

Electric Railway Projects, Construction, Betterments, Etc.

Brantford Municipal Ry.—The Brantford, Ont., City Council, on July 8, decided to employ a qualified electrician to make a report on the line from Brantford to Paris, and to have the City Engineer report as to the condition of the roadbed. This was the outcome of a discussion as to the condition of the line, its earning power and prospects. W. R. Turnbull, one of the commissioners in charge of the line, said the investigation would show that the line was safe, though not in a first class condition.

Reference was made to the projected Terrace Hill line, but no action was taken. (May, pg. 211.)

British Columbia Electric Ry.—We are officially advised that the only work being done now is the completion of the sub-station at Point Grey, and that no other betterments are contemplated at present. (July, pg. 308.)

Calgary Municipal Ry.—Several meetings have been held, at which the city council and the property owners affected by the proposal to straighten the Ogden line, were represented, but after considerable discussion no decision was reached. The Calgary & Western Land Co. gave certain parts of the present right of way, on certain understandings with the city, and it is opposing any change. The proposed straightened route would cut down the operating time on the line by three minutes a trip. (July, pg. 308.)

Edmonton Radial Ry.—The City Council has authorized the placing of new crossings on Jasper Ave., from 102nd to 108th streets at a cost of \$1,150, and some track repairs on Saskatchewan Ave., at a cost of \$800. (July, pg. 308.)

The Guelph Radial Ry. is, we are officially advised, constructing 3,000 ft. of track on Garden St., Guelph, Ont. A. H. Foster, Guelph, is Manager. (May, pg. 211.)

Kettle Valley Ry.—J. J. Warren, President, is reported to have stated recently that arrangements had been completed for carrying through the development of the Copper Mountain plans, which include the building of a branch of the K.V.R. to the mining properties. The three projects—the railway, the West Kootenay Light & Power Co.'s power line, and the erection of the ore mill by the mining company, will, he said, be carried through simultaneously. The contract for the railway was let to W. P. Tierney, who got his outfit on the job at the end of April. (July, pg. 285.)

The Levis County Ry. received tenders recently for the supply of 16,000 cedar, hemlock or jackpine ties, no. 1 grade, 6 in. thick, with a minimum face of 6 in., delivered at Levis, Que. H. E. Weyman, Levis, Que., is Manager.

Montreal Tramways Co.—We were officially advised, July 12, that work on the extension of lines in the city had not been commenced owing to the impossibility of obtaining the special type of rails required. As a result, the date of starting the work had been extended by the commission to July 15, and it was thought likely that it would be further extended until early in 1919. The work to be done is as follows:—

Route A, 1.95 miles—On St. Patrick St., from Church St. to Monk Boulevard, and on Monk Boulevard from St. Patrick St. to Allard St., these lines to be connected with those on Church St.

Route B, 1.49 miles—From Westmount on the company's property and on the

Cote de Neiges Road to Queen Mary Road with connections both east and west to the existing tracks on this last mentioned road.

Route C, 1.84 miles—On Park Ave. from Atlantic Ave. to Beaumont St., from Park Ave. to Bickerdike St., and on Bickerdike St. to Ball St.

Route E, 2.78 miles—On De Fleuremont St. from Christophe Colomb St. to Papineau St., with connection to the existing lines on De Fleuremont St. and with connection to the lines on Christophe Colomb St. and Papineau St. to the north; on Rosemont Boulevard from Papineau St. to Boulevard Pie IX., with connection to the lines on Papineau St., and on Boulevard Pie IX. to the south; on Boulevard Pie IX. from Rosemont Boulevard to the present double track of Boulevard Pie IX.; on Bellechasse St. from Henri Julien St. to St. Denis St., with connection to the lines on St. Denis St. in both north and south directions; the construction of these lines thus forming a continuous line from St. Lawrence St. to Pius IX. Boulevard, inclusively by way of Bellechasse, St. Denis, De Fleuremont and Papineau Streets and Rosemont and Pius IX. Boulevard.

Route F, 2.31 miles—On Iberville St. from Mason St. to Belanger St., with connections with the present lines on Iberville and Mason Sts., and with connections with the lines to be constructed on Rosemont Boulevard both east and west.

These lines are to be laid with 115 lb. steel rails on 6 x 8 x 8 ties, welded joints, without bonds, and to be ballasted with stone.

The other line, route D, is 4.11 miles long, and is on Kelly St. in Bordeaux Ward, from the Ahunatia railway station to Tolhurst St., on Tolhurst St. from Kelly St. to Daze St., on Daze St. from Tolhurst St. to Meilleur St., on Meilleur St. from Daze St. to McDuff St., on McDuff St. from Meilleur St. to Poincarre St., on Poincarre St. from McDuff St. to Boulevard Gouin, with a connection with the line to the Bas de Sault. This line is to be laid with 80 lb. steel rails on 6 x 8 x 8 ties, continuous joints, 2—4/0 bonds, and to be ballasted with stone. (June, 1917, pg. 243.)

Moose Jaw Electric Ry.—The Moose Jaw, Sask., City Council, on July 2, ordered the stopping of street railway traffic over the South Hill bridge, on and after July 5. A committee of investigation reported that while the bridge was in good condition, the method of laying the rails was such that the supports of the understructure must be absolutely sound. The stringers had become more or less rotten and the track was dependent upon the rails for alignment, the condition being such that the bridge was dangerous for traffic. The company had been advised that the council would take no responsibility for its further operation over the bridge. It was recommended that the finance committee and the City Commissioners consult with the committee as to necessary repairs to the bridge.

Quebec Ry., Light & Power Co.—W. J. Lynch, General Manager, on his return from a consultation with the company's directors in Montreal, July 10, is reported to have said that as soon as estimates are completed showing the materials required, construction will be started on the projected extension of the line along the Beauport Road, from Limoilou to the city boundary. It is also reported that the company will take over the spur line from Mastai station to Beauport asylum and

operate it in conjunction with its system. (July, pg. 308.)

The Suburban Rapid Transit Co., a subsidiary of the Winnipeg Electric Ry. Co., applied to the Assiniboine Municipal Council, July 2, for concessions respecting its pole lines. The council refused the application on the ground that the changes proposed were not in the locality's best interests.

Toronto Suburban Ry.—Under an agreement made with the Toronto City Council Nov. 30, 1917, and ratified at the Ontario Legislature's recent session, the company is granted an extension of time to Nov. 30, within which "to construct, complete, equip and put in operation its railway upon the portion of Davenport Road lying east of Bathurst St., to the northern limits of the city as the same existed in 1899. (Mar., pg. 117.)

Winnipeg Electric Ry.—The Winnipeg City Council received notice, July 3, that the company proposed to start work on the Sargent Ave. extension at once. (July, pg. 308.)

Winnipeg Electric Ry.—The city engineer reported to the Winnipeg Board of Control July 8, that the company had expended \$30,000 upon betterments and improvements to its lines and cars during May, being \$5,000 more than the agreement with the city called for. No expenditures had been made in the nature of construction work, so far as the elimination of electrolysis was concerned.

The city council was informed, July 10, that although the company looked upon an extension of the Talbot Ave. line to Cameron St. as a necessary one, it could not undertake it this year. (June, pg. 255.)

Fuel for Chatham, Wallaceburg & Lake Erie Ry.—The Ontario Railway and Municipal Board, on July 17, granted an extension of time to Aug. 1, for the use of natural gas for the generation of power for the operation of this railway. The reason for the extension is that there has been a delay in the delivery of repair parts required for the plant before other fuel can be used.

The Hydro Electric Power Commission of Ontario has received 10 of the 12 electric locomotives which it ordered recently from C. E. A. Carr Co., Toronto, for use in connection with its Chippewa-Queens-ton power development scheme. The trucks, bodies and cabs are being built by the National Steel Car Co. Six of the locomotives are supplied with General Electric equipment, and are supplied complete by C. E. A. Carr Co., and for the other six, which have Westinghouse equipment, that firm supplies the trucks, bodies and cabs only. These locomotives were completely described in Canadian Railway and Marine World for Dec., 1917, and illustrated in Apr., 1918.

The London Public Utilities Commission entertained representatives of London and other municipalities at dinner at Port Stanley, Ont., July 11. Among the speakers were the Premier of Ontario; Sir Adam Beck, chairman of the Hydro-Electric Power Commission of Ontario; R. Pocock, chairman London Public Utilities Commission, and J. W. Lyon, President Hydro-Electric Radial Ry. Association. Sir Adam Beck, in referring to criticisms of the London & Port Stanley Ry. finances, said the audited reports showed that the railway was not a burden to the city, but the exact reverse.