

CNR
PARRY SOUND
ENGINE HOUSES

Changes in Canadian National Locomotive Terminals in Northern Ontario.

Heretofore the Canadian National Ry. has had a terminal at Parry Sound, Ont., on the Sudbury Subdivision, Capreol Division, Northern Ontario District, 149 miles north of Toronto, and another at Depot Harbor, on the Depot Harbor Subdivision, Capreol Division, Northern Ontario District. The Parry Sound terminal, on the former Canadian Northern Ontario Ry. line, consists of a 9-stall frame locomotive house, small store house, storage yard, etc., and was placed in operation in 1905-6. The Depot Harbor terminal consists chiefly of a yard and concrete locomotive house, built in 1904 under contract by Grand Trunk Ry.

The Depot Harbor Subdivision line, originally part of the Canada Atlantic Ry., from Ottawa, and afterwards taken over by the Grand Trunk Ry., crosses the Sudbury Subdivision line 3 miles south of Parry Sound. East of the crossing a cut-off leaves the Depot Harbor Subdivision line at James Bay Jct., 6 miles east of Depot Harbor, and joins the Sudbury Subdivision line near James Bay, 1.7 miles from Parry Sound.

The Parry Sound terminals are in a depression, which makes it difficult and expensive to start trains out of them. In addition, territory for expansion is not available, except at prohibitive cost. In order to escape the handicap to operation due to adverse grades and to congestion at Parry Sound, and to consolidate at one terminal the operations carried on heretofore at Parry Sound and Depot Harbor, the management has created a terminal at James Bay, just north of the point where the cut-off from the Depot Harbor Subdivision line joins the Sudbury Subdivision line. It is on the east side of the main line, and consists of yard with 8 through tracks, car repair yard, locomotive house, store house, bunk house, car repair house, coal chute, water tank, yard office, and ice house.

The locomotive house has 12 stalls, each 100 ft. deep, and has concrete walls, wood posts supporting the roof beams, and roof of 2 in. decking, with tar and gravel covering. An 85 ft. turntable, with compressed air drive, has been installed. Adjoining the locomotive house are the machine shop and boiler room, these being partitioned off from each other, the building containing them being 89 x 52 ft., with concrete walls, steel roof trusses, and wood roof, tar and gravel covered. The car repair shop is of wood frame and galvanized corrugated iron construction, and is 21 x 65 ft. The bunk house, a 1-story frame building on concrete foundations, is 92 x 31 ft. The yard office, a frame building on mud sills, is 20 x 40 ft. The stores building, a 1-story building, 92 x 31 ft., is of frame construction with concrete

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The design and construction of the buildings and other facilities was in charge of C. H. N. Connell, District Engineer, and the work was carried out under the supervision of W. R. Devenish, General Superintendent, Northern Ontario District.

The Board of Railway Commissioners passed order 36,873, Oct. 1, authorizing the C.N.R. to close its locomotive terminals at Depot Harbor and Parry Sound, Ont., and to create a new terminal at James Bay, on condition that the rights of any employe claiming financial loss caused him by change of residence necessitated thereby be reserved for such disposition as the Board upon application or complaint deems proper. For the time being, the locomotive house at Depot Harbor, and the locomotive house and other buildings at Parry Sound, will be left as they are, and devoted to other uses. The equipment from them has been transferred to the one at the new terminal at James Bay.

Railway Expenses Meetings Etc

inches than in British Columbia, but submitted no figures to prove it. He said he did not think Vancouver would handle much Saskatchewan grain, and claimed that the reduced rates to Vancouver would not result in grain that has been going east being diverted to the western route; rather, they would open up lands that would not be farmed without the low westbound rates. He did not place the same interpretation on the terms of the order in council as Messrs. Lafleur and Tilley. He considered that the direction to "equalize rates" amounted to an order to the Board to make the westbound export grain rates the same as the eastbound, and claimed that the order in council was a clear and definite instruction to do this without delay. He claimed the minority order was not ultra vires, but said that it might be voidable. He quoted Premier King, who had made a political speech in which he upheld the order, to show that it was the Government's intention that the westbound rates should be reduced to the Crowsnest basis, but Mr. Pitblado objected and the objection was upheld. Mr. McGeer then contended that even the Crowsnest rates westbound are too profitable, and indicated that he would apply to have them reduced, which produced general laughter. He then spoke of what a fine time Vancouver people give visiting commissioners, and described the influence the grain rates had on the decision to build elevators at Vancouver, which, he said, he submitted very strongly to the Board in Vancouver. He contended that the railways would earn more in hauling grain to Vancouver than to Fort William, and said he would like to "see the railways relieve themselves of their generosity to the Alberta farmer on the long haul (to Fort William) and make two reasonable rates, one to Vancouver and one to Fort William." He believed that he had convinced Messrs. McKeown and Oliver that this would be in the interests of the railways as well as in that of the country. He admitted that the legal contentions advanced by Messrs. Lafleur and Tilley were correct, but maintained that the Board is not a court where the legal necessities of any case are necessarily binding, and that it would not be good policy for the Board to rescind the minority order, which was based on a condition "which the Chief Commissioner found to be discriminatory". In conclusion, he asked that the application for rescinding of the order be dismissed, but that even if the application could not be dismissed, that a decision be given without delay.

S. B. Woods, K.C., for Alberta and Saskatchewan, argued at great length, on Oct. 1, for retention of the order. Following this, rebuttal arguments were presented by Messrs. Pitblado, Lafleur,

structured by any company subject to the Board's jurisdiction. Mr. Woods explained that the producers in Alberta and Saskatchewan felt that the rates placed in effect by the railways are not the right ones, and said that to find out if they are or not it would be necessary to see the tariff in effect in 1897, on which the Crowsnest rates were based. It was decided that the Board's Chief Traffic Officer would be furnished with a copy of this tariff, that a tentative schedule of rates for both eastbound and westbound movement be drawn up, and that the matter be then set down for further hearing.

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Railway Finance, Meetings, Etc.

Canadian Northern Ry. Co.—It was announced officially Oct. 8 that the earnings for the half year ended June 30 were insufficient to meet the interest on the 5% income charge convertible debenture stock due Nov. 2.

New York Central Rd.—There have been deposited with the Secretary of State at Ottawa two agreements dated Aug. 25, 1925, one supplemental to lease of equipment of Jan. 1, 1912, as amended, between the Guaranty Trust Co., New York, trustee, and the New York Central Rd., the Michigan Central Rd., and the Cleveland, Cincinnati, Chicago and St. Louis Ry., and the second supplemental to lease of equipment dated Jan. 15, 1913, between the Guaranty Trust Co., New York, and the New York Central Rd., the Michigan Central Rd., the Cleveland, Cincinnati, Chicago and St. Louis Rd., the Pittsburgh and Lake Erie Rd., and the Toledo and Ohio Central Ry.

United States Railways' Financial Results.—United States class 1 railways August operating revenues were \$555,366,570, an increase of \$46,860,750, or 9.2%, over Aug. 1924, operating expenses were \$388,869,550, an increase of \$15,198,375, or 4.1%, and net operating income was \$124,804,665, an increase of \$29,097,798 over Aug. 1924. The net operating income for the first 8 months