## GRAND TRUNK BETTERMENTS,

As reported in Canadian railway and marine world.(Hamilton public library.

1908.

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

Blue Bonnets Switch. A special sput-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 Conneil 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. H. Fazhugh, 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, leaggage annex and concourse, The models showed the crections as origmally 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 eas to permit the extra wings to be put on whenever recuired.

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 GER offered \$5,000, and the Eckardt Coclaimed approximately \$100,000. The arbi-

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Terento Union Station.—The arbitrators appointed in connection with the appropriates up the barnt-out district of Torollo like given the barnt-out district of Torollo like given that company \$10,000. The Gamed approximately \$100.000. The arbitrators have not included any compensation for the value of the right of renewal of the besset. It is considered likely that there will be an appreal.

coul chutes have in elevation of 30 ft. from have to like of rail. The structure is comprised of pile foundation with friend finiter. Tentes are attranted.

of Troy, with the G.T.R. or Duglib, N.Y. would form a G.T.R. tony C. M. Huys, Second Vice President, and General Manappr. stated recently the G. T. R. 10rd no. in-State Public Service Commission for a ver-Press disputches said the C. T. R. was behind the matter, and the line when constructed segment amountement is 16 the effect thus Soasyaenter Nagora Falls by a new line from Tomawanda; and that the western husiness titled of necessity for the constention of a line which R. D Gallett, President, said the company's plans have been amended The state of the s of the line will be handled by the G.T.R. to completion the C.T. Pacific Reletest in any one of these profe

company with this fittle has filted articles of meorporation at Lymsing. Mich. The rail way proposed to be constructed will shorten the taul between Grand Rapids and Ladington. Car ferries will be operated between Ladington and Milwaukee, Wis. At Grand Rapids connection will be made with the G.T.R., which company, it is stated, is belind the new project.

Grand Trunk-Milwankee (ar Ferry Co.The first landing by the careerry Grand Haven
at the new slip and terminals of the G.T.R.
at Mirkankee, Wis, was made Irdi, 28.
The new terminals cover 23% acres, and
have just twen completed. They comprise
an elaborate system of side tracks, switching tracks, a new slip and apren. (Mar.,
128, 201.)

The Madelta-Mannone lid. has been incorporated under the kiws of the State of Maine for the purpose of constructing a metre gauge railway around the falls and the rapids extending about 236 uriles from the bend-quarrers of the Madeira River, which flows mostly be Muzzon, about 3,000 miles from the booth gaust of Brivil. W. Mackenzie, Fresi and

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M. Havs. London, Improvements,-C. Second Vice-President and General Manager; E. H. Fitzhugh, Third Vice-President; W. G. Brownlee, Transportation Manager ... U. E. Gillen, Superintendent; and W. Loud, Freight Traffic Manager, were in London, Ont., Oct. 10. Speaking of the question of the raising of the tracks and other work in the city, Mr. Hays said he could not say anything in regard to re-opening negotiations , with the city of London. The company had 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 Adelaide St. were completed the old ones would be moved half a mile further east. It was then proposed to straighten the line, and as soon as possible the dangerous double crossing at Egerton St. will be replaced with two tracks only. The work of straightening the line to Pottersburg was not pressing, and would probably not be commenced until 1908. The present yards at the east end were to be enlarged, and other improvements made.

London Car Shops. The additional buildings to be constructed in connection with the shops at London, Ont., are: freight car erecting shop, 536 ft long by 50 ft. wide; and wheel shop 80 ft. by 66 ft. 11/2 in. toundations will be of cement, and the sidevalks of brick, covered with trussed roofs of slate fitted with skylights. The freight car shop is to have two tracks running the full length of the shop for erection purposes, holding 30 cars; service tracks will be pro-

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will be an appeal.

London, Onto Improvements. The new coal chutes have an elevation of 30 ft. from have to base of rail. The structure is compased of pile foundation with framed timber Tients. Between these bents are arranged parkets with hopper bottoms to throw coul to retaining doors. These hoppers are lined with sheet steel. The retainray deers are so attanged that they are much to side up and down at will for the purpose of coaling engines, the operator simula pulling or slocking a chain of theheld to a lever, this in turn being attached to rotanning their thin side of the retainincaler is an apron langed on Z bars, which are attached withe building and form guide. for remaining door. This apren is held in disting by four weights.

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