

QUEBEC
BRIDGE
1950
CHANGES

S. Lines
Statistics,
transportation
authority for
able at the
and also for
companying
at in Sep-
net operat-
earned by
onal system.
y Canadian
S. lines. In
et operating
o which the
d \$3,542,569
ies \$450,431.
September
ved \$6,420,-
and \$819,800
ember, 1949
operating in-
le the U.S.
ting income
operating in-
ting for the
nine months
et operating
to which the
ted \$23,584.-

Improvements to Quebec Bridge

Tourists, residents and the engineering fraternity at large will be equally interested in the work now proceeding on the Quebec Bridge and its approaches.

sidered to be of inadequate width. This has made the passage from the South Bank to Quebec City, during peak traffic, a somewhat irritating experience. As part of a large general

Associated Screen News Photo

scheme for improving the approach to Quebec from the south shore of the St. Lawrence River, the present roadway is being doubled in width, whilst a new 780 ft. bridge, including a 480 ft. arch span, has just been completed across the Chaudiere River on the same alignment as the Quebec Bridge. The Chaudiere bridge provides space for a three-lane highway of equivalent width to the new dimensions of the highway on the Quebec Bridge, and is part of an efficient feeder system to the main crossing.

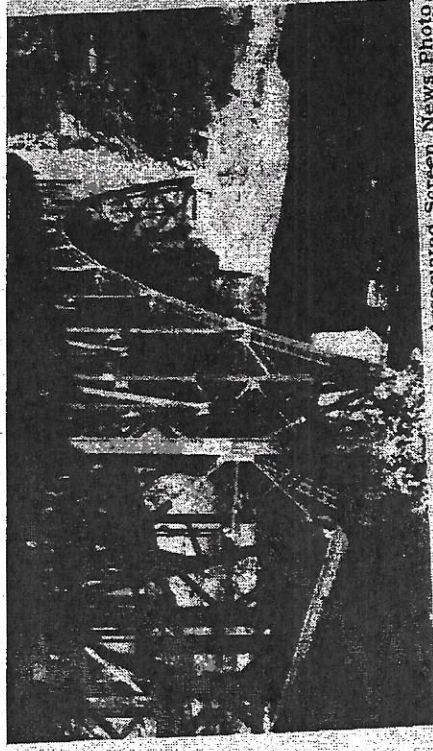
The work is being carried out under

1950



beginning of this review, and also for use in many of the accompanying smaller tables, advises that in September, 1950, out of total net operating revenue of \$8,742,000 earned by the whole Canadian National system, 1,194,255 was earned by Canadian lines and \$1,547,745 by U.S. lines. In September, 1949, system net operating revenue was \$3,993,000, to which the Canadian lines contributed \$3,542,569 and the United States lines \$450,431. The operating income in September, 1950, was \$7,239,869, derived \$6,420,69 from Canadian lines and \$819,800 from U.S. lines. In September, 1949, the Canadian lines had operating income of \$2,600,588, while the U.S. lines suffered an operating income deficit of \$119,372, with operating income of \$2,481,216 resulting for the whole system. In the first nine months of 1950, C.N.R. system net operating revenue was \$34,817,000, to which the Canadian lines contributed \$23,584,-

The New Bridge Over the Chaudiere



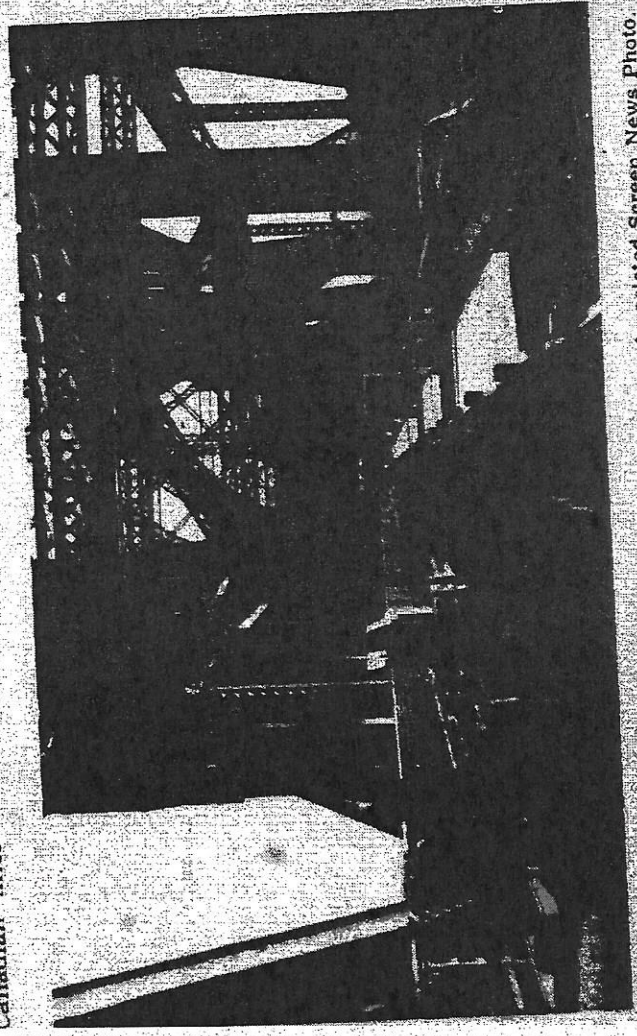
Associated Screen News Photo

The bridge was completed in 1917 for railway traffic only, and although it still ranks as the largest cantilever bridge in the world, the roadway added in 1929, which was then built as wide as the available space between the two railway tracks would permit, has for some years been con-

sidered a scheme for improving the approach to Quebec from the south shore of the St. Lawrence River, the present roadway is being doubled in width, whilst a new 780 ft. bridge, including a 480 ft. arch span, has just been completed across the Chaudiere River on the same alignment as the Quebec Bridge. The Chaudiere bridge provides space for a three-lane highway of equivalent width to the new dimensions of the highway on the Quebec Bridge, and is part of an efficient feeder system to the main crossing.

The work is being carried out under the authority of the Quebec Government (Hon. Romeo Lorrain, Minister of Public Works, and Ivan E. Vallée, Deputy Minister), Dufresne Engineering Co., Ltd., being the official agents of the department for the work. The steel work for the new Chaudiere Bridge and for the changes on the Quebec Bridge is being fabricated and erected by Dominion Bridge Co. Ltd.

The Quebec Bridge was originally designed as a railway bridge, and some 20 years ago the present 15 ft. roadway was added. When built, two railway tracks were provided, which accounts for the narrowness of the present roadway, but one of these has subsequently been found to be unnecessary and the new roadway will



Associated Screen News Photo

Half of the New Vehicular Traffic Roadway on the Quebec Bridge erected by Dominion Bridge Co. Ltd., which The steel for this job is being fabricated and erected by Dominion Bridge Co. Ltd., which also carried out the steelwork on the new bridge over the Chaudiere River

cover this and the space occupied by the present roadway.

The work is being done in two stages, and an illustration shows the first stage nearing completion, i.e. the construction of the new half section of roadway over the disused railway track. This part of the work

was completed prior to the end of 1950, allowing the traffic to be diverted to the new section. Next the old roadway will be removed and the new roadway extended to its full width. Thus, by mid-summer 1951, a continuous 30 ft roadway providing for three lanes of traffic will be in operation.

The illustration showing the bridge floor also brings out the 3 in. I-beam Lok grid which was manufactured by D. Bridge Co., Ltd., under license from U.S. Steel Corporation. More than 100,000 sq. ft. of this flooring is used for the bridge.

Light Thrown on Diesel Maintenance Cost

Experience with the old...

and
4.3
v
Ser
mo
will
cre
op
lec
Se
m
ra