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This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1909 Excerpt: ...compressive stress of 8.0 + 0.8 X 4.1 =-11.28. A 3 by 3 by f-inch angle with an area of 2.11 square inches and a least radius of gyration of 0.91 will be assumed. In this case the unit-stress is 7 160, and the area required is 1.58 square inches. The required area is considerably less than the area of the angle assumed; but it must be used, since it is the smallest allowed by the Specifications, which require that the material shall not be less than f-inch, and from Table XXI it is seen that 3 inches is the smallest size leg in which a i-inch rivet can be used. The stresses in all the members of the lower lateral system are less than the stresses in the member just designed, and therefore all members of the lower lateral system will be made of one 3 by 3 by f-inch angle. For the last member designed in the upper lateral system, and for all members in the lower lateral system, 3 shop or 5 field rivets will be required at the ends. These are more than sufficient to take up the stress, but it has been found that less than three rivets do not make a gocxl joint. The stress sheet, Plate 11, shows the general arrangement of the lateral system, the number of rivets in the connections and also in the connection plates where they join the flanges. The intermediate cross-frames do not lend themselves to a theoretical design, since the stresses which come upon them are not easily ascertained. It is good practice to require that all members be of the sizes as given below: The angles in the intermediate cross-frames will therefore be 3V by 3£ by f-inch. The end cross-frames (see Fig. 154) act in a manner somewhat similar to the portal bracing in a bridge, smce they transfer all the wind which comes on the top chord and on the train to the abutment. This load, which...

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