

Probably the most interesting feature in connection with this work was the erection of the main truss span. On account of the great depth of water, it was not possible to build falsework and erect the span in its proper place, so after due consideration of several possible schemes of erection it was decided to erect the span on the north approach embankment, on the centre line of the bridge, (produced) and launch it forward by supporting the forward end on a large scow, and sliding the rear, or north end, on a skidway of greased rails. This embankment, immediately north of the north abutment, was a new fill consisting mainly of boulders, coarse gravel, and sand, with a maximum height of about 25 feet against the abutment, running out to the natural surface of the ground about 100 feet north. The width of the embankment at subgrade was 16 feet, and in order to provide a proper bearing for the skidway, it had to be widened to 26 feet. On this specially prepared roadbed two parallel skidways, about 316 feet long, were built, 10 feet centre to centre, each consisting of railway ties about 15" on centres, with a 12" x 12" timber 16' 0" long, every 10 feet, to tie the two skidways together. On these ties were laid five lines of 12" x 12" longitudinal timbers, over which was laid a flooring of 3" x 12" planks, supporting 7 lines of 80-lb. rails, laid with joints staggered and securely spiked and bolted together.

The steel work was accordingly erected on the embankment, using a specially-designed traveller, consisting of two 60-foot boom derricks of ten tons capacity each, mounted upon a timber framework designed to travel upon rails gauged 14 feet centres, the platform of the traveller being placed 12' 7" above top of rail so that lorry cars, loaded with bridge material, could readily pass underneath on standard gauge railway track, and the material be picked up by the traveller booms. Each of the 60-foot boom derricks was handled by separate double-drum Beatty engines, placed at the rear end of the traveller and forming part of the 20 tons of counterweight on each side required to provide for the uplift due to loading the boom derricks. The assembling of the span on the embankment was, in itself, quite a difficult operation, on account of the large size of the members to be handled, some of them weighing as much as 40 tons. Before any work was started, the order in which each member was to be erected was fixed and clearly shown on the erection diagram. In order to permit of supporting the forward end of the span, by the scow, it was necessary to erect it with its south end projecting over the water about 103 feet. The bottom chords and floor system, excepting that portion overhanging the water, were first placed in position by means of a self-propelling derrick car, ties were then laid for temporary track on