

# GREAT NORTHERN RAILWAY IN CANADA.

**Crow's Nest Southern Ry.**—The line from Gateway, on the International boundary, to Morrissey, B.C., has been completed and was placed in operation on Sept. 15. At Gateway, connection is made with the Montana and Great Northern Ry., from Jennings, Mont. The line from Jennings to Morrissey is 115 miles. A branch line, 4 miles in length, has been completed along Morrissey creek to the mines of the Crow's Nest Coal Co. (Aug., pg. 263.)

November 1902

**Brandon, Saskatchewan and Hudson's Bay Ry.**—According to press reports from Winnipeg, the Great Northern Ry., U.S., has secured the charter to construct this railway. Further reports state that L. Hill, 1st Vice-President Great Northern Ry., U.S., crossed into Manitoba from St. John, N.D., recently, in an automobile, and went over the proposed route to Brandon, Man. He also visited Portage la Prairie, and returned into the U.S. by way of Gretna.

The company was incorporated by the Dominion Parliament in 1903, the provisional directors named in the act being M. S. and A. C. Fraser, J. D. MacGregor, K. Campbell, P. B. H. Ramsay, J. A. Osborne, C. Whitehead, T. C. Norris, of Brandon; C. A. Young, and J. W. Bettes, of Winnipeg. The company was authorized to construct a railway from a point on the International boundary between ranges 23 and 25 west of the principal meridian north-easterly to Brandon, thence to tp. 29, where it connects with the second meridian west, thence through ranges one to six west of the second meridian, to tp. 48, thence in a northerly direction to Pas Mission, Sask.

Location plans have been approved by the Board of Railway Commissioners for the construction of a line from sec. 1, tp. 7, range 20, west of the first principal meridian, to sec. 17, tp. 9, range 19, w.p.m. This represents a line from a point about four miles east of Souris, Man., north-easterly to a point north of the Brandon Hills.

The surveys have all been completed and the line is under construction. It starts at

December 1905

## ORONTO, CANADA, DECEMBER, 1905.

Brandon and runs south-easterly through Carrot, Minto and Boissevain, Man., connecting with the Great Northern Ry., U.S., at range 17 on the International boundary. It is expected to keep one or two steam shovels working all winter at the crossing of the Souris River, where there is a good deal of heavy work. This portion of the line will be about 70 miles long, and is expected to be completed early in the summer of 1906. P. E. Thain is Chief Engineer.

The officers and directors are: President, K. Campbell, Brandon; Vice-President, J. Fisher, K.C., Winnipeg; Treasurer, A. C.

December 1905

**Great Northern Ry. (U.S.).**—Orders are reported to have been given for the construction of a branch from Ayr, westerly through the Willow Lake country, to cross the Cheyenne River, and strike the Coopers-town branch of the Minneapolis, St. Paul and Sault Ste. Marie Ry. between Coopers-town and Rogers, Minn. From this point it will parallel the main line of the M., St. P. and S.S.M. Ry. to Minot. There is under construction a branch line from near Minot running north parallel with the M., St. P. and S.S.M. Ry. to the International boundary.

Reports from the Pacific coast state a new line from Spokane to Puget Sound ports, by way of Portland, Wash., is being surveyed and that construction will be pushed forward with all speed. The new road will cut out all the gradients of the

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**Vancouver, Victoria and Eastern Ry.**—The map attached to the annual report of the Great Northern Ry., U.S., shows the sections of this line and its U.S. connection, the Washington and Great Northern Ry., which have been completed, and the route as located or projected into Vancouver, B.C. The line starts at Marcus, Wash., and runs over the B.C. boundary in the vicinity of Grand Forks, then back into the U.S. to Curlew; once more into B.C. to Midway, and thence to Oroville, Wash., to which point it has just been completed. From Oroville the boundary will be crossed again, and for the last time. The located route follows the Similkameen valley past Keremeos and Princeton and southerly of Black Mountain; thence southerly, gradually approaching the Fraser River to Agassiz, and thence to Cloverdale. At this point the line will connect with lines constructed under the charters of the Vancouver, Westminster and Yukon Ry., and the Victoria Terminal Ry. and Ferry Co., as well as the Great Northern Ry. line from Blaine. The line from Blaine connects over the Fraser River bridge, built by the Provincial Government, with the V.W. and Y. Ry. line from New Westminster to Vancouver, and the V.T. Ry. line extends from Cloverdale to Port Guichon, from which ferry connection is maintained with the Victoria and Sidney Ry. on Vancouver Island. The line westerly to Oroville is expected to be put in operation by Jan. 1, and construction is reported to be in a forward state as far as Keremeos. J. H. Kennedy, Chief Engineer V.W. and E. Ry., and A. H. Hogeland, Chief Engineer Great Northern Ry., inspected the construction in progress recently, and had a consultation at Keremeos with A. E. Baldwin, who has charge of the surveys in progress west of Princeton. It is reported from Cloverdale that a contract has been let to the British Columbia General Contract Co. for the construction of a line from Cloverdale easterly to Alwotsford; that a contract has been let for a line 32 miles in length from Cloverdale, B.C., to Sumas, Wash.; and for a new line 22 miles in length from Blaine, Wash., to New Westminster, B.C. This latter line, it is reported, will run along a stretch of low coast land, thus avoiding steep grades further in shore. G. O. Loss & Co., G. B. Bright, and Ironsides, Rannie & Campbell are reported to have sub-contracts upon the line. (Nov., pg. 641). See also Great Northern Ry., U.S.

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Great Northern Ry., U.S.—The lines which have been constructed from the International boundary to Brandon, Man., under the title of the Brandon, Saskatchewan and Hudson Bay Ry., and to Portage la Prairie, under the title of the Midland Ry. of Manitoba, were opened for passenger traffic May 13. It is re-

June 1907

P 407

**Great Northern Ry. (U.S.A.) Lines in Canada.**—A passenger service has been put on the Brandon, Saskatchewan and Hudson Bay Ry., which is the Canadian extension of the G.N. Ry. branch line formerly terminating at St. John, N.D. The line is 69.45 miles in length, at present terminating at Brandon, Man., where freight yards are being laid out. A contract is expected to be let at an early date for the erection of freight warehouses, and a passenger station at Brandon.

Under the title of the Midland Ry. of Manitoba, a line has been completed from Gretna on the International boundary to Portage la Prairie, Man., 77 miles, upon which a freight and passenger service is being operated.

July 1907

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**Great Northern Ry. United States Lines**  
in Canada.—We have been advised that the company has under construction a line from Walhalla, N.D., to Morden, Man., a distance of about 24 miles. Walhalla is the present terminus of a branch of the G.N.R. extending from Grafton on the Grand Forks-Neehe line. This latter line has been extended to Portage la Prairie, Man., about 78 miles, under the charter of the Midland Ry. of Manitoba. The company's other line in Manitoba extends from St. John, N.D., to Brandon, 73 miles, and was constructed under the charter of the Brandon, Saskatchewan and Hudson's Bay Ry. P. E. Thian is Chief Engineer, and A. Guthrie & Co., St. Paul, Minn., constructed the two lines already completed, and are now grading the Walhalla-Morden line. The houses on Ross Ave., Winnipeg, part of which has been acquired by the G.N.R. for terminal purposes, are being moved.

A survey party under B. E. Segar, of the G.N.R. staff, has been working along the Elk River to Michel, B.C. P. E. Thian, the company's engineer at Winnipeg, was recently over a portion of the route, in conjunction with Mr. Segar. The party expected to complete its work early in Aug. The G.N.R. is interested in the Crow's Nest Southern Ry., which extends from Fernie to the International boundary, and to a junction with the G.N.R. line at Rexford, Mont. The Crow's Nest Pass Coal Co., which is also interested in the C.N.S. Ry., owns the Morrissey, Michel and Fernie Ry., which serves a part of the territory at any rate, through which the survey is being made. (July, pg. 479.)

Track is reported laid on the branch from Berthold to Lignite, N.D., 66 miles, and progress is being made with the construction between Lignite and Crosby, a further distance of 33 miles. Berthold is 23 miles west of Minot, the point at which the Minneapolis, St. Paul and Sault Ste. Marie Ry. from St. Paul, Minn., to the C.P.R. main line in Saskatchewan, crosses the G.N.R., and the branch parallels this line until near the International boundary, when it takes a westerly direction to Crosby, just south of the boundary.

August

1907

7561

**Vancouver, Victoria and Eastern Ry. and Navigation Co.**—Track has been laid this season from Chapaka, B.C., on the International boundary, to the Similkameen River, and from the river to Keremeos, 12 miles, and grading operations are in progress from Keremeos to Princeton, 45 miles. It is expected to have this part of the work completed this season. The company is also constructing some short branches to mines at Phoenix, B.C. (April, pg. 245).

September 1907

p 665

**Crow's Nest Southern Ry.**—The extension under construction from Fernie to Michel, B.C., is 23 miles long. A recent report from Fernie stated that 51 cars of plant had been delivered and 200 men were at work upon the right-of-way. Another report states that it is intended to construct a line running north-erly from Michel, through the valley of the Elk River, and Kanakas Pass to Calgary, Alta. (Nov., pg. 829).

Rapid progress is being made with con-struction on the extension from Fernie to Michel. At a point six miles from Fernie a new channel has been cut for the Elk River, and the old channel used as a road-bed, thus saving the necessity for two bridges. There are four crossings of the river on the line. Ties and rails are on hand for 20 miles of track, and this work will be proceeded with as fast as possible.

December 1907

7 889

**Great Northern Ry. Lines in Canada.**—The extension of the Crow's Nest Southern Ry. from Fernie to Michel, B.C., 23 miles, is expected to be placed in operation early in Feb. (Jan., pg. 19).

A report from Spokane, Wash., says the Vancouver, Victoria and Eastern Ry. and Navigation Co., and the Washington and Great Northern Ry., constructed during 1907 about 94 miles of line from Curlew, Wash., to 20 miles west of Keremeos, B.C., crossing the International Boundary line three times. The line is under contract to Princeton, and the surveys are completed to Cloverdale on the New Westminster Southern Ry., which is being reconstructed. The Vancouver, Westminster and Yukon Ry. from Vancouver to New Westminster, and the Victoria Terminal Ry. and Ferry Co.'s line from Port Guichon to Cloverdale, have been taken over and now form part of the lines of the Vancouver, Victoria and Eastern Ry. and Navigation Co. A contract is reported to have been let to F. P. Howard, Maroon Valley, B.C., for construction work on the line near Hedley, B.C. (Nov. 1907, pg. 831).

**Hallfax and Southwestern Ry.**—The short piece of line to connect the Liverpool and Milton Ry. with the company's main line at Liverpool, N.S., is reported to be nearing completion. The rest piers for the draw

February 1908

P 97

Brandon Transfer Ry. application is being made at the current session of the Dominion Parliament for an act extending the time for the construction of this projected railway, to connect the stations of the C.P.R., Canadian Northern Ry., Brandon, Saskatchewan and Hudson's Bay Ry. (Great Northern Ry., U.S.), and any other railway having a station in Brandon, Man. (Aug., 1906, pp. 419.)

June 1908

A committee of the chamber is working in co-operation with Mr. Spooner in efforts to widen interest in the proposal.

**Great Northern Ry.**—Considerable discussion has taken place in Brandon, Birtle and intervening territory in Manitoba recently relative to a possible extension of the G.N.R. northwesterly from Brandon to Birtle, or to even a more northerly point. Birtle is on the Canadian Pacific Ry. Bredenbury Subdivision, Brandon Division, Manitoba District, line, 59.2 miles west of Minnedosa and 193.4 miles west of Winnipeg.

**Great Northern Ry.** — The Board of Railway Commissioners passed order 45,557, Oct. 8, approving plan showing mechanical interlocking plant to be installed at drawbridge 70, at Serpentine River, 1½ miles south of Colbrook, B.C.

**Hudson Bay Ry.**—It was reported from The Pas, Man., Nov. 4, that with the territory north of there in the grip of a severe storm, not the first of the season, railway construction activity on the H.B.R. was about through for 1930.

Brandon Transfer Ry.—Construction was started June 30, by the Great Northern Ry., upon the building of this line connecting up the different railway lines entering Brandon, Man. The contract for the grading was let to J. Bradley, Brandon, the G.N.R. doing the track-laying. W. P. Stevenson, a G.N. Ry. engineer from Minot, N.D., was in charge of the work. (July, pg. 645.)

August 1916

p733

**Brandon Transfer Ry.**—Track has been laid on the line connecting the C.P.R., the C.N.R. tracks and those of the Brandon, Saskatchewan and Hudson Bay Ry. in Brandon, Man., and ballasting is being done. The earthwork is fairly heavy, there being a number of cuts and fills along the route. Victoria Ave. and Princess Ave. are crossed on the level. It was expected to have the line in operation by Aug. 20. (Aug., pg. 733.)

<sup>18</sup>  
September 1911

**Brandon Transfer Ry.**—The short piece of line connecting C.P.R. and Canadian Northern Ry. and the Brandon, Saskatchewan and Hudson Bay Ry. (Great Northern Ry.) was opened for traffic, Sept. 19. The line was built and is being operated by the last mentioned railway, under an order of the Board of Railway Commissioners; the rate for handling traffic being \$3 a car. (Oct., pg. 935.)

November 1911  
p. 1035

## Great Northern Ry. Lines in Canada.

**Manitoba Great Northern Ry.**—A letter was received by the Winnipeg city clerk Dec. 27, 1910, stating that construction would not be proceeded with on the proposed yards, etc., in Winnipeg, before the spring.

**Kaslo and Slocan Ry.**—A resolution has been passed by the Kaslo, B.C., Board of Trade, asking the B.C. Government to cancel the charter, owing to the company's failure to live up to its obligations.

**Victoria and Sidney Ry.**—A station building has been erected on Blanchard St., Victoria, B.C., replacing the public market building, which had been used for some time.

**Vancouver, Victoria and Eastern Ry. and Navigation Co.**—J. J. Hill, on the occasion of his recent visit to Vancouver, B.C., said it would be impossible at present to fix a time when the line would be completed, but it was being built from both ends. The difficult section was that through the Hope Mountains, and the engineers had, after a great deal of trouble and many surveys, found a feasible route, without having to bore an eight mile tunnel. It was an expensive piece of construction, however, and it would take time and money to put it through. As to the Vancouver terminals, work would be started immediately on the filling in of the north and east shores of the head of False Creek, and when this was done, the laying out of yards and the erection of the station and other terminal buildings would be taken in hand. The plans for the reclamation of False Creek were submitted to the Vancouver city council, Jan. 6, and after having been approved will go to the Board of Railway Commissioners. (Jan. pg. 17).

September

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ERADICATE TIME BEFORE IT WILL BE POSSIBLE TO  
arrive at any definite decision.

Crowsnest Southern Ry. was authorized by Board of Railway Commissioners' order 38,312, Oct. 27, to build a connection with the Canadian Pacific Ry. at Elko, B.C. The Crowsnest Southern Ry. is a Great Northern Ry. (U.S.A.) branch line from Rexford, Mont., crossing the international boundary at Gateway, Mont., and Newgate, B.C., and extending to Michel, B.C., where a junction is effected with the Morrissey, Fernie and Michel Ry., a coal carrying line owned by the Crowsnest Pass Coal Co. We were advised officially in July that the company had ceased operating trains over the branch between Michel and Fernie, 21 miles, the business offering not being sufficient to warrant operation and maintenance. Elko, where connection with the C.P.R. has been authorized, is at mile 33.5 north of the international boundary and 20 miles south of Fernie.

We were advised officially early in Dec. 1926 that the Great Northern Ry. has entered into an agreement for the joint use of the Canadian Pacific Ry. line from Elko to Fernie, 19.24 miles, together with the use of the C.P.R. terminal facilities there, but not of the C.P.R. industrial tracks. This agreement was signed Sept. 1, 1926, and application has been made to the Board of Railway Commissioners for a recommendation to the Governor-in-council for its sanction. The G.N.R.'s subsidiary, the Crowsnest Southern Ry., has abandoned the portion of its line between Michel and Fernie, and it was expected that the connection between the C.P.R. and the G.N.R. at Elko would be completed Dec. 15, when it was intended to abandon the use of the G.N.R. line between Elko and Fernie. A press report states that grading of the right of way on the connection was started early in November, about 1,000 ft. south of the G.N.R. station. It involves a cut, 25 ft. deep, of considerable length, and the putting in of a steel bridge to carry the provincial highway over the cut.

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no consideration had been given to the building of such an extension. (Jan., pg. 14.)

**Great Northern Ry.**—A press report states that work is in progress on the renewal of the trestle approach of the G.N.R. line to the bridge over the Fraser River at New Westminster, B.C. The driving of piles was started at the end of December, and part of the trestle work has been filled in. The work, which is reported as estimated to cost \$51,000, is expected to be completed in March.

In connection with the construction of a proposed new road from the corner of Lakewood and Twelfth Aves., south of the G.N.R. tracks in Vancouver, to join Thirteenth Ave. near Slocan St., the company has offered to contribute \$40,000, while the city, after asking for a \$60,000 contribution, decided recently to ask for \$52,500 and the conveyance of a strip of land for a roadway south of the railway tracks from Lakewood and Twelfth Ave. to near Slocan St. The company is under an agreement to build a bridge across Twelfth Ave., and as the proposed new road would do away with the necessity for this bridge, the city desires that its cost be made a contribution to the new road. The question at issue is as to the necessary cost of the bridge. (Press report.) (Nov. 1926, pg. 578.)

**Hudson's Bay.**—A Minneapolis, Minn., dispatch recently quoted R. Leslie.

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the export of its products by sea.

Midland Ry. Co. of Manitoba, incorporated under a Manitoba act, has applied to the Dominion Parliament to declare its undertaking to be a work for the general advantage of Canada, and for other purposes. The Midland Ry. Co. is owned jointly by the Great Northern Ry., and the Northern Pacific Ry., and owns and operates a terminal station with connecting lines in Winnipeg. A train service into Winnipeg is operated over the Canadian National Ry. from the international boundary at Emerson, Man.

Midland Ry. Co. Subways and Tunnels — S

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e continuous line of roads from St.  
n John's to Bishops Falls, 267.34 miles.

n **New Westminster Bridge.**—A proposal  
e is reported to be under consideration for  
is the erection of another bridge across the  
y Fraser River at New Westminster, B.C.,  
d about 200 ft. down stream from the present  
a one owned by the Province, and leased, so  
ic far as the operation of railways over it is  
v. concerned, to the Great Northern Ry.  
e The proposed bridge would, it is stated,  
o have a span of 1,000 ft., sufficiently high  
to permit all classes of ships to pass under

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would require the construction of 36 miles of railway.

**New Westminster Bridge.** A recent press report stated that owing to greatly increased automobile traffic over the bridge across the Fraser River, at New Westminster, the piers were being affected and that it was not improbable that the general traffic deck would be removed, and the bridge used for railway traffic only. A statement issued by the British Columbia Railway Department, July 30, said that the piers were in good condition, the spans having been reinforced and the decks strengthened to take care of the increased loading. The bridge was designed for carrying a train of 6,000 lb. per lineal foot, headed by two 255-ton locomotives. Trains with only one locomotive are allowed, the heaviest in operation weighing 225 tons. The statement also said: "Two lines of motor cars on the highway would average 400 lb. per lin. ft., but for a mixture of trucks, with an 8-ton limit, the weight would be 800 lb. per ft., so that it can be easily seen that the highway traffic is very light in comparison with the railway traffic. When, at some future time, it is found that the bridge is no longer safe for railway traffic, other arrangements will have to be made by the three railway companies now using it, but the present structure will still be good for highway traffic for many years afterwards, and another line of automobiles can use the railway deck after the railways are removed, making one-way traffic on each deck. Unfortunately, the present highway deck is too narrow for the traffic, necessitating very careful driving, and it cannot be widened."

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structure.

**Great Northern Ry.**—The draw span of the bridge over the Serpentine River, between Colebrook and Crescent, some miles south of New Westminster, B.C., on the Seattle-Vancouver line, was burned July 4. It was replaced a few days later, traffic meanwhile being diverted via Sumas.

**Kettle Valley Ry.**—We are advised

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**Vancouver Harbor Commission.** The Great Northern Ry. is reported to have offered the Commission the use of a large section of track in its south yards at Vancouver for use in connection with the harbor terminal railway. The tracks have capacity for 200 cars, which could be used for the storage and sorting of grain cars, thus releasing tracks on Burrard Inlet for other purposes. The tracks are offered to the Commission for the cost of maintenance only.

The grading on the harbor terminal railway from the second narrows bridge to St. Andrews Ave., which was completed some months ago, has settled sufficiently to allow tracklaying to be gone on with. This piece of line will link up the North Vancouver-Whytecliffe section of the Pacific Great Eastern Ry. with the railway lines on the Vancouver side of the inlet.

Preparations are being made for an early start on the construction of the subway or tunnel for the railway along the esplanade. It is called a tunnel on account of its length about half a mile not because it is bored through an obstacle; and a subway, because it is to be built over the right of way of the railway, the top being used for roadway purposes. (Sept., pg. 516.)

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October 1927

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years ago by the

**Great Northern Ry.**—A press report states that the company is rebuilding its bridge across the Kettle River at Grand Forks, B.C., on its Vancouver, Victoria and Eastern Ry. line.

Surrey Municipal Council, Cloverdale, B.C., had before it recently a proposal from the company to replace the swing bridge over the Nicomeki River with one of solid construction. It was contended by the company that as no ships now enter the river, the swing bridge is not required, but the reeve stated that the river is a navigable one and that future requirements could not be foretold.

... Lake ... A press

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ed description of the building was given in our January issue, pg. 6.

**Port Erie, Ont., Locomotive House.**—Work is proceeding on repairs to the roof of the locomotive house at Port Erie, Ont., and renewal of cement work in some of the track pits.

**Parry Sound Station.**—The calling for tenders for the construction of a station at Parry Sound, Ont., on the Sudbury Subdivision, Capreol Division, Northern Ontario District, 149 miles north of Toronto, was mentioned in Canadian Railway and Marine World for September, pg. 568; a description of the building was given. We are advised officially that, since advertising for tenders, the management has decided to do the work with its own forces.

**Western Region Buildings.**—The Chief Engineer, Western Region, received tenders to Aug. 27 for the construction of a third class station at Ste. Rose du Lac, Man., stations and section men's dwellings on the Hamlin-Glenbush branch, and Melfort-Aberdeen branch, Sask., and of a 4th class station at Rochfort Bridge, Alta.

**Saskatoon Hotel.**—Tenders were received to Sept. 15 by J. Schofield, Architect, C.N.R., Montreal, for the erection of brick and stone superstructure of a hotel to be built at Saskatoon, Sask. The building will be 10 stories, with a 2-story central tower, the exterior stone work on the first 2 floors to be of polished granite, and the upper stories to be faced with Tyndall stone and brick of special quality. The ground floor entrance will lead into a large hall, and on that floor will be the coffee room, barber shop, men's lavatories, hotel laundry and other hotel services. To the right, in the entrance hall, will be 4 elevators. The main floor will be occupied by reception offices, dining room and foyer, lounge room, banquet hall and hotel kitchens. On the first floor will be a large reception room, ballroom, convention hall and 4 salons. The second to sixth floors inclusive will be reserved for bedrooms, 44

crossing available for timber construction, this making possible later permanent construction on a new site, free from traffic interference. Compared with the original line, the relocated one is 245 ft. shorter and eliminates 78° of curvature.

**Sumas River Line Revision.**—The Board of Railway Commissioners passed order 45,262, Aug. 20, authorising Canadian Northern Pacific Ry. to open for traffic its revised line across the Sumas River, Yale Subdivision, Kamloops Division, British Columbia district. Particulars of the work were given in Canadian Railway and Marine World for May, pg. 278.

**Vancouver Hotel.**—Six contracts were given recently by E. J. Ryan Contracting Co., general contractor for the building, as follows:—steam distribution, heating and ventilating equipment, Leek and Co.; plumbing, gas and fire protection equipment, Barr and Anderson, Ltd.; electrical work, Hume and Rumble, Ltd.; hollow metal doors and frames, Western Steel Products, Ltd.; machine hoists, B. C. Equipment Co.; miscellaneous ironwork, Westminster Iron Works, all those named being Vancouver concerns.

**Victoria Interswitching Facilities.**—Arrangements have been completed, and approved by A. E. Warren, Vice President, Western Region, for the construction of interswitching facilities between the C.N.R. and the Esquimalt and Nanaimo Ry. at Victoria, B.C., at a reported cost of \$42,000, to be borne equally by the C.N.R., the E. & N., and the City of Victoria. The work will involve the construction of a trestle and a large amount of filling in the Johnson St. area; the trestle and fill will be built by C.N.R. forces, and, in addition, considerable work will be done by the E. & N. in its own territory. The Victoria Chamber of Commerce has been desirous for some time of having these interswitching facilities installed, on account of the expense of freight handling, due to excessive trucking, which has prevailed. (Press report).

tunnel. We found the project to be entirely feasible. The line would be 120 miles long and would be operated electrically.

"Our entire time was spent in railway inspection and incidental sight-seeing, but we saw the great lumber handling plants at Leningrad, where lumber is brought on barges, and logs are floated down the Neva and other rivers. We did not go north of there, so did not see any actual lumber production, but east of Leningrad we saw some of the large streams on which logging and lumbering operations are located. We were surprised at the small size of the trees which grow along the railway and at the small logs and timber which we saw at Leningrad and also at Vladivostok. We saw nothing which would compare with the fir of Washington and Oregon either in size or quality.

"We had four delightful days in Japan and were fortunate in being able to come home on the maiden voyage of the luxurious and beautiful Hiye Maru, which we enjoyed thoroughly. She and her sister ships are fine additions to Seattle's facilities for Oriental commerce. We were told that tourist travel to Japan is increasing and think that this should be true, with all of the attractions Japan has to offer and the splendid hotel and steamship accommodations."

## Freight Traffic on Railways.

The Dominion Bureau of Statistics, Transportation Branch, reports freight loaded on Canadian railways, and received from foreign connections, in June, 1930 and 1929, as follows, in tons:—

	June 1930	June 1929
Prince Edward Island	15,067	15,575
Nova Scotia	692,982	832,360
New Brunswick	223,765	228,365
Quebec	1,166,906	1,586,704
Ontario	3,586,294	4,443,173
Manitoba	408,260	491,908
Saskatchewan	815,581	646,399
Alberta	558,290	633,804
British Columbia	562,938	683,301

TOTAL 9,630,683 11,571,589

## Great Northern (V.V. & E.R. and N. Co.) Midway-Bridenville, B.C., Line Abandonment Authorized.

The Board of Railway Commissioners passed order 51,612, recently, authorizing the Vancouver, Victoria and Eastern Ry. and Navigation Co., a Great Northern Ry. Co. subsidiary, under the Railway Act, sec. 165A, to abandon the portion of its line in Canada, extending from the international boundary near Midway, B.C., to the international boundary near Bridesville, B.C., the order having been dated Dec. 14, 1934, and having specified that the approval of abandonment be effective thirty days from that date.

The judgment upon which the order was based was written by Commissioner Stone and concurred in by Deputy Chief Commissioner Garceau and Commissioner Norris. A summary of it is given in the following.

The V.V. and E.R. and N. Co. was incorporated by a British Columbia Act, viz., 1897 Statutes, chap. 75, and was brought under Dominion control by Dominion Statutes of 1898, chap. 89. The line involved in the order was completed and operation began in 1906. It was part of the original line through United States territory and the interior of British Columbia to Vancouver. However, the line failed to obtain sufficient traffic to justify its operation as a through route, and a segment west of Cannor, B.C., was abandoned after one season's operation. The application to the Board for authority to abandon the 28.9 miles in Canada, which is a portion of a branch line commencing and terminating in the U.S.A., was made June 9, 1934, and at the same time the Great Northern Ry. applied to the U.S.A. Interstate Commerce Commission for authority to abandon the ends of the line south of the international boundary, viz., extending from Curlew to the international boundary, 14.35 miles, and from the international boundary to a point one-quarter mile northwest of Molson, 2.41 miles. The through line from Molson extended west to Oroville, also in the U.S.A., 23.49 miles, and thence northerly to Princeton, B.C. Later a

line was built from Oroville south to Wenatchee, in the U.S.A. On April 26, 1931, service between Molson and Oroville was discontinued on authority of an Interstate Commerce Commission order, and the rails on that section were removed in 1932.

Application to the Board of Railway Commissioners for authority to abandon the line within Canada was dealt with at a hearing at Midway on Nov. 7, 1934, at which the applicant was represented by F. D. Pratt. Several persons appeared on behalf of the citizens of Bridesville, but there were no appearances on behalf of the citizens of Midway or on behalf of any industries. Since abandonment of the Molson-Oroville service, there was no through service, the train service on the line in Canada since 1931 having been confined to one round trip a week. It was generally admitted at the hearing that in the event of the U.S.A. Interstate Commerce Commission granting the Great Northern authority to abandon the ends of the branch, within the United States, operation of the intermediate link in Canada would become impracticable and would serve no useful public purpose. The Interstate Commerce Commission, by judgment of Nov. 15, 1934, granted the Great Northern the authority which it applied for. A witness for the applicant presented figures to show that in 1931, 1932 and 1933 passenger and freight earnings at stations on the Canadian portion of the line averaged \$1,700 a year, while operation and maintenance cost \$9,700 a year and taxes were over \$6,000 a year, causing a total loss of about \$15,000 a year. It was shown that any employees affected by abandonment of the Canadian section would be given employment elsewhere. Residents of Bridesville and vicinity protested against the abandonment; their representatives testified that in 1927, 70 cars of grain were shipped from the district, part via Great Northern, and part via Canadian Pacific, but it was shown that no grain

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Compared with Sept., 1933, the Sept., 1934, traffic in agricultural products increased 296,550 tons, or 16%, this having arisen chiefly from a comparatively light movement of wheat in Sept., 1933. The Sept., 1934, traffic in animal products was 9,078 tons, or 4.5%, less than that of Sept., 1933, but the Sept., 1934, traffic in mine products was 310,995 tons, or 16.5%, greater than that of Sept., 1933. While there was a decrease of 41,212 tons, or 7.5%, from the Sept., 1933, traffic in forest products, there was an increase of 10,975 tons, or 0.8%, over the Sept., 1933, traffic in manufactured goods and miscellaneous freight. Examination of the movements of important commodities shows that the Sept., 1934, traffic in wheat was 227,081 tons, or 18.5%, greater than that of Sept., 1933; barley traffic increased 103,213 tons, or 191%. The movement of foreign bituminous coal, for both Canadian stations and foreign destinations, decreased, but loadings of it at Canadian stations increased 25% over those of Sept., 1933. Traffic in sand and gravel increased 70,117 tons, or 85%, over that of Sept., 1933, but there were decreases from Sept., 1933, of 26,803 tons, or 31%, in traffic in posts, poles and piling, and of 42,171 tons, or 31%, in traffic in pulpwood. Shipments of rails and fastenings increased from 1,116 tons in Sept., 1933, to 8,178 tons in Sept., 1934. There was an increase of 7,567 tons, or 118%, in automobiles loaded at Canadian stations, and of 932 tons in automobiles imported, but in the in-transit traffic in automobiles. Which moves chiefly across Ontario between Detroit and Port Huron and Buffalo and Suspension Bridge, there was a decrease from Sept., 1933, of 9,620 tons, or 14%. To the end of Sept., 1934, total revenue freight originated on Canadian lines and received from foreign connections was 49,350,333 tons, an increase of 8,951,998 tons over the first nine months of 1933.

**Great Northern Railway Line  
Abandonment in British Columbia**  
Authorized

## Proposed Abandonment of Great Northern Railway Lines in Canada.

Brandon, Saskatchewan and Hudson's Bay Ry. Co., which was incorporated under a Dominion Statute in 1903, applied to the Board of Railway Commissioners for Canada, recently, for leave to abandon operation of its railway from the International Boundary, near and north of Haskett station, Man., to Morden, Man., 15.25 miles, which was built as a portion of the line of the Midland Railway Co. of Manitoba and sold by it to the Manitoba Great Northern Ry. Co. in 1909. The latter company ceased to operate any railways in Manitoba in 1927, owing to lack of sufficient business, disposed of its assets and wound up its affairs, the Haskett-Morden line having been sold to the B.S. and H.B. Ry. Co. The line from near Haskett to Morden is a continuation of a Great Northern Ry. branch line from Grafton, N.D., 41 miles from Grand Forks, N.D., the distance from Grafton to Haskett being 97 miles and the total distance from Grafton to Morden being 110 miles.

The application to the Board of Railway Commissioners stated that the line from near Haskett to Morden, has, ever since its acquirement, been operated at an exceedingly heavy loss and there has never been sufficient revenue from it to justify its operation. The B.S. and H.B. Ry. Co. does not own any rolling stock, or equipment, and is entirely dependent on other companies to supply it. It is one of several companies operating in Canada, the stock in which is entirely or substantially owned by the Great Northern Ry. Co. of the United States.

The B.S. and H.B. Ry. Co. between 1905 and 1907, built a railway from Brandon, Man., south to the International Boundary, 69.50 miles, and commenced its operation in 1907. The line is a continuation of a Great Northern branch line from Church's Ferry, N.D., 428 miles from St. Paul, Minn., to the International Boundary, the distance from Church's Ferry to Brandon being 128 miles. All the B.S. and H.B. Ry. Co.'s property was acquired by, and its lines were built by, monies supplied by the Great Northern Co., and it has never received any government or municipal financial assistance, or been granted any exemption from taxation. The operation of the lines of Great Northern Canadian companies has been for many years unduly onerous, owing to long term leases at large rentals, entered into many years ago, whereby running rights over other companies' lines were acquired, and payment of the rentals has been insisted upon by the lessors, although no use of the rights has been made for many years, and the plans for their use, which caused their acquirement, have long since

expired. The operation of its lines, and has always been dependent for financing its losses from operation upon assistance which the Great Northern Co. has extended. Its indebtedness to the latter company on Dec. 31, 1933, was \$1,832,645.80, which it is unable to pay. The Great Northern Co. has intimated that it will no longer grant financial assistance for the operation of the line from near Haskett to Morden. All the other Canadian companies dependent on the Great Northern Company for their financial requirements are indebted heavily for advances made over a long period of years and there is no prospect of their ever being able to repay them and the B.S. and H.B. Ry. Co. fears that in the near future it will be forced to apply for leave to abandon all of its lines.

The directors of the Great Northern Ry. Co., with headquarters at St. Paul, Minn., authorized, on May 10, the making of an application to the United States Interstate Commerce Commission, for leave to abandon the operation of its branch line from three quarters of a mile north of Rexford, Montana, to the International Boundary at Gateway, Montana, 9 miles, which is a segment of a continuous line of railways extending 52.02 miles northerly from the International Boundary to Fernie, B.C., the Canadian segment being operated by a subsidiary, the Crownst Southern Ry. Co., incorporated by the British Columbia Legislature, all the capital stock of which is owned by the Great Northern Co. The subsidiary company owns the line between the International Boundary and Elko, B.C. and operates over the Canadian Pacific Ry. between Elko and Fernie, under trackage rights. The application to the Interstate Commerce Commission stated that both the United States and Canadian segments of the line have been operated at a loss for many years and there is no prospect that they can ever be operated profitably, that their continued operation would be a burden on interstate commerce, that their abandonment would not result in serious public inconvenience, and that arrangements were being made for discontinuance of service north of the International Boundary. Canadian Railway and Marine World was advised officially, by the Interstate Commerce Commission, Aug. 1, that protests against the proposed abandonment of the line from Rexford to the International Boundary had been filed and that a hearing would be held in due course.

### Metallic Coating Instead of Paint, for Bridge Steel Preservation.

the work was started, the whole span was cleaned thoroughly right down to the parent metal; the portion to be painted was cleaned by sand blasting; that to be given the metallic coating was blasted with a quartz grit, the idea having been to obtain a rougher surface than sand blasting affords, to provide a better hold for the metal coating. The portion of the span being painted is being given the standard protective covering of one coat of red lead and two of black graphite.

The metal being used for the protective coating for the portion of the span on which the new process is being tried is zinc; the operation of applying it is known as metallizing. The equipment with which the metal coating is applied consists of a "metallizer", a box or "gun" of approximately square section, in which oxygen, acetylene and compressed air jets are concentrated, together with the end of a zinc wire. An automatic feed, with rollers for the wire, is provided, together with oxygen, acetylene and air regulators, oil and moisture separator, gauge, lighter, etc. Following ignition, the gun nozzle is directed at the surface to be coated; the intense heat developing melts the zinc wire and the molten metal is sprayed on the surface of the work, the automatic feeding of the wire ensuring a continuous process. The coating applied averages 0.002 in. in thickness and on the Mimico Creek job six coats are being applied, making a metallic sheathing 0.012 in. thick. Zinc was chosen as the metal for the protective covering on account of its facility in application and its resistance to the effect of erosion from salt brine. A great deal of trouble has been experienced by the Canadian National and other railways from brine dropping on bridge steel, and the Mimico Creek bridge was chosen for the experiment with metal coating because the Chicago-Montreal line, on which it is situated, is one upon which there is a great deal of refrigerator car traffic. It is estimated that the cost of applying the metal coating is about 50% greater than that of a first class paint job, but it is hoped that the preservative value of the metal coating will be found to be so much superior to that of paint that the extra cost will be demonstrated as a profitable investment.

The applying of the metal coating is done by All Weld Co., Ltd., Toronto, with equipment supplied by it. If the process proves to be desirable the Canadian National will buy the necessary equipment and do similar work itself. The equipment at the Mimico Creek bridge uses about 45 cu. ft. of air per minute and about 22 cu. ft. of acetylene and about 25 cu. ft. of oxygen per hour. The work has attracted considerable attention in engineering circles in the Toronto district, and representatives of other railways and various municipal bodies and companies concerned in the maintenance of steel structures have

September 1934

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and wound up its affairs, the Haskett-Morden line having been sold to the B.S. and H.B. Ry. Co. The line from near Haskett to Morden is a continuation of a Great Northern Ry. branch line from Grafton, N.D., 41 miles from Grand Forks, N.D., the distance from Grafton to Haskett being 97 miles and the total distance from Grafton to Morden being 110 miles.

The application to the Board of Railway Commissioners stated that the line from near Haskett to Morden, has, ever since its acquirement, been operated at an exceedingly heavy loss and there has never been sufficient revenue from it to justify its operation. The B.S. and H.B. Ry. Co. does not own any rolling stock, or equipment, and is entirely dependent on other companies to supply it. It is one of several companies operating in Canada, the stock in which is entirely or substantially owned by the Great Northern Ry. Co. of the United States.

The B.S. and H.B. Ry. Co. between 1905 and 1907, built a railway from Brandon, Man., south to the International Boundary, 69.50 miles, and commenced its operation in 1907. The line is a continuation of a Great Northern branch line from Church's Ferry, N.D., 428 miles from St. Paul, Minn., to the International Boundary, the distance from Church's Ferry to Brandon being 128 miles. All the B.S. and H.B. Ry. Co.'s property was acquired by, and its lines were built by, monies supplied by the Great Northern Co., and it has never received any government or municipal financial assistance, or been granted any exemption from taxation. The operation of the lines of Great Northern Canadian companies has been for many years unduly onerous, owing to long term leases at large rentals, entered into many years ago, whereby running rights over other companies' lines were acquired, and payment of the rentals has been insisted upon by the lessors, although no use of the rights has been made for many years, and the plans for their use, which caused their acquirement, have long since been abandoned, owing to want of sufficient business to justify their retention. One of the leases was obtained from Canadian Northern Pacific Ry. Co., now part of Canadian National Rys. system. Copies of the application for leave to abandon the Haskett-Morden line were served on the Town of Morden and Stanley Municipality. It is not the intention at present to abandon any portion of the Great Northern lines south of Haskett, Man.

The B.S. & H.B. Ry. Co. has no bonds outstanding; all its capital stock is owned by Great Northern Ry. Co. It has no monies of its own with which to con-

their ever being able to supply them the B.S. and H.B. Ry. Co. fears that in the near future it will be forced to apply for leave to abandon all of its lines.

The directors of the Great Northern Ry. Co., with headquarters at St. Paul, Minn., authorized, on May 10, the making of an application to the United States Interstate Commerce Commission, for leave to abandon the operation of its branch line from three quarters of a mile north of Rexford, Montana, to the International Boundary at Gateway, Montana, 9 miles, which is a segment of a continuous line of railways extending 52.02 miles northerly from the International Boundary to Fernie, B.C., the Canadian segment being operated by a subsidiary, the Crownsnest Southern Ry. Co., incorporated by the British Columbia Legislature, all the capital stock of which is owned by the Great Northern Co. The subsidiary company owns the line between the International Boundary and Elko, B.C. and operates over the Canadian Pacific Ry. between Elko and Fernie, under trackage rights. The application to the Interstate Commerce Commission stated that both the United States and Canadian segments of the line have been operated at a loss for many years and there is no prospect that they can ever be operated profitably, that their continued operation would be a burden on interstate commerce, that their abandonment would not result in serious public inconvenience, and that arrangements were being made for discontinuance of service north of the International Boundary. Canadian Railway and Marine World was advised officially, by the Interstate Commerce Commission, Aug. 1, that protests against the proposed abandonment of the line from Rexford to the International Boundary had been filed and that a hearing would be held in due course.

### Metallic Coating Instead of Paint, for Bridge Steel Preservation.

An experiment of unusual interest is being made by Canadian National Rys., at Mimico Creek bridge, mile 5.9, Oakville Subdivision, London Division, Southern Ontario District, a short distance west of Toronto, where a portion of the span supporting the eastbound tracks is having a metal coating applied, in place of paint, to the portion of the span under the most southerly of the four tracks which the bridge carries, while the portion under the adjacent track on the north is being painted in the usual manner. The idea is to enable a direct comparison of results to be made. Before

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## Location of Crossings Signals in Vancouver.

The Board of Railway Commissioners passed order 51,552, Dec. 4, 1934, as follows:—Re application of City of Vancouver for an order requiring Vancouver, Victoria & Eastern Ry. and Navigation Co. to install and maintain an automatic wigwag signal at crossing of Renfrew Street, and for an order authorizing the company to abandon the existing wigwag signal on the west side of the crossing of Thirteenth Avenue, and to have it located at the Renfrew Street crossing. Upon hearing the application at Vancouver, Nov. 2, 1934, in the presence of counsel for the applicant, the Great Northern Ry. and the Canadian National Rys., and what was alleged; and upon the report and recommendation of the Board's Division Engineer, it is ordered: That the Great Northern Ry. Co. is authorized to remove the wigwag signal now on the east side of its tracks at Thirteenth Avenue, Vancouver; and that the company be required to install the same on the southeast side of its railway on Renfrew Street, within 90 days from the date of this order, in accordance with the Standard Specifications for Highway Crossing Signals approved under general order 468, March 12, 1929, as amended by general order 521, Nov. 2, 1933; the wigwag on the west side of the railway on Thirteenth Avenue to remain as at present. That the cost of installing the wigwag signal at Renfrew Street crossing be borne and paid by the applicant and the cost of maintenance by Great Northern Ry. That detail plans showing the layout of the proposed installation be filed for the approval of an engineer of the Board.

## Train Service Discontinuance in British Columbia.

The Board of Railway Commissioners

January  
1935

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**Branch Lines Abandonment, Great Northern Railway**—The Great Northern Ry., with headquarters at St. Paul, Minn., which owns and operates the Brandon, Saskatchewan and Hudson Bay Ry. in Manitoba, has applied to the Board of Railway Commissioners for Canada for leave to abandon the portion of the line from Haskett, near the international boundary to Morden, Man., 13 miles, and has served notices on the interested municipalities. The line from the international boundary to Morden is an extension of a branch line of 90 miles from Grand Forks, North Dakota, to the international boundary.—A Washington press dispatch says the Great Northern Ry. has applied to the Interstate Commerce Commission for permission to abandon the eight miles in the United States of its branch line from Rexford, Montana, to Fernie, B.C., and that arrangements are being made for discontinuing service north to the international boundary.

**Director of Tourist Travel**—The Min-

February, 1935

## Railway Operating Revenues and Expenses.

(Continued from preceding page)

### Canadian Pacific Railway.

The following table, showing monthly gross earnings, working expenses and net profits in 1934, compared with those of 1933, has been compiled in Canadian Railway and Marine World's office from statements supplied by the C.P.R. management. The figures cover the operations of the C.P.R. itself and also of Algoma Eastern Ry., Dominion Atlantic Ry., Esquimalt and Nanaimo Ry., Fredericton and Grand Lake Coal and Ry., Montreal and Atlantic Ry., New Brunswick Coal and Ry. Co., and Quebec Central Ry. The difference between revenue and expense figures and those issued by the Dominion Bureau of Statistics is due to the segregation of certain income items by the Bureau, the net results remaining the same.

	Gross earnings		Working expenses		Net earnings		Increase
	1934	1933	1934	1933	1934	1933	
JANUARY	\$8,970,386	\$7,675,661	\$8,081,846	\$7,352,289	\$888,540	\$323,372	\$565,167
FEBRUARY	8,570,515	7,096,888	7,751,994	7,000,277	818,521	95,611	721,910
MARCH	9,948,322	8,800,156	8,427,392	7,922,660	1,518,980	877,496	641,484
APRIL	9,260,226	7,921,878	7,989,760	7,888,408	1,270,465	538,465	732,000
MAY	10,454,019	8,789,285	8,652,091	7,818,476	1,801,928	975,809	826,119
JUNE	10,099,264	10,489,681	8,253,684	8,390,244	1,765,580	2,049,387	d293,807
JULY	10,716,354	10,142,428	9,205,872	8,774,048	1,511,482	1,368,380	143,102
AUGUST	10,929,392	9,948,272	9,859,869	9,204,870	1,070,533	738,602	332,031
SEPTEMBER	12,042,793	11,173,385	*9,009,213	8,170,006	3,033,580	3,008,329	30,251
OCTOBER	12,752,349	11,984,497	*8,651,670	7,926,050	4,100,679	4,058,447	42,232
NOVEMBER	11,184,506	10,380,923	*7,742,678	6,804,114	3,441,823	3,585,800	d143,981
	114,887,174	104,856,950	*93,624,559	86,741,242	21,212,615	17,615,708	3,596,907

d Decrease. \*1934 expense figures include pensions.

C.P.R. approximate gross earnings in December, 1934, were \$10,705,000, an increase of \$792,000 over those in Dec., 1933.

Minneapolis, St. Paul and Sault Ste. Marie Ry. In November, 1934, this Canadian Pacific subsidiary had a net deficit, after all charges, of \$390,728.13, compared with \$516,386.07 in Nov., 1933, and in the first eleven months of 1934 had a net deficit, after all charges, of \$4,631,987.97 compared with \$4,518,350.48 in the first eleven months of 1933.

Wisconsin Central Ry.—This property, in receivership, with A. E. Wallace, Vice President and General Manager, M. St. P. & S.S.M. Ry., as receiver, and operated by the M. St. P. & S.S.M. as agent for the receiver, had in November, 1934, a net deficit, after all charges, of \$98,029.14, compared with \$330,050.91 in Nov., 1933, and in the first 11 months of 1934 had a net deficit, after all charges, of \$1,552,486.18, compared with \$2,066,723.85 in the first eleven months of 1933.

## Great Northern (V.V. & E.R. and N. Co.) Midway-Bridesville, B.C., Line Abandonment Authorized.

The Board of Railway Commissioners passed order 51,612, recently, authorizing the Vancouver Victoria and Eastern Ry.

line was built from Oroville south to Wenatchee, in the U.S.A. On April 26, 1931, service between Molson and Oro-

has been shipped since 1929. The main highways in the district appear to be usable throughout the year for the transportation of commodities of all kinds, although there might be difficulty at times on account of snow. Motor truck rates were in effect from Bridesville and vicinity; there is a good gravel highway from Midway to Bridesville. The Greyhound Bus Line operates a daily passenger and express service between Penticton and Nelson, B.C., passing through Bridesville. The transportation needs of the communities served by the portion of the line concerned have adequate bus and truck service available. Under the circumstances as recited, the application should be granted.

The Vancouver, Victoria and Eastern Ry. & Navigation Co. has before the Board an application for authority to discontinue service between Keremeos and Princeton, B.C., and to reduce its service between Keremeos and the international boundary. On April 20, 1927, the Board passed order 38,933, directing the Great Northern to furnish a mixed train service on its Oroville-Princeton Subdivision, B.C., during the months of June, July, August and September; on Dec. 7, 1934, it passed order 51,579, suspending order 38,933 temporarily pending final judgment. (Jan., pg. 12.)

## Railway and Motor Coach in Passenger Transport.

Theodore G. Morgan, President, Montreal Tourist and Convention Bureau, Inc., has made some very pointed remarks in a recent special issue of a Montreal newspaper having to do with the annu-

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work, westminster iron works, and  
named being Vancouver concerns.

**Victoria Interswitching Facilities.**—Ar-  
rangements have been completed, and  
approved by A. E. Warren, Vice Presi-  
dent, Western Region, for the construc-  
tion of interswitching facilities between  
the C.N.R. and the Esquimalt and Na-  
naimo Ry. at Victoria, B.C., at a reported  
cost of \$42,000, to be borne equally by  
the C.N.R., the E. & N., and the City of  
Victoria. The work will involve the con-  
struction of a trestle and a large amount  
of filling in the Johnson St. area; the  
trestle and fill will be built by C.N.R.  
forces, and, in addition, considerable  
work will be done by the E. & N. in its  
own territory. The Victoria Chamber of  
Commerce has been desirous for some  
time of having these interswitching  
facilities installed, on account of the ex-  
pense of freight handling, due to exces-  
sive trucking, which has prevailed.  
(Press report).

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## President Ralph Budd's Russian

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## **Keremeos-Princeton, B.C., and Keremeos-International Boundary Train Service.**

The Board of Railway Commissioners issued order 51,690, Jan. 25, in the matter of the application of Vancouver, Victoria and Eastern Ry. and Navigation Co. for an order permitting it to discontinue service between Keremeos and Princeton, and to reduce service between Keremeos and the international boundary. The order directs:—"1. That orders no. 38,933, dated 20th April, 1927, and no. 51,579, dated 7th December, 1934, made herein, be, and they are hereby, rescinded.

"2. That the applicant company be, and it is hereby, directed forthwith to re-establish and maintain a regular train service between the international boundary and Princeton, in the Province of British Columbia, the service to be at least semi-weekly from June 15th to November 15th each year and one trip each week for the remainder of the year, and to be so arranged as to make reasonable connections at Princeton and Oroville."

The order was based upon a judgment

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**Great Northern Ry. Line Abandonment.**—The U.S.A. Interstate Commerce Commission has given the Great Northern authority to abandon its line from near Rexford, Mont., to the Canadian boundary at Gateway, 8.4 miles.

## **Train Service Discontinuance in British Columbia.**

s The Board of Railway Commissioners  
n passed order 51,579, Dec. 7, 1934, as fol-  
e lows:—Re order 38,933, dated April 20,  
n 1927, directing Great Northern Ry. Co.  
s to furnish a mixed train service on its  
- Oroville Princeton Subdivision, in British  
4 Columbia, during the months of June,  
e July, August, and September, and re  
e application of Vancouver, Victoria &  
s Eastern Ry and Navigation Co. (Great  
- Northern Ry. Co.), for an order permit-  
5 ting it to discontinue its service between  
- Keremeos and Princeton, B.C., and to  
- reduce its service between Keremeos and  
- the International Boundary. Upon hear-  
- ing the application at Princeton, Nov. 6,  
of 1934, in the presence of counsel for and  
rt representatives of the applicant company,  
- the Keremeos Stock Breeders' Associa-  
- tion, Canadian Cannery (Western)  
- Limited, Kelowna Exploration Co., Coal-  
- mont Collieries, Princeton. Keremeos, and  
of Hedley Boards of Trade, Hedley Amalga-  
as mated Gold Mines, Hedley Sterling Gold  
s Mines, and Clark & Armstrong, the evi-  
ic dence offered, and what was alleged—It  
in is ordered that order 38,933 is hereby  
- temporarily suspended, pending final  
at judgment of the Board.

a- **Steel rails ordered.**—The order given  
n- by South African Government Rys to  
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1935

**Canadian Pacific Express Co.** has

## Proposed Brandon, Saskatchewan and Hudson Bay Railway Abandonment

In connection with the article in our December, 1935, issue, pg. 551, re the application by the Brandon, Saskatchewan and Hudson Bay Ry. (Great Northern Ry. subsidiary) to the Board of Railway Commissioners, for authority to abandon its lines, viz., between Brandon, Man., and the international boundary and between Morden and the international boundary, a Brandon press dispatch stated, near the end of December, that the lines would not be closed, and added:—"Washington and Ottawa frowned upon the railway's closure efforts, and orders which had been posted here that the line would be closed were officially cancelled today".—This dispatch did not present the facts of the case, however, and was misleading, as the application for authority to abandon remains before the Board of Railway Commissioners, and is to be heard in the near future. The facts are as set forth in the following.

The B.S. & H.B. Ry. gave notice of discontinuance of operation between Brandon and the international boundary and between Morden and the international boundary on Dec. 31, 1935. This action was taken because the Great Northern Ry., which owns all the B.S. & H.B. Ry. stock, gave notice some time ago that after Jan. 1, 1936, it would no longer furnish locomotives and equipment for the operation of these Canadian lines, and would furnish no further funds to make up operating deficits. As the B.S. & H.B. Ry. has no locomotives or other equipment of its own and no means of obtaining funds except from the Great Northern Ry., it was forced to give the public notice of discontinuance of operation. For many years it has suffered operating deficits, and there is no reasonable hope of its lines becoming self-supporting.

After the B.S. & H.B. Ry. management gave its notice, the Board of Railway Commissioners expressed disapproval of discontinuance of operation on Dec. 31, and, upon the matter being taken up with the Great Northern, that railway offered to continue its financial assistance to the B.S. & H.B. Ry. until the holding of hearings and arrival at a decision on the B.S. & H.B. Ry. application for authority to cease operation. The Board advised that it would set down the application for hearing in Feb-

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February  
1936  
p 61

FEBRUARY, 1936

# Canadian Railway AND Marine World

Founded in 1888 by Acton Burrows

Land and Water Transportation:—Steam and Electric Railway, Automobile and Marine, Harbors, Waterways and Shipbuilding.

Published on the first of each month at  
70 Bond Street, Toronto 2, Canada.

## CANADIAN PUBLISHING HANDICAPS

Despite legislative handicaps Canadian business newspapers will continue to be the best in the world for Canadian readers. But, only Canadian periodicals pay excessive costs through tariffs and special taxes. All others enter Canada FREE. The tariffs, sales and ex-

ruary, whereupon the B.S. & H.B. Ry. withdrew its notice of discontinuance of operation. The U.S.A. Interstate Commerce Commission, having no jurisdiction in the matter, had nothing to do with the decision to withdraw notice. In the event of the Board of Railway Commissioners refusing to authorize abandonment, the B.S. & H.B. Ry. will again be confronted with the situation which existed at the time it gave notice of cessation of service.

February  
1936

# SAVED EXPRESS FROM WASHOUT WRECK

Millmen Discovered Break in  
Great Northern Line at Bur-  
naby and Signalled Train  
with Red Lanterns.

The Great Northern Vancouver-Seattle express came within an ace of being wrecked by a washout on the shore of Burnaby Lake during the thaw a few days ago. Less than a foot of solid track intervened between the pilot of the express and a yawning gap in the roadbed when the train was finally stopped by a couple of millmen, who discovered the break and kept a faithful vigil there for over six hours.

Mr. C. J. Piper of the Piper Lumber Company, and Mr. William Hayes, foreman of the same company, were the men who fortunately discovered the break, which was ten feet wide. They stumbled on it while walking along the track.

Night fell, and still no train came. The men hurriedly sent to the camp and secured two red lanterns and continued to maintain their vigil until shortly before 10 o'clock the express from Seattle came thundering along. The red lantern was energetically waved and the engineer pulled up scarcely six inches from the break. The train crew aided by the millmen, turned to and made temporary repairs in the

roadbed. The train then proceeded over it slowly and reached Vancouver. A repair crew was immediately sent out to fix up the track. A culvert has now been provided against a repetition of the washout.

February 4,  
1907

Vancouver  
Province

# V. V. & E. TAKES OVER HILL LINE TO VANCOUVER

John Hendry Retires from Own-  
ership South of Burrard  
Inlet.

## GREAT NORTHERN'S MOVE.

Coming Year Will Be Active  
in that Railway's Af-  
fairs Here.

**M**R. JOHN HENDRY, president  
of the Vancouver, Westmin-  
ster & Yukon Railway has  
disposed of all his railway  
interests south of Burrard  
Inlet to the Vancouver, Victoria &  
Eastern Railway, which is controlled  
by Mr. J. J. Hill and his associates in  
the Great Northern. The legal in-  
formalities are being complied with at  
special meetings of the directors of  
both railways held here this forenoon.  
Before becoming effective the new  
agreement will have to be ratified by  
the Railway Commission. This step  
will be carried out after notice of the  
transfer shall have been served for  
a period of thirty days.

The assets transferred to the new  
owners include the railway between  
here and New Westminster, and all the  
Vancouver terminals on the south  
side of Burrard Inlet as well as those  
on False Creek. The Vancouver,  
Westminster & Yukon Railway is now  
virtually a railway on paper. Mr.  
Hendry, according to the agreement  
ratified to-day, retains the ownership  
of the charter rights conferred by the  
Dominion Parliament authorizing the  
construction of a line from North Van-  
couver north to Fort George on the  
route of the Grand Trunk Pacific Rail-  
way. The Hills have no interest, rights  
or connection with the unbuild section  
of the Vancouver, Westminster &  
Yukon.

The coming year promises to witness  
great activity in extending the V.  
& E. Railway terminals to the north.  
Construction work on the line  
between here and the north will be  
strictly meantime is being pushed at  
all possible speed and it is expected  
ly that direct rail communication  
between here and the north will be  
within twenty-four months.

Ownership of the Vancouver,  
Northern Railway on the south side of  
the Fraser River, will also be vested  
in the V. V. & E. Railway.

The following dispatch from St.  
Paul indicates general action on the  
part of the Great Northern toward sub-  
sidiary companies: Deeds were filed  
to-day with the Secretary of State con-  
veying to the Great Northern Railway  
Company all the subsidiary lines of  
that system in Minnesota. The deeds  
filed covered the following lines:  
Minnesota & Great Northern, con-  
sideration, \$1,000,000.  
Willmar & Sioux Falls, \$7,257,804.22.  
Park Rapids & Letch Lake, \$513-  
\$12.26.

Eastern Railway of Minnesota, \$14-  
723.54.

Minneapolis Union Railway, \$200-  
607.16.

Deeds were filed yesterday trans-  
ferring to the Great Northern the St.  
Paul, Minneapolis & Northern Rail-  
road.

November 2  
1907

Vancouver Province.

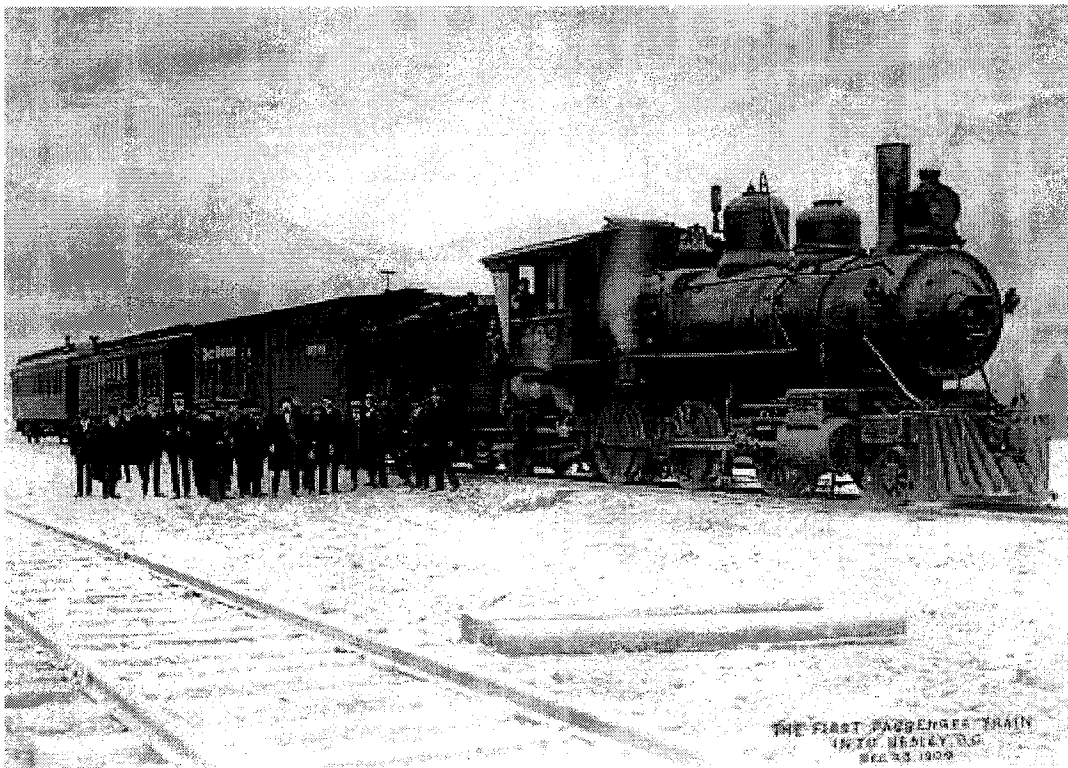
# V. V. & E. TO ABSORB SPURS ON ISLAND

Formal Transfer Between Subsidiary Great Northern Companies Will Occur To-night—Electric Operation Possible.

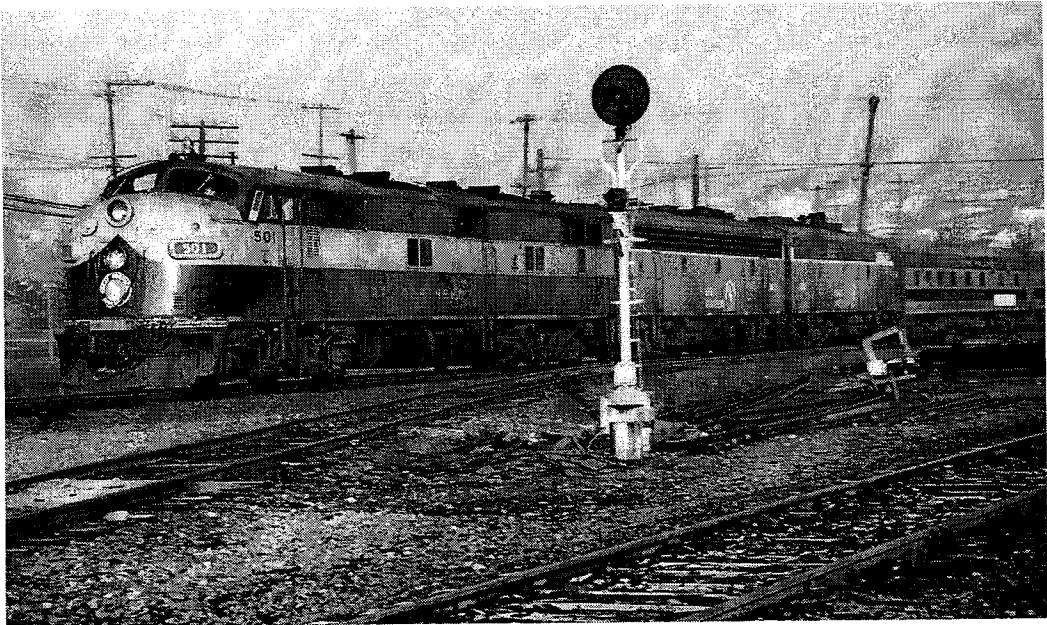
Victoria, Nov. 1.—(Special.)—To-night a meeting will be held here when the Victoria & Sidney and the Victoria Terminal Railways will pass under the control of the Great Northern Railway, under the name of the V. V. & E. By this act all Great Northern roads in British Columbia, which have been operating under different names, although under one operating account, will become known as the V. V. & E.

It is not known what changes will be involved on the Victoria lines, although there is a report that the present method of operation by steam is to be abandoned and gasoline engines used to generate electricity for operation of individual cars. Electric operation is regarded as only one under which the line can be made to pay. When equipped with self-contained generating plants these cars will operate frequently in suburban service such as the district requires.

November 1  
1907  
Vancouver  
Sun



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**Rick Horne**   [Follow](#)

2,680 views   10 faves   6 comments

Taken on December 29, 2010

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**Great Northern Railway**

**PRO** Great Northern Railway passenger train near Vancouver, BC.

M S Horne Photograph

Circa 1970

Pentax

rockythegoat, Nate Beal and 8 more people faved this

[Show EXIF](#)

rockythegoat 5y  
That is just sweet.

Cornelius Koelewijn **PRO** 5y  
Great combo of the E7 in the simplified GN scheme and the two F's in Big Sky Blue!  
And 501 was the first E7 bought by GN of course, bought in 1949 for the Empire Builder - but not succesful on this train and therefor replaced with F's after a few years only.

Rick Horne **PRO** 5y  
Thanks everyone.

rayk\_98102 4y  
Cornelius Koelewijn ...What's equally curious is that there aren't any head-end cars at all and that the first car following the 3 locos is a duplex sleeper. If the photo was indeed taken near Vancouver BC, the only GN train serving Vancouver was the International, which was never an overnight train and was never, at least in my experience, assigned sleepers - the original consist was an RPO (later 2 baggage cars), 3 coaches, a coach/diner, and an observation/lounge.

As you say, the locomotive combo of E7 #501 plus 2 F7 units, is unique. In the late 40s into the 50s, only one E7 was on point, either #510 or 511, which weren't part of the GN's original delivery of E7s. Those two fantastic locos were both later transferred to the Twin Cities, where they were "modernized" and assigned to such trains as the Badger and the Winnipeg Limited, along with E7 #512. Somewhere, I've seen an "almost as strange" photo of a

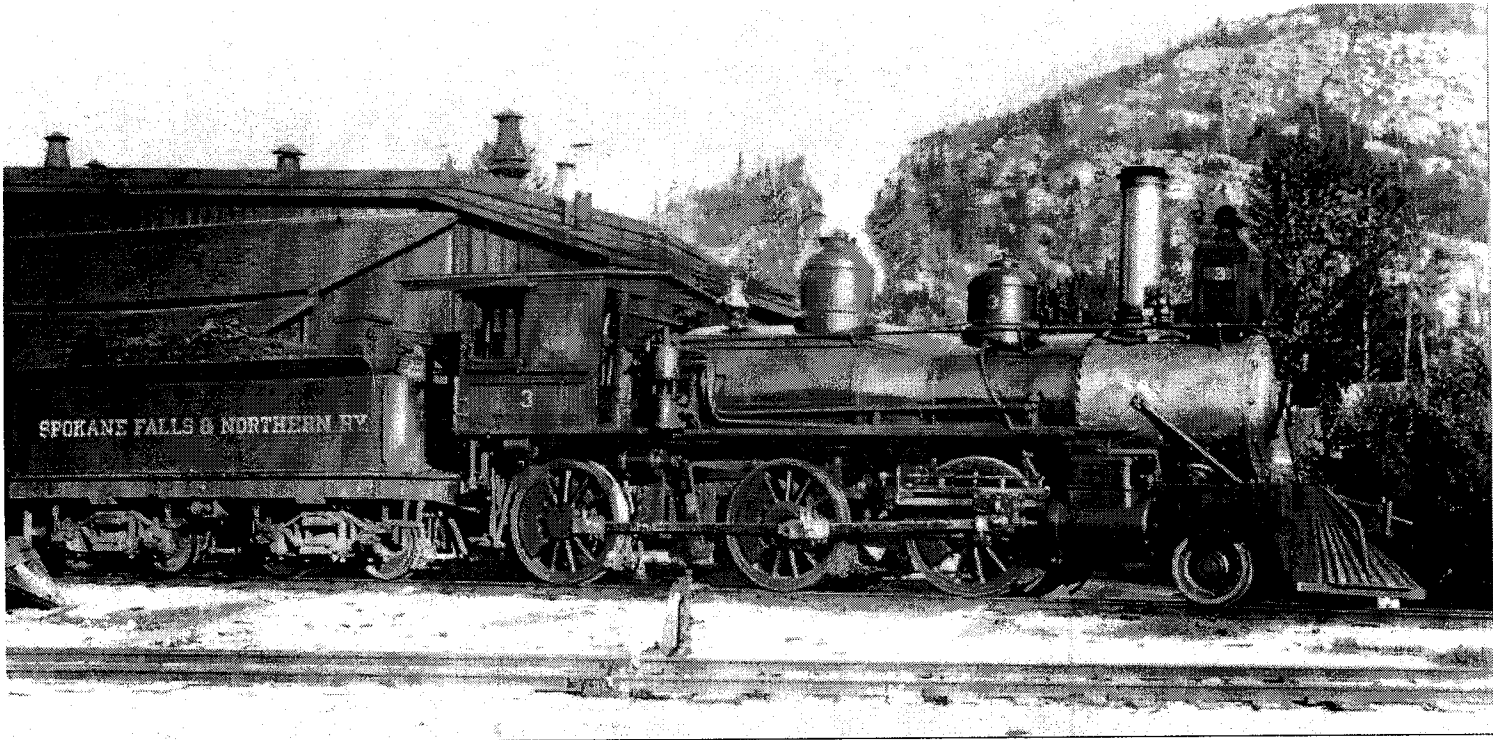
**This photo is in 13 groups**

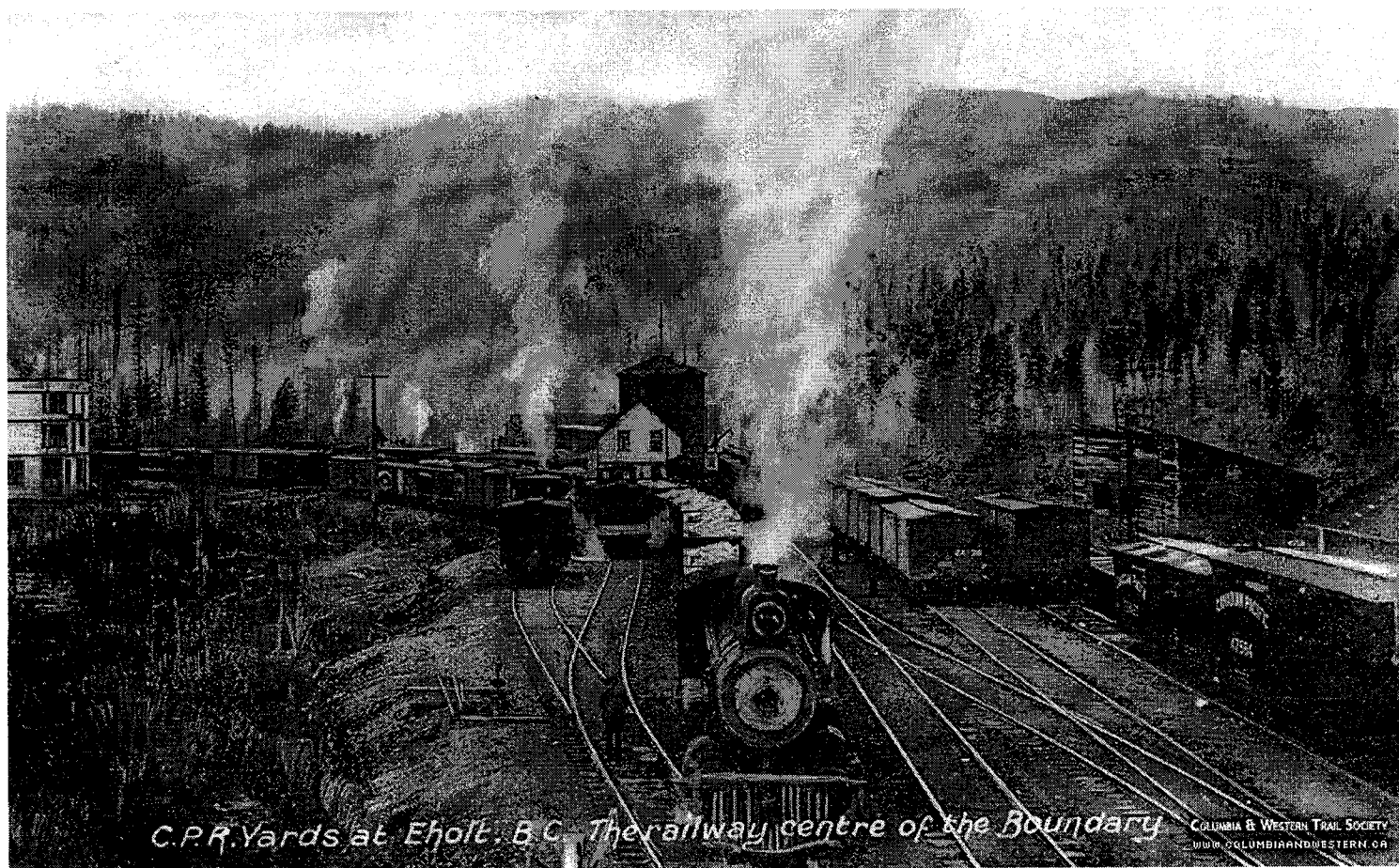
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| Rail in Black & White<br>3,665 items                            | Transportation<br>335,546 items                   |
| Trains of the USA, Canada and British Columbia.<br>20,646 items | Trains of the 70's and 80's<br>29,096 items       |
| Train Photography<br>327,754 items                              | Steel Rails Across North America.<br>70,429 items |

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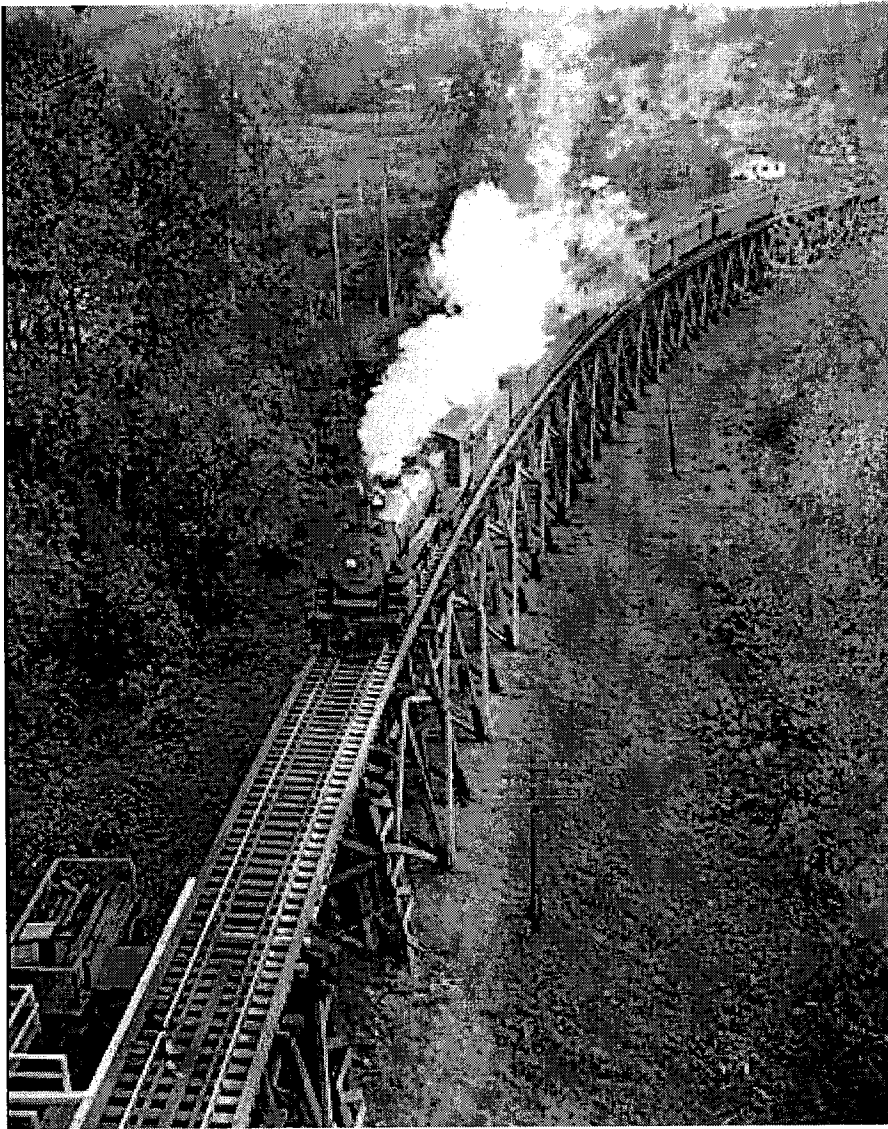
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| Railroads -- USA<br>355 items    | BC Railroads - PGE and All Other<br>229 items |
| Mark S Horne Photos<br>212 items |   |

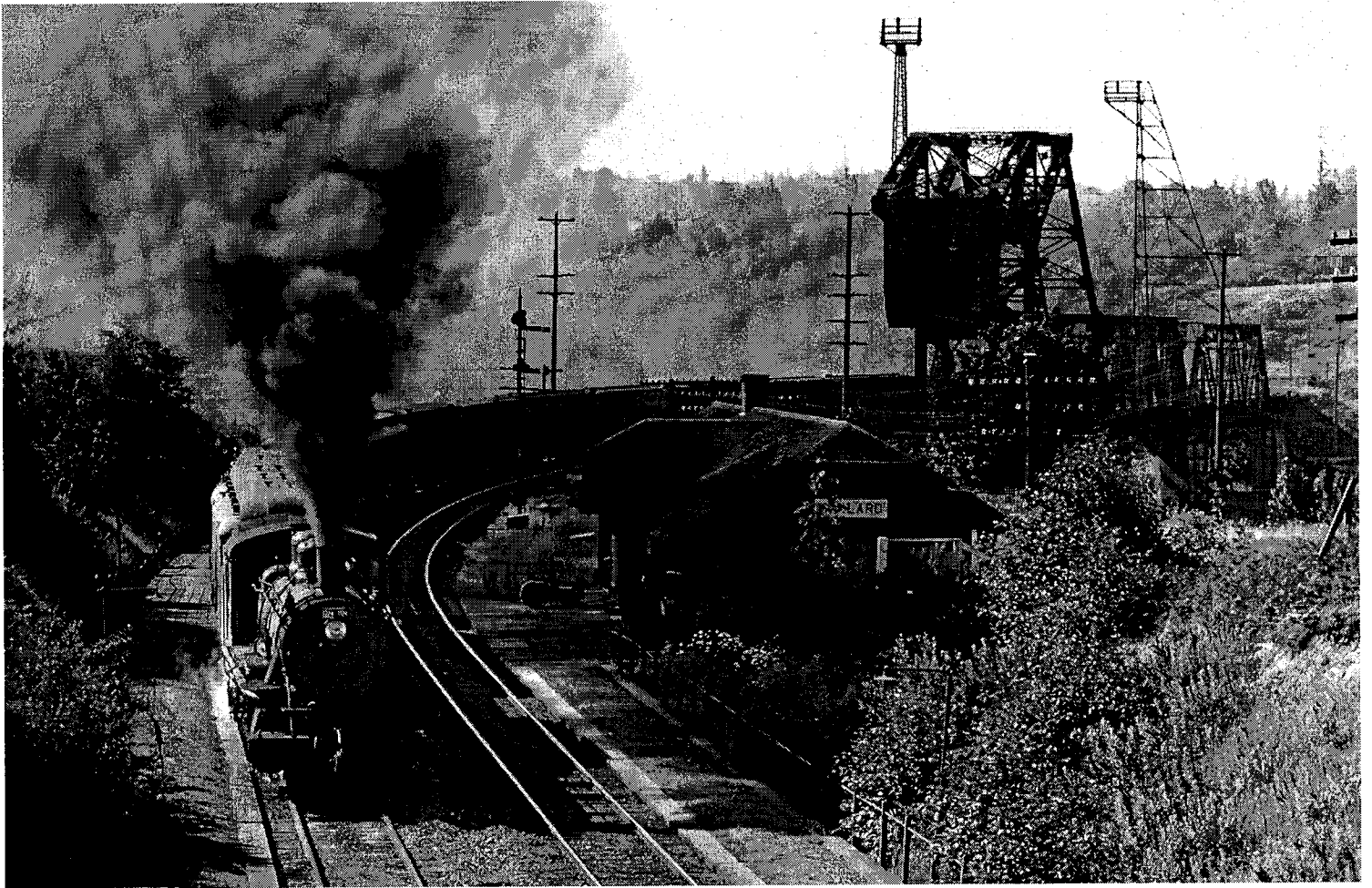


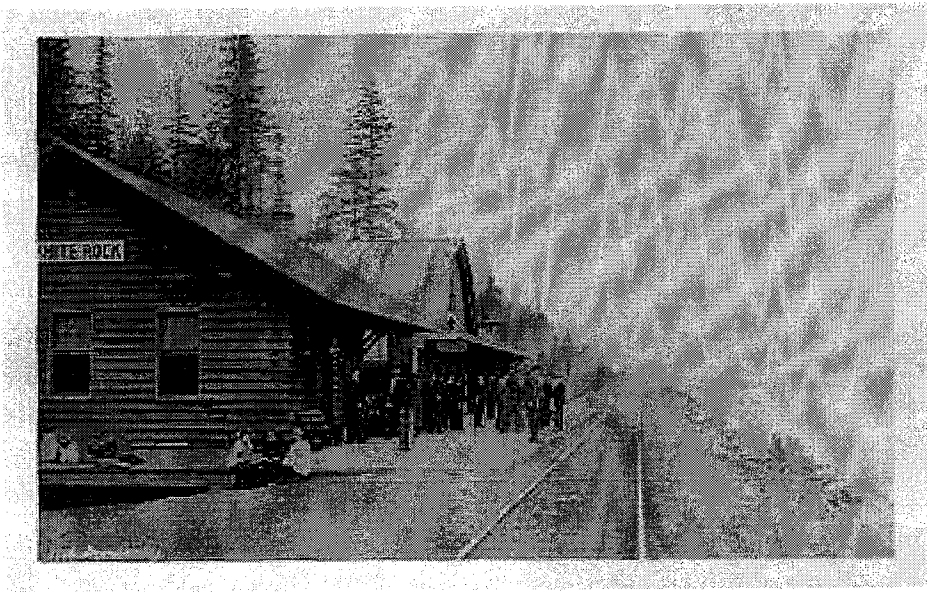


*C.P.R. Yards at Eholt, B.C. The railway centre of the Boundary*

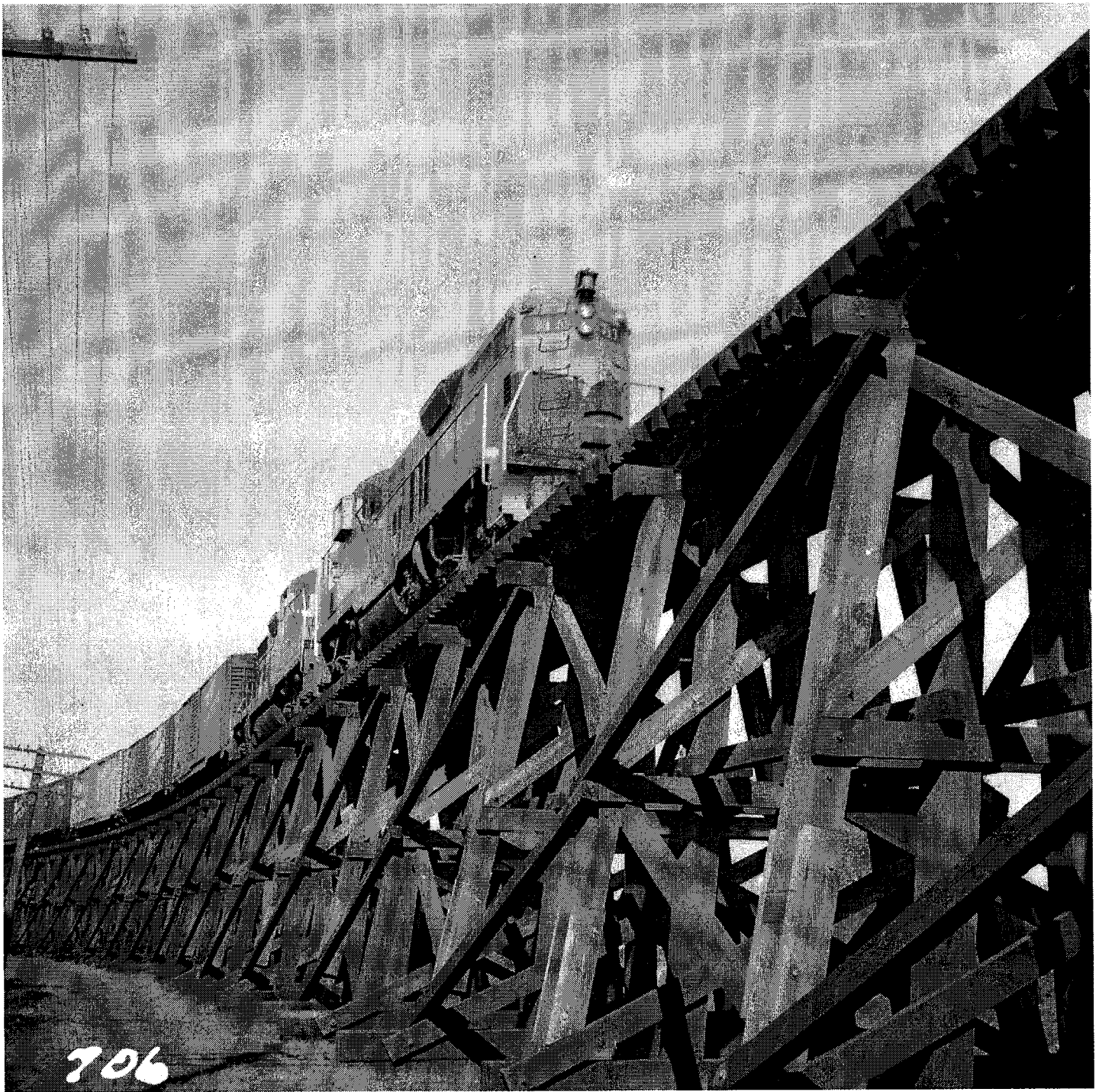
COLUMBIA & WESTERN TRAIL SOCIETY  
WWW.COLUMBIANDWESTERN.CA

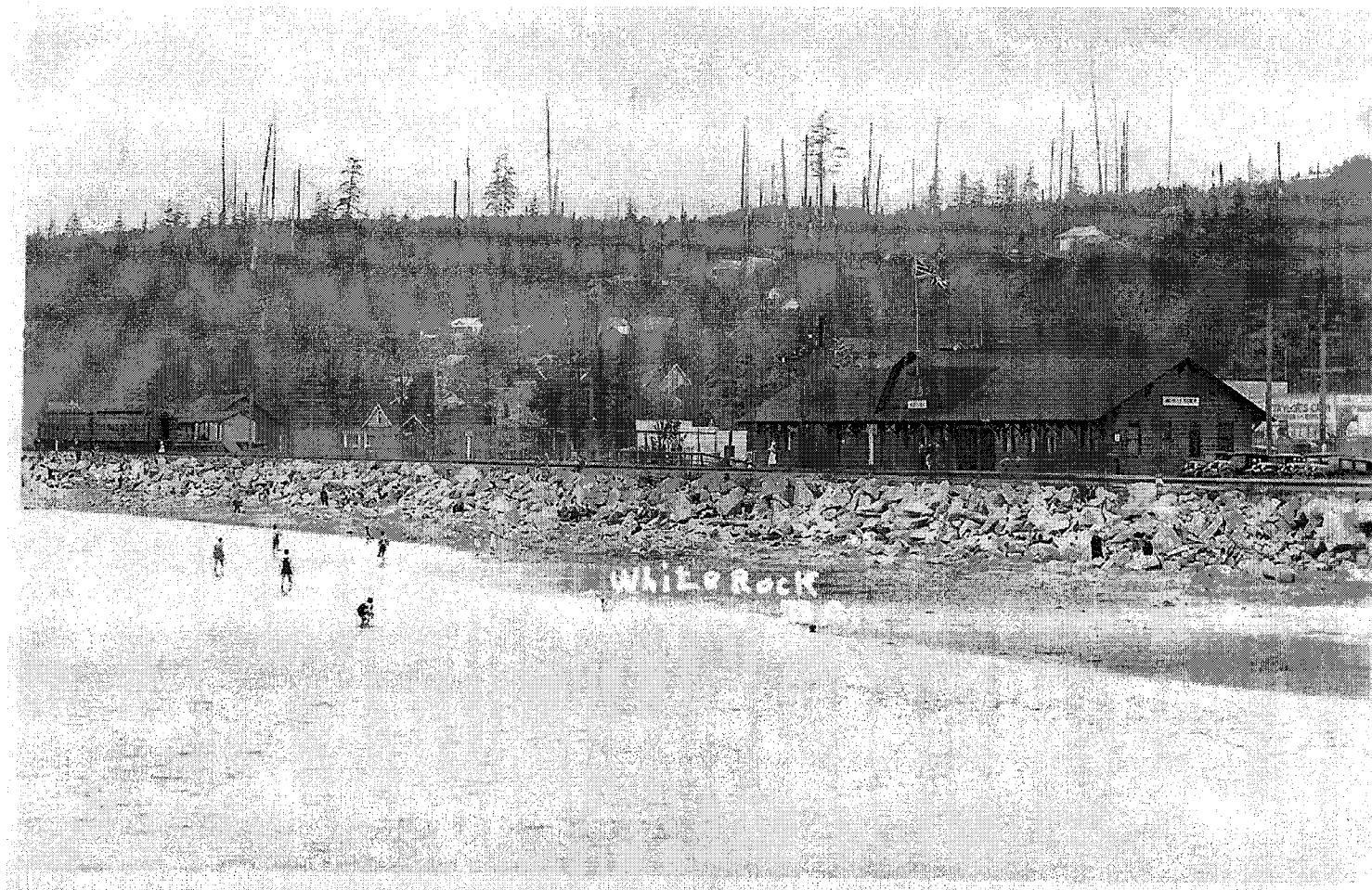


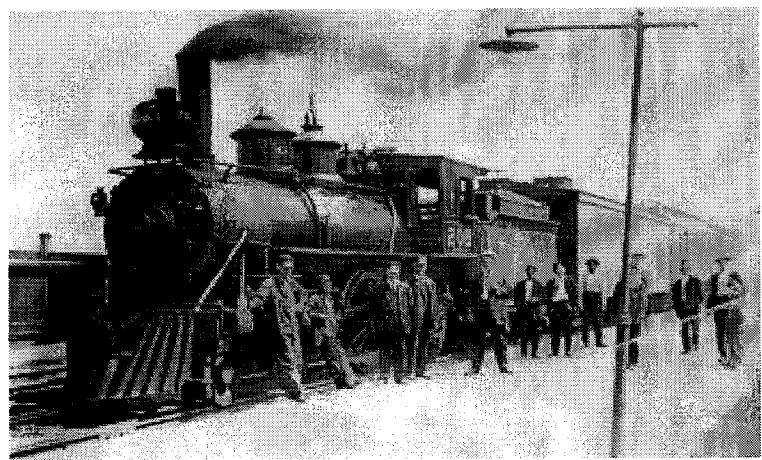














Kettle River Museum  
Midway, British Columbia



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A Harvest of Memories: Rural Life in the Kettle River Valley  
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## Riding the Great Northern Railway (the V.V. & E.) over the trestle at Myncaster

Date: 1910

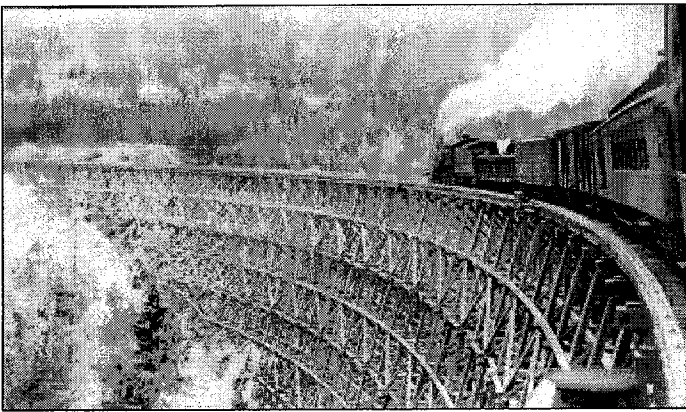
Location: Benchlands of the Kettle River Valley

Credits: Kettle River Museum

 **AUDIO ATTACHMENT**

Transport: Rail

Type: [Sound](#)  
[Image](#)

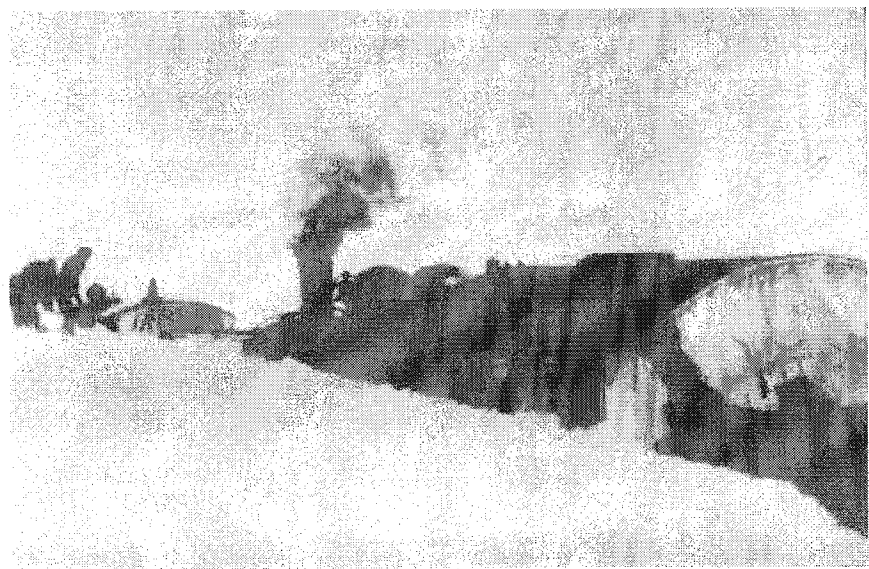


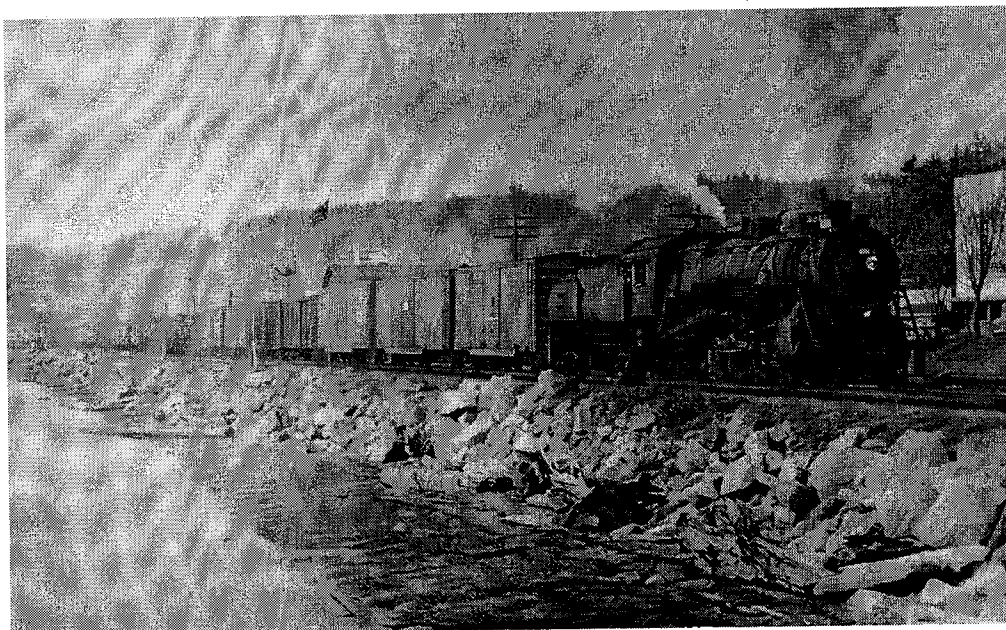
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Taken circa 1950

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**Great Northern @ Whiterock, B.C. 1950's**

PRO

This is the same train seen in the following photograph.  
[www.flickr.com/photos/17456491@N00/3347367051/in/set-7215...](http://www.flickr.com/photos/17456491@N00/3347367051/in/set-7215...)

Great Northern train (GN 3246) at Whiterock, BC, Canada heading to Blaine, Washington, USA only a few miles south of here.

Photo by Russell C. Johnson

Piccolina Photography, on the rampage and 6 more people faved this

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White Rock, British Columbia, Canada

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Thank you very much & have a wonderful day, eh!

Jessica (group founder & administrator)



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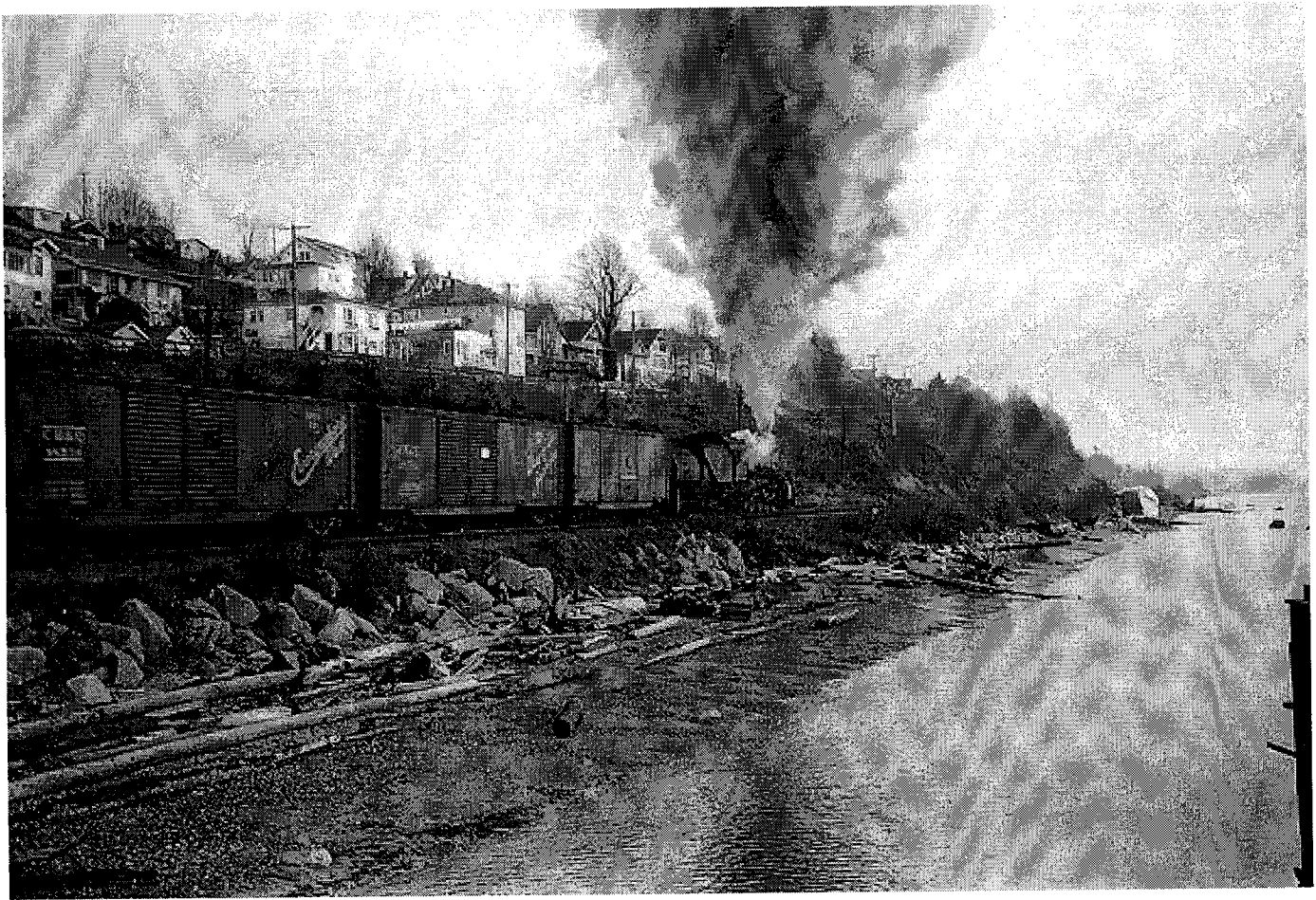
Tags **BETA**

Great Northern GN

Great Northern Railway

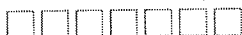
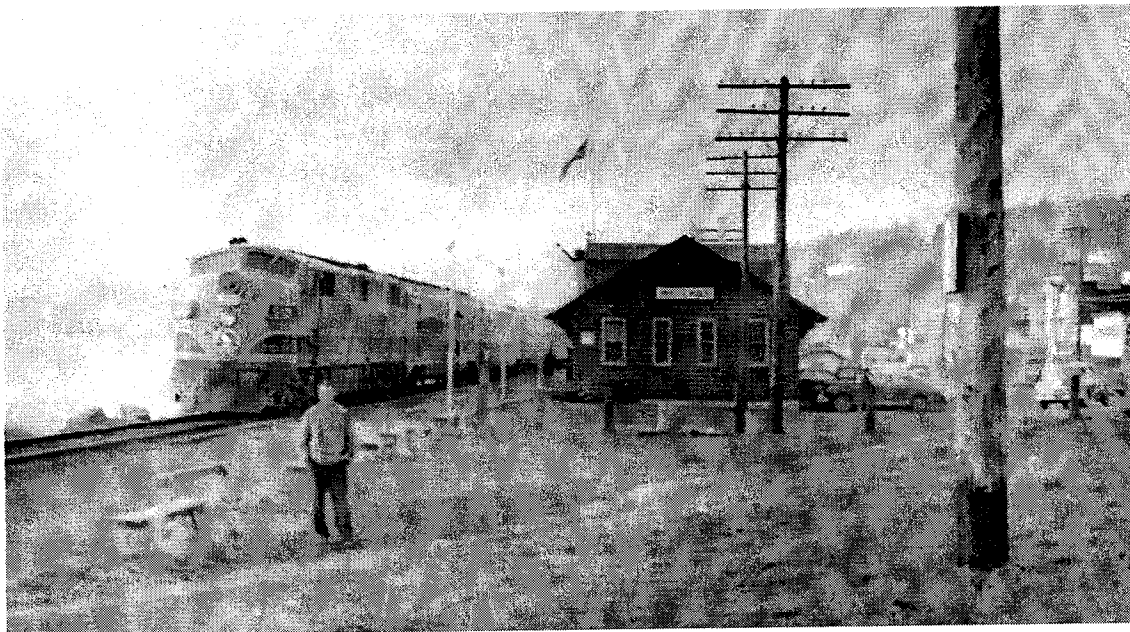
railroad Whiterock

British Columbia Canada





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Great Northern, White Rock, BC

PRO

Southbound Great Northern "International" passenger train at White Rock, British Columbia, Canada.

Photo by Russell C. Johnson

Chris City, TMY-106 and 6 more people faved this



Add a comment

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Fleetwood Town Centre, White Rock,  
British Columbia

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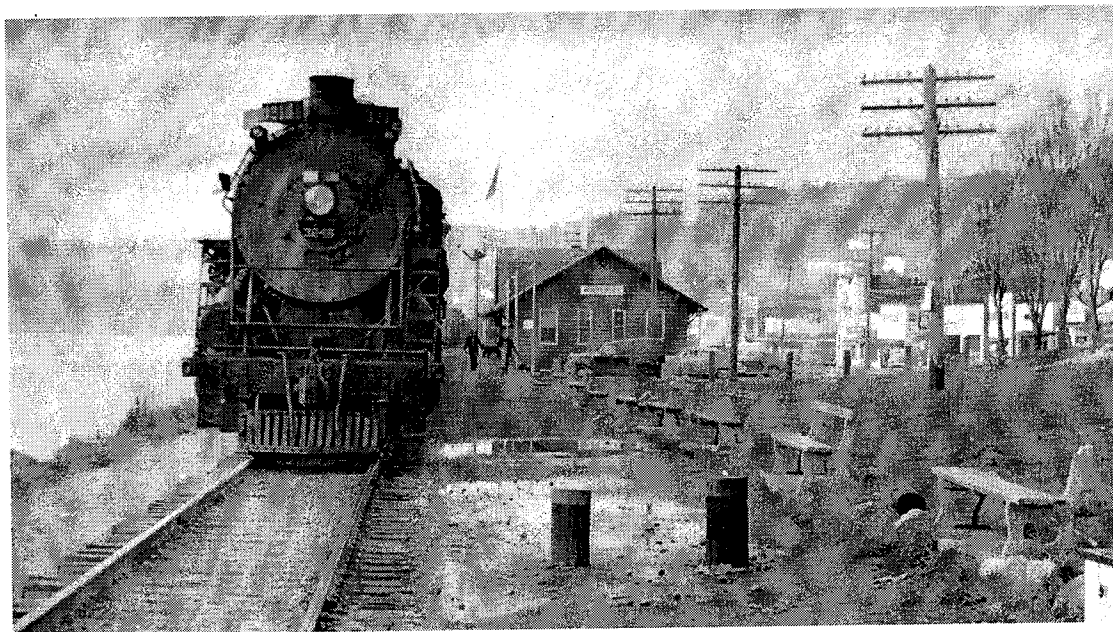
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Russell C. Johnson  
8 photos

Tags BETA

GN Great Northern

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**GN 3245 in White Rock, B.C.**

PRO

Photo by Russell C. Johnson

Chris City, TMY-106 and 5 more people faved this



Michael Chu PRO 2y

Thanks for your old White Rock shots! I can see my place from here, across the street. Not a whole lot has changed.



Add a comment

[Show EXIF](#)Fleetwood Town Centre, White Rock,  
British Columbia

This photo is in 2 groups

British Columbia Film  
Photography  
3,010 itemsVintage Canada  
1,946 items

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8 photosTags BETA

Great Northern steam

