

Canadian Northern Railway (Eastern Lines)

Alterations and additions to tracks and freight office building were made at Cherry St. yards, Toronto, on account of co-operation of C.N.R. and G.T. Railway. By doing this savings were effected.

A connection between C.N. Railway and G.T. Railway was made at Pembroke to allow C.N.R. train to use the G.T.R. station. The C.N.R. yards at this point were enlarged to take care of combined business.

Temporary connection was installed between C.N.R. and G.T.R. at Napanee and Washago Restaurant and Express facilities combined at North Bay.

At Capreol on the C.N.R. a Y.M.C.A. building was finished.

Improving line and strengthening bridges on the St. Lawrence subdivision.

Grand Trunk Pacific Railway

Track diversions were made on the Lucerne and Fraser Subdivisions.

Improvements were made to car Ferry Slip at Prince Rupert.

Right of way fencing was done on Mountain Division on Cut Knife Branch.

Water supplies were improved at Colfax, Shontz, Prince George, Justice, Kinsella and Bruce.

Some of the station buildings constructed were located at Avonhurst, Lorlie, Gilroy, Domreny, Wakaw, Carruthers and Houston.

Culverts were installed and bridges filled at a number of locations.

General work of ballasting, ditching, riprapping and stuccoing stations was carried out.

During the present year it is proposed to continue works which were uncompleted at the end of last year and undertake new works of which the larger items are briefly referred to below:—

Canadian Government Railways

Continuation of the work of dredging at Cape Tormentine, double track bridge over the Tantrammar river near Sackville, terminal facilities at Moncton, Island Yard, St. John, strengthening of Branch Lines in Nova Scotia, New Brunswick and Quebec, grade and alignment revisions on the Fredericton Subdivision, and engine facilities at Chaudiere Junction.

Large new works include the installation of automatic block signals between Maccan and Painsec Junction, Moncton and Pacific Junction, Charny and Bridge and the replacement of trestles on the Transcontinental Railway, Eastern and Western Lines.

In connection with the co-ordination of the C.G.R. and G.T.R. it is proposed to make extension of St. Rosalie yard and provide a new water supply, the present supply being inadequate.

On the Quebec & Saguenay railway during the past year construction work was done to complete the line for operation and line was put into operation on October 1st, 1920. This year it is proposed to provide riprap protection to embankments and make repairs to equipment.

On the Hudson Bay railway it is proposed to provide 170,000 ties and do a certain amount of ballasting and surfacing.

Canadian Northern Railway (Western Lines)

New bridges are proposed for crossing over Otter Tail river and on North Lake Subdivision also across South Saskatchewan river near Saskatoon.

At Winnipeg Terminals additional tracks are required and it is proposed to construct new yard at Nutana and make alteration to yard at Edmonton and commence new yard at Wayne.

New water supplies are required at Dana, Lloydminster and Kindersley to facilitate operation of trains.

It is considered necessary to relay a portion of the line on Hanna S.D. with 85 lb. steel on account of heavy coal traffic originating at Drumheller Mines, also about 25 miles of the Main Line on the Kamsack Subdivision.

It is proposed to complete third car barge for service between Vancouver Island and Mainland.

Canadian Northern Railway (Eastern Lines)

Improving of Terminal facilities at Joliette, Limollou.

New bridges to be put in on Jonquiere, Roberval, St. Lawrence, Muskoka, North Bay, Pembroke, Oba and Long Lake Subdivisions, and strengthening other bridges to carry heavy power.

Interlocking Plant to be put in at Harrowsmith, to further facilitate the safe operation of trains.

Light steel bridges to be replaced and trestles to be filled and replaced on Chester, Liverpool and Port Wade Subdivisions of Halifax & South Western railway.

Grand Trunk Pacific Railway

Track diversion at Firdale.

Station and restaurant building at Prince George; and station, baggage room, etc., at Prince Rupert.

Improve roundhouse facilities at Melville and Edson.

Water supplies at Melville, Hubbard, Archydal and on Riverhurst, Boundary and Cudworth Subdivisions.

Building large culverts preparatory to filling lumber trestles on Brulé and Evansburg Subdivisions.

Car Shops at Edmonton.

Salmon Wharf at Prince Rupert.

[Mr. J. D. Reid.]