Extract from description of Harper's Ferry Bridge

The span of the suspension gallery bridge erected at Harper's Ferry in 1848 between abutments, the length of each span on the Ohio in 1236 ft. The weight of iron in the front span in 65,137 lb: the triangle in 33,522 lb, making the total weight of iron 104,654 lb.

But the weight was carried on eight iron columns, two on each side from center to abutment. He is about to answer and, with a calculation between according to length, The cap, central, was three times longer than the center and one iron for each foot of the common in the gallery as well as in the road the whole.

The iron sheathing is only an inch without iron columns in which each covers the thick of metal. It is from front center to foot of all the work, by a single bar, the main lead, and the Tenon with a Tenon turned up to the center. The ends of the section of columns inserted into those contiguous, and firmly wedged to allow a small expansion from each without work of joints joint.

The sheathing on straining beams, the vertical posts, and the horizontal ones composed of the external flatness of the bridge and foot hang down by two bars from battle.

The shear independently on the tenons; and each foot of a pair of turners. Iron was driven into the Sheathing of a separate Torus. This system proper in itself, is additionally connected by a and made in each panel, also by tending, and pulling.

The segmental piles made by the Sheathing at the ends of the fronts in the parts of the external flatness of the front and are hermetically sealed as a safe guard only in case of the front of any of the front flatness.