

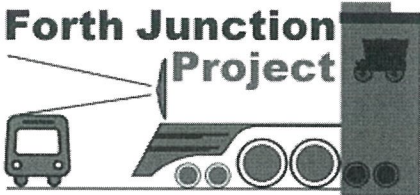
LACOMBE AND  
BLINDMAN  
VALLEY  
ELECTRIC  
RAILWAY

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LACOME  
AND  
NORTHWESTERN



Lacombe and Blindman  
Valley Electric Railway  
Canadian Pacific



Forth Junction Project Vision	Sharing Historical Perspective	Ground Transportation Heritage Preservation	Forth Junction Heritage Society
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Lacombe and Blindman Valley Electric Railway

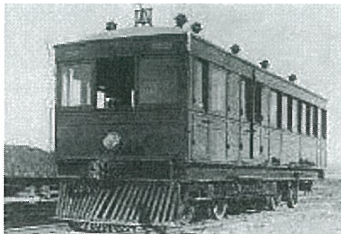
built 1917-19

renamed Lacombe and Northwestern Railway 1918

(Hoadley subdivision of Canadian Pacific Railway 1928-present)

Businessmen and farmers from Lacombe, Rimbey and Bentley incorporated the Lacombe & Blindman Valley Electric Railway in February of 1909 to serve those areas with a connection to the Calgary & Edmonton Railway (Canadian Pacific) at Lacombe. It was one of several railways chartered in the Lacombe area at the time but the only one to actually build a line. Although, the line was originally intended to be electrified, the charter allowed any means of propulsion.

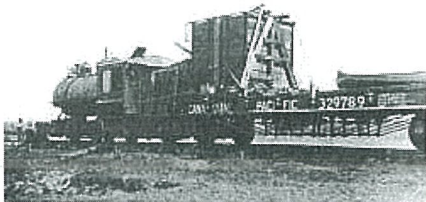
It wasn't until 1913 that funding for the project was guaranteed by the provincial government for \$7,000 per mile. Although grading was done west of Lacombe, World War I made the availability of steel rail almost impossible. In 1917, the railway was able to buy unused track from two other short lines in the province and was able to complete the line to Bentley. A station was also located at Gull Lake/Aspen Beach.



The first rail vehicle used by the railway was a British-built 'petrol-hydraulic' Baguley self-propelled passenger car but proved to be very unreliable and had a tendency to derail on curves.

The railway was able to lease some older engines and rolling stock from the Alberta and Great Waterways Railway including a small 0-4-0 saddle tank engine which hauled

a flatcar modified to act as a tender and one combine (a freight/passenger car). The 'tender' included a wood sided coal bunker, a wooden water tank and space for freight. The tiny engine was nicknamed "the Peanut" and the line came to be known as the Peanut Line or the Peanut Special.



The provincial government assumed control of the line in 1918 and it was reorganized as the Lacombe and Northwestern Railway.

The line reached Rimbey in 1919 and the first train arrived on October 25 of that year. It was later extended to Bluffton in 1920, and later to Hoadley, Winfield and Breton creating a loop from Lacombe to Leduc which was completed in 1931.

The government sold the line in 1928 to Canadian Pacific Railway which renamed it the Hoadley Subdivision although the Lacombe and Northwestern Railway remained a separate corporate entity until 1957. The central section between Rimbey and Breton was later abandoned. Mixed trains ran three times a week until the 1950s. Currently, local freights run on an as-needed irregular basis out of Red Deer.

<b>Trails, Transit, Trains</b> Trails and Trains Overview Trains and Transit Overview Milestones 1910-13 Calgary Edmonton Trail Transit in Central Alberta Red Deer Transit Jubilee 3001 Chinook Locomotives Central Alberta Rise and Fall of Passenger Rail	<b>The Railways of Central Alberta</b> Calgary & Edmonton Railway C & E Railway at Red Deer Alberta Central Railway Canadian Northern Railway Canadian Northern Western RR Canadian National Railway in RD Grand Trunk Pacific Central Alberta Lacombe & Blindman Valley RR Timetable Excerpts	<b>Railway Stations of the Region</b> C & ER Combination Stations Portable Stations Red Deer CPR 1910 Station Role of Railway Stations Red Deer's 4 Stations CPR Stations in Central Alberta CNR Stations in Central Alberta Multiple Station Communities Station Plans	<b>Bridges, Structures, Heritage</b> Rail Structures of Region Central Alberta Rail Bridges Mintlaw Trestle Alberta's Railway Bridges Western Canada Rail Bridges
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**The Lacombe and Northern Ry. — A trust**

April 1913

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Lake, and other developments  
(May, 1912, pg. 451.)

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**Manitoba Radial Ry.**—Application is be-

April 1913



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**The Lacombe and Northern Ry. — A trust**

April 19/3



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(unreported)."

## Alberta Government Railways' Rolling Stock.

Following is a list of rolling stock on the four railways now owned and operated by the Alberta Government:—

Alberta and Great Waterways Ry.—1 decapod locomotive, 1 consolidation locomotive, 4 mogul locomotives, 1 business car, 1 sleeping car, 1 buffet car, 4 second hand passenger cars, 1 mail and express car, 1 baggage car, 1 combination passenger and baggage car, 2 gasoline motor cars, 95 box cars, 30-tons, 24 flat cars, 30-tons, 18 gondola cars, 50-tons, 4 cabooses, 14 work and miscellaneous cars.

Central Canada Ry.—1 baggage car, 2 work and miscellaneous cars.

Edmonton, Dunvegan & British Columbia Ry.—10 mogul locomotives, 2 business cars, 1 combination passenger and baggage car, 5 sleeping cars, 1 dining car, 2 first class cars, 2 second class cars, 2 mail and express cars, 89 box cars, 30-tons, 55 flat cars, 30-tons, 85 Hart cars, 40-tons, 10 stock cars, 30-tons, 2 cabooses, 52 work and miscellaneous cars.

Lacombe and Northwestern Ry.—2 mogul locomotives, 2 first class cars, 2 combination passenger and baggage cars, 1 gasoline motor car, 3 cabooses, 2 box cars, 30-tons, 4 flat cars, 30-tons, 1 work and miscellaneous car.

p 67 January ~~1926~~  
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June, 1927

## Railway R

Horne Copper Corporation has ordered ten 72-ft. capacity hopper cars from Eastern Car Co.

Roberval-Saguenay Ry. has ordered a 260-S-165 locomotive with cylinders 20 x 26 from Montreal Locomotive Works.

Edmonton, Dunvegan & British Columbia Ry. appropriations for this year include provision for 3 new decapod locomotives.

Canadian National Railway.



## Railway Rolling Stock Orders and Deliveries.

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Canadian National Ry. received the following rolling stock up to June 4:— One Northern type locomotive from Canadian Locomotive Co.; 10 switching locomotives from Lima Locomotive Works; 50 sleeping cars and 8 dining cars from Canadian Car & Foundry Co.; 15 air dump cars from National Steel Car Corporation, and 237 automobile cars from Pressed Steel Car Co.

Canadian National Ry. locomotive 6,100, the first of 40 for Canadian lines to be turned out, and which is described and illustrated in the first pages of this issue, after being exhibited in Montreal early in June, was on exhibition in Toronto for a few days at the middle of June, with officials in charge to explain details to anyone interested.

Canadian Pacific Ry. has received 5 Glen compartment cars, frames for which were built by Canadian Car & Foundry Co., the cars being completed at the C.P.R. Angus shops, Montreal; 2 fort class observation car frames from National Steel Car Corporation, and twelve 10,000 gall. tenders from Montreal Locomotive Works.

The Alberta Government Rys.' appropriations for this year provide for 3 new decapod locomotives for Edmonton, Dunvegan & British Columbia Ry., also an additional locomotive, an express and baggage car, 2 box cars, and 3 freight cars, for Lacombe & Northwestern Ry.

Canadian National Ry. has ordered thirty 30-yd. air dump cars from National Steel Car Corporation, precisely similar to those ordered previously.

Timiskaming & Northern Ontario Ry. Commission's business car Whitney has been repaired by National Steel Car Corporation

July  
1927



\$138.28; 1927, \$44.35; net income deficit, 1928, \$70,263.50; 1927, \$68,913.07.

**Lacombe and Northwestern Ry.**—The Canadian Pacific Ry. Co. was reported, on May 10, to have paid to the Treasurer of Alberta \$1,510,582.59, the purchase price of this railway, and the adjusting of various accounts, covering stock on hand, outstanding common stock, etc. The C.P.R. is now the owner of the railway, its franchises, common stock, etc., and has assumed payment of interest and principal of the company's \$273,000 outstanding bonds. The directors of the company appointed by the Alberta Government have resigned, and the C.P.R. has appointed their successors, as follows:—D. C. Coleman, Vice President, Western Lines, C.P.R., Winnipeg; G. A. Walker, Solicitor, Alberta District, C.P.R., Calgary; G. J. Fox, Superintendent, Edmonton Division, Alberta District, C.P.R.; E. D. Porter and G. Hutton.

**Maine Central Rd.**—At the annual

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## **Railway Finance, Meetings, Etc.**

**Lacombe and Northwestern Ry.** was taken over from the Alberta Government by the Canadian Pacific Ry., March 1, by purchase. In order to wind up its financial affairs to Feb. 29, the Legislature was asked recently to vote \$8,000, of which \$3,000 was for accrued interest on the \$273,000 bond issue; \$3,000 for uncompleted right of way purchases, and not exceeding \$2,000 for the purchase of 111 shares of common stock outstanding.

**Temiscouata Ry.**—Gross earnings for 1927, \$416,628.97; operating expenses, \$360,611.15. Jan. 1928, gross earnings, \$19,584.30; operating expenses, \$26,937.69

**Nova Scotia and the Canadian Pacific**

April 1928



# Canadian Railway and Marine World

March, 1928

## Alberta Government Railways' Sale Negotiations, Etc.

As stated in Canadian Railway and Marine World for February, pg. 79, the negotiations conducted by the Alberta Premier respecting the future of the railways owned by the province resulted in a statement being issued that a joint offer would be made by the Canadian National and the Canadian Pacific Ry. for taking over and operating the Edmonton, Dunvegan and British Columbia Ry., the Central Canada Ry. and the Pembina Valley Ry.; that the Canadian National would make a separate offer for the Alberta and Great Waterways Ry., and that the Canadian Pacific would make a separate offer for the Lacombe and North Western Ry. The joint offer was the first to be received and was laid before the Legislature, Feb. 2. The offer for the Lacombe and North Western Ry. was received at the end of January, and that for the Alberta and Great Waterways Ry. early in February. The Canadian Pacific's offer for the Lacombe and North Western Ry. was stated by the Premier on Feb. 2 to be acceptable, who added that legislation respecting it would be introduced at an early date.

Edmonton, Dunvegan and British Columbia Ry.—A letter signed by Sir Henry Thornton for the Canadian National Ry., and by E. W. Beatty for the Canadian Pacific Ry., dated Montreal, Jan. 16, and addressed to the Alberta Premier, Mr. Brownlee, was as follows:—"Referring to our conversations with you in Montreal relative to the proposed acquisition by the Canadian National and Canadian Pacific Ry. companies of the Edmonton, Dunvegan and British Columbia Ry., including the Pembina Branch, and the Central Canada Ry. The Canadian National and Canadian Pacific companies will jointly assume the payment of interest on the outstanding debenture stock of the Edmonton, Dunvegan and British Columbia Ry. to the extent of \$7,000,000, and on the outstanding bonds of that company to the extent of \$2,420,000, and will undertake to pay off such debenture stock and bonds at maturity. Our two companies will, as a further consideration of the purchase, undertake to pay to the Province of Alberta for the capital stock

miles, will be built within two years from the date of acquisition of the railways, and that such further branch lines will be built from time to time as in the judgment of the purchasing companies the necessities of the country warrant. As far as a western outlet is concerned, we shall have to leave consideration of that project until such time as in our judgment the development of the district warrants its construction.

"You have stated to us that there is some doubt as to the sufficiency of the Government's title to a portion of the right of way of the above-mentioned railways, and if this is substantial we will expect that the amount required to be spent to acquire title should be set off in reduction of the purchase price. If this offer is acceptable in general terms to the Government, our solicitors and local officers will be instructed to confer with the Railways Department in the preparation of the requisite agreement."

Premier Brownlee in speaking in the Legislature, Feb. 8, gave a summary of the offers received from the C.N.R. and the C.P.R., and said that a year ago the Government could not get an offer for the lines, but that after a year's operation by the Government a joint offer had been received for the lines. The E.D. and B.C. Ry., which in 1926 had a deficit of \$34,385 was expected to have an operating surplus of \$339,902 for 1927, and the Central Canada Ry., which in 1926 had a deficit of \$101,119, had a deficit of \$66,234 for 1927, the result of the year's operation by the Government of these two lines being an operating surplus of about \$274,000, compared with a deficit of \$135,000 in 1926. He then said:—"All the C.N.R. and C.P.R. are prepared to do is to agree to relieve us of the interest on the bonded indebtedness of about \$9,400,000. That doesn't figure out much of a saving to the treasury, it doesn't relieve us of any substantial amount. They offer after a certain period \$8,000,000, but without interest for a period, and deducting those interest payments the offer resolves itself into something over \$15,000,000. I am somewhat disappointed at the offer and I sometimes wonder if the people in the east have any conception of the Alberta northland."

via Dunvegan to the western boundary of the province, 411 miles, and for \$20,000 a mile for a line from Spirit River to Grande Prairie. Under this charter there has been built a line from Edmonton to Spirit River, 361 miles, and the Grande Prairie branch from Rycraft, mile 356, to Wembley, 65 miles, a total of 426 miles. Provision has been made by the Legislature for the construction of some extensions, and branch lines, and consideration has been given to plans for the extension from Spirit River to the western boundary of the province, on which some grading had been done before the lines were taken over from J. D. McArthur in 1920. The Central Canada Ry. Co. was incorporated by the Alberta Legislature in 1913, J. D. McArthur being the promoter, to build a line from west of the 5th meridian to Peace River Landing, northerly and westerly, and the Legislature guaranteed the company's bonds for \$20,000 a mile for 114 miles. The company has built a line from Winagami, mile 268.5 from Edmonton, on the E.D. and B.C. Ry., across the Peace River to White-law, 84.6 miles, and further extensions are provided for. Terminal facilities were provided over the Grand Trunk Pacific Ry. tracks in Edmonton. The Edmonton, Dunvegan and British Columbia Ry. and the Central Canada Ry. were taken over by the Alberta Government under an agreement with the McArthur interests early in 1920, and in July 1920 were leased to the Canadian Pacific Ry. for five years, with an option of purchase. The terminal connection was then transferred from the G.T. Pacific Ry. line to the C.P.R. tracks. The operating agreement expired in 1926, but the C.P.R. continued to operate the lines, while negotiations with the McArthur interests and the Royal Bank were in progress. These resulted in the final transfer of the ownership of the lines to the Alberta Government, and as neither the C.P.R. or the C.N.R. were desirous of buying the lines, and their operating terms were not acceptable to the Alberta Government, the Alberta Railways Department took over the operation of the lines Nov. 10, 1926, and the Edmonton terminal was changed over to the Canadian National Ry. The Pembina Valley Ry. from Mandala to Barrhead, 7.50 miles, was built

MARCH 1928



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"You have asked us to indicate what branch line extensions our companies would be prepared to construct. We are willing to agree that the line from White-lake to the Waterhole district, approximately 15 miles, and from Wembley beyond Beaver Lodge, approximately 26

Premier Brownlee in speaking in the Legislature, Feb. 8, gave a summary of the offers received from the C.N.R. and the C.P.R., and said that a year ago the Government could not get an offer for the lines, but that after a year's operation by the Government a joint offer had been received for the lines. The E.D. and B.C. Ry., which in 1926 had a deficit of \$34,385 was expected to have an operating surplus of \$839,902 for 1927, and the Central Canada Ry., which in 1926 had a deficit of \$101,119, had a deficit of \$66,234 for 1927, the result of the year's operation by the Government of these two lines being an operating surplus of about \$274,000, compared with a deficit of \$135,000 in 1926. He then said:—"All the C.N.R. and C.P.R. are prepared to do is to agree to relieve us of the interest on the bonded indebtedness of about \$9,400,000. That doesn't figure out much of a saving to the treasury, it doesn't relieve us of any substantial amount. They offer after a certain period \$8,000,000, but without interest for a period, and deducting those interest payments the offer resolves itself into something over \$15,000,000. I am somewhat disappointed at the offer and I sometimes wonder if the people in the east have any conception of the Alberta northland. If the Government continues to operate the railways, and we propose to put that recommendation to the Legislature because we believe it sound, we will conduct a soil survey along their routes in connection with the development of the country and the extension of the lines."

An Edmonton press dispatch of Feb. 15 said that Premier Brownlee had introduced a motion in the Legislature proposing rejection of the Canadian National and Canadian Pacific Ry. offer for the Edmonton, Dunvegan & British Columbia and the Central Canada Ry., and had stated that unless a satisfactory joint offer was received by the Government within a reasonable time, the C.N.R. and C.P.R. should be asked to submit separate offers. The Edmonton, Dunvegan and British Columbia Ry. Co. was incorporated by the Dominion Parliament in 1907, to build a railway from Edmonton to Dunvegan, and following the Peace River Valley to the Paronip River, B.C., thence to Fort George. The company's bonds were guaranteed by the Alberta Legislature for \$20,000 a mile for the line from Edmonton

263.5 from Edmonton, on the E.D. and B.C. Ry., across the Peace River to White-lake, 84.6 miles, and further extensions are provided for. Terminal facilities were provided over the Grand Trunk Pacific Ry. tracks in Edmonton. The Edmonton, Dunvegan and British Columbia Ry. and the Central Canada Ry. were taken over by the Alberta Government under an agreement with the McArthur interests early in 1920, and in July 1920 were leased to the Canadian Pacific Ry. for five years, with an option of purchase. The terminal connection was then transferred from the G.T. Pacific Ry. line to the C.P.R. tracks. The operating agreement expired in 1925, but the C.P.R. continued to operate the lines, while negotiations with the McArthur interests and the Royal Bank were in progress. These resulted in the final transfer of the ownership of the lines to the Alberta Government, and as neither the C.P.R. or the C.N.R. were desirous of buying the lines, and their operating terms were not acceptable to the Alberta Government, the Alberta Railways Department took over the operation of the lines Nov. 10, 1926, and the Edmonton terminal was changed over to the Canadian National Ry. The Pembina Valley Ry. from Manola to Barrhead, 7.50 miles, was built in 1927, and is being operated as a branch of the E.D. and B.C. Ry.

The financial results of the lines for the year ended Dec. 31, 1926, were:—Edmonton, Dunvegan and British Columbia Ry.: gross earnings from operation, \$946,557.85; operating expenses, \$857,809.64; net revenue, \$88,748.31. Tax accruals and loss on outside operations reduced that amount to \$76,337.30, while other non-operating charges including \$81,737.40 for hire of freight cars; \$55,683.17 for rent of other equipment, and \$36,648.44, the final adjustment after payment of interest on funded and unfunded debt, amounting to \$780,153.79, caused a net loss of \$839,102.15. Central Canada Ry.: gross earnings from operation, \$62,916.69; operating expenses, \$143,028.89; operating loss, \$80,112.20. Including tax accruals, interest on funded and unfunded debt of \$172,940.45, etc., the total loss for the year was \$279,356.84. The E.D. and B.C. Ry. had outstanding at Dec. 31, 1926, \$250,000 of common stock; \$11,820,000 of bonds, and owed \$2,860,337 for advances made by

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the Alberta Government, except as to about \$40,000 of the amount. The Central Canada Ry. had on the same date \$625,000 of common stock and \$3,216,724 of bonds outstanding, the bonds being held by the Alberta Government to cover advances. The railway at Dec. 31, 1926, had 5 first class, 2 second class, and 1 combination passenger cars, 2 dining cars, 5 sleeping cars, 3 baggage and express cars, 89 box cars, 10 stock and 22 other freight cars, 55 flat, 11 cars in company's service and 111 miscellaneous cars, 1 switching and 20 freight locomotives, and 16 motor trucks.

**Alberta and Great Waterways Ry.**—The Canadian National Ry.'s offer, signed by Sir Henry Thornton, was received by the Premier, Feb. 6, and made public the same day as follows:—"In connection with the proposed acquisition of the Alberta and Great Waterways Ry. by the Canadian National Ry., I have to make the following offer: We will assume that for the purchase of this offer the A. and G.W. Ry. is valued at \$5,000,000. I believe that in conversation with me you said you were prepared to accept \$4,500,000 which represents about one-half of the actual cost. However, we will assume that for the purpose of this proposal the value is \$5,000,000. I propose that for the first two years the province of Alberta assume the entire fixed charges, the C.N.R. to operate the property and assume whatever operating deficit there may be. We will then pay you progressively the following interest charges on the amount named: first and second year, nil; third and fourth years, \$45,000 on \$1,000,000; fifth and sixth years, \$90,000 on \$2,000,000; seventh and eighth years, \$135,000 on \$3,000,000; ninth and tenth years, \$180,000 on \$4,000,000; eleventh year (and yearly thereafter), \$225,000 on \$5,000,000. This offer is, of course, subject to the approval of the Dominion Government, but I think if we both agree there will be no trouble in securing the necessary parliamentary approval.

Premier Brownlee advised Sir Henry Thornton that the offer would be considered along with the joint offer for the Edmonton, Dunvegan and British Colum-

that had arisen, and construction was not resumed until Jan. 1914, when J. D. McArthur, of Winnipeg, was in control. The starting point of the line is at Carbondale, about 12 miles out of Edmonton, on the Edmonton, Dunvegan and British Columbia Ry. The line was completed to Lac la Biche, and was operated for some time before it was graded through to the Clearwater River in 1919, when McArthur, owing to financial stringency, was obliged to make an arrangement with the Government, under which the line was taken over and completed, first to Waterways, and then in 1924 to New Waterways, 300 miles, within sight of Fort McMurray. This line has been operated by the Alberta Railways Department since 1920.

Its report for the year ended Dec. 31, 1926, shows gross earnings \$285,426.54, operating expenses \$310,220.15, operating deficit \$24,793.61. The interest on funded and unfunded debt was \$707,303.98, making, with taxes accrued, rental of terminal facilities, etc., a total loss of \$744,571.90. The traffic included 10,704 passengers, and 37,121 tons of freight, its trains running 46,879 revenue and 2,615 non-revenue miles. The railway owns 1 switching and 6 freight locomotives, 11 passenger cars, 115 freight cars, 4 cabooses and 39 miscellaneous cars. It had at Dec. 31, 1926, \$50,000 of common stock and \$7,400,000 of bonds outstanding.

**Lacombe and Northwestern Ry.**—It was announced Feb. 2, by the Alberta Premier, that an agreement had been reached for the purchase of the Lacombe and Northwestern Ry. by the Canadian Pacific Ry. The C.P.R. will pay \$1,500,000 in cash, will indemnify the province against future liability on \$273,700 of outstanding 5% bonds, and will build within 3 years an extension of 20 miles from the present terminus at Breton to Telfordville. The railway's physical property was valued at \$2,100,000, by John Callaghan, Deputy Minister of Railways.

The Lacombe and Northwestern Ry. was projected originally as an electric railway by the Lacombe and Blindman Valley Electric Ry. Co., incorporated by the Legislature in 1909. The company did not do any construction for some years, and

and \$273,700 of bonds outstanding, and on Dec. 31, 1926, owed the Alberta Government \$1,806,045 for advances.

### New Brunswick's Railway Investments.

The following is compiled from the New Brunswick Comptroller-General's report for the year ended Oct. 31, 1927. The general balance sheet shows total capital liabilities of \$42,564,048.75, of which \$4,592,000 is for provincial bonds issued in aid of the St. John and Quebec Ry., and \$2,727,977.40 for that railway's debenture stock, a total of \$7,319,977.40. The capital assets include St. John and Quebec Ry., \$7,025,588.71; New Brunswick Coal and Ry. Co., taken over by the province and leased, \$1,246,434.71; held in trust for future capital expenditure on capital account for St. John and Quebec Ry., \$228,024.95. The current liabilities of \$3,190,460.59 include \$136,891.65 accrued interest on \$7,319,977.40 securities of St. John and Quebec Ry., and the current assets include \$1,977.63 cash held towards the retirement of those securities at maturity. The general revenue accounts include receipt of \$1,448.22 earnings of the Southampton Ry.; the expenditures statement shows that \$272,362.15 was paid out revenue on account of St. John and Quebec Ry. bond interest. The cash receipts and expenditures on revenue account include receipt of \$108,488.61, the province's share of the St. John and Quebec Ry. operating receipts to March 31, 1927, under the lease to the Canadian Government Rys., now Canadian National Ry., the expenditures include in addition to interest on the railway's bonds of \$335,915.50, a payment of \$40,938.87 for running rights and another of \$3,862.98 for administration charges, making a total of \$380,207.80.

**United States Railways' Financial Results.**—U.S.A. class 1 railways gross earnings in Dec. 1927 were \$467,559,000, a decrease of 11.4% from Dec. 1926; operating expenses were \$377,612,000, a decrease of 7.6% from Dec. 1926. The net operating income for Dec. 1927 was \$55,476,000, equivalent to an annual return of only 1.1%.

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through open country, presenting no engineering problems and requiring only a small amount of bridge work.

### **Lacombe and North Western Railway Bought by Canadian Pacific.**

As stated in Canadian Railway and Marine World for March, pg. 121, the Alberta Premier announced Feb. 2 that the Government had accepted the Canadian Pacific Ry.'s offer for the purchase of the Lacombe and North Western Ry., extending from Lacombe, on its Calgary-Edmonton line, to Breton, 71.3 miles, and that the measures necessary to implement the sale would be submitted to the Legislature. On Feb. 15, the Legislature passed a resolution unanimously approving of the sale, and subsequently two bills were introduced. The first provides for amending the act of incorporation passed in 1909, and the amending act of 1919, by increasing the company's bonding power from \$30,000 to \$40,000 a mile, by extending to Dec. 31, 1931, the time for completing the building of the proposed extension, and by declaring that "all acts and proceedings of the company and of the directors while acting as such shall be deemed to have been duly and validly done and taken; and no such act or proceedings shall be invalidated by any failure or omission to comply with any statutory or other requirement as to the calling or holding of any meeting of the shareholders of the company or as to the giving of any notice." The reason given for the introduction of the bill was to cure any possible defects in procedure prior to the disposing of the railway. The second bill provides for the ratification and confirmation of the agreement of sale as set out in the schedule. The agreement provides for the sale of the capital stock, the railway and all its property for \$1,500,000, and the assumption by the C.P.R. Co. of the bonded indebtedness of \$273,700 with interest from the date of transfer, the Alberta Government undertaking to discharge all liabilities existing at the time of the transfer. The C.P.R. also undertakes to start construction during 1928 on an extension of the line from the present end of track to Telfordville, and to

April 1928



sixth years, \$20,000 on \$2,000,000; and eighth years, \$135,000 on \$3,000,000; and tenth years, \$180,000 on \$4,000,000; eleventh year (and yearly thereafter), \$225,000 on \$5,000,000. This offer is, of course, subject to the approval of the Dominion Government, but I think if we both agree there will be no trouble in securing the necessary parliamentary approval.

Premier Brownlee advised Sir Henry Thornton that the offer would be considered along with the joint offer for the Edmonton, Dunvegan and British Columbia Ry. and Central Canada Ry., and added: "To avoid misunderstanding, I note that you say in your letter 'I believe that in conversation with me you were prepared to accept \$4,500,000 which represents half the actual cost.' You will no doubt recall that any suggestion made by us in the discussion of the road was on the basis of a cash offer and only as part of the considerations of all the provincial lines, and not as the basis of a separate sale of the A. and G.W. Ry. alone."

The Alberta and Great Waterways Ry. Co. was incorporated by the Alberta Legislature in 1909, to build a railway from Edmonton to Lac la Biche and on to Fort McMurray, 300 miles, and provision was made for a government guarantee of the company's bonds for \$20,000 a mile for the railway, and for \$400,000 to provide terminals in Edmonton. W. R. and D. O. Clarke, of Kansas City, Mo., were the principal incorporators. Surveys were made and the bond issues were placed in New York by the end of the year, a contract being let to Canada West Construction Co., with the Clarkes at its head, to build the line, the 150-mile section to Lac la Biche being started early in 1910. During the summer a judicial investigation was held into the granting of the charter, the company having failed to pay interest on the bond issue, and as a result construction was held up. Then followed about three years of negotiations and legal proceedings to disentangle the complications

in cash, will indemnify the company for future liability on \$273,700 of outstanding 5% bonds, and will build within 3 years an extension of 20 miles from the present terminus at Breton to Telfordville. The railway's physical property was valued at \$2,100,000 by John Callaghan, Deputy Minister of Railways.

The Lacombe and Northwestern Ry. was projected originally as an electric railway by the Lacombe and Blindman Valley Electric Ry. Co., incorporated by the Legislature in 1909. The company did not do any construction for some years, and in 1913 the Alberta Government authorized the guarantee of the railway's bonds for 39.1 miles at the rate of \$7,000 a mile. Under this guarantee the company completed a line from Lacombe on the Canadian Pacific Ry.'s Calgary-Edmonton line to Bentley, 20 miles, which was operated in 1918 by a motor car, and had graded 15 miles beyond, to a mile and a half from Rimbey. Financial difficulties affected the company and the Alberta Government took over the undertaking in 1919, reorganizing it under the title of the Lacombe and Northwestern Ry.; completed the line to Rimbey, 36.5 miles, in 1920, and extended it to Hoadley, at mile 48.9, in 1923. In 1921 the Legislature authorized the extension of the line from Hoadley to Edmonton, about 77 miles, and subsequently made an appropriation for building 22.4 miles to Breton, which was completed and put in operation early in 1927. For the year ended Dec. 31, 1926, the railway's results were: earnings, \$64,859; operating expenses, \$67,841.50; operating loss, \$2,982.50, which with interest on funded and unfunded debt, taxes, accrued, etc., made the total loss for the year \$97,656.99. The traffic consisted of 5,424 passengers and 32,760 tons of freight; the train mileage was 13,780 revenue miles and 17,748 non-revenue miles. The railway has 3 freight locomotives, 4 passenger cars, 6 freight cars, 2 cabooses and 2 other cars. The company has \$500,000 of stock.

to interest on the bonds \$40,938.87 for running rights and another of \$3,362.93 for administration charges, making a total of \$880,207.30.

**United States Railways' Financial Results.**—U.S.A. class 1 railways gross earnings in Dec. 1927 were \$467,559,000, a decrease of 11.4% from Dec. 1926; operating expenses were \$377,612,000, a decrease of 7.6% from Dec. 1926. The net operating income for Dec. 1927 was \$55,476,000, equivalent to an annual return of only 2.68% on property investment. In Dec. 1926 it was \$30,175,000, equivalent to an annual return of 3.98%. In the complete year 1927, net operating income was \$1,085,485,000, a return of 4.40% on property investment, compared with \$1,238,048,000 in 1926, a return of 5.13%. In the eastern district, in all of 1927, the railways earned 4.86% on property investment, compared with 5.68% in 1926; in the southern district, in 1927, they earned 4.33%, compared with 5.47% in 1926, and in the western district, in 1927, they earned 3.92%, compared with 4.44% in 1926. U.S.A. railways, like Canadian lines, did not have as a good a year in 1927 as in 1926. While the U.S.A. Interstate Commerce Commission, interpreting the Transportation Act, has specified 5 3/4% as a fair return for the railways to be allowed to earn, it has regulated rates so severely as to never allow them to earn at that rate. In 1921 they earned 3.09% on their tentative valuation, commonly considered to be well below their fair value; in 1922, 3.86%; in 1923, 4.83%; in 1924, 4.69%; in 1925, 5.22%, and in 1926, 5.5%.

The Preservation Contract.—Canadian Pacific Ry. has, a Calgary, Alta., press report says, given a contract to Alberta Wood Preserving Co., Calgary, for creating a minimum of 300,000 ties a year for the next five years, in addition to bridge and switch ties.

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and validly done and taken; and no such act or proceedings shall be invalidated by any failure or omission to comply with any statutory or other requirement as to the calling or holding of any meeting of the shareholders of the company or as to the giving of any notice." The reason given for the introduction of the bill was to cure any possible defects in procedure prior to the disposing of the railway. The second bill provides for the ratification and confirmation of the agreement of sale as set out in the schedule. The agreement provides for the sale of the capital stock, the railway and all its property for \$1,500,000, and the assumption by the C.P.R. Co. of the bonded indebtedness of \$273,700 with interest from the date of transfer, the Alberta Government undertaking to discharge all liabilities existing at the time of the transfer. The C.P.R. also undertakes to start construction during 1928 on an extension of the line from the present end of track to Telfordville, and to complete it during 1929. Both the bills were rushed through their several stages without amendment, and were read a third time Feb. 29, the Lieutenant-Governor assenting to them the same evening.

D. C. Coleman, Vice President, Western Lines, C.P.R., who was at Vancouver, B.C., on Feb. 28, issued the following statement there:—"The terms of purchase having been arranged with the Alberta Government, the Canadian Pacific will at midnight Wednesday, Feb. 29, take over the Lacombe and North Western Ry. This railway, which has been operated for some years by the province, extends from Lacombe in a northwesterly direction to Breton, 72 miles. In future it will be operated as a portion of the Canadian Pacific's Edmonton Division."

A press report states that a mixed train will leave Lacombe on Tuesdays and Thursdays, and Breton on Wednesdays and Fridays.

The Legislature has also passed an act providing for the acquirement of 111 shares of the company's common stock which were in the possession of eight persons whose addresses are unknown. The Premier stated that recent purchases of the stock by the Government had been at the rate of \$5 a share and the sellers seemed glad to get it. The act declares that the 111 shares are vested in the Minister of Railways who is authorized on the scrip for them being deposited, to pay for them at the rate of \$5 a share. In the event of dissatisfaction with this price

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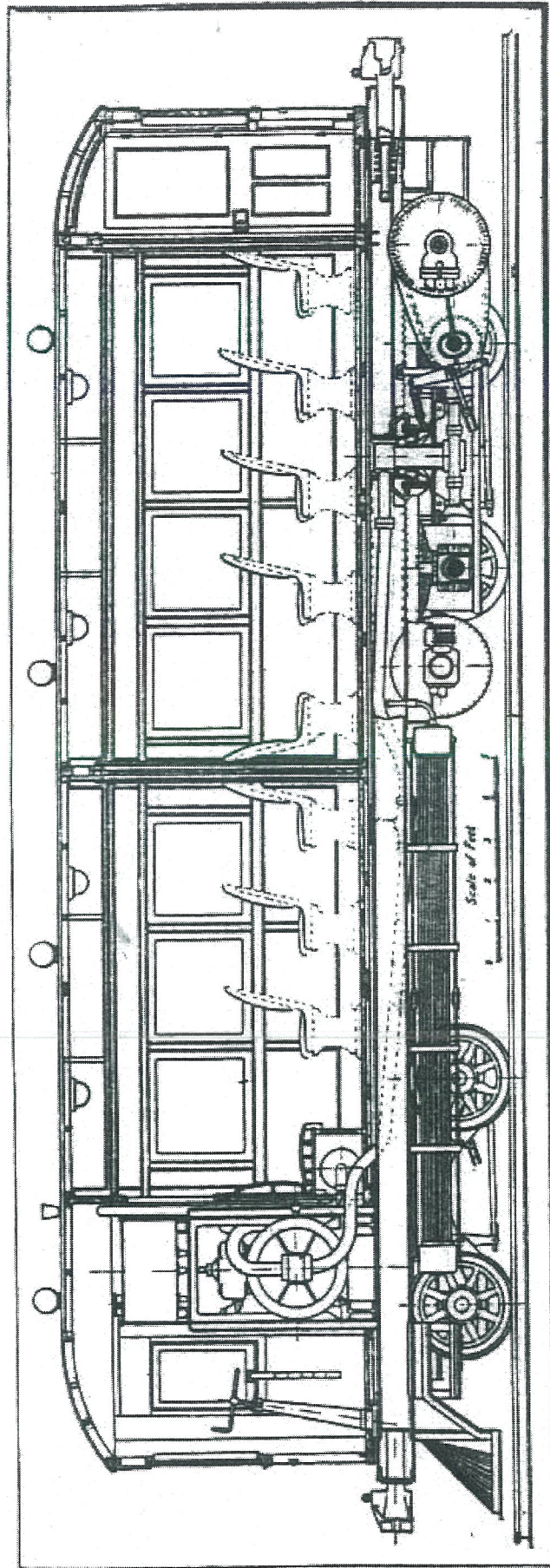
railway by John Callaghan, Deputy  
\$2,100,000 by John Callaghan, Deputy  
Minister of Railways.

The Lacombe and Northwestern Ry. was projected originally as an electric railway by the Lacombe and Blindman Valley Electric Ry. Co., incorporated by the Legislature in 1909. The company did not do any construction for some years, and in 1913 the Alberta Government authorized the guarantee of the railway's bonds for 39.1 miles at the rate of \$7,000 a mile. Under this guarantee the company completed a line from Lacombe on the Canadian Pacific Ry.'s Calgary-Edmonton line to Bentley, 20 miles, which was operated in 1918 by a motor car, and had graded 15 miles beyond, to a mile and a half from Rimbey. Financial difficulties affected the company and the Alberta Government took over the undertaking in 1919, reorganizing it under the title of the Lacombe and Northwestern Ry.; completed the line to Rimbey, 36.5 miles, in 1920, and extended it to Hoadley, at mile 48.9, in 1923. In 1921 the Legislature authorized the extension of the line from Hoadley to Edmonton, about 77 miles, and subsequently made an appropriation for building 22.4 miles to Breton, which was completed and put in operation early in 1927. For the year ended Dec. 31, 1926, the railway's results were: earnings, \$64,859; operating expenses, \$67,841.50; operating loss, \$2,982.50, which with interest on funded and unfunded debt, taxes accrued, etc., made the total loss for the year \$97,656.99. The traffic consisted of 5,424 passengers and 32,760 tons of freight; the train mileage was 13,780 revenue miles and 17,748 non-revenue miles. The railway has 3 freight locomotives, 4 passenger cars, 6 freight cars, 2 cabooses and 2 other cars. The company has \$500,000 of stock,

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Petrol-Hydraulic Motor Car for Lacombe and Blindman Valley Railway, showing Interior Arrangement and Transmission.

Information of the Locomotive

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## Electric Railway Projects, Construction, Betterments, Etc.

**British Columbia Electric Ry.**—The Board of Railway Commissioners has authorized the B.C.E.R. to carry its lines across the Great Northern Ry.'s proposed industrial tracks on Front St., to connect with that line on Front St.; to remove crossover between the G.N.R. and the Canadian Pacific Ry. on Front St.; to rebuild same 125 ft. easterly; and to cross the C.P.R. tracks, all in New Westminster, B.C. (Nov., pg. 441.)

We are officially advised that the company is doing two or three small jobs of laying permanent track in New Westminster.

The company's engineers reported to the Vancouver city council, Nov 9, that the temporarily repaired Connaught Bridge is not sufficient to carry the electric railway traffic for any great length of time. The City Engineer contends that the bridge is sufficiently strong for all purposes. The City Engineer and the company's engineer were asked to go over the bridge together to check each other's work, and arrive at a decision as to its strength and capacity. (Nov., pg. 441.)

**Lacombe & Blindman Valley Electric Ry.**—The President, J. C. Gibson, Toronto, states that grading has been completed between Lacombe and Rimbey, about 39 miles, "in other words, the entire length of the line except for some slight finishing work that will be necessary," and that practically all the materials required are on the ground except the steel rails, also that part of the rolling stock has been received. No work has been done since the autumn of 1914, when it was closed down on account of financial stringency. The Province of Alberta has guaranteed the company's 5% first mortgage bonds for \$7,000 a mile on 39.1 miles, a total of \$273,700, and a prospectus offering \$250,000 of them was issued by W. L. McKinnon & Co. in November,

tension from St. Cesaire, will be gone on with next spring. The sub power station on the extension has been completed. W. B. Powell, Montreal, is General Manager, and G. J. Meyer, St. Lambert, Que., is Electrical Engineer.

The Board of Railway Commissioners, in a recent judgment, finds that the bylaws and agreements with the municipality of St. Lambert cannot be read as obliging the company to construct permanent foundations for its tracks or to do more than complete its lines under the direction of the municipality, using T rails and laying them at the level of the existing roadbed, and laying gravel between the rails and for 2 ft. on either side. The public convenience and safety, however, demand that the highway and the railway levels be the same, and the Commissioners, under their general powers, direct that the railway tracks be made to conform to the new street level. In the contract, however, the cost is to be borne by the municipality. If the municipality desires the railway right of way and the highway to be of similar surface and foundation, it may do the work, the railway contributing such an amount as is represented by the cost of the foundation and surfacing authorized by the contract.

The Dominion Parliament is being asked to extend the time for the construction of the various lines authorized to be built. (Nov., pg. 441.)

**Montreal Tramways Co.**—The Board of Control has asked the company to establish the following new routes: A continuous circuit running from Villeray St. south on St. Denis St. and east on St. Catherine St., to Papineau St. or Delorimier Ave.; and to link Rosemount St. with Place d'Armes by a line on the small section of Frontenac St. now without car tracks. (Nov., pg. 441.)

**Niagara River and Eastern Ry.**—The Pub-

December 1915



## Electric Railway

British Columbia Electr

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## CANADIAN RAILWAY AND MARINE WORLD.

### Projects, Construction, Betterments Etc.

Lacombe & Blindman Valley Electric Ry.—The Alberta Government is being asked to press for the completion of this railway, the grading of which has been completed from Lacombe to Rimbey, 39 miles. (Jan., pg. 30.)

Lake Erie and Northern Ry.—We are officially advised that the connection with

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ways or to exercise any other franchise rights within that part of Ward 7 south of Dundas St., in the city of Toronto, are hereby declared to be forfeited and cancelled." The rights referred to cover the right to operate cars on the branch line running south of Dundas St., or to build lines on the streets in any other part of the municipality lying to the south of that line, and would leave the company, in the city, only its line on Dundas St., the line on the Weston road and that on Davenport road; these lines have their present termini in Lambton

April 1916



about \$2,000 in track improvements, which are not really chargeable to capital.  
Lacombe and Blindman Valley Electric Ry.—W. L. McKinnon & Co., Toronto, advise that they have sold the \$206,700 of this company's first mortgage bonds. (Dec., pg. 553.)  
London St. Ry.—Gross earnings for Oc-

*\*1 January 1915  
p28*



1 municipalities at the time  
7 70.)

1 Lacombe and Blindman Valley Electric  
2 Ry.—Grading is reported completed on this  
3 railway from Lacombe to Rimbey, 37 miles.  
4 Nothing has been decided as to when track  
5 will be laid. This is one of the light rail-  
6 ways authorized to be built under provincial  
7 guarantee of bonds to the amount of \$7,000  
8 a mile. (Dec., 1914, pg. 553.)  
9 )

Lethbridge Municipal Ry.—The Leth-

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# Electric Railway Department

## Petrol Hydraulic Motor Car for Lacombe and Blindman Valley Railway.

A car of a type that is novel in this country has been delivered to the Lacombe and Blindman Valley Ry., which is under construction from Lacombe to Rimby, Alberta. The car embodies the feature of a semi-direct drive, that has the advantage of flexibility. It is typically English in design, weighs 20 tons, is 33 ft. long overall, and 8½ ft. wide overall. The truck centres are 18 ft., and the wheel base of the truck wheels 6½ ft. The seating capacity is 36, provided in rattan covered cross seats, with a central aisle.

The power transmission is on the Hele-Shaw system, wherein a variable stroke oil pump, directly driven by an engine, forces oil through pipes to an oil motor, which in turn, drives the axles of the car. The power of the driving engine is thus converted into movement of oil under pressure, and as the quantity of oil pumped is variable through the variable stroke pump, the speed of the oil motor, which is directly dependent on the quantity of oil delivered to it, can be directly regulated. By a suitable movement

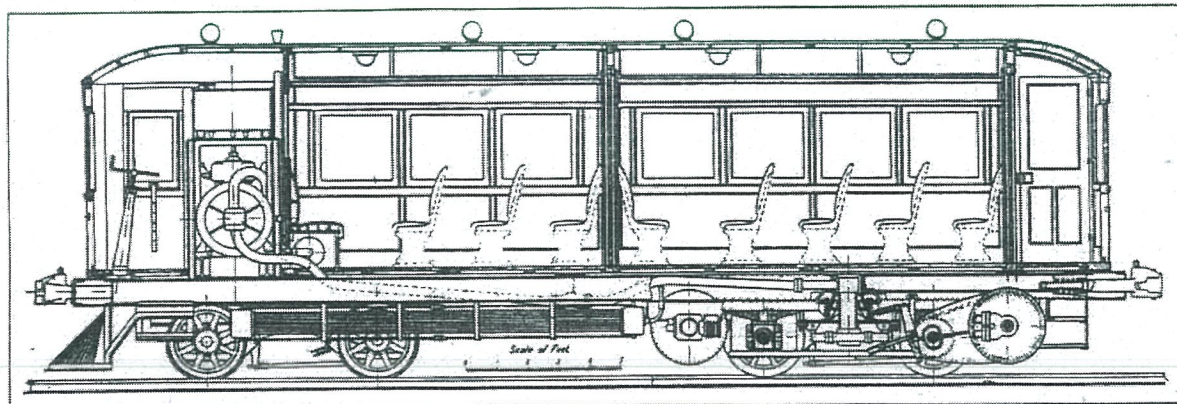
in which the plungers reciprocate. Inside the fixed casing, there is a guide frame, which is normally and when the pump is running idle, concentric with the outer casing and cylinder body. In this guide frame is cut a circular guide channel, and the plungers are connected to this by slipper blocks. As soon as the guide frame is moved in either direction so that its centre becomes eccentric to the outer casing, the plungers are caused to reciprocate in the cylinders, the amount of stroke varying with the amount of eccentricity. Oil is drawn in and discharged through the hollow central shaft, around which the plungers rotate. The special feature of the pump is that its capacity and direction in which it forces the oil can be varied at will by simply altering the position of the guide frame.

The oil under a pressure of upwards of 2,000 lbs. per sq. in., is transmitted from the central shaft of the pump, through a heavy steel pipe, to the two hydraulic motors on the rear truck. The oil is delivered from the transmission pipe to the piping of the

and Co., London, Eng., with whom an order has also been placed for a locomotive operating on the same system.

### The Canadian Autobus Company's Franchise in Montreal.

The Supreme Court of Canada gave judgment at Ottawa, Oct. 12, dismissing the petition of D. Robertson, Montreal, who sought the reversal of two judgments of the Quebec courts, holding that the City of Montreal had acted legally when it passed bylaw 483 on June 10, 1912, granting a 10-year franchise to the Canadian Autobus Co. The original action was tried in Sept., 1912, before Justice Demers, who held that the City Council was acting within its powers when it passed the bylaw, which Mr. Robertson desired to have declared ultra vires. This view was upheld in the Quebec Court of Appeal. The bylaw granted the Canadian Autobus Co. an exclusive franchise for the operation of motor bus traffic in Montreal for ten years. In addition to the question of the bylaw itself, there was also involved in the case the question whether an individual ratepayer had the right to bring such an action, without the



Petrol-Hydraulic Motor Car for Lacombe and Blindman Valley Railway, showing interior Arrangement and Transmission.

of the control spindle, the direction of flow of the oil, and therefore the direction of motion of the motor, may be reversed at will. It will thus be seen that the oil motor rotates at a speed directly proportional to the amount of oil it receives, its speed being varied and reversed at will. Likewise, when the pump is at full stroke, it is delivering a large amount of oil at moderate pressure, but when the stroke is reduced, the same power in the motor delivering a smaller amount of oil, will deliver it at a higher pressure, giving a greater effort at the motor, or a high initial starting torque.

The motor driving the pumps is a 6 cylinder engine, with cylinders 140 by 156 mm., designed to give 103 b.h.p. at 1,150 r.p.m. on gasoline and 85 b.h.p. on oil. This engine is situated across a front compartment of the car, and is operated from that end only, by the operator, who is situated directly in front of the engine. Directly connected to the engine shaft, is the variable stroke pump mentioned. In it, oil is the working fluid. This pump has a fixed outer cylindrical casing, and an internal rotating part carrying the radial cylinders

rear truck through an arrangement of packed valve in the centre pin connection of the truck to the underframe. The motors are situated front and rear of the truck, and connect with the truck axles through heavy chain gearing.

As the hydraulic fluid used is ordinary lubricating oil, the claim is made that all the working parts are thus perfectly lubricated, reducing wear to a minimum. There are no piston rings, packing or parts, requiring renewal, and any oil that may leak past the plungers of the pump or motors, is returned to the system by means of a small auxiliary pump. Safety valves are fitted on the pipe system, so that if any undue stress is thrown on the gear, the pressure is relieved automatically, and the risk of breakage obviated. There is also a by-pass for the oil, actuated automatically by means of an air cylinder when the air brakes are applied, thus preventing damage to the hydraulic motors. The engine is controlled automatically by the operation of the hand wheel, which actuates the pump, effecting the opening and closing of the pump throttle.

This car was supplied by McEwan, Pratt

intervention of the Attorney General or some other official. The majority of the Supreme Court judges concurred in dismissing the petition, with costs, Justices Idington and Anglin dissenting.

There is another somewhat similar case concerning the same bylaw pending in the Quebec courts, in which a ratepayer named Shepherd is plaintiff.

**Radial Railways and Their Entrance into Toronto.**—A commission of three engineers appointed respectively by the Toronto City Council, the Toronto Harbor Commission and the Hydro Electric Power Commission of Ontario, to consider and report upon the radial railway system as far as it relates to entrances into Toronto, has completed its investigations, and it is said that its report will be submitted early in November. The commissioners are R. C. Harris, Works Commissioner, representing the City Council; E. L. Cousins, representing the Harbor Commission, and F. A. Gaby, representing the Hydro Electric Power Commission of Ontario. The expenses are stated to have been about \$30,000.

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1915 November



to check each other's work, and arrive at a decision as to its strength and capacity. (Nov., pg. 441.)

**Lacombe & Blindman Valley Electric Ry.**—The President, J. C. Gibson, Toronto, states that grading has been completed between Lacombe and Rimbey, about 39 miles, "in other words, the entire length of the line except for some slight finishing work that will be necessary," and that practically all the materials required are on the ground except the steel rails, also that part of the rolling stock has been received. No work has been done since the autumn of 1914, when it was closed down on account of financial stringency. The Province of Alberta has guaranteed the company's 5% first mortgage bonds for \$7,000 a mile on 39.1 miles, a total of \$273,700, and a prospectus offering \$250,000 of them was issued by W. L. McKinnon & Co. in November, 1914, but we have no information as to what, if any, portion of this issue was sold. (Mar., pag. 108.)

**Lake Erie and Northern Ry.**—We are offi-

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struction cuts out some curvature and shortens the route somewhat.

**Lacombe and Blindman Valley Electric Ry.**—We are officially advised that the Alberta Government guaranteed the company's bonds for \$7,000 a mile for building 39.1 miles of line. The bonds were left in the hands of the Province, and the proceeds of the entire issue were subsequently placed to the credit of the Provincial Treasurer, who has paid out a considerable sum to the company as construction progressed. No work has been done on the line this year. (Dec., 1915, pg. 482.)

**London and Lake Erie Ry. and Transportation Co.**—We are officially advised that

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building the branch had been let to a Vancouver man. (Mar., pg. 98.)

**Lacombe & Blindman Valley Ry.**—A delegation of residents of Rimbey and vicinity waited upon the Alberta Government Mar. 11, to urge the completion of this partially constructed railway. The grading has been finished to Rimbey, and ties have been placed thereon. Track has been laid to Bentley, from Lacombe, but the remaining 17 miles still requires the rails and ballasting in order that the line might be operated. (Oct., 1917, pg. 393.)

**Montreal, Joliette & Transcontinental Jct. Ry.**—The Dominion Parliament is being asked to incorporate a company

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the to have made a bond issue of \$2,000,000 for development purposes. (Mar., pg. 99.)  
fer- Lacombe & Blindman Valley Electric  
any Ry.—The Alberta Legislature has extended  
cer- to the end of this year the time within  
s, to which this railway from Lacombe to Rim-  
sid- bey is to be completed. Though called an  
rom electric railway, it is not one.  
the The Alberta Railways Department re-  
five port shows that the proceeds of the guar-  
gers anteed issue of bonds for this line realized  
any \$256,659, which was paid over to the com-  
the pany, and that the "fair original" cost of  
its the line was \$408,958. The line is prac-  
and tically entirely graded, track is laid for  
ould some miles to beyond Bentley, and a train

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service was being maintained up to Mar. 30, when a gasoline-electric car was put on, giving a daily passenger service, while a steam train is used for any additional service that may be required.

Reference was made to this report in the Alberta Legislature recently by the Premier, who is reported to have said that it might be necessary for the government to take over and operate the line, but it would not be a good example of government ownership, on account of the bad financial shape in which the company's affairs were.

W. D. Brown is Chief Engineer of the railway, and H. Warner is engineer in charge on behalf of the Alberta Government.

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and Merritt. (Feb., pg. 15.)

**Lacombe & Blindman Valley Ry.**—The Premier of Alberta stated in the legislature recently that the government had been obliged to take over this line, and that an extension must be built with as little delay as possible.

We are officially advised that the line is built and track laid between Lacombe and Bentley, approximately 20 miles, and is graded for 15 miles further, to within  $1\frac{1}{2}$  miles of Rimby, the projected terminus. The portion between Lacombe and Bentley is being operated for freight and passenger traffic, a service of three trains a week being provided. Steam locomotives are being used for normal operation, and an internal combustion motor car for summer vacation service. The motive power comprises one 51-ton 2-6-0 mogul type locomotive; one 20-ton dinkey locomotive, and one 20-ton motor railway car of 100 h.p., equipped with Hill-Shaw oil transmission, fitted with couplers and air brakes, for hauling a light train of standard equipment. This car will accommodate 24 passengers and has a compartment for baggage. The line is being operated by F. T. Ames as Superintendent, under the direction of H. Warnar, Railway Engineer for Alberta. (May, 1918, pg. 186.)

**Macdougall River Valley Ry.**—In order

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re, Lacombe and Blindman Valley Electric  
nd Ry.—The Alberta Legislature has under  
to consideration a bill to amend this act in-  
corporating the Lacombe and Blindman  
nt Valley Electric Ry., in such a way as is  
s- necessary owing to the Alberta Govern-  
rt ment having taken it over. The offices  
a are transferred from Lacombe to Ed-  
oy monton; the name is to be changed to  
to the Lacombe and North Western Ry.;  
authority is asked to issue \$25,000 of  
n- bonds a mile, which sum is to include  
he bonds heretofore issued and the govern-  
w ment asks power to lend the company  
n- money on the security of a mortgage;  
er to acquire the capital stock, and to have

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April, 1919

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the same registered in the name of the Minister of Railways or his nominees; the line to be completed by Dec. 31, 1921. The Alberta Government took over the company's property recently under a mortgage, and has been operating it for some time. (Mar., pg. 134.)

**Medicine Hat Central Ry.**—The Alberta Legislature has incorporated a com-

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1919



the Dominion Government was assured.  
(Apr., pg. 190).

**Lacombe and Northwestern Ry. Co.—**  
The Alberta Legislature has changed the name of the Lacombe and Blindman Valley Electric Ry. Co. to the above, and has made the changes necessary in the original act and the amending acts, now that the line has been taken over by the Alberta Government. The Premier, in the course of the discussion stated that the cost of the line to the province up to date, was \$613,700.37, made up as follows: Advances by province, \$255,000; interest paid on defaulted bonds, \$41,000; accrued interest due on advances, \$9,000; miscellaneous outstanding liabilities, \$35,000; original bond issue, \$273,700.37. The estimated cost of an extension of 10 miles from Bentley to Larson is \$122,000, and for the remaining 10 miles to Rimberg, \$197,785, a total of \$319,785. It is practically necessary to complete the line, and when completed it will represent an

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## CANADIAN RAILWAY AND MARINE WORK

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expenditure of \$933,485." The govern-  
ment has no intention of entering the  
railway business, and as soon as the line  
is finished, steps will be taken to dis-  
pose of it to one of the larger companies.  
The C.P.R. is apparently, not unfavor-  
ably disposed to consider its acquirement.  
There is a possibility of the C.P.R. build-  
ing a line southwest of Edmonton to the  
Rocky Rapid's power site, in which case  
not more than 60 miles of territory will  
intervene between the rail head at Bent-  
ley and the Rapids. (April, pg. 190).

Magdalene River Valley Ry.—The Que-  
bec Legislature has authorized the com-

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April  
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Lacombe and Northwestern Ry.—The ar  
Alberta Government will, according to a co  
press report, ask for tenders shortly for n

June 1919



## , Construction, Betterments, Etc.

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the grading of the projected extension from the present terminus, Bentley, to Rimbey, 17 or 18 miles. Plans and specifications were on May 7 reported to be in preparation. The estimated cost of the completion of the work done by the Lacombe and Blindman Valley Electric Ry. Co. beyond Bentley, and of the new grading, etc., was recently stated by the premier in the legislature to be \$319,785. (Mar., pg. 254).

The Ottawa City

June  
1919



have stopped work Apr. 1, and practically no work has been done since. (Mar., pg. 135).

**Lacombe and North Western Ry.—**  
A press report states that ties and telephone posts have been delivered at Gull Lake, and that construction gangs are making preparations for the extension of the line from its present terminus near Bentley to Rimbey, Alta. The line is owned by the Alberta Government, and provision for the extension was made at the legislature's recent session. (June, pg. 813).

June  
1919  
381



in of the session, and to report at the next  
ed session of Parliament. (May, pg., 253).

Lacombe and Northwestern Ry.—The  
Premier of Alberta is reported to have  
said at Calgary, Alta., July 3, on his  
way home from Ottawa, that he had  
been in the east trying to secure rails  
for the completion of the Lacombe and  
Northwestern Ry., from near Bentley to  
Rimbey, but found it impossible to ob-  
tain relaying rails at reasonable prices.  
The Alberta Government was now about  
to call for tenders for the completion  
of the line. It was the Government's in-  
tention to sell the line as soon as an  
equitable and favorable arrangement  
could be made with some other railway  
company or experienced railway opera-  
tors. (July, pg. 381).

Maritime Coal Ry. and Power Co.—

August  
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602

November, 1919.

## Construction, Betterments, Etc.

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4 concrete.

Lacombe and Northwestern Ry.—A  
press report states that laying rails on  
the extension from the present terminus  
near Bentley, towards Rimbey, Alta., will  
be started at an early date. The bridge  
near Bentley, which was holding up the  
work, was reported to have been com-  
pleted Oct. 6. This is a timber structure  
700 ft. long. (Aug., pg. 431).

Pacific Great Eastern Ry.—Tenders  
received to Oct. 15 by A. F. Proctor,



pg. 602).

Lacombe and North Western Ry.—We were officially advised recently that the Alberta Government, which owns the line, expected to have the track laid into Rimbey, Alta., by the end of November. With regard to the reports that the line might be acquired by the C.P.R., we are officially advised that although the latter company has made some preliminary investigations, both from physical and revenue producing standpoints, no advances or offers to purchase have been made.

Lake St. John. One—Chicoutimi and

December 1919

654



## Railway Development, Projected Lines, Surveys, Construction, Betterments, Etc.

**Bagotville Ry. Co.**—The Quebec Legislature is being asked to incorporate a company with this title to build a railway from near Nairns Falls, on the Quebec and Saguenay Ry., northeasterly to Chicoutimi. The provisional directors named on application are:—J. L. Macdougall, W. Murdock, H. Fitzsimons, C. Watt, B. Moses, Ottawa, Ont.

**Burrard Inlet Tunnel and Bridge Co.**—The Dominion Parliament is being asked to extend the time for the commencement and completion of the railway, bridge and tunnel which the company is authorized to build. The company was incorporated in 1910 to build a tunnel under the First Narrows of Burrard Inlet, Vancouver, and a bridge over the Second Narrows of Burrard Inlet, for foot passengers, carriages, street railway and railway purposes, with approaches from some points on the south shore in or near Vancouver to points on the opposite shore of Burrard Inlet, so as not to interfere with navigation, and to connect the tunnel and bridge, or either, with the railways entering Vancouver to construct one or more lines not exceeding 10 miles long, a railway from the northern end of the bridge and tunnel, or either of them easterly along the shore line of North Vancouver District Municipality, to Deep Cove on the north arm of Burrard Inlet, and westerly from the north ends of the bridge and tunnel, or either of them along the shore line of the City of North Vancouver, to the Horse Shoe Bay on Howe Sound.

The company's stock is owned by the Cities of Vancouver, North Vancouver, and other local municipalities. Some years ago plans were completed for building the bridge, and some preparatory work in the way of boring for foundations was done. The war put a stop to the project, and it has since been an abeyance. In 1918 the company obtained an extension of time for two years for carrying out its project so as to keep the project alive, and give the municipalities interested an opportunity of realizing on the company's assets. (July, 1918, pg. 285).

**Canadian Niagara Bridge Co.**—A Bridgeburg, Ont., report stated that it was announced, Nov. 30, that the Toronto, Hamilton and Buffalo Ry. would undertake the building of an approach line from Welland for the proposed new bridge across the Niagara River at Black Creek, 6 miles from Bridgeburg, Ont. A further report stated, Dec. 5, that representatives of the C.N.B.C. has arrived at Black Creek and North Tonawanda, N.Y., and that a gang of men with drilling machinery were expected to arrive some days later to begin testing for the foundations of the shore abutments of the bridge. The latter report also stated that it was expected a start would be made on building the bridge during the summer.

The project is often described as a Canadian Pacific Ry. one, but we are officially advised that the work will be handled either by the Toronto, Hamilton and Buffalo Ry. or by the Michigan Central Rd., and more probably by the latter company, though the C.P.R. is, no doubt, interested in it. Dec., 1919, pg. 654).

**Esquimalt and Nanaimo Ry.**—The contract let to the Foundation Co. of British Columbia, Limited, Vancouver,

covers the clearing of the right of way and the grading and bridging work on the branch from near Alberni to the Great Central Lake, about 10.5 miles. The track laying will probably be done by the E. and N.R. Co. in accordance with the universal practice on C.P.R. lines.

The Victoria, B.C., City Council has approved of the revised agreement with the company respecting the erection of a new bridge at Johnson St., which has been the subject of considerable negotiation for some years past. The agreement was forwarded to the British Columbia Government for approval, and when it has been finally accepted by the company, it will be submitted to the rate-payers for ratification. It is expected that this will be done early this year. (Dec., 1919, pg. 654).

**Grand Trunk Ry.**—The Board of Railway Commissioners has ordered the company to build a passenger shelter, and platform with shelter at the E. Clark section house, near Frome, Ont. (Dec., 1919, pg. 654).

**Grand Trunk Pacific Ry.**—The Board of Railway Commissioners has ordered the company to provide a stockyard at Heath, Alta., forthwith. A press report states that the territory between Edmonon and Tofield, Alta., is rapidly filling up, and is becoming a large stock producing area. Heath, mentioned above, is about 150 miles east of Tofield, and will probably be a center of trade for the eastern part of the area named. (Dec. 1919, pg. 654).

**Kettle Valley Ry.**—The Board of Railway Commissioners has approved a route map of the company's projected railway from Penticton, B.C., southerly to the International boundary, on the east side of Osoyoos Lake. The board has also approved the location plan of a line from mile 1.62 to mile 3.99 from Penticton Wharf, B.C.

We are advised that the British Columbia Government has requested the company to consider an extension of its railway south from Penticton, B.C., and that the matter is receiving the company's consideration. (Dec., 1919, pg. 654).

**Lacombe and North Western Ry.**—We are officially advised that the laying of track into Rimbey, Alta., was completed by the Alberta Government's Railway Department, Nov. 25, 1919. A number of residents of Bentley, heretofore the northern terminus of the line, made a trip over the line to Rimbey, Nov. 25, and joined the residents there in celebrating its completion. The line is being operated into Rimbey by the construction staff, a train being run in each direction three days a week.

W. Thompson, who has done a good deal of grading on the line, is reported to have said in Edmonton, Dec. 2, that the 20 mile extension, now completed, runs through one of the best farming districts in Alberta. The line now extends from Lacombe to Rimbey, 36.5 miles, of which about 20 miles from Lacombe to Bentley were built about three years ago. The Alberta Government took over the line, and in the spring, 1919, called for tenders for its completion. (Dec., 1919, pg. 654).

**Lievre Valley Power, Traction and Manufacturing Co.**—The Quebec Legis-

lature is being asked to amend the company's charter powers by authorizing it to build a narrow gauge railway, and for other purposes. The Buckingham Electric Ry., Light and Power Co. was incorporated by the Quebec Legislature with various powers in 1895. In 1905, the legislature changed the name of the company to the Lievre Valley Power, Traction and Manufacturing Co., its powers as to railway construction being as follows, to build a single or double track railway from the City of Hull, or from a point in Hull Tp. to the mouth of the Lievre River in Buckingham Tp., Parish of L'Ange Gardien, through Buckingham, and along the Lievre River Valley to the National Transcontinental Ry. Power was given to operate the projected railway by electricity, steam or other motive power, and to generate and distribute electric power.

**Normandin Farmers Railway Co.**—The Quebec Legislature is being asked to incorporate a company with this title to build a railway across or near Roberval, Ashuapmouchouan Dumeules, Dufferin, Normandin, Girard, Albanel, Racine and Dolbeau Tps., as far as Peribonka and thence southeast to the Saguenay River at deep water, at or near Saint Fulgence. The provisional directors are:—C. Lagamier, A. Villeneuve, B. Fraser, J. S. Turcotte, Normandin, Que.

**Pacific Great Eastern Ry.**—We are officially advised that the British Columbia Government engaged Major C. Ewart in June, 1919, to make a survey for a route for railway between Clinton and Ashcroft to connect the Pacific Great Eastern Ry. with the Canadian Northern Ry. Major Ewart left subsequently to join the C.N.R. engineering staff on the Kamloops-Kelowna line, and was succeeded by R. Brunton, who has completed the survey for the suggested line, securing a route of approximately 42 miles. Beyond the making of the survey, nothing has been done in regard to construction. (Dec., 1919, pg. 654).

**The Quebec Central Ry.** has under survey an extension of its line from Scotts, Que., to a connection with the Canadian National Rys., 2.5 miles east of St. Isidore, Que., 8.11 miles.

**Quebec Colonization Ry.**—The Quebec Legislature is being asked to incorporate a company with this title to construct a railway from Mont Laurier, Labelle County, southwesterly to the C.P.R. near Maniwaki, and running through Campbell, Kiawika, Dudley, Pope, Robertson, Boutillier, Kensington, Cameron, Wabasse, Aumond, Egan, Maniwaki and Bouchille Tps., or any of them, or through unorganized territory; then from Maniwaki westerly in the direction of Lake Expansé and Lac des Quinze to the C.P.R., near Timiskaming, then southeasterly through Tabaret, Mercier and Gendreau Tps.; also to build a railway from the Coulonge River, in Pontiac County, northerly to near Nottaway on the National Transcontinental Ry., thence northerly to the Bell River north of Lake Shabogama; with connecting lines and branches. The lines to be operated by steam or electricity. Dessaulles, Garneau, Desy and Lorrain, Montreal, are attorneys for applicants.

**Quebec Eastern Ry.**—The Quebec Legislature is being asked to amend the company's charter by extending the time for building following projected lines to

January 1920



t pany's consideration. (Dec., 1919, pg.  
- 654).

d Lacombe and North Western Ry.—  
h We are officially advised that that the  
v laying of track into Rimbey, Alta., was  
k completed by the Alberta Government's  
A Railway Department, Nov. 25, 1919. A  
- number of residents of Bentley, hereto-  
d fore the northern terminus of the line,  
t, made a trip over the line to Rimbey, Nov.  
h 25, and joined the residents there in cele-  
- brating its completion. The line is being  
r operated into Rimbey by the construction  
s staff, a train being run in each direction  
o three days a week.

d W. Thompson, who has done a good  
Z deal of grading on the line, is reported  
to have said in Edmonton, Dec. 2, that  
a the 20 mile extension, now completed,  
e runs through one of the best farming dis-  
e tricts in Alberta. The line now extends  
n from Lacombe to Rimbey, 36.5 miles, of  
- which about 20 miles from Lacombe to  
- Bentley were built about three years  
o ago. The Alberta Government took over  
t the line, and in the spring, 1919, called  
for tenders for its completion. (Dec.,  
- 1919, pg. 654).

February 1921  
p 12

Lake, about 2 miles, the grading of which was completed in 1920. (March, pg. 142.)

**Lacombe & North Western Ry.**—The Alberta Government has given consideration to a project for the extension of the Lacombe & North Western Ry., which it owns. The Premier is reported to have informed the Legislature that during 1920 grading was gone on with on an extension northerly for about five miles from Rimbey to reach some gravel pits and secure ballast. This piece of line would form part of the route of the extension suggested to Edmonton, but the cost of construction is at present so high, and the commitments of the Government in regard to the railways to the north are so heavy, that the utmost caution has to be exercised. The Government engineers made a reconnaissance survey between Rimbey and Edmonton and fairly well established the route to follow in the event of the building of the line being undertaken. The total length of a railway from Lacombe to Edmonton would be about 125 miles. (Jan. 1920, pg. 18.)

MAY 1921



## Construction, Betterments, Etc.

Lacombe & North Western Ry. Co.—  
The Alberta Legislature has authorized the company, which is owned by the Alberta Government, to extend its line from its present terminus at Rimbey northwesterly to the western end of Pigeon Lake, thence northeasterly to Edmonton, 125 miles. Authority is given to issue bonds for not exceeding \$30,000 a mile. The act also authorizes the Government to raise by way of loan and to advance to the company \$150,000 in addition to the sums loaned prior to Jan. 1, 1921.

June 1921

from the south end of Dog Lake. (June, pg. 305.)

**Lacombe Northwestern Ry.**—The Premier of Alberta is reported to have announced July 7 the intention of the Government to have the old Lacombe & Blindman Valley Ry., which now has its northerly terminus at Rimbey, extended for a considerable distance during 1922. The Alberta Legislature at its last session authorized the extension of the line from Rimbey northwesterly to Pigeon Lake, thence northeasterly to Edmonton, approximately 125 miles. (June, pg. 305.)

August  
1921)

419



ain to be ready at an early date. (Feb., pg. 76.)

erta Lacombe and North Western Ry.—Re-  
1921, plying to a request made by a deputa-  
tion from the Rimbey district recently,  
tion the Premier of Alberta is reported to  
of have stated that it is the Government's  
tion intention to extend the Lacombe and  
ast- North Western Ry. from the present  
tion end of track in the direction of Edmon-  
est- ton. Speaking later in the Legislature,  
ex- he said that further construction would  
000, be provided for this year but, that owing  
of to financial conditions, he could not give  
1921. any promise as to the mileage which  
ca." would be built. Provision would be made  
of in the estimates this session for con-  
its struction purposes.

The line is in operation from Lacombe  
the to Rimbey, 36.5 miles, and in 1921 the  
mo- Legislature authorized its extension  
ing from Rimbey to Edmonton, which would  
uilt give it a total length from Lacombe to  
Edmonton of approximately 125 miles.  
Co- The construction of an extension to  
of Pigeon Lake was authorized in 1921, to  
hat some gravel pits in order to obtain a sup-  
the ply of ballast. This extension will form  
ton part of the line between Rimbey and Ed-  
ded monton. (Aug. 1921, pg. 419.)

bu- Lake Huron and Northern Ontario Ry.

April 1922 185

May, 1922.

### tion, Betterments, Etc.

ment to take steps to secure the completion of the railway from Pas to Port Nelson, on Hudson Bay. It is completed from Pas to the second fall of the Kettle River, 332 miles, and the grading thence to Port Nelson, about 90 miles, has been ready for track laying since 1917. (Feb., p. 76.)

**Kettle Valley Ry.**—In addressing the Victoria, B.C., Club, during a recent trip to the Pacific Coast, D. C. Coleman, Vice President, C.P.R., Western Lines, and President, K.V.R. Co., stated that the branch line to Oliver will be pushed forward vigorously and will be completed by the autumn. (April, pg. 185.)

**Lacombe & Northwestern Ry.** — The Alberta Legislature has passed an act authorizing the raising of \$100,000, of which \$65,000 is to be used to reimburse the province's general revenue for advances made to the company for the maintenance, upkeep and equipment of the railway during 1921, and the remaining \$35,000 is to be utilized for its maintenance, upkeep and equipment during 1922. The Legislature also authorized the raising of \$265,000 to extend the line from mileage 37, near Rimbey, Alta., for 1.5 miles in a generally northerly direction. These sums are to be advanced by way of loan to the company, which is owned by the Alberta Government. (April, pg. 185.)

**The Lake Huron & Northern Ontario Ry.**

MAY 1922

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Nicola Branch. (Feb., pg. 76.)

Lacombe & Northwestern Ry.—A press report states that a contract has been let by the Alberta Government to W. A. Dutton for preliminary construction on an extension of the Lacombe & Northwestern Ry., from near Rimbey, for 12 miles in the direction of Edmonton, Alta. The survey was made by H. G. Dimsdale, from the present end of track to the south boundary of Tp. 46, through a good farming country, in which there are several small settlements. The estimated cost of the extension is stated at \$250,000, provision for which was made in the estimates passed in April by the Legislature. Construction will be under the charge of Howard Tye, Superintendent and Engineer. (April, pg. 185.)

Lake Huron and Northern Ontario Ry.—Lt. Col. L. T. Martin, a member of

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MAY 1922

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Johnston St. bridge at Victoria, B.C., recently. (Sept., pg. 458.)

Lacombe & Northwestern Ry.—The Alberta Minister of Railways completed a trip of inspection over the 16-mile extension, under construction from Rimbey, Alta., northwesterly, recently, and is reported to have stated on his return to Edmonton that it was expected to have the extension finished this autumn. (Sept., pg. 458.)

Michigan Central Rd.—The Board of Railway Commissioners has authorized

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## Construction, Betterments, Etc.

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Another press report quoted J. A. Campbell, Manitoba Government Commissioner for Northern Manitoba, as saying that the material collected would be used for the betterment of the line, particularly north of Pikwitonei, at about mile 214, to which point a fortnightly train is being operated. Still another report stated that the ties and other material would be used in bettering the line from Pas to mile 214, and that the 80 lb. steel rails would be used in replacing 60 lb. rails on the Canadian Northern Ry line from Hudson Bay Jct. to Pas. (Aug., pg. 409.)

Lacombe & Northwestern Ry.—A party representing the Alberta Government returned to Edmonton recently, after having made an inspection of the extension of this line from the former end of track, about 4 miles beyond Rimbey, to Headley, 12 miles. The extension just completed gives the line a total length of 49 miles from Lacombe, and opens up a good lumber and farming country. It is said to be the intention to extend the line through to Edmonton, as soon as the Government can obtain the necessary appropriations from the Legislature. (Sept., 1922, pg. 458.)

Michigan Central Rd.—A press report states that the United States Secretary of War has granted a permit to the

January  
1923

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1922, submitted to the legislature recently, states that the 12 mile extension of the line from near Rimbey to Hoadley, was completed at an expenditure of \$265,000. The operating loss for the year was approximately \$20,000, which was partly accounted for by the cost of removing the combined locomotive house and machine shop from Rimbey to Lacombe.

A motion was made in the legislature recently that construction on an extension from Hoadley to Edmonton, about 75 miles, should be started this year, or in the alternative the government should enter into negotiations with the C.P.R. for building the extension and the operation of the whole line. After discussion, during which it was stated that the government had the question of the further extension under consideration, the motion was withdrawn. It is reported to have been decided since that no further construction will be done this year. The legislature voted \$56,235 recently for right of way, improvement, and bond interest. (Jan., pg. 8.)

Lake Huron & Northern Ry.—We are advised that several proposals

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January, 1924

## nt, Projected Lines, Surveys, Construction, Betterments, Etc.

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miles, and was completed in 1921. A connection between the two sections is maintained by a tug and barges. (March, 1923, pg. 119.)

Lacombe and Northwestern Ry.—A delegation from the Blindman Valley district waited on the Alberta Government recently to urge the construction of the projected extension from Headley, at mile 49 from Rimbey, towards Edmonton. The Minister of Railways is reported to have stated in reply that the matter would be dealt with when the railway construction programme for 1924 was considered by the Government, but he could not make any promise. (Jan. 1923, pg. 8.)

The Montreal Central Terminal Co.,

tika, to the Kirkland Lake mining district, has not progressed as fast as was anticipated, that ties have been laid for a short distance out of Swastika, and that there is still considerable grading to be done. Another report states that surveys have been made for an extension of the branch to the Quebec boundary, and that these will be continued in the direction of the Quebec Rouyn gold areas.

No decision has been announced by the Ontario Government with regard to the construction of a branch from Cobalt to the Lorrain silver area, about 20 miles.

Another branch line reported to be under consideration would serve the Matatchewan, Gowganda and West Shin-

January 1924

portation Co., which charter was held by the same interests, but has expired.

**Lacombe and North Western Ry.**—The Edmonton, Alta., Board of Trade, has passed a resolution urging the Alberta Government to complete the construction of this railway into Edmonton, or to hand it over to the Canadian National Rys., or the C.P.R. for completion and operation. It extends from Lacombe to Hoadley, 49 miles, and surveys have been made for extending it to Edmonton. It is operated by the Alberta Railways Department. (Jan., pg. 28.)

**Medicine Lake Collieries Ltd.**, is asking the Alberta Legislature for authority to build a colliery railway from Lovett station, on the National Rys.. Alberta

February  
1924  
P74



parent, as required by the act. (Sept. 1924, pg. 458, and Jan., pg. 13.)

**Lacombe and Northwestern Ry.**—The Alberta Government will, a press report says, submit to the Legislature a bill to provide for building an extension from the present terminus at Hoodley, for about 20 miles northwesterly. The estimated cost of construction is reported as \$26,000 a mile.

**Michigan Central Rd.**—The final test-

*February*  
*1924*

*MAY 1924*

- June, 1912, pg. 284.  
f Lacombe and Northwestern Ry.—The  
a. construction of a further extension of  
t 15 miles, from the present track end be-  
t- yond Rumbey, Alta., at an estimated cost  
is of \$375,000, was urged upon the Alberta  
es Government, by a deputation, recently,  
o but the Minister of Railways informed  
t the Legislature April 7, that it was not  
ss the Government's intention to provide  
e- funds for any further extension, this  
ll year. (Feb., pg. 74.)  
is Michigan Central Rd.—Work has been

MAY 1924



southerly to Winnipeg. This company was incorporated in 1917.

**Lacombe and Northwestern Ry.**—The Alberta Legislature has passed an act providing for the construction of an extension of the line by 2.4 miles from the terminus of the 20 mile extension from Hoadley, authorized in 1925; and providing for the raising of \$62,400 to pay for it. The contractors for the construction of the extension are Dutton and Mannix, Winnipeg. The act also provides for raising \$64,600 to pay for the maintenance of the line from Lacombe to Hoadley, 48.9 miles, for this year. (April, pg. 172.)

**Leaside Engineering Co.**, Leaside. Ont.,

June 1924

- National Transcontinental Ry. Report  
 - ent. (Sept., 1924, pg. 458.)  
 o Lacombe and Northwestern Ry.—The  
 - Alberta Government has under considera-  
 s tion the extension of this line from the  
 e present terminus at Hoadley, into the  
 e Blindman Valley and Telfordville dis-  
 e trict. The railway is owned and operated  
 e by the province, and the Legislature has  
 h authorized its extension to Edmonton.  
 e The Minister of Railways stated recently  
 t that the matter of the extension in the  
 n province could not be settled until after  
 e the holding of the proposed railway con-  
 t ference, at which the Dominion, Alberta  
 ). and British Columbia Governments and  
 d the railways will be represented.

January  
 1925  
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117.)

**Lacombe and North Western Ry.**—The Alberta Legislature has passed an act confirming a vote of \$5,000 passed in 1924, among the estimates, for maintenance and operation, and providing \$18,000 for similar purposes during 1925. It also provides for raising \$520,000 to extend the line from approximately mile 49 generally northerly for 20 miles. Of this sum \$75,000 may be advanced to the company to pay for work necessarily done prior to the preparation of progress estimates, on which all further payments have to be made by the Provincial Treasurer. The starting point of the extension will be at Hoadley, to which point an extension was opened from Rimbey in 1924, and the route will, a press report says, be directly north, and some few miles west of Pigeon Lake. It has been suggested that when a further extension is made, it should swing easterly from the new terminus, and connect with the Canadian Pacific Ry's Calgary-Edmonton line, near Nisku. There has also been some agitation favoring a route for the present proposed extension to swing easterly from Hoadley, and connect with the Canadian National Ry's partially graded line from Strathcona southerly. (March, pg. 117.)

June  
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(April, pg. 179.)

**Lacombe and North Western Ry.**—A press report of May 12 stated that a contract has been let by the Alberta Railways Department to Dutton and Mannix, Winnipeg, for grading a 20-mile extension of this line from the present terminus at Hoadley, and that the track-laying will be done either under a separate contract or by the Department. The funds for this extension were provided at the Alberta Legislature's last session. (April, pg. 177.)

**Malagash Salt Products Co.**—We are

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June 1925



southerly to Winnipeg. This company was incorporated in 1917.

**Lacombe and Northwestern Ry.**—The Alberta Legislature has passed an act providing for the construction of an extension of the line by 2.4 miles from the terminus of the 20 mile extension from Hoadley, authorized in 1925; and providing for the raising of \$62,400 to pay for it. The contractors for the construction of the extension are Dutton and Mannix, Winnipeg. The act also provides for raising \$64,600 to pay for the maintenance of the line from Lacombe to Hoadley, 48.9 miles, for this year. (April, pg. 172.)

**Leaside Engineering Co.**, Leaside, Ont.,

June  
1925

way, about 2 1/2 miles long, to open up the new property.

**Lacombe and North Western Ry.**—At the Alberta Legislature's adjourned session on Aug. 5, the Government was asked as to the further extension of this railway. The 20 mile extension from Hoadley, for which a contract was let recently to Dutton and Mannix, Winnipeg, will carry the line to directly west of Millett, and the people were very anxious to know whether the further extension would be northwest, crossing the Saskatchewan River, and connecting with a Canadian National Ry. line, or northeasterly to Edmonton. The Premier replied that he did not know. (July, pg. 345.)

**Michigan Central Rd.**—The Board of

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November, 1925

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embankments had settled, reballasting where track was lifted, and surfacing track for nearly the entire distance. The estimated cost of the work is between \$75,000 and \$80,000. It was expected that the work would be completed Oct. 15. (Jan. 1924, pg. 28.)

**Lacombe and Northwestern Ry.**—Although work on the 22 mile extension from the present terminus at Hoadley, Alta., has been delayed by bad weather, the Alberta Minister of Railways stated recently that good progress had been made with the grading, and that this would probably be completed as far as Wenfield this season. The contractors have been granted extra time for the completion of the work. (Sept., pg. 447.)

**Michigan Central Rd.**—We are advised

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**Lacombe and Northwestern Ry.**—Although work on the 22 mile extension from the present terminus at Hoadley, Alta., has been delayed by bad weather, the Alberta Minister of Railways stated recently that good progress had been made with the grading, and that this would probably be completed as far as Wenfield this season. The contractors have been granted extra time for the completion of the work. (Sept., pg. 447.)

**Michigan Central Rd.**—We are advised

November 1925



MARCH  
1926

12. (Jan., pg. 13.)

**Lacombe and Northwestern Ry.**—The Alberta Legislature gave authority in 1925 for the extension of the line from Hoadley, mile 48.9, for 20 miles to the vicinity of the boundary line between Tp. 47 and 48, Range 4, west of 5th Meridian, and a contract for grading, culvert work and fencing was let subsequently to Dutton and Manix, Winnipeg. Details of the extension were given in Canadian Railway and Marine World for July 1925, pg. 345. It was subsequently found advisable to make the extension 22.4 miles long, and a bill has been introduced in the Legislature providing for the construction of the additional 2.4 miles, and for raising a loan of \$62,400 therefor. The extension is expected to be completed during the summer. The bill also provides for raising \$64,600 to defray the cost of maintenance of the line for 1926. (Jan., pg. 13.)

**Midland Simcoe Ry.**—The Ontario

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Lake mining area. (Nov. 1922, pg. 568.)  
**Lacombe and North Western Ry. —**  
Judgment was given in the Alberta  
Court of Appeal, at Edmonton, Alta.,  
Feb. 4, on the appeal of the Lacombe  
and North Western Ry., owned by the  
Province of Alberta, against a Superior  
Court judgment, awarding Jamieson  
Construction Co. \$7,895 for ballasting a  
portion of the railway. The court dis-  
missed the appeal and gave judgment

MARCH  
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1926



should seriously consider the advisability of completing the railway to Port Nelson during 1926.

**Lacombe and Northwestern Ry.**—We were advised officially, Dec. 14, 1925, that construction was proceeding on the extension from the present terminus at Hoadley, Alta., mile 49.4, for 22.4 miles. It is expected to have the extension completed during next summer. (Nov. 1925, pg. 551.)

**Montreal Central Terminal Co.**—Notice

MARCH 1926

12. (Jan., pg. 13.)

**Lacombe and Northwestern Ry.**—The Alberta Legislature gave authority in 1925 for the extension of the line from Hoadley, mile 48.9, for 20 miles to the vicinity of the boundary line between Tp. 47 and 48, Range 4, west of 5th Meridian, and a contract for grading, culvert work and fencing was let subsequently to Dutton and Mannix, Winnipeg. Details of the extension were given in Canadian Railway and Marine World for July 1925, pg. 345. It was subsequently found advisable to make the extension 22.4 miles long, and a bill has been introduced in the Legislature providing for the construction of the additional 2.4 miles, and for raising a loan of \$62,400 therefor. The extension is expected to be completed during the summer. The bill also provides for raising \$64,600 to defray the cost of maintenance of the line for 1926. (Jan., pg. 13.)

**Midland Simcoe Ry.**—The Ontario

April 1926