

The Canadian Pacific Railway's Coal Handling Plant at Fort William.

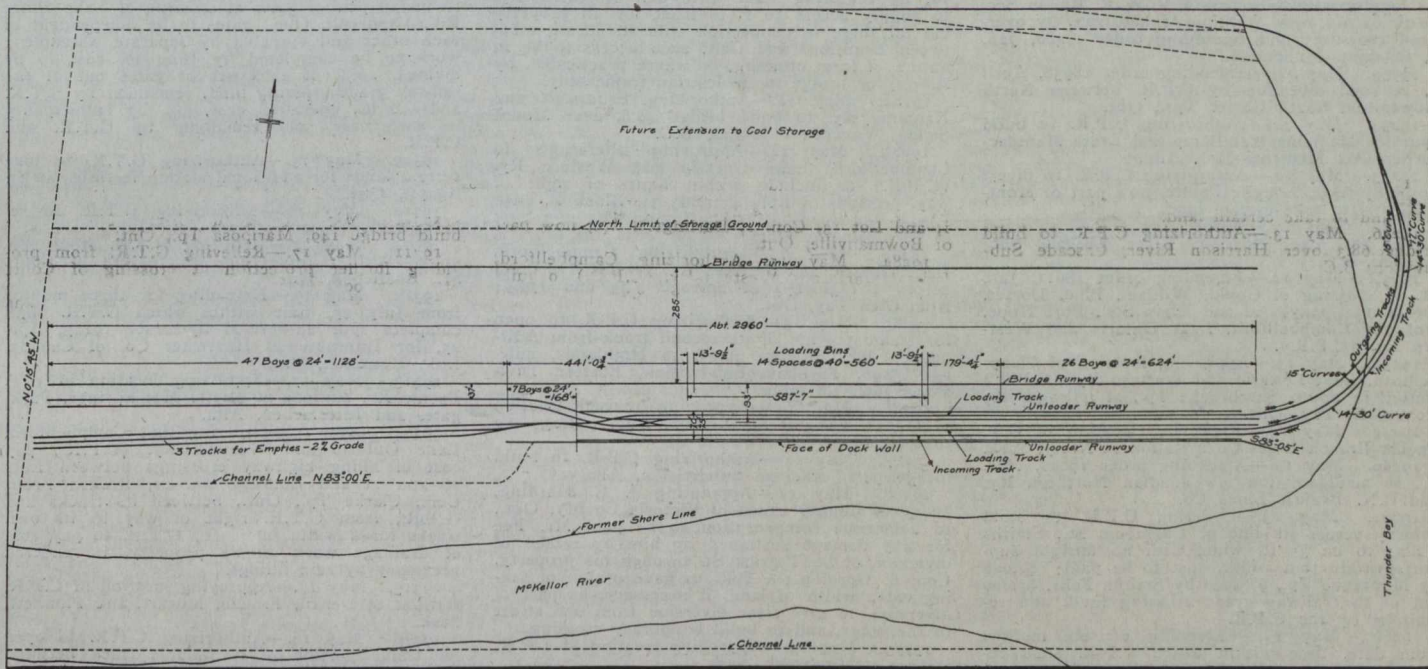
A complete description of the coal handling plant that the C.P.R. is having constructed for its own coal at Fort William, was given in the Canadian Railway and Marine World for Feb., 1912. That article covered the construction and operating details of the machine itself. The layout of the plant, with a view to continuous operation without pauses while waiting for the shunting in of cars, is rather ingenious, as an examination of the accompanying plan will show.

The plant consists of two unloaders, which lift the coal in 8 ton buckets from the vessel's hold, and carry it back either to a temporary storage pile beyond the north rail of the runway, or to 35 ton scale cars on double tracks between the unloader tracks. From a temporary storage pile, the coal is picked up by a 9 ton bucket, on a 520 ft. cantilever bridge, which bridges the main storage pile to the north of the temporary storage.

In operation, a switcher brings in a string of empties from the yard, running along the incoming tracks under the unloader, leaving the string on one of the three temporary storage tracks. From these tracks, the string can be run down into the plant, as required, by gravity, this being the object of the 2% ramp. Thus, 15 cars can be run in on either of the loading tracks. The box car loaders proceed along one string of cars, filling them up, then back along the other string. While one is being filled up, the other set of loaded cars is drawn further along through the plant by a car haulage system at the east end, and a set of empties run down by gravity to take their place. The loaded cars are drawn off from the east end of the plant by the switcher, which is kept busy bringing empties, and drawing away the loaded cars. By the use of this third incoming track, and the graded empty yard, the movement of the cars through the

Proposed Railway From Quebec to Labrador.

The Newfoundland Legislature has been giving consideration to a measure providing a subsidy of 6,000 acres of land a mile, with a free right of way, exemption from taxation and some lesser privileges, towards the building of a railway in the Newfoundland Labrador. It is proposed that a contract shall be entered into with the Canadian Atlantic Corporation, the directors of which include Thomas Skinner and J. Foster, London, Eng. This corporation proposes to build a railway from Quebec to Cape Charles, or between that point and Bradore Bay; to operate a train ferry between the Labrador coast and Newfoundland, and a line from the ferry to the Reid Newfoundland Ry. near Bonne Bay. The present proposal covers only the proposed line on the Labrador coast, which would form part of a continuous line from Quebec to the coast. The corporation represents that it has made a provisional agreement to take a 99 year



Plan of C.P.R. Coal Handling Plant at Fort William, Showing Arrangement of Tracks for Continuous Movement of Cars Being Loaded.

There are 30 car loading bins located in a double row, as indicated on the plan, and under the scale cars, by which they are filled. The scale cars drop the exact amount of coal, corresponding to the capacity of the freight car, to be loaded into each of the bins, and from the latter the coal descends into box car loaders, which fill the box cars on the two loading tracks shown.

The ingenious feature of the layout is the planning of these loading and entering tracks. From the east, along the edge of the dock wall, runs the incoming track, which enters from the east, where the trackage comes from the adjacent yards, all the tracks coming in on a sharp curve from the rear of the storage pile. Proceeding west along the dock wall, to the south of the loading bins, the three tracks through the plant converge—that is, the two loading tracks and the incoming track. Beyond this converging track are three parallel tracks, rising on a 2% gradient, the tracks terminating at the west end of the plant. These three tracks are for the temporary storage of the empties on their passage through the plant.

plant is continuous. It is of interest to note that the dock was sunk in the solid ground, and after completion, the ground outside was dredged out. At this section of Island no. 1, on which the plant stands, the ground was very low, so that the discharge from the hydraulic dredges working on improvements to the McKellar River channel were usefully employed in bringing the level of the ground to the proper height.

Canadian Ticket Agents' Association.—At a meeting of the executive committee at London, Ont., June 13, J. P. Hanley, C.P. & T.A., Grand Trunk Ry., Kingston, Ont., and W. Fulton, C.P.A., Canadian Pacific Ry., London, were appointed on the committee, vice C. E. Horning, now D.P.A., Grand Trunk Ry., and J. F. Dolan, who has been appointed D.P.A., Richelieu and Ontario Navigation Co., at Boston, Mass. J. A. McKenzie, C.P.A., Grand Trunk Ry., Woodstock, Ont., and 3rd Vice President of the Association, was appointed in place of Mr. Horning, as representative to the G.P. & T.A. convention to be held at Philadelphia, Oct. 14 and 15.

lease of running powers over the Quebec and Saguenay Ry. and its connections, between Quebec and Murray Bay, 86 miles; and has also acquired charter rights to build a railway from Murray Bay to Seven Islands, 380 miles, for which the Canadian Government has already granted a subsidy. Nothing has been arranged as to the route from Seven Islands to the Quebec-Labrador boundary. The company agrees to begin construction in four years, and to have the line completed in 10 years.

Railway Lands Patented.—Letters patent were issued during April, covering Dominion railway lands in Manitoba, Saskatchewan, Alberta and British Columbia, as follows:—

	Acres.
Calgary and Edmonton Ry.	642.00
Canadian Northern Alberta Ry.	86.86
Canadian Northern Ry.	1,456.63
Canadian Pacific Ry.	47.04
Grand Trunk Pacific Branch Lines Co.	6.50
Grand Trunk Pacific Ry.	55.46
Qu'Appelle, Long Lake and Saskatchewan Rd. and Steamboat Co.	1,146.59
Total	3,440.99