only to take the dead weight of the span, traveller and floor while the span rested on its end bents at Lo and L18, as shown in Fig. 2, but an expansion and contraction had to be provided for, due to a variation of temperature during the summer months in which the span was erected of about 90 deg. Fah.; that is, from a minimum of 30 deg. to a maximum of 120 deg. The amount of this expansion and contraction totalled from 3 to 3½ inches for each bearing.

The programme of erection called for the supporting of the span temporarily before moving up on intermediate falsework bents under each main and sub-panel point, as well as main supporting bents at the end bearings capable of taking the whole weight of the span without any assistance from the intermediate falsework. In order to facilitate the erection of the top compression chords it was proposed to block up the span on these intermediate bents on sand-jacks so as to give sufficient camber to allow a certain amount of clearance in the top chord pin-joints and field-riveted splices when the members were being

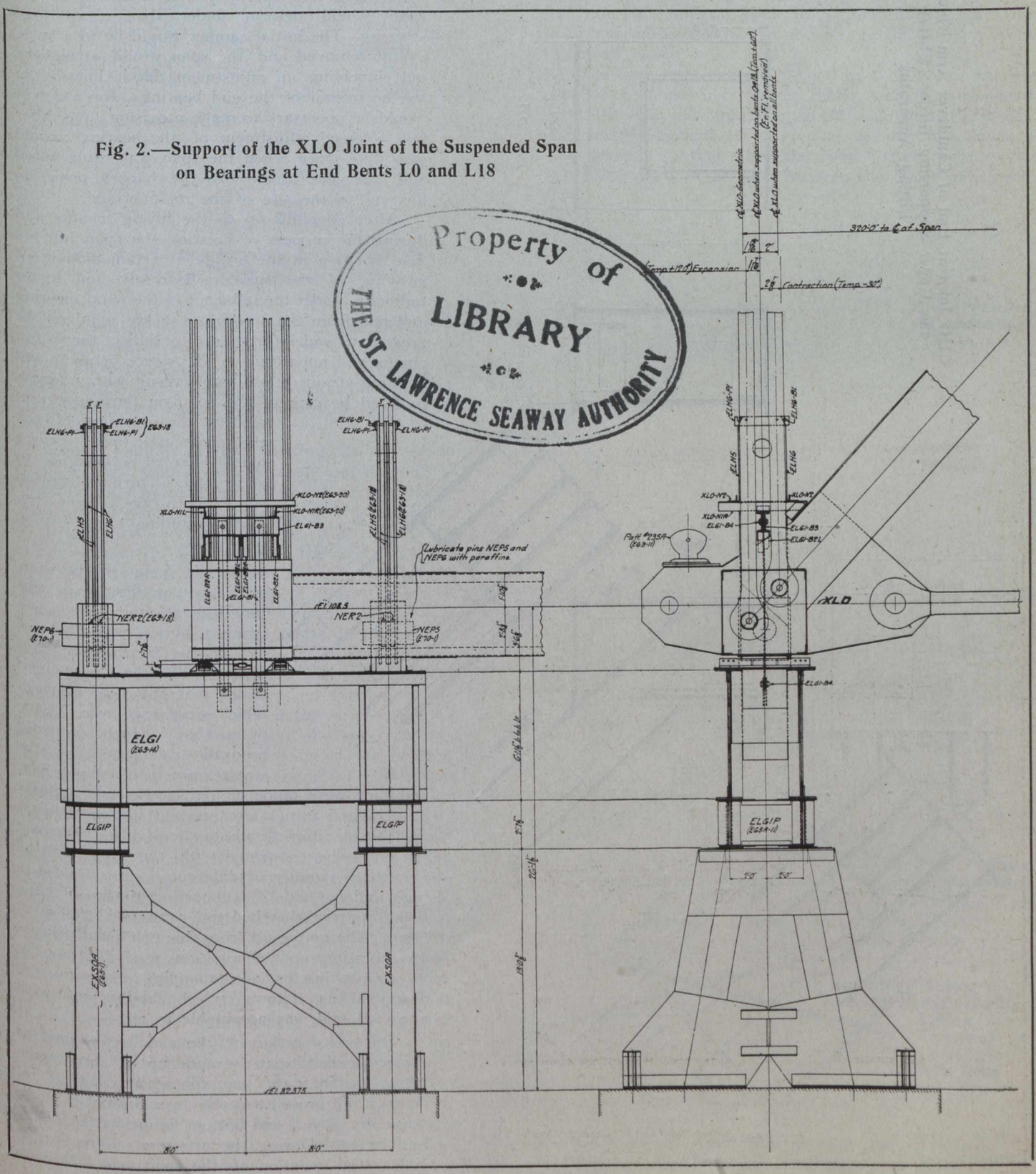

Fig. 2.—Support of the XLO Joint of the Suspended Span on Bearings at End Bents L0 and L18

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