

CPR  
LASALLE LOOP  
LINE

settlement between the different parties concerned.

**La Salle Loop Line.**—As stated in Canadian Railway and Marine World for Sept., 1922, pg 461, the C.P.R. La Salle loop line in Montreal was opened Aug. 10. The construction of this line has resulted in opening up for industrial development a large area lying close to the heart of Montreal. This area, while in the town of La Salle, which is separated municipally from Montreal, is nearer to the center of the city than many sections of the city itself. The eastern limits of La Salle are less than four miles from the center of Montreal, or less than half the distance of the industrial area in the eastern end of the city. The new line runs through the heart of La Salle, and opens up some 4,675 acres of industrial sites. The entire area served by the line is level; roads and sewerage are assured to new industries locating; adequate water supply is available, as is power at low rates, and labor is plentiful. Since the line was opened, passenger service has been provided by a self-propelled gasoline motor car loaned by the Quebec Central Ry., similar to the car belonging to that railway described in Canadian Railway and Marine World for Sept., 1922, pg. 456.

The Interprovincial & James Bay Ry.

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superstructure consists of a plate girder span, 35 ft. 10 in. long.

**LaSalle Loop Railway.**—The Board of Railway Commissioners passed an order, May 31, authorizing the C.P.R. to build a branch line from its main line, mile 42.82, Adirondack Subdivision, Quebec District, between the St. Lawrence bridge and the Lachine Canal, running southerly and easterly, about 4.5 miles. At the hearing of the application, prior to the issue of the order, it was shown that the LaSalle Town Council had granted the company 25 years exemption from taxation in respect of the line, upon condition that at least three passenger trains a day be operated by electricity or some other power than steam. The plan which was annexed to the application, showed that the line was to be in the nature of a loop line, centering on Highlands station, and would consist of a reconstructed freight line from Highlands station along the south bank of the Lachine Canal, to near Church Ave. bridge; and a new section having Highlands to the south of the line mentioned above, and following the main line to half way between the Lachine Canal and the Lachine bridge, where it would turn to the east, running parallel to, but rather more than half a mile from the St. Lawrence River, for about 1.3 miles, then turning northeast and running parallel to, by a quarter of a mile from the Montreal aqueduct for about a mile, then turning north, crossing the western part of Emard Ward and re-entering LaSalle, making a wide sweep towards the canal, joining the old freight line near the boundary line between LaSalle and Cote St. Paul.

Work on the construction of the line was reported to have been started July 4, and on July 31, the Board of Railway Commissioners authorized it to be opened for traffic. A service was put in operation Aug. 1, but the official opening took place Aug. 10. The line is at present operated by a gasoline motor car, built for the Quebec Central Ry., which is described on another page of this issue.

August  
1922