Engineers, above referred to, recommends 10,000 pounds per inch as the maximum for wrought-iron in tension in railroad bridges. For highway bridges a unit strain of 15,000 pounds per square inch is often allowed. A very common clause in a specification is that the factor of safety shall be four, five, or six, as the case may be, meaning by this that the actual load shall not exceed one-fourth, one-fifth, or one-sixth part of the breaking-load. It is a little unfortunate that this term, factor of safety, has found its way into use just as it has; for it by no means indicates what is intended, or what it is supposed to. The true margin for safety is not the difference between the working-strain and the breaking-strain, but between the working-strain and that strain which will in any way unfit the material for use. Now,