

THE GHOST
RAILWAY

THE CANADIAN
NORTHERN LINE
TORONTO TO
OTTAWA.

agreed upon.

Canadian National Toronto - Napanee Tracks.—Sir Henry Drayton asked, in the House of Commons recently: "What, if any, duplication of tracks and railway services has the Canadian National Ry. system been able to remove between Toronto and Napanee?" The Minister of Railways, Mr. Graham, replied: "The former Canadian Northern tracks between Brighton and Cobourg have been taken up. A saving since June, 1920, of 42,627 passenger train miles per annum has been effected and offices of the two lines at the following places have been consolidated: Toronto, Oshawa, Port Hope, Cobourg, Grafton, Colborne, Brighton, Trenton, Belleville, Napanee."

The International Railway Fuel As-

January, 1926.

CANADIAN RAILWAY AND MUNICIPAL WORLD

on the CPR in that district had left the Order of Railroad Telegraphers to join the International Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees; and that provision for lay-off men will be made in future schedule contracts entered into by the latter organization.

A Montreal press report of Dec. 14 stated that Sir Henry Thornton, President, Canadian National Rys., would soon meet in conference at Montreal numerous representatives of the Canadian railway shopmen, train service employees and maintenance of way men, with a view to establishing an entendre between the C.N.R. and the employees, which would prevent strikes or suggestions of strikes. It was stated that from Moore, President of the Canadian Trades and Labor Congress, and a director of the C.N.R., was taking a prominent part in arranging for the conference.

United States Situation.—The past six weeks has been little of importance in connection with railway labor matters in the U.S., the chief development recorded being a demand made by clerical employees on about 50 roads, to the U.S. Railroad Labor Board, for an increase in wages so as to bring their rates to what they were under the Board's decision no. 2, the highest level at which they ever were. Hearings in connection with the application were held at Washington, D.C., on Jan. 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 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necessitated some re-arrangement of tracks, and to enable Canadian Northern trains to reach the station, that company in 1921 built a connection south of the G.T.R., approximately 1,200 ft. long, which leaves the C.N.R. approximately 465 ft. south of the diamond crossing of the C.N.R. and G.T.R. main lines, and joins the G.T.R. about 820 ft. east of the diamond crossing. In 1922 the C.N.R. graded another connection, leaving the G.T.R. about 1,660 ft. east of the diamond crossing, running north approximately 3,751 ft. and joining the C.N.R. about 4,300 ft. north of the diamond. Track will be laid on this connection this year and as soon as this is done the C.N.R. will be able to abandon the diamond crossing and use the two connections as parts of its main line.

Dalhousie Quay on Western Line

February 1923

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side.

Napanee Connection and Station.—
Both the Canadian Northern and the Grand Trunk had stations at Napanee, Ont. One of the first results of co-ordination was an arrangement for both lines to use the G.T.R. station. This

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ing Canadian Northern, Canadian Government, Grand Trunk and Grand Trunk Pacific Rys., with office temporarily at Ottawa, Ont., was born at St. John, N.B., July 5, 1866, and studied law there, subsequently graduating in law at Harvard University, Cambridge, Mass., in 1889. He practised in St. John for a number of years, and was for some time a partner in the law firm of Blair, Ruel & Blair. From July, 1899, to Oct. 1, 1903, he was Law Clerk, Railways and Canals Department, Ottawa; from Oct. 1, 1903, to 1909, Assistant Solicitor, Canadian Northern Ry., Toronto; 1909 to Dec. 31, 1918, Chief Solicitor, Canadian Northern Ry., Toronto; Jan. 1, 1919, to Apr. 1920, Counsel, Canadian National Rys., Toronto. Apr. 1920 to Dec. 1922, General Counsel, Canadian National Rys., Toronto.

William A. B. Russell, who has been appointed Division Freight Agent, Canadian National-Grand Trunk Pacific Rys., Calgary, Alta., was born at Rednersville, Ohio, Jan. 1, 1886, and entered railway service Mar. 20, 1900, since when he has been, to Apr. 30, 1904, clerk, Local Freight Department, Central Vermont Ry., St. Albans, Vt.; May 1 to Nov. 17, 1904, stenographer, General Freight Agent's office, same road, St. Albans, Vt.; Nov. 17, 1904, to Aug. 14, 1905, stenographer to General Freight Agent, same road, St. Albans, Vt.; Aug. 16, 1905, to Apr. 30, 1908, stenographer to General Freight Agent, G.T.R., Montreal; May 1 to Dec. 31, 1908, stenographer to

Dominion Atlantic Ry. Connection.— Referring to the Board of Railway Commissioners' order as to the connection between the Halifax and South Western Ry. and the Dominion Atlantic Ry. at Middleton Jct., quoted in Canadian Railway and Marine World for January, on pg. 11, we are officially advised that the connection between the two railroads will now be made at the

of A. L. Graburn, General Fuel Agent, Canadian National Rys., Toronto. William Edwin Weegar, who has been appointed acting Superintendent, Barrie Division, Ontario Lines, G.T.R., Allandale, Ont., was born in Stormont County, Ont., Dec. 17, 1870, and entered G.T.R. service Nov. 17, 1888, since when he has been, to 1899, freight brakeman, District 5, Montreal Division; 1899 to 1913, freight and passenger conductor, same district; 1913 to 1918, Trainmaster, Eastern Lines; 1918 to Jan. 8, 1923, Trainmaster, Ottawa Division, Eastern Lines, Ottawa, Ont.

W. H. Winterrowd, who has been appointed Assistant to President, Lima Locomotive Works, with office at New York, N.Y., was born at Hope, Ind., Apr. 2, 1884, and educated at Shelbyville, Ind., and Purdue University, whence he graduated with the degree of B.S. in 1907. He entered railway service in 1905, since when he has been, to 1906, blacksmith helper, Lake Erie & Western Ry., Lima,

Ohio; 1906 to 1907, air brake and car repair man, Western Lines, Pennsylvania Rd., Dennison, Ohio; 1907 to 1908, special apprentice, Lake Shore & Michigan Southern Ry., Elkhart, Ind.; 1908 to 1909, Roundhouse Foreman, Lake Erie, Alliance & Wheeling Ry., Alliance, Ohio; 1909 to 1910, Night Roundhouse Foreman, Lake Shore & Michigan Southern Ry., Youngstown, Ohio; 1910, Roundhouse Foreman, same road, Cleveland, Ohio; 1910 to Sept. 1912, Assistant to Mechanical Engineer, same road, Cleveland, Ohio; Sept., 1912, to May, 1915, Mechanical Engineer, Angus locomotive shops, C.P.R., Montreal; May, 1915, to Apr. 1, 1918, Assistant to Chief Mechanical Engineer, C.P.R., Montreal; from Apr. 1, 1918, Chief Mechanical Engineer, Montreal. He is a member of the general committee, American Railway Association, Mechanical Division, and is also a member of the executive committee, of which he was Vice Chairman last year.

Canadian National Railways Construction, Betterments, Etc.

necessitated some re-arrangement of tracks, and to enable Canadian Northern trains to reach the station, that company in 1921 built a connection south of the G.T.R., approximately 1,200 ft. long, which leaves the C.N.R. approximately 465 ft. south of the diamond crossing of the C.N.R. and G.T.R. main lines, and joins the C.T.R. about 200 ft. east of the

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Canadian National Railways Electrification Plans for Toronto District.

Canadian Railway and Marine World gave in January on pg. 27 and in February on pg. 83 particulars of the developments in connection with provision of an electric railway service by the Canadian National Rys. in the Niagara Peninsula and east and west of Toronto. As stated, reports had been presented to the management on the situation east of Toronto, where the proposition is to use a portion of the original Canadian Northern line between Toronto and Trenton, together with the projected Toronto Eastern Ry., and also concerning the Niagara, St. Catharines and Toronto Ry. situation.

Sir Henry Thornton, in speaking at the Toronto Canadian Club's luncheon on Feb. 12 said:—"This community, that is to say, the territory lying between Coburg, Toronto, Hamilton and Niagara Falls, has been seeking better and more satisfactory means of transport. The C. N. R. system recognizes its obligation

that the Grand Trunk would be immediately electrified within the territory contemplated by the question. An assurance was given, however, that the Canadian National Rys. would at once undertake an investigation of the whole position, to see to what extent it was necessary to improve transportation facilities to meet the requirements of the public; and that as soon as such investigation was completed the public might anticipate immediate relief."

Q. "Have plans been prepared, what will the cost of this work be, and what amount will be required to be furnished by Parliament for this project, and why were the Government and Parliament not consulted before such a declaration of policy involving an expenditure of millions?" A. "The investigation referred to is under way, but has not been completed."

Q. "Is it the Government's intention to electrify the National System in other

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CANADIAN RAILWAY AND MARINE WORLD

Removal of Canadian National Railways' Audit Office Staff from Moncton.

R. B. Hanson, York-Sunbury, N. B., said in the House of Commons on Feb. 23: "I desire to put the question to the acting Minister of Railways with respect to a notice which I am informed was posted in the Government Rys' office at Moncton yesterday as follows:—'To audit office staff. I have been instructed to notify you that the revenue accounts of the entire Canadian National Ry. system are to be handled at Montreal, commencing May 1. It is intended that the auditing of the Canadian Government Rys. revenue accounts for April will be completed at Moncton, and that as soon as practicable after May 1 our staff will be moved to Montreal. Any clerk who does not desire to go to Montreal, but prefers to sever his or her connection with railways, will please advise the chief clerk accordingly. (Signed) W. H. Estano, Auditor of Traffic.'

I am instructed that this affects 180 employees at the very outset of whom 110 are married men.

be given, I will abide by that decision." —Mr. FIELDING: "The government is not supposed to possess such information." —Mr. MEIGHEN: "But we are asking them to get it." —Mr. FIELDING: "I am not sure that they have the right to get it under the rules." —Mr. MEIGHEN: "I do, precisely."

MEIGHEN: "That is different from the position taken a year ago. If my hon. friend would take the position that was then taken we would not complain." —Mr. FIELDING: "The right hon. gentle- man should stand by his own position."

Canadian National Railways Electrification Plans for Toronto District.

Canadian Railway and Marine World gave in January on pg. 27 and in February on pg. 83 particulars of the developments in connection with provision of an electric railway service by the Canadian National Rys. in the Niagara Peninsula and east and west of Toronto. As stated, reports had been presented to the management on the situation east of Toronto where the proposition is to use a portion of the original Canadian Northern line between Toronto and Trenton, together with the projected Toronto Eastern Ry., and also concerning the Niagara, St. Catharines and Toronto Ry. situation.

that the Grand Trunk would be immediately electrified within the territory contemplated by the question. An assurance was given, however, that the Canadian National Rys. would at once undertake an investigation of the whole position, to see to what extent it was necessary to improve transportation facilities to meet the requirements of the public; and that as soon as such investigation was completed the public might anticipate immediate relief."

Q. "Have plans been prepared, what will the cost of this work be, and what amount will be required to be furnished by Parliament for this"

shortly.

Abandonment of Canadian Northern Ry. between Cobourg and Brighton.—The Canadian National Rys. management decided recently to abandon the portion of the Canadian Northern Ry. Toronto-Ottawa line between Cobourg and Brighton, Ont., 22.8 miles, and the taking up of the rails was started on Aug. 6. This line which is being abandoned is part of the Orono Subdivision, Ottawa Division, Northern Ontario District, Central Region, via which Cobourg is 72.8 miles from Toronto. Parts of the Orono Subdivision line from Cobourg west will be used in connection with the management's scheme of electrification for the Toronto district. The rails being lifted are 80 lb. and in good condition, and fit for main line use elsewhere. The G.T.R. line is now being used for all C.N.R. traffic east of Cobourg.

Burlington Second Track.—The item in

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Pickering.

The original Canadian Northern line between Toronto and Trenton, Ont., is now operated as the Orono Subdivision of the Ottawa Division, Ontario District, Canadian National Ry. It is suggested to electrify the Orono Subdivision line from the passenger terminal at the Don River and Queen St., Toronto, to a point not yet determined upon, a short distance east of Toronto, where a new link would be built to connect to the Toronto Eastern Ry. at the west town line of Pickering. From Pickering to the western limit of Whitby, a portion of the Toronto Eastern line, which is graded, and on which structures are built, but on which no rails are laid, would be used. From Whitby to the east end of Wellington St., Bowmanville, another portion of the Toronto Eastern line, on which construction is completed, would be used. From Bowmanville, connection would again be established with the C.N.R. Orono Subdivision line, either via Tyrone, direct north of Bowmanville, and 45.7 miles from the Toronto Queen St. terminal via the Orono Subdivision, or via Orono, northeast of Bowmanville, and 51 miles from the Toronto Queen St. terminal via the Orono Subdivision line. From Tyrone, or Orono, the C.N.R. Orono Subdivision line would be electrified to Cobourg, 76.1 miles from the Toronto Queen St. terminal, while between Cobourg and Brighton, 22.8 miles, the Orono Subdivision line would be taken up. There is now a junction between the C.N.R. and the G.T.R. at Brighton. The Orono Subdivision line would also be taken up between the point east of Toronto where the connection which would be built between it and the Toronto Eastern Ry. at Pickering would leave it, and Tyrone or Orono, as the case might be.

We are advised that if

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no date this was being held in abeyance. There has also been some discussion as to the operation of a self propelled car between Ottawa and Rideau Lakes, one round trip a day only, arriving at Ottawa about 11 a.m. and leaving there about 5 p.m., but we were advised on June 20 that a decision had not been reached as to when this service would be started. We were also advised on the same date that the Diesel electric cars, referred to in previous issues, had not been delivered, delivery having been seriously delayed. The two Brill no. 55 gasoline cars mentioned in our June issue as having been ordered, have been received, one going to the Central Region and the other to the Atlantic Region. This makes 3 cars of this type acquired by the Canadian National, the first going to the Central Region. They are numbered 15,826, 15,-827 and 15,828.

15,827