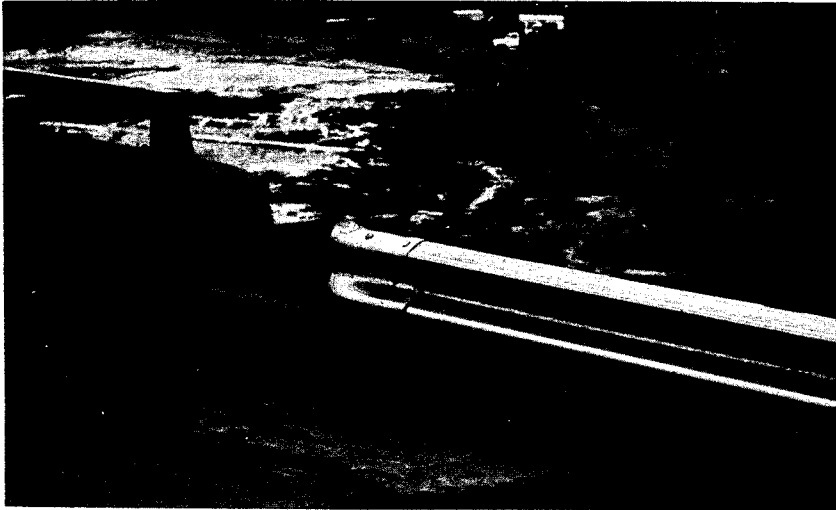


opened at all—the curb also coming out on the approach to a structure parallel with the alinement.

This area here, raised above the roadway, serves no real purpose. There are no pedestains permitted in that area. I cannot think of any other reason to have it there.

Here you find the curb on the structure, satisfactory design, projecting again somewhat in front of the rail.



Here is the situation in Missouri, now, where we find the very definite tendency to continue that bridge curb in the same line as it was on the bridge, even though the rail was pulled back here. [Indicating.]

