

ALGOMA  
CENTRAL  
RAILWAY

II

CANADIAN  
RAILWAY AND  
MARINE WORLD

C. H. RIFF

## RAILWAY DEVELOPMENT.

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

**Alberta Central Ry.**—The Board of Railway Commissioners has approved the deviation of location for the line between mileage 0 and 64.5 west of Red Deer, Alta.; and plans of bridges over Medicine River, Horseguard River, mileage 50, and Fleming's Creek, mileage 60.1, all west of Red Deer. (Nov., pg. 1035.)

**Alberta Ry. and Irrigation Co.**—The town council of Pincher Creek, Alta., decided at a meeting, Nov. 3, to protest against the approval by the Dominion Government of plans filed for the entrance of one of the company's branch lines into the town. (Oct., pg. 935.)

**Algoma Central and Hudson Bay Ry.**—The section of the line from mileage 65 to 79 has been taken over by the company from the contractors, and a regular train service was put in operation Oct. 23. The Board of Railway Commissioners has authorized the operation of regular trains on the extension as far as mileage 85 from Sault Ste Marie, Ont. Track has been laid to mileage 91, at the crossing of the Montreal River, where a large bridge has been completed. Three trestles at mileage 93 are nearing completion; two other trestles at mileage 99 are well advanced, and three trestles between mileage 104 and 106 are also under construction. Grading has been completed to Agawa, at mileage 126, and it is expected that track will be laid to that point this season. The remainder of the grading to Hawk Lake Jct. has been completed, and the line is being operated from that point to Josephine Jct., the point of connection with the Michipicoten branch. This junction is at mileage 170 from Sault Ste Marie. The grading between Hawk Lake Jct. and Hobon, on the C.P.R. transcontinental line is well advanced, a late report stating that there is only about nine miles to be completed. The Board of Railway Commissioners has approved a revised location on this section between mileage 30.08 and 53 from Hawk Lake Jct., and ordered an interlocking plant at the crossing at grade of the C.P.R. at Hobon. It is expected that the line will be completed to Hobon early in 1912. Grading is also in progress from Hobon towards the National Transcontinental Ry.

A contract has been entered into with the Dominion Government under the act granting aid to certain railways for a line from Sault Ste Marie to the C.P.R. between White River and Dulon stations, about 200 miles, and for a line from Michipicoten harbour towards the C.P.R., about 25 miles. Both lines are under construction, and trains have been operated over nearly 100 miles for several years, but until the present time the Dominion subsidies have not been granted. The Michipicoten line joins the main line at Hawk Lake Jct. and the junction with the C.P.R. is at Hobon.

December  
1911

October, 1912.]

CANADA

## Railway Deve

### Projected Lines, Surveys, Const

**Alberta Interurban Ry.**—There has been deposited with the Secretary of State at Ottawa a mortgage deed dated April 12, between the company and the Trust and Guarantee Co., covering the company's whole undertaking, present and future.

The Board of Railway Commissioners has approved of location plans for this line from the north line of sec. 31, tp. 24, range 28 west 4th meridian to sec. 15, tp. 29, range 23 west 4th meridian, mileage 9.93 to 66.80, and has authorized it to build along highways.

**Algoma Central and Hudson Bay Ry.**—The Board of Railway Commissioners has authorized the opening of the line for traffic from Hawk Lake jet. to a junction with the C.P.R. transcontinental line near Hobon, Ont., 31.5 miles. Hawk Lake jet. is at mileage 164.5 on the main line from Sault Ste. Marie, and is the point where connection is made with the company's branch line to the Helen and other mines and to Michipicoten harbor.

In connection with the extension of the line from near Fangassin to Park Lake jet. T. J. Drummond, President Lake Superior Corporation, is reported as stating, Sept. 5, that it was expected to be able to put on a regular train service through from Sault Ste. Marie in November. About 25 miles of the track had to be ballasted. North of the C.P.R., 12 miles of track had been laid and it was expected that by the end of the year track would be laid for a further distance of 48 miles to the crossing of the Canadian Northern Ontario Ry. It was expected to have the line completed to a junction with the G.T. Pacific Ry. by the end of 1913. (Sept., pg. 459.)

**Burrard Inlet Tunnel and Bridge Co.**—The North Vancouver city council has voted an additional \$50,000 in aid of the building of the projected bridge across the second narrows of Vancouver inlet. (Sept., pg. 459.)

**Central Ry. of Canada.**—We are officially advised that the company has

October 1912.

**Algoma Central & Hudson Bay Ry.—**  
Construction on the completion of this company's line to Hearst on the National Transcontinental Ry. is rapidly drawing to a close. Trains are being operated from Sault Ste. Marie to Franz, at the junction with the C. P. R., 195 miles north of Sault Ste. Marie, and to Michipicoten Harbor and the company's mines, branching off at Hawk Jct. This section was opened for traffic Dec. 1, 1912. North of Franz, grading is entirely completed through to Hearst on the National Transcontinental Ry. Track was laid to Oba at the junction with the Canadian Northern Ontario Ry. in Dec., 1912. This season this section is being ballasted, and by Oct. 1, will probably be taken over for operation. Tracklaying is progressing north of Oba, and steel is expected to reach Hearst by Nov. 1. By that time this section will be practically ballasted also, so that it is quite probable trains will be operating through to Hearst via the A.C. & H.B. Ry. by Dec. 1. Hearst is 295 miles north of Sault Ste. Marie. Oba is 50 miles south, or via the A. C. & H. B. R., it is an even 100 miles between the C. P. R. and the National Transcontinental Ry. By a rather peculiar coincidence this is the shortest distance these two railways are apart over any feasible route for the connecting line anywhere between Quebec and a point west of Fort William. It is also the only place where the Canadian Northern Ry. comes just midway between these railways, hence the A. C. & H. B. R. has secured the shortest and most direct route connecting by a cross line these three transcontinental railways with the Great Lakes. All new work on the line north of Hawk Jct., 164 miles north of Sault Ste. Marie, is constructed on a maximum 0.6% compensated grade with 6 degrees maximum curves. The Superior Construction Co., T. J. Kennedy, President and General Manager, has the contract for the work north of the C. P. R. R. S. McCormick, M. Am. Soc. C. E., is chief engineer and G. F. Horsey is District Engineer, having direct charge of the work on this section.

September 1913

October, 1913.]

CANA

## Railway De

### Projected Lines, Surveys, Co

**Alberta and Great Waterways Ry.**—It is reported from Edmonton, Alta., that among the measures to be submitted to the Alberta Legislature which opened Sept. 16, will be one providing for the building of this projected railway from Edmonton to McMurray, 230 miles, as a government work.

**Algoma Eastern Ry.**—The section of the line to Goat Island was opened for traffic, Sept. 15. The road is now being operated from Sudbury to Goat Island, at which point a round house and machine shop has been built. A bridge is under construction to connect Goat Island with Little Current, on Manitoulin Island, which it is expected to have ready for traffic Nov. 1. The passenger station and freight sheds will be located at Little Current. (Aug., pg. 376.)

See complete descriptive article on pg. 457 of this issue.

October 1913

## 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 8.93, and of another line from mileage 0 to 3.49. (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 1,335 miles. The Minister refused sanction, and stated that approval would only be given for such portion of the line as could be built in two years, and further applications would have to be made for the approval of route maps for additional mileage. Further consideration was postponed, and the Minister directed that the company and the Western Dominion Ry. should get together and come to an understanding as to their separate interests. See Western Dominion Ry. (Aug., pg. 411.)

**Algoma Central and Hudson Bay Ry.**—The annual report of the Lake Superior Corporation, owning the A.C. and H.B. Ry., stated that the railway had been completed to the C.P.R., and would shortly be open for traffic. The extension to the Canadian Northern Ry. is expected to be completed within a few months, and the further extension to the G.T. Pacific Ry. is expected to be completed by the time of holding the next annual meeting. The building of the new terminal station at Sault Ste. Marie and the improvement of the terminal facilities there and at the port of Michipicoten are progressing satisfactorily. (Oct., pg. 501.)

**Algoma Eastern Ry.**—Press reports state that the line will be completed through to Little Current, Manitoulin Island, Ont., this year, except for the swing bridge over the channel at Little Current. (Aug., pg. 41.)

The British Pacific Coal Co. has been carrying out an extensive development programme on Graham Island, the chief island of the Queen Charlotte group off the coast of British Columbia, in the vicinity of Prince Rupert. The company has built a line of 125 miles from the jet mouth to a 600 ft. shipping wharf at Queen Charlotte city. An adjoining property is being developed by the Standard Coal Mining Co., which proposes to build a line from its mines to the same wharf. T. R. Morrow, Vancouver, B.C., is president of the B.P.C. Co.

**Burrard Inlet Tunnel and Bridge Co.**—The Board of Railway Commissioners has approved of revised location plan for the line in the vicinity of the second narrows of Burrard Inlet, near Vancouver, B.C., station 91.174 and 88.7.

There is considerable local opposition to the 200 ft. central swing span in the proposed bridge, and the Department of Public Works is being appealed to for the purpose of having further consideration given to the plans. (Oct., pg. 501.)

**Canadian Car and Foundry Co.**—Application is being made to the Dominion Parliament for an act conferring the company's letters patent and authorizing it to build a line connecting its Dominion plant in St. Pierre, Que., with its Toronto plant in Montreal, and also with other plants as may from time to time be found convenient, and also to confirm agreements made between the company and the Government and the C.T.R.

**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. F. Stewart, A. Gushing, 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 to be granted by the province will take. In the meantime the final surveys for the location of the line through the centre of the Gaspé peninsula are being made. (Sept., pg. 450.)

**Central Ry. of Canada.**—A resolution was passed at a public meeting in Midland, Ont., Oct. 16, endorsing the company's project to build a direct line from Montreal via Ottawa to Midland. C. N. Armstrong, Vice-President, said the distance between the two points is 335 miles, and the contract calls for the building of a line with a 9.4 gradient. The company has offered to grant the Dominion Government running powers over the line on an equitable basis. He also said that it is expected to start work upon the western half of the line in the spring. (Oct., pg. 501.)

**Dominion Atlantic Ry.**—We are officially advised that a contract has been let to Kirk and Conke, North Sydney, N.S., for building a line from Centreville, on the Cornwallis branch, to Weston, N.S., 15 miles. A start was made with construction early in October.

We are further officially advised that the trestle bridge at Smiths Cove, N.S., which is 375 ft. long, about 50 ft. deep, with 15 ft. openings, is to be replaced by a 19 ft. C.P.R. standard concrete arch and filled. There will be about 40,000 cubic yards of filling, with an arch 155 ft. long. (Oct., pg. 501.)

Active construction on the line has been started by the contractors. The line is 15 miles long, with about two miles of cuttings. There will be five stations, Lakeville, Belltown, Grafton, Somerset and Weston. The contract calls for the completion of the line by Aug. 1913, and it is expected to have track laid to Lakeville by the end of the year.

**Edmonton, Dunvegan and British Columbia Ry.**—The Board of Railway Commissioners has authorized the company to connect its line with the G.T. Pacific in sec. 2, tp. 33, range 25 west 5th meridian, near Edmonton, Alta.

Tracklaying is reported to have been started near Edmonton, and it is expected to have about 120 miles laid this season. The grading is reported completed to Athabasca Landing.

The company will use the union station to be erected by the G.T. Pacific Ry. for passenger traffic in Edmonton, but is laying out its own freight terminals on a site of 142 acres adjoining those of the G.T. Pacific Ry. (Oct., pg. 501.)

**Eric, London and Ellsborough Ry.**—We are officially advised that the route map for this line has been approved for the section from Port Burwell to Aylmer, Ont., and that the route may for the balance of the line from Aylmer to London, is before the Minister of Railways for approval. Nothing further has been definitely settled. Only sufficient work is being done in the vicinity of Port Burwell at present to retain the

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 Quaiquam river; and for the grading and bridging from Big Quaiquam 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.)

**Fort George to Barkerville, B.C.**—Application is being made to the British Columbia Legislature to incorporate a company to build a railway to be operated by steam, electricity or other power from Fort George southeasterly to the Fraser river, at Six Mile creek, and on to the Willow river, thence northeasterly to the Bear river, and thence southeasterly to Barkerville, or between the same points by any other feasible route. Burns and Walker, Vancouver, B.C., are solicitors for applicants.

**Grand Lake and Bell River Ry.**—We are officially advised that the charter for the building of this railway was granted to owners of timber lands in the Grand Lake district of Quebec. Since the charter was obtained, and subsidies voted by the Dominion Parliament and the Quebec Legislature, the North Ry. has been organized to build a line from Montreal to connect with the National Transcontinental Ry. at Bell river crossing. As this line is likely to pass through the district which the G.T. and R.R. Ry. was projected to serve, it is quite probable that the latter company will not proceed to organization. (July, pg. 338. See North Ry.)

**Fredericton and Grand Lake Coal and Ry. Co.**—We are officially advised that construction on this railway has been much retarded by the general bad weather, but, nevertheless, a good portion of the grading has been completed. The work on the bridge foundations, particularly, has been retarded by the frequent recurrence of high water, but at Little river and at the Nashwaak river a considerable portion of the concrete for the abutments and piers has been placed. Track has been laid for nine miles eastward from Gibson, and for six miles westward from the end of the New Brunswick Ry. and Coal Co.'s line near Minto. There are three steam shovels and the necessary track service employed, one of the shovels being devoted to ballasting, which has been completed for about seven miles. It is expected to have steel laid through, and most of the work completed by the end of the year. The branch line from Gibson to Marysville, about three miles, was put under construction at the beginning of October. H. W. D. Armstrong, Fredericton, N.B., is Chief Engineer. (Sept., pg. 450.)

**Halifax and South Western Ry.**—In a recent interview, the Deputy Commissioner of Mines for Nova Scotia is reported as saying, after having made an inspection of the line, that there was no dangerous condition of the roadbed as had been alleged. There were a considerable number of worn-out ties on the first two sections but these were being replaced. There were also places on the line where more ballast would improve the appearance, and perhaps the smoothness of running. "It is not clear to me," he added, "that there have been casualties exceeding those on any other road for the same train mileage." (May, 1911, pg. 409.)

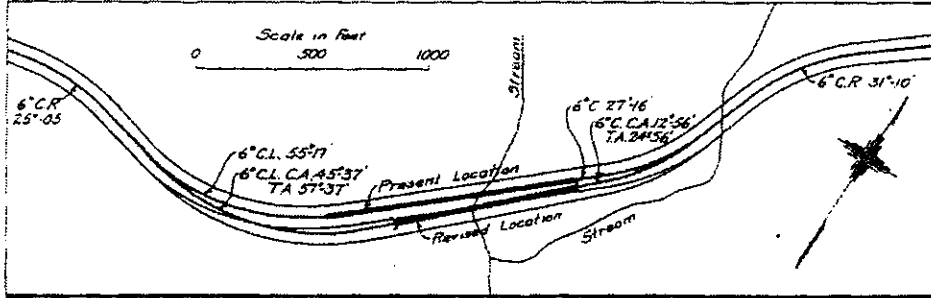
Engineer, A.C. & H.B.R., to whom we are indebted for this data. A contract has been let for the superstructure.

A 45° Triangle has been adopted as a badge by the Oregon Society of Engineers and its significance thus noted: Its three angles remind us of the client, the contractor and the engineer. The sides of the triangle are typical of right dealing. The two equal sides call attention to the fact that contractor and client have an equal claim on the knowledge, training and attention of the engineer. The right angle should be a constant reminder that each is entitled to a square deal.

The C.P.R. as Purchasing Agent for the Allies.— Press reports state that it is announced on good authority that the C.P.R.

**Algoma Central and Hudson Bay Railway Bridge at Bellevue.**

The Algoma Central and Hudson Bay Ry. is about to replace the temporary bridge at Bellevue, 20.3 miles north of Sault Ste. Marie, by a permanent structure. The old bridge is a large timber structure of 79-14



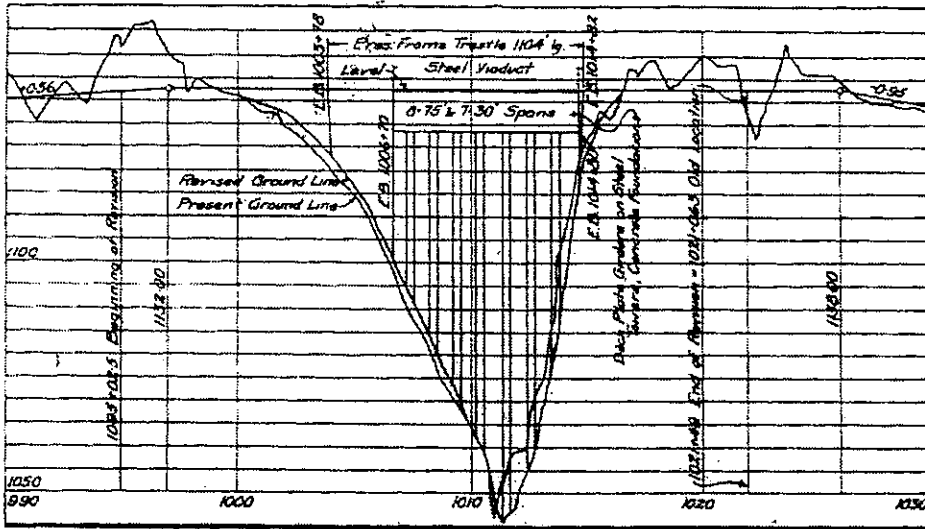
Old and New Location A. C. & H. B. R. Bridge, Bellevue, Ont.

ft. spans or a total length of 1,104 ft. It was built in the winter of 1901-2 and contains approximately 1,500,000 ft. b. m. fir timber. It is especially well braced and is a fine piece of timber work. It spans a gully or coulee through which a small creek flows, hence the waterway is negligible.

The new bridge will be built alongside the old one by making a slight revision in the line. The structure will be 810 ft. long

Purchasing Department has been placed at the disposal of the Allied Governments, to act as purchasing agent on this continent for supplies of all kinds for war purposes. It was stated a few weeks ago that the City of New York sent representatives to Montreal to look into the C.P.R. purchasing system with a view to its adoption by the corporation.

Pacific Great Eastern Railway.—Van-



Condensed Profile Old and New Location A. C. & H. B. R. Bridge, Bellevue, Ont.

over all, composed of 8-75 ft. intermediate and 7-30 ft. tower deck girder spans supported upon trestle legs on concrete.

The north end of the new bridge will

cover press dispatch May 25:—"Officials of the P. & E. R. announce that, through the Provincial and Dominion Governments, they have secured about \$3,000,000, with which to complete the line as far north as

JUNE 1915

### Grand Trunk Pacific Railway Construction-

Ballasting is still in progress on the section of the main line between Skeena Crossing and New Hazelton, B. C. An additional train is to be put on the run between Edmonton, Alberta, and Prince Rupert, B. C., June 1, giving a tri-weekly service between these points.

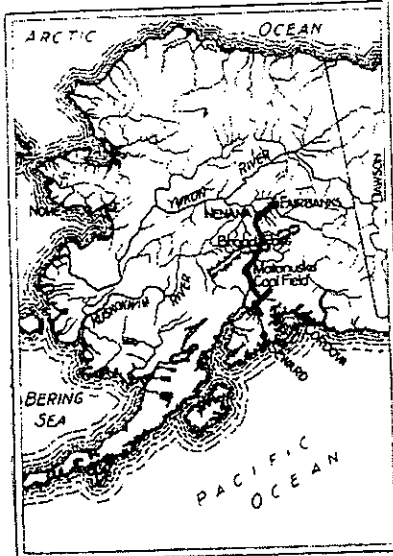
The last pontoon for the G. T. P. R. dry-dock at Prince Rupert was launched in April, and the dock is expected to be ready with a complete outfit with machinery for ship repairs by AUG. 1.

The fuel oil tank equipment at Prince Rupert has been completed and oil burning locomotives have commenced running.

Train service was resumed on the Regina-Yorkton-Canora branch May 15, and it is expected to place a train service in operation on the Weyburn branch of the Regina-International boundary line at an early date. (April, pg. 138.)

### U. S. Government Railway for Alaska.

The President of the United States has announced that the Seward-Fairbanks line, known sometimes as the Susitna route, had been selected for the Government railway to be built in Alaska under the \$35,000,000 appropriation of 1914. The route extends from Seward, on Resurrection Bay, to Fairbanks, on the Tanana River, 471 miles. It includes the existing Alaska Northern Rd., which runs from Seward through the Kenai Peninsula for 71 miles to Turnagain Arm. This branch is to be bought by the Government for \$1,150,000. From Turnagain Arm the route is to be extended through the



Route of United States Government Railway for Alaska.

The Alaska Northern Rd., extending north from Seward, is shown by a lighter line than the railway to be built by the Government.

... and across Broad Pass to

Fairbanks, including the Matanuska branch, is \$26,800,000.

W. C. Edes, of the Alaska Engineering Commission, has been designated chairman, to be in immediate charge of work and to have power of approval or disapproval of all administrative matters. Lieut. Mears and Mr. Riggs, the other members of the commission, have gone to Alaska to take up the construction and survey work.

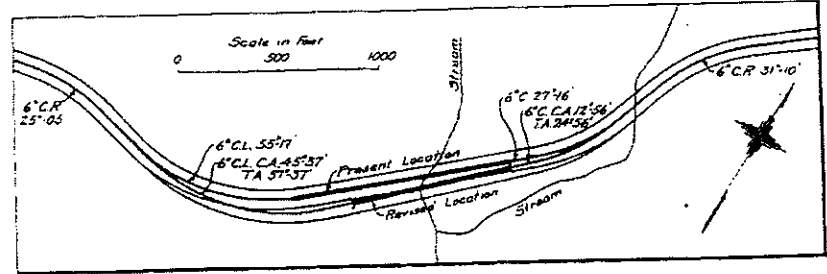
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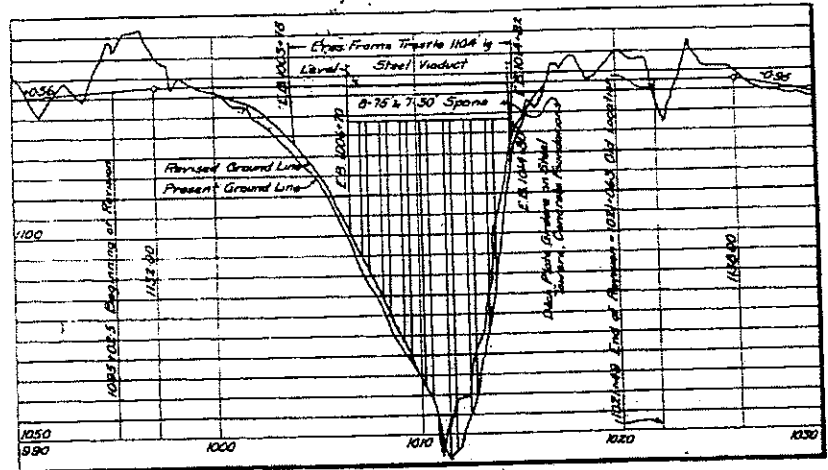
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JUNE 1915



**Algoma Central and Hudson Bay Ry.**

—The Board of Railway Commissioners passed order 37,083, Nov. 23, 1925, authorizing 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 eliminated 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 Connection, Sudbury Terminal.  
—We are advised officially that a contract for the construction of a concrete substructure for the railway viaduct at mile 1.9, Algoma Connection, Sudbury terminal, has been awarded to Duncan Construction Co., Ltd., Sudbury. The line upon which the viaduct is to be built, to replace a timber structure, connects the C.N.R. main line with the Algoma Eastern Ry., in Sudbury. The structure will be 593 ft. 0½ in. long from face to face of backwalls, and its center line will be a short distance west of that of the present timber structure. The substructure contract calls for the building of 2 abutments and 24 tower pedestals, the latter varying in height from 10 to 26.498 ft. A complete description of the viaduct was given in our Nov., 1930, issue, pg. 698, where it was stated that the C.N.R. line crosses over the C.P.R. line at the location. The Board of Railway Commissioners passed order 45,616, Oct. 21, 1930, approving the plan for the viaduct

JANUARY 1931

Algoma Central and Hudson Bay Ry.—  
Board of Railway Commissioners' order  
47,116, approving revised location of the  
portion of the line from mile 91.04 to  
mile 91.35, was mentioned in our Sep-  
tember issue, pg. 576. This section of  
the line is on the Soo Subdivision, be-  
tween Regent and Hubert, near the cross-  
ing of the Montreal River. The work ap-  
proved by the order, which was done  
last year, involved shifting of the line  
through a ballast pit, to eliminate a 12°  
curve 977 ft. long and replace it by an  
8° curve, and also effected a slight  
change in grade.

October 1937