

**Spur to Consolidated Bathurst
CTA File 27154.66**

1965, December 15 Order in Council P.C. 1965-2245

CNR proposes to construct a spur, some two miles in length to provide access to the new pulp mill of Consolidated Pontiac Incorporated near Portage du Fort, Que. and coming off mileage 59.32 Beachburg subdivision at an estimated cost of \$300,000.

Land required for the right of way will be obtained by Canadian National from Consolidated Pontiac Limited.

Minister of Transport has sanctioned the location and the Committee of the Privy Council, pursuant to section 22 of the Canadian National Railways Act approves the construction, operation and maintenance by CNR of the said spur.

1966, March 30 CN (Pye) to BTC (Rump).

Subgrade has been completed except for final trimming. Track laying will commence this month and the spur will be ready for inspection and an operating order in about two months.

1966, May 4 CN (Pye) to BTC (Rump).

It was found necessary to revise the alignment for a distance of 2,092' to avoid a swamp area which proved unsuitable for construction. Application is pending for an Order in Council approving this change.

1966, June 2 P.C. 1966-1038

Management of CNR advise that during construction it was found necessary to revise the alignment for a distance of 2,092 feet to avoid a swamp area which proved unsuitable for construction. This diversion will shorten the spur by some 150 feet and Canadian National's portion of the construction will end at chainage 101+00 instead of chainage 104+00, some 300 feet less.

The Minister of Transport has sanctioned the location of the revised alignment and the Committee of the Privy Council, pursuant to section 22(1)(a) of the Canadian National Railways Act, is pleased to amend Order P.C. 1965-2245 to such extent only as to approve the construction, operation and maintenance of the revised aligned industrial railway spur track on said location.

1966, June 10 CN (Pye) to BTC (Rump).

Encloses a statutory declaration by Edward Grant Dillistone, CNR Technical Engineer, attesting that the track is sufficiently completed for the safe carriage of traffic. Application is accordingly made for an inspection and for an Operating Order.

1966, July 13 R.A Shier (Director of Engineering) to J.L. Looney (District Engineer, Ottawa).

Please arrange for an inspection and report at your earliest possible convenience.

1966, July 27 J.L. Looney to R.A. Shier.

Inspected the new spur on July 26. Off CNR Beachburg subdivision at m. 59.32, Portage du Fort. Considers the spur safe for operation of trains and for the use of the public. He also points out that the spur runs through virgin forest and recommends that, if CN request a fencing exemption, this be granted if Consolidated Pontiac agree.

1966, July 29 BTC Order 121508

CNR authorized to open for carriage the spur track 1.88 miles long from Portage du Fort commencing at m. 59.32 Beachburg subdivision and ending at the plant of Consolidated Pontiac Incorporated.

1966, August 2 Telegram CN (Pye) to BTC (Rump).

Requests exemption from providing fencing along the entire right of way.

1966, August 18 BTC (Rump) to CN (Pye).

Acknowledges telegram of 2 August. Further consideration will be given upon receipt of a plan and upon receipt of approval from all land owners.

1966, October 12 CN (Pye) to BTC (Rump).

Attaches a plan outlining the exemptions proposed also a letter dated September 1, from Consolidated Paper Corporation confirming that fencing is not necessary.

1966, November 3 BTC order 122465

CNR are relieved from erecting and maintaining right of way fences on the spur as follows:

from m. 0.02 to m. 1.88, east side.

from m. 0.07 to m. 1.88, west side.

1967, January 5 CN (Pye) to (BTC (Rump)

Encloses prints of plan and profile and book of reference which shows the Consolidated Pontiac spur "as constructed".

1967, March 22 BTC (Rump) to CN (Pye).

Attaches copies of the plan duly certified by an officer of the Board as provided by Board Order 122465.