

THE RAILWAY AND MARINE WORLD

8.1 sq. ft.
 3.3 sq. ft.
 1.4 sq. ft.
 3.43 sq. ft.
63 ins.
56 ins.
 is. x 12 ins.
38 ins.
 x 10 1/2 ins.
 15 ft. 8 ins.
 15 ft. 8 ins.
 24 ft. 3 ins.
 .51 ft. 1 in.
 146,260 lbs.
 22,900 lbs.
 169,160 lbs.
 290,000 lbs.
8.
34 ins.
 1/2 x 10 ins.
 6,000 gals.
 ... 10 tons.
 ... Freight.

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shops for the Northern Division there. Information was promised as to the size of the shops and the number of men to be employed, to enable the council to reach a decision.

Port Huron Shops.—Plans are being prepared for the erection of some additional buildings at the locomotive shops at Port Huron, Mich. At the car shops good progress is being made with the new buildings. The second of the new structures, 40 by 400 ft., it is expected will be started early in Jan.

Kalamazoo, Mich.—Land has been purchased at Kalamazoo, Mich., for terminals, and it is stated that a branch from the main line will be constructed in the spring to connect it up. Another report states that the Chicago and Kalamazoo Terminal Ry. has been transferred to the G.T.R., and will be used in connection with the projected branch from the main line to Kalamazoo. (Dec., 1907, pg. 897.)

National Transcontinental Railway.

The Governor-General in the speech from the throne at the opening of the current session of the Dominion Parliament referred

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SURFACE.—Fire-box.....	188.1 sq. ft.
" Tubes.....	1,753.3 sq. ft.
" Total.....	1,941.4 sq. ft.
" Grate Area.....	33.43 sq. ft.
WHEELS.—Diameter, outside.....	.63 ins.
" " centre.....	.56 ins.
" Journals.....	9½ ins. x 12 ins.
TRUCK WHEELS.—Diameter.....	.38 ins.
" Journals.....	6½ x 10½ ins.
AXLE.—Driving.....	15 ft. 8 ins.
" Rigid.....	15 ft. 8 ins.
" Total engine.....	24 ft. 3 ins.
" Total engine and tender.....	51 ft. 1 in.
On driving wheels.....	146,260 lbs.
On truck.....	22,900 lbs.
Total engine.....	169,160 lbs.
Total engine and tender, about.....	290,000 lbs.
Wheels, number.....	8.
" diameter.....	.34 ins.
Journals.....	5½ x 10 ins.
Tank capacity.....	6,000 gals.
Fuel capacity.....	10 tons.
Service.....	Freight.

G.T.R. Betterments, Construction, Etc.

Finance of Way.—Press reports stated a conference of heads of departments with the maintenance of way department held at Toronto, Dec. 2, the object of improving the roadbed was discussed and added that under the direction of Blaiklock, Engineer of Maintenance, the company intended during the summer to spend a large amount of money on improvements to the roadbed. It was advised that the improvements for the summer were not the subject under discussion at the recent meeting held in Toronto.

Level Track Elevation.—At a meeting of the level crossings committee of the Municipality Council held Dec. 12, W. Wainwright, Vice-President, G.T.R., stated that the company had plans in hand for a reorganization of the passenger station at Bonaventure station, and was only waiting the outcome of the negotiations with the city on the level crossings question before proceeding to carry them out. A letter was sent to the company stating that the raising of the tracks for passenger service light station and tracks would bring the level of the work to an amount which would make the same impracticable. Therefore, the company would be glad if the committee consider whether it would be not more desirable to leave the tracks on the level of such streets as are to be approached; the freight stations, freight yard, and to take care of the crossing streets by means of viaducts. The opinion of the company is that the tracks from the city limits shall proceed on an incline to the level as from Guy Street to Bonaventure station. After some discussion it was agreed that one or two members to be appointed by the council to meet representatives of the company to prepare plans for getting rid of level crossings in the city, either by elevated or ground tracks, and submit the same to the council.

Freight Terminals at St. Lambert.—We are advised that the company has secured a large tract of land about 400 ft. wide and two miles long, on the north side of the right-of-way at St. Lambert, Que., to be used for freight sorting and switching yards, upon which will be begun as soon as the weather will permit in the spring. The matter came before the Board of Railway Commissioners at a sitting at St. Lambert, at which considerable opposition was manifested to the company's plans. The commissioners contended that the yards and sidings would destroy the best residential section of the town. The Commissioners viewed the proposed yard, and reserved their opinion.

Shops for Barre.—A deputation from Barre, Ont., has been informed that by agreement all G.T.R. property, present and acquired, in a fixed assessment of \$10,000, the company will erect car repair

shops for the Northern Railway. Information was promised the shops and the number of men employed, to enable the company to make a decision.

Port Huron Shops.—Prepared for the erection of buildings at the locomotive shops at Port Huron, Mich. At the present time the contract is being made with the second of the new shops, 400 ft., it is expected will be in Jan.

Kalamazoo, Mich.—Laid out at Kalamazoo, Mich. and it is stated that a branch line will be constructed to connect it up. Another branch from the Chicago and Kalamazoo has been transferred to the main line to be used in connection with the branch from the main line (Dec., 1907, pg. 897.)

National Transcontinental

The Governor-General, in the throne at the opening session of the Dominion Parliament, announced to the construction of the transcontinental railway as a gratifying result of the work of the government. It was stated that the revenue of the railway for the first nine months, ended Dec. 31, 1907, was more than sufficient to meet the Consolidated Fund, National Ry. capital and expenses of the Dominion, and leave a balance of \$1,000,000 to be applied in reduction of the public debt. The difficulty of obtaining materials at a time of great scarcity has somewhat retarded the progress of the N.T.R., but no great progress has been made in the Western Division and on the Pacific Division under the G.T. Pacific Ry. Co. The latter of about 250 miles for handling the freight season. Contracts for the Prairie Section west of I to be let, and immediate for the commencement of the eastern and western main Division. Thus, in the whole work from the Ocean will be under way.

The report of the C.N.T.R. for the year ended Oct. 9, 1907, before the House of Commons for the nine months ended Nov. 29. The amounts to \$5,537,867, chasing Department supplies. The greater expenditure was on account of payments to contractors. The expenses in Ottawa totalled \$8 expenditure from Sept. 1907, was \$8,147,494. expended on supplies all except \$1,833 for goods, and \$444 for purchase.

H. D. Lumsden, C.E., stated that the first location to St. Boniface, Man., completed, and that 852 construction. The total ton to St. Jean Chrys, miles, a saving of only with the Intercolonial. The expenditure to Winnipeg is 1 originally estimated. 1 tracts for supplying 8 awarded to the Dominion and the Algoma Steel

Council in one form or another for over 20 years. The position now is, however, that the City Council has authority to borrow money to the extent of \$2,000,000 to raise the tracks.

St. Henri Yards.—The Montreal City Council has agreed to sell the company about 20,000 sq. ft. of land in Cote St. Paul at 12c. a foot, for the purpose of enlarging its trackage accommodation along the Boulevard St. Paul.

A Toronto-Ottawa Line.—Press correspondence suggests a short route from Toronto to Ottawa of 196 miles, by the construction of two stretches of line, and the utilization of two sections of existing lines as follows: The existing line between Toronto and Oshawa, 34 miles; a new section from Oshawa to Millbrook, 20 miles; the existing line from Millbrook to Lakesfield, 22 miles; and a new line from Lakesfield to Ottawa, 120 miles. This would mean 140 miles of new construction.

London Track Elevation.—Instructions have been received in London, Ont., that all properties recently purchased in connection with the track elevation and other improvements in the city, are to be kept in repair and rented. This is taken to indicate that nothing will be done for some considerable time in the way of track improvement.

Sarnia Tunnel.—Owing to some delays in obtaining material it is not expected that it will be possible to operate trains regularly through the Sarnia tunnel by electricity until early in the new year. It was intended that the work would have been completed by Aug. (Nov., pg. 831.)

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