

pin-connected to each other at the middle point of each panel where the weight of the pins and one-half the weight of the eyebar is taken by a pair of supporting trusses. The eyebars were assembled with the supporting trusses in the storage yard and the middle pins put into place. They were then taken out on the bridge and hoisted into position, as shown in Diagram I., one-half the bars in each panel being placed at one time. As soon as the eyebars and supporting trusses were erected the adjusting links, illustrated in Diagram II., were placed in position.

The top chord eyebars had the pin-holes at the end of each panel slotted  $\frac{1}{4}$  of an inch on the side remote from the bearing surface, and these adjusting links were used to draw the top chord main panel points together so that the top chord pins could be easily driven in the elongated pin-holes of the eyebars. These top chord links also took care of any erection stress in the top chord panel until the eyebar pins at each end of the panel were driven.

The erection of the first main panel of the south cantilever arm was completed by April 28, 1916. The number of days, 10 hours to each day, actually worked was  $22\frac{1}{2}$ ,  $2\frac{1}{2}$  days only having been lost on account of high winds and rainy weather. The amount of steel erected during this time was approximately 3,100 tons, and included the placing of the largest, longest, and heaviest members of the cantilever arm. An average of 200 men for each working day were employed on the work, including from six to eight gangs of riveters.

The material in the second main panel weighed in the neighborhood of 2,650 tons, and was erected by May 26th—in 18 working days. The 1,960 tons in the third main panel was placed by June 12th—in 13 working days. As the traveller progressed towards the end of the cantilever arm, the members handled were lighter and the field splices fewer and smaller; the rate of progress was, therefore, greatly increased. By July 10, 1916, the traveller was standing at panel point 4, having completed the erection of six main panels. The fourth, fifth and sixth main panels were erected in 22 working days, the total weight of steel placed in this time amounting to approximately 3,600 tons.

The traveller was moved to its last position at the end of the seventh main panel on July 20th. The last two main panels were erected in 18 working days, the tonnage placed being about 1,280 tons.

The south cantilever arm, the erection of which was

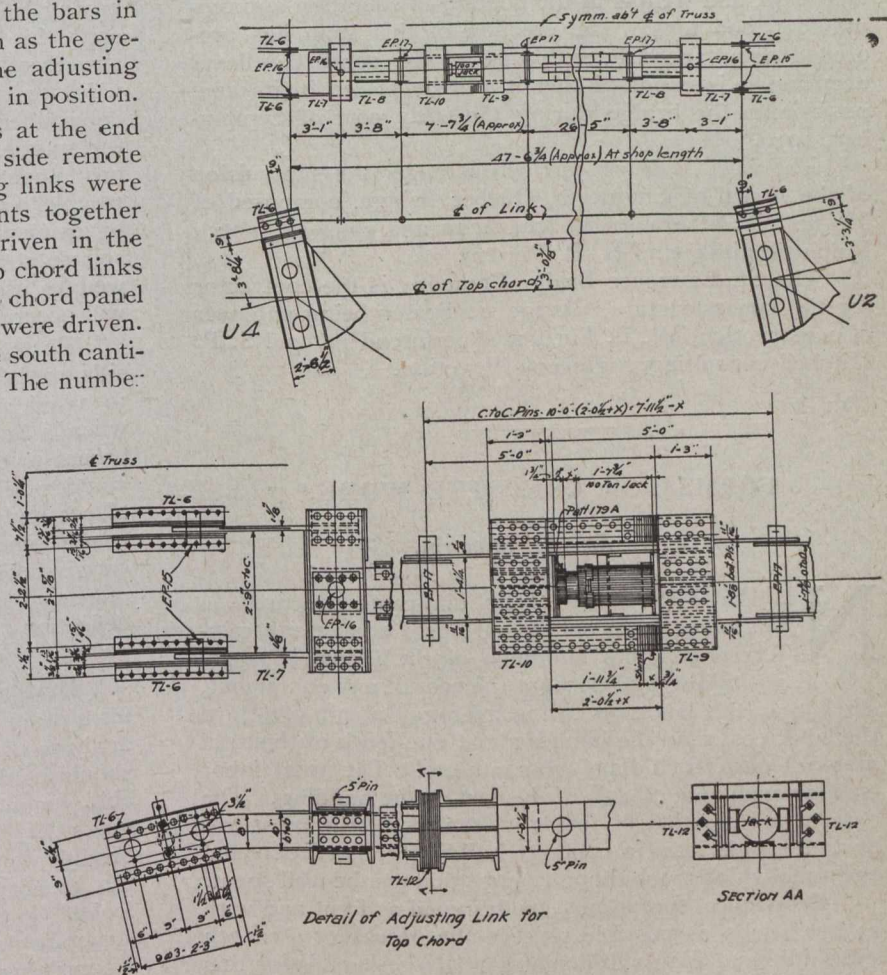
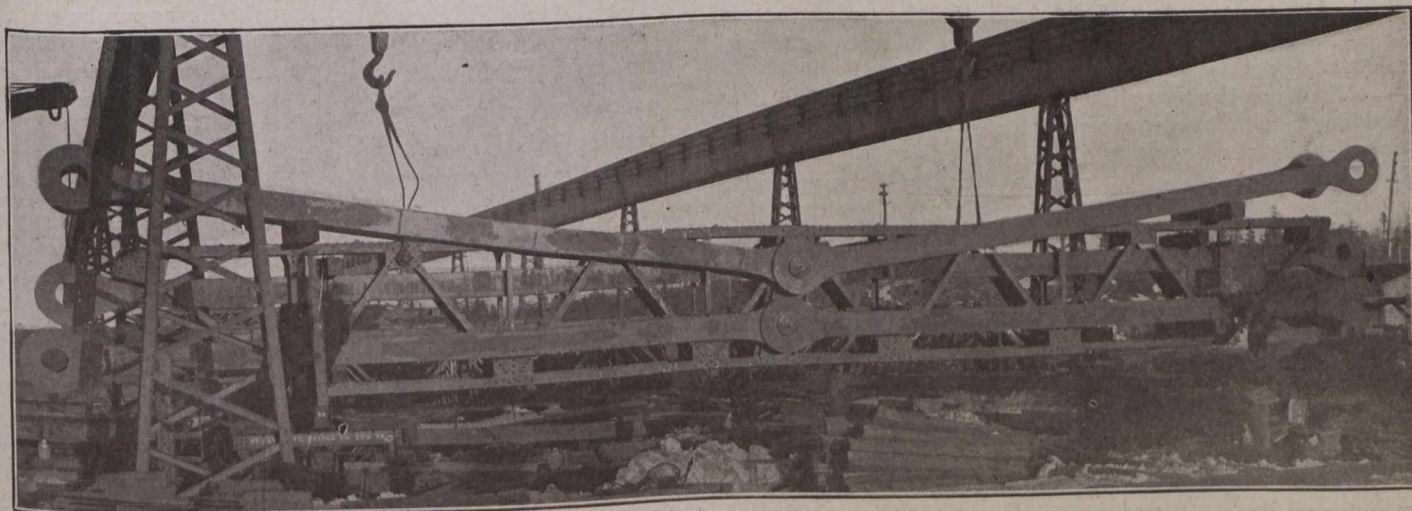


Diagram II.—Detail of Adjusting Link.

begun April 1, 1916, was completed by July 28, 1916. The total weight of steel placed was about 13,000 tons; the actual number of days worked was 92, about 27 days being lost from inclement weather, Sundays and legal



Top chord eyebars, assembled with the supporting trusses in the storage yard, before being taken out on the bridge for erection.