the posts should generally be about 6" by 6": when the trusses are high and the chord sections heavy, it might be well to increase the size to 7" by 7". The caps of the upper falsework should be deeper than their breadth; because they have to act as beams, and may be subjected to considerable shock when the chord sections are being put in place. The method of bracing shown on Plate VII. is specially advantageous in this respect.

In both upper and lower falsework, the diagonal bracing in planes parallel to the axis of the bridge should, for economy's sake, be placed between alternate pairs of bents; that is, every other space between bents should be braced. The end spaces should, however, be braced in any case.

Plate VII. gives an illustration of how the working-drawings for falsework should be made. For economy of space, the scale has been taken at a quarter of an inch to the foot; but it should, if intended for an actual case of framing, be twice as great. A drawing of this kind should be accompanied by bills of lumber and iron, prepared in a similar manner to that given in Chapter XIV. for the span. Measurements of distances between bolt holes should be both calculated and scaled. Those on Plate VII. were simply scaled, as the plate is intended for illustration only.

The foreman of the work should be provided with a blue print of the working-drawings for the bridge, unless the type of structure be one with which he is perfectly familiar. He must also be provided with a "Raising Bill," which should consist of a skeleton diagram of one truss, with the following information written thereon:

Size of each truss strut, and tie, and mark for same, also number of pieces of same in a panel of one truss.
Diameters and lengths S. to S. of truss pins, with their marks.
Diameters, lengths, and marks of fillers for same.
Sizes and marks of all separate plates belonging to the trusses, each in its proper position.