

I believe the information is included in this list. Bridges between mile post 300 and 329.
 If I read this correctly the one with the curved top was bridge 227.7 center span 246 ft long. Flat topped

RECORD OF STEEL
 MAIN LINE - SALIDA TO GRAND JUNCTION V

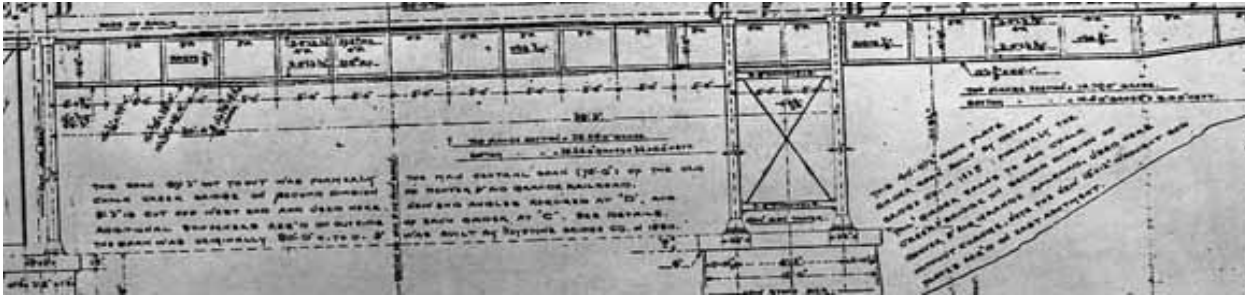
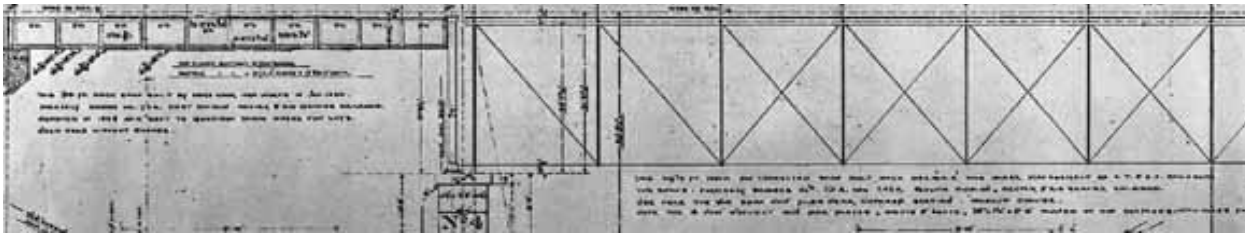
BRIDGE No.	NAME OF CROSSING	KIND OF STRUCTURE	SPANS PER TRACK	L'GTH OF SPANS	TOTAL L'GTH	DATE BUILT	DATE PLACED	WEIGHT	SPECIFICATI
215.1	215.04								
220.1	215.14 A Arkansas River	T.T.S.	1	144	144	1891	1891	235500	
223.9	220.75 A So Arkansas River	T.P.G.	1	64	64	1890	1911	78200	Bland 1890 S
226.0	225.09A Poncha Creek	D.P.G.	1	54	54	1929	1929	59811	1923-AREA
228.5	227.79 A " "	D.P.G.	1	54	54	1929	1929	59725	1923-AREA
	228.90 " "	2-36 CB at 230'	1	30	30	1936	1936	20000	1935-AREA
	289.67 B Gunnison River	T.T.S.	1	120	120	1880	1889		
	289.85 C " "	T.T.S.	1	120	120	1880	1889		
	291.82 B " "	T.T.S.	1	125		1887	1887	145300	
	" "	Howe-Pony	1	64	189		1894		
294.1	300.61 A " "	T.T.S.	1	144		1887	1887	170500	
295.6	" "	T.P.G.	1	64	208	1887	1887	45200	
	313.32 A Soap Creek	T.T.S.	1	110	110	1880	1886		
295.7	316.17 A Gunnison River	T.T.S.	1	204	204	1889	1889	295900	
297.8	316.80 B Price Creek	D.P.G.	1	40	40	1885	1898	14000	
	319.95 A Gunnison River	T.T.S.	1	204	204	1887	1889	290800	
298.8	320.42 A No. Carracanti Cr.	T.P.G.	1	32	32	1886	1888	12500	
299.2	327.70 A Gunnison River	D.P.G.	1	66-80		1884	1884	80829	C. Soa Ler Sm
	" "	D.T.S.	1	246		1884	1884	451000	" " "
	" "	D.P.G.	1	41-54	380	1884	1884		" " "
	327.80 B " "	D.P.G.	1	48	48	1884	1885	30200	
	328.28 A Cimarron River	D.P.G.	1	40		1885	1895	27600	Bland
	" "	Tower	1	10			1895		
	" "	D.P.G.	1	60		1880	1895	118100	
	" "	D.T.S.	1	119		1880	1895	135000	
	" "	D.P.G.	1	54	283	1880	1895		
	328.80 B Cimarron River	T.P.G.	1	64	64	1888	1888	47160	
329.64	353.08 Uncompahgre Riv	T.P.G.	1	70		1898	1943	?	1898 D&RG
331.51	" "	2-W.F. 36" @ 280'	2	38	146	1936	1943	26300ea	1936-AREA
332.64	354.17 A U.S. Canal	4-20" is at 65'	1	20	20		1914		
333.07	361.38 A " "	4-20" is at 65'	1	20	20		1914		
	373.29 A Uncompahgre River	T.T.S.	1	125	125	1909	1909	266500	1906-D&RG

I have been asked for a photo of the Crystal Creek Bridge before it was partially disassembled. Here is

This is from the D&RG Drawing. The notes, in part, on the truss section say 113 1/2' Pin Connected Formerly Bridges 221a and 243a Second Division.

On the girder section, again in part, 54 ft deck span Edgemoor Iron works Jan 1880, formerly bridge 73a

The notes on this half say, in part, 69'3" was formerly the main central span of the old Chalk Creek bridge and this 40'0 1/2" plate was built by Detroit Bridge Co. in 1885, formerly the "tail" girder on the old Cha div





BRIDGES

VIA N.G. GUNNISON

FABRICATOR	MAT'L	KIND OF DECK	REMARKS	LOAD-ING	UNIT STRESSES FOR LOADING SHOW			
					GLID-ERS	STR'S	FLOOR BEAMS	TRUSS MEMBERS
Pencoyd Br&Cons Co	Iron		Added Strs #22	220		17800	18300	25400 UI L2
A.B.Co.	Steel		From 291ae	125	11900	11000	12600	
A.B.Co.	"		"	E-50	16000			
A.B.Co.	"		"	E-50	16000			
Denver St&I.Wks.Co.	"	B.D.	"	E-45	18000			
Edgemoor	Iron		From 247A	148		17700	24800	23500 UI L2
"	"		" 254A	148		17700	24800	23500 UI L2
N.J.Steel & I.Co.	"		Added Strs #23	148		24000	17500	23600 I3 L4
Union Br Co	Wood		Fr 378 Ouray B					
Edgemoor	Iron		Tie Floor	148	16100	30700	17000	22900 L2 L3
"	"		From 205A	148		23900	23900	24700 I3 I4
Det.Br.& I. Wks	"		Old Turntable	148		14500	15500	18300 UI L1
Det.Br.& I. Wks.	"		"	148		29700	23700	25000 U5 L6
Union Br. Co.	"		"	148	15000			
Edgemoor	"		Slew	148	18500			18800 L7 L8
"	"		"	189				
"	"		"	148	19700			
Union Br. Co.	"		"	148	17000			
Det.Br.& I. Wks.	"		From 232A	148	25400			
Keystone Br. Co.	"		From "(was 80")					
N.J. Steel & I Co.	"		From 230A	148		26900	29700	
Edgemoor	"		From 73A	148	24800			
"	"		Tie Floor	148	16100			
"	Steel	OD	From 471.72	429	OK	19800	21300	Cut from 85" TR
J.T. Ryerson & Sons	"	OD	From 367.42SPBF	E-50	18000			
"	"	B.D.	"	429	31800			
"	"	B.D.	"	429	31800			
McClintock-Marsh.	"		"	429		17700	17800	18700 UI L2

one from our 1956 trip. These bridges in the canyon were not the easiest thing to photograph from the





right of way, It was getting late in the day and we still had to get to Ouray that evening, It is a lot easier

now that there is a road next to the bridge.