

CNR
EASTERN JUNCTION
TO BOUT DE I'LL
1944, QUEBEC

C.N.R. to Build Eastern Junction to Bout de l'Île

Construction of this link, on Montreal Island, will cut 76 miles from the Longue-Pointe-Turcot freight haul, will reduce by 24 miles the freight haul from the west end of Montreal to Joliette and points east and north thereof, will enable the routing of additional passenger trains into the Montreal Central Station, and will effect important operating savings.

R. C. VAUGHAN, Chairman and President, Canadian National Ry., announced at mid-December that the company will make an early start on the building of the 15-mile line from Eastern Junction to Bout-de-l'Île, on the Island of Montreal. Construction of this line was approved by Parliament, but work was deferred because of conditions.

Eastern Junction lies midway between the municipalities of Mount Royal and St. Laurent, and is the point where the St. Eustache-Laurentian Mountain line of the company meets the freight transfer line to the marshalling yards at Turcot. Bout-de-l'Île is situated at the northeast tip of the

Island of Montreal, where the Quebec-Lake St. John district line of the Canadian National crosses Rivière des Prairies to the north shore of the St. Lawrence River.

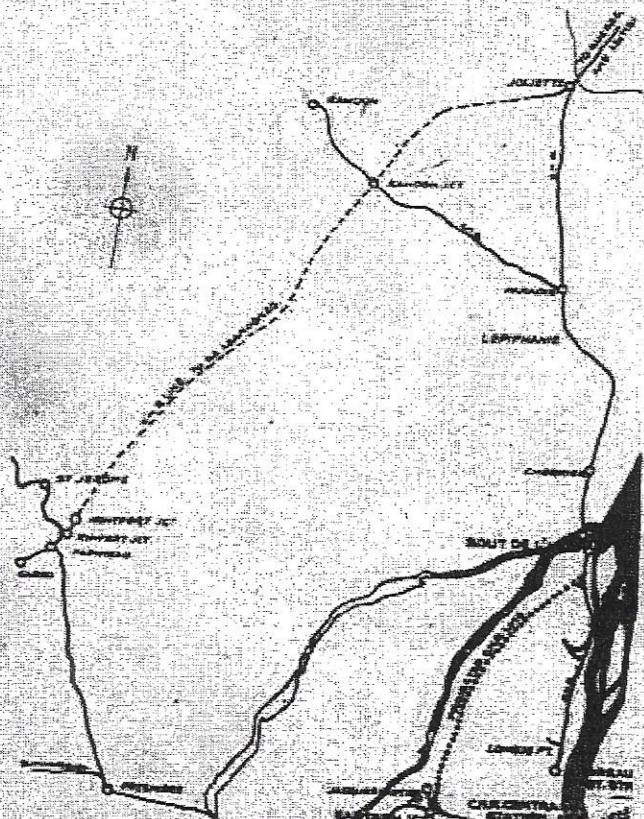
The new line which will be constructed at an elevation providing the most modern type of grade separation, will open a new residential and industrial area in Montreal, and will permit passenger trains operating between Montreal and the Chicoutimi, Lake St. John and Abitibi districts direct access to the new Canadian National Central Station in Montreal. As a further convenience to east end residents, consideration is being given to locating a station on the new line, at a convenient

point between the city and Bout-de-l'Île.

Not only will the new line make additional industrial sites available along the Rivière des Prairies (the Back River), but it will also provide speedier freight service for industries now located in the Longue-Pointe area. It will shorten, by 76 miles, the distance freight has to travel from that area to the Turcot marshalling yards over the existing route via Joliette. It will shorten, by 24 miles, the route covered by freight moving between the west end of Montreal and points on the North Shore east and north of Joliette. These mileage reductions will result in substantial reductions in the operating costs of these services.

The building of the new line will allow the C.N.R. to exercise the authority provided by the Board of Transport Commissioners in 1943, for the abandonment of 32 miles of the Montfort-Joliette line. The abandonment of this line will result in the recovery of 6,200 tons of steel, compared with the 6,000 tons needed to build the new line.

The route for the Eastern Junction-Bout-de-l'Île line has been surveyed and the land acquired or expropriated. Work will be started at the earliest possible moment, and the job, which it is hoped to complete during 1944, will, it is estimated, cost \$2,570,000.



Peace River-Pacific Coast Connection

A Victoria press dispatch of Dec. 1 stated that Prime Minister Hart of British Columbia, in addressing delegates at a joint conference of Alberta and British Columbia boards of trade, on the preceding evening, promised construction of a railway connecting the Pacific Coast with the Peace River district in Northeastern British Columbia. Mr. Hart was quoted as having said: "We should give an outlet to the coast to that great empire of the north. Surveyors have been over three routes, and it will be quite a problem which route to take. We are going to take one and tap that great country and give it an outlet to the coast of British Columbia."

Enquiry elicits the official informa-

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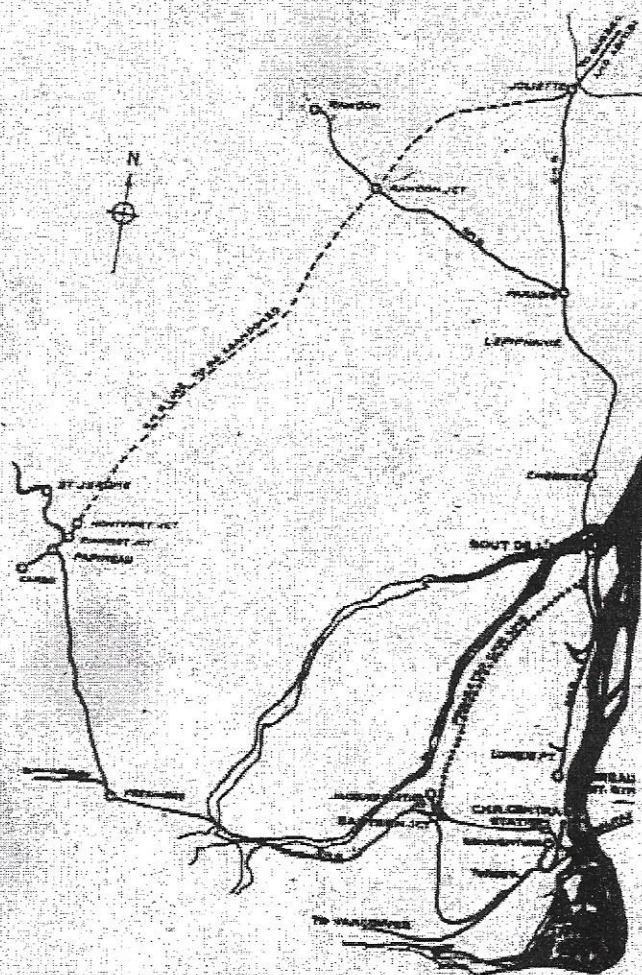
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The C.N.R. Projected New Line on Montreal Island, between Eastern Junction and Bout-de-l'Île, in Relation to other C.N.R. Lines in the Vicinity.

Peace River-Pacific Coast Connection

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Enquiry elicits the official information that, at the joint conference, Mr. Hart made no reference whatever to a railway connection between the Peace River district and the Pacific Coast. He did allude, however, to surveys which had been made with a view to determining a suitable highway connection between the Peace River district and British Columbia's main network of highways.

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