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ESQUIMALT  
AND  
NANAIMO  
RAILWAY

Esquimalt and Nanaimo Ry. — A second party has been fitted out for the purpose of exploring the country between Nanaimo, the present terminus of the line, and Comox, with a view of surveying a route for an extension of the line. (Sept., pg. 405).

Richmond River to Crow's Nest

December 1905

**Esquimalt and Nanaimo Ry.**—A new freight station has been completed at Duncans, B.C., and a new passenger station is under construction at the same place. The clearing of the line from Duncans to Cowichan Lake is in progress, the Island Lumber Co. having the contract.

R. Marpole, Vice President, and other officials, made a trip of inspection over the line, Aug. 2, including the extension to Cowichan Lake, and the branch to Osborne Bay.

Culliton Bros., Spokane, Wash., who have a contract for the first 10 miles north of McBride Jct., B.C., have been given another contract for a further five mile section. J. W. Hoard, Victoria, who has a contract for a five mile section from Trent River southwest, will probably be given a further five miles.

September 1912

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(May 1925, pg. 222.)

**Esquimalt and Nanaimo Ry.**—A press report of Feb. 13 stated that a contract was about to be let for the renewal of the large trestle over French Creek, near Courtenay, that work would be started early in March, and that it would be completed in about 2 months thereafter. (Nov. 1925, pg. 550.)

**Essex Terminal Ry.** — The Board of

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October, 1926

CANADIAN

## Railway Projects, Surveys, Constr

**Central Vermont Ry.**—A contract is reported to have been let for the installation of a mechanical interlocking at Burlington, Vt., where the C.V.R. crosses the Rutland Rd. It will have 21 locking levers, and 6 color light signals.

**Dominion Atlantic Ry.**—The enlargement and rearrangement of the station at Canning, N.S., is reported to have been completed; the grounds regraded and new fences erected on the south side. A hot air furnace has been installed, other modern improvements have been provided in the waiting rooms, and they have been re-furnished. (June, pg. 286.)

**Esquimalt and Nanaimo Ry.**—E. W. Beatty, K.C., Chairman and President, Canadian Pacific Ry., is reported to have stated in Victoria, B.C., while on his annual inspection trip, that the replacing of temporary structures on the E. and N. Ry. by permanent work is being carried on from year to year, that from time to time the railway's trackage is being extended to provide for any new industries established, and that this programme will be continued. (Sept., pg. 468.)

**Kenora to English River.**—A Winnipeg press dispatch of Sept. 9 reported D. McLeod, Vice President and General Manager, Keewatin Lumber Co., Kenora, Ont., as stating that the company will start construction on its projected railway from Kenora to its timber limits on the English River this year. The company is controlled by the E. W. Backus interests, and under its lease of the English River timber limits from the Ontario Government in 1920, contracted to build this railway as soon as its pulp mill at Kenora was completed. (May, pg. 233.)

**Kettle Valley Ry.**—A heavy freight train was derailed on a bridge at Jessica, B.C., about 1'0 miles east of Vancouver, Sept. 5, and went over the bridge into the canyon 100 ft. below, 4 of the trainmen being killed and fifth injured. The train took fire, 26 of the cars being practically destroyed, and the bridge was burned.

**Michigan Central Rd.** will, a press report states start work shortly on exten-

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The motion was defeated by 51 to 31.

**Esquimalt and Nanaimo Ry.**—We are advised officially that the wooden trestle approaches over the French Creek ravine at mile 98.6, Victoria Subdivision, which are to be rebuilt, consist of about 865 ft. of standard trestle work, running up to 65 ft. high. The stream is crossed by a steel span on masonry abutments. Work on the trestle approaches was started March 1, and it is expected to be completed about May. The contract is reported to have been let to Culliton Bros., Vancouver, B.C.

Work has been started on the erection of the flanking spans on the Little Qualicum Viaduct on the Courtenay section. The steel work is reported to have been fabricated by John Coughlan and Sons, Vancouver, and is being erected by Canadian Bridge Co. (March, pg. 122.)

**Haliburton, Whitney and Mattawa Ry. Co.**—A bill was introduced in the Ontario

NOVEMBER 1926

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plans and estimates.

Esquimalt and Nanaimo Ry. - We are advised officially in connection with the Board of Railway Commissioners' order 38,161, Sept. 25, authorizing the renewal of bridge 110.7, Victoria Subdivision, that the old structure consisted, on the south, or Victoria end, of a frame trestle 914 ft.

January 1927

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January, 1927

## n, Betterments, Etc.

e to long on pile foundation, with a maximum height of 60 ft., the steel viaduct over the river consisting of 2 deck plate girders on steel towers with concrete pedestals and pile-foundations, and the north, or Courtenay end, consisted of a frame trestle 209 ft. long. The work done consisted of the erection of a flanking span 75 ft. deck plate girder, with concrete abutment at the south end of the old structure, and filling in the trestle, thus converting it into a permanent structure. The concrete work was done by Watson, Stewart and Kennedy, and the 75-ft. steel work was installed by the Canadian Bridge Co. (Nov., pg. 579.)

Essex Terminal Ry. The Dominion



## **S, SURVEYS, CONSTRUCTION, &c**

Esquimalt and Nanaimo Ry.—A press report stated that the Canadian Crown Williamette Co., Ltd., was being organized, to develop a large timber area in the Campbell River Valley, on the east coast of Vancouver Island. That in order to provide power for its paper and pulp mills, it would utilize the Campbell River falls, and lay out a town for at least 4,000 people. The report also stated that in connection with this development work the E. & N. Ry. would be extended northerly from Courtenay to the Campbell River, about 35 miles. We were advised officially by the management, Feb. 9, that no consideration had been given to the building of such an extension. (Jan., pg. 14.)

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been started May 1. (April, pg. 260.)

**Esquimalt and Nanaimo Ry.**—The 85-lb. rails which are to be laid in place of the 56 and 60-lb. rails will probably be laid between Osborne Bay Jct., mile 47.5, and Ladysmith, mile 58.4, both mileages being from Victoria. (April, pg. 192.)

**Great Central Sawmills Ltd.**—The

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June 1927

pg. 14.)

**Esquimalt and Nanaimo Ry.** H. E. Beasley, General Superintendent, is reported to have stated in Victoria, B.C., that the appropriations for betterments for this year provide for the replacement of practically all the remaining wooden trestles which were put in on the extensions made in 1910 and subsequently, their replacement with permanent structures being part of the railway's maintenance policy. In some cases the trestles will be replaced by fills, and in others by steel and concrete structures. Between 6 and 10 miles of track will be relaid with 80 to 85-lb. rails. The expenditures contemplated are stated to approximate \$300,000 over and above regular maintenance work. No extensions are contemplated at present and will depend on future developments, it being felt that the present transportation facilities are fully adequate for the traffic. The report also stated that D. C. Coleman, Vice President, Western Lines, Canadian Pacific Ry., and President, E. and N.R., had announced that the C.P.R. would contribute the balance required for the completion of a new hotel at Nanaimo, towards which a public subscription was being raised. (March, pg. 123.)

June 1927

Red Indian Lake, and then by tractors for 6 miles to the mine. (July, pg. 410.)

**Esquimalt and Nanaimo Ry.**—We are advised officially that the reconstruction of bridge 19, Port Alberni Subdivision, authorized by Board of Railway Commissioners' order 39,045, May 19, has been deferred for the present, and may not be done until 1928. (Aug., pg. 460.)

**Kettle Valley Ry.**—We are advised officially that the bridge across Kettle River, mile 14.9, Carmi Subdivision, the reconstruction of which has been authorized by Board of Railway Commissioners' order 39,205, June 17, was built in 1911, and consists of one 130-ft. and one 100-ft. timber Howe truss spans, resting on one concrete and one timber abutment and a central concrete pier. The pile abutment is being replaced by concrete on a pile foundation and the timber spans by a 135-ft. steel through span, and a 106-ft. pony truss span. The piling work is being done by the company's forces, and the concrete work by S. J. Simons, Vancouver.

We are advised officially that S. J. Simons, Vancouver, has been given a contract for the concrete substructure, and that Canadian Bridge Co. has been given a contract for the fabrication and erection of the superstructure of bridge 7.02, Princeton Subdivision. Details of the work to be done were given in Canadian Railway and Marine World, Aug., on pg. 460.

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September 1927

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**Esquimalt and Nanaimo Ry.**—We are advised officially in connection with the bridge reconstruction authorized recently by the Board of Railway Commissioners, that most of the masonry and all the filling is being done by the railway's forces. Following are details of the several bridges:—

Bridge 110.7, over Big Qualicum River, Victoria Subdivision.—Reinforced concrete abutment for 75-ft. deck plate girder span at north end will be built this season, converting the structure into a permanent one.

Bridge 135.1, over Trent River, Victoria Subdivision.—A reinforced concrete abutment 75 ft. high is to be built at the south end and a 75-ft. deck plate girder span installed, after which the balance of the 450 ft. of trestle will be filled, converting it into a permanent structure.

Bridge 37.3, over Roger Creek, Port Alberni Subdivision.—Two concrete abutments for two 42 ft. 2in. flanking spans are being put in, the balance of the trestle to be filled, making it a permanent structure.

Bridge 107.9, Victoria Subdivision.—A trestle 210 ft. long will be filled and a concrete culvert installed.

Bridges 135.8 and 137.8, Victoria Subdivision.—Concrete arch culverts 80 and 68 ft. long respectively will be built, and the remainder of the trestles filled in.

Bridges 18, 18.1 and 19.3, Port Alberni Subdivision.—These are trestle bridges from 135 to 180 ft. long, and will be filled.

Bridge 18.9, Port Alberni Subdivision, is a trestle 151 ft. long and 30 ft. high. A concrete retaining wall has been built and the trestle is to be filled in, making it a permanent structure.

Bridge 19, Port Alberni Subdivision.—The trestle is to be replaced by a 100-ft. through steel span.

Bridge 36.7, across Kitsuksus Creek, Port Alberni Subdivision.—Concrete abutments and a 54-ft. deck plate girder span are completed, and the trestle is being filled, converting it into a permanent structure.

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September  
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(June, pg. 329.)

**Esquimalt and Nanaimo Ry.**—H. E. Beasley, Superintendent, is reported to have stated recently that excellent progress had been made with bridge reconstruction work during the season. Concrete substructure work for bridges over the Trent River and the Qualicum Rivers on the Courtenay Branch have been completed by the contractors, Watson, Stewart and Kennedy, and the filling of the timber trestles forming the approaches to the steel spans is going on. Masonry abutments have been erected for steel spans at Rogers Creek and Kitsuxis Creek on the Port Alberni Branch, and work on the filling in of the timber trestle approaches is being gone on with. The contract for the steel spans for all these bridges is reported to have been let to Canadian Bridge Co. Details of the work being done on the bridges were given in Canadian Railway and Marine World for August, pg. 460, along with others.

**Kettle Valley Ry.**—We are advised

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ties which have been consolidated. Its size will be approximately 138 x 130 ft. (April, pg. 204.)

**Esquimalt & Nanaimo Ry.**—The maintenance and betterments programme for this year provides for the expenditure of approximately \$262,000, which will include such special work as the reinforcement of cantilever span bridge 14, Victoria Subdivision; extension to Nanaimo wharf; relaying 4 miles with 80 lb. rails, replacing 56 lb. rails; provision for interchange track at Victoria; also repairs to wharves at Esquimalt and Port Alberni and to transfer slip at Nanoose. The usual

MAY 1930

next season, by adding 100 rooms to the  
present 125 now available in the hotel  
and adjacent cottages. o  
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Esquimalt and Nanaimo Ry.—See un- a  
der Canadian National Rys. Construc- B  
tion, Betterments, etc., elsewhere in this p  
issue, re interswitching facilities to be L  
provided at Victoria, B.C. fi

Fort William-Port Arthur-Northerly — S1

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## Railway Projects, Construction, Betterments, Etc.

Central Vermont Ry. has built a freight house at White River Jct., Vt., 230 x 40 ft., with transfer facilities for 48 cars, and a team track to accommodate 20 cars, the cost being over \$80,000. The former freight house will be demolished to make way for possible further developments. The new building, etc., although on Central Vermont land, will be used jointly with the Boston and Maine Rd.

**Esquimalt and Nanaimo Ry.**—The Board of Railway Commissioners passed order 45,605, Oct. 17, authorizing the E. & N.R. to build a wharf extension at Nanaimo, B.C.

lay for a number of reasons. On Nov. 18 Herchmer becomes the terminus of the line, and even to it trains will only operate every fortnight. Herchmer is 100 miles south of Manitoba's seaport. Churchill is again reduced to a little group of fur-traders and officials, and except for the marks left by the workmen who have been toiling all summer, there is little change in the hibernating port since the days when Samuel Hearne held sway as chief factor at Fort Prince of Wales, still standing across the harbor from the present townsite."

Stuart Garson, a member of the Manitoba Legislature, in addressing a Cal-

Okanagan Lake, B.C., round the west side of Skaha (Dog) Lake to Okanagan Falls, from which place there is a line of 16.6 miles to Haynes, on the Okanagan River. The construction of the 9 miles link will enable the company to discontinue its barge operation on Skaha Lake, and provide the south Okanagan district with an all the year round train service. A contract for grading is expected to be awarded early in December.

**Michigan Central Rd.**—City of Windsor, Ont., plans for the construction of a subway to carry Howard Ave. under the Michigan Central Rd tracks west

December 1930  
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## Railway Projects

**Esquimalt and Nanaimo Ry.**—The extension which has been made to the wharf at Nanaimo, B.C., is of triangular shape, with area of 41,655 sq. ft. The original wharf, directly in front of Dallas Square, and connected with Front St. by a trestle approach, has a freight shed and office building on it; its length, from north to south, or parallel with the land, is 252 ft., this being the length of the side of extension adjoining it. The north side of the triangular extension is 334 ft. long, and the southeast side is 387.6 ft. The extension is built on creosoted fir piling at 12 ft. centers, the superstructure being of 12 and 14 in. caps, 8 x 13 in. stringers at 10 ft. centers, 4 x 12 in. joists at 2½ ft. centers, and 3 x 12 in. floor planks, with 10 x 10 in. guards around the outside. The extension is equipped with a Barlow marine elevator for handling freight, adjoining the freight shed on the original wharf, and two adjustable slips, one in the north, the other in the southeast side. The slips, used in the handling of automobiles and other freight, are hinged at

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Lakeside Inn, to be  
For description see C

the upper end and also at the center, adjustment being secured by the use of differential chain blocks to suit any stage of the tide. The wharf is used by the Canadian Pacific Ry. ferry steamships, operating between Vancouver and Nanaimo. The general contractor for the extension was Victoria Pile Driving Co.

**Hudson Bay Ry.**—An Ottawa press

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January  
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some time, due to prevailing economic conditions.

**Esquimalt and Nanaimo Ry.**—Re inter-switching facilities with Canadian National Rys. at Victoria, B.C. See under "Canadian National Rys. Construction, Betterments, Etc.," elsewhere in this issue.

**North Western Ry** — A hill.

April 1931

WORLD

April, 1931

summer.

Victoria, B.C., Interswitching.—It was reported from Victoria, B.C., March 9, that a contract for the construction of interswitching trackage, between the C.-N.R. and the Esquimalt and Nanaimo Ry., would be awarded in the then near future; that the work will be done under C.N.R. supervision, the cost to be divided equally among the C.N.R., the E. & N., and the city; that the city's share of the cost will be about \$11,000, that amount having been provided in the estimates last year, and that the city will pay over its share of the cost on a progress basis.

April 1931

June, 1931

## 1 Deliveries.

ee lounge car frames from National Steel  
nd Car Corporation, to be finished at Angus  
o-shops, Montreal.

n- Canadian Pacific Ry. has received 112  
en freight refrigerator cars from National  
dy Steel Car Corporation.

ft. Canadian Pacific Ry. has received 25  
at locomotive tenders from Montreal Loco-  
p-motive Works.

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Esquimalt and Nanaimo Ry. has built  
200 logging cars of a special type, at  
its Russel shops, from designs by A.  
H. Winship, master car designer, Cana-  
dian Pacific Ry., Montreal, British  
Columbia timber, and railway hardware  
from C.P.R. shops at Calgary and Van-  
couver being used. They are said to be  
the first railway rolling stock built in  
British Columbia.

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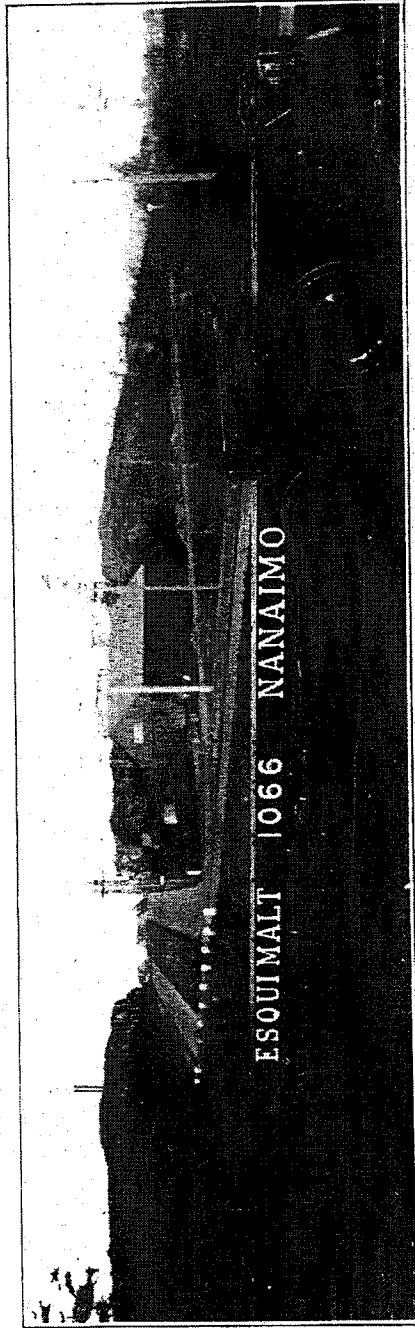
. June 1931.)

built by Vancouver and Montreal.

Esquimalt and Nanaimo Ry. has built at its Russell's shops, on Vancouver Island, B.C., 200 logging cars, from designs by R. B. Winship, of the Canadian Pacific Ry. Motive Power and Rolling Stock Department, Montreal. The steel for these cars, an illustration of one of

sults.—U.S.A. class 1 railways' gross earnings in April were \$369,652,307, compared with \$451,233,257 in April, 1930, a decrease of 18.1%; operating expenses were \$290,617,542, compared with \$348,279,197 in April, 1930, a decrease of 16.6%, and net railway operating income, which is what is left after the payment of operating expenses, taxes

National Rys., for the deannation of the City of Ottawa. The previous order specified that the land to be transferred revert to the Interior Department's control, should it no longer be required for the purpose specified; the recent order was passed upon the Railways and Canals Department's representation that part of the land is required for railway



ESQUIMALT 1066 NANAIMO

Logging Car, Esquimalt and Nanaimo Railway.

which is given herewith, was fabricated at the C.P.R. Ogden Shops, Calgary, Alta. The light weight of each car is 20,000 lb., capacity is 116,000 lb., and load limit is 136,000 lb. The center sills are of timber, consisting of three pieces 10 x 10 in., 42 ft. long. End sill plates are of metal. Length inside coupler knuckles is 47½ ft.; width over bolsters is 9¼ ft. The center sill timbers are bolted together, and carry all appurtenances and brake rigging. The trucks are of the archbar type, truck wheelbase being 5 ft. 2 in., and distance between truck centers 27 ft. Wheels are of cast iron type, 33 in. diam., and journals are 5 x 9 in. The hand brakes are of a special C.P.R. design, being actuated through horizontal shaft and wheel. Truck bolsters are of the Simplex, and body bolsters of the built up type. A special feature is the arrangement of the friction bearing plates, there being 4 per bolster, one on the inside and one on the outside of each archbar. This disposition of the friction plates, which are of cast steel, is said to make an easier riding car and to solve the problem incidental to the side rolling of cars loaded with large timbers. The cars are equipped with Rainier log bunks, 9½ ft. wide, which unlock, dumping the timbers from either side. The bunks are riveted to the side friction bearings, and as the outside friction

and equipment rentals, but before interest and other fixed charges are paid, was \$39,074,311, representative of an annual return of 2.22% on property investment, compared with \$62,812,348 in April, 1930, equivalent to annual return of 3.61%. In the first 4 months of 1931, net railway operating income was \$146,136,775, equivalent to annual return of 2.11% on property investment, compared with \$238,805,095 in the first 4 months of 1930, equivalent to annual return of 3.51% on property investment. Eastern U.S.A. railways, in the first 4 months of 1931, earned at the annual rate of 2.51% on property investment, compared with 4.18% in the same part of 1930; southern U.S.A. railways earned at the annual rate of 1.53%, compared with 2.83%, and western U.S.A. railways earned at the annual rate of 1.84%, compared with 2.92%.

**Freight Car Location Statistics.**—The Railway Association of Canada reports location of freight cars on June 1, based on reports from Algoma Central and Hudson Bay, Canadian National, Canadian Pacific, Dominion Atlantic, Napierville Jct., Northern Alberta, Quebec Central, Temiscouata, Timiskaming and Northern Ontario, and Toronto, Hamilton and Buffalo Rys., as follows:—Cars owned, 201,655; home cars on Canadian foreign lines, 5,379; home cars on

purposes, the part not so required to be leased to the Federal District Commission for park purposes, and upon representations by the Minister of the Interior that as the transfer of the land would appear to be of a permanent nature, the property should be conveyed to the Railways and Canals Department without any limiting condition. (Jan., pg. 7.)

**Sarnia and Port Huron Vehicular Tunnel Co.**—A bill to incorporate a company with this name was introduced in the House of Commons on June 12, and read a first time, second reading having been given, June 16. The object is to build and operate subways or tunnels under the St. Clair River, for vehicular, pedestrian or other purposes, between Sarnia, Ont., and Port Huron and Marysville, Mich. John Doherty, service station proprietor, Sarnia, is one of the provisional directors.

**Railway Trophies for Marksmanship.**—Just prior to the sailing of the Canadian Biscay team for England in June, the Dominion of Canada Rifle Association was presented by the two transcontinental railways with two cups for competition at Canadian meets, the Empire Cup, donated by Canadian Pacific Ry., being for long range shooting, and the Canada Cup, donated by Canadian National Rys., for shooting at short ranges.

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given intensive study.

**Snow Plough, Esquimalt and Nanaimo Ry.**—Canadian Pacific Ry. advises that a snow plough was built for the E. & N. at Vancouver recently. It was built up from second-hand material, using a 30-ft. steel underframe and trucks removed from a dismantled Lidgerwood unloader.

**Trainmaster. Campbellton Division,**