

# Railway Development, Projected Lines, Surveys, Construction, Betterments, Etc.

**Alberta-Hudson Bay Ry.**—Surveys are reported to be in progress for a railway from Medicine Hat, southerly through Coutts, Alta., at the International boundary, with an extension in the United States, to connect with the Great Northern main line at Great Falls, Mont. C. B. Miles is said to be in charge of surveys.

This is the project originally initiated in Alberta under the title of the High River and Hudson Bay Ry., and in Saskatchewan as the Saskatchewan and Hudson Bay Ry., and under the Dominion Charters of the High River, Saskatchewan and Hudson Bay Ry., and the Calgary and Fernie Ry. The A. H. B. Ry. is the new title of the Alberta section of the undertaking, and the surveys reported to be under way cover the portion of new mileage authorized by the Alberta Legislature in 1917. (May, 1917, pg. 194; June, 1917, pg. 224).

**Alma & Jonquiere Ry.**—The Quebec Legislature has extended the time for the building of this projected railway from LaBarre or St. Gedeon, on the Quebec & Lake St. John Ry., to Little Discharge, to Alma Island, and through Signal, La Barre, Kenogami and Jonquiere Tps., to Jonquiere station on the Q. & St. J. Ry. (Dec., 1917, pg. 470.)

**Calgary and Coal Range Ry.**—The Alberta Legislature is being asked to incorporate a company to build a railway from Calgary south westerly to a point in either Tp. 19 or 20, in Ranges 2, 3 or 4 west 5th Meridian, thence south and south easterly to Tp. 16, Range 1, west 5th Meridian and thence southwesterly to the headquarters of Johnston Creek. Short & Cross, Edmonton, Alta., are solicitors for the applicants.

**The Canadian Northern Ry.'s locomotive house** at Portage la Prairie, Man., was destroyed by fire, Jan. 16.

A transfer track is reported to be under construction at Stebbler, Alta., to connect the Canadian Pacific and Canadian Northern Railways. It was expected to have the connection made by Jan. 31. Stettler is on the C. N. Ry.'s Vegreville-Calgary line, and on the C. P. R.'s Kerrobert-Lacombe line. (Jan. pg. 12).

**Grand Trunk Pacific Ry.**—It is reported that negotiations are practically completed under which the G. T. P. R. will utilize certain of the C. P. R. tracks in Saskatoon, Sask. At present the company runs outside Saskatoon, and in order that its trains may run through the C. P. R. station, connections will have to be made with that company's tracks near Floral on the east and Cory on the west. (Jan. pg. 12).

**Grand Trunk Ry.**—Brantford, Ont., ratepayers voted Jan. 7, by a majority of 272, in favor of a bylaw to raise \$40,000 by debentures towards the cost of constructing a subway under the G.T.R. tracks at St. Paul Ave.

In connection with the reduction of train service on the old London, Huron & Bruce Ry. between London and Wingham, Ont., a proposition is being discussed in the municipalities through which it runs in favor of the electrification of the line. (Jan., pg. 12).

**Great Northern Ry.**—The old frame building on Pender St., Vancouver, B.C., formerly used by the G. N. R. as a passenger station, and which has been closed since the opening of the new building on False Creek, is to be renovated and refitted for a stores building.

The new concrete and steel bridge which opens the North Road at Coquitlam, built through the G. N. R. in straightening its tracks along the Brunette Creek, has been opened for public traffic. Track laying along the new cut-off has been practically completed. The cut-off will reduce the distance between New Westminster and Vancouver by about half a mile, and eliminates the level crossing at the Brunette bridge. On Jan. 2, there was a big landslide adjoining the new bridge, which buried the new track for several hundred feet. The clearing of this away will, it is estimated, cause a delay of about a month in the completion of the cut-off (Nov. 1917, pg. 433.)

**Kettle Valley Ry.**—We are officially advised that tenders have been asked for the grading of the projected branch from Penticton southerly to Copper Mountain, and for the building of the bridges thereon. A. McCullough, Penticton, B.C., is Chief Engineer. (Dec. 1917, pg. 471).

**Michigan Central Rd.**—The Essex County Council is applying to the Ontario Legislature for the confirmation of an agreement respecting the use of a spur owned by the M.C.R. to convey sand and gravel for use under the Highway Improvement Act, from lands purchased by the county to the M.C.R. main line. (Aug., 1917, pg. 306.)

**Pacific Great Eastern Ry.**—A. F. Proctor, Chief Engineer of the British Columbia Department of Railways, has completed an inspection of the line and of the rolling stock. The inspection was made with a view of ascertaining how far the line has been damaged by the recent land slides. (Nov., 1917, pg. 433.)

**Quebec Bridge.**—A passenger train service was inaugurated over the bridge Jan. 6.

In connection with wild press reports as to contraction of the bridge during the winter, one being that there was a contraction of 9 ft., C. N. Monsarratt, chairman of the commission, is reported to have said that provision had been made in the structure for expansion and contraction of 36 in., which is sufficient to take care of a variation in temperature of 180 degrees. Between Dec. 18 and 30, when the greatest variation of temperature was 35 degrees, the contraction was only 4½ in. which was in accordance with expectations. (Jan., pg. 12).

**Red Deer Valley Coal Co.**—The Dominion Government has leased to the company land in the S. E. ¼ Sec. of Sec. 9, Tp. 29, Range 20, west of the 4th Meridian, for the construction of a spur line from the Canadian Northern Ry.'s Vegreville-Calgary line, to the company's collieries.

**Toronto, Hamilton and Buffalo Ry.**—The City Solicitor of Hamilton has prepared a draft lease covering the taking over of Mountain face property by the T. H. & B. R. It provides for the payment of taxes and rents by the company, the prohibition of shunting on Sundays and week nights, between 10 p.m. and 6 a.m., and the removal of all ties, rails and equipment at the expiration of five years. The Council's railway committee was called together on Jan. 15 to pass on the lease before it was forwarded to the Board of Railway Commissioners for approval.

At a meeting of residents of the district on Jan. 18, a committee was formed to look after the interests of citizens and

to continue the fight against the company being given authority to expropriate the land covered by the proposed lease for railway yard purposes. A suggestion was made that a general organization of citizens should be formed for the purpose of forming public opinion in favor of the carrying out of the recommendations of the Tye-Cauchon report in their entirety. (See "The Railway Situation in Hamilton," Jan., pg. 17.)

**Western Power Co. of Canada and Western Canada Power Co.**—The W. P. Co. of Canada is applying to the Dominion Parliament to authorize it to operate the railway built by the W. C. P. Co. and described in sec. 1, chap. 175 of the statutes of 1910 as, from a point at or near the company's works at Stave River, B.C., southerly and westerly to a point on the main line of the C.P.R. between Ruskin and Hammond. This line was built in 1910 and has been used as a logging railway, an electric locomotive being used for hauling the cars. (Feb., 1914, pg. 70, Oct., 1910, pg. 833.)

## Canadian Pacific Railway's Victory Loan Float.

Following are some additional particulars of the C.P.R.'s float which was used in the Victory Loan parades in Montreal and Toronto in November, and which was illustrated and briefly described in Canadian Railway and Marine World for December: The float was built at the company's Angus shops, Montreal, under the direction of W. E. Woodhouse, Chief Mechanical Engineer, and was completed in 48 hours from the time instructions were issued to build it. This model was half the size of the company's standard D-10 freight and passenger locomotive, being 36 ft. over all.

It was constructed as follows: The propelling gear was two Little Giant one-ton trucks, operated independently by two operators. The float was supported on these trucks by centre pins, located centrally between front and back drivers of each truck, and side bearings were provided to steady the load. The frame proper, which supported the locomotive and tender was of rigid construction, having two centre pins which engaged with centre pins on the trucks as above mentioned. The boiler, cab and tender were built up of a wooden frame work, which was fastened rigidly to the main frame, after which boiler jacket steel, 22 gauge, was wrapped around the wooden framework, producing an effect identical with an actual locomotive. The air to blow the whistle was provided from two oxygen bottles, which were located in the tender. Smoke was made as follows: A pan of water was located in the stack, with about 1 in. clearance between the pan and the stack and a fusee was lit and placed below the water pot, the heat of the fusee boiling the water, and the steam and smoke from the fusee escaping through the stack, giving the appearance of a locomotive under steam. The hand-rails, grab irons, etc., were actual duplicates of the real things, the whole make-up being an excellent duplicate (from outside appearances) of a D-10 locomotive.

New Brunswick received \$57,197 from railways taxes for the year ended Oct. 31, 1917.