



AFTER the completion of the south anchor arm, the timber falsework, before mentioned, for the temporary delivery tracks, was no longer necessary, and in the view here given it has been almost entirely removed and transferred to the north shore for use there. The erection of the 562½-ft. cantilever arm has been started in this view, but the steel falsework still remains under the anchor arm points to give them the necessary support, until sufficient weight has been erected beyond the main pier.

In order to facilitate some of the connections in the cantilever arm trusses, provision has been made to raise or lower each anchor arm panel point, as necessary, by powerful 500-ton hydraulic jacks, made by the Watson-Stillman Company, of New York, and placed between the special, steel camber blocks, which rest on a grillage of "I" beams and timber on the top of each tower of steel falsework.

Two of these 500 ton jacks, placed under a point, are sufficient to raise or lower the weight over them in every case.