

CNR  
OKA, QUEBEC  
SPUR

age runway at Point St. Charles, Montreal.

Oka Spur Line.—Tenders were invited to Aug. 11 for grading up to subgrade, and the building of concrete substructures, on the line to be built between St. Eustache, on the L'Original Subdivision, Montreal Division, Quebec District, 17 miles from Montreal tunnel terminal, to Oka, along the shore of the Lake of Two Mountains, 5.74 miles. The gradients on the line will be easy, as the country to be traversed is of uniform elevation, and the curvature will be light. The structures will be of standard railway type, the largest to be a concrete subway under Oka Road crossing. (Aug., pg. 505).

August 1930

m  
th  
th  
w  
a  
or  
fr  
R  
W  
tr  
in  
p  
m  
st  
w  
S  
of  
er

February, 1931

## ional Railways Construction, Betterments, Etc.

yd- to provide for additional tracks if re-  
so- quired in future.

the Oka spur line, 5.74 miles long, connect-  
the ing St. Eustache, on the L'Original Sub-  
ent division, Montreal Division, Quebec Dis-  
St. trict, 17 miles from Montreal tunnel  
ach terminal, with Oka, where there are ex-  
ory tensive sand pits, the contract for grad-  
ion ing, etc., for which was awarded Dibblee  
of Construction Co., Montreal, is practi-  
cally complete at the time of writing.  
The principal object in building the line  
ade was to provide rail connection for haul-  
ak- ing sand, chiefly to Montreal. A de-  
St. scription of the country traversed, char-  
St. acter of the line, structures, etc., was  
ers given in Canadian Railway and Marine  
At- World for Aug., 1930, pg. 505.

print Oakville Subway.—The Board of Rail-

from the station. The street, an impor-  
tant highway, passes under the track on  
a skew, in a masonry subway of restric-  
ted proportions; the work to be done will  
consist of the replacement of the present  
structure by a larger concrete one to  
carry the street straight through under  
the tracks. The new subway's substruc-  
ture will consist of two abutments and a  
center pier, with a precast concrete slab  
superstructure. Width between abut-  
ments will be 56 ft., and a roadway and  
sidewalk will be provided at each side of  
the center pier. Headroom will be 14  
ft. As a railway structure, the original  
subway was in good condition and re-  
tained several years of useful life; the  
new structure is being provided primar-  
ily to improve highway conditions.

London Canada Sanitation A