PRINCE EDWARD ISLAND RAILWAY

C. H. RIFF

pg. 210.)

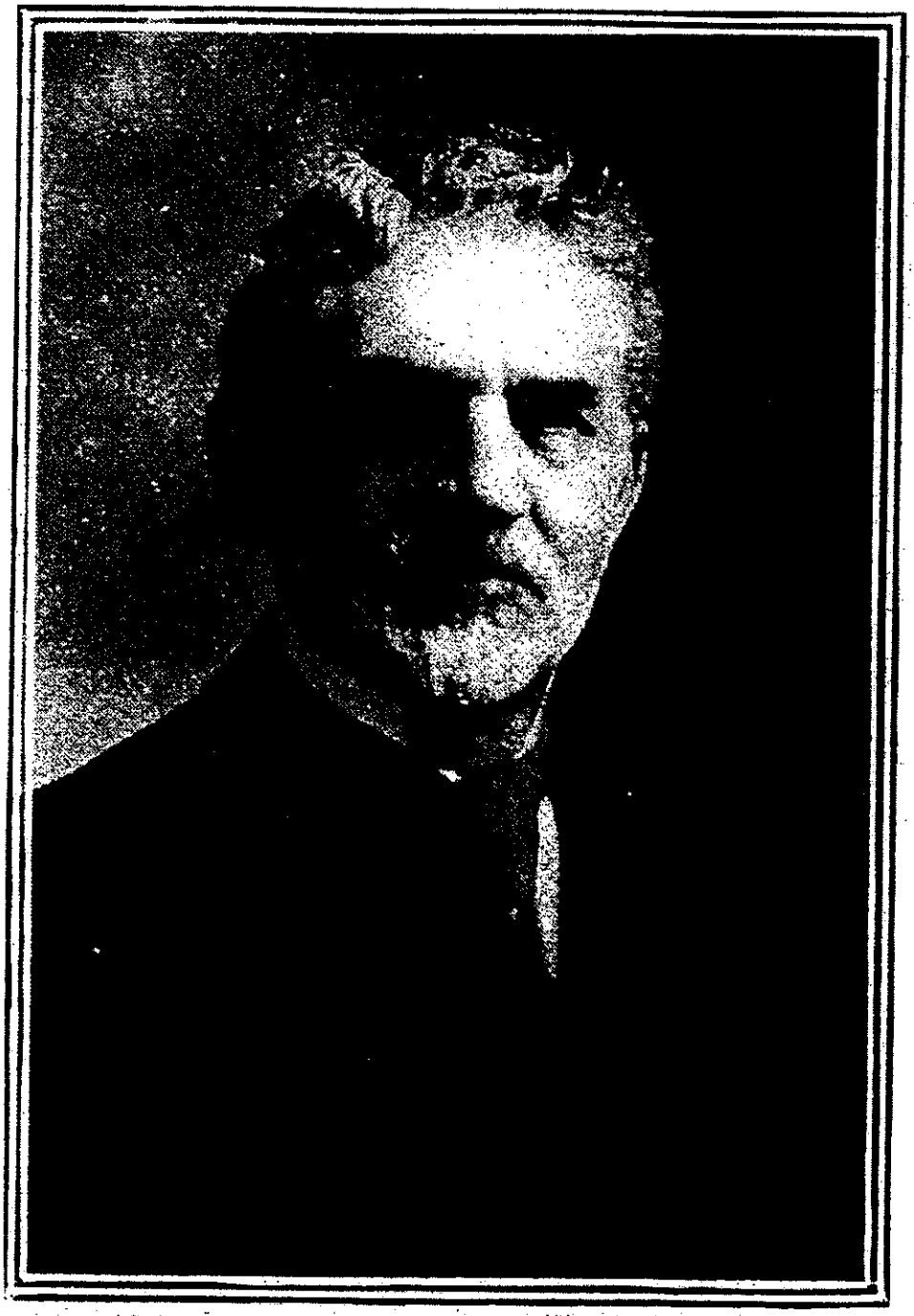
Prince Edward Island Ry.—We are advised that a contract was let to Whitehead Bros., Fredericton, N.B., for the construction of the branch line from Harmony to Elmira. The right of way has been cleared, and the culverts, which are of concrete, have been completed. Some little grading has been done, but owing to heavy rains construction has been closed down for the winter. The branch will be 10 miles long, mostly through a heavily wooded country. The maximum gradient is 1.2% and the maximum curvature four degrees. H. F. Laurence is engineer in charge of construction. (Aug., pg. 575.)

December 1909

Prince Edward Island Railway Shops.

Owing to the unusual conditions existing in the P.E.I.R., owing to its narrow gauge and its isolated insular location, it has to have shop facilities for repairing and rebuilding all its locomotives, and the building and repairing of all its passenger and freight cars. The location of the new shops, roundhouse,

July 1910



W. S. Poole
Mechanical Superintendent Prince Edward Island Railway.

etc., in Charlottetown, is at the extreme end of the yard, running from Prince and Water Sts. They are very nicely situated, with abundance of light and every convenience for handling work. The Mechanical Superintendent's office is in the freight building near by.

The shops have concrete foundations with brick walls, and consist of carpenter, erecting, machine, and blacksmith shop combined, with a section 80 by 85 ft. partitioned off for the blacksmiths and boiler makers. The machine and erecting shops are 163 ft. 4 in. by 85 ft., with an annex of 20 by 34 ft. for a fan room. A monitor roof extends the whole length of the shop, with a raised monitor 40 by 85 ft. for the 60 ton electric travelling crane. There are three pits running the whole length of the machine shop, and one track running through the machine shop into the blacksmith and boiler shop. One pit is used chiefly for dissecting locomotives, and the other two for erecting and repairing them.

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The machines in the erecting shop consist of 72 in. engine driving wheel lathe, 72 in. tire turning and boring mill, 16 in. slotting machine, standard planing machine of heavy pattern, with a table 12 by 45 ft. with three teeth slots and six rows of holes, cross rails to raise and lower by power with two heads, also two sets of heads on standards; 20 in., 24 in. and 36 in. lathes, gap lathe which will swing 3 ft., four 16 in. lathes, 24 in. and 36 in. drill presses, 300 ton wheel press, radial drill press, boring mill; all made by the John Bertram & Sons Co., Dundas, Ont.; also a universal milling machine. The blacksmith shop has eight fires, tube welding machine, power hammer, and 1,100 lbs. steam hammer; all made by the John Bertram & Sons Co. In the boiler shop there are 6 in. and 12 in. sets of rolls, and set punch and shears with 36 in. throats.

The car shop is 252 by 52 ft., with a monitor roof extended its whole length. There are two pits running the length of the shop; one used for repairing, and the other for building cars. The following machines are installed:—Small planer, small rip saw, large band saw with re-sawing attachment, tenoning machine, small cut-off saw, planer and matcher, knife grinding machine, small mortiser, dado machine, circular rip saw, large cut-off saw, large hollow chisel mortiser, and a band saw. The paint shop is a wooden building 132 by 42 ft., with capacity for painting four cars. The brass and copper foundry is of stone, 48 by 40 ft.

The power house is 100 ft. by 50 ft., with concrete foundation and brick walls, with a generator, engine and air compressor. The generator is a continuous current machine capable of continuously supplying 75 kilowatts of electrical energy. There are three boilers

July 1910

3

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The new round house is 103 ft. in diameter, concrete foundation and brick walls, with 20 stalls.

JULY 1910

4

ferry had been let to Sir W. G. Armstrong Whitworth and Co. for $138,000; that for the pier at Cape Tormentine to A. P. Mackie for $571,590; and that at Carleton Point to the Halifax Dredging Co. for $199.493. These amounts it was estimated would complete the piers and ferry ready for service. It is not intended to do anything on the way of altering the gauge of the railway this year, and nothing has been decided as to how this is to be done. Engineers have been working on the matter, and the question of laying down a third rail is being considered. The Halifax Dredging Co. has twice thrown up the contract for the Carleton Point terminals, and new tenders have been invited. (April, pg. 169.)

The Halifax Dredging Co. has abandoned the contract for the building of the car ferry slip at Carleton Point, P.E.I. The company desired to use P.E.I. sandstone in the work, but as its durability is questioned the Government refused to sanction it. The estimated cost of the work is $700,000. New tenders have been invited, to be submitted by July 2.

Reid Newfoundland Co.—Press reports

July 1913

169.)

Prince Edward Island Ry.—The Dominion Parliament has voted the following sums on account of this line, in addition to those already mentioned in these columns:—To increase accommodation and facilities along the line, $5,000; to provide car ferry and make necessary alterations incidental thereto, including change from narrow gauge to standard gauge, $1,000,000. The Minister of Railways stated recently that the contract for the car ferry had been let to Sir W. G. Armstrong Whitworth and Co. for $138,000; that for the pier at Cape Tormentine to A. P. Mackie for $571,590; and that at Carleton Point to the Halifax Dredging Co. for $199,493. These amounts it was estimated would complete the piers and ferry ready for service. It is not intended to do anything on the way of altering the gauge of the railway this year, and nothing has been decided as to how this is to be done. Engineers have been working on the matter, and the question of laying down a third rail is being considered. The Halifax Dredging Co. has twice thrown up the contract for the Carleton Point terminals, and new tenders have been invited. (April, pg. 169.)

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July 1913

Prince Edward Island Ry.—A contract has been let by the Department of Railways, to the Roger Miller and Sons, Toronto, for the erection of the cary ferry terminals at arleton Point, P.E.I., at an estimated cost of $950,000. The works included in the contract were described in our July issue, pg. 232. (July, pg. 332.)

September 1913

Prince Edward Island Ry.—Work has been started on the car ferry terminals at Carleton Point, P.E.I., and at Cape Tormentine, N.B. ——— Fripp is engineer in charge for the Dominion Government.
(Sept., pg. 433.)

October 1913

Prince Edward Island Ry.—Press report state that construction of a spur line to Carleton Point, where the car ferry terminal will be situated, has been practically completed. The line is about 2.5 miles long and runs on a tangent from the Cape Traverse branch. The cuttings and fills have been built for standard gauge. As soon as completed the line will be used for taking in material for the construction of the terminals. Roger Miller, representing the contractors for terminals, and — Downing, engineer in charge of construction of the spur line, inspected the work, Nov. 14. (Oct., pg. 475.)

December 1913

Prince Edward Island Ry.—Press reports state that owing to the Armstrong, Whitworth plant at Elswick-on-Tyne, England, having been taken over by the British Government for war purposes, it is doubtful whether the car ferry under construction for the Carleton Point-Cape Tormentine route will be completed according to contract. The terminals on the island and in New Brunswick are approaching completion. In connection with the ferry it is proposed to standardize the gauge of the railway on the island, on work which it is expected to put in hand this year. No decision will be rendered on this matter until the railway estimates are prepared for Parliament. (Dec., 1914, pg. 544.)

JANUARY 1915

Marine Department

Car Ferry Steamship for Service Between Prince Edward Island and New Brunswick.

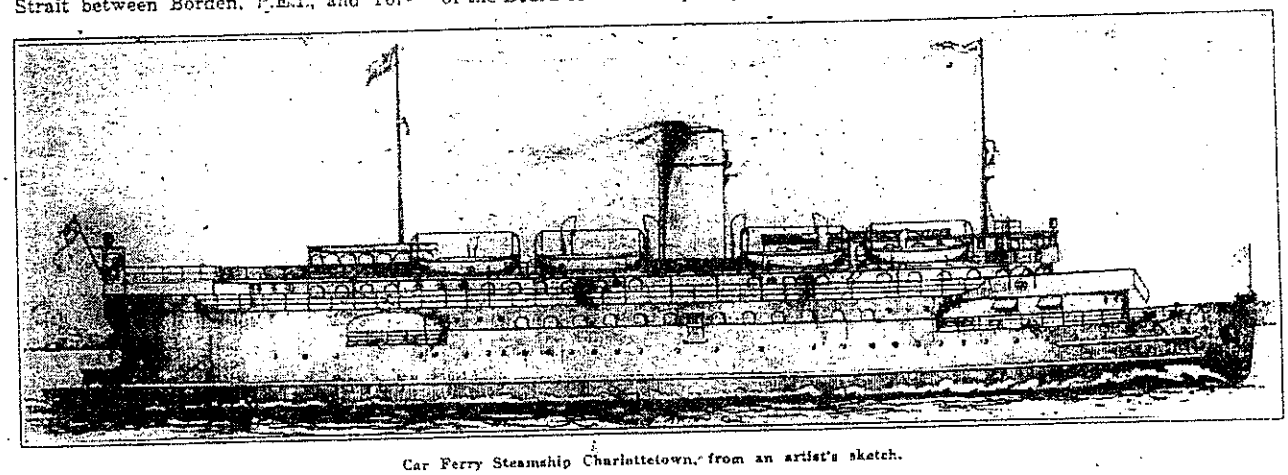
The ice breaking car ferry steamship, which was ordered by the Railways and Canals Department, under authority of Dominion order in council passed March 8, 1930, to be built at Lauzon, Levis, Que., for operation by the Canadian National Rys., across Northumberland Strait between Borden, P.E.I., and Tormentine, N.B., is rapidly approaching completion, and will be launched on or about May 25, and named Charlottetown. The principal particulars of the ship are as follows:—

Length overall	324 ft.
Length between perpendiculars	310 ft.
Breadth moulded	59 ft.
Depth moulded	25 ft.
Draft extreme	19¼ ft.
Deadweight capacity	1380 tons

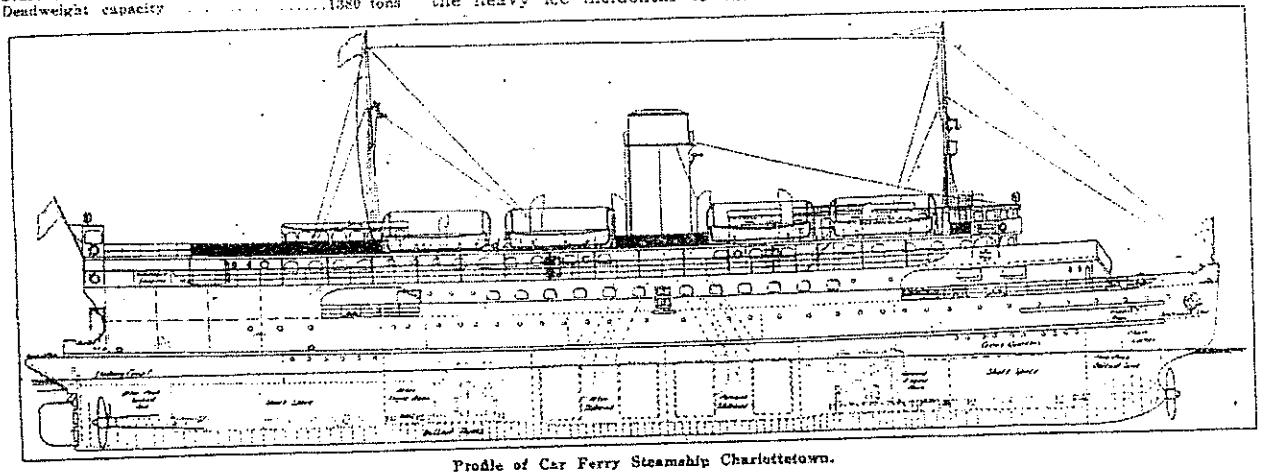
new ship is heavier and more powerful, with greater capacity for railway cars, and with an entirely new provision for the transportation of automobiles without their having to be placed on railway flat cars as at present. While the ship is built in accordance with requirements of the Board of Steamship Inspection and with Lloyd's Registry of Shipping rules, the principal construction of both the machinery and the hull is greatly in excess of those requirements, owing to the exigencies of the service intended, which are probably as severe as in any part of the world.

The hull is of extra heavy construction, to enable the ship to operate in the heavy ice incidental to the service

amidships, and crew's accommodation, store rooms, etc., at the ends. The machinery arrangement is an unusual one, there being an engine room at the forward end, containing one propulsion engine to operate the bow propeller, the principal duty of which will be to create a suction under the ice and assist in its displacement; it will also be of great assistance in manoeuvring the ship at the terminals. There is another engine room at the after end, containing two propulsion engines, operating twin screws at the stern. The three engines are of the same size, and inter-changeable as to parts. Amidships are the two main boiler rooms, each containing four single ended Scotch boilers, and each

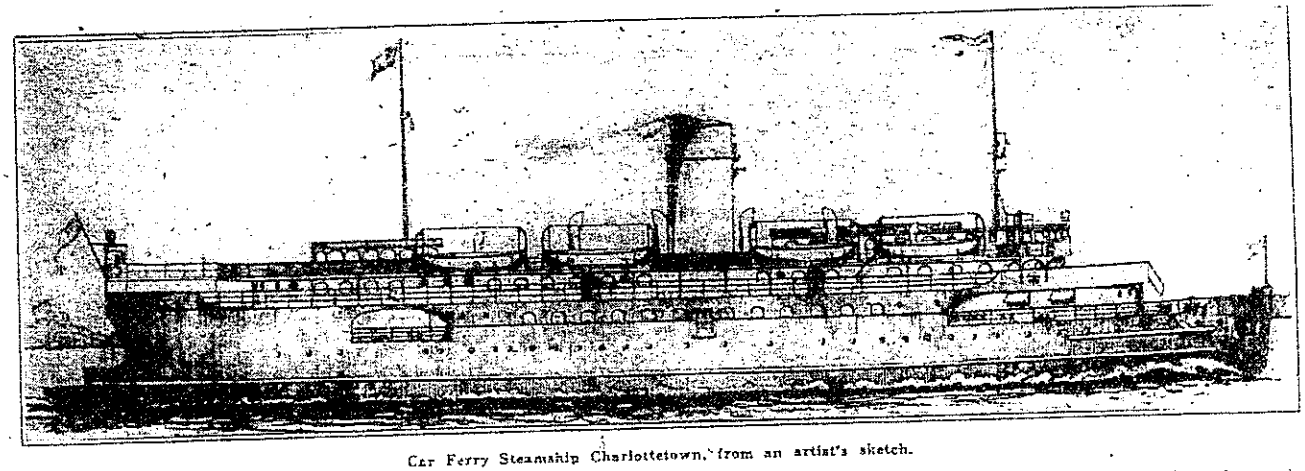


Car Ferry Steamship Charlottetown, from an artist's sketch.



Profile of Car Ferry Steamship Charlottetown.

... winter. The main deck will be util- boiler room comprising a separate entity



Car Ferry Steamship Charlottetown, from an artist's sketch.

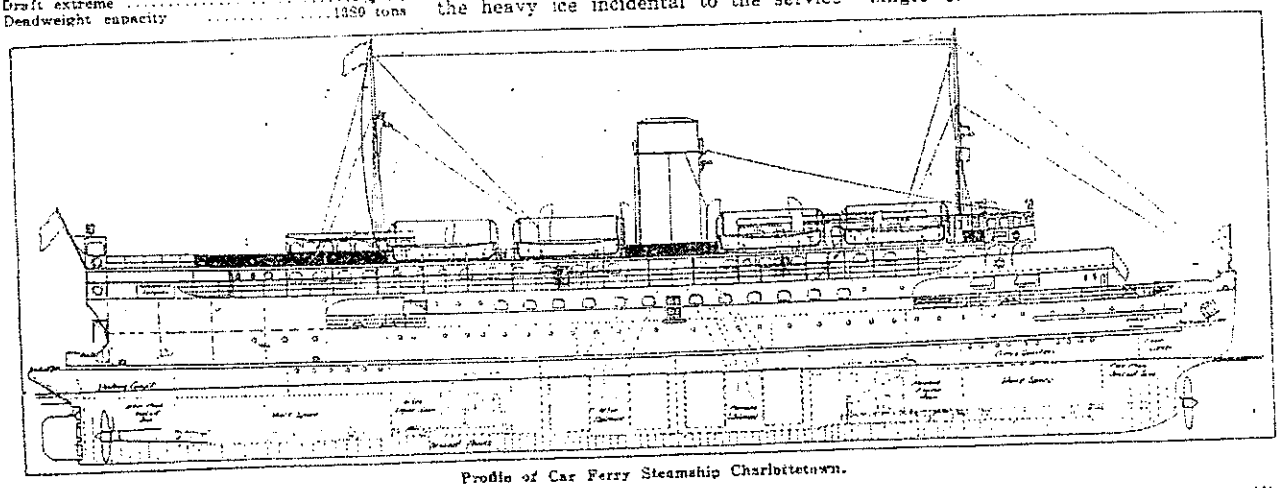
mentine, N.B., is rapidly approaching completion, and will be launched on or about May 25, and named Charlottetown. The principal particulars of the ship are as follows:—

Length overall	324 ft.
Length between perpendiculars	310 ft.
Breadth moulded	58 ft.
Depth moulded	25 ft.
Draft extreme	12¾ ft.
Deadweight capacity	1380 tons

with Lloyd's Registry of Shipping rules, the principal construction of both the machinery and the hull is greatly in excess of those requirements, owing to the exigencies of the service intended, which are probably as severe as in any part of the world.

The hull is of extra heavy construction, to enable the ship to operate in the heavy ice incidental to the service

displacement; it will also be of great assistance in manoeuvring the ship at the terminals. There is another engine room at the after end, containing two propulsion engines, operating twin screws at the stern. The three engines are of the same size, and inter-changeable as to parts. Amidships are the two main boiler rooms, each containing four single ended Scotch boilers, and each



Profile of Car Ferry Steamship Charlottetown.

Railway car tracks	3
Freight cars carried	18
Automobiles carried	40
Engines, 3 sets—26 x 41 x 66 in. x 36 in. stroke	
Indicated horse power of engines	8000
Boilers, Scotch, 8, each 15 ft. diam. x 11 ft. long	
Steam pressure	180 lb.
Fuel oil tank capacity	450 tons

A study of the design plans and specifications reveals several features of interest. Although the existing terminals are to be used, so as to facilitate the continuation in service of the car ferry s.s. Prince Edward Island and other ships which have been used there, the

in winter. The main deck will be utilized for the carriage of railway cars on three tracks. The forward end is closed by the normal bow ship construction, the after end being open, except for a vertical sliding shutter, and recessed to form a seat for the apron, which is lowered in suspension from the respective terminals. The sides of the main deck are protected by store rooms, funnel uptakes, staircases, crew's mess rooms, galleys, etc. The hull structure below the main deck contains the machinery

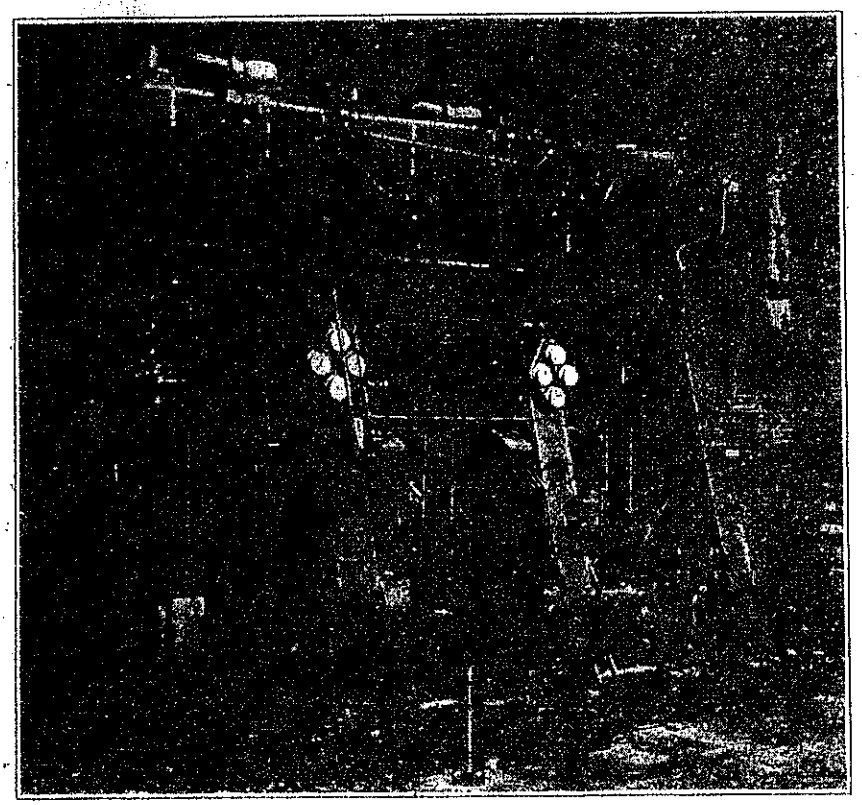
boiler room comprising a separate entity with its own fan engines, fuel pumps, etc., the rooms being interconnected by watertight sliding doors of a quick closing type, and operated from the main deck.

The location of the oil fuel storage tanks, which are distributed along the center line of the ship and between each pair of boilers, is somewhat novel, the normal arrangement being to place the tanks in the sides of the holds, or in the double bottom. The advantage of the

arrangement determined upon is said to be twofold. The bulkheads bounding the tanks will provide an excellent center support for the excessive weights of railway locomotives and loaded cars which will be carried on the main deck, while the tanks being in a sense "islands" inside the boiler rooms, the temperature of the oil will be maintained in winter to a satisfactory degree without abnormal use of steam for special heating.

The mezzanine deck, above the main deck, extends at the sides of the ship only, owing to the unusual depth clearances required amidships for locomotives, railways cars, wrecking cranes, etc. The travelling public will board the ship at the mezzanine deck level, and proceed to the automobile and accommodation deck above, by several staircases of ample width which will all lead to the main entrance saloon amidships, which is a handsomely furnished public room 72 ft. long by 27 ft. wide. From the entrance proceed in single file around the boundary of the deck. In no case will any backing or special manoeuvring be required, and the first car on will be the first car off. On the inside of the cars an adequate sidewalk is provided, with double doors in four locations giving entrance to the main saloon. Special insulation is provided to eliminate the possibility of an automobile catching fire and endangering the safety of the ship or the lives of passengers, and fire extinguishing apparatus of a most modern type is installed.

The public rooms provide inside seating accommodation for about 250 passengers, and emergency sleeping accommodation for about 100 passengers, in folding cots, is arranged for in the event of the ship being held in ice for unusual periods. These cots will be stored away out of sight except on the very infrequent occasions when they will be required for use. There are two gal-



One of the three main engines, Car Ferry Steamship Charlottetown.

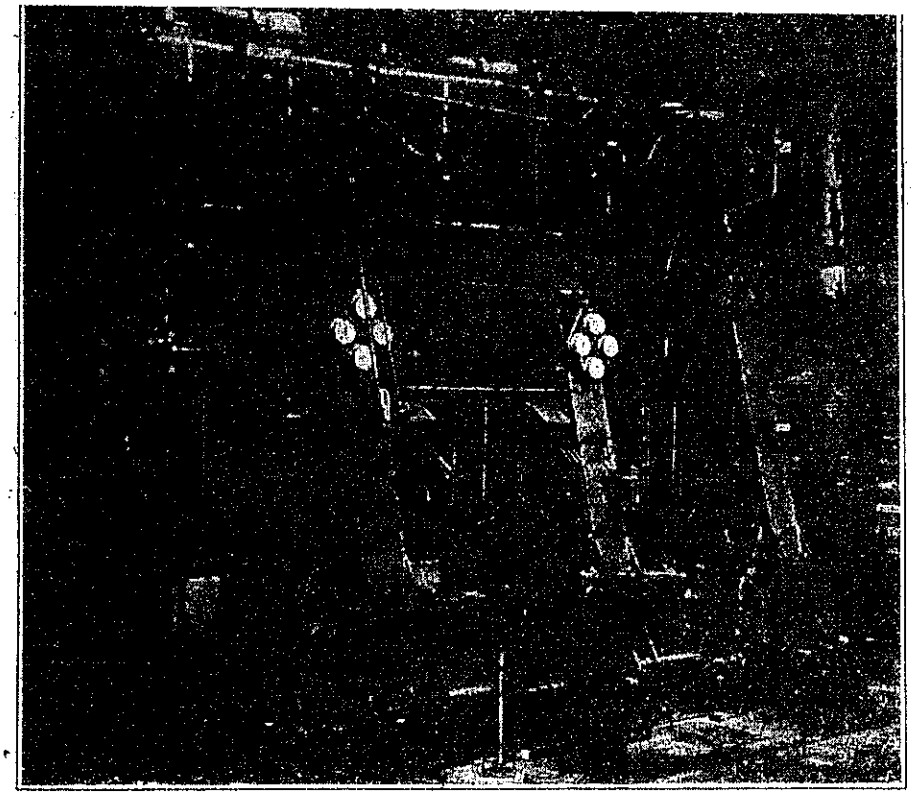
are covered principally with linotile, carpets being used in the lounge, ladies' lounge and observation room.

On the boat deck above there are eight large lifeboats, which will be operated by the latest type of mechanical davits, ensuring quick and easy lowering in an emergency. There are also two principal steel houses, each to be entered by staircases from the deck below. The forward house contains an excellently appointed smoking saloon, the captain's accommodation, and, at the extreme forward end, the chart room and wheel house, which are quipped with navigating instruments of the most modern type, including extra powerful searchlights, range finder, gyro compass and radio-telephone. The navigating bridge is enclosed entirely with large glass windows all around, as also is the docking bridge at the extreme after end of the boat deck, which will be used when the ship will be backing up to the terminals. The after house on the boat deck contains an observation saloon, specially placed to give a clear view all around, and immediately abaft it is a staircase leading down to the automobile deck, so that automobile passengers may proceed direct to the boat deck if they wish without going through the public rooms on the deck below.

There are two main generators, one driven by steam and the other by a Diesel engine; the latter will be used when the ship is in dock undergoing repairs, with the boiler out of action.

The ship was designed by Lambert & German, naval architects, Montreal, the contract for building it being given to Canada Steamship Lines, Ltd., subsidiary, Davie Ship Building and Repairing Co., Lauzon, Levis, Que., the price being $2,112,000. The contract is stated to have been the largest for a single ship ever given to a Canadian shipyard. A sub-contract for the construction of the 8,000 h.p. engines was given to Canadian Vickers, Ltd., Montreal, which also fabricated and fitted the fine joiner work in the principal public rooms. We are advised that all material and equipment were obtained in Canada as far as possible, and it is stated that this was to a greater extent than in the case of any other ship ever built in a Canadian shipyard.

Dominion Marine Department Ship Name Changes.—Marine order 9 of 1931, passed under authority of the Canada Shipping Act, sec. 26, has changed the names of a number of tugs, dredges, barges, hopper barges, rock breaker, dumping scows, etc., operated by the Dominion Marine Department, by re-



One of the three main engines, Car Ferry Steamship Charlottetown.

width which will all lead to the main entrance saloon amidships, which is a handsomely furnished public room 72 ft. long by 27 ft. wide. From the entrance saloon access is provided by two sets of double doors to the lounge forward, which is 58 ft. long by 35 ft. wide; to a well appointed women's lounge; to a modernly equipped dining saloon and lunch counter at the after end, and by a double staircase to an entrance hall on the boat deck above. A news stand is installed at the forward end of the entrance saloon.

The outside of the public rooms on the automobile and accommodation deck will be reserved for automobiles, and considerable pains have been taken to provide travelling motorists with safe, easy and convenient accommodation for their cars. At the terminals specially arranged approaches have been constructed to lead immediately on to the automobile deck, from which the cars will

usual periods. These cots will be stored away out of sight except on the very infrequent occasions when they will be required for use. There are two galleys, one on the main deck for the officers and crew, and another on the automobile deck for the passengers, with electric refrigeration and cold storage space. The cooking range in the passengers' galley will be operated by electricity, and all are equipped to provide first class restaurant service for 100 persons an hour. The public rooms are furnished in accordance with specially approved decorative schemes and all design and workmanship is of the highest standard. Furniture is of polished hardwood throughout, except in the observation room, where it is of art wicker. The smoking room is upholstered in leather; the observation room and ladies' lounge in tapestry; the main entrance saloon in leather and the lounge in tapestry. The floors of the public rooms

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Railways' Branch Lines Construction, Etc.

$13,282,718.96; during 1931, $4,878,050.14; total to Dec. 31, 1931, $17,610,769.10. The estimated expenditures for 1921 are $648,000, plus $102,000, a general amount to cover expenditures made in 1931 on 1931 programme, but not charged up until 1932, a total of $750,000. Following are summaries of the statements in regard to the various lines authorized in 1929, arranged as far as possible in geographical order from east to west.

Island Division, Atlantic Region.—From or near Lake Verde, or Hermitage, on Murray Harbor Branch, to or near Pisquid, or Birts, on Georgetown Division, P.E.I.; authorized by chap. 27; estimated mileage, 10; estimated expenditure, $370,000; average per mile, $37,000. The line is completed and in operation. Up to Dec. 31, 1931, $364,801.82 had been expended. It is not expected that any expenditure will be made during 1932.

Sunny Brae to Guysborough, N.S.—$360,602.84 had been expended. It is estimated that $312,000 will be expended during 1932.

Garson Branch.—From about half a mile from end of Garson branch to Falconbridge Mine, Ont.; authorized by chap. 22; estimated mileage, 4; estimated expenditure, $185,000; average per mile, $46,250. Up to Dec. 31, 1930, $115,387.65 had been expended; none was expended during 1931. The line is completed and in operation.

From Sudbury Branch to Fairbank Tp., Ont.—From about the middle of Sudbury Branch to Fairbank Tp.; authorized by chap. 33; estimated mileage, 25; estimated expenditure, $1,850,000; average per mile, $74,000. No work was done on the line up to Dec. 31, 1931, except some surveys. The expenditure to Dec. 31, 1930, was $17,586.47 for engineering. There was no expenditure during 1931, and it is not expected that there will be any during 1932.

July 1932

Island Division, Atlantic Region.—From or near Lake Verde, or Hermitage, on Murray Harbor Branch, to or near Pisquid, or Birts, on Georgetown Division, P.E.I.; authorized by chap. 27; estimated mileage, 10; estimated expenditure, $370,000; average per mile, $37,000. The line is completed and in operation. Up to Aug. 31, 1932, when authority for expenditure under the act expired, $366,607.03 had been expended, of which $1,805.21 was expended during 1932.

Sunny Brae to Guysborough, N.S.—Authorized by chap. 34; estimated mileage, 67; estimated expenditure, $3,500,000; average per mile, $52,238. At Dec.

April 1933

Canadian Nationa

Atlantic Region Betterments. — The only new railway construction during 1925 was the Lockeport spur, 4.19 miles, from Lockeport Jct. to the Town of Lockeport, N.S., which was opened for traffic, Oct. 19.

Fifty miles of track were relaid with new 85 lb. steel rails; 30 miles were relaid with relay rail and 70 miles were ballasted; 970,000 ties were used for renewals, including 88,000 creosoted hardwood, and 260,000 tie plates were placed in the track.

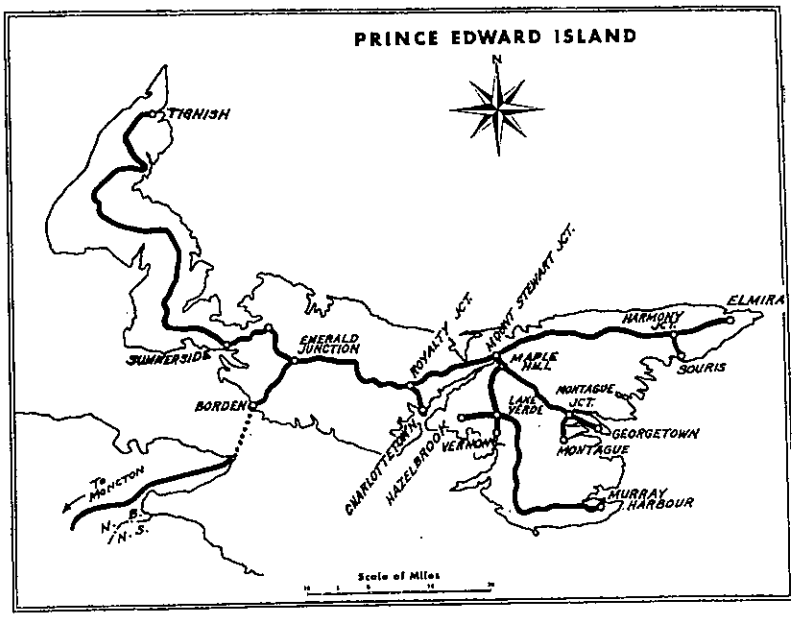
On the Island Division (Prince Edward Island Ry.) the gauge was originally 3½ ft. Some years ago a commencement was made on the standardization of gauge to obviate the necessity of transferring loads from narrow gauge to standard gauge cars for shipment by car ferry to the mainland. Standardization of gauge between Royalty Jct. and Tignish, and from Emerald Jct. to Port Borden, was completed a few years ago, and the track between Royalty Jct. and Charlottetown was made multiple gauge to permit handling of both narrow and standard gauge trains. During 1924 work was started under a 3 year programme for the standardization of gauge on the Souris, Georgetown and Montague Subdivisions, totalling 85.41 miles. The work during 1925 consisted of grading, ditching, extension or replacement of culverts, some 50,000 cu. yd. of ballasting, and the replacement of the following bridges. — Souris Subdivision, mile 27.4, Morell River, new steel 241½ ft. d.p.g. spans and one 90 ft. d.p.g. swing span, concrete pivot pier, creosoted timber abutments. Mile 31.2, Midgell River, new steel two 35 ft. d.p.g. new concrete pier, granite faced and concrete abutments. Mile 35.3, subway, new steel 35 ft. I beam span on existing masonry abutments, with new bridge seats. Georgetown Subdivision, mile 0.4, replacement of 102 ft. span with fill and two culverts. Montague Subdivision, mile 2.8, Brudnell River, new steel 80 ft. d.p.g. new concrete abutments. At Souris, replacement of old c.i. turntable by a 70 ft. turntable on concrete pivot pier. In Charlottetown yard, conversion of nine tracks from narrow gauge to multiple gauge, 90% completed, balance to be done in 1926.

The following bridge work was done in New Brunswick: — Miramichi River at Doaktown, N.B., 165 ft. through truss spans, renewal of west abutment and 2 river piers, abutment completed and first pier under way, second pier to be completed during winter. Missiquash River, one 105 ft. deck plate girder span, renewal of both abutments. Memramcook River, Calhouns, N.B., one 63 ft. deck plate girder, renewal of both abutments. Buctouche River, Buctouche, N.B., timber bridge spans with trestle approaches 1,250 ft. long, replacement with two 208 ft. through spans and one 50 ft. deck plate girder span and approach fills, work ready for steel, which will be placed when ice forms.

Buildings, Etc.—Terminal facilities at North Sydney, N.S., for handling passenger, freight and mail service to and from Newfoundland including passenger landing stage 175 x 30 ft., built of creosoted timber cribs, stone filled, native pine

January 1926

In Prince Edward Island, the mixed train services formerly operated six days weekly from Charlottetown to Souris, Georgetown, and Murray Harbour will operate three times weekly this year from Dec.16 to April 25. Each train will leave Charlottetown in the morning and return in the afternoon. The Murray Harbour train will run via Mt.Stewart Jct. to Lake Verde, thence to Hazelbrook, return to Lake Verde, then to Vernon (the famous loop) return to Lake Verde, thence to Murray Harbour, repeating the process on the return trip. Lake Verde thus has six trains a day! The tri-weekly Summerside - Tignish mixed train will not operate this season.



Other trains discontinued include Railiners 609-610 between Halifax and Moncton; 631-632 between Charny and Mont Joli; 197-198 twice weekly between Senneterre and Chibougamau; 211-212 weekly mixed between Armstrong and Sioux Lookout; 215-216 weekly mixed between Redditt and Winnipeg; 215-216 weekly mixed between South Parry and Capreol.

In Saskatchewan, tri-weekly Saskatoon-Hudson Bay Trains 31-32 were replaced by Railiners, quickening their schedules and adding the usual 600 to their numbers.

Canadian Pacific Trains 427-428 Sudbury-Sault Ste.Marie, Ont., were deprived of their sleeping car and buffet-coach and are now straight coach trains.

A FEW NOTES.

Some of the service changes this year were not made at the change of time, but earlier, or, in one case, later. The withdrawal of CN Trains 9 and 10 was made in May, of CN 5 and 6 in June, and of CP Trains 211 and 212 in July. CP Trains 123 and 124 are scheduled to make their last trips between McAdam and Edmundston, N.B., Saturday, November 15.

The new fares are not universal as yet, but it is simpler to state where they do NOT apply than where they do. These areas are as follows: Pool Service zones - Montreal-Quebec via Trois Riviere (CP) and via Richmond (CN) - Montreal-Toronto and Ottawa-Toronto (except via Ottawa-new fares apply Montreal-Ottawa); Quebec & Montreal - Lac St. Jean area - Chicoutimi, Dolbeau (CN); Quebec & Montreal - Abitibi area - Senneterre - Rouyn - Cochrane (CN); Medicine Hat - Lethbridge - Nelson - Penticton - Spences Bridge (CP); International routes - Montreal - Boston and New York; Toronto - Chicago Winnipeg-St.Paul and Vancouver-Seattle.

On "RED" days, it is cheaper to travel Montreal-Toronto via North Bay than over the direct route!