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Forgotten Books, 2017. Hardback. Condition: New. Language: English . Brand New Book ***** Print on Demand *****. Excerpt from The Canadian Illustrated Monthly, Vol. 6: March 1921 Up till 1894, Lethbridge City was the western terminus of a narrow gauge railway between that city and Medicine Hat. In 1897 this line was taken over by the Canadian Pacific Railway and made a part of the Crow s Nest branch. Lethbridge was then reached by a spur of 1 miles, making the total distance from Lethbridge to Macleod 38 miles. The line had curves as sharp as 7 degrees (819 feet radius) and an actual grade of 1 per cent. Feet per mile). Only two streams were crossed, but on low levels, requiring 18 other trestles and bridges across the mouths of coulees and ravines which were tributary to the main gorge. The aggregate length of these bridges was feet or miles, and the lumber required for their construction measured 000 feet board measure. One of them was feet long and a number were over 100 feet high. The earth work was heavy, and during the spring and high-water season required constant watching. If this line were to be maintained, these bridges would require to have been rebuilt at an estimated cost of It was decided to build a viaduct over the Belly River, 1 mile and 47 feet long, and 307 feet high, making the distance from Lethbridge to Macleod 31 miles with a grade of per cent, and at a cost of The design chosen was a plate girder carried on rigidly braced riveted steel towers. This type was selected because, considering the great height of the structure and the diffi culty of erecting false work owing to prevailing high winds in Southern Alberta, it would be erected more...



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