

WINNIPEG  
SELKIRK  
AND  
LAKE  
WINNIPEG  
RAILWAY



# Electric Railway Department.

## Montreal Tramway Company's Track Construction and Method of Cost Keeping.

In making up the type of this article by J. D. Evans, Chief Engineer and Superintendent of Construction, in Canadian Railway and Marine World for December, the two concluding paragraphs, which should have appeared on pg. 619, were omitted. They refer to the intersection work, and are as follows:—

After the new material has been all unloaded and placed, the crane car is then put to work loading the cars with the old intersection and returns to the store yard. With the use of the crane car the cost of our work has been reduced and it is absolutely necessary on account of the increased weight of the intersection parts, also we do not require as many laborers, and the street is not blocked with any of the intersection material. As soon as the new intersection is placed traffic is resumed and we then

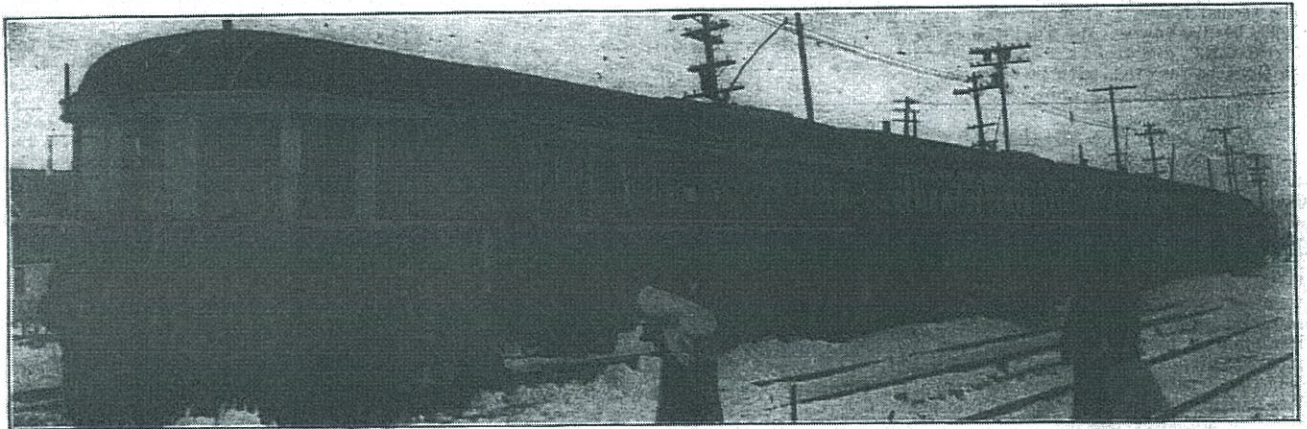
## Five Car Trains on Winnipeg, Selkirk and Lake Winnipeg Railway.

The accompanying illustration shows a five car multiple unit train, which is operated for excursion business on the W.S. & Lake Winnipeg Ry., a subsidiary of the Winnipeg Electric Ry., between the two terminals, Winnipeg and Selkirk, about 20 miles, making the run in 40 minutes each way. The train consists of 3 power cars in multiple and 2 trailers, with seating capacity for 320 passengers. The cars were built by the Winnipeg Electric Ry. at its own shops and have Canadian General equipment throughout. They are heated with hot water and hot air heaters, but the hot water is found much the better for the Manitoba climate. The train is operated by motorman, conductor and trainman, and as soon as the men became conversant with the equipment the operation gave no trouble.

The train is very popular for excursion business.

## Lulu Island Railway Terminal in Vancouver.

The B.C. Electric Ry. has arranged with the city of Vancouver for the construction of a new terminal for its Lulu Island interurban railway. This line extends from Vancouver through Point Grey to Eburne, from which point one division runs across Lulu Island to Steveston and another extends along the north arm of the Fraser river to New Westminster. Along this route settlement has been very rapid of recent years and a large commuters' traffic is now carried on over the division. The line now enters Vancouver by a bridge spanning False creek, terminating at a station at the water level. This location is inconvenient, inasmuch as the station is located on low ground and passengers transferring to city lines must either walk up a steep hill or climb a spiral stairway to the level of the Granville street bridge, over which all the connecting city lines, except



Multiple Unit Train on Winnipeg, Selkirk and Lake Winnipeg Ry.

start the excavation, the sub-grade being 24 ins. below the top of rail. This work is carried on hand in hand with the placing of the ties. We have adopted long ties, that is ties varying in length from 8 ft. to 20 ft., the longest ties taking in the four rails. The attached plan shows the spacing of the special ties, with the list as to sizes that are in addition to the regular standard 8 ft. ties.

We use all ties sawn at least on two sides, the extra long ties being sawn on four sides, no hewn ties being allowed where concrete slab construction is adopted, on account of their varying thickness and unevenness. As fast as the excavation is completed and the ties placed in final position we block up the intersection per plan 164 T.G., so that the concrete slab can be laid and allowed

sions, securing business that would go to the steam railway if a solid train was not operated. During 1912 up to Mar. 30, the company carried 55 excursions from Winnipeg to Selkirk, ranging from 150 to 4,000 passengers per excursion. Then number of passengers carried between the two points for the first 11 months of the year was as follows:—Jan., 21,084; Feb., 21,207; March, 22,480; April, 21,783; May, 27,608; June, 30,087; July, 53,681; Aug., 54,673; Sept., 39,687; Oct., 37,495; Nov., 30,930.

The W.S. & L.W. Ry. is operated under G. Pettingill, Superintendent, who has his office at Selkirk.

Gas Electric Trains for suburban service are to be employed by the Pittsburg & Lake Erie Rd. in the district tributary to

one, run.

The new arrangement proposed by the company is the location of an interurban terminal at the south end of Granville street bridge. By this plan interurban passenger cars will not be obliged to cross the False Creek bridge and they will be taken into the city directly on a level with the Vancouver city cars. The terminal will also be of advantage to the city system, as it is located near 4th and Granville streets, an important city transfer point.

The station will consist of two wings, each about 40 by 28 ft., connected by a covered passage way 25 ft. wide, ample to accommodate the traffic from the interurban lines to the city system. In the south wing will be located the ticket office, agent's office, etc., while in the opposite wing will be a general waiting room and

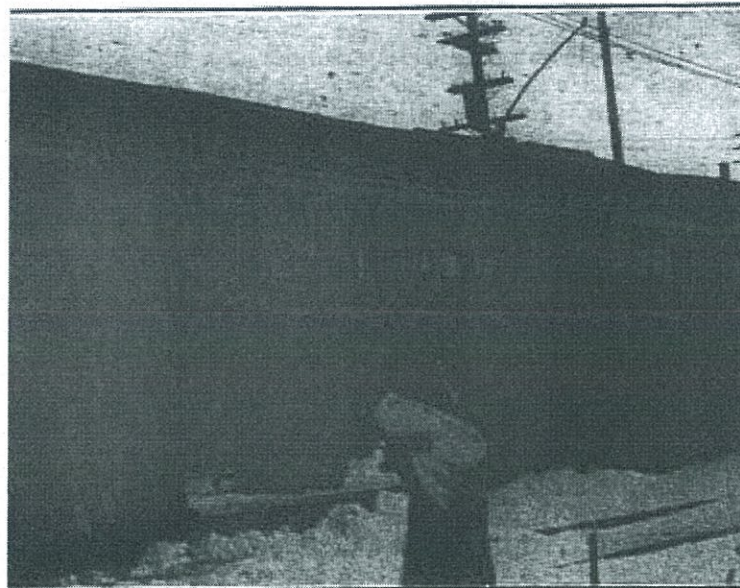
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