

FOREWORD (Cont'd)

- (a) The C. P. R. bridge at Saint St. Marie consisting of 10 fixed spans 240 feet long (73.15 m) and one swing span of 405 feet (123.43 m).
- (b) The Fredericton bridge on the Fredericton and St. Mary's Railway over the St. John River, consisting of 6-239 feet (72.85 m) fixed spans, 2-164 feet (49.07 m) fixed spans and a 212 feet (73.76 m) swing span.
- (c) The Coteau Bridge on the Canada Atlantic Railway over the St. Lawrence River aggregating 3906 feet (1190.1 m) illustrated and described on pages 22, 23 and 24.
- (d) The Cape Breton Railway bridge over the Grand Narrows, C.B. including 6-239 feet (72.85 m) fixed spans and a 212 feet (73.76 m) swing span.

In the Coteau and Grand Narrows bridges the fixed spans were assembled on shore and floated on barges into correct position, and it is believed that these were among the first instances where this method of erection was applied and carried out.

Adding to the above mentioned larger bridges the weight of the numerous smaller structures built during this first period of the Lachine Shops, the total tonnage from the inception in 1883 to the end of 1890 reached 32,811 tons* (29,766,000 kg), distributed approximately under the following heads:

The six bridges referred to above	17,205 tons	(15,608,000 kg)
Other bridgework	11,107 "	(10,316,000 kg)
Steelwork outside of bridges	1,202 "	(1,382,000 kg)

In 1888 the Toronto branch was dismantled as it was found that the Lachine shops could easily and efficiently handle the fabrication of all the work secured.

* A ton of 2,000 lbs is used throughout this statement.