

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

**British Columbia Electric Ry.**—Point Grey municipal council on Jan. 13, granted the company permission to lay tracks on Grenville St. W. G. Murrin, Assistant General Manager, Vancouver, was present and explained that the company has no particular desire to build the line, but it is under an obligation to the C.P.R. to make an expenditure of \$50,000. (Jan., pg. 34).

**Calgary Municipal Ry.**—Tenders have been received for the supply of ties and bolts for repairs to the tracks during this year.

After lengthened consideration, the Calgary, Alta., City Council has adopted a route for the extension of the Tuxedo Park line. It favors the extension of the present Center St. line from the present terminus at Twentieth Ave. to beyond Thirty-Second Ave. In order to carry out this plan the Canadian Estates Co. is being asked to permit the removal of the present line on First St., northeast to Center Ave., and for the taking up of the present line from Twenty-Fourth Ave. northeast, this track to be relaid on the Edmonton trail to Twenty-Seventh Ave., northeast.

In connection with a recent accident on the Fourteenth St. West hill, A. G. Graves, City Commissioner, and T. H. McCauley, Superintendent, have made a number of recommendations for the re-routing of cars, the construction of new loops, improvements to the car brakes, etc., with the view of making the operation safe. A press report states that the estimated cost of the improvements is \$14,000. (Dec., 1919, pg. 670).

**The Hamilton, Grimsby and Beamsville Electric Ry.**'s barns at Beamsville, Ont., together with 3 passenger cars, were destroyed by fire, Dec. 28. The amount of the damage is variously estimated at from \$40,000 to \$75,000.

**Kingston, Portsmouth and Catarqui Electric Ry.**—We are officially advised that the company will make necessary repairs to its track, but is not contemplating any new construction.

**London and Port Stanley Ry.**—London, Ont., ratepayers on Jan. 1, by a vote of 2,930 to 2,188 defeated a bylaw for carrying out various betterments on the line, and the purchase of an electric locomotive and 6 passenger cars as detailed in Canadian Railway and Marine World for January, pg. 34. The commission asked for \$218,000, but the city council cut it down to \$200,000, which was the figure voted on. P. Pockock, Vice Chairman of the London Railway Commission, is reported to have stated, Jan. 5, that the defeat of the bylaw was probably caused by the large number of money bylaws voted upon, and the total amount asked for frightened the people that the money asked for the L. & P.S.R. is absolutely needed if the commission is to take care of the traffic and that the commission will, most probably, ask the council to have the bylaw submitted again at an early date. At this year's inaugural meeting of the London Railway Commission the question of the purchase of an electric locomotive and 6 cars was laid over for future consideration. It is said to be probable that the money for this rolling stock, and betterments for which the \$200,000 is required will be obtained by means of short term loans.

The new station building at Port

Stanley, Ont., which has already been described in Canadian Railway and Marine World, was opened Jan. 19.

An agreement with the London Gas Co. for the building of a spur line to the gas works has been approved, and it was decided to make application to the gas company for permission to extend the spur to the old Hunt's mill property and the hydro electric substation. (Jan., pg. 34).

**The Moncton Tramways Electricity and Gas Co.**'s car barns at Moncton, N.B., were destroyed by fire Dec. 26, the estimated amount of the damage being about \$50,000. The property destroyed included the car barn, and the machine shop, together with one car and a sweeper. A watchman lost his life as a result of injuries received during the fire. The property was only partially covered by insurance, the amount awarded to the company by the adjusters being reported to be \$8,540.

**The Montreal and Southern Counties Ry. Co.** is asking the Dominion Parliament to extend the time within which it may build its authorized lines of railway, and for other powers. The company was incorporated by the Dominion Parliament in 1897 to build a railway to be operated by electricity or any other mechanical power except steam, from the northern limit of Chambly County, Que., through Chambly, Vercheres, Rouville, St. Hyacinthe, Laprairie, St. Johns, Iberville, Missisquoi, Brome, Shefford, Stanstead and Sherbrooke Counties to the City of Sherbrooke, Que. In 1898 it was given power to build lines also in the Beauharnois, Chateauguay, Huntingdon and Napierville Counties. Extensions of time for construction were subsequently granted, the last being one of five years, granted in 1915. The company passed under G.T.R. ownership, and its railway consists of a line built from Montreal crossing the G.T.R. Victoria Jubilee Bridge to St. Lambert and Longueuil, and a converted Central Vermont Ry. branch having a total mileage of 52.20 miles. (Dec., 1919, pg. 670).

**The Montreal Tramways Co.** is, we are officially advised, building a new line on Stoville St., from Mason St., to Belanger St., 1.15 miles. At present it is not contemplating doing any new construction, but the usual work of renewal of tracks will be gone on with during the coming construction season. The company contemplates the immediate construction of a new substation at Cote St., with 10,000 k.w. capacity. (Dec., 1919, pg. 670).

**The Oshawa Ry.** has been authorized by the Board of Railway Commissioners to lay a second track across Wilkinson and Barrie Aves., and to make changes in the location of an existing spur line in Oshawa, Ont. (Aug., 1919, pg. 449).

**Port Arthur Civic Ry.**—A press report states that the Port Arthur, Ont., Civic Ry. contemplates the purchase of wires, etc., for the renewal of the overhead work on 4.5 mile of single track during this year.

**Quebec County**—A Quebec press report states that plans have been prepared for building an electric railway to link up a number of parishes and summer resorts in Quebec County, and that the project was laid before representatives of municipalities interested at a meeting held recently at Loretteville. The suggestion is to start from the

Sillery terminus of the Quebec County Ry., a subsidiary of the Quebec Ry., Light and Power Co., run through the Sillery, Cap Rouge, La Suede, Les Sauls, Loretteville, Ancienne, Lorette, Charlesbourg and Beauport municipalities and connect with the Q.R., L. and P. Co.'s line in Limoliou Ward, Quebec City. The estimated cost is \$500,000, and the promoters are said to be ready to begin building in April.

**Quebec Ry., Light and Power Co.**—Some complaints having been made as to the condition of extension work on the Beauport Road, W. J. Lynch, General Manager, was reported to have said, Jan. 13, that the extension was completed and that cars were running as far as the Canadian Northern Ry. crossing by Nov. 13, two days ahead of the date stipulated on the agreement with the city. Beyond the C.N.R. tracks grading has been finished and track laid, but owing to the state of the ground, the erection of the poles for the overhead work has been suspended. It is the company's intention to complete the work with as little delay as possible. (Jan., pg. 34).

**Toronto Civic Ry.**—We are officially advised that there were no extensions of or additions to the track, rolling stock or buildings during 1919. The only projected extension on which there is any definite instruction at present is the double tracking of the present temporary single track line on Bloor St. West, between Quebec Ave., and Runnymede Road, 0.491 mile.

Tenders will be received to Feb. 17, for the construction and equipment of the St. Clair Ave.-Mount Pleasant Road extension. The specifications show that this work involves the widening of St. Clair Ave., east of Yonge St.; the laying of a permanent pavement, with a double track railway, along the middle of the street; the grading of Mount Pleasant Road, the installation of a temporary ballast line; the construction of bridges and trestles, and the provision of 13 cars for the operation of the line. The track will be laid with 7 in. girder rails, 122 lb. to the yard; the St. Clair Ave. track to be classed as permanent, and the Mount Pleasant Road track to be classed as temporary. (Jan., pg. 34).

**Toronto Ry.**—The Board of Railway Commissioners has ordered the company to pay the C.P.R. \$10,093.98, being 10% of the estimated cost of the subway at Avenue Road, and interest at 5% on half the cost of the work during construction, and on the total cost from completion, amounting to \$13,807.01, altogether \$23,900.99. (Dec., 1919, pg. 671).

**The Waterloo-Wellington Ry. Co.** will apply to the Ontario Legislature to amend the letters patent incorporating the company under the name of the Berlin and Bridgeport Electric St. Ry. by authorizing it to build an electric railway from Bridgeport, through the Waterloo and Guelph townships to the City of Guelph.

A press report referring to the above, prior to the official notice of the application to the legislature being published, stated that W. H. Breithaupt, Kitchener, President of the company, said that after such a line had been built the company might be induced to sell out to the Hydro Electric Power Commission of Ontario at a fair price. (Jan., pg. 33).