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Improved Bridge.

Public works, such as railroads, bridges, etc., naturally excite an interest in the public mind, and call attention in proportion to the magnitude and utility of the work in question. Any structure which serves the public convenience and guards the lives and property of our citizens, is watched with feelings commensurate with its novelty, magnitude, and utility.

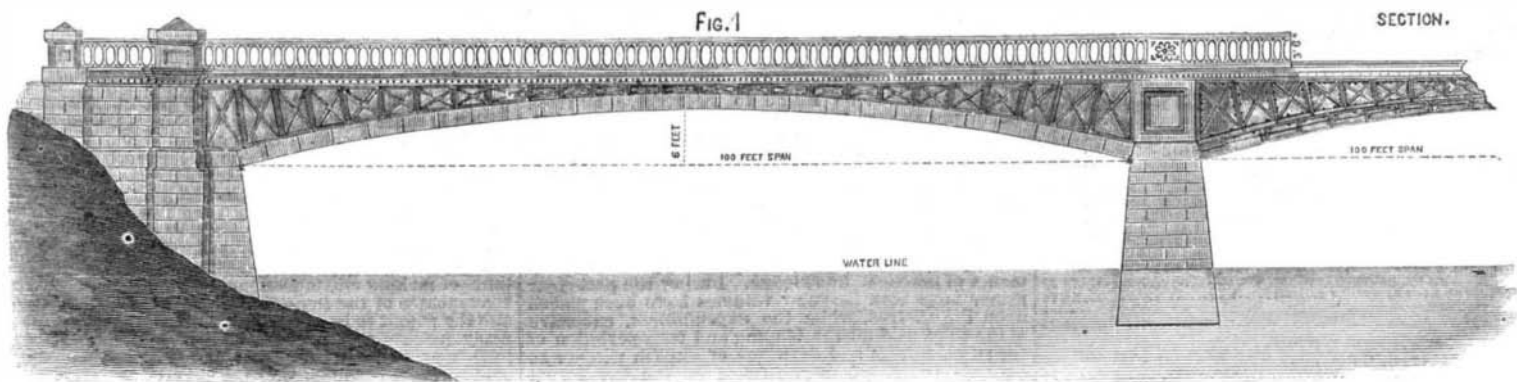
The application of iron, either cast or wrought, in

The improvement which is represented in the annexed engravings, consists in combining together a number of cast-iron boxes, banded together and filled with concrete, making a homogeneous mass, and so placing it together as to gain the greatest amount of strength from a given quantity of material.

It is claimed for this method of construction that it has greater strength, that a longer span can be made with continued safety, and at less cost than

iron, if properly braced, can be built on to almost any extent before it can be crushed. So, in the construction of this mode of bridge building, the parts are so arranged that every portion of it is completely braced and kept in place, making it the strongest construction in which iron can be used.

This bridge was patented by Rembrandt Lockwood, No. 293 Broadway, New York, on December 5, 1865. Patents have also been secured through the



LOCKWOOD'S COMBINATION BRIDGE.

the construction of bridges, is comparatively of modern date. The first structure of the kind was a cast-iron bridge over the river Severn, near Coalbrook Dale, Eng. This bridge was built by Darby, and consisted of ribs of cast iron supporting spandrel pieces of the same material, having a span of 100 feet. The work, at the time, was considered successful.

Rennie, a celebrated English engineer, built an iron bridge over the river Witham, at Boston, in Lincolnshire, England, of 100 feet span, with a rise or versed sine of only 4 feet. The same engineer also constructed, in 1819, a large bridge over the river Thames, known as the Southwark Bridge, consisting of three arches, all segments of a circle—the center one being 240 feet, and two side ones of 210 feet, each arch consisting of eight ribs of fifteen pieces each and tied by transverse braces, etc. Since that time numerous bridges have been built both of wrought and cast iron.

During the erection of the early iron bridges, and since that time, one great defect was found in all compound structures of wrought and cast iron, and points directly to the superiority of homogeneous structures. This defect consists in the difficulty of making wrought and cast iron act equally together in bearing the load. The strength of cast iron depends upon its rigidity and power to resist compression, while wrought iron, in the form of truss rods, etc., is intended to act by the application of tensile strength. It is therefore indispensable that the adjustment of the length of the bars during all the changes of temperature shall be strictly preserved—a condition physically impracticable by any known arrangement.

that of any other kind of iron bridge known. Its simplicity and comparatively small cost and ease of construction must commend it to every one. Fig. 1 represents an elevation and section of a bridge of a 100-foot span; Fig. 2 a perspective view of some of the boxes showing the mode of fastening; Fig. 3

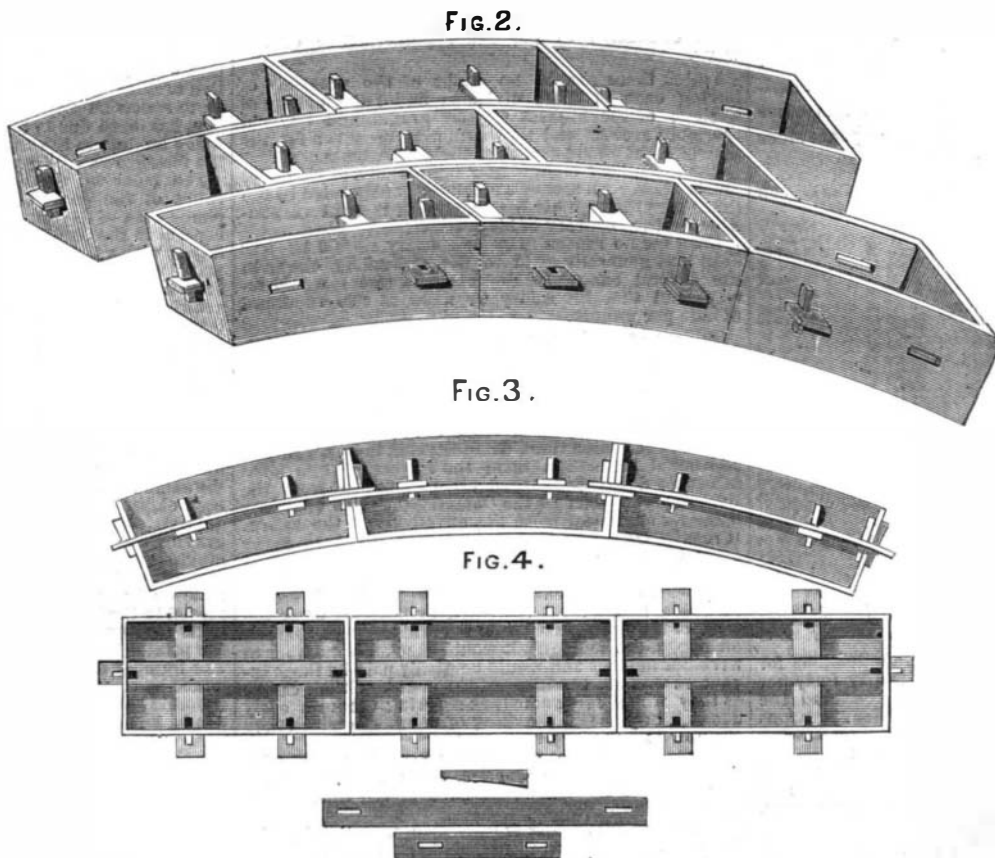
Scientific American Patent Agency in France, Belgium, and Great Britain.

Copper Ore Roasting—Sulphuric Acid.

We extract the following from an able lecture delivered before the Scottish Royal Society of Arts, by Dr. Stevenson MacAdam:—

“The large amount of sulphur which is burned off from metallic ores in Swansea and elsewhere, and which escapes into the atmosphere as sulphurous acid, and thereafter becomes, in part at least, sulphuric acid, has recently called forth the attention of scientific and practical men. In the neighborhood of works discharging such sulphurous smoke the ground is barren, scarcely any vegetation can be seen for miles, and even high chimney stacks are of little avail, as they merely carry away the sulphurous smoke, and distribute it over a wider and much more distant area.

One extensive firm of copper melters discharge in this manner into the atmosphere about 1,000 tons of sulphuric acid every week, and it is estimated that annually there are burned off from



shows a section of three boxes; Fig. 3 shows a plan of the same with the straps keys, etc.

Haswell, in his work on “Engineering and Mechanics,” page 276, states that cast-iron gun metal will bear a compression of 105,000 lbs. to the square inch, while wrought iron begins to yield at 40,000 lbs. Now to crush cast iron (taking the above figures) it would take a column of over six miles. So that cast

the copper ores worked in Swansea about 70,000 tons of sulphur, of the value of £455,000, and which might produce no less than upwards of 210,000 tons of sulphuric acid, of the strength of oil of vitriol. Many of the manufactories of sulphuric acid have begun to use the copper ore as a source of sulphur, and thereafter hand over the roasted ore to the copper smelter at Swansea. The ore is obtained in large

