

bulkhead forming the ends of the two component parts of the scow by which the water pumped in could be controlled, and directed into either half of the scow. Each intermediate bulkhead had an 8" x 8" hole near the bottom so as to equalize the water in each compartment.

The load from the south end of the 415-foot span, and the 150-foot stiffening truss supported by the scow, was about 1000 tons. The load from the north end of the span, amounting to about 640 tons, was transmitted to the skidway through the two large fixed end cast iron shoes (used temporarily for the purpose), placed 10 feet centre to centre, under the end floor beam, which had been designed with a special view to such use. This arrangement of the castings left a clear space under the truss bearings for landing of the span on oak blocking over the bridge seats preparatory to its being jacked down to its bearings. The oak blocking was required for the temporary support of the span at an elevation about 8' 5½" higher than its final position, this height being necessary to permit the skidway to pass over the parapet wall of the abutment. Before the aforementioned cast iron shoes and the skidway rails was placed a ¾" steel plate, large enough to include both castings, with strips rivetted to its under side to form guides to engage the rails on the skidway.

When the scow was in position under the overhanging end of the main span, in front of the north abutment and transverse to the centre line of the bridge, two guide anchors were located on the opposite shore at an angle of 45 degrees. Holes were drilled in the rock and 3½" steel bars were grouted in a vertical position. To each of these anchors was secured a two-sheave steel block carrying four lines of ¾" wire cable, forming the forward guy lines which were wound up simultaneously on the drums of the hoisting engine, on the scow, as the span moved forward, steadying the floating end from any effect of wind or current.

The tackle used to haul the 415-foot span into position, consisted of two specially-constructed steel pulley blocks, having 14 sheaves each, through which was reaved a ¾" diameter steel wire cable 1000 feet long, with a fall line leading back to the drum of a hoisting engine located on the land at the north end of the skidway. This engine was a 32 H. P. Beatty double drum hoisting engine, with two cylinders 8" x 12", boiler 41" in diameter by 108" high, and capable of pulling 8000 pounds on a single line.

One of the large blocks was secured to the skidding plate under the castings, and the other to the rear end of a string of bottom laterals belonging to a 250-foot through span designed for the crossing of the Pickerel River, a short distance south of the French,