

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 slid out into the water and was sunk to the bottom of the river, enthusiasm from those who are close to the site of construction began to spread.

Caissons as described by those in charge of the construction work are the foundations of piers. The structure does not become a pier until the process of work from the foundation to the floor of the bridge span has been completed.

Pier Begins On Land

The actual construction of the pier does not begin then in the water as one might think but the box and steel frame is made on the Indiana shore. When the structure is completed to a certain stage the frame is launched into the river, towed to the proper position and sunk into the water and finally to the floor of the river. The work of clearing the chamber within the box which is kept dry through the use of compressed air, then begins. Rock as it lays in its natural formation on the river floor is cleaned, scraped and washed. Water then, brought into the chamber through the hose, mud and loose rock scraped from the floor of the permanent formation is lifted by large steel buckets to the surface of the excavation shaft and returned to the river outside the chamber.

Steel used in constructing the caissons is fabricated by the St. Louis Structural Steel Company at St. Louis. The fabricated product is sent to the Indiana shore where the first construction process of the building of the caisson begins.

Pier No. 1 is to be on the Louisville shore. Piers 2, 3, 4, 5, 6, 7, are in the river and Pier No. 8 is on the Jeffersonville side. Both land caissons are of concrete structure, the remaining piers are of steel with concrete foundation. Caisson for Pier No. 7, is already sunk, the chamber sealed and the foundation laid. Caisson No. 5 was completed Friday afternoon. Caisson for Pier No. 4 was placed Wednesday, and excavation begun Friday night for the preparing of the chamber and the filling with concrete.

All piers are of concrete foundation or footing. The part above the footing is to be made of granite facing backed with concrete.

Entrance into the chamber of Number 5, the caisson chamber in which the writer was privileged to go, must be through a 36-inch shaft. The top of the shaft is fifty feet above the surface of the water and is a round steel tunnel-like structure protruding into the chamber of the caisson. Two stages of descent into the chamber are necessary in order to accustom the entrant to the air that he is to breathe in the compressed atmosphere where the temperature ranges 100 to 105 degrees. And it is within the chamber twenty-one feet beneath the surface of the water, where the water of the river has been

rest. **Atmosphere Is Frigid**
The ascension from the chamber to the scaffold top of the shaft gives one the experience of plunging from the depths of heat into an atmosphere that is almost frigid when it strikes the body. Degrees of temperature are administered on leaving the chamber as they are on descending to the chamber. When the top of the shaft is reached heavy coats are used by those who have left the chamber.

Entrance into the chamber requires a round ladder climb of about 100 feet. The first climb from the surface of the water to the top of the shaft is a distance of thirty feet over the river. The top of the caisson on Pier No. 5 is fifteen feet below the surface of the water and the chamber floor is six feet below the chamber top.

Three shafts lead to the chamber. Each end shaft is used for excavating purposes, the middle shaft being used exclusively for transportation of supervisors and workmen.

When the working day of "Sand Hogs," is completed, they are taken ashore in boats to the "Hog House," where hot and cold shower baths are maintained for the use of the workmen. In the house a wood stove containing two huge pots of boiling coffee is to be found at all times for the men who return from the caisson chamber. The workmen are advised to avail themselves of the baths, and also to drink coffee following their return from the chamber, as a precaution from contracting cold.

The entire mechanical apparatus used in the construction work is erected on large steel barges which are anchored at the site of the sunken frame. Steam boilers furnish the air forced into the chamber at the rate of sixteen pounds per minute. Apparatus for the manufacture of electricity used in the shafts and chamber is also contained on the machinery barge.

Among those in charge of the more than 135 men engaged in the beginning construction work of the Piers are: J. M. Flick, superintendent; L. E. Goerder, local manager and G. W. Smith, air superintendent; W. E. Brown, chief engineer and L. G. White, office manager, all representing the Vang Company and G. Glennon Melville, resident engineer for Modjeska and Masters, architects and engineers.

While the contract of the construction work, extends time for the completion to May 1929, the Vang Construction Company expects to complete the work December 1. Working under many handicaps of high water and other hazards threatening the advancement of the work, the progress has been notable and thus far successful.

The Company has brought an opening for many laborers from Jeffersonville and this vicinity, and the assurance of employment through the construction project has served as an economic aid in this community. With the completion of the last stone work on the piers now rising rapidly from the depths of the river floor, the first

News Black Sox Journey To wood, Ky., S

The vastly improved Eastern baseball team will journey to Louisville, Ky., tomorrow in confident of adding another to the ever growing victory tally. The team, materially strengthened by the addition of Bob Akers, John Kennel and Bris Combs, the latter two are ready to give the little town an exhibition of baseball that should bring home the championship. The local team is now in the offing for a local team and the defeat is improved. With proper preparation and behind the plate, the papermen can rank with the best teams in Southern Indiana and Eastern Kentucky.

A slight change will be made in the News lineup Sunday as one of the new men has been added to the Louisville team to work. This leaves the infield which is now filled by Ken Raney, versus the local team. Raney will move over to shortstop, and the old position at shortstop, will move over to second, Akers will cavort at the initial position, which gives the Sox a powerful lineup which coupled with a strong pitcher makes an almost unbeatable team. H. McGregor will do the work against the Eastwood team. Bob Lambert working the plate.

The local team will leave Wall street and Court street at 11:45 ready to make the journey to Louisville. All players requested to report on time.

CITY COUNCIL TO AWARD CONTRACT

A special meeting of the Louisville City Council has been called for 7:30 o'clock Monday night in the city hall, when contracts are to be awarded for the improvement of Pratt and Locust streets.

The Board of County Commissioners met in a special session to receive bids for installation of electric lighting system and fixtures and equipment for the court house. The lighting contract was the only one awarded to a Republican.

Important steps of the construction of the new structure will be complete. The assurance of the anticipated realization will then doubtless become a reality to those who have looked forward to the progress and that it may bring in the