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Dominion Atlantic Railway Bridge Construction.

The first work of importance to be started on the Dominion Atlantic Ry. since it has passed under the control of C.P.R. interests, is the reconstruction of the bridges. We are officially advised that the present structures are to be replaced by steel superstructures on concrete or cribwork substructures. It is contemplated at present to undertake the reconstruction of the bridges at Bear River, Little Joggins, Big Joggins, Moose River, Allen's Creek, and Shubenacadie River. The plans for these bridges have been approved by the Board of Railway Commissioners. Following are details as to the various structures:—

BEAR RIVER BRIDGE.—Existing bridge 1,660 ft. long, maximum height 82 ft., made up of four Howe truss deck spans of 150 ft. each, one similar span with concrete swing pier (all spans on concrete piers), balance of wooden trestle. Existing wooden spans to be replaced with steel spans, the trestle with three deck plate girders of 103 ft. each and one deck plate girder span of 85 ft., balance to be filled in with earthwork protected with rock filled crib work against the tidal waters. The new work includes the putting in of two new concrete piers and two concrete abutments.

LITTLE JOGGINS.—Length 690 ft., maximum height 43 ft., a trestle bridge with an 80 ft. deck Howe truss swing span on concrete pier at centre. To be filled in to an opening spanned by a 40 ft. plate girder span. Filling to be protected against tidal waters by rock filled crib work.

BIG JOGGINS.—Length, 970 ft., maximum height 45 ft., a trestle bridge with an 80 ft. deck Howe truss swing span at the centre. This span is to be replaced by a 120 ft. deck plate girder swing span, balance to be filled in with earth work protected with rock filled crib work.

ALLEN'S CREEK.—Existing structure 710 ft. long, maximum height 65 ft., made up of one through Howe truss span of 100 ft., balance wooden trestle. To be replaced with one 150 ft. through truss span of steel, and two 85 ft. through plate girder spans, the balance to be filled in with earth work protect-

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concrete pier at centre. To be raised to an opening spanned by a 40 ft. plate girder span. Filling to be protected against tidal waters by rock filled crib work.

BIG JOGGINS.—Length, 970 ft., maximum height 45 ft., a trestle bridge with an 80 ft. deck Howe truss swing span at the centre. This span is to be replaced by a 120 ft. deck plate girder swing span, balance to be filled in with earth work protected with rock filled crib work.

ALLEN'S CREEK.—Existing structure 710 ft. long, maximum height 65 ft., made up of one through Howe truss span of 100 ft., balance wooden trestle. To be replaced with one 150 ft. through truss span of steel, and two 85 ft. through plate girder spans, the balance to be filled in with earth work protected from tidal waters by rock filled crib work. The new work includes the putting in of two abutments and two concrete piers.

MOOSE RIVER.—Existing bridge 935 ft. long, maximum height 66 ft., made up of four Howe truss deck spans of 150 ft. each, one swing span of similar construction 150 ft. long, balance timber trestle. To be replaced with three steel deck lattice spans of 150 ft. each, one deck lattice swing span of 160 ft., three deck plate girder spans of 75 ft. each, and one deck plate girder span of 65 ft. The new work includes the building of two new abutments of concrete, one concrete pier, and the raising to an additional height of 20 ft. six of the existing concrete piers. A small amount of earth work will go in to complete the length of the bridge.

SHUBENACADIE RIVER BRIDGE.—A short lift span is to be replaced, making a wider channel for boats. A 130 ft. swing span will be put in, necessitating the building of a pivot pier, one new abutment, and concrete extensions to an existing pier. It will be necessary also to remove one of the existing piers.

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