

pg. 508).

The Toronto Hamilton & Buffalo Ry.'s main line is carried over the Welland River, 1.35 miles west of Welland station, Ont., by two bridges, the bridge carrying the east bound track consisting of one 150 ft. through Pratt steel truss, built in 1896, supported on masonry abutments, the west bound track being supported on a wooden trestle, built in 1913, having an opening of 22 ft. in or about the center of the river for navigation. The height of the base of rail above normal water is 21 ft. The depth of the water of the river at the center is approximately 11 ft. under normal conditions. The spacing of the present bridges is 18 ft. on centers. In lieu of the present bridges two double track spans of 75 ft. each are to be built, supported upon a new center pier, the present abutments to be altered and enlarged; the main walls of the abutment are to be extended toward the north; a new wing wall will be built and the southerly wing walls extended and bridge seat lowered to accommodate deck plate girders. Both abutments are to be reinforced against bank pressure, by the construction of a heavy reinforced concrete footing supported on piles and extending the entire length of the wings. A new center pier supported on piles will be built in or near the center of the river to support the 75 ft. bridge spans. Steel sheet piling will be driven to form the necessary coffer dams to enable the foundations to be constructed after which it will either be removed or cut off at low water level. The bridge spans will be of deck plate girder construction with ballast top, having the fixed ends on center pier and expansion end on abutments. The Board of Railway Commissioners has authorized the building of the two bridges. Contracts have been let for the substructures and concrete decks to Dominion Construction Co., and for the superstructures to Hamilton Bridge Works. It is expected to have the work completed this year. (August, pg. 508).

Hamilton city officials had a conference with H. T. Malcolmson, General Manager, and R. L. Latham, Chief Engineer, T. H. & B. R., recently, in regard to a proposition that the tracks from the tunnel, west of Hunter St. station, to Wentworth St., be elevated.

The Board of Railway Commissioners passed order 45,014, July 8, authorizing the raising of the grade, elimination of curvature, widening of fills and removal of sags on the T.H. and B.R. line between stations 56 and 107; on the Dundas branch. The raising of the grade will not only improve maintenance and operating conditions, but will also afford protection against ice and floods from the Dundas Creek, which parallels the line for a considerable distance. The creek side of the embankment is to be riprapped, to prevent scouring and erosion. Following securing of the necessary extra land, a contract for the work was awarded Dom-

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Union Construction Co., operations being started at once and being well under way at the time of writing, Aug. 21. The estimated cost of the work is \$31,000. The work is in the easterly section of the Town of Dundas, and east thereof, station 107 being at about West St., Dundas. The line, at the scene of operations, runs practically east and west, parallel to Dundas Creek, which is at the south side of the track. Station 56 is at eleva-

tion 256.65 ft. above sea level, and station 107 at elevation 266.80, the profile of the original line showing a number of sags between the two stations. All of these are to be removed, the raised track to be on a slight grade between stations 56 and 99, where elevations will be 256.65 and 258.65 respectively, with a somewhat heavier grade, though lighter than the original one, from station 99 to the original elevation of 266.80 at station 107.

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Branch Line For Gebo Coal Company.

The Board of Railway Commissioners, following hearings in Edmonton, ordered

would be \$1,250,000. Mr. Owen stated that the C.N.R. attitude was that the