

GRAND TRUNK BETTERMENTS,

As reported in Canadian railway and marine
world. (Hamilton Public Library)

1904.

also baggage room. The entrance from town side is provided with a porte cochere. A covered walk 30x60 ft. connects the station with the express room, which is 35 by 45 ft. There is a handsome tower at the waiting room end of the building.

Stratford Shops.—The Stratford, Ont., city council has agreed to the application of the company fixing its taxation at \$8,000 a year for 10 years. We were advised that the enlargement of the shops at this point was contingent upon this agreement being reached. Following is a detailed description of the alterations and enlargements which it is proposed to make:—The present erecting shop is to be extended into the present boiler shop, a distance of 179 ft., which will give twelve additional pits for engine repairs. These pits are to be of 22 ft. centres, and built of concrete. An additional hoist and transfer table will be used in connection with this extension. An entire new boiler shop will be erected. The dimensions of this shop will be 169 ft. long by 120 ft. wide. It will be equipped with two electric travelling cranes, one of 30 tons and one of 10 tons capacity. The height from the floor to the roof trusses will be 41 ft. The building is to have cement foundation, and the upper portion of white brick, with the exception of the window frames and sashes, which will be composed

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NOTABLE CONSTRUCTION, ETC.

Pleasant Hills Branch.—We were advised, Aug. 20, that it was expected to get track laid to mileage 167 this season. This will bring the track end to a point about 20 miles beyond Jumping Deer Creek, Aspa. W. Whyte and Vinedres resident, went over the line Aug. 15, and a train service was expected to be put on early in Sept., to Balaireas, Aspa. (June, pg. 195.)

Pusona to Moose Jaw.—New heavy steel has been laid on the track between Pusona and Moose Jaw, Aspa., a portion of the track being raised in order to reduce the grade. This is in connection with the work of grade reduction between Moose Jaw and Swift Current. (June, pg. 195.)

Wataskiwin Extension.—We were advised, Aug. 20, that the grading of this extension for a distance of one-half mile had been completed, and the laying of rails was in progress. The extension connects Wataskiwin with Wataskiwin, 1½ miles east of Wataskiwin this season. (June, pg. 195.)

Wainman Extension.—It is expected to be completed by Aug. 20, and will extend the branch line from Wainman, 2½ miles west of Lacombe, Alta., graded and asphalted, to a point 1½ miles east of the end of the season. (June, pg. 195.)

Bearpaw Creek Coal Branch.—A lease of up to 1,000 acres has been granted to the Bearpaw Creek Coal Co. for a term of 20 years, and the company has started work on the branch line, which will be extended from the Wataskiwin branch line to the coal mine. The branch line will be 1,000 ft. long, and will be 40 in. wide. It will be graded and asphalted, and will be used exclusively for carrying coal from the mines to the main switch, and for the coke ovens and for distribution. (Aug. 20, pg. 195.)

Victoria Hotel.—Tenders are under consideration for the foundation work at the site of the proposed new hotel, and a start was made Aug. 12. The hotel will be 100 ft. wide, 110 ft. long, 30 ft. high, and 3 stories in height, with a penthouse. There will be 100 guest rooms, 10 parlors and sleeping rooms, 200 ft. long, 40 ft. wide, 10 ft. high, and 3 stories in height. The new hotel will be built on all parts of the second track right angle to and adjoining the new boiler shop, with an opening into the latter shop, so that the tools and machinery in boiler shop can be used for tender shop work. This latter shop will be 120 ft. long, 40 ft. wide, 10 ft. high, and 3 stories in height. The new hotel will be built in a similar manner to the new boiler shop, and of the same construction. A new brass foundry, 70 ft. by 40 ft., will be built. This building will be composed of cement foundations, brick and structural steel roof trusses, etc. There will be an addition of 50 ft. to the east end of present blacksmith shop, and the east end of present tender shop will be extended 70 ft. This latter building will be used for light repairs to locomotives, repairs to steam shovels, and other similar work. There will also be an addition (60 ft. by 40 ft.) to the west end of present tender shop. This is to be used as a wheel shop. The present brass foundry is to be converted into additional machine shop space. The new buildings, and additions to old ones, will give 74,654 sq. ft. of additional floor space. A large amount of new and up-to-date machinery is to be installed in the different shops. In addition to the new machinery there will be installed a new 300 K.W. electric generator to work the electric cranes and machinery that will be electrically driven. Contractors for the work have been engaged, but have not yet been given out. The approximate cost for the whole improvements will be about \$1,175,000. (Aug., pg. 287.)

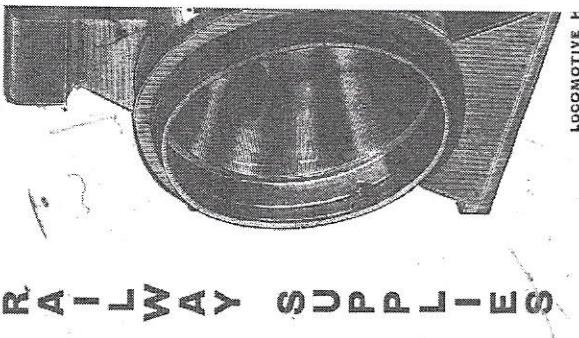
Hannington Second Track.—We were advised Aug. 19 that the contractors are busy on all parts of the second track work between Hamilton and Lyndon, and Paris and Lenton. The earthwork, masonry and steel superstructures are all under way, and it is expected that both sections will be entirely completed by the beginning of winter. (Aug., pg. 287.)

Northerly.—At the last session Parliament a subsidy of \$100,000 was granted to the C.P.R. for the extension of the Argenteuil station, between Ste. Anne and Grenville, Que., northward. A subsidy of a like amount will be given to the C.P.R. for the extension of the line to the south, and to the town of Ste. Anne. Work is progressing on the line end towards Byng Inlet, Ont., and the southern section are yet to be completed. The line will be 40 ft. wide, 10 ft. high, and 3 stories in height, and will be built on a site of 100 ft. by 100 ft. The site of the foundations, three arches, and two piers, are at work, and 2,500 piles

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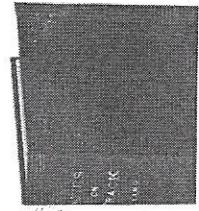


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