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# Lachute sub.

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01-Aug-1922 Page 407

We are officially advised that a contract has been let to the Dominion Bridge Co., for four 200 ft. steel through truss spans to replace spans of similar dimensions of the Phoenix truss type, at bridge 115.9 Lachute sub. The spans are to be placed on the existing foundations and the work is expected to be completed this year.

01-Mar-1923 Page 116

Replacement of 14 bridges on Lachute sub. to permit use of heaviest power. It is stated this will complete the work of bridge reconstruction on this sub.

01-Jun-1923 Page 277

Lachute Subdivision Bridges. - We are officially advised that the following bridges on the Lachute Subdivision, Quebec District, are being reconstructed:

Bridge 56.8, Kingly Branch. - Existing 37 ft. deck plate girder span to be replaced by a 30 ft. I beam span.

Bridge 60.1, Calumet River. - Existing 50 ft. deck truss span to be replaced by a 50 ft. deck plate girder span.

Bridge 62, La Rouge River. - Existing bridge, consisting of three 150 ft. deck truss spans, to be replaced by three spans of similar type and dimensions, but of heavier structure.

Bridge 64.3, Riviere au Chene. - Existing 50 ft. deck truss span to be replaced by a 50 ft. half deck plate girder span.

Bridge 67.2, Salmon Creek. - Existing 50 ft. deck truss span to be replaced by a 50 ft. half deck plate girder span.

Bridge 72.8, Salmon River. - Existing 100 ft. through truss span to be replaced by a 100 ft. deck plate girder span.

Bridge 79.17, Papineauville Creek. - Existing 18 ft. deck plate girder span to be replaced by an 18 ft. I beam span.

Bridge 97.6, Trepanier Creek. - Existing 29 ft. deck plate girder span to be replaced by a 25 ft. Bethlehem I beam span.

Bridge 80.1, Trepanier Creek. - Existing 30 ft. deck plate girder span to be replaced by a span of similar type and dimensions, but of heavier structure.

Bridge 84.6, North Nation River. - Existing bridge, consisting of one 150 ft., one 200 ft., and one 100 ft. through truss spans, to be replaced by two 78 ft. and two 53 ft. deck plate girder spans and one 200 ft. deck truss span.

Bridge 89.2, Blanche Creek. - Existing 50 ft. deck truss span to be replaced by a 50 ft. half deck plate girder span.

Bridge 92.7, Blanche River. - Existing 100 ft. through truss span to be replaced by a 100 ft. deck plate girder span.

Bridge 106.1, Blanche Creek. - Existing present 50 ft. deck truss span to be replaced by a 50 ft. half deck plate girder span.

Bridge 109.4, Blanche River. - Existing 100 ft. through truss span to be replaced by a 100 ft. deck plate girder span.

We are also advised that contracts have been let as follows:

To McKinnon Steel Co., Sherbrooke, Que., for fabrication of steel for bridges 56.8, 80.1 and 97.6;

to Dominion Bridge Co., Montreal, fabrication and erection of bridges 62 and 84.6;

and to Canadian Bridge Co., Walkerville, Ont., for fabrication and erection of the other bridges named above, and for the erection of bridges 56.8, 80.1 and 97.6.

01-Dec-1923 Page 575

Bridges have been given particular attention and their renewal to handle the heaviest power between Calumet and Ottawa has enabled the company to cut 45 minutes off the Place Viger - Ottawa time schedules.

01-Jun-1924 Page 280

A meeting of ratepayers at Hull, May 19, unanimously approved a bylaw, which has to be confirmed by the Quebec Superior Court, granting the E.B. Eddy Company a fixed assessment of \$4,000,000. The company proposed to make extensive enlargements, and, including the construction of a private railway line, to remove its heavy traffic from the city streets.

01-Aug-1924 Page 398

The E.B. Eddy Co. is reported to have let contracts for the enlargement of its plant at Hull. Among the works to be constructed is a railway line to connect the upper and lower mills, and the intervening lumber yards, which will require the building of two bridges across two channels of the river crossing the yard.

01-Sep-1924 Page 458

The Hull city council has passed a resolution recommending the Board of Railway Commissioners authorize the E.B. Eddy Co. to build its projected railway to connect its various plants, across Hotel de Ville St. and Bridge St. Hull.

The Board of Railway Commissioners has passed order 38469, Nov. 29, 1926 authorizing CPR to rebuild bridges 90.77 and 91.18, Montreal & Ottawa sub. These two bridges form together what is known as the Prince of Wales Bridge extending between the cities of Hull and Ottawa, just above the Chaudiere Falls on the Ottawa River. The original bridge, built in 1877-9, consisted of 11 spans of 165 ft., one span of 145 ft. and one span of 265 ft., which were built by the Phoenix Bridge Co to designs made by the late C. Schaler Smith, consulting engineer. The substructure consisted of stone piers founded on rock, which is located at no great distance below the water level except the longest span where there is about 30 ft. of water. These Phoenix spans carried the CPR traffic continuously since the bridge was taken over from the QMO&O in 1882, until the recent decision to replace the steel superstructure in order to accommodate heavier locomotives, which are necessitated by the heavier traffic. The old spans were pin connected, the new spans are of modern stiff riveted construction, which bears a strong contrast with the delicate proportions of the old Phoenix pin and eye-bar spans. The original bridge was named after the then Prince of Wales, the late King Edward the Seventh, and the Prince of Wales' feathers which were erected on both ends of the bridge at the completion of the work in 1879, have been re-erected on the new bridge. The substructure was found to be in excellent condition and with minor repairs and changes to accommodate the new pier members, it has been continued in service to carry the heavy locomotive loadings of the present day. The new bridge was designed by the CPR engineers, J.M.R. Fairbairn, D.Sc., being Chief Engineer; P.B. Motley, Engineer of Bridges, and J.E. Beatty, District Engineer. The contractor for the fabrication and erection of the steel work was the Dominion Bridge Company, Montreal, and the erection work, extending over 8 months which was completed Feb 28, was carried out without mishap or delay to trains.

New business sidings or siding extensions will be built at Thurso and Hull. The freight shed at Thurso will be extended.

The present station at Buckingham Junction will be remodeled. The station at Point au Chene will be moved to a new location.

The stations at Buckingham Junction and Point au Chene will be extended or otherwise improved.