spans was 1\frac{3}{32} inches. After the blocking was removed and the girders subjected to heavy loads, the camber was \(\frac{9}{32}\) of an inch less, making the present camber 1\frac{1}{16} inches. In these spans, 1\" rivets are used in the ends of the tie bars and posts, \(\frac{3}{8}\" in the chords, and \(\frac{3}{4}\" rivets in the posts.

These spans were all constructed in the same manner, inside the old wooden trusses, which were strengthened to bear the extra weight of the iron. The new girders were built about two feet above their proper position, so as to bring the top chord above the floor timbers upon which the track rested, and which were placed across the top of the old trusses. A flooring was put into the bottom of the old bridge and a staging built up to the proper height for the bottom chords of the new girders.

After the girders were completed in two adjacent spans, before the lateral bracing was put in, they were lowered into their proper positions. To do this it was necessary to remove the old floor timbers above mentioned, passing through the new girders below the top chord.

The only interval of sufficient length during which no trains passed over the road, was the time between the Sunday morning and Sunday night trains; which was, therefore, taken for the operation of lowering these spans into the position they were to occupy.

Everything being in readiness, after the train passed early on Sunday morning, the old track and timbers were removed, and the trusses lowered by means of hydraulic jacks, and placed on the plates previously fixed on the piers to receive them. The new floor beams were put on and the track replaced in readiness for the Sunday evening train.

DESCRIPTION OF THE TOW-PATH SPAN.

The tow-path span, next the canal span at the west end of the bridge, differs from either of those already described in having the diagonal tie bars cross but one panel. In other respects it is similar and of the same general form. The plan of the girders is shown in the diagram, Fig. 4.

The length of girder, = 76' 9".

Width from centre to centre, = 8' 9".