

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

**Canadian Pacific Ry.**—Rock ballast is being laid on the Montreal-Toronto line west of Vaudreuil, and it is expected to complete the rock ballasting of the double track this season to mileage 28 on the Winchester sub-division. This will complete this ballasting from Windsor St. Station, Montreal, to near St. Clet, 34 miles. (Nov., pg. 488.)

**The Dominion Atlantic Ry.** station at Bridgetown, N.S., was burned to the ground Nov. 10.

**The Edmonton, Dunvegan & British Columbia Ry.**'s general offices in Edmonton, Alta., a 2½ story frame building, valued at \$10,000, were destroyed by fire recently. Temporary offices have been opened. New plans have been announced for rebuilding.

Residents of the Grouard district recently urged upon the Alberta Government the desirability of building a branch of the E.D. & B.C.R. into Grouard, Alta. The Premier promised the deputation that the government will do all that is possible to secure the early building of the branch line, for which the legislature had already provided a guarantee of bonds. Hon. J. L. Cote informed the deputation that he had taken up with the company the bettering of facilities for handling the Grouard district traffic, and had been assured that the necessary steps would be taken to have increased facilities provided at Ewalda, mileage 227.2 from Edmonton Jct., and 237.2 miles from the Grand Trunk Pacific Ry. terminals in Edmonton. Grouard is situated at the western end of Lesser Slave Lake, and is 7 or 8 miles back from the railway. The deputation pointed out that inward local freight for the 12 months Sept. 1, 1917, to Aug. 31, 1918, amounted to 493 tons, while 1,223 tons had been shipped out. (Nov., pg. 488.)

**Grand Trunk Pacific Ry.**—Work is reported to have been started on the enlargement of the company's locomotive house, machine shops and power house, and the laying out of additional yard tracks at the Edmonton, Alta., terminals. Other extensions, it is reported, will be undertaken in the near future. (Nov., pg. 488.)

**Grand Trunk Ry.**—At a meeting of the Ottawa City Council, Nov. 18, the question of G.T.R. crosstown tracks was discussed, and the board of control was asked to take the matter up with the company and with the Dominion Government. The consideration of motions to have bylaws submitted at the municipal elections in Jan., 1919, for raising \$190,000 for a subway under the tracks at Lyon St., and \$200,000 for a viaduct at the crossing on O'Connor St. was postponed. The present suggestion is that the crosstown lines be removed entirely, as suggested by the Federal Town Planning Commission. (Sept., pg. 390.)

**Pacific Great Eastern Ry.**—A press report stated Nov. 13, that track laying had been completed from the former track end near Clinton, to 59-Mile House, 18 miles, and that work has been started laying from 59-Mile House to a point six miles southerly from Horse Lake summit. This will complete the track laying work for the season. The Northern Construction Co., which has the contract, will carry on the deepening of cuts and other similar work on the uncompleted portions of the grade right of way into Prince George, B.C., during the winter. (Nov., pg. 488.)

**Pacific Great Eastern Ry.**—The British Columbia Government owns and operates this railway, one section of which, from North Vancouver to Whytecliffe, 13 miles, is not yet connected up with Squamish, from which point the line runs inland to Clinton, and is under construction thence to Fort George. It has been proposed that the North Vancouver-Whytecliffe section, which runs through a suburban area, should be electrified. The Premier of British Columbia is reported to have said that the government may undertake the work. There is, he added, enough water power at three points along the principal section of the line to operate the whole line to Fort George by electricity when conditions warrant its being done. We have been officially advised that only the future possibilities of electrification have been discussed, and that no active steps are being taken at present.

The deck of the new bridge at Kitsilano, on the West Vancouver-Whytecliffe section of the line, has been completed, and traffic was reported to have been run over the new bridge Nov. 7. (Nov., pg. 488.)

**St. John & Quebec Ry.**—The New Brunswick Government has decided to ask the Dominion Government to take over the St. J. & Q. Ry., which extends from Centreville to Gagetown, N.B., 121 miles, with an extension southerly, nearly completed, from Gagetown to a junction with the C.P.R. near Washfield, 37.8 miles, and a projected extension northerly from Centreville to Andover, N.B., 12 miles, surveys for which have been made. The construction was financed by the New Brunswick Government, which subsequently took over the company's charter, and the completed part of the line is being operated by the Canadian Government Railways on a percentage basis. The matter was expected to be discussed at Ottawa Nov. 19. (Nov., pg. 488.)

**Timiskaming & Northern Ontario Ry.** The Cochrane, Ont., Board of Trade is reported to have asked the Ontario Government to proceed with the extension of the T. & N.O.R. from Cochrane to James Bay, Hudson Bay.

**The Toronto, Hamilton & Buffalo Ry.** has under consideration the making of extensive alterations and additions to its Forest Ave. freight yards at Hamilton, Ont. The extension, it was reported, Oct. 23, is planned to run to a point above Emerald St., and involves the closing of Ghent St. and the removal of the Aged Women's Home on Wellington St. The City Council's special railway committee met Oct. 25, to discuss the matter, notwithstanding the fact that the formal notice of the company's intention had not been received. The committee considered that it was the company's intention to connect up the Forest Ave. delivery and storage yard with the Kinnear sorting yard at Ottawa St. The committee also considered that the building of the Red Hill cut off, as recommended in the Tye-Cauchon report (see Canadian Railway and Marine World, Sept., 1917, pg. 342) would give the company the accommodation desired, while preserving the city's interests. The committee passed the following resolution:—

"That negotiations be entered upon by the city with the railway companies concerned for the purpose of carrying out of the proposals of the Tye-Cauchon report,

and that the Board of Railway Commissioners be petitioned to co-operate with the city and railway companies during the investigations and negotiations. That the city solicitor be instructed to seek legislation empowering the Board of Railway Commissioners in the case of the City of Hamilton to carry out the provisions of the Tye-Cauchon report along the lines of the bill introduced by Senator George Lynch-Staunton on April 19, 1918, and in accordance with the suggestion of Sir James Loughheed on the introduction of the bill. That the Dominion War Board be petitioned as a measure of war relief to order the construction of the Red Hill cut off, provided by the Tye-Cauchon report, and that the City of Toronto and other municipalities affected by condition of freight congestion in the Hamilton and Niagara district be advised of the situation and asked to assist in forwarding and prosecuting this petition."

The city's works committee also gave some consideration to the matter Nov. 6, and authorized the engagement of N. Cauchon and D. Grubb to prepare a plan for carrying certain streets over the railway to give access to the mountain face park.

The Hamilton City Council received, Nov. 13, a copy of a Board of Railway Commissioners judgment, authorizing the company to proceed with its expropriation of certain properties required for the extension of its Kinnear yard at Hamilton. The council's special railway committee is considering the advisability of appealing against the judgment. (Oct., pg. 438.)

## Railway Rolling Stock Orders and Deliveries.

The Greater Winnipeg Water District has sold a 4-wheel switching locomotive to Peter Meagher, Duluth, Minn.

The Canadian Car & Foundry Co. has received an order from the Dominion Government for repairs to the Prime Minister's private car.

The C.P.R. has received 3 express refrigerator cars, 2 baggage and express cars and 1 wooden single track snow plough, from its Angus shops, Montreal.

The G.T.R., between Oct. 15 and Nov. 15, received 7 Mikado locomotives from the Canadian Locomotive Co., which were ordered by the Dominion Railways Department.

It is reported that experiments are being made in the U.S. as to the feasibility of using concrete in the construction of freight cars. It is stated that a gondola car is being built, for a thorough testing, and if satisfactory, cars of other types for freight service will be built.

Canadian Car & Foundry Co. delivered to Canadian Government Railways, recently, 30 Hart-Otis ballast cars, 50 tons capacity, and 376 steel frame box cars, 40 tons capacity. It has also delivered 49 all wood C.G.R. box cars, which have been repaired at the Montreal and Amherst plants.

The U.S. Government is reported to have recalled orders placed for 2,500 locomotives, 61,000 freight cars, and other minor equipment, intended for war service in Europe, since the signing of the armistice. The report also states that British, U.S. and French Governments have decided to pool their surplus rolling