

CANADIAN  
PACIFIC

SOUTH ONTARIO  
PACIFIC

C. H. RIFF

**South Ontario Pacific Ry.**—We are advised that tenders have been asked for the building of a line from Hamilton to Guelph Jct., Ont., and it is expected that a contract will be let at an early date.

The location plans show a line entering Hamilton south of the G.T.R. line, running westerly, and connecting with the Toronto, Hamilton and Buffalo Ry. In leaving Hamilton the line, after crossing the G.T.R., proceeds northerly, passing to the east of Waterdown village, and on to the 10th concession line of East Flamboro tp., where it passes into Nelson tp., and then on to Guelph Jct., where a junction is effected with the main line from Toronto to Windsor, and the line through Guelph to Goderich. The distance between Hamilton and Guelph Jct. is about 16 miles, and between Hamilton and Guelph 33.9 miles. J. E. Beattie is engineer in charge of the work at Guelph Jct., and he is reported as saying, Mar. 8, that the work would be started in about a month. W. J. Grant, C.P.R. agent in Hamilton, appeared before the Hamilton board of control recently, when it was arranged that the line should connect with the present C.P.R. line west of the Desjardins canal.

April 1911

**South Ontario Pacific Ry.**—We are officially advised that a contract has been let to the Toronto Construction Co., for the building of the line between Hamilton and Guelph Jct., Ont.

The Dominion Parliament has extended the time for the construction of previously authorized lines, and has given power for the building of a line from Guelph Jct. to Hamilton, Ont.

MAY 1911

South Ontario Pacific Ry.—The Board  
of Railway Commissioners has approved  
location plans of a portion of this line  
between Guelph Jct. and Hamilton,  
Ont.

A small quantity of grading has been  
done at Guelph Jct. and in the way of  
getting in material yard tracks, etc.  
The general contractors, the Toronto  
Construction Co., we were advised May  
16, expected to start in work on an ex-  
tensive scale at an early date.

June 1911

**South Ontario Furnace Ry.**—The Board of Railway Commissioners has approved of a revised location on this line from Guelph Jet. to Hamilton, so as to permit it to connect with the Toronto, Hamilton and Buffalo Ry. at Hamilton.

September 1911

South Ontario Pacific Ry.—We are advised that good progress is being made with the construction of the line from Guelph Jct. to Hamilton, Ont. The Toronto Construction Co. has the contract for the whole work, and has had a steam shovel at work since June 20, in cemented gravel at mileage 15.7 to the junction with the Toronto, Hamilton and Buffalo Ry. at mileage 16.28. The Toronto Construction Co. is doing all the concrete work itself, and expects to have it completed by Oct 31. The work from Guelph Jct., mileage 0 to Progressation, mileage 6, has been sublet to C. J. Price, who had previously been carrying out some railway work at Cobalt, Ont. J. Baskin, Norwood, Ont., has the sub-contract for grading from mileage 6 to 10.5; no sub-contract has been let for the work from this point at mileage 13, although it is expected to let one at an early date. Taylor and Love, Waterdown, are the sub-contractors for the next mile, on which they have two gangs

October 1911

at work; and L. W. Reade, Hamilton, is grading from mileage 14 to 15.7. The Price and Baskin contracts are expected to be finished this fall, and it is expected to have five or six miles of track laid from Guelph Jct., southerly, by the end of the year.

The Board of Railway Commissioners has authorized the building of the line across a number of highways, to divert certain others, to cross the G.T.R. in West Flamboro tp., and to build a bridge to carry Lundas St. in Waterdown over the line. It has approved detail plans for the bridge over the line at mileage 15.77.

South Ontario Pacific Ry.—The Board  
of Railway Commissioners has approved  
of a revised location on this line from  
Guelph Jet. to Hamilton, so as to per-  
mit it to connect with the Toronto, Ham-  
ilton and Buffalo Ry. at Hamilton.

October 1911

South Ontario Pacific Ry.—The Board of Railway Commissioners is being asked to recommend the Dominion Government to sanction a lease of the line now under construction from Guelph Jct. to Hamilton, Ont., to the C.P.R. for 99 years from Jan. 1, 1912. The board has approved plans for the building of bridges at mileage 12.46 in West Flamboro tp., and over the G.T.R., near Hamilton.

The Dominion Parliament is being asked to extend the time within which the line, now under construction, may be built, and to authorize the company to enter into an agreement with the C.P.R. for any purpose specified in sec. 361 of the Railway Act.

November 1911 \*\*\*

**South Ontario Pacific Ry.**—The Board of Railway Commissioners has authorized the connecting of this line from Guelph Jct. to Hamilton, Ont., with the Toronto, Hamilton and Buffalo Ry. at Hamilton, mileage 16.17 from Guelph Jct.

Application is being made for final sanction of a lease of the company's line from Guelph Jct. to Hamilton, now being completed, to the C.P.R. for 999 years from Jan. 1, 1912.

Application is being made to the Do-

*December 1911*

South Ontario Pacific Ry.—There have been deposited with the Secretary of State at Ottawa a duplicate of a mortgage securing an issue of bonds for the building of this line from Guelph Jet. to Hamilton, Ont., 16.3 miles, and a duplicate of the lease of the same to the C.P.R. for 999 years from Jan. 1.

February 19/2

## THE RAILWAY AND MARINE WORK

South Ontario Pacific Ry.—We are officially advised that track has been laid from Guelph Jct., Ont., for 7.66 miles. About seven miles of grading beyond the end of track is practically ready for the steel, and work is in progress to mileage 18.2, which is the point of connection with the Toronto, Hamilton and Buffalo Ry. at Hamilton. The principal work to be done, outside the track laying on the seven miles referred to, is trimming and some ditching. It is expected to have the line opened for traffic by June 1.

The Dominion Parliament has extended the time for the building of the lines authorized.

The Board of Railway Commissioners has authorized the operation of trains for construction purposes only, over the connection with the Toronto, Hamilton and Buffalo Ry. at Hamilton.

April 1912

South Ontario Pacific Ry.—The first section of this railway, viz., from Guelph Jet. to Hamilton, (mt. 16.3 miles), was opened for traffic July 1.

August 1912

## **Hamilton Waterdown Galt Guelph Special Train**

### **First Trip Over New Line Has Regularity**

#### **A Picturesque Route With Comfortable Stations**

The new C. P. R. line, Guelph Junction, was officially opened yesterday morning, and the first train over the line left Guelph at 6:45 a.m., arriving in Hamilton at 7 o'clock. A number of passengers, including Mr. Gulp, Guelph Mercury, were on board, also a special party from Guelph who were the guests of the C. P. R., consisting of the following prominent citizens: Mayor Thorpe, J. W. Lyon, president of the Guelph Junction line; Lieut. Col. McDonald, secretary of the Guelph Junction line; and J. J. McDonald, editor of the Guelph Mercury. The train consisted of one coach and baggage car, in charge of the following crew: Conductor Pitt, Baggage Master, Engineer Hughes, Brakeman Whall.

#### **FIRST TRAIN FROM HERE**

The first train over the line from Hamilton left the Hunter Street station at 4:35 a.m., arriving at Guelph Junction at 6:15 a.m., making the run in fifty minutes, which included two stops at intermediate points. The train consisted of one coach and baggage car, engine 416, Engineer Philippe, Conductor R. McDonald, Baggage Master W. L. Judge and Brakeman W. H. Hay. Quite contrary to expectations there was a number of passengers on board to make their first trip over the new line, about fifty being on board in addition to the following special guests of the company: Col. McDonald, Guelph; J. W. Lyon, Guelph; J. J. McDonald, Guelph Mercury; W. J. Grant, general agent of the C. P. R. Hamilton; J. E. Beattie, assistant resident engineer C. P. R. Hamilton; H. L. Sherwood, resident engineer C. P. R. Hamilton; D. A. Smith, travelling freight agent C. P. R.; Robert Freeman, Hamilton, and local newspapermen.

Leaving Hamilton the new line uses the old C. P. R. tracks to Grant Junction, which is just at the high level bridge, where an interlocking plant with towerman and telegraph operator in charge will be installed. From Grant Junction the new line begins, from which point it is just five and a half miles to the first stopping point, Waterdown. At this point the company has erected a handsome little station of the old Gothic design, the station being located one mile from Waterdown. The company have purchased building close to the right of way, in the village, and this will be used as a permanent station for the

line. The new line is built to good road and other conditions, incidental to a new line have been overcome. It is also the intention of the company to erect a new station at Guelph Junction, plans for which are now out.

There are now four stations on the line: Hamilton, Waterdown, Guelph

Junction, connecting for Galt and all points west to Windsor. 4:35 a.m.—Through east train to Guelph and Goderich, making connections at Junction for Galt and all points west to Chatham. 5:15 p.m.—Local for Guelph, connecting at Junction for Galt and all points west to Chicago.

**ARRIVING AT HAMILTON:**

7 a.m.—Local train from Junction making connections from Guelph and main line.

11:45 a.m.—Through train from Guelph Junction to Guelph, and quick train connections are made at the Junction for Guelph, Galt and all main line points west through to Chicago.

It has taken just one year to complete the road, and the cost of construction was nearly \$1,000,000.

One would naturally expect the first trip over a new line of railway to be a very rough one, but the new Guelph Junction line has proved the exception, as the road bed is in fine form, and coaches glide over it like a smooth, noiseless surface. Leaving Hamilton there is a rise per east grade, two feet to a hundred, which reaches top of hill, and a half mile east of Waterdown, from which point it is on a class level. Standard 12-petalled steel laid on bed of gravel, set into a bed of first-class gravel, secured from the company's gravel pit at Waterdown, makes the condition all that could be desired.

**A PICTURESQUE ROUTE:**

General C. P. R. Agent W. J. Grant says the new line will be known as the picturesque route, and that certainly would be a fitting slogan, as the road lies all along the line in one of the most beautiful country passes, and it is a pleasure to travel through the country, which is a picture book.

At Waterdown, the road crosses the Grand River, and the bridge over the river is the longest in Canada, and the pier of the bridge is the longest in the world, being 1,000 feet long.

At Guelph Junction the road crosses the Grand River, and the bridge over the river is the longest in Canada, and the pier of the bridge is the longest in the world, being 1,000 feet long.

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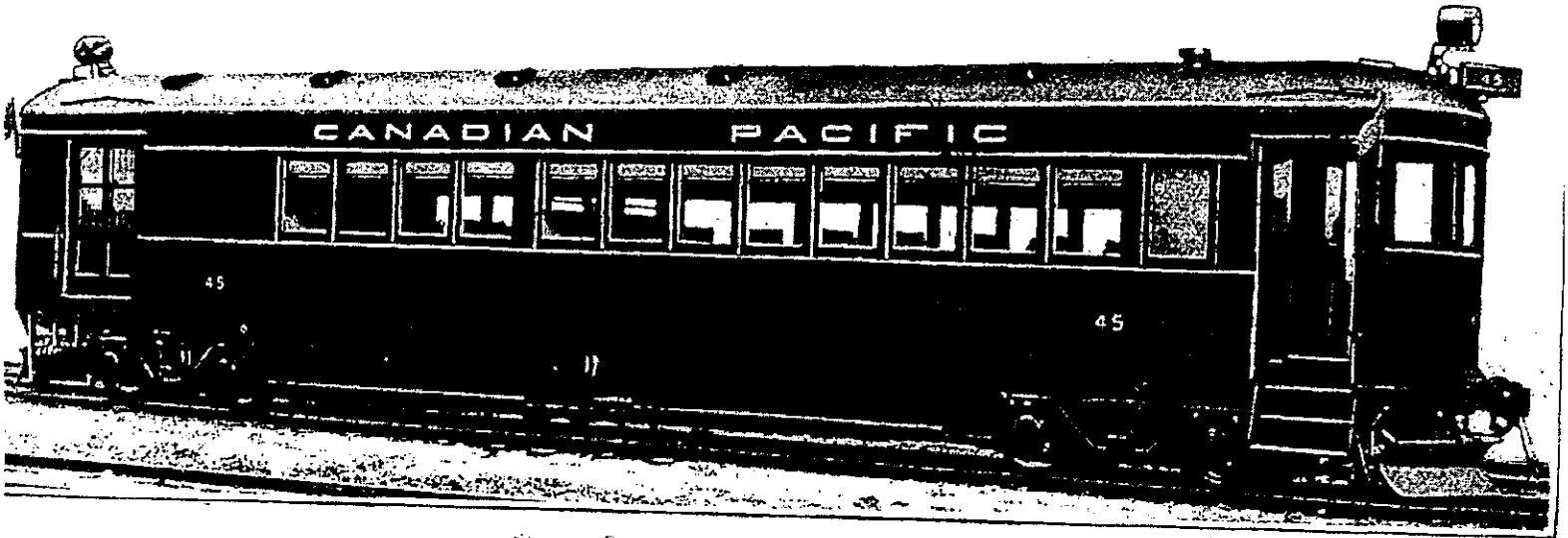
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8 p.m.—Local train from Guelph connecting at Junction for fast express from west, matinette west.



Storage Battery Car, Canadian Pacific Railway.

June 1924

and afterwards between Toronto and Oakville, has been laid up temporarily.

A recent London, Ont., press dispatch stated that the Canadian National management was considering placing a self-propelled car in operation between London and Stratford.

A St. John, N.B., press dispatch states that the C.N.R. will place a storage battery car in operation between Fredericton and Centreville, N.B., 88.58 miles, on the Centreville Subdivision, Edmundston Division, Atlantic Region.

The Canadian Pacific Ry. placed in operation on May 18, between Galt and Hamilton, Ont., a storage battery car, similar to the 6 acquired by the Canadian National, and described above. An illustration of this car is given herewith. The run between Hamilton and Guelph Jet., 16.4 miles, is on the Hamilton-Goderich Subdivision, and from Guelph Jet. to Galt, 18 miles, on the Galt Subdivision, London Division, Ontario District. The car makes 2 round trips daily, leaving the Grand River Ry. Main St. station at Galt at 8:35 a.m., arriving at Hamilton at 10 a.m., connections being made at Guelph Jet. with Goderich-Toronto train 638 and Toronto-Goderich train 637. It leaves Hamilton at 10:50 a.m., connection being made with the New York-Toronto train 732, and arrives at Galt

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In St. station at 12:20 p.m. On the second trip it leaves Galt at 4:10 p.m. and arrives at Hamilton at 5:35 p.m. making connection at Guelph Jct. with Goderich-Toronto train 640 and Hamilton-Guelph train 647. Returning, it leaves Hamilton at 5:40 p.m. making connection at Guelph Jct. with Toronto-Goderich train 639, and arriving at Galt Main St. station at 7:15 p.m.

The Eastern British Columbia Associated Boards of Trade passed resolutions urging upon the C.P.R. management the use of self-propelled cars on branch lines in B.C. A recent Victoria press dispatch stated that D. C. Coleman, Vice President, Western Lines, told officers of the Boards that the feasibility and desirability of using gasoline cars was receiving the management's attention; that such a car was on order, and that if experiments with it are satisfactory, the company would be in a position to consider equipping routes in British Columbia. We were officially advised on May 12, that a self-propelled car is being built for the C.P. by Ottawa Car Mfg.

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(6), and that it will be placed in operation between New Westminster and Vancouver.