Electric Railway Projects, Construction, Betterments Etc.

Calgary Municipal Ry.—We are officially advised that an additional half mile of track has been built to the military camp at the Sarcee Indian Reserve, for army freight and supplies, and an additional half mile of sidings to the main track. The main line to the camp, which connects with the city system at Killarney St. was opened for passenger service at the end of May. The extension mentioned above is for freight purposes only, and did not necessitate very much grading. (June, pg. 242.)

Hamilton St. Ry.—The Hamilton, Ont., City Council has been advised by its Street Railway Committee that the company is prepared to lay tracks on Kenilworth Ave., from Barton to Burlington St., and that it was expected to start work by the end of June. (April, 1915, pg. 147.)

Lake Erie & Northern Ry.—The first car over the extension of this line from Brantford to Simcoe, 23.5 miles, was run May 29, and the regular service was started May 30. The cars run right through from Galt to Simcoe, 45 miles, a car running in each direction every two hours. The eight-mile extension from Simcoe to Port Dover is expected to be opened for traffic about the middle of July. The erection of the overhead work on this section is being proceeded with.

The station at Simcoe is a commodious building, containing a large waiting room, ticket office, baggage room and their necessary conveniences.

It was stated in our last issue that the Brantford City Council had approved of the plans for the station to be built in Brantford for the Lake Erie & Northern and the Hamilton & Brantford Railways, with the stipulation that the L.E. & N. buy a strip of land opposite the station site in order to widen Water St., and to deed it to the city for highway purposes, the city offering to give in exchange a small piece of land to the west of the triangular portion of Water St., which will also be used by the railways. The L.E. & N.E. objected to this and went to the Board of Railway Commissioners, which decided, June 5, in favor of the city's contention. As the railway clearance under the bridge is 18 ft. and the station clearance 17 ft., and as the line is electrically operated, and it will not be necessary to have men on the top of the cars, the order provides for the clearance required of 17 ft. on the company giving the usual undertaking that men will not be allowed on the top of cars. We are officially advised that the building of the station is being proceeded with. (June, pg. 240.)

London & Port Stanley Ry.—Work on the new station building in London was reported to be well advanced June 14. It is reported that the building is being erected without a permit from the city council, and having been refused on the ground that the building is described as "shed construction" which is not permitted in first class fire limits embracing the site of the station.

Moncton Tramways, Electricity & Gas Co.—We are officially advised that the company will probably remove the track between Weldon St. and High St. on Main St., and between Main and Park St. on High St. and place the same on Weldon St. from Main to Park St., thence on Park St. to High St., about half a mile. It is also proposed to pave about 3,000 ft. of track on Main St. with bitulithic at once. The Sunny Brae N.B. Town Council has appointed a special committee to meet the company, and discuss the question of the extension of the electric railway from Moncton to Sunny Brae. (Feb., pg. 78.)

Montreal Tramways Co.—A petition has been extensively signed by the residents of the Park Ave. extension district, asking that they may be given a car service by the extension of the Van Horne Ave. line for 350 yards to Atlantic Ave. (June, pg. 242.)

Pictou County Electric Co.—The Nova Scotia Legislature has extended the time within which the company may build the various electric lines which its predecessor in title, the Egerton Tramway Co., was authorized to build in 1909, and which have not been built. (Dec., 1915, pg. 492.)

Quebec Ry., Light & Power Co.—We are officially advised that the management knows nothing of the building of a new piece of railway at a cost of $100,000, which a United States press report stated recently the company had decided on undertaking. The question of the extension of the company's lines in Belvedere Ward is urged by the City Council. The company offered to accept the decision of the Quebec Public Utilities Commission as to the necessity for the extensions asked for, and the city will make the necessary application. (Dec., 1915, pg. 482.)

Regina Municipal Ry.—An extension of tracks to the Imperial Oil Co.'s headquarters, Winnipeg St., Regina, Sask., has been completed. (July, 1915, pg. 277.)

Sandwich, Windsor & Amherstburg Ry.—Negotiations are in progress between the city and the company for the construction of a second track on London St. West, before the new pavement is laid. There is some difference of opinion between the city and the company as to terms, but it is expected that these will be adjusted so that the work may be proceeded with this season.

We are officially advised that the present single track line between the Michigan Central Rd. bridge and Bridge Ave. on London St., Windsor, Ont., approximately 0.416 of a mile, will be double tracked at an early date. (Nov., 1915, pg. 441.)

Toronto Suburban Ry.—In reference to the proposal to change the gauge of a portion of the line, we are officially advised that the gauge of the lines being operated is 4 ft. 10½ in., while that of the extension from Lambton to Guelph is 4 ft. 8½ in. The lines now operative are the ones to Lambton along Keele St., to Weston and Woodbridge, and the Davenport road line. As it is intended to handle freight over the Lambton-Guelph line, it was necessary that it should be built standing gauge, and as the passenger cars on that line have to operate over both interurban and city lines, the gauge of all should be the same. The gauge of the Toronto Ry. and of the Toronto Civic Ry. is 4 ft. 11½ in. (May, pg. 193 and 198.)

Toronto Civic Ry.—We are officially advised that construction is almost completed upon the Lansdowne Ave. extension from St. Clair Ave. to the C.P.R., 0.615 of a mile of double track. We are advised by the Commissioner of Works that between August 1st and the end of September the new subway under the C.P.R. tracks at the Exhibition Park, and the Keele St. railway bridge, and the Pacific Ave. continuation from the Toronto Ry. tracks from the corner of Belmont and Front Sts. to the terminal in the exhibition grounds, just east of the Midway, will be completed. The total length of the line is approximately 10,300 ft. of single track, and it is for the most part double track construction, with 80 lb. A.S.C.E. rails on solid tie and gravel ballast. The overhead construction is steam work, and 0/0 trolley wire will be used. The line is being built by the city, and will be operated by the Toronto Ry. Orders have been placed for material for track and overhead work. It is expected that the new eastern entrance will be completed by the end of August. (June, p. 244.)

Windsor, Essex & Lake Shore Rapid Ry.—In connection with the City of Windsor's proposal to pave Howard Ave. from the cemetery to Tecumseh Road, the question of the location of the company's tracks came up at the council meeting June 5. The company's tracks are on the boulevard, south of the cemetery, where they were located at the city's request, the city paying $1,900 to move them there. The matter was referred back to the committee in charge with a request to confer with the company as to moving the tracks to the middle of the road.

The company has been granted permission by the city to pave the road on the west side of its car barn in Windsor. (May, pg. 115.)

Winnipeg Electric Ry.—We were officially advised May 4 that negotiations were under way for building a second track on the Winnipeg, Selkirk & Lake Winnipeg Ry., from the north city limits of Winnipeg to Kildonan Park, about a mile. These negotiations were not then completed, and the management was not in a position to state whether the work would be gone on with this year or not. The discussions about this matter, show that the undertaking of the work depends largely upon whether the city of Winnipeg will permit its application to the company to lay a new line on Talbot Ave. (June, pg. 242.)

The Quebec Ry., Light & Power Co.'s lines after the transfer to the Dominion Government of the line from Quebec to St. Joachim, will consist of the City Division 19.77 miles, and the Quebec County Division 4.62 miles. The latter line runs from Maple Ave. to Sillery, on the road to the Quebec Bridge. What is known as the Beauport line is owned by the Beauport Insane Asylum authorities, and it is and will continue to be operated by them. Whether the company will continue to operate the upper level line to Montmorency Falls has not been decided. (June, pg. 237.)

Safety First at Winnipeg.—For three or four days prior to the closing of the public schools in Winnipeg, H. L. Kelly, Traffic Superintendent; Jas. Bell, Special Superintendent, and G. Falk, Assistant to the Manager, Winnipeg Electric Ry., attended of the various schools in the district, and gave addresses to the children on safety first in relation to the traffic on the streets. A quantity of literature was also distributed in which hints are given to the children all calculated to impress upon them the necessity of exercising special care on the streets. Any slightly injured by being struck by a street car in Toronto, June 6,