

GRAND TRUNK BETTERMENTS,

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1908.

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

Blue Bonnets Switch. A special spur has been completed at St. Laurent connecting with the Montreal Park and Island Ry., so that trains for the Blue Bonnets track can be brought in from the G.T.R.

Ottawa Terminals Ry. A meeting of the shareholders was called to be held at Ottawa Mar. 26 for the purpose of organization and the election of officers.

The result of the discussion by the Ottawa City Council as to the amended plans for the projected terminal station and hotel, was the passing of a resolution Mar. 6, giving the G.T.R. until April 15 to revise the plans of the station in several details. E. H. Fitzhugh, Third Vice-President, in explanation of the plans and models, said on the basis of the present plan the hotel and equipment would cost \$1,525,441, and the station \$1,177,517. The latter includes the train sheds, baggage annex and concourse. The models showed the erections as originally proposed and the plans were the same, except that the office wing had been cut off the station building. To erect it would greatly exceed the appropriation, but the building would be so constructed as to permit the extra wings to be put on whenever required.

Toronto Union Station. The arbitrators appointed in connection with the appropriation of the Eckardt Casket Co.'s premises in the burnt-out district of Toronto, has given that company \$16,000. The G.T.R. offered \$5,000, and the Eckardt Co. claimed approximately \$100,000. The arbit-

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e ends at Guelph.

n **London Improvements.**—C. M. Hays,
e Second Vice-President and General Manager;
E. H. Fitzhugh, Third Vice-President; W. G.
y Brownlee, Transportation Manager; U. E.
r, Gillen, Superintendent; and W. Loud,
r Freight Traffic Manager, were in London,
is Ont., Oct. 10. Speaking of the question of
n the raising of the tracks and other work in
s the city, Mr. Hays said he could not say
ic anything in regard to re-opening negotiations
V. with the city of London. The company had
e, completed a great work in eliminating the
grade west of the city, and the results were
proving most satisfactory. It is likely that
the attention of the officials would be taken
up with the east for some time now, as a
number of changes were contemplated there.
Subsequently Superintendent Gillen stated
that as soon as the new coal chutes east of
th Adelaide St. were completed the old ones
ng would be moved half a mile further east. It
his was then proposed to straighten the line,
ve and as soon as possible the dangerous double
nd crossing at Egerton St. will be replaced with
the two tracks only. The work of straightening
en the line to Pottersburg was not pressing, and
nt, would probably not be commenced until
1908. The present yards at the east end
were to be enlarged, and other improvements
made.

th- **London Car Shops.**—The additional build-
tice ings to be constructed in connection with
t is the shops at London, Ont., are: freight car
art, erecting shop, 536 ft long by 50 ft. wide;
the and wheel shop 80 ft. by 66 ft. 1½ in. The
iles foundations will be of cement, and the side-
to walks of brick, covered with trussed roofs
Par- of slate fitted with skylights. The freight
om- car shop is to have two tracks running the
low- full length of the shop for erection purposes,
ame holding 30 cars; service tracks will be pro-

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London, Ont., Improvements. The new coal chutes have an elevation of 30 ft. from base to base of rail. The structure is comprised of pile foundation with framed timber bents. Between these bents are arranged pockets with hopper bottoms to throw coal to retaining doors. These hoppers are lined with sheet steel. The retaining doors are so arranged that they are meant to slide up and down at will for the purpose of coaling engines; the operator simply pulling or slackening a chain attached to a lever, this in turn being attached to retaining door. Outside of the retaining door is an apron hinged on Z bars, which are attached to the building and form guides for retaining door. This apron is held in position by four weights, one large and

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