CANADIAN NATIONAL RAILWAYS IMPROVEMENTS IN THE 1920'S

Allenby Junction Connection.—We are officially advised that the connection of the St. Maurice and Montreal Divisions at Allenby Jct., mile 5.6 St. Lawrence Division, approved by the Board of Railway Commissioners recently, is merely the reversing of the direction of the connection and does not involve any new arrangement of tracks of any account; but merely changing the direction of the crossover.

Hornepayne Building.—A large amount [illegible] has been done recently at

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Steam Railway Track Laid in 1920.

The figures given in Canadian Railway and Marine World for January in regard to track laid on the C.P.R. during 1920 were estimated up to Dec. 31. We have since been furnished a statement of the actual track laid, which was 100.48 miles, against 102.50 estimated, and have accordingly revised our tabulation for all lines as follows:—

	Miles.	Miles.
Canadian Government Rys.—		
Halifax Ocean Terminals to Halifax & S. Western Ry. Jct.	0.68	
Moncton cut off, mile 1.36, St. John Subdivision, to mile 3.5, Newcastle Subdivision, N.B.	3.86	
		4.54
Canadian National Rys., Eastern Lines—		
St. Marc, Canadian Northern Quebec Ry., to St. Marc, National Transcontinental Ry.	2.00	
St. Prosper connection, same line	0.50	
	2.50	
Canadian National Rys., Western Lines—		
Saskatchewan—		
Melfort-Humboldt line	33.40	

are existing branch lines less valuable than that would be.

Allenby Jct. Connection.—The Board of Railway Commissioners has approved of a connection of the St. Maurice and Montreal Divisions, at Allenby Jct., mile 5.6 St. Lawrence Division.

Forfar to Findley or Gananoque. — Canadian Railway and Marine World

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Chaudiere Jct. Coaling Plant.—A contract for the erection of a mechanical coaling plant and sand house at Chaudiere Jct., Que., has been given Williams & Wilson Ltd., Montreal.

N.T.R. and C.N.Q.R. Connections. — We are officially advised that the connection which has been built from mile 47.9 from Quebec, on the National Transcontinental Ry., is a two mile line from St. Marc, to a station of the same name on the Canadian Northern Quebec Ry. A second connection of a little over half of mile has also been built from near St. Prosper, on the C.N.Q.R., about 14 miles west of St. Marc, to the National Transcontinental Ry. The ruling gradient on both these lines is 0.4%, and the grading was light. The object of these lines is to permit the operation of trains from the C.N.Q.R. over the National Transcontinental Ry. between the points men-

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North Sydney Railway Wharf. — A press report states that the plans for the improvement of the railway wharf at North Sydney, N.S., provide for an extension at the head of the wharf of 150 ft., the same width as the present structure, and an extra 90 ft. on the western side. Improvements to the office section are also contemplated, and it is said that a concrete warehouse will be built on the new addition.

Petitcodiac River Bridge. — Tenders were received recently for the construction and completion of the substructure for a single track railway bridge over the Petitcodiac River, 1.4 miles from Salisbury, on the branch line between Salisbury and Albert, N.B.

Newcastle to Tracadie.—Residents of Northumberland County, N.B., are asking the Dominion Government to build a line to connect Tracadie with Newcastle. Newcastle is on the west bank of the Miramichi River, and such a line would run along the river bank, skirt Miramichi Bay, and along the coast to Tracadie, which is near the mouth of Portage River. Tracadie is the terminus of the Caraquet & Gulf Shore Ry., which starts from Gloucester Jct., 38.8 miles west of Newcastle, and runs to Tracadie, 82 miles.

St. John Station. — A press report states that owners of properties expropriated for the new station building at St. John, N.B., have received notice of the prices offered. If these are not accepted the prices to be paid will be settled by the Exchequer Court.

Hervey Jct. Station, Portneuf County, Que., on the National Transcontinental Ry., was burned recently.

Canadian Northern Ry. - National Transcontinental Ry. Connection. — The Board of Railway Commissioners has authorized the Canadian Northern Quebec Ry. to open for traffic its connection with the National Transcontinental Ry. near St. Prosper, Que. This connection, we were officially advised in Dec. 1920, is half a mile long and has a ruling gradient of 0.4%. St. Prosper is about 14 miles west of St. Marc, where two miles of line with a 0.4% gradient, have been built to connect the C.N.Q.R. and the N.T.R.

East Burrill Viaduct.—We are officially advised that Angus Sinclair, Toronto, is the contractor for the substructure of the East Burrill viaduct deviation, between Glenalda and St. Boniface, mile 87.6 to 91.6. Canadian Railway and Marine World for July 1920 contained full details of a number of projected revisions on the St. Lawrence Subdivision, of which the Burrill revision is one. This deviation is approximately 4 miles long, extends over two ravines, one of which is to be filled in solid, and the other is to be crossed by a steel trestle 450 ft. long and 80 ft. high. The grading work is unimportant, but there is some rock work. The object of this, as of the other diversions, is to reduce the gradients on the subdivision from 1% to 6/10%, and to flatten out the curvature. In the work now to be done the bridge or trestle will have a total length of 645 ft., instead of the 450 ft. of which we were advised in July 1920.

The bridge to be built is located at mile 89.7 west of Quebec, near St. Boniface, and will cross the Lavergne gulley, through which flows a small stream, the East Burrill Creek. The new bridge will be a single track girder viaduct with Steel towers on concrete pedestals and abutments. The track will be a 2 degree curve throughout the bridge, the superelevation of 1½ in. being taken up by tilting the spans. There will be a sidewalk on one side of the bridge. The dimensions of the bridge will be: Length 645 ft.; greatest height, 80 ft.; centers of grades, 9 ft.; spans, 2 end spans of 60 ft. each; 4 intermediate spans of 60 ft. each, 1 intermediate span of 85 ft., and 4 lower spans of 40 ft. each; these spans will be supported on 5 braced steel towers and 1 rocker bent tower. The substructure will consist of 22 concrete pedestals averaging 10 ft. high; batwing abutment at east end 26 ft. high, and temporary timber abutment at west end resting on rock fill, to be replaced by permanent concrete abutment when the fill settles. The concrete for the substructure will be 1-2-4 and 1-2½-5. The ground in which the work will be done is sticky clay, boulders and blue clay, and piling may be necessary in spots. Actual construction has not been started, but the site is cleared and the contractor's plant is being assembled. The general contractor for the substructure, Angus Sinclair, has let a sub-contract to Campbell & Lattimore, Toronto. Tenders for the superstructure were received to recently. It is hoped to have the structure completed by the end of the year.

Chaudiere Jct., Que.—It is reported that it is intended to close the locomotive house at Cap Rouge, Que., and to concentrate the power and train operation at Chaudiere Jct., where the locomotive house is being extended, and a standard coaling plant and ashpit facilities are being provided.

Ste. Rosalie to Bagot, Que.—J. E. Marcile, M.P. for Bagot, Que., asked in the House of Commons recently: "Has the Government any intention of using the land now unused, but formerly occupied by the Canadian National Rys., between Ste. Rosalie and Bagot Station? If not, is it the Government's intention to hand the land back to the respective former owners?" The Minister of Railways replied: "The matter is under consideration by the C.N.R. management."

Work in Prairie Provinces in 1920.—J. F. Reid, M.P. for Mackenzie, Sask., asked in the House of Commons March 4: "How many miles of grading were completed on Canadian National Rys. branch lines in Manitoba, Saskatchewan and Alberta during 1918, 1919 and 1920? On what lines and in what respective provinces was the grading done, and how many miles of rails were laid?" The Minister of Railways, in replying, gave details of the miles of grading and track laying for each of the three years, which are summarized as follows:—

	Grading.	Tracklaying.
1918	100.88	29.37
1919	268.96	181.08
1920	88.8	128.1
	458.64	338.55

considered.

Donnacona Cutoff.—Tenders were received to Sept. 15, for building a cutoff between Donnacona, Grand Mere Subdivision and mile 16, La Tuque Subdivision, Quebec District, Central Region. Donnacona is at mile 32 from Quebec on a line built by the Canadian Northern Ry. and connecting with the old Quebec & St. John Ry. at Grand Mere; and mile 16, La Tuque Subdivision, is near St. Augustine, on the National Transconinental Ry. The two lines run comparatively close together from Quebec, and near Donnacona are only about 2 miles apart. The old Canadian Northern line is reported to be subject to landslides, and to cost a good deal to keep open in winter, owing to snow. The reason for building the cutoff is to do away with the necessity of maintaining two lines serving practically the same area, and by diverting the traffic to the National Transcontinental Ry., to make use of the better of the two lines. The diversion will start about half a mile east of Donnacona, mile 30.92, Grand Mere Subdivision, and run to about a mile east of Domburg, mile 15.88, La Tuque Subdivision, and will be 6.30 miles long. The gradients will be 1% uncompensated, with a short stretch of 1.3% momentum; with a minimum of 2 degrees, and a maximum of 4 degrees of curvature. The structures will consist of four concrete box culverts and one overhead crossing of the Montreal highway. The contractor will be required to complete all the work necessary for a single track railway, except tracklaying, ballasting, train fill and buildings, which will be done by the railways' own forces. The construction of the diversion will permit the abandonment and save the maintaining of about 19 miles of track.

Victoria Jubilee Bridge.—Repairs to the highway section of this bridge across the St. Lawrence River, at Montreal, were started Aug. 23, and were expected

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age runway at Point St. Charles, Montreal.

Oka Spur Line.—Tenders were invited to Aug. 11 for grading up to subgrade, and the building of concrete substructures, on the line to be built between St. Eustache, on the L'Orignal Subdivision, Montreal Division, Quebec District, 17 miles from Montreal tunnel terminal, to Oka, along the shore of the Lake of Two Mountains, 5.74 miles. The gradients on the line will be easy, as the country to be traversed is of uniform elevation, and the curvature will be light. The structures will be of standard railway type, the largest to be a concrete subway under Oka Road crossing. (Aug., pg. 505).

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to provide for additional tracks if required in future.

Oka spur line, 5.74 miles long, connecting St. Eustache, on the L'Orignal Subdivision, Montreal Division, Quebec District, 17 miles from Montreal tunnel terminal, with Oka, where there are extensive sand pits, the contract for grading, etc., for which was awarded Dibblee Construction Co., Montreal, is practically complete at the time of writing. The principal object in building the line was to provide rail connection for hauling sand, chiefly to Montreal. A description of the country traversed, character of the line, structures, etc., was given in Canadian Railway and Marine World for Aug., 1930, pg. 505.

Oakville Subway.—The Board of Rail-

from the station. The street, an important highway, passes under the track on a skew, in a masonry subway of restricted proportions; the work to be done will consist of the replacement of the present structure by a larger concrete one to carry the street straight through under the tracks. The new subway's substructure will consist of two abutments and a center pier, with a precast concrete slab superstructure. Width between abutments will be 56 ft., and a roadway and sidewalk will be provided at each side of the center pier. Headroom will be 14 ft. As a railway structure, the original subway was in good condition and retained several years of useful life; the new structure is being provided primarily to improve highway conditions.

London Grade Separation.—A contract