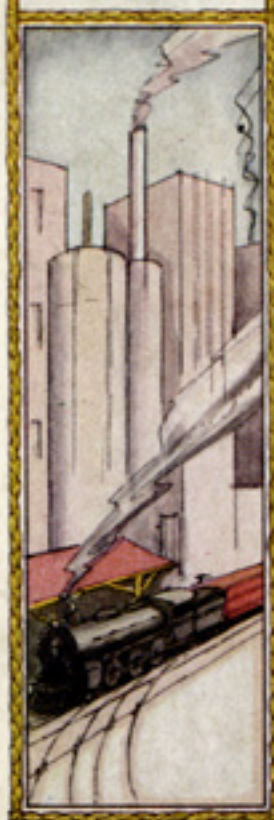
OFFICIAL SOUVENIR

THE OPENING OF THE .PATTULLO.BRIDGE. .AT.NEW.WESTMINSTER. BRITISH COLUMBIA CANADA

.THE OLD FERRY.

.THE.PATTULLO.BRIDGE.

.THE.FIRST.BRIDGE.



.NOV.15.

.1937.

Honourable T. D. PATTULLO, K.C., LL.D.,
Prime Minister and Minister of Railways, to whom the bridge is dedicated.

Honourable FRANK M. MacPHERSON,
Minister of Public Works, under whose direction the bridge was constructed.

Honourable A. WELLS GRAY,
Minister of Lands and Member of the Legislature for the City of New Westminster.

THE PATTULLO BRIDGE

MANY pioneers of British Columbia will remember the ferry "K. D. K.," which fifty years ago crossed the Fraser River every two hours during daylight, with a capacity of two teams and wagons. Some may even remember the inaugural trip on Monday, March 17th, 1884, and the arguments for and against the service. At the time many charged that this was an extravagant experiment doomed to failure.

The service was a marked success, but it soon became apparent that increase of traffic overtaxed the inadequate ferry, and within ten years a new ferry-boat, the "Surrey," was commissioned, a larger, faster craft equipped to handle the traffic expansion.

In those days a farmer living more than twenty miles from New Westminster often required three days to complete a return trip to market. As with the old "K. D. K.," so it was with the "Surrey"; traffic developed until farmers demanded less delay in getting to town and the need for a bridge became imperative.

Construction of what is now known as the "old bridge" began in 1902 and was completed in 1904. It was opened for traffic by Sir Henri Joly de Lotbiniere. In those days of the horse, buggy, and farm wagon, the bridge was hailed as a momentous achievement, and has given thirty-three years of increasingly strenuous service to the public, but the demands of modern highway traffic ultimately exceeded the capacity of the structure.

The work on the new structure was commenced in 1936; construction of the enterprise being entrusted to the Dominion Bridge Company, Limited, a firm widely experienced in work of this class. Major W. G. Swan was retained by the Government as Supervising Engineer under the direction of the Provincial Department of Public Works.

ARTHUR DIXON,
Chief Engineer,
Department of Public Works.

A. L. CARRUTHERS,
Bridge Engineer,
Department of Public Works.

Major W. G. SWAN, C.E., M.E.I.C.,
Consulting Engineer in connection with
the construction of the new bridge.

Not much difference in ... One must admit that they built well! "Consulting Engineer" Swan's son was killed, I believe, by falling from the structure, during construction. My father, Bill Shieve, was active in the Liberal Party, & ran provincially about 1936 for the Burnaby seat.

PHOTOGRAPH OF THE PATTULLO BRIDGE ON COMPLETION

Total length, including approaches, 7,800 feet; width, 46 feet, providing lanes for vehicular traffic and a 6-foot sidewalk.

Shipping channel, 438 feet; vertical clearance, 150 feet; main piers, 160 feet from river-bed to bridge-seat.

Illuminated by the most modern type of lighting; provides for all future requirements of traffic loading.

The construction of this bridge entailed the use of 5,300 tons of structural steel, 1,600 tons of reinforcing steel, 62,000 cubic yards of concrete, 180,000 cubic yards of earth excavation, 100,000 barrels of cement, and 2,000,000 board-feet of timber.

From its southern approach the bridge swings in a graceful curve for a mile and a half to its northern extremity on Columbia Street, in the City of New Westminster. The central steel arch provides a clear shipway 438 feet wide, with a vertical clearance of 150 feet above high water. Flanking the main span are eight steel and twenty-two concrete spans leading in an easy gradient to the Pacific Highway.

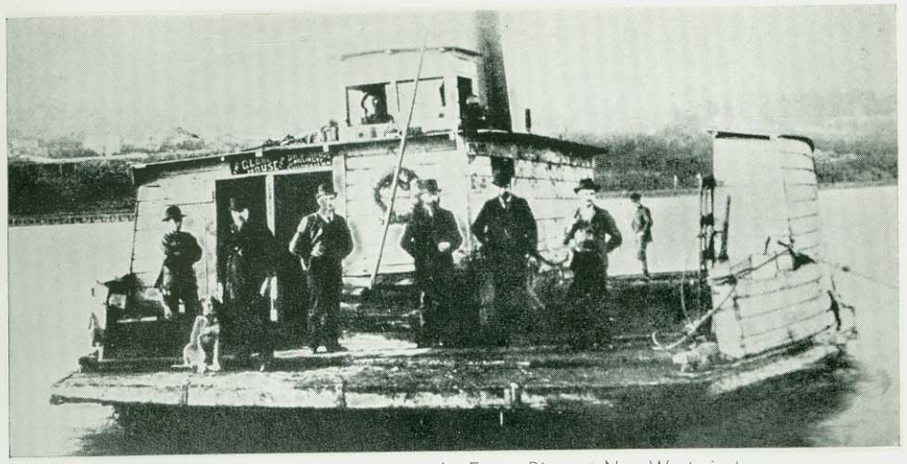
The concrete-paved traffic deck of the Pattullo Bridge is 46 feet wide, allowing ample accommodation for four lanes of motor traffic, with a 6-foot sidewalk for pedestrians. The bridge is planned not only to meet all requirements of today but to anticipate traffic expansion for years to come.

In construction of the bridge were used approximately 365,000 tons of earth for north and south approaches and fills; 130,000 tons of sand and rock and 2,000,000 board-feet of lumber, in addition to 7,000 tons of steel.

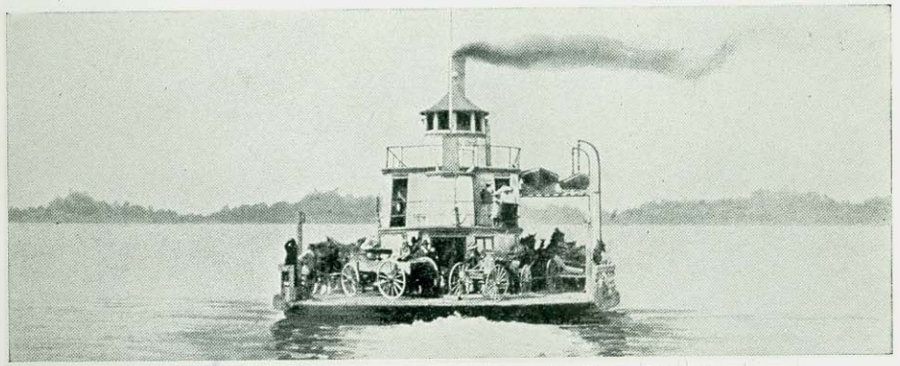
The cement and lumber used were entirely of British Columbia manufacture, while the steel was rolled in Canadian and British mills and fabricated in Vancouver.

The total cost of the whole project was approximately $4,000,000, including the main contract, cement, purchase of right-of-way, realignment, and resurfacing of highways at the approaches to the bridge.

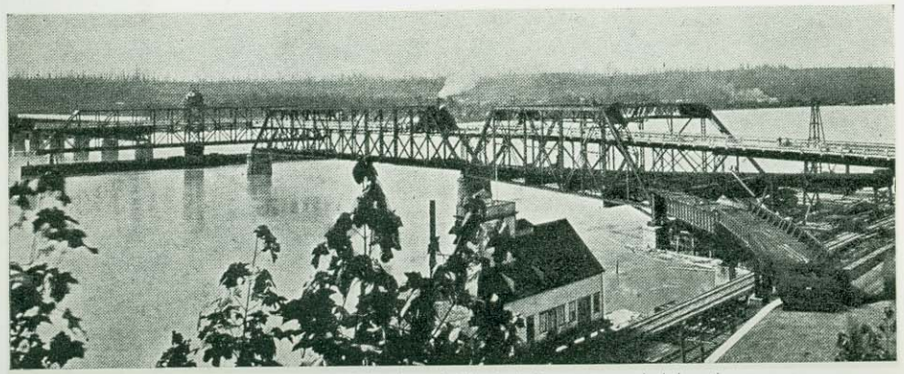
Glistening in all its silvered beauty of line, spanning the mighty Fraser in a curving sweep of concrete and steel, the Pattullo Bridge is a tribute to the men who conceived its structure and whose skill and courage carried it to ultimate completion. Another and magnificent link is forged in the famed Trans-Canada and Pacific Highways.



The "K. D. K.," first ferry across the Fraser River at New Westminster.

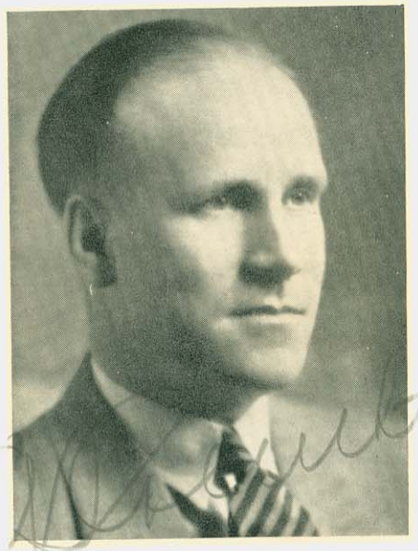


The "Surrey," the second ferry across the Fraser River at New Westminster.



The old and original bridge which is being superseded by the Pattullo Bridge to meet modern requirements.

J. A. COLLINS,
Fraser River Bridge Company.



A. S. GENTLES,
Manager, Pacific Division of the Dominion Bridge Company, Limited, the contractors for the construction of the Pattullo Bridge.

NOEL D. LAMBERT,
General Superintendent,
Northern Construction Company,
sub-contractors.

SUB-CONTRACTORS

Northern Construction Co. and J. W. Stewart, Ltd., Vancouver—Foundations and Approaches.

General Construction Co., Ltd., Vancouver—Approach Extension Work and Paving.

Mott Electric Co., New Westminster—Electrical Installation, Lighting, etc.

Hugh Gifford, New Westminster—Plumbing.

New Westminster Iron Works, Ltd., New Westminster—Ornamental Iron on Approaches.

C. H. Brawn, Vancouver—Field Painting.


ERECTED BY
THE PROVINCE OF BRITISH COLUMBIA
1936 - 1937
TO ALL THOSE WHO WITH THOUGHT, LABOUR AND LOYALTY HAVE CONTRIBUTED TO THE CONSTRUCTION OF THIS HIGHWAY BRIDGE THIS TABLET IS INSCRIBED
F.M.MacPHERSON MINISTER OF PUBLIC WORKS
ARTHUR DIXON CHIEF ENGINEER, DEPT. OF PUBLIC WORKS
A.L.CARRUTHERS BRIDGE ENGINEER, DEPT. OF PUBLIC WORKS
W. G. SWAN C.E., M.E.I.C. CONSULTING ENGINEER
CONTRACTORS
DOMINION BRIDGE COMPANY LIMITED