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Tree Fences to Block Snow and Sand

by B. M. Winegar, Montreal

How the Railways are Coming to Use More Plantations in Place of Unsightly Boards



A plantation of Carolina Poplar set out in 1916 to prevent the drifting of sand near railway tracks. These cuttings were about half an inch in diameter and 12 inches long. They cost about two cents apiece. Picture was taken one year after planting.

Railways use two kinds of fences for snow, a portable one which can be shifted any distance from track and a permanent one which is established on the right-of-way line. The former fence is taken down in the spring and piled up until fall. The advantage of this type of fence is obvious, being built in 12-14 and 16 ft. panels, it is easily handled. The main-

tenance, however, is very high, and the expense necessary in moving considerable. The temporary fence, however, is unsightly. Tree fences recommend themselves on account of their original cost, the small maintenance expense involved after plantations have been established several years, and because of their appearance. Their disadvantage is their lia-