

BURRARD
INLET
TUNNEL
AND
BRIDGE
COMPANY

April, 1925

Railway Development, Pro

Alberta and Great Waterways Ry. — The Alberta Legislature has passed an act authorizing the Government to raise \$120,000 to be advanced to the company as required, to defray the cost of maintenance, upkeep and equipment of the railway. The company's shares are vested in the Minister of Railways, or his nominees on behalf of the Province. An appropriation of \$184,000 made in 1924 for similar purposes was not used.

Burrard Inlet Tunnel and Bridge Co. — The steel for the superstructure of the bridge across the second narrows of Burrard Inlet, Vancouver, B.C., has been delivered, and the spans are being assembled by the Dominion Bridge Co. The raising of the height of the bridge by 5 ft., as required by the recent investigation, is in progress. This additional height is being provided by erecting an extra 5 ft. of reinforced concrete work on the top of the piers, as they were planned originally. As this work is completed, and as the steel spans are ready, the latter will be floated out on scows, which will be anchored between the piers, at full tide, so that the spans will be lowered into position on the ebb. The fill from the south shore is reported to be well advanced. Little work is reported to have been done at the north end of the bridge, which is an advantage, as the plans as revised by the investigating committee called for 2 steel spans in place of the trestle work planned originally.

The estimates for the year ending March 31, 1926, submitted in the House of Commons recently, provide \$270,000 towards the construction of the bridge over the second narrows of Burrard Inlet, Vancouver, B.C., being a revote of a portion of the subsidy authorized by statute in 1913. (March, pg. 117.)

Calgary and Fernie Ry. — The Dominion Parliament is being asked to extend the time within which the company may start and complete construction of its projected railway from Calgary, Alta., to Fernie, B.C., originally authorized in 1906. Hough, Campbell and Ferguson, Winnipeg, are the solicitors.

Duluth and Ontario Ry. — A bill has been introduced in the Ontario Legislature to incorporate a company with this title to build a railway from Port Arthur and Fort William, northerly to the Albany River, and southwesterly to the International Boundary on the Pigeon River, and branch lines. The bill provides that the authorized capital be \$2,000,000, and that the company may issue bonds for \$30,000 a mile of the projected railway. The provisional directors are: —C. W. Cox, contractor; J. W. Crooks, druggist; J. O. Hourigan, merchant; A. J. Cowan, A. J. McComber and M. A. McKay, barristers, Port Arthur.

A press report states that it is intended as soon as possible to attempt to finance the construction of 100 miles of line from Port Arthur to Gull River, to develop timber resources. (March, pg. 117.)

Esquimalt and Nanaimo Ry. — A recent press report stated that material was being assembled ready for an immediate start for the completion of construction of the 10-mile branch to Great Central.

April 1925

June, 1925

Railway Development, Project

Burrard Inlet Tunnel and Bridge Co.—
We are advised officially that owing to the agitation of Vancouver towboat men, the bridge being built over the second narrows of Burrard Inlet, Vancouver, B.C., is to be raised an additional 5 ft., which will give a clearance of 23 ft. above highwater. Two 150 ft. steel spans are being added to the north end to replace timber trestle work, so that the channel could be dredged wider, and thereby reduce the current in the main channel of the inlet. At the end of April the main piers had all been erected and raised the additional 5 ft., and the inshore 150 ft. span and the 300 ft. span had been placed in position. The 180 ft. bascule span, which is to be placed between these two spans, is being constructed. The bridge is expected to be completed by Oct. 1. The Northern Construction Co. has the contract and the work is being done under the charge of Wm. Small, its Chief Engineer.

The Board of Railway Commissioners passed order 36,319, April 28, authorising the company to build a bridge over Lynn Creek, at second narrows, Burrard Inlet. (May, pg. 222.)

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JUNE
1925

Railway Development, Projected Lines, Surveys, Construction, Betterments, Etc.

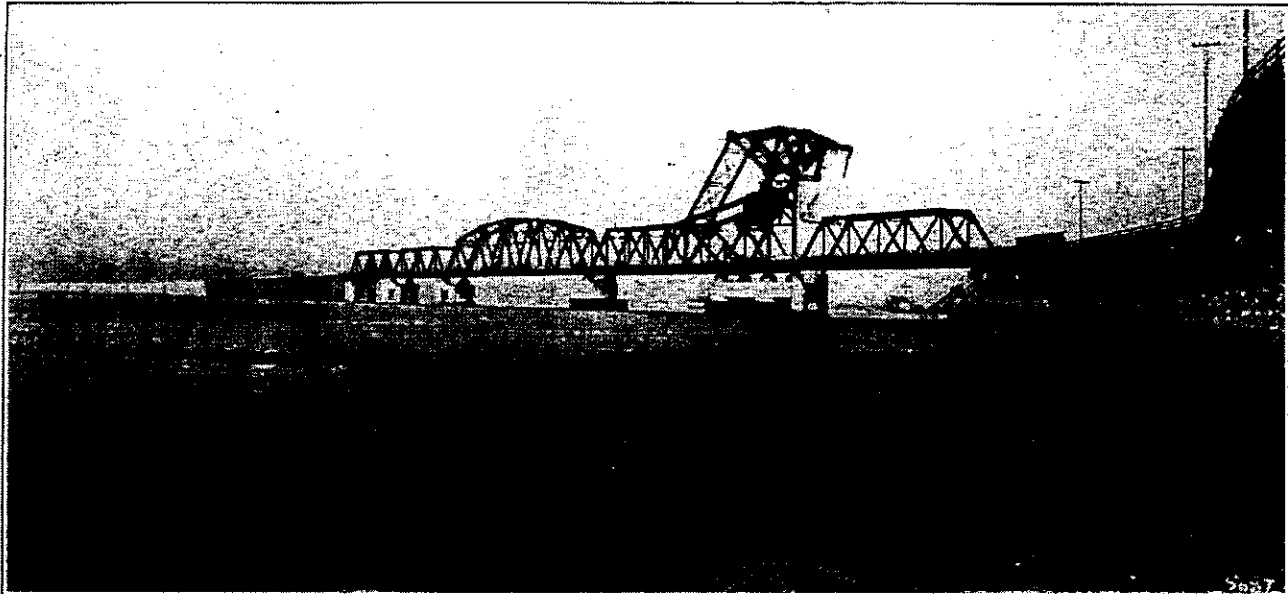
Alberta and Great Waterways Ry.—The extension from Waterways to the new terminus on the Clearwater River, at Hanging Creek, 3.5 miles, was put in operation, Nov. 11. (Nov., pg. 550.)

Burrard Inlet Tunnel and Bridge Co.—The Board of Railway Commissioners passed order 36,996, Oct. 31, authorizing the company to use its bridge over the second narrows of Burrard Inlet, Vancouver, B.C., and to open for traffic the portion of its line from its temporary connection with Canadian Pacific Ry. siding on south shore of Burrard Inlet, station 1-50 to station 20-50, on north shore of the inlet, 2,200 ft. The bridge was opened for traffic, Nov. 7, by the British Columbia Minister of Public Works, Dr. D. W. Sutherland, in the presence of a large gathering, including D. C. Coleman, Vice President, Western Lines, Canadian Pacific Ry., Winnipeg. The bridge and its approaches have a

Newfoundland Government Ry.—This year's betterments include the distribution of 12,000 cars of ballast and 500,000 ties.

Nipissing Central Ry. was authorized by Board of Railway Commissioners' order 36,935, Oct. 17, to open for traffic the portion of its extension from Larder Lake to Cheminis, Ont., mile 22.5 to 32.3. A steam railway service will be operated over the line by the Timiskaming and Northern Ontario Railway Commission, but the date of starting had not been settled when we were last advised. The self propelled cars will continue to operate between Swastika and Kirkland Lake. The Premier of Ontario was reported as having stated, Nov. 11, that a station will be built at the end of track. Stopping places are reported to have been provided at the end of track, and provision will be made for the transportation by stage of passengers and freight from

of a 3 x 5 ft. Kennedy-Van Saun air swept tube mill, with necessary feeder, fan, motors and burner. Space is being provided in the boiler room for duplicating the above boiler and pulverized fuel equipment if and when required. Coal will be delivered from a 12 x 12 ft. track hopper to a 26 x 24 in. 2-roll crusher, which will reduce run of mine coal to ¾ in. lumps. The crushed coal will be elevated by a 12 x 16 in. gravity discharge elevator to a 125 ton storage bin above and in front of the boilers. Coal will be taken from this bin and delivered to the tube mills by a travelling lorry of 1 ton capacity. The machine room equipment will consist of an 18 x 11 x 14 in. Canadian Ingersoll-Rand class PRE-2 heavy duty duplex, 2-stage air compressor direct connected to a Westinghouse 185 h.p. synchronous motor. In addition the following equipment will be transferred from the present machine room:



Burrard Inlet Tunnel & Bridge Co's Bridge, over Second Narrows of Burrard Inlet, Vancouver, B.C.

total length of 1.25 miles, the bridge proper being 2,495 ft. long. The Vancouver approach is 2,500 ft. long, and the North Vancouver approach 4,500 ft. The longest of the 6 spans is 300 ft., and the bascule span is 185 ft. long. Its counter balance weighs 1,000 tons, and the span is operated by two 100 h.p. motors. The bridge is 22.2 ft. high above high water. There is a single railway track over it, which has been extended to D. L. 272, immediately west of Lynn Creek. On the south shore connection was made with the Canadian Pacific Ry. for construction purposes, and this will be maintained until arrangements are made for connecting with other railway lines and the Vancouver Harbor Commissioners' tracks. The engineers in charge were Wm. Smail, Northern Construction Co., A. D. Swan, Consulting Engineer, and E. H. James, Resident Engineer, Burrard Inlet Tunnel and Bridge Co., and C. Phillips, Resident Engineer, Dominion Bridge Co. (Nov., pg. 550.)

Midland Ry. of Manitoba.—A press report stated that a banana warehouse is to be built adjoining the tracks, near Fruit Row, Winnipeg, with capacity for 15 carloads.

Cheminis to Osisko Lake, 26 miles, and other points in the Rouyn mining area, as soon as the winter roads are open. It is planned to have the service so that a passenger leaving Toronto on the Cobalt special, or leaving Montreal on the Canadian National Ry., at night, will be able to reach the Rouyn area the next night. Since the foregoing was put in type we have been advised that a small station has been built at the terminus, Cheminis.

Timiskaming and Northern Ontario Ry.—We are advised officially that the power plant under construction at North Bay will be equipped with the most modern machinery. The boiler room equipment will consist of 2 Babcock-Wilcox and Goldie-McCulloch sectional water tube boilers to be set in battery, and each equipped with superheaters and Diamond soot blowers. The superheater will be capable of heating steam to 100 degrees when operating at 150 lb., and 150% rating. There will be 2 8 x 5½ x 12 in. vertical boiler feed pumps and a cast iron open type feedwater heater. Pulverized coal will be used for firing the boilers. The equipment for pulverizing and firing will be in two units, one for each boiler. Each unit will consist

—1 Rand 9 x 12 in. class B-2 duplex steam driven air compressor; 1 steam generator unit, consisting of a Robb-Armstrong 12 in. side crank engine direct connected with an Allis-Chalmers-Bullock 50 k.w. generator; and 1 Gardner 8 x 9 in. air compressor. The machine room will be served by a 4-ton, hand operated, overhead travelling crane.

Vancouver Harbor Ry.—A recent press report stated that Vancouver Harbor Commission was considering a plan for the extension of its railway lines by the construction of connections with the Great Northern Ry. and the British Columbia Electric Ry., near Boundary Road, so as to connect with the newly opened bridge over the second narrows of Burrard Inlet.

Canadian Pacific Ry. Scholarships.—Three scholarships at McGill University, Montreal, each tenable for 4 years, are open for competition among apprentices and other employes under 21 years of age, and to minor sons of employes. The scholarships cover tuition in architecture, chemical, civil, mechanical or electrical engineering.

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ing a bus line from Bay and Dundas Sts., Toronto, to Orillia, Ont., making the trip in about 3 hours. A bus leaves Orillia at 7.30 a.m., and 4 pm., arriving in Toronto at 11 a.m., and 7.30 p.m., respectively, and leaves Toronto at noon and 8 p.m., arriving at Orillia at 3.30 p.m., and 11.30 p.m.

Woodstock, Thames Valley and Ingersoll Electric Ry. began operating a bus line between Woodstock and Ingersoll, Ont., in place of its electric railway, on Nov. 2. The railway tracks have been removed and the streets and highway restored to their original condition.