

Canadian National Railways Construction, Betterments, Etc.

Halifax Ocean Terminals.—A press report states that the train shed adjoining the passenger station at the new south terminals, for which the Shearer Co. had the contract, has been completed. This is part of the work of the new freight and passenger terminals which have been under construction for some years.

Coaling Plants for Eastern Lines.—Tenders were received to July 24 for the erection of a 250 ton capacity coaling plant at Truro, N.S., and for 100 ton coaling plants at Pirate Harbour, N.S.; Point Tupper, N.S., and Newcastle, N.B.

St. John Station.—A. P. Barnhill, K.C., of St. John, N.B., who is a C.N.R. director, is reported to have stated that the erection of the new station there will be proceeded with this year. Preliminary plans for the overhead crossing on Mill St. are said to have been submitted to the C.P.R., and similar plans will also be submitted to the city for approval.

Work on the demolition of the passenger train shed the roof of which collapsed recently, is reported to be progressing. Material for the erection of butterfly roofs is reported to be in course of delivery, and it is said that the erection will be gone on with at once.

St. John Improvements.—Following a conference with C.N.R. officials, the St. John, N.B., city council has authorized the laying of three additional tracks on Water St., the work to be done to the city engineer's satisfaction, and the placing and moving of cars thereon be under the harbor master's supervision. It is expected that this work will be done at once in preparation for the winter traffic.

In connection with this work, it was stated in the course of the negotiations that the C.N.R. intends to build a bulkhead parallel with Charlotte St. extension and on a line with Sydney Market to provide a reclamation area for new trackage; and to straighten out the trestle leading from Reid's Point to the ballast wharf, but it is said that nothing will be done on this work this year.

McGivney Jct.-Fredericton Revision.—We are officially advised that a contract has been let to R. B. Stewart, Perth, N.B., for grading for changes in alignment mile 89.94 to 92.30, near Taymouth, and mile 95.32 to 96.51 near Durham on the Fredericton Subdivision. These revisions will make a very great reduction in curvature and gradients, but the difference in distance will be negligible. The new track will conform with National Transcontinental Ry. standards regarding grade and alignment. The two sections referred to are part of the old Canada Eastern Ry., between McGivney Jct. and Fredericton, which will connect the National Transcontinental Ry. at McGivney Jct., with the St. John Valley & Quebec Ry. in Fredericton, and so form part of the through route put in operation recently between St. John, N.B., and the National Transcontinental line.

Meductic, N.B., to Bancroft, Me.—A press report states that the Dominion Government is being urged to authorize the construction of a 22 mile line from Meductic, N.B., to Bancroft, Me., to connect the St. John & Quebec Ry. with the Maine Central Rd.

St. Charles River Bridge, Quebec.—The further supplementary estimates for

the year ending Mar. 31, 1921, passed at the Dominion Parliament's recent session, contain an item of \$80,365.48, to pay the Railways and Canals Department, towards the construction of the substructure of the C.N.R. bridge over the St. Charles River, Quebec harbor.

Harrowsmith to G.T.R.—A press report of July 14 stated that surveys were being made for a line from about a mile east of Harrowsmith, Ont., along the valley of Mud Creek, to a connection with the G.T.R. main line a short distance west of Collins Bay.

Western Lines Betterments.—Tenders were received recently for the construction of the following works:—

Ellis, Ont.—One triple 7 x 12 ft. reinforced concrete box culvert, 238 ft. long overall, at mileage 36.4, Lake Superior Subdivision.

Glenwater, Ont.—One 14 ft. slab top open box culvert, at mileage 44, Port Arthur Subdivision.

Fort Frances, Ont.—A 5-stall locomotive shed and boiler room, and foundation work for a turntable.

Emerson and Gladstone Subdivision, Man.—Fencing. Victoria Beach Branch, Man.—Fencing on 29 miles.

Eaton, Sask.—A 5-stall locomotive shed and boiler house; foundation for a turntable, and labor for a 60,000 gall. water tank.

Neepawa, Man., Signalling.—The C.N.R. has ordered a 16-lever Saxby & Farmer interlocking machine, with 13 working levers and 3 spare spaces, and other attendant mechanical materials, for Neepawa, Man., to be installed by the company's own forces.

Prince Albert Northeasterly.—We were officially advised in Nov., 1919, that surveys had been completed in Sept., 1919, for a line from Prince Albert, Sask., northeasterly for about 40 miles, to serve the Paddock Wood district, but that construction would not then be gone on with. Early in June tenders were called for construction on this line, and we are now officially advised that a contract had been let to Hebb & Sibbald for grading and culverts on the first 22 miles of the line out from Prince Albert.

Acadia Valley Branch.—We are officially advised that the contract for grading and culverts, on the extension of this branch, from mile 25 to 43, has been let to John Timothy, Winnipeg.

Turtleford Extension.—As stated in Canadian Railway and Marine World for July, a contract for grading on this extension was let recently to the Western Construction Co., North Battleford, Sask. We have since been advised that the contract is for 23 miles, commencing at Turtleford, Sask., and running southeasterly.

Kamloops - Vernon - Lumby - Kelowna Line.—At a recent meeting of the Kelowna, B.C., Board of Trade, letters were read from Hon. Martin Burrell and Senator Bostock relative to construction on this line, which stated that it had been thought possible to get the line completed by August, but that, although construction had been pushed forward with all possible dispatch, there was still much heavy work to be done, and D. B. Hanna, President, advised that he could not give a definite date as to when the line would be ready for traffic. (July, pg. 387.)

Grand Trunk Railway Construction, Betterments, Etc.

Toronto to Hamilton.—A press report states that the company's officials are figuring on a four track line between Toronto and Hamilton, Ont. When the work of track elevation from near Dufferin St., Toronto, to Mimico was done some years ago, that section was made into a four track one.

London Track Elevation.—A press report states that City Engineer's report on the G.T.R. track elevation problem in London, Ont., is ready for presentation to the city council. A report is also, it is said, being prepared by G.T.R. engineers. The City Engineer's report will, it is stated, deal with subways, at Rectory and Waterloo streets, and an overhead bridge at Egerton St., to take care of the eastern section of the city; a subway at Rideout St., to give uninterrupted communication between north and south London; while questions connected with the crossings at Richmond, Clarence and Wellington Streets are held over, pending further development of plans for a union station. July, pg. 388.)

Information Badly Mixed Up.

Some of our United States contemporaries, and even a few Canadian ones, get hopelessly astray very often in respect to Canadian railway matters. The following, which appeared in the Engineering News-Record, New York, recently, under "Railways, Proposed Work," is a sample:—

"British Columbia—Until July 2, by Dept. Railways and Canals, Western Bk., Ottawa, building 50 mi. line north from Prince Albert and 60 mi. line from that point east along Saskatchewan River, for Canadian Natl. Ry., 34 Sparks St., Ottawa. C. B. Brown, Moncton, N.B., ch. engr."

The work referred to is not in British Columbia, but Alberta. Tenders were not asked for by the Railways and Canals Department, but by the Canadian National Rys., the headquarters of which are not at 34 Sparks St., Ottawa, which is merely a ticket office, but at Toronto. C. B. Brown, Moncton, N.B., is Chief Engineer of the old Canadian Government Rys. and some additional mileage, now forming part of the Canadian National Rys., but has nothing to do with the Western Lines, of which H. A. Dixon is Chief Engineer.

Official Trip Over Canadian National Rys. Western Lines.—D. B. Hanna, President, C.N.R., left Toronto early in July for a trip over the lines to the Pacific Coast, accompanied by A. J. Mitichell, Vice President. S. J. Hungerford, Assistant Vice President, went as far as Winnipeg with him, and A. E. Warren, General Manager, Western Lines, met him at Port Arthur. On July 14 he visited Grand Beach on Lake Winnipeg, and on the return trip to Winnipeg four cars of the train he was on were derailed at Gonor, through a defect in, or tampering with a switch, but no one was hurt. On July 16 Mr. Hanna was joined at Winnipeg by Hon. J. D. Reid, Minister of Railways, and a few days later, accompanied by a number of C.N.R. officials, they proceeded via Prince Rupert to Vancouver and Victoria, and are expected to return to the east early in August.

Montreal Incline Ry.—The Montreal City Council has ordered the immediate removal of the debris of the dismantled incline railway up the mountain.