

Fig. 7.—Sidehill Trestle. Old Fort Buildings in Rear.

No buildings of the Old Fort were altered, the only disturbances were two cuts through the earth parapet, one of which is shown at the far end of the trestle.

stringers and sidewalk steel it made a very suitable structure for this purpose. The trusses were originally 31 ft. centre to centre and are in a very good state of preservation. As rearranged, they are now 46 ft. centre to centre. Many interesting questions in structural details arose in connection with this work, but it is sur-

prising how easily the changes were made. The floor of the bridge is concrete, which is thoroughly waterproofed, the paving being creosoted wood block.

The erection of the new bridge and the wrecking of the old bridge without interfering with the railway and highway traffic entailed some forethought. A temporary bridge was built to the east of the old bridge to carry the highway traffic and the falsework for erection and wrecking was put in between the different tracks. This temporary bridge is constructed of old railway girders supported on pile bents, as shown in Fig. 4. By forbidding trainmen from going on the tops of cars in the yard the railway company were able to build this temporary bridge with a headroom of only 19 ft., otherwise the approaching grades would have been very steep. The wrecking of the old bridge was done with a travelling crane running on tracks supported on falsework. Fig. 3 shows two of the sidewalk stringers of the old bridge and gives a fairly good idea of the need for a new bridge. The track in this view is the one on which the wrecking crane runs. The erection of the new bridge was carried out with this same wrecking crane on a track laid on falsework in line with the new bridge.

Fig. 6 shows a cross-section of the timber trestle of the south approach. An interesting problem in this trestle is the fact that it is on a horizontal curve; the floor is on a vertical curve, and it was impossible to place the bents radially. By careful work in the field and office every difficulty was readily overcome.

Fig. 8 shows a cross-section of the street railway

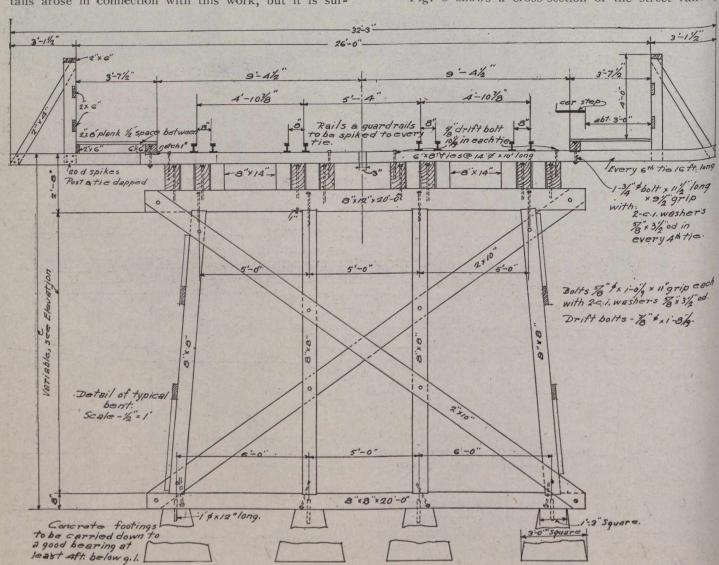


Fig. 8.—Cross-section of C.P.R. Trestle; Floor of the Sidehill Trestle is the Same Construction.