

NEW OVERHEAD BRIDGE AT MOOSE JAW

STEEL TRAFFIC BRIDGE OF TWO PIN-CONNECTED THROUGH SPANS WITH TIMBER TRESTLE APPROACH OVER THE CANADIAN PACIFIC RAILWAY TRACKS AT EIGHTH AVENUE WEST.

THE Canadian Pacific Railway Company's main line from Montreal to Vancouver runs east and west through the city of Moose Jaw, and divides it into two parts. In order to provide traffic facilities between these two districts, the Railway Commission ordered the erection of an overhead bridge across the C.P.R. tracks and near the centre of the city, known as 6th Avenue Overhead Bridge. This bridge was completed

being 645 feet long, and the one from the south 150 feet long. These trestles are comprised of fir pile supports carrying frames 15 feet apart made up of 12" x 12" timbers. The stringers rest on 12" x 12" caps, and are of 6" x 6' timber spaced 2 feet 1 inch apart. Provision is made on the left-hand side of the roadway, which is 30 feet wide, for street car line, the rails for same being carried on 12" x 16' stringers. A 3" x 16' flooring was placed on



Views of the 8th Avenue Bridge, Moose Jaw.

about four years ago at a cost of about \$90,000. In order to accommodate the increasing traffic between the two sections of the city, a subway was completed at the east end of the city in 1913, at a cost of \$125,000.

The new overhead bridge, which Mayor Pascoe opened a week or two ago, has been constructed at the western end of the city in order to give farmers from the southern part of the surrounding country a ready means of access, not only to the north, which is the principal business part of the city, but also to the Government terminal elevators, which are situated about half a mile west of this bridge.

The structure is 1,170 feet long, and comprises two approaches on timber trestles, the one from the north

the stringers. The flooring of the structure was paved with 3-inch wood block paving laid in accordance with the city of Moose Jaw's standard specification. The flooring was covered with a coat of tar, and while the tar was hot a double ply of tar paper was applied, on which was placed sand half an inch thick, in order to form a cushion for the wood block paving. On the east side of the structure a sidewalk 6 feet clear was constructed, carried on double 3" x 12" timber, which was jointed to the caps, a cross-brace of double 3" x 12" being carried from the outer extremity of this timber to the frame work.

The remainder of the bridge is comprised of two steel spans of 157 feet and 218 feet respectively. Both spans are pin-connected through trusses, giving a clearance of