

Betterments, Etc.

ture probably would not be let for some little time. On completion of the line, the distance by it from Cochrane to Moose Factory will be 185 miles. Cochrane is 253.6 miles north of North Bay, which will make the completed T. and N.O.R. main line, from North Bay to Moose Factory, 438.6 miles long. (Aug., pg. 508).

The Toronto Hamilton & Buffalo Ry.'s main line is carried over the Welland River, 1.35 miles west of Welland station, Ont., by two bridges, the bridge carrying the east bound track consisting of one 150 ft. through Pratt steel truss, built in 1896, supported on masonry abutments, the west bound track being supported on a wooden trestle, built in 1913, having an opening of 22 ft. in or about the center of the river for navigation. The height of the base of rail above normal water is 21 ft. The depth of the water of the river at the center is approximately 11 ft. under normal conditions. The spacing of the present bridges is 18 ft. on centers. In lieu of the present bridges two double track spans of 75 ft. each are to be built, supported upon a new center pier, the present abutments to be altered and enlarged; the main walls of the abutment are to be extended toward the north; a new wing wall will be built and the southerly wing walls extended and bridge seat lowered to accommodate deck plate girders. Both abutments are to be reinforced against bank pressure, by the construction of a heavy reinforced concrete footing supported on piles and extending the entire length of the wings. A new center pier supported on piles will be built in or near the center of the river to support the 75 ft. bridge spans. Steel sheet piling will be driven to form the necessary coffer dams to enable the foundations to be constructed after which it will either be removed or cut off at low water level. The bridge spans will be of deck plate girder construction with ballast top, having the fixed ends on center pier and expansion end on abutments. The Board of Railway Commissioners has authorized the building of the two bridges. Contracts have been let for the substructures and concrete decks to Dominion Construction Co., and for the superstructures to Hamilton Bridge Works. It is expected to have the work completed this year. (August, pg. 508).

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Hamilton city officials had a conference with H. T. Malcolmson, General Manager, and R. L. Latham, Chief Engineer, T. H. & B. R., recently, in regard to a proposition that the tracks from the tunnel, west of Hunter St. station, to Wentworth St., be elevated.

The Board of Railway Commissioners