



Kentucky River

One of the peculiarities of this structure is that the piers and span are pinned together, no provision whatever being made for expansion and contraction. In proportioning the piers, however, they were considered to be vertical only at 60° temperature. At 150° each pier will be bent outwards, and when in this condition it was assumed that a train weighing 1,125 tons would come to rest on it from a high speed, with the brakes all down and the wheels sliding. The extra strains from temperature and moving train having been determined, the necessary sections to meet them were added to the normal sections of the pier. One other fact revealed by the test is too significant to be passed without notice. To avoid ambiguity in the strains at the hinging points, both of the web systems are consolidated into one member at the point of contraflexure and separated again after the hinge is passed. See fig. 2.

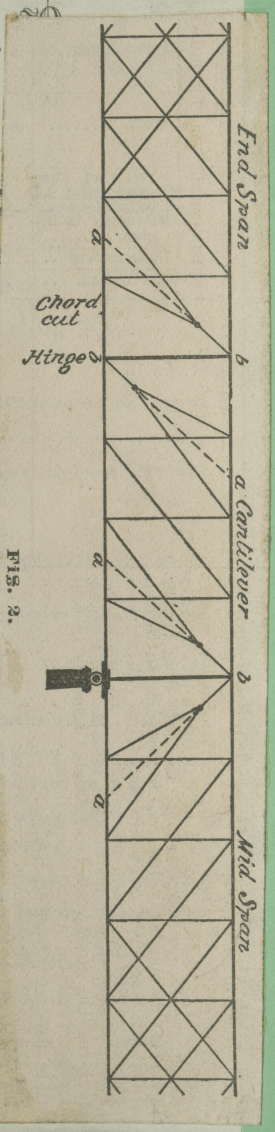


FIG. 2.

- No. 6. Pier No. 1.—End view, from Old
- No. 7. Pier No. 1.—Side view, from Roa
- No. 8. Span No. 1.—Half of Span No. 2
- No. 9. Span No. 3 (south side) in course
- No. 10. Half of Bridge (north side) and b
- No. 11. Perspective view looking through
- No. 12. Showing progress of construction mouth of Dix River.
- No. 13. Perspective view of Bridge from
- No. 14. Looking through interior of Brid

VI.

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