

CANADIAN
PACIFIC

SOUTH ONTARIO
PACIFIC

C. H. RIFF

South Ontario Pacific Ry.—We are advised that tenders have been asked for the building of a line from Hamilton to Guelph Jct., Ont., and it is expected that a contract will be let at an early date.

The location plans show a line entering Hamilton south of the G.T.R. line, running westerly, and connecting with the Toronto, Hamilton and Buffalo Ry. In leaving Hamilton the line, after crossing the G.T.R., proceeds northerly, passing to the east of Waterdown village, and on to the 10th concession line of East Hamboro tp., where it passes into Nelson tp., and then on to Guelph Jct., where a junction is effected with the main line from Toronto to Windsor, and the line through Guelph to Goderich. The distance between Hamilton and Guelph Jct. is about 16 miles, and between Hamilton and Guelph 33.9 miles. J. E. Beattie is engineer in charge of the work at Guelph Jct., and he is reported as saying, Mar. 8, that the work would be started in about a month. W. J. Grant, C.P.R. agent in Hamilton, appeared before the Hamilton board of control recently, when it was arranged that the line should connect with the present C.P.R. line west of the Desjardins canal.

April 1911

South Ontario Pacific Ry.—We are officially advised that a contract has been let to the Toronto Construction Co., for the building of the line between Hamilton and Guelph Jct., Ont.

The Dominion Parliament has extended the time for the construction of previously authorized lines, and has given power for the building of a line from Guelph Jct. to Hamilton, Ont.

MAY 1911

South Ontario Pacific Ry.—The Board of Railway Commissioners has approved location plans of a portion of this line between Guelph Jct. and Hamilton, Ont.

A small quantity of grading has been done at Guelph Jct. and in the way of getting in material, yard tracks, etc. The general contractors, the Toronto Construction Co., were advised May 15, expected to start in work on an extensive scale at an early date.

June 1911

South Ontario Pacific Ry.—The Board of Railway Commissioners has approved of a revised location on this line from Guelph Jct. to Hamilton, so as to permit it to connect with the Toronto, Hamilton and Buffalo Ry. at Hamilton.

September 1911

South Ontario Pacific Ry.—We are advised that good progress is being made with the construction of the line from Guelph Jct. to Hamilton, Ont. The Toronto Construction Co. has the contract for the whole work, and has had a steam shovel at work since June 20, in cemented gravel at mileage 15.7 to the junction with the Toronto, Hamilton and Buffalo Ry. at mileage 16.38. The Toronto Construction Co. is doing all the concrete work itself, and expects to have it completed by Oct 31. The work from Guelph Jct., mileage 0 to Progression, mileage 6, has been sublet to C. J. Price, who had previously been carrying out some railway work at Cobalt, Ont. J. Baskin, Norwood, Ont., has the sub-contract for grading from mileage 6 to 10.5; no sub-contract has been let for the work from this point at mileage 13, although it is expected to let one at an early date. Taylor and Love, Water-down, are the sub-contractors for the next mile, on which they have two gangs

October 1911

at work; and L. W. Reade, Hamilton, is grading from mileage 14 to 15.7. The Price and Baskin contracts are expected to be finished this fall, and it is expected to have five or six miles of track laid from Guelph Jct., southerly, by the end of the year.

The Board of Railway Commissioners has authorized the building of the line across a number of highways, to diver- certain others, to cross the G.T.R. in West Flamboro tp., and to build a bridge to carry Dundas St. in Water-down over the line. It has approved detail plans for the bridge over the line at mileage 15.77.

South Ontario Pacific Ry.—The Board of Railway Commissioners has approved of a revised location on this line from Guelph Jct. to Hamilton, so as to permit it to connect with the Toronto, Hamilton and Buffalo Ry. at Hamilton.

October 1911

South Ontario Pacific Ry.—The Board of Railway Commissioners is being asked to recommend the Dominion Government to sanction a lease of the line now under construction from Guelph Jct. to Hamilton, Ont., to the C.P.R. for 99 years from Jan. 1, 1912. The board has approved plans for the building of bridges at mileage 12.46 in West Flamboro tp., and over the G.T.R., near Hamilton.

The Dominion Parliament is being asked to extend the time within which the line, now under construction, may be built, and to authorize the company to enter into an agreement with the C.P.R. for any purpose specified in sec. 361 of the Railway Act.

November 1911

South Ontario Pacific Ry.—The Board of Railway Commissioners has authorized the connecting of this line from Guelph Jct. to Hamilton, Ont., with the Toronto, Hamilton and Buffalo Ry. at Hamilton, mileage 16.17 from Guelph Jct.

Application is being made for final sanction of a lease of the company's line from Guelph Jct. to Hamilton, now being completed, to the C.P.R. for 999 years from Jan. 1, 1912.

Application is being made to the Do-

December 1911

South Ontario Pacific Ry.—There have been deposited with the Secretary of State at Ottawa a duplicate of a mortgage securing an issue of bonds for the building of this line from Guelph Jct. to Hamilton, Ont., 16.3 miles, and a duplicate of the lease of the same to the C.P.R. for 999 years from Jan. 1.

February 19/2

THE RAILWAY AND MARINE WORLD

South Ontario Pacific Ry.—We are officially advised that track has been laid from Guelph Jct., Ont., for 7.66 miles. About seven miles of grading beyond the end of track is practically ready for the steel, and work is in progress to mileage 16.28, which is the point of connection with the Toronto, Hamilton and Buffalo Ry. at Hamilton. The principal work to be done, outside the track laying on the seven miles referred to, is trimming and some ditching. It is expected to have the line opened for traffic by June 1.

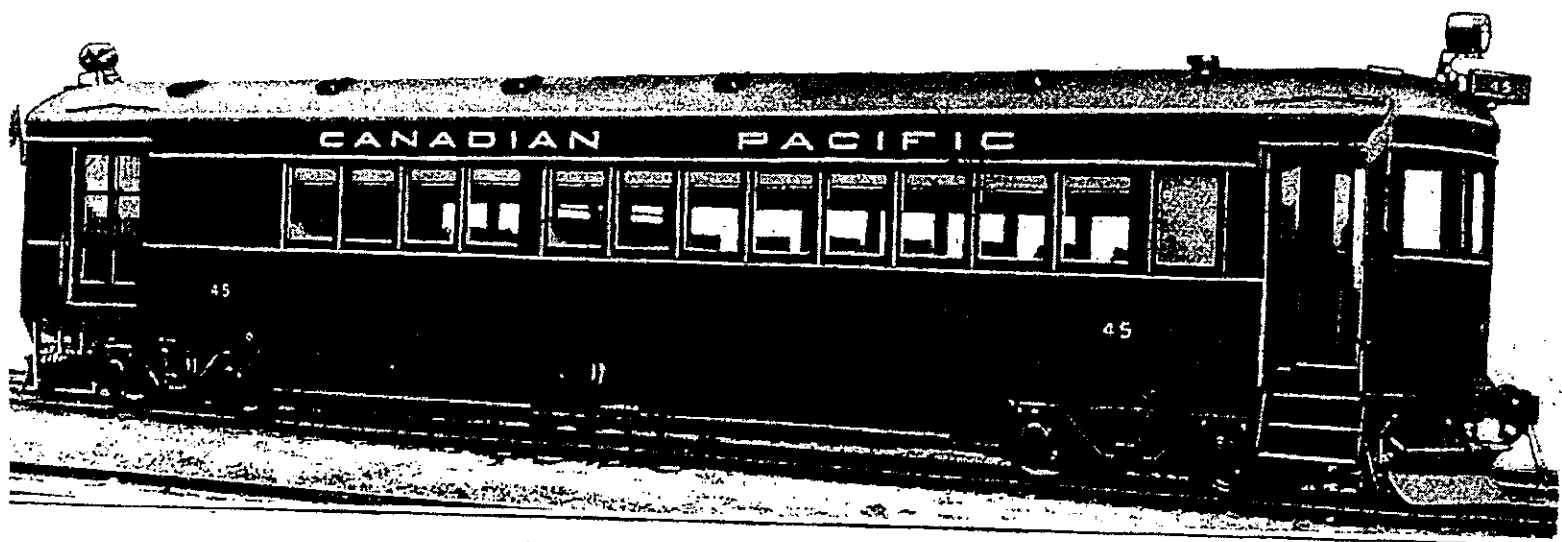
The Dominion Parliament has extended the time for the building of the lines authorized.

The Board of Railway Commissioners has authorized the operation of trains for construction purposes only, over the connection with the Toronto, Hamilton and Buffalo Ry. at Hamilton.

April 1912

South Ontario Pacific Ry.—The first section of this railway, viz. from Guelph Jct. to Hamilton, (ent. 16.3 miles, was opened for traffic July 1.

August 1912



Storage Battery Car, Canadian Pacific Railway.

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and afterwards between Toronto and Oakville, has been laid up temporarily.

A recent London, Ont., press dispatch stated that the Canadian National management was considering placing a self-propelled car in operation between London and Stratford.

A St. John, N.B., press dispatch states that the C.N.R. will place a storage battery car in operation between Fredericton and Centreville, N.B., 88.58 miles, on the Centreville Subdivision, Edmundston Division, Atlantic Region.

The Canadian Pacific Ry. placed in operation on May 18, between Galt and Hamilton, Ont., a storage battery car, similar to the 6 acquired by the Canadian National, and described above. An illustration of this car is given herewith. The run between Hamilton and Guelph Jct., 16.4 miles, is on the Hamilton-Goderich Subdivision, and from Guelph Jct. to Galt, 18 miles, on the Galt Subdivision, London Division, Ontario District. The car makes 2 round trips daily, leaving the Grand River Ry. Main St. station at Galt at 8.35 a.m., arriving at Hamilton at 10 a.m., connections being made at Guelph Jct. with Goderich-Toronto train 638 and Toronto-Goderich train 637. It leaves Hamilton at 10.50 a.m., connection being made with the New York-Toronto train 752, and arrives at Galt

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in St. station at 12:20 p.m. On the second trip it leaves Galt at 4:10 p.m. and arrives at Hamilton at 5:35 p.m. making connection at Guelph Jct. with Goderich-Toronto train 640 and Hamilton-Guelph train 647. Returning, it leaves Hamilton at 5:40 p.m. making connection at Guelph Jct. with Toronto-Goderich train 639, and arriving at Galt Main St. station at 7:15 p.m.

The Eastern British Columbia Associated Boards of Trade passed resolutions urging upon the C.P.R. management the use of self-propelled cars on branch lines in B.C. A recent Victoria press dispatch stated that D. C. Coleman, Vice President, Western Lines, told officers of the Boards that the feasibility and desirability of using gasoline cars was receiving the management's attention; that such a car was on order, and that if experiments with it are satisfactory, the company would be in a position to consider equipping routes in British Columbia. We were officially advised, on May 12, that a self-propelled car is being built for the C.P. by Ottawa Car Mfg.

Co., and that it will be placed in operation between New Westminster and Vancouver.

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June, 1924