

# GRAND TRUNK BETTERMENTS,

As reported in Canadian railway and marine  
world. (Hamilton Public Library)

1906.

**Toronto Improvements.**—The Level Crossings Committee of the Toronto City Council has expressed a general approval of the company's plans for the abolishing of level crossings on the line. The plans submitted provide for the depression of the tracks from Bathurst St. to Sunnyside, and the construction of a viaduct from Sunnyside to the Hummer. The estimated cost of this work is \$1,050,000. There has also been discussed a project for the elevation of the tracks in the east end of the city, and the bringing of all trains on a viaduct along the lake shore from Seaboro bluffs. The one work will be the complement of the other, and a statement was made at the meeting with the committee that the plans only awaited the approval of the directors and the providing of the money to carry them out.

The work of laying out the

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

Track Elevation at Montreal.—An intimation has been given to the Board of Railway Commissioners to the effect that the company's officers have under consideration the provision of a new station and the carrying out of extensive improvements at Montreal. It is stated that the improvements include the building of a new passenger station opposite the Bonaventure Station, on the north side of St. James St., the conversion of the present station into a freight depot, and the elevation of the tracks from the new station almost to Lachine. The estimated cost of the works is placed at \$6,000,000. The plans have not been completed.

Turcot Yards, Etc.—The new roundhouse at Turcot, Que., has been completed and work on the laying out of the yard there is in progress.

The Level Cross-

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The yard improvements at Toronto and Mimico are nearly completed, but there are still some large works being arranged for. Apart from the erection of the new Union Station, the question of the re-arrangement of the tracks both east and west of Toronto is being discussed between the company's officials and the city council. The matter was recently discussed by the Mayor and C. M. Hays, Second Vice-President and General Manager, the latter of whom expressed an opinion that the ~~city~~ ought to pay one-half of the cost of street crossings. The section of the work particularly under discussion was the proposed depression of the tracks between Bathurst St. and Sunnyside, and the elevation of the tracks from Sunnyside to the Humber. There is some talk of surveys having been made for a line from Weston to Beeton, and the construction by ~~the~~ ~~company~~ of the unmetalled line between

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Toronto, etc., etc.

~~Hamilton~~ A new 22-stall roundhouse has been built at Stuart St. Station, Hamilton, Ont.

~~Sarnia Tunnel.~~ In reference to press reports that a contract has been awarded for electric locomotives, power houses, etc., for the operation of trains through this tunnel by electricity we were advised, Dec. 18, that there had been no change in the situation, and that the matter was still under consideration.

~~Battle Creek Shops.~~ We have been advised that it is not possible to state when work will be started on the new shops at Battle Creek, Mich., as the plans and specifications are still under consideration.

..... to be made next session of

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## THE RAILWAY AND MARINE WORKS

ing and terminal points of which are more or less definitely stated; the extension of any of the branch lines northerly to the shores of Hudson Bay, and such other lines of railway as the company may from time to time deem expedient for operation in conjunction with the G. T. Pacific Ry., subject to the approval of the Governor-in-Council. Power is also asked to operate any or all of the lines to be constructed, or to lease, sell or otherwise dispose of them, or any of them, to the G. T. Pacific Ry.; to specify the bond issue of the company, and to confer upon it similar powers to those given to the G.T.P. Ry. Co.,

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

The G.T.R. has at present a number of very extensive works of betterment in progress, in process of arrangement or in contemplation at various points on its system. At Montreal extensive alterations are being made at the freight yards, and a new sorting freight yard with roundhouse, etc., is being laid out at Turcot. While this is being gone on with the negotiations are being completed and plans finally arranged for the raising of the tracks in the city, and the construction of a new passenger station at or near Bonaventure.

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e elevation of six or eight tracks through the city), the construction of a new station, the re-arrangement of the yards and the erection of a new freight shed. A new station at East London is also possible. The expenditure involved is estimated at about \$1,000,000. Press reports state that a hotel will also be built at London by the company.

A rumor is current to the effect that in order to meet the competition of the C.P.R. and the James Bay Ry. which will have their Toronto-Sudbury lines built into Muskrat Falls this year, the G.T.R. will build a branch from its Toronto-North Bay line to Port Arthur.

A Detroit despatch states that it is proposed to undertake the work of laying a second track between Detroit and Durand, Mich., in order to have it completed by the time the Detroit tunnel is finished.

The work in connection with the installation of the plant, and the other alterations necessary for the operation of the traffic through the Sarnia tunnel by electricity, is now in hand, and it is the intention to prosecute it to as early a completion as possible. There will be but one power-house, which will be located at Port Huron, Mich.

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still some large works being arranged.  
Apart from the erection of the new Union Station, the question of the re-arrangement of the tracks both east and west of Toronto is being discussed between the company's officials and the city council. The matter was recently discussed by the Mayor and C. M. Hays, Second Vice-President and General Manager, the latter of whom expressed an opinion that the city ought to pay one-half of the cost of street crossings. The section of the work particularly under discussion was the proposed depression of the tracks between Bathurst St. and Sunnyside, and the elevation of the tracks from Sunnyside to the Humber. There is some talk of surveys having been made for a line from Weston to Beeton, and the construction by the G.T.R. of the projected line between Meaford and Owen Sound; this would give the G.T.R. a direct line from Toronto to Owen Sound, as it has already a line between Beeton and Meaford, via Collingwood.

It is understood that tenders have been asked

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## THE RAILWAY AND MARINE WORLD

ing and terminal points of which are more or less definitely stated, the extension of any of the branch lines northerly to the shores of Hudson Bay, and such other lines of railway as the company may from time to time deem expedient for operation in conjunction with the G. T. Pacific Ry., subject to the approval of the Governor-in-Council. Power is also asked to operate any or all of the lines to be constructed, or to lease, sell or otherwise dispose of them, or any of them, to the G. T. Pacific Ry., to specify the bond issue of the company, and to confer upon it similar powers to those given to the G.T.P. Ry. Co., in connection with the carrying on of a general navigation business, the operation of

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At Belleville, Ont., midway between Montreal and Toronto, and the point at which the traffic from Midland comes on to the main line, the company has been purchasing considerable areas of land. Local reports state that it is proposed to enlarge the freight yards, and to double track the line from Belleville to Midland.

The yard improvements at Toronto and Mimico are nearly completed, but there are still some large works being arranged for. Apart from the erection of the new Union Station, the question of the re-arrangement of the tracks both east and west of Toronto

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## the Charlotte-Port Hope steam ferry.

The plans submitted for the grade reduction, track elevation, and other improvements in London, Ont., were placed before W. T. Jennings, Toronto, Consulting Engineer, by the City Council. He reported that the scheme proposed was a good one, and should be gone into and worked out in detail, both as to the mode of elevating the tracks, and also with regard to the width and height of openings for streets now open across the tracks. He suggested that William St. be closed, or that at the most a subway be provided for pedestrians only; that the city should accept an earth embankment instead of steel trestles. A meeting of the sub-committee of the Council's railway committee was held April 15, for the purpose of drafting the agreement, which on approval by the Council will be submitted to the G.T.R. solicitors for acceptance.

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

C. M. Hays, Second Vice-President and General Manager, on his return to Montreal, April 1, from England, stated that the company had purchased several lots near Trafalgar Square, London, upon which it proposed to erect an office building for the G.T.R. and the G.T. Pacific Ry.

As a result of a conference between G.T.R. officers and the Ottawa city officials an arrangement for the erection of a central station and hotel building has practically been reached, and it is expected to be finalized at an early date. The plans presented show a large modern building to cost about \$1,500,000.

The G.T.R. is working out plans for the improvement of its lines in the vicinity of Lindsay, Ont., and its facilities for handling traffic in that town. The plans, it is said, follow: a short line from the main line to the old Midland line, west of the town; a line from Reaboro southerly to the line to Port Hope, to do away with gradients on the existing line; some double tracking; the relaying of the line between Lindsay and Port Hope with 80 lb. rails, and the building of a roundhouse of large capacity in Lindsay. At

The Charlotte Street.

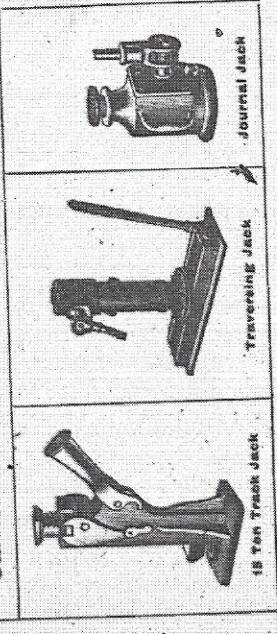
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# ON JACKS

AND SAVE YOU DELAY AND DUTY ON  
CANADIAN MADE JACKS.

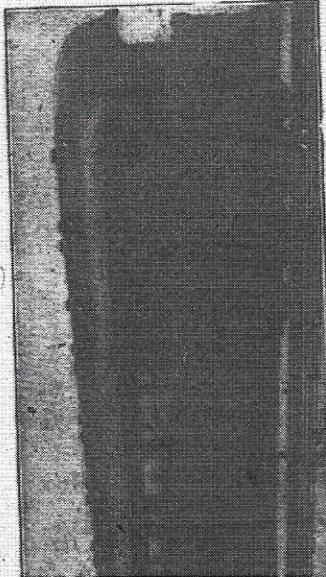
50 Styles 3 to 70 Ton's Capacity  
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vile Junction Ry., and will be operated by the Delaware and Hudson R.R., which will then run over the C.P.R. into Montreal. It is also stated that the C.P.R. will run trains over the line from St. Constant. (Aug., pg. 45.)

**Baltimore Central Ry.**—A contract is reported let to Welch Bros. of Spokane, Wash., for the construction of an additional 140 miles on this line. The contractors expect to reach the Chehalis coalfield early in 1907. The Vancouver Railway Construction Co. has been awarded a general contract for the construction of the Kettle Valley Lines. (May, pg. 269.)

**Bethel Mountain Ry.**—A line eight miles in length was expected to be completed Sept. 30, in Ferry county, Wash., to the north of Spokane, to connect with the Washington and Great Northern Ry. (the U.S. section of the Vancouver, Victoria and Eastern Ry.)

**Bellota Coal to Yellowhead Pass.**—Application will be made next session of the B.C. legislature for an act incorporating a company to construct a railway from the Yellowhead Pass through the Fraser mining district of British Columbia, and on to Bella Coola. Wilson, Sandier & Bloomfield, Victoria, B.C., are solicitors for applicants.

**Basin and Narrows Bay Ry.**—Construction on the first five miles of this railway is well under way, and it is expected to be completed by Oct. 15 for operation by about Oct. 15. The line extends from L'Anse au Loup station on the Central Ontario Ry., aten Barcroft, Ont., to the iron mines of the Mineral Range Iron Mining Co. The railway company is owned by the mining company, which also has constructed the line, but it will be operated as the B. and N. Ry. The mining company has 8,000,000 to 10,000,000 tons of ore in sight, which will be shipped over the line. The ore is a high grade Bessemer magnetite, and will be delivered on board the cars. The company does not propose to engage in any further construction at present, although its charter permits of the construction of a line from L'Anse au Loup to Ottawa division of the G.T.R. (the old Canada Atlantic Ry.). The officers and directors are: President, W. Farnum, Bessner Ont.; Vice-President, W. J. Sergeant, Bannock, Ont.; Secretary-Treasurer, H. L. Bingham, Bessner; other directors, J. C. Date, W. Cross. (July, 1905, pg. 281.)

**Broadland, Saskatchewan and Manitoba Ry.**—Track has been laid on a considerable mileage from the International boundary towards Brandon, Man., and a train service is being operated to Alcester. Tracklaying is being gone on with on other portions of the line, and it is expected to have a train service in operation from the International boundary to Brandon before the end of the year. (July, pg. 379.)

**Colechester and Ry. and Ry. Co.**—Tenders have been asked for the construction of four miles of railway from the main line of the Intercolonial Ry. near Delbert, N.S., to the company's coal mines, about 4 miles. The C.C. and Ry. Co. has power to construct a railway, but there is a Nova Scotia act authorizing the construction of a similar line, with the title of the Delbert Ry. Co.

**Balsware and Massey Co.—Tracklaying on the 30 miles of line between Rothes Point, at Kington, and Smith's Falls and Ottawa.**—In 1863 the property owners of \$80,000 to a company, at a bonus of \$80,000 to the

circle, the obtaining from the Ottawa City Council of an extension of three years within which the line may be constructed. Mr. Drummond states that the survey has been completed, and that construction will be commenced at once. (Aug., 1905, pg. 850.)

**Klondike Mines Ry.**—Latest despatches from Dawson, Yukon, stated that on Aug. 30, grading had been completed to Cook's Ranch, and that track had been laid to Homestead Gulch. The big trestle at that point was expected to be completed early in Sept. It was expected that a train service would be put in operation to King Dome at an early date. (May, pg. 256.)

**Kootenay Canadian Ry.**—C. H. Pollen, who is the principal promoter of this company, on his recent trip to Cranbrook, B.C., from Victoria, said that "we are waiting for the Provincial Government to renew the subsidy formerly granted us. I can say that if that subsidy is not renewed, there is no prospect of the road being built either by us or by any other company." (Sept., pg. 527.)

**Fording Valley Ry.**—We are informed that the projected railway in British Columbia is also to be built by the C. W. Spencers, General Manager Mackenzie, Mann & Co.'s Eastern Lines recently completed a trip over the H. and S.W.R. The line between Halifax and Yarmouth is completed, with the exception that construction will be gone on with this fall or not. (Sept., pg. 527.)

**Halifax and Southwestern Ry.**—C. W. Spencers, General Manager Mackenzie, Mann & Co.'s Eastern Lines recently completed a trip over the H. and S.W.R. The line between Victoria Beach was opened for traffic early in the month.

**Indians River Ry.**—The Dominion Parliament will be asked next session to pass an act extending the time within which the company's projected railway may be constructed. (Dec., 1903, pg. 926.)

**Autonordic Ry.**—The second track between Halifax and Bedford, N.S., has been completed, and it is the intention to continue the line with the second track work as far as Windsor, N.S. The Minister of Railways, speaking at St. John, N.B., on his recent trip of inspection over the I.C.R., referred to the necessity that was apparent in that district for the construction of a second track to handle the suburban traffic. It would be necessary to submit an appropriation by Parliament before anything was done, but possibly next year the work might be taken in hand. The line was near at hand when a second track would be required as at Dartmouth, but that was left for future consideration.

The improvements being made on the old line will be carried out, but that was not all the year. (Sept., pg. 527.)

**Mudman Ry. of Manitoba.**—A block of land 135 acres in extent, north of the railway and other ports which are open from the greater part of the year. The distance from Abbot's town, Minn., has been sold to J. Fisher, K.C., solicitor to the M. Ry. of Manitoba. (July, pg. 381.)

**Matway and Venman Ry.**—D. H. Macdonald, M.P. for Saskatchewan, returned to Victoria, B.C., Sept. 17, and stated that as the negotiations in the company's negotiations in the east, construction would be resumed upon the railway at once. A satisfactory arrangement had been made for financing the work of construction. (Sept., pg. 529.)

**Montreal, Trois and Temiskaming Co.—The bridge which this company plans to erect across the St. Lawrence River, is estimated to cost \$1,000,000 to \$1,500,000, and the**

generally removed  
erect a new roundhouse.

The lengthened negotiations between the company and the London, Ont., City Council, after having been practically concluded more than once, and as often almost abandoned, were apparently closed up Sept. 17, and the papers are being prepared. The plans include track elevation, more commodious buildings, additional switches, and extra safety appliances, and a fixed assessment on the company's property. (Aug., pg. 475).

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

Notice has been given of application to the Railway Commissioners for authority to construct a spur line from the Central Vermont Ry. near its junction with the G.T.R. at St. Lambert, Que., southerly to lot 261, in St. Antoine de Longueuil. The management is said to have under consideration plans for the erection of a large hotel in connection with its Bonaventure station, Montreal.

Negotiations are said to be in progress with the Dominion Government respecting the proposed new terminal facilities in Ottawa and for the purchase of the Corry block adjoining the Central station there.

We were advised Sept. 12, that surveyors were in the field with a view of making the necessary plans for laying a second track between Port Hope and Midland, Ont., but that it was too early to say when the work of construction would be started.

After some years' negotiation and legislation the G.T.R. has agreed to pay one-third of the cost of the York St. bridge, Toronto, approximately \$60,000.

W. D. Robb, Superintendent of Motive Power, visited Stratford, Ont., Sept 4, and stated that the company would not begin the proposed enlargement of the shops this year, the by-law closing Nelson St. having been passed too late to permit of the necessary arrangements being made.

A block of property has been purchased northwest of the station at Goderich, Ont., upon which it is proposed to erect a freight office and freight shed. Additional sidings are also to be put in at the wharf to connect with the new elevator, and the yard will be generally remodelled. It is also proposed to erect a new roundhouse.

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