

ESQUIMALT  
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RAILWAY

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**Esquimalt and Nanaimo Ry.**—We are advised that a contract has been let to Palmer Bros. and Hemming, Vancouver, B.C., to build 22 miles of branch lines in the Cowichan district. The longest branch will start from near Duncan and will run to Cowichan Lake, 18.5 miles, and the other branch will leave the main line near Westholme, and will run to tidewater at Osborne Bay, 3.5 miles. Construction will be started at once, and it is expected to have both branches opened for traffic in the spring.

Track laying on the extension to Port Alberni has been completed to the summit beyond Cameron Lake, and it is expected that steel will be laid into Port Alberni by Aug. 15. The wharf at the terminus is completed.

Reports from Victoria state that extensive deposits of iron have been discovered in the vicinity of the upper Quinsam Lake, on property held by United States interests. A deputation representing the mineowners waited on R. Marpole, Vice President, in Vancouver, July 10, with a view of having a branch built to serve the mines. It is said that an engineering party will be put in the field to locate a line from a point on the main line survey north of Comox, to Upper Quinsam Lake, about 15 miles. (July, pg. 657.)

August 1911

**Telephone Dispatching on the G. T. R.**



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G.T. Pacific tracks for terminal purposes. (Feb., pg. 67.)

**Esquimalt and Nanaimo Ry.**—The extension of the line to Cowichan Lake, B.C., about 18 miles, is expected to be completed and ready for traffic by May 1. The branch leaves the main line about a mile north of Duncan.

The right of way for the proposed extension from McBride Jct. to Union Bay is being cleared. The work is being prosecuted from the Union Bay end, and was reported to have reached beyond Oyster River, Jan. 31.

Plans have been filed with the Provincial Minister of Railways for an extension of the line now terminating at Port Alberni, by way of Sproat River and Sproat Lake to Great Central Lake. (Feb., pg. 67.)

**Glengarry and Stormont Ry.**—The Ontario Legislature is being asked to incorporate a company with this title to build a railway from the C.P.R. in Lan-

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chap. 92 of the statutes of 1910, may be built. (Dec., 1910, pg. 1013.)

**Esquimalt and Nanaimo Ry.** — The British Columbia Legislature has confirmed an agreement made between the Government, the E. and N. Ry., and the C.P.R., dated Feb. 17, which sets forth that the company desires to lease its line to the C.P.R., and the Government declares that such lease shall not affect the exemption from taxation of the company's lands. In consideration of this the company agrees to pay on June 30, annually, 1½ cents an acre in respect of such of the lands mentioned in sec. 3, chap. 14, 47 Vict., as shall remain vested in the company, and therefore exempt from taxation; and shall by Dec. 31, 1915, build an extension of its line from the present northerly terminus to Courtenay. (Mar., pg. 120.)

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## Railway Development.

### Projected Lines, Surveys, Construction, Betterments, Etc.

**Alberta Interurban Ry.**—The Board of Railway Commissioners has approved of location plans for the company's line near Calgary, Alta., from mileage 2.28 to 9.93, and of another line from mileage 0 to 5.49. (Oct., pg. 501.)

**Alberta, Peace River and Eastern Ry.**—Application was made recently to the Minister of Railways for approval of the route map of a line from the International boundary to Calgary, thence to Edmonton and on to the Peace river and Fort Churchill, on Hudson bay, a total distance of 1,535 miles.

**Calumet and Northern Ry.**—Application is being made to the Quebec Legislature to incorporate a company with this title to build a railway from Calumet to St. Jovite. The provisional directors named are:—J. R. Colby, Montreal West; E. W. Whiting, A. P. Stewart, A. Cushing, T. M. Papineau, Montreal.

**Canada and Gulf Terminal Ry.**—At the annual meeting in Montreal, Oct. 4, it was decided to leave the question of the extension of the line in abeyance until it has been definitely decided which form the aid

charter rights which have been secured by the G. T. R. (Oct., pg. 501.)

**Esquimalt and Nanaimo Ry.**—The extension from McBride Jet. to Courtenay, in the Comox Valley, Vancouver Island, B.C., will be about 45 miles long. About 15 miles is reported graded from McBride Jet., and about 10 miles of grading from Courtenay southerly. Tenders are under consideration for the supply of 50,000 ties for the section of the line from McBride Jet. to Big Qualicum river; and for the grading and bridging from Big Qualicum river to Union bay, 19.29 miles. There will be seven steel bridges from 60 to 80 ft. long, and 10 large trestles on the entire extension. The trestles will subsequently be filled. (Oct., pg. 501.)

*November 1912*



r., the final location has not been settled.  
(Feb., pg. 79).

— **Esquimalt and Nanaimo Ry.**—A press  
ed report states that plans are being pre-  
il- pared for an extension of the line from  
on Bambridge, mileage 127, on the line to  
m Alberni, northerly to Ucluelet and Clayo-  
o- quot, and from Bainbridge easterly to  
of Comox Lake.

ce **Grand Trunk Ry.**—We are officially ad-  
r- vised in connection with a press report

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1919



and the St. Andrews-St. Agathe lines.  
(May, pg. 260).

**Esquimalt and Nanaimo Ry.**—The Dominion Parliament has authorized the building of a line from between Port Alberni and Bainbridge, on the existing Parksville Jct.-Alberni line, northwesterly via Great Central Lake and Ash River Valley to Comox Lake, with a branch line from near Sproat Lake to Long Beach on the west coast of Vancouver Island. Plans for these lines are reported to have been prepared. (Apr. pg. 191 and Feb., pg. 79).

The Minister of Public Works is reported to have advised the mayor of Victoria that the Dominion Government has definitely decided not to make a contribution towards the cost of the Johnson St. Bridge. The modified plans for the bridge prepared by the City Engineer of Victoria after the conference with the C.P.R. officials, have been forwarded for final approval by P. B. Motley, Engineer of Bridges, and J. M. R. Fairbairn, Chief Engineer C.P.R. The estimated cost of the bridge is \$525,000, of which the C.P.R. will contribute \$100,000, the city \$225,000, and the government \$200,000. (June, pg. 313).

**Great Northern Ry.**—About 1,000

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line to Vanreana, Alta. (Oct., pg. 550).

**Esquimalt and Nanaimo Ry.**—A press report states that a contract has been let to the Foundation Co., for building a 10 mile extension of the E.&N.R. to Great Central Lake. The branch starts from the present line between Bainbridge and the Alberni terminus, and the route has been located to the Great Central Lake. The location is along the Sproat River Valley, north to its confluence with the Stamp River, where it branches west, and runs along the south shore of the Great Central Lake for some miles. Some clearing is reported to have been done on the right of way. R. Marpole, Vice President, E.&N.R., and General Executive

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1919



the projected bridge. (Aug., pg. 431).

**Esquimalt and Nanaimo Ry.**—We are officially advised that a contract has been let to the Foundation Co., Vancouver, B.C., for clearing the right of way for a railway from two miles west of Port

December 1919

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## Projected Lines, Surveys, Constr

ent—	Alberni on the present line to Alberni,	h
Bath-	Vancouver Island, to Great Central Lake,	F
pro-	11 miles, and the work is in progress.	s
water	The character of construction of the	c
siquit	new line will be similar to that of the	il
d for	line to Port Alberni; the maximum grad-	g
thern	ient will be 1.5%. It has not been de-	t
from	ecided what weight of rails will be used.	t
hurst	We are advised that clearing of the	c
struc-	right of way is about 40% completed.	t
lipisi-	The work is under the supervision of R.	o
tion's	A. Bainbridge, Division Engineer, E. &	il
uring	N.R., Victoria.	
a sec-	Nothing definite has been decided with	s
are	regard to any extension of the line north	F
half	of Courtenay, but plans are being pre-	v
Nov.	pared for improvements at Nanaimo	e
and	wharf, and for the erection of a new sta-	a
re us-	tion at Nanaimo. (Nov., pg. 602).	a
hurst	Grand Trunk R. The Board of Dir	r

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(May, pg. 253).

**Esquimalt and Nanaimo Ry.**—After a number of conferences between representatives of the C.P.R., which operates the E. and N.R., considerable progress was reported to have been made, May 13, in the settlement of the Johnson St. bridge matter, which has been the subject of negotiations between the Victoria City Council, the company, and the British Columbia Government for three or four years past. The C.P.R. was represented at the most recent conference J. M. R. Fairbairn, Chief Engineer, and P. B. Motley, Engineer of Bridges, and the E. and N.R. by H. E. Beasley, General Superintendent, and R. A. Bainbridge, Engineer. A press report states that the only notable change decided upon is a decrease in the span of the proposed bridge from 150 ft. to 120 ft. and a slight decrease in the width of the superstructure. The city's plan provides for a curved vehicular approach by way of Johnson St. The City Engineer is reported to be engaged in remodelling the city's original bridge plans in accordance with the agreements reached at the conference.

The C.P.R. is reported to have advised the city and the B.C. Government that while \$60,000 would represent the actual value of a new bridge to its railway, it was willing to contribute \$100,000 towards the cost of a new structure such as the city desired. The British Columbia Government, it is reported, has promised to contribute \$200,000. The estimated cost of the railway and general traffic bridge, with approaches for vehicle and pedestrian traffic asked for by the city, is about \$600,000.

The mayor of Victoria, is reported to have said, May 13: "When the plans have been completed and formally approved by all parties concerned—as a matter of fact, they are being drawn up to suit the wishes of all—and as soon as we have interviewed the B.C. Electric Ry. Co. on its possible contribution, and the Dominion Government, we shall be in a position to prepare a bylaw. We will make the best bargain possible and

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St., Edmonton, Alta.

See also Central Canada Ry.

**Esquimalt & Nanaimo Ry.**—The Victoria, B.C., City Council is reported to have let a contract to the Canadian Bridge Co., Walkerville, Ont., for the fabrication and erection of the steel Strauss bascule lift span which will form the superstructure of the bridge under construction at Johnston St., at an estimated cost of \$239,000. Fabrication is to be started at once, and the erection is to be begun in November. The substructure work is reported to be progressing satisfactorily under the direction of F. M. Preston, City Engineer.

The Mayor of Victoria is reported to have stated on returning from Montreal recently that the President of the C.P.R. had informed him that the replacing of the building now serving as a terminal on Store St. had been decided on, and that work would be started thereon soon after the completion of the Johnson St. bridge. (June, pg. 305.)

**Grand Trunk Ry.**—Montreal City Coun-

June  
[1921]



built at Canning, N.S., the work to be started in the spring.

**Esquimalt and Nanaimo Ry.**—A good deal of work is reported to have been completed, recently, on the terminal yards on the reserve, in Victoria, following the completion of the Johnson St. bridge. It is stated that it is not the company's intention to do anything immediately in the way of grading and laying out the area south of the tracks, but to wait for the development of business. (Dec. 1923, pg. 593.)

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72.04 to mile 85.04. (Jan., pg. 13.)

**Esquimalt and Nanaimo Ry.**—A press report states that the appropriations for 1925 betterments will provide for the continuation of the programme of substituting steel for trestle bridges, and the filling in of wooden bridges, and that it is expected an arrangement will be made for the laying of track and the ballasting on the Great Central Lake branch,

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1925



during the Legislature's current session.  
(May 1925, pg. 222.)

**Esquimalt and Nanaimo Ry.**—A press report of Feb. 13 stated that a contract was about to be let for the renewal of the large trestle over French Creek, near Courtenay, that work would be started early in March, and that it would be completed in about 2 months thereafter.  
(Nov. 1925, pg. 550.)

**Essex Terminal Ry.**—The Board of

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## Construction, Betterments, Etc.

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which runs from 2 miles west of Port Alberni to Great Central Lake, 11 miles. Construction was started in 1919, and practically the whole of the grading has been completed. Track was laid for 3.75 miles in 1922, but nothing has been done since that date. It is stated that there are a couple of bridges to be erected, the largest one being over the Stamp River. (Nov. 1924, pg. 558.)

**Joliette and Northern Ry.**—The Governor General has, by proclamation un-

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1925



was exploring a route for a railway.

**Esquimalt and Nanaimo Ry.**—A press report states that the Great Central Lake branch was completed at the end of July, and that the Great Central Sawmills Ltd. has started construction on its 100,000 ft. a day sawmill at the lake. The branch starts about 3 miles north of Port Alberni, on the Alberni Subdivision, and extends to Great Central Lake, 10.5 miles. Grading was practically completed in 1919, and track laid to Stamp River, about 4.5 miles. Work was then suspended and was not resumed until April last. (July, pg. 222.)

The Board of Railway Commissioners passed order 36,675, Aug. 10, authorizing the rebuilding of bridge 103.7 over Qualicum River.

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WORK IN HAND ON ———  
(April, pg. 167.)

Esquimalt and Nanaimo Ry.—We are officially advised that the following betterments are to be done this year:— heavier rails to be laid on 6 miles of track between Wellington and Parksville. Four 20,000 gall. wooden water tanks at Malahat, Ladysmith, Nanaimo and Nanoose will be renewed. Flanking spans will be placed on 2 steel bridges at miles 113.2 and 123, Victoria Subdivision, to consist of two 50-ft. plate girders at each bridge, and a 100-ft. lattice truss span will be placed at bridge 124.1, Victoria Subdivision. All these spans will be procured from the Canadian Pacific Ry. The trestles approaching these three bridges will be filled. On the Port Alberni Subdivision, two trestles will be renewed in wood, viz: at mile 25.2, length 346 ft., height, 55 ft.; at mile 30.1, length 300 ft., height 30 ft. On Victoria Subdivision at mile 59.3, a bridge 400 ft. long and 50 ft. high will be filled, and a 14 ft. concrete arch culvert installed.



## Projected Lines, Surveys, Construction, Betterments, Etc.

The highway bridge is located immediately alongside the railway bridge and will also be filled, the work being undertaken jointly by the railway and the British Columbia Public Works Department. The 14 ft. concrete arch culvert will be extended under the highway bridge, making its total length 200 ft. The total fill required will be 50,000 cu. yd., of which 35,000 will be required for the railway fill.

With regard to the Great Central Lake Branch, we are advised that it will depend upon the development of the timber industry in the district whether any work will be done this year. In the event of such development, it will be necessary to lay about 6.5 miles of track. (April, pg. 167).

The Grand Lake Ry. Co. has been in-

into the rock ledges in tunnels driven into the face of the bluffs. This has been one of the most difficult parts of the project because of the presence of water and the difficulty encountered in the disposing of the spoil. When the approach girders on the Canadian side are completed, the arch swinging over the river will be started and the construction will be finally finished in the center of the river. It is expected that the bridge will be completed in November. (April, pg. 167.)

Montreal Central Terminal Co., which withdrew its application for a recognition of its powers from consideration by the Quebec Legislature, is applying to the Dominion Parliament for a revival of its powers and for an extension of time for construction. (April, pg. 168.)

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-A line for lumbering in the S.W. 4, Sec.  
od 25, Tp. 68, Range 2, West 5th Meridian.  
en- (Jan., pg. 13.)

ng Esquimalt and Nanaimo Ry.—The  
for Board of Railway Commissioners passed  
m- order 36,766, Aug. 31, authorizing the  
ew opening for traffic of the Great Central  
de Lake Branch from Solly Jct. to Great  
Central Lake, mile 0 to 10.36. (Sept.,  
pg. 447.)

as We are advised officially in connec-  
ite tion with the reconstruction of bridge  
ue. 103.7, over the Qualicum River, approved  
les recently by the Board of Railway Com-  
ty., missioners, that it was built in 1912, and  
ere consisted of a steel trestle on concrete  
ake pedestals, 155 ft. long, and 125 ft.  
the high at the highest point, made up of  
the two 45 ft. tower spans and one 75 ft.  
ion span between. The south approach is  
or- a standard trestle 580 ft. long, and the  
the north approach is a similar trestle 160  
or- ft. long. The latter approach is being  
and replaced by two 75 ft. deck plate girder  
rly spans on a rock bent 57 ft. high, base  
mi, of rail to top of pedestals. The latter  
and the new abutment are of concrete.

— Kettle Valley Ry.—We were advised  
dge