

Visitors Frequent Caisson Chamber On Floor Of Ohio River—Work To Be Completed December 1

(By Sylvia Ragon)

EDITOR'S NOTE—The facts for the story below were secured personally by Miss Ragon, for the exclusive use of The Evening News. The writer of the story is said to have been the second woman in the history of the company to have entered a Caisson Chamber. The first woman was the late Miss Edith Smith of Lawrenceburg, Ind., who visited a chamber several years ago. Miss Ragon was taken over the construction work and into the Caisson chamber by L. E. Goerder, local manager and G. W. Smith, air superintendent.

Anchored in the water of the Ohio river, unassuming and steadily progressing in the work of laying the foundation upon which the structure of a great traffic bridge across the Ohio river from Jeffersonville is to rise, few who behold the barges and construction site of the Vang Construction Company of Pittsburgh, Pa., and Cumberland, Md., are aware of the greatness of the work that is going on before the residents of the cities fronting on the river.

Building of bridges is not a new event in the life of this community, but building bridges under the present knowledge of science and architecture, is a new feature which few are so fortunate as to come in close contact to the actual task of construction. As the boats of the river carry men from shore to shore, it is seldom thought of and perhaps in many cases unknown to those who gaze at the scaffolds and construction process that far beneath the surface of the water, a spot where few men tread, a foreman and crew of nine men may be laboring in a chamber on the river bottom making ready to construct a foundation upon which a pier of the new Ohio river bridge is to rise.

Plans and pictures of the completed structure have aroused the interest of the three falls cities, as it has state and nation wide interest. The advantages of economic enterprise by this new feat of engineering, is being anticipated deeply in the hearts of the communities so close to the structural making. However, few, other than those engaged in the actual construction process of the bridge have the pleasure of witnessing first hand the actual process of labor that goes into the program outlined by the expertness of science and architecture.

While the future will bring tales of the beauty of the completed structure, and the importance of the construction thereof, the present deals with the beginning of the story, and brings to view the work in which the officials of the company and workmen are now engaged.

Eight weeks ago, the Vang Construction Company, after being awarded the contract for the construction of the piers, brought their apparatus to Jeffersonville and launched upon the task. Little was said of the actual beginning, however, when a great steel structure to form the frame work of the caisson was

displaced by air pressure that the greatest lure, at least for some, of the bridge construction may be found. Feats of aviation are prone to call forth enthusiasm, and interest of the universe, but the thrills of soaring through the air up among the clouds, is a privilege becoming common to the populace, but the experience of descending gradually through the ladder of a steel shaft to the chamber on the bed of a great river and to behold the actual work of building a bridge pier, is one of the few pleasures that the experience of a life offers.

"Sand Hogs," workmen who are engaged in preparing the chamber for sealing by cement, are accustomed to the entrance of the engineers and heads of the Company who come frequently into their chamber. They are further accustomed to the occasional entrance of those who desire to view the work first hand, however, the entrance of a woman into the caisson chamber proves a just excuse for the workmen to pause and lend information upon request, as to the work in which they are engaged, and as to the mysterious chamber in which the "hogs" are the supreme rulers.

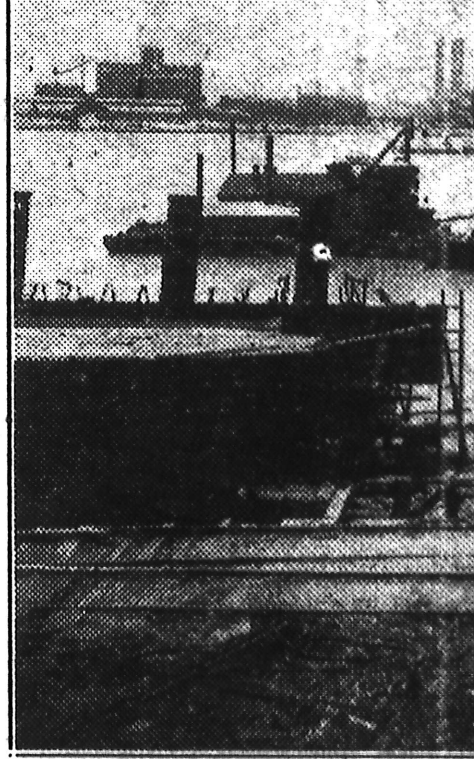
The work of "Sand Hogs" embraces the sturdiness of manhood and the strength of a Samson. "We have many men who come to us for work," said George W. Smith, air superintendent, "but we have few who are willing to enter the chamber for labor."

The chamber of Caisson 5 is 23 by 36 feet and 6 feet from the cutting edge to the roof. The caisson and shafts are lighted by electricity, the electricity being brought into the chamber from two different sources to assure light at all times. The bottom of the caisson around the edge of the rock is sealed by the aid of huge mud bags. In sinking the caisson for Pier No. 5, Mr. Smith, was successful in locating a natural keyway where the floor is well adapted and naturally level. This is an unusual occurrence, because, according to heads of the company, it is usually necessary to excavate in the process of locating a caisson and blasting of rock is the most usual process, Mr. Smith said.

"Sand Hogs," engaged in the caisson chambers, work seven and a half hours, with one half hour for lunch. The working day of a "Sand Hog," however, is not as the ordinary working day of a laborer. Two three-hour and forty-five minute shifts fill the program of a Sand Hog's day. Men go into the chamber at 8 o'clock, for example, come out at 11:45, return at 12:15 and work until 4 o'clock. Twenty-four hour shifts are maintained on the company's program. During the half hour break in the day, the "Hogs" are brought to the surface and given a period of relaxation and rest.

Atmosphere Is Frigid

The ascension from the chamber to the scaffold top of the shaft gives one the experience of plunging from



View of the construction Construction Company. Sc

SCOUT MESS HALL FUND

The regrets of Boy Scouts, as they stood about the ashes of their mess hall that burned early Sunday morning, were voiced by the entire community Sunday and Monday. The financial loss, to the George Rogers Clark Area of Boy Scouts, is of course, a great handicap, and the loss of the mess hall, likewise hampers the opportunity for carrying out the Scout Camping program.

However, with the true optimism that Scouting teaches, boys and those interested in the movement, many have agreed to lend a hand, and with twenty-five men on the job today, beginning the reconstruction work, it is hoped that by the end of the week, the mess hall will have been completed.

Citizens of the city are asked, to join forces and to aid in whatever way they can to re-establish the camp site as it was before the disaster of Sunday morning. A number of citizens today expressed a desire to aid the Scouts in the replacement of this mess hall, and upon request, The Evening News has undertaken the task of aiding the Scouts in raising the replacement fund.

The fund is to be known as the "Scout Mess Hall Fund" and all contributions are to be submitted to the Evening News office, where they will, in turn, be paid to the treasurer of the Boy Scout Fund. Contributions will be published from day to day in The Evening News. The following contributions are reported:
Dr. J. H. Baldwin \$25
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