur économique d'éléments d'actif. L'expression "perte de valeur économique" peut, à son tour, être définie comme étant la valeur actuelle à la baisse de la capacité future des biens à produire des revenus.

Mais le Pacifique-Canadien est d'avis que le principe énoncé par l'E.B.S. au sujet de la dépréciation à l'égard des embranchements dépend de la définition adoptée par l'E.B.S.; il est lié à l'idée de perte de capacité future de production de revenus. C'est à cause de cette définition que l'E.B.S. va chercher le concept d'investissement à fonds perdu. Si cette définition n'est pas la bonne en vertu de la loi, alors le Comité doit tenir

compte de l'effet de l'emploi de la mauvaise définition sur la théorie émise par l'E.B.S. en ce qui concerne la dépréciation à l'égard des embranchements.

Le Comité a demandé à l'avocat du Pacifique-Canadien s'il soutenait que la loi empêchait le Comité de traiter la dépréciation, sous la nouvelle loi, d'une manière différente de celle qui prévalait au moment où la Loi a été modifiée. Il a dit que non, mais que l'avis exprimé par la compagnie, c'est "qu'il existe un système de dépréciation qui est en usage depuis assez longtemps, qui est satisfaisant et que la loi prévoit, et qu'il n'est pas nécessaire de changer ce système". Il a dit qu'il n'avait pas émis l'opinion que le système ne pouvait pas être changé, mais qu'il était question de modifier la Classification uniforme des comptes.

### Position des gouvernements des provinces

Les gouvernements des provinces ont préconisé l'emploi des débours en remplacement des méthodes traditionnelles de calcul du coût du capital. Leur position est que les débours remplaceraient les frais de dépréciation, et les frais hypothétiques de l'emprunt de la base d'investissement net auprès d'institutions financières sur les marchés du capital. Bien que cette recommandation soit discutée dans la section des présents motifs intitulée: Coût du capital, nous la mentionnons ici parce qu'elle se rapporte à la position des provinces au sujet de la dépréciation.

M. R. L. Banks, expert-conseil des provinces, en témoignant au nom de celles-ci, a discuté la position du Pacifique-Canadien au sujet de la dépréciation relative aux embranchements. Il a dit que le Pacifique-Canadien semblait préférer la pratique comptable à la réalité économique. La position de ce chemin de fer gravite autour de l'opinion selon laquelle la dépréciation représente un coût d'affaires, qui est un coût au même sens que toute autre dépense. Il a dit que les provinces refusaient d'attribuer ce caractère aux dépenses de dépréciation. Elles croient qu'elles diffèrent des autres dépenses parce qu'elles constituent une allocation de frais passés ou amortis par contraste aux autres dépenses d'exploitation, qui toutes représentent des frais courants ou évitables.

M. Banks a dit que les frais, autres que les frais de dépréciation, exercent nécessairement un effet sur les débours tandis que les frais de dépréciation n'exercent aucun effet de ce genre. Quelle que soit la façon dont on tient compte de cette dépense, les débours ne sont pas touchés, et, à cause de cette caractéristique, la dépréciation peut également se distinguer de toutes les autres dépenses d'exploitation. Il croit qu'un autre point faible de la position du Pacifique-Canadien en ce qui concerne les embranchements, est l'emploi par la compagnie de la dépréciation par groupes, pratique qui obscurcit les taux de dépréciation inférieurs à la moyenne, qui sont typiques dans le cas des installations de la voie sur les embranchements.

La position des gouvernements des provinces au sujet de la dépréciation a été précisée davantage dans le plaidoyer de l'avocat du gouvernement du Manitoba. Il a déclaré que les provinces étaient d'avis que les frais dont on tient compte dans le calcul de la perte réelle afférente à un embranchement ne devraient pas comprendre un certain

nombre d'éléments, notamment la dépréciation des installations de la voie, sauf dans la mesure où l'on peut rattacher ces éléments directement à la ligne à l'étude.

Plus loin dans son plaidoyer, il a dit que les provinces étaient d'avis que la dépréciation n'était pas un coût évitable et que, par conséquent, "elle n'a pas sa place dans le calcul de la perte réelle. Elle ne sera pas évitée si la ligne est abandonnée et, par conséquent, elle ne devrait pas être une cause déterminante de l'abandon". Il a également soutenu que la dépréciation ne devrait pas faire l'objet d'une subvention si le maintien d'un embranchement est ordonné, parce que, dans le cas contraire, elle ne serait pas récupérable par le chemin de fer.

Pour bien comprendre la position prise par les provinces au sujet de la dépréciation en tant que facteur de coût, il y a lieu de se reporter aux répliques des avocats des gouvernements du Manitoba et de la Saskatchewan.

### **Réplique de l'avocat du gouvernement de la Saskatchewan**

L'avocat de la Saskatchewan a soutenu que la position prise par le Pacifique-Canadien durant tout le cours de l'enquête est que l'article 387A de la Loi sur les chemins de fer ordonne au Comité d'accorder la dépréciation à l'égard des voies ferrées et des facilités connexes d'un embranchement. Il est d'avis que la phraséologie générale de l'article 387A ne saurait l'emporter sur les dispositions précises du paragraphe (7) de l'article 314E, qui confère au Comité le pouvoir, dans les calculs de perte réelle, d'exclure les articles et facteurs relatifs aux frais et aux revenus qu'il estime normal d'exclure.

Quant à ce qu'on entend par la dépréciation à l'article 387A, l'avocat a souligné que deux conceptions complètement différentes de la dépréciation avaient été avancées devant le Comité. La première, qu'on pourrait appeler le principe comptable de la dépréciation, a été exposée dans les mémoires du Pacifique-Canadien. Le principe appliqué est le suivant: tant que des éléments d'actif existent, une allocation périodique doit être faite à leur sujet pour couvrir leur remplacement ou leur désuétude. L'autre principe, avancé par l'E.B.S. et les provinces, pourrait être appelé le principe économique de la dépréciation. Selon ce principe, la dépréciation ne saurait s'appliquer convenablement qu'à des biens qui ont une valeur économique mesurée en termes de capacité à produire des revenus.

Les provinces ont émis l'avis que différentes conceptions de la dépréciation pouvaient et devaient s'appliquer à différentes méthodes de calcul des prix de revient. Dans le cas d'un abandon d'embranchement, l'allocation de dépréciation devrait être fondée sur la valeur nette de récupération des éléments fixes d'actif de l'embranchement, et une allocation de dépréciation devrait également être faite à l'égard des biens fixes de l'embranchement qui peuvent être affectés à un autre usage sur le réseau ferroviaire. L'avocat de la Saskatchewan a souligné que pour les autres éléments en cause, comme le matériel roulant, la dépréciation est allouée au moyen d'un calcul des frais unitaires associés au trafic.

Il a également mentionné le plan de groupe pour la dépréciation d'éléments d'actif ferroviaires. Il s'est opposé à l'application de cette méthode aux embranchements vu qu'elle est fondée sur de vastes moyennes tirées de la structure comptable générale du chemin de fer et qu'elle ne saurait donner une détermination exacte de l'état réel des éléments d'actif d'un embranchement, de la mesure dans laquelle ils ont été dépréciés ni de leur capacité de dépréciation future.

Il en conclut que le principe de dépréciation du chemin de fer, tout en convenant aux fins de la comptabilité en général, porte sur de vastes moyennes et ne produit pas de résultat exact quant à l'état d'un embranchement. Pour cette raison, la méthode préconisée par les gouvernements des provinces est plus appropriée aux fins de la détermination de l'allocation de dépréciation dans le cas des embranchements, c'est-à-dire "que l'allocation de dépréciation devrait être fondée uniquement sur la valeur nette de récupération des éléments fixes d'actif de l'embranchement, et aussi qu'une allocation de dépréciation devrait être faite pour les biens fixes de l'embranchement qui peuvent être affectés à un autre usage sur le réseau ferroviaire."

#### Réplique de l'avocat du gouvernement du Manitoba

L'avocat du Manitoba a dit que les provinces voulaient établir clairement qu'aux fins de l'article 314B de la Loi sur les chemins de fer, elles ne proposaient pas que la dépréciation et le coût du capital soient exclus comme facteurs de coût; de fait, elles ont dit que la dépréciation et le coût du capital devraient être inclus mais être fondés sur la valeur de récupération, et non sur la valeur comptable. Il a émis l'opinion que ce serait une allocation raisonnable en vertu du paragraphe (1) de l'article 387A et que ce serait dans les limites de la portée du paragraphe (7) de l'article 314E en ce qui concerne les éléments à inclure ou à exclure.

En réponse à la question du Comité qui lui demandait s'il pouvait déterminer la dépréciation d'une manière différente pour les différents articles de la Loi, l'avocat a dit qu'il ne voyait pas de raison particulière qui obligerait à faire le calcul de la dépréciation de façon identique pour tous les articles. En vertu de l'article 314B, le Comité serait tenu de déterminer la perte réelle en tenant compte des frais encourus, et la question qui se pose est de savoir si ces frais seraient ou non les mêmes que les frais variables déterminés en vertu de l'article 334. A son avis, le Comité pourrait décider qu'en vertu d'un article particulier la dépréciation soit traitée d'une certaine façon parce qu'il juge cette façon appropriée et qu'en vertu d'un autre article, elle soit traitée d'une autre façon.

Il a proposé que la nouvelle loi encourage les chemins de fer à rationaliser leurs exploitations. En pratique, on a largement interprété ce point comme voulant dire l'abandon d'une ligne ou d'un service particulier. Dans ces conditions, certains éléments d'actif sont désaffectés avant que leur durée d'utilisation soit complètement écoulée. Advenant la désaffectation d'un nombre important de ces éléments d'actif d'un groupe quelconque, les chemins de fer relèveraient le taux de dépréciation du reste des éléments de façon à refléter la durée moyenne d'utilisation qui serait plus courte, ce qui est la fonction de la dépréciation par groupes.



Il a souligné que si un abandon est autorisé en vertu de l'article 168 ou de l'article 314C de la Loi sur les chemins de fer, le seul recours du chemin de fer, pour refléter exactement l'allocation du coût des éléments d'actif du groupe touché, est d'attribuer un taux plus élevé aux éléments encore utilisés. Il a dit qu'il importe de noter que la dépréciation n'est pas épargnée, mais qu'elle est reportée à d'autres éléments du groupe.

### Position de l'E.B.S.

L'E.B.S. a recommandé qu'au lieu d'imputer des frais de dépréciation sur les biens dont on projette l'abandon, les chemins de fer fournissent une prévision annuelle des dépenses de capitaux nécessaires pour maintenir la ligne en exploitation. La dépréciation de tout bien qui continuerait à être utilisé ailleurs sur le chemin de fer et la dépréciation de la valeur de récupération, s'il en est, devraient être permises.

Cette recommandation de l'E.B.S. reflète l'attitude prise dans la déclaration écrite antérieure de sa position, à ce sujet, présentée au Comité et aux parties avant l'audition. Dans ce document, intitulé: Les principes de calcul des prix de revient dans les cas d'abandon d'embranchements, on a mentionné l'importance d'inclure les prévisions du coût du capital dans le calcul de la perte réelle:

“L'importance d'inclure des prévisions de capital dans le calcul de la “perte réelle” mentionné à l'article 314B est évidente si on mesure les conséquences qui pourraient résulter de l'omission de leur inclusion. Si la consommation de capital est représentée uniquement par les frais de dépréciation, elle devient un élément relativement stable de coût, fixé par la durée d'utilisation des biens de l'embranchement. On ne tient aucunement compte de la désaffectation ni du remplacement réels des différents biens. Bien que beaucoup de biens dépréciables d'un embranchement, par exemple, les rails et les traverses, puissent être remplacés par petites parties, d'autres éléments, en particulier dans la catégorie des immeubles et des structures, doivent être remplacés en entier d'un seul coup. Vu qu'un pont, par exemple, peut constituer une grande partie de l'investissement total dans un embranchement, son coût pourrait facilement faire pencher la balance vers un profit ou une perte. Si les soumissions concernant la “perte réelle” présentées en vertu de l'article 314B étaient limitées aux frais historiques, une ligne marginale sur laquelle le remplacement d'un pont s'impose ne pourrait devenir susceptible d'abandon qu'*après* le remplacement du pont. On pourrait peut-être alors établir que son exploitation entraîne une perte importante et son abandon pourrait être immédiatement approuvé. Ainsi, l'exclusion des prévisions de capital requis, dans le calcul de la perte réelle, pourrait très bien forcer les chemins de fer à faire des investissements supplémentaires dans des lignes marginales simplement pour rendre ces lignes propres à être abandonnées. Cet évident gaspillage de ressources va nettement à l'encontre de la politique nationale.

Nous recommandons, par conséquent, que dans le calcul de la “perte réelle” prévu à l'article 314B et dans les modèles de calcul des frais en vertu de l'article 314C, les

frais de dépréciation autres que la diminution de la valeur de récupération soient exclus des calculs et soient remplacés par une prévision annuelle des nouveaux besoins de capital.”

Aucune déposition n'a été présentée par la suite pour indiquer que l'utilisation de la dépréciation des investissements passés dans les demandes présentées en vertu des articles 314B ou 314I de la Loi empêche l'étude du cas des embranchements ou des services de trains de voyageurs qui font face à de grands besoins imminents de capital. Dans un tel cas, le Comité a des pouvoirs suffisants en vertu des articles 387A et 387B pour établir des méthodes appropriées.

### Position du National-Canadien

Aux fins du calcul de la perte réelle afférente aux embranchements, le National-Canadien a accepté le “principe du coût à fonds perdu” de l'E.B.S. L'avocat de la compagnie a souligné dans son plaidoyer que selon ce principe la dépréciation serait permise sur la valeur de récupération seulement, et que lorsqu'une ligne non rentable doit continuer à être exploitée dans l'intérêt public, les capitaux des installations de la voie seraient retirés des comptes de capitaux du chemin de fer et les investissements futurs de capital sur la ligne seraient traités comme des dépenses d'exploitation dans l'année au cours de laquelle l'investissement est fait.

Le National-Canadien appliquerait également le “principe du coût à fonds perdu” aux services de trains de voyageurs qu'on se propose de supprimer. Pour les éléments d'actif autres que les biens des embranchements non rentables et l'équipement des voitures de voyageurs utilisées dans les services non rentables, la dépréciation serait calculée de la façon prescrite dans la Classification uniforme des comptes, sauf que les frais de remplacement courants (adaptés aux changements technologiques) remplaceraient le coût historique.

L'avocat du National-Canadien a exprimé des réserves au sujet de la recommandation de rayer des livres de compte le coût des biens des embranchements subventionnés. Le National-Canadien préférerait laisser dans les livres le coût de ces biens et le reporter dans une catégorie non dépréciable, en reportant en même temps un montant approprié de réserves pour dépréciation à des comptes de contrepartie appropriés. La compagnie est d'avis que les livres du chemin de fer seraient le meilleur endroit où comptabiliser les dépenses futures de capital qui seraient financées par subvention directe.

Les frais historiques ainsi comptabilisés seraient alors rayés seulement lors de l'abandon des lignes; ou, alternativement, les frais des embranchements qui cesseraient d'être subventionnés redeviendraient dépréciables lors de l'arrêt de la subvention.

L'avocat de la compagnie a également souligné que pareil report pourrait, à première vue, paraître quelque peu illogique, mais la situation de l'actif net serait la même d'une façon ou de l'autre. Il a dit que ce n'était là qu'une des méthodes comptables proposées à ce sujet et qu'il existe d'autres façons de procéder tout en maintenant la même comptabilité historique.

L'avocat du National-Canadien a également mentionné la disposition de l'article 314J de la Loi, qui limite à 80 p. 100 de la perte réelle la subvention des services de trains de voyageurs non rentables. Il a souligné que selon le "principe du coût à fonds perdu", cela limiterait la subvention à l'égard des achats d'équipement neuf pour les trains de voyageurs à 80 p. 100 du coût de cet équipement. Dans ces circonstances, les chemins de fer seraient sans doute portés à résister les demandes du public d'équipement neuf dans le cas des services subventionnés.

Cependant, selon lui, du point de vue comptable, l'achat, pour des services subventionnés, d'équipement neuf dont le National-Canadien financerait 20 p. 100 du coût, ne créerait aucun problème particulier. La compagnie capitaliserait simplement sa part du coût (comme on le fait actuellement pour les améliorations des services publics) et ce coût serait alors déprécié sur la durée estimative de l'équipement. Il a souligné que la dépréciation de tels éléments d'actif devrait être exclue des réclamations futures de subventions, puisque le gouvernement aurait déjà payé sa part de 80 p. 100.

### Conclusions du Comité

Aux fins du calcul de la perte réelle dans les demandes d'abandon d'embranchements présentées en vertu de l'article 314B, ou de suppression de services de trains de voyageurs en vertu de l'article 314I, le Comité conclut qu'il devrait être permis aux chemins de fer d'inclure la dépréciation réelle qui a été imputée à titre de facteur dans la détermination du coût de l'exploitation de la ligne ou du service. La perte réelle devrait être fondée sur le fait qu'au moment où est présentée la demande d'abandon ou de suppression, la ligne ou le service constituent une partie intégrante de l'exploitation du réseau ferroviaire.

De même, aux fins des articles 317, 329, 334 et 336, le Comité a décidé qu'il ne devrait pas y avoir de variation spéciale dans la façon dont la dépréciation est permise pour la détermination des frais.

Lorsque le Comité décide qu'un embranchement non rentable ne doit pas être abandonné ou qu'un service de trains de voyageurs non rentable ne doit pas être supprimé, la compagnie ferroviaire a le droit, de par la Loi sur les chemins de fer, de réclamer une subvention. De fait, la compagnie aurait pu éliminer la ligne ou le service si le Comité n'en avait pas ordonné le maintien. Nous estimons qu'il convient de laisser à la discrétion du Comité l'examen des frais de dépréciation qui seront encourus par suite du maintien de la ligne ou du service. En ce qui concerne les biens qui seraient désaffectés, la compagnie ne pourrait réaliser que la valeur de récupération. Le seul autre élément de dépréciation à l'égard de ces biens que le chemin de fer subira à la suite du maintien de la ligne ou du service serait la diminution de la valeur de récupération.

Il pourra y avoir lieu d'ajouter de nouveaux éléments d'actif pour maintenir la ligne ou le service comme l'a ordonné le Comité. Si le Comité décide par la suite que la ligne doit être abandonnée ou que le service doit être supprimé, il se pourra que les nouveaux éléments d'actif ajoutés au moment de l'ordonnance originale n'aient pas été com-

plètement dépréciés. Pour cette raison, dans le calcul des réclamations afférentes à l'année d'exploitation immédiatement antérieure à l'abandon ou la suppression, les chemins de fer peuvent inclure à titre de frais le coût non déprécié de ces nouveaux éléments. Ces coûts devraient être calculés en déduisant du coût réel des nouveaux éléments de l'actif leur valeur de récupération au moment de l'abandon ou de la suppression et la dépréciation accumulée permise aux fins de la subvention au cours des années précédentes.

Après avoir examiné toute la preuve et les plaidoyers à ce sujet, le Comité a décidé que la dépréciation devait être traitée, en tant que facteur de la détermination des frais aux fins des réclamations faites en vertu des articles 314E, 314G et 314J de la Loi sur les chemins de fer, d'une façon différente qu'en tant que facteur de la détermination des frais à d'autres fins de la Loi.

Les conclusions du Comité sont les suivantes:

1. Dans le calcul du montant de la "perte réelle" dans les demandes d'abandon d'embranchements présentées en vertu de l'article 314B, ou de suppression de services de trains de voyageurs en vertu de l'article 314I, sera incluse une allocation de dépréciation fondée sur une base périodique et calculée conformément à la Classification uniforme des comptes.
2. Dans le calcul des frais de l'entreprise de la compagnie aux fins des articles 317, 329, 334 et 336, sera incluse une allocation de dépréciation fondée sur une base périodique et calculée conformément à la Classification uniforme des comptes.
3. Dans le calcul des frais de l'entreprise de la compagnie aux fins des articles 314E, 314G et 314J, sera incluse une allocation de dépréciation fondée sur une base périodique:
  - (a) qui reflétera la diminution annuelle de la valeur nette qui pourrait être réalisée par la récupération des installations dépréciables de la voie qui, de l'avis du Comité, pourraient être ou seraient désaffectés si la ligne était abandonnée ou le service supprimé mais qui sont nécessaires pour le maintien de l'exploitation; et
  - (b) à des taux approuvés en vertu de la Classification uniforme des comptes, appliqués à la valeur comptable de tels autres éléments dépréciables d'actif et de tels éléments nouveaux que le Comité juge être nécessaires pour le maintien de l'exploitation de la ligne ou du service.
4. Dans le calcul des frais de l'entreprise de la compagnie aux fins des articles 314E, 314G et 314J, sera incluse dans les frais, pour l'année d'exploitation immédiatement antérieure à l'abandon d'une ligne ou la suppression d'un service dont on avait auparavant ordonné le maintien, une allocation de dépréciation pour les nouveaux éléments que le Comité juge être nécessaires pour se conformer à l'ordonnance de maintien. Cette allocation de dépréciation sera égale au coût non déprécié de ces nouveaux éléments, calculé en déduisant du coût réel des éléments leur valeur de

récupération et la dépréciation accumulée permise à leur égard aux fins de la subvention aux cours des années précédentes.

### COÛT DU CAPITAL

Il s'agit du second des deux facteurs, dépréciation et coût du capital, que l'article 387B de la Loi sur les chemins de fer prescrit au Comité d'inclure à titre de facteurs précis lorsqu'il prescrit les articles et facteurs qui doivent être pertinents à la détermination des frais.

Au cours de l'audition, toutes les parties ont bien exposé leurs positions au sujet du coût du capital. Toutefois, il s'agit d'un sujet très vaste et il y a eu une grande diversité d'opinions quant à la méthode de calcul et à l'étendue de la discrétion accordée au Comité pour la prescription de l'allocation de coût du capital aux fins de la Loi. Une difficulté initiale est que les principes directeurs afférents au traitement du coût du capital n'ont pas jusqu'ici été aussi bien décrits dans les jugements de réglementation, les ordonnances et les règlements que dans le cas de la dépréciation. Nous avons souligné, dans une section précédente des présents motifs, que la dépréciation est prescrite à titre d'article de dépense en vertu de la Classification uniforme des comptes, et que des instructions détaillées sont données au sujet de l'approbation des taux de dépréciation et de la base d'investissement à laquelle ils sont appliqués.

Le coût du capital n'est pas soumis à pareille description et à pareilles instructions dans la Classification uniforme des comptes. Il n'est pas prescrit à titre d'article de dépense.

Il existe trois grandes catégories de questions se rapportant au coût du capital qui, pour éviter toute confusion, devraient être distinguées, puis discutées séparément. La première est la méthode générale de calcul de l'investissement variable à attribuer au trafic dans chaque détermination du coût variable. La deuxième, c'est l'attribution de l'investissement sur lequel le coût du capital est calculé aux différentes fins de la Loi sur les chemins de fer. La troisième, c'est le calcul du taux de rendement à appliquer à l'investissement attribué pour chacune des fins de la Loi.

#### 1) Calcul de l'investissement variable

Aux fins de la détermination du coût du capital attribuable au mouvement du trafic, les chemins de fer calculent la valeur d'actif nette de l'investissement, laquelle, à longue échéance, est variable avec le trafic à l'étude.

Dans la comptabilité de dépréciation par groupe, la valeur nette d'investissement de chaque élément particulier d'actif n'est pas connue, de sorte qu'il est nécessaire d'établir d'abord l'investissement brut pour chaque groupe ou compte. Après l'établissement de l'investissement brut par groupe ou par compte, la partie variable de cet investissement brut est alors déterminée par une analyse par régression pour les installations de la voie, et par une analyse directe pour l'équipement.

Le Pacifique-Canadien inscrit dans ses livres l'investissement brut en installations de la voie par compte par section de biens. La dépréciation est également accumulée par compte.

Le National-Canadien inscrit dans ses livres l'investissement brut et la dépréciation accumulée d'une façon aussi détaillée que le Pacifique-Canadien mais à l'échelle du réseau seulement.

*a) Fonctions d'investissement variable brut du National-Canadien*

Parce que le National-Canadien ne répartit pas les comptes d'installation de la voie entre ses 18 secteurs d'exploitation ferroviaire, il lui est impossible de faire des analyses par régression semblables à celles que fait actuellement le Pacifique-Canadien pour obtenir son propre investissement brut variable et les frais unitaires de l'investissement brut variable. Par conséquent, le National-Canadien s'est servi des fonctions d'investissement brut établies par le Pacifique-Canadien par une série d'analyses par régression des comptes de biens du Pacifique-Canadien vis-à-vis des unités de production causales appropriées.

Lorsque ces fonctions d'investissement du Pacifique-Canadien sont appliquées aux unités de production du National-Canadien, elles produisent un investissement brut total reconstruit considérablement inférieur à celui qu'indiquent les livres du National-Canadien. Le National-Canadien a soutenu que cette différence est attribuable à l'âge moyen des biens et de l'équipement du National-Canadien relativement plus récents que ceux du Pacifique-Canadien, d'où leur coût plus élevés, et aux différences dans les caractéristiques de densité des deux chemins de fer.

A cause de cela, le National-Canadien a proposé que les fonctions d'investissement brut variable du Pacifique-Canadien, appliquées au National-Canadien, soient relevées de façon à correspondre à l'investissement brut total inscrit aux comptes de biens du chemin de fer.

L'E.B.S. a recommandé que la solution ultime soit pour le National-Canadien d'établir sa propre fonction d'investissement. Il a indiqué que pour ce faire le National-Canadien devra répartir ses comptes d'installations de la voie entre les 18 secteurs d'exploitation du chemin de fer, puis faire des analyses par régression semblables à celles que fait actuellement le Pacifique-Canadien. On se rend compte que c'est une entreprise considérable, aussi, l'E.B.S. a-t-il recommandé qu'entre temps, le National-Canadien continue de se servir des fonctions du Pacifique-Canadien.

Nous sommes d'accord avec les recommandations de l'E.B.S. et nous les adoptons. Le National-Canadien a peut-être raison d'affirmer que certaines différences matérielles, financières et d'exploitation expliquent l'écart entre les fonctions d'investissement brut du Pacifique-Canadien et l'investissement comptable du National-Canadien. Cependant, nous ne pouvons accepter l'investissement comptable du National-Canadien sans une analyse détaillée semblable à celle qu'a effectuée le Pacifique-Canadien pendant les années qui ont suivi immédiatement 1950. Ce point est particulièrement important étant donné

que les valeurs de nombre de biens ont été inscrites avant la formation du National-Canadien, à une époque où le gouvernement n'étudiait pas les attributions de valeurs. Nous ne voyons donc pas d'autre solution pour le National-Canadien que celle de continuer à se servir des fonctions d'investissement brut du Pacifique-Canadien.

*b) Rapport de l'investissement net à l'investissement brut du National-Canadien*

La réserve pour dépréciation inscrite du National-Canadien ne correspond pas à la dépréciation accumulée qui existerait si une comptabilité de la dépréciation avait été tenue durant toute l'existence du chemin de fer. Par conséquent, son rapport actuel de l'investissement net à l'investissement brut exagère l'investissement net aux fins de la détermination du coût du capital. Comme l'E.B.S. l'a souligné, l'emploi du rapport existant de l'investissement net à l'investissement brut exagère le niveau de l'investissement net en tant qu'expression de la valeur économique non dépréciée des biens du chemin de fer.

A l'audition, l'avocat de la Compagnie s'est exprimé ainsi au sujet des valeurs comptables nettes du National-Canadien:

“En ce qui concerne les valeurs comptables, nous admettons que les réserves de dépréciation du National-Canadien sont, en fait, inadéquates . . . Nous ne pouvons pas, par conséquent, nier, et nous ne nions pas, que les valeurs comptables nettes courantes du National-Canadien exagèrent, dans la comptabilité ordinaire, les frais non dépréciés des éléments d'actif employés.”

A cause de cela, le Comité ne peut accepter que le National-Canadien continue à utiliser les rapports actuels de l'investissement net à l'investissement brut. L'E.B.S. a recommandé que l'investissement net soit recalculé à un niveau de pleine dépréciation comme si une comptabilité de la dépréciation avait toujours été tenue. C'est une solution mais il peut y en avoir d'autres. De toute façon, il sera ordonné au National-Canadien d'établir, et de présenter au Comité pour examen, un programme qui prévoit des rapports courants acceptables de l'investissement net à l'investissement brut. Dans l'intervalle, le National-Canadien devrait utiliser les rapports de l'investissement net à l'investissement brut du Pacifique-Canadien.

*c) Valeur en dollars courants*

Au lieu des valeurs comptables, l'avocat du National-Canadien a proposé l'utilisation de la valeur courante des éléments d'actif pour toutes les fins de calcul des prix de revient en vertu de la Loi sur les chemins de fer. Cette méthode, a-t-il soutenu, donnerait de meilleures évaluations de l'investissement, dans le cas du National-Canadien, et des frais plus dignes de foi que les données fondées sur les frais historiques réels ou estimatifs. La position du National-Canadien est que les valeurs comptables fondées sur les frais historiques et les méthodes classiques de dépréciation ne mesurent que la partie non amortie du coût original des éléments du capital, ce qui ne donne pas une évaluation satisfaisante des éléments d'actif comme le reflète leur valeur économique courante.

Comme l'E.B.S., nous sommes d'avis que cette proposition ne serait pas utile aux fins de la réglementation. L'utilisation de dollars courants peut être acceptable aux fins de la planification de l'entreprise, mais elle apporterait de nouveaux éléments d'incertitude dans le processus de réglementation et elle ne serait pas moins sujette à la critique, quant à la pertinence, que le calcul de l'investissement fondé sur la base historique actuelle. Poussée à l'extrême, cette méthode comporterait un calcul des frais de reproduction pour toute l'installation existante. L'investissement ferroviaire qui en résulterait aurait peu de rapport avec le National-Canadien tel qu'il existe actuellement.

## 2) Attribution de l'assiette du coût du capital aux fins de la Loi sur les chemins de fer

### *a) Articles 317, 329, 334, 336 – Réglementation des taux*

La section qui précède sur le calcul de l'investissement variable a traité les questions relatives à la détermination de l'investissement net variable à attribuer au trafic dans les cas qui ne comportent que les frais variables; ces cas relèveraient des articles susmentionnés de la Loi, relatifs aux taux. L'emploi de ces méthodes pour déterminer l'assiette de l'investissement net pour les frais variables reflète les décisions passées ayant force de règlements, rendues aux fins de la tarification. Elles ont été généralement acceptables en ce qui concerne le calcul de l'investissement variable, bien qu'il y ait eu des différences d'opinion marquées au sujet de ce qui constitue un taux raisonnable de rendement sur cet investissement.

### *b) Articles 314A à 314J – Abandon d'embranchements et suppression de trains de voyageurs*

#### *Position des parties*

L'avocat du Pacifique-Canadien a soutenu que l'assiette convenable d'investissement à utiliser au sujet de cette compagnie pour toutes les fins de la Loi est l'investissement net dans l'entreprise ferroviaire inscrit aux livres de la compagnie. Il a dit que l'exactitude de ses écritures comptables relatives à l'investissement au cours des années soustrait effectivement du domaine de la controverse tout doute quant au montant actuel de l'investissement net.

Il a laissé entendre que le montant de l'investissement net dans les éléments d'actif ferroviaires utilisés pour un embranchement est facile à déterminer. L'investissement brut dans un embranchement, divisé en groupes d'éléments, peut être obtenu des livres de la compagnie. De même, l'investissement brut et l'investissement net dans le réseau ferroviaire peuvent tous les deux être obtenus des dossiers de la compagnie pour chaque groupe d'éléments. L'investissement ferroviaire net dans un embranchement est, par conséquent, obtenu en appliquant à l'investissement brut dans un embranchement, par groupes, le rapport de l'investissement net du réseau ferroviaire à l'investissement brut du réseau ferroviaire pour chaque groupe d'éléments.



L'E.B.S. et les gouvernements des provinces ont tous deux proposé que l'investissement net soit utilisé pour tout bien qui continuerait à servir et pour les biens variables avec le mouvement hors-ligne du trafic de l'embranchement. Pour les biens d'embranchement de la ligne même qui seraient désaffectés si la ligne était abandonnée, le chemin de fer devrait pouvoir inclure comme base du coût du capital seulement la valeur qu'il pourrait retirer des biens lors de l'abandon de la ligne, soit en d'autres termes, leur valeur ferroviaire nette. Ainsi s'est exprimé l'E.B.S.:

“Puisque la fonction attribuée de l'investissement à fonds perdu dans un embranchement non rentable n'a aucune capacité de gain, sa valeur est réduite à la seule alternative possible, la récupération. Cette valeur représente le meilleur rendement que le chemin de fer puisse obtenir de cet investissement.”

### *c) Conclusions du Comité*

Nos conclusions concernant le coût du capital sont établies à la lumière de celles qui ont été établies ailleurs dans les présents motifs, au sujet de l'abandon d'embranchements, de la suppression de trains de voyageurs et de la dépréciation. A notre avis, les mêmes principes généraux devraient s'appliquer tant à la dépréciation qu'au coût du capital mais il faut tenir compte d'une différence importante.

Cette différence provient du fait, constaté au début de la présente section, qu'à la différence de la dépense de dépréciation, les bases et les taux d'investissement à utiliser pour le calcul du coût du capital ne sont pas prescrites en vertu de la Classification uniforme des comptes. Il n'existe, en fait, aucun facteur qu'on puisse appeler le coût “normal” du capital et qui pourrait s'appliquer uniformément sans exceptions.

Dans l'étude de la dépréciation pour le calcul de la perte réelle dans les demandes d'abandon ou de suppression en vertu des articles 314B et 314I de la Loi sur les chemins de fer, le Comité permet, à titre d'élément de frais, la dépréciation réelle qui avait été débitée aux comptes de la compagnie. Ces frais sont fondés sur les valeurs comptables des éléments dépréciables d'actif et les taux de dépréciation approuvés par le Comité. La raison d'être de ce traitement est qu'au moment de la demande d'abandon, la ligne ou le service sont censés faire partie intégrante d'une “exploitation en pleine activité” jusqu'à preuve du contraire. A ce titre, ils devraient entraîner une dépréciation pour tenir compte de la consommation de capital et, ce qui est très pertinent ici, ils devraient donner un rendement sur le capital qui y est investi. Cette prescription exigerait les frais de dépréciation normaux et un coût du capital fondé sur l'investissement net dans la ligne ou le service.

Cependant, comme on l'a souligné dans la discussion sur les abandons d'embranchements, le plan de groupe pour le débitage et l'accumulation de la dépréciation exagère considérablement le taux auquel se produit réellement la dépréciation sur la plupart des embranchements à faible circulation. Afin qu'il soit tenu compte de cette tendance à l'exagération des frais, le Comité a décidé, à titre de procédure aux fins de l'application des articles 314B et 314I de la Loi sur les chemins de fer, comme il est dit ailleurs dans les

présents motifs, de n'accorder le coût du capital, dans le cas d'abandon ou de suppression, que sur la valeur de récupération des biens qui doivent être désaffectés.

En adoptant cette procédure à titre de règle générale, le Comité se prévaut de la discrétion qui lui est accordée en vertu de l'article 387A de la Loi quant au montant qu'il lui semble raisonnable, dans les circonstances, d'allouer au sujet de la dépréciation et du coût du capital. Dans les cas particuliers, l'allocation totale pour ces deux facteurs de frais sera examinée comme un tout et des redressements pourront être faits soit dans les allocations de dépréciation, soit dans les allocations de coût du capital, de sorte que le total qui en résultera sera, de l'avis du Comité, raisonnable en l'occurrence.

Cependant, si le chemin de fer peut calculer des frais de dépréciation et des rapports d'investissement net qui reflètent les particularités précises de vieillissement de l'embranchement ou du service de voyageurs en question, le Comité considérera la possibilité de substituer ce calcul précis à la prescription générale esquissée ci-dessus pour la dépréciation et le coût du capital.

Aux fins des articles 314E et 314G, relatifs aux subventions d'embranchements, et de l'article 314J, relatif aux subventions de trains de voyageurs, le Comité a également adopté la valeur de récupération comme assiette du coût du capital, mais pour des raisons différentes. A ce stade, il aura été déterminé que la ligne ou le service subissent une perte réelle, mais qu'ils doivent être maintenus dans l'intérêt public. La seule valeur dont le public devrait répondre, par conséquent, est la valeur que le chemin de fer aurait pu tirer des biens si le Comité avait accordé la demande d'abandon ou de suppression du chemin de fer. Cette valeur est la valeur de récupération de tout bien qui, autrement, pourrait être désaffecté.

La prescription ci-dessus sur la valeur de récupération ne s'applique pas à l'investissement variable afférent au trafic destiné à l'embranchement subventionné ou y partant, ni à l'investissement variable avec un service de trains de voyageurs subventionné mais ne se rapportant pas uniquement à ce service. Ces biens doivent continuer à être utilisés comme à l'heure actuelle indépendamment de l'abandon ou de la suppression en question, et sont susceptibles de donner un rendement sur l'investissement comptable net attribué comme étant variable avec la ligne, le service ou le trafic en question.

De même, tout nouvel investissement ajouté à une ligne ou un service non rentables subventionnés devrait également pouvoir donner un rendement sur l'investissement comptable net, l'investissement net étant calculé pour les biens précis, au lieu d'être fondé sur les rapports de l'investissement net à l'investissement brut du réseau. Puisque cet investissement est fait uniquement parce que l'intérêt public exige le maintien de la ligne ou du service, son coût entier devrait être supporté par le public par le versement d'une subvention.

### *3) Taux de rendement du capital*

La question de la suffisance du rendement du capital discutée dans les causes sur les tarifs et devant les commissions royales, a conduit à des conclusions fondées et jugées

raisonnables à l'époque. De même, un moyen de déterminer ce qui est raisonnable est contenu dans la directive donnée au Comité au paragraphe (1) de l'article 387A de la Loi sur les chemins de fer:

“Dans le calcul des frais de l'entreprise de la compagnie, aux fins des articles 314A à 314J, 317, 329, 334, 336, 387B et du présent article, il doit être inclus l'allocation périodique que la Commission estimera raisonnable en l'occurrence

- a) pour la dépréciation, et
- b) en ce qui concerne le coût du capital afférent à toute dépense, que celle-ci ait ou non été acquittée grâce à des fonds empruntés.”

Cette directive s'est reflétée dans l'ordonnance de la Commission sur les frais, ordonnance qui prévoyait le “coût de la catégorie IV, représentant le coût du capital calculé sur l'investissement et au taux approuvé par la Commission”.

Cette ordonnance n'a pas engagé la Commission des transports du Canada à recourir à une assiette ou un taux particulier pour la détermination du coût du capital aux fins des différents articles de la Loi sur les chemins de fer, mais elle lui a conservé la liberté de faire des allocations conformément à la directive donnée au paragraphe (1) de l'article 387A, “. . . l'allocation . . . que la Commission estimera raisonnable en l'occurrence”.

Nous considérons qu'il est désirable, en traitant du coût du capital, d'exposer une partie du fonds de la réglementation contre lequel les parties ont fait des dépositions et présenté des plaidoyers dans la présente enquête quant à l'assiette et aux tarifs que le Comité devrait considérer comme raisonnables aux fins de la Loi sur les chemins de fer. Nous nous reporterons à des décisions passées ayant force de règlement qui se rapportent au taux du coût du capital, puis nous présenterons les principales méthodes proposées par les parties pour le calcul de ce taux et les conclusions du Comité.

#### *a) Décisions passées ayant force de règlement*

La Commission des transports du Canada a, dans les causes relatives aux tarifs-marchandises en général, adopté la Compagnie de chemin de fer du Pacifique-Canadien comme critère pour la détermination du coût du capital admissible sur une base de besoins financiers, c'est-à-dire les gains nécessaires, après déduction des dépenses d'exploitation et réserve pour l'impôt sur le revenu, pour payer les charges fixes et les dividendes, et pour prévoir une allocation d'excédent. Ce coût admissible du capital a été exprimé sous forme de taux de rendement sur l'investissement ferroviaire net et s'est élevé à 3% p. 100 dans le jugement sur la Majoration générale des tarifs-marchandises du 27 décembre 1957: *Majoration générale des tarifs-marchandises* (1958) 76 CRTC 53. Dans ce jugement, les chiffres de l'année fictive 1957, pour la Compagnie de chemin de fer du Pacifique-Canadien, ont été établis (page 61) de la façon suivante:

“Aux fins du présent jugement, nous allouons un niveau arbitraire de revenu ferroviaire net, dont la composition est la suivante:

Frais fixes .....	\$13,038,000
Dividendes d'actions privilégiées .....	3,012,130
Dividendes d'actions ordinaires .....	17,567,870
Excédent .....	15,235,000
Allocation supplémentaire .....	<u>2,400,000</u>
Niveau arbitraire de revenu ferroviaire net aux fins du présent jugement .....	<u>\$51,253,000"</u>

Ce montant de \$51,253,000, par rapport à l'investissement ferroviaire net redressé de 1956, a donné un taux de 3.75 p. 100. Les rapports présentés par le Pacifique-Canadien à la Commission des transports du Canada et à la Commission canadienne des transports pour les années 1956 à 1968 montrent les résultats suivants:

Année	Investissement ferroviaire net	Revenu ferrovi- aire total avant déduction des frais fixes	Taux de rendement de l'investisse- ment ferroviaire net
1956	\$1,381,567,826	\$44,534,034	3.22%
1957	1,416,794,120	40,313,427	2.85%
1958	1,440,149,678	38,941,048	2.70%
1959	1,427,676,210	38,916,895	2.73%
1960	1,409,308,784	36,819,118	2.61%
1961	1,384,676,748	41,026,484	2.96%
1962	1,360,135,021	34,407,875	2.53%
1963	1,346,212,563	39,883,493	2.96%
1964	1,328,161,511	48,579,022	3.66%
1965	1,356,186,592	45,648,059	3.37%
1966	1,379,443,634	56,661,526	4.11%
1967	1,397,266,572	45,364,289	3.25%
1968	1,392,761,685	48,241,643	3.46%

La question du taux du coût du capital s'est posée devant la Commission dans un certain nombre de demandes d'abandon d'embranchement et dans deux ou plusieurs demandes relatives aux tarifs d'abonnement. Dans plusieurs causes d'abandon d'embranchement entendues au début des années 1960, un taux de 5 p. 100 a été appliqué à la valeur de récupération nette de l'embranchement. Dans un jugement rendu au sujet d'une demande d'abandon d'embranchement présentée au cours de cette période, la Commission a déclaré:

"Bien que la question de la récupération ne soit pas une considération majeure dans l'appréciation d'une demande d'abandon, il convient de souligner que sur une valeur de récupération nette de \$115,200, au taux annuel d'intérêt de 5 p. 100, le

rendement pour le chemin de fer serait de \$5,760 par année, somme qui s'ajouterait à l'amélioration financière du chemin de fer à la suite de l'abandon de la ligne.”: *Subdivision de McAuley de la Compagnie de chemin de fer du Pacifique-Canadien* (1961) 51 J.O.R.&R. 579, à 590.

Dans la dernière cause de tarifs d'abandonnement, un taux de 6 p. 100 a été utilisé au lieu de 5 p. 100 pour les motifs donnés par la Commission:

“Coût du capital – \$540,351

On calcule le coût du capital en appliquant à la valeur dépréciée nette de l'investissement comme il est indiqué ci-dessous, un taux de 11.4 p. 100, qui est le coût du capital à long terme, y compris la réserve pour l'impôt sur le revenu, de l'entreprise du Pacifique-Canadien:

	Valeur dépréciée nette	Coût du capital 11.4%
6 locomotives diesel de route	\$ 721,566	\$ 82,259
1 locomotive de manoeuvre	80,558	9,184
40 voitures ordinaires “B”	2,196,119	250,358
24 voitures en acier	—	—
11 autorails diesel	1,483,746	169,147
Installations de la voie	257,919	29,403
	\$4,739,908	\$540,351

Dans la cause de 1963, la Commission a accordé un montant représentant le coût du capital établi d'après un taux d'intérêt de 5 p. 100 plutôt que de 11.4 p. 100. Le coût du capital ayant augmenté depuis, je considère qu'il est maintenant raisonnable d'expliquer un taux d'intérêt de 6 p. 100 plutôt que de 11.4 p. 100”: *Tarifs d'abonnement de la Compagnie de chemin de fer du Pacifique-Canadien et de la Dominion Atlantic Railway Company* (1967) 57 J.O.R.&R. 185, à 208.

#### b) Méthode “Assiette des taux – Taux de rendement”

Au cours de l'audition faisant partie de la présente enquête, deux méthodes dominantes et quelque peu contradictoires de calculer le taux de rendement du capital ont surgi. La première est la méthode “assiette des taux – taux de rendement” préconisée par le Pacifique-Canadien et l'E.B.S. Essentiellement, cette méthode détermine la partie dettes d'un investissement comptable total et net d'un chemin de fer et lui attribue les frais d'intérêts correspondants. L'investissement restant non couvert par la dette est présumé être de l'avoir et reçoit un taux de rendement destiné à refléter son risque relativement plus grand, comparativement à une dette garantie par des obligations. Ce rendement de l'avoir est alors virtuellement doublé afin de tenir compte de son assujettissement à l'impôt. La somme de ces trois paiements, soit à la dette (intérêts), à

l'avoir (profit) et à l'État (impôt sur le revenu) est reliée par un rapport à l'investissement comptable net du chemin de fer. Ce rapport est censé être le taux de rendement nécessaire à tout investissement.

Les taux calculés au moyen de cette méthode tendent à être de l'ordre de 10 à 12 p. 100 avant déduction de l'impôt sur le revenu et de 6 à 8 p. 100 après déduction de cet impôt.

Le National-Canadien a dit que si son concept des valeurs courantes n'est pas accepté par le Comité, la compagnie appuiera fortement la recommandation de l'E.B.S. à l'effet que le National-Canadien utilise le taux du Pacifique-Canadien pour le coût du capital pour toutes les fins de la Loi.

En réponse au plaidoyer de l'E.B.S. et des chemins de fer en faveur de la méthode "assiette des taux — taux de rendement", l'avocat du gouvernement du Manitoba a soutenu qu'un critère qu'il convient d'appliquer aux services réglementés des entreprises d'utilité publique jouissant d'un monopole ne devrait pas être appliqué aux chemins de fer, parce que le revenu à obtenir du taux prescrit ne saurait s'obtenir de larges secteurs de l'exploitation, de sorte que les expéditeurs captifs, les expéditeurs par wagons incomplets et le Trésor public, doivent combler la différence.

En outre, les provinces soutiennent que l'assiette des taux actuelle est gonflée et est impropre à servir de base aux besoins de capitaux. L'avocat du gouvernement du Manitoba a dit au sujet du Pacifique-Canadien:

"La valeur comptable de l'avoir ferroviaire est exagérée dans la mesure où est exagéré l'investissement ferroviaire net. Les erreurs passées dans la politique d'investissement, la diminution de la demande dans le service de trains voyageurs et dans le service de marchandises par wagons incomplets, tout cela joint à des amortissements et désaffectations insuffisants, a pour résultat une base d'investissement net trop forte."

Sur le même sujet, l'avocat du gouvernement de la Colombie-Britannique a dit:

"Nous posons en thèse qu'il est important de s'assurer qu'un excédent de capital ne soit pas introduit dans ces calculs. Le capital à fonds perdu a déjà été discuté à fond, mais il y a aussi le capital inerte qui est recouvrable, et ce capital ne gagne soit rien du tout, soit qu'une proportion insuffisante du profit qu'il devrait rapporter."

### *c) Méthode des débours*

Comme méthode à employer au lieu de la méthode "assiette des taux — taux de rendement", les gouvernements des provinces ont recommandé la méthode des débours (ou mouvements de caisse). Ils ont soutenu que la méthode classique de l'assiette des taux utilisée pour le calcul du coût du capital produit un taux de rendement qui est excessif. La méthode traditionnelle devrait, par conséquent être

"... remplacée par une méthode qui donne un poids approprié aux besoins relativement restreints des chemins de fer d'avoir accès aux marchés du capital, ainsi

qu'à leur habileté évidente à tirer de sources internes la majeure partie des capitaux dont ils ont besoin."

Les gouvernements des provinces ont soutenu qu'en vertu de la Loi nationale sur les transports, le Comité possède peu de pouvoir de réglementation efficace sur le niveau des taux ou des revenus ferroviaires. Par conséquent, il convient d'utiliser le rendement gagné sur le trafic non réglementé comme mesure du coût du capital pour le trafic réglementé pour ce qui est des frais évitables aussi bien que pour les décisions concernant des taux compensatoires.

La méthode des débours a été définie ainsi dans la pièce P-1 des provinces:

"Les frais de caisse de l'utilisation du capital sont les frais annuels (réels ou moyens) afférents à l'achat de nouvel équipement d'immobilisation et à la restauration de vieil équipement d'immobilisation aux fins de faire face aux niveaux actuels et futurs du trafic. A ces frais doivent être ajoutés les déboursés de caisse nécessaires pour satisfaire aux obligations financières, c'est-à-dire les intérêts sur la dette et les dividendes compatibles avec les espérances à long terme des actionnaires . . . Selon la nouvelle méthode employée pour mesurer le coût du capital, les frais de dépréciation ne seraient plus utilisés, et il ne serait pas tenu compte de la valeur comptable de l'investissement net."

Donc, on a soutenu que la dépréciation devrait être abandonnée pour toutes les fins de la détermination des frais, et que le coût du capital devrait consister en la somme des dépenses de nouvel investissement réparties par périodes d'un an, plus un taux de facteur de rendement qui couvre les obligations du chemin de fer en fait de dividendes et d'intérêts.

Les provinces ont dit que la méthode des débours utiliserait les prévisions budgétaires de capital ferroviaire afférentes aux différentes parties du trafic ferroviaire, prévisions qui montreraient les montants des dépenses brutes de capital par année plus une part des intérêts et des dividendes qu'il y a lieu de payer pour attirer ce mouvement du trésor de l'entreprise. De cette façon, on allouerait plus d'investissement par année aux parties de l'entreprise ferroviaire qui sont beaucoup utilisées qu'à celles qui le sont peu, ou qu'à celles qui sont destinées à être abandonnées.

Parlant à l'appui de la méthode des débours, l'avocat du gouvernement de la Colombie-Britannique a soutenu que cette méthode serait utile pour l'établissement des frais variables et l'établissement du montant des subventions à payer. Il a aussi laissé entendre qu'elle vaincrait l'inertie de la direction et qu'elle n'offrirait pas d'encouragement artificiel à remettre à plus tard la désaffectation d'éléments d'actif qui sont improductifs ou désuets.

L'application de la méthode des débours préconisée par les gouvernements des provinces donne un taux de rendement de 4.23 p. 100 sans réserve pour l'impôt sur le revenu.

L'E.B.S. s'est opposé à la méthode des débours en alléguant qu'elle créerait un cercle vicieux, vu que les chemins de fer profitables justifieraient automatiquement des 59 R.T.C.

taux de rendement élevés, et les chemins de fer non profitables des taux de rendement peu élevés. L'E.B.S. a dit que ces taux pourraient alors, dans la mesure où ils concernent les subventions et les niveaux de taux, se justifier eux-mêmes, un résultat illogique clairement à l'encontre de l'intérêt public.

*d) Conclusions du Comité*

Parmi les questions variées qui ont été soulevées à l'enquête, celle du taux de rendement du capital est l'une des plus controversables, des plus complexes et des moins documentées.

Au début de l'audition, le Pacifique-Canadien a demandé formellement au Comité de rendre une décision à l'effet que la question du coût du capital fasse l'objet d'une audition complète à une date ultérieure et que le Comité n'énonce pas, à ce sujet, de conclusion faisant partie de la présente enquête, si ce n'est une conclusion provisoire. Le Comité ne s'est pas rendu à cette demande.

Dans l'exposé de son refus d'accorder la demande, le Comité a donné ses motifs de la façon suivante:

“On a demandé au Comité, à ce stade des délibérations, de restreindre ses conclusions au sujet du coût du capital, en attendant le résultat d'une audition publique ultérieure sur ce sujet qu'on nous demande de déclarer devoir se tenir d'ici six mois.

En vertu de l'article 387B de la Loi sur les chemins de fer, nous avons l'obligation de prescrire pour l'une quelconque des fins de la Loi, les articles et facteurs, notamment le coût du capital, pertinents à la détermination des frais. Dans l'acquittement de cette obligation, dans la mesure où nous l'estimons convenable et pertinent, nous devons tenir compte, entre autres choses, des innovations apportées par la suite (postérieures aux conclusions de la Commission royale sur les transports, appelée Commission MacPherson) aux méthodes et techniques de calcul des prix de revient ferroviaires et des conditions actuelles de l'exploitation des chemins de fer. Ainsi, l'article 387B parle non seulement du passé mais aussi du présent et de l'avenir; l'idée que nous nous faisons de notre rôle en vertu de cet article est qu'il est un rôle que nous devons remplir de façon continue. En effet, cet article prévoit des changements aux paragraphes (2), (3), (4) et (5).

Après avoir considéré les avis exprimés par les parties et les renseignements disponibles à l'appui de ces avis, le Comité a décidé de ne pas inclure de taux fixe ou définitif de rendement du capital dans ses conclusions, mais plutôt d'adopter, pour l'avenir, certains principes et contraintes dans le calcul du taux de rendement. L'étendue de la discrétion du Comité dans la détermination de “l'allocation pour le coût du capital que la Commission estime raisonnable en l'occurrence” se trouve ainsi considérablement réduite, mais non complètement supprimée. De cette façon, le Comité peut aussi tenir compte, entre autres choses, des “. . . innovations apportées par la suite aux méthodes et



techniques de calcul des prix de revient ferroviaires et des conditions actuelles de l'exploitation des chemins de fer", comme le requiert le paragraphe (1) de l'article 387B de la Loi sur les chemins de fer, ainsi que des changements qui surviennent constamment sur les marchés du capital.

Les gouvernements des provinces ont prétendu qu'à cause de l'exagération des valeurs d'investissement des biens ferroviaires du Pacifique-Canadien, tout taux généralement acceptable qui est appliqué à un tel investissement produira un taux de rendement qui est excessif si on le compare aux gains inscrits récemment aux livres du Pacifique-Canadien. Comme l'étendue exacte de l'exagération de l'investissement net du Pacifique-Canadien ne peut être déterminée, il serait très difficile de fixer le taux à lui appliquer qui donnerait un taux de rendement approprié. Et pourtant, selon la prétention des provinces, cette compagnie a fait des acquisitions de capital de 1,279 millions de dollars pendant la période s'étendant de 1957 à 1966, dont 773 millions en installations et équipement ferroviaires, venant en majeure partie des frais de dépréciation. La prétention que la véritable valeur économique de l'assiette d'investissement net du Pacifique-Canadien est exagérée, est valable dans une certaine mesure, comme le démontre le désir du chemin de fer d'abandonner une partie de ses biens d'embranchement et de service de trains de voyageurs. Le taux de rendement calculé par l'E.B.S. semblerait donc excessif.

D'autre part, le Comité est d'avis, comme l'E.B.S., que la méthode des débours constitue un cercle vicieux en ce sens que la rentabilité justifie un taux de rendement profitable et que la non-profitabilité produit un taux non profitable. En outre, nous ne sommes pas persuadés que le détournement de montants considérables de capital de l'exploitation ferroviaire vers d'autres domaines d'investissement indique nécessairement que les placements dans l'entreprise ferroviaire sont de très bons placements. Le détournement de capital pourrait indiquer exactement le contraire, indiquer que de meilleurs rendements peuvent être obtenus ailleurs, de sorte que les fonds de l'exploitation ferroviaire seraient épuisés au profit d'investissements plus lucratifs dans d'autres industries.

Enfin, l'argument des provinces suivant lequel l'assiette d'investissement net du Pacifique-Canadien serait gonflée, peut être retourné contre la méthode des débours préconisée par les provinces elles-mêmes. Le calcul final dans la méthode des débours consiste à établir un rapport entre les besoins annuels accumulés de capital (service de la dette, dividendes et dépenses de capital) et l'investissement comptable net. Si, comme les provinces le prétendent, cette base d'investissement comptable est gonflée, alors ce taux de rendement sera trop bas par rapport aux éléments d'investissement précis qui ne sont pas gonflés dans une proportion correspondante.

La question dont est saisi le Comité n'est cependant pas d'établir un taux général de rendement de l'investissement net du Pacifique-Canadien, mais de déterminer le rendement approprié de tout investissement particulier qui accomplit efficacement sa fonction.

Comme on l'a expliqué ci-dessus, il serait peu sage de la part du Comité de prescrire un taux précis dans les présents motifs. Les différents cas ne pourraient plus être considérés à la lumière des marchés courants du capital, de ce que "la Commission estime raisonnable en l'occurrence" et des "innovations apportées par la suite aux méthodes et techniques de calcul des prix de revient ferroviaires et des conditions actuelles de l'exploitation des chemins de fer".

Cependant, plusieurs principes généraux sont par les présentes établis à titre de principes directeurs pour le calcul d'un taux de rendement approprié:

- (a) Le taux de rendement pour le Pacifique-Canadien ne devrait pas être inférieur au taux composé noyé des intérêts sur la dette existante du Pacifique-Canadien.
- (b) Le calcul du taux de rendement devrait renfermer une allocation pour une certaine partie de l'avoir dans la structure du capital du chemin de fer. A cause des risques plus grands de l'avoir et du besoin de conserver des gains pour les additions au capital, le rendement de l'avoir compris dans la structure du capital devrait normalement être plus élevé que les frais d'intérêts moyens courants.
- (c) Aux fins des calculs du taux compensatoire et du taux maximal (articles 317, 329, 334 et 336 de la Loi sur les chemins de fer), le calcul du taux de rendement devrait tenir compte de l'assujettissement à l'impôt sur le revenu de tous les gains de l'avoir, que le chemin de fer, à titre de réseau, ait payé ou non de l'impôt sur le revenu au cours de cette année-là.
- (d) Vu qu'aucun embranchement ni aucun service de trains de voyageurs ne pourraient subir une perte réelle et malgré cela être assujettis à l'impôt sur le revenu, aucune allocation pour l'impôt sur le revenu ne devrait être faite dans le calcul du taux de rendement du capital aux fins de l'abandon d'un embranchement (articles 314A à 314G) ou de la suppression d'un train de voyageurs (articles 314I et 314J de la Loi sur les chemins de fer).
- (e) Le taux de rendement devrait être plus bas qu'un taux calculé au moyen de la méthode conventionnelle assiette des taux — taux de rendement. L'effet des éléments inertes d'actif dans l'assiette d'investissement net du Pacifique-Canadien est de gonfler la partie avoir de la structure du capital du chemin de fer. Puisque l'avoir exige normalement un taux de rendement plus élevé que la dette, particulièrement si l'impôt sur le revenu est inclus, un calcul du rendement dans lequel est utilisé l'investissement comptable net produit un taux plus élevé que le taux raisonnable lorsqu'il est appliqué à des éléments précis de l'investissement.

Les principes qui précèdent ont été exprimés en fonction du Pacifique-Canadien, qui, conformément à la Loi sur les chemins de fer, sert de mesure du coût du capital pour tous les chemins de fer aux fins des articles 317, 329, 334 et 336, relatifs à la réglementation des taux. Après avoir examiné la structure actuelle du capital du National-Canadien, nous en avons conclu qu'elle ne devrait pas être utilisée comme base

pour l'établissement d'un taux de coût du capital pour les articles 314A à 314J de la Loi sur les chemins de fer. L'E.B.S. a été du même avis. Le Comité ordonnera donc que le taux de rendement du Pacifique-Canadien soit appliqué au National-Canadien pour toutes les fins du calcul des prix de revient en vertu de la Loi sur les chemins de fer.

En attribuant un taux de rendement, le Comité doit de nouveau considérer les différentes fins du calcul des prix de revient en vertu de la Loi. Pour les articles qui se rapportent aux taux de transport (articles 317, 329, 334 et 336) et pour les demandes d'abandon d'embranchements (article 314B) ou de suppression de services de trains de voyageurs (article 314I), nous avons décidé que les frais doivent être ceux d'une "entreprise en pleine activité" avec dépréciation normale.

Le Comité prescrira par conséquent que le taux de rendement, pour les articles se rapportant aux taux de transport (articles 317, 329, 334 et 336) et pour les demandes d'abandon d'embranchements (article 314B) et les demandes de suppression de trains de voyageurs (article 314I), soit le même sauf que, comme nous l'avons fait remarquer plus tôt, aucun impôt sur le revenu ne devrait être inclus dans le calcul de la perte réelle en vertu des articles 314B à 314G, et des articles 314I et 314J.

### Résumé des conclusions

Les applications précises des taux du coût du capital quant aux articles 314A à 314J de la Loi sur les chemins de fer seront les suivantes:

1. Dans le calcul de la "perte réelle" aux fins des demandes d'abandon d'embranchements présentées en vertu de l'article 314B, ou des demandes de suppression de services de trains de voyageurs présentées en vertu de l'article 314I,

(a) soit

(i) le taux de rendement du capital, à l'exclusion de toute allocation pour impôt sur le revenu, qui, de l'avis du Comité, est convenable au Pacifique-Canadien au moment de la demande, doit être appliqué à une partie de l'investissement comptable net, calculé sur la base du plan de groupe d'accumulation de la dépréciation, égale à la valeur de récupération des installations de la voie que le chemin de fer se propose de désaffecter si la ligne est abandonnée ou le service discontinué;

soit

(ii) le taux de rendement du capital, à l'exclusion de toute allocation pour impôt sur le revenu, qui, de l'avis du Comité, est convenable au Pacifique-Canadien au moment de la demande, doit être appliqué à l'investissement comptable net des installations de la voie que le chemin de fer se propose de désaffecter si la ligne est abandonnée ou si le service est supprimé; toutefois, le chemin de fer requérant doit établir des frais de dépréciation et des calculs d'investissement net qui, de l'avis du Comité, reflètent les particularités précises de vieillissement des installations de la voie;

- (b) le taux de rendement du capital, à l'exclusion de toute allocation pour impôt sur le revenu, qui, de l'avis du Comité, est convenable au Pacifique-Canadien au moment où la demande est faite, doit être appliqué à la valeur comptable nette de tous les autres biens qui, selon le Comité, sont nécessaires à l'exploitation de la ligne ou service.
2. Dans le calcul de la "perte réelle" aux fins de l'établissement des paiements de subventions en vertu des articles 314E, 314G ou 314J,
- (a) le taux de rendement du capital, à l'exclusion de toute allocation pour impôt sur le revenu, qui, de l'avis du Comité, est convenable au Pacifique-Canadien lors du calcul, appliqué à une partie de l'investissement comptable net égale à la valeur de récupération des installations de la voie qui, selon le Comité, pourraient être désaffectés ou le seraient si la ligne était abandonnée ou le service supprimé et qui, selon le Comité, sont nécessaires pour continuer l'exploitation de la ligne ou du service;
- (b) si le Comité est convaincu que des investissements dans de nouveaux éléments d'actif sont nécessaires pour continuer l'exploitation de la ligne ou du service, on doit appliquer à la valeur comptable nette de ces investissements le taux de rendement du capital, à l'exclusion de toute allocation pour impôt sur le revenu, qui, de l'avis du Comité, est convenable au Pacifique-Canadien lors des investissements dans les nouveaux éléments d'actif;
- (c) le taux de rendement du capital, à l'exclusion de l'allocation pour impôt sur le revenu, qui, de l'avis du Comité, est convenable au Pacifique-Canadien lors du calcul, doit être appliqué à la valeur comptable nette de tous les autres biens qui, selon le Comité, sont nécessaires pour continuer l'exploitation de la ligne ou du service.

Aux fins des articles 317, 329, 334 et 336 de la Loi sur les chemins de fer, le Comité allouera un taux de rendement du capital comprenant une allocation pour l'impôt sur le revenu, qui, à son avis, est convenable au Pacifique-Canadien, appliqué à la valeur comptable nette des éléments d'actif qui font partie de l'exploitation.

En ce qui concerne les chemins de fer autres que ceux de la classe I, le Comité a décidé que le taux de rendement du capital, qu'il jugerait convenable au Pacifique-Canadien dans des circonstances similaires, devrait également être appliqué à ces chemins de fer quant aux articles 314A à 314J, 317, 329, 334, 336, 387A et 387B de la Loi sur les chemins de fer. Lorsque preuve est faite que cette application aux articles 314A à 314J ne serait pas convenable, un taux précis de coût du capital sera établi de façon à refléter les particularités du chemin de fer en question.

### AUTRES FACTEURS DE COÛT

Bien que les facteurs de dépréciation et de coût du capital aient été étudiés séparément dans les présents motifs, un certain nombre d'autres facteurs de coût, pris

collectivement, ont fait l'objet d'un grand nombre de dépositions et de plaidoyers. Les principaux facteurs sur lesquelles on n'a pu obtenir une entente générale seront étudiés ci-après. Ces facteurs sont les suivants:

1. Dépréciation des wagons-marchandises
2. Frais de combustible
3. Manœuvre par unités multiples dans les gares de triage
4. Frais généraux d'ordre général
5. Frais des locomotives de route
6. Dépenses d'entretien de la voie
7. Frais de trains.

### 1. Dépréciation des wagons-marchandises

L'allocation de la dépréciation des wagons-marchandises présente des différences selon qu'on se fonde sur la méthode des wagons-milles (rapport de parcours ou d'utilisation) ou la méthode des wagons-jours (rapport de temps). Le National-Canadien considère la dépréciation des wagons-marchandises comme étant un coût se rapportant uniquement au temps. Le Pacifique-Canadien, d'autre part, alloue 55 p. 100 de la dépréciation totale aux wagons-jours et 45 p. 100 aux wagons-milles. Ces pourcentages sont tirés d'une étude de l'*Interstate Commerce Commission* portant sur les compagnies ferroviaires des États-Unis.

Plusieurs des parties ont présenté des recommandations.

#### Position du National-Canadien

Le National-Canadien a soutenu que les frais de dépréciation des wagons-marchandises sont fondés sur un taux annuel de dépréciation qui ne varie pas en fonction du nombre de milles parcourus par ces wagons. Le moment de la désaffectation des wagons à cause de leur désuétude est dicté par le besoin de réparation d'un wagon. Le National-Canadien a soutenu qu'un wagon-marchandises n'est jamais désaffecté à cause de la détérioration se rapportant à l'utilisation qui en est faite et que, par conséquent, il n'existe pas de frais de dépréciation afférents à l'utilisation, c'est-à-dire afférents aux wagons-milles. Toute cette détérioration afférente à l'utilisation du wagon est sujette à des réparations qui sont toujours exécutées, sauf lorsque la désuétude, facteur afférent au temps, justifie la désaffectation du wagon.

Les études du National-Canadien ont démontré qu'environ 4 p. 100 seulement de toute la durée utile d'un wagon-marchandises peuvent se rapporter aux wagons-milles et que, par conséquent, la dépréciation est fondamentalement afférente au temps.

### Position des gouvernements des provinces

Les gouvernements des provinces ont recommandé, quant à l'ordonnance sur les frais qu'ils proposent, l'adoption de la méthode du National-Canadien, selon laquelle la dépréciation des wagons-marchandises est allouée sur une base de temps.

### Position de l'E.B.S.

L'E.B.S. favorise la méthode du Pacifique-Canadien fondée sur le temps et l'utilisation. Cependant, afin de réduire l'écart entre le National-Canadien et le Pacifique-Canadien, l'E.B.S. redresserait le pourcentage de la distribution qui, au lieu d'être de 55 p. 100 en wagons-jours et de 45 p. 100 en wagons-milles, serait de 77.5 p. 100 en wagons-jours et de 22.5 p. 100 en wagons-milles. L'E.B.S. considère qu'il s'agit d'un point qui exige de toute urgence d'autres recherches de la part du National-Canadien et du Pacifique-Canadien.

### Conclusions du Comité

Les études du National-Canadien ont démontré qu'au moins 4 p. 100 de la dépréciation totale est afférente aux wagons-milles, ce qui indique que la dépréciation des wagons-marchandises renferme un élément de dépréciation afférent au nombre de milles parcourus.

La méthode du Pacifique-Canadien suppose la dépréciation de l'ensemble des wagons-marchandises tant en fonction du facteur temps que du facteur utilisation. La question qui se pose est de savoir quel devrait être le pourcentage de la répartition entre le facteur temps et le facteur nombre de milles parcourus.

L'Association Canadienne du Camionnage a recommandé que la pratique actuelle du Pacifique-Canadien (soit 55 p. 100 en fonction du temps et 45 p. 100 en fonction du parcours milliaire) continue d'être employée jusqu'à ce que d'autres études aient été faites. Étant donné que l'étude du National-Canadien indique que 4 p. 100 de la dépréciation totale se rapportent au parcours milliaire, nous ne sommes pas d'accord avec cette recommandation. Il existe une différence importante entre ces 4 p. 100 et les 45 p. 100 auxquels l'*Interstate Commerce Commission* en est arrivée.

Les deux chemins de fer devraient maintenant allouer la dépréciation des wagons-marchandises en fonction des wagons-jours et des wagons-milles, les pourcentages étant de 80 p. 100 en wagons-jours et de 20 p. 100 en wagons-milles. En même temps, les chemins de fer devraient faire une étude approfondie des causes de détérioration des wagons-marchandises sous les conditions canadiennes d'exploitation.

## 2. Frais de combustible

La méthode utilisée par le National-Canadien pour calculer les frais de combustible est la technique connue sous le nom de formule Davis. La méthode du

Pacifique-Canadien est fondée sur les éléments de statistique de consommation réelle de combustible au millier de tonnes-milles brutes pour chaque parcours de train.

### Position des gouvernements des provinces

L'avocat du gouvernement du Manitoba a mentionné les différences qui résultent de l'emploi des deux méthodes utilisées par chaque chemin de fer pour établir le prix de revient des mouvements de trafic entre Montréal et Toronto.

“Je conseille très fortement au Comité, en attendant que des études aient été faites, et si le Comité a l'intention de décider dans une ordonnance sur les frais, l'adoption d'une méthode uniforme d'allocation des frais de combustible, que nous n'ayons plus, entre les deux chemins de fer, de ces écarts de 50 p. 100 dans les frais de combustible relatifs au trafic des petits et des gros chargements.”

Le projet d'ordonnance sur les frais avancé par les provinces prévoirait, au sujet des frais de combustible, ce qui suit:

“La formule Davis doit être appliquée pour la détermination de la consommation de combustible pour laquelle seront établis les frais de combustible.”

### Position de l'E.B.S.

M. W. B. Saunders, contre-interrogé par l'avocat du Manitoba, a déclaré que la formule Davis, telle qu'appliquée aux États-Unis, était en général satisfaisante. Il a également fait la remarque suivante:

“Mais nous parlons d'essayer de trouver un chiffre qui se rapporte davantage à ces opérations, et je crois que les chemins de fer devraient en faire l'épreuve avant de l'adopter.”

Comme on lui rappelait que le National-Canadien avait fait l'essai de la formule Davis et l'avait adoptée, M. Saunders a répondu:

“A mon avis, ce n'était pas un essai bien concluant; c'était un essai très restreint. Néanmoins, je ne trouve pas redire à cela, je dis simplement qu'il faut adopter une attitude critique à cet égard.”

### Conclusions du Comité

La preuve présentée quant à ce facteur de coût n'a pas établi à notre satisfaction que la formule Davis telle qu'utilisée par le National-Canadien ou la méthode utilisée par le Pacifique-Canadien soient ce qu'il y a de mieux. En fait, le National-Canadien a admis qu'il fallait faire d'autres recherches sur la formule Davis.

Dans ces circonstances, le Comité ne peut imposer, comme le proposent les provinces, la formule Davis au Pacifique-Canadien pour le besoin de l'uniformité alors que d'autres recherches pourraient établir que cette méthode est moins bonne que celle du Pacifique-Canadien. Nous ne croyons pas non plus que la méthode du Pacifique-Canadien doive être imposée au National-Canadien.

Les compagnies de chemin de fer ont indiqué leur intention de faire d'autres recherches sur la formule Davis; nous sommes aussi d'avis qu'elles devraient être effectuées dès qu'il sera pratiquement possible de le faire. Tant que le Comité n'aura pas reçu les résultats de cette étude et ne les aura pas analysés, chaque compagnie de chemin de fer devrait continuer d'employer sa méthode actuelle.

### 3. Manoeuvre par unités locomotrices multiples dans les gares de triage

Il s'agit ici d'un domaine où existe une différence marquée entre les pratiques d'exploitation des deux compagnies de chemin de fer. Le National-Canadien utilise des unités locomotrices multiples pour la manœuvre dans les gares de triage sur une base clairement définie et assez régulière. En conséquence, un coût unitaire distinct est établi à cette fin.

Le Pacifique-Canadien n'emploie des unités locomotrices multiples dans le service de manœuvre qu'à certains endroits dans certaines gares de triage, emploi qui a tendance à être saisonnier et à varier avec le volume du trafic. Tous les frais de locomotives de manœuvre sont calculés en fonction du nombre de locomotives-milles plutôt qu'en fonction du nombre d'unités—milles. Seulement 2.3 p. 100 de tous les milles de manœuvre sont des milles d'unités locomotrices multiples et, par conséquent, le fait de ne pas tenir compte des mouvements des unités locomotrices multiples n'a pas une grande importance.

L'E.B.S. a recommandé que le Pacifique-Canadien redresse ses frais de combustible, d'entretien et de dépréciation de locomotives de manœuvre de façon à tenir compte de l'utilisation d'unités locomotrices multiples.

### Conclusions du Comité

Le Pacifique-Canadien devrait augmenter ses milles de manœuvre du pourcentage d'utilisation des unités locomotrices multiples pour la manœuvre. Cette augmentation devrait amener un meilleur calcul des prix de revient; c'est la solution pratique à apporter à ce problème dans les circonstances actuelles.

### 4. Les frais généraux d'ordre général

Cette catégorie de dépenses comprend les frais généraux suivants:

- (1) Propriétés exploitées en commun et loyers d'équipement
- (2) Autres taxes ferroviaires
- (3) Dépenses relatives au trafic
- (4) Dépenses générales
- (5) Dépenses de communication
- (6) Dépenses relatives au fret non payant.



Le problème qui se pose dans l'établissement de coûts unitaires pour la plupart de ces dépenses est de convertir les frais variables à long terme en chiffres qui puissent être attribués aux mouvements particuliers de trafic. L'analyse par régression ne convient pas, généralement, puisque les frais ne sont pas répartis par secteur ou par région. Le National-Canadien a pu, dans une certaine mesure, appliquer l'analyse par régression mais cette application comporte le recours à plusieurs hypothèses.

La citation ci-après, tirée de la pièce EBS-1, s'applique en particulier au calcul des prix de revient des frais généraux:

“Étant donné cet objectif à long terme, il serait impossible d'effectuer des études sur la variabilité dans le temps pour déterminer l'effet de modifications de trafic. Même s'il existait une façon d'établir le rapport entre une modification de trafic et des modifications subséquentes de coût sur un certain nombre d'années, il serait difficile, sinon impossible, d'exclure l'influence exercée par les changements survenant dans le niveau des prix, la technologie et les pratiques d'exploitation qui n'ont pas rapport à la modification originale subie par le trafic.”

Nous étudierons sous les six rubriques susmentionnées les problèmes que pose le calcul des prix de revient dans le cas des frais généraux d'ordre général.

### *(1) Propriétés exploitées en commun et loyers d'équipement*

#### **Position des gouvernements des provinces**

Dans l'ordonnance proposée sur les frais, appendice 1 de la pièce P-3, qu'elles ont proposée, les provinces suggèrent de donner la directive suivante:

“Les dépenses d'entretien et d'exploitation de chaque propriété exploitée en commun doivent être associées aux unités de service de toutes les compagnies qui utilisent la propriété.”

Les gouvernements des provinces ont soutenu qu'avec les techniques modernes d'analyse des données et le perfectionnement des méthodes de conservation de celles-ci, qui n'était pas efficace auparavant, le traitement des débits et des crédits des propriétés exploitées en commun devrait être perfectionné.

#### **Position de l'E.B.S.**

L'E.B.S. a accepté la méthode suivie par le National-Canadien, qui est d'exclure les propriétés exploitées en commun et les loyers d'équipement, sauf lorsque des cas particuliers indiquent qu'il y aura utilisation soit de propriétés exploitées en commun soit d'équipement loué. L'E.B.S. en a conclu que, bien que de nombreuses recherches pourraient donner un résultat plus subtil, les sommes d'argent en cause ne justifient pas l'effort à fournir.

### Conclusions du Comité

La proposition des provinces comporterait la nécessité de tenir le compte cumulatif des dépenses et des unités de service pour chaque propriété partagée et de relier les dépenses et les unités de service des compagnies utilisant les propriétés. Cette façon de procéder créerait des problèmes d'administration qui imposeraient un fardeau indu aux compagnies de chemin de fer. La conclusion du Comité est que la recommandation de l'E.B.S. devrait être adoptée et que la même façon de procéder devrait être suivie par les deux compagnies de chemin de fer.

#### (2) *Autres taxes ferroviaires*

Ce compte comprend les dépenses suivantes:

- (i) Les taxes immobilières
- (ii) Les taxes provinciales
- (iii) La contribution de la compagnie à l'assurance-chômage
- (iv) La contribution de la compagnie au Régime de pensions du Canada
- (v) La contribution de la compagnie au Régime des rentes du Québec.

Les taxes immobilières ont constitué la catégorie de dépenses à laquelle on a accordé de l'attention au cours de l'enquête, et on les examine ci-après.

#### Position de l'E.B.S.

L'E.B.S. a recommandé que, jusqu'à ce que d'autres recherches puissent être entreprises, les taxes immobilières soient à titre de mesure intérimaire, débitées directement aux milles de manœuvre (triaux et trains).

#### Position des gouvernements des provinces

Les gouvernements des provinces ont soutenu qu'il serait plus sage d'étudier les méthodes d'évaluation que de procéder mécaniquement à l'analyse par régression.

### Conclusions du Comité

La recommandation de l'E.B.S. est fondée sur les modèles de régression que le Pacifique-Canadien a faits au cours de l'enquête. Les modèles de régression suivants ont été utilisés pour faire l'épreuve de la variabilité des taxes immobilières en fonction de différentes variables indépendantes:

- Modèle 1 — Milles de manœuvre (triaux et trains)
- Modèle 2 — Voies ferrées-milles
- Modèle 3 — Tonnes-milles brutes (marchandises et voyageurs)
- Modèle 4 — Triaux-milles

Modèle 5 a) — Milles de manœuvre (triaux et trains)

Modèle 5 b) — Voies ferrées-milles

Modèle 5 c) — Tonnes-milles brutes (marchandises et voyageurs)

Modèle 5 d) — Voies ferrées-milles.

Le modèle 1 est le seul qui se soit révélé important quant à la statistique et qui ait semblé expliquer une partie assez importante de la variation de la variable dépendante. L'E.B.S. en conclut que ce résultat reflète le fait que les gares de triage constituent la source première du fardeau des taxes et que la régression indique qu'à mesure que l'activité de gare de triage par mille de manœuvre augmente, le fardeau des taxes s'accroît dans une proportion plus grande. L'E.B.S. reconnaît que cette façon de procéder néglige de tenir compte du fardeau des taxes sur les gares et les immeubles à bureaux, les premières devant être attribuées aux frais des gares, et les secondes, aux frais généraux d'ordre général.

Pour les années 1964, 1965 et 1966, les taxes immobilières des divisions de Toronto, Vancouver et Montréal du Pacifique-Canadien comptent pour un peu plus de 50 p. 100 des taxes immobilières de la compagnie. C'est dans ces divisions que se trouvent de grandes concentrations d'immeubles à bureaux, de gares et de gares de triage. Les deux chemins de fer incluent, dans leurs demandes d'abandon d'embranchements, les taxes immobilières, indiquant un rapport assez étroit avec la voie.

Bien qu'une large part des taxes immobilières s'applique aux gares de triage et aux terminus, les pleins montants de ces taxes ne devraient pas être attribués aux milles de manœuvre (triaux et trains).

Avant les présentes procédures, le Pacifique-Canadien supposait que les taxes immobilières étaient aussi variables que les autres dépenses du réseau. Le National-Canadien les considérait comme entièrement fixes. La recommandation de l'E.B.S. suppose qu'elles sont complètement variables, en se fondant sur les modèles de régression du Pacifique-Canadien.

Nous considérons qu'il s'agit d'un cas où la logique devrait être substituée aux résultats de la régression. L'E.B.S. aurait dû, comme l'ont conseillé les provinces, considérer les méthodes d'évaluation. Ces méthodes d'évaluation peuvent avoir influé sur le rapport statistique constaté entre les milles de manœuvre (triaux et trains) et les taxes immobilières. La grande variabilité pourrait avoir été causée par les différences entre les taux d'évaluation des différentes municipalités.

Nous n'adopterons pas la recommandation de l'E.B.S. qui voudrait que les taxes immobilières soient attribuées à titre de mesure intérimaire comme si elles étaient variables dans la proportion de 100 p. 100 en fonction des manœuvres (triaux et trains). Une telle attribution ne refléterait pas les taxes afférentes aux gares, aux immeubles à bureaux, aux ateliers et à la voie. La meilleure façon de procéder dans le cas des taxes immobilières serait de prendre à part chaque bien imposable pour une

somme de plus de \$50,000 par année, par exemple. A tout service utilisant ces biens serait allouée directement une part des taxes, variable selon sa proportion d'utilisation par rapport à l'utilisation totale par tous les services. Le reste des taxes serait réparti en catégories pour la voie, les gares de triage, les gares, les immeubles à bureaux, les ateliers et les autres biens et soumis à l'analyse par régression pour la détermination du degré de variabilité selon les différentes unités de production.

En attendant les études plutôt poussées qu'exigera cette façon de procéder, les compagnies de chemin de fer devraient attribuer les taxes immobilières comme le fait le Pacifique-Canadien pour les comptes relatifs aux installations de la voie (comptes 1 à 47) dans les calculs de coût du capital. Les taxes immobilières refléteront donc la même variabilité par rapport au trafic que l'investissement brut du Pacifique-Canadien dans les installations de la voie.

Les taxes de vente provinciales n'ont pas été discutées au cours de l'audition, mais nous ferons des commentaires à leur sujet vu que des méthodes différentes sont employées par les deux compagnies de chemin de fer. Le Pacifique-Canadien les traite comme une proportion des dépenses générales d'ordre général par rapport aux autres dépenses du réseau ferroviaire, à l'exclusion de certaines dépenses générales. Le National-Canadien les considère comme des dépenses fixes.

Les taxes de vente provinciales s'appliquent aux matériaux achetés; elles sont aussi variables que les dépenses pour les matériaux utilisés dans les exploitations ferroviaires. Chaque compagnie de chemin de fer devrait fixer un coût unitaire en établissant un rapport entre ces dépenses et les dépenses du réseau ferroviaire pour les matériaux.

### *(3) Dépenses relatives au trafic*

L'E.B.S. a décrit la méthode suivie par le National-Canadien dans l'attribution des dépenses relatives au trafic:

“Les dépenses afférentes aux ventes de transport de marchandises pour chacun de 13 secteurs sont analysées par régression simple par rapport aux recettes en dollars provenant des secteurs respectifs sans égard à la denrée. Cette régression indique une portion constante des dépenses de ventes de transport de marchandises qui est exclue du calcul subséquent du prix de revient. Les dépenses des ventes de transport de marchandises ayant rapport aux bureaux régionaux sont réparties en portions fixes et en portions partiellement variables dans des sous-comptes. La portion partiellement variable est alors censée avoir le même pourcentage de variabilité que les dépenses de secteur relatives aux recettes en dollars. Les dépenses du réseau sont réparties en dépenses fixes et en dépenses variables par un choix de sous-comptes, puis divisées par les recettes de fret (transport de marchandise) totales. Ce coefficient de dépenses variables de ventes de transport de marchandises est alors appliqué aux recettes moyennes en dollars du réseau par tonne-mille nette pour chacun des six groupes de denrées

(grains, autres produits agricoles, bestiaux, minerais, produits forestiers, produits manufacturés et divers) pour établir les dépenses variables de ventes de transport de marchandises au millier de tonnes-milles nettes.”

Le Pacifique-Canadien attribue les dépenses de trafic comme une charge générale à imputer sur toutes les autres dépenses directes.

### Position de l'E.B.S.

L'E.B.S. a constaté que pour l'attribution des frais généraux d'ordre général, la méthode utilisée par le Pacifique-Canadien donne une variabilité d'un peu plus de 70 p. 100 et celle du National-Canadien, de 66 p. 100. L'E.B.S. en conclut que ces méthodes sont réalistes, mais que le véritable problème se trouve dans l'attribution des frais de trafic à différentes denrées.

La citation ci-après est tirée de la pièce EBS-1 :

“Nous trouvons que le raisonnement du Pacifique-Canadien a du bon, mais nous sommes également convaincus de la nécessité de tenir compte des caractéristiques des denrées dans l'attribution des frais du service du trafic.

Ce dont on a besoin, c'est une assiette de coût par chargement complet ou par wagon-mille qui refléterait les activités de retraceur, d'acheminement et de tarif qui sont assez communes à tout trafic. La fonction qui concerne uniquement les ventes de transport de marchandises serait ajoutée à ces frais et serait reliée à la denrée, peut-être en employant la méthode du National-Canadien fondée sur le revenu par tonne-mille. A l'heure actuelle, le Pacifique-Canadien ne possède pas les répartitions perfectionnées en sous-comptes qui permettraient le calcul d'une telle assiette de coût par chargement complet ou par wagon-mille, mais, heureusement, le système de comptabilité interne du National-Canadien pourrait permettre le calcul d'un tel coût.”

### Position des gouvernements des provinces

Les gouvernements des provinces ont soutenu que les dépenses relatives au trafic ne varient pas autant que le prétendent les compagnies de chemin de fer. La citation ci-après, tirée de la pièce P-1, explique leur point de vue :

“Les dépenses relatives au trafic ne semblent pas varier avec des changements qui se produisent dans le volume du trafic. Depuis l'époque de l'étude de la Commission MacPherson, les dépenses relatives au trafic du Pacifique-Canadien, mesurées en dollars constants, ont diminué de 18 p. 100, tandis que le volume du trafic a augmenté de 21 p. 100. Les dépenses de trafic du National-Canadien sont restées au même niveau, tandis que le volume du trafic a augmenté de 28 p. 100. Il semble évident que, puisque les dépenses relatives au trafic des deux chemins de fer ont subi une diminution relative par rapport au volume du trafic, les mesures prises par la direction pour améliorer l'efficacité exercent sur ces

dépenses une plus grande influence que les changements dans le volume de production.”

“Une comparaison entre compagnies de chemin de fer de différentes tailles indique qu’à un certain degré les dépenses relatives au trafic sont fonction beaucoup plus de la taille de la compagnie de chemin de fer que des fluctuations de volume au sein de chaque compagnie. Même cette comparaison ne fournit pas une explication satisfaisante des facteurs qui influent sur les frais relatifs au trafic. Par exemple, la troisième compagnie de chemin de fer canadienne en importance, dont le revenu annuel est de 50 millions de dollars, ne signale aucune dépense relative au trafic.”

Les provinces ont admis qu’il est difficile de croire que les dépenses relatives au trafic ne varient pas, dans une certaine mesure, avec le volume d’affaires. Elles ont soutenu, cependant, que la méthode du National-Canadien, de considérer ces dépenses sur une base de tonne-mille dans le calcul du prix de revient des embranchements, n’est pas réaliste, puisqu’aucune dépense de sollicitation n’existe dans le cas d’un embranchement de transport de grain au sujet duquel on a présenté une demande d’abandon. Néanmoins, elles ont dit que la méthode du National-Canadien est nettement supérieure au traitement des frais généraux d’ordre général du Pacifique-Canadien. Les méthodes des deux compagnies devront être étudiées plus à fond et être perfectionnées afin d’établir la variabilité de ces dépenses; dans l’intervalle, il faut prendre soin d’éviter d’associer les dépenses de trafic non affectées avec des mouvements précis.

### Conclusions du Comité

Nous ne croyons pas que le rapport direct entre les dépenses relatives au trafic et le volume de trafic donne une mesure convenable de variabilité aux fins du calcul des prix de revient. Les pratiques technologiques et les pratiques d’exploitation devraient également être examinées avant que ce rapport puisse être accepté. Les gouvernements des provinces en prenant comme exemple la troisième compagnie de chemin de fer canadienne en importance, la *Compagnie de chemin de fer du Littoral nord du Québec et du Labrador*, ont démontré comment les conditions d’exploitation d’un chemin de fer devraient être prises en considération dans l’analyse de la variabilité des dépenses relatives au trafic. Cette compagnie de chemin de fer a été construite principalement pour le transport du minerai de fer; elle ne devrait pas avoir autant de dépenses relatives au trafic que les compagnies de chemin de fer de la classe I, puisqu’elle n’a pas à solliciter le trafic de minerai.

Les dépenses relatives au trafic comprennent la sollicitation du trafic, l’acheminement et le retracement des wagons, la négociation des taux et la publication des tarifs. En théorie, chacun de ces éléments devrait être relié à la variable indépendante qui l’a produit, mais, à cause de la variété du trafic, l’allocation n’est pas facile à faire.

La méthode du National-Canadien, qui consiste à établir un rapport entre les dépenses relatives au trafic et le revenu sur une base de tonnes-milles nettes est pratique; mais elle a la faiblesse de trop accentuer la distance comme facteur de frais, alors que plusieurs des fonctions couvertes par les frais de trafic ne sont nullement en rapport avec la longueur du parcours. Le principal défaut de la méthode du Pacifique-Canadien est d'omettre une allocation selon les denrées pour les différences dans les dépenses de trafic.

Les échantillonnages de calcul des prix de revient d'embranchements faits au cours de l'enquête ont révélé des différences importantes dans le résultat des méthodes employées par les deux compagnies de chemin de fer de la classe I. Par exemple, les calculs sur l'un des embranchements échantillonnés ont donné par la méthode du Pacifique-Canadien des dépenses relatives au trafic de \$34,352 alors que par la méthode du National-Canadien ces frais n'étaient que de \$7,318 pour le même trafic. Il est évident que les différences de résultat dues à ces deux méthodes exigent l'établissement d'une pratique commune aux deux compagnies. Cependant, il appert qu'il n'y a pas de méthode simple pour l'allocation des dépenses de trafic. Des recherches subséquentes sont nécessaires tel que ce fut proposé au cours de l'audition.

Bien que nous ayons des réserves à l'égard de la méthode du National-Canadien, nous estimons qu'elle tient compte, dans une certaine mesure, des denrées transportées et la jugeons préférable à celle du Pacifique-Canadien.

Jusqu'à ce que d'autres recherches puissent être faites, le Pacifique-Canadien devrait adopter la méthode du National-Canadien, qui consiste à répartir les dépenses de trafic par groupement de denrées. Si le Pacifique-Canadien ne peut établir les éléments de statistiques nécessaires à partir de ses dossiers, il peut utiliser, dans le calcul de ses propres coûts unitaires, le pourcentage de variabilité en fonction du revenu qu'emploie le National-Canadien. Cependant, aucune des compagnies de chemin de fer ne nous a présenté de preuve nous convainquant que le transport des grains partant d'embranchements dont on projette l'abandon ou y aboutissant, comporte des frais de la catégorie des dépenses de trafic. En conséquence, nous avons décidé que les dépenses de trafic devraient être exclues du calcul des frais de transport des grains à moins que la compagnie de chemin de fer puisse démontrer que ce trafic de grain comporte réellement des fonctions comprises dans les dépenses de trafic.

#### *(4) Dépenses d'ordre général*

L'E.B.S. a constaté que la méthode du Pacifique-Canadien consistant à utiliser une proportion des frais généraux d'ordre général suppose la même variabilité pour les dépenses d'ordre général que pour toutes les autres dépenses du réseau, c'est-à-dire environ 75 p. 100. Le National-Canadien, au moyen d'une analyse détaillée par sous-comptes, comprenant la régression de groupes de dépenses de secteurs et de régions, a établi une variabilité d'environ 55 p. 100.

Les régressions du Pacifique-Canadien relatives à 20 compagnies de chemin de fer des États-Unis ont donné une corrélation élevée entre les dépenses d'ordre général et différentes mesures de trafic, en particulier les tonnes-milles payantes, et une très faible corrélation avec les voies ferrées-milles. Ces régressions favorisent l'acceptation du rapport plus élevé des frais généraux d'ordre général utilisé par le Pacifique-Canadien.

L'E.B.S. a recommandé que les deux compagnies de chemin de fer examinent l'assiette de leurs dépenses d'ordre général.

### Position des gouvernements des provinces

Les gouvernements des provinces s'accordent avec la recommandation de l'E.B.S. visant à l'examen par les deux compagnies de chemin de fer de l'assiette de leurs dépenses d'ordre général. Les provinces ont souligné, comme dans le cas des dépenses de trafic, que les dépenses d'ordre général avaient diminué en termes de dollars constants, tandis que le trafic avait augmenté depuis l'époque de la Commission MacPherson, ce qui indiquerait que ces dépenses ne sont pas variables en fonction du trafic.

### Position du National-Canadien

L'avocat du National-Canadien a expliqué que la variabilité des dépenses de secteurs et de régions du National-Canadien est obtenue au moyen d'équations de régression établies à partir de données afférentes aux opérations de la compagnie. Il a soutenu que les résultats ne sont certainement pas infirmés par la preuve faite au sujet d'une équation de régression établie pour 20 compagnies de chemin de fer des États-Unis. Le National-Canadien a convenu de supposer que les dépenses du bureau central du réseau sont aussi variables que la somme pondérée des dépenses de secteurs et de régions, mais il pense qu'une analyse plus poussée révélerait probablement une variabilité plus faible, plutôt qu'une variabilité plus élevée. Ce calcul donne une variabilité totale de 53 p. 100 au National-Canadien.

Le National-Canadien a proposé de continuer d'utiliser les résultats de son analyse pour toutes les fins de la Loi jusqu'à ce que d'autres recherches indiquent la nécessité d'un changement.

### Conclusions du Comité

Nous sommes bien d'avis que les résultats des équations de régression établies à partir des données du National-Canadien, ne devraient pas être infirmés par le résultat d'une régression établie à partir de données de chemins de fer des États-Unis. Nous ne sommes pas de l'avis des provinces, qui, parce que les dépenses générales en termes de dollars constants ont diminué alors que le trafic a augmenté, pensent qu'on devrait considérer ces dépenses comme non variables avec le trafic.



Comme on l'a fait remarquer précédemment, la méthode du Pacifique-Canadien donne une variabilité d'environ 75 p. 100 et celle du National-Canadien indique une variabilité d'environ 55 p. 100. Nous ne nous attendons pas à ce que les deux compagnies arrivent à la même variabilité; des éléments comme les pratiques d'exploitation et les densités de trafic étant différentes. En particulier, le Pacifique-Canadien soutient que ses pratiques budgétaires internes donnent aux dépenses d'ordre général un plus haut degré de variabilité que celles du National-Canadien. Nous admettons que telles différences puissent exister; cependant, comme la méthode du Pacifique-Canadien suppose mais ne vérifie pas la variabilité de ces dépenses, elle ne fournit aucune indication de la justesse de leur allocation au trafic. La différence dans la variabilité de ces deux compagnies ne devrait pas atteindre 20 p. 100.

Il fait peu de doute que le National-Canadien a mis au point un traitement plus précis de ces dépenses, de sorte que son estimé de la variabilité est plus acceptable que celui du Pacifique-Canadien. Logiquement, on serait porté à croire que la hausse ou la baisse des salaires et dépenses des bureaux administratifs devraient croître ou décroître à un rythme plus ralenti que la hausse ou la baisse de trafic.

Le Comité considère que la méthode du Pacifique-Canadien impose un traitement plutôt arbitraire de ces dépenses, et qu'un redressement raisonnable consisterait à réduire à raison d'une variabilité de 75 p. 100 à 60 p. 100 l'allocation des dépenses en attendant que le besoin d'un changement soit démontré par les résultats de recherches plus poussées.

#### *(5) Dépenses de communications*

##### **Position de l'E.B.S.**

La position de l'E.B.S. est indiquée dans la pièce EBS-1:

“La méthode actuelle de traitement des dépenses de communications par les deux chemins de fer donne une variabilité en fonction du trafic d'environ 55 p. 100 pour le National-Canadien et de 70 à 75 p. 100 pour le Pacifique-Canadien. Dans ce cas, la méthode du National-Canadien est nettement préférable; elle permet une évaluation de l'attribution de chaque sous-compte à ses causes. Nous avons effectué une telle évaluation et constatons que nous ne pouvons être d'accord sur les attributions faites par le National-Canadien. Précisément, nous mettons en doute si on doit considérer les dépenses de téléphone du service de régulation comme fixes au lieu de leur attribuer la même variabilité qu'aux dépenses de régulation. Nous n'acceptons pas non plus que le Morse soit traité comme dépense fixe, pour la seule raison qu'il est peu employé. Les réductions de trafic accéléreraient probablement l'abandon total de ce système de communication, tandis que des augmentations pourraient l'en retarder. Enfin, les dépenses de téléphone des gares de triage devraient être variables en fonction des dépenses de ces gares, lesquelles à leur tour varient en fonction des milles de manœuvre (triage). Si l'on rend variables ces trois éléments fixes, le groupe de

compte total devient variable d'environ 30 p. 100 en fonction de la main-d'œuvre ou variable de 70 p. 100 en fonction du trafic. Les niveaux de variabilité des deux compagnies sont alors à peu près les mêmes, et l'on peut ne pas tenir compte des différences de méthode."

### Position du National-Canadien

Le National-Canadien a déclaré que cette question ne représentait pas un chiffre important, mais il s'est dit d'accord avec l'E.B.S. qui veut considérer les dépenses de téléphone des gares de triage comme variables en fonction des milles de manœuvre (triage).

La compagnie déclare que sa position est souple en ce qui concerne les téléphones de régulation et le Morse.

### Conclusions du Comité

Le Comité accepte la proposition de l'E.B.S. à l'effet que les deux compagnies de chemin de fer adoptent un pourcentage de variabilité de 70 p. 100 en fonction du trafic. Nous ne sommes pas convaincus qu'une étude suffisante ait été faite de ce problème. Nous ordonnons que des recherches plus poussées soient entreprises et que les résultats en soient déposés auprès du Comité le plus tôt possible.

#### (6) Dépenses de fret non payant

Cette question a été traitée sous la rubrique "Domaines faisant l'objet d'un accord".

### 5. Frais des locomotives de route

Le National-Canadien a établi les frais de locomotives de route (marchandises et voyageurs) fondés sur des unités diesel-milles pour les groupes de puissance suivants:

1. Moins de 800 C.V.
2. De 800 – 1,200 C.V.
3. Plus de 1,200 C.V.

Le Pacifique-Canadien a récemment effectué des recherches sur l'établissement des frais de locomotives de route fondés sur des unités diesel-milles; ces frais sont établis sur cette base pour les groupes de puissance suivants:

- |  |                      |
|--|----------------------|
| 1. Coût par unité diesel-mille<br>(marchandises) | – 1,000 à 1,200 C.V. |
| 2. Coût par unité diesel-mille<br>(marchandises) | – 1,500 à 1,800 C.V. |
| 3. Coût par unité diesel-mille<br>(marchandises) | – 2,000 à 2,500 C.V. |

4. Coût par unité diesel-mille  
(marchandises) — 3,000 C.V.
5. Coût par unité diesel-mille (voyageurs).

Ce tableau remplace la méthode C.V. — milles que la compagnie utilisait précédemment pour mesurer ces frais.

### Position des gouvernements des provinces

Les gouvernements des provinces ont recommandé que les compagnies de chemin de fer calculent les frais de locomotives par type de locomotive en fonction des gallons de combustible consommés par chaque type. Cette procédure permettrait de contrebalancer les différences dans le genre de travail accompli par les locomotives et les caractéristiques physiques des tronçons précis de voie sur lesquels ce travail est accompli. Cette procédure ne permettrait pas de tenir compte directement de l'usure des roues, laquelle est fonction de la distance parcourue par la locomotive, mais on a soutenu que l'usure des roues est indirectement liée à la consommation de combustible.

### Position de l'E.B.S.

L'E.B.S. a convenu que le concept d'énergie suggéré par les provinces présentait de grands avantages. Il a toutefois recommandé que les deux compagnies de chemin de fer continuent d'utiliser les frais par unité diesel-mille fondés sur les groupes de puissance. Ceci permettra de tenir compte tant de l'utilisation que des différences dans le coût par cheval-vapeur selon la puissance des locomotives.

### Conclusions du Comité

La répartition par groupes selon la puissance faite par le Pacifique-Canadien et décrite plus haut, paraît raisonnable; la compagnie ne possède pas de locomotives dont la dimension les situeraient hors de ces groupes. En ce qui concerne les locomotives de trains de voyageurs, on n'établit qu'un seul coût étant donné que seules sont affectées aux services de voyageurs les locomotives d'une puissance de 1,400 C.V. et de 1,800 C.V. Nous sommes d'accord avec la procédure révisée du Pacifique-Canadien et ordonnons que le National-Canadien complète ses groupes de puissance pour locomotives d'une puissance supérieure à 1,200 C.V.

Les deux compagnies devraient immédiatement commencer le rassemblement des éléments de statistique nécessaires à vérifier s'il est préférable d'établir les frais de locomotives d'après la consommation de combustible plutôt que suivant les procédures actuelles.

### 6. Dépenses d'entretien de la voie — groupe de comptes 202

Il y avait, sous cette rubrique, trois principaux domaines litigieux:

- (1) L'inclusion, aux fins du calcul du prix de revient, du compte 208 (tunnels, ponts et ponceaux) dans le groupe de comptes 202.
- (2) La normalisation des dépenses.
- (3) L'inclusion, aux fins du calcul du prix de revient unitaire, des tonnes brutes de locomotive et de fourgon de queue, dans le total des tonnes-milles brutes.

Nous traiterons chaque domaine séparément.

#### *(1) Inclusion du compte 208 dans le groupe de comptes 202*

Le National-Canadien et le Pacifique-Canadien incluent tous deux, aux fins du calcul du prix de revient unitaire, le compte 208 dans le groupe de comptes 202. Les provinces ont soutenu qu'on ne devrait pas l'inclure.

#### **Position des gouvernements des provinces**

La position des provinces est indiquée par l'extrait suivant de la pièce P-1:

“Nous recommandons que ce compte soit exclu de la régression sectionnelle, et qu'il soit, comme peut-être d'autres comptes analogues, attribué géographiquement. Il semblerait que les dépenses figurant au compte 208 soient fonction du nombre de pieds linéaires des tunnels, des ponts et des ponceaux, en tant que mesure de dimension et, dans une moindre mesure que d'autres comptes, du volume du trafic et à peu près pas des milles de parcours, de la pente ou de la courbure. L'attribution géographique est un facteur important de réalisme. Si, par exemple, les frais d'entretien du tunnel Connaught varient en partie en fonction du volume du trafic, ils ne varient pas en fonction du trafic entre Montréal et Toronto.”

#### **Position du National-Canadien**

La position du National-Canadien a été indiquée au cours de l'audition:

“Le National-Canadien a inclus le compte 208 (tunnels) dans son groupe de comptes 202, qui explique les frais d'entretien de la voie et de la superstructure; cela constitue un ensemble de dépenses complet et naturel et n'entraîne pas l'imputation de dépenses, au prorata, sur divers comptes. Le National-Canadien n'est pas d'avis que le compte 208 (tunnels) devrait être arbitrairement exclu de la fonction de l'entretien de la voie, et il n'est pas d'accord en ce qui concerne l'attribution géographique, car ce système impliquerait, semble-t-il, que le compte 208 (entretien des tunnels) varie de 100 p. 100 en fonction du trafic.”

#### **Conclusions du Comité**

Il est une autre question relative au compte 208 à laquelle les parties ont à peine fait allusion. Que le compte 208 soit attribué géographiquement ou sur une base de

moyenne du réseau n'est pertinent que si le compte varie en fonction du trafic. Aucune détermination précise de la variabilité de ce compte n'a été effectuée, parce qu'il est normalement noyé dans le groupe de comptes 202, pour lequel une variabilité composée est déterminée au moyen d'une analyse par régression. Les compagnies de chemin de fer devraient, en conséquence, analyser ce compte séparément afin de déterminer l'étendue de sa variabilité. S'il a un pourcentage de variabilité raisonnablement élevé, on doit tenir compte des évidentes disparités régionales dans le volume des travaux afférents aux tunnels et aux ponts. La méthode exacte par laquelle ces différences régionales pourront être incorporées dans le calcul des prix de revient devra être mise au point par le personnel des compagnies de chemin de fer et du Comité. Entre-temps, le compte devrait être exclu du groupe de comptes 202.

### *(2) Normalisation des dépenses*

Le National-Canadien a bénéficié de cinq années d'expérience, et le Pacifique-Canadien de trois, pour l'établissement des dépenses d'entretien de la voie qui font partie du groupe de comptes 202.

### **Position des gouvernements des provinces**

Les gouvernements des provinces ont préconisé l'établissement d'une moyenne des données afférentes à l'entretien des installations de la voie et aux unités de service associées, sur une période de cinq ans.

### **Position du Pacifique-Canadien**

Le Pacifique-Canadien a indiqué qu'il ne voyait pas d'objection à l'utilisation d'une moyenne de cinq ans, bien qu'une moyenne de trois ans soit tout aussi valable. Le Pacifique-Canadien s'est toutefois opposé à l'introduction immédiate d'une moyenne de cinq ans, en raison de la difficulté d'obtenir les données antérieures à 1964.

L'avocat du Pacifique-Canadien a suggéré que, dans le cas des demandes d'abandon qui doivent être entendues dans un avenir rapproché, les moyennes de trois ans soient utilisées; après le 1<sup>er</sup> mars 1969, celles de quatre ans et, après le 1<sup>er</sup> mars 1970, celles de cinq ans.

### **Position de l'E.B.S.**

L'E.B.S. a déclaré qu'il serait difficile de préciser, même approximativement, l'importance du délai nécessaire à l'évaluation de l'influence du trafic sur les frais d'entretien; ainsi on devra supposer, que la relation entre les unités de production historiques et les frais actuels peut s'expliquer suffisamment en utilisant la moyenne des dépenses et des unités de production des trois à cinq dernières années.

### Conclusions du Comité

Le Comité est d'accord avec la proposition des provinces à l'effet que les deux compagnies de chemin de fer devraient utiliser une moyenne de cinq années pour les frais d'entretien de la voie et que, dans le cas du Pacifique-Canadien, cette procédure devrait, suivant la suggestion de son avocat, être mise en œuvre par étapes.

#### (3) Tonnes-milles brutes

Le Pacifique-Canadien a, pour établir les coûts unitaires pour lesquels la tonne-mille brute est utilisée comme variable indépendante, exclu les tonnes-milles brutes des fourgons de queue et des locomotives, alors que le National-Canadien les a incluses. Depuis l'audition, le Pacifique-Canadien a révisé sa méthode et inclut désormais les locomotives et les fourgons de queue dans les tonnes-milles brutes. Il en découle une certaine entente aux fins du calcul des prix de revient; le Comité est d'accord à ce sujet.

### 7. Frais de trains

Les frais de trains comprennent des éléments comme les salaires des équipes de trains, les dépenses de contrôle de trains (c'est-à-dire l'entretien des signaux, le fonctionnement des signaux et la régulation des trains), les autres dépenses de trains et les frais de locomotives. A l'heure actuelle, le National-Canadien et le Pacifique-Canadien calculent les frais de trains par parcours de train fonctionnant dans chaque direction (est et ouest) et en font la moyenne afin d'obtenir les frais d'un train composé. Ces frais sont ensuite divisés par la moyenne des tonnes-milles brutes dans les deux directions afin d'obtenir un coût par tonne-mille brute. Ce coût sert d'assiette pour l'allocation des frais de trains au trafic dans une direction ou l'autre.

Plusieurs des parties ont proposé que l'allocation de ces frais de trains ne soit pas fonction d'une seule variable indépendante, c'est-à-dire les tonnes-milles brutes, mais soit liée également aux wagons-milles, à la longueur des trains, au nombre de wagons chargés et à divers autres facteurs.

#### Position des gouvernements des provinces

Les gouvernements des provinces, dans la pièce P-1, ont recommandé que:

“Les compagnies de chemin de fer devraient déterminer les circonstances dans lesquelles les trains-milles sont fonction (1) des tonnes-milles, (2) des wagons-milles et (3) des heures de manœuvre (trains), et les pourcentages de variabilité des trains-milles en fonction de ces facteurs causaux, et elles devraient attribuer les frais de trains-milles en conséquence. La possibilité que d'autres unités de service, comme les minutes de manœuvre (triage) puissent également avoir, en fonction du trafic, un pourcentage de variabilité inférieur à 100 p. 100, devrait être examinée.”

Ils ont également soutenu que les trains-milles ne sont limités par les tonnes-milles brutes que dans la mesure où la pente et la courbure limitent le nombre de tonnes qu'une locomotive donnée peut remorquer. Il est toutefois possible de remédier à cette limitation en utilisant plusieurs unités diesel de sorte que la limite ultime de la dimension du train puisse être déterminée par la longueur des voies latérales et la dimension des gares de triage utilisées. Le facteur approprié de répartition pour considérer ceci serait la longueur du train ou le nombre de wagons. Un examen des pratiques d'exploitation serait nécessaire pour décider si l'on doit utiliser le nombre de tonnes, la longueur du train, la manœuvre (train), le nombre de wagons et d'autres éléments analogues.

L'avocat du gouvernement du Manitoba a, au cours de l'audition, fait ressortir le même fait lorsqu'il a dit que "... les limitations des trains, de nos jours, ne sont pas constituées par le nombre de tonnes mais par le nombre des wagons, la longueur des voies latérales et la longueur du train, et non pas par le nombre de tonnes."

### Position du National-Canadien

Le National-Canadien a émis l'opinion que, pour chaque train de marchandises "direct" ou "omnibus", devraient être établis, avec détermination des quantités, les points suivants:

1. Le meilleur facteur à prendre pour établir la longueur des parcours de trains, le nombre de wagons ou le nombre de tonnes.
2. Le meilleur facteur à prendre pour établir la longueur des parcours de locomotives, le nombre de wagons ou le nombre de tonnes.
3. La probabilité que le trafic dans une direction entraîne un trafic de retour ou que le train circulera "à vide".
4. L'influence des variations du volume et sa variation saisonnière.
5. Les incidences du trafic des différents besoins de service.
6. L'absence, pour de nombreux trains, de données suffisantes pour effectuer une analyse et en tirer des conclusions chiffrées.
7. Les problèmes de la modification des vitesses, des longueurs des voies latérales, des dimensions des diesels et du trafic mixte.

Le National-Canadien a été d'avis qu'aucune règle ni méthode rigide et rapide ne peuvent être prescrites car les compagnies de chemin de fer traversent une période d'établissement de nouvelles méthodes par des recherches et l'analyse électronique des données.

Des études effectuées antérieurement par le National-Canadien avaient révélé que les trains de fret prioritaires (manifest) sont limités quant au nombre de wagons, étant donné que le délai de livraison est retardé par une classification considérable des

wagons. Ces études ont également fait connaître d'autre part, que les trains non prioritaires sont limités par le nombre de tonnes.

### Position du Pacifique-Canadien

Le Pacifique-Canadien effectue actuellement une étude détaillée des frais de trains au moyen d'une analyse par régression multiple, en se servant de diverses variables indépendantes comme la vitesse, le nombre de tonnes, la longueur du train et le nombre de wagons chargés afin de trouver une méthode qui convienne pour l'allocation des frais de trains. Cette étude porte sur plus de 2,000 trains en provenance ou à destination de Montréal et Toronto dans l'Est, et de Vancouver dans l'Ouest.

### Position de l'Association Canadienne du Camionnage Inc.

L'Association Canadienne du Camionnage Inc. a recommandé que l'attribution des frais de trains-milles fasse l'objet d'une étude continue jusqu'à ce qu'une méthode satisfaisante soit trouvée pour la répartition au prorata des frais de trains-milles entre les variables appropriées qui sont à l'origine des frais.

### Position de l'E.B.S.

La recommandation de l'E.B.S. figurait dans la pièce EBS-1:

"Il est relativement simple de décrire les caractéristiques des trains qui manipulent le trafic à l'étude, mais il existe un doute sur la façon d'attribuer les frais de trains qui en résultent à un trafic en particulier. Le Pacifique-Canadien se propose d'effectuer d'autres recherches afin de déterminer si ces frais doivent être répartis sur le nombre de tonnes brutes ou sur le nombre de wagons du train."

"Les études effectuées par le National-Canadien révèlent que la décision de mettre des trains en circulation peut avoir pour origine soit le nombre de tonnes brutes soit le nombre de wagons à tirer. Ces éléments varient selon le type de train et même selon chaque parcours de train en particulier. En conséquence et à ce stade, la meilleure solution que l'on puisse proposer est d'attribuer les frais de trains soit sur la base de tonnes-milles brutes, soit sur la base de wagons-milles selon les caractéristiques particulières du train qui fait l'objet de l'analyse. On doit exiger des chemins de fer qu'ils précisent laquelle de ces deux méthodes ils utilisent et qu'ils expliquent, dans chaque cas, pour quelle raison ils l'ont retenue."

### Conclusions du Comité

Il y a ici deux problèmes: l'un consiste à établir la moyenne des frais par parcours de train dans les deux directions, et l'autre à déterminer la base d'attribution des frais de trains à un trafic en particulier.



La difficulté d'établir la moyenne des frais de trains dans les deux directions vient de l'objection au fait que la moyenne impute au trafic léger dans une direction une partie des frais afférents au trafic plus important circulant dans l'autre direction. Les frais de retour des locomotives et de l'équipe sont de la nature des frais conjoints. Toute tentative d'attribuer ces frais par direction créerait un fardeau administratif, et l'établissement de la moyenne des frais du trafic léger dans une direction et important dans l'autre, paraît servir de solution raisonnable au problème, et c'est l'avis du Comité.

Le second problème consiste à déterminer la base d'attribution des frais de trains à un trafic en particulier. Le Comité accepte la recommandation de l'E.B.S. à l'effet que les deux compagnies de chemin de fer devraient, à titre de mesure provisoire, établir les frais de trains à la fois sur une base de wagons-milles et sur une base de tonnes-milles brutes, et les affecter à l'unité appropriée en fonction des conditions particulières du trafic sous analyse. En même temps, le National-Canadien et le Pacifique-Canadien devraient tous deux poursuivre l'étude détaillée de ce problème et en soumettre les résultats au Comité. On devrait tenir compte de certaines variables comme les wagons-milles, les tonnes-milles brutes, les heures de manœuvre des trains, la longueur des trains, et la longueur des voies latérales.

### ATTRIBUTION DES UNITÉS DE PRODUCTION

Au cours de l'enquête, on a fait des propositions au sujet des méthodes utilisées pour déterminer le nombre d'unités de production associées ou attribuées à un mouvement particulier de trafic. Ces unités de production sont des unités de service qui mesurent le travail accompli, nommément:

Les tonnes-milles	Les minutes de manœuvre
Les wagons-milles	Les unités locomotrices diesel de route-mille
Les wagons-jours	Les gallons de combustible
Les trains-milles	Les chargements complets de wagons

Le coût du mouvement s'obtient en multipliant les unités de production par les coûts unitaires appropriés. Certaines des unités de production peuvent être attribuées directement à un mouvement de trafic tandis que d'autres doivent être évaluées par des analyses spéciales. Tout manquement dans ces analyses pourrait contribuer à une exagération ou minimisation des frais.

Le Comité est d'avis qu'il existe un besoin particulier d'une étude plus approfondie des méthodes utilisées pour déterminer:

- La proportion de retours à vide et les wagons-jours;
- Les minutes de manœuvre (triaux et trains);
- Les manœuvres d'unités multiples (plusieurs wagons à la fois).

## 1. Proportion de retours à vide de wagons-jours

La proportion de retours à vide désigne le mouvement d'un wagon vide et la mesure selon laquelle celui-ci est imputable au mouvement d'un wagon chargé. Lorsqu'un équipement spécialisé est affecté à un service déterminé, il y a normalement un mouvement de retour à vide à 100 p. 100. Mais il n'y a pas de mouvement à vide lorsque la demande pour un même type de wagon est la même dans les deux directions. D'ordinaire, la demande n'étant pas équilibrée, il faut attribuer équitablement au mouvement des wagons chargés les wagons-milles à vide et les wagons-jours. Les proportions de retours à vide sont ordinairement établies par parcours de train sur la base de données précises. Les wagons-milles à vide sont divisés par les wagons-milles chargés, ce qui donne un rapport wagons vides à wagons chargés. Pour établir le nombre de wagons-milles à vide et de wagons-jours dans le cas d'un mouvement de trafic donné, on applique des proportions respectives de retours à vide à chaque parcours du train en question.

Le nombre de wagons-jours attribués à un mouvement de trafic se calcule à partir du nombre de jours requis pour faire le parcours du point d'origine au point de destination et du mouvement de retour à vide auquel on ajoute les wagons-jours requis pour placer, charger et décharger les wagons plus le temps d'inactivité, qui comprend le temps pendant lequel le wagon n'est pas utilisable.

Lorsque des wagons sont attribués uniquement à un mouvement de trafic donné, les deux chemins de fer se servent du nombre réel de wagons-jours pour le cycle complet. Il n'y a pas eu désaccord à ce sujet entre les parties.

Le problème se pose lorsque des wagons sont en service général et ne sont pas assignés d'une manière permanente à un mouvement de trafic donné. Les positions ci-après ont été adoptées par les parties.

### Position du Pacifique-Canadien

Le Pacifique-Canadien tient, par parcours de train, dans chaque direction, un registre des wagons-milles chargés et des wagons-milles à vide pour 11 catégories de wagons. Le pourcentage de wagons-milles à vide par rapport aux wagons-milles chargés s'établit à partir de ces données et s'applique aux wagons-jours et aux wagons-milles en route aux fins de calculer le mouvement de retour à vide.

Le Pacifique-Canadien calcule les wagons-jours en quatre étapes:

#### (i) *Wagons-jours au point d'origine et au point de destination*

Le Pacifique-Canadien alloue 4 wagons-jours au point d'origine et 4 wagons-jours au point de destination, ce qui représente le temps requis pour placer le wagon en question, le charger et le décharger. Lorsque des wagons sont échangés avec un autre transporteur ferroviaire, on réduit le nombre de wagons-jours là où se fait l'échange, soit au point d'origine, soit au point de destination, à une demi-journée de façon à refléter qu'il n'y a ni chargement ni déchargement et à réduire le temps nécessaire au placement de wagons.

*(ii) Wagons-jours chargés en route*

On calcule le nombre de wagons-jours du chargement en route du point d'origine au point de destination, y compris le temps pour les opérations de manutention aux terminus intermédiaires, sur la base du nombre moyen de milles parcourus par jour par le type de wagon en question.

*(iii) Proportion de retours à vide*

On multiplie le nombre de wagons-jours chargés en route par les proportions composées de retours à vide par parcours de train de façon à produire le nombre de wagons-jours actifs connexes associés au mouvement en question.

*(iv) Wagons-jours d'inactivité, y compris le temps où des wagons sont inutilisables*

Le nombre total de wagons-jours actifs établis dans les trois étapes qui précèdent est augmenté d'un pourcentage fondé sur l'expérience du réseau de façon à refléter le nombre de jours connexes d'inactivité et d'inutilisation associés au mouvement à l'étude.

Le Pacifique-Canadien entreprend actuellement, sur le mouvement des wagons chargés, une étude dont les détails ont été décrits de la façon suivante:

“On entreprend actuellement, sur le mouvement des wagons chargés, une étude fondée sur le réseau dans son ensemble afin de déterminer les wagons-milles et wagons-jours chargés et les wagons-milles et wagons-jours à vide connexes associés à tous les mouvements de wagons. Cette étude détermine le nombre réel de wagons-milles à vide et de wagons-jours requis pour placer un wagon vide pour chargement, le nombre précis de wagons-jours du mouvement une fois le wagon chargé et le nombre subséquent de milles de wagons-jours une fois le wagon déchargé. Le nombre de types de wagons à l'étude est de 43. L'étude comprend l'analyse des mouvements de wagons entre 434 points d'origine et de destination. Cette méthode permet ainsi la détermination spécifique de cycles de wagons pour plus de 8 millions de combinaisons de types de wagons, d'origine et de destination. Ces points ont été choisis parce qu'ils produisent et reçoivent au moins 1,200 chargements par année. Les points qui n'ont pas produit ou reçu ce nombre de chargements ont été groupés en une subdivision; celle-ci est le plus fort groupement considéré dans l'étude. Les points de divisions ont été isolés et traités comme des unités d'exploitation distinctes. L'échantillon utilisé dans cette étude par ordinateur représente 40 p. 100 des mouvements annuels de wagons effectués par le Pacifique-Canadien. Les mouvements à vide ultérieurs et antérieurs à chaque mouvement chargé seront équitablement répartis entre le mouvement chargé antérieur et le mouvement chargé subséquent. Cette étude sera utilisée pour la détermination des wagons-jours et des wagons-milles pour l'abandon d'un embranchement et les

études de tarifs compensatoires. Elle remplacera les méthodes de détermination des wagons-jours et wagons-milles des mouvements à vide en usage à l'heure actuelle. Ce système devrait entrer en vigueur vers la fin de 1969."

### Position du National-Canadien

Le National-Canadien utilise deux méthodes pour établir le nombre de wagons-milles à vide imputable à un mouvement chargé déterminé.

#### (i) *Repérage des wagons*

La moyenne des wagons-milles à vide d'avant le chargement a été établie pour chaque tête de ligne du réseau au moyen d'un échantillonnage de chargements de wagons par type. Il s'agit fondamentalement d'une moyenne historique par point d'origine et par type de wagon.

#### (ii) *Wagons-milles à vide imputés*

Une configuration historique moyenne de la circulation des wagons par type, se développe (pour certains parcours de train) par l'établissement d'un rapport entre le nombre de wagons vides et le nombre de wagons chargés se déplaçant dans chaque direction en passant par des points-clés du réseau. Les renseignements détaillés viennent à peine de devenir disponibles, ce qui permettra l'achèvement des études. Il est à prévoir que cette méthode de déterminer les wagons-milles à vide sera bientôt utilisée davantage.

Le National-Canadien se sert également de deux méthodes pour calculer les wagons-jours attribués à un mouvement de trafic donné:

#### (i) *Repérage des wagons*

Le National-Canadien établit à l'aide de dossiers historiques le cycle total de wagons en se fondant sur la performance des wagons qui acheminent effectivement le trafic. Le cycle commence au moment où un wagon devient vide après un mouvement chargé antérieur et se termine au moment où ce wagon devient vide après le mouvement chargé dont on calcule le prix de revient. Cette méthode est généralement utilisée dans le cas de mouvements de volume important.

#### (ii) *Cycle de wagon imputé*

Si aucune condition spéciale n'est attachée au trafic à l'étude, les wagons-jours sont généralement imputés de la façon suivante:

- le temps écoulé entre la voie privée du client et la gare de triage — un minimum de six heures dans chaque direction tant au point d'origine qu'au point de destination. Ce temps peut varier considérablement à chaque tête de ligne selon le lieu où se trouve l'expéditeur et selon le service assuré. Une allocation de temps d'attente à la tête de ligne de chargement est également ajoutée lorsque l'indique un mode exceptionnel de chargement;

- temps de chargement et de déchargement – deux jours chacun vu que le temps en excédent est couvert par les surestaries;
- temps de roulement avec chargement – fondé sur les temps de parcours moyens des trains de marchandises exploités suivant horaires établis aux indicateurs;
- le temps de roulement à vide est également fondé sur les temps de parcours moyens établis d'après les cartes de pointage. Le temps attribué à un mouvement donné est le nombre de wagons-jours de roulement à vide multiplié par la proportion de retours à vide attribuable au mouvement particulier (proportion de wagons-milles à vide dans une direction par rapport aux wagons-milles chargés dans l'autre).

Au besoin on fait une allocation supplémentaire pour le temps hors d'état de service (normalement, 5 p. 100), les fluctuations saisonnières de trafic, la probabilité de séjour le samedi ou le dimanche sur la voie privée du client, le nettoyage, le pesage, les raccordements avec d'autres trains, etc.

#### **Position de l'E.B.S.**

L'E.B.S. est d'avis que les chemins de fer ont entrepris d'apporter des améliorations importantes à leur calcul de la proportion de retours à vide. Éventuellement, l'identification automatique des wagons permettra des calculs par ordinateur très perfectionnés des proportions de retours à vide par type de wagon pour chaque mouvement. L'E.B.S. a déclaré “. . . que la plupart des problèmes courants que comporte le calcul du nombre de milles et de jours de retour à vide seront surmontés à mesure que les nouveaux systèmes de report seront appliqués.”

L'E.B.S. conclut que l'attribution des wagons-jours aux mouvements individualisés a, jusqu'ici, été fondée sur l'attribution d'une variété de facteurs ayant peu de valeur statistique. Comme dans le cas de la proportion de retours à vide, cette difficulté devrait être résolue au cours des quelques prochaines années à mesure que le système d'identification automatique des wagons sera introduit par chacune des compagnies de chemin de fer. Une fois ce système en fonctionnement, il sera possible de prélever des échantillons de mouvements donnés et de calculer avec une grande précision le nombre réel de wagons-jours requis pour chaque wagon compris dans l'échantillon. Dans l'intervalle, le but visé devrait être de chercher à identifier le cycle de wagons associé au trafic à l'étude; les compagnies de chemin de fer devraient déposer une description détaillée de la méthode utilisée en fait dans chaque cas.

#### **Position des gouvernements des provinces**

Les gouvernements des provinces sont d'avis que les méthodes de détermination des proportions de retours à vide et des wagons-jours peuvent être améliorées dès maintenant et qu'il n'est pas nécessaire d'attendre l'introduction du système

d'identification automatique des wagons. Ils soulignent que les deux compagnies de chemin de fer accordent une attention considérable à l'amélioration de leurs méthodes. Par conséquent, ils croient qu'avant que l'un ou l'autre chemin de fer n'introduise une technique déterminée ou l'application d'un point de vue déterminé, le Comité devrait les guider vers l'adoption d'un traitement commun et uniforme.

### Conclusions du Comité

Le Comité ordonnera aux chemins de fer de continuer le développement de nouvelles méthodes d'attribution. Dans la mise au point de ces méthodes, les mouvements de wagons devraient être repérés au moyen de renseignements précis tirés des dossiers de wagons afin d'établir une attribution représentative de wagons-jours pour chaque mouvement. On fera des allocations pour le temps des réparations, les changements saisonniers, les fins de semaine ou jours fériés, le nettoyage, le pesage, et ainsi de suite. Tous les systèmes de repérage des wagons doivent montrer non seulement les dates indiquant le temps passé aux gares d'origine et de destination, mais également les dates auxquelles les wagons sont passés ou ont été garés aux endroits-clés.

Jusqu'à la mise en œuvre des résultats de ces études, chaque compagnie de chemin de fer devra suivre sa propre méthode, s'assurant d'en déposer une description détaillée auprès du Comité. Le Comité reconnaît, cependant, que, dans certains cas, des attributions précises de wagons-jours à vide et de wagons-milles à vide peuvent être nécessaires pour refléter les particularités du trafic à l'étude.

## 2. Minutes de manœuvre (triaux et trains)

Les méthodes employées par les deux chemins de fer de la classe I dans le calcul des minutes de manœuvre sont décrites ci-dessous:

### Méthode du Pacifique-Canadien

La méthode de calcul des minutes de manœuvre applicables à un mouvement de trafic a été établie à la suite d'un certain nombre d'études effectuées au cours des dernières années sur le réseau du Pacifique-Canadien. Ces études se sont faites dans les gares de triage à toutes les grandes têtes de ligne et à celles d'un nombre représentatif des moyennes et des plus petites. Des études spéciales ont été faites afin de mesurer les périodes de manutention des wagons aux points d'origine.

Les minutes de manœuvre applicables à un mouvement de wagon déterminé s'obtiennent en repérant le mouvement de ce wagon ou de ce groupe de wagons du point d'origine au point de destination et en appliquant les minutes de manœuvre nécessaires aux déplacements des wagons aux points d'origine, intermédiaires et de destination. Pour refléter le mouvement à vide, un pourcentage de mouvement de retour à vide est ajouté aux minutes de manœuvre des wagons aux points intermédiaires. Lorsque des mouvements de trafic affectés à un service donné se font

par unités d'environ 20 wagons ou plus on applique à ces mouvements un nombre déterminé de minutes de manœuvre.

En l'été de 1967, le Pacifique-Canadien a lancé une étude importante d'une durée de quatre ans portant sur toutes les têtes de ligne, gares de triage d'importance moyenne et points de manœuvre des trains aux embranchements. A chaque endroit la durée de l'étude est d'une semaine. Les renseignements obtenus comme le nombre de wagons, la durée des opérations de manœuvre par wagon manipulé et la durée requise pour la réception d'instructions, les délais dans les gares de triage et d'autres facteurs, sont analysés par ordinateur afin d'établir la manutention précise et le temps requis pour la faire selon les diverses denrées. A mesure que le programme avance à travers le réseau et que de nouvelles données deviennent disponibles, les résultats seront incorporés au système d'établissement des prix de revient.

Le Pacifique-Canadien convertit les minutes de manœuvre des trains en milles à raison d'un facteur de 6 milles par heure. Sauf pour les frais de combustible et d'équipages qui sont compris dans les frais de parcours du train, les frais de manœuvre au mille de trains sont censés être les mêmes que les frais de manœuvre au mille dans les gares de triage.

#### **Méthode du National-Canadien**

Le National-Canadien aborde la question de la manœuvre dans les gares de triage par un examen de ses nombreux éléments, y compris la classification, le raccordement dans la gare de triage, le raccordement industriel, le placement de wagons sur une industrielle, le nettoyage, le pesage, la congélation, l'échange et le mauvais état. Des études détaillées ont été faites sur place à toutes les grandes têtes de ligne et à des têtes de ligne représentatives de moindre importance afin d'établir le nombre moyen de minutes de manœuvre attribuables à chaque composante par gare de triage. Par l'analyse de mouvement tangible d'un wagon à travers une tête de ligne pour déterminer la composante qui s'applique, ces études ont aussi cherché à déterminer le temps que met une locomotive de manœuvre pour accomplir un mouvement déterminé. Aux têtes de ligne où telles études n'ont pas été effectuées, on apporte l'expérience acquise aux autres endroits. Les analyses des attributions des gares de triage sont utilisées pour déterminer une allocation de temps réaliste.

Le National-Canadien a allégué que ses études sur les gares de triage satisfont aux exigences actuelles. Mais la compagnie entend étudier chaque gare de triage régulièrement lorsque les progrès réalisés dans la compilation des données auront atteint un point où il sera économiquement possible de le faire.

Dans le cas de la manœuvre de trains, le National-Canadien calcule une moyenne pour le réseau en divisant le nombre total de milles de manœuvre des trains par le nombre total de wagons complets ayant leurs points d'origine et de destination à de petites gares. Cette moyenne des milles de manœuvre des trains de tout le réseau est alors convertie en minutes de manœuvre à raison de 6 milles par heure puis appliquée à

chaque chargement complet ayant son point d'origine ou de destination à une petite gare. Le National-Canadien attribue les frais de locomotive de route à l'aiguillage des trains. Cette méthode diffère de celle du Pacifique-Canadien, qui utilise des coûts unitaires de manœuvres de gares de triage pour tous les éléments de manœuvre de trains, sauf pour les frais de combustible et les salaires des équipages.

### Position des gouvernements des provinces

Les gouvernements des provinces ont fait ressortir trois points faibles à leur avis de la méthode utilisée par les chemins de fer pour calculer les minutes de manœuvre dans les gares de triage. Premièrement, l'utilisation du nombre moyen de minutes de manœuvre dans les gares de triage ne tient pas compte des particularités physiques fort variées des différentes gares et des différences d'efficacité que présente leur exploitation. En second lieu, lorsque la proportion de temps consacré à chaque fonction de classification, manœuvre industrielle, raccordement, etc., n'est pas chiffrée à chaque gare, les résultats de l'établissement d'une moyenne sont douteux. En troisième lieu, lorsqu'on utilise une moyenne pour l'attribution des minutes de manœuvre de gares, on tient peu compte d'un trafic exigeant une manœuvre limitée ou une manœuvre importante.

Les provinces ont recommandé que les compagnies de chemin de fer déterminent le nombre de minutes de manœuvre par wagon pour chaque gare de triage d'une importance suffisante à nécessiter des attributions de locomotives de manœuvre et pour chacune des fonctions accomplies en ces gares déterminées. Ces études devraient être révisées, pour refléter les changements survenant dans la configuration du trafic et les particularités d'exploitation.

En ce qui concerne les minutes de manœuvre et les frais de trains, le point que les provinces ont fait valoir est qu'on n'a pas tenu compte des différences entre les manœuvres de gares de triage et celles de l'aiguillage des trains. Les résultats des manœuvres de gares de triage sont appliqués à l'aiguillage des trains, ce qui indique qu'on ne tient pas suffisamment compte des facteurs physiques comme les lieux de l'aiguillage des trains, la déclivité ou la pente aux lieux où s'effectue la manœuvre et la distance parcourue par la locomotive lors du placement et déplacement des wagons. Par conséquent, le temps des aiguillages de trains peut être minimisé ou exagéré outre mesure.

Les gouvernements des provinces ont recommandé que le Comité et les chemins de fer instituent une enquête sur l'aiguillage des trains qui soit distincte des études sur les manœuvres dans les gares de triage.

### Conclusions du Comité

Le Comité conclut que l'assimilation du temps de manœuvre aux mouvements de trafic constitue un problème qui est reconnu par les compagnies de chemin de fer et que celles-ci sont en bonne voie de résoudre. Des études sur les manœuvres ont été



effectuées dans de nombreuses gares de triage; on s'attend à ce que les compagnies de chemin de fer terminent bientôt leurs études dans les autres. Les deux compagnies de chemin de fer devront fournir au Comité des exemplaires courants de leurs manuels de manœuvre.

De même, ces compagnies devront établir des prix de revient précis quant à l'aiguillage des trains. D'ici là, nous préférons la méthode du National-Canadien qui consiste à attribuer les frais de locomotive de route aux aiguillages de trains, comme ces manœuvres sont effectuées par ces locomotives de route plutôt que par celles des gares de triage.

### 3. Manœuvre des wagons par unités multiples

Aucune des compagnies de chemin de fer de classe I ne reconnaît de distinction quant au nombre moyen de wagons par unité de manœuvre pour les différents types de trafic dans une gare de triage donnée, sauf lorsque 20 wagons ou plus sont régulièrement déplacés ensemble et que la période précise de temps consacré à la manœuvre peut être déterminée.

#### Position des gouvernements des provinces

Les gouvernements des provinces soulignent que ce sujet a fait l'objet d'une étude considérable au cours des auditions de la Commission MacPherson, alors qu'on a déterminé que la manœuvre des wagons par unités multiples permettait de réaliser des économies, et qu'on a présenté des preuves convaincantes pour indiquer que les mouvements de grain s'effectuaient constamment par unités comprenant plus de wagons qu'en la moyenne des mouvements de tout trafic-marchandises. Ils ont fait au Comité la recommandation suivante:

“Les chemins de fer devraient être tenus de faire des études sur place et des études analytiques sur les économies qu'entraîne la manœuvre des wagons par unités multiples. En attendant l'achèvement de ces études, l'ordonnance révisée sur les frais devrait refléter l'échelle éprouvée et adoptée par le personnel de la Commission MacPherson.”

#### Position du National-Canadien

L'avocat du National-Canadien a soutenu que les épargnes à réaliser par les manœuvres de wagons par unités multiples ne sont pas assez importantes pour justifier des redressements précis par catégories de trafic. A l'appui de son assertion, il a cité les facteurs suivants:

- (1) Les études sur la manœuvre reflètent déjà le nombre moyen de wagons par unité pour les différents éléments de la manœuvre dans une gare de triage.
- (2) Les éléments importants de la manœuvre, comme les raccordements, le pesage, l'échange et l'aiguillage par suite de mauvais état ne sont pas affectés par le nombre de wagons compris dans l'unité.

- (3) Il existe une "tendance à la centralisation" dans la manœuvre, les aiguillages successifs tendant à égaliser le nombre variable des wagons par unité de façon à donner une moyenne raisonnablement commune.
- (4) L'introduction des gares de triage à bosse, où le nombre de wagons par unité manœuvrée constitue un facteur négligeable, a réduit l'importance de cet élément.
- (5) L'incertitude sur le nombre de wagons par unité signifie que les gares de triage doivent être prêtes à faire face aux variations imprévisibles de ces unités.

### Conclusions du Comité

A l'exception possible de la mention de l'introduction des gares de triage à bosse, les arguments du National-Canadien ne sauraient réfuter la conclusion bien nette de l'étude de la Commission MacPherson "qu'il est maintenant généralement admis que les expéditions au moyen d'unités formées de plusieurs wagons épargnent du temps lors d'une manœuvre. *Commission royale d'enquête sur les transports*, volume III, page 327. Cette conclusion était corroborée par la propre étude du Pacifique-Canadien, incorporée dans un tableau donné à la page suivante de ce même rapport. Le Pacifique-Canadien a alors soutenu, comme le National-Canadien le fait actuellement, que les unités multiples de wagons influaient peu sur le temps de manœuvre. Pourtant la propre étude du Pacifique-Canadien révèle que le temps moyen nécessaire à l'aiguillage d'un wagon diminue de façon significative à mesure que s'accroît le nombre de wagons par unité de manœuvre. Par exemple, le temps nécessaire à l'aiguillage d'un wagon dans une unité de six wagons est d'environ les deux tiers de celui qui est nécessaire dans le cas d'une unité de trois wagons, d'environ la moitié de celui qui est nécessaire dans le cas d'une unité de deux wagons et de presque le quart de celui qui est nécessaire dans le cas d'un wagon isolé.

Le Comité croit que depuis trop longtemps les compagnies de chemin de fer ont négligé de tenir compte de cet élément dans les frais de manœuvre. Par conséquent, il leur sera ordonné d'entreprendre immédiatement les études suivantes:

- (1) Une étude en vue de déterminer le nombre moyen de wagons par unité dans l'aiguillage des wagons de grains aux grandes gares de triage organisant le transport des grains.
- (2) Une étude en vue de déterminer si d'autres grandes catégories de transport présentent des variations constantes par rapport au nombre moyen de wagons par unité de l'ensemble du trafic-marchandises passant par les grandes gares de triage et têtes de ligne.
- (3) Une étude en vue de déterminer les variations de coût résultant des différences dans le nombre de wagons par unité pour chacun des éléments de triage.

L'importance première de cet élément a pour objet le trafic des grains, et en particulier, en ce qui concerne les demandes d'abandon d'embranchements qui servent presque exclusivement au transport des grains. Par conséquent, le Comité a décidé que le calcul des prix de revient du transport des grains effectué par les compagnies de chemin de fer aux fins des demandes présentées en vertu de l'article 314B de la Loi, doit, lorsque des données sont disponibles, refléter l'effet du nombre moyen de wagons par unité de manœuvre dans le cas du trafic des grains sur chaque opération de manœuvre. Là où les études appropriées sur l'aiguillage de wagons par unités multiples n'ont pas encore été faites, la compagnie de chemin de fer doit indiquer quand et comment elle entend effectuer ces études. Si la ligne en question a été jugée non rentable mais doit continuer en exploitation dans l'intérêt public, la compagnie de chemin de fer doit en communiquer les résultats dès l'achèvement de ses études de façon que ceux-ci puissent être reflétés dans le calcul de la subvention prévue à l'article 314E.

En attendant l'achèvement des études sur l'impact sur le coût de manœuvres des wagons par unités multiples, il sera ordonné aux compagnies de chemin de fer d'utiliser les rapports de coût entre unités multiples établis par le Pacifique-Canadien pour la Commission royale d'enquête sur les transports (Commission MacPherson) et qui sont donnés à la page 328 du volume III du rapport de cette commission.

### ABANDONS D'EMBRANCHEMENTS

Au cours de l'audition, les parties ont adopté des positions variées quant aux articles et facteurs que le Comité devrait accepter dans la détermination de la perte réelle et de la non rentabilité des embranchements en vertu des articles 314B, 314E et 314G de la Loi sur les chemins de fer. Étant donné que les aspects techniques des frais variables, de la dépréciation, du coût du capital, de l'uniformité et d'autres questions sont traités séparément ailleurs dans les présents motifs, l'étude ayant trait aux abandons d'embranchements sera limitée aux aspects définis dans la Loi ou soulevés par les parties au cours de l'audition.

La Loi sur les chemins de fer oblige le Comité à faire trois déterminations principales relatives aux frais en ce qui concerne les embranchements au sujet desquels les chemins de fer ont présenté une demande d'abandon. Ces trois points sont les suivants:

1. "La perte réelle" ayant trait à une demande d'abandon d'embranchement présentée par les chemins de fer: article 314B.
2. La détermination, par le Comité, de la rentabilité ou de la non rentabilité d'un embranchement: article 314C.
3. Le calcul de la perte réelle aux fins de détermination de subvention: article 314E.

L'article 314G exige aussi que le Comité détermine la perte réelle des embranchements que le gouverneur en conseil a désignés comme ne pouvant pas être abandonnés.

Voici la définition que donne de l'expression "perte réelle" l'article 314A de la Loi sur les chemins de fer:

"314A. Dans le présent article et dans les articles 314B à 314G,

- (a) "perte réelle" désigne, relativement à tout embranchement, l'excédent
- (i) des frais encourus par la compagnie au cours de toute année financière de celle-ci pour l'exploitation de la ligne et pour le mouvement du trafic partant de la ligne ou y aboutissant,
- sur
- (ii) les revenus de la compagnie pour cette année qui proviennent de l'exploitation de la ligne et du mouvement du trafic partant de la ligne ou y aboutissant;"

Quant aux frais entrant dans le calcul de la perte réelle, l'ordonnance de la Commission sur les frais déclare:

" "coût" afférent à un embranchement désigne les frais établis à l'article 3 du présent règlement qui auraient été évités par une compagnie si, dans une année financière quelconque, elle n'avait pas maintenu ni exploité l'embranchement et n'avait pas transporté le trafic partant de cette ligne, y arrivant ou l'empruntant, ou qui auraient été subis par une compagnie si, dans une année financière quelconque, elle avait maintenu et exploité l'embranchement et transporté le trafic partant de cette ligne, y arrivant ou l'empruntant, compte non tenu du temps ni du mode de paiement de ces frais non plus que des personnes qui les ont subis."

Des nombreux points soulevés dans cette enquête quant à la formule à utiliser pour le calcul de la perte réelle, le plus important est de beaucoup la question de savoir si les frais dont il faut tenir compte doivent être ceux qui seraient évités si la ligne était abandonnée, ou ceux qui seraient imputés à la ligne dans des opérations normales de comptabilité dans le cours ordinaire des affaires. Aux fins de la discussion qui va suivre, nous appellerons "théorie des frais évitables" celle de ces théories en conflit dont les principaux tenants furent les gouvernements des provinces et "théorie comptable" celle dont le principal tenant fut la Compagnie de chemin de fer du Pacifique-Canadien.

### La théorie des frais évitables

Un certain nombre des parties ont pris position en faveur de la théorie des frais évitables, mais appliquée à divers degrés. Parmi ceux qui ont préconisé la théorie des frais évitables, c'est l'E.B.S. qui l'a fait de la façon la plus limitée. L'E.B.S. considère les frais évitables seulement par rapport à l'investissement, dont les frais paraissent dans les frais de dépréciation et dans les allocations relatives au coût du capital. Dans son rapport sur les abandons d'embranchements, il pose ainsi le problème:

"Différentes façons se présentent de traiter le coût de capital dans les abandons d'embranchements. On peut procéder comme les chemins de fer l'ont fait dans une

analyse des taux compensatoires, c'est-à-dire calculer un rendement sur l'investissement comptable net. Dans cette façon de voir, on considère un embranchement, même un embranchement non rentable, comme une partie intégrante du réseau ferroviaire qui doit assumer toute sa part des frais, y compris le coût du capital qui s'y rapporte.

Dans une seconde façon de voir, on considère l'investissement dans un embranchement comme "à fonds perdu", c'est-à-dire comme un investissement qui est irrévocablement engagé et qui ne peut être récupéré, si ce n'est par le pouvoir de gain de sa fonction assignée, ou, alternativement, par la récupération. Comme la fonction assignée de l'investissement à fonds perdu dans un embranchement non rentable ne possède pas de pouvoir de gain, sa valeur est réduite à une seule alternative, la récupération. Cette valeur représente le meilleur rendement qu'un chemin de fer puisse obtenir de cet investissement. Nous trouvons que ce dernier point de vue reflète d'une manière plus réaliste la situation dans laquelle se trouve réellement le chemin de fer en ce qui concerne le capital. . . ."

L'E.B.S. poursuit en recommandant que le coût du capital ne soit permis que sur la valeur de récupération des biens qui seraient abandonnés, et que la dépréciation soit exclue complètement, sauf en ce qui concerne la diminution de la valeur de récupération. L'E.B.S. substituerait chaque année une prévision des dépenses de capital, et cette prévision remplacerait les frais de dépréciation.

La pièce P-1 des provinces exprime un accord presque total avec la position de l'E.B.S., mais trouve que l'E.B.S. ne va pas assez loin. Les gouvernements des provinces soutiennent qu'aucun coût afférent à la ligne ne devrait être attribué pour les dépenses relatives au trafic, les dépenses générales, les dépenses de communications et les dépenses d'assurance qui ne sont pas directement imputables à la ligne en question ou au trafic dont on établit le prix de revient. Elles donnent pour raison que ces frais ne sont pas vraiment évitables par suite de l'abandon, et que, par conséquent, ils ne peuvent entrer dans le calcul de la perte réelle.

L'application la plus rigide de la doctrine des frais évitables a été préconisée par l'avocat de la *Manitoba Branch Lines Association*. Il s'est dit inquiet du fait que la formule actuelle de calcul de la perte ne reflète pas la conservation de la majeure partie du trafic sur d'autres lignes, en particulier dans les secteurs de ramassage des grains. Dans la pièce BL-1, il résume ainsi sa recommandation:

"... le coût du transport des grains n'est pas évitable lors de l'abandon d'une ligne, vu que ces grains continuent d'être transportés par chemin de fer jusqu'au port ou à la tête de ligne. Dans les demandes d'abandon, les frais hors-ligne même ne devraient pas être imputés à l'embranchement, vu que le transport se fera de toute façon. Il est absolument capital que les frais réellement encourus sur l'embranchement soient séparés des frais encourus sur la ligne principale pour déterminer le coût véritable et réel de l'embranchement et pour déterminer la différence entre le

coût du transport des grains sur l'embranchement, et le coût de ce transport sur un autre chemin de fer ou par un autre mode de transport."

### La théorie comptable

Par opposition à la théorie des frais évitables, le Pacifique-Canadien a préconisé une théorie qui refléterait les frais réels inscrits pour chaque année comptable historique. Le Pacifique-Canadien a fortement insisté sur ce qu'il croit être la nécessité de refléter la dépréciation selon la définition qu'en donne la Classification uniforme des comptes. La pièce CP-1 cite la définition de la dépréciation dans la Classification uniforme des comptes, et soutient que cette définition, la définition officiellement approuvée de la dépréciation, est la seule qui soit acceptable en vertu de l'article 387A, aux termes duquel le Comité doit inclure des allocations pour la dépréciation et pour le coût du capital. L'avocat du Pacifique-Canadien a résumé ainsi cette prise de position:

"... Lorsque le paragraphe (1) de l'article 387A mentionne la "dépréciation", il s'agit (et j'ai pris ces mots dans la classification uniforme) d'un système qui vise à répartir le coût original, pour le chemin de fer, des éléments d'actif tangibles, moins la valeur de récupération, sur la durée utile estimative de ces éléments d'actif, qui peuvent être un groupe d'éléments d'actif, et à le débiter chaque mois aux dépenses. Je soutiens que c'est là le sens du mot "dépréciation" en vertu de la Loi sur les chemins de fer et en vertu de la Classification uniforme des comptes. Et c'est le sens qu'a voulu lui donner le Parlement au paragraphe (1) de l'article 387A."

L'avis du Pacifique-Canadien au sujet du coût du capital est à peu près le même: selon lui, il représente un rendement de l'investissement calculé en soustrayant les comptes appropriés de réserve pour dépréciation comptable des comptes de biens correspondants, puis en appliquant un pourcentage convenable comme taux de rendement.

En ce qui concerne les autres frais, l'avocat du Pacifique-Canadien a insisté sur le fait que la Loi ne contient aucune disposition relative aux frais évitables:

"Or, la nécessité d'une discussion du sens du paragraphe (a) de l'article 314A émane de l'insistance des provinces et de certaines autres parties à soutenir que les mots "frais encourus par la compagnie au cours de toute année financière pour l'exploitation de la ligne" etc., ne veulent vraiment pas dire ce qu'ils disent; mais qu'ils veulent plutôt dire "les frais qui seraient évités dans une année ultérieure si la ligne était abandonnée. . ."

"Je soutiens respectueusement, monsieur le président, que nulle part dans la Loi sur les chemins de fer nous ne trouvons de disposition tendant à montrer que l'expression "frais encourus" sur un embranchement désigne vraiment les "frais qui seraient évités si la ligne n'était plus utilisée."

Bien que l'avocat du Pacifique-Canadien ne l'ait pas dit expressément, sa position implique que les seuls frais acceptables seraient ceux qui seraient établis par une analyse

classique des frais variables que l'on appliquerait dans une "entreprise en pleine activité", dans une cause de tarif, et l'embranchement serait censé supporter sa part complète de tous les frais généraux considérés comme variables en fonction du trafic en général.

### Conclusions du Comité

Le Comité constate que ces théories opposés, si elles étaient appliquées à la lettre, pourraient toutes les deux produire des résultats peu désirables. Les principes de la comptabilité générale et ceux du calcul des prix de revient ne sont pas nécessairement les mêmes. La comptabilité a pour objet l'inscription, d'une façon constante de toutes les recettes, dépenses et investissements, tandis que le calcul des prix de revient cherche à mesurer les ressources utilisées dans l'accomplissement de services précis.

Le plaidoyer du Pacifique-Canadien en faveur de l'adhésion à la Classification uniforme des comptes étendrait l'emploi de cette classification au-delà de celui qui était prévu pour ce système de comptabilité. La Loi ne dit pas que la dépréciation doit être permise conformément à la Classification uniforme des comptes. Ce qu'elle dit, c'est que l'allocation accordée pour la dépréciation doit être "l'allocation que la Commission estimera raisonnable en l'occurrence", et le Comité ne se considère pas lié par la Classification uniforme des comptes en définissant la dépréciation aux fins du calcul des prix de revient. En outre, vu que le coût du capital n'est jamais mentionné dans la Classification uniforme des comptes, sa définition doit en être établie ailleurs.

Si le Comité était forcé d'accepter la Classification uniforme des comptes pour sa définition de base des frais, des modifications importantes pourraient être apportées aux méthodes de calcul des prix de revient par la simple modification de la Classification des comptes. Une telle façon de procéder est nettement contraire à l'objet de la Loi formulé à l'article 387B.

Le Comité croit que l'économique devrait fournir les principes directeurs des règlements sur les frais pour les différentes applications dans lesquelles les frais sont utilisés. Pour cette raison, il ne saurait accepter la théorie restrictive que le Pacifique-Canadien a préconisée.

Le Comité a déjà dit que l'article 387A exige une certaine allocation pour la dépréciation et pour le coût du capital. Pour cette raison, il ne saurait accepter la recommandation de l'E.B.S., selon laquelle la dépréciation ne serait pas admise dans le calcul de la perte réelle, et serait remplacée par une prévision de capital.

Se reportant à la théorie des frais évitables, le Comité a également des réserves à faire au sujet de certaines de ses applications extrêmes. L'article 314A exige que les frais entrant dans le calcul de la perte réelle comprennent les frais encourus pour "le mouvement du trafic partant de la ligne ou y aboutissant" et que les recettes comprennent toutes les recettes provenant du mouvement du trafic partant de la ligne ou y aboutissant. L'avocat de la *Manitoba Branch Lines Association* a fait ressortir que la majeure partie du trafic des grains sur les embranchements dont on propose l'abandon dans les provinces des Prairies sera simplement détourné vers d'autres lignes. Les termes

de la Loi régissent néanmoins le calcul de la perte réelle, et exigent l'inclusion de tous les frais "autres que ceux de la ligne", c'est-à-dire tous les frais encourus dans le transport du trafic partant de l'embranchement ou y aboutissant lorsque ce trafic se trouve sur les lignes principales auxquelles l'embranchement en question est relié.

Les gouvernements des provinces insistent pour que les frais généraux comme les dépenses de communications, les dépenses générales, l'assurance et les dépenses relatives au trafic qu'on ne peut rattacher directement à l'embranchement ne soient pas admis. Cette recommandation, bien que n'allant pas aussi loin que celle de la *Manitoba Branch Lines Association*, est fondée sur le même raisonnement, savoir que si le trafic est conservé sur d'autres lignes du même chemin de fer, ces frais seront encourus de toute façon. De nouveau, nous sommes tenus par les termes de l'article 314A de différer l'examen de l'effet du trafic maintenu sur l'évaluation de la "non rentabilité" faite en vertu de l'article 314C.

La seule question qui se pose relativement à ces frais généraux de type général dans le calcul de la perte réelle est de savoir s'ils sont proprement variables en fonction du trafic ou en fonction de l'embranchement en question. Dans une section précédente, intitulée "Autres facteurs de coût", nous avons déclaré que les frais relatifs au trafic ne seraient pas admissibles sauf dans le cas où les chemins de fer peuvent démontrer que ces frais s'appliquent au trafic de l'embranchement. Ce refus est fondé sur le fait que les chemins de fer n'ont pas démontré que les fonctions du Service du trafic sont en cause dans le trafic des grains. Une preuve importante a été faite pour indiquer que les dépenses générales, les frais d'assurance et les dépenses de communications sont au moins partiellement évitables dans le cas d'abandon.

Par conséquent, nous pouvons permettre ces frais indirects dans la mesure où les compagnies de chemin de fer peuvent démontrer que des épargnes précises dans ces dépenses peuvent résulter de l'abandon de la ligne pour laquelle une demande est faite en vertu de l'article 314B ou, dans le cas du calcul des subventions, en vertu des articles 314E ou 314G, de l'abandon d'un ou plusieurs embranchements pour lesquels on réclame une subvention.

Le Comité en est venu à la conclusion, dans l'étude de l'expression "frais encourus", que la Loi envisage deux décisions successives; premièrement, déterminer si, en tant qu'"entreprise en pleine activité", l'embranchement encourt des pertes qui imposent un fardeau à d'autres lignes. Ayant fait la détermination que ces pertes existent, mais que la ligne devrait être maintenue dans l'intérêt public, le Comité doit subséquemment déterminer quel fardeau financier le maintien de l'exploitation de l'embranchement imposerait à la compagnie de chemin de fer.

La première détermination est faite en vertu de l'article 314B de la Loi. Avant l'établissement de ce point, on ne saurait présumer que l'embranchement n'est pas rémunérateur, et ses éléments d'actif sont considérés comme partie intégrante de l'exploitation du réseau ferroviaire. C'est l'une des raisons pour lesquelles le Comité



admet des frais de dépréciation normaux comme partie du calcul de la perte réelle quant aux demandes d'abandon d'embranchements faites en vertu de l'article 314B.

On peut justifier cette façon de procéder en examinant les conséquences qu'aurait l'exclusion de la dépréciation. L'un des objets des accumulations aux fins de dépréciation est de fournir du capital pour le remplacement des éléments d'actif qui sont usés. L'exclusion de la dépréciation dans les demandes d'abandon pourrait obliger les chemins de fer à continuer à exploiter des lignes qui produisent des revenus suffisants pour couvrir les dépenses courantes d'exploitation mais insuffisants pour remplacer les investissements de capital. Bien qu'à brève échéance ces lignes pourraient ne pas causer de perte de caisse au chemin de fer, à la longue, à mesure que les biens s'usent et doivent être remplacés, elles produiront directement un déficit de caisse. Vu que la dépréciation est une méthode de débiter annuellement ce coût du capital, elle devrait bien être incluse dans les frais d'exploitation lorsqu'on détermine si une ligne encourt des pertes en tant qu'"entreprise en pleine activité".

Cependant, ces frais normaux de dépréciation sont fondés sur un plan de groupe qui reflète la perte moyenne de valeur des éléments d'actif dans chaque catégorie de biens pour tout le chemin de fer. Vu que nombre d'éléments s'usent plus vite lorsque le trafic est considérable que lorsqu'il est faible, les frais de dépréciation, en dollars, sont d'ordinaire excessifs lorsqu'ils sont appliqués seulement aux éléments de lignes à faible densité de trafic.

Le plan de dépréciation par groupe voile de même l'investissement net proprement attribuable aux installations de la voie sur les embranchements. Comme les comptes de biens et les accumulations pour réserves de dépréciation s'étendent à tous les biens d'une catégorie donnée pour tout le réseau, les totaux d'investissement net qui en sont dérivés reflètent l'âge moyen de l'investissement sur la même base d'ensemble du réseau. Étant donné que la plupart de l'investissement est relativement très âgée et qu'elle comporte un taux peu élevé de remplacement du capital, les biens d'une catégorie donnée d'un embranchement moyen sont sujets à une plus grande dépréciation que ceux du réseau dans son ensemble. Permettre un coût du capital sur la base de l'âge moyen des éléments d'actif du réseau serait exagérer le rendement d'investissement qui devrait être correctement attribué aux embranchements aux fins du calcul de la perte réelle en vertu de l'article 314B.

Une solution à ces difficultés serait d'étudier les caractéristiques précises du vieillissement de chaque élément des biens sur chaque embranchement dont l'abandon est projeté, et d'établir un taux de dépréciation et un niveau d'investissement net appropriés.

Malheureusement, il n'existe généralement pas de données disponibles qui permettraient de faire de telles analyses précises et détaillées. Le Comité a, par conséquent, usé du pouvoir discrétionnaire que lui confère l'article 387A de la Loi, pour inclure les allocations de dépréciation et de coût du capital "que la Commission estime raisonnables en l'occurrence". Le Comité trouve que, dans le cas des demandes d'abandon

d'embranchements, il n'est pas raisonnable d'attribuer aux biens d'embranchements la dépréciation comptable et le coût du capital pour l'investissement comptable net, tous deux ayant comme fondement le plan de groupe. Puisque les frais de dépréciation par groupe exagèrent d'ordinaire la perte réelle de valeur de ces biens, et que cette perte réelle de valeur ne peut pas être déterminée pratiquement à cette enquête, le Comité doit, en établissant l'allocation totale raisonnable permise en vertu des articles 387A et 387B, redresser l'allocation du coût du capital en fonction de l'élément d'exagération compris dans les frais de dépréciation des biens de l'embranchement résultant du plan de groupe. Par conséquent, le Comité permettra le coût du capital sur les installations de la voie de l'embranchement aux fins des demandes d'abandon présentées en vertu de l'article 314B seulement, en fonction de la valeur de récupération de ces installations.

Cependant, si le chemin de fer qui fait la demande peut établir des frais de dépréciation et faire des calculs de l'investissement net qui reflètent les caractéristiques précises du vieillissement des installations de la voie de l'embranchement en question, le Comité envisagera la possibilité de substituer ces facteurs de coût précis à la prescription générale esquissée ci-dessus quant à la dépréciation et au coût du capital.

Une fois qu'il a été établi, en vertu de l'article 314B, que l'embranchement encourt une perte réelle, cet embranchement ne peut plus être considéré comme une entreprise en pleine activité. L'investissement original dans une telle ligne est irrémédiablement engagé dans une exploitation qui ne peut se subvenir à elle-même. Le Comité doit étudier deux solutions: d'une part, il peut exiger le maintien de l'exploitation de la ligne même si son rendement est insuffisant pour couvrir la dépréciation et le coût du capital; d'autre part, il peut permettre l'abandon immédiat de la ligne. Cette détermination sera faite au cours de l'évaluation de la "non rentabilité" en vertu de l'article 314C.

Le but de la subvention en vertu des articles 314E et 314G est de dédommager le chemin de fer du montant de la perte réelle que le Comité juge attribuable au maintien de l'exploitation de la ligne. Puisque c'est seulement le rendement de la valeur de récupération des éléments d'actif affectés à l'embranchement qui est refusé au chemin de fer à cause de son obligation de maintenir la ligne, seule la valeur de récupération devrait être utilisée pour établir le coût du capital pour les biens de l'embranchement dont on projette l'abandon. De même, la dépréciation ordinaire n'est pas appropriée, puisque les biens ont déjà perdu leur capacité de produire des revenus et ne peuvent être évalués aux fins de la dépréciation qu'en fonction de leur valeur de récupération. Par conséquent, aux fins de la subvention en vertu des articles 314E et 314G, le Comité allouera la dépréciation sur les biens d'un embranchement maintenu seulement dans la mesure où diminue la valeur de récupération.

Reste le problème du remplacement du capital dont on a fait allusion antérieurement. Puisque tout nouvel élément d'actif requis pour le maintien de la ligne en exploitation serait ajouté uniquement à cause de la nécessité d'ordre public de maintenir la ligne, ces frais de remplacement devraient être inclus dans les réclamations présentées en vertu des articles 314E et 314G. Par conséquent, la dépréciation normale et le coût du

capital seront admis à l'égard de tout investissement dans une ligne ordonnée maintenue où le Comité est satisfait que cet investissement est requis.

Vu que ces frais de dépréciation sont fondés sur le plan de groupe, ils refléteront la durée d'utilisation moyenne probable d'éléments d'actif comparables de tout le réseau ferroviaire. Selon le paragraphe (5) de l'article 314C, le Comité doit, dans les cinq ans, réexaminer la demande à l'égard de chaque embranchement non rentable qui a été maintenu, et il peut alors décider que la ligne doit être abandonnée. Tout nouvel élément d'actif ajouté pour garder la ligne en exploitation ne serait que partiellement déprécié. La désaffectation de ces éléments sans compensation pour l'investissement net non déprécié qui reste rejeterait sur les chemins de fer une charge qui est clairement incompatible avec l'objet de la Loi nationale sur les transports qui est de dédommager les modes de transport pour les services rendus dans l'intérêt public. Pour cette raison, le Comité a déterminé que, dans le calcul des réclamations afférentes à l'année d'exploitation immédiatement antérieure à l'abandon d'une ligne qui avait antérieurement été maintenue sur ordonnance du Comité, les compagnies de chemin de fer peuvent inclure à titre de frais tout l'investissement net non déprécié (la différence entre l'investissement brut, moins la récupération, et la dépréciation accumulée) afférent à tout élément d'actif ajouté subséquent à l'ordonnance de maintenir la ligne, donné antérieurement par le Comité. La dépréciation accumulée utilisée dans ce calcul sera celle qui se rapporte d'une manière précise aux éléments d'actif en question et qui a été accepté aux fins de la subvention. Elle ne devrait pas être une expression du rapport moyen sur tout le réseau entre la dépréciation accumulée et l'investissement brut pour le groupe d'éléments.

Le principe énoncé ci-dessus s'appliquerait également *mutatis mutandis* quant aux éléments d'actif ajoutés à une ligne ordonnée maintenue en conformité de l'article 314G de la Loi.

### Analyse de la rentabilité

Le paragraphe (1) de l'article 314C de la Loi sur les chemins de fer exige que le Comité fasse la détermination suivante:

“Si la Commission conclut qu'à son avis la compagnie a subi... une perte réelle... , la Commission doit... décider si l'embranchement n'est pas rentable et continuera vraisemblablement de ne pas l'être et si la ligne doit ou non être abandonnée...”

Ces termes indiquent que la désignation d'une ligne comme étant non rentable est une détermination distincte de l'établissement d'une perte réelle attribuable à la ligne en question et est subséquente à cet établissement.

La Loi indique aussi clairement que la désignation d'une ligne comme étant “non rentable” ne veut pas nécessairement dire que la ligne devrait être abandonnée. Le paragraphe (3) de l'article 314C commence par ces mots:

“Lorsqu’elle décide si un embranchement non rentable ou tout segment de celui-ci doit ou non être abandonné . . . .”

Ces termes indiquent que la non rentabilité est une condition préalable de l’abandon, mais n’en est pas la cause déterminante. C’est également une condition préalable de la subvention, comme le révèle le texte du paragraphe (2) de l’article 314E:

“Lorsqu’une ligne de chemin de fer non rentable, ou tout tronçon de celle-ci, sont exploités au cours d’une période de réclamation, la compagnie exploitante peut déposer à la Commission une demande de dédommagement du montant de toute perte réelle . . . .”

A cause de ces dispositions de la Loi, l’expression “non rentable” prend une grande importance. Cependant, la Loi n’indique pas très bien quelle différence il doit y avoir entre l’expression “non rentable” et l’expression “subit une perte réelle”; elle ne renferme non plus aucune prescription quant aux facteurs et principes particuliers dont il doit être tenu compte pour appliquer cette expression.

Le Pacifique-Canadien a soutenu qu’il existe très peu de différence entre la constatation de la “perte réelle” et celle de la “non rentabilité”. A l’appui de sa thèse, il s’est reporté au texte français de la Loi, qui emploie l’expression “un embranchement non rentable” pour “uneconomic branch line”. Le mot “rentable”, soutient le Pacifique-Canadien, veut dire “profitable”, de sorte que “uneconomic” ou “non rentable” veut dire non profitable, définition bien plus restreinte que celle qu’on associe ordinairement à l’expression “non rentable”.

Dans la pièce CP-1, le Pacifique-Canadien résume les conséquences que, à son avis, cette définition comporte, pour l’évaluation par le Comité en vertu de l’article 314C:

“Ce qui est exigé est parfaitement clair. La Commission a le droit d’examiner toutes les années de comptabilité prescrites, afin de déterminer si vraiment la ligne n’est pas profitable, ou si la perte réelle qui peut s’être produite dans un passé récent est attribuable à des facteurs spéciaux qui sont disparus ou qui disparaîtront probablement à l’avenir. De même, la Commission a le droit de prendre connaissance de toutes les conditions futures probables qui pourraient rendre profitable une ligne qui ne l’est pas. Dans cette détermination, la Commission a le droit de considérer tous les facteurs extérieurs qui peuvent avoir influé, ou qui pourraient à l’avenir influencer sur la profitabilité de l’exploitation de l’embranchement.

D’autre part, l’étude des articles 314B et 314G démontre que la décision de la Commission, au sujet de la rentabilité ou de la non rentabilité de la ligne, est une décision qui doit être rendue uniquement au sujet de l’embranchement même. Cette décision ne comporte pas de considérations générales sur les conséquences de l’exploitation de l’embranchement quant aux autres parties du chemin de fer de la compagnie, ou les conséquences des détournements possibles du trafic qui pourraient se produire si la ligne était abandonnée, ou les conséquences de cette

exploitation quant aux autres modes de transport ou quant aux régions avoisinantes. Toutes ces questions doivent être considérées en fonction de la question de savoir si la Commission permettra ou non l'abandon. (Par. (3) de l'art. 314C). Elles ne sont pas pertinentes à la décision à prendre au sujet de la rentabilité ou de la non rentabilité de la ligne."

Les provinces ont invoqué le paragraphe (2) de l'article 314C à l'appui de leur opinion selon laquelle l'expression "non rentable" doit être interprétée plus largement que l'a fait le Pacifique-Canadien. Ce paragraphe confère au Comité le pouvoir, entre autres, d'examiner ensemble plusieurs demandes d'abandon d'embranchements situés dans la même région ou dans des régions adjacentes et d'exiger des données détaillées sur le trafic de tous les embranchements situés dans la région environnante de l'embranchement ou des embranchements dont on projette l'abandon. Bien que l'avocat du gouvernement de la Saskatchewan ne se soit pas opposé à l'emploi de l'expression "non profitable" comme synonyme approprié de l'expression "non rentable", il a fermement soutenu que la non rentabilité devrait être examinée en fonction du chemin de fer dans son ensemble, plutôt qu'en fonction de l'embranchement particulier pris isolément:

"L'idée que nous nous faisons de cette tâche, je le répète, est que le Comité n'a pas simplement reçu le pouvoir et l'ordre d'examiner superficiellement diverses exploitations d'embranchement . . . mais plutôt d'examiner ces demandes dans tous leurs rapports avec les services ferroviaires à assurer dans l'important domaine du transport des grains de l'ouest du Canada vers les marchés mondiaux."

Cette interprétation a également été préconisée par l'expert-conseil du Comité, qui a soutenu que l'expression "non rentable", bien que limitée à l'examen de l'exploitation ferroviaire seulement, devait être interprétée en tenant compte du fait que la réorganisation du trafic, du service, de l'acheminement et l'abandon d'autres embranchements pourraient peut-être en dernière analyse rendre profitable un embranchement qui a constamment encouru des pertes réelles dans les années passées.

### Conclusions du Comité

Le Comité croit, comme le croient unanimement les parties, que l'expression "non rentable" se rapporte au rendement des exploitations ferroviaires seulement. Inclure des considérations comme le coût d'autres modes de transport à titre de causes déterminantes de la "non rentabilité" ferait naître la possibilité de désigner comme lignes "rentables" des lignes nettement non profitables qui, par conséquent, n'auraient pas droit à une subvention uniquement parce que d'autres moyens de transport n'existent pas ou parce que ces moyens coûtent plus cher. Un tel résultat serait contraire à la politique nationale des transports établie à l'alinéa (c) de l'article 1<sup>er</sup> de la Loi nationale sur les transports qui veut que "chaque moyen de transport soit, autant que possible, indemnisé pour les ressources, les facilités et les services qu'il est tenu de fournir à titre de service public commandé;"

D'autre part, la Loi sur les chemins de fer prévoit clairement que la constatation de la "non rentabilité" est une détermination subséquente à l'établissement de la perte réelle et comprend plus que celle-ci. Bien que nous admettions que, dans le contexte de la Loi, l'expression "non profitable" est probablement le meilleur synonyme de l'expression "non rentable" que nous puissions trouver, le fait que la Loi emploie néanmoins l'expression "non rentable" plutôt que l'expression "non profitable" nous impressionne. Dans la mesure où il existe une légère différence de sens entre ces deux expressions, la Loi veut que ces nuances soient reflétées dans les considérations du Comité. La principale nuance se trouve dans le fait que le mot "non rentable" met l'accent sur la nature intrinsèque ou fondamentale de la non profitabilité, par opposition à la non profitabilité temporaire ou la non profitabilité qui pourrait être supprimée par des modifications apportées à l'exploitation dans les limites de la capacité actuelle du réseau ferroviaire.

Par conséquent, le Comité ne saurait accepter la définition plutôt stricte et limitée préconisée par le Pacifique-Canadien et selon laquelle il faudrait, dans l'établissement de la "non rentabilité", considérer seulement la ligne dont l'abandon est projeté. Nous admettons avec l'avocat du gouvernement de la Saskatchewan que l'article 314C semble comprendre la rationalisation de la structure de l'embranchement, exposée au paragraphe (2) de l'article 314C, comme élément spécifique de la détermination de la "non rentabilité".

En conséquence, le Comité a décidé que l'expression "non rentable", telle qu'utilisée quant aux embranchements dans l'article 314C, signifie qu'il faut, non seulement que la ligne ne soit pas profitable mais aussi qu'elle ne puisse pas le devenir au moyen de toute modification réalisable dans les pratiques d'exploitation du chemin de fer, l'arrangement des horaires et l'acheminement du trafic, ou la restructuration des embranchements mêmes.

### La décision d'abandonner

Après avoir déterminé qu'une ligne qui subit une "perte réelle" est non rentable, conformément au paragraphe (1) de l'article 314C de la Loi sur les chemins de fer, le Comité doit alors décider si la ligne devrait être abandonnée. Au paragraphe (3) de l'article 314C, la Loi précise un certain nombre des sujets que le Comité doit inclure dans son examen de l'abandon projeté. En présentant cette énumération, cependant, la Loi dit nettement qu'elle ne veut pas limiter la portée générale de sa prescription selon laquelle "la Commission doit examiner tous les facteurs qui, à son avis, concernent l'intérêt public . . . ."

Surtout à cause de l'ampleur de ces dispositions, il y a eu peu de controverse entre les parties au sujet des questions qui pourraient ou qui devraient être examinées à ce stade des procédures relatives à l'abandon. Il y a eu certaines discussions au sujet de la divulgation des données de détail à la base des calculs de perte réelle. Ce point est traité ailleurs dans les présents motifs.

Le premier des sujets énumérés dans le paragraphe (3) de l'article 314C que le Comité doit inclure dans son étude d'un abandon projeté est la perte réelle encourue dans l'exploitation de l'embranchement. La discussion qui précède a exposé deux façons de calculer la perte réelle: la première, dans laquelle on considère la ligne comme une entreprise en pleine activité, doit être utilisée pour les demandes d'abandon présentées en vertu de l'article 314B et la seconde, dans laquelle on considère la ligne comme un "investissement à fonds perdu", doit s'appliquer au calcul de subventions en vertu de l'article 314E. Le Comité tiendra compte, dans l'étude de l'abandon d'un embranchement en vertu du paragraphe (3) de l'article 314C, de ces deux méthodes des calculs de la perte réelle, et, le cas échéant, de l'importance des différences qu'elles présentent. En conséquence, après que le Comité a constaté une perte réelle en vertu du paragraphe (1) de l'article 314C, le chemin de fer sera tenu de soumettre un autre calcul de perte réelle, fondé sur la prescription établie ci-dessus pour le calcul de la subvention. Ces calculs seront tous deux considérés comme preuve dans la décision à prendre au sujet de l'abandon de la ligne.

C'est à ce moment que le Comité voudra faire un examen détaillé des conséquences que l'abandon aurait sur le trafic existant de la ligne à l'étude.

L'expert-conseil du Comité a souligné que, dans l'ouest du Canada, la majeure partie du trafic des grains est essentiellement captive par les compagnies de chemin de fer. Par conséquent, l'abandon d'un embranchement détourne simplement le trafic des grains existant vers les lignes de chemin de fer qui continuent en exploitation. On a insisté sur ce point dans les mémoires des gouvernements des provinces, de la Coopérative canadienne des producteurs de blé et de la *Manitoba Branch Lines Association*. Cette question peut avoir une influence importante sur la décision d'abandonner une ligne non rentable si l'abandon a pour effet d'augmenter les pertes sur les lignes vers lesquelles le trafic est détourné.

Afin de fournir une base à l'évaluation du détournement du trafic, les compagnies de chemin de fer devraient soumettre avec chaque demande un état détaillé montrant l'agencement probable du trafic existant de la ligne dont on projette l'abandon, c'est-à-dire la quantité de trafic qui sera complètement perdue et le nouvel acheminement de tout trafic qui sera conservé.

Après avoir déterminé en vertu de l'article 314B que des pertes réelles existent, le Comité pourra ordonner au requérant de produire des états comparatifs spéciaux montrant les frais et les recettes "avant et après" des lignes vers lesquelles le trafic est détourné. Ces états seront utilisés au cours de l'étude que fera le Comité en vertu de l'article 314C.

### Autres questions

Plusieurs autres questions se sont posées relatives aux méthodes de calcul des prix de revient utilisées pour les abandons d'embranchements et d'autres lignes. L'une a trait au groupement des frais à indiquer dans les demandes d'abandon. L'ordonnance

antérieure de la Commission sur les frais avait prescrit quatre catégories de frais dans lesquelles devaient être répartis tous les frais soumis par les compagnies de chemin de fer. Aucune des parties ne s'est opposée au principe fondamental des quatre catégories, bien que les chemins de fer, en particulier le National-Canadien, aient exprimé l'avis que les catégories étaient inutiles et exigeraient un surcroît de temps et d'effort lors de la préparation des demandes. Le Comité a décidé que les quatre catégories devraient subsister, dans l'ordonnance sur les frais.

Une autre question concerne le nombre d'années consécutives pour lesquelles les frais seront indiqués dans les demandes d'abandon d'embranchements. L'avocat de la *Manitoba Branch Lines Association* et les gouvernements des provinces ont insisté pour que les frais soient indiqués pour une période d'au moins cinq ans afin de supprimer l'effet des modifications de peu de durée qui surviennent dans la configuration du trafic ou les pratiques d'exploitation. Les chemins de fer ont répondu que le calcul de frais d'un si grand nombre d'années constituerait un fardeau et que deux, ou au plus trois ans, devraient suffire pour donner une idée de la perte réelle sur la ligne en question.

Le Comité conclut que les deux arguments sont fondés. A titre de compromis, nous avons décidé que les chemins de fer devraient soumettre des calculs de perte réelle pour les trois dernières années pour lesquelles des données sont disponibles. En outre, nous exigerons que les données du trafic soient fournies pour les cinq dernières années. Si la configuration du trafic au cours de ces cinq années révèle des variations importantes, il pourra alors être nécessaire d'obtenir des calculs de perte réelle pour une période plus longue que celle de trois ans de la demande originale d'abandon.

Les abandons en vertu de l'article 168 de la Loi sur les chemins de fer sont encore une autre question.

Le paragraphe (2) de l'article 314H de la Loi sur les chemins de fer prévoit:

“(2) Après l'entrée en vigueur des articles 314A à 314G, aucune approbation d'abandon de l'exploitation d'une ligne de chemin de fer ne doit être donnée en vertu de l'article 168 sauf en conformité des règlements que le gouverneur en conseil peut établir à ce sujet.”

Le 23 mars 1967, le gouverneur en conseil édicta le décret C. P. 1967-569, promulguant les règlements en vertu du paragraphe (2) de l'article 314H de la Loi. Le 1<sup>er</sup> octobre 1968, de nouveaux règlements furent promulgués par le décret C. P. 1968-1874, règlements qui sont maintenant en vigueur et qui prévoient:

“RÈGLEMENT CONCERNANT LES DEMANDES D'ABANDON DE LIGNES  
DE CHEMIN DE FER FAITES EN VERTU DE L'ARTICLE 168  
DE LA LOI SUR LES CHEMINS DE FER

1. Le présent règlement peut être cité sous le titre: Règlement sur l'abandon de lignes de chemin de fer.
2. (1) Dans le présent règlement, l'expression



- a) "Loi" désigne la Loi sur les chemins de fer;
- b) "demande" désigne une demande d'abandon d'une ligne de chemin de fer faite en vertu de l'article 168 de la Loi avant ou après l'entrée en vigueur du présent règlement.

(2) Le paragraphe (1) de l'article 3 et le paragraphe (1) de l'article 4 du présent règlement ne s'appliquent pas dans le cas d'une demande qui est pendante devant la Commission le jour de l'entrée en vigueur du présent règlement.

3. (1) Une demande d'approbation de l'abandon d'une ligne de chemin de fer en vertu de l'article 168 de la Loi peut être faite à la Commission de la manière prescrite par la Commission.

(2) Sous réserve des dispositions du paragraphe (3), la Commission pourra, en vertu de l'article 168 de la Loi, approuver l'abandon de l'exploitation d'une ligne de chemin de fer dans le cas de toute ligne de chemin de fer qui ne figure pas dans l'Annexe au Décret interdisant l'abandon d'embranchements.

(3) La Commission n'approuvera pas, en vertu de l'article 168 de la Loi, l'abandon de l'exploitation d'un embranchement au sens que donne à ce mot l'article 314A de la Loi, sauf s'il s'agit d'un embranchement qui ne figure pas dans l'Annexe au Décret interdisant l'abandon d'embranchements et à l'égard duquel une demande est pendante devant la Commission le jour de l'entrée en vigueur du présent règlement.

4. (1) Une demande contiendra un exposé des raisons militant en faveur de l'abandon de la ligne de chemin de fer en cause.

(2) Il sera présenté, à l'appui d'une demande, les renseignements que pourra exiger la Commission.

5. Lorsque deux ou plusieurs demandes sont faites à l'égard de la même région ou de régions adjacentes, selon ce que décide la Commission, celle-ci peut examiner ces demandes ensemble en tant que groupe.

6. Lorsque la Commission recevra une demande, elle tiendra, relativement à cette demande, les audiences qu'elle estimera nécessaires pour permettre à tous les intéressés d'exprimer leur opinion au sujet de cette demande.

7. (1) Lorsqu'une demande est faite à l'égard d'un embranchement au sens que donne à ce mot l'article 314A de la Loi, la Commission examinera les questions mentionnées au paragraphe (3) de l'article 314C de la Loi.

(2) Lorsqu'une demande est faite à l'égard d'une ligne non visée par le paragraphe (1), la Commission examinera, dans la mesure où elle le jugera opportun, les questions mentionnées au paragraphe (3) de l'article 314C de la Loi.

8. (1) Par dérogation aux dispositions du paragraphe (3) de l'article 3 du présent règlement, l'approbation de l'abandon de l'exploitation d'un embranchement au sens que

donne à ce mot l'article 314A de la Loi pourra être donnée par la Commission en vertu de l'article 168 de la Loi si l'abandon de cet embranchement résulte de la submersion dudit embranchement pour l'aménagement d'une centrale hydro-électrique ou si ledit embranchement est ou doit être rendu inutilisable d'autre façon par un acte légitime d'une autorité régulièrement constituée.

(2) L'article 7 ne s'applique pas à l'égard d'une demande d'abandon faite en vertu du paragraphe (1) du présent article."

Les règlements différencient les demandes d'abandon d'embranchements en vertu de l'article 168 des demandes d'abandon d'autres lignes. Pour les premières, le Comité doit prendre en considération les questions mentionnées au paragraphe (3) de l'article 314C de la Loi, et pour les secondes, il ne doit prendre en considération que celles des dites questions qu'il juge opportun.

Puisque les questions mentionnées au paragraphe (3) de l'article 314C comprennent "... les pertes réelles subies du fait de l'exploitation de l'embranchement", l'ordonnance sur les frais devrait s'appliquer aux demandes d'abandon en vertu de l'article 168, que la ligne en question soit ou non un embranchement. Les demandes d'abandon en vertu de l'article 168 de la Loi sur les chemins de fer devraient donc être préparées et soumises au Comité et l'avis public donné, de la même manière que les demandes en vertu de l'article 314B à moins que le Comité en ordonne autrement dans tout autre cas déterminé.

De l'avis du Comité, les règlements contenus dans le décret C. P. 1968-1874 ne rendent pas l'article 314E de la Loi applicable à l'abandon d'une ligne autre qu'un embranchement, parce qu'aucun règlement en vertu du paragraphe (2) de l'article 314H ne pourrait élargir le sens de l'expression "ligne de chemin de fer non rentable", telle que définie à l'alinéa (c) du paragraphe (1) de l'article 314E.

Par conséquent, lors d'une décision sur une demande d'abandon d'une ligne de chemin de fer autre qu'un embranchement, le Comité ne prendra en considération la perte réelle tel que requis par l'article 314C que dans la mesure qu'il le jugera opportun.

### SUPPRESSION DE SERVICES DE TRAINS DE VOYAGEURS

Les articles 314I et 314J de la Loi sur les chemins de fer régissent les demandes de suppression de services de trains de voyageurs déposées par les chemins de fer.

Le paragraphe (1) de l'article 314I définit la "perte réelle", relativement à un service de trains de voyageurs, de la façon suivante:

"(1) l'excédent, s'il en est, des frais subis par la compagnie dans le transport des voyageurs par le service de trains de voyageurs

sur

(ii) les revenus de la compagnie provenant du transport des voyageurs par le service de trains de voyageurs."

Des nombreuses questions soulevées par le calcul des prix de revient des trains de voyageurs sont analogues à celles qui se présentent dans le calcul des prix de revient quant aux abandons d'embranchements, principalement du fait de la similarité des dispositions correspondantes de la Loi.

La Loi sur les chemins de fer exige que le Comité effectue trois déterminations fondamentales relatives aux frais dans le cas des services de trains de voyageurs pour lesquels une demande de suppression a été déposée par les compagnies de chemin de fer. Ces trois déterminations sont les suivantes:

1. La "perte réelle" relative à une demande faite par les chemins de fer en vue de supprimer un service de trains de voyageurs: paragraphe (4) de l'article 314I.
2. La détermination par le Comité de la rentabilité d'un service de trains de voyageurs: paragraphe (5) de l'article 314I.
3. La certification de la "perte réelle" aux fins de détermination de la subvention: article 314J.

Une différence entre l'abandon d'un embranchement et la suppression d'un service de trains de voyageurs est l'absence de frais hors-ligne dans le cas du service de trains de voyageurs. Étant donné que le calcul de la perte réelle se rapporte uniquement aux frais encourus dans le "transport des voyageurs par le service de trains de voyageurs" et aux revenus attribuables à ce transport, aucune allocation n'existe à l'égard des frais et des revenus attribuables à ces mêmes voyageurs sur des trains de voyageurs de correspondance. Dans les calculs relatifs aux embranchements, au trafic partant de la ligne ou y aboutissant est attribué le total des frais et l'ensemble des revenus du mouvement direct à partir d'un point hors-ligne ou aboutissant à un point hors-ligne.

### 1. Calcul de la perte réelle

Étant donné les similarités entre les dispositions de la Loi sur les chemins de fer concernant les abandons d'embranchements et les suppressions de services de trains de voyageurs, une grande partie de la discussion et bon nombre des conclusions du Comité relatives aux embranchements peuvent être incorporées par renvoi dans la présente section des motifs. De même que pour les embranchements, le Pacifique-Canadien préconisait de respecter strictement la comptabilité classique pour le calcul de la perte réelle encourue par les services de trains de voyageurs. Les gouvernements des provinces ont répliqué par un plaidoyer en faveur d'une méthode stricte de "frais évitables" sans dépréciation des biens qui seraient désaffectés et le coût du capital étant limité à la valeur de récupération seule.

Les conclusions du Comité correspondent également à celles figurant dans la section des présents motifs qui traite des abandons d'embranchements. Nous estimons que la méthode de calcul de la perte réelle qui doit être utilisée dans le cas des demandes de suppression déposées en vertu de l'article 314I, devrait considérer le service comme faisant partie intégrante d'une exploitation en pleine activité à laquelle on devrait débiter

une dépréciation normale. Lorsque la valeur comptable nette des installations de la voie est fondée sur le plan de l'accumulation de la dépréciation, le Comité n'autorisera le coût du capital que sur la valeur de récupération des installations de la voie. Si, cependant, la compagnie de chemin de fer peut établir des frais de dépréciation et des calculs d'investissement qui, de l'avis du Comité, reflètent les caractéristiques particulières de vieillissement des installations de la voie, le Comité autorisera le coût du capital sur la valeur nette résultante. Sur tous les autres biens que le Comité juge nécessaires à l'exploitation du service, le coût du capital sera alloué d'après la valeur comptable nette.

Un service de trains de voyageurs non rentable est un service qu'il est impossible de rendre profitable pour la compagnie de chemin de fer, par toute modification réalisable dans les pratiques d'exploitation ferroviaire, l'affectation d'équipement, l'établissement d'horaires ou de prix, ou d'autres aspects d'un service de voyageurs qui dépendent de la compagnie de chemin de fer.

Si un service est estimé non rentable mais nécessaire dans l'intérêt public, il devient éligible à une subvention en vertu de l'article 314J. Cette subvention est destinée à compenser la compagnie de chemin de fer pour un montant n'excédant pas 80 p. 100 de la perte réelle qu'elle subit à la suite de son obligation de maintenir un service. La dépréciation sera alors permise au montant qui reflétera la perte annuelle de valeur nette réalisable par la récupération des installations dépréciables de la voie qui, de l'avis du Comité, pourraient être ou seraient désaffectées lors d'une suppression mais qui sont nécessaires au maintien de l'exploitation; le coût du capital sera aussi permis sur la valeur de récupération de ces biens. La dépréciation sera permise sur la valeur comptable et le coût du capital sur la valeur comptable nette des autres biens et des nouveaux éléments d'actif qui, de l'avis du Comité, sont nécessaires au maintien de l'exploitation du service.

Ainsi qu'il est mentionné précédemment, il peut être nécessaire d'ajouter certains nouveaux éléments d'actif pour poursuivre l'exploitation d'un service de voyageurs conformément aux directives de l'article 314J. Si, par la suite, le Comité décide que le service de voyageurs devrait être supprimé, les nouveaux éléments d'actif ajoutés à l'époque de l'ordre original peuvent ne pas être totalement dépréciés. Pour cette raison, dans le calcul des réclamations de l'année d'exploitation précédant immédiatement la suppression d'un service de voyageurs, les chemins de fer seront autorisés à inclure comme frais le coût non déprécié de ces nouveaux éléments d'actif. Le coût non déprécié sera calculé en déduisant du coût réel des nouveaux éléments d'actif leur valeur de récupération à l'époque de la suppression et la dépréciation accumulée autorisée aux fins de subventions au cours des années précédentes.

## 2. Installations en commun pour le transport des voyageurs

Une question clé relative à la suppression de trains de voyageurs est l'affectation des frais qui sont fixes par rapport aux services de trains de voyageurs individuels, mais variables par rapport à un groupe de services ou à l'ensemble des services de voyageurs de la compagnie de chemin de fer. Ces frais peuvent se classer en deux catégories principales.

La première catégorie comprend les frais fixes d'équipement ou d'exploitation de services de voyageurs utilisés par plusieurs services individuels mais qui ne pourraient pas être épargnés sans que tous les services du groupe responsable de ces frais soient supprimés. Dans cette catégorie se trouvent les frais fixes de gares, de gares de triage de wagons-voyageurs, d'installations de nettoyage et d'installations régionales de services de voyageurs. Dans l'autre catégorie de frais se trouvent les frais communs à tous les services de voyageurs du chemin de fer. Ce groupe de frais comprend le service central des voyageurs, la publicité, la publication d'horaires, les bureaux de vente de billets dans les grandes villes, et les ateliers centraux de réparation des wagons.

Le problème créé par ces frais a été décrit par l'E.B.S. en ces termes:

“Au départ, on doit envisager un problème important. La méthode de traitement des frais serait différente selon qu'on étudie l'abandon de l'ensemble des services de voyageurs, ou simplement d'un train donné. Si l'on considère le service de voyageurs dans son ensemble comme une exploitation additionnelle se superposant à un réseau maintenant fondamentalement conçu pour le transport de marchandises, il existe un certain nombre de frais qui doivent être inclus dans le calcul de la “perte réelle” et qui n'entreraient pas en ligne de compte dans le calcul des frais variables d'un train déterminé. La gare Windsor, par exemple, continuera d'être nécessaire aussi longtemps que les trains circuleront, mais ne le sera plus si tous les services de voyageurs sont supprimés. Ainsi, il se pourrait que l'élimination d'un train individuel parmi plusieurs autres n'entraîne pas de frais de gare variables, mais l'élimination du dernier train présenterait alors un coût variable énorme. En effet, chaque suppression successive laissera une charge croissante de frais fixes de services de voyageurs à la charge des trains de voyageurs restant en service.”

L'E.B.S. a ensuite recommandé que les frais variables utilisés dans le calcul de la perte réelle des services de trains de voyageurs soient définis en fonction de l'ensemble des services de voyageurs. Les frais des services individuels comprendraient une partie des frais communs à tous les services de voyageurs mais ne variant pas avec les trains de voyageurs individuels.

Les gouvernements des provinces s'opposèrent au point de vue de l'E.B.S. en alléguant que celui-ci était fondé sur deux suppositions, la première, que les services de voyageurs au Canada vont en diminuant et la seconde, qu'ils sont généralement non rentables. L'avocat du gouvernement du Manitoba a cité des données publiées par le Bureau fédéral de la statistique pour les années 1961 à 1966 et qui indiquent qu'alors que les milles-voyageurs et les revenus provenant des services de voyageurs du Pacifique-Canadien avaient diminué, ceux du National-Canadien, par contre, avaient augmenté considérablement. Il a en outre déclaré:

“... nombreuses sont des personnes au Canada qui dépendent toujours des services ferroviaires de voyageurs... Je n'accepterai pas, et les provinces n'accepteront pas, la déclaration sommaire selon laquelle le train, le chemin de fer, ne jouent aucun rôle dans le déplacement des gens... nous estimons que l'abandon anticipé

de tous les services de voyageurs ne se justifie pas, et ne peut servir de fondement en tant qu'alternative à la résolution des problèmes techniques présentés par le calcul des prix de revient des trains de voyageurs. Nous recommandons qu'il soit exigé des compagnies de chemin de fer de déterminer les frais évitables d'un service de trains de voyageurs . . . en déterminant l'exploitation et les installations réelles nécessaires uniquement au service et, par là, les dépenses directement mesurables qui seraient évitées en supprimant le service."

L'avocat du gouvernement de l'Ontario s'était préoccupé spécialement de l'optique de l'E.B.S., qui semblait supposer que tous les services de voyageurs sont improfitables. Il a fait remarquer que si les frais communs étaient compris dans le calcul de la perte réelle d'un seul train improfitable exploité au sein d'une région de service par ailleurs profitable, les compagnies de chemin de fer seraient admissibles à recevoir une subvention qui comprendrait les frais encourus, que le train en question ait été ou non supprimé. Le résultat en serait une subvention exagérée et une charge excessive pour le Trésor public. En ses propres termes: "Le fait que les compagnies de chemin de fer puissent faire des demandes relatives à un grand nombre de services ne justifie pas le versement d'une subvention excessive pour l'entretien de services particuliers."

Contrairement à la position provinciale, le Pacifique-Canadien a fortement soutenu l'introduction des frais communs des services de voyageurs dans les calculs de perte réelle, mais non pour les mêmes raisons que l'E.B.S. Ainsi que l'a exprimé l'avocat du Pacifique-Canadien:

"Je déclare respectueusement qu'il est sans la moindre importance qu'un service de trains de voyageurs, ou la région, ou le réseau gagne ou perde de l'argent. Dans tous les cas, la compagnie de chemin de fer encourt des frais en fournissant des installations, et tant que la compagnie de chemin de fer encourt plus de frais qu'elle n'a de revenus en assurant un service de trains de voyageurs, tous les frais attribuables au service doivent être compris dans les calculs de perte réelle."

Cette optique concorde avec le point de vue du Pacifique-Canadien quant au calcul des prix de revient pour les abandons d'embranchements, selon lequel l'expression "costs incurred", utilisée aux articles 314A et 314I (version anglaise de la Loi) interdit toutes considérations de "frais évitables". (\* La version française de la Loi ne rend pas cette expression de la version anglaise; "frais engagés" serait plus juste que "frais subis" ou "frais encourus".)

### Conclusions du Comité

Que l'on doive ou non inclure les frais communs de services de voyageurs dans les calculs de perte réelle dépend essentiellement des prix de revient dont on veut calculer. Si le sujet de l'étude est un service de trains de voyageurs isolé, seuls les frais attribuables à ce service doivent alors être inclus à juste titre dans le calcul de la perte. S'il s'agit de l'étude de l'ensemble des services de trains de voyageurs d'un groupe de services, tous les

\* = Notes du traducteur

frais attribuables à ce groupe doivent alors être compris. Finalement, si l'on étudie l'ensemble des services de voyageurs de la compagnie de chemin de fer, le calcul doit alors comprendre tous les frais attribuables à l'ensemble des services de voyageurs de cette compagnie.

Le paragraphe (1) de l'article 314I prévoit que "service de trains de voyageurs" signifie un ou des trains capables de transporter des voyageurs et que le Comité a désignés comme comprenant un service de trains de voyageurs; et que les frais entrant dans le calcul de la perte réelle doivent être "les frais subis (\*voir la version anglaise) par la compagnie dans le transport des voyageurs par le service de trains de voyageurs". Il s'agit de l'établissement du prix de revient du "service de trains de voyageurs" à l'étude.

Dans l'interprétation des termes "costs incurred" figurant au paragraphe (1) de l'article 314I de la Loi sur les chemins de fer (\* version anglaise), le Comité considère que seuls les frais variables peuvent être à juste titre attribués à un mouvement ou service individuel, et n'accepte l'introduction, dans le calcul de la perte réelle d'un service de trains de voyageurs, d'aucuns frais ne variant pas avec ce service. En conséquence, le Comité n'accepte pas la recommandation de l'E.B.S. selon laquelle une partie de tous les frais communs des services de voyageurs devrait être incluse comme imputable à chaque service individuel de trains de voyageurs pour lequel une demande de suppression est présentée.

D'un autre côté, nous savons que l'effet de ce procédé sera de mettre à la charge du ou des derniers trains en service les frais communs de services de voyageurs. Ces frais ne deviennent variables qu'au moment de la suppression du ou des derniers trains d'un service, et ce fait devrait être reflété dans la méthode de calcul des prix de revient. Par conséquent, tous frais communs qui sont fixes par rapport à des services individuels de trains de voyageurs, mais variables par rapport à un groupe de ces services, devraient être inclus dans le calcul de la perte réelle du dernier service de trains de voyageurs du groupe responsable des frais communs en question. Les frais imputables à l'ensemble du service de voyageurs de la compagnie de chemin de fer mais qui sont fixes par rapport à un service individuel quelconque, ou par rapport à un groupe de services, ne peuvent être considérés comme variables tant que la compagnie de chemin de fer continue d'exploiter des services de voyageurs.

Le Comité, lorsqu'il décidera des services de trains de voyageurs à maintenir, voudra prendre en ligne de compte les pertes relatives encourues par chacun des services dont la suppression est proposée et voudra, également, envisager les possibilités de la réduction des frais communs de service de voyageurs, compte tenu du niveau de service estimé nécessaire. Pour cette raison, le Comité exigera un calcul de frais indiquant la répartition des frais communs parmi le groupe de services les provoquant afin de déterminer si un service de trains de voyageurs doit être ou non maintenu.

Étant donné ce qui précède, le Comité exercera la discrétion qui lui est accordée au paragraphe (7) de l'article 314J pour inclure ou exclure "les articles et facteurs relatifs aux frais et revenus qu'elle estime normale d'inclure ou d'exclure" lorsqu'il s'agira

\*Note du traducteur

d'établir la mesure selon laquelle certains frais communs ou tous ceux-ci devraient être supportés par le Trésor public afin de conserver les services de voyageurs nécessaires.

### 3. Services d'apport

Plusieurs des parties ont souligné que l'étude étroite d'un unique service de trains de voyageurs pourrait laisser dans l'ombre les effets d'une suppression sur les revenus d'autres services. Ainsi que l'ont exprimé les provinces:

“Un train peut avoir une valeur d'apport et de rendement. La suppression d'un train allant de Québec à Montréal peut réduire la clientèle d'un train allant de Montréal à Toronto. La suppression d'un train du matin partant de Québec pour Toronto peut réduire le nombre de clients qui effectuent un voyage de retour par un train d'après-midi allant de Montréal à Québec. D'autre part, lorsqu'il existe plusieurs trains utilisant le même itinéraire ou des itinéraires parallèles, la suppression d'un train ne peut comporter la perte de tous les voyageurs; ceux-ci peuvent simplement passer aux trains restants.

Évidemment, les effets économiques subis par les compagnies de chemin de fer à la suite de la suppression d'un ou de plusieurs trains de voyageurs doivent être mesurés par la comparaison des revenus renoncés et des dépenses évitées par le réseau, et non simplement par le train.”

Les gouvernements provinciaux reconnaissent avec justesse que la formule relative à la perte réelle de l'article 314I interdit toute considération de l'effet sur les revenus ou les frais d'autres services. Cet article se réfère uniquement aux frais et revenus du transport de voyageurs par le service de trains de voyageurs à l'étude. Les provinces préconisent que ces effets soient compris dans l'analyse de non rentabilité des paragraphes (5) et (6) de l'article 314I.

Nous convenons que l'effet sur les frais et, particulièrement, sur les revenus d'autres services doit être pris en considération avant de qualifier un service de “non rentable” et d'en autoriser la suppression.

L'importance virtuelle de ces effets sur les revenus est suffisamment importante pour que le Comité ait décidé, qu'après la détermination de l'existence d'une perte réelle, les compagnies de chemin de fer devraient soumettre une déclaration indiquant leur évaluation de l'influence, s'il en est, de la suppression proposée sur les revenus et les frais de tout autre service de trains de voyageurs du réseau ferroviaire canadien.

### 4. Services de trains de voyageurs à des fins autres que le transport de voyageurs

Les gouvernements des provinces ont également insisté pour que soient pris en considération les effets sur les revenus et les frais du courrier, des messageries et de tous autres services étrangers au transport de voyageurs qui sont assurés par des trains de voyageurs. Ici encore, on admet que la formule de la perte réelle, du fait qu'elle traite des frais et revenus du transport de voyageurs, exclut toute considération de ces effets.



Le Comité convient que ces influences, de même que celles des trains de correspondance et de remplacement, peuvent avoir une influence importante à la fois sur la désignation de la non rentabilité et sur la décision de la suppression. En conséquence, le Comité exigera des compagnies de chemin de fer une soumission de tous les détails relatifs aux frais et revenus des services étrangers au transport de voyageurs assurés par des trains de voyageurs et à la disposition de ces services en cas de suppression. Ces renseignements devront être fournis au Comité lors de la présentation de la demande de suppression d'un service de trains de voyageurs.

### FRAIS DES CHEMINS DE FER DES CLASSES AUTRES QUE LA CLASSE I

Il y a quatre classes de chemins de fer qui relèvent du Comité des transports par chemin de fer. Ce sont:

“Classe I: les chemins de fer Nationaux du Canada et la Compagnie de chemin de fer du Pacifique-Canadien et leurs exploitations connexes qui sont définies comme étant des exploitations ferroviaires canadiennes.

Classe II: les autres transporteurs dont les recettes moyennes annuelles brutes provenant d'exploitations canadiennes de transport ferroviaire sont de \$500,000 ou plus.

Classe III: les autres transporteurs dont les recettes moyennes annuelles brutes provenant d'exploitations canadiennes de transport ferroviaire sont de moins de \$500,000.

Classe IV: les autres compagnies qui présentent un rapport en vertu de la Loi sur les chemins de fer, comme les compagnies de terminus, de ponts, de tunnels et de voitures Pullman.”

Les problèmes du calcul des prix de revient dont il est question dans d'autres sections se rapportent particulièrement au National-Canadien et au Pacifique-Canadien. Cependant, la prépondérance de ces problèmes s'appliquerait également dans le cas des autres chemins de fer lors de la présentation de leurs mémoires en vertu des divers articles de la Loi.

L'article 387B de la Loi sur les chemins de fer, en ordonnant au Comité de prescrire les frais, ne fait pas de distinction quant au genre de chemin de fer ni à sa taille; le devoir de prescrire s'applique aux chemins de fer de tous genres et de toutes tailles.

L'ordonnance n° 96404 de la Commission des transports du Canada permettait l'utilisation de la Classification condensée des comptes de dépense pour les transporteurs des classes II, III et IV. Cela fait que les livres des compagnies qui la suivent renferment moins de détails que ceux des chemins de fer de la classe I. Des groupes d'éléments de dépense qui sont inscrits séparément dans le cas des chemins de fer de la classe I sont fondus en un seul groupe dans le cas des petits chemins de fer. Par exemple, l'élément

traverses, qui figure au compte 212 dans le cas de la classe I, est compris avec cinq autres éléments dans le cas des petits chemins de fer dans le compte 2202 intitulé: "Entretien de la voie ferrée".

Le remède à cette situation pourrait consister à révoquer la classification condensée et à appliquer une seule classification à tous les chemins de fer. Cela comporterait un régime de comptabilité beaucoup plus élaboré qu'il n'est peut-être nécessaire pour les fonctions normales du chemin de fer en cause. L'avocat de la *Wabush Railway Company* s'est opposé à cette façon de procéder. Ce chemin de fer était le seul de la classe II à participer à l'enquête.

Les obstacles à la formulation des facteurs de coût se rencontrent surtout dans le domaine des frais variables. Dans ce domaine, les grandes compagnies ont établi des techniques, comme les analyses par régression, que les petites compagnies sont peut-être incapables d'appliquer utilement ou n'ont peut-être pas les moyens d'appliquer. On a proposé au cours de l'enquête que les données obtenues par régression des grands chemins de fer soient fournies aux petits chemins de fer, mais l'un des grands chemins de fer s'est opposé à cette proposition en alléguant qu'il n'était pas nécessaire dans l'intérêt public de divulguer aux autres chemins de fer les chiffres de travail des chemins de fer de la classe I.

L'E.B.S. a déclaré qu'il a analysé un certain nombre de chemins de fer de la classe II et qu'il a discuté la question des coûts avec des représentants de quatre de ces compagnies dans une tentative d'établissement d'une méthode pratique, mais il a constaté tant de différences dans les situations d'exploitation et les genres d'écritures qu'aucune formule unique qui soit acceptable ne pouvait être adoptée.

L'E.B.S. a été d'avis qu'il faut considérer la possibilité de modifier le système de comptabilité de façon à le rendre plus approprié aux besoins du calcul des prix de revient mais que, dans l'intervalle, le calcul des prix de revient des chemins de fer de la classe II doit être effectué sur une base adaptée à chaque cas avec entière divulgation au Comité des méthodes et facteurs utilisés. L'E.B.S. a recommandé que cette méthode soit suivie jusqu'à ce qu'une méthode définitive de calcul des prix de revient ait été établie pour les chemins de fer de la classe II.

C'est un avis dont l'acceptation devrait s'imposer au Comité par son caractère pratique; cependant, la Loi sur les chemins de fer ne nous dégage pas de l'obligation de prescrire les facteurs du coût. Des mesures initiales doivent être adoptées et à mesure que de meilleures méthodes se feront jour, les dispositions de l'article 387B de la Loi qui prévoient les changements pourront être invoquées.

Il est évident que lorsque des frais peuvent être directement établis pour les petits chemins de fer, ces frais doivent être utilisés. Pour l'établissement des frais variables, les méthodes des chemins de fer de la classe I devraient être utilisées et être modifiées, au besoin, si le Comité le juge à propos. Le Comité doit également faire preuve de discernement dans la révision des mémoires relatifs aux frais des petits chemins de fer, en supposant qu'il puisse le faire avec pleine connaissance des méthodes suivies par la

compagnie en cause. Dans certains cas, comme dans celui de la ligne de classe II de la *Northern Alberta Railways* possédée en commun, les coûts unitaires de l'une des lignes de la compagnie mère doivent être utilisés pour la détermination des frais variables. L'avocat des chemins de fer Nationaux du Canada a exprimé l'avis que cela exigera que le choix soit fait par le Comité, ce sur quoi nous sommes d'accord.

On ne s'attend pas en ce moment que l'abandon d'embranchements constitue une question importante dans le cas des chemins de fer de la classe II. Certaines parties de leurs réseaux peuvent venir à faire l'objet d'un abandon d'embranchement mais pas nécessairement à titre d'embranchement selon la définition de l'alinéa b) de l'article 314A de la Loi sur les chemins de fer.

Il est plus vraisemblable que les petits chemins de fer seront touchés par les articles 314I et 314J, relatifs à la suppression de services de trains de voyageurs, par l'article 334, relatif aux taux compensatoires, et par l'article 336, relatif aux taux fixés maximums.

Ces éventualités font qu'il est nécessaire que le Comité prescrive une méthode de détermination des frais conformément aux prescriptions de la Loi sur les chemins de fer.

A titre de mesure initiale, jusqu'à ce qu'une méthode plus détaillée ait été établie, nous ordonnerons que les frais des chemins de fer des classes autres que la classe I soient déterminés d'après les grands facteurs généraux qui suivent:

1. Les frais établis directement doivent être utilisés dans la mesure du possible;
2. L'adaptation empirique des facteurs employés par les chemins de fer de la classe I pour les attributions de frais autres que les frais établis directement doit prédominer;
3. Les états des frais détaillés présentés au Comité devraient être accompagnés d'une divulgation complète des méthodes et facteurs appliqués dans chaque cas au fur et à mesure;
4. Le Comité examinera ces données sur les frais et y fera les redressements qu'il jugera nécessaires.

La divulgation des renseignements relatifs aux frais des chemins de fer des classes autres que la classe I sera ordonnée par le Comité d'après les mêmes principes que dans le cas des chemins de fer de la classe I.

### MANUELS DE CALCUL DES PRIX DE REVIENT

Au cours de l'audition, M. W. B. Saunders de l'E.B.S. a recommandé de ne pas inclure dans l'ordonnance à émettre les descriptions des méthodes réellement utilisées par les chemins de fer pour l'établissement des frais.

Il a recommandé qu'au lieu de cela, chaque chemin de fer soit tenu de déposer, à titre de document supplémentaire à l'Ordonnance sur les frais, une description complète des méthodes et règles d'application des principes de l'Ordonnance sur les frais.

Toutes les parties ont accepté en principe les recommandations de l'E.B.S. à ce sujet, mais certaines d'entre elles ont émis l'avis que toute la matière descriptive mentionnée ici comme constituant un "manuel de calcul des prix de revient" ne devrait pas être adoptée pour l'établissement des frais sans l'approbation au préalable du Comité; d'autres ont proposé que ces manuels de calcul soient établis par le Comité formant partie de l'Ordonnance sur les frais.

L'étude de ces propositions nous donne l'impression qu'un tel manuel de calcul des prix de revient est non seulement avantageux mais qu'il est nécessaire. L'article 387B de la Loi sur les chemins de fer nous enjoint de prescrire les "articles et facteurs", et c'est ce que nous avons fait dans l'Ordonnance sur les frais; cependant, la Loi ne nous oblige pas à prescrire d'une façon semblable les méthodes ou règles à suivre quant à l'application de ces articles et facteurs.

Nous reconnaissons qu'il est indispensable que tous les intéressés soient au courant des méthodes et règles à suivre et que ces méthodes soient conformes aux règlements prescrits en vertu de l'article 387B. Nous reconnaissons également qu'on ne saurait s'écarter des principes établis dans l'Ordonnance sur les frais au moyen de quelque disposition des manuels de calcul des prix de revient; on ne saurait non plus suspendre des procédures en vertu de la Loi sur les chemins de fer et de l'Ordonnance sur les frais à raison de modifications éventuelles aux Manuels de calcul.

Pour les cas où il y aurait lieu de modifier l'ordonnance sur le calcul des prix de revient, la procédure réglementaire est établie par les paragraphes (2) à (5) de l'article 387B de la Loi sur les chemins de fer; mais, comme les méthodes de calcul des prix de revient sont sujettes à modification à mesure que des méthodes nouvelles et meilleures sont mises au point, le Comité prévoit qu'il y aura des circonstances dans lesquelles il sera souhaitable de modifier un manuel de calcul. Nous prévoyons que de tels changements dans les méthodes se feront de temps à autre, sous réserve de certaines garanties, sans mettre en cause la procédure statutaire prévue à l'article 387B. Advenant qu'une modification proposée d'un manuel de calcul des prix de revient comporte une modification de l'ordonnance sur le calcul des prix de revient, il devra nécessairement y avoir observation des prescriptions de la Loi relatives à cette modification.

La compilation des données de coût et la présentation de ces données au Comité sont essentiellement une fonction des chemins de fer; le Comité estime qu'il est raisonnable d'exiger que le chemin de fer décrive complètement ses méthodes de détermination des frais qu'il présente. Nous jugeons qu'il est essentiel que ces descriptions soient instituées par les chemins de fer mais que le Comité en exerce la surveillance et le contrôle.

Le Comité ordonnera, par conséquent, à chaque chemin de fer de la classe I de rédiger et de déposer auprès du Comité un manuel de calcul des prix de revient renfermant une description complète des méthodes et règles de calcul des prix de revient qu'il suit. Ce dépôt sera exigé dans les 30 jours de la date d'entrée en vigueur de l'Ordonnance sur les frais.

Un exemplaire de chaque manuel de calcul sera fourni à chacune des parties qui ont comparu à l'audition au cours de l'enquête. Dans la période de temps de la date de la remise de ces exemplaires aux parties inscrites que le Comité pourra indiquer, ces parties pourront soumettre au Comité, par écrit, toute opinion qu'elles désireront exprimer relativement à ces manuels. A l'expiration de cette période, le Comité confirmera la déposition des manuels de calcul, sous réserve de toute modification qu'il jugera nécessaire.

Une fois la déposition confirmée des manuels de calcul, aucune modification ne pourra y être faite, sauf avec la permission du Comité.

### L'ORDONNANCE SUR LES FRAIS

La présente section traite de l'ordonnance sur les frais prescrite par le Comité conformément à l'article 387B de la Loi sur les chemins de fer.

Il est nécessaire que le Comité considère son ordonnance sur les frais en fonction de l'ordonnance de la Commission sur les frais et des modifications résultant de l'enquête.

Dans la première section des présents motifs, nous avons passé en revue l'historique de l'enquête. Cela a commencé avec l'émission de l'ordonnance de la Commission sur les frais qui a été suivie par l'appel au gouverneur en conseil des gouvernements des provinces de l'Alberta, du Manitoba et de la Saskatchewan, en vertu de l'article 53 de la Loi sur les chemins de fer. Nous avons aussi passé en revue les circonstances qui ont entouré le début de cette enquête après de nombreuses réunions et discussions entre le Comité et les différentes parties en cause.

Le paragraphe (1) de l'article 387B de la Loi sur les chemins de fer ordonne la prescription, par règlement, pour l'une quelconque des fins de la Loi, des articles et facteurs pertinents à la détermination des frais. Pour répondre à cette exigence, la Commission des transports du Canada a rendu l'ordonnance n° 123994 du 5 avril 1967 (ordonnance de la Commission sur les frais).

Les paragraphes (2), (3), (4) et (5) de l'article 387B prévoient des modifications au règlement sur la détermination des coûts, et ces dispositions renferment la procédure qui doit être suivie lorsque des modifications sont proposées soit par le Comité, soit par d'autres.

Le paragraphe (2) de l'article 387B (et la procédure énoncée aux paragraphes (3) et (4)) régit les modifications proposées à l'instigation du Comité et confère un droit statutaire à toute compagnie de transport, tout organisme, toute autorité provinciale ou municipale de présenter au Comité son point de vue et ses recommandations sur les modifications proposées, et le cas échéant, à une audience publique convoquée dans ce but si cela est nécessaire. (\*Prière de noter une erreur de copiste au sujet de ce droit statutaire dans la version française de la Loi.)

\* = Note du traducteur

D'autre part, le paragraphe (5) de cet article fournit un moyen par lequel des personnes autres que le Comité peuvent proposer des modifications avec l'assurance que dans le cas où leurs propositions seraient valables, elles seraient examinées et, s'il y a lieu, des mesures seraient prises en conséquence après les audiences publiques requises.

Il ressort clairement du préambule de l'ordonnance même que la Commission des transports du Canada avait tenu compte de ces dispositions lorsqu'elle a rendu l'ordonnance n° 123994:

“Le règlement sur la détermination des coûts qui est prescrit par l'ordonnance n° 123994 . . . , étant le premier qui ait été établi, est évidemment susceptible d'être modifié. En vertu de l'article 387B, la Commission des transports ou la nouvelle Commission est autorisée à modifier le Règlement et d'autres personnes peuvent également proposer des modifications au Règlement. La Commission recevra et étudiera les propositions qui lui seront faites en vue d'améliorer le Règlement en conséquence de l'expérience acquise dans son application ou lorsqu'il sera évident qu'il y a lieu d'apporter des modifications ou des additions. On a prévu une certaine latitude dans le Règlement actuel afin d'en permettre l'application aux situations courantes. De plus, le Règlement sera constamment révisé de manière à tenir compte des nouvelles méthodes et procédures en matière de détermination du coût ainsi que des modifications qu'on pourrait proposer.”

Il a déjà été fait mention du fait que l'ordonnance de la Commission sur les frais a fait l'objet d'un appel et qu'en rejetant l'appel, le gouverneur en conseil avait confirmé sa validité. Cet appel est de nouveau mentionné ici en raison de l'importance de la partie de la décision qui a trait à l'article 387B de la Loi.

Le décret C. P. 1967-2063 qui rejette cet appel expose les principales raisons sur lesquelles il était fondé:

1. L'ordonnance de la Commission sur les frais a été élaborée *ex parte* sans que l'occasion soit donnée aux parties intéressées ou touchées par l'ordonnance de faire des observations et d'être entendues à des audiences publiques au cours desquelles tous les principes, facteurs et conclusions relatifs à la détermination convenable des coûts des chemins de fer aurait pu être discutés et examinés;
2. L'ordonnance était contraire à l'esprit de la Loi sur les chemins de fer, modifiée par la Loi nationale sur les transports; et
3. La Commission a omis de tenir compte, comme elle était tenue de le faire par l'article 387B de la Loi sur les chemins de fer, des principes de calcul des prix de revient adoptés par la Commission royale MacPherson pour arriver aux conclusions contenues dans son rapport, et des développements subséquents dans les techniques et méthodes de calcul des prix de revient des chemins de fer et des conditions courantes de l'exploitation des chemins de fer.

A l'appui de ces raisons, les appelants ont donné des détails sur les imperfections ou les insuffisances de la façon dont la Commission traite certains articles et facteurs particuliers

des frais, comme les unités de production, l'entretien de la voie, les signaux, la réparation des wagons de marchandises, les dépenses générales et les dépenses relatives au trafic et le coût du capital.

Les provinces appelantes ont demandé au gouverneur en conseil d'abroger l'ordonnance de la Commission sur les frais et d'ordonner qu'une nouvelle ordonnance sur les frais soit établie par la Commission après qu'elle aura tenu des audiences publiques complètes et entières, ou de restreindre l'ordonnance de la Commission sur les frais à un usage limité et provisoire jusqu'à ce qu'une nouvelle ordonnance soit établie à la suite de ces audiences publiques.

Le gouverneur en conseil a pleinement pris en considération, dans les attendus du décret C. P. 1967-2063, les raisons de l'appel ainsi que l'allègement sollicité, et a ensuite ajouté:

“Et attendu qu'il a été de plus conclu que l'allègement sollicité par les requérants pour l'abrogation de ladite ordonnance de la Commission et la tenue par la Commission d'audiences avant la promulgation d'un nouveau règlement sur la détermination des coûts n'en est pas un par voie d'appel au gouverneur en conseil en vertu de l'article 53 de la Loi sur les chemins de fer, mais par voie d'une proposition en vertu du paragraphe (5) de l'article 387B de la Loi, pour la modification du règlement sur la détermination des coûts comme cela est prescrit par ladite ordonnance de la Commission.

Par conséquent, Son Excellence le gouverneur général en conseil, sur la recommandation du ministre des Transports, rejette par les présentes l'appel des provinces du Manitoba, de la Saskatchewan et de l'Alberta contre l'ordonnance n° 123994 de la Commission des transports du Canada datée du 5 avril 1967, prescrivant un règlement sur la détermination des coûts.”

Le Comité a reconnu qu'étant donné que le gouverneur en conseil avait déclaré que les provinces appelantes avaient eu recours à la procédure prévue au paragraphe (5) de l'article 387B et qu'étant donné que les questions de fond auxquelles nous avons fait allusion étaient soumises au gouverneur en conseil au moyen de l'appel afin qu'une décision à leur sujet soit donnée selon leurs mérites, il existait des propositions de modifications à apporter à l'ordonnance de la Commission sur les frais qu'il fallait étudier.

La procédure que le Comité a suivie tout au long de l'enquête a été décrite ailleurs dans les présents motifs. Les détails des mesures qui ont été prises pour assurer la plus grande participation possible au travail de l'élaboration de la nouvelle ordonnance sur les frais ont aussi été exposés.

Le Comité a prévu que la procédure qui a été suivie tout au long de l'enquête donnerait comme résultat des propositions émanant des chemins de fer, des gouvernements des provinces et des autres parties qui ont été entendues qui demanderaient que des modifications importantes soient apportées à l'ordonnance de la Commission sur les frais

tel que rendue à l'origine en avril 1967. Nos prévisions à ce sujet se sont avérées plus qu'exactes.

La forme de l'ordonnance sur les frais que le Comité rend concurremment avec les présents motifs demande des explications. Avant le début de l'audition, les parties qui ont été entendues ont déposé leurs mémoires et leurs recommandations au Comité. En outre, au cours de l'audition trois des parties, soit le Pacifique-Canadien, le National-Canadien et les gouvernements des provinces, ont déposé les pièces CP-5, CN-2 et P-3, consistant en la nouvelle ordonnance sur les frais en la forme proposée par la partie qui la déposait.

Dans certains cas, la matière présentée n'a produit aucune modification de l'ordonnance de la Commission sur les frais. Dans les autres cas, soit dans ceux où elle a produit des modifications, ces modifications et les dispositions qui restaient de l'ordonnance de la Commission sur les frais ont été consolidées; pour fins de clarté et de facilité de consultation, l'ordonnance n° R-6313 est rendue et l'ordonnance n° 123994 est rescindée.

### AUTRES QUESTIONS

Le but des présentes délibérations était d'examiner toutes les questions de frais ferroviaires découlant de l'ordonnance de la Commission sur le calcul des prix de revient et les propositions et recommandations contenues dans les mémoires présentés par les parties. Dans les présents motifs, le Comité a considéré toutes les propositions et recommandations qui se rapportent directement aux articles et facteurs pertinents à la détermination des frais et a établi ses conclusions à l'égard de ces propositions et recommandations.

Cependant, les gouvernements des provinces ont soulevé dans leur mémoire trois questions importantes qui ne relèvent pas directement de l'article 387B de la Loi sur les chemins de fer mais qui se rapportent indiscutablement aux frais ferroviaires. Ce sont la divulgation des renseignements relatifs aux frais, les études sur les charges et l'uniformité des méthodes de calcul des prix de revient.

Au début de l'enquête, le Comité a dit qu'il accueillerait des mémoires sur toutes les questions relatives aux frais et a donné aux parties l'assurance que les questions qui ne relèvent pas de l'article 387B seraient considérées et à l'audition et dans les conclusions du Comité. En réponse à cette assurance, ces trois questions ont fait l'objet de dépositions et ont été débattues à fond à l'audition.

Les études sur les charges et l'uniformité des méthodes de calcul des prix de revient sont considérées plus loin dans les présents motifs; nos conclusions concernant la question de la divulgation sont expliquées ci-après.

#### Divulgation de renseignements relatifs aux frais

La divulgation de renseignements relatifs aux frais requiert un examen de l'article 387C de la Loi sur les chemins de fer. Une bonne partie de l'audition a été consacrée à



l'étude du sens de cet article, qui a soulevé l'une des questions les plus importantes et des plus controversées que le Comité ait eu à étudier au cours de l'enquête.

Voici le texte de l'article 387C de la Loi sur les chemins de fer:

“387C. Lorsque la Commission obtient d'une compagnie de chemin de fer, au cours d'une enquête faite en vertu de la présente loi, des renseignements relatifs aux frais de cette compagnie *ou* d'autres renseignements de nature confidentielle, ces renseignements ne doivent pas être publiés ni révélés d'une manière qui les rende utilisables par quelqu'un d'autre, sauf si, de l'avis de la Commission, cette publication est nécessaire dans l'intérêt public.”

Avant d'étudier à fond ce sujet, il y a lieu de nous occuper d'une question préliminaire: quels sont les renseignements visés par l'article 387C?

Au cours de l'audition, on s'est demandé si l'article 387C s'étendait seulement à une catégorie de renseignements, soit à ceux qui concernent les frais tout en étant de nature confidentielle, ou bien s'il s'étendait à deux catégories distinctes de renseignements, soit à ceux qui concernent les frais et à ceux qui sont de nature confidentielle.

Cette question a été débattue à fond. L'avocat du Pacifique-Canadien et celui du gouvernement du Manitoba en sont arrivés virtuellement à la même conclusion: il y aurait deux catégories, le mot “ou” à l'article 387C serait disjonctif et cet article s'étendrait à tous les renseignements relatifs aux frais qui parviennent au Comité au cours d'une enquête tenue en vertu de la Loi sur les chemins de fer et, de la même manière, à tous les autres renseignements de nature confidentielle.

Le Comité est d'accord sur cette interprétation de l'article 387C. Il nous est maintenant inutile d'examiner davantage la gamme de sens possibles qu'on pourrait prêter à l'expression “ou autres renseignements de nature confidentielle” parce que les seuls renseignements qui nous intéressent ici se rapportent aux frais d'une ou plusieurs compagnies ferroviaires.

Comme on l'a déjà expliqué, ce sont les gouvernements provinciaux qui, dans leur mémoire principal, soit la pièce P-1, ont carrément amené devant le Comité la question de la divulgation. Dans ce mémoire, ils demandent au Comité d'ordonner ce qu'on désigne comme étant une divulgation raisonnable des données relatives aux frais. Cela signifierait que la divulgation de tous les renseignements relatifs aux frais, sauf ceux qu'on pourrait appeler les renseignements protégés par le droit de propriété, constituerait la règle plutôt que l'exception. L'Association Canadienne du Camionnage et la Coopérative canadienne des producteurs de blé, pour ne mentionner que deux des autres parties, ont exprimé leur appui à ce point de vue général sur le problème de la divulgation.

Les compagnies de chemin de fer, d'autre part, ont adopté l'attitude que s'il doit y avoir divulgation quelconque, cette divulgation devrait être réduite au minimum. Ils ont étayé leur thèse sur une interprétation de l'article 387C de la Loi qui donne un grand poids à l'élément de nécessité, élément qui, ont-ils soutenu, doit clairement exister dans tout cas soumis à l'examen du Comité avant l'ordonnance d'une divulgation. Vu que le

Parlement, en adoptant l'article 387C, avait protégé tous les renseignements relatifs aux frais contre la publication, sauf dans les circonstances permises, on nous a demandé d'accepter le principe selon lequel la conservation du caractère secret en matière de frais serait la règle établie par la Loi sur les chemins de fer et que la divulgation ou la publication ne devraient être ordonnées que dans des cas exceptionnels.

Le Comité a demandé à l'avocat du Pacifique-Canadien s'il étendrait ce principe au genre de renseignements relatifs aux frais qui avaient été communiqués librement aux parties intéressées aux demandes d'abandon d'embranchements ou de suppression de services de trains de voyageurs survenues avant l'entrée en vigueur de la Loi nationale sur les transports et de l'article 387C de la Loi sur les chemins de fer. En réponse, il a dit que, quelle que puisse avoir été la pratique suivie avant l'entrée en vigueur de la nouvelle loi, les renseignements relatifs aux frais contenus dans ces mémoires doivent être considérés en vertu de la nouvelle loi et que, dans son mémoire, ces renseignements ne sont pas soumis à la publication, sauf si le Comité juge que celle-ci est nécessaire dans l'intérêt public.

Il s'ensuit que les données relatives aux frais qui, avant l'entrée en vigueur de la Loi nationale sur les transports, étaient publiées à l'intention de tous dans les demandes d'abandon d'embranchements et de suppression de services de trains de voyageurs ne seraient maintenant sujettes à la publication, de l'avis des compagnies de chemin de fer, que dans les circonstances exceptionnelles où elles prévoient que le Comité exercerait sa discrétion en faveur de la divulgation.

### Conclusions du Comité

Il arriverait rarement que des renseignements relatifs aux frais des compagnies ferroviaires parviennent au Comité d'une façon autre qu'à la suite d'une enquête tenue en vertu de l'un des articles de la Loi sur les chemins de fer. Nous avons cependant conclu que cette question se posera lorsque le sens de l'expression "au cours d'une enquête faite en vertu de la présente loi" dans l'article 387C sera discuté dans une cause à venir, et non dans une enquête générale. La véritable question dans la présente instance est de savoir dans quelles circonstances nous devons exercer notre discrétion en faveur de la divulgation de renseignements relatifs aux frais.

Au cours de son plaidoyer principal, l'avocat du Pacifique-Canadien a considéré cette question et a conclu que la phraséologie de l'article 387C rend très restreint le pouvoir du Comité d'ordonner la divulgation. Parce que le pouvoir du Comité d'ordonner la divulgation de renseignements relatifs aux frais provient de la phraséologie employée par le Parlement dans l'article 387C de la Loi sur les chemins de fer, et parce que toute la question de la divulgation est axée sur l'étendue de ce pouvoir, les arguments apportés par le Pacifique-Canadien méritent entière considération.

L'avocat de la compagnie a dit:

"Le deuxième point que je désire souligner au sujet de l'article 387C, c'est qu'il est absolument clair sous un autre aspect, et c'est qu'il donne premièrement la règle

générale que les renseignements de nature confidentielle doivent rester confidentiels. L'affirmation est claire et ne prête, à mon avis, à aucune équivoque.

Puis, cet article prévoit une exception à la règle: c'est-à-dire que les renseignements de nature confidentielle peuvent être publiés si, de l'avis de la Commission, cette publication est nécessaire dans l'intérêt public."

Plus loin, il ajoute:

"... mais en considérant ce qui est nécessaire dans l'intérêt public, monsieur le Président, je pose en thèse que le point de départ doit toujours être le simple fait que le Parlement, en adoptant la règle générale sur le caractère confidentiel à l'article 387C, a affirmé clairement que l'intérêt public exige que les renseignements ferroviaires de nature confidentielle restent confidentiels, sauf dans les cas exceptionnels. Soutenir le contraire serait soutenir que le Parlement a délibérément adopté une règle générale contraire à l'intérêt public... Il est donc évident que le Parlement, en adoptant ces nouveaux articles qui ont introduit un principe de réglementation à orientation vers les frais dans certains domaines, a adopté l'article 387C dans le but précis de protéger le caractère confidentiel des renseignements relatifs aux frais et des autres renseignements qui seraient fournis à la Commission relativement à ces articles."

Le Comité a alors demandé à l'avocat du Pacifique-Canadien si le mot "nécessaire" devait être considéré isolément aux fins de l'interprétation de l'article 387C, ou dans le contexte des mots qui le suivent, "dans l'intérêt public". L'avocat a répondu:

"Je n'ai aucune hésitation à dire qu'il ne serait pas équitable de s'arrêter, dans l'article, après le mot nécessaire, mais je vous soumetts respectueusement que ce que la Commission doit décider n'est pas seulement qu'il pourrait être dans l'intérêt public de publier ces renseignements, mais que l'intérêt public ne saurait se passer de la publication. C'est ce que veulent dire, à mon avis, les mots nécessaire dans l'intérêt public."

Par cet argument, l'avocat du Pacifique-Canadien nous a demandé de conclure que le Parlement avait établi une règle sur le caractère confidentiel des frais ferroviaires, et que cette règle doit être appliquée plus souvent qu'autrement. Nous ne pouvons découvrir un tel sens dans la phraséologie employée par le Parlement dans l'article 387C de la Loi sur les chemins de fer. L'article 387C dit simplement que la divulgation des renseignements relatifs aux frais peut être ordonnée lorsque l'intérêt public l'exige; mais dans tous les autres cas, ces renseignements ne doivent pas être publiés.

Dans ses effets, cette conclusion ne diffère pas de façon marquée de celle que nous conseillaient les gouvernements des provinces et les autres parties qui sont du même avis. Ils ont dit que nous ne devrions pas donner une interprétation rigoureuse à l'article 387C, parce qu'il donne au Comité une grande discrétion.

Nous avons conclu que dans toute cause quelle qu'elle soit, il appartient au Comité de dire si la divulgation est nécessaire dans l'intérêt public. L'article 387C n'impose au

Comité aucune restriction quant aux questions dont il doit tenir compte en arrivant à une décision de ce genre. La loi impose, évidemment, des restrictions à l'exercice d'un pouvoir discrétionnaire par un organisme comme le Comité, mais sous réserve de ces restrictions, seul le Comité a autorité pour rendre la décision.

Dans une cause concernant certains pouvoirs que possède la Commission des transports du Canada en vertu de la Loi sur les chemins de fer, le juge en chef Duff a exprimé le principe qui, selon le Comité, s'applique à la question de savoir, quand il est nécessaire d'ordonner la divulgation dans l'intérêt public:

“La loi ne dicte ni l'ordonnance à rendre dans un cas donné ni les considérations qui doivent guider la Commission pour en arriver à la conclusion qu'une ordonnance, ou que telle ordonnance, est nécessaire ou appropriée dans un cas donné. Bien sûr, tous les organismes publics et autres qui sont investis de pouvoirs statutaires ont le devoir d'agir raisonnablement dans l'exercice de ces pouvoirs; mais le but de la loi est que, sous réserve de l'appel au gouverneur en conseil en vertu de l'article 52, la Commission elle-même doit, dans l'exercice de la discrétion administrative qui lui est confiée, être l'arbitre souverain quant à l'ordonnance à rendre.”: Duff C.J.C. dans la cause *Chemins de fer Nationaux du Canada c. Compagnie de téléphone Bell du Canada et al* (1939) R.C.S. 308, à 315; (1940) 50 C.R.T.C. 10, à 17.

Comme l'avocat du Pacifique-Canadien l'a dit lui-même, les nouveaux articles de la Loi sur les chemins de fer ont introduit un principe de réglementation à orientation vers les frais; c'est dans ce cadre que le Comité doit exercer son pouvoir d'ordonner la divulgation de renseignements relatifs aux frais des compagnies ferroviaires chaque fois que l'intérêt public l'exige.

Nous avons donc considéré les questions dont le Comité doit tenir compte lorsqu'il décide si la divulgation de renseignements relatifs aux frais est nécessaire dans l'intérêt public.

Dans l'exposé de la politique nationale des transports donné à l'article 1<sup>er</sup> de la Loi nationale sur les transports, il est dit que l'un des objectifs de cette politique est que

“... chaque moyen de transport soit, autant que possible, indemnisé pour les ressources, les facilités et les services qu'il est tenu de fournir à titre de service public commandé.”

Ce principe est reporté dans la Loi sur les chemins de fer et se retrouve tout d'abord à l'article 469. Cet article prévoit le versement aux chemins de fer, entre 1967 et 1974, de subventions s'élevant au total à 488 millions de dollars sur le solde annuel décroissant des “paiements normaux” qui y sont prévus.

Les articles 314A à 314J de la Loi sur les chemins de fer prévoient, dans l'intérêt public, le maintien de l'exploitation, dans certaines circonstances, d'embranchements et de services de trains de voyageurs; les compagnies de chemin de fer qui sont obligées à maintenir cette exploitation ont le droit de réclamer chaque année au Trésor public les

pertes réelles qu'elles subissent. Il est probable que le paiement de ces réclamations pourra, en certaines années, dépasser les "paiements normaux" prévus à l'article 469, surtout lorsque ces derniers auront diminué à mesure qu'approche l'année 1974, ou lorsque après 1974 ces paiements auront complètement cessé. Il importe de souligner que le calcul du montant de ces réclamations est fondé sur la perte réelle encourue par la ligne ou le service et que cette perte est le montant de l'excédent des frais d'exploitation de la ligne ou du service sur les recettes de cette ligne ou de ce service.

Les articles 314A à 314J de la Loi sur les chemins de fer renferment les nouveaux principes qui régissent les demandes d'abandon d'embranchements et de suppression de services de trains de voyageurs présentées par les chemins de fer. La détermination des frais d'exploitation d'une ligne ou d'un service donné est essentielle à la décision quant à l'abandon de cette ligne ou à la suppression de ce service. En premier lieu, le Comité n'a pas le pouvoir d'autoriser l'abandon d'une ligne ou la suppression d'un service à moins qu'il n'y ait une perte réelle. Et en second lieu, l'importance de la perte réelle constatée constituera un facteur très important dans la décision à prendre au sujet de l'abandon de cette ligne ou de la suppression de ce service.

Dans le contexte des demandes d'abandon et de suppression, on a souvent soutenu, comme ce fut le cas au cours de l'audition, que sans une divulgation raisonnable des données relatives aux frais les parties aux délibérations, autres que les chemins de fer, se trouvent dans une position désavantageuse marquée parce qu'elles ne disposent pas de tous les faits se rapportant à la cause.

Le Comité croit que ce raisonnement s'applique avec autant de rigueur aux causes relatives aux taux, en particulier lorsqu'il s'occupe d'une plainte formulée en vertu de l'article 334, selon laquelle un taux ne serait pas compensatoire. Et il ne s'agit pas simplement qu'une partie l'emporte sur une autre dans les délibérations entre adversaires devant le Comité. Transposée sur le plan de la détermination des frais, que ce soit pour la rationalisation ferroviaire ou l'examen de taux individuels, l'absence d'accès raisonnable aux données des frais ferroviaires comporte d'autres incidences.

Les conséquences d'un abandon ou d'une suppression peuvent être fort différentes d'une agglomération ou d'une région à une autre. Dans chaque cas, la décision du Comité se fonde sur une détermination des frais qui doit alors être considérée en regard des besoins et des exigences de la localité en cause. Il est important que le Comité entende pleinement le point de vue de la localité ou de la région sur toute question de ce genre dont il est saisi pour fins de décision. A moins que ceux qui représentent ce point de vue aient une occasion raisonnable d'analyser toutes les données significatives portant sur la question, et de rédiger leurs plaidoyers en conséquence, il est difficile de concevoir comment le Comité pourrait rendre une décision sans s'assurer que toutes les incidences économiques et sociales pertinentes ont été pleinement prises en considération.

Alors qu'il est reconnu que le processus que nous venons de décrire comportera le plus souvent la tenue d'une audience publique, le Comité croit qu'une divulgation raisonnable des renseignements relatifs aux frais est indispensable. Sans une divulgation au

profit des personnes les plus directement touchées, le Comité ne bénéficie pas pleinement de leur participation; et ces personnes ne peuvent apprécier suffisamment les conséquences de la décision du Comité.

La présente enquête constitue un cas d'espèce. D'un bout à l'autre des délibérations qui tirent maintenant à leur fin, l'on s'est fondé sur le fait que les compagnies de chemin de fer, les gouvernements des provinces et les autres intéressés faisaient eux-mêmes des propositions en vue de l'amélioration de la science et de l'art de la détermination des frais; bien qu'environ deux mois aient été consacrés à la tenue d'auditions formelles au cours desquelles des dépositions et des plaidoyers ont été entendus, les travaux du comité technique, qui ont précédé les principales auditions, constituent une partie tout aussi importante de l'enquête. L'enquête, du commencement à la fin, a bénéficié de la pleine participation de toutes les parties, participation rendue possible grâce à une divulgation raisonnable des données relatives aux frais par les compagnies de chemin de fer à l'E.B.S. et à toutes les autres parties inscrites qui ont pris part à l'enquête ou ont comparu à l'audition. Le Comité croit fermement que la divulgation des données relatives aux frais dans la mesure où elle a été faite fut d'une importance capitale pour le succès de l'enquête.

Il est vrai que le Comité aurait pu exiger que les compagnies de chemin de fer mettent à sa seule disposition les données relatives aux frais, puis diriger l'enquête avec l'aide de ses experts-conseils. Mais comme les chemins de fer ont librement mis beaucoup de renseignements relatifs aux frais à la disposition des autres parties, le Comité a pu profiter des résultats de l'étude mûrie du problème du calcul des prix de revient ferroviaires effectuée par les dix gouvernements provinciaux, par les représentants des syndicats du blé de l'ouest et de l'industrie du camionnage et par tous les autres intéressés.

Toutes ces études ont persuadé le Comité qu'une divulgation raisonnable des renseignements relatifs aux frais était nécessaire dans l'intérêt public lorsque la Loi sur les chemins de fer exige du Comité la détermination des frais. Nous sommes encore plus fortement de cet avis après avoir étudié les paragraphes (2), (3), (4) et (5) de l'article 387B de la Loi, qui prévoient collectivement la procédure à suivre pour modifier les règlements sur les frais. Le Comité ne croit pas que ce serait un moyen efficace que d'apporter à l'avenir des modifications aux règlements sur les frais, soit par amendements proposés par le Comité lui-même, soit à la suite de propositions avancées par quelqu'un d'autre, à moins qu'il n'y ait une divulgation raisonnable des renseignements relatifs aux frais comme dans la présente enquête. En fait, le Comité estime peu probable qu'une proposition de modification des règlements sur les frais par une partie autre que les compagnies de chemin de fer puisse être faite à l'avenir, à moins que le public n'ait raisonnablement accès aux renseignements relatifs aux frais ferroviaires. Car, sans cela, il n'y aurait peu ou rien sur quoi fonder une telle proposition de modification.

Au cours de l'audition, les gouvernements des provinces ont proposé que l'ordonnance sur les frais à émettre devrait comprendre des directives générales prescrivant la nature et l'étendue de la divulgation des renseignements relatifs aux frais.

Les chemins de fer se sont vigoureusement opposés à toute directive générale de ce genre en soutenant principalement que ce serait nullifier le but de l'article 387C.

Le Comité est d'avis que ce serait un exercice déraisonnable du pouvoir que lui confère l'article 387C que de tenter en ce moment de donner aux chemins de fer des directives générales sur les renseignements à publier relatifs aux frais. L'ordonnance sur les frais qui doit être émise est fondée sur l'article 387B de la Loi et devrait se limiter aux articles et facteurs pertinents à la détermination des frais et ne contenir aucun règlement relatif à d'autres questions. Une directive générale de ce genre ne tiendrait pas compte d'un élément de l'intérêt public qui n'a pas été mentionné.

Il ne fait pas de doute que les chemins de fer possèdent des renseignements relatifs aux frais auxquels le Comité a accès mais qui ne doivent pas être publiés vu que, par leur nature, ce sont des renseignements protégés par le droit de propriété et dont la divulgation causerait un tort réel aux chemins de fer. Ces renseignements fournis au Comité sont normalement tirés des documents de travail des chemins de fer, et nous ne croyons pas qu'il soit dans l'intérêt public de publier ces renseignements. Le tort que telle publication pourrait causer aux chemins de fer l'emporterait de beaucoup sur tout avantage à court terme que pourraient en retirer les parties à des délibérations impliquant une détermination de frais. En même temps, il y a d'autres renseignements relatifs aux frais auxquels le public devrait avoir accès pour les raisons données précédemment. Mais, même ces renseignements peuvent être l'objet de considérations qui nous persuaderaient d'ordonner que la publication soit plus restreinte ou qu'il n'y ait aucune publication dans un cas déterminé. Le Comité ne peut prévoir toutes les circonstances pouvant survenir à l'avenir. En conséquence, nous avons décidé que chaque cause devrait être traitée au mérite lors de sa présentation.

Lors de l'émission de l'ordonnance sur les frais, le Comité prescrira les renseignements relatifs aux frais qui devront être publiés concernant les demandes d'abandon d'embranchements et de suppression de services de trains de voyageurs. Pour ceci, le Comité se fondera sur son pouvoir de réglementer la forme et le contenu des demandes d'abandon et de suppression en vertu des articles 314B et 314I et d'ordonner la divulgation des renseignements relatifs aux frais ferroviaires en vertu de l'article 387C. L'étendue des renseignements relatifs aux frais ferroviaires régis par l'article 387C à publier, — comme partie des principales conclusions du rapport du Comité présenté en vertu du paragraphe (4) de l'article 314B, ou dans les notes relatives à la constatation d'une perte réelle suivant une demande de suppression d'un service de trains de voyageurs en conformité du paragraphe (9) de l'article 314I — sera décidée lors de la préparation du rapport ou lors de la constatation d'une perte réelle.

Les articles 334 et 336 de la Loi sur les chemins de fer créent un problème spécial relativement à la divulgation des renseignements relatifs aux frais.

L'article 334 exige que tous les taux de transport de marchandises soient compensatoires; le paragraphe (5) de cet article laisse toute personne libre de fournir au Comité, par plainte ou autrement, des renseignements "contenant une preuve *prima facie*

qu'un taux de transport de marchandises . . . n'est pas compensatoire". Dans pareil cas, le Comité doit tenir une enquête pour déterminer si ce taux est ou non compensatoire.

Puisque pour être compensatoire un taux de transport de marchandises doit dépasser le coût variable, tel que déterminé par le Comité, du mouvement du trafic en cause, l'enquête du Comité comporte des renseignements relatifs aux frais ferroviaires qui seront régis par l'article 387C.

Du point de vue du plaignant, cela pose deux questions fondamentales relativement à la divulgation. Comment peut-il obtenir une preuve *prima facie* que le taux n'est pas compensatoire sans avoir accès aux renseignements relatifs aux frais, et dans quelle mesure les renseignements relatifs aux frais établis par le Comité dans son enquête fondée sur la plainte peuvent-ils être mis à la disposition du plaignant?

Le Comité est convaincu qu'il existe déjà une abondance de données fournies par les analyses de bordereaux d'expédition et les tarifs publiés qui permet de faire les comparaisons des caractéristiques de taux qui sont nécessaires pour faire une preuve *prima facie* contre un taux présumé non compensatoire et que la publication, à cette fin, des renseignements relatifs aux frais est inutile. Cependant, s'il s'avère que ce n'est pas le cas, le Comité étudiera la question.

Dès qu'une preuve *prima facie* a été faite, la nécessité de divulguer des renseignements relatifs aux frais obtenus au cours de l'enquête sur des taux présumés non compensatoires ne semble pas différer, en principe, de la nécessité de divulguer des renseignements de ce genre dans les cas d'abandon d'embranchements ou de suppression de services de trains de voyageurs. En même temps, le Comité reconnaît que la divulgation dans un cas relevant de l'article 334 pourrait, dans certaines circonstances, comporter des renseignements protégés par le droit de propriété et dont la publication pourrait causer un tort réel à la compagnie de chemin de fer. Et, bien que tout expéditeur captif soit libre de demander, en vertu de l'article 336, la détermination des limites d'un taux fixé sans que cela comporte une tentative de sa part d'établir une étude des frais, le même problème relatif à la divulgation pourrait se poser lors de la décision relativement à une demande en vertu de cet article.

Cette question de la divulgation dans les causes relatives aux taux a été seulement effleurée dans les plaidoyers au cours de l'audition et a besoin d'être examinée davantage, surtout par les chemins de fer. Par conséquent, le Comité ne décide pas l'étendue de la divulgation des renseignements relatifs aux frais dans les cas prévus aux articles 334 et 336 de la Loi sur les chemins de fer jusqu'à ce que les circonstances relatives aux demandes en vertu de ces articles aient été évaluées.

### Études sur les charges

L'expression "études sur les charges" est une description familière utilisée dans une publication de l'*Interstate Commerce Commission* des États-Unis et montrant le rapport entre les recettes et les frais variables, et les frais variables plus une proportion des



frais ferroviaires constants pour chaque catégorie importante des denrées transportées dans ou entre les principaux territoires tarifaires des États-Unis. Ces études indiquent non seulement le rapport entre les taux et les frais mais aussi la mesure dans laquelle ce trafic contribue aux charges de transport des frais fixes qui ne peuvent être attribués directement à des mouvements déterminés.

Au cours de l'audition, on a proposé que des études similaires soient entreprises et publiées pour les mouvements ferroviaires au Canada.

Les gouvernements des provinces, la *Wabush Mines* et ses chemins de fer associés, l'*Algoma Steel Corporation* et l'Association Canadienne du Camionnage ont appuyé cette proposition, tandis que le National-Canadien, le Pacifique-Canadien et l'E.B.S. se sont opposés à cette recommandation.

La position des provinces était que de telles études indiqueraient des différences quant aux régions et aux denrées en ce qui concerne la contribution aux frais ferroviaires généraux, différences qui jouent un rôle important dans le développement des industries-clés et des régions. Le groupe de la *Wabush* a émis l'opinion que ces renseignements permettraient à un expéditeur de vérifier si une demande de taux fixé devrait être présentée en vertu de l'article 336 de la Loi sur les chemins de fer. L'*Algoma Steel Corporation* a déclaré qu'elle serait peut-être en faveur d'une mesure de compensation à l'intérieur d'un taux et dans le cas des demandes présentées en vertu de l'article 336. L'Association Canadienne du Camionnage a laissé entendre que ces études sur les charges fourniraient des renseignements qui indiqueraient si une preuve *prima facie* pouvait être faite en ce qui concerne le niveau compensatoire d'un taux ferroviaire établi pour concurrencer le transport routier.

D'une façon générale, les deux compagnies de chemin de fer ont soutenu que les études sur les charges, si elles étaient rendues publiques, seraient en contradiction avec la politique qui, disent-elles, prévaut actuellement quant aux renseignements confidentiels et que la Loi sur les chemins de fer garantit; que la Loi nationale sur les transports envisage une concurrence libre et sans restrictions; que la Loi sur les chemins de fer prévoit toutes les mesures de contrôle nécessaires concernant les taux non compensatoires ou les transporteurs qui prennent avantage d'une situation de monopole; et qu'il serait manifestement injuste de soumettre seulement une compagnie de chemin de fer à la divulgation de ses frais, restreignant son aptitude à négocier avec les expéditeurs.

L'E.B.S. s'est prononcé contre l'adoption des études sur les charges en se fondant sur le fait que ces études n'établissent que les frais moyens fondés sur des données larges relevées sur l'ensemble du réseau. L'application de ces frais moyens à un trafic déterminé produit l'erreur logique, inhérente et fondamentale de faire des comparaisons de recettes et de frais apparemment précises à partir de données qui, de leur nature, ne sauraient rien produire de ce genre. La publication de telles moyennes par le Comité pourrait encourager cette méthode erronée.

### Conclusions du Comité

Nous avons discuté plus haut dans les présents motifs la question de la divulgation des renseignements relatifs aux frais.

Bien que les études sur les charges puissent être d'une certaine utilité, la tâche de les compiler et de les maintenir à jour est considérable; en outre, les résultats auraient une valeur douteuse pour les fins en cause.

Comme nous l'avons déjà dit, les nombreuses données fournies par les analyses des bordereaux d'expédition et par les tarifs publiés permettent d'effectuer les comparaisons de particularités des taux qui sont nécessaires à l'établissement d'une preuve *prima facie* à l'encontre d'un taux présumé non compensatoire. L'absence d'études sur les charges n'occasionnera pas de refus à un plaignant du droit de produire une preuve *prima facie* en conformité de l'article 334 de la Loi sur les chemins de fer. En ce qui concerne les demandes présentées en vertu de l'article 336, tout expéditeur captif est libre de demander l'établissement des limites entre lesquelles peut se situer un taux fixé sans que cela comporte une tentative de sa part de faire une étude des frais.

Après une étude approfondie de la question, nous n'adoptons pas l'établissement proposé d'études sur les charges.

### Uniformité des méthodes de calcul des prix de revient

La plupart des parties à l'enquête, à l'exception du National-Canadien et du Pacifique-Canadien, ont critiqué l'ordonnance de la Commission sur les frais, parce que cette ordonnance ne prévoit pas l'uniformité des méthodes et techniques de calcul des prix de revient.

### Position des gouvernements des provinces

Les gouvernements des provinces ont soutenu que l'élaboration de techniques de calcul des prix de revient poursuivie séparément par le personnel de chacune des deux compagnies de chemin de fer a produit un manque d'uniformité dans l'établissement des prix de revient. Les technologies et milieux d'exploitation d'au moins les deux principaux chemins de fer sont les mêmes; par conséquent, leurs méthodes de calcul des prix de revient devraient également être les mêmes.

Ils ont en outre soutenu que les données sur les frais des deux chemins de fer devraient être fusionnées de façon à produire des frais unitaires composés utiles auxquels le Comité et le public pourraient se rapporter en toute confiance. Ces frais unitaires composés seraient beaucoup plus que de simples renseignements. Étant fondés sur un plus large échantillonnage, ces frais seraient plus sûrs que ceux établis séparément par les deux chemins de fer. En outre, leur publication ne révélerait aucune donnée réelle de l'un ou l'autre des chemins de fer.

M. Banks, représentant les provinces, a convenu, en contre-interrogatoire par l'avocat du Pacifique-Canadien, que les différences entre les chemins de fer en ce qui concerne les déclivités ou pentes de lignes, les proportions de voyageurs et de marchandises, l'industrialisation régionale et les services assurés dans les régions du nord du Canada exerceraient un effet sur le milieu d'exploitation de chaque chemin de fer. Puis, il a déclaré ce qui suit:

“Tout ce que les provinces proposent dans leur mention d'un milieu d'exploitation commun est que les recherches sur la possibilité de développer de coefficients communs de coût unitaire devraient être beaucoup plus poussées qu'elles ne l'ont de toute évidence été jusqu'à présent. Reste à voir si le recours à une telle procédure produira de meilleurs coûts unitaires que ceux qu'on peut maintenant obtenir. Notre position n'est ferme que sur ce point qu'elle devrait être explorée et ne pas être rejetée sans examen.”

L'avocat du gouvernement du Manitoba a dit que l'uniformité des méthodes de calcul des prix de revient est indispensable aux fins des articles 314A à 314J, 317, 329, 334 et 336 de la Loi sur les chemins de fer. Il a déclaré qu'il y avait encore des domaines importants où l'uniformité des méthodes de calcul des prix de revient entre le National-Canadien et le Pacifique-Canadien devrait exister, par exemple, les dépenses relatives au trafic, les dépenses générales et les frais de combustible. Il a proposé que la meilleure méthode disponible soit adoptée.

#### **Position de l'E.B.S.**

A l'audition, M. W. B. Saunders a fait observer que, dans un certain nombre de cas, les compagnies de chemin de fer avaient convenu d'utiliser une méthode commune plutôt que de continuer l'emploi des méthodes distinctes. Il a dit:

“Or, cette méthode de calcul des prix de revient est en évolution rapide au Canada. Je crois que le Canada jouit d'une grande avance sur le chemin de fer moyen des États-Unis . . . je devrais dire les chemins de fer du Canada jouissent d'une grande avance sur le chemin de fer moyen des États-Unis. Si l'évolution a fait quelque chose, c'est bien de tendre à accélérer certaines des études que faisaient les chemins de fer en vue de leur participation aux délibérations devant la Commission royale d'enquête en 1960 et en 1961. Il nous semblait que l'établissement d'une formule qui codifierait d'avance toutes les façons de procéder tendrait à rendre vains les progrès et, à la longue, ne serait pas à l'avantage du chemin de fer ni, en fait, de l'économie du Canada.”

En réponse à une question de l'avocat du gouvernement de la Colombie-Britannique, M. Saunders a dit qu'il favorisait une uniformité générale dans la mesure où cette uniformité n'est pas incompatible avec la mesure des faits. Si les faits et les circonstances d'exploitation de deux chemins de fer sont différents, alors ces différences exigent des méthodes différentes de la détermination des frais. Il a dit que ce serait une erreur que d'imposer l'uniformité pour les fins de l'uniformité en soi.

### Position du National-Canadien

L'avocat du National-Canadien a soutenu qu'imposer l'uniformité pour le besoin de l'uniformité irait, en fait, à l'encontre même du but même de la présente enquête en produisant pour un chemin de fer des résultats erronés, contraires aux faits. Les différences dans la nature de leurs exploitations, comme par exemple, dans les déclivités ou pentes de lignes, les proportions de voyageurs et de marchandises, les services assurés dans des régions fortement industrialisées par rapport aux régions du nord en voie de développement, conduisent à l'établissement de frais ferroviaires fondés sur les facteurs d'exploitation qui sont particuliers à un chemin de fer donné.

En réponse à une question du Comité, l'avocat a convenu que les chemins de fer devraient viser à l'uniformité des méthodes de calcul des prix de revient partout où c'est possible et réalisable, tout en tenant compte des différences qui existent entre eux.

### Position du Pacifique-Canadien

L'avocat du Pacifique-Canadien a accepté les opinions exprimées par l'E.B.S. Il a dit que l'un des problèmes que pose l'uniformité provient des différences qui existent entre les exploitations ferroviaires et du fait que le paragraphe (1) de l'article 387B de la Loi ordonne expressément au Comité de tenir compte, dans la mesure où il l'estime convenable, des conditions actuelles de l'exploitation ferroviaire.

Quant à une proposition des provinces voulant que les chemins de fer de la classe I combinent leurs données pour les soumettre en un seul échantillon d'observations de façon à produire un seul ensemble de coefficients, l'avocat du Pacifique-Canadien a dit qu'un tel ensemble unique de coefficients de coûts ne représenterait pas les frais réellement encourus par un chemin de fer, comme l'exige la Loi sur les chemins de fer.

### Conclusions du Comité

Toutes les parties s'accordent à dire que les chemins de fer devraient viser à l'uniformité des méthodes de calcul des prix de revient dans la mesure où la chose est possible. Le Comité est du même avis, comme le prouvent les présents motifs, et il continuera d'exiger l'adoption de méthodes uniformes de calcul des prix de revient dans la mesure où cela est pratique.

Cependant, le Comité n'accepte pas la prétention des provinces selon laquelle les coûts unitaires tirés des données consolidées de dépenses et de la production des deux compagnies de chemin de fer refléteraient d'une manière plus sûre les frais de chaque chemin de fer que les coûts unitaires établis séparément par chaque chemin de fer. En outre, l'imposition de l'uniformité dans tous les détails du calcul des prix de revient empêcherait la mise au point de nouveaux perfectionnements dans les techniques de calcul des prix de revient et les données sur les coûts et l'exploitation.

(signé) D.H. JONES

(signé) H.J. DARLING

(signé) H.H. GRIFFIN

(signé) A.S. KIRK

Daté à Ottawa, le 5 août 1969.

59 R.T.C.

*AU SUJET DE l'ordonnance N° 123994 de la Commission des transports du Canada, et*

*AU SUJET DES articles 34 et 387B de la Loi sur les chemins de fer.*

*Dossier 49305.1*

APPENDICE I  
aux  
MOTIFS DE L'ORDONNANCE

Comité technique

Nom	Adresse
W.B. Saunders, Richard C. Taeuber, Charles King,	EBS Management Consultants, Washington, D.C. U.S.A.
Malcolm Burwash, Donald Deighton, Mervin Tosh, Jules Fortier, c.r.,	Comité des transports par chemin de fer, Commission canadienne des transports, Ottawa, Ontario.
W.L. Nisbet,	Avocat-conseil, Ministère des finances et Conseil du Trésor, Ottawa, Ontario.
R.K. Joyce,	Directeur, Division du développement économique, Ministère des finances, Ottawa, Ontario.
R.A. Fleming,	Officier des finances, Division du développement économique, Ministère des finances, Ottawa, Ontario.
Jacques Fortier, c.r.,	Avocat-conseil, Ministère des transports, Ottawa, Ontario.
Alex Campbell,	Chef, Division de l'analyse budgétaire et financière, Ministère des transports, Ottawa, Ontario.

Nom	Adresse
John Kennerley,	Directeur des opérations de calculatrices, Ministère des transports, Ottawa, Ontario.
John W. Channon,	Ministère de l'agriculture, Ottawa, Ontario.
R.J. Stavely,	Division des transports et utilités publiques, Bureau fédéral de la statistique, Ottawa, Ontario.
J.J. Frawley, c.r.,	Avocat-conseil spécial, Province de l'Alberta, Ottawa, Ontario.
C.W. Brazier, c.r.,	Avocat-conseil, Province de Colombie-Britannique, Vancouver, C.-B.
Arthur V. Mauro, c.r.,	Avocat-conseil, Province du Manitoba, Winnipeg, Manitoba.
V.M. Stechishin,	Service des transports du Canada, Winnipeg, Manitoba.
L.J. Hayes,	Avocat-conseil, Commission de transport des Maritimes, Moncton, N.B.
Craig S. Dickson,	Gérant exécutif, Commission de transport des Maritimes, Moncton, N.B.
David M. Duncan, c.r.,	Avocat-conseil, Province d'Ontario, Ministère des transports de l'Ontario, Toronto, Ontario.
Ernest A. Du Vernet, c.r.,	Avocat-conseil, Province d'Ontario, Toronto, Ontario.
Harman Banning,	Chef, Service des études de ressources et de transport, Branche de la planification économique du Ministère du Trésor de l'Ontario, Toronto, Ontario.

Nom	Adresse
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George H. Borts,	Consultant provincial, Professeur d'économie, Université Brown, Rhode Island, U.S.A.
G.P. Miller, c.r.,	Avocat-conseil, Compagnie du chemin de fer du Pacifique-Canadien, Montréal, P.Q.
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H.J.G. Pye,	Avocat-conseil, Les chemins de fer Nationaux du Canada, Montréal, P.Q.
R.A. Bandeen, W.G. Hanks, F. Wallace, William B. White,	Les chemins de fer Nationaux du Canada, Montréal, P.Q.
John F. Howard, c.r.,	Avocat-conseil, Wabush Lake Railway Company, Toronto, Ontario.
John Brown,	Wabush Lake Railway Company, Toronto, Ontario.

Nom	Adresse
C.G. Dilts, c.r.,	Avocat-conseil, Midland Railway Company of Manitoba, Great Northern Railway Company, Winnipeg, Manitoba.
L.L. VanZinderen,	Adjoint au Contrôleur, Great Northern Railway Company, St. Paul, Minn. U.S.A.
D. MacDougall,	Contrôleur, Ontario Northland Railway, North Bay, Ontario.
G. Payne,	Ontario Northland Railway, North Bay, Ontario.
V.J. Pelletier,	Comptable, Toronto, Hamilton and Buffalo Railway, Hamilton, Ontario.
Alan Scarth, c.r.,	Avocat-conseil, Coopérative canadienne des producteurs de blé, Winnipeg, Manitoba.
R.H.D. Phillips,	Syndicat de blé de la Saskatchewan, Régina, Saskatchewan.
Julian Thomka-Gazdik,	Avocat-conseil, Association Canadienne du Camionnage Inc., Montréal, P.Q.
A.K. MacLaren,	Directeur exécutif, Association Canadienne du Camionnage Inc., Ottawa, Ontario.
D <sup>r</sup> R.K. House,	Consultant, Association Canadienne du Camionnage Inc., Université York, Département des sciences économiques, Toronto, Ontario.
James C. Doak, c.r.,	Avocat-conseil, Manitoba Branch Lines Association, Virden, Manitoba.



Nom	Adresse
S.K. Hitchcock,	L'Association Canadienne des Producteurs chimiques, Montréal, P.Q.
J.W. Foley, John S. Dunnet,	Canadian Industrial Traffic League, Toronto, Ontario.
R.E. Barron,	Gérant, L'Association des Manufactures Canadiennes, Toronto, Ontario.
A.E. Richards,	Gérant, Section du transport, L'Association Canadienne de la Pulpe et du Papier, Montréal, P.Q.
L.A. Halsey,	La compagnie de chemin de fer du Littoral nord de Québec et du Labrador, Montréal, P.Q.
H.L. Griffin,	United Grain Growers Limited, Winnipeg, Manitoba.

## COMMISSION CANADIENNE DES TRANSPORTS

## ORDONNANCE N° R-6313

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*AU SUJET DE l'article 387B de la Loi sur les chemins de fer qui oblige la Commission à prescrire par règlement les articles et facteurs pertinents à la détermination des frais pour l'une quelconque des fins de ladite Loi:*

*Dossier N° 49305.1*

ATTENDU que l'article 387B de la Loi sur les chemins de fer prescrit ce qui suit:

(1) La Commission doit prescrire par règlement, pour l'une quelconque des fins de la présente loi, les articles et facteurs, notamment les facteurs de dépréciation et de coût du capital que prévoit le paragraphe (1) de l'article 387A, pertinents à la détermination des frais; et, dans la mesure où elle l'estime convenable et pertinent, la Commission doit tenir compte des principes d'établissement du prix de revient que la Commission royale d'enquête sur les transports nommée par l'arrêté en conseil en date du 13 mai 1959 a adoptés pour en arriver aux conclusions contenues dans son rapport, ainsi que des innovations apportées par la suite aux méthodes et techniques de calcul des prix de revient ferroviaires et des conditions actuelles de l'exploitation des chemins de fer.

(2) Lorsque la Commission propose de modifier des règlements établis en vertu du paragraphe (1), elle doit donner avis de la modification proposée, dans la Gazette du Canada et dans les autres publications où il est jugé désirable de le publier, et tout organisme d'une compagnie de transport, toute autorité provinciale ou municipale au Canada peut, dans les vingt jours à compter du jour de la publication de l'avis dans la Gazette du Canada,

- a) demander à la Commission de tenir des auditions pour examiner la modification proposée, ou
- b) donner avis à la Commission qu'il a l'intention de soumettre à la Commission son point de vue et ses recommandations sur la modification proposée; ce point de vue et ces recommandations doivent être soumis par écrit au plus tard dans les quarante jours à compter du jour de la publication de l'avis dans la Gazette du Canada,

et la modification proposée ne doit pas être mise en vigueur avant soixante jours à compter du jour de la publication de l'avis dans la Gazette du Canada à moins que,

au cours du délai fixé à cet égard par le présent paragraphe, la Commission ne reçoive une demande en vue de tenir des auditions, ou ne reçoive des observations écrites indiquant les points de vue et les recommandations sur la modification proposée.

(3) Lorsque la Commission reçoit, dans le délai prescrit à cette fin par ce paragraphe, des observations écrites sollicitant un changement dans une proposition de modification mentionnée au paragraphe (2) et qu'elle ne reçoit pas dans le délai imparti à cette fin par ce paragraphe de demande en vue de tenir des auditions au sujet de la modification proposée, la Commission doit accorder un délai supplémentaire de trente jours pour la circulation des observations et pour la réception des commentaires qu'elles suscitent, et la Commission peut, par la suite,

- a) la mettre en vigueur dans sa forme originale ou dans une forme modifiée adoptée après réception des observations écrites et des des réponses qu'elles ont suscitées, à compter de la date qu'elle fixe, ou
- b) tenir des auditions au sujet de la modification proposée.

(4) Lorsque la Commission reçoit, dans le délai imparti à cette fin par ce paragraphe, une demande en vue de tenir des auditions au sujet d'une modification proposée mentionnée au paragraphe (2), ou que des auditions sont tenues en vertu du paragraphe (3) au sujet de la modification proposée, la Commission doit

- a) faire circuler toutes observations écrites reçues en conformité du paragraphe (2) qu'on n'a pas déjà fait circuler en conformité du paragraphe (3), et
- b) tenir les auditions qui, à son avis, sont nécessaires pour permettre à toutes les personnes le désirant de présenter leur point de vue à la Commission;

par la suite, la Commission peut mettre la modification proposée en vigueur dans sa forme originale ou dans une forme modifiée adoptée à la suite desdites auditions, à compter de la date qu'elle fixe.

(5) Lorsqu'une personne autre que la Commission propose d'apporter à un règlement établi en vertu du présent article une modification que la Commission estime fondée, la Commission doit faire circuler la proposition et les réponses qu'elle suscite et, si elle le considère désirable, la Commission peut

- a) mettre la modification proposée en vigueur à compter de la date fixée par elle, non antérieure par plus de quatre-vingt dix jours à la date où la modification proposée a été reçue par la Commission; ou
- b) tenir des auditions au sujet de la modification proposée et la mettre en vigueur dans sa forme originale ou dans une forme modifiée adoptée à la suite desdites auditions, à compter de la date qu'elle fixe.

ATTENDU que la Commission des transports du Canada, en vertu de son Ordonnance N° 123994, datée le 5 avril 1967, a prescrit le "Règlement relatif aux frais

pour les fins des articles 314A à 314J, 317, 329, 334, 336, 387A et 387B de la Loi sur les chemins de fer;

ATTENDU qu'une audience publique a eu lieu afin de permettre à tous les intéressés de faire des soumissions et d'exprimer des opinions à l'égard du Règlement sur les frais;

ATTENDU que des amendements au Règlement prescrit par l'Ordonnance N° 123994 ont été proposés par les participants aux assemblées d'un comité technique établi par la Commission canadienne des transports pour faire enquête relative aux Règlements sur les frais;

ATTENDU qu'il est opportun pour plus de clarté d'incorporer les amendements proposés au Règlement prescrit par l'Ordonnance N° 123994 en les consolidant dans une nouvelle ordonnance au lieu de promulguer des amendements séparés à ce Règlement; et

Vu les soumissions et les dépositions faites à l'audience, IL EST ORDONNÉ ce qui suit:

Le Règlement prescrit par l'Ordonnance N° 123994 datée le 5 avril 1967 et l'Ordonnance 123994 est rescindé et les Règlements suivants intitulés "Règlements relatifs aux frais pour les fins des articles 314A à 314J, 317, 329, 334, 336, 387A et 387B de la Loi sur les chemins de fer" sont prescrits et y sont substitués.

**RÈGLEMENTS relatifs aux frais pour les fins des articles 314A à 314J,  
317, 329, 334, 336, 387A et 387B de la Loi sur les chemins de fer.**

- |                                       |   |
|---------------------------------------|---|
| Définitions                           | 1. En ces règlements,   |
| Comité                                | (a) "Comité" désigne le Comité des transports par chemin de fer de la Commission canadienne des transports.   |
| Embranchement                         | (b) "embranchement" désigne une ligne de chemin de fer située au Canada, qui relève d'une compagnie assujettie à la juridiction du Parlement et qui, par rapport à une ligne principale du système ferroviaire de la compagnie située au Canada et dont elle fait partie, constitue une ligne auxiliaire, secondaire, locale ou de dérivation du chemin de fer, et comprend toute partie de cette ligne auxiliaire, secondaire, locale ou de dérivation du chemin de fer. |
| Les frais relatifs à un embranchement | (c) "les frais" relatifs à un embranchement désignent les frais qui, aux fins du calcul de perte réelle, allocation faite d'une période raisonnable d'ajustement à la nouvelle situation, auraient été évités ou seraient évités par une compagnie qui n'aurait pas maintenu et exploité l'embranchement au cours de toute année financière et qui n'aurait pas encouru les frais variables pour le mouvement du trafic partant de la ligne ou y aboutissant sans se      |

- préoccuper de savoir quand, comment ou par qui ces frais ont été encourus.
- Service de trains de voyageurs (d) “service de trains de voyageurs” désigne tout train (ou tous trains) d’une compagnie pouvant transporter des voyageurs, et, déclarés service de trains de voyageurs aux fins des articles 314I et 314J de la Loi sur les chemins de fer par une Ordonnance du Comité.
- Les frais relatifs à un service de trains de voyageurs (e) “les frais” relatifs à un service de trains de voyageurs désignent les frais qui, aux fins du calcul de perte réelle, allocation faite d’une période raisonnable d’ajustement à la nouvelle situation, auraient été évités ou seraient évités lors du transport de voyageurs par ce service, par une compagnie qui n’aurait pas exploité le service au cours de toute année financière sans se préoccuper de savoir quand, comment ou par qui ces frais ont été encourus.
- Facteurs à considérer en vertu de l’article 336 2. Pour les fins de ces règlements,
- (a) le coût du transport des marchandises aux fins de l’article 336 devra
- (i) être calculé en fonction de chargements de trente mille livres pour les wagons utilisés normalement pour de telles marchandises et de tout autres poids nécessaires aux fins de la détermination d’un taux;
- (ii) être calculé en fonction des coûts du parcours le moins coûteux s’il est possible de transporter les marchandises en cause entre les lieux situés au Canada sur d’autres parcours de deux ou plusieurs compagnies de chemin de fer.
- Assiette des frais aux fins des articles 314A à 314 G et 314I à 314 J 3. Aux fins du calcul de perte réelle en vertu des articles 314A à 314G et 314I à 314J de la Loi sur les chemins de fer (“Abandon et rationalisation de lignes ou d’exploitations”), les frais, tels que définis à l’article 1 de la présente ordonnance, doivent être fondés soit sur les comptes de dépenses établis en vertu de la Classification uniforme des comptes des services de transport en commun par chemin de fer et des comptes conciliables, soit sur ces études spéciales des articles et facteurs des frais que le Comité juge appropriées, à l’exception de ce qui suit:
- Dépréciation (1) Dans le calcul des frais de l’entreprise de la compagnie aux fins des articles 314E, 314G ou 314J, il doit être inclus une allocation périodique pour la dépréciation

- (a) qui reflètera la baisse annuelle de valeur nette réalisée par la récupération des installations dépréciables de la voie qui, de l'avis du Comité, pourraient être ou seraient réformées si la ligne était abandonnée ou le service supprimé, et qui sont requises pour la continuation de l'exploitation; et
  - (b) à des taux approuvés en vertu de la Classification uniforme des comptes, et appliqués à la valeur comptable des autres éléments dépréciables d'actif et des nouveaux éléments d'actif qui, de l'avis du Comité, sont requis pour la continuation de l'exploitation de la ligne ou du service.
- (2) Dans le calcul des frais de l'entreprise de la compagnie aux fins des articles 314E; 314G ou 314J, une allocation pour la dépréciation des nouveaux éléments d'actif qui de l'avis du Comité sont requis pour se conformer à une ordonnance de maintien doit être incluse dans les frais, pour l'année d'exploitation antérieure à l'abandon d'une ligne ou à la suppression d'un service qui avait précédemment été maintenu. Cette allocation pour la dépréciation doit être égale au coût non déprécié de ces nouveaux éléments d'actif calculé en déduisant du coût réel des éléments d'actif leur valeur de récupération et la dépréciation accumulée qui leur a été allouée aux fins de subvention au cours des années précédentes.
- (3) Dans le calcul des frais de l'entreprise de la compagnie aux fins des articles 314B ou 314I, il doit être inclus l'allocation suivante pour le coût du capital:
- (a) soit
    - (i) le taux de rendement du capital, à l'exclusion de toute allocation aux fins de l'impôt sur le revenu, qui, de l'avis du Comité, est convenable pour la compagnie de chemin de fer du Pacifique-Canadien lors de la demande, doit être appliqué à la valeur de récupération des installations de la voie que le chemin de fer a l'intention de réformer si la ligne est abandonnée ou le service supprimé, jusqu'à concurrence du montant de l'investissement comptable net, calculé en fonction du plan de groupe d'accumulation de la dépréciation;
  - soit
  - (ii) le taux de rendement du capital, à l'exclusion de toute allocation aux fins de l'impôt sur le revenu, qui, de l'avis du Comité, est convenable pour la compagnie du

chemin de fer du Pacifique-Canadien lors de la demande, appliqué à l'investissement comptable net des installations de la voie que le chemin de fer a l'intention de réformer si la ligne est abandonnée ou le service supprimé, à condition toutefois que le chemin de fer requérant puisse établir des frais de dépréciation et des calculs d'investissement net qui, de l'avis du Comité, reflètent les caractéristiques précises de vieillissement des installations de la voie;

- (b) le taux de rendement du capital, à l'exclusion de toute allocation aux fins de l'impôt sur le revenu, qui, de l'avis du Comité, est convenable pour la compagnie de chemin de fer du Pacifique-Canadien lors de la demande, appliqué à la valeur comptable nette de tous les autres biens qui, de l'avis du Comité, sont requis pour l'exploitation de la ligne ou du service.
- (4) Dans le calcul des frais de l'entreprise de la compagnie aux fins des articles 314E, 314G ou 314J, il doit être inclus l'allocation suivante pour le coût du capital:
- (a) le taux de rendement du capital, à l'exclusion de toute allocation aux fins de l'impôt sur le revenu, qui, de l'avis du Comité, est convenable pour la compagnie de chemin de fer du Pacifique-Canadien lors du calcul, appliqué à la valeur de récupération des installations de la voie qui, de l'avis du Comité, pourraient être ou seraient réformées si la ligne était abandonnée ou le service supprimé et qui, de l'avis du Comité, sont requises pour la continuation de l'exploitation de la ligne ou du service, jusqu'à concurrence du montant de l'investissement comptable net calculé en fonction du plan de groupe d'accumulation de la dépréciation;
  - (b) lorsque le Comité est convaincu que des investissements dans de nouveaux éléments de l'actif sont nécessaires à la continuation de l'exploitation de la ligne ou du service, on doit appliquer à la valeur comptable nette de ces investissements le taux de rendement du capital, à l'exclusion de toute allocation aux fins de l'impôt sur le revenu, qui, de l'avis du Comité, est convenable pour la compagnie de chemin de fer du Pacifique-Canadien lors des investissements dans les nouveaux éléments d'actif;

- (c) le taux de rendement du capital, à l'exclusion de toute allocation aux fins de l'impôt sur le revenu, qui, de l'avis du Comité, est convenable pour la compagnie de chemin de fer du Pacifique-Canadien lors du calcul, appliqué à la valeur comptable nette de tous les autres biens qui, de l'avis du Comité, sont nécessaires à la continuation de l'exploitation de la ligne ou du service.

Catégories de frais à indiquer dans les soumissions d'état de frais

4. Aux fins du calcul de la perte réelle en vertu des articles 314A à 314G et 314I à 314J de la Loi sur les chemins de fer, "Abandon et rationalisation de lignes ou d'exploitations", l'on doit indiquer dans les soumissions d'état de frais les catégories de frais suivantes, en faisant une distinction entre les frais de "main-d'œuvre" et les frais de "matériaux et autres frais", et dans les cas d'embranchement, une distinction entre les frais de la ligne et les frais hors-ligne:
- (a) "Frais de la catégorie I", ce sont toutes les dépenses que l'on peut directement rattacher à l'embranchement ou au service de trains de voyageurs, d'après les dossiers de la compagnie.
- (b) "Frais de la catégorie II", ce sont les dépenses de transport et d'entretien qui seraient évitées si la ligne était abandonnée ou le service supprimé et qui sont partagées avec d'autre trafic ou avec d'autres services, y compris les frais hors-ligne du trafic partant de l'embranchement ou y aboutissant.
- (c) "Frais de la catégorie III", ce sont toutes les autres dépenses qui seraient évitées si l'embranchement était abandonné ou le service de trains de voyageurs supprimé et qui ne sont pas incluses dans les catégories I et II, y compris, le cas échéant:
- (i) les dépenses de surintendance,
  - (ii) les dépenses de trafic,
  - (iii) les dépenses générales,
  - (iv) les dépenses de communication,
  - (v) les dépenses de fret non payant.
- (d) "Frais de la catégorie IV", c'est le coût du capital calculé de la manière énoncée aux paragraphes (3) et (4) de l'article 3 des présentes.
5. Aux fins des articles 317, 329, 334 et 336 et à d'autres fins relatives aux taux du transport de marchandises,
- (1) les frais doivent être les frais variables fondés soit sur les comptes de dépenses établis en vertu de la Classification



uniforme des comptes des services de transport en commun par chemin de fer et des comptes y conciliables, soit sur ces études spéciales des articles et facteurs des frais que le Comité juge appropriées, et ces frais doivent inclure les hausses ou les baisses de dépenses de l'exploitation ferroviaire résultant de changements dans le volume du trafic, allocation faite d'une période raisonnable de redressement en raison du trafic à organiser.

- (2) Il doit être inclus une allocation pour le coût du capital fondée sur un taux de rendement, y compris une allocation aux fins de l'impôt sur le revenu, qui, de l'avis du Comité, est convenable pour la compagnie de chemin de fer du Pacifique-Canadien, appliquée à la partie variable de la valeur comptable nette des éléments d'actif reliés au mouvement du trafic.
- (3) Les frais variables doivent être indiqués dans les soumissions d'état de frais, en faisant une distinction entre les frais de "main-d'œuvre" et les frais de "matériaux et autres frais", sous les catégories décrites dans les manuels de calcul des prix de revient déposés en vertu de toute ordonnance du Comité.
- Catégories de frais à indiquer dans les soumissions d'état de frais
- Les frais précis à utiliser lorsque connus
- Manuels de calcul des prix de revient à déposer
- Divulgateion des renseignements au Comité
- Soumissions d'état de frais des chemins de fer n'appartenant pas à la Classe I
6. Lorsque les dossiers de la compagnie indiquent des frais précis ou permettent de les déterminer, ces frais doivent être utilisés à la place des frais moyens ou des frais alloués.
7. Les soumissions d'état de frais faites en vertu de la présente ordonnance doivent être préparées selon les manuels de calcul des prix de revient prescrits par le Comité.
8. Les compagnies de chemins de fer doivent divulguer au Comité tous les frais unitaires, les unités de production et autres éléments de statistique ou renseignements à l'appui, prescrits de temps à autre par le Comité, en vue de déterminer si les soumissions d'état de frais sont acceptables aux fins de la Loi.
9. Les soumissions d'état de frais des chemins de fer n'appartenant pas à la Classe I
- (1) doivent être fondées sur le calcul direct des prix de revient, si possible.
- (2) Si possible, on doit adapter d'une manière empirique les facteurs utilisés par les chemins de fer de la Classe I pour les attributions de frais autres que directes.
- (3) Les soumissions d'état de frais doivent être faites en la même forme que les soumissions prescrites pour les chemins de fer de la Classe I; il doit y être annexé une description complète des

méthodes et techniques utilisées pour la détermination des unités de production et pour l'attribution et l'allocation des frais.

- (4) Aux fins des articles 314A à 314J, 317, 329, 334, 336, 387A et 387B de la Loi sur les chemins de fer, le taux de rendement du capital convenable pour la compagnie de chemin de fer du Pacifique-Canadien en circonstances analogues doit être utilisé. Lorsqu'il y a preuve que cette utilisation n'est pas convenable aux fins des articles 314A à 314J de la Loi sur les chemins de fer, un coût du capital précis doit être déterminé de façon à refléter les caractéristiques individuelles du chemin de fer à qui on doit l'appliquer.

Demandes en vertu de l'article 168

10. Les demandes d'abandon d'une ligne de chemin de fer en vertu de l'article 168 de la Loi sur les chemins de fer doivent être accompagnées d'un état des frais et revenus, indiquant la perte réelle encourue pour l'exploitation de cette ligne de chemin de fer, préparé en la manière prescrite par les présents règlements aux fins du calcul de la perte réelle en vertu de l'article 314B de la Loi sur les chemins de fer, sauf prescription contraire du Comité.

Date d'entrée en vigueur

11. Les présents règlements entreront en vigueur le *5<sup>ième</sup>* jour d'août 1969.

Daté à Ottawa, ce *5<sup>ième</sup>* jour d'août 1969.

Le Comité des transports par  
chemin de fer

Par son secrétaire  
(signé) C.W. RUMP

# Canadian Transport Commission

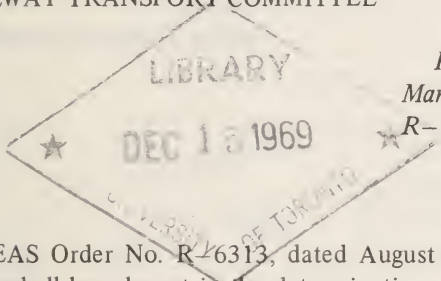
## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-6314

BY ITS RAILWAY TRANSPORT COMMITTEE



*IN THE MATTER OF Costing  
Manuals referred to in Order No.  
R-6313, dated August 5, 1969.*

*File No. 49305.1.1*

WHEREAS Order No. R-6313, dated August 5, 1969, prescribes the items and factors which shall be relevant in the determination of costs for any of the purposes of the Railway Act, as required by section 387B of that Act;

WHEREAS Order No. R-6313 provides that cost submissions filed pursuant thereto shall be compiled in accordance with such Costing Manuals as the Committee may from time to time require; and

WHEREAS it is desirable to make provision for the preparation and filing with the Committee of such Costing Manuals by Canadian National Railways and Canadian Pacific Railway Company.

The Committee hereby orders:

1. Within thirty days from the date of this Order Canadian National Railways and Canadian Pacific Railway Company shall each file with the Secretary of the Committee a Costing Manual containing a complete description of its costing methods and procedures.

2. Within the said thirty day period Canadian National Railways and Canadian Pacific Railway Company shall each serve a copy of such Costing Manual upon each of the parties of record before the Railway Transport Committee in the proceedings leading to the issuance of Order No. R-6313, and give proof of such service to the Secretary of the Committee.

3. Such parties of record may, within such period of time as the Committee may direct, submit in writing to the Committee their views in respect of the form and content of the Costing Manuals.

59 R.T.C.

4. Thereafter the Costing Manuals may be confirmed as filed or with such changes as the Committee may direct.

5. No change shall be made to the Costing Manuals confirmed as provided in clause 4 herein without leave in writing of the Committee.

Dated at Ottawa, this 5th day of August, 1969.

(Sgd.) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

# Canadian Transport Commission

## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

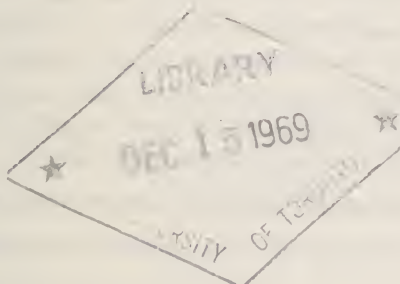
CANADIAN TRANSPORT COMMISSION

ORDER NO. R-6315

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF "Sections 168 and 314B of the Railway Act and the Regulations Governing Applications to Abandon the Operation of Branch Lines under Section 314B of the Railway Act and Other Applications for Abandonment":*

*File No. 46162*



The Committee hereby orders:

The Regulations Governing Applications to Abandon the Operation of Branch Lines under Section 314B of the Railway Act made by Order No. R-1128 of the 17th day of January, 1968, are rescinded, and the annexed Regulations Governing Applications to Abandon the Operation of Branch Lines under Section 314B of the Railway Act and Other Applications for Abandonment are made in substitution therefor.

Dated at Ottawa, this 5th day of August, 1969.

(Sgd.) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION  
RAILWAY TRANSPORT COMMITTEE

**REGULATIONS GOVERNING APPLICATIONS TO ABANDON THE OPERATION  
OF BRANCH LINES UNDER SECTION 314B OF THE RAILWAY ACT  
AND OTHER APPLICATIONS FOR ABANDONMENT**

**Interpretation**

- |                            |  |
|----------------------------|--|
| Definitions                | 1. In these regulations,   |
| “Application”              | (a) “Application” includes appendices thereto;   |
| “Branch line”              | (b) “Branch line” means a line of railway in Canada of a railway company that is subject to the jurisdiction of Parliament that, relative to a main line within the company’s railway system in Canada of which it forms a part, is a subsidiary, secondary, local or feeder line of railway, and includes a part of any such subsidiary, secondary, local or feeder line of railway;  |
| “Commission”               | (c) “Commission” means the Canadian Transport Commission;  |
| “Committee”                | (d) “Committee” means the Railway Transport Committee of the Commission;   |
| “Secretary”                | (e) “Secretary” means the Secretary of the Commission and includes the person acting as Secretary of the Railway Transport Committee.  |
| Application of regulations | 2. (1) These regulations govern applications for the abandonment of the operation of a branch line filed with the Committee after these regulations come into force.<br><br>(2) These regulations also apply to applications for the abandonment of the operation of a branch line filed with the Board of Transport Commissioners for Canada or the Commission before the coming into force of these regulations and to proceedings in regard to abandonment of operation of a branch line then pending, to such extent as the Committee shall direct.<br><br>(3) Unless otherwise directed by the Committee, these regulations apply <i>mutatis mutandis</i> to all other applications for the abandonment of railway lines. |

- Applications
3. (1) If a company desires to abandon the operation of a branch line, it shall make an application to the Committee in accordance with the General Rules of the Commission and these regulations.
- (2) The company shall file the application and ten copies thereof with the Secretary.
- Notice and publication
4. (1) Before filing the application, the company shall request directions from the Committee for giving public notice of the application; and, unless otherwise directed by the Committee, the company shall, concurrently with the filing of the application, post a notice of the application in each station on the branch line and mail at least one copy of the application to
- (a) the Attorney General of each province in which the line is located;
- (b) the Members of Parliament and of the Provincial Legislature of each constituency in which the line is located;
- (c) the secretary or clerk of each city, town and municipality in which the line is located; and
- (d) such other parties as the Committee may specify.
- (2) The application and the notice required by subsection (1) of this section shall contain the following paragraph:
- “In accordance with regulations of the Railway Transport Committee, notice is hereby given that any person desiring to make submissions in respect of this application may do so by mailing them to the Secretary, Railway Transport Committee, Canadian Transport Commission, 275 Slater Street, Ottawa, within thirty days from the date of this notice. A copy of such submissions shall also be mailed to the applicant railway company at the address set forth below, within the same period.”
- (3) The application and notice thereof shall be in both official languages, English and French, where the line is located wholly or partly within a province or an area of Canada wherein, and to such extent as, the Railway Act or the Official Languages Act requires publication in such languages.

## 5. The application shall contain:

- (1) The name of the subdivision and the mileages between which abandonment is proposed.
- (2) The names of stations on the line with mileages and approximate populations and a description of the present service.
- (3) A statement of the history of the line, the present physical condition and any operating restrictions.
- (4) A statement regarding:
  - (a) the highway facilities in the area served by the line;
  - (b) the distances from stations on the line to alternative stations on other lines;
  - (c) alternative modes of transport in the area;
  - (d) any seasonal restrictions on such alternative transport;
  - (e) any known potential resource development in the area;
  - (f) any services planned for the future or proposed in the event of abandonment;
  - (g) anticipated changes in the transportation practices of those using or likely to use the line proposed for abandonment; and
  - (h) the effect of such changes on other lines and other carriers in the area.
- (5) A statement on the feasibility of continuing to operate all or part of the branch line by changing the method of operation or by interconnection with other lines of the company.
- (6) A statement of the feasibility of continuing to operate all or part of the branch line either jointly with or as part of the system of another railway company by sale or lease of the line or segments thereof to another railway company, or by the exchange of operating or running rights between companies or otherwise, including, where necessary, the construction of connecting lines with the lines of other companies; and



- (7) An appended copy of the statement of traffic, revenues and costs which, pursuant to section 6, subsection (1) of these regulations, shall be submitted to the Secretary concurrently with the filing of the application; unless in a particular case authority is received from the Committee to append a modified copy or no copy of such statement.

Statement of  
traffic,  
revenues and  
costs

6. (1) Unless otherwise directed by the Committee, concurrently with the filing of the application, the company shall also submit to the Secretary, a statement of the traffic, revenues and costs attributable to the line, prepared in accordance with any costing order then in force pursuant to section 387B of the Railway Act and showing by year for the last five financial years of the company immediately preceding the date of the application in the case of traffic and the last three financial years in the case of revenues and costs:
- (a) the carload traffic originating and the carload traffic terminating at each station on the branch line, showing the commodities carried, the system points of origin and destination and the system revenues therefrom;
  - (b) all other revenues credited to the line;
  - (c) the costs of operating the line and carrying the traffic originating and terminating thereon.
- (2) The company shall also submit such other information as the Committee may request from time to time.
- (3) For the purposes of this section, when an application for abandonment of the operation of a branch line is filed prior to the 1st day of April in any year, the last three or five consecutive financial years of the applicant company shall be deemed to be the three or five consecutive financial years of the company immediately preceding the last financial year of such company.

If an application which was filed prior to the 1st day of April in any year is still pending after that date, a statement of the traffic, revenues and costs for the immediately preceding financial year shall be submitted to the Secretary and a copy shall be mailed to the parties who were previously sent a copy of such statement for earlier years.

# Canadian Transport Commission

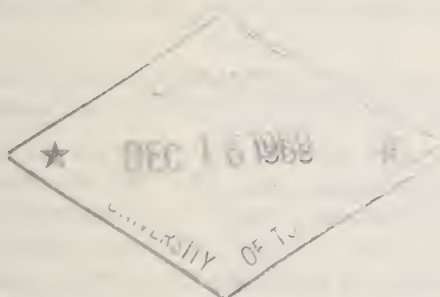
## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-6316\*

BY ITS RAILWAY TRANSPORT COMMITTEE



*IN THE MATTER OF "Section 314I of the Railway Act and the Regulations Governing Applications to Discontinue Railway Passenger-Train Service":*

*File No. 27563*

The Committee hereby orders:

The Regulations Governing Applications to Discontinue Railway Passenger-Train Service under Section 314I of the Railway Act made by Order No. R-4642 of the 13th day of February, 1969, are rescinded, and the annexed Regulations Governing Applications to Discontinue Railway Passenger-Train Service are made in substitution therefor.

Dated at Ottawa, this 5th day of August, 1969.

(Sgd.) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

RAILWAY TRANSPORT COMMITTEE

**REGULATIONS GOVERNING APPLICATIONS TO DISCONTINUE RAILWAY PASSENGER-TRAIN SERVICE**

- |  |  |
|--|--|
| Definitions  | 1. In these regulations,   |
| "Application"  | (1) "Application" includes appendices thereto;   |
| "Commission"   | (2) "Commission" means the Canadian Transport Commission;  |
| "Committee"  | (3) "Committee" means the Railway Transport Committee of the Canadian Transport Commission;  |
| "Secretary"  | (4) "Secretary" means the Secretary of the Commission and includes the person acting as Secretary of the Railway Transport Committee.  |
| Application of regulations                               | 2. (1) These regulations govern applications for the discontinuance of any passenger-train service filed hereafter with the Commission.<br><br>(2) These regulations also apply to applications for the discontinuance of passenger-train service filed with the Board of Transport Commissioners for Canada or the Commission before the coming into force of these regulations, and to the proceedings now pending before the Committee in regard to discontinuance of passenger-train service to such extent as the Committee shall direct.   |
| Passenger-Train Service Notice of intent and declaration | 3. (1) The company shall not discontinue any train or trains by which regular service for passengers is provided between any two terminal points designated in the public timetables published by the company without first notifying the Committee of its intent to discontinue such train or trains and requesting the Committee to declare if such train or trains comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act.<br><br>(2) The notice and request required by subsection (1) of this section shall be accompanied by the following data to the extent that it is available at the time, and if not then available it is to be compiled and submitted as soon as possible thereafter:<br><br>(a) the average number of passengers carried on the train or trains by months during the two years immediately preceding the date of such notice and request, and the times and alternative services upon which they could be accommodated if the train or trains were discontinued; |

Declaration  
that a  
train(s) is a  
passenger-  
train service

- (b) where the service is daily, the number of passengers entraining and detraining by trip at each station during a representative two-week period in the peak season and a two-week period in the off-peak season, or where the service is not daily, four-week periods should be used;
  - (c) the stations of origin and destination for local and through passengers carried during the sample periods.
4. (1) Where the Committee has declared that the train or trains involved comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act, the company shall, if it desires to discontinue such passenger-train service, file an application in accordance with the General Rules of the Commission and these regulations.
- (2) The company shall file the application and ten copies thereof with the Secretary.
5. (1) Unless otherwise directed by the Committee, the company shall, upon receipt from the Committee of notification of the amount of actual loss, if any, in respect of an application to discontinue, post a notice of the application in a conspicuous place at each station served by the passenger-train service and in all passenger carrying cars operated on the line served by such train or trains, such notice to indicate the amount of such actual loss.
- (2) Upon receipt of such notification of actual loss, at least one copy of the application and the notice required by subsection (1) of this section, shall be mailed by the applicant to:
- (a) the Attorney-General of each province in which the service is operated;
  - (b) the Members of Parliament and of the Provincial Legislature of each constituency in which the service is operated;
  - (c) the secretary or clerk of each city, town and municipality in which the service is operated; and
  - (d) such other parties as the Committee may specify.
- (3) The application and the notice required by subsection (1) of this section shall contain the following paragraph:
- “In accordance with the regulations of the Railway Transport Committee of the Canadian Transport Commission, notice is hereby given that any person desiring to make submissions in respect of this application may do so by mailing them to the

Secretary, Railway Transport Committee, Canadian Transport Commission, 275 Slater Street, Ottawa, within thirty days from the date of this notice. A copy of such submissions shall also be mailed to the applicant railway company at the address set forth below within the same period.”

- (4) The application and the notice thereof shall be in both official languages, English and French, where the service is operated wholly or partly within a province or an area of Canada wherein, and to such extent as, the Railway Act or the Official Languages Act requires publication in such languages.

Contents of  
application

6. The application shall contain

- (1) The names of the terminals and mileages between the terminals of the passenger-train service.
- (2) The names of the subdivisions and of the stations served; the mileages at which the stations are located; the approximate population of each city and town in which a station is located; a description of the existing service, indicating the number of train trips per day or per week, as the case may be, and the normal consist of such trains.
- (3) A statement setting out
- (a) the history of the service;
  - (b) the alternative transportation services, including any highway or highway system serving the principal points served by the passenger-train service, that are available or are likely to be available in the area served by the service;
  - (c) the probable effect on other passenger-train service or other passenger carriers of the discontinuance of the service, or of parts thereof;
  - (d) the probable future passenger transportation needs of the area served by the service.
- (4) A statement as to the feasibility of continuing to operate all or part of the service by changing the methods of operation or by interconnection or co-ordination with other passenger services; and
- (5) An appended copy of the statement of traffic, revenues and costs which, under section 7, subsection (1) of these regulations, shall be submitted to the Secretary concurrently with the filing of the application; unless in a particular case authority is received from the Committee to append a modified copy or no copy of such statement.

Statement  
of traffic,  
revenues  
and costs

7. (1) Unless otherwise directed by the Committee, concurrently with the filing of the application, the company shall submit to the Secretary two copies of a statement of the traffic, revenues and costs of the service, prepared in accordance with any costing order then in force pursuant to section 387B of the Railway Act and showing by year for the last five financial years of the company immediately preceding the date of the application in the case of traffic and the last three financial years in the case of revenues and costs:
- (a) the monthly average number of passengers leaving, arriving and handled per trip;
  - (b) the on-line revenues, segregated between revenues attributable to the carrying of passengers and revenues attributable to the carrying of any other traffic;
  - (c) the costs of the service, segregated between costs incurred in the carrying of passengers and costs incurred in the carrying of any other traffic on the service.
- (2) The company shall also submit such other information as the Committee may request from time to time.
- (3) For the purposes of this section, when an application for discontinuance of a passenger-train service is filed prior to April first in any year, the last three or five consecutive financial years of the applicant company shall be deemed to be the three or five consecutive financial years of the company immediately preceding the last financial year of such company.
- If an application which was filed prior to the first day of April in any year is still pending after that date, a statement of the traffic, revenues and costs for the immediately preceding financial year shall be submitted to the Secretary and a copy shall be mailed to the parties who were previously sent a copy of such statement for earlier years.
8. (1) Where the Committee declares that the train or trains for which an application for discontinuance has been filed with the Committee is not a passenger-train service for the purposes of sections 314I and 314J of the Railway Act, the company may discontinue such train or trains so declared, but such discontinuance shall not take effect until after a period of thirty days from the date of a notice that the company shall post in a conspicuous place at all stations on the line served by such train or trains and in all passenger carrying cars on all trains operated on such line.

- (2) The notice required in subsection (1) of this section shall contain the following:

NOTICE

Take notice that the Railway Transport Committee of the Canadian Transport Commission has declared that the train or trains (here insert the number of the train or trains) operating between (here insert the terminal points between which the train or trains operate) do not comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act. (here insert the name of the company) will discontinue these trains effective (here insert date).

- 9. These regulations do not apply to, nor in respect of, trains by which a regular year-round service for passengers is not provided; all such trains shall be designated as seasonal trains in the public timetables of the company which shall be governed by the provisions of General Order No. 0-5 of the Board of Transport Commissioners for Canada, dated 1st February, 1965.

Passenger  
trains on  
a trial  
basis

- 10. (1) Subject to subsection (2) of this section, when a company places into service a train or trains on a trial basis only to carry passengers, these regulations shall not apply in respect of any such train or trains from the date on which such trial train or trains actually begin to operate and for a period of two years thereafter, or until such trial train or trains are withdrawn, whichever date is earlier.

- (2) The provisions of subsection (1) of this section apply only if
  - (a) thirty days prior to the inauguration of a passenger-train service on a trial basis, the company has posted in all stations on the line to be served, a notice indicating clearly that such train or trains are placed in service on a trial basis only;
  - (b) upon posting the said notice, the company forwards a copy thereof to the Secretary; and
  - (c) such train or trains are designated as trial trains in the public timetables of the company.

- 11. Thirty days before discontinuing any train placed in service on a trial basis, the company shall post in a conspicuous place at each station on the line served by such train or trains and in all passenger carrying cars on all trains operated on such line a notice to that effect and shall forward a copy of the notice to the Secretary.



# Canadian Transport Commission

## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

JUDGMENT NO. MV-LD-8\*

MOTOR VEHICLE TRANSPORT COMMITTEE

*IN THE MATTER OF an application under paragraph (x) of section 11 of the Lord's Day Act by Day & Ross Ltd., of Hartland, New Brunswick, to the Canadian Transport Commission.*

*File No. MV-D-68*

OTTAWA, the 28th Day of July A.D., 1969.

Coram:— Laval Fortier, Chairman  
John A.D. Magee, Commissioner  
Alan P. Campbell, Commissioner

Under paragraph (x) of section 11 of the Lord's Day Act — R.S.C. 171 — Day & Ross Ltd., of Hartland, New Brunswick, applies to the Canadian Transport Commission for permission to carry on its freight operations by motor vehicles on the Lord's Day in all the Atlantic Provinces and in the Provinces of Quebec and Ontario.

In its application, Day & Ross Ltd. states:

“1. As Motor Vehicle Transport has to compete against rail, water and air, and since all these modes travel through Quebec and Ontario on Sunday, I feel it is discriminatory that road transport cannot.

#### \*EDITOR'S NOTE

*Recently, the Motor Vehicle Transport Committee of the Canadian Transport Commission issued two Judgments whereby certain operators of motor trucks in New Brunswick and Quebec were exempted from the provisions of The Lord's Day Act which prohibits operation of motor trucks on Sunday. It was considered that these two Judgments are of major interest to subscribers to "Judgments, Orders, Regulations and Rulings" and are therefore recorded in full in English and French herewith together with the Orders of the Motor Vehicle Transport Committee issued in this connection.*

"2. Since Friday is the biggest shipping day out of Ontario and Quebec points, namely Montreal and Toronto, and the people in the Maritimes, which are from 1,000 to 2,000 road miles away, want their product delivered the first thing Monday a.m., we find not being able to travel effects our service and makes us non-competitive over the weekend.

"3. 50% of the products we haul from the Maritimes to Montreal and Toronto are food products. The large percentage of these products are bought to be delivered in Toronto, Montreal and other cities and towns Monday a.m. We find this impossible to do, again not being able to travel on Sunday.

"4. At this time we have no reason, nor can I see any in the foreseeable future, of us wanting to pick up or deliver freight on Sunday; only on very rare occasions; but I feel that it is very important to the Road Transport Industry, and especially important to our own company, Day & Ross Ltd., that we are given equal opportunity with our competitors to transport goods from the Maritimes to Quebec and Ontario and return on Sunday."

On November 8, 1968, the Commission directed the applicant to give notice of his application to the Department of Transport pursuant to section 59 of the Railway Act and to give public notice of the said application in the Canada Gazette and in ten daily newspapers published respectively in Charlottetown, P.E.I., St. John's, Nfld., Halifax, N.S., Saint John, N.B., Quebec and Montreal, P.Q., Toronto and Kitchener, Ont.

The said public notice included a paragraph which reads:

"Any person interested in this application, to which he is not a party, may intervene in order to support, oppose or modify the application."

The only interventions were filed by two New Brunswick companies in support of the application. McCain Goods Limited states it is "the largest producer of frozen potato products and vegetables in Canada" with a majority of its sales in the Provinces of Quebec and Ontario. It said that getting its products to these markets quickly is a problem that has caused a good deal of trouble for many years. If the applicant, who carries more than 80% of its outward products, could operate on Sunday, it would "considerably improve our service to our customers and make us more competitive — from a service point of view — than we presently are".

The other intervener, Thomas Equipment Ltd., is a manufacturer of farm and industrial equipment doing business throughout North America and in the United Kingdom, and finds that its location in New Brunswick "puts us at somewhat a disadvantage both in serving our customers and in getting quick delivery of 'bought-out' items." It further submits "should Day & Ross, our principal carrier of inward goods and one of our carriers of outward bound shipments, be allowed to operate on Sundays, that the movement of goods to and from our factory would be accelerated, and we consider this would be a distinct advantage to us."

A public hearing was held in Ottawa on Monday, March 10, 1969, notice of which was given to the applicant, the interveners, the Attorneys General for the Provinces of Newfoundland, Prince Edward Island, Nova Scotia, New Brunswick and Ontario, to the Minister of Justice for the Province of Quebec, the Deputy Solicitor General for Canada and the Deputy Minister of the Department of Transport, Ottawa. The only persons to appear at the hearing were the applicant and his solicitor. The only person to give evidence was Mr. Joseph E. Palmer, President and General Manager of the applicant. Mr. Palmer, after having explained the operations of his company, said the shippers generally had more freight to ship on Friday and Saturday than on the other days of the week and that the majority of them were asking that this freight be delivered on Monday morning. The fact that the applicant was precluded from operating on the Lord's Day inhibited his ability to compete with the other modes of transport, which operate on the Lord's Day, for the freight shipped on Friday and Saturday.

Mr. Palmer further explained that, in the case of perishable products which require refrigeration or heat, the risk is too onerous for his company to accept this type of freight for carriage during weekends because his company has been precluded from operating trucks on highways on the Lord's Day. He said that in this type of freight there is always the possibility of mechanical difficulties which may result in heavy losses if the truck does not remain under supervision.

Following the application of the Canada Labour (Standard) Code to extra-provincial road carriers, Day & Ross Ltd. found it necessary to revise its method of operation and to establish "switch points" in different localities. According to Mr. Palmer's evidence, this system allows the driver to work the normal hours required by the Canada Labour Code and be home after his day's work.

The witness further gave evidence of the time it takes between "switch points" and other localities served by his company:

Toronto to Belleville, Ontario	— 5 hours
Belleville to Montreal, P.Q.	— 5 hours
Montreal to Rivière Ouelle, P.Q.	— 5 hours
Rivière Ouelle to Hartland, N.B.	— 5 hours
Hartland to Moncton, N.B.	— 5 hours
Moncton to Halifax, N.S.	— 5 hours
Moncton to Sydney, N.S.	— 7-8 hours
Sydney (Ferry) to Port aux Basques, Nfld.	— 8 hours
Port aux Basques to St. John's, Nfld.	— 24 hours

In the light of the time it takes between points, his company generally guarantees to the shipper delivery to localities in New Brunswick in two days, to localities in Nova Scotia in three days and to localities in Newfoundland in four days for freight shipped from Toronto, and one day less in each case for freight shipped from Montreal.

As an incentive to shippers to ship on Monday, the applicant has established an incentive rate out of Ontario for that day. The witness explains: "We will haul cheaper on Monday than any other day of the week — a red letter day — but it still does not affect them (the shippers). They will not ship on Monday and will pay the high rate to ship on Friday."

The President of the applicant company produced an exhibit, marked "Exhibit 8", which shows the daily dispatches from different localities for the nine-week period of January 2 to March 5, 1969. A summary of this exhibit indicates the following average daily truck loadings dispatched during that period:

Day of Week (1)	Total (2)	Ontario <sup>1</sup> (3)	Quebec <sup>2</sup> (4)	New Brunswick <sup>3</sup> (5)	Other <sup>4</sup> (6)
Monday	62.6	9.2	7.7	35.1	10.6
Tuesday	72.5	9.6	9.7	41.0	12.2
Wednesday	66.0	10.5	10.6	36.8	8.1
Thursday	64.6	11.0	8.7	36.3	8.6
Friday	70.0	12.7	10.1	36.5	10.7
Saturday	48.1	9.9	9.1	24.3	4.8
Average	64.0	10.5	9.3	35.0	9.2
Sunday	6.9	0.8	0.3	5.2	0.6

<sup>1</sup> Ontario, (Toronto and Kitchener)

<sup>2</sup> Quebec, (Montreal)

<sup>3</sup> New Brunswick, (Edmundston, Hartland, Bathurst, Fredericton, Saint John, Moncton)

<sup>4</sup> Prince Edward Island, Newfoundland and Nova Scotia, (Truro, Halifax, Port Hawkesbury, Sydney).

Section 11 of the Lord's Day Act reads, in part, as follows:

"Notwithstanding anything herein contained, any person may on the Lord's Day do any work of necessity or mercy, and for greater certainty, but not so as to restrict the ordinary meaning of the expression 'work of necessity or mercy,' it is hereby declared that it shall be deemed to include the following classes of work:

.....

(x) any work that the Canadian Transport Commission, having regard to the object of this Act, and with the object of preventing undue delay, deems necessary to permit in connection with the freight traffic of any transportation undertaking."

Two cases are reported of applications made under paragraph (x) of Section 11. The first one, "re: the Lord's Day Act and Grand Trunk Ry Co., Vol. VIII, Canadian

Railway Cases, Page 23” and the second one “re: the Lord’s Day Act and Canadian Pacific Ry. Co. Vol. XI, Canadian Railway Cases, Page 193.”

In both cases the Board of Railway Commissioners granted permission to work on the Lord’s Day and in both cases gave due consideration to economic, commercial and competitive factors.

In the case of Day & Ross Ltd., the evidence is to the effect that shippers generally have more freight to ship on the last days of the week than on other days; that the consignees want their goods on Monday morning; that the applicant, as an incentive to shippers, has established reduced rates for Monday shipments with no observable change in the shipping pattern; and that, in the case of goods requiring heat or refrigeration, the risk is too onerous for the applicant to accept for carriage this kind of freight during the weekends because it has been precluded from operating its trucks on the Lord’s Day.

It is also of common knowledge that public funds have been and are being spent to encourage and develop commerce from the Atlantic Provinces to Central and Western Canada.

The National Transportation Policy, as declared in section 1 of the National Transportation Act, reads, in part, as follows:

“It is hereby declared that an economic, efficient and adequate transportation system making the best use of all available modes of transportation at the lowest total cost is essential to protect the interests of the users of transportation and to maintain the economic well-being and growth of Canada, and that these objectives are most likely to be achieved when all modes of transport are able to compete under conditions ensuring that having due regard to national policy and to legal and constitutional requirements

- (a) regulation of all modes of transport will not be of such a nature as to restrict the ability of any mode of transport to compete freely with any other modes of transport;

.....  
.....

- (d) each mode of transport, so far as practicable, carries traffic to or from any point in Canada under tolls and conditions that do not constitute

(1) an unfair disadvantage in respect of any such traffic beyond that disadvantage inherent in the location or volume of the traffic, the scale of operation connected therewith or the type of traffic or service involved, or

(2) an undue obstacle to the interchange of commodities between points in Canada or unreasonable discouragement to the development of primary or secondary industries or to export trade in or from any region of Canada or to the movement of commodities through Canadian ports;

and this Act is enacted in accordance with and for the attainment of so much of these objectives as fall within the purview of subject matters under the jurisdiction of Parliament relating to transportation.”

Evidence has been given that other modes of transport operate on the Lord's Day and unless the applicant is able to do so, it could not compete with these other modes of transport during weekends.

The Committee, after having given consideration to paragraph (x) of section 11 of the Lord's Day Act and to the evidence, is of the opinion that an order should be issued permitting Day & Ross Ltd., its servants, workmen, drivers, agents or officials, with the object of preventing undue delay, to do such work as is necessary on the Lord's Day:

- (1) for the purpose of furnishing from points in the Atlantic Provinces to points in the Provinces of Quebec or Ontario a continuous freight service by motor vehicles;
- (2) for the purpose of furnishing from points in the Provinces of Ontario or Quebec to points in the Atlantic Provinces a continuous freight service by motor vehicles; and
- (3) for the purpose of furnishing within and between any of the four Atlantic Provinces a continuous freight service by motor vehicles.

(Signed) Laval Fortier,  
Chairman.

(Signed) John A.D. Magee,  
Commissioner.

(Signed) Alan P. Campbell,  
Commissioner.

*Certified True Copy.*

(Signed) J.E. HANDY,  
Secretary,  
Motor Vehicle Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. MV-3

BY ITS MOTOR VEHICLE TRANSPORT COMMITTEE

*IN THE MATTER OF an application, under paragraph (x) of section 11 of the Lord's Day Act, by Day & Ross Ltd., of Hartland, New Brunswick.*

*File No. MV-D-68*

UPON consideration of paragraph (x) of section 11 of the Lord's Day Act, and the evidence on file —

The Canadian Transport Commission hereby orders that Day & Ross Ltd., its servants, workmen, drivers, agents or officials, with the object of preventing undue delay, are permitted to do such work as is necessary on the Lord's Day:

- (1) for the purpose of furnishing from points in the Atlantic Provinces to points in the Provinces of Quebec or Ontario a continuous freight service by motor vehicles;
- (2) for the purpose of furnishing from points in the Provinces of Ontario or Quebec to points in the Atlantic Provinces a continuous freight service by motor vehicles; and
- (3) for the purpose of furnishing within and between any of the four Atlantic Provinces a continuous freight service by motor vehicle.

Dated at Ottawa, this 30th day of July, 1969.

(Signed) J.E. HANDY,  
Secretary,  
Motor Vehicle Transport Committee.

## CANADIAN TRANSPORT COMMISSION

## JUDGMENT NO. MV-LD-9

## MOTOR VEHICLE TRANSPORT COMMITTEE

*IN THE MATTER OF an application under paragraph (x) of section 11 of the Lord's Day Act by Maislin Bros. Transport Ltd., of La Salle, Province of Quebec, to the Canadian Transport Commission.*

*File No. MV-M-68*

OTTAWA, the 28th Day of July A.D., 1969.

Coram:— Laval Fortier, Chairman  
John A.D. Magee, Commissioner  
Alan P. Campbell, Commissioner.

Under paragraph (x) of section 11 of the Lord's Day Act — R.S.C. 171 — Maislin Bros. Transport Ltd., of La Salle, Province of Quebec, applies to the Canadian Transport Commission:

“for the granting of exemption from Chapter 171, Lord's Day Act for the purpose of continuing to destination motor vehicles, including tractors and trailers or semi-trailers, which were already in transit when the Lord's Day began.

“Such exemption is already granted in the Lord's Day Act to trains and vessels. (Chap. 171, par. (h) of sec. 11).

“Maislin Bros. Transport Ltd. is an international, inter-provincial and intra-provincial carrier. As an international carrier it often occurs that whereby drivers operating such motor vehicles commence their trip from points in the United States during the week, arrive at their destination in Canada on Sunday, or require Sunday as an in transit day in order to reach their ultimate destination in Canada.

“We are a corporation incorporated under laws of the Province of Quebec with head office located in La Salle, Quebec, and our main Ontario office located in Toronto, Ontario. At present all our highway drivers, the majority of whom are Canadian citizens residing in either Quebec or Ontario, must, upon arriving at the American-Canadian border at the commencement of Lord's Day pull off the road and remain guarding such vehicle until the Lord's Day terminates. Needless to say, such delay is very costly and of great irritation to the driver involved.

“We clearly understand what this exemption is and will not construe it in any manner as permission to initiate or commence any such trip in Canada on the Lord's Day. It is simply a request for permission for the continuance to destination, as mentioned above and quoted from Chap. 171, par. (h) of sec. 11.”



The applicant, as directed by the Commission, gave notice of the application to the Department of Transport, and published a public notice of the said application in the Canada Gazette, in two daily newspapers published in Montreal and two daily newspapers published in Toronto.

The public notice included the following paragraph:

“Any person interested in this application, to which he is not a party, may intervene in order to support, oppose or modify the application.”

No person filed an intervention during the period prescribed, which ended February 1, 1969.

A public hearing was held in Ottawa on March 10, 1969, notice of which was given to the applicant, the Attorneys General for the Provinces of New Brunswick, Nova Scotia, Newfoundland, Prince Edward Island and Ontario, the Minister of Justice for the Province of Quebec, the Deputy Solicitor General for Canada and the Deputy Minister, Department of Transport, Ottawa. The only person who appeared at the hearing and gave evidence was Mr. David Keen, Assistant to the General Manager of the applicant company.

The witness explained that the application concerned only the international operations of the applicant, which are scheduled in such a way that, under normal circumstances, the trucks and drivers should pass the Canadian border at Lacolle, Que., Niagara Falls, Ont. or Fort Erie, Ont. in time to reach their destination on Saturday. However, out of 300 to 450 trucks due to reach their destination on Saturday, 15 to 20 on the average destined to Montreal or Toronto reach the border points too late to arrive at their destination before the Lord's Day begins.

According to the witness, this is due to misadventure: Flat tires — drivers are union employees and do not change flat tires, they call somebody to change the tire and it may take up to two hours instead of a few minutes — mechanical difficulties and road accidents.

Mr. Keen further explained that as a result of such misadventures, although the driving distance from the border points to their destination in Toronto and Montreal is about two hours, the trucks are put under the custom compound, and drivers are “put off duty” away from home, with the possibility they “could get into trouble, from time to time, that they might not get into if they weren't away from home”.

The Committee, having given due consideration to paragraph (x) of section 11 of the Lord's Day Act and to the evidence, is of the opinion that an order should be issued permitting the truck drivers of Maislin Bros. Transport Ltd., in order to prevent undue delay, to do such work as is necessary on the Lord's Day so that the applicant's trucks in transit from the United States, normally scheduled to reach Montreal or Toronto on

Saturday, may reach their destination in Montreal or Toronto on the Lord's Day when the cause for such delay is due to such misadventure as flat tire, mechanical defect or road accident.

(Signed) LAVAL FORTIER  
Chairman

(Signed) JOHN A.D. MAGEE  
Commissioner

(Signed) ALAN P. CAMPBELL  
Commissioner

*Certified true copy*

(Signed) J.E. HANDY,  
Secretary,  
Motor Vehicle Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. MV-2

BY ITS MOTOR VEHICLE TRANSPORT COMMITTEE.

*IN THE MATTER OF an application, under paragraph (x) of section 11 of the Lord's Day Act, by Maislin Bros. Transport Ltd., of La Salle, Quebec.*

*File No. MV-M-68*

UPON consideration of paragraph (x) of section 11 of the Lord's Day Act, and the evidence on file —

The Canadian Transport Commission hereby orders that the truck drivers of Maislin Bros. Transport Ltd., with the object of preventing undue delay, are permitted to do such work as is necessary on the Lord's Day, so that the applicant's trucks, in transit from the United States, normally scheduled to reach Montreal or Toronto on Saturday, may reach their destination in Montreal or Toronto on the Lord's Day, when the cause for such delay is due to such midadventure as flat tire, mechanical defect or road accident.

Dated at Ottawa, this 30th day of July, 1969.

(Signed) J.E. HANDY,  
Secretary,  
Motor Vehicle Transport Committee.

## COMMISSION CANADIENNE DES TRANSPORTS

## JUGEMENT N° MV-LD-8\*

## COMITÉ DES TRANSPORTS PAR VÉHICULE À MOTEUR

*AU SUJET DE la demande présentée par Day & Ross Ltd., de Hartland N.B. à la Commission canadienne des transports en vertu de l'alinéa x de l'article 11 de la Loi sur le dimanche.*

*Dossier n° MV-D-68*

OTTAWA, le 28<sup>e</sup> jour de juillet 1969.

Coram: Laval Fortier, président  
John A.D. Magee, commissaire  
Alan P. Campbell, commissaire

En vertu de l'alinéa x) de l'article 11 de la Loi sur le dimanche, chap. 171 S.C.R., *Day & Ross Ltd.*, de Hartland (N.-B.), demande à la Commission canadienne des transports l'autorisation de poursuivre le dimanche ses activités de transport de marchandises par véhicules à moteur dans toutes les provinces de l'Atlantique et dans les provinces de Québec et d'Ontario.

Dans sa demande, *Day & Ross Ltd.* déclare:

"1. Étant donné que le transport par véhicule à moteur doit faire concurrence au transport par chemin de fer, au transport par eau et au transport aérien et que tous ces modes de transport sont utilisés le dimanche partout dans l'Ontario et dans le Québec, je crois que le fait que le transport par route ne puisse l'être constitue de la discrimination.

"2. Vu que le vendredi est le jour d'expéditions le plus important à partir d'endroits de l'Ontario et du Québec, notamment Montréal et Toronto, et que les gens des provinces Maritimes, qui se trouvent de 1,000 à 2,000 milles de route de ces points, veulent que leur produit soit livré tôt le lundi matin, nous trouvons que le fait de ne pas pouvoir voyager porte atteinte à notre service et nous rend incapables de soutenir la concurrence pendant la fin de la semaine.

## \*REMARQUE DE L'ÉDITEUR

*Récemment, le Comité des transports par véhicule à moteur de la Commission canadienne des transports a rendu deux jugements par lesquels deux compagnies de camionnage, l'une du Nouveau-Brunswick et l'autre du Québec ont été autorisées à opérer leurs camions le dimanche. On a jugé que les abonnés de la publication "Jugements, Ordonnances et Règlements" seraient intéressés à prendre connaissance de ces documents. Pour cette raison, nous citons ci-après le texte des jugements et les ordonnances du Comité des transports par véhicule à moteur à ce sujet.*

“3. Cinquante pour cent des produits que nous transportons des provinces Maritimes à Montréal et à Toronto sont des produits alimentaires. La plus grande partie de ces produits est achetée pour être livrée à Toronto, à Montréal et dans d'autres cités et villes le lundi matin. Nous constatons qu'il nous est impossible de la faire, parce qu'il nous est impossible de faire le transport le dimanche.

“4. En ce moment nous n'avons aucune raison, et je n'en vois aucune dans un avenir prévisible, de vouloir ramasser ou livrer des marchandises le dimanche, sauf en de très rares occasions; mais je crois qu'il est très important pour l'industrie du transport routier, et en particulier pour notre propre compagnie, *Day & Ross Ltd.*, qu'on nous permette, comme à nos concurrents, de transporter le dimanche des marchandises des Maritimes au Québec et à l'Ontario, et vice-versa.”

Le 8 novembre 1968, la Commission a ordonné à la requérante de donner au ministère des Transports avis de sa demande conformément aux prescriptions de l'article 59 de la Loi sur les chemins de fer et de donner avis public de ladite demande dans la Gazette du Canada et dans dix quotidiens publiés respectivement à Charlottetown (Î. du P.-É.), à Saint-Jean (T.-N.), à Halifax (N.-É.), à Saint-Jean (N.-B.), à Québec et Montréal (Qué.) et à Toronto et Kitchener (Ont.).

Ledit avis public comprenait un paragraphe rédigé en ces termes:

“Toute personne qu'intéresse cette demande, et à laquelle elle n'est pas partie, pourra intervenir pour l'appuyer, s'y opposer ou la faire modifier.”

Personne n'est intervenu, sauf deux compagnies situées au Nouveau-Brunswick, qui ont déposé des interventions à l'appui de la demande. *McCain Goods Limited* affirme qu'il est “le plus gros producteur de produits congelés de pommes de terre et de légumes du Canada” et que le gros de ses ventes se fait dans les provinces de Québec et d'Ontario. Faire parvenir ses produits rapidement à ces marchés, a-t-il dit, constitue un problème qui lui a causé bon nombre d'ennuis depuis bien des années. Si la requérante, qui transporte plus de 80 p. 100 de ses produits vers l'extérieur, pouvait poursuivre son exploitation le dimanche, “le service assuré à nos clients en serait considérablement amélioré et nous pourrions mieux soutenir la concurrence, du point de vue du service, qu'actuellement.”

L'autre intervenant, *Thomas Equipment Ltd.*, est un fabricant d'équipement agricole et d'équipement industriel qui fait des affaires dans toute l'Amérique du Nord et au Royaume-Uni, et il trouve que le fait qu'il soit au Nouveau-Brunswick le place “dans une position quelque peu désavantageuse tant pour le service assuré à ses clients que pour la livraison rapide des articles qu'il achète à l'extérieur.” Il soumet en outre que “si *Day & Ross*, notre principal transporteur des marchandises vers l'intérieur et l'un de nos transporteurs des marchandises que nous expédions à l'extérieur, était autorisé à poursuivre son exploitation de dimanche, le mouvement des marchandises à destination ou en provenance de notre usine serait accéléré, et nous considérons qu'il en résulterait un réel avantage pour nous.”

Une audience a été tenue à Ottawa le lundi 10 mars 1969, et avis de la tenue de cette audience a été donné à la requérante, aux intervenants, aux procureurs généraux des provinces de Terre-Neuve, de l'Île-du-Prince-Édouard, de la Nouvelle-Écosse, du Nouveau-Brunswick et de l'Ontario, au ministère de la Justice de la province de Québec, au solliciteur général adjoint du Canada et au sous-ministre des Transports à Ottawa. La seule personne à comparaître à l'audience a été la requérante et son procureur. La seule personne à faire une déposition a été M. Joseph E. Palmer, président et directeur général de la requérante. M. Palmer, après avoir expliqué les activités de sa compagnie, a dit que les expéditeurs avaient, en général, plus de marchandises à expédier le vendredi et le samedi que les autres jours de la semaine et que la plupart d'entre eux demandaient que ces marchandises soient livrées le lundi matin. Le fait que la requérante soit empêchée de poursuivre son exploitation le dimanche nuit à son aptitude à faire concurrence aux autres moyens de transport, qui sont utilisés le dimanche, pour les marchandises expédiées le vendredi et le samedi.

M. Palmer a en outre expliqué que, dans le cas des produits périssables qui exigent de la réfrigération ou du chauffage, le risque est trop grand pour que sa compagnie accepte de transporter ce genre de marchandises pendant les fins de semaine, vu qu'on l'empêche d'utiliser ses camions sur les routes le dimanche. Il a dit que, dans le cas de ce genre de marchandises, il existe toujours une possibilité de défauts mécaniques pouvant causer de lourdes pertes si le camion ne reste pas sous surveillance.

À la suite de l'application du Code canadien du travail (Normes) aux transporteurs routiers extraprovinciaux, *Day & Ross Ltd.* a jugé nécessaire de réviser sa méthode d'exploitation en établissant des "points de relais" dans différentes localités. D'après la déposition de M. Palmer, ce système permet au chauffeur de travailler pendant le nombre normal d'heures exigé par le Code canadien du travail et d'être chez lui après sa journée de travail.

Le témoin a ensuite fait une déposition au sujet de la durée des parcours entre les "points de relais" et d'autres localités desservies par sa compagnie:

De Toronto à Belleville (Ont.)	— 5 heures
De Belleville à Montréal (Qué.)	— 5 heures
De Rivière Ouelle à Hartland (N.-B.)	— 5 heures
De Hartland à Moncton (N.-B.)	— 5 heures
De Hartland à Moncton (N.-B.)	— 5 heures
De Moncton à Halifax (N.-É.)	— 5 heures
De Moncton à Sydney (N.-É.)	— 7-8 heures
De Sydney (transbordeur) à Port-aux-Basques (T.-N.)	— 8 heures
De Port-aux-Basques à Saint-Jean (T.-N.)	— 24 heures

Tenant compte de la durée du parcours entre les différents points, sa compagnie garantit généralement à l'expéditeur la livraison en deux jours aux localités du Nouveau-Brunswick, en trois jours aux localités de la Nouvelle-Écosse, et en quatre jours

aux localités de Terre-Neuve dans le cas des marchandises qui sont expédiées de Toronto et en un jour de moins dans chaque cas pour celles qui sont expédiées de Montréal.

Afin d'encourager les expéditeurs à expédier le lundi, la requérante a établi un taux d'encouragement pour les marchandises expédiées d'Ontario ce jour-là. Le témoin s'est expliqué: "Nous transportons le lundi (jour en lettres rouges) à meilleur marché que n'importe quel autre jour de la semaine, mais cela ne les intéresse toujours pas (les expéditeurs). Ils n'expédient pas le lundi et ils paient le taux élevé d'expédition le vendredi."

Le président de la compagnie requérante a produit une pièce, marquée "Pièce 8", qui montre les expéditions quotidiennes des différentes localités pour la période de neuf semaines allant du 2 janvier au 5 mars 1969. Un résumé de cette pièce indique la moyenne quotidienne suivante des chargements quotidiens de camions expédiés au cours de cette période:

Jours de la semaine (1)	Total (2)	Ontario <sup>1</sup> (3)	Québec <sup>2</sup> (4)	Nouveau- Brunswick <sup>3</sup>	Autres <sup>4</sup> (6)
Lundi	62.6	9.2	7.7	35.1	10.6
Mardi	72.5	9.6	9.7	41.0	12.2
Mercredi	66.0	10.5	10.6	36.8	8.1
Jeudi	64.6	11.0	8.7	36.3	8.6
Vendredi	70.0	12.7	10.1	36.5	10.7
Samedi	48.1	9.9	9.1	24.3	4.8
Moyenne	64.0	10.5	9.3	35.0	9.2
Dimanche	6.9	0.8	0.3	5.2	0.6

<sup>1</sup> Ontario, (Toronto et Kitchener)

<sup>2</sup> Québec, (Montréal)

<sup>3</sup> Nouveau-Brunswick, (Edmundston, Hartland, Bathurst, Fredericton, Saint-Jean, Moncton)

<sup>4</sup> Île-du-Prince-Édouard, Terre-Neuve et Nouvelle-Écosse (Truro, Halifax, Port Hawkesbury, Sydney).

L'article 11 de la Loi sur le dimanche est en partie ainsi libellé:

"Nonobstant les dispositions des présentes, une personne peut au cours du dimanche exécuter un travail nécessaire ou se livrer à des œuvres de charité; et pour plus de certitude, mais sans en restreindre cependant le sens ordinaire, l'expression 'travaux nécessaires ou œuvres de charité' comprend ici toutes les sortes de travaux suivants:

.....  
 .....

x) le travail que la Commission canadienne des transports, tenant compte des objets de la présente loi et désirant prévenir tous les retards injustifiables, juge nécessaire d'autoriser pour le transport des marchandises par toute entreprise de transport."

Deux cas de demandes faites en vertu de l'alinéa x) de l'article 11 sont rapportés. Le premier, "au sujet de la Loi sur le dimanche et de la Compagnie de chemin de fer du grand-Tronc, vol VIII, *Canadian Railway Cases*, page 23," et l'autre, "au sujet de la Loi sur le dimanche et de la Compagnie de chemin de fer du Pacifique-Canadien, vol XI, *Canadian Railway Cases*, page 193."

Dans les deux cas, la Commission des chemins de fer a accordé l'autorisation de travailler le dimanche et, dans les deux cas, elle a tenu compte des facteurs économiques, commerciaux et de concurrence.

Dans le cas de *Day & Ross Ltd.*, la preuve a montré que les expéditeurs ont généralement plus de marchandises à expédier les derniers jours de la semaine que les autres jours; que les consignataires veulent avoir leurs marchandises le lundi matin; que la requérante a établi, à titre d'encouragement pour les expéditeurs, des taux réduits pour les expéditions du lundi, sans que la configuration des expéditions en soit sensiblement modifiée; et que, dans le cas des marchandises qui exigent du chauffage ou de la réfrigération, le risque est trop grand pour que la requérante accepte de transporter ce genre de marchandises au cours des fins de semaine, étant donné qu'on l'empêche d'utiliser ses camions le dimanche.

En outre, il est reconnu que des fonds publics ont été et sont dépensés pour encourager et développer le commerce des provinces de l'Atlantique avec le centre et l'ouest du Canada.

La politique nationale des transports, énoncée à l'article 1<sup>er</sup> de la Loi nationale sur les transports est, en partie ainsi exposée:

"Il est par les présentes déclaré qu'un système économique, efficace et adéquat de transport utilisant au mieux tous les moyens de transport disponibles au prix de revient global le plus bas est essentiel à la protection des intérêts des usagers des moyens de transport et au maintien de la prospérité et du développement économique du Canada, et que la façon la plus sûre de parvenir à ces objectifs est vraisemblablement de rendre tous les moyens de transport capables de soutenir la concurrence dans des conditions qui assureront, compte tenu de la politique nationale et des exigences juridiques et constitutionnelles,

- (a) que la réglementation de tous les moyens de transport ne sera pas de nature à restreindre la capacité de l'un d'eux de faire librement concurrence à tous les autres moyens de transport;

.....  
.....



(d) que chaque moyen de transport achemine, autant que possible, le trafic à destination ou en provenance de tout point au Canada à des prix et à des conditions qui ne constituent pas

(i) un désavantage déloyal à l'égard de ce trafic plus marqué que celui qui est inhérent à l'endroit desservi ou au volume de ce trafic, à l'ampleur de l'opération qui y est reliée ou au type du trafic ou du service en cause, ou

(ii) un obstacle excessif à l'échange des denrées entre des points au Canada ou un découragement déraisonnable du développement des industries primaires ou secondaires ou du commerce d'exportation dans toute région du Canada ou en provenant, ou du mouvement de denrées passant par des ports canadiens;

et la présente loi est édictée en conformité et pour la réalisation de ces objectifs dans toute la mesure où ils sont du domaine des questions relevant de la compétence du Parlement en matière de transport.”

Preuve a été donnée que d'autres moyens de transport sont exploités le dimanche et que la requérante, à moins de pouvoir faire de même, ne pourrait pas faire concurrence à ces autres moyens de transport pendant les fins de semaine.

Le Comité, après étude de l'alinéa x) de l'article 11 de la Loi sur le dimanche et de la preuve, est d'avis qu'une ordonnance devrait être rendue autorisant *Day & Ross Ltd.*, ses employés, ouvriers, chauffeurs de camions, agents ou fonctionnaires, dans le but de prévenir tout retard injustifiable, sont autorisés à faire le dimanche tout travail nécessaire:

- (1) aux fins de donner un service continu de transport de marchandises par véhicule à moteur depuis des endroits situés dans les Provinces de l'Atlantique jusqu'à des endroits situés dans les Provinces de Québec ou d'Ontario;
- (2) aux fins de donner un service continu de transport de marchandises par véhicule à moteur depuis des endroits situés dans les Provinces d'Ontario ou de Québec jusqu'à des endroits dans les Provinces de l'Atlantique; et
- (3) aux fins de donner un service continu de transport de marchandises par véhicule à moteur à l'intérieur ou entre n'importe quelle des quatre Provinces de l'Atlantique.

Le Président,  
Laval Fortier

Le Commissaire,  
John A.D. Magee

Le Commissaire,  
Alan P. Campbell.

*Copie certifiée conforme.*

Le Secrétaire du Comité des transports  
par véhicule à moteur,

J.E. HANDY

COMMISSION CANADIENNE DES TRANSPORTS

ORDONNANCE N° MV-3

PAR SON COMITÉ DES TRANSPORTS PAR VÉHICULE À MOTEUR.

*AU SUJET DE la demande faite, en vertu de l'alinéa (x) de l'article 11 de la Loi sur le dimanche, par Day & Ross Ltd. de Hartland, Nouveau-Brunswick.*

*Dossier n° MV-D-68*

VU l'alinéa (x) de l'article 11 de la Loi sur le dimanche et la preuve au dossier —

La Commission canadienne des transports par les présentes ordonne que Day & Ross Ltd., ses employés, ouvriers, chauffeurs de camions, agents ou fonctionnaires, dans le but de prévenir tout retard injustifiable, sont autorisés à faire le dimanche tout travail nécessaire:

- (1) aux fins de donner un service continu de transport de marchandises par véhicule à moteur depuis des endroits situés dans les Provinces de l'Atlantique jusqu'à des endroits situés dans les Provinces de Québec ou d'Ontario;
- (2) aux fins de donner un service continu de transport de marchandises par véhicule à moteur depuis des endroits situés dans les Provinces d'Ontario ou de Québec jusqu'à des endroits dans les Provinces de l'Atlantique; et
- (3) aux fins de donner un service continu de transport de marchandises par véhicule à moteur à l'intérieur ou entre n'importe quelle des quatre Provinces de l'Atlantique.

Datée à Ottawa, ce 30<sup>e</sup> jour de juillet 1969.

(Signé) J.E. HANDY,  
Secrétaire,  
Comité des transports par véhicule à  
moteur.

## COMMISSION CANADIENNE DES TRANSPORTS

## JUGEMENT N° MV-LD-9

## COMITÉ DES TRANSPORTS PAR VÉHICULE À MOTEUR

*AU SUJET D'une demande présentée par Maislin Bros. Transport Ltd., de La Salle, province de Québec, à la Commission canadienne des transports en vertu de l'alinéa x) de l'article 11 de la Loi sur le dimanche.*

*Dossier n° MV-M-68*

OTTAWA, le 28<sup>e</sup> jour de juillet 1969.

Coram: Laval Fortier, président  
John A.D. Magee, commissaire  
Alan P. Campbell, commissaire.

En vertu de l'alinéa x) de l'article 11 de la Loi sur le dimanche, chap. 171, S.R.C., *Maislin Bros. Transport Ltd.*, de La Salle, province de Québec, demande à la Commission canadienne des transports:

“d'accorder une exemption de l'application des dispositions du chapitre 171, Loi sur le dimanche, afin de permettre l'acheminement à destination des véhicules à moteur y compris les tracteurs et les remorques ou semi-remorques qui sont déjà en marche lorsque commence le dimanche.

“Pareille exemption est déjà accordée aux trains et aux bâtiments dans la Loi sur le dimanche (voir l'alinéa h, chap. 171). *Maislin Bros. Transport Ltd.* est un transporteur international, interprovincial et intraprovincial. En tant que transporteur international, il arrive souvent que les chauffeurs de ses véhicules à moteur commencent leur voyage à des endroits des États-Unis au cours de la semaine et arrivent le dimanche à leur destination au Canada, ou doivent voyager le dimanche pour atteindre leur point final de destination au Canada.

“Nous sommes une compagnie qui est constituée en corporation en vertu des lois de la province de Québec et dont le siège social se trouve à La Salle, Québec, et la principale place d'affaire en Ontario, à Toronto. A l'heure actuelle, tous nos chauffeurs routiers, dont la plupart sont des citoyens canadiens résidant soit au Québec, soit en Ontario, doivent, à leur arrivée à la frontière canado-américaine au début du dimanche, quitter la route et rester à faire la garde du véhicule jusqu'à la fin du dimanche. Inutile de dire qu'un tel retard est très coûteux et qu'il irrite considérablement le chauffeur en cause.

“Nous comprenons bien ce qu'est cette exemption et nous ne l'interpréterons pas comme étant une autorisation d'entreprendre ou de commencer le dimanche pareil voyage au Canada. Il s'agit simplement d'une demande d'autorisation d'acheminement à destination, comme il est mentionné ci-dessus et à l'alinéa h) chap. 171.”

La requérante a donné, conformément aux instructions de la Commission, avis de la demande au ministère des Transports, et a fait paraître un avis public de ladite demande dans la Gazette du Canada, dans deux quotidiens de Montréal et dans deux quotidiens de Toronto.

L'avis public comprenait le paragraphe suivant:

“Toute personne qu'intéresse cette demande, et à laquelle elle n'est pas partie, pourra intervenir pour l'appuyer, s'y opposer ou la faire modifier.”

Personne n'a déposé d'intervention au cours de la période prescrite, qui prenait fin le 1<sup>er</sup> février 1969.

Une audience publique a été tenue à Ottawa le 10 mars 1969, dont avis a été donné à la requérante, aux procureurs généraux des provinces du Nouveau-Brunswick, de la Nouvelle-Écosse, de Terre-Neuve, de l'Île-du-Prince-Édouard et de l'Ontario, au ministre de la Justice de la province de Québec, au solliciteur général adjoint du Canada et au sous-ministre des Transports à Ottawa. La seule personne qui ait comparu à l'audience et qui ait présenté une déposition est M. David Keen, adjoint du directeur général de la compagnie requérante.

Le témoin a expliqué que la demande concerne seulement les activités internationales de la requérante, lesquelles sont agencées de telle façon qu'en circonstances normales, les camions et les chauffeurs devraient franchir la frontière canadienne à Lacolle, Niagara ou Fort Érié, à temps pour atteindre leur point de destination le samedi. Cependant, sur les 300 à 450 camions qui doivent arriver à destination le samedi, 15 à 20 en moyenne, dont le point de destination est Montréal ou Toronto, atteignent la frontière trop tard pour arriver à leur point de destination avant que commence le dimanche.

Selon le témoin, ces retards sont attribuables à des contretemps: crevaisons (les chauffeurs sont des employés syndiqués et ne changent pas les pneus crevés; ils font venir quelqu'un pour changer le pneu et cela peut prendre jusqu'à deux heures au lieu de quelques minutes), difficultés mécaniques, accidents de la route.

M. Keen a en outre expliqué qu'à cause de ces contretemps, bien que la durée du trajet des points frontaliers jusqu'à destination, à Toronto ou à Montréal, soit d'environ deux heures, les camions sont retenus à la douane et les chauffeurs sont “mis en congé” loin de chez eux, avec la possibilité “qu'ils s'attirent, de temps à autre, des ennuis qu'ils ne s'attireraient peut-être pas, s'ils n'étaient pas loin de leur foyer”.

Le Comité, après étude de l'alinéa x) de l'article 11 de la Loi sur le dimanche et de la preuve, est d'avis qu'il devrait être rendu une ordonnance autorisant les chauffeurs de camion de *Maislin Bros. Transport Ltd.*, dans le but de prévenir tout retard injustifiable, sont autorisés à faire le dimanche tout travail nécessaire, pour que les camions du requérant qui sont en transit des États-Unis et qui normalement suivant leurs horaires

devraient arriver à Montréal ou Toronto le samedi puissent se rendre à leur destination à Montréal ou Toronto le dimanche, lorsque la cause du retard est due à une mésaventure telle que crevaison de pneus, difficulté mécanique, ou accident de circulation.

Le Président,  
Laval Fortier,

Le Commissaire,  
John A.D. Magee,

Le Commissaire,  
Alan P. Campbell.

*Copie certifiée conforme.*

Le Secrétaire du Comité des transports  
par véhicule à moteur,  
J.E. HANDY.

COMMISSION CANADIENNE DES TRANSPORTS

ORDONNANCE N° MV-2

PAR SON COMITÉ DES TRANSPORTS PAR VÉHICULE À MOTEUR

*AU SUJET DE la demande faite, en vertu de l'alinéa (x) de l'article 11 de la Loi sur le dimanche, par Maislin Bros. Transport Ltd. de La Salle, Québec.*

*Dossier n° MV-M-68*

VU l'alinéa (x) de l'article 11 de la Loi sur le dimanche et la preuve au dossier —

La Commission canadienne des transports par les présentes ordonne que les chauffeurs de camions de Maislin Bros. Transport Ltd., dans le but de prévenir tout retard injustifiable, sont autorisés à faire le dimanche tout travail nécessaire, pour que les camions du requérant qui sont en transit des États-Unis et qui normalement suivant leurs horaires devraient arriver à Montréal ou Toronto le samedi puissent se rendre à leur destination à Montréal ou Toronto le dimanche, lorsque la cause du retard est due à une mésaventure telle que crevaison de pneus, difficulté mécanique, ou accident de circulation.

Datée à Ottawa, ce 30<sup>e</sup> jour de juillet 1969.

(Signé) J.E. HANDY,  
Secrétaire,  
Comité des transports par véhicule à  
moteur.

# Canadian Transport Commission

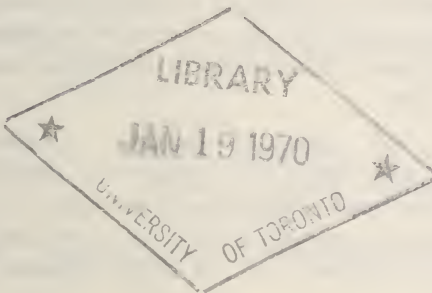
## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-6581

BY ITS RAILWAY TRANSPORT COMMITTEE



*IN THE MATTER OF* General Order No. T-2 of the Board of Transport Commissioners for Canada; and

*IN THE MATTER OF* the Regulations Governing the Construction, Filing and Posting of Freight Tariffs by Railway Companies prescribed by said General Order No. T-2 and presently contained in Tariff Circular 1-A and Supplement 1, on file with the Commission under file No. 606.

The Commission hereby orders:

1. General Order No. T-2 of the Board of Transport Commissioners for Canada is amended by striking out "and also Supplement 1 thereto, on file with the Board under file No. 606, are prescribed for the use of Railway Companies and their authorized agents, who are required to file freight tariffs with the Board." and substituting therefor the following:

"as amended, are prescribed for the use of railway companies and their authorized agents who are required to file freight tariffs with the Canadian Transport Commission."

2. The regulations entitled "Regulations Governing the Construction, Filing and Posting of Freight Tariffs by Railway Companies" prescribed by said General Order No. T-2 and presently contained in Tariff Circular 1-A and Supplement 1 on file with the Commission under file No. 606, are amended in accordance with the Schedule hereto, which may also be referred to as Supplement No. 2.

Dated at Ottawa, this 26th day of August, 1969.

(Signed) J.D. BEATON,  
Acting Secretary,  
Railway Transport Committee.

Schedule

- 1. The words "Commission" and "Canadian Transport Commission" are substituted, respectively, for the words "Board" and "Board of Transport Commissioners for Canada" wherever these latter designations occur in the Regulations Governing the Construction, Filing and Posting of Freight Tariffs by Railway Companies unless in the context in which those words are used the former Board of Transport Commissioners for Canada is intended to be referred to or unless those words are otherwise expressly amended by these Regulations.
- 2. Subparagraph (e) of paragraph (4) of Rule 1 of the said Regulations is rescinded.
- 3. Paragraph (1) of Rule 2 of the said Regulations is rescinded and the following substituted therefor:

"(1) *By-laws to be filed with the Commission:* By-laws or resolutions authorizing officers of the carriers to prepare and issue tariffs of tolls, concurrences or powers of attorney, shall be filed with the Commission. Such by-laws or resolutions shall be certified and submitted in the following form:

I, . . . (name and title of officer) . . . , of . . . (name of company) . . . , do hereby certify that the following is a true copy of a by-law (or resolution) dated . . . . . adopted by the Board of Directors of the said . . . . . (name of company) . . . . . at a meeting held at the office of the company in . . . . . (place) . . . . . on . . . . . (date) . . . . . , at which a quorum was present and voted, . . . . .

The . . . (title of officer) . . . of the company is hereby authorized by this by-law (or resolution) to prepare and issue tariffs of the tolls to be charged by the company, concurrences or powers of attorney, and to file the same with the Canadian Transport Commission, as required by the Railway Act.

In witness whereof, I hereunto affix my hand and seal of the company this . . . . . day of . . . . . , 19 . . . .

Name . . . . .

Title . . . . .

(Seal)"

- 4. (1) Paragraph (1) of Rule 8 of the said Regulations is rescinded and the following substituted therefor:

"(1) *Period of notice:* Subject to the undernoted exceptions, tariffs shall be filed with the Commission on not less than thirty (30) days' notice for increases. Reductions or other changes may be acted upon and put into operation immediately on or after the issue of the tariff and before it is filed with the Commission. The Commission will not accept any tariff or amendment thereto which purports to become effective before the date on which it is issued.



Exceptions

- (a) Postponement of effective date: (Rule 21(3).)
  - (b) Station changes in Official List of Freight Stations: (Rule 26(3).)
  - (c) Supplements to rail carriers' tariffs announcing discontinuance of water services: (Rule 29(5).)
  - (d) Supplements suspending tariff matter, vacating an order of suspension, or cancelling suspended matter, pursuant to orders of the Interstate Commerce Commission: (Rule 19)
- } One day's notice.

(2) Paragraph (4) of said Rule 8 is amended by striking out in the form set out therein the words

“Director,  
Traffic Department,  
Board of Transport Commissioners for Canada,  
Ottawa, Ontario.”

and substituting therefor the following:

“Director,  
Traffic Department,  
Railway Transport Committee,  
Canadian Transport Commission,  
Ottawa, Ontario.”

(3) Paragraph (6) of said Rule 8 is amended by striking out the words “Director, Traffic Department, Board of Transport Commissioners for Canada, Ottawa, Ontario” and substituting therefor the following: “Director, Traffic Department, Railway Transport Committee, Canadian Transport Commission, Ottawa, Ontario.”

(4) Paragraph (7) of said Rule 8 is rescinded.

5. Paragraph (4) of Rule 9 of the said Regulations is rescinded.

6. Rules 14 and 15 of the said Regulations are rescinded.

7. Rule 17 of the said Regulations is rescinded and the following substituted therefor:

“RULE 17 – COMPETITIVE RATES

(1) *Expiration by limitation:* Competitive rates may be published to expire on any date subsequent to the effective date thereof.”

8. Rule 19 of the said Regulations is rescinded and the following substituted therefor:

**“RULE 19 – SUSPENSION OF TARIFFS BY  
INTERSTATE COMMERCE COMMISSION**

(1) *Supplements to tariffs:* Where, pursuant to orders of the Interstate Commerce Commission, the provisions of tariffs applicable between Canada and the United States are to be suspended, restored or cancelled, supplements to comply with such orders may be issued on one day’s notice and may be filed without regard to Rule 7(8).”

9. Rule 21 of the said Regulations is rescinded and the following substituted therefor:

**“RULE 21 – CHANGES IN TOLLS**

(1) *Postponement of effective date:* Where a tariff has been filed in accordance with the provisions of these regulations and, prior to the effective date of such tariff, it is desired to postpone the effective date, the postponement may be effected by filing a suitable tariff, supplement or revised page on one (1) day’s notice.

(2) *Bridge supplements:* When a tariff has been filed to cancel another tariff and, prior to the effective date of the new tariff, it is necessary to amend or supplement the tariff it is intended to cancel, supplements shall be issued and filed in respect of both tariffs to comply with the requirements of Rule 8. Rule 7(8) shall not apply to such supplements.”

10. Rule 22 of the said Regulations is rescinded.

11. Paragraph (2) of Rule 23 of the said Regulations is rescinded.

12. Paragraph (11) of Rule 28 of the said Regulations is rescinded.

13. Paragraphs (4) and (5) of Rule 29 of the said Regulations are amended by striking out therein the words “No out-of-line haul charge shall apply where port of transshipment is situated out of direct line for the all-rail route.”

14. (1) Paragraph (7) of Rule 30 of the said Regulations is amended by striking out the words “the non-concurring carrier shall have made formal application for, and received, an order of the Board disallowing such tariff insofar as such carrier is concerned.” and substituting therefor the following: “an amended tariff is filed in accordance with these Regulations.”

(2) Paragraph (12) of said Rule 30 is rescinded and the following substituted therefor: “(12) *Revision of tariffs when authority cancelled or revoked:* When a concurrence is cancelled by substitution or is revoked in accordance with paragraph (11) of this rule, and the cancellation or revocation is not disallowed by the Commission, corresponding revision of the tariff or tariffs should be made effective on proper notice not later than the effective date of the cancellation or revocation.”

- 15. Paragraph (9) of Rule 31 of the said Regulations is amended by striking out the words "applied to and received from the Board an order disallowing such tariffs." and substituting therefor the following: "filed an amended tariff with the Commission."
- 16. Rule 34 of the said Regulations is rescinded and the following substituted therefor:

**"RULE 34 – TARIFFS CONTAINING COMMON RATES**

(1) *Publication of common rates:* Where carriers agree upon and charge common rates pursuant to section 337 of the Railway Act, such rates shall be published and filed with the Canadian Transport Commission and shall conform to all relevant provisions of this Tariff Circular."

- 17. Paragraph (2) of Rule 36 is amended by striking out in the form set out therein, the words "Director, Traffic Department, Board of Transport Commissioners for Canada, Ottawa, Ontario." and substituting therefor the following:

"Director,  
Traffic Department,  
Railway Transport Committee,  
Canadian Transport Commission,  
Ottawa, Ontario."

- 18. Paragraph (1) of Rule 37 of the said Regulations is rescinded and the following substituted therefor:

"(1) *Where tariffs to be posted:* Each carrier shall keep on file, in an orderly manner and open to public inspection during office hours, a copy of its tariffs at the following places respectively:—

- |  |   |   |
|--|---|---|
| (a) Headquarters                       | } | All tariffs.  |
| Regional Offices                       |   |   |
| Area Offices                           |   |   |
| (b) District Offices                   | } | All tariffs applying from or to stations subject to jurisdiction of such District Offices and Branch Offices. |
| Branch Offices                         |   |   |
| (c) Freight Agency Offices or Stations | } | Class rate tariffs applying from or to such stations, and such other freight tariffs as are frequently used.  |

- 19. Rule 38 of the said Regulations is rescinded and the following substituted therefor:

**“RULE 38 – LIMITED FREIGHT TARIFFS**

(1) *Limited Tariffs*: Separate additional single-page tariffs amending tolls in regular tariffs which are required to be brought into prompt effect may be filed with the Commission and shall be posted at freight agency stations and offices affected. Such tariffs shall remain in effect for a period not exceeding sixty days after the effective date. They shall be designated “Limited Freight Tariff” and be in substantially the following form:

C.T.C. (Limited) . . . . . Tariff (Limited) . . . . .

-----  
(Name of Railway Company)  
-----

LIMITED FREIGHT TARIFF OF . . . . .

.....  
.....

FROM	TO	Rates in Cents per 100 lbs.

SUBJECT TO AND GOVERNED BY TARIFF. . . . . C.T.C. (F). . . . .

Issued . . . . . Effective. . . . .

EXPIRES WITH. . . . .

If the above provisions are to be continued in effect after the above date of expiration,  
such provisions shall be transferred to Tariff. . . . . C.T.C. (F). . . . .  
effective the day following the above expiration date.

-----  
Issued by

.....  
.....  
.....

- (2) *Reference to governing tariff:* The Limited Tariff shall be made part of the regular tariff by notation reading: "Subject to and governed by Tariff . . . . . C.T.C.(F) . . . . ."
- (3) *Kind of Rate:* The Limited Tariff shall specify whether the rate is a class rate, commodity rate, competitive rate or a special arrangement.
- (4) *Expiration date:* The date of expiration of limited tariffs shall be prominently shown thereon and such date shall not exceed 60 days after the effective date of such tariff.
- (5) *Transfer to regular tariffs:* When the provisions of a Limited Tariff are to be continued in effect after the date of expiration, such provisions shall be transferred to regular tariffs effective from the day following the expiration date of the Limited Tariff. The Limited Tariff shall show reference to the regular tariff into which its provisions are to be transferred.
- (6) *Separate filing series:* The Limited Tariffs shall be filed in duplicate with the Board under a separate numerical series with the prefix "(Limited)" and each issuing carrier or agent shall number the tariffs in its own C.T.C. (Limited) series.
- (7) *Tariff Index:* Rule 27 of Tariff Circular 1-A (indexing of tariffs) shall not apply to Limited Tariffs.
- (8) *Supplements:* No supplement shall be issued to a limited Freight Tariff.

## COMMISSION CANADIENNE DES TRANSPORTS

ORDONNANCE N<sup>o</sup> R-6581

## PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*RELATIVE à l'ordonnance générale n<sup>o</sup> T-2 de la Commission des transports du Canada; et*

*RELATIVE au Règlement concernant l'établissement, le dépôt et l'affichage de tarifs-marchandises par les compagnies de chemin de fer, prescrit par ladite ordonnance générale n<sup>o</sup> T-2 et actuellement contenu dans la circulaire 1-A et le supplément n<sup>o</sup> 1, versés au dossier n<sup>o</sup> 606 de la Commission.*

La Commission ordonne par les présentes ce qui suit:

1. L'ordonnance générale n<sup>o</sup> T-2 de la Commission des transports du Canada est modifiée par la suppression des mots: "Sont prescrits à l'usage des compagnies de chemin de fer, et de leurs agents autorisés, qui sont tenues de déposer auprès de la Commission des tarifs-marchandises, le règlement que renferme la circulaire tarifaire 1-A intitulée "Règlement concernant l'établissement, le dépôt et l'affichage de tarifs-marchandises par les compagnies de chemin de fer", ainsi que le supplément n<sup>o</sup> 1 y afférent, versés au dossier n<sup>o</sup> 606 de la Commission" et par le remplacement de ces mots par ce qui suit:

"Est prescrit à l'usage des compagnies de chemin de fer, et de leurs agents autorisés, qui sont tenues de déposer des tarifs-marchandises auprès de la Commission canadienne des transports, le règlement que renferme la circulaire tarifaire 1-A intitulée: "Règlement concernant l'établissement, le dépôt et l'affichage de tarifs-marchandises par les compagnies de chemin de fer", dans sa forme modifiée."

2. Le règlement intitulé "Règlement concernant l'établissement, le dépôt et l'affichage de tarifs-marchandises par les compagnies de chemin de fer", prescrit par ladite ordonnance générale n<sup>o</sup> T-2 et actuellement renfermé dans la circulaire tarifaire 1-A et le supplément n<sup>o</sup> 1 versés au dossier n<sup>o</sup> 606 de la Commission sont modifiés conformément à l'annexe ci-jointe, que l'on peut également appeler supplément n<sup>o</sup> 2.

Fait à Ottawa, le 26<sup>e</sup> jour d'août 1969.

Le Secrétaire adjoint du Comité des transports  
par chemin de fer,

(SIGNÉ) J.D. BEATON

Annexe

- 1. Les mots "Commission des transports du Canada" sont remplacés par les mots "Commission canadienne des transports" dans tous les cas où cette dernière appellation apparaît dans le Règlement concernant l'établissement, le dépôt et l'affichage de tarifs-marchandises par les compagnies de chemin de fer, à moins que dans le contexte dans lequel ces mots sont utilisés, on veuille se référer à l'ancienne Commission des transports du Canada ou à moins que ces mots ne soient, par ailleurs, expressément modifiés par le présent règlement.
- 2. L'alinéa (e) du paragraphe (4) de l'article 1<sup>er</sup> dudit Règlement est révoqué.
- 3. Le paragraphe (1) de l'article 2 dudit Règlement est révoqué et remplacé par ce qui suit:

"(1) *Règlements à déposer auprès de la Commission:* Les règlements ou les résolutions qui autorisent des employés des transporteurs à établir et à publier des tarifs de taux, des approbations ou des procurations, doivent être déposés auprès de la Commission. Ces règlements ou ces résolutions doivent être certifiés et déposés sous la forme suivante:

Je soussigné . . . . . (nom et titre de l'employé) . . . . . de . . . . . (nom de la compagnie) . . . , certifié par les présentes que ce qui suit est une copie conforme d'un règlement (ou d'une résolution) daté(e) du . . . . . adopté(e) par le conseil d'administration de ladite . . . . . (nom de la compagnie) . . . . . lors d'une réunion tenue dans les bureaux de la compagnie à . . . . . (localité) . . . . . le . . . . . (date) . . . . . à laquelle le quorum a été atteint et à laquelle on a voté . . . . .

Le . . . . . (titre de l'employé) . . . . . de la compagnie est autorisé par ce règlement (ou cette résolution) à établir et à publier les tarifs des taux à percevoir par la compagnie les approbations ou les procurations, et à déposer ces documents auprès de la Commission canadienne des transports, comme le prescrit la Loi sur les chemins de fer.

En foi de quoi, j'ai sur la présente apposé ma signature et le sceau de la compagnie, le . . . . . jour de . . . . . 19 . . . . .

Nom . . . . .

Titre . . . . .

(Sceau)"

- 4. (1) Le paragraphe (1) de l'article 8 dudit Règlement est révoqué et remplacé par ce qui suit:

"(1) *Préavis:* Sous réserve des exceptions sousmentionnées, les tarifs devront être déposés auprès de la Commission avec un préavis d'au moins trente (30) jours, pour les augmentations. Les réductions de tarif ou les autres modifications peuvent être



effectuées et mises en vigueur dès la publication du tarif ou après, et avant qu'elles ne soient déposées auprès de la Commission. La Commission n'acceptera aucun tarif ni aucune modification dont la date d'entrée en vigueur est antérieure à celle de la publication.

### Exceptions

- |  |   |                            |
|--|---|----------------------------|
| <ul style="list-style-type: none"> <li>a) Prorogation de la date d'application (par. (3) de l'art. 21)</li> <li>b) Modifications de la Liste officielle des gares à marchandises:<br/>(par. (3) de l'art. 26)</li> <li>c) Suppléments des tarifs des transporteurs ferroviaires<br/>annonçant l'abandon de services par eau:<br/>(par. (5) de l'art. 29)</li> <li>d) Suppléments suspendant des tarifs, annulant une ordonnance<br/>de suspension ou révoquant un tarif suspendu, conformément<br/>à des ordonnances de l'<i>Interstate Commerce Commission</i><br/>(art. 19)</li> </ul> | } | un préavis<br>d'un<br>jour |
|--|---|----------------------------|

- (2) Le paragraphe (4) dudit article 8 est modifié par la suppression, dans la formule qui y est établie, des mots:

“Le Directeur du trafic  
Commission des transports du Canada  
Ottawa (Ont.)”

et par le remplacement de ces mots par ce qui suit:

“Le Directeur du trafic  
Comité des transports par chemin de fer  
Commission canadienne des transports  
Ottawa (Ont.)”

- (3) Le paragraphe (6) dudit article 8 est modifié par la suppression des mots “Directeur du trafic, Commission des transports du Canada, Ottawa (Ont.)”, et par le remplacement de ces mots par ce qui suit: “Directeur du trafic, Comité des transports par chemin de fer, Commission canadienne des transports, Ottawa (Ont.)”.

- (4) Le paragraphe (7) dudit article 8 est révoqué.

5. Le paragraphe (4) de l'article 9 dudit règlement est révoqué.

6. Les articles 14 et 15 dudit règlement sont révoqués.

7. L'article 17 dudit règlement est révoqué et remplacé par ce qui suit:

#### “ARTICLE 17 – TAUX DE CONCURRENCE

(1) *Expiration par limitation*: Les taux de concurrence publiés peuvent comporter n'importe quelle date d'expiration à condition que cette date soit postérieure à leur date d'entrée en vigueur.”

8. L'article 19 dudit règlement est révoqué et remplacé par ce qui suit:

**“ARTICLE 19 – SUSPENSION DES TARIFS PAR LA  
INTERSTATE COMMERCE COMMISSION**

(1) *Suppléments des tarifs*: Si, par suite d'ordonnances de l'Interstate Commerce Commission, les dispositions de tarifs applicables entre le Canada et les États-Unis doivent être suspendues, rétablies ou révoquées, des suppléments avec préavis d'un jour peuvent être publiés pour l'exécution desdites ordonnances et être déposés sans tenir compte des dispositions du paragraphe (8) de l'article 7.”

9. L'article 21 dudit règlement est révoqué et remplacé par ce qui suit:

**“ARTICLE 21 – MODIFICATION DES TAUX**

(1) *Remise à plus tard de la date d'entrée en vigueur*: Lorsqu'un tarif a été déposé conformément aux dispositions du présent règlement et qu'avant la date d'entrée en vigueur de ce tarif, on désire remettre à plus tard la date d'entrée en vigueur, la remise à plus tard peut se faire par le dépôt d'un tarif approprié, d'un supplément ou d'une page révisée avec préavis d'un jour.

(2) *Suppléments de transition*: Lorsqu'un tarif a été déposé en remplacement d'un autre tarif et qu'avant la date d'entrée en vigueur du nouveau tarif, il y a lieu de modifier l'ancien tarif ou d'y ajouter un supplément, des suppléments doivent être publiés et déposés relativement aux deux tarifs de façon que soient observées les prescriptions de l'article 8. Le paragraphe (8) de l'article 7 ne s'applique pas à ces suppléments.”

10. L'article 22 dudit règlement est révoqué.

11. Le paragraphe (2) de l'article 23 dudit règlement est révoqué.

12. Le paragraphe (11) de l'article 23 dudit règlement est révoqué.

13. Les paragraphes (4) et (5) de l'article 29 dudit règlement sont modifiés par la suppression des mots: “Aucun droit de transport hors ligne n'est applicable si le port de transbordement est situé en dehors de la ligne directe du parcours entièrement ferroviaire.”

14. (1) Le paragraphe (7) de l'article 30 dudit règlement est modifié par la suppression des mots “tant que le transporteur qui n'est pas d'accord n'aura pas présenté une demande formelle et n'aura pas reçu une ordonnance de la Commission rejetant un tel tarif en ce qui concerne ce transporteur” et le remplacement de ces mots par ce qui suit: “tant qu'un tarif modifié n'aura pas été déposé conformément au présent règlement”.

(2) Le paragraphe (12) dudit article 30 est révoqué et est remplacé par ce qui suit:

“(12) *Révision des tarifs lorsque l'autorisation est annulée ou révoquée*: Lorsqu'une approbation est annulée par remplacement ou est révoquée conformément au paragraphe (11) du présent article et que l'annulation ou la

révocation n'est pas rejetée par la Commission, une révision correspondante du tarif ou des tarifs devrait être mise en vigueur sur avis approprié portant une date non postérieure à celle de la mise en vigueur de l'annulation ou de la révocation."

15. Le paragraphe (9) de l'article 31 dudit règlement est modifié par la suppression des mots "tant que le transporteur en cause n'aura pas demandé à la Commission et n'en aura pas reçu une ordonnance rejetant ces tarifs" et le remplacement de ces mots par ce qui suit: "tant que le transporteur en cause n'aura pas déposé auprès de la Commission un tarif modifié".
16. L'article 34 dudit règlement est révoqué et est remplacé par ce qui suit:

**"ARTICLE 34 – TARIFS RENFERMANT DES TAUX COMMUNS**

(1) *Publication des taux communs:* Lorsque des transporteurs instituent et perçoivent des taux communs conformément à l'article 337 de la Loi sur les chemins de fer, ces taux doivent être publiés et être déposés à la Commission canadienne des transports et doivent être conformes à toutes les dispositions applicables de la présente circulaire tarifaire."

17. Le paragraphe (2) de l'article 36 est modifié par la suppression, dans la formule qui y est établie, des mots "Directeur du trafic, Commission des transports du Canada, Ottawa (Ont.)" et le remplacement de ces mots par ce qui suit:

"Le Directeur du trafic  
Comité des transports par chemin de fer  
Commission canadienne des transports  
Ottawa (Ont.)"

18. Le paragraphe (1) de l'article 37 dudit règlement est révoqué et est remplacé par ce qui suit:

"(1) *Affichage des tarifs:* Chaque transporteur doit conserver dans ses dossiers d'une manière méthodique et en gardant ces dossiers ouverts à l'inspection du public pendant les heures de bureau un exemplaire de ses tarifs aux lieux suivants:

- |   |   |   |
|---|---|---|
| <p>a) Au bureau central<br/>Aux bureaux régionaux<br/>Aux bureaux des divisions</p> | } | Tous les tarifs.  |
| <p>b) Aux bureaux des districts<br/>Aux bureaux des succursales</p>                 | } | Tous les tarifs applicables au transport en provenance ou à destination des gares qui relèvent de ces bureaux de district ou de succursale.           |
| <p>c) Aux bureaux des agences<br/>ou des gares à<br/>marchandises</p>               | } | Tarifs des taux de catégorie applicables au transport en provenance ou à destination de ces gares et les autres tarifs-marchandises d'usage fréquent. |

19. L'article 38 dudit règlement est révoqué et est remplacé par ce qui suit:

**“ARTICLE 38 — TARIFS-MARCHANDISES LIMITÉS**

(1) *Tarifs limités*: Des tarifs supplémentaires distincts d'une seule page, modifiant les taux de tarifs réguliers, qui doivent être mis en vigueur promptement peuvent être déposés à la Commission et doivent être affichés aux bureaux des gares et agences de marchandises. Ces tarifs doivent rester en vigueur pendant une période d'au plus soixante jours à compter de la date d'entrée en vigueur. Ils doivent être désignés sous le nom de “tarifs-marchandises limités” et, en substance, être établis sous la forme suivante:

C.T.C. (limité) . . . . . Tarif (limité) . . . . .

(nom de la compagnie de chemin de fer)

TARIF-MARCHANDISES LIMITÉ DE . . . . .

DE	À	Taux en cents par 100 lbs

RÉGI PAR LE TARIF . . . . . C.T.C. (F) . . . . .

Publié . . . . . En vigueur . . . . .

EXPIRE LE . . . . .

Si les dispositions ci-dessus doivent demeurer en vigueur après la date d'expiration susmentionnée, elles devront être portées au tarif . . . . . C.T.C. (F) . . . . . en vigueur à partir du jour qui suivra la date d'expiration susmentionnée.

Publié par

. . . . .  
. . . . .  
. . . . .

(2) *Mention du tarif directeur*: Le tarif limité devra être incorporé au tarif régulier par une annotation se lisant ainsi: "Régi par le tarif..... C.T.C.(F)....."

(3) *Genre de taux*: Le tarif limité devra préciser si le taux est un taux de catégorie, un taux sur produit désigné, un taux de concurrence ou un taux établi par entente spéciale.

(4) *Date d'expiration*: La date d'expiration d'un tarif limité doit figurer, bien en évidence, sur ce tarif et elle ne doit pas dépasser de plus de 60 jours la date d'entrée en vigueur du tarif.

(5) *Report aux tarifs réguliers*: Lorsque les dispositions d'un tarif limité doivent demeurer en vigueur après la date d'expiration, ces dispositions doivent être reportées aux tarifs réguliers en vigueur à compter du jour qui suit la date d'expiration du tarif restreint. Le tarif limité doit mentionner le tarif régulier auquel ses dispositions doivent être reportées.

(6) *Séries distinctes de numéros de dossier*: Les tarifs limités doivent être déposés à la Commission en double exemplaire dans une série distincte de numéros comprenant le préfixe "(limité)" et chaque transporteur ou agent qui publie des tarifs doit numéroter ces tarifs dans sa propre série C.T.C. (limité).

(7) *Index des tarifs*: L'article 27 de la circulaire tarifaire 1-A (index des tarifs) ne s'applique pas aux tarifs limités.

(8) *Suppléments*: Aucun supplément ne doit être publié dans le cas d'un tarif limité.

*Books*

# Canadian Transport Commission

## Railway Transport Committee

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### Judgments, Orders, Regulations and Rulings

#### ERRATUM

Pamphlet No. 21, August 1969, Volume 59 R.T.C.

Please refer to Pages 645 and 667  
(Order R-6401) and change railway  
reference to CP.

La Commission  
**Des Transports du Canada**

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Jugements, ordonnances, règlements et règles

ERRATUM

brochure n<sup>o</sup> 21, août 1969, volume 59 R.T.C.

Veillez vous reporter aux pages 645 et  
667 (ord. R-6401) et changer le terme  
de chemin de fer à CP.



# Canadian Transport Commission

## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

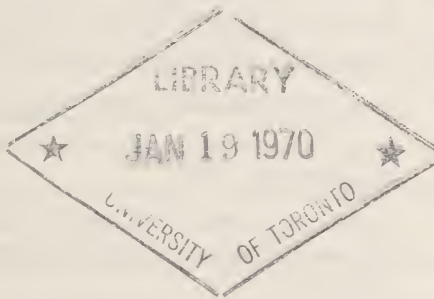
ORDER NO. R-6568

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF General Orders Nos. T-11, T-13, T-14, T-16, T-18, T-24, T-30, T-31 and T-32 of the Board of Transport Commissioners for Canada:*

*Files Nos. 36962*

- 45464.1
- 29674.1.2
- 29674.68
- 4106
- 4106.36
- 26615.84.2
- 26602.72
- 29890.5
- 25639
- 29040
- 29674.53



The Committee hereby orders:

General Orders Nos. T-11, T-13, T-14, T-16, T-18, T-24, T-30, T-31 and T-32 of the Board of Transport Commissioners for Canada, are rescinded.

Dated at Ottawa, this 26th day of August, 1969.

(Signed) J. D. Beaton,  
Acting Secretary,  
Railway Transport Committee.

## SUMMARY OF ORDERS ISSUED BY

## THE RAILWAY TRANSPORT COMMITTEE

(\*Denotes Order printed in full on page number indicated)

- R-6267 July 22 - Amends Order 124639 dated June 8, 1967.
- R-6268 July 22 - Amends Order 124616 dated June 8, 1967.
- R-6269 July 22 - Amends Order 124168 dated April 17, 1967.
- R-6270 July 22 - Allocates cost of facilities B.C. Hydro and Power Authority overhead bridge Sande Street, Terrace, B.C., mileage 0.53 Skeena Sub., CNR.
- R-6271 July 23 - Removes CPR agents and caretakers Smiths Falls Sub. upon establishment of Customer Service Centre Ottawa, Ont.
- R-6272 July 28 - Supplement 7 to Traffic Agreement Bell Canada and Le Telephone de Contrecoeur Limitee.
- R-6273 July 28 - Removes CNR agent Warman Sask. mileage 16.8 Warman Sub,
- R-6274 July 28 - Amends Order 124621 dated June 8, 1967.
- R-6275 July 28 - Amends Order 124486 dated May 19, 1967.
- R-6276 July 28 - Automatic protection, Chemin du Tour, Laval, Que., mileage 7.47 Montfort Sub., CNR.
- R-6277 July 28 - Automatic protection County Road No. 29 United Counties of Stormont, Dundas and Glengarry, Ont., mileage 32.06 Alexandria Sub., CNR.
- R-6278 July 28 - Amends Order R-568 dated November 14, 1967.
- R-6279 July 28 - Automatic protection Castlefield Avenue, North of Fairbank, Ont., mileage 6.89 Newmarket Sub., CNR.
- R-6280 July 28 - Amends Order 120221 dated March 18, 1966.
- R-6281 July 28 - Removes CPR agent at Sultan, Ont., mileage 96.7 Nemegos Sub.
- R-6282 July 28 - Supplement 8 to Traffic Agreement Bell Canada and La Tuque Telephone Company.
- R-6283 July 28 - Amends Order R-6009 dated June 24, 1969.
- R-6284 July 28 - Removes speed limitation Township Road 3.29 miles west of Ridgeway, Ont., mileage 12.29 Dunnville Sub., CNR.
- R-6285 July 28 - Tariff revisions Bell Canada.
- R-6286 July 28 - Tariff revisions Bell Canada.

- R-6287 July 28 – General plan and profile grade separation Highway 2, Peace River, Alta., NAR.
- R-6288 July 28 – Amends Order R-6033 dated June 25, 1969.
- R-6289 July 28 – Supplement 10 to Traffic Agreement Bell Canada and Telebec Inc.
- R-6290 July 28 – Removes speed limitation Thorold Stone Road, Niagara Falls, Ont., mileage 1.21 Welland Sub., CNR.
- R-6291 July 28 – Rescinds Order 101145 dated May 5, 1960.
- R-6292 July 28 – Bypass road and automatic protection Farnham, County of Missisquoi, Que., mileage 0.74 Stanbridge Sub., CPR.
- R-6293 July 28 – Amends Order 125085 dated July 25, 1967.
- R-6294 July 30 – Half girder plate bridge and sixty inch culvert Magog River, Magog, County of Stanstead, Que., mileages 86.45 and 86.50, Sherbrooke Sub., CPR.
- R-6295 July 31 – Overhead bridge Highway 406, Twp. of Thorold, County of Welland, Ont., mileage 8.41 Fonthill Sub., CNR.
- R-6296 July 31 – Siding Ontario Hydro Highway No. 17, Twp. of Long, District of Algoma, Ont., mileage 42.7 Thessalon Sub., CPR.
- R-6297 July 31 – Relocation of parts of Windermere Sub, and Cranbrook Sub., CPR., B.C.
- R-6298 July 31 – Automatic protection Douglas Road, Burnaby, B.C., mileage 151.05 Second Sub., CNR.
- R-6299 July 31 – Fencing exemption, south side of Wynyard Sub., Sask., CPR.
- R-6300 July 31 – Crossing reconstruction and automatic protection revision County Road 12 (Main Street) Seaforth, Ont., mileage 24.76 Goderich Sub., CNR.
- R-6301 July 31 – Construction of Ramp J (Structure No. 10) to Halifax-Dartmouth Narrows Bridge, Halifax, N.S., mileage 0.40 Willow Park Branch, CNR.
- R-6302 July 31 – Telephone line, Bell Canada, Durocher Avenue and Beaubien Street, Outremont, Que., mileage 1.0 Outremont Sub., CPR.
- R-6303 July 31 – Office building, Imperial Oil Ltd., Amaranth, Man. near mileage 53.4 Oakland Sub., CNR.
- R-6304 July 31 – Automatic protection changes River Glade, N.B., mileage 15.80 Sussex Sub., CNR.
- R-6305 July 31 – Municipal road reconstruction, M.D. of Rocky View., mileage 28.05 Red Deer Sub., CPR.

- R-6306 July 31 - Railway operation, Osborne Lake, Man., mileage 60.73 to 70.1 Chisel Lake Sub., CNR.
- R-6307 July 31 - Widening and improving P.T.H. 44, Rennie, Man., opposite mileage 52.28 Keewatin Sub., CPR.
- R-6308 August 1 - Pedestrian crossing, west of St. Charles Road underpass, Beaconsfield, Que., mileages 10.3 Winchester Sub., C.P.R., and 15.61 Kingston Sub., C.N.R.
- R-6309 August 1 - Pipeline construction, mileages 19.58 and 19.3 Winnipeg Beach Sub., Man., C.P.R.
- R-6310 August 1 - Pretty River Industrial Spur, 0.81 miles in length, Collingwood, Ont., mileage 30.42 Meaford Sub., C.N.R.
- R-6311 August 1 - Removes speed limitation, Signet Drive, Twp. of North York, Ont., mileage 8.3 MacTier Sub., C.P.R.
- R-6312 August 1 - Automatic protection revision, Caron Street, Ste Anne de Beaupre, Que., mileage 20.98 Murray Bay Sub., C.N.R.
- \*R-6313 August 5 - Rescinds Order 123994 dated April 5, 1967 and prescribes Regulations Respecting Costs for the Purposes of Sections 314A to 314J, 317, 329, 334, 336, 387A and 387B of the Railway Act. (See Page 430, 59 RTC)
- \*R-6314 August 5 - Requires the C.N.R. and C.P.R. to file Costing Manuals. (See Page 569, 59 RTC)
- \*R-6315 August 5 - Rescinds Order R-1128 dated January 17, 1968 and prescribes Regulations Governing Applications to Abandon the Operation of Branch Lines under Section 314B of the Railway Act and Other Applications for Abandonment. (See Page 573, 59 RTC)
- \*R-6316 August 5 - Rescinds Order R-4642 dated February 13, 1969 and prescribes Regulations Governing Applications to Discontinue Railway Passenger-Train Service. (See Page 585, 59 RTC)
- R-6317 August 5 - Automatic protection improvement, Park Road North, Brantford, Ont., mileage 21.33 Dundas Sub., C.N.R.
- R-6318 August 5 - Crossing reconstruction Twp. Road No. 30 between Lots 29 and 30, Con. 1, Twp. of Wainfleet, County of Welland, Ont., C.N.R.
- R-6319 August 5 - Flammable liquid facilities, Imperial Oil Ltd., Delisle, Sask., mileage 21.38 Rosetown Sub., C.N.R.
- R-6320 August 5 - Removes speed limitation, Portage la Prairie, Man., mileage 53.58 Rivers Sub., C.N.R.
- R-6321 August 5 - Automatic protection, Old Airport Road, St. Hilaire, N.B., mileage 6.27 Monk Sub., C.N.R.

- R-6322 August 5 – Automatic protection changes, Notre Dame Street, Ste Thecle, Que., mileage 14.70 Lac St. Jean Sub., C.N.R.
- R-6323 August 5 – Automatic protection, Chemin d'En Bas, St. Louis de Gonzague, Que., mileage 26.64 Murray Bay Sub., C.N.R.
- R-6324 August 5 – Removes speed limitation, Main Street, Dauphin, Man., mileage 121.64 Gladstone Sub., C.N.R.
- R-6325 August 5 – Rate grouping changes of telephone exchanges, Canadian National Telecommunications, Province of Nfld.
- R-6326 August 5 – Tariff revisions Bell Canada.
- R-6327 August 5 – Amends Order R-5958 dated June 24, 1969.
- R-6328 August 5 – Removes speed restriction, Hwy. No. 40, Sarnia, Ont., mileage 69.10 No. 2 Sub., C. & O.R.
- R-6329 August 5 – Tariff revisions Bell Canada.
- R-6330 August 5 – View lines improvement, Strathlorne-Scotsville Road, Kenloch, County of Inverness, N.S., mileage 51.54 Inverness Sub., C.N.R.
- R-6331 August 5 – Automatic protection, Montee Bellevue, Lery, County of Chateauguay, Que., mileage 46.7 St. Lawrence and Adirondack Sub., Penn Central Company.
- R-6332 August 5 – Vision improvement, County Road, County of Camrose, Alta., mileage 77.85 Camrose Sub., C.N.R.
- R-6333 August 5 – Fencing exemption, Hartney Sub., Man., C.N.R.
- R-6334 August 5 – Removes speed restriction, Con. 4, Twp. of North Dorchester, Ont., mileage 68.0 Dundas Sub., C.N.R.
- R-6335 August 5 – Automatic protection, Seigneurie Road, Parish of St. Fabien, Rimouski County, Que., mileage 138.22 Mont Joli Sub., C.N.R.
- R-6336 August 5 – Automatic protection change, Hwy. 15A, Pointe au Pic, Que., mileage 85.82 Murray Bay Sub., C.N.R.
- R-6337 August 5 – Rescinds Orders 120626 dated April 26, 1966 and 87554 dated December 8, 1955 and approves flammable liquid facilities, Shell Canada Ltd., Goodeve, Sask., near mileage 18.91 Watrous Sub., C.N.R.
- R-6338 August 5 – Amends Order 118777 dated October 26, 1965.
- R-6339 August 5 – Removes speed limitation, Tecumseh Road East, Windsor, Ont., mileage 2 Main Line Sub., Essex Terminal Railway.
- R-6340 August 5 – Track construction over Canadian Fina Oil Ltd. pipeline, mileage 7.34 New Windfall Extension track, Alta., C.N.R.

- R-6341 August 5 – Rate grouping changes, B.C. Telephone Company.
- R-6342 August 5 – Fencing exemption, Carman Sub., Man., C.N.R.
- R-6343 August 5 – Removes speed limitation, 12th Concession Road, McGregor, Ont., C & O Rly.
- R-6344 August 5 – Fencing exemption, Oakland Sub., Man., C.N.R.
- R-6345 August 5 – Fencing exemption, Sutherland Sub., Sask., C.P.R.
- R-6346 August 5 – Removes speed limitation, Clarke Sideroad, Twp. of London, Ont., mileage 110.62 Galt Sub., C.P.R.
- R-6347 August 5 – Siding to serve Quality Construction Ltd., Second Street East and 55th Avenue South, Calgary, Alta., C.P.R.
- R-6348 August 5 – Amends Order 122977 dated December 19, 1966.
- R-6349 August 5 – Automatic protection, St. Denis Range Road, Parish of Ancienne Lorette, Que., mileage 148.16 Quebec Sub., C.P.R.
- R-6350 August 5 – Automatic protection, Old Highway No. 10, Parish of Ste. Cecile du Bic, Rimouski County, Que., mileage 137.83 Mont Joli Sub., C.N.R.
- R-6351 August 5 – Automatic protection, Dubuisson Street, Loretteville, Chauveau County, Que., mileage 8.31 St-Raymond Sub., C.N.R.
- R-6352 August 5 – Automatic protection, Graveline Street, City of Laval, Que., mileage 8.19 Montfort Sub., C.N.R.
- R-6353 August 5 – Automatic protection, Heppell North Road, St. Jacques le Majeur de Causapschal, Que., mileage 45.54 Mont Joli Sub., C.N.R.
- R-6354 August 5 – Automatic protection, Main Street, Quill Lake, Sask., mileage 108.05 Margo Sub., C.N.R.
- R-6355 August 5 – Baker Lake Overpass reconstruction, Parish of Baker Lake, N.B., mileage 20.80 Monk Sub., C.N.R.
- R-6356 August 5 – Reflectorized crossing signs relocation, mileage 48.09 Bodo Sub., Sask., C.N.R.
- R-6357 August 5 – Amends Order R-2274 dated May 13, 1968.
- R-6358 August 5 – Crossing reconstruction and automatic protection, Lewis Road, Twp. of Saltfleet, Ont., mileage 32.69 Grimsby Sub., C.N.R.
- R-6359 August 5 – Cost allocation overhead bridge, Mill Street, St. John, N.B., mileage 87.04 Sussex Sub., C.N.R.
- R-6360 August 5 – Operation over bridge, mileage 26.4 Shuswap Sub., B.C., C.P.R.
- R-6361 August 5 – Operation over bridge, mileage 100.9 Mountain Sub., B.C., C.P.R.

- R-6362 August 5 – Removes speed limitation, McNaughton Street (Hwy. No. 40), Wallaceburg, Ont., mileage 41.10 Sub. No. 2., C & O
- R-6363 August 5 – Operation over subway, Meilleur Street, Montreal, Que., mileage 140.60 Joliette Sub., C.N.R.
- R-6364 August 5 – Automatic protection changes, Hwy. 805, West of Azen, Ont., mileage 108.10 Alderdale Sub., C.N.R.
- R-6365 August 5 – Operation over structure, mileage 7.55 (formerly 7.6) Emerson Sub., Man., C.P.R.
- R-6366 August 5 – Fencing exemption, Rivers Sub., Man., C.N.R.
- R-6367 August 5 – Anti whistling By-Law 153 Perrot Blvd., Ile Perrot, Que., mileages 22.07 Kingston Sub., C.N.R. and 16.62 Winchester Sub., C.P.R.
- R-6368 August 5 – Supplement 7 to Traffic Agreement, Bell Canada and The Pontiac Rural Telephone Co. Ltd.
- R-6369 August 5 – Removes speed limitation, Hwy. 41, Notre Dame Junction, Nfld., mileage 244.73 Clarendville Sub., C.N.R.
- R-6370 August 5 – Amends Order R-6025 dated June 25, 1969.
- R-6371 August 5 – Removes speed limitation, Kenny Street, M.D. of Terrace, B.C., mileage 1.15 Skeena Sub., C.N.R.
- R-6372 August 5 – Fencing exemption, Ste. Rose Sub., Man., C.N.R.
- R-6373 August 5 – Crossing reconstruction, Twp. Road, Twp. of North Oxford, Ont., mileage 61.44 Dundas Sub., C.N.R.
- R-6374 August 5 – Tariff revisions, Bell Canada.
- R-6375 August 5 – Removes speed limitation, Hwy. 35, Weyburn, Sask., mileage 11.08 Weyburn Sub., C.N.R.
- R-6376 August 5 – Removes speed limitation, King Street, Ingersoll, Ont., mileage 9.81 St. Thomas Sub., C.P.R.
- R-6377 August 5 – Amends Order 25368 dated September 7, 1916.
- R-6378 August 6 – Crossing construction, R.M. of Foam Lake No. 276, Sask., mileage 6.64 Tisdale Sub., C.P.R.
- R-6379 August 6 – Cable construction, Como, Que., mileages 1.46 to 3.85, 5.50 to 6.35, and 7.37 to 7.69 Montreal and Ottawa Sub., C.P.R.
- R-6380 August 6 – Tolls – Tariff C.T.C. (Limited) No. 201, Dominion Atlantic Railway Co.
- R-6381 August 6 – Tolls – Supplement No. 3, Agreed Charge Tariff, Canadian Freight Association C.T.C. (A.C.) No. 1812.
- R-6382 August 6 – Tolls – Agreed Charge Tariff, Canadian Freight Association, C.T.C. (AC) No. 745.

- R-6383 August 6 - Automatic protection, Drury Road, Twp. of Harwich, Ont., mileage 170.89 Main Line Sub., Penn Central Co.
- R-6384 August 6 - Operation through tunnel, Edmonton, Alta., mileage 97.89 Leduc Sub., C.P.R.
- R-6385 August 6 - Automatic protection, Chemin du Vide, Parish of Ste. Marie de Monnoir, County of Rouville, Que., mileage 36.47 Granby Sub., C.N.R.
- R-6386 August 6 - Automatic protection, Prince Street, Maxville, Ont., mileage 34.48 Alexandria Sub., C.N.R.
- R-6387 August 6 - Nanticoke Spur, mileage 5.04 Twp. of Walpole, County of Haldimand, Ont., C.N.R.
- R-6388 August 6 - Road diversion between Canning and Chatham Streets, Montreal, Que., mileage 3.36 Montreal Sub., C.N.R.
- R-6389 August 6 - Interlocker operation, Hagersville, Ont., mileages 55.43 Mainline Sub., Penn Central Co., and 26.7 Hagersville Sub., C.N.R.
- R-6390 August 6 - Amends Order R-5572 and allocates cost subway, Calgary, Alta., mileage 174.51 Brooks Sub., C.P.R.
- R-6391 August 6 - Rescinds Order R-5568 dated May 7, 1969 and approves location of office building, Shell Canada Ltd., Hoey, Sask., C.N.R.
- R-6392 August 6 - Amends Order 109890 dated December 18, 1962.
- R-6393 August 6 - Crossing construction, Hwy. 3, Sask., mileage 105.11 Cudworth Sub., C.N.R.
- R-6394 August 6 - Crossing reconstruction, Provincial Hwy. 24, R.M. of Miniota, Man., mileage 62.03 Miniota Sub., C.P.R.
- R-6395 August 7 - Clearances, Neptune Terminal, Kennard Avenue, North Vancouver, B.C., C.N.R.
- R-6396 August 7 - Removes station agent, Beachburg, Ont., C.N.R.
- R-6397 August 8 - Amends Order 124180 dated April 18, 1967.
- R-6398 August 8 - Operation overhead bridge near Sussex, County of Kings, N.B., C.N.R. mileage 44.98 Sussex Sub.
- R-6399 August 8 - Joint running rights, Toronto, Hamilton and Buffalo Rly., and C.N.R.
- R-6400 August 8 - Tariff revisions, Bell Canada.
- R-6401 August 8 - Operation over siding serving Electrolier Corp., Inkster Blvd. and Sheppard Street, Winnipeg, Man., ~~C.N.R.~~ C.P.R.
- R-6402 August 8 - Crossing construction, Alta., mileage 19.8, Alberta Resources Rly.



- R-6403 August 8 – Diversion channel construction, mileage 2.75 Pleasant Point Sub., Man., C.N.R.
- R-6404 August 11 – Centralized Traffic Control System changes, White River Sub., Ont., C.P.R.
- R-6405 August 11 – Signal changes between mileages 85 and 87 Mountain Sub., B.C., C.P.R.
- R-6406 August 11 – Flammable liquid facilities, Imperial Oil Ltd., Prince Rupert, B.C., near mileage 0.76 Seal Cove Branch, C.N.R.
- R-6407 August 11 – Operation – Bridge over River des Boudreaults, Parish of Les Eboulements, Quebec, mileage 67.2 Murray Bay Sub., CNR.
- R-6408 August 11 – Removes speed limitation, Highway No. 20, Notre Dame Du Bon Conseil, County of Drummond, Quebec, mileage 90.89 Drummondville Sub., CNR.
- R-6409 August 11 – Automatic protection, St. Augustin Range Road, Parish of St. Helene de Bagot, Bagot County, Quebec, mileage 112.56 Drummondville Sub., CNR.
- R-6410 August 11 – Automatic protection changes, Cunningham Road, Sultan, Ontario, mileage 95.9 Nemegos Sub., CPR.
- R-6411 August 12 – Flammable liquid facilities, Alberta Vocational Centre, Chard, Alberta, mileage 212.9 Waterways Sub., NAR.
- R-6412 August 12 – Automatic protection, Tilbury Road, Township of Tilbury East, Ontario, mileage 186.90 Main Line Sub., Penn Central Company.
- R-6413 August 12 – Automatic protection, Range III Road, Parish of St-Joseph-de-la-Point-de-Levy, Levis County, Quebec, mileage 108.30 Montmagny Sub., CNR.
- R-6414 August 12 – Automatic protection Delmer Road, Dereham Township, Ontario, mileage 94.25 Main Line Sub., Penn Central Company.
- R-6415 August 12 – Automatic protection, 9th Range Front Road, St-Damien-de-Buckland, Bellechasse County, Quebec, mileage 178.91 Monk Sub., CNR.
- R-6416 August 12 – Automatic protection, Patoine Road, Parish of Ste-Victoire d'Arthabaska, Arthabaska County, Quebec, mileage 57.12 Danville Sub., CNR.
- R-6417 August 12 – Automatic protection, St-Cyr Road, Cleveland Township, Richmond County, Quebec, mileage 80.60 Danville Sub., CNR.
- R-6418 August 12 – Automatic protection, Fieldsville Road, Low Township, Gatineau County, Quebec, mileage 33.50 Maniwaki Sub., CPR.

- R-6419 August 12 – Automatic protection improvement, Tenth Street, Charny, Quebec, mileage 8.15 St. Romuald Sub., CNR.
- R-6420 August 12 – Crossing reconstruction, Provincial Road No. 464, Rural Municipality of Langford, Manitoba, mileage 5.89 Rapid City Sub., CNR.
- R-6421 August 12 – Amends Order R-4973 dated March 18, 1969.
- R-6422 August 12 – Amends Order R-5524 dated May 6, 1969.
- R-6423 August 12 – Pipeline construction, Selkirk, Manitoba, mileage 19.71 Winnipeg Beach Sub., CPR.
- R-6424 August 12 – Crossing reconstruction and automatic protection, Sandusk Road, Township of Walpole, Haldimand County, Ontario, mileage 59.65 Cayuga Sub., CNR.
- R-6425 August 12 – Removes speed limitation, Gauron Boulevard, Ville St. Pierre, Quebec, mileage 4.26 Canal Bank Spur, CNR.
- R-6426 August 12 – Removes agent and station building, Port Stanley, Ontario, mileage 23.6 Talbot Sub., CNR.
- R-6427 August 12 – Removes speed limitation, Dumoulin public road, Warwick, Quebec, mileage 63.83 Danville Sub., CNR.
- R-6428 August 12 – Automatic protection, County Road No. 27 Woodslee, Ontario, mileage 204.82 Main Line Sub., Penn Central Company.
- R-6429 August 12 – Amends Order R-47 dated September 27, 1967.
- R-6430 August 12 – Flammable liquid facilities, Imperial Oil Limited, Assiniboia, Saskatchewan, mileage 0.2 Shaunavon Sub., CPR.
- R-6431 August 12 – Removes speed limitation, Montreal River North Road, Municipality of Lacadie, St. Jean County, Quebec, mileage 25.13 Adirondack Sub., CPR.
- R-6432 August 12 – Closes crossing, North Star Road, Township of Snider, District of Sudbury, Ontario, mileage 11.58 Nickel Sub. (Formerly 11.54 Nickel Sub.) CPR.
- R-6433 August 12 – Reconstruction and operation – bridge, mileage 21.3 Indian Head Sub., Saskatchewan, CPR.
- R-6434 August 12 – Automatic protection changes, Henri Bourassa Street, Papi-neauville, Quebec, mileage 79.17 Lachute Sub., CPR.
- R-6435 August 12 – Automatic protection changes, Boundary Road, Boundary, New Brunswick, mileage 25.50 Monk Sub., CNR.
- R-6436 August 12 – Tolls – Supplement No. 5 Agreed Charge Tariff, Canadian Freight Association, CTC(AC) No. 2318.

- R-6437 August 12 – Tolls – Supplement No. 20 Agreed Charge Tariff, Canadian Freight Association, CTC(AC) No. 738.
- R-6438 August 12 – Pipeline construction, Clayson Road, north of Wilson Avenue, Borough of North York, York County, Ontario, mileage 5.88 MacTier Sub., CPR.
- R-6439 August 14 – Anhydrous ammonia facilities, Munro Farm Suppliers Limited, Westbourne, Manitoba, mileage 16.17 Minnedosa Sub., CPR.
- R-6440 August 14 – Reconstruction overhead bridge, Township Road, Township of Innisfil, Simcoe County, Ontario, mileage 53.70 Newmarket Sub., CNR.
- R-6441 August 14 – Amends Order 49197, November 4, 1932.
- R-6442 August 14 – Vision improvement, Forrest Avenue, City of Orillia, Ontario, mileage 86.88 Newmarket Sub., CNR.
- R-6443 August 14 – Dismisses application to remove station agent, Chemin du Lac, Quebec, mileage 6.0 Montmagny Sub., CNR.
- R-6444 August 14 – Bridge reconstruction, La Salle, Manitoba, mileage 16.4 Riviere Sub., CPR.
- R-6445 August 14 – Approach grades improvement, County Road No. 10, Township of Lochiel, Ontario, mileage 13.60 Alexandria Sub., CNR.
- R-6446 August 14 – Automatic protection changes, Highway No. 42, between Botwood and Bishop's Falls, Newfoundland, mileage 12.75 Main Line Sub., Grand Falls Central Railway Company.
- R-6447 August 14 – Removes speed limitation, Commission Drive, Hull, Quebec, mileage 2.2 Waltham Sub., CPR.
- R-6448 August 14 – Methanol facilities, Mimico, Ontario, mileage 7.50 Oakville Sub., CNR.
- R-6449 August 14 – Flammable liquid facilities, Imperial Oil Limited, Biggar, Saskatchewan, mileage 0.14 Wainwright Sub., CNR.
- R-6450 August 14 – Operation over bridge, mileages 175.5 Belleville Sub., CPR, and 301.90 Kingston Sub., CNR, Ontario.
- R-6451 August 14 – Dartmouth Subdivision diversion between mileages 12.61 and 12.89, Ochterloney Street, mileage 12.66 Dartmouth, Nova Scotia, CNR.
- R-6452 August 14 – Amends Order R-1916 dated April 5, 1968.
- R-6453 August 14 – Crossing reconstruction between O'Connell and Edward VII Avenues, Dorval, Quebec, mileage 4.51 Winchester Sub., CPR.
- R-6454 August 14 – Reconstruction and automatic protection, Renaud Line Road, Twp. of Maidstone, Ontario, Mileage 92.29 Chatham Sub., CNR.

- R-6455 August 14 – Operation on bridge, mileage 34.15 Taber Sub., Alberta, CPR.
- R-6456 August 14 – Amends Order R-6216 dated July 16, 1969.
- R-6457 August 14 – Crossing reconstruction, Kinbrook Island Park Road, mileage 65.92 Brooks Sub., Alberta, CPR.
- R-6458 August 14 – Amends Order R-2419 dated May 24, 1968.
- R-6459 August 14 – Rescinds Order 106493 dated December 8, 1961.
- R-6460 August 14 – Amends Order R-5984 dated June 24, 1969.
- R-6461 August 14 – Automatic protection changes, Maple, Ontario, mileage 19.40 Newmarket Sub., CNR.
- R-6462 August 14 – Signal changes between mileages 29 and 33, Shuswap Sub., B.C., CPR.
- R-6463 August 14 – Automatic protection, Kent County Road No. 11, Fargo, Ontario, mileage 168.71 N.F. Main Line Sub., Penn Central Company.
- R-6464 August 14 – Rescinds Orders 120805 dated May 13, 1966 and 108944 dated September 12, 1962; and approves flammable liquid facilities, Imperial Oil Limited, Virden, Manitoba, mileage 47.4 Broadview Sub., CPR.
- R-6465 August 14 – Clearances, Uniroyal (1966) Limited, Kitchener, Ontario, mileage 63.79 Guelph Sub., CNR.
- R-6466 August 14 – Automatic protection, Commissioners Road, Parish of L'Assomption, Quebec, mileage 116.38 Joliette Sub., CNR.
- R-6467 August 14 – Crossing reconstruction and automatic protection, Dupuis Range Road, Rainville, Quebec, mileage 5.05 Adirondack Sub., CPR.
- R-6468 August 14 – Amends Order 123249 dated January 19, 1967.
- R-6469 August 14 – Crossing reconstruction, Wolfedale Road, Mississauga, Ontario, mileage 16.82 Galt Sub., CPR.
- R-6470 August 14 – Automatic protection, Desrochers Road, Paspebiac, Quebec, mileage 3.69 Chandler Sub., CNR.
- R-6471 August 14 – Tolls – Tariff No. E-1360B, CTC(F) No. E 5181, CPR.
- R-6472 August 14 – Tolls – Tariff No. E-1355-F, CTC(F) No. E-5253, CPR.
- R-6473 August 14 – Tolls – Tariff CM300-16, CTC(F) No. E-4186, CNR.
- R-6474 August 14 – Tolls – Supplement No. 9 to Agreed Charge Tariff, Canadian Freight Association, CTC(AC) No. 666.
- R-6475 August 14 – Reconstruction and automatic protection, St. Antoine Street, Rigaud, Quebec, mileage 16.56 Montreal and Ottawa Sub., CPR.

- R-6476 August 14 – Office building, Shell Canada Limited, Drake, Saskatchewan, mileage 97.5 Lanigan Sub., CPR.
- R-6477 August 14 – Automatic protection changes, Highway No. 544, Larchwood, Ontario, mileage 95.73 Cartier Sub., CPR.
- R-6478 August 14 – Operation on subway, Ste-Croix Boulevard, St-Laurent, Quebec, mileage 142.66 Joliette Sub., CNR.
- R-6479 August 14 – Automatic protection changes, Highway No. 628, Red Rock, Ontario, mileage 68.15 Nipigon Sub., CPR.
- R-6480 August 14 – Automatic protection changes, Scugog Street, Bowmanville, Ontario, mileage 164.22 Belleville Sub., CPR.
- R-6481 August 14 – Automatic protection, Bruce County Road No. 10, Elmwood, Ontario, mileage 34.40 Owen Sound Sub., CNR.
- R-6482 August 14 – Crossing relocation, St. Isidore Road, St. Henedine, Quebec, from mileage 6.01 to 6.06 Levis Sub., QCR.
- R-6483 August 14 – Automatic protection, Wharf Road, Trois-Pistoles, Quebec, mileage 161.88 Mont-Joli Sub., CNR.
- R-6484 August 14 – Automatic protection changes, South Main Street, Sutton, Quebec, mileage 19.58 Newport Sub., CPR.
- R-6485 August 14 – Automatic protection changes, Elks Club Road, Levack, Ontario, mileage 103.89 Cartier Sub., CPR.
- R-6486 August 14 – Amends Order R-6907 dated July 7, 1969.
- R-6487 August 14 – Tolls – Tariff CTC(Limited) No. 204 Dominion Atlantic Railway Company.
- R-6488 August 14 – Tolls – Tariff CTC(Limited) No. 203 Dominion Atlantic Railway Company.
- R-6489 August 14 – Tolls – Tariff C.T.C. (Limited) No. E.3590, Canadian Pacific Railway Company.
- R-6490 August 14 – Tolls – Tariffs E.4157, 4158, 4186, 4211, 4218, 4219, 8898, 8907, 8910, 8915, 8921, and 8937 Canadian National Railways.
- R-6491 August 14 – Removes station agents at Lakefield, Haliburton, Fenelon Falls and Uxbridge, Canadian National Railways.
- R-6492 August 14 – Recinds Order R-925 dated December 21, 1967 and approves flammable liquid facilities Brandon Consumers Co-operative Limited, Wawanesa, Manitoba, mileage 14.7 Wawanesa Sub., CNR.
- R-6493 August 14 – Fencing exemption Township of Tilbury North, Ontario, between mileages 86.76 and 87.51, Windsor Sub., CPR.

- R-6494 August 14 – Removes speed limitation, Bremner, Alberta, mileage 254.82 Wainwright Sub., CNR.
- R-6495 August 14 – Removes station agent, Larder Lake, Ontario, mileage 22.4 Kirkland Lake Sub., Nipissing Central Railway Company.
- R-6496 August 14 – Flammable liquid facilities, Imperial Oil Limited, Kenaston, Saskatchewan, mileage 109.56 Craik Sub., CNR.
- R-6497 August 14 – Operation over bridge mileage 111.5 Okanagan Sub., B.C., CNR.
- R-6498 August 14 – Maintenance cost allocation, Highway No. 10, Parish of St-Simon, Quebec, mileage 157.12, Mont-Joli Sub., CNR (formerly mileage 52.0 Rimouski Sub.).
- R-6499 August 14 – Operation over subway, Romeo Street, Stratford, Ontario, mileage 87.95 Guelph Sub., and 30.75 Drumbo Sub., CNR.
- R-6500 August 15 – Removes speed limitation, Bernard Boulevard, Montreal, Quebec, mileage 5.58 Longue Pointe Sub., CNR.
- R-6501 August 15 – Overhead bridge, Memorial Drive, Calgary, Alberta, mileage 1.47 Red Deer Sub., CPR.
- R-6502 August 15 – Removes speed limitation, Kennedy Road, St. Isidore, Quebec, mileage 208.38 Monk Sub., CNR.
- R-6503 August 15 – Vision Improvement, John Sealy Road, Parish of Blissville, New Brunswick, mileage 41.47 McAdam Sub., CPR.
- R-6504 August 15 – Office building, Shell Canada Limited, St. Brieux, Saskatchewan, mileage 19.48 St. Brieux Sub., CNR.
- R-6505 August 15 – Operation over bridge, Moore Road, Township of Pickering, Ontario, mileage 314.78 Kingston Sub., CNR.
- R-6506 August 15 – Removes speed limitation, mileage 223.79, Monk Sub., Quebec, CNR.
- R-6507 August 15 – Crossing construction, Gilbert Road, Township of Richmond, B.C., mileage 2.42 Steveston Branch, CPR.
- R-6508 August 15 – Noranda Spur, Rural Municipality of Morris No. 312, Saskatchewan, mileage 3.71 Cudworth Sub., CNR.
- R-6509 August 15 – Limitation of liability in respect of carload rate on Copper Concentrates from Trail to New Westminster, Port Moody and Vancouver, B.C.
- R-6510 August 20 – Removes station agents and caretakers, London division, upon establishment of Customer Service Centre at London Ontario, CPR.
- R-6511 August 20 – Amends Order R-4721 dated February 19, 1969.

- R-6512 August 20 – Supplement No. 7 to Traffic Agreement Bell Canada and La Compagnie de Telephone de Warwick.
- R-6513 August 20 – Traffic agreement dated May 15, 1969, Appendices “A” and “B”, Supplements 1, 2 and 3 dated June 13, 1969, Bell Canada and Telephone du Nord de Quebec Inc.
- R-6514 August 20 – Supplement No. 6 dated July 8, 1969, to Traffic Agreement dated January 31, 1952 Bell Canada and Commissioners for the Telephone System of Municipality of the Township of McKellar, Ont.
- R-6515 August 20 – Removes speed limitation, Municipal Street, near Sudbury, Ontario, mileage 263.18 Bala Sub., CNR.
- R-6516 August 20 – Automatic protection changes, Andrew Street, Campbellton, New Brunswick, mileage 172.79 Newcastle Sub., CNR.
- R-6517 August 20 – Removes speed limitation, Lesage, Quebec, mileage 20.94 Ste. Agathe Sub., CPR.
- R-6518 August 20 – Removes speed limitation, Town of Riviere Bleue, Quebec, mileage 45.2 Monk Sub., CNR.
- R-6519 August 20 – Operation over subway, Gzowski Street, Fergus, Ontario, mileage 26.91 Elora Sub., CPR.
- R-6520 August 20 – Supplement No. 3, dated June 23, 1969, to Traffic Agreement dated September 19, 1967, between Bell Canada and Maitland Teleservices Limited.
- R-6521 August 20 – Supplement No. 2 dated June 10, 1969, to Traffic Agreement dated January 16, 1964, Bell Canada and La Cie de Telephone de St-Athanase.
- R-6522 August 20 – Anti-whistling by-law No. 135-69 Corporation of the City of Ottawa, Ontario.
- R-6523 August 20 – Flammable liquid facilities, Texaco Canada Limited, Jasper, Alberta, mileage 234.9 Edson Sub., CNR.
- R-6524 August 20 – Crossing diversion from mileage 137.45 to 137.62 and automatic protection mileage 137.45 Redditt Sub., Minaki, Ontario, CNR.
- R-6525 August 20 – Anhydrous ammonia facilities, Alcomdale, Alberta, mileage 43.7 Edmonton Sub., NAR-extension to March 31, 1970.
- R-6526 August 20 – Rescinds Order 73252 dated October 18, 1949.
- R-6527 August 20 – Supplementary Agreement, Canadian National Railways and Alberta Government Telephones.

- R-6528 August 20 – Anhydrous ammonia facilities, Beiseker Motors Limited, Irricana, Alberta, mileage 97.71 Three Hills Sub., CNR.
- R-6529 August 20 – Rescinds Order 84079 dated July 5, 1954.
- R-6530 August 20 – Anhydrous ammonia facilities, Picardville, Alberta, mileage 43.7 Edmonton Sub., NAR-extension of time.
- R-6531 August 20 – Crossing reconstruction PTH No. 9, Winnipeg Beach, Manitoba, mileage 47.61 Winnipeg Beach Sub., CPR.
- R-6532 August 20 – Noranda Spur, mileage 3.71 Cudworth Sub., Saskatchewan, CNR.
- R-6533 August 21 – Aerial tramway near Hell's Gate, B.C., mileage 7.18 Yale Sub., CNR.
- R-6534 August 21 – Interlocker operation, mileage 5.09 Rouses Point Sub., Quebec, CNR.
- R-6535 August 21 – Crossing construction, Montée des Sources Road, Pierrefonds, Quebec, mileage 5.98 Montfort Sub., CNR.
- R-6536 August 21 – Fencing exemption between mileages 14.25 and 15.28 Bulyea Sub., Saskatchewan, CPR.
- R-6537 August 21 – Reflectorized crossing signs relocation mileage 41.56 Bodo Sub., Saskatchewan, CNR.
- R-6538 August 21 – Operation over siding Kent Avenue South, Vancouver, B.C., mileage 1.28 Westminster Branch, Vancouver and Lulu Island Sub.
- R-6539 August 21 – Cost allocation -- reflective markings on sides of railway cars, CPR.
- R-6540 August 21 – Automatic protection changes, Highway No. 6, Mount Forest, Ontario, mileage 11.45 Durham Sub., CNR.
- R-6541 August 21 – Automatic protection changes, Provincial Road No. 311, Giroux, Manitoba, mileage 118.22 Sprague Sub., CNR.
- R-6542 August 21 – Automatic protection changes, Provincial Highway No. 248, Marquette, Manitoba, mileage 29.06, Carberry Sub., CPR.
- R-6543 August 21 – Automatic protection changes, Birchmount Road, Kennedy, Ontario, mileage 200.38 Belleville Sub., CPR.
- R-6544 August 21 – Amends Order No. 125180 dated August 4, 1967.
- R-6545 August 21 – Removes speed limitation Hwy. No. 1, Conrich, Alta., mileage 120.3 Three Hills Sub., CNR.
- R-6546 August 21 – Removes speed limitation Maple Street, Brooks, Alta., mileage, 67.06 Brooks Sub., CPR.



- R-6547 August 21 – Rescinds Order No. 123018 dated December 22, 1966, and Order No. 119999 dated February 18, 1966; and approves flammable liquid facilities, Imperial Oil Ltd., Hodgeville, Sask., mile 103.91 Gravelbourg Sub., CNR.
- R-6548 August 21 – Crossing reconstruction I and II Range Road, Notre Dame de Lourdes de Lorrainville, mileage 101.53 Temiscamingue Sub., CPR.
- R-6549 August 21 – Crossing reconstruction Willow Street, Truro, N.S., mileage 62.93 Bedford Sub., CNR.
- R-6550 August 21 – Removes speed limitation public highway No. 14, mile 10.48 Wilkie Sub., CPR.
- R-6551 August 21 – Removes speed limitation Hwy. No. 23, Monarch, Alta., mileage 13.8 Crowsnest Sub., CPR.
- R-6552 August 21 – Amends Order 124258 dated April 24, 1967.
- R-6553 August 21 – Removes speed limitation mileage 33.70 Tisdale Sub., Sask., CPR.
- R-6554 August 21 – Supplement Nos. 3 and 4 dated June 17, 1969, Traffic Agreement dated September 23, 1966, Bell Canada and Central Community Telephone Co. Ltd., (Orono).
- R-6555 August 21 – Flammable liquid facilities North of 53 Consumers' Co-op. Ltd., Flin Flon, Man., mile 87.0 Flin Flon Sub., CNR.
- R-6556 August 21 – Anhydrous ammonia facilities, Maurice Lefebvre, Melfort, Sask., mile 82.83 Melfort Sub., CPR.
- R-6557 August 21 – Crossing reconstruction, Hwy. No. 15, mile 114.90 Outlook Sub., Sask., CPR.
- R-6558 August 21 – Rescinds Orders 77015, 80593 and 87355 respectively dated July 19, 1951, January 13, 1953, and November 7, 1955.
- R-6559 August 21 – Amends Order No. R-1058 dated January 9, 1968.
- R-6560 August 21 – Amends Order No. R-6012 dated June 24, 1969.
- R-6561 August 22 – Limitation of Liability respecting rate on Concentrates, Copper Nickel, from Maniwaki, Quebec to Falconbridge, Ontario.
- R-6562 August 22 – Rescinds Rules and Regulations prescribed by G.O. 0-17 and prescribes Regulations respecting the Inspection and Testing of Air Reservoirs other than on Motive Power Equipment.
- R-6563 August 22 – Amends G.O. 0-21, rescinds Rules and Instructions made applicable by G.O. 0-21, and prescribes Rules and Instructions for Inspections and Maintenance of Motive Power Equipment.
- R-6564 August 26 – Amends Order 125284 dated August 21, 1967.

- R-6565 August 26 - Extended Area Service, Bell Canada and La Cie de Téléphone de St. Norbert.
- R-6566 August 26 - Removes speed limitation, Montreal, Quebec, mileage 5.08 Longue Pointe Sub., CNR.
- R-6567 August 26 - Crossing reconstruction, Huron Church Line Road, (Highway No. 3), Windsor, Ont., mile 6.05 Main Line Sub., Essex Terminal Railway Company.
- \*R-6568 August 26 - Rescinds General Orders T-11, T-13, T-14, T-16, T-18, T-24, T-30, T-31 and T-32 (See page 638, 59 RTC)
- R-6569 August 26 - Removes speed limitation, Nanton Street, Granum, Alberta, mile 91.82, MacLeod Sub., CPR.
- R-6570 August 26 - Reflectorized crossing signs relocation, St. Catharines, Ontario, mile 12.02 Grimsby Sub., CNR.
- R-6571 August 26 - Amends Order R-1038 dated January 9, 1968.
- R-6572 August 26 - Signal changes Kashabowie Sub., Ont., between mileages 117.8 and 120.0, 78.8 and 81.0 and 92.8 and 96.0, CNR.
- R-6573 August 26 - Automatic protection County Road No. 1, Mountain, Ontario, mile 95.84 Winchester Sub., CPR.
- R-6574 August 26 - Rate grouping changes of telephone exchanges Bell Canada Provinces of Ontario and Quebec.
- R-6575 August 26 - Conveyor trestle D'Entremont, Nova Scotia, mileage 104.09 Yarmouth Sub., CNR.
- R-6576 August 26 - Amends Order R-5645 dated May 22, 1969.
- R-6577 August 26 - Amends Order 119219 dated November 25, 1965.
- R-6578 August 26 - Amends Order R-2338 dated May 13, 1968.
- R-6579 August 26 - Exemption from application of subsection 1 of section 53 of General Order E-14 - mileage 248.34 Bala Sub., Ont., CNR.
- R-6580 August 26 - Rescinds Order 99639 dated November 4, 1959.
- \*R-6581 August 26 - Amends General Order T-2 respecting Regulations Governing the Construction, Filing and Costing of Freight Tariffs by Railway Companies. (See page 621, 59 RTC)
- R-6582 August 26 - Supplement No. 11 dated May 21, 1969 to traffic agreement dated May 5, 1965, Bell Canada and Télécommunications Richelieu Limitée (Division de Sorel)
- R-6583 August 26 - Anhydrous ammonia facilities, Prentiss, Alberta, mileage 22.3 Brazeau Sub., CNR - extension to May 15, 1970.

- R-6584 August 26 - Vision improvement Township Road, Brant, Ont., mileage 31.08 Owen Sound Sub., CNR.
- R-6585 August 26 - Reflectorized crossing signs relocation, mileage 10.14 Fergus Sub., Ont., CNR.
- R-6586 August 26 - Supplements 6 & 7 dated June 15, 1969, to traffic agreement dated March 29, 1957, Bell Canada and Durham Telephones Limited.
- R-6587 August 26 - Crossing construction, St. Anne Street, Shediac, N.B., mileage 9.84 Point du Chene Sub., CNR.
- R-6588 August 26 - Anhydrous ammonia facilities, Lacombe Fertilizer and Farm Supply Limited, Haynes, Alberta, mileage 10.0 Brazeau Sub., CNR - extension to April 30, 1970.
- R-6589 August 26 - Automatic protection Park and Degge Streets, Chatham, Ont., mileages 60.89 and 60.93 Chatham Subdivision, CNR.
- R-6590 August 26 - Removes speed limitation Main Street, Leduc, Alberta, mileage 79.03 Leduc Sub., CPR.
- R-6591 August 26 - Removes speed limitation, Moosomin, Sask., mileage 86.3 Broadview Sub., CPR.
- R-6592 August 26 - Automatic protection changes, Station Road, Proulxville, Quebec, mileage 11.72 St. Stanislas Sub., CNR.
- R-6593 August 26 - Removes speed limitation Rural Municipality of Morris, Manitoba, mileage 34.20 Letellier Sub., CNR.
- R-6594 August 26 - Removes speed limitation, Kent, Manitoba, mileage 33.33 Lenore Sub., CPR.
- R-6595 August 26 - Automatic protection, Montée Paiement, Gatineau, Que., mileage 113.10 Lachute Sub., CPR.
- R-6596 August 26 - Amends Order R-5689 dated May 22, 1969, and allocates cost of removal or relocation of facilities North Edmonton Farmers Mutual Telephone Company, M.D. Sturgeon No. 90, Alberta, mileage 11.20 Edmonton Sub., NAR.
- R-6597 August 26 - Bathurst by-pass, Bathurst, N.B., mileage 3.11 Caraquet Subdivision, CNR.
- R-6598 August 26 - Amends Order R-4462 dated January 21, 1969.
- R-6599 August 26 - Automatic protection changes, La Pomme D'Or Road, Contrecoeur, Que., mileage 29.82 Sorel Sub., CNR.
- R-6600 August 26 - Tolls - Agreed Charge Tariff, Canadian Freight Association, C.T.C. (AC) No. 1251.

R-6601 August 26 – Tolls – Tariffs C.T.C. No. 2, Devco Railway.

R-6602 August 26 – Siding construction, Mueller Richardson, Water Street, St. Marys, Ont., mileage 24.85 St. Marys Sub., CPR.

## COMMISSION CANADIENNE DES TRANSPORTS

## ORDONNANCE N° R-6568

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*RELATIVE aux ordonnances générales nos T-11, T-13, T-14, T-16, T-18, T-24, T-30, T-31 et T-32 de la Commission des transports du Canada:*

Dossiers nos 36962

45464.1

29674.1.2

29674.68

4106

4106.36

26615.84.2

26602.72

29890.5

25639

29040

29674.53

Le Comité ordonne par les présentes ce qui suit:

Sont révoquées les ordonnances générales nos T-11, T-13, T-14, T-16, T-18, T-24, T-30, T-31 et T-32.

Fait à Ottawa, le 26<sup>e</sup> jour d'août 1969.

Le Secrétaire adjoint du Comité des transports  
par chemin de fer

(Signé) J.D. Beaton

## SOMMAIRE DES ORDONNANCES RENDUES PAR

## LE COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

(\*indique que l'ordonnance est imprimée complètement sur la page indiquée)

- R-6267 22 juillet – Modification de l'ordonnance n° 124639, datée du 8 juin 1967.
- R-6268 22 juillet – Modification de l'ordonnance n° 124616, datée du 8 juin 1967.
- R-6269 22 juillet – Modification de l'ordonnance n° 124168, datée du 17 avril 1967.
- R-6270 22 juillet – Répartition du coût du déplacement des installations de la *B.C. Hydro and Power Authority* au passage supérieur de la rue Sande, à Terrace (C.-B.), au point milliaire 0.53 de la subd. de Skeena, CN.
- R-6271 23 juillet – Suppression de postes de chef de gare et de gardien de la subdivision de Smiths Falls du CP lors de l'établissement d'un centre de service à la clientèle, à Ottawa (Ont.).
- R-6272 28 juillet – Supplément n° 7 du contrat de trafic passé entre Bell Canada et le Téléphone de Contrecoeur Limitée.
- R-6273 28 juillet – Suppression du poste de chef de gare du CN, à Warman (Sask.), au point milliaire 16.8 de la subd. de Warman.
- R-6274 28 juillet – Modification de l'ordonnance n° 124621, datée du 8 juin 1967.
- R-6275 28 juillet – Modification de l'ordonnance n° 124486, datée du 19 mai 1967.
- R-6276 28 juillet – Système de protection automatique, chemin du Tour, Laval (Qué.), au point milliaire 7.47 de la subd. de Montfort, CN.
- R-6277 28 juillet – Système de protection automatique, chemin de comté n° 29, comtés unis de Stormont, Dundas et Glengarry (Ont.), au point milliaire 32.06 de la subd. d'Alexandria, CN.
- R-6278 28 juillet – Modification de l'ordonnance n° R-568, datée du 14 novembre 1967.
- R-6279 28 juillet – Système de protection automatique, av. Castlefield, au nord de Fairbank (Ont.), au point milliaire 6.89 de la subd. de Newmarket, CN.
- R-6280 28 juillet – Modification de l'ordonnance n° 120221, datée du 18 mars 1966.
- R-6281 28 juillet – Suppression du poste de chef de gare du CP, à Sultan (Ont.), au point milliaire 96.7 de la subd. de Nemegos.
- R-6282 28 juillet – Supplément n° 8 du contrat de trafic passé entre Bell Canada et *La Tuque Telephone Company*.
- R-6283 28 juillet – Modification de l'ordonnance n° R-6009, datée du 24 juin 1969.

- R-6284 28 juillet – Suppression de la limite de vitesse, au chemin de comté à 3.29 milles à l'ouest de Ridgeway (Ont.), au point milliaire 12.29 de la subd. de Dunnville, CN.
- R-6285 28 juillet – Révisions de tarifs, Bell Canada.
- R-6286 28 juillet – Révisions de tarifs, Bell Canada.
- R-6287 28 juillet – Plan général et profil de l'étagement de voies de la route 2, à Peace River (Alb.), *NAR*.
- R-6288 28 juillet – Modification de l'ordonnance n° R-6033, datée du 25 juin 1969.
- R-6289 28 juillet – Supplément n° 10 du contrat de trafic passé entre Bell Canada et Télébec Inc.
- R-6290 28 juillet – Suppression de la limite de vitesse au Thorold Stone Road, à Niagara Falls (Ont.), au point milliaire 1.21 de la subd. de Welland, CN.
- R-6291 28 juillet – Révocation de l'ordonnance n° 101145, datée du 5 mai 1960.
- R-6292 28 juillet – Route de déviation et système de protection automatique, à Farnham, comté de Missisquoi (Qué.), au point milliaire 0.74 de la subd. de Stanbridge, CN.
- R-6293 28 juillet – Modification de l'ordonnance n° 125085, datée du 25 juillet 1967.
- R-6294 30 juillet – Pont à demi-poutres et ponceau de soixante pouces sur la rivière Magog, à Magog, comté de Stanstead (Qué.), aux points milliaires 86.45 et 86.50, subd. de Sherbrooke, CP.
- R-6295 31 juillet – Passage supérieur, route 406, canton de Thorold, comté de Welland (Ont.), au point milliaire 8.41 de la subd. de Fonthill, CN.
- R-6296 31 juillet – Voie de desserte de l'*Ontario Hydro*, à la route 17, canton de Long, district d'Algoma (Ont.), au point milliaire 42.7 de la subd. de Thessalon, CP.
- R-6297 31 juillet – Déplacement de parties de la subd. de Windermere et de la subd. de Cranbrook, CP, (C.-B.)
- R-6298 31 juillet – Système de protection automatique, chemin Douglas, Burnaby (C.-B.), au point milliaire 151.05 de la 2<sup>e</sup> subd., CN.
- R-6299 31 juillet – Dispense de l'obligation de poser des clôtures d'emprise du côté sud de la subd. de Wynyard (Sask.), CP.
- R-6300 31 juillet – Reconstruction du passage et révision du système de protection automatique du chemin de comté n° 12 (rue Main) à Seaforth (Ont.), au point milliaire 24.76 de la subd. de Goderich, CN.
- R-6301 31 juillet – Construction de la rampe J (ouvrage n° 10) du pont des Halifax-Dartmouth Narrows, à Halifax (N.-É.), au point milliaire 0.40 de l'embranchement de Willow Park, CN.

- R-6302 31 juillet – Ligne de téléphone de Bell Canada, av. Durocher et rue Beaubien, à Outremont (Qué.), au point milliaire 1.0 de la subd. d'Outremont, CP.
- R-6303 31 juillet – Immeuble à bureaux de l'*Imperial Oil Ltd.*, Amaranth (Man.), près du point milliaire 53.4 de la subd. d'Oakland, CN.
- R-6304 31 juillet – Modifications du système de protection automatique, à River Glade (N.-B.), au point milliaire 15.80 de la subd. de Sussex, CN.
- R-6305 31 juillet – Reconstruction du chemin municipal, dist. mun. de Rocky View, au point milliaire 28.05 de la subd. de Red Deer, CP.
- R-6306 31 juillet – Exploitation ferroviaire à Osborne Lake (Man.), du point milliaire 60.73 au point milliaire 70.1 de la subd. de Chisel Lake, CN.
- R-6307 31 juillet – Élargissement et amélioration du PTH 44, à Rennie (Man.), près du point milliaire 52.28 de la subd. de Keewatin, CP.
- R-6308 1<sup>er</sup> août – Passage pour piétons, à l'ouest du passage inférieur du chemin Saint-Charles, à Beaconsfield (Qué.), au point milliaire 10.3 de la subd. de Winchester, CP et au point milliaire 15.61 de la subd. de Kingston, CN.
- R-6309 1<sup>er</sup> août – Construction d'un pipe-line, aux points milliaires 19.58 et 19.3 de la subd. de Winnipeg Beach (Man.), CP.
- R-6310 1<sup>er</sup> août – Embranchement industriel de Pretty River, 0.81 mille de longueur, à Collingwood (Ont.), au point milliaire 30.42 de la subd. de Meaford, CN.
- R-6311 1<sup>er</sup> août – Suppression de la limite de vitesse, au Signet Drive, canton de North York (Ont.), au point milliaire 8.3 de la subd. de MacTier, CP.
- R-6312 1<sup>er</sup> août – Révision du système de protection automatique de la rue Caron, à Sainte-Anne-de-Beaupré (Qué.), au point milliaire 20.98 de la subd. de Murray Bay, CN.
- \*R-6313 5 août – Révocation de l'ordonnance n° 123994, datée du 5 avril 1967, et prescription du Règlement relatif aux frais pour les fins des articles 314A à 314J, 317, 329, 334, 336, 387A et 387B de la Loi sur les chemins de fer (voir page 560, 59 RTC).
- \*R-6314 5 août – Ordonnance enjoignant au CN et au CP de déposer des Manuels de calcul des prix de revient (voir page 571, 59 RTC).
- \*R-6315 5 août – Révocation de l'ordonnance n° R-1128, datée du 17 janvier 1968, et prescription du Règlement régissant les demandes d'abandon d'exploitation d'embranchements en vertu de l'article 314B de la Loi sur les chemins de fer et autres demandes d'abandon (voir la page 579, 59 RTC).



- \*R-6316 5 août — Révocation de l'ordonnance n<sup>o</sup> R-4642, datée du 13 février 1969 et prescription du Règlement régissant les demandes de suppression de services de trains de voyageurs (voir la page 591, 59 RTC)
- R-6317 5 août — Amélioration du système de protection automatique, au Park Road nord, à Brantford (Ont.), au point milliaire 21.33 de la subd. de Dundas, CN.
- R-6318 5 août — Reconstruction du passage du chemin de canton n<sup>o</sup> 30 entre les lots 29 et 30, conc. 1, canton de Wainfleet, comté de Welland (Ont.), CN.
- R-6319 5 août — Installations pour liquides inflammables de l'*Imperial Oil Ltd.*, à Delisle (Sask.), au point milliaire 21.38 de la subd. de Rosetown, CN.
- R-6320 5 août — Suppression de la limite de vitesse, à Portage-la-Prairie (Man.), au point milliaire 53.58 de la subd. de Rivers, CN.
- R-6321 5 août — Système de protection automatique, chemin de l'ancien aéroport, à Saint-Hilaire (N.-B.), au point milliaire 6.27 de la subd. de Monk, CN.
- R-6322 5 août — Modification du système de protection automatique, rue Notre-Dame, à Sainte-Thècle (Qué.), au point milliaire 14.70 de la subd. du lac Saint-Jean, CN.
- R-6323 5 août — Système de protection automatique, chemin d'En Bas, à Saint-Louis-de-Gonzague (Qué.), au point milliaire 26.64 de la subd. de Murray Bay, CN.
- R-6324 5 août — Suppression de la limite de vitesse, rue Main, à Dauphin (Man.), au point milliaire 121.64 de la subd. de Gladstone, CN.
- R-6325 5 août — Modification du groupement tarifaire de certains centraux téléphoniques, Télécommunications du CN, province de Terre-Neuve.
- R-6326 5 août — Révisions de tarifs, Bell Canada.
- R-6327 5 août — Modification de l'ordonnance n<sup>o</sup> R-5958, datée du 24 juin 1969.
- R-6328 5 août — Suppression de la limite de vitesse, à la route n<sup>o</sup> 40, Sarnia (Ont.), au point milliaire 69.10 de la subd. n<sup>o</sup> 2, C.&O.
- R-6329 5 août — Révisions de tarifs, Bell Canada.
- R-6330 5 août — Amélioration des lignes de visibilité, à la route Strathlorne-Scotsville, comté d'Inverness (N.-É.), au point milliaire 51.54 de la subd., Inverness, CN.
- R-6331 5 août — Système de protection automatique, montée Bellevue, à Léry, comté de Châteauguay (Qué.), au point milliaire 46.7 de la subd. de Saint-Laurent et d'Adirondack, *Penn Central Company*.

- R-6332 5 août – Amélioration de la visibilité, chemin de comté, comté de Camrose (Alb.), au point milliaire 77.85 de la subd. de Camrose, CN.
- R-6333 5 août – Dispense d'ériger des clôtures, subd. de Hartney (Man.), CN.
- R-6334 5 août – Suppression de la limite de vitesse, conc. n° 4, canton de North Dorchester (Ont.), au point milliaire 68.0 de la subd. de Dundas, CN.
- R-6335 5 août – Système de protection automatique, chemin de la Seigneurie, paroisse de Saint-Fabien, comté de Rimouski, au point milliaire 138.22 de la subd. de Mont-Joli, CN.
- R-6336 5 août – Modification du système de protection automatique, à la route 15A, à Pointe-au-Pic (Qué.), au point milliaire 85.82 de la subd. de Murray Bay, CN.
- R-6337 5 août – Révocation de l'ordonnance n° 120626, datée du 26 avril 1966, et de l'ordonnance n° 87554, datée du 8 décembre 1955, et approbation des installations pour liquides inflammables de *Shell Canada Ltd.*, à Goodeve (Sask.), près du point milliaire 18.91 de la subd. de Watrous, CN.
- R-6338 5 août – Modification de l'ordonnance n° 118777, datée du 26 octobre 1965.
- R-6339 5 août – Suppression de la limite de vitesse, Tecumseh Road est, à Windsor (Ont.), au point milliaire 2 de la subd. de Main Line, *Essex Terminal Railway*.
- R-6340 5 août – Construction d'une voie ferrée au-dessus du pipe-line de la *Canadian Fina Oil Ltd.*, au point milliaire 7.34 de la voie prolongée de New Windfall (Alb.), CN.
- R-6341 5 août – Modification du groupement tarifaire, *B.C. Telephone Company*.
- R-6342 5 août – Dispense d'ériger des clôtures, subd. de Carman (Man.), CN.
- R-6343 5 août – Suppression de la limite de vitesse, chemin de la concession n° 12, à McGregor (Ont.), *C. & O.*
- R-6344 5 août – Dispense d'ériger des clôtures, subd. d'Oakland (Man.), CN.
- R-6345 5 août – Dispense d'ériger des clôtures, subd. de Sutherland (Sask.), CP.
- R-6346 5 août – Suppression de la limite de vitesse, chemin secondaire Clarke, canton de London (Ont.), au point milliaire 110.62 de la subd. de Galt, CP.
- R-6347 5 août – Voie devant desservir *Quality Construction Ltd.*, 2<sup>e</sup> rue est et 55<sup>e</sup> av. sud, à Calgary (Alb.), CP.

- R-6348 5 août – Modification de l'ordonnance n<sup>o</sup> 122977, datée du 19 décembre 1966.
- R-6349 5 août – Système de protection automatique, chemin du rang Saint-Denis, paroisse de l'Ancienne-Lorette (Qué.), au point milliaire 148.16 de la subd. de Québec, CP.
- R-6350 5 août – Système de protection automatique, ancienne route n<sup>o</sup> 10, paroisse de Sainte-Cécile-du-Bic, comté de Rimouski (Qué.), au point milliaire 137.83 de la subd. de Mont-Joli, CN.
- R-6351 5 août – Système de protection automatique, rue Dubuisson, à Loretteville, comté de Chauveau (Qué.), au point milliaire 8.31 de la subd. de Saint-Raymond, CN.
- R-6352 5 août – Système de protection automatique, à la rue Graveline, ville de Laval (Qué.), au point milliaire 8.19 de la subd. de Montfort, CN.
- R-6353 5 août – Système de protection automatique, chemin Heppell nord, à Saint-Jacques-le-Majeur de Causapsal (Qué.), au point milliaire 45.54 de la subd. de Mont-Joli, CN.
- R-6354 5 août – Système de protection automatique, rue Main, à Quill Lake (Sask.), au point milliaire 108.05 de la subd. de Margo, CN.
- R-6355 5 août – Reconstruction du passage supérieur de Baker Lake, paroisse de Baker Lake (N.-B.), au point milliaire 20.80 de la subd. de Monk, CN.
- R-6356 5 août – Déplacement des écriteaux de passage réfléchissants, au point milliaire 48.09 de la subd. de Bodo (Sask.), CN.
- R-6357 5 août – Modification de l'ordonnance n<sup>o</sup> R-2274, datée du 13 mai 1968.
- R-6358 5 août – Reconstruction du passage et système de protection automatique, chemin Lewis, canton de Saltfleet (Ont.), au point milliaire 32.69 de la subd. de Grimsby, CN.
- R-6359 5 août – Répartition du coût du passage supérieur, à la rue Mill, Saint-Jean (N.-B.), au point milliaire 87.04 de la subd. de Sussex, CN.
- R-6360 5 août – Circulation sur le pont, au point milliaire 26.4 de la subd. de Shuswap (C.-B.), CP.
- R-6361 5 août – Circulation sur le pont, au point milliaire 100.9 de la subd. de Mountain (C.-B.), CP.
- R-6362 5 août – Suppression de la limite de vitesse, à la rue McNaughton (route n<sup>o</sup> 40), à Wallaceburg (Ont.), au point milliaire 41.10 de la subd. n<sup>o</sup> 2, C.&O.
- R-6363 5 août – Circulation sur le passage inférieur, à la rue Meilleur, à Montréal (Qué.), au point milliaire 140.60 de la subd. de Joliette, CN.

- R-6364 5 août – Modification du système de protection automatique, à la route 805, à l'ouest de Azen (Ont.), au point milliaire 108.10 de la subd. d'Alderdale, CN.
- R-6365 5 août – Circulation sur le pont, au point milliaire 7.55 (anciennement 7.6) de la subd. d'Emerson (Man.), CP.
- R-6366 5 août – Dispense d'ériger des clôtures, subd. de Rivers (Man.), CN.
- R-6367 5 août – Règlement n<sup>o</sup> 153 interdisant l'emploi du sifflet, au boul. Perrot, Île-Perrot (Qué.), au point milliaire 22.07 de la subd. de Kingston, CN, et au point milliaire 16.62 de la subd. de Winchester, CP.
- R-6368 5 août – Supplément n<sup>o</sup> 7 du contrat de trafic passé entre Bell Canada et la *Pontiac Rural Telephone Co. Ltd.*
- R-6369 5 août – Suppression de la limite de vitesse, à la route 41, à Notre Dame Junction (T.-N.), au point milliaire 244.73 de la subd. de Clarendville, CN.
- R-6370 5 août – Modification de l'ordonnance n<sup>o</sup> R-6025, datée du 25 juin 1969.
- R-6371 5 août – Suppression de la limite de vitesse, à la rue Kenny, dist. mun. de Terrace (C.-B.), au point milliaire 1.15 de la subd. de Skeena, CN.
- R-6372 5 août – Dispense d'ériger des clôtures, dans la subd. de Sainte-Rose (Man.), CN.
- R-6373 5 août – Reconstruction du passage, au chemin de canton, canton de North Oxford (Ont.), au point milliaire 61.44 de la subd. de Dundas, CN.
- R-6374 5 août – Révisions de tarifs, Bell Canada.
- R-6375 5 août – Suppression de la limite de vitesse, à la route 35, Weyburn (Sask.), au point milliaire 11.08 de la subd. de Weyburn, CN.
- R-6376 5 août – Suppression de la limite de vitesse, à la rue King, Ingersoll (Ont.), au point milliaire 9.81 de la subd. de St. Thomas, CP.
- R-6377 5 août – Modification de l'ordonnance n<sup>o</sup> 25368, datée du 7 septembre 1916.
- R-6378 6 août – Construction d'un passage, dans la mun. rurale de Foam Lake n<sup>o</sup> 276 (Sask.), au point milliaire 6.64 de la subd. de Tisdale, CP.
- R-6379 6 août – Installation d'un câble, à Como (Qué.), du point milliaire 1.46 au point milliaire 3.85, du point milliaire 5.50 au point milliaire 6.35 et du point milliaire 7.37 au point milliaire 7.69 de la subd. de Montréal et Ottawa, CP.
- R-6380 6 août – Taux – Tarif CTC (limité) n<sup>o</sup> 201, *Dominion Atlantic Railway Co.*
- R-6381 6 août – Taux – Supplément n<sup>o</sup> 3, *tarif de taux convenu, Association canadienne du trafic-marchandises, CTC (AC), n<sup>o</sup> 745.*

- R-6382 6 août — Taux — *Tarif de taux convenu, Association canadienne du trafic-marchandises, CTC (AC), n° 745.*
- R-6383 6 août — Système de protection automatique, au chemin Drury, canton de Hardwich (Ont.), au point milliaire 170.89 de la subd. de Main Line, *Penn Central Co*
- R-6384 6 août — Circulation dans le tunnel, à Edmonton (Alb.), au point milliaire 97.89 de la subd. de Leduc, CP.
- R-6385 6 août — Système de protection automatique, au chemin du Vide, paroisse de Sainte-Marie-de-Monnoir, comté de Rouville (Qué.), au point milliaire 36.47 de la subd. de Granby, CN.
- R-6386 6 août — Système de protection automatique, à la rue Prince, Maxville (Ont.), au point milliaire 34.48 de la subd. d'Alexandria, CN.
- R-6387 6 août — Embranchement de Nanticoke, au point milliaire 5.04, dans canton de Walpole, comté de Haldimand (Ont.), CN.
- R-6388 6 août — Déviation de la route entre les rues Canning et Chatham, à Montréal (Qué.), au point milliaire 3.36 de la subd. de Montréal, CN.
- R-6389 6 août — Fonctionnement de l'appareil d'enclenchement, à Hagersville (Ont.), aux points milliaires 55.43 de la subd. de Main Line, *Penn Central Co.*, et 26.7 de la subd. de Hagersville, CN.
- R-6390 6 août — Modification de l'ordonnance n° R-5572 et répartition du coût du passage inférieur, à Calgary (Alb.), au point milliaire 174.51 de la subd. de Brooks, CP.
- R-6391 6 août — Révocation de l'ordonnance n° R-5568, datée du 7 mai 1969, et approbation de l'implantation d'un immeuble à bureaux, *Shell Canada Ltd.*, à Hoey (Sask.), CN.
- R-6392 6 août — Modification de l'ordonnance n° 109890, datée du 18 décembre 1962.
- R-6393 6 août — Construction d'un passage, à la route 3 (Sask.), au point milliaire 105.11 de la subd. de Cudworth, CN.
- R-6394 6 août — Reconstruction d'un passage, route provinciale n° 24, mun. rurale de Miniota (Man.), au point milliaire 62.03 de la subd. de Miniota, CP.
- R-6395 7 août — Espaces libres, terminus de Neptune, av. Kennard, Vancouver-Nord (C.-B.), CN.
- R-6396 7 août — Abolition du poste de chef de gare, à Beachburg (Ont.), CN.
- R-6397 8 août — Modification de l'ordonnance n° 124180, datée du 18 avril 1967.

- R-6398 8 août — Circulation sur le passage supérieur près de Sussex, comté de Kings (N.-B.), au point milliaire 44.98 de la subd. de (Sussex, CN.)
- R-6399 8 août — Droits de parcours communs, à *Toronto, Hamilton and Buffalo Railway* et CN.
- R-6400 8 août — Révisions de tarifs, Bell Canada.
- R-6401 8 août — Circulation sur la voie qui dessert *Electrolier Corp.*, boul. Inkster et rue Sheppard, à Winnipeg (Man.), ~~CN~~ CP.
- R-6402 8 août — Construction d'un passage (Alb.), au point milliaire 19.8, *Alberta Resources Railway*.
- R-6403 8 août — Construction d'un canal de déviation, au point milliaire 2.75 de la subd. de Pleasant Point (Man.), CN.
- R-6404 11 août — Modification de la commande centralisée de la circulation, de la subd. de White River (Ont.), CP.
- R-6405 11 août — Modification de la signalisation entre les points milliaires 85 et 87 de la subd. de Mountain (C.-B.), CP.
- R-6406 11 août — Installations pour liquides inflammables, *Imperial Oil Ltd.*, à Prince Rupert (C.-B.), près du point milliaire 0.76 de l'embranchement de Seal Cove, CN.
- R-6407 11 août — Circulation sur le pont de la rivière des Boudreaults, paroisse des Éboulements (Qué.), au point milliaire 67.2 de la subd. de Murray Bay, CN.
- R-6408 11 août — Suppression de la limite de vitesse, à la route n° 20, Notre-Dame-du-Bon-Conseil, comté de Drummond (Qué.), au point milliaire 90.89 de la subd. de Drummondville, CN.
- R-6409 11 août — Système de protection automatique, au chemin du rang Saint-Augustin, paroisse de Sainte-Hélène-de-Bagot, comté de Bagot (Qué.), au point milliaire 112.56 de la subd. de Drummondville, CN.
- R-6410 11 août — Modification du système de protection automatique, au chemin Cunningham, à Sultan (Ont.), au point milliaire 95.9 de la subd. de Nemeegos, CP.
- R-6411 12 août — Installations pour liquides inflammables, *Alberta Vocational Centre*, à Chard (Alb.), au point milliaire 212.9 de la subd. de Waterways, NAR.
- R-6412 12 août — Système de protection automatique, au chemin Tilbury, canton de Tilbury-East (Ont.), au point milliaire 186.90 de la subd. de Main Line, *Penn Central Company*.

- R-6413 12 août – Système de protection automatique, au chemin du rang III, paroisse de Saint-Joseph-de-la-Pointe-de-Lévis, comté de Lévis (Qué.), au point milliaire 108.30 de la subd. de Montmagny, CN.
- R-6414 12 août – Système de protection automatique, au chemin Delmer, canton de Dereham (Ont.), au point milliaire 94.25 de la subd. de Main Line, *Penn Central Company*.
- R-6415 12 août – Système de protection automatique, au chemin de front du rang 9, Saint-Damien-de-Buckland, comté de Bellechasse (Qué.), au point milliaire 178.91 de la subd. de Monk, CN.
- R-6416 12 août – Système de protection automatique, au chemin Patoine, paroisse de Sainte-Victoire-d'Arthabaska, comté d'Arthabaska (Qué.), au point milliaire 57.12 de la subd. de Danville, CN.
- R-6417 12 août – Système de protection automatique, au chemin Saint-Cyr, canton de Cleveland, comté de Richmond (Qué.), au point milliaire 80.60 de la subd. de Danville, CN.
- R-6418 12 août – Système de protection automatique, au chemin de Fieldsville, canton de Low, comté de Gatineau (Qué.), au point milliaire 33.50 de la subd. de Maniwaki, CP.
- R-6419 12 août – Amélioration du système de protection automatique, à la 10<sup>e</sup> rue, Charny (Qué.), au point milliaire 8.15 de la subd. de Saint-Romuald, CN.
- R-6420 12 août – Reconstruction du passage, au chemin provincial n<sup>o</sup> 464, municipalité rurale de Langford (Man.), au point milliaire 5.89 de la subd. de Rapid City, CN.
- R-6421 12 août – Modification de l'ordonnance n<sup>o</sup> R-4973, datée du 18 mars 1969.
- R-6422 12 août – Modification de l'ordonnance n<sup>o</sup> R-5524, datée du 6 mai 1969.
- R-6423 12 août – Construction d'un pipe-line, à Selkirk (Man.), au point milliaire 19.71 de la subd. de Winnipeg Beach, CP.
- R-6424 12 août – Reconstruction du passage et système de protection automatique, au chemin Sandusk, canton de Walpole, comté de Haldimand (Ont.), au point milliaire 59.65 de la subd. de Cayuga, CN.
- R-6425 12 août – Suppression de la limite de vitesse, au boul. Gauron, Ville-St-Pierre (Qué.), au point milliaire 4.26 de l'embranchement de la berge du canal, CN.
- R-6426 12 août – Abolition du poste de chef de gare et enlèvement du bâtiment de la gare, à Port Stanley (Ont.), au point milliaire 23.6 de la subd. de Talbot, CN.

- R-6427 12 août – Suppression de la limite de vitesse, au chemin public Dumoulin, Warwick (Qué.), au point milliaire 63.83 de la subd. de Danville, CN.
- R-6428 12 août – Système de protection automatique, au chemin de comté n° 27, Woodslee (Ont.), au point milliaire 204.82 de la subd. de Main Line, *Penn Central Company*.
- R-6429 12 août – Modification de l'ordonnance n° R-47, datée du 27 septembre 1967.
- R-6430 12 août – Installations pour liquides inflammables, *Imperial Oil Limited*, à Assiniboia (Sask.), au point milliaire 0.2 de la subd. de Shaunavon, CP.
- R-6431 12 août – Suppression de la limite de vitesse, au chemin de la rivière Montréal nord, municipalité de Lacadie, comté de Saint-Jean (Qué.), au point milliaire 25.13 de la subd. d'Adirondack, CP.
- R-6432 12 août – Fermeture du passage, au chemin North Star, canton de Snider, district de Sudbury (Ont.), au point milliaire 11.58 de la subd. de Nickel (anciennement 11.54 de la subd. de Nickel), CP.
- R-6433 12 août – Reconstruction et circulation – pont, au point milliaire 21.3 de la subd. d'Indian Head, (Sask.), CP.
- R-6434 12 août – Modification du système de protection automatique, à la rue Henri-Bourassa, Papineauville (Qué.), au point milliaire 79.17 de la subd. de Lachute, CP.
- R-6435 12 août – Modification du système de protection automatique, au Boundary Road, Boundary (N.-B.), au point milliaire 25.50 de la subd. de Monk, CN.
- R-6436 12 août – Taux – Supplément n° 5, *tarif de taux convenu, Association canadienne du trafic-marchandises, CTC (AC) n° 2318.*
- R-6437 12 août – Taux – Supplément n° 20, *tarif de taux convenu, Association canadienne du trafic-marchandises, CTC (AC) n° 738.*
- R-6438 12 août – Construction d'un pipe-line, au chemin Clayson, au nord de l'av. Wilson, municipalité de North York, comté de York (Ont.), au point milliaire 5.88 de la subd. de MacTier, CP.
- R-6439 14 août – Installations pour l'ammoniac anhydre, *Munro Farm Suppliers Limited*, à Westbourne (Man.), au point milliaire 16.17 de la subd. de Minnedosa, CP.
- R-6440 14 août – Reconstruction du passage supérieur, au chemin de canton, canton d'Innisfil, comté de Simcoe (Ont.), au point milliaire 53.70 de la subd. de Newmarket, CN.



- R-6441 14 août – Modification de l'ordonnance n° 49197, datée du 4 novembre 1932.
- R-6442 14 août – Amélioration de la visibilité, à l'av. Forrest, ville d'Orillia (Ont.), au point milliaire 86.88 de la subd. de Newmarket, CN.
- R-6443 14 août – Rejet de la requête d'abolir le poste de chef de gare, à Chemin-du-Lac (Qué.), au point milliaire 6.0 de la subd. de Montmagny, CN.
- R-6444 14 août – Reconstruction d'un pont, à La Salle (Man.), au point milliaire 16.4 de la subd. de Rivière, CP.
- R-6445 14 août – Amélioration des déclivités des approches au chemin de comté n° 10, canton de Lochiel (Ont.), au point milliaire 13.60 de la subd. d'Alexandria, CN.
- R-6446 14 août – Modification du système de protection automatique, à la route n° 42, entre Botwood et Bishop's Falls (T.-N.), au point milliaire 12.75 de la subd. de Main Line, *Grand Falls Central Railway Company*.
- R-6447 14 août – Suppression de la limite de vitesse, à la promenade de la Commission, Hull (Qué.), au point milliaire 2.2 de la subd. de Waltham, CP.
- R-6448 14 août – Installation pour le methanol, à Mimico (Ont.), au point milliaire 7.50 de la subd. d'Oakville, CN.
- R-6449 14 août – Installations pour liquides inflammables, *Imperial Oil Limited*, à Biggar (Sask.), au point milliaire 0.14 de la subd. de Wainwright, CN.
- R-6450 14 août – Circulation sur le pont, aux points milliaires 175.5 de la subd. de Belleville, CP, et 301.90 de la subd. de Kingston, CN, (Ont.).
- R-6451 14 août – Déviation dans la subd. de Dartmouth entre les points milliaires 12.61 et 12.89, à la rue Ochterloney, au point milliaire 12.66, Dartmouth (N.-É.), CN.
- R-6452 14 août – Modification de l'ordonnance n° R-1916, datée du 5 avril 1968.
- R-6453 14 août – Reconstruction du passage entre les rues O'Connell et Édouard VII, à Dorval (Qué.), au point milliaire 4.51 de la subd. de Winchester, CP.
- R-6454 14 août – Reconstruction et système de protection automatique, au chemin Renaud Line, Canton de Maidstone (Ont.), au point milliaire 92.29 de la subd. de Chatham, CN.
- R-6455 14 août – Circulation sur le pont, au point milliaire 34.15 de la subd. de Taber (Alb.), CP.

- R-6456 14 août – Modification de l'ordonnance n° R-6216, datée du 16 juillet 1969.
- R-6457 14 août – Reconstruction du passage, au Kinbrook Island Park Road, au point milliaire 65.92 de la subd. de Brooks (Alb.), CP.
- R-6458 14 août – Modification de l'ordonnance n° R-2419, datée du 24 mai 1968.
- R-6459 14 août – Révocation de l'ordonnance n° 106493, datée du 8 décembre 1961.
- R-6460 14 août – Modification de l'ordonnance n° R-5984, datée du 24 juin 1969.
- R-6461 14 août – Modification du système de protection automatique, à Maple (Ont.), au point milliaire 19.40 de la subd. de Newmarket, CN.
- R-6462 14 août – Modification des signaux entre les points milliaires 29 et 33 de la subd. de Shuswap (C.-B.), CP.
- R-6463 14 août – Système de protection automatique, au chemin n° 11 du comté de Kent, Fargo (Ont.), au point milliaire 168.71 de la subd. de N.F. Main Line, *Penn Central Company*.
- R-6464 14 août – Révocation des ordonnances n° 120805, datée du 13 mai 1966 et n° 108944, datée du 12 septembre 1962; et approbation d'installations pour liquides inflammables, *Imperial Oil Limited*, Virден (Man.), au point milliaire 47.4 de la subd. de Broadview, CP.
- R-6465 14 août – Espaces libres, *Uniroyal (1966) Limited*, Kitchener (Ont.), au point milliaire 63.79 de la subd. de Guelph, CN.
- R-6466 14 août – Système de protection automatique, au chemin des Commissaires, paroisse de l'Assomption (Qué.), au point milliaire 116.38 de la subd. de Joliette, CN.
- R-6467 14 août – Reconstruction du passage et système de protection automatique, au chemin du rang Dupuis, Rainville (Qué.), au point milliaire 5.05 de la subd. d'Adirondack, CP.
- R-6468 14 août – Modification de l'ordonnance n° 123249, datée du 19 janvier 1967.
- R-6469 14 août – Reconstruction du passage, au chemin Wolfedale, Mississauga (Ont.), au point milliaire 16.82 de la subd. de Galt, CP.
- R-6470 14 août – Système de protection automatique, au chemin Desrochers, Paspébiac (Qué.), au point milliaire 3.69 de la subd. de Chandler, CN.
- R-6471 14 août – Taux – Tarif n° E-1360B, CTC (F) n° E-5181, CP.
- R-6472 14 août – Taux – Tarif n° E-1355-F, CTC (F), n° E-5253, CP.
- R-6473 14 août – Taux – Tarif n° CM300-16, CTC (F), n° E-4186, CN.

- R-6474 14 août — Taux — Supplément n° 9, *tarif de taux convenu, Association canadienne du trafic-marchandises, CTC (AC), n° 666.*
- R-6475 14 août — Reconstruction et système de protection automatique, à la rue Saint-Antoine, Rigaud (Qué.), au point milliaire 16.56 de la subd. de Montréal et Ottawa, CP.
- R-6476 14 août — Immeuble à bureaux, *Shell Canada Limited*, à Drake (Sask.), au point milliaire 97.5 de la subd. de Lanigan, CP.
- R-6477 14 août — Modification du système de protection automatique, à la route n° 544, à Larchwood (Ont.), au point milliaire 95.73 de la subd. de Cartier, CP.
- R-6478 14 août — Circulation sur le passage inférieur, au boul. Sainte-Croix, Saint-Laurent (Qué.), au point milliaire 142.66 de la subd. de Joliette, CN.
- R-6479 14 août — Modification du système de protection automatique, à la route n° 628, à Red Rock (Ont.), au point milliaire 68.15 de la subd. de Nipigon, CP.
- R-6480 14 août — Modification du système de protection automatique, à la rue Scugog, Bowmanville (Ont.), au point milliaire 164.22 de la subd. de Belleville, CP.
- R-6481 14 août — Système de protection automatique, chemin n° 10 du comté de Bruce, à Elmwood (Ont.), au point milliaire 34.40 de la subd. d'Owen Sound, CN.
- R-6482 14 août — Déplacement du passage, au chemin Saint-Isidore, Sainte-Hénédine (Qué.), du point milliaire 6.01 au point 6.06 de la subd. de Lévis, *QCR*.
- R-6483 14 août — Système de protection automatique, au chemin du Quai, Trois-Pistoles, (Qué.), au point milliaire 161.88 de la subd. de Mont-Joli, CN.
- R-6484 14 août — Modification du système de protection automatique, à la rue Main sud, Sutton (Qué.), au point milliaire 19.58 de la subd. de Newport, CP.
- R-6485 14 août — Modification du système de protection automatique, au chemin du Elks Club, Levack (Ont.), au point milliaire 103.89 de la subd. de Cartier, CP.
- R-6486 14 août — Modification de l'ordonnance n° R-6907, datée du 7 juillet 1969.
- R-6487 14 août — Taux — Tarif CTC (limité) n° 204, *Dominion Atlantic Railway Company.*

- R-6488 14 août – Taux – Tarif CTC (limité) n° 203, *Dominion Atlantic Railway Company*.
- R-6489 14 août – Taux – Tarif CTC (limité) n° E.3590, *Compagnie de chemin de fer du Pacifique-Canadien*.
- R-6490 14 août – Taux – Tarifs E.4157, 4158, 4186, 4211, 4218, 4219, 8898, 8907, 8910, 8915, 8921, et 8937, chemins de fer Nationaux du Canada.
- R-6491 14 août – Abolition des postes de chef de gare à Lakefield, Haliburton, Fenelon Falls et Uxbridge, CN.
- R-6492 14 août – Révocation de l'ordonnance n° R-925, datée du 21 décembre 1967, et approbation d'installations pour liquides inflammables, *Brandon Consumers Co-operative Limited*, à Wawanesa (Man.), au point milliaire 14.7 de la subd. de Wawanesa, CN.
- R-6493 14 août – Dispense d'ériger des clôtures, dans le canton de Tilbury nord (Ont.), entre les points milliaires 86.76 et 87.51 de la subd. de Windsor, CP.
- R-6494 14 août – Suppression de la limite de vitesse, à Bremner (Alb.), au point milliaire 254.82 de la subd. de Wainwright, CN.
- R-6495 14 août – Abolition du poste de chef de gare, à Larder Lake (Ont.), au point milliaire 22.4 de la subd. de Kirkland Lake, *Nipissing Central Railway Company*.
- R-6496 14 août – Installations pour liquides inflammables, *Imperial Oil Limited*, à Kenaston (Sask.), au point milliaire 109.56 de la subd. de Craik, CN.
- R-6497 14 août – Circulation sur le pont, au point milliaire 111.5 de la subd. d'Okanagan (C.-B.), CN.
- R-6498 14 août – Répartition des frais d'entretien, à la route n° 10, paroisse de Saint-Simon (Qué.), au point milliaire 157.12 de la subd. de Mont-Joli, CN (anciennement le point milliaire 52.0 de la subd. de Rimouski).
- R-6499 14 août – Circulation sur le passage inférieur, à la rue Roméo, Stratford (Ont.), aux points milliaires 87.95 de la subd. de Guelph et 30.75 de la subd. de Drumbo, CN.
- R-6500 15 août – Suppression de la limite de vitesse, au boul. Bernard, Montréal (Qué.), au point milliaire 5.58 de la subd. de Longue-Pointe, CN.
- R-6501 15 août – Passage supérieur, à la rue Memorial Drive, Calgary (Alb.), au point milliaire 1.47 de la subd. de Red Deer, CP.
- R-6502 15 août – Suppression de la limite de vitesse, au chemin Kennedy, Saint-Isidore (Qué.), au point milliaire 208.38 de la subd. de Monk, CN.

- R-6503 15 août – Amélioration de la visibilité, au chemin John Sealey, paroisse de Blissville (N.-B.), au point milliaire 41.47 de la subd. de McAdam, CP.
- R-6504 15 août – Immeuble à bureaux, *Shell Canada Limited*, à Saint-Brieux (Sask.), au point milliaire 19.48 de la subd. de Saint-Brieux, CN.
- R-6505 15 août – Circulation sur le pont, au chemin Moore, canton de Pickering (Ont.), au point milliaire 314.78 de la subd. de Kingston, CN.
- R-6506 15 août – Suppression de la limite de vitesse au point milliaire 223.79 de la subd. de Monk (Qué.), CN.
- R-6507 15 août – Construction d'un passage, au chemin Gilbert, dans le canton de Richmond (C.-B.), au point milliaire 2.42 de l'embranchement de Steveston, CP.
- R-6508 15 août – Embranchement de Noranda, municipalité rurale de Morris n<sup>o</sup> 312 (Sask.), au point milliaire 3.71 de la subd. de Cudworth, CN.
- R-6509 15 août – Limitation de la responsabilité à l'égard du taux par wagon complet pour le transport des concentrés du cuivre de Trail à New Westminster, Port Moody et Vancouver (C.-B.).
- R-6510 20 août – Abolition des postes de chef de gare et de gardien, dans la division de London, par suite de l'établissement d'un centre de service à la clientèle à London (Ont.), CP.
- R-6511 20 août – Modification de l'ordonnance n<sup>o</sup> R-4721, datée du 19 février 1969.
- R-6512 20 août – Supplément n<sup>o</sup> 7 du contrat de trafic passé entre Bell Canada et La Cie de Téléphone de Wardwick.
- R-6513 20 août – Contrat de trafic daté du 15 mai 1969, appendices "A" et "B", suppléments 1, 2 et 3 datés du 13 juin 1969, entre Bell Canada et Téléphone Nord de Québec Inc.
- R-6514 20 août – Supplément n<sup>o</sup> 6, daté du 8 juillet 1969, du contrat de trafic du 31 janvier 1952 passé entre Bell Canada et la Commission du système de téléphone de la municipalité du canton de McKellar (Ont.).
- R-6515 20 août – Suppression de la limite de vitesse, à la rue Municipale, près de Sudbury (Ont.), au point milliaire 263.18 de la subd. de Bala, CN.
- R-6516 20 août – Modification du système de protection automatique, à la rue Andrew, Campbellton, (N.-B.), au point milliaire 172.79 de la subd. de Newcastle, CN.
- R-6517 20 août – Suppression de la limite de vitesse, à Lesage (Qué.), au point milliaire 20.94 de la subd. de Sainte-Agathe, CP.

- R-6518 20 août - Suppression de la limite de vitesse, dans la ville de Rivière-Bleue (Qué.), au point milliaire 45.2 de la subd. de Monk, CN.
- R-6519 20 août - Circulation sur le passage inférieur, à la rue Gzowski, Fergus (Ont.), au point milliaire 26.91 de la subd. de Elora, CP.
- R-6520 20 août - Supplément n° 3, daté du 23 juin 1969, du contrat de trafic passé le 19 septembre 1967 entre Bell Canada et *Maitland Teleservices Limited*.
- R-6521 20 août - Supplément n° 2, daté du 10 juin 1969, du contrat de trafic passé le 16 janvier 1964 entre Bell Canada et La Cie de Téléphone de Saint-Athanase.
- R-6522 20 août - Règlement n° 135-69 de la Corporation de la ville d'Ottawa (Ont.), interdisant l'emploi des sifflets de locomotive.
- R-6523 20 août - Installations pour liquides inflammables, *Texaco Canada Limited*, à Jasper (Alb.), au point milliaire 234.9 de la subd. d'Edson, CN.
- R-6524 20 août - Déplacement du passage du point milliaire 137.45 au point milliaire 137.62, et système de protection automatique au point milliaire 137.45 de la subd. de Redditt, Minaki (Ont.), CN.
- R-6525 20 août - Installations pour ammoniac anhydre, à Alcomdale (Alb.), au point milliaire 43.7 de la subd. d'Edmonton, *NAR*, prorogation au 31 mars 1970.
- R-6526 20 août - Révocation de l'ordonnance n° 73252, datée du 18 octobre 1949.
- R-6527 20 août - Contrat supplémentaire passé entre les chemins de fer Nationaux du Canada et les Téléphones du gouvernement de l'Alberta.
- R-6528 20 août - Installations pour ammoniac anhydre, *Beiseker Motors Limited*, à Irricana (Alb.), au point milliaire 97.71 de la subd. de Three Hills, CN.
- R-6529 20 août - Révocation de l'ordonnance n° 84079, datée du 5 juillet 1954.
- R-6530 20 août - Installations pour ammoniac anhydre, à Picardville (Alb.), au point milliaire 43.7 de la subd. d'Edmonton, *NAR* - Prorogation.
- R-6531 20 août - Reconstruction du passage PTH n° 9, à Winnipeg Beach (Man.), au point milliaire 47.61 de la subd. de Winnipeg Beach, CP.
- R-6532 20 août - Embranchement de Noranda, au point milliaire 3.71 de la subd. de Cudworth (Sask.), CN.
- R-6533 21 août - Tramway aérien près de Hell's Gate (C.-B.), au point milliaire 7.18 de la subd. de Yale, CN.
- R-6534 21 août - Enclenchement, au point milliaire 5.09 de la subd. de Rouses Point (Qué.), CN.

- R-6535 21 août – Construction d'un passage, à la Montée des Sources, à Pierrefonds (Qué.), au point milliaire 5.98 de la subd. de Montfort, CN.
- R-6536 21 août – Dispense d'ériger des clôtures entre les points milliaires 14.25 et 15.28 de la subd. de Bulyea (Sask.), CP.
- R-6537 21 août – Déplacement des signaux de passage réfléchissants au point milliaire 41.56 de la subd. de Bodo (Sask.), CN.
- R-6538 21 août – Circulation sur la voie de garage, à la rue Kent sud, à Vancouver, (C.-B.), au point milliaire 1.28 de l'embranchement de Westminster, subd. de Vancouver et Lulu Island.
- R-6539 21 août – Répartition des frais – marques réfléchissantes sur les côtés des wagons de chemin de fer, CP.
- R-6540 21 août – Modification du système de protection automatique, à la route n° 6, Mount Forest (Ont.), au point milliaire 11.45 de la subd. de Durham, CN.
- R-6541 21 août – Modification du système de protection automatique, au chemin provincial n° 311, à Giroux (Man.), au point milliaire 118.22 de la subd. de Sprague, CN.
- R-6542 21 août – Modification du système de protection automatique, à la route provinciale n° 248, Marquette (Man.), au point milliaire 29.06 de la subd. de Carberry, CP.
- R-6543 21 août – Modification du système de protection automatique, au chemin Birchmount, à Kennedy (Ont.), au point milliaire 200.38 de la subd. de Belleville, CP.
- R-6544 21 août – Modification de l'ordonnance n° 125180, datée du 4 août 1967.
- R-6545 21 août – Suppression de la limite de vitesse, à la route n° 1, Conrich (Alb.), au point milliaire 120.3 de la subd. de Three Hills, CN.
- R-6546 21 août – Suppression de la limite de vitesse, à la rue Maple, Brooks (Alb.), au point milliaire 67.96 de la subd. de (Brooks, CP.)
- R-6547 21 août – Révocation de l'ordonnance n° 123018, datée du 22 décembre 1966, et de l'ordonnance n° 119999, datée du 18 février 1966; et autorisation d'aménager une installation pour liquides inflammables, *Imperial Oil Limited*, à Hodgeville (Sask.), au point milliaire 103.91 de la subd. de Gravelbourg, CN.
- R-6548 21 août – Reconstruction du passage, au chemin des rangs I et II, à Notre-Dame-de-Lourdes de Lorrainville, au point milliaire 101.53 de la subd. de Témiscamingue, CP.
- R-6549 21 août – Reconstruction du passage, à la rue Willow, Truro (N.-É.), au point milliaire 62.93 de la subd. de Bedford, CN.

- R-6550 21 août – Suppression de la limite de vitesse, à la route publique n° 14, au point milliaire 10.48 de la subd. de Wilkie, CP.
- R-6551 21 août – Suppression de la limite de vitesse, route n° 23, à Monarch (Alb.), au point milliaire 13.8 de la subd. de Crowsnest, CP.
- R-6552 21 août – Modification de l'ordonnance n° 124258, datée du 24 avril 1967.
- R-6553 21 août – Suppression de la limite de vitesse au point milliaire 33.70 de la subd. de Tisdale (Sask.), CP.
- R-6554 21 août – Suppléments nos 3 et 4, datés du 17 juin 1969, du contrat de trafic passé le 23 septembre 1966 entre Bell Canada et la *Central Community Telephone Co. Ltd.*, (Orono).
- R-6555 21 août – Installations pour liquides inflammables, au nord de *53 Consumer's Co-op. Ltd.*, à Flin Flon (Man.), au point milliaire 87.0 de la subd. de Flin Flon, CN.
- R-6556 21 août – Installations pour ammoniac anhydre, Maurice Lefebvre, à Melfort (Sask.), au point milliaire 82.83 de la subd. de Melfort, CP.
- R-6557 21 août – Reconstruction du passage, à la route n° 15, au point milliaire 114.90 de la subd. d'Outlook, (Sask.), CP.
- R-6558 21 août – Révocation des ordonnances nos 77015, 80593 et 87355, datées respectivement du 19 juillet 1951, du 13 janvier 1953 et du 7 novembre 1955.
- R-6559 21 août – Modification de l'ordonnance n° R-1058, datée du 9 janvier 1968.
- R-6560 21 août – Modification de l'ordonnance n° R-6012, datée du 24 juin 1969.
- R-6561 22 août – Limitation de la responsabilité concernant le taux applicable aux concentrés de cuivre et nickel, de Maniwaki (Qué.), à Falconbridge (Ont.).
- R-6562 22 août – Révocation des règles et règlements prescrits par l'ordonnance générale n° 0-17, et prescription du Règlement concernant l'inspection et l'épreuve des réservoirs à air, autres que ceux du matériel de traction.
- R-6563 22 août – Modification de l'ordonnance générale n° 0-21, révocation des règles et instructions mises en vigueur par l'ordonnance générale n° 0-21, et prescription des Règles et instructions concernant l'inspection et l'entretien du matériel de traction.
- R-6564 26 août – Modification de l'ordonnance n° 125284, datée du 21 août 1967.
- R-6565 26 août – Service de secteur étendu, Bell Canada et La Cie de Téléphone de Saint-Norbert.



- R-6566 26 août – Suppression de la limite de vitesse, à Montréal (Qué.), au point milliaire 5.08 de la subd. de Longue-Pointe, CN.
- R-6567 26 août – Reconstruction du passage, au chemin Huron Church Line (route n° 3), à Windsor (Ont.), au point milliaire 6.05 de la subd. de Main Line, *Essex Terminal Railway Company*.
- \*R-6568 26 août – Révocation des ordonnances générales n°s T-11, T-13, T-14, T-16, T-18, T-24, T-30, T-31 et T-32 (voir page 658, 59 RTC).
- R-6569 26 août – Suppression de la limite de vitesse, à la rue Nanton, Granum (Alb.), au point milliaire 91.82 de la subd. de MacLeod, CP.
- R-6570 26 août – Déplacement des écriteaux de passage réfléchissants, St. Catharines (Ont.), au point milliaire 12.02 de la subd. de Grimsby, CN.
- R-6571 26 août – Modification de l'ordonnance n° R-1038, datée du 9 janvier 1968.
- R-6572 26 août – Modification des signaux de la subd. de Kashabowie (Ont.), entre les points milliaires 117.8 et 120.0, 78.8 et 81.0 et 92.8 et 96.0, CN.
- R-6573 26 août – Système de protection automatique, au chemin de comté n° 1, à Mountain (Ont.), au point milliaire 95.84 de la subd. de Winchester, CP.
- R-6574 26 août – Modification des groupements tarifaires de centraux téléphoniques de Bell Canada dans les provinces d'Ontario et de Québec.
- R-6575 26 août – Ponton à chevalets pour convoyeur, à Entremont (N.-É.), au point milliaire 104.09 de la subd. de Yarmouth, CN.
- R-6576 26 août – Modification de l'ordonnance n° R-5645, datée du 22 mai 1969.
- R-6577 26 août – Modification de l'ordonnance n° 119219, datée du 25 novembre 1965.
- R-6578 26 août – Modification de l'ordonnance n° R-2338, datée du 13 mai 1968.
- R-6579 26 août – Dispense de l'observation des dispositions du paragraphe (1) de l'article 53 de l'ordonnance générale n° E-14 – au point milliaire 248.34 de la subd. de Bala (Ont.), CN.
- R-6580 26 août – Révocation de l'ordonnance n° 99639, datée du 4 novembre 1959.
- \*R-6581 26 août – Modification de l'ordonnance générale n° T-2 concernant le Règlement, concernant l'établissement, le dépôt et l'affichage de tarifs – marchandises par les compagnies de chemin de fer (voir page 629, 59 RTC).
- R-6582 26 août – Supplément n° 11, daté du 21 mai 1969, du contrat de trafic passé le 5 mai 1965 entre Bell Canada et Télécommunications. Richelieu Limitée (Division de Sorel).

- R-6583 26 août – Installations pour ammoniac anhydre, à Prentiss (Alb.), au point milliaire 22.3 de la subd. de Brazeau, CN – prorogation au 15 mai 1970.
- R-6584 26 août – Amélioration de la visibilité, au chemin de canton, à Brant (Ont.), au point milliaire 31.08 de la subd. d'Owen Sound, CN.
- R-6585 26 août – Déplacement des écriteaux de passage réfléchissants, au point milliaire 10.14 de la subd. de Fergus (Ont.), CN.
- R-6586 26 août – Suppléments n<sup>os</sup> 6 et 7, datés du 15 juin 1969, du contrat de trafic passé le 29 mars 1957 entre Bell Canada et *Durham Telephones Ltd.*
- R-6587 26 août – Construction d'un passage, à la rue Sainte-Anne, Shédiac (N.-B.), au point milliaire 9.84 de la subd. de Point-du-Chêne, CN.
- R-6588 26 août – Installations pour ammoniac anhydre, *Lacombe Fertilizer and Farm Supply Limited*, Haynes (Alb.), au point milliaire 10.0 de la subd. de Brazeau, CN – prorogation au 30 avril 1970.
- R-6589 26 août – Système de protection automatique, aux rues Park et Degge, Chatham (Ont.), aux points milliaires 60.89 et 60.93 de la subd. de Chatham, CN.
- R-6590 26 août – Suppression de la limite de vitesse, à la rue principale, Leduc (Alb.), au point milliaire 79.03 de la subd. de Leduc, CP.
- R-6591 26 août – Suppression de la limite de vitesse, à Moosomin (Sask.), au point milliaire 86.3 de la subd. de Broadview, CP.
- R-6592 26 août – Modification du système de protection automatique, à la rue de la gare, à Proulxville (Qué.), au point milliaire 11.72 de la subd. de Saint-Stanislas, CN.
- R-6593 26 août – Suppression de la limite de vitesse, dans la municipalité rurale de Morris, (Man.), au point milliaire 34.20 de la subd. de Letellier, CN.
- R-6594 26 août – Suppression de la limite de vitesse, à Kent (Man.), au point milliaire 33.33 de la subd. de Lenore, CP.
- R-6595 26 août – Système de protection automatique, à la montée Paiement, Gatineau (Qué.), au point milliaire 113.10 de la subd. de Lachute, CP.
- R-6596 26 août – Modification de l'ordonnance n° R-5689, datée du 22 mai 1969, et répartition du coût de l'enlèvement ou du déplacement des installations de la *North Edmonton Farmers Mutual Telephone Company*, dans le dist. mun. Sturgeon n° 90 (Alb.), au point milliaire 11.20 de la subd. d'Edmonton, NAR.

- R-6597 26 août – Déviation de Bathurst, à Bathurst (N.-B.), au point milliaire 3.11 de la subd. de Caraquet, CN.
- R-6598 26 août – Modification de l'ordonnance n° R-4462, datée du 21 janvier 1969.
- R-6599 26 août – Modification du système de protection automatique, au chemin La Pomme D'Or, Contrecoeur (Qué.), au point milliaire 29.82 de la subd. de Sorel, CN.
- R-6600 26 août – Taux – Tarif de taux convenu de l'ACTM, CTC (AC), n° 1251.
- R-6601 26 août – Taux – Tarifs CTC n° 2, *Devco Railway*.
- R-6602 26 août – Construction d'une voie de garage, *Mueller Richardson*, rue Water, Saint Mary's (Ont.), au point milliaire 24.85 de la subd. de Saint Mary's, CP.



# Canadian Transport Commission

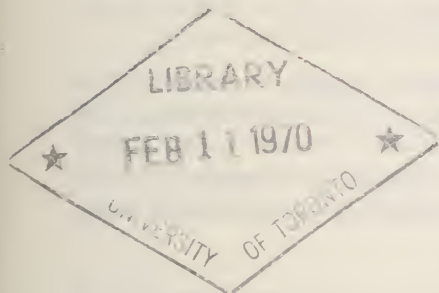
## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-6751

BY ITS RAILWAY TRANSPORT COMMITTEE



*IN THE MATTER OF the declaration to be made by an Order of the Commission as provided in paragraph (b) of subsection (1) of Section 314I for the purposes of Sections 314I and 314J of the Railway Act in respect of passenger train service.*

*File No. 27563*

WHEREAS subsection (1)(b) of Section 314I of the Railway Act defines passenger-train service as “such train or trains of a company as are capable of carrying passengers and are declared by an Order of the Commission, for the purposes of this Section and Section 314J, to comprise a passenger-train service”;

WHEREAS subsection (2) of Section 314I provides that “if a company desires to discontinue a passenger-train service, the company shall, in accordance with the rules and regulations of the Commission in that regard, file with the Commission an application to discontinue that service”;

WHEREAS subsection (1) of Section 3 of the Regulations prescribed by Order No. R-6316 of the Committee dated August 5, 1969, provides that a company “shall not discontinue any train or trains by which regular service for passengers is provided between any two terminal points designated in the public timetables published by the company without first notifying the Committee of its intent to discontinue such train or trains and requesting the Committee to declare if such train or trains comprise a passenger-train service for the purposes of sections 314I and 314J of the Railway Act”;

WHEREAS Canadian National Railways, Canadian Pacific Railway Company and certain other railway companies under the jurisdiction of the Commission have requested the Railway Transport Committee to declare whether certain trains shown in

the Appendix to this Order comprise passenger-train services for the purposes of Sections 314I and 314J of the Railway Act; and

WHEREAS it is desirable that one Order contain the declarations made in respect of all trains capable of carrying passengers, except such passenger trains commonly known as "Commuter trains" and certain trains operated by United States Railroads.

THE COMMITTEE HEREBY DECLARES that the following train or trains comprise a passenger-train service for the purposes of Sections 314I and 314J of the Railway Act:

1. In respect of Canadian Pacific Railway Company:

- (a) Such of its train or trains as the company is required by Section 315 of the Railway Act to furnish for the receiving, carrying and delivering of all passenger traffic daily within each of the Areas designated in Schedule 1 of the Appendix to this Order as Numbers 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 18, 19, 20, 21, 23, 25, 26, 27, 28 and 29;
- (b) Such other train or trains, as the company is required by Section 315 of the Railway Act to furnish for the receiving, carrying and delivering of all passenger traffic, operated on as many days a week as at present within each of the remaining Areas designated in Schedule 1 of the Appendix to this Order except, subject to Section 4 hereof, mixed trains.

2. In respect of Canadian National Railways:

- (a) Such of its train or trains as the company is required by Section 315 of the Railway Act to furnish for the receiving, carrying and delivering of all passenger traffic daily within each of the Areas designated in Schedule II of the Appendix to this Order as Numbers 7, 8, 9, 14, 15, 16, 17, 18, 20, 21, 22, 24, 25, 26, 27, 34, 36, 37, 38, 40, 42, 43, 44, 45, 46, 47, 48, 49, 58, 59, 60, 61, 62, 63, 64, 65, 66, 68, 70, 72, 74, 90, 91, 92, 98, 99, 100, 101, 102, 103, 104, 105 and 106;
- (b) Such other train or trains, as the company is required by Section 315 of the Railway Act to furnish for the receiving, carrying and delivering of all passenger traffic, operated on as many days a week as at present within each of the remaining Areas designated in Schedule II of the Appendix to this Order except, subject to Section 4 hereof, mixed trains.

3. In respect of other railways in Canada:

- (a) Such train or trains of the companies as shown in Schedule III of the Appendix to this Order as each company is required by Section 315 of the Railway Act to furnish for the receiving, carrying and delivering of all passenger traffic daily within each of the Areas designated in Schedule III as Numbers 8 and 9;

- (b) Such other train or trains of the companies shown in Schedule III of the Appendix to this Order, as such companies are required by Section 315 of the Railway Act to furnish for the receiving, carrying and delivering of all passenger traffic, operated on as many days a week as at present within each of the Areas designated in Schedule III as Numbers 1, 2 and 5.
4. Such mixed train or trains presently operated in each of the Areas shown in Schedules I, II and III of the Appendix to this Order in Areas where there are no alternative transportation services.

THE COMMITTEE FURTHER DECLARES THAT:

5. In respect to Schedule III of the Appendix to this Order, the trains of the companies presently operating within each of the Areas designated in Schedule III as Numbers 3 and 4 do not comprise a passenger-train service for the purposes of Sections 314I and 314J of the Railway Act.
6. Where a railway company proposes to increase or decrease the number of trains comprised in a passenger-train service, such company shall give notice thereof to the Committee thirty days prior to such proposed increase or decrease and shall give such public or other notice of the proposal, as the Committee may prescribe.

DATED at Ottawa, this 19th day of September 1969.

(SIGNED) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

SCHEDULE I  
CANADIAN PACIFIC RAILWAY  
PASSENGER TRAIN SERVICE

“M” denotes mixed train service

<u>Area No.</u>	<u>Area</u>	<u>Present Trains</u>	<u>Present Frequency</u>
1	Saint John—McAdam	41	Daily
		42	"
2	Megantic—Sherbrooke	41	Daily
		42	"
		201	"
		206	"
3	Sherbrooke—Farnham	41	Daily
		42	"
		201	"
		206	"
		204	Sun. only
		205	Sun. only
4	Farnham—Montreal	41	Daily
		42	"
		201	"
		206	"
		204	Sun. only
		205	Sun. only
		213	Daily exc. Sat. and Sun.
		214	" " " " "
5	Montreal—Quebec	152	Daily
		153	"
		154	"
		155	"
		156	"
		151	Daily exc. Sun.
		149	Sun. only.
6	Montreal—Mont Laurier	164	Tues—Thurs.
		167	Mon—Wed—Fri.
		172	Sun. only.



<u>Area No.</u>	<u>Area</u>	<u>Present Trains</u>	<u>Present Frequency</u>
7	Montreal—Ottawa (via North Shore)	131	Daily
		132	"
		133	"
		134	"
		137	Sat. only
		138	Sat. only
8	Montreal—Ottawa (via South Shore)	1	Daily
		2	"
		232	Daily exc. Sun.
		233	Daily
		234	"
		235	"
9	Ottawa—Sudbury	1	Daily
		2	"
10	Toronto—Sudbury	11	Daily
		12	"
11	Sudbury—Sault Ste. Marie	427	Daily
		428	"
12	Sudbury—White River	1	Daily
		2	"
		417	Tues—Thurs—Sat.— Winter
		417	Daily exc. Mon.— Summer
		418	Wed—Fri—Sun.— Winter
418	Daily exc. Mon.— Summer		
13	White River—Winnipeg	1	Daily
		2	"
14	Winnipeg—Moose Jaw	1	Daily
		2	"
15	Moose Jaw—Calgary	1	Daily
		2	"
16	North Battleford—Meadow Lake	M-656	Tues. only
		M-657	Wed. only.
17	Meadow Lake—Prince Albert	M-653	Mon—Fri.
		M-660	Thurs—Sat.

<u>Area No.</u>	<u>Area</u>	<u>Present Trains</u>	<u>Present Frequency</u>
18	Calgary - Lethbridge (via Fort MacLeod) (via Vulcan)	309	Tues-Thurs-Sat.
		310	Tues-Thurs-Sat.
		311	Mon-Wed-Fri-Sun.
		312	Mon-Wed-Fri-Sun.
19	Lethbridge - Medicine Hat	307	Daily
		308	"
20	Calgary - Edmonton	301	Daily
		302	"
		303	"
		304	"
		305	"
		306	"
21	Calgary - Vancouver	1	Daily
		2	"
22	Havelock - Peterboro	381	Daily exc. Sun.
		384	Daily exc. Sat.
		386	Sun. only
		387	Sun. only
23	Peterboro - Toronto	380	Daily exc. Sun.
		381	Daily exc. Sun.
		382	Daily exc. Sat. & Sun.
		383	Daily exc. Sun.
		384	Daily exc. Sat.
		385	Daily exc. Sat. & Sun.
		386	Sun. only.
		387	Sun. only.
		388	Sat. only.
		389	Sat. only.
24	Toronto - Owen Sound	302	Sun. only
		306	Tues-Thurs.
		307	Mon-Wed-Fri.
25	Toronto - Hamilton	321	Daily
		322	"
26	Toronto - Windsor	337	Daily
		338	"
		339	"
		340	"

DOMINION ATLANTIC RAILWAY

<u>Area No.</u>	<u>Area</u>	<u>Present Trains</u>	<u>Present Frequency</u>
27	Halifax--Kentville	1	Daily exc. Sun.
		2	Daily
		3	"
		4	Daily exc. Sun.
		5	Sun. only
		6	Sun. only
28	Kentville--Digby	1	Daily exc. Sun.
		2	Daily exc. Sun.
		6	Sunday only
		7	Fri--Sun.
		8	Saturday only
29	Digby--Yarmouth	1	Daily exc. Sun.
		2	Daily exc. Sun.
		6	Sunday
		7	Fri--Sun.
		8	Saturday only
30	Windsor--Truro	M-21	Daily exc. Sun.
		M-22	Daily exc. Sun.

ESQUIMALT & NANAIMO RAILWAY

31	Victoria--Courtenay	1	Daily exc. Sun.
		2	Daily exc. Sun.

**SCHEDULE II**  
**CANADIAN NATIONAL RAILWAYS**  
**PASSENGER TRAIN SERVICE**

“M” denotes Mixed Train Service

<u>Area No.</u>	<u>Area</u>	<u>Present Trains</u>	<u>Present Frequency</u>
1	Saint John's—Placentia Jct.	M-207	Mon—Wed—Fri.
		M-208	"    "    "
		M-232	Tues—Thurs—Sat.
2	Placentia Jct.—Argentia	M-207	Mon—Wed—Fri.
		M-208	"    "    "
3	Brigus Jct.—Carbonear	M-211	Tues—Thurs—Sat.
		M-212	"    "    "
4	Clareville—Bonavista	M-205	Tues—Thurs—Sat.
		M-206	"    "    "
5	Bishop's Falls—Corner Brook	M-203	Daily
		M-204	"
6	Halifax—Yarmouth	M-243	Mon—Wed—Fri.
		M-244	Tues—Thurs—Sat.
7	Halifax—Truro	11	Daily
		12	"
		14	"
		15	"
		601	"
		602	"
		604	"
		605	"
8	Truro—Sydney	18	Daily
		19	"
		603	"
		606	"
9	Truro—Moncton	11	Daily
		12	"
		14	"
		15	"
10	Moncton—Cape Tormentine	M-235	Daily exc. Sun.
		M-236	"    "    "

<u>Area No.</u>	<u>Area</u>	<u>Present Trains</u>	<u>Present Frequency</u>
11	Borden-Charlottetown	M-235 M-236	Daily exc. Sun. " " "
12	Borden-Summerside	M-233 M-234	Daily exc. Sun. " " "
13	Summerside-Tignish	M-237 M-238	Mon-Wed-Fri. Tues-Thurs-Sat.
14	Moncton-Saint John	611 612 613 614	Daily " " "
15	Moncton-Quebec/Levis (via Edmundston)	14 15	Daily "
16	Moncton-Campbellton	11 12 16 17	Daily " " "
17	Campbellton-Gaspe	118 119	Daily "
18	Campbellton-Quebec/Levis	11 12 16 17 122 123	Daily " " " " "
19	Quebec/Levis-Richmond	627 628 629 630 632	Mon-Sat. Mon-Fri. Sun-Mon-Fri. Fri-Sat. Sun.
20	Quebec/Levis-Montreal	11 12 14 15 16 17 20 21 24	Daily " " " " " " " "

<u>Area No.</u>	<u>Area</u>	<u>Present Trains</u>	<u>Present Frequency</u>
20 (Cont'd)	Quebec/Levis--Montreal	25	Daily
		122	"
		123	"
		633	"
		634	"
21	Montreal--Sherbrooke	620	Sat. only
		621	Mon--Tues--Wed--Thurs.
		622	" " " "
		623	Sat. only
		624	Sun. only
		625	" "
		626	Fri. only
631	" "		
22	Quebec--La Malbaie	678	Daily
		679	"
23	Quebec--Riviere a Pierre	176	Mon--Wed--Fri.
		177	Tues--Thurs.
		199	Sat. only
24	Riviere a Pierre--Chicoutimi	70	Daily
		72	Daily exc. Sat.
		172	Sat. only
		176	Mon--Wed--Fri.
		177	Tues--Thurs.
		199	Sat. only.
25	Chambord--Dolbeau	183	Daily exc. Sat. & Sun.
		184	Daily exc. Sat.
		185	Sat. & Sun.
		186	Sat. only.
26	Montreal--Hervey	70	Daily
		72	Daily exc. Sat.
		76	" " "
		79	Daily
27	Hervey--Riviere a Pierre	70	Daily
		72	Daily exc. Sun.
		172	Sun. only
28	Quebec--Hervey	74	Daily exc. Mon.
		75	Daily exc. Sat.

<u>Area No.</u>	<u>Area</u>	<u>Present Trains</u>	<u>Present Frequency</u>
29	Hervey—La Tuque	74	Daily exc. Mon.
		75	Daily exc. Sat.
30	La Tuque—Parent	74	Daily exc. Sun.
		75	Daily exc. Sun.
		M-260	Tues—Thurs—Sat.
		M-261	Mon—Wed—Fri.
31	Parent—Senneterre	74	Daily exc. Sun.
		75	Daily exc. Sun.
		M-264	Mon—Wed—Fri.
		M-265	Tues—Thurs—Sat.
32	Senneterre—Noranda/Rouyn	174	Daily exc. Sun.
		175	" " "
33	Senneterre—Cochrane	74	Daily exc. Sun.
		75	Daily exc. Sun.
34	Cochrane—Kapusking	87	Daily
		88	"
35	Montreal—Grenville	187	Fri. only
		188	Mon. only
36	Montreal—Brockville	50	Daily
		51	"
		54	"
		55	"
		58	"
		59	"
		60	"
		61	"
		64	"
		65	"
37	Brockville—Ottawa	40	Daily
		41	"
		44	"
		45	"
38	Brockville—Napanee	44	Daily
		45	"
		50	"
		51	"
		54	"
		55	"

<u>Area No.</u>	<u>Area</u>	<u>Present Trains</u>	<u>Present Frequency</u>		
38 (Cont'd)	Brockville - Napanee	58	Daily		
		59	"		
		60	"		
		61	"		
		64	"		
		65	"		
		647	Daily exc. Sun.		
		648	Daily exc. Sat.		
		39	Napanee - Ottawa	48	Daily exc. Sun.
				49	" " Sat.
40	Napanee - Toronto	44	Daily		
		45	"		
		48	Daily exc. Sat.		
		49	" " Sun.		
		50	Daily		
		51	"		
		54	"		
		55	"		
		58	"		
		59	"		
		60	"		
		61	"		
		64	"		
		65	"		
		647	Daily exc. Sun.		
648	" " Sat.				
41	Toronto - Markham	990	Daily exc. Sat. & Sun.		
42	Toronto - Hamilton	636	Daily		
		637	"		
		640	"		
		641	"		
		644	"		
		651	"		
43	Hamilton - Niagara Falls	635	Daily		
		638	"		
		639	"		
		642	"		
		643	"		
		652	"		



<u>Area No.</u>	<u>Area</u>	<u>Present Trains</u>	<u>Present Frequency</u>		
44	Toronto—London (via Brantford)	141	Daily		
		142	"		
		144	"		
		145	"		
		146	"		
		147	"		
		148	"		
		149	"		
		155	"		
		156	"		
		650	Daily exc. Sun.		
		45	London—Sarnia	151	Daily exc. Sat.
				154	Daily
155	"				
156	"				
158	"				
159	"				
649	"				
46	London—Windsor	650	Daily exc. Sun.		
		141	Daily		
		142	"		
		144	"		
		145	"		
		146	"		
		147	"		
		148	"		
		149	"		
		47	Toronto—Guelph	151	Daily exc. Sat.
154	Daily				
158	"				
159	"				
649	"				
657	Daily exc. Sun.				
658	" " "				
670	Sun. only				
671	Daily exc. Sun.				
672	Daily exc. Sun. & Mon.				
986	Daily exc. Sat. & Sun.				
987	" " " " "				

<u>Area No.</u>	<u>Area</u>	<u>Present Trains</u>	<u>Present Frequency</u>
48	Guelph—Stratford	151	Daily exc. Sat.
		154	Daily
		158	"
		159	"
		649	"
		657	Daily exc. Sun.
		658	" " "
49	Stratford—London	151	Daily exc. Sat.
		154	Daily
		158	"
		159	"
		649	"
50	Guelph—Palmerston	670	Sun. only
		671	Daily exc. Sun.
		672	Daily exc. Sun. & Mon.
51	Palmerston—Harriston Jct.	656	Sun. only
		668	Daily exc. Sun. & Mon.
		669	Daily exc. Sun.
		670	Sun. only
		671	Daily exc. Sun.
		672	Daily exc. Sun. & Mon.
52	Harriston Jct.—Owen Sound	670	Sun. only
		671	Daily exc. Sun.
		672	Daily exc. Sun & Mon.
53	Harriston Jct.—Southampton	656	Sun. only
		668	Daily exc. Sun. & Mon.
		669	Daily exc. Sun.
54	Stratford—Listowel	663	Daily exc. Sun. & Mon.
		664	Daily exc. Sun.
		667	Sun. only
55	Stratford—Goderich	660	Daily exc. Sun.
		661	" " "
56	Listowel—Palmerston	662	Daily exc. Sun. & Mon.
		663	" " " " "
57	Listowel—Kincardine	662	Daily exc. Sun. & Mon.
		665	Daily exc. Sun.
		666	Sun. only

<u>Area No.</u>	<u>Area</u>	<u>Present Trains</u>	<u>Present Frequency</u>
58	Toronto—Washago (via Richmond Hill)	85	Fri. only — June 27 to Aug. 29
		87	Daily
		88	"
59	Toronto—Washago (via Barrie)	3	Daily
		4	"
		86	Sat. only — June 28 to Aug. 30
		107	Daily
		108	"
60	Washago—North Bay	673	"
		674	"
		85	Fri. only — June 27 to Aug. 29
		86	Sat. only — June 28 to Aug. 30
		87	Daily
61	North Bay—Cochrane (via O.N.R.)	88	"
		673	"
		674	"
		87	Daily
		88	"
62	Montreal—Ottawa	1	Daily
		2	"
		7	"
		8	"
		30	Daily exc. Sun.
		31	" " "
		33	" " "
		34	" " "
		35	Sun. only
		36	Daily
		38	Fri. & Sun. only
		39	Daily exc. Fri. & Sun.
		130	Sun. only
133	" "		
139	Fri. & Sun. only		

<u>Area No.</u>	<u>Area</u>	<u>Present Trains</u>	<u>Present Frequency</u>
63	Ottawa--Capreol	1	Daily
		2	"
		7	"
		8	"
64	Capreol--Washago	3	Daily
		4	"
		107	"
		108	"
65	Capreol--Foleyet	1	Daily
		2	"
		7	"
		8	Daily -- June 20 to Sept. 14
		106	Daily to June 20 & after Sept. 14
		194	Sun. only -- May 18 to Sept. 7 incl.
		195	Sat. only -- May 18 to Sept. 7 incl.
		M-266 M-267	Tues. & Fri. only Mon. & Thurs. only
66	Foleyet--Hornepayne	1	Daily
		2	"
		7	"
		8	Daily -- June 20--Sept. 14
		106	Daily -- to June 20 and after Sept. 14
		M-274	Fri. only -- May 16 to Sept. 5
		M-275	Sat. only -- May 16 to Sept. 5
		67	Hornepayne--Manitouwadge
68	Hornepayne--Nakina	1	Daily
		2	"
		7	"
		8	Daily -- June 20 to Sept. 14 incl.
		106	Daily -- to June 20 and after Sept. 14

<u>Area No.</u>	<u>Area</u>	<u>Present Trains</u>	<u>Present Frequency</u>
69	Nakina-Hearst	M-272 M-273	Sun. & Thurs. Wed. & Sat.
70	Nakina-Sioux Lookout	1 2 7 8  106	Daily " " Daily - June 20 to Sept. 14th incl. Daily - to June 20 and after Sept. 14
71	Sioux Lookout-Port Arthur	M-278 M-279	Wed. & Sat. Tues. & Fri.
72	Sioux Lookout-Winnipeg	1 2 7 8  106	Daily " " Daily - June 20 to Sept. 14th incl. Daily - to June 20th and after Sept. 14
73	Winnipeg-Port Arthur	192 193	Tues-Thurs-Sat. Mon-Wed-Fri.
74	Winnipeg-Portage la Prairie	1 2 5 6 7 8 90 91 92 93	Daily " " " Mon-Wed-Fri.- June 18 to Sept. 10 incl. Tues-Thurs-Sat.- June 21st to Sept. 13 incl. Wed-Fri-Sun. Mon-Wed-Fri. Mon-Thurs-Sat. Tues-Thurs-Sun.
75	Portage la Prairie-Dauphin	90 91 92 93	Wed-Fri-Sun. Mon-Wed-Fri. Mon-Thurs-Sat. Tues-Thurs-Sun.
76	Dauphin-Winnipegosis	M-284 M-285	Tues. only " "

<u>Area No.</u>	<u>Area</u>	<u>Present Trains</u>	<u>Present Frequency</u>
77	Dauphin - Reserve	90	Wed-Fri-Sun.
		91	Tues-Thurs-Sat.
78	Reserve - Hudson Bay	90	Wed-Fri-Sun.
		91	Tues-Thurs-Sat.
		688	Tues-Thurs-Sat.
		689	Wed-Fri-Sun.
79	Dauphin - Swan River	92	Wed-Fri-Sun.
		93	Tues-Thurs-Sun.
80	Swan River - Hudson Bay	92	Wed-Fri-Sun.
		93	Mon-Wed-Fri.
		M-282	Tues-Thurs-Sat.
		M-283	Mon-Wed-Fri.
81	Hudson Bay - The Pas	90	Wed-Fri-Sun.
		91	Tues-Thurs-Sat.
		92	Wed-Fri-Sun.
		93	Mon-Wed-Fri.
		688	Tues-Thurs-Sat.
		689	Wed-Fri-Sun.
82	The Pas - Cranberry Portage	M-290	Wed-Fri-Sun.
		M-291	Tues-Thurs-Sat.
83	Cranberry Portage - Lynn Lake	M-290	Wed-Fri-Sun.
		M-291	Tues-Thurs-Sat.
84	Cranberry Portage - Osborne Lake	M-280	Daily exc. Sat. & Sun.
		M-281	" " " " "
85	Cranberry Portage - Flin Flon	M-279	Daily exc. Sat. & Sun.
		M-280	" " " " "
86	The Pas - Wabowden	90	Tues-Thurs-Sat.
		91	" " "
		92	Wed-Fri-Sun.
		93	Mon-Wed-Fri.
87	Wabowden - Thompson	90	Tues-Thurs-Sat.
		91	" " "
		92	Wed-Fri-Sun.
		93	Mon-Wed-Fri.
		M-294	Tues-Thurs.
		M-295	Wed-Fri.

<u>Area No.</u>	<u>Area</u>	<u>Present Trains</u>	<u>Present Frequency</u>
88	Thompson-Gillam	92	Wed-Fri-Sun.
		93	Mon-Wed-Fri.
		M-294	Tues-Thurs.
		M-295	Wed-Fri.
89	Gillam-Churchill	92	Tues-Thurs-Sat.
		93	" " "
		M-294	Mon. only
		M-295	Sat. only
90	Portage la Prairie-Saskatoon	1	Daily
		2	"
		5	"
		6	"
		7	Mon-Wed-Fri. - June 18 to Sept. 10 incl.
		8	Tues-Thurs-Sat. - June 21 to Sept 13 incl.
91	Saskatoon-Regina	680	Daily
		681	"
		682	"
		683	"
92	Saskatoon-Prince Albert (via Duck Lake)	680	Daily
		681	"
		682	"
		683	"
93	Saskatoon-Melfort	688	Tues-Thurs.-Sat.
		689	Wed-Fri-Sun.
94	Melfort-Prince Albert	M-292	Mon-Wed-Fri.
		M-293	Tues-Thurs-Sat.
95	Melfort-Crooked River	688	Tues-Thurs-Sat.
		689	Wed-Fri-Sun.
		M-292	Mon-Wed-Fri.
		M-293	Tues-Thurs-Sat.
96	Crooked River-Reserve	688	Tues-Thurs-Sat.
		689	Wed-Fri-Sun.
97	Crooked River-Hudson Bay (via Prairie River)	M-292	Mon-Wed-Fri.
		M-293	Tues-Thurs-Sat.

<u>Area No.</u>	<u>Area</u>	<u>Present Trains</u>	<u>Present Frequency</u>		
98	Saskatoon—Edmonton	1	Daily		
		2	"		
		5	"		
		6	"		
		7	Mon—Wed—Fri. — June 18 to Sept. 10 incl.		
		8	Tues—Thurs—Sat. — June 21st to Sept. 13 incl.		
		99	Edmonton—Camrose	694	Daily
				695	"
100	Camrose—Drumheller	694	Daily		
		695	"		
101	Camrose—Calgary	692	Daily		
		693	"		
102	Edmonton—North Battleford	690	Daily		
		691	"		
103	Edmonton—St. Paul	696	Daily		
		697	"		
104	St. Paul—Grand Centre	698	Daily		
		699	"		
105	Edmonton—Jasper	1	Daily		
		2	"		
		5	"		
		6	"		
		7	Tues—Thurs—Sat. — June 18 to Sept. 10 incl.		
		8	Mon—Wed—Fri. — June 21 to Sept. 13 incl.		
		106	Jasper—Vancouver	1	Daily
				2	"
5	"				
6	"				
107	Jasper—McBride	9	Daily exc. Sun. — Daily June 13 to Sept. 13		
		10	Daily exc. Mon. — Daily June 15 to Sept. 15		



<u>Area No.</u>	<u>Area</u>	<u>Present Trains</u>	<u>Present Frequency</u>
108	McBride—Prince George	9	Daily exc. Sun. — Daily June 13 to Sept. 13
		10	Daily exc. Mon. — Daily June 15 to Sept. 15
		M-296	Mon.
		M-297	Tues—Thurs—Sat.
		M-298	Wed—Fri.
109	Prince George—Prince Rupert	9	Sun—Wed—Fri. — Daily June 13th—Sept. 13.
		10	Tues—Thurs—Sat. — Daily June 15 to Sept. 15.

**SCHEDULE III**  
**OTHER RAILWAYS IN CANADA**  
**PASSENGER TRAIN SERVICES**

“M” denotes Mixed Train Service.

**ALGOMA CENTRAL RAILWAY**

<u>Area No.</u>	<u>Area</u>	<u>Present Trains</u>	<u>Present Frequency</u>
1	Sault Ste. Marie—Franz	1	Daily exc. Sun. — June 2 to Oct. 15. Tues—Fri—Sat. — Oct. 16 to June 2.
		2	Daily exc. Sun. — June 2 to Oct. 15. Mon—Wed—Sat. — Oct. 16 to June 2.
2	Franz—Hearst	1	Daily exc. Sun. — June 2 to Oct. 15. Tues—Fri—Sat. — Oct. 16 to June 2.
		2	Daily exc. Sun. — June 2 to Oct. 15. Mon—Wed—Sat. — Oct. 16 to June 2.

**GREAT NORTHERN RAILWAY**

3	Vancouver, B.C.—Blaine, Wash. (Int'l Boundary)	357	Daily
		358	"

**MIDLAND RAILWAY (NORTHERN PACIFIC)**

4	Winnipeg—Emerson Jct. (Int'l Boundary)	13	Daily
		14	"

**NORTHERN ALBERTA RAILWAY**

5	Edmonton—Dawson Creek	1	Mon—Thurs.
		2	Tues—Fri.
6	Edmonton—Lac la Biche	M-75	Sun—Wed.
		M-76	Wed—Sat.

<u>Area No.</u>	<u>Area</u>	<u>Present Trains</u>	<u>Present Frequency</u>
7	Lac la Biche—Waterways	M-77 M-78	Mon—Thurs. Tues—Fri.

**ONTARIO NORTHLAND RAILWAY  
(NIPISSING CENTRAL)**

8	Swastika—Noranda	83(283) 84(584)	Daily "
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**TORONTO, HAMILTON AND BUFFALO RAILWAY**

9	Hamilton—Welland	371 376	Daily "
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**WHITE PASS AND YUKON ROUTE**

10	White Horse—White Pass	M-1 M-2	Daily "
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## COMMISSION CANADIENNE DES TRANSPORTS

## ORDONNANCE N° R-6751

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*AU SUJET DE la déclaration que la Commission doit faire par ordonnance, en vertu de l'alinéa (b) du paragraphe (1) de l'article 314I aux fins des articles 314I et 314J de la Loi sur les chemins de fer relative-ment aux services de trains de voyageurs*

*Dossier n° 27563*

ATTENDU QUE l'alinéa (b) du paragraphe (1) de l'article 314I de la Loi sur les chemins de fer établi que les mots "service de trains de voyageurs" désignent "le train ou les trains d'une compagnie qui sont capables de transporter des voyageurs et qui sont déclarés par une ordonnance de la Commission, aux fins du présent article et de l'article 314J, comprendre un service de trains de voyageurs";

ATTENDU QUE le paragraphe (2) de l'article 314I prévoit que "si une compagnie désire supprimer un service de trains de voyageurs, la compagnie doit, en conformité des règles et règlements de la Commission à ce sujet, déposer à la Commission une demande de suppression de ce service";

ATTENDU QUE le paragraphe (1) de l'article 3 des Règlements prescrits par l'Ordonnance n° R-6316 du Comité daté du 5 août 1969, prévoit qu'une compagnie "ne supprimera aucun train assurant un service régulier à des voyageurs entre deux localités en tête de lignes telles qu'indiquées sur les horaires publics publiés par la compagnie à moins d'en aviser le Comité au préalable de son intention de supprimer ce(s) train(s) et de demander au Comité de déclarer si tel(s) train(s) comprend(ennent) un service de trains de voyageurs aux fins des articles 314I et 314J de la Loi sur les chemins de fer";

ATTENDU QUE les Chemins de fer nationaux du Canada, la compagnie du chemin de fer du Pacifique-Canadien et certaines autres compagnies de chemin de fer, sous la juridiction de la Commission, ont demandé que le Comité des transports par chemin de fer déclare si certains trains tel qu'indiqué à l'Appendice de la présente Ordonnance comprennent un service de trains de voyageurs aux fins des articles 314I et 314J de la Loi sur les chemins de fer;

ATTENDU qu'il est opportun qu'une seule Ordonnance contienne les déclarations relativement à tous les trains qui sont capables de transporter des voyageurs, à l'exception des trains de voyageurs connus sous la rubrique "trains d'abonnés ou de banlieue" et certains trains opérés par les compagnies de chemin de fer des États-Unis.

LE COMITÉ DÉCLARE PAR LES PRÉSENTES que le ou les train(s) suivant(s) comprennent un service de trains de voyageurs aux fins des articles 314I et 314J de la Loi sur les chemins de fer:

1. Relativement à la compagnie du chemin de fer Canadien du Pacifique:

- (a) le ou les trains que cette compagnie doit fournir en vertu de l'article 315 de la Loi sur les chemins de fer pour recevoir, transporter et livrer quotidiennement tout trafic de voyageurs dans chacune des régions désignées au Tableau I de l'Appendice de cette Ordonnance sous les numéros 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 18, 19, 20, 21, 23, 25, 26, 27, 28 et 29;
- (b) tout autre ou tous les autres train(s), que la compagnie doit fournir en vertu de l'article 315 de la Loi sur les chemins de fer pour recevoir, transporter et livrer tout le trafic de voyageurs, opérés au même nombre de jours par semaine qu'actuellement dans chacune des autres régions spécifiées au Tableau I de l'Appendice de cette Ordonnance sauf, sujet à l'article 4 des présentes, les trains mixtes;

2. Relativement aux Chemins de fer Nationaux du Canada:

- (a) le ou les train(s) que cette compagnie doit fournir en vertu de l'article 315 de la Loi sur les chemins de fer pour recevoir, transporter et livrer quotidiennement tout trafic de voyageurs dans chacune des régions désignées au Tableau II de l'Appendice de cette Ordonnance sous les numéros 7, 8, 9, 14, 15, 16, 17, 18, 20, 21, 22, 24, 25, 26, 27, 34, 36, 37, 38, 40, 42, 43, 44, 45, 46, 47, 48, 49, 58, 59, 60, 61, 62, 63, 64, 65, 66, 68, 70, 72, 74, 90, 91, 92, 98, 99, 100, 101, 102, 103, 104, 105 et 106;
- (b) tout autre ou tous les autres train(s), que la compagnie doit fournir en vertu de l'article 315 de la Loi sur les chemins de fer pour recevoir, transporter et livrer tout le trafic de voyageurs, opérés au même nombre de jours par semaine qu'actuellement dans chacune des autres régions spécifiées au Tableau II de l'Appendice de cette Ordonnance sauf, sujet à l'article 4 des présentes, les trains mixtes;

3. Relativement aux autres compagnies de chemins de fer au Canada:

- (a) le ou les trains des compagnies indiquées au Tableau III de l'Appendice de cette Ordonnance que chacune des compagnies doit fournir en vertu de l'article 315 de la Loi sur les chemins de fer pour recevoir, transporter et

livrer dans chacune des régions désignées au Tableau III de cette Ordonnance sous les numéros 8 et 9;

- (b) tout autre ou tous les autres train(s) que les compagnies indiquées au Tableau III de l'Appendice de cette Ordonnance, que ces compagnies doivent fournir en vertu de l'article 315 de la Loi sur les chemins de fer pour recevoir, transporter et livrer tout le trafic de voyageurs, opérés au même nombre de jours par semaine qu'actuellement dans chacune des autres régions spécifiées au Tableau III de l'Appendice de cette Ordonnance sous les numéros 1, 2, et 5.

4. Le ou les train(s) mixte(s) opéré(s) actuellement dans chacune des Régions indiquées aux Tableaux I, II, et III de l'Appendice à la présente Ordonnance lorsqu'aucun services alternatifs de transport n'existent en ces régions.

LE COMITÉ ORDONNE DE PLUS QUE:

5. Relativement au Tableau III de l'Appendice à cette Ordonnance, les trains des compagnies qui opèrent actuellement à l'intérieur de chacune des régions indiquées sous les numéros 3 et 4 au Tableau III ne comprennent pas un service de trains de voyageurs aux fins des articles 314I et 314J de la Loi sur les chemins de fer.
6. Lorsqu'une compagnie de chemin de fer se propose d'augmenter ou de diminuer le nombre de trains compris dans un service de trains de voyageurs, elle devra donner au Comité un avis de cette augmentation ou de cette diminution trente (30) jours au préalable et elle devra donner un avis public ou tel autre avis de son intention selon que le Comité peut prescrire.

Daté à Ottawa, ce 19<sup>e</sup> jour de septembre 1969.

Le Comité des transports par  
chemin de fer.  
par son secrétaire,

(SIGNÉ) C.W. RUMP

TABLEAU I  
PACIFIQUE-CANADIEN  
SERVICES DE TRAINS DE VOYAGEURS

“M” signifie service de train mixte

<u>N° régional</u>	<u>Région</u>	<u>Trains actuellement en opération</u>	<u>Fréquence</u>
1	Saint John—McAdam	41	Quot.
		42	"
2	Mégantic—Sherbrooke	41	Quot.
		42	"
		201	"
		206	"
3	Sherbrooke—Farnham	41	Quot.
		42	"
		201	"
		206	"
		204	Dim. seul.
205	" "		
4	Farnham—Montréal	41	Quot.
		42	"
		201	"
		206	"
		204	Dim. seul.
		205	" "
		213	Sauf sam.—dim.
214	" " "		
5	Montréal—Québec	152	Quot.
		153	"
		154	"
		155	"
		156	"
		151	Sauf dim.
149	Dim. seul.		
6	Montréal—Mont Laurier	164	Mar.—jeu.
		167	Lun.—mer.—ven.
		172	Dim. seul.

<u>N° régional</u>	<u>Région</u>	<u>Trains actuellement en opération</u>	<u>Fréquence</u>
7	Montréal-Ottawa (via Rive-Nord)	131	Quot.
		132	"
		133	"
		134	"
		137	Sam. seul.
		138	Sam. seul.
8	Montréal-Ottawa (via Rive-Sud)	1	Quot.
		2	"
		232	Sauf dim.
		233	Quot.
		234	"
		235	"
9	Ottawa-Sudbury	236	Dim. seul.
		1	Quot.
10	Toronto-Sudbury	2	"
		11	Quot.
11	Sudbury-Sault Ste. Marie	12	"
		427	Quot.
12	Sudbury-White River	428	"
		1	Quot.
		2	"
		417	Mar.-jeu.-sam.-l'hiver
		417	Sauf lun.-l'été
		418	Mer.-ven.-dim.-l'hiver
13	White River-Winnipeg	418	Sauf lun.-l'été
		1	Quot.
14	Winnipeg-Moose Jaw	2	"
		1	Quot.
15	Moose Jaw-Calgary	2	"
		1	Quot.
16	North Battleford-Meadow Lake	2	"
		M-656	Mar. seul.
17	Meadow Lake-Prince Albert	M-657	Mer. seul.
		M-653	Lun.-ven.
		M-660	Jeu.-sam.



<u>N° régional</u>	<u>Région</u>	<u>Trains actuellement en opération</u>	<u>Fréquence</u>
18	Calgary—Lethbridge (via Fort MacLeod) (via Vulcan)	309	Mar.—jeu.—sam.
		310	Mar.—jeu.—sam.
		311	Lun.—mer.—ven.—dim.
		312	Lun.—mer.—ven.—dim.
19	Lethbridge—Medicine Hat	307	Quot.
		308	"
20	Calgary—Edmonton	301	Quot.
		302	"
		303	"
		304	"
		305	"
		306	"
21	Calgary—Vancouver	1	Quot.
		2	"
22	Havelock—Peterboro	381	Sauf dim.
		384	Sauf sam.
		386	Dim. seul.
		387	Dim. seul.
23	Peterboro—Toronto	380	Sauf dim.
		381	" "
		382	Sauf sam.—dim.
		383	Sauf dim.
		384	Sauf sam.
		385	Sauf sam.—dim.
		386	Dim. seul.
		387	" "
		388	Sam. seul.
		389	" "
24	Toronto—Owen Sound	302	Dim. seul.
		306	Mar.—jeu.
		307	Lun.—mer.—ven.
25	Toronto—Hamilton	321	Quot.
		322	"
26	Toronto—Windsor	337	Quot.
		338	"
		339	"
		340	"

## DOMINION ATLANTIC

<u>N° régional</u>	<u>Région</u>	<u>Trains actuellement en opération</u>	<u>Fréquence</u>
27	Halifax - Kentville	1	Sauf dim.
		2	Quot.
		3	" "
		4	Sauf dim.
		5	Dim. seul.
		6	" "
28	Kentville - Digby	1	Sauf dim.
		2	Sauf dim.
		6	Dim. seul.
		7	Ven. - dim.
		8	Sam. seul.
29	Digby - Yarmouth	1	Sauf dim.
		2	" "
		6	Dim. seul.
		7	Ven. - dim.
		8	Sam. seul.
30	Windsor - Truro	M-21	Sauf dim.
		M-22	" "

## ESQUIMALT &amp; NANAIMO

31	Victoria - Courtenay	1	Sauf dim.
		2	" "

TABLEAU II  
CANADIEN NATIONAL  
SERVICE DE TRAINS DE VOYAGEURS

“M” signifie service de train mixte

<u>N° régional</u>	<u>Région</u>	<u>Trains actuellement en opération</u>	<u>Fréquence</u>
1	Saint John's—Placentia Jct.	M-207	Lun.—mer.—ven.
		M-208	" " "
		M-232	Mar.—jeu.—sam.
2	Placentia Jct.—Argentia	M-207	Lun.—mar.—ven.
		M-208	" " "
3	Brigus Jct.—Carbonear	M-211	Mar.—jeu.—sam.
		M-212	" " "
4	Clareville—Bonavista	M-205	Mar.—jeu.—sam.
		M-206	" " "
5	Bishop's Falls—Corner Brook	M-203	Quot.
		M-204	"
6	Halifax—Yarmouth	M-243	Lun.—mer.—ven.
		M-244	Mar.—jeu.—sam.
7	Halifax—Truro	11	Quot.
		12	"
		14	"
		15	"
		601	"
		602	"
		604	"
		605	"
8	Truro—Sydney	18	Quot.
		19	"
		603	"
		606	"
9	Truro—Moncton	11	Quot.
		12	"
		14	"
		15	"
10	Moncton—Cape Tormentine	M-235	Sauf dim.
		M-236	" "

<u>N° régional</u>	<u>Région</u>	<u>Trains actuellement en opération</u>	<u>Fréquence</u>
11	Borden-Charlottetown	M-235	Sauf dim.
		M-236	" "
12	Borden-Summerside	M-233	Sauf dim.
		M-234	" "
13	Summerside-Tignish	M-237	Lun.-mer.-ven.
		M-238	Mar.-jeu.-sam.
14	Moncton-Saint John	611	Quot.
		612	"
		613	"
		614	"
15	Moncton-Québec/Lévis (via Edmundston)	14	Quot.
		15	"
16	Moncton-Campbellton	11	Quot.
		12	"
		16	"
		17	"
17	Campbellton-Gaspé	118	Quot.
		119	"
18	Campbellton-Québec/Lévis	11	Quot.
		12	"
		16	"
		17	"
		122	"
		123	"
19	Québec/Lévis-Richmond	627	Lun.-sam.
		628	Lun.-ven.
		629	Dim.-lun.-ven.
		630	Ven.-sam.
		632	Dim. seul.
20	Québec/Lévis-Montréal	11	Quot.
		12	"
		14	"
		15	"
		16	"
		17	"
		20	"
		21	"

<u>N° régional</u>	<u>Région</u>	<u>Trains actuellement en opération</u>	<u>Fréquence</u>
20 (suite)	Québec/Lévis-Montréal	24	Quot.
		25	"
		122	"
		123	"
		633	"
		634	"
21	Montréal-Sherbrooke	620	Sam. seul.
		621	Lun.-mar.-mer.-jeu.
		622	" " " "
		623	Sam. seul.
		624	Dim. seul.
		625	Dim. seul.
		626	Ven. seul.
		631	" "
22	Québec-La Malbaie	678	Quot.
		679	"
23	Québec-Rivière à Pierre	176	Lun.-mer.-ven.
		177	Mar.-jeu.
		199	Sam. seul.
24	Rivière à Pierre-Chicoutimi	70	Quot.
		72	Sauf sam.
		172	Sam. seul.
		176	Lun.-mer.-ven.
		177	Mar.-jeu.
		199	Sam. seul.
		25	Chambord-Dolbeau
184	Sauf sam.		
185	Sam.-dim. seul.		
186	Sam. seul.		
26	Montréal-Hervey	70	Quot.
		72	Sauf sam.
		76	" "
		79	Quot.
27	Hervey-Rivière à Pierre	70	Quot.
		72	Sauf dim.
		172	Dim. seul.

<u>N° régional</u>	<u>Région</u>	<u>Trains actuellement en opération</u>	<u>Fréquence</u>
28	Québec—Hervey	74	Sauf lun.
		75	Sauf sam.
29	Hervey—La Tuque	74	Sauf lun.
		75	Sauf sam.
30	La Tuque—Parent	74	Sauf dim.
		75	Sauf dim.
		M-260	Mar.—jeu.—sam.
		M-261	Lun.—mer.—ven.
31	Parent—Senneterre	74	Sauf dim.
		75	Sauf dim.
		M-264	Lun.—mer.—ven.
		M-265	Mar.—jeu.—sam.
32	Senneterre—Noranda/Rouyn	174	Sauf dim.
		175	" "
33	Senneterre—Cochrane	74	Sauf dim.
		75	" "
34	Cochrane—Kapusking	87	Quot.
		88	"
35	Montréal—Grenville	187	Ven. seul.
		188	Lun. seul.
36	Montréal—Brockville	50	Quot.
		51	"
		54	"
		55	"
		58	"
		59	"
		60	"
		61	"
		64	"
65	"		
37	Brockville—Ottawa	40	Quot.
		41	"
		44	"
		45	"
38	Brockville—Napane	44	Quot.
		45	"
		50	"

<u>N° régional</u>	<u>Région</u>	<u>Trains actuellement en opération</u>	<u>Fréquence</u>		
38 (suite)	Brockville—Napanee	51	Quot.		
		54	"		
		55	"		
		58	"		
		59	"		
		60	"		
		61	"		
		64	"		
		65	"		
		647	Sauf dim.		
		648	Sauf sam.		
		39	Napanee—Ottawa	48	Sauf dim.
				49	Sauf sam.
		40	Napanee—Toronto	44	Quot.
45	"				
48	Sauf sam.				
49	Sauf dim.				
50	Quot.				
51	"				
54	"				
55	"				
58	"				
59	"				
60	"				
61	"				
64	"				
65	"				
647	Sauf dim.				
648	Sauf sam.				
41	Toronto—Markham	990	Sauf sam.—dim.		
42	Toronto—Hamilton	636	Quot.		
		637	"		
		640	"		
		641	"		
		644	"		
		651	"		

<u>N° régional</u>	<u>Région</u>	<u>Trains actuellement en opération</u>	<u>Fréquence</u>
43	Hamilton–Niagara Falls	635	Quot.
		638	"
		639	"
		642	"
		643	"
		652	"
44	Toronto–London (via Brantford)	141	Quot.
		142	"
		144	"
		145	"
		146	"
		147	"
		148	"
		149	"
		155	"
		156	"
		650	Sauf dim.
45	London–Sarnia	151	Sauf sam.
		154	Quot.
		155	"
		156	"
		158	"
		159	"
		649	"
650	Sauf dim.		
46	London–Windsor	141	Quot.
		142	"
		144	"
		145	"
		146	"
		147	"
		148	"
		149	"
47	Toronto–Guelph	151	Sauf sam.
		154	Quot.
		158	"
		159	"
		649	"
		657	Sauf dim.



<u>N° régional</u>	<u>Région</u>	<u>Trains actuellement en opération</u>	<u>Fréquence</u>
47 (suite)	Toronto—Guelph	658	Sauf dim.
		670	Dim. seul.
		671	Sauf dim.
		672	Sauf dim.—lun.
		986	Sauf sam.—dim.
		987	" " "
48	Guelph—Stratford	151	Sauf sam.
		154	Quot.
		158	"
		159	"
		649	"
		657	Sauf dim.
		658	" "
49	Stratford—London	151	Sauf sam.
		154	Quot.
		158	"
		159	"
		649	"
50	Guelph—Palmerston	670	Dim. seul.
		671	Sauf dim.
		672	Sauf dim.—lun.
51	Palmerston—Harriston Jct.	656	Dim. seul.
		668	Sauf dim.—lun.
		669	Sauf dim.
		670	Dim. seul.
		671	Sauf dim.
		672	Sauf dim.—lun.
52	Harriston Jct.—Owen Sound	670	Dim. seul.
		671	Sauf dim.
		672	Sauf dim.—lun.
53	Harriston Jct.—Southampton	656	Dim. seul.
		668	Sauf dim.—lun.
		669	Sauf dim.
54	Stratford—Listowel	663	Sauf dim.—lun.
		664	Sauf dim.
		667	Dim. seul.
55	Stratford—Goderich	660	Sauf dim.
		661	" "

59 R.T.C.

<u>N° régional</u>	<u>Région</u>	<u>Trains actuellement en opération</u>	<u>Fréquence</u>
56	Listowel—Palmerston	662	Sauf dim.—lun.
		663	" " "
57	Listowel—Kincardine	662	Sauf dim.—lun.
		665	Sauf dim.
		666	Dim. seul.
58	Toronto—Washago (via Richmond Hill)	85	Ven. seul.—27 juin au 29 août
		87	Quot.
		88	"
59	Toronto—Washago (via Barrie)	3	Quot.
		4	"
		86	Sam. seul.—28 juin au 30 août
		107	Quot.
		108	"
		673	"
60	Washago—North Bay	674	"
		85	Ven. seul.—27 juin au 29 août
		86	Sam. seul.—28 juin au 30 août
		87	Quot.
		88	"
		673	"
61	North Bay—Cochrane (via O.N.R.)	674	"
		87	Quot.
62	Montréal—Ottawa	88	"
		1	Quot.
		2	"
		7	"
		8	"
		30	Sauf dim.
		31	Sauf dim.
		33	" "
		34	" "
		35	Dim. seul.
		36	Quot.
38	Ven.—dim. seul.		

<u>N° régional</u>	<u>Région</u>	<u>Trains actuellement en opération</u>	<u>Fréquence</u>
62 (suite)	Montréal—Ottawa	39	Sauf ven.—dim.
		130	Dim. seul.
		133	" "
		139	Ven.—dim. seul.
63	Ottawa—Capreol	1	Quot.
		2	"
		7	"
		8	"
64	Capreol—Washago	3	Quot.
		4	"
		107	"
		108	"
65	Capreol—Foleyet	1	Quot.
		2	"
		7	"
		8	Quot.—21 juin au 14 sept. incl.
		106	Quot.—15 sept. au 20 juin incl.
		194	Dim. seul.—18 mai au 7 sept. incl.
		195	Sam. seul.—18 mai au 7 sept. incl.
66	Foleyet—Hornepayne	M-266	Mar.—ven. seul.
		M-267	Lun.—jeu. seul.
		1	Quot.
		2	"
		7	"
		8	Quot.—21 juin au 14 sept. incl.
		106	Quot.—15 sept. au 20 juin incl.
67	Hornepayne—Manitouwadge	M-274	Ven. seul.—16 mai au 5 sept.
		M-275	Sam. seul.—16 mai au 5 sept.
		M-268/269 M-270/271	Mar.—jeu.—sam. " " "

<u>N° régional</u>	<u>Région</u>	<u>Trains actuellement en opération</u>	<u>Fréquence</u>
68	Hornepayne–Nakina	1	Quot.
		2	"
		7	"
		8	Quot.—21 juin au 14 sept. incl.
		106	Quot.—15 sept. au 20 juin incl.
69	Nakina–Hearst	M-272	Dim.—jeu. seul.
		M-273	Mer.—sam. seul.
70	Nakina–Sioux Lookout	1	Quot.
		2	"
		7	"
		8	Quot.—21 juin au 14 sept. incl.
		106	Quot.—15 sept. au 20 juin incl.
71	Sioux Lookout–Port Arthur	M-278	Mer.—sam. seul.
		M-279	Mar.—ven. seul.
72	Sioux Lookout–Winnipeg	1	Quot.
		2	"
		7	"
		8	Quot.—21 juin au 14 sept. incl.
		106	Quot.—15 sept. au 20 juin incl.
73	Winnipeg–Port Arthur	192	Mar.—jeu.—sam.
		193	Lun.—mer.—ven.
74	Winnipeg–Portage la Prairie	1	Quot.
		2	"
		5	"
		6	"
		7	Lun.—mer.—ven.—18 juin au 10 sept. incl.
		8	Mar.—jeu.—sam.—21 juin au 13 sept. incl.
		90	Mer.—ven.—dim.
		91	Lun.—mer.—ven.
		92	Lun.—jeu.—sam.
59 R.T.C.		93	Mar.—jeu.—dim.

<u>N° régional</u>	<u>Région</u>	<u>Trains actuellement en opération</u>	<u>Fréquence</u>
75	Portage la Prairie—Dauphin	90	Mer.—ven.—dim.
		91	Lun.—mer.—ven.
		92	Lun.—jeu.—sam.
		93	Mar.—jeu.—dim.
76	Dauphin—Winnipegosis	M-284	Mar. seul.
		M-285	" "
77	Dauphin—Reserve	90	Mer.—ven.—dim.
		91	Mar.—jeu.—sam.
78	Reserve—Hudson Bay	90	Mer.—ven.—dim.
		91	Mar.—jeu.—sam.
		688	Mar.—jeu.—sam.
		689	Mer.—ven.—dim.
79	Dauphin—Swan River	92	Mer.—ven.—dim.
		93	Mar.—jeu.—dim.
80	Swan River—Hudson Bay	92	Mer.—ven.—dim.
		93	Lun.—mer.—ven.
		M-282	Mar.—jeu.—sam.
		M-283	Lun.—mer.—ven.
81	Hudson Bay—The Pas	90	Mer.—ven.—dim.
		91	Mar.—jeu.—sam.
		92	Mer.—ven.—dim.
		93	Lun.—mer.—ven.
		688	Mar.—jeu.—sam.
		689	Mer.—ven.—dim.
82	The Pas—Cranberry Portage	M-290	Mer.—ven.—dim.
		M-291	Mar.—jeu.—sam.
83	Cranberry Portage—Lynn Lake	M-290	Mer.—ven.—dim.
		M-291	Mar.—jeu.—sam.
84	Cranberry Portage—Osborne Lake	M-280	Sauf sam.—dim.
		M-281	" " "
85	Cranberry Portage—Flin Flon	M-279	Sauf sam.—dim.
		M-280	" " "
86	The Pas—Wabowden	90	Mar.—jeu.—sam.
		91	" " "
		92	Mer.—ven.—dim.
		93	Lun.—mer.—ven.

<u>N° régional</u>	<u>Région</u>	<u>Trains actuellement en opération</u>	<u>Fréquence</u>		
87	Wabowden—Thompson	90	Mar.—jeu.—sam.		
		91	" " "		
		92	Mer.—ven.—dim.		
		93	Lun.—mer.—ven.		
		M-294	Mar.—jeu.		
		M-295	Mer.—ven.		
88	Thompson—Gillam	92	Mer.—ven.—dim.		
		93	Lun.—mer.—ven.		
		M-294	Mar.—jeu.		
		M-295	Mer.—ven.		
89	Gillam—Churchill	92	Mar.—jeu.—sam.		
		93	" " "		
		M-294	Lun. seul.		
		M-295	Sam. seul.		
90	Portage la Prairie—Saskatoon	1	Quot.		
		2	"		
		5	"		
		6	"		
		7	Lun.—mer.—ven.— 18 juin au 10 sept. incl.		
		8	Mar.—jeu.—sam.— 21 juin au 13 sept. incl.		
		91	Saskatoon—Régina	680	Quot.
		681	"		
682	"				
683	"				
92	Saskatoon—Prince Albert (via Duck Lake)	680	Quot.		
		681	"		
		682	"		
		683	"		
93	Saskatoon—Melfort	688	Mar.—jeu.—sam.		
		689	Mer.—ven.—dim.		
94	Melfort—Prince Albert	M-292	Lun.—mer.—ven.		
		M-293	Mar.—jeu.—sam.		
95	Melfort—Crooked River	688	Mar.—jeu.—sam.		
		689	Mer.—ven.—dim.		
		M-292	Lun.—mer.—ven.		
		M-293	Mar.—jeu.—sam.		

<u>N° régional</u>	<u>Région</u>	<u>Trains actuellement en opération</u>	<u>Fréquence</u>		
96	Crooked River—Reserve	688	Mar.—jeu.—sam.		
		689	Mar.—ven.—dim.		
97	Crooked River—Hudson Bay (via Prairie River)	M-292	Lun.—mer.—ven.		
		M-293	Mar.—jeu.—sam.		
98	Saskatoon—Edmonton	1	Quot.		
		2	"		
		5	"		
		6	"		
		7	Lun.—mer.—ven.— 18 juin au 10 sept. incl.		
		8	Mar.—jeu.—sam.— 21 juin au 13 sept. incl.		
		99	Edmonton—Camrose	694	Quot.
		695	"		
100	Camrose—Drumheller	694	Quot.		
		695	"		
101	Camrose—Calgary	692	Quot.		
		693	"		
102	Edmonton—North Battleford	690	Quot.		
		691	"		
103	Edmonton—St. Paul	696	Quot.		
		697	"		
104	St. Paul—Grand Centre	698	Quot.		
		699	"		
105	Edmonton—Jasper	1	Quot.		
		2	"		
		5	"		
		6	"		
		7	Mar.—jeu.—sam.— 18 juin au 10 sept. incl.		
		8	Lun.—mer.—ven.— 21 juin au 13 sept. incl.		
		106	Jasper—Vancouver	1	Quot.
		2	"		
5	"				
6	"				

<u>N° régional</u>	<u>Région</u>	<u>Trains actuellement en opération</u>	<u>Fréquence</u>
107	Jasper—McBridge	9	Sauf dim.—Quot. 13 juin au 13 sept. incl.
		10	Sauf lun.—Quot. 15 juin au 15 sept. incl.
108	McBridge—Prince George	9	Sauf dim.—Quot. 13 juin au 13 sept. incl.
		10	Sauf lun.—Quot. 15 juin au 15 sept. incl.
		M-296	Lun. seul.
		M-297	Mar.—jeu.—sam.
		M-298	Mer.—ven.
109	Prince George—Prince Rupert	9	Dim.—mer.—ven.—Quot. 13 juin au 13 sept. incl.
		10	Mar.—jeu.—sam.—Quot. 15 juin au 15 sept. incl.



**TABLEAU III**  
**AUTRES CHEMINS DE FER AU CANADA**  
**SERVICES DE TRAINS DE VOYAGEURS**

“M” signifie service de train mixte

**ALGOMA CENTRAL RAILWAY**

<u>N° régional</u>	<u>Région</u>	<u>Trains actuellement en opération</u>	<u>Fréquence</u>
1	Sault Ste. Marie—Franz	1	Sauf dim.—2 juin au 15 oct. incl. Mar.—ven.—sam.—16 oct. au 2 juin incl.
		2	Sauf dim.—2 juin au 15 oct. incl. Lun.—mer.—sam.—16 oct. au 2 juin incl.
2	Franz—Hearst	1	Sauf dim.—2 juin au 15 oct. incl. Mar.—ven.—sam.—16 oct. au 2 juin incl.
		2	Sauf dim.—2 juin au 15 oct. incl. Lun.—mer.—sam.—16 oct. au 2 juin incl.

**GREAT NORTHERN**

3	Vancouver, B.C.—Blaine, Wash. (Frontière internationale)	357	Quot.
		358	"

**MIDLAND RAILWAY (NORTHERN PACIFIC)**

4	Winnipeg—Emerson Jct. (Frontière internationale)	13	Quot.
		14	"

**NORTHERN ALBERTA**

5	Edmonton—Dawson Creek	1	Lun.—jeu.
		2	Mar.—ven.

<u>N° régional</u>	<u>Région</u>	<u>Trains actuellement en opération</u>	<u>Fréquence</u>
6	Edmonton—Lac la Biche	M-75 M-76	Dim.—mer. Mer.—sam.
7	Lac la Biche—Waterways	M-77 M-78	Lun.—jeu. Mar.—ven.

**ONTARIO NORTHLAND  
(NIPISSING CENTRAL)**

8	Swastika—Noranda	83(283) 84(584)	Quot. "
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**TORONTO, HAMILTON AND BUFFALO**

9	Hamilton—Welland	371 376	Quot. "
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**WHITE PASS AND YUKON ROUTE**

10	White Horse—White Pass	M-1 M-2	Quot. "
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# Canadian Transport Commission

## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application dated December 6, 1968 of Bell Canada for an Order under Section 380 of the Railway Act and all other relevant sections of said Act and of the National Transportation Act approving, to be effective March 1, 1969, revisions to the Applicant's tariffs of Rates for Exchange and Long Distance Services and Equipment.*

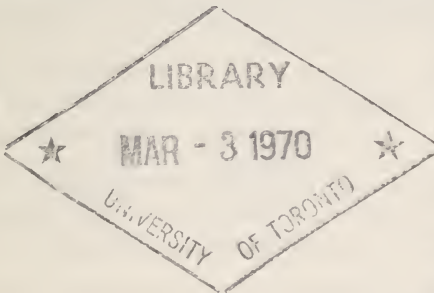
*File No. C-955.178*

**APPEARANCES:**

Ernest E. Saunders, Q.C.	}
Guy Houle	
John T. Weir, Q.C.	
M. D. Godbout, Q.C.	
Robert S. O'Brien	
Lovell C. Carroll, Q.C.	

*For Bell Canada*

*For Canadian Federation of  
Mayors and Municipalities  
L'Union des Municipalités  
du Québec  
The Association of Ontario  
Mayors and Reeves  
The Ontario Municipal  
Association  
and 256 Municipalities in the  
Provinces of Ontario and Quebec  
For Minister of Justice of Ontario  
For Government of the Province  
of Quebec*



Robin Scott	}
Hon. Paul Martineau, P.C., Q.C.	
Lorne Mollot	

John F. Chisholm, Q.C.  
 Lovell C. Carroll, Q.C.  
 Richard W. Pound

*For Telephone Answering Service  
 Association*

K. E. Eaton

*For T. Eaton Company Limited*

W. S. Rogers

*For Borough of North York, Ont.*

J. S. Grafstein  
 E. W. Whelan, M.P.  
 Robert Archer  
 C. Gilmour  
 H.N. Janisch

*For Hotel Association of Canada*

**DECISION**

BY: P. Taschereau, Q.C., Vice-president  
 A.S. Kirk, Commissioner  
 G. Frank Lafferty, Commissioner

This matter was heard at sittings at Ottawa commencing on May 20, 1969 and ending on August 1, 1969.

**Nature and Scope of the Application**

1. (a) The applicant ("Bell") seeks an Order approving revisions to its tariffs of rates for exchange and long distance services and equipment which, if applied during the full year 1969, would increase its total operating revenues by approximately \$83.6 million. Bell's general level of rates, as presently in force, was established by an Order of the Board of Transport Commissioners for Canada issued in 1958.

(b) The estimated increase in revenues from the proposed changes in rate schedules, as a percentage of 1968 revenues, is shown in Bell Exhibit B-342 as follows:

	1968 Revenues (\$000's)	Estimated 1969 Increase in Revenues (\$000's)	Percentage Increase 1969 over 1968
Contract Primary (Residence Main, Business Main, Centrex, Semi-Public)	275,235	37,332	13.5
Contract Extension (Business Extensions including Private Branch Exchange Extensions)	29,225	3,388	11.6

	1968 <u>Revenues</u> (\$000's)	Estimated 1969 Increase in <u>Revenues</u> (\$000's)	Percentage Increase 1969 over <u>1968</u>
Contract Auxiliary (Private Branch Exchange including Hotel, Answering Service PBX's; Push-Button, 1A Key, Intercommunicating Systems; Local Mileage; Miscellaneous including Directory Listings)	93,889	14,415	15.3
Service Charges	12,514	6,693	53.4
Long Distance (Ontario and Quebec)	166,567	20,250	12.1
Interexchange Mileage	10,700	1,572	14.6
	<u>588,130*</u>	<u>83,650</u>	<u>14.2</u>

\* Total operating revenue in 1968 amounted to \$758.5 million, the balance comprising (a) unregulated revenues (\$74 million) and (b) regulated revenues upon which no increase is being sought.

(c) The proposed rate structure is designed to produce a rate of return on total average capitalization of approximately 8%, assuming that the rates were in force for full year 1969 and assuming an average debt ratio of 40%.

2. (a) In a Judgment of the Board of Transport Commissioners for Canada rendered on May 4, 1966 ("the 1966 Judgment") it was found that the overall rate structure of Bell was just and reasonable at that time by reference to a permissive level of earnings ranging from 6.2% to 6.6% on total average capitalization. It was also found that Bell's average debt ratio of approximately 40%, as then existing, was fair and reasonable for the purpose of determining a just and reasonable level of earnings with which to test the justness and reasonableness of Bell's rate structure as a whole.

(b) Bell's rate of return reached 6.8% in 1967 and 6.9% in 1968 and, in the absence of any rate increase, Bell estimates that it would revert to 6.8% in 1969. The debt ratio was 45.8% at the end of 1968 and is estimated to average 47.1% in 1969.

3. In support of its application, Bell alleges that its need for a higher rate of return under current conditions arises from the combined effect of

"(a) the tremendous increase in the quantity and scope of its services required by the public,

(b) the continuing necessity for modernization and innovation under conditions of accelerating technological development,

- (c) the magnitude of its construction program,
- (d) the continuous pressure of rising costs,
- (e) the continuing need for large amounts of capital on favourable terms in the face of higher money costs and increased competition for capital funds, and
- (f) the increase in economic risk resulting from the expansion of its services.”

4. The application was filed on December 6, 1968, but in oral argument presented on July 28, 1969, counsel for Bell stated that “. . . the continuing and apparently non-stop increase in interest rates, carrying with it aggravation of the Company’s financing difficulties in both the bond and equity markets, makes it clear that the 8 per cent rate of return originally contemplated by the Application must under circumstances and conditions prevailing today, be considered to be no other than the absolute minimum point of a range of permissible earnings from 8 to 9 per cent.”

#### Position of the Interveners

5. (a) In respect of the question of the rate of return on total capitalization, the Canadian Federation of Mayors and Municipalities suggested that an upper limit of 7% would be equitable. (A debt ratio of at least 50% was also urged). This position was supported by counsel for the Borough of North York. A witness called by counsel for the Minister of Justice of Ontario recommended, on the basis of a debt ratio of 50% a range of 7% to 7.5% as one that “would enable the company to attract adequate amounts of capital for future expansion and provide a fair and reasonable rate of return”. Counsel for the Government of the Province of Quebec expressed opposition to any increase in tariffs. He did not take a specific position on the question of rate of return; however, after referring to the Shareholders’ Quarterly Review, Spring 1969 of Bell which indicates a rate of return of 7% for the 12-month period ended on March 31, 1969 he stated: (translation) “It may well be, if the present rates are maintained, that with the growth which is inevitable and with which the applicant’s well-informed witnesses have fully agreed, that . . . this return will increase, and through this all these other problems will be resolved at the same time.”

(b) The Minister of Justice of Ontario, the Government of the Province of Quebec and the Canadian Federation of Mayors and Municipalities were the three main interveners and were represented throughout the hearing. Through their submissions, requests for information, cross-examination of witnesses by counsel and direct evidence, they raised several points and issues which to a considerable extent were aimed at scrutinizing certain aspects of Bell’s affairs. The interventions of Telephone Answering Service Association, the Hotel Association of Canada and the T. Eaton Company Limited were limited, in the main, to specific rates applicable to services provided to them; the T. Eaton Company Limited also raised some opposition on general grounds, particularly in regard to the change in relationship which would result from the proposed increases as between business and residential subscribers. Messrs. Whelan, Archer and Gilmour voiced

opposition to the application for a variety of reasons, several of which were also advanced by the main interveners. We have given full consideration to all the evidence, submissions and arguments presented to us. We are satisfied that the basis for many of the objections that were of substance will be removed because of the nature of our decision. We propose to allude to such points and issues only (whether raised by the interveners or by Bell itself) as we consider necessary for the purpose of explaining our decision and as are relevant thereto.

### The Principal Financial Considerations

6. (a) The main premises of Bell's case, as we view it, are that the company has a continuing need for large amounts of capital on reasonable terms in order to finance construction expenditures necessary to maintain its level of service and for technological development. These expenditures are forecast in amounts increasing from \$368 million in 1969 to \$570 million in 1973, for a five-year total of \$2,358 million.

(b) Rising interest rates mean that Bell has become unable to issue debt capital at a cost less than its permissible rate of return on total average capitalization. The embedded cost of Bell's debt has increased from 4.8% in 1965 to an estimated 5.7% in 1969. Interest charges are thus absorbing a growing share of total earnings, proportionately reducing the share available to equity capital.

(c) Operating expenses in 1969 are at \$518 million, an increase of 11.7% over 1968, in addition to which operating taxes other than on income are expected to rise by 19.5%. In contrast, the increase in operating revenues in the absence of rate changes is forecast at 9.1%.

(d) During the last few years, important changes have taken place in the capital markets in terms of the rapid growth of institutional investors and of professionally managed funds, and of shifts in preferences by investors in equity stocks. Not only are common shares expected to yield reasonable dividends, fully justified by current earnings; they must also show a growth in earnings resulting in increases in market prices which keep pace with inflation.

(e) The last offer to the public of equity capital of Bell was made late in 1966; the offering price was below book equity, and subsequently Bell was unable to sell public issues of common stock on what it considered to be favourable terms and raised external funds through issues of debt capital, thus increasing its debt ratio and embedded debt cost and decreasing its bond interest coverage to less than three times.

(f) The gist of the evidence of Bell's witnesses as to the conditions necessary to restore investor interest and confidence in the common stock of the Company was:

- (i) an annual rate of return on equity of between 10% and 11%;
- (ii) an annual rate of growth in earnings of between 5% and 8%;
- (iii) a rate of return on total capital of 8% minimum (based on a 40% debt ratio);

- (iv) a rate of return on total capital sufficiently flexible to permit investors to look for further growth in earnings.

### Our Views and Findings on the Principal Financial Considerations

7. (a) We are satisfied upon the evidence that Bell needs relief at this time to enable it to meet rising operating costs and interest charges and attract new capital on reasonable terms.

(b) In assessing the measure of the relief required, we do not accept Bell's assumption of a 40% debt ratio and consider a more realistic ratio is that of 47.1% as estimated by Bell for 1969. In the present economic circumstances, any determination of an ideal, hypothetical capital structure is likely to be submerged by patterns of investor preference and of interest rates over which obviously the management of Bell will have little control. In any event, by the admission of Bell's counsel, a return to the 40% ratio could not be achieved in less than four or five years.

(c) One of Bell's exhibits (B-312) is an estimated income statement for the year 1969 giving effect to the proposed revenue increase of \$83.6 million, based on the actual debt ratio that would result from certain proposed financing plans. The exhibit shows a net income of \$153.2 million, which represents

(i) income per average share outstanding	\$4.31
(ii) percentage increase in earnings per share over 1968	31.8%
(iii) rate of return on average equity	10.5%
(iv) rate of return on total capital	8.2%

We do not consider the financial position of Bell to be such as to require immediate relief of this magnitude.

(d) Over the period 1959-1968, as a result of normal growth and intensified productivity, Bell's net income has risen from \$50 million to \$114 million, and its return on capital from 5.9% to 6.9%. Despite current difficulties, there is no reason to believe that growth will not continue, even if temporary decelerations were to occur.

(e) In our judgment, revised rates and charges should be authorized to the extent that they would provide additional revenue of approximately \$27.5 million. Assuming they had been in force for the full year 1969, such revisions would, in our estimation, have resulted in a net income of \$126.6 million — an increase of \$12.3 million over 1968 — which represents

(i) income per average share outstanding	\$3.56
(ii) percentage increase in earnings per share over 1968	8.9%
(iii) rate of return on average equity	8.8%
(iv) rate of return on total capital	7.3%



The amount of \$126.6 million is based upon another estimate in Bell's exhibit referred to in paragraph (c) (B-312) and may be compared with the net income of \$153.2 million estimated by Bell to result from approval of its application.

(f) The rate of return of 8.8% on equity and of 7.3% on total capital referred to in the preceding paragraph does not necessarily reflect our view of what the permissive level of earnings of Bell should be in the future. Continuing changes in the economy since the 1966 Judgment, and their effect upon the present financial position of Bell, illustrate the fallacy of attempting to establish, as a sole test of the justness and reasonableness of rates, a maximum permissive rate of return. The primary function and duty of the Commission, in relation to telephone tolls, is to ensure that such tolls are just and reasonable and meet all the other conditions specified in section 381 of the Railway Act;<sup>v</sup> no statutory requirement exists for the fixing of a rate base and a rate of return on that base. Therefore, our decision is not to fix any permissive level at this time but we propose to maintain constant surveillance over Bell's affairs and take any steps that may in the future call for further relief or for remedial action.

(g) We consider, however, that Bell should explore further all areas in which it might effect savings or improve earnings. We are not convinced that the construction programme could not without serious consequences be revised somewhat downward, or some elements of it postponed, having regard to the prevailing economic circumstances. Bell's investments in Northern Electric Company Limited in recent years have earned a return of only 6.5%, and its annual rate of return on total investment in Northern Electric has decreased from 19.11% in 1965 to 11.97% in 1968. Investments in all other companies yielded dividends in 1968 averaging 5.5%. In non-regulated services, certain rate increases were put into effect in 1969; our decision herein does not preclude Bell from seeking higher earnings through sources of revenue or income which are not involved in the application.

#### **Northern Electric's return on Capital Devoted to non-Bell Business**

8. (a) In the 1966 Judgment it is stated that "the rate of return earned by Northern on its Bell business is lower than the rate of return earned by Northern on its non-Bell business".

(b) Counsel for the Canadian Federation of Mayors and Municipalities, supported by counsel for the Minister of Justice of Ontario and counsel for the Government of the Province of Quebec, referred to the above statement and urged us to ascertain through an independent check whether or not the situation had changed since the 1966 Judgment. We reserved our decision upon this request.

(c) We have considered the request of counsel well founded and we, accordingly, instructed the Commission's accounting advisers, Messrs. Riddell, Stead & Co., Chartered Accountants, to investigate the method of calculating the comparable rates of return as

shown in a statement filed with the Commission and to report thereon. We are satisfied, upon their report, that on the average the situation remains substantially as described in the 1966 Judgment.

### Deferred Income Taxes

9. (a) Counsel for the Government of the Province of Quebec took the position that the amount which Bell credits each year to the deferred income tax account should be credited to income.

(b) A similar proposal was made in 1957 to the Board of Transport Commissioners. The Judgment of the Board, dated January 10, 1958, which rejected it, was reversed on this point by the Governor in council through Order in Council P.C. 1958-602; but in 1967 the matter was reviewed again by the Governor in Council, and as a result Order in Council P.C. 1967-253 was passed to allow the credits to the deferred tax account as an expense for rate-making purposes.

(c) The Canadian Institute of Chartered Accountants, as indicated in its recently issued Handbook, favours the use of the tax allocation (or deferred tax) method in both regulated and non-regulated enterprises when timing differences occur between accounting and taxable income.

(d) In these circumstances, we do not consider it would be appropriate to order Bell to change its accounting methods at this time.

### Separation between Regulated and Unregulated Services

10. (a) Counsel for the Minister of Justice of Ontario raised the questions of whether

- (i) the rate base against which Bell's level of earnings should be measured in order to determine a rate of return should be net investment in telephone plant as opposed to total average capitalization; and
- (ii) Bell should be required to allocate its investments in plant, its expenses and revenues between its regulated and unregulated services in such a way as to permit the Committee to determine the rate of return earned by regulated and unregulated services in terms of the telephone plant investments devoted to each such category of service.

(b) Under its existing system of accounts Bell is unable to allocate its investments and expenses between regulated and unregulated services, and the point was made that the Commission should be in a position to ascertain that the telephone subscribers are not subsidizing the users of the unregulated services.

(c) While assurances were given by Bell witnesses that the unregulated services are not to any degree subsidized by the revenues from regulated services, the fact remains that Bell is unable to furnish figures showing allocation of investments devoted to unregulated services, or of expenses incurred in providing such services.

(d) We are satisfied, upon the evidence, and in the light of current developments in the telecommunications field, that it would be in the public interest for the Commission to investigate the feasibility of carrying out cost and revenue separations between regulated and unregulated services, and the methods and procedures appropriate for determining such separations; and accordingly, Bell is hereby directed to undertake forthwith a study of such methods and proceedings, and report thereon to the Commission within twelve months.

**Rate Structure**  
**(Schedules I and II to the Application)**

11. (a) For the purpose of implementing our finding that additional revenue of approximately \$27.5 million should be authorized from revised rates and charges, we have reviewed the whole area of the rate structure in which increases are proposed by Bell; and we have concluded that it would be appropriate to select three categories of service which are more directly affected by rising costs: Withheld Directory Listings; Service Charges; and Long Distance (Ontario and Quebec).

(b) The revisions in the rate schedules sought by Bell in these three categories of service, and our findings in respect of each of them, are discussed below; we estimate that, as authorized, the revisions will produce additional revenue approximating \$27.5 million and we consider that the revised rates and charges will be just and reasonable.

**Directory Listings**  
**(Schedule I, p. 17)**

12. (a) We authorize Bell's proposed charge of 50 cents per month for each service where the customer requires that the telephone number be not included in the telephone directory nor be made accessible through the medium of information service operators. The ground for introducing the proposed charge was that operators are frequently engaged in protracted conversations with persons seeking unlisted numbers; labour expense is incurred both for that reason and for making the necessary arrangements for this special treatment.

(b) The evidence shows that some 228,000 services had telephone numbers withheld; the estimated additional revenue from this source would be \$0.9 million.

**Message Toll Service, Ontario and Quebec**  
**(Schedule I, p. 57)**

13. (a) The proposed revision of long distance charges contemplates a moderate increase for station-to-station customer-dialed calls for distances up to 35 miles; an upward revision of the whole scale for person-to-person calls, ranging from 25 to 40 cents for the initial three minutes, and 5 to 10 cents increases per minute of overtime; and the establishment of a new scale of charges entitled "Other Call" to be applicable when operator intervention is required in station-to-station calls.

(b) With the exception of the "Other Call" scale, we find that the proposed message toll schedule will be just and reasonable and it is authorized.

(c) The "Other Call" scale is proposed to be substituted for the "station-to-station" scales which are only applicable if the calls are customer-dialed, or where equipment is not provided to enable customers to so dial the call. The substituted scale has been compiled by adding 20 cents to the initial period charge, and 5 or 10 cents per additional minute, in each mileage block of the customer-dialed day scale regardless of the time or day of the call. The compensating factor for operator intervention thus becomes larger with distance and time consumed. We do not consider that such a basis is just and reasonable and we disallow the proposed scale.

(d) It is our opinion that for each station-to-station call requiring the services of an operator, we would be justified in authorizing, and are prepared to allow, a single charge not exceeding 25 cents to be applied in each of the following instances:

Request for the reversal of the charges for collection from the called party;

Request for charges to be collected from a third party;

Charges to be collected pursuant to credit authorization;

Request for time and/or charges upon a call (other than from hotels/motels in respect of calls by their guests) prior to regular billing;

Calls from public and semi-public telephones.

(e) We estimate that the revision as authorized herein will produce additional revenue approximating \$19.9 million.

#### Service Charges (Schedule I, p. 15 et seq.)

14. (a) The proposed schedule increases certain service charges and institutes new ones. We do not find that it distributes the revisions uniformly, equitably or reasonably over the various services affected and we are not prepared to approve them in their present form.

(b) Amongst the new charges proposed to be established is that shown on page 17 of Schedule I, namely:

"2. Visit to do work (other than repair work) on a business telephone on which no other work subject to a service charge is being done; each telephone \$10.00."

The description of the contemplated service was objected to during the hearing as being too vague. We sustain the objection, but without prejudice to the submission of a specific function for which a reasonable charge may be proposed.

(c) We consider that a total increase not exceeding the estimated revenue increase of approximately \$6.7 million is a reasonable overall amount by which revenue from service charges may be increased. We require, however, that a revised schedule of service charges incorporating a uniform level of increase be developed by Bell and submitted for approval with all necessary explanations. In the preparation of such a schedule the allowed total increase shall be distributed according to the following method:

- (i) New service charges to be instituted shall be initially determined at amounts equivalent to present charges for reasonably comparable conditions;
- (ii) The total of the revenue thus determined for such new service charges shall be deducted from the total allowed revenue increase of \$6.7 million;
- (iii) The total revenue from (i) added to the revenue from present service charges (which was \$12.5 million in 1968) will then be deemed to be the total income from service charges;
- (iv) The remainder of the total allowed revenue increase, net under (ii), shall then be allocated, as a percentage of the total under (iii), uniformly to both present service charges and the initial new service charges.

**Other Proposed Revisions**

15. It follows from what we have stated previously that we deny the application in respect of all other categories of service and equipment.

**Observations and Requirements covering  
Other Aspects of the Rate Structure**

16. There are certain other aspects of the rate structure which were the subject of evidence and representations. They will now be discussed and our requirements respecting them will follow.

**Exchange Group Telephone Count**

17. (a) The present method of rate grouping according to total telephones was challenged; it was argued that groupings should be based upon a count of main telephones only.

(b) As of the year 1968 total telephones comprised 5,450,567, distributed as follows:

Residence main	3,101,000	
Business main	<u>485,000</u>	
Total main		3,586,000
PBX Extensions	632,000	
Centrex Extensions	<u>132,000</u>	
Total PBX & Centrex		764,000

Residence extensions	744,567
Business extensions	356,000
Total residence and business extensions	<u>1,100,567</u>
Total telephones	<u>5,450,567</u>

(c) We consider a distinction exists between extensions which are a supplemental convenience to a single main line and those which are a necessary part of private branch exchanges and Centrex. The former merely provides an additional location for the main service and also permits simultaneous use of the line by more than one person. Extensions from PBX and Centrex, however, are available to more than one main trunk and also serve for intercommunication.

(d) Our present view is that it would be reasonable to add the extensions connected to PBX and Centrex to any count of main telephones.

(e) On this basis, extensions would represent approximately 20% of total telephones. We consider this proportion to be sufficiently large to warrant a review of the method of grouping.

(f) At the root of the objection raised is the apparent apprehension that extensions may be the only factor in the present grouping basis which causes an exchange to be placed in a higher rate group.

We do not make any finding on this point at this time but do require and order Bell to undertake a study of the matter within the level of the present rate structure as expeditiously as possible and report to us thereon in sufficient detail to facilitate further consideration.

**Regrouping**

18. (a) Since the last general rate revision in 1958, the following regroupings at higher exchange rates have been authorized:

<u>From</u>	<u>Groups</u>	<u>To</u>	<u>Exchanges involved</u>
2		3	71
3		4	70
4		5	66
5		6	60
6		7	39
7		8	23
8		9	24
8A		9	1
8A		9A	1
		Total	<u>355</u>

(b) During this period one exchange was moved downward from Group 3 to Group 2. The largest volume of exchanges moving to higher exchange rates was in groups 6 and lower; it totalled 306, or 85% of the total regrouped.

To modify the impact of regrouping, enlarging the group limits in the lower rate levels might be advisable. This question should be considered in conjunction with the study we have required Bell to undertake in paragraph 17.

(c) Approximately 40% of total exchanges have been thus subjected to rate increases since the last general rate revision — a matter which had some influence upon us in reaching the decision we have made to confine increases to the three categories previously stated herein.

### **Restructure of Exchange Groups (Schedule I, p. 2 et seq.)**

19. (a) Bell proposes that a weighted total telephone count method be used for rate grouping purposes to determine the rate group applicable to all its exchanges; and that new rate groups, to be numbered 1 to 14, be established in substitution for the present rate groups 2 to 11D with total telephone counts of up to 4,000,000 in lieu of the present limit of “over 250,000”.

(b) While the substitution of the weighted total telephone count method for the present incremental plan might appear to have merit in principle, we are not prepared to authorize its adoption without more complete evidence of the effect of the substitution upon subscribers who would be involved; nor, for the same reason, are we prepared to accept the proposed revision of rate group limits.

### **Proposed Revisions re Toronto Region**

20. (a) Schedule II to the application sets out proposed revisions of exchange boundaries and extended area services in the Toronto area.

(b) The proposed rearrangement of the Toronto area as set out in Schedule II is estimated to involve a revenue loss of \$0.9 million in the first year. In view of the circumstances leading up to the present application, the implementation of such a plan for Toronto would not appear to be warranted at this time.

### **Hotel Telephone Service**

21. (a) We are not authorizing any change in the rates and charges for guest room telephone facilities supplied to hotels.

(b) Hotels are supplied with free trunk lines for guest room service and are accorded a special basis of rates for switchboard and extensions.

Room extensions permit communication between rooms and with the services of the hotel. The general practice of hotels appears to be to provide guests with the internal communication channels without charge, but to impose upon their guests a surcharge

over Bell's rates for both local and long distance calls. The present charge by Bell to hotels is 5 cents per local message but guests are required to pay in excess of that amount.

(c) The complaint of the Hotel Association of Canada that telephone service for guests is conducted at a loss does not necessarily lead to the conclusion that telephone rates are too high. Telephones provided for guest use, both for external and internal communication, are part of the service amenities patrons expect the hotels to offer.

(d) Amongst the arrangements between Bell and hotels is the payment, on long-distance calls by guests, of so-called commissions which the hotels wish to be increased and extended.

Obviously there is some virtue in hotels being recompensed for the work and risk involved in collecting Bell's charges, but payment of a commission to a customer appears to be contrary to the provisions of sections 436 and 437 of the Railway Act.

(e) Hotel room extensions are, in some respect, somewhat akin to public telephone service. It is obviously unworkable to install pay station facilities in each room, but there may be some grounds to warrant relieving hotels of the monthly charge for extensions from the switchboard to the rooms; a local message charge equal to that exigible from pay phone stations as proposed by Bell might then be justified.

(f) The whole concept of telephone service in hotels would appear to justify the hotel being responsible for the payment of rental charges for the switchboard and its manning.

(g) At the time of hearing, studies were said to be under way by Bell in relation to certain aspects of hotel telephone rates and services. The scope of these studies should be enlarged to cover the points discussed herein, and Bell is hereby directed to report on such studies within a period of four months.

### Telephone Answering Service

22. (a) The main complaint of the Telephone Answering Service Association was stated by its counsel to be "the drastic nature of the increases proposed for TAS, who have been singled out from all others for much larger increases in monthly charges than anybody else". The proposed increases were also objected to on the ground that they are not justified by the quality of the service and of the equipment provided by Bell. The basis for these complaints disappears by reason of our decision to disallow any increase in monthly charges for service and equipment.

(b) Another complaint related to mileage charges where switching equipment for two different exchanges are housed in the same building; this was said to result in fictitious rate zones and mileages. We are not prepared, on the basis of the example of so-called "rank injustice" given in this regard by the intervener, to order Bell to change the present practice of treating the location of the customer in relation to the rate centre of his exchange; the inter-exchange mileage between exchange rate centres is, in our opinion, the logical and reasonable method of applying such charges uniformly.



(c) The third point raised by the intervener related to a proposed new service charge of \$1,000 for concentrator-identifier; the intervener advocated that the charge should be \$2,000. The fixing of the appropriate charge for this item is part of the required allocation of the allowed increase in service charges generally; and while we do not consider the grounds advanced for the charge of \$2,000 are valid, the outcome of the matter must flow from the allocation indicated.

An Order will issue.

September 25, 1969

(SIGNED) PIERRE TASCHEREAU

(SIGNED) A.S. KIRK

(SIGNED) G. FRANK LAFFERTY

## CANADIAN TRANSPORT COMMISSION

## ORDER NO. R-6797

## RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application dated December 6, 1968 of Bell Canada for an Order under Section 380 of the Railway Act and all other relevant Sections of the said Act and of the National Transportation Act approving, to be effective March 1, 1969, revisions to the Applicant's tariff of rates for Exchange and Long Distance Services and Equipment.*

*File No. C-955.178*

UPON hearing the application at sittings of the Committee held in the City of Ottawa commencing on May 20, 1969 and ending on August 1, 1969, in the presence of Counsel for the Applicant, Counsel for the Canadian Federation of Mayors and Municipalities, L'Union des Municipalités du Québec, the Association of Ontario Mayors and Reeves, the Ontario Municipal Association and 256 Municipalities in the Provinces of Ontario and Quebec, Counsel for the Telephone Answering Service Association, Counsel for the Minister of Justice of Ontario, Counsel for the Government of the Province of Quebec, Counsel for T. Eaton Company Ltd., Counsel for Borough of North York, Ontario and Counsel for Hotel Association of Canada and in the presence of Robert Archer, E.W. Whelan, M.P., H.N. Janisch and C. Gilmour and upon reading the submissions filed and upon considering the evidence and arguments submitted:

**IT IS HEREBY ORDERED AS FOLLOWS:**

Subject to the restrictions, conditions and requirements contained in the Decision of the Committee in the above matter, dated 25 September 1969, and to the extent specified therein, Bell Canada may publish and file tariff schedules putting into effect rates and charges in accordance with the said Decision upon not less than ten days' notice.

Bell Canada shall undertake the studies prescribed in the Decision and shall report thereon to the Committee, as provided in the said Decision.

DATED at OTTAWA, this 25th day of September 1969.

(SIGNED) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

COMMISSION CANADIENNE DES TRANSPORTS

COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

RELATIVEMENT à la requête de Bell Canada, en date du 6 décembre 1968, demandant l'obtention d'une ordonnance en vertu de l'article 380 de la Loi sur les chemins de fer et de tous autres articles pertinents de ladite loi ainsi que de la Loi nationale sur les transports, approuvant et rendant exécutoires, à compter du 1<sup>er</sup> mars 1969, des révisions aux tarifs des taxes de la Requérante concernant le service dans les circonscriptions téléphoniques, le service interurbain et l'équipement.

Dossier n° C-955.178

ONT COMPARU:

- |                                   |   |   |
|-----------------------------------|---|---|
| Ernest E. Saunders, c.r.          | } | <i>pour Bell Canada</i>   |
| Guy Houle                         |   |   |
| John T. Weir, c.r.                |   |   |
| M.-D. Godbout, c.r.               |   |   |
| Robert S. O'Brien                 | } | <i>pour La Fédération canadienne des<br/>maires et des municipalités<br/>L'Union des Municipalités du<br/>Québec<br/>The Association of Ontario<br/>Mayors and Reeves<br/>The Ontario Municipal<br/>Association<br/>et 256 municipalités des<br/>provinces d'Ontario et de<br/>Québec</i> |
| Lovell C. Carroll, c.r.           |   |   |
| Robin Scott                       |   |   |
| L'hon. Paul Martineau, c.p., c.r. |   |   |
| John F. Chisholm, c.r.            | } | <i>pour le gouvernement de la province<br/>de Québec</i>  |
| Lovell C. Carroll, c.r.           |   |   |
| Richard W. Pound                  |   |   |
| K.E. Eaton                        | } | <i>pour la Telephone Answering Service<br/>Association</i>  |
| W. S. Rogers                      |   |   |
| 59 R.T.C.                         |   | <i>pour T. Eaton Company Limited<br/>pour le Borough of North York, Ont.</i>  |

J. S. Grafstein

*pour l'Hotel Association of Canada*

E. W. Whelan, député

Robert Archer

C. Gilmour

H. N. Janisch

## DÉCISION

PAR: P. Taschereau, c.r., vice-président  
 A. S. Kirk, commissaire  
 G. Frank Lafferty, commissaire

La présente affaire a été entendue au cours de séances tenues à Ottawa à compter du 20 mai 1969 et qui ont pris fin le 1<sup>er</sup> août 1969.

## Nature et portée de la requête

1. (a) La requérante («Bell») demande une ordonnance approuvant des révisions à ses tarifs des taxes concernant le service dans les circonscriptions téléphoniques, le service interurbain et l'équipement, lesquelles, fussent-elles appliquées à toute l'année 1969, augmenteraient la totalité de ses revenus d'exploitation d'environ \$83.6 millions. Le niveau général des taxes de Bell, actuellement en vigueur, a été établi par une ordonnance de la Commission des transports du Canada rendue en 1958.

(b) La pièce B-342 produite par Bell fait voir comme suit, exprimée en pourcentage des revenus de 1968, l'augmentation des revenus que Bell estime devoir provenir des modifications proposées:

	Revenus de 1968	Augmentation estimative des revenus en 1969	Pourcentage d'augmentation en 1969 par rapport à 1968
	(milliers de dollars)	(milliers de dollars)	
Contrats de base (Principal résidentiel, Principal commercial, Centrex, semi-public)	275,235	37,332	13.5
Contrats supplémentaires (Postes de téléphone supplémentaires d'affaires, y compris postes supplé- mentaires pour le service de central privé)	29,225	3,388	11.6

	Revenus de 1968	Augmentation estimative des revenus en 1969	Pourcentage d'augmentation en 1969 par rapport à 1968
	(milliers de dollars)	(milliers de dollars)	
Contrats auxiliaires (Service de central privé y compris service pour hôtels et service de réponse; systèmes d'intercommunication à bouton- poussoir, clé 1A; distance locale; divers, y compris inscriptions à l'annuaire)	93,889	14,415	15.3
Frais de service	12,514	6,693	53.4
Interurbain (Ontario et Québec)	166,567	20,250	12.1
Distance entre circonscriptions	10,700	1,572	14.6
	588,130*	83,650	14.2

\* Le total des revenus d'exploitation en 1968 s'est chiffré à \$758.5 millions, le reste comprenant (a) des revenus provenant des services non réglementés (\$74 millions) et (b) des revenus provenant des services réglementés et pour lesquels on ne demande aucune augmentation.

(c) La structure tarifaire proposée a pour but de produire un taux de rendement d'environ 8% sur la totalité de la capitalisation moyenne, en supposant qu'elle ait été en vigueur pendant toute l'année 1969 et en supposant un prorata moyen de la dette de 40%.

2. (a) Dans un jugement de la Commission des transports du Canada rendu le 4 mai 1966 («le jugement de 1966») il fut déclaré que la structure générale des tarifs de Bell était équitable et raisonnable à ce moment par rapport à un niveau autorisé de bénéfices allant de 6.2% à 6.6% de la totalité de sa capitalisation moyenne. Il fut aussi déclaré que le prorata moyen de la dette de Bell d'environ 40%, existant alors, était juste et raisonnable aux fins de déterminer un niveau autorisé de bénéfices qui permette d'établir si la structure des tarifs de Bell était dans son ensemble juste et raisonnable.

(b) Le taux de rendement de Bell a atteint 6.8% en 1967 et 6.9% en 1968, et Bell estime qu'en l'absence de toute augmentation dans les tarifs il reviendra à 6.8% en 1969. Le prorata de la dette était de 45.8% à la fin de 1968 et l'on estime que sa moyenne sera de 47.1% en 1969.

3. A l'appui de sa requête, Bell allègue que la nécessité d'obtenir un taux plus élevé de rendement dans les circonstances actuelles découle du jeu combiné des facteurs suivants:

- «(a) le développement extraordinaire, en volume et en étendue, des services de la Requérente exigés par le public,
- (b) la nécessité constante de moderniser et d'innover dans le cadre de développements technologiques accélérés,
- (c) l'ampleur de son programme de construction,
- (d) la poussée continue des augmentations de coûts,
- (e) le besoin constant de fortes sommes en capitaux à des conditions favorables, face à un loyer de l'argent plus élevé et à une concurrence accrue pour l'obtention de ces fonds, et
- (f) l'accroissement du risque économique résultant de l'expansion de ses services.»

4. La requête a été déposée le 6 décembre 1968, mais dans sa plaidoirie du 28 juillet 1969, l'avocat de Bell déclara que «... l'augmentation continue et apparemment incessante des taux d'intérêt, comportant l'aggravation des difficultés financières de la compagnie sur les marchés des obligations et des actions, établit clairement que le taux de rendement de 8% envisagé à l'origine par la requête doit, vu les circonstances et conditions qui règnent aujourd'hui, être considéré comme le point minimal absolu d'une gamme de bénéfices permmissibles allant de 8% à 9%.» (Traduction).

#### Attitude des intervenants

5. (a) Pour ce qui est de la question du taux de rendement sur la capitalisation totale, la Fédération canadienne des maires et des municipalités a suggéré qu'une limite de 7% serait équitable. (Un prorata de la dette d'au moins 50% fut aussi recommandé). Cette suggestion a reçu l'appui de l'avocat du Borough of North York. Un témoin cité par l'avocat du ministre de la Justice de l'Ontario a recommandé une gamme de 7% à 7½%, avec un prorata de la dette de 50%, ce qui «permettrait à la compagnie d'attirer des montants suffisants de capital en vue de l'expansion future et produirait un taux de rendement équitable et raisonnable». (Traduction). L'avocat du gouvernement de la province de Québec s'est opposé à toute augmentation des tarifs. Il n'a pas adopté une attitude précise sur la question du taux de rendement; toutefois, en se reportant à un document intitulé «Compte rendu Trimestriel aux Actionnaires, Printemps 1969», lequel fait voir un taux de rendement de 7% pour la période de 12 mois prenant fin le 31 mars 1969, il a déclaré: «Il se peut fort bien qu'en maintenant les taux présents qu'avec la croissance qui est inévitable et qui ressort pleinement des témoins bien informés qu'a produit la requérante que... ce rendement va augmenter et en faisant cela tous ces autres problèmes seront résolus par la même occasion.»

(b) Le ministre de la Justice de l'Ontario, le gouvernement de la province de Québec et la Fédération canadienne des maires et des municipalités furent les trois principaux intervenants et furent représentés tout au long de l'audience. Par mémoires, demandes de renseignements, contre-interrogatoire des témoins et preuve directe, ils soulevèrent plusieurs points et questions qui dans une grande mesure avaient pour objet d'examiner en profondeur certains aspects des affaires de Bell. En général, les interventions de la Telephone Answering Service Association, de l'Hotel Association of Canada et de la T. Eaton Company Limited se rattachaient aux révisions tarifaires proposées pour les services qui les intéressent. Toutefois, la T. Eaton Company Limited s'opposa aussi à la requête dans son ensemble et alléguait en particulier que les révisions proposées résulteraient en une accentuation de la disparité, du point de vue tarifaire, entre les clients qui ont un service d'affaires et ceux qui ont un service de résidence. Messieurs Whelan, Archer et Gilmour s'opposèrent à la requête pour des raisons diverses dont plusieurs se trouvent avoir été invoquées par les principaux intervenants. Nous avons considéré soigneusement tous les témoignages de même que les mémoires et plaidoyers qui nous furent soumis. Nous estimons que plusieurs des objections d'importance qui nous ont été soumises seront satisfaites de par la nature de notre décision. Nous nous proposons de signaler les points et les questions soulevés (soit par les intervenants, soit par Bell) que lorsque nous le jugerons nécessaire afin d'expliquer notre décision et lorsqu'ils y sont pertinents.

#### Les considérations financières principales

6. (a) La requête est fondée surtout, selon notre appréciation, sur le besoin incessant de Bell d'obtenir d'importants capitaux à des conditions raisonnables de façon à pouvoir financer les dépenses de construction nécessaires au maintien de son niveau de service et à son développement technologique. Les prévisions relatives à ces dépenses passent de \$368 millions en 1969 à \$570 millions en 1973, pour un total de \$2,358 millions en cinq ans.

(b) L'augmentation des taux d'intérêt signifie que Bell a été incapable d'émettre des obligations à des taux d'intérêt inférieurs au taux de rendement autorisé sur la totalité de sa capitalisation moyenne. Le coût cumulatif de la dette de Bell est passé de 4.8% en 1965 à 5.7% en 1969. Les frais d'intérêts absorbent ainsi une part croissante des bénéfices, ce qui laisse une part proportionnellement moindre pour les détenteurs de capital-actions.

(c) Les dépenses d'exploitation prévues pour 1969 s'élèvent à \$518 millions, ce qui représente une augmentation de 11.7% par rapport à 1968; à cette somme viennent s'ajouter les impôts d'exploitation autres que l'impôt sur le revenu pour lesquels une augmentation de 19.5% est prévue. Par contre, en l'absence de tout changement tarifaire, l'amélioration prévue des revenus d'exploitation est de 9.1%.

(d) Ces dernières années, des changements importants se sont produits sur les marchés des capitaux par suite de l'essor des investisseurs institutionnels et de la gestion professionnelle des investissements, ainsi qu'en raison des caractéristiques recherchées par

les investisseurs dans les actions. On s'attend non seulement que les actions ordinaires rapportent des dividendes raisonnables, pleinement justifiés par les bénéfices courants, mais il faut aussi qu'elles montrent une croissance de bénéfices entraînant des augmentations du prix du marché qui correspondent à la marche de l'inflation.

(e) La dernière mise sur le marché d'actions de Bell date de la fin de 1966; le prix était inférieur à la valeur comptable des actions et, par la suite, Bell s'est trouvée incapable de vendre au public des actions ordinaires à des conditions qu'elle estimait favorables. Comme source externe de capitaux elle a eu recours à l'émission d'obligations, augmentant ainsi le prorata et le coût cumulatif de sa dette, tout en diminuant à moins de trois fois la couverture des intérêts sur les obligations.

(f) En substance, selon la preuve apportée par les témoins de Bell, les conditions nécessaires pour réintéresser les investisseurs et leur redonner confiance dans les actions ordinaires de la société sont les suivantes:

- (i) un taux de rendement annuel de 10% à 11% sur l'avoir des actionnaires;
- (ii) un taux d'accroissement annuel des bénéfices de 5% à 8%;
- (iii) un taux de rendement sur la totalité du capital de 8% au minimum (fondé sur un prorata de dette de 40%);
- (iv) un taux de rendement sur le capital total suffisamment souple pour permettre aux investisseurs d'envisager des accroissements additionnels de bénéfices.

#### Notre avis et nos conclusions sur les considérations financières principales

7. (a) La preuve a été établie à notre satisfaction le besoin actuel qu'a Bell d'un redressement qui puisse lui permettre de faire face à l'augmentation des frais d'exploitation et d'intérêts et d'attirer de nouveaux capitaux à des conditions raisonnables.

(b) Afin de déterminer la mesure dans laquelle un redressement s'impose, nous n'acceptons pas la supposition faite par Bell d'un prorata de la dette de 40%, et nous considérons plus pratique d'utiliser le prorata estimatif pour 1969, c'est-à-dire 47.1%. Dans les circonstances économiques actuelles, toute détermination d'une structure financière idéale et hypothétique est susceptible d'être submergée par des facteurs tels que les préférences des investisseurs et les taux d'intérêt, sur lesquels la direction de Bell n'a évidemment que peu de contrôle. Quoi qu'il en soit, selon l'aveu de l'avocat de Bell, un retour au prorata de 40% ne pourrait être réalisé en moins de quatre ou cinq ans.

(c) L'une des pièces présentées par Bell (B-312) est un état estimatif des revenus et dépenses pour l'année 1969 donnant effet à l'augmentation proposée de \$83.6 millions, sur la base du prorata de la dette qui résulterait de certains programmes de financement. La pièce fait voir un revenu net de \$153.2 millions, ce qui représente:

(i) revenu net par action moyenne en circulation	\$4.31
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(ii) pourcentage d'augmentation du revenu net par action par rapport à 1968	31.8%
(iii) taux de rendement de l'avoir moyen des actionnaires	10.5%
(iv) taux de rendement du capital total	8.2%

La position financière de Bell n'exige pas, à notre avis, un redressement immédiat d'une telle ampleur.

(d) Au cours de la période de 1959 à 1968, du fait de la croissance normale et de l'intensification de sa productivité, le revenu net de Bell est passé de \$50 millions à \$114 millions et le rendement de son capital de 5.9% à 6.9%. Malgré les difficultés actuelles, rien ne s'oppose à ce que cette croissance ne continue, même si des ralentissements provisoires devaient se produire.

(e) A notre avis, une révision des tarifs de Bell doit être autorisée de façon à lui rapporter un revenu additionnel d'environ \$27.5 millions. Nous estimons qu'une telle révision, eût-elle été en vigueur pendant toute l'année 1969, aurait eu pour résultat de faire passer le revenu net de Bell à \$126.6 millions – soit une augmentation de \$12.3 millions par rapport à 1968 – ce qui représente:

(i) revenu net par action moyenne en circulation	\$3.56
(ii) pourcentage d'augmentation du revenu net par action par rapport à 1968	8.9%
(iii) taux de rendement de l'avoir moyen des actionnaires	8.8%
(iv) taux de rendement du capital total	7.3%

Ce montant de \$126.6 millions est tiré par déduction de la pièce B-312 mentionnée au paragraphe (c) et se compare au revenu net de \$153.2 millions qui, selon Bell, résulterait de l'approbation de sa requête.

(f) Le taux de rendement mentionné dans le paragraphe précédent de 8.8% de l'avoir des actionnaires et de 7.3% du capital total ne reflète pas nécessairement notre avis quant à ce que le niveau admissible des bénéfices de Bell devrait être à l'avenir. Les changements incessants dans l'économie depuis le jugement de 1966 et ses effets sur la position financière actuelle de Bell démontrent l'erreur de tenter d'établir, comme unique critère permettant de juger si les tarifs sont justes et raisonnables, un taux de rendement maximum admissible. La principale fonction et le devoir de la Commission en ce qui concerne les taxes de téléphone sont de s'assurer que ces taxes sont justes et raisonnables et répondent à toutes les autres conditions prescrites à l'article 381 de la Loi sur les chemins de fer; aucune disposition statutaire n'exige la fixation d'une base pour un taux de rendement et du taux de rendement même. En conséquence, notre décision est de ne

pas fixer présentement le niveau admissible des bénéfiques. Nous nous proposons plutôt de surveiller constamment les affaires de Bell et de prendre toute mesure corrective qui pourrait s'imposer à l'avenir.

(g) Nous estimons, cependant, que Bell devrait étudier davantage toutes les possibilités de réaliser des économies ou d'augmenter ses bénéfiques. Nous ne sommes pas convaincus qu'il soit impossible, sans effets graves, de réduire quelque peu le programme de construction ou d'en reporter certains projets, vu la conjoncture économique. Les capitaux investis par Bell dans la Compagnie Northern Electric, Limitée au cours des dernières années n'ont rapporté que 6.5% et le taux de rendement de l'ensemble de ses investissements dans Northern Electric a baissé de 19.11% en 1965 à 11.97% en 1968. Les investissements dans toutes les autres sociétés ont rapporté en 1968 des dividendes dont la moyenne était de 5.5%. Pour ce qui est des services non réglementés, Bell a augmenté certains de ses tarifs en 1969; notre présente décision n'empêche pas Bell de chercher à réaliser un meilleur rendement grâce à des sources de revenu ou de bénéfiques autres que celles dont fait état la requête.

#### Le rendement du capital de Northern Electric consacré à des affaires externes

8. (a) Le jugement rendu en 1966 constatait que «le taux de rendement obtenu par Northern pour ses transactions avec Bell est plus bas que celui qu'elle obtient pour ses transactions avec les autres compagnies».

(b) L'avocat de la Fédération canadienne des maires et des municipalités, appuyé par les avocats du ministre de la Justice de l'Ontario et du Gouvernement de la province de Québec, ont signalé cette constatation et nous ont demandé instamment de nous assurer, par une vérification indépendante, que la situation ne s'est pas modifiée depuis le jugement de 1966. Nous avons réservé notre décision sur ce point.

(c) Nous avons par la suite jugé leur demande bien fondée et avons chargé les comptables-conseils de la Commission, MM. Riddell, Stead & Co., Comptables agréés, d'examiner la méthode de calcul des taux de rendement comparables figurant sur un état déposé auprès de la Commission, et de nous en faire rapport. Ayant reçu ce rapport, nous estimons qu'en général la situation décrite dans le jugement de 1966 est inchangée.

#### Impôts différés sur le revenu

9. (a) L'avocat du Gouvernement de la province de Québec a soutenu que le montant porté chaque année par Bell au compte des impôts différés sur le revenu devrait être crédité aux revenus.

(b) Une suggestion semblable avait été faite en 1957 à la Commission des transports du Canada. Le jugement de la Commission, rendu en date du 10 janvier 1958 et qui rejetait la suggestion, a été infirmé sur ce point par le gouverneur en conseil dans le décret du Conseil Privé 1958-602; cependant, en 1967, le gouverneur en conseil a révisé l'affaire

et par suite le décret du Conseil Privé 1967-253 a été promulgué pour permettre que les crédits passés au compte des impôts différés soient considérés comme dépenses aux fins de la tarification.

(c) L'Institut Canadien des Comptables Agréés, tel que démontré dans un récent bulletin, est en faveur de l'utilisation de la méthode de répartition de l'impôt (ou de l'impôt différé) lorsque des décalages se produisent, tant dans les entreprises réglementées que dans les entreprises non réglementées, entre le revenu comptable et le revenu imposable.

(d) Nous estimons, vu les circonstances, ne pas devoir ordonner à Bell de modifier pour l'instant ses méthodes de comptabilité.

#### Séparation entre les services réglementés et les services non réglementés

10. (a) L'avocat du ministre de la Justice de l'Ontario a soulevé les questions suivantes:

- (i) la base servant à mesurer le niveau des bénéfices de Bell pour déterminer un taux de rendement ne devrait-elle pas être l'investissement net en installations téléphoniques au lieu de la capitalisation totale moyenne, et
- (ii) Bell ne devrait-elle pas être obligée de répartir ses investissements en installations, ses dépenses et ses revenus entre ses services réglementés et ses services non réglementés de façon à permettre au Comité de déterminer le taux de rendement des services réglementés et des services non réglementés en fonction des investissements en installations téléphoniques consacrés à chacune des deux catégories de service.

(b) Les système de comptabilité actuel de Bell ne lui permet pas de répartir ses investissements et ses dépenses entre ses services réglementés et ses services non réglementés et il fut plaidé que la Commission devrait être en mesure de s'assurer que les abonnés au téléphone ne se trouvent pas à subventionner les usagers des services non réglementés.

(c) Bien que les témoins de Bell aient affirmé que les services non réglementés ne sont en aucune façon subventionnés par les revenus provenant des services réglementés, le fait demeure que Bell est incapable de produire des chiffres indiquant la répartition des investissements consacrés aux services non réglementés, ou des dépenses engagées pour assurer de tels services.

(d) Nous sommes d'avis, en égard à la preuve et à la lumière des développements en cours dans le domaine des télécommunications, qu'il serait dans l'intérêt public que la Commission enquête sur la possibilité d'une séparation, en matière de coûts et de revenus, entre les services réglementés et les services non réglementés, ainsi que sur les méthodes et procédures qu'il conviendrait de faire adopter pour effectuer une telle séparation; en conséquence, nous ordonnons à Bell d'entreprendre sans délai une étude des méthodes et

procédures nécessaires à cette fin et d'en faire rapport à la Commission dans un délai de douze mois.

**La structure tarifaire  
(Annexes I et II de la Requête)**

11. (a) Afin de donner suite à nos conclusions, à savoir que nous devons autoriser une hausse des tarifs dont l'effet sera d'augmenter d'environ \$27.5 millions le revenu de Bell, nous avons passé en revue l'ensemble de la structure tarifaire pour laquelle des augmentations ont été proposées; nous avons conclu qu'il serait approprié de choisir trois genres de services plus directement touchés par la hausse des coûts, à savoir les numéros non indiqués dans l'annuaire, les frais de service et les appels interurbains (Ontario et Québec).

(b) Nous traiterons ci-après des révisions tarifaires proposées par Bell pour chacun de ces trois genres de services et nous indiquerons les conclusions auxquelles nous sommes arrivés. Nous estimons que les révisions telles qu'autorisées produiront un revenu additionnel d'environ \$27.5 millions et nous sommes d'avis que les taux seront alors justes et raisonnables.

**Les inscriptions à l'annuaire  
(Annexe I, p. 17)**

12. (a) Nous autorisons Bell à appliquer des frais mensuels de 50 cents pour chaque service pour lequel le client demande que son numéro de téléphone ne figure pas dans l'annuaire téléphonique et qu'il ne soit pas divulgué par le service de renseignements. Ces frais ont été proposés parce que les téléphonistes du service de renseignements doivent souvent tenir de longues conversations avec des personnes à la recherche de numéros non inscrits; des dépenses en salaires sont encourues tant pour cette raison que pour parfaire les arrangements voulus pour ce traitement spécial.

(b) Il a été démontré au cours des témoignages qu'à leur demande quelque 228,000 abonnés n'étaient pas inscrits à l'annuaire. L'augmentation des revenus en provenance de cette nouvelle source de revenu est estimée à \$0.9 million.

**Service interurbain (Ontario et Québec)  
(Annexe I, p. 57)**

13. (a) La révision proposée des tarifs interurbains prévoit une hausse modérée des taux d'appels de poste à poste composés par l'abonné pour des distances allant jusqu'à 35 milles; une hausse de tous les taux d'appels de personne à personne, de 25 à 40 cents pour les trois minutes initiales et de 5 à 10 cents pour chaque minute supplémentaire; et l'établissement d'une nouvelle échelle de taux intitulée «Autres appels» qui s'appliquerait aux appels de poste à poste nécessitant l'intervention de la téléphoniste.

(b) A l'exception de l'échelle «Autres appels», nous estimons que le tableau proposé des tarifs interurbains est juste et raisonnable et nous l'approuvons.

(c) Selon la proposition soumise, l'échelle «Autres appels» doit être utilisée au lieu des taux prévus à l'échelle «Poste à poste» qui ne s'appliquent qu'aux appels composés par l'abonné ou lorsque l'équipement fourni ne permet pas à l'abonné de composer le numéro. Son effet serait d'ajouter 20 cents au taux pour la période initiale et 5 ou 10 cents pour chaque minute supplémentaire dans chaque bloc de la distance tarifaire applicable pour les appels de jour composés par l'abonné, peu importe l'heure ou le jour de l'appel. Ainsi, le facteur de compensation pour l'intervention de la téléphoniste s'accroîtrait selon la distance et la durée de l'appel. Cette forme de compensation ne nous semble pas reposer sur un principe juste et raisonnable et nous rejetons l'échelle proposée.

(d) Il serait toutefois justifiable d'autoriser, et nous sommes disposés à permettre, l'imposition d'une taxe supplémentaire unique d'au plus 25 cents pour tout appel de poste à poste nécessitant l'intervention de la téléphoniste dans chacun des cas suivants:

Demande de virement de frais à être perçus de la personne appelée;

Demande de percevoir les frais d'un tiers;

Frais à être payés conformément à une autorisation de crédit;

Demande de renseignements au sujet du temps ou du montant des frais ayant trait à un appel (autre que celle qui est faite d'un hôtel ou d'un motel à l'égard d'appels effectués par des clients), avant la facturation normale;

Appels faits de téléphones publics ou semi-publics.

(e) Nous estimons que les révisions autorisées pour cette catégorie de service produira des revenus additionnels approximatifs de \$19.9 millions.

#### Frais de service (Annexe I, p. 15 et suivantes)

14. (a) Le tarif proposé pourvoit à l'augmentation de certains frais de service et en établit de nouveaux. Nous sommes d'avis qu'il ne répartit pas les révisions d'une façon uniforme, équitable ou raisonnable entre les différents services touchés. En conséquence, nous ne sommes pas disposés à l'accepter dans la forme soumise.

(b) Au nombre des nouvelles taxes proposées, il y a celle mentionnée à la page 17 de l'Annexe I, savoir:

«2. Visite pour effectuer des travaux (autres que les réparations) concernant un téléphone d'affaires pour lequel aucun autre travail facturé n'est effectué; chaque téléphone \$10.00.»

La description de ce genre de service a fait l'objet de critiques au cours de l'audience comme étant trop vague. Nous soutenons l'objection, mais sans préjudice du

droit de Bell de suggérer un service particulier pour lequel des frais raisonnables pourraient être proposés.

(c) Nous sommes d'avis que la hausse globale des frais de service proposée, s'élevant à environ \$6.7 millions, constituerait une augmentation de revenus raisonnable pour cette catégorie. Toutefois, nous exigeons que Bell mette au point un tableau révisé des frais de service en appliquant des facteurs de majoration uniformes et qu'elle le présente pour approbation, accompagné de toutes les explications nécessaires. Dans la préparation d'un tel tableau, la hausse globale que nous autorisons devra être répartie selon la méthode ci-après:

- (i) En fixant initialement des nouveaux frais de service à des montants équivalant aux frais actuels pour des services raisonnablement comparables;
- (ii) En déduisant les revenus globaux provenant des nouveaux frais de service de l'augmentation totale permise des revenus de \$6.7 millions;
- (iii) Le revenu total provenant de (i) ajouté aux revenus en provenance des frais de service actuels, (qui étaient de \$12.5 millions en 1968) seront censés être le revenu global en provenance des frais de service;
- (iv) En attribuant ensuite le solde de l'augmentation totale permise, résultant de (ii), sous forme de pourcentage du total obtenu prévu à (iii), de façon uniforme tant aux frais actuels qu'aux nouveaux frais de service.

#### Autres révisions proposées

15. Il s'ensuit de ce que nous avons dit plus haut, que la requête, en ce qui a trait à tous les autres genres de service et d'équipement, est rejetée.

#### Remarques et exigences relatives à d'autres aspects de la structure tarifaire

16. Certains autres aspects des tarifs furent l'objet de témoignages et de représentations. Nous en traiterons au cours des paragraphes suivants et énoncerons nos exigences à leur égard.

#### Nombre total de téléphones par groupe tarifaire de circonscription

17. (a) La méthode en usage aux fins d'établir les groupes tarifaires suivant le nombre total des téléphones a été contestée; on a soutenu que les groupes devraient être établis suivant le nombre des téléphones principaux seulement.

(b) En 1968, le nombre total des téléphones était de 5,450,567 répartis comme suit:

Postes principaux de résidence	3,101,000	
Postes principaux d'affaires	<u>485,000</u>	
Total des postes principaux		3,586,000

Postes supplémentaires de service de central privé (PBX)	632,000	
Centrex	<u>132,000</u>	
Total des PBX et des Centrex		764,000
Postes supplémentaires de résidence	744,567	
Postes supplémentaires d'affaires	<u>356,000</u>	
Total des postes supplémentaires de résidence et d'affaires		<u>1,100,567</u>
Nombre total de téléphones		<u><u>5,450,567</u></u>

(c) Nous estimons qu'il faut faire la distinction entre les postes supplémentaires qui ne constituent qu'une commodité ajoutée à une ligne principale et ceux qui font nécessairement partie du service de central privé et de Centrex. Les premiers ne sont que des postes branchés à différents endroits sur le service principal et permettent à plus d'une personne d'utiliser simultanément la ligne. Toutefois, les postes supplémentaires du service de central privé et de Centrex peuvent être branchés sur plus d'une ligne principale extérieure et servent aussi à assurer les communications intérieures.

(d) Nous sommes provisoirement d'avis qu'il serait raisonnable d'inclure dans la compilation du nombre total de téléphones les postes supplémentaires des services de central privé et de Centrex.

(e) Suivant ce principe, les téléphones supplémentaires représenteraient environ 20% de tous les téléphones. Nous considérons que ce pourcentage est suffisamment important pour nécessiter un réexamen de la méthode de groupement.

(f) A la base des objections soulevées se trouve apparemment une appréhension que les postes supplémentaires constituent peut-être le seul facteur du système de groupement actuel à entrer en ligne de compte pour placer une circonscription dans un groupe à taux supérieur.

Nous ne rendons aucune décision sur ce point pour le moment, mais nous ordonnons à Bell d'entreprendre une étude de tous les aspects de la question, dans le cadre de la structure tarifaire actuelle, aussi rapidement que possible, et de nous faire tenir un rapport suffisamment détaillé pour nous aider à porter à la question une meilleure considération.

### Regroupement

18. (a) Depuis la dernière révision générale des tarifs en 1958, les changements suivants ont été autorisés pour faire passer des circonscriptions à des groupes tarifaires plus élevés:

<u>de</u>	<u>Groupes</u>	<u>à</u>	<u>Nombre de circonscriptions</u>
2		3	71
3		4	70

<u>Groupes</u>		<u>Nombre de circonscriptions</u>
<u>de</u>	<u>à</u>	
4	5	66
5	6	60
6	7	39
7	8	23
8	9	24
8A	9	1
8A	9A	1
Total		<u>355</u>

(b) Pendant cette période, une seule circonscription est passée du groupe 3 au groupe 2. La plus grande partie des circonscriptions qui sont passées à des groupes plus élevés se trouvait dans les groupes 6 ou inférieurs à 6; soit un total de 306, ou 85% de tous ceux qui avaient subi un regroupement.

Pour modifier les effets du regroupement, l'agrandissement du nombre total de téléphones servant à définir les groupes serait peut-être à conseiller dans les groupes inférieurs. Cette question devrait faire partie de l'ensemble de l'étude que — au paragraphe 17 — nous avons ordonné à Bell d'entreprendre.

(c) Environ 40% des circonscriptions ont été ainsi sujettes à des augmentations de taux depuis la dernière révision générale. Ce fait a eu quelque influence sur notre décision de limiter les hausses de tarif aux trois catégories de service mentionnées antérieurement.

#### Révision des groupes de circonscriptions (Annexe I, p. 2 et suivantes)

19. (a) Bell propose que, pour servir à déterminer le groupe tarifaire de toutes les circonscriptions, l'on utilise la méthode de compilation pondérée du nombre total de téléphones; et que de nouveaux groupes de circonscriptions numérotés de 1 à 14 soient établis pour remplacer les groupes actuels de 2 à 11D. Les nouveaux groupes incluraient des circonscriptions avec un nombre total de téléphones allant jusqu'à 4,000,000 au lieu de la limite actuelle de «Plus de 250,000».

(b) Bien que la méthode pondérée paraît en principe avoir certains avantages sur la méthode incrémentale, nous ne sommes pas enclins à en permettre l'adoption à moins qu'il nous soit démontré plus clairement quelles seraient les répercussions du changement sur les abonnés. Pour les mêmes raisons, nous ne pouvons accepter la proposition relative à l'établissement de nouveaux groupes.

#### Modifications proposées pour la région de Toronto

20. (a) L'Annexe II de la requête contient les détails des changements proposés dans les limites de certaines circonscriptions de la région de Toronto et dans les modalités du service régional.



(b) La réorganisation proposée de la région de Toronto, telle que décrite dans l'Annexe II, résulterait au cours de la première année en une perte de revenu prévue de \$0.9 million. Considérant les circonstances qui ont motivé la présente requête, la mise en œuvre d'un tel plan pour Toronto ne nous semble pas justifiée à l'heure actuelle.

### Service de téléphone dans les hôtels

21. (a) Nous n'autorisons aucun changement de tarif pour les appareils de téléphone dans les chambres d'hôtels.

(b) Pour ce service de téléphone dans les chambres, des lignes extérieures sont fournies sans frais et les hôtels bénéficient en plus d'un système spécial de tarifs pour les standards et les postes supplémentaires.

Grâce aux téléphones dans les chambres les clients peuvent communiquer entre chambres et avec les services de l'hôtel. Apparemment, ces appels à l'intérieur sont faits gratuitement; par contre, les hôtels imposent aux clients un supplément sur les tarifs de Bell pour les appels locaux et interurbains. Le taux prévu au tarif de Bell est de 5 cents par appel local.

(c) L'Hotel Association of Canada se plaint que l'exploitation du service de téléphone au bénéfice des clients de ses membres se fait à perte, mais à notre avis il ne s'ensuit pas nécessairement que les tarifs téléphoniques sont trop élevés. Les téléphones dans les chambres, tant pour les communications intérieures que pour les communications extérieures, sont l'une des commodités que les clients comptent trouver dans un hôtel.

(d) Il existe une entente avec les hôtels pour le paiement par Bell de «commission» sur les frais d'appels interurbains faits par les clients; les hôtels souhaitent voir ces commissions augmentées et modifiées à leur avantage.

Il n'est pas déraisonnable que les hôtels veuillent être récompensés pour le travail accompli et le risque encouru dans le recouvrement des frais d'appel, mais le paiement d'une commission à un client semble être contraire aux dispositions des articles 436 et 437 de la Loi sur les chemins de fer.

(e) Les téléphones dans les chambres d'hôtel ont, à certains égards, le caractère de téléphones publics. Il ne convient évidemment pas d'installer des appareils payants dans toutes les chambres, mais il y a lieu de voir si les frais mensuels relatifs aux téléphones dans les chambres ne devraient pas être éliminés; la proposition de Bell d'exiger le même taux par appel local que le taux applicable dans le cas des téléphones publics serait alors justifiable.

(f) Dans l'ensemble de la notion du service de téléphone hôtelier, les hôtels devraient, à notre avis, continuer à payer les frais de location des standards et voir à leur opération.

(g) Au cours de l'audience, Bell a déclaré avoir des études en cours, relatives à certains aspects des services et des tarifs de téléphone dans les hôtels. La portée de ces

études devrait être élargie de façon à couvrir les points discutés ici, et nous prescrivons à Bell de nous faire rapport à ce sujet d'ici quatre mois.

### Service de réponse téléphonique

22. (a) La plainte principale de la Telephone Answering Service Association, telle qu'exprimée par son avocat est «la nature exorbitante des augmentations proposées pour les TAS, qui ont été singulièrement marqués pour des augmentations de frais mensuels beaucoup plus considérables que pour tout autre» (Traduction). L'on prétend aussi que les hausses proposées sont injustifiées de par la qualité du service et de l'équipement fournis par Bell. Ces plaintes perdent leur fondement par suite de notre décision de n'autoriser aucune augmentation dans les frais mensuels pour le service et l'équipement.

(b) Une autre plainte a trait aux frais de distance lorsque l'équipement de commutation pour deux circonscriptions différentes se trouvent dans le même immeuble. Il ne résulterait, estime-t-on, des zones tarifaires et des distances fictives. Nous ne sommes pas disposés, à cause de l'exemple de prétendue «injustice criante» fourni par l'intervenante, à ordonner à Bell de modifier sa façon de procéder qui est de se rapporter à l'emplacement de l'abonné pour établir le centre tarifaire de sa circonscription. A notre avis, la seule façon logique et raisonnable de répartir ce genre de frais est de se servir de la distance tarifaire entre centres tarifaires.

(c) Le troisième point soulevé par l'intervenante a trait aux nouveaux frais de service de \$1,000 proposés pour l'installation d'un concentrateur-identificateur; l'intervenante aurait voulu que cette somme fût portée à \$2,000. C'est dans le cadre de l'allocation permise pour les frais de service en général qu'un montant approprié pour cet item pourra être établi. Nous ne considérons pas comme bien fondées les raisons invoquées pour porter ces frais à \$2,000, mais la solution finale découlera de l'allocation déjà mentionnée.

Une ordonnance suivra.

Le 25 septembre 1969.

(A SIGNÉ) PIERRE TASCHEREAU

(A SIGNÉ) A.S. KIRK

(A SIGNÉ) G. FRANK LAFFERTY

## COMMISSION CANADIENNE DES TRANSPORTS

## ORDONNANCE N° R-6797

## PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*AU SUJET DE la requête de BELL CANADA demandant l'obtention d'une ordonnance en vertu de l'article 380 de la Loi sur les chemins de fer et de tous autres articles pertinents de ladite Loi ainsi que de la Loi nationale sur les transports, approuvant et rendant exécutoires, à compter du 1<sup>er</sup> mars 1969, des revisions aux tarifs des taxes de la Requérante concernant le service dans les circonscriptions téléphoniques, le service interurbain et l'équipement.*

*Dossier n° C-955.178*

Sur audition de la requête aux séances du Comité tenues dans la Cité d'Ottawa à partir du 20 mai 1969 et se terminant le 1<sup>er</sup> août 1969, en présence des avocats de la requérante, de la Fédération canadienne des maires et des municipalités, de l'Union des municipalités du Québec, de l'Association of Ontario Mayors and Reeves, de l'Ontario Municipal Association et de 256 municipalités des provinces d'Ontario et du Québec, de Telephone Answering Service Association, du Ministre de la Justice d'Ontario, du gouvernement de la province de Québec, de T. Eaton Company Ltd., du Borough of North York, Ontario, et de l'Hotel Association of Canada et, en la présence de messieurs Robert Archer, E.W. Whelan, député, H.N. Janisch et C. Gilmour, et vu les mémoires déposés et les dépositions et plaidoyers reçus à l'audience;

**IL EST ORDONNÉ PAR LES PRÉSENTES CE QUI SUIT :**

Sujet aux restrictions, conditions et exigences contenues dans la Décision du Comité relative au sujet précité en date du 25 septembre 1969, et dans la mesure prévue dans la Décision, Bell Canada peut publier et déposer des Tableaux tarifaires mettant en vigueur des taxes et frais en conformité de ladite Décision après avis d'au moins dix (10) jours.

Bell Canada devra entreprendre les études prévues dans la Décision et en faire rapport au Comité, en la manière prévue dans la Décision.

Daté à Ottawa, ce 25<sup>e</sup> jour de septembre 1969.

Le Comité des transports par chemin de fer  
par son secrétaire,

(A SIGNÉ) C.W. RUMP





1-A. The act of mailing does not constitute filing and the period of notice commences from the date of receipt of the classification.”

Dated at Ottawa, this 4th day of September, 1969.

(SIGNED) J.D. BEATON,  
Acting Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-6612

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF The Regulations Governing Baggage Car Traffic In Canada prescribed by General Order No. T-23 of the Board of Transport Commissioners for Canada:*

*File No. 23328*

The Committee hereby orders:

The Regulations Governing Baggage Car Traffic In Canada prescribed by General Order No. T-23 of the Board of Transport Commissioners for Canada are amended by striking out in Rule 22 the words "the minimum collection for any shipment of excess baggage, either by excess weight or excess size, or both, will be 25 cents."

Dated at Ottawa, this 4th day of September, 1969.

(SIGNED) J.D. BEATON,  
Acting Secretary,  
Railway Transport Committee.

**SUMMARY OF ORDERS ISSUED BY  
THE RAILWAY TRANSPORT COMMITTEE**

(\*DENOTES ORDER PRINTED IN FULL ON PAGE NUMBER INDICATED)

- R-6603 September 3 - Removes speed limitation, Cutarm, Saskatchewan, mileage 234.18 Rivers Sub., CN.
- R-6604 September 3 - Crossing construction, Municipal Road, R.M. of Morris No. 312, Sask., mileage 0.43 Cudworth Sub., CN.
- R-6605 September 3 - Signal changes between mileages 0 and 15 Gort Sub., N.B., CN; and exemption from application of subsection 1, section 53 of G.O. E-14.
- R-6606 September 3 - Automatic protection changes Station Road, La Durantaye, Que., mileage 94.79 Montmagny Sub., CN.
- R-6607 September 3 - Operation over and under bridge, Trenton, Ont., mileage 103.1 Belleville Sub., CP, and mileage 0.51 Chemical Spur which commences at mileage 30.76 Marmora Sub., CN.
- R-6608 September 3 - Operation over Hay River Industrial lead, 102nd Ave., Hay River, Northwest Territories, CN.
- R-6609 September 3 - Crossing construction, Church Street, Kitchener, Ont., CP.
- R-6610 September 3 - Siding construction, Northern Transportation Limited, MacKenzie Drive, Hay River, Northwest Territories, CN.
- \*R-6611 September 4 - Amends Regulations Governing the Construction, Filing and Posting of the Canadian Freight Classification prescribed by G.O. No. T-1 (See page 761, 59 RIC).
- \*R-6612 September 4 - Amends Regulations Governing Baggage Car Traffic in Canada prescribed by G.O. No. T-23 (See page 763, 59 RIC).
- R-6613 September 4 - Tariff revisions, British Columbia Telephone Company.
- R-6614 September 4 - Crossing reconstruction, R.M. of Ritchot, Manitoba, mileage 14.85 Emerson Sub., CP.
- R-6615 September 4 - Crossing reconstruction and automatic protection, Montee Dobby, Municipality of Parish of St. Augustin, Que., mileage 27.42 Lachute Sub., CP.
- R-6616 September 4 - Reflectorized crossing signs relocation, mileage 20.78 Winnipegosis Sub., Manitoba, CN.
- R-6617 September 4 - Remove speed limitation, P.T.H. 34, east of Exira Station, Manitoba, mileage 84.73 Rivers Sub., CN.
- R-6618 September 4 - Crossing relocation and automatic protection, P.T.H. No. 24 from mileage 172.17 to 172.36 Rivers Sub., Manitoba, CN.



- R-6619 September 4 – Operation under bridge, Port Mann, B.C., mileage 114.45 Yale Subd., CN.
- R-6620 September 4 – Track construction, Township Road, between Twps. of Zone and Euphemia, Ont., mileage 41.31 Windsor Sub., CP.
- R-6621 September 4 – Fencing exemption, Lanigan Sub., Sask., CP.
- R-6622 September 4 – Reconstruction and automatic protection, Duncan Road, East Chester, Nova Scotia, mileage 45.57 Chester Sub., CN.
- R-6623 September 4 – Signal changes, Alexandria Sub., Ont., between mileages 4 and 9 and between mileages 35 and 36, CN.
- R-6624 September 4 – Reflectorized crossing signs relocation, mileage 7.08 Cutknife Sub., Sask., CN.
- R-6625 September 4 – Amends Order R-3775 dated November 7, 1968.
- R-6626 September 4 – Crossing construction, Bayfield-Cape Tormentine Hwy., (Trans-Canada) Parish of Botsford, N.B., mileage 35.00 Tormentine Sub., CN.
- R-6627 September 4 – Fencing exemption, Gibson Sub., N.B., CP.
- R-6628 September 4 – Fencing exemption, Winnipeg Beach Sub., between mileage 72.4 and 72.9 Manitoba, CP.
- R-6629 September 4 – Automatic protection changes, Chambly Road, St. Hubert, Que., mileage 66.46 St. Hyacinthe Sub., CN.
- R-6630 September 4 – Operation over subway, Finch Avenue West, Borough of North York, Ont., mileage 7.81 MacTier Sub., CP.
- R-6631 September 4 – Amends Order 119280 dated December 9, 1965.
- R-6632 September 4 – Track diversion, Municipality of St. Jean-Port-Joli, Que., mileage 55.13 Montmagny Sub., CN.
- R-6633 September 4 – Extends time to October 6, 1969, within which CN and CP shall file costing manuals as prescribed by Order R-6314.
- R-6634 September 5 – Operation over bridge, Portage Diversion Channel, Portage La Prairie, Manitoba, mileage 59.43 Rivers Sub., CN.
- R-6635 September 5 – Fencing exemption, Gladstone Sub., Manitoba, CN.
- R-6636 September 5 – Fencing exemption, Shogomoc Sub., N.B., CP.
- R-6637 September 5 – Fencing exemption, Shore Line Sub., N.B., CP.
- R-6638 September 5 – Automatic protection changes, Sixth Street, Nipigon, Ont., mileage 63.08 Nipigon Sub., CP.
- R-6639 September 5 – Dismisses CN application to remove agent and station building, St. Malachie, Que., mileage 189.5 Monk Sub.

- R-6640 September 5 – Signal changes, Kingston Sub., between mileages 216.5 and 225, Ont., CN.
- R-6641 September 5 – Operation over bridge Hwy. No. 2 Lauzon, Que., mileage 110.78 Montmagny Sub., CN.
- R-6642 September 5 – Flammable liquid facilities, Minto United Farmers' Co-operative Association Limited, Minto, Manitoba, mileage 30.3 Hartney Sub., CN.
- R-6643 September 5 – Water control structure, Windsor, Nova Scotia, mileage 32.14 Halifax Sub., DA.
- R-6644 September 5 – Fencing exemption, St. Stevens Sub., N.B., CP.
- R-6645 September 5 – Operation under bridge, P.T.H. No. 1 (Portage La Prairie By-pass) R.M. of Portage La Prairie, Man., mileage 58.96 Carberry Sub., CP.
- R-6646 September 5 – Anhydrous ammonia facilities, Alberta Pool Elevators Limited, Haynes, Alberta, mileage 10.0 Brazeau Sub., CN – extension of time to March 31, 1970.
- R-6647 September 5 – Anhydrous ammonia facilities, Glass and Williams Ltd., Wimborne, Alberta, mileage 27.3 Acme Sub., CP – extension of time to March 31, 1970.
- R-6648 September 5 – Anhydrous ammonia facilities, Beiseker Motors Ltd., Keoma, Alberta, mileage 18.5 Langdon Sub., CP – extension of time to April 30, 1970.
- R-6649 September 5 – Anhydrous ammonia facilities, Beiseker Motors, Beiseker, Alberta, CP.
- R-6650 September 5 – Anhydrous ammonia facilities, Eckville Co-operative Association Limited, Winthrow, Alberta, mileage 72.7 Brazeau Sub., CN – extension of time to April 15, 1970.
- R-6651 September 5 – Anhydrous ammonia facilities, Beiseker Motors Ltd., Acme, Alberta, Langdon Sub., CP – extension of time to March 15, 1970.
- R-6652 September 5 – Limitation of liability respecting rates on Gold Bearing Concentrate Pulp from Timmins, Ont., to Noranda, Que.
- R-6653 September 5 – Limitation of liability respecting rate on Copper Concentrates from Worthington, Ont., to Sault Ste. Marie, Ont.
- R-6654 September 5 – Rescinds Order R-5589 dated May 15, 1969.
- R-6655 September 5 – Crossing reconstruction, County Road No. 6, Kerwood, Ontario, mileage 26.15 Strathroy Sub., CN.

- R-6656 September 5 – Removes speed limitation, Boulevard Du Havre, Valleyfield, Quebec, mileage 42.86, Valleyfield Sub., CN.
- R-6657 September 5 – Bridge reconstruction and operation, Otterburne, Manitoba, mileage 28.20 Emerson Sub., CP.
- R-6658 September 5 – Tariff revisions, Bell Canada.
- R-6659 September 5 – Amends Order 125462 dated September 7, 1967.
- R-6660 September 5 – Track construction, Township Road, Township of Euphemia, Ontario, mileage 40.72 Windsor Sub., CP.
- R-6661 September 5 – Tariff revisions, The Bonaventure and Gaspé Telephone Company Limited.
- R-6662 September 5 – Dismisses CN application to remove agent and station building, Debert, N.S., mileage 11.5 Springhill Sub.
- R-6663 September 5 – Crossing construction, Municipal Road, Rural Municipality of Whiska Creek, No. 106, Sask., mileage 32.27 Vanguard Sub., CP.
- R-6664 September 5 – Anhydrous ammonia facilities, Rumsey Fertilizer Sales, Rumsey, Alberta, mileage 86.8 Stettler Sub., CN – extension of time to April 30, 1970.
- R-6665 September 5 – Removes station agent, Port Mouton, N.S., mileage 12.3 Yarmouth Sub., CN.
- R-6666 September 5 – Tolls – tariffs filed by the CN.
- R-6667 September 5 – Crossing construction, Range Road No. 2, Municipality of St-Celestin, Quebec, mileage 89.56 Sorel Sub., CN.
- R-6668 September 5 – Crossing reconstruction, Mount Albion Road, Hamilton, Ontario, mileage 33.11 Welland Sub., TH&B.
- R-6669 September 8 – Crossing reconstruction, Montee du 5<sup>e</sup> Rang Road, Municipality of Parish of Ste-Justine-de-Newton, Que., mileage 10.97 Alexandria Sub., CN.
- R-6670 September 9 – Centralized traffic control system changes, Nemegos Sub., Ontario, CP.
- R-6671 September 9 – Fencing exemption, between mileages 176.7 and 178.75 Slave Lake Sub., Alberta, NA.
- R-6672 September 9 – Dismisses CN application to remove agent and provide caretaker, Mabou, N.S., mileage 39.3 Inverness Sub.
- R-6673 September 9 – Allocation of cost of reconstruction overhead bridge, Highway No. 17 Mattawa, Ontario, mileage 0.5 Temiscaming Sub., CP.

- R-6674 September 9 – Signal changes between mileages N.F. 3 and N.F. 6 Main Line Sub., Ontario, PC.
- R-6675 September 9 – Fencing exemption, Tobique Sub., N.B., CP.
- R-6676 September 9 – Amends Order R-5895 dated June 12, 1969.
- R-6677 September 9 – Concrete rock sheds construction and operation tunnel, mileage 17.5 Yale Sub., B.C., CN.
- R-6678 September 10 – Limitation of liability respecting rates on Nickel Concentrates from Lynn Lake to Thompson, Man.
- R-6679 September 10 – Limitation of liability respecting rates on Nickel Matte from Thompson, Man. to Fort Saskatchewan, Alberta.
- R-6680 September 11 – Automatic protection, Township Road, East Gwillimbury, Ontario, mileage 38.38 Bala Sub., CN – extension of time to November 15, 1969.
- R-6681 September 11 – Anhydrous ammonia facilities, Schnell & Barrie Limited, Armena, Alberta, mileage 38.3 Camrose Sub., CN.
- R-6682 September 11 – Anhydrous ammonia facilities, Lacombe Fertilizer & Farm Supply Limited, Aspen Beach, Alberta, mileage 10.8 Hoadley Sub., CP – extension of time to April 30, 1970.
- R-6683 September 11 – Anhydrous ammonia facilities, Stewart Supplies Limited, Penhold, Alberta, mileage 83.73 Red Deer Sub., CP – extension of time to May 15, 1970.
- R-6684 September 11 – Siding construction, St. Lawrence Iron & Metal Incorporated, Montagne Boulevard, Jacques Cartier, Que., mileage 6.38 Sorel Sub., CN.
- R-6685 September 11 – Anhydrous ammonia transfer facilities, Cominco Limited, Stettler, Alberta, mileage 57.1 Lacombe Sub., CP – extension of time to April 30, 1970.
- R-6686 September 11 – Anhydrous ammonia facilities, Mr. G.D. Borgel Strome, Alberta, mileage 34.7 Wetaskiwin Sub., CP – extension of time to March 31, 1970.
- R-6687 September 11 – Anhydrous ammonia facilities, Alderson Equipment Limited, Griesbach, Alberta, mileage 115.5 Willingdon Sub., CP – extension of time to March 31, 1970.
- R-6688 September 15 – Limitation of liability respecting rates on Nickel Matte from Thompson, Man. to Montreal, Que.
- R-6689 September 15 – Automatic protection, Musgrave Street, North Sydney, N.S., mileage 100.28 Sydney Sub., CN.

- R-6690 September 15 – Rescinds Order 110677 dated March 12, 1963.
- R-6691 September 15 – Tolls – tariffs, C.T.C. (Limited) No. 3137, Canadian Freight Association.
- R-6692 September 15 – Fixed charges on skelp & pipe from Eastern to Western Canada.
- R-6693 September 15 – Fixed charges on skelp from Contrecoeur, Quebec to Edmonton, Alberta, and on pipe from Edmonton, Alberta, to Vancouver, B.C.
- R-6694 September 15 – Anhydrous ammonia facilities, Alderson Equipment Limited, Duagh, Alberta, mileage 7.2 Coronado Sub., CN – extension of time to March 31, 1970.
- R-6695 September 15 – Anhydrous ammonia facilities, Upshaw Fertilizer Company, Standard, Alberta, mileage 35.8 Irricana Sub., CP.
- R-6696 September 15 – Anhydrous ammonia facilities, United Grain Growers Limited, Neepawa, Man., mileage 32.95 Neepawa Sub., CN.
- R-6697 September 15 – Crossing reconstruction, Bridge Street, Bancroft, Ontario, mileage 116.18 Marmora Sub., CN.
- R-6698 September 15 – Amends Order 124747 dated June 20, 1967.
- R-6699 September 15 – Reflectorized crossing signs relocation, Metcalf Street, Thorold, mileage 0.34 Pine Street Lead, mileage 5.48 Fonthill Sub., and Geneva Street, St. Catharines, Ontario, mileage 0.02 Port Dalhousie Sub., CN.
- R-6700 September 15 – Tariff revisions Bell Canada
- R-6701 September 15 – Tolls – Tariff No. C.M. 73-5, C.T.C. (F) No. E. 4221, CN.
- R-6702 September 15 – Tolls – Tariff No. 116-C, C.T.C. (F) No. 1235, DA.
- R-6703 September 15 – Tolls – Tariff C.T.C. (Limited) No. 205, DA.
- R-6704 September 15 – Rule 110 Tariff No. 116-C, C.T.C. (F) No. 1235, DA.
- R-6705 September 15 – Crossing construction, Municipal Road, Rural Municipality of Morris No. 312, Saskatchewan, mileage 93.99 Colonsay Sub., CP.
- R-6706 September 15 – Amends Order R-1278 dated January 30, 1968.
- R-6707 September 15 – Reflectorized crossing signs relocation, mileage 12.84 Fergus Sub., Ont., CN.
- R-6708 September 15 – Rescinds Order 115111 dated July 30, 1964.
- R-6709 September 15 – Automatic protection, County Road No. 7, Chesterville, Ont. mileage 82.04 Winchester Sub., CP.

- R-6710 September 15 – Crossing reconstruction Provincial Trunk Highway No. 11, Rural Municipality of Whitemouth, Man., mileage 72.50 Keewatin Sub., CP.
- R-6711 September 15 – Automatic protection 23rd Street, Charny, Quebec, mileage 7.57 St. Romuald Sub., CN.
- R-6712 September 15 – Automatic protection Notre Dame Street, Warwick, Quebec, mileage 63.35 Danville Sub., CN.
- R-6713 September 15 – Automatic protection Perth County Road No. 7, Millbank, Ont., mileage 62.31 Goderich Sub., CP.
- R-6714 September 15 – Approves flammable liquid facilities, Imperial Oil Limited, Barry's Bay, Ont., mileage 108.1 Renfrew Sub., CN; and rescinds Order 77262 dated August 31, 1951.
- R-6715 September 15 – Removes speed limitation Provincial Road No. 221, Moore, Man., mileage 8.56 Oak Point Sub., CN.
- R-6716 September 15 – Removes speed limitation Highway No. 13, Wetaskiwin, Alta., mileage 58.47 Leduc Sub., CP.
- R-6717 September 15 – Removes speed limitation mileage 0.72 Dodsland Sub., Sask., CN.
- R-6718 September 15 – Reflectorized crossing signs relocation St. Catharines, Ont., mileages 0.08 and 0.13 Port Dalhousie Sub., CN.
- R-6719 September 15 – Removes speed limitation 17th Street, East Edmonton, Alta., mileage 166.92 Willingdon Sub., CP.
- R-6720 September 15 – Automatic protection Chemainus Road, Westholme, B.C. mileage 46.9 Victoria Sub., CP.
- R-6721 September 15 – Automatic protection Second Range Road East, Parish of Ste.-Helene, Quebec, mileage 115.34 Drummondville Sub., CN.
- R-6722 September 17 – Automatic protection County Road No. 4, Norfolk and Haldimand Counties, Ont., mileage 61.01 Main Line Sub., PC.
- R-6723 September 17 – Manual protection Neebing Avenue, Fort William, Ont., mileage 0.19 Wye connection off mileage 7.78 Kashabowie Sub., CN.
- R-6724 September 17 – Automatic protection changes Highway No. 11, Flatland, N.B., mileage 9.75 Mont Joli Sub., CN.
- R-6725 September 17 – Automatic protection County Road No. 8, County of Perth, Ont., mileage 23.10 Newton Sub., CN.
- R-6726 September 17 – Crossing reconstruction St. Leon Road, Amqui, Quebec, mileage 60.66 Mont Joli Sub., CN.

- R-6727 September 17 – Automatic protection Portage Road, Petawawa, Ont., mileage 103.81 Chalk River Sub., CP.
- R-6728 September 17 – Amends Order R-2637 dated June 26, 1968.
- R-6729 September 17 – Amends Order 122697 dated November 24, 1966.
- R-6730 September 17 – Rescinds Order 98753 dated August 7, 1959.
- R-6731 September 17 – Crossing reconstruction Highway No. 35, Wadena, Sask., mileage 30.13 Tisdale Sub., CP.
- R-6732 September 17 – Removes speed limitation, Paquette Boulevard (Highway No. 11) Mont-Laurier, Quebec, mileage 137.7 Ste-Agathe Sub., CP.
- R-6733 September 17 – Vision improvement, Township of North Dumfries, Ont., mileage 65.03 Galt Sub., CP.
- R-6734 September 17 – Tolls – Tariff No. 500, C.T.C. (F) No. 1805, Canadian Freight Association.
- R-6735 September 17 – Reflectorized crossing signs relocation, mileage 42.77 Fergus Sub., Ont., CN.
- R-6736 September 17 – Anhydrous ammonia facilities, Schnell and Barrie Limited, Kelsey, Alta. mileage 16.4 Alliance Sub., CN – extension of time to March 31, 1970.
- R-6737 September 17 – Manual protection, Neebing Avenue, Fort William, Ont., mileage 2.94 Kaministiquia Sub., CP.
- R-6738 September 17 – Crossing construction, Lafarge Access Road, Campbell Creek, B.C., mileage 116.20 Shuswap Sub., CP.
- R-6739 September 17 – Automatic protection, Station Road, Parish of St-Maurice, Quebec, mileage 6.66 Piles Sub., CP.
- R-6740 September 17 – Automatic gate relocation, Airport Road, Malton, Ont., mileage 15.06 Weston Sub., CN.
- R-6741 September 17 – Amends Order R-2857 dated July 19, 1968.
- R-6742 September 17 – View lines improvement, Hayes Road, Parish of Durham, N.B., mileage 142.15 Newcastle Sub., CN.
- R-6743 September 17 – Removes speed limitation, Sligo Street, Mt. Forest, Ont., mileage 11.08 Durham Sub., CN.
- R-6744 September 17 – Automatic protection, Montreal River North Road, Municipality of Lacadie, Quebec, mileage 25.13 Adirondack Sub., CP.
- R-6745 September 17 – Automatic protection changes, First Street Louth, St. Catharines, Ont., mileage 12.84 Grimsby Sub., CN.
- R-6746 September 17 – Fencing exemption, between mileages 88.0 and 88.4 Grand Prairie Sub., Hythe, Alta., NA.

- R-6747 September 17 – Approves flammable liquid facilities, Gulf Oil Canada Limited, Lake Windermere, B.C., mileage 92.9 Windermere Sub., CP; and rescinds Order 116268 dated December 15, 1964.
- R-6748 September 17 – Anhydrous ammonia facilities, Canada Packers Limited, Wetaskiwin, Alta., mileage 57.1 Leduc Sub., CP – extension of time to March 31, 1970.
- R-6749 September 17 – Removes speed limitation, Provincial Road No. 330, Morris, Man., mileage 36.44 Letellier Sub., CN.
- R-6750 September 19 – Amends Regulations Governing Applications to Discontinue Railway Passenger-Train Service.
- \*R-6751 September 19 – Passenger-Train Service Declaration -- as provided in paragraph (b) of Sub-section (1) of Section 314I for the purposes of Sections 314I and 314J of the Railway Act. (See page 681, 59 R.T.C.)
- R-6752 September 19 – Subway reconstruction, County Road, County of Camrose, Alta., mileage 1.3 Stettler Sub., CN.
- R-6753 September 22 – Amends Order R-3889 dated November 18, 1968.
- R-6754 September 22 – Crossing reconstruction, Station Road, Municipality of La-Visitation de Champlain, Quebec, mileage 94.81 Quebec Sub., CP.
- R-6755 September 23 – Crossing construction, Petit 2e Road, Municipality of the Parish of St-Patrice-de-Riviere-du-Loup, Quebec, mileage 187.05 Mont Joli Sub., CN.
- R-6756 September 23 – Removes short-arm gates and relocates automatic protection Highway No. 144, Windy Lake, Ont., mileage 105.2 Cartier Sub., CP.
- R-6757 September 23 – Crossing diversion, County Road No. 5D, Township of Bastard, Ont., mileage 47.03 Smiths Falls Sub., CN.
- R-6758 September 23 – Rescinds Order 118216 dated August 17, 1965.
- R-6759 September 23 – Operation under overhead bridge, Highway No. 2, Truro Station, Nova Scotia, mileage 55.72 Truro Sub., DA.
- R-6760 September 23 – Approves crossing construction, Fishing Lake Indian Reserve, Sask., mileage 19.72 Tisdale Sub., CP; and rescinds Order R-2799 dated July 15, 1968.
- R-6761 September 23 – Amends Order R-6336 dated August 5, 1969.
- R-6762 September 23 – Underground cable construction, Como, Quebec, from mileages 6.85 to 7.35 M. & O. Sub., CP.



- R-6763 September 23 – Crossing reconstruction, Municipality of St. Leonard, Quebec, mileage 82.14 Drummondville Sub., CN.
- R-6764 September 23 – Amends Order R-5911 dated June 12, 1969 and approves centralized traffic control signal changes, Nipigon Sub., Ont., CP.
- R-6765 September 23 – Fencing exemption, Rural Municipality of Key West No. 70, Sask., between mileages 23.34 and 23.85 Amulet Sub., CP.
- R-6766 September 23 – Automatic protection, Ste-Marguerite Range Road, Parish of St-Maurice, Quebec, mileage 7.53 Piles Sub., CP.
- R-6767 September 24 – Automatic protection, County Road No. 12, Finch, Ont., mileage 74.35 Winchester Sub., CP.
- R-6768 September 24 – Operation over spur track, Crompton Street, Vancouver B.C., mileage 2.40 Westminster Branch, Vancouver and Lulu Island Sub., CP.
- R-6769 September 24 – Crossing construction, Beatrice Street East, Oshawa, Ont., mileage 4.04 Oshawa Railway Spur, commencing mileage 300.22 Kingston Sub., CN.
- R-6770 September 24 – Automatic protection, Queen Street, Dalhousie, N.B., mileage 5.47 Dalhousie Sub., CN.
- R-6771 September 24 – Approves flammable liquid facilities Shell Canada Limited, Carlton, Sask., mileage 35.90 Carlton Sub., CN; and rescinds Orders 111756, 93623 and 67667 respectively dated July 23, 1963, February 12, 1958, and July 24, 1946.
- R-6772 September 24 – Removes short-arm gates and relocates automatic protection Highway No. 634, Chelmsford, Ont., mileage 90.57 Cartier Sub., CP.
- R-6773 September 24 – Automatic protection changes, Van Sickle Road, St. Catharines, Ont., mileage 12.55 Grimsby Sub., CN.
- R-6774 September 24 – Crossing reconstruction, Highway No. 310, Balcarres, Sask., mileage 24.70 Bulyea Sub., CP.
- R-6775 September 24 – Rescinds Order R-6220 dated July 16, 1969.
- R-6776 September 24 – Removes station protection signals, St. Fabien, Quebec, between mileages 142.1 and 143.8, Mont Joli Sub., CN.
- R-6777 September 24 – Removes speed limitation, Pearl, Ont., mileage 96.43 Nipigon Sub., CP.
- R-6778 September 24 – Rescinds Order 100058 dated December 29, 1959.
- R-6779 September 24 – Automatic protection, Lac Pierre-Paul Road, Parish of St-Tite, Quebec, mileage 10.54 Lac St-Jean Sub., CN.

- R-6780 September 24 – Crossing reconstruction, Concession Road No. 6, Township of Belmont, Ont., mileage 91.05 Havelock Sub., CP.
- R-6781 September 24 – Automatic protection, Trappistes Road, St. Norbert, Man., mileage 6.31 Letellier Sub., CN.
- R-6782 September 24 – Operation over temporary track diversion, Moodie Drive, Township of Nepean, Ont., mileage 16.37 Ottawa Sub., CN.
- R-6783 September 24 – Rescinds Order 89273 dated July 20, 1956.
- R-6784 September 24 – Removes speed limitation, Hunt Club Road, Ottawa, Ont., mileage 5.60 Prescott Sub., CP.
- R-6785 September 24 – Tariff revisions, Bell Canada.
- R-6786 September 24 – Amends Order R-1540 dated February 21, 1968.
- R-6787 September 24 – Amends Order 122231 dated October 6, 1966.
- R-6788 September 24 – Anhydrous ammonia facilities, Munro Farm Supplies Limited, Muir, Man., mileage 26.9 Gladstone Sub., CN – extension of time to April 30, 1970.
- R-6789 September 24 – Supplements Nos. 3 and 4 to Traffic Agreement dated February 1, 1966 between Bell Canada and Telephone Frontenac Limitee.
- R-6790 September 24 – Automatic protection, North-South County Road, Winterburn, Alta., mileage 10.76 Edson Sub., CN.
- R-6791 September 24 – Automatic protection, Perth County Road No. 6, County of Perth, Ont., mileage 62.48 Goderich Sub., CP.
- R-6792 September 24 – Crossing reconstruction and automatic protection, Parish of Ste. Rosalie, Quebec, mileage 37.25 St. Hyacinthe Sub., CN.
- R-6793 September 24 – Rescinds Order 114946 dated July 8, 1964.
- R-6794 September 24 – Automatic protection changes, Main Street, Humboldt, Sask., mileage 146.3 Margo Sub., CN.
- R-6795 September 24 – Automatic protection changes, Highway No. 210, Marchand, Man., mileage 105.98 Sprague Sub., CN.
- R-6796 September 24 – Automatic protection changes, St-Gedeon, Quebec, mileage 174.71 Lac St-Jean Sub., CN.
- \*R-6797 September 25 – Application of Bell Canada for approval of revisions to Tariff of Rates for Exchange and Long Distance Services and Equipment, (see page 742, 59 R.T.C.)
- R-6798 September 26 – Overhead Bridge construction, Codroy Pond, Nfld., mileage 498.12 Port aux Basques Sub., CN.

- R-6799 September 26 – Crossing reconstruction, Highway No. 2A, Okotoks, Alta., mileage 25.67 McLeod Sub., CP.
- R-6800 September 26 – Operation under overhead bridge, Moody Street, Port Moody, B.C., mileage 115.65 Cascade Sub., CP.
- R-6801 September 26 – Crossing reconstruction, Highway No. 7, Township of Brock, Ont., mileage 4.37 Cannington Spur, CN.
- R-6802 September 26 – Anhydrous ammonia facilities, Cominco Limited, Erskine, Alta., mileage 64.4 Lacombe Sub., CP – extension of time to April 30, 1970.
- R-6803 September 26 – Anhydrous ammonia facilities, Shurcrop Soil Service Limited, Nobleford, Alta., mileage 12.4 Aldersyde Sub., CP – extension of time to March 31, 1970.
- R-6804 September 26 – Anhydrous ammonia facilities, Upshaw Fertilizer Company, Carseland, Alta., mileage 144.6 Brooks Sub., CP – extension of time to April 30, 1970.
- R-6805 September 26 – Anhydrous ammonia facilities, Henker Farm Equipment Limited, Woodhouse, Alta., mileage 86.7 MacLeod Sub., CP.

## COMMISSION CANADIENNE DES TRANSPORTS

## ORDONNANCE N° R-6611

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*RELATIVE AU Règlement concernant l'établissement, le dépôt et l'affichage de la classification canadienne des marchandises prescrit par l'ordonnance générale n° T-1 de la Commission des transports du Canada:*

*Dossier n° 25639*

Le Comité ordonne par les présentes ce qui suit:

Modifier le Règlement concernant l'établissement, le dépôt et l'affichage de la classification canadienne des marchandises prescrit par l'ordonnance générale n° T-1 de la Commission des transports du Canada

a) en supprimant à l'article 1<sup>er</sup> les mots "devra être soumis à l'approbation de la Commission" et en y substituant ce qui suit:

"déposé auprès de la Commission";

b) en supprimant à l'article 5:

"Elle devra en outre porter, relativement à l'approbation par ordonnance de la Commission, l'annotation suivante:

"Approbation de la Commission des transports du Canada donnée par l'ordonnance datée du";

c) en supprimant les règles 8, 9, 10, 11, 12 et 13 et les parties II et III et en y substituant ce qui suit:

"Règle 8 – Préavis. La classification doit être déposée auprès du Directeur de l'exploitation, Comité des transports par chemin de fer, Commission canadienne des transports, Ottawa, Ontario, conformément à la circulaire tarifaire 1-A. Le fait d'expédier par la poste ne constitue pas un dépôt et la période de préavis commence à partir de la date de réception de la classification."

Fait à Ottawa, le 4<sup>e</sup> jour de septembre, 1969.

Le Secrétaire adjoint du Comité des transports  
par chemin de fer,

(SIGNÉ) J.D. BEATON

COMMISSION CANADIENNE DES TRANSPORTS

ORDONNANCE N° R-6612

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*RELATIVE au Règlement régissant  
le trafic des wagons à bagages au  
Canada, prescrit par l'ordonnance  
générale n° T-23 de la Commission des  
transports du Canada:*

*Dossier n° 23328*

Le Comité ordonne par les présentes ce qui suit:

Modifier le Règlement régissant le trafic des wagons à bagages au Canada prescrit par l'ordonnance générale n° T-23 de la Commission des transports du Canada en y supprimant à l'article 22 les mots "le minimum de taxes à percevoir sur tout lot de bagages présentant un excédent de poids ou de dimensions ou de poids et de dimensions est de 25c."

Fait à Ottawa, le 4<sup>e</sup> jour de septembre, 1969.

Le Secrétaire adjoint du Comité des transports  
par chemin de fer,

(SIGNÉ) J.D. BEATON

**SOMMAIRE DES ORDONNANCES RENDUES PAR  
LE COMITÉ DES TRANSPORTS PAR CHEMIN DE FER**  
(\*INDIQUE QUE L'ORDONNANCE EST IMPRIMÉE COMPLÈTEMENT  
SUR LA PAGE INDIQUÉE)

- R-6603 3 septembre – Suppression de la limite de vitesse à Cutarm (Sask.), au point milliaire 234.18 de la subd. de Rivers, CN.
- R-6604 3 septembre – Construction d'un passage au chemin municipal, mun. rurale de Morris n° 312 (Sask.), au point milliaire 0.43 de la subd. de Cudworth, CN.
- R-6605 3 septembre – Modification des signaux entre les points milliaires 0 et 15 de la subd. de Gort (N.-B.), CN; et dispense de l'application du paragraphe (1) de l'article 53 de l'ord. gén. n° E-14.
- R-6606 3 septembre – Modification du système de protection automatique à la rue de la Gare, à La Durantaye (Qué.), au point milliaire 94.79 de la subd. de Montmagny, CN.
- R-6607 3 septembre – Circulation sur et sous le pont à Trenton (Ont.), au point milliaire 103.1 de la subd. de Belleville, CP, et au point milliaire 0.51 de l'embranchement de Chemical, qui prend naissance au point milliaire 30.76 de la subd. de Marmora, CN.
- R-6608 3 septembre – Circulation sur la voie industrielle d'Hay River, à la 102<sup>e</sup> av., à Hay River (Territoires du Nord-Ouest), CN.
- R-6609 3 septembre – Construction d'un passage à la rue Church, à Kitchener (Ont.), CP.
- R-6610 3 septembre – Construction d'une voie de desserte, Northern Transportation Limited, MacKenzie Drive, à Hay River (Territoires du Nord-Ouest), CN.
- \*R-6611 4 septembre – Modification du Règlement concernant l'établissement, le dépôt et l'affichage de la classification canadienne des marchandises prescrit par l'ord. gén. n° T-1 (voir page 776, 59 RTC).
- \*R-6612 4 septembre – Modification du Règlement régissant le trafic des wagons à bagages au Canada, prescrit par l'ord. gén. n° T-23 (voir page 777, 59 RTC).
- R-6613 4 septembre – Révisions de tarifs, British Columbia Telephone Company.
- R-6614 4 septembre – Reconstruction du passage, mun. rurale de Ritchot (Man.), au point milliaire 14.85 de la subd. d'Emerson, CP.
- R-6615 4 septembre – Reconstruction du passage et système de protection automatique, à la montée Dobby, municipalité de la paroisse de Saint-Augustin (Qué.), au point milliaire 27.42 de la subd. de Lachute, CP.

- R-6616 4 septembre – Déplacement des écriteaux de passage réfléchissants, au point milliaire 20.78 de la subd. de Winnipegosis (Man.), CN.
- R-6617 4 septembre – Suppression de la limite de vitesse, route principale provinciale n° 34, à l'est de la gare d'Exira (Man.), au point milliaire 84.73 de la subd. de Rivers, CN.
- R-6618 4 septembre – Déplacement du passage, du point milliaire 172.17 au point milliaire 172.36 de la subd. de Rivers (Man.), CN, à la route principale provinciale n° 24, et système de protection automatique.
- R-6619 4 septembre – Circulation sous le pont, à Port Mann (C.-B.), au point milliaire 114.45 de la subd. de Yale, CN.
- R-6620 4 septembre – Construction d'une voie ferrée, chemin de canton, entre les cantons de Zone et d'Euphemia (Ont.), au point milliaire 41.31 de la subd. de Windsor, CP.
- R-6621 4 septembre – Dispense d'ériger des clôtures, subd. de Lanigan (Sask), CP.
- R-6622 4 septembre – Reconstruction et système de protection automatique au chemin Duncan, à East Chester (N.-É.), au point milliaire 45.57 de la subd. de Chester, CN.
- R-6623 4 septembre – Modification des signaux, subd. d'Alexandria, entre les points milliaires 4 et 9 et entre les points milliaires 35 et 36, CN.
- R-6624 4 septembre – Déplacement des écriteaux de passage réfléchissants, au point milliaire 7.08 de la subd. de Cutknife (Sask.), CN.
- R-6625 4 septembre – Modification de l'ordonnance n° R-3775, datée du 7 novembre 1968.
- R-6626 4 septembre – Construction d'un passage, route Bayfield-Cape Tormentine (trans-canadienne), paroisse de Botsford (N.-B.), au point milliaire 35.00 de la subd. de Tormentine, CN.
- R-6627 4 septembre – Dispense d'ériger des clôtures, subd. de Gibson (N.-B.), CP.
- R-6628 4 septembre – Dispense d'ériger des clôtures, subd. de Winnipeg Beach (Man.), entre les points milliaires 72.4 et 72.9, CP.
- R-6629 4 septembre – Modifications du système de protection automatique, au chemin Chambly, à Saint-Hubert (Qué.), au point milliaire 66.46 de la subd. de Saint-Hyacinthe, CN.
- R-6630 4 septembre – Circulation sur le passage inférieur, à l'av. Finch ouest, municipalité de North York (Ont.), au point milliaire 7.81 de la subd. de MacTier, CP.
- R-6631 4 septembre – Modification de l'ordonnance n° 119280, datée du 9 décembre 1965.

- R-6632 4 septembre -- Déviation de voie ferrée, municipalité de Saint-Jean-Port-Joli (Qué.), au point milliaire 55.13 de la subd. de Montmagny, CN.
- R-6633 4 septembre -- Prorogation au 6 octobre 1969 de la période au cours de laquelle le CN et le CP doivent déposer leurs manuels de calcul des prix de revient en vertu des prescriptions de l'ordonnance n° R-6314.
- R-6634 5 septembre -- Circulation sur le pont du canal de déviation de Portage-La-Prairie (Man.), au point milliaire 59.43 de la subd. de Rivers, CN.
- R-6635 5 septembre -- Dispense d'ériger des clôtures, subd. de Gladstone (Man.), CN.
- R-6636 5 septembre -- Dispense d'ériger des clôtures, subd. de Shogomoc (N.-B.), CP.
- R-6637 5 septembre -- Dispense d'ériger des clôtures, subd. de Shore Line (N.-B.), CP.
- R-6638 5 septembre -- Modifications du système de protection automatique, à la 6<sup>e</sup> rue, à Nipigon (Ont.), au point milliaire 63.08 de la subd. de Nipigon, CP.
- R-6639 5 septembre -- Rejet de la requête présentée par le CN en vue de la suppression du poste de chef de gare et de l'enlèvement du bâtiment de la gare à Saint-Malachie (Qué.), au point milliaire 189.5 de la subd. de Monk.
- R-6640 5 septembre -- Modification des signaux, subd. de Kingston (Ont.), entre les points milliaires 216.5 et 225, CN.
- R-6641 5 septembre -- Circulation sur le pont, à la route n° 2, à Lauzon (Qué.), au point milliaire 110.78 de la subd. de Montmagny, CN.
- R-6642 5 septembre -- Installations pour liquides inflammables de la Minto United Farmer's Co-operative Association Limited, à Minto (Man.), au point milliaire 30.3 de la subd. d'Hartney, CN.
- R-6643 5 septembre -- Ouvrage de régularisation des eaux, à Windsor (N.-É.), au point milliaire 32.14 de la subd. d'Halifax, DAR.
- R-6644 5 septembre -- Dispense d'ériger des clôtures, subd. de St. Stevens (N.-B.), CP.
- R-6645 5 septembre -- Circulation sous le pont, route principale provinciale n° 1 (voie de déviation de Portage-La-Prairie), mun. rurale de Portage-La-Prairie (Man.), au point milliaire 58.96 de la subd. de Carberry, CP.
- R-6646 5 septembre -- Installations pour ammoniac anhydre de l'Alberta Pool Elevators Limited à Haynes (Alb.), au point milliaire 10.0 de la subd. de Brazeau, CN -- prorogation au 31 mars 1970.
- R-6647 5 septembre -- Installations pour ammoniac anhydre de Glass and Williams Limited à Wimborne (Alb.), au point milliaire 27.3 de la subd. d'Acme, CP -- prorogation au 31 mars 1970.



- R-6648 5 septembre – Installations pour ammoniac anhydre de Beiseker Motors Limited, à Keoma (Alb.), au point milliaire 18.5 de la subd. de Langdon, CP – prorogation au 30 avril 1970.
- R-6649 5 septembre – Installations pour ammoniac anhydre de Beiseker Motors Limited, à Beiseker (Alb.), CP.
- R-6650 5 septembre – Installations pour ammoniac anhydre de l'Eckville Co-operative Association Limited, à Winthrow (Alb.), au point milliaire 72.7 de la subd. de Brazeau, CN – prorogation au 15 avril 1970.
- R-6651 5 septembre – Installations pour ammoniac anhydre de Beiseker Motors Limited, à Acme (Alb.), subd. de Langdon, CP – prorogation au 15 mars 1970.
- R-6652 5 septembre – Limitation de la responsabilité concernant les taux de transport de la pâte de concentré contenant de l'or, de Timmins (Ont.), à Noranda (Qué.).
- R-6653 5 septembre – Limitation de la responsabilité concernant les taux de transport des concentrés de cuivre, de Worthington (Ont.) à Sault-Sainte-Marie (Ont.).
- R-6654 5 septembre – Révocation de l'ordonnance n° R-5589, datée du 15 mai 1969.
- R-6655 5 septembre – Reconstruction du passage, au chemin de comté n° 6, à Kerwood (Ont.), au point milliaire 26.15 de la subd. de Strathroy, CN.
- R-6656 5 septembre – Suppression de la limite de vitesse, au boulevard du Havre, à Valleyfield (Qué.), au point milliaire 42.86 de la subd. de Valleyfield, CN.
- R-6657 5 septembre – Reconstruction du pont et circulation sur ce pont à Otterburne (Man.), au point milliaire 28.20 de la subd. d'Emerson, CP.
- R-6658 5 septembre – Révisions de tarifs, Bell Canada.
- R-6659 5 septembre – Modification de l'ordonnance n° 125462, datée du 7 septembre 1967.
- R-6660 5 septembre – Construction d'une voie ferrée, au chemin de canton, canton d'Euphemia (Ont.), au point milliaire 40.72 de la subd. de Windsor, CP.
- R-6661 5 septembre – Révisions de tarifs, The Bonaventure and Gaspe Telephone Company Limited.
- R-6662 5 septembre – Rejet de la requête présentée par le CN en vue de la suppression du poste de chef de gare et de l'enlèvement du bâtiment de la gare à Debart (N.-É.), au point milliaire 11.5 de la subd. de Springhill.

- R-6663 5 septembre – Construction d'un passage, au chemin municipal, municipalité rurale de Whiska Creek, n° 106 (Sask.), au point milliaire 32.27 de la subd. de Vanguard, CP.
- R-6664 5 septembre – Installations pour ammoniac anhydre de Rumsey Fertilizer Sales à Rumsey (Alb.), au point milliaire 86.8 de la subd. de Stettler, CN – prorogation au 30 avril 1970.
- R-6665 5 septembre – Suppression du poste de chef de gare à Port-Mouton (N.-É.), au point milliaire 12.3 de la subd. de Yarmouth, CN.
- R-6666 5 septembre – Taux – tarifs déposés par le CN.
- R-6667 5 septembre – Construction d'un passage, au chemin du rang n° 2, municipalité de Saint-Célestin (Qué.), au point milliaire 89.56 de la subd. de Sorel, CN.
- R-6668 5 septembre – Reconstruction du passage, au chemin Mount Albion, à Hamilton (Ont.), au point milliaire 33.11 de la subd. de Welland, T H & B.
- R-6669 8 septembre – Reconstruction du passage, chemin de la montée du 5<sup>e</sup> rang, municipalité de la paroisse de Sainte-Justine-de-Newton (Qué.), au point milliaire 10.97 de la subd. d'Alexandria, CN.
- R-6670 9 septembre – Modification de la commande centralisée de la circulation, subd. de Nemeqos (Ont.), CP.
- R-6671 9 septembre – Dispense d'ériger des clôtures entre les points milliaires 176.7 et 178.75 de la subd. de Slave Lake (Alb.), NAR.
- R-6672 9 septembre – Rejet de la requête présentée par le CN en vue de la suppression du poste de chef de gare et de la nomination d'un gardien à Mabou (N.-É.), au point milliaire 39.3 de la subd. d'Inverness.
- R-6673 9 septembre – Répartition du coût de la reconstruction d'un passage supérieur, à la route n° 17, à Mattawa (Ont.), au point milliaire 0.5 de la subd. de Temiscaming, CP.
- R-6674 9 septembre – Modification des signaux entre les points milliaires N.F. 3 et N.F. 6 de la subd. de Main Line (Ont.), Penn Central Company.
- R-6675 9 septembre – Dispense d'ériger des clôtures, subd. de Tobique (N.-B.), CP.
- R-6676 9 septembre – Modification de l'ordonnance n° R-5895, datée du 12 juin 1969.
- R-6677 9 septembre – Construction d'abris antiroches en béton et circulation dans le tunnel au point milliaire 17.5 de la subd. de Yale (C.-B.), CN.
- R-6678 10 septembre – Limitation de la responsabilité concernant les taux de transport des concentrés de nickel, de Lynn Lake à Thompson (Man.).

- R-6679 10 septembre – Limitation de la responsabilité concernant les taux de transport des mattes de nickel, de Thompson (Man.) à Fort Saskatchewan (Alb.).
- R-6680 11 septembre – Système de protection automatique, au chemin de canton, dans le canton d'East Gwillimbury (Ont.), au point milliaire 38.38 de la subd. de Bala, CN – prorogation au 15 novembre 1969.
- R-6681 11 septembre – Installations pour ammoniac anhydre de Schnell & Barrie Limited à Armenia (Alb.), au point milliaire 38.3 de la subd. de Camrose, CN.
- R-6682 11 septembre – Installations pour ammoniac anhydre de Lacombe Fertilizer & Farm Supply Limited, à Aspen Beach (Alb.), au point milliaire 10.8 de la subd. d'Hoadley, CP – prorogation au 30 avril 1970.
- R-6683 11 septembre – Installations pour ammoniac anhydre de Stewart Supplies Limited à Penhold (Alb.), au point milliaire 83.73 de la subd. de Red Deer, CP – prorogation au 15 mai 1970.
- R-6684 11 septembre – Construction d'une voie de desserte, St. Lawrence Iron & Metal Incorporated, au boulevard Mortagne, à Jacques-Cartier (Qué.), au point milliaire 6.38 de la subd. de Sorel, CN.
- R-6685 11 septembre – Installations de transvasement d'ammoniac anhydre de Cominco Limited à Stettler (Alb.), au point milliaire 57.1 de la subd. de Lacombe, CP – prorogation au 30 avril 1970.
- R-6686 11 septembre – Installations pour ammoniac anhydre de M.G.D. Borgel à Strome (Alb.), au point milliaire 34.7 de la subd. de Wetaskiwin, CP – prorogation au 31 mars 1970.
- R-6687 11 septembre – Installations pour ammoniac anhydre d'Alderson Equipment Limited à Griesbach (Alb.), au point milliaire 115.5 de la subd. de Willingdon, CP – prorogation au 31 mars 1970.
- R-6688 15 septembre – Limitation de la responsabilité relativement aux taux de transport des mattes de nickel de Thompson (Man.) à Montréal (Qué.).
- R-6689 15 septembre – Système de protection automatique, à la rue Musgrave, dans la ville de Sydney nord (N.-É.), au point milliaire 100.28 de la subd. de Sydney, CN.
- R-6690 15 septembre – Révocation de l'ordonnance n° 110677, datée du 12 mars 1963.
- R-6691 15 septembre – Taux –tarifs C.T.C. (limité) n° 3137, Association canadienne du trafic-marchandises.
- R-6692 15 septembre – Taux fixés pour le transport de l'acier en bandes et des tuyaux de l'est à l'ouest du Canada.

- R-6693 15 septembre – Taux fixés pour le transport de l'acier en bandes, de Contrecoeur (Qué.) à Edmonton (Alb.), et des tuyaux d'Edmonton (Alb.) à Vancouver (C.-B.).
- R-6694 15 septembre – Installations pour ammoniac anhydre d'Alderson Equipment Limited à Duagh (Alb.), au point milliaire 7.2 de la subd. de Coronado, CN – prorogation au 31 mars 1970.
- R-6695 15 septembre – Installations pour ammoniac anhydre de l'Upshaw Fertilizer Company à Standard (Alb.), au point milliaire 35.8 de la subd. d'Irricana, CP.
- R-6696 15 septembre – Installations pour ammoniac anhydre d'United Grain Growers Limited à Neepawa (Man.), au point milliaire 32.95 de la subd. de Neepawa, CN.
- R-6697 15 septembre – Reconstruction du passage de la rue Bridge, à Bancroft (Ont.), au point milliaire 116.18 de la subd. de Marmora, CN.
- R-6698 15 septembre – Modification de l'ordonnance n° 124747, datée du 20 juin 1967.
- R-6699 15 septembre – Déplacement des écriteaux de passage réfléchissants, à la rue Metcalf, à Thorold (Ont.), au point milliaire 0.34 de la voie de raccordement de la rue Pine, qui prend naissance au point milliaire 5.48 de la subd. de Fonthill, et à la rue Geneva, à St. Catharines (Ont.), au point milliaire 0.02 de la subd. de Port Dalhousie, CN.
- R-6700 15 septembre – Révisions de tarifs, Bell Canada.
- R-6701 15 septembre – Taux – tarif n° C.M. 73-5, C.T.C. (F) n° E.4221, chemins de fer Nationaux du Canada.
- R-6702 15 septembre – Taux – tarif n° 116-C, C.T.C. (F) n° 1235, DAR.
- R-6703 15 septembre – Taux – tarif C.T.C. (restreint) n° 205, DAR.
- R-6704 15 septembre – Règle 110 du tarif n° 116-C, C.T.C. (F) n° 1235, DAR.
- R-6705 15 septembre – Construction d'un passage, au chemin municipal, dans la municipalité rurale de Morris n° 312 (Sask.), au point milliaire 93.99 de la subd. de Colonsay, CP.
- R-6706 15 septembre – Modification de l'ordonnance n° R-1278, datée du 30 janvier 1968.
- R-6707 15 septembre – Déplacement des écriteaux de passage réfléchissants, au point milliaire 12.84 de la subd. de Fergus (Ont.) CN.
- R-6708 15 septembre – Révocation de l'ordonnance n° 115111, datée du 30 juillet 1964.

- R-6709 15 septembre – Système de protection automatique, au chemin de comté n° 7, à Chesterville (Ont.), au point milliaire 82.04 de la subd. de Winchester, CP.
- R-6710 15 septembre – Reconstruction du passage, à la route principale provinciale n° 11, municipalité rurale de Whitemouth (Man.), au point milliaire 72.50 de la subd. de Keewatin, CP.
- R-6711 15 septembre – Système de protection automatique, à la 23<sup>e</sup> rue à Charny (Qué.), au point milliaire 7.57 de la subd. de Saint-Romuald, CN.
- R-6712 15 septembre – Système de protection automatique, à la rue Notre-Dame, à Warwick (Qué.), au point milliaire 63.35 de la subd. de Danville, CN.
- R-6713 15 septembre – Système de protection automatique, au chemin n° 7 du comté de Perth, à Millbank (Ont.), au point milliaire 62.31 de la subd. de Goderich, CP.
- R-6714 15 septembre – Approbation des installations pour liquides inflammables de l'Imperial Oil Limited à Barry's Bay (Ont.), au point milliaire 108.1 de la subd. de Renfrew, CN; et révocation de l'ordonnance n° 77262, datée du 31 août 1951.
- R-6715 15 septembre – Suppression de la limite de vitesse, au chemin provincial n° 221, à Moore (Man.), au point milliaire 8.56 de la subd. d'Oak Point, CN.
- R-6716 15 septembre – Suppression de la limite de vitesse, à la route n° 13, à Wetaskiwin (Alb.), au point milliaire 58.47 de la subd. de Leduc, CP.
- R-6717 15 septembre – Suppression de la limite de vitesse au point milliaire 0.72 de la subd. de Dodsland (Sask.), CN.
- R-6718 15 septembre – Déplacement des écriteaux de passage réfléchissants, à St. Catharines (Ont.), aux points milliaires 0.08 et 0.13 de la subd. de Port Dalhousie, CN.
- R-6719 15 septembre – Suppression de la limite de vitesse à la 17<sup>e</sup> rue, à Edmonton-est (Alb.), au point milliaire 166.92 de la subd. de Willingdon, CP.
- R-6720 15 septembre – Système de protection automatique, au chemin Chemainus, à Westholme (C.-B.), au point milliaire 46.9 de la subd. de Victoria, CP.
- R-6721 15 septembre – Système de protection automatique, au chemin du rang 2 est, paroisse de Sainte-Hélène (Qué.), au point milliaire 115.34 de la subd. de Drummondville, CN.

- R-6722 17 septembre – Système de protection automatique, au chemin de comté n° 4, comtés de Norfolk et d'Haldimand (Ont.), au point milliaire 61.01 de la subd. de Main Line, Penn Central Company.
- R-6723 17 septembre – Protection manuelle, à l'avenue Neebing, à Fort William (Ont.), au point milliaire 0.19 du triangle de raccordement qui prend naissance au point milliaire 7.78 de la subd. de Kashabowie, CN.
- R-6724 17 septembre – Modification du système de protection automatique, à la route n° 11 à Flatland (N.-B.), au point milliaire 9.75 de la subd. de Mont-Joli, CN.
- R-6725 17 septembre – Système de protection automatique, au chemin de comté n° 8, comté de Perth (Ont.), au point milliaire 23.10 de la subd. de Newton, CN.
- R-6726 17 septembre – Reconstruction du passage, au chemin Saint-Léon, à Amqui (Qué.), au point milliaire 60.66 de la subd. de Mont-Joli, CN.
- R-6727 17 septembre – Système de protection automatique, au chemin du Portage, à Petawawa (Ont.), au point milliaire 103.81 de la subd. de Chalk River, CP.
- R-6728 17 septembre – Modification de l'ordonnance n° R-2637, datée du 26 juin 1968.
- R-6729 17 septembre – Modification de l'ordonnance n° 122697, datée du 24 novembre 1966.
- R-6730 17 septembre – Révocation de l'ordonnance n° 98753, datée du 7 août 1959.
- R-6731 17 septembre – Reconstruction du passage, à la route n° 35 à Wadena (Sask.), au point milliaire 30.13 de la subd. de Tisdale, CP.
- R-6732 17 septembre – Suppression de la limite de vitesse, au boul. Paquette (route n° 11), à Mont-Laurier (Qué.), au point milliaire 137.7 de la subd. de Sainte-Agathe, CP.
- R-6733 17 septembre – Amélioration de la visibilité, canton de North Dumfries (Ont.), au point milliaire 65.03 de la subd. de Galt, CP.
- R-6734 17 septembre – Taux – tarif n° 500, C.T.C. (F) n° 1805, Association canadienne du trafic-marchandises.
- R-6735 17 septembre – Déplacement des écriteaux de passage réfléchissants, au point milliaire 42.77 de la subd. de Fergus (Ont.), CN.
- R-6736 17 septembre – Installations pour ammoniac anhydre, Schnell and Barrie Limited, à Kelsey (Alb.), au point milliaire 16.4 de la subd. d'Alliance, CN. – prorogation au 31 mars 1970.

- R-6737 17 septembre – Protection manuelle, à l'avenue Neebing, à Fort William (Ont.), au point milliaire 2.94 de la subd. de Kaministiquia, CP.
- R-6738 17 septembre – Construction d'un passage, au chemin d'accès Lafarge, à Campbell Creek (C.-B.), au point milliaire 116.20 de la subd. de Shuswap, CP.
- R-6739 17 septembre – Système de protection automatique, à la rue de la Gare, paroisse de Saint-Maurice (Qué.), au point milliaire 6.66 de la subd. des Piles, CP.
- R-6740 17 septembre – Déplacement de la barrière automatique, au chemin de l'aéroport, à Malton (Ont.), au point milliaire 15.06 de la subd. de Weston, CN.
- R-6741 17 septembre – Modification de l'ordonnance n° R-2857, datée du 19 juillet 1968.
- R-6742 17 septembre – Amélioration des lignes de visibilité, au chemin Hayes, paroisse de Durham (N.-B.), au point milliaire 142.15 de la subd. de Newcastle, CN.
- R-6743 17 septembre – Suppression de la limite de vitesse, à la rue Sligo, à Mt. Forest (Ont.), au point milliaire 11.08 de la subd. de Durham, CN.
- R-6744 17 septembre – Système de protection automatique, au chemin nord de la rivière Montréal, municipalité de Lacadie (Qué.), au point milliaire 25.13 de la subd. d'Adirondack, CP.
- R-6745 17 septembre – Modifications du système de protection automatique de la 1<sup>ère</sup> rue Louth, à St. Catharines (Ont.), au point milliaire 12.84 de la subd. de Grimsby, CN.
- R-6746 17 septembre – Dispense d'ériger des clôtures entre les points milliaires 88.0 et 88.4 de la subd. de Grande-Prairie, à Hythe (Alb.), NAR.
- R-6747 17 septembre – Approbation des installations pour liquides inflammables de Gulf Oil Canada Limited, à Lake Windermere (C.-B.), au point milliaire 92.9 de la subd. de Windermere, CP; et révocation de l'ordonnance n° 116268, datée du 15 décembre 1964.
- R-6748 17 septembre – Installations pour ammoniac anhydre, Canada Packers Limited, à Wetaskiwin (Alb.), au point milliaire 57.1 de la subd. de Leduc, CP – prorogation au 31 mars 1970.
- R-6749 17 septembre – Suppression de la limite de vitesse à la route provinciale n° 330, à Morris (Man.), au point milliaire 36.44 de la subd. de Letellier, CN.
- R-6750 19 septembre – Modification du Règlement régissant les demandes de suppression de services de trains de voyageurs.

- \*R-6751 19 septembre – Déclaration concernant un service de trains de voyageurs – conformément aux prescriptions de l’alinéa *b*) du paragraphe (1) de l’article 314I, aux fins des articles 314I et 314J de la Loi sur les chemins de fer (voir page 704, 59 R.T.C.)
- R-6752 19 septembre – Reconstruction du passage inférieur du County Road, comté de Camrose (Alb.), au point milliaire 1.3 de la subd. de Stettler, CN.
- R-6753 22 septembre – Modification de l’ordonnance n<sup>o</sup> R-3889, datée du 18 novembre 1968.
- R-6754 22 septembre – Reconstruction du passage du chemin de la gare, municipalité de La Visitation de Champlain (Qué.), au point milliaire 94.81 de la subd. de Québec, CP.
- R-6755 23 septembre – Construction d’un passage au 2<sup>e</sup> chemin Petit, municipalité de la paroisse de Saint-Patrice-de-Rivière-du-Loup (Qué.), au point milliaire 187.05 de la subd. de Mont-Joli, CN.
- R-6756 23 septembre – Enlèvement des barrières à bras court et déplacement du système de protection automatique, à la route n<sup>o</sup> 144, à Windy Lake (Ont.), au point milliaire 105.2 de la subd. de Cartier, CP.
- R-6757 23 septembre – Déviation de passage, au chemin de comté n<sup>o</sup> 5D, canton de Bastard (Ont.), au point milliaire 47.03 de la subd. de Smith Falls, CN.
- R-6758 23 septembre – Révocation de l’ordonnance n<sup>o</sup> 118216, datée du 17 août 1965.
- R-6759 23 septembre – Circulation sous le passage supérieur, à la route n<sup>o</sup> 2, gare de Truro (N.-É.), au point milliaire 55.72 de la subd. de Truro, DAR.
- R-6760 23 septembre – Approbation de la construction d’un passage, dans la réserve indienne de Fishing Lake (Sask.), au point milliaire 19.72 de la subd. de Tisdale, CP; et révocation de l’ordonnance n<sup>o</sup> R-2799, datée du 15 juillet 1968.
- R-6761 23 septembre – Modification de l’ordonnance n<sup>o</sup> R-6336, datée du 5 août 1969.
- R-6762 23 septembre – Construction d’un câble souterrain, à Como (Qué.), du point milliaire 6.85 au point milliaire 7.35 de la subd. de M. & O., CP.
- R-6763 23 septembre – Reconstruction d’un passage, municipalité de Saint-Léonard (Qué.), au point milliaire 82.14 de la subd. de Drummondville, CN.



- R-6764 23 septembre – Modification de l'ordonnance n° R-5911, datée du 12 juin 1969, et approbation de modifications des signaux de commande centralisée de la circulation, subd. de Nipigon (Ont.), CP.
- R-6765 23 septembre – Dispense d'ériger des clôtures, municipalité rurale de Key West n° 70 (Sask.), entre les points milliaires 23.34 et 23.85 de la subd. d'Amulet, CP.
- R-6766 23 septembre – Système de protection automatique, au chemin du rang Sainte-Marguerite, paroisse de Saint-Maruice (Qué.), au point milliaire 7.53 de la subd. des Piles, CP.
- R-6767 24 septembre – Système de protection automatique, au chemin de comté n° 12, à Finch (Ont.), au point milliaire 74.35 de la subd. de Winchester, CP.
- R-6768 24 septembre – Circulation sur la voie ferrée qui prend naissance au point milliaire 2.40 de l'embranchement de Westminster, à la rue Crompton ouest, à Vancouver (C.-B.), subd. de Vancouver et de Lulu Island, CP.
- R-6769 24 septembre – Construction d'un passage, à la rue Béatrice est, à Oshawa (Ont.), au point milliaire 4.04 de l'embranchement de l'Oshawa Railway qui prend naissance au point milliaire 300.22 de la subd. de Kingston, CN.
- R-6770 24 septembre – Système de protection automatique, à la rue Queen, à Dalhousie (N.-B.), au point milliaire 5.47 de la subd. de Dalhousie, CN.
- R-6771 24 septembre – Approbation de l'implantation des installations pour liquides inflammables de *Shell Canada Limited*, à Carlton (Sask.), au point milliaire 35.90 de la subd. de Carlton, CN; et révocation des ordonnances n°s 111756, 93623 et 67667, datées respectivement du 23 juillet 1963, du 12 février 1958 et du 24 juillet 1946.
- R-6772 24 septembre – Enlèvement des barrières à bras court et déplacement du système de protection automatique, à la route n° 634, à Chelmsford (Ont.), au point milliaire 90.57 de la subd. de Cartier, CP.
- R-6773 24 septembre – Modifications du système de protection automatique, au chemin Van Sickle, à St. Catharines (Ont.), au point milliaire 12.55 de la subd. de Grimsby, CN.
- R-6774 24 septembre – Reconstruction du passage de la route n° 310, à Balcarres (Sask.), au point milliaire 24.70 de la subd. de Bulyea, CP.
- R-6775 24 septembre – Révocation de l'ordonnance n° R-6220, datée du 16 juillet 1969.

- R-6776 24 septembre — Enlèvement des signaux de protection de la gare, à Saint-Fabien (Qué.), entre les points milliaires 142.1 et 143.8 de la subd. de Mont-Joli, CN.
- R-6777 24 septembre — Suppression de la limite de vitesse, à Pearl (Ont.), au point milliaire 96.43 de la subd. de Nipigon, CP.
- R-6778 24 septembre — Révocation de l'ordonnance n° 100058, datée du 29 décembre 1959.
- R-6779 24 septembre — Système de protection automatique, au chemin du lac Pierre-Paul, paroisse de Saint-Tite (Qué.), au point milliaire 10.54 de la subd. du lac Saint-Jean, CN.
- R-6780 24 septembre — Reconstruction du passage du chemin de la concession n° 6, canton de Belmont (Ont.), au point milliaire 91.05 de la subd. d'Havelock, CP.
- R-6781 24 septembre — Système de protection, au chemin des Trappistes, à Saint-Norbert (Man.), au point milliaire 6.31 de la subd. de Letellier, CN.
- R-6782 24 septembre — Circulation sur la voie de déviation temporaire, au chemin Moodie Drive, canton de Nepean (Ont.), au point milliaire 16.37 de la subd. d'Ottawa, CN.
- R-6783 24 septembre — Révocation de l'ordonnance n° 89273, datée du 20 juillet 1956.
- R-6784 24 septembre — Suppression de la limite de vitesse, au chemin Hunt Club, à Ottawa (Ont.), au point milliaire 5.60 de la subd. de Prescott, CP.
- R-6785 24 septembre — Révisions de tarifs, Bell Canada.
- R-6786 24 septembre — Modification de l'ordonnance n° R-1540, datée du 21 février 1968.
- R-6787 24 septembre — Modification de l'ordonnance n° 122231, datée du 6 octobre 1966.
- R-6788 24 septembre — Installations pour ammoniac anhydre, Munro Farm Supplies Limited, à Muir (Man.), au point milliaire 26.9 de la subd. de Gladstone, CN — prorogation au 30 avril 1970.
- R-6789 24 septembre — Suppléments nos 3 et 4 du contrat de trafic daté du 1<sup>er</sup> février 1966 passé entre Bell Canada et Téléphone Frontenac Ltée.
- R-6790 24 septembre — Système de protection automatique, au chemin de comté nord-sud, à Winterburn (Alb.), au point milliaire 10.76 de la subd. d'Edson, CN.

- R-6791 24 septembre – Système de protection automatique, au chemin n° 6 du comté de Perth (Ont.), au point milliaire 62.48 de la subd. de Goderich, CP.
- R-6792 24 septembre – Reconstruction du passage et système de protection automatique, paroisse de Sainte-Rosalie (Qué.), au point milliaire 37.25 de la subd. de Saint-Hyacinthe, CN.
- R-6793 24 septembre – Révocation de l'ordonnance n° 114946, datée du 8 juillet 1964.
- R-6794 24 septembre – Modifications du système de protection automatique, à la rue Main, à Humboldt (Sask.), au point milliaire 146.3 de la subd. de Margo, CN.
- R-6795 24 septembre – Modifications du système de protection automatique, à la route n° 210, à Marchand (Man.), au point milliaire 105.98 de la subd. de Sprague, CN.
- R-6796 24 septembre – Modification du système de protection automatique, à Saint-Gédéon (Qué.), au point milliaire 174.71 de la subd. du lac Saint-Jean, CN.
- \*R-6797 25 septembre – Requête de Bell Canada en vue d'obtenir l'approbation des révisions du tarif des taux applicables aux services et au matériel des centraux et de l'interurbain (voir page 759, 59 R.T.C.)
- R-6798 26 septembre – Construction d'un passage supérieur, à Codroy Bond (T.-N.), au point milliaire 498.12 de la subd. de Port-aux-Basques, CN.
- R-6799 26 septembre – Reconstruction du passage de la route n° 2A, à Okotoks (Alb.), au point milliaire 25.67 de la subd. de McLeod, CP.
- R-6800 26 septembre – Circulation sous le passage supérieur de la rue Moody, à Port Moody (C.-B.), au point milliaire 115.65 de la subd. de Cascade, CP.
- R-6801 26 septembre – Reconstruction du passage de la route n° 7, canton de Brock (Ont.), au point milliaire 4.37 de l'embranchement de Cannington, CN.
- R-6802 26 septembre – Installations pour ammoniac anhydre, Cominco Limited, à Erskine (Alb.), au point milliaire 64.4 de la subd. de Lacombe, CP – prorogation au 30 avril 1970.
- R-6803 26 septembre – Installations pour ammoniac anhydre, Shurcrop Soil Service Limited, à Nobleford (Alb.), au point milliaire 12.4 de la subd. d'Aldersyde, CP – prorogation au 31 mars 1970.

- R-6804 26 septembre – Installations pour ammoniac anhydre, Upshaw Fertilizer Company, à Carseland (Alb.), au point milliaire 144.6 de la subd. de Brooks, CP – prorogation au 30 avril 1970.
- R-6805 26 septembre – Installations pour ammoniac anhydre, Henker Farm Equipment Limited, à Woodhouse (Alb.), au point milliaire 86.7 de la subd. de MacLeod, CP.

# Canadian Transport Commission

## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

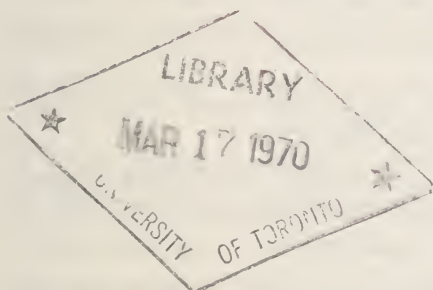
CANADIAN TRANSPORT COMMISSION

ORDER NO. R-7034

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the Commission's "Regulations for the Transportation of Dangerous Commodities by Rail" prescribed and approved by General Order No. 0-29 dated February 1, 1965 of the Board of Transport Commissioners for Canada, and amended by Order No. 125131 dated July 31, 1967 of the said Board:*

*File No. DC 1.2.1*



The Committee hereby orders:

1. Effective November 30, 1969, the said Regulations are amended as indicated in the revised pages on file with the Commission under File No. DC 1.2.1, which pages are listed in the 7th revised check sheet pages Nos. 1 and 2, also on the said file.

2. The requirements of Rules Nos. 5, 6, 8 and 11 of Tariff Circular 1A, as authorized by General Order No. T-2 dated February 1, 1965 of the Board of Transport Commissioners for Canada, as amended by Order No. R-6581 dated August 26, 1969, insofar as they apply to the said Regulations, are waived.

Dated at Ottawa, this 23rd day of October, 1969.

(SIGNED) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

## SUMMARY OF ORDERS ISSUED BY THE RAILWAY TRANSPORT COMMITTEE

(\*DENOTES ORDER PRINTED IN FULL ON PAGE NUMBER INDICATED)

- R-6806 October 1 - Removes speed limitation, Township of Torbolton and Fitzroy, Ontario, Mileage 30.3 Beachburg Sub., CNR.
- R-6807 October 1 - Flammable liquid facilities Imperial Oil Limited, Meath Park, Saskatchewan, Mileage 63.05 White Fox Sub., CPR.
- R-6808 October 1 - Revised Appendix "A" and Supplements Nos. 6, 7 and 8 to Traffic Agreement dated December 28, 1951 between Bell Canada and Leeds & Frontenac Rural Telephone Company Limited.
- R-6809 October 1 - Dismisses application to remove caretaker at Barwick, Ontario, Mileage 116 Fort Frances Sub., CNR.
- R-6810 October 1 - Crossing relocation, Highway No. 24 between Crandall and Arrow River, Manitoba, Mileage 64.15 Miniota Sub., CPR.
- R-6811 October 1 - Underpass to carry spur serving Crowsnest Industries Limited, Bate Avenue, Elko, British Columbia, Mileage 54.3 Cranbrook Sub., CPR.
- R-6812 October 1 - Removes speed limitation Paugh Lake Street, Barry's Bay, Ontario, Mileage 97.16 Renfrew Sub., CNR.
- R-6813 October 1 - Anhydrous ammonia facilities Shurcrop Soil Service Limited, Carmangay, Alberta, Mileage 30.05 Aldersyde Sub., CPR. - extension of time to April 15, 1970.
- R-6814 October 1 - Anhydrous ammonia facilities J. R. Howie Fertilizer Limited, Blackie, Alberta, Mileage 74.0 Aldersyde Sub., CPR. - extension of time to March 31, 1970.
- R-6815 October 1 - Anhydrous ammonia facilities Upshaw Fertilizer Company, Rosebud, Alberta, Mileage 76.4 Drumheller Sub., CNR - extension of time to April 30, 1970.
- R-6816 October 1 - Automatic protection changes Dugald, Manitoba, Mileage 237.46 Redditt Sub., CNR.
- R-6817 October 1 - Automatic protection changes Highway No. 424, Calrin, Manitoba, Mileage 18.44, Rivers Sub., CNR.
- R-6818 October 1 - Rescinds Orders Nos. 93734, 67098 and 56539 respectively dated February 25, 1958, March 5, 1946, and October 13, 1938; and approves flammable liquid facilities Shell Canada Limited, Dryden, Ontario, Mileage 62.92 Ignace Sub., CPR.
- R-6819 October 1 - Anhydrous ammonia facilities Simplot Chemical Company Limited, Keoma, Alberta, Mileage 18.75 Langdon Sub., CPR.

- R-6820 October 1 - Operation under Overhead Bridge Highway No. 2, Kingston, Ontario, Mileage 176.29 Kingston Sub., CNR.
- R-6821 October 1 - Anhydrous ammonia facilities Henker Farm Equipment Limited, Brocket, Alberta, Mileage 52.1 Crowsnest Sub., CPR.
- R-6822 October 1 - Removes speed limitation George Street, Guelph, Ontario, Mileage 32.30 Goderich Sub., CPR.
- R-6823 October 1 - Supplement No. 19 to Traffic Agreement dated December 27, 1951 between Bell Canada and The Aylmer and Malahide Telephone Company Limited.
- R-6824 October 1 - Removes speed limitation Cumberland Township Road, Vars, Ontario, Mileage 61.7 Alexandria Sub., CNR.
- R-6825 October 1 - Tolls - Supplement 76, Tariff C.M. 253-3, C.T.C. (F) E.4040, Canadian National Railways.
- R-6826 October 1 - Tolls - Item No. 150-C, Tariff C.F. 299-1, C.T.C. (F) E.3906, Canadian National Railways.
- R-6827 October 1 - Fencing exemption Margo Sub., Saskatchewan, CNR.
- R-6828 October 1 - Removes speed limitation Crimea Street, Guelph, Ontario, Mileage 0.22 East leg of Guelph Wye, Mileage 30.48 Fergus Sub., CNR.
- R-6829 October 1 - Tolls - Tariff No. 6, C.T.C. No. 6, Devco Railway.
- R-6830 October 1 - Tolls - Tariff No. 5, C.T.C. No. 5, Devco Railway.
- R-6831 October 1 - Knight Street Bridge construction, Mileage 9.60, Lulu Island Sub., British Columbia, CNR.
- R-6832 October 1 - Automatic protection changes Kelly Lake Road, Sudbury, Ontario, Mileage 2.65, Webbwood Sub., CPR.
- R-6833 October 1 - Crossing reconstruction Provincial Road No. 228, Mileage 43.21 Inwood Sub., Manitoba, CNR.
- R-6834 October 1 - Fencing exemption Cowan Sub., Manitoba, CNR.
- R-6835 October 1 - Crossing construction Lafarge Access Road, Campbell Creek, British Columbia, Mileage 14.93 Okanagan Sub., CNR.
- R-6836 October 1 - Approves signals installed from Mileages 0.0 to 12.0, Bridge Sub., between Joffre and Allenby, Quebec, CNR.
- R-6837 October 1 - Operation under Overhead Bridge, Wellington Street, Ottawa, Ontario, Mileage 4.80, Ellwood Sub., CPR.
- R-6838 October 1 - Rescinds Order No. 92940 dated November 19, 1957.
- R-6839 October 1 - Rescinds Order R-6147 dated July 7, 1969.
- R-6840 October 1 - Welland Subdivision Diversion between Mileages 10.26 and 10.91, Ontario, CNR.

- R-6841 October 1 - Removes speed limitation Town Line Road, Locust Hill, Ontario, Mileage 172.51 Havelock Sub., CPR.
- R-6842 October 2 - Removes speed limitation Chemainus, British Columbia, Mileage 0.8 Crofton Spur Sub., Esquimalt and Nanaimo Railway.
- R-6843 October 2 - Crossing reconstruction Lake Road, Municipality of the Parish of Notre-Dame du Portage, Quebec, Mileage 5.97 Montmagny Sub., CNR.
- R-6844 October 2 - Automatic protection Rothesay Ave., Saint John, New Brunswick, Mileage 0.17 Dry Dock Spur off Mileage 85.5 Sussex Sub., CNR.
- R-6845 October 2 - Automatic protection Thorne Ave., Saint John, New Brunswick, Mileage 0.42 Dry Dock Spur off Mileage 85.5 Sussex Sub., CNR.
- R-6846 October 2 - Amends Order R-3496 dated October 3, 1968.
- R-6847 October 2 - Amends Order R-5584 dated May 13, 1969, and rescinds Order R-6270 dated July 22, 1969.
- R-6848 October 2 - Reflectorized crossing signs relocation, Mileage 21.29 White Fox Sub., Saskatchewan, CPR.
- R-6849 October 2 - Amends Order No. 124660 dated June 8, 1967.
- R-6850 October 2 - Amends Order No. 119860 dated February 8, 1966.
- R-6851 October 2 - Amends Order No. 109309 dated October 22, 1962.
- R-6852 October 2 - Subway construction Weston Road, Borough of North York, Ontario, Mileage 8.04 MacTier Sub., CPR.
- R-6853 October 2 - Overhead Bridge reconstruction Highway No. 9A, Municipality of the Parish of Notre Dame du Mont-Carmel, Quebec, Mileage 6.75 Rouses Point Sub., Napierville Junction Railway Company.
- R-6854 October 2 - Crossing reconstruction Township of Minto, Ontario Mileage 0.52 Durham Sub., CNR.
- R-6855 October 2 - Crossing construction and automatic protection Transquébécoise Highway, Municipality of Trois-Rivières West, Quebec, Mileage 79.59 Trois-Rivières Sub., CPR.
- R-6856 October 3 - Anhydrous ammonia facilities Imperial Oil Limited, Okotoks, Alberta, Mileage 26.7 MacLeod Sub., CPR.
- R-6857 October 3 - Removes twelve Station Agents in the Palmerston-Owen Sound area, Ontario, CNR.
- R-6858 October 3 - Anhydrous ammonia facilities Shur-Crop Soil Service Limited, Mossleigh, Alberta, Mileage 48.2 Lomond Sub., CPR. - extension of time to May 15, 1970.



- R-6859 October 3 – Anhydrous ammonia facilities Riediger's Feed and Seed Service Limited, Manitou, Manitoba, La Rivière Sub., CPR. – extension of time to April 15, 1970.
- R-6860 October 3 – Anhydrous ammonia facilities Krocker Seeds Limited, Winkler, Manitoba, Mileage 71.9 La Rivière Sub., CPR.
- R-6861 October 3 – Amends Order R-6685 dated September 11, 1969.
- R-6862 October 3 – Extends time to November 14, 1969 within which Canadian National Railways and Canadian Pacific Railway Company shall file and serve Costing Manual.
- R-6863 October 6 – Anhydrous ammonia facilities Imperial Oil Limited, South Edmonton, Alberta, Mileage 94.5 Leduc Sub., CPR.
- R-6864 October 7 – Crossing reconstruction Bord de l'Eau Road, Municipality of the Parish of St. Basile Le Grand, Quebec, Mileage 59.36 St. Hyacinthe Sub., CNR.
- R-6865 October 8 – Removes speed limitation First Street, Macamic, Quebec, Mileage 87.38 Taschereau Sub., CNR.
- R-6866 October 8 – Rescinds Order No. 103100 dated November 25, 1960.
- R-6867 October 8 – Amends Order No. 117290 dated April 15, 1965.
- R-6868 October 8 – Removes speed limitation Terrace, British Columbia, Mileage 0.8 Kitimat Sub., CNR.
- R-6869 October 8 – Anhydrous ammonia facilities Carberry Seeds Limited, Carberry, Manitoba, Mileage 4.5 Carberry Sub., CNR. – extension of time to April 30, 1970.
- R-6870 October 8 – Anhydrous ammonia facilities Prairie Gold Seed, Minto, Manitoba, Mileage 30.4 Hartney Sub., CNR. – extension of time to April 30, 1970.
- R-6871 October 8 – Removes speed limitation St. Thomas Street, Joliette, Quebec, Mileage 6.46 St. Gabriel Sub., CPR.
- R-6872 October 8 – Amends Order 123898 dated March 28, 1967.
- R-6873 October 8 – Amends Order R-6308 dated August 1, 1969.
- R-6874 October 8 – Automatic protection changes Beech Hill Road, Hunts Point, Nova Scotia, Mileage 8.19 Yarmouth Sub., CNR.
- R-6875 October 8 – Crossing construction Ring Road, Regina, Saskatchewan, Mileage 91.78 Qu'Appelle Sub., CNR.
- R-6876 October 8 – Removes speed limitation Queen Street, Niagara Falls, Ontario, Mileage 0.40 Montrose Sub., Penn Central Company.

- R-6877 October 8 - Removes speed limitation McLaughlin Road, Brampton, Ontario, Mileage 6.63 Orangeville Sub., CPR.
- R-6878 October 8 - Removes speed limitation Calgary, Alberta, Mileage 0.93, Mileage 1.91 MacLeod Sub., CPR.
- R-6879 October 8 - Operation over Subway Lacordaire Boulevard, Municipalities of Montreal North and St. Leonard, Quebec, Mileage 135.72 Joliette Sub., CNR.
- R-6880 October 8 - Crossing reconstruction Secondary Road No. 888, Municipal District of Wainwright, Alberta, Mileage 128.28 Wainwright Sub., CNR.
- R-6881 October 8 - Synchronization of traffic signals with automatic protection Munroe Avenue and Raglan Street, Renfrew, Ontario, Mileages 59.05 and 59.08 Chalk River Sub., CPR.
- R-6882 October 8 - Crossing reconstruction St. Jean Baptiste Street, Jonquière, Quebec, Mileage 200.46 Lac St. Jean Sub., CNR.
- R-6883 October 8 - Removes speed limitation Township Road, Fergus, Ontario, Mileage 47.3 Fergus Sub., CNR.
- R-6884 October 8 - Rescinds Sections 3 and 4 of Order No. 32735 dated July 21, 1922.
- R-6885 October 8 - Subway construction Municipality of the Parish of St.-Patrice de la Rivière du Loup, Quebec, Mileage 1.08 Montmagny Sub., CNR.
- R-6886 October 8 - Anhydrous ammonia facilities Canada Packers Limited, Edberg, Alberta, Mileage 12.3 Stettler Sub., CNR. - extension of time to May 15, 1970.
- R-6887 October 8 - Rescinds Order No. 119059 dated November 19, 1965.
- R-6888 October 8 - Automatic protection Hughes Road, Orillia, Ontario, Mileage 44.75 Midland Sub., CNR.
- R-6889 October 8 - Removes speed limitation Holland Centre, Ontario, Mileage 53.49 Owen Sound Sub., CPR.
- R-6890 October 8 - Removes speed limitation north of Chesley, Ontario, Mileage 41.36 Owen Sound Sub., CNR.
- R-6891 October 8 - Rescinds Order No. 93890 dated March 17, 1958.
- R-6892 October 8 - Approves reconstructed flammable liquid facilities Weyburn Co-operative Association Limited, Weyburn, Saskatchewan, Mileage 12.86 Weyburn Sub., CNR; and rescinds Order No. 105737 dated September 20, 1961.

- R-6893 October 8 – Tolls – Supplement 116 to Tariff C.C. 250-1, C.T.C. (F) E.4073, Canadian National Railways.
- R-6894 October 8 – Removes speed limitation Main Street County Road No. 2, Acton, Ontario, Mileage 36.2 Guelph Sub., CNR.
- R-6895 October 8 – Rescinds Order No. 85423 dated January 24, 1955.
- R-6896 October 8 – Operation under Overhead Bridge Willingdon Avenue, District of Burnaby, British Columbia, Mileage 151.86 Second Sub., Great Northern Railway Company, and Mileage 0.18 Tunnel Route, Canadian National Railways.
- R-6897 October 8 – Automatic protection changes 6th Avenue West, Prince Albert, Saskatchewan, Mileage 73.00 Duck Lake Sub., CNR.
- R-6898 October 8 – Tolls – Item 40-C Supplement 28, Tariff C.G. 120.3, C.T.C. (F) E.4031, Canadian National Railways.
- R-6899 October 8 – Clearance Kelowna, British Columbia, Mileage 118.9, Okanagan Sub., CNR.
- R-6900 October 8 – Cost allocation of maintenance and operation of automatic protection, Highway No. 7, Guelph, Ontario, Mileage 30.09 Goderich Sub., CPR.
- R-6901 October 8 – Automatic protection changes Old Highway No. 4, Tracadie, Nova Scotia, Mileage 103.50 Hopewell Sub., CNR.
- R-6902 October 8 – Removes speed limitation Mileage 236.4 Wainwright Sub., Alberta, CNR.
- R-6903 October 8 – Amends Order 119361 dated December 17, 1965.
- R-6904 October 8 – Automatic protection Highway No. 22, Hyde Park, Ontario, Mileage 1.73 Exeter Sub., CNR.
- R-6905 October 9 – Rescinds Order 115489 dated September 24, 1964.
- R-6906 October 9 – Rescinds Order 110989 dated April 18, 1963.
- R-6907 October 9 – Amends Order R-5250 dated April 15, 1969.
- R-6908 October 9 – Tariff Revisions – Bell Canada.
- R-6909 October 9 – Operation over Orangeville Industrial Spur, Centennial Road, Orangeville, Ontario, Mileage 1.4 Orangeville Industrial Spur, CPR.
- R-6910 October 9 – Crossing reconstruction and automatic protection County Road No. 26, Township of Alice, Ontario, Mileage 92.89 Beachburg Sub., CNR.
- R-6911 October 9 – Operation on temporary diversion Highway No. 33, Trenton, Ontario, Mileage 232.71 Kingston Sub., CNR.

- R-6912 October 9 – Crossing reconstruction Provincial Road No. 322, Municipality of Woodlands, Manitoba, Mileage 14.76 Inwood Sub., CNR.
- R-6913 October 9 – Automatic protection Ridge Road, Ridgeway, Ontario, Mileage 9.03, Dunnville Sub., CNR.
- R-6914 October 9 – Rescinds Order 120370 dated March 30, 1966.
- R-6915 October 9 – Removes speed limitation Highway 42, Bishop's Falls, Newfoundland, Mileage 11.0 Grand Falls Sub., Grand Falls Central Railway.
- R-6916 October 9 – Removes speed limitation Clarke Sideroad, London, Ontario, Mileage 28.34 Thorndale Subd., CNR.
- R-6917 October 9 – Amends Order R-5043 dated March 24, 1969.
- R-6918 October 9 – Removes speed limitation First Street, London, Ontario, Mileage 111.63 Galt Sub., CPR.
- R-6919 October 9 – Amends Order R-5168 dated April 11, 1969.
- R-6920 October 9 – Cost allocation of maintenance and operation of automatic protection Church Road, St. Hubert, Quebec, Mileage 7.96 Granby Sub., CNR.
- R-6921 October 9 – Crossing reconstruction and automatic protection County Road No. 11, Perth, Ontario, Mileage 6.01 Newton Sub., CNR.
- R-6922 October 9 – Crossing reconstruction Maple Grove Road, Township of Oakland, Ontario, Mileage 71.90 Waterford Sub., Toronto, Hamilton and Buffalo Railway Company.
- R-6923 October 9 – Removes speed limitation Seventh Street, The Pas, Manitoba, Mileage 87.77 Turnberry Sub., CNR.
- R-6924 October 9 – Removes speed limitation Governor's Road, Woodstock, Ontario, Mileage 90.47 Galt Sub., CPR.
- R-6925 October 9 – Amends Order 121558 dated August 5, 1966.
- R-6926 October 9 – Removes speed limitation Otway, British Columbia, Mileage 5.6 Nechako Sub., CNR.
- R-6927 October 9 – Automatic protection changes Speedvale Avenue, Guelph, Ontario, Mileage 31.57 Fergus Sub., CNR.
- R-6928 October 9 – Removes speed limitation St. Clement Street, Montreal, Quebec, Mileage 8.83 Longue Pointe Sub., CNR.
- R-6929 October 9 – Removes speed limitation Hebert Street, (Highway No. 2-A) St. Pascal, Quebec, Mileage 25.22 Montmagny Sub., CNR.
- R-6930 October 9 – Amends Order 124637 dated June 8, 1967.

- R-6931 October 9 – Tolls – Tariff No. 93-C, C.T.C. (F) No. 1210, Dominion Atlantic Railway Company.
- R-6932 October 9 – Amends Order R-6323 dated August 5, 1969.
- R-6933 October 9 – Operation under overhead oil fuel line system over sidings serving New Brunswick International Paper Company, Dalhousie, New Brunswick, Mileages 5.72 and 6.13 Dalhousie Sub., CNR.
- R-6934 October 9 – Rescinds Orders 84108 and 66127 respectively dated July 9, 1954 and June 9, 1945.
- R-6935 October 9 – Trans-Northern Pipe Line Company pipe line crossing construction, Columbian Carbon Limited, Dorval, Quebec, Mileage 2.53 Doney Spur, CNR.
- R-6936 October 9 – Automatic protection changes St. Zephirin Street, La Tuque, Quebec, Mileage 121.60 La Tuque Sub., CNR.
- R-6937 October 9 – Automatic protection County Road No. 13, Vankleek Hill, Ontario, Mileage 13.77 Vankleek Sub., CNR.
- R-6938 October 9 – Rescinds Order 101428 dated June 9, 1960.
- R-6939 October 9 – Removes speed limitation Cabri, Saskatchewan, Mileage 38.45 Empress Sub., CPR.
- R-6940 October 9 – Crossing reconstruction and automatic protection Lac Daigle Road, Sept Iles, Quebec, Mileage 17.99 Arnaud Railway Company.
- R-6941 October 9 – Tariff Revisions – Bell Canada.
- R-6942 October 9 – Crossing construction Ring Road, Regina, Saskatchewan, Mileage 1.80 Lanigan Sub., CPR.
- R-6943 October 15 – Subway construction Père-Daniel Street, Trois-Rivières, Quebec, Mileage 81.22 Trois-Rivières Sub., CPR.
- R-6944 October 15 – Removes speed limitation Crumlin Sideroad, London, Ontario, Mileage 109.11 Galt Sub., CPR.
- R-6945 October 15 – Rescinds Orders R-2249, R-4181 and R-5717 respectively dated May 7, 1968, December 19, 1968 and May 22, 1969.
- R-6946 October 16 – Removes 34 agents and 12 caretakers in the Province of Alberta, Northern Alberta Railway Company.
- R-6947 October 17 – Tariff Revisions – Bell Canada.
- R-6948 October 20 – Anhydrous ammonia facilities United Grain Growers Limited, Lakeland, Manitoba, Mileage 30.6 Oakland Sub., CNR.
- R-6949 October 20 – Crossing reconstruction Alaska Highway, Whitehorse, Yukon Territory, Mileage 909.1 White Pass and Yukon Route.

- R-6950 October 20 – Anhydrous ammonia facilities Simplot Chemical Company Limited, Mirror, Alberta, Mileage 0.01 Three Hills Sub., CNR. – extension of time to April 30, 1970.
- R-6951 October 20 – Approves additional flammable liquid facilities Imperial Oil Limited, Hay River, Northwest Territories, Canadian National Railways; and rescinds Order 125044 dated July 20, 1967.
- R-6952 October 20 – Removes agent and station building Whitby, Ontario, CNR.
- R-6953 October 20 – Amends Order R-5288 dated April 16, 1969.
- R-6954 October 20 – Approves siding and operation, Lumberland Inc., Pascal-Gagnon Boulevard, St.-Leonard, Quebec, CNR.
- R-6955 October 20 – Tolls – Tariff No. 4C, C.T.C. No. 4, Devco Railway.
- R-6956 October 20 – Tolls – Tariff No. 3C, C.T.C. No. 3, Devco Railway.
- R-6957 October 20 – Amends Order 113888 dated March 25, 1964.
- R-6958 October 20 – Amends Order 117383 dated April 30, 1965.
- R-6959 October 20 – Crossing reconstruction Aylmer Road No. 191, Mileage 93.36 Shuswap Sub., British Columbia, CPR.
- R-6960 October 20 – Automatic protection 9th and 10th Concession Road, Township of Oro, Ontario, Mileage 76.05, Newmarket Sub., CNR.
- R-6961 October 20 – Anhydrous ammonia facilities Simplot Chemical Company Ltd., Chigwell, Alberta, Mileage 97.6 Lacombe Sub., CPR.
- R-6962 October 20 – Crossing reconstruction 3rd and 4th Range Road, Parish of Ste-Rosalie, Quebec, Mileage 38.09, St.-Hyacinthe Sub. and at Mileage 124.52 Drummondville Sub., CNR.
- R-6963 October 20 – Automatic protection King Street, Peterborough, Ontario, Mileage 63.40 Campbellford Sub., CNR.
- R-6964 October 20 – Automatic protection changes Highway No. 4, Afton, Nova Scotia, Mileage 100.01 Hopewell Sub., CNR.
- R-6965 October 20 – Fencing exemption Minnedosa Sub., Manitoba, CPR.
- R-6966 October 20 – Automatic protection changes East Side Road, Barney's River, Nova Scotia, Mileage 67.03 Hopewell Sub., CNR.
- R-6967 October 20 – Automatic protection Provincial Trunk Highway No. 24, Oak River, Manitoba, Mileage 43.81 Miniota Sub., CPR.
- R-6968 October 20 – Amends Order R-703 dated November 29, 1967.
- R-6969 October 20 – Fencing exemption Broadview Sub., Saskatchewan, CPR.
- R-6970 October 20 – Removes speed limitation St. Jean Baptiste Street, Pointe-aux-Trembles, Quebec, Mileage 2.78 Longue Pointe Sub., CNR.

- R-6971 October 20 – Automatic protection changes Highway No. 15, Contour, Manitoba, Mileage 205.93 Redditt Sub., CNR.
- R-6972 October 20 – Automatic protection changes Highway No. 4, Tracadie, Nova Scotia, Mileage 103.89 Hopewell Sub., CNR.
- R-6973 October 20 – Automatic protection changes Brierly Brook Road, Brierly Brook, Nova Scotia, Mileage 79.77 Hopewell Sub., CNR.
- R-6974 October 20 – Crossing reconstruction Secondary Road No. 671, Beaverlodge, Alberta, Mileage 77.73 Grande Prairie Sub., Northern Alberta Railways.
- R-6975 October 20 – Crossing reconstruction and automatic protection Route de l'Eglise, Parish of St. Blaise, Quebec, Mileage 15.38 Rouses Point Sub., CNR.
- R-6976 October 20 – Rescinds Orders 76526 and 81449 respectively dated May 3, 1951 and May 23, 1953.
- R-6977 October 20 – Warehouse and office building, Imperial Oil Limited, flammable liquid plant Rocanville, Saskatchewan, Mileage 52.6 Neudorf Sub., CPR.
- R-6978 October 20 – Automatic protection Ducharme Avenue, St. Norbert, Manitoba, Mileage 5.98 Letellier Sub., CNR.
- R-6979 October 20 – Crossing relocation Highway No. 645, County of York, New Brunswick, Mileage 52.48 McAdam Sub., CPR.
- R-6980 October 20 – Removes speed limitation Harlaka, Quebec, Mileage 26.88 Levis Sub., Quebec Central Railway.
- R-6981 October 20 – Additional facilities flammable liquid plant Shell Canada Limited, Arran, Saskatchewan, Mileage 26.3 Preeceville Sub., CNR.
- R-6982 October 20 – Tariff Revisions – British Columbia Telephone Company.
- R-6983 October 20 – Tolls – Tariff (Limited) No. 3222, Canadian Freight Association.
- R-6984 October 20 – Tolls – Supplement No. 17 to Agreed Charge Tariff of Canadian Freight Association C.T.C. (AC) No. 423.
- R-6985 October 20 – Tariff Revisions – Bell Canada.
- R-6986 October 23 – Operation over subway 30th Street, Borough of Etobicoke, Ontario, Mileage 8.76 Oakville Sub., CNR.
- R-6987 October 23 – Crossing reconstruction County Road No. 5, Township of Admaston, Ontario, Mileage 54.50 Renfrew Sub., CNR.
- R-6988 October 23 – Crossing reconstruction Brookmere Road, Brookmere, British Columbia, Mileage 107.9 Princeton Sub., CPR.

- R-6989 October 23 - Crossing reconstruction Highway No. 310, Balcarres, Saskatchewan, Mileage 32.48 Qu'Appelle Sub., CNR.
- R-6990 October 23 - Rescinds Orders 115027 and 83493 respectively dated July 17, 1964 and April 7, 1954.
- R-6991 October 23 - Automatic protection changes Allen Street, Parkdale, Prince Edward Island, Mileage 1.07 Borden Sub., CNR.
- R-6992 October 23 - Automatic protection changes Highway No. 3, Brooklyn, Nova Scotia, Mileage 107.52 Chester Sub., CNR.
- R-6993 October 23 - Rescinds Order 83943 dated June 15, 1954.
- R-6994 October 23 - Rescinds Order R-190 dated October 10, 1967.
- R-6995 October 23 - Removes overhead Bridge Jones Street, St. Marys, Ontario, Mileage 11.20 Thorndale Sub., CNR.
- R-6996 October 23 - Automatic protection changes Eleventh Avenue, Roxboro, Quebec, Mileage 5.03 Montfort Sub., CNR.
- R-6997 October 23 - Removes speed limitation Lloydminster, Saskatchewan, Mileage 83.29 Blackfoot Sub., CNR.
- R-6998 October 23 - Removes speed limitation Cardinal, Ontario, Mileage 106.43 Kingston Sub., CNR.
- R-6999 October 23 - Flammable liquid facilities Shell Canada Limited, Fairview, Alberta, Mileage 97.4 Peace River Sub., Northern Alberta Railways Company.
- R-7000 October 23 - Siding construction Engen, British Columbia, Mileage 82.43 Nechako Sub., CNR.
- R-7001 October 23 - Amends Order R-6622 dated September 4, 1969.
- R-7002 October 23 - Crossing reconstruction Victoria Avenue, Hamilton, Ontario, Mileage 0.55 N. & N.W. Spur, CNR.
- R-7003 October 23 - Crossing reconstruction Highway No. 9, Canora, Saskatchewan, Mileage 23.78 Margo Sub., CNR.
- R-7004 October 23 - Automatic protection changes Passmore Road, Millikens, Ontario, Mileage 53.20 Uxbridge Sub., CNR.
- R-7005 October 23 - Signal changes between Mileages 193.0 and 235.7 Edson Sub. and between Mileages 0.0 and 1.0 Albreda Sub., Alberta, CNR.
- R-7006 October 23 - Automatic protection Puette Ranch Road, Rayleigh, British Columbia, Mileage 133.70 Clearwater Sub., CNR.
- R-7007 October 23 - Crossing reconstruction Moonlight Avenue, Sudbury, Ontario, Mileage 74.31 Cartier Sub., CPR.



- R-7008 October 23 – Clearances overhead bridge York Mills Road, Borough of North York, Ontario, Mileage 11.20 Bala Sub., CNR.
- R-7009 October 23 – Amends Order R-6276 dated July 28, 1969.
- R-7010 October 23 – Automatic protection Booth's Road, Township of East Ferris, Ontario, Mileage 216.92 Newmarket Sub., CNR.
- R-7011 October 23 – Crossing reconstruction Township of Dryden, Ontario, Mileage 67.57 Cartier Sub., CPR.
- R-7012 October 23 – Removes speed limitation 51st Street, Saskatoon, Saskatchewan, Mileage 6.76 Warman Sub., CNR.
- R-7013 October 23 – Crossing reconstruction Provincial Road No. 322, Municipality of Woodlands, Manitoba, Mileage 16.25 Inwood Sub., CNR.
- R-7014 October 23 – Crossing construction Pleasant Street, Newcastle, New Brunswick, Mileage 1.16 Newcastle Wharf Spur, CNR.
- R-7015 October 23 – Anhydrous ammonia facilities H. Gillam & Son Limited, Portage la Prairie, Manitoba, Carberry Sub., CPR. – extension of time to March 30, 1970.
- R-7016 October 23 – Exempts CPR from application of subsection 1 of section 53 of General Order No. E-14, main track switches Mileages 197.7 and 90.7 Belleville Sub., Ontario.
- R-7017 October 23 – Automatic protection St. John's Road, Pointe Claire, Quebec, Mileage 5.23 Doney Spur, CNR.
- R-7018 October 23 – D.A.R. temporary deviation Windsor, Nova Scotia, Mileage 31.58 Halifax Sub. to permit overhead bridge No. 6 construction to carry Nesbit Street, Mileage 31.98 Halifax Sub., CPR.
- R-7019 October 23 – Crossing construction Ramsey Drive, Dunnville, Ontario, Mileage 13.98 Dunnville Sub., T.H. & B.R.
- R-7020 October 23 – Rescinds Order 55554 dated February 7, 1938.
- R-7021 October 23 – Anhydrous ammonia facilities United Grain Growers Limited, Portage la Prairie, Manitoba, Mileage 53.9 Rivers Sub., CNR.
- R-7022 October 23 – Removes agent from November to April each year and station building Vernon River, P.E.I., CNR.
- R-7023 October 23 – Removes speed limitation Second Range Road East, Parish of Ste. Helene, Quebec, Mileage 115.34 Drummondville Sub., CNR.
- R-7024 October 23 – Automatic protection changes St. David Street, Montmagny, Quebec, Mileage 77.62 Montmagny Sub., CNR.
- R-7025 October 23 – Automatic protection changes Bennett Street, Montreal, Quebec, Mileage 9.16 Longue Pointe Sub., CNR.

- R-7026 October 23 – Automatic protection changes De LaSalle Avenue, Montreal, Quebec, Mileage 9.31 Longue Pointe Sub., CNR.
- R-7027 October 23 – Tariff Revisions – Bell Canada.
- R-7028 October 23 – Automatic protection changes Laurier Street, St. Johns, Quebec, Mileage 22.30 Rouses Point Sub., CNR.
- R-7029 October 23 – Removes speed limitation Laurentian Boulevard, St. Laurent, Quebec, Mileage 143.1 Joliette Sub., CNR.
- R-7030 October 23 – Amends Order 122189 dated October 4, 1966.
- R-7031 October 23 – Crossing construction Trans-Quebec Highway, Bécancour, Quebec, Mileage 82.43 Sorel Sub., CNR.
- R-7032 October 23 – Authorizes CNR to open Langelier Boulevard Spur, Mileage 135.28 Joliette Sub. and Lumberland Lead, Mileage 0.51, St. Leonard, Quebec.
- R-7033 October 23 – Automatic protection changes Highway No. 12, Brechin East, Ontario, Mileage 71.68 Bala Sub., CNR.
- \*R-7034 October 23 – Amends “Regulations for the Transportation of Dangerous Commodities by Rail” prescribed and approved by General Order No. 0-29 dated February 1, 1965 and amended by Order No. 125131 dated July 31, 1967 (see page 793, 59 R.T.C.).
- R-7035 October 23 – Automatic protection changes Desjardins Avenue, Montreal, Quebec, Mileage 9.37 Longue Pointe Sub., CNR.
- R-7036 October 23 – Approves Plan No. 480/84A5 dated January 27, 1969, showing changes to the Mechanical Interlocking Plant, Yorkton, Saskatchewan, Mileage 77.3 Tonkin Sub., CNR., and Mileage 28.6 Wynyard Sub., CPR.
- R-7037 October 23 – Flammable liquid facilities Shell Canada Limited, Kelvington, Saskatchewan, Mileage 113.6 Preeceville Sub., CNR.
- R-7038 October 23 – Rescinds Orders 94865 and 67660 respectively dated July 11, 1958 and July 19, 1946.
- R-7039 October 23 – Removes speed limitation South Street, London, Ontario, Mileage 0.85 Talbot Sub., CNR.
- R-7040 October 23 – Crossing reconstruction and automatic protection County Road No. 10, Township of Loughborough, Ontario, Mileage 73.90 Smiths Falls Sub., CNR.
- R-7041 October 23 – Switch installation, Mileage 21.2, York Sub., Ontario, CNR.
- R-7042 October 23 – Operation on subway Cornelia Street, Smiths Falls, Ontario, Mileage 0.32 Belleville and Chalk River Sub., CPR.

- R-7043 October 23 – Automatic protection Arthur Street, Elmira, Ontario, Mileage 47.52 Goderich Sub., CPR.
- R-7044 October 23 – Automatic protection 7th Concession Road, Township of Oro, Ontario, Mileage 74.19 Newmarket Sub., CNR.
- R-7045 October 23 – Amends Order R-6533 dated August 21, 1969.
- R-7046 October 23 – Crossing reconstruction and automatic protection Chesterfield Avenue, North Vancouver, British Columbia, Mileage 7.72 Burrard Sub., CNR.
- R-7047 October 23 – Amends Order R-2832 dated July 19, 1968.
- R-7048 October 23 – Bridge reconstruction and operation Notukeu River, Mileage 89.0 Gravelbourg Sub., Saskatchewan, CNR.
- R-7049 October 23 – Automatic protection Hardy Road, Brantford, Ontario, Mileage 24.98 Dundas Sub., CNR.
- R-7050 October 23 – Bridge reconstruction and operation Mileage 47.51 Kaministiquia Sub., Ontario, CPR.
- R-7051 October 23 – Exempts CPR from application of subsection (1), section 53 of General Order No. E-14 respecting main track switch at siding, Mileage 44.64 Mountain Sub., B.C.
- R-7052 October 23 – Amends Order 122259 dated October 7, 1966.
- R-7053 October 23 – Automatic protection Brook Street, Stephenville Crossing, Newfoundland, Mileage 452.13 Port aux Basques Sub., CNR.
- R-7054 October 24 – Removes agent Cantic, Quebec and incorporates it in St. Johns Satellite territory of Granby Master Agency Plan, CNR.
- R-7055 October 24 – Crossing reconstruction Suburban Road No. 25, West Missouri Township, Ontario, Mileage 109.1 Galt Sub., CPR.
- R-7056 October 24 – Amends Order No. 113282 dated January 27, 1964.
- R-7057 October 24 – Automatic protection changes Highway No. 7, La Prairie, Quebec, Mileage 81.66 Massena Sub., CNR.
- R-7058 October 28 – Temporarily reopens former Highway No. 59, Rural Municipality of North Kildonan, Manitoba, Mileage 122.6 Keewatin Sub., CPR.
- R-7059 October 28 – Authorizes Wabush Lake Railway Company Limited to open its railway from Mileages 0 to 1.5 and railway on property of Northern Land Company Limited from Mileages 0 to 36.1, Newfoundland.
- R-7060 October 29 – Temporarily reopens former Highway No. 59, St. Boniface, Manitoba, Mileage 249.04 Redditt Sub., CNR.

- R-7061 October 30 – Crossing construction Guthrie Street, Ayr, Ontario, Mileage 0.37  
Ayr Pit Spur commencing Mileage 67.66 Galt Sub., CPR.
- R-7062 October 31 – Abandons Toronto Belt Line from Mileages 1.66 to 4.51,  
Ontario, CNR.

COMMISSION CANADIENNE DES TRANSPORTS

ORDONNANCE N° R-7034

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*RELATIVE AU "Règlement sur le transport des marchandises dangereuses par chemin de fer" de la Commission, prescrit et approuvé par l'ordonnance générale n° 0-29, datée du 1<sup>er</sup> février 1965, de la Commission des transports du Canada, modifiée par l'ordonnance n° 125131, datée du 31 juillet 1967, de ladite Commission:*

*Dossier n° DC 1.2.1*

Le Comité ordonne par les présentes ce qui suit:

1. A dater du 30 novembre 1969, ledit Règlement est modifié comme il est indiqué sur les pages révisées versées au dossier n° DC 1.2.1 de la Commission, pages qui figurent dans les pages 1 et 2 des feuilles de vérification (7<sup>e</sup> révision), également versées audit dossier.

2. Il ne sera pas tenu compte des prescriptions des articles n°s 5, 6, 8 et 11 de la circulaire tarifaire 1A, autorisée par l'ordonnance générale n° T-2, datée du 1<sup>er</sup> février 1965, de la Commission des transports du Canada, modifiée par l'ordonnance n° R-6581, datée du 26 août 1969, dans la mesure où elles s'appliquent audit Règlement.

Fait à Ottawa, le 23<sup>e</sup> jour d'octobre 1969.

Le Secrétaire du Comité des transports  
par chemin de fer,

(SIGNÉ) C.W. RUMP

**SOMMAIRE DES ORDONNANCES RENDUES PAR LE  
COMITÉ DES TRANSPORTS PAR CHEMIN DE FER**  
(\*INDIQUE QUE L'ORDONNANCE EST IMPRIMÉE COMPLÈTEMENT  
SUR LA PAGE INDIQUÉE)

- R-6806 1<sup>er</sup> octobre – Suppression de la limite de vitesse, canton de Torbolton et de Fitzroy (Ont.), au point milliaire 30.3 de la subd. de Beachburg, CN.
- R-6807 1<sup>er</sup> octobre – Installations pour liquides inflammables, *Imperial Oil Limited*, à Meath Park (Sask.), au point milliaire 63.05 de la subd. de White Fox, CP.
- R-6808 1<sup>er</sup> octobre – Appendice “A” révisé, daté du 28 décembre 1951, et suppléments n<sup>os</sup> 6, 7 et 8 du contrat de trafic passé entre Bell Canada et *Leeds & Frontenac Rural Telephone Company Limited*.
- R-6809 1<sup>er</sup> octobre – Rejet de la requête en vue de supprimer le poste de gardien à Barwick (Ont.), au point milliaire 116 de la subd. de Fort-Frances, CN.
- R-6810 1<sup>er</sup> octobre – Déplacement du passage de la route n<sup>o</sup> 24, entre Crandall et Arrow River (Man.), au point milliaire 64.15 de la subd. de Miniota, CP.
- R-6811 1<sup>er</sup> octobre – Tunnel qui permette à la voie de desserte de la *Crowsnest Industries Limited* de passer sous l'av. Bate, à Elko (C.-B.) au point milliaire 54.3 de la subd. de Cranbrook, CP.
- R-6812 1<sup>er</sup> octobre – Suppression de la limite de vitesse à la rue Paugh Lake, à Barry's Bay (Ont.), au point milliaire 97.16 de la subd. de Renfrew, CN.
- R-6813 1<sup>er</sup> octobre – Installations pour ammoniac anhydre, *Shurcrop Soil Service Limited*, à Carmangay (Alb.), au point milliaire 30.05 de la subd. d'Aldersyde, CP – prorogation au 15 avril 1970.
- R-6814 1<sup>er</sup> octobre – Installations pour ammoniac anhydre, *J.R. Howie Fertilizer Limited*, à Blackie (Alb.), au point milliaire 74.0 de la subd. d'Aldersyde, CP – prorogation au 31 mars 1970.
- R-6815 1<sup>er</sup> octobre – Installations pour ammoniac anhydre, *Upshaw Fertilizer Company*, à Rosebud (Alb.), au point milliaire 76.4 de la subd. de Drumheller, CN – prorogation au 30 avril 1970.
- R-6816 1<sup>er</sup> octobre – Modification du système de protection automatique, à Dugald (Man.), au point milliaire 237.46 de la subd. de Redditt, CN.
- R-6817 1<sup>er</sup> octobre – Modification du système de protection automatique de la route n<sup>o</sup> 424, à Calrin (Man.), au point milliaire 18.44 de la subd. de Rivers, CN.

- R-6818 1<sup>er</sup> octobre – Révocation des ordonnances n<sup>os</sup> 93734, 67098 et 56539, datées respectivement du 25 février 1958, du 5 mars 1946 et du 13 octobre 1938; et approbation des installations pour liquides inflammables de *Shell Canada Limited*, à Dryden (Ont.), au point milliaire 62.92 de la subd. d'Ignace, CP.
- R-6819 1<sup>er</sup> octobre – Installations pour ammoniac anhydre, *Simplot Chemical Company Limited*, à Keoma (Alb.), au point milliaire 18.75 de la subd. de Langdon, CP.
- R-6820 1<sup>er</sup> octobre – Circulation sous le passage supérieur de la route n<sup>o</sup> 2, à Kingston (Ont.), au point milliaire 176.29 de la subd. de Kingston, CN.
- R-6821 1<sup>er</sup> octobre – Installations pour ammoniac anhydre, *Henker Farm Equipment Limited*, à Brocket (Alb.), au point milliaire 52.1 de la subd. de Crowsnest, CP.
- R-6822 1<sup>er</sup> octobre – Suppression de la limite de vitesse à la rue George, à Guelph (Ont.), au point milliaire 32.30 de la subd. de Goderich, CP.
- R-6823 1<sup>er</sup> octobre – Supplément n<sup>o</sup> 19 du contrat de trafic daté du 27 décembre 1951, passé entre Bell Canada et *The Aylmer and Malahide Telephone Company Limited*.
- R-6824 1<sup>er</sup> octobre – Suppression de la limite de vitesse au chemin du canton Cumberland, à Vars (Ont.), au point milliaire 61.7 de la subd. d'Alexandria, CN.
- R-6825 1<sup>er</sup> octobre – Taux – supplément 76 du tarif C.M. 253-3, C.T.C. (F) E-4040, chemins de fer Nationaux du Canada.
- R-6826 1<sup>er</sup> octobre – Taux – n<sup>o</sup> 150-C du tarif C.F. 299-1, C.T.C. (F) E.3906, chemins de fer Nationaux du Canada.
- R-6827 1<sup>er</sup> octobre – Dispense d'ériger des clôtures, de la subd. de Margo (Sask.), CN.
- R-6828 1<sup>er</sup> octobre – Suppression de la limite de vitesse à la rue Crimea, à Guelph (Ont.), au point milliaire 0.22 du côté est du triangle de rebroussement de Guelph, qui prend naissance au point milliaire 30.48 de la subd. de Fergus, CN.
- R-6829 1<sup>er</sup> octobre – Taux – tarif n<sup>o</sup> 6, C.T.C. n<sup>o</sup> 6, *Devco Railway*.
- R-6830 1<sup>er</sup> octobre – Taux – tarif n<sup>o</sup> 5, C.T.C. n<sup>o</sup> 5, *Devco Railway*.
- R-6831 1<sup>er</sup> octobre – Construction d'un passage supérieur à la rue Knight, au point milliaire 9.60 de la subd. de Lulu Island (C.-B.), CN.
- R-6832 1<sup>er</sup> octobre – Modification du système de protection automatique, au chemin de Kelly Lake, à Sudbury (Ont.), au point milliaire 2.65 de la subd. de Webbwood, CP.

- R-6833 1<sup>er</sup> octobre — Reconstruction du passage, au chemin provincial n° 228, au point milliaire 43.21 de la subd. d'Inwood (Man.), CN.
- R-6834 1<sup>er</sup> octobre — Dispense d'ériger des clôtures, de la subd. de Cowan (Man.), CN.
- R-6835 1<sup>er</sup> octobre — Construction d'un passage, au chemin d'accès Lafarge, à Campbell Creek (C.-B.), au point milliaire 14.93 de la subd. d'Okanagan, CN.
- R-6836 1<sup>er</sup> octobre — Approbation des signaux installés du point milliaire 0.0 au point milliaire 12.0 de la subd. de Bridge, entre Joffre et Allenby (Qué.), CN.
- R-6837 1<sup>er</sup> octobre — Circulation sous le passage supérieur, à la rue Wellington, à Ottawa (Ont.), au point milliaire 4.80 de la subd. d'Ellwood, CP.
- R-6838 1<sup>er</sup> octobre — Révocation de l'ordonnance n° 92940, datée du 19 novembre 1957.
- R-6839 1<sup>er</sup> octobre — Révocation de l'ordonnance n° R-6147, datée du 7 juillet 1969.
- R-6840 1<sup>er</sup> octobre — Déviation de la subd. de Welland entre les points milliaires 10.26 et 10.91 (Ont.), CN.
- R-6841 1<sup>er</sup> octobre — Suppression de la limite de vitesse au chemin Town Line, à Locust Hill (Ont.), au point milliaire 172.51 de la subd. d'Havelock, CP.
- R-6842 2 octobre — Suppression de la limite de vitesse, à Chemainus (C.-B.), au point milliaire 0.8 de la subd. de l'embranchement de *Crofton, Esquimalt and Nanaimo Railway*.
- R-6843 2 octobre — Reconstruction du passage du chemin du Lac, municipalité de la paroisse de Notre-Dame-du-Portage (Qué.), au point milliaire 5.97 de la subd. de Montmagny, CN.
- R-6844 2 octobre — Système de protection automatique, à l'av. Rothesay, à Saint-Jean (N.-B.), au point milliaire 0.17 de l'embranchement de la cale sèche, qui prend naissance au point milliaire 85.5 de la subd. de Sussex, CN.
- R-6845 2 octobre — Système de protection automatique, à l'av. Thorne, à Saint-Jean (N.-B.), au point milliaire 0.42 de l'embranchement de la cale sèche, qui prend naissance au point milliaire 85.5 de la subd. de Sussex, CN.
- R-6846 2 octobre — Modification de l'ordonnance n° R-3496, datée du 3 octobre 1968.
- R-6847 2 octobre — Modification de l'ordonnance n° R-5584, datée du 13 mai 1969, et révocation de l'ordonnance n° R-6270, datée du 22 juillet 1969.



- R-6848 2 octobre – Déplacement des écriteaux de passage réfléchissants, au point milliaire 21.29 de la subd. de White Fox (Sask.), CP.
- R-6849 2 octobre – Modification de l'ordonnance n° 124660, datée du 8 juin 1967.
- R-6850 2 octobre – Modification de l'ordonnance n° 119860, datée du 8 février 1966.
- R-6851 2 octobre – Modification de l'ordonnance n° 109309, datée du 22 octobre 1962.
- R-6852 2 octobre – Construction d'un passage inférieur au chemin Weston municipalité de North York (Ont.), au point milliaire 8.04 de la subd. de MacTier, CP.
- R-6853 2 octobre – Reconstruction du passage supérieur de la route 9A, municipalité de la paroisse de Notre-Dame-du-Mont-Carmel (Qué.), au point milliaire 6.75 de la subd. de Rouses Point, NJR.
- R-6854 2 octobre – Reconstruction d'un passage, canton de Minto (Ont.), au point milliaire 0.52 de la subd. de Durham, CN.
- R-6855 2 octobre – Construction d'un passage et système de protection automatique, à la route transquébécoise, municipalité de Trois-Rivières-Ouest (Qué.), au point milliaire 79.59 de la subd. de Trois-Rivières, CP.
- R-6856 3 octobre – Installations pour ammoniac anhydre, *Imperial Oil Limited*, à Okotoks (Alb.), au point milliaire 26.7 de la subd. de MacLeod, CP.
- R-6857 3 octobre – Suppression de douze postes de chef de gare dans la région de Palmerston-Owen Sound (Ont.), CN.
- R-6858 3 octobre – Installations pour ammoniac anhydre, *Shur-Crop Soil Service Limited*, à Mossleigh (Alb.), au point milliaire 48.2 de la subd. de Lomond, CP – prorogation au 15 mai 1970.
- R-6859 3 octobre – Installations pour ammoniac anhydre, *Riediger's Feed and Seed Service Limited*, à Manitou (Man.), de la subd. de La Rivière, CP – prorogation au 15 avril 1970.
- R-6860 3 octobre – Installations pour ammoniac anhydre, *Kroeker Seeds Limited*, à Winkler (Man.), au point milliaire 71.9 de la subd. de La Rivière, CP.
- R-6861 3 octobre – Modification de l'ordonnance n° R-6685, datée du 11 septembre 1969.
- R-6862 3 octobre – Prorogation au 14 novembre 1969 du délai accordé aux chemins de fer Nationaux de Canada et à la Compagnie de chemin de fer du Pacifique-Canadien pour le dépôt et la délivrance du manuel de calcul des prix de revient.

- R-6863 6 octobre – Installations pour ammoniac anhydre, *Imperial Oil Limited*, à South Edmonton (Alb.), au point milliaire 94.5 de la subd. de Leduc, CP.
- R-6864 7 octobre – Reconstruction du passage, au chemin Bord-de-l'Eau, municipalité de la paroisse de Saint-Basile-le-Grand (Qué.), au point milliaire 59.36 de la subd. de Saint-Hyacinthe, CN.
- R-6865 8 octobre – Suppression de la limite de vitesse, à la 1<sup>ère</sup> rue, à Macamic (Qué.), au point milliaire 87.38 de la subd. de Taschereau, CN.
- R-6866 8 octobre – Révocation de l'ordonnance n° 103100, datée du 25 novembre 1960.
- R-6867 8 octobre – Modification de l'ordonnance n° 117290, datée du 15 avril 1965.
- R-6868 8 octobre – Suppression de la limite de vitesse, à Terrace (C.-B.), au point milliaire 0.8 de la subd. de Kitimat, CN.
- R-6869 8 octobre – Installations pour ammoniac anhydre, *Carberry Seeds Limited*, à Carberry (Man.), au point milliaire 4.5 de la subd. de Carberry, CN – prorogation au 30 avril 1970.
- R-6870 8 octobre – Installations pour ammoniac anhydre, *Prairie Gold Seed*, à Minto (Man.), au point milliaire 30.4 de la subd. d'Hartney, CN – Prorogation au 30 avril 1970.
- R-6871 8 octobre – Suppression de la limite de vitesse à la rue Saint-Thomas, à Joliette (Qué.), au point milliaire 6.46 de la subd. de Saint-Gabriel, CP.
- R-6872 8 octobre – Modification de l'ordonnance n° 123898, datée du 28 mars 1967.
- R-6873 8 octobre – Modification de l'ordonnance n° R-6308, datée du 1<sup>er</sup> août 1969.
- R-6874 8 octobre – Modifications du système de protection automatique, au chemin Beech Hill, à Hunts Point (N.-É.), au point milliaire 8.19 de la subd. de Yarmouth, CN.
- R-6875 8 octobre – Construction d'un passage, au chemin Ring, à Régina (Sask.), au point milliaire 91.78 de la subd. de Qu'Appelle, CN.
- R-6876 8 octobre – Suppression de la limite de vitesse, à la rue Queen, à Niagara Falls (Ont.), au point milliaire 0.40 de la subd. de Montrose, *Penn Central Company*.
- R-6877 8 octobre – Suppression de la limite de vitesse, au chemin McLaughlin, à Brampton (Ont.), au point milliaire 6.63 de la subd. d'Orangeville, CP.

- R-6878 8 octobre – Suppression de la limite de vitesse, à Calgary (Alb.), au point milliaire 0.93 de l'embranchement qui prend naissance au point milliaire 1.91 de la subd. de MacLeod, CP.
- R-6879 8 octobre – Circulation sur le passage inférieur du boul. Lacordaire, municipalité de Montréal-Nord et de Saint-Léonard (Qué.), au point milliaire 135.72 de la subd. de Joliette, CN.
- R-6880 8 octobre – Reconstruction du passage de la route secondaire n° 888, district municipal de Wainwright (Alb.), au point milliaire 128.28 de la subd. de Wainwright, CN.
- R-6881 8 octobre – Synchronisation des feux de circulation avec le système de protection automatique de l'av. Munroe et de la rue Raglan, à Renfrew (Ont.), aux points milliaires 59.05 et 59.08 de la subd. de Chalk River, CP.
- R-6882 8 octobre – Reconstruction du passage, à la rue Saint-Jean-Baptiste, à Jonquière, (Qué.), au point milliaire 200.46 de la subd. du Lac Saint-Jean, CN.
- R-6883 8 octobre – Suppression de la limite de vitesse, au chemin de canton, à Fergus (Ont.), au point milliaire 47.3 de la subd. de Fergus, CN.
- R-6884 8 octobre – Révocation des articles 3 et 4 de l'ordonnance n° 32735, datée du 21 juillet 1922.
- R-6885 8 octobre – Construction d'un passage inférieur, municipalité de la paroisse de Saint-Patrice-de-la-Rivière-du-Loup (Qué.), au point milliaire 1.08 de la subd. de Montmagny, CN.
- R-6886 8 octobre – Installations pour ammoniac anhydre, *Canada Packers Limited*, à Edberg (Alb.), au point milliaire 12.3 de la subd. de Stettler, CN – prorogation au 15 mai 1970.
- R-6887 8 octobre – Révocation de l'ordonnance n° 119059, datée du 19 novembre 1965.
- R-6888 8 octobre – Système de protection automatique, au chemin Hughes, à Orillia (Ont.), au point milliaire 44.75 de la subd. de Midland, CN.
- R-6889 8 octobre – Suppression de la limite de vitesse, à Holland Centre (Ont.), au point milliaire 53.49 de la subd. d'Owen Sound, CP.
- R-6890 8 octobre – Suppression de la limite de vitesse, au nord de Chesley (Ont.), au point milliaire 41.36 de la subd. d'Owen Sound, CN.
- R-6891 8 octobre – Révocation de l'ordonnance n° 93890, datée du 17 mars 1958.
- R-6892 8 octobre – Approbation des installations reconstruites pour liquides inflammables, *Weyburn Co-operative Association Limited*, à Weyburn (Sask.), au point milliaire 12.86 de la subd. de Weyburn, CN; et

révocation de l'ordonnance n° 105737, datée du 20 septembre 1961.

- R-6893 8 octobre – Taux – Supplément 116 du tarif C.C. 250.1, C.T.C. (F) E.4073, chemins de fer Nationaux de Canada.
- R-6894 8 octobre – Suppression de la limite de vitesse à la rue principale, chemin de comté n° 2, à Acton (Ont.), au point milliaire 36.2 de la subd. de Guelph, CN.
- R-6895 8 octobre – Révocation de l'ordonnance n° 85423, datée du 24 janvier 1955.
- R-6896 8 octobre – Circulation sous le passage supérieur de l'av. Willingdon, district de Burnaby (C.-B.), au point milliaire 151.86 de la deuxième subd., *Great Northern Railway Company*, et au point milliaire 0.18 de la route du tunnel des chemins de fer Nationaux du Canada.
- R-6897 8 octobre – Modifications du système de protection automatique, à la 6<sup>e</sup> av. ouest, à Prince Albert (Sask.), au point milliaire 73.00 de la subd. de Duck Lake, CN.
- R-6898 8 octobre – Taux – n° 40-C du supplément 28 du tarif C.G. 120.3, C.T.C. (F) E.4031, chemins de fer Nationaux du Canada.
- R-6899 8 octobre – Espaces libres, à Kelowna (C.-B.), au point milliaire 118.9 de la subd. d'Okanagan, CN.
- R-6900 8 octobre – Répartition des frais d'entretien et de fonctionnement du système de protection automatique, à la route n° 7, à Guelph (Ont.), au point milliaire 30.09 de la subd. de Goderich, CP.
- R-6901 8 octobre – Modifications du système de protection automatique, à l'ancienne route n° 4, à Tracadie (N.-É.), au point milliaire 103.50 de la subd. d'Hopewell, CN.
- R-6902 8 octobre – Suppression de la limite de vitesse, au point milliaire 236.4 de la subd. de Wainwright (Alb.), CN.
- R-6903 8 octobre – Modification de l'ordonnance n° 119361, datée du 17 décembre 1965.
- R-6904 8 octobre – Système de protection automatique, à la route n° 22, à Hyde Park (Ont.), au point milliaire 1.73 de la subd. d'Exeter, CN.
- R-6905 9 octobre – Révocation de l'ordonnance n° 115489, datée du 24 septembre 1964.
- R-6906 9 octobre – Révocation de l'ordonnance n° 110989, datée du 18 avril 1963.
- R-6907 9 octobre – Modification de l'ordonnance n° R-5250, datée du 15 avril 1969.
- R-6908 9 octobre – Révisions de tarifs, Bell Canada.

- R-6909 9 octobre – Circulation sur l'embranchement industriel d'Orangeville, au chemin Centennial, à Orangeville (Ont.), au point milliaire 1.4 de l'embranchement industriel d'Orangeville, CP.
- R-6910 9 octobre – Reconstruction du passage et système de protection automatique, au chemin de comté n° 26, canton d'Alice (Ont.), au point milliaire 92.89 de la subd. de Beachburg, CN.
- R-6911 9 octobre – Circulation sur la déviation temporaire, à la route n° 33, à Trenton (Ont.), au point milliaire 232.71 de la subd. de Kingston, CN.
- R-6912 9 octobre – Reconstruction du passage, au chemin provincial n° 322, municipalité de Woodlands (Man.), au point milliaire 14.76 de la subd. d'Inwood, CN.
- R-6913 9 octobre – Système de protection automatique, au chemin Ridge, à Ridgeway (Ont.), au point milliaire 9.03 de la subd. de Dunnville, CN.
- R-6914 9 octobre – Révocation de l'ordonnance n° 120370, datée du 30 mars 1966.
- R-6915 9 octobre – Suppression de la limite de vitesse à la route 42, à Bishop's Falls (T.-N.), au point milliaire 11.0 de la subd. de Grand Falls, *Grand Falls Central Railway*.
- R-6916 9 octobre – Suppression de la limite de vitesse au chemin secondaire Clarke, à London (Ont.), au point milliaire 28.34 de la subd. de Thorndale, CN.
- R-6917 9 octobre – Modification de l'ordonnance n° R-5043, datée du 24 mars 1969.
- R-6918 9 octobre – Suppression de la limite de vitesse à la 1<sup>ère</sup> rue, à London (Ont.), au point milliaire 111.63 de la subd. de Galt, CP.
- R-6919 9 octobre – Modification de l'ordonnance n° 5168, datée du 11 avril 1969.
- R-6920 9 octobre – Répartition des frais d'entretien et de fonctionnement du système de protection automatique, au chemin de l'Église, à Saint-Hubert (Qué.), au point milliaire 7.96 de la subd. de Granby, CN.
- R-6921 9 octobre – Reconstruction du passage et système de protection automatique, au chemin de comté n° 11, à Perth (Ont.), au point milliaire 6.01 de la subd. de Newton, CN.
- R-6922 9 octobre – Reconstruction du passage, au chemin Maple Grove, canton d'Oakland (Ont.), au point milliaire 71.90 de la subd. de Waterford, T H & B.
- R-6923 9 octobre – Suppression de la limite de vitesse, à la 7<sup>e</sup> rue, à Le Pas (Man.), au point milliaire 87.77 de la subd. de Turnberry, CN.

- R-6924 9 octobre – Suppression de la limite de vitesse, à Governor's Road, à Woodstock (Ont.), au point milliaire 90.47 de la subd. de Galt, CP.
- R-6925 9 octobre – Modification de l'ordonnance n° 121558, datée du 5 août 1966.
- R-6926 9 octobre – Suppression de la limite de vitesse, à Otway (C.-B.), au point milliaire 5.6 de la subd. de Nechako, CN.
- R-6927 9 octobre – Modifications du système de protection automatique, à l'av. Speedvale, à Guelph (Ont.), au point milliaire 31.57 de la subd. de Fergus, CN.
- R-6928 9 octobre – Suppression de la limite de vitesse, à la rue Saint-Clément, à Montréal (Qué.), au point milliaire 8.83 de la subd. de Longue-Pointe, CN.
- R-6929 9 octobre – Suppression de la limite de vitesse, à la rue Hébert (route n° 2-A), à Saint-Pascal (Qué.), au point milliaire 25.22 de la subd. de Montmagny, CN.
- R-6930 9 octobre – Modification de l'ordonnance n° 124637, datée du 8 juin 1967.
- R-6931 9 octobre – Taux – tarif n° 93-C, C.T.C. (F) n° 1210, DAR.
- R-6932 9 octobre – Modification de l'ordonnance n° R-6323, datée du 5 août 1969.
- R-6933 9 octobre – Circulation sous le réseau aérien de conduites de mazout qui passe au-dessus des voies de desserte de la *New Brunswick International Paper Company*, à Dalhousie (N.-B.), aux points milliaires 5.72 et 6.13 de la subd. de Dalhousie, CN.
- R-6934 9 octobre – Révocation des ordonnances n°s 84108 et 66127, datées respectivement du 9 juillet 1954 et du 9 juin 1945.
- R-6935 9 octobre – Construction par la *Trans-Northern Pipe Line Company* d'un pipe-line sous la voie de desserte de *Columbian Carbon Limited*, à Dorval (Qué.), au point milliaire 2.53 de l'embranchement de Doney, CN.
- R-6936 9 octobre – Modifications du système de protection automatique, à la rue Saint-Zéphirin, à la Tuque (Qué.), au point milliaire 121.60 de la subd. de la Tuque, CN.
- R-6937 9 octobre – Système de protection automatique, au chemin de comté n° 13, à Vankleek Hill (Ont.), au point milliaire 13.77 de la subd. de Vankleek, CN.
- R-6938 9 octobre – Révocation de l'ordonnance n° 101428, datée du 9 juin 1960.
- R-6939 9 octobre – Suppression de la limite de vitesse, à Cabri (Sask.), au point milliaire 38.45 de la subd. d'Empress, CP.

- R-6940 9 octobre – Reconstruction du passage et système de protection automatique, au chemin du lac Daigle, à Sept-Iles (Qué.), au point milliaire 17.99, *Arnaud Railway Company*.
- R-6941 9 octobre – Révision de tarifs – Bell Canada.
- R-6942 9 octobre – Reconstruction du passage du Ring Road, à Régina (Sask.), au point milliaire 1.80 de la subd. de Lanigan, CP.
- R-6943 15 octobre – Construction d'un passage inférieur, à la rue Père-Daniel, à Trois-Rivières (Qué.), au point milliaire 81.22 de la subd. de Trois-Rivières, CP.
- R-6944 15 octobre – Suppression de la limite de vitesse au chemin secondaire Crumlin, à London (Ont.), au point milliaire 109.11 de la subd. de Galt, CP.
- R-6945 15 octobre – Révocation des ordonnances n<sup>os</sup> R-2249, R-4181 et R-5717, datées respectivement du 7 mai 1968, du 19 décembre 1968 et du 22 mai 1969.
- R-6946 16 octobre – Suppression de 34 postes de chef de gare et de 12 postes de gardien dans la province d'Alberta, NAR.
- R-6947 17 octobre – Révisions de tarifs – Bell Canada.
- R-6948 20 octobre – Installations pour ammoniac anhydre, *United Grain Growers Limited*, à Lakeland (Man.), au point milliaire 30.6 de la subd. d'Oakland, CN.
- R-6949 20 octobre – Reconstruction du passage, à la route de l'Alaska, à Whitehorse (Territoire du Yukon), au point milliaire 909.1 de la White Pass and Yukon Route.
- R-6950 20 octobre – Installations pour ammoniac anhydre, *Simplot Chemical Company Limited*, à Mirror (Alb.), au point milliaire 0.01 de la subd. de Three Hills, CN. – prorogation au 30 avril 1970.
- R-6951 20 octobre – Approbation des installations supplémentaires pour liquides inflammables, *Imperial Oil Limited*, à Hay River (T.-N.-O.), chemins de fer Nationaux du Canada; et révocation de l'ordonnance n° 125044, datée du 20 juillet 1967.
- R-6952 20 octobre – Suppression du poste de chef de gare et enlèvement du bâtiment de la gare à Whitby (Ont.), CN.
- R-6953 20 octobre – Modification de l'ordonnance n° R-5288, datée du 16 avril 1969.
- R-6954 20 octobre – Approbation d'une voie de desserte et circulation, *Lumberland Inc.*, au boul. Pascal-Gagnon, à Saint-Léonard (Qué.), CN.

- R-6955 20 octobre – Taux – tarif n° 4C, C.T.C. n° 4, *Devco Railway*.
- R-6956 20 octobre – Taux – tarif n° 3C, C.T.C. n° 3, *Devco Railway*.
- R-6957 20 octobre – Modification de l'ordonnance n° 113888, datée du 25 mars 1964.
- R-6958 20 octobre – Modification de l'ordonnance n° 117383, datée du 30 avril 1965.
- R-6959 20 octobre – Reconstruction du passage, au chemin Aylmer n° 191, au point milliaire 93.36 de la subd. de Shuswap (C.-B.), CP.
- R-6960 20 octobre – Système de protection automatique, au chemin de la 9<sup>e</sup> et de la 10<sup>e</sup> concession, canton d'Oro (Ont.), au point milliaire 76.05 de la subd. de Newmarket, CN.
- R-6961 20 octobre – Installations pour ammoniac anhydre, *Simplot Chemical Company Ltd.*, à Chigwell (Alb.), au point milliaire 97.6 de la subd. de Lacombe, CP.
- R-6962 20 octobre – Reconstruction du passage, au chemin des rangs 3 et 4, paroisse de Sainte-Rosalie (Qué.), au point milliaire 38.09 de la subd. de Saint-Hyacinthe et au point milliaire 124.52 de la subd. de Drummondville, CN.
- R-6963 20 octobre – Système de protection automatique, à la rue King, à Peterborough (Ont.), au point milliaire 63.40 de la subd. de Campbellford, CN.
- R-6964 20 octobre – Modifications du système de protection automatique, à la route n° 4, à Afton (N.-É.), au point milliaire 100.01 de la subd. d'Hopewell, CN.
- R-6965 20 octobre – Dispense d'ériger des clôtures, subd. de Minnedosa (Man.), CP.
- R-6966 20 octobre – Modifications du système de protection automatique, au chemin East Side, à Barney's (N.-É.), au point milliaire 67.03 de la subd. d'Hopewell, CN.
- R-6967 20 octobre – Système de protection automatique, à la route principale provinciale n° 24, à Oak River (Man.), au point milliaire 43.81 de la subd. de Miniota, CP.
- R-6968 20 octobre – Modification de l'ordonnance n° R-703, datée du 29 novembre 1967.
- R-6969 20 octobre – Dispense d'ériger des clôtures, subd. de Broadview (Sask.), CP.
- R-6970 20 octobre – Suppression de la limite de vitesse à la rue Saint-Jean-Baptiste, à Pointe-aux-Trembles (Qué.), au point milliaire 2.78 de la subd. de Longue Pointe, CN.



- R-6971 20 octobre – Modifications du système de protection automatique, à la route n° 15, à Contour (Man.), au point milliaire 205.93 de la subd. de Redditt, CN.
- R-6972 20 octobre – Modifications du système de protection automatique, à la route n° 4, à Tracadie (N.-É.), au point milliaire 103.89 de la subd. d'Hopewell, CN.
- R-6973 20 octobre – Modifications du système de protection automatique, au chemin Brierly Brook, à Brierly Brook (N.-É.), au point milliaire 79.77 de la subd. d'Hopewell, CN.
- R-6974 20 octobre – Reconstruction du passage, à la route secondaire n° 671, à Beaverlodge (Alb.), au point milliaire 77.73 de la subd. de Grande-Prairie, NAR.
- R-6975 20 octobre – Reconstruction du passage et système de protection automatique, à la route de l'Église, paroisse de Sainte-Blaise (Qué.), au point milliaire 15.38 de la subd. de Rouses Point, CN.
- R-6976 20 octobre – Révocation des ordonnances n°s 76526 et 81449, datées respectivement du 3 mai 1951 et du 23 mai 1953.
- R-6977 20 octobre – Entrepôt et bâtiment servant de bureau, *Imperial Oil Limited*, installations pour liquides inflammables, à Rocanville (Sask.), au point milliaire 52.6 de la subd. de Neudorf, CP.
- R-6978 20 octobre – Système de protection automatique, à l'av. Ducharme, à Saint-Norbert (Man.), au point milliaire 5.98 de la subd. de Letellier, CN.
- R-6979 20 octobre – Déplacement du passage de la route n° 645, comté d'York (N.-B.), au point milliaire 52.48 de la subd. de McAdam, CP.
- R-6980 20 octobre – Suppression de la limite de vitesse, à Halarka (Qué.), au point milliaire 26.88 de la subd. de Lévis, QCR.
- R-6981 20 octobre – Installations supplémentaires pour liquides inflammables, *Shell Canada Limited*, à Arran (Sask.), au point milliaire 26.3 de la subd. de Preeceville, CN.
- R-6982 20 octobre – Révisions de tarifs – *British Columbia Telephone Company*.
- R-6983 20 octobre – Taux – tarif (limité) n° 3222, Association canadienne du trafic-marchandises.
- R-6984 20 octobre – Taux – supplément n° 17 du tarif de taux convenu C.T.C. (AC) n° 423 de l'Association canadienne du trafic-marchandises.
- R-6985 20 octobre – Révision de tarifs – Bell Canada.
- R-6986 23 octobre – Circulation sur le passage inférieur, à la 30<sup>e</sup> rue, municipalité d'Etobicoke (Ont.), au point milliaire 8.76 de la subd. d'Oakville, CN.

- R-6987 23 octobre – Reconstruction du passage, au chemin de comté n° 5, canton d'Admaston (Ont.), au point milliaire 54.50 de la subd. de Renfrew, CN.
- R-6988 23 octobre – Reconstruction du passage, au chemin Brookmere, à Brookmere (C.-B.), au point milliaire 107.9 de la subd. de Princeton, CP.
- R-6989 23 octobre – Reconstruction du passage, à la route n° 310, à Balcarres (Sask.), au point milliaire 32.48 de la subd. de Qu'Appelle, CN.
- R-6990 23 octobre – Révocation des ordonnances n°s 115027 et 83493, datées respectivement du 17 juillet 1964 et du 7 avril 1954.
- R-6991 23 octobre – Modifications du système de protection automatique, à la rue Allen, à Parkdale (Î.-P.-É.), au point milliaire 1.07 de la subd. de Borden, CN.
- R-6992 23 octobre – Modifications du système de protection automatique, à la route n° 3, à Brooklyn (N.-É.), au point milliaire 107.52 de la subd. de Chester, CN.
- R-6993 23 octobre – Révocation de l'ordonnance n° 83943, datée du 15 juin 1954.
- R-6994 23 octobre – Révocation de l'ordonnance n° R-190, datée du 10 octobre 1967.
- R-6995 23 octobre – Enlèvement du passage supérieur, à la rue Jones, à St. Marys (Ont.), au point milliaire 11.20 de la subd. de Thorndale, CN.
- R-6996 23 octobre – Modifications du système de protection automatique, à la 11<sup>e</sup> rue, à Roxboro (Qué.), au point milliaire 5.03 de la subd. de Montfort, CN.
- R-6997 23 octobre – Suppression de la limite de vitesse, à Lloydminster (Sask.), au point milliaire 83.29 de la subd. de Blackfoot, CN.
- R-6998 23 octobre – Suppression de la limite de vitesse, à Cardinal (Ont.), au point milliaire 106.43 de la subd. de Kingston, CN.
- R-6999 23 octobre – Installations pour liquides inflammables, *Shell Canada Limited*, à Fairview (Alb.), au point milliaire 97.4 de la subd. de Peace River, NAR.
- R-7000 23 octobre – Construction d'une voie de desserte, à Engen (C.-B.), au point milliaire 82.43 de la subd. de Nechako, CN.
- R-7001 23 octobre – Modification de l'ordonnance n° R-6622, datée du 4 septembre 1969.
- R-7002 23 octobre – Reconstruction du passage, à l'av. Victoria, à Hamilton (Ont.), au point milliaire 0.55 de l'embranchement N. & N.W., CN.
- R-7003 23 octobre – Reconstruction du passage, à la route n° 9, à Canora (Sask.), au point milliaire 23.78 de la subd. de Margo, CN.

- R-7004 23 octobre – Modifications du système de protection automatique, au chemin Passmore, à Millikens (Ont.), au point milliaire 53.20 de la subd. d'Uxbridge, CN.
- R-7005 23 octobre – Modifications de la signalisation entre les points milliaires 193.0 et 235.7 de la subd. d'Edson et entre les points milliaires 0.0 et 1.0 de la subd. d'Albreda (Alb.), CN.
- R-7006 23 octobre – Système de protection automatique, au Puette Ranch Road, à Rayleigh (C.-B.), au point milliaire 133.70 de la subd. de Clearwater, CN.
- R-7007 23 octobre – Reconstruction du passage, à l'av. Moonlight, à Sudbury (Ont.), au point milliaire 74.31 de la subd. de Cartier, CP.
- R-7008 23 octobre – Espaces libres du passage supérieur, au chemin York Mills, municipalité de North York (Ont.), au point milliaire 11.20 de la subd. de Bala, CN.
- R-7009 23 octobre – Modification de l'ordonnance n° R-6276, datée du 28 juillet 1969.
- R-7010 23 octobre – Système de protection automatique, au chemin Booth, canton d'East Ferris (Ont.), au point milliaire 216.92 de la subd. de Newmarket, CN.
- R-7011 23 octobre – Reconstruction d'un passage, canton de Dryden (Ont.), au point milliaire 67.57 de la subd. de Cartier, CP.
- R-7012 23 octobre – Suppression de la limite de vitesse, à la 51<sup>e</sup> rue, à Saskatoon (Sask.), au point milliaire 6.76 de la subd. de Warman, CN.
- R-7013 23 octobre – Reconstruction du passage de la route provinciale n° 322, municipalité de Woodlands (Man.), au point milliaire 16.25 de la subd. d'Inwood, CN.
- R-7014 23 octobre – Construction d'un passage à la rue Pleasant, à Newcastle (N.-B.), au point milliaire 1.16 de l'embranchement du quai de Newcastle, CN.
- R-7015 23 octobre – Installations pour ammoniac anhydre, *H. Gillam & Son Limited*, à Portage-la-Prairie (Man.), subd. de Carberry, CP – prorogation au 30 mars 1970.
- R-7016 23 octobre – Dispense accordée au CP d'observer les prescriptions du paragraphe (1) de l'article 53 de l'ordonnance générale n° E-14, relativement aux aiguillages de la voie principale, aux points milliaires 197.7 et 90.7 de la subd. de Belleville (Ont.).
- R-7017 23 octobre – Système de protection automatique, au chemin Saint-Jean, à Pointe-Claire (Qué.), au point milliaire 5.23 de l'embranchement de Doney, CN.

- R-7018 23 octobre – Déviation temporaire du *DAR* à Windsor (N.-É.), au point milliaire 31.58 de la subd. d'Halifax, afin de permettre la construction du passage supérieur n° 6 qui permette à la rue Nesbit de franchir la voie ferrée, au point milliaire 31.98 de la subd. d'Halifax, CP.
- R-7019 23 octobre – Construction d'un passage, à Ramsey Drive, à Dunnville (Ont.), au point milliaire 13.98 de la subd. de Dunnville, *TH & B*.
- R-7020 23 octobre – Révocation de l'ordonnance n° 55554, datée du 7 février 1938.
- R-7021 23 octobre – Installations pour ammoniac anhydre, *United Grain Growers Limited*, à Portage-la-Prairie (Man.), au point milliaire 53.9 de la subd. de Rivers, CN.
- R-7022 23 octobre – Suppression du poste de chef de gare de novembre à avril chaque année et enlèvement du bâtiment de la gare, à Vernon River (Î.-P.-É.), CN.
- R-7023 23 octobre – Suppression de la limite de vitesse, au chemin du deuxième rang est, paroisse de Sainte-Hélène (Qué.), au point milliaire 115.34 de la subd. de Drummondville, CN.
- R-7024 23 octobre – Modifications du système de protection automatique, à la rue Saint-David, à Montmagny (Qué.), au point milliaire 77.62 de la subd. de Montmagny, CN.
- R-7025 23 octobre – Modifications du système de protection automatique, à la rue Bennett, à Montréal (Qué.), au point milliaire 9.16 de la subd. de Longue-Pointe, CN.
- R-7026 23 octobre – Modifications du système de protection automatique, à la rue De LaSalle, à Montréal (Qué.), au point milliaire 9.31 de la subd. de Longue-Pointe, CN.
- R-7027 23 octobre – Révisions de tarifs – Bell Canada.
- R-7028 23 octobre – Modifications du système de protection automatique, à la rue Laurier, à Saint-Jean (Qué.), au point milliaire 22.30 de la subd. de Rouses Point, CN.
- R-7029 23 octobre – Suppression de la limite de vitesse, au boul. Laurentien, à Saint-Laurent (Qué.), au point milliaire 143.1 de la subd. de Joliette, CN.
- R-7030 23 octobre – Modification de l'ordonnance n° 122189, datée du 4 octobre 1966.
- R-7031 23 octobre – Construction d'un passage, à la route transquébécoise, à Bécancour (Qué.), au point milliaire 82.43 de la subd. de Sorel, CN.

- R-7032 23 octobre – Autorisation donnée au CN d'ouvrir l'embranchement du boul. Langelier, qui prend naissance au point milliaire 135.28 de la subd. de Joliette et la voie mère de Lumberland, qui prend naissance au point milliaire 0.51, à Saint-Léonard (Qué.).
- R-7033 23 octobre – Modifications du système de protection automatique, à la route n° 12, à Brechin East (Ont.), au point milliaire 71.68 de la subd. de Bala, CN.
- \*R-7034 23 octobre – Modification du "Règlement sur le transport des marchandises dangereuses par chemin de fer" prescrit et approuvé par l'ordonnance générale n° 0-29, datée du 1<sup>er</sup> février 1965, et modifié par l'ordonnance n° 125131, datée du 31 juillet 1967 (voir page 809, 59 R.T.C.).
- R-7035 23 octobre – Modifications du système de protection automatique, à l'av. Desjardins, à Montréal (Qué), au point milliaire 9.37 de la subd. de Longue-Pointe, CN.
- R-7036 23 octobre – Approbation du plan n° 480/84A5, daté du 27 janvier 1969, qui indique les modifications apportées à l'installation d'enclenchement mécanique à Yorkton (Sask.), au point milliaire 77.3 de la subd. de Tonkin, CN., et au point milliaire 28.16 de la subd. de Wynyard, CP.
- R-7037 23 octobre – Installations pour liquides inflammables, *Shell Canada Limited*, à Kelvington (Sask.), au point milliaire 113.6 de la subd. de Preeceville, CN.
- R-7038 23 octobre – Révocation des ordonnances n°s 94865 et 67660, datées respectivement du 11 juillet 1958 et du 19 juillet 1946.
- R-7039 23 octobre – Suppression de la limite de vitesse à la rue South, à London (Ont.), au point milliaire 0.85 de la subd. de Talbot, CN.
- R-7040 23 octobre – Reconstruction du passage et système de protection automatique, au chemin de comté n° 10, canton de Loughborough (Ont.), au point milliaire 73.90 de la subd. de Smiths Falls, CN.
- R-7041 23 octobre – Installation d'un aiguillage au point milliaire 21.2 de la subd. d'York (Ont.), CN.
- R-7042 23 octobre – Circulation sur le passage inférieur, à la rue Cornelia, à Smiths Falls (Ont.), au point milliaire 0.32 de la subd. de Belleville et de Chalk River, CP.
- R-7043 23 octobre – Système de protection automatique, à la rue Arthur, à Elmira (Ont.), au point milliaire 47.52 de la subd. de Goderich, CP.
- R-7044 23 octobre – Système de protection automatique, au chemin de la 7<sup>e</sup> concession, canton d'Oro (Ont.), au point milliaire 74.19 de la subd. de Newmarket, CN.

- R-7045 23 octobre – Modification de l'ordonnance n° R-6533, datée du 21 août 1969.
- R-7046 23 octobre – Reconstruction du passage et système de protection automatique, à l'av. Chesterfield, à Vancouver-Nord (C.-B.), au point milliaire 7.72 de la subd. de Burrard, CN.
- R-7047 23 octobre – Modification de l'ordonnance n° R-2832, datée du 19 juillet 1968.
- R-7048 23 octobre – Reconstruction du pont de la rivière Notukeu et circulation sur ce pont, au point milliaire 89.0 de la subd. de Gravelbourg, (Sask.), CN.
- R-7049 23 octobre – Système de protection automatique, au chemin Hardy, à Brantford (Ont.), au point milliaire 24.98 de la subd. de Dundas, CN.
- R-7050 23 octobre – Reconstruction du pont et circulation sur ce pont, au point milliaire 47.51 de la subd. de Kaministiquia (Ont.), CP.
- R-7051 23 octobre – Dispense du CP d'observer les prescriptions du paragraphe (1) de l'article 53 de l'ordonnance générale n° E-14 relatives à l'aiguillage de la voie principale à la voie de garage, au point milliaire 44.64 de la subd. de Mountain (C.-B.).
- R-7052 23 octobre – Modification de l'ordonnance n° 122259, datée du 7 octobre 1966.
- R-7053 23 octobre – Système de protection automatique, à la rue Brook, à Stephenville Crossing (T.-N.), au point milliaire 452.13 de la subd. de Port-aux-Basques, CN.
- R-7054 24 octobre – Suppression du poste de chef de gare à Cantic (Qué.), et incorporation au territoire satellite de Saint-Jean de la gare-centre de Granby, CN.
- R-7055 24 octobre – Reconstruction du passage, au chemin de banlieue n° 25, canton de West Missouri (Ont.), au point milliaire 109.1 de la subd. de Galt, CP.
- R-7056 24 octobre – Modification de l'ordonnance n° 113282, datée du 27 janvier 1964.
- R-7057 24 octobre – Modifications du système de protection automatique de la route n° 7, à La Prairie (Qué.), au point milliaire 81.66 de la subd. de Massena, CN.
- R-7058 28 octobre – Réouverture temporaire de l'ancienne route n° 59, municipalité rurale de North Kildonan (Man.), au point milliaire 122.6 de Keewatin, CP.

- R-7059 28 octobre – Autorisation à la *Wabush Lake Railway Company Limited* d'ouvrir sa voie ferrée du point milliaire 0 au point milliaire 1.5, et la voie ferrée située sur la propriété de la *Northern Land Company Limited* du point milliaire 0 au point milliaire 36.1 (T.-N.).
- R-7060 29 octobre – Réouverture temporaire du passage, à l'ancienne route n° 59, à Saint-Boniface (Man.), au point milliaire 249.04 de la subd. de Redditt, CN.
- R-7061 30 octobre – Construction d'un passage, à la rue Guthrie, à Ayr (Ont.), au point milliaire 0.37 de l'embranchement d'Ayr Pit, qui prend naissance au point milliaire 67.66 de la subd. de Galt, CP.
- R-7062 31 octobre – Abandon de la voie de ceinture de Toronto du point milliaire 1.66 au point milliaire 4.51 (Ont.), CN.





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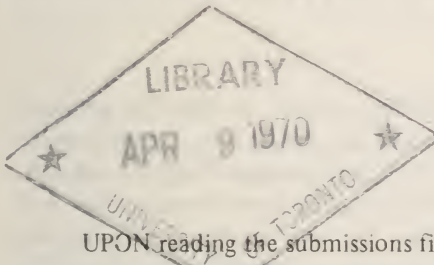
## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-7086

BY ITS RAILWAY TRANSPORT COMMITTEE



*IN THE MATTER OF General Order No. E-7 of the Board of Transport Commissioners for Canada:*

*File No. 11026.74*

UPON reading the submissions filed —

The Committee hereby orders:

General Order No. E-7 of the Board of Transport Commissioners for Canada, is amended:

- (a) by striking out the figure "9%" in paragraph (a) of subsection (1) of section 3 and substituting therefor the figure "11%"; and
- (b) by striking out the figure "1½%" in subsection (4) of section 3 and substituting therefor the figure "2%" to cover health and welfare.

Dated at Ottawa, this 3rd day of November, 1969.

(SIGNED) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

GENERAL ORDER NO. R-T-44

BY ITS RAILWAY TRANSPORT COMMITTEE

*Maritime Freight Rates Act –  
Tariffs and supplements to tariffs filed  
by railway companies under the provi-  
sions of Section 8 of the Act:*

*File No. 34822*

1. THE COMMITTEE HEREBY CERTIFIES that, except as otherwise provided from time to time by specific orders of the Committee, the normal tolls, for the purpose of reimbursement under subsection (3) of section 8 of the Maritime Freight Rates Act, shall in respect of any tariff of tolls filed by a railway company under sections 3 and 8 of the Act, and approved by order of the Committee, be such approved tolls plus the percentage increase prescribed by a "TABLE OF M.F.R.A. REIMBURSEMENT PERCENTAGES-RAILWAYS" issued by the Railway Transport Committee.

2. The Director of Traffic, Railway Transport Committee, is authorized to prepare and issue the "TABLE OF M.F.R.A. REIMBURSEMENT PERCENTAGES" referred to in section 1 of this General Order.

Dated at Ottawa, this 12th day of November, 1969.

(SIGNED) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

## CANADIAN TRANSPORT COMMISSION

## ORDER NO. R-7275

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Canadian National Railways, hereinafter called the "Applicants", under the provisions of subsections (1) to (6) of section 279 of the Railway Act, for authority to open for the carriage of traffic that portion of their railway commencing at a point of connection with the railway of the Northern Alberta Railways Company, which point is located at mileage 60.6 of the Peace River Subdivision of the Northern Alberta Railways Company, in the Province of Alberta, and extending northerly and northeasterly approximately 377 miles in the Province of Alberta and the Northwest Territories to Hay River on the south shore of Great Slave Lake; also a branch line which commences at mileage 368.46 of the previously mentioned line of railway and extending easterly approximately 55 miles to Pine Point, south of Great Slave Lake, all in the Northwest Territories:*

*File No. 48914.125*

UPON reading the submissions filed —

The Committee hereby orders:

The Applicants are authorized to open for the carriage of traffic that portion of their railway commencing at a point of connection with the railway of the Northern Alberta Railways Company, which point is located at mileage 60.6 of the Peace River Subdivision of the Northern Alberta Railways Company, in the Province of Alberta, and extending northerly and northeasterly approximately 377 miles in the Province of

Alberta and the Northwest Territories to Hay River on the south shore of Great Slave Lake; also a branch line which commences at mileage 368.46 of the previously mentioned line of railway and extending easterly approximately 55 miles to Pine Point, south of Great Slave Lake, all in the Northwest Territories.

Dated at Ottawa, this 19th day of November, 1969.

(SIGNED) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

**SUMMARY OF ORDERS ISSUED BY THE  
RAILWAY TRANSPORT COMMITTEE**

(\*DENOTES ORDER PRINTED IN FULL ON PAGE INDICATED)

- R-7063 November 3 – Crossing reconstruction, Prince Street, Maxville, Ont., mileage 34.48 Alexandria Sub., CN.
- R-7064 November 3 – Amends Order R-2594 dated June 19, 1968.
- R-7065 November 3 – Automatic protection improvement, St. George Street, Fergus, Ont., mileage 46.46 Fergus Sub., CN.
- R-7066 November 3 – Automatic protection improvement, Elora, Ont., mileage 43.62 Fergus Sub., CN.
- R-7067 November 3 – Amends Order 122357 dated October 20, 1966.
- R-7068 November 3 – Automatic protection, North-South Road, Spruce Grove, Alta., mileage 20.04 Edson Sub., CN.
- R-7069 November 3 – Automatic protection improvement, Johnston Street, Fergus, Ont., mileage 46.32 Fergus Sub., CN.
- R-7070 November 3 – Automatic protection, Fraser Street, Vancouver, B.C., mileage 8.19 Vancouver Sub., Vancouver and Lulu Island Branch.
- R-7071 November 3 – Traffic agreement dated May 2, 1969 and Appendix "A", Appendix "B" and Supplements 1, 2, 3, 4, 5, and 6 effective May 21, 1969 between Bell Canada and Télébec Ltée (Division du Sud)
- R-7072 November 3 – Removes Agent-Operator and closes station at Adirondack Junction, Que., mileage 40.7 Adirondack Sub., CP.
- R-7073 November 3 – Flammable liquid facilities, Standard Oil Company of British Columbia Limited, Terrace, B.C., mileage 131.73 Bulkley Sub., CN.
- R-7074 November 3 – Removes speed limitation, Notre-Dame Street West, Thetford Mines, Que., mileage 0.47 Thetford Mines Industrial Spur, off mileage 70.00 Valley Sub., QC.
- R-7075 November 3 – Crossing reconstruction, Montée Lord, Municipality of the Parish of St-Blaise, Que., mileage 17.91 Rouses Point Sub., CN.
- R-7076 November 3 – Removes speed limitation, Foam Lake Yard, Sask., mileage 83.56 Wynyard Sub., CP.
- R-7077 November 3 – Traffic agreement dated May 2, 1969 and Appendix "A", Appendix "B" and Supplements 1, 2, 3, 4, 5 and 6 effective May 21, 1969 between Bell Canada and Télébec Ltée (Division de Pontiac)

- R-7078 November 3 – Rescinds Order 72063 dated March 1, 1949.
- R-7079 November 3 – Tariff revisions, Bell Canada.
- R-7080 November 3 – Rescinds Order 102883 dated November 4, 1960.
- R-7081 November 3 – Tolls-Supplements 19 and 20 to Agreed Charge Tariff of Canadian Freight Association C.T.C. (AC) No. 499.
- R-7082 November 3 – Temporarily closes station, Pefferlaw, Ont. during period November 10 to November 21, 1969 inclusive, CN.
- R-7083 November 3 – Crossing reconstruction, Provincial Road No. 340, Rural Municipality of Roblin, Man., mileage 42.48 Napinka Sub., CP.
- R-7084 November 3 – Automatic protection changes, Chemin de la Rivière du Sud, Montmagny, Que., mileage 77.77 Montmagny Sub., CN.
- R-7085 November 3 – Subway construction, 22nd Street, Quebec, Que., mileages 0.47 Lairet Sub. and 1.63 St. Raymond Sub., CN.
- \*R-7086 November 3 – Amends General Order E-7 (see page 829, 59 R.T.C.)
- R-7087 November 3 – Amends Order 121318 dated July 12, 1966.
- R-7088 November 3 – Rescinds Orders 110723, 113266, 116956, and R-3897 respectively dated March 18, 1963, January 27, 1964, March 12, 1965, and November 20, 1968; and orders manual protection Highway No. 20, Parish of St. Simon de Ramsay, Que., mileage 33.04 St. Guillaume Sub., CP.
- R-7089 November 3 – Amends Order R-1354 dated February 7, 1968.
- R-7090 November 3 – Amends Order 117989 dated July 15, 1965.
- R-7091 November 3 – Amends Order 125532 dated September 14, 1967.
- R-7092 November 3 – Crossing construction, Township of Beauchastel, Que., mileage 47.65 Kirkland Lake Sub., NC.
- R-7093 November 3 – Rescinds Orders 74264, 84807, and 125140 respectively dated April 6, 1950, October 22, 1954 and July 31, 1967.
- R-7094 November 3 – Road diversion construction, mileage 78.56 Montmagny Sub., Que., CN.
- R-7095 November 3 – Amends Order R-388 dated October 20, 1967.
- R-7096 November 3 – Rescinds Order 67561 dated June 28, 1946.
- R-7097 November 3 – Crossing construction, Rural Municipality of Fertile Belt, Sask., mileage 95.82 Neudorf Sub., CP.
- R-7098 November 3 – Amends Order R-5000 dated March 18, 1969.
- R-7099 November 4 – Operation over Second Narrows Bridge, Vancouver, B.C., mileage 2.6 Thornton Sub., CN.

- R-7100 November 4 – Tolls-Tariff C.T.C. (Limited) No. 3256 Canadian Freight Association.
- R-7101 November 4 – Tolls-Tariff C.T.C. (Limited) No. 3238 Canadian Freight Association.
- R-7102 November 4 – Tolls-Tariff C.T.C. (Limited) No. 209, DA.
- R-7103 November 4 – Tolls-Tariff C.T.C. (Limited) No. 210, DA.
- R-7104 November 4 – Tolls-Tariffs filed by CN.
- R-7105 November 4 – Tolls-Tariff C.T.C. (Limited) No. E. 3720, CP.
- R-7106 November 4 – Authorizes CP to widen bridge for additional track, Township of Rochester, Ont., mileage 93.0 Windsor Sub.
- R-7107 November 4 – Removes speed limitation, McIntyre's Lake, N.S., mileage 19.2 Sydney Sub., CN.
- R-7108 November 4 – Closes public crossing, Rural Municipality of Lakeview No. 337, Sask., mileage 40.75 Tisdale Sub., CP.
- R-7109 November 4 – Crossing reconstruction, Line 2 Road, Municipality of the Parish of St-Blaise, Que., mileage 13.38 Rouses Point Sub., CN.
- R-7110 November 4 – Amends Order 125212 dated August 10, 1967.
- R-7111 November 4 – Flammable liquid storage tank and office building, Imperial Oil Limited, Hartney, Man., mileage 32.31 Estevan Sub., CP.
- R-7112 November 4 – Operation on Rivermede Development Spur, Township of Vaughan, Ont., CN.
- R-7113 November 4 – Overhead bridge construction, Highway No. 24, Municipality of St-Jean-Port-Joli, Que., mileage 56.44 Montmagny Sub., CN.
- R-7114 November 4 – Signal changes, Mount Royal, Que., between mileages 3 and 5, Mount Royal Sub., CN.
- R-7115 November 4 – Crossing reconstruction and automatic protection, Wentworth Street North, Hamilton, Ont., mileage 0.94 North and North-west Spur, CN.
- R-7116 November 4 – Crossing construction, 116th Avenue, Grande Prairie, Alta., mileage 48.27 Grande Prairie Sub., NA.
- R-7117 November 4 – Limitation of liability-carload rate on nickel concentrates from Lac du Bonnet, Man., to Clara Belle, Copper Cliff and Falconbridge, Ont., CP.
- R-7118 November 7 – Rescinds Sections 1 and 3 of Order 53404 dated September 3, 1936.
- R-7119 November 7 – Automatic protection changes, Dunlop Drive, Whitby, Ont., mileage 304.29 Kingston Sub., CN.

- R-7120 November 7 - Fencing exemption, Rural Municipality of Foam Lake No. 276, Sask., between mileages 14.85 and 15.46 Tisdale Sub., CP.
- R-7121 November 7 - Removes speed limitation, Carson Road, Grand Forks, B.C., mileage 0.5 Carson Spur off mileage 93.4 Boundary Sub., CP.
- R-7122 November 7 - Automatic signal changes, between Campbellton, N.B., and Matapedia, Que., mileages 1 and 14.6 Mont Joli Sub., CN.
- R-7123 November 7 - Removes speed limitation, John Street, Township of Markham, Ont., mileage 16.32 Bala Sub., CN.
- R-7124 November 7 - Amends Order R-6725 dated September 17, 1969.
- R-7125 November 7 - Automatic protection changes, 6th, 7th and 8th Avenues, Regina, Sask., mileages 0.79, 0.68 and 0.58 Regina Terminal Sub., CN.
- R-7126 November 7 - Relocation of navigation channel of Welland Canal, between Port Colborne and Port Robinson, Ont., CN.
- R-7127 November 7 - Removes speed limitation, Oakes Road, Township of North Grimsby, Ont., mileage 30.39 Grimsby Sub., CN.
- R-7128 November 7 - Fencing exemption, Varcoe Sub., Man., CP.
- R-7129 November 7 - Fencing exemption, Municipal District of Sturgeon No. 90, Alta., Vegreville Sub., CN.
- R-7130 November 7 - Crossing reconstruction, Township Road, Township of Bentinck, Ont., mileage 22.34 Walkerton Sub., CP.
- R-7131 November 7 - Operation over addition to bridge, Bow River, Calgary, Alta., mileage 172.5 Brooks Sub., CP.
- R-7132 November 7 - Crossing reconstruction, Seventh Concession Road, Township of Belmont, Ont., mileage 91.75 Havelock Sub., CP.
- R-7133 November 7 - Additional track construction, Third Avenue, St. Romuald, Que., mileage 0.59 St. Romuald Industrial Park Lead, mileage 5.62 St. Romuald Sub., CN.
- R-7134 November 7 - Supplements 8, 9, 10, 11, and 12 effective September 21, 1969, Traffic Agreement dated April 13, 1965 between Bell Canada and La Compagnie de Telephone de Warwick.
- R-7135 November 7 - Operation over subway, Bayview Avenue (County Road No. 34), Township of Markham, Ont., mileage 23.77 Bala Sub., CN.
- R-7136 November 7 - Authorizes discontinuance of operation and removal of track-age between mileages 59.72 and 61.24 Alliance Sub., Alta., CN.
- R-7137 November 7 - 33rd Revised Schedule "B" dated October 1, 1969 to Agreement dated February 7, 1958 between Bell Canada and Canadian Overseas Telecommunication Corporation.



- R-7138 November 7 -- Tolls-Tariff No. E. 1355-F, C.T.C. (F) No. E. 5253, CP.
- R-7139 November 7 -- Tariff revisions, CN Telecommunications.
- R-7140 November 7 -- Anhydrous ammonia facilities, Federated Cooperatives Limited, Tempest, Alta., mileage 94.1 Taber Sub., CP.
- R-7141 November 7 -- Anhydrous ammonia facilities, Federated Cooperatives Limited, Cardston, Alta., mileage 46.4 Cardston Sub., CP.
- R-7142 November 7 -- Bridge construction, and operation, Spring Creek Municipal Drain, Alliston, Ont., mileage 4.55 Alliston Spur, CN.
- R-7143 November 7 -- Automatic protection changes, Depot Street, Montmagny, Que., mileage 78.00 Montmagny Sub., CN.
- R-7144 November 7 -- Authorizes Arnaud Railway Company to open its railway from Pointe Noire, mileage 0, to Arnaud Junction, mileage 22.6, Que.
- R-7145 November 7 -- Tolls-Tariff 93-C, C.T.C. (F) No. 1210, DA.
- R-7146 November 7 -- Authorizes removal of signals, Bienfait, Sask., mileage 84.7 Lampman Sub., CN.
- R-7147 November 7 -- Automatic protection changes, Industrial Boulevard, Saint-Jean, Que., mileage 21.59 Adirondack Sub., CP.
- R-7148 November 7 -- Amends Order R-5269 dated April 16, 1969.
- R-7149 November 12 -- Amends Order R-5885 dated June 12, 1969.
- R-7150 November 12 -- Automatic protection changes, Highway No. 2, St. Antonin, Que., mileage 3.23 Temiscouata Sub., CN.
- R-7151 November 12 -- Crossing construction, Lac St. Joseph Road, Fossambault sur le Lac, Que., mileage 21.53 St. Raymond Sub., CN.
- R-7152 November 12 -- Overhead and side clearances, Highway No. 3, Towns of Tracy and Sorel, Que., mileage 0.35, Sorel Wharf Spur commencing mileage 46.12 Sorel Sub., CN.
- R-7153 November 12 -- Subway construction, Westmount Road, Kitchener, Ont., mileage 64.29 Guelph Sub., CN.
- R-7154 November 12 -- Public crossing, Hamlet of Deleau, Man., mileage 8.97 Arcola Sub., CP.
- R-7155 November 12 -- Amends Order R-6868 dated October 8, 1969.
- R-7156 November 12 -- Amends Order R-5033 dated March 24, 1969.
- R-7157 November 12 -- Anhydrous ammonia facilities, Peterson's Service, Erskine, Alta., mileage 64.4 Lacombe Sub., CP -- extension of time to April 30, 1970.

- R-7158 November 12 – Imperial Oil Limited Warehouse, Viscount, Sask., mileage 65.10 Sutherland Sub., CP.
- R-7159 November 12 – Office building and flammable liquid plant, Imperial Oil Limited, Minitonas, Man., mileage 87.3 Cowan Sub., CN.
- R-7160 November 12 – Anhydrous ammonia facilities, United Grain Growers Limited, Nesbitt, Man., mileage 128.31 Glenboro Sub., CP.
- R-7161 November 12 – Industrial lead construction, Van Horne Industrial Area, Tucks, B.C., mileage 0.66 Steveston Branch, Vancouver and Lulu Island Sub., CP.
- R-7162 November 12 – Operation over subway, County Road No. 4 (Liberty Street), Bowmanville, Ont., mileage 163.58 Belleville Sub., CP.
- R-7163 November 12 – Automatic protection changes, Trans-Canada Highway, Sackville, N.B., mileage 1.07 Tormentine Sub., CN.
- R-7164 November 12 – Automatic protection changes, Park St., Kitchener, Ont., mileage 63.40 Guelph Sub., CN.
- R-7165 November 12 – Removes speed limitation, Labrador City and Wabush Road, 2 miles north of Wabush, Nfld., mileage 0.26 Wabush Sub., WL.
- R-7166 November 12 – Crossing reconstruction, Municipal District of Kneehill No. 48, Alta., mileage 70.91 Three Hills Sub., CN.
- R-7167 November 12 – Automatic protection changes, Montee St. Polycarpe, De Beaujeu, Que., mileage 6.17 Alexandria Sub., CN.
- R-7168 November 12 – Amends Order 121213 dated June 24, 1966.
- R-7169 November 12 – Crossing reconstruction, Yorkton, Sask., mileage 25.76 Yorkton Sub., CN.
- R-7170 November 12 – Crude oil facilities, Gibson Petroleums Limited, Lisburn, Alta., mileage 57.0 Sangudo Sub., CN – Extension to May 15, 1970.
- R-7171 November 12 – Traffic Agreement dated May 2, 1969, Appendix "A", Appendix "B" and Supplements Nos. 1, 2, 3, 4 and 5 effective May 21, 1969, between Bell Canada and Télébec Ltée (Division de La Tuque).
- R-7172 November 12 – Tolls – Supplement 123 to Agreed Charge Tariff, Canadian Freight Association C.T.C. (AC) No. 151, Montmagny, Que.
- R-7173 November 12 – Tolls – Tariff C.M. 73-5, C.T.C. (F) No. E 4221, CN.
- R-7174 November 12 – Removes speed limitation, Lake St., Huntingdon, Que., mileage 17.79 Montreal Branch, PC.
- R-7175 November 12 – Removes speed limitation, Thetford Mines, Que., mileage 73.0 Vallee Sub., QC.

- R-7176 November 12 – Rescinds Order 83051 dated February 1, 1954.
- R-7177 November 12 – Operation on siding, Superior Sea Products Limited, Bunker Island Road near Yarmouth, N.S., mileages 0.35 and 0.73 of said spur commencing mileage 135.86 Yarmouth Sub., CN.
- R-7178 November 12 – Automatic protection, Kingsway Avenue, Port Coquitlam, B.C., mileage 0.37 Westminster Sub., CP.
- R-7179 November 12 – Removes speed limitation, Silverdale Road, Silverdale, Ont., mileage 11.76 Welland Sub., TH&B.
- R-7180 November 12 – Amends Order 119818 dated February 4, 1966.
- R-7181 November 12 – Crossing construction, Hamlet of Hilda, Alta., mileage 38.88 Burstall Sub., CP.
- R-7182 November 12 – Removes speed limitation, George St., Guelph, Ont., mileage 32.30 Goderich Sub., CP.
- R-7183 November 12 – Amends Order 121743 dated August 17, 1966.
- R-7184 November 12 – Amends Order 123786 dated March 15, 1967.
- R-7185 November 12 – Removes speed limitation, Town Line Road, Staples, Ont., mileage 5.45 Leamington Branch, PC.
- R-7186 November 12 – Relocation of navigation channel, Welland Canal between Port Colborne and Port Robinson, Ont., PC.
- R-7187 November 12 – Automatic protection changes, Montée des Sources, Pointe Claire, Que., mileage 3.30 Doney Spur, CN.
- R-7188 November 12 – Automatic protection changes, Waterloo St., Kitchener, Ont., mileage 62.93 Guelph Sub., CN.
- R-7189 November 12 – Relocation of crossing signs from mileage 0.58 Bredenbury Sub., Man., to mileage 94.56 Broadview Sub., Municipality of Martin No. 122, Sask., CP.
- R-7190 November 12 – Automatic protection, Highway 380, Scott, Sask., mileage 42.89 Wainwright Sub., CN.
- R-7191 November 12 – Tariff Revisions – Bell Canada.
- R-7192 November 12 – Removes speed limitation, Highway No. 11, Wyborn, Ont., mileage 294.32 Northern Sub., AC.
- R-7193 November 12 – Removes speed limitation, Township of Windham, Ont., mileage 75.47 Cayuga Sub., CN.
- R-7194 November 12 – Crossing reconstruction, Highway No. 14, Wilkie, Sask., mileage 41.84 Reford Sub., CP.

- R-7195 November 12 – Operation private siding, Shell Canada Limited, mileage 8.52 Mitford Branch commencing mileage 27.2 Laggan Sub., Alta., CP.
- R-7196 November 12 – Opening of Lakeside Industrial Spur, Lakeside Industrial Park, Lakeside, N.S., mileage 4.56 Chester Sub., CN.
- R-7197 November 12 – Flammable liquid facilities, Shell Canada Limited, Crystal City, Man., mileage 17.0 Napinka Sub., CP.
- R-7198 November 12 – Anti-whistling By-law No. 4524 dated October 9, 1969, City of Sault Ste. Marie, Ont., AC and CP.
- R-7199 November 12 – Automatic protection changes, Highway No. 7, Guelph, Ont., mileage 32.22 Fergus Sub., CN.
- R-7200 November 12 – Removes speed limitation, Carbonear, Nfld., mileage 37.93 Carbonear Sub., CN.
- R-7201 November 12 – Anti-whistling By-law No. 26, Tannery Road, Municipality of the County of Kings, N.S., mileage 38.84 Halifax Sub., DA.
- R-7202 November 12 – Toll – Supplement 24, Agreed Charge Tariff of Canadian Freight Association C.T.C. (AC) No. 301.
- R-7203 November 12 – Flammable liquid facilities, Imperial Oil Limited, Tribune, Sask., mileage 6.03 Tribune Spur, Bromhead Sub., CP.
- R-7204 November 13 – Protection changes, Dewdney Ave., 4th Ave., and Albert St., Regina, Sask., mileages 0.46, 1.0 and 1.22 Regina Terminal Sub., CN.
- R-7205 November 13 – Construction of relocated Humberstone Sub. Line H-J, Township of Humberstone, Ont., mileage 3.13 Humberstone Sub., CN.
- R-7206 November 13 – Automatic protection changes, 156th St., Edmonton, Alta., mileage 6.41 Edmonton West Terminal Sub., CN.
- R-7207 November 13 – Amends Order 118000 dated July 16, 1965.
- R-7208 November 13 – Fencing exemption, Owen Sound, Ont., between mileages 71.28 and 71.35 Owen Sound Sub., CP.
- R-7209 November 13 – Amends Order R-6577 dated August 26, 1969.
- R-7210 November 13 – Automatic protection improvement, Willow Road, Guelph, Ont., mileage 31.05 Fergus Sub., CN.
- R-7211 November 13 – Crossing reconstruction, Broad St., Regina, Sask., mileage 0.44 Fourth Avenue Lead off mileage 1.05 Regina Terminal Sub., CN.
- R-7212 November 13 – Removes speed limitation, Parish of Bic, Que., mileage 131.86 Mont Joli Sub., CN.

- R-7213 November 13 – Removes speed limitation, Armour Road, Peterborough, Ont., mileage 117.14 Havelock Sub., CP.
- R-7214 November 13 – Automatic protection changes, Main St., Maxville, Ont., mileage 34.23 Alexandria Sub., CN.
- R-7215 November 13 – Automatic protection improvements, Suburban Road No. 62, Guelph Junction, Ont., mileage 34.02 Fergus Sub., CN.
- R-7216 November 13 – Removes speed limitation, Romain St., Peterborough, Ont., mileage 0.41 Industrial Spur, mileage 62.94 Campbellford Sub., CN.
- R-7217 November 13 – Removes speed limitation, Township of Zone Road, Ont., mileage 37.39 Chatham Sub., CN.
- R-7218 November 13 – Operation over car ferry slip, Prince Rupert, B.C., mileage 93.2 Skeena Sub., CN.
- R-7219 November 12 – Fencing exemption, United Townships of Waltham and Bryson, Que., between mileages 76.0 and 77.8 Waltham Sub., CP.
- R-7220 November 13 – Removes speed limitation, Haldimand County Road No. 31, Jarvis, Ont., mileage 61.9 Cayuga Sub., CN.
- R-7221 November 13 – Widening and improvement, Highway No. 33, Township of Kingston, Ont., mileage 0.25 Collins Bay Penitentiary Spur with headblock at mileage 1.02 Collins Bay Siding, commencing mileage 178.36 Kingston Sub., CN.
- R-7222 November 13 – Automatic protection changes, Cannifton Road, Belleville, Ont., mileage 220.97 Kingston Sub., CN.
- R-7223 November 13 – Crossing construction and automatic protection, Station Road, South Part of Thetford Township, Que., mileage 0.76 Industrial Track commencing mileage 70.0 Vallee Sub., QC.
- R-7224 November 13 – Storage and transfer facilities, Dunvegan Yards, Edmonton, Alta., mileage 0.7 Edmonton Sub., NA.
- R-7225 November 13 – Amends Order R-5375 dated April 23, 1969.
- R-7226 November 13 – Amends Order R-5126 dated April 8, 1969.
- R-7227 November 13 – Removes speed limitation, between Fenelon Falls and Burnt River, Ont., mileage 17.70 Haliburton Sub., CN.
- R-7228 November 13 – Maintenance cost allocation, Township of Beauchastel, Que., mileage 50.77 Kirkland Lake Sub., NC.
- R-7229 November 13 – Removes speed limitation, Spencerville, Ont., mileage 42.50 Prescott Sub., CP.
- R-7230 November 13 – Removes speed limitation, Cherrywood, Ont., mileage 186.78 Belleville Sub., CP.

- R-7231 November 13 – Automatic protection, Township of Whitchurch, Ont., mileage 32.94 Bala Sub., CN.
- R-7232 November 13 – Construction of relocated Humberstone Sub., Line H-J, Township of Humberstone, Ont., mileage 4.60 Humberstone Sub., CN.
- R-7233 November 13 – Crossing construction, Garnet St., Wallaceburg, Ont., mileage 0.44 Libby Spur commencing at mileage 42.10 No. 2 Sub., C&O.
- R-7234 November 13 – Automatic protection improvement, Hill St., Fergus, Ont., mileage 46.56 Fergus Sub., CN.
- R-7235 November 13 – Amends Order R-3643 dated October 16, 1968.
- R-7236 November 13 – Amends Order 113053 dated January 10, 1964.
- R-7237 November 13 – Amends Order R-1061 dated January 9, 1968.
- R-7238 November 13 – Subway construction, Heron Road, Ottawa, Ont., mileage 7.00 Ottawa Sub., CP. and CN.
- R-7239 November 13 – Crossing construction, French River, Ont., mileage 83.37 Parry Sound Sub., CP.
- R-7240 November 13 – Crossing construction, Rural Municipality of Springfield, Man., mileage 139.92 Sprague Sub., CN.
- R-7241 November 13 – Rescinds Orders 73291 and 87519 respectively dated October 24, 1949 and December 1, 1955.
- R-7242 November 13 – Removes speed limitation, Castlefield Ave., north of Fairbank, Toronto, Ont., mileage 6.9 Newmarket Sub., CN.
- R-7243 November 13 – Overhead bridge construction, Trunk Highway No. 103, Barry's Brook, N.S., mileage 40.8 Chester Sub., CN.
- R-7244 November 13 – Tolls – Tariff No. E. 1360-B, C.T.C. (F) No. E. 5181, CP.
- R-7245 November 13 – Tolls – Supplement No. 10, Tariff No. 70-D, C.T.C. (F) No. 1232, DA.
- R-7246 November 13 – Toll – Tariff C.T.C. (Limited) No. E. 3749, CP.
- R-7247 November 13 – Tariff Revisions – Bell Canada.
- R-7248 November 13 – Tolls – Tariffs, CN.
- R-7249 November 13 – Toll – Tariff C.T.C. (Limited) No. E. 9195, CN.
- R-7250 November 13 – Toll – Tariff C.T.C. (Limited) No. E. 7249, CP.
- R-7251 November 13 – Automatic protection, Range Road No. 2, St. Celestin, Que., mileage 89.56 Sorel Sub., CN.

- R-7252 November 13 – Temporary track connection, Township of Humberstone, Ont., from mileages 4.4 Humberstone Subdivision Line H-J, to 16.5 Cayuga Sub., CN.
- R-7253 November 13 – Removes speed limitation, Monarch, Alta., mileage 13.78 Crowsnest Sub., CP.
- R-7254 November 18 – Amends Order 113691 dated March 4, 1964.
- R-7255 November 18 – Temporary changes to signals, mileages 31.95 Oakville Sub., 49.19 Halton Sub., and 7.64 Beach Sub., Ont., CN.
- R-7256 November 18 – Crossing reconstruction, Mississauga, Ont., mileage 17.35 Galt Sub., CP.
- R-7257 November 18 – Amends Order R-6475 dated August 14, 1969.
- R-7258 November 18 – Removes speed limitation, Willow St., Truro, N.S., mileage 62.9 Bedford Sub., CN.
- R-7259 November 18 – Truro Industrial Spur opening, Truro, N.S., mileage 62.96 Bedford Sub., CN.
- R-7260 November 18 – Automatic protection changes, Kerr St., Oakville, Ont., mileage 21.96 Oakville Sub., CN.
- R-7261 November 18 – Overhead bridge construction, Route No. 103, Goat Lake, N.S., mileage 43.8 Chester Sub., CN.
- R-7262 November 18 – Removes agent, Port Arthur, Ont., CP.
- R-7263 November 18 – Removes speed limitation, Little Hill Road, St. Mathieu, Que., mileage 23.07 Rouses Point Sub., NJ.
- R-7264 November 18 – Removes speed limitation, Marshland Ave., Burnaby, B.C. mileage 13.86 Vancouver Sub., BCH&PA.
- R-7265 November 18 – Removes station agents at Tecumseh and Belle River, Ont., CN.
- R-7266 November 18 – Operation over subway structure, County Road No. 4, Township of Pickering, Ont., mileage 184.10 Belleville Sub., CP.
- R-7267 November 17 – Tolls – Supplement 1 to Agreed Charge Tariff of Canadian Freight Association C.T.C. (AC) No. 2551.
- R-7268 November 18 – Removes speed limitation, Angushorn, B.C., mileage 6.36 Clearwater Sub., CN.
- R-7269 November 18 – Flammable liquid facilities, Texaco Canada Limited, Victoria-ville, Que., mileage 55.91 Danville Sub., CN.
- R-7270 November 18 – Clearances – sidings serving the Bottling and Finished Goods Building of Hiram Walker & Sons Limited, Winfield, B.C., mileage 107.00 Okanagan Sub., CN.

- R-7271 November 18 – Removes Agent and appoints Operator, Paradis, Que., mileage 103.2 Oskelaneo Sub., CN.
- R-7272 November 18 – Operation on private siding serving Procter and Gamble of Canada Limited, Arvin Avenue, Twp. of Saltfleet, Ont., mileage 36.0 Grimsby Sub., CN.
- R-7273 November 18 – Operation under overhead bridge, Division St., Kingston, Ont., mileages 173.91 Kingston Sub., CN, and 100.88 Kingston Sub., CP.
- R-7274 November 19 – Operation through interlocking plant, De Beaujeu, Que., mileage 35.4 Winchester Sub., CP, and 6.1 Alexandria Sub., CN.
- \*R-7275 November 19 – Authorizes CN to open railway commencing mileage 60.6 Peace River Sub., NA, Alta. extending approximately 377 miles to Hay River, N.W.T.; and branch line commencing mileage 368.46 extending approximately 55 miles to Pine Point, N.W.T. (See Page 831, 59 R.T.C.)
- R-7276 November 20 – Removes speed limitation, Stony Beach, Sask., mileage 22.18 Central Butte Sub., CN.
- R-7277 November 20 – Tariff revisions – Filing Advice No. 5819 dated November 14, 1969 – Bell Canada.
- R-7278 November 21 – Structure construction to carry five pipelines, St. Romuald, Que., mileage 2.68 St. Romuald Sub., CN.
- R-7279 November 21 – Overhead bridge construction, Haig St., Belleville, Ont., mileage 219.28 Kingston Sub., CN.
- R-7280 November 24 – Flammable liquid facilities, Texaco Canada Limited, Drumheller, Alta., mileage 52.7 Drumheller Sub., CN.
- R-7281 November 24 – Private siding construction, Domtar Chemicals Limited, Hinton, Alta., CN.
- R-7282 November 24 – Construction of branch line of railway approximately 11,050.83 feet in length, Municipality of Cornwallis, Man., CP.
- R-7283 November 24 – Automatic protection, Carley Side Road, Twp. of Medonte, Ont., mileage 81.70 MacTier Sub., CP.
- R-7284 November 24 – Tariff revisions – Filing Advice No. 5820 dated November 14, 1969 – Bell Canada.
- R-7285 November 24 – Tariff revisions – Filing Advice No. 5817 dated November 12, 1969 – Bell Canada.
- R-7286 November 24 – Amends Order R-1724 dated March 11, 1968.



- R-7287 November 24 – Automatic protection Alwinal Potash Mine Access Road, Guernsey, Sask, mileage 44.56 Sutherland Sub., CP.
- R-7288 November 24 – Rescinds Order R-7250 dated November 13, 1969.
- R-7289 November 24 – Automatic protection, Finch Ave., Borough of Scarborough, Ont., mileage 1.26 Belleville-Havelock Connection, CP.
- R-7290 November 24 – Crossing reconstruction, Cote St. Louis Road, Blainville, Que., mileage 1.99 Ste. Agathe Sub., CP.
- R-7291 November 24 – Crossing reconstruction, Hwy. 32, St. Liboire, Que., mileage 31.90 St. Hyacinthe Sub., CN.
- R-7292 November 24 – Amends Order R-1185 dated January 19, 1968.
- R-7293 November 24 – Amends Order 124539 dated May 29, 1967.
- R-7294 November 24 – Removes speed limitation, Horne Ave., Mission City, B.C., mileage 87.0 Cascade Sub., CP.
- R-7295 November 24 – Operation under widened overhead bridge, Trans-Canada Hwy., County of Colchester, N.S., mileage 25.1 Springhill Sub., CN.
- R-7296 November 24 – Automatic protection, 7th Line Road, Twp. of Innisfil, Ont., mileage 54.56 Newmarket Sub., CN.
- R-7297 November 26 – Removes speed limitation, Lincoln Avenue, Beamsville, Ont., mileage 23.74 Grimsby Sub., CN.
- R-7298 November 27 – Widening and improvement of approaches and automatic protection, Fourth Concession Road, Twp. of Rochester, Ont., mileage 86.80 Chatham Sub., CN.

COMMISSION CANADIENNE DES TRANSPORTS

ORDONNANCE N° R-7086

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*RELATIVE à l'ordonnance générale n° E-7 de la Commission des transports du Canada:*

*Dossier n° 11026.74*

APRÈS lecture des pièces déposées —

Le Comité ordonne par les présentes ce qui suit:

Modifier l'ordonnance générale n° E-7 de la Commission des transports du Canada

- a) en supprimant à l'alinéa (a) du paragraphe (1) de l'article 3 le chiffre « 9 p. 100 » et en y substituant le chiffre « 11 p. 100 »; et
- b) en supprimant au paragraphe (4) de l'article 3 le chiffre « 1½% » et en y substituant le chiffre « 2 p. 100 » pour couvrir les indemnités de maladie et les allocations de bien-être.

Fait à Ottawa, le 3<sup>e</sup> jour de novembre 1969.

Le Secrétaire du Comité des transports  
par chemin de fer,

(SIGNÉ) C.W. RUMP

## COMMISSION CANADIENNE DES TRANSPORTS

## ORDONNANCE GÉNÉRALE N° R-T-44

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*Loi sur les taux de transport des marchandises dans les provinces Maritimes – Tarifs et suppléments de tarif déposés par les compagnies de chemin de fer en vertu des dispositions de l'article 8 de la Loi:*

*Dossier n° 34822*

1. LE COMITÉ CERTIFIE PAR LES PRÉSENTES que, sauf comme peuvent le stipuler de temps à autre des ordonnances particulières du Comité, les taux normaux, pour les fins du remboursement prévu au paragraphe (3) de l'article 8 de la Loi sur les taux de transport des marchandises dans les provinces Maritimes, devront, à l'égard de tout tarif de taux déposé par une compagnie de chemin de fer en vertu des articles 3 et 8 de la Loi et approuvé par une ordonnance du Comité, être ces taux approuvés plus le pourcentage d'augmentation prescrit par un « TABLEAU DES POURCENTAGES DE REMBOURSEMENT PRÉVUS PAR LA LOI SUR LES TAUX DE TRANSPORT DES MARCHANDISES DANS LES MARITIMES – CHEMINS DE FER », publié par le Comité des transports par chemin de fer.

2. Le Directeur du trafic du Comité des transports par chemin de fer est autorisé à établir et à publier le « TABLEAU DES POURCENTAGES DE REMBOURSEMENT PRÉVUS PAR LA LOI SUR LES TAUX DE TRANSPORT DES MARCHANDISES DANS LES PROVINCES MARITIMES – CHEMINS DE FER », mentionné à l'article 1<sup>er</sup> de la présente ordonnance générale.

Fait à Ottawa, le 12<sup>e</sup> jour de novembre 1969.

Le Secrétaire du Comité des transports  
par chemin de fer,

(SIGNÉ) C.W. RUMP

## COMMISSION CANADIENNE DES TRANSPORTS

## ORDONNANCE N° R-7275

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*RELATIVE à la requête que les chemins de fer Nationaux du Canada, ci-après dénommés «Requérants», ont présentée en vertu des dispositions des paragraphes (1) à (6) de l'article 279 de la Loi sur les chemins de fer, en vue d'obtenir l'autorisation d'ouvrir au transport du trafic leur tronçon de voie ferrée prenant naissance à un point de raccordement avec la voie ferrée de la Northern Alberta Railways Company, point situé au point milliaire 60.6 de la subdivision de Peace River de la Northern Alberta Railways Company, dans la province de l'Alberta, et s'étendant en direction nord et en direction nord-est sur une distance approximative de 377 milles, dans la province de l'Alberta et dans les Territoires du Nord-Ouest jusqu'à Hay River sur la rive sud du Grand lac des Esclaves; ainsi qu'un embranchement prenant naissance au point milliaire 368.46 de la ligne de chemin de fer déjà mentionnée et s'étendant vers l'est sur une distance approximative de 55 milles jusqu'à Pine Point, au sud du Grand lac des Esclaves, le tout dans les Territoires du Nord-Ouest.*

*Dossier n° 48914.125*

APRÈS lecture des pièces déposées -

Le Comité ordonne par les présentes ce qui suit:

Les Requérants sont autorisés à ouvrir au transport du trafic leur tronçon de voie ferrée prenant naissance à un point de raccordement avec la voie ferrée de la *Northern*

*Alberta Railways Company*, point situé au point milliaire 60.6 de la subdivision de Peace River de la *Northern Alberta Railways Company*, dans la province de l'Alberta, et s'étendant vers le nord et vers le nord-est sur une distance approximative de 377 milles dans la province de l'Alberta et les Territoires du Nord-Ouest, jusqu'à Hay River, sur la rive sud du Grand lac des Esclaves; ainsi qu'un embranchement prenant naissance au point milliaire 368.86 de la ligne de chemin de fer déjà mentionnée et s'étendant sur une distance approximative de 55 milles jusqu'à Pine Point, au sud du Grand lac des Esclaves, le tout dans les Territoires du Nord-Ouest.

Fait à Ottawa, le 19<sup>e</sup> jour de novembre 1969.

Le Secrétaire du Comité des transports  
par chemin de fer,

(SIGNÉ) C.W. RUMP

**SOMMAIRE DES ORDONNANCES RENDUES PAR  
LE COMITÉ DES TRANSPORTS PAR CHEMIN DE FER**  
(\*INDIQUE QUE L'ORDONNANCE EST IMPRIMÉE COMPLÈTEMENT  
SUR LA PAGE INDIQUÉE)

- R-7063 3 novembre — Reconstruction du passage de la rue Prince, à Maxville (Ont.), au point milliaire 34.48 de la subd. d'Alexandria, CN.
- R-7064 3 novembre — Modification de l'ordonnance n° R-2594, datée du 19 juin 1968.
- R-7065 3 novembre — Amélioration du système de protection automatique de la rue St. George, à Fergus (Ont.), au point milliaire 46.46 de la subd. de Fergus, CN.
- R-7066 3 novembre — Amélioration du système de protection automatique, à Elora (Ont.), au point milliaire 43.62 de la subd. de Fergus, CN.
- R-7067 3 novembre — Modification de l'ordonnance n° 122357, datée du 20 octobre 1966.
- R-7068 3 novembre — Système de protection automatique, au chemin North-South, à Spruce Grove (Alb.), au point milliaire 20.04 de la subd. d'Edson, CN.
- R-7069 3 novembre — Amélioration du système de protection automatique de la rue Johnson, à Fergus (Ont.), au point milliaire 46.32 de la subd. de Fergus, CN.
- R-7070 3 novembre — Système de protection automatique, à la rue Fraser, à Vancouver (C.-B.), au point milliaire 8.19 de la subd. de Vancouver, sur l'embranchement de Vancouver et Lulu Island.
- R-7071 3 novembre — Contrat de trafic daté du 2 mai 1969 et appendice « A », appendice « B » et suppléments 1, 2, 3, 4, 5 et 6 en vigueur à compter du 21 mai 1969 entre Bell Canada et Télébec Ltée (division du sud).
- R-7072 3 novembre — Suppression du poste de télégraphiste-chef de gare et fermeture de la gare à Adirondack Junction (Qué.), au point milliaire 40.7 de la subd. d'Adirondack, CP.
- R-7073 3 novembre — Installations pour liquides inflammables, *Standard Oil Company of British Columbia Limited*, à Terrace (C.-B.), au point milliaire 131.73 de la subd. de Bulkley, CN.
- R-7074 3 novembre — Suppression de la limite de vitesse, à la rue Notre-Dame ouest, à Thetford Mines (Qué.), au point milliaire 0.47 de l'embranchement industriel de Thetford Mines, qui prend naissance au point milliaire 70.00 de la subd. de Valley, QC.

- R-7075 3 novembre — Reconstruction du passage de la montée Lord, municipalité de la paroisse de Saint-Blaise (Qué.), au point milliaire 17.91 de la subd. de Rouses Point, CN.
- R-7076 3 novembre — Suppression de la limite de vitesse, à Foam Lake Yard (Sask.), au point milliaire 83.56 de la subd. de Wynyard, CP.
- R-7077 3 novembre — Contrat de trafic daté du 2 mai 1969 et appendice « A », appendice « B » et suppléments 1, 2, 3, 4, 5 et 6, en vigueur à compter du 21 mai 1969 entre Bell Canada et Télébec Ltée (division de Pontiac).
- R-7078 3 novembre — Révocation de l'ordonnance n° 72063, datée du 1<sup>er</sup> mars 1949.
- R-7079 3 novembre — Révisions de tarifs, Bell Canada.
- R-7080 3 novembre — Révocation de l'ordonnance n° 102883, datée du 4 novembre 1960.
- R-7081 3 novembre — Taux — Suppléments 19 et 20 du tarif de taux convenu de l'Association canadienne du trafic-marchandises, C.T.C. (AC) n° 499.
- R-7082 3 novembre — Fermeture temporaire de la gare à Pefferlaw (Ont.), pendant la période du 10 au 21 novembre 1969 inclusivement, CN.
- R-7083 3 novembre — Reconstruction du passage, à la route provinciale n° 340, dans la municipalité rurale de Roblin (Man.), au point milliaire 42.48 de la subd. de Napinka, CP.
- R-7084 3 novembre — Modifications du système de protection automatique, au chemin de la Rivière du Sud, à Montmagny (Qué.), au point milliaire 77.77 de la subd. de Montmagny, CN.
- R-7085 3 novembre — Construction d'un passage inférieur, à la 22<sup>e</sup> rue, à Québec (Qué.), aux points milliaires 0.47 de la subd. de Lairer et 1.63 de la subd. de Saint-Raymond, CN.
- \*R-7086 3 novembre — Modification de l'ordonnance générale n° E-7 (voir page 846, 59 R.T.C.).
- R-7087 3 novembre — Modification de l'ordonnance n° 121318, datée du 12 juillet 1966.
- R-7088 3 novembre — Révocation des ordonnances nos 110723, 113266, 116956 et R-3897, datées respectivement du 18 mars 1963, du 27 janvier 1964, du 12 mars 1965 et du 20 novembre 1968; et ordonnance relative à la protection manuelle, à la route n° 20, paroisse de Saint-Simon-de-Ramsay (Qué.), au point milliaire 33.04 de la subd. de Saint-Guillaume, CP.
- R-7089 3 novembre — Modification de l'ordonnance n° R-1354, datée du 7 février 1968.

- R-7090 3 novembre — Modification de l'ordonnance n° 117989, datée du 15 juillet 1965.
- R-7091 3 novembre — Modification de l'ordonnance n° 125532, datée du 14 septembre 1967.
- R-7092 3 novembre — Construction d'un passage, dans le canton de Beauchastel (Qué.), au point milliaire 47.65 de la subd. de Kirkland Lake, *NC*.
- R-7093 3 novembre — Révocation des ordonnances n°s 74264, 84807 et 125140, datées respectivement du 6 avril 1950, du 22 octobre 1954 et du 31 juillet 1967.
- R-7094 3 novembre — Construction d'une déviation de la route, au point milliaire 78.56 de la subd. de Montmagny (Qué.), *CN*.
- R-7095 3 novembre — Modification de l'ordonnance n° R-388, datée du 20 octobre 1967.
- R-7096 3 novembre — Révocation de l'ordonnance n° 67561, datée du 28 juin 1946.
- R-7097 3 novembre — Construction d'un passage, municipalité rurale de Fertile Belt (Sask.), au point milliaire 95.82 de la subd. de Neudorf, *CP*.
- R-7098 3 novembre — Modification de l'ordonnance n° R-5000, datée du 18 mars 1969.
- R-7099 4 novembre — Circulation sur le pont de Second Narrows, à Vancouver (C.-B.), au point milliaire 2.6 de la subd. de Thornton, *CN*.
- R-7100 4 novembre — Taux — tarif C.T.C. (limité) n° 3256, Association canadienne du trafic-marchandises.
- R-7101 4 novembre — Taux — tarif C.T.C. (limité) n° 3238, Association canadienne du trafic-marchandises.
- R-7102 4 novembre — Taux — tarif C.T.C. (limité) n° 209, *DA*.
- R-7103 4 novembre — Taux — tarif C.T.C. (limité) n° 210, *DA*.
- R-7104 4 novembre — Taux — tarifs déposés par le *CN*.
- R-7105 4 novembre — Taux — tarif C.T.C. (limité) n° E. 3720, *CP*.
- R-7106 4 novembre — Autorisation donnée au *CP* d'élargir son pont en vue de l'installation d'une voie ferrée supplémentaire, canton de Rochester (Ont.), au point milliaire 93.0 de la subd. de Windsor.
- R-7107 4 novembre — Suppression de la limite de vitesse, à McIntyre's Lake (N.-É.), au point milliaire 19.2 de la subd. de Sydney, *CN*.
- R-7108 4 novembre — Fermeture du passage public, municipalité rurale de Lakeview n° 337 (Sask.), au point milliaire 40.75 de la subd. de Tisdale, *CP*.



- R-7109 4 novembre – Reconstruction du passage, au chemin de la ligne 2, municipalité de la paroisse de Saint-Blaise (Qué.), au point milliaire 13.38 de la subd. de Rouses Point, CN.
- R-7110 4 novembre – Modification de l'ordonnance n° 125212, datée du 10 août 1967.
- R-7111 4 novembre – Réservoir de stockage pour liquides inflammables et immeuble à bureaux, *Imperial Oil Limited*, à Hartney (Man.), au point milliaire 32.31 de la subd. d'Estevan, CP.
- R-7112 4 novembre – Circulation sur l'embranchement de la zone d'aménagement de Rivermede, canton de Vaughan (Ont.), CN.
- R-7113 4 novembre – Construction d'un passage supérieur, à la route n° 24, municipalité de Saint-Jean-Port-Joli (Qué.), au point milliaire 56.44 de la subd. de Montmagny, CN.
- R-7114 4 novembre – Modifications des signaux, à Mount Royal (Qué.), entre les points milliaires 3 et 5 de la subd. de Mount Royal, CN.
- R-7115 4 novembre – Reconstruction du passage et système de protection automatique, à la rue Wentworth nord, à Hamilton (Ont.), au point milliaire 0.94 de l'embranchement nord et nord-ouest, CN.
- R-7116 4 novembre – Construction d'un passage à la 116<sup>e</sup> avenue, à Grande-Prairie (Alb.), au point milliaire 48.27 de la subd. de Grande-Prairie, NA.
- R-7117 4 novembre – Limitation de la responsabilité – tarif de transport des concentrés de nickel par chargements complets de wagon de Lac-du-Bonnet (Man.), à Clara Belle, Copper Cliff et Falconbridge (Ont.), CP.
- R-7118 7 novembre – Révocation des articles 1 et 3 de l'ordonnance n° 53404, datée du 3 septembre 1936.
- R-7119 7 novembre – Modifications du système de protection automatique, à la rue Dunlop Drive, à Whitby (Ont.), au point milliaire 304.29 de la subd. de Kingston, CN.
- R-7120 7 novembre – Dispense d'ériger des clôtures, municipalité rurale de Foam Lake n° 276 (Sask.), entre les points milliaires 14.85 et 15.46 de la subd. de Tisdale, CP.
- R-7121 7 novembre – Suppression de la limite de vitesse, au chemin Carson, à Grand Forks (C.-B.), au point milliaire 0.5 de l'embranchement de Carson, qui prend naissance au point milliaire 93.4 de la subd. de Boundary, CP.
- R-7122 7 novembre – Modifications des signaux automatiques entre Campbellton (N.-B.), et Matapédia (Qué.), entre les points milliaires 1 et 14.6 de la subd. de Mont-Joli, CN.

- R-7123 7 novembre – Suppression de la limite de vitesse, à la rue John, canton de Markham (Ont.), au point milliaire 16.32 de la subd. de Bala, CN.
- R-7124 7 novembre – Modification de l'ordonnance n° R-6725, datée du 17 septembre 1969.
- R-7125 7 novembre – Modifications du système de protection automatique, aux 6<sup>e</sup>, 7<sup>e</sup> et 8<sup>e</sup> avenues, à Régina (Sask.), aux points milliaires 0.79, 0.68 et 0.58 de la subd. du terminus de Régina, CN.
- R-7126 7 novembre – Déplacement du chenal de navigation du canal de Welland, entre Port Colborne et Port Robinson (Ont.), CN.
- R-7127 7 novembre – Suppression de la limite de vitesse au chemin Oakes, canton de Grimsby nord (Ont.), au point milliaire 30.39 de la subd. de Grimsby, CN.
- R-7128 7 novembre – Dispense d'ériger des clôtures, de la subd. de Varcoe (Man.), CP.
- R-7129 7 novembre – Dispense d'ériger des clôtures, district municipal de Sturgeon n° 90 (Alb.), de la subd. de Vegreville, CN.
- R-7130 7 novembre – Reconstruction du passage, au chemin de canton, canton de Bentinck (Ont.), au point milliaire 22.34 de la subd. de Walkerton, CP.
- R-7131 7 novembre – Circulation sur le rajout du pont de la rivière Bow, à Calgary (Alb.), au point milliaire 172.5 de la subd. de Brooks, CP.
- R-7132 7 novembre – Reconstruction du passage, au chemin de la concession 7, canton de Belmont (Ont.), au point milliaire 91.75 de la subd. d'Havelock, CP.
- R-7133 7 novembre – Construction d'un passage au croisement d'une voie ferrée supplémentaire, à la 3<sup>e</sup> avenue, à Saint-Romuald (Qué.), au point milliaire 0.59 de la voie de raccordement du parc industriel de Saint-Romuald, qui prend naissance au point milliaire 5.62 de la subd. de Saint-Romuald, CN.
- R-7134 7 novembre – Suppléments 8, 9, 10, 11 et 12 en vigueur à compter du 21 septembre 1969, du contrat de trafic daté du 13 avril 1965, passé entre Bell Canada et La Compagnie de Téléphone de Warwick.
- R-7135 7 novembre – Circulation sur le passage inférieur de l'avenue Bayview (chemin de comté n° 34), canton de Markham (Ont.), au point milliaire 23.77 de la subd. de Bala, CN.
- R-7136 7 novembre – Autorisation de discontinuer l'exploitation et d'enlever les voies ferrées entre les points milliaires 59.72 et 61.24 de la subd. d'Alliance (Alb.), CN.

- R-7137 7 novembre – 33<sup>e</sup> révision de l'annexe « B », datée du 1<sup>er</sup> octobre 1969, du contrat daté du 7 février 1958, passé entre Bell Canada et *Canadian Overseas Telecommunication Corporation*.
- R-7138 7 novembre – Taux – tarif n° E. 1355-F, C.T.C. (F) n° E.5253, CP.
- R-7139 7 novembre – Révisions de tarifs, CN Télécommunications.
- R-7140 7 novembre – Installations pour ammoniac anhydre, *Federated Cooperatives Limited*, à Tempest (Alb.), au point milliaire 94.1 de la subd. de Taber, CP.
- R-7141 7 novembre – Installations pour ammoniac anhydre, *Federated Cooperatives Limited* à Cardston (Alb.), au point milliaire 46.4 de la subd. de Cardston, CP.
- R-7142 7 novembre – Construction d'un pont, et circulation sur ce pont, à l'égoût municipal de Spring Creek, à Alliston (Ont.), au point milliaire 4.55 de l'embranchement d'Alliston, CN.
- R-7143 7 novembre – Modifications du système de protection automatique, à la rue du Dépôt, à Montmagny (Qué.), au point milliaire 78.0 de la subd. de Montmagny, CN.
- R-7144 7 novembre – Autorisation donnée à l'*Arnaud Railway Company* d'ouvrir sa voie ferrée de Pointe-Noire, du point milliaire 0, à Arnaud Junction, point milliaire 22.6 (Qué.).
- R-7145 7 novembre – Taux – tarif 93-C, C.T.C. (F) n° 1210, DA.
- R-7146 7 novembre – Autorisation d'enlever les signaux, à Bienfait (Sask.), au point milliaire 84.7 de la subd. de Lampman, CN.
- R-7147 7 novembre – Modifications du système de protection automatique, au boul. Industriel, à Saint-Jean (Qué.), au point milliaire 21.59 de la subd. d'Adirondack, CP.
- R-7148 7 novembre – Modifications de l'ordonnance n° R-5269, datée du 16 avril 1969.
- R-7149 12 novembre – Modifications de l'ordonnance n° R-5885, datée du 12 juin 1969.
- R-7150 12 novembre – Modification du système de protection automatique, à la route n° 2, à Saint-Antoine (Qué.), au point milliaire 3.23 de la subd. de Témiscouata, CN.
- R-7151 12 novembre – Construction d'un passage, au chemin de Lac-Saint-Joseph, à Fossambault-sur-le-lac (Qué.), au point milliaire 21.53 de la subd. de Saint-Raymond, CN.
- R-7152 12 novembre – Espaces libres verticaux et horizontaux, à la route n° 3, villes de Tracy et de Sorel (Qué.), au point milliaire 0.35 de

- l'embranchement du quai de Sorel, qui prend naissance au point milliaire 46.12 de la subd. de Sorel, CN.
- R-7153 12 novembre – Construction d'un passage inférieur, au chemin Westmount, à Kitchener (Ont.), au point milliaire 64.29 de la subd. de Guelph, CN.
- R-7154 12 novembre – Passage public, dans le hameau de Deleau (Man.), au point milliaire 8.97 de la subd. d'Arcola, CP.
- R-7155 12 novembre – Modification de l'ordonnance n° R-6868, datée du 8 octobre 1969.
- R-7156 12 novembre – Modification de l'ordonnance n° R-5033, datée du 24 mars 1969.
- R-7157 12 novembre – Installations pour ammoniac anhydre, *Peterson's Service*, à Erskine (Alb.), au point milliaire 64.4 de la subd. de Lacombe, CP – prorogation au 30 avril 1970.
- R-7158 12 novembre – Entrepôt de l'*Imperial Oil Limited*, à Viscount (Sask.), au point milliaire 65.10 de la subd. de Sutherland, CP.
- R-7159 12 novembre – Immeuble à bureaux et installation pour liquides inflammables, *Imperial Oil Limited*, à Minitonas (Man.), au point milliaire 87.3 de la subd. de Cowan, CN.
- R-7160 12 novembre – Installations pour ammoniac anhydre, *United Grain Growers Limited*, à Nesbitt (Man.), au point milliaire 128.31 de la subd. de Glenboro, CP.
- R-7161 12 novembre – Construction d'une voie de desserte, zone industrielle de Van Horne, à Tucks (C.-B.), au point milliaire 0.66 de l'embranchement de Steveston, de la subd. de Vancouver et Lulu Island, CP.
- R-7162 12 novembre – Circulation sur le passage inférieur, au chemin de comté n° 4 (rue Liberty), à Bowmanville (Ont.), au point milliaire 163.58 de la subd. de Belleville, CP.
- R-7163 12 novembre – Modification du système de protection automatique, à la route transcanadienne, à Sackville (N.-B.), au point milliaire 1.07 de la subd. de Tormentine, CN.
- R-7164 12 novembre – Modification du système de protection automatique, à la rue Park, à Kitchener (Ont.), au point milliaire 63.40 de la subd. de Guelph, CN.
- R-7165 12 novembre – Suppression de la limite de vitesse au chemin de Labrador City et de Wabush, 2 milles au nord de Wabush (T.-N.), au point milliaire 0.26 de la subd. de Wabush, WI.

- R-7166 12 novembre – Reconstruction du passage, dans le district municipal de Kneehill n° 48 (Alb.), au point milliaire 70.91 de la subd. de Three Hills, CN.
- R-7167 12 novembre – Modification du système de protection automatique, à la montée Saint-Polycarpe, à De Beaujeu (Qué.), au point milliaire 6.17 de la subd. d'Alexandria, CN.
- R-7168 12 novembre – Modification de l'ordonnance n° 121213, datée du 24 juin 1966.
- R-7169 12 novembre – Reconstruction du passage, à Yorkton (Sask.), au point milliaire 25.76 de la subd. de Yorkton, CN.
- R-7170 12 novembre – Installations pour pétrole brut, *Gibson Petroleums Limited*, à Lisburn (Alb.), au point milliaire 57.0 de la subd. de Sangudo, CN – prorogation au 15 mai 1970.
- R-7171 12 novembre – Appendice « A », appendice « B », et suppléments n°s 1, 2, 3, 4 et 5, en vigueur à compter du 21 mai 1969, du contrat de trafic daté du 2 mai 1969, passé entre Bell Canada et Télébec Ltée (division de La Tuque).
- R-7172 12 novembre – Taux – supplément 123 du tarif de taux convenu, Association canadienne du trafic-marchandises, C.T.C.(AC) n° 151, Montmagny (Qué.).
- R-7173 12 novembre – Taux – tarif C.M. 73-5, C.T.C. (F) n° E 4221, CN.
- R-7174 12 novembre – Suppression de la limite de vitesse, à la rue Lake, à Huntingdon (Qué.), au point milliaire 17.79 de l'embranchement de Montréal, PC.
- R-7175 12 novembre – Suppression de la limite de vitesse, à Thetford Mines (Qué.), au point milliaire 73.0 de la subd. de Vallée, QC.
- R-7176 12 novembre – Révocation de l'ordonnance n° 83051, datée du 1<sup>er</sup> février 1954.
- R-7177 12 novembre – Circulation sur la voie de desserte de *Superior Sea Products Limited*, au chemin de l'île Bunker près de Yarmouth (N.-É.), aux points milliaires 0.35 et 0.73 dudit embranchement qui prend naissance au point milliaire 135.86 de la subd. de Yarmouth, CN.
- R-7178 12 novembre – Système de protection automatique, à l'av. Kingsway, à Port Coquitlam (C.-B.), au point milliaire 0.37 de la subd. de Westminster, CP.
- R-7179 12 novembre – Suppression de la limite de vitesse, au chemin Silverdale, à Silverdale (Ont.), au point milliaire 11.76 de la subd. de Welland, TH&B.

- R-7180 12 novembre – Modification de l'ordonnance n° 119818, datée du 4 février 1966.
- R-7181 12 novembre – Construction d'un passage, dans le hameau d'Hilda (Alb.), au point milliaire 38.88 de la subd. de Burstall, CP.
- R-7182 12 novembre – Suppression de la limite de vitesse, à la rue George, à Guelph (Ont.), au point milliaire 32.30 de la subd. de Goderich, CP.
- R-7183 12 novembre – Modification de l'ordonnance n° 121743, datée du 17 août 1966.
- R-7184 12 novembre – Modification de l'ordonnance n° 123786, datée du 15 mai 1967.
- R-7185 12 novembre – Suppression de la limite de vitesse, au chemin Town Line, à Staples (Ont.), au point milliaire 5.45 de l'embranchement de Leamington, PC.
- R-7186 12 novembre – Déplacement du chenal de navigation du canal de Welland entre Port Robinson et Port Colborne (Ont.), PC.
- R-7187 12 novembre – Modification du système de protection automatique, à la Montée des Sources, à Pointe-Claire (Qué.), au point milliaire 3.30 de l'embranchement de Doney, CN.
- R-7188 12 novembre – Modification du système de protection automatique, à la rue Waterloo, à Kitchener (Ont.), au point milliaire 62.93 de la subd. de Guelph, CN.
- R-7189 12 novembre – Déplacement des écriteaux de passage du point milliaire 0.58 de la subd. de Bredenburg (Man.), au point milliaire 94.56 de la subd. de Broadview, municipalité de Martin n° 122 (Sask.), CP.
- R-7190 12 novembre – Système de protection automatique, à la route 380, à Scott (Sask.), au point milliaire 42.89 de la subd. de Wainwright, CN.
- R-7191 12 novembre – Révisions de tarifs – Bell Canada.
- R-7192 12 novembre – Suppression de la limite de vitesse, à la route n° 11, à Wyborn (Ont.), au point milliaire 294.32 de la subd. de Northern, AC.
- R-7193 12 novembre – Suppression de la limite de vitesse dans le canton de Windham (Ont.), au point milliaire 75.47 de la subd. de Cayuga, CN.
- R-7194 12 novembre – Reconstruction du passage, à la route n° 14, à Wilkie (Sask.), au point milliaire 41.84 de la subd. de Reford, CP.
- R-7195 12 novembre – Circulation sur la voie de desserte privée de *Shell Canada Limited*, au point milliaire 8.52 de l'embranchement de Mitford, qui prend naissance au point milliaire 27.2 de la subd. de Laggan (Alb.), CP.

- R-7196 12 novembre – Ouverture de l'embranchement industriel de Lakeside, parc industriel de Lakeside, à Lakeside (N.-É.), au point milliaire 4.56 de la subd. de Chester, CN.
- R-7197 12 novembre – Installations pour liquides inflammables de *Shell Canada Limited*, à Crystal City (Man.), au point milliaire 17.0 de la subd. de Napinka, CP.
- R-7198 12 novembre – Règlement local n° 4524, interdisant l'emploi du sifflet de locomotive, daté du 9 octobre 1969, de la ville de Sault-Sainte-Marie (Ont.), AC et CP.
- R-7199 12 novembre – Modification du système de protection automatique, à la route n° 7, à Guelph (Ont.), au point milliaire 32.22 de la subd. de Fergus, CN.
- R-7200 12 novembre – Suppression de la limite de vitesse, à Carbonear (T.-N.), au point milliaire 37.93 de la subd. de Carbonear, CN.
- R-7201 12 novembre – Règlement local n° 26 interdisant l'emploi du sifflet de locomotive, au chemin Tannery, municipalité du comté de Kings (N.-É.), au point milliaire 38.84 de la subd. d'Halifax, DA.
- R-7202 12 novembre – Taux – supplément 24 du tarif de taux convenu de l'Association canadienne du trafic-marchandises C.T.C. (AC) n° 301.
- R-7203 12 novembre – Installations pour liquides inflammables de *Imperial Oil Limited*, à Tribune (Sask.), au point milliaire 6.03 de l'embranchement de Tribune, de la subd. de Bromhead, CP.
- R-7204 13 novembre – Modification des systèmes de protection, à l'av. Dewdney, à la 4<sup>e</sup> av. et à la rue Albert, à Régina (Sask.), aux points milliaires 0.46, 1.0 et 1.22 de la subd. du terminus de Régina, CN.
- R-7205 13 novembre – Construction d'un passage à niveau, à la ligne déplacée H-J de la subd. d'Humberstone, canton d'Humberstone (Ont.), au point milliaire 3.13 de la subd. d'Humberstone, CN.
- R-7206 13 novembre – Modifications du système de protection automatique, à la 156<sup>e</sup> rue, à Edmonton (Alb.), au point milliaire 6.41 de la subd. du terminus d'Edmonton-Ouest, CN.
- R-7207 13 novembre – Modification de l'ordonnance n° 118000, datée du 16 juillet 1965.
- R-7208 13 novembre – Dispense d'ériger des clôtures, à Owen Sound (Ont.), entre les points milliaires 71.28 et 71.35 de la subd. d'Owen Sound, CP.
- R-7209 13 novembre – Modification de l'ordonnance n° R-6577, datée du 26 août 1969.

- R-7210 13 novembre – Amélioration du système de protection automatique, au chemin Willow, à Guelph (Ont.), au point milliaire 31.05 de la subd. de Fergus, CN.
- R-7211 13 novembre – Reconstruction du passage, à la rue Broad, à Régina (Sask.), au point milliaire 0.44 de la voie de desserte de la 4<sup>e</sup> av., qui prend naissance au point milliaire 1.05 de la subd. du terminus de Régina, CN.
- R-7212 13 novembre – Suppression de la limite de vitesse, dans la paroisse de Bic (Qué.), au point milliaire 131.86 de la subd. de Mont-Joli, CN.
- R-7213 13 novembre – Suppression de la limite de vitesse, au chemin Armour, à Peterborough (Ont.), au point milliaire 117.14 de la subd. d'Havelock, CP.
- R-7214 13 novembre – Modification du système de protection automatique, à la rue Principale, à Maxville (Ont.), au point milliaire 34.23 de la subd. d'Alexandria, CN.
- R-7215 13 novembre – Amélioration du système de protection automatique, au chemin de banlieue n° 62, à Guelph Junction (Ont.), au point milliaire 34.02 de la subd. de Fergus, CN.
- R-7216 13 novembre – Suppression de la limite de vitesse, à la rue Romain, à Peterborough (Ont.), au point milliaire 0.41 de l'embranchement industriel qui prend naissance au point milliaire 62.94 de la subd. de Campbellford, CN.
- R-7217 13 novembre – Suppression de la limite de vitesse, dans le canton de Zone Road (Ont.), au point milliaire 37.39 de la subd. Chatham, CN.
- R-7218 13 novembre – Circulation sur la cale de chargement du transbordeur de wagons, à Prince Rupert (C.-B.), au point milliaire 93.2 de la subd. de Skeena, CN.
- R-7219 12 novembre – Dispense d'ériger des clôtures, dans les cantons unis de Waltham et Bryson (Qué.), entre les points milliaires 76.0 et 77.8 de la subd. de Waltham, CP.
- R-7220 13 novembre – Suppression de la limite de vitesse, au chemin n° 31 du comté d'Haldimand, à Jarvis (Ont.), au point milliaire 61.9 de la subd. de Cayuga, CN.
- R-7221 13 novembre – Élargissement et amélioration du passage, à la route n° 33, canton de Kingston (Ont.), au point milliaire 0.25 de l'embranchement du pénitencier de Collins Bay, qui prend naissance au point milliaire 1.02 de la voie de Collins Bay, qui prend elle-même naissance au point milliaire 178.36 de la subd. de Kingston, CN.



- R-7222 13 novembre — Modification du système de protection automatique, au chemin Cannifton, à Belleville (Ont.), au point milliaire 220.97 de la subd. de Kingston, CN.
- R-7223 13 novembre — Construction d'un passage et système de protection automatique, au chemin de la gare, Partie sud du canton de Thetford (Qué.), au point milliaire 0.76 de la voie industrielle qui prend naissance au point milliaire 70.0 de la subd. de Vallée, QC.
- R-7224 13 novembre — Installations de stockage et de transvasement, à Dunvegan Yards, à Edmonton (Alb.), au point milliaire 0.7 de la subd. d'Edmonton, NA.
- R-7225 13 novembre — Modification de l'ordonnance n° R-5375, datée du 23 avril 1969.
- R-7226 13 novembre — Modification de l'ordonnance n° R-5126, datée du 8 avril 1969.
- R-7227 13 novembre — Suppression de la limite de vitesse, entre Fenelon Falls et Burnt River (Ont.), au point milliaire 17.70 de la subd. d'Haliburton, CN.
- R-7228 13 novembre — Répartition des frais d'entretien, canton de Beauchastel (Qué.), au point milliaire 50.77 de la subd. de Kirkland Lake, NC.
- R-7229 13 novembre — Suppression de la limite de vitesse, à Spencerville (Ont.), au point milliaire 42.50 de la subd. de Prescott, CP.
- R-7230 13 novembre — Suppression de la limite de vitesse, à Cherrywood (Ont.), au point milliaire 186.78 de la subd. de Belleville, CP.
- R-7231 13 novembre — Système de protection automatique, dans le canton de Whitchurch (Ont.), au point milliaire 32.94 de la subd. de Bala, CN.
- R-7232 13 novembre — Construction d'un passage, à la voie déplacée H-J de la subd. d'Humberstone, canton d'Humberstone (Ont.), au point milliaire 4.60 de la subd. d'Humberstone, CN.
- R-7233 13 novembre — Construction d'un passage, à la rue Garnet, à Wallaceburg (Ont.), au point milliaire 0.44 de l'embranchement de Libby, qui prend naissance au point milliaire 42.10 de la subd. n° 2, C&O.
- R-7234 13 novembre — Amélioration du système de protection automatique de la rue Hill, à Fergus (Ont.), au point milliaire 46.56 de la subd. de Fergus, CN.
- R-7235 13 novembre — Modification de l'ordonnance n° R-3643, datée du 16 octobre 1968.
- R-7236 13 novembre — Modification de l'ordonnance n° 113053, datée du 10 janvier 1964.

- R-7237 13 novembre – Modification de l'ordonnance n° R-1061, datée du 9 janvier 1968.
- R-7238 13 novembre – Construction d'un passage inférieur, au chemin Heron, à Ottawa, (Ont.), au point milliaire 7.00 de la subd. d'Ottawa, CP et CN.
- R-7239 13 novembre – Construction d'un passage, à French River (Ont.), au point milliaire 83.37 de la subd. de Parry Sound, CP.
- R-7240 13 novembre – Construction d'un passage, dans la municipalité rurale de Springfield (Man.), au point milliaire 139.92 de la subd. de Sprague, CN.
- R-7241 13 novembre – Révocation des ordonnances n°s 73291 et 87519, datées respectivement du 24 octobre 1949 et du 1<sup>er</sup> décembre 1955.
- R-7242 13 novembre – Suppression de la limite de vitesse, à l'av. Castlefield, au nord de Fairbank, à Toronto (Ont.), au point milliaire 6.9 de la subd. de Newmarket, CN.
- R-7243 13 novembre – Construction d'un passage supérieur, à la route Principale n° 103, à Barry's Brook (N.-É.), au point milliaire 40.8 de la subd. de Chester, CN.
- R-7244 13 novembre – Taux – tarif n° E. 1360-B, C.T.C. (F) n° E. 5181, CP.
- R-7245 13 novembre – Taux – supplément n° 10 du tarif n° 70-D, C.T.C. (F) n° 1232, DA.
- R-7246 13 novembre – Taux – tarif C.T.C. (limité) n° E. 3749, CP.
- R-7247 13 novembre – Révisions de tarifs – Bell Canada.
- R-7248 13 novembre – Taux – tarifs, CN.
- R-7249 13 novembre – Taux – tarif C.T.C. (limité) n° E. 9195, CN.
- R-7250 13 novembre – Taux – tarif C.T.C. (limité) n° E. 7249, CP.
- R-7251 13 novembre – Système de protection automatique, au chemin du rang n° 2, à Saint-Célestin (Qué.), au point milliaire 89.56 de la subd. de Sorel, CN.
- R-7252 13 novembre – Voie de raccordement temporaire, canton d'Humberstone (Ont.), du point milliaire 4.4 de la ligne H-J de la subd. d'Humberstone au point milliaire 16.5 de la subd. de Cayuga, CN.
- R-7253 13 novembre – Suppression de la limite de vitesse, à Monarch (Alb.), au point milliaire 13.78 de la subd. de Crowsnest, CP.
- R-7254 18 novembre – Modification de l'ordonnance n° 113691, datée du 4 mars 1964.

- R-7255 18 novembre – Modifications temporaires des signaux, aux points milliaires 31.95 de la subd. d'Oakville, 49.19 de la subd. d'Halton, et 7.64 de la subd. de Beach (Ont.), CN.
- R-7256 18 novembre – Reconstruction du passage, à Mississauga (Ont.), au point milliaire 17.35 de la subd. de Galt, CP.
- R-7257 18 novembre – Modification de l'ordonnance n° R-6475, datée du 14 août 1969.
- R-7258 18 novembre – Suppression de la limite de vitesse, à la rue Willow, à Truro (N.-É.), au point milliaire 62.9 de la subd. de Bedford, CN.
- R-7259 18 novembre – Ouverture de l'embranchement industriel de Truro, à Truro (N.-É.), au point milliaire 62.96 de la subd. de Bedford, CN.
- R-7260 18 novembre – Modifications du système de protection automatique, à la rue Kerr, à Oakville (Ont.), au point milliaire 21.96 de la subd. d'Oakville, CN.
- R-7261 18 novembre – Construction d'un passage supérieur, à la route n° 103, à Goat Lake (N.-É.), au point milliaire 43.8 de la subd. de Chester, CN.
- R-7262 18 novembre – Suppression du poste de chef de gare, à Port Arthur (Ont.), CP.
- R-7263 18 novembre – Suppression de la limite de vitesse, au chemin Little Hill, à Saint-Mathieu (Qué.), au point milliaire 23.07 de la subd. de Rouses Point, NJ.
- R-7264 18 novembre – Suppression de la limite de vitesse, à l'av. Marshland, à Burnaby (C.-B.), au point milliaire 13.86 de la subd. de Vancouver, BCH&PA.
- R-7265 18 novembre – Suppression du poste de chef de gare, à Tecumseh et à Belle River (Ont.), CN.
- R-7266 18 novembre – Circulation sur le passage inférieur, au chemin de comté n° 4, canton de Pickering (Ont.), au point milliaire 184.10 de la subd. de Belleville, CP.
- R-7267 17 novembre – Taux – supplément 1 du tarif de taux convenu de l'Association canadienne du trafic-marchandises, C.T.C. (AC) n° 2551.
- R-7268 18 novembre – Suppression de la limite de vitesse, à Angushorn (C.-B.), au point milliaire 6.36 de la subd. de Clearwater, CN.
- R-7269 18 novembre – Installations pour liquides inflammables, *Texaco Canada Limited*, à Victoriaville (Qué.), au point milliaire 55.91 de la subd. de Danville, CN.
- R-7270 18 novembre – Espaces libres sur les voies de desserte de l'immeuble d'embouteillage et des produits finis d'*Hiram Walker & Sons Limited*, à Windfield (C.-B.), au point milliaire 107.00 de la subd. d'Okanagan, CN.

- R-7271 18 novembre – Abolition du poste de chef de gare et nomination d'un télégraphiste, à Paradis, (Qué.), au point milliaire 103.2 de la subd. d'Oskelaneo, CN.
- R-7272 18 novembre – Circulation sur la voie de desserte privée de la *Procter and Gamble of Canada Limited*, à l'avenue Arvin, canton de Saltfleet (Ont.), au point milliaire 36.0 de la subd. de Grimsby, CN.
- R-7273 18 novembre – Circulation sous le passage supérieur, à la rue Division, à Kingston (Ont.), aux points milliaires 173.91 de la subd. de Kingston, CN, et 100.88 de la subd. de Kingston, CP.
- R-7274 19 novembre – Circulation sur l'installation d'enclenchement, à De Beaujeu (Qué.), aux points milliaires 35.4 de la subd. de Winchester, CP, et 6.1 subd. d'Alexandria, CN.
- \*R-7275 19 novembre – Autorisation accordée au CN d'ouvrir un chemin de fer prenant naissance au point milliaire 60.6 de la subd. de Peace River, NA, (Alb.) et s'étendant sur une distance approximative de 377 milles jusqu'à Hay River (T.N.-O.); et un embranchement prenant naissance au point milliaire 368.46 et s'étendant sur une distance d'environ 55 milles jusqu'à Pine Point (T.N.-O.). (voir page 848, 59 R.T.C.)
- R-7276 20 novembre – Suppression de la limite de vitesse à Stony Beach (Sask.), au point milliaire 22.18 de la subd. de Central Butte, CN.
- R-7277 20 novembre – Révisions de tarifs – Dépôt de l'avis n° 5819, daté du 14 novembre 1969 – Bell Canada.
- R-7278 21 novembre – Construction d'un ouvrage devant supporter cinq pipelines à Saint-Romuald (Qué.), au point milliaire 2.68 de la subd. de Saint-Romuald, CN.
- R-7279 21 novembre – Construction d'un passage supérieur, à la rue Haig, à Belleville (Ont.), au point milliaire 219.28 de la subd. de Kingston, CN.
- R-7280 24 novembre – Installations pour liquides inflammables de *Texaco Canada Limited*, à Drumheller (Alb.), au point milliaire 52.7 de la subd. de Drumheller, CN.
- R-7281 24 novembre – Construction d'une voie de desserte privée pour la *Domtar Chemicals Limited*, à Hinton (Alb.), CN.
- R-7282 24 novembre – Construction d'un embranchement de chemin de fer d'environ 11,050.83 pieds de longueur, dans la municipalité de Cornwallis (Man.), CP.
- R-7283 24 novembre – Système de protection automatique, au chemin Carley Side, canton de Medonte (Ont.), au point milliaire 81.70 de la subd. de MacTier, CP.

- R-7284 24 novembre — Révisions de tarifs — Dépôt de l'avis n° 5820, daté du 14 novembre 1969 — Bell Canada.
- R-7285 24 novembre — Révisions de tarifs — Dépôt de l'avis n° 5817, daté du 12 novembre 1969 — Bell Canada.
- R-7286 24 novembre — Modification de l'ordonnance n° R-1724 datée du 11 mars 1968.
- R-7287 24 novembre — Système de protection automatique au chemin d'accès de la mine de potasse *Alwingsal*, à Guernsey (Sask.), au point milliaire 44.56 de la subd. de Sutherland, CP.
- R-7288 24 novembre — Révocation de l'ordonnance R-7250 datée du 13 novembre 1969.
- R-7289 24 novembre — Système de protection automatique, à l'av. Finch, municipalité de Scarborough (Ont.), au point milliaire 1.26 du raccordement Belleville-Havelock, CP.
- R-7290 24 novembre — Reconstruction du passage à niveau au chemin Côte Saint-Louis, à Blainville (Qué.), au point milliaire 1.99 de la subd. de Sainte-Agathe, CP.
- R-7291 24 novembre — Reconstruction du passage à niveau, à la route 32 à Saint-Liboire (Qué.), au point milliaire 31.90 de la subd. de Saint-Hyacinthe, CN.
- R-7292 24 novembre — Modification de l'ordonnance n° R-1185 datée du 19 janvier 1968.
- R-7293 24 novembre — Modification de l'ordonnance n° 124539 datée du 29 mai 1967.
- R-7294 24 novembre — Suppression de la limite de vitesse à l'av. Horne, à Mission City (C.-B.), au point milliaire 87.0 de la subd. de Cascade, CP.
- R-7295 24 novembre — Circulation sous le passage supérieur élargi, sur la route transcanadienne, comté de Colchester (N.-É.), au point milliaire 25.1 de la subd. de Springhill, CN.
- R-7296 24 novembre — Système de protection automatique au chemin de la 7<sup>e</sup> ligne, canton d'Innisfil (Ont.), au point milliaire 54.56 de la subd. de Newmarket, CN.
- R-7297 26 novembre — Suppression de la limite de vitesse, à l'av. Lincoln, à Beamsville (Ont.), au point milliaire 23.74 de la subd. de Grimsby, CN.
- R-7298 27 novembre — Élargissement et amélioration des approches, et système de protection automatique, au chemin de la concession 4, canton de Rochester (Ont.), au point milliaire 86.80 de la subd. de Chatham, CN.



# Canadian Transport Commission

## Railway Transport Committee

### Judgments, Orders, Regulations and Rulings

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-7349

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of the Canadian Pacific Railway Company hereinafter called the "Applicant Company", for authority to construct a branch line approximately two miles in length commencing at mileage 1.01 Mission Subdivision of the Canadian Pacific Railway Company and connecting to the track of the Canadian National Railways at mileage 89.86 Yale Subdivision, all in the vicinity of Mission City, in the Province of British Columbia, as shown on Plan No. SP-523-6-8 revised August 27, 1969, which is a plan, profile and book of reference, on file with the Commission under File No. 49445:*

*Files Nos. 49445*

*27073.489*

*27073.488*

*30213.277*

*38116.18*

UPON reading the submissions filed—

The Committee hereby orders:

1. The Applicant Company is authorized at its own expense, to construct and maintain a branch line approximately two miles in length commencing at mileage 1.01 Mission Subdivision of the Canadian Pacific Railway Company and connecting to the

track of the Canadian National Railways at mileage 89.86 Yale Subdivision, all in the vicinity of Mission City, in the Province of British Columbia, as shown on Plan No. SP-523-6-8 revised August 27, 1969, which is a plan, profile and book of reference.

2. The said branch line shall be constructed and completed within two years from the date of this Order.

3. The giving of notice by the Applicant Company under paragraph (b) of Section 184 of the Railway Act is dispensed with.

4. The Applicant Company is authorized to connect the said branch line to the track of the Canadian National Railways at mileage 89.86 Yale Subdivision, as shown on the said plan.

5. The Applicant Company is authorized, at its own expense, to construct and maintain the said branch line at grade across

- (a) Riverside Drive (Highway No. 11) at mileage 0.29 of the said branch line, as shown on Plan No. SP-542-6-8 revision 1 dated April 28, 1969, on file with the Commission under File No. 27073.489, and
- (b) Beaton Road at mileage 0.80 of the said branch line (opposite mileage 88.66 Yale Subdivision, Canadian National Railways), as shown on Plan No. SP-541-6-8, dated April 10, 1969, on file with the Commission under File No. 30213.277.

6. The said crossings shall be constructed in compliance with the requirements of the Committee respecting highway crossings.

7. The Applicant Company is authorized, at its own expense, to construct and maintain a bridge to carry the said branch line over Page Creek at Station 83 + 29.31 of the said branch line (opposite mileage 89.5 Yale Subdivision, Canadian National Railways) as shown on Plans Nos. B-1-2984-1 revision 1 dated March 20, 1969, B-1-2984-2 dated March 7, 1969, B-1-2984-3 revision 2 dated April 17, 1969, and B-1-2984-4 revision 2 dated April 17, 1969, on file with the Commission under File No. 38116.18.

Dated at Ottawa, this 1st day of December, 1969.

(Signed) C.W. RUMP,  
Secretary,  
Railway Transport Committee.



## CANADIAN TRANSPORT COMMISSION

## ORDER NO. R-7397

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF Costing  
Manuals referred to in Order No.  
R-6313 dated August 5, 1969; and*

*IN THE MATTER OF Order No.  
R-6314 dated August 5, 1969, as  
amended.*

*File No. 49305.1.1*

WHEREAS by said Order No. R-6314 Canadian National Railways and Canadian Pacific Railway Company were directed each to file with the Secretary of the Committee Costing Manuals and each to serve a copy thereof upon each of the parties of record before the Committee in the proceedings leading to the issuance of said Order No. R-6313 and give proof of such service to the Secretary of the Committee;

WHEREAS the Secretary of the Committee has received from the Canadian National Railways and Canadian Pacific Railway Company Costing Manuals and proof that a copy thereof had been served upon the said parties;

WHEREAS Clause 3 of said Order No. R-6314 provides that "Such parties of record may within such period of time as the Committee may direct, submit in writing to the Committee their views in respect of the form and content of the Costing Manuals."; and

WHEREAS the Committee considers desirable that the period of time within which the parties of record may submit to the Committee their views in respect of the form and content of the Costing Manuals should now be determined -

## THE COMMITTEE HEREBY ORDERS:

Each of the parties of record before the Railway Transport Committee in the proceedings leading to the issuance of Order No. R-6313 dated August 5, 1969 may, on or before January 15, 1970, submit in writing to the Committee their views in respect of the form and content of the Costing Manuals, copies of which were served upon them by Canadian National Railways and Canadian Pacific Railway Company.

Dated at Ottawa, this 4th day of December, 1969.

(SIGNED) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-7402

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of Bell Canada for approval of 'Appendix B (1969)' and 'Alternate Appendix B (1969)' to Traffic Agreements (B.T. Form No. 301 approved by Order No. 77734 dated November 14, 1951, of the Board of Transport Commissioners for Canada), in lieu of 'Appendix B' attached to the said B.T. Form No. 301; and*

*IN THE MATTER OF Order No. 120368 dated March 29, 1966, and Order No. 77734 dated November 14, 1951, as amended by Order No. 124050 dated April 7, 1967, of the Board of Transport Commissioners for Canada:*

*Case No. 538*

UPON reading the submissions filed —

The Committee hereby orders:

1. Order No. 124050 dated April 7, 1967, and Order No. 120368 dated March 29, 1966 of the Board of Transport Commissioners for Canada, are rescinded, but such rescission shall not be deemed to have the effect of reviving any Order rescinded by Orders Nos. 124050 and 120368, so that the operative part of Order No. 77734 dated November 14, 1951 of the Board of Transport Commissioners for Canada, as amended by this Order, now reads as follows:

IT IS ORDERED that the said B.T. Form No. 301 to be entered into between the Applicant Company and any other Company, Municipality or Corporation having authority to construct or operate a telephone system or line, on file with the Commission under Case No. 538 be, and it is hereby, approved.

IT IS FURTHER ORDERED (a) that 'Appendix B (1969)' and 'Alternate Appendix B (1969)' attached to the said application and on file herein be, and they are

hereby, approved for use at the option of the said parties, except Ontario Northland Communications and Quebec Telephone, in lieu of 'Appendix B' attached to the said B.T. Form No. 301; (b) that 'Appendix B' attached to the said B.T. Form No. 301 and on file herein be, and it is hereby, approved for use only by the Applicant Company and Ontario Northland Communications and Quebec Telephone; and (c) that the form of Supplement to 'Appendix B', covering a surcharge on message toll service between points in Ontario and Quebec billed to a third number also attached to the said application and on file herein is approved as a form of Supplement to both 'Appendix B' and 'Appendix B (1969)'.

2. An interim increase of 2% in the basis of settlement as set forth in 'Appendix B' of the Traffic Agreement to the said Order No. 77734 effective October 21, 1969, is approved in respect of Ontario Northland Communications and Quebec Telephone only.

Dated at Ottawa, this 8th day of December, 1969.

(SIGNED) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

## CANADIAN TRANSPORT COMMISSION

## ORDER NO. R-7570

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF the application of Niagara Monorail Limited, hereinafter called the "Applicant", for authority, pursuant to section 253 of the Railway Act, to construct a monorail system along, over and across the railway of Penn Central Transportation Company, commencing at a point on the south boundary of Queen Street, in the City of Niagara Falls, in the Province of Ontario, at mileage N.F. 0.44 Main Line Subdivision and extending southwesterly, southerly and southeasterly for a distance of approximately 4.35 miles in length to a point approximately on the northwestern boundary of Front Street, in the Village of Chippawa, in the Province of Ontario, at mileage B.12.64 Niagara Falls Branch, as shown on Plans Nos. 1, 2, 3 and 4 revised December 5, 1969, on file with the Commission under file No. 49469.*

UPON reading the submissions filed, including the consent of the Penn Central Transportation Company —

The Committee hereby orders:

1. The Applicant is authorized to construct a monorail system along, over and across the railway of Penn Central Transportation Company, in accordance with the requirements of section 253 of the Railway Act, commencing at a point on the south boundary of Queen Street, in the City of Niagara Falls, in the Province of Ontario, at mileage N.F. 0.44 Main Line Subdivision and extending southwesterly, southerly and southeasterly for a distance of approximately 4.35 miles in length to a point approximately on the northwestern boundary of Front Street, in the Village of

Chippawa, in the Province of Ontario, at mileage B.12.64 Niagara Falls Branch, as shown on the said Plans.

2. Detailed plans of the said monorail system shall be submitted to and approved by an Engineer of the Railway Transport Committee before construction is commenced.

Dated at Ottawa, this 22nd day of December, 1969.

(SIGNED) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

CANADIAN TRANSPORT COMMISSION

ORDER NO. R-7599

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF General Order O-17 dated February 1, 1965, amended by Order No. R-6562 dated 22nd day of August 1969 respecting Rules and Regulations respecting the Inspection and Testing of Air Reservoirs other than on Locomotives:*

*File No. 23189.1*

IT IS HEREBY ORDERED AS FOLLOWS:

Said General Order No. O-17 and Order No. R-6562 and the Regulations prescribed thereby are rescinded and the following new General Order O-17 is substituted therefor:

CANADIAN TRANSPORT COMMISSION

GENERAL ORDER O-17

BY ITS RAILWAY TRANSPORT COMMITTEE

*Rules and Regulations respecting the Inspection and Testing of Air Reservoirs other than on Motive Power Equipment:*

*File No. 23189.1*

The attached regulations entitled "Regulations respecting the Inspection and Testing of Air Reservoirs other than on Motive Power Equipment" are prescribed and apply to all railway companies subject to the jurisdiction of the Commission.

Dated at Ottawa this 30th day of December, 1969.

(SIGNED) J.D. BEATON,  
Acting Secretary,  
Railway Transport Committee.

**REGULATIONS RESPECTING THE INSPECTION AND TESTING OF AIR RESERVOIRS OTHER THAN ON MOTIVE POWER EQUIPMENT**

1. The regulations made herein for the inspection and testing of all air reservoirs, other than on motive power equipment, used for stationary or portable purposes, inclusive of reservoirs in excess of five (5) cubic feet capacity for all types of work equipment, are prescribed and apply to all railway companies subject to the jurisdiction of the Commission.

Responsibility for Safe Design, Construction, Inspection and Repair

2. (1) Railway companies are responsible for the safe design, construction, maintenance, inspection, testing and repair of air reservoirs other than on motive power equipment and all inspections and tests shall be made and reports filed as prescribed in these regulations.

Maintenance Regulations

(2) The Chief Mechanical Officer of the railway company shall prepare and distribute suitable air reservoir maintenance regulations for the guidance of staff and others having regard to Commission orders, rules and instructions respecting air reservoirs.

Filing Specification Reports (RTC Form 40)

3. (1) Each Railway Company, through its Chief Mechanical Officer, shall file with the Commission, a completed Specification Report RTC Form 40 for each air reservoir used within one month after the reservoir is placed in service.

Alteration Reports (RTC Form 41)

(2) Changes or repairs which affect data recorded on RTC Form 40 shall be reported to the Commission within 30 days of their completion and a corrected RTC Form 40 or an Alteration Report RTC Form 41 submitted.

Report of Inspections and Tests (RTC Form 42)

4. (1) All inspections and tests shall be reported on Annual Test and Inspection Report for Air Reservoirs RTC Form 42 and these forms must be properly completed, displayed and filed in respect of each reservoir.

(2) RTC Form 42 must be handled and distributed as follows:

(a) One copy to be sent to the Director of Operation of the Railway Transport Committee of the Canadian Transport Commission within 15 days after such tests or inspections are made;

(b) one copy to be displayed under transparent cover at a prominent location near each reservoir (if possible); and

(c) one copy to be retained by the railway company.

Note: RTC Form 42 must be made of good grade pink paper 6 inches x 9 inches in size.

Identification

5. A serial number and the authorized working pressure as assigned by the Chief Mechanical Officer of the Railway Company shall be plainly

stamped in figures not less than 1/4 inch high on the reservoir or on a metal plate, and the metal plate fastened to the reservoir in a conspicuous location.

Pressure Gauges

6. Each air pressure system shall be equipped with a pressure gauge graduated to at least fifty per cent above the safety valve setting.

Safety Valves

7. (1) *Capacity* – All air pressure systems shall carry a safety valve or valves of approved design in an approved location and of the capacity specified to suit conditions of the individual service.

(2) *Adjustment* – Safety valves shall be set at a pressure not to exceed 6 pounds above the authorized working pressure.

Inspection

8. Inspection of each reservoir except those covered in subsection (2) of section 9 shall be made annually by an authorized inspector of the railway company.

Hydrostatic Test

9. (1) Every air reservoir, except those covered in subsections (2) and (3) before being placed in service, and at least every twelve months thereafter, shall be hydrostatically tested to a pressure at least twenty-five per cent greater than the authorized working pressure and the date of the hydrostatic test shall be stencilled in not less than one inch figures at a prominent location on each reservoir.

Reservoirs on Air Dump Cars

(2) Every air reservoir on air dump cars covered by this Order, before being placed in service and at least once in each five year period thereafter, shall be hydrostatically tested to a pressure at least twenty-five per cent greater than authorized working pressure except that reservoirs manufactured of corrosion resistant steel may be tested once in each ten year period following their initial test.

Drilling of Reservoirs

(3) Each air reservoir originally constructed and maintained to withstand at least four times the authorized working pressure fixed by the Chief Mechanical Officer of the operating railway concerned and hereafter put into service, may be drilled over its entire surface both shell and heads with telltale holes, made by a standard 3/16 drill which holes shall be spaced not more than (12) inches apart, measured both longitudinally and circumferentially, and drilled from the outer surface to a minimum depth determined by the formula

$$D = \frac{.6 PR}{S - 0.6 P}$$

where

D = minimum depth of telltale holes in inches but in no case less than 1/16 inch;

P = design pressure in pounds per square inch;



S = 1/5 of the minimum specified tensile strength of the material in pounds per square inch; and

R = inside radius of the reservoir in inches.

(4) On horizontal reservoirs one row of holes shall be drilled lengthwise in a line at the bottom of the reservoir.

(5) On vertical reservoirs one row of holes shall be drilled on a line passing through the lowest point of the reservoir.

(6) The holes drilled in each head shall be radially in line with the longitudinal rows of holes in the shell.

(7) Flange connections, longitudinal seams or other permanent connections to the air reservoir that interfere with telltale hole lines or circles must be cleared by at least one inch.

Hydrostatic Testing of Drilled Reservoirs

(8) Each reservoir so drilled shall be hydrostatically tested to a pressure at least 25% greater than the design pressure before being put into service. No further hydrostatic tests need be performed on such reservoirs.

Telltale Hole Leakage

(9) Any reservoir developing leakage through a telltale hole shall be permanently removed from service.

Revised Specification

(10) If reservoirs on existing equipment are drilled in order to take advantage of the provisions of this subsection, newly completed RTC Forms 40 or 41, as the case may require, are to be submitted to the Commission.

(11) Hot water shall be used, when practicable, in testing all reservoirs.

Hammer Test

10. The entire surface of an undrilled reservoir shall be hammer-tested before each hydrostatic test with reservoir under atmospheric pressure.

Cleaning and Inspecting

11. All air reservoirs shall be thoroughly cleaned by washing out at each hydrostatic test, so as to remove all foreign matter, and then closely examined for corrosion and pitting.

Drain Valve and Piping

12. Every air reservoir shall be provided with an adequate drain valve or cock connected to the lowest part of the reservoir.

Setting

13. Reservoirs shall be set up on supports, so that bottom of reservoir is clear of ground and ample space for drain valve is provided.

CANADIAN TRANSPORT COMMISSION

SPECIFICATION CARD FOR AIR RESERVOIRS

Railway		Railway Serial No.	
Located at or on		Service	
Manufactured by			
Manufacturer's No.	Constructed at	Date	
Design pressure	LBS. per sq. inch	Factor of safety	
Authorized working pressure	LBS. per sq. inch		
Diameter of reservoir	Radius of heads	Top	Bottom
Material of shell plates	Minimum tensile	LBS/sq. in.	
Material of heads	Minimum tensile	LBS/sq. in.	
Thickness of shell plates			
Thickness of heads			
Welded or riveted construction			
Diameter of rivets in shell			
Diameter of rivets in circumferential seams			
Diameter of rivets in heads			
Number and size of manholes			
Position of reservoir — Vertical or horizontal			
Number, size, make and model of safety valves			
Location of safety valves (on reservoir, in supply line, etc.)			
Safety valve or valves set at			
Telltale drill depth			
The data upon which calculations were made was obtained from drawing Nos.			
Dated	Furnished by		
And from report dated	made by	on	District.
	Approved		
	Title		

CANADIAN TRANSPORT COMMISSION  
ALTERATION REPORT FOR AIR RESERVOIRS

Operating Railway

The following alterations affect data recorded on RTC Form 40 submitted to the Commission on 19

Certified	
Title	
Date	19

CANADIAN TRANSPORT COMMISSION  
 ANNUAL TEST AND INSPECTION REPORT FOR AIR RESERVOIRS  
 .....  
 (Name of Railway Company)

**For all reservoirs:**

Station \_\_\_\_\_ Were safety valves tested and left in good condition \_\_\_\_\_  
 Railway Serial No. \_\_\_\_\_ Safety valve(s) pressure \_\_\_\_\_  
 Location or service \_\_\_\_\_ lbs. per square inch \_\_\_\_\_  
 Authorized working pressure \_\_\_\_\_ Was reservoir hydro tested \_\_\_\_\_  
 Condition of reservoir \_\_\_\_\_  
 Were air gauges tested and left in good condition \_\_\_\_\_

**For undrilled reservoirs only:**

Were staybolts inspected \_\_\_\_\_ Was reservoir hammer tested \_\_\_\_\_  
 Were staybolts hammer tested \_\_\_\_\_ Date of previous hammer test \_\_\_\_\_  
 Were manhole plates removed and reservoir entered and inspected \_\_\_\_\_ Hydrostatic pressure applied \_\_\_\_\_  
 Was reservoir washed out \_\_\_\_\_ Date of previous hydrostatic test \_\_\_\_\_

**Remarks:**

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Dated at \_\_\_\_\_ 19 \_\_\_\_\_ Signature of Inspector \_\_\_\_\_  
 (To be submitted to the Commission within 15 days of inspection or test)

## CANADIAN TRANSPORT COMMISSION

## ORDER NO. R-7601

BY ITS RAILWAY TRANSPORT COMMITTEE

*IN THE MATTER OF Order No. 122872 dated December 6, 1966, of the Board of Transport Commissioners for Canada; Order No. 123294 dated January 24, 1967 of the said Board, Order No. R-961 dated December 27, 1967 and Order No. R-4490 dated January 28, 1969; and*

*IN THE MATTER OF the application of January 8, 1969, of the British Columbia Telephone Company under the provisions of Chapter 66 of the Statutes of Canada, 6-7 Geo. V, as amended by Chapter 86 of II Geo. VI, Chapter 85 of 15 Geo. VI, Chapter 4 and 6 Eliz. II and Chapter 66 of 8-9 Eliz. II for an Order approving the agreements whereby British Columbia Telephone Company proposes to purchase the balance of the ordinary shares of Okanagan Telephone Company (herein and sometimes called "common shares") from the holders thereof.*

*File No. 29885.13*

WHEREAS by Order No. 122872 dated December 6, 1966, of the Board of Transport Commissioners for Canada, approval was given to the agreements whereby British Columbia Telephone Company proposed to purchase from the holders thereof common shares of Okanagan Telephone Company for the price of \$27.30 per share in accordance with certain terms and conditions; and

WHEREAS by Order No. 123294 dated January 24, 1967, of the said Board approval was given to the agreement dated December 21, 1966, whereby British Columbia Telephone Company undertook to purchase from Pemberton Securities

Limited such common shares of Okanagan Telephone Company as were acquired by Pemberton Securities Limited from the holders thereof at a price of \$27.30 per share or the purchase price paid by Pemberton Securities Limited, whichever was the lesser, plus in either case the sum of 22½ cents per each said share in accordance with the terms and conditions of the said agreement; and

WHEREAS the said agreement dated December 21, 1966, terminated on December 31, 1967; and

WHEREAS by Order No. R-961 dated December 27, 1967, the British Columbia Telephone Company was authorized to purchase up to and including December 31, 1968, directly from the holders thereof at a price not to exceed \$27.30 per share, any or all of the 1,847 shares of Okanagan Telephone Company that the said British Columbia Telephone Company had not, as yet, been able to purchase pursuant to said Order No. 123294; and

WHEREAS at December 31, 1968 there were 11 holders with a total of 759 shares of Okanagan Telephone Company which had not yet been purchased —

WHEREAS Order No. R-4490 extended the said time to purchase from December 31, 1968 to December 31, 1969; and

WHEREAS on December 4, 1969 there were still 11 holders with a total of 759 shares of Okanagan Telephone Company which had not yet been purchased —

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. The British Columbia Telephone Company is authorized to purchase, up to and including December 31, 1970, directly from the holders thereof, at a price not to exceed \$27.30 per share, any or all of the 759 shares of Okanagan Telephone Company that the said British Columbia Telephone Company has not, as yet, been able to purchase pursuant to said Order No. R-4490.

2. The British Columbia Telephone Company shall report to the Railway Transport Committee, at the end of each quarter, beginning March 31, 1970, the number of shares acquired under the terms of this Order and the prices paid for such shares.

Dated at Ottawa, this 30th day of December, 1969

(SIGNED) C.W. RUMP,  
Secretary,  
Railway Transport Committee.

**SUMMARY OF ORDERS ISSUED BY THE  
RAILWAY TRANSPORT COMMITTEE**

(\*DENOTES ORDER PRINTED IN FULL ON PAGE INDICATED)

- R-7299 December 1 -- Amends Order R-5293 dated April 17, 1969.
- R-7300 December 1 -- Amends Order R-5302 dated April 17, 1969.
- R-7301 December 1 -- Amends Order R-2709 dated July 5, 1968.
- R-7302 December 1 -- Operation over bridge, Vancouver Island, B.C., mileage 79.1  
Victoria Sub., CP.
- R-7303 December 1 -- Amends Order 121281 dated July 11, 1966.
- R-7304 December 1 -- Wye track, Claudette Street, St-Jean, Que., mileage 24.43  
Rouses Point Sub. (replacing existing wye track mileage 22.01)  
CN.
- R-7305 December 1 -- Bridge construction, Schneider Creek, Kitchener, Ont., mileage  
3.12, Waterloo Sub., CN.
- R-7306 December 1 -- Overhead bridge No. 5 construction, Mission City, B.C., mileage  
0.42, Mission Sub., CP.
- R-7307 December 1 -- Crossing reconstruction Highway No. 20, Pilger, Sask. mileage  
44.42, Prince Albert Sub., CP.
- R-7308 December 1 -- Crossing reconstruction, Highway No. 33, Municipality of the  
Parish of L'Epiphanie, Que., mileage 23.65 Trois-Rivieres Sub.,  
CP.
- R-7309 December 1 -- Amends Order R-7284 dated November 24, 1969.
- R-7310 December 1 -- Automatic protection changes, Highway No. 541, Sudbury,  
Ont., mileage 262.82 Bala Sub., CN.
- R-7311 December 1 -- Limitation of liability respecting carload rate on Copper  
Concentrates from Ashcroft to North Vancouver, B.C., CN and  
CP.
- R-7312 December 1 -- Private siding construction, Sparton Oils, Harbour Avenue,  
North Vancouver, B.C., mileage 0.13, Seymour Branch, CN.
- R-7313 December 1 -- Gas service pipeline construction, Vancouver, B.C., mileage  
124.88 Cascade Sub., CP.
- R-7314 December 1 -- Amends Order R-5576 dated May 13, 1969.
- R-7315 December 1 -- Amends Order R-5297 dated April 17, 1969.
- R-7316 December 1 -- Amends Order R-5487 dated April 30, 1969.
- R-7317 December 1 -- Amends Order R-5488 dated April 30, 1969.
- R-7318 December 1 -- Amends Order R-5374 dated April 23, 1969.

- R-7319 December 1 -- Amends Order R-5408 dated April 24, 1969.
- R-7320 December 1 -- Amends Order R-5492 dated April 30, 1969.
- R-7321 December 1 -- Anhydrous ammonia facilities, E.H. Brown (Cominco Limited), Ryley, Alta., mileage 214.7, Wainwright Sub., CN.
- R-7322 December 1 -- Siding construction, Scarborough Iron & Metal Company, Crouse Road, Borough of Scarborough, Ont., mileage 1.86 Scarborough Industrial Spur, CP.
- R-7323 December 1 -- Crossing reconstruction and automatic protection, Chemin Principal, Parish of St-Isidore, Que., mileage 71.94 Massena Sub., CN.
- R-7324 December 1 -- Subway improvement, Cote de Liesse, Dorval, Que., mileage 4.9 Winchester Sub., CP.
- R-7325 December 1 -- Automatic protection, Highway No. 11, Flatlands, N.B., mileage 8.76 Mont Joli Sub., CN.
- R-7326 December 1 -- Crossing reconstruction and automatic protection, St. Simon Range Rd., Parish of St. Constant, Que., mileage 73.39 Massena Sub., CN.
- R-7327 December 1 -- Crossing reconstruction and automatic protection, Coteau North Road, Parish of St. Jacques le Mineur, Que., mileage 15.47 Main Line Sub., NJ.
- R-7328 December 1 -- Automatic protection, Highway No. 83, Russell, Man., mileage 10.82 Russell Sub., CP.
- R-7329 December 1 -- Automatic protection, McKamie Road, Dewdney, B.C., mileage 82.36 Cascade Sub., CP.
- R-7330 December 1 -- Bridge construction, Windfall Spur Extension across Windfall Creek, mileage 5.1 (mileage 22.4 from point of origin of existing Windfall Industrial Spur, Whitecourt, Alta.), CN.
- R-7331 December 1 -- Traffic agreement dated August 27, 1969 and Appendix "A", Alternative Appendix "B" (1967), Supplements 1 and 2 effective September 21, 1969 between Bell Canada and La Compagnie de Telephone de St-Norbert.
- R-7332 December 1 -- Supplement No. 1 effective September 21, 1969 to Extended-Area Service Contract dated June 9, 1969 between Bell Canada and La Compagnie de Telephone de St-Norbert.
- R-7333 December 1 -- Removes speed limitation Merry Street, Magog, Que., mileage 86.59 Sherbrooke Sub., CP.
- R-7334 December 1 -- Automatic protection, Avenue "C", Saskatoon, Sask., mileage 0.14 Wilkie Sub., CP.



- R-7335 December 1 – Rescinds Order 82297 dated October 6, 1953.
- R-7336 December 1 – Removes speed limitation Hargett Road, Matsqui, B.C., mileage 87.26 Yale Sub., CN
- R-7337 December 1 – Removes agents at St. Bruno, St. Hubert, Upton and St. Hilaire; removes caretaker at South Durham; and removes station buildings at St. Hilaire and South Durham, Que., CN.
- R-7338 December 1 – Liquefied petroleum gas facilities, Consolidated Hydrocarbons Limited, Grande Cache, Alta., mileage 89.9 Alberta Resources Railway.
- R-7339 December 1 – Removes speed limitation Highway No. 619, Pinewood, Ont., mileage 131.37 Fort Frances Sub., CN.
- R-7340 December 1 – Removes speed limitation Steelman, Sask., mileage 29.03 Northgate Sub., CN.
- R-7341 December 1 – Crossing reconstruction, Corkstown Road (Regional Road No. 18) Township of Nepean, Ont., mileage 17.48 Ottawa Sub., CN.
- R-7342 December 1 – Removes speed limitation Old Yale Road, Rosedale, B.C., mileage 63.9 Yale Sub., CN.
- R-7343 December 1 – Flammable liquid facilities, Nipawin, Sask., mileage 131.88 Tisdale Sub., CP.
- R-7344 December 1 – Removes speed limitation Kavanagh, Alta. mileage 73.90 Leduc Sub., CP.
- R-7345 December 1 – Rescinds Order 122740 dated November 28, 1966; and approves flammable liquid facilities Shell Canada Limited, Lynn Lake, Man., mileage 184.79 Sherridon Sub., CN.
- R-7346 December 1 – Operation over timber trestle bridge, Saint John, N.B., mileage 1.10 Saint John Industrial Spur commencing mileage 1.07 Dry Dock Spur, CN.
- R-7347 December 1 – Approves plan R-674 dated September 9, 1969 – 104th Avenue and Hay River Industrial Lead, Hay River, N.W.T., GSL.
- R-7348 December 1 – Clearances on easterly siding serving Plant No. 1, General Motors of Canada, St. Catharines, Ont., commencing on the Port Dalhousie Sub., mileage 0.32, Ontario St. Spur, CN.
- \*R-7349 December 1 – Branch line construction, Mission City, B.C., commencing mileage 1.01 Mission Sub., CP and connecting to track of CN at mileage 89.86, Yale Sub. (See Page 867, 59 R.T.C.)
- R-7350 December 1 – Rescinds Order R-7144 dated November 7, 1969.

- R-7351 December 2 - Crossing reconstruction and automatic protection, County Road No. 38, County of Haldimand, Ont., mileage 56.47 Main Line Sub., PC.
- R-7352 December 2 - Automatic protection, County Road No. 10, Vankleek Hill, Ont., mileage 34.61, Montreal and Ottawa Sub., CP.
- R-7353 December 2 - Exemption from application of subsection 1 section 53 of General Order E-14, mileage 143.28, Bala Sub., CN.
- R-7354 December 2 - Private siding construction to serve R.H. Pollock Construction Ltd., mileage 137.8, Waterways Sub., Alberta, NA.
- R-7355 December 2 - Amends Order R-2805 dated July 15, 1968.
- R-7356 December 2 - Automatic protection, Dutch Village Road, Halifax, N.S., mileage 0.92, Chester Sub., CN.
- R-7357 December 2 - Automatic protection changes, Elliott Road, Kingston, Ont., mileage 173.49 Kingston Sub., CN.
- R-7358 December 2 - Rescinds Order 119430 dated December 23, 1965.
- R-7359 December 2 - Reconstruction and automatic protection, Couvent Street, Château-Richer, Que., mileage 15.02 Murray Bay Sub., CN.
- R-7360 December 2 - Removes speed limitation, County Road, Shubenacadie, N.S. mileage 41.1 Bedford Sub., CN.
- R-7361 December 2 - Dismisses CN application to remove agent and provide caretaker at Port Hood, N.S., mileage 27.3 Inverness Sub.
- R-7362 December 2 - Flammable liquid bulk marketing plant, Imperial Oil Limited, Brownvale, Alberta, mileage 77.6 Peace River Sub., NA.
- R-7363 December 2 - Amends Order 123988 dated April 5, 1967.
- R-7364 December 2 - Automatic protection changes, East Moira St., Belleville, Ont., mileage 221.14 Kingston Sub., CN.
- R-7365 December 2 - Automatic protection, Ontario Ave., Saskatoon, Sask., mileage 4.78 Warman Sub., CN.
- R-7366 December 2 - Automatic protection changes, McKay St., Rossport, Ont., mileage 14.59 Nipigon Sub., CP.
- R-7367 December 2 - Automatic protection changes, Geddes St., Belleville, Ont., mileage 221.34 Kingston Sub., CN.
- R-7368 December 2 - Removes speed limitation, Kenaston Boulevard, Winnipeg, Man., mileage 5.18 Rivers Sub., CN.
- R-7369 December 2 - Crossing construction, Stony Indian Reserve, Alberta, mileage 45.73 Laggan Sub., CP.

- R-7370 December 2 – Automatic protection changes, Highway No. 502, Napanee, Ont., mileage 199.76 Kingston Sub., CN.
- R-7371 December 2 – Exemption from application of subsection 1 section 53 of General Order E-14 – mileage 5.0 Shuswap Sub., B.C., CP.
- R-7372 December 2 – Crossing reconstruction and automatic protection, Montee Bowman, Mun. of Parish of Notre-Dame du Mont-Carmel, Que., mileage 5.67 Rouses Point Sub., CN.
- R-7373 December 2 – Tolls – items 960 and 975, 1st revised page 26A, tariff No. 126-F, C.T.C. (F) No. 1226, DA.
- R-7374 December 2 – Tolls – tariff No. 3C, C.T.C. No. 3, Devco Railway.
- R-7375 December 2 – Automatic protection improvements, Bridge St., (Highway 45), Hastings, Ont., mileage 41.20 Campbellford Sub., CN.
- R-7376 December 3 – Automatic protection, St. Martin Road, Parish of St. Felix de Valois, Que., mileage 15.03 St. Gabriel Sub., CP.
- R-7377 December 3 – Crossing reconstruction and automatic protection, St. Georges Range Road, Mun. of Parish of Ste-Thècle, Que., mileage 14.16 Lac St. Jean Sub., CN.
- R-7378 December 3 – Amends Order 120430 dated April 6, 1966 and rescinds Orders 120898 dated May 30, 1966 and R-3580 dated October 9, 1968.
- R-7379 December 3 – Removes speed limitation, St. Augustin Range Road, Parish of Ste-Hélène, mileage 112.56 Drummondville Sub., CN.
- R-7380 December 3 – Crossing reconstruction and automatic protection, Sideline Road, Pickering, Ont., mileage 186.25 Belleville Sub., CP.
- R-7381 December 3 – Automatic protection changes, Front Street and Spadina Avenue, Toronto, Ont., mileage 0.43 King Street Spur leading from mileage 0.95 Galt Sub., CP.
- R-7382 December 3 – Automatic protection changes, Frontenac County Road No. 40, Kingston, Ont., mileage 175.90 Kingston Sub., CN.
- R-7383 December 3 – Construction of underground and aerial cables, Parish of Ste-Marthe sur le Lac, Que., from mileages 1.74 to 4.50 Oka Sub., CN.
- R-7384 December 3 – Operation over bridge, Brunette River, mileage 120.5 Yale Sub., B.C., CN.
- R-7385 December 3 – Operation over private siding serving Dashwood Industries Ltd., Road 1A, Twp. of Stephen, Ont., mileage 22.0 Exeter Sub., CN.

- R-7386 December 3 – Removes speed limitation, Pasqua St., Regina, Sask., mileage 2.36 Regina Terminal Sub., CN.
- R-7387 December 3 – Trackage and automatic protection removal, King Edward yard, Toronto, Ont., commencing mileage 0.2 Weston Sub., CN.
- R-7388 December 3 – Removes speed limitation, Innisfree, Alberta, mileage 31.65 Vegreville Sub., CN.
- R-7389 December 3 – Amends Order R-6695 dated September 15, 1969.
- R-7390 December 3 – Clearances on trackage serving Canada Packers Limited, Lethbridge, Alberta, mileage 106.1 Taber Sub., CP.
- R-7391 December 3 – Crossing construction and automatic protection, Arrow Dam-Castlegar Road, Castlegar, B.C., mileage 30.63 Boundary Sub., CP.
- R-7392 December 3 – Crossing reconstruction and automatic protection, Dixie Road, Pickering, Ont., mileage 188.77 Belleville Sub., CP.
- R-7393 December 3 – Automatic protection, Twp. of East Flamboro, Ont., mileage 5.37 Goderich Sub., CP.
- R-7394 December 3 – Crossing reconstruction and automatic protection, Montee Lavigne Nord, Ste-Madeleine de Rigaud, Que., mileage 12.43 M & O Sub., CP.
- R-7395 December 3 – Tolls – Supplement 10 to Agreed Charge Tariff of Canadian Freight Association, C.T.C. (AC) No. 596.
- R-7396 December 4 – Amends Order R-2331 dated May 13, 1968.
- \*R-7397 December 4 – In the matter of costing manuals referred to in Order R-6313 dated August 5, 1969 and Order R-6314 dated August 5, 1969 as amended (see page 869, 59 R.T.C.).
- R-7398 December 5 – Bridge construction, Holyrood Generating Station, Duffs, Nfld., mileage 24.0 St. John's Sub., CN.
- R-7399 December 8 – South industrial spur construction, Guelph, Ont., near mileage 34.14 Goderich Sub., across Hanlon Expressway, CP.
- R-7400 December 8 – Track and signal changes, McPherson Ave., Kapuskasing, Ont., mileage 69.46 Kapuskasing Sub., CN.
- R-7401 December 8 – Removes speed limitation, Armour, Sask., mileage 4.2 Lanigan Sub., CP.
- \*R-7402 December 8 – Approval of Appendix B (1969) and Alternate Appendix B (1969) to Traffic Agreements – Bell Canada. (See Page 870, 59 R.T.C.).
- R-7403 December 8 – Crossing reconstruction, Township Road, Township of Way, Ont., mileage 0.91, Pagwa Sub., CN.

- R-7404 December 8 – Amends Order 123905 dated March 29, 1967.
- R-7405 December 8 – Closing of crossing, Marlon Road, mileage 55.89 Kirkland Lake Sub., Que., NC.
- R-7406 December 8 – In the matter of Order 123336 dated January 26, 1967, as amended by Order 124803 dated June 28, 1967, respecting the placing of reflective markings on the sides of railway cars; and in the matter of the amount payable out of The Railway Grade Crossing Fund towards the cost of such markings respecting Canadian General Transit Company Limited.
- R-7407 December 8 – In the matter of Order 123336 dated January 26, 1967, as amended by Order 124803 dated June 28, 1967, respecting the placing of reflective markings on the sides of railway cars; and in the matter of the amount payable out of The Railway Grade Crossing Fund towards the cost of such markings respecting the Algoma Central Railway.
- R-7408 December 8 – Amends Order 121558 dated August 5, 1966.
- R-7409 December 8 – Reflectorized crossing signs relocation to 4th Avenue, Fort Macleod, Alberta, mileage 31.38 Crowsnest Sub., CP.
- R-7410 December 8 – Crossing reconstruction, St. Joseph Range West Road, Mun. of the Parish of St. Timothee, Que., mileage 36.95 Valleyfield Sub., CN.
- R-7411 December 8 – Automatic protection, Provincial Road No. 258, near Glenboro, Man., mileage 100.47 Glenboro Sub., CP.
- R-7412 December 8 – Removes speed limitation, Bruce, Alta., mileage 197.22 Wainwright Sub., CN.
- R-7413 December 8 – Crossing reconstruction, Dosquet-Ste. Croix Road, Laurier Station, Que., mileage 29.43 Drummondville Sub., CN.
- R-7414 December 8 – Crossing reconstruction, Dalember-Clericy Road, Mun. of the Township of Dufresnoy, Que., mileage 32.59 Rouyn Sub., CN.
- R-7415 December 8 – Amends Order 120838 dated May 19, 1966.
- R-7416 December 8 – Removes speed limitation, Henri Bourassa Blvd., Montreal North, Que., mileage 134.85 Joliette Sub., CN.
- R-7417 December 8 – Automatic protection, County of Vermilion River, No. 24, Alta., mileage 109.92 Blackfoot Sub., CN.
- R-7418 December 8 – Interlocking changes at swing bridge, mileage 1.2 Mission Spur off mileage 7.78 Kashabowie Sub., Ont., CN.
- R-7419 December 8 – Automatic protection, Provincial Trunk Highway No. 4, Russell, Man., mileage 10.41 Russell Sub., CP.

- R-7420 December 8 - Automatic protection, Old Highway No. 8, Parish of Notre-Dame de Bonsecours, Que., mileage 72.08 Lachute Sub., CP.
- R-7421 December 8 - Removes speed limitation, Provincial Route No. 124, Wellington, P.E.I., mileage 28.28 Kensington Sub., CN.
- R-7422 December 8 - Amends Order 118480 dated September 17, 1965.
- R-7423 December 8 - Crossing construction and automatic protection, Green Valley Road, London, Ont., mileage 5.47 Talbot Sub., CN.
- R-7424 December 8 - Crossing reconstruction and automatic protection, Haut St. Andre Road, Parish of St. Jacques-le-Mineur, Que., mileage 16.25 Main Line Sub., NJ.
- R-7425 December 8 - Amends Order R-5493 dated April 30, 1969.
- R-7426 December 8 - Automatic protection, Third Concession Road, Twp. of Thurlow, Ont., mileage 2.44 Campbellford Sub., CN.
- R-7427 December 8 - Automatic protection changes, Highway No. 11, Lacoste, Que., mileage 96.81 Ste. Agathe Sub., CP.
- R-7428 December 8 - Crossing improvement, Robertson Road, Orangeville, N.S., mileage 45.11 Sydney Sub., CN.
- R-7429 December 8 - Automatic protection, 9th Range Road, Durham South, Que., mileage 7.32 St. Hyacinthe Sub., CN.
- R-7430 December 8 - Automatic protection, Belleville Road, Belleville, N.S., mileage 123.48 Yarmouth Sub., CN.
- R-7431 December 8 - Amends Order R-5125 dated April 8, 1969.
- R-7432 December 8 - Automatic protection, Upper River John Road, Colchester County, N.S., mileage 38.73 Oxford Sub., CN.
- R-7433 December 8 - Crossing reconstruction, Nord de la Riviere Road, Municipality of the Parish of St. Edouard, Que., mileage 18.66 Main Line Sub., NJ.
- R-7434 December 8 - Private siding construction to serve Armco Drainage and Metal Products of Canada Limited, Redwater, Alta., mileage 28.82 Coronado Sub., CN.
- R-7435 December 8 - Automatic protection changes, Parkdale Avenue, Hamilton, Ont., mileage 39.50 Grimsby Sub., CN.
- R-7436 December 8 - Automatic protection changes, Highway No. 24, East of Burford, Ont., mileage 6.67 Burford Sub., CN.
- R-7437 December 8 - Automatic protection changes, Durham Road, north of Walkerton, Ont., mileage 23.05 Southampton Sub., CN.

- R-7438 December 8 – Automatic protection changes, Montcalm Street, Hull, Que., mileage 6.44 Ellwood Sub., CP.
- R-7439 December 8 – Anhydrous ammonia facilities, Alberta Wheat Pool, Keoma, Alta., mileage 18.7 Langdon Sub., CP.
- R-7440 December 8 – Allocation of cost of removal or relocation of facilities of Kitchener Public Utilities Commission to permit construction of overhead bridge to carry Kitchener-Waterloo Expressway (Henry Sturm Boulevard), Kitchener, Ont., mileage 2.83 Waterloo Sub. (Galt Branch), CN.
- R-7441 December 9 – Tolls from stations east of Diamond, Levis and Boundary, Que., – tariff No. 500, C.T.C. (F) No. 1805, Canadian Freight Association.
- R-7442 December 9 – Crossing construction, 55th Ave., Montreal, Que., mileage 131.7 St. Laurent Sub., CN.
- R-7443 December 9 – Amends Order R-5407 dated April 24, 1969.
- R-7444 December 9 – Amends Order R-5817 dated June 4, 1969.
- R-7445 December 10 – Crossing reconstruction and automatic protection, Sloans South Range Road, Parish of St-Edouard, Que., mileage 18.30, Main Line Sub., NJ.
- R-7446 December 15 – Automatic protection, Highway No. 16, West of McBride, B.C., mileage 2.89 Fraser Sub., CN.
- R-7447 December 15 – Automatic protection improvements, Third St., Birch River, Man., mileage 21.37 Erwood Sub., CN.
- R-7448 December 15 – Subway reconstruction, Church St., Garson, Ont., mileage 3.4 Garson Section, Sudbury Terminal Sub., CN.
- R-7449 December 15 – Removes speed limitation, Connaught Ave., Glace Bay, N.S., mileage 0.25, No. 26 Colliery Spur off mileage 12.15 Main Line Sub., Devco Railway.
- R-7450 December 15 – Operation on subway structure, Moodie Drive, Twp. of Nepean, Ont., mileage 16.37 Ottawa Sub., CN.
- R-7451 December 15 – Crossing reconstruction and automatic protection Narcisse St., Salmon Arm, B.C., mileage 63.59 Shuswap Sub., CP.
- R-7452 December 15 – Automatic protection changes, Montee Cabana, St. Jovite, Que., mileage 63.28 Ste. Agathe Sub., CP.
- R-7453 December 15 – Revised Appendix "A" and Supplement No. 9 effective June 1, 1969 to Traffic Agreement dated December 28, 1951 between Bell Canada and Leeds & Frontenac Rural Telephone Company Limited.

- R-7454 December 15 – Removes speed limitation, 75th St., at 61st Ave., Edmonton, Alberta, mileage 2.69 “Z” Line Edmonton Terminal Sub., CN.
- R-7455 December 15 – Supplement No. 1 effective September 28, 1969, to Service Station Contract dated July 28, 1928, between Bell Canada and Pleasant Valley Telephone Company Limited.
- R-7456 December 15 – Removes speed limitation, Provincial Highway 112, Albany, P.E.I., mileage 38.06 Borden Sub., CN.
- R-7457 December 15 – Supplement No. 2 effective October 1, 1969, to Service Station Contract dated December 30, 1926, between Bell Canada and Thames Road Telephone System.
- R-7458 December 15 – Crossing reconstruction, Woodburn Road, County of Pictou, N.S., mileage 49.94 Hopewell Sub., CN.
- R-7459 December 15 – Supplement No. 12 effective November 1, 1969, to Traffic Agreement dated January 26, 1954, between Bell Canada and M. Paul-Emile Arpin, “Owner of Le Téléphone Arpin”.
- R-7460 December 15 – Supplement No. 2 effective November 1, 1969, to Traffic Agreement dated February 28, 1966, between Bell Canada and La Compagnie Téléphonique St-Wenceslas.
- R-7461 December 15 – Crossing reconstruction, County Rd., County of Barrhead No. 11, Alberta, mileage 14.16 Barrhead Sub., NA.
- R-7462 December 15 – Limitation of liability respecting carload rate on Copper Nickel Concentrates from Maniwaki, Quebec, to Falconbridge, Ont., CP.
- R-7463 December 15 – Supplement No. 5 effective September 16, 1969, to Traffic Agreement dated December 28, 1951, between Bell Canada and The Corporation of the Township of Medonte.
- R-7464 December 15 – Crossing construction, Parish of Douglas, N.B., mileage 53.33 Gibson Sub., CP.
- R-7465 December 15 – Removes speed limitation, Greenwich St., Brantford, Ont., mileage 1.12 Burford Sub., CN.
- R-7466 December 15 – Supplement No. 3 effective November 2, 1969, to Traffic Agreement dated December 18, 1951, between Bell Canada and La Compagnie de Téléphone de St-Paul de Chester.
- R-7467 December 15 – Supplement No. 3 effective November 2, 1969, to Traffic Agreement dated December 18, 1951, between Bell Canada and La Compagnie de Téléphone de Notre-Dame de Ham.
- R-7468 December 15 – Amends Order R-4888 dated March 12, 1969.
- R-7469 December 15 – Amends Order R-5582 dated May 13, 1969.



- R-7470 December 15 – Amends Order R-5384 dated April 23, 1969.
- R-7471 December 15 – Amends Order R-5406 dated April 24, 1969.
- R-7472 December 15 – Removes speed limitation, mileage 39.52, White Fox Sub., Sask., CP.
- R-7473 December 17 – Crossing reconstruction and automatic protection, County Rd., No. 30, (Ontario Street), Cramahe, Ont., mileage 249.83 Kingston Sub., CN.
- R-7474 December 17 – Automatic protection changes, Wellington Ave., Winnipeg, Man., mileage 1.25 Carberry Sub., CP.
- R-7475 December 17 – Amends Order R-4189 dated December 19, 1968.
- R-7476 December 17 – Automatic protection, Provincial Road No. 607, Russell, Man., mileage 11.22 Russell Sub., CP.
- R-7477 December 17 – Automatic protection changes, Goreway Drive, east of Malport, Ont., mileage 8.80 Halton Sub., CN.
- R-7478 December 17 – Removes speed limitation, Highway No. 2 – Macleod Trail, Calgary, Alberta, mileage 4.42 Macleod Sub., CP.
- R-7479 December 17 – Approves flammable liquid facilities, Imperial Oil Limited, Stony Plain, Alberta, mileage 24.01 Edson Sub., CN; and rescinds Orders 65637, 65391, 78124, 85542, 91455 and R-3136 dated January 18, 1945, October 31, 1944, January 18, 1952, February 9, 1955, April 26, 1957 and August 20, 1968 respectively.
- R-7480 December 17 – Automatic protection changes, Highway No. 16, near Houston, B.C., mileage 87.97 Telkwa Sub., CN.
- R-7481 December 17 – Amends Order R-1197 dated January 19, 1968.
- R-7482 December 17 – Removes speed limitation, Lawrencetown Rd., Lawrencetown, N.S., mileage 27.12 Dartmouth Sub., CN.
- R-7483 December 17 – Removes agent and station building, Keremeos, B.C., mileage 175.3, Eleventh Sub., GN.
- R-7484 December 17 – Revised Appendix “A” effective September 21, 1969, to Traffic Agreement dated April 13, 1965, between Bell Canada and La Compagnie de Téléphone de Warwick.
- R-7485 December 17 – Automatic protection changes, Pim St., Sault St. Marie, Ont., mileage 130.93 Thessalon Sub., CP.
- R-7486 December 17 – Amends Order R-5816 dated June 4, 1969.
- R-7487 December 17 – Amends Order R-4894 dated March 13, 1969.
- R-7488 December 17 – Amends Order R-5299 dated April 17, 1969.

- R-7489 December 17 – Amends Order R-5149 dated April 9, 1969.
- R-7490 December 17 – Flammable liquid facilities, Texaco Canada Limited, White-wood, Sask., mileage 116.38 Broadview Sub., CP.
- R-7491 December 17 – Operation over subway structure, Fruitland Rd., Twp. of Saltfleet, Ont., mileage 34.84 Grimsby Sub., CN.
- R-7492 December 17 – Crossing reconstruction, Highway No. 14, mileage 0.19, east wye connection of Wishart Sub., Sask., CP.
- R-7493 December 17 – Fencing exemption, Rural Mun. of Weyburn No. 67, Sask., between mileages 6.41 and 7.42 Assiniboia Sub., CP.
- R-7494 December 17 – Loop track construction, North Vancouver, B.C., mileage 4.17 Thornton Sub., CN.
- R-7495 December 17 – Automatic protection changes, Ottawa St., Hamilton, Ont., mileage 41.02 Grimsby Sub., CN.
- R-7496 December 17 – Allocation of cost of maintenance and operation of automatic protection, Highway No. 17, Carp, Ont., mileage 8.8 Renfrew Sub., CN.
- R-7497 December 17 – Automatic protection, Highway No. 6, Melfort, Sask., mileage 83.34, Melfort Sub., CP.
- R-7498 December 17 – Tariff revisions, British Columbia Telephone Company.
- R-7499 December 17 – Tariff revisions, Bell Canada.
- R-7500 December 17 – Tolls – tariffs and supplement to tariffs filed under the provisions of the Maritime Freight Rates Act, CN.
- R-7501 December 17 – Amends Order 124987 dated July 17, 1967.
- R-7502 December 17 – Amends Order R-780 dated December 8, 1967.
- R-7503 December 17 – Crossing construction, Railway St., across siding serving Domtar Chemicals Limited, Cochrane, Alta., mileage 22.7 Laggan Sub., CP.
- R-7504 December 17 – Amends Order R-6506 dated August 15, 1969.
- R-7505 December 17 – Removes speed limitation, Hwy. No. 2, Ellerslie, Alta., mileage 90.57 Leduc Sub., CP.
- R-7506 December 17 – Crossing reconstruction, No. 14 Hwy., mileage 0.10 Wishart Sub., Sask., CP.
- R-7507 December 17 – Crossing reconstruction and automatic protection, St. Thomas Range Road, Parish of Ste. Madeleine de Rigaud, Que., mileage 18.89 M&O Sub., CP.
- R-7508 December 17 – Automatic protection, Range 16 Road, Lemieux, Que., mileage 64.03 Drummondville Sub., CN.

- R-7509 December 17 – Fencing exemption, R.M. of Birch Hills, Sask., between mileages 92.42 and 92.93 Prince Albert Sub., CP.
- R-7510 December 17 – Conveyor No. 41 construction for Neptune Terminals, North Vancouver, B.C., mileage 3.87 Thornton Branch, CN.
- R-7511 December 17 – Crossing construction and automatic protection, Winter Park Road, Collingwood, Ont., mileage 37.17 Meaford Sub., CN.
- R-7512 December 17 – Crossing construction, between Notre-Dame St. and Turcot Place, Montreal, Que., mileage 4.04 Montreal Sub., CN.
- R-7513 December 17 – Automatic protection changes, Torbram Road, east of Halwest, Ont., mileage 10.49 Halton Sub., CN.
- R-7514 December 17 – Supplement No. 4 effective Oct. 5, 1969 to Traffic Ageeement dated February 25, 1955 between Bell Canada and Syndicat Coopératif de Téléphone de St. Jean Baptiste Anse St. Jean.
- R-7515 December 17 – Rescinds Order 115443 dated September 17, 1964; and authorizes operation under overhead bridge, Newtonville Road, Twp. of Clarke, Ont., mileage 151.92 Belleville Sub., CP.
- R-7516 December 17 – Allocation of maintenance cost, Hwy. No. 17 and spur tracks serving Abitibi Power and Paper Company, Sturgeon Falls, Ont., mileage 23.91 Cartier Sub., CP.
- R-7517 December 17 – Siding construction to serve W.C. Wood Company Limited, Arthur St., Guelph, Ont., mileage 31.13 Goderich Sub., CP.
- R-7518 December 17 – Crossing reconstruction, Township Road, Fauquier, Ont., mileage 56.25 Kapuskasing Sub., CN.
- R-7519 December 17 – Operation under overhead bridge, Main St., Georgetown, Ont., mileage 24.7 Halton Sub., CN.
- R-7520 December 17 – Automatic protection changes, County Road No. 6, west of Stoney Point, Ont., mileage 84.50 Chatham Sub., CN.
- R-7521 December 17 – Crossing reconstruction, Line 3 Road, Municipality of Parish of St. Valentin, Que., mileage 10.78 Rouses Point Sub., CN.
- R-7522 December 17 – Automatic protection changes, Hwy. No. 2, Wakaw, Sask., CN.
- R-7523 December 17 – Anti-whistling By-law No. 32 dated October 21, 1969, Aberdeen St., Bridgewater, N.S. mileage 78.04 Chester Sub., CN.
- R-7524 December 17 – Amends Order R-5580 dated May 13, 1969.
- R-7525 December 17 – Amends Order R-5656 dated May 22, 1969.
- R-7526 December 17 – Steel span replacement and modification of bridge substructure N.E. Nackawic River, Pinder, N.B., mileage 6.6 Southampton Sub., CP.

- R-7527 December 17 – Rescinds Orders 92608 and 76662 respectively dated October 2, 1957 and May 25, 1951; and approves flammable liquid marketing plant, Imperial Oil Limited, Bathurst, N.B., mileage 110.05 Newcastle Sub., CN.
- R-7528 December 17 – Flammable liquid facilities, Imperial Oil Limited, Kelowna, B.C., mileage 118.8 Okanagan Sub., CN.
- R-7529 December 17 – Flammable liquid facilities, Shell Canada Limited, Crossfield, Alta., mileage 29.0 Red Deer Sub., CP.
- R-7530 December 17 – Fuel oil storage tank, Preston, Ont., mileage 4.70 Waterloo Sub., CP.
- R-7531 December 17 – Flammable liquid facilities, Gulf Oil Canada Limited, Burns Lake, B.C., mileage 36.0 Telkwa Sub., CN.
- R-7532 December 17 – Warehouse extension, office building and flammable liquid facilities, Texaco Canada Limited, Grande Prairie, Alta., mileage 49.36 Grande Prairie Sub., NA.
- R-7533 December 17 – Amends Order R-5830 dated June 4, 1969.
- R-7534 December 17 – Amends Order R-5387 dated April 23, 1969.
- R-7535 December 17 – Flammable liquid facilities, Alberta Vocational Centre of Fort McMurray, Chard, Alta., mileage 212.9 Waterways Sub., NA.
- R-7536 December 17 – Rescinds Order 121573 dated August 5, 1966; and approves flammable liquid plant, Shell Canada Limited, Brunkild, Man., mileage 21.8 Carman Sub., CN.
- R-7537 December 17 – Flammable liquid facilities, Imperial Oil Limited, Ste-Thecle, Que., mileage 14.8 Lac St. Jean Sub., CN.
- R-7538 December 17 – Tank car facilities at flammable liquid plant, Home Oil Distributors Limited, Vernon, B.C., mileage 85.43 Okanagan Sub., CN.
- R-7539 December 17 – Supplement No. 5 effective November 2, 1969, to Traffic Agreement dated December 18, 1951 between Bell Canada and La Compagnie de Téléphone Locale de Ham Nord.
- R-7540 December 17 – Allocation of cost of placing reflective markings on the sides of 2,799 cars during period January 1 to June 30, 1969, CN.
- R-7541 December 17 – Tolls – Item 1000 on 17th revised page 50 of Tariff No. E. 1360-B, C.T.C. (F) No. E. 5181, CP.
- R-7542 December 17 – Toll – Tariff C.T.C. (Limited) No. 211, DA.
- R-7543 December 17 – Toll – item 1483 on 19th revised page 104 of Tariff No. E. 1740-A, C.T.C. (F) No. E. 5039, CP.

- R-7544 December 17 – Tariff revisions filed under Filing Advice No. 627 dated December 10, 1969, British Columbia Telephone Company.
- R-7545 December 17 – Tariff revisions filed under Filing Advice No. 5825 dated December 4, 1969, Bell Canada.
- R-7546 December 17 – Tariff revisions filed under Filing Advice No. 5824 dated December 4, 1969, Bell Canada.
- R-7547 December 17 – Tariff revisions filed under Filing Advice No. 5826 dated December 5, 1969, Bell Canada.
- R-7548 December 17 – Tariff revisions filed under Filing Advice No. 628 dated December 12, 1969, British Columbia Telephone Company.
- R-7549 December 19 – Automatic protection, Lady Hammond Road, Halifax, N.S., mileage 1.2 Willow Park Branch, Bedford Sub., CN.
- R-7550 December 19 – Automatic protection, Plainer Road, Decker Lake, B.C., mileage 40.88 Telkwa Sub., CN.
- R-7551 December 19 – Fencing exemption, R.M. of Last Mountain Valley No. 250, Sask., Lanigan Sub., CP.
- R-7552 December 19 – Automatic protection, 4th Concession Road, Mount Elgin, Ont., mileage 7.70 Port Burwell Sub., CP.
- R-7553 December 19 – Operation under overhead bridge, Belfast Road, Ottawa, Ont., mileage 3.57 Ottawa Sub., CN & CP.
- R-7554 December 19 – Operation on subway, Hwy. No. 33, Trenton, Ont., mileage 232.71 Kingston Sub., CN.
- R-7555 December 19 – Automatic protection, 52nd Street, Mayerthorpe, Alta., mileage 74.40 Sangudo Sub., CN.
- R-7556 December 19 – Automatic protection, Parish of Notre-Dame de Lourdes de Lorrainville, Que., mileage 101.53 Temiscaming Sub., CP.
- R-7557 December 19 – Automatic protection, 9th Line Road, Innisfil, Ont., mileage 56.59 Newmarket Sub., CN.
- R-7558 December 19 – Automatic protection, Hwy. No. 314, Springside, Sask., mileage 41.03 Wynyard Sub., CP.
- R-7559 December 19 – Automatic protection improvement, Highways 4 and 14 near Biggar, Sask., mileage 0.68 Wainwright Sub., CN.
- R-7560 December 19 – Vision improvement, Molega Road, Queens County, N.S., mileage 18.00 Caledonia Sub., CN.
- R-7561 December 19 – Automatic protection, Fort Ste. Marie Access Road, near Midland, Ont., mileage 72.07 Midland Sub., CN.
- R-7562 December 19 – Vision improvement, Lower Grant Road, Lunenburg, N.S., mileage 52.34 Chester Sub., CN.

- R-7563 December 19 – Overhead and side clearances, Coquitlam, B.C., CP.
- R-7564 December 19 – Construction of Bonaventure Industrial Lead Track No. 1, 128th and 131st Avenues, Edmonton, Alta., commencing mileage 0.37 Bonaventure Industrial Lead, Head Block of which is located at mileage 5.17 B Line, Edmonton Terminals Sub., CN.
- R-7565 December 19 – Steel span replacement, modification of substructure and operation over bridge, Keswick River, Douglas, N.B., mileage 36.34 Gibson Sub., CP.
- R-7566 December 19 – Fencing exemption, R.M. of Portage la Prairie, Man., Carberry Sub., CP.
- R-7567 December 19 – Fencing exemption, R.M. of Portage la Prairie, Man., Minnedosa Sub., CP.
- R-7568 December 19 – Pipeline replacement, mileage 65.16 Brazeau Sub., Alta., Hudson's Bay Oil and Gas Company Limited, CN.
- R-7569 December 19 – Allocation of cost of removing or relocating facilities of Hydro-Quebec to permit subway construction, 22nd Street, Quebec, Que., mileage 0.47 Lairet Sub., and mileage 1.63 St. Raymond Sub., CN.
- \*R-7570 December 22 – Monorail System construction, commencing Queen St., Niagara Falls, Ont., mileage N.F. 0.44 Main Line Sub., and extending to Front St., Chippawa, Ont., mileage B.12.64 Niagara Falls Branch, PC. (See Page 872, 59 R.T.C.)
- R-7571 December 23 – Allocation of cost of removing or relocating existing facilities of Ottawa Gas to permit subway construction, Heron Road, Ottawa, Ont., mileage 7.00 Ottawa Sub., CN & CP.
- R-7572 December 23 – Amends Order R-3405 dated September 24, 1968.
- R-7573 December 23 – Bridge construction, Windfall Spur Extension across Little Smoky River, Whitecourt, Alta, CN.
- R-7574 December 23 – Tariff revisions filed under Filing Advice No. 5827, dated December 11, 1969, Bell Canada.
- R-7575 December 23 – Fencing exemption, Counties of Strathcona No. 20 and Leduc No. 25, Alta., Leduc Sub., CP.
- R-7576 December 23 – Automatic protection, East-West County Road, County of Ponoka No. 3, Alta., mileage 32.09 Leduc Sub., CP.
- R-7577 December 23 – Rescinds Order 111270 dated May 22, 1963.
- R-7578 December 23 – Crossing reconstruction, Petit Cap Sa Road, Municipality of Ste. Jeanne de Pont Rouge, Que., mileage 136.92 Quebec Sub., CP.

- R-7579 December 23 -- Vision improvement, Beech Hill Road, Lunenburg, N.S., mileage 55.12 Chester Sub., CN.
- R-7580 December 23 -- Removes speed limitation, Ogden Road at 15th Street S.E., Calgary, Alta., mileage 0.63 Industrial Lead off mileage 173.60 Brooks Sub., CP.
- R-7581 December 23 -- Automatic protection changes, 7th Ave., Hanover, Ont., mileage 25.83 Owen Sound Sub., CN.
- R-7582 December 23 -- Crossing reconstruction, Municipality of the Parish of St. Ephrem de Beauce, Que., mileage 16.21 Tring Sub., QC.
- R-7583 December 23 -- Flammable liquid facilities, Imperial Oil Limited, Kamsack, Sask., mileage 0.15 Margo Sub., CN.
- R-7584 December 23 -- Limitation of liability respecting carload rate on Nickel Concentrates from Lac du Bonnet, Man. to Coniston, Ont., CP.
- R-7585 December 23 -- Removes speed limitation, Inkster Blvd., Winnipeg, Man., mileage 2.27 Arborg Sub., CP.
- R-7586 December 23 -- Removes speed limitation, Redwood Ave., Winnipeg, Man., mileage 0.91 Winnipeg Beach Sub., CP.
- R-7587 December 23 -- Removes speed limitation, Calmar, Alta., mileage 100.4 Hoadley Sub., CP.
- R-7588 December 23 -- Automatic protection changes, Moodie Drive, Twp. of Nepean, Ont., mileage 7.95 Carleton Place Sub., CP.
- R-7589 December 23 -- Flammable liquid facilities, Husky Oil Limited, Dryden, Ont., mileage 63.2 Ignace Sub., CP.
- R-7590 December 23 -- Crude oil facilities, Gibson Petroleum Company Limited, Duchess, Alta., mileage 93.3 Bassano Sub., CP.
- R-7591 December 23 -- Amends Order R-1523 dated February 20, 1968.
- R-7592 December 23 -- Deferment until December 31, 1970 of installing safety control equipment in operating cabs of motive power as required by Section 28 of General Order O-21, AC.
- R-7593 December 23 -- Removal of caretaker and station building, Roseisle, Man., mileage 59.0 Carman Sub., CN.
- R-7594 December 23 -- Crossing reconstruction, Highways 4 and 9, Walkerton, Ont., mileage 20.71 Southampton Sub., CN.
- R-7595 December 23 -- Removes speed limitation, London Ont., mileage 0.16 Francis St. off Thorndale Sub., mileage 30.86, CN & CP.
- R-7596 December 23 -- Automatic protection improvement, Ontario Street, Stratford, Ont., mileage 0.88 Newton Sub., CN.

- R-7597 December 23 – Amends Order R-6508 dated August 15, 1969.
- R-7598 December 23 – Extension of time to January 29, 1970 within which the CPR may file and serve its answer to applications of Kootenay and Elk Railway Company and the Great Northern Railway Company.
- \*R-7599 December 30 – Rescinds General Order O-17 and Order R-6562 dated August 22, 1969 and substitutes new General Order O-17 prescribing Regulations respecting the Inspection and Testing of Air Reservoirs other than on Motive Power Equipment. (See Page 874, 59 R.T.C.)
- R-7600 December 30 – Temporary suspension of operation on tail track of wye, Highway No. 1, Dunmore, Alta., mileage 140.83 Maple Creek Sub., CP.
- \*R-7601 December 30 – Authorizes the British Columbia Telephone Company to purchase, up to and including December 31, 1970, directly from the holders thereof at a price not to exceed \$27.30 per share, any or all of the 759 shares of Okanagan Telephone Company that the B.C. Telephone Company has not as yet been able to purchase pursuant to Order R-4490. (See Page 881, 59 R.T.C.)
- R-7602 December 30 – Operation over pedestrian subway, Pont Rouge, Que., mileage 134.8 Quebec Sub., CP.
- R-7603 December 30 – Anhydrous ammonia facilities, Alberta Wheat Pool, Blackie, Alta., mileage 74.0 Aldersyde Sub., CP.
- R-7604 December 30 – Removes speed limitation, Valemount, B.C., mileage 74.74 Albreda Sub., CN.
- R-7605 December 30 – Crossing construction, Municipal District of Wainwright No. 61, Alta., mileage 154.77 Wainwright Sub., CN.
- R-7606 December 30 – Removes speed limitation, Romaine Street, Peterboro, Ont., mileage 0.41 Peterboro Industrial Spur, Campbellford Sub., CN.
- R-7607 December 30 – Removes speed limitation, Broad Street, Ottawa, Ont., mileage 0.22 Chaudiere Branch Ottawa Sub., CN.
- R-7608 December 30 – Removal of caretaker and replacement of station building with a portable shelter, Stavely, Alta., mileage 70.8 Macleod Sub., CP.
- R-7609 December 30 – Amends Order R-5484 dated April 30, 1969.
- R-7610 December 30 – Removes speed limitation, Montclair Blvd., Hull, Que., mileage 7.13 Ellwood Sub., CP.



- R-7611 December 30 – Removes speed limitation, Highways 31 and 43, Winchester, Ont., mileage 87.81 Winchester Sub., CP.
- R-7612 December 30 – Removes speed limitation near Tring Junction, Que., mileage 92.32 Vallee Sub., QC.
- R-7613 December 30 – Removes station agents at Cardinal, Gananoque, Iroquois, Prescott and Morrisburg, Ont., Brockville Master Agency Plan, CN.
- R-7614 December 30 – Operation on diversion of Emerson Sub. between mileages 6.99 and 9.27 Man., CP.

## COMMISSION CANADIENNE DES TRANSPORTS

## ORDONNANCE N° R-7349

## PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*RELATIVE à la requête que la Compagnie de chemin de fer du Pacifique-Canadien, ci-après dénommée "Compagnie requérante", a présentée en vue d'obtenir l'autorisation de construire un embranchement d'environ deux milles de long, prenant naissance au point milliaire 1.01 de la subdivision de Mission de la Compagnie de chemin de fer du Pacifique-Canadien et relié à la voie ferrée des chemins de fer Nationaux du Canada, au point milliaire 89.86 de la subdivision de Yale, le tout au voisinage de Mission City, dans la province de Colombie Britannique, comme il est indiqué sur le plan n° SP-523-6-8, révision du 27 août 1969, qui est un plan, profil et livre de renvoi, versé au dossier n° 49445 de la Commission:*

*Dossiers n°s 49445*

*27073.489*

*27073.488*

*30213.277*

*38116.18*

APRÈS lecture des pièces déposées —

Le Comité ordonne par les présentes ce qui suit:

1. La Compagnie requérante est autorisée à construire et à entretenir, à ses frais, un embranchement d'environ deux milles de long, prenant naissance au point milliaire 1.01 de la subdivision de Mission de la Compagnie de chemin de fer du Pacifique-Canadien et relié à la voie ferrée des chemins de fer Nationaux du Canada, au point milliaire 89.86 de la subdivision de Yale, le tout au voisinage de Mission City, dans la province de Colombie Britannique, comme il est indiqué sur le plan n° SP-523-6-8, révision du 27 août 1969, qui est un plan, profil et livre de renvoi.

2. Ledit embranchement devra être construit et achevé dans les deux ans de la date de la présente ordonnance.

3. La Compagnie requérante est dispensée de donner l'avis prescrit à l'alinéa b) de l'article 184 de la Loi sur les chemins de fer.

4. La Compagnie requérante est autorisée à relier ledit embranchement à la voie des chemins de fer Nationaux du Canada au point milliaire 89.86 de la subdivision de Yale, comme il est indiqué sur ledit plan.

5. La Compagnie requérante est autorisée à construire et à entretenir, à ses frais, un passage à niveau au croisement dudit embranchement et

a) du chemin Riverside Drive (route n° 11) au point milliaire 0.29 dudit embranchement, comme il est indiqué sur le plan SP-542-6-8, 1<sup>ère</sup> révision, daté du 28 avril 1969, versé au dossier n° 27073.489 de la Commission, et

b) du chemin Beaton, au point milliaire 0.80 dudit embranchement (vis-à-vis du point milliaire 88.66 de la subdivision de Yale des chemins de fer Nationaux du Canada), comme il est indiqué sur le plan n° SP-541-6-8, daté du 10 avril 1969, versé au dossier n° 30213.277 de la Commission.

6. Lesdits passages devront être construits conformément aux prescriptions du Comité concernant les croisements de voies publiques.

7. La Compagnie requérante est autorisée à construire et à entretenir, à ses frais, un pont permettant le passage au-dessus du ruisseau Page, au chaînage 83 + 29.31 dudit embranchement (en face du point milliaire 89.5 de la subdivision de Yale, des chemins de fer Nationaux du Canada), comme il est indiqué sur les plans n° B-1-2984-1, 1<sup>ère</sup> révision, daté du 20 mars 1969; B-1-2984-2, daté du 7 mars 1969; B-1-2984-3, révision 2, daté du 17 avril 1969; et B-1-2984-4, révision 2, daté du 17 avril 1969, versés au dossier n° 38116.18 de la Commission.

Fait à Ottawa, le 1<sup>er</sup> jour de décembre 1969.

Le Secrétaire du Comité des transports  
par chemin de fer,

(Signé) C.W. RUMP

## COMMISSION CANADIENNE DES TRANSPORTS

## ORDONNANCE N° R-7397

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*RELATIVE aux manuels de calcul des prix de revient mentionnés dans l'ordonnance n° R-6313, datée du 5 août 1969; et*

*RELATIVE à l'ordonnance n° R-6314, datée du 5 août 1969, dans sa forme modifiée:*

*Dossier n° 49305.1.1*

ATTENDU que ladite ordonnance n° 6314 enjoignait aux compagnies de chemin de fer du National-Canadien et du Pacifique-Canadien de déposer, chacune, auprès du secrétaire du Comité des manuels de calcul des prix de revient et d'en faire signifier, chacune, un exemplaire à chacune des parties qui ont comparu devant le Comité des transports par chemin de fer au cours de l'enquête à la suite de laquelle a été rendue ladite ordonnance n° R-6313 et de fournir au secrétaire du Comité la preuve qu'un tel exemplaire a été ainsi signifié;

ATTENDU que le secrétaire du Comité a reçu des compagnies de chemin de fer du National-Canadien et du Pacifique-Canadien des manuels de calcul des prix de revient et la preuve qu'un exemplaire en a été signifié auxdites parties;

ATTENDU que l'article 3 de ladite ordonnance n° R-6314 prévoit que "Chacune de ces parties figurant au dossier pourra soumettre au Comité dans le délai que le Comité pourra ordonner, ses impressions écrites quant à la forme et au contenu des manuels de calcul"; et

ATTENDU que le Comité juge opportun de déterminer dès maintenant le délai à accorder aux parties figurant au dossier pour faire connaître au Comité leurs impressions quant à la forme et au contenu de ces manuels de calcul des prix de revient —

## LE COMITÉ ORDONNE PAR LES PRÉSENTES CE QUI SUIT:

Chacune des parties qui ont comparu devant le Comité des transports par chemin de fer au cours de l'enquête à la suite de laquelle a été rendue l'ordonnance n° R-6313,

datée du 5 août 1969, devra présenter par écrit au Comité, au plus tard le 15 janvier 1970, ses impressions relativement à la forme et au contenu des manuels de calcul des prix de revient dont des exemplaires leur ont été signifiés par les compagnies de chemin de fer du National-Canadien et du Pacifique-Canadien.

Fait à Ottawa, le 4<sup>e</sup> jour de décembre 1969.

Le Secrétaire du Comité des transports  
par chemin de fer,

(Signé) C.W. RUMP

## COMMISSION CANADIENNE DES TRANSPORTS

## ORDONNANCE N° R-7402

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*RELATIVE à la requête que Bell Canada a présentée en vue d'obtenir l'approbation de l'appendice B (1969) et de l'appendice B facultatif (1969) des contrats de trafic (formule B.T. n° 301, approuvée par l'ordonnance n° 77734, datée du 14 novembre 1951, de la Commission des transports du Canada), en remplacement de l'appendice B annexé à ladite formule B.T. n° 301; et*

*RELATIVE à l'ordonnance n° 120368, datée du 29 mars 1966, et à l'ordonnance n° 77734, datée du 14 novembre 1951, dans sa forme modifiée par l'ordonnance n° 124050, datée du 7 avril 1967, de la Commission des transports du Canada:*

*Cause n° 538*

APRÈS lecture des pièces déposées—

Le Comité ordonne par les présentes ce qui suit:

1. L'ordonnance n° 124050, datée du 7 avril 1967, et l'ordonnance 120368, datée du 29 mars 1966, de la Commission des transports du Canada sont révoquées, mais cette révocation ne sera pas censée avoir pour effet de rétablir une ordonnance révoquée par les ordonnances n°s 124050 et 120368, de sorte que la partie habilitante de l'ordonnance n° 77734, datée du 14 novembre 1951, de la Commission des transports du Canada, dans sa forme modifiée par la présente ordonnance, se lit maintenant ainsi:

IL EST ORDONNÉ que ladite formule B.T. n° 301 du contrat de trafic devant être passé entre la Compagnie requérante et une autre compagnie, une municipalité ou une corporation autorisée à construire ou à exploiter un réseau ou une ligne téléphonique, versée au dossier n° 538 de la Commission, soit par les présentes approuvée.

IL EST EN OUTRE ORDONNÉ *a)* que l'appendice B (1969) et l'appendice B facultatif (1969) annexés à ladite requête et versés au dossier soient par les présentes approuvés pour utilisation au choix desdites parties, sauf l'*Ontario Northland Communications*

et Québec Téléphone, en remplacement de l'appendice B annexé à ladite formule B.T. n° 301; b) que l'appendice B annexé à ladite formule B.T. n° 301 versé au dossier, soit par les présentes approuvé pour utilisation par la Compagnie requérante et par l'*Ontario Northland Communications* et Québec Téléphone seulement; et c) que la formule de supplément de l'appendice B, couvrant une surtaxe sur les messages interurbains entre des points de l'Ontario et du Québec qui sont facturés à un troisième numéro, également annexée à ladite requête et versée au dossier, soit approuvée à titre de formule de supplément tant de l'appendice B que de l'appendice B (1969).

2. Une majoration de 2% de la base de règlement établie à l'appendice B du contrat de trafic approuvé par ladite ordonnance n° 77734, majoration entrant en vigueur le 21 octobre 1969, est approuvée à l'égard de l'*Ontario Northland Communications* et de Québec Téléphone seulement.

Fait à Ottawa, le 8<sup>e</sup> jour de décembre 1969.

Le Secrétaire du Comité des transports  
par chemin de fer,

(Signé) C.W. RUMP

## COMMISSION CANADIENNE DES TRANSPORTS

## ORDONNANCE N° R-7570

## PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*RELATIVE à la requête que la Niagara Monorail Limited, ci-après dénommée "Requérante", a présenté en vue d'obtenir l'autorisation, en vertu de l'article 253 de la Loi sur les chemins de fer, de construire, le long, au-dessus et en travers du chemin de fer de la Penn Central Transportation Company, un monorail commençant à un point situé sur la limite sud de la rue Queen, dans la ville de Niagara Falls, dans la province d'Ontario, au point milliaire N.F. 0.44 de la subdivision de Main Line, et s'étendant vers le sud-ouest, le sud et le sud-est sur une distance approximative de 4.35 milles jusqu'à un point situé à peu près sur la limite nord-ouest de la rue Front, dans le village de Chippawa, dans la province d'Ontario, au point milliaire B.21.64 de l'embranchement de Niagara Falls, comme il est indiqué sur les plans nos 1, 2, 3 et 4, révision du 5 décembre 1969, versés au dossier n° 49469 de la Commission:*

APRÈS lecture des pièces déposées, et du consentement de la *Penn Central Transportation Company* —

Le Comité ordonne par les présentes ce qui suit:

1. La Requérante est autorisée à construire, le long, au-dessus et en travers du chemin de fer de la *Penn Central Transportation Company*, conformément aux prescriptions de l'article 253 de la Loi sur les chemins de fer, un monorail commençant à un point situé sur la limite sud de la rue Queen, dans la ville de Niagara Falls, dans la province d'Ontario, au point milliaire N.F. 0.44 de la subdivision de Main Line, et s'étendant vers le sud-ouest, le sud et le sud-est sur une distance approximative de 4.35



milles jusqu'à un point situé à peu près sur la limite nord-ouest de la rue Front, dans le village de Chippawa, dans la province d'Ontario, au point milliaire B.12.64 de l'embranchement de Niagara Falls, comme il est indiqué sur lesdits plans.

2. Des plans détaillés dudit monorail devront être présentés à un ingénieur du Comité des transports par chemin de fer et être approuvés par cet ingénieur avant que la construction ne soit entreprise.

Fait à Ottawa, le 22<sup>e</sup> jour de décembre 1969.

Le Secrétaire du Comité des transports  
par chemin de fer,

(Signé) C.W. RUMP

COMMISSION CANADIENNE DES TRANSPORTS

ORDONNANCE N° R-7599

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*RELATIVE À l'ordonnance générale 0-17 en date du 1<sup>er</sup> février 1965, modifiée par l'ordonnance n° R-6562 en date du 22 août 1969, ayant trait aux Règles et règlements relatifs à l'inspection et à la vérification des réservoirs d'air autres que ceux des locomotives:*

*Dossier n° 23189.1*

IL EST PAR LES PRÉSENTES ORDONNÉ CE QUI SUIT:

Ladite ordonnance générale n° 0-17 et l'ordonnance n° R-6562 et les règlements qu'elles prescrivent sont abrogés et remplacés par la nouvelle ordonnance générale n° 0-17, qui suit:

COMMISSION CANADIENNE DES TRANSPORTS

ORDONNANCE GÉNÉRALE 0-17

PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*Règles et règlements relatifs à l'inspection et à la vérification des réservoirs d'air autres que ceux du matériel de traction:*

*Dossier n° 23189.1*

Le règlement ci-annexé intitulé "Règlement relatif à l'inspection et à la vérification des réservoirs d'air autres que ceux du matériel de traction" est prescrit et s'applique à toute compagnie de chemin de fer qui relève de la juridiction de la Commission.

Fait à Ottawa, le 30<sup>e</sup> jour de décembre 1969.

Le Secrétaire suppléant du Comité des transports  
par chemin de fer,

(Signé) J.D. BEATON.

## RÈGLEMENT CONCERNANT L'INSPECTION ET L'ÉPREUVE DES RÉSERVOIRS À AIR AUTRES QUE CEUX DU MATÉRIEL DE TRACTION

1. Le règlement établi par les présentes pour l'inspection et l'épreuve de tous les réservoirs à air autres que ceux du matériel de traction, qu'ils soient fixes ou transportables, y compris les réservoirs d'une capacité supérieure à 5 pieds cubes pour tous les types de matériel de travail, est prescrit et s'applique à toutes les compagnies de chemin de fer qui relèvent de la Commission.
- Responsabilité relative à l'étude, la construction, l'inspection et la réparation
2. (1) Il incombe aux compagnies de chemin de fer de voir à ce que l'étude, la construction, l'entretien, l'exploitation, l'inspection, l'épreuve et la réparation des réservoirs à air autres que ceux du matériel de traction soient propres à assurer toute garantie de sécurité; et toutes les inspections et épreuves doivent être effectuées et tous les rapports être déposés de la façon prescrite au présent règlement.
- Règlement d'entretien
- (2) Le chef mécanicien de la compagnie de chemin de fer doit établir et distribuer, à l'intention des membres du personnel et des autres personnes, un règlement approprié sur l'entretien des réservoirs à air qui tienne compte des ordonnances, règles et instructions de la Commission relatives à ces réservoirs.
- Dépôt des rapports devis (formule RTC 40F)
3. (1) Chaque compagnie de chemin de fer doit, par l'intermédiaire de son chef mécanicien, déposer auprès de la Commission, un rapport devis rédigé sur la formule RTC 40F pour chaque réservoir utilisé, au cours du mois qui suit la date de mise en service du réservoir.
- Rapports de modifications (formule RTC 41F)
- (2) Rapport doit être fait à la Commission des modifications ou des réparations qui changent les données figurant sur la formule RTC 40F, et ce, dans les 30 jours qui suivent la fin de leur exécution. Une formule RTC 40F corrigée ou un rapport de modification rédigé sur la formule RTC 40F, devra être déposé à cette fin.
- Rapport des inspections et des épreuves (formule RTC 42F)
4. (1) Rapport doit être fait, sur la formule RTC 42F, rapport annuel d'inspection et d'épreuve, de toutes les inspections et épreuves effectuées. Les formules relatives à chaque réservoir doivent être dûment remplies, affichées et déposées.
- (2) La distribution de la formule RTC 42F est la suivante:
- a) un exemplaire est envoyé au Directeur du service d'exploitation du Comité des transports par chemin de fer de la Commission canadienne des transports dans les 15 jours qui suivent ces épreuves ou ces inspections;

b) un exemplaire est affiché, sous couverture transparente, dans un endroit bien visible près de chaque réservoir (si possible); et

c) un exemplaire est conservé par la compagnie de chemin de fer.

Remarque.—La formule RTC 42F doit être imprimée sur du papier rose de bonne qualité, de 6 pouces sur 9 pouces.

- Identification 5. Un numéro de série et la pression effective fixée par le chef mécanicien de la compagnie de chemin de fer doivent être clairement imprimés en chiffres d'au moins 1/4 de pouce de hauteur sur le réservoir ou sur une plaque métallique, et la plaque métallique doit être fixée au réservoir, bien en évidence.
- Manomètres 6. Chaque système de pression d'air doit avoir un manomètre avec une graduation pouvant indiquer une pression d'au moins 50 p. 100 supérieure à la pression à laquelle est réglée la soupape de sûreté.
- Souppes de sûreté 7. (1) *Capacité* — Tous les systèmes de pression d'air doivent avoir une ou plusieurs soupapes de sûreté d'un modèle approuvé, placées en un endroit approuvé et ayant une capacité adaptée aux exigences du service en cause.
- (2) *Réglage* — Les soupapes de sûreté doivent être réglées à une pression n'excédant pas de plus de 6 livres la pression effective autorisée.
- Inspection 8. Tous les réservoirs à air, sauf ceux qui sont visés au paragraphe (2) de l'article 9, doivent être inspectés annuellement par un inspecteur autorisé de la compagnie de chemin de fer.
- Épreuve hydrostatique 9. (1) Tous les réservoirs à air, sauf ceux qui sont visés aux paragraphes (2) et (3) doivent, avant d'être mis en service et, par la suite, au moins tous les douze mois, subir une épreuve hydrostatique à une pression d'au moins vingt-cinq pour-cent supérieure à la pression effective autorisée. La date de l'épreuve hydrostatique devra être indiquée au stencil en chiffres d'au moins un pouce à un endroit bien visible sur chaque réservoir.
- (2) Tous les réservoirs à air des wagons à bascule pneumatique visés par la présente ordonnance doivent, avant d'être mis en service et, par la suite, au moins une fois tous les cinq ans, subir une épreuve hydrostatique à une pression d'au moins vingt-cinq pour-cent supérieure à la pression effective autorisée; toutefois, les réservoirs fabriqués en acier résistant à la corrosion pourront, après avoir subi l'épreuve initiale, subir une nouvelle épreuve une fois tous les dix ans.
- Forage de trous sur les réservoirs (3) Des trous de contrôle pourront être percés au moyen d'un foret ordinaire de trois seizièmes de pouce sur toute la surface, tant du corps

que des extrémités de chaque réservoir à air qui aura été construit à l'origine, puis entretenu, pour résister à une pression d'au moins quatre fois la pression effective autorisée fixée par le chef mécanicien du chemin de fer exploitant en cause et qui sera désormais mis en service. Ces trous ne devront pas être espacés de plus de 12 pouces les uns des autres, tant dans le sens de la longueur que dans celui de la largeur. Ils devront être forés sur la surface externe à une profondeur minimale déterminée par la formule

$$D = \frac{.6 PR}{S - 0.6 P}$$

dans laquelle

D = la profondeur minimale des trous de contrôle, exprimée en pouces, mais en aucun cas inférieure à 1/16 de pouce;

P = la pression de calcul, en livres par pouce carré;

S = 1/5 de la résistance minimale spécifiée du matériel à la tension, exprimée en livres par pouce carré; et

R = le rayon intérieur du réservoir, en pouces.

(4) Pour les réservoirs horizontaux, une rangée de trous devra être forée dans le sens de la longueur, au bas du réservoir.

(5) Sur les réservoirs verticaux, une rangée de trous devra être forée sur une ligne passant par le point le plus bas du réservoir.

(6) Les trous forés sur chaque extrémité du réservoir devront s'aligner radialement avec les rangées de trous longitudinales du corps du cylindre.

(7) Les raccordements à bride, les soudures longitudinales ou autres raccordements permanents du réservoir qui se trouvent sur les lignes ou les cercles formés par les trous, doivent être éloignés des trous d'au moins un pouce.

(8) Chaque réservoir ainsi foré devra, avant d'être mis en service, subir une épreuve hydrostatique à une pression d'au moins vingt-cinq pour-cent supérieure à la pression de calcul. Aucune autre épreuve hydrostatique n'est nécessaire pour ces réservoirs.

(9) Tout réservoir laissant s'échapper de l'air par un trou de contrôle devra être désaffecté de façon permanente.

(10) Si des réservoirs du matériel déjà existant sont forés afin de pouvoir profiter des dispositions du présent article, de nouvelles formules RTC 40F ou 41F, selon le cas, devront être remplies et présentées à la Commission.

Épreuve hydro-  
statique des  
réservoirs  
forés

Manque d'étan-  
chéité des trous  
de contrôle

Devis révisés

(11) Lorsque la chose est possible, de l'eau chaude sera employée pour l'épreuve de tous les réservoirs.

Épreuve au marteau

10. Toute la surface d'un réservoir non foré doit subir l'épreuve au marteau avant chaque épreuve hydrostatique.

Nettoyage et inspection

11. Tous les réservoirs à air doivent être nettoyés à fond par rinçage à chaque épreuve hydrostatique, de façon que tous les corps étrangers en soient enlevés; puis, ils doivent être bien examinés relativement à la corrosion et aux piquûres du métal.

Soupape de vidange et canalisation

12. Chaque réservoir à air doit avoir un robinet purgeur ou de vidange convenable fixé à sa partie la plus basse.

Fixation

13. Les réservoirs doivent être montés sur des supports de façon que le fond du réservoir ne touche pas le sol et que suffisamment de place soit laissée pour un robinet de vidange.

## LA COMMISSION CANADIENNE DES TRANSPORTS

## FICHE DE DEVIS (RÉSERVOIR À AIR)

Chemin de fer	Numéro de série du ch. de fer	
Emplacement	Service	
Fabricant		
Numéro du fabricant	Construit à	Date
Pression de calcul	livres par pouce carré	Coefficient de sécurité
Pression effective autorisée	livres par pouce carré	
Diamètre du réservoir	Rayon des extrémités	Dessus                      Dessous
Matériau des viroles	Résistance minimale à la tension	livres par pouce carré
Matériau des extrémités	Résistance minimale à la tension	livres par pouce carré
Épaisseur des viroles		
Épaisseur des extrémités		
Construction par soudure ou par rivetage		
Diamètre des rivets des coutures longitudinales		
Diamètre des rivets des coutures circonférentielles		
Diamètre des rivets des extrémités		
Nombre et dimensions des trous d'homme		
Position du réservoir – verticale ou horizontale		
Nombre, dimensions, marque et modèle des soupapes de sûreté		
Emplacement des soupapes de sûreté (sur le réservoir, sur le conduit d'alimentation, etc.)		
Soupape ou soupapes de sûreté réglées à		
Profondeur des trous de contrôle		
Les données qui ont servi aux calculs ont été tirées des dessins n <sup>OS</sup>		
datés du	, fournis par	,
et du rapport daté du	, établi par	, du district de

Approuvé  
Titre

LA COMMISSION CANADIENNE DES TRANSPORTS

RAPPORT DE MODIFICATION (RÉSERVOIR À AIR)

Chemin de fer exploitant

Les modifications suivantes changent les données figurant sur la formule R.T.C. 40F  
présentée à la Commission le 19

Certifié

Titre

Date

19



FORMULE R.T.C. 42F

LA COMMISSION CANADIENNE DES TRANSPORTS  
RAPPORT ANNUEL D'ÉPREUVE ET D'INSPECTION (RÉSERVOIR À AIR)

.....  
Nom de la compagnie de chemin de fer

Tous les réservoirs

Gare \_\_\_\_\_  
Numéro de série du chemin de fer \_\_\_\_\_  
Emplacement ou service \_\_\_\_\_  
Pression effective autorisée \_\_\_\_\_  
État du réservoir \_\_\_\_\_  
Les manomètres ont-ils été éprouvés et sont-ils en bon état? \_\_\_\_\_

Les soupapes de sûreté ont-elles été éprouvées et sont-elles en bon état? \_\_\_\_\_  
Pression des soupapes de sûreté, en livres par pouce carré \_\_\_\_\_  
Le réservoir a-t-il subi l'épreuve hydrostatique? \_\_\_\_\_

Seulement les réservoirs non forés

A-t-on fait l'inspection des entretoises? \_\_\_\_\_  
Les boulons d'ancrage ont-ils subi l'épreuve au marteau? \_\_\_\_\_  
A-t-on enlevé les plaques de trou d'homme et pénétré dans le réservoir pour en faire l'inspection? \_\_\_\_\_  
Le réservoir a-t-il été lavé? \_\_\_\_\_

Le réservoir a-t-il subi l'épreuve au marteau? \_\_\_\_\_  
Date de la précédente épreuve au marteau \_\_\_\_\_  
Pression hydrostatique subie \_\_\_\_\_  
Date de la précédente épreuve hydrostatique \_\_\_\_\_

Remarques

\_\_\_\_\_  
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Fait à \_\_\_\_\_, le \_\_\_\_\_ 19\_\_\_\_ Signature de l'inspecteur \_\_\_\_\_  
(À présenter à la Commission dans les 15 jours qui suivent l'inspection ou l'épreuve)

## COMMISSION CANADIENNE DES TRANSPORTS

ORDONNANCE N<sup>o</sup> R-7601

## PAR SON COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

*RELATIVE à l'ordonnance de la Commission des transports du Canada portant le n<sup>o</sup> 122872 et la date du 6 décembre 1966, à l'ordonnance de ladite Commission portant le n<sup>o</sup> 123294 et la date du 24 janvier 1967, à l'ordonnance n<sup>o</sup> R-961 et la date du 27 décembre 1967, et à l'ordonnance n<sup>o</sup> R-4490 et la date du 28 janvier 1969; et*

*RELATIVE à la requête que la British Columbia Telephone Company a présentée le 8 janvier 1969, en vertu des dispositions du chapitre 66 des Statuts du Canada, 6-7 Geo. V, modifié par le chapitre 86 de II Geo. VI, le chapitre 85 de 15 Geo. VI, le chapitre 4 de 6 Eliz. II et le chapitre 66 de 8-9 Eliz. II, en vue d'obtenir une ordonnance qui approuverait les contrats en vertu desquels la British Columbia Telephone Company se propose d'acheter le reste des actions ordinaires de l'Okanagan Telephone Company, aux détenteurs de ces actions:*

*Dossier n<sup>o</sup> 29885.13*

ATTENDU QUE l'ordonnance de la Commission des transports du Canada portant le n<sup>o</sup> 122872 et la date du 6 décembre 1966 approuvait les contrats en vertu desquels la *British Columbia Telephone Company* se proposait d'acheter aux détenteurs les actions ordinaires de l'*Okanagan Telephone Company* au prix de \$27.30 l'action, conformément à certains termes et conditions; et

ATTENDU QUE l'ordonnance de ladite Commission portant le n<sup>o</sup> 123294 et la date du 24 janvier 1967 approuvait le contrat daté du 21 décembre 1966, en vertu duquel la *British Columbia Telephone Company* s'engageait à acheter à *Pemberton Securities Limited* les actions ordinaires de l'*Okanagan Telephone Company* que *Pemberton*

*Securities Limited* avait acquises des détenteurs de ces actions, au prix de \$27.30 l'action ou au prix d'achat payé par *Pemberton Securities Limited*, selon celui de ces deux prix qui serait le moins élevé, plus, dans l'un ou l'autre de ces cas, la somme de 22½ cents pour chacune desdites actions, conformément aux termes et conditions dudit contrat; et

ATTENDU QUE ledit contrat, daté du 21 décembre 1966, a pris fin le 31 décembre 1967; et

ATTENDU QUE l'ordonnance n° R-961, datée du 27 décembre 1967, autorisait la *British Columbia Telephone Company* à acheter directement aux détenteurs, jusqu'au 31 décembre 1968 inclusivement, à un prix ne dépassant pas \$27.30 l'action, toute action, ou toutes les 1,847 actions, de l'*Okanagan Telephone Company* que ladite *British Columbia Telephone Company* n'avait pas encore été capable d'acheter conformément à ladite ordonnance n° 123294; et

ATTENDU QU'au 31 décembre 1968, 11 détenteurs possédaient encore au total 759 actions de l'*Okanagan Telephone Company* qui n'avaient pas encore été achetées —

ATTENDU QUE l'ordonnance n° R-4490 a prorogé du 31 décembre 1968 au 31 décembre 1969 ledit délai accordé par l'achat; et

ATTENDU QUE le 4 décembre 1969, 11 détenteurs possédaient encore au total 759 actions de l'*Okanagan Telephone Company* qui n'avaient pas encore été achetées —

Le Comité des transports par chemin de fer de la Commission canadienne des transports ordonne par les présentes ce qui suit:

1. La *British Columbia Telephone Company* est autorisée à acheter directement aux détenteurs, jusqu'au 31 décembre 1970 inclusivement, à prix ne dépassant pas \$27.30 l'action, toute action, ou toutes les 759 actions, de l'*Okanagan Telephone Company* que ladite *British Columbia Telephone Company* n'a pas encore réussi à acheter conformément à l'ordonnance n° R-4490.

2. La *British Columbia Telephone Company* devra faire rapport au Comité des transports par chemin de fer, à la fin de chaque trimestre, à compter du 31 mars 1970, du nombre d'actions acquises en vertu des termes de la présente ordonnance et des prix payés pour ces actions.

Fait à Ottawa, le 30<sup>e</sup> jour de décembre 1969.

Le Secrétaire du Comité des transports  
par chemin de fer,

(Signé) C.W. RUMP

**SOMMAIRE DES ORDONNANCES RENDUES PAR LE  
COMITÉ DES TRANSPORTS PAR CHEMIN DE FER**

(\*INDIQUE QUE L'ORDONNANCE EST IMPRIMÉE COMPLÈTEMENT SUR LA PAGE INDIQUÉE)

- R-7299 1<sup>er</sup> décembre – Modification de l'ordonnance n° R-5293, datée du 17 avril 1969.
- R-7300 1<sup>er</sup> décembre – Modification de l'ordonnance n° R-5302, datée du 17 avril 1969.
- R-7301 1<sup>er</sup> décembre – Modification de l'ordonnance n° R-2709, datée du 5 juillet 1968.
- R-7302 1<sup>er</sup> décembre – Circulation sur le pont, dans l'île de Vancouver (C.-B.), au point milliaire 79.1 de la subd. de Victoria, CP.
- R-7303 1<sup>er</sup> décembre – Modification de l'ordonnance n° 121281, datée du 11 juillet 1966.
- R-7304 1<sup>er</sup> décembre – Passage de la voie de rebroussement, à la rue Gaudette, à Saint-Jean (Qué.), au point milliaire 24.43 de la subd. de Rouses Point (en remplacement du passage existant de la voie de rebroussement, au point milliaire 22.01), CN.
- R-7305 1<sup>er</sup> décembre – Construction d'un pont, au ruisseau Schneider, à Kitchener (Ont.), au point milliaire 3.12 de la subd. de Waterloo, CN.
- R-7306 1<sup>er</sup> décembre – Construction du passage supérieur n° 5, à Mission City (C.-B.), au point milliaire 0.42 de la subd. de Mission, CP.
- R-7307 1<sup>er</sup> décembre – Reconstruction du passage, à la route n° 20, à Pilger (Sask.), au point milliaire 44.42 de la subd. de Prince Albert, CP.
- R-7308 1<sup>er</sup> décembre – Reconstruction du passage, à la route n° 33, municipalité de la paroisse de l'Épiphanie (Qué.), au point milliaire 23.65 de la subd. de Trois-Rivières, CP.
- R-7309 1<sup>er</sup> décembre – Modification de l'ordonnance n° R-7284, datée du 24 novembre 1969.
- R-7310 1<sup>er</sup> décembre – Modification du système de protection automatique, à la route n° 541, à Sudbury (Ont.), au point milliaire 262.82 de la subd. de Bala, CN.
- R-7311 1<sup>er</sup> décembre – Limitation de la responsabilité concernant les taux de transport des concentrés de cuivre par charges de wagon, d'Ashcroft à Vancouver-Nord (C.-B.), CN et CP.
- R-7312 1<sup>er</sup> décembre – Construction d'un passage au croisement de l'embranchement particulier de Sparton Oils et de l'avenue Harbour, à

Vancouver-Nord (C.-B.), au point milliaire 0.13 de l'embranchement de Seymour, CN.

- R-7313 1<sup>er</sup> décembre – Construction d'un branchement de pipe-line à gaz, à Vancouver (C.-B.), au point milliaire 124.88 de la subd. de Cascade, CP.
- R-7314 1<sup>er</sup> décembre – Modification de l'ordonnance n° R-5576, datée du 13 mai 1969.
- R-7315 1<sup>er</sup> décembre – Modification de l'ordonnance n° R-5297, datée du 17 avril 1969.
- R-7316 1<sup>er</sup> décembre – Modification de l'ordonnance n° R-5487, datée du 30 avril 1969.
- R-7317 1<sup>er</sup> décembre – Modification de l'ordonnance n° R-5488, datée du 30 avril 1969.
- R-7318 1<sup>er</sup> décembre – Modification de l'ordonnance n° R-5374, datée du 23 avril 1969.
- R-7319 1<sup>er</sup> décembre – Modification de l'ordonnance n° R-5408, datée du 24 avril 1969.
- R-7320 1<sup>er</sup> décembre – Modification de l'ordonnance n° R-5492, datée du 30 avril 1969.
- R-7321 1<sup>er</sup> décembre – Installations pour ammoniac anhydre, *E.H. Brown (Cominco Limited)*, à Ryley (Alb.), au point milliaire 214.7 de la subd. de Wainwright, CN.
- R-7322 1<sup>er</sup> décembre – Construction d'un passage au croisement de la voie de desserte de la *Scarborough Iron & Metal Company* et du chemin Crouse, dans la municipalité de Scarborough (Ont.), au point milliaire 1.86 de l'embranchement industriel de Scarborough, CP.
- R-7323 1<sup>er</sup> décembre – Reconstruction du passage et système de protection automatique au chemin Principal, dans la paroisse de Saint-Isidore (Qué.), au point milliaire 71.94 de la subd. de Massena, CN.
- R-7324 1<sup>er</sup> décembre – Amélioration du passage inférieur de Côte-de-Liesse, à Dorval (Qué.), au point milliaire 4.9 de la subd. de Winchester, CP.
- R-7325 1<sup>er</sup> décembre – Système de protection automatique, à la route n° 11, à Flatlands (N.-B.), au point milliaire 8.76 de la subd. de Mont-Joli, CN.
- R-7326 1<sup>er</sup> décembre – Reconstruction du passage et système de protection automatique, au chemin du rang Saint-Simon, dans la paroisse de Saint-Constant (Qué.), au point milliaire 73.39 de la subd. de Massena, CN.

- R-7327 1<sup>er</sup> décembre – Reconstruction du passage et système de protection automatique, au chemin du Côteau Nord, dans la paroisse de Saint-Jacques-le-Mineur (Qué.), au point milliaire 15.47 de la subd. de Main Line, NJ.
- R-7328 1<sup>er</sup> décembre – Système de protection automatique, à la route n° 83, à Russell (Man.), au point milliaire 10.82 de la subd. de Russell, CP.
- R-7329 1<sup>er</sup> décembre – Système de protection automatique, au chemin McKamie, à Dewdney (C.-B.), au point milliaire 82.36 de la subd. de Cascade, CP.
- R-7330 1<sup>er</sup> décembre – Construction d'un pont qui permet au prolongement de l'embranchement de Windfall de franchir le ruisseau Windfall, au point milliaire 5.1 (point milliaire 55.4 en partant du point d'origine de l'embranchement industriel existant de Windfall), à Whitecourt (Alb.), CN.
- R-7331 1<sup>er</sup> décembre – Contrat de trafic daté du 27 août 1969, et appendice "A", appendice facultatif "B" (1967), suppléments 1 et 2, en vigueur à compter du 21 septembre 1969, du contrat passé entre Bell Canada et la Compagnie de Téléphone de Saint-Norbert.
- R-7332 1<sup>er</sup> décembre – Supplément n° 1, en vigueur à compter du 21 septembre 1969, du contrat de service de secteur étendu, daté du 9 juin 1969, passé entre Bell Canada et la Compagnie de Saint-Norbert.
- R-7333 1<sup>er</sup> décembre – Suppression de la limite de vitesse à la rue Merry, à Magog (Qué.), au point milliaire 86.59 de la subd. de Sherbrooke, CP.
- R-7334 1<sup>er</sup> décembre – Système de protection automatique à l'avenue "C" à Saskatoon (Sask.), au point milliaire 0.14 de la subd. de Wilkie, CP.
- R-7335 1<sup>er</sup> décembre – Révocation de l'ordonnance n° 82297, datée du 6 octobre 1953.
- R-7336 1<sup>er</sup> décembre – Suppression de la limite de vitesse, au chemin Hargett, à Matsqui (C.-B.), au point milliaire 87.26 de la subd. de Yale, CN.
- R-7337 1<sup>er</sup> décembre – Suppression des postes de chef de gare à Saint-Bruno, à Saint-Hubert, à Upton et à Saint-Hilaire, suppression du poste de gardien à South Durham et enlèvement des bâtiments de gare à Saint-Hilaire et à South Durham (Qué.), CN.
- R-7338 1<sup>er</sup> décembre – Installations pour gaz de pétrole liquéfié, *Consolidated Hydrocarbons Limited*, à Grande Cache (Alb.), au point milliaire 89.9 de l'*Alberta Resources Railway*.

- R-7339 1<sup>er</sup> décembre – Suppression de la limite de vitesse à la route n<sup>o</sup> 619 à Pinewood (Ont.), au point milliaire 131.37 de la subd. de Fort Frances, CN.
- R-7340 1<sup>er</sup> décembre – Suppression de la limite de vitesse, à Steelman (Sask.), au point milliaire 29.03 de la subd. de Northgate, CN.
- R-7341 1<sup>er</sup> décembre – Reconstruction du passage, au chemin Corkstown (route régionale n<sup>o</sup> 18) dans le canton de Nepean (Ont.), au point milliaire 17.48 de la subd. d'Ottawa, CN.
- R-7342 1<sup>er</sup> décembre – Suppression de la limite de vitesse au chemin Old Yale, à Rosedale (C.-B.), au point milliaire 63.9 de la subd. de Yale, CN.
- R-7343 1<sup>er</sup> décembre – Installations pour liquides inflammables, à Nipawin (Sask.), au point milliaire 131.88 de la subd. de Tisdale, CP.
- R-7344 1<sup>er</sup> décembre – Suppression de la limite de vitesse, à Kavanagh (Alb.), au point milliaire 73.90 de la subd. de Leduc, CP.
- R-7345 1<sup>er</sup> décembre – Révocation de l'ordonnance n<sup>o</sup> 122740, datée du 28 novembre 1966, et approbation des installations pour liquides inflammables de *Shell Canada Limited*, à Lynn Lake (Man.), au point milliaire 184.79 de la subd. de Sherridon, CN.
- R-7346 1<sup>er</sup> décembre – Circulation sur le pont sur chevalets en bois, à Saint-Jean (N.-B.), au point milliaire 1.10 de l'embranchement industriel de Saint-Jean, qui prend naissance au point milliaire 1.07 de l'embranchement de la cale sèche, CN.
- R-7347 1<sup>er</sup> décembre – Approbation du plan n<sup>o</sup> R-674, daté du 9 septembre 1969 – croisement de la 104<sup>e</sup> avenue et de la voie de desserte industrielle de Hay River, à Hay River (T.N.-O.), *GSL*.
- R-7348 1<sup>er</sup> décembre – Espaces libres sur la voie en direction est qui dessert l'usine n<sup>o</sup> 1 de *General Motors of Canada*, à St. Catharines (Ont.), voie qui prend naissance dans la subdivision de Port Dalhousie, au point milliaire 0.32 de l'embranchement de la rue Ontario, CN.
- \*R-7349 1<sup>er</sup> décembre – Construction d'un embranchement à Mission City (C.-B.), prenant naissance au point milliaire 1.01 de la subd. de Mission, CP, et relié à la voie ferrée du CN, au point milliaire 89.86 de la subd. de Yale. (voir page 902, 59 R.T.C.)
- R-7350 1<sup>er</sup> décembre – Révocation de l'ordonnance n<sup>o</sup> R-7144, datée du 7 novembre 1969.
- R-7351 2 décembre – Reconstruction du passage et système de protection automatique, au chemin de comté n<sup>o</sup> 38, dans le comté d'Haldimand (Ont.), au point milliaire 56.47 de la subd. de Main Line, *PC*.

- R-7352 2 décembre – Système de protection automatique, au chemin de comté n° 10, à Vankleek Hill (Ont.), au point milliaire 34.61 de la subd. de M & O CP.
- R-7353 2 décembre – Dispense d'observer les prescriptions du paragraphe (1) de l'article 53 de l'ordonnance générale n° E-14, au point milliaire 143.28 de la subd. de Bala, CN.
- R-7354 2 décembre – Construction d'un passage sur la voie de desserte privée de *R.H. Pollock Construction Ltd.*, voie prenant naissance au point milliaire 137.8 de la subd. de Waterways (Alb.), *NA*.
- R-7355 2 décembre – Modification de l'ordonnance n° R-2805, datée du 15 juillet 1968.
- R-7356 2 décembre – Système de protection automatique, au chemin Dutch Village, à Halifax (N.-É.), au point milliaire 0.92 de la subd. de Chester, CN.
- R-7357 2 décembre – Modification du système de protection automatique, au chemin Elliott, à Kingston (Ont.), au point milliaire 173.49 de la subd. de Kingston, CN.
- R-7358 2 décembre – Révocation de l'ordonnance n° 119430, datée du 23 décembre 1965.
- R-7359 2 décembre – Reconstruction et système de protection automatique, à la rue du Couvent, à Château-Richer (Qué.), au point milliaire 15.02 de la subd. de Murray Bay, CN.
- R-7360 2 décembre – Suppression de la limite de vitesse, au chemin de comté, à Shubenacadie (N.-É.), au point milliaire 41.1 de la subd. de Bedford, CN.
- R-7361 2 décembre – Rejet de la requête présentée par le CN en vue de supprimer le poste de chef de gare et de fournir un gardien à Port Hood (N.-É.), au point milliaire 27.3 de la subd. d'Inverness.
- R-7362 2 décembre – Installations de stockage et de distribution de liquides inflammables de *Imperial Oil Limited*, à Brownvale (Alb.), au point milliaire 77.6 de la subd. de Peace River, *NA*.
- R-7363 2 décembre – Modification de l'ordonnance n° 123988, datée du 5 avril 1967.
- R-7364 2 décembre – Modification du système de protection automatique, à la rue Moira est, à Belleville (Ont.), au point milliaire 221.14 de la subd. de Kingston, CN.
- R-7365 2 décembre – Système de protection automatique, à l'av. Ontario, à Saskatoon (Sask.), au point milliaire 4.78 de la subd. de Warman, CN.



- R-7366 2 décembre — Modification du système de protection automatique, à la rue McKay, à Rosspport (Ont.), au point milliaire 14.59 de la subd. de Nipigon, CP.
- R-7367 2 décembre — Modification du système de protection automatique, à la rue Geddes, à Belleville (Ont.), au point milliaire 221.34 de la subd. de Kingston, CN.
- R-7368 2 décembre — Suppression de la limite de vitesse, au boulevard Kenaston, à Winnipeg (Man.), au point milliaire 5.18 de la subd. de Rivers, CN.
- R-7369 2 décembre — Construction d'un passage, dans la réserve indienne de Stony (Alb.), au point milliaire 45.73 de la subd. de Laggan, CP.
- R-7370 2 décembre — Modification du système de protection automatique, à la route n° 502, à Napanee (Ont.), au point milliaire 199.76 de la subd. de Kingston, CN.
- R-7371 2 décembre — Dispense d'observer les prescriptions du paragraphe (1) de l'article 53 de l'ordonnance générale n° E-14, au point milliaire 5.0 de la subd. de Shuswap (C.-B.), CP.
- R-7372 2 décembre — Reconstruction du passage et système de protection automatique, à la montée Bowman, dans la mun. de la paroisse de Notre-Dame-du-Mont-Carmel (Qué.), au point milliaire 5.67 de la subd. de Rouses Point, CN.
- R-7373 2 décembre — Taux — numéros 960 et 975, 1<sup>ère</sup> révision de la page 26A, tarif n° 126-F, C.T.C. (F) n° 1226, DA.
- R-7374 2 décembre — Taux — tarif n° 3C, C.T.C. n° 3, *Devco Railway*.
- R-7375 2 décembre — Amélioration du système de protection automatique, à la rue Bridge (route 45), à Hastings (Ont.), au point milliaire 41.20 de la subd. de Campbellford, CN.
- R-7376 3 décembre — Système de protection automatique, au chemin Saint-Martin, dans la paroisse de Saint-Félix-de-Valois (Qué.), au point milliaire 15.03 de la subd. de Saint-Gabriel, CP.
- R-7377 3 décembre — Reconstruction du passage et système de protection automatique, au chemin du rang Saint-Georges, dans la mun. de la paroisse de Sainte-Thècle (Qué.), au point milliaire 14.16 de la subd. du lac Saint-Jean, CN.
- R-7378 3 décembre — Modification de l'ordonnance n° 120430, datée du 6 avril 1966, et révocation des ordonnances n° 120898, datée du 30 mai 1966 et n° R-3580, datée du 9 octobre 1968.

- R-7379 3 décembre – Suppression de la limite de vitesse au chemin du rang Saint-Augustin, dans la paroisse de Sainte-Hélène, au point milliaire 112.56 de la subd. de Drummondville, CN.
- R-7380 3 décembre – Reconstruction du passage et système de protection automatique, au chemin secondaire 16/17, à Pickering (Ont.), au point milliaire 186.25 de la subd. de Belleville, CP.
- R-7381 3 décembre – Modification du système de protection automatique, à la rue Front et à l'av. Spadina, à Toronto (Ont.), au point milliaire 0.43 de l'embranchement de la rue King qui prend naissance au point milliaire 0.95 de la subd. de Galt, CP.
- R-7382 3 décembre – Modification du système de protection automatique, au chemin n° 40 du comté de Frontenac, à Kingston (Ont.), au point milliaire 175.90 de la subd. de Kingston, CN.
- R-7383 3 décembre – Construction d'un câble souterrain et d'un câble aérien, dans la paroisse de Sainte-Marthe-sur-le-Lac (Qué.), du point milliaire 1.74 au point milliaire 4.50 de la subd. d'Oka, CN.
- R-7384 3 décembre – Circulation sur le pont de la rivière Brunette, au point milliaire 120.5 de la subd. de Yale (C.-B.), CN.
- R-7385 3 décembre – Circulation sur l'embranchement particulier de *Dashwood Industries Ltd.*, au chemin 1A, dans le canton de Stephen (Ont.), au point milliaire 22.00 de la subd. d'Exeter, CN.
- R-7386 3 décembre – Suppression de la limite de vitesse, à la rue Pasqua, à Régina (Sask.), au point milliaire 2.36 de la subd. du terminus de Régina, CN.
- R-7387 3 décembre – Enlèvement de la voie ferrée et du système de protection automatique, à la gare de triage King Edward, à Toronto (Ont.), voie qui prend naissance au point milliaire 0.2 de la subd. de Weston, CN.
- R-7388 3 décembre – Suppression de la limite de vitesse, à Innisfree (Alb.), au point milliaire 31.65 de la subd. de Vegreville, CN.
- R-7389 3 décembre – Modification de l'ordonnance n° R-6695, datée du 15 septembre 1969.
- R-7390 3 décembre – Espaces libres sur les voies ferrées qui desservent la *Canada Packers Limited*, à Lethbridge (Alb.), au point milliaire 106.1 de la subd. de Taber, CP.
- R-7391 3 décembre – Construction d'un passage et système de protection automatique, au chemin Arrow Dam-Castlegar (C.-B.), au point milliaire 30.63 de la subd. de Boundary, CP.

- R-7392 3 décembre — Reconstruction du passage et système de protection automatique, au chemin Dixie, à Pickering (Ont.), au point milliaire 188.77 de la subd. de Belleville, CP.
- R-7393 3 décembre — Système de protection automatique, dans le canton d'East Flamboro (Ont.), au point milliaire 5.37 de la subd. de Goderich, CP.
- R-7394 3 décembre — Reconstruction du passage et système de protection automatique, à la montée Lavigne Nord, à Sainte-Madeleine-de-Rigaud (Qué.), au point milliaire 12.43 de la subd. M & O, CP.
- R-7395 3 décembre — Taux — supplément 10 du tarif de taux convenu de l'Association canadienne du trafic-marchandises, C.T.C. (AC) n° 596.
- R-7396 4 décembre — Modification de l'ordonnance n° R-2331, datée du 13 mai 1968.
- \*R-7397 4 décembre — Relative aux manuels de calcul des prix de revient mentionnés dans l'ordonnance n° R-6313, datée du 5 août 1969, et à l'ordonnance n° R-6314, datée du 5 août 1969, dans sa forme modifiée (voir page 904, 59 R.T.C.)
- R-7398 5 décembre — Construction d'un pont, à la centrale de Holyrood, à Duffs (T.-N.), au point milliaire 24.0 de la subd. de Saint-Jean, CN.
- R-7399 8 décembre — Construction de l'embranchement industriel sud, à Guelph (Ont.), près du point milliaire 34.14 de la subd. de Goderich, au croisement de la voie rapide Hanlon, CP.
- R-7400 8 décembre — Modification de la voie ferrée et des signaux, à l'av. McPherson, à Kapuskasing (Ont.), au point milliaire 69.46 de la subd. de Kapuskasing, CN.
- R-7401 8 décembre — Suppression de la limite de vitesse, à Armour (Sask.), au point milliaire 4.2 de la subd. de Lanigan, CP.
- \*R-7402 8 décembre — Approbation de l'appendice "B" (1969) et de l'appendice facultatif "B" (1969) des contrats de trafic — Bell Canada. (voir page 906, 59 R.T.C.)
- R-7403 8 décembre — Reconstruction d'un passage, au chemin de canton, canton de Way (Ont.), au point milliaire 0.91 de la subd. de Pagwa, CN.
- R-7404 8 décembre — Modification de l'ordonnance n° 123905, datée du 29 mars 1967.
- R-7405 8 décembre — Fermeture d'un passage, au chemin Marlon, au point milliaire 55.89 de la subdivision de Kirkland Lake (Qué.), NC.

- R-7406 8 décembre – Relative à l'ordonnance n° 123336, datée du 26 janvier 1967, modifiée par l'ordonnance n° 124803, datée du 28 juin 1967, concernant la pose de marques réfléchissantes sur les côtés des wagons de chemin de fer; et relative à la somme à prélever sur la Caisse des passages à niveau relativement au coût de la pose de ces marques, dans le cas de la *Canadian General Transit Company Limited*.
- R-7407 8 décembre – Relative à l'ordonnance n° 123336, datée du 26 janvier 1967, modifiée par l'ordonnance n° 124803, datée du 28 juin 1967, concernant la pose de marques réfléchissantes sur les côtés des wagons de chemin de fer; et relative à la somme à prélever sur la Caisse des passages à niveau relativement au coût de la pose de ces marques dans le cas de l'*Algoma Central Railway*.
- R-7408 8 décembre – Modification de l'ordonnance n° 121558, datée du 5 août 1966.
- R-7409 8 décembre – Déplacement d'écriteaux de passage réfléchissants, à la 4<sup>e</sup> avenue, à Fort MacLeod (Alb.), au point milliaire 31.38 de la subd. de Crowsnest, CP.
- R-7410 8 décembre – Reconstruction du passage, au chemin du rang Saint-Joseph ouest, dans la municipalité de la paroisse de Saint-Timothée (Qué.), au point milliaire 36.95 de la subd. de Valleyfield, CN.
- R-7411 8 décembre – Système de protection automatique, à la route provinciale n° 258, près de Glenboro (Man.), au point milliaire 100.47 de la subd. de Glenboro, CP.
- R-7412 8 décembre – Suppression de la limite de vitesse, à Bruce (Alb.), au point milliaire 197.22 de la subd. de Wainwright, CN.
- R-7413 8 décembre – Reconstruction du passage, au chemin Dosquet-Sainte-Croix, à Laurier Station (Qué.), au point milliaire 29.43 de la subd. de Drummondville, CN.
- R-7414 8 décembre – Reconstruction du passage, au chemin Dalember-Clérycy, dans la municipalité du canton de Dufresnoy (Qué.), au point milliaire 32.59 de la subd. de Rouyn, CN.
- R-7415 8 décembre – Modification de l'ordonnance n° 120838, datée du 19 mai 1966.
- R-7416 8 décembre – Suppression de la limite de vitesse, au boul. Henri-Bourassa, dans la ville de Montréal-Nord (Qué.), au point milliaire 134.85 de la subd. de Joliette, CN.
- R-7417 8 décembre – Système de protection automatique, dans le comté de Vermilion River n° 24 (Alb.), au point milliaire 109.92 de la subd. de Blackfoot, CN.

- R-7418 8 décembre – Modification de l'enclenchement, au pont tournant, au point milliaire 1.2 de l'embranchement de Mission, qui prend naissance au point milliaire 7.78 de la subd. de Kashabowie (Ont.), CN.
- R-7419 8 décembre – Système de protection automatique, à la route provinciale principale n° 4, à Russell (Man.), au point milliaire 10.41 de la subd. de Russell, CP.
- R-7420 8 décembre – Système de protection automatique, à l'ancienne route n° 8, dans la paroisse de Notre-Dame-de-Bonsecours (Qué.), au point milliaire 72.08 de la subd. de Lachute, CP.
- R-7421 8 décembre – Suppression de la limite de vitesse, à la route provinciale n° 124, à Wellington (Î.-P.-É.), au point milliaire 28.28 de la subd. de Kensington, CN.
- R-7422 8 décembre – Modification de l'ordonnance 118480, datée du 17 septembre 1965.
- R-7423 8 décembre – Construction d'un passage et système de protection automatique, au chemin Green Valley, à London (Ont.), au point milliaire 5.47 de la subd. de Talbot, CN.
- R-7424 8 décembre – Reconstruction du passage et système de protection automatique, au chemin Haut-Saint-André, dans la paroisse de Saint-Jacques-le-Mineur (Qué.), au point milliaire 16.25 de la subd. de Main Linc, *NJ*.
- R-7425 8 décembre – Modification de l'ordonnance R-5493, datée du 30 avril 1969.
- R-7426 8 décembre – Système de protection automatique, au chemin de la concession 3, dans le canton de Thurlow (Ont.), au point milliaire 2.44 de la subd. de Campbellford, CN.
- R-7427 8 décembre – Modification du système de protection automatique, à la route n° 11, à Lacoste (Qué.), au point milliaire 96.81 de la subd. de Sainte-Agathe, CP.
- R-7428 8 décembre – Amélioration du passage, au chemin Robertson, à Orangeville (N.-É.), au point milliaire 45.11 de la subd. de Sydney, CN.
- R-7429 8 décembre – Système de protection automatique, au chemin du rang 9, à Durham Sud (Qué.), au point milliaire 7.32 de la subd. de Saint-Hyacinthe, CN.
- R-7430 8 décembre – Système de protection automatique, au chemin de Belleville, à Belleville (N.-É.), au point milliaire 123.48 de la subd. de Yarmouth, CN.

- R-7431 8 décembre -- Modification de l'ordonnance n<sup>o</sup> R-5125, datée du 8 avril 1969.
- R-7432 8 décembre -- Système de protection automatique, au chemin Upper River John, comté de Colchester (N.-É.), au point milliaire 38.73 de la subd. d'Oxford, CN.
- R-7433 8 décembre -- Reconstruction du passage, chemin du nord de la Rivière, dans la municipalité de la paroisse de Saint-Édouard (Qué.), au point milliaire 18.66 de la subd. de Main Line, *NJ*.
- R-7434 8 décembre -- Construction d'un passage à niveau, à la voie de desserte privée d'*Armco Drainage and Metal Products Of Canada Limited*, à Redwater (Alb.), au point milliaire 28.82 de la subd. de Coronado, CN.
- R-7435 8 décembre -- Modification du système de protection automatique, à l'avenue Parkdale, à Hamilton (Ont.), au point milliaire 39.50 de la subd. de Grimsby, CN.
- R-7436 8 décembre -- Modification du système de protection automatique, à la route n<sup>o</sup> 24, à l'est de Burford (Ont.), au point milliaire 6.67 de la subd. de Burford, CN.
- R-7437 8 décembre -- Modification du système de protection automatique, au chemin Durham, au nord de Walkerton (Ont.), au point milliaire 23.05 de la subd. de Southampton, CN.
- R-7438 8 décembre -- Modification du système de protection automatique, à la rue Montcalm, à Hull (Qué.), au point milliaire 6.44 de la subd. d'Ellwood, CP.
- R-7439 8 décembre -- Installations pour ammoniac anhydre de l'*Alberta Wheat Pool*, à Keoma (Alb.), au point milliaire 18.7 de la subd. de Langdon, CP.
- R-7440 8 décembre -- Répartition du coût de l'enlèvement ou du déplacement des installations de la *Kitchener Public Utilities Commission* pour la construction d'un passage supérieur qui permette au *Kitchener-Waterloo Expressway* (boul. Henry Sturm) de franchir les voies ferrées du CN, à Kitchener (Ont.), au point milliaire 2.83 de la subd. de Waterloo (embranchement de Galt).
- R-7441 9 décembre -- Taux applicables aux marchandises en provenance de gares situées à l'est de Diamond, Lévis et Boundary (Qué.) -- tarif n<sup>o</sup> 500, C.T.C. (F) n<sup>o</sup> 1805, Association canadienne du trafic-marchandises.
- R-7442 9 décembre -- Construction d'un passage, à la 55<sup>e</sup> av., à Montréal (Qué.), au point milliaire 131.7 de la subd. de Saint-Laurent, CN.

- R-7443 9 décembre – Modification de l'ordonnance n<sup>o</sup> R-5407, datée du 24 avril, 1969.
- R-7444 9 décembre – Modification de l'ordonnance n<sup>o</sup> R-5817, datée du 4 juin 1969.
- R-7445 10 décembre – Reconstruction du passage et système de protection automatique, au chemin du rang Sloans sud, dans la paroisse de Saint-Édouard (Qué.), au point milliaire 18.30 de la subd. de Main Line, *NJ*.
- R-7446 15 décembre – Système de protection automatique, à la route n<sup>o</sup> 16, à l'ouest de McBride (C.-B.), au point milliaire 2.89 de la subd. de Fraser, CN.
- R-7447 15 décembre – Amélioration du système de protection automatique, à la 3<sup>e</sup> rue, à Birch River (Man.), au point milliaire 21.37 de la subd. d'Erwood, CN.
- R-7448 15 décembre – Reconstruction du passage inférieur, à la rue Church, à Garson (Ont.), au point milliaire 3.4 de la section de Garson, de la subd. du terminus de Sudbury, CN.
- R-7449 15 décembre – Suppression de la limite de vitesse, à l'av. Connaught, à Glace Bay (N.-É.), au point milliaire 0.25 de l'embranchement de Collier n<sup>o</sup> 26, qui prend naissance au point milliaire 12.15 de la subd. de Main Line, *Devco Railway*.
- R-7450 15 décembre – Circulation sur un ouvrage (passage inférieur), au Moodie Drive, dans le canton de Nepean (Ont.), au point milliaire 16.37 de la subd. d'Ottawa, CN.
- R-7451 15 décembre – Reconstruction du passage et système de protection automatique, à la rue Narcisse, à Salmon Arm (C.-B.), au point milliaire 63.59 de la subd. de Shuswap, CP.
- R-7452 15 décembre – Modification du système de protection automatique, à la montée Cabana, à Saint-Jovite (Qué.), au point milliaire 63.28 de la subd. de Sainte-Agathe, CP.
- R-7453 15 décembre – Appendice "A" révisé et supplément n<sup>o</sup> 9, en vigueur à compter du 1<sup>er</sup> juin 1969, du contrat de trafic daté du 28 décembre 1951, passé entre Bell Canada et *Leeds & Frontenac Rural Telephone Company Ltd.*
- R-7454 15 décembre – Suppression de la limite de vitesse, à la 75<sup>e</sup> rue, à la 61<sup>e</sup> av., à Edmonton (Alb.), au point milliaire 2.69 de la ligne "Z" de la subd. du terminus d'Edmonton, CN.

- R-7455 15 décembre — Supplément n° 1, en vigueur à compter du 28 septembre 1969, du contrat de raccordement de service daté du 28 juillet 1928, passé entre Bell Canada et la *Pleasant Valley Telephone Company Ltd.*
- R-7456 15 décembre — Suppression de la limite de vitesse, à la route provinciale n° 112, à Albany (Î.-P.-É.), au point milliaire 38.06 de la subd. de Borden, CN.
- R-7457 15 décembre — Supplément n° 2, en vigueur à compter du 1<sup>er</sup> octobre 1969, du contrat de raccordement de service daté du 30 décembre 1926, passé entre Bell Canada et *Thames Road Telephone System.*
- R-7458 15 décembre — Reconstruction du passage, au chemin Woodburn, comté de Pictou (N.-É.), au point milliaire 49.94 de la subd. d'Hopewell, CN.
- R-7459 15 décembre — Supplément n° 12, en vigueur à compter du 1<sup>er</sup> novembre 1969, du contrat de trafic daté du 26 janvier 1954, passé entre Bell Canada et M. Paul-Émile Arpin, propriétaire de "Le Téléphone Arpin".
- R-7460 15 décembre — Supplément n° 2, en vigueur à compter du 1<sup>er</sup> novembre 1969, du contrat de trafic daté du 28 février 1966, passés entre Bell Canada et la *Compagnie Téléphonique Saint-Wenceslas.*
- R-7461 15 décembre — Reconstruction du passage, au chemin de comté, dans le comté de Barrhead n° 11 (Alb.), au point milliaire 14.16 de la subd. de Barrhead, NA.
- R-7462 15 décembre — Limitation de la responsabilité concernant le tarif-wagon pour le transport des concentrés de cuivre et nickel de Maniwaki (Qué.) à Falconbridge (Ont.), CP.
- R-7463 15 décembre — Supplément n° 5, en vigueur à compter du 16 septembre 1969, du contrat de trafic daté du 28 décembre 1951, passé entre Bell Canada et *The Corporation of the Township of Medonte.*
- R-7464 15 décembre — Construction d'un passage, dans la paroisse de Douglas, (N.-B.), au point milliaire 53.33 de la subd. de Gibson, CP.
- R-7465 15 décembre — Suppression de la limite de vitesse, à la rue Greenwich, à Brantford (Ont.), au point milliaire 1.12 de la subd. Burford, CN.
- R-7466 15 décembre — Supplément n° 3, en vigueur à compter du 2 novembre 1969, du contrat de trafic daté du 18 décembre 1951, passé entre Bell Canada et *La Compagnie de Téléphone de Saint-Paul-de-Chester.*



- R-7467 15 décembre – Supplément n° 3, en vigueur à compter du 2 novembre 1969, du contrat de trafic daté du 18 décembre 1951, passé entre Bell Canada et La *Compagnie de Téléphone de Notre-Dame-de-Ham*.
- R-7468 15 décembre – Modification de l'ordonnance n° R-4888, datée du 12 mars 1969.
- R-7469 15 décembre – Modification de l'ordonnance n° R-5582, datée du 13 mai 1969.
- R-7470 15 décembre – Modification de l'ordonnance n° R-5384, datée du 23 avril 1969.
- R-7471 15 décembre – Modification de l'ordonnance n° R-5406, datée du 24 avril 1969.
- R-7472 15 décembre – Suppression de la limite de vitesse, au point milliaire 39.52 de la subd. de White Fox (Sask.), CP.
- R-7473 17 décembre – Reconstruction du passage et système de protection automatique, au chemin de comté n° 30 (rue Ontario), à Cramahe (Ont.), au point milliaire 249.83 de la subd. de Kingston, CN.
- R-7474 17 décembre – Modification du système de protection automatique, à l'av. Wellington, à Winnipeg (Man.), au point milliaire 1.25 de la subd. de Carberry, CP.
- R-7475 17 décembre – Modification de l'ordonnance n° R-4189, datée du 19 décembre 1968.
- R-7476 17 décembre – Système de protection automatique, à la route provinciale n° 607, à Russell (Man.), au point milliaire 11.22 de la subd. de Russell, CP.
- R-7477 17 décembre – Modification du système de protection automatique, au Goreway Drive, à l'est de Malport (Ont.), au point milliaire 8.80 de la subd. d'Halton, CN.
- R-7478 17 décembre – Suppression de la limite de vitesse, à la route n° 2 – MacLeod Trail, à Calgary (Alb.), au point milliaire 4.42 de la subd. de MacLeod, CP.
- R-7479 17 décembre – Approbation des installations pour liquides inflammables de l'*Imperial Oil Limited*, à Stony Plain (Alb.), au point milliaire 24.01 de la subd. d'Edson, CN; et révocation des ordonnances n°s 65637, 65391, 78124, 85542, 91455 et R-3136, datées respectivement du 18 janvier 1945, du 31 octobre 1944, du 18 janvier 1952, du 9 février 1955, du 26 avril 1957 et du 20 août 1968.

- R-7480 17 décembre – Modification du système de protection automatique, à la route n° 16, près d’Houston (C.-B.), au point milliaire 87.97 de la subd. de Telkwa, CN.
- R-7481 17 décembre – Modification de l’ordonnance n° R-1197, datée du 19 janvier 1968.
- R-7482 17 décembre – Suppression de la limite de vitesse, au chemin Lawrencetown, à Lawrencetown (N.-É.), au point milliaire 27.12 de la subd. de Dartmouth, CN.
- R-7483 17 décembre – Abolition du poste de chef de gare et enlèvement du bâtiment de gare, à Keremeos (C.-B.), au point milliaire 175.3 de la 11<sup>e</sup> subd., GN.
- R-7484 17 décembre – Appendice “A” révisé, en vigueur à compter du 21 septembre 1969, du contrat de trafic daté du 13 avril 1965, passé entre Bell Canada et *La Compagnie de Téléphone de Warwick*.
- R-7485 17 décembre – Modification du système de protection automatique, à la rue Pim, à Sault-Sainte-Marie (Ont.), au point milliaire 130.93 de la subd. de Thessalon, CP.
- R-7486 17 décembre – Modification de l’ordonnance n° R-5816, datée du 4 juin 1969.
- R-7487 17 décembre – Modification de l’ordonnance n° R-4894, datée du 13 mars 1969.
- R-7488 17 décembre – Modification de l’ordonnance n° R-5299, datée du 17 avril 1969.
- R-7489 17 décembre – Modification de l’ordonnance n° R-5149, datée du 9 avril 1969.
- R-7490 17 décembre – Installations pour liquides inflammables de *Texaco Canada Limited*, à Whitewood (Sask.), au point milliaire 116.38 de la subd. de Broadview, CP.
- R-7491 17 décembre – Circulation sur un ouvrage (passage inférieur), au chemin Fruitland, dans le canton de Saltfleet (Ont.), au point milliaire 34.84 de la subd. de Grimsby, CN.
- R-7492 17 décembre – Reconstruction du passage, à la route n° 14, au point milliaire 0.19 du côté est du triangle de raccordement de la subd. de Wishart (Sask.), CP.
- R-7493 17 décembre – Dispense de poser des clôtures, dans la mun. rurale de Weyburn n° 67 (Sask.), entre les points milliaires 6.41 et 7.42 de la subd. d’Assiniboia, CP.

- R-7494 17 décembre — Construction d'un passage sur une voie de ceinture, à Vancouver-Nord (C.-B.), au point milliaire 4.17 de la subd. de Thornton, CN.
- R-7495 17 décembre — Modification du système de protection automatique, à la rue Ottawa, à Hamilton (Ont.), au point milliaire 41.02 de la subd. de Grimsby, CN.
- R-7496 17 décembre — Répartition des frais d'entretien et de fonctionnement d'un système de protection automatique, à la route n° 17, à Carp (Ont.), au point milliaire 8.8 de la subd. de Renfrew, CN.
- R-7497 17 décembre — Système de protection automatique, à la route n° 6, à Melfort (Sask.), au point milliaire 83.34 de la subd. de Melfort, CP.
- R-7498 17 décembre — Révisions de tarifs, *British Columbia Telephone Company*.
- R-7499 17 décembre — Révisions de tarifs, Bell Canada.
- R-7500 17 décembre — Taux — tarifs et suppléments de tarif déposés en vertu des dispositions de la Loi sur les taux de transport des marchandises dans les provinces Maritimes, CN.
- R-7501 17 décembre — Modification de l'ordonnance n° 124987, datée du 17 juillet 1967.
- R-7502 17 décembre — Modification de l'ordonnance n° R-780, datée du 8 décembre 1967.
- R-7503 17 décembre — Construction d'un passage à niveau au croisement de la rue Railway et de la voie de desserte de la *Domtar Chemical Limited*, Cochrane (Alb.), au point milliaire 22.7 de la subd. de Laggan, CP.
- R-7504 17 décembre — Modification de l'ordonnance n° R-6506 datée du 15 août 1969.
- R-7505 17 décembre — Suppression de la limite de vitesse, à la route n° 2, Ellerslie (Alb.), au point milliaire 90.57 de la subd. de Leduc, CP.
- R-7506 17 décembre — Reconstruction du passage, à la route n° 14, au point milliaire 0.10 de la subd. de Wishart (Sask.), CP.
- R-7507 17 décembre — Reconstruction du passage à niveau et installation d'un système de protection automatique, au chemin du rang Saint-Thomas, paroisse de Sainte-Madeleine-de-Rigaud (Qué.), au point milliaire 18.89 de la subd. M & O, CP.
- R-7508 17 décembre — Système de protection automatique, au chemin du rang 16, à Lemieux (Qué.), au point milliaire 64.03 de la subd. de Drummondville, CN.

- R-7509 17 décembre – Dispense d'ériger des clôtures, dans la mun. rur. de Birch Hills (Sask.), entre les points milliaires 92.42 et 92.93 de la subd. de Prince Albert, CP.
- R-7510 17 décembre – Construction du convoyeur aérien n° 41 pour la *Neptune Terminals*, Vancouver-Nord (C.-B.), au point milliaire 3.87 de l'embranchement de Thornton, CN.
- R-7511 17 décembre – Construction d'un passage et installation d'un système de protection automatique, au chemin Winter Park, à Collingwood (Ont.), au point milliaire 37.17 de la subd. de Meaford, CN.
- R-7512 17 décembre – Construction d'un passage, entre la rue Notre-Dame et la place Turcot, à Montréal (Qué.), au point milliaire 4.04 de la subd. de Montréal, CN.
- R-7513 17 décembre – Modification du système de protection automatique, au chemin Torbram, à l'est d'Halwest (Ont.), au point milliaire 10.49 de la subd. d'Halton, CN.
- R-7514 17 décembre – Supplément n° 4, en vigueur à compter du 5 octobre 1969, au contrat de trafic daté du 25 février 1955, passé entre Bell Canada et le Syndicat Coopératif de Téléphone de St-Jean-Baptiste Anse St-Jean.
- R-7515 17 décembre – Révocation de l'ordonnance 115443, datée du 17 septembre 1964, et autorisation de circuler sous le passage supérieur, au chemin Newtonville, canton de Clarke (Ont.), au point milliaire 151.92 de la subd. de Belleville, CP.
- R-7516 17 décembre – Répartition des frais d'entretien du passage du croisement de la route n° 17 et des voies d'embranchement qui desservent l'*Abitibi Power and Paper Company*, Sturgeon Falls (Ont.), au point milliaire 23.91 de la subd. de Cartier, CP.
- R-7517 17 décembre – Construction d'un passage à niveau au croisement de la voie de desserte de la *W.C. Wood Company Ltd.* et de la rue Arthur, à Guelph (Ont.), au point milliaire 31.13 de la subd. de Goderich, CP.
- R-7518 17 décembre – Reconstruction du passage à niveau, du chemin de canton, à Fauquier (Ont.). au point milliaire 56.25 de la subd. de Kapuskasing, CN.
- R-7519 17 décembre – Circulation sous le passage supérieur, à la rue Main, Georgetown (Ont.), au point milliaire 24.7 de la subd. d'Halton, CN.
- R-7520 17 décembre – Modification du système de protection automatique, au chemin de comté n° 6, à l'ouest de Stoney Point (Ont.), au point milliaire 84.50 de la subd. de Chatham, CN.

- R-7521 17 décembre – Reconstruction du passage, au chemin de la ligne 3, dans la municipalité de la paroisse Saint-Valentin (Qué.), au point milliaire 10.78 de la subd. de Rouses Point, CN.
- R-7522 17 décembre – Modification du système de protection automatique, à la route n° 2, à Wakaw (Sask.), CN.
- R-7523 17 décembre – Règlement municipal n° 32 interdisant l'emploi des sifflets de locomotive, daté du 21 octobre 1969, à la rue Aberdeen, Bridgewater (N.-É.), au point milliaire 78.04 de la subd. de Chester, CN.
- R-7524 17 décembre – Modification de l'ordonnance n° R-5580, datée du 13 mai 1969.
- R-7525 17 décembre – Modification de l'ordonnance n° R-5656, datée du 22 mai 1969.
- R-7526 17 décembre – Remplacement de la travée d'acier et modification de l'infrastructure du pont, rivière Nackawic nord-est, à Pinder (N.-B.), au point milliaire 6.6 de la subd. de Southampton, CP.
- R-7527 17 décembre – Révocation des ordonnances 92608 et 76662, datées respectivement du 2 octobre 1957 et du 25 mai 1951, et approbation du nouveau centre de distribution de liquides inflammables de l'*Imperial Oil Limited*, à Bathurst (N.-B.), au point milliaire 110.05 de la subd. de Newcastle, CN.
- R-7528 17 décembre – Installations de transvasement de liquides inflammables, *Imperial Oil Limited*, Kelowna (C.-B.), au point milliaire 118.8 de la subd. d'Okanagan, CN.
- R-7529 17 décembre – Installations de transvasement de liquides inflammables, *Shell Canada Limited*, à Crossfield (Alb.), au point milliaire 29.0 de la subd. de Red Deer, CP.
- R-7530 17 décembre – Réservoir de stockage de mazout à Preston (Ont.), au point milliaire 4.70 de la subd. de Waterloo, CP.
- R-7531 17 décembre – Installations de transvasement de liquides inflammables, *Gulf Oil Canada Limited*, à Burns Lake (C.-B.), au point milliaire 36.0 de la subd. de Telkwa, CN.
- R-7532 17 décembre – Agrandissement de l'entrepôt, immeuble à bureaux et installations de transvasement de liquides inflammables, *Texaco Canada Limited*, à Grande Prairie (Alb.), au point milliaire 49.36 de la subd. de Grande Prairie, NA.
- R-7533 17 décembre – Modification de l'ordonnance n° R-5830, datée du 4 juin 1969.

- R-7534 17 décembre – Modification de l'ordonnance n° R-5387, datée du 23 avril 1969.
- R-7535 17 décembre – Installations de transvasement de liquides inflammables, *Alberta Vocational Centre* de Fort McMurray, à Chard (Alb.), au point milliaire 212.9 de la subd. de Waterways, NA.
- R-7536 17 décembre – Révocation de l'ordonnance n° 121573, datée du 5 août 1966, et approbation du centre de distribution de liquides inflammables de *Shell Canada Limited*, à Brunkild (Man.), au point milliaire 21.8 de la subd. de Carman, CN.
- R-7537 17 décembre – Installations de transvasement de liquides inflammables de *Imperial Oil Limited*, à Sainte-Thècle (Qué.), au point milliaire 14.8 de la subd. du lac Saint-Jean, CN.
- R-7538 17 décembre – Installations de transvasement pour wagons-citernes au centre de distribution de liquides inflammables, de la *Home Oil Distributors Limited*, à Vernon (C.-B.), au point milliaire 85.43 de la subd. d'Okanagan, CN.
- R-7539 17 décembre – Supplément n° 5, en vigueur le 2 novembre 1969, du contrat de trafic daté du 18 décembre 1951, passé entre Bell Canada et la Compagnie de téléphone locale de Ham-Nord.
- R-7540 17 décembre – Répartition du coût de la pose de marques réfléchissantes sur les côtés de 2,799 wagons, entre le 1<sup>er</sup> janvier et le 30 juin 1969, CN.
- R-7541 17 décembre – Taux – N° 1000, à la 17<sup>e</sup> révision de la page 50 du tarif n° E. 1360-B, C.T.C. (F) N° E.5181, CP.
- R-7542 17 décembre – Taux – Tarif C.T.C. (limité) n° 211, DA.
- R-7543 17 décembre – Taux – n° 1,483, à la 19<sup>e</sup> révision de la page 104 du tarif n° E. 1740-A, C.T.C. (F) N° E. 5039, CP.
- R-7544 17 décembre – Révisions de tarif déposées en vertu de l'avis de dépôt n° 627, daté du 10 décembre 1969, *British Columbia Telephone Company*.
- R-7545 17 décembre – Révisions de tarif déposées en vertu de l'avis de dépôt no 5825, daté du 4 décembre 1969, *Bell Canada*.
- R-7546 17 décembre – Révisions de tarif déposées en vertu de l'avis de dépôt no 5824, daté du 4 décembre 1969, *Bell Canada*.
- R-7547 17 décembre – Révisions de tarif déposées en vertu de l'avis de dépôt no 5826 daté du 5 décembre 1969, *Bell Canada*.
- R-7548 17 décembre – Révisions de tarifs déposées en vertu de l'avis de dépôt n° 628 daté du 12 décembre 1969, *British Columbia Telephone Company*.

- R-7549 19 décembre – Système de protection automatique, au chemin Lady Hammond, Halifax (N.-É.), au point milliaire 1.2 de l'embranchement de Willow Park, de la subd. de Bedford, CN.
- R-7550 19 décembre – Système de protection automatique, au chemin Plainer, Dekker Lake (C.-B.), au point milliaire 40.88 de la subd. de Telkwa, CN.
- R-7551 19 décembre – Dispense d'ériger des clôtures, municipalité rurale de Last Mountain Valley n° 250 (Sask.), subd. de Lanigan, CP.
- R-7552 19 décembre – Système de protection automatique, au chemin de la concession 4, Mount Elgin (Ont.), au point milliaire 7.70 de la subd. de Port Burwell, CP.
- R-7553 19 décembre – Circulation sous le passage supérieur, au chemin Belfast, Ottawa (Ont.) au point milliaire 3.57 de la subd. d'Ottawa, CP et CN.
- R-7554 19 décembre – Circulation sur le passage inférieur, à la route n° 33, Trenton (Ont.), au point milliaire 232.71 de la subd. de Kingston, CN.
- R-7555 19 décembre – Système de protection automatique, à la 52<sup>e</sup> rue, Mayerthorpe (Alb.), au point milliaire 74.40 de la subd. de Sangudo, CN.
- R-7556 19 décembre – Système de protection automatique, dans la paroisse Notre-Dame de Lourdes-de-Lorrainville (Qué.), au point milliaire 101.53 de la subd. de Témiscamingue, CP.
- R-7557 19 décembre – Système de protection automatique, au chemin de la ligne 9, à Innisfil (Ont.), au point milliaire 56.59 de la subd. de Newmarket, CN.
- R-7558 19 décembre – Système de protection automatique, à la route n° 314, à Springside (Sask.), au point milliaire 41.03 de la subd. de Wynyard, CP.
- R-7559 19 décembre – Amélioration du système de protection automatique, aux routes n°s 4 et 14, près de Biggar (Sask.), au point milliaire 0.68 de la subd. de Wainwright, CN.
- R-7560 19 décembre – Amélioration de la visibilité, au chemin Molega, dans le comté de Queens (N.-É.), au point milliaire 18.00 de la subd. de Caledonia, CN.
- R-7561 19 décembre – Système de protection automatique, au chemin d'accès du Fort Sainte-Marie, près de Midland (Ont.), au point milliaire 72.07 de la subd. de Midland, CN.
- R-7562 19 décembre – Amélioration de la visibilité, au chemin Lower Grant, à Lunenburg (N.-É.), au point milliaire 52.34 de la subd. de Chester, CN.

- R-7563 19 décembre — Espaces libres verticaux et horizontaux, à Coquitlam (C.-B.), CP.
- R-7564 19 décembre — Construction d'un passage au croisement de la voie ferrée n° 1 de la voie industrielle de Bonaventure et des 128<sup>e</sup> et 131<sup>e</sup> avenues, à Edmonton (Alb.), voie ferrée qui prend naissance au point milliaire 0.37 de la voie industrielle de Bonaventure, qui elle-même prend naissance au point milliaire 5.17 de la ligne B de la subdivision des terminus d'Edmonton, CN.
- R-7565 19 décembre — Remplacement de la travée d'acier, modification de l'infrastructure et circulation sur le pont de la rivière Keswick, à Douglas (N.-B.), au point milliaire 36.34 de la subd. de Gibson, CP.
- R-7566 19 décembre — Dispense d'ériger des clôtures, dans la mun. rurale de Portage-la-Prairie (Man.), subd. de Carberry, CP.
- R-7567 19 décembre — Dispense d'ériger des clôtures, dans la mun. rurale de Portage-la-Prairie (Man.), subd. de Minnedosa, CP.
- R-7568 19 décembre — Remplacement d'un pipe-line, au point milliaire 65.16 de la subd. de Brazeau (Alb.), *Hudson's Bay Oil and Gas Company Limited*, CN.
- R-7569 19 décembre — Répartition du coût de l'enlèvement ou du déplacement des installations de l'Hydro-Québec de façon à permettre la construction d'un passage inférieur, à la 22<sup>e</sup> rue, à Québec (Qué.), au point milliaire 0.47 de la subd. de Lairer et au point milliaire 1.63 de la subd. de Saint-Raymond, CN.
- \*R-7570 22 décembre — Construction d'un monorail commençant à la rue Queen, à Niagara Falls (Ont.), au point milliaire N.F. 0.44 de la subd. de Main Line, et s'étendant jusqu'à la rue Front, à Chippawa (Ont.), au point milliaire B.12.64 de l'embranchement de Niagara Falls, PC. (voir page 908, 59 R.T.C.).
- R-7571 23 décembre — Répartition du coût de l'enlèvement ou du déplacement des installations existantes de l'*Ottawa Gas* de façon à permettre la construction d'un passage inférieur, au chemin Heron, à Ottawa (Ont.), au point milliaire 7.00 de la subd. d'Ottawa, CN & CP.
- R-7572 23 décembre — Modification de l'ordonnance n° R-3405, datée du 24 septembre 1968.
- R-7573 23 décembre — Construction d'un pont qui permette au prolongement de l'embranchement de Windfall de franchir la rivière Little Smoky, à Whitecourt (Alb.), CN.



- R-7574 23 décembre — Révisions de tarifs déposées en vertu de l'avis de dépôt n° 5827, daté du 11 décembre 1969, Bell Canada.
- R-7575 23 décembre — Dispense d'ériger des clôtures, dans les comtés de Strathcona n° 20 et de Leduc n° 25 (Alb.), subd. de Leduc, CP.
- R-7576 23 décembre — Système de protection automatique, au chemin de comté Est-Ouest, dans le comté de Ponoka n° 3 (Alb.), au point milliaire 32.09 de la subd. de Leduc, CP.
- R-7577 23 décembre — Révocation de l'ordonnance n° 111270, datée du 22 mai 1963.
- R-7578 23 décembre — Reconstruction du passage, au chemin Petit-Cap-Sa, dans la municipalité de Sainte-Jeanne-de-Pont-Rouge (Qué.), au point milliaire 136.92 de la subd. de Québec, CP.
- R-7579 23 décembre — Amélioration de la visibilité, au chemin Beech Hill, à Lunenburg (N.-É.), au point milliaire 55.12 de la subd. de Chester, CN.
- R-7580 23 décembre — Suppression de la limite de vitesse, à l'angle du chemin Ogden et de la 15<sup>e</sup> rue S.-E., à Calgary (Alb.), au point milliaire 0.63 de la voie industrielle qui prend naissance au point milliaire 173.60 de la subd. de Brooks, CP.
- R-7581 23 décembre — Modification du système de protection automatique, à la 7<sup>e</sup> avenue, à Hanover (Ont.), au point milliaire 25.83 de la subd. d'Owen Sound, CN.
- R-7582 23 décembre — Reconstruction du passage, dans la municipalité de la paroisse de Saint-Ephrem-de-Beauce (Qué.), au point milliaire 16.21 de la subd. de Tring, QC.
- R-7583 23 décembre — Installations pour liquides inflammables de l'*Imperial Oil Limited*, à Kamsack (Sask.), au point milliaire 0.15 de la subd. de Margo, CN.
- R-7584 23 décembre — Limitation de la responsabilité concernant le tarif-wagon pour le transport des concentrés de nickel de Lac-du-Bonnet (Man.) à Coniston (Ont.), CP.
- R-7585 23 décembre — Suppression de la limite de vitesse, au boul. Inkster, à Winnipeg (Man.), au point milliaire 2.27 de la subd. d'Arborg, CP.
- R-7586 23 décembre — Suppression de la limite de vitesse, à l'av. Redwood, à Winnipeg (Man.), au point milliaire 0.91 de la subd. de Winnipeg Beach, CP.
- R-7587 23 décembre — Suppression de la limite de vitesse, à Calmar (Alb.), au point milliaire 100.4 de la subd. de Hoadley, CP.

- R-7588 23 décembre – Modification du système de protection automatique, au Moodie Drive, dans le canton de Nepean (Ont.), au point milliaire 7.95 de la subd. de Carleton Place, CP.
- R-7589 23 décembre – Installations pour liquides inflammables de *Husky Oil Limited*, à Dryden (Ont.), au point milliaire 63.2 de la subd. d'Ignace, CP.
- R-7590 23 décembre – Installations pour pétrole brut de *Gibson Petroleum Compagny Limited*, à Duchess (Alb.), au point milliaire 93.3 de la subd. de Bassano, CP.
- R-7591 23 décembre – Modification de l'ordonnance n° R-1523, datée du 20 février 1968.
- R-7592 23 décembre – Ajournement jusqu'au 31 décembre 1970 de l'installation de matériel de contrôle de sécurité dans les postes de conduite des locomotives comme il est prescrit par l'article 28 de l'ordonnance générale n° 0-21, AC.
- R-7593 23 décembre – Suppression du poste de gardien et enlèvement du bâtiment de la gare, à Roseisle (Man.), au point milliaire 59.0 de la subd. de Carman, CN.
- R-7594 23 décembre – Reconstruction du passage, aux routes n° 4 et n° 9, à Walkerton (Ont.), au point milliaire 20.71 de la subd. de Southampton, CN.
- R-7595 23 décembre – Suppression de la limite de vitesse, à London (Ont.), au point milliaire 0.16 de l'embranchement de la rue Francis qui prend naissance au point milliaire 30.86 de la subd. de Thorndale, CN & CP.
- R-7596 23 décembre – Amélioration du système de protection automatique, à la rue Ontario, à Stratford (Ont.), au point milliaire 0.88 de la subd. de Newton, CN.
- R-7597 23 décembre – Modification de l'ordonnance n° R-6508, datée du 15 août 1969.
- R-7598 23 décembre – Prorogation au 29 janvier 1970 du délai imparti au CP pour le dépôt et la signification de sa réponse aux requêtes présentées par la *Kootenay and Elk Railway Company* et la *Great Northern Railway Company*.
- \*R-7599 30 décembre – Révocation de l'ordonnance générale n° 0-17 et de l'ordonnance n° R-6562, datée du 22 août 1969, et remplacement par la nouvelle ordonnance n° 0-17 qui prescrit le Règlement concernant l'inspection et l'épreuve des réservoirs à air autres que ceux du matériel de traction (voir page 910, 59 R.T.C.)

- R-7600 30 décembre – Suspension temporaire de la circulation sur la voie de queue du Y de rebroussement, à la route n° 1, à Dunmore (Alb.), au point milliaire 140.83 de la subd. de Maple Creek, CP.
- \*R-7601 30 décembre – Autorisation à la *British Columbia Telephone Company* d'acheter directement aux détenteurs, jusqu'au 31 décembre 1970 inclusivement, à un prix ne dépassant pas \$27.30 l'action, toute action, ou toutes les 759 actions de l'*Okanagan Telephone Company* que la *B.C. Telephone Company* n'a pas encore réussi à acheter conformément à l'ordonnance n° R-4490 (voir page 918, 59 R.T.C.).
- R-7602 30 décembre – Circulation sur le passage inférieur pour piétons, à Pont-Rouge (Qué.), au point milliaire 134.8 de la subd. de Québec, CP.
- R-7603 30 décembre – Installations pour ammoniac anhydre de l'*Alberta Wheat Pool*, à Blackie (Alb.), au point milliaire 74.0 de la subd. d'Aldersyde, CP.
- R-7604 30 décembre – Suppression de la limite de vitesse, à Valemout (C.-B.), au point milliaire 74.74 de la subd. d'Albreda, CN.
- R-7605 30 décembre – Construction d'un passage, dans le district municipal de Wainwright n° 61 (Alb.), au point milliaire 154.77 de la subd. de Wainwright, CN.
- R-7606 30 décembre – Suppression de la limite de vitesse, à la rue Romaine, à Peterboro (Ont.), au point milliaire 0.41 de l'embranchement industriel de Peterboro, dans la subd. de Campbellford, CN.
- R-7607 30 décembre – Suppression de la limite de vitesse, à la rue Broad, à Ottawa (Ont.), au point milliaire 0.22 de l'embranchement de Chaudière de la subd. d'Ottawa, CN.
- R-7608 30 décembre – Suppression du poste de gardien et remplacement du bâtiment de la gare par un abri transportable, à Stavely (Alb.), au point milliaire 70.8 de la subd. de Macleod, CP.
- R-7609 30 décembre – Modification de l'ordonnance n° R-5484, datée du 30 avril 1969.
- R-7610 30 décembre – Suppression de la limite de vitesse, au boul. Montclair, à Hull (Qué.), au point milliaire 7.13 de la subd. d'Ellwood, CP.
- R-7611 30 décembre – Suppression de la limite de vitesse, aux routes n° 31 et n° 43, à Winchester (Ont.), au point milliaire 87.81 de la subd. de Winchester, CP.
- R-7612 30 décembre – Suppression de la limite de vitesse, près de Tring Junction (Qué.), au point milliaire 92.32 de la subd. de Vallée, QC.

- R-7613 30 décembre – Suppression des postes de chef de gare à Cardinal, Gananoque, Iroquois, Prescott et Morrisburg (Ont.), dans le territoire de la gare-centre de Brockville, CN.
- R-7614 30 décembre – Circulation sur la déviation de la subd. d'Emerson, entre les points milliaires 6.99 et 9.27 (Man.), CP.













