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NATIONAL TRANSCONTINENTAL RAILWAY BRIDGES

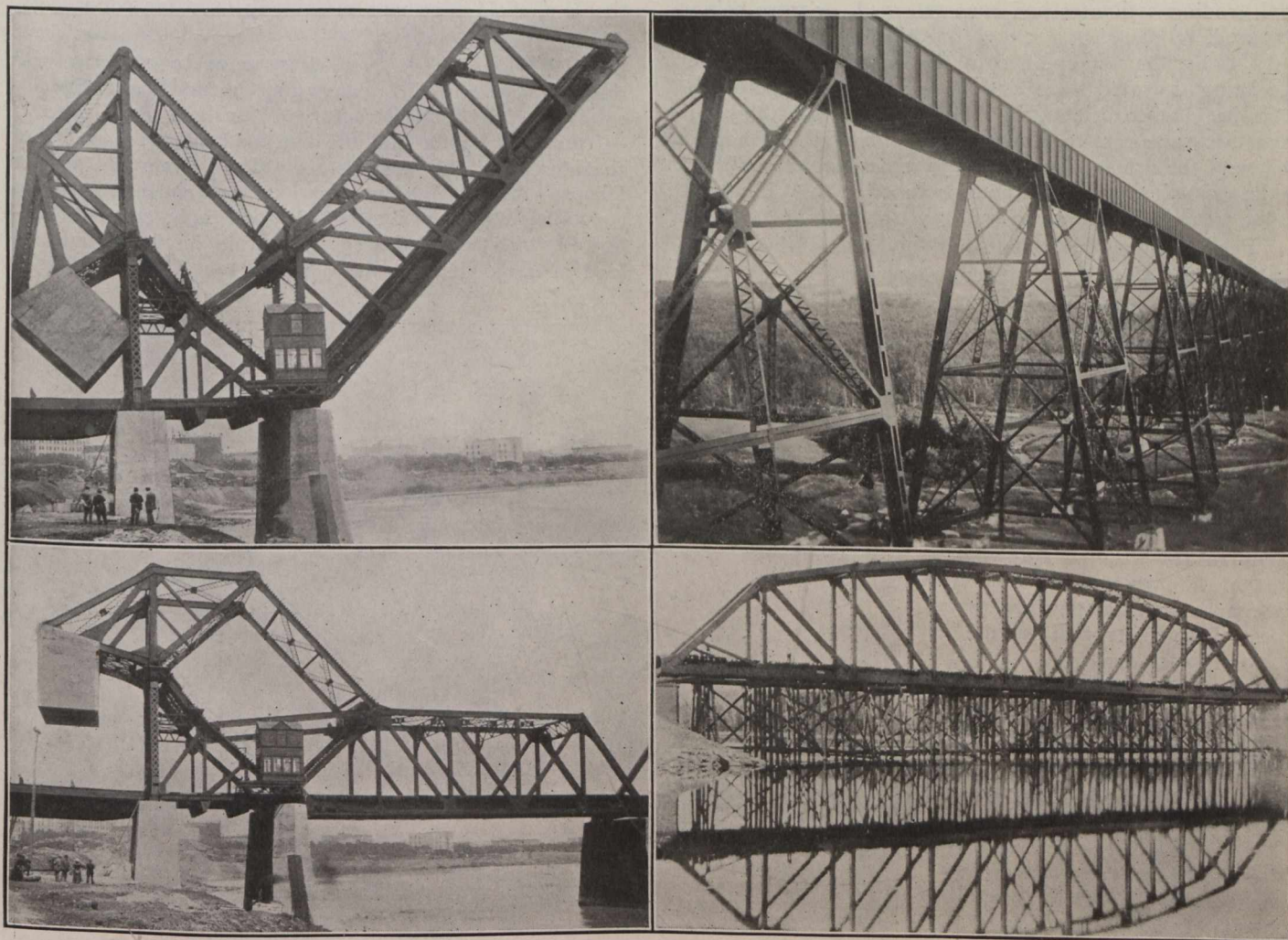
A GENERAL SUMMARY OF ENGINEERING DATA ON THE 10.96 MILES OF STEEL BRIDGES AND VIADUCTS ON THE NATIONAL TRANSCONTINENTAL RAILWAY.

By **A. S. COOK, M.Can.Soc.C.E.**,
Assistant to Chief Engineer.

WHEN the last rail on the main line of the National Transcontinental Railway was laid in November, 1913, at a point about 130 miles east of the boundary between the Provinces of Quebec and Ontario, the construction of the eastern and western portions were thereby joined, the result being an unbroken main line from Moncton to Winnipeg, with the exception of the Quebec bridge.

The promising factor in this linking-up was the knowledge that the end of the construction of this vast project, begun in 1904, was in sight, and with the completion of construction would come the operation of the line.

For about a year after the last rail was laid the work of cleaning up the odds and ends of construction was prosecuted, with the result that by the end of 1914 all the



Red River Bridge (Strauss Bascule Lift Span) in Open and Closed Positions. Little Salmon River Viaduct, N.B., 184 Miles from Moncton. Length, 3,918 ft.; Height, 200 ft.; Steel, 6,995 Tons. Harricanaw River Bridge (Before Removal of Falsework). 300-ft. Through Truss Span; 887 Miles from Moncton.