

# RAILROAD PLANS HEAVIER BRIDGE

## Officials Discuss Proposed Black River Span

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Permission of the St. Clair county board of supervisors will be sought in the October session of the board, and the plans for the new span will be furnished the war department of the United States soon, A. L. Grandy, engineer and assistant to the president of the railroad, who accompanied Mr. Merriam here, told the city commission.

Mr. Merriam, who was formerly mayor of Port Huron, and Mr. Grandy met with the commission to inform the commissioners of the intention of the railroad.

"While this is a matter for the board of supervisors, the bridge is to be built in the city and we wish the good will of the city commissioners and their support when the board of supervisors convene," Mr. Merriam said.

Blue prints of the existing 170-foot swing bridge, and of the proposed new span, which will be 204 feet long, were left with City Engineer David D. Worcester, who was present at the meeting.

"If the board of supervisors grant us permission in the October session—and we have every reason to believe it will—construction work will be started at once," Mr. Grandy said, "and we plan to complete the bridge during the winter months so that we would not hold up navigation."

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# PERE MARQUETTE PLANS FOR HEAVY BRIDGE

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pleted, will permit passage of the company's heaviest locomotives and freight trains over the bridge, Mr. Merriam said. He said that the present structure is incapable of bearing the weight of the newer locomotives.

The abutments under the existing bridge will be used for the new bridge after they have been strengthened, Mr. Merriam said.

"The channels on either side of the bridge are now 50 feet wide. We plan to have the United States government widen these channels to 60 feet," he said.

"This may necessitate removing a part of the bank on either side of the river, but this can be done without very much trouble after we have obtained the sanction of the war department. The federal government will do the dredging in the channels, we expect.

A bascule lift bridge, suggested by Mayor Bell, was thought by Mr. Grandy to be unnecessary. He said this type of span is constructed where the bridge has to be wide to handle traffic, and a swing bridge when opened would not leave enough room in the channel.

"The swing bridge we propose to build will be narrow and it is not necessary that we build a bascule bridge," he said. "We will guarantee that the new bridge can be swung just as quickly as a bascule bridge can be lifted. The new bridge will be operated by electricity."

Mayor Bell also suggested building a foot bridge on the proposed new span. The Pere Marquette officials suggested that a footbridge would narrow the space for passage of boats on one side of the bridge.

"And besides," Mr. Merriam said, "such a thing would be bad for our company because persons using the bridge would have to walk on our property to get to the bridge. Anyone injured on the bridge and our property could sue us for damages and we would be liable."

Mr. Merriam broached the subject of the agreement which his company had made almost a year ago with the Grand Trunk railroad. "Plans had been made and contracts drawn for the construction of a bridge for joint usage but for some unknown reason the plans were never carried out," he said.

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