

ments, I find he wrote as follows [*italics are his own*]:

‘Trains of more than 200 tons weight will only cross the bridge experimentally, or at any rate but very seldom. Add to this a number of teams and persons on both floors, weighing in all about 50 tons, and we have a total weight of 250 tons, to which the bridge will be *occasionally* subjected. Ordinary passing loads are within this figure.”

The experimental train passed over on March 18th, 1855, was especially prepared to cover the entire bridge, and was estimated to weigh 326 tons. This train consisted of twenty fully-loaded freight cars, pushed by a 26-ton engine. The load of 470 tons assumed by Mr. Wasell as the maximum load on the railway track, is almost equal to a train of locomotives, and is simply preposterous. If ever such a load *has* been taken across the bridge, it has been done surreptitiously, and with a design to injure it.

With regard to loads on the carriage-way, it is difficult to say how small they really are. The erection of the Clifton bridge took away nearly half the travel on this floor of the bridge; so that it is literally true that the “solitary horseman” is now the rule instead of the exception, as formerly.

To establish his assumption on this point, Mr. Wasell finds it necessary to pack the lower floor with people, next to subject them to a freezing temperature of 20 degrees below zero; and at last to blow upon them with a wind of sufficient force, to hurl them, and the locomotive over their heads, into the river below. The greatest load that was ever put upon the bridge to my knowledge, was 360 tons.\* Assuming

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\* This was when the lower floor was packed full of spectators to view the spectacle of Blondin crossing the chasm on his rope. The crowding was allowed once or twice only, and was then stopped.