

Co-ordination of Grand Trunk Railway with Canadian National Railways.

Canadian Railway and Marine World for June 1920 gave full particulars of the committee of management appointed, under the agreement between the Dominion Government and the G.T.R., for the acquisition by the Government of the G.T.R. Co.'s properties, and that of its subsidiary companies, to ensure the operation of the G.T.R., as far as possible, in harmony with the Canadian National Rys., the two systems to be treated in the public interest, as nearly as possible, as one system. The Government appointed as its representatives on the committee C. A. Hayes, Vice President in charge of Traffic, Canadian National Rys., and S. J. Hungertford, then Assistant Vice President, Operation, Maintenance and Construction, C.N.R., now Vice President, Operation and Maintenance. The G.T.R. appointed as its representatives F. Scott, its Vice President and Treasurer; and W. D. Robb, its Vice President, Transportation and Maintenance. These four members of the committee elected H. G. Kelley, President, G.T.R., as the fifth member of the committee and its chairman. In the latter capacity Mr. Kelley submitted a report to the Minister of Railways recently dealing with economies effected by the co-ordination up to Nov. 30, 1920, which is summarized as follows:—Although much has been accomplished in the process of consolidation, there are still many matters under consideration in connection with which there are legal or physical difficulties which must be dealt with before parallel trackage can be abandoned, and more direct connections established, which will permit a further considerable saving in train mileage. Capital expenditure connected with the consolidation of facilities to date amount to \$508,473, at an annual cost of \$75,927, but this expenditure will result in a saving estimated at \$965,775 a year. In addition

there is a credit to capital account of Canadian National Rys. from salvage, of \$338,000. A saving of over \$300,000 a year is rendered possible by the routing of freight by Grand Trunk between Toronto and Napanee, by Canadian National between Napanee and Ottawa, and by Grand Trunk between Napanee and Montreal. Similarly a further saving of \$100,000 has been made possible by more economic routing of passenger traffic in Ontario. In addition a saving of about \$250,000 a year will result from the combining of Toronto passenger and freight terminal facilities and staffs. Thirty two thousand dollars is saved by more direct handling of Toronto and Western Ontario freight, destined to the northwest, and there is a saving of \$75,000 from the consolidation of express services. In this connection, it has been necessary, owing to the growth of express business, to put in a special train each way between Montreal and Toronto to handle express traffic solely. These are operated six days a week via the Grand Trunk, and have afforded great relief to the regular passenger train service. Following are particulars of co-ordination of facilities, etc.:—

Aston Jct., Que.—Consolidation of station facilities has been effected, C.N.R. being used by both systems.

Bellefleur, Ont.—The handling of local freight has been consolidated, this work being taken over by the G.T.R.

Brighton, Ont.—In obtaining access to each other's tracks, the two railways are using a temporary connection at Colbright, a short distance from Brighton. Brockville, Ont.—See Lyn.

Cobourg and Colborne, Ont.—C.N.R. stations have been closed, and the G.T.R. stations are being used.

Eastern Jct., near St. Laurent, Que.—The Board of Railway Commissioners

has approved interchange at this point. The present connecting track will meet the requirements in the meantime.

Grafton, Ont.—C.N.R. station has been closed and the G.T.R. station is being used.

Guelph, Ont.—Arrangements have been made for the Toronto Suburban Ry. to use the G.T.R. station.

Hawkesbury, Ont.—Consolidation of facilities and staffs is under consideration.

Kingston, Ont.—Station facilities have been consolidated.

Lyn, Ont.—A section of the Canadian National Rys., formerly part of the Brockville, Westport and Northwestern Ry., parallels the G.T.R. between Brockville and Lyn, approximately four miles. It is the intention to build a joint station at Lyn on G.T.R. property which will permit C.N.R. trains to use G.T.R. tracks into Brockville.

Lyster, Que.—The G.T.R. has taken over the C.N.R. staff.

Montreal.—The staffs at Bonaventure station have been consolidated. The staffs at Montreal Wharf have been consolidated, G.T.R. facilities being used. The C.N.R. staff at Point St. Charles has been taken over by the G.T.R. The two systems' commissary departments at Montreal have been consolidated. The handling of railway mail at Montreal has been consolidated. Consolidation of the staffs and facilities for handling local freight in Montreal terminals is awaiting adjustment of certain features of the cartage question.

Napanee, Ont.—The station forces have been consolidated.

North Bay, Ont.—The use by the G.T.R. of the C.N.R. station is under consideration.

Ottawa, Ont.—Consolidation of facilities and staffs is practically completed.

Parry Sound, James Bay Jct., and