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NOT WITH STANDING THE SUPERANNATED DETAILS, AND EVEN REGARDLESS OF THE METHOD OF CARRYING THE FLOOR DIRECTLY UPON THE BARS OF THE BOTTOM CHORD. I SHOULD MENTION THAT ORIGINALLY, THERE WERE NO CROSSTIES OR REGULAR STRINGERS IN THIS FLOOR, BUT THE RAIL WAS SPIKED DIRECT TO FLAT AND LONGITUDINAL STRINGERS, WHICH RESTED ON THE WOODEN CROSS BEAMS.

I ALSO SEND YOU STRAIN SHEETS AND TABULATED CALCULATIONS OF THE MEMBERS OF THIS STRUCTURE UPON THE ORIGINAL ASSUMPTION OF 3400 LBS. UNIFORM <sup>Dead</sup> "LIVE LOAD" AND 3000 LBS. <sup>Live</sup> "DEAD LOAD". ALSO UPON 2 TEN-WHEEL ENGINE LOADS, FOLLOWED BY 2000 LBS. PER LINIAL FOOT OF TRAIN LOAD AND 3400 LBS. "DEAD LOAD", THE INCREASE OF 400 LBS. BEING FOR THE CHANGE IN THE FLOOR SYSTEM ABOVE ALLUDED.TO. ALSO A CALCULATION OF THE MEMBERS UPON THE BASIS OF 2 CONSOLIDATION ENGINES, FOLLOWED BY 2000 LBS. TRAIN LOAD AND WITH AN ASSUMED "DEAD LOAD" OF 3400 LBS. PER FOOT OF BRIDGE. YOU WILL FIND THAT NONE OF THE MEMBERS ARE STRAINED TO ANY ALARMING EXTENT IN ANY OF THE ABOVE ASSUMPTIONS OF LOADS.

FOR MORE DETAILED INFORMATION REGARDING THIS BRIDGE, I WOULD REFER YOU TO AN ARTICLE PUBLISHED IN 1867 OR 1868 BY J.M.WILSON IN THE TRANSACTIONS OF THE FRANKLIN INSTITUTE. THIS BRIDGE WAS THE FIRST IRON RAILROAD BRIDGE ON EITHER THE MISSISSIPPI, MISSOURI, OR OHIO RIVERS. I LOCATED THE BRIDGE SITE AND POSITION OF THE PIERS MYSELF IN 1861 AND 1862, AND BUILT THE MASONRY, BUT DID NOT REMAIN WITH THE COMPANY LONG ENOUGH TO BE PRESENT DURING THE ERECTION.

I WOULD BE GLAD TO HAVE YOU RETURN TO ME THE FOUR SHEETS WITH THE STRAIN SHEET AND CALCULATIONS.

YOURS RESPECTFULLY, *M. J. Becker*