

THE RAILWAY & SHIPPING WORLD,

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

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TORONTO, CANADA, DECEMBER, 1900.

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structures.

Address:—Box 462, RAILWAY AND SHIPPING WORLD,
33 Melinda Street, Toronto.

order that the new iron might be given pro-
per place. From the floor beams referred to,
sections 2 ft. 2 in. wide were cut. This cut-
ting was done by drilling holes through the
iron, close together, & then cutting out the
intersections. While this was going on the
floor beam under treatment was supported by
timbers that rested on the outer trusses.

When the cantilever bridge was erected in
1883, the use of compressed air for the opera-
tion of drills, etc., was quite unknown, but in
the years that have elapsed the steps of pro-
gress in its application have been notable. All
the riveting on the original bridge was done
by hand, but on the new work the service of
compressed air has been brought into play
for riveting, drilling & chipping. The plant
that supplies the power is located on the New
York bank under the approach to the bridge
proper. In it there is one 12 h.-p. & one 24
h.-p. gasoline engine. Of the other apparatus
there is in use on the work a piston air drill, a
"Little Giant" drill, two long-stroke pneu-
matic hammers & one ooo pneumatic hammer.
From the compressor plant a 2-in. service
main is run across the bridge, & from this
hose connections are made to the point of ap-
plication or use.

Of course, the reconstruction of the bridge
to this extent called for a reinforcement of the
anchorage. The original anchorages were
about 26 ft. long & ran down to the bottom of
the masonry abutment at the edge of the high
bank. To provide additional anchorage the
side of the abutment was opened, & a hole 16
ft. deep made in the solid rock under the
abutment. At the bottom of this excavation
cupboards were opened about 7 ft. wide & 12
ft. long. In these 7 I-beams, each weighing

900 lbs., were placed & the anchor bars car-
ried down to them, making the total depth
about 40 ft. The opening was then filled
with concrete.

The work on the reconstruction of the can-
tilever has been carried on without interfering
with the regular traffic over the structure, &
it is expected that it will be completed by Jan.
1, 1901.

D. Coughlin is the superintendent in charge
of the work. He has had a very extended ex-
perience in bridge building during the last 35
years. For 10 years he was with the Lake
Shore road, & for the last 11 years he has
been employed by the Michigan Central. He
it was who, when the Ashtabla bridge disaster
occurred, threw up 2 spans of the Howe truss
wooden bridge over the wreck in 8½ days,
each span being 157 ft. long, & the height
above the water being a little over 84 ft. The
assistant engineer in charge of the work is G.
C. Tutbill, of Detroit.—Modern Machinery.

Grand Trunk Subsidiary Companies.

The following annual reports for 1899 have
recently been issued:—

CHICAGO & GRAND TRUNK RAILWAY.

Consequent upon the maturity of the 1st
mortgage bonds the necessity for a re-organi-
zation of the capital of the Co. upon a per-
manently sound basis was intimated to holders
of the 1st & 2nd mortgage bonds by circular
letter of the President, October 17, 1899. The
plan of re-organization therein, set forth has
been accepted by all interests with the modi-
fication that the 2nd mortgage bond-holders
are to get the 25% reduction that was made
in their bonds, in 50 year 4% income bonds,
the re-organized Co. retaining the right to
purchase the said bonds any time within 10
years at 85c. on the dollar. In this connec-
tion the G. T. R. Co. has undertaken to make
its traffic guarantee of 1st mortgage bond in-
terest absolute & unconditional.

There having been no resources for the
satisfaction of the 1st mortgage bonds at ma-
turity, Jan. 1, 1900, application was made to
the Circuit Court of the U. S. for protection,
& E. W. Meddaugh & H. B. Joy were ap-
pointed receivers, which office they have ex-
ercised since Jan. 3, 1900.

The leases of the Cincinnati, Saginaw &
Mackinaw, & Toledo, Saginaw & Muskegon
lines having proved detrimental to the inter-
ests of this Co., as shown by the Special
Master who reported upon those connections
under date of June 28, 1900, were abandoned
from July 1, 1900, as regards this Co.

There being now no complications affecting
the title of the property as held by the Court,
the requisite procedure for its release is in
progress.

The gross receipts, working expenses, net
revenue & net revenue charges for the year
compared with 1898, were:

1898		1899
\$ 84,223.87	Passengers	\$ 987,778.80
129,495.72	Mails & express	137,130.87
4,673,652.72	Freight & live stock	2,769,415.06
3,346.49	Miscellaneous receipts	5,686.33
\$3,649,718.80	Total gross receipts	\$3,900,011.06
2,890,297.27	Working expenses & taxes	3,287,964.24
\$ 759,421.53	Net revenue	\$ 612,046.82
87,100.08	Net revenue charges includ- ing interest on bonds	883,041.68
111,678.55	Paid by G. T. R. under traffic agreements	270,994.80
435,175.53	Net revenue deficiency carried forward from Dec. 31, 1896.	435,175.53

The passenger receipts, including mails &
express, amounted to \$1,124,909.67
Against 972,719.59

An increase of \$ 152,190.08
of which mails & express contributed \$7,635.15.

The average earnings per passenger per
mile were .79 against .73 cents, & there were
carried 1,242,545 passengers against 1,161,7
094, an increase of 81,451.