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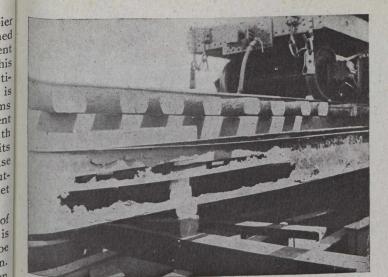
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Wrecking Fig. 3.—Corrosion of Steel on Old Bridge. Crane in Background.

on a 5 per cent. grade. This arrangement provides an undercrossing into Matthews-Blackwell's yard with a headroom of 12 feet, and a ramp is to be built, leading down to the Grand Trunk Railway yard. To take care

of Matthews-Blackwell's office entrance, a stairway is provided from the bridge floor to the level of the office floor, and to maintain this level, which is II feet above the level of the new undercrossing of Queen's Wharf Road, a retaining wall of reinforced concrete is built. Pedestrian traffic to Queen's Wharf will use this stairway also. All these various arrangements can be easily

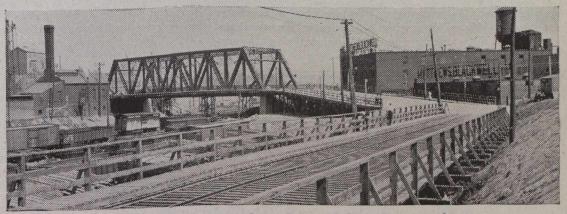
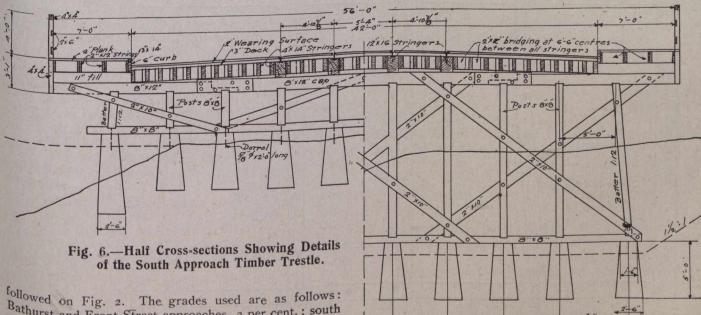


Fig. 5.-New Bathurst Street Bridge and South Approach.

9-10%



Bathurst and Front Street approaches, 3 per cent.; south approaches to bridge, 5 per cent.; sidehill trestle, 1.27 Der cent.; C.P.R. trestle, 5 per cent.; all other grades are nearly level.

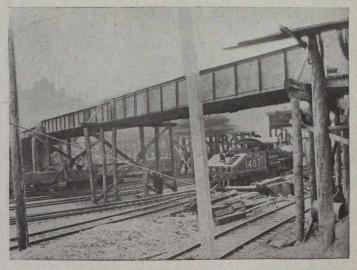


Fig. 4.—Temporary Bridge During Construction.

The steel trusses are the trusses released from the Humber River crossing when the G.T.R. raised the grade at that point in 1911. This was a double-track bridge, 202 ft. 6 in. centre to centre of bearings, and by putting in a new system of bracing, new floor beams,

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