

NORTHERN
PACIFIC
RAILWAY
IN CANADA

(Aug. pg. 412.)

Northern Pacific Ry.—President Elliott is reported as stating, Sept. 5, that the line from Seattle, Wash., to Sumas, on the International boundary, 120 miles, will be rebuilt next year, with reduced gradients and easier curves, and that it will be relaid with heavier steel.

Pacific Great Eastern Ry.—A commission has been appointed to settle the question of the route of the line in West Vancouver, B.C. The company has located its line along the waterfront for 2.5 miles, and the municipality desires that it be set back for from 100 to 250 ft. Application has been made to the Provincial Minister of Railways for the approval of the route of the line from Howe sound to Pemberton Meadow, 10 miles, but objection is made by the Howe Sound and Northern Ry., which has a line between the same points. Consideration of the matter was adjourned.

October 1912
P 502

Northern Pacific and British Columbia Ry.
—Application is being made to the Dominion Parliament for the incorporation of a company with this title, with power, in connection with the Northern Pacific Ry. Co., a U.S. railway, to enter into an agreement with the Vancouver, Victoria and Eastern Ry. and Navigation Co. and the Great Northern Ry., another United States railway, which owns the V.V. and E. Ry., for running rights over that line from the international boundary near Huntingdon to New Westminster and Vancouver, B.C. The applicants also desire to have power to acquire lands for station and terminal purposes. A. H. MacNeill, Vancouver, B.C., solicitor for applicants.

Pacific Great Eastern Ry.—A combination passenger and freight service has been

October 1913 ~~1914~~
P 502

in the spring. (May, pg. 417.)

Northern Pacific and British Columbia Ry.—Application is being made to the Dominion Parliament for the incorporation of a company with this title, with power, in connection with the Northern Pacific Ry. Co., a U.S. railway, to enter into an agreement with the Vancouver, Victoria and Eastern Ry. and Navigation Co. and the Great Northern Ry., another United States railway, which owns the V.V. and E. Ry., for running rights over that line from the international boundary near Huntingdon to New Westminster and Vancouver, B.C. The applicants also desire to have power to acquire lands for station and terminal purposes. A. H. MacNeill, Vancouver, B.C., solicitor for applicants.

Pacific Great Eastern Ry.—A combination passenger and freight service has been placed in operation on the line from Squamish to the Lillooet River at Pemberton Meadows.

Plans have been deposited with the Minister of Public Works for a bridge over the Lillooet River between mileage 19 and 20, Alta., Lake Summit North, and approval has been asked for the same.

C. P. Ry. River and Athabasca Ry.

, April 1914

The line will be let shortly. (July, pg. 332.)

A
yon.
le to
This
s es-
n to
e 12
calls
by. 1.

work
raser
r the
with

laid
build-
otive

Northern Pacific Ry.—G. T. Reid, Assistant to the President, is reported to have stated in an interview Sept. 3, that the revision of the line between Seattle and Sumas, Wash., via Snohomish, will not be completed until the spring of 1914. Connection will be made with the Great Northern Ry. at Huntingdon near Sumas and the G.N. Ry. will be used into Vancouver. An agreement is being negotiated with the British Columbia Government for the use of the bridge over the Fraser River at New Westminster. The terminals which the G.N. Ry. is laying out at False Creek, Vancouver, into which the N.P. Ry. trains will run, are expected to be ready in the summer of 1914. (July, pg. 332.)

Great Eastern Ry.—A. E. Kellett.

7475

December 1914

Northern Pacific and British Columbia Ry.
—Seattle, Wash., and Vancouver, B.C., press reports state that the application being made to the Dominion Parliament for the incorporation of a company with this title is on behalf of the Northern Pacific Ry. The N. P. R.'s line to Huntingdon has been extensively improved in preparation for the company's direct traffic entrance into Vancouver. Grades and embankments have been improved, new bridges have been built, and heavier steel laid. An order for new rolling stock has been placed for delivery early this year. Entrance to Vancouver will be obtained over the Vancouver, Victoria and Eastern Ry. to the False Creek terminals which are being laid out by the Great Northern Ry. for joint use with the N.P.R. At present the N.P.R. has a traffic agreement with the C.P.R., which is nearing expiration. (Dec., 1914, pg. 544.)

February 1915

Directors,
Mont-
R. H.

ific Ry.
the Do-
or the
to that

e Mani-
the es-
ds, sta-
l came
tee of
repre-
P. Ry.,
onsider-
he pro-
of the
(Jan.,

is to start at Adirondack Jct., on the New
York Central Rd., and extend to Sunder,
Que. (Mar., pg. 94.)

Northern Pacific and British Columbia Ry.
—The Dominion Parliament is being asked
to incorporate a company with this title,
having power with the Northern Pacific Ry.,
to enter into agreements with the Great
Northern Ry., and with the Vancouver,
Victoria and Eastern Ry. and Navigation
Co., for running rights over the latter com-
pany's lines between Huntingdon and New
Westminster and Vancouver; and to
acquire land, and lay out terminals for its
own use along the V. V. and E. Ry. The
provisional directors are: E. C. Blanchard,
General Manager, Northern Pacific Ry.,
Tacoma, Wash.; G. T. Reid, Assistant to
the President, N. P. Ry., Tacoma; A. H.
McNeill, Vancouver, B. C. (Feb., pg. 57.)

~~Dec 1915~~ 1915 #136

April 1915

P 136

Columbia. (June, 1912, pg. 601.)

Northern Pacific and British Columbia Ry.
—The Dominion Parliament has incorporated a company with this title to enter into arrangements with the Vancouver, Victoria and Eastern Ry. and Navigation Co., for running rights over its lines into Vancouver, and to acquire land and lay out terminals in Vancouver, New Westminster, and other points on such lines, between Huntingdon and Vancouver. (April, pg. 136.)

Pacific Great Eastern Ry.—The Minister of Railways for British Columbia has ap-

MAY 1915
p 171

Northern Pacific Railway's New Coast Line.

The new double track, low grade cutoff line of the Northern Pacific Ry. between Tacoma and Tenino, Wash., 44.3 miles, completes the reconstruction and double-tracking between Seattle, Wash., and Portland, Ore. It also gives a direct train movement through the station at Tacoma, while the old line required a reverse movement of trains. The old line was single track, with 1% grades in both directions and with 2.2 mi. of 2.2% grade ascending southward out of Tacoma. The tonnage rating southbound was 2,000 tons, and three pusher engines were required to help the full tonnage trains on the heavy grade at South Tacoma. The principal comparative features of the old and new lines are as follows:

	New Line	Old Line
Distance, miles	44.30	41.26
Max. grade	0.3%	2.20%
Max. curve	3°	10°
Total curvature	1347°	824°
Total rise and fall	421 ft.	1244 ft.

The Grand Trunk Ry. System has opened

ther on. (Oct., 1912, pg. 502.)

Northern Pacific Ry.—J. M. Hannaford, Second Vice President, accompanied by a number of officials paid a visit to Vancouver recently. In an interview he is reported to have stated that the company will be running its trains into the city within a year, over the Great Northern Ry. tracks from Cloverdale. The section of the old New Westminster Southern Ry. from Sumas to Cloverdale will be rebuilt to make this connection, and the Great Northern Ry. passenger station will be used, but the N.P. Ry. will provide its own freight terminals.

It was reported recently that the company was negotiating for the purchase of the Kitsilano Indian Reserve, which adjoins the False Creek area, which is being laid out by the Great Northern Ry. and the Canadian Northern Ry. for their terminals. (April, pg. 169.)

British Columbia and Peace River Ry.—The Domin-

Great Northern Ry.—It is expected that the new station at the False Creek flats, Vancouver, will be completed and ready for occupancy in May.

The locomotive house under construction will have accommodation for 10 locomotives, and the building is so arranged that accommodation for an additional locomotive can be added. In connection with this building a repair shop is being built. (Feb., pg. 50.)

Intercolonial Ry.—The Minister of Railways stated in the House of Commons recently that \$96,360.26 had been expended since Jan. 1, 1915, for improving grades and alignment, and \$677,791.08 had been expended for building heavier bridges and culverts and strengthening the old ones.

The Minister of Railways stated in the House of Commons, Feb. 1, that the elimination of level crossings at Trenton, N.S., had been given consideration and a sum had been placed in the estimates for the year to provide funds for the building of a subway north of the Eastern Car Co.'s works there.

Tenders are under consideration for putting in the substructure of a new bridge across the Gaspereaux River, N.B. (Dec., 1916, pg. 484.)

Kitsault River.—Application has been made to the B. C. Government by L. W. Patmure, et al. Prince Rupert, for per-

point on the Great Northern Ry. The report is that the line will connect up with the C.P.R. Weyburn-Lethbridge line at Pakowki, or Fremont, Alta. (Jan., pg. 20.)

National Transcontinental Ry.—The Minister of Railways stated in the House of Commons recently that the cost of clearing the line and removing stones falling into cuts between Hervey Jct. and Fitzpatrick, from Apr. 1 to Dec. 1, 1916, was \$819.88; and for the same work for the same period between Fitzpatrick and Parent, \$12,131.83. Nothing was paid for similar work during the same period between Parent and Doucet. (Sept., 1916, pg. 364.)

North Vancouver, B.C.—The ratepayers are being asked to vote on a bylaw granting the Capitans Timber Co. the right to build a logging railway over certain of the streets in the municipality.

Northern Pacific Ry.—Arrangements are reported to have been made for building a freight shed, 200 x 50 ft., on a site adjoining the Great Northern Ry. wharf at New Westminster, B.C. The building will, it is said, be of frame, sheeted with corrugated galvanized iron, and roofed felt, tar and gravel. The estimated cost is reported at \$11,500, and it is said a contract will be let at an early date and that the work will be completed within two months thereafter.

terminus, and Andover, 26 miles. (Feb., pg. 51.)

Saskatchewan.—Replying to questions in the Saskatchewan Legislature, Feb. 7, the Premier said that "The government had no assurance that any of the railway companies will proceed with new construction work this year. It is likely a short mileage of rails will be laid where grade already exists, and it is possible some new grading will be undertaken during the forthcoming summer season."

Toronto Industrial Sidings.—Track laying is reported practically completed upon the industrial spur line being built in the Ashbridge Bay district by the Toronto Harbor Commissioners. It is 1.50 miles long and at present extends to the new steel plant site.

Railway Finance, Meetings, Etc.

Canadian Northern Western Ry.—Lazard Bros. & Co., London, Eng., announced recently that they would buy \$200,000 of C.N.W.R. 4½% (Alberta) guaranteed 1st mortgage debenture stock, 1942, at 30½.

Canadian Northern Ry.—There has been filed with the Secretary of State at Ottawa a satisfaction of trust agreement, date Jan. 16, 1916, made between the C.N.R.Co. and the Central Trust Co. of New York, as trustee, securing an issue of 50¢ gold notes of the C.N.R.

that the council to enter into similar agreements with other railways under the same act. (April, pg. 136.)

The Northern Pacific Ry. is about to erect a freight house on its wharf on the Fraser River, opposite the city market, near the intersection of Front and 6th St., New Westminster, B.C. The building will be reached by a new spur track, starting from opposite 6th St. The top of the present wharf will be cut down about 2 ft, for a considerable area and new timbers will be put in to carry the foundation members of the new structure. The building will be a one story lumber structure, 50 x 200 ft., the exterior walls of which will be covered with corrugated iron, and the roof with pitch and gravel. The rolling doors will be of corrugated steel. A space 20 ft. deep, the whole width of the building, 50 ft., will be partitioned off at one end, for an office. This space will be ceiled throughout with fir ceiling, and will be lighted by 10 windows. One half of the area will be reserved for the public offices and the other for the inside staff. Two lavatories will be provided, one for office staff and the other for freight house employes. The building will be lighted by electricity and heated by stoves. The estimated cost is \$11,500. (Mar., pg. 101.)

Pacific Great Eastern Ry. — At the

tion
has
over

T
inco
with
aino
a ra
take
right
whic
is al
on t
of I
Rive
on t
Villa
bute
limit
Thre
Coun
with
stea
wate
tran
and
C.P.
any
coun

Sa
It h
Sask
railw

MAY 1917