

Canadian Pacific Railway, Construction, Betterments, Etc.

Atlantic Division.—Press reports continue to state that the C.P.R. is contemplating building a short line from Montreal to Halifax, N.S., to handle passenger and mail service.

W. Downie, General Superintendent, is reported as stating that the Fredericton Branch will be relaid with heavier rails this year.

Eastern Division.—The Board of Railway Commissioners has authorized the opening for traffic of the second track for one mile from the G.T.R. diamond at St. Johns, to St. Johns Station, Que. This completes the second track from Montreal terminal to St. Johns, on which 23.01 miles of track were laid during 1912.

A second track has also been laid from Quebec Jet. to Ste Therese, Que., 7.33 miles.

The reconstructed bridge over the St. Lawrence River at Lachine, which carries a double track line, was opened for traffic Jan. 14. It is not finally completed, as the two 408 ft. channel spans will not be floated into position until the spring.

Plans have been deposited in the Registry Office, Montreal, showing a line from the main line 750 ft. south from Fosythe St., Montreal, to lot 396, Longue Pointe, 4.35 miles.

Montreal Terminals, Etc.—Recent press reports state that a plan is being worked out for the electrification of a line from the Windsor St. station through Montreal West to a point northwest of the Mount Royal, where a new model suburban city is to be laid out. It is stated that work will be started early in the spring.

Campbellford, Lake Ontario and Western Ry.—C. W. P. Ransey, Engineer of Construction, is reported as stating, Feb. 14, that it is expected to have the line completed ready for traffic early in December next. The line, 185 miles in length, starts from the present Montreal-Toronto line near Glen Tay, runs southwesterly to the lake shore near Brighton, along the lake shore, south of the G.T.R., to Port Hope, thence parallel with the G.T.R. on the north side, to near Agincourt, where it joins the existing line into Toronto. At the end of February there were 3,100 men at work on the line, with 23 steam shovels. There are 80 bridge structures of various kinds, and 65% of the work on these has been completed. The principal bridge structures are:—A 700 ft. structure, 145 ft. high, 11 miles west of Glen Tay; a 1,600 ft. viaduct, 70 ft. high, at Trenton; a 1,700 ft. structure, 50 ft. high, at Port Hope, and a 1,000 ft. structure, 80 ft. high, at Dixey Creek. About 70% of the grading has been completed, and it is expected to begin track laying in April. This work will be started at Glen Tay, Enterprise, Belleville, Trenton, and near Agincourt. The new line has a gradient of 0.4% compensated; the maximum curvature is 4 degrees. With the exception of the first 75 miles west of Glen Tay, which was heavy rock work, the construction is average cut and fill.

Ontario Division.—We were officially advised recently in connection with press reports to the effect that plans for the immediate building of a second track between Woodstock and London, Ont., had been prepared, that nothing has been decided, and that there was no definite decision as to whether the work would be done. The data, however, for the building of a second track from Islington, where the present second track ends, 8.7 miles west of Toronto, to Guelph Jet., have been secured, and it is not improbable that this work will

be put in hand this year. In connection with this project press reports state that surveys have been made for a new double track line from Streetsville Jet. through Guelph, rejoining the main line at Galt.

The Board of Railway Commissioners has approved of location and plans for a new passenger station at Woodstock, Ont.

Lake Superior Division.—Six engineering parties are reported to be working between Sudbury and Port Arthur, Ont., completing surveys for second track work between these points. The work is in charge of D. Hillman, who opened an office at Sudbury, Ont., Feb. 1.

Manitoba Division.—The Board of Railway Commissioners has authorized the opening for traffic of the second track between mileage 92.4 and 98, from Winnipeg. This is on the second track construction from Portage la Prairie into Brandon.

We are officially advised that the branch lines under construction Dec. 31, 1912, were:—Gimli north, 26 miles; from Lauder to Boissevain, 37 miles; and a line from Virden to MacAuley, 22.5 miles.

Tenders are under consideration for the building of locomotive houses, frame stations and section houses at various points on the Pembina section. J. C. Holden's Division Engineer at Winnipeg.

Saskatchewan Division.—A second track is being built east and west of Moose Jaw, which will give a complete second track from Regina to Chaplin. Of this 35.5 miles were reported under construction Dec. 31, 1912, with track laid on 14.2 miles. A second branch is also under construction on the Swift Current subdivision, of which 38 miles were reported as being under construction, Dec. 31, with 20.2 miles of track laid thereon.

The lines under construction on the division Dec. 31, were officially reported to us as follows:—Weyburn westerly, 95 miles, on which 36.8 miles of track were laid during 1912; Estevan northwesterly, 55 miles, on which 20 miles o. track were laid during 1912; and Kerrobert northeasterly, 36 miles.

A Moose Jaw press report, Feb. 12, states that the work to be done there during the current year includes 12 miles of additional trackage in the yards, a new station, and some additions to the shops. About 40 miles of the branch line northwesterly is to be relaid with 85 lb. rails.

R. Armstrong, Superintendent, Saskatoon, is reported as stating, Feb. 4, that he expected a second track between that station and Sutherland would be built this year, and that a number of additional industrial spur lines would be laid down.

The Board of Railway Commissioners has authorized the opening for traffic of the second track from Caron to Mortlach, Sask., mileage 16.2 to 25.6.

Alberta Division.—The branch lines and extensions officially reported to us as being under construction Dec. 31, 1912, were:—An extension of the Calgary and Edmonton Ry. Lacombe Branch, for 46.7 miles easterly, on which 32.8 miles of steel had been laid; a line from Sterling on the Alberta Ry. and Irrigation Co.'s line, easterly for 25 miles; a line from Suffield southwesterly for 57.3 miles, on which 26.8 miles of track had been laid, and the Alberta Central Ry. for 65 miles west and north-west from Red Deer.

Location plans have been approved by the Board of Railway Commissioners for the following mileages on the Alberta Central Ry., west of Red Deer:—Mileage 0 to 40; mileage 60 to 65; mileage 73 to 108,

and mileage 140 to 179.42. Although there has been some grading done on the line, we are officially advised that no track was laid during 1912.

The Board of Railway Commissioners has approved of revised location of the main line from mileage 27.05, the junction with the British Columbia Southern Ry., to mileage 32.89, Kootenay District, B.C.

British Columbia Division.—The Kootenay Valley Ry. was officially reported to us on Dec. 31, to be under construction from Golden southerly for 60 miles, on which track had been laid for 41 miles, and from Colvalli northerly for 21.9 miles. The line will connect Golden on the British Columbia Division, with the Crownsnest branch at Colvalli, on the Alberta Division.

Track has been laid on the second track under construction east of Vancouver, from Vancouver to Pitt Meadows, 22.1 miles, and the traffic has been handled over the double track line since the end of 1912. This piece of line carries the second track as far as the head of the new yards which are being laid out at Coquitlam. The building of a second track is in progress as far east as Ruby Creek, 81 miles from Vancouver.

The excavation for the foundations of the new station at Vancouver are being made, the section of the work in progress being east of the present station on Granville St.

The following figures were given out in Vancouver, Feb. 7, as to the expenditures to be made during the current year on this division:—New terminals, etc., \$2,488,700; enlarging steamship and river service, \$360,700; bridge renewals and replacements, \$265,000; roadbed and track improvements, \$656,400; buildings, \$30,000; miscellaneous items, \$199,000.

Sir Thos. G. Shaughnessy, President, is reported as stating in New York, Feb. 5, that the new work to be undertaken on the western lines division includes the building of a four mile tunnel at the foot of the Selkirk Mountains.

On his way through Vancouver to Japan recently Vice President George Bury was reported as stating that large grain elevators would be built on the Pitt River, as a part of the development of the new yards at Coquitlam, but that the plans for this part of the development were still in the formative stage, both as regards the wharf accommodation and the elevators.

Track laying on the line on the north shore, known as the Port Moody and North Shore Ry. was reported completed Feb. 1. It is reported that it is intended to continue the line as far as the Bidwell Bay area, and then across the north arm of Burrard Inlet into North Vancouver.

Press reports state that tanks are to be built at Port Moody, Coquitlam, Mission Jet., Ruby Creek, and North Bend, for the storage of oil to be used in the engines running between Vancouver and North Bend.

The general programme for new lines, additions to existing lines, second track work, etc., on the western lines, to be undertaken during the current year were fully referred to in Canadian Railway and Marine World for February, pg. 76.

The Toronto, Hamilton and Buffalo Ry. is installing a telephone circuit for train dispatching, which is expected to be in operation in April. The dispatchers will be located at Hamilton as at present.

The Board of Railway Commissioners will take up the question of reciprocal demurrage, and its suggested application in Canada, at a sittings in Ottawa on April 15.

The Toronto, Hamilton and Buffalo Ry. is said to be arranging for telephone train dispatching.