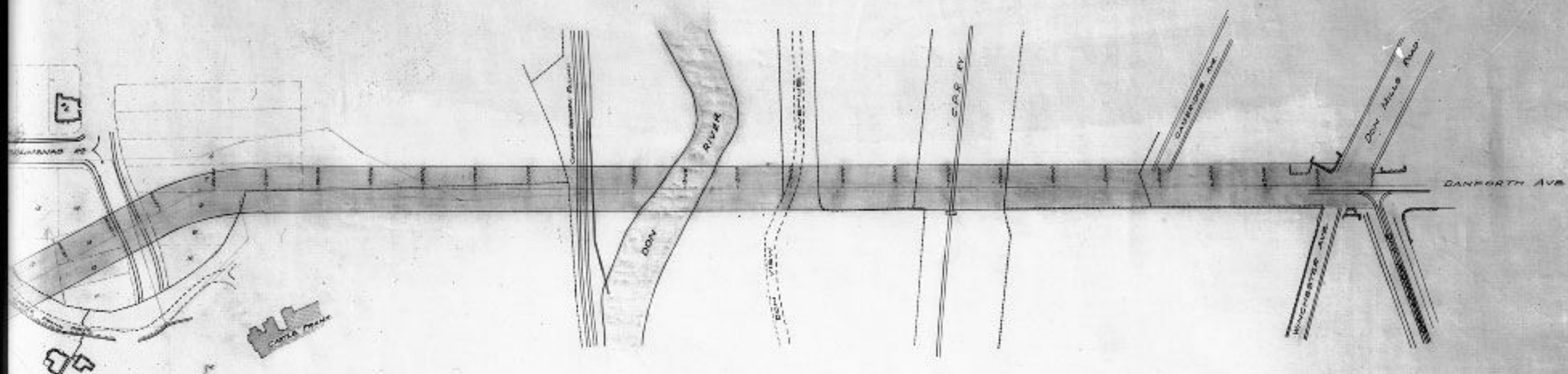


B.N. 24



LEGEND  
 LINES FROM SURVEY DEPT THIS  
 OF FENCES SHOWN THIS  
 EXTENSION OF FENCE LINES

Submitted by...  
 Date...

Approved  
 Steve Soper  
 Designing & Construction Engineer  
 Bloor Street Viaduct  
 C. W. P. Owen  
 Assistant Engineer Railways & Bridges  
 Deputy City Engineer  
 Date 1/1/1914

FIELD BOOK NO. 22 489 104 100-104

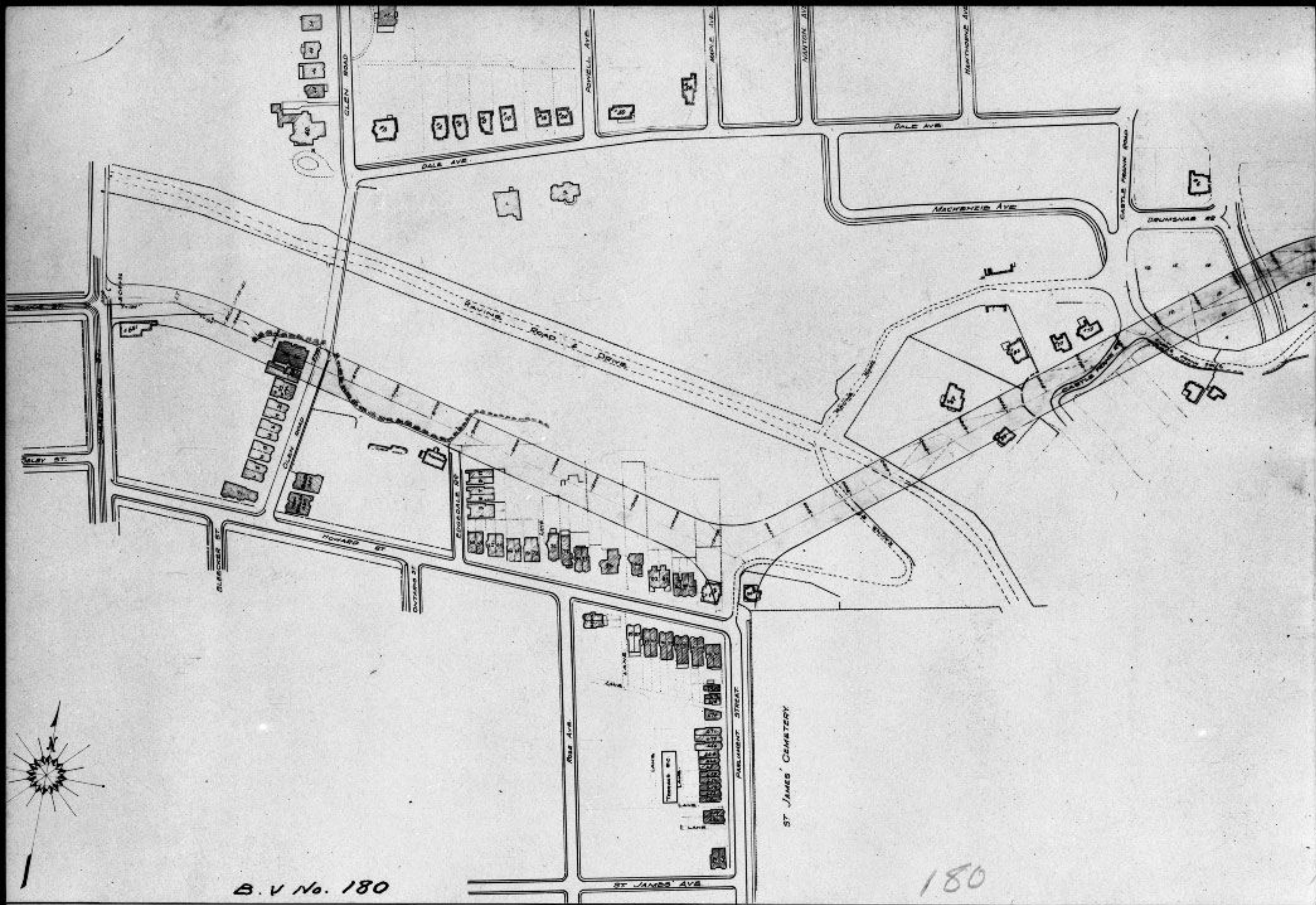
CITY OF TORONTO  
 DEPARTMENT OF WORKS  
 SECTION OF RAILWAYS & BRIDGES  
**BLOOR STREET VIADUCT**

GENERAL SURVEY

Scale 1 in = 100 ft.

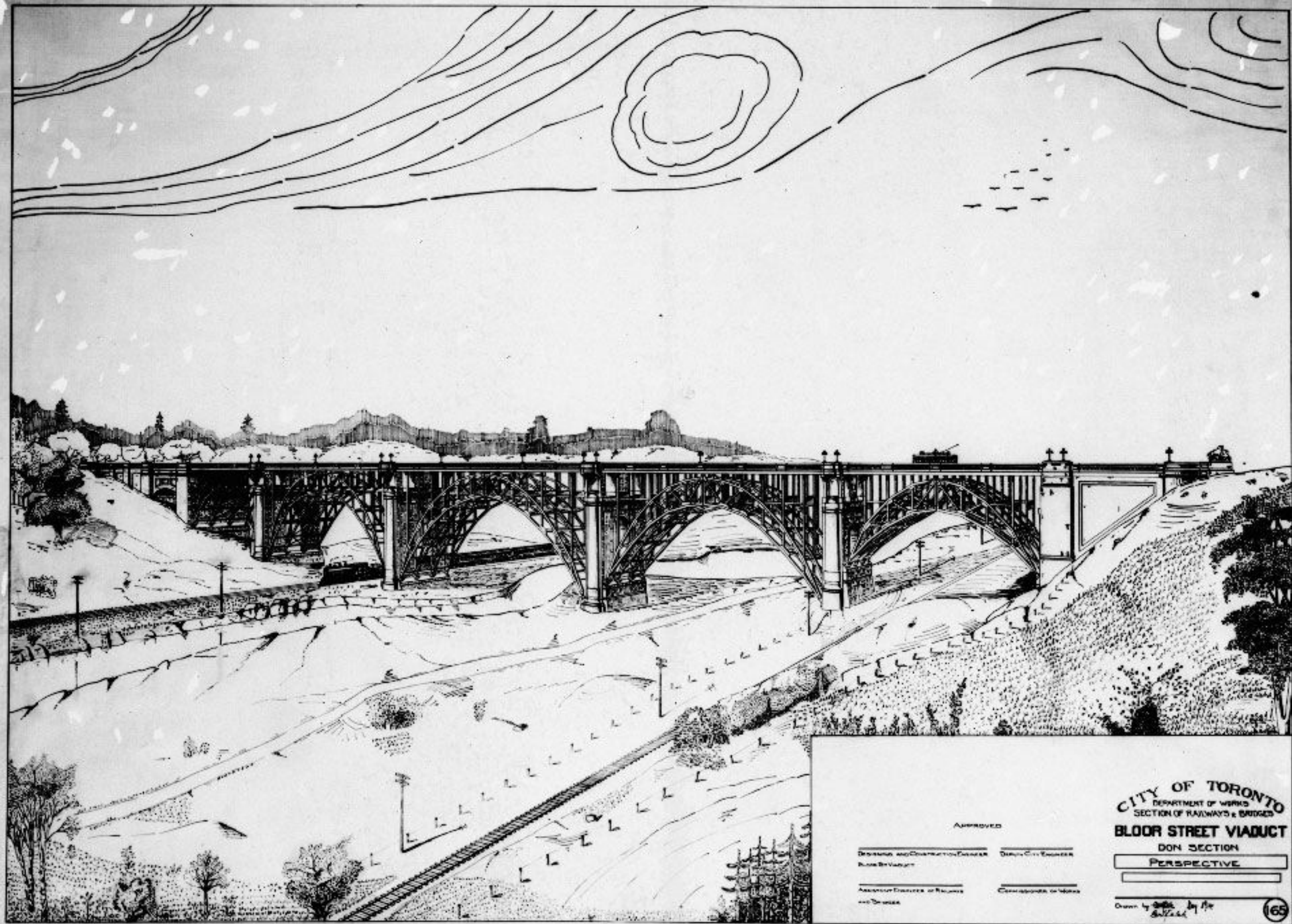
Drawn by N.W. Dale, Dec. 6/14  
 Traced by J.K. Dale, Feb. 2/14  
 Checked by J.C. Dale, May 1/14

1



B.V No. 180

180

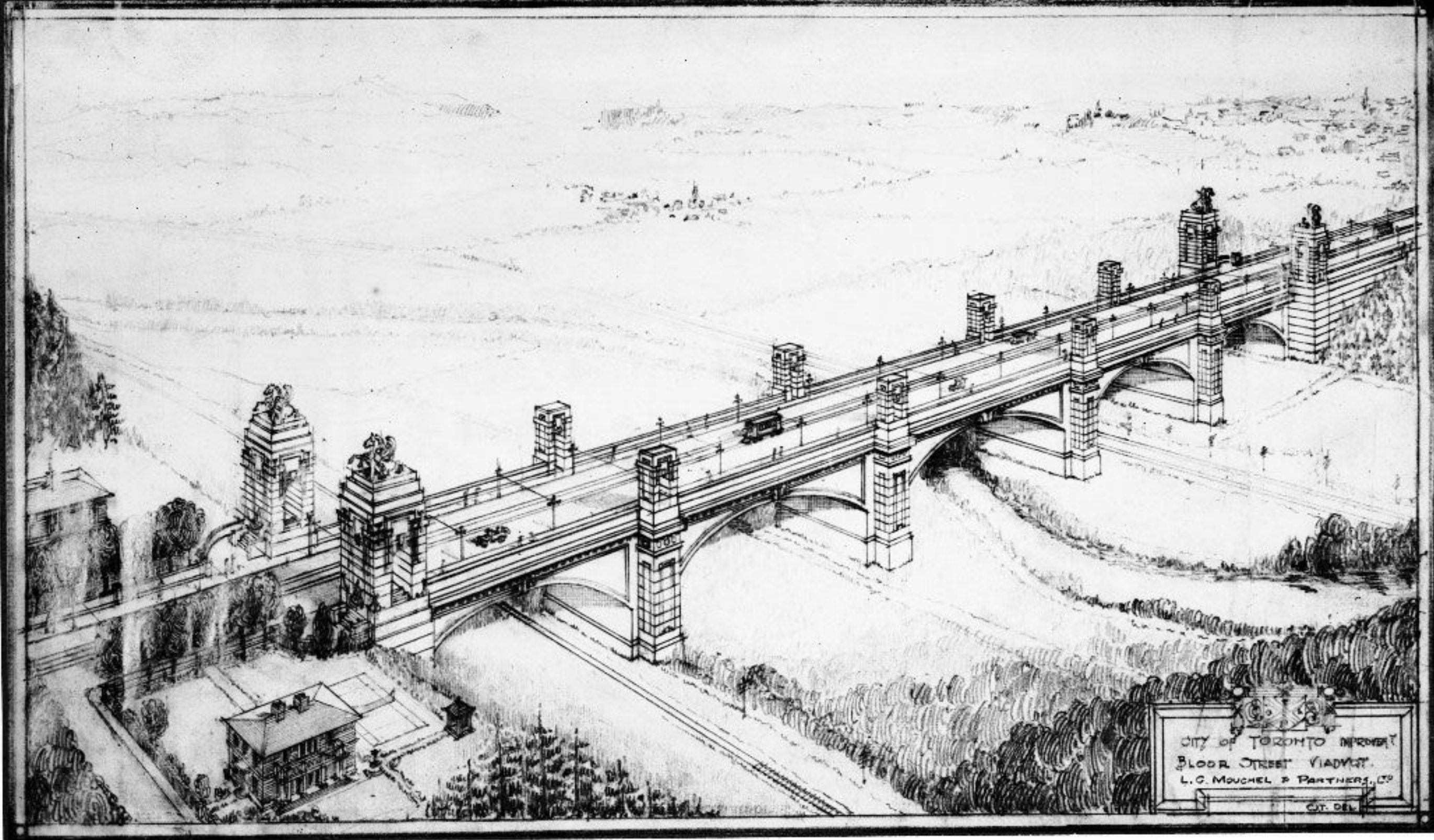


APPROVED

<p>DESIGNING AND CONSTRUCTION ENGINEER BLOOR ST. VIADUCT</p>	<p>DISTRICT CITY ENGINEER</p>
<p>ASSISTANT ENGINEER IN CHARGE AND DRAWER</p>	<p>COMMISSIONER OF WORKS</p>

**CITY OF TORONTO**  
 DEPARTMENT OF WORKS  
 SECTION OF RAILWAYS & BRIDGES  
**BLOOR STREET VIADUCT**  
 DON SECTION  
**PERSPECTIVE**

Drawn by *W. H. H. H.* by *W. H. H. H.*

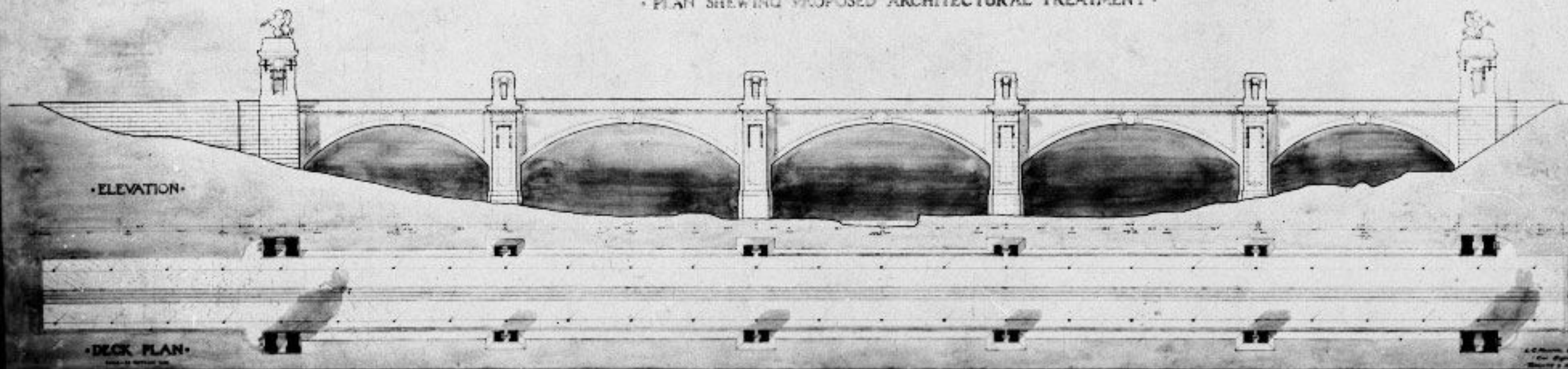


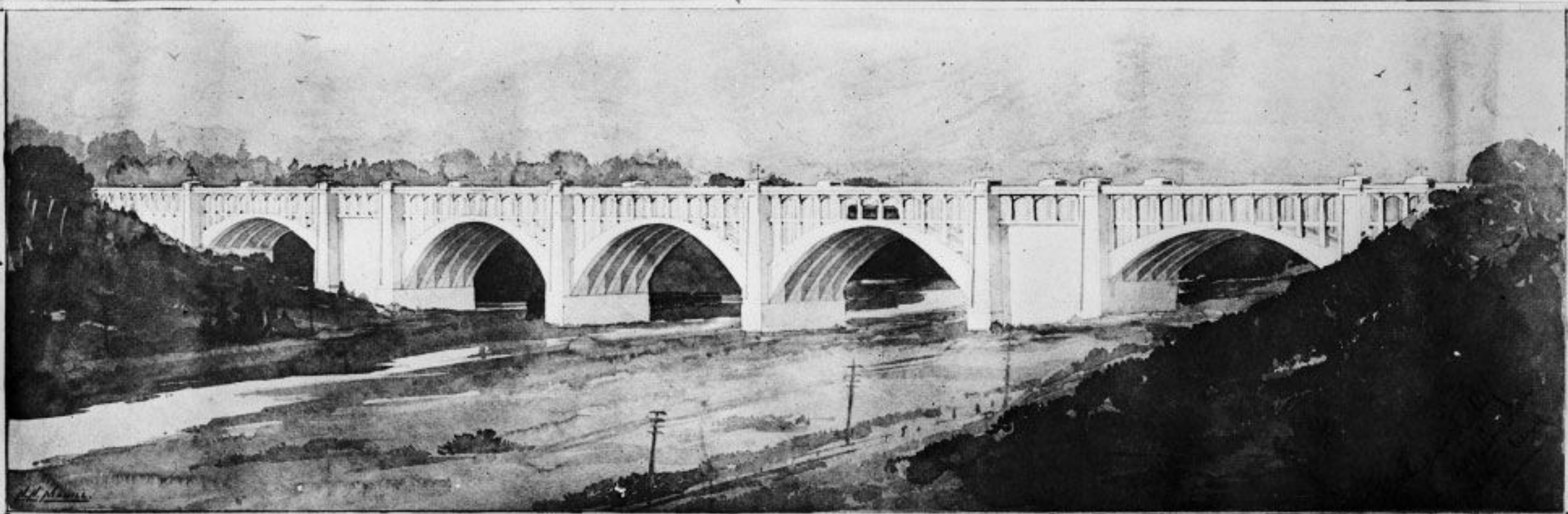
CITY OF TORONTO IMPROVEMENT  
BLOOR STREET VIADUCT  
L. G. MOUCHEL & PARTNERS, CO.  
CIT. DEL.

B.V. 187. OCT. 17. 1914

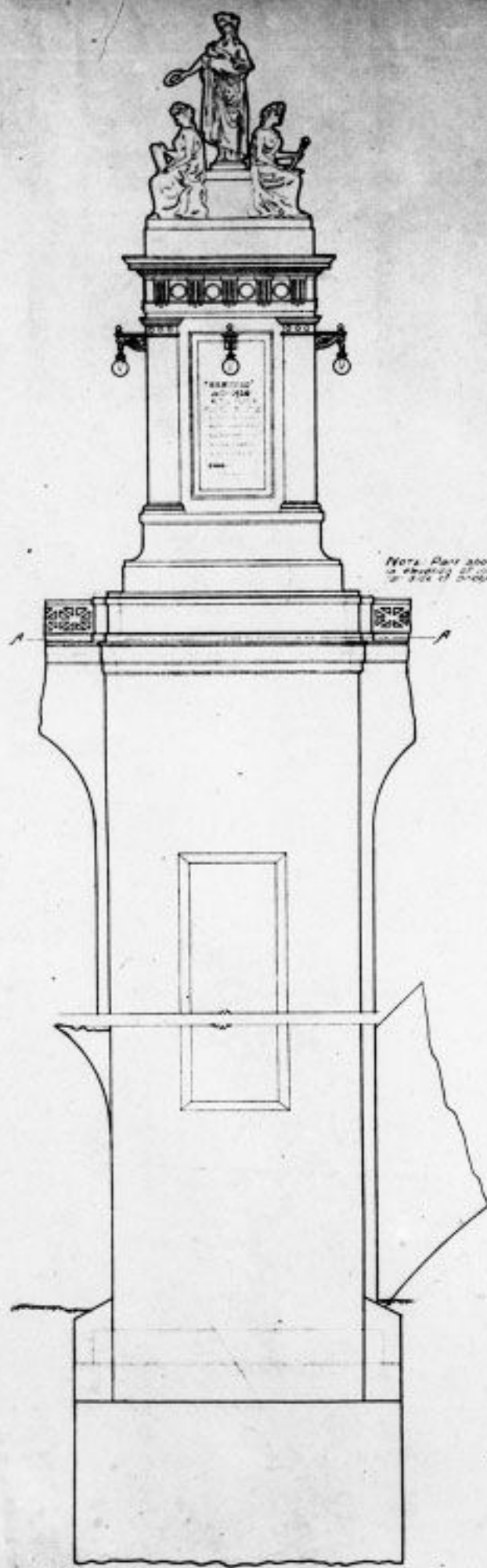
CITY OF TORONTO · BLOOR STREET VIADUCT ·

· PLAN SHEWING PROPOSED ARCHITECTURAL TREATMENT ·

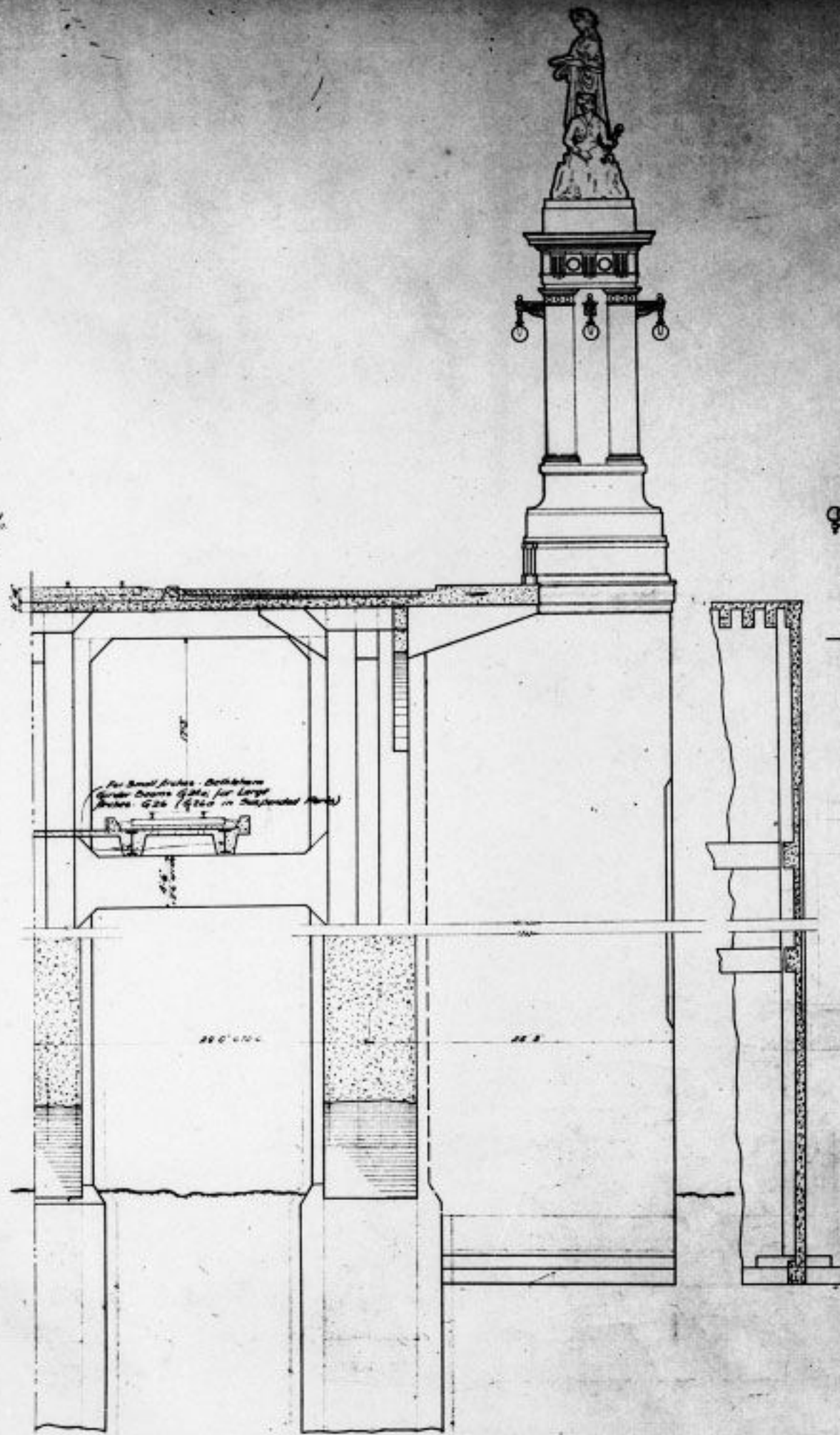




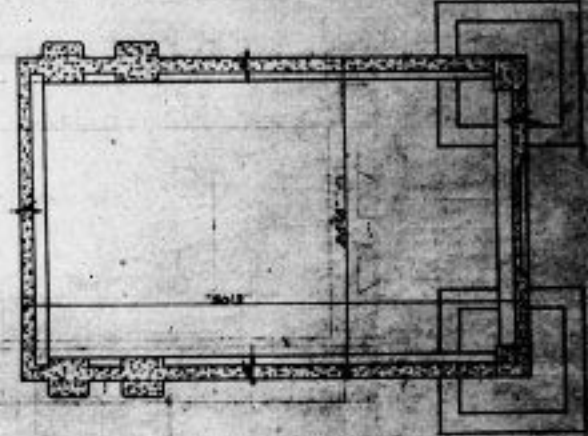
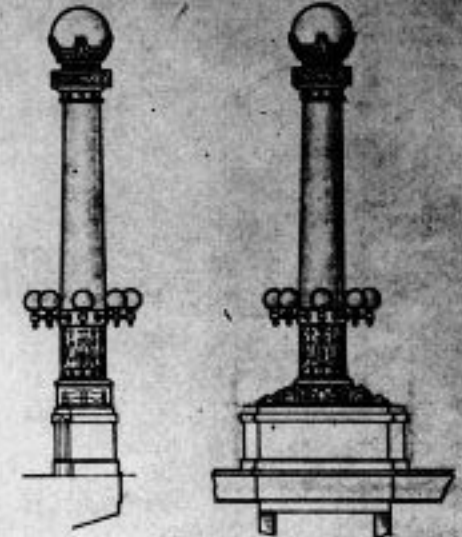
B.V. No 189 Oct 30 1914



NOTE: Pier shows room for  
in elevation of pier of 4' x 4'  
in side of pier



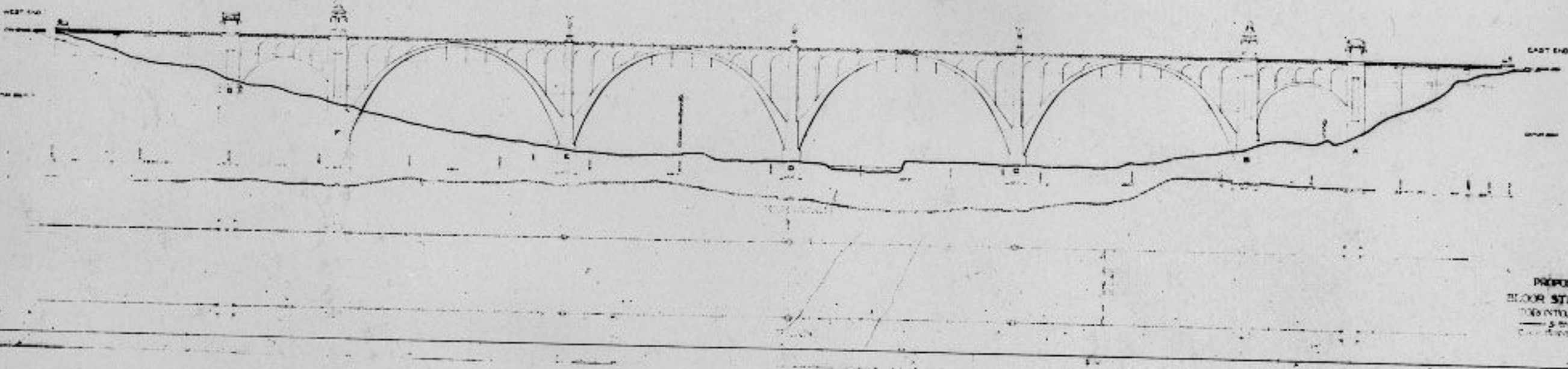
For Small Piers - Bechtelium  
Under Beams 4' x 4' for Large  
Piers 6' x 6' in Suspended Piers



PROPOSED DESIGN  
BLOOR STREET VIADUCT  
TORONTO, ONT., CANADA  
— SUBMITTED BY —  
C. A. P. TURNER, M.C.A.N.S.O.C.C.E.

B. V. 190

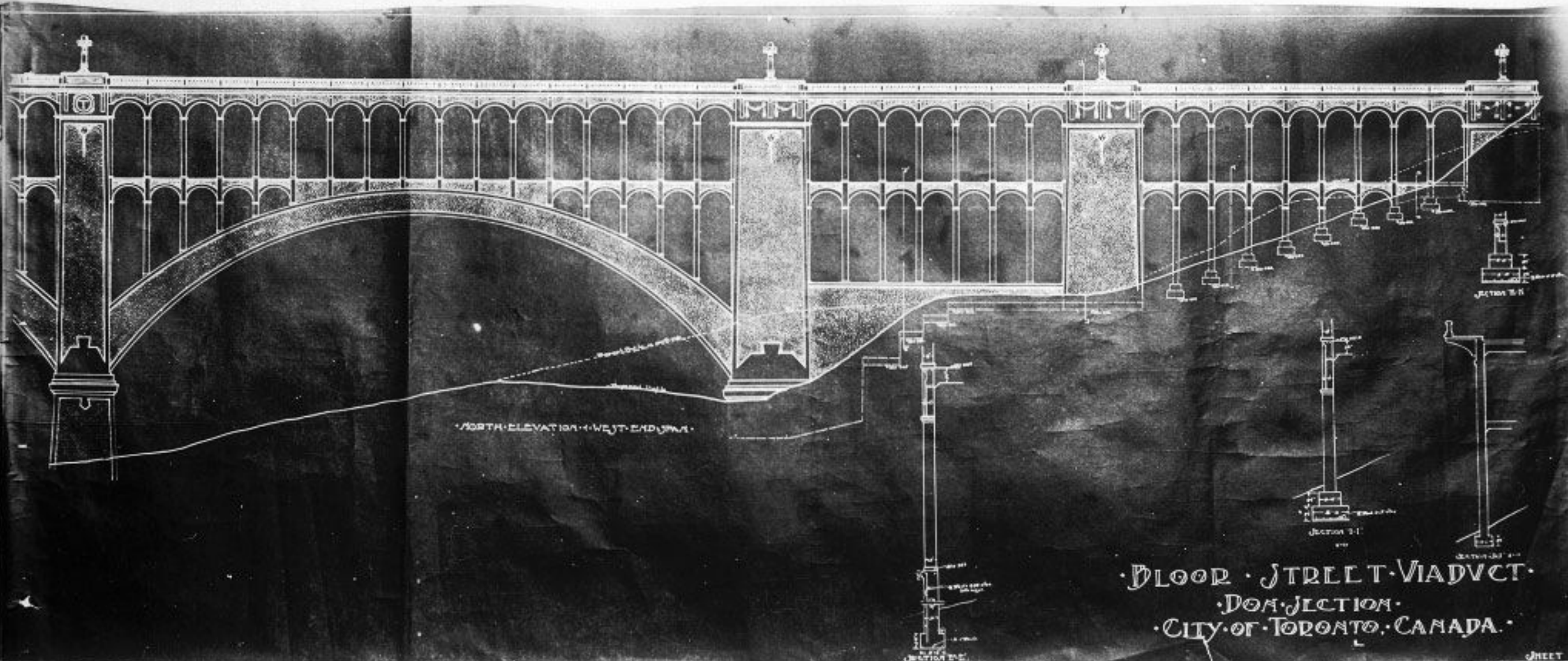
DON SECTION



PROPOSED DESIGN  
BLOOR STREET VIADUCT  
TORONTO, CANADA  
DESIGNED BY  
C. H. HARRISON & CO.

B.V. 193





NORTH ELEVATION - WEST END ONLY

BLOOR STREET VIADUCT  
DOM. SECTION  
CITY OF TORONTO, CANADA

B.V. 1907 1906



ELEVATION OF TYPICAL SPAN.

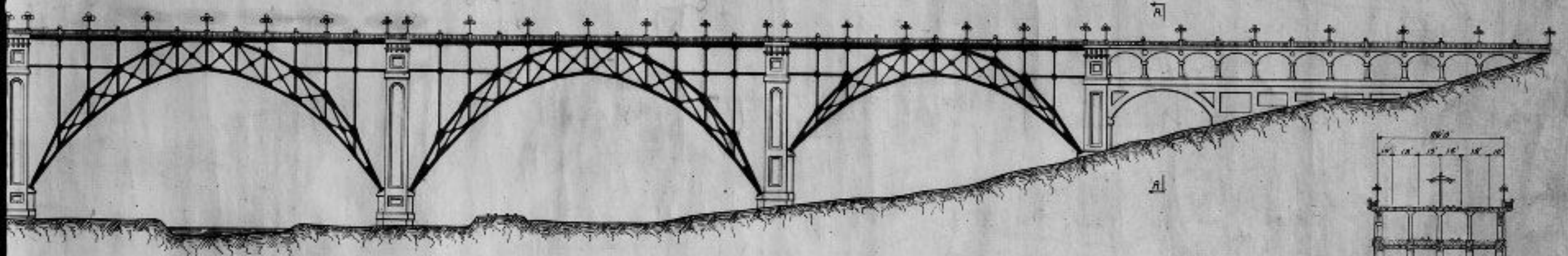
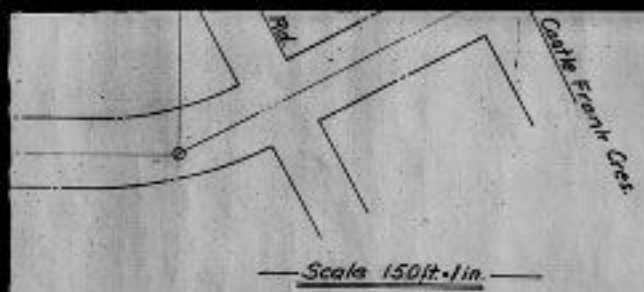
· BLOOR · STREET · VIADUCT ·  
· DON · SECTION ·  
· CITY · OF · TORONTO · CANADA ·

S.V. 197

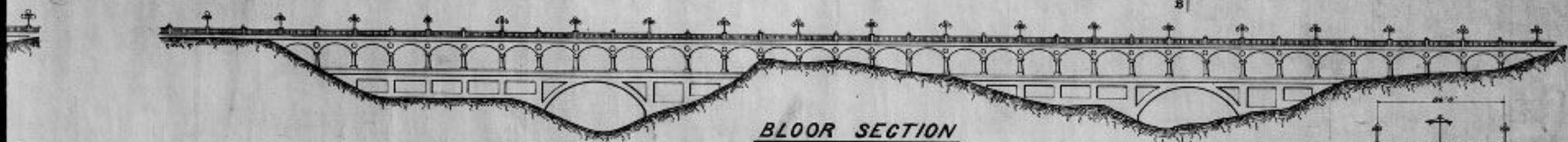
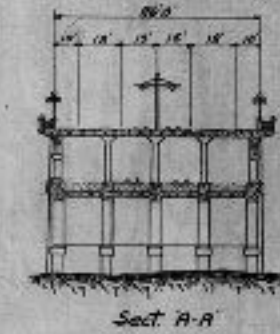
JULY 9



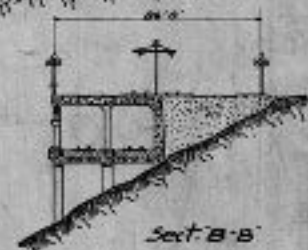
*B.V. No 215. Nov. 24 1919*



DON SECTION



BLOOR SECTION

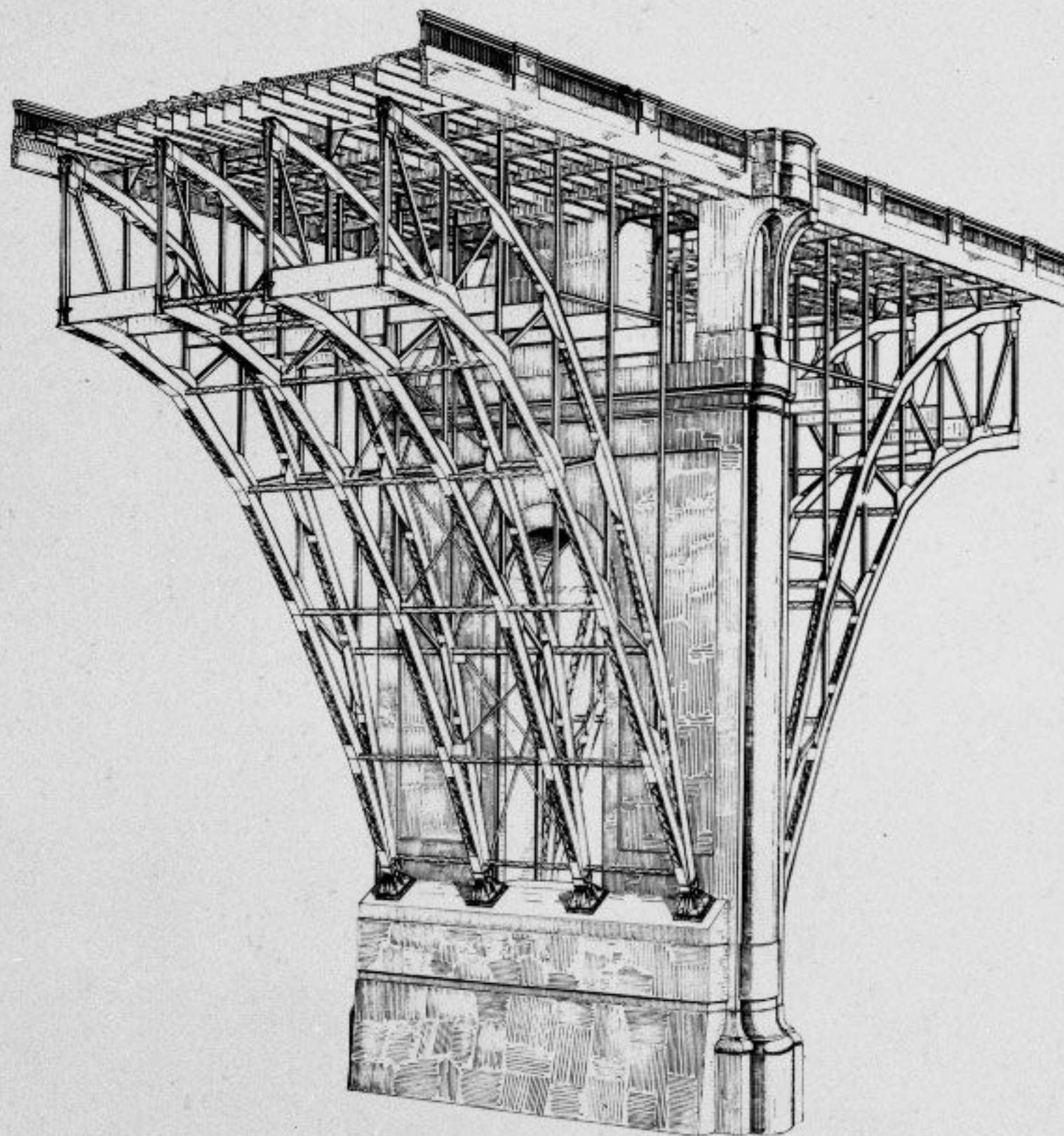


Scale 50 ft. = 1 in.

Approved - Assistant Engineer of Bridges  
 Approved - Assistant Engineer of Railways and Bridges  
 Approved - Commissioner of Works

CITY OF TORONTO  
 OFFICE OF COMMISSIONER OF WORKS  
 DEPT. OF RAILWAYS AND BRIDGES  
**BLOOR STREET VIADUCT**  
 PLAN AND ELEVATIONS.  
 Made by E.M.P. Nov 7/12. Scales as noted  
 Traced by E.M.P. Revised:  
 Checked by Geo. Clerk.

B.V. 785



CITY OF TORONTO  
DEPARTMENT OF WORKS  
SECTION OF RAILWAYS & BRIDGES

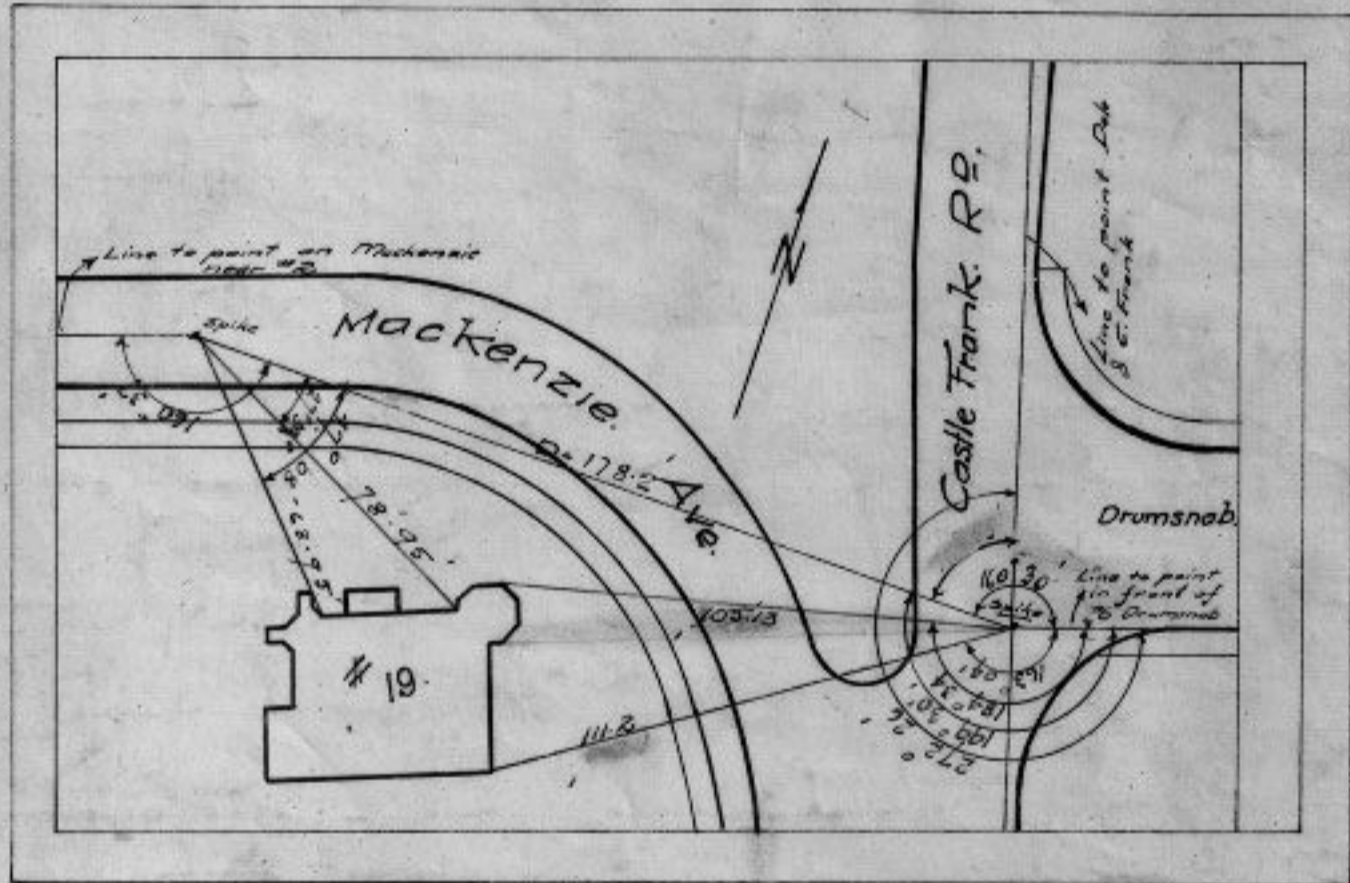
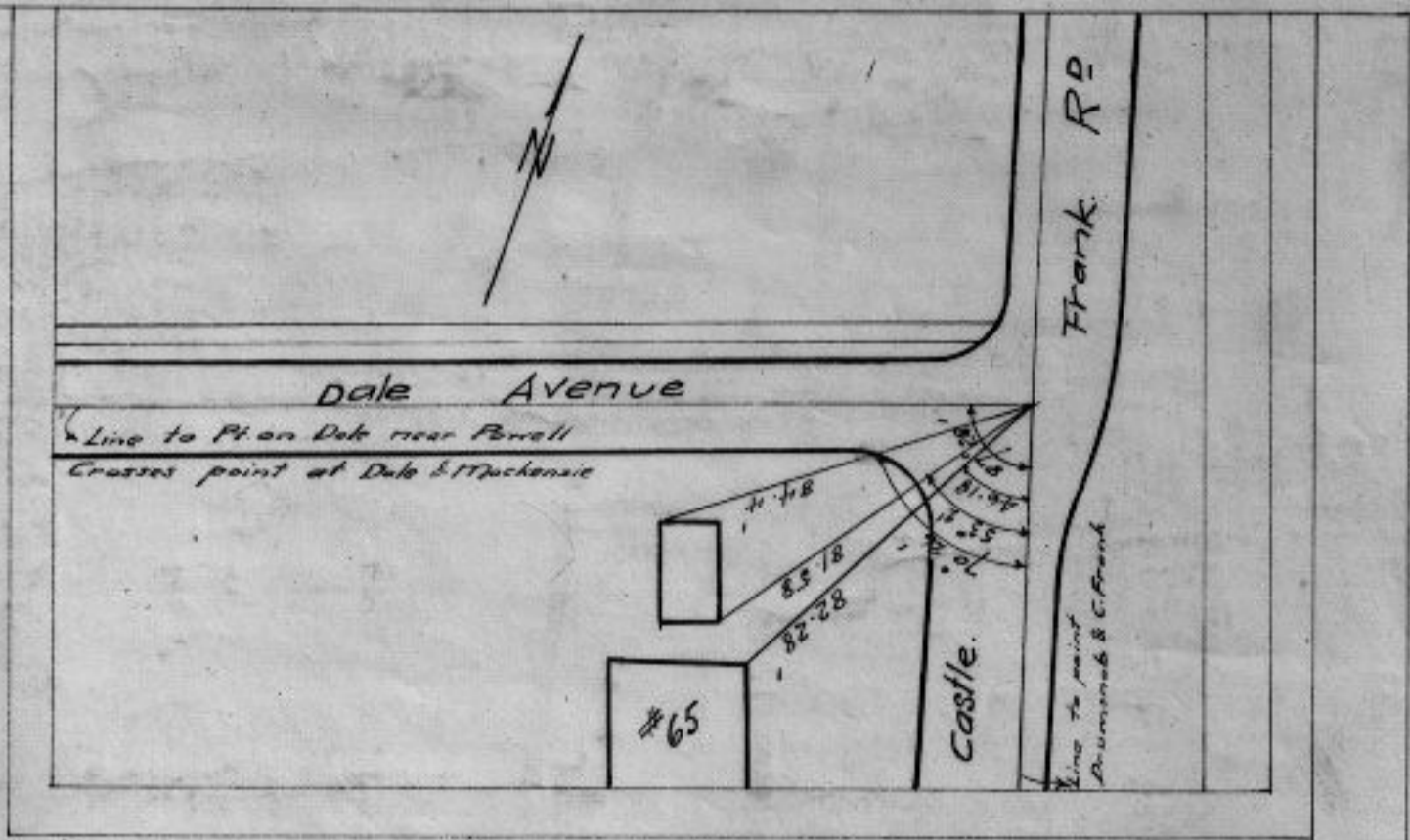
BLOOR STREET VIADUCT  
DON-SECTION

PERSPECTIVE

PIER D

DRAWN BY: CARL FALCK  
MARCH 1914.

152



APPROVED

DESIGN AND CONSTRUCTION ENGINEER

BLOOR ST. VIADUCT

ASSISTANT ENGINEER - RAILWAYS & BRIDGES

DEPUTY CITY ENGINEER

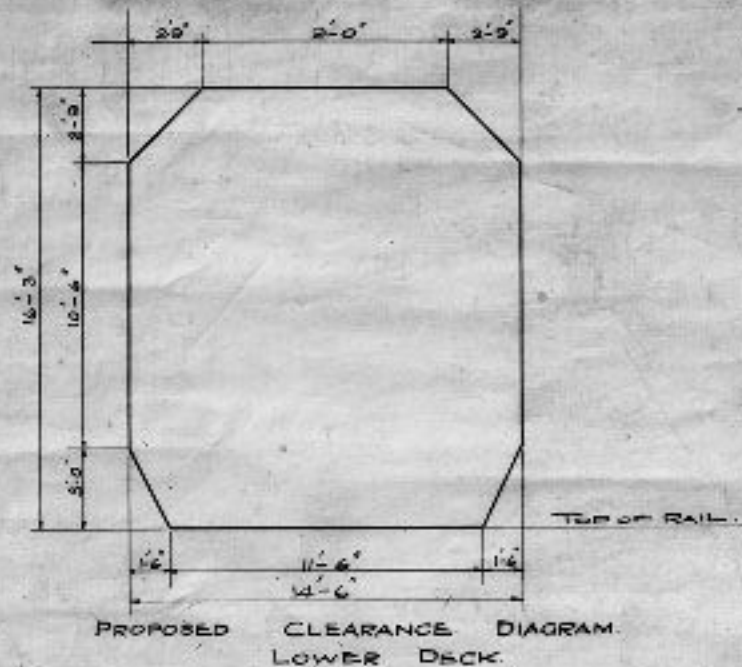
CITY OF TORONTO  
DEPARTMENT OF WORKS

BLOOR STREET VIADUCT

Made By R.W. Date 24.4.14.

Checked By W.E.J. Apr. 19/14 (5) 19

B.V. 799



As approved by the Ontario Railway and Municipal Board.

### LOADING DIAGRAMS

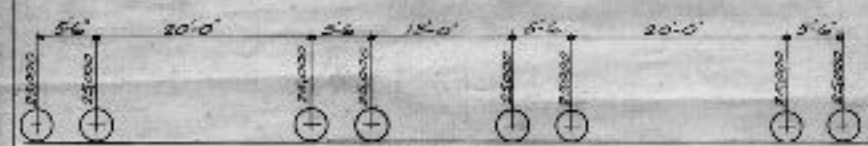


Fig 1  
Figures for 2 R.R.  
50 Ton Electric Car for  
Upper Deck.

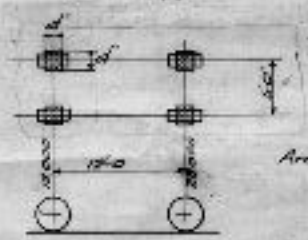


Fig 2  
20 Ton Motor Truck

Area of slab =  $d^2 \times \text{sq. ft.}$   
 $d = (9 \times t)$   
where  $t$  = effective depth of slab

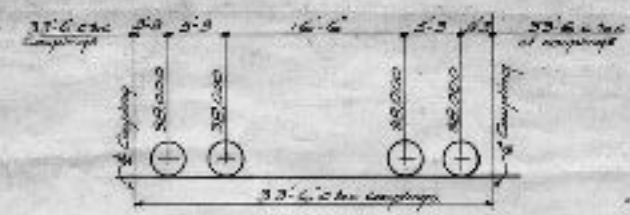


Fig 3  
Figures for 2 R.R.  
20 Ton Coal Cars  
Lower Deck.

For Explanation of Figs. 1, 2, & 3 see S-3

As Approved by the Ontario Railway & Municipal Board

### LIVE LOADS UPPER DECK

#### ELECTRIC RAILWAY

The floor system & posts shall be designed to carry on each track two 50 Ton Electric Cars producing loads as indicated in Fig 1. The arches & foundations shall be designed for a uniform load of 1600<sup>lb</sup> per sq ft of track, except in case of a member which receives its greatest stress from the maximum floorbeam reaction in which case the greater stress shall be provided for.

#### ROADWAY

The floor system & posts shall be designed for the greatest stresses produced by either of the following:  
 1) A uniform load of 125<sup>lb</sup> per sq ft on the area remaining after deducting a strip 22 ft wide for tracks.  
 2) A 20 Ton Truck producing loads as shown in Fig 2. The arches and foundations shall be designed for a uniform load of 80<sup>lb</sup> per sq ft for spans of 200 ft or over, &  $(80 + \frac{2000}{L})$  per sq ft for spans under 200 ft (in spans  $\leq 4$ ). In case any part of the arch receives greater stress from two trucks side by side than from the uniform load the greater stress shall be provided for.

#### SIDEWALK

The slab, stringer, brackets & posts shall be designed for a uniform load of 60<sup>lb</sup> per sq ft & the arches & foundations for a uniform load of 80<sup>lb</sup> per sq ft.

### LOWER DECKS

The loading for each track shall consist of a train of cars as shown in Fig 3.

### IMPACT

#### FOR ALL RAILWAY LOADS

Impact & Live Load Increment shall be figured as required by the Ontario Railway & Municipal Board.

Note -

For Figures 1, 2 & 3 above referred to see Sketch Sheet S-4

As approved by the Ontario Railway & Municipal Board

APPROVED

*John Taylor*  
Designing & Construction Engineer  
Bloor St Viaduct  
*C. W. Power*  
Assistant Engineer - Railway Structures  
*A. H. Powell*  
Deputy City Engineer

CITY OF TORONTO  
DEPARTMENT OF WORKS

BLOOR STREET VIADUCT

MADE BY R.E. DATE 4-22-19

51

APPROVED

*John Taylor*  
Designing & Construction Engineer  
Bloor St Viaduct  
*C. W. Power*  
Assistant Engineer - Railway Structures  
*A. H. Powell*  
Deputy City Engineer

CITY OF TORONTO  
DEPARTMENT OF WORKS

BLOOR STREET VIADUCT

MADE BY C.P.B. DATE 4-22-19  
CHECKED BY Geo. Olszok

52

APPROVED

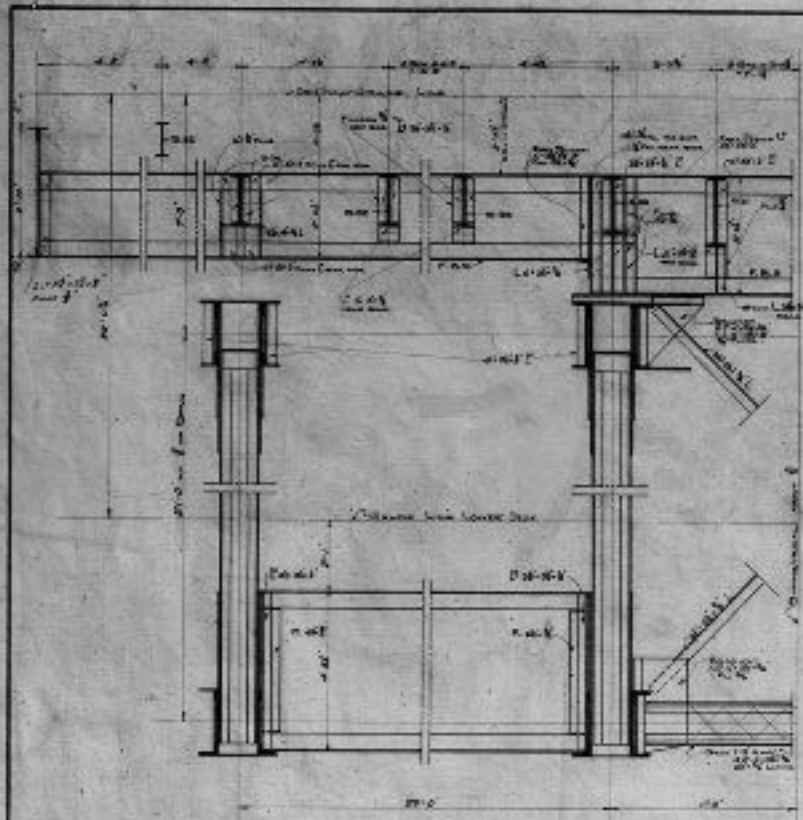
*John Taylor*  
Designing & Construction Engineer  
Bloor St Viaduct  
*C. W. Power*  
Assistant Engineer - Railway Structures  
*A. H. Powell*  
Deputy City Engineer

CITY OF TORONTO  
DEPARTMENT OF WORKS

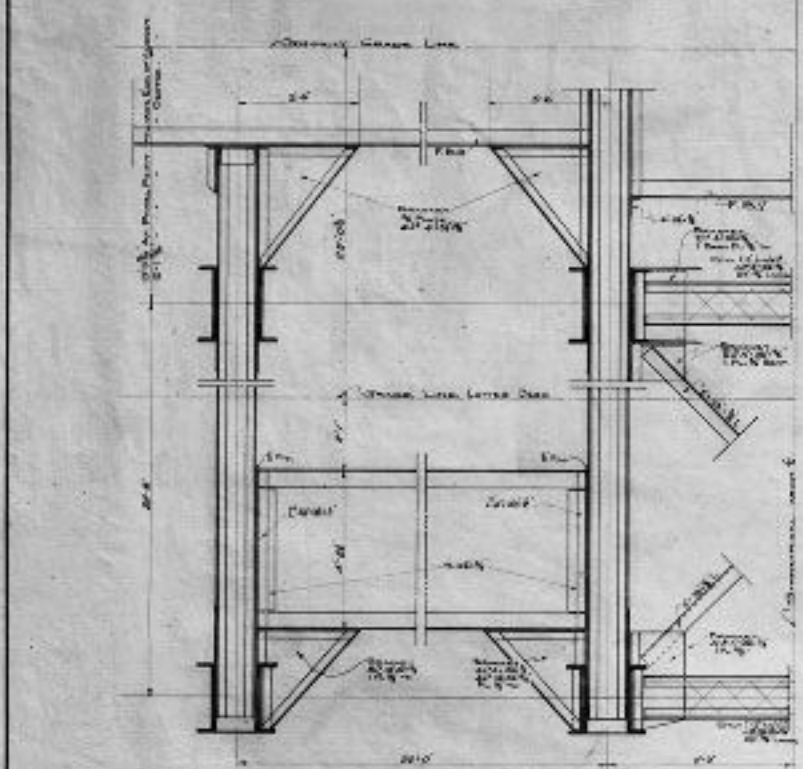
BLOOR STREET VIADUCT

MADE BY C.P.B. DATE 4-22-19  
CHECKED BY Geo. Olszok

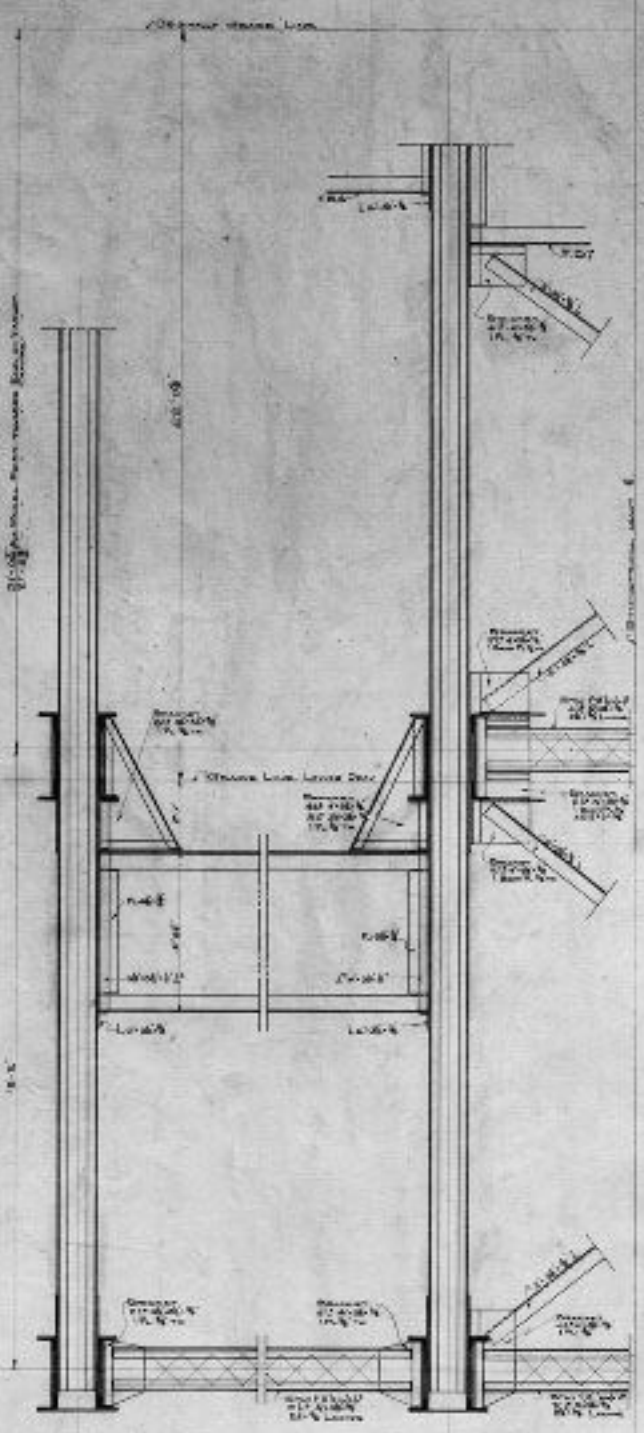
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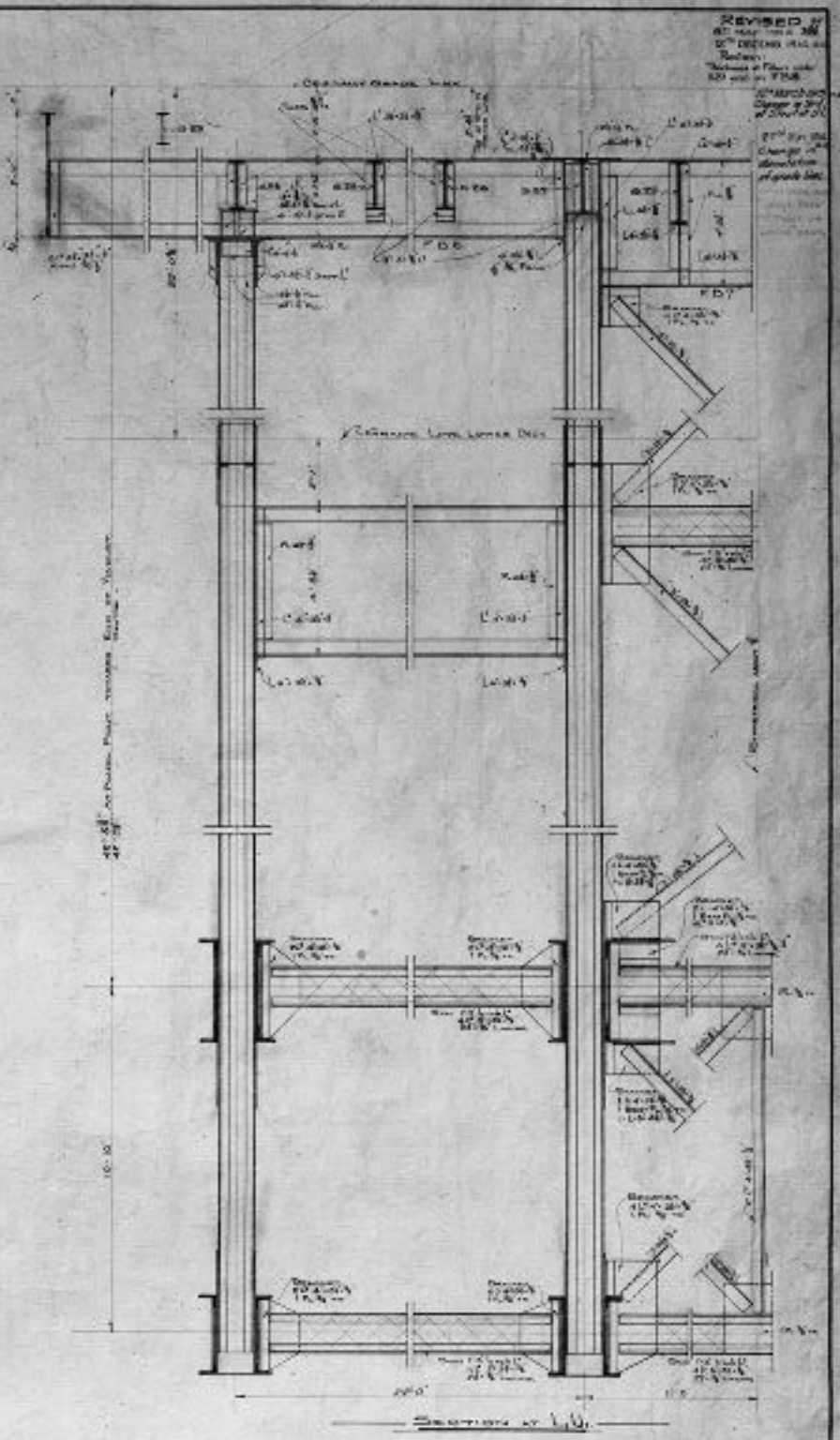
SECTION AT L+U



SECTION AT L+U



SECTION AT L+U



SECTION AT L+U

REVISED BY  
 27<sup>th</sup> DECEMBER 1914  
 27<sup>th</sup> DECEMBER 1914  
 27<sup>th</sup> DECEMBER 1914  
 27<sup>th</sup> DECEMBER 1914

APPROVED  
 [Signature] District Engineer  
 [Signature] Deputy City Engineer  
 [Signature] Assistant Engineer of Railways  
 [Signature] Commissioner of Works

CITY OF TORONTO  
 DEPARTMENT OF WORKS  
 SECTION OF RAILWAYS & BRIDGES

BLOOR STREET VIADUCT.

CON SECTION

CROSS SECTIONS

158.0' APART

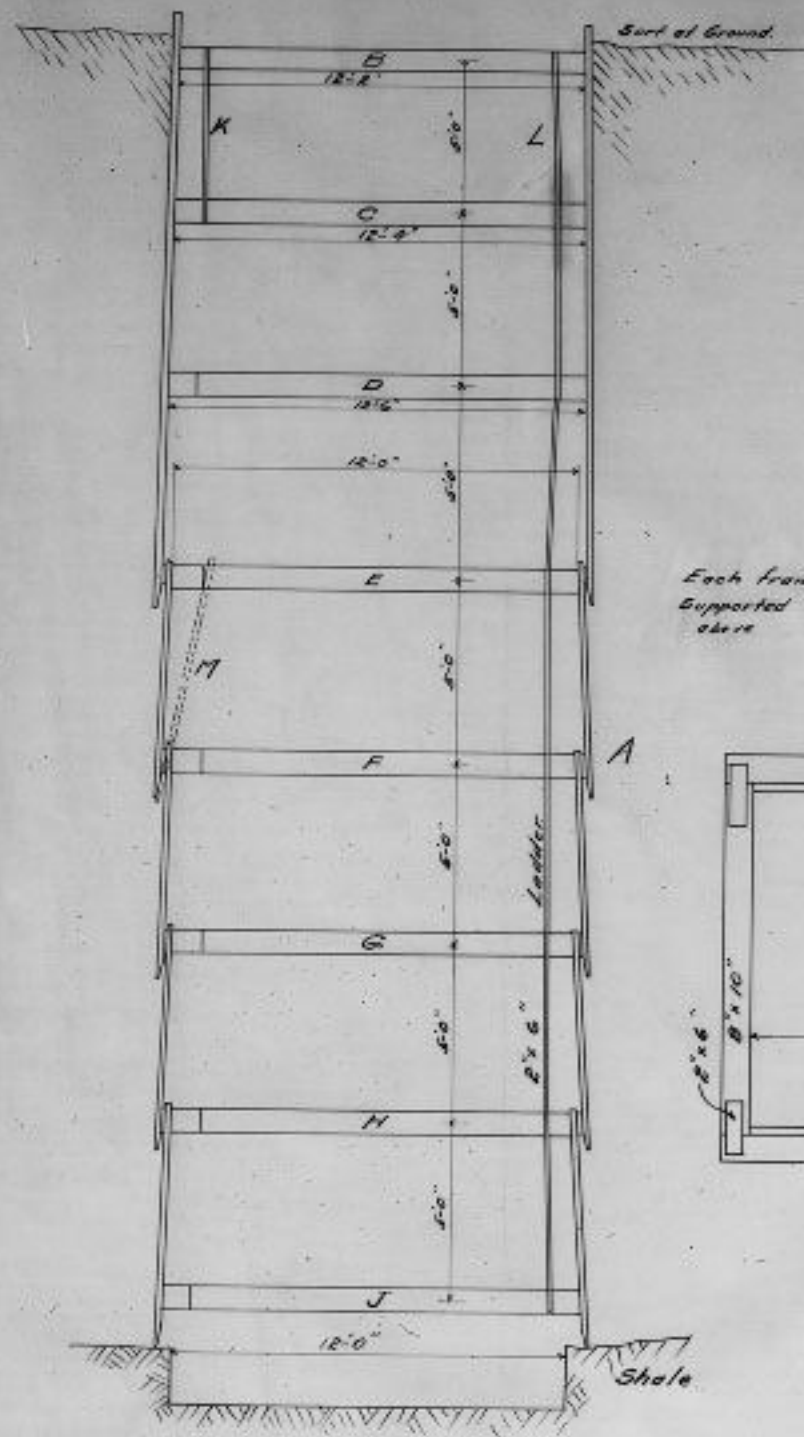
Scale: 1/4" = 1'-0"

Drawn by G. B. [Signature]  
 Traced by G. B. [Signature]  
 Checked by G. B. [Signature]

B.V. 784

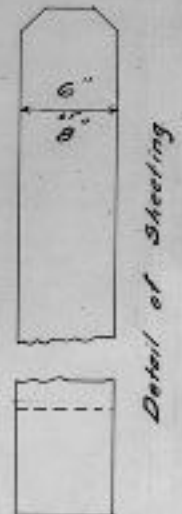
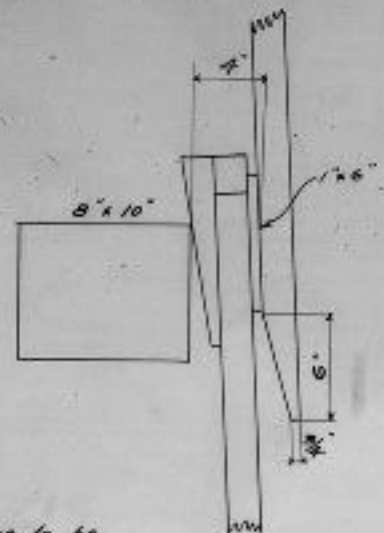


387

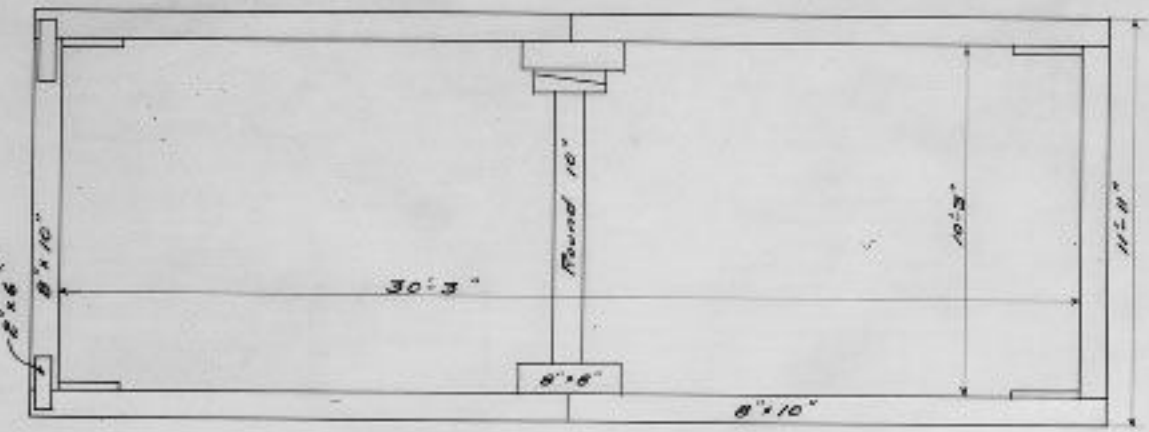


Each frame to be supported by frame above

Detail of Joint at A



**Operations**  
 The excavation to be carried down 5 feet, without sheeting it safe. Frame C will then be placed 12'-4" x 32'-4" outside. Frame B will then be placed supported on C by 2'x10" pieces, K, L, &c. 2'x8" sheeting will then be placed in the hole around the timbering. As excavation proceeds, the sheeting will be driven down with hammers, the points being kept just ahead of the mucking. Frames D & E will be placed as shown. The 4" space between E and the sheeting to be held open by wedges until the next line of sheeting is placed (see M) and then every piece wedged tight (see detail A). All timbering will be removed as the concrete is placed.



Detail of Timbering at E, F, G, H, & J

Note: - These details refer to Pier D. Method for other foundations will be the same.

Bloor Street Viaduct  
 Don Section  
 Details of Sheet Piling  
 Originally proposed by  
 Contractors.

		South										Don Section										North									
Stat	100	90	80	70	60	50	40	30	20	10	6	10	20	30	40	50	60	70	80	90	100										
12+00	251.80	252.15	251.94	251.77	251.92	252.10	252.73	253.32	252.29	252.71	252.76	252.54	252.63	252.57	252.41	252.26	252.54	252.18	252.06	252.00	252.34	12+00									
+10	252.93	253.23	252.82	252.79	252.63	252.46	252.79	252.78	252.98	252.79	252.62	252.48	252.44	251.83	252.61	252.68	252.45	252.39	252.40	252.61	+10										
20	252.98	252.95	252.98	253.23	253.63	253.77	253.53	253.19	253.05	252.83	252.56	252.48	252.58	252.50	252.58	252.35	252.62	252.48			20										
30	252.98	252.15	253.13	253.19	253.05	252.83	253.13	253.63	252.82	252.98	252.44	252.40	252.54	252.40	252.25	252.49	252.34				30										
40	252.77	252.84	253.17	253.83	252.98	253.17	253.23	252.95	252.75	252.77	252.33	252.19	252.69	252.89	252.62						40										
50	252.87	252.65	252.95	253.23	252.67	252.97	252.84	252.79	252.64	252.67	252.54	252.62	252.49								50										
60	252.83	252.99	252.83	252.78	252.64	252.66	252.79	253.39	252.69	252.83	252.89										60										
70	252.15	253.33	253.13	252.95	252.75	252.98	252.62	252.61													70										
80	253.01	252.80	252.98	252.81	252.97	253.33															80										
90	253.22	252.98	253.23	252.75	253.36																90										
13+00			252.85																		13+00										
+10	252.63																				+10										
20																					20										
30																					30										
40																					40										
50																					50										
60																					60										
70																					70										
80																					80										
90																					90										
14+00																					14+00										
+10			246.95	248.48	248.45	248.29	248.61	248.71	248.77	248.91	248.92	249.29	249.43	249.27	249.19	249.47	249.73	249.76	249.68	249.62	249.92	+10									
20	246.78	248.56	248.72	248.39	248.41	248.31	248.54	248.98	248.70	248.88	249.34	249.45	249.24	249.53	249.72	249.68	250.00	249.96	250.00	249.91	250.39	20									
30	248.48	248.34	248.34	248.63	248.69	248.83	248.71	248.75	249.41	249.47	249.47	249.49	249.32	249.68	249.81	250.00	249.99	249.81	250.09	250.24	250.35	30									
40	248.32	248.87	248.91	248.78	248.36	248.78	249.60	249.59	249.30	249.53	249.85	249.34	249.42	249.27	249.34	249.64	250.06	250.02	250.09	250.06	250.06	40									
50	249.01	248.85	248.89	248.68	248.73	249.98	249.89	249.78	249.36	249.14	249.13	249.22	249.13	249.07	249.16	249.75	249.84	249.84	249.89	250.00	249.85	50									
60	248.29	248.57	249.06	249.09	248.94	249.45	249.24	248.74	248.77	248.90	248.67	248.70	249.00	249.01	249.40	249.65	249.61	249.81	249.90	250.07	249.91	60									
70	249.93	249.51	249.75	249.21	249.08	248.88	249.19	249.68	249.47	248.76	249.41	248.32	248.45	248.78	248.95	249.40	249.45	249.58	249.81	249.99	250.45	70									
80	255.15	255.14	255.24	255.99	258.31	257.89	253.81	253.19	253.49	253.08	253.43	253.74	252.74	252.43	253.14	252.65	251.97	251.80	251.74	251.69	251.58	80									
90	255.98	255.94	255.95	256.00	256.01	256.00	256.02	256.02	255.99	256.05	256.04	256.12	256.12	256.17	256.16	256.15	256.15	256.16	256.21	256.19	256.16	+90									

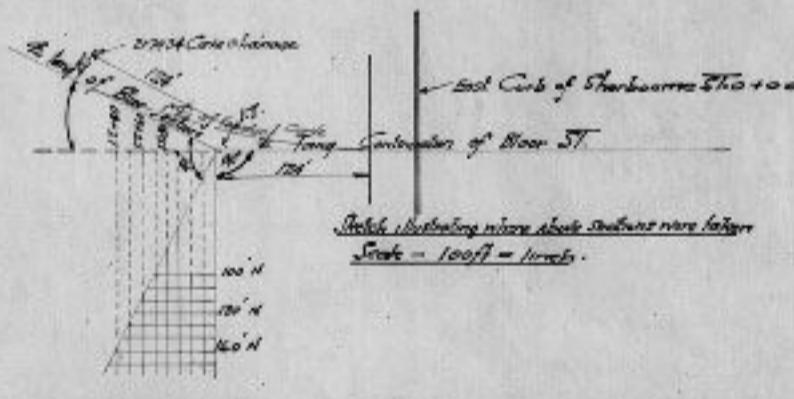
Water Level 246.14

Don Sections

FIELD BOOKS # 109, 110. BLOOR SECTION - North. (26)

Cross Sections on Bloor Section from 100' North of #1 to 200' North of #1 taken from I.T. - 1010 to 1014. These sections were taken Normal to the continuation of the tangent - (from intersection of Bloor St. to I.T.) had the I.T. to cover the space which otherwise would be missed.

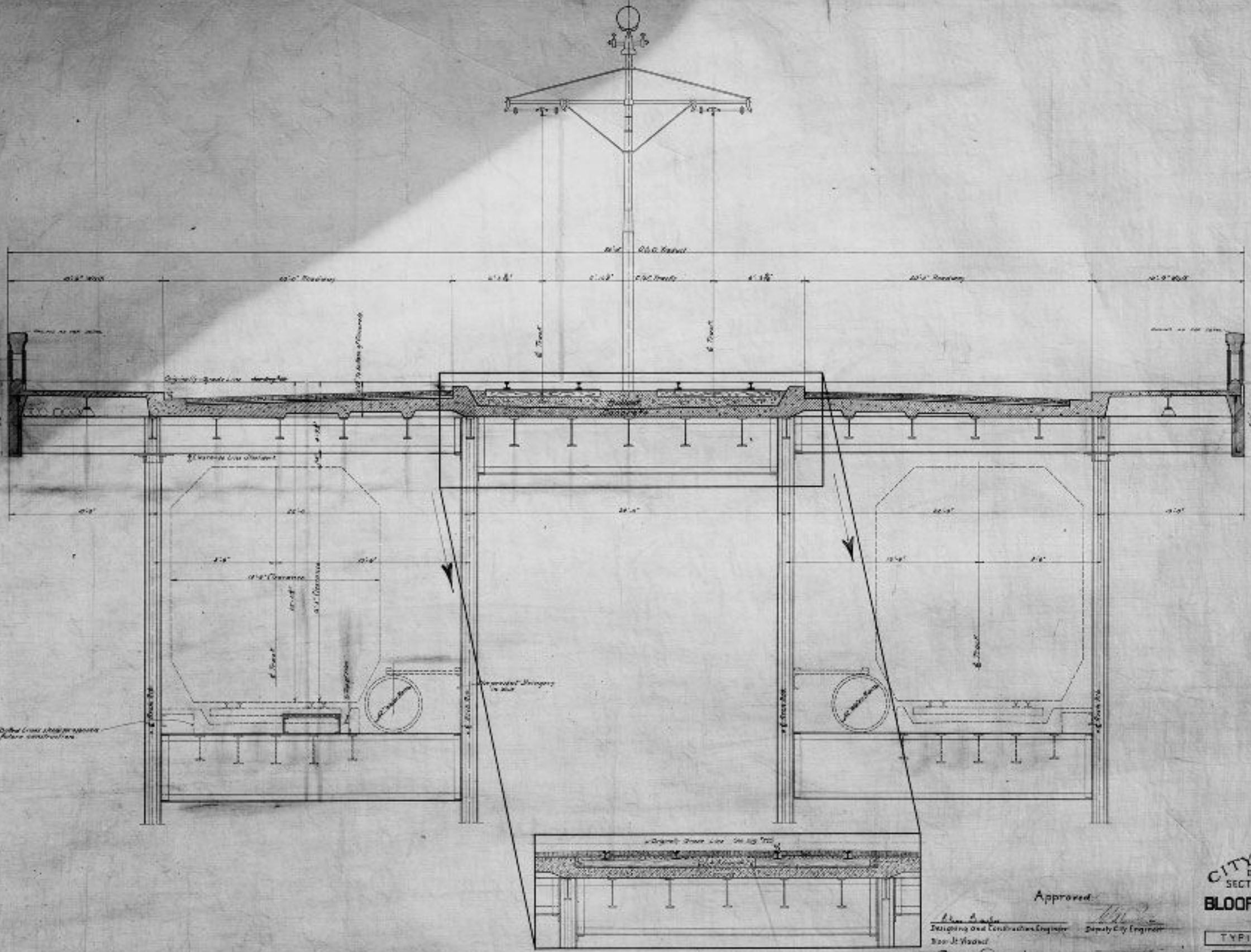
STA	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300	310	320	STA	
I.T. - 1010	323.8	321.8	322.8	319.1	320.9	314.4		309.2	306.4	304.8	301.6	297.3	294.7	295.6										I.T. - 1010
I.T. + 10	325.8	324.0	322.4	315.8	317.0	313.5	311.3	307.9	305.4	300.5	297.4	294.1	295.2	295.7										I.T. + 10
20	322.7	321.5	316.3	313.7	314.1	312.2	310.9	307.1	305.2	298.7	294.3	293.5	295.1	295.5										20
30	318.8	314.0	312.8	311.2	312.5	311.1	305.2	308.5	305.0	295.2	293.0	293.6	295.1											30
40	312.8	310.1	309.9	308.4	310.1	307.1	304.9	303.9	300.5	295.2	292.8	294.4	294.9											40
50				303.9	308.3	304.3	302.7	301.4	297.1	293.4	293.6	294.5	294.8											50
60	303.3	301.4	300.8	303.8	304.2	302.1	301.6	301.0	296.9	292.1	293.8	294.6	294.7											60
70											294.0	294.3												70
80											292.6	294.3	294.6											80
90											292.7	294.4	294.8											90
I.T. + 100											294.4	294.7												I.T. + 100
I.T. + 110																								I.T. + 110
20																								20
30																								30
40																								40



B



REVISED  
 27th May 1910  
 27th June 1910  
 27th Sept 1910 - G.O.  
 22nd May 1910  
 E. C. and J. H. H. H.



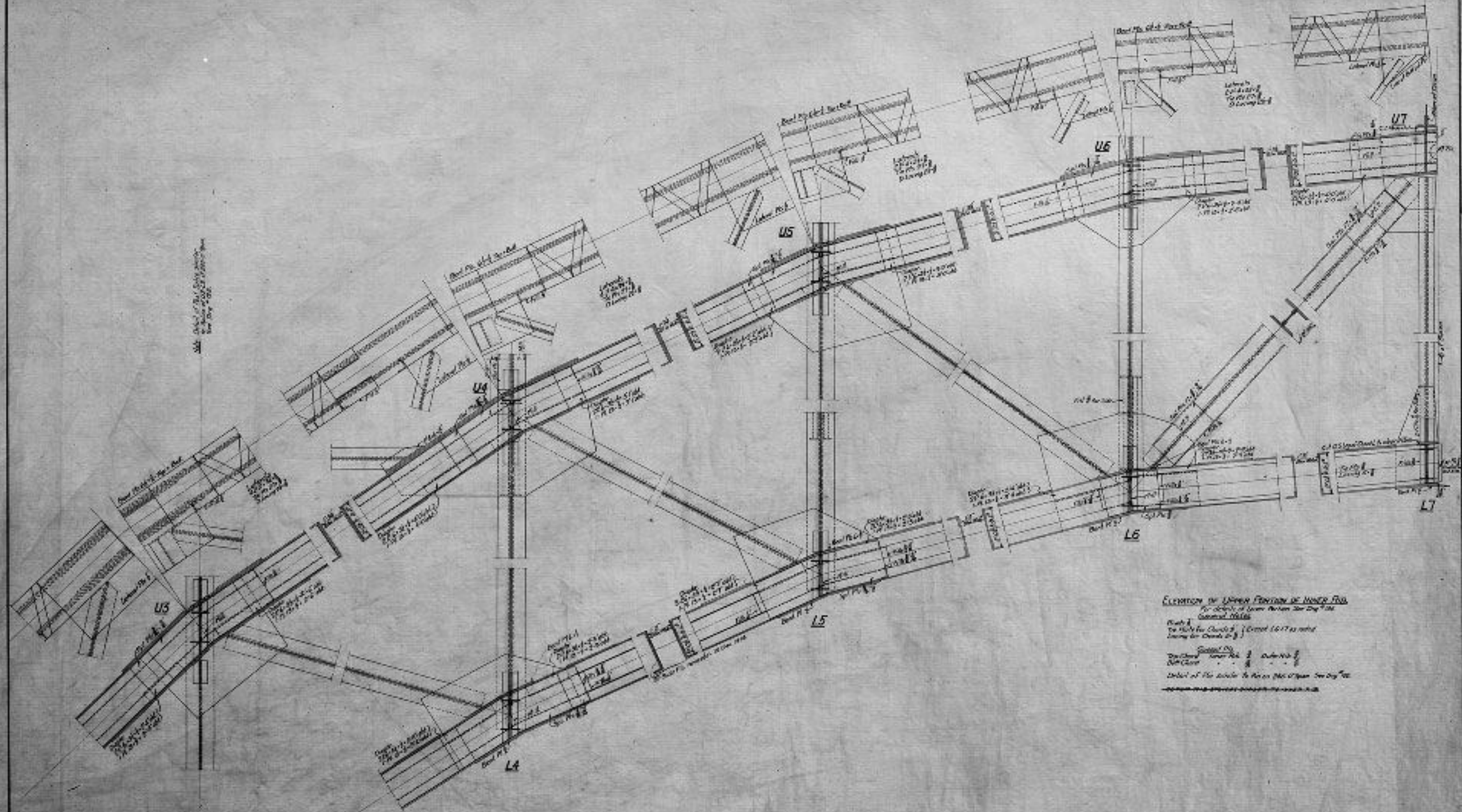
Approved:  
 [Signature] Designing and Construction Engineer  
 [Signature] Deputy City Engineer  
 [Signature] Chief Engineer of Railways and Bridges  
 [Signature] Commissioner of Works

CITY OF TORONTO  
 DEPARTMENT OF WORKS  
 SECTION OF RAILWAYS & BRIDGES  
**BLOOR STREET VIADUCT**

TYPICAL CROSS SECTION  
 AT STEEL ARCHES  
 Scale 1/4" = 1'-0"

Drawn by [Signature] Date July 24, 1910  
 Traced by [Signature] Date July 28, 1910  
 Checked by [Signature] Date Sept 14, 1910

REVISED  
 27 Dec 1944  
 Shows  
 1. Changes of 1/2" to 3/4" of the  
 2. Elevation of the 1/2" to 3/4"



ELEVATION OF UPPER PORTION OF BLOOR ST. VIADUCT  
 For details of lower portion see drawing 134  
 General Notes  
 1. The height for clearance is 16' 6" above  
 existing ground level.  
 2. The height for clearance is 16' 6" above  
 existing ground level.  
 3. The height for clearance is 16' 6" above  
 existing ground level.  
 4. The height for clearance is 16' 6" above  
 existing ground level.

CITY OF TORONTO  
 DEPARTMENT OF WORKS  
 SECTION OF RAILWAYS & BRIDGES

BLOOR STREET VIADUCT

DON SECTION

RIBS PART II

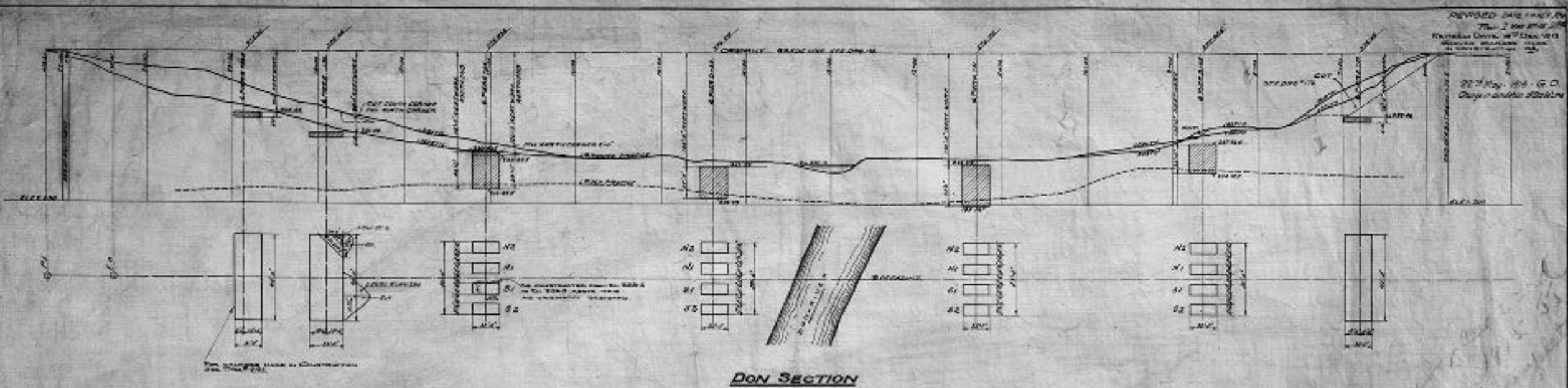
20' 6" ARCH

Scale: 1/4" = 1'-0"

APPROVED  
 [Signature] Designing and Construction Engineer  
 [Signature] Chief Engineer  
 [Signature] Assistant Engineer in Charge  
 [Signature] Commissioner of Works

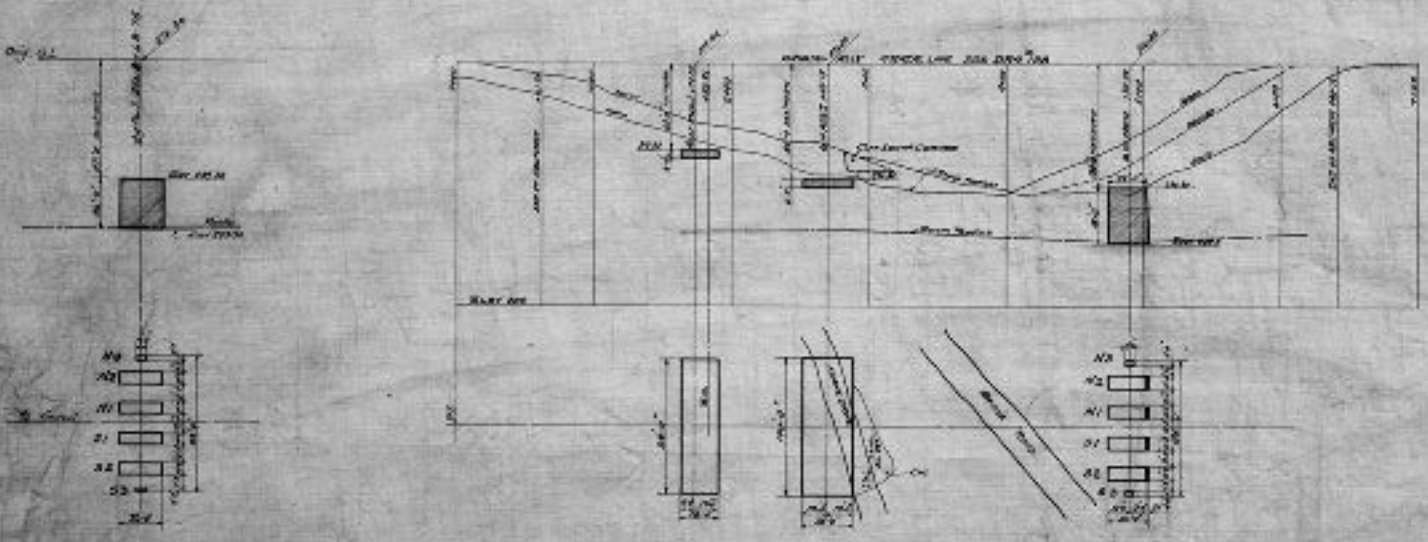
Drawn by: [Name] Date: [Date]  
 Traced by: [Name] Date: [Date]  
 Checked by: [Name] Date: [Date]

APPROVED DATE 1/10/1914  
 THE 1st DISTRICT  
 Toronto, Ont., 10th Dec. 1913  
 227 May. 1914 - G. D.  
 Deputy Municipal Engineer



**DON SECTION**

Foundation	Mean level of Peak Surface of Foundation at 100' distance	Dist of top of Foundation at 100' distance
Span A		
Do B N3	248.2	248.6
do N1	248.2	248.7
do N7	249.5	249.0
do N9	251.0	248.0
Span C N10	247.5	248.5
do N1	249.4	248.8
do N1	248.5	248.6
do N2	248.4	248.7
Span D N12	252.17	248.8
do N1	252.5	248.6
do N1	249.8	248.8
do N2	247.9	248.8
Span E N13	252.8	249.7
do N1	252.5	249.7
do N1	252.0	249.4
do N2	252.0	249.4
Span F	Span Bridge	
Span G	Span Bridge	
Span H N14	omitted	
do N1	251.2	249.9
do N1	251.8	249.7
do N1	252.2	249.9
do N2	252.1	249.9
do N3	252.4	249.9
Span I N15	248.4	248.7
do N1	248.2	248.7
do N1	248.9	248.7
do N1	249.3	248.7
do N2	249.7	248.8
do N3	249.8	248.8
Span J	Span Bridge	
Span K	Span Bridge	



**ROSDALE SECTION**

**NOTE**  
 NATURE OF CONCRETE IN FOUNDATIONS OF PIERS A, C, D, H, I, J, K & L  
 BETTER BE PORTLAND IS ALL CASES TO BE ORDERED.  
 DEPTH OF FOUNDATIONS TO BE ORDERED BY ENGINEER'S REQUIRE.

ALTERNATE DESIGN PAGE 2

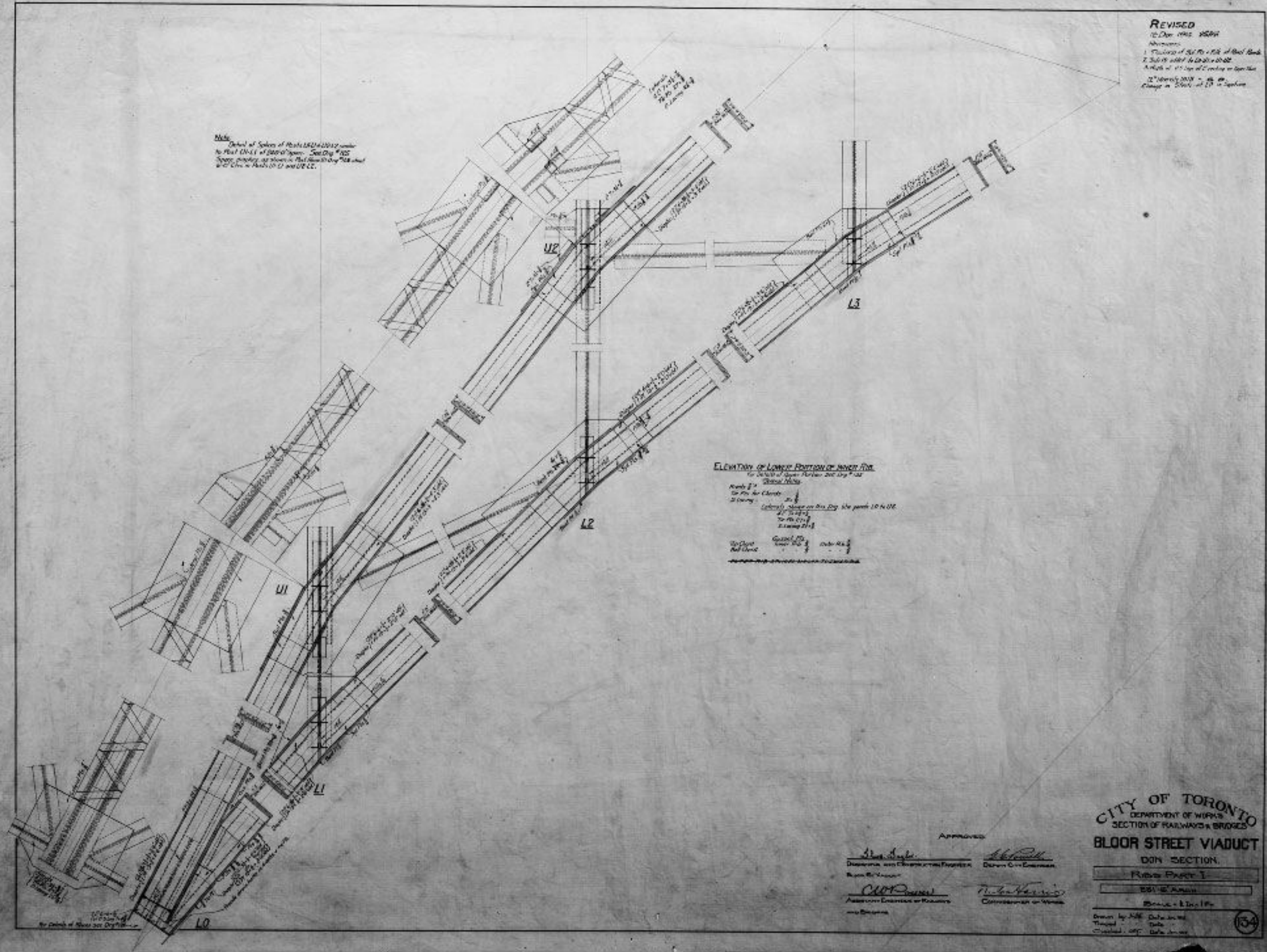
Approved:  
 G. D. Bayley  
 Deputy Municipal Engineer  
 G. D. Bayley  
 Deputy Municipal Engineer  
 G. D. Bayley  
 Deputy Municipal Engineer  
 G. D. Bayley  
 Deputy Municipal Engineer

**CITY OF TORONTO**  
 DEPARTMENT OF WORKS  
 SECTION OF RAILWAYS & BRIDGES  
**BLOOR STREET VIADUCT**  
 DON & ROSDALE SECTIONS  
 FOUNDATION - PLAN  
 FIGS A TO J  
 SCALE 1/4" = 1'-0"

DRAWN BY DATE  
 TRACED BY 10 JAN 1914  
 CHECKED BY

**REVISED**  
 10 Dec 1912 15594  
 Approved:  
 1. Thickness of 24" Pl. - 10" of Red Sand  
 2. 3" Pl. - 10" of Red Sand  
 3. 1" Pl. - 10" of Red Sand  
 4. 1" Pl. - 10" of Red Sand  
 5. 1" Pl. - 10" of Red Sand  
 6. 1" Pl. - 10" of Red Sand  
 7. 1" Pl. - 10" of Red Sand  
 8. 1" Pl. - 10" of Red Sand  
 9. 1" Pl. - 10" of Red Sand  
 10. 1" Pl. - 10" of Red Sand

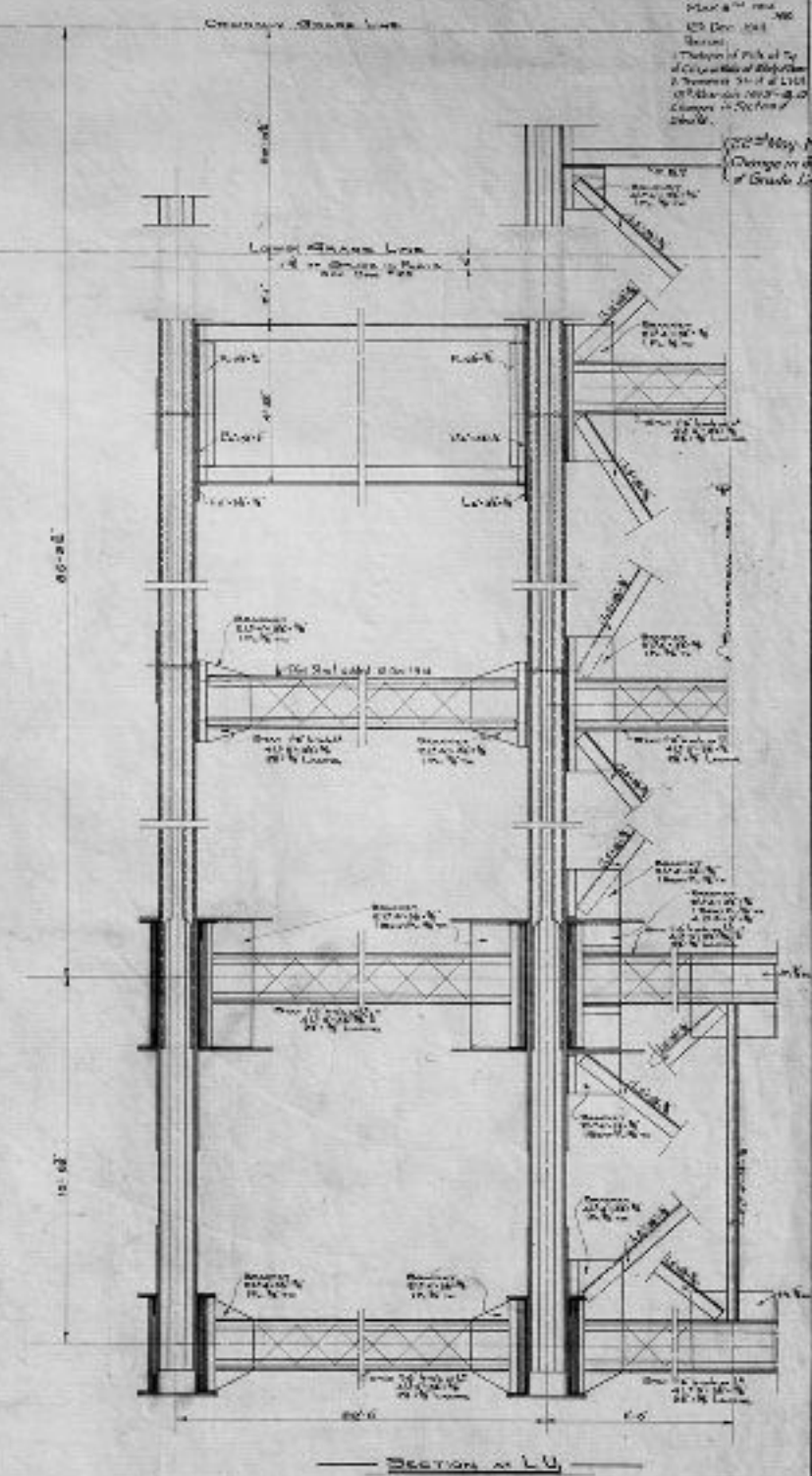
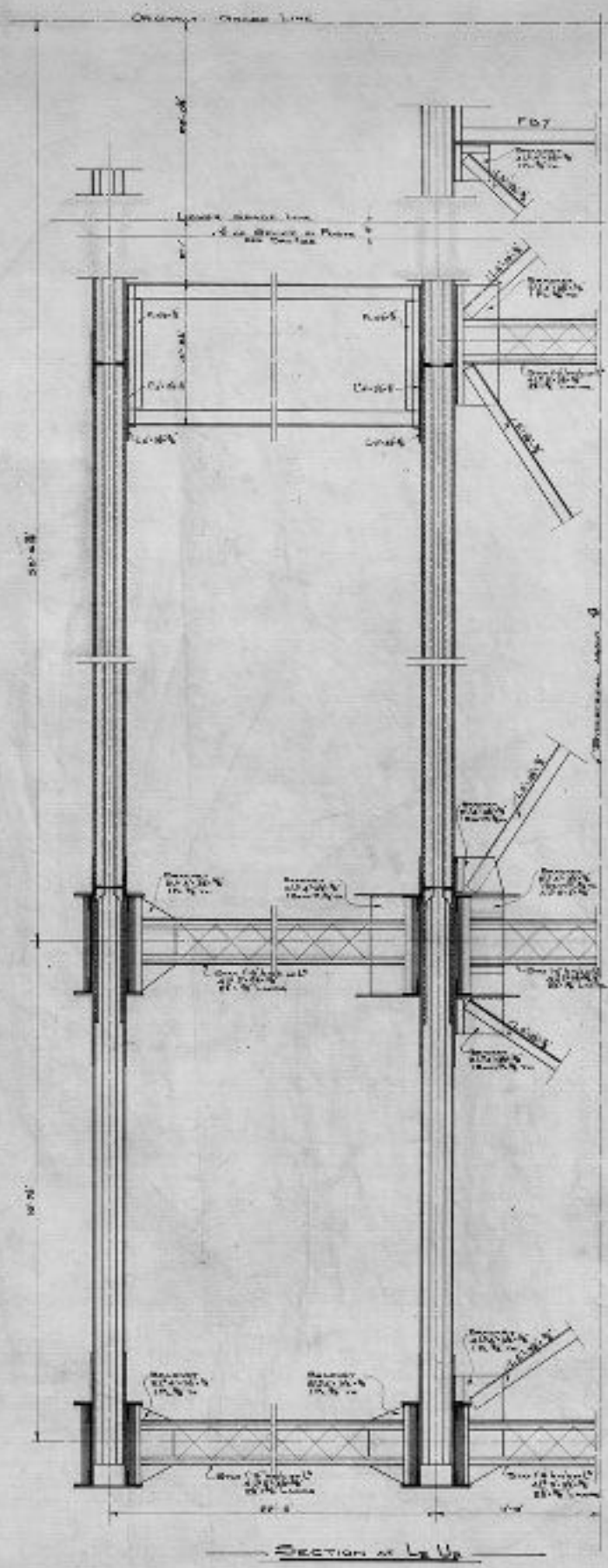
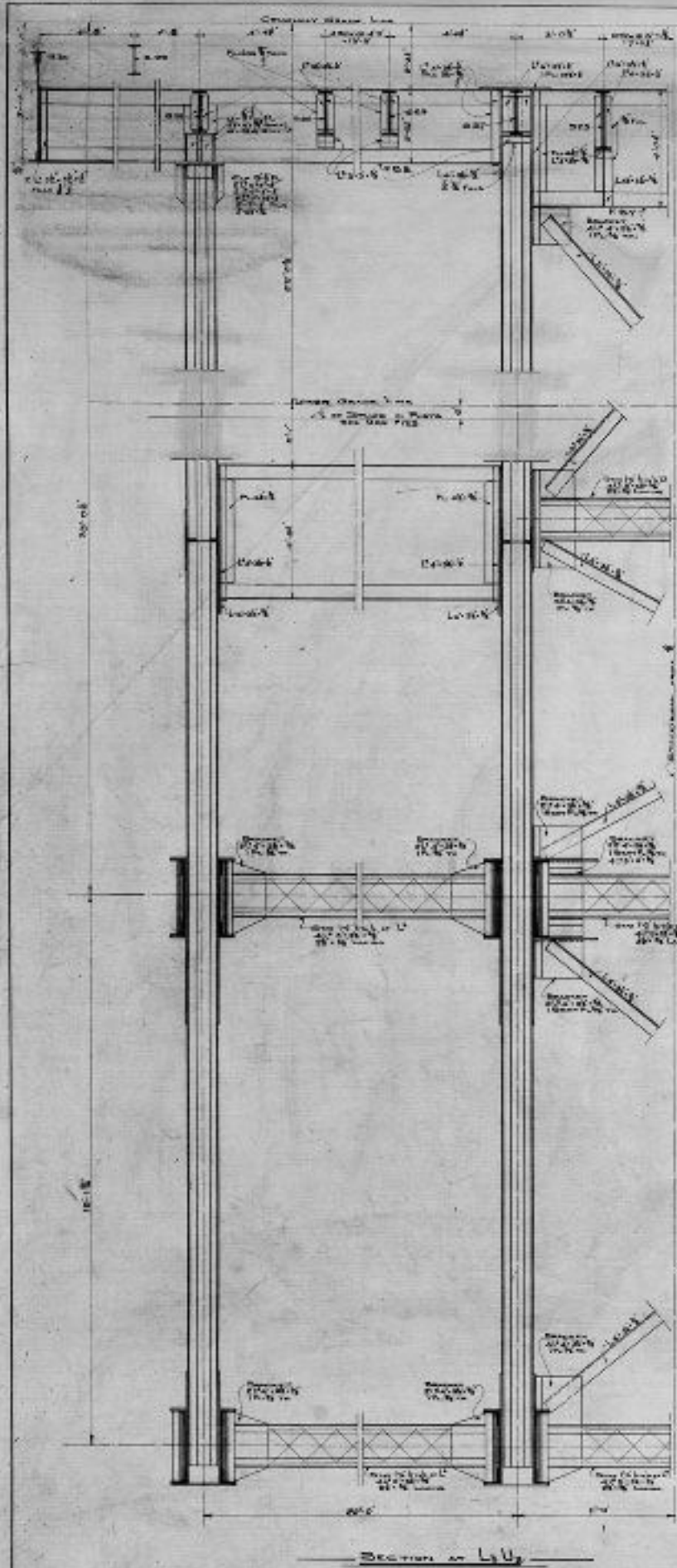
**Note**  
 Detail of Splice of Posts L12 & L13 under  
 to Post L11 of 200' Span. See Day # 102  
 Splice, showing as shown in Plan Sheet Day 102 and  
 also in Posts L11 and L12.



**ELEVATION of Lower Portion of seven Spans**  
 for Detail of Splice under 200' Span  
 Detail Note:  
 Posts L11  
 to Pl. for Clench  
 2' long  
 (Detail) shown on this Day, the posts L11 to L12  
 to Pl. L11  
 2' long  
 to Pl. L12  
 2' long  
 to Pl. L13  
 2' long  
 to Pl. L14  
 2' long  
 to Pl. L15  
 2' long  
 to Pl. L16  
 2' long  
 to Pl. L17  
 2' long

Approved:  
 [Signature] District Engineer  
 [Signature] Chief Engineer  
 [Signature] Assistant Engineer or Foreman  
 [Signature] Commissioner of Works

**CITY OF TORONTO**  
 DEPARTMENT OF WORKS  
 SECTION OF RAILWAYS & BRIDGES  
**BLOOR STREET VIADUCT**  
 DON SECTION  
 REVISION PART I  
 [Signature]  
 [Signature]  
 Drawn by [Signature] Date [Signature]  
 Traced by [Signature] Date [Signature]  
 Checked off by [Signature] Date [Signature]

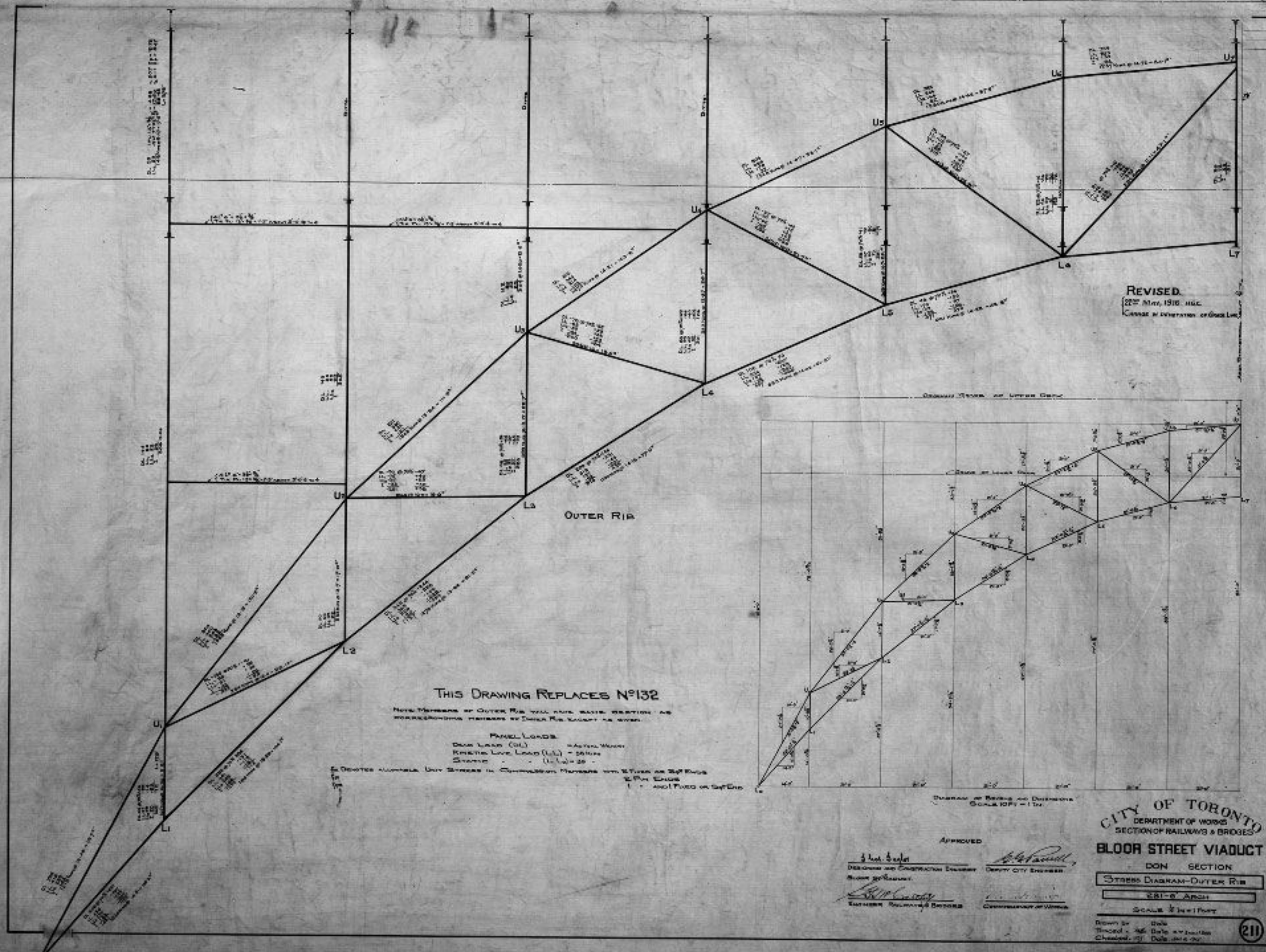


REVISED  
 1914  
 125 Dec 1914  
 Revised  
 Change in Section  
 of Bridge Line

Approved  
 Alex. G. Smith  
 District Engineer  
 Accepted  
 J. W. G. ...  
 District Engineer

CITY OF TORONTO  
 DEPARTMENT OF WORKS  
 SECTION OF HIGHWAYS & BRIDGES  
**BLOOR STREET VIADUCT**  
 DON - - SECTION  
 CROSS SECTION AT L4 U4  
 21' 0" ARCH  
 SCALE 1/4" = 1'-0"





REVISED.  
22<sup>nd</sup> May, 1916. H.C.  
Change in dimensions of grid lines.

**THIS DRAWING REPLACES N°132**

NOTE: MEMBERS OF OUTER RIB WILL HAVE SAME SECTION AS CORRESPONDING MEMBERS OF INNER RIB EXCEPT AS NOTED.

**PANEL LOADS.**

DEAD LOAD (DL) - 40 lbs./sq. ft.  
KINDLE LIVE LOAD (LL) - 25 lbs./sq. ft.  
STRAIGHT - (L<sub>1</sub> to L<sub>5</sub>) - 25 -

NOTE: MEMBER NUMBERS, UNIT STRESSES IN COMPRESSION MEMBERS AND STRESSES ON TOP FLANGE OF I BEAMS ARE SHOWN IN RED IN ORIGINAL DRAWING.

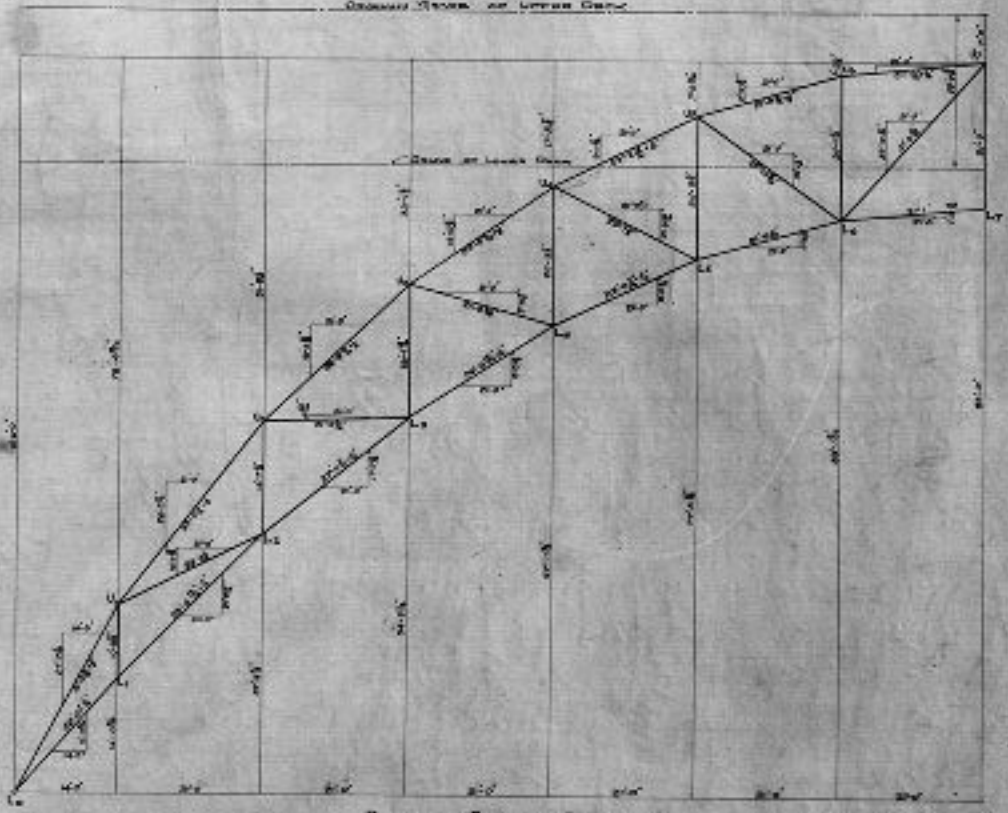


Diagram of Ribs and Dimensions  
SCALE 1/2" = 1'-0"

APPROVED  
*[Signature]*  
DEPARTMENT OF WORKS  
SECTION OF RAILWAYS & BRIDGES  
CITY ENGINEER

**CITY OF TORONTO**  
DEPARTMENT OF WORKS  
SECTION OF RAILWAYS & BRIDGES

**BLOOR STREET VIADUCT**

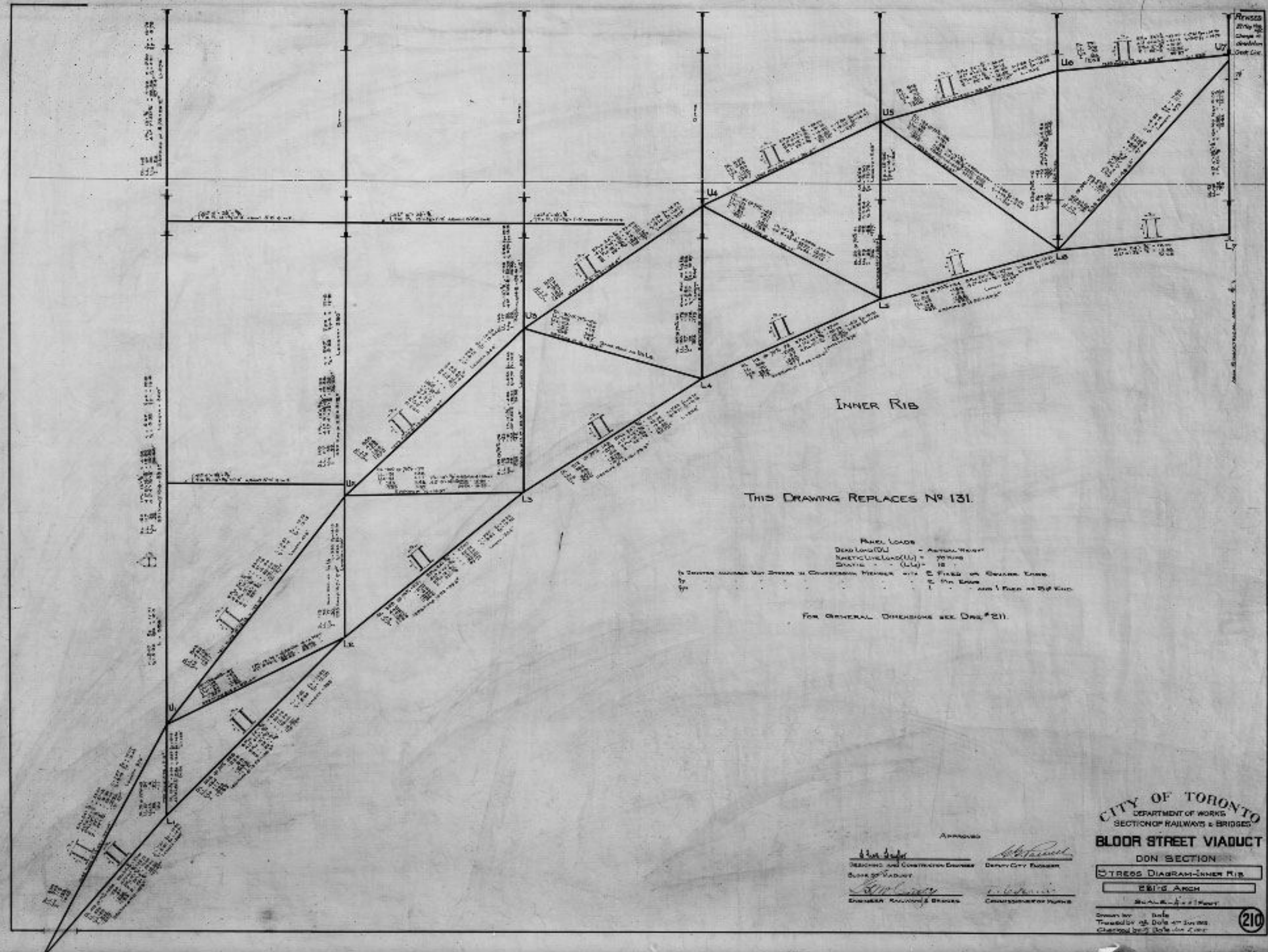
DON SECTION

STRESS DIAGRAM-OUTER RIB

ER1-6 ARCH

SCALE 1/2" = 1'-0"

Drawn by: D.W.  
Checked by: D.W.  
Date: 1916



THIS DRAWING REPLACES NO 131.

**RAIL LOADS**  
 DEAD LOAD (DL) - Actual Weight  
 LIVE LOAD (LL) - 7000 lbs  
 SHOCK - (LL) - 10%  
 WIND LOAD (WL) - 100 lbs per sq ft  
 IN DESIGNING MEMBERS AND JOINTS IN CONNECTION WITH E. FIELD OF SQUARE TRUSS  
 TO BE TAKEN INTO ACCOUNT IN CONNECTION WITH E. FIELD OF SQUARE TRUSS  
 TO BE TAKEN INTO ACCOUNT IN CONNECTION WITH E. FIELD OF SQUARE TRUSS

FOR GENERAL DIMENSIONS SEE DRG. # 211.

**CITY OF TORONTO**  
 DEPARTMENT OF WORKS  
 SECTION OF RAILWAYS & BRIDGES

**BLOOR STREET VIADUCT**

IRON SECTION

STRESS DIAGRAM - INNER RIB

EB1'S ARCH

SCALE - 1/4" = 1' FEET

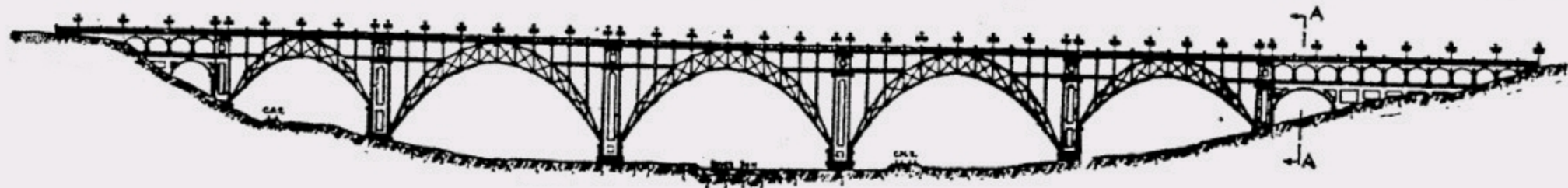
Approved: *[Signature]*  
 DESIGNER AND CONSTRUCTION ENGINEER  
 SUPERVISOR  
 ENGINEER - RAILWAYS & BRIDGES

Approved: *[Signature]*  
 DEPUTY CITY ENGINEER  
 COMMISSIONER OF WORKS

Drawn by: *[Signature]*  
 Checked by: *[Signature]*  
 Date: *[Date]*



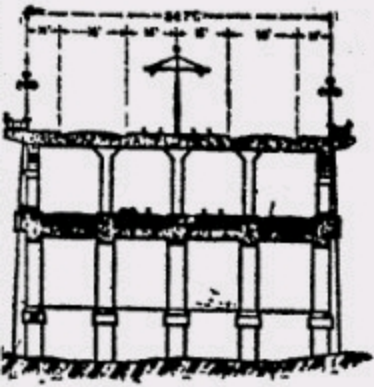
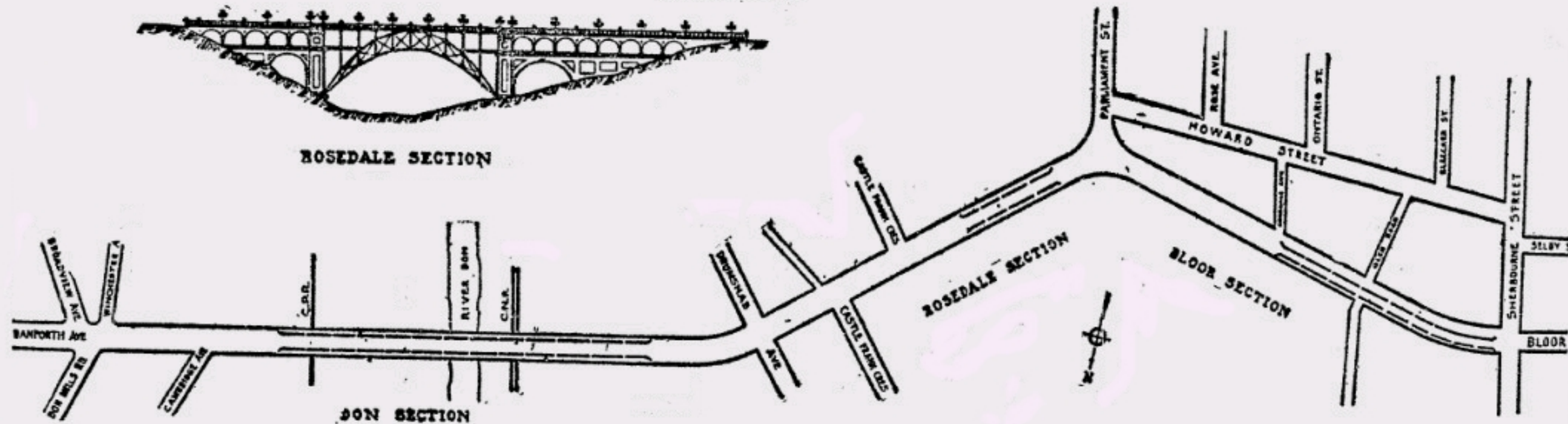
# HOW THE BLOOR STREET VIADUCT WILL LOOK



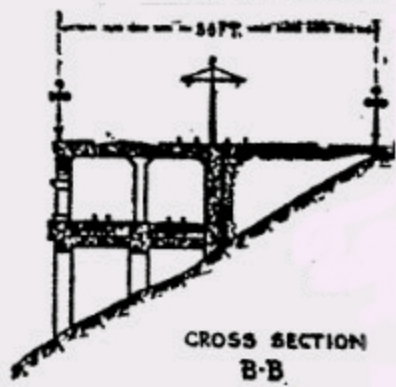
DON SECTION



ROSEDALE SECTION



CROSS SECTION  
A-A



CROSS SECTION  
B-B



BLOOR SECTION