An auxiliary, so called carrier rope, of 1¼" diameter was the next one stretched across. Its object was to carry the load of the footbridge and cradle ropes which were too heavy for the working rope. This carrier was hoisted up from out the water after the first method. The footbridge and cradle ropes were put in place in the following manner. Each rope was landed at the Brooklyn tower, its end hoisted up, passed around a sheave attached to the traveler, and lashed to a hemp rope which was connected with the drum of an engine at the New York anchorage.

As the rope moved on, it was supported by a "hanger" (see Figs. 24 and 25) every 50—60 feet, which consists of two hooks, for the rope to rest in, attached to a roller that runs on the carrier rope. These hangers were afterwards removed, leaving the rope suspended clear from the carrier.

After all ropes were in place, the cradles were hoisted on the towers and allowed to slide down to their proper