

NEWFOUNDLAND RAILWAY

C. H. RIFF

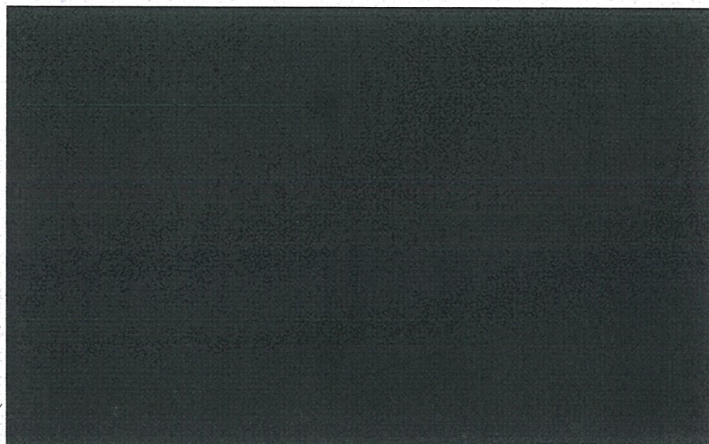
it. (Press report.)

Newfoundland Ry.—The Newfoundland Legislature at its recent session authorized the raising of a loan of \$6,000,000 bearing interest at not exceeding 5%, repayable on or before Dec. 1, 1964, the proceeds to be applied to various purposes, among them being additional re-railing on the Newfoundland Ry., on construction of the Topsails diversion of the line, and to provide additional rolling stock and machinery.

In connection with the projected Millertown-Buchans-Howley diversion of the line to avoid the heavy gradients and the exposed situation of the Topsails district, which involved the construction of about 29 miles of line from near the terminus of the Buchan's extension of the Millertown branch, to Howley, where the diversion ties up with the main line, we are advised officially that when construction was sus-

August

1929



at foot of Arthur St.

Prince Edward Island Ry.—With the removal of three considerable curves in the vicinity of Colville station, the section of line between Royalty Jct. and North Wiltshire, 12 miles, has been much improved. It is proposed to continue reducing curves all over the line where practical.

The new steel bridge over the Morell river has been placed in position. It is 109 ft. long, 6 ft. wide and 12 ft. high, and weighs about 80 tons.

M. J. Haney, contractor for the bridge over the Hillsborough river between Charlottetown and Mutch's Point, near Southport, has a large number of men employed in the erection of plant. A lumber mill is ready equipped with a 50 h.p. engine; the work of framing the first caisson has begun; the pile-

August
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APRIL, 1902.]

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Co. may issue bonds to the extent of \$20,000 a mile. (Feb., pg. 60.)

The Port Dover, Brantford, Berlin and Goderich Ry. Co. is making application at the current session of the Dominion Parliament for an act extending the time for the construction of the lines authorized, to change its name to that of the Grand Valley Traction Co. and giving power to issue bonds to the extent of \$30,000 a mile, and to commence construction within two years. (Feb., pg. 60.)

Prince Edward Island Ry.—A plan has been prepared for an improved station at Charlottetown, but has not yet been approved. The proposed site is at the foot of Prince st. where the roundhouse now stands, and it is proposed to put up a new roundhouse on the site of the present station. Building will probably be commenced early in July. (Feb., pg. 60.)

The estimates submitted to the House of Commons for the year ending June 30, 1903, contain the following amounts for the P.E. I.R., chargeable to capital:—

Addition to freight house at Morell	\$ 450 00
Addition to freight house at Mount Stewart	500 00
A new station at Georgetown	6,200 00
To widen wharf at Summerside	1,300 00
To straighten line near North Wiltshire	1,000 00
To straighten line near Blue Shank	1,000 00
Murray Harbor branch and Hillsboro' bridge	500,000 00
	\$510,650 00

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extension of time for the construction of the projected extension of the Q. M. and S. R. from Noyan Jct. to the International Boundary, and for the completion of any line which the old South Shore Ry. was authorized to construct.

Reid Newfoundland Ry.—Of the branch line construction authorized by the act of 1912, there are still uncompleted:—Baie de Verde Branch from Carbonear to Grates Cove, 45 miles; Fortune Bay Branch, from Goobies to Terranceville, 60 miles, and Bonne Bay Branch, from Deer Lake to Bonne Bay, 45 miles. Track has been laid on the first of these three branches, and a temporary train service is being operated, but the snow fences, sidings and station platforms are not completed. On the Fortune Bay Branch track has been laid for 43 miles, but no construction was done during 1915. Some grading has been done on the Bonne Bay Branch, but nothing was done during 1915. (Sept., 1915, pg. 341.)

St. John and Quebec Ry.—Tenders for the

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Newfoundland Ry.—We are advised officially that the Newfoundland Government has, for the present at any rate, definitely abandoned the project for the construction of a diversion to carry the main line via the Millertown Ry. and the Buchans Mine Ry., and several miles of new construction to Howley at mile 356.60 from St. John's. As stated in Canadian Railway and Marine World for Oct., pg. 616, track was laid with 70-lb. rails on 6 miles of the new construction done in connection with the diversion. This track, we are advised, is being taken up, and the rails are being used on the main line between Bishops Falls, mile 267.34, and Humbermouth, mile 403.82, on which the track is being relaid with 70-lb. rail. This work is expected to be completed by the end of November. It is intended during 1930 to raise the main line from 2 to 5 ft. between mile 315, six miles westerly from Millertown Jct., and mile 340, just east of Forks siding, covering the Topsails area,

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November 1929

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F. M. Van- in order to overcome some of the present
arties River difficulties from snow.

ward. The relaying of the track between
and coast Bishops Falls and Humbermouth was
Pass; started, Sept. 23, by 5 gangs of 40 men
h the equal each at the following points:—2 miles west
River of Bishops Falls working west; Millertown
al to Jct. working west; Gaff Topsails working
o the west; Howley working east, and Humber-
570). mouth working east. (Press report).

Board Pacific Great Eastern Ry.—The British
orized Columbia Prime Minister, Mr. Tolmie,
Sub- advised North Vancouver City Council,
Oct. 7, that the surveys of the Peace River
district which are being carried on jointly
by the B.C. Government and the Cana-
dian National and Canadian Pacific Rys.,
were progressing favorably and that
definite information in connection with
their results will be available about Jan. 1,
1930. Mr. Tolmie added:—"It has been
stated by the Government on more than
one occasion that it will await the results
of this survey before taking any definite
action in connection with the P.G.E. R.
The Government feels it should have full
knowledge of the assets in connection with
the road before it attempts to dispose of
them." (Press report).

Rail- Quebec, Saguenay and Chibougamau
orders 21.7, B.C.
B.C., mated

November 1929

have the present bridge condemned.
(Press report).

Newfoundland Railway.—A Newfoundland paper, the Fishermen's Advocate, said in a recent issue:—"The Government has decided to abandon the building of the railway diversion from Millertown to Howley, started last autumn just before the elections by the late administration. One of the objections to the diversion is the demand of the Anglo-Newfoundland Development Co. for \$400,000 as the price of the old Millertown-Buchans branch line. The decision of the Government is to reraill the Topsails section, and raise the roadbed above the level of the ground, so as to prevent snow blocking it in winter. It is the opinion of the railway staff and competent engineers, that all that is necessary to ensure satisfactory service in winter over the Topsails, is to raise the track from 2 to 5 ft. over the whole Topsails section. The work of rerailling this section will start at Millertown Jct. immediately."

The Bishops Falls Section, Western Division, Newfoundland Ry., extends from Bishops Falls, mile 267.34 from St. John's, to Humbermouth, mile 403.62 from St. John's, and includes the Topsails area. To avoid this area it was proposed to utilize the Millertown Branch starting from the main line at mile 309.97, with its extension to the Buchans mine, and to build an extension therefrom to Howley, at mile 356.60. This 46.63 miles covers the Topsails area, the principal points where traffic difficulties are met with in winter being Summit, mile 328.31; and Gaff Topsail, mile 332.79.

The proposed diversion of route involved the construction of a new road bed extending from a junction with the railway to Buchans Mine at mile 19, to Howley, mile 356.6 from St. John's on the existing main line. Work was started at Hind's Jct., some distance from the Buchans Mine Ry. on Aug. 6, and on Sept. 24, from mile 19 on the Buchans Mine Ry. to Hind's Jct. When work was stopped on Oct. 18 the amount done was:—clearing right of way from Hind's Jct. towards Howley, 17 miles; grading done, 10 miles; culverts put in on 6 miles; track laid, 6 miles; ballasting done, 6 miles; and from mile 19, Buchans Mine Ry. towards Hind's Jct., 5 miles of the right of way had been cleared and 3 miles of grading done.

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