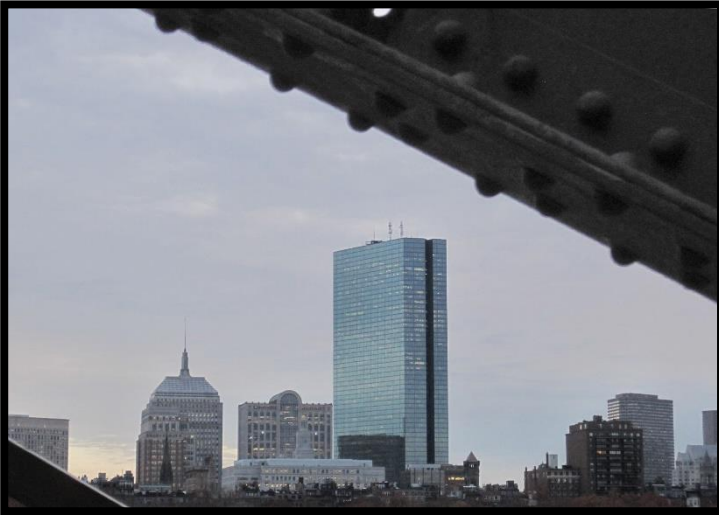


Job site tour of the Longfellow Bridge Rehabilitation Project

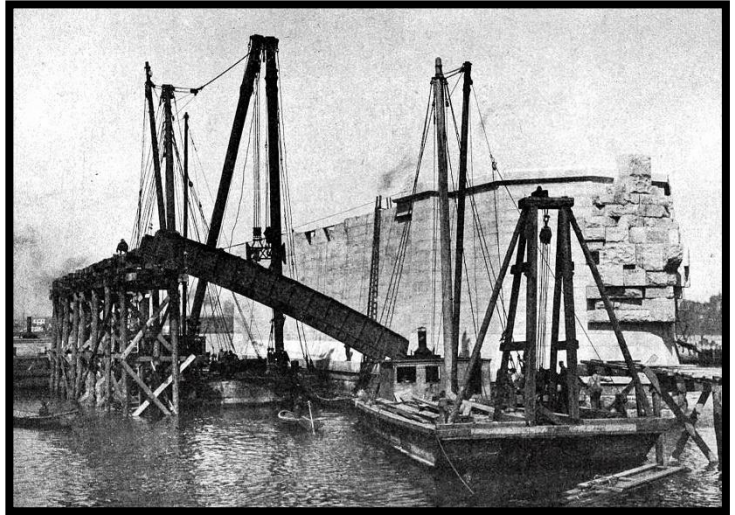
Project website: [Longfellow Bridge, Massachusetts Department of Transportation](#)

Archival photos and text: [Report of the Cambridge Bridge Commission and Report of the Chief Engineer, 1909](#)

Job site photos: Vern Mesler and Nan Jackson (November 2014)



John Hancock Tower and Boston skyline viewed from under a steel arch rib of the Longfellow Bridge



"Lighter placing section of steel arch rib, plate 13" CBC archival photo



"Each arch span consists of twelve two-hinge, steel arch ribs, of plate girder section, varying in depth" CBC



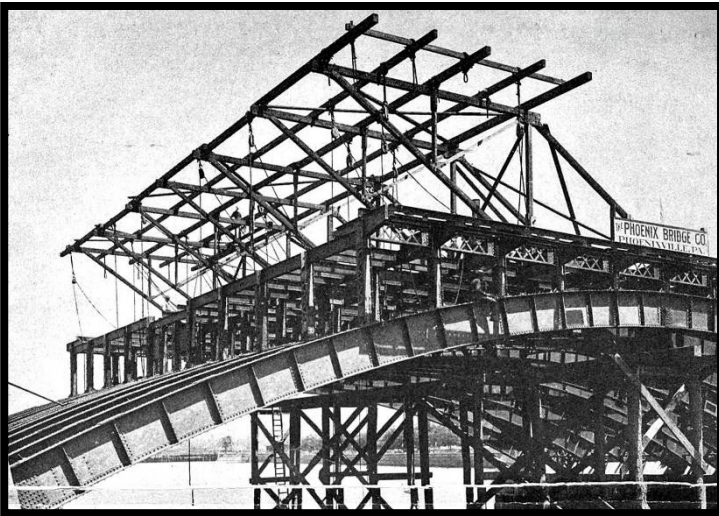
"The ribs are braced transversely by lattice struts and diagonal rods, and are supported on 264 cast steel shoes weighing approximately two tons each" CBC



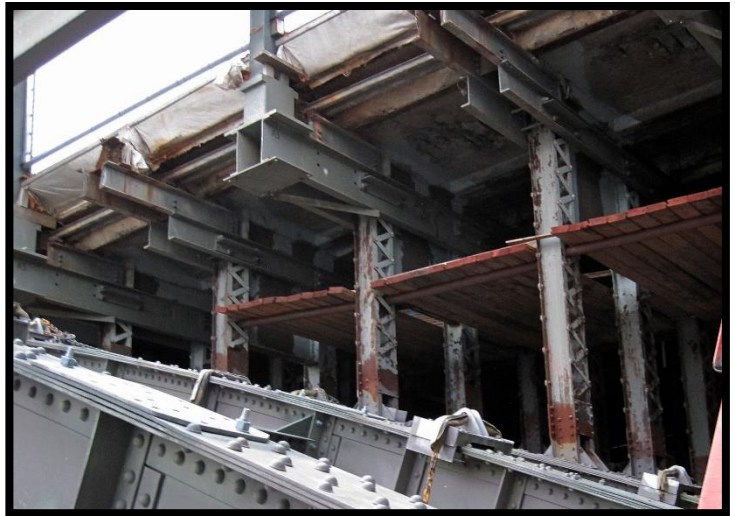
Vern Mesler (Iron & Steel Preservation) and Patrick L. Blais (White/Skanska/Consigli) review rehabilitation work on the Longfellow Bridge



Nan Jackson (Lansing Community College, Professor of Mathematics) and Patrick L. Blais



"The roadway is carried by vertical posts which rest upon the top flanges of the ribs." CBC archival photo. Note the Phoenix Bridge Co sign.



Vertical posts scheduled for rehabilitation/replication



Replicated vertical posts for the Longfellow Bridge Project at Atlantic Bridge & Engineering. (Cianbro Fabrication & Coatings are also replicating rivet assemblies for the Longfellow Bridge Project.)



Hydraulic riveter positioned to drive heated rivet on a vertical post at Atlantic. Imported and retrofitted by Steve Howell, Ballard Forge, Seattle, Washington



Employee at Atlantic prepares to heat a rivet. Rivets were produced at Chicago Fasteners to ASTM Standard Specification for Rivets, Steel, Structural, A502-03



Patrick L. Blais, Vern Mesler, Ken S. Koza (Production Manager) and Paul Ladakakos (Project Manager), Atlantic Bridge & Engineering, Candia, NH