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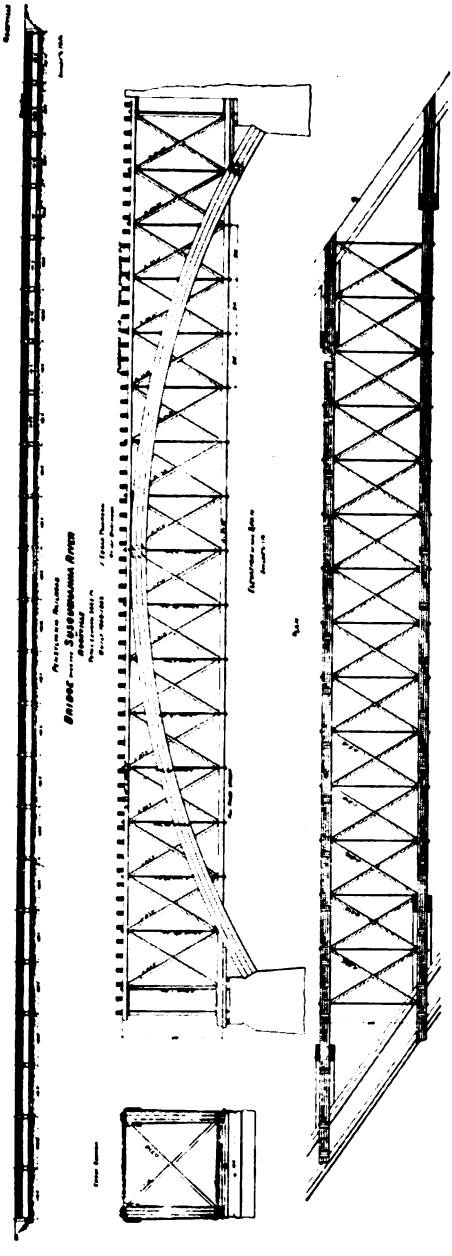

Fig. 133 - 16.

Long about 1830. Details are given showing the framing at the ends of the members. The construction is simple with iron not a necessary part, as connections were made by wooden keys and treenails. The arch braces are a conspicuous feature, with their wedge adjustments.

In 1804 to 1806 Theodore Burr built the arch bridge in five spans over the Delaware River at Trenton shown in the upper elevation in Fig. 133-13. This bridge was remodelled in 1848, and one side strengthened to carry a railroad track, and in 1869 it was again strengthened, as shown in the lower elevation.

In Fig. 133-14 is shown the bridge built at Harper's Ferry in 1836 by Lewis Wernwag from design by Benjamin H. Latrobe,

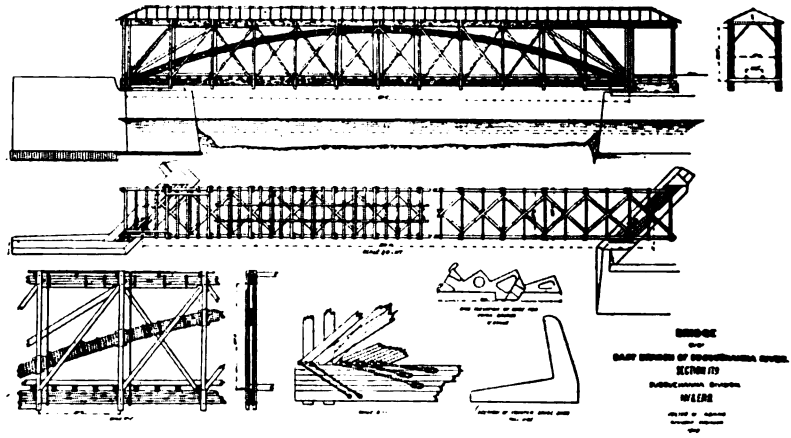

Fig. 133 - 17.

Baltimore. The inclined struts are noticeable, with the cast iron abutment shoes. It was a half through bridge with curves at each end.

Fig. 133-15 shows a magnificent piece of timber arch construction, the Cascade Glen Arch, built on the Delaware Division, N. Y. & Erie R. R. in 1848, by Julius W. Adams, Past President Am. Soc. C. E., then Resident Engineer, for many years a resident of Brooklyn. The span is 275 ft. and rise 45 ft.

Fig. 133-16. Bridge over the Susquehanna River at Rockville, Pa., on the Pennsylvania R. R. in 1848-1849. J. Edgar Thompson, Chief Engineer. The bridge is of the arched Howe truss type, with 23 spans, total length 3682 ft.

Fig. 133-17. Bridge built in 1849 over the East Branch of