

Electric Railway Projects, Construction, Betterments, Etc.

Brantford St. Ry.—Grand Valley Ry.—A press report states that a 200 kw. 25-cycle Westinghouse rotary converter has been purchased for installation in the power house at Brantford, Ont.

A contract is reported to have been let to T. Harper, Brantford, for the erection of a new station on the G.V.R. at Paris, Ont. (Nov., pg. 516.)

Chestermere and Calgary Suburban Ry.—The Alberta Legislature has granted an extension of time for the completion of this projected electric railway into Calgary.

Cornwall Street Ry., Light and Power Co.—The new franchise granted to the company will expire in 1934. It is practically the same as the one that has expired.

We are officially advised that no decision has been reached as to when the loop line on Cumberland and Water Streets will be built. (Nov., pg. 516.)

The Dunnville, Wellandport, and Beamsville Electric Ry. has a charter to build from Dunnville to Jordan and Beamsville, and to other points in the Niagara Peninsula of Ontario. The first section of the line, from Wellandport to St. Ann's, where it will connect with the Toronto, Hamilton, and Buffalo Ry., has been under construction since early last year, and we are officially advised that deeds have been secured for a considerable stretch of right of way, that about 12 miles of grading have been completed, that considerable work has been done on culverts, drains, and fencing, and that the bridging is fairly well completed. An extension of time for the completion of the work was given the company last year. Some time ago negotiations were entered into with the Hydro-Electric Power Commission of Ontario, with the object of having the latter take over the work as then completed and incorporate it in the commission's scheme of municipal lines. The commission has had a survey of the line made, and is considering a proposition made by the company to take the line over on an actual cost basis. Nothing further has been accomplished in the proceedings to date. J. A. Ross, Wellandport, Ont., is President. (Nov., pg. 516.)

Fort William Electric Ry.—During this year the following extensions have been put in hand, and with two exceptions had been finished when we were advised recently: Yonge and Brock Streets, 0.74 mile; Sprague St., Walsh to Brock St., 0.42; Franklyn St., Victoria Ave. to Walsh St., 0.67; Victoria Ave., Vickers St. to Syndicate Ave., 0.15; Syndicate Ave., Victoria Ave. to Southern Ave., 0.65; Southern and Pacific Aves., Syndicate Ave. to Simpson St., 0.27; Island No. 2, excursion, 1.70 miles; total, 4.93 miles of single track; Frederica St., Yonge St. to Neebing Ave., 0.83 mile; Victoria Ave., Franklin St. to Vickers St., 0.25; total, 1.8 miles of double track. The single track on Island No. 2, and the double track on Frederica Ave. are the two pieces not completed. Track was laid on four extensions during 1913, which have been put in operation this year, viz., Frederica St., from the C.N.R. to Yonge St., 0.40; and three incinerator spurs, Frederica loading station, 0.35; Sprague loading station, 0.28, and Pacific Ave. incinerator, 0.27. Total, 1.25 miles. (Oct., pg. 476.)

Guelph Radial Ry.—The Board of Railway Commissioners has authorized the G.R.R. to construct an interchange track with the G.T.R., on Suffolk St., Guelph, Ont.

Hydro-Electric Power Commission of Ontario Projected Railways.—Representatives of the various municipalities interested in the bylaws voted on, Oct. 19, to which refer-

ence was made in our November issue (pg. 516), met in Toronto, Nov. 11. Fifteen municipalities are interested, and of these only two voted against the bylaw, the majorities in each being small. After discussing the situation it was decided to ask the town council of Newmarket and Uxbridge township council to again submit bylaws to the ratepayers. The Dominion Parliament will be asked next session to vote a subsidy at the same rate as for steam railways in aid of the building of the 75 miles of line projected. Sir Adam Beck, on behalf of the commission, stated that as soon as the bylaw is accepted in the two municipalities above mentioned the line for the distribution of power will be built through the whole 15.

The line will, it is stated, be given an entrance into Toronto along Danforth avenue, over the Toronto civic car line, and continue either along the new Bloor street viaduct or down the Don River Valley. (Nov., pg. 516.)

International Transit Co.—The Board of Railway Commissioners has authorized the building of a bridge at Tagona, Sault Ste. Marie, Ont., to carry a highway and the I.T. Co.'s tracks across the Algoma Central and Hudson Bay Ry. The cost of the bridge is to be borne by the electric railway company.

Lacombe and Blindman Valley Electric Ry.—W. L. McKinnon & Co., Toronto, advertised recently inviting tenders for \$206,700 of this company's first mortgage bonds, maturing in 1943. The Alberta Government has guaranteed the principal and interest of the bonds, for \$7,000 a mile, or \$273,700 for 39.1 miles. They bear 5% interest.

Lethbridge Municipal Ry.—The extension of the line under the subway was completed Nov. 6, and a service was put in operation towards North Lethbridge, Alberta, immediately thereafter. Commissioner Reid is reported to have said that the ratepayers having refused to vote the money, the paving could not be laid down this year.

The Moncton Tramways, Electricity and Gas Co. has a number of improvements under way. It is replacing all its old low pressure boilers with new high pressure boilers of 200 h.p. capacity each, and will boilers of the return tubular type. The new be worked at 150-lb. pressure. Three boilers of this type are being installed, and with the one of this same type installed several years ago the company will have a boiler capacity of 750 h.p. New steam piping is being installed throughout the power house. A 150 kw. motor-generator set for operating the street railway during the day-time, when the lighting load is light, is also being installed. This set, which is being furnished by the Canadian General Electric Co., will be operated from the alternating system.

Moncton Tramways, Electricity and Gas Co.—A temporary frame car barn has been built to replace the building which was destroyed by fire, Sept. 14. This building is 30 by 80 ft., with accommodation for five cars, and is on the same site as the one burned. We are officially advised that it is probable that a steel and brick car barn will be built in the summer, on a new site which has not yet been acquired. (Oct., pg. 477.)

Montreal and Southern Counties Ry.—The Montreal City Council, Oct. 27, finally passed the bylaw granting the company permission to extend its tracks across McGill St. and along Youville St. to St. Peter St., along St. Peter St. to Youville Square, and along the south side of the square to McGill St., with a Y at the corner of St. Peter St. and the Square. One of the sec-

tions of the agreement releases the Council from any liability for damage in the event of the company being prevented from exercising the privilege granted by reason of the previously existing right of any other company to the use of the streets. The work is to be started in Jan., 1915, and proceeded with to a completion, or the franchise is to become void. (Oct., pg. 476.)

Application is being made to the Dominion Parliament for an extension of time within which the company may complete the several lines of railway authorized to be built.

Niagara Gorge Rd.—Press reports state that a contract has been let to the Turner Co., Buffalo, N.Y., for the building of a car house, repair and paint shop at Niagara Falls, N.Y., and that it will be of reinforced concrete and tile construction, 156 by 200 ft.

The Niagara River and Eastern Ry. Co. has been incorporated in New York State to build an interurban railway from the terminal of the Buffalo, Lockport, and Rochester Rd., in Buffalo, along the Niagara, Lockport, and Ontario Power Co.'s right of way, to Niagara Falls, N.Y., 20 miles. The capital is fixed at \$1,500,000, the head office at Niagara Falls, N.Y., and the company is authorized to use steam or electric power for operation. The incorporators are: E. G. Connelte, President International Ry.; F. A. Dudley, Vice-President B., L., and R. Rd.; A. J. Porter, and A. W. Gray, Niagara Falls.

Oshawa Ry.—The Board of Railway Commissioners has authorized the C.P.R. to connect its recently opened Campbellford, Lake Ontario and Western Ry. in Oshawa, Ont., with the Oshawa Ry., which does a switching service for the different railways in the town.

Ontario West Shore Ry.—It was reported from Goderich, Ont., Nov. 19, that engineers representing the Hydro Electric Power Commission of Ontario, have been going over the line so far as it has been constructed, and the route as laid down, with a view of reporting on its value, as part of the electric railways projected for Western Ontario by the Commission. (Nov., pg. 517.)

The Ottawa Electric Ry.'s new auxiliary power plant is reported to have been put in operation Nov. 19, to have cost \$200,000, and to be capable of generating 5,000 h.p. The boiler room is equipped with three Babcock and Wilcox boilers, self stoking, with mechanical feed and ash conveyors. From the boilers the steam passes into big steam domes and in turn feeds into a Westinghouse-Parsons double flow steam turbine 3,200 kilowatt capacity, but which can carry an overload of 50%. This turbine generator operates at the rate of 3,600 revolutions a minute. The plant is expected to obviate troubles from lack of power due to low water in the river. (Aug., pg. 385.)

Ottawa and St. Lawrence Electric Ry.—We are officially advised that contract has been let to Eastman, Kenny and Stearns, Russell Tp., Ont., for grading about six miles of the projected line, that about two miles of grading has been completed, and that it is expected to have about eight miles between Russell and Metcalfe completed and ready for the rails by the end of the year. H. W. Pearson, Confederation Life Building, Toronto, is Secretary. (Nov., pg. 517.)

Peterborough Radial Ry.—We are officially advised that the work on Charlotte St., Peterborough, Ont., is part of the reconstruction which has been carried out on about 25% of the company's line. The city council has, within the last year, entered upon an extensive programme of street paving, involving the streets upon which the tracks are laid. The company decided that when the city was carrying out its paving work, entirely new track and special work would