

Fig. 1.

means of a derrick car after the span has been coupled up to the ends of the cantilever arms.

Schedule Showing Approximate Progress Expected in Erection of South Shore Cantilever Arm:

Main panel.	Days required.	Date of completion	Tons of steel to be erected.
16-14	40	May 10th	3,100
14-12	30	June 9th	2,650
12-10	22	July 1st	1,960
10-8	16	July 17th	1,460
8-6	12	July 29th	1,300
6-4	9	August 7th	850
4-2	14	August 21st	630
2-0	15	September 5th	650
Total.... 158			12,600

season of 1915 at the periods of low tide. This work was rather difficult, considerable blasting having to be done, and could not be carried on with any very great speed as the time available was only from two to four hours each day.

As shown in the accompanying Figs. 1 and 2, the span will be supported during erection on staging bents placed under each panel point. The traveler, which is the same one that erected the north shore cantilever and anchor arms, but with the top trusses and travelling cranes left off, will be first erected on bents 19 and 20, immediately adjacent to the staging of the span. The steel will be handled by means of four 70-foot 30-ton booms, placed one at each of the four corners.

With the traveler at bent 19, the staging bents 0, 1 and 2, the longitudinal bracing between bents 1 and 2, and the bridge material in panel 0-1, will be placed. The traveler will then move forward, erecting staging and

This span will be erected in the shallow waters of Victoria Cove, on the north shore of the river, about three miles below the bridge site, the work of erection proceeding simultaneously with that of the south shore cantilever arm.

The foundations for the falsework bents supporting the trusses and approach track were prepared during the

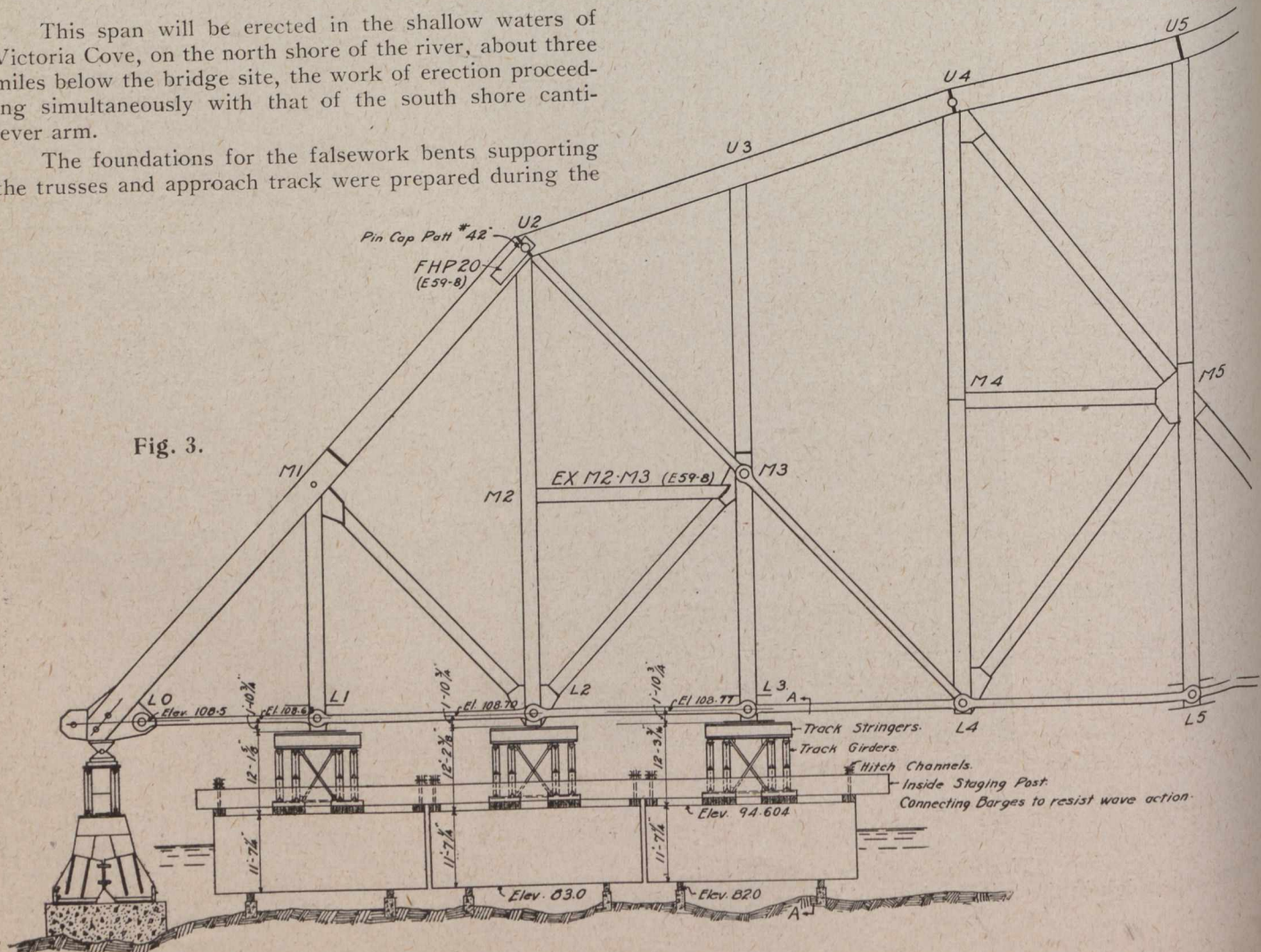


Fig. 3.