

DOMINION
ATLANTIC
RAILWAY

helper, Lake Erie & Western Ry., Lima, Pa.

Canadian National Railways Construction, Betterments, Etc.

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.

Dorchester St. Stairway, Montreal.—The Canadian Northern Ry. has built an iron stairway from Dorchester St., Montreal, to the platform of the tunnel terminal station, to give more convenient access between the station and the street car line on Dorchester St. The surface of Dorchester St. bridge is 49 ft. above the C.N.R. tracks. The total length of the stairway overall is 114½ ft., consisting of a series of steps and landings. The length of the top landing at the level of Dorchester St. is 9 ft. Each of the other 5 landings is 5 ft. 1 in. long. There are 6 flights of steps, the lower being 11 ft. 10 in. long, and each of the others 13 ft. long. The clear width between railings is 6 ft., and the width of the ornamental at Dorchester St. entrance

necessitated some re-arrangement of tracks, and to enable Canadian Northern trains to reach the station, that company in 1921 built a connection south of the G.T.R., approximately 1,200 ft. long, which leaves the C.N.R. approximately 465 ft. south of the diamond crossing of the C.N.R. and G.T.R. main lines, and joins the G.T.R. about 820 ft. east of the diamond crossing. In 1922 the C.N.R. graded another connection, leaving the G.T.R. about 1,660 ft. east of the diamond crossing, running north approximately 3,751 ft. and joining the C.N.R. about 4,300 ft. north of the diamond. Track will be laid on this connection this year and as soon as this is done the C.N.R. will be able to abandon the diamond crossing and use the two connections as parts of its main line.

Relaying Steel on Western Lines.—During 1922, 338.93 miles of heavy steel rails were laid to replace lighter ones, of which 305.83 miles were laid with 85 lb. rails and 33.1 miles with 80 lb. rails, as follows: Graham, Quibell and Kasha-bowie Subdivision, Ont., 35.14 miles of 85 lb.; Sprague Subdivision, Minnesota, 8.20 miles of 85 lb.; Minaki, Gladstone, Pleasant Point, Harte, Maryfield and Togo

February, 1923.

CANADIAN RAILWAY AND MARINE WORK

ing Canadian Northern, Canadian Government, Grand Trunk and Grand Trunk Pacific Rys., with office temporarily at Ottawa, Ont., was born at St. John, N.B., July 5, 1866, and studied law there, subsequently graduating in law at Harvard University, Cambridge, Mass., in 1889. He practised in St. John for a number of years, and was for some time a partner in the law firm of Blair, Ruel & Blair. From July, 1899, to Oct. 1, 1903, he was Law Clerk, Railways and Canals Department, Ottawa; from Oct. 1, 1903, to 1909, Assistant Solicitor, Canadian Northern Ry., Toronto; 1909 to Dec. 31, 1918, Chief Solicitor, Canadian Northern Ry., Toronto; Jan. 1, 1919, to Apr. 1920, Counsel, Canadian National Rys., Toronto; Apr. 1920 to Dec. 1922, General Counsel, Canadian National Rys., Toronto.

William A. B. Russell, who has been appointed Division Freight Agent, Canadian National-Grand Trunk Pacific Rys., Calgary, Alta., was born at Rednersville, Ont., Jan. 1, 1886, and entered railway service Mar. 20, 1904, since when he has been, to Apr. 30, 1904, clerk, Local Freight Department, Central Vermont Ry., St. Albans, Vt.; May 1 to Nov. 17, 1904, stenographer, General Freight Agent's office, same road, St. Albans, Vt.; Nov. 17, 1904, to Aug. 14, 1905,

of A. L. Graburn, General Fuel Agent, Canadian National Rys., Toronto.

William Edwin Weegar, who has been appointed acting Superintendent, Barrie Division, Ontario Lines, G.T.R., Allandale, Ont., was born in Stormount County, Ont., Dec. 17, 1870, and entered G.T.R. service Nov. 17, 1888, since when he has been, to 1899, freight brakeman, District 5, Montreal Division; 1899 to 1913, freight and passenger conductor, same district; 1913 to 1918, Trainmaster, Eastern Lines; 1918 to Jan. 8, 1923, Trainmaster, Ottawa Division, Eastern Lines, Ottawa, Ont.

W. H. Winterrowd, who has been appointed Assistant to President, Lima Locomotive Works, with office at New York, N.Y., was born at Hope, Ind., Apr. 2, 1884, and educated at Shelbyville, Ind., and Purdue University, whence he graduated with the degree of B.S. in 1907. He entered railway service in 1905, since when he has been, to 1906, blacksmith's helper, Lake Erie & Western Ry., Lima,

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Central Rd. The route of the line in Canada has been approved by the Board of Railway Commissioners. E. W. Beatty, President, C.P.R., is President of the C. N. B. Co., and R. L. Latham, Chief Engineer, Toronto, Hamilton & Buffalo Ry., Hamilton, is Chief Engineer, C.N.B. Co. (Oct., pg. 550.)

Maurice C. Spratt, New York Central Rd. Attorney, is reported, in a Bridgeburg, Ont., press dispatch, to have said on Oct. 20:—All work on the bridge to be built over the Niagara River at Black Creek, six miles below Bridgeburg on the Canadian Niagara boulevard, and Grand Island, N.Y., will be held up till spring, when a definite start will be made. More has been done in the past two months than in any previous time since the Canadian-Niagara Bridge Co. secured its charter. The pier holes have been tested and gauged, the right of way optioned, and a large part of Grand Island has been purchased by the New York Central Rd. The right of way from the Michigan Central terminals have been optioned, as well as the A. Weaver farm, which will be the site of the Canadian approach.

Cape Breton Coal, Iron & Ry. Co.—A press report states that the Cape Breton Coal, Iron & Ry. Co., of which H. J. Mayhew, Londqn, Eng., is President, is about to reopen its coal mines at Broughton, N.S. The Broughton colliery was opened up a number of years ago, and under a charter granted by the Nova Scotia Legislature in 1895 the company was authorized to build a railway and to develop a shipping port. Nothing was done under this act until 1903, when a company of which Mr. Mayhew was President obtained control, and between that date and 1905, over \$1,000,000 was said to have been spent in sinking shafts and in building a town at Broughton. A spur line of railway from the collieries to a junction with the Sydney & Louisburg Ry. at Homeville Jct., was completed in 1905, and preparations were made for shipping the output at Louisburg. The company got into financial difficulties, and after some ineffectual attempts were made to sell the property, operations ceased towards the end of 1906, or early in 1907. The colliery is reported to have become full of water. (May, 1907, pg. 323.)

The Dominion Atlantic Ry. has carried out considerable work during the past season on its property in Nova Scotia. About 20 miles of main line track have been relayed with 85 lb. steel rails, replacing 56 and 65 lb. About 10 miles of ballasting have been done, between Ellershouse and Mount Uniacke.

At Kentville the company's headquarters, the 2½ story station and office building has been extended for 40 ft., providing for restaurant and luncheon room and additional office accommodation. An improved station 130 x 30 ft. has been built at Digby, as described in Canadian Railway and Marine World for March, pg. 135. A 25,000 gall. water tank has also been built there.

At Kentville the following buildings have been erected, boiler and power house, 30 x 36 ft.; machine and erecting shop, 60 x 180 ft.; blacksmith and moulding shop, 30 x 144 ft.; turntable, 70 ft., operated by Pilling air tractor. The boiler house has a 36 in. brick stack, 60 ft. high, on concrete base, and is equipped with boilers of 200 h.p. The ma-

chine and erecting shop has an overhead gallery, for tin shop and general foreman's office, in the machinery end, and the erecting shop has two tracks, and an 80 ft. concrete inspection pit, with driving wheel drop pit, equipped with air operated wheel jack. The blacksmith shop has 6 forges and the moulding shop is equipped with forge and brass furnace. The buildings have wood framing, with Bishopric stucco board and cement stucco on outside, the roofing is heavy paroid. All buildings are steam heated and electric lighted. The new shops are located so as to provide for future extensions to the locomotive shed, also car and paint shop, with necessary trackage.

About half a mile from Grand Pre village, Grand Pre Park has been established, in the dyke lands, with an area of 14 acres. It has a rustic gatehouse, and is enclosed with a rustic fence, has a water garden for aquatic plants, and contains a monument of Evangeline, Longfellow's heroine.

Edmonton, Dunvegan & British Columbia Ry.—J. A. Macgregor, General Manager, is reported to have stated recently that improvements on the line are being carried out steadily, as far as the shortage of labor will permit. The work being done consists of putting in new and additional ties, drainage, etc. The real work of reconstruction of the line will be begun next spring. (Oct., pg. 550.)

Esquimalt & Nanaimo Ry.—A press report states that the Victoria, B.C., City Council is about to call for tenders for the construction of the substructure of the Johnson St. bridge. F. M. Preston, City Engineer, returned to Victoria, Oct. 5, from Montreal, where he had been in consultation with C.P.R. engineers in connection with the plans. Some alterations in the original plans were agreed upon, and as soon as the details of these have been worked out tenders will be invited. (Oct., pg. 550.)

The Flinflon Mining District. — A number of members of the Manitoba Legislature were taken on a trip of inspection recently by the Northland Association over the mining belt in which the Flinflon mining proposition is situated. A railway to serve the district would probably start from near Pas, Man., and the probable route is west of Lake Athapapuskow to the Flinflon mine, approximately 80 miles. It is estimated that this mine will produce copper ore in sufficient quantities to provide 2,000 tons a day for a smelter for 30 years. There are several propositions for a railway line under discussion, but the Northland Association and other interests favor the line being built by the Province of Manitoba. (June, pg. 297.)

The Great Northern Ry., in order to carry out its plans in Vancouver, B.C., has, through its British Columbia subsidiary, the Vancouver, Victoria & Eastern Ry. & Navigation Co., asked the City Council that certain streets and lanes intersecting its cut be closed and conveyed to it, and offers in exchange certain other properties for roadway purposes, and to build eight steel and wooden bridges over the cut. The proposition is being considered by a special committee. (July, pg. 386.)

Hudson Bay Ry.—A press report states that the repairs ordered by the Dominion Government to be carried out on the line between Pas and Kettle River Rapids, Man., have been completed.

to Michel, 20 miles.

Dominion Atlantic Ry.—The extension of the D.A. Ry. to the Annapolis Iron Co.'s mine shaft at Forbrook is nearly completed, and is expected to be in operation in Oct.

(Jan., pg. 1.)

Gunflint and Lake Superior Ry.—The Minnesota, U.S., charter authorizing the construction from Gunflint, near

October 1907

pg. 143.)

Dominion Atlantic Ry.—The question of the construction of a line connecting with the D.A.R., through its Cornwallis Valley Branch at Centreville, N.S., and touching the main line at some western point, has been under consideration for years. A public meeting was held at Woodville recently, when it was stated that the Dominion and Provincial subsidies on the usual terms were available for any company which would construct the line, and the Minister of Militia said he had been given to understand when in London, Eng., recently, by the President of the D.A. Ry. that that company was ready to arrange with the company now holding the charter to construct this line, and was prepared to enter upon the construction of a ten mile section from Centreville. A committee was appointed to take up the matter with the various interests concerned. (Sept., pg. 649.)

Dominion Central Ry. Application is

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THE RAILWAY AND MARINE WORK

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

The Alberta Oil, Coal and Wheat Ry. Co. was incorporated by an act passed by the Alberta Legislature at its first session in 1906, and the town of Pincher Creek has guaranteed bonds to the extent of \$25,000 towards the construction of a line from that place to the C.P.R. Crow's Nest Branch at or near Pincher station. It is said that construction will be proceeded with in the spring. J. E. Shoultz is Vice-President of the company, and it is said that English capital is being provided to construct the line. (Jan., pg. 19).

Algoma Central and Hudson Bay Ry.—Replying to a question in the House of Commons Jan. 8, the Minister of Railways said there had been completed 69.35 miles of main line, 20.29 miles of branch lines and 9.93 miles of side tracks, these figures having been supplied to the Government in a statement signed by and sworn to by J. S. Wynn, acting Manager, and A. H. Chitty, Assistant

Deer River, Minn., to Fort Frances, Ont.—A U.S. press report states that another railway is about to be constructed from a Minnesota point to the International Boundary at Rainy River, opposite Fort Frances, Ont. The point from which it is stated the line will start is Deer River, a station on the Great Northern Ry. The Duluth, Rainy Lake and Winnipeg Ry. has recently been completed from Virginia to opposite Fort Frances, and the Minnesota and International Ry. has also recently completed a line from Bimeditj to International Falls on the Rainy River, a little to the west of the point at which the D.R.L. and W. Ry. reaches the river.

Dominion Atlantic Ry.—It is proposed to construct a spur line from Centerville, on the Cornwallis Valley branch, running south and west to the company's main line near Middleton, N.S. Local reports state that a new freight and passenger station will probably be built at Annapolis during the current year. (Jan., pg. 19).

Fort William, Ont.—The Ontario Legis-

agreement, details of which are given enc
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Dominion Atlantic Ry.—We are offi-vey
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June, 1921.

Railway Development, Projected Lines, Surveys, Constr

Alberta & Great Waterways Ry. — A press report states that since the opening of the season's work the Northern Construction Co., which has the contract for the rehabilitation of the line from Lac la Biche to the Clearwater Lake, and the completion of the construction into McMurray, Alta., has distributed 25,000 new ties along the track; has completed a new trestle over the Christina River at mile 198 from Carbondale Jct., and is proceeding with the grading of the newly located line from the present end of track to McMurray (May. pg. 241.)

templates the following works during this year:—Ballasting, from mile 4, near Rockinham, N.S., to mile 13, near Windsor Jct.; and from mile 90, near Aylesford, to mile 103, near Middleton; laying 8 miles of 85 lb. steel rails on the main line, and 2 miles of 85 lb. rails on the Truro Subdivision. The new machine shop, blacksmith shop, erecting shop and boiler shop at Kentville, N.S., have been in use since Feb. 1, and are now practically completed. (Jan., pg. 16.)

Edmonton, Dunvegan & British Columbia Ry.—J. A. McGreor, Manager, is

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