vides against the weight of a 16-ton road roller at any point.

A double system of wind bracing is employed in the steel work. Expansion is provided for by roller bearings.

The accompanying illustrations show the essential features of design.



View of Bridge Under Construction, Showing Floor Beams and Stringers.

Fig. 1 shows the curved end of the shore girders, the end stiffener being built and riveted (together with the end stiffener shop-riveted on floor beams) to facilitate erection.

Fig. 2 shows ends of girders on piers, with the same provision for erection as shown on Fig. 1. A fixed end and expansion end come together on all piers.

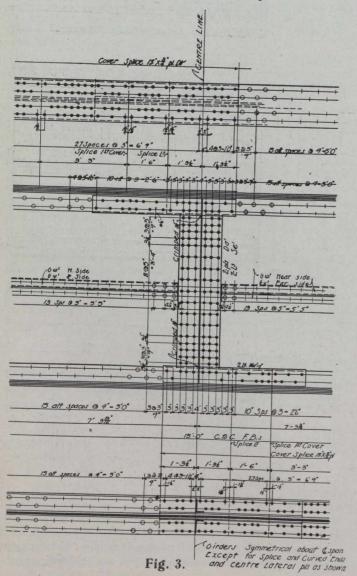


Fig. 3 shows splice at centre of main girders. This was necessary on account of difficulty in transporting the whole girder from unloading point at the bridge side. No difficulty was experienced in bringing together the two halves of the girders in the rather unwieldy splice.

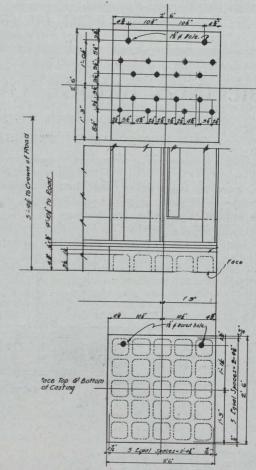


Fig. 4.

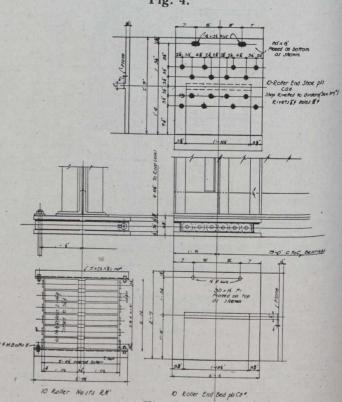


Fig. 5.