

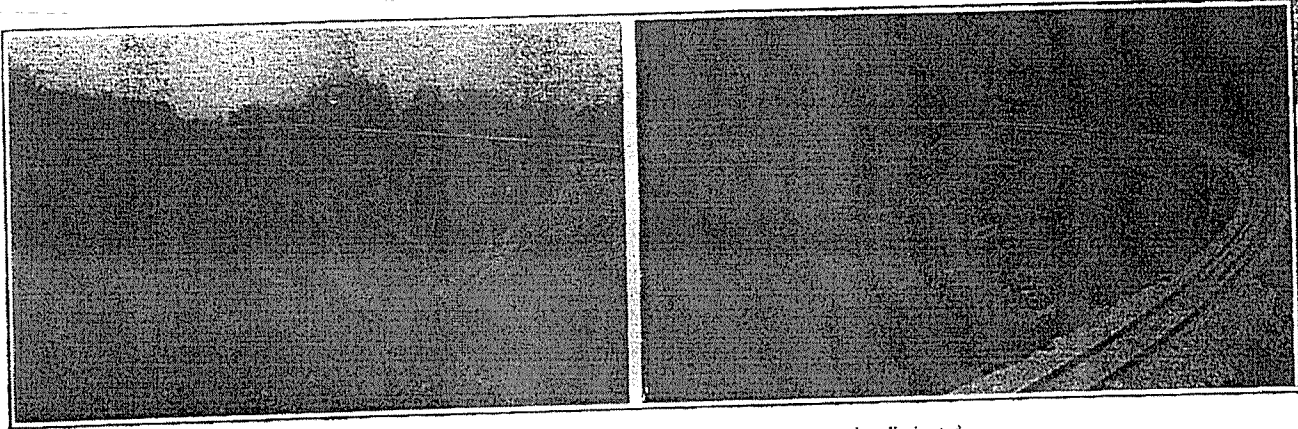
ALGOMA CENTRAL RAILWAY

II

Algoma Central & Hudson Bay Railway Line Revision.

The Algoma Central & Hudson Bay Ry. extends from Sault Ste. Marie, Ont., to a junction with the National Transcontinental Ry. at Hearst, 296 miles, crossing the C.P.R. transcontinental line at Franz, mile 195; and the Canadian Northern Ry. at Oba, mile 246. At miles 104.09 and 104.67 there are 2 large frame trestles, which are shown in the accompanying illustrations. They are of standard construction, built in 1911-12. The first one, at mile 104.09, is 1,050 ft. long and 75 ft. high and is built on a 12 degree curve; the second one, at mile 104.67, is 520 ft. long, 65 ft. high and is mostly on tangent. Both trestles span coulees high up on a range of hills fronting Agawa Bay, the main line there being 750 ft. above Lake Superior and 4 miles from the shore. The maintenance of these trestles is very costly, and after considering the cost of filling them in, the management decided that it would

being done under the direct charge of B. E. Barnhill, Construction Engineer, with L. C. Maxwell, Engineer Maintenance of Way, under the general supervision of R. S. McCormick, General Superintendent and Chief Engineer, Algoma Central & Hudson Bay Ry., to whom we are indebted for the information on which the foregoing is based.



Trestles on Algoma Central & Hudson Bay Ry. which are to be eliminated.
The trestle on the left is 104.67, looking south. The one on the right is 104.09, looking north.

be more economical to eliminate these structures by building a deviation, the plans for which were approved by the Board of Railway Commissioners on Sept. 29.

The revised location is from mile 103.80 to mile 104.79. It will shorten the line about 500 ft., and will cut out five 12 degree curves, totalling 201 degrees 42 minutes of curvature. The revised line starts on an 8 degree curve, increasing to a 12 degree one, at the site of the first trestle, then a 6 degree curve, and will regain the present line on a 6 degree curve. The grading will be principally solid rock, in 3 big cuts, the estimated quantities being 18,000, 50,000 and 20,000 cu. yd., respectively, the excavated material being used in the fills, which aggregate about 120,000 cu. yd. The contractors for the grading are McNamara Bros. and Thornton, Sault Ste. Marie, Ont. The tracklaying will be done by the company's forces, and it is expected to have the revision completed and in operation in June, 1925. The old track and trestles will then be taken up. The complete work is estimated to cost \$187,000, which is approximately the same as it would have cost to fill in the trestles on the old line. The work is

states that there was, on Oct. 1, a car shortage of 502, compared with a shortage of 563 on Sept. 1; 543 on Aug. 1; 750 on July 1; and 350 on June 1. These figures show that traffic is so heavy as to tax the railways' facilities to handle it, and that the railways are handling it with only a minimum of car shortage present.

The American Railway Association's Car Service Division reports that, out of 2,256,765 freight cars on line on Sept. 15, there were 165,284, or 7.3%, in bad order, compared with 7.7% on Sept. 1. Out of 1,036,566 box cars, 73,621, or 7.1%, were in bad order, compared with 7.4% on Sept. 1; out of 45,098 refrigerator cars, 4,111, or 9.1%, were in bad order, compared with 9.6% on Sept. 1; out of 958,151 gondolas, 71,856, or 7.5%, were in bad order, compared with 8% on Sept. 1; out of 81,421 stock cars, 6,608, or 8.1%, were in bad order, compared with 8.6% on Sept. 1, and out of 91,381 flat cars, 6,704, or 7.3%, were in bad order, compared with 7.7% on Sept. 1. The U.S. class 1 railways are successfully handling the largest traffic in their history without car shortage. Total loadings have been running at a million cars a week or over for some time, and continue to do so.

November 1923

Algoma Central and Hudson Bay Ry.
—The Board of Railway Commissioners
passed order 37,083, Nov. 23, 1925, au-
thorizing the opening for traffic of the
portion of a revision of the line from
mile 103.8 to 104.79, viz 0.99 miles. A
description of the work to be done with
illustrations of the trestles to be elimin-
ated was given in Canadian Railway and
Marine World for Nov. 1923, pg. 519,
and particulars of the work accomplished
are given on another page of this issue.

January 1926

Algoma Central & Hudson Bay Ry.—
The Board of Railway Commissioners
passed order 40,113, Dec. 31, 1927, approv-
ing deviation of the line between miles
105 and 108. In 1926 the company con-
structed a deviation from mile 103.80 to
mile 104.79, which shortened the line by
about 500 ft., cut out 12-degree curves,
and rendered unnecessary the reconstruc-
tion of 2 large frame trestles at mile 104.09
and 104.67. That work was described
fully in Canadian Railway and Marine
World for Jan. 1926, pg. 4.

February 1928

Algoma Central and Hudson Bay Ry.—
In connection with the deviation work between miles 105 and 108, approved by the Board of Railway Commissioners' order 40,113, Dec. 31, 1927, we are advised officially that it consists of a shift in the main line at 4 points north of Frater, where there are timber trestles. In order to fill them it was necessary to throw the line in to secure toe hold for the filling material on the steep slope. It is intended to do this work during the summer, and it is expected to let a contract for it about May 1. The grading quantities involved total approximately 60,000 cu. yd., principally drift material. (Feb., pg. 66.)

MARCH 1928

Algoma Central and Hudson Bay Ry.—
Tenders were received by R. S. McCormick, General Superintendent and Chief Engineer, at Sault Ste. Marie, Ont., Jan. 20, for the construction of a coal dock and bridge at Michipicoten, Ont., the terminus of the branch line from Hawk Lake Jct., through the iron mining area.

February 1929

Algoma Central & Hudson Bay Ry.—Preparations were reported on March 30 to be completed at A. B. McLean & Sons' dock at Sault Ste. Marie, Ont., for the dispatch of scow loads of equipment and two dredges to Michipicoten Harbor, to start work on the construction of the company's coal dock, in connection with which they have a contract for dredging, pulling of old ore dock, piling, framing, and sinking of cribs, placing of rock filling and placing of runway timber for bridge foundations, the contract amounting to about \$65,000. The railway will furnish material for the dock construction, fill the storage area, concrete its stop, grade the roadbed, lay all track connections and perform all the work incidental to the construction of the dock, except that covered by A. B. McLean & Sons' contract, and a contract given Canadian Mead-Morrison Co., Montreal, for supplying material and erecting complete a 5-ton rope drive unloading bridge to be operated by steam, the latter contract amounting to about \$220,000. (March 1929.)

Algoma Eastern Ry.—A Sault Ste. Marie press dispatch of April 1, said that work on a \$220,000 dock for the A.E.R. on Goat Island had been started, a number of men being engaged. The A.E.R. extends from Sudbury, Ont., to Little Current on Manitoulin Island in Georgian Bay, and Goat Island, $1\frac{1}{4}$ miles long and $1\frac{1}{3}$ mile wide, forms the north side of Little Current channel at an average distance of 750 ft. from the Manitoulin Island shore.

Beaver Lodge, Narawa River Ry. Co.—A bill asking for the incorporation of a company with this title was read a first time in the Alberta Legislative Assembly on Feb. 26, but when it again came up on March 19, the promoters, for whom P. G. Thompson, Edmonton, is solicitor, withdrew the bill. The promoters asked for power to build and operate a railway from Beaver Lodge, sec. 1, tp. 72, range 10, west 6th meridian, in the Grande Prairie area, Peace River District, southerly and westerly to the Wapiti River, thence in the Narawa River valley southwesterly to sec. 10, tp. 62, range 14, west 6th meridian. (Feb., pg. 78.)

MAY 1929

Algoma Eastern Ry. is building an extension to its coal dock and storage facilities at Turner, Ont., opposite Little Current. It will have a length of 40 ft. of timber crib, rock filled, with a concrete top above water level, carrying the front portal rail, and the back portal rail will be carried on concrete wall supported by the rock fill in rear of the dock. The rear or shear leg rail will be carried on a concrete wall on the limestone, which lies close to the surface. Part of the storage bottom is bare limestone rock and part on rock fill which will be paved with concrete. The Randolph Macdonald Co. has the contract for the dock structure. The timber cribs are placed and filled and the balance of the work is to be complete by June 30. This extension will give the Algoma Eastern Ry. much needed facilities for increasing coal business in the Sudbury district. The cost is expected to be in excess of \$150,000. Canadian Railway and Marine World is indebted to Wm. Seath Wilson, B.Sc., Sault Ste. Marie, Ont., for the foregoing information.

miles of

July 1929

ORLD

January, 1930

Freight and Passenger Traffic Notes.

Algoma Central and Hudson Bay Ry. put in operation on Dec. 15, 1929, a daily train service from Sault Ste. Marie, Ont., north to Hearst, where connection is made with the Canadian National Ry. National Transcontinental Ry. line. Previously a daily train had been operated from Sault Ste. Marie to Franz, mile 195, and a mixed train has been run from Franz, on Tuesdays, Thursdays and Saturdays to Hearst, the present terminus of the line, at mile 296, returning Wednesday, Fridays and Sundays.

January 1930

Algoma Eastern Railway Being Bought by Canadian Pacific Railway.

E. W. Beatty, Chairman & President, Canadian Pacific Ry., announced in Toronto, Feb. 27, that the company has arranged, subject to its shareholders' approval at the annual meeting on May 7, to buy the Algoma Eastern Ry., which runs from Sudbury, Ont., to Little Current on Manitoulin Island, 87.1 miles, and is a subsidiary of Lake Superior Corporation. In making the announcement Mr. Beatty said that the Algoma Eastern is a good property already connecting with the C. P. R., that the purchase should result in greater facility in handling both inbound and outbound traffic, particularly to and from the International Nickel Co.'s properties, and that the line could be operated better as a C. P. R. subsidiary and serve the nickel producing areas more effectively. He added that the relations between the C. P. R. and International Nickel Co. have been very close for years and pointed out that R. C. Stanley, President of the latter company, was elected a director of the C. P. R. Co. recently. Mr. Beatty stated that the \$1,000,000 of preferred shares and the \$2,000,000 of common shares of the Algoma Eastern will be bought by the C. P. R. for cash, and that the C. P. R. will assume the bonded indebtedness of \$2,226,500. The preferred stock is owned by Lake Superior Corporation, which has about half of the common stock, the two holdings giving it control. The Prime Minister of Ontario, speaking at the Good Roads Association's dinner in Toronto on Feb. 27, said that the purchase of the A. E. R. by the C. P. R. would be of almost incalculable benefit in Northern Ontario and that the capital, which would be released thereby would enable the Lake Superior Corporation to further expand its iron industry.

The Algoma Eastern Ry. Co. was given a Dominion charter May 19, 1911, as successor to Manitoulin & North Shore Ry. Co. It connects at Sudbury with both Canadian Pacific and Canadian National Rys. and at Espanola with the C. P. R., by a span about 1.25 miles long. Following are Algoma Eastern Ry. statistics for the year ended Dec. 31, 1928, the last issued. Operating revenues, passenger, \$52,924.30; freight and switching, \$700,025.70; other earnings from operation, \$53,326.84; total, \$806,276.84; operating expenses, maintenance of way and structures, \$154,391.93; maintenance of equipment, \$87,614.39; traffic, \$6,518.91; transportation rail line, \$175,843.89; general expenses, \$28,488.20; total, \$452,857.82; net operating revenue, \$353,419.02; net operating income after deduction of taxes and uncollectible revenue, \$351,279.30; gross corporate income, after addition of total non-operative income, \$367,002.08; interest on funded and unfunded debt, \$111,325; net corporate income after deduction of all other non-operating expenses, \$163,290.54. Operating ratio, 56.17. Mileage of revenue freight trains, 54,852; mileage of revenue passenger trains, 992; mileage of revenue mixed trains, 54,388; tons of freight carried, 1,554,521; tons carried 1 mile, 24,101,164; passengers carried, 31,990; passengers carried 1 mile, 1,158,651. The rolling stock consists of one passenger locomotive, 7 freight locomotives, 5 passenger train cars and 330 freight cars.

The Algoma Eastern officers and officials are:—W. C. Franz, Vice President, Lake Superior Corporation, and President, Algoma Steel Corporation, President, Sault Ste. Marie; J. D. Jones, Vice President, Sault Ste. Marie; J. W. Gemmell, Vice President, Sault Ste. Marie; A. Taylor, Secretary, Montreal; A. A. Pinkney,

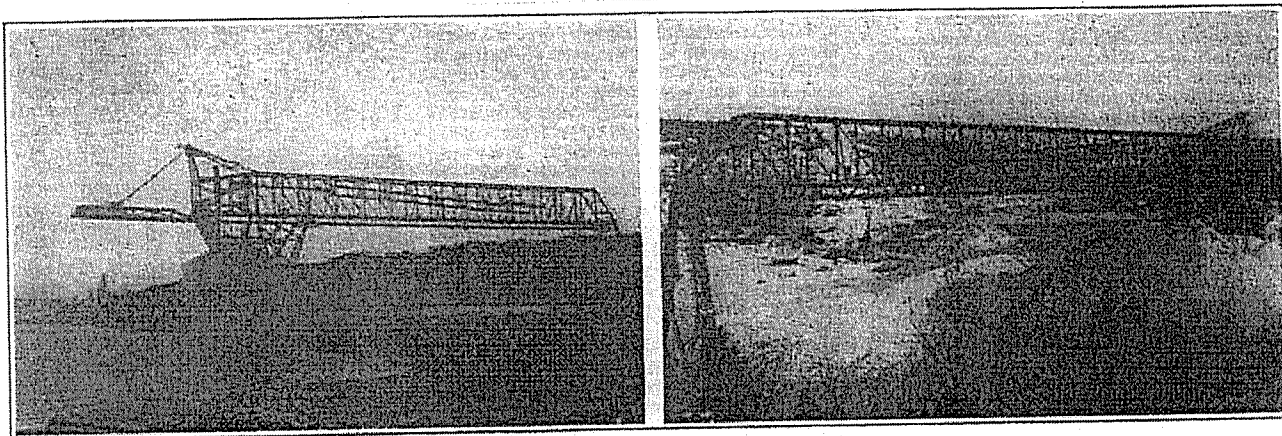
Comptroller, Sault Ste. Marie; E. W. Shell, Treasurer, Sault Ste. Marie; C. Jones, Auditor of Traffic Accounts, Sault Ste. Marie; J. P. Mader, General Freight & Passenger Agent, Sudbury; F. N. Donagan, Superintendent, Sudbury; H. Brockway, Car Accountant, Sault Ste. Marie; H. P. McKeown, Purchasing Agent, Sudbury.

The Algoma Eastern Ry. must not be confounded with the Algoma Central & Hudson Bay Ry., another Lake Superior Corporation subsidiary, which runs from Sault Ste. Marie to Hearst, Ont., 295.5 miles, with a branch of 26 miles to Michipicoten.

MARCH 1930

Coal Dock at Michipicoten Harbor, Algoma Central and Hudson Bay Railway.

Algoma Central & Hudson Bay Ry. has built a coal dock at Michipicoten Harbor, Ont., on Lake Superior, west of its pulpwood dock, and on the site of the old ore dock which was removed down to the piling forming the foundation, the piling being pulled up and utilized, along with the good timber out of the old ore dock, for under water crib timber for the coal dock. The new dock face is of timber cribs framed and sunk to elevation 577, to ensure a minimum 22-ft. depth of water at the dock. The dock face construction and runways for the bridge unloader is practically a duplicate of the A.C. and H.B.R. coal dock at Sault Ste. Marie, being all timber construction. The length of the dock face is 550 ft., which allows for 400 ft. available length of runway for the coal bridge. The width is about 350 ft. from face of dock to back side of storage area. This gives 300 ft. available width for coal, thus providing a coal storage area of 120,000 sq. ft. With coal



Coal Dock, Algoma Central & Hudson Bay Railway, Michipicoten Harbor, Ont.
Left, from photograph taken Nov. 10, 1929; right, from photograph taken Nov. 25, 1929, looking inshore.

piled 46 ft. high, a total of about 100,000 tons of coal can be stored on the dock. It is quite possible this storage area will be enlarged in another year or two by extending it inshore 100 ft. and outward some 700 ft., so that the complete storage space will be 1,200 x 300 ft., holding well over 300,000 tons of coal.

Spanning the storage space is a 5-ton rope drive unloading bridge, operated by steam. This structure is also similar to the coal handling bridge on the dock at Sault Ste. Marie, except that the latter bridge uses electrical power instead of steam. The contract for supplying all material and erecting this structure complete was let to Canadian Mead-Morrison Co., Montreal, for about \$220,000. The contract for dredging, pulling of old ore dock piling, framing and sinking of cribs, placing of rock filling in them, and placing of runway timber for bridge foundation was let to A. B. McLean & Sons, Sault Ste. Marie, for about \$65,000. The railway furnished all material for the dock construction, filled the storage area, concreted its top, graded the roadbed, laid all track connections, and performed all the work incidental to the construction of the new dock aside from the two contracts mentioned above. The total cost of the dock equipped with coal handling machinery was about \$420,000.

The dock was completed early in Oct. 1929, but, owing to delays in receipt of material, the unloading bridge was not completed until Dec. 1, too late to handle

in Canadian Railway and Marine World for February, pg. 38C; the order dismissed the city's application for an order directing the railways to proceed with the grade separation work, and stated that a large proportion of the money from the grade crossing fund expended to date had been spent on work in Toronto. The Toronto representatives claimed the urgent necessity for the grade separation and showed, with the aid of maps, the large traffic using the present level crossings. The usual promise of consideration was given.

On March 14 the Dominion Government declined to accede to the city's request that the railways be ordered to proceed with the grade separation work, and the Minister of Railways and Canals, Mr. Crerar, wrote the Mayor of Toronto quoting figures obtained from the Board of Railway Commissioners' Chief Engineer as to the probable cost of building the subways desired, and pointing out that on account of reduced earnings the railways could not properly be called upon at this time to make the expenditures required. The minister expressed disagreement with the city authorities' contention during the interview at Ottawa that the Board of Railway Commissioners had in 1924 made a specific order for grade separation in Northwest Toronto, and maintained that all the Board had done was to lay down a schedule of grade separation work which would have to be taken care of in the future. This view, he said, is borne out by the Board's subsequent order of June 5,

April 1930

Algoma Central and Hudson Bay Ry's
coal dock at Michipicoten Harbor on Lake
Superior, which was put under construc-
tion in March, 1929, has been completed.
A description of it was given in Canadian
Railway and Marine World for March,
1929. pg 149

February 1930

quired for the construction of these terminals includes 160 acres on False Creek, and 100 acres abutting on the creek. A union station, for the use of the G.N.R., the Canadian Northern, and the G.T. Pacific Ry. is to be erected on Park Lane, about 100 ft. from Westmaster Ave. In close proximity will be freight houses, roundhouse, freight yards and car yards. These buildings will be erected on the north side of False Creek, adjoining the area reserved for the city. Across this reservation will be located the storage tracks. Entrance will be obtained to the station building over the land which is to be reclaimed. It will take about 3,500,000 cubic yards of material to fill in the cuts, and of this about 1,500,000 cubic yards has already been dumped in from the cut on Fifth Ave. The old cut near the city is to be widened and deepened, and

FEB 1900

ALGOMA CENTRAL RAILWAY CO.

GENERAL OFFICERS.

F. H. C. Jape, President.....Sault Ste. Marie, Ont. | W. B. ROSEVEAR, Traffic Mgr.....Sault Ste. Marie, Ont. | W. H. MUNRO, Master Mechanic.....Sault Ste. Marie, Ont.
 F. S. LEWIS, Treasurer....." | JOHN A. WILDE, Chief Eng....." | ROBT. LANG, Mas. Car Builder....."
 B. J. CLERGUE, Asst. Treas....." | C. P. WORTHINGTON, Aud....." |
 E. V. CLERGUE, Gen. Mgr....." | A. M. HARNWELL, Purch. Agt....."

GENERAL OFFICE, SAULT STE. MARIE, ONTARIO.

Miles of road op. rated, 24. Under construction 200. Gauge, 4 ft. 8½ in. Locomotives, 7. No Express Co. operates over this line. No Sleeping Car Co. operates over this line.
 Limit of load allowed to pass over this line in excess of marked capacity: In cars less than 40000 lb. capacity, 10 per cent; in cars 40000 lb. capacity and over, 10 per cent.

FREIGHT EQUIPMENT.

The freight cars of this Company are marked "Algoma Central," and numbered and classified as follows:

KIND OF CARS.	NUMBERS.	DIMENSIONS.												CAPACITY.		NO.
		INSIDE.			Length	OUTSIDE.			DOORS.							
		Length	Width	Height		Width at Eaves or Plat form.	HEIGHT FROM RAIL.			SIDE.		END.				
							To Eaves.	To Top of Platform or Runn'g Board.	To over all	Width	Height	Width	Height	Cable Feet.	Pounds.	
		ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.			
Box	2001 to 2020	33 4½	8 1½	7 4¾	34 2	8 10	11 8½	11 10	12	5 3	6 7½	.....	.....	200	50000	20
Ore	3001 to 3100	15 8½	5 10½	4 6	16 5¾	6 7½	.....	8 1	7 7	.....	.....	.....	.....	.....	80000	100
" Steel.....	3101 to 3150	20 6½	7 6	6	22	8 1½	.....	.....	9 6	.....	.....	.....	.....	.....	100000	50
Flat.....	28Q1 to 2880	.....	.....	.....	34	.....	.....	.....	.....	.....	.....	.....	.....	.....	50000	80
Dump	601 to 640	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
Hand	101 to 104	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
Push	1, 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Snow Plow.....	501	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Steam Shovel.....	701	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total .....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	296

PASSENGER EQUIPMENT.

Passenger.....	6
Combination.....	2
Emigrant.....	2
Total.....	10

Report movements and mileage to E. V. Clergue, General Manager, Sault Ste. Marie, Ont.
 For balances remit to or draw on B. J. Clergue, Asst. Treas., Sault Ste. Marie, Ont.
 Send bills for repairs to cars to E. V. Clergue, General Manager, Sault Ste. Marie, Ont.

FREIGHT CONNECTIONS AND JUNCTIONAL POINTS.

Canadian Pacific—Missanable, Ont.; Sault Ste. Marie, Ont.
 Duluth, South Shore & Atlantic—Sault Ste. Marie, Mich.
 Minneapolis, St. Paul & Sault Ste. Marie—Sault Ste. Marie, Mich.
 February, 1900.

No freight cars fitted with end doors. Total number of freight cars fitted with air brakes, 80. Total number of freight cars fitted with M.C.B. automatic couplers, 82.
 Cars of this Company are equipped with couplers as follows: Passenger—Janney. Freight—Janney, M. C. B. and link & pin.

COPPER RANGE RAILROAD COMPANY.

GENERAL OFFICERS.

J. H. SEAGER, President.....Hancock, Mich. | GEO. W. TAYLOR, Train Mas. & Mast.....Houghton, Mich. | FRANK J. McDANNEL, Chief Train Dis.....Houghton, Mich.
 W. A. PAINE, Vice-President.....Boston, Mass. | MECH....." | THOS. APPLETON, Chief Eng....."
 F. W. TAYLOR, Cashier.....Houghton, Mich. | C. A. WRIGHT, Gen. Manager....." | JOHN SAMMONS, Road Master....."
 FREDERIC STANWOOD, Sec. and Treas.....Boston, Mass. | W. J. SONDRE, Auditor & G. F. & P. A."

GENERAL OFFICES, HOUGHTON, MICH.

Miles of road operated, 41. Gauge, 4 ft. 8½ in. Locomotives, 9.

FREIGHT EQUIPMENT.

The Freight Cars of this Company are marked "C. R. R. R." and are numbered and classified as follows:

KIND OF CARS.	NUMBERS.	DIMENSIONS.												CAPACITY.		NO.
		INSIDE.			OUTSIDE.						DOORS.					
		Length	Width	Height	Length	Width at Eaves or Plat- form.	HEIGHT FROM RAIL.			SIDE.		END.		Cable Feet.	Pounds.	
							To Eaves.	To Top of Platform or Runn'g Board.	To over all	Width	Height	Width	Height			
Box.. .. .	101 to 150	33.4	8	7	34	8 9	11 11	12.5	13 H	5.4	7	.....	.....	1864	60000	50
Flat.....	1001 to 1100	.....	.....	.....	34	8 9	.....	4	.....	.....	.....	.....	.....	.....	60000	100
Caboose.....	01	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Steam Shovel.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Total.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	153

PASSENGER EQUIPMENT.

Passenger—26, 27, 51, 52, 53, 54.....	6
Baggage and Express—1, 2.....	2
Total.....	8

Report movements and mileage to W. J. Sondre, Auditor, Houghton, Mich.
 For balances, remit or draw upon F. W. Taylor, Cashier, Houghton, Mich.
 Send bills for repairs to cars to G. W. Taylor, Master Mechanic, Houghton, Mich.
 February, 1900.

KISHACOQUILLAS VALLEY R. R.

J. P. GETTER, General Manager.....Belleville, Pa.

Miles of road operated, 9.5; gauge, 4 ft. 8½ in. Equipment—Locomotives, 2; passenger, 2; box, 2; total, 4. Connections—With Pennsylvania R. R. at Reedsville, Pa. May, 1899.

VELASCO TERMINAL RAILWAY.

E. D. DORCHESTER, Receiver.....Velasco, Tex.

Miles of road operated, 20; gauge, 4 ft. 8½ in. Equipment—Locomotives, 2; passenger, 1. Connections—With International & Great Northern R. R. at Chenango Junction, Tex. October, 1899.

LOUISIANA SOUTHERN RAILWAY CO.

P. CAMPBELL, Gen. Manager.....New Orleans, La.

Miles of road operated, 46; gauge, 4 ft. 8½ in. Equipment—Locomotives, 6; box, 2; stock, 2; flat, 20; coaches, first-class, 4; coaches, second-class, 8; combination, first-class, 2; total, 60 cars. January, 1900.

HOLLINS, HEFLIN & SYLACAUGA R. R.

J. J. KAUL, General Superintendent.....Hollins, Ala.

Miles of road operated, 28; gauge, 4 ft. 8½ in. Equipment—Locomotives, 2; box, 4; flat, 23; total, 25 cars. Connection—With Central of Ga. at Hollins, Ala. January, 1900.

SCHOHARIE VALLEY R. R.

CHARLES VROMAN, Treas. and Gen. Mgr.....Schoharie, N. Y.

Miles of road operated, 5; gauge, 4 ft. 8½ in. Equipment—Locomotives, 2; passenger, 3; total, 8 cars. Connection—With Delaware & Hudson Canal Co. at Schoharie Junction, N. Y. October, 1898.

TRANSYLVANIA R. R.

J. F. HAYS, Manager.....Brevard, N. C.

Miles of road operated, 22; gauge, 4 ft. 9 in. Equipment—Locomotives, 2; box, 8; flat, 1; coaches, 2; total, 6 cars. Connection—With Southern Ry. at Hendersonville, N. C. January, 1900.

ALGOMA CENTRAL & HUDSON BAY RY. CO.

GENERAL OFFICERS.

R. HOME SMITH, President.....Toronto, Ont.
 G. A. MONTGOMERY, V-Pres. & Gen. Mgr. Sault Ste. Marie, Ont.
 E. B. BARBER, Comptroller.....Sault Ste. Marie, Ont.
 J. M. ALTON, Treasurer.....Sault Ste. Marie, Ont.
 H. HOODLESS, Aud. Traf. Accts. Sault Ste. Marie, Ont.
 H. J. HARRISON, Gen. Frt. & Pass. Agt. Sault Ste. Marie, Ont.
 R. S. MCCORMICK, Gen. Superintendent and Chief Engineer.....Sault Ste. Marie, Ont.
 S. WORTH, Superintendent.....Sault Ste. Marie, Ont.
 W. M. HUGILL, Supt. Car Service.....Sault Ste. Marie, Ont.
 F. W. ACHESON, Purchasing Agent.....Sault Ste. Marie, Ont.
 C. D. RAFFERTY, Master Mechanic.....Sault Ste. Marie, Ont.

GENERAL OFFICES, SAULT STE. MARIE, ONTARIO.

Miles of road operated, 832. Gauge, 4 ft. 6 1/2 in. Locomotives (coal burning), 23. British America Express Co. operates over this line. Limit of load allowed to pass over this line in excess of marked capacity: In cars 40000 lb. capacity and over, 10 per cent.

FREIGHT EQUIPMENT.

The freight cars of this Company are marked "Algoma Central," and "Algoma Central and Hudson Bay" and numbered and classified as follows:

KIND OF CARS.			DIMENSIONS.															CAPACITY.		NO.
M. C. B. DESIGNATION	CLASS.	NUMBERS.	INSIDE.			OUTSIDE.						DOORS.				Cubic Feet Level Full.		Pounds or Gallons.		
			Length	Width	Height	Length	Width at Eaves or Platform.	HEIGHT FROM RAIL.			SIDE.		END.							
								To Eaves.	To Top of Platform or Running Board.	To overall.	Width	Height	Width	Height						
ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.			
FM	Flat, consecutive Nos.	1005 to 1841	40	9		40	10											80000 lb.	124	
FM	"	1802 to 1842	40	9		40	10											80000 lb.	24	
FM	"	2501 to 2705	40	8 11		40	8 11											80000 lb.	205	
IM	Box	3404 to 3410	33 4 1/2	8 1 1/2	6 0 1/2	34 9	8 10	11 3/4	12 3/4	13 5	5 4	6 8 1/2						50000 lb.	4	
IM	"	3001 to 3025	36	8 6	8	36 8	9 1 1/2	12 7/8	13 4	13 9	6	7 6	2 1/2	3				80000 lb.	80	
IM	"	3051 to 3080	36	8 6	8	36 8	9 7 3/4	12 7/8	13 4 1/2	14	6	8	2					80000 lb.	80	
HT	Ore, Steel, consecutive Nos.	3901 to 4200	30 6 1/2	7 5	7 6	23 6	8	9 9		9 9								100000 lb.	276	
GA	Gondola, consecutive Nos.	4201 to 4325	36 5	9 7	4 6	38 9	9 6			8 11								100000 lb.	124	
HM	Ore, Wood, consecutive Nos.	4601 to 4688	19	7 11	7	21 4	9	9		9 8								100000 lb.	65	
GB	Gondola, consecutive Nos.	5001 to 5025	35	8 8	3 4	36 10	10 1			8 6								100000 lb.	25	
GB	Gondola, consecutive Nos.	5101 to 5158	38 10	8 8	4	40	10 1			8 10								80000 lb.	68	
GB	Gondola, consecutive Nos.	5301 to 5316	38 10	8 8	2	40	10 1			6 10								80000 lb.	16	
GB	Gondola, consecutive Nos.	5401 to 5450	38 10	8 8	4	40	10 1											80000 lb.	50	
Gas		10801, 10802																	2	
Total																			1042	

PASSENGER EQUIPMENT.

M. C. B. Designation.	KIND.	SERIES OF NUMBERS.	SEATING CAP'CTY.	LENGTH OF CAR.	No.
PA.....	Passenger	400	Under 70	Under 60 ft.	1
PB.....	"	451 to 456	Under 70	60 ft. & under 70 ft.	6
PB.....	Second Class Pass.	501 to 504	70 to 86		3
BE.....	Baggage & Exp.	251, 252		60 ft. & under 70 ft.	2
PV.....	Official	9, 10			2
PV.....	"	Lake Superior			1
CA.....	Combination	202, 225	Under 70	60 ft. & under 70 ft.	2
Total					17

RECAPITULATION OF CAR EQUIPMENT.

FREIGHT.

Plain Box	54	Hoppers	360
Gondolas, Flat Bottom	149	Flat	353
Gondolas, Side Dump	124	Miscellaneous, Maint. of Way	2
Total Freight Equipment Cars			1042

PASSENGER.

Coaches	10	Baggage-Express	2
Combined Passenger and Bagg.	2	Officers	8
Total Passenger Equipment Cars			17
Grand Total Freight and Passenger Equipment Cars			1059

DETAILED INSTRUCTIONS FOR RENDERING REPORTS AND FOR SETTLING MILEAGE OR PER DIEM AND REPAIR ACCOUNTS.

REPORTS OF MOVEMENTS.

Report movements to W. M. Hugill, Superintendent Car Service, Sault Ste. Marie, Ont.

MILEAGE OR PER DIEM REPORTS.

Send mileage or per diem reports to W. M. Hugill, Superintendent Car Service, Sault Ste. Marie, Ont.

BALANCES.

For balances remit to or draw on E. B. Barber, Comptroller, Sault Ste. Marie, Ont.

REPAIR BILLS.

Send bills for repairs to cars to W. M. Hugill, Superintendent Car Service, Sault Ste. Marie, Ont.

REQUISITIONS FOR MATERIAL TO REPAIR.

Send requisitions for material to repair to C. D. Rafferty, Master Mechanic, Sault Ste. Marie, Ont.

CARS RE-LIGHTWEIGHED ON FOREIGN ROADS.

All reports of cars re-lightweighed and stencilled on foreign roads should be sent to W. M. Hugill, Superintendent Car Service, Sault Ste. Marie, Ont.

EMBARGOES.

Address embargo notices, communications, etc., under Per Diem Rules to W. M. Hugill, Superintendent Car Service, Sault Ste. Marie, Ont.

FREIGHT CONNECTIONS AND JUNCTION POINTS.

Canadian Government Rys. — Hearst, Duluth, South Shore & Atlantic — Sault Ste. Marie, Mich. (via Sault Ste. Marie, Ont.)
 Canadian Northern — Oba, Ont.
 Canadian Pacific — Franz, Ont.; Sault Ste. Marie, Ont.
 Minneapolis, St. Paul & Sault Ste. Marie — Sault Ste. Marie, Mich. (via Sault Ste. Marie, Ont.)

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* Denotes additions

• Denotes increase

Δ Denotes reduction

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