

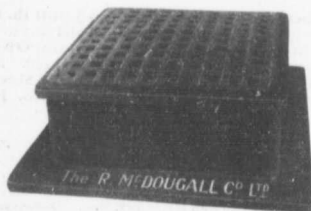
eler was equipped with two standard double-drum, fourspool Lidgerwood hoisting engines, which, being used before the erection plant was completely installed, were operated by ordinary steam engines instead of the electric motor which later superseded all other motive power on the work.

Each primary tower is seated on a single continuous footing composed of wooden grillages receiving the two long pedestals for the transverse pair of posts at every tower. Shallow excavations were made in the rock and earth and were leveled up to give a surface about 18 ft. square on which was laid a tier of 12x12-in. longitudinal timbers close together. Near each end of these timbers two tiers of crossed timbers were built up to form seats for the steel pedestals and were secured to each other and to the lower tier by eight vertical bolts, one at each end of each end timber in the upper tier, thus fixing the latter as guides to hold the intermediate timbers. This construction involved the use of nearly 8,000 ft., board measure, of timber for each foundation. They were proportioned to reduce the maximum pressure to 3,000 lb. per square foot on a 6-in. sand cushion. No material settlement, displacement or distortion has been observed.

Mr. E. A. Hoare is the chief engineer, and Mr. Theodore Cooper, consulting engineer, of the Quebec Bridge Co. The contractor for the steel work and erection is the Phoenix Bridge Co.; Mr. David Reeves, president; Mr. John Sterling Deans, chief engineer; Mr. A. B. Milliken, superintendent of erection, and Mr. G. A. Tretter, assistant to superintendent of erection. —Engineering Record.

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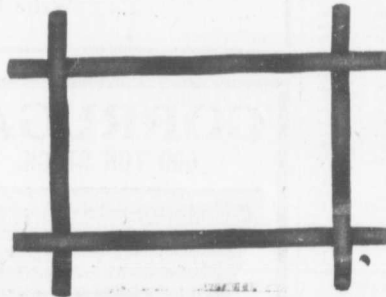
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