

New Structures and Improvements to Existing Facilities as follows:—

	Canadian Government Railways		Canadian Northern Railway		Totals
	Eastern Lines	Western Lines	Eastern Lines	Western Lines	
Station—New.....	6	2	22	17	47
Extensions.....	6		3	14	23
Freight Sheds—New.....	3		3	4	10
Extensions.....	7		1	7	15
Bunk House—Section dwellings.....	38	5	37	69	149
Other Buildings—New.....	13	2	11	111	137
Extensions.....	2		1	14	17
Coaling Plants.....	8		1	7	16
Water supplies.....	14		9	8	31
Sidings.....	102	8	57	86	253
New Culverts.....	137		30	12	179
New Bridges.....	10	1	29	18	58
Bridges and Trestles filled.....	2	16	54	23	95

In addition to the above there were numerous other works undertaken and completed such as the construction of platforms, ashpits, drop-pits, road and farm crossings, ditching, wells for station water supplies, roadways, etc., and the providing and installation of turntables, track scales, machinery in shops and roundhouses, heating and lighting of stations, platforms and other buildings, interlocking plants, etc.

The following are some of the larger items carried out during the year:—

Canadian Government Railways

At Halifax Ocean Terminals, the train shed and platforms were completed. Grading of engine terminal site at Fairview was 80 per cent completed.

Paving of city streets in the vicinity of stations, freight sheds and terminals was done at four locations.

Work of re-arranging the yards at Mulgrave, Stellarton, Sydney, Royalty Junction, Drummondville, McGivney and Amos, as well as several smaller yards, was carried out, the majority of this work being completed.

Double tracking between Truro and Belmont, Springhill and Maccan, Chaudiere Junction, and St. Nicholas, Bagot and St. Rosalie Junction was completed and put into operation. The cut-off from the St. John subdivision to the N.T.R. at the west end of Moncton yard was completed, with the exception of a small amount of ballasting.

Grading for engine terminal site at Moncton was completed and is now ready for the erection of new terminal buildings and yard tracks. The provision of this new yard and terminal along with the new connection at the west end of yard will permit of all traffic being handled in one yard and greatly facilitate the handling of trains and engines and make large reduction in the cost of conducting traffic.

At Island yard, St. John, nine new yard tracks having a capacity of 590 cars for the handling of export traffic were completed and put into operation.

The replacement of the substructure for a double track bridge over the Tantramar river near Sackville was 42 per cent completed during the year.

At Cape Tormentine it was found necessary to dredge the entrance channel and turning basin to provide greater depth of water, there being danger of the ferry steamer Prince Edward Island touching bottom during low tides and gales. This work was 30 per cent completed.

Between McGivney Junction and Fredericton on the Fredericton subdivision grade and alignment revisions were undertaken at Durban and Taymouth. 55 per cent of this work was completed.

At Chaudiere Junction a commencement was made on the work of improving engine facilities which were inadequate and inefficient. The increased terminal facilities at this point will, when completed, permit of the abandonment of the G.T.R. engine facilities at Point Levis and the N.T.R. engine facilities at Bridge on the north side of the St. Lawrence river, the business of the three terminals being handled at Chaudiere. A connection between Charny and Quebec bridge to facilitate the operation of the railway was 25 per cent completed.

At St. Malo shops additional equipment, tools and machinery were installed and additional tracks provided.

Canadian Northern Railway (Western Lines)

New elevator at Port Arthur was put in operation.

Yard re-arrangement at Atikokan—Additional tracks were put in and existing tracks re-arranged to provide suitable yard accommodation to take care of business.

Fort Francis—At this point roundhouse, boiler shed and turntable were installed.

Additional machinery was added to Fort Rouge shops at Winnipeg to facilitate repairs to equipment, etc.

Work was commenced on shop, engine and yard facilities at Nutana.

Additional tracks, ash pits and general improvements made to yard at Humboldt.

At Eaton, on Elrose subdivision, new divisional point buildings are being erected and yard tracks, etc., being put in.

Prince Albert yard facilities were improved.