

Company at such intervals as the carpenters could be most advantageously employed upon it, in 1867 and 1868.

The carriage road was continued south of the bridge only far enough to allow teams to turn off into the adjoining streets. The railroad approach leaves the bridge on a 9° curve to the right, this curve beginning at the middle of the 132-foot span ; with a maximum descending grade of 42.24 feet in a mile, it passes through the bluff in a clay cut 72 feet deep, and then passes down along a rock cut in the west side of the bluff to the depot grounds in the West Kansas bottom. The grading of this approach was let by contract and the work completed during the year 1867.