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THE PARK AVENUE IMPROVEMENT IN NEW YORK.

We have already given our readers a description of the Park Avenue improvement in this city, an undertaking now in full progress, and of which we present a view, the reproduction of a photograph taken on the site of operations. The improvement contemplates the removal of the four lines of railroad track used by the three great railroad companies, the New York Central, the New Haven, and the New York and Harlem Companies, whose lines end at the Grand Central Station in this city. These tracks are to be removed from the surface and placed on an elevated structure, which will span the center of the roadway. The street is 140 feet wide and the elevation of the tracks will restore to it a central area nearly 60 feet wide.

Our view, taken just below 125th Street, shows a very characteristic portion of the work. In the foreground are seen two panels or longitudinal elements of the structure almost completed. Running lengthwise of the structure are the side plate girders, 7 feet 2 inches deep and 65 feet long. These are carried on columns at the side and transverse lattice girders extend across the street, and at the center of each transverse girder a central column is eventually to be placed. But as it is impossible to put in the foundations of this column without interfering with the running of trains upon the old tracks, temporary wooden trusses are placed across the line, and these support the center of the transverse trussing, leaving all clear for the four tracks below. When the trains are transferred to the deck of the new elevated structure, the central columns will be put in place and the wooden trusses will be re-



PROFESSOR GEORGE H. WILLIAMS.

moved. The wooden trusses are shown very clearly in the foreground of the cut in position under the steel trusses. They constitute a peculiar form of falsework. In the distance a long series of them are seen filling up the avenue, and in the background the tower of the drawbridge now in use is seen. This will in due time be removed and supplanted by the great high level four track drawbridge which forms one of the most important links in the system.

The planking seen stretching across the span will be replaced by a box girder floor, as it may be termed, which acts as a solid trussing and flooring at once. This system, termed the solid floor system, has been extensively used on the New York Central road.

Far in the background is seen the rider spanning the work. This is a species of traveling crane used for putting the pieces in position.

For further details of the work we refer our readers to our issue of April 28, 1894.

GEORGE HUNTINGTON WILLIAMS.

"Geology has lost its brightest star" was the true but sad message of condolence that flashed over the wires early last summer to comfort the sorrowing hearts of the family of one of the youngest and ablest of American geologists. The years of his life were few in number, but counted by what he accomplished, they seem like generations, for they are rich in results.

George Huntington Williams was born in Utica, N. Y., on January 28, 1856. He was the eldest son of Robert S. Williams, now president of the Oneida National Bank, and received his early education at the public schools and free academy of his native (Continued on page 343.)



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