

G.T.R. Betterments, Construction, Etc.

Montreal Terminals.—On a portion of the land recently acquired in the vicinity of St. Henri and Turcot, Montreal, tracks to accommodate 2,000 cars being laid. This, however, is only preliminary to the work of laying out the new yards on the site. (Nov., pg. 387.)

Elevator at Montreal.—The foundations for the elevator to be erected at Windmill Point by the Montreal Warehousing Co., a subsidiary of the G.T.R., have been completed, and nothing more will be done until the spring. No contract has been let for the erection of the elevator.

Lacadie-St. John's Double-track. The second track between Lacadie and St. John's Que., 7 miles, has been completed, and a regular train service was placed in operation over it Nov. 16. (Sept., pg. 309.)

Toronto-Montreal Second Track.—The double-tracking and gradient reduction operations between Port Hope and Port Union were begun in the spring of 1901, and will be entirely completed this year. The line between the points mentioned runs practically parallel to the shore of Lake Ontario, crossing the valleys at almost right angles, and making a series of heavy ascending and descending gradients; the maximum being 1%. The new gradient over this section has been reduced, for eastbound traffic, to practically $\frac{1}{3}$ of 1%. To accomplish this the old track was lowered from 10 to 20 ft. at the summits and the fills raised a corresponding amount. Between Port Hope and Newtonville, a distance of eight miles, a new line to the north was chosen, eliminating several reverse curves, a 1% grade, and reducing the gradients (westbound) from 1% to 0.5%. A diversion was also made around the Darlington summit, which, although slightly increasing the curvature, decreased the maximum 1% gradient two-thirds. The grading consisting principally of hard clay with underlying layers of hard pan; and was handled very economically by steam shovels of $2\frac{1}{2}$ yard dipper capacity. Several smaller shovels were used in the light cuttings and in getting out ballast. The shovels working the cuts loaded the material on to flat cars, which were then moved to the fills and unloaded by ploughs operated by rapid unloaders. The cuts were sloped and excavated to the proper grade by the shovels, leaving very little trimming to be done by hand. The work, which presented no great difficulty, was accomplished with a very light hindrance to traffic, it being found desirable to maintain one track for main line trains, the work trains in all cases using separate tracks. As stated previously, the work will be completed this season, there being at present uncompleted a small amount of grading with about 10 miles of track to ballast. (Sept., pg. 309.)

Allandale Yards, Etc.—The new roundhouse, under construction at Allandale, Ont., will be of similar size to that recently completed at Fort Erie. It will be in the form of three-quarters of a circle, having a diameter of 330 ft., and a height of 25 ft.; with a depth of 80 ft. There are 27 stalls, which surround a turntable with a steel platform, 70 ft. in length. Adjoining is a machine shop, 50 ft. by 125 ft., having a smoke-stack, 75 ft. in height. There is also being built a store and office building, 115 ft. by 20 ft. The basement will be used for oil and other stores, and for records, while the master mechanic and his staff will have offices upstairs. These buildings are being constructed of concrete, the roof of the roundhouse and machine shop being of felt and gravel, and the office building of slate. (Nov., pg. 387.)

Toronto Yards.—Tracks are being laid in the new freight yards at Toronto, and the whole work is expected to be completed early in Dec. Work on the inward freight shed

will be gone on with in the spring. (Nov., pg. 387.)

Sarnia-Kingscourt Second Track.—The grading for the second track between Kingscourt Jct. and Sarnia, Ont., is completed, and it is expected to have the track laid and a train service in operation over the whole of this section by Dec. 31. The second track is already in operation between Kingscourt and Wyoming. (Nov., pg. 387.)

G.T. Pacific Ry.—We are advised that the surveys being made for the G.T.P.Ry. are under the charge of the following: Assistant Chief Engineer, J. R. Stephens, Montreal; Division engineers, G. A. Knowlton, North Bay, Ont.; G. A. Kyle, Winnipeg, Man., and C. C. VanArdol, Victoria, B.C. The Railroad Gazette, New York, recently announced that E. R. McNeill, resident engineer of the Great Northern Ry., U.S., at Havre, Mont., had been appointed district engineer at Edmonton, Alta., but we are officially informed that he has been attached to the surveying staff in the vicinity of Edmonton. The Railway Age, Chicago, announced that E. P. Reynolds, Jr., of Wymore, Neb., had been appointed consulting engineer in charge of the location and construction of the G.T.P.R.; we have been officially advised that the G.T.R. management knows nothing of this appointment. We have been unable to obtain a complete list of the engineers employed on the 16 parties in the field, the personnel being so frequently changed, owing to illness, unfamiliarity with the country and other causes, that we are informed a satisfactory list would be very difficult to compile. The names of engineers are so frequently appearing in the press as being engaged on surveys for the G.T.P.Ry. that it would be interesting to have a complete and correct list. Among the names of engineers recently mentioned, in addition to those already referred to, are the following:—Pym, working in the vicinity of Lac du Bonnet; C. N. Bouchier, in charge of survey near Heron Bay, Ont.; L. J. Houston, formerly with the C.P.R. at Fort William, Ont., on survey north of Fort William;—Meyer, on survey between Lake Nepigon and Frenchmen's Head; L. R. Ord, on survey from Frenchmen's Head, westerly; B. A. H. Lansberry, of New York, with party of 11, north of Yorkton, Assa.;—Armstrong, town engineer of Edmonton, Alta., on survey north, having obtained leave of absence from town council; A. F. Cotton, New Westminster, B.C., was on survey near Hazelton, B.C.

The Huntsville and Lake of Bays Ry. has purchased two saddle-tank engines, 14 box cars and 10 flat cars, formerly used by the E. B. Eddy Co. at Hull, Que.

The Intercolonial Ry. has received from the Toronto Industrial Exhibition Association a diploma awarded for a collection of photographs illustrating the route of the Maritime express, shown at this year's exhibition.

The G.T.R. between Oct. 23 and Nov. 23 added to its equipment seven switching engines, built at its Montreal shops; one switching engine, built at its Fort Gratiot, Mich., shops; and 12 cinder cars, built at its Port Huron, Mich., shops.

The B.C. Electric Ry. Co. has built at its New Westminster shops two double truck cars, 48 ft. bodies, for use on the interurban line between Vancouver and New Westminster, B.C.; and six single truck cars for use on its lines in Vancouver and Victoria.

The Canadian Northern Ry. has issued a new folder giving a short story of the commercial development of Northwest Canada. It is well written and profusely illustrated with cuts showing the early methods of transportation in the country, the public buildings of Winnipeg and other centres of population.

C.P.R. Betterments, Construction, Etc.

Megantic Line Improvements.—During the summer considerable work has been done on the line in the vicinity of Megantic, Que. A number of curves have been straightened, the roadbed raised, and widened in places, and a rock cut near Johnville blasted out. New steel has been laid from near Bulwer to a mile west of Cookshire, Que.

Megantic Yard.—The increasing freight passing over the line between Montreal and St. John, N.B., has led to a congestion at the freight yards at Megantic, Que., and it is reported that they will be enlarged to meet the increasing demands. Another press report states that consideration has been given to the question of removing the divisional point from Megantic to Holey.

Montreal Terminals.—In connection with the appropriation of \$4,500,000 for general improvements of terminals etc., a press report quotes Sir Thos. Shaughnessy as stating that a very considerable amount will be spent upon the terminals at Windsor st. station; that the purchase of land between the city and Montreal West had been going on steadily, and before long all the way out west there will be important extensions. First of all, there will be an increase of trackage; then there will be shunting grounds provided, sheds for reserve cars, and possibly another turntable. These improvements would take \$1,000,000 or more. (Oct., pg. 355.)

Montreal Shops.—The power house at the new shops, for which a permit was recently obtained, will be 164 ft. long by 60 ft. wide, and will cost \$40,000. (June, pg. 245.)

Northern Colonization Ry.—The distance from Labelle to Nominique, Que., is 25 miles, and track was laid to three miles beyond Labelle when work on the extension to Nominique was commenced, so that there remained 22 miles to be graded and completed. The grading was expected to be completed by Nov. 15, and tracklaying finished by Dec. 1. The grading has been a difficult work, there being a good deal of hard pan. There is not much bridge work on the extension. (Nov., pg. 385.)

St. Philippe d'Argenteuil to Brownsburg.—The Dominion Parliament at its last session voted a subsidy of \$3,200 a mile towards the construction of a line from the C.P.R., on the Montreal-Ottawa line, 49 miles from Montreal, northerly through the village of Brownsburg, Que., not exceeding three miles.

Ottawa, Northern and Western Ry.—The lines of the Ottawa, Northern and Western Ry., which include the old Ottawa and Gatineau Valley Ry., and the Pontiac Pacific Junction Ry., have been absorbed by the C.P.R., and are being operated as a portion of the Eastern division. In addition to securing the lines built and the charter rights of the two companies forming the O.N. and W. R. the C.P.R. also secured the Interprovincial bridge and the Hull Electric Ry.

At the recent session of the Dominion Parliament a subsidy of \$3,200 a mile was voted for one mile of railway completing the Company's connecting lines in the city of Hull, Que.; and for a line into and through Hull from the old Ottawa and Gatineau Ry., not exceeding 4 miles, in lieu of previous subsidies. A subsidy was also voted for a line from Waltham, Que., the present terminus of the old Pontiac Pacific Junction Ry., to Ferguson Point, about 20 miles. The first two mentioned of these lines have been constructed and are in operation, and provision is made in the charter of the old P.P.J. Ry. Co., for the extension from Waltham.

The extension of the old Ottawa and Gatineau Ry. from Gracefield to Maniwaki is practically completed, construction trains having been running into Maniwaki since early in Nov. (Oct., pg. 145.)