



Bridge Engineering; A Brief History of This Constructive Art from the Earliest Times to the Present Day

Henry Grattan Tyrrell

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This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1911 Excerpt: ... the river, and is really two half spans of 3Q5j4 feet, with a clear distance between shore abutments of 629 feet. A single pier was believed to offer less obstruction to ice than two piers as ordinarily used, and was therefore adopted. The pier is of stone 18 feet thick at the floor level, and is surmounted with ornamental cast iron towers. Each column has four standards bolted to the piers and they are connected at the top with open cast iron girders. The clear width is 11 feet, the chains being placed a greater distance apart over the tower than at the abutments. The floor and tower top are 6 and 63 feet respectively above high water. The chains which rest on a saddle with rollers, are steel links by 1 inch, 21 feet long, with heads and 3-inch pins. The floor is supported by cast iron girders, 21 feet apart, suspended by wrought iron rods from the cables, and two continuous stiffening trusses add rigidity. The river banks are low, requiring twenty steps leading up to the deck at each end. The cost of the whole bridge was 18,500 pounds sterling. Mr. Ordish and Col. G. Collyer also designed and built a rigid suspension bridge on the Ordish plan at Singapore, capital of the Straits Settlements, on the island of the same name. It has a span of 200 feet, a roadway 21 feet wide, and two sidewalks with wooden floor, and a total width of 31 feet. The stone piers extend up to the road level and the stiffening girders are 4 feet deep and 21 feet apart. 308. In 1840 Col. Charles Ellet made an offer to bridge the Ohio river at Cincinnati with a 1,400-foot suspension, 112 feet above the water, and he made a similar proposal in 1849. In 1846 John Roebling reported on a proposed bridge at the site, with a span of 1,057 feet as finally built, but his first plan had a to...

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