

From the foregoing description it will be understood that it was an extremely difficult undertaking to construct the new bridge without interrupting the traffic of the road. Great credit is due the engineer for having the boldness to undertake it, as well as for the great skill with which he has directed the construction.

The business of the road has not been interrupted for a single day; not a train has been delayed by the work, nor has any serious accident occurred to the workmen.

The difficulties were augmented by there being but a single track, over which all the materials and appurtenances had to be carried in the intervals between the trains. The time between many of them was insufficient to allow of any use of the track for the purposes of the bridge, and serious inconvenience was at all times experienced in being obliged to remove all obstacles from the track so frequently as each thirty minutes, on an average, during working hours.

At each end of the bridge is a turnout. The one at the west end was laid down temporarily for the use of the bridge. The other was used in common with the traffic of the road. All cars had to be placed upon one or the other of these turnouts whenever a train passed. When the great length of the bridge is taken into consideration, it will be seen that great judgment had at all times to be used in supplying materials for the workmen and transporting the several parts and appliances as they were needed.

The great height of the bridge from the water, the rapid current and rocky bottom, permitted little or nothing to be done from below. Even the timbers of the trestles under the channel, canal and tow-path spans, and the parts of the old trusses removed after the completion of the new ones, were hauled on to the bridge and carried to the shore.

In the construction of the new piers and raising the old ones to suit the new girders, the stones for the upper courses had to be brought to the spot on small truck cars and lowered to their places through the track and the timbers supporting it, which presented, in many instances, an exceedingly confined space. And this, too, without the use of derricks, which could not be erected on the bridge.

The building of this bridge, under the circumstances above stated, was one of the great enterprises of the day. It is believed