Cajon Bridge A-64/63.1

DRAINAGE AREA SQ.MI.	LOS ANGELES				DIVISION.				BRID	DGE LIST FIRST DISTRICT	
	BRIDGE NO.		NEW	M. P. PLUS	CTR. HT.	SPAN		S TOT'L	TOTAL LGH	YEAR	KIND OF STRUCTURE
		A-64	63.1	0264	20.0	3	80.0		240.0	1939	Class "D" Deck Girders on Conc. Piers & Abuts, B.D., S.W.& H.Rs., Skew

From The AT&SF RY System, Coast Lines, Los Angeles Division, Bridge List



Map from Railroading Through Cajon Pass, Chard Walker Mike Davis - January 2019

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Mike Davis's HO model. Timbers are scale 12" x 12". Abutments are Monroe Models /AIM 556 cut in half with additional plaster middle added to increase the width required by the skew angle. Abutments were ground to the appropriate heights. Evergreen T sections were used for the structure between the girders beneath the bridge. This required a small styrene tab on each side of each inner bridge rib and a third piece which models the prototype plates shown in the lower photo on page 10 glued to these tabs. The T sections were then glued to these third pieces. This assembly was done with the girders held upside down in jigs, and was actually fairly easy. The jig was a piece of wood the thickness of the distance between the rails on a piece of track, which the girders were then clamped to with the appropriate offset for the amount of skew. If your bridge is below people's the line of site, you may wish to avoid this time consuming procedure.



Here is a picture of the bridge before it was located on the layout. It is on plywood which is reinforced with vertical pieces below it to avoid longitudinal warping. Girders are Micro Engineering (ME) 85' with ME bridge shoes. The piers were cut from 2" x 4"s. Prototype pictures show the abutments were quite unique. Custom plaster casting would be required to model them accurately.