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THE NEW QUEBEC BRIDGE

AN INTERESTING ACCOUNT OF THE METHOD TO BE EMPLOYED IN HOISTING THE SUSPENDED SPAN INTO PLACE—THE WEIGHT OF THE SPAN IS APPROXIMATELY FIVE THOUSAND TONS.

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THE contract for the construction of the piers for the Quebec Bridge was awarded to M. P. and J. T. Davis, of Quebec, in February, 1910. This phase of the work was very fully described in the issue of July 9th, 1914, in an article by Mr. H. P. Borden. The close of the year 1914 found considerable progress had been made.

During the season of 1915 most satisfactory progress was made, a detailed account of which was published in *The Canadian Engineer* September 23rd, 1915.

On July 8th, 1915, the erection of the main shoe on the south shore started. Work in connection with this part of the construction was greatly facilitated by the experience gained.

On November 12th, 1915, when the erection programme for the new Quebec Bridge was finished for the season, the north shore anchor and cantilever arms and the south shore anchor arm including the main post, had been completed. The total tonnage erected up to that time amounted to approximately 46,000 tons, about 30,000

tons of which had been placed during the 1915 working season of seven months, from the middle of April to the middle of November. The total quantity of steel in the bridge will weigh in the neighborhood of 65,000 tons, so

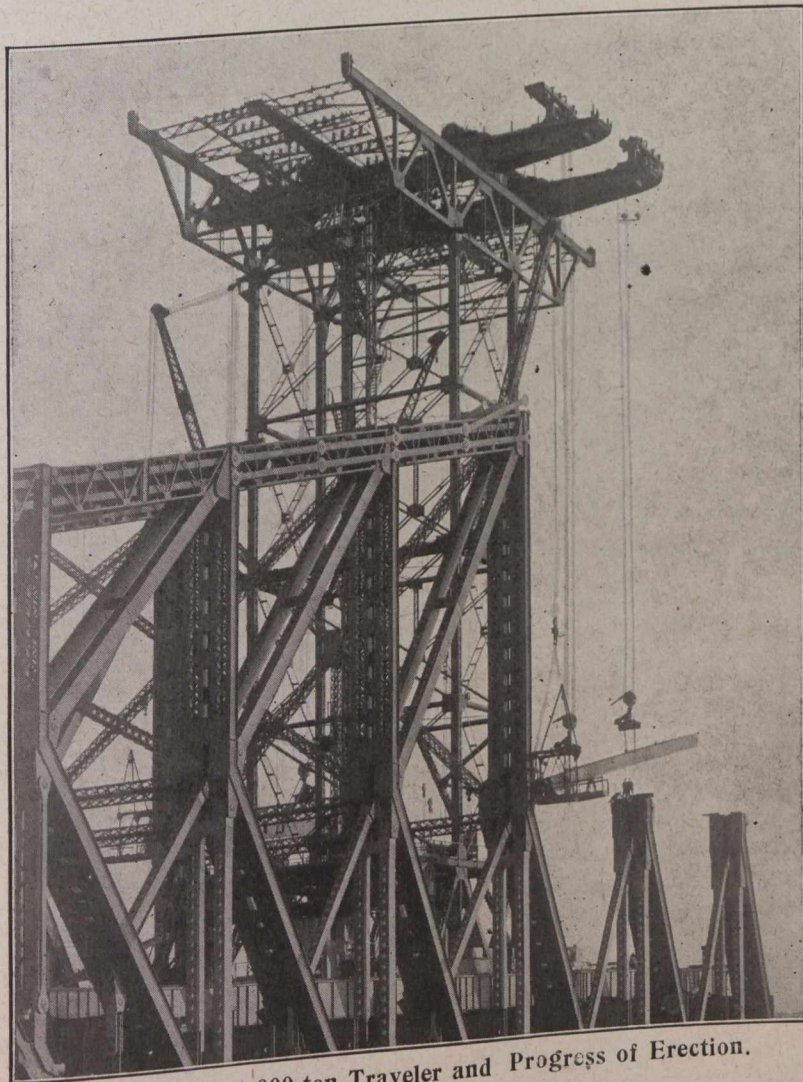
that the programme for the season of 1916 calls for the erection of about 19,000 tons, a comparatively easy task, judging from the records of the past summer. Of this 19,000 tons, the south shore cantilever arm contributes

13,000 tons and the suspended span 6,000 tons.

Work on the erection of the south shore cantilever arm was properly started about the middle of April, 1916, and at the time of writing this article, the first panel and a half, adjacent to the main pier, is practically completed. It is expected that the progress of erection of the south shore cantilever arm will be approximately as stated in the schedule on the following page.

The method of erection of the south cantilever arm is entirely the same as that followed on the north cantilever arm, and, as noted above, it is expected that this work will be finished by the end of the first week in September, 1916, when the bridge will be in readiness for the floating in and hoisting into place of the suspended span.

The suspended span is a double-track, curved top chord span, 640 feet long, 110 feet high and 88 feet wide, and weighs in the floating in condition approximately 5,000 tons. The greater part of the floor steel, being left off while the span is being floated and hoisted into place, will be placed by



View Showing 1,000-ton Traveler and Progress of Erection.

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