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Allandale Shops.—Plans are now pre-
pared for car and locomotive repair shops
to be built at Allandale, Ont., for the North-
ern Division, the geographical position of
which necessitates repair work being done
locally instead of having to send cars and
locomotives to Montreal, as at present.

Toronto-Niagara Line.—It is said that
negotiations are in progress between the
company and the Ontario Government
Hydro-Electric Commission respecting the
use of electric power by the G.T.R. It is
stated that the company is contemplating
the adoption of electricity as a motive power
on its line between Toronto and Suspension
Bridge, as well as on a number of other
lines which may be conveniently served
with power.

Improvements at London.—The negotia-
tions for the elevation of the tracks and the
other improvements contemplated in the
city of London, Ont., have been interrupted
by the resignation of F. H. McGuigan,
Fourth Vice-President, but the London city
officials say it is expected that everything
will be got in order so that work may be
started by the end of the summer.

The elevated track west of the city, which
includes a big fill, and a bridge at Cove, has
been completed.

Milwaukee Terminals.—The G.T.R. has
acquired 24½ acres of land at Milwaukee,
Wis., on which it is proposed to lay out ad-
ditional terminal facilities.

London, Eng., Offices.—A site is reported
to have been purchased in Trafalgar Square,
London, Eng., on which it is proposed to erect
a large office building.

1907

pared 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, show 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 round-house of large capacity in Lindsay. At Port Hope, there will be considerable alterations and additions to the accommodation in the yard, to enable the additional traffic to be handled which will be brought in by the Charlotte-Port Hope steam ferry.

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McDonald, McMillan Co.

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 was 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 ratified at an early date. The plans prepared 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, show 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

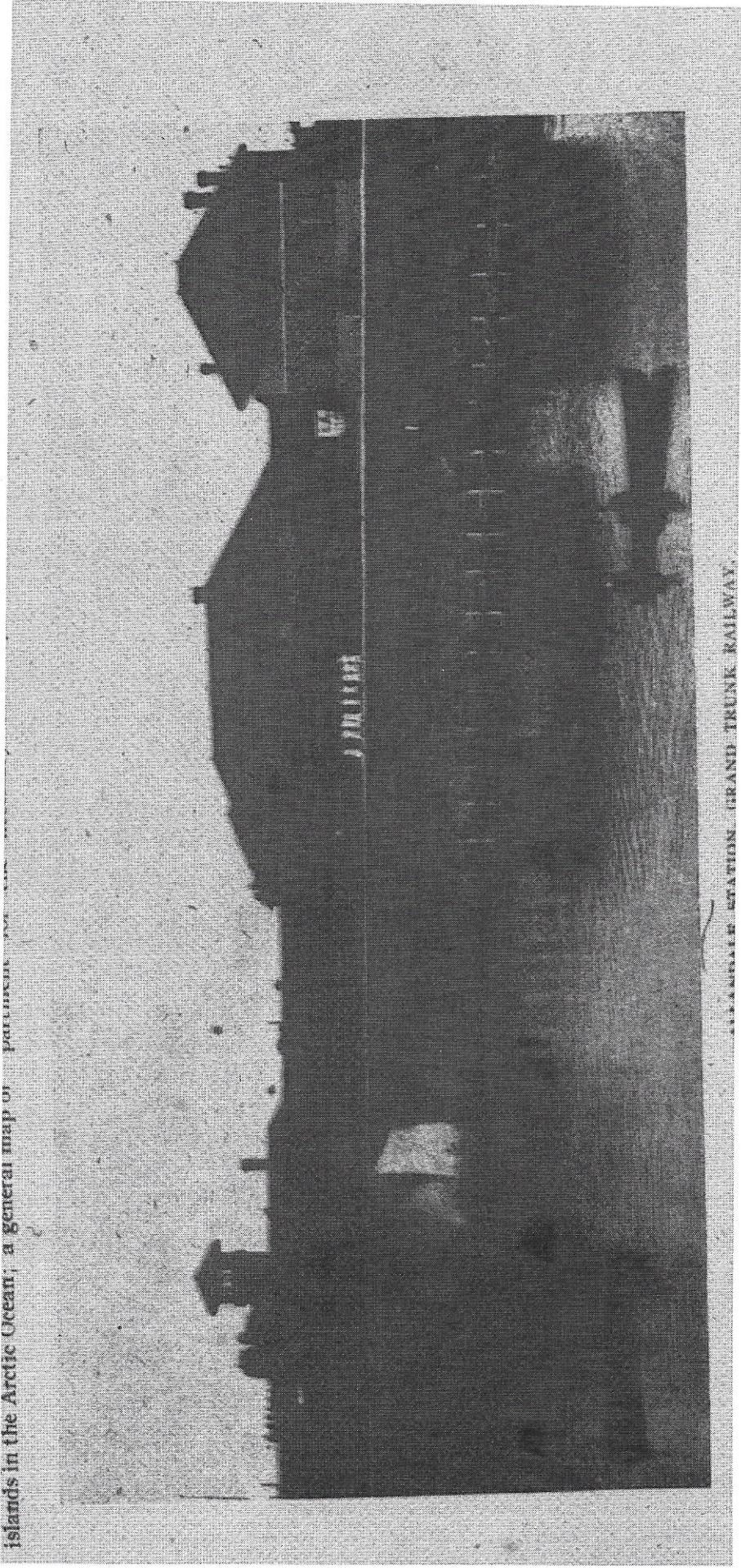
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899 and 900 Jan 25.—Authorizing the G.T.R. to construct a branch line to the Meaford Manufacturing Co. and the Meaford Wheelbarrow Co.'s premises, Meaford, Ont.

901 Jan 26.—Authorizing the C.P.R. to construct a branch line to the Brampton

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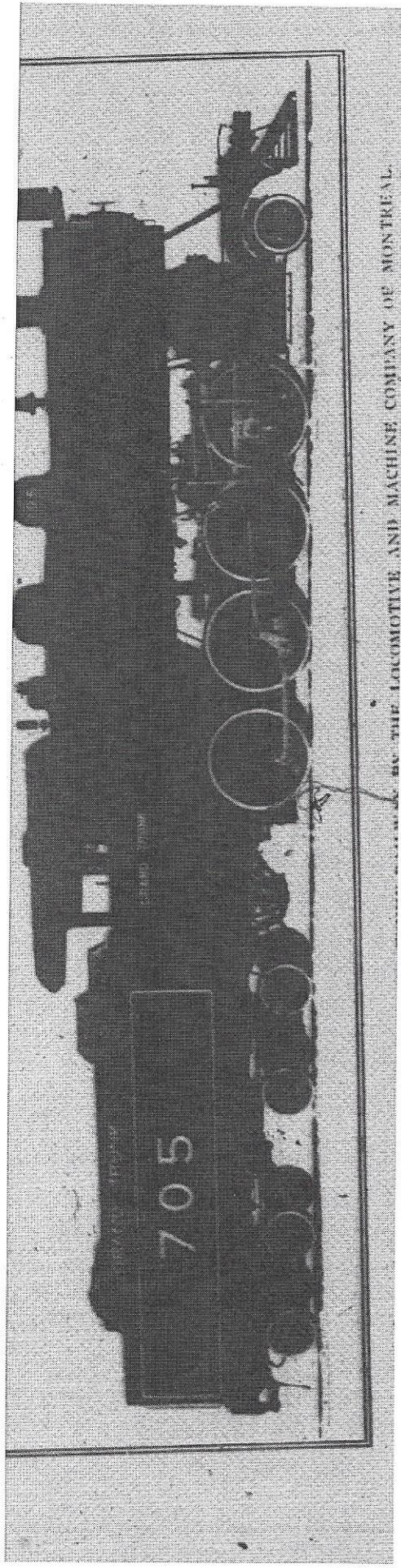


islands in the Arctic Ocean; a general map of the paravane.

1907

GRAND TRUNK RAILWAY.

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THE ELECTRIC LOCOMOTIVE AND MACHINE COMPANY OF MONTREAL.

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a high trestle near Cove bridge. This piece of track elevation extends from Egerton St. to Hyde Park Jet., and in some places the track is being raised 35 ft. W. C. Stevens, Toronto, is the engineer in charge of the work. Other extensive improvements are in contemplation in London including track elevation, the enlargement of the station, and the rearrangement of the yards. An agreement with the city has not yet been reached, but F. H. McGuigan, Fourth Vice-President, was in the city consulting with the City Engineer upon the matter early in Dec.

Battle Creek Shops.—Extensive shops are being built at Battle Creek, Mich. The buildings comprise machine and erecting, boiler and tank shop under one roof, the building being 175 by 817 ft. It will contain 25 erecting pits, nine boiler stalls and nine tank stalls. The foundation work has been started. Other buildings will be erected, and it is expected that the whole of the buildings will be completed by the end of the year.

Track Elevation at Chicago.—The work of separating the grades of the G.T. Western Ry., 49th St. line, between Kedzie Ave. and Wallace St., Chicago, was begun on April 15, 1900, and is still in progress. The operation covered the elevating of three miles of double track main line, including the Aberdeen St. yard and also the Indiana Harbor Ry. double tracks, which are parallel with the G.T.W. Ry. tracks. Twenty-four grade crossings have been eliminated, and also the grade crossings with the Calumet Terminal and the Pennsylvania Ry., which may probably be restored when these roads decide on track elevation. The tracks were raised an average of 15 ft., giving an overhead clearance of 12 ft. on 20 of the streets, the remaining four streets on which the Chicago City Ry. operates require an overhead clearance of 13.5 ft., which was maintained by lowering these streets 1.5 ft. It was found to be more economical to elevate the tracks the full height, rather than depress all the streets. The filling for the work, which necessitated moving 550,000 cubic yards of material, was procured at Oak Glen, on the G.T.W. Ry., and handled by the company's equipment to Chicago, a distance of 20 miles. The method adopted for doing the filling, was to first elevate the

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

Montreal Track Elevation.—A conference has been held in Montreal between representatives of the company and the City Council respecting the elevation of the tracks in the city. W. Wainwright, General Assistant and Comptroller G.T.R., said the conference was a preliminary one for the purpose of placing the plans before the council so that they might be studied prior to an agreement being discussed. The details of the plan were being worked out by the company's engineers, and after these had been completed and a statement of the estimated cost prepared, Mr. Hays would be prepared to confer with the Council upon the whole question. The company desired to get rid of the level crossings, but as the railway was in existence before many of the streets were, it had rights which could not be sacrificed. The committee, it is understood, will arrange to visit Philadelphia and other places where a similar work of track elevation has been carried out in order to see what had been done.

Central Station, Ottawa.—A new agreement between the G.T.R. and the Government for a lease of the canal reserve at Ottawa for the purpose of a central station was signed Jan. 7. The lease is for 999 years, the rental being \$1,100 a year, to be readjusted every 21 years. The station building is to cost at least \$250,000, to be under the control of the G.T.R., but terminal facilities are to be afforded to other companies upon fair terms. The Sparks estate, which originally granted the land to the Crown for canal purposes, objected to its utilization for railway purposes, and an agreement was reached whereby the estate was to receive \$80,000 in full settlement of its claim. This sum the G.T.R. agrees to pay. Plans are to be prepared by the company and submitted to the Government for approval within six months.

Madoc to Eldorado.—The Madoc, Ont., Board of Trade has passed a resolution asking the G.T.R. to extend its line from Madoc northerly to Eldorado, about seven miles.

Stratford Shops and Station.—The improvements at the Stratford, Ont., terminals,

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BRANTFORD STATION, GRAND TRUNK RAILWAY.

Freight Rates.

Manufacturers' Association or to its members as soon as re-adjustment of rates so as to overcome fear of shippers from the advisement by the G.T.R. The railways have called for revision of the Ontario, Quebec and Maritime, which they claim will discriminate. To adopt uniform freight classification they propose the Canadian with ten classes, instead of U.S. Classification which has heretofore been national business. The changes involve increases as well as decreases from U.S. to protect manufacturers, but they will avoid any increase in rates on raw materials from the U.S., and to accommodate commodity tariffs for shipping in sufficient volume for instance as iron and steel. So that we will know what goods are coming in the process of manufacture kindly enumerate the things you are importing for say in what quantities information is desired with this international situation."

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

Montreal Track Elevation.—C. M. Hays, Second Vice-President and General Manager, stated Dec. 12, to Alderman Sadler, Chairman of the Montreal City Council Committee on Level Crossings, that a conference between the company's representatives and the council would be arranged for an early date. Personally he was in favor of a new station being built at the same time as the track elevation was carried out, but he did not know whether he would be able to get the directors in England to share his views. The plans and estimates for the work will be presented when the conference is held.

Ottawa Central Station and Hotel.—Plans for the proposed new central station and hotel at Ottawa have been submitted to the Premier and Minister of Railways for approval. It is expected that a start will be made upon the erection of the building early in the spring.

North Bay to Lake Abitibi.—Press reports state that the G.T.R. will construct a line from near North Bay to a junction with the G.T. Pacific Ry. near the Frederick House River, directly south of the big bend of the Abitibi. The projected line will run through the Cobalt district to Lake Temagami, and then turn northwesterly to the junction. A line between these points is among those contemplated in the charter of the G.T. Pacific Ry.

Stratford Shops.—E. H. Fitzhugh, Third Vice-President, and W. D. Robb, Superintendent of Motive Power, had an interview with the Stratford aldermen, Dec. 3, and

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on and locomotive shops, are estimated cost \$250,000. The plans for the new iron are to be submitted to the City Council at an early date. The City Council passed the by-laws necessary for the laying of certain streets as agreed upon, the by-laws to become operative upon the taking of the shop extension being gone on with at once.

London Improvements.—The improvements of London, Ont., are nearing completion, filling for one track on the new elevation expected to be finished by the end of May, and work on the Cove bridge was expected to be done about the same time. It was stated that when the elevation west of Wellington St. is completed and the big cut through the Hyde Park grade finished, the company will have expended \$750,000. Mr. Judd stated Jan. 14, that it was his intention to take up with the company the question of the elevation of the tracks from Wellington St. as far east as possible. (Jan., pg. 1.)

TRANSPORTATION APPOINTMENTS.

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G.T.R. Station and Hotel for Ottawa.

C. M. Hays, Second Vice-President and General Manager, met the Ottawa City Council Feb. 11 and submitted plans, etc., for the proposed new central station with hotel adjoining. He said the station would cost about \$250,000 and the hotel between \$1,250,000 and \$1,500,000. He asked for the widening of Little Sussex St., on which the new station would face, from 30 ft., which it now is, to 100 ft.; the stopping up of street ends and lanes on which the company's property abuts; and the fixing of an assessment valuation on the station of \$150,000 for 20 years, and on the hotel of \$200,000 for 20 years. It having been pointed out by an alderman that the assessment of the Russell House was much more than \$200,000, Mr. Hays said he was willing for the assessment on the new hotel to be fixed at the same as that of the Russell, which is said to be \$280,000, or not more than \$400,000. In reply to a question, he said that if the city would not grant the concessions asked, the company would not build the hotel, but merely a station, though the latter would probably not be of the same design as if an hotel was also built. It was arranged that the company's proposal should be submitted in writing.

It is proposed to widen Little Sussex St. to the width of Sussex St. west of Rideau, so as to continue the street cars, which now pass over Sapper's Bridge and Rideau St., down to the central station plaza. The station proper is located on the axis line of Sussex St., as widened, at the head of a new plaza of sufficient area to afford ample accommodations for all passengers to and from the new station, either in carriages, or otherwise. This plaza will contain approximately over 32,000 sq. ft. The baggage and express wagons are provided with separate driveway, so as not to encroach upon this plaza. Passengers to and from the station can distribute across this plaza

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tion on a gigantic scale for the temerity with which the C.P.R. built down to Spokane. It is interesting to know in connection with this Hill-Canadian Pacific fight that if a new line is built from Fargo to Minot it will very closely parallel the "Soo" line (a C.P.R. line) almost its entire length. It will be possible to throw freight from the Hill lines in Washington, Montana and even North Dakota across into Canada and through to the east on the Canadian route, or it will be possible to route freight from the rapidly developing Canadian territories through into the U.S. for the American route. There are no state legislatures or any interstate commerce commissions in Canada."

Hudson Bay.—It is reported from Winnipeg that the Manitoba Government has decided to make an appeal to the electors upon the question of financing the construction of a railway from Winnipeg to Hudson Bay.

Senator Ferguson had an opportunity of bringing forward the question of such a railway in the Senate Feb. 7. He pointed out its importance in connection with the sea

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Ottawa Station and Subway.—The Railway Commissioners have had under consideration the application of the G.T.R. to expropriate various properties around the Central Station for terminal purposes in connection with the new station.

The contract for the excavation and concrete work on the subway at Bank St. has been let to T. S. Kirby & Co., at \$30,000.

London Improvements.—The reports that all negotiations are off between the G.T.R. and the London City Council respecting the raising of the tracks and the carrying out of other improvements at London, Ont., while correct to a great extent, were not positively so. It was stated June 20 that there was a desire apparent on both sides to get together and to come to an arrangement. The general plans have been approved by the council, and the only point of difference is that the G.T.R. made it a condition that \$300,000 should be paid by the city towards the cost of carrying out the track elevation. A majority of the city council expressed themselves against making any such payment, and the G.T.R. officials said no subsidy no improvements. (May, pg. 271).

3/1907

June, 1907]

THE RAILWAY AND MARINE WORLD

EXPENDITURE.

Maintenance of way and structures.....	\$ 77,265.87	\$ 25,072.89
Maintenance of equipment.....	46,382.65	12,533.68
Conducting transportation.....	215,256.08	88,342.41
General expenses.....	23,194.61	13,823.52
Taxes.....	393.37	—
	\$362,492.58	\$139,772.80

Operating expense to earnings.....

66% 55%

The report of E. A. McCarthy, Chief Engineer, gives details of the work done by the contractors on the extension northerly, and of the Commissioners' staff on the maintenance; while the Superintendent and the Freight and Passenger Agent report on traffic, and the growth of the population and industries along the line. The Master Mechanic gives a list of rolling stock and equipment as follows: 14 road engines, two switching locomotives, two official cars, 10 first-class passenger cars, 11 second-class passenger cars, nine mail, baggage and

deep water at or near Fond du Lac, on Lake Athabasca, and from Port Churchill, Hudson Bay, through the territory north of the Nelson River, to or near the north-west end of Lake Winnipeg, thence through Saskatchewan to Prince Albert, thence through Alberta to Calgary, and also to construct and operate a branch line from near Manitou Lake, Sask., to Edmonton, Alta.

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

Montreal Trick Elevation.—By an act passed at the recent session of the Quebec Legislature the Montreal City Council has been authorized to appropriate \$2,000,000 towards the elevation of the G.T.R. tracks in the city. The civic deputation which recently visited Philadelphia, Pa., to look over the work of track elevation which has been carried out there, gathered a good deal of information which will be of value in arriving at an agreement with

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

Montreal Track Elevation.—By an act passed at the recent session of the Quebec Legislature the Montreal City Council has been authorized to appropriate \$2,000,000 towards the elevation of the G.T.R. tracks in the city. The civic deputation which recently visited Philadelphia, Pa., to look over the work of track elevation which has been carried out there, gathered a good deal of information which will be of value to them in arranging the agreement with the company, and in carrying out the work. The estimated cost of the work, a G.T.R. official states, will be more than \$4,000,000, and the company asked the city to pay one-half of the cost.

St. Lambert-Ste. Rosalie Second Track.—A contract has been let to McRae, Chandler and McNeill for the construction of a second track between St. Lambert and Ste. Rosalie, Que., 33 miles. The work will, it is understood, be completed in the fall.

Station Buildings.—The work of reconstructing the Union Station at Sherbrooke, Que., will be taken in hand during the summer. Exclusive of the Ottawa and Toronto stations, the company proposes to erect 20 new station buildings in Ontario during the year. New freight shed accommodation is to be provided at Brantford, Ont.

Lindsay Westerly.—The 3.5 miles of new track laid near Lindsay, Ont., in 1906, was a diversion of the main line between Midland and Belleville for the purpose of enabling the company to handle its traffic more safely and expeditiously through the town of Lindsay. The diversion will not appreciably increase the mileage.

Allandale Shops.—Plans are being prepared for car and locomotive repair shops to be built at Allandale, Ont., for the Northern Division, the geographical position of which necessitates repair work being done

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to my Board of Directors, and I hope we shall be able to reach a satisfactory solution of this question as of the many others we have had to deal with in connection with our line.

When the Southern extension is opened for traffic, and that time is not far distant, you will be placed in connection with the best markets of the country, and I cannot doubt that the effect will be to stimulate every branch of industry in which you are interested. It will give increased value to your farms, a ready sale at remunerative rates for their products, and promote in every way your social comfort.

I can assure you that it is with a gratification which I cannot adequately express that I find my name associated in your minds with this enterprise. I must, however, disclaim any special share, and much more so any monopoly of it. I was but one of a devoted band of gentlemen who, encouraged by your support, have given their earnest attention and hearty co-operation in this pro-

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

New Buildings at Montreal.—A letter was read at the meeting of the Montreal City Council's finance committee recently, asking for a fixed assessment upon a building proposed to be erected on McGill St., for the Canadian Express Co., at a cost of \$75,000. It was stated that the G.T.R. was prepared to expend \$250,000 upon buildings on the street if the assessment were fixed at \$100,000, provided proper arrangements could be made with the city. The matter was laid over to obtain a report from the city assessors upon the proposals. According to plans appearing in the papers the new building will be 10 stories high, and will cover an area of about 10,000 sq. ft. The building will be constructed of granite with stone or glazed terra cotta for the upper storeys.

According to unconfirmed reports in the Montreal papers, if present intentions are carried out, the entire block, bounded by the St. James Hotel, the vacant property facing the Bonaventure Square, the London House, the Hotel Lalonde, and the vacant property between the latter and the St. James Hotel, together with the square now facing the front of the Bonaventure Station, will be utilized for one building.

Ottawa Station and Subway.—The Railway Commissioners have had under consideration the application of the G.T.R. to expropriate

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THE RAILWAY AND MARINE WORLD

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G.T.R. Shops at Stratford, Ont.

Among the various railways which are reconstructing and enlarging their locomotive repair shops according to modern designs is the G.T.R., which is spending large sums on its various repair shops over the entire system. Those of particular interest on this road are the new shops under construction at Stratford, Ont., and Battle Creek, Mich. The latter were described and illustrated in our April issue. This work, as well

as the new shop at Stratford, will be capable of repairing power for building foundations. The concrete piling thus far has given satisfactory results, and no trouble is anticipated with it. The foundation concrete work is under charge of G. Mitchell, Master of Bridges and Buildings. The building walls are of reinforced concrete with the outside surface finished to give a neat appearance. While this building does not possess any striking architectural designs, it is marked by its massiveness, clear-cut line, and simplicity of construction. The structural steel is being manufactured and erected by the Canadian

The new shop will be capable of repairing 28 locomotives standing over pits at the same time, and the layout has been arranged so that should this be insufficient space in future the capacity of the shop can be increased at any time. A cross section through the center of the machine and erecting shop which is shown in the other accompanying illustration indicates the 120-ton electric travelling crane, which spans the engine pit bay, lifting up one of the largest locomotives operated on the line, and conveying it to a repair pit. Any one

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fountains with a continual stream of artesian water are to be installed at convenient places throughout the shop. Lavatories will also be arranged in various portions of the shop. At night the shops will be brilliantly lighted by one of the improved systems of vapor lamps which have recently been perfected.

The designs, etc., for the work were prepared subject to the approval of E. H. Fitzhugh, Third Vice-President, and W. D. Robb, Superintendent of Motive Power. Considerable credit is due R. Patterson, Master Mechanic at Stratford, for the general facilitation of the construction work as well as the admirable way in which the repair work on locomotive boilers during construction of the new shop has been handled in spite of being cramped for room.

Electric and Power Co.

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