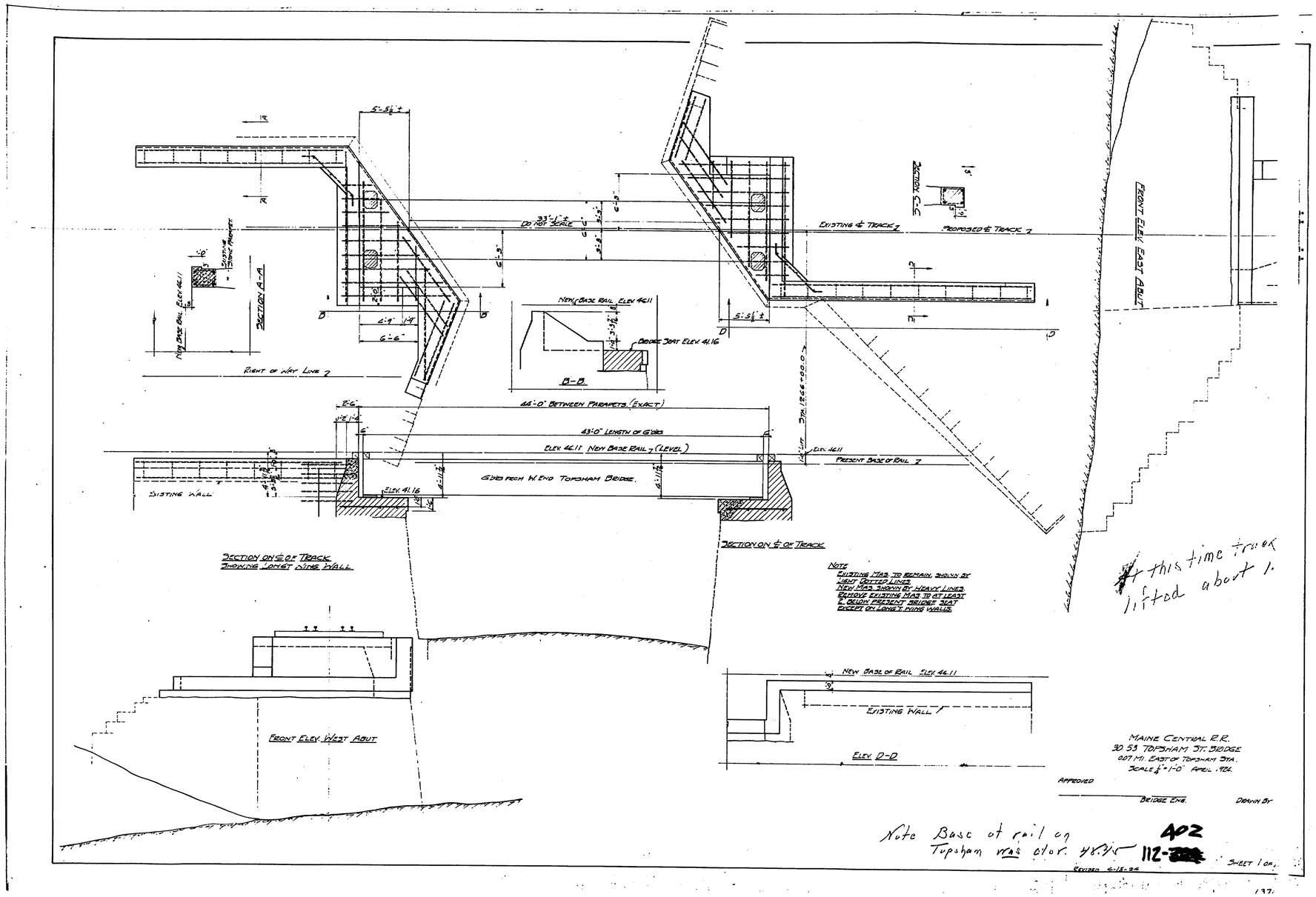


At this time track lifted about 1.

Note Base of rail on Topsham was elev. 48.45

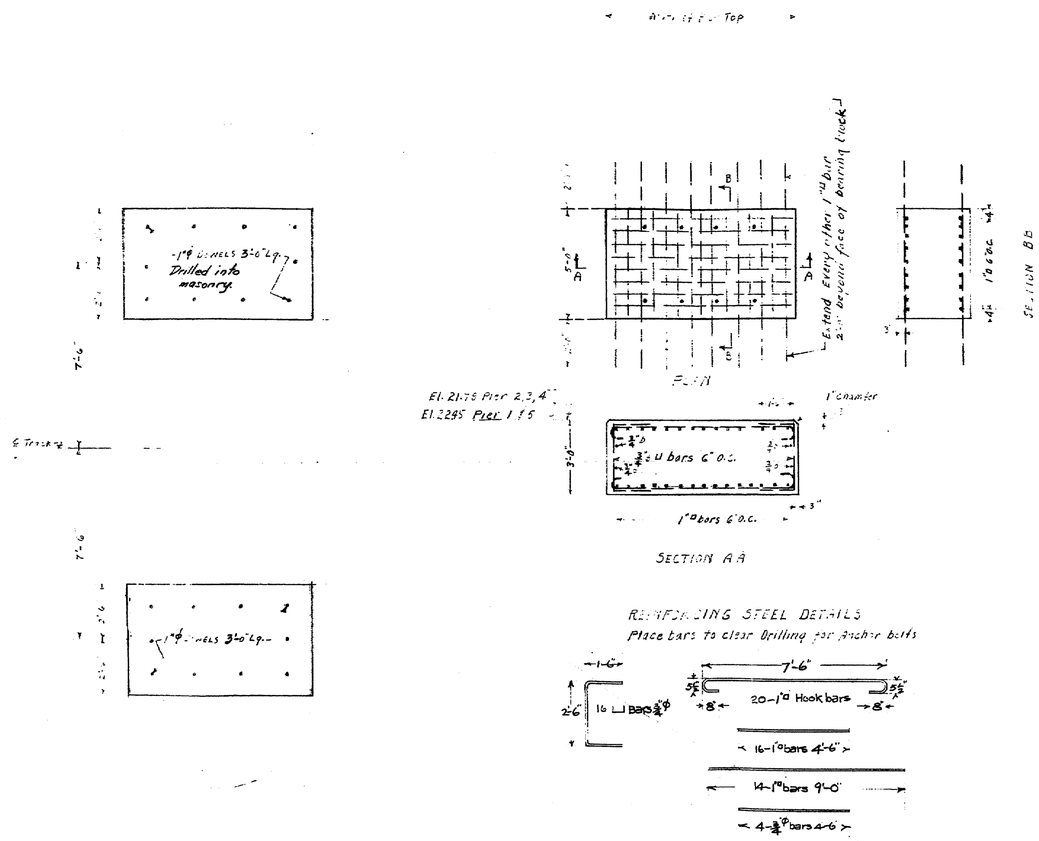
402

112-[redacted]

REVISED 4-15-24

SHEET 1 OF 1

137



112-403

MASONRY BEARING BLOCK DETAILS

MAINE CENTRAL RAILROAD
PORTLAND DIVISION MAIN LINE LOWER ROAD
Variation Section No. 1
BRIDGE No. 30.22 TOPSHAM BRIDGE
1.01 Miles East of Station
BRUNSWICK, ME.

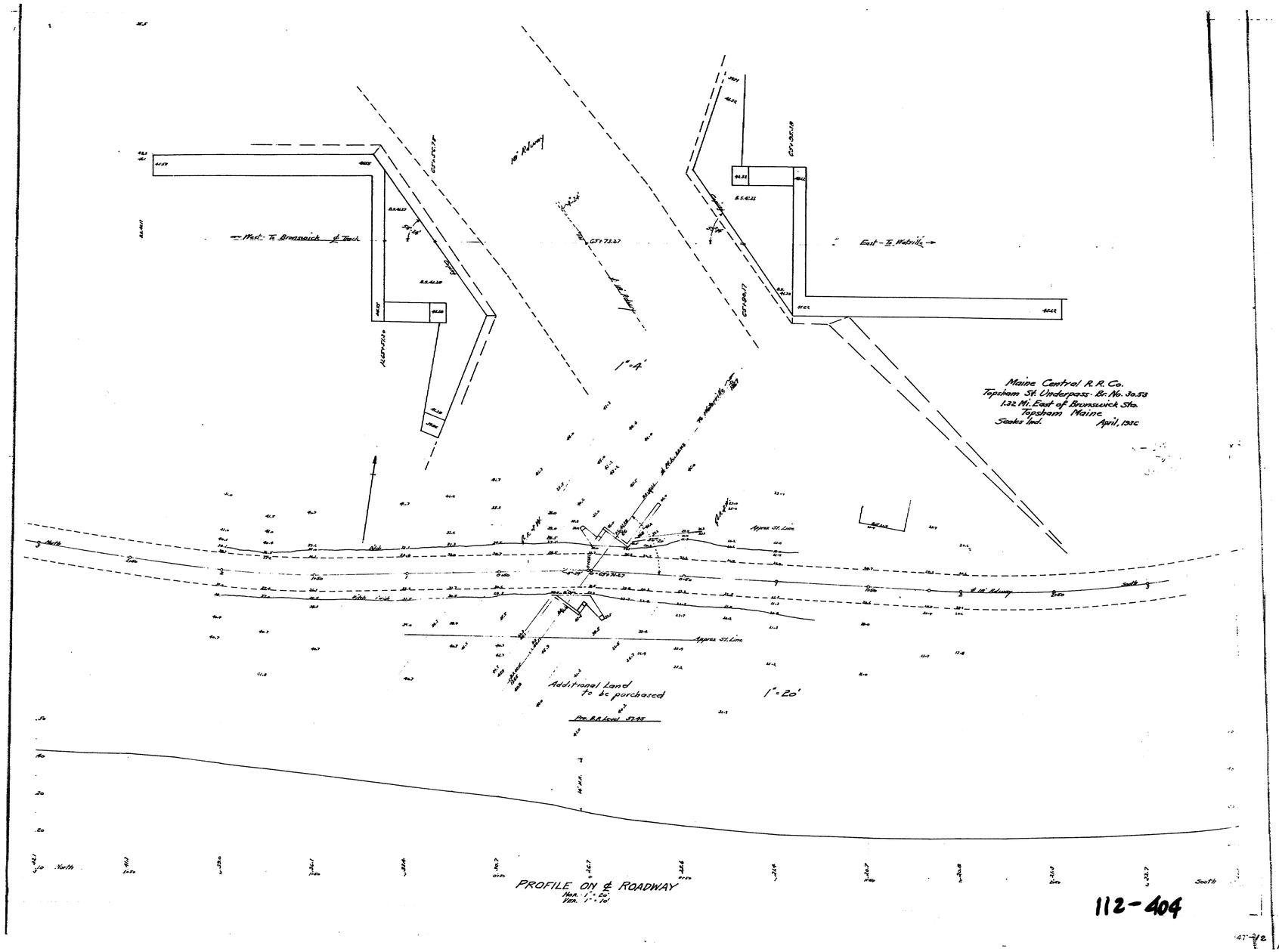
Scale as noted
From Office of Chief Engineer
Date Issued: A-4-27-36

Designed
Checked
Drawn
Checked
Traced
Checked
Correct

Approved
Engineer of Structures

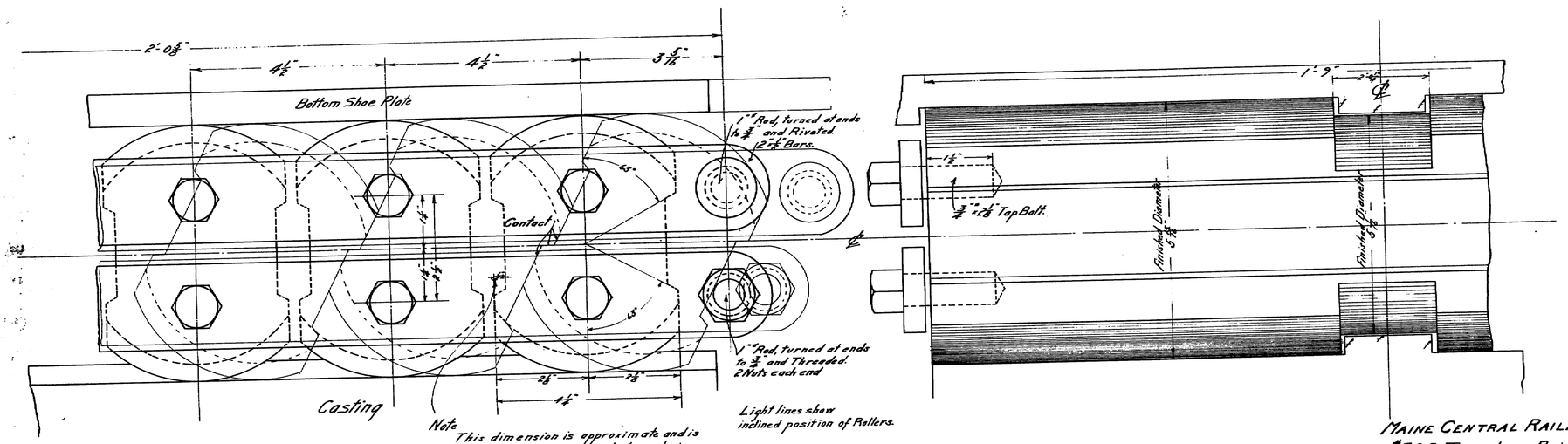
Sheet 1366-20

Table of Additions and Changes
Use Only Prints of Latest Date



Maine Central R.R. Co.
Topsham St. Underpass - Br. No. 30.53
1.32 Mi. East of Brunswick Sta.
Topsham Maine
Scales Ind.
April, 1936
West - To Brunswick ℄ Track
East - To Waterville
1" = 4'
Approx. St. Line
Additional Land
to be purchased
1" = 20'
North
South
PROFILE ON ℄ ROADWAY
Hor. 1" = 20'
Ver. 1" = 10'

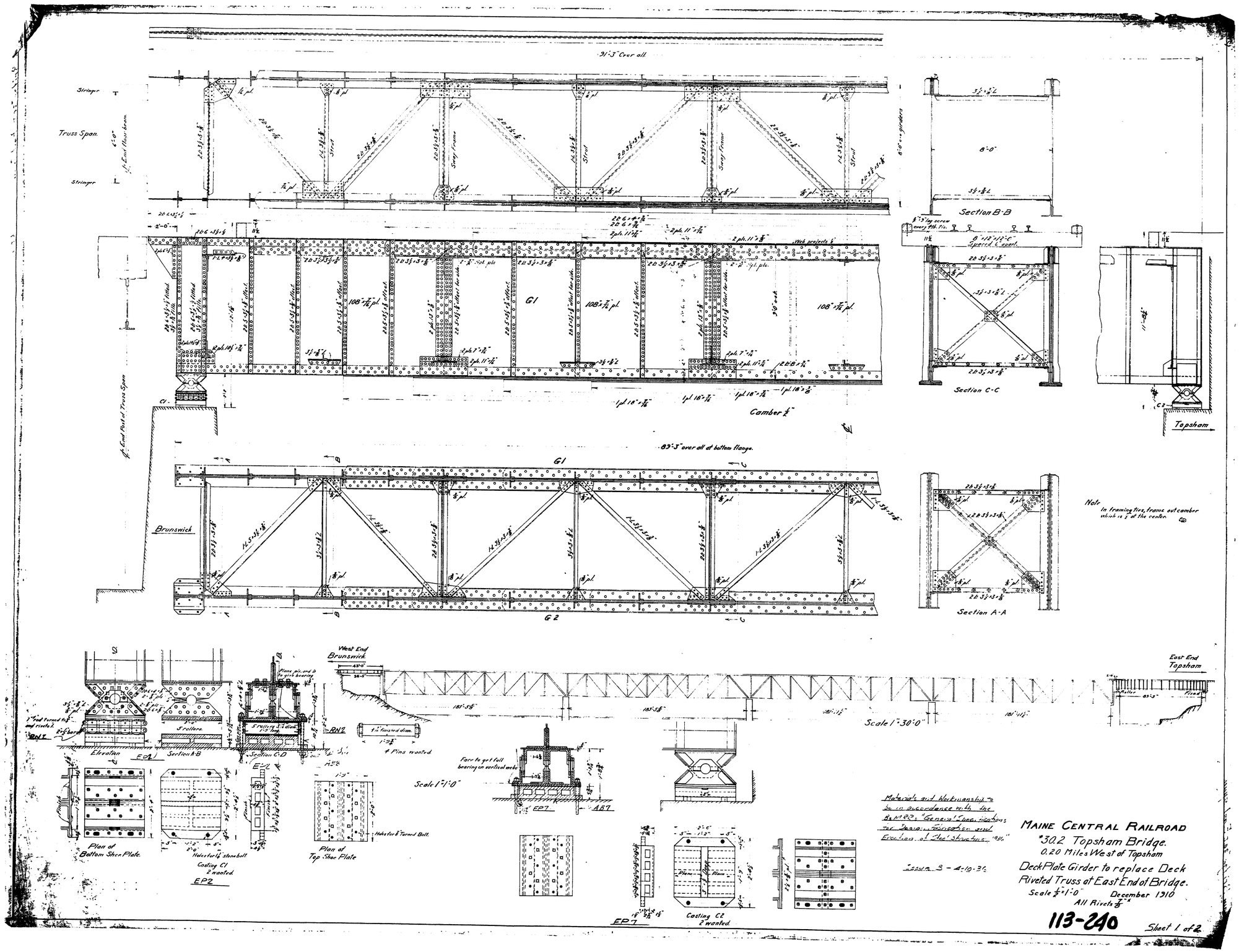
112-404



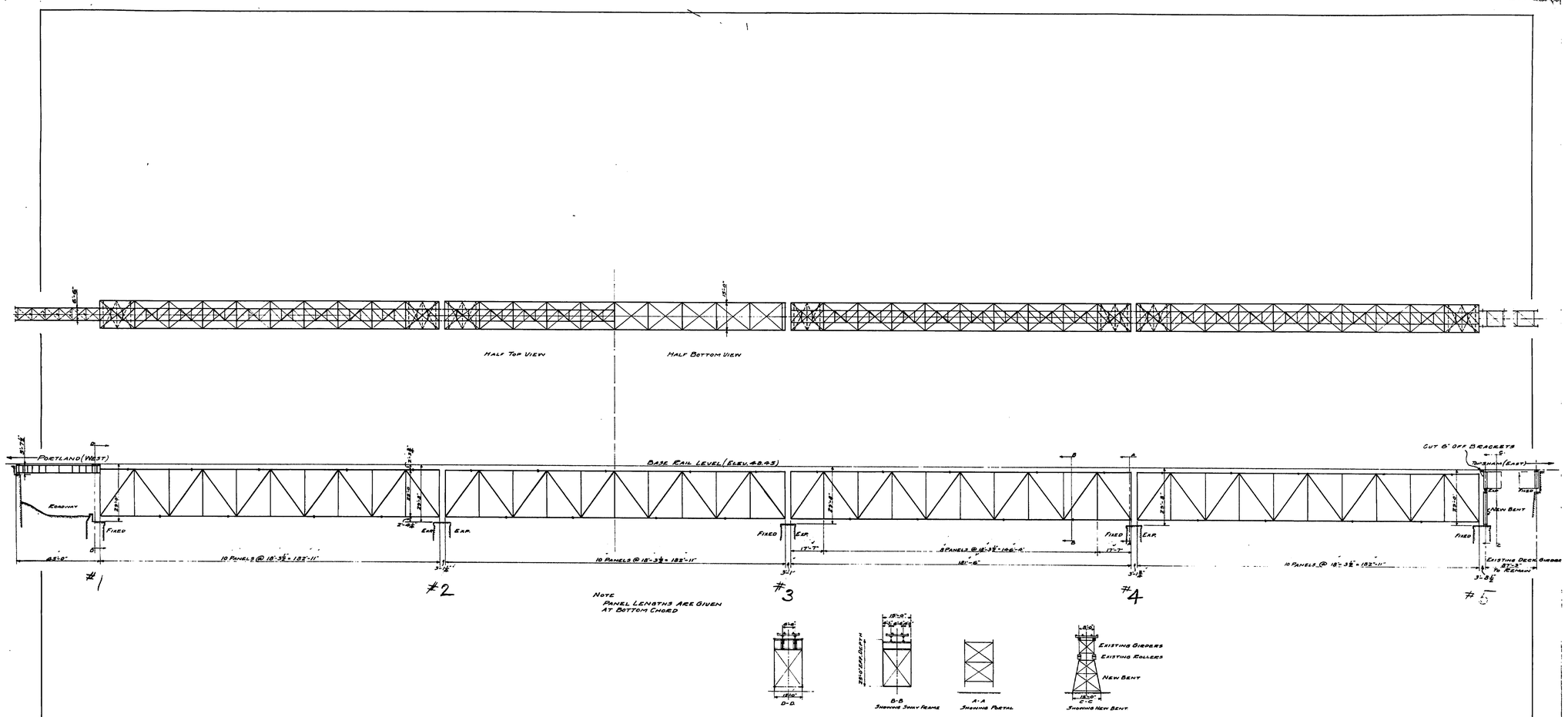
Note
This dimension is approximate and is to be made ± to give contact as shown by inclined position of Rollers.

2 Roller Nests wanted.
5 Rollers each. —

MAINE CENTRAL RAILROAD.
#30.2 Topsham Bridge.
Details of Roller Nests
for
Girder Span East End of Bridge
Full size. December 1910.
112-405 Sheet 2 of 2



91'-3" Over all
Stringer
Truss Span
Stringer
Strut
Sway Frame
Section B-B
Section C-C
Topsham
Camber
89'-3" over all at bottom flange.
G1
G2
Brunswick
Section A-A
Note
In framing ties, frame out camber which is ½" at the center.
West End Brunswick
East End Topsham
Scale 1"=30'-0"
Elevation
Section A-B
Section C-D
Plan of Bottom Shoe Plate
Plan of Top Shoe Plate
Casting C1 2 wanted
Casting C2 2 wanted
Scale 1"=1'-0"
4 Pins wanted
Face to get full bearing on vertical web
Materials and Workmanship to be in accordance with the B.M.R.R. "General Specifications for Design, Fabrication and Erection of Steel Structures 1936"
Issue 3 - 4-10-36
MAINE CENTRAL RAILROAD
#30.2 Topsham Bridge.
0.20 Miles West of Topsham
Deck Plate Girder to replace Deck Riveted Truss at East End of Bridge.
Scale ½"=1'-0"
December 1910
All Rivets ⅞"
113-240
Sheet 1 of 2



Note
Spec's M.C.R.R. Co. Edition 1910.
Rivets ⅞"
General Reaming Not Required.

Maine Central R.R.
3022 Topsham Bridge
1.01 Mi. East of Brunswick
Superstructure
Scales 1"=20'
Jan 1923

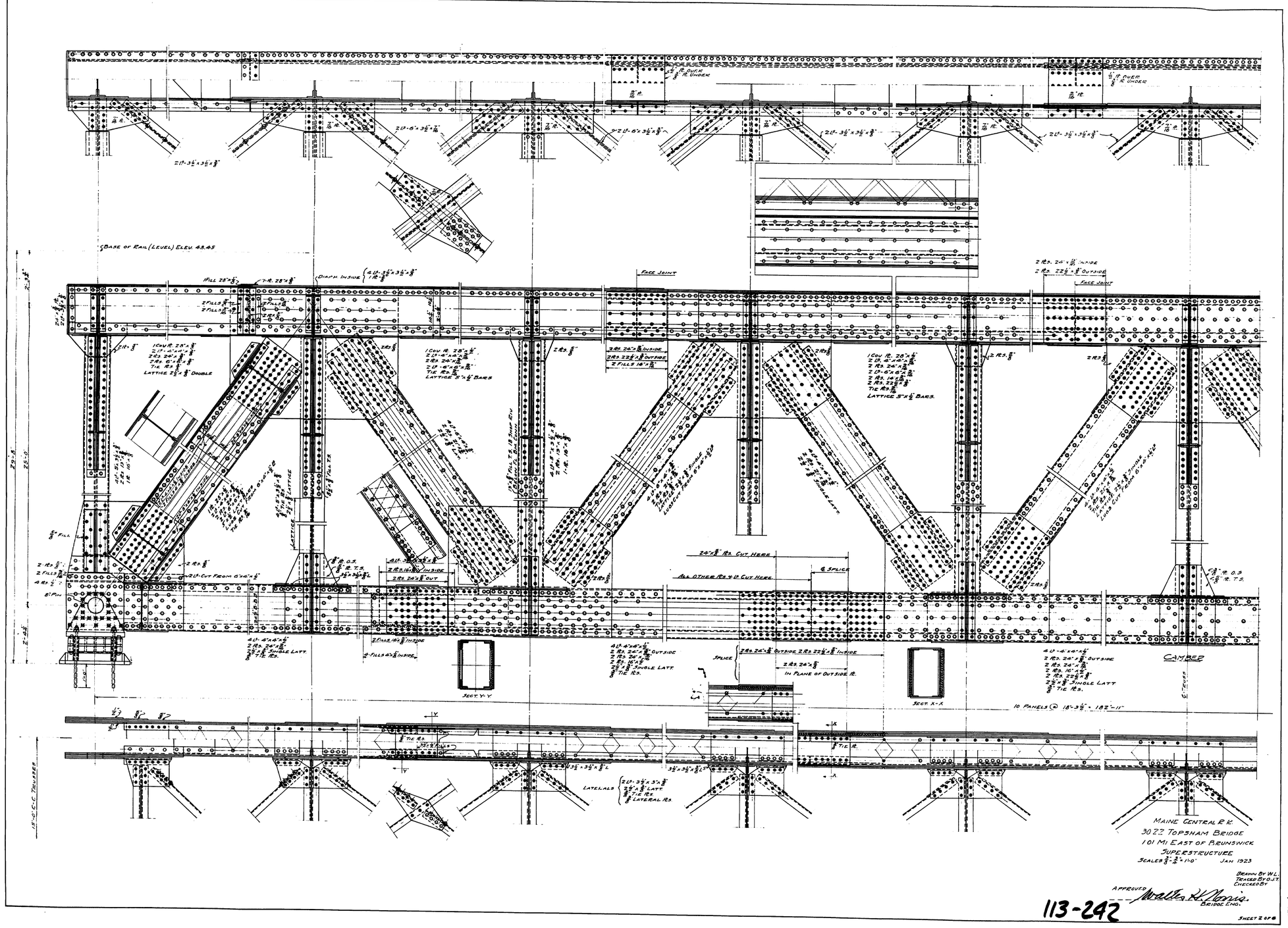
Drawn By W.L.
Traced By A.J.T.
Checked By

Approved
Bridge Eng.

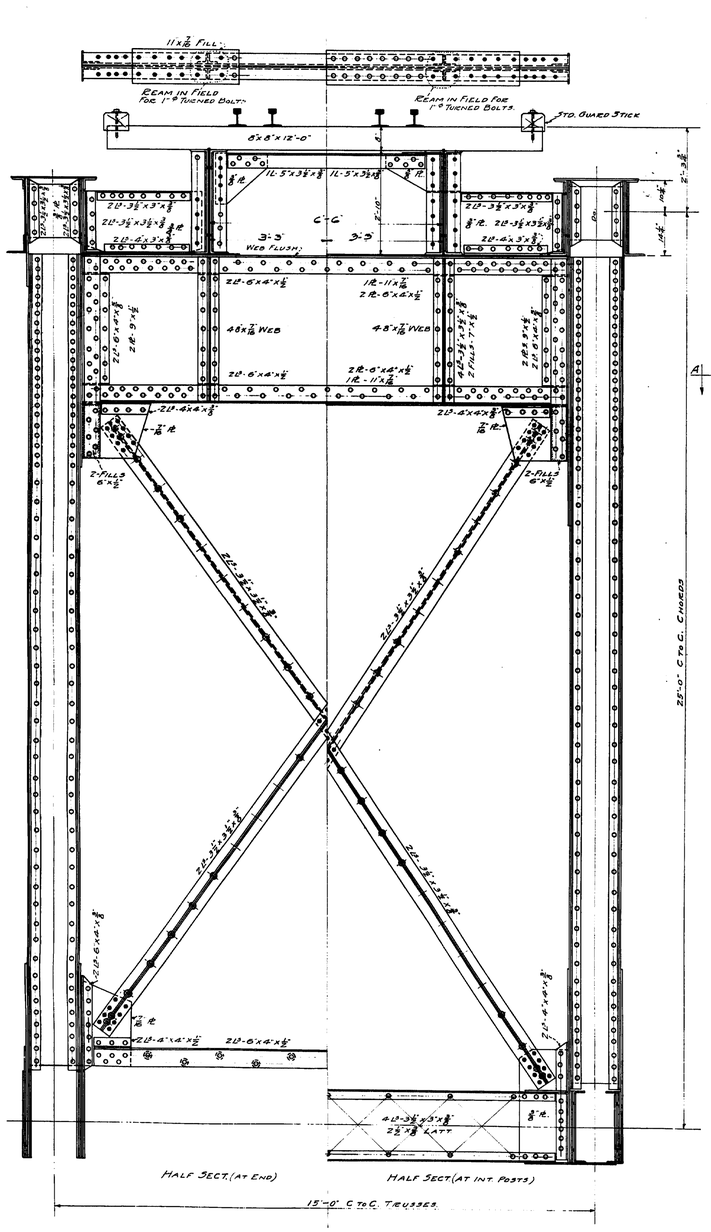
113-241

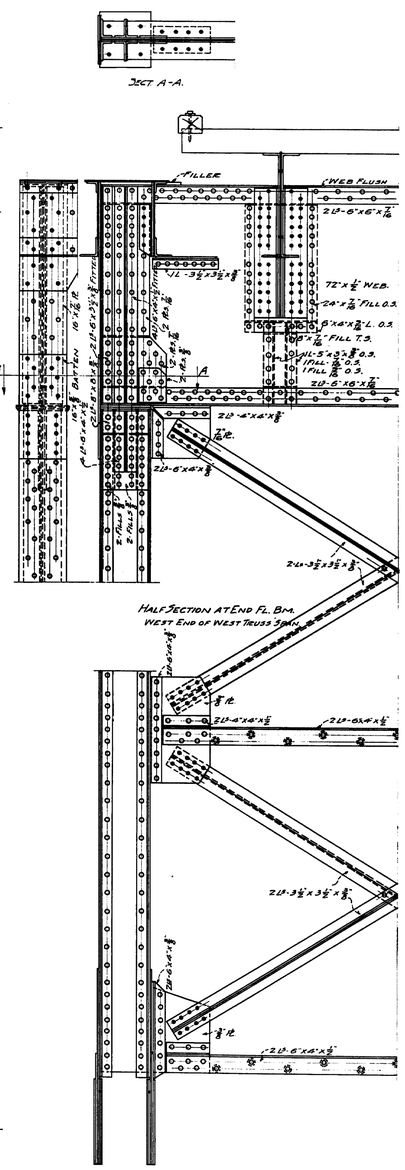
Sheet 1 of 6

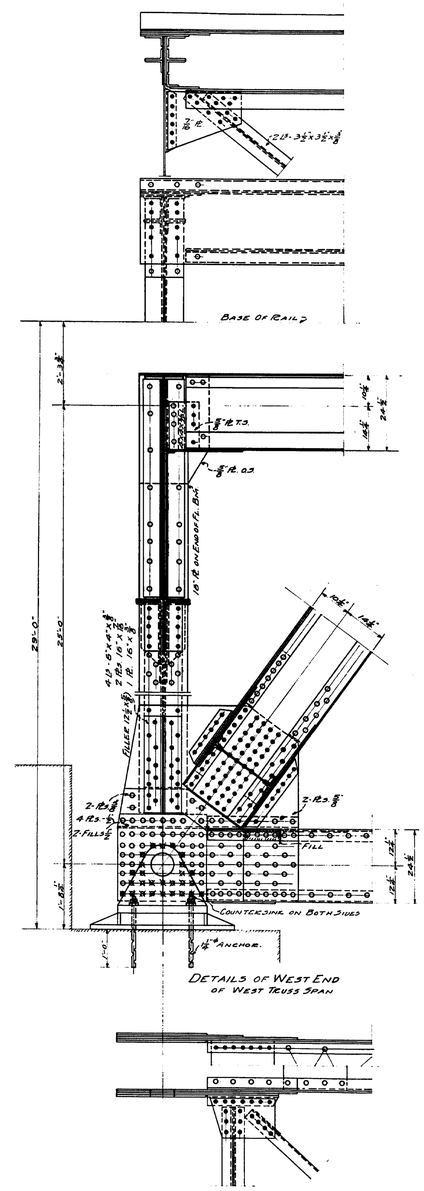
1367-5



Base of Rail (Level) Elev. 43.45
Face Joint
Sect. Y-Y
Sect. X-X
Camber
10 Panels @ 18'-3½" = 182'-11"
Lateral
Maine Central R.R.
3022 Topsham Bridge
101 Mi East of Brunswick
Superstructure
Scales 3/8"-3/4" = 1'-0"
Jan 1923
Drawn By W.L.
Traced By O.J.T.
Checked By
Approved
Walter H. Norris
Bridge Eng.
113-242
Sheet 2 of 8
1367-5







Maine Central R.R.
30 ZZ Topsham Bridge
101 Mi. East of Brunswick
Superstructure
Scale - 3/8" = 1'-0" Jan 1923

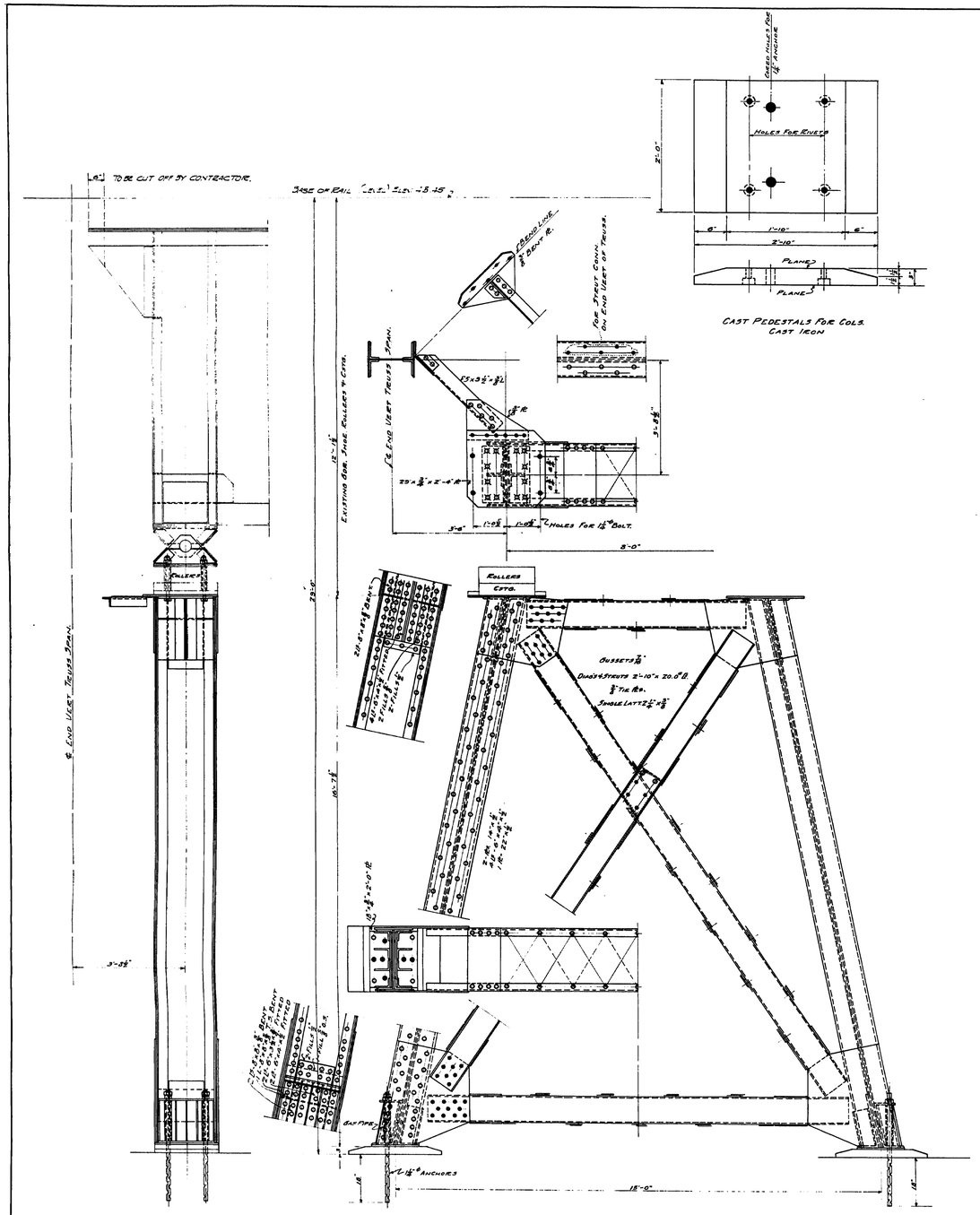
Drawn W.L.
Traced D.J.T.
Checked

Approved [signature]
Bridge Eng.

113-243

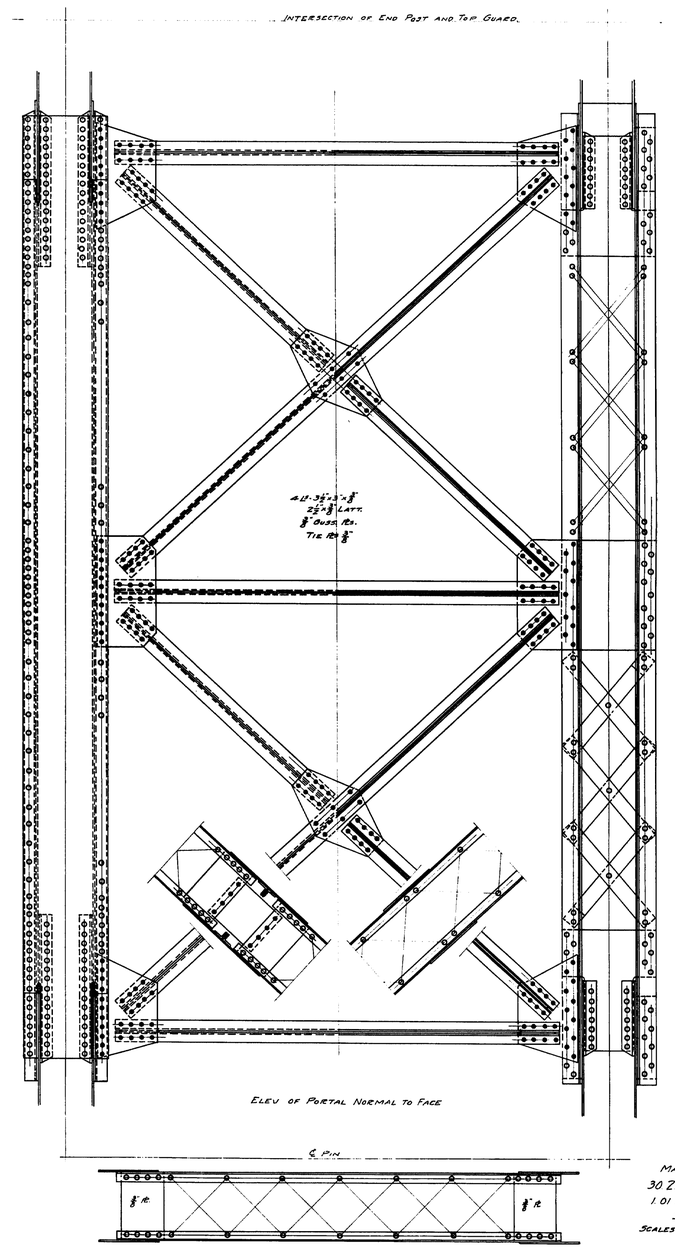
Sheet 3 of 6

1367-5



DETAILS OF TOWER EAST END.

CAST PEDESTALS FOR COLS.
CAST IRON



ELEV. OF PORTAL NORMAL TO FACE

MAINE CENTRAL R.R.
30.22 TOPSHAM BRIDGE
1.01 MI. EAST OF BRUNSWICK
SUPERSTRUCTURE
SCALES: ⅜" = 1½" = 1'-0" JAN. 1923

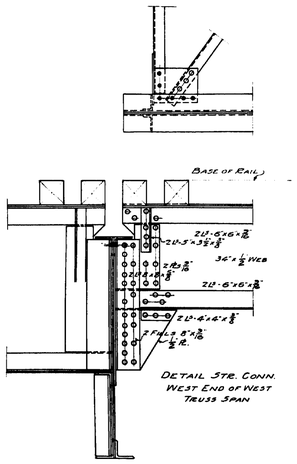
DRAWN BY W.L.
TRACED BY O.J.T.
CHECKED BY

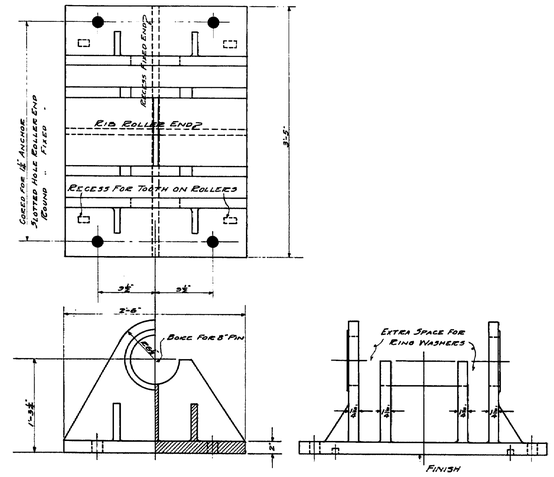
APPROVED Walter H. Morris
BRIDGE ENG.

113-244

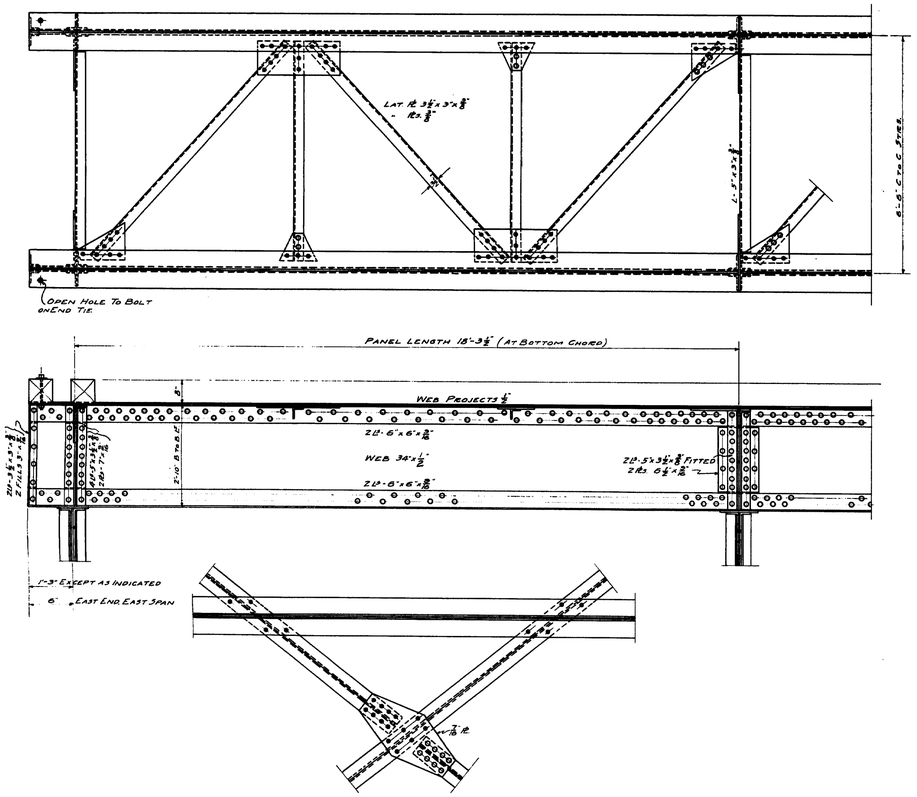
SHEET 6 OF 8

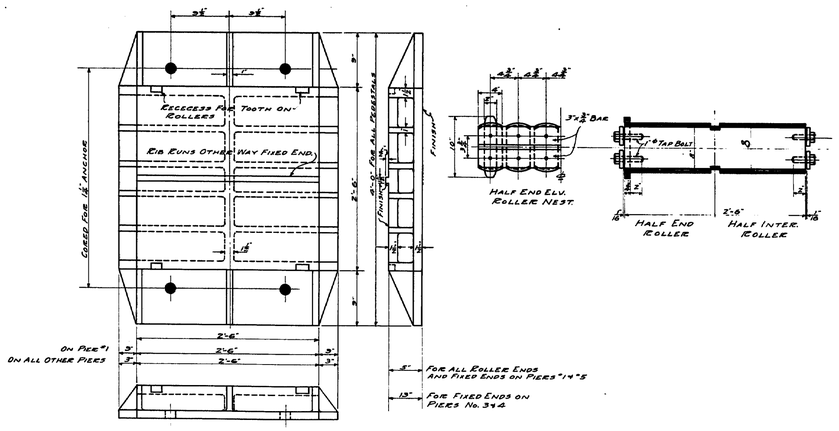
1367-5





Details Cast Shoe
Cast Steel





Details of Cast Pedestals
Cast Steel

Maine Central R.R.
3022 Topsham Bridge
1.01 Mi. East of Brunswick
Superstructure
Scales - ¾" = 1½" = 1'-0" Jan. 1923

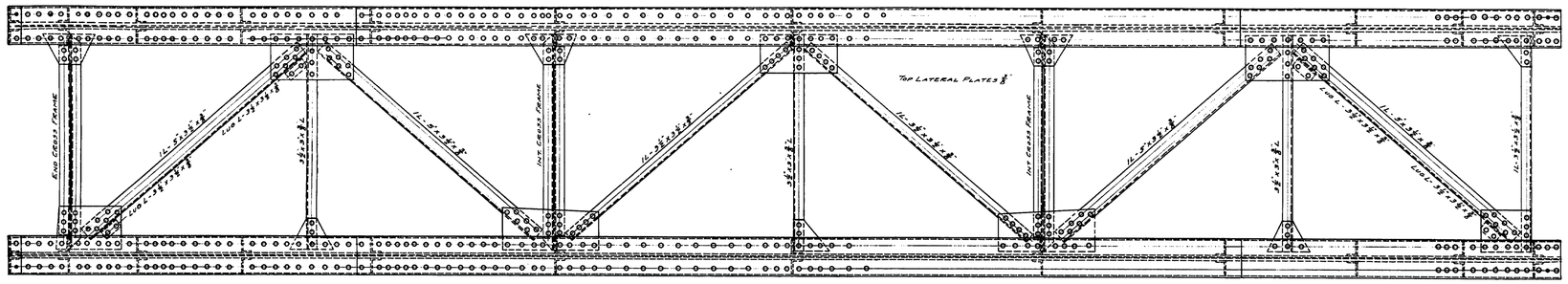
Drawn W.L.
Traced O.J.T.
Checked

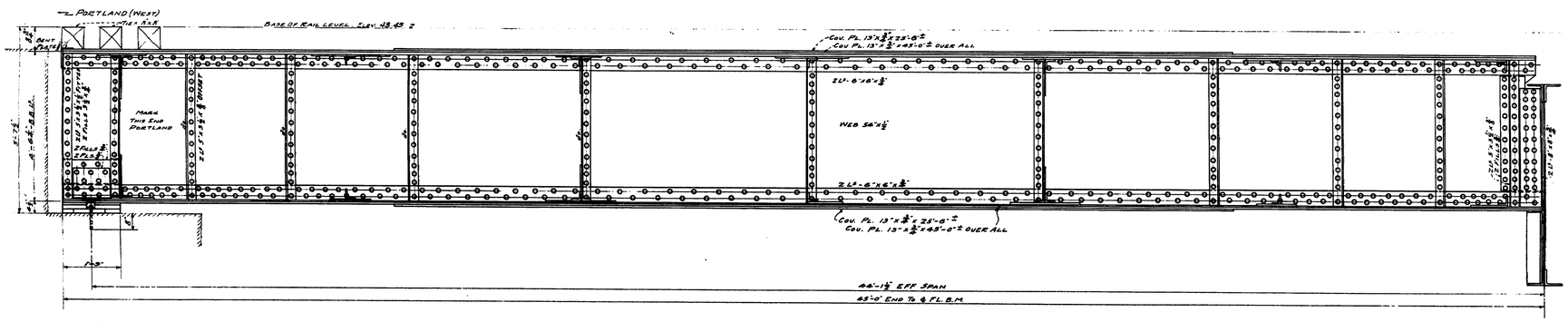
Approved Walter H. Norris
Bridge Eng.

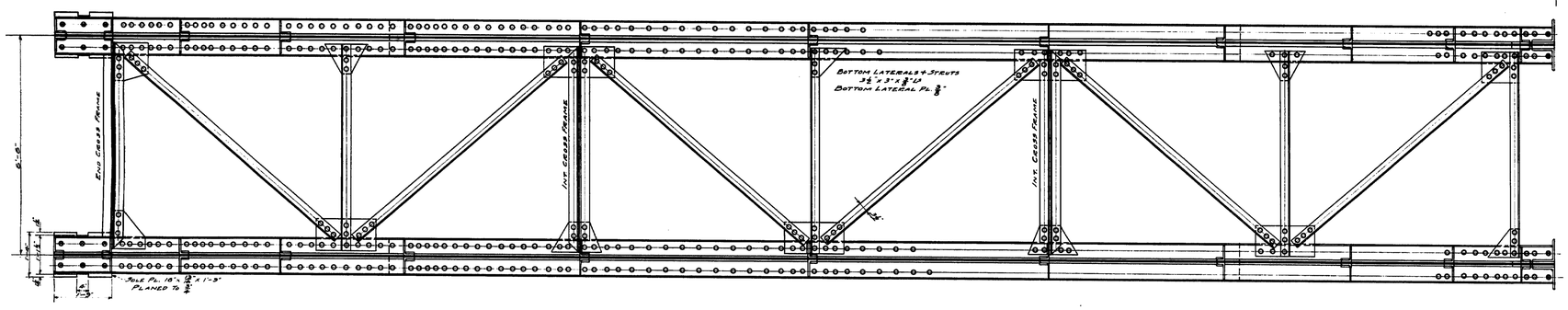
113-245

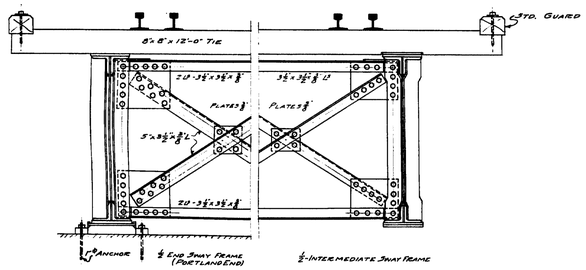
Sheet 5 of 6

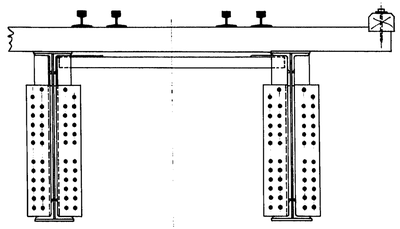
1367-5



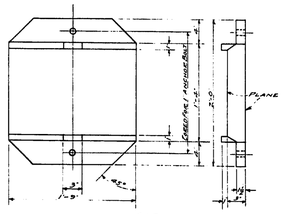








Note
This Span To Be Shipped Knocked Down



Maine Central R.R.
30.22 Topsham Bridge
101 Mi. East of Brunswick
Superstructure
Scales 3/8"=1 1/2"=1'-0" Jan 1923

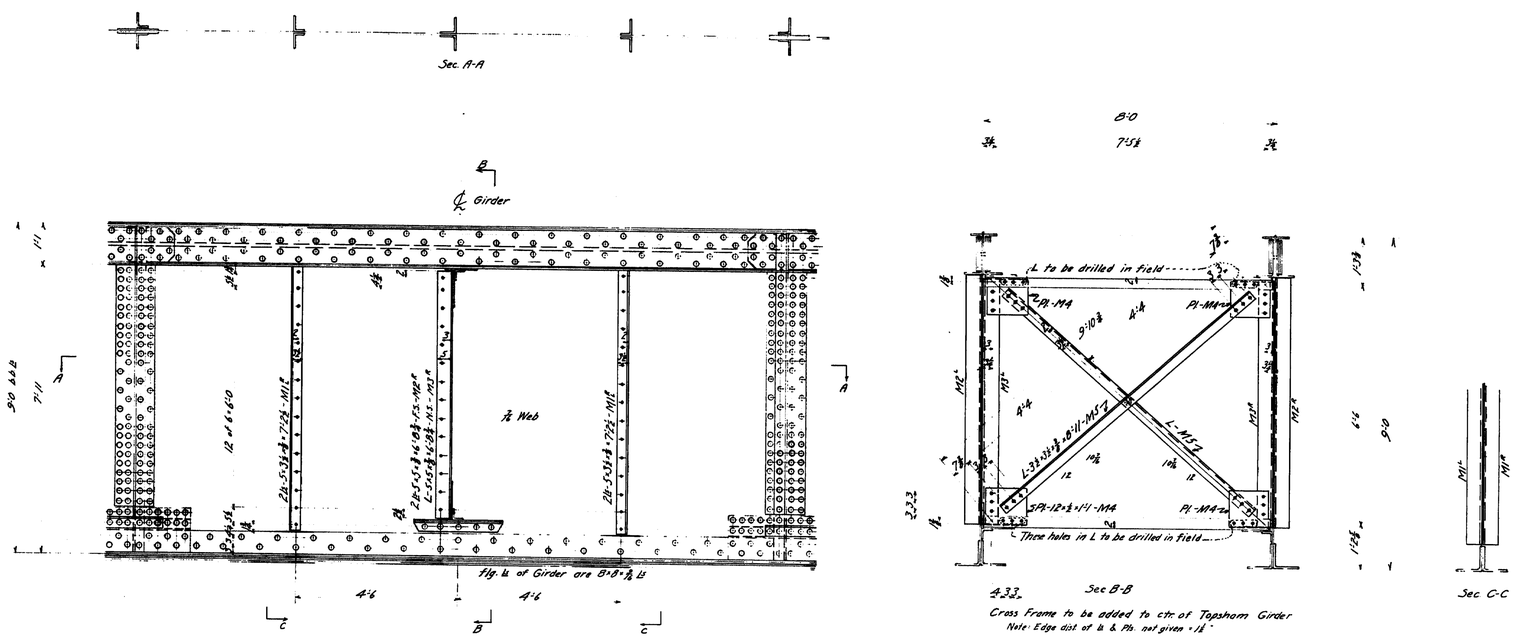
Drawn By W.L.
Traced By D.L.K.
Checked By

Approved Walter H. Morris
Bridge Eng.

113-296

Sheet 6 of 8

1367-5



Ctr. Section of Topsham Girder showing Stiffeners to be added

Cross Frame to be added to ctr. of Topsham Girder
Note: Edge dist. of ⅛ & Pls. not given = 1⅛"

REQUIRED		
4	STIF. ANGLES	M1R
4	" "	M1L
1	" "	M2R
1	" "	M2L
1	" "	M3R
1	" "	M3L
4	PLATES	M4
2	ANGLES	M5
37	⅞" Rivets	2⅜" lg.
44	" "	2¼" lg.

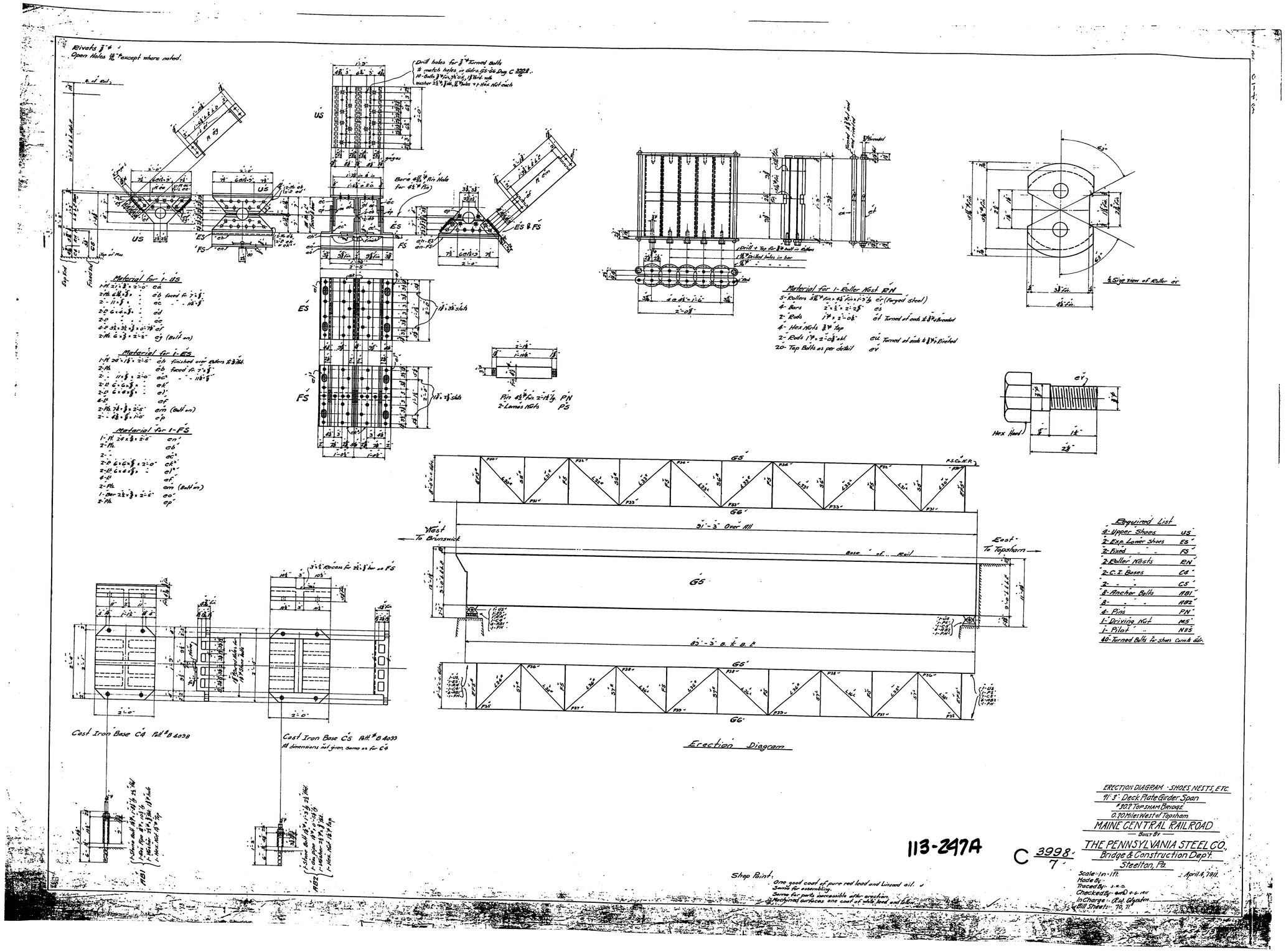
Holes for ⅞" Rivets

MAINE CENTRAL RAILROAD CO.
#30.22 TOPSHAM BRIDGE
0.24 MILES WEST OF TOPSHAM STA.
REPAIRS TO EAST SPAN
Scale: ¼" = 1' Nov 1929

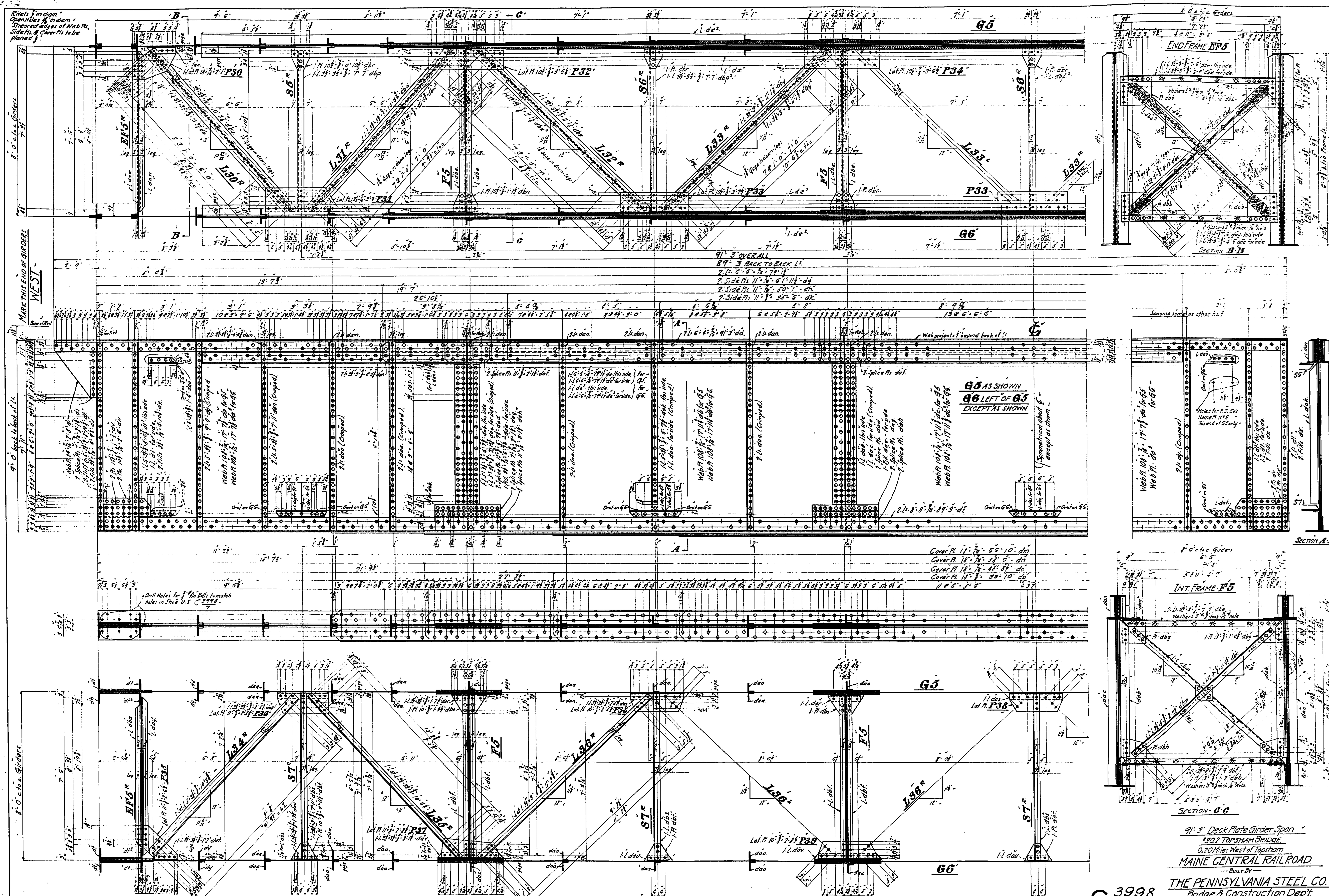
Approved _____ Bridge Engr.

113-247

G.C.J.



Rivets 7/8" ϕ
Open Holes 15/16" except where noted.
Material for 1-US
Material for 1-ES
Material for 1-FS
Material for 1-Roller Nest RN
Required List
4-Upper Shoes US
2-Exp. Lower Shoes ES
2-Fixed " " FS
2-Roller Nests RN
2-C.I. Bases C4
2- " " C5
8-Anchor Bolts AB1
8- " " AB2
4-Pins PN
1-Driving Nut M5
1-Pilot " N15
40-Turned Bolts for shoes Cornh. Gdr.
Cast Iron Base C4 Patt. #B 4098
Cast Iron Base C5 Patt. #B 4099
All dimensions not given, same as for C4
Erection Diagram
91'-3" Over All
West To Brunswick
East To Topsham
Base of Rail
Hex Head
Shop Paint:
One good coat of pure red lead and Linseed oil.
Same for assembling.
Same for parts inaccessible after erection.
Machined surfaces one coat of white lead and tallow.
113-247A
C 3998/7
ERECTION DIAGRAM - SHOES, NESTS, ETC.
91'-3" Deck Plate Girder Span
#302 TOPSHAM BRIDGE
0.20 Miles West of Topsham
MAINE CENTRAL RAILROAD
BUILT BY
THE PENNSYLVANIA STEEL CO.,
Bridge & Construction Dep't.
Steelton, Pa.
Scale: 1 in = 1 ft.
Made By:
Traced By: J.R.D.
Checked By: 4-6-1911
In Charge: R.W. Glyston
Bill Sheets: 70, 71
April 4, 1911.



1- GIRDER - G5	2- STRUTS - S6R	1- LATERAL - L31L	1- LATERAL - L35R	3- LAT. PLATES - P33
1- " - G6	1- " - S6L	1- " - L32R	1- " - L35L	2- " - P34
1- END FRAME - EF5R	3- " - S7R	1- " - L32L	3- " - L36R	2- " - P35
1- " - EF5L	2- " - S7L	2- " - L33R	3- " - L36L	2- " - P36
4- INT. FRAMES - F5	1- LATERAL - L30R	2- " - L33L	2- LAT. PLATES - P30	2- " - P37
1- STRUT - S5R	1- " - L30L	1- " - L34R	2- " - P31	3- " - P38
1- " - S5L	1- " - L31R	1- " - L34L	2- " - P32	2- " - P39

REQUIRED LIST

NOTE:- Girders to be Cambered ½" at center.

SHOP PAINT:-
One good coat of pure red lead and Linseed Oil.
Same for assembling.
Same for parts inaccessible after erection.

C 3998/6

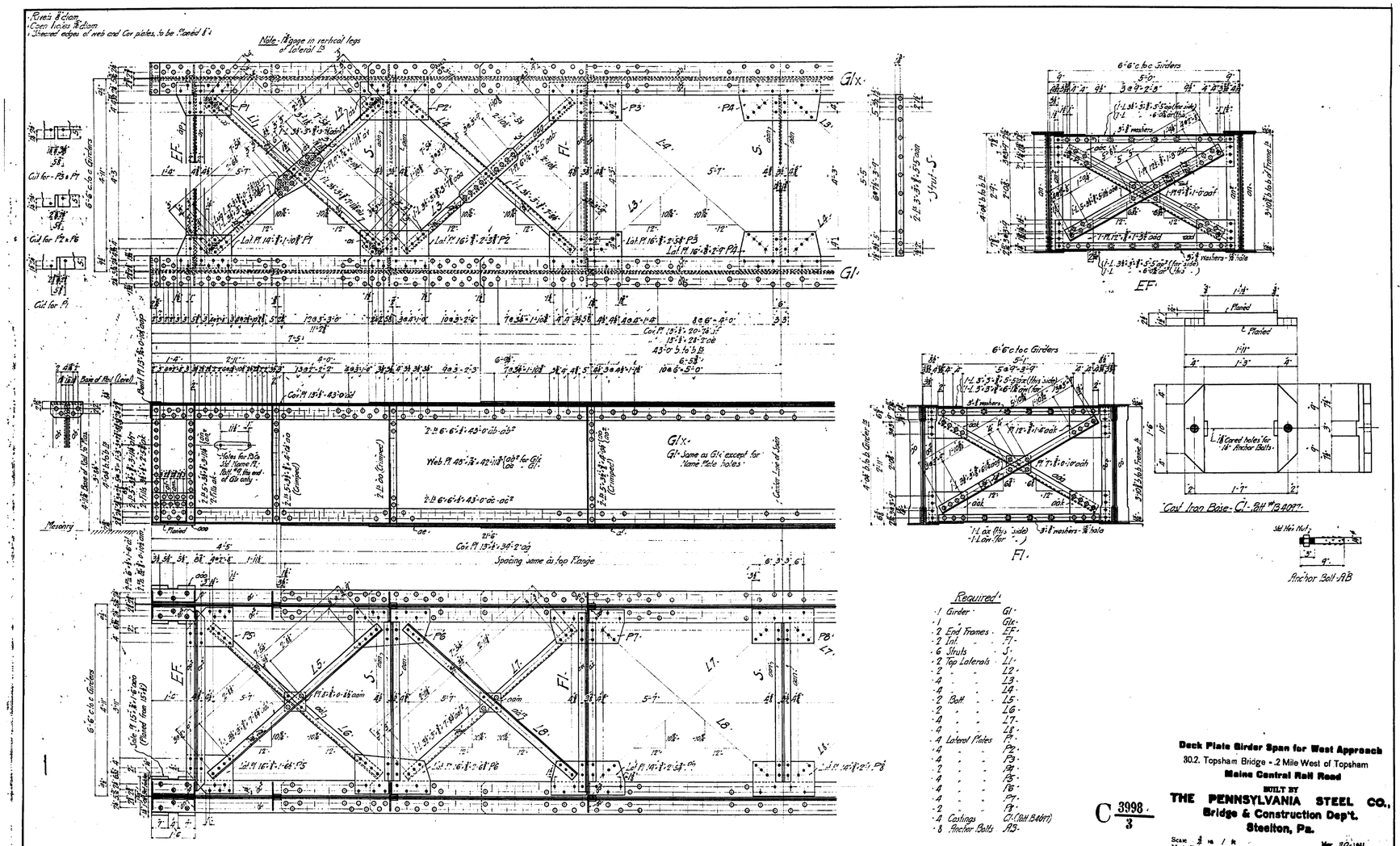
113-247B

91'-3" Deck Plate Girder Span
#30.2 TOPSHAM BRIDGE
0.20 Miles West of Topsham
MAINE CENTRAL RAILROAD
— BUILT BY —
THE PENNSYLVANIA STEEL CO.
Bridge & Construction Dep't.
Steelton, Penna.

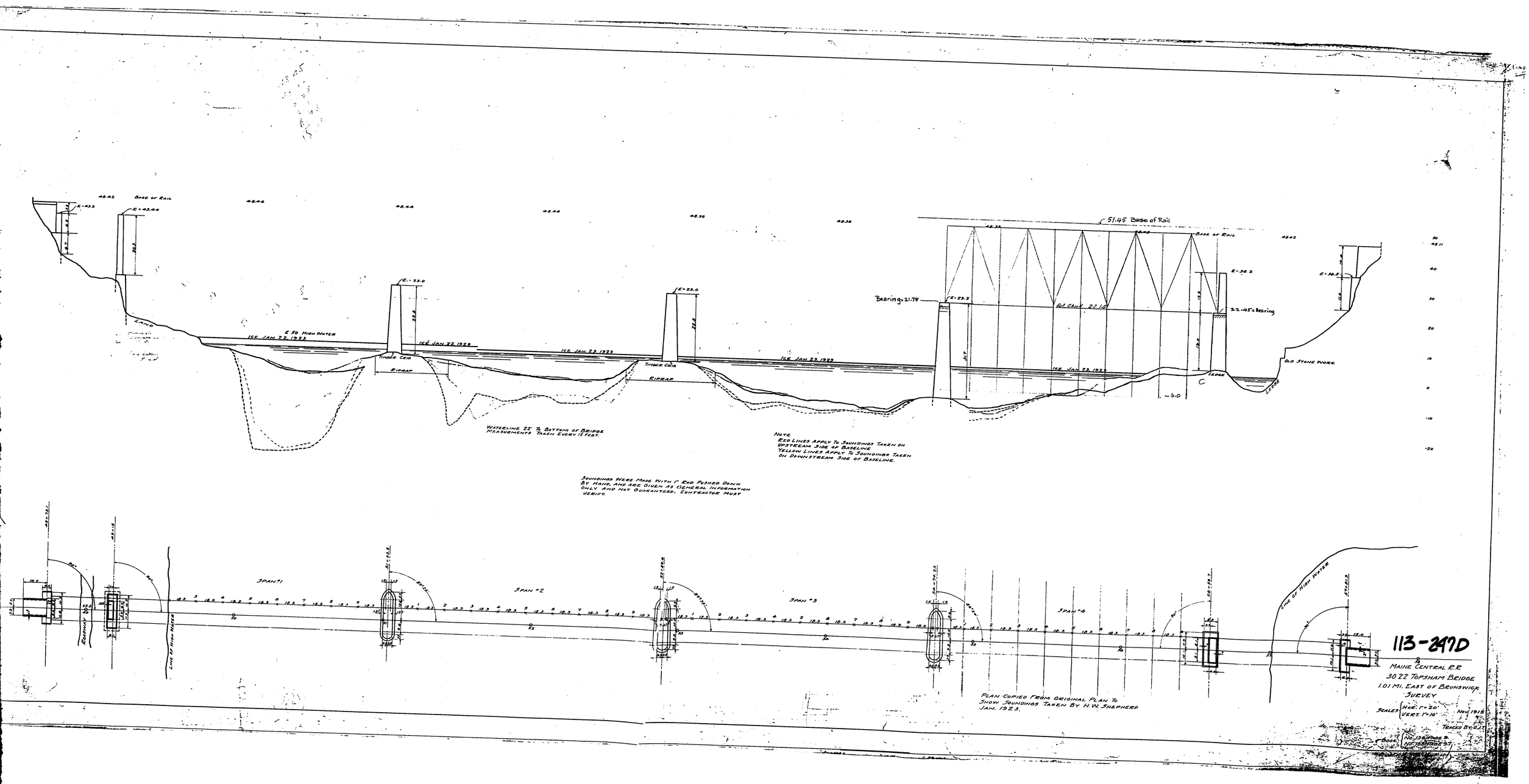
Scale ⅜ in = 1 ft.
Made By :- } J.L.B.
Traced By :-
Checked By :- G.H.D. 4-10-1911
In Charge :- R.W. Elgertm.
Bill Sheets :- 60, 61, 62, 63, 64.

April 3, 1911.

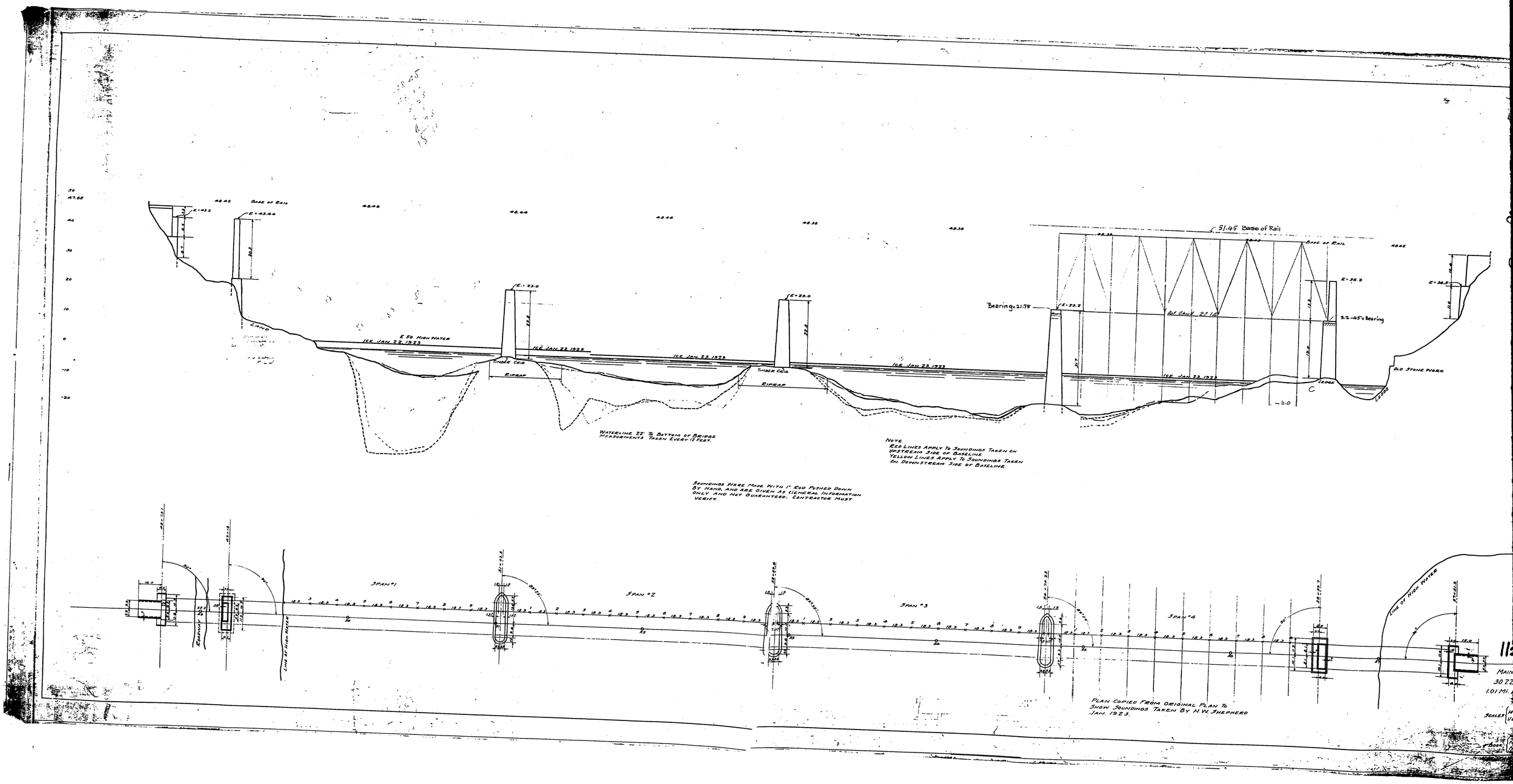
454-13



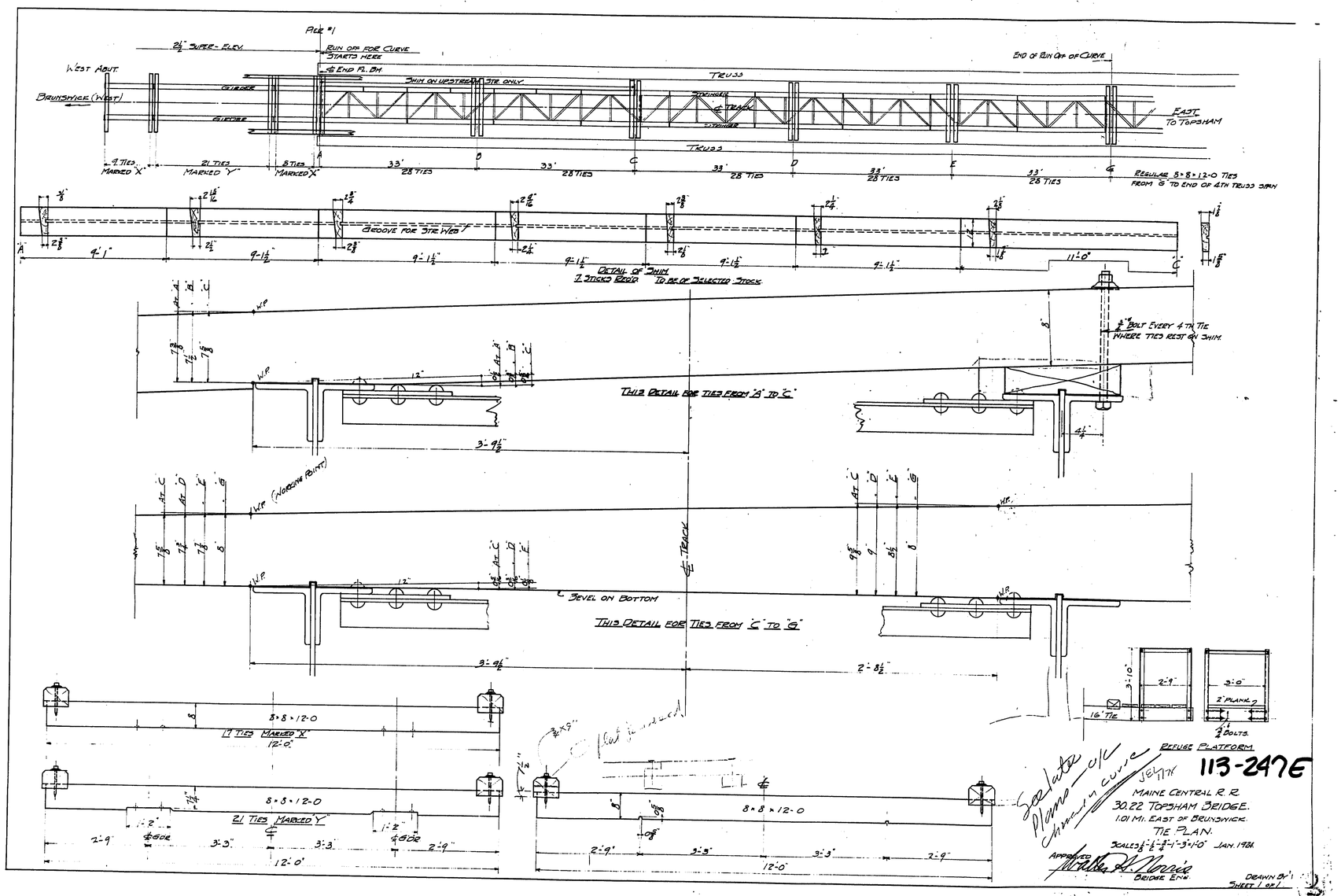
Paint-
One good coat Pure Red Lead and Linseed Oil. Same for assembling
Parts inaccessible after erection two coats



51.45 Base of Rail
Base of Rail
Bearing = 21.78
22.45 = Bearing
E 50 High Water
Ice Jan. 22, 1923
Ice Jan. 23, 1923
Timber Crib
Riprap
Land
Old Stone Work
Ledge
Waterline 22' To Bottom of Bridge
Measurements Taken Every 12 Feet.
Note
Red Lines Apply To Soundings Taken On Upstream Side of Baseline
Yellow Lines Apply To Soundings Taken On Downstream Side of Baseline.
Soundings Were Made With 1" Rod Pushed Down By Hand, And Are Given As General Information Only And Not Guaranteed. Contractor Must Verify.
Span #1
Span #2
Span #3
Span #4
Roadway
Line of High Water
Plan Copied From Original Plan To Show Soundings Taken By H.W. Shepherd Jan. 1923.
113-247D
Maine Central R.R.
30.22 Topsham Bridge
1.01 Mi. East of Brunswick
Survey
Scales Hor. 1" = 20' Vert. 1" = 10'
Nov. 1915
Traced By: O.J.T.
Book No. 136 Page 9
No. 168 Page 97



51.45 Base of Rail
Base of Rail
Bearing = 21.78
22-45 = Bearing
Old Stone Work
Ledge
Land
E 50 High Water
Ice Jan. 22, 1923
Ice Jan. 23, 1923
Timber Crib
Riprap
Waterline 22' To Bottom of Bridge
Measurements Taken Every 12 Feet.
Note
Red Lines Apply To Soundings Taken on Upstream Side of Baseline
Yellow Lines Apply To Soundings Taken on Downstream Side of Baseline.
Soundings Were Made With 1" Rod Pushed Down By Hand, and Are Given As General Information Only and Not Guaranteed. Contractor Must Verify.
Span #1
Span #2
Span #3
Span #4
Roadway
Line of High Water
Plan Copied From Original Plan To Show Soundings Taken By H.W. Shepherd Jan. 1923.



Seelate Plans — c/c Chimney curve

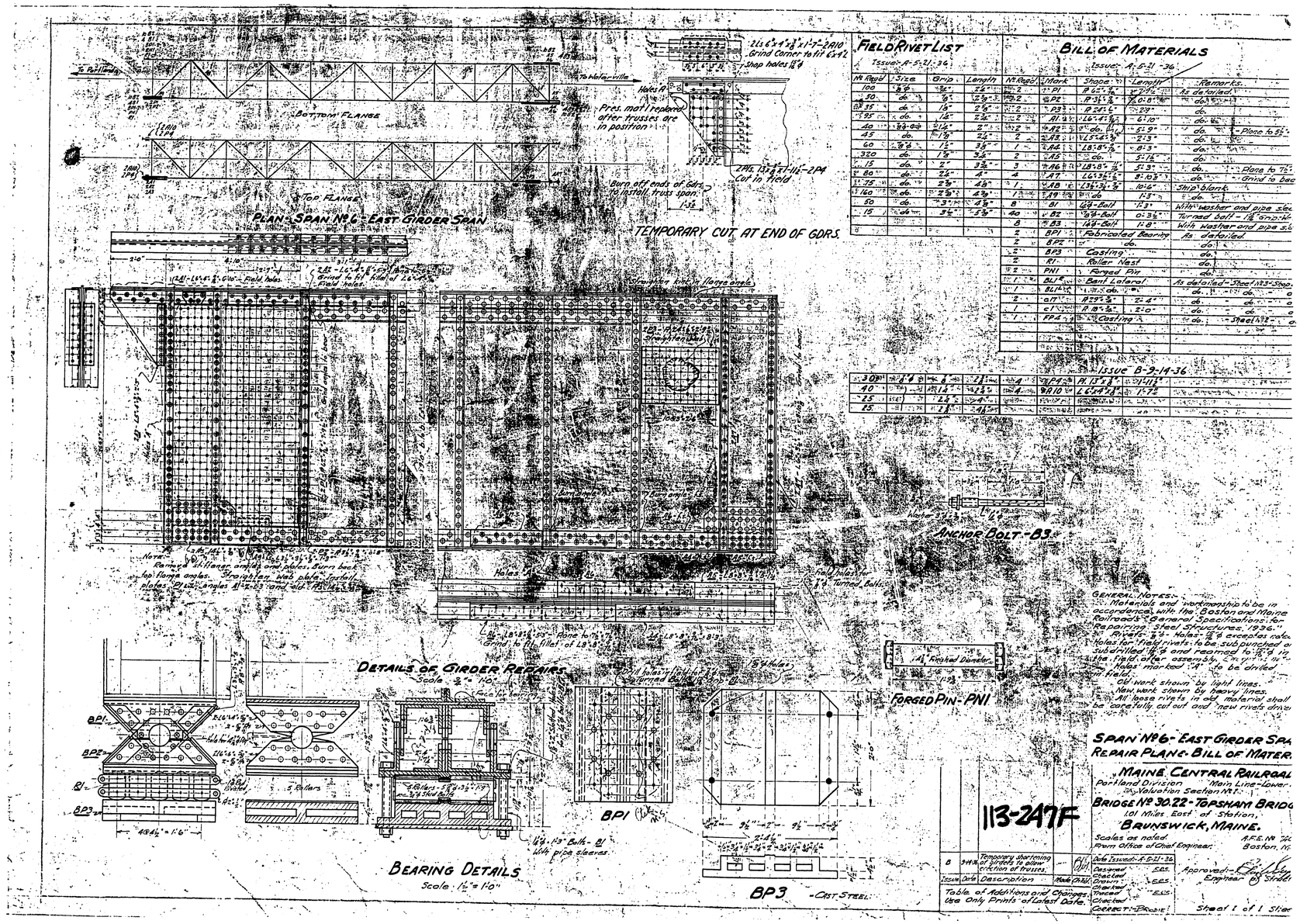
JEL 11/7/

113-247E

MAINE CENTRAL R.R.
30.22 TOPSHAM BRIDGE.
1.01 MI. EAST OF BRUNSWICK.
TIE PLAN.
SCALES ⅛"-½"-¾"-1"-3"=1'-0" JAN. 1921.

APPROVED Walter H. Norris
BRIDGE ENG.

DRAWN BY
SHEET 1 OF 1



FIELD RIVET LIST

Issue - A-5-21-36

No Reqd	Size	Grip	Length
100	7/8" φ	3/4"	2 1/4"
50	do.	7/8"	2 3/8"
35	do.	1 1/8"	2 5/8"
95	do.	1 1/4"	2 3/4"
40	7/8" φ	1 1/4"	2"
45	do.	1 7/8"	2 1/4"
60	7/8" φ	1 1/2"	3 1/8"
320	do.	1 7/8"	3 1/4"
15	do.	2"	3 3/4"
80	do.	2 1/4"	4"
75	do.	2 3/8"	4 1/8"
160	do.	2 5/8"	4 3/8"
50	do.	3"	4 7/8"
15	do.	3 1/2"	5 3/8"

BILL OF MATERIALS

Issue - A-5-21-36

No Reqd	Mark	Shape	Length	Remarks
2	P1	P 6 1/2" x 3/8"	2'-9 1/2"	As detailed
2	P2	P 3 1/2" x 3/8"	0'-8"	do.
2	P3	P 24" x 1/2"	2'-9"	do.
2	A1	L6"x4"x3/8"	6'-10"	do.
2	A2	do.	5'-9"	do. - Plane to 5 1/2"
2	A3	L5"x4"x3/8"	2'-3"	do.
1	A4	L8"x8"x3/8"	8'-3"	do.
2	A5	do.	5'-1 1/2"	do.
3	A6	L8"x8"x11/16"	5'-3"	do. - Plane to 7 1/2"
4	A7	L6"x3 1/2"x1/2"	8'-10 3/8"	do. - Grind to bac
1	A8	L3 1/2"x3 1/2"x3/8"	10'-6"	Ship blank
1	A9	do	1'-3"	do.
8	B1	1 1/4" φ - Bolt	1'-3"	With washer and pipe sle
40	B2	7/8" φ - Bolt	0'-3 1/2"	Turned bolt - 1 1/16" Grip-W
8	B3	1 1/4" φ - Bolt	1'-8"	With washer and pipe s.l.
2	BP1	Fabricated Bearing		As detailed
2	BP2	do.		do.
2	BP3	Casting		do.
2	R1	Roller Nest		do.
2	PN1	Forged Pin		do.
1	BL1	Bent Lateral		As detailed - Sheet No 3 - Shop
1	BL1	do.		do. - do. - o
2	c17	P 29" x 3/4"	2'-4"	do. - do. - o
1	c1	P 18" x 3/4"	2'-0"	do. - do. - o
1	FP4	Casting		do. - Sheet No 2 - o

Issue B-9-14-36

30	7/8" φ	1/8"	2 1/8"	4	P4	Pl. 13" x 3/8"	1'-11 1/2"
40		1 1/4"	2 3/4"	4	A10	L6"x4"x3/8"	1'-7"
25		2 1/4"	4"				
25		2 1/2"	4 1/2"				

GENERAL NOTES:-
Materials and workmanship to be in accordance with the Boston and Maine Railroad's "General Specifications for Repairing Steel Structures, 1936."
Rivets - 7/8" φ - Holes - 15/16" φ except as noted.
Holes for field rivets to be subpunched or subdrilled 11/16" φ and reamed to 15/16" φ in the field after assembly.
Holes marked "A" to be drilled in field.
Old work shown by light lines.
New work shown by heavy lines.
All loose rivets in old material shall be carefully cut out and new rivets driven

113-247F

SPAN No 6 - EAST GIRDER SPA
REPAIR PLAN - BILL OF MATER

MAINE CENTRAL RAILROAD
Portland Division Main Line - Lower
Valuation Section No 1

BRIDGE No 30.22 - TOPSHAM BRIDG
1.01 Miles East of Station,
BRUNSWICK, MAINE.

Scales as noted. A.F.E. No 74
From Office of Chief Engineer. Boston, M

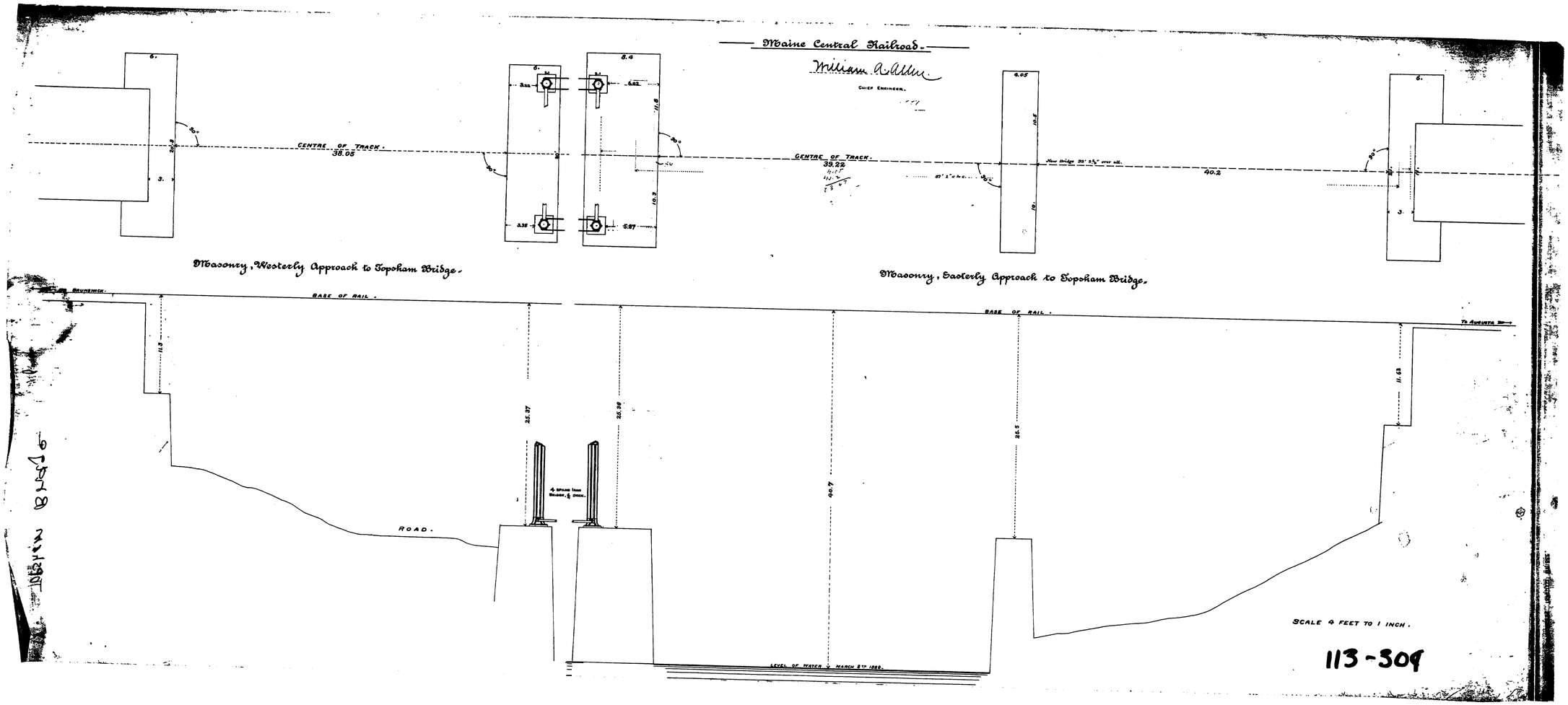
Issue	Date	Description	Made	Chkd
B	9-14-36	Temporary shortening of girders to allow erection of trusses.		

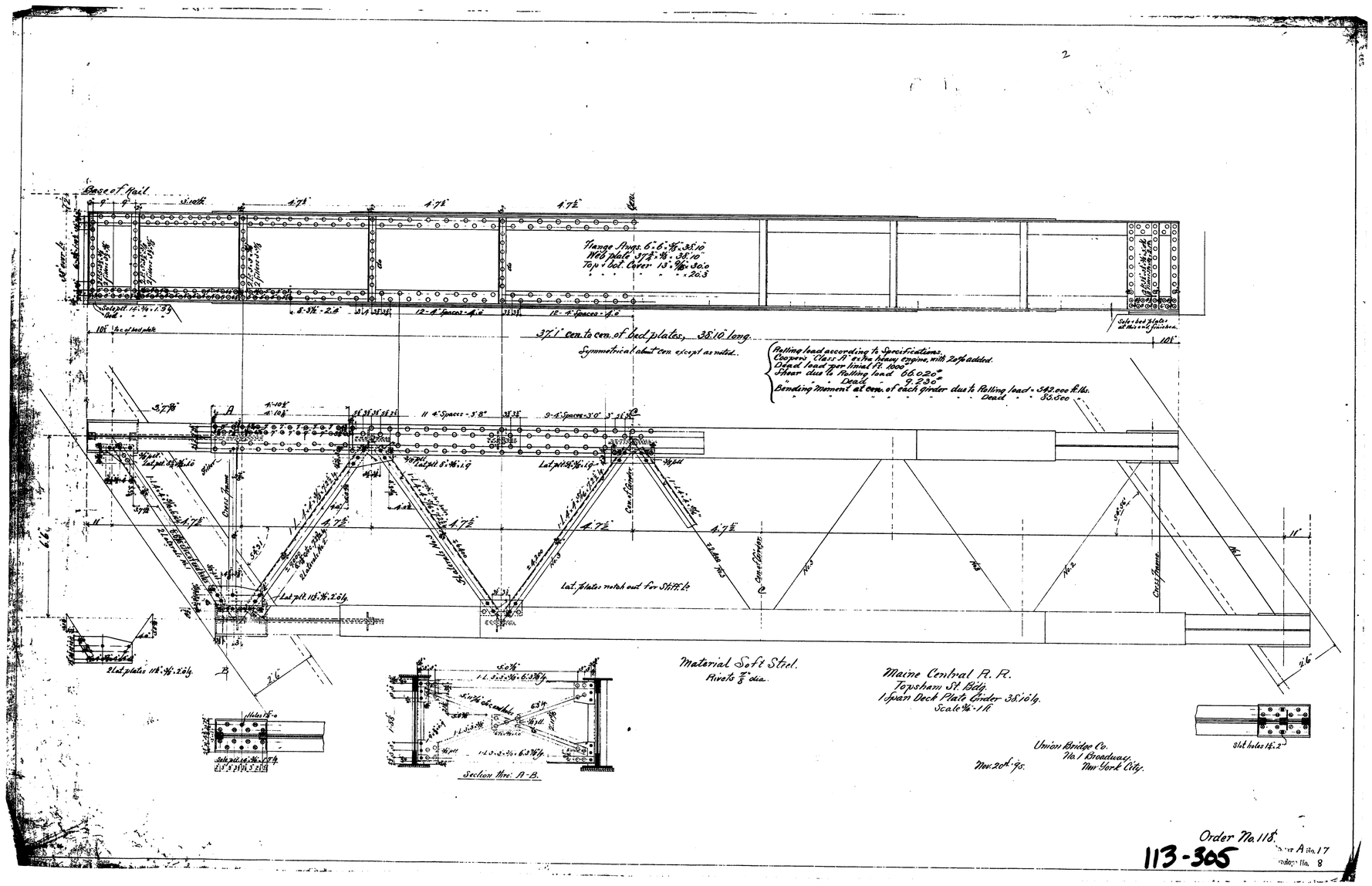
Table of Additions and Changes. Use Only Prints of Latest Date.

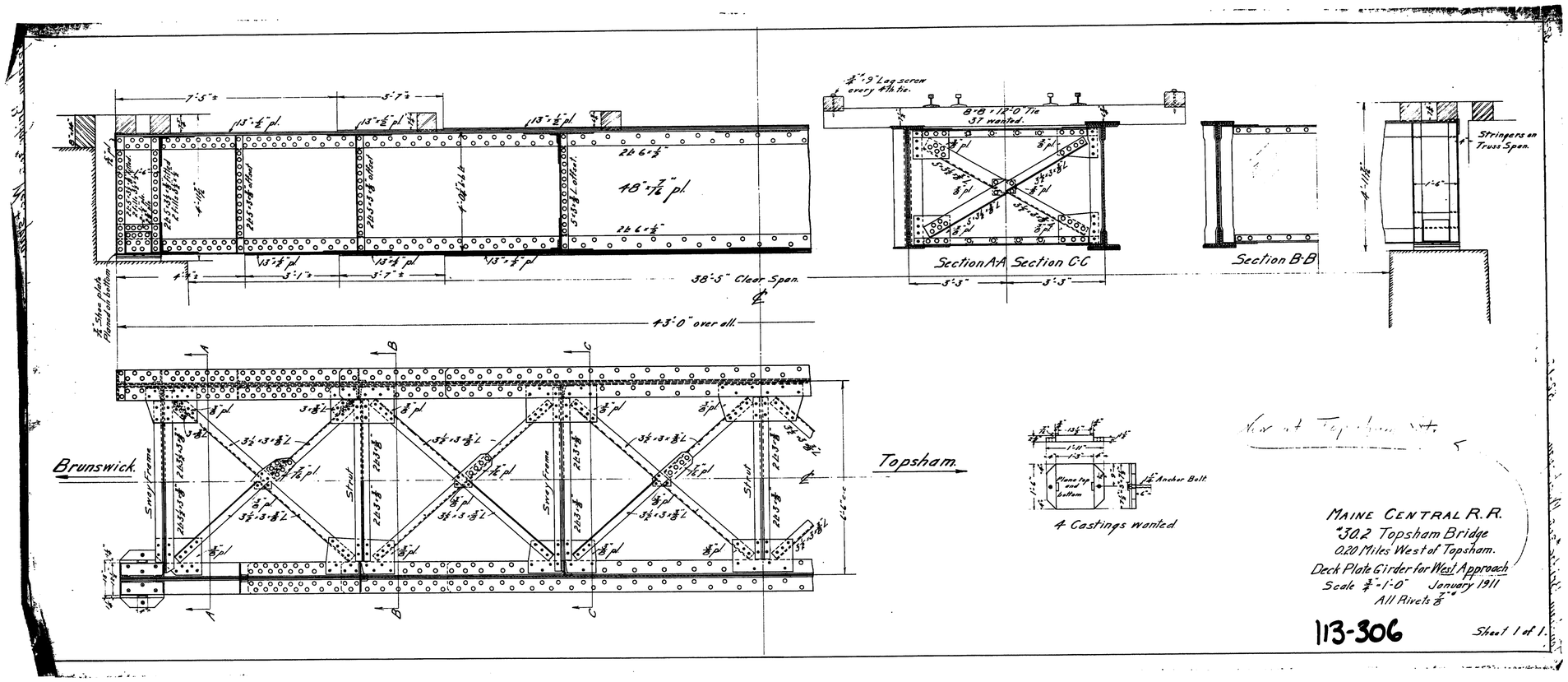
Date Issued - A-5-21-36
Designed E.E.S.
Checked
Drawn E.E.S.
Checked
Traced E.E.S.
Checked
CORRECT - BRODIE

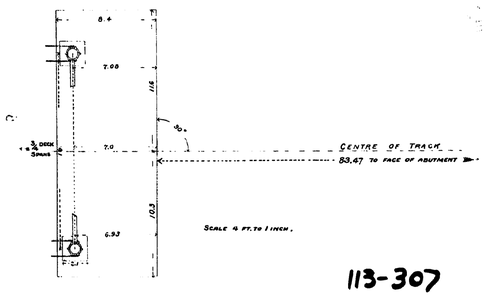
Approved - Engineer of Strict

Sheet 1 of 1 Sheet

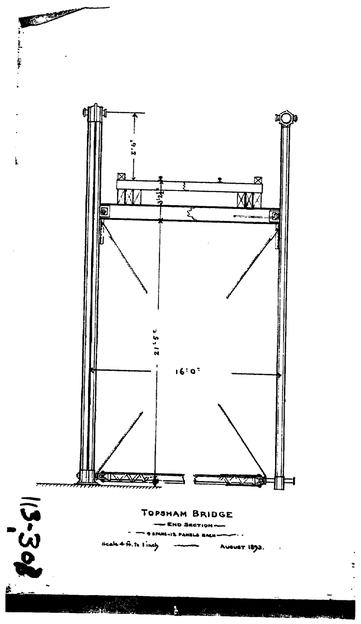

Maine Central Railroad.
William A. Allen
Chief Engineer.
Centre of Track.
38.05
Centre of Track.
39.22
40.2
Masonry, Westerly Approach to Topsham Bridge.
Masonry, Easterly Approach to Topsham Bridge.
Base of Rail.
Base of Rail.
To Augusta
Road.
Level of Water March 8th 1888.
Scale 4 Feet to 1 Inch.
113-309


Base of Rail
Flange Angs. 6"×6"×⅜" . 38'.10
Web plate 37½"×⅜" . 38.10
Top & bot. Cover 15"×⅜" . 30.0
Lat. plates notch out for Stiff.s
37'.1" cen. to cen. of bed plates, 38'.10" long.
Symmetrical about cen. except as noted.
Rolling load according to Specifications.
Cooper's Class H extra heavy engine, with 20% added.
Dead load per lineal ft. 1000#
Shear due to Rolling load 66.020#
" " Dead " 9.230#
Bending Moment at cen. of each girder due to Rolling load = 542.000 ft. lbs.
" " " " " " " Dead " 55.500
Material Soft Steel.
Rivets ⅞" dia.
Maine Central R. R.
Topsham St. Bldg.
1 span Deck Plate Girder 38'.0" lg.
Scale ⅛"=1 ft.
Union Bridge Co.
No. 1 Broadway,
New York City.
Nov. 20th '95.
Section thru. A-B.
Slot holes 1⅝"×2"
Order No. 118
113-305

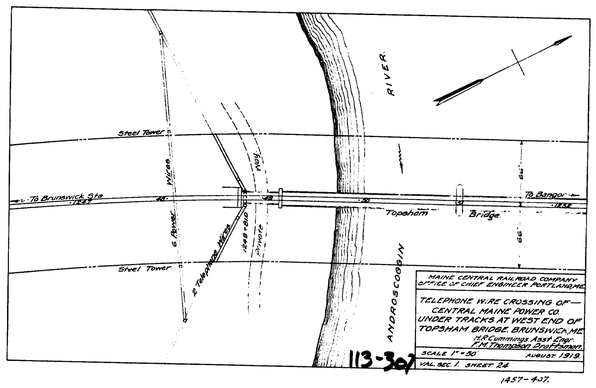

Brunswick
Topsham
38'-5" Clear Span.
43'-0" over all.
Section A-A
Section C-C
Section B-B
Stringers on Truss Span.
4 Castings wanted
Anchor Bolt
MAINE CENTRAL R.R.
#302 Topsham Bridge
0.20 Miles West of Topsham.
Deck Plate Girder for West Approach
Scale 3/4"-1'-0" January 1911
All Rivets 7/8"
113-306
Sheet 1 of 1.



113-307

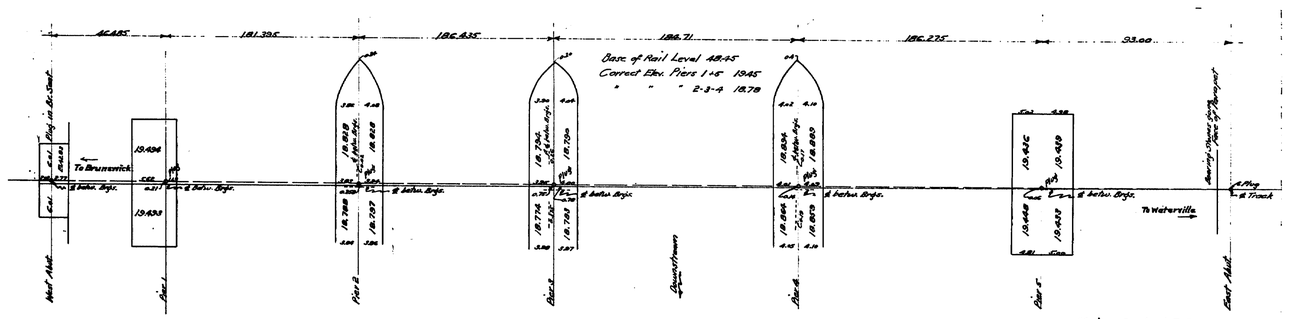


113-307



113-307

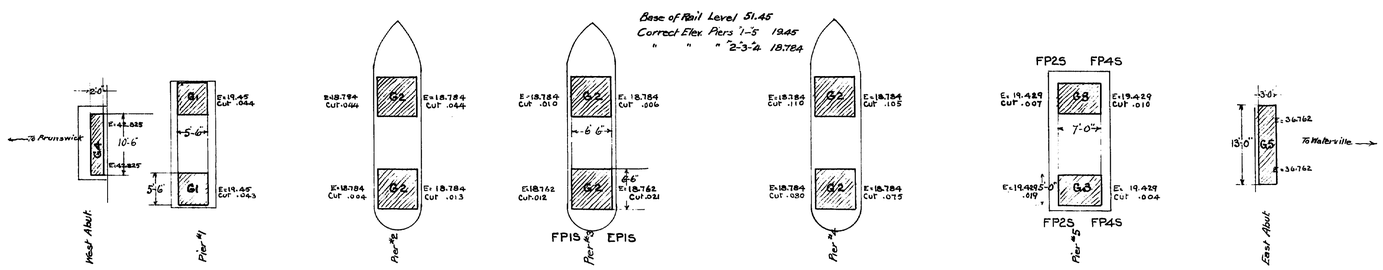
1457-437.



Maine Central R.R. Co.
Topsham Bridge - Br. No. 30.22
1.01 Mi. E. of Brunswick
Survey of Piers
No Scale Apr. 3, 1936.

113-308

1406-12

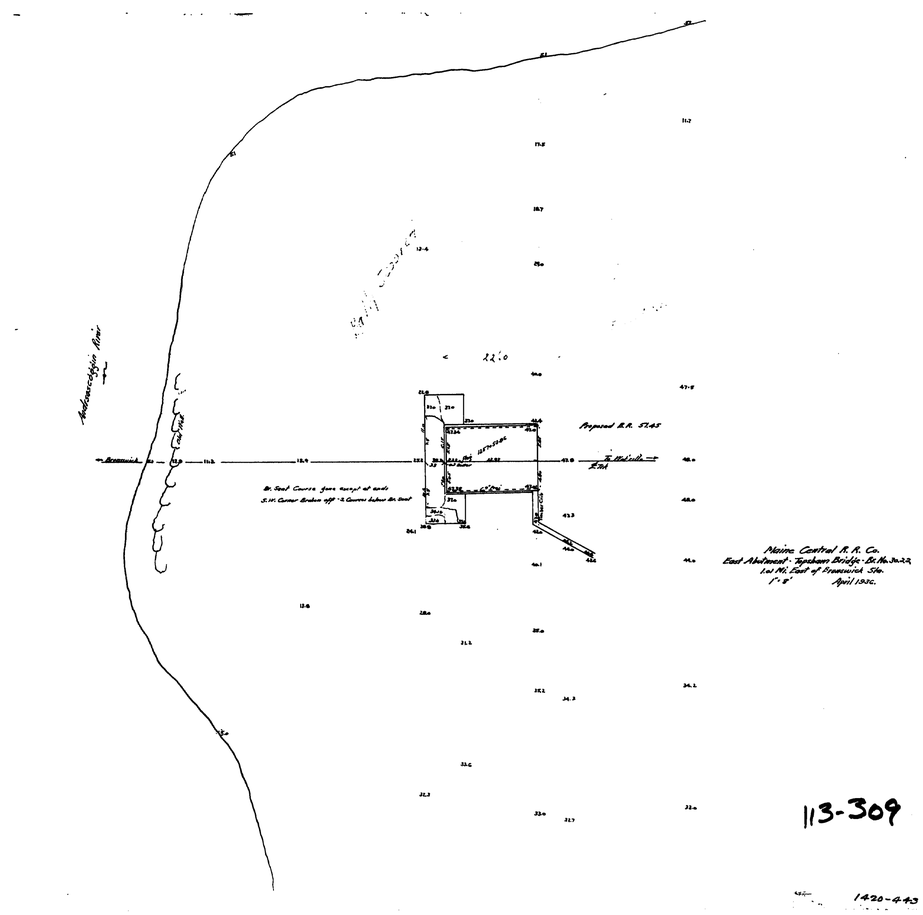


The tops of piers to be bush hammered to give good even bearing at the correct elevations and size shown.

Maine Central R.R. Co
Topsham Bridge No. 30.22
1.01 Mi. E. of Brunswick
Elev. of Masonry Bearings
No Scale Apr. 14, 1936

113-308

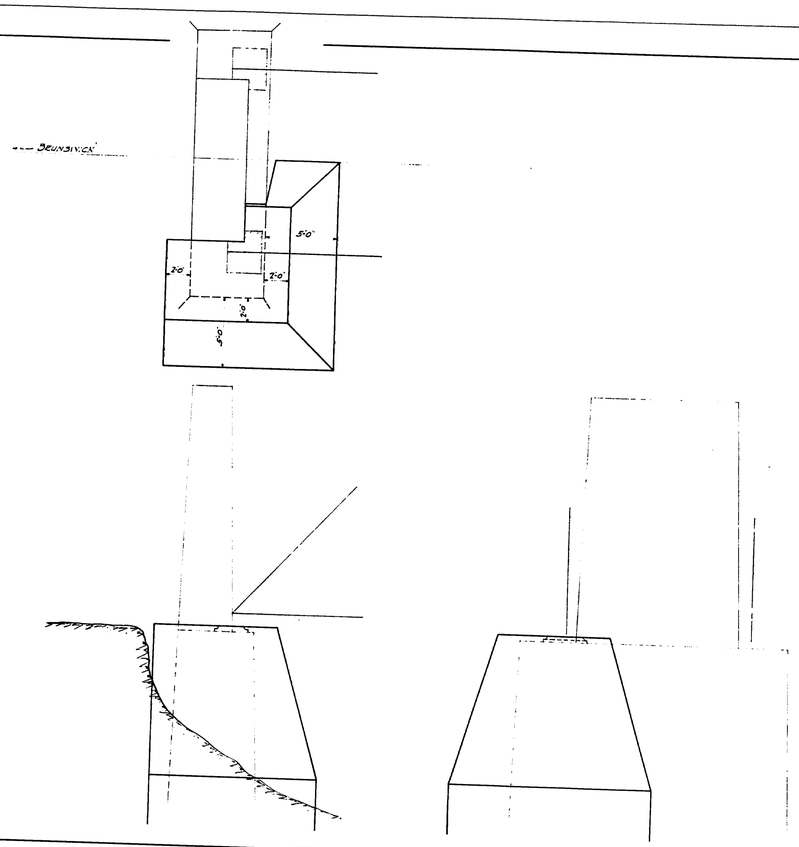
1406-12



113-309

1420-443

Rev. 9-5-78
113-310



NOTE.
PUT MASS OF CONCRETE AROUND SOUTH END OF PIER #1 ABOUT 2'-0" WIDE ON BOTTOM AND 2'-0" WIDE ON TOP CARRY BELOW FROST. BOND TO OLD MASONRY WITH COVER AND MID INCH. A FEW ROUT CUTS NEAR THE TOP ABOUT END OF PIER AND BEING CONCRETE OVER THE BRIDGE SEAT TO KEEP OUT WATER AND FROST. A RATHER POOR MIXTURE WILL DO.
PRESENT PIER WIDTH OF LIGHT LINES.

MAINE CENTRAL R.R.
3022 TOPSHAM BRIDGE
1.01 MI. E OF BRUNSWICK.
TEMPORARY REINFORCEMENT
FOR
PIER Nº 1.
SCALE 1/4"=1'-0" MAR. 1920

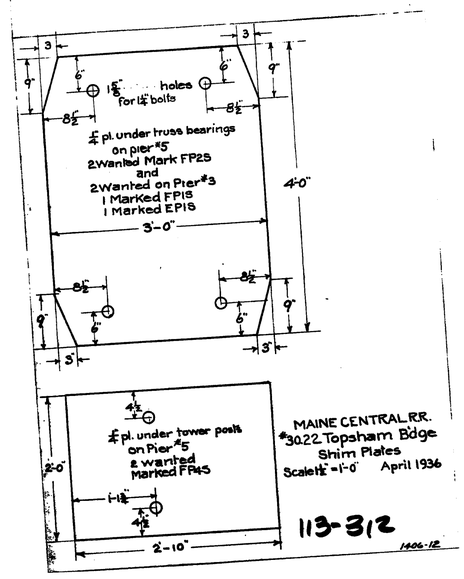
APPROVED

BRIDGE ENG.

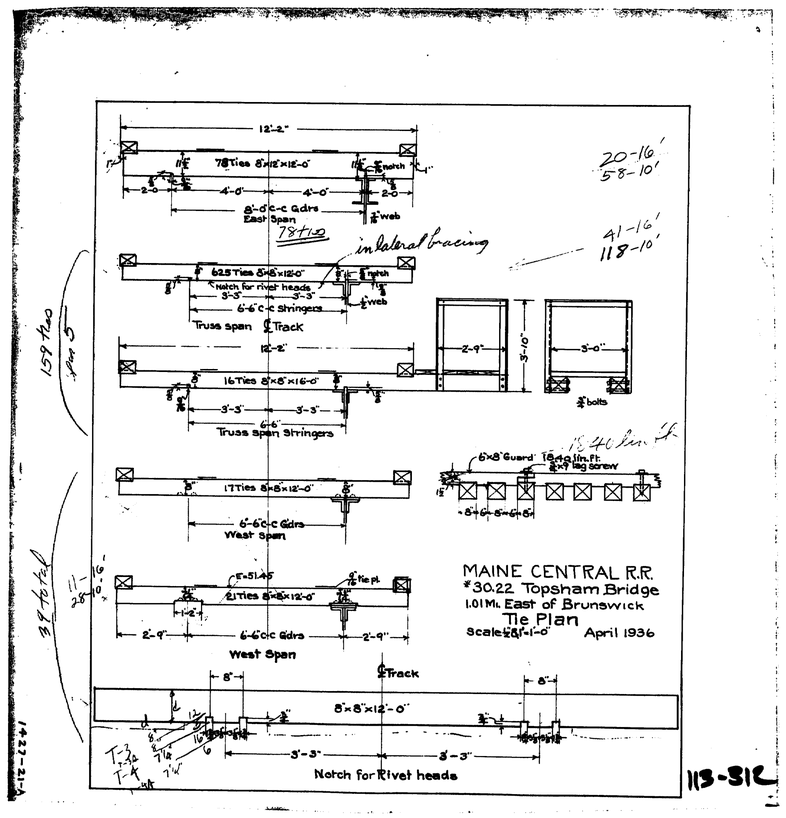
DRAWN BY H.H.S.
TRACED - H.-
CHECKED -

113-311

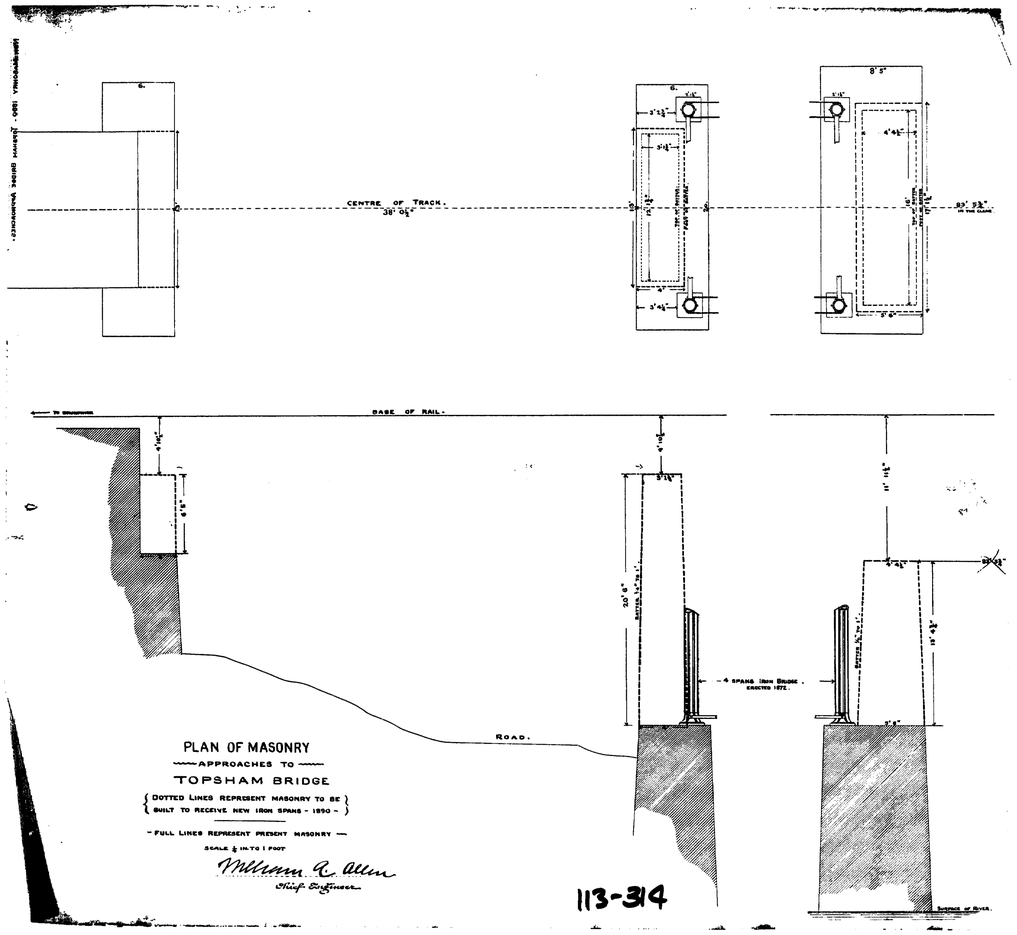
SHEET 1 OF 1.



1⅝" holes for 1¼" bolts
¼ pl. under truss bearings on pier #5
2 Wanted Mark FP2S
and
2 Wanted on Pier #3
1 Marked FP1S
1 Marked EP1S
3'-0"
4'-0"
¼ pl. under tower posts on Pier #5
2 wanted Marked FP4S
2'-10"
MAINE CENTRAL R.R.
#30.22 Topsham Bdge
Shim Plates
Scale 1½"=1'-0"
April 1936
113-312
1406-12



12'-2"
78 Ties 8"x12"x12'-0"
8'-0" c-c Gdrs East Span
78 ties
in lateral bracing
20-16'
58-10'
41-16'
118-10'
62.5 Ties 8"x8"x12'-0"
Notch for rivet heads
6'-6" c-c Stringers
Truss span ℄ Track
16 Ties 8"x8"x16'-0"
Truss span Stringers
159 ties
17 Ties 8"x8"x12'-0"
6'-6" c-c Gdrs West Span
6"x8" Guard
18.40 lin. ft.
21 Ties 8"x8"x12'-0"
West Span
39 total
11-16'
28-10'
℄ Track
8"x8"x12'-0"
Notch for Rivet heads
MAINE CENTRAL R.R.
#30.22 Topsham Bridge
1.01 Mi. East of Brunswick
Tie Plan
Scale 1½"=1'-0"
April 1936
113-312
1427-21-A


CENTRE OF TRACK.
38' 0½"
BASE OF RAIL.
ROAD.
4 SPANS IRON BRIDGE.
ERECTED 1872.
PLAN OF MASONRY
APPROACHES TO
TOPSHAM BRIDGE
DOTTED LINES REPRESENT MASONRY TO BE
BUILT TO RECEIVE NEW IRON SPANS - 1890 -
FULL LINES REPRESENT PRESENT MASONRY
SCALE ¼ IN. TO 1 FOOT
William R. Allen
Chief Engineer

113-314

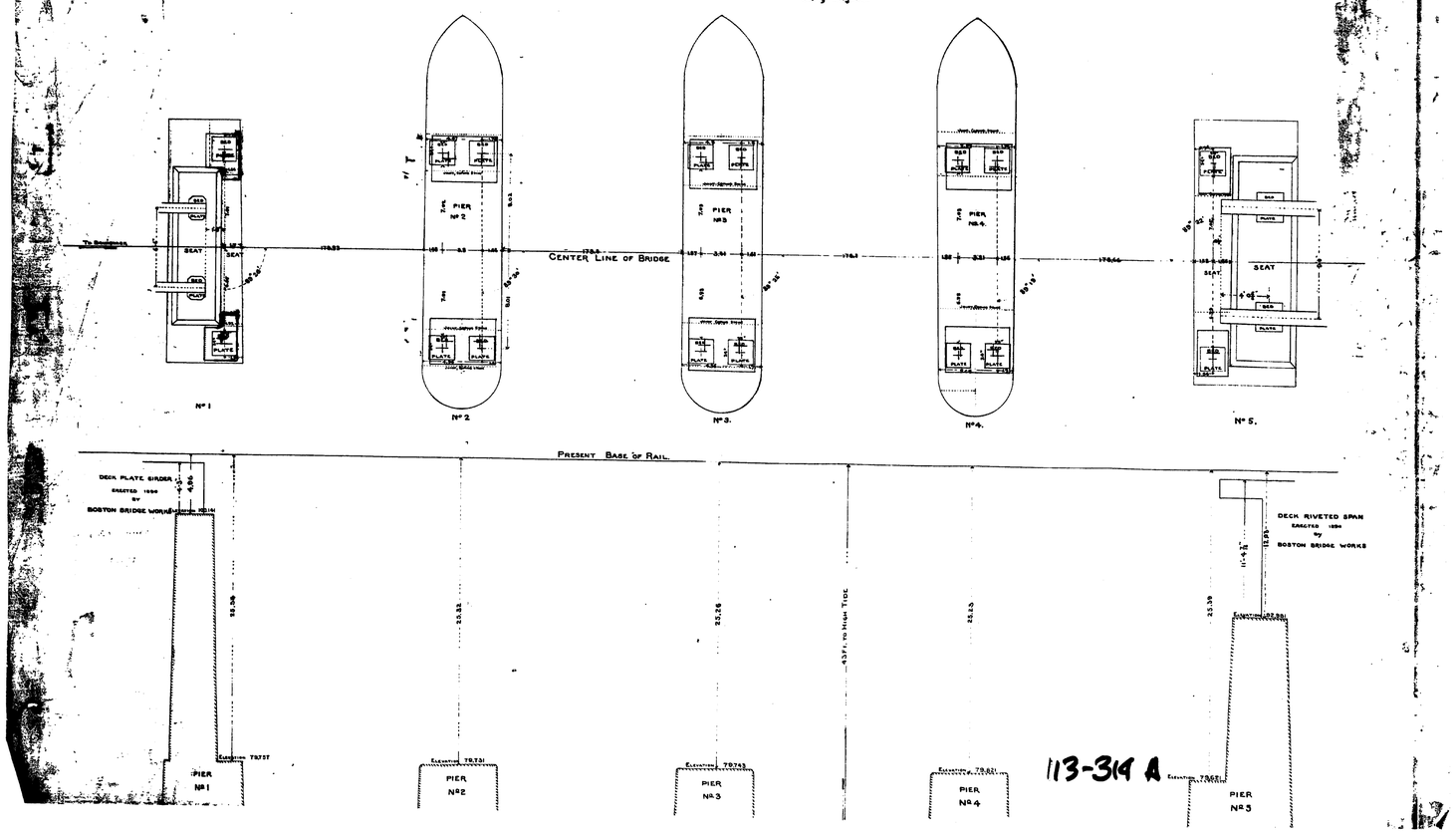
MAINE CENTRAL RAILROAD

TOPSHAM BRIDGE MASONRY

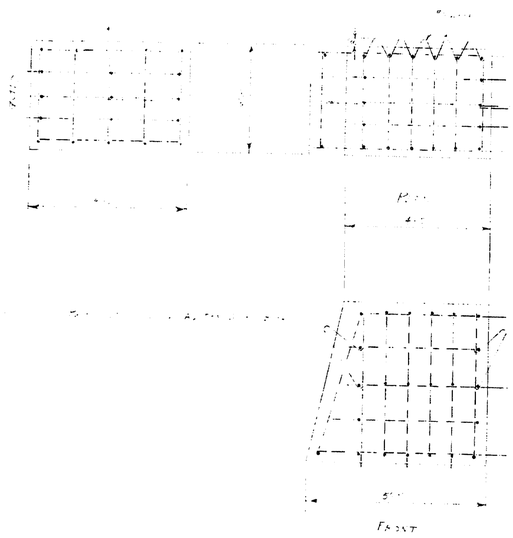
SCALE 4 FT. = 1 IN.

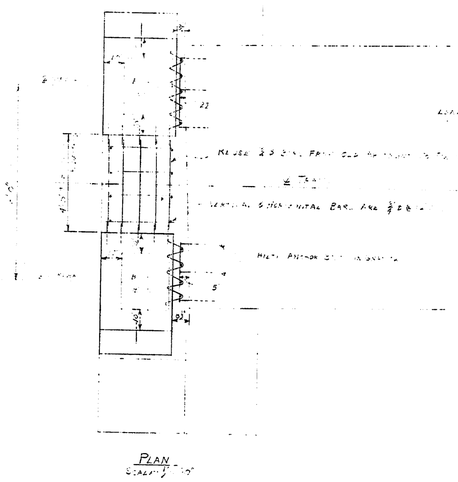
August-1898

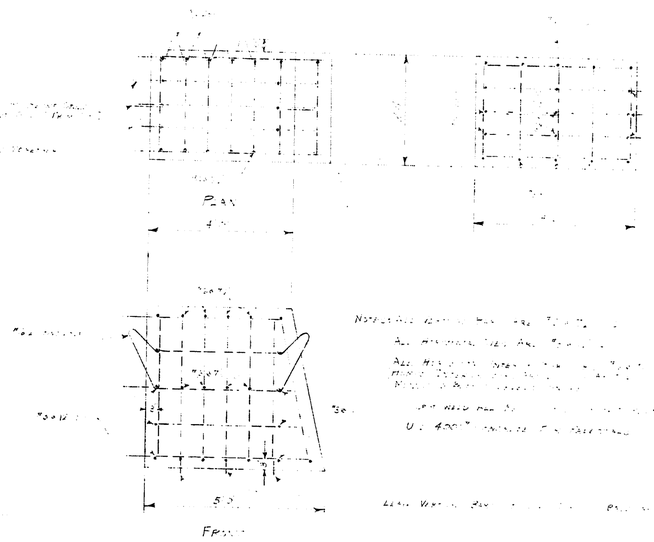
William A. Allen
Chief Engineer

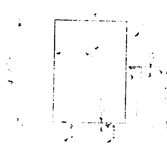


113-314 A

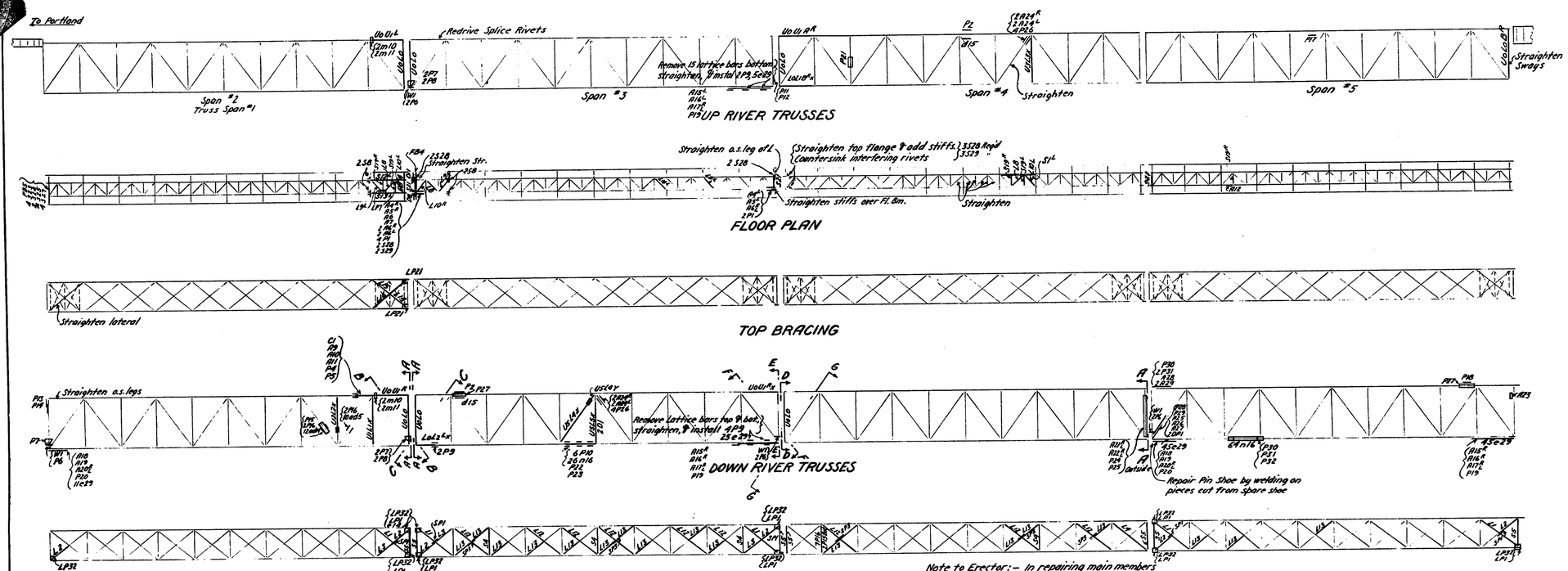




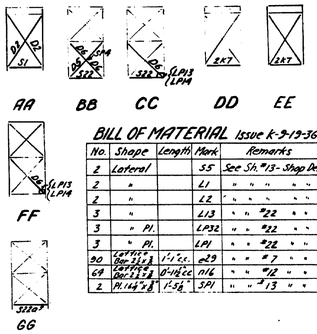




113-315



Note to Erector:- In repairing main members cut out rivets and replace with bolts, changing old material for new between passage of trains.



BILL OF MATERIAL Issue A-6-27-36

No.	Shape	Length	Mark	Remarks
~~1~~	~~Shoe~~		~~F51~~	~~As shown on Drwg. "3- Shoemaker Bridge Co.- Contract #2442~~
2	Lateral	19'-8"	L1	As shown on Drwg "13-Shoemaker Bridge Co.- Contract #2442
3	"	11'-1/8"	L2	" " " " " " " " "
2	"	11'-2⅛"	L3	" " " " " " " " "
2	Pl. 16¼"x⅜"	1'-5¼"	SP1	" " " " " " " " "
4	Pl. 14¾"x⅜"	2'-0¼"	LP1	" " " " #22 " " " "
4	Pl. 24¼"x⅜"	2'-8⅜"	LP32	" " " " " " " " "
2	L3½"x3½"x⅜"	2'-0½"	C14	" " " " #7 " " " " " (Shop holes)
2	Strut	6'-2⅛"	S21	" " " " #21 " " " " "
2	Diagph.	3'-3"	D11	" " " " " " " " "
1	Lateral	10'-5"	L14	" " " " #25 " " " " "
1	"	12'-3⅞"	L15	" " " " " " " " "
1	"	21'-7⅜"	L16	" " " " " " " " "
2	Pl. 14¾"x 7/16"	5'-2½"	LP21	" " " " #21 " " " " "
2	Lateral	8'-0"	L8	" " " " " " " " "
1	"	7'-8¼" c.c.	L9R	" " " " " " " " "
1	Strut	6'-0"	S19R	" " " " " " " " "
1	"	6'-0"	S19L	" " " " " " " " "

Field rivets for above material to be furnished by Fabricator

Issue J-9-8-36

1	L6x6x⅜	10'-3⅜"	S1L	Opp. hand to S1 - Shop holes - Shoemaker Drwg #15 - For Strg. 38L

No.	Shape	Length	Mark	Remarks
1	Lateral	7'-8¼" c.c.	L10L	As shown on Drwg "21- Contr. #2442
4	Diagonal	20'-9⅛"	D2	" " " " #10 " " "
3	Strut	13'-4⅛"	S1	" " " " " " " "
1	Diagonal	16'-1⅞"	D5	" " " " #18 " " "
3	"	9'-5⅞"	D6	" " " " " " " "
2	Strut	12'-3"	S22	" " " " " " " "
1	Pl. 19¼"x⅜"	3'-1⅛"	LP13	" " " " " " " "
1	do	3'-3⅜"	LP14	" " " " " " " "
1	Pl 15¼"x⅜"	1'-6⅜"	SP4	" " " " " " " "
1	Stringer	19'-6⅜"	S12L	" " " " #15 " " "
1	"	do	S13L	" " " " #15 " " "
1	Floorbeam	13'-5⅜"	F84	" " " " #8 " " "
1	Top Chord	16'-1⅛"	U0U1R	" " " " #16 " " " *
1	" "	do	U0U1L	" " " " " " " " *
6	Post	22'-4½"	U0L0	" " " " #20 " " " *
1	"	do	U0L0R	" " " " " " " " *
1	Top Chord	16'-2⅜"	U0U1R	" " " " #16 " " " *

* indicates holes for field rivets to be punched 13/16" ⊕ in shop and reamed in field to match.

113-316

FIELD RIVETS-Issued

No.	Diam.	Grip	Length
100	⅞"	1⅛"	3¼"
15	do	2⅛"	4¼"

M	9-29-36	Additional Repairs Sh. #2 added		
L	9-23-36	Additional Repairs Note to Erector		
K	9-19-36	Additional Repairs		
J	9-8-36	Additional Repairs		
I	9-5-36	Additional Repairs		
G	9-12-36	Addit. Rep.- Sh. #5 added		
F	9-19-36	Additional Repairs		
E	9-13-36	Additional Repairs		
D	7-28-36	Additional Repairs Sheet #4 added		
C	7-10-36	Additional Repairs	W.G.S.	
B	7-1-36	Additional Repairs Sheet #3 added		
Issue	Date	Description	Chkd.	Appd.

Table of Additions and Changes
Use Only Prints of Latest Date

GENERAL NOTES

Material and workmanship to be in accordance with Boston and Maine Railroad "General Specifications for Repairing Steel Structures," 1936.

Rivets ⅞" ⊕, holes 13/16" ⊕ except as noted.

Old work shown by light lines.

New " " " heavy " .

Shop inspection required. Steel Contractor will notify Office of Engineer of Structures when material is ready for inspection.

(All field rivets to be furnished by Fabricator for issues A, B, C, D.)

REPAIRS TO TRUSS SPANS

MAINE CENTRAL RAILROAD
Portland Division - Main Line - Lower Road
Valuation Section No. 1
BRIDGE NO. 30.22 - TOPSHAM BRIDGE
1.01 Miles East of Station
BRUNSWICK ME.

Scale 1" = 20'
From Office of Chief Engineer
R.F.E. No. 7407
Boston Mass.

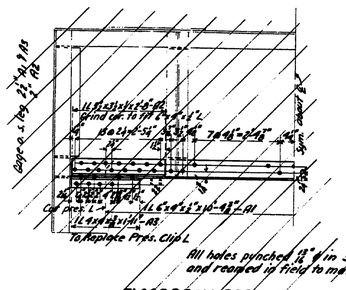
Date Issued - A-6-27-36

Drawn	E.R.R.	
Check		
Traced	E.R.R.	
Check		
Correct	BRODIE	

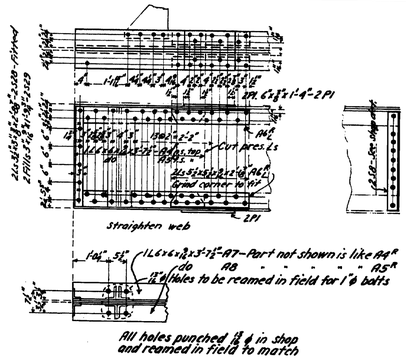
Approved: [signature]
Engineer of Structures

Sheet #1 of 6 Sheets

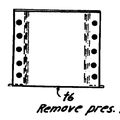
1360-41

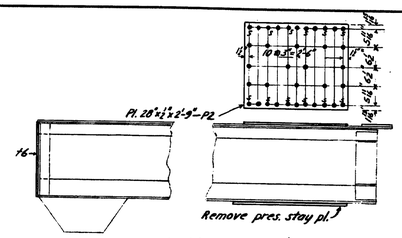


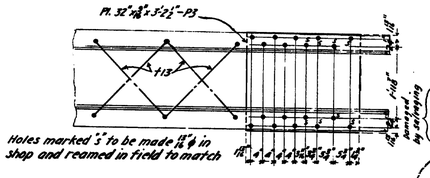
FLOORBEAM REPAIRS



STRINGER REPAIRS







TOP CHORD

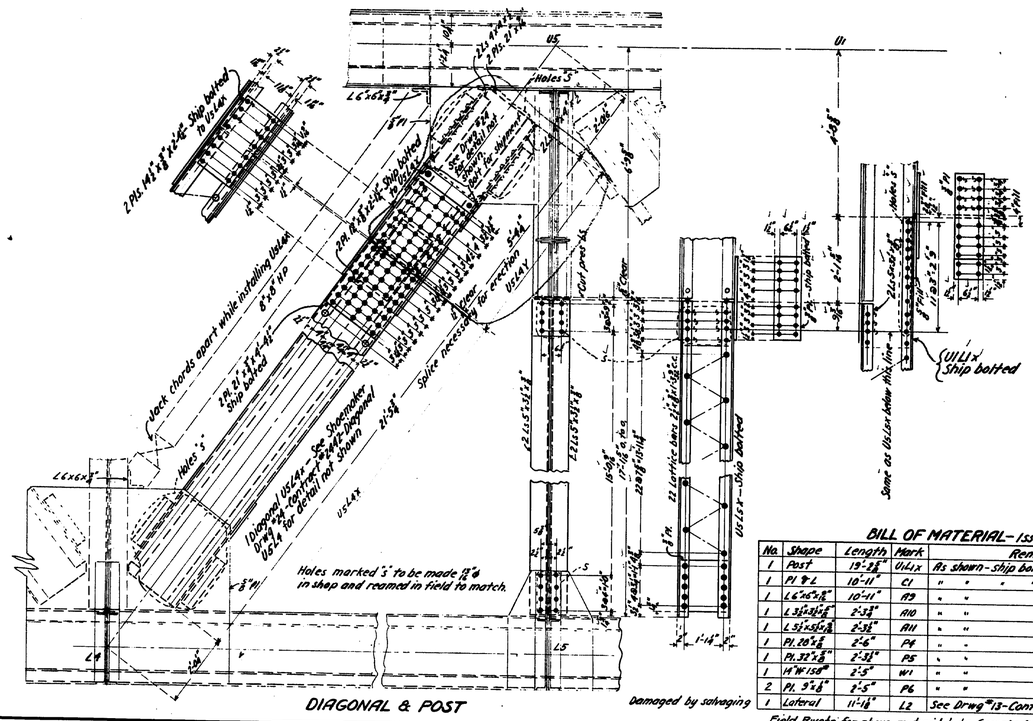
BILL OF MATERIAL Issue B

No.	Shape	Length	Mark	Remarks
1	L6x4x1/2	10'-8 1/2"	A1	As Shown
2	L5 1/2x3 1/2x1/2	2'-8"	A2	" "
2	L4x4x1/2	1'-11"	A3	" "
1	L6x6x7/16	3'-7 1/2"	A4R	As Shown
1	do	3'-7 1/2"	A4L	" "
1	do	3'-7 1/2"	A5R	" "
1	do	3'-7 1/2"	A5L	" "
3	L5 1/2x3 1/2x7/16	2'-1 1/8"	A6R	" "
3	do	2'-1 1/8"	A6L	" "
1	L6x6x7/16	3'-7 1/2"	A7	" "
1	do	3'-7 1/2"	A8	" "
6	Pl. 6"x1/2"	1'-4"	P1	" "
9	L3 1/2x3x1/2	2'-8 1/8"	S28	" "
5	Pl. 3"x1/2"	1'-9 3/8"	S29	" "
6	L5x3 1/2x7/16	2'-8 1/8"	S8	See Drwg. #15-Contr. #2442
1	Diagonal	21'-3 3/8"	U5L4X	As Shown-See Drwg. #24-Contr. #2442
1	Post	17'-1 9/16"	U6L6X	" " -Ship bolted
1	Pl. 24"x1/2"	2'-3 1/8"	t6	See Drwg. #16-Contr. #2442
3	Pl. 20"x1/2"	2'-9"	P2	As Shown
1	Pl. 32"x3/8"	3'-2 1/2"	P3	" "
2	Pl. 27"x3/8"	2'-8 1/4"	U15	See Drwg. #6-Contr. #2442
4	Pl. 22"x3/8"	2'-9 5/8" c.c.	t13	" " #16 " "
1	Top Sect. of Diagonal	5'-4 1/4"	U5L4Y	See Drwg. #24-Contr. #2442

Issue H 8-29-36

FIELD RIVETS-Issue H

No.	Diam.	Grip.	Length
110	7/8"	1 1/8"	2 1/2"
60	7/8"	1 1/8"	3 1/2"

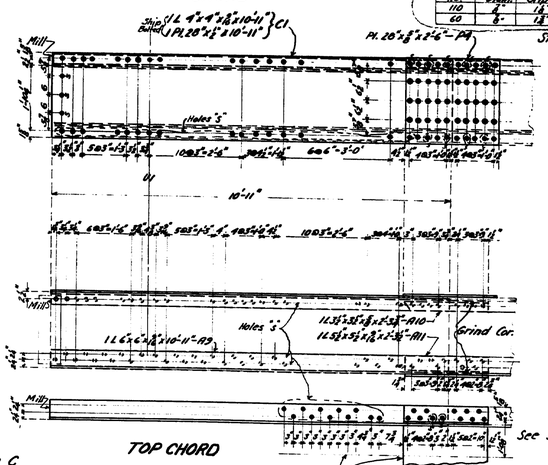


DIAGONAL & POST

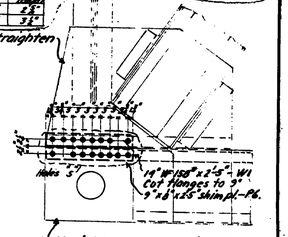
BILL OF MATERIAL-Issue C

No.	Shape	Length	Mark	Remarks
1	Post	19'-2 3/8"	U1L1X	As shown-ship bolted
1	Pl. 9"x1/2"	10'-11"	C1	" " " "
1	L6"x6"x1/2"	10'-11"	A9	" "
1	L3 1/2x3 1/2x1/2"	2'-3 1/8"	A10	" "
1	L3 1/2x3 1/2x1/2"	2'-3 1/8"	A11	" "
1	Pl. 20"x1/2"	2'-6"	P4	" "
1	Pl. 32"x1/2"	2'-3 1/2"	P5	" "
1	14"WI58#	2'-5"	W1	" "
2	Pl. 9"x1/2"	2'-5"	P6	" "
1	Lateral	11'-1 1/8"	L2	See Drwg. #13-Contr. #2442 (with Issue A)

Field Rivets for above material to be furnished by Fabricator.



TOP CHORD



Straighten pls., removing and replacing rivets if necessary

DIAPHRAGM AT L0

See Sheet #1 for Location Plan & General Notes

REPAIRS TO TRUSS SPANS

Issue	Date	Description	Chkd	Appr
H	8-29-36	Top Part of U5L4		
D	7-28-36	U1-A2-A3 Omitted Top Sect. U5L4X Added		
C	7-10-36	Addit. Repairs U5L5X changed	W.G.S.	
B	7-1-36	Addit. Repairs-S4-S5		

Table of Additions and Changes Use Only Prints of Latest Date

113-307

MAINE CENTRAL RAILROAD
Portland Division – Main Line – Lower Road
Valuation Section No. 1
BRIDGE NO. 30.22–TOPSHAM BRIDGE
1.01 Miles east of Station
BRUNSWICK ME.

Scale 1/4"=1'-0" R.F.E. No. 7407
From Office of Chief Engineer Boston Mass.

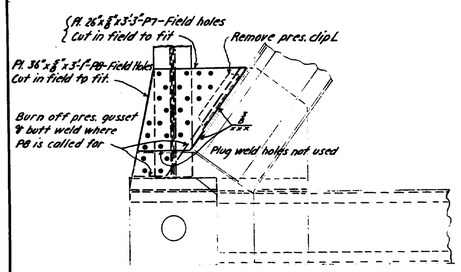
Date Issued:-A —

Drawn E.A.A.
Check
Traced E.A.A.
Check
Correct BRODIE

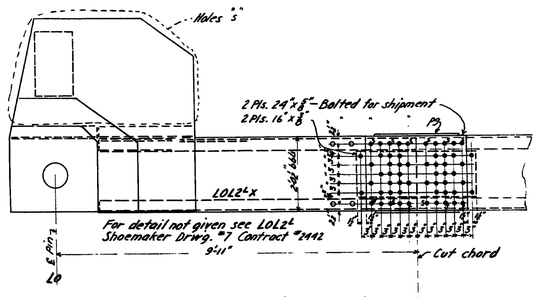
Approved: Engineer of Structures

Sheet #5 of 6 Sheets

1360-4

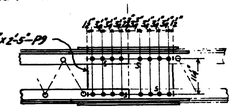


END GUSSETS

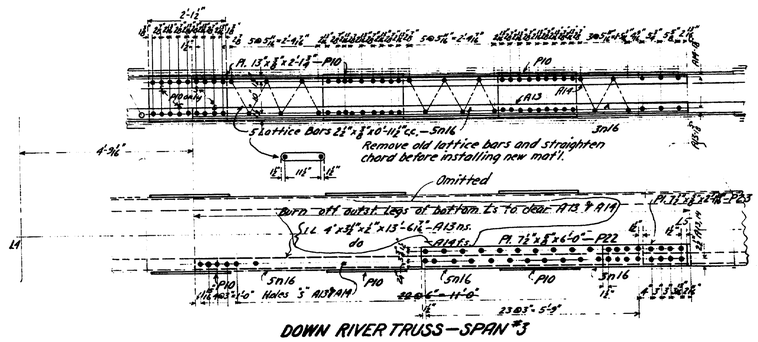


Holes marked "3" 13/16" ϕ to be reamed in field to match.
Rivets ⅞" ϕ, holes 15/16" ϕ unless noted.

July 27, '36
Make LOL2L x ⅜ 2 P9 for Span #3
(Not made in issue "D")



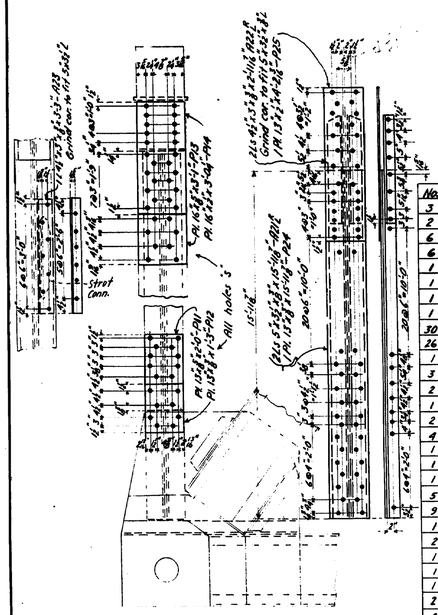
BOTTOM CHORD



DOWN RIVER TRUSS—SPAN #3

BILL OF MATERIAL—Issue E-8-12-36

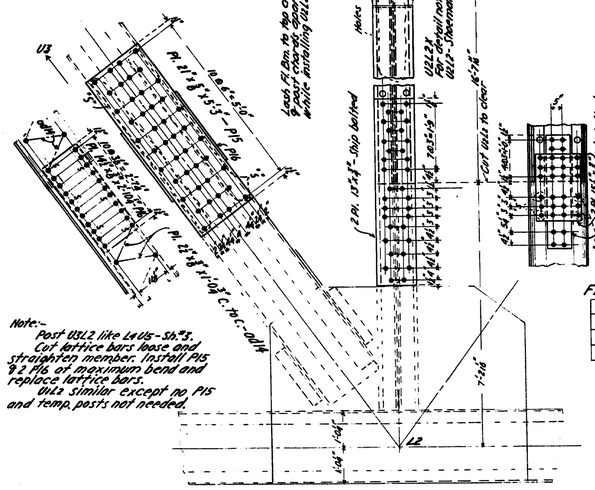
No.	Shape	Length	Mark	Remarks
1	Post		U2L2x	As Shown—See Drwg #20-Contr. #2442
1	Pl. 21"x⅜"	5'-3"	P15	" "
4	Pl. 14½"x⅜"	2'-10¼"	P16	" "
12	Pl. 2½"x⅜"	1'-0½" c.c.	odM	Lattice bar
10	do	1'-0½" cc	od5	" " " "
4	Pl. 13¾"x⅜"	1'-2½"	m10	See Drwg. #11-Contract #2442
4	Pl. 7"x⅜"	1'-10½"	m11	" " " " "
1	Strut	12'-0"	S5	" " #13 " "
2	Pl. 26"x⅜"	3'-3"	P7	Ship blank
2	Pl. 36"x⅜"	3'-1"	P8	" "



END POSTS

BILL OF MATERIAL—Issue D-7-28-36

No.	Shape	Length	Mark	Remarks
3	Pl. 26"x⅜"	3'-3"	P7	Ship blank
2	Pl. 36"x⅜"	3'-1"	P8	" "
6	Pl. 16"x⅜"	2'-5"	P9	As shown
6	Pl. 13"x⅜"	2'-1¾"	P10	" "
1	Pl. 13"x⅜"	2'-0"	P11	" "
1	Pl. 13"x⅜"	1'-3"	P12	" "
1	Pl. 16"x⅜"	3'-1"	P13	" "
1	Pl. 16"x½"	3'-0¼"	P14	" "
30	Pl. 2½"x⅜"	1'-1" c.c.	od9	See Drwg. #7-Contr. #2442. - Shop holes
26	do	0'-11½" c.c.	od16	As shown
1	Floorbeam	13'-5⅜"	FB4	See Drwg. #8-Contr. #2442.
3	Pl. 24½"x⅜"	2'-0¾"	LP32	" " #22- " "
2	Pl. 14½"x⅜"	2'-0¼"	LP1	" " " " "
1	L 3½"x3½"x⅜"	2'-0½"	a14	" " #7 " " Shop holes
2	Strut	12'-0"	S5	" " #13 " "
4	"	13'-5⅜"	S4	" " " " "
1	Lateral	19'-8"	L1	" " " " "
1	"	11'-2⅝"	L3	" " " " "
1	Pl. 16½"x⅜"	1'-5⅜"	SP1	" " " " "
5	Lateral	21'-4½"	L12	" " #22 " "
9	"	10'-5"	L13	" " " " "
1	Pl. 16½"x⅜"	1'-5⅜"	SP3	" " " " "
2	Sway	21'-5⅜"	D1	" " #10 " "
1	Diagonal	9'-5⅜"	D6	" " #18 " "
1	Pl. 13½"x⅜"	3'-1¾"	LP13	" " " " "
1	do	3'-3⅜"	LP14	" " " " "
2	L 6"x4"x½	12'-7½"	K7	" " #10 " " Shop holes for gusset only riveted
2	14"WF 158#	2'-5"	W1	Can substitute ⅜" Pls & ½" web
4	Pl. 9"x⅜"	2'-5"	P6	As shown



Note:-
Post U2L2 like L4U3-Sh#3.
Cut lattice bars loose and straighten member. Install P15 & 2 P16 at maximum bend and replace lattice bars.
U2L2 similar except no P15 and temp. posts not needed.

DOWN RIVER TRUSS-SPAN #2

BILL OF MATERIAL—Issue F-8-19-36

No.	Shape	Length	Mark	Remarks
1	Lateral	8'-0"	L8	See Drwg 21-Contr. #2442
1	"	7'-8⅝" c.c.	L9L	" " " " "
1	"	"	L10R	" " " " "
1	"	"	L10L	" " " " "
1	Strut	6'-0"	S19R	" " " " "
1	"	"	S19L	" " " " "
1	Lateral	21'-4½"	L12	" " #22 " "
1	"	10'-5"	L13	" " " " "
2	Pl. 11½"x⅜"	2'-3½"	LP7	" " #21 " "
1	Pl. 16½"x⅜"	1'-5⅜"	SP3	" " #22 " "

FIELD RIVETS—Issue E

No.	Diam.	Grip	Length
40	⅞	⅜"	2¼"
110		1⅛"	2⅝"
60		1½"	2¾"
15		1⅞"	2⅞"
235		1½"	3⅛"
20		1⅞"	3½"
40		1⅞"	3⅝"
85		2"	3¾"
30		2⅛"	3⅞"
40		2⅜"	4⅛"

FIELD RIVETS—Issue F

No.	Diam.	Grip	Length
90	⅞	⅜"	2¼
25	⅞	1"	2½
35	⅞	1⅜"	2⅝

Notes:- Holes marked "3" to be made 13/16" ϕ in shop and reamed in field to match.
See Sheet #1 for General Notes.

Issue	Date	Description	Made	Appr.
L	9-12-36	Add'l. Repairs	E.A.R.	
I	9-4-36	P10, P14 added	E.A.R.	
F	8-19-36	Bill of Material	E.A.R.	
E	8-12-36	Additional Repairs	E.A.R.	
D	7-28-36	Additional Repairs	E.A.R.	

Table of Additions and Changes
Use Only Prints of Latest Date

REPAIRS TO TRUSS SPANS

MAINE CENTRAL RAILROAD
Portland Division Main Line Lower Road
Valuation Section No. 1
BRIDGE NO. 30.22-TOPSHAM BRIDGE
1.01 Miles East of Station
BRUNSWICK ME.

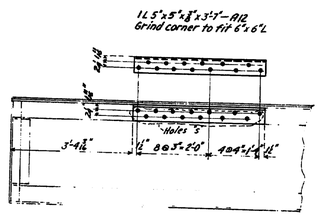
Scale ⅜"=1'-0"
From Office of Chief Engineer
A.F.E. No. 7407
Boston Mass.

Date Issued 7-
Drawn E.A.R.
Check
Traced E.A.R.
Check
Correct BROOKE

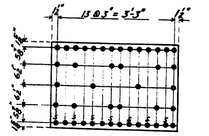
Approved:
Engineer of Structures

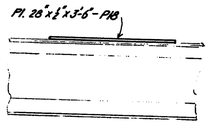
Sheet #4 of 6 Sheets

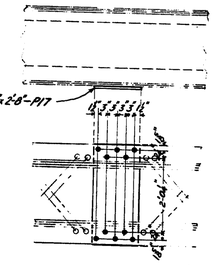
113-318



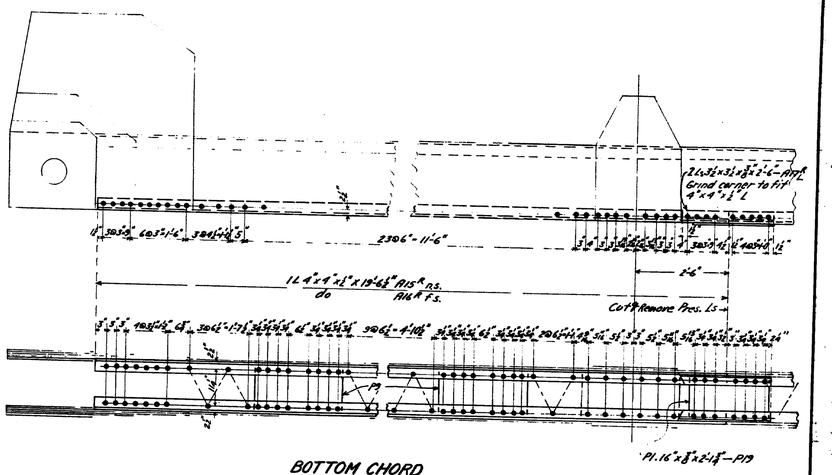
STRINGER







TOP CHORD



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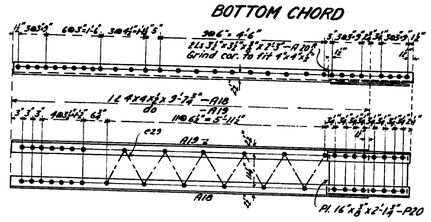

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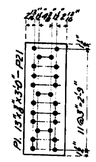
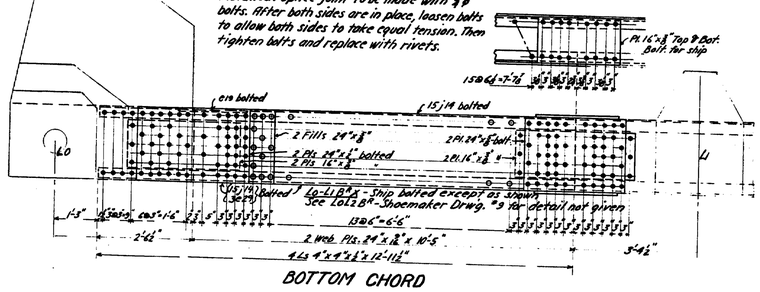


P21
AT BEND IN POST

Note: L0L1B^{R}x to be installed one side at a time, outside segment first. Rivet L0 end when installed. Splice joint to be made with ⅞" ϕ bolts. After both sides are in place, loosen bolts to allow both sides to take equal tension. Then tighten bolts and replace with rivets.



BOTTOM CHORD

BILL OF MATERIAL — Issue G

No.	Shape	Length	Mark	Remarks
2	L 5"x3½"x⅜"	2'-8½"	S8	See Drwg #15 – Contr. #2442
1	Lateral	7'-8½" c.c.	L9L	" " #21 " " (Damaged by salvaging)
1	"	do	L10L	" " #21 " "
1	Strut	6'-0"	S19R	" " " " "
1	L 5"x5"x⅜"	3'-7"	A12	As shown
1	Pl. 15"x⅜"	2'-8"	P17	" " (do)
1	Pl. 20"x½"	3'-6"	P18	" " (do)

FIELD RIVETS – Issue G

No.	Diam	Grip	Length
20	⅞"	⅜"	2¼"
50	"	1"	2½"
20	"	1¼"	2¾"
20	"	1⅜"	2⅞"
40	"	1⅞"	3¼"
25	"	2"	3⅜"
30	"	2½"	4¼"

BILL OF MATERIAL — Issue I, 9-4-36

No.	Shape	Length	Mark	Remarks
1	L 4"x3½"x½"	13'-6⅛"	A13	As shown on sheet #4
1	do	do	A14	" " " " "
1	L 4"x4"x½"	19'-6⅝"	A15R	" "
1	do	do	A15L	Opp. hand
1	do	do	A16R	As shown
1	do	do	A16L	Opp hand
2	L 3½"x3½"x⅜"	2'-6"	A17R	As shown
2	do	do	A17L	Opp. hand
1	L 4"x4"x½"	9'-7⅞"	A18	As shown
1	do	do	A19	" "
1	L 3½"x3½"x⅜"	2'-3"	A20R	" "
1	do	do	A20L	Opp. hand
2	Pl. 16"x⅜"	2'-1¾"	A19	As Shown
1	do	do	A20	" "

No.	Shape	Length	Mark	Remarks
11	Lattice Bar	1'-1" c.c.	c29	See Drwg #9 – Contr. #2442 – Shop holes
1	Bot. Chord	12'-11⅞"	L0L1B^{R}x	As shown – See Drwg #9, Contr #2442
1	Top "	16'-11⅞"	U0U1B^{R}x	Same as U0U1B^R Drwg. #16 except 2 Pls. 24"x½" to be omitted (Damaged by salvaging)
1	Pl. 15"x⅜"	3'-0"	P21	As shown
1	Post	17'-11⅞"	U5U5x	Same as U5U5x – Sheet #3 – Drwg. #14
2	Strut	12'-8"	S5	See Drwg #13 – Contr. #2442 –
7	Lat'l. Bar	2'-4⅞" c.c.	p16	" " " " " – Shop holes
2	L 3½"x3½"x⅜"	12'-8⅞"	p15	" " " " " — " "
1	Lateral	19'-1⅞"	L9	" " " " "
3	"	21'-4⅞"	L12	" " #22 " "
4	"	10'-5"	L13	" " " " " – 1 ϕ82 with each
3	Pl. 16½"x⅜"	1'-5⅞"	SP3	" " " " "
2	L 6"x4"x½"	12'-7½"	k7	" " #10 " " Shop holes for Coons. Washers rev.
2	Diagonal	20'-4⅞"	D2	" " " " "

FIELD RIVETS – Issue I

No.	Diam.	Grip	Length
340	⅞"	⅜"	2¼"
170	"	⅞"	2⅜"
45	"	1"	2½"
230	"	1⅛"	2⅝"
90	"	1¼"	2¾"
40	"	1⅜"	2⅞"
150	"	1½"	3⅛"
100	"	1⅝"	3¼"
140	"	1¾"	3½"
80	"	2⅛"	3⅞"
60	"	2¼"	4"
60	"	2⅜"	4⅛"
70	"	2⅝"	4⅜"
20	"	3¼"	5⅛"

Note:–Holes marked "s" to be made 15/16" ϕ in shop and reamed in field to match.
See Sheet #1 for Location Plan & General Notes.

Issue	Date	Description	Chk'd	App.
I	9-4-36	Additional Repairs		
G	9-21-16	Additional Repairs		

Table of Additions and Changes
Use Only Prints of Latest Date

REPAIRS TO TRUSS SPANS

MAINE CENTRAL RAILROAD
Portland Division – Main Line – Lower Road
Valuation Section No. 1
BRIDGE NO. 30.22 – TOPSHAM BRIDGE
1.01 Miles east of Station
BRUNSWICK ME.

Scale ⅜"=1'-0"
From Office of Chief Engineer
R.F.E. No. 7407
Boston, Mass.

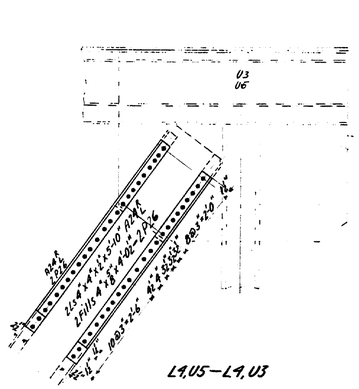
Date Issued:–
Drawn E.A.R.
Check
Traced E.A.R.
Check
Correct

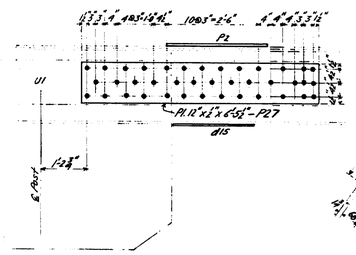
Approved:–
Engineer of Structures

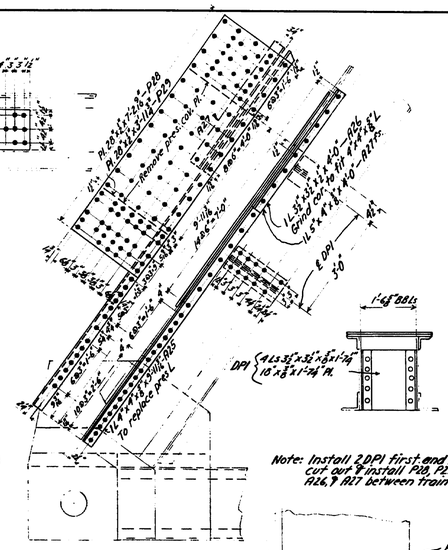
Sheet #5 of 6 Sheets

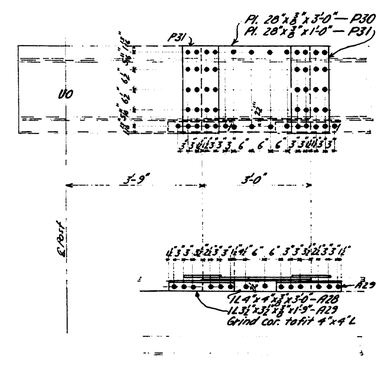
113-319

1360-4

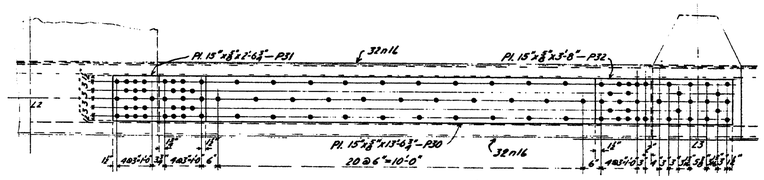








Note: Install 2 DP1 first and replace lacing. Then cut out ⅜" install P18, P29, P25, P26, & P27 between trains.



Note:- See Notes on Sheet #1.

BILL OF MATERIAL - Issue L - 9-22-36

No.	Shape	Length	Mark	Remarks
1	Pl. 7 1/2"x 3/8"	6'-0"	P22	As shown on sh. #4
1	do	2'-11 3/8"	P23	" " " " "
1	14" # 150#	2'-5"	W1	" " " " "
2	Pl. 9"x 1/2"	2'-5"	P6	Except Holes 1/8" Shop {Con. substitute 3/4" L & 1/4" web} As shown on sh. #3
1	L 5"x3 1/2"x 3/8"	15'-11 3/8"	A21R	Except Holes 1/8"-d. Shop Holes. As shown on sh. #4
1	do	do	A21L	Opp. hand
1	L 4 1/2"x3"x 3/8"	2'-11 3/8"	A22R	As shown on sh. #4
1	do	do	A22L	Opp hand
1	Pl. 13"x 3/8"	15'-11 3/8"	P24	As shown on sh. #4
1	Pl. 13"x 1/2"	4'-2 1/8"	P25	" " " " "
1	L 4 1/2"x3"x 3/8"	3'-3"	A23	" " " " "
4	L 4"x4"x 1/2"	5'-10"	A24R	" "
4	do	do	A24L	Opp. hand
8	Pl. 4"x 3/8"	4'-0 1/2"	P26	As shown
2	Pl. 18"x 1/2"	6'-5 1/2"	P27	" "
1	Pl. 20"x 1/2"	7'-2 1/8"	P28	" "
1	do	3'-11 3/8"	P29	" "
1	L 4"x4"x 3/8"	9'-11 3/8"	A25	" "
1	L 3 1/2"x3 1/2"x 1/2"	4'-0"	A26	" "
1	L 5"x4"x 3/8"	4'-0"	A27	" "
1	Diaphragm		DP1	" "
1	Pl. 20"x 3/8"	3'-0"	P30	" "
2	do	1'-0"	P31	" "
1	L 4"x4"x 3/8"	3'-0"	A28	" "
2	L 3 1/2"x3 1/2"x 3/8"	1'-9"	A29	" "
1	Strut		S21	See Drwg #21 - Shoemaker Plans

Damaged by Salvagers

FIELD RIVETS Issue L

No.	Diam.	Grip	Length
100	7/8"	3/4"	2 1/4"
100		1"	2 1/2"
130		1 1/8"	2 3/8"
50		1 1/4"	2 3/4"
45		1 3/8"	2 7/8"
25		1 1/2"	3 1/8"
65		1 5/8"	3 1/4"
45		1 3/4"	3 1/2"
15		1 7/8"	3 3/8"
30		2"	3 3/4"
200		2 1/4"	4"
35		2 3/8"	4 1/2"
25		3 3/8"	5 1/4"
25		3 3/4"	5 3/8"

BILL OF MATERIAL - Issue M - 9-24-36

No.	Shape	Length	Mark	Remarks
1	L 4"x4"x 1/2"	9'-7 3/4"	A18	As shown on sh. #5
1	do	do	A19	" " " " "
1	L 3 1/2"x3 1/2"x 3/8"	2'-5"	A20R	" " " " "
1	do	do	A20L	Opp. hand
1	Pl. 16"x 3/8"	2'-1 3/8"	P20	As shown on sh. #5
1	L 4"x4"x 1/2"	13'-6 1/2"	A15R	" " " " "
1	do	do	A16R	" " " " "
1	L 3 1/2"x3 1/2"x 3/8"	2'-6"	A17R	" " " " "
1	do	do	A17L	Opp. hand.
1	Pl. 16"x 3/8"	2'-1 3/8"	P19	As shown on sh. #5
1	Pl. 15"x 3/8"	13'-6 3/4"	P30	" " " " #6
1	do	2'-6 3/4"	P31	" " " " "
1	do	3'-8"	P32	" " " " "
1	Strut		S22a	Same as S22 - Shop Drwg #18 - except shop holes replace shop rivets - Ship bolted.

FIELD RIVETS - Issue M

No.	Diam	Grip	Length
50	7/8"	3/4"	2 1/4"
50		7/8"	2 3/8"
125		1 1/8"	2 5/8"
70		1 1/2"	3 1/8"
50		1 3/4"	3 1/2"
80		2 3/8"	4 1/8"
90		3"	4 3/8"

113-320

Issue	Date	Description	Made	Appr.
M	9-24-36	Additional Repairs	E.R.R.	
L	9-22-36	Additional Repairs	E.R.R.	

Table of Additions and Changes
Use Only Prints of Latest Date

REPAIRS TO TRUSS SPANS

MAINE CENTRAL RAILROAD
Portland Division Main Line Lower Road
Valuation Section No. 1
BRIDGE NO. 30.22-TOPSHAM BRIDGE
1.01 Miles East of Station
BRUNSWICK ME.

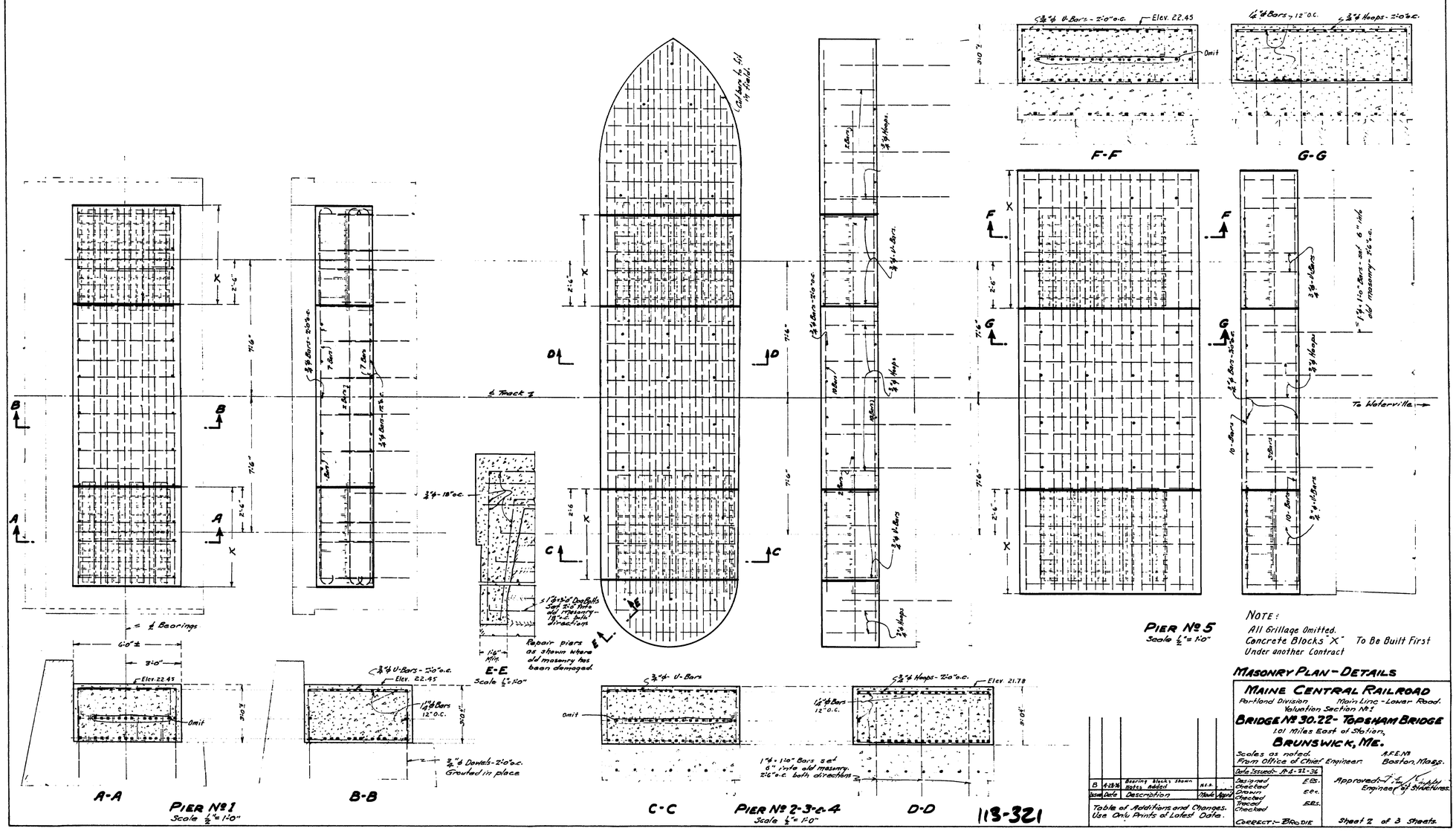
Scale ⅜"=1'-0"
From Office of Chief Engineer
R.R.E. No. 7407
Boston Mass.

Date Issued 4-
Drawn E.R.R.
Check
Traced E.R.R.
Check
Correct R.H. Brooie

Approved: _____
Engineer of Structures.

Sheet #6 of 6 Sheets

1360-41



NOTE:
All Grillage Omitted.
Concrete Blocks "X" To Be Built First
Under another Contract

MASONRY PLAN - DETAILS

MAINE CENTRAL RAILROAD
Portland Division Main Line - Lower Road.
Valuation Section No 1
BRIDGE No 30.22 - TOPSHAM BRIDGE
1.01 Miles East of Station,
BRUNSWICK, ME.

Scales as noted. A.F.E. No
From Office of Chief Engineer. Boston, Mass.

Date Issued:- 9-4-22-36

Issue	Date	Description	Made	Appd
B	4-28-36	Bearing blocks shown Notes Added	H.F.A.	

Table of Additions and Changes.
Use Only Prints of Latest Date.

Designed E.B.S.
Checked
Drawn E.R.S.
Checked
Traced E.R.S.
Checked

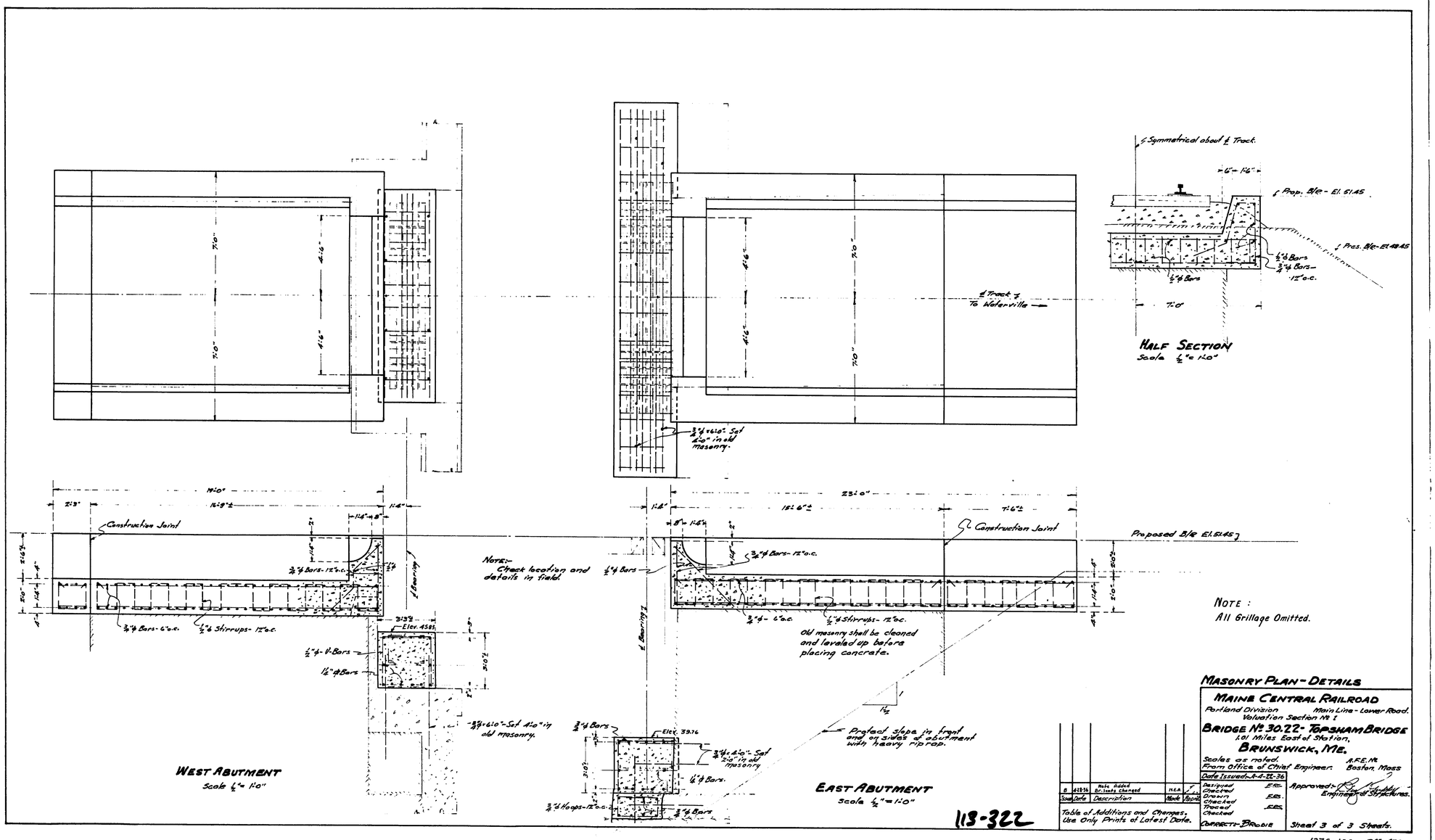
Approved:- [signature]
Engineer of Structures.

CORRECT:- BRODIE

Sheet 2 of 3 Sheets.

113-321

1376-104 24"x42"



NOTE:
All Grillage Omitted.

113-322

Scale	Date	Description	Made	Appr.
8	4-28-36	Note Added Br. Seats Changed	H.E.A.	

Table of Additions and Changes. Use Only Prints of Latest Date.

MASONRY PLAN - DETAILS

MAINE CENTRAL RAILROAD
Portland Division — Main Line - Lower Road.
Valuation Section No. 1

BRIDGE No. 30.22 - TOPSHAM BRIDGE
1.01 Miles East of Station,
BRUNSWICK, ME.

Scales as noted.
From Office of Chief Engineer: A.F.E. Mc Boston, Mass

Date Issued: 4-4-22-36

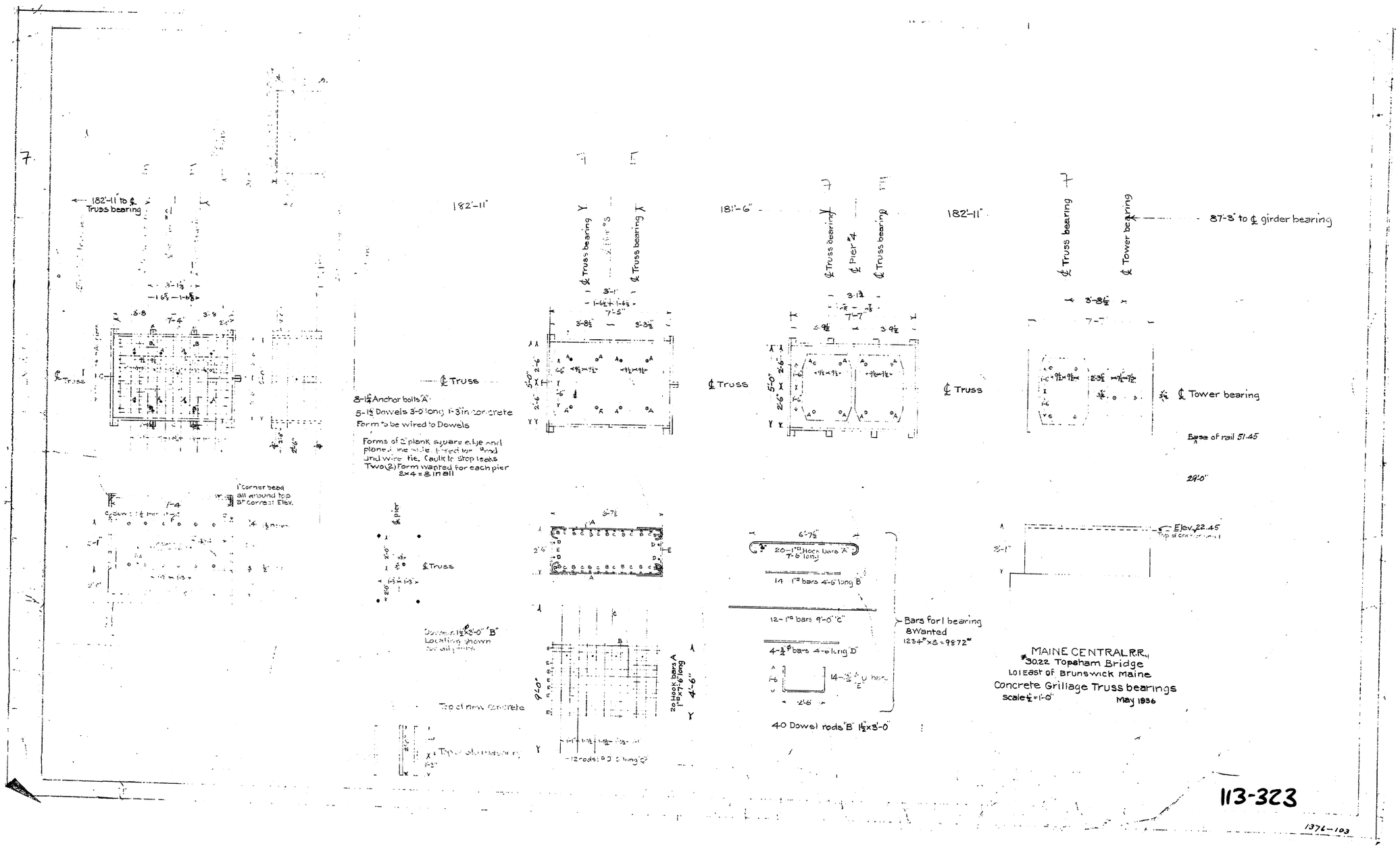
Designed F.E.S.
Checked
Drawn F.E.S.
Checked
Traced F.E.S.
Checked

Approved: [signature] Engineer of Structures.

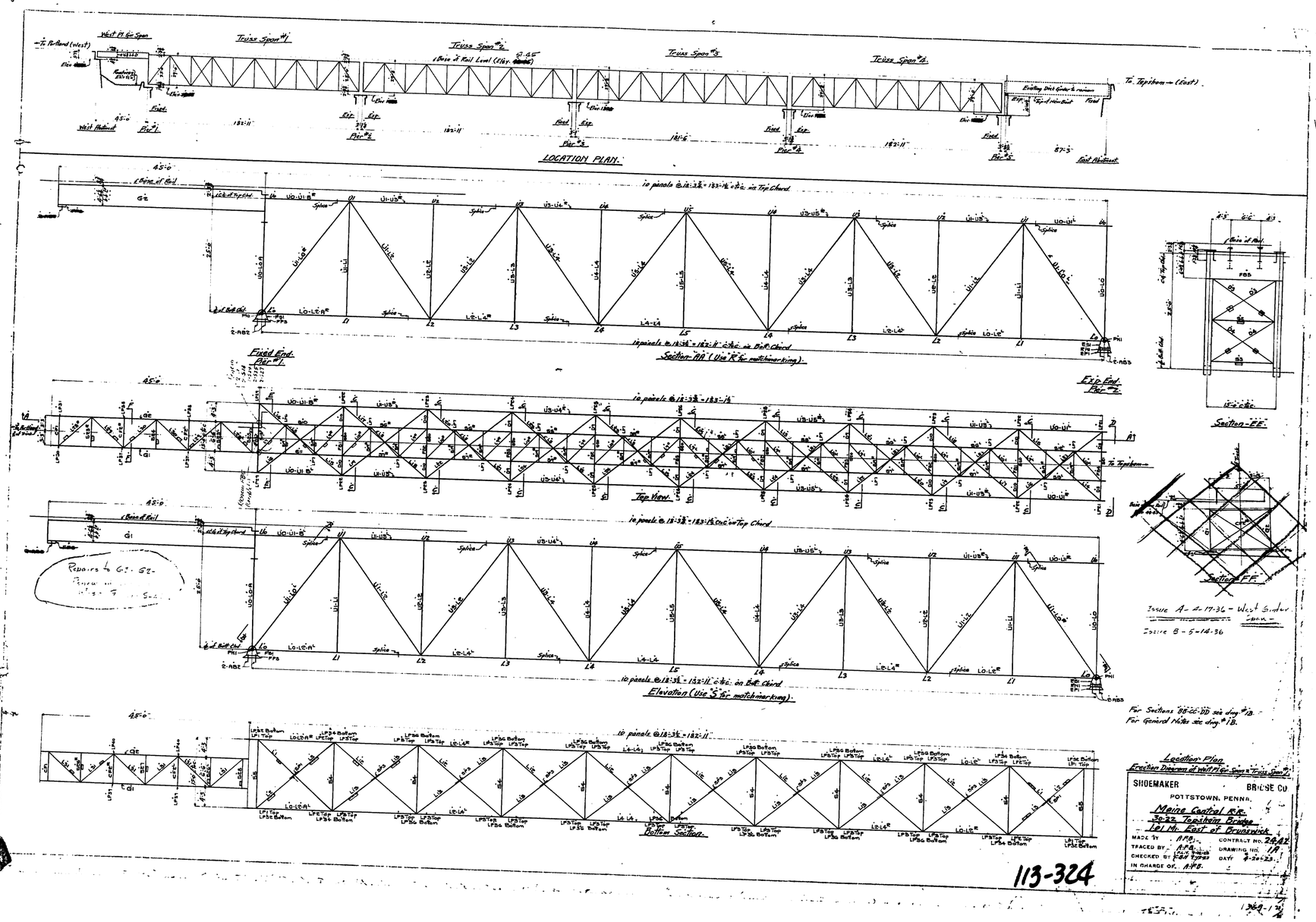
CORRECT: - BRODIE

Sheet 3 of 3 Sheets.

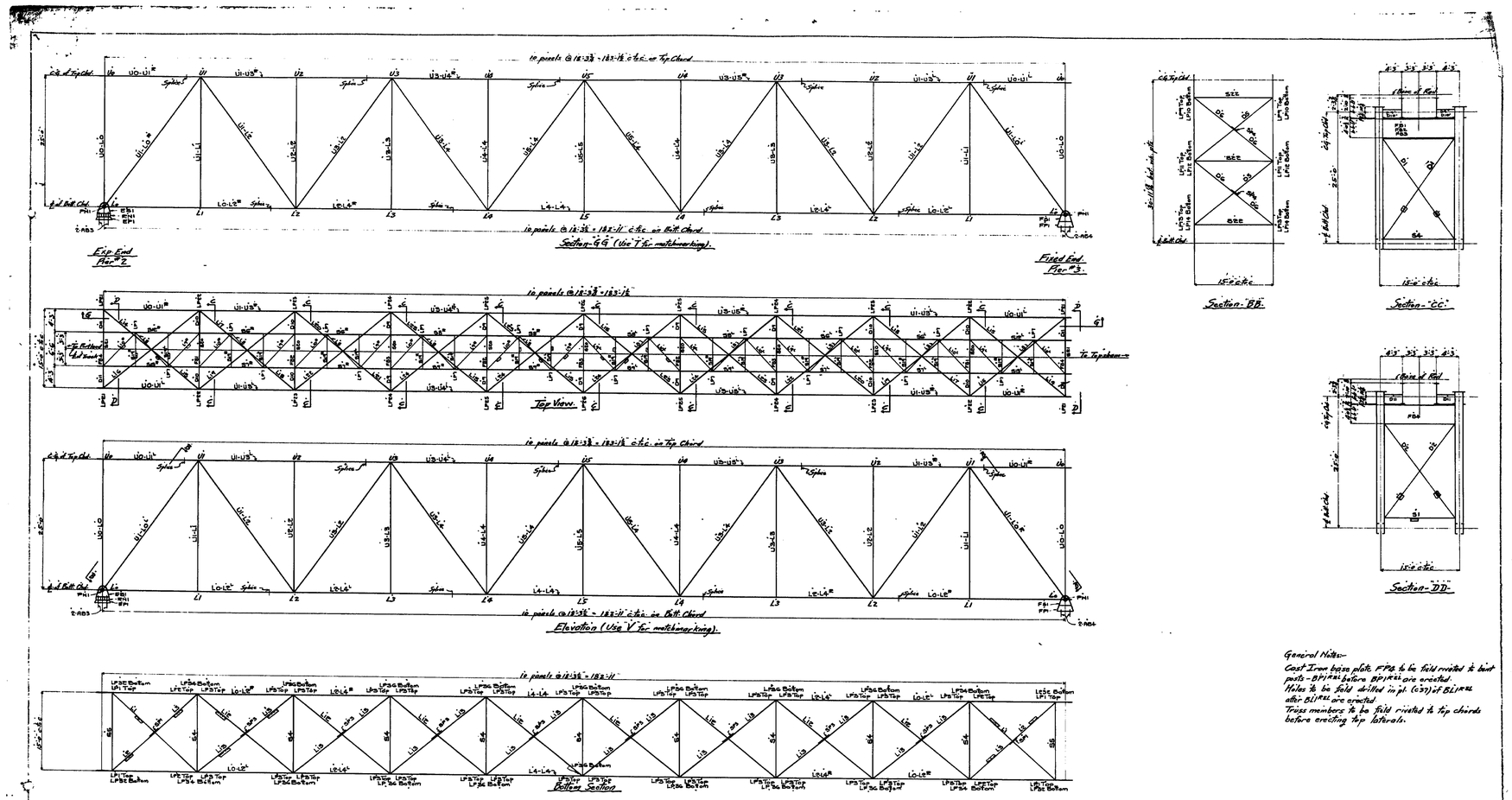
1376-104 24" x 42"



182'-11" to ℄ Truss bearing
182'-11"
181'-6"
182'-11"
87'-3" to ℄ girder bearing
℄ Truss bearing
℄ Pier #4
℄ Tower bearing
℄ Truss
℄ Tower bearing
8-1¼ Anchor bolts "A"
5-1½ Dowels 3'-0" long 1'-3" in concrete
Form to be wired to Dowels
Forms of 2" plank square edge and planed one side. Bored for Rod and wire tie. Caulk to stop leaks
Two (2) Form wanted for each pier
2x4 = 8 in all
1" corner bead all around top 3" correct Elev.
Base of rail 51.45
29'-0"
Elev. 22.45
20-1" Hook bars "A" 7'-6" long
14-1" bars 4'-6" long "B"
12-1" bars 9'-0" "C"
4-¾" bars 4'-6" long "D"
Bars for 1 bearing
8 Wanted
1234#x8=9872#
40 Dowel rods "B" 1½x3'-0"
20 Hook bars A 1"x7'-6" long
Top of new concrete
MAINE CENTRAL R.R.
#30.22 Topsham Bridge
1.01 East of Brunswick Maine
Concrete Grillage Truss bearings
Scale ½"=1'-0"
May 1936
113-323
1376-103



LOCATION PLAN.
Truss Span #1
Truss Span #2
Truss Span #3
Truss Span #4
Fixed End Pier #1
Exp End Pier #2
Section-AA (Use "R" for matchmarking).
Top View.
Elevation (Use "S" for matchmarking).
Bottom Section.
Section-EE.
Section-FF.
Issue A - 4-17-36 - West Girder Span
Issue B - 5-14-36
For Sections BB-CC-DD see dwg. #1B.
For General Notes see dwg. #1B.
Location Plan
Erection Diagram of West Pl. Gir. Span & Truss Span #1
SHOEMAKER BRIDGE CO.
POTTSTOWN, PENNA.
Maine Central R.R.
30.22 Topsham Bridge
1.01 Mi. East of Brunswick
MADE BY A.F.B.
TRACED BY A.F.B.
CHECKED BY
IN CHARGE OF A.F.B.
CONTRACT NO. 2442
DRAWING NO. 1A
DATE 4-20-23
113-324



General Notes:-
Cast Iron base plate FP4 to be field riveted to bent posts - BP1 RL before BP1 RL are erected.
Holes to be field drilled in pl. (C37) of BL1 RL after BL1 RL are erected.
Truss members to be field riveted to top chords before erecting top laterals.

Erection Diagram - Truss Span #2.

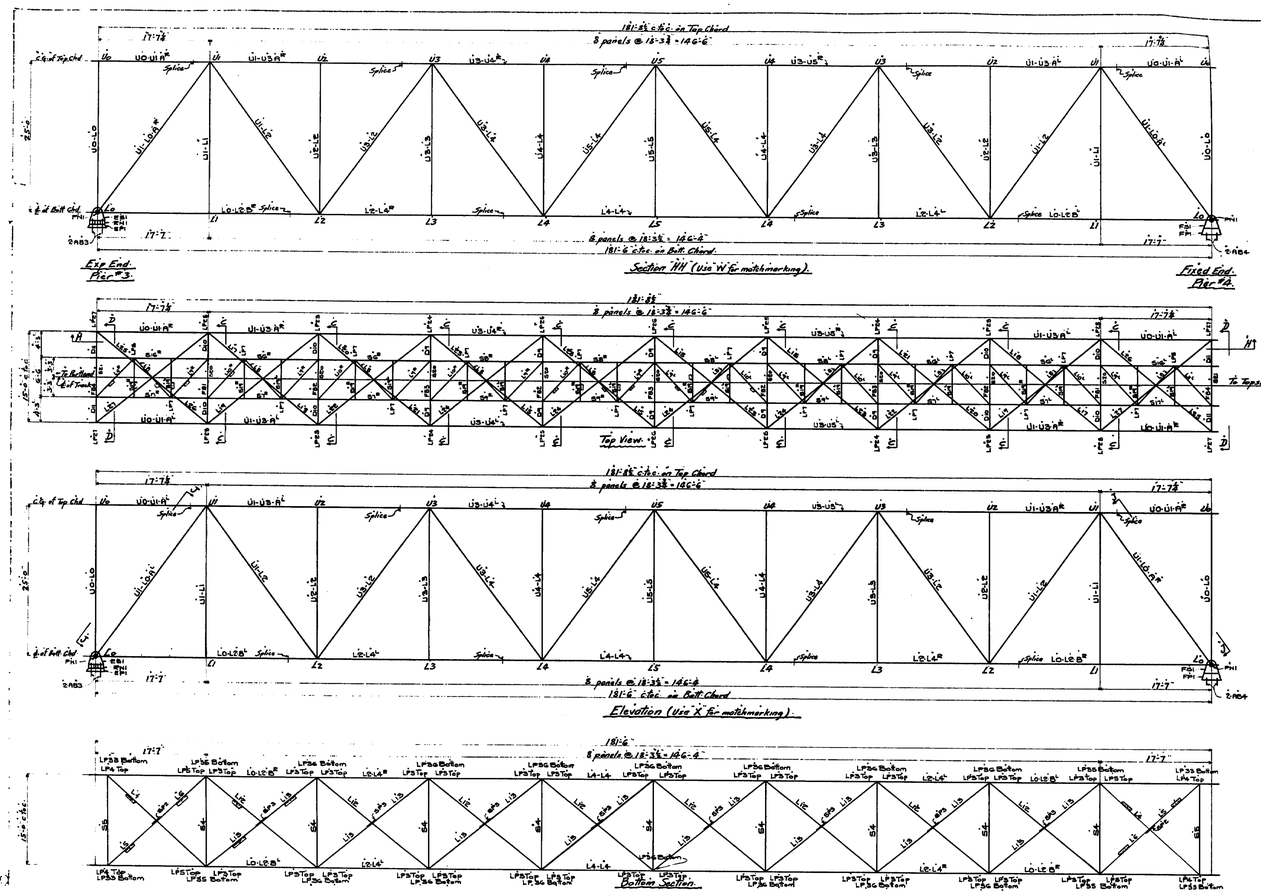
SHOEMAKER BRIDGE CO.
POTTSTOWN, PENNA
Maine Central R.R.
30.22 Topsham Bridge
1.01 Mi. East of Brunswick

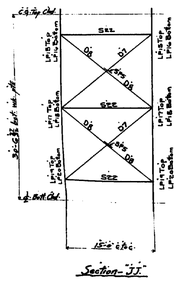
MADE BY	A.P.B.	CONTRACT NO.	2442
TRACED BY	A.P.B.	DRAWING NO.	1B
CHECKED BY	F.S.T. 7-12-23 / B.H. 7-12-23	DATE	4-19-23
IN CHARGE OF	A.P.B.		

113-325

Weight of heaviest piece = abt. 10¾ Tons
Number of field rivets = 59923.

1369-1





For Sections -CC-DD see dwg. #18.
For General Notes see dwg. #18.

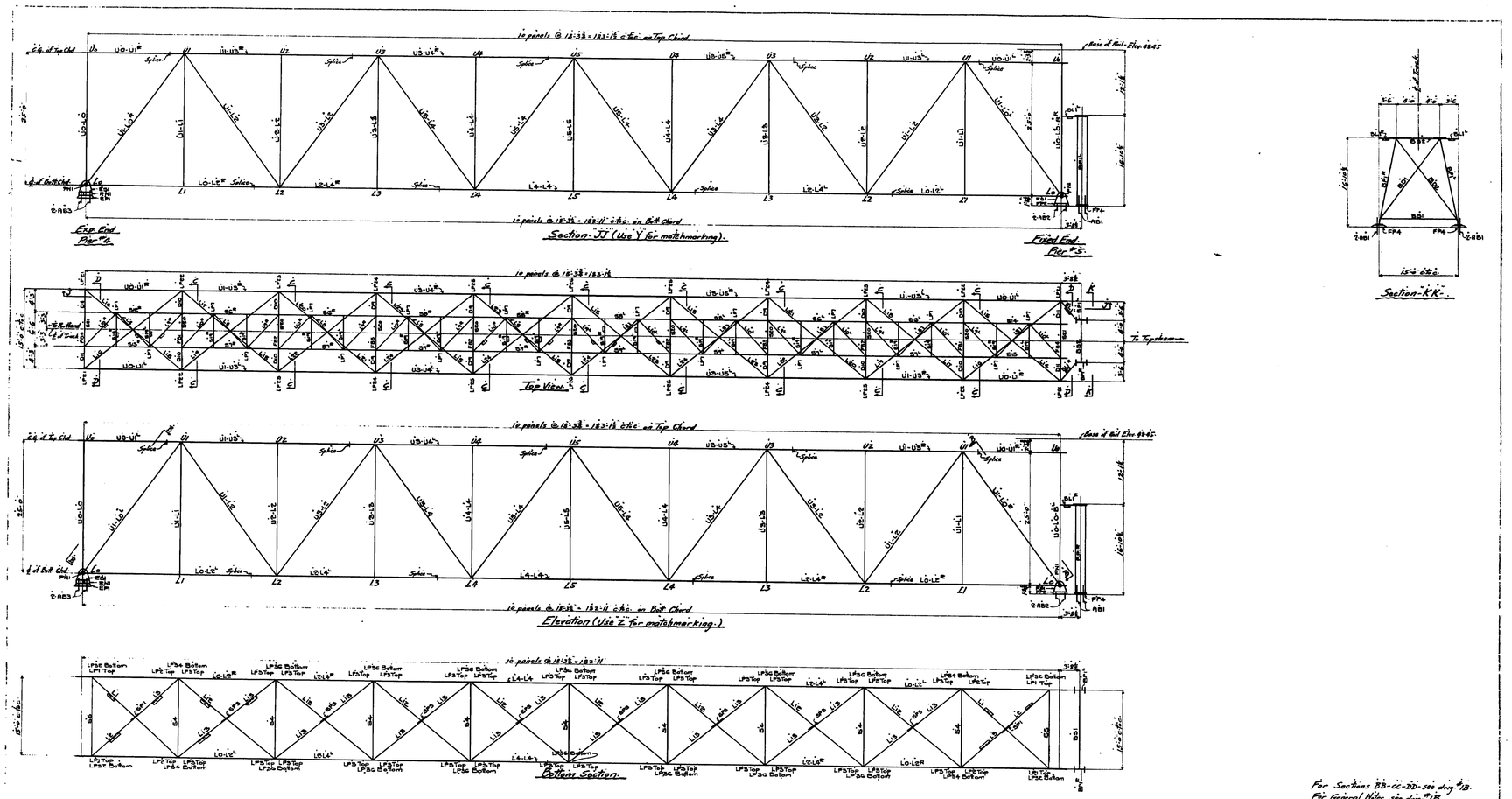
Erection Diagram - Truss Span #3.

SHOEMAKER BRIDGE CO.
POTTSTOWN PENNA.
Maine Central R.R.
30.22 Topsham Bridge
1.01 Mi. East of Brunswick

MADE BY A.P.B. CONTRACT NO. 2442
TRACED BY A.P.B. CHECKED BY 1C.
CHECKED BY C.B.H. 7-12-23 DATE 4-21-23
IN CHARGE OF A.P.B.

113-326

1369-1 2



For Sections BB-CC-DD-see dwg. #1B.
For General Notes see dwg. #1B.

Erection Diagram of East Bent & Truss Span #4.

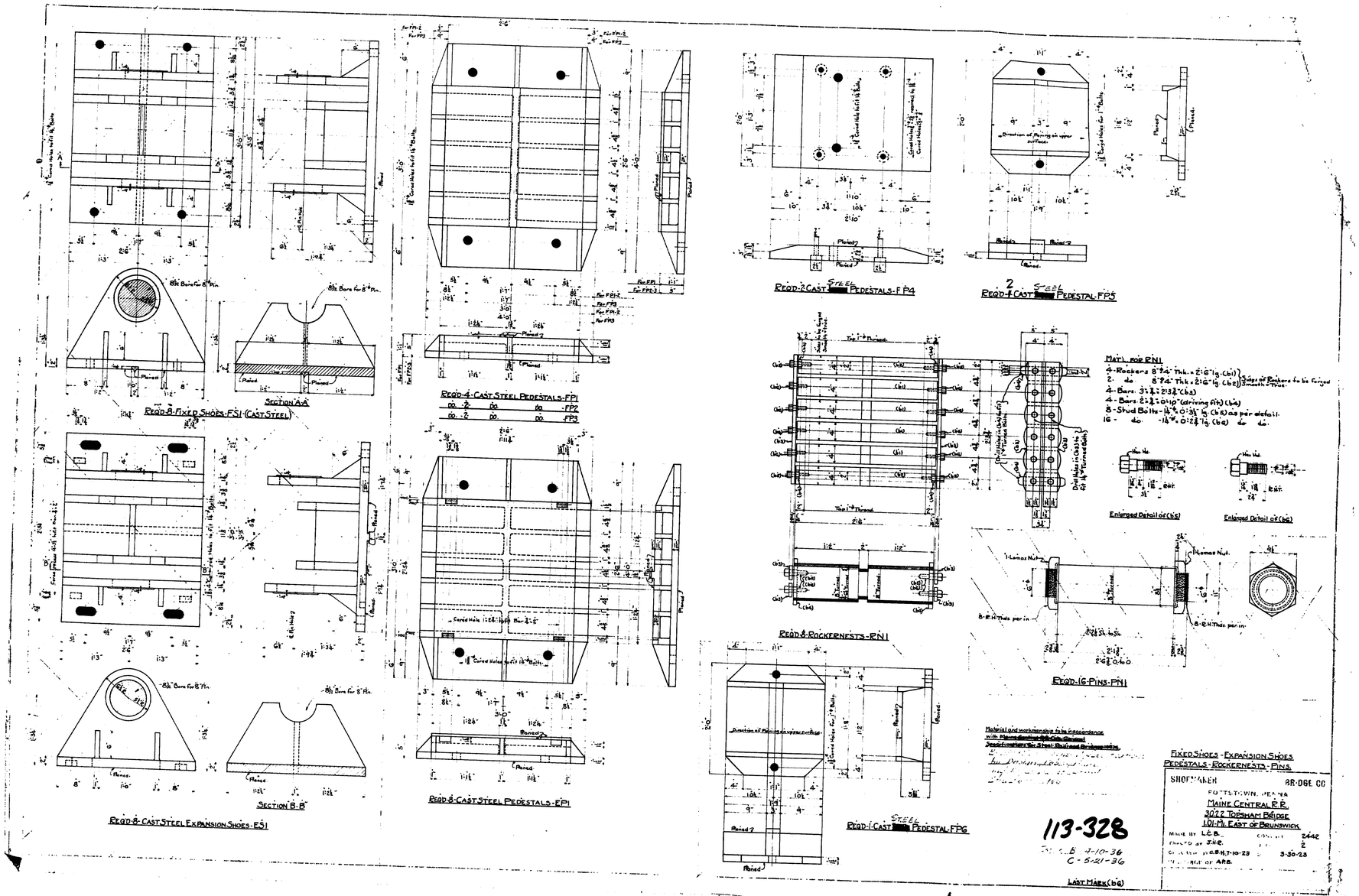
SHOEMAKER BRIDGE CO.
POTTSTOWN, PENNA.

Maine Central R.R.
30-22 Topsham Bridge
1.01 Mi. East of Brunswick.

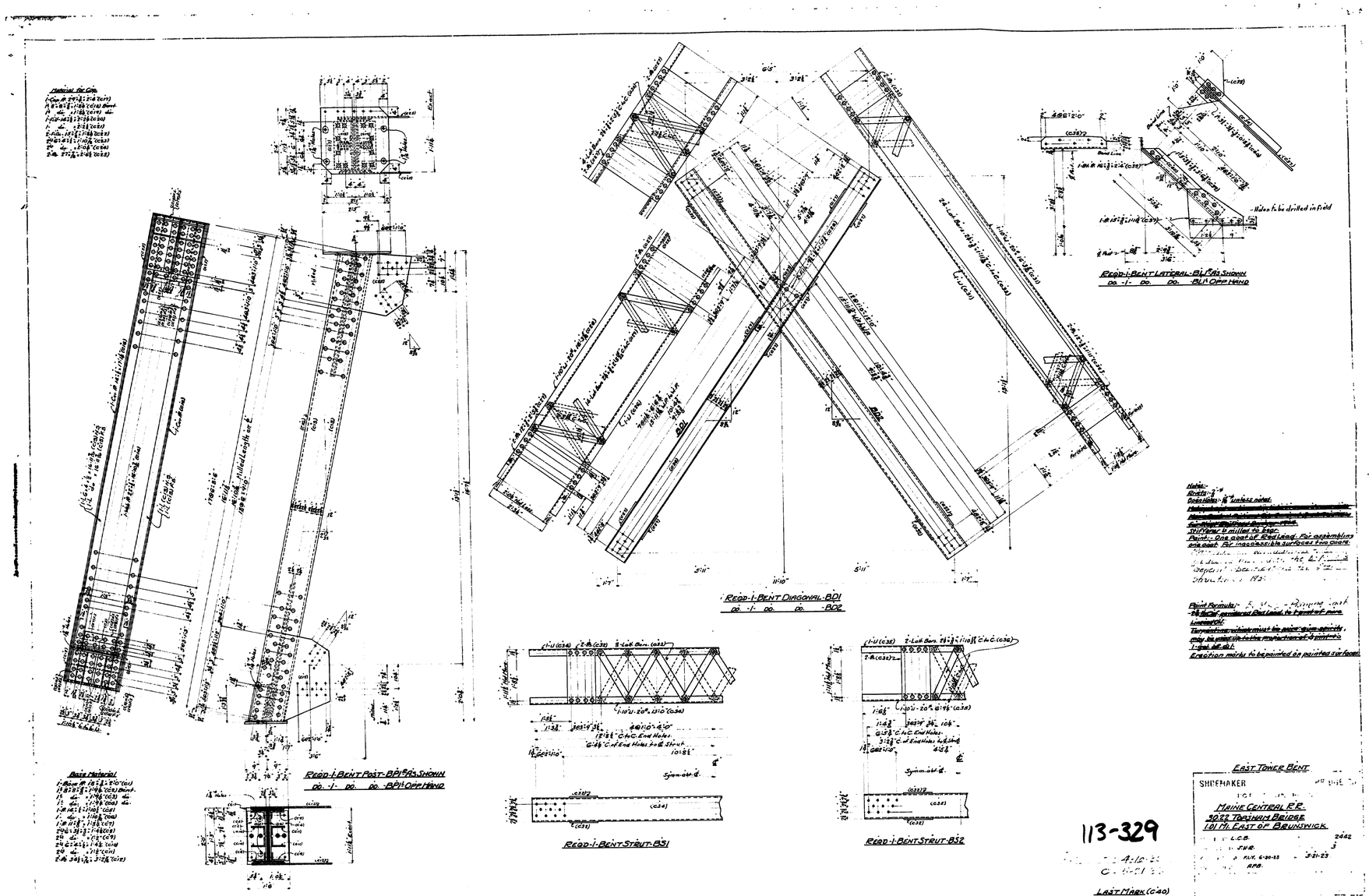
MADE BY	A.P.B.	CONTRACT NO.	2442
TRACED BY	A.P.B.	DRAWING NO.	1D
CHECKED BY	C.B.L. 7-12-23 / C.B.L. 7-12-23	DATE	4-23-23.
IN CHARGE OF	A.P.B.		

113-327

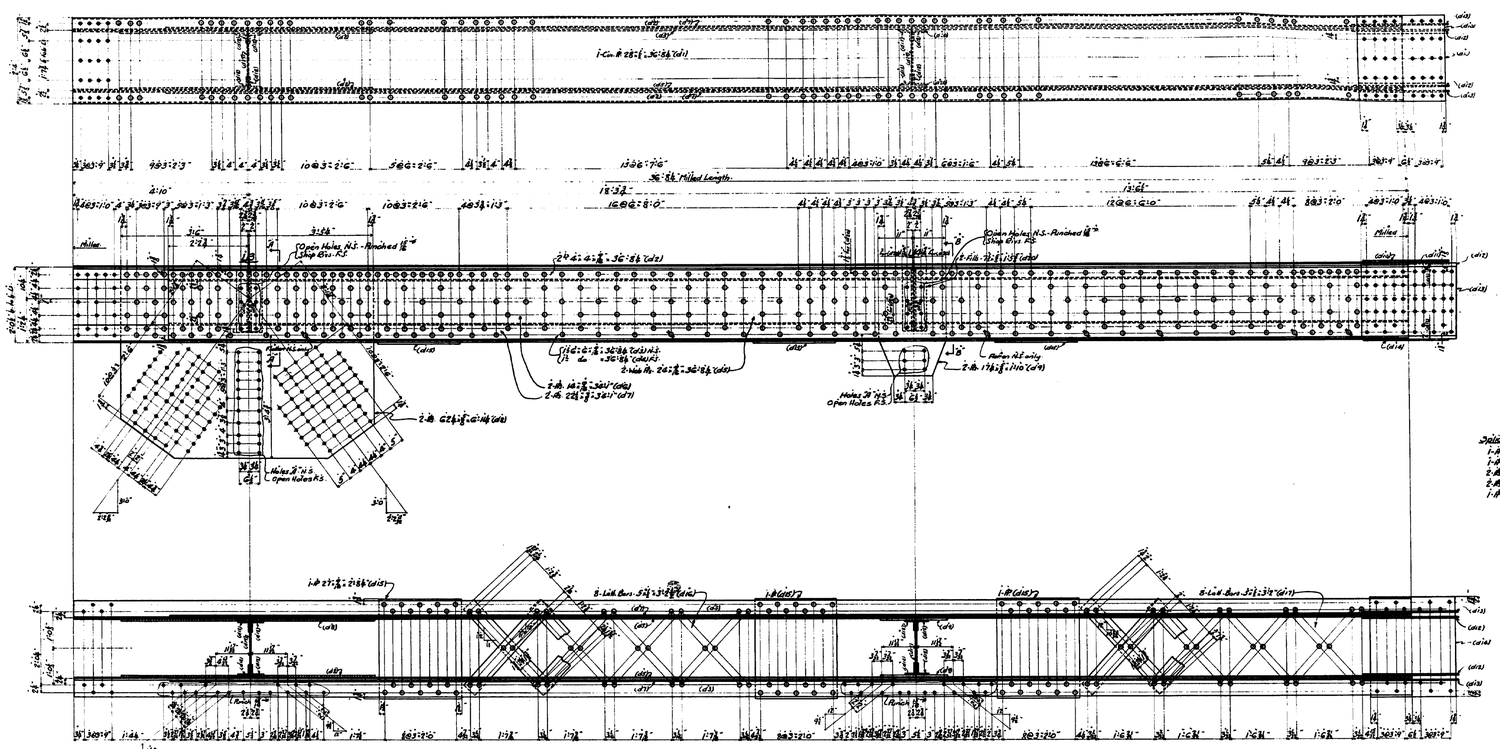
1369-1



Section A-A
Reqd-8-Fixed Shoes-FS1-(Cast Steel)
Section B-B
Reqd-8-Cast Steel Expansion Shoes-ES1
Reqd-4-Cast Steel Pedestals-FP1
Reqd-8-Cast Steel Pedestals-FP1
Reqd-2-Cast Steel Pedestals-FP4
Reqd-2-Cast Steel Pedestal-FP5
Reqd-8-Rockernests-RN1
Reqd-1-Cast Steel Pedestal-FP6
Reqd-16-Pins-PN1
Enlarged Detail of (b5)
Enlarged Detail of (b6)
Material and workmanship to be in accordance with Maine Central R.R. Co. General Specifications for Steel Railroad Bridges
113-328
Fixed Shoes - Expansion Shoes
Pedestals - Rockernests - Pins.
Shoemaker Bridge Co
Pottstown, Penna
Maine Central R.R.
3022 Topsham Bridge
101 Mi. East of Brunswick
Made by L.C.B.
Checked by J.H.R.
Checked by C.B.H. 7-10-23
Engineer of A.P.B.
Contract 2442
Sheet 2
3-30-23
Last Mark (b6)



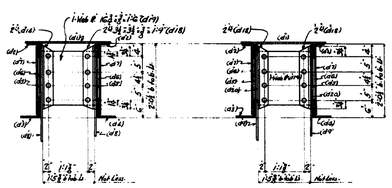
Material for Cap.
Base Material
REQD-1-BENT POST-BP1 AS SHOWN
DO. -1- DO. DO. -BP1 OPP HAND
REQD-1-BENT DIAGONAL-BD1
DO. -1- DO. DO. -BD2
REQD-1-BENT STRUT-BS1
REQD-1-BENT STRUT-BS2
REQD-1-BENT LATERAL-BL1 AS SHOWN
DO. -1- DO. DO. -BL1 OPP HAND
Holes to be drilled in field
Notes:-
Rivets:-
Open Holes:-
Stiffener 4 milled to bear.
Paint:- One coat of Red Lead. For assembling one coat. For inaccessible surfaces two coats.
Paint Formula:-
Erection marks to be painted on painted surfaces.
EAST TOWER BENT
SHOEMAKER
MAINE CENTRAL R.R.
30.22 TOPSHAM BRIDGE
1.01 MI. EAST OF BRUNSWICK
L.C.B.
2442
F.H.R.
3
F.L.Y. 6-30-23
5-21-23
APB.
113-329
LAST MARK (C40)
1369-12



Splice Material - Bolted for Shipt.

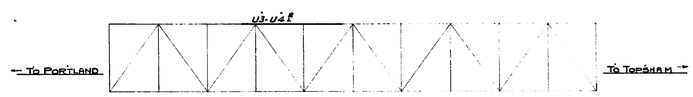
1-Pl. 28 x 1/2 x 2'-4" (d10)
1-Pl. 16 1/2 x 3/8 x 2'-4" (d11)
2-Pl. 24 x 3/8 x 2'-7" (d12)
2-Pl. 22 1/2 x 3/8 x 2'-7" (d13)
1-Pl. 28 x 3/8 x 2'-8 1/2" (d14)

REQ'D-4-TOP CHORDS-U3-U4 R. AS SHOWN
DO.-4- DO. U3-U4 L. OPP. HAND



SECTION A-A

SECTION B-B



LOCATION PLAN

Notes:-
Rivets - 3/4"
Open holes to be subpunched 1/8" and reamed to 1/8" while temporarily assembled in the shop, unless noted.
Holes A to be subpunched 1/8" and reamed to 1/8" to an iron template not less than 1/4" thk.
Material and workmanship to be in accordance with Maine Central R.R. Co's. General Specifications for Steel Railroad Bridges - 1914
Paint - One coat of Red Lead - For assembling one coat. For inaccessible surfaces, two coats.
For Paint Formula and erection mark note see Dwg. #3

TOP CHORDS

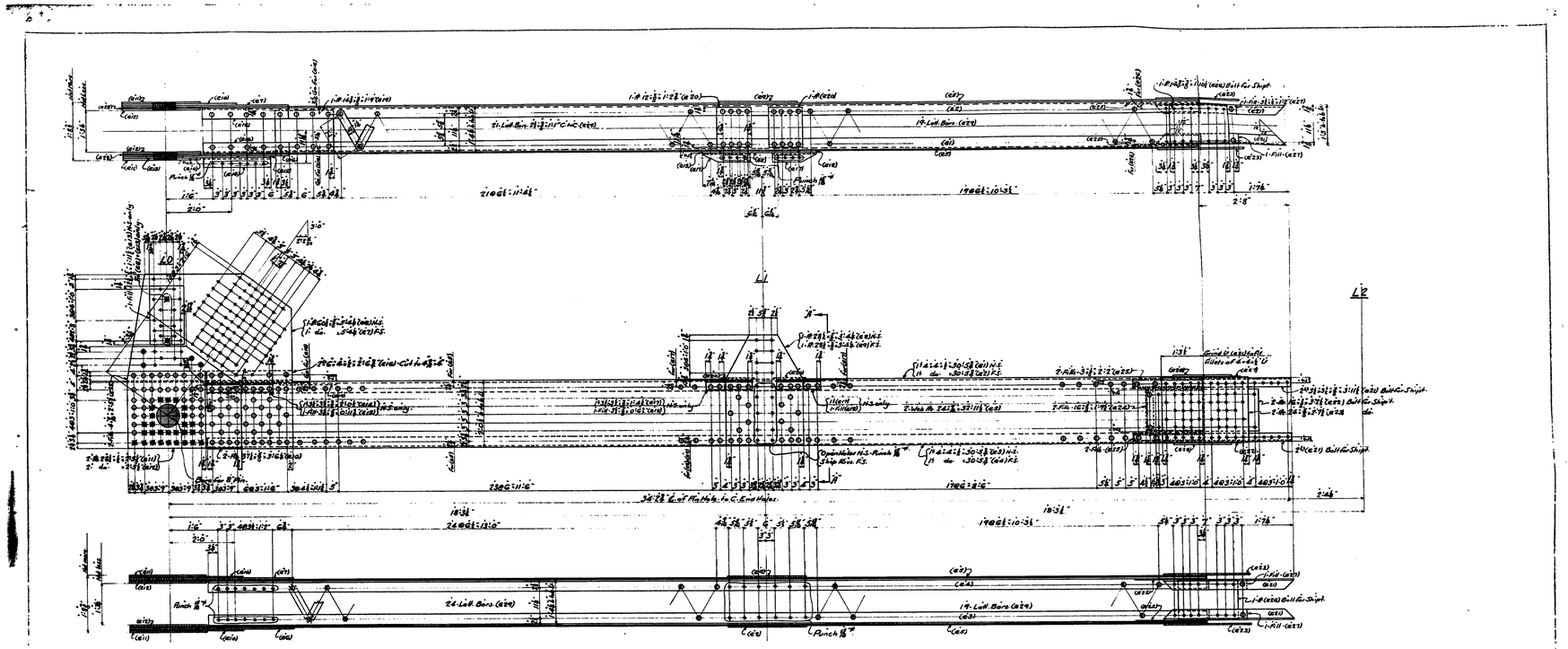
SHOEMAKER BRIDGE CO.
POTTSTOWN, PENNA.
MAINE CENTRAL R.R.
30.22 TOPSHAM BRIDGE
1.01 MI. EAST OF BRUNSWICK

MADE BY L.C.B. CONTRACT NO. 2442
TRACED BY J.H.R. DRAWING NO. 4
CHECKED BY C.B.H. 7-2-23 DATE 5-26-23.
IN CHARGE OF AAB

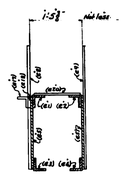
113-330

LAST MARK (d20)

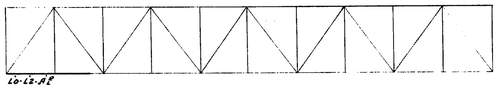
1369-12



REQ'D-1-BOTTOM CHORD-L0-L2-A^R AS SHOWN.
DO. -1- DO. DO. -L0-L2-A^L OPP HAND.



SECTION A-A



LOCATION PLAN

Notes:-
Rivets:- 7/8"
Open Holes to be subpunched 1/16" and reamed to 1/16" while temporarily assembled in the shop unless noted.
Material and workmanship to be in accordance with Maine Central R.R. Co's General Specifications for Steel Railroad Bridges - 1914.
Paint:- One coat of Red Lead for assembling, one coat for inaccessible surfaces, two coats for Paint Formula and erection mark note see Dwg #3.

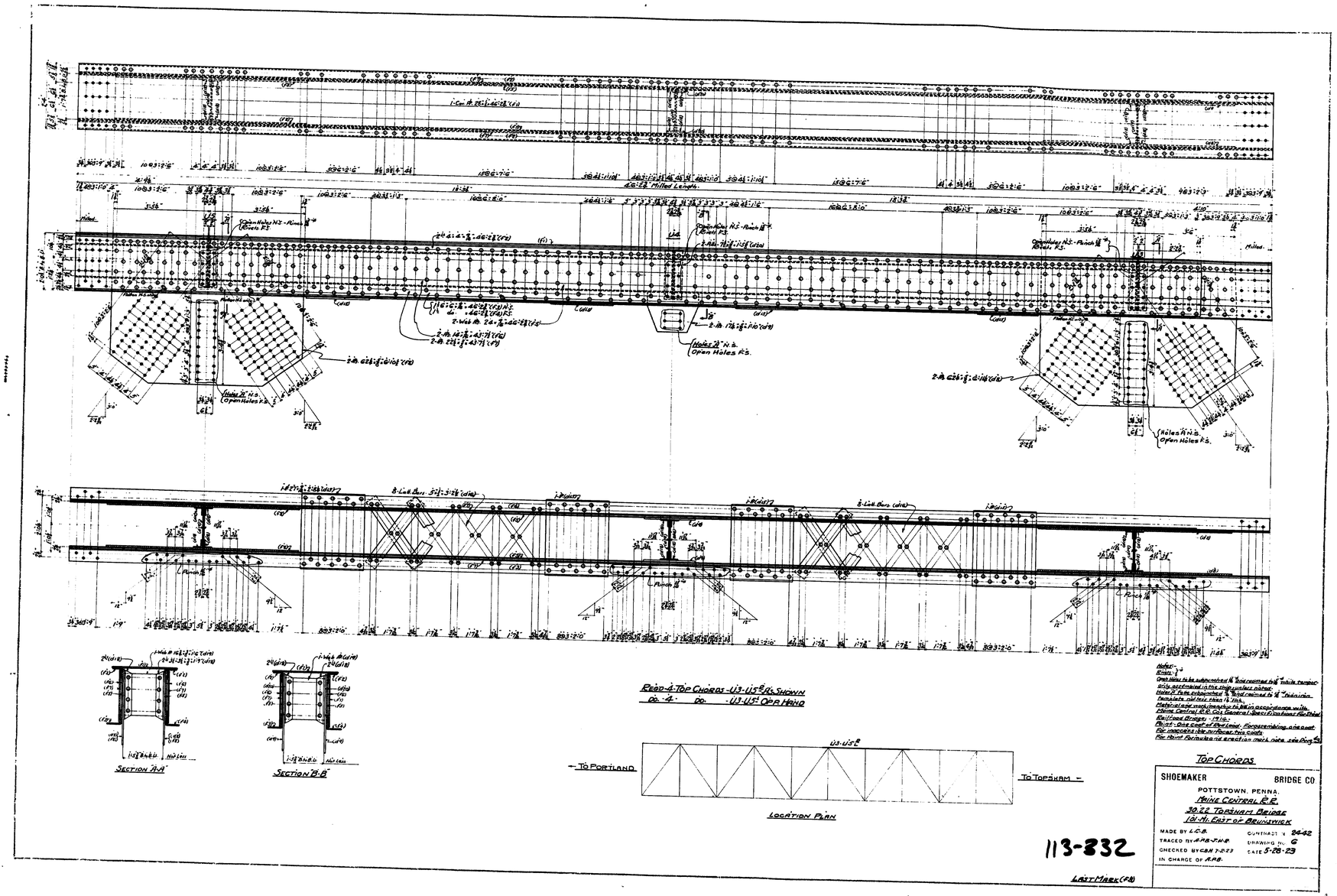
BOTTOM CHORDS

SHOEMAKER BRIDGE CO
PETTSTOWN, PENNA.
MAINE CENTRAL R.R.
30.22 TOPSHAM BRIDGE
1.01 MI. EAST OF BRUNSWICK

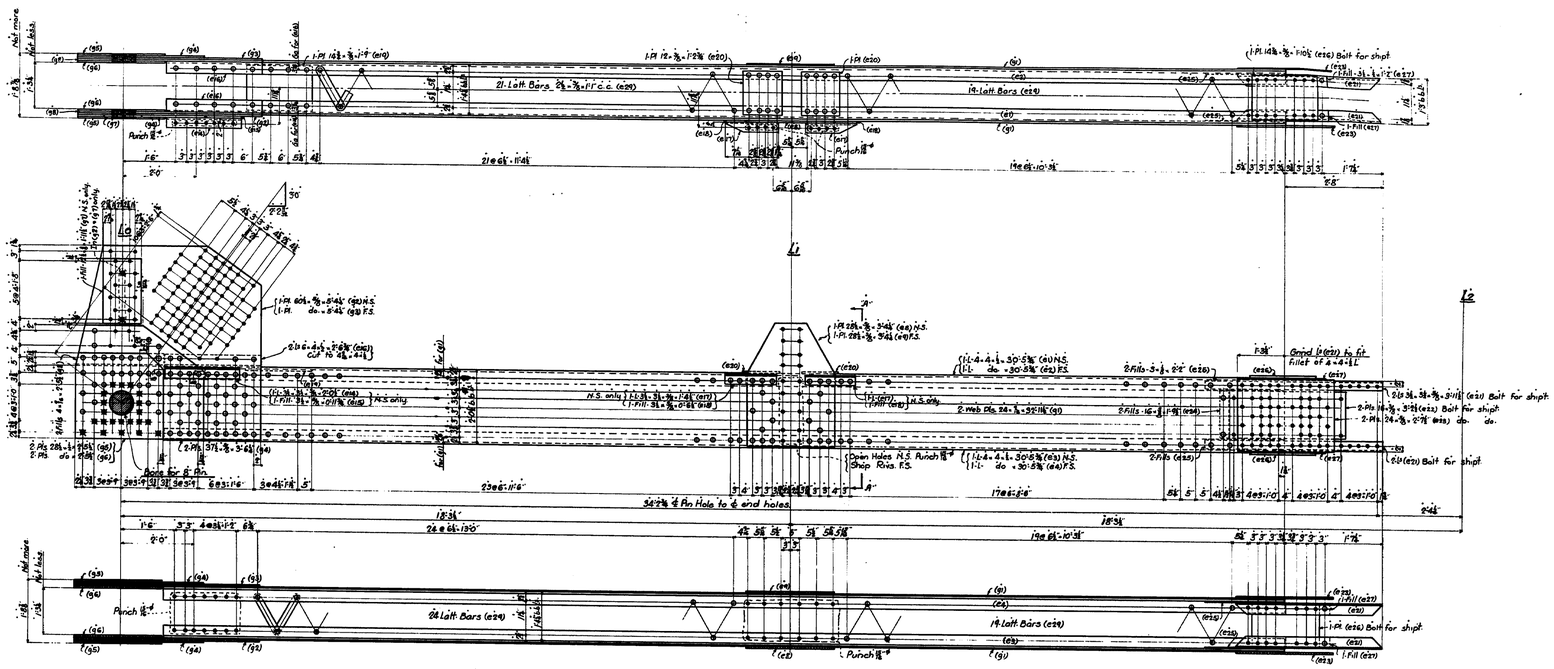
MADE BY R.C.R.	2442
TRACED BY J.H.R.	5
CHECKED BY K.L.V. 7-2-23	524-23.
IN CHARGE OF A.P.B.	

113-331

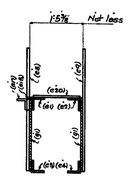
LAST MARK (e29)



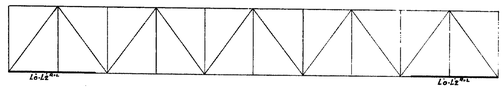
Section A-A
Section B-B
Reqd-4-Top Chords-U3-U5 R.S. Shown
Do. -4- Do. -U3-U5 Opp. Hand
U3-U5 R
To Portland
To Topsham
Location Plan
Top Chords
SHOEMAKER BRIDGE CO.
POTTSTOWN, PENNA.
Maine Central R.R.
30.22 Topsham Bridge
101 Mi. East of Brunswick
MADE BY L.C.B.
TRACED BY A.P.B.-J.H.R.
CHECKED BY C.B.H. 7-5-23
IN CHARGE OF A.P.B.
CONTRACT # 24-42
DRAWING No. 6
DATE 5-28-23
113-332
Last Mark (F.B.)



REQD-5-BOTTOM CHORDS-L0-L2R-AS SHOWN.
DO. -5- DO. -L0-L2L- OPP HAND.



SECTION "A-A"



LOCATION PLAN

NOTES-

Rivets-⅞"-4

Open holes to be ~~subpunched~~ 15/16" and reamed to 15/16" while temporarily assembled in shop, unless noted.

Material and workmanship to be in accordance with Maine Central Railroad Co. General Specifications for Steel Railroad Bridges 1914.

Paint- One coat of red lead. For assembling, one coat. For inaccessible surfaces, two coats.

For paint formula and erection mark note, see Dwg. 3.

BOTTOM CHORDS.

SHOEMAKER BRIDGE CO.

POTTSTOWN PENN.

MAINE CENTRAL R.R.

30.22 TOPSHAM BRIDGE

1.01 MI. EAST OF BRUNSWICK.

MADE BY R.C.R. PART NO. 2442

TRACED BY R.C.R. SHEET NO. 7

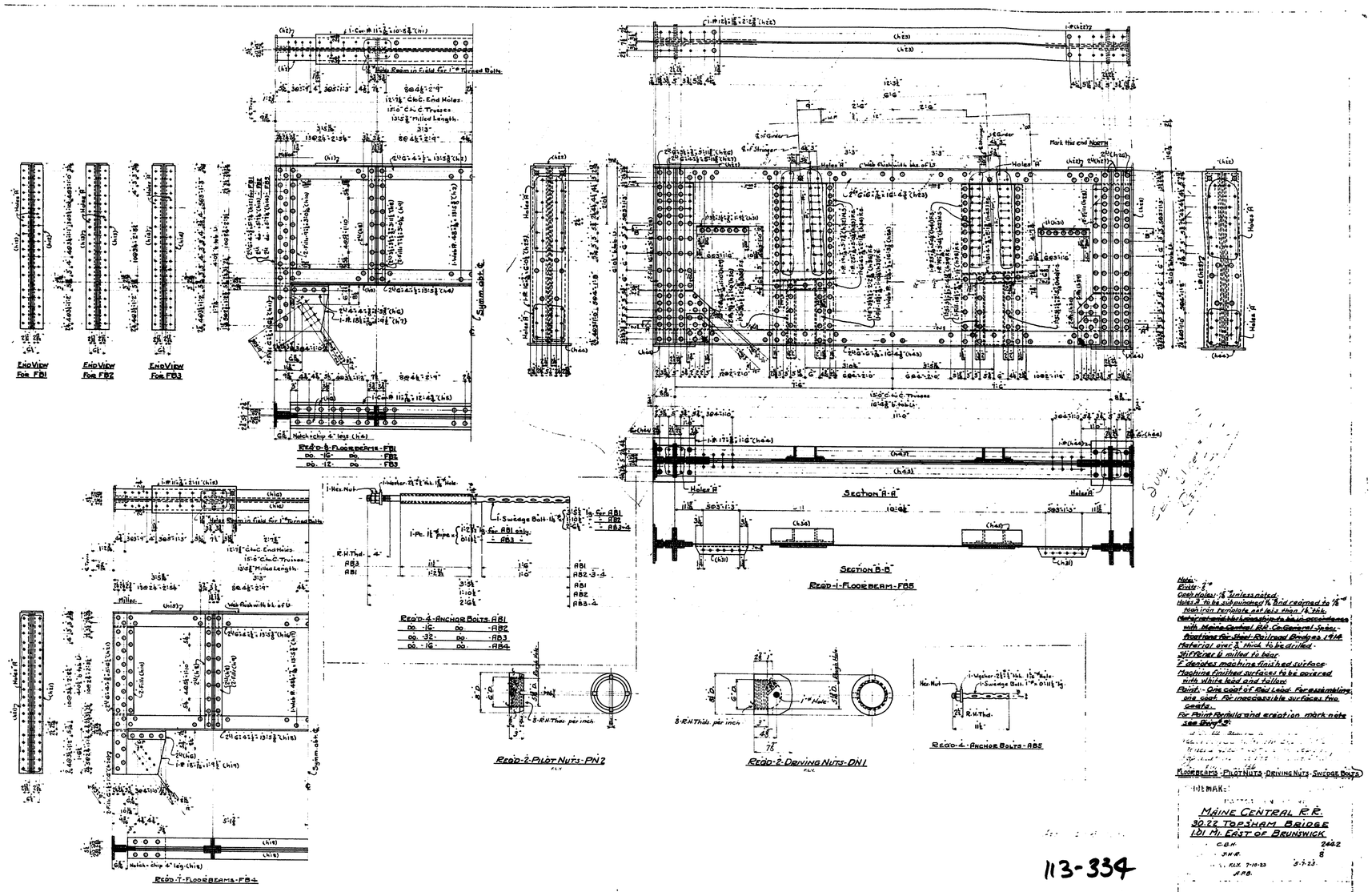
CHECKED BY F.L.Y. 7-2-23 DATE 4-25-23

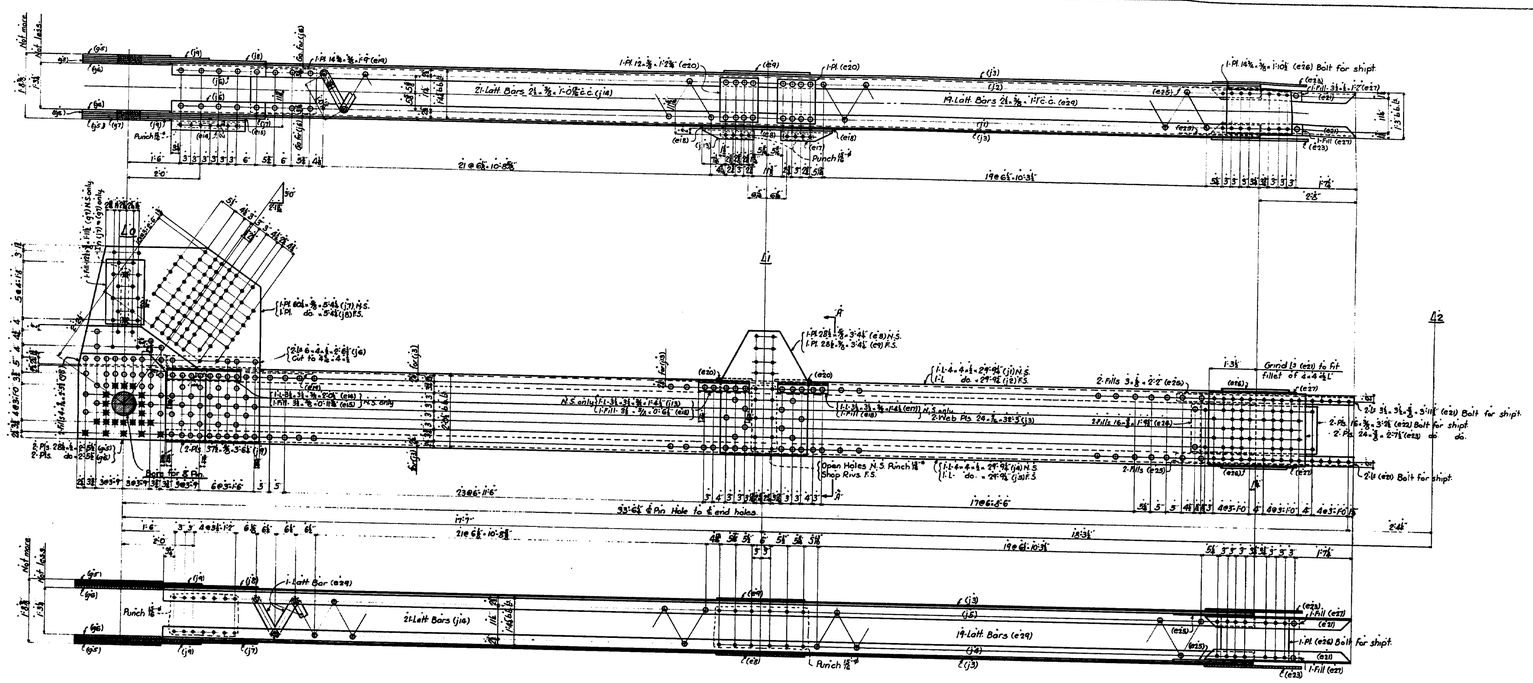
IN CHARGE OF A.P.B.

113-333

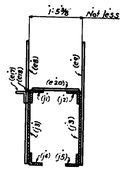
Last Mark (98)

1369-12

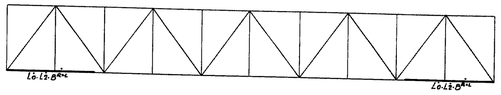

End View For FB1
End View For FB2
End View For FB3
Reqd-3-Floorbeams-FB1
Reqd-1-Floorbeam-FB5
Section "A-A"
Section "B-B"
Reqd-4-Anchor Bolts-AB1
Reqd-2-Pilot Nuts-PN2
Reqd-2-Driving Nuts-DN1
Reqd-4-Anchor Bolts-AB5
Reqd-7-Floorbeams-FB4
Floorbeams-Pilot Nuts-Driving Nuts-Swedge Bolts
Remarks:
Maine Central R.R.
30.22 Topsham Bridge
101 Mi. East of Brunswick
113-334



REQD.-2- BOTTOM CHORDS-L0-L2-B^R AS SHOWN.
DO. -2- DO. -L0-L2-B^L OPP HAND.



SECTION "A-A"



LOCATION PLAN

Notes-

Rivets-7/8"

Open holes to be subpunched 1/8" and reamed to 1/8" while temporarily assembled in shop, unless noted

Material and workmanship to be in accordance with Maine Central Railroad Co. General Specifications for Steel Railroad Bridges 1914.

Paint. One coat of red lead. for assembling, one coat for inaccessible surfaces, two coats.

For paint formula and erection mark note, see Dwg #3.

BOTTOM CHORDS

SHOEMAKER BRIDGE CO.

POTTSTOWN, PENN.

MAINE CENTRAL R.R.

30.22 TOPSHAM BRIDGE

101 MI. EAST OF BRUNSWICK.

MADE BY RCR — CONTRACT NO. 2442

TRACED BY RCR — DRAWING NO. 9

CHECKED BY F.L.Y. 7-2-23 — DATE 4/27/23.

IN CHARGE OF APB

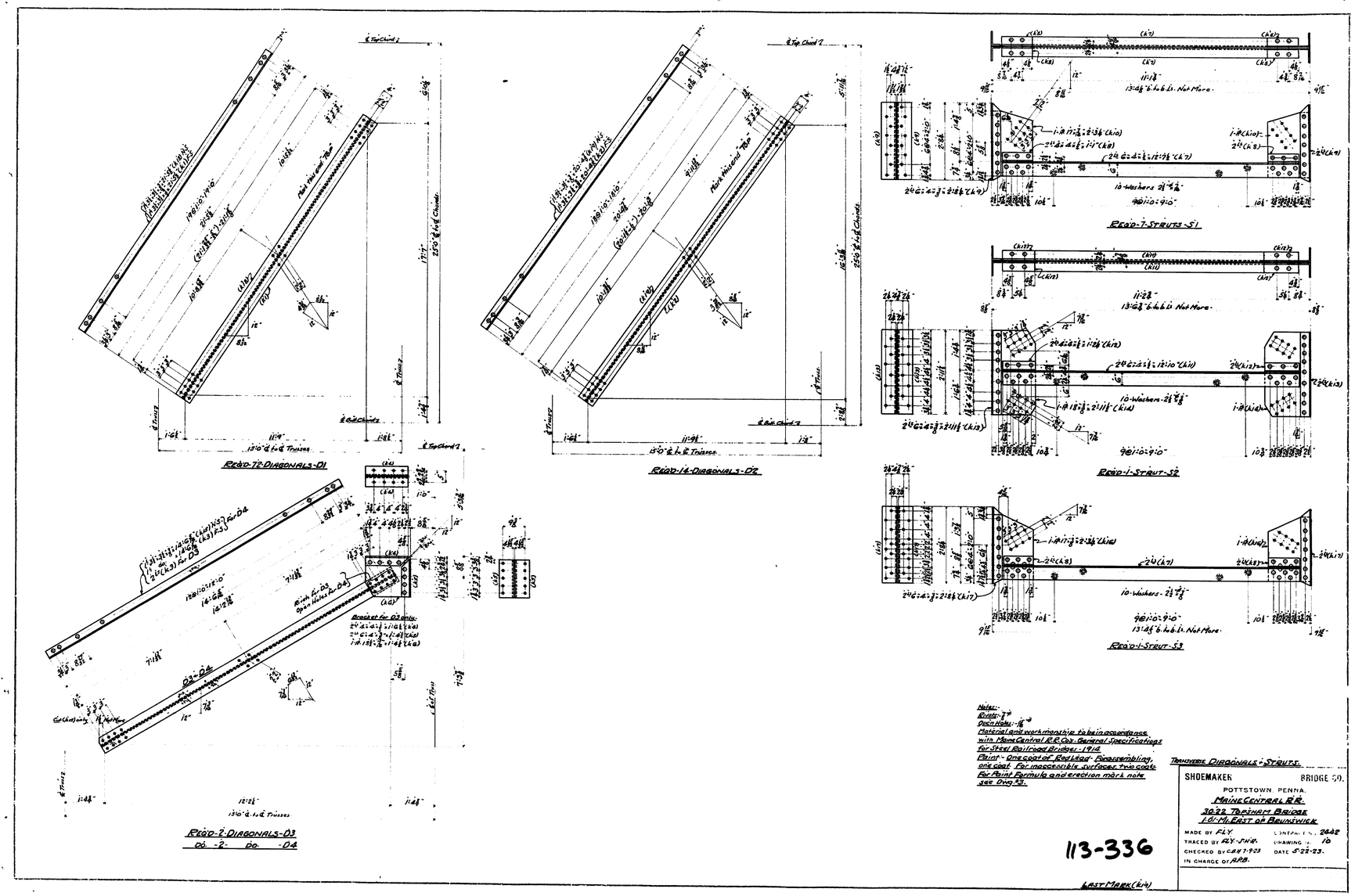
113-335

Last Mark (114)

369-1

REEL 113

336 - 455



Notes:-
Rivets:- 7/8"
Open Holes:- 1/16"
Material and workmanship to be in accordance with Maine Central R.R. Co's. General Specifications for Steel Railroad Bridges - 1914
Paint - One coat of Red Lead - For assembling, one coat. For inaccessible surfaces two coats.
For Paint Formula and erection mark note see Dwg. 53.

TRANSVERSE DIAGONALS & STRUTS.

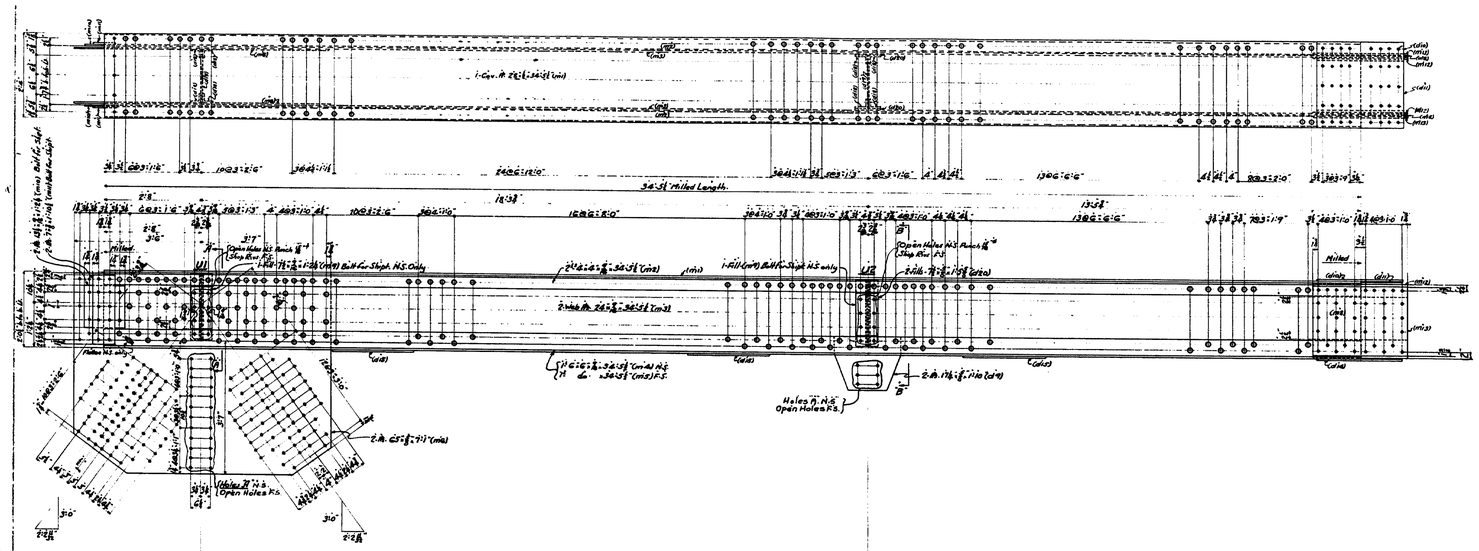
SHOEMAKER BRIDGE CO.
POTTSTOWN, PENNA.
MAINE CENTRAL R.R.
30.22 TOPSHAM BRIDGE
1.01 MI. EAST OF BRUNSWICK

MADE BY F.L.Y. CONTRACT NO. 2442
TRACED BY F.L.Y.-J.H.R. DRAWING NO. 10
CHECKED BY C.B.H. 7-9-23 DATE 5-22-23.
IN CHARGE OF A.P.B.

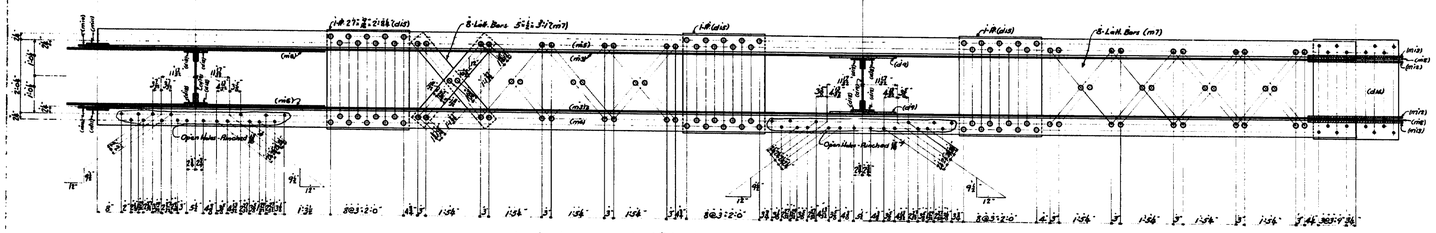
113-336

LAST MARK (k14)

369-12

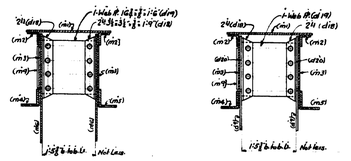


Splice Material - Bolted For Shipt.
1-PL 28"x1"x2'-4" (d1a)
1-PL 16"x1"x2'-4" (d1a)
2-PL 24"x⅜"x2'-7" (m1a)
2-PL 24"x⅜"x2'-7" (m1b)
1-PL 25"x⅜"x2'-6½" (d1b)
2-PL 16"x⅜"x2'-7" (m1b)



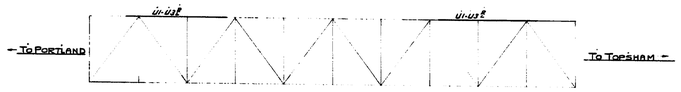
Notes:
Rivets:- 7/8"
Open Holes to be subpunched ⅝" and reamed to ⅞" while temporarily assembled in the shop, unless noted. Holes "A" to be subpunched ⅝" and reamed to ⅞" using connection plate not less than ⅜" thick. Material and workmanship to be in accordance with Maine Central R.R. Co's General Specifications for Steel Railroad Bridges - 1914.
Paint:- One coat of Red Lead for assembling, one coat for inaccessible surfaces, two coats for Paint Formula and erection mark notes see Dwg. 4-2.

REQD. 6 TOP CHORDS - U1-U1' & U3' AS SHOWN
DO. 6 DO. - U1-U1' & U3' OPP. HAND



SECTION "A-A"

SECTION "B-B"



LOCATION PLAN

113-337

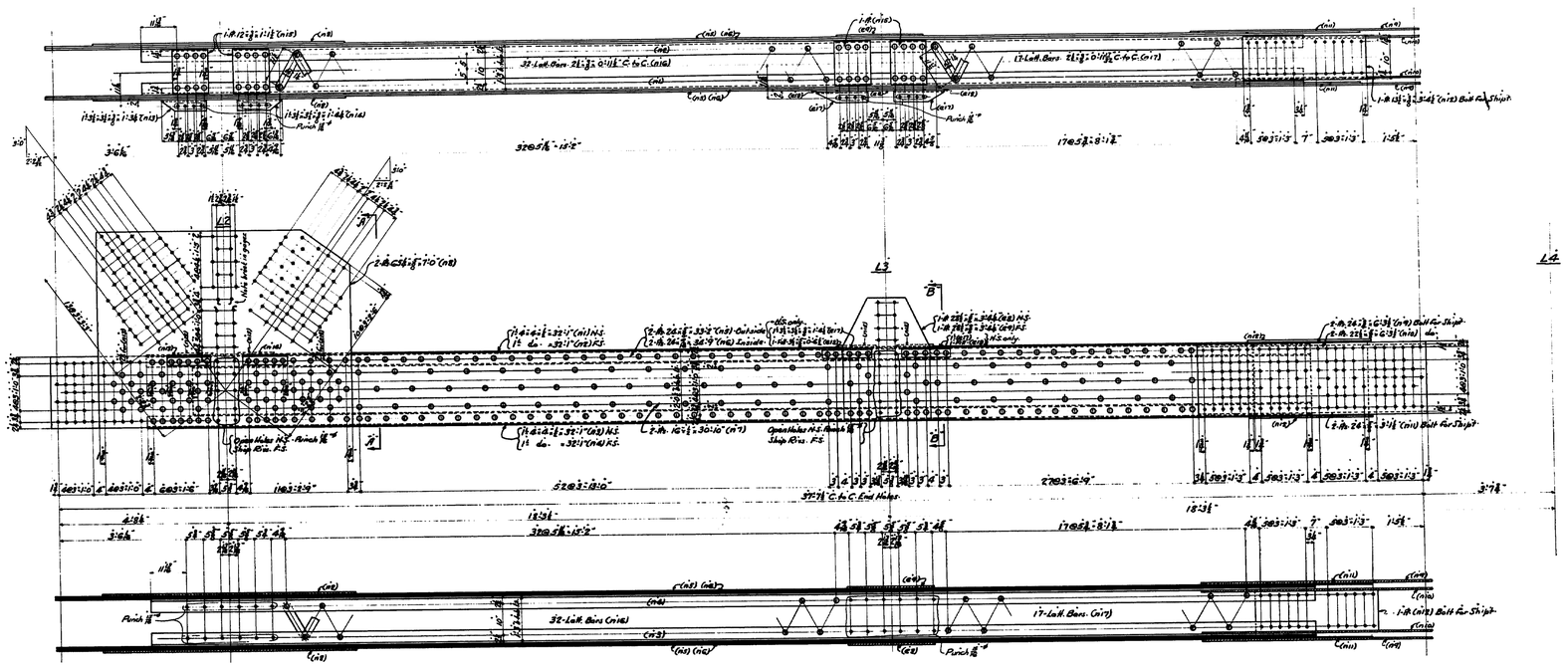
LAST MARK (m13)

TOP CHORDS

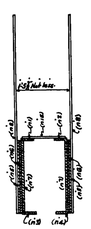
SHOEMAKER BRIDGE CO.
POTTSTOWN, PENNA.
MAINE CENTRAL R.R.
30.22 TOPSHAM BRIDGE
1.01 MI. EAST OF BRUNSWICK

NAME OF L.C.B. 2442
DRAWN BY J.H.R. 11
CHECKED BY C.B.H. 7-8-23 DATE 5-29-23
DRAWN BY A.P.B.

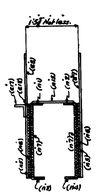
1364.2



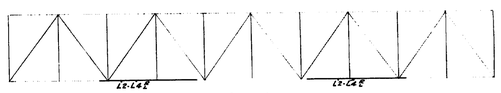
REQ'D-8-BOTTOM CHORDS - L2-L4R AS SHOWN
DO -8- DO DO -L2-L4L OPP. HAND



SECTION "A-A"



SECTION "B-B"



LOCATION PLAN

Notes:
Rivets: 7/8"
Open Holes to be subpunched 1/16" and reamed to 13/16" while temporarily assembled in the shop, unless noted.
Material and workmanship to be in accordance with Maine Central R.R. Co's General Specifications for Steel Railroad Bridges - 1914.
Paint - One coat of Red Lead. For assembling, one coat. For inaccessible parts, two coats.
For Paint Formula and erection mark note see Dwg. #3

BOTTOM CHORDS

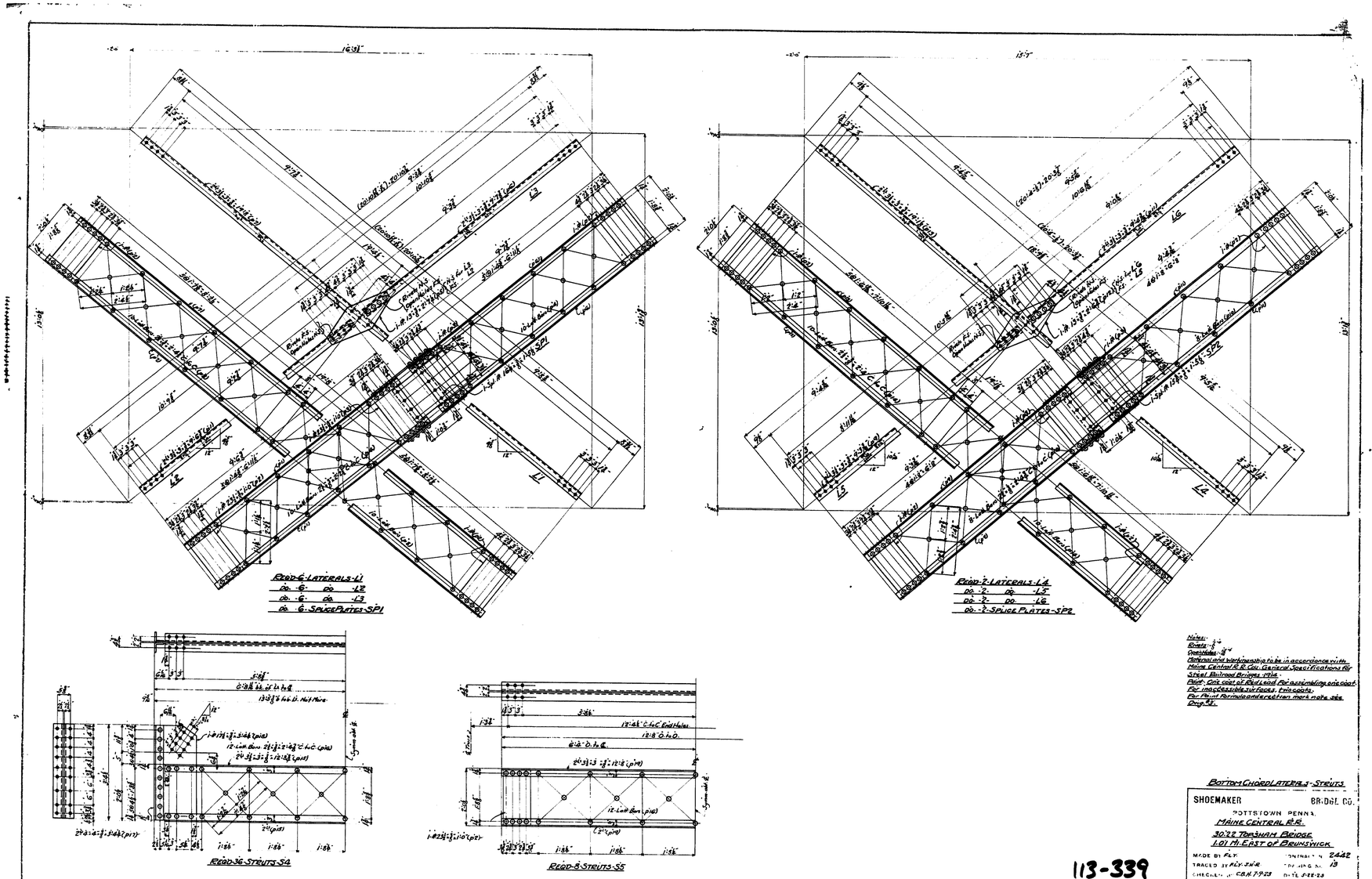
SHOEMAKER BRIDGE CO
POTTSTOWN PENNA.
MAINE CENTRAL R.R.
30.22 TOPSHAM BRIDGE
1.01 MI. EAST OF BRUNSWICK

MADE BY R.C.R.	CONTRA 2442
TRACED BY J.H.R.	DRAWING 12
CHECKED BY F.L.N. 7-2-23	DATE 5-25-23.
IN CHARGE OF A.A.B.	

113-338

LAST MARK (n17)

1369-12



Notes:-
Rivets:- $\frac{5}{8}$"
Open Holes:- $\frac{3}{8}$"
Material and Workmanship to be in accordance with Maine Central R.R. Co. General Specifications for Steel Railroad Bridges 1914.
Paint:- One coat of Red Lead for assembling one coat for inaccessible surfaces, two coats.
For Paint Formula and erection mark note see Dwg. #3.

BOTTOM CHORD LATERALS - STRUTS

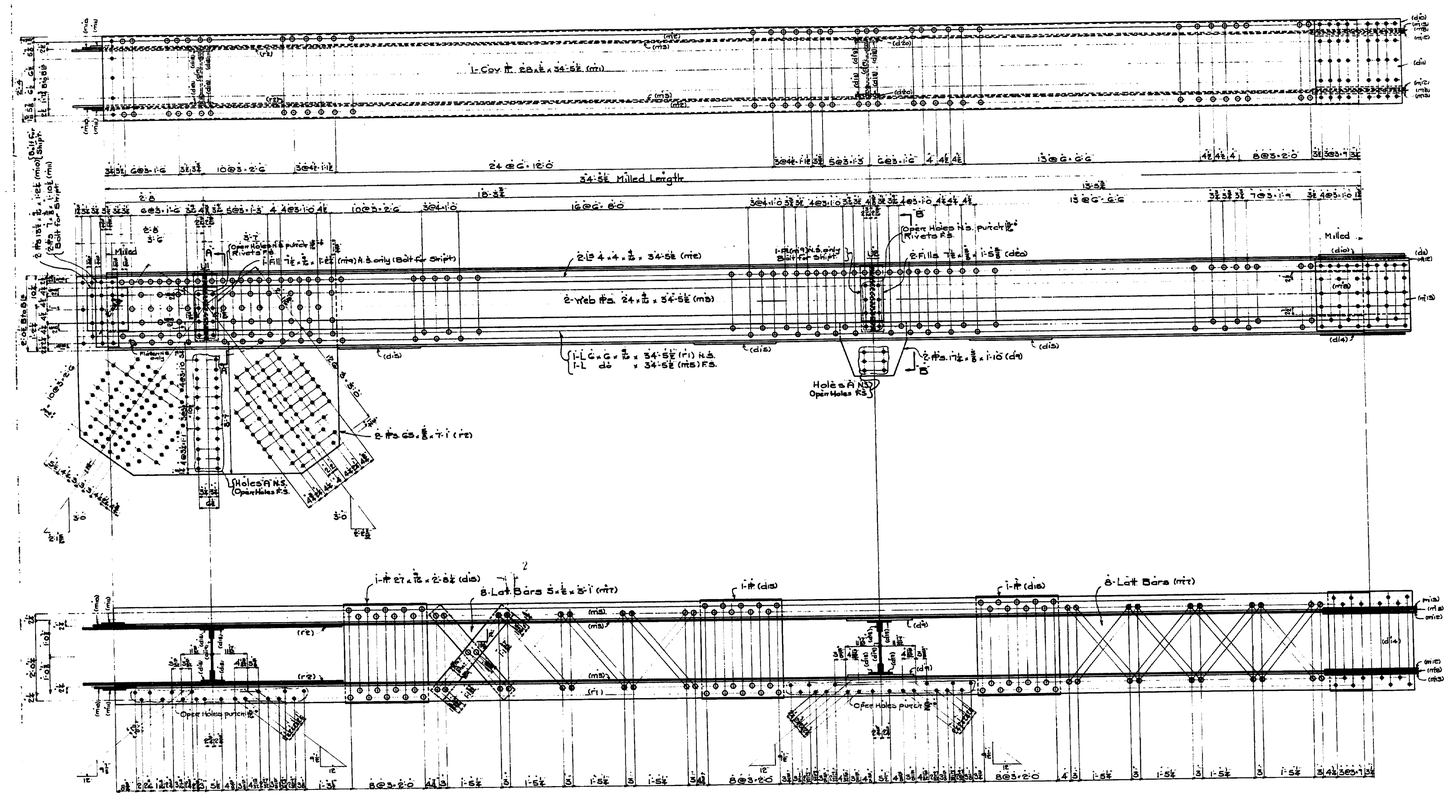
SHOEMAKER BRIDGE CO.
POTTSTOWN PENNA.
MAINE CENTRAL R.R.
30.22 TOPSHAM BRIDGE
1.01 MI. EAST OF BRUNSWICK

MADE BY F.L.Y. CONTRACT NO. 2442
TRACED BY F.L.Y. J.H.R. DRAWING NO. 13
CHECKED BY C.B.H. 7-9-23 DATE 5-22-23
IN CHARGE OF A.A.B.

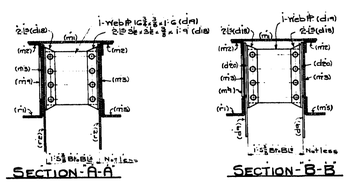
113-339

LAST MARK (p19)

369-1

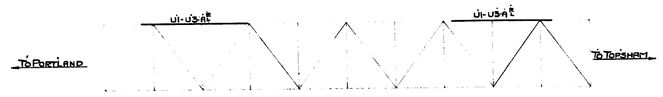


REQD. - 2 - TOP CHORDS - U1-U3A^R AS SHOWN
" - 2 - " " - U1-U3A^L OPP. HAND



SECTION-A-A

SECTION-B-B



LOCATION PLAN

Splice Material Bolted for Shipt.

1-Pl. 28 x 1/2 x 2-4 (d10)
1-Pl. 16 1/2 x 3/8 x 2-4 (d11)
2-Pls. 24 x 3/4 x 2-7 (m12)
2-Pls. 22 1/2 x 3/8 x 2-7 (m13)
1-Pl. 28 x 3/4 x 2-8 1/2 (d14)
2-Pls. 14 x 3/16 x 2-7 (m15)

Rivets 7/8"
Open Holes to be subpunched 13/16" and reamed to 13/16" while temporarily assembled in shop unless noted.
Material and workmanship to be in accordance with Maine Central Railroad Cos. General Specfs. for Steel Railroad Bridges 1914.
For Paint Formula and Erection Mark note see Drwg. 3.
Holes A to be subpunched 11/16" and reamed to 13/16" to a steel templet not less than 1/4" thick
Paint: One coat of Red Lead. For assembling one coat. For inaccessible surfaces two coats.

TOP CHORDS.

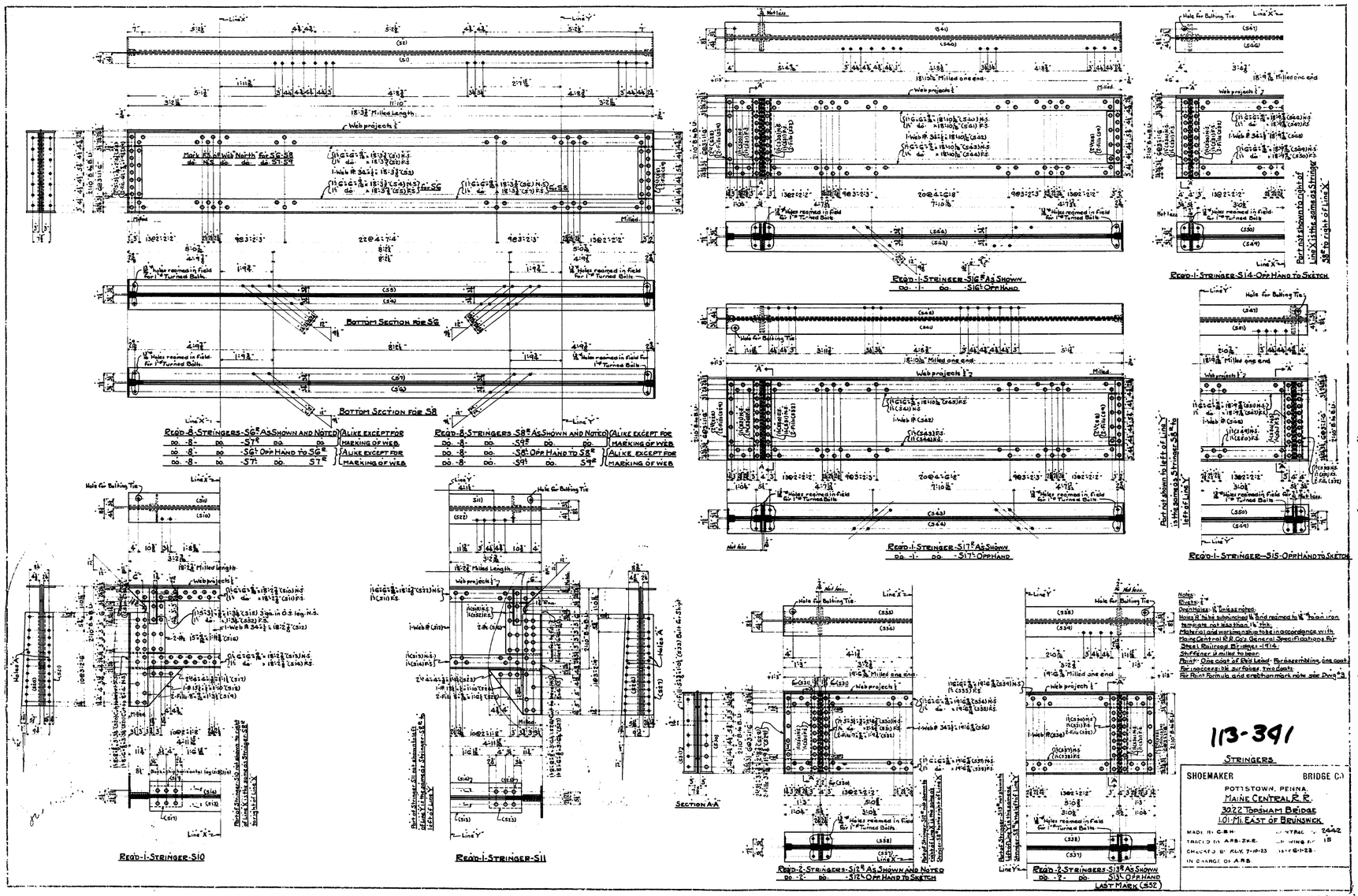
SHOEMAKER BRIDGE CO.
POTTSTOWN, PENNA.
MAINE CENTRAL R.R.
30.22 TOPSHAM BRIDGE
1.01 MI. EAST OF BRUNSWICK

MADE BY	L.C.B.	CONTRACT NO.	2442
TRACED BY	L.C.B.	SHEET NO.	14
CHECKED BY	C.B.H. 7-2-23	DATE	4-30-23
IN CHARGE BY	A.P.B.		

113-340

Last Mark (r2)

367-12



Notes:
Rivets-1"
Open holes-1/16" unless noted.
Holes 1/8" to be subpunched 1/16" and reamed to 1/8" in iron
Material and workmanship to be in accordance with Maine Central R.R. Co's General Specifications for Steel Railroad Bridges 1914.
Stiffener is milled to bear.
Paint: One coat of Red Lead. For assembling, one coat. For inaccessible surfaces two coats.
For Paint Formula and erection mark note see Dwg #3.

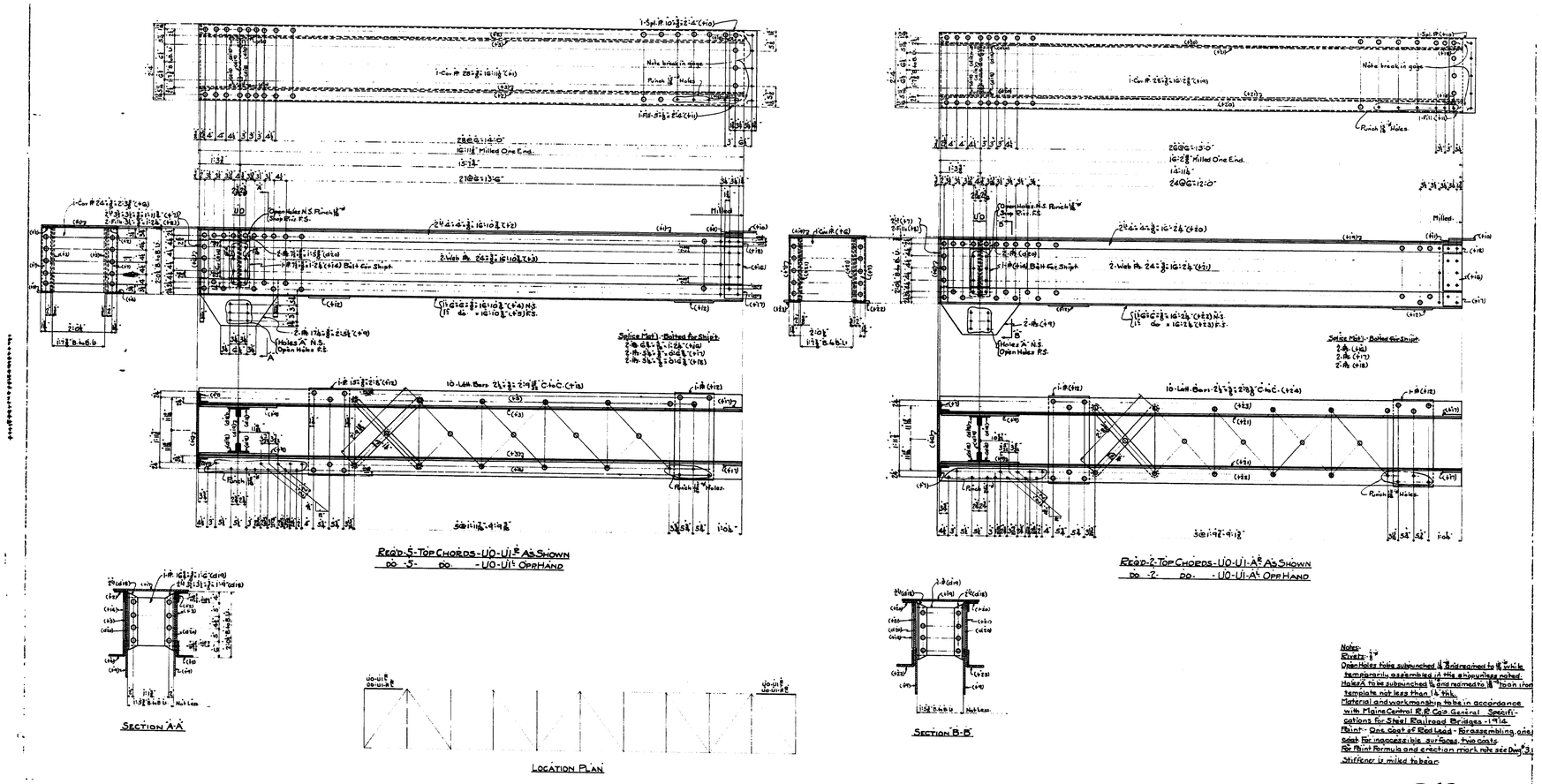
113-391

STRINGERS

SHOEMAKER BRIDGE C.)
POTTSTOWN, PENNA.
MAINE CENTRAL R.R.
3022 TOPSHAM BRIDGE
101 MI. EAST OF BRUNSWICK

MADE BY C.B.H. CENTRAL 2442
TRACED BY A.R.B.-J.H.E. DRAWING No. 15
CHECKED BY K.L.V. 7-10-23 DATE 6-1-23
IN CHARGE OF A.R.B.

1369-12



REQ'D-5-TOP CHORDS-U0-U1 AS SHOWN
DO -5- DO. -U0-U1 OPP HAND

REQ'D-2-TOP CHORDS-U0-U1-A AS SHOWN
DO -2- DO. -U0-U1-A OPP HAND

SECTION A-A

LOCATION PLAN

SECTION B-B

Notes:
Rivets: 7/8"
Open Holes to be subpunched 1/4" and reamed to 1/8" while temporarily assembled in the shop unless noted.
Holes A to be subpunched 1/4" and reamed to 1/8" from iron template not less than 1/4" thk.
Material and workmanship to be in accordance with Maine Central R.R. Co's General Specifications for Steel Railroad Bridges - 1914.
Paint - One coat of Red Lead - For assembling, one coat for inaccessible surfaces, two coats.
For Paint Formula and erection mark note see Dwg. #3.
Stiffener is milled to bear.

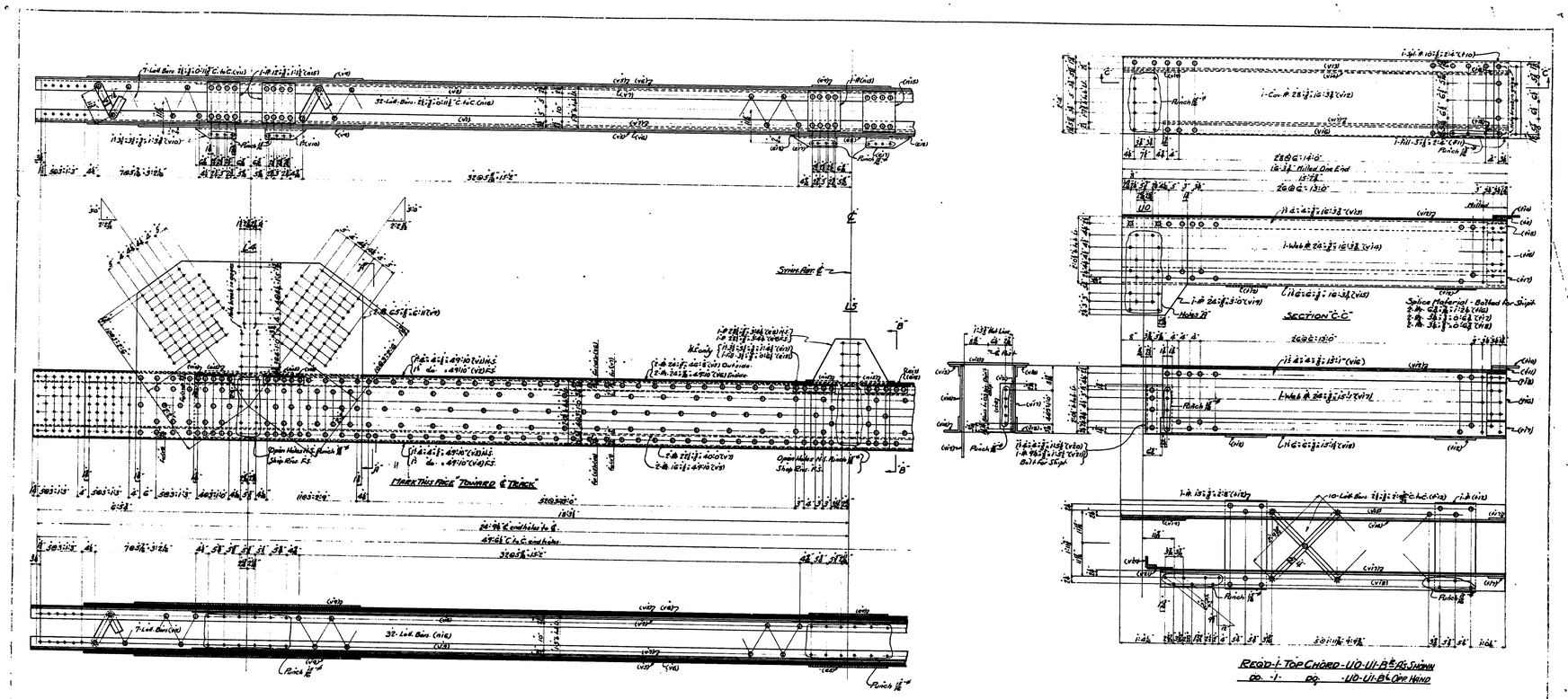
113-392

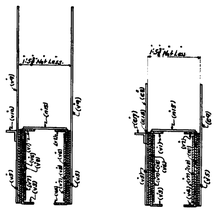
TOP CHORDS

SHOEMAKER BRIDGE CO.
POTTSTOWN, PENNA.
MAINE CENTRAL R.R.
30.22 TOPSHAM BRIDGE
1.01-MI. EAST OF BRUNSWICK
PAGE BY L.C.B. 2442
TRACED BY J.H.R. 16.
CHECKED C.B.H. 7-2-23 6-11-23.
IN CHARGE BY A.P.B.

LAST MARK (+24)

1369-12.





Reqd-8-Bottom Chords-L4-L4

Location Plan

Notes:
Rivets - 7/8"
Open holes to be subpunched 1/16" and reamed to 7/8" while temporarily assembled to the ship, unless noted.
Holes 7/8" to be subpunched 3/16" and reamed to 7/8" in the shop.
Material and workmanship to be in accordance with Maine Central R.R. Co's General Specifications for Steel Railroad Bridges 1916.
Paint - One coat of Red Lead - For assembling one coat. For inaccessible surfaces, two coats.
For Paint Formula and erection mark note see Dwg. 3.

113-343

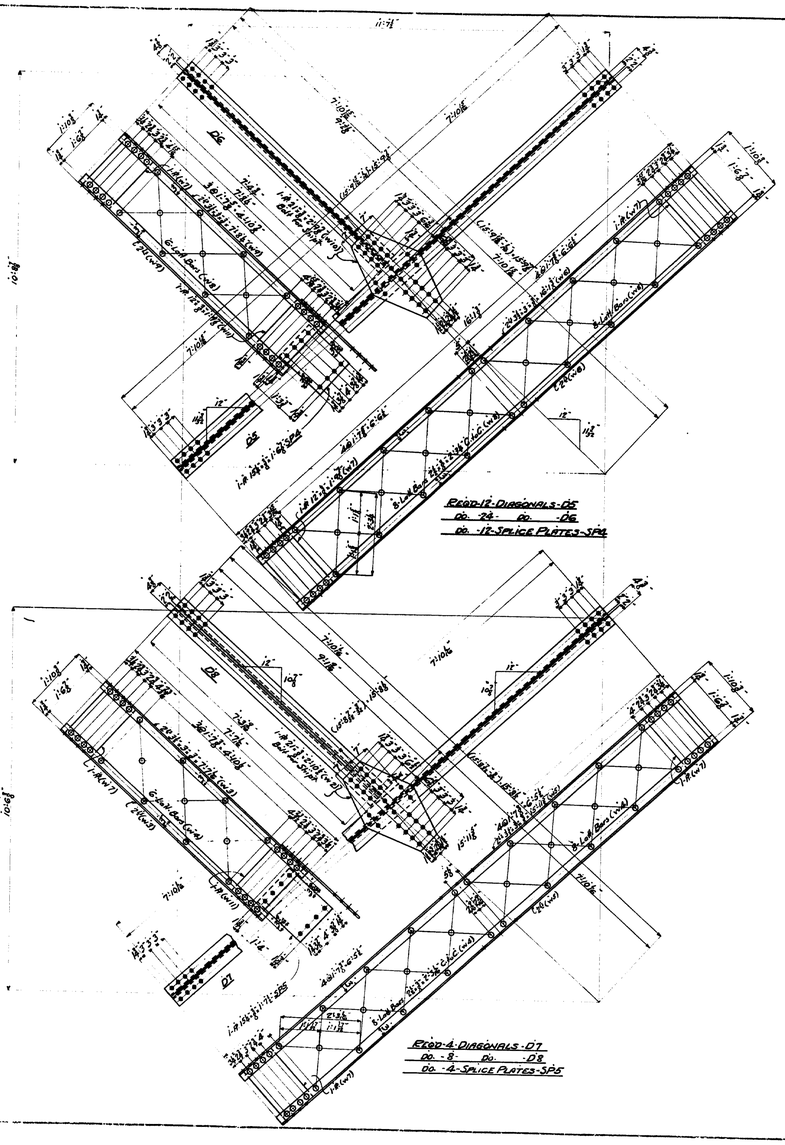
Top and Bottom Chords

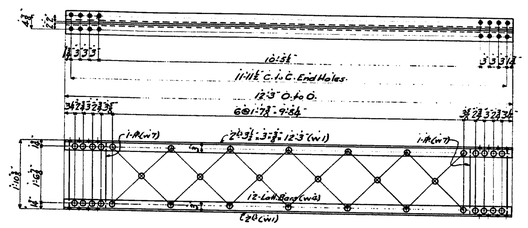
SHOEMAKER BRIDGE Co.
POTTSTOWN, PENNA.
MAINE CENTRAL R.R.
30.22 TOPSHAM BRIDGE
1.01 MI. EAST OF BRUNSWICK

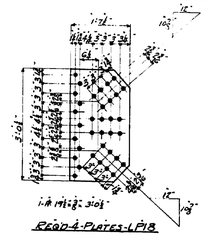
MADE BY ROR-LCR	CONTRACT No. 2442
TRACED BY J.A.R.	DRAWING No. 17
CHECKED BY C.B.M. 7-2-23 / F.L.Y. 7-2-23.	DATE 5-26-23.
IN CHARGE OF RRB	

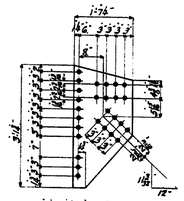
Last Mark (V21)

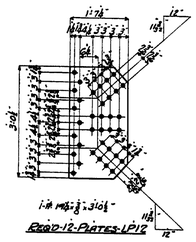
36 / 12

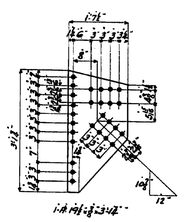


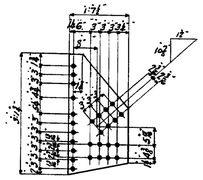


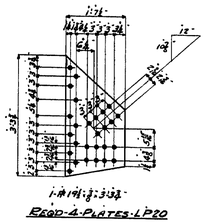


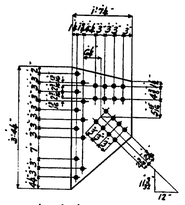


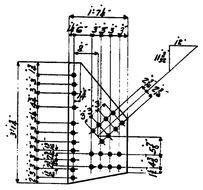


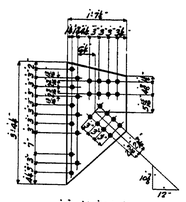


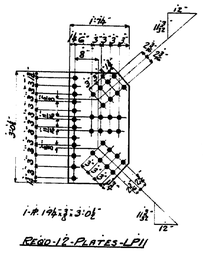


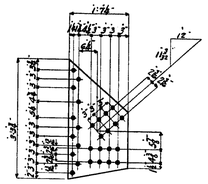


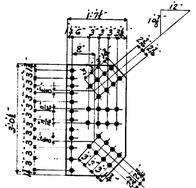












Notes:-
Rivets:- $\frac{3}{4}$"
Detailed:- $\frac{11}{16}$"
Detailed drawing shop bill is in accordance with Maine Central R.R. Co's General Specifications for Steel Railroad Bridges - 1914 -
Paint:- One coat of Red Lead - for assembling one coat for inaccessible surfaces; two coats for Paint Bridge and erection mark, note see Dwg. #3.

113-344

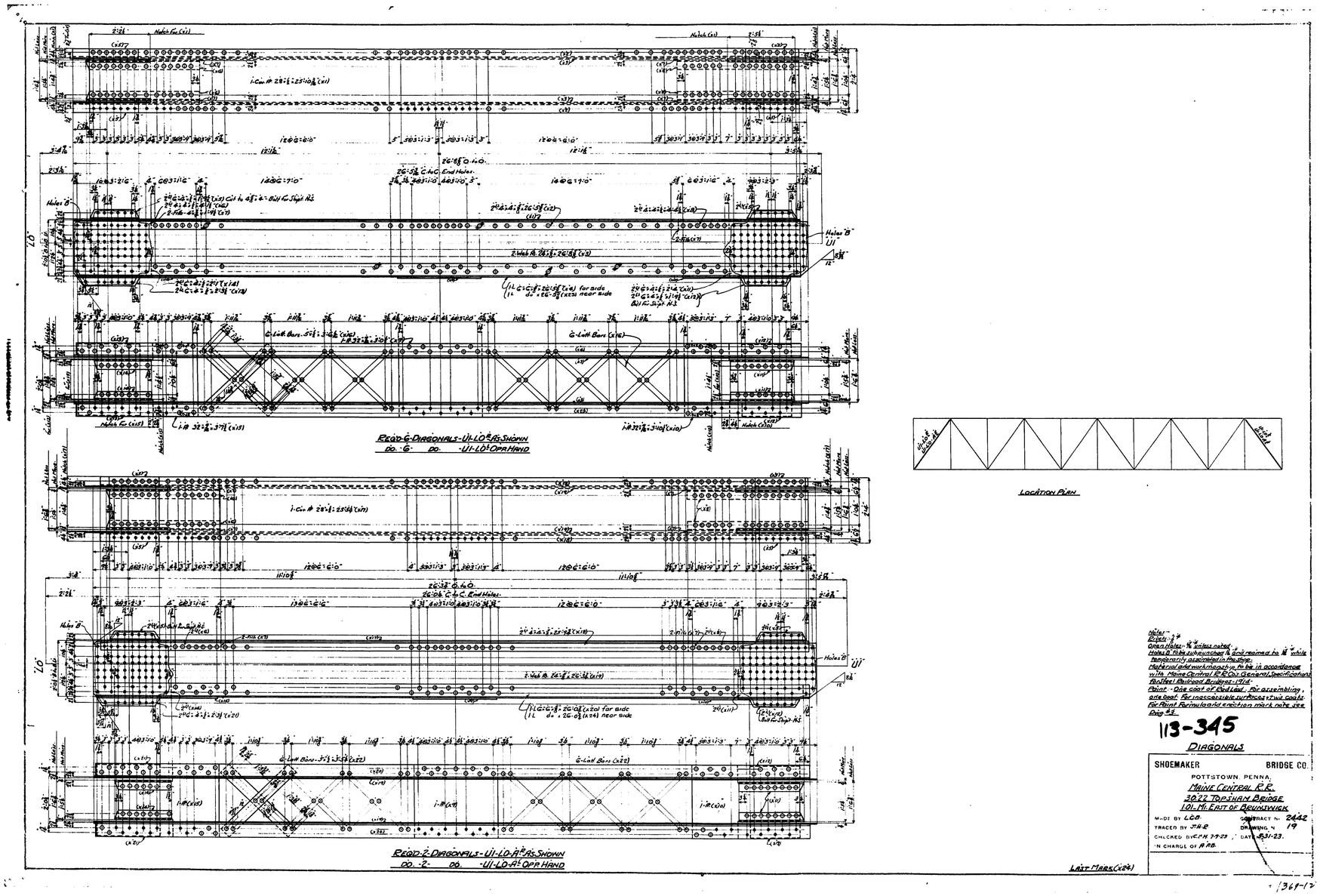
PORTAL BRACING

SHOEMAKER-SATTERTHWAIT BRIDGE CO.
POTTSTOWN, PENNA.
MAINE CENTRAL R.R.
307'-6" TRESTLE BRIDGE
1.01 M. EAST OF BRUNSWICK

MADE BY R.L.J. CONTRACT 24-42
TRACED BY R.L.K. - J.H.E. DRAWING NO. 18
CHECKED BY W.H.H. 7-7-23 DATE 5-22-23.
IN CHARGE OF A.R.B.

LAST MARK (W11)

369-1



Holes -
Rivets - 3/4"
Open Holes - 1/16" unless noted.
Holes B to be subpunched 1/16" and reamed to 1/16" while temporarily assembled in the shop.
Material and workmanship to be in accordance with Maine Central R.R. Co's. General Specifications for Steel Railroad Bridges - 1914.
Paint - One coat of Red Lead. For assembling, one boat. For inaccessible surfaces, two coats. For Paint Formula and erection mark note see Dwg #3.

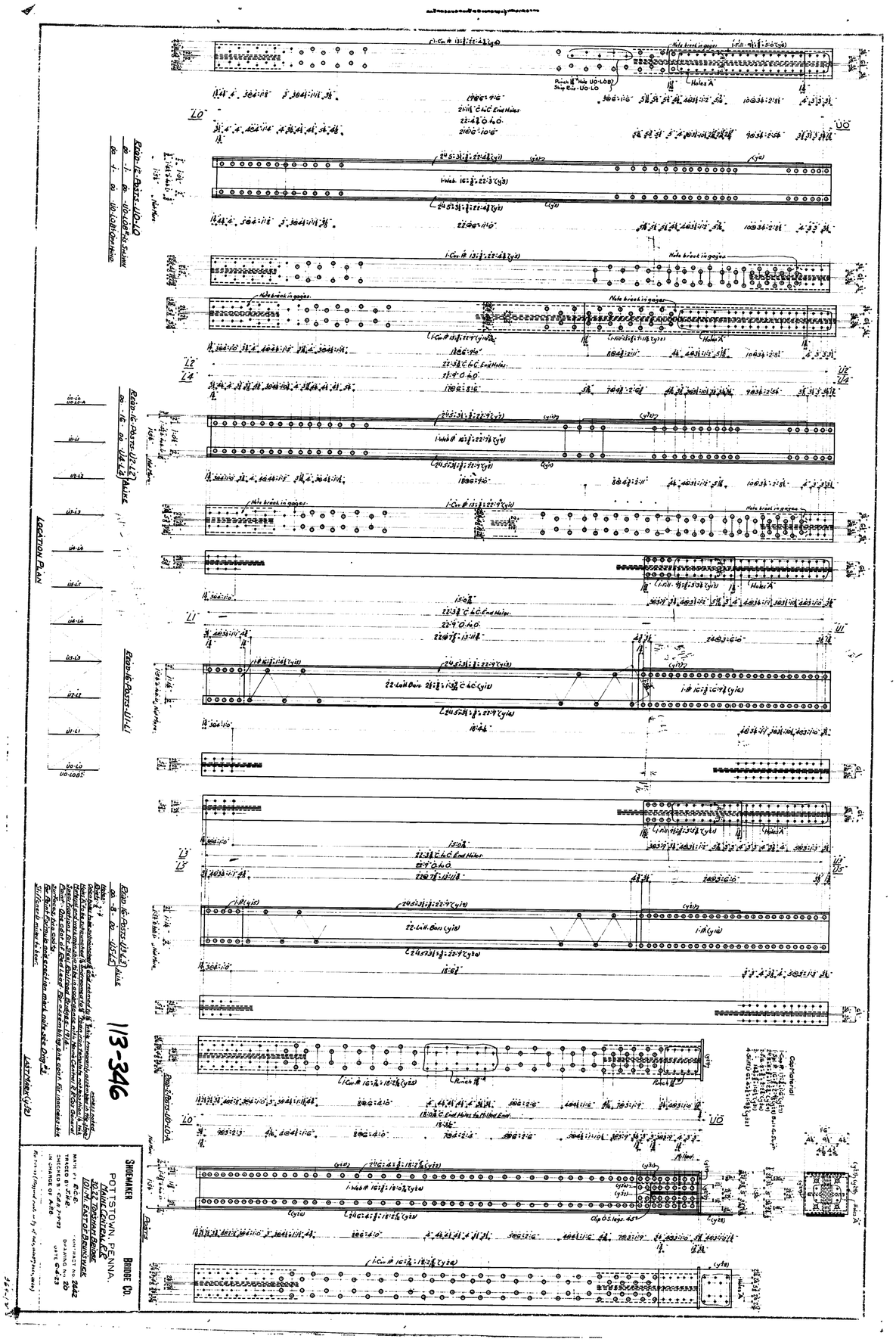
113-345

DIAGONALS

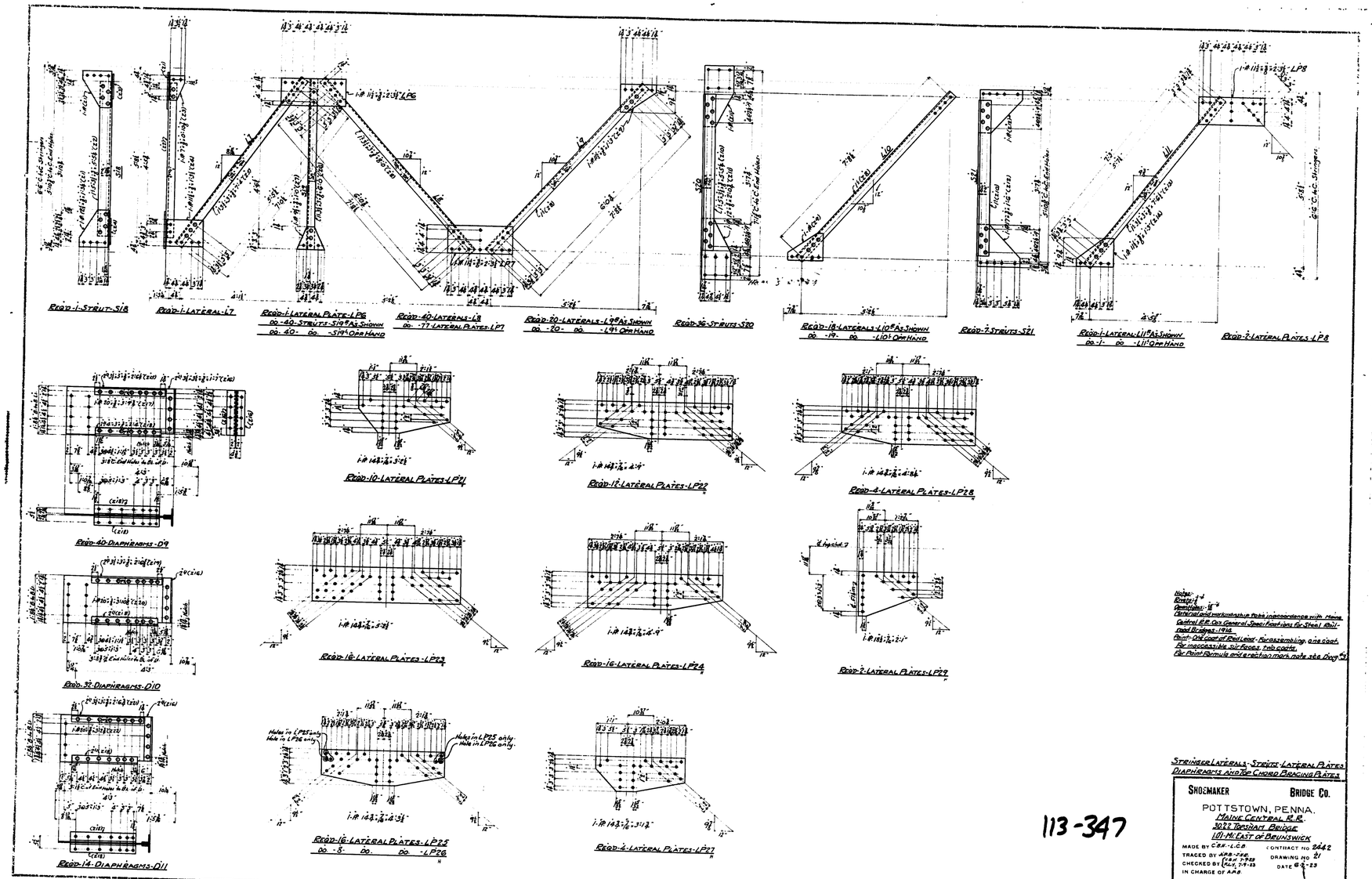
SHOEMAKER BRIDGE CO.
POTTSTOWN, PENNA.
MAINE CENTRAL R.R.
30.22 TOPSHAM BRIDGE
101 MI. EAST OF BRUNSWICK

MADE BY L.C.B. CONTRACT No. 2442
TRACED BY J.H.R. DRAWING No. 19
CHECKED BY C.P.H. 7-9-23 DATE 5-31-23.
IN CHARGE OF A.A.B.

1369-12



LOCATION PLAN
113-346
SHOEMAKER
BRIDGE CO.
POTTSTOWN, PENNA.
MAINE CENTRAL R.R.
3022 TORSHAM BRIDGE
101 M. EAST OF BRUNSWICK



Notes:
Rivets: 3/4"
Open Holes: 13/16"
Material and workmanship to be in accordance with Maine Central R.R. Co's General Specifications for Steel Railroad Bridges-1914.
Paint-One coat of Red Lead-For assembling, one coat.
For inaccessible surfaces, two coats.
For Paint Formula and erection mark note see Dwg #3

STRINGER LATERALS-STRUTS-LATERAL PLATES
DIAPHRAGMS AND TOP CHORD BRACING PLATES

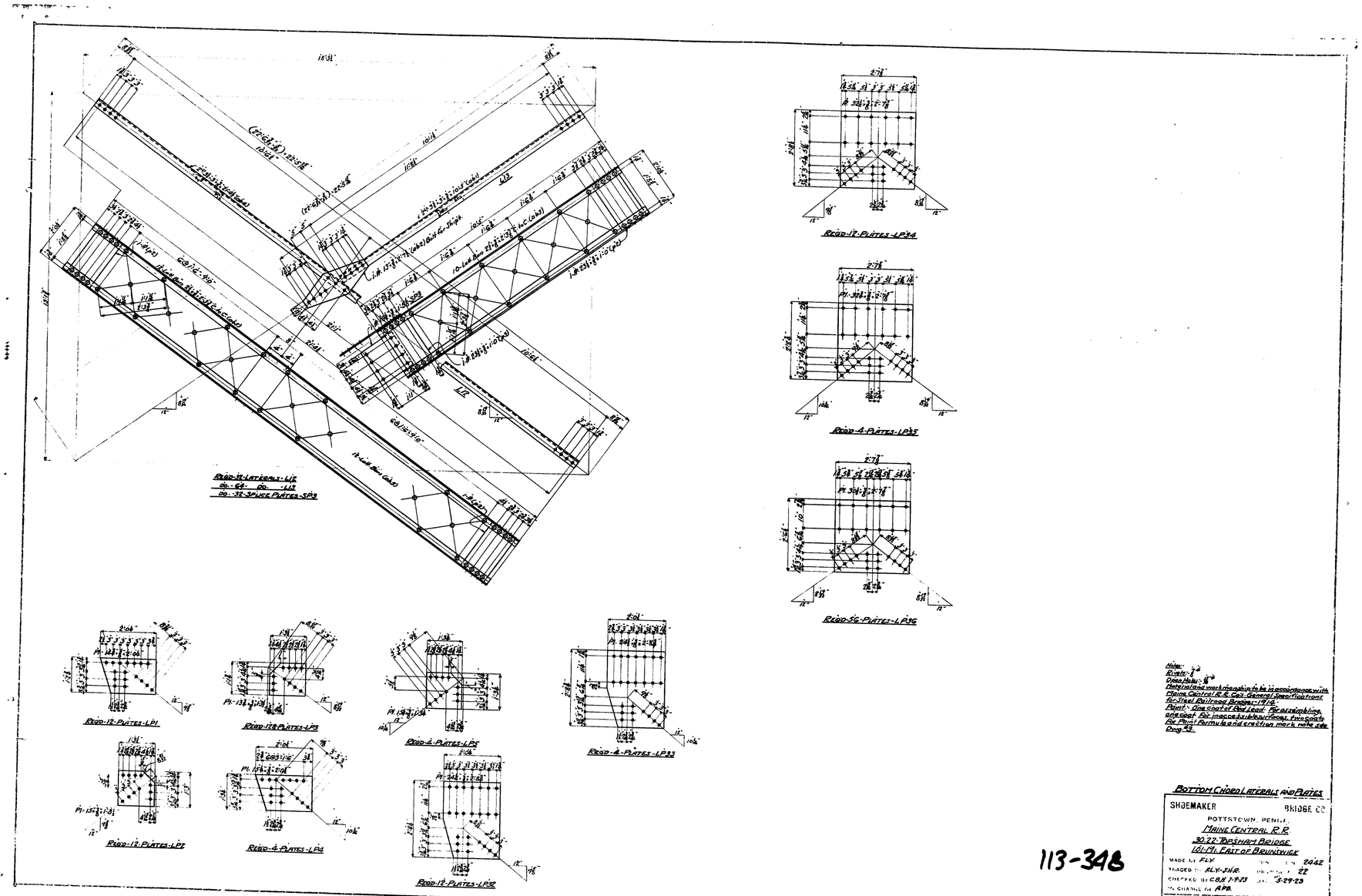
SHOEMAKER BRIDGE CO.
POTTSTOWN, PENNA.
MAINE CENTRAL R.R.
3022 TOPSHAM BRIDGE
101-MI. EAST OF BRUNSWICK

MADE BY C.B.H.-L.C.B. CONTRACT NO 2442
TRACED BY A.P.B.-J.E.B. DRAWING NO 21
CHECKED BY C.B.H. 7-9-23 / K.L.Y. 7-9-23 DATE 6-2-23
IN CHARGE OF A.P.B.

113-347

LAST MARK (Z22)

369-12



Notes:
Rivets: 7/8"
Open Holes: 15/16"
Material and workmanship to be in accordance with Maine Central R.R. Co's. General Specifications for Steel Railroad Bridges-1914.
Paint: One coat of Red Lead. For assembling, one coat. For inaccessible surfaces, two coats. For Paint Formula and erection mark note see Dwg #3.

113-348

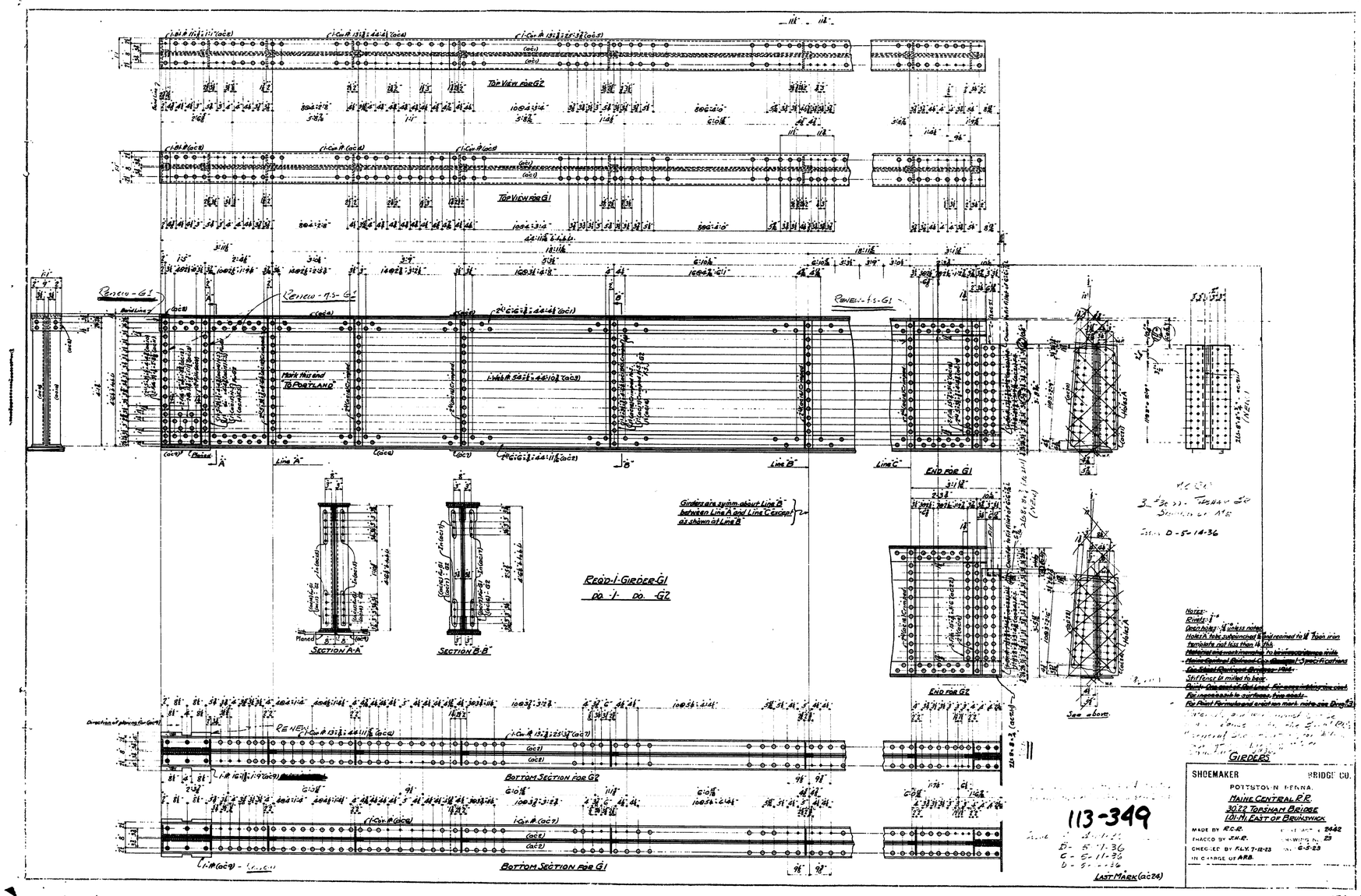
LAST MARK (dbs)

BOTTOM CHORD LATERALS AND PLATES

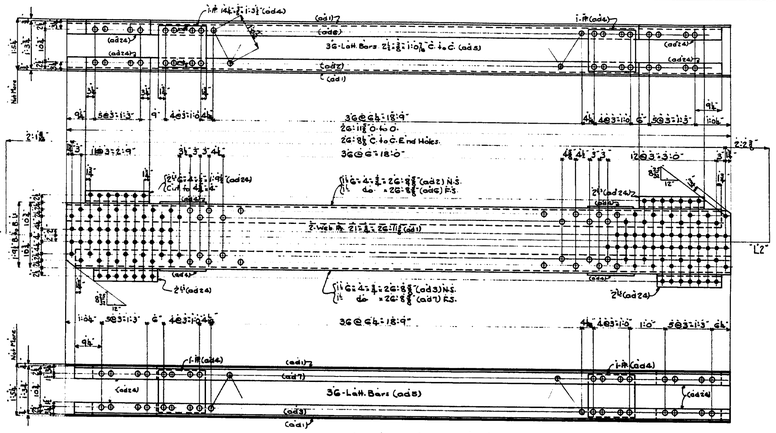
SHOEMAKER BRIDGE CO.
POTTSTOWN, PENNA.
MAINE CENTRAL R.R.
30.22-TOPSHAM BRIDGE
101-MI. EAST OF BRUNSWICK

MADE BY F.L.Y. DWG. NO. 2442
TRACED BY A.L.Y.-J.H.R. DRAWING NO. 22
CHECKED BY C.B.H. 7-9-23 DATE 5-29-23
IN CHARGE OF A.P.B.

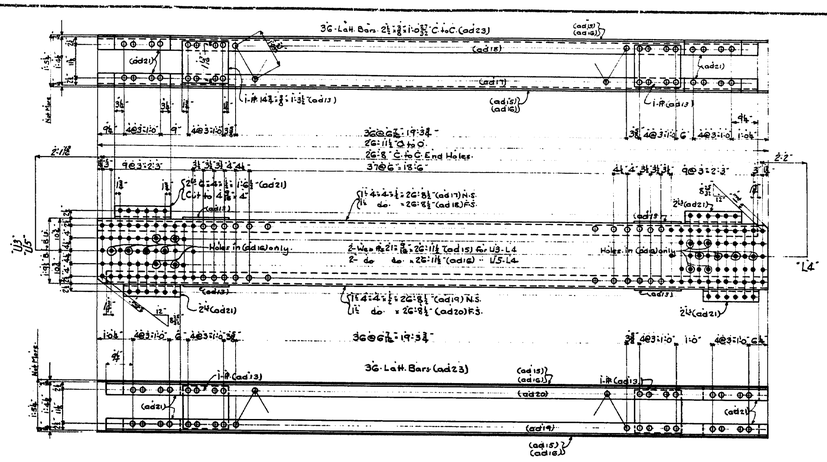
1364-12



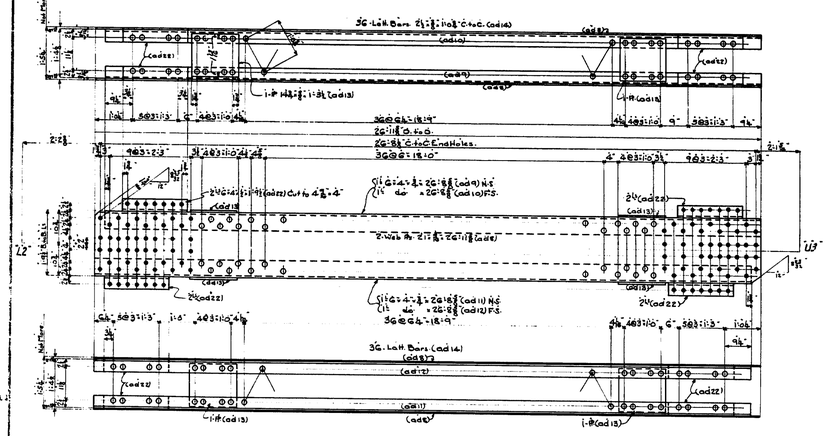
TOP VIEW FOR G2
TOP VIEW FOR G1
Renew - G1
Renew - 4s - G1
Mark this end "TO PORTLAND"
Line "A"
Line "B"
Line "C"
END FOR G1
END FOR G2
Girders are symm. about Line "B" between Line "A" and Line "C" except as shown at Line "B"
REQD - 1 - GIRDER - G1
DO. - 1 - DO. - G2
SECTION A-A
SECTION B-B
BOTTOM SECTION FOR G2
BOTTOM SECTION FOR G1
See above
Notes:
Rivets: 3/4"
Open holes: 1/8" unless noted
Holes A tube subpunched 1/8" and reamed to 1/8" from iron template not less than 1/4 thk.
Stiffener is milled to bear.
For Point Formula and erect on mark note see Dwg. 3
GIRDERS
SHOEMAKER BRIDGE CO.
POTTSTOWN PENNA.
MAINE CENTRAL R.R.
30.22 TOPSHAM BRIDGE
101 M. EAST OF BRUNSWICK
MADE BY R.C.R.
TRACED BY J.H.R.
CHECKED BY F.L.Y. 7-12-23
IN CHARGE OF A.R.B.
113-349
LAST MARK (ac24)



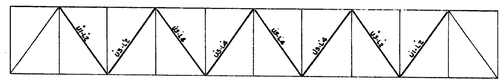
REQ'D-16-DIAGONALS-U1-L2



REQ'D-16-DIAGONALS-U3-L4
DO. -16- DO. -U5-L4



REQ'D-16-DIAGONALS-U3-L2



LOCATION PLAN

Notes:-
Rivets:-
Open holes to be subpunched 1/16" and reamed to 1/8" while temporarily assembled in the shop.
Material and workmanship to be in accordance with Maine Central RR Co's General Specifications for Steel Railroad Bridges-1914.
Paint:- One coat of Red Lead. For assembling, one coat. For inaccessible surfaces, two coats.
For Paint Formula and erection mark note see Dwg #3.

DIAGONALS

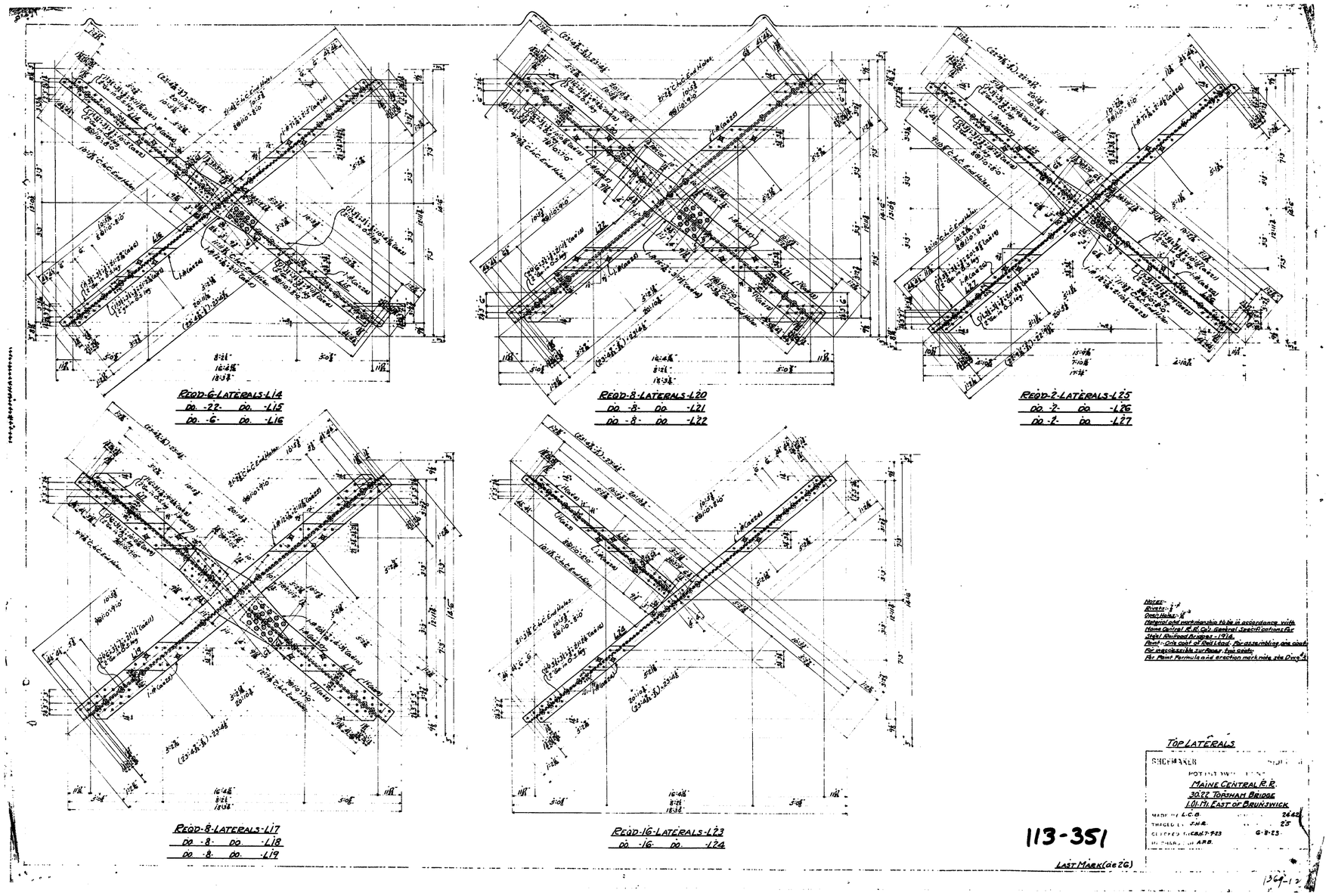
SHOEMAKER BRIDGE CO.
POTTSTOWN, PENNA
MAINE CENTRAL RR
30.22 TOPSHAM BRIDGE
101-MI EAST OF BRUNSWICK

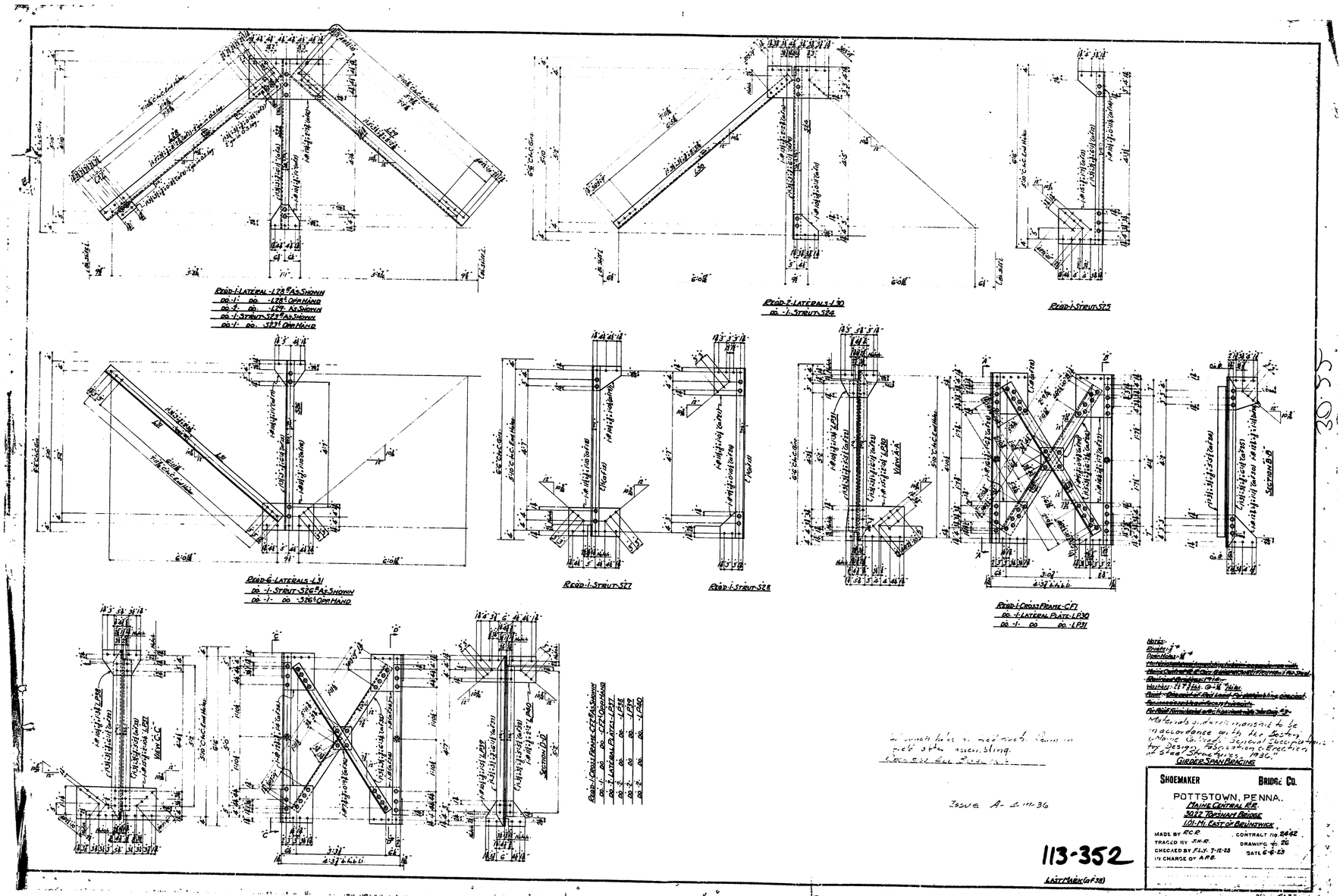
MADE BY L.C.B.
TRACED BY J.H.R.
CHECKED BY C.B.H.
IN CHARGE OF A.F.B.
CONTRACT NO. 2442
DRAWING NO. 24
DATE 5-31-23

113-350

LAST MARK (ad 24)

369-12


REQD-6-LATERALS-L14
DO. -22- DO. -L15
DO. -6- DO. -L16
REQD-8-LATERALS-L20
DO. -8- DO. -L21
DO. -8- DO. -L22
REQD-2-LATERALS-L25
DO. -2- DO. -L26
DO. -2- DO. -L27
REQD-8-LATERALS-L17
DO. -8- DO. -L18
DO. -8- DO. -L19
REQD-16-LATERALS-L23
DO. -16- DO. -L24
113-351
LAST MARK (ae 26)
TOP LATERALS
SHOEMAKER
MAINE CENTRAL R.R.
30.22 TOPSHAM BRIDGE
1.01 MI. EAST OF BRUNSWICK
MADE BY L.C.B.
TRACED BY J.H.R.
CHECKED BY C.B.H. 7-9-23
6-8-23
1369-12



Issue A- 2-11-36

113-352

LAST MARK (of 38)

Notes:
Rivets: 7/8"
Pipe Holes: 1/16"
[illegible]
Washers: 2 1/2" thk. @ 1/16" Holes.
[illegible]
Materials under remanship to be in accordance with the Boston & Maine Railroad, General Specifications for Design, Fabrication & Erection of Steel Structures, 1936."

GIRDER SPAN BRACING

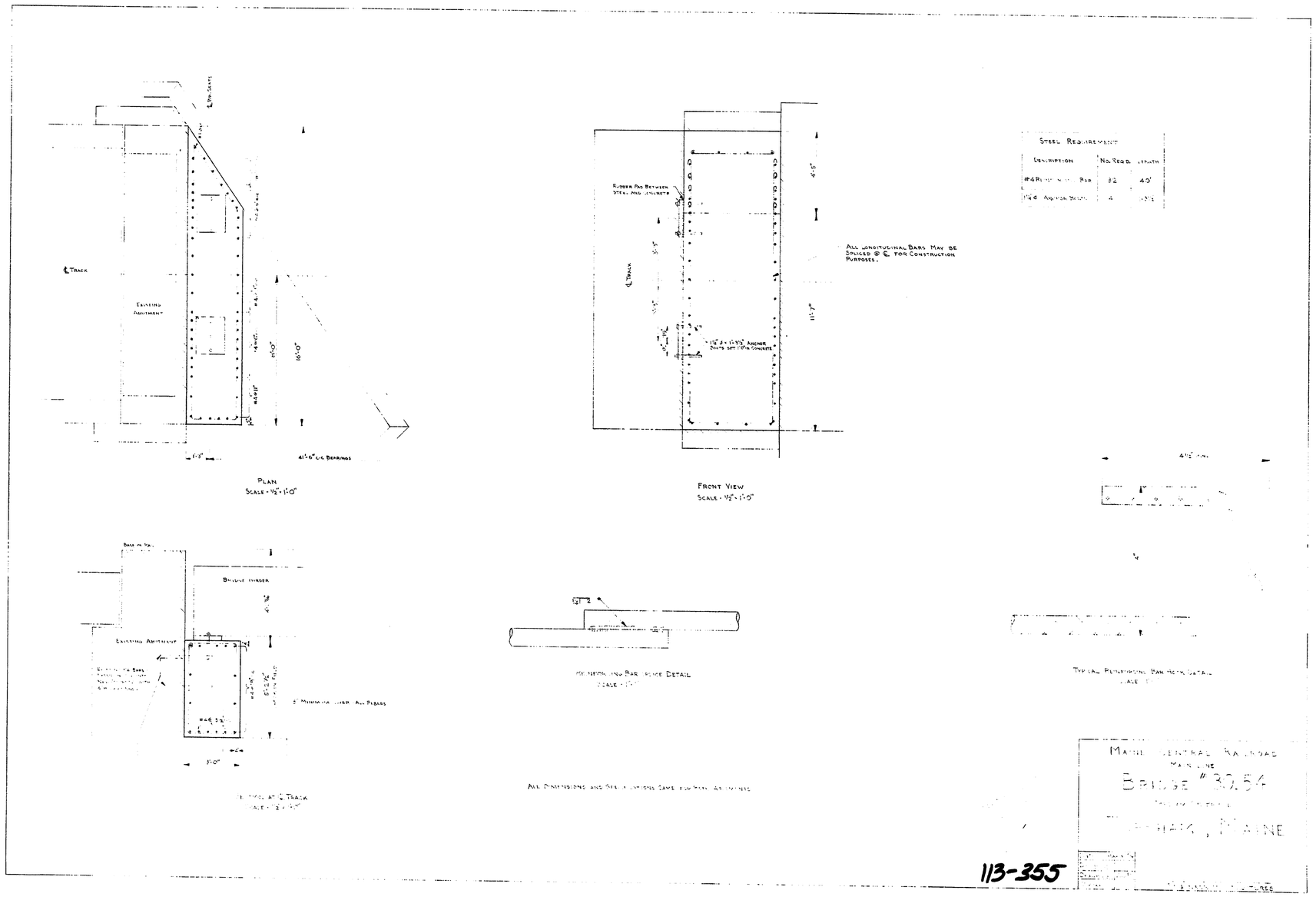
SHOEMAKER BRIDGE CO.

POTTSTOWN, PENNA.

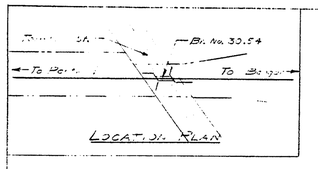
MAINE CENTRAL R.R.
3022 TOPSHAM BRIDGE
101-MI. EAST OF BRUNSWICK

MADE BY R.C.R. CONTRACT No. 2442
TRACED BY J.H.R. DRAWING No. 26
CHECKED BY F.L.Y. 7-12-23 DATE 6-6-23
IN CHARGE OF A.P.B.

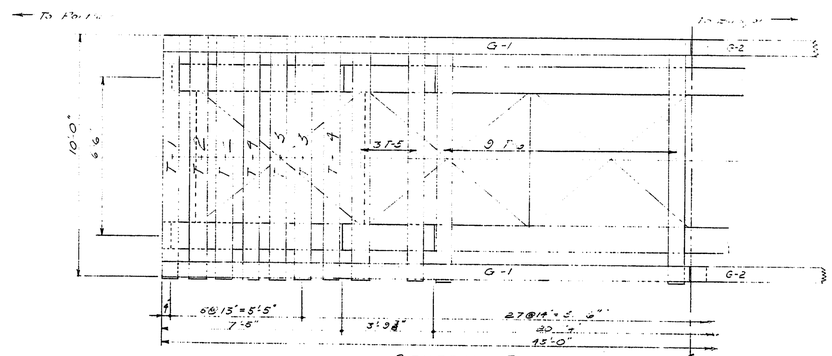
1369-12



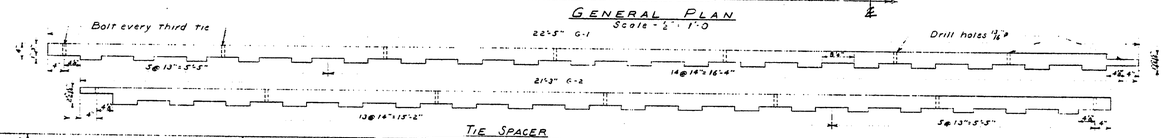
Plan
Scale - 1/2" = 1'-0"
Front View
Scale - 1/2" = 1'-0"
All longitudinal bars may be spliced @ ℄ for construction purposes.
Steel Requirement
Description
No. Req'd.
Length
#4 Reinforcing Bar
32
40'
Typical Reinforcing Bar Hook Detail
Maine Central Railroad
Main Line
Bridge #30.54
Maine
113-355



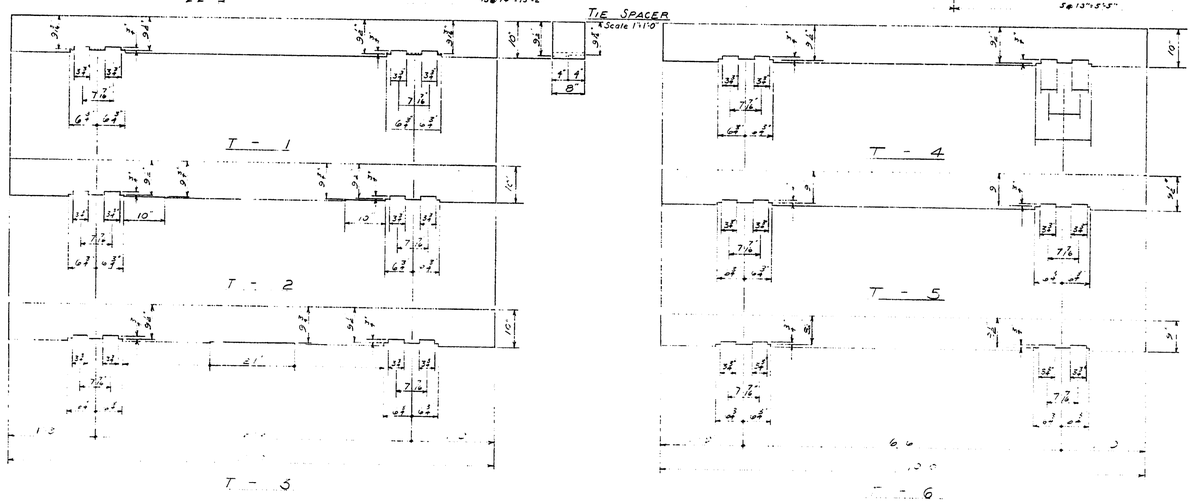
LOCATION PLAN



GENERAL PLAN
Scale - 1/2" = 1'-0"



TIE SPACER
Scale 1"=1'-0"



TIES

Notes:
Tie plan to be raised 1/2" when ties [illegible]
[illegible] of bridge
Drill holes in field not greater than 13/16"ø

BILL OF MATERIAL

Mark	No.	Size		Remarks
T-1	2	8"x10"	0'-0"	[illegible]
T-2	4	do	do	do
T-3	4	do	do	do
T-4	4	do	do	do
T-5	6	do	do	do
T-6	18	do	do	do
G-1	2	4"x8"	22'-5"	do
G-2	2	do	21'-3"	do
	28	3/4"ø Bolts	15"	Sq. Hd. & Sq. Nut
	23	Lock Nuts		for 3/4" Bolts
	112	Pressed Washers		for 3/4" Bolts

TIE PLAN

MAINE CENTRAL RAILROAD

BRIDGE #30.54

TOPSHAM STREET

TOPSHAM, ME.

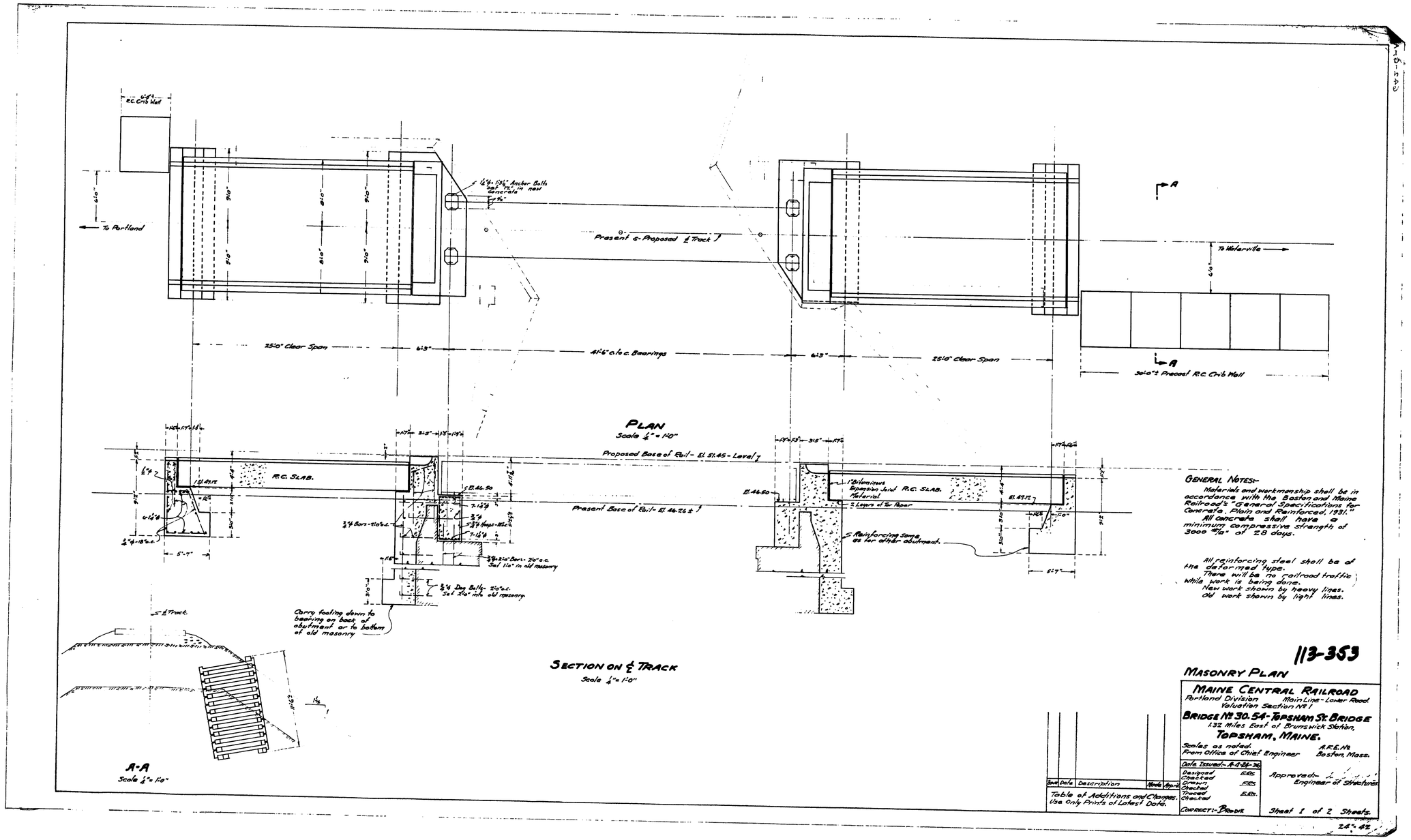
10-20-58

E.L.

Approved [signature]
Engineer of Structures

113-356

Rev. 5-7-59



GENERAL NOTES:-

Materials and workmanship shall be in accordance with the Boston and Maine Railroad's "General Specifications for Concrete, Plain and Reinforced, 1931."

All concrete shall have a minimum compressive strength of 3000 #/□" at 28 days.

All reinforcing steel shall be of the deformed type.

There will be no railroad traffic while work is being done.

New work shown by heavy lines.

Old work shown by light lines.

113-353

MASONRY PLAN

MAINE CENTRAL RAILROAD

Portland Division — Main Line - Lower Road.

Valuation Section No. 1

BRIDGE No. 30.54 - TOPSHAM ST. BRIDGE

1.32 Miles East of Brunswick Station,

TOPSHAM, MAINE.

Scales as noted. From Office of Chief Engineer — A.F.E. No. Boston, Mass.

Date Issued:- A-4-24-36	
Designed	E.R.S.
Checked	
Drawn	F.R.S.
Checked	
Traced	E.R.S.
Checked	

CORRECT:- BRODIE

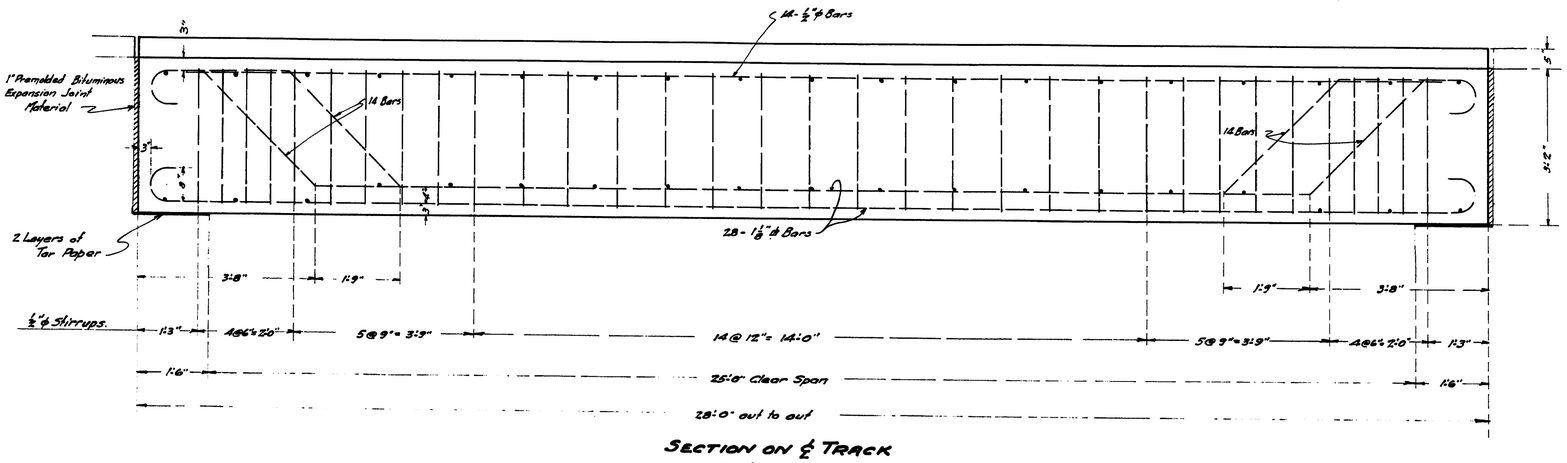
Approved:- Engineer of Structures

Sheet 1 of 2 Sheets.

Sym.	Date	Description	Made	Appr'd

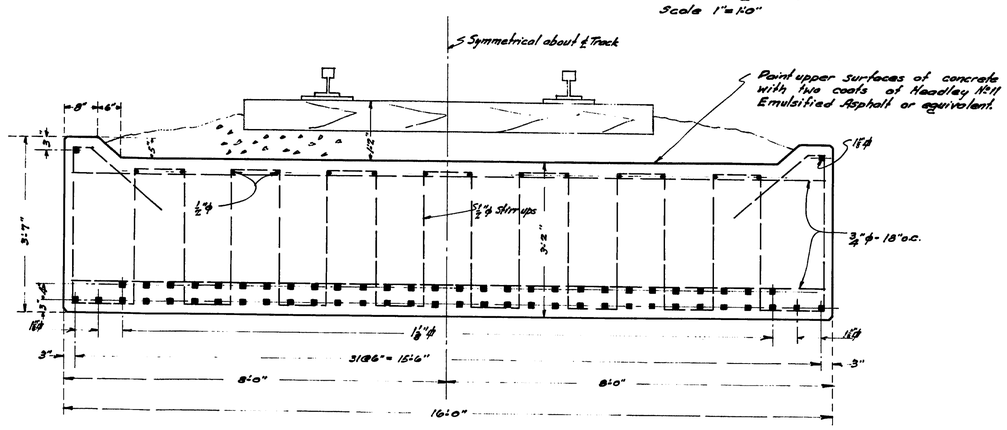
Table of Additions and Changes. Use Only Prints of Latest Date.

24"-42



SECTION ON ℄ TRACK

Scale 1"=1:0"



SECTION

Scale 1"=1:0"

113-354

MASONRY PLAN - DETAILS

MAINE CENTRAL RAILROAD

Portland Division Main Line-Lower Road
Valuation Section No 1

BRIDGE No 30.54 - TOPSHAM St. BRIDGE

1.32 Miles East of Brunswick Station.

TOPSHAM, MAINE.

Scales as noted.
From Office of Chief Engineer. A.R.E. Nk Boston, Mass.

Date Issued - 8-4-26

Designed	E.R.S.
Checked	
Drawn	E.R.S.
Checked	
Traced	E.R.S.
Checked	

CORRECT - BRODIE

Approved - Engineer of Structures.

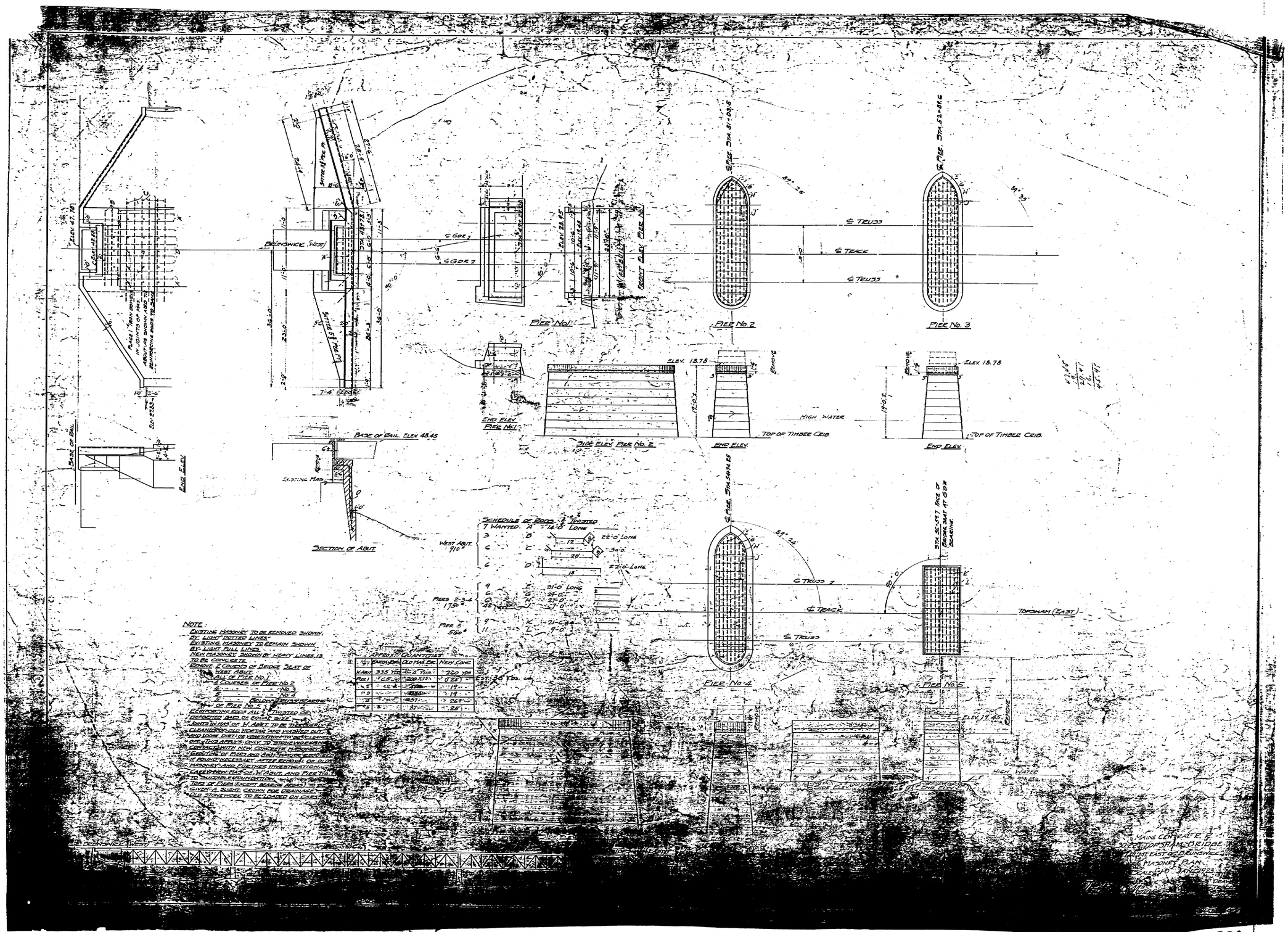
Sheet 2 of 2 Sheets

Scale	Date	Description	Made	Appd

Table of Additions and Changes. Use Only Prints of Latest Date.

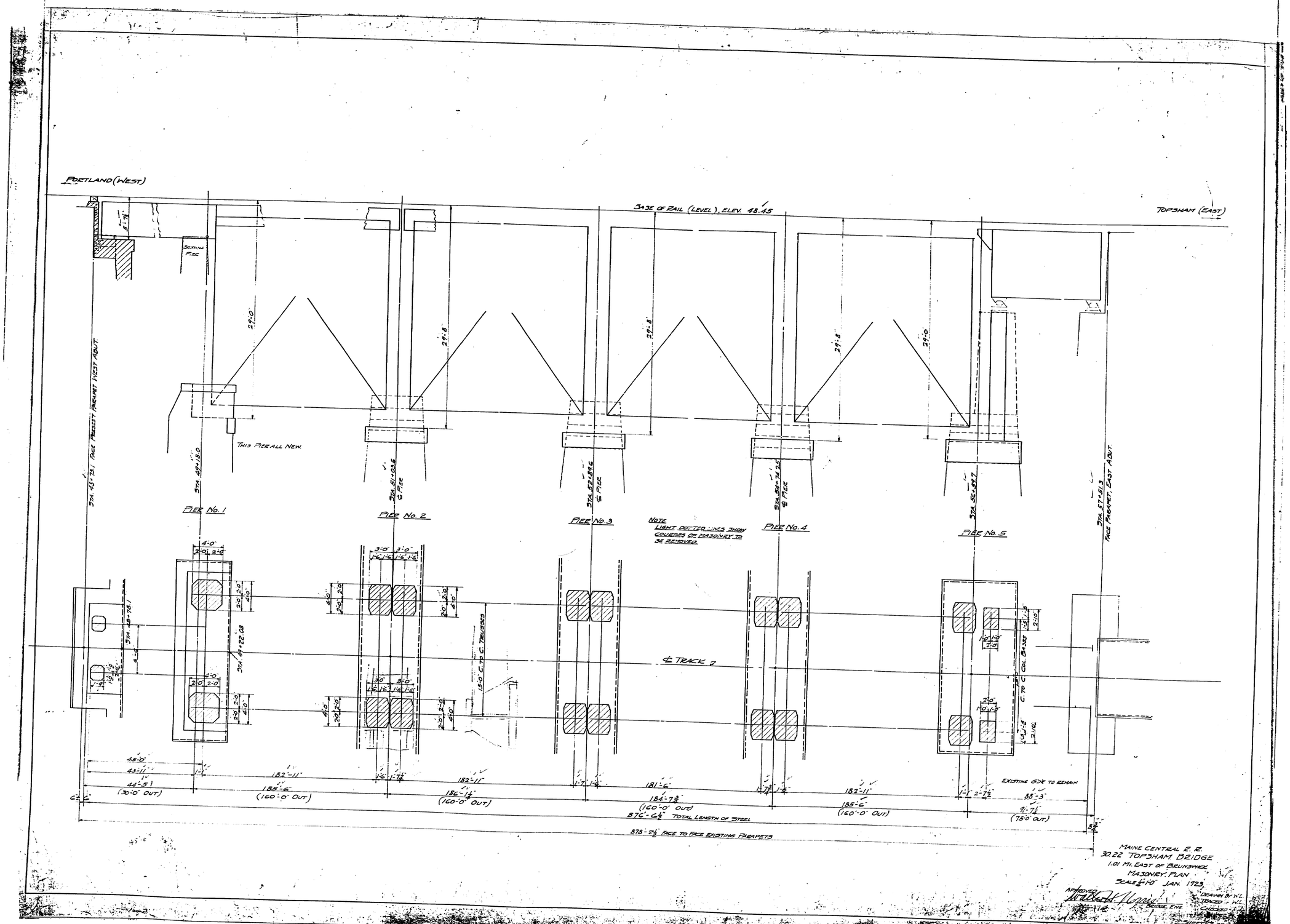
24"x42"

A-C-S-C



BRUNSWICK (WEST)
PIER No. 1
PIER No. 2
PIER No. 3
PIER No. 4
PIER No. 5
℄ TRUSS
℄ TRACK
℄ TRUSS
FRONT ELEV. PIER No. 1
END ELEV. PIER No. 1
SIDE ELEV. PIER No. 2
END ELEV.
TOP OF TIMBER CRIB
HIGH WATER
ELEV. 18.78
BASE OF RAIL ELEV. 48.45
SECTION OF ABUT.
BASE OF RAIL
END ELEV.
EXISTING MAS.
SCHEDULE OF RODS
WEST ABUT. 910#
PIERS 2-3-4 1750#
PIER 5 560#
TOPSHAM (EAST)
NOTE:
EXISTING MASONRY TO BE REMOVED SHOWN BY LIGHT DOTTED LINES.
EXISTING MASONRY TO REMAIN SHOWN BY LIGHT FULL LINES.
NEW MASONRY SHOWN BY HEAVY LINES IS TO BE CONCRETE.
REMOVE 2 COURSES OF BRIDGE SEAT OF WEST ABUT.
ALL OF PIER No. 1
4 COURSES OF PIER No. 2
4 " " No. 3
5 " " No. 4
5 " BELOW TRUSS BEARING OF PIER No. 5
REINFORCING RODS ALL ¾" TWISTED OR DEFORMED BARS OF EQUAL SIZE.
JOINTS IN MAS. OF W. ABUT. TO BE THOROUGHLY CLEANED OF OLD MORTAR AND WASHED OUT AND LOOSE DIRT OR VEGETATION TO BE CLEANED OFF. THIS APPLYS ONLY TO STONEWORK AND CONTACT WITH NEW CONCRETE MASONRY.
GROUTING OF PIERS AND ABUT. MAY BE REQUIRED IF FOUND NECESSARY AFTER REMOVAL OF OLD MASONRY AND FURTHER INVESTIGATION.
CAREFUL NEW MAS. OF W. ABUT. AND PIER No. 1 TO SUITABLE FOUNDATION.
TOPS OF PIERS (EXCEPT BEARING AREAS) TO BE GIVEN A SLIGHT CROWN FOR DRAINAGE.
OLD STONEWORK TO BE LOADED ON CARS.
APPROX. QUANTITIES
EARTH EXC. OLD MAS. EXC. NEW CONC.
W. ABUT. 335 YDS. 4 YDS. 260 YDS.
PIER 1 65 200 (125)
2 19
3 19
4 267
5 87 25
MAINE CENTRAL R. R.
TOPSHAM BRIDGE
MASONRY PLAN

112-326



MAINE CENTRAL R. R.
30.22 TOPSHAM BRIDGE
1.01 MI. EAST OF BRUNSWICK
MASONRY PLAN
SCALE 1/4"=1'-0" JAN. 1923

APPROVED
BRIDGE ENG.

DRAWN BY H.L.
TRACED H.L.
CHECKED
SHEET 22 OF

112-327