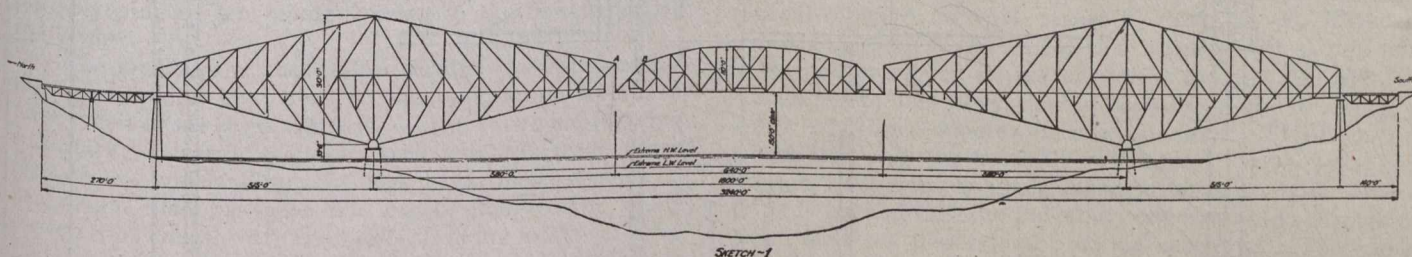


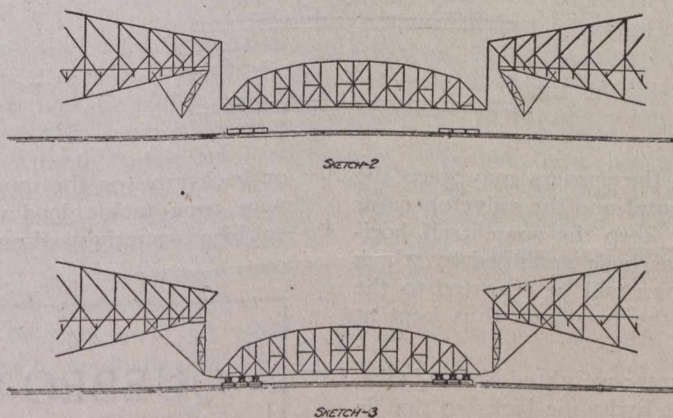
(Continued from page 210.)

It is the intention to check the span several times on the way up to the bridge to determine that it is under perfect control, and to stop it definitely some 200 or 300 feet below the bridge. Light lines will then be run from engines on the suspended span to the mooring frames which are now suspended from the ends of the cantilevers, and the span will be gradually pulled into position against a moderate pull of the tugs working down-stream. As the span nears its position, additional heavy lines will be carried from the mooring frames to the end of the span, these lines being crossed and arranged in such a way that the span may be hauled to an exact position vertically

Assuming that the hydraulic jacks are lowered and the movable girder C in its lowest position, the hoisting chain would be fastened to this girder by means of a pin, V, passing through the cross-webs of the girder and the chain. The hydraulic jacks are then pumped up about two feet until a pin hole in the hoisting link comes opposite



Sketch No. 4 illustrates the arrangement for hoisting the span into place.



There are two jacks to a corner, 8 in all. The load to be lifted is estimated to be 5,540 tons. The rams of the jacks are 22 inches in diameter and the working pressure 4,000 lbs. The lacks have been tested in position by anchoring the girders B and C together to a pressure of 5,000 lbs. or 25 per cent. overload. The hydraulic pumps operating the jacks, two at each end of the span, are operated by compressed air piped from power houses on shore. There is a separated control valve for each jack at each corner and control valves for each pair of jacks at each end. Multiplying tell-tales are arranged