ALGOMA CENTRAL RAILWAY

R.

STATEMENT OF ROLLING STOCK AND EQUIPMENT OF THE ALGOMA CENTRAL RAILWAY COMPANY.

List of Locomotives.

Eng. No.	Maker.	Size of Cylinder.	Weight of Engine.	No. of Drivers.	Engine Truck.
			lbs.		
1	Mason	17 x 24	80,000	6 (50 in.)	4 wheel
2	Mason	17 x 24	80,000	"	4 wheel
3	Mason	17 x 24	80,000	"	4 wheel
4	Mason	17 x 24	80,000	"	4 wheel
5	C. B. & Q	16 x 22	60,000	4 (50 in.)	None.
6	C. B. & Q	16 x 22	60,000	"	None.
7	C. B. & Q	16 x 22	60,000	"	None.
8	C. B. & Q	16 x 22	60,000	"	None.
9	C. B. & Q	16 x 22	60,000	"	None.
10	C. B. & Q	16 x 22	60,000	"	None.
11	C. B. & Q	16 x 22	60,000	"	None.
19	Kingston	18 x 26	122,600	6 (51 in.)	None.
20	Kingston	18 x 26	122,600	"	None.
21	Baldwin	21 x 30	174,890	8 (56 in.)	Pony.
22	Baldwin	21 x 30	174,890	"	Pony.
23	Baldwin	21 x 30	174,890	"	Pony.
24	Baldwin	26 x 30 / 15½ x 30	179,370	"	Compound.
25	Brooks	20 x 26	161,000	"	4 wheel
26	Brooks	20 x 26	161,000	"	4 wheel

List of Equipment.

(Corrected to January 30th, 1904.)

FREIGHT.

Number.	Class.	Capacity.	Builder or former owner.	Date built or purchased.
100	[illegible]	80,000 lbs	Pullman	1900
85	Flat	40,000 lbs.	F. M. Hicks, Chicago	1901
1	Flat	40,000 lbs.	F. M. Hicks, Chicago	1899
17	Flat	50,000 lbs	South Eastern Line	1899
19	Flat	50,000 lbs	South Eastern Line	1900
219	Flat	80,000 lbs	A. C. Company	1902
11	Box	50,000 lbs	Torbet & Peckham	1900
25	Box	80,000 lbs.	A. C. Company	1902
200	Steel Ore	100,000 lbs	Pressed Steel Car Co	1900
25	Gondola	60,000 lbs	A. C. Company	1902
[illegible]	Cabooses	8-wheel	Crossen Car Mfg. Co	1900
[illegible]	Cabooses	4-wheel	A. C. Company	1901
[illegible]	[illegible]	[illegible]	A. C. Company	1902

1904 ONTARIO Sessional Papers

PASSENGER.

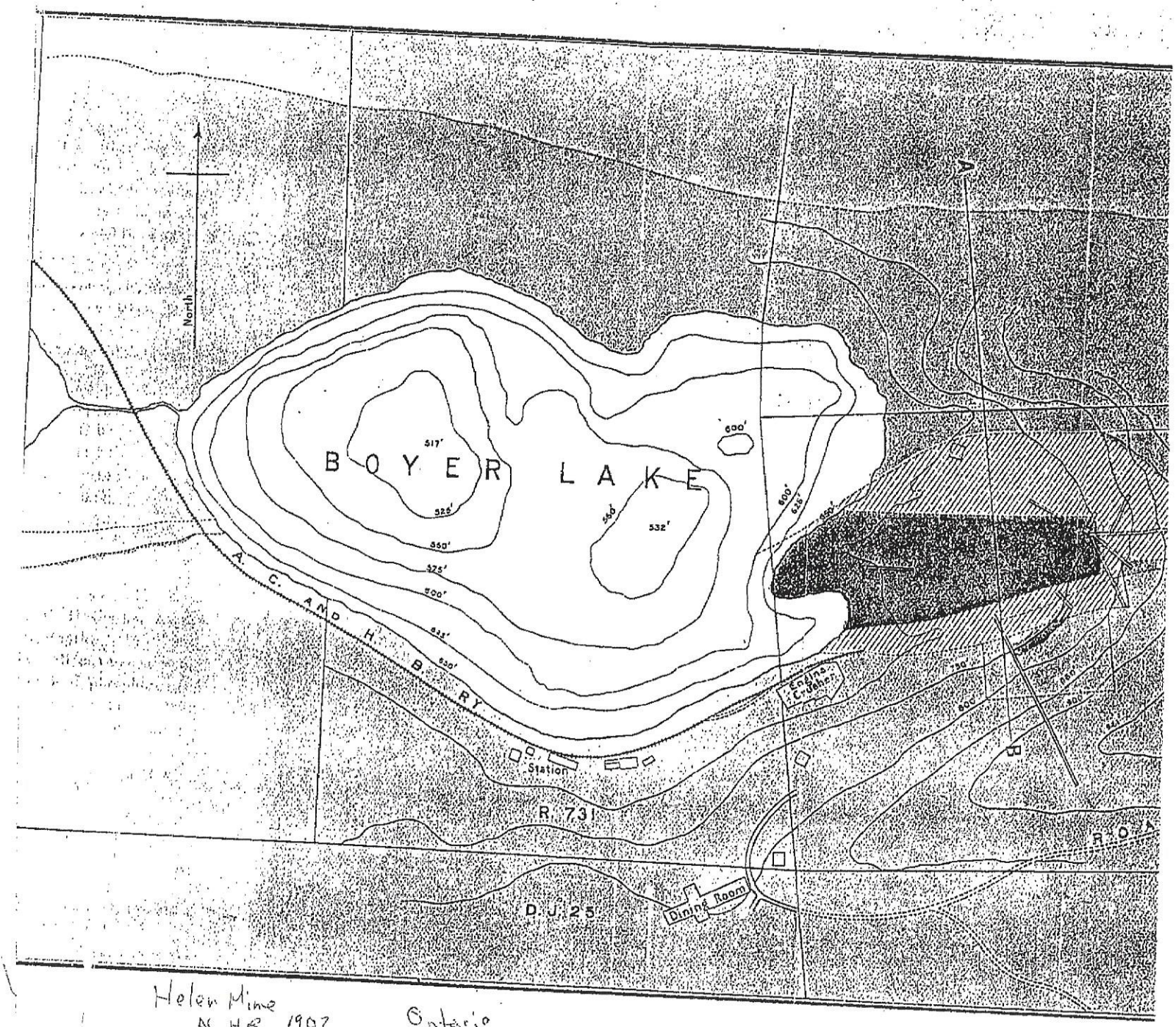
2	Comb. B. & S. C.		Illinois Central	1901
2	Comb. B. & S. C.		Illinois Central	1900
1	First Class		P. W. & B	1881
2	First Class		Pullman	1900
1	First Class		Penn. R. R.	1900
1	First Class		Illinois Central	1900
1	Official		Illinois Central	1901

WORK.

14	Boarding		Converted from flats	1900
2	Tool		Converted from flats	1901
2	Snow Plow		A. C. Company	1900
1	Snow Plow		Rhodes, Curry & Co	1899
2	Flangers		A. C. Company	1901
1	Steam Shovel		Bucyrus Company	1901
94	Dumps	4-wheel	Austin Mfg. Co	1901

(Sgd.) T. J. KENNEDY,
General Superintendent.

Sault Ste. Marie, Ont.,
January 30th, 1904.



Helen Mine
AC HB 1902 Ontario Sessional Paper 41 c

The Canadian Engineer

A Weekly Paper for Civil Engineers and Contractors

New Coal Storage Dock at Michipicoten

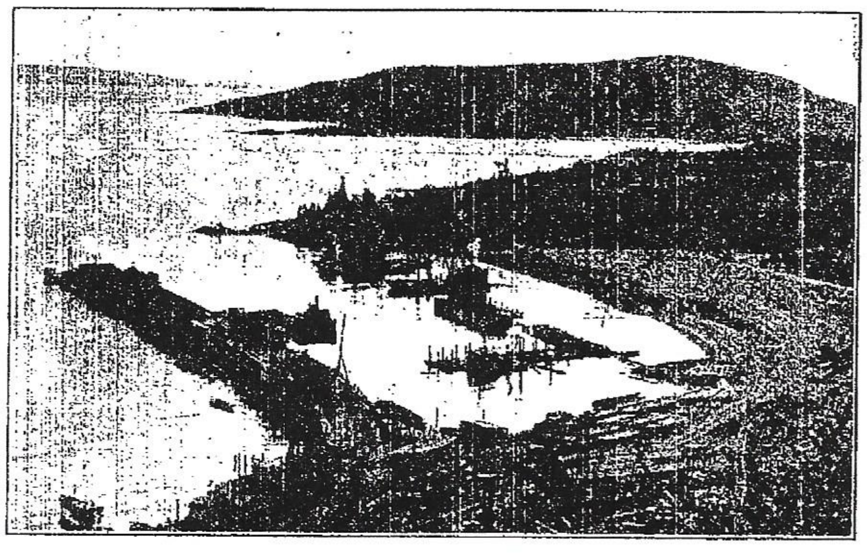
Algoma Central and Hudson Bay Railway Builds a 550-Ft. Coal Storage Dock Equipped With a 300-Ft. Span Rope Trolley Coal Bridge — Structure Designed to Unload, Stock, Reclaim, and Load Out Bituminous Coal at the Rate of 500 Tons Per Hour

By A. McD. WILSON

Assistant Engineer, Algoma Central and Hudson Bay Railway Co., Sault Ste. Marie, Ont.

[illegible]ANSPORTING coal from the mines in the north[illegible]ern part of the United States into Northern Ontario [illegible] for use by railroads, pulp and paper industries, [illegible] operations, has entailed a costly rail haul of [illegible], especially in that particular section made up [illegible] of Algoma, Cochrane and parts of Sudbury [illegible] Bay. To provide a cheaper delivery of coal, [illegible] Central Railway has utilized Michipicoten Har[illegible] which is [illegible] on the [illegible] at the [illegible] corner [illegible] Superior. [illegible] used for [illegible] coal. [illegible] cheaper [illegible] operation [illegible] of its [illegible] [illegible] is [illegible] [illegible] ed in the old Helen Mine and later in other [illegible] ore dock was demolished as a new unit will [illegible] the ore shipping is resumed.

[illegible] was commenced immediately after the [illegible] spring of 1929 on approximately the same [illegible] old ore dock. The tracks to serve the new coal [illegible] necessarily on the lower level so a new grade [illegible] a point on the old commercial dock track [illegible] new dock site. The grade used was 2.5 per [illegible] very excessive, but an improvement on the [illegible] The coal storage area covers the greater part [illegible] the western side of the harbor and was made by [illegible] gravel from a cut in the company's right-of-[illegible] miles distant where a high bank in a gravel [illegible] digging for a railway Bucyrus shovel. [illegible] a day, each composed of ten Hart-Otis con-[illegible] cars, was the maximum haul and each train was handled in sections of five cars at the dock due to the excessive grade and the difficulty of operating the cable from Lidgerwood to the plow on the curved dump track. The Lidgerwood car and side plow which was always left on a spare car were attached to the first five cars, the cable stretched, and the train very quickly unloaded; the operation being repeated for the remaining five cars. Each car held approximately 30 cu. yd., so that the maximum day's fill amounted to about 1,500 cu. yd. and a period of 32 days was required to bring in the 45,000 cu. yd. necessary.



General View Showing Filling Operations

Cribs ready to be sunk on line of dock front

The gravel was a good type and was easily sidespread with a Jordan spreader. This fill on the rear parts averaged about 6 ft. in depth but attained a much greater depth as the neighborhood of the old ore dock was reached. This dock had been dismantled and the line of the front of the new dock cut across the old one, making it necessary to fill in a triangular area of the old dredged channel, which had an average depth of 22 ft. During this period the cribs for the front of the dock were being built and put in place. These cribs were 100 ft. by 26 ft. on the northern end and 100 ft. by 24 ft. on the southern end of the dock. This variation was due to the softer nature of the bottom at the northern end. The material composing the bottom of the harbor was generally a hard blue clay. The crib bottoms were framed on land and skidded into the water when about 6 ft. height was attained. Jacks were set behind the structure and if necessary lines were stretched from one of the dredges or to a tug, to start the structure down the greased skids.

A narrow channel was dredged and levelled to grade at elevation 575 ft. for the base of these cribs and a wide strip was dredged back of the cribs for the whole length to the same depth as the ultimate slip grade which was elevation 580.

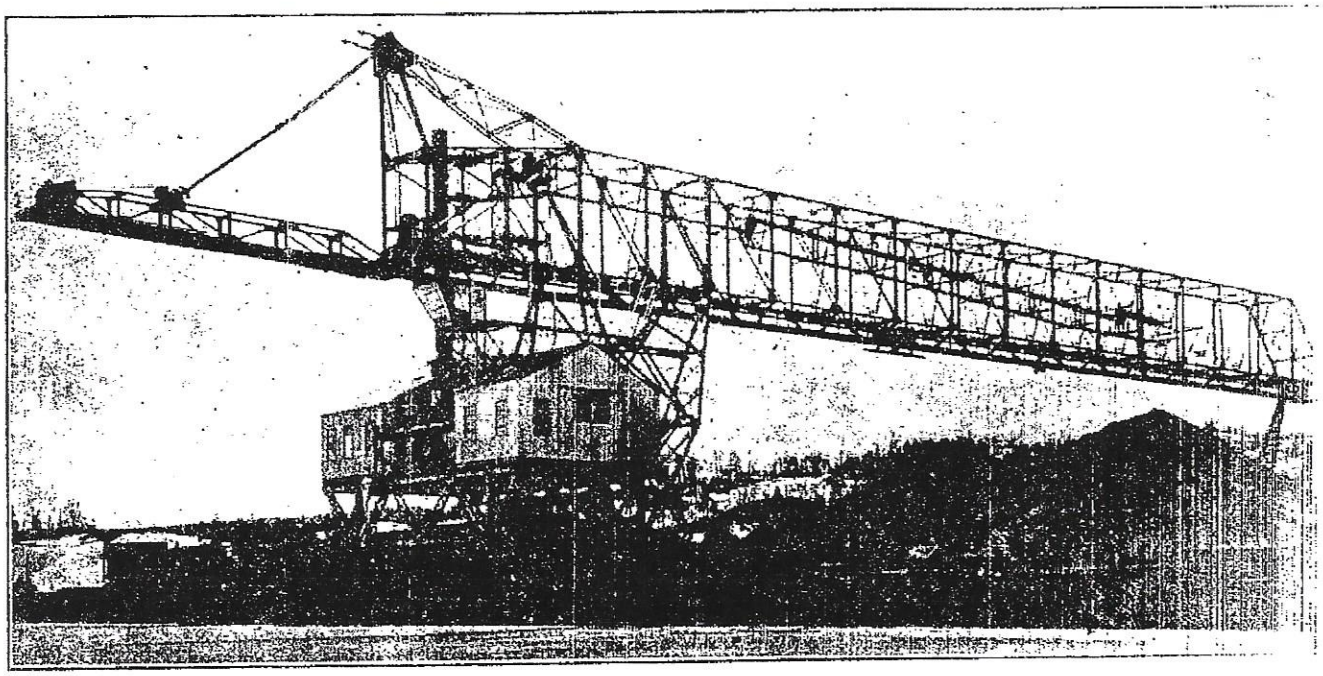
When a crib was built to its full height the front face was carefully lined by instrument and a derrick scow placed

k on temporary decks on the crib until it had settled evenly its proper position, when the pockets were filled with iron . This iron ore was obtained from a waste dump of proximately 22,000 cu. yd. at the old Helen Mine at Wawa. steam shovel was placed in the pile and the ore was brought on by train and dumped in the water over the edge of the el fill which was stopped with the top of the fill approx-

this way due to its own stability would strengthen the of the cribs.

The dock top was built in continuous line with the of the cribs and tracks laid on the raised iron ore fill the dock face.

The runways of the coal bridge were laid on work built for the coal bridge. The falsework

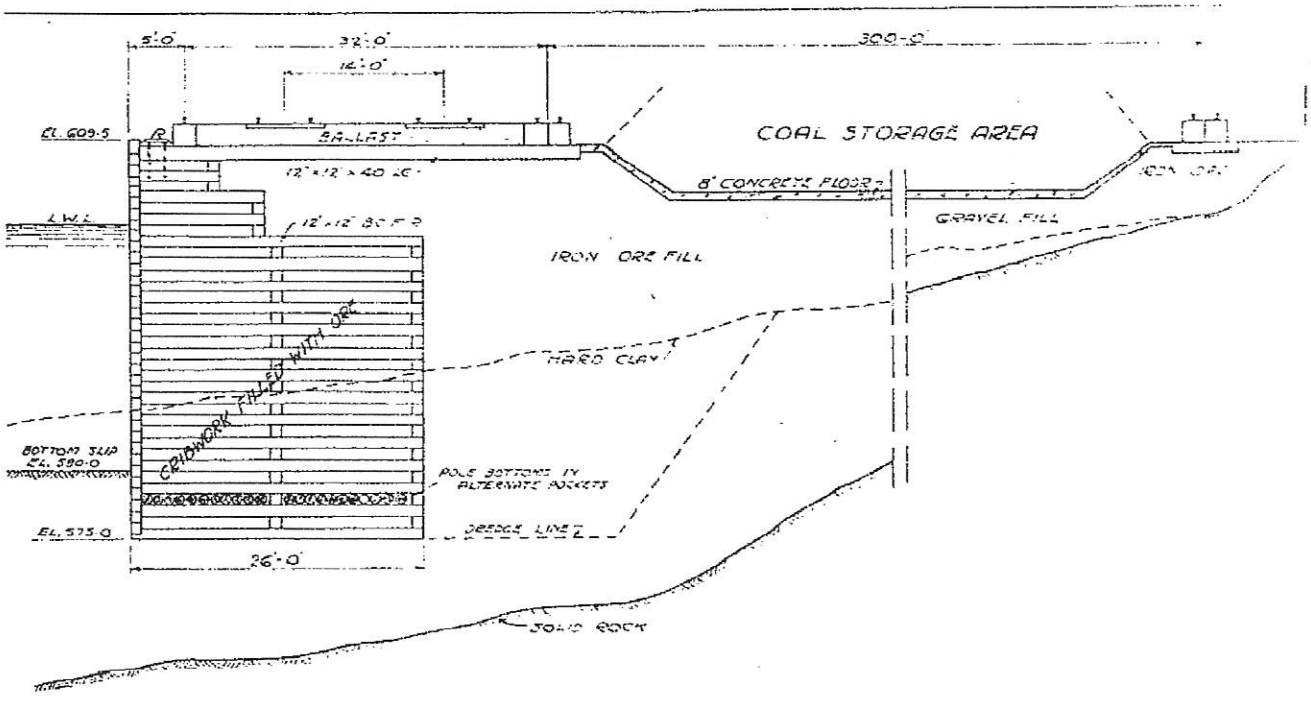


Coal Bridge at Michipicoten Completed

ately 75 ft. behind the face of the dock. A derrick scow rking in behind the cribs, picked up the iron ore which dumped in the water and filled all the pockets to water el. Each crib holds approximately 2,000 cu. yd.

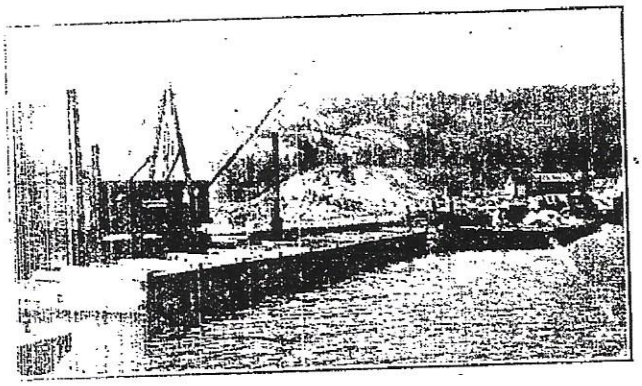
When all pockets were filled, the gap between the storage a fill and the cribs was filled in solid with iron ore. This terial, from its nature, was not so apt to transmit the essure thrust from the coal pile on the storage area and in

300-ft. clear span to the shear leg being of 10 and built of a series of towers at 20-ft. centres. motive crane, working on a track built parallel to the required a 110-ft. boom to lift the top chord of the into place and parts of the portal structure. The pile the apron members required special arrangement. ing engine was set upon the dock front and lifted bers into place by means of a cable through a



...cantilever section of the bridge projection on the water ... the portal structure.

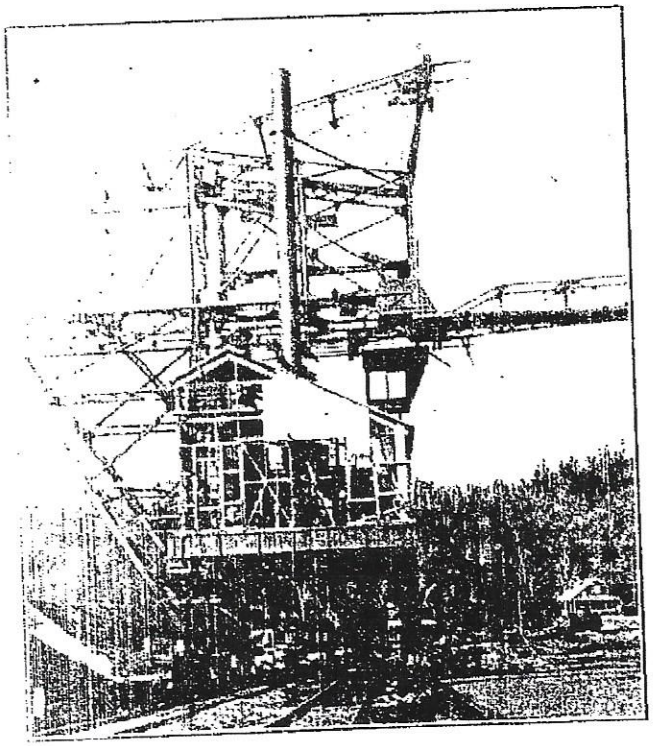
... coal bridge is a rope trolley steam-operated type ... 3-ton coal digging grab and a 3-ton clean-up bucket ... 24-ft. spread. Automatic self-tightening, steam ... and clamps to provide breaking for movements of the ... a generator set in the engine room for lighting



A Crib Ready to be Sunk in Place

... and an 82-in. by 15-ft. vertical boiler ... were features of the machinery installation. ... of the bridge is of rugged steel construction, ... A-frame bracing the truss on the portal side. ... A-shaped and pin connected to the trucks, which ... with equalizer bars to take up any irregularities ... rails of the bridge runways.

... are three engines in the engine room, which is ... from the boiler room by a 50-ton loading hopper.



... Structure also Showing Coal-Loading Tracks and Bridge Runways

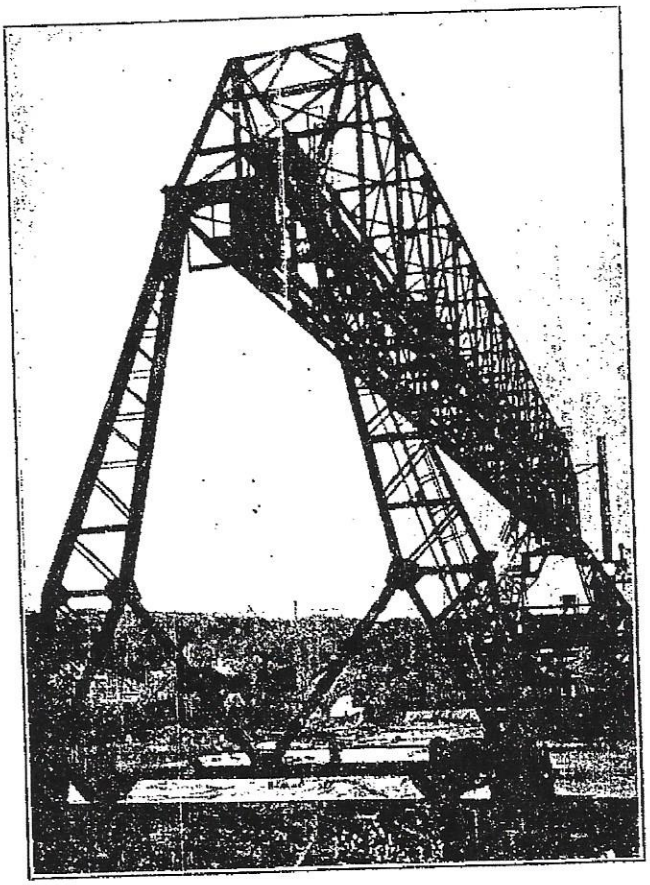
... hoisting engine is a 10-in. by 12-in. reversing type, ... hoisting engine a 16-in. by 24-in. direct-acting, while ... traversing engine is 12-in. by 15-in. single-drum, ... and reversing. The apron hoist is a 10-in. by ... reversing engine.

The operator's cab is high up in the structure and from ... at the hatches of a boat, the full reach of the truss ... coal pile are visible.

The structure is designed to unload, stock, reclaim and load out bituminous coal at the rate of 500 net tons per hour.

The relative cost of operating the bridge with electrical power and steam power was investigated and steam power was found to be the most economical under existing conditions.

When tracks were laid through the portal structure and the steel work was well advanced, a concrete plant was set up on the portal leg runways and the whole storage area was paved with an 8-in. slab of concrete after intense rolling and dragging to level and consolidate the storage area. The slab was laid to prevent the bucket picking up foreign matter with the coal. The slabs were poured in 50-ft. squares and the slopes from the storage area floor (which is 6 ft. lower than runways) to the runways on both the shear leg and



View Showing the 300-ft. Span on Coal Bridge

portal leg were laid in oblong strips 50 ft. long. The concrete was cured by continual wetting from a gravity supply.

The harbor entrance and slip grade was dredged to a depth of 22 ft. below the regulated low level of Lake Superior and a small quantity of rock in the harbor bottom and also in the foundation of one of the cribs was excavated. This was done by drilling from a drill scow after an orange-peel dredge had cleaned the rock and a diver had jetted the whole surface clean. Sixty per cent. "Northern" gelatin was used and when broken up this was cleared by the orange peel bucket.

The accompanying pictures and sketch show the details of the layout.

Three contracts were let to execute the work. R. Lang & Son, of Sault Ste. Marie, Ont., graded the approach track and excavated a small quantity of rock on the line of the shear leg. A. B. McLean & Son, of Sault Ste. Marie, Ont., had the contract for the building of the timber work and all the dredging, also the pulling of the piles in the old ore dock. This work was done under the direction of R. McLean. The Canadian Mead-Morrison Co. Ltd., Montreal, had the contract for the supplying of the coal-handling facilities, and with

ALGOMA CENTRAL & HUDSON BAY RY. CO.

GENERAL OFFICES, SAULT STE. MARIE, ONTARIO.

Algoma Central Ry. Express Dept. operates over this line. No sleeping cars operate over this line. Limit of load above marked capacity—Algoma Central cars stencilled with "Total Weight" must not be loaded in excess of the figure shown. Cars not so stencilled may be loaded in accordance with Notes A and B. Maximum gross weight of car and lading permitted to pass over this line, 210,000 pounds.

FREIGHT EQUIPMENT — Reporting Marks "A.C."

The freight cars of this Company are marked "Algoma Central"—"A. C." and "Algoma Central and Hudson Bay" and are numbered and classified as follows:

Item Number	A.A.R. Mech. Designation	Marks and Kind of Cars	Numbers	Dimensions Inside: Length	Inside: Width	Inside: Height	Outside: Length	Outside: Width: At Eaves or Top of Sides or Platform	Outside: Width: Extreme Width	Outside: Height from Rail: To Extreme Width	Outside: Height from Rail: To Eaves or Top of Sides or Platform	Outside: Height from Rail: To Top of Running Board	Outside: Height from Rail: To Extreme Height	Doors: Side: Width of Open'g	Doors: Side: Height of Open'g	Doors: End: Width of Open'g	Doors: End: Height of Open'g	Capacity: Cubic Feet Level Full	Capacity: Pounds or Gallons	Number of Cars
				ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	c. ft.		
1	GB	Gondola, Steel, Fixed Sides, Drop Ends, Wood Floor. Note A	601 to 800	52 4	9 6	4 ...	55 ...	10 6	10 5	7 9	7 9		7 9					1000	15000 lb.	200
2	FM	Flat, Wood. Notes A, C	1501 to 1567	37 4	9 2	5 4	41 ...	11 ...	10 2		4 2			12 ...					80000 lb.	67
3	FM	" Stl. Underframe. Notes A, C	1701 to 1869	36 10	9 2	5 4	41 3	9 10			4 2			12 6					80000 lb.	169
4	FM	" Stl. Underframe. Notes A, B	2201 to 2250	41 ...	9 9	...	42 9	9 8	10 9	10 5	3 8			6 A					100000 lb.	47
5	XM	Box, Stl. Frame. Note A	3101 to 3300	40 6	8 8	9 ...	42 6	9 3	10 2		18 8	18 8	14 8	6	8 7			1843	100000 lb.	87
6	GB	Gondola, Steel, Fixed Sides, Drop Ends, Wood Floor. Note A	3501 to 3850	48 5	9 6	4 ...	51 ...	10 3	10 1				7 9					1843	140000 lb.	349
7	GS	Gondola, Steel Frame, Side Dump, Wood Floor. Note A	4201 to 4290	30 6	9 8	4 3	40 ...		10 6				9 ...					1564	100000 lb.	89
11	GS	Gondola, Steel Frame, Side Dump, Wood Floor. Note A	4501 to 4550	30 6	9 8	3 ...	40 ...		10 6				9 ...					905	100000 lb.	50
12	GS	Gondola, All Steel, Fixed Ends, Wood Floor. Note A	4601 to 4802	39 5	8 11	4 ...	40 ...		9 9				8 6					1470	80000 lb.	150
13	GS	Gondola All Steel Fixed Ends, Wood Floor. Note A	4804 to 4850	40 10	9 ...	4 ...	41 8		9 10				8 6					1470	80000 lb.	98
14	GS	Gondola, Steel Underframe, Fixed Ends, Flat Bottom, Wood Floor. Note A	5101 to 5126	38 9	8 6	4 6	40 6		9 8				8 8					1470	80000 lb.	26
15	GD	Gondola, Steel Underframe, Side Doors, Drop Ends, Wood Floor. Note A	5501 to 5550	40 ...	8 9	3 6	42 8		10 ...				7 10					1925	100000 lb.	49
16	GB	Gondola, Steel Underframe, Fixed Ends, Flat Bottom, Wood Floor. Note A	5601 to 5634	42 8	9 4	4 1	44 4	9 4	10 2			7 11						1597	100000 lb.	34
17	HK	Hopper. Note A	6001 to 6192	30 5	9 6	7 5	32 3	10 2			10 2		10 6					1580	100000 lb.	150
21	HM	All Steel. Note A	6300 to 6449	32 10	9 5	7 5	34 3	10 2	10 4		10 ...		10 6					1504	100000 lb.	147
22	HM	" Note A	6601 to 6780	30 6	9 6	7 5	31 11	10 3			10 8		10 8					1725	140000 lb.	179
23	HM	" Note A	6801 to 6875	30 6	9 6	7 5	31 11	10 1	10 4		10 8		10 8					1725	140000 lb.	75
		Total																		1830

Note A—The cars in this series may be loaded to axle carrying capacity in accordance with A. A. R. Rule 86.

Note B—Cars numbered 2231 to 2250 inclusive are equipped with permanent end racks suitable for the handling of wood in four foot lengths.

Note C—The cars in this series are all equipped with permanent end racks suitable for the handling of wood in four foot lengths, ties, etc.

For balances remit to W. H. Evans, Treasurer, Sault Ste. Marie, Ont., draw on Comptroller, A. C. & H. Bay Ry. Co., through the Bank of Montreal, Sault Ste. Marie, Ont.

FREIGHT CONNECTIONS AND JUNCTION POINTS

Canadian National—
Hearst, Ont.
Oba, Ont.

Canadian Pacific—
Franz, Ont.
Sault Ste. Marie, Ont.

Duluth, South Shore & Atlantic
Sault Ste. Marie, Ont. (via Can. Pac. Ry., Sault Ste. Marie, Ont.)
Minn., St. Paul & Sault Ste. Marie
Sault Ste. Marie, Ont. (via Can. Pac. Ry., Sault Ste. Marie, Ont.)

June, 1960

THE ALMA & JONQUIERES RAILWAY COMPANY.

GENERAL OFFICERS.

B. A. Walker, Vice-President & Manager.....Isle Maligne, Lake St. John, P. Q., Canada

Miles of road operated, 11.4. Gauge, 4 ft. 8½ in. Locomotives (diesel-electric), 2.

FREIGHT EQUIPMENT—Reporting Marks, "A. J."

The freight cars of this Company are marked "Alma & Jonquieres Ry." and "A. J." and are numbered and classified as follows:

Item Number	A.A.R. Mech. Designation	Marks and Kind of Cars	Numbers	Dimensions Inside: Length	Inside: Width	Inside: Height	Outside: Length	Outside: Width: At Eaves or Top of Sides or Platform	Outside: Width: Extreme Width	Outside: Height from Rail: To Extreme Width	Outside: Height from Rail: To Eaves or Top of Sides or Platform	Outside: Height from Rail: To Top of Running Board	Outside: Height from Rail: To Extreme Height	Doors: Side: Width of Open'g	Doors: Side: Height of Open'g	Doors: End: Width of Open'g	Doors: End: Height of Open'g	Capacity: Cubic Feet Level Full	Capacity: Pounds or Gallons	Number of Cars
				ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	c. ft.		
31	L6	Covered Hopper, Steel, Self-Cleaning	3003 to 3006	36 ...	10 6	1 ...	42 6	10 1	10 7	12 3	12 10	13 6	13 6					2300	130000 lb.	4

...nent owned consisting of 2 flat cars not used in commercial

...raw on or remit to B. A. Walker, Manager, Isle Maligne, ... Canada.

FREIGHT CONNECTIONS AND JUNCTION POINTS

Canadian National—

Saguenay Power Junction, Que.

July, 1959

THE ALGOMA CENTRAL AND HUDSON BAY RAILWAY.

GENERAL OFFICERS.

C. D. WARREN, President,.....Sault Ste. Marie, Ont.
J. T. TERRY, Secretary.....100 B'way, New York, N. Y.
A. H. CHITTY, Asst. Secretary & Asst. Treasurer.....Sault Ste. Marie, Ont.
W. N. SAWYER, Gen. Manager.... " "
T. J. KENNEDY, Gen. Supt. & Traf. Mgr.....Sault Ste. Marie, Ont.
G. A. MONTGOMERY, Superintendent (M. & N. S. Ry.).....Sudbury, Ont.
J. S. WYNN, Gen. Auditor.....Sault Ste. Marie, Ont.
JAS. BOURKE, Auditor Freight & Passenger Receipts.....Sault Ste. Marie, Ont.
W. H. COWELL, Purchasing Agt... " "
C. L. VAUGHN, Car Accountant & Train Master..... " "

GENERAL OFFICES, SAULT STE. MARIE, ONTARIO.

Miles of road operated, 116. Under construction, 229. Gauge, 4 ft. 8½ in. Locomotives, 20.
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.	NUMBERS.	DIMENSIONS. Inside. Length	Inside. Width	Inside. Height	Outside. Length	Outside. Width at Eaves or Platform.	Outside. Height from Rail. To Eaves.	To Top of Platform or Runn'g Board.	To over all	Doors. Side. Width	Side. Height	End. Width	End. Height	Capacity. Cubic Feet.	Capacity. Pounds	NO.
		ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.			
Flat, consecutive Nos.	1001 to 1319	.....	.....	.....	40	8 10	.....	.....	.....	.....	.....	.....	.....		80000	319
" wood racks, consec. Nos.	1801 to 1842	40	8 10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		80000	42
" " "	1901 to 1912	34	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		40000	12
" " "	1951 to 1963	35 8	8 8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		50000	13
" consecutive Nos.	2001 to 2061	.....	.....	.....	34	8 8	.....	.....	.....	.....	.....	.....	.....		40000	61
" "	2101 to 2121	.....	.....	.....	35 8	8 5	.....	.....	.....	.....	.....	.....	.....		50000	21
" chip cars, "	5201 to 5215	40	8 10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		80000	15
Box, consecutive Nos.	3401 to 3411	33 4½	8 1½	7 4¾	34 2	8 10	11 3½	11 10	12	.....	.....	.....	.....		50000	11
" "	3001 to 3025	36	8 6	8	36 6	9 1½	.....	.....	.....	.....	.....	.....	.....		80000	23
Ore, Steel, Consecutive Nos.	4001 to 4200	20 6½	.....	.....	22	8 1½	.....	.....	9 6	.....	.....	.....	.....		100000	200
Gondola, "	5001 to 5025	34 7½	8 7	3 3½	36 8	9 5	.....	.....	7 5¼	.....	.....	.....	.....		60000	25
" "	5101	39 4	8 6	4	40 2	.....	.....	.....	.....	.....	.....	.....	.....		80000	1
Charcoal, " ...*†	6001 to 6025	39 4	8 6	8	40 2	9 7	.....	.....	14 1½	6	8	.....	.....		80000	19
" " ...*†	6051 to 6070	38 8	8 8	.....	.....	.....	.....	.....	.....	5 6	4	.....	.....		50000	17
Dump, "	1 to 94	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	94
Caboose, 8-wheel, "	9500 to 9507	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	8
" 4-wheel, "	9550 to 9553	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	4
Boarding, "	10500 to 10513	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	13
Total																992

MISCELLANEOUS EQUIPMENT.

Tool—10900, 10901	2	Steam Shovel—10400	1
Snow Plow—10100 to 10102	3	Pile Driver—10450	1
Flanger—10150, 10151	2	Lidgerwood Rapid Unloader—10425	1
Total			10

PASSENGER EQUIPMENT.

Passenger	5
Combination	4
Official—"Michipicoten"	1
Total	10

No freight cars fitted with end doors. Total number of freight cars fitted with air brakes, 680. Total number of freight cars fitted with M.C.B. automatic couplers, 792.

Cars of this Company are equipped with couplers as follows; Passenger—M. C. B. Freight—M. C. B.

* The following numbers are blank: Nos. 6001, 6003, 6005, 6015, 6024, 6055, 6064, 6068.

† On charcoal cars, 3 doors on each side; centre door 6 ft. wide, 8 ft. high; other two, 5 ft. 6 in. wide, 4 ft. high.

Report movements and mileage or per diem to C. L. Vaughn, Car Accountant, Sault Ste. Marie, Ont.

For balances remit to or draw on J. S. Wynn, Gen. Auditor, Sault Ste. Marie, Ont.

Send bills for repairs to cars to J. S. Wynn, Gen. Aud, Sault Ste. Marie, Ont.

FREIGHT CONNECTIONS AND JUNCTION POINTS.

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

April, 1905.

Quebec & Lake St. John Railway.

GENERAL OFFICERS.

GASPARD LEMOINE, Pres...Quebec, Que.
D. G. Scott, Sec. & Gen. Man. "
ALEX. HARDY, Gen. Frt & Pass. Agt. "
S. S. OLIVER, Auditor.....Quebec, Que.
J. BAIN, Superintendent.... "
J. CLARK, Master Mech.... "

GENERAL OFFICES, QUEBEC, QUE.

Miles of road operated, 341. Gauge, 4 ft. 8½ in. Locomotives, 22. Canadian Express Co. operates over this line. Q. & L. St. J. sleeping cars operate over this line.

FREIGHT EQUIPMENT.

The freight cars of this Company are numbered and classified as follows:

KIND OF CARS.	NUMBERS.	INSIDE DIMENSIONS. Length	Width	Height	CAPACITY.	NO.
Flat	301 to 481	.....	.....	.....	A 70000	183
"	501 to 550	.....	.....	.....	B 100 50000	50
"	601 to 669	.....	.....	.....	50 & 60000	69
Coal	701 to 722	.....	.....	.....	40000	22
Scock	801 to 843	C 8 2	7		50000	43
Box	844 to 898	D	.....		40000	55
"	1101 to 1103	34	7 10	6 2	50000	93
"	1201 to 1350	35	8 3	7 6	70000	150
Total						665

A—30000, 40000 and 60000 pounds capacity. B—30000, 40000, 50000 and 60000 pounds capacity. C—Nos. 801 to 843, 31 ft. in length 50000 pounds capacity: Nos. 824 to 843, 35 ft. in length, 60000 pounds capacity. D—33 and 34 ft. in length.

FRANK & GRASSEY MOUNTAIN R. R

O. E. S. WHITESIDE, Manager.....Blairmore, Alberta.

Miles of road operated, 10; gauge, 4 ft 8½ in. *Equipment*—Locomotives, 2; total, 27 cars.

February, 1906.

GALT, PRESTON & HESPELER RY.

P. CLEMENS, Superintendent.....Preston, Ont.

Miles of road operated, 20; gauge, 4 ft. 8½ in. *Equipment*—Locomotives, 3, total 12 cars.

October, 1905.

ARKANSAS SOUTHEASTERN RY.

A. E. SILVERSTONE, Gen. Manager.....Upland, Ark.

Miles of road operated, 39; gauge, 4 ft. 8½ in. *Equipment*—Locomotives, 4; total, 50 cars.

February, 1906.

TEXAS & GULF RY.

M. H. LILLIARD, Gen. Superintendent.....Longview, Tex.

Miles of road operated, 60; gauge, 4 ft. 8½ in. *Equipment*—Locomotives, 5; total 24 cars.

April, 1905.

SYLVANIA CENTRAL RY.

W. M. HOBBY, Superintendent.....Sylvania, Ga.

Miles of road operated, 15; gauge, 4 ft. 9 in. *Equipment*—Locomotives, 2; total, 4