

## Electric Railway Projects, Construction, Betterments, Etc.

**British Columbia Electric Ry.**—We are officially advised that the company proposes to build early this year an extension of its Fraser Ave. line from King Edward St., on Grenville St., to connect with the tracks now laid on Wilson Road (41st St.), which will enable a direct service to be given between Kerrisdale and Vancouver. Under the agreement between the company and the C.P.R., the work is to be started at once. It is expected to have the new service in operation by May 1. (Nov., 1919, pg. 612).

**Calgary Municipal Ry.**—Tenders are being asked for 10,000 railway ties and 5 tons of trolley wire for use in reconstruction work on the various lines in Calgary, Alta., during this year. (Dec., 1919, pg. 670).

**Chatham, Wallaceburg and Lake Erie Ry.**—We are officially advised that although the company has bought rotaries and transformers to be used in connection with the installation of hydro electric power, the machinery has not been installed, and it is not expected to put it in operation before Jan. 15. It is intended to use two 250 rotary convertors at Chatham, Ont., one 250 rotary convertor at Wallace, and one of similar capacity at Cedar Springs. The line is still being operated by the company's own steam plant, and it is intended to use this as an auxiliary in case of failure of the hydro power.

**Edmonton Radial Ry.**—We are officially advised that the following new track is under construction in Edmonton, Alta.: To exhibition grounds, 3,000 ft.; to Calder suburb, 2,000 ft.

**Grand River Ry.**—We are officially advised in regard to the company's application to the Board of Railway Commissioners for approval of diversion of the line in Waterloo Tp. and the City of Kitchener, Ont., that the change in location has been brought about by the city advising the company, about a year ago, that on the expiration of the franchise on Oct. 8, 1919, the city intended exercising its rights by taking over the portion of the line on King St., between the city limits and Albert St., 4,700 ft., with a view to building a second track, and paving the street, for the purpose of extending the service on the Kitchener and Waterloo St. Ry. to the city limits. As the line in question serves the company's Kitchener freight terminal, and Waterloo, branching off between the city limits and Albert St., it became necessary for the company to seek a new location to carry on freight and express service properly, and it has been decided to do so on a private right of way. After preparing the plans and submitting them to the city for approval as to street crossings, the Hydro Electric Power Commission of Ontario appeared and opposed the application unless the G.T.R. agreed to grant the commission's proposed electric railway priority rights in the way of diamond crossing, signal plant and operation should the commission decide to cross this same land at some future date. This the G.T.R. refused to agree to, consequently its application for approval of plans was heard by the Board of Railway Commissioners at Hamilton, Oct. 29. The board's decision on the matter has not been announced. (Dec., 1919, pg. 670).

**Nipissing Central Ry.**—Residents of the part of Quebec lying round the

northern end of Lake Timiskaming, are reported to be desirous of securing connection with Liskeard, Cobalt, Haileybury and other Ontario towns. A suggestion has been made that the N.C.R., which has a Dominion charter, and authority to build lines in Quebec, might be extended from Liskeard through the area in question, as far as the Des Quinze River, where a large water power could be developed. The N.C.R. is owned by the Ontario Government. (July, 1918, pg. 308).

**Nova Scotia Tramways and Power Co.**—We are officially advised that the company has in progress the building of a new line on Cogswell St., Halifax, N.S., about 3,000 ft.; double track, which will connect the existing track on Gottingen and Windsor St., the rebuilding of 1,800 ft. double track on the Spring Garden Road, and the rebuilding of 3,400 ft. double track on Agricola St. The company has in contemplation the rebuilding of other track as follows:—Cobourg Road, 2,600 ft. double track; Quinpool Road, 4,100 ft., double track; Windsor St., 1,500 ft., double track; Gottingen St., 4,000 ft., single track.

**Ottawa Electric Ry.**—A press report states that laying rails for the street rail on the new Chaudiere Bridge, Ottawa, is being gone on with, and that as soon as this work is completed the temporary bridge will be removed. The Ottawa City Council was asked by a citizens' deputation, Dec. 6, to favor the building of a loop on Creighton St., and decided to refer the matter to the company for consideration. (Dec., 1919, pg. 670).

**Quebec Ry., Light and Power Co.**—We are officially advised that the agreement between the company and the Quebec City Council, signed Nov. 25, under the provisions of the bylaw passed by the city council Nov. 15, contains the following provisions as to extensions of lines, etc., to be built in consideration of the increase of fares authorized to be charged: Extension on Dorchester St., about 0.5 mile; extension on Charlesbourg Rd., from Lamontagne St. to Commissioner St., 650 ft. Construction of subway under Canadian Northern Ry. tracks on Beauport Road instead of placing a railway diamond for level crossing, as previously provided, this extension is completed, leaving the subway only to be built. The company had undertaken previously to extend its line in Belvedere Ward, and by the new agreement the city has agreed to extend the time limit in connection with the building of this extension. The company is expected to commence the extension not later than July 1, and to complete it not later than Nov. 25.

The company has also agreed to pay the same amount as paid last year to proprietors and tenants in connection with the removal of snow thrown on their properties by its sweepers. (Dec., 1919, pg. 670).

**Regina Municipal Ry.**—A special committee of the Regina, Sask., City Council is reported to have recommended the council to authorize the building of a loop of the spur line now running to the Imperial Oil works plant, and to install an interlocking plant at the intersection of the Fourth Ave. line with the C.P.R. Bulyea line. (Nov., 1919, pg. 612).

**Regina Municipal Ry.**—Superintendent Houston is reported to have recommended

that the following works be carried out on the Regina, Sask., Municipal Ry., during this year: Building a second track on Fifth Ave., west of Angus St.; building another three track unit to the car barns, east of the existing units, and extend the building south to a line flush with the offices. If a second story is added to the office building, it would then be possible to carry the roof across to the new unit, providing a good sized covered area, the width of the existing units and the length of the present office building, which would also provide partial protection for cars not parked in the storage barns. The existing barns comprise a three-track unit, and a one-track unit in the repair shops.

**The Sherbrooke Ry. and Power Co.**, during 1919, laid 1,800 ft. of additional track from Short St. to Drummond St., and 1,700 ft. of second track on Wellington St. The company is building about 3,000 ft. of new track on Alexander, Galt and Belvedere Sts. (Dec., 1914, pg. 670).

**Toronto Civic Ry.**—A second track is being built on Bloor St. West, between Quebec Ave. and Runnymede Road; 60 lb. rails being laid on gravel ballast. Other material is being secured and the work will be proceeded with as soon as weather permits. D. W. Harvey is Superintendent and Engineer. (Dec., 1919, pg. 671).

**Winnipeg Electric Ry.**—The Manitoba Public Utilities Commissioner was asked Dec. 10, to direct the removal of the Winnipeg Electric Ry. tracks to the center of Portage Ave., from the Winnipeg city limits to the intersection of the line of the westerly limit of Douglas St., and for the building of a double track subway. (Oct., 1919, pg. 553).

### London and Port Stanley Railway Betterments, Etc.

The London, Ont., Railway Commission asked the city council recently to have the ratepayers vote on Jan. 1, on a bylaw authorizing the issue of \$218,000 of debentures for London and Port Stanley Ry. purposes. A city council committee recommended that the amount be reduced to \$200,000, and this amount was inserted in the bylaw which will be voted on Jan. 1.

We are officially advised that the work proposed to be done includes the following:—An extension of car barns at London to provide additional space for repairs and storage, \$7,000. Double tracking of line through St. Thomas, which in addition to tracks already laid, will give the railway 2.5 miles of double track through that city, \$35,000. A new slip dock at Port Stanley, \$8,500. An extension of Port Stanley station, \$19,000. Extension of other buildings there \$11,000. Installation of track scales in London, \$9,500. Shelters and platforms at various concession stops along the line, \$9,300. Overhead railway bridge in St. Thomas, \$5,700. Electric locomotive and 5 or 6 passenger cars, \$95,000.

These expenditures are said to be necessary on account of the business done on the railway being about two and a half times as great as was estimated when the citizens were asked to vote on the electrification of the line in 1913. The commission has spent on various betterments and on additional equipment