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Canadian Society of Civil Engineers Committee Report on Track.

At the Society's recent annual meeting in Montreal, H. R. Safford, Chief Engineer, G.T.R., chairman of the committee on tracks, presented the following report:—

Dear Sir,—Owing to a tremendous pressure of business, we were not able to hold a meeting until Dec. 1, 1913. This meeting was attended by A. C. MacKenzie and myself. (F. P. Gutelius, the other member, was not present.)

The subject assigned to the committee is a very large and comprehensive one, and the work to be carried on should be in accordance with a well defined programme, and, in order to conform to the wishes of the council as to procedure, it seems to us that the council should give a general outline of the subjects which should be first attacked. This is the procedure generally followed in associations of this nature, and is the one which we think will obtain the best results from the committee.

The committee is so small that we do not think we can carry on effective research work in a satisfactory manner, because in the work associated with track matters it is quite desirable that results obtained by the committee should be after a very general study by the committee, which should be representative not only as to individual railways but locality. We are, therefore, impressed that there should be an increase in the membership of this committee to at least 8 or 10, and a committee of this size can accomplish much more effective work.

We, therefore, recommend for consideration by the council the following action:— That the council shall instruct as to the general subjects it would desire given first attention, and we might suggest that two be selected from the following list: Recommended specifications for tie plates, for angle bars, for various classes of tie treatment, for bolts, spikes, etc. Recommended practice as to size of ties, as to character of timber, as to proper tie spacing. Economics of track labor, embracing the following: Proper methods of conducting track work, of measuring efficiency, of equating track values, of educating section foremen, and numerous other subjects could be suggested. That the committee membership be increased to 10.

We believe in the creation of this committee the membership should not be entirely confined to railway engineers, as there will be some features involved where it would be desirable to have the benefit of the views of men connected with steel manufacture, treatment of ties and other subjects which are associated with materials going into track use.

Interchange of Passenger Traffic at Toronto.—R. L. Fairbairn, General Passenger Agent, Canadian Northern Ry. lines east of Port Arthur, has issued the following notice:—"Arrangements have been completed for the interchanging of passenger traffic at Toronto between Canadian Northern Eastern Lines and the G.T.R. and C.P.R., applicable for all classes of traffic to and from all points. One coupon only will be required from Toronto to any destination on any of our allied lines—coupon to read 'Canadian Northern Ontario Railway.' Division requirements will be given later."

Chuting of Concrete.—Observations show that with wooden chutes of planed boards, 2 ft. wide, and from 8 to 10 ins. deep, the preferable slope is 4 ins. per ft. Slopes of 2 ins. per ft. require a man to keep the chutes clear, and of 6 ins. per ft., cause the ingredients to separate, and require the use of baffles to retard the motion.

Canadian Northern Railway Earnings, Etc.

Gross earnings, working expenses, net earnings, increases, or decreases, compared with those for 1912-13, from July 1, 1913:—

	Gross Earnings	Expenses	Net Earnings	Increase
July	\$1,928,800	\$1,414,500	\$514,300	\$19,700
Aug.	1,824,800	1,416,200	408,600	87,800
Sept.	1,994,900	1,470,000	524,900	101,400
Oct.	2,687,100	1,683,000	1,004,100	298,800
Nov.	2,673,300	1,708,500	964,800	87,000
Dec.	2,256,000	1,632,000	624,000	43,000
	\$13,364,900	\$9,324,200	\$4,040,700	\$587,700
Incr.	\$ 1,125,000	\$ 537,300	\$ 587,700

Average mileage under operation during 1913, 4,480, against 4,297 in the previous year. Mileage operated during Dec., 1913, 4,458.

Canadian Pacific Railway, Earnings, Etc.

Gross earnings, working expenses, net earnings, increases, or decreases, compared with those for 1912-13, from July 1, 1913:—

	Gross Earnings	Expenses	Net Earnings	Increase or Decrease
July	\$11,993,062.27	\$7,876,269.09	\$4,116,793.18	x\$331,383.72
Aug.	11,484,459.88	7,473,320.64	3,961,139.24	x756,786.42
Sept.	12,157,082.17	7,741,503.48	4,415,578.69	165,274.84
Oct.	14,480,216.73	8,877,358.94	5,602,857.79	541,970.60
Nov.	13,407,015.31	8,513,769.25	4,888,246.06	630,107.02
	\$63,471,886.36	\$40,487,221.40	\$22,984,664.96	\$249,182.32
Incr.	\$ 2,164,923.71	\$ 1,915,741.39	\$ 249,182.32

x Decrease. Approximate gross earnings for Dec., \$11,695,000, against \$12,108,000 for Dec., 1912. During Dec., 1913, the mileage under operation was increased to 11,827.

Grand Trunk Railway Earnings, Etc.

The following figures show the earnings and expenses of the G.T.R., C.A.R., G.T. Western Ry. and D.G.H. & M.R. for Nov., 1913, as compared with those for Nov., 1912:—

Grand Trunk Railway.			
	1913.	1912.	
Earnings	\$3,523,400	\$3,534,500	
Expenses	2,813,000	2,820,800	
Net earnings	\$710,400	\$713,700	
Canada Atlantic Railway.			
	1913.	1912.	
Earnings	\$200,900	\$223,500	
Expenses	215,300	211,400	
Net earnings	\$14,400*	\$12,100	
Grand Trunk Western Railway.			
	1913.	1912.	
Earnings	\$577,200	\$621,000	
Expenses	502,500	523,800	
Net earnings	\$74,700	\$97,200	
Detroit, Grand Haven and Milwaukee Ry.			
	1913.	1912.	
Earnings	\$241,900	\$243,400	
Expenses	210,200	197,600	
Net earnings	\$31,700	\$45,800	

*Deficit.

TRAFFIC RECEIPTS OF THE SYSTEM.
Aggregate from July 1 to Dec. 31:

	1913	1912	Increase	Decrease
G.T.R.	\$23,137,502	\$22,408,122	\$729,380	
C.A.R.	1,926,684	1,971,732		\$85,098
G.T.W.R.	3,718,177	3,745,761		27,584
D.G.H. & M.R.	1,347,427	1,329,057	18,370	
Totals	\$29,489,740	\$28,754,672	\$685,068

Grand Trunk Pacific Railway Earnings.

The approximate earnings of the Prairie Section and Lake Superior Branch, 1,104 miles, for Nov., were \$1,004,915; for Dec., \$555,526. Aggregate from July 1 to Dec. 31, 1913, \$4,293,115.

Steel Rail Orders.—A press dispatch from Sydney, Jan. 6, said that the Dominion Iron and Steel Co. was finishing a large order for rails for the Canadian Northern Ry., after which the rail mill would be shut down 10 days for repairs; that an order had been received from the Australian Government for 5,000 tons of rails, which was expected to be followed by further orders from the same source; that after the Australian order is finished a big order for the C.P.R. will be rolled, and later a 12,000 ton order of 60 lb. rails for the west.