

# GRAND TRUNK BETTERMENTS,

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1905.

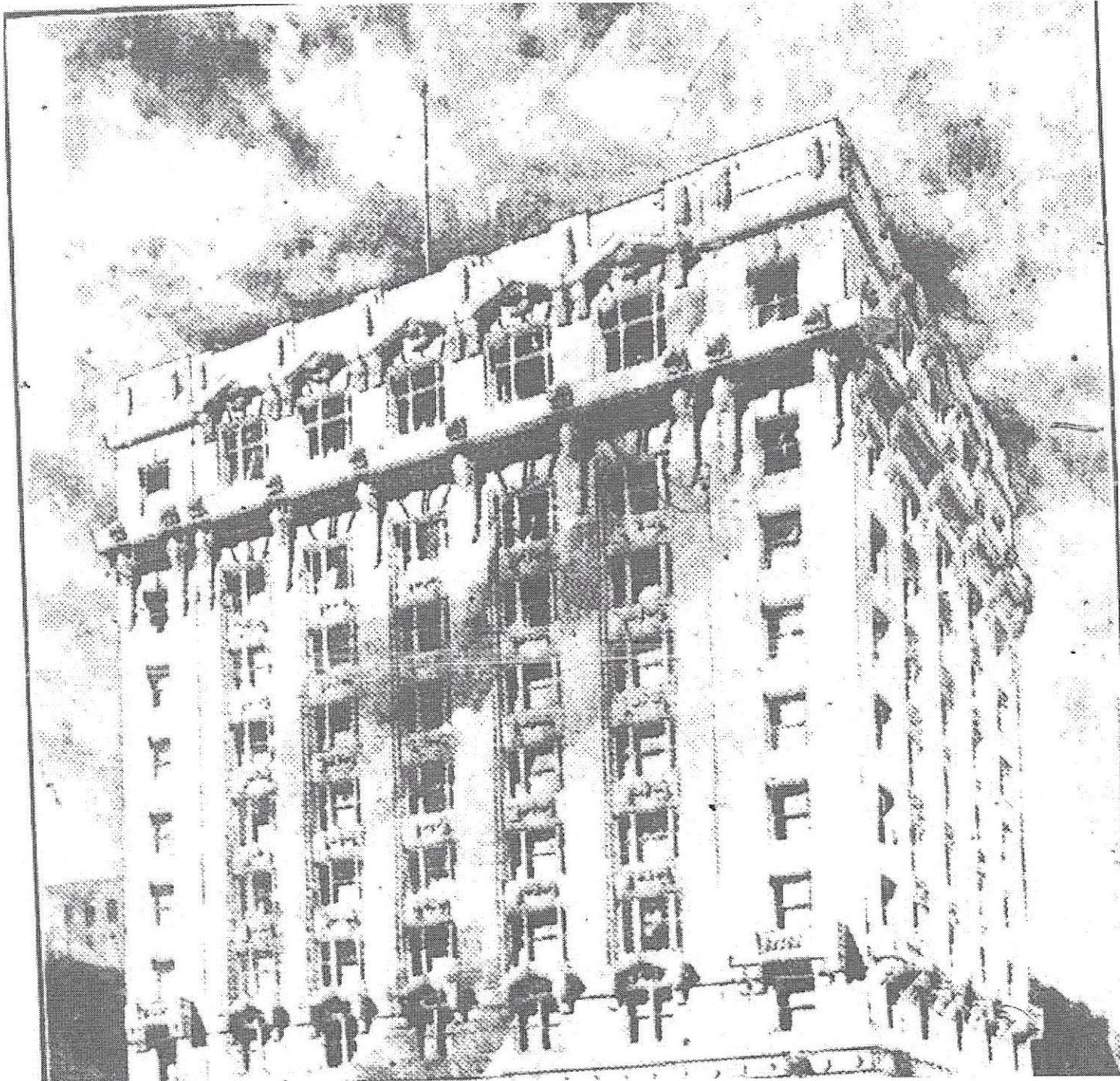
OBITUARIES

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

**New Office Building, Montreal.** The contracts for the masonry, plumbing and other work upon the new office building to be erected by the company opposite the present general offices on McGill St., Montreal, have been let to Montreal contractors. The building, of which an illustration is given on this page, will be ten stories high, the first two being of grey canyon sandstone on a granite base, the remainder of the building being of semi-glazed terra cotta. All the appointments, furnishings, and general arrangement of the offices will be of the most modern style, and the building will be equipped with up-to-date elevators, sanitary plumbing, and all the equipment necessary. The first two stories will be occupied by the Canadian Express Co., and the building itself will be known as the

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**Turcot Roundhouse.**—Arrangements are said to have been completed for the construction of additional roundhouse accommodation at Turcot, Montreal.

**Ottawa Division.**—An 85 car siding has been completed at Casselman, Ont.; a 100 car siding at Alexandria, Ont.; a 13 stall roundhouse at Madawaska, Ont.; and a 12 stall roundhouse at Depot Harbor, Ont.

**Point Anne, Ont.**—A contract has been let to Rogers and Queck, for the construction of a six mile line from milepost 217 to the Lehigh Portland Cement Co.'s works at Point Anne, near Belleville, Ont.

**Kingston, Smith's Falls and Ontario Ry.**—It is stated officially that the G.T.R. has not acquired the charter for the construction of this railway, but has entered into an arrangement for the operation of the line after it is completed. Application has been made to the Board of Railway Commissioners for the approval of the plans.

**Bank St. Subway, Ottawa.**—Engineers representing the G.T.R. and the Ottawa City Council have accepted excavation and concrete work upon the subway at Bank St., and are preparing to erect the steel bridge. It is expected that the work will be completed early in Dec.

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FEB., 1905.]

THE RAILWAY AND SHIPPING WORLD.

Saskatchewan River, thence to Edmonton, Sask. McGivern and Haydon, Ottawa, are solicitors for the applicants.

Kamloops and Similkameen Ry.

North Bay to New Liskeard, Ont., 112 miles, from the contractors, Jan. 14. For some time past the line has been operated by the contractors, a regular freight and passenger service being maintained. The C.P.R. ter-

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division on the Saskatchewan River near Humboldt to a point near the head of the Saskatchewan River by way of Prince Albert branch and some point on the main line under construction west of Battleford, into Battleford town to the extent of \$20,000 a mile to be expended in connection with the construction of these branch lines.

#### P.R. Betterments, Construction, Etc.

**Central Division.** The whole of the main line having been relaid with heavy steel rails is proposed to commence paving 12 miles of the branch lines, and a commence will be made by relaying the carleton Island Ivy Shore yard to Sand Point, from N.B. A number of new steel cars will be erected to complete the grading of those on the main line. Some changes will be made in the way of easing gradients and eliminating curvature. Siding will be constructed at various points, and additional ballast will be put on the line, particularly on the Moosehead, Kennebunk and St. John sections.

**Eastern Division Improvements.** A press report states that it is proposed to construct a new piece of line to follow the valley of the Léamis River, passing about a mile east of East Angus, going towards the north up the township of Bury and passing through said and Stornoway before reaching Lake Megantic. This would give a better line than is now operated over between Lennoxville and Megantic, Que. We are advised that no report is premature.

**Place Viger Yards Extension.** A settlement has been arrived at between the C.P.R. and the owners of some of the properties affected by the proposed extension of the Place Viger yards, Montreal, and the matter again being considered by the city council.

**Northern Colonization Ry.** A further extension of this line is in contemplation the proposal being to construct from the present terminal at Nomminee to Rapide de l'original, Que., about 35 miles.

**Ottawa, Northern and Western Ry.** The company's application for an extension of five years for the construction of the projected lines from Shawville towards Petawawa and other points on the upper Ottawa river, has been approved by the Railway Committee of the House of Commons.

**A New Don Valley Line.** The C.P.R. has filed plans showing a line along the Don valley in Toronto, for the purpose of serving the industries located along the river. The Board of Control has decided to oppose the construction of such a line, it being considered that if undertaken at all it should be owned by the city.

**Toronto-Sudbury Line.** The section of this line now under construction is from Kipling on the Transcontinental line, southerly to Ryng Inlet, about 60 miles, and considerable work has been done. As there is a lot of

research as to whether or not anything will be done.

**Otterburn to Strathburn.** Application is being made at the current session of the Dominion Parliament for an act extending the time for the construction of a line from Otterburn on the Emerson branch south easterly to Strathburn.

**Winnipeg Station.** The new buildings of the new station were expected to be completed by the end of March, and that the staffs of the various departments would take possession immediately, when building was completed.

**Manitoba Branches.** The C.P.R. is applying at the current session of the Dominion Parliament for an act extending for five years the time within which it may complete the construction of the branch lines authorized by its act of 1900. These include a number of branch lines in Manitoba which have been partially constructed. A delegation from Lauder, Man., attended before the Railway Committee of the House of Commons and opposed the granting of any further extension of the branch from Napak.

**Rosston-Wolsley Line.** In reference to the proposed branch line from Rosston, Man., to Wolsley, Ass., we are informed that it has not been definitely decided whether it will be built this year or not.

**Darlingford to Kaleden.** A line from Darlingford on the Penetanguishene branch to Kaleden, Man., about 6 miles southwest, will be constructed during the year. A contract for the grading has been let to Jackson and McMenamy, Winnipeg.

**Brookdale to Vaneau.** A contract has been let for the construction of an extension of the Brookdale branch, which extends from McGregor to Brookdale, Man., 10 miles, to Vaneau on the Rapid City section. The extension is 18 miles in length. J.D. McArthur, Winnipeg, Man., is the contractor.

**Pheasant Hills Branch.** The extension of this branch from Lupton to Strassburg, Ass., 20 miles, is under construction the contractors being Folex Bros., Larson & Co., Stratford, Man.

**Moose Jaw-Swift Current Diversion.** During the past year the company completed the construction of a diversion on this section, about 1½ miles of new track having been laid. The old line will be abandoned.

**Columbian and Western Ry.** The House of Commons has given a second reading to the bill providing for an extension of time for the construction of the line. Of the lines proposed there has been constructed a line from Nelson to Midway, B.C., 126½ miles, and some branch lines. The C.P.R., which operates the line under lease, proposes to extend the line from Midway to Penticton.

**Kootenay Central Ry.** The surveys for the location of this projected railway have not, we are advised, been completed, and it is impossible at present to state whether there will be any construction this year on the line which is to extend from Fort Steele to Gold

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**Notre Dame de Grace Yards.** The Board of Railway Commissioners has authorized the company to expropriate some land owned by the Corporations of Ste. Anne-de-Beaupré and St. Henri for further yard extensions. We are advised the plans are not yet matured, and it has not been decided what work will be undertaken during the coming year. Press reports, however, state that the work will involve the expenditure of \$1,000,000, and that the yards when completed will have a capacity of 7,500 cars, with round houses, etc.

**The Mimico Yards.** The plans of the new yards and terminals at Mimico, Ont., are not completed and we are advised that nothing further will be done until after the spring of next year. The purposes to make the yards opened up. The purpose is to make the Mimico yards the point for handling the freight trains for places west of Toronto, and to use the East Toronto yards for the freight trains for eastern points, retaining the Toronto yards for the recent delivery and receiving yards for the freight to and from the city including the freight to and from the city.

**Niagara-Sarnia Double-Track Work.** With the exception of a portion of the Second track between London and Hamilton, Ont., the work taken in hand last year on this section of the line has been completed. A contract has been let to Ross and McRae, who have been engaged on similar work on other sections of the line, to construct a second track on the section between King's Court, Ont., and Komoka, Ont., 27 miles, the work to be completed during the summer. The company's road department will, as usual, lay ties and rails and do the ballast, paving, etc.

**Stratford Shops.** The addition to the locomotive repair shops at Stratford, Ont., have been completed.

**London Improvements.** The new found house at London, Ont., has been taken over from the contractors and placed in use. The coal chutes at the east end are to be enlarged so as to double the number of loading bays, which at present capacity will allow

**Grand Trunk Western Second Track.** The second track work between Fort Huron, Mich., and Chicago, Ill., 33½ miles, has been completed, with the exception of about six miles at Valparaiso, Ind. The gradients on the line have been reduced from 1 $\frac{1}{2}$ % to 1%, eastbound, and to 1% westbound, and all temporary bridges, etc., have been replaced by permanent structures.

**Battle Creek Improvements.** We are advised that the press reports that the G.T.R. proposed to spend in the neighborhood of \$1,500,000 upon locomotive and car shops at Battle Creek, Mich., are altogether incorrect. It is intended, however, to build a new station there in the near future, and land has been purchased for the erection of shops. The plans and specifications for these works have not been prepared, and until this is done it is impossible to state what the improvements will cost.

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**Freight Yards at Turcot.**—The foundations of the roundhouse at the new yard at Turcot, Que., are being laid. It will be built of reinforced concrete, will have sixty stalls, and is expected to be completed in the fall. The freight yard will be laid out later, and is intended to be used as a classification yard for trains arriving from the west.

**Hotel at Ottawa.**—In connection with the taking over of the Canada Atlantic Ry., it was recently stated by Sir C. R. Wilson, President, that a station building and large hotel would be built at Ottawa. We were advised June 21 that it was, as yet, too early to say what plans will finally be adopted in this respect.

**Toronto Union Station.**—It is stated that plans for the new union station are in preparation at Montréal, and that they are subject to the approval of F. H. McGuigan,

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