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The Official Organ of
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The Canadian Roadmasters' Association.
The Canadian Ticket Agents' Association.

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SECRETARY, A. V. Fabian, Passenger Department
C.P.R., Montreal.
NEXT MEETING, probably in March, 1902.

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NEXT ANNUAL MEETING at Hamilton, Oct. 16, 1901.

Canadian Society of Civil Engineers.

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Rogers, C. B. Smith, B. D. McConnell.

MEETINGS AT 877 Dorchester St., Montreal, every
alternate Thursday, 8 p.m.

Canadian Ticket Agents' Association.

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VICE-PRESIDENT, W. Jackson, Clinton, Ont.; and VICE-
PRESIDENT, M. McNamara, Walkerton, Ont.; 3rd

VICE-PRESIDENT, W. H. C. MacKay, St. John, N.B.;
SEC.-TREAS., E. de la Hooke, London, Ont.; AUDITOR,
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man; W. H. Harper, Chatham, Ont.; C. E. Morgan,
Hamilton, Ont.; T. Long, Port Hope, Ont.; J. P.
Hanley, Kingston, Ont.

NEXT ANNUAL MEETING at Montreal, Nov. 6, 1901.
OFFICIAL ORGAN.—THE RAILWAY & SHIPPING WORLD,
Toronto.

Great Lakes and St. Lawrence River Rate Committee.

CHAIRMAN, A. A. Schantz, Detroit, Mich.
SECRETARY, G. C. Wells, Passenger Department, C-
P.R., Montreal.

NEXT MEETING, at Sault Ste. Marie, Ont., probably
in Feb., 1902.

National Association Marine Engineers of Canada.

PRESIDENT, W. J. Barton, St. John, N.B.; VICE-
PRESIDENT, D. McQuade, Collingwood, Ont.; SEC-
TREAS., J. A. Findlay, Toronto; CONDUCTOR, J. A.
McArthur, Montreal; DOORKEEPER, N. J. Morrison,
St. John, N.B.; AUDITOR, D. L. Foley, Toronto.

NEXT ANNUAL MEETING of the Grand Council in
Toronto, Jan. 1902.

Niagara Frontier Summer Rate Com- mittee.

CHAIRMAN, T. Henry, Montreal.
SECRETARY, G. C. Wells, Passenger Department, C-
P.R., Montreal.

NEXT MEETING, at New York, probably in Jan., 1902.

Track Supply Association.

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SECOND VICE-PRESIDENT.—A. O. Norton, Coaticook,
Que.

HON. SECRETARY-TREASURER.—Acton Burrows, 33
Melinda Street, Toronto.

NEXT ANNUAL MEETING at Hamilton, Oct. 16, 1901.

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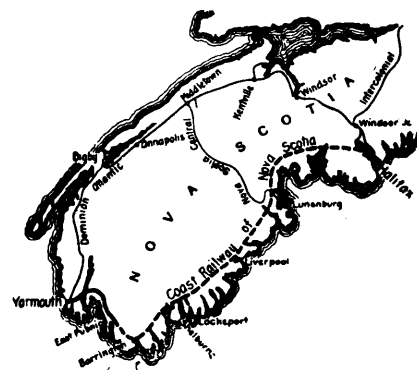
THE RAILWAY AND SHIPPING WORLD,
33 Melinda St., Toronto, Canada.

The Lake Erie & Detroit River Railway.

This Co.'s extension recently opened for
traffic runs from Ridgeway to the junction
with the Co.'s leased line, the London and
Port Stanley Ry. at St. Thomas, Ont., 42.84
miles. The road parallels the Michigan
Central Ry. from about 3½ miles east of
Ridgeway to Shedden, about 31 miles. For
the first 15 miles of this distance the main
tracks of the two roads are 171 ft. apart and
for the remaining 16½ miles 111 ft. apart.
At Shedden the L.E. & D.R.R. curves south-
erly and enters St. Thomas about ¼ of a mile
south of the M.C.R.

Just west of St. Thomas the road crosses
Kettle creek ravine over a steel viaduct 1,215
ft. in length and 98 ft. in height from the top
of pedestal to the base of rail, or about 108
ft. above the average summer level of the
creek. The sub-structure consists of two
abutments and 46 pedestals made of concrete
masonry. The cost was upwards of \$78,000.
At Shedden there is an 8 ft. concrete box cul-
vert over two creeks under an embankment
20 ft. in height. The remaining culverts,
with one exception, are cedar box culverts or
double strength culvert pipe. With the ex-
ception of one open culvert and Kettle creek
viaduct there is a solid road-bed for the entire
distance.

The road is laid with 70 lb. steel rails. All
switches are provided with split switch rails.



ROUTE OF THE HALIFAX AND SOUTH-
WESTERN RY.

The road is laid with cedar ties on the tan-
gents and oak ties on the curves, 16 ties to
each rail. The railway property is well fenced
throughout with wire fencing, all of 12 strands
of wire, with cedar posts and strong gates at
the farm crossings. The road-bed has re-
ceived one lift of ballast and the construction
gang is at work giving it a second lift. When
this work is completed there will be an aver-
age depth of 10 ins. of good gravel under the
ties. The gravel has been procured from a
pit about 3½ miles west of Ridgeway.

The gradients are very light, about seven
miles of the road is level track. There is a
grade of 30 to 37 ft. per mile on three short
stretches aggregating less than a mile. About
20 miles of track is practically level, the
grades being only from 2½ to 10 ft. per mile,
while on the remaining 14 miles the grades
average less than 15 ft. per mile. The num-
ber of curves on the line is 5, aggregating
about 1¼ miles or a little less than 3%. The
curve at the junction with the London and
Port Stanley Ry. has a radius of 1,433 ft. On
the remaining curves the radius is 5,730 and
7,640 ft. Two of the tangents are 14 miles
and 15 miles, respectively, and one other
seven miles in length.

At the various road crossings steel surface
guards are used. The station buildings are
nearing completion, and will be all neat, well
built frame structures. Sidings are being
constructed as rapidly as possible to handle
the expected business economically.

With the exception of the grading and the
bridge over Kettle creek, St. Thomas, the
work has all been done by day labor, under

