

1917  
HALIFAX  
EXPLOSION

# The Restoration of the Canadian Government Railways Property at Halifax.

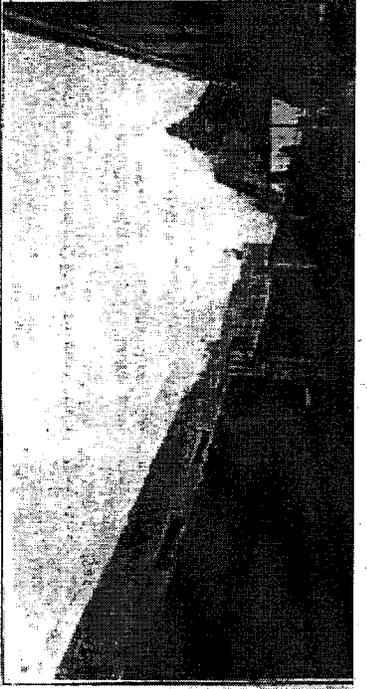
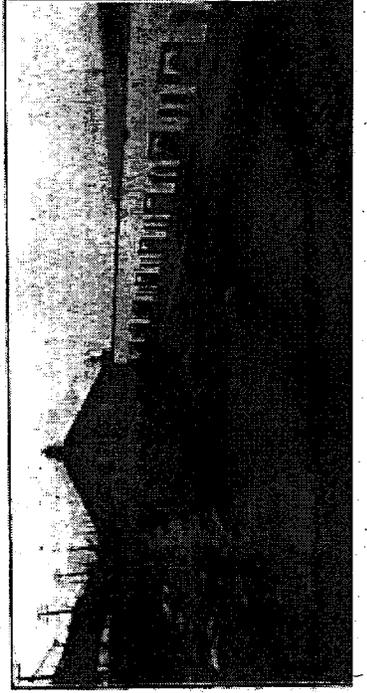
The restoration work at Halifax is being carried on under the general direction of C. B. Brown, Assistant General Manager, and Chief Engineer, Canadian Government Railways, at Moncton; W. A. Duff, Assistant Chief Engineer, and Engineer of Bridges, being in direct charge at Halifax, with office at 137 Barrington Street, C. H. Edgett, being Purchasing Agent and F. M. MacLennan, Auditor. Mr. Duff was at Halifax when the explosion occurred and acted most promptly. Telegraph connection being destroyed, he motored to the nearest station from which he could telegraph, and made a most gra-

completed. The North St. power house roof has been completed, and a boiler put in place and bricked in.

New pier 2. The repairs are about 85% complete. All doors upstairs are in place and glazed. All doors on the south side downstairs are in place and being glazed. Sixteen pairs of doors are in place on the north side. Practically all the branch return pipes have been installed, and the work is still proceeding. All mains, returns, connections and traps will be installed as soon as received. Doors for the north side are being straightened and repaired. The pier and shed have been

The deepwater local freight shed has been repaired.

Grain Elevator. — Temporary repairs are finished. The elevator has been boarded in on the north side and covered with rubberoid finished, and repairs are now being made to the roof on the east side of the building. It has been in use since Dec. 24 and the permanent repairs are about 60% completed. The boiler house building is completed and the boiler put in place and bricked in. The carpenter shop building is boarded in and roof covered with rubberoid, and work is proceeding on the interior of the building.



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**Halifax Disaster—North Street Station, Canadian Government Railways.**  
The graphic description of the damage done to the Canadian Government Railways property at Halifax by the explosion on Dec. 6, by F. B. Tapley, Assistant Engineer of Maintenance, C.G.R., published in Canadian Railway and Marine World for January, has evoked considerable favourable comment. We were then only able to show the exterior of the station before the explosion. The views given above were taken some time after the train shed roof had collapsed and when traffic had been resumed. The upper left hand one is looking into the train shed from the track entrance. The upper right hand one shows the train shed minus the roof, from the outside. The two lower views show the interior of the shed.

At Richmond the debris has been cleared away from about 85% of the tracks in the yard and they are being put into service as fast as repairs can be made to them. The water tank at Richmond has been temporarily repaired and has been in service since Dec. 9. All Hudson Bay timber has been loaded and shipped to the south terminals. Pier 9 and three tracks in connection with it have been cleared, and can be used at any time for handling deals, or any other cargo which does not require shed space. The water tank has been temporarily repaired and is giving good service. The sugar refinery site is being cleared.

At Willow Park temporary repairs have been made to 18 stalls in the locomotive house and temporary repairs are being made to 6 additional stalls. The

in service since Dec. 26.  
Pier 3.—Seventeen trusses on the north side have been repaired and repairs were made to side of shed, where necessary. About 200 ft. of track for doors on the north side have been removed, straightened, and replaced. The work is about 75% complete.

Pier 4.—The wreckage from roof and sides of shed has been cleared away. The floor of the annex has been taken up, so that piles can be driven. Stringers and a plank on north side of pier are being finished so that track can be used. The shed is being rebuilt and is about 25% complete.

Pier 9, Richmond.—The debris has been cleared away and also debris on tracks leading to the pier and the pier is now in shape to be used as an open pier.

phic and correct report of the extent of the damage to General Manager Hayes at Moncton, detailing relief, etc., required and enabling prompt action to be taken to rush special trains with doctors, nurses, supplies, etc. Very full particulars as to the railway property were given in Canadian Railway and Marine World for January. We have since been favored with the following particulars of the reconstruction work done up to Jan. 18:—

At North St. station temporary repairs have been carried on both inside and outside of building. The stairs leading to the station have been repaired and are in service. The linen room and express offices have been made water tight. An awning for the concourse has been erected, and will be covered with rubberoid as soon as work in front of building is

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dangerous portions of the roof of sections 5 and 6 have been removed. Section 4 is being repaired. The "T" beams and columns of this section are straightened, and joists and sheathing are being put in place. The machine shop lower windows are being put in place. Windows are being obtained by salvaging from machine shop and from sections 5 and 6 of locomotive house. The work is about 75% completed. At the bunk house the carpenter work is completed, and the plumbing work is about 75% completed. Sashes are being placed in the office building. Temporary repairs to the stores building are complete and the permanent repairs are now finished. Two bad leaks were discovered in the mains and were repaired and a better supply obtained at the stand pipe.

At the ocean terminals two freight sheds, 600 x 90 ft. each, are being constructed to take the place of sheds which were destroyed by the explosion. They are known as sheds 25 and 28. Grading for tracks near the sheds is finished. Grading for roadway between sheds is finished. Pile driving for shed 28 is completed. Twenty-five per cent. of the floor decking has been placed on the north half of shed 28; 90% of floor grillage has been

has been completed; 125 men are employed on this work. The excavation for foundations of the new garage are complete, and forms for concrete foundation in place; 14 men are employed in this building. At the police office and residence the repairs are well advanced and the building should be shortly completed.

At the torpedo shop a gang is at work taking down trusses and dismantling them, and straightening them to be re-erected; 8 men are employed on the work. Repairs are proceeding on houses 8, 7 and 6. At the small boat slip and shed a small gang is at work dismantling. About one-quarter of the work is completed. At the gymnasium building the brick work is repaired, and half of roof repaired and covered with rubberoid roofing.

### Halifax Disaster Special Train Service on the Canadian Government Railways.

Following are particulars of the special trains run on the Canadian Government Railways between Dec. 5 and 11 in connection with the explosion at Halifax, N.S.:

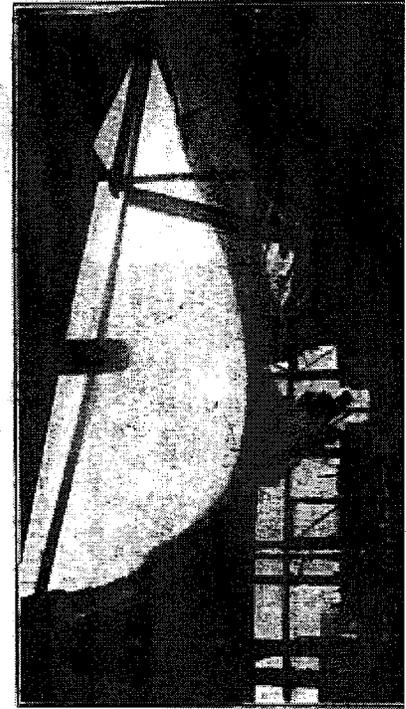
Dec. 6. From College Bridge, 164 miles 10 cars Amherst fire brigade, 1 car food

Dec. 8. From St. John, 274 miles, 19 cars. Massachusetts and Maine Relief; 6 baggage cars, 1 1st class and 6 sleepers. From Maine 18 doctors, 4 nurses, 6 Maine Government staff and 2 orderlies, 7,100 blankets, 750 cots. From Massachusetts, 25 doctors, 65 nurses, 8 orderlies. This train had also hospital supplies, cots, and blankets for 500 cots complete.

Dec. 8. From St. John, 274 miles, 6 cars. City of New York. 1 doctor, representing medical department U. S. Government; 1 nurse representing civilian relief U. S. Red Cross; 1 representative Quartermaster Store Department, U. S. Government; 1 Red Cross representative in charge of train; 6 U.S. press men; 10,000 blankets, 10,000 sweaters, 7,000 pairs socks, 1 car food, 100 cases civilian clothing, for men, women and children; 40 cases surgical bandages, 100 gals. liquid disinfectant, 10 bales absorbent cotton.

Dec. 9. From St. John, 274 miles, 14 cars. Montreal relief. Food supplies and private car. Picked up cars of food, also coffins.

Dec. 9. From St. John, 274 miles, 8 cars. Providence, R.I., relief. Baggage car, condensed milk and doctor's outfit; baggage car with bread, window sashes,



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- Dec. 8. From St. John, 274 miles, 13  
 - cars. Massachusetts and Maine Relief;  
 l. 6 baggage cars, 1 1st class and 6 sleep-  
 a. era. From Maine 18 doctors, 4 nurses,  
 - 6 Maine Government staff and 2 orderlies,  
 e. 7,100 blankets, 750 cots. From Massa-  
 e. chusetts, 25 doctors, 65 nurses, 8 order-  
 k. lies. This train had also hospital sup-  
 g. plies, cots, and blankets for 500 cots com-  
 - plete.

- Dec. 8. From St. John, 274 miles, 5  
 t. cars. City of New York. 1 doctor, rep-  
 d. resenting medical department U. S. Gov-  
 a. ernment; 1 nurse representing civilian re-  
 t. lief U. S. Red Cross; 1 representative  
 t. Quartermaster Store Department, U. S.  
 k. Government; 1 Red Cross representative  
 d. in charge of train; 6 U.S. press men; 10,  
 000 blankets, 10,000 sweaters, 7,000 pairs  
 socks, 1 car food, 100 cases civilian cloth-  
 ing, for men, women and children; 40  
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placed. Twenty-five per cent of the floor decking has been placed on the north half of shed 28; 90% of floor grillage has been



completed on south half of shed 28, with the exception of platform grillage which has not been started yet; 75% of floor girders have been placed on the south half of shed 28; all the columns for shed 28 have been cut to length, and 50% of the brace blocks have been nailed in place and 25% bored for lag screws. Six bents for the north side of shed 28 have been laid out. Good progress is being made in the framing of the superstructure and will be well under way this week.

The repairs to the transmission line are over 60% complete. The telephone dispatching line between North St. station and Rockingham has been put back into service.

The Canadian Government Railways officials are also attending to the repairing of the Naval Service Department property; the damage to which is described in the marine department further on in this issue. At the Naval Hospital the lathing has been replaced on the attic and second floor. The concealed electric wiring has been installed in the second floor and attic. Eight out of 12 hot water heating returns have been repaired and put into service. Plastering is proceeding on the second floor. About 56 men are employed on this hospital. At the Naval Dockyard store A has the floor and all the main posts set, with the exception of 4. Store B has the foundation in and half the floor in position. At store D, 50% of the excavation for the grillage

Dec. 6. From College Bridge, 164 miles 10 cars. Amherst fire brigade, 1 car food



Interior and Exterior of Canadian Government Railways Locomotive House at Willow Park, after the Halifax Explosion.

supplies and 8 boarding cars.  
Dec. 6. From Moncton, 185 miles, 8 cars, 1 baggage car, 1 hospital commissary, 2 hospital tourists, 1 first class, 2 standard sleepers and general managers' car. This train had railway officials, doctors, nurses and hospital supplies.

Dec. 6. From Moncton, 185 miles, 9 cars Moncton fire-brigade, 2 cars, wrecking crane and outfit, 3 hospital and 1 colonist cars.

Dec. 6. From Moncton, 185 miles, 13 cars, 3 box cars, food supplies from Moncton, 7 first class, 1 sleeper, 1 official with doctors and nurses, 1 car food supplies from Sackville.

Dec. 6. From Moncton, 185 miles, 24 cars; steam shovel, small crane, 1 car track spikes, 1 car stores, lanterns, etc., and other cars with food supplies. With this train were 8 gangs workmen consisting of 3 foremen and 15 men.

Dec. 6. From Sydney and New Glasgow, 5 cars. General Superintendent, doctors and nurses.

Dec. 7. From Pictou, 115 miles, 4 cars. Premier Borden and party of doctors and nurses from Charlottetown. In connection with the Premier's special a special trip of the s.s. Aranmore was made from Charlottetown to Pictou.

Dec. 7. From St. John, 274 miles, 5 cars. Massachusetts State Relief, 3 baggage cars, 1 diner, 2 sleepers, with 16 doctors, 16 to 20 nurses, and hospital supplies.

car, condensed milk and doctor's outfit; baggage car with bread, window sashes,

Glass and clothing; 1 diner, 5 sleepers; 50 doctors, 50 nurses, 1 chauffeur, 1 druggist, 3 lady secretaries, 2 social workers. Dr. Hough in charge. Dr. Marshall in charge of supplies; Miss Haldwin, head of Red Cross.

Dec. 9. From St. John, 274 miles, 6 cars. Bangor, Me., relief, 2 baggage cars, 2 1st class, 2 sleepers, Christian Science Monitor, doctors and nurses, 35 in party, clothing, blankets and other supplies.

Dec. 14. From St. John, 274 miles, 9 cars. Montreal relief, 4 cars window glass, 2 cars beaver board, 2 cars roofing 1 car lumber.

Dec. 10. From Montreal, 330 miles, 11 cars food supplies.

Dec. 10. From Montreal, 330 miles, 24 cars food supplies.  
Dec. 10. From Montreal, 330 miles, 5 cars, 8 cars with clothing and provisions, 2 private cars with doctors, nurses and officials of the T. Eaton Co., Toronto. Sir John Eaton was with this train.

Dec. 10. From Montreal, 330 miles, 11 cars. Toronto relief, 1 car building supplies, 3 baggage cars, 6 colonists, 1 sleeper. This train had carpenters, plumbers and machinists with tools, etc., 8 officers and 337 men.

Dec. 10. From Montreal, 330 miles, 20 cars auto trucks and supplies from Ottawa.

Dec. 11. From Montreal, 330 miles, 25 cars supplies, meat, etc., from Ottawa.

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