

HALIFAX
AND
SOUTHWESTERN
RAILWAY

C. H. RIFF

adian Northern Ry.

Halifax and South Western Ry.—With the exception of some minor deviations, notably at Liverpool and between Milton and Shelburne, now under consideration, the route for the H. and S. W. Ry. has been definitely settled. Commencing at a junction with the Intercolonial Ry., about one mile on the Halifax side of Bedford station, the line runs via near English Corner, to the head of St. Margaret's bay, and skirts the bay to Hubbard's cove, proceeding via Chester along the shore of Mahone bay to a junction with the Nova Scotia Central Ry., recently acquired by Mackenzie, Mann & Co. The N.S.C. line will be used to Bridgewater, and from this point the route to be followed will be cross-country to Mill village and to near Milton, then on to Shelburne and Barrington, where connection will be made with the Halifax and Yarmouth Ry. At Milton an alternative route is under consideration by which the line will run into Liverpool and will join the other survey about 14 miles north of Shelburne. L. H. Wheaton was, according to latest reports, engaged in revising location surveys between Mahone bay and Bedford, and A. Mitchell making alternate location surveys between Liverpool and Shelburne. There is a tramway in operation between Liverpool and Milton, and the location of the H. and S.W. Ry. in this section depends largely on whether this line will be acquired or not. The general character of the

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Halifax and South Western Ry.—W. no
Mackenzie and D. D. Mann reached Halifax, wi
July 1 to arrange for the immediate starting se
of construction on this line, for which purpose (J
large gangs of men had previously been sent
forward from Ottawa. The base of opera ar
tions is at Mahone, 7 miles from Lunenburg, re
on the Central Ry., recently acquired by ly
Mackenzie, Mann & Co., and work is being M
proceeded with both towards Halifax and st

August 1902

about \$750,000. We are officially informed that there is nothing new in connection with this matter. (June, pg. 189.)

Cape Breton Ry.—The grading of the 30 miles from Port Hawkesbury to St. Peters, N.S., is practically completed, and we were advised, July 8, that it was expected to be finished by the end of July. The culverts and all masonry work were completed with the exception of one pier of the substructure for the bridge over the river Inhabitants, which was expected to be finished by the end of July. Track has been laid on to miles of the main line, and on 2 miles of sidings, and it is intended to complete the 30 miles this season. (June, pg. 189.)

Central Ontario Ry.—We were advised, July 17, that no decision had been reached in reference to the projected extension of the line northerly from Bancroft station, this year.

Central Ry. of New Brunswick.—Owing to a recent breakdown of a bridge at Washdemoak, the whole of the 22 bridges on the line, totalling 6,000 ft. in all, are being thoroughly repaired. The work was expected to be completed and the line reopened for traffic by the end of July.

Chateauguay and Northern Ry.—The line from La Pléide to Joliette, Que., will be

incorporated under this title at the last session of the New Brunswick Legislature, to construct a railway from Fredericton, or from a point on the railway authorized to be constructed by the St. John Valley and Riviere du Loup Ry. Co., to a point on the western boundary of the province near Schoodic lake, the line to be commenced within three and completed in six years. The capital of the Co. was fixed at \$20,000 a mile of line constructed, and power was given to issue bonds to the extent of \$20,000 a mile. It was provided that the act should not go into effect until after proclamation by the Lieut.-Governor. A. L. Meyer was associated with the Dominion Securities Co. of New York in the various railway projects of Dr. W. Seward Webb in Canada. See also Moncton and Eastern Ry.

The Galt, Preston and Hespeler Street Ry. Co. (Ltd.), has been given power by supplementary letters patent, under the Ontario Companies Act, to extend its line from its present terminus in Hespeler through the townships of Waterloo and Puslinch to Puslinch lake.

Grand Valley Ry.—We were informed on July 9 that work had been commenced and that several miles had been graded. The road is being built by The Von Echa Co., which built and owns the Woodstock, Thames

Yarmouth. It is reported that grading will also be started a few miles out of Halifax towards Mahone. The question of an entrance into Halifax has not been settled, the Halifax county council not having granted a right of way. It is expected that a junction will be effected with the I.C.R. about three miles out of the city, and that running powers will be secured over the I.C.R. for the distance required. D. D. Mann is reported to have stated that the location surveys for the line were about completed; that a good part of the line between Mahone Bay and Halifax would be ready for the rails by the end of the present year; but that track would not be laid until next year, the rails not having been secured. T. G. Holt is in charge of construction. L. H. Wheaton, C.E., is in charge of the location survey between Bridge-water and Liverpool, H. K. Wickstead, C.E., being chief engineer. (June, pg. 191.)

Halifax and Yarmouth Ry.—Recent press reports stated that the portion of this line between Pubnico and Barrington Passage, which has been closed for some time, would be operated again shortly, and that Mackenzie, Mann & Co. had entered into an agreement with the Messrs. Brill of Philadelphia, for acquiring the whole line. An official writes that he does not believe there is any truth in these reports.

JAN., 1903.]

THE

work is rather heavy excavation in a rocky and rough country, very similar to that between Lake Superior and Manitoba. Grading operations were carried on during last fall on a 10-mile section of the line from the boundary line between Halifax and Lunenburg counties, easterly, by J. A. Wheaton. This work was put in hand in lieu of going on with grading for a similar distance from the junction with the I.C.R. near Bedford, easterly, the plans for which had not been approved of by the Government. (Nov., 1902, pg. 382.)

Hamilton and Caledonia Ry. (Electric).
Plans are being made for the location of

January 1903

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Co., Detroit, Mich.

The C. P. R., between April 13, and May 14, received the following additions to rolling stock: 23 vans, four baggage and express cars and two G. 2 locomotives from its Angus shops, Montreal; one D. 10 locomotive from the Montreal Locomotive Works, and 473 steel frame box cars from the Canadian Car and Foundry Co., Montreal.

The Halifax and South-Western Ry. has ordered 20 thirty-ton Hart hopper ore cars, with hoppers steel lined, from the Hart-Otis Car Co., Montreal. Following are the chief dimensions:—

Length over end sills	21'	0"
Length inside	16'	0"
Width inside	8'	6½"
Height inside	5'	10"
Height top of rail to top of side	9'	10"
Height from rail to floor	4'	1¾"

The C. P. R. has ordered 211 composite

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erected at London, Ont.

Middleton and Victoria Beach Ry.—Active construction commenced on this projected line from Middleton to Victoria Beach, N.S., 45 miles, at Bridgetown, July 2. We are informed that it is intended to grade the 12 miles from Bridgetown easterly to Middleton, this year, and to commence track-laying next spring. A train service will then be put on and construction pushed forward westerly to Victoria Beach. M. J. O'Brien, Renfrew, Ont., is the contractor. (April, pg. 141.)

The Minneapolis, Superior, St. Paul and Winnipeg Ry. Co. has been incorporated in

August 1902

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Treasurer, succeeding J. A. Gaudin. The other officers and directors are as previously stated. (April, pg 245.)

The Liverpool and Milton Ry. was constructed in 1899-1900 by a local company, without receiving any subsidy. It extends from Liverpool to Milton and the Rapids Falls and Cowie's Falls Pulp Mill, following the highway a total distance of 5.50 miles. The Provincial Engineer of Nova Scotia in his report for 1907 says that while built to standard gauge the gradients were so steep and the curvature so sharp it was almost impossible to use an ordinary locomotive and car on it. On the completion of the Halifax and Southwestern Ry., which crossed the line about a mile from Liverpool, it was thought advisable to connect the two railways. To make this connection effective it was necessary to reconstruct the old line, removing it from the highway so as to get suitable gradients and curvature. A subsidy was provided in Sept., 1906, to assist in the reconstruction, and the Legislature authorized the amalgamation of the line with the H. and S.W. Ry. The contract for the reconstruction of the line was let to the

February 1908

Canadian National Railways Construction, Betterments, Etc.

St. Peters Subdivision Diversion.—This subdivision of the Atlantic Region, on Cape Breton Island, N.S., formerly the Cape Breton Ry., which extends from Point Tupper to St. Peters, 31 miles, is being improved by the construction of a diversion, 2,712 ft. long, starting from the Sydney Subdivision at mile 3.70 from Point Tupper, and connecting with the St. Peters Subdivision at mile 5.65 from Point Tupper. The diversion is nearly all tangent, being connected with the Sydney Subdivision by a 3 degree curve, and coming off tangent for a 6 degree curve on the St. Peters Subdivision. The gradient is $1\frac{1}{4}\%$ to within 600 ft. of the Sydney Subdivision. There are only 2 small pipe culverts on the diversion. The track will be laid with 80 lb. rails, released from the main line. The work is being done by the railways' own forces, under direction of G. W. H. Perley, Division Engineer, New Glasgow Division, Atlantic Region. At the date of our advice, Sept. 10, it was expected to have the grading completed by Sept. 30, and the ballasting early in October. As soon as the diversion is ready for operation, the 5.65 miles of track on the St. Peters Subdivision, to be abandoned, will be taken up.

Halifax & Southwestern Ry. Bridges.—Following are particulars of the 5 bridges which are being rebuilt: Puddle River, mile 27.4, Chester Subdivision, of frame trestle, 256 ft. long, and 33 ft. high, over a tidal inlet, built in 1906 and now at end of its life, being replaced by a second-hand 106 ft. deck truss span on reinforced concrete abutments, the remainder of the opening being filled in. Mush-a-Mush River, mile 65.9, Chester Subdivision, a frame trestle 532 ft. long and 51 ft. high, built in 1906 and now at end of its life, being replaced by a 106 ft. deck truss span, one 65 ft. and one 81 ft. deck plate girder spans, all second hand, on reinforced concrete piers and abutments, the remainder of the opening being filled. Annapolis River, mile 52.5, Middleton Subdivision, a 135 ft. through truss span on masonry abutments, old span built in 1888, now too light for traffic and abutments disintegrating, being replaced by a 135 ft. through truss span on the old abutments rebuilt above ground with concrete. Riversdale River, mile 9.6, Middleton Subdivision, and Shannon River, mile 83.6, each 83½ ft. through truss span on masonry abutments, built in 1888 and too light for present traffic, being replaced by through plate girder spans on existing masonry abutments. The authorization for the reconstruction of the last two of these bridges was given by the Board of Railway Commissioners about three years ago. A contract has been given the Dominion Bridge Co. for the superstructures of the Annapolis River, Riversdale River and Shannon River bridges. All the substructure work and filling will be done by the railways' forces. (Sept., pg. 433.)

Hardwood Ridge to Minto.—A. S. Gunn is Assistant Engineer in charge of the construction of the 4.88 mile spur line being built from Hardwood Ridge, mile 58.34, Chester Subdivision, Atlantic Region, to Minto coal mines. (Sept., pg. 433.)

Quebec Station, Etc.—A meeting of the C.N.R. directors was reported on Sept. 7 to have been fixed to be held in Quebec, Sept. 24, at which it was stated

matters connected with the erection of a station and the extension of terminal facilities in the city would be considered. The report further stated that the present facilities are inadequate for the increasing passenger and freight business, and that plans were under consideration for the replacement of the present temporary station in Parent Square, with a new, permanent structure, and for the enlargement of the general terminal facilities. We were advised early in September that the management had no definite plans under consideration for the construction of a new station. The C.N.R. have an agreement with the C.P.R. for joint station facilities at Quebec, and that it appeared to be most unlikely that new separate facilities would be considered.

Donnacona Cutoff.—Tenders were received to Sept. 15, for building a cutoff between Donnacona, Grand Mere Subdivision and mile 16, La Tuque Subdivision, Quebec District, Central Region. Donnacona is at mile 32 from Quebec on a line built by the Canadian Northern Ry. and connecting with the old Quebec & St. John Ry. at Grand Mere; and mile 16, La Tuque Subdivision, is near St. Augustine, on the National Transcontinental Ry. The two lines run comparatively close together from Quebec, and near Donnacona are only about 2 miles apart. The old Canadian Northern line is reported to be subject to landslides, and to cost a good deal to keep open in winter, owing to snow. The reason for building the cutoff is to do away with the necessity of maintaining two lines serving practically the same area, and by diverting the traffic to the National Transcontinental Ry., to make use of the better of the two lines. The diversion will start about half a mile east of Donnacona, mile 30.92, Grand Mere Subdivision, and run to about a mile east of Domburg, mile 15.88, La Tuque Subdivision; and will be 6.30 miles long. The gradients will be 1% uncompensated, with a short stretch of 1.3% momentum; with a minimum of 2 degrees, and a maximum of 4 degrees of curvature. The structures will consist of four concrete box culverts and one overhead crossing of the Montreal highway. The contractor will be required to complete all the work necessary for a single track railway, except tracklaying, ballasting, train fill and buildings, which will be done by the railways' own forces. The construction of the diversion will permit the abandonment and save the maintaining of about 19 miles of track.

Victoria Jubilee Bridge.—Repairs to the highway section of this bridge across the St. Lawrence River, at Montreal, were started Aug. 23, and were expected to be completed by the end of September. Some improvements have been made at the approaches on the Montreal side, to permit the speeding up of vehicular and automobile traffic; the roadway has been resurfaced, and the lighting arrangements have been improved.

Napanee Signals.—Order 34,032, passed by the Board of Railway Commissioners Aug. 14, was summarized in Canadian Railway and Marine World for September as "Approving plan showing proposed lay-out of Canadian National Ry. station at Napanee, Ont." It should have read "Approving Canadian National Ry. plan dated April 21, 1923, showing pro-

posed lay-out of automatic signals at Napanee, replacing proposed interlocking system shown on plan dated Oct. 6, 1921, and approved by order 32,815, March 31, 1922."

Hamilton Improvements.—Following representations by Hamilton, Ont., business man, the C.N.R. Legal Department advised the Board of Railway Commissioners, Sept. 6, that it was willing to let the application for approval of plans for a new station at King St. and Ferguson Ave., remain in abeyance. The Hamilton City Council's railway committee is opposed to the erection of the station at that point, and favors the doing away of the line on Ferguson Ave., and the erection of a station at another point as a part of a general improvement plan, which is being discussed. (Sept., pg. 434.)

Brant County Subway.—Some years ago the Brant, Ont., County Council applied to the Board of Railway Commissioners for an order to compel the G.T.R. to rebuild "on a proper location and of proper dimensions" the subway carrying the Harrisburg branch line over the St. Georges Road, 5 miles north of Brantford. Judgment now has been given, the railway to reconstruct the subway on a line with the highway, and not on a slant, as at present, the width to be 20 ft., and the height to be 14 ft. The county is directed to pay 25% of the extra cost incurred by the change.

London Track Elevation, Etc.—The question of track elevation, etc., in London, Ont., was discussed recently by C. G. Bowker, General Manager, and Major F. L. C. Bond, Chief Engineer, Central Region, with the city council's special committee. The railway representatives are reported to have submitted an estimate of \$2,501,000 as the cost of track elevation. The committee reported subsequently that it had decided to ask the C.P.R. to supply information as to its attitude toward a union station project. The opinion of members of the council appears to be that track elevation is a question for the future, but that an improvement in the situation could be effected by building subways at two or three points.

Huron and Bruce Line.—The relaying of the section of the old Huron and Bruce Ry., between Denfield and Centralia, Ont., with 100 lb. rails, is reported to be in progress, and to be expected to be completed at an early date. This branch leaves the main line at Hyde Park Jct., 4 miles from London, and runs to Wingham, 70 miles. The track has been relaid with 100 lb. rails to Denfield, and the work in progress will take the heavier rail to mile 22 from Hyde Park Jct.

Longlac-Nakina Cutoff.—A press report of Sept. 6, stated that 2 miles of track had been laid from Nakina, Ont., on the cutoff under construction, to Longlac. This line is being built to shorten the distance between eastern points and Winnipeg, by connecting the National Transcontinental Ry. and the Canadian Northern Ontario Ry. It is expected to be completed early in October.

Neebing Terminal Yard.—A press report states that the new terminal yard in Neebing Tp., just outside West Fort William, Ont., was opened for service, Sept. 16. A full description, with plan, was given in Canadian Railway and Marine World for July, pg. 322.

WILL BE EXCHANGED
ocean port will be created at that point."

Halifax and Southwestern Ry.—With the completion of the connection between the H. and S. Ry. and the old Halifax and Yarmouth Ry., near Barrington, N.S., this system has a length of 370 miles, distributed as follows: Halifax to Yarmouth, 248 miles, including 1.7 miles trackage over the I.C.R.; Lunenburg branch, 7 miles; Caledonia branch, 23 miles;—Middleton section to Victoria beach, 93 miles. There are altogether 155 steel bridges on the line, ranging from 25 ft. to 80 ft. spans. The system comprises the old Halifax and Yarmouth Ry. and the old Central Ry. of Nova Scotia, which were acquired by Mackenzie, Mann & Co. in connection with the construction of the Halifax and Southwestern Ry. The charter of the Middleton and Victoria Beach Ry. was also acquired, and the line completed, and the line from New Germany to Caledonia was constructed under the charter of the old Central Ry. (Oct., pg. 583).

Hill Lines in Canada.—A contract has been let to Neil & Moody, of Warroad, Minn., for the clearing of the right of way secured in Winnipeg, Man., for the J. J. Hill railway

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Nova Scotia Branch Lines.—A survey has been made by W. A. Hendry, on behalf of the Nova Scotia Government for the construction of a line to connect Port Medway with the H. and S.W.R. main line. The route surveyed extends from the water front to the railway, a distance of about four miles. A good line has been obtained with easy gradients and curvature, which can be constructed at a moderate cost. Port Medway is reported to have one of the best harbors on the south-western coast of the Province, the water being very deep and the harbor well sheltered.

W. A. Hendry recently made a report to the Nova Scotia Government upon the country between Lunenburg and Riverport (formerly Ritcey's Cove), on the east bank of the La Have River, near its mouth, and from Getson's Cove (on the opposite bank of the river) to Port Medway, with a view to the possibility of a railway between these two points. From Lunenburg to Riverport by way of Indian path, a distance of about eight miles, there does not appear to be any important difficulty in the way of railway construction, the greatest height shown by barometer being between 50 ft. and 60 ft. above high water mark, with sufficient distance to overcome it with fairly good grades. The only bridge would be over Cook's Creek, probably of about 80 ft. or 90 ft. span. From Getson's Cove to Petit Rivière, it appears that a line easy of construction could readily be obtained. From Petit Rivière to Broad Cove it will apparently be necessary to divert the line towards the shore as the ground rises too rapidly on the direct route near the main road, then to pass to the north of Broad Cove in order to keep on ground high enough to get a practicable grade over the high land west of Broad Cove. From Vogler's Cove to Port Medway the ground seems quite favorable, and a connection could be made with the H. and S.W.R. near the head of Port Medway harbor between county line and Medway stations. The distance from Getson's Cove to the suggested junction is about 21 miles.

Ontario, Sault Ste. Marie Ry.—The Ontario Legislature at its current session passed an

eral Agent at Winnipeg, Man.

Mackenzie, Mann & Co.'s Eastern Lines.

The first general consolidation of the different railways in which Mackenzie, Mann & Co. were interested as promoters, or contractors, took place when the Canadian Northern Ry. Co. was formed. Under this title there is now operated a line extending from Port Arthur, Ont., to Edmonton, Alta., 1,265.7 miles; with a line from Gilbert Plains Jct. to Prince Albert, Sask., 458.5 miles, and numerous branches, having a total mileage of 2,488.5. There is a considerable mileage in Manitoba, Saskatchewan and Alberta under construction. The second consolidation has just taken place, a number of the eastern lines—in operation and under construction—having been amalgamated under the title of the Canadian Northern (Quebec) Ry. The James Bay Ry., which is under construction from Toronto to or near Sudbury, Ont., and has plans on file with the Department of Railways for extensions to connect with the Canadian Northern Ry. near Port Arthur to the west, and at Hawkesbury, with the Great Northern Ry., in the east, will, it is understood, adopt the title of Canadian Northern (Ontario) Ry. Under the powers of an act, passed at the last session of the Dominion Parliament, it may do this with the consent and approval of the Governor-in-Council.

CANADIAN NORTHERN (QUEBEC) RY.

This is an amalgamation of the Great Northern Ry. of Canada, which had previously absorbed the Montford and Gatineau Ry., the Chateauguay and Northern Ry., and the Quebec, New Brunswick and Nova Scotia Ry. The Great Northern Ry. extends from Rivière à Pierre, Que., to Hawkesbury, Ont., with branches to St. Jerome and Shawinigan Falls, 175.10 miles and the old M. and G.

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A contract has been let for a line from Burrill's Siding, near Garneau Junction, to Quebec, about 80 miles, and the contractors, O'Brien and Mullarkey, expect to have the located route covered with men at an early date. It is hoped to have construction com-

points. (Oct., pg. 459).

Halifax and Southwestern Ry. A plan of the proposed bridge across the line at the crossing of the Mersey River, near Liverpool, N.S., has been deposited with the Minister of Public Works, Ottawa, and an application has been made for an order in council approving of the location of the bridge. (Oct., pg. 459).

Intercolonial Ry.—Tenders are under consideration for the erection of seven 50,000 lb. trusses of the

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Halifax & Southwestern Ry. Bridges.

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Quebec Station, Etc.—A meeting of the C.N.R. directors was reported on Sept. 7 to have been fixed to be held in Quebec, Sept. 24, at which it was stated

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Canadian National Railways Construction, Betterments, Etc.

Lunenburg Subdivision.—The Board of Railway Commissioners has authorized the rebuilding of the bridge carrying the highway over the railway at mile 6.2, Lunenburg Subdivision, N.S., on the old Halifax and Southwestern Ry. This covers the replacement of a timber trestle built about 20 years ago with a concrete substructure, on which will be placed a 108 ft. lattice girder span, removed from another position. The work is being done by the railways' forces.

Minto Coal Mines Spur.—Tenders will be received to Aug. 10, for the construc-

tion there, July 17, and discussed matters in connection with the building of a new station, its location, etc., which is to be gone into further between C.N.R. and city engineers.

Midland Elevator.—Fegles Construction Co., Fort William, Ont., has been given a contract for building a 2,250,000 bush. reinforced concrete storage annex to Tiffin Elevator no. 2, at Midland, Ont.

Longlac-Nakina Cutoff.—Work is proceeding rapidly on the construction of the cutoff between Longlac, on the Canadian Northern Ry., and Nakina, Ont., on the International Transcontinental Ry., by the

Edmonton Subway, Etc.—The Board of Railway Commissioners has, according to an Edmonton, Alta., press report of July 12, decided to issue an order directing the C.N.R. to file, within six months, plans showing railway facilities and subways proposed to be built at Edmonton. The plans, it is said, will cover the proposed new station, subways at Namayo Ave., 101st and 124th Streets and other works, and will involve the closing of some streets.

Ansell to Bickerdike Revision.—The Board of Railway Commissioners has authorized the opening for traffic of the revised line from Ansell to Bickerdike,

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Halifax and South-Western Ry.—We were recently advised that the grading on the main line had been finished, and all the bridge sub-structures, except at Mersey, Jordan and Clyde Rivers, completed. At these points the work is well under way, the piers and abutments at the latter two rivers being more than half completed. The steel spans are being shipped for all the bridges west of Liverpool, N.S. Track has been laid from Liverpool to about two miles west of Shelburne, about 53 miles in all, and good progress is being made with the work towards Barrington. About six miles of the additional track have been ballasted, and two steam shovels are employed in getting out ballast. The station buildings and tanks are being erected.

The Middleton and Victoria Beach section, 39.6 miles, has been completed, and has been inspected by Inspecting Engineer Johnson of the Department of Railways. The large pier which the Department of Public Works has erected at the Victoria Beach terminus, at a cost of about \$100,000, is practically completed. (July, pg. 381).

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January, 1921.

Canadian National

Sydney Terminals.—The Dominion Public Works Department's Chief Engineer visited Sydney, N.S., Dec. 17, and, in company with a number of city officials, inspected the site of the proposed new railway and steamship terminal.

Halifax Terminals.—A press report states that C.N.R. officials were in Halifax, N.S., Dec. 10, inspecting the south end terminals. The need for some filling and other work on the approaches was brought before them. It is reported that the brick walls at the old North St. station are likely to be torn down.

Cut Bridge, Lunenburg.—The Board of Railway Commissioners has directed the C.N.R. to rebuild the road leading to Cut bridge over the Halifax & South Western Ry., near Lunenburg, N.S., by producing the bridge tangent 50 ft. at the east and 25 ft. at the west end; and to fence the new road, the railing of the bridge to be raised to a sufficient height to comply with the Board's requirements, the bridge to be put in proper repair and replanked, if necessary, and the approaches to be covered with 5 in. of gravel. The work to be done by July 1, and the C.N.R. to bear the cost of building and maintaining the bridge.

Cut bridge is on the old Nova Scotia Central Ry. At the investigation it was stated that when the bridge was built there was an agreement with the Lunenburg municipality that the company should build the bridge and keep it in repair, but this agreement could not be traced. The Board decided that the bridge was built and had been repaired by one railway company, and that the company should pay for its building and future maintenance. The building directed in the order were made on the report of T. L. Simmons, the Board's Assistant Chief Engineer, who inspected the bridge Aug. 1, 1918.

— A press report

Halifax and Southwestern Ry.—C. W. Spencer, General Manager Mackenzie, Mann & Co.'s Eastern Lines recently completed a trip over the H. and S.W.R. The line between Halifax and Yarmouth is completed, with the exception of a stretch of about three miles east of Barrington. This was expected to be completed early in October, and it was hoped to have this portion of the line in operation by the fall. The branch from Middleton to Victoria Beach was opened for traffic early in the month.

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Halifax and Southwestern Ry.—With the completion of the connection between the H. and S. Ry. and the old Halifax and Yarmouth Ry., near Barrington, N.S., this system has a length of 370 miles, distributed as follows: Halifax to Yarmouth, 248 miles, including 1.7 miles trackage over the I.C.R.; Lunenburg branch, 7 miles; Caledonia branch, 23 miles; Middleton section to Victoria beach, 93 miles. There are altogether 155 steel bridges on the line, ranging from 25 ft. to 80 ft. spans. The system comprises the old Halifax and Yarmouth Ry. and the old Central Ry. of Nova Scotia, which were acquired by Mackenzie, Mann & Co. in connection with the construction of the Halifax and Southwestern Ry. The charter of the Middleton and Victoria Beach Ry. was also acquired, and the line completed, and the line from New Germany to Caledonia was constructed under the charter of the old Central Ry. (Oct., pg. 583).

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Halifax and Southwestern Ry. - A contract has been let to the Lindsay Construction Co. for the erection of a steel bridge at the Dutch Village Road, just outside Halifax, N.S. The bridge will be erected on concrete abutments. (May, pg. 325).

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Halifax and Southwestern Ry.—The sub-
structure of the permanent bridge across
the river at Liverpool, N.S., was expected
to be completed by the end of July, when
the steel superstructure would be erected.

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The bridge will consist of six spans of 66 ft. each, and one draw span of 132 ft., and the substructure consists of five concrete piers and abutments. The foundations of the piers and abutments are on solid rock, about 2,000 yards of concrete being used in their construction. As soon as the new bridge is completed the temporary bridge which has been in use during the past two years will be removed. The substructure was erected by the Lindsay Construction Co. (July, pg. 479.)

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