

Questions

C.N.R. TRACK MAINTENANCE SYSTEM,
WESTERN REGION**Question No. 125—Mr. Lambert:**

1. Has the management of the Canadian National Railway inaugurated a new system of track maintenance in its western region and, if so, what changes have been effected and what would be the reduction in the number of men required for maintenance of way crews in the region?

2. What plans are being put into practice to relocate those former employees who may be found surplus to requirements?

Mr. Cantin: The management of Canadian National Railways advise as follows:

1. Railway maintenance of way methods have been improved by the use of mechanized equipment. During the past 10 years there has been a general rehabilitation program to improve the track structure and ensure safer train operation. Such improvements have included heavier rail, better ballasting and drainage, wider embankments, tested ties. These improvements in the track structure together with mechanization of maintenance methods have reduced work load requirements. Any adjustments of the work force have been made on a gradual basis. The net adjustment on the western regions during the past year has been approximately 35.

2. In accordance with the wage agreements individuals may exercise seniority within their respective groups. The railway makes every effort to find alternate employment for men who may be affected.

C.N.R. SYMINGTON YARD

Question No. 136—Mr. Fisher:

1. Is the Symington yard of the C.N.R. now fully operational and, if so, what has been the average number of cars per day handled since full operation was attained?

2. How does this figure compare with the maximum that planners of the yard predicted under given ideal traffic volume?

3. If there is a marked disparity between average number of cars handled and maximum predicted, what explanation is there for it?

4. Is the C.N.R. satisfied that it has gained rather than lost revenue in establishing the Symington yard, when capital costs and debt charges of construction are considered?

5. Is there difficulty at Symington yard in making up small consists for way freights and, if so, is any consideration being given to establishing a small, manual hump yard for this purpose?

Mr. Cantin: The management of Canadian National Railways advise as follows:

1. Yard operations at Winnipeg are now consolidated at Symington. The average number of cars handled is 1,720 per day with a maximum of 2,600.

2 and 3. Car handlings at the present time are less than forecast because of the volume of traffic offering. The peak forecast was 3,300 as compared with 2,600 currently handled. A

substantial reduction in average grain handling through Winnipeg has also affected the average traffic volume. In the period 1947-57 this movement averaged 89,132 car loads per year while in 1962 the total handlings were nearly one third lower at 61,422 car loads. The 1963 handling this far is at the 1962 annual rate.

4. The hump yard at Winnipeg was planned as one of the key system train marshalling terminals functioning in conjunction with Montreal and Toronto. While the Montreal yard is in operation the Toronto yard is not expected to be in operation until 1965. When all yards are co-ordinated there will be substantial operating economies and betterment of service extending over the three regions. The yard at Winnipeg has been in operation less than a year and has not yet reached its full potential. Management considers the expenditure to have been an economic and prudent one for the benefit of the system as a whole.

5. The answer to both parts of the question is no.

C.N.R. PASSENGER CAR CAPACITY

Question No. 138—Mr. Scott:

Does the Canadian National Railways keep a statistical record of the relationship between total capacity of passenger cars actually operating on the railroads as opposed to the number of passengers actually carried and, if so, what is the relationship in percentage terms between total passenger car capacity and the number of passengers actually carried?

Mr. Cantin: The management of Canadian National Railways advise as follows:

Information is not readily available to answer the question in the form asked. The number of passengers carried in relation to the capacity of equipment operated varies over a wide range according to territory and under the influence of seasonal factors. Generally, on principal main line trains the average occupancy of reserved accommodation may range as high as 75 per cent; the average occupancy of coaches tends to be much lower. On many branch lines while occupancy may be low a full complement of accommodation must be provided.

GUELPH, ONT., POST OFFICE ALTERATIONS

Question No. 177—Mr. Hales:

Does the government plan to proceed with the previously planned alterations to the Guelph post office building?

Mr. Badanai: No, not at the present time, but the proposal is still under study.

C.N.R. SALES OF EQUIPMENT, B.C. AND ALBERTA

Question No. 190—Mr. Howard:

Since January 1, 1963, has the Canadian National Railways sold any machinery or equipment in