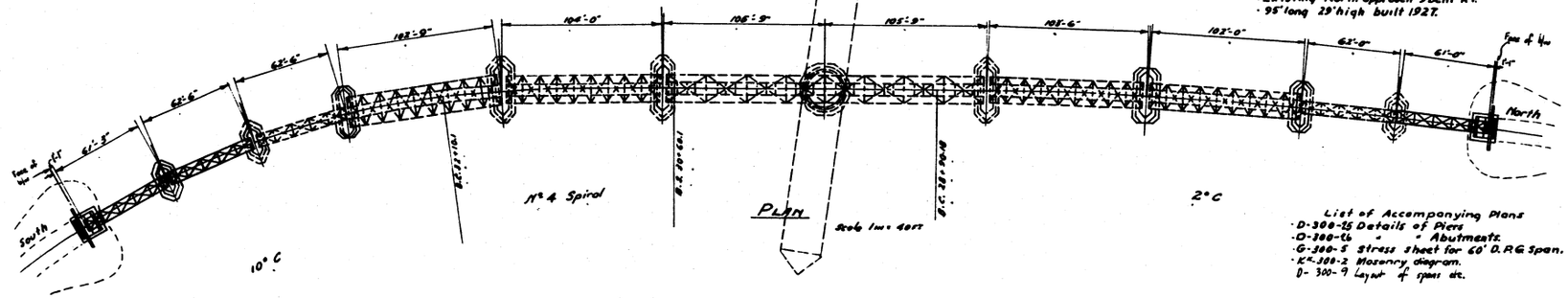


ELEVATION

- Existing South Approach 18 bent R.T.
- 201' long 22' high built 1927.

- Existing structure shown ———
- Proposed structure shown ———
- Existing North approach 9 bent R.T.
- 95' long 29' high built 1927.

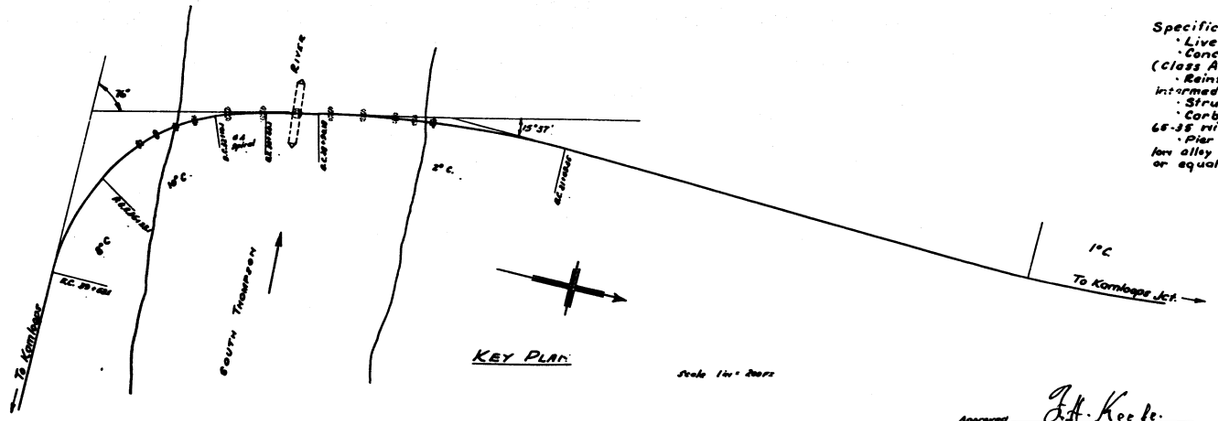


PLAN

Scale 1in = 40ft

List of Accompanying Plans
- D-300-15 Details of Piers
- D-300-16 " " Abutments.
- G-300-1 Stress sheet for 60' D.R.G. Span.
- K-103-2 Masonry diagram.
- D-300-9 Layout of spans etc.

Specifications:-
- Live Load - Class E60
- Concrete and Reinforced Concrete S.O.T.-7.1 (Class A) Revised May 1, 1950.
- Reinforcing Steel to C.S.A. Spec'n. G30.1 intermediate or hard grade.
- Structural Steel S.O.T.-1.1, Revised Feb. 1, 1961.
- Carbon steel Castings C.S.A.-G28, Grade 65-35 with 33,000 #/in² Yield Point.
- Pier members, other than castings, to be of low alloy structural steel to A.S.T.M. Spec. A-242 or equal.



List of Board Orders.

30410	Dec 2, 1926	Operation
51792	Mar. 8 1935	Reconstruction
66015	Jun 15 1936	Operation.

Approved J.H. Keefe. General Manager.

E-300-2

B.C. RAILWAY 2.78
SOUTH THOMPSON RIVER CROSSING
KAMLOOPS B.C.
GENERAL ARRANGEMENT - 100' Spans R, K and L.
300 E-300-2 E-300-2
B.C.R.
1" = 40' f 200'
June 7 26.
J.H. Charles R. Hugo