

# GRAND TRUNK BETTERMENTS,

As reported in Canadian railway and  
marine world.(Hamilton public library.)

1909.

~~INFORMATION TO MAKE PUBLIC~~

**Midland Ry. Improvements.**—The question of the erection of a new roundhouse at Lindsay is bound up with that of the improvement of the old Midland Ry. In this connection the Board of Railway Commissioners has passed orders authorising the company to construct the following branch lines: (1) From near Tiffin, through Tiny and Tay tps. to the second concession of Tay tp. (2) A branch line from Midland via Penetanguishene to a junction with the Penetang branch. (3) From near Wyeville northerly to the second concession of Tiny tp. We are advised that the management has no information to give out in connection with this matter at present. For some time past there has been a considerable amount of survey work

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**110.**—The company has abandoned yards at Little York, east of Toronto for terminal purposes, and confined all its work at the Mimico west of Toronto. The Locomotive in has been removed from York Mimico; the engineers and firemen at York will be moved to Belleville and it is possible that the conduct brakemen will be moved there. Locomotive repair work heretofore at York will be done at Belleville. Mr. W. D. Robb, Superintendent motive Power, was in Belleville, making arrangement for the transfer. Trains running between Belleville and Hamilton will take on engines at two points instead of Toronto heretofore.

**111. Station**—The question of the

his solicitor to oppose the application. The company has now withdrawn the application, and the work will be gone on with.

**Roundhouse at Lindsay.**—We are advised with respect to the reports that a new roundhouse is to be erected at Lindsay, Ont., that the management has no

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## U.R. Betterments, Construction, Etc.

**Waterloo Jubilee Bridge.**—In view of the near completion of the electric railway to St. Lambert, the G.T.R. is making arrangements to construct a new approach bridge at Waterloo. A new approach is being constructed so that the bridge at the Lapeyre site so that farmers using the tracks may escape the danger of crossing the tracks, as they do at present. The electric cars are to use the branch line from Midland via Peterborough to a junction with the Peterborough branch, (3) from near Wyeville northward to the second concession of Tiny tp. We are advised that the management has no information to give out in connection with this matter at present. For some time past there has been a considerable amount of survey work done on various parts of the Midland Ry., and reports have been circulated in different localities as to the company's intentions. The management has been definitely decided. It would appear, therefore, that some general statement will be made until this has been adopted.

**Toronto.**—The company has withdrawn the application, and the work will be gone roundhouse at Lindsay.—We are advised with respect to the reports that a new roundhouse is to be erected at Lindsay, that the management has no int.

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on the question of track elevation at Lindsay. In an interview, on his return, he said the company is still willing to take the matter up with the Board of Railway Commissioners, and that the company was willing to consider a bona fide offer from the city bearing a part of the cost of elevating the tracks. The company was opposed to the erection of any proposal giving consideration to any proposal for the erection of a luncheon station. Third Vice-President, Elzeburgh promised to go to the city about the end of Sept. to further discuss the matter with the council.

**Windsor Water Front Property.**—An offer has been made to the city of Windsor by the company to lease for park purposes the whole or any portion of the G.T.R. property on the river front from Hurley's dock to Pigott's lumber yard. The property M. H. Covell, the company's Assistant Solicitor, which was not for sale, and any attempt to appropriate would be fought to the finish by the City Council. Another Detroit River Tunnel.—A Detroit press dispatch says:—"that the G.T.R. will construct a four-track tunnel from the foot of Decline St. Detroit, beneath the Detroit River to Walkerville, and another that nothing is now said to be practically assured." Among the statements made in support of this report is one to the effect that the company has secured an option for three years of a large area of land three miles back from the river at Walkerville, Ont., and another that nothing will be done to connect the G.T.R. tracks with the tracks of the Michigan Central Rd., which is constructing a tunnel under the river. It is also reported that the Walkash Rd. will join with the G.T.R. in the construction of the tunnel. A. B. Atwater, Assistant to the President, G.T.R., Detroit, stated that it was absurd to think that the G.T.R. would construct a tunnel. It already has one between Sarnia and Port Huron and the construction of a second one is not probable.

The Government Railways, Manitoba

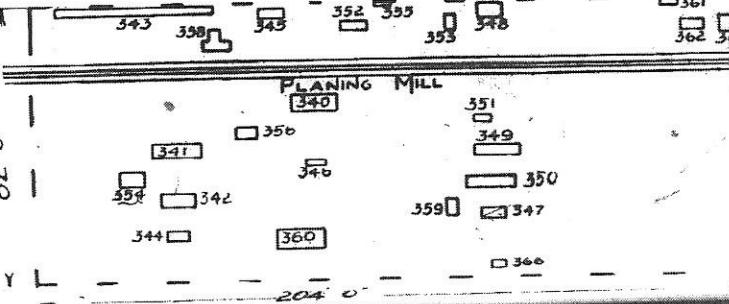
Board is issuing a booklet enumerating the advantages offering for the establishment of industrial undertakings in the Maritime Provinces, along the route

of the Great Northern Ry. From now till the end of the year, the company is bound up with that of the old Midland Ry. In this connection the Board of Railway Commissioners has passed orders authorizing the company to construct the following branch lines: (1) From near Tiffin, through Truitt and Tay tp., to the second concession of Tay tp. (2) A branch line from Midland via Peterborough to a junction with the Peterborough branch, (3) from near Wyeville northward to the second concession of Tiny tp. We are advised that the management has no information to give out in connection with this matter at present. For some time past there has been a considerable amount of survey work done on various parts of the Midland Ry., and reports have been circulated in different localities as to the company's intentions. The management has been definitely decided. It would appear, therefore, that some general statement will be made until this has been adopted.

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pg. 475.) (See also Canada Western Ry.)

**Chicago, Milwaukee and St. Paul Rd.**—A press dispatch from Grand Forks, N.D., Nov. 12, said F. D. Hughes, of Larimore, N.D., had returned there from Chicago, where he had been in consultation with the President of the C.M. and St. P. Rd. in connection with the route of the proposed extension from Fargo to Winnipeg. He stated that there was no doubt that it was the company's plan to start the construction of the extension in the spring. As to the exact route which would be taken, it was a little early to state definitely, as it had not been all gone over carefully. The idea was that the line would start from Fargo, running midway between the Casselton branch and the main line into Grand Forks, then west to Larimore, and from there directly north into Winnipeg. (July, pg. 475.)

**Detroit River Tunnel.**—We are advised

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**Another Detroit River Tunnel.**—A Detroit press dispatch says:—"That the G.T.R. will construct a four-track tunnel from the foot of Dequindre St., Detroit, beneath the Detroit River to Walkerville is now said to be practically assured." Among the statements made in support of this report is one to the effect that the company has secured an option for three years of a large area of land three miles back from the river at Walkerville, Ont., and another that nothing will be done to connect the G.T.R. tracks with the tracks of the Michigan Central Rd., which is constructing a tunnel under the river. It is also reported that the Wabash Rd. will join with the G.T.R. in the construction of the tunnel. A. B. Atwater, Assistant to the President, G.T.R., Detroit, stated that it was absurd to think that the G.T.R. would construct a tunnel. It already has one between Sarnia and Port Huron and the construction of a second one is not probable.

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