

HALIFAX
AND
SOUTH-WESTERN
RAILWAY

Canadian territory.

Halifax and South-Western Ry.—The first through train from Halifax to Yarmouth, N.S., over the H. and S.W. Ry., reached the latter town Dec. 20, and a regular bi-weekly service between Liverpool and Yarmouth was inaugurated Dec. 22. W. Mackenzie Toronto, C. W. Spencer, General Manager of the line, and other officials were entertained at dinner at Halifax, in connection with the completion of the line Dec. 21. Mr. Mackenzie spoke of the connecting up of the various sections of the Canadian Northern Ry. lines with the lines in Nova Scotia, and added that the only thing that is left to Halifax is to wait for the Canadian Northern Ry. A new passenger station was a necessity in the city. (Jan., pg. 3.)

Huntsville and Lake of Bays Ry.—The On-

February 1907

UNITED LIFE SAVING CO. (pg. 243.)

Halifax and South-Western Ry.—The report of the Provincial Engineer of Nova Scotia for 1906 records the completion of the line between Halifax and Yarmouth, Dec. 14, 1906, on which day the last rail was laid near Barrington passage, connecting with the old Halifax and Yarmouth Ry. The first passenger train passed over the whole line Dec. 19, and the line was opened for traffic Dec. 22, a tri-weekly service being put in operation. Owing to the extreme depth of water and the difficulty of getting good foundations for the piers it was found impossible to complete the Mersey River bridge, and a temporary bridge was constructed, which will be used until the permanent bridge is completed. It is expected that this will be done by the end of June. About seven miles of track remain unballasted, and a few other matters require attention, but it is expected that the line will be completed in accordance with the terms of the contract by the end of June. With a few small exceptions, such as some additional ballasting and the works specially mentioned the whole line is in good shape. The bridges, many of which, such as those at the Mersey, Jordan, Sable and Clyde rivers, were extremely difficult to construct, are particularly fine, being of steel superstructure on concrete or granite piers resting on rock foundation, the excavation being carried in all cases to the solid rock. The ballasting between Bridgewater and the Clyde river has been particularly well done. The curves on this portion are fairly short, and the tangents long, so that trains should make fast time with perfect safety. While the completion of the line took somewhat longer than was anticipated, almost every place along the south shore has been brought into railway communication with Halifax.

The Middleton and Victoria Beach branch, 40 miles long, was opened for traffic Sept. 17, and a tri-weekly train service is being operated over it. The line, while not equal to the H. and S.W. Ry. main line, is in

in
in
rai
wa
to
the
au
a
ac
tol
ea
co
on

sid
at

in
P
in
ps

se
as
On
T
D
In

N
A
T
E
R

~~1907~~
1907

MAY 1907

MAY, 1907]

THE RAILWAY AND MARINE WORLD

of W. A. Hendry, J. J. Taylor and L. Whitman respectively. The work of locating the line was carried on during the whole season, the following routes being surveyed: Sunny Brae to Country Harbor, via East River, St. Mary's, 50.8 miles; Cross Roads, Country Harbor to Guysboro, via Gunn's Brook and Salmon River, 28.8 miles; Dartmouth to junction with line from Sunny Brae to Country Harbor at Cameron Lake, via Coast to Musquodoboit Harbor, Crawford's Falls, Balone Lake, Caledonia, East River and St. Mary's, 128 miles; Crawford's Falls to Sloan Lake, via North Side, Musquodoboit River, 42.9 miles, south side to

fairly good shape, and when ballasting is completed should have a good roadbed. While a much lighter line to construct than the main line, the soil is of such a nature as to give a poor roadbed, and one which will be more difficult to maintain. Like all parts of the province along the Bay of Fundy, foundations for masonry structures could not be obtained at reasonable cost, and so wood had to be used. (Feb., pg 87)

Hudson Bay Railway.—Speaking in the House of Commons recently upon the Dominion Land Bill, the Minister of the Interior said the Government was fully convinced of the propriety of giving the North

Chaud
Rivier
chis
Im
act f
of th
for
St. l
New
that
fall
K
tract
up
creel
com

MAY 1907

ed the terminals there. (June, pg. 407).
ed **Halifax and Southwestern Ry.** A contract
ost has been let to the Lindsay Construction Co.
nat for the erection of a steel bridge at the Dutch
er Village Road, just outside Halifax, N.S.
out The bridge will be erected on concrete abut-
be ments. (May, pg. 325).

Innisfail to Rocky Mountain House. Capt
me B. E. Saunders reached Edmonton, Alta., June

July 1907

southern
e 213.73
miles of
ch lines

ed direct
a South-
the rail-
System,
15, 1903,
existence
company
terest on
bonds as
with its
of these
1906, and
00,000.00
the C.S.
terms of
rest while
the bal-
000.00 of
o. Under
eration of
ncipal and
nd issue,
the M.C.
500,000.00
the entire
l Co. On
acquire a
ie Chicago,
the road
to Wood
ig through
the M.C.R.
ie common
purchased
bonds of
rn Rd. Co.
sociation of

Liverpool and Milton Railway.

By an act passed last session of the Nova Scotia Legislature, the L. and M. Ry. Co. was authorized to sell its line to the Halifax and South-Western Ry. Co., and for the purpose of aiding in the purchase the Government was authorized to advance to the latter company a sum not exceeding \$13,500 a mile in cash, or provincial debentures or stock issued under the provisions of Chap. 15 of the Revised Statutes, bearing interest at 3½%. Upon the transfer of the line it is to become part of the H. and S.W. Ry., and subject to the mortgage held by the Government dated Aug. 20, 1901, and it shall also become subject to the existing legislation affecting the H. and S.W. Ry.

The L. and M. Ry. was constructed under an act of the Province of Nova Scotia, and extends from Liverpool to Milton, a distance of 5.50 miles. This mileage, together with half a mile of siding, is laid with 56 lb. steel. It owns 1 locomotive, 1 box car, 11 platform cars, 1 conductor's van and 1 snow plow. Its operations for the year ended June 30, 1906, showed: Passenger earnings, \$1,036.52; freight earnings, \$5,602.90; total, \$6,639.42; operating expenses, \$5,554.30; net earnings, \$1,085.12. Total train and engine mileage, 7,400; passengers carried, 20,460; freight carried, 16,535 tons. The general financial statement showed: Share capital, authorized, \$49,000; subscribed and paid up, \$30,300; bonded debt, \$25,000, of which \$5,000 at 6% interest had been issued and sold. Capital from other sources, \$24,000; total capital, \$59,300; floating debt, \$24,000 at 6%; Cost of railway, \$59,900.

The Manual of Statistics, issued by the Manual of Statistics Publishing Co., New

July 1907

ary
Halifax and Southwestern Ry.—The sub-
structure of the permanent bridge across
the river at Liverpool, N.S., was expected
to be completed by the end of July, when
the steel superstructure would be erected.

August
1907

ture
ated
pose
biac
not
outh
und-
f the
ween
y of
in of
r ex-
ation

The bridge will consist of six spans of 66 ft. each, and one draw span of 132 ft., and the substructure consists of five concrete piers and abutments. The foundations of the piers and abutments are on solid rock, about 2,000 yards of concrete being used in their construction. As soon as the new bridge is completed the temporary bridge which has been in use during the past two years will be removed. The substructure was erected by the Lindsay Construction Co. (July, pg. 479.)

August 1907

freight may be carried by the same trains
or by separate trains " (Feb. pg. 89.)
Liverpool and Milton Ry.—This short line,
which will shortly be absorbed by the Hal-

August 1907

Aug., 1907].

THE

fax and Southwestern Ry., and operated as a branch line, is being regarded and generally overhauled. It is being extended to the head of the wharves and a connection is being made with the H. and S.W. Ry. The addition to the line involves the construction of 1,400 ft. of trestle. The work is being done by the Lindsay Construction Co. (See Milton and Liverpool Ry., Jan., pg. 3.)

London and Port Stanley Ry. The bridge being constructed over the Thames at Lon

August 1907

January, 1921.

Canadian National

Sydney Terminals.—The Dominion Public Works Department's Chief Engineer visited Sydney, N.S., Dec. 17, and, in company with a number of city officials, inspected the site of the proposed new railway and steamship terminal.

Halifax Terminals.—A press report states that C.N.R. officials were in Halifax, N.S., Dec. 10, inspecting the south end terminals. The need for some filling and other work on the approaches was brought before them. It is reported that the brick walls at the old North St. station are likely to be torn down.

Cut Bridge, Lunenburg.—The Board of Railway Commissioners has directed the C.N.R. to rebuild the road leading to Cut bridge over the Halifax & South Western Ry., near Lunenburg, N.S., by producing the bridge tangent 50 ft. at the east and 25 ft. at the west end; and to fence the new road, the railing of the bridge to be raised to a sufficient height to comply with the Board's requirements, the bridge to be put in proper repair and replanked, if necessary, and the approaches to be covered with 5 in. of gravel. The work to be done by July 1, and the C.N.R. to bear the cost of building and maintaining the bridge.

Cut bridge is on the old Nova Scotia Central Ry. At the investigation it was stated that when the bridge was built there was an agreement with the Lunenburg municipality that the company should build the bridge and keep it in repair, but this agreement could not be traced. The Board decided that the bridge was built and had been repaired by one railway company, and that the company should pay for its building and future maintenance. The building directed in the order were made on the report of T. L. Simmons, the Board's Assistant Chief Engineer, who inspected the bridge Aug. 1, 1918.

cr
fr
cr
96
tr
co
di
li
W
na
4
ca
S
of
A
of
P
w
c
b
w
t
c
t

January 1921

H & SW

March, 1922.

CANADA

Canadian National Railways Con

Lunenburg, N.S., station was completely destroyed on Feb. 7, with its freight and express contents. The building was an old frame structure, the rebuilding of which has been discussed for some time. Lunenburg is the terminus of the old Nova Scotia Central Ry., which was taken over by the Halifax & South Western Ry. St. John, N.B., Island yard offices were

tic
ne
mi
bu
lo
Ti
ar
th
se

MARCH
1922

HSW

Grand **Canadian National Railways Construction, Betterments, Etc**

suror's
l chief
ointed

nd Tax
Solici-
Office,
clerk,

Lunenburg, N.S.—The Board of Rail-
way Commissioners has approved the
proposed location of station and freight
shed at Lunenburg, and authorized the
diversion of track on Lunenburg Sub-
division, from station 347+16.2 to 367,
south of Medway St., and to cross Duf-
ferin, Falkland and Medway Sts.

at North Battleford, Sask.; for approx-
imately 3,100 lin. ft. of cast iron pipe line
at Lampman, Sask.

Victoria Beach Line Electrification.—
Winnipeg papers have been persistent
stating that the line from Winnipeg to
Victoria Beach, 61 miles, is to be electr-
fied, and that the Manitoba Power Co.

October 1922

HSW

November, 1922.

CANAL

Canadian National Railways Co

Halifax and South Western Ry. Bridges.

—We are officially advised in connection with recent orders by the Board of Railway Commissioners authorizing the operation of traffic over Argyle River, and Big Brook bridges on the Liverpool Subdivision, that these are two of a series of bridge replacements made during 1921. The series replaced includes 8 on the Liverpool Subdivision, one on the Caledonia Subdivision and 2 on the Port Wade Subdivision. The general reason for their replacement was that they were too light for the traffic.

St. John River Bridge, Fredericton.—

A press report states that work has been

November 1922
HSW

January, 1923.

Canadian Nation:

Dominion Atlantic Ry. Connection.— In connection with the Board of Railway Commissioners' recent order authorizing the Halifax & South Western Ry. to divert its line near mile 52.9, Middleton Subdivision, N.B., to connect with the Dominion Atlantic Ry., we were officially advised recently that the H. & S. W. Ry. connected with the D. A. Ry. at Middleton Jct., about 0.6 mile west of Middleton, with a Y connection; and that the H. & S. W. R. Port Wade Branch crossed the D. A. Ry. with a diamond crossing about 200 ft. east of Middleton Jct. switch, and connected to the west leg of the Y. The proposition approved by the Board of Railway Commissioners is to join the Port Wade Branch to the D. A. Ry. just west of the junction switch, and to eliminate the diamond crossing.

Chester Trestle Bridge.— Work on the new bridge spanning the brook leading from Mill Lake to the ocean near Chester station, mile 51, on the Halifax & South Western Ry., is reported to be proceeding. Concrete foundations have been put in. The work includes an arch over the public road leading to the lake prop-

H & S W
January
1923

May, 1923

Canadian National

The C.N.R. management proposes to continue this year works which were uncompleted at the end of 1922, and to undertake new works, of which the larger items are given below:—

Halifax & South Western Ry.—Replacement of timber trestle, 257 ft. long, with concrete culvert, to fill at Puddle River, mile 27.4 Chester Subdivision. Ballasting on Liverpool and Chester Subdivision.

Canadian Government Rys., Eastern

align
and
div
sul
div
dis
Ki
tow
bo
of
di
at
the

MAY 1923

Canadian National

Lunenburg Subdivision.—The Board of Railway Commissioners has authorized the rebuilding of the bridge carrying the highway over the railway at mile 6.2, Lunenburg Subdivision, N.S., on the old Halifax and Southwestern Ry. This covers the replacement of a timber trestle built about 20 years ago with a concrete substructure, on which will be placed a 108 ft. lattice girder span, removed from another position. The work is being done by the railways' forces.

Monte Carlo Mines Sour.—Tenders will

ser
ma
of
is
an
tic
gi
bu
to
re
th

JUNE 1923

the building and terminal yards in Quesnel
their was selected during the Premier's visit.
ort- (June, pg. 297.)

in Springfield Ry. Co.—The Nova Scotia
way Legislature has passed an act amending
uld the company's charter. The Davison
res Tramway Co. was incorporated by the
; a Nova Scotia Legislature at its 1903-4
the session to build a railway to be operated
son by electricity, steam or any other motive
uld power, near Alpena, and from near Cher-
of rified, on the Halifax & Southwestern
ar- Ry., and from any point on the Caledonia
di- branch of that railway to points on the
ee's Davison Lumber Co.'s lands. The name
fine of the company was changed in the fol-
late lowing year to the Springfield Ry. Co.
Bay Construction of a line from Hastings
Jct., one mile from Springfield, on the
Hastings & Southwestern Ry., was begun
ort in 1905, and about 9 miles of line were
out reported in operation in Nov., 1906. Sub-
ton sequent additions were made, and it is re-
ned ported that the company is operating 30

July 1920

July, 1920.

CANADIAN

miles of standard gauge track, carrying mail to Crossburn, N.S., 10 miles, and lumber and general freight traffic over all its lines. The company's head office is at Crossburn.

Timiskaming & Northern Ontario Ry.

The
the
rail
Coc
mil
ces

July 1920

operation, the 5.65 miles of track on the St. Peters Subdivision, to be abandoned, will be taken up.

Halifax & Southwestern Ry. Bridges.
—Following are particulars of the 5 bridges which are being rebuilt: Puddle River, mile 27.4, Chester Subdivision, of frame trestle, 256 ft. long, and 33 ft. high, over a tidal inlet, built in 1906 and now at end of its life, being replaced by a second-hand 106 ft. deck truss span on reinforced concrete abutments, the remainder of the opening being filled in. Mush-a-Mush River, mile 65.9, Chester Subdivision, a frame trestle 532 ft. long and 51 ft. high, built in 1906 and now at end of its life, being replaced by a 106 ft. deck truss span, one 65 ft. and one 81 ft. deck plate girder spans, all second hand, on reinforced concrete piers and abutments, the remainder of the opening being filled. Annapolis River, mile 52.5, Middleton Subdivision, a 135 ft. through truss span on masonry abutments, old span built in 1888, now too light for traffic and abutments disintegrating, being replaced by a 135 ft. through truss span on the old abutments rebuilt above ground with concrete. Riversdale River, mile 9.6, Middleton Subdivision, and Shannon River, mile 83.6, each 83½ ft. through truss span on masonry abutments, built in 1888 and too light for present traffic, being replaced by through plate girder spans on existing masonry abutments. The authorization for the reconstruction of the last two of these bridges was given by the Board of Railway Commissioners about three years ago. A contract has been given the Dominion Bridge Co. for the superstructures of the Annapolis River, Riversdale River and Shannon River bridges. All the substructure work and filling will be done by the railways' forces. (Sept., pg. 433.)

Railroad Bridges to Mint.—A. S. Gunn

& St.
16, L
Angu
ental
tively
near
apart
is re
and t
winte
buildi
the r
servir
by di
Trans
the b
sion
Donn
divisi
Doml
sion,
gradi
with
with
mum
struc
box
of th
tor v
work
way,
fill a
the r
tion
aban
of al
Vi
the b
the
were
to be
Some
the
perm
auto
resul

September 1923

Canadian National Railways Cons

Dominion Atlantic Ry. Connection.— Referring to the Board of Railway Commissioners' order as to the connection between the Halifax and South Western Ry. and the Dominion Atlantic Ry. at Middleton Jct., quoted in Canadian Railway and Marine World for January, on pg. 11, we are officially advised that the proposed change will probably not be made until the diamond crossing, which is to be eliminated, is worn out.

Derchester St. Stairway, Montreal.— The Canadian Northern Ry. has built an

nec
tra
trai
pan
the
whi
465
the
join
dia
gra
G.I
mo
ma

November 1923

this years' budget.

Bridgewater Terminal Facilities. — Steps are being taken to replace some of the buildings at Bridgewater, N.S., which were burned in July, particularly the locomotive house. The other buildings which were destroyed were carpenter shop, machine shop and stores. Nine locomotives, which were in the locomotive house, were damaged seriously. The total loss was approximately \$109,000. (Sept., pg. 442.)

October 1925

December, 1925

Canadian National

Bridgewater Terminals.—We are advised officially that the reconstruction of the terminal buildings at Bridgewater, N.S., to replace those destroyed by fire in July, was started Oct. 12. The new locomotive house, the first building put in hand, will consist of 6 stalls, each 80 ft. long inside. The exterior walls will be of brick, on concrete foundations; 12 x 12 in. posts inside with 2 x 3 laminated roof over, covered with built up roofing. There will be six 60 ft. locomotive pits, one driver wheel pit and one tender wheel pit. The machine shop and power house will be connected with the locomotive house, and will be in one building, of similar construction to the locomotive house, size approximately 42 x 80 ft. The work is expected to be completed early in February 1926. (Nov. pg. 549.)

Lizard Signalling — The Board of

December 1925