

## ST. JOHN CANTILEVER BRIDGE

As already remarked the Cantilever Bridge at St. John, New Brunswick, was one of earliest contracts secured by the Company. This bridge spans the famous Reversible Falls of the St. John River and serves as the only railway entrance to the town of St. John from the west. The local topography is distinctive, the river at this point narrowing down to a width of about 500 feet (150 m) for a short distance. The banks are high on both sides and consist of limestone rock so that the locality is destined by nature to be the site of both railway and highway bridges, the more so as there is no practical crossing of the river on the upstream side until Fredericton which lies some 67 miles (103 km) while the downstream side is the harbour and river mouth. The appearance of the gorge will be best appreciated by reference to the photographs both on the pages opposite and on pages 37-39. The view given on page 15 illustrates the construction in 1884 and shows the light top chord traveller building out the cantilever arm, the shore arms having been erected on falsework by a high wooden outside traveller. The bridge was built for a special company with the purpose of joining up the Canadian Pacific on the west side to the Intercolonial on the east. The principal dimensions are as follows:—

Length of bridge proper 813 ft. (247.8 m) with channel span 477 ft. (145.4 m).

Length including approach trestle 1220 ft. (371.8 m).

Width 20 ft. centres (6.1 m).

Maximum height 80 ft. over pier (24.38 m)

Total weight 4465 tons (4,050,000 kg).