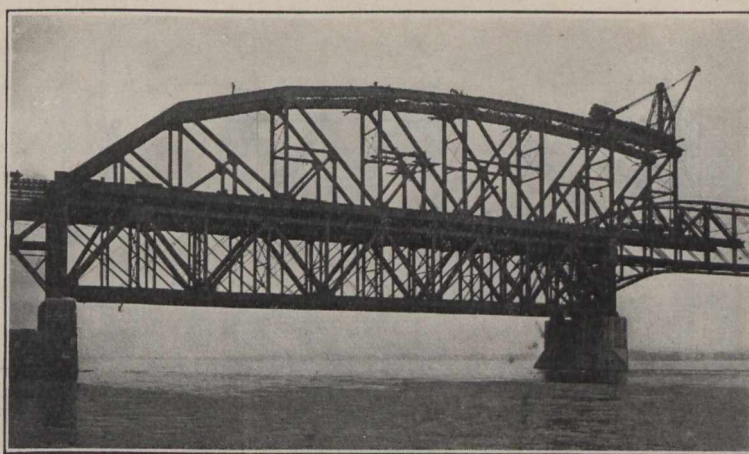


Commencement of Erection of Down Stream Span 13-14 on Deck of Span 14-15.



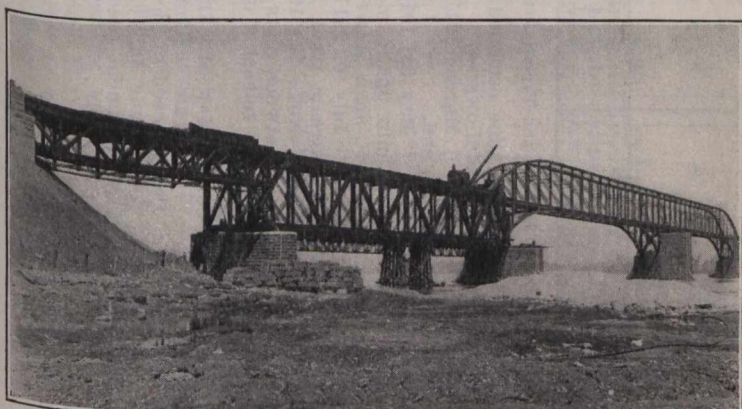
Down Stream Span 13-14, Partly Erected on Deck of Span 14-15, Showing Portion Being Cantilevered Over Stream. It Was Under This That the Barges Were Placed.



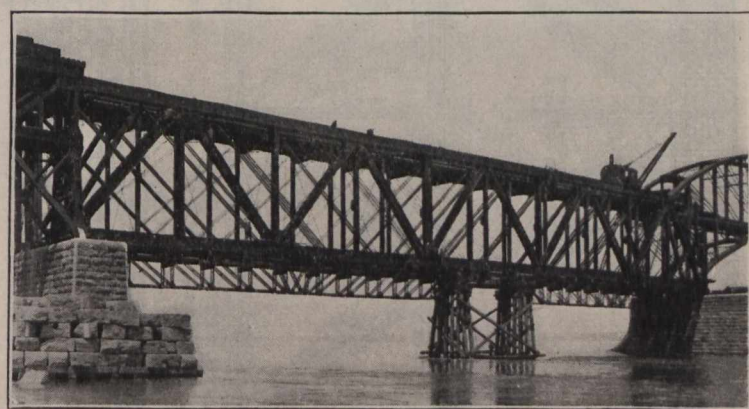
Down Stream Span 13-14 During Launching. Span Has Just Been Landed.



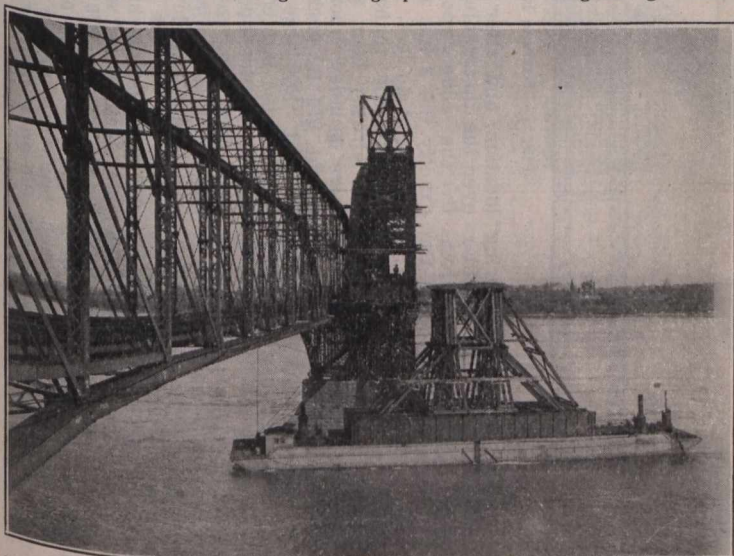
Down Stream Span 13-14 Being Launched, Showing the Lidgerwood Engine and Sliding Buggy.



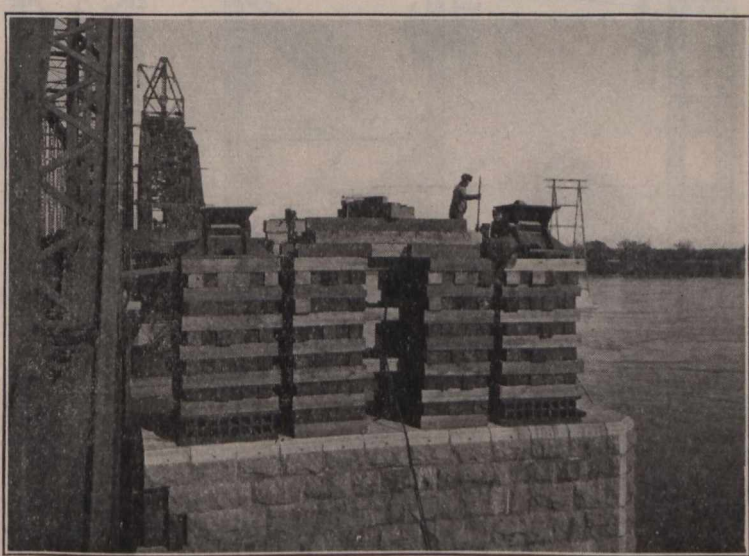
General View of Part of Bridge Looking up Stream from Caughnawaga Shore.



Down Stream Span 14-15, Showing Falsework, Trusses and Wooden Tower.



Carrying Barge Being Placed in Position Under Down Stream Span 12-13. Barge
Was Lowered by Use of Water Ballast Before it Could Pass Under Span.



Temporary Wood Blocking on Pier 13 to Receive Span Immediately After Launching. When Two Spans Had Been Landed They Were Jacked Down to Correct Bridge Seat.

The adjustment of the anchor cables was made as required. The time occupied in the floating operations is extremely interesting:—

ACTUAL WEIGHTS. See Plan 1.

3-80	ft. d.p.g.	Spans for Double Track.....	613,672 lbs.
8-120	" d.	truss spans " " " "	3,914,781 lbs.
4-240	" " " " " " " "	7,710,077 lbs.	
2-270	" " " " " " " "	5,414,681 lbs.	

2-400 " thro' truss spans	"	"	10,291,135 lbs.
2-122 " d. truss spans for	"	"	518,585 lbs.
Total weight of superstructure.....				28,462,931 lbs.

The total weight of each 408 foot span