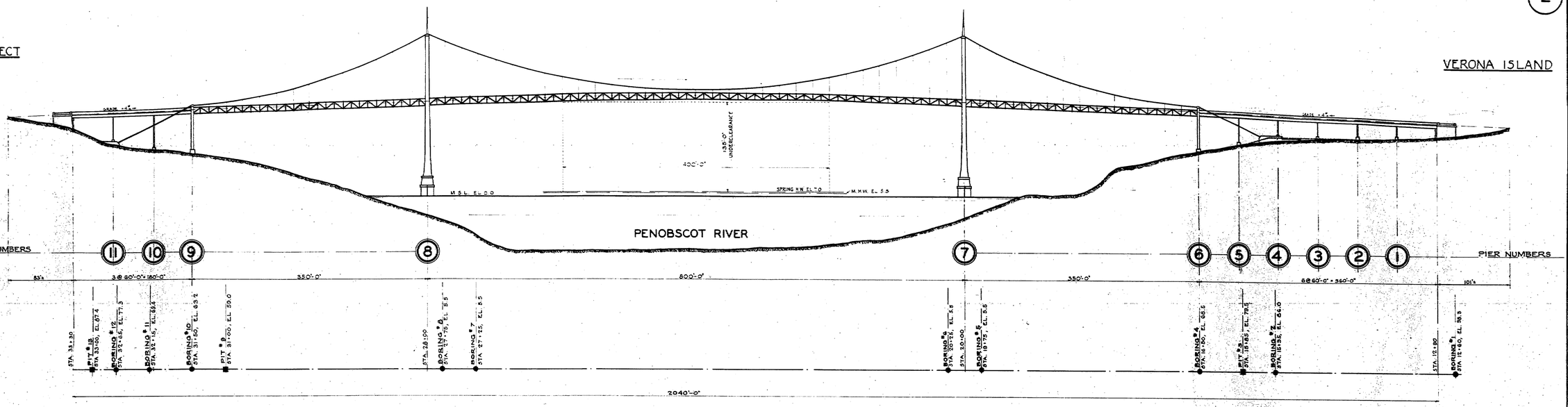
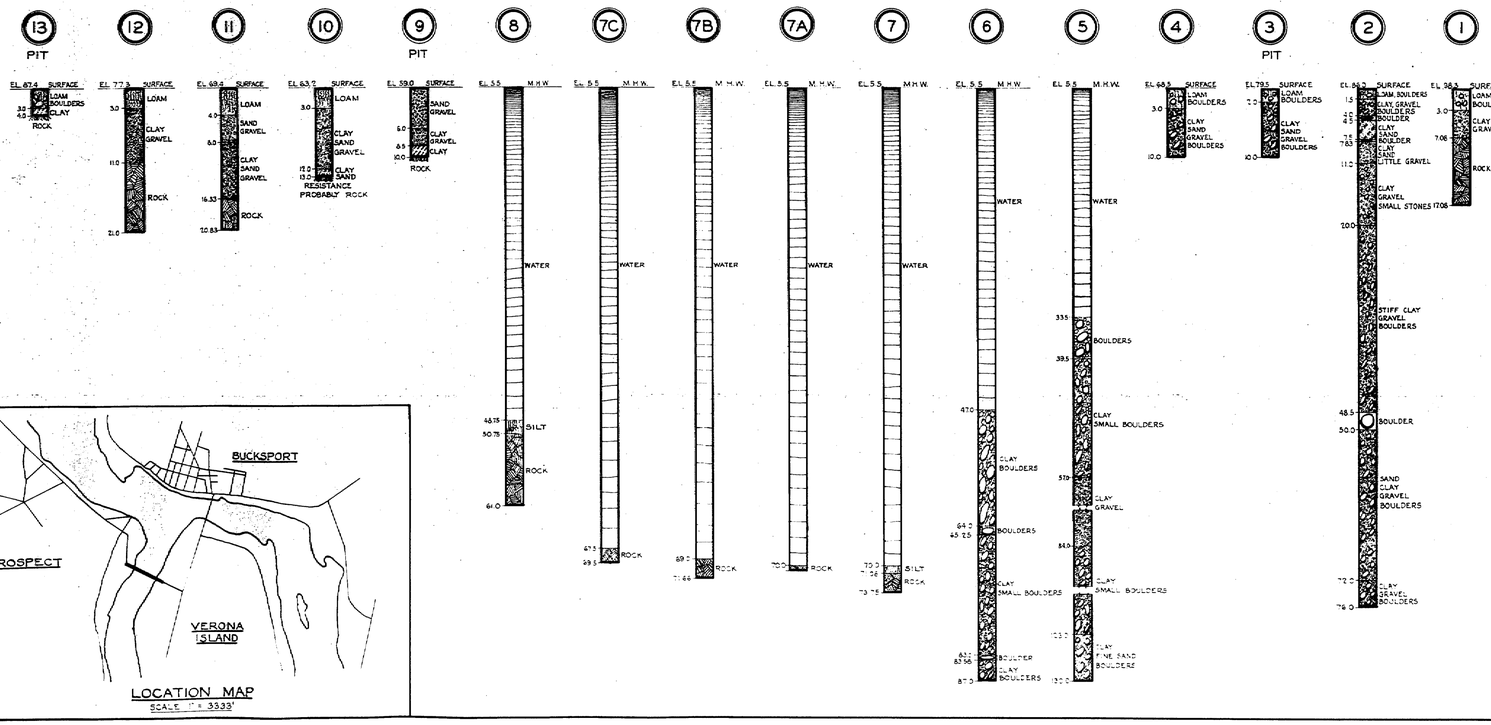
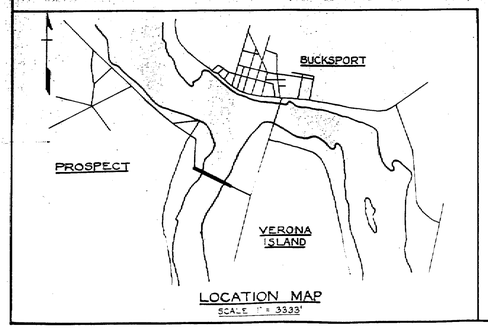

C-75

PROSPECT

VERONA ISLAND







LOCATION MAP
SCALE 1" = 3333'

NOTE:- THE FORMATIONS ENCOUNTERED IN ALL BORINGS ON LAND AND WATER ARE SO COARSE AND COMPACT AND CONTAIN SO MANY BOULDERS, THAT THE CASING COULD NOT BE ADVANCED, UNTIL CORE DRILLING WAS DONE BENEATH IT, IN MOST INSTANCES NO PROGRESS COULD BE MADE, EVEN AFTER CORE DRILL WAS EMPLOYED, UNTIL DYNAMITE WAS USED TO BLOW BOULDERS OUT OF THE WAY. THE BOULDERS RANGE FROM 3' TO 3'-6" IN DIAMETER.

DEPTHS OF BORINGS ARE SHOWN IN FEET BELOW GROUND LINE FOR LAND BORINGS, AND BELOW M.H.W. (EL. +5.5) FOR BORINGS IN WATER.

BORINGS 7A, 7B AND 7C, ARE UNCOMPLETED ATTEMPTS TO OBTAIN BORINGS AT THE SITE OF BORING 7.

APPROVED Hoster D. Robinson
D. B. Steinman
CONSULTING ENGINEERS

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

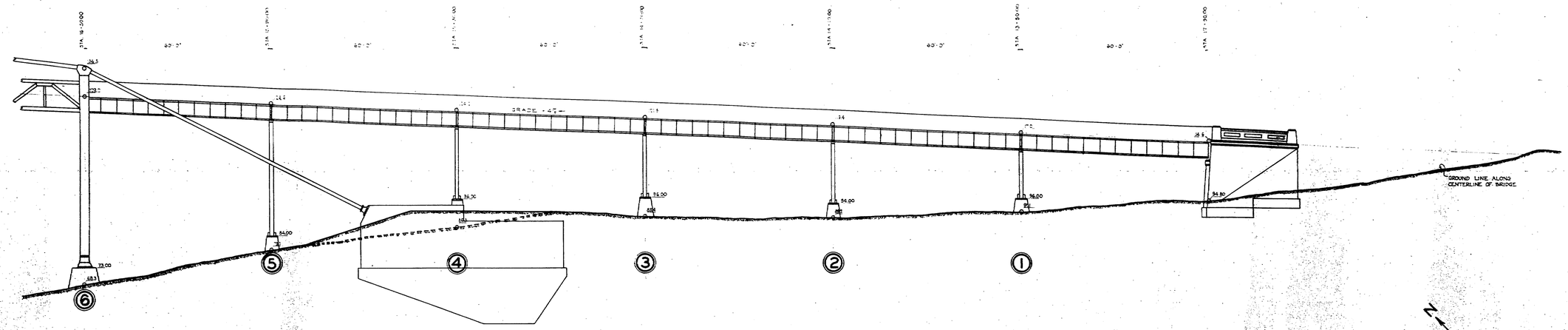
GENERAL PROFILE AND BORINGS

SCALE 1"-70', 1"-10'

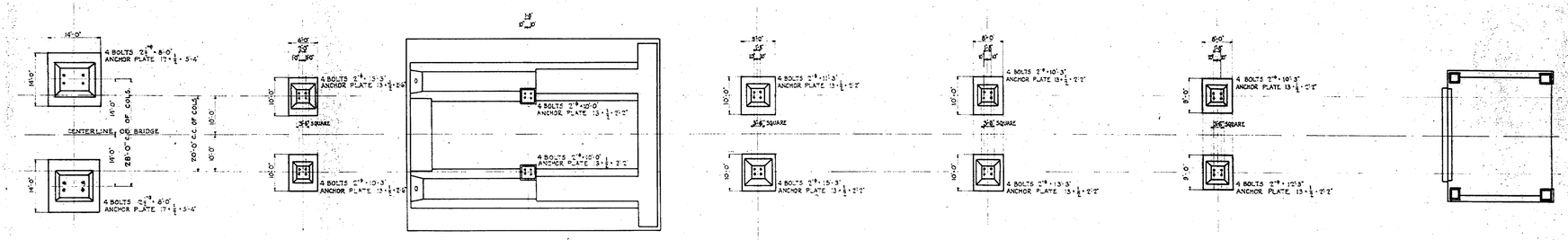
ROBINSON AND STEINMAN
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NEW YORK — BUCKSPORT

DRAWING NUMBER
RS 2922 — 2

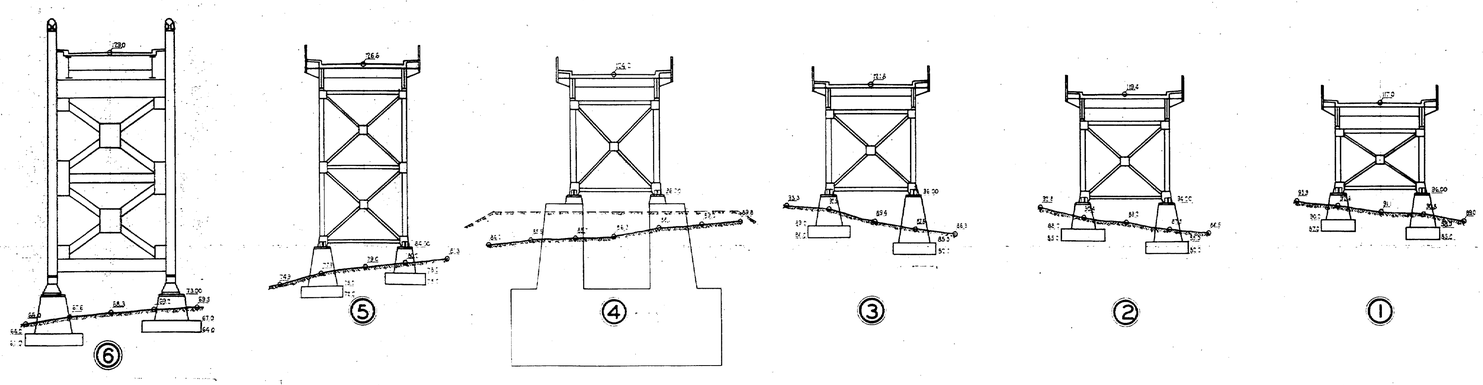
NOV. 6 '35



ELEVATION



PLAN



SECTIONS AT BENTS
LOOKING EAST

GENERAL NOTES

FOR TYPICAL SECTIONS OF APPROACH FILL AND PIERS 1,2,3,5 AND 6 SEE SHEET NO 4
FOR DETAIL OF ANCHORAGE SEE SHEET NO 7
FOR DETAIL OF ABUTMENT SEE SHEET NO 5
CONCRETE FOR PIERS 1,2,3,5 AND 6 SHALL BE GRADE B
FOR BILL OF REINFORCING FOR PIERS 1,2,3,5 AND 6 SEE SHEET 4

ESTIMATED QUANTITIES

CONCRETE	203 CU YDS
PIERS 1,2,3,5 & 6 REINFORCING STEEL	8300 POUNDS
EARTH EXCAVATION	0.0 CU YDS
APPROACH FILL EARTH	1200 CU YDS

APPROVED Robert D. Robinson
A. B. Steinman
CONSULTING ENGINEERS

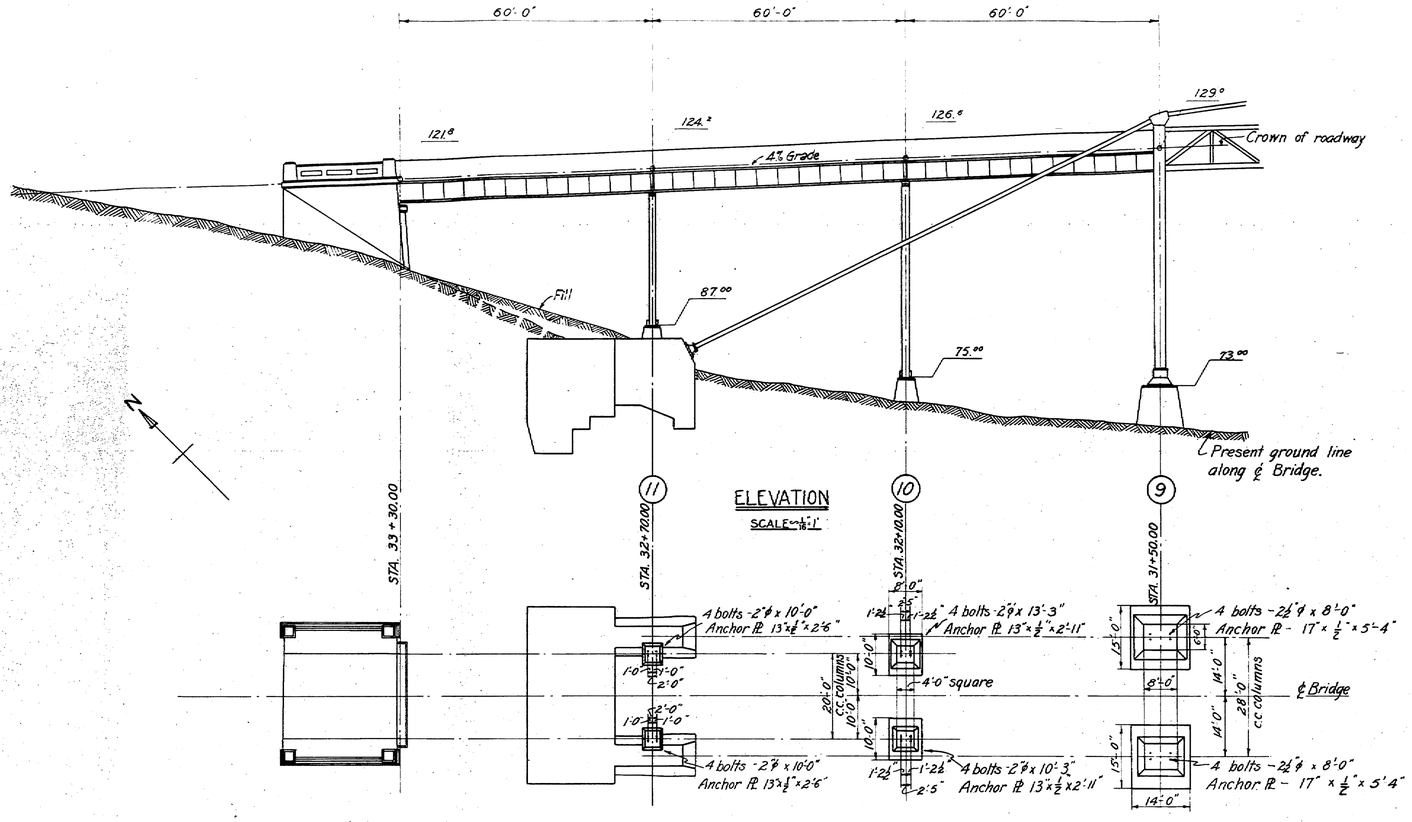
WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

EAST VIADUCT
PIERS 1,2,3,5 AND 6

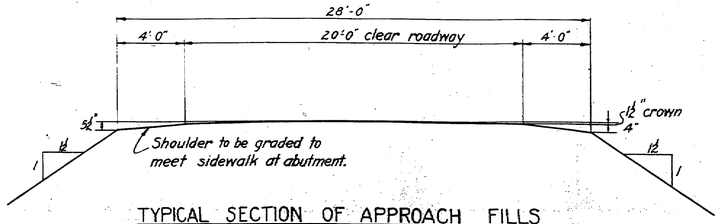
SCALE 1/8" = 1'-0"

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NEW YORK — BUCKSPORT

DRAWING NUMBER
RS 2922 — 3



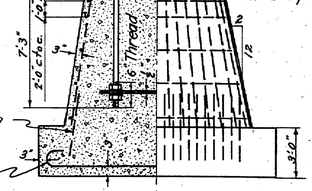
ELEVATION
SCALE 1/16" = 1'

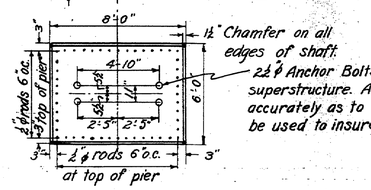


TYPICAL SECTION OF APPROACH FILLS
SCALE ¼" = 1'

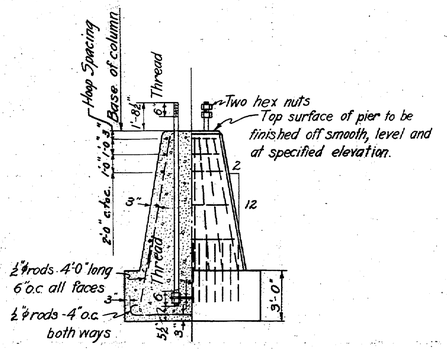
REINFORCING SCHEDULE FOR ALL APPROACH PIERS

BENT NO.		BASE NO.	BASE SIZE	BASE a	BASE LENGTH	BASE NO.	BASE SIZE	BASE a	BASE LENGTH	SHAFT STRAIGHT NO.	SHAFT STRAIGHT SIZE	SHAFT STRAIGHT LENGTH	DOWELS STRAIGHT NO.	DOWELS STRAIGHT SIZE	DOWELS STRAIGHT LENGTH	HOOPS NO.	HOOPS SIZE	HOOPS Diameter c. to c.	HOOPS Pitch
1	NORTH	23	½"ϕ	8'-6"	9'-6"	26	½"ϕ	7'-6"	8'-6"	24	½"ϕ	5'-9"	36	½"ϕ	4'-0"	4	⅜"ϕ	3'-1"	3'-1", 3'-1", 4'-5", 4'-5"
	SOUTH	23	"	8'-6"	9'-6"	26	"	7'-6"	8'-6"	24	"	7'-9"	40	"	"	5	"	3'-1"	3'-1", 3'-1", 5'-1", 5'-1"
2	NORTH	29	"	7'-6"	8'-6"	23	"	9'-6"	10'-6"	24	"	5'-9"	36	"	"	4	"	3'-1"	3'-1", 3'-1", 4'-5", 4'-5"
	SOUTH	29	"	7'-6"	8'-6"	23	"	9'-6"	10'-6"	24	"	8'-9"	44	"	"	6	"	3'-1"	3'-1", 3'-1", 5'-5", 5'-5"
3	NORTH	29	"	8'-6"	9'-6"	26	"	9'-6"	10'-6"	24	"	6'-9"	40	"	"	5	"	3'-1"	3'-1", 3'-1", 5'-1", 5'-1"
	SOUTH	29	"	8'-6"	9'-6"	26	"	9'-6"	10'-6"	24	"	10'-9"	52	"	"	7	"	3'-1"	3'-1", 3'-1", 6'-5", 6'-5"
5	NORTH	29	"	7'-6"	8'-6"	23	"	9'-6"	10'-6"	24	"	8'-9"	44	"	"	6	"	3'-1"	3'-1", 3'-1", 5'-5", 5'-5"
	SOUTH	29	"	7'-6"	8'-6"	23	"	9'-6"	10'-6"	24	"	5'-9"	36	"	"	4	"	3'-1"	3'-1", 3'-1", 4'-5", 4'-5"
6	NORTH	84	⅝"ϕ	13'-6"	14'-6"	—	—	—	—	52	"	8'-9"	76	"	"	6	"	5'-7"	5'-7", 5'-7", 8'-3", 10'-3"
	SOUTH	84	"	13'-6"	14'-6"	—	—	—	—	52	"	5'-9"	68	"	"	4	"	5'-7"	5'-7", 5'-7", 6'-11", 8'-11"
9	NORTH	45	"	13'-6"	14'-6"	42	⅝"ϕ	14'-6"	15'-6"	52	"	13'-9"	88	"	"	8	"	5'-7"	5'-7", 5'-7", 8'-7", 11'-7"
	SOUTH	42	"	14'-6"	15'-6"	45	"	13'-6"	14'-6"	52	"	10'-9"	80	"	"	7	"	5'-7"	5'-7", 5'-7", 8'-11", 10'-11"
10	NORTH	23	½"ϕ	9'-6"	10'-6"	29	½"ϕ	7'-6"	8'-6"	28	"	8'-9"	52	"	"	6	"	3'-7"	3'-7", 3'-7", 4'-3", 4'-3"
	SOUTH	23	"	9'-6"	10'-6"	29	"	7'-6"	8'-6"	28	"	5'-9"	44	"	"	4	"	3'-7"	3'-7", 3'-7", 4'-11", 4'-11"



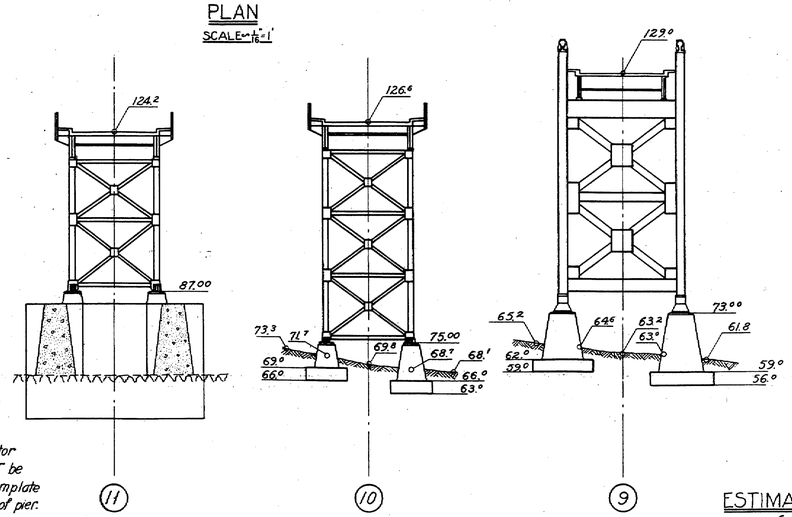


TYPICAL PIER FOR BENTS 6 & 9
NOT TO SCALE



TYPICAL PIER FOR BENTS 1, 2, 3, 5 & 10
NOT TO SCALE

PLAN
SCALE 1/16" = 1'



SECTIONS AT BENTS
LOOKING WEST
SCALE 1/16" = 1'

ESTIMATED QUANTITIES

PIERS 9 & 10 { Concrete — 172 cu yd; Reinforcing Steel — 5500 lb.; Earth Excavation — 130 cu yd }

APPROACH FILL — Earth — 650 cu yd

GENERAL NOTES

For detail of Anchorage see Sheet 8.
For detail of Abutment see Sheet 6.
Concrete for Piers 9 & 10 shall be grade B.

APPROVED
Horton D. Robinson
A. B. Steinman
CONSULTING ENGINEERS

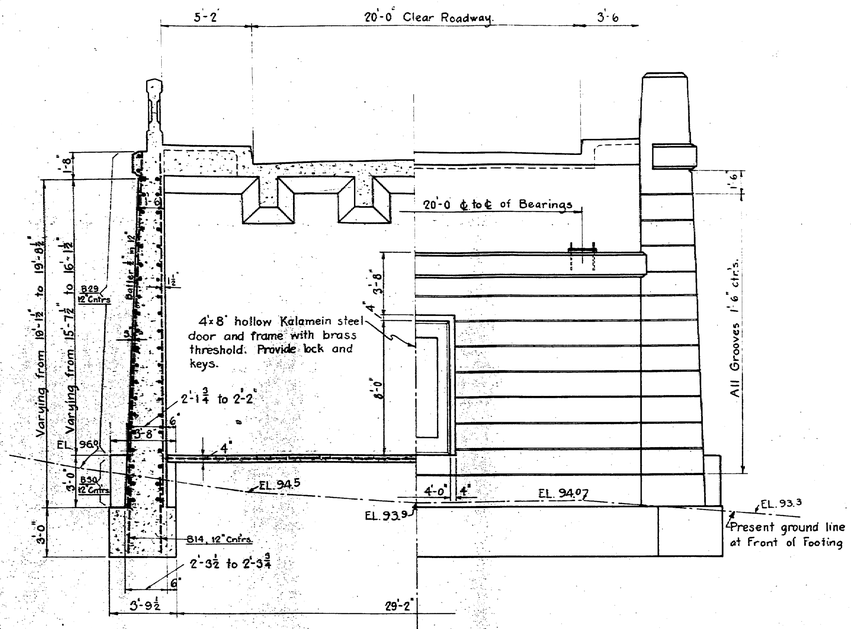
WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

WEST VIADUCT - PIERS 9 & 10

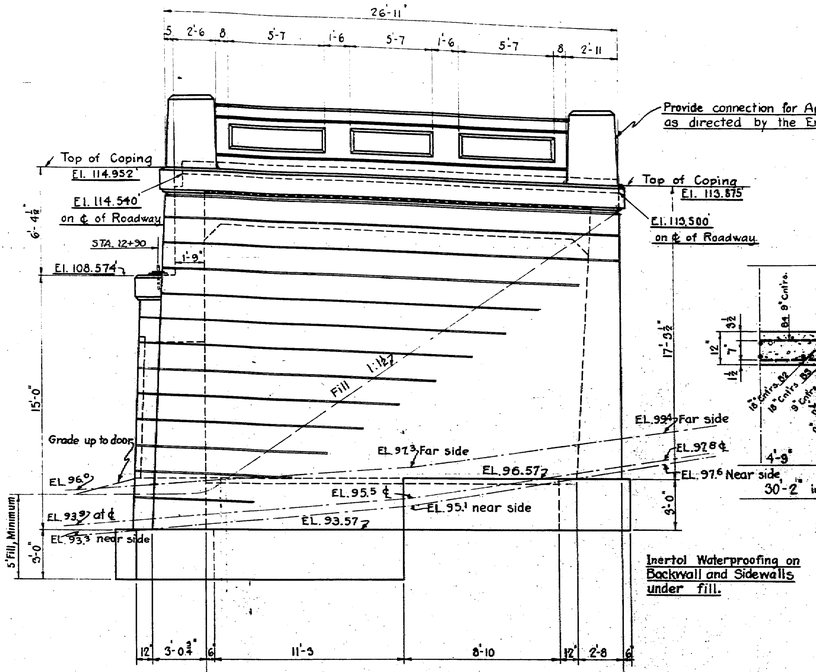
SCALE : As Noted

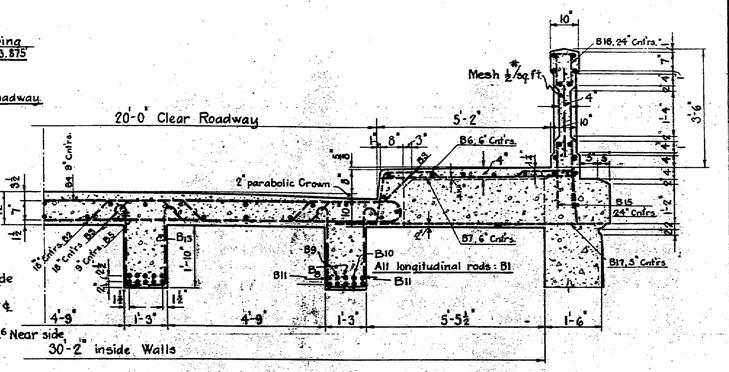
ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

DRAWING NUMBER
RS2922 - 4
July 8, 1930



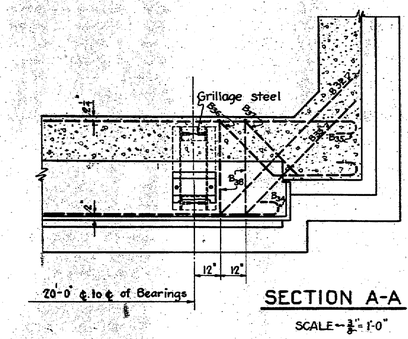
HALF CROSS-SECTION | HALF FRONT ELEVATION





HALF ROADWAY-SECTION

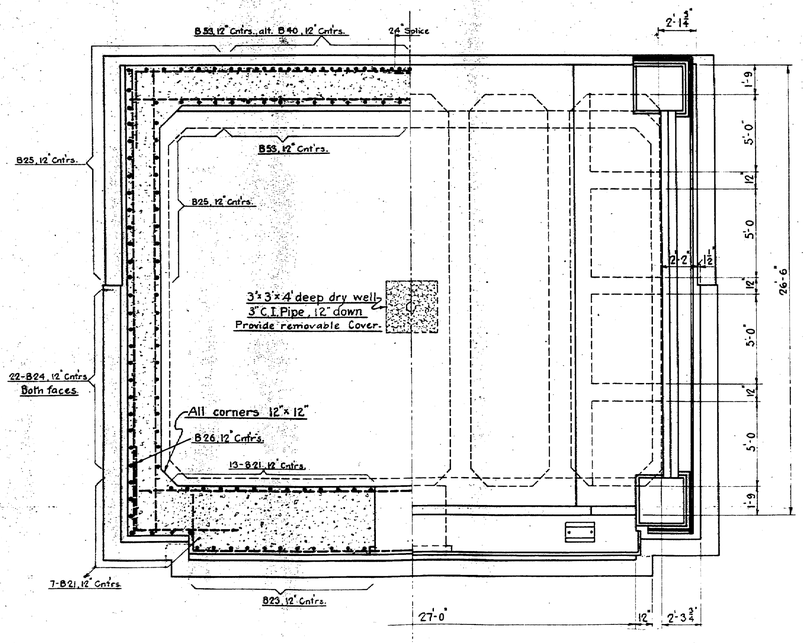
SCALE — ½" = 1'-0"



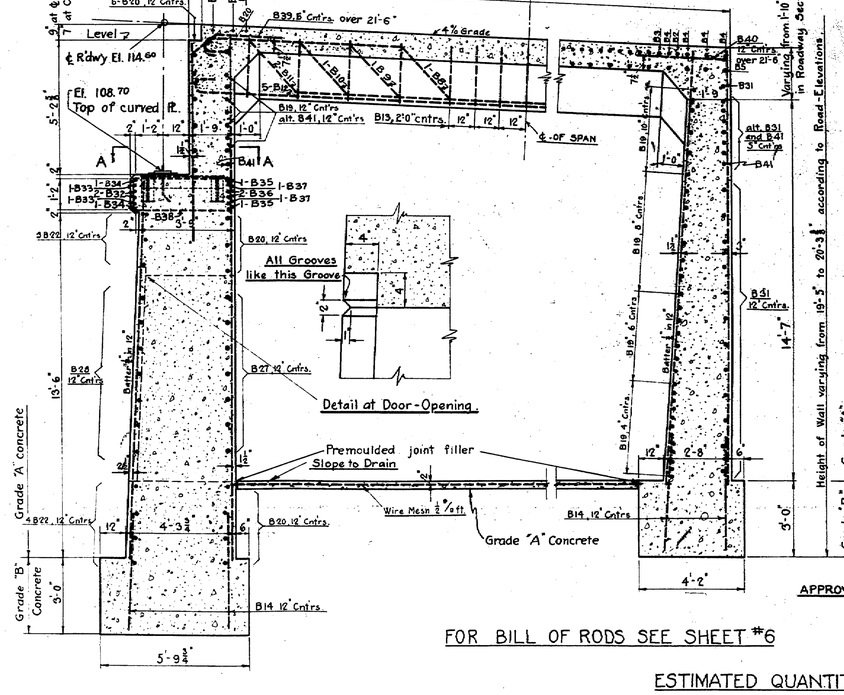
Grillage steel to be furnished by Superstructure Contractor and set by Substructure Contractor

SECTION A-A

SCALE — ⅜" = 1'-0"

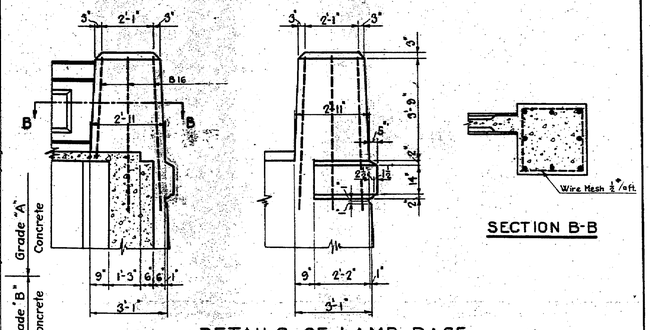


HALF PLAN-SECTION | HALF PLAN VIEW



LONGITUDINAL SECTION

SCALE ⅜" = 1'-0"



SECTION B-B

DETAILS OF LAMP BASE

FOR BILL OF RODS SEE SHEET #6

Note: All exposed Corners chamfered 1½" except otherwise shown.

APPROVED Horton D. Robinson

D. B. Steinman
CONSULTING ENGINEERS

ESTIMATED QUANTITIES

Foundation Concrete	57 cu. yd.
Other Concrete	222 cu. yd. exclusive of Hand Rail.
Reinforcing Steel	21,500 lb.
Earth Excavation	80 cu. yd.
Waterproofing	1,200 sq. ft.
Hand Rail	54 lin. ft.
1-Kalamein Steel Door	

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

EAST ABUTMENT

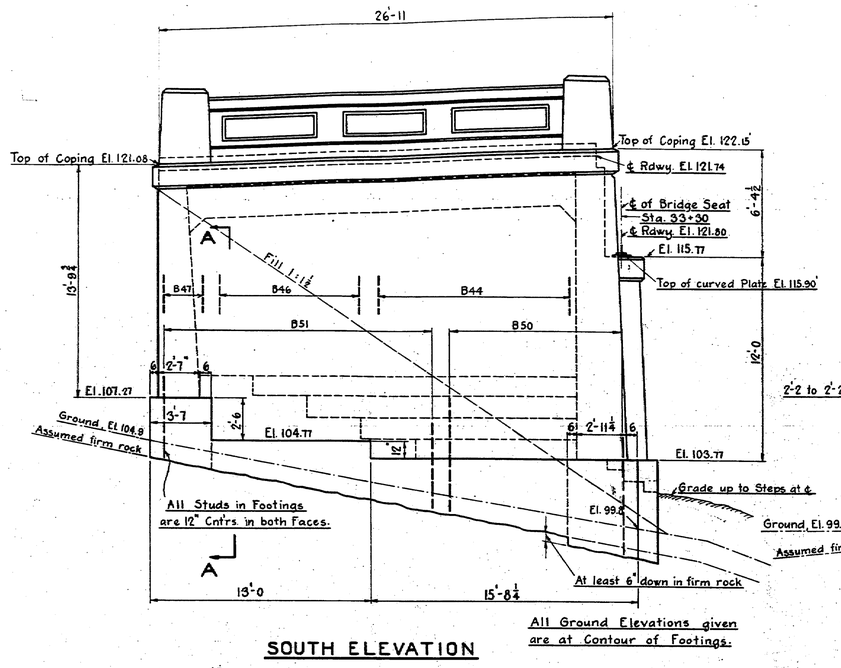
SCALE 1" ¼ ⅜ ½ = 1'-0"

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NEW YORK — BUCKSPORT

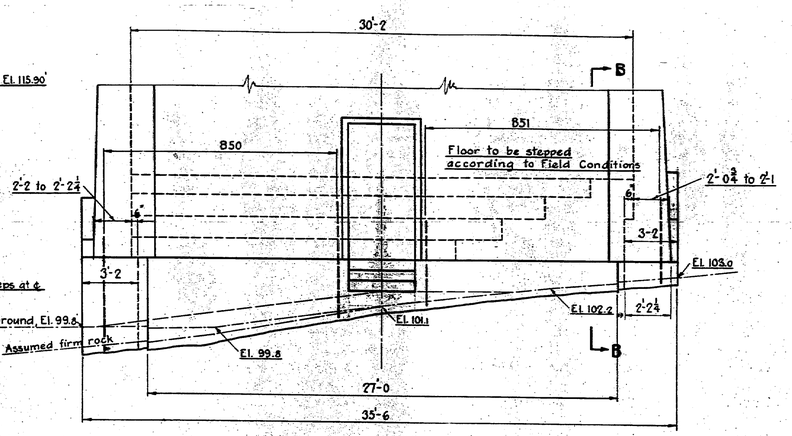
DRAWING NUMBER
RS2922-5
July 8-1930

REINFORCING SCHEDULE FOR EAST- AND WEST ABUTMENTS

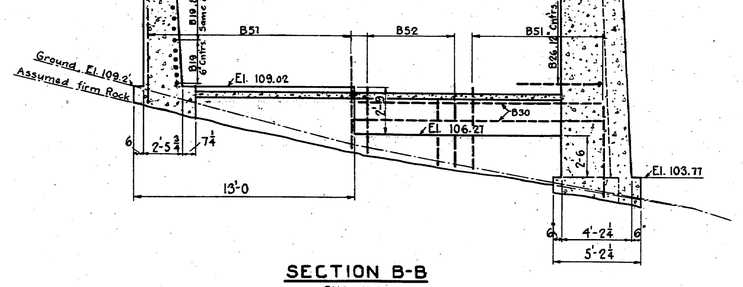
NUMBER EAST	NUMBER WEST	NUMBER BOTH	MARK	SIZE	SHAPE	LENGTH	LOCATION	
62	62	124	B 1	⅜"ø	Straight	25'-6	Floor, Rail.	Hor'z.
16	16	32	B 2	½"ø	2'-1 | 2'-8 | 2'-2 | 1'-4	24'-6	Roadway	"
15	15	30	B 3	"	1'-8 | 3'-10 | 1'-0 | 1'-11	24'-2	"	"
35	35	70	B 4	"	20'-0	23'-0	"	"
35	35	70	B 5	"	Same as B4	23'-0	"	"
104	104	208	B 6	⅜"ø	1'-6 | 2'-4 | 1'-6	8'-8	Sidewalk	"
102	102	204	B 7	"	Straight	5'-8	"	"
4	4	8	B 8	1"ø	6'-11 | 6'-0 | 7'-9	29'-7	Stringers	"
4	4	8	B 9	"	4'-11 | 10'-0 | 5'-9	"	"	"
4	4	8	B 10	"	2'-11 | 14'-0 | 3'-9	"	"	"
8	8	16	B 11	"	11" | 18'-0" | 1'-9	"	"	"
20	20	40	B 12	"	24'-4	28'-5	"	"
60	60	120	B 13	½"ø	2'-0	7'-1"	"	Ver.
242		242	B 14	"	Straight	4-6	Footing	"
48	48	96	B 15	"	"	2-0	Hand Rail	"
32	32	64	B 16	¾"ø	"	6'-0	Posts	"
24	24	48	B 17	½"ø	"	8'-0'	Tie Beams	Hor'z.
24	24	48	B 18	"	11"	2'-5	Hand Rail	Ver.
34	20	54	B 19	1"ø	Straight	32'-2	Front Wall Rear "	Hor'z.
14	10	24	B 20	½"ø	"	32'-2	Front Wall	"
40		40	B 21	"	"	20-6	" "	Ver.
7	3	10	B 22	"	26'-8	33'-4	" "	Hor'z.
22		22	B 23	"	Straight	14'-10	" "	Ver.
44		44	B 24	"	"	20'-6	Side Walls	"
64		64	B 25	"	"	17'-1	Rear Walls Side "	"
42	32	76	B 26	"	6'-0	11'-0	Front Wall	Hor'z.
14	14	28	B 27	"	Straight	14'-0	" "	"
14	14	28	B 28	"	10'-10	14'-4	" "	"
72	54	126	B 29	"	Straight	26'-7	Side Walls	"
12	6	18	B 30	"	"	14-6	" "	"
32	22	54	B 31	"	18'-0	22'-6	Rear Wall	"
2	2	4	B 32	1"ø	22'-0	37'-9	Bridge Seat	Hor'z.
2	2	4	B 33	"	24'-0"	37'-0"	"	"
2	2	4	B 34	"	10 | 25'-8 | 10	29'-9"	"	"
2	2	4	B 35	"	10 | 31'-6 | 10	35'-7	"	"
2	2	4	B 36	"	2'-5 | 2'-1 | 22'-0 | 2'-1 | 2'-5	37'-2	"	"
2	2	4	B 37	"	2'-5 | 2'-1 | 24'-0 | 2'-1 | 2'-5	37-2	"	"
8	8	16	B 38	½"ø	3'-10½ | 2'-0	13'-1	"	Ver.
43	43	86	B 39	¾"ø	2'-6	11'-0	Front Wall and Slab	"
21	21	42	B 40	1"ø	2'-6	8'-10	Rear Wall and Slab	"
8	8	16	B 41	1"ø	1'-2½ | 1'-6 | 1'-6 | 2'-5 | 1'-6 | 1'-6 | 3'-3½ | 2'-3 | 2'-0	39'-0	Front Wall Rear "	Hor'z.
	38	38	B 42	½"ø	Straight, Correspond to B21	17'-6	Front Wall	Ver.
	22	22	B 43	"	" " " B23	11-10	"	"
	23	23	B 44	"	" " " B24	17'-6	South Wall	"
	23	23	B 45	"	" " " B24	15'-0	North "	"
	18	18	B 46	"	" " " B25	16'-1	South "	"
	14	14	B 47	"	" " " B25	13'-7	South + West W.	"
	32	32	B 48	"	" " " B25	11'-10	North + " "	"
	6	6	B 49	"	" " " B29	23'-6	South Wall	Hor'z.
	55	55	B 50	"	" " " B14	6'-9	Footings	Ver.
	135	135	B 51	"	" " " " "	5'-0	"	"
	46	46	B 52	"	" " " " "	3'-9	"	"
44		44	B 53	"	" Correspond to B53	16'-3	Rear Wall	"
	10	10	B 54	"	" " " " "	12'-9	West "	"
	34	34	B 55	"	" " " " "	11'-0	"	"
280"ft	280"ft	560"ft		½"ø/ft	Wire Mesh		Hand Rail	
700"ft	900"ft	1600"ft		"	" "		Floor	



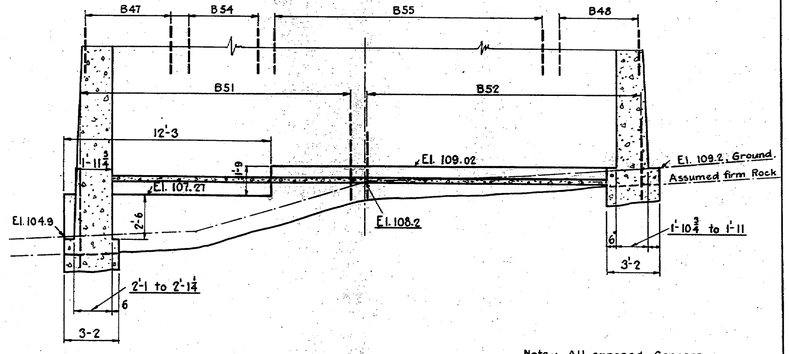
SOUTH ELEVATION



EAST ELEVATION



SECTION B-B
SHOWING
NORTH WALL



SECTION A-A
SHOWING
WEST WALL

Note : All exposed Corners chamfered 1½", except otherwise shown.

NOTE : THIS ABUTMENT SAME AS EAST ABUTMENT, EXCEPT AS SHOWN AND NOTED

ESTIMATED QUANTITIES

Foundation Concrete	46 cu yd.
Other Concrete	190 cu yd (excl. Hand Rail)
Reinforcing	19,600#
Earth Excavation	10 cu yd.
Rock " "	10 cu yd.
Waterproofing	800 sq ft
Hand Rail	54 lin ft.
1- Kalamein Steel Door	

APPROVED Kolton D. Robinson
R. B. S. Steinman
CONSULTING ENGINEERS

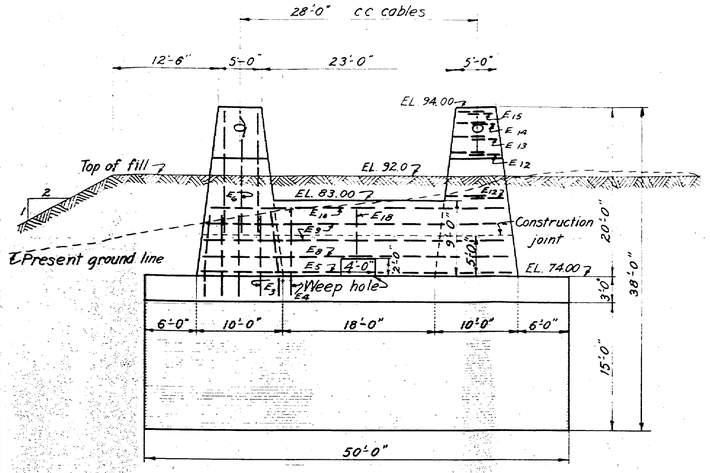
WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

WEST ABUTMENT

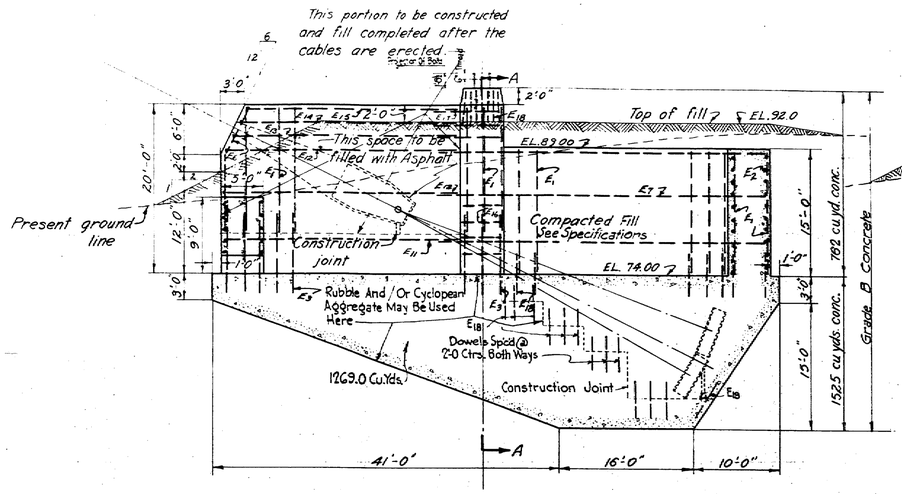
SCALE ¼" = 1'-0

ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

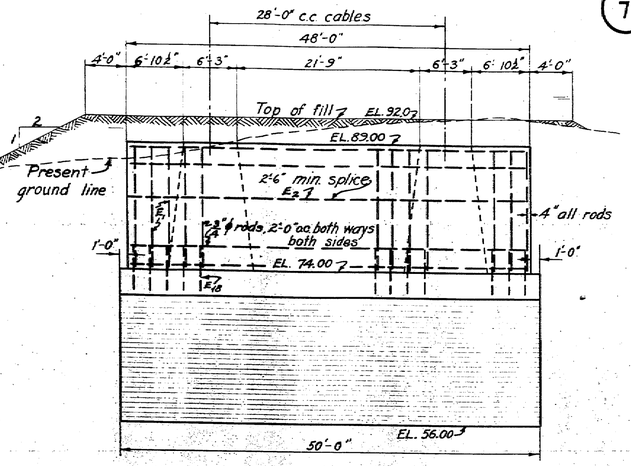
DRAWING NUMBER
RS2922 - 6
July 8- 1930



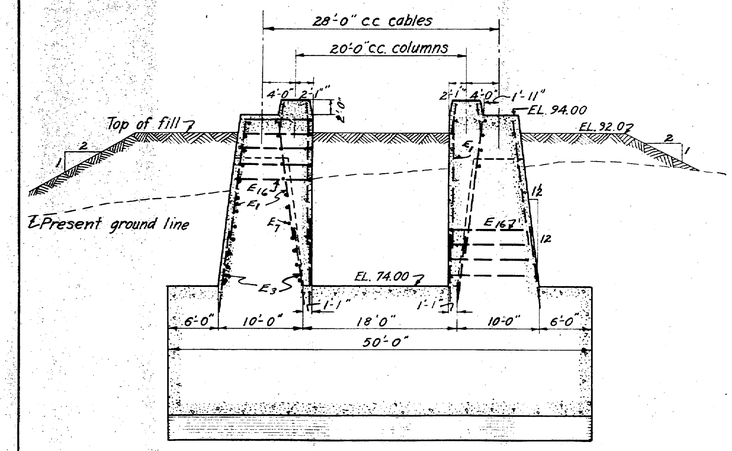
WEST ELEVATION



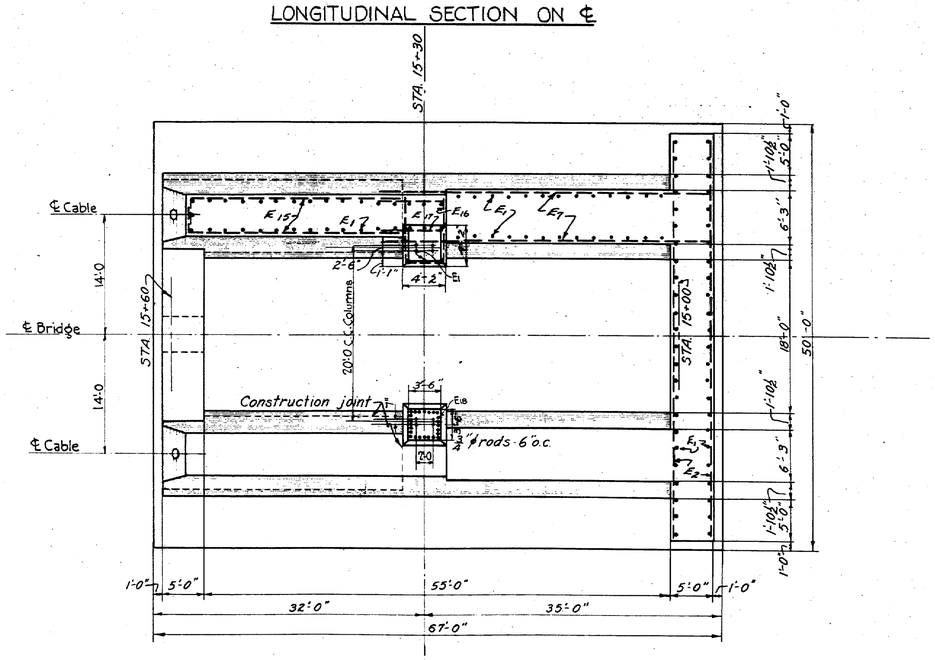
LONGITUDINAL SECTION ON ℄



EAST ELEVATION



SECTION "A-A"



PLAN

REINFORCING SCHEDULE

NO.	MARK	SIZE	DETAIL	UNIT LENGTH	LOCATION
170	E_1	3/4 ϕ	STRAIGHT	14'-8"	SIDE & BACK WALLS
32	E_2	"	" "	25'-0"	BACK WALL
80	E_3	"	" "	10'-0"	SIDE & FRONT WALLS
18	E_4	"	" "	11'-2"	FRONT WALL
4	E_5	"	" "	16'-4"	" "
6	E_6	"	9'-0" 6'-0"	15'-6	" "
32	E_7	"	STRAIGHT	39'-0"	SIDE WALLS
2	E_8	"	"	37'-2"	FRONT WALL
4	E_9	"	"	36'-0"	" "
2	E_{10}	"	"	35'-3"	" "
20	E_{11}	"	"	28'-2"	SIDE WALLS
12	E_{12}	"	28'-2" 12"	33'-2"	" "
4	E_{13}	"	27'-0" 12"	31'-0"	" "
4	E_{14}	"	26'-0" 12"	29'-6"	" "
4	E_{15}	"	25'-0" 12"	28'-0"	" "
20	E_{16}	1/2 ϕ	2'-0" 12"	19'-8"	COLUMN PEDESTALS
12	E_{17}	3/4 ϕ	STRAIGHT	7'-6"	SIDE WALLS
475	E_{18}	"	"	5'-0"	SIDE, BACK, FRONT

All rods 2'-0" on centers except as noted.

General Notes:-
For Detail Of Anchorage Steel, See Sheet 11.
All Exposed Corners Of Concrete To Be Chamfered 1½".

ESTIMATED QUANTITIES

Rubble And/Or Cyclopean Concrete:	1269.0 Cu.Yds.
Other Concrete:	1018.0 Cu.Yds.
Reinforcing Steel:	150000 Pounds
Asphalt	23.0 Cu.Yds.
Earth Excavation:	3130.0 Cu.Yds.
Fill And Grading	1930.0 Cu.Yds.
Placing Anchorage Steel (Furnished By Others)	70000 Pounds

APPROVED Horton D. Robinson
W. B. Steinman
CONSULTING ENGINEERS

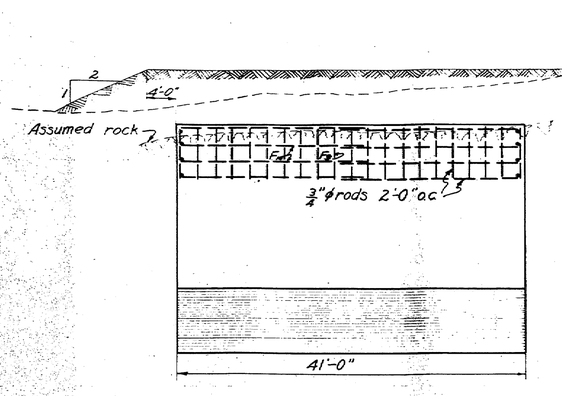
WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

EAST ANCHORAGE - PIER 4

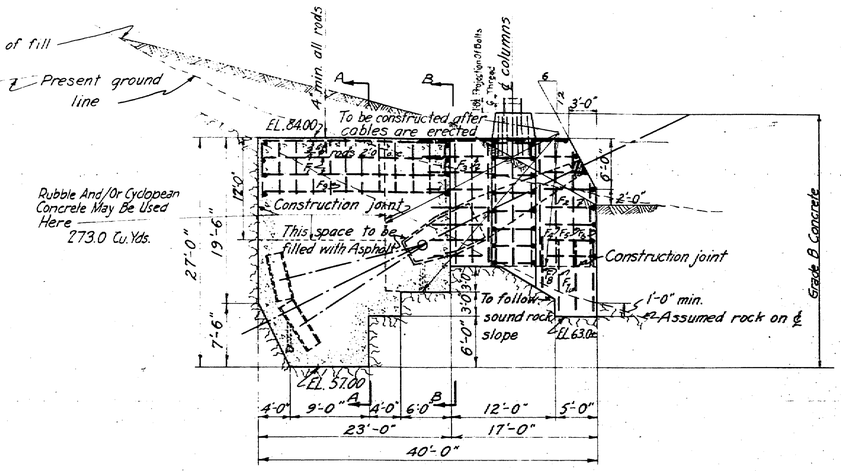
SCALE ½"=1'-0"

ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

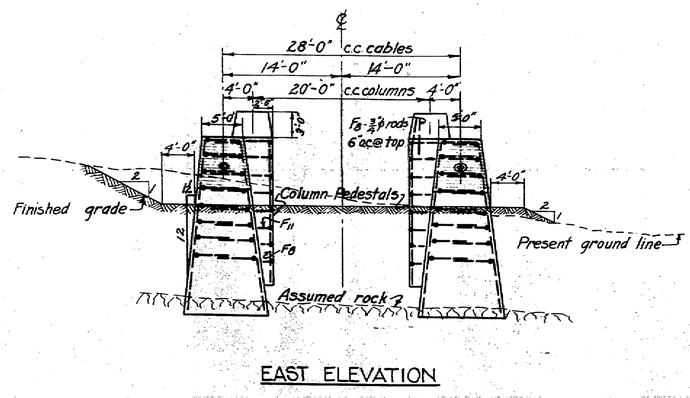
DRAWING NUMBER
RS 2922 - 7
July 8, 1930



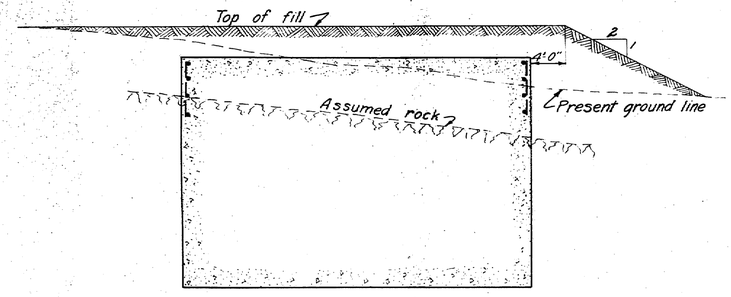
WEST ELEVATION



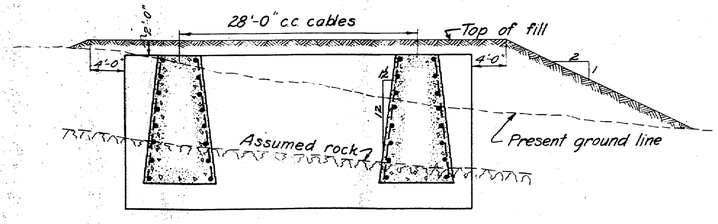
SECTION ON ℄



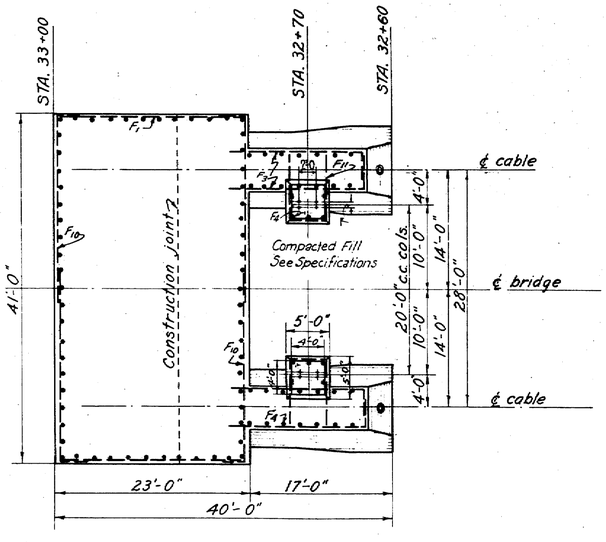
EAST ELEVATION



SECTION "A-A"



SECTION "B-B"



PLAN

REINFORCING SCHEDULE

NO.	MARK	SIZE	DETAIL	UNIT LENGTH	LOCATION
8	F_1	3/4" ϕ	STRAIGHT	22'-0"	SIDES
20	F_2	"	19'-2"	24'-3"	SIDE OF WINGS - HOR.
12	F_3	"	18'-0"	22'-0"	" " " - "
34	F_4	"	STRAIGHT	14'-8"	" " " - VERT.
4	F_5	"	"	13'-8"	" " " - "
4	F_6	"	"	9'-6"	" " " - "
12	F_7	"	"	8'-0"	" " " - "
68	F_8	"	"	5'-0"	" " " - "
62	F_9	"	"	6'-0"	WEST FACE & SIDES.
16	F_{10}	"	22'-0"	24'-6"	EAST & WEST FACES
16	F_{11}	1/2" ϕ	7'-9"	19'-8"	COLUMN PEDESTALS

General Notes :-
For Detail Of Anchorage Steel See Sheet 11.
The Anchorage Site Shall Be Excavated Carefully In Order Not To Start Cracks Or Seams.
Before Concrete Is Poured, The Walls Of The Anchorage Shall Be Gone Over With Picks To Remove Any Pieces Of Rock That May Have Cracked Off The Ledge Rock And The Anchorage Pit Shall Be Thoroughly Cleaned Of All Dirt And Loose Rock.
All Exposed Corners Of Concrete To Be Chamfered 1½".

ESTIMATED QUANTITIES

Rubble And/Or Cyclopean Concrete :	273.0 Cu.Yds.
Other Concrete :	682.0 Cu.Yds.
Reinforcing Steel :	4280 Pounds
Asphalt :	23.0 Cu.Yds.
Earth Excavation :	280.0 Cu.Yds.
Rock Excavation :	475.0 Cu.Yds
Fill And Grading :	370.0 Cu.Yds.
Placing Anchorage Steel (Furnished By Others) :	46000 Pounds

APPROVED Horton D. Robinson
D.B. Steinman
CONSULTING ENGINEERS

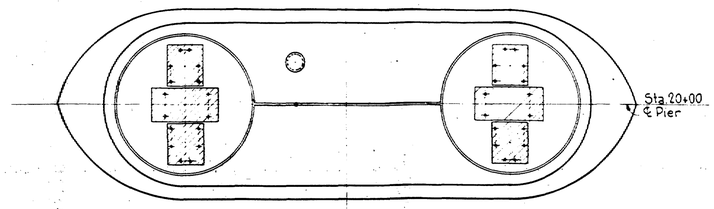
WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

WEST ANCHORAGE - PIER II

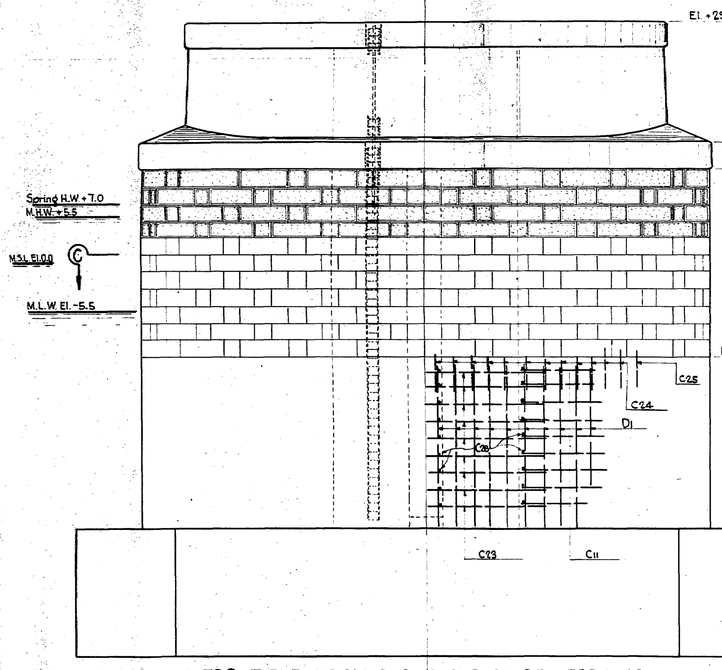
SCALE 1/8" = 1'-0"

ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

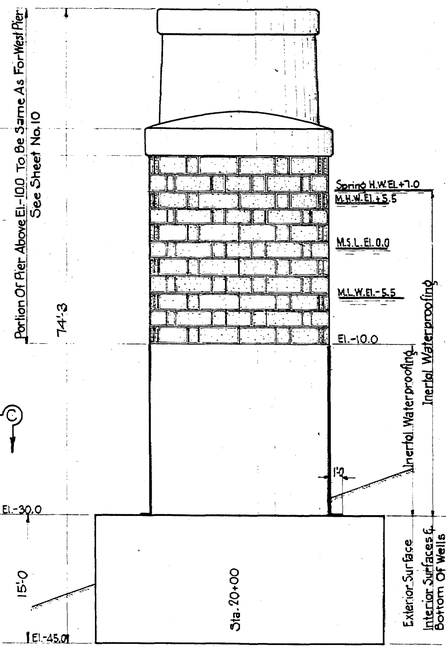
DRAWING NUMBER
RS 2922 - 8
July 8, 1930



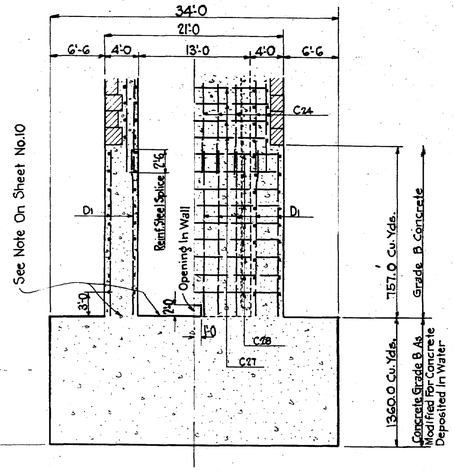
TOP PLAN



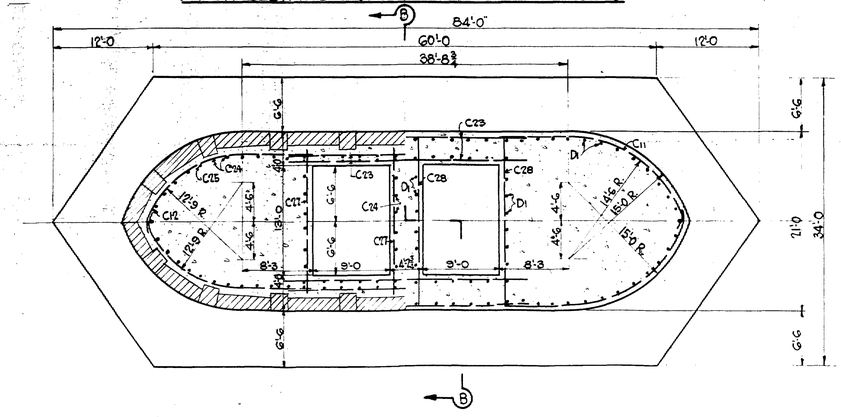
FRONT ELEVATION SHOWING PART REINFORCING



END ELEVATION



PART SECTION "B-B"



SECTION "A-A"

ESTIMATED QUANTITIES

Concrete Deposited In Water:	1360.0 Cu.Yds.
Concrete Deposited In Dry:	1959.0 Cu.Yds.
Granite Facing:	197.0 Cu.Yds.
Reinforcing Steel:	34.030 Pounds
Earth Excavation:	1156.0 Cu.Yds.
Waterproofing:	6870.0 Sq.Ft.
Manholes:	2
One Ladder:	12 Lin.Ft.
One Ladder:	43 Lin.Ft.
3"ϕ C.I. Pipe Drain:	30 Lin.Ft.

Anchor Bolts: 32. To Be Furnished By Superstructure Contractor & Placed By Substructure Contractor.

REINFORCING SCHEDULE FOR
EAST AND WEST PIERS

NO. OF RODS EAST PIER	NO. OF RODS WEST PIER	NO. OF RODS TOTAL	MARK	SIZE	DETAILS	UNIT LENGTH	LOCATION
40	40	80	C1	#3	Straight	28'-0	Upper Shaft & Upper Cap
44	40	84	C2	"	"	18'-0	Upper Cap
4	4	8	C3	"	"	16'-6"	"
4	4	8	C4	"	"	14'-0	"
4	4	8	C5	"	"	9'-6	"
28	28	56	C6	"	7'-10	22'-6	Upper Cap And Upper Shaft
16	16	32	C7	"	Straight	14'-0	Upper Cap
16	16	32	C8	"	"	16'-6	"
102	102	204	C9	"	"	13'-6	Vertical Upper Shaft
14	14	28	C10	"	"	5'-0	Lower Cap To Upper Shaft
44	36	80	C11	"	4'-6, 8'-3, 14'-6, 2'-0, 11'-8	28'-3	Bottom Of Lower Shaft
44	44	88	C12	"	4'-6, 8'-3, 12'-9, 2'-0, 11'-8	27'-0	Top Of Lower Shaft
40	40	80	C13	"	Straight	21'-0	Transverse Lower Cap
8	8	16	C14	"	"	20'-0	"
8	8	16	C15	"	"	17'-0	"
4	4	8	C16	"	"	14'-0	"
4	4	8	C17	"	"	10'-0	"
24	24	48	C18	"	"	28'-0	Longitudinal Lower Cap
8	8	16	C19	"	"	15'-0	"
8	8	16	C20	"	"	18'-0	"
16	16	32	C21	"	"	19'-6	"
8	8	16	C22	"	"	22'-0	"
80	72	152	C23	1"	"	29'-0	Horizontal Lower Shaft
96	96	192	C24	#3	"	30'-9	Vertical Lower Shaft
22	22	44	C25	"	"	28'-0	Vertical Top Of Lower Shaft
	122	122	C26	"	"	14'-6	Vertical Bottom Of Lower Shaft
58	58	116	C27	"	"	17'-6	Transverse Top Of Lower Shaft
36	24	60	C28	"	"	20'-0	Transverse Bottom Of Lower Shaft
122		122	D1	"	"	19'-6	Vertical Bottom Of Lower Shaft

Note: For Details Not Shown On This Sheet, See Sheet 10

APPROVED Walter D. Robinson
D B Steinman
CONSULTING ENGINEERS

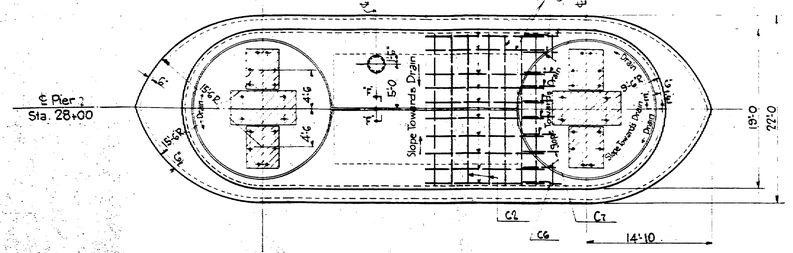
WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

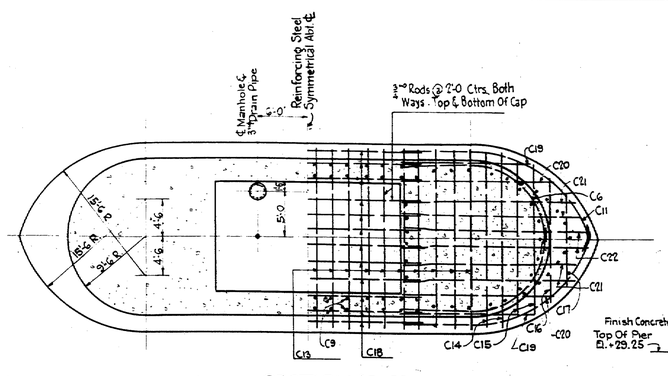
EAST MAIN PIER NO. 7

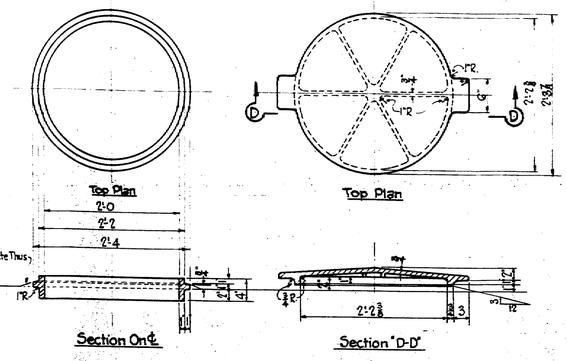
SCALE ⅜" = 1'-0"

ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

DRAWING NUMBER
RS 2922-9
July 8, 1930





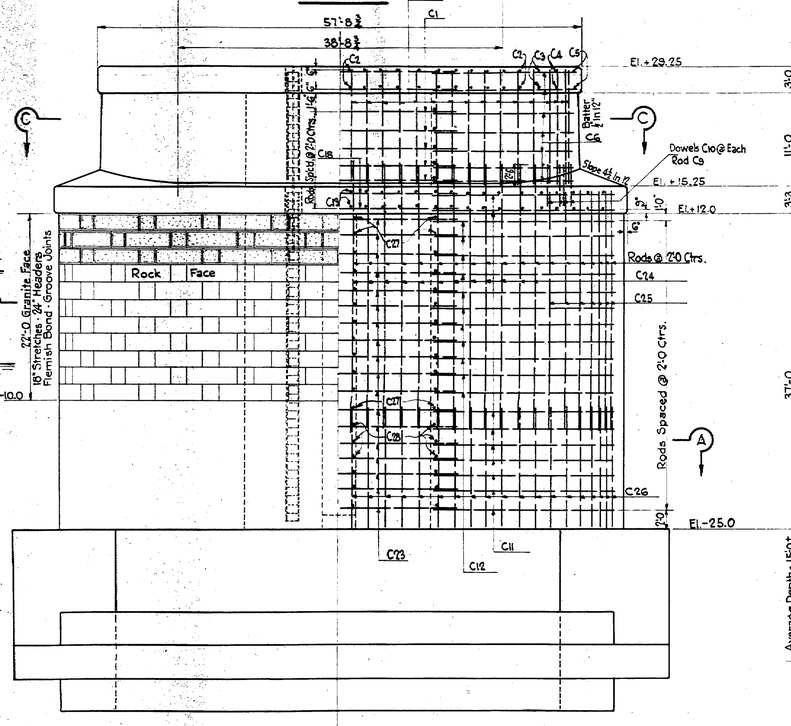


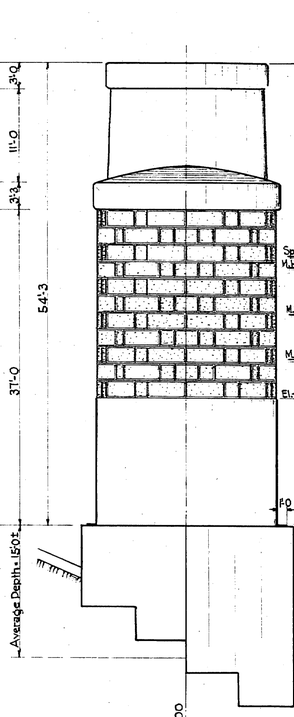
MANHOLE BASE-C.I. Or Approved Equal
2 Required

MANHOLE COVER- C.I. Or Approved Equal
2 Required

Scale 1"=1'-0

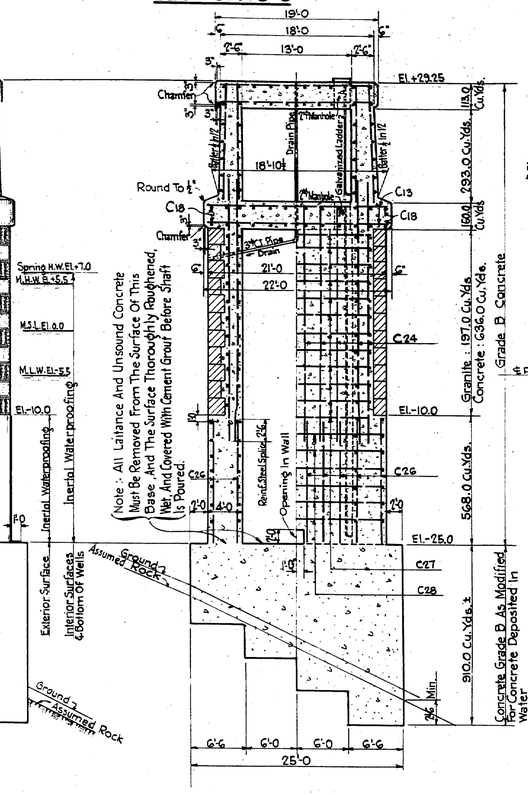
TOP PLAN





END ELEVATION

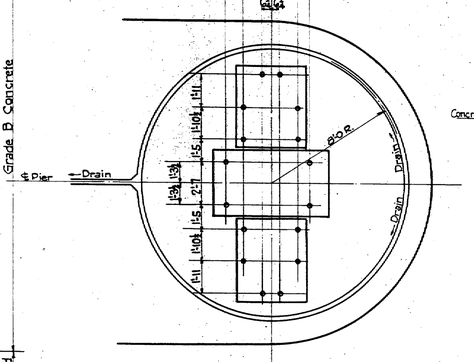
SECTION "C-C"



Note : All Laitance And Unsound Concrete Must Be Removed From The Surface Of This Base, And The Surface Thoroughly Roughened, And Covered With Cement Grout Before Shaft Is Poured.

Entire Base To Be In Solid Rock At Least 2'-6. If Necessary Carry Deeper Than Shown Here. Location & Dimensions Of Steps May Be Varied If Necessary.

SECTION "B-B"

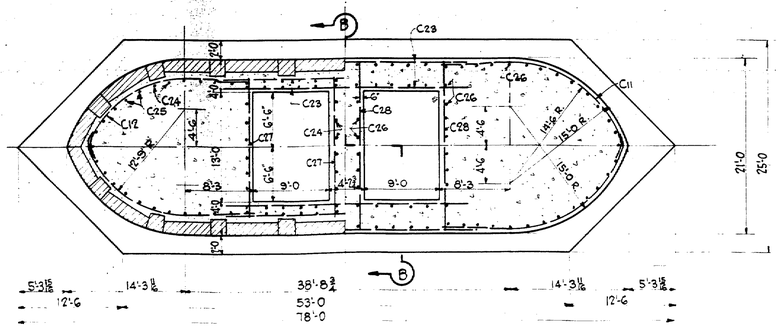


DETAIL OF ANCHOR BOLT

ENLARGED PART VIEW OF CAP SHOWING LOCATION OF ANCHOR BOLTS

Scale 1½"=1'-0

HALF FRONT ELEVATION-GRANITE FACING HALF FRONT ELEVATION-REINFORCING



SECTION "A-A"

Note :
For Schedule Of Reinforcing Steel See Sheet 9

ESTIMATED QUANTITIES

Concrete Deposited In Water :	910.0 Cu.Yds.
Concrete Deposited In Dry :	1770.0 Cu.Yds.
Granite Facing :	197.0 Cu.Yds.
Reinforcing Steel :	31520 Pounds
Earth Excavation 67.0 Cu.Yds. Rock Excavation 188.0 Cu.Yds.	
Waterproofing :	5580.0 Sq.Ft.
Manholes :	2
One Ladder :	12 Lin.Ft.
One Ladder :	38 Lin.Ft.
3"ø C.I. Pipe Drain :	30 Lin.Ft.
Anchor Bolts :- 32 . To Be Furnished By Superstructure Contractor & Placed By Substructure Contractor.	

APPROVED Horton D. Robinson
D B Steinman
CONSULTING ENGINEERS

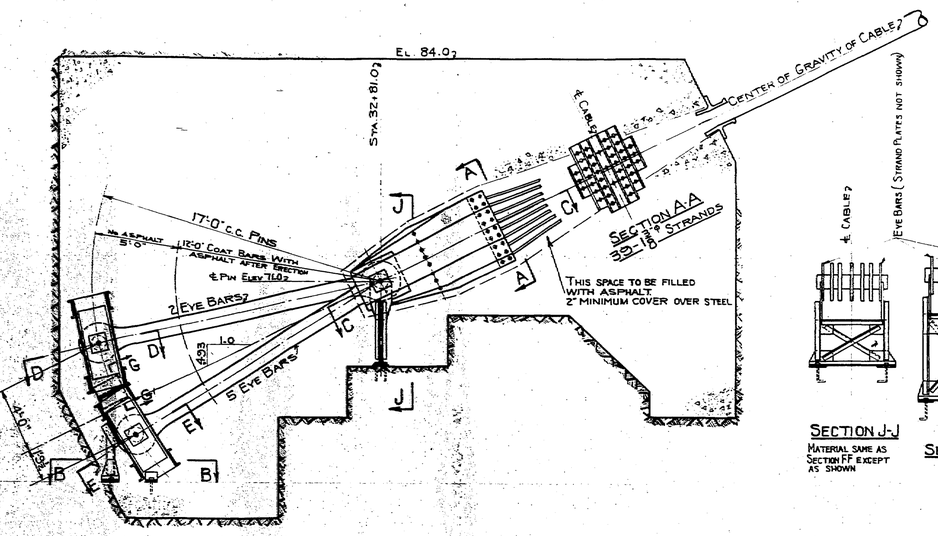
WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

WEST MAIN PIER NO. 8

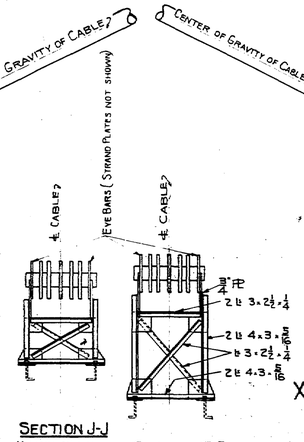
SCALES 1" = 1'-0 & 1½"=1'-0

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CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

DRAWING NUMBER
RS2922-10
July 8, 1930

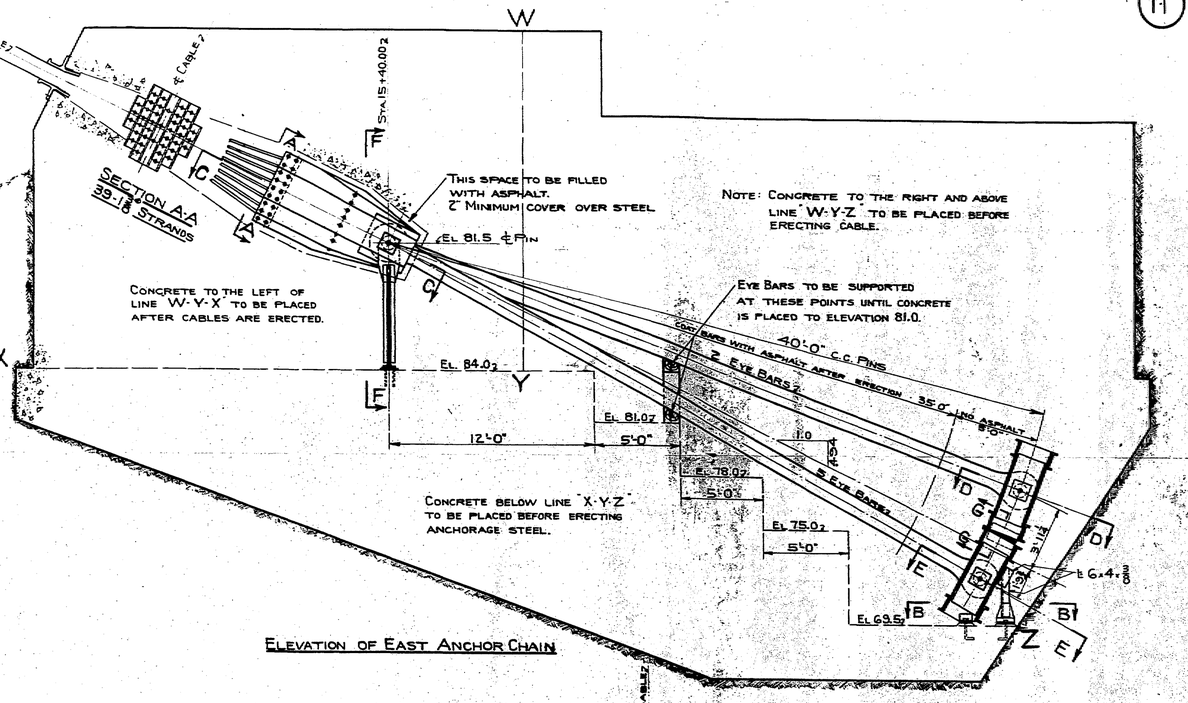


ELEVATION OF WEST ANCHOR CHAIN

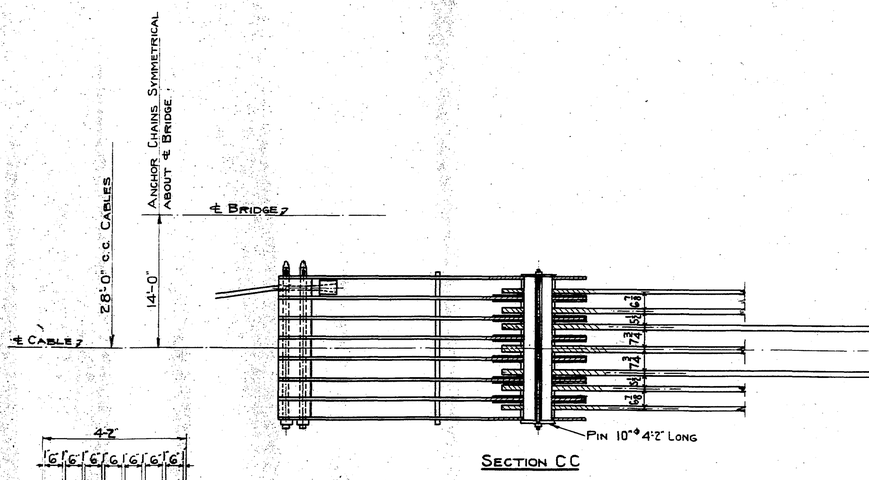


SECTION J-J
MATERIAL SAME AS SECTION FF EXCEPT AS SHOWN

SECTION F-F



ELEVATION OF EAST ANCHOR CHAIN

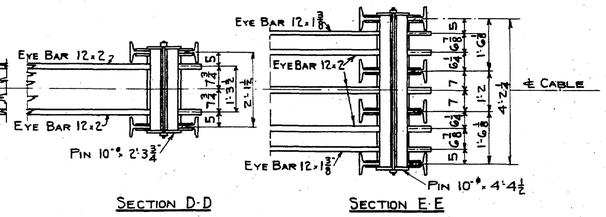


SECTION C-C

END VIEW

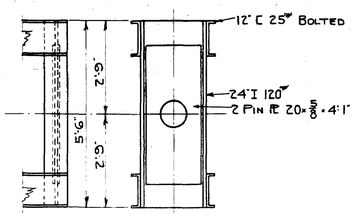
ELEVATION

STRAND CONNECTION

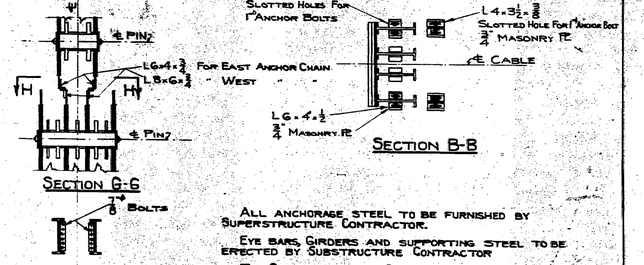


SECTION D-D

SECTION E-E



TYPICAL GIRDER
ALTER TO PROVIDE ERECTION SUPPORTS, AS SHOWN IN ANCHOR CHAIN ELEVATIONS.



SECTION B-B

SECTION G-G

⅞" BOLTS

SECTION H-H

ALL ANCHORAGE STEEL TO BE FURNISHED BY SUPERSTRUCTURE CONTRACTOR.

EYE BARS, GIRDERS AND SUPPORTING STEEL TO BE ERECTED BY SUBSTRUCTURE CONTRACTOR

THE SUPERSTRUCTURE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY INFRINGEMENT OF PATENTS IN THE INDICATED DESIGN OF THE CONNECTION OF THE STRANDS TO THE ANCHORAGE STEEL. OTHER DESIGNS AND DETAILS FOR THIS CONNECTION MAY BE SUBSTITUTED BY THE SUPERSTRUCTURE CONTRACTOR, SUBJECT TO THE APPROVAL OF THE ENGINEERS.

ALL ANCHORAGE STEEL SHALL HAVE ONE SHOP COAT OF RED LEAD PAINT.

ALL ASPHALT USED FOR PAINTING EYE BARS AND ENCASING STRANDS SHALL CONFORM TO THE A.S.T.M. SPECIFICATIONS, SERIAL DESIGNATION D144-25.

APPROVED Walter D. Robinson
D. B. Steinman
CONSULTING ENGINEERS

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

ANCHORAGE STEEL

SCALE ¼"-1'-0", ½"-1'-0"

ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

DRAWING NUMBER
RS 2922 - 11
July 8, 1930

WALDO-HANCOCK BRIDGE

BUCKSPORT, MAINE

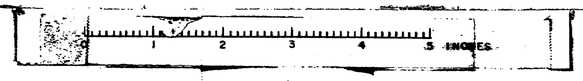
LIST OF DRAWINGS

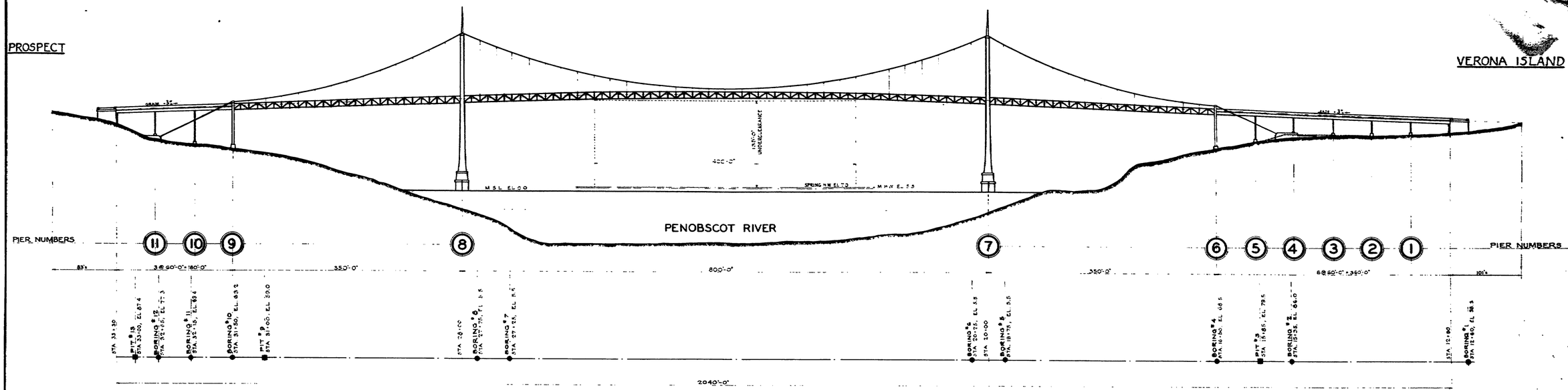
DRAWING NUMBER	TITLE	DRAWING NUMBER	TITLE
RS2922-1	LIST OF DRAWINGS	RS2922-21	EXPANSION DETAILS AT CABLE BENT
2	GENERAL PROFILE AND BORINGS	22	MAIN TOWER - GENERAL LAYOUT
3	EAST VIADUCT - PIERS 1,2,3,5 AND 6	23	MAIN TOWER DETAILS - ELEV. 29.5 TO ELEV. 61.5
4	WEST VIADUCT - PIERS 9 AND 10	24	MAIN TOWER DETAILS - ELEV. 61.5 TO ELEV. 106.5
5	EAST ABUTMENT [SUPERSEDED]	25	MAIN TOWER DETAILS - ELEV. 106.5 TO ELEV. 136.5
6	WEST ABUTMENT [SUPERSEDED]	26	MAIN TOWER DETAILS - ELEV. 136.5 TO ELEV. 174.5
7	EAST ANCHORAGE - PIER 4	27	MAIN TOWER DETAILS - ELEV. 174.5 TO ELEV. 204.5
8	WEST ANCHORAGE - PIER 11	28	MAIN TOWER DETAILS - ELEV. 204.5 TO TOP
9	EAST MAIN PIER 7	29	VIADUCT SPANS - GENERAL LAYOUT AND STRESS SHEET
10	WEST MAIN PIER 8	30	VIADUCT SPANS - GIRDER DETAILS
11	ANCHORAGE STEEL	31	VIADUCT SPANS - CROSS SECTION AND RAILING
12	CABLE DETAILS	32	VIADUCT SPANS - MISCELLANEOUS DETAILS
13	MAIN TOWER SADDLE - REDWOOD FILLERS	33	TOLL HOUSE
14	CABLE BENT SADDLE DETAILS	34	LIGHTING SYSTEM
15	CABLE BENT ROCKER AND SPLAY CASTING	5A	EAST ABUTMENT
16	STIFFENING TRUSS - STRESS SHEET	6A	WEST ABUTMENT
17	STIFFENING TRUSS - DETAILS AND SPLICES	6B	REINFORCING SCHEDULE FOR EAST AND WEST ABUTMENTS
18	TYPICAL CROSS SECTION OF SUSPENDED SPANS		
19	EXPANSION DETAILS AT MAIN TOWER		
20	CABLE BENT		

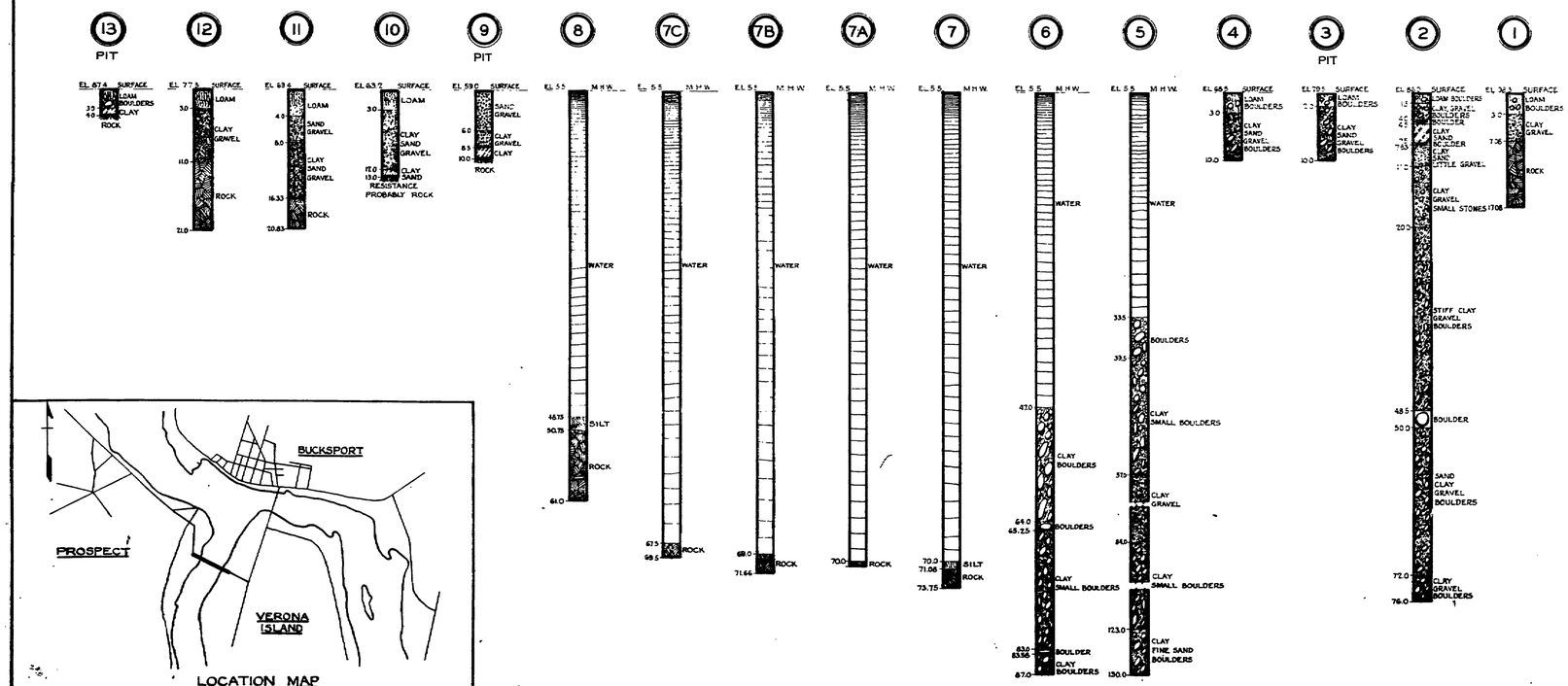
DIRECTORS
FRANK A. PEABODY, CHAIRMAN
ALBERT T. NICKERSON — FREDERIC S. BLODGETT
IRVING W. CASE — EDWARD E. FARNSWORTH
ZELMA M. DWINAL — WILLIAM J. LANIGAN
LUCIUS D. BARROWS, SECRETARY

ROBINSON AND STEINMAN
ENGINEERS
NEW YORK CITY

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LOCATION MAP
SCALE 1" = 3333'

NOTE:- THE FORMATIONS ENCOUNTERED IN ALL BORINGS ON LAND AND WATER ARE SO COARSE AND COMPACT AND CONTAIN SO MANY BOULDERS, THAT THE CASING COULD NOT BE ADVANCED, UNTIL CORE DRILLING WAS DONE BENEATH IT. IN MOST INSTANCES NO PROGRESS COULD BE MADE, EVEN AFTER CORE DRILL WAS EMPLOYED, UNTIL DYNAMITE WAS USED TO BLOW BOULDERS OUT OF THE WAY. THE BOULDERS RANGE FROM 3" TO 3'-6" IN DIAMETER.

DEPTHS OF BORINGS ARE SHOWN IN FEET BELOW GROUND LINE FOR LAND BORINGS, AND BELOW M.H.W. (EL + 5.5) FOR BORINGS IN WATER.

BORINGS 7A, 7B AND 7C ARE UNCOMPLETED ATTEMPTS TO OBTAIN BORINGS AT THE SITE OF BORING 7.

APPROVED Horton D. Robinson
D. B. Steinman
CONSULTING ENGINEERS

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

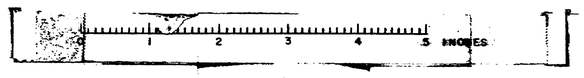
GENERAL PROFILE AND BORINGS

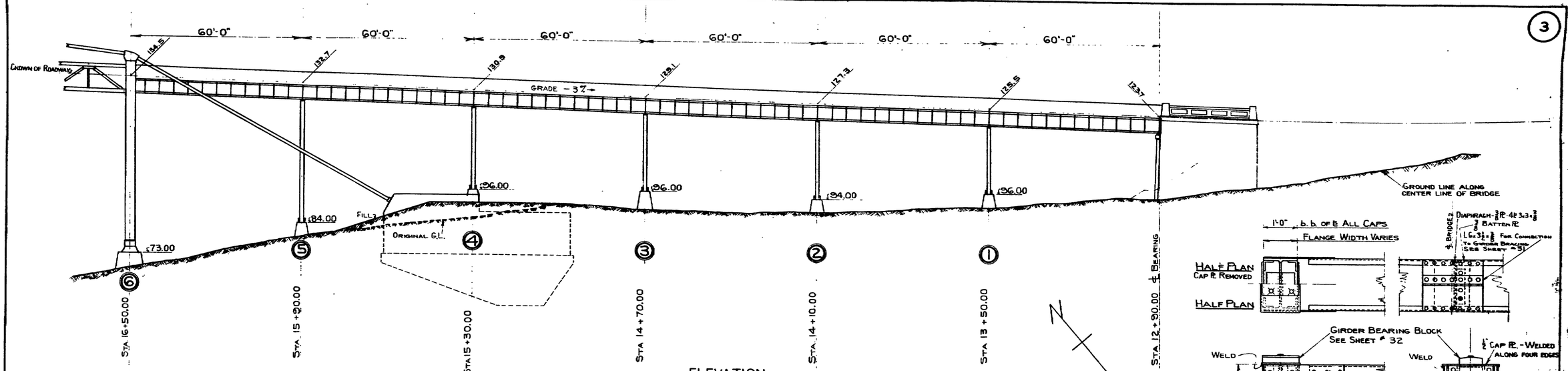
SCALE 1"=80', 1"=10'

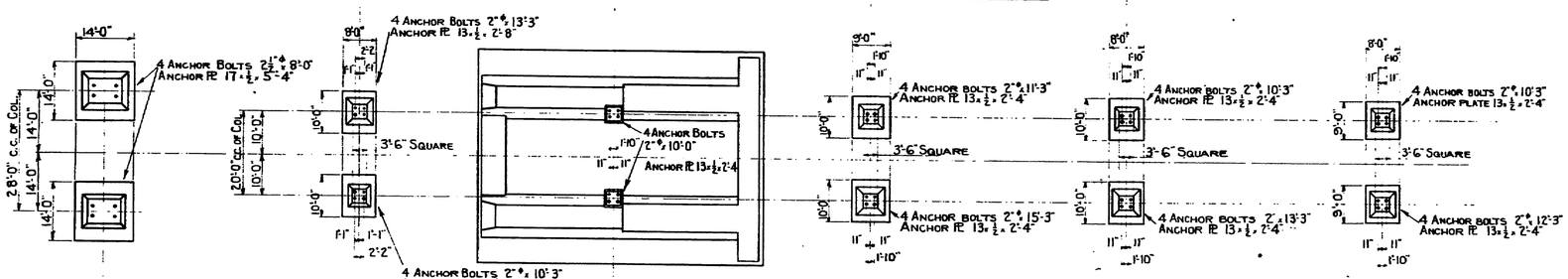
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CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

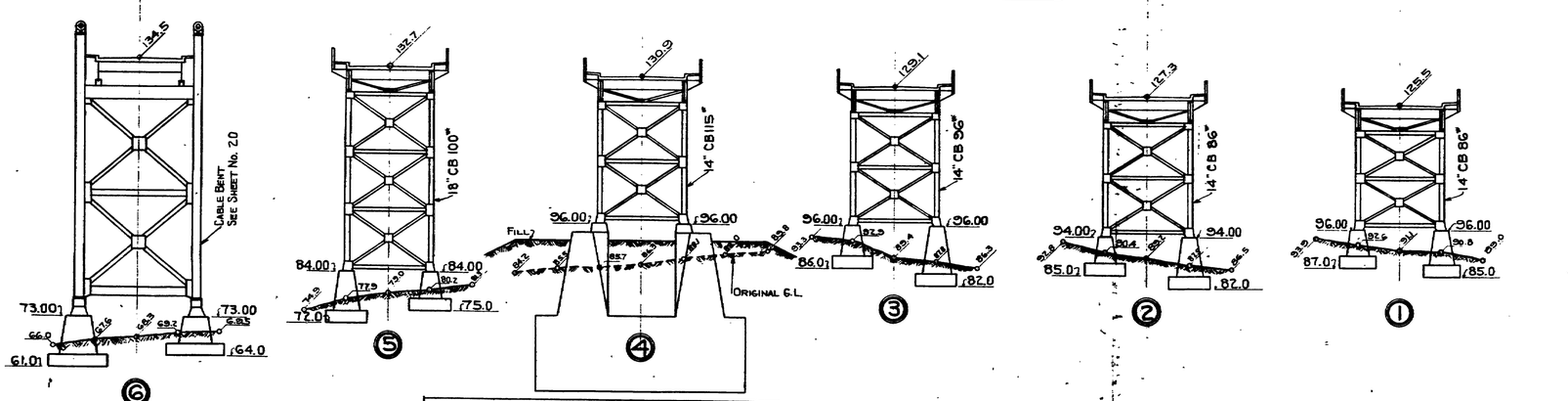
DRAWING NUMBER
RS2922 — 2

REVISED April 5, 1950









SECTIONS AT BENTS
LOOKING EAST

COLUMNS - BENTS 1, 2, 3, 4, 5, 10 AND 11					
BENT No	DEAD LOAD KIPS	LIVE + IMPACT KIPS MAX. KIPS MIN.	WIND KIPS	TEMP. MOMENT AT BASE INCH-KIPS	SECTION
1	111	+116 −6	±50	465	14"CB 86"
2	97	+111 −11	±57	565	14"CB 86"
3	103	+114 −10	±56	925	14"CB96"
4	98	+111 −11	±60	1300	14"CB115"
5	115	+116 −6	±89	1025	18"CB100"
10	119	+116 −6	±110	566	21"CB136"
11	115	+116 −6	±79	257	16"CB 100"

TYPICAL COLUMN DETAILS - BENTS 1, 2, 3, 4, 5, 10 & 11.
SCALE ¾" = 1'-0"

GENERAL NOTES

FOR TYPICAL SECTIONS OF APPROACH FILL, DETAILS AND REINFORCING SCHEDULE FOR PIERS 1, 2, 3, 5 AND 6, SEE SHEET #4

CONCRETE FOR PIERS 1, 2, 3, 5, AND 6 SHALL BE GRADE B

VIADUCT COLUMNS TO BE VERTICAL AT NORMAL TEMPERATURE (50°F)

RIVETS ⅞" EXCEPT IN CHANNEL STRUTS ¾"

ESTIMATED QUANTITIES
PIERS 1, 2, 3, 5, & 6 { CONCRETE 203 CU. YD; REINFORCING STEEL 8300 POUNDS; EARTH EXCAVATION 210 CU. YD. }

APPROVED Hollis D. Robinson
A. B. Steinman
CONSULTING ENGINEERS

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE.

EAST VIADUCT
PIERS 1, 2, 3, 5 AND 6

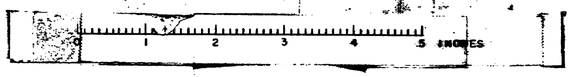
SCALE ½" = 1'-0", I" = 1'-0"

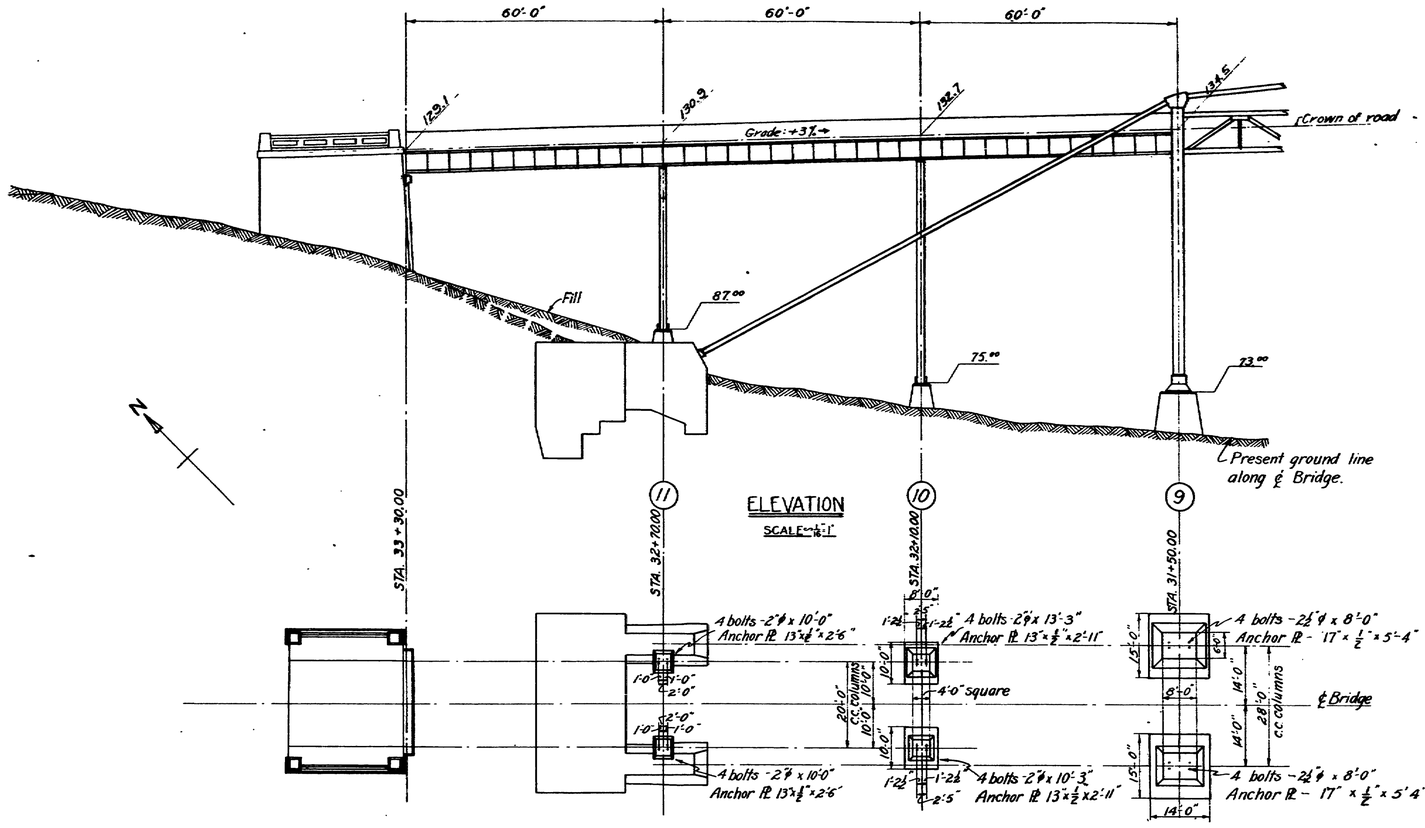
ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

DRAWING NUMBER
RS2922 - 3

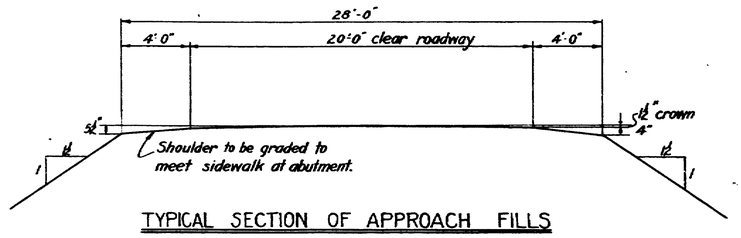
REVISED FEB 5, 1931
REVISED SEPT 6, 1930
REVISED AUG, 5, 1930

108-110





ELEVATION
SCALE 1/8" - 1'

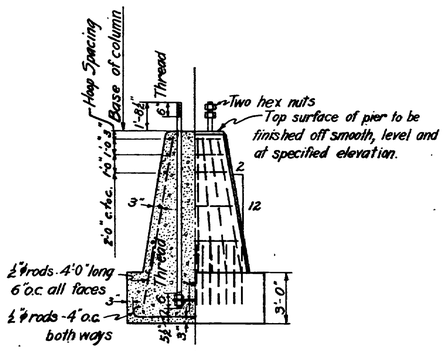


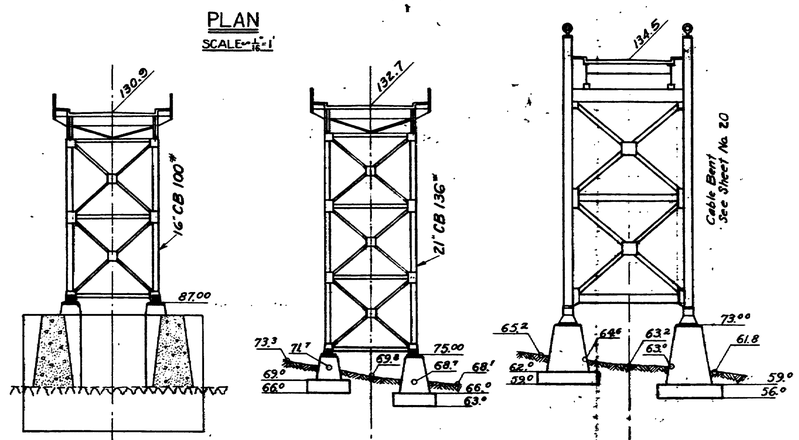
TYPICAL SECTION OF APPROACH FILLS

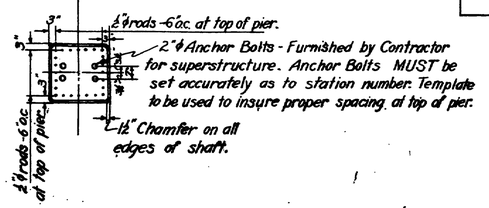
SCALE ⅛" - 1'

REINFORCING SCHEDULE FOR ALL APPROACH PIERS

BENT NO.		BASE				BASE				SHAFT			DOWELS			HOOPS	
				a				a		STRAIGHT			STRAIGHT				
		NO.	SIZE	a	LENGTH	NO.	SIZE	a	LENGTH	NO.	SIZE	LENGTH	NO	SIZE	LENGTH	NO.	SIZE
1	NORTH	23	1"ϕ	8'-6"	9'-6"	26	1"ϕ	7'-6"	8'-6"	24	1"ϕ	5'-9"	36	1"ϕ	4'-0"	4	⅜"ϕ
	SOUTH	23	"	8'-6"	9'-6"	26	"	7'-6"	8'-6"	24	"	7'-9"	40	"	"	5	"
2	NORTH	29	"	7'-6"	8'-6"	23	"	9'-6"	10'-6"	24	"	5'-9"	36	"	"	4	"
	SOUTH	29	"	7'-6"	8'-6"	23	"	9'-6"	10'-6"	24	"	8'-9"	44	"	"	6	"
3	NORTH	29	"	8'-6"	9'-6"	26	"	9'-6"	10'-6"	24	"	6'-9"	40	"	"	5	"
	SOUTH	29	"	8'-6"	9'-6"	26	"	9'-6"	10'-6"	24	"	10'-9"	52	"	"	7	"
5	NORTH	29	"	7'-6"	8'-6"	23	"	9'-6"	10'-6"	24	"	8'-9"	44	"	"	6	"
	SOUTH	29	"	7'-6"	8'-6"	23	"	9'-6"	10'-6"	24	"	5'-9"	36	"	"	4	"
6	NORTH	84	⅝"ϕ	13'-6"	14'-6"	—	—	—	—	52	"	8'-9"	76	"	"	6	"
	SOUTH	84	"	13'-6"	14'-6"	—	—	—	—	52	"	5'-9"	68	"	"	4	"
9	NORTH	45	"	13'-6"	14'-6"	42	⅝"ϕ	14'-6"	15'-6"	52	"	13'-9"	88	"	"	8	"
	SOUTH	42	"	14'-6"	15'-6"	45	"	13'-6"	14'-6"	52	"	10'-9"	80	"	"	7	"
10	NORTH	23	1"ϕ	9'-6"	10'-6"	29	1"ϕ	7'-6"	8'-6"	28	"	8'-9"	52	"	"	6	"
	SOUTH	23	"	9'-6"	10'-6"	29	"	7'-6"	8'-6"	28	"	5'-9"	44	"	"	4	"





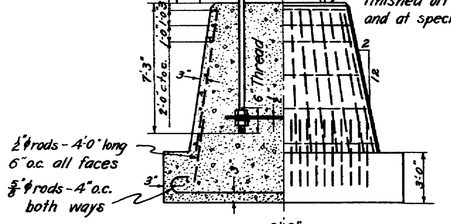


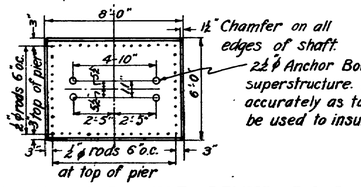
PLAN
SCALE 1/16" - 1'

TYPICAL PIER FOR BENTS 1, 2, 3, 5 & 10
NOT TO SCALE

11 10 9

SECTIONS AT BENTS
LOOKING WEST
SCALE ⅛" - 1'





TYPICAL PIER FOR BENTS 6 & 9
NOT TO SCALE

ESTIMATED QUANTITIES

PIERS 9 & 10
- Concrete — 172 cu yd.
- Reinforcing Steel — 5580 lb.
- Earth Excavation — 130 cu yd.

GENERAL NOTES

For detail of Anchorage see Sheet 8.
For detail of Abutment see Sheet 6.
Concrete for Piers 9 & 10 shall be grade B.
For column cap and base details, Bents 10 and 11 see Sheet No. 3.
Viaduct columns to be vertical at Normal temperature 50°
Viaduct columns to be vertical at Normal temperature

APPROVED Horton D. Robinson
D. B. Steinman
CONSULTING ENGINEERS

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

WEST VIADUCT - PIERS 9 & 10

SCALE : As Noted

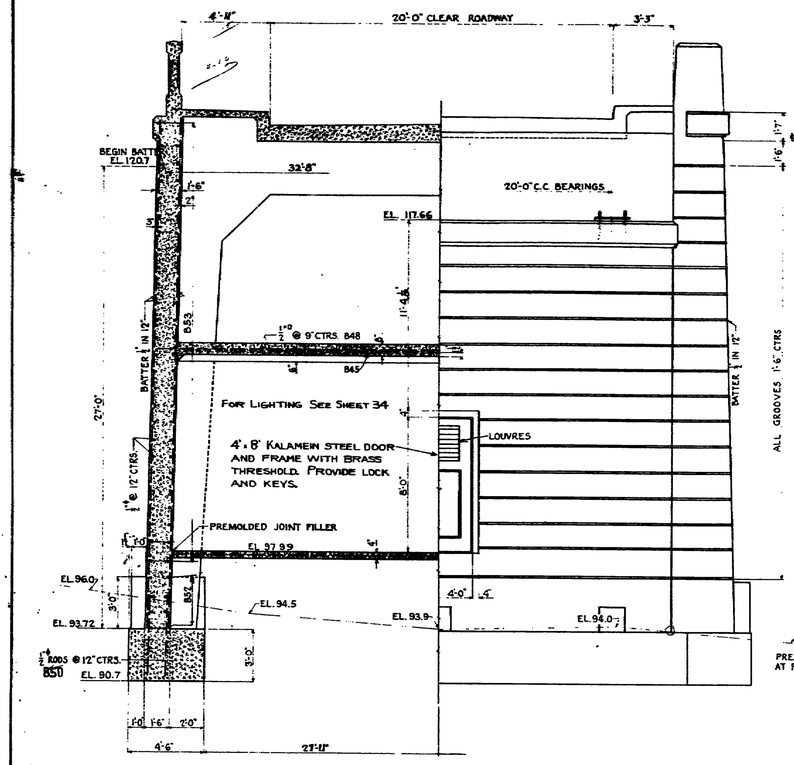
ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

DRAWING NUMBER
RS2922 - A
July 8, 1930

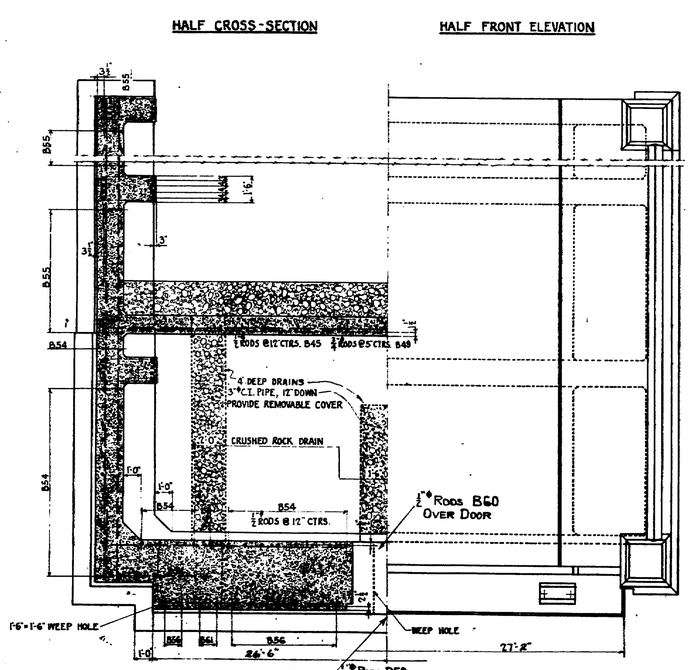
REVISED SEPT 8, 1930
REVISED AUG. 5, 1930

408-114

0 1 2 3 4 5 INCHES



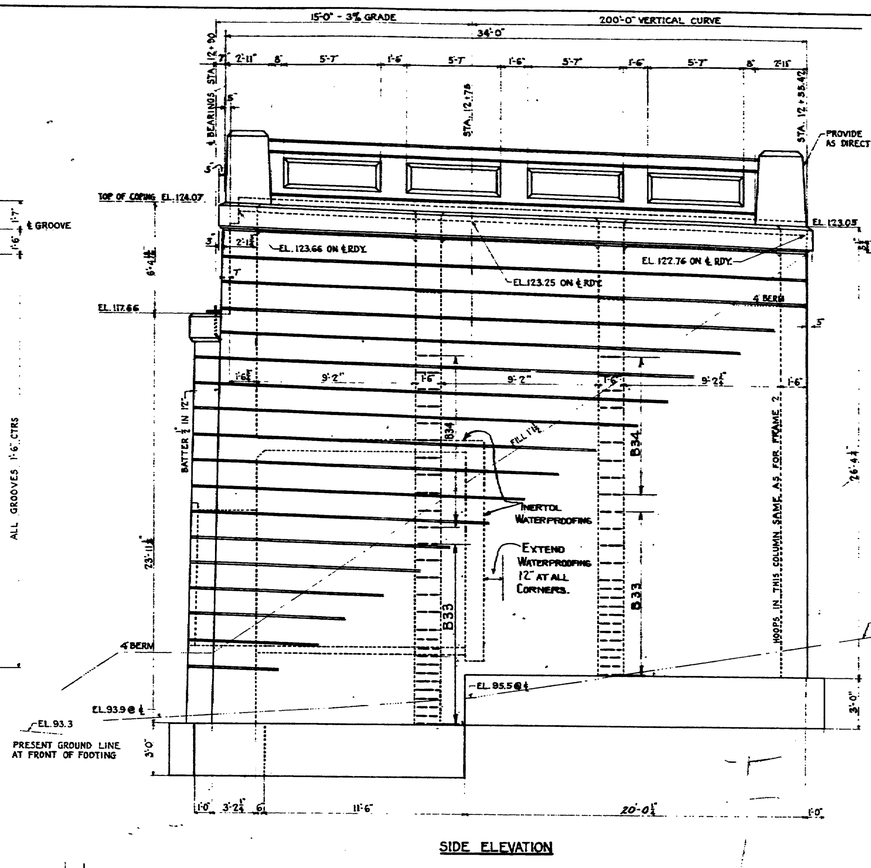
HALF CROSS-SECTION



PART HALF PLAN SECTION

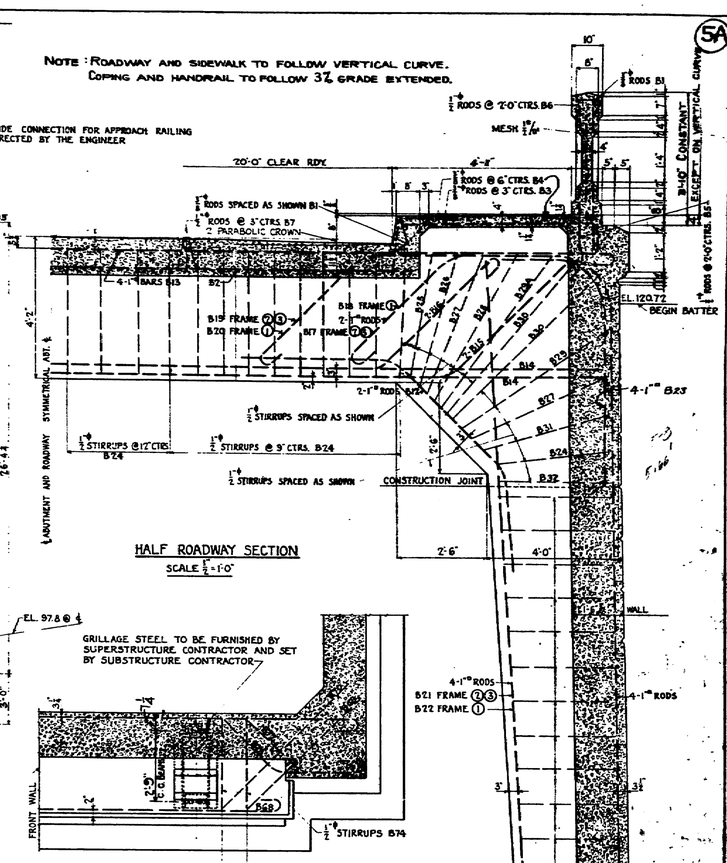
HALF FRONT ELEVATION

PART HALF PLAN VIEW



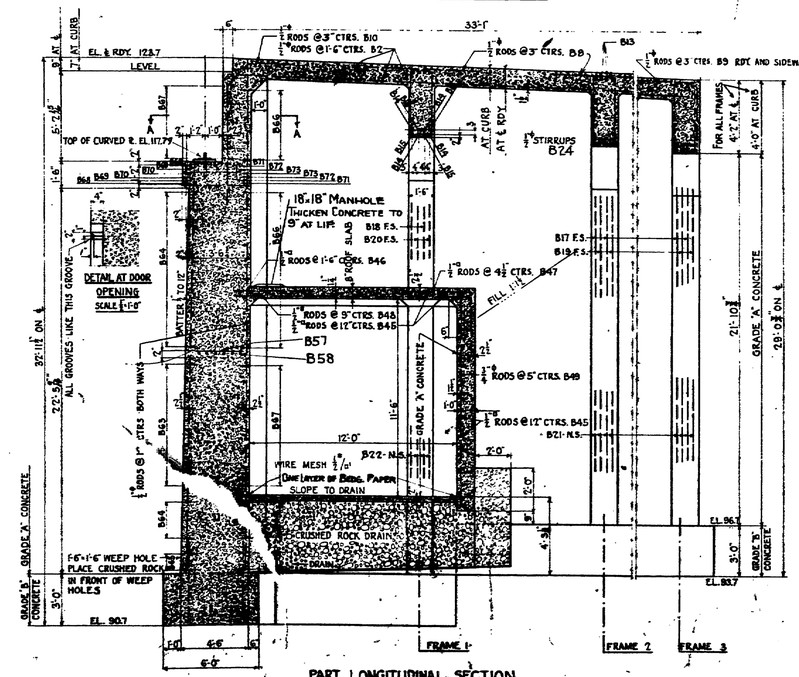
SIDE ELEVATION

NOTE: ROADWAY AND SIDEWALK TO FOLLOW VERTICAL CURVE. COPING AND HANDRAIL TO FOLLOW 3% GRADE EXTENDED.

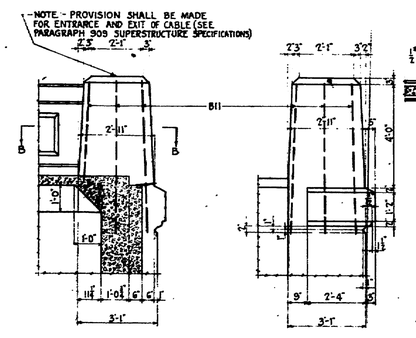


HALF ROADWAY SECTION

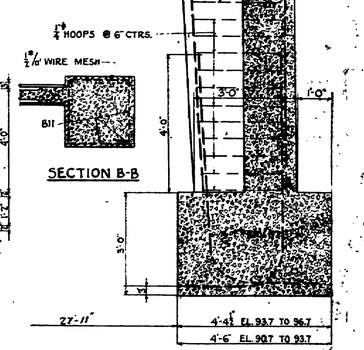
SECTION A-A



PART LONGITUDINAL SECTION



DETAILS OF POST



SECTION B-B

FOR BILL OF RODS SEE DRAWING NO. RS 2922-65

NOTE:-ALL EXPOSED CORNERS CHAMFERED 1" UNLESS NOTED

THIS DRAWING SUPERSEDES DRAWING NO. RS 2922-5

APPROVED Horton D. Robinson
D.B. Steinman
CONSULTING ENGINEERS

REVISED SEPT. 24, 1930
REVISED SEPT. 2, 1930

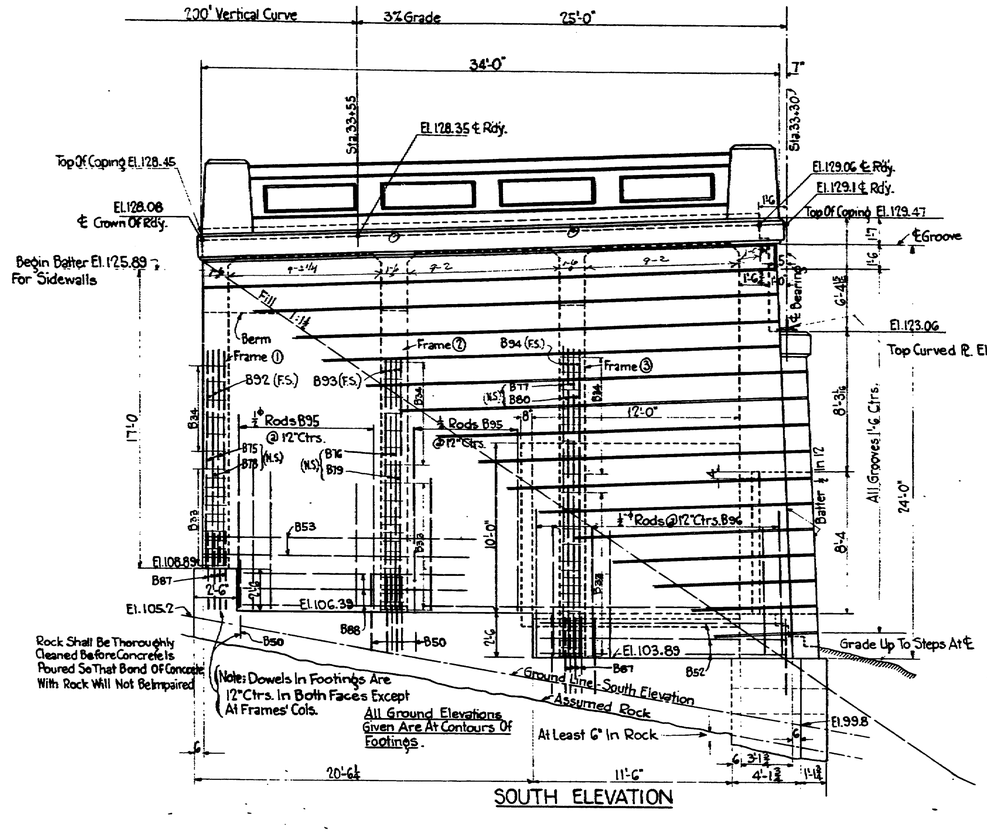
WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT MAINE

EAST ABUTMENT

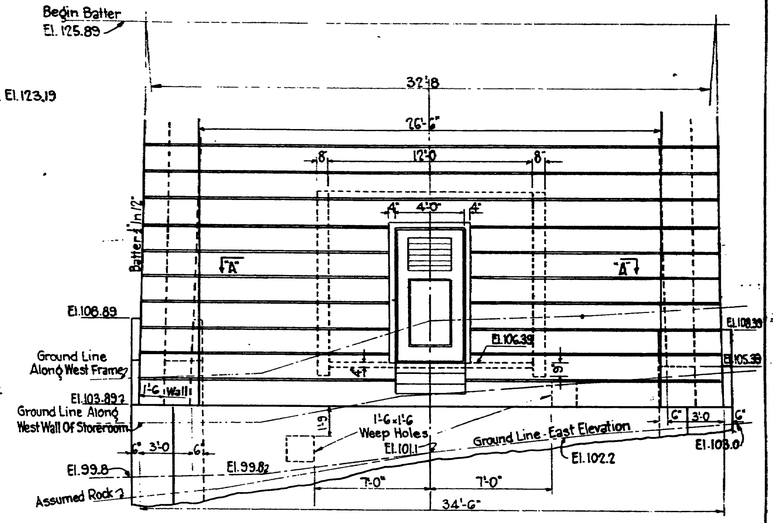
SCALE 1/2"=1'-0" UNLESS NOTED

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CONSULTING ENGINEERS
NEW YORK - BUCKSPORT

DRAWING NUMBER
RS 2922 - 5A

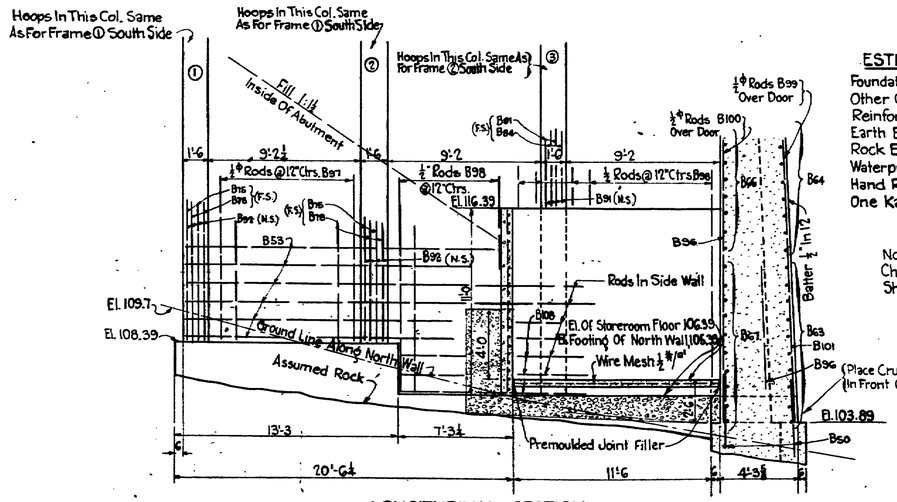


SOUTH ELEVATION



EAST ELEVATION

NOTE: THIS ABUTMENT SAME AS EAST ABUTMENT, EXCEPT AS SHOWN AND NOTED

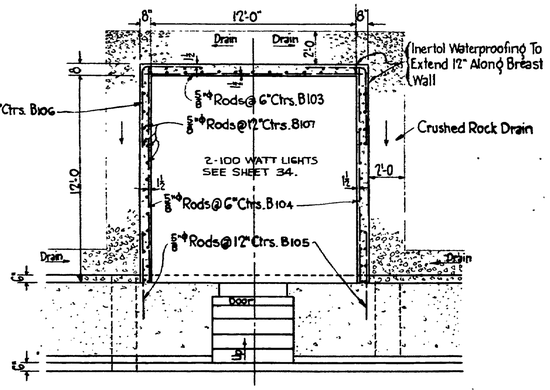


LONGITUDINAL SECTION

ESTIMATED QUANTITIES

Foundation Concrete	
Other Concrete	
Reinforcing Steel	
Earth Excavation	
Rock Excavation	
Waterproofing	
Hand Rail	
One Kalamein Steel Door	

Note:- All Exposed Corners Chamfered 1½", Except Otherwise Shown.



SECTION A-A

For Bill Of Rods See Dwg. RS2922-GB
THIS DRAWING SUPERSEDES DRAWING NO. RS2922-6

APPROVED Kostas D. Robinson
A. B. Steinman
CONSULTING ENGINEERS

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT MAINE

WEST ABUTMENT

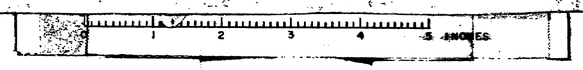
SCALE ¼" = 1'-0"

ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

DRAWING NUMBER
RS2922-6A
AUGUST 21, 1930

Revised September 2, 1930

106-113



NO. OF RODS EAST ABUT.	NO. OF RODS WEST ABUT.	NO. OF RODS TOTAL	MARK	SIZE	DETAILS	LENGTH	LOCATION
38	38	76	B1	⅜	Straight	37'-6	Handrail, Sidewalk Slab, Curb (Long)
33	33	66	B2	½	"	20'-9	Transverse - Floor (Rdy)
264	264	528	B3	⅜	"	5'-5	Transverse - Sidewalk Slab
260	260	520	B4	"	1'-11½	3'-6	Transverse - Sidewalk Slab
68	68	136	B5	½	Straight	2'-0	Handrail To Wall (Vertical)
34	34	68	B6	"	11¼	2'-5	Handrail (Vertical)
86	86	172	B7	"	4ϕ Pin	33'-8	Longitudinal - Floor Slab
176	176	352	B8	"	Straight	7'-0	Longit. Top Of Floor Slab
120	120	240	B9	"	4'-0	7'-6	Longit. Slab To Frame
120	120	240	B10	"	2'-0, 7'-0, 3'-0	12'-0	Longit. Slab To Wall
32	32	64	B11	¾	Straight	6'-0	Posts (Vertical)
6	6	12	B12	1	5'-0, 4'-6, 3'-6, 3'-0	10'-6	Frame - Beam To Col.
12	12	24	B13	"	8ϕ Pin, 32'-6, 18"	34'-9	Frame - Top Of Beam
12	12	24	B14	"	Straight	32'-0	Frame - Bottom Of Beam
6	6	12	B15	"	Symmetrical Abt. ℄, 11'-6, 8ϕ Pin, 8'-2, 3'-6	34'-5	Frame - Bottom Of Beam
6	6	12	B16	"	Symmetrical Abt. ℄, 9'-6, 8ϕ Pin, 8'-2, 3'-3	30'-5	Frame - Bottom Of Beam
8		8	B17	"	4'-7, 3'-0, R 1'-6, 8ϕ Pin, 8'-2, 25'-6, 29'-0, B17, B18	35'-2	Frame - Cols. To Beam
4		4	B18	"		38'-8	Frame - Cols. To Beam
8		8	B19	"	7'-4, 3'-0, R 1'-6, 8ϕ Pin, 8'-2, 25'-6, 29'-0, B19, B20	37'-11	Frame - Cols. To Beam
4		4	B20	"		41'-5	" " " "
16		16	B21	"	Straight	25'-6	Frame - Vertical In Cols.
8		8	B22	"		29'-0	" " " "
48		48	B23	"	2'-10±, 6'-9, 1'-6 R	9'-0	Dowels - Cols. Of Frame To Footings
24	24	48	B23	"		9'-0	Exterior Corners of Frames
78	78	156	B24	½	3ϕ Pin, 3'-9½, 3'-11½, 4'-4, 4'-8½, 5'-2½, 5'-7, 5'-10½, 6'-1½, 4'-2½, 3'-5, B24, B25, B26, B27, B28, B29, B29A, B30, B31, B32, 1'-1½	9'-10	Beam Of Frame - Stirrups
6	6	12	B25	"		10'-2	
6	6	12	B26	"		10'-11	
12	12	24	B27	"		11'-8	
6	6	12	B28	"		12'-8	
6	6	12	B29	"		13'-5	
6	6	12	B29A	"		14'-0	
12	12	24	B30	"		14'-8	
6	6	12	B31	"		10'-8	
6	6	12	B32	"		9'-1	

NO. OF RODS EAST ABUT.	NO. OF RODS WEST ABUT.	NO. OF RODS TOTAL	MARK	SIZE	DETAILS	LENGTH	LOCATION
196	160	356	B33	⅜	B33 32'-0±, B34 2'-4±, 2'-0±, B32, B34, 1'-1½, B33, B34, Min. 10"	5'-2	
116	82	198	B34	"		5'-10	Hoops - Cols. Of Frames
72		72	B45	½	Straight	17'-4	Transverse - Roof Of Storeroom & Back
22		22	B46	"		4'-0"	Storeroom - Roof Slab To Front Wall
85		85	B47	"	4'-0, 4'-0±	8'-0	Storeroom - Roof To Wall
42		42	B48	"	Straight	14'-0	Longitudinal - Roof Of Storeroom
75		75	B49	¾	"	12'-3	Vertical - Wall Of Storeroom
170	170	340	B50	½	"	3'-6	Dowels - Walls To Footing
60	44	104	B51	"	5'-0, 6'-0±	11'-0	Horizontal - Front Wall To Side Walls
16	6	22	B52	"	Straight	15'-6	Horizontal - Sidewalls
104	76	180	B53	"	"	33'-6	" "
76		76	B54	"	"	29'-6	Vertical - Sidewalls & Front Wall
70		70	B55	"	"	26'-0	Vertical - Sidewalls
18		18	B56	"	"	23'-6	Vertical - Front Wall
5	5	10	B57	"	"	3'-6	Horizontal - Over Door
6	6	12	B58	"	"	7'-0	" " "
5		5	B59	"	"	10'-6	" " "
3		3	B60	"	"	16'-6	" " "
4		4	B61	"	"	21'-6	Vertical - Over Weep Holes
2		2	B62	"	"	27'-6	" " " "
16	20	36	B63	"	3'-0±, 10'-6, 14'-9, B63, B64	13'-6	Horiz. Front Wall - Each Side Of Door
26	14	40	B64	"		17'-9	Front Wall - Between Door & Weep Holes
4		4	B65	"	Straight	8'-0	Between Weep Holes
36	24	60	B66	"	"	17'-6	Between Door & Weep Holes & Above Door
26	30	56	B67	"	"	14'-0	Front Wall - Each Side Of Door & Above Door
2	2	4	B68	1	8ϕ Pin, 8'-2±, 26'-9	29'-0	Horizontal - Bridge Seat
2	2	4	B69	"	B69, B70, 4'-7, 5'-4, 23'-6, 22'-0	36'-6	" " "
2	2	4	B70	"		37'-1	" " "
2	2	4	B71	"	8ϕ Pin, 8'-2, 32'-6, 8'-2	34'-9	" " "
2	2	4	B72	"	8ϕ Pin, B72, B73, 23'-6, 22'-0, 3'-4½	36'-3	" " "
2	2	4	B73	"		36'-3	" " "

NO. OF RODS EAST ABUT.	NO. OF RODS WEST ABUT.	NO. OF RODS TOTAL	MARK	SIZE	DETAILS	LENGTH	LOCATION
4	4	8	B74	½	1'-4±, 3'-7	9'-2	Stirrups - Bridge Seat
	6	6	B75	1⅛	5ϕ Pin, 4'-7, 3'-0, R 1'-6, Slope 1 in 12, B75, B76, B77, B78, B79, B80, 4'-7, 7'-4, 18'-9, 21'-6, 24'-3	28'-6	Frame ① North & South Side ⑧ North Side
	2	2	B76	"		31'-3	Frame ② South Side
	2	2	B77	"		34'-0	Frame ③ " "
	6	6	B78	"		31'-3	Frame ① " "
	2	2	B79	"		34'-0	Frame ② " "
	2	2	B80	"		36'-9	Frame ③ " "
	2	2	B81	"	5ϕ Pin, 4'-7, 3'-0, R 1'-6, Slope 1 in 12, B81, B82, 4'-7, 7'-4, 22'-9	32'-6	Frame ③ North Side
	2	2	B84	⅛		35'-3	Frame ③ North Side
	48	48	B87	1⅛	Top Of Foundation, 5ϕ Pin, 2'-0±	7'-0	Dowels - Frames Cols. To Foundation
	6	6	B88	½	Straight	31'-6	Horizontal - Sidewalls
					"		
	4	4	B91	1	"	22'-9	Vertical - Cols. Of Frames
	12	12	B92	"	"	18'-9	
	4	4	B93	"	"	21'-6	
	4	4	B94	"	"	24'-3	
	36	36	B95	⅜	"	21'-9	Vertical - Sidewalls
	60	60	B96	"	"	25'-0	" - Sidewalls & Front Wall
	20	20	B97	"	"	19'-9	" - Sidewalls
	36	36	B98	"	"	23'-0	" "
	3	3	B99	"	"	7'-6	" - Over Door
	5	5	B100	"	"	13'-0	" " "
	22	22	B101	"	"	18'-6	" Front Wall
					"		" " "
	21	21	B103	⅜	"	17'-9	Wall Of Storeroom
	42	42	B104	"	"	17'-6	Sidewalls Of Storeroom
	22	22	B105	"	"	5'-0	Sidewalls Of Storeroom To Backwall
	42	42	B106	"	4'-6, 3'-2±	8'-0	Sidewalls Of Storeroom To Backwall
	61	61	B107	"	Straight	10'-6	Vertical - Wall Of Storeroom
	6	6	B108	½	"	22'-6	Horizontal - Sidewall
250#	250#	500#		½"/0"	Wire Mesh		Handrail
390#	145#	535#		"	" "		Floor

Note: Dimensions Refer To ℄ Of Rods.

APPROVED Horton D. Robinson
D.B. Steinman
CONSULTING ENGINEERS

Revised Sept 24, 1930
Revised Sept 11, 1930

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE.

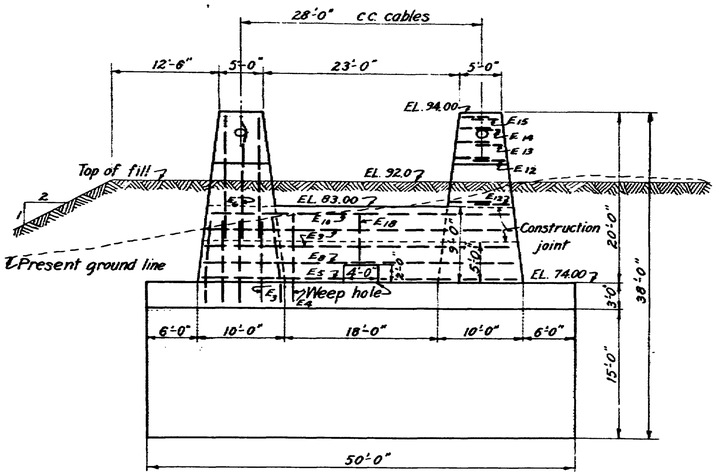
REINFORCING SCHEDULE FOR EAST AND WEST ABUTMENTS

ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK - BUCKSPORT

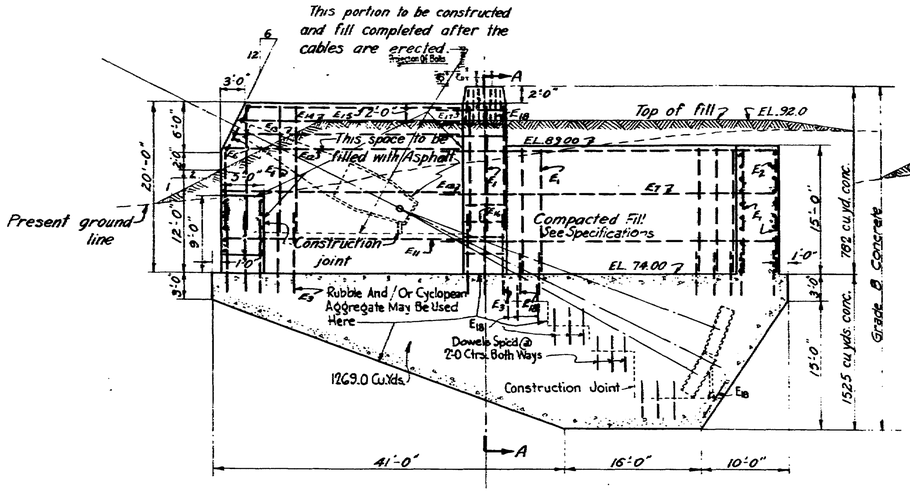
DRAWING NUMBER
RS2922-6B
SEPTEMBER 2, 1930

108-114

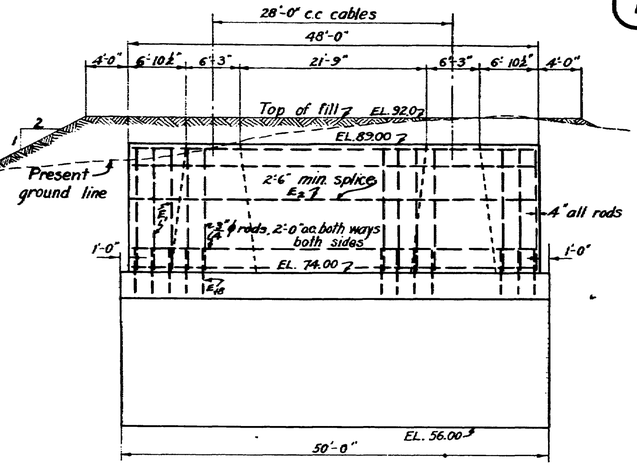




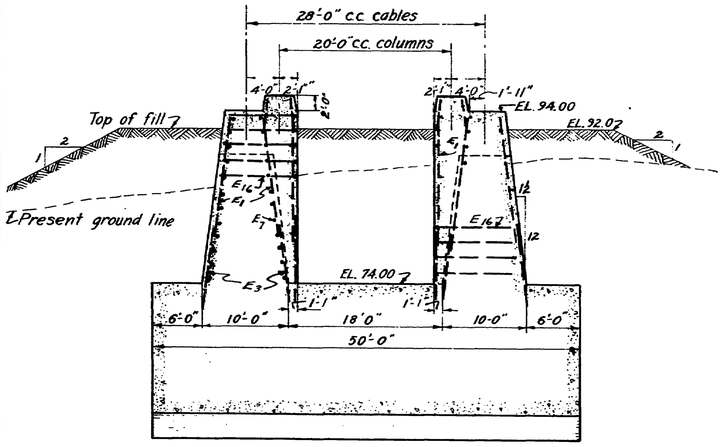
WEST ELEVATION



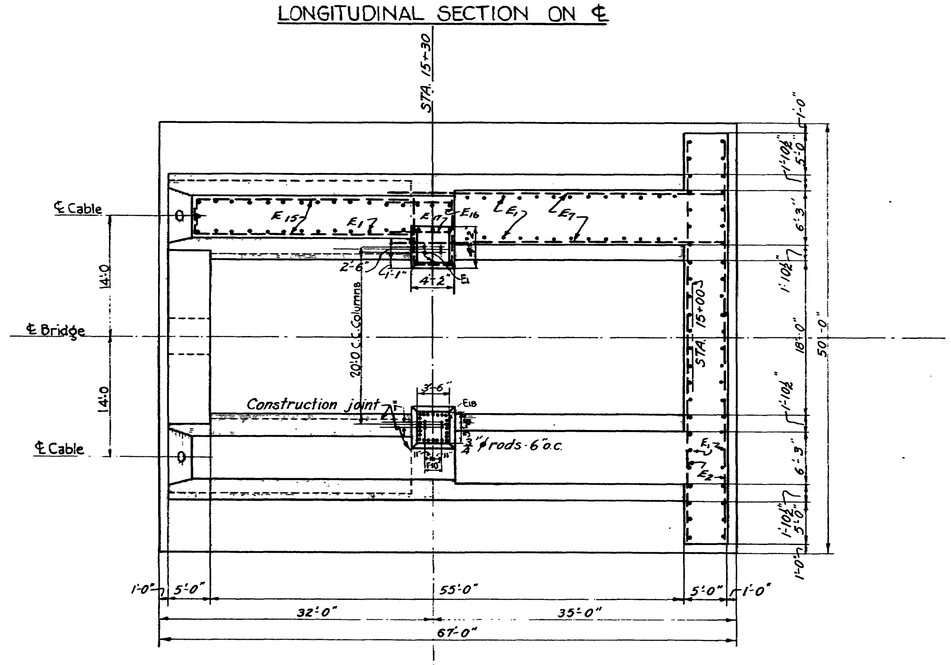
LONGITUDINAL SECTION ON ℄



EAST ELEVATION



SECTION "A-A"



PLAN

REINFORCING SCHEDULE

NO	MARK	SIZE	DETAIL	UNIT LENGTH	LOCATION
170	E_1	3/4" ϕ	STRAIGHT	14'-8"	SIDE & BACK WALLS
32	E_2	"	"	25'-0"	BACK WALL
80	E_3	"	"	10'-0"	SIDE & FRONT WALLS
18	E_4	"	"	11'-2"	FRONT WALL
4	E_5	"	"	16'-4"	" "
6	E_6	"	9'-0" 6'-0"	15'-6"	" "
32	E_7	"	STRAIGHT	39'-0"	SIDE WALLS
2	E_8	"	"	37'-2"	FRONT WALL
4	E_9	"	"	36'-0"	" "
2	E_{10}	"	"	35'-3"	" "
20	E_{11}	"	"	28'-2"	SIDE WALLS
12	E_{12}	"	28'-2"	33'-2"	" "
4	E_{13}	"	27'-0"	31'-0"	" "
4	E_{14}	"	26'-0"	29'-6"	" "
4	E_{15}	"	25'-0"	28'-0"	" "
20	E_{16}	1" ϕ	8'-0"	19'-8"	COLUMN PEDESTALS
12	E_{17}	3/4" ϕ	STRAIGHT	7'-6"	SIDE WALLS
475	E_{18}	"	"	5'-0"	SIDE, BACK, FRONT

All rods 2'-0" on centers except as noted.

General Notes:-
For Detail Of Anchorage Steel, See Sheet 11.
All Exposed Corners Of Concrete To Be Chamfered 1½".

ESTIMATED QUANTITIES

Rubble And/Or Cyclopean Concrete:	1269.0 Cu.Yds.
Other Concrete:	1018.0 Cu.Yds.
Reinforcing Steel:	15000 Pounds
Asphalt:	23.0 Cu.Yds.
Earth Excavation:	3130.0 Cu.Yds.
Fill And Grading:	1930.0 Cu.Yds.
Placing Anchorage Steel (Furnished By Others):	70000 Pounds

APPROVED Horton D. Robinson
J. B. Steinman
CONSULTING ENGINEERS

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

EAST ANCHORAGE - PIER 4

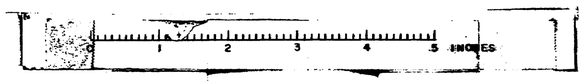
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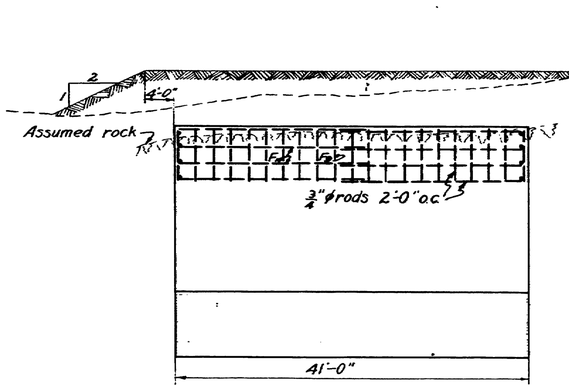
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NEW YORK — BUCKSPORT

DRAWING NUMBER
RS 2922 - 7
July 8, 1930

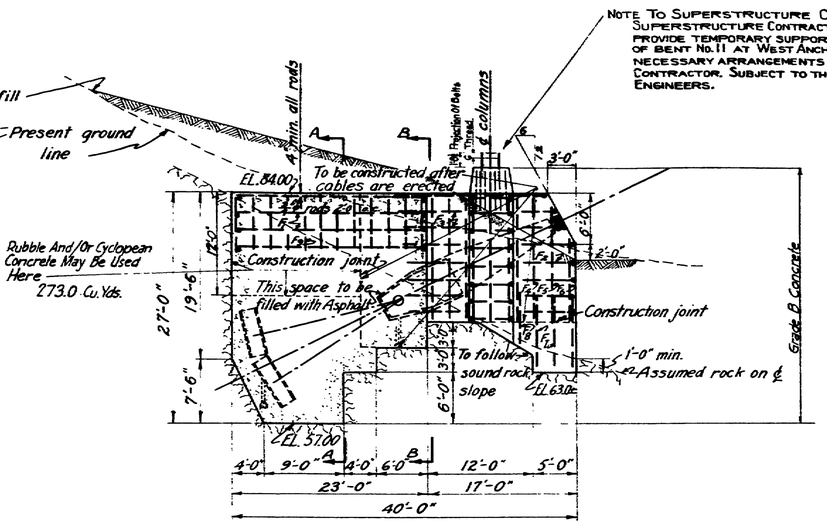
Revised Feb. 5, 1931
Revised Aug 5, 1930

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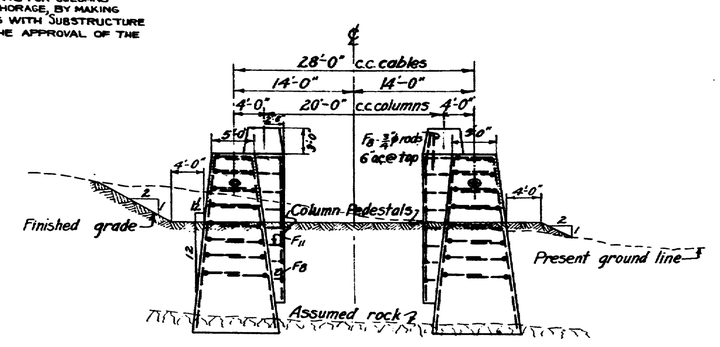




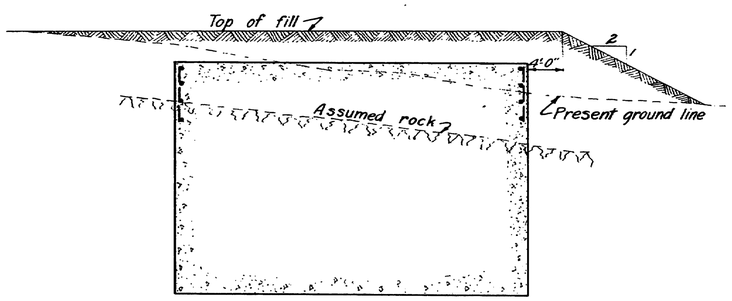
WEST ELEVATION



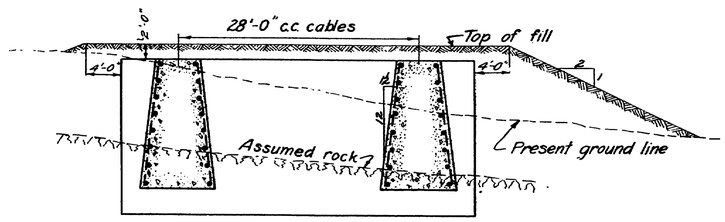
SECTION ON ℄



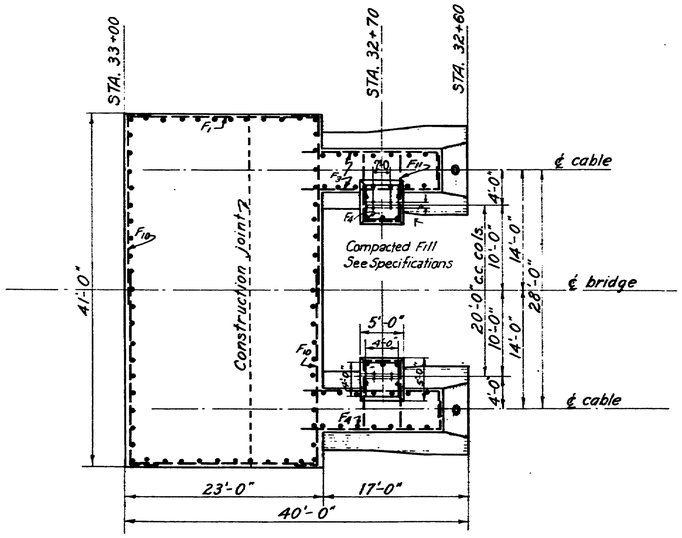
EAST ELEVATION



SECTION "A-A"



SECTION "B-B"



PLAN

REINFORCING SCHEDULE

NO.	MARK	SIZE	DETAIL	UNIT LENGTH	LOCATION
8	F_1	$\frac{3}{4}$"ϕ	STRAIGHT	22'-0"	SIDES
20	F_2	"	19'-2"	24'-3"	SIDE OF WINGS - HOR.
12	F_3	"	18'-0"	22'-0"	" " " - "
34	F_4	"	STRAIGHT	14'-8"	" " " - VERT.
4	F_5	"	"	13'-8"	" " " - "
4	F_6	"	"	9'-6"	" " " - "
12	F_7	"	"	8'-0"	" " " - "
68	F_8	"	"	5'-0"	" " " - "
62	F_9	"	"	6'-0"	WEST FACE & SIDES
16	F_{10}	"	22'-0"	24'-6"	EAST & WEST FACES
16	F_{11}	$\frac{1}{2}$"ϕ	7'-9"	19'-8"	COLUMN PEDESTALS

General Notes :-
For Detail Of Anchorage Steel See Sheet 11.
The Anchorage Site Shall Be Excavated Carefully In Order Not To Start Cracks Or Seams.
Before Concrete Is Poured, The Walls Of The Anchorage Shall Be Gone Over With Picks To Remove Any Pieces Of Rock That May Have Cracked Off The Ledge Rock And The Anchorage Pit Shall Be Thoroughly Cleaned Of All Dirt And Loose Rock.
All Exposed Corners Of Concrete To Be Chamfered $1\frac{1}{2}$".

ESTIMATED QUANTITIES

Rubble And/Or Cyclopean Concrete :	273.0 Cu.Yds.
Other Concrete :	682.0 Cu.Yds.
Reinforcing Steel :	4280 Pounds
Asphalt :	23.0 Cu.Yds.
Earth Excavation :	280.0 Cu.Yds.
Rock Excavation :	475.0 Cu.Yds
Fill And Grading :	370.0 Cu.Yds.
Placing Anchorage Steel (Furnished By Others):	46000 Pounds

APPROVED Noble S. Robinson
A.B. Steinman
CONSULTING ENGINEERS

Revised Aug. 5, 1936

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

WEST ANCHORAGE - PIER 11

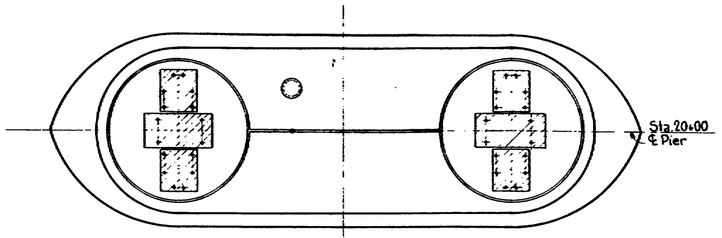
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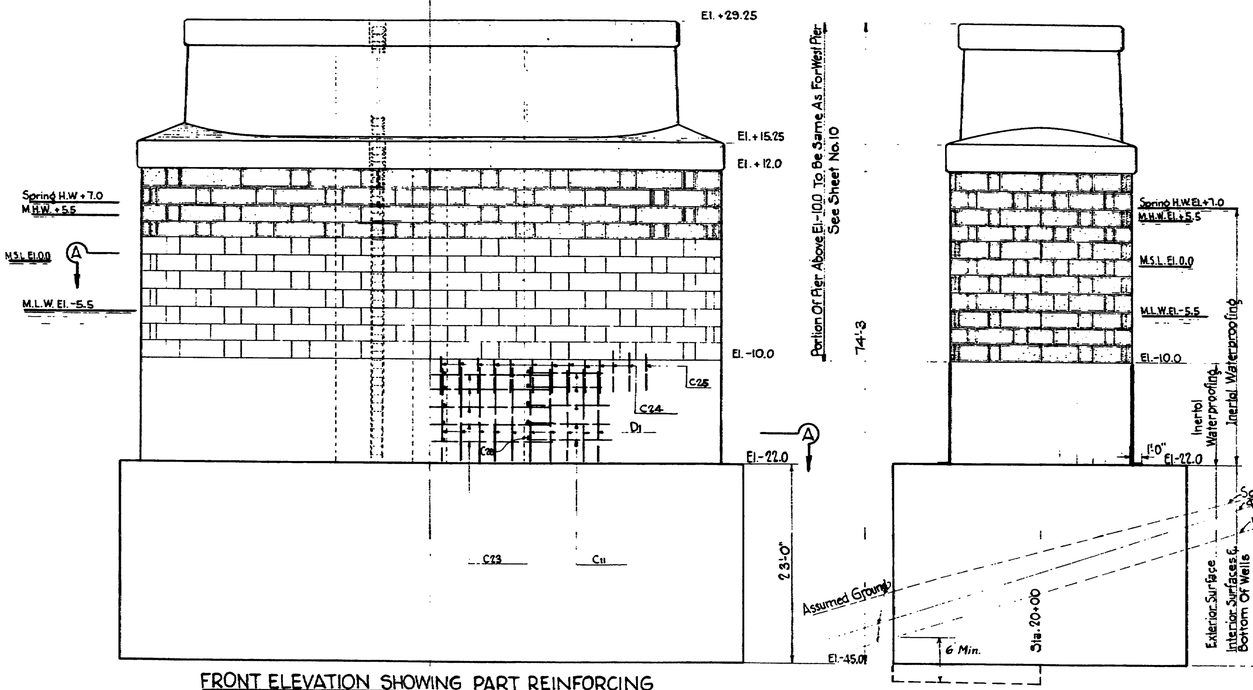
DRAWING NUMBER
RS 2922 - 8
July 8, 1936

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0 1 2 3 4 5 INCHES

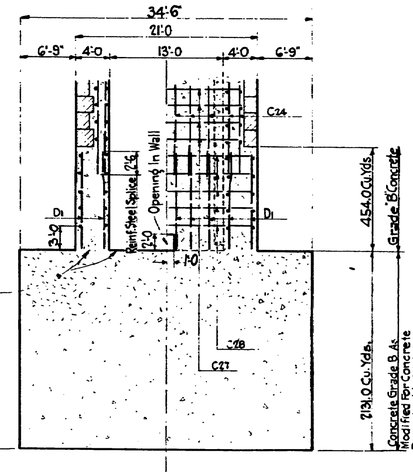


TOP PLAN

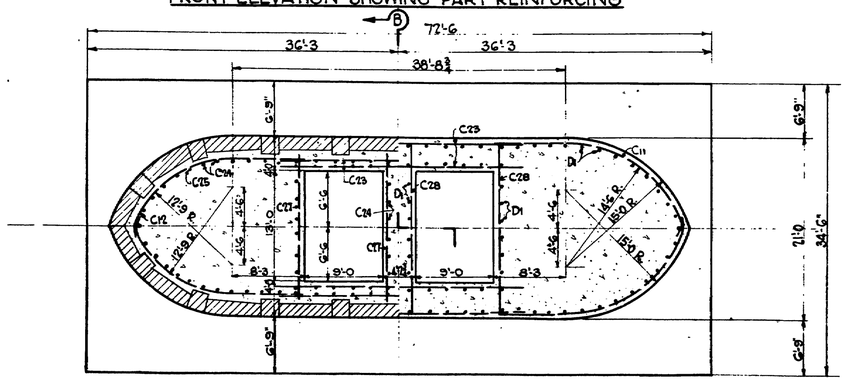


FRONT ELEVATION SHOWING PART REINFORCING

END ELEVATION



PART SECTION "B-B"



SECTION "A-A"

ESTIMATED QUANTITIES

Concrete Deposited In Water:	2131.0 Cu.Yds.
Concrete Deposited In Dry:	1656.0 Cu.Yds.
Granite Facing:	197.0 Cu.Yds.
Reinforcing Steel:	79830 Pounds
Earth Excavation:	1156.0 Cu.Yds.
Waterproofing:	4180.0 Sq.Ft.
Manholes:	2
One Ladder:	12 Lin.Ft.
One Ladder:	36 Lin.Ft.
3" ϕ C.I. Pipe Drain:	30 Lin.Ft.

Anchor Bolts: 32. To Be Furnished By Superstructure Contractor & Placed By Substructure Contractor.

REINFORCING SCHEDULE FOR
EAST AND WEST PIERS

NO. OF RODS EAST PIER	NO. OF RODS WEST PIER	NO. OF RODS TOTAL	MARK	SIZE	DETAILS	UNIT LENGTH	LOCATION
40	40	80	C1	¾	Straight	28'-0	Upper Shaft & Upper Cap
44	44	88	C2	"	"	18'-0	Upper Cap
4	4	8	C3	"	"	16'-6"	"
4	4	8	C4	"	"	14'-0	"
4	4	8	C5	"	"	9'-6	"
28	28	56	C6	"	7'-10 8'-3	22'-6	Upper Cap And Upper Shaft
16	16	32	C7	"	Straight	14'-0	Upper Cap
16	16	32	C8	"	"	16'-6	"
102	102	204	C9	"	"	13'-6	Vertical Upper Shaft
14	14	28	C10	"	"	5'-0	Lower Cap To Upper Shaft
28	8	36	C11	"	4'-6 8'-3 16-6-8 2-3 12'-1'8	28'-3	Top & Bottom Of Lower Shaft
44	44	88	C12	"	4'-6 8'-3 12'-9 2 11'-8	26'-0	Top Of Lower Shaft
40	40	80	C13	"	Straight	21'-0	Transverse Lower Cap
8	8	16	C14	"	"	20'-0	"
8	8	16	C15	"	"	17'-0	"
4	4	8	C16	"	"	14'-0	"
4	4	8	C17	"	"	10'-0	"
24	24	48	C18	"	"	28'-0	Longitudinal Lower Cap.
8	8	16	C19	"	"	15'-0	"
8	8	16	C20	"	"	18'-0	"
16	16	32	C21	"	"	19'-6	"
8	8	16	C22	"	"	22'-0	"
64	44	108	C23	1"	"	29'-0	Horizontal Lower Shaft
96		96	C24	¾"	"	30'-9	Vertical Lower Shaft
22		22	C25	"	"	28'-0	Vertical Top Of Lower Shaft
	84	84	C26	"	"	27'-3	Vertical Top Of Lower Shaft
58	54	112	C27	"	"	17'-6	Transverse Top Of Lower Shaft
20		20	C28	"	"	20'-0	Transverse Bottom Of Lower Shaft
122		122	D1	"	"	11'-6	Vertical Bottom Of Lower Shaft
	34	34	C29	"		25'-0	Vertical In Wall

Note:- For Details Not Shown On This Sheet, See Sheet 10

APPROVED Horton D. Robinson
D B Steinman
CONSULTING ENGINEERS

Revised February 5 1931
Revised August 19, 1930

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

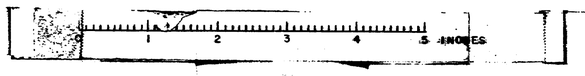
EAST MAIN PIER NO. 7

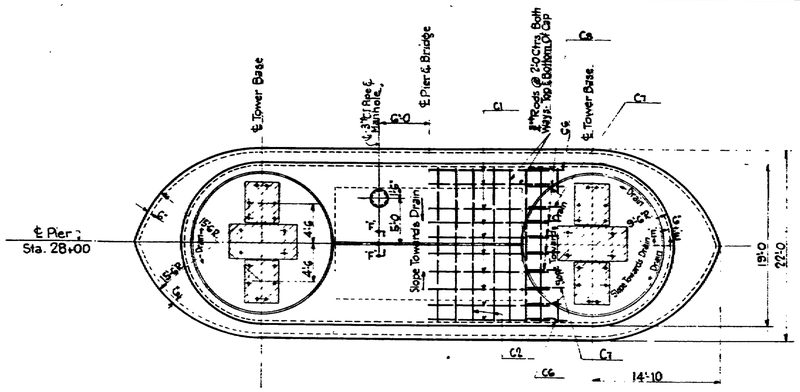
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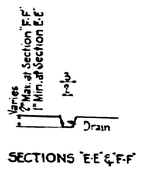
ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

DRAWING NUMBER
RS 2922-9
July 8, 1930

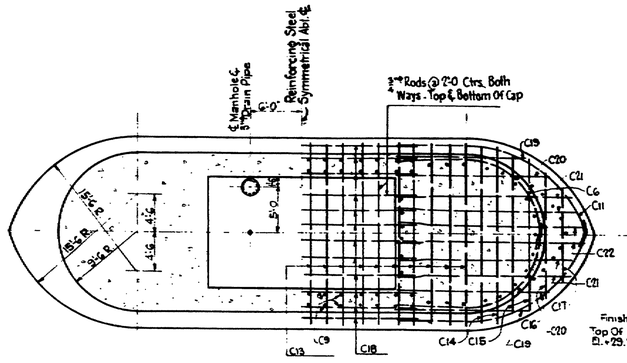
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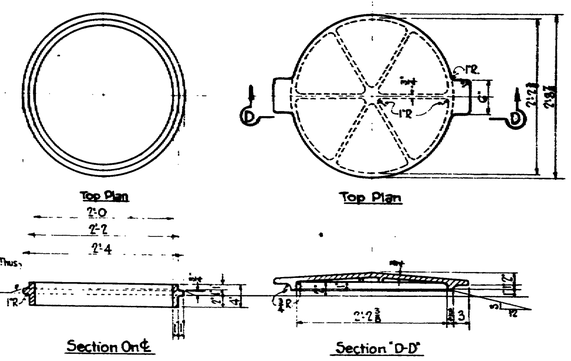






SECTIONS "E-E" & "F-F"



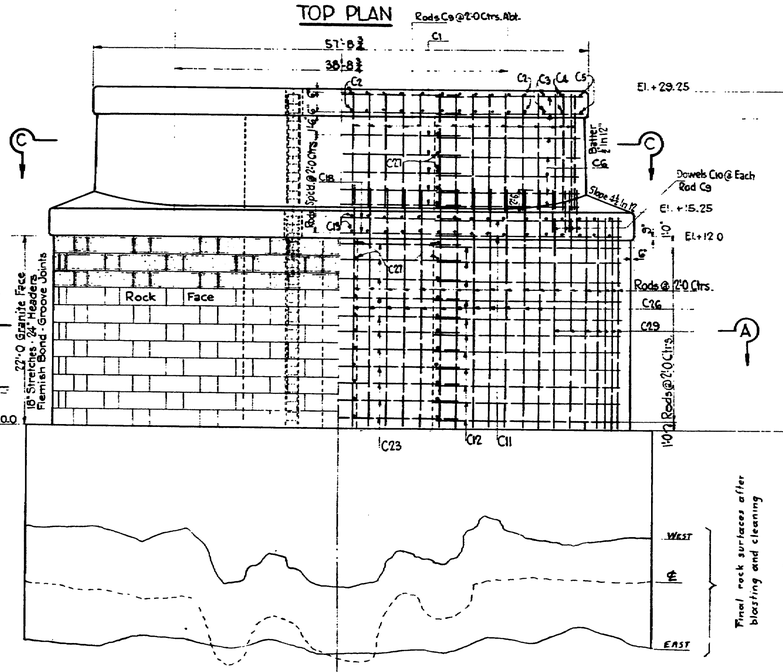


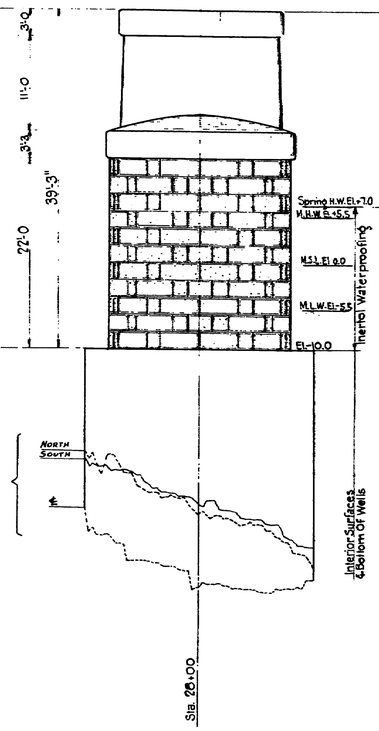
MANHOLE BASE-C.I. Or Approved Equal
2 Required

MANHOLE COVER- C.I. Or Approved Equal
2 Required

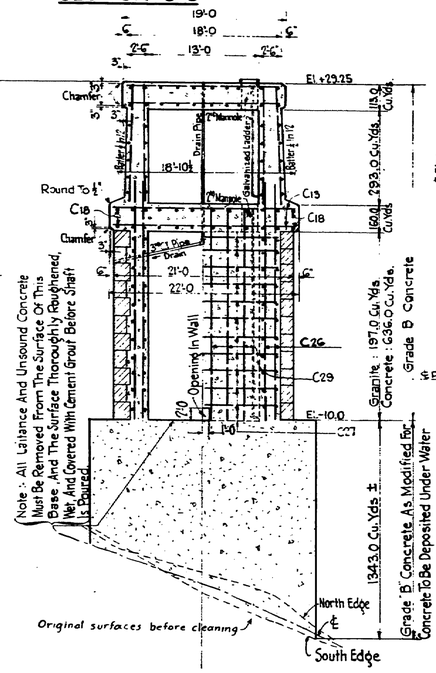
Scale 1"=1'-0

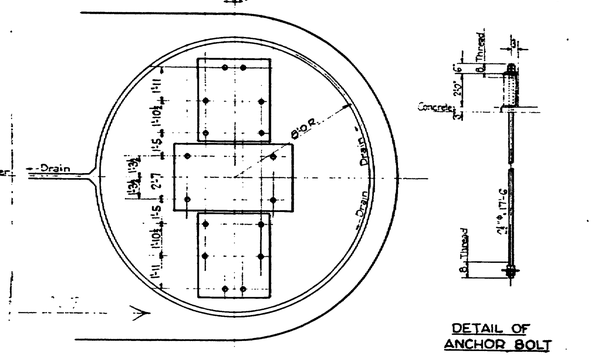
TOP PLAN





SECTION "C-C"



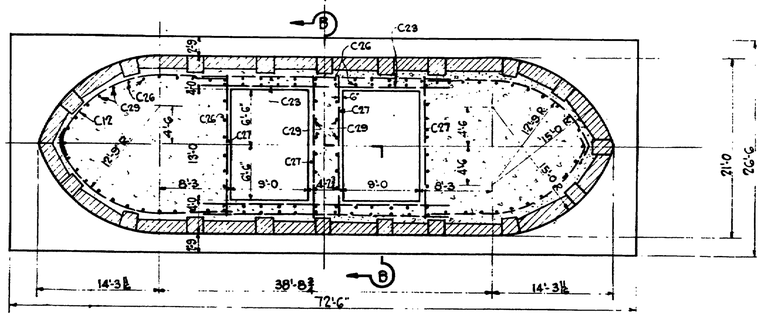


DETAIL OF ANCHOR BOLT

ENLARGED PART VIEW OF CAP SHOWING LOCATION OF ANCHOR BOLTS

Scale 1½"=1'-0

HALF FRONT ELEVATION-GRANITE FACING HALF FRONT ELEVATION-REINFORCING



SECTION "A-A"

END ELEVATION

SECTION "B-B"

Entire Base To Be In Solid Rock At Least 2'-6". If Necessary Carry Deeper Than Shown Here. Location & Dimensions Of Steps May Be Varied If Necessary.

Note:
For Schedule Of Reinforcing Steel See Sheet 9

ESTIMATED QUANTITIES

Concrete Deposited In Water :	1343.0 Cu.Yds.
Concrete Deposited In Dry :	1202.0 Cu.Yds.
Granite Facing :	197.0 Cu.Yds.
Reinforcing Steel :	23550 Pounds
Earth Excavation : 67.0 Cu.Yds.	Rock Excavation : 188.0 Cu.Yds.
Waterproofing :	1740.0 Sq.Ft.
Manholes :	2
One Ladder :	12 Lin.Ft.
One Ladder :	24 Lin.Ft.
3" C.I. Pipe Drain :	30 Lin.Ft.

Anchor Bolts:- 32. To Be Furnished By Superstructure Contractor & Placed By Substructure Contractor.

APPROVED Horton D. Robinson
O.B. Steinman
CONSULTING ENGINEERS

Revised Feb. 5, 1931
Revised August 19, 1930

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

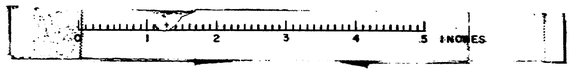
WEST MAIN PIER NO. 8

SCALES 1"=1'-0 & 1'-0

ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

DRAWING NUMBER
RS 2922 - 10
July 6, 1930

108-118



CONCRETE TO THE LEFT AND BELOW LINE W-Y-X TO BE PLACED BEFORE CABLES ARE ERECTED.

CONCRETE TO THE RIGHT AND ABOVE LINE W-Y-X TO BE PLACED AFTER CABLES ARE ERECTED.

PORTION OF SPLAY CASTING INSIDE ANCHORAGE TO BE COATED WITH ASPHALT. CAULK JOINT WITH OAKUM.

SPACE AROUND STRAND CONNECTION AND STRANDS TO BE FILLED WITH ASPHALT. 2" MINIMUM COVER OVER STEEL.

SECTION A-A 39-1⅛ STRANDS

ELEVATION OF WEST ANCHOR CHAIN
SCALE ¼" = 1'-0"

SECTION J-J

SECTION F-F

SECTION L-L

TOP VIEW-BLOCKS B & C

TOP VIEW-BLOCK A

END VIEW-BLOCK C

END VIEW-BLOCK B

END VIEW-BLOCK A

END VIEW-BLOCK A

BEARING BLOCKS - CAST STEEL ANNEALED
SCALE 3" = 1'-0"

CONCRETE TO THE LEFT AND ABOVE LINE W-Y-X TO BE PLACED AFTER ERECTING CABLE.

CONCRETE BELOW LINE X-Y-Z TO BE PLACED BEFORE ERECTING EYE BARS.

EYE BARS TO BE SUPPORTED AT THESE POINTS UNTIL CONCRETE IS PLACED TO ELEV. 71.0

CONCRETE TO THE RIGHT AND ABOVE LINE W-Y-Z TO BE PLACED BEFORE ERECTING CABLE.

ELEVATION OF EAST ANCHOR CHAIN
SCALE ¼" = 1'-0"

SECTION B-B

STRAND SOCKET - CAST STEEL-ANNEALED
SCALE 3" = 1'-0"

SECTION D-D

SECTION E-E

TYPICAL PIN

TYPICAL GIRDER
ALTER TO PROVIDE FOR ERECTION SUPPORTS AS SHOWN ON ELEVATIONS.

STRAND CONNECTION

ANCHOR CHAIN DETAILS
SCALE ½" = 1'-0"

ALL ANCHORAGE STEEL TO BE FURNISHED BY SUPERSTRUCTURE CONTRACTOR.

EYE BARS, GIRDERS AND SUPPORTING STEEL TO BE ERECTED BY SUBSTRUCTURE CONTRACTOR.

THE SUPERSTRUCTURE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY INFRINGEMENT OF PATENTS IN THE INDICATED DESIGN OF THE CONNECTION OF THE STRANDS TO THE ANCHORAGE STEEL. OTHER DESIGNS AND DETAILS FOR THIS CONNECTION MAY BE SUBSTITUTED BY THE SUPERSTRUCTURE CONTRACTOR, SUBJECT TO THE APPROVAL OF THE ENGINEERS.

ALL ANCHORAGE STEEL TO HAVE TWO SHOP COATS RED LEAD PAINT.

ALL ASPHALT USED FOR PAINTING EYE BARS AND ENCASING STRANDS SHALL CONFORM TO THE A.S.T.M. SPECIFICATIONS. SERIAL DESIGNATION D144-25.

RIVETS 7/8"

APPROVED Horton D. Robinson
D. B. Steinman
CONSULTING ENGINEERS

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

ANCHORAGE STEEL

SCALE As NOTED

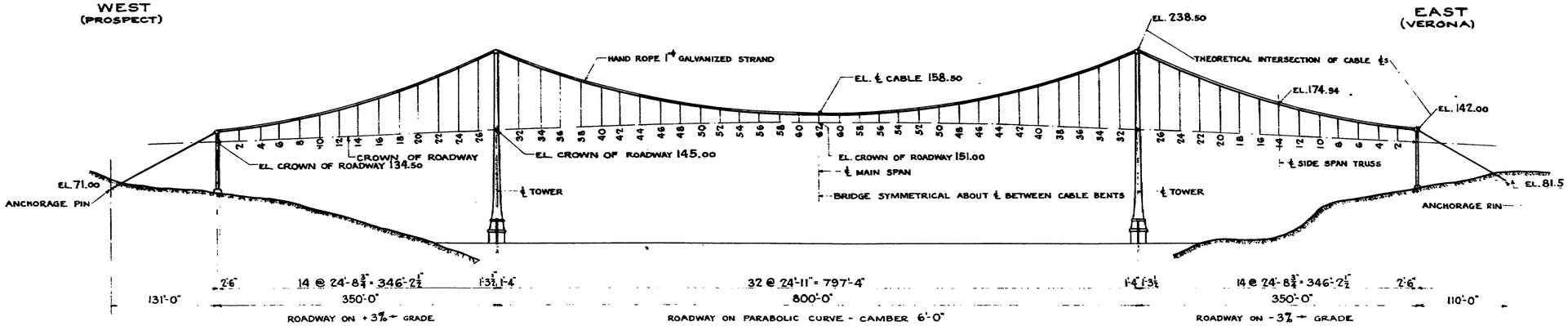
ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

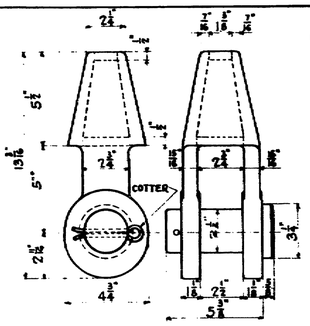
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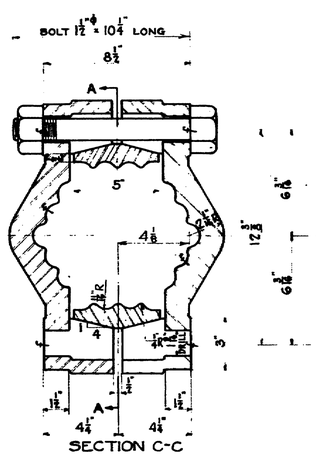
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REVISED SEPT. 16, 1930
REVISED AUG. 5, 1930

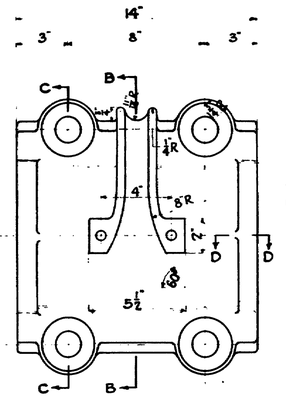
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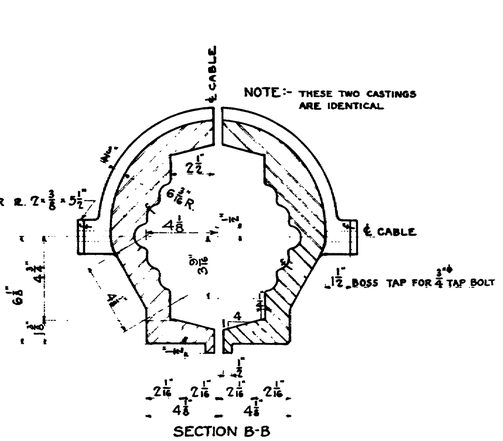
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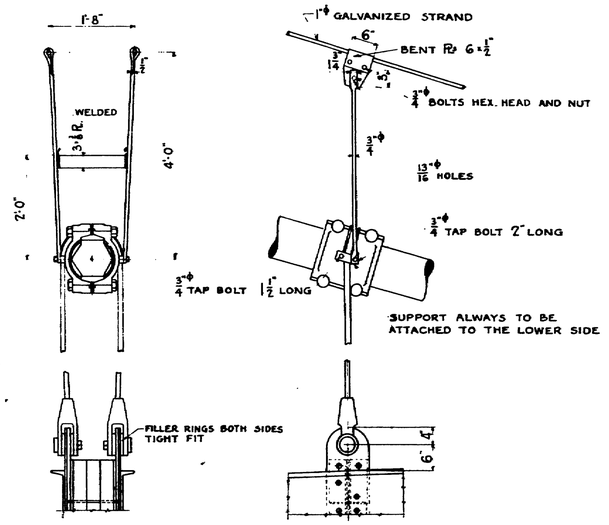


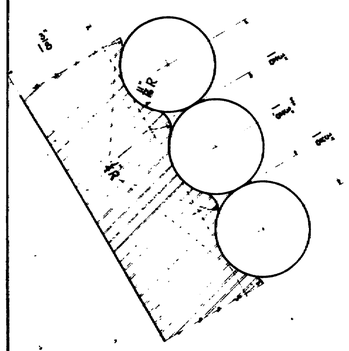


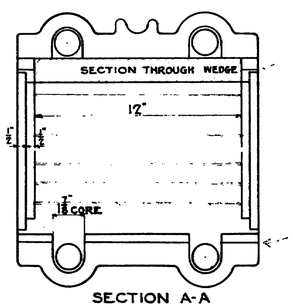


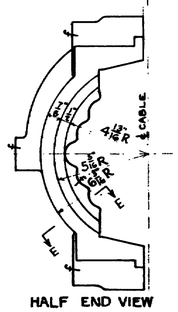


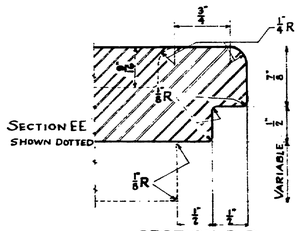












CABLE BANDS FOR ROPE STRANDS
SCALE 3" = 1'-0"

FULL SIZE DETAIL OF WRAPPING WIRE AND CABLE FILLER GROOVES

REQUIRED:-
114 CABLE BANDS COMPLETE, EACH CONSISTING OF,
2- IDENTICAL CASTINGS (STEEL ANNEALED)
2- WEDGES (ZINC)
4- BOLTS (HIGH TENSION STEEL)
4- HEX. NUTS
2- KEEPER PLATES.
2- ¾"ϕ TAP BOLTS 1½" LONG HEX. HEAD.
2- ¾"ϕ TAP BOLTS 2" LONG HEX. HEAD.

NOTE:- INSIDE OF CABLE BANDS TO BE GROUND SMOOTH AND FREE FROM ALL BURRS AND IRREGULARITIES OF BEARING SURFACE. ALL OPENINGS AND JOINTS TO BE CAULKED WITH LEAD WOOL AFTER CABLE IS WRAPPED

NOTES

THE ELEVATIONS OF CABLE AND ROADWAY GIVEN ABOVE ARE FOR A CONDITION OF FULL DEAD LOAD AND A NORMAL TEMPERATURE OF 50°F. FULL DEAD LOAD, INCLUSIVE OF CABLES, SUSPENDERS, ETC. IS 3830 POUNDS PER LINEAR FOOT OF BRIDGE IN THE SUSPENDED SPANS

CABLES:-

TWO CABLES, EACH COMPOSED OF 37 STRANDS OF 1⅛" DIAMETER. THE ULTIMATE STRENGH OF EACH STRAND SHALL NOT BE LESS THAN 216,000 POUNDS. THE MODULUS OF ELASTICITY OF THE STRANDS SHALL NOT BE LESS THAN 24,000,000 POUNDS PER SQ. IN. AFTER PRESTRESSING.

THE BACKSTAYS, EXTENDING FROM THE CABLE BENT SADDLES TO THE ANCHORAGES, SHALL HAVE TWO EXTRA STRANDS, KNOWN AS HOLDBACK STRANDS.

THE CABLES SHALL BE BROUGHT TO CIRCULAR FORM BY STRIPS OF REDWOOD AND WRAPPED WITH No. 9 GALVANIZED WIRE.

SUSPENDERS:-

114 SUSPENDER ROPES OF 1" DIAMETER, ONE ROPE LOOPED OVER EACH CABLE BAND. MINIMUM STRENGTH OF ROPE 124,000# MINIMUM MODULUS OF ELASTICITY 14,000,000 POUNDS AFTER PRESTRESSING.

APPROVED Horton B. Robinson
D B Steinman
CONSULTING ENGINEERS

REVISED 9-27-30

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT MAINE

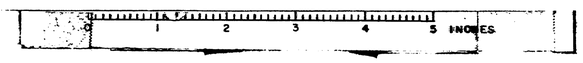
CABLE DETAILS

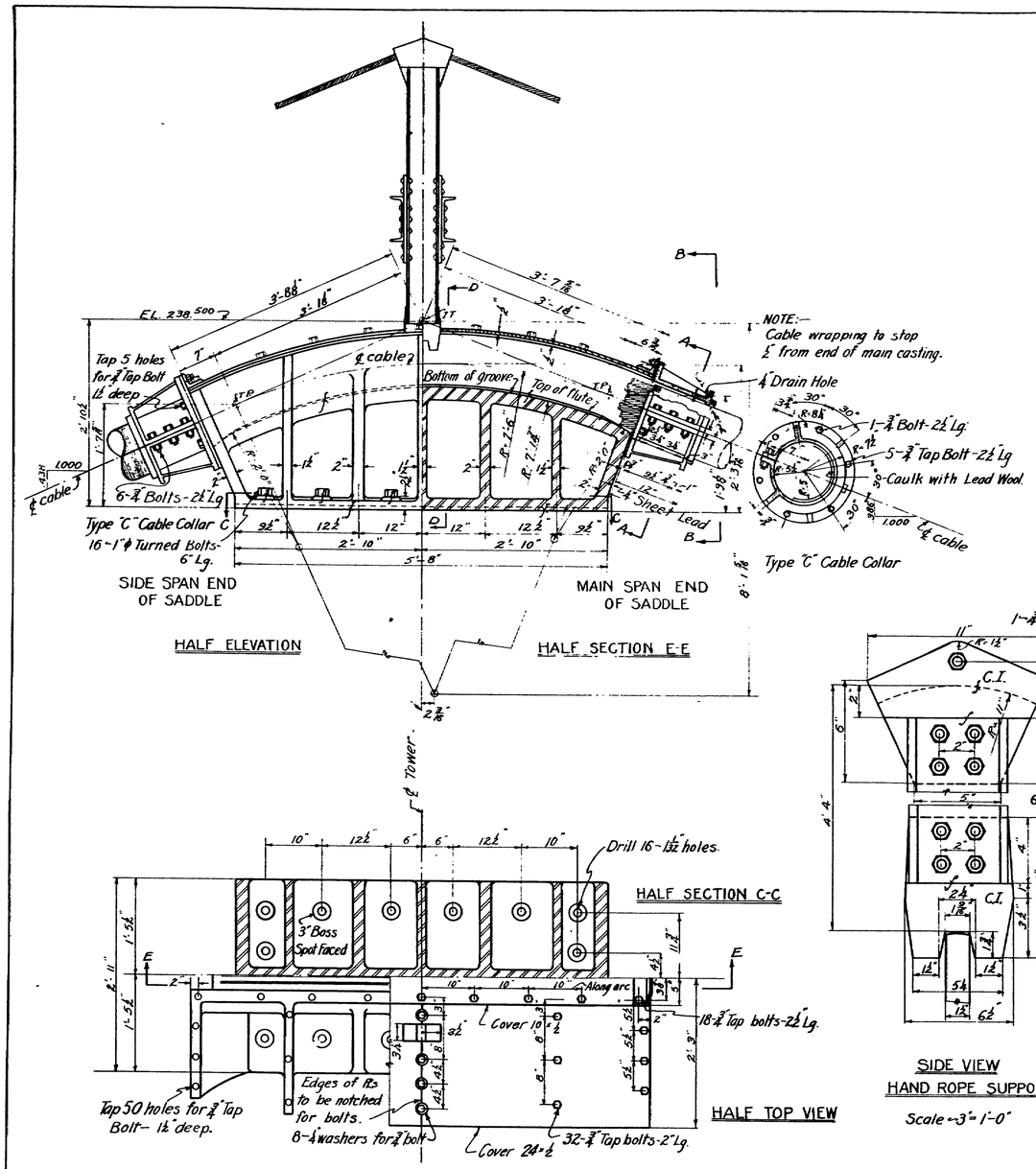
SCALE AS NOTED

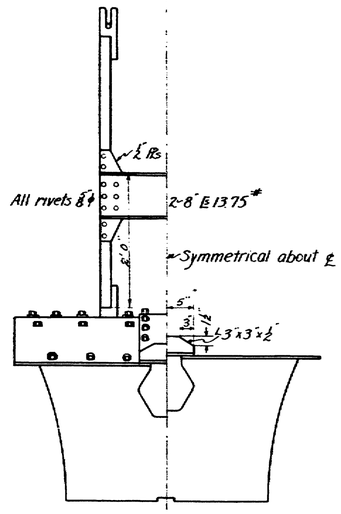
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NEW YORK — BUCKSPORT

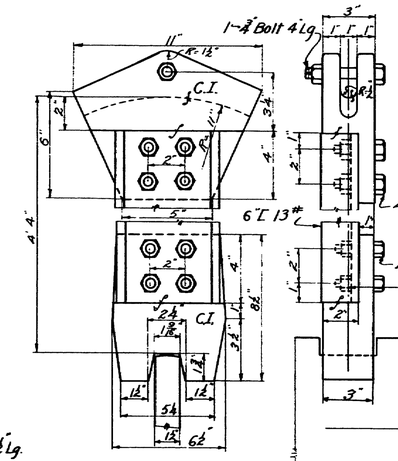
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RS 2922-12
AUGUST 5, 1930

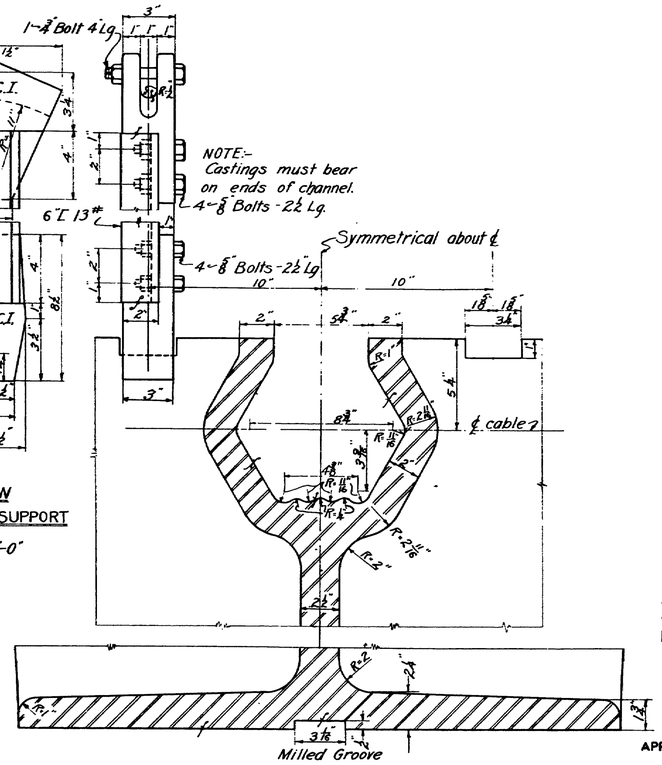
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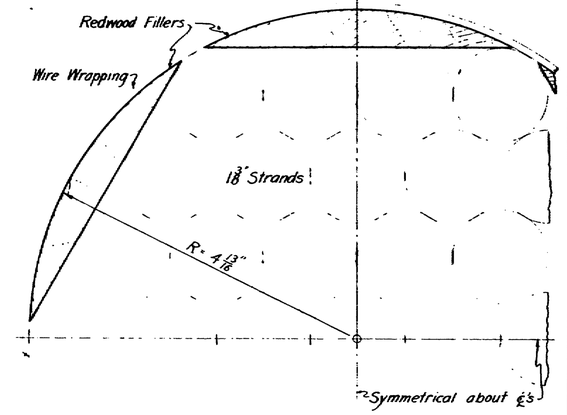


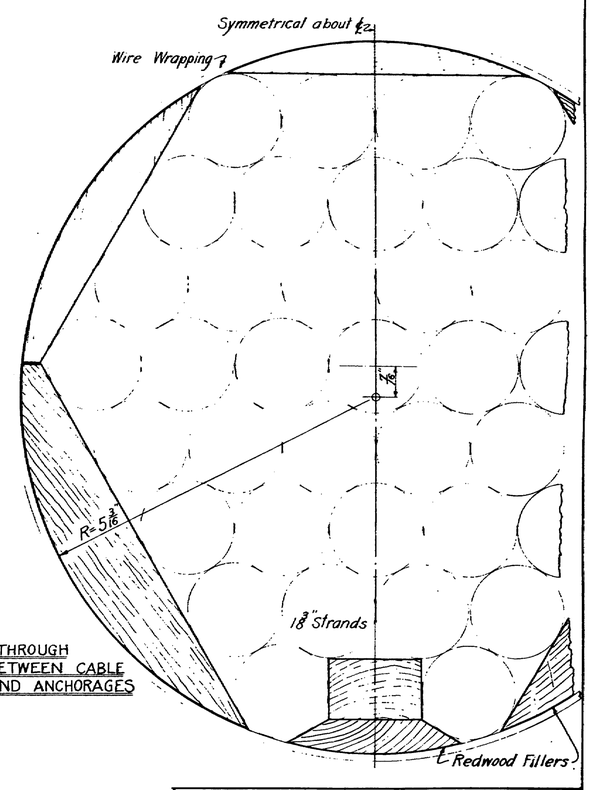


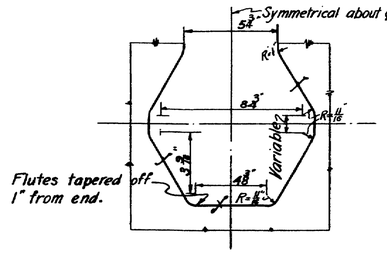












NOTE:-

Inside of casting to be ground smooth and free from all burrs and irregularities of bearing surfaces.

Bolt holes in base to be drilled with saddle assembled to cap plate of tower.

Cable Collars to be placed after the full dead load is on the bridge and the cable is wrapped. The drilled and tapped holes for attaching are to be located under these conditions.

REQUIRED

Four Main Tower Saddles (cast steel annealed) complete with bolts, hand rope supports and covers.

Eight Type "C" Cable Collars (good quality gray cast iron) complete with bolts.

APPROVED Horton D. Robinson

D B Steinman
CONSULTING ENGINEERS

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

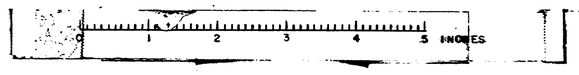
MAIN TOWER SADDLE REDWOOD FILLERS

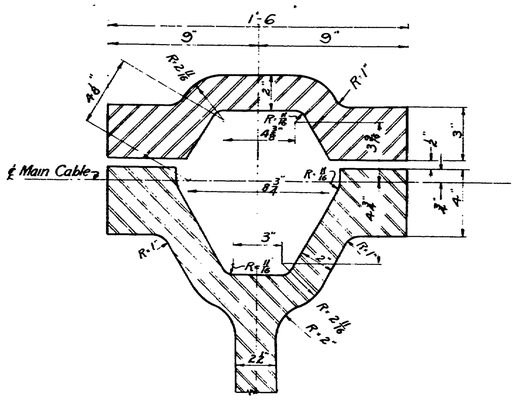
SCALE 1"=1'-0" UNLESS NOTED

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NEW YORK — BUCKSPORT

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RS 2922-13
AUGUST 5, 1930

168-126

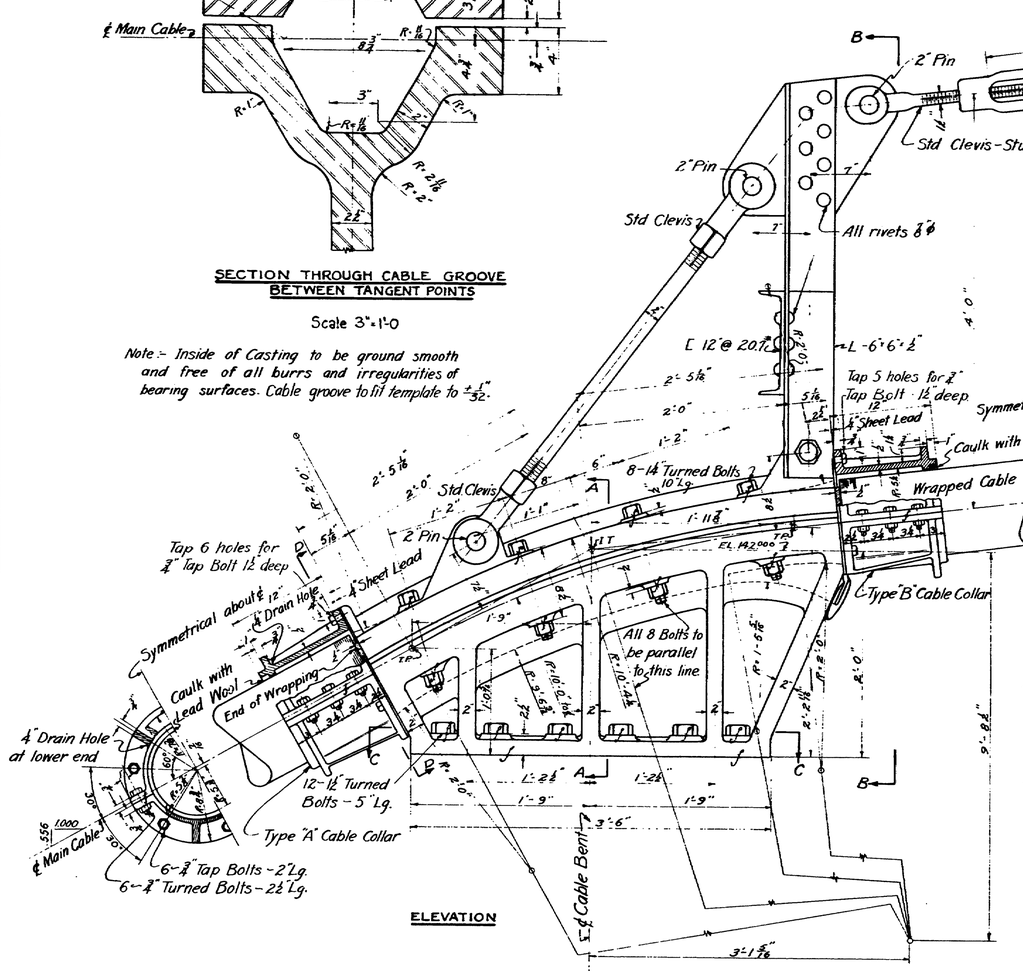




SECTION THROUGH CABLE GROOVE BETWEEN TANGENT POINTS

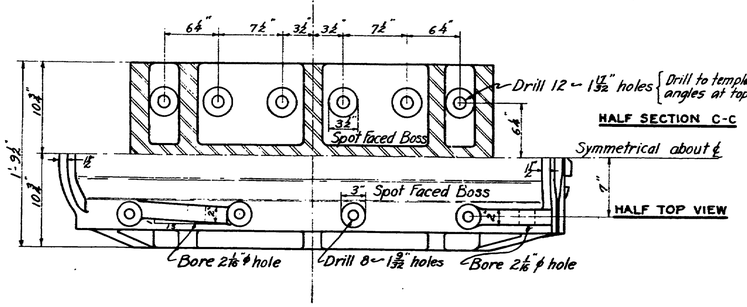
Scale 3"=1'-0

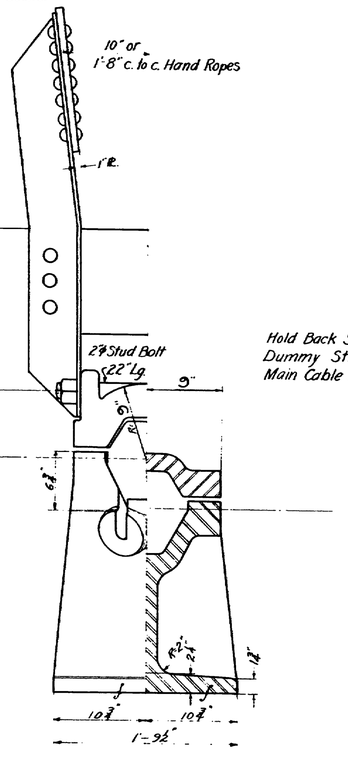
Note :- Inside of Casting to be ground smooth and free of all burrs and irregularities of bearing surfaces. Cable groove to fit template to ±1/32".

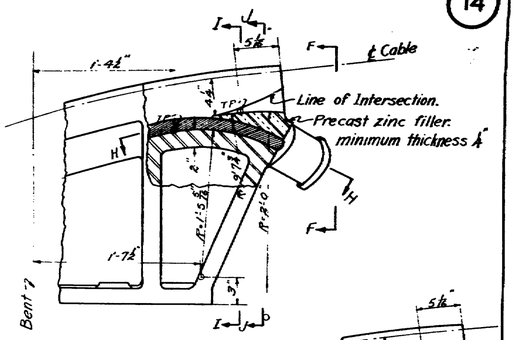


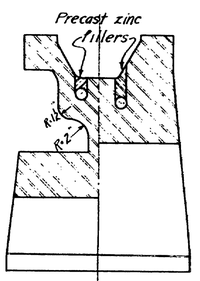
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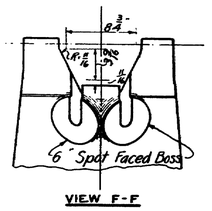
NOTE : Cable Collars to be placed after the full dead load is on the bridge and the cable is wrapped. The tapped holes in the saddles are to be located under these conditions.

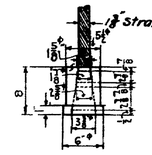






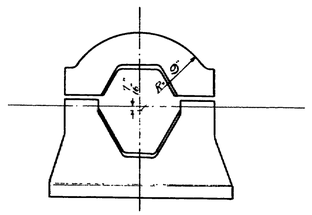






HOLDBACK STRAND SOCKET

Use "Zinc" only for attaching Socket material-Cast steel annealed.



REQUIRED

Four Cable Bent Castings (Cast steel annealed) complete with bolts, hand rope supports and cast zinc fillers.

Four Type "A" Cable Collars (good quality gray cast iron) complete with bolts.

Four Type "B" Cable Collars (good quality gray cast iron) complete with bolts.

NOTE:-

All openings to be caulked with lead wool after assembly is completed.

APPROVED

Horton D. Robinson

A.B. Steinman

CONSULTING ENGINEERS

WALDO-HANCOCK BRIDGE

OVER

PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

CABLE BENT SADDLE DETAILS

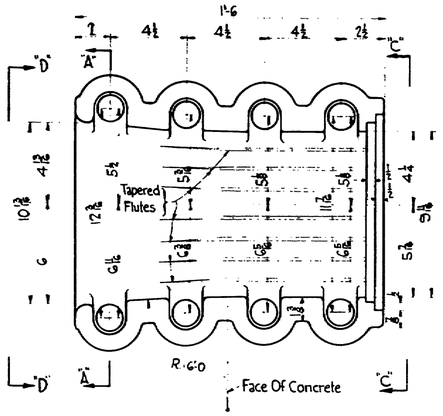
SCALE 1 1/2"=1'-0" Unless Noted

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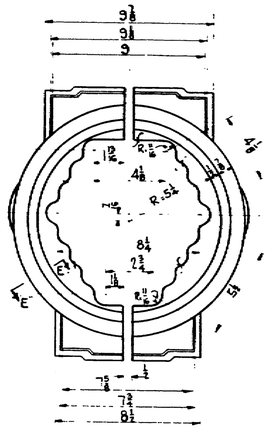
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RS2922-14
AUGUST 5, 1930

108-122

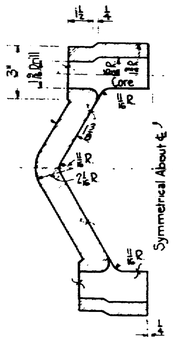
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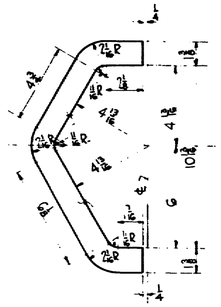
SECTION "B-B"



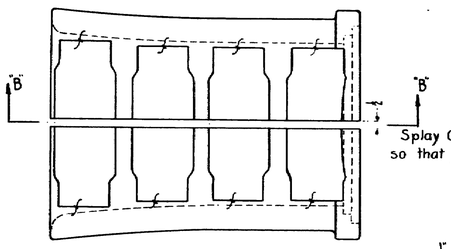
VIEW "C-C"



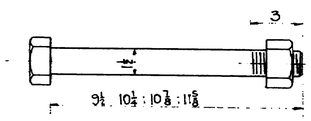
HALF SECTION "A-A"

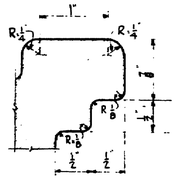


HALF VIEW "D-D"

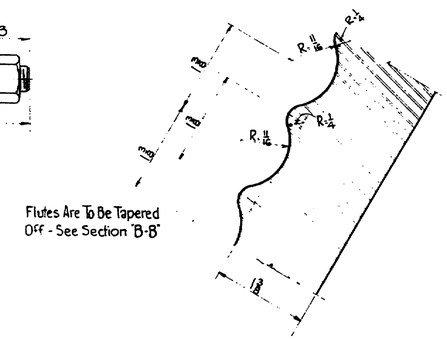


TOP VIEW

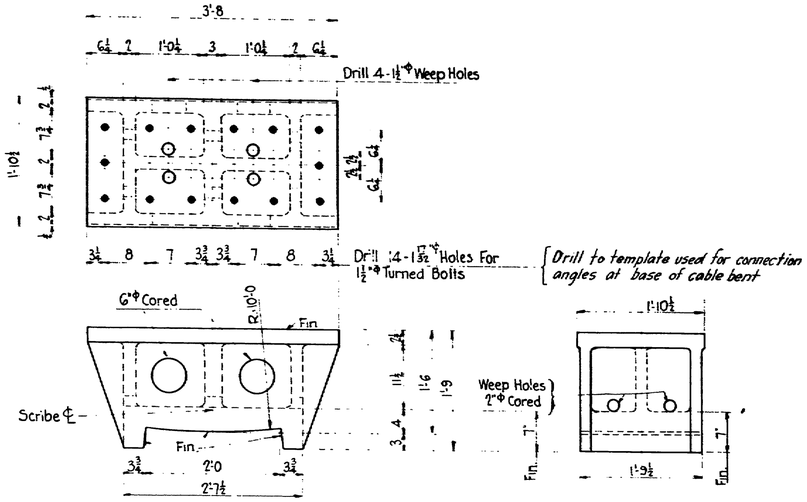


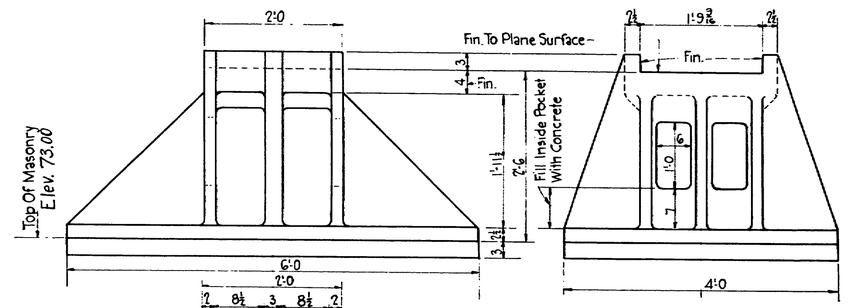


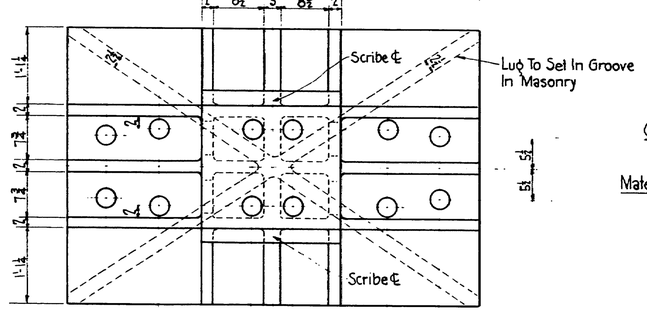
SECTION "E-E"
Scale :- Full Size



DETAIL OF FLUTES AT FULL SECTION
Scale :- Full Size







CABLE BENT BASES
4 Sets Required
Material - Cast Steel Annealed
Scale 1" = 1'-0

4-3 Cored Holes For 2½ Anchor Bolts
8-3 Cored Holes For Grout

Note :- Inside Of Casting To Be Ground Smooth And Free From All Burrs And Irregularities Of Bearing Surface.
All Joints ℄ Openings To Be Caulked With Lead Wool After Assembly Is Completed.
A "Dummy" Strand 8' Lg. To Be Used In Straight Part Of Splay Casting Between Holdback Strands.

SPLAY CASTINGS
4 Required Complete
Material :- Cast Steel Annealed Scale : 3" = 1'-0"

Each Consisting Of
- 2 Castings (As Detailed Above)
- 3 - 1½ Heat Treated Bolts - 9½" Long
- 1 - 1½ " " " - 10½ Long
- 3 - 1½ " " " - 10⅞
- 1 - 1½ " " " - 11⅝
- 8 - 1½ Hexagonal Nuts

APPROVED Horton B. Robinson
A.B. Steinman
CONSULTING ENGINEERS

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

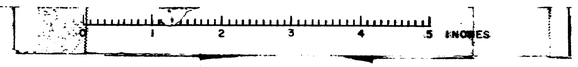
CABLE BENT ROCKER AND SPLAY CASTING

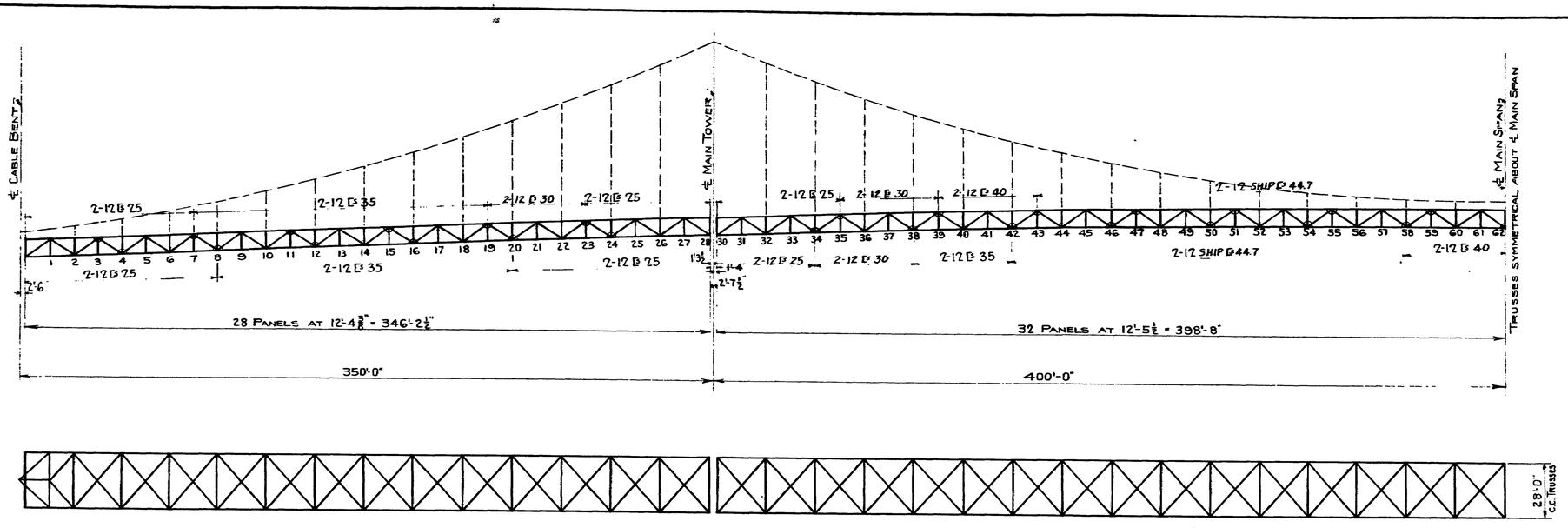
SCALE AS NOTED

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RS 2922 15
AUGUST 5, 1930

108-123





SIDE SPAN

UPPER CHORD

MEMBER	STRESSES L+T	STRESSES W	STRESSES L+T+W	SECTION	AREA GROSS	AREA NET
$L_0U_1 - U_2L_{28}$	+78 / -79	±12	+90 / -91	2 ℒ 6×4×$\frac{7}{16}$	8.36	7.48
$U_1U_3 - U_{27}U_{27}$	+91 / -92	±35	+126 / -127	2-12 B 25	14.64	12.64
$U_3U_5 - U_{25}U_{27}$	+173 / -181	±51	+224 / -232	"	"	"
$U_5U_7 - U_{23}U_{25}$	+240 / -250	±66	+306 / -316	U_5U_7 2-12 B 25 U_9U_{23} 2-12 B 30	"	"
$U_7U_9 - U_{21}U_{23}$	+297 / -303	±77	+374 / -380	$U_{11}U_{21}$ 2-12 B 30 U_7U_9 2-12 B 35	17.58 20.52	15.36 18.02
$U_9U_{11} - U_{19}U_{21}$	+332 / -340	±83	+415 / -423	2-12 B 35	20.52	18.02
$U_{11}U_{13} - U_{17}U_{19}$	+353 / -361	±87	+440 / -448	"	"	"
$U_{13}U_{15}$	+363 / -368	±88	+451 / -456	"	"	"

LOWER CHORD

MEMBER	STRESSES L+T	STRESSES W	STRESSES L+T+W	SECTION	AREA GROSS	AREA NET
L_0L_2	+46 / -45	+12 / -24	+58 / -69	2-12 B 25	14.64	12.64
$L_{26}L_{28}$	+46 / -45	+ 0 / -24	+46 / -69	"	"	"
$L_2L_4 - L_{24}L_{26}$	+136 / -133	+24 / -43	+160 / -176	"	"	"
$L_4L_6 - L_{22}L_{24}$	+219 / -210	+43 / -59	+262 / -269	"	"	"
$L_6L_8 - L_{20}L_{22}$	+278 / -271	+59 / -71	+337 / -342	"	"	"
$L_8L_{10} - L_{18}L_{20}$	+323 / -316	+71 / -79	+394 / -395	2-12 B 35	20.52	18.02
$L_{10}L_{12} - L_{16}L_{18}$	+352 / -345	+79 / -85	+431 / -430	"	"	"
$L_{12}L_{14} - L_{14}L_{16}$	+367 / -360	+85 / -88	+452 / -448	"	"	"

DIAGONALS

MEMBER	STRESSES L+T +	STRESSES L+T −	STRESSES W ±	STRESSES L+T+W +	STRESSES L+T+W −	SECTION	AREA GROSS	AREA NET
$U_1L_2 - L_{26}U_{27}$	78	79	14	92	93	2 ℒ 5×3½×$\frac{5}{16}$	8.00	7.00
$L_2U_3 - U_{25}L_{26}$	67	70	13	80	83	2 ℒ 5×3½×$\frac{7}{16}$	7.06	6.18
$U_3L_4 - L_{24}U_{25}$	70	67	12	82	79	"	"	"
$L_4U_5 - U_{23}L_{24}$	56	59	11	67	70	2 ℒ 5×3×$\frac{3}{8}$	5.72	4.97
$U_5L_6 - L_{22}U_{23}$	59	56	10	69	66	"	"	"
$L_6U_7 - U_{21}L_{22}$	48	49	9	57	58	"	"	"
$U_7L_8 - L_{20}U_{21}$	49	48	7	56	55	"	"	"
$L_8U_9 - U_{19}L_{20}$	39	39	6	45	45	"	"	"
$U_9L_{10} - L_{18}U_{19}$	39	39	5	44	44	"	"	"
$L_{10}U_{11} - U_{17}L_{18}$	37	37	4	36	36	"	"	"
$U_{11}L_{12} - L_{16}U_{17}$	32	32	3	35	35	"	"	"
$L_{12}U_{13} - U_{15}L_{16}$	26	26	2	28	28	"	"	"
$U_{13}L_{14} - L_{14}U_{15}$	26	26	1	27	27	"	"	"

LATERALS

PANEL	STRESS	SECTION	AREA GROSS	AREA NET
0 - 2	±35	2 ℒ 5×3½×$\frac{3}{8}$	6.10	5.35
26 - 28	+65	"	"	"
2-4 24-26	+55	"	"	"
4-6 22-24	+47	1 L 5×3½×½	4.00	2.75
6-8 20-22	+39	"	"	"
8-10 18-20	+32	1 L 5×3½×⅜	3.05	2.09
10-12 16-18	+26	"	"	"
12-14 14-16	+20	"	"	"

MAIN SPAN

UPPER CHORD

MEMBER	STRESSES L+T	STRESSES W	STRESSES L+T+W	SECTION	AREA GROSS	AREA NET
$L_{28}U_{31}$	+ 64 / - 71	±22	+86 / -93	2 ℒ 6×4×$\frac{7}{16}$	8.36	7.48
$U_{31}U_{33}$	+ 70 / - 77	±61	+131 / -138	2-12 B 25	14.64	12.64
$U_{33}U_{35}$	+134 / -143	±100	+234 / -243	"	"	"
$U_{35}U_{37}$	+190 / -203	±134	+324 / -337	2-12 B 30	17.58	15.58
$U_{37}U_{39}$	+232 / -247	±166	+398 / -413	"	"	"
$U_{39}U_{41}$	+264 / -281	±194	+458 / -475	2-12 B 40	23.46	20.96
$U_{41}U_{43}$	+286 / -306	±222	+508 / -528	"	"	"
$U_{43}U_{45}$	+303 / -325	±245	+548 / -570	SHIP 2-12 B 44.7	26.10	23.60
$U_{45}U_{47}$	+308 / -332	±270	+578 / -602	"	"	"
$U_{47}U_{49}$	+304 / -333	±286	+590 / -619	"	"	"
$U_{49}U_{51}$	+294 / -325	±303	+597 / -628	"	"	"
$U_{51}U_{53}$	+275 / -309	±316	+591 / -625	"	"	"
$U_{53}U_{55}$	+251 / -291	±326	+577 / -617	"	"	"
$U_{55}U_{57}$	+228 / -266	±337	+565 / -603	"	"	"
$U_{57}U_{59}$	+203 / -243	±341	+544 / -584	"	"	"
$U_{59}U_{61}$	+186 / -228	±343	+529 / -571	"	"	"
$U_{61}U_{62}$	+181 / -223	±344	+525 / -567	"	"	"

LOWER CHORD

MEMBER	STRESSES L+T	STRESSES W	STRESSES L+T+W	SECTION	AREA GROSS	AREA NET
$L_{30}L_{32}$	+39 / -35	+ 0 / -41	+39 / -76	2-12 B 25	14.64	12.64
$L_{32}L_{34}$	+110 / -100	+41 / -80	+151 / -180	"	"	"
$L_{34}L_{36}$	+178 / -164	+80 / -117	+258 / -281	2-12 B 30	17.58	15.58
$L_{36}L_{38}$	+228 / -211	+117 / -150	+345 / -361	"	"	"
$L_{38}L_{40}$	+267 / -249	+150 / -180	+417 / -429	2-12 B 35	20.52	18.02
$L_{40}L_{42}$	+296 / -276	+180 / -208	+476 / -484	"	"	"
$L_{42}L_{44}$	+317 / -295	+208 / -233	+525 / -528	SHIP 2-12 B 44.7	26.10	23.60
$L_{44}L_{46}$	+329 / -306	+233 / -258	+562 / -564	"	"	"
$L_{46}L_{48}$	+332 / -307	+258 / -278	+590 / -585	"	"	"
$L_{48}L_{50}$	+327 / -298	+278 / -296	+605 / -594	"	"	"
$L_{50}L_{52}$	+319 / -287	+296 / -310	+615 / -597	"	"	"
$L_{52}L_{54}$	+302 / -264	+310 / -322	+612 / -586	"	"	"
$L_{54}L_{56}$	+279 / -240	+322 / -332	+601 / -572	"	"	"
$L_{56}L_{58}$	+253 / -215	+332 / -337	+585 / -552	"	"	"
$L_{58}L_{60}$	+234 / -193	+337 / -341	+571 / -534	2-12 B 40	23.46	20.96
$L_{60}L_{62}$	+224 / -182	+341 / -343	+565 / -525	"	"	"

DIAGONALS

MEMBER	STRESSES L+T +	STRESSES L+T −	STRESSES W ±	STRESSES L+T+W +	STRESSES L+T+W −	SECTION	AREA GROSS	AREA NET
$U_{31}L_{32}$	71	64	26	97	90	2 ℒ 5×3½×$\frac{7}{16}$	7.06	6.18
$L_{32}U_{33}$	56	62	25	81	87	"	"	"
$U_{33}L_{34}$	62	56	24	86	80	"	"	"
$L_{34}U_{35}$	49	54	23	72	77	"	"	"
$U_{35}L_{36}$	54	49	22	76	71	2 ℒ 5×3×$\frac{3}{8}$	5.72	4.97
$L_{36}U_{37}$	43	47	22	65	69	"	"	"
$U_{37}L_{38}$	47	43	21	68	64	"	"	"
$L_{38}U_{39}$	39	43	20	59	63	"	"	"
$U_{39}L_{40}$	43	39	19	62	58	"	"	"
$L_{40}U_{41}$	36	40	18	54	58	"	"	"
$U_{41}L_{42}$	40	36	17	57	53	"	"	"
$L_{42}U_{43}$	34	38	17	51	55	"	"	"
$U_{43}L_{44}$	38	34	16	54	50	"	"	"
$L_{44}U_{45}$	34	37	15	49	52	"	"	"
$U_{45}L_{46}$	37	34	14	51	48	"	"	"
$L_{46}U_{47}$	38	39	13	51	52	"	"	"
$U_{47}L_{48}$	39	38	12	51	50	"	"	"
$L_{48}U_{49}$	42	43	12	54	55	"	"	"
$U_{49}L_{50}$	43	42	11	54	53	"	"	"
$L_{50}U_{51}$	44	45	10	54	55	"	"	"
$U_{51}L_{52}$	45	44	9	54	44	"	"	"
$L_{52}U_{53}$	47	48	8	55	56	"	"	"
$U_{53}L_{54}$	48	47	7	55	54	"	"	"
$L_{54}U_{55}$	49	50	7	56	57	"	"	"
$U_{55}L_{56}$	50	49	6	56	55	"	"	"
$L_{56}U_{57}$	51	52	5	56	57	"	"	"
$U_{57}L_{58}$	52	51	4	56	55	"	"	"
$L_{58}U_{59}$	51	51	3	54	54	"	"	"
$U_{59}L_{60}$	51	51	2	53	53	"	"	"
$L_{60}U_{61}$	52	52	2	54	54	"	"	"
$U_{61}L_{62}$	52	52	1	53	53	"	"	"

LATERALS

PANEL	STRESS	SECTION	AREA GROSS	AREA NET
30 - 32	+124	2 ℒ 6×4×$\frac{7}{16}$	8.36	7.48
32 - 34	+117	"	"	"
34 - 36	+109	2 ℒ 5×4×$\frac{3}{8}$	7.22	6.47
36 - 38	+102	"	"	"
38 - 40	+95	"	"	"
40 - 42	+88	2 ℒ 5×3½×$\frac{3}{8}$	6.10	5.35
42 - 44	+82	"	"	"
44 - 46	+75	"	"	"
46 - 48	+69	"	"	"
48 - 50	+63	"	"	"
50 - 52	+58	"	"	"
52 - 54	+53	"	"	"
54 - 56	+48	1 L 5×3½×½	4.00	2.75
56 - 58	+43	"	"	"
58 - 60	+38	1 L 5×3½×⅜	3.05	2.09
60 - 62	+34	"	"	"

Main Verticals at Suspender Connections 12 CB 50
Intermediate Verticals 2 ℒ 3×3×$\frac{3}{8}$

Chord Splices indicated thus

LOADING ON TRUSSES

Live Load 50*/ft of Roadway = 500*/p.l.f of Truss
Wind Load 360* p.l.f. of Bridge

Main Span:
- 100*/p.l.f taken by Cable
- 20*/p.l.f. taken by Floor
- 240*/p.l.f. taken by Trusses
- 360*/p.l.f. total

Side Spans:
- 40*/p l f. taken by Cable
- 20*/p l f. taken by Floor
- 300*/p.l.f. taken by Trusses
- 360*/p.l.f. total

Rivets ⅞"

APPROVED Horton D. Robinson
A. B. Steinman
CONSULTING ENGINEERS

Revised Feb. 5, 1931
Revised Oct. 15, 1930
Revised Sep. 30, 1930

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

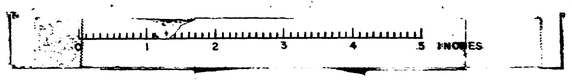
STIFFENING TRUSS
STRESS SHEET

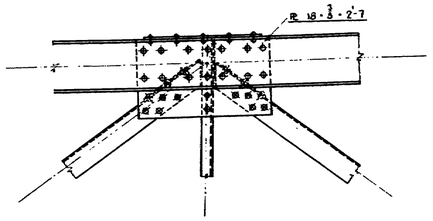
SCALE 1" = 30'

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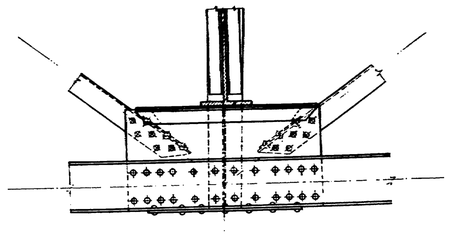
DRAWING NUMBER
RS 2922 — 16
AUGUST 5, 1930

108-124

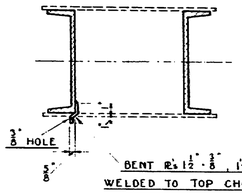




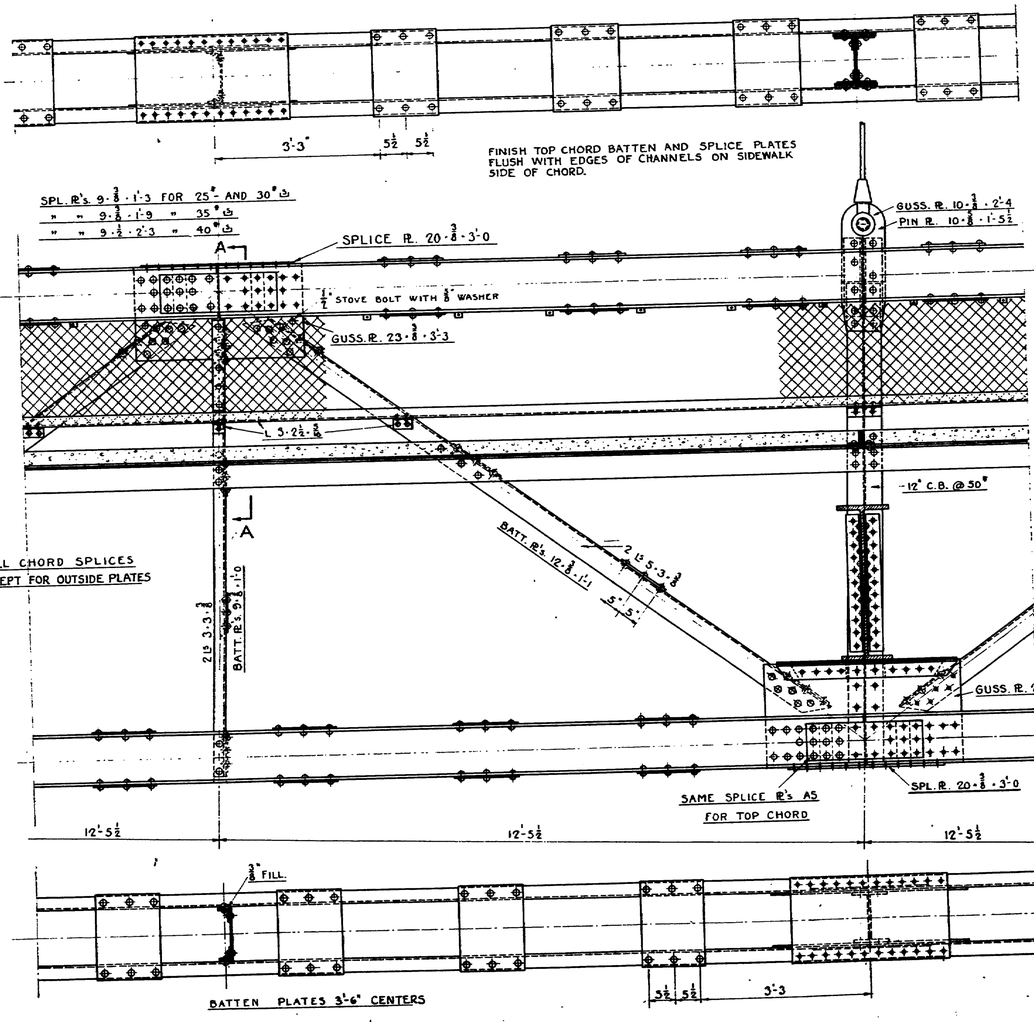
TYPICAL TOP CHORD DETAIL



TYPICAL BOTTOM CHORD DETAIL

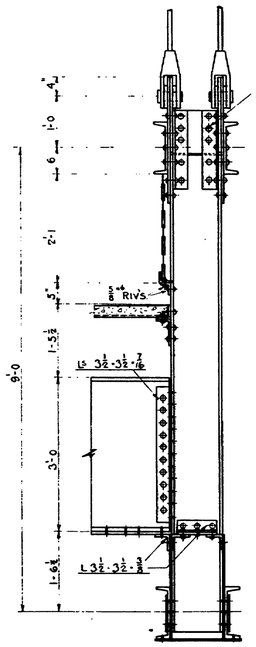


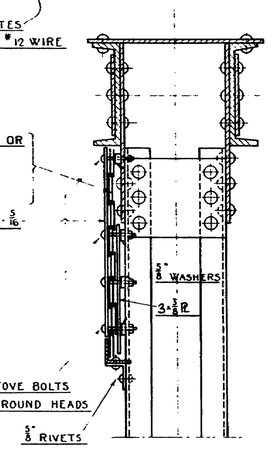
RAILING DETAIL



NOTE : ALL CHORD SPLICES SAME EXCEPT FOR OUTSIDE PLATES

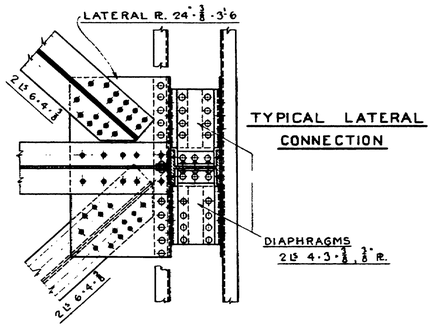
STIFFENING TRUSS DETAILS AT CHORD SPLICES





SECTION A-A

SCALE 1½" = 1'-0



TYPICAL LATERAL CONNECTION

Rivets ⅞" except as noted

APPROVED Holton D. Robinson
D.B. Steinman
CONSULTING ENGINEERS

Revised Feb 5, 1931

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

STIFFENING TRUSS DETAILS AND SPLICES

SCALE ¾" = 1'-0"

ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK – BUCKSPORT

DRAWING NUMBER
RS 2922 – 17
AUGUST 5, 1930

108-12

0 1 2 3 4 5 INCHES

El. 158.5 at ℄ span

3'-9½" at ℄ of span

12"C.B. @ 50#

9'-0"

3'-6"

4'-0"

20'-0" Clear Roadway

4'-0"

End of Expansion Joint Filler

A

A8

L 6"x3½"x⅜" / L 3½"x3½"x⅜" A

½"ϕ rods - 6½" ctrs. A5

2 PL ⅜"x3½"x3½"

2 PL ⅜"x3½"x7/16"

2 PL ⅜"x3½"x7/16"

L 3½"x3½"x⅜"

24"C.B. @ 70#

36"C.B. @ 147#

A1 A2 A3 A4 A6 A7

6½" at all stgs.

El 151.00 at ℄ span

9"

3'-0"

5'-10½" Floor Depth

1'-6½"

7"

½"ϕ rods - 3¾" ctrs. - Alt. rods bent up
½"ϕ rods - 6½" ctrs.
Longitudinal rods - ⅜"ϕ

7" slab - constant

Sidewalk slab - ⅜"ϕ rods 3¼" ctrs. Alt. rods bent up
Longitudinal rods ⅜"ϕ

Round to 1" radius

2" Parabolic Crown

10½" 4½" 1'-3" 9"

Bent rods turned up alternately at these points.

2 PL ⅜"x3'-3"x⅜" Bath Pls 12"x⅜"

8 Lamp Standards to be set on brackets to clear cable. Locations indicated on Sheet No. 34

15"

Typical Location of Lamp Standard

1 ℄ R
2 PL ⅜"x3"x⅜"
2 PL ⅜"x3"x⅜"

2 PL ⅜"x3"x⅜"x 3'-3" Lg.

SECTION A-A

Expansion joint in sidewalk over the floor beams.

Clearance Line

4'-0"

4'-0"

4 equal spaces @ 5'-0" = 20'-0"
28'-0" c. to c. stiffening trusses.

REINFORCING SCHEDULE
FOR ONE PANEL

NO	MARK	SIZE	DETAILS	TOTAL LENGTH	LOCATION
23	A_1	½"ϕ	SYM ABOUT ℄	23'-8"	ROADWAY
23	A_2	"	SYM ABOUT ℄	23'-8"	"
46	A_3	"	21'-2"	22'-5"	"
46	A_4	"	21'-2"	22'-5"	"
65	A_5	"	1'-2½" 5"	2'-4"	CURB
46	A_6	⅜"ϕ	1'-10" 1'-4"	3'-11"	SIDEWALK
46	A_7	"	3'-3"	3'-10"	"
45	A_8	"	STRAIGHT	24'-8"	LONGITUDINAL

HALF SECTION AT EVEN NUMBERED PANEL POINTS

24'-11" c.c. Floor Beams in Main Span
24'-8¾" " " " Side Spans

3'-5½" in Main Span
3'-4⅜" in Side Spans

4 equal spaces @ 4'-6" = 18'-0"

2'-8½" in Main Span
2'-7⅞" in Side Span

1'-6" 3'-0" 1'-6"

Johns-Manville premolded A and R type expansion joint filler - ½" thick, or approved equal.

2"

10"

7"

Main reinforcement at ℄ between stgs.

Main reinforcement at stringers.

HALF SECTION AT ODD NUMBERED PANEL POINTS

3'-5½" in Main Span
3'-4⅜" in Side Span

Depress small area ½" at mouth of opening

½" curb stgr.
2" int. stgr.
2½" center stgr.

12"

LONGITUDINAL SECTION THROUGH FLOOR NEAR CURB

WHEEL LOADS 4K 16K

14'

6' 3' 6'

20'-0" bet curbs

FLOOR LOADING

	INTER. RDWY STRINGER Shear	Moment	INTER. FLOORBEAM Shear	Moment
Dead	6.3K	39.5K'	Dead + S.W. 37.4K	281.4K'
Live	23.7	111.0	Live 38.0	338.5
Impact	7.9	37.0	Impact 12.7	112.8
	37.9	187.5	88.1	732.7

(D + 2L + 21 · 335.9) x 12/24 = 149.0 in.³ Required. Use 24 C.B. 70# (162.82 in.³)

D+2L+21 · 11840 x 12/24 = 526 in.³ Required. Use 36" C.B. 147# (502.24 in.³)

Rivets ⅞" except in handrail.

APPROVED Horton D. Robinson
D.B. Steinman
CONSULTING ENGINEERS

Revised Feb 20 1931
Revised Feb 5, 1931

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT MAINE

TYPICAL CROSS SECTION OF SUSPENDED SPANS

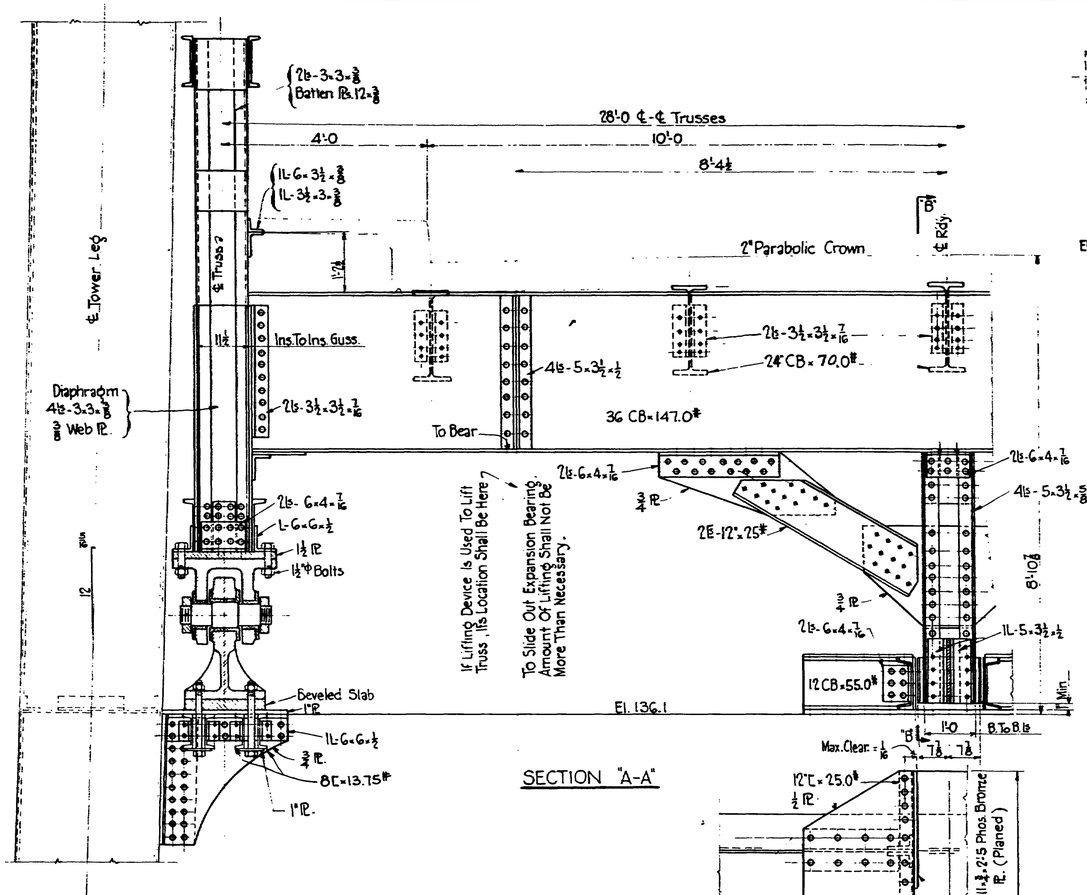
SCALE ¾" = 1'-0"

ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

DRAWING NUMBER
RS 2922 — 18
AUGUST 5, 1930

108-12-C

0 1 2 3 4 5 INCHES



APPROVED
Morton D. Robinson
D. B. Steinman
CONSULTING ENGINEERS

Revised Feb. 20, 1931

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

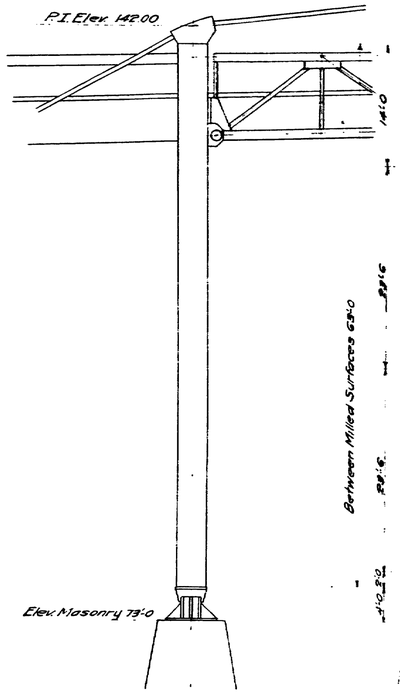
EXPANSION DETAILS AT MAIN TOWER

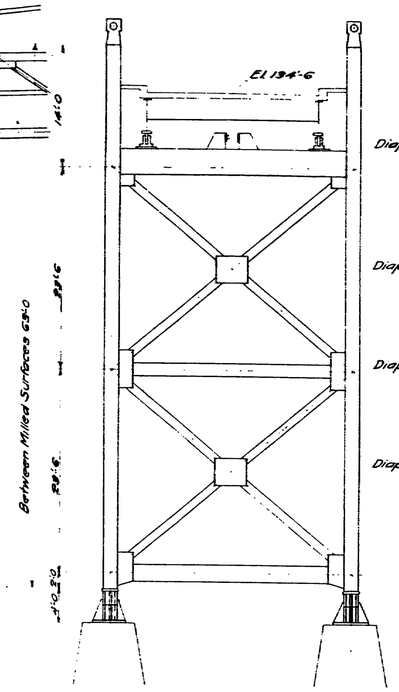
SCALE ¾"=1'-0 Unless Noted

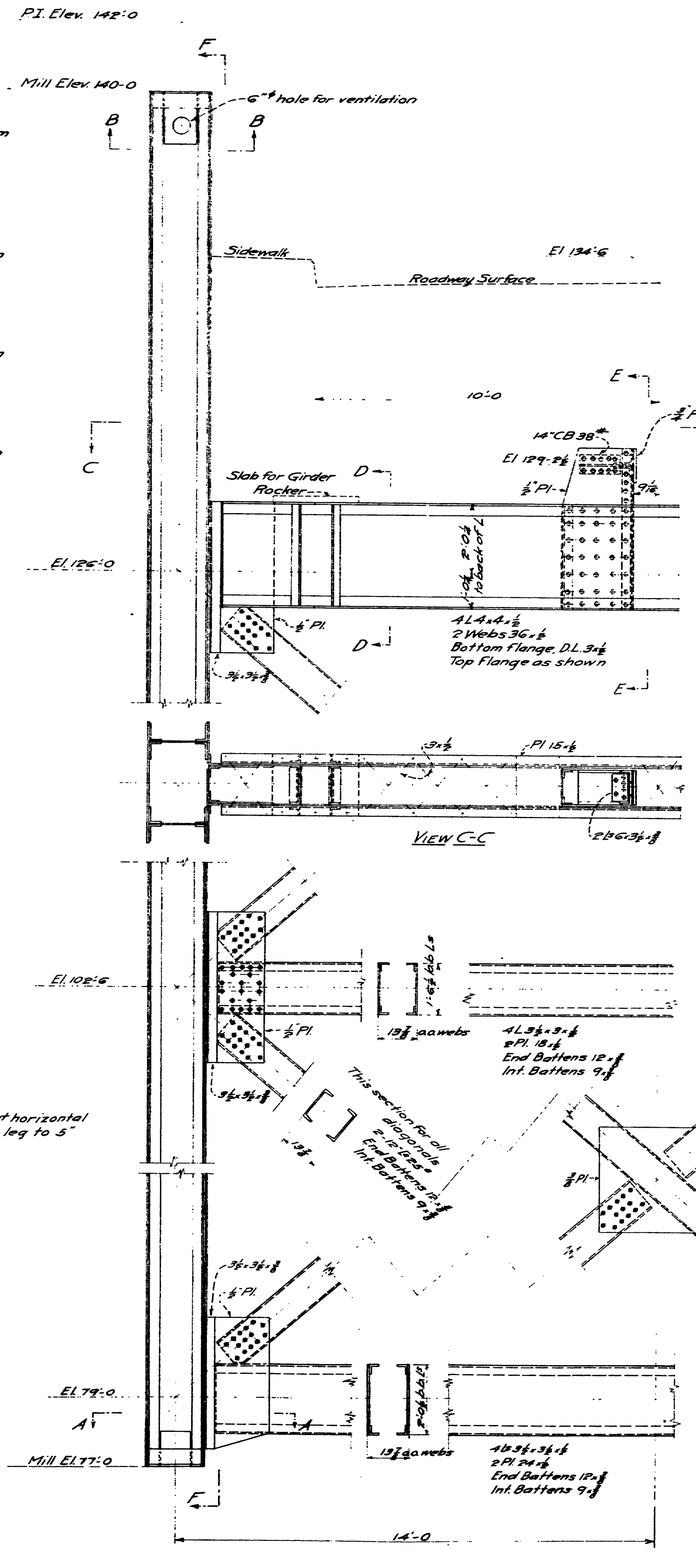
ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

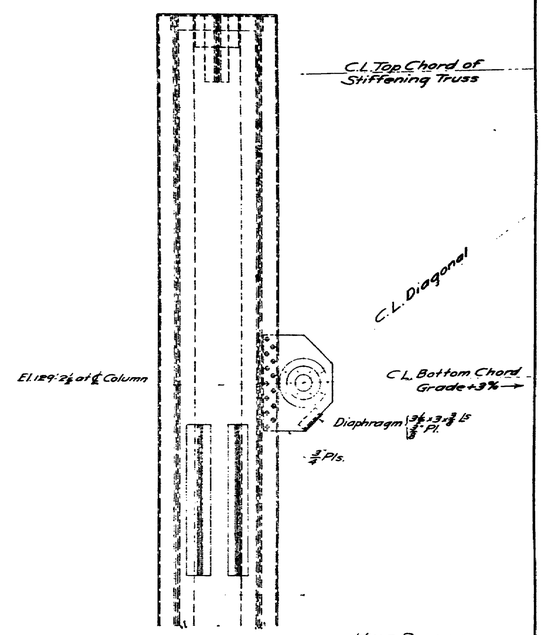
DRAWING NUMBER
RS 2922 — 19
AUGUST 5, 1930

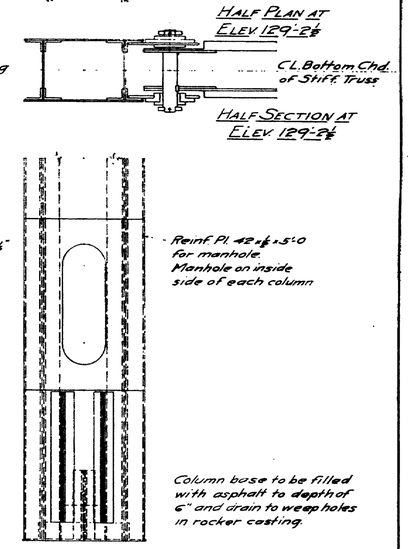
108-127

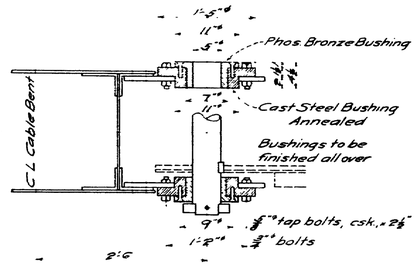






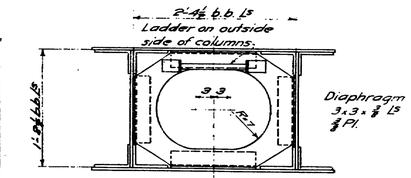






DETAIL OF BEARING AT ELEVATION 129'-2⅛

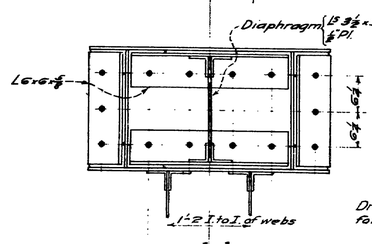
Note:- Phos. Bronze bushings to have a half-inch hole for every 4 sq. inches of bearing surface, packed with graphite grease. All bushings are to be press fit.



TYPICAL SECTION

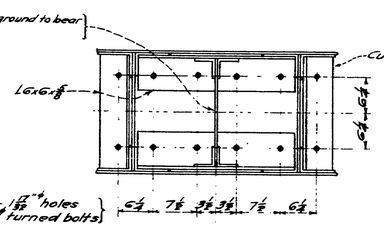
Main Material

2 Pl. 42 x ½ =	42.0#
2 Pl. 20 x ½ =	20.0#
8 L's 6 x 4 x ½ =	38.0#
Total	100.0#



SECTION A-A

Showing connection to rocker casting



SECTION B-B

Showing connection to cable bent saddle

NOTE: Holes in top and bottom connection angles to be drilled to templates used for saddle and rocker castings.

Rivets ⅞"

APPROVED Kester D. Robinson

D.B. Steinman

CONSULTING ENGINEERS

WALDO-HANCOCK BRIDGE

OVER

PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

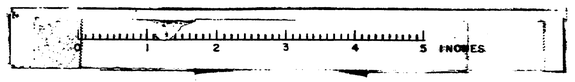
CABLE BENT

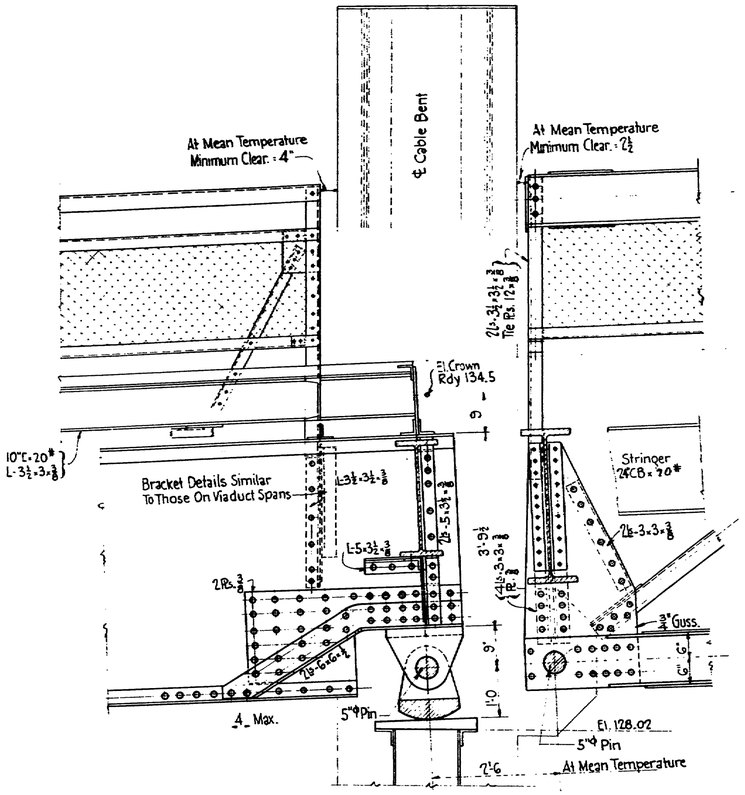
SCALE ½", 1", 1½" = 1'-0"

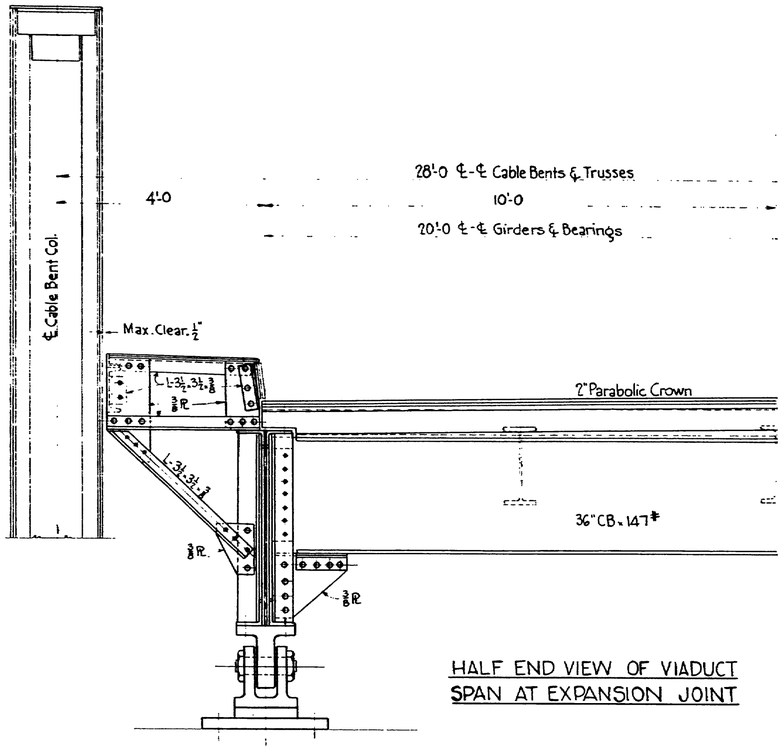
ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

DRAWING NUMBER
RS2922-20
AUGUST 5, 1930

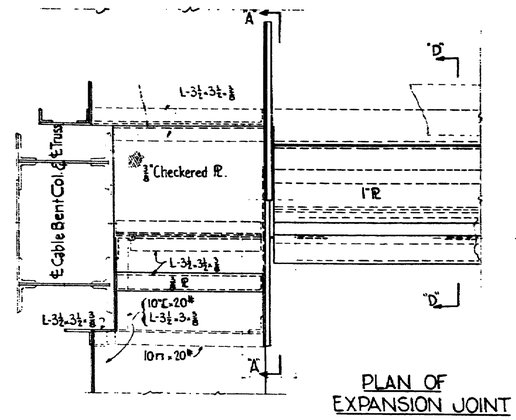
108-128



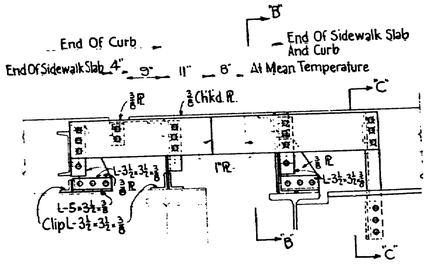




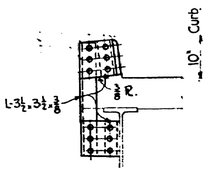
HALF END VIEW OF VIADUCT SPAN AT EXPANSION JOINT



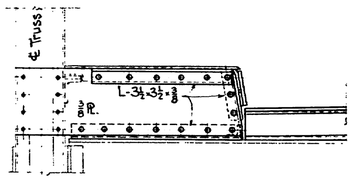
PLAN OF EXPANSION JOINT



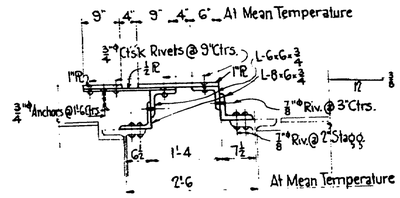
SECTION "A-A"



SECTION "C-C"

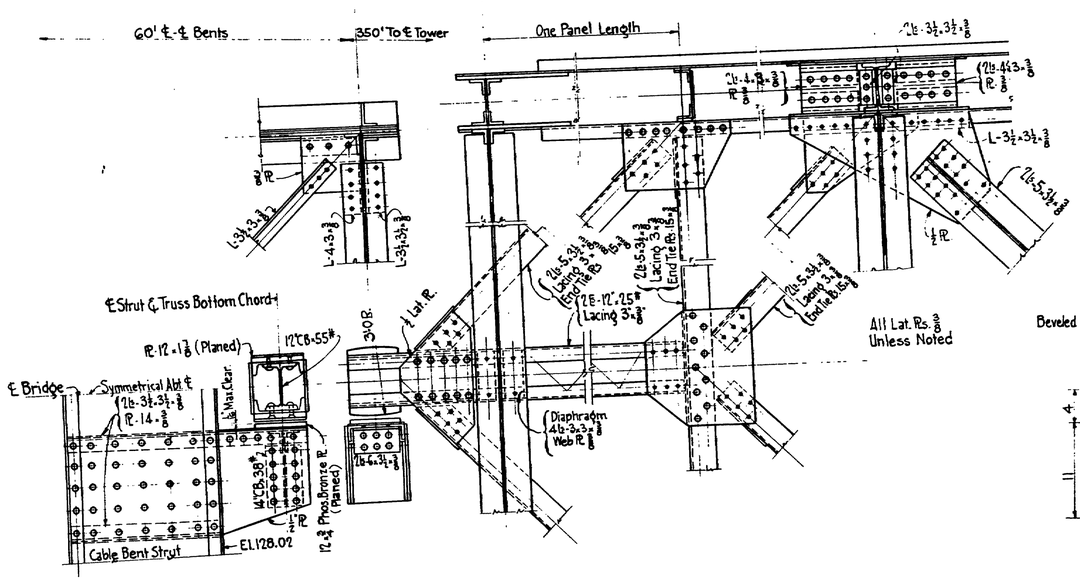


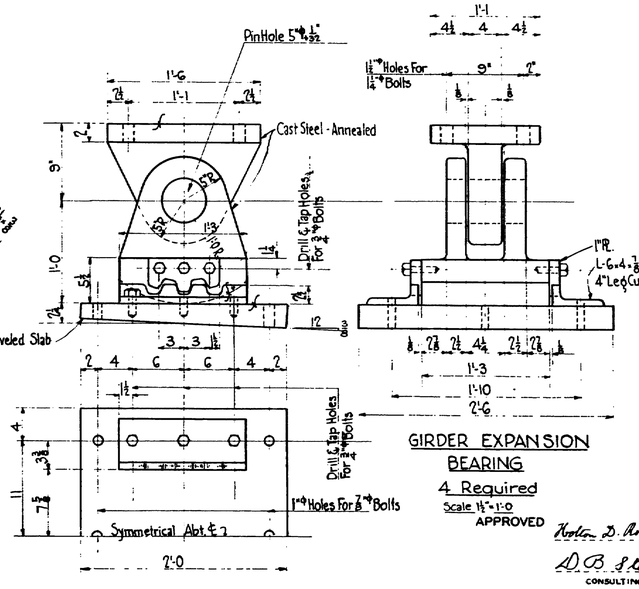
SECTION "B-B"



SECTION "D-D"

Note: All Rivets In Sidewalk Expansion Joint ¾"ϕ Unless Noted.





GIRDER EXPANSION BEARING
4 Required
Scale 1½"=1'-0

APPROVED
Horton D. Robinson
D.B. Steinman
CONSULTING ENGINEERS

Revised Feb 20, 1931

Note - Rivets ⅞"ϕ, Except In Handrail ⅝"ϕ.

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

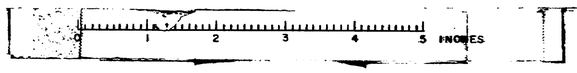
EXPANSION DETAILS AT CABLE BENT

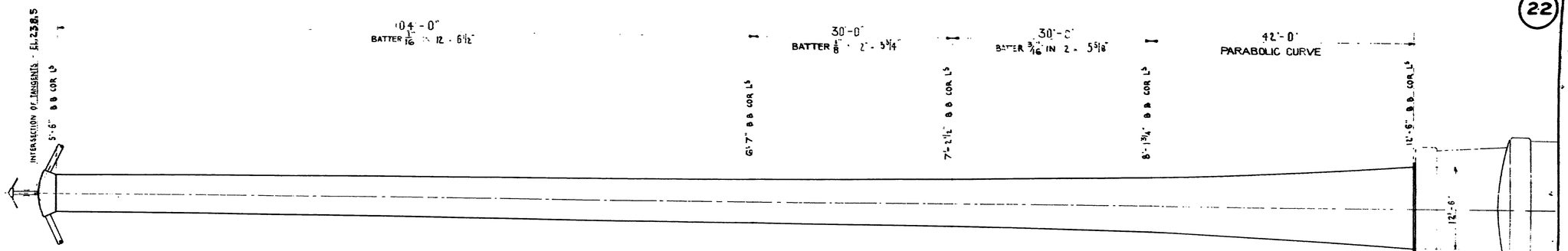
SCALE ½"=1'-0" EXCEPT AS NOTED

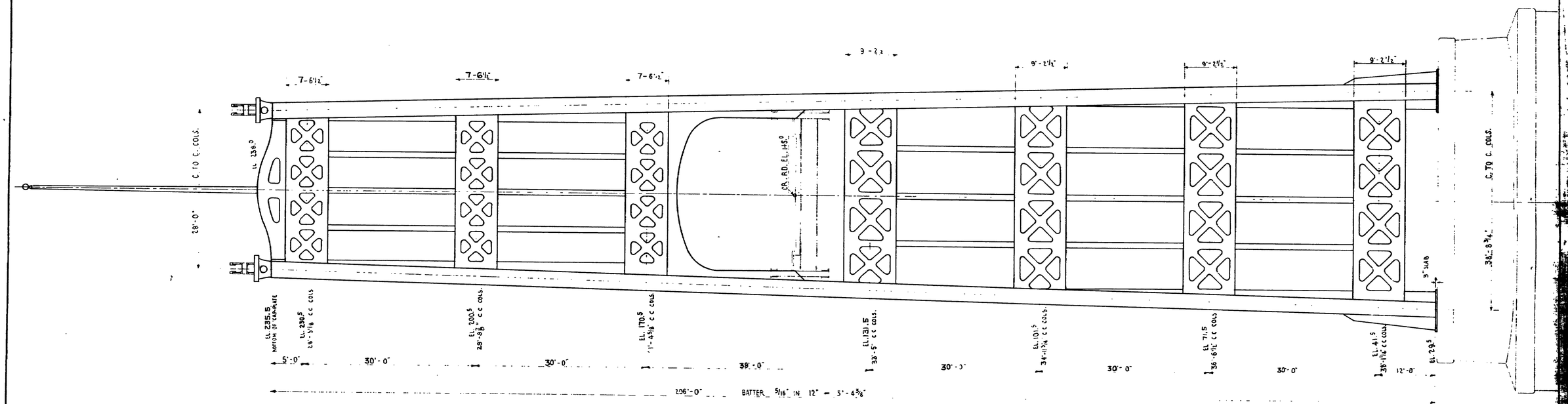
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NEW YORK — BUCKSPORT

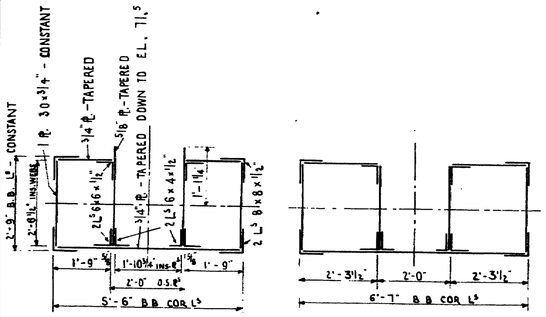
DRAWING NUMBER
RS2922-21
AUGUST 5, 1930

108-129



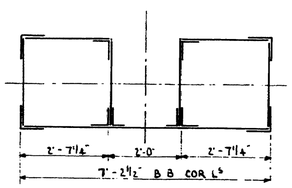




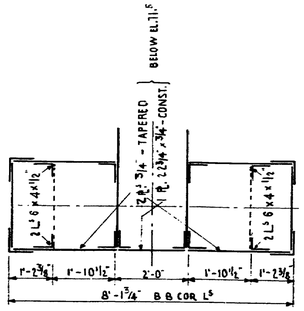


SECTION ELEV. 235.5

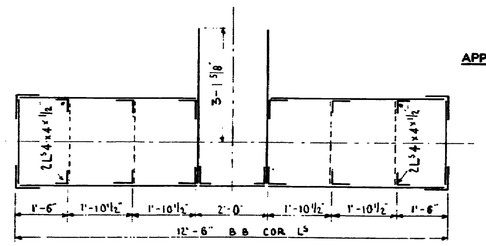
SECTION ELEV. 131.5



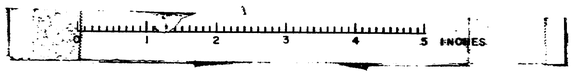
SECTION ELEV. 101.5



SECTION ELEV. 71.5



SECTION ELEV. 29.5



GENERAL NOTES FOR MAIN TOWERS

RIVETS 7/8" ϕ
PROVIDE ENTRANCE TO THE TOWERS AND MANHOLES IN THE VERTICAL WEBS OF THE TOWERS AT THE TOP, BOTTOM AND SIDEWALK LEVELS.
PROVIDE A STEEL LADDER IN EACH OF THE COMPARTMENTS FOR THE FULL TOWER HEIGHT.
HORIZONTAL FIELD SPLICES SHALL BE MILLED TO BEAR AND SPLICE MATERIAL AND RIVETS PROPORTIONED FOR 50% OF THE MAIN MATERIAL.
ELEVATIONS ARE FOR DEAD LOAD CONDITIONS WITH BRIDGE COMPLETED. TO COMPENSATE FOR COMPRESSIVE DEFORMATION DUE TO DEAD LOAD, INCREASE THE SHOP LENGTHS OF COLUMNS AND VERTICALS AS REQUIRED.
ALL BRACING MEMBERS SHALL BE SPLICED TO DEVELOP THEIR FULL SECTION.
EACH ENTIRE TOWER SHALL BE COMPLETELY SHOP ASSEMBLED, REAMED, AND MATCH MARKED. IF SHOP CONDITIONS DO NOT PERMIT OF COMPLETE ASSEMBLY, AT LEAST TWO COMPLETE HORIZONTAL SPLICES ACROSS THE COLUMNS SHALL AT ALL TIMES BE FITTED AND BOLTED WHILE ADJOINING SECTIONS ARE BEING ADDED OR REMOVED.

APPROVED Hollis D. Robinson
A.B. Steinman
CONSULTING ENGINEERS

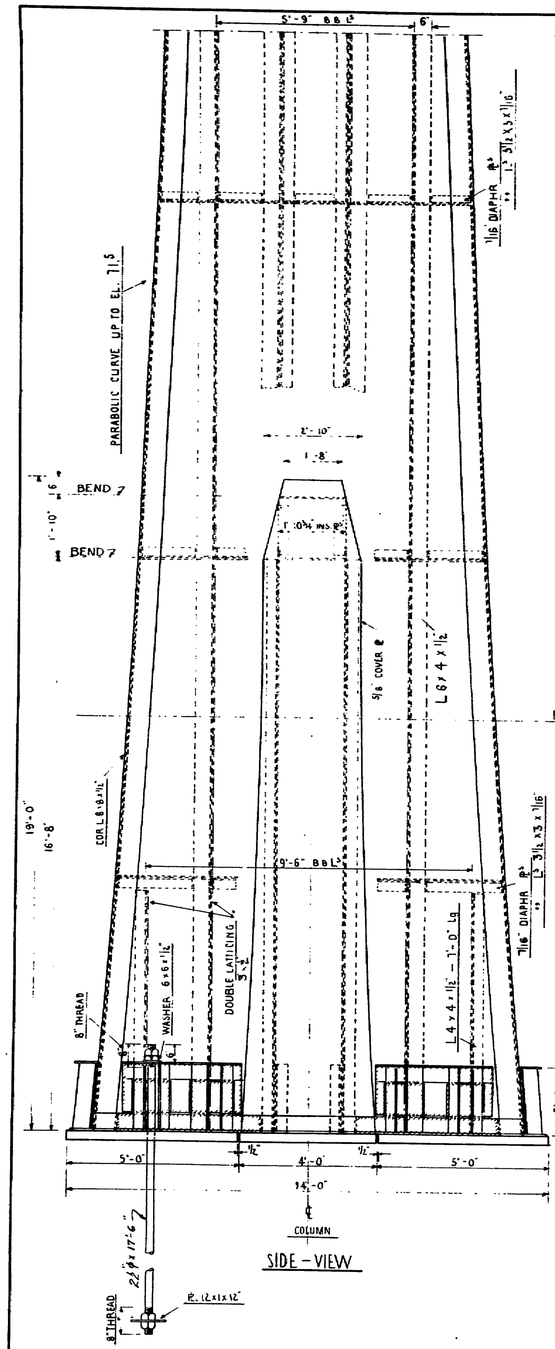
WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

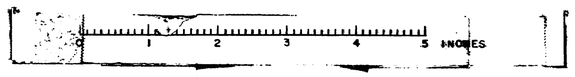
MAIN TOWER GENERAL LAYOUT

SCALE 1/8" = 1'-0"

ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

DRAWING NUMBER
RS2922-22





APPROVED Holton D. Robinson
D. B. Steinman
CONSULTING ENGINEERS

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

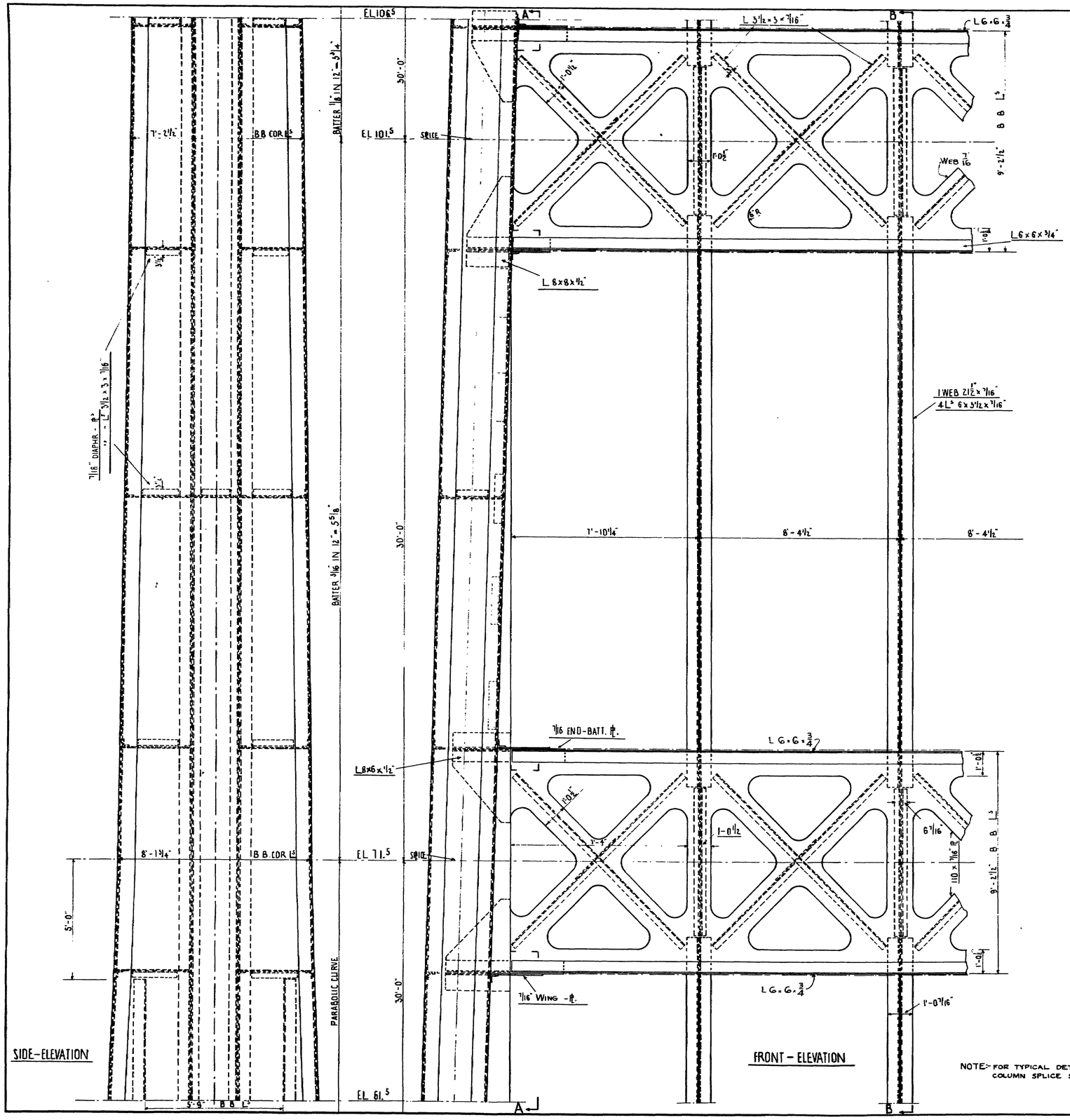
MAIN TOWER DETAILS
ELEV. 29.5 TO ELEV. 61.5

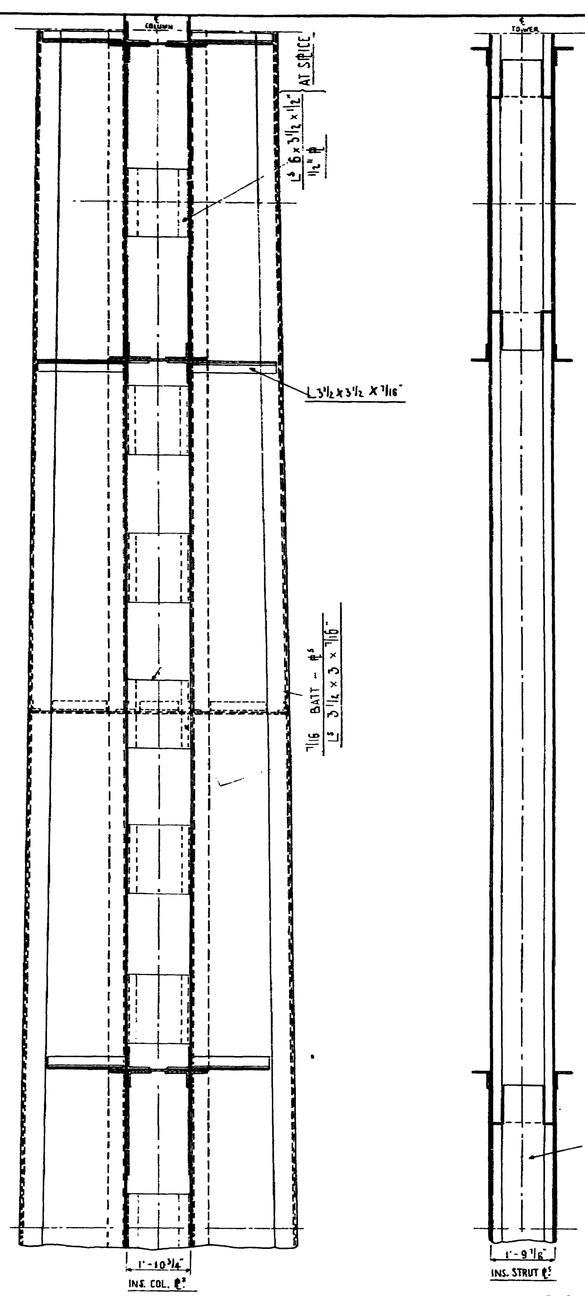
SCALE ½" = 1'-0"

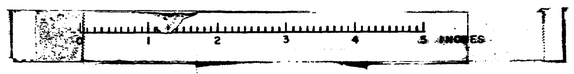
ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

DRAWING NUMBER
RS 2922 23
AUGUST 5, 1930

108-131







NOTE: FOR TYPICAL DETAILS OF COLUMN SPLICE SEE SHEET 27

APPROVED Holton D. Robinson
D. B. Steinman
CONSULTING ENGINEERS

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

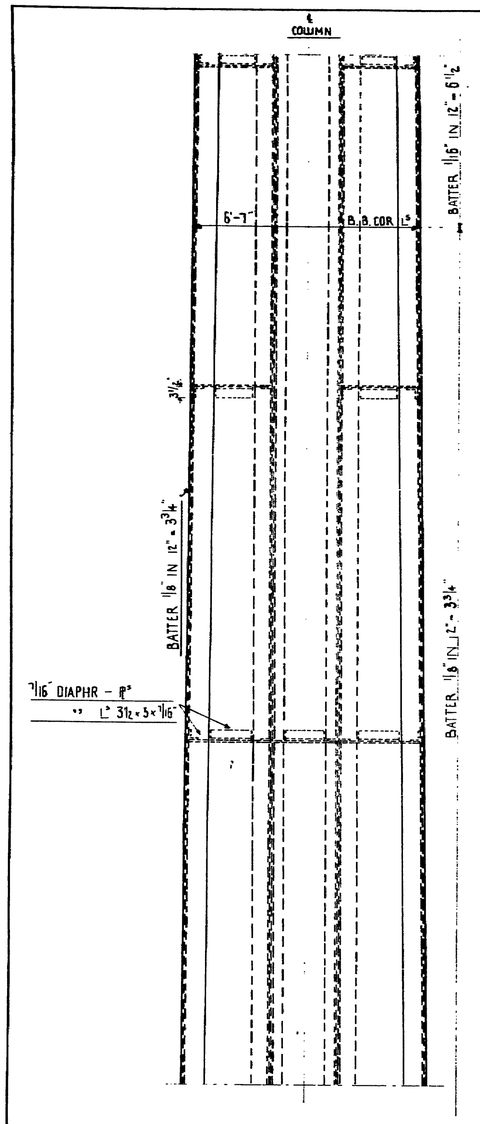
MAIN TOWER DETAILS
ELEV. 61.5 TO ELEV. 106.5

SCALE 1/2" = 1'-0"

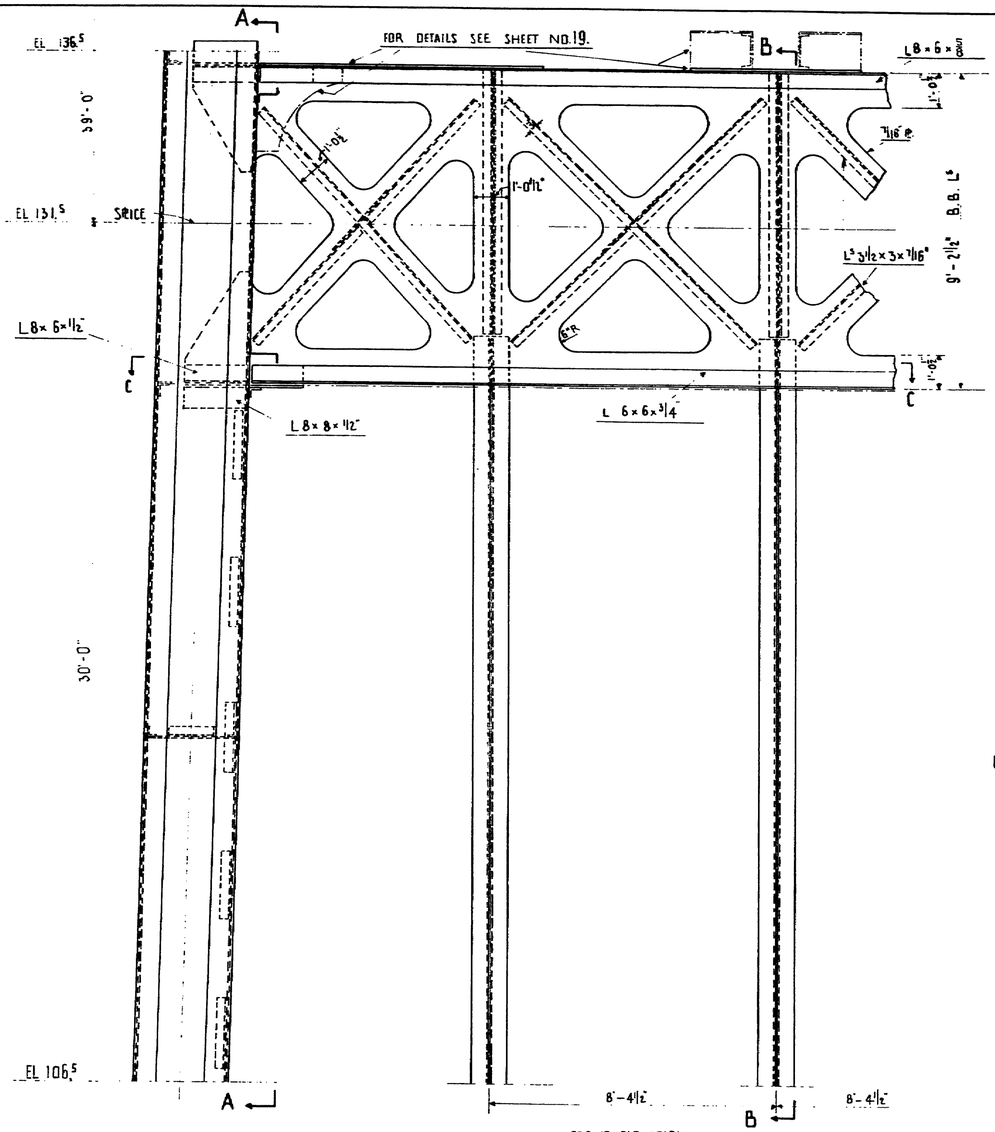
ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

DRAWING NUMBER
RS 2922 — 24
AUGUST 5, 1930

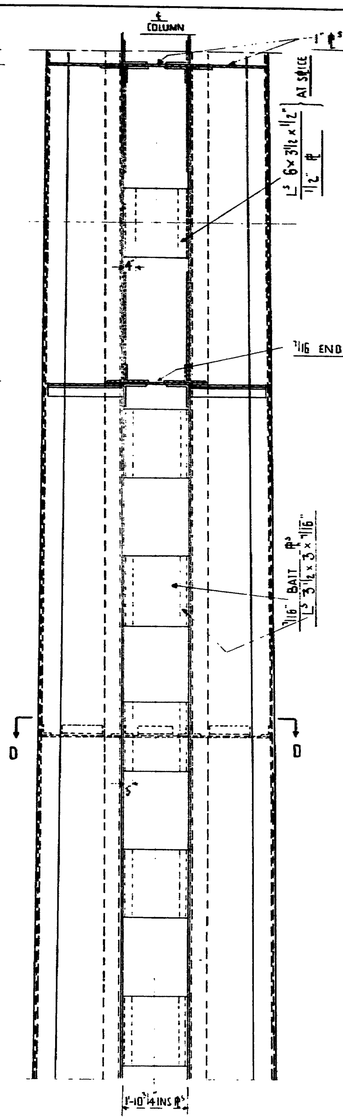
108-132



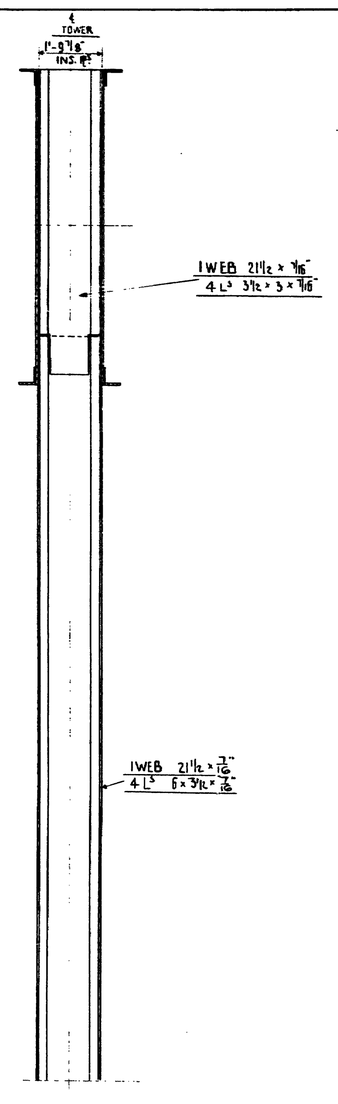
SIDE - ELEVATION



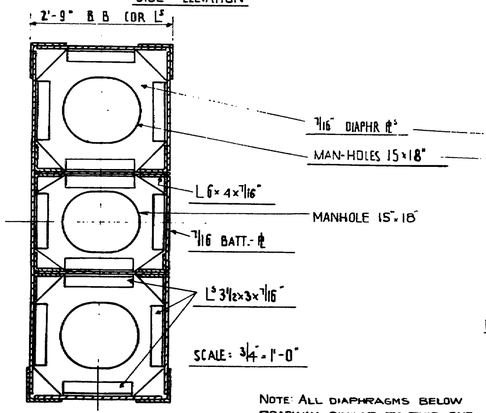
FRONT-ELEVATION



SECTION A-A

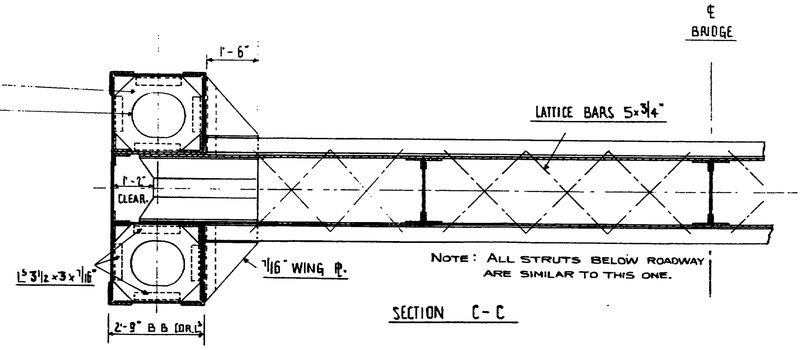


SECTION B-B



SECTION D - D

NOTE: ALL DIAPHRAGMS BELOW ROADWAY SIMILAR TO THIS ONE



NOTE: ALL STRUTS BELOW ROADWAY ARE SIMILAR TO THIS ONE.

SECTION C - C

APPROVED Horton D. Robinson
H. B. Steinman
CONSULTING ENGINEERS

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

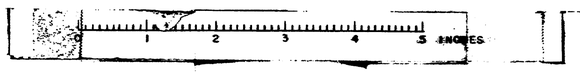
MAIN TOWER DETAILS
ELEV. 106.5 TO ELEV. 136.5

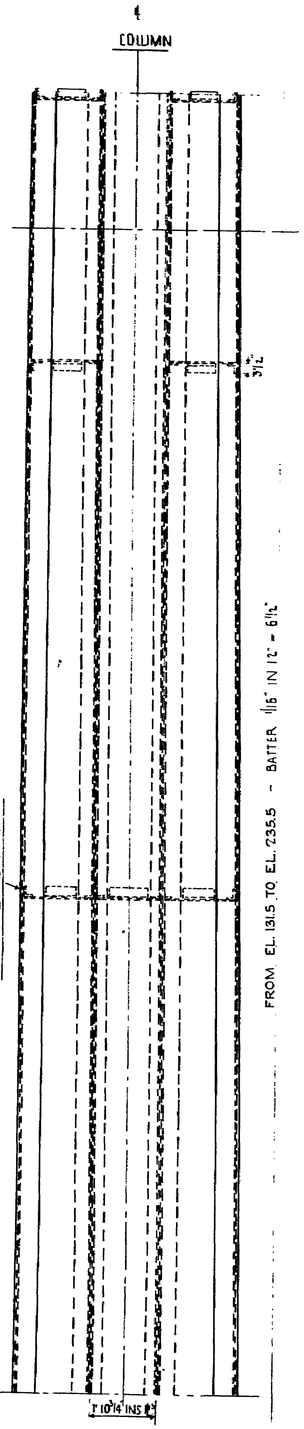
SCALE 1/2" = 1'-0"

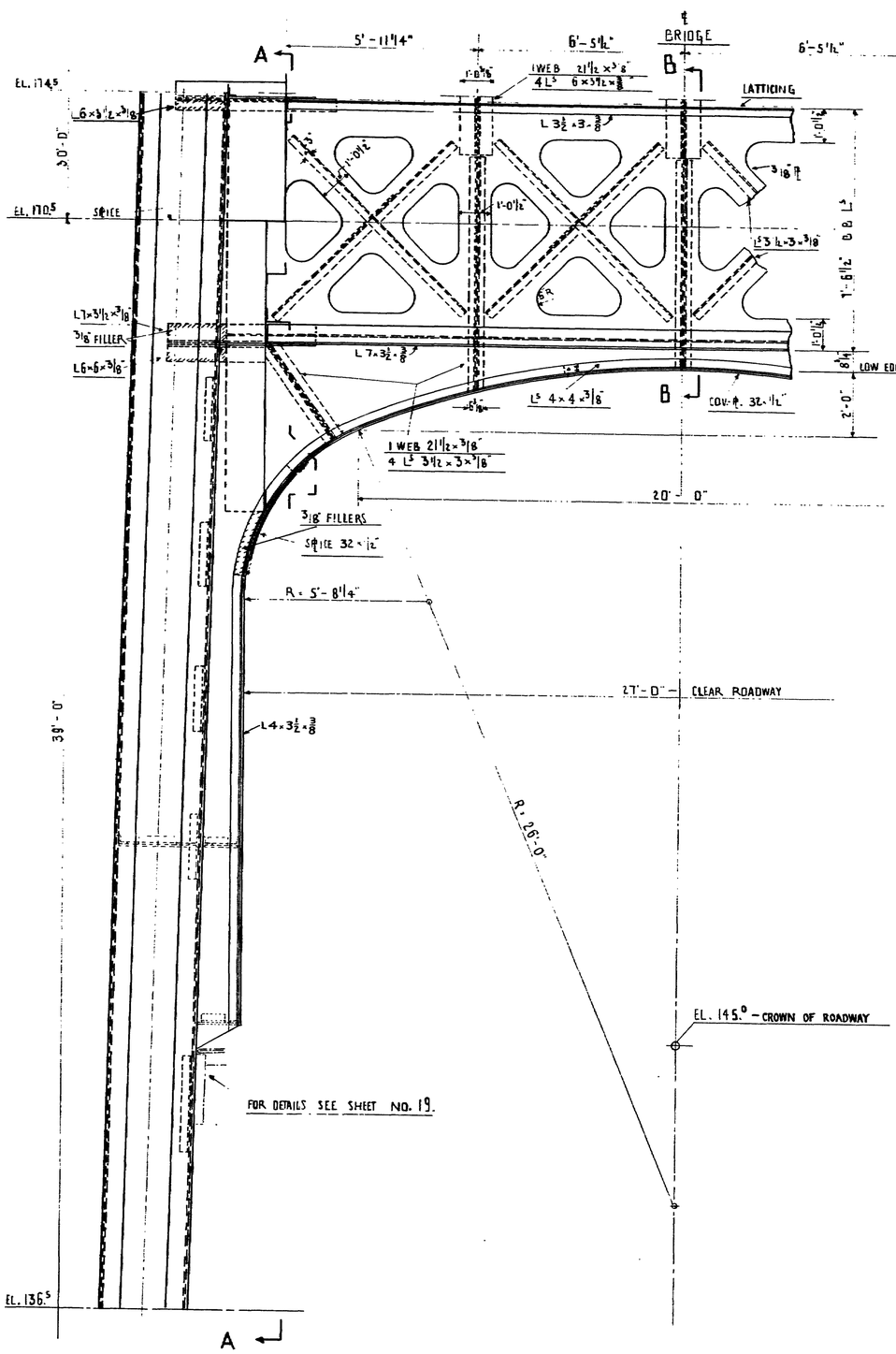
ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK - BUCKSPORT

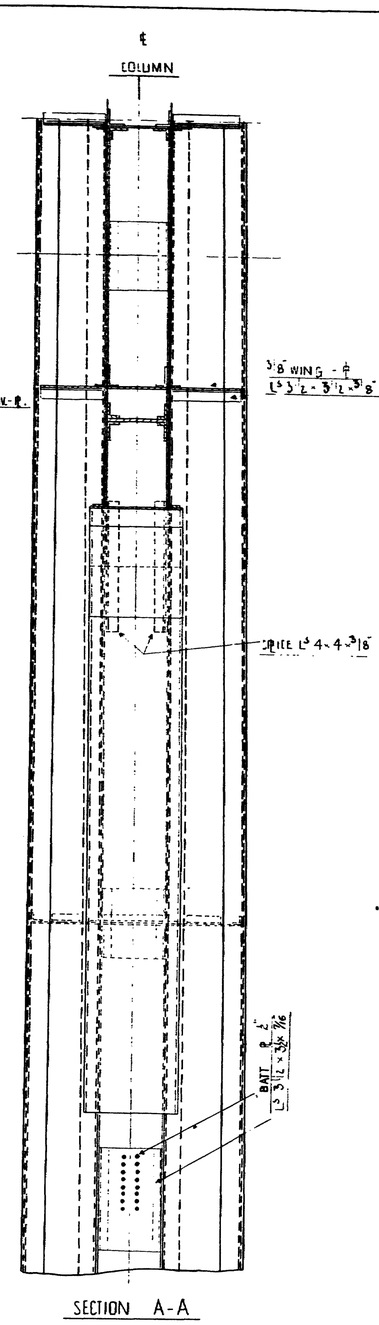
DRAWING NUMBER
RS2922 25
AUGUST 5, 1930

108-133











APPROVED Horton D. Robinson
D. B. Steinman
CONSULTING ENGINEERS

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

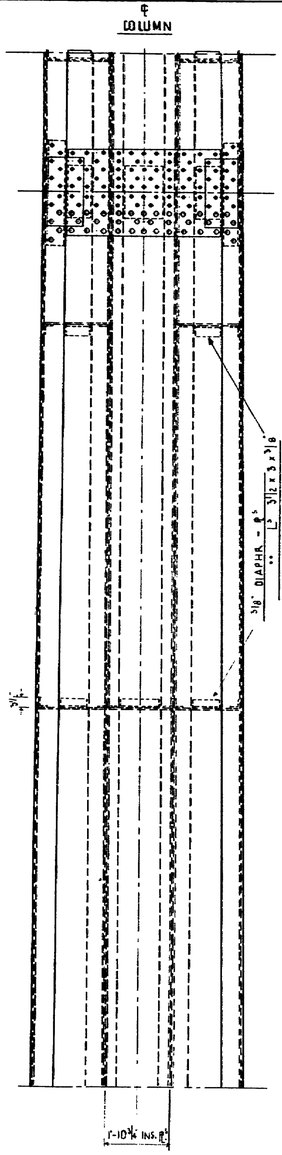
MAIN TOWER DETAILS
ELEV. 136.5 TO ELEV. 174.5

SCALE 1/2" = 1'-0"

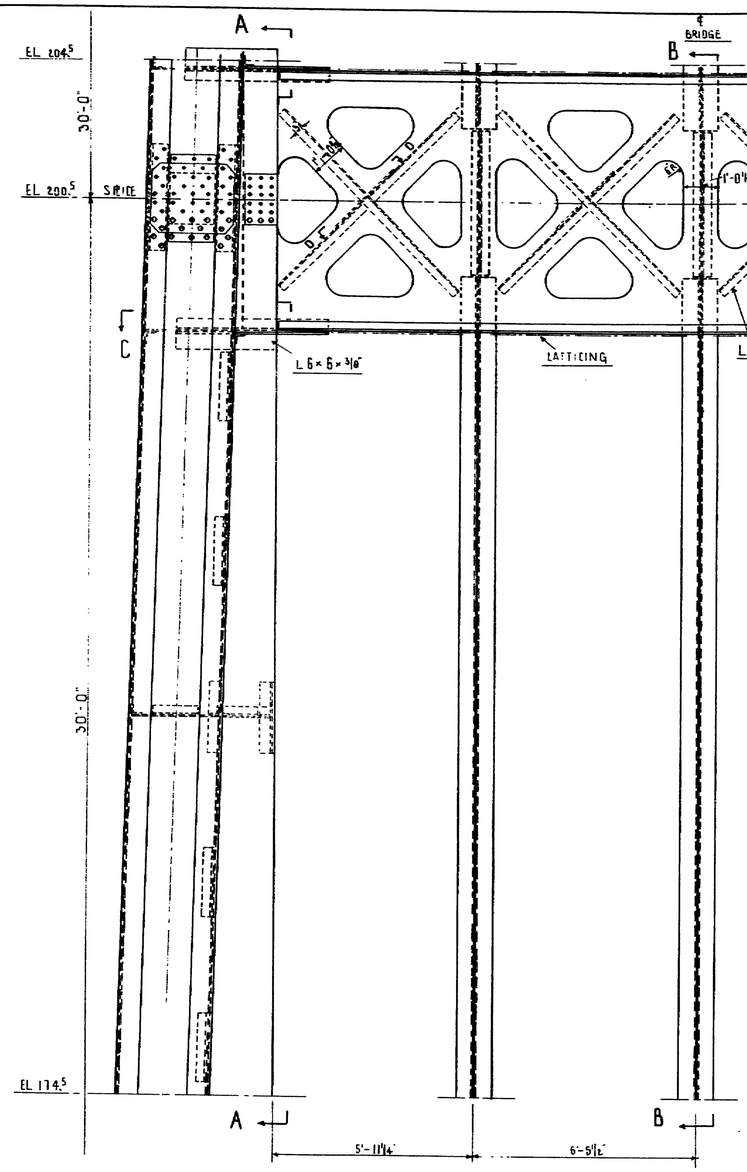
ROBINSON AND STEINMAN
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NEW YORK — BUCKSPORT

DRAWING NUMBER
RS 2922 - 26
AUGUST 5, 1930

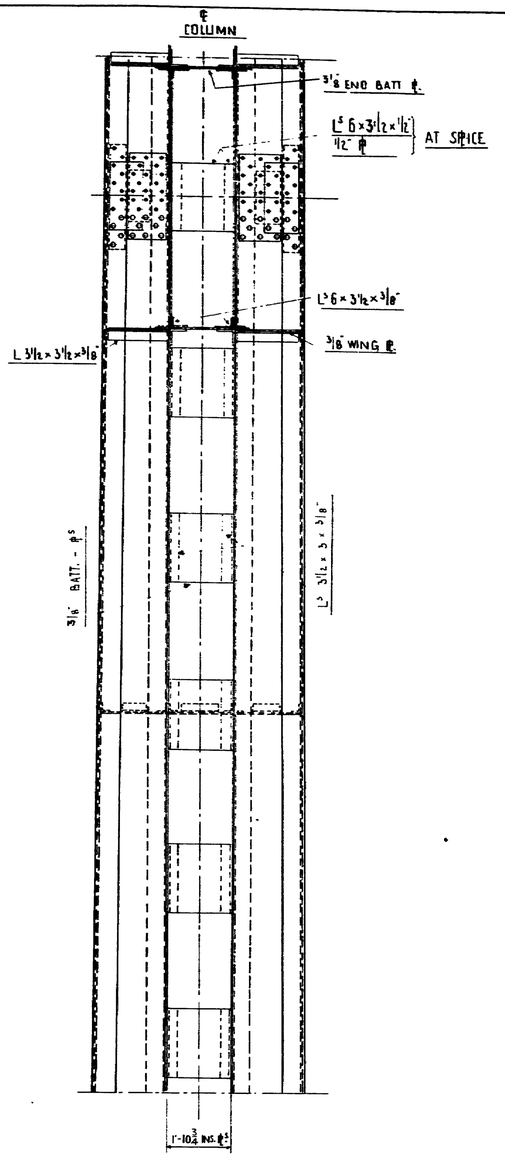
108-134



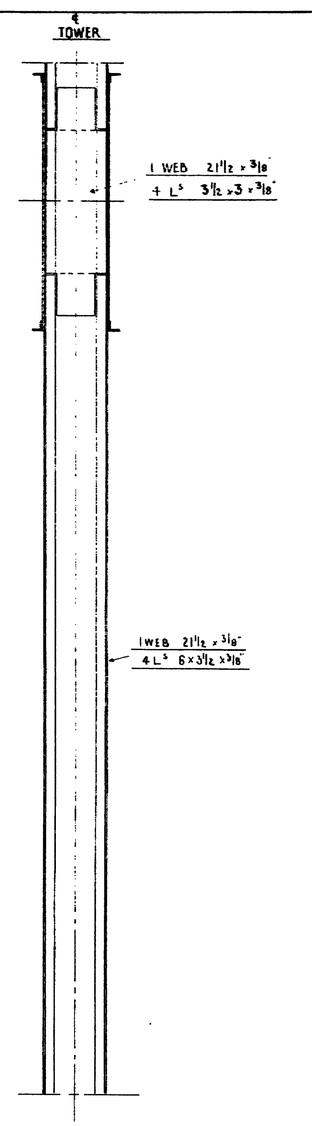
SIDE ELEVATION



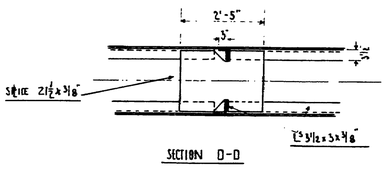
FRONT - ELEVATION



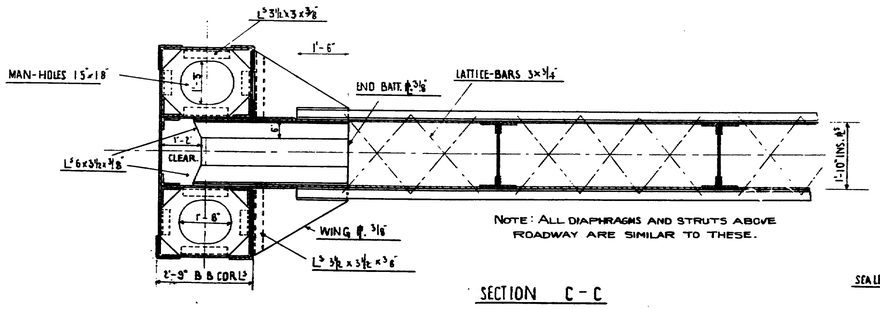
SECTION A-A



SECTION B-B

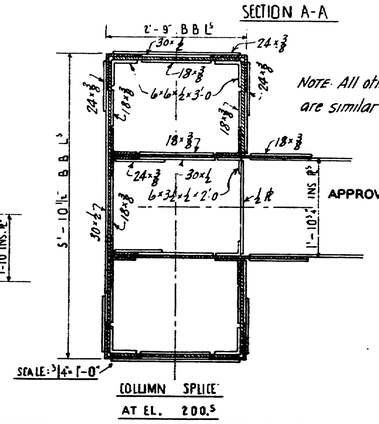


SECTION D-D



NOTE: ALL DIAPHRAGMS AND STRUTS ABOVE ROADWAY ARE SIMILAR TO THESE.

SECTION C - C



SCALE: 3/4" = 1'-0"

COLUMN SPLICE AT EL. 200.5

Note: All other column splices are similar to this one.

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WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

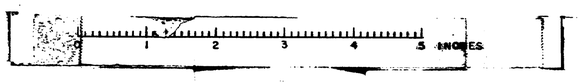
MAIN TOWER DETAILS
ELEV. 174.5 TO ELEV. 204.5

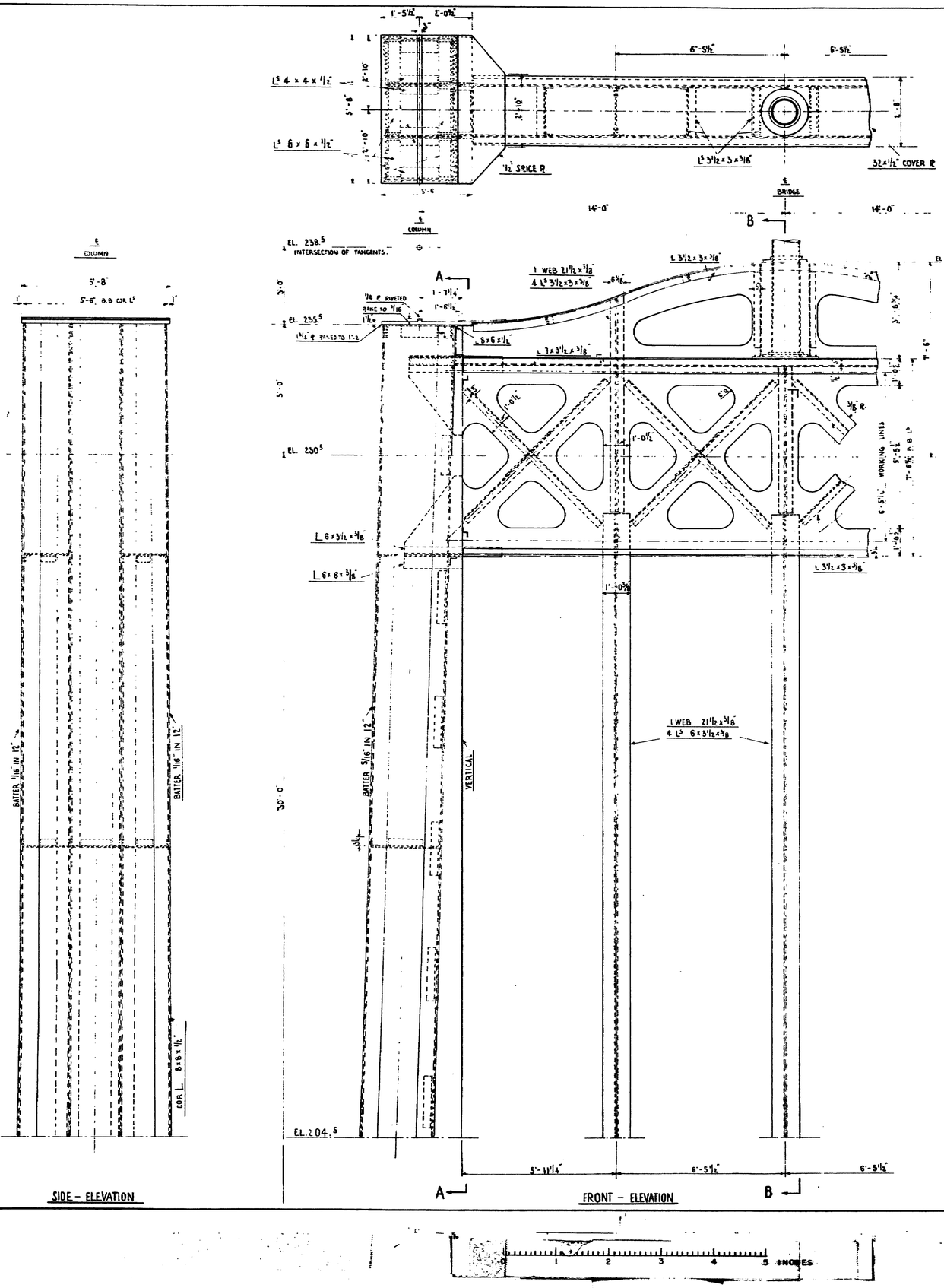
SCALE 1/2" = 1'-0"

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NEW YORK — BUCKSPORT

DRAWING NUMBER
RS 2922 — 27
AUGUST 5, 1930

108-135





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D B Steinman
CONSULTING ENGINEERS

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

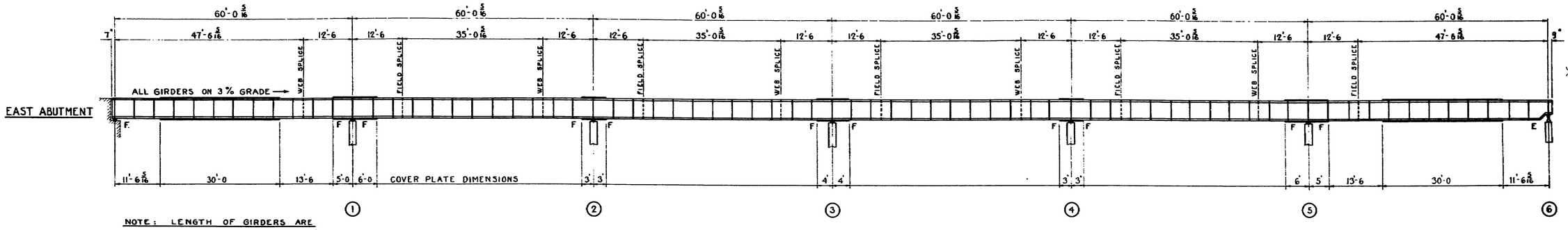
MAIN TOWER DETAILS
ELEV. 204.5 TO TOP

SCALE 1/2" = 1'-0"

ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

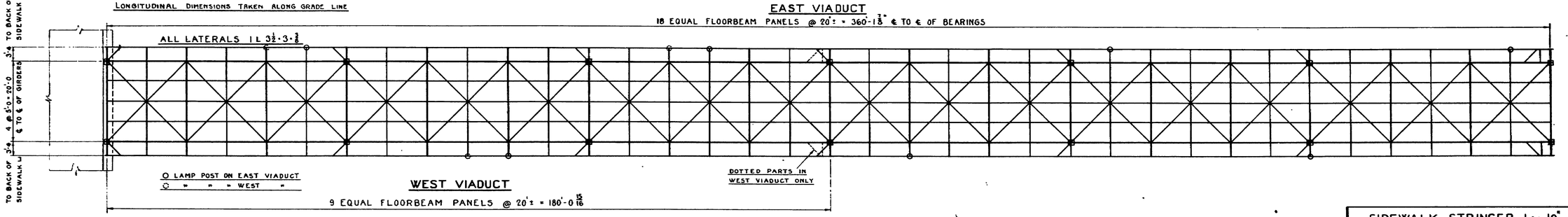
DRAWING NUMBER
RS 2922 - 28
AUGUST A. 1930

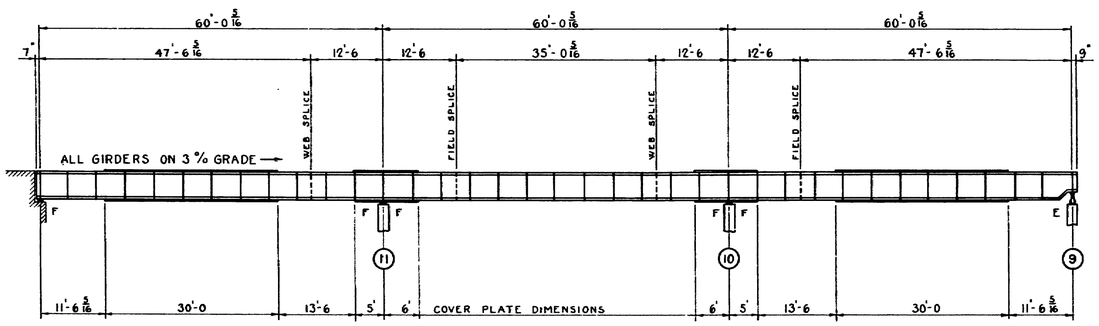
108-136

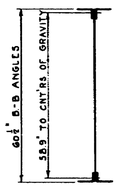


NOTE: LENGTH OF GIRDERS ARE FOR A MEAN TEMPERATURE OF 50°F.

LONGITUDINAL DIMENSIONS TAKEN ALONG GRADE LINE

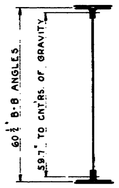






Max Moment - D+2L+2I = 1220 Ft.-Kips
÷ 12/38.5 = 249 Kips ÷ 27 Kips = 9.3" Required
Use Web 60" · ⅜" = 22.5" · ⅛ = 2.8"
" 2 L's 6 · 3½ · 7/16 = 7.9" = 7.1" Net
Total Flange Area = 9.9" Net

Moment of Inertia (Gross) = 18 600 in⁴



Max. Moment - D+2L+2I = 1740 Ft.-Kips
÷ 12/38.9 = 350 Kips ÷ 27 Kips = 13.0" Required
Use Web 60" · ⅜" = 22.5" · ⅛ = 2.8"
" 2 L's 6 · 3½ · 7/16 = 7.9" = 6.2" Net
" 1 Cov. Pl. 13 · ⅜ = 4.9" = 4.1 "
Total Flange Area 13.1" Net

Moment of Inertia (Gross) = 27900 in⁴

SIDEWALK STRINGER 1 L 10" @ 20#	
RDWAY. STRINGERS	
SHEAR	MOMENT
DEAD 5.0 Kips	DEAD 25 Ft.-Kips
LIVE 19.1 "	LIVE 89 "
IMPACT 7.7 "	IMPACT 31 "
TOTAL 31.8 Kips	TOTAL 145 Ft.-Kips.
	D+2L+2I = 265 Ft.-Kips · 12/27 = 118 in³ Req'd.
	Use 21" C.B @ 58# (120 in³)
FLOORBEAMS	
DEAD 15.9 Kips	DEAD 97 Ft.-Kips
LIVE 38.4 "	LIVE 176 "
IMPACT 13.2 "	IMPACT 61 "
TOTAL 67.5 "	TOTAL 334 "
	D+2L+2I = 571 Ft.-Kips · 12/27 = 254 in³ Req'd.
	Use 27" C.B. @101# (265 in³)

MAIN GIRDERS

Max. Positive Moment in End Spans	Max. Positive Moment in Int. Spans	Max. Negative Moment
DEAD + 460 Ft.-Kips	DEAD + 240 Ft.-Kips	DEAD - 540 Ft.-Kips
LIVE + 500 "	LIVE + 390 "	LIVE - 500 "
IMPACT + 140 "	IMPACT + 100 "	IMPACT - 100 "
TOTAL +1100 "	TOTAL + 730 "	TOTAL -1140 "
Max. End Shear All Spans	**Max. Reaction at Interm. Columns**	**Max. Reaction End Supports**
DEAD 47 Kips	DEAD 107 Kips	DEAD 40 Kips
LIVE 39 "	LIVE 96 "	LIVE 50 "
IMPACT 10 "	IMPACT 20 "	IMPACT 13 "
TOTAL 96 "	TOTAL 223 "	TOTAL 103 "

ASSUMED LIVE LOAD

FOR GIRDERS:
- On Roadway 2 Lanes of 20T Trucks
- Each Lane: 640 #/lin. ft. Uniform Load
  + 18 000 # Concentrated Load for Moments
  or 26 000 # " " " " Shear
- On Sidewalk 90 #/sq. ft.

FOR FLOOR:
- On Roadway 2 Lanes of 20T Trucks 44' Cnt'rs.
- On Sidewalk 100 #/sq. ft. or 1 Front Wheel

RIVETS: ⅞" EXCEPT AS NOTED

APPROVED
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D. B. Steinman
CONSULTING ENGINEERS

Rev. Feb. 5, 1931.

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

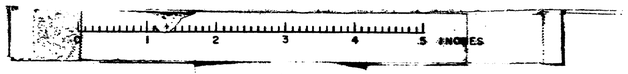
VIADUCT SPANS
GENERAL LAYOUT AND STRESS SHEET

SCALE 1" = 12'

ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

DRAWING NUMBER
RS 2922-29
AUGUST 8, 1930

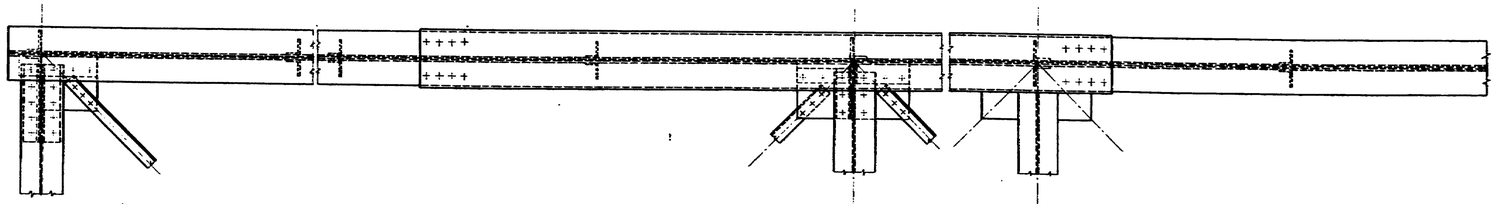
108-137

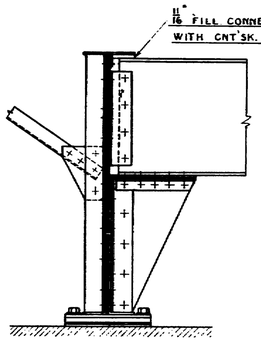


NOTE: END STIFFENERS AT END SUPPORTS 2 L's 5 × 3½ × ½, FILLS
" " " INT. " 4 L's 5 × 3½ × ½ "
STIFFENERS AT INT. FLOORBEAMS 2 L's 5 × 3½ × ⅜ "
OTHER STIFFENERS 2 L's 4 × 3 × ⅜, CRIMPED.

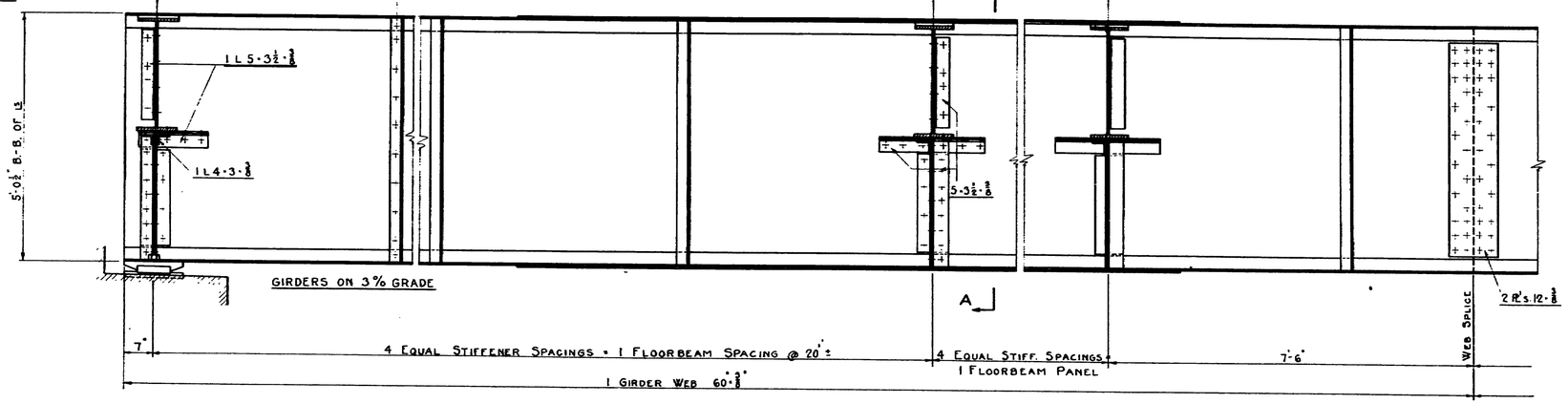
ALL GIRDER SPLICES SAME AS SHOWN
ALL COVER-PLATE ENDS " " "
ALL GUSSETS ⅜" PLATES

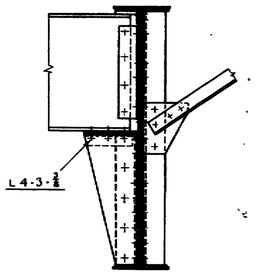
FOR DETAILS AT GABLE BENTS SEE SHEET # 21



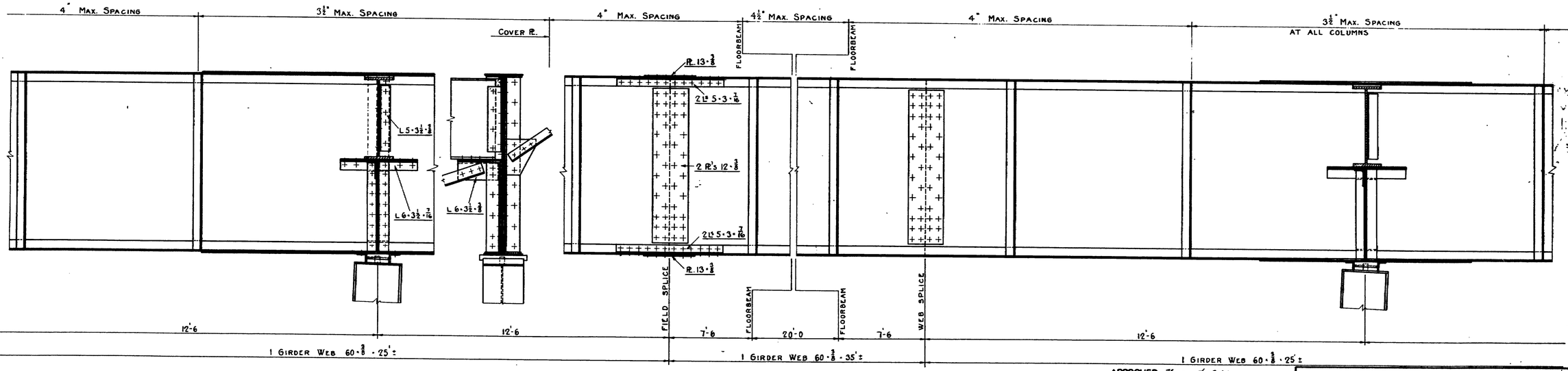


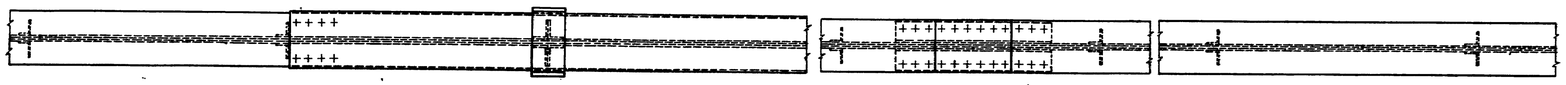
END VIEW





SECTION A-A





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Rev. Feb. 5, 1931

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT MAINE

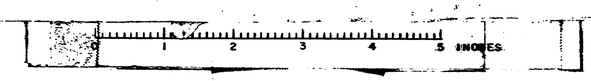
VIADUCT SPANS
GIRDER DETAILS

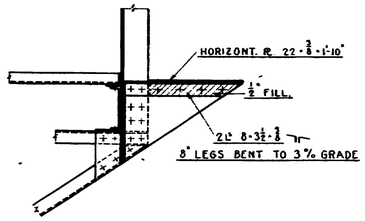
SCALE ⅜" = 1'-0"

ROBINSON AND STEINMAN
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NEW YORK — BUCKSPORT

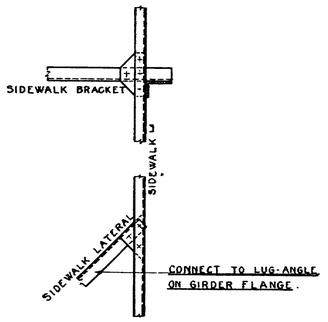
DRAWING NUMBER
RS 2922-30
AUGUST 5, 1930

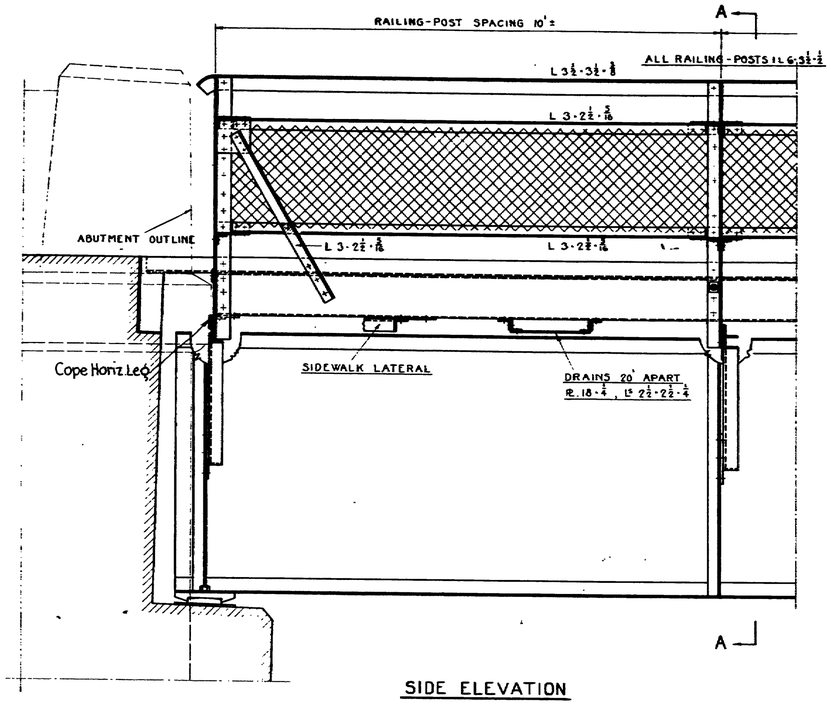
108-138



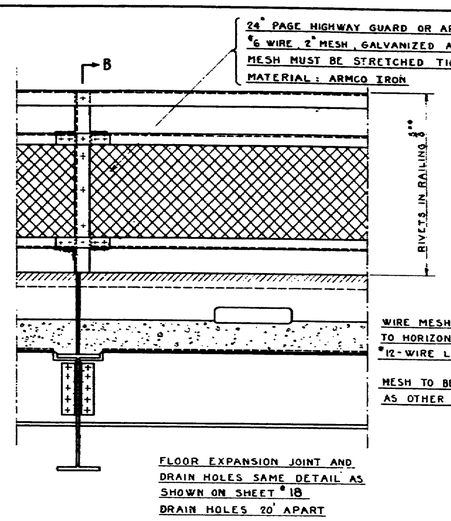


LAMP-POST BRACKET

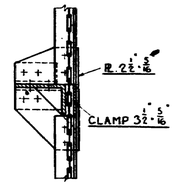




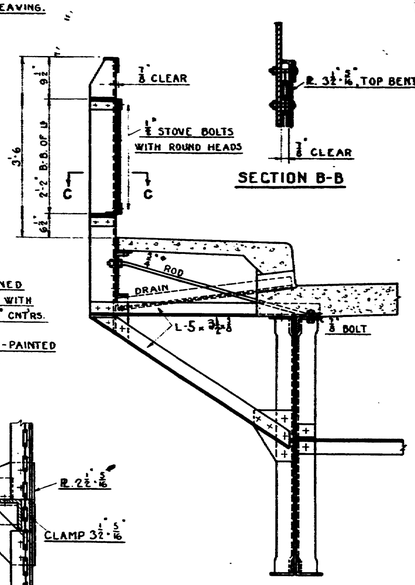
SIDE ELEVATION



LONGITUDINAL SECTION

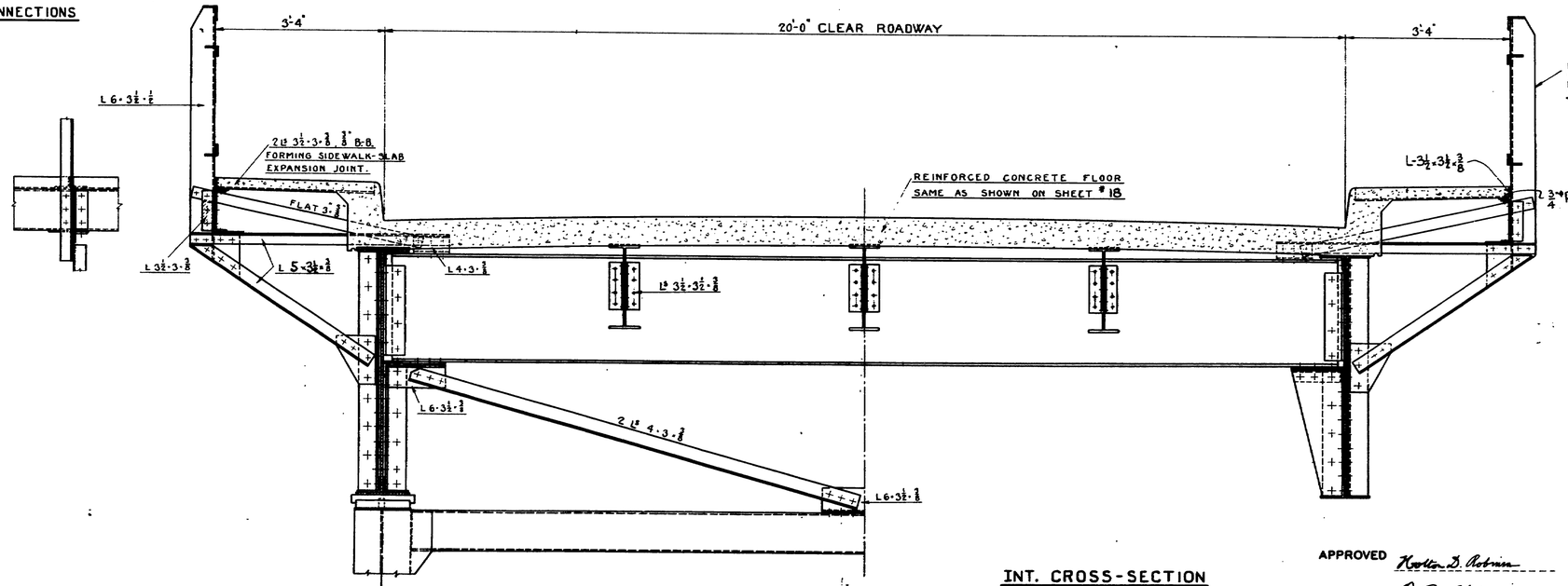


SECTION C-C



SECTION A-A

LATERAL CONNECTIONS



INT. CROSS-SECTION

CROSS-SECTION AT BENTS

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CONSULTING ENGINEERS

Rev. Feb. 20, 1931
Rev. Feb. 5, 1931

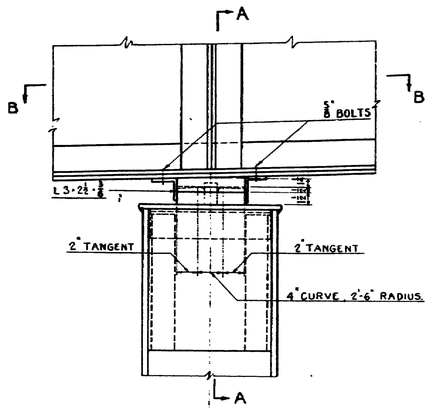
WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

VIADUCT SPANS
CROSS SECTION AND RAILING

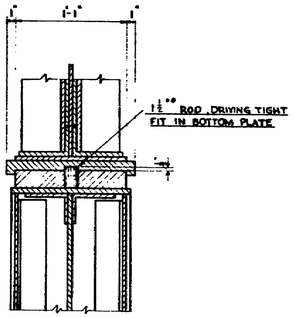
SCALE ¾" = 1'-0"

ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

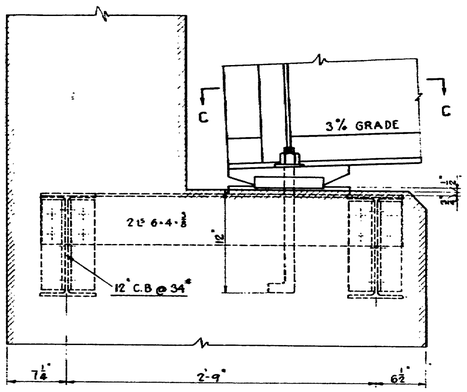
DRAWING NUM
RS 2922-
AUGUST
108



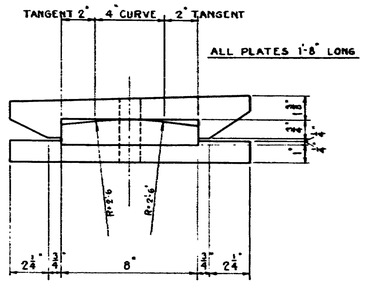
BEARING AT COLUMNS



SECTION A-A

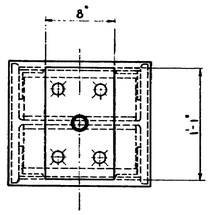


ABUTMENT BEARING



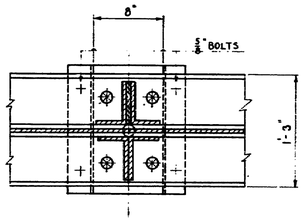
BEARING PLATES

SCALE 3"=1'-0"

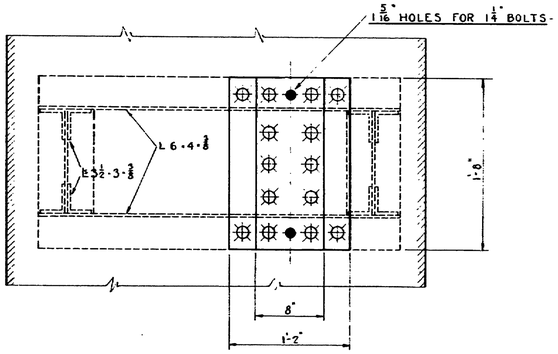


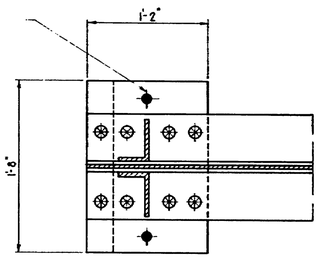
COLUMN CAP

WITH BEARING PLATE



SECTION B-B

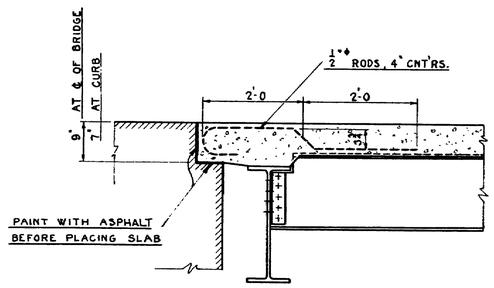




SECTION C-C

BEARING PLATES AND GRILLAGE STEEL

FURNISHED BY SUPERSTRUCTURE-, PLACED BY SUBSTRUCTURE CONTRACTOR



ROADWAY SLAB AT ABUTMENT

SCALE ¾"=1'-0"

APPROVED Holton D. Robinson

D B. Steinman

CONSULTING ENGINEERS

REVISED FEB. 20, 1931
REVISED SEPT. 8, 1930

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

VIADUCT SPANS
MISCELLANEOUS DETAILS

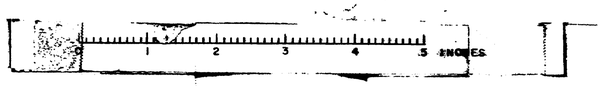
SCALE 1½"=1'-0" AND NOTED

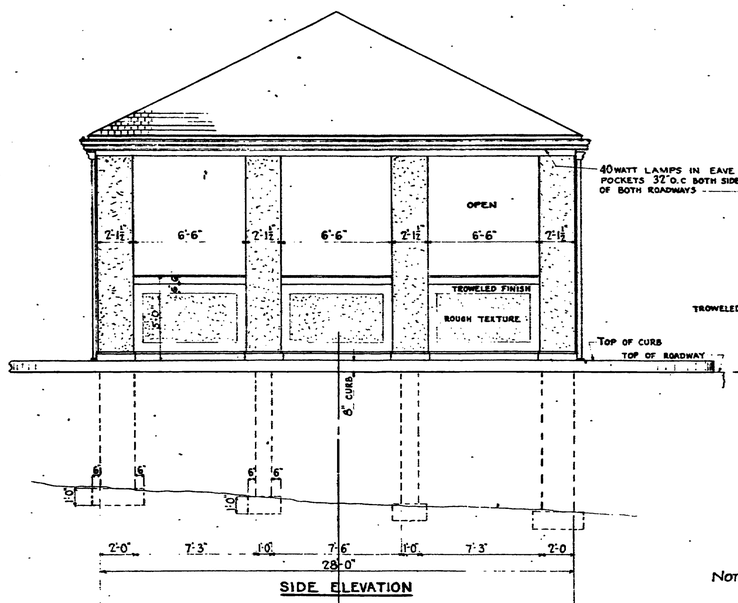
ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK – BUCKSPORT

DRAWING NUMBER
RS 2922-32

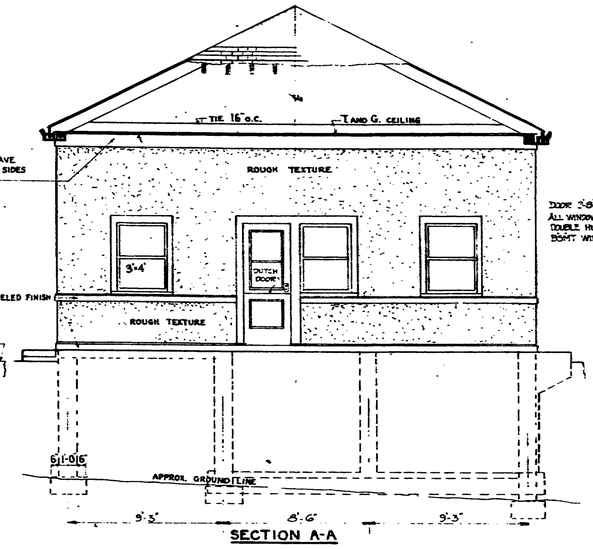
AUGUST 1930

108-1423

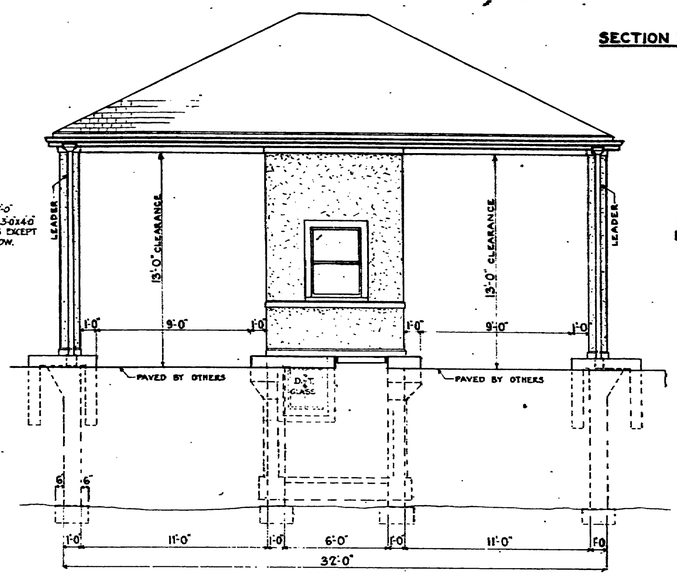




SIDE ELEVATION

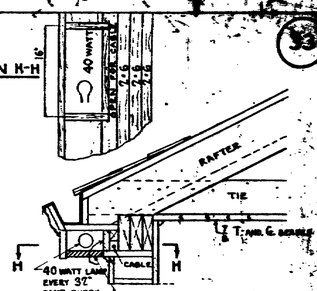


SECTION A-A

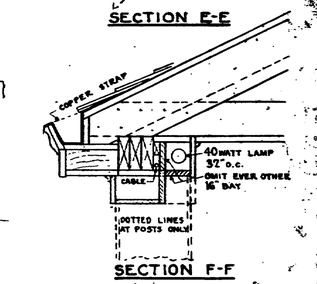


END ELEVATION

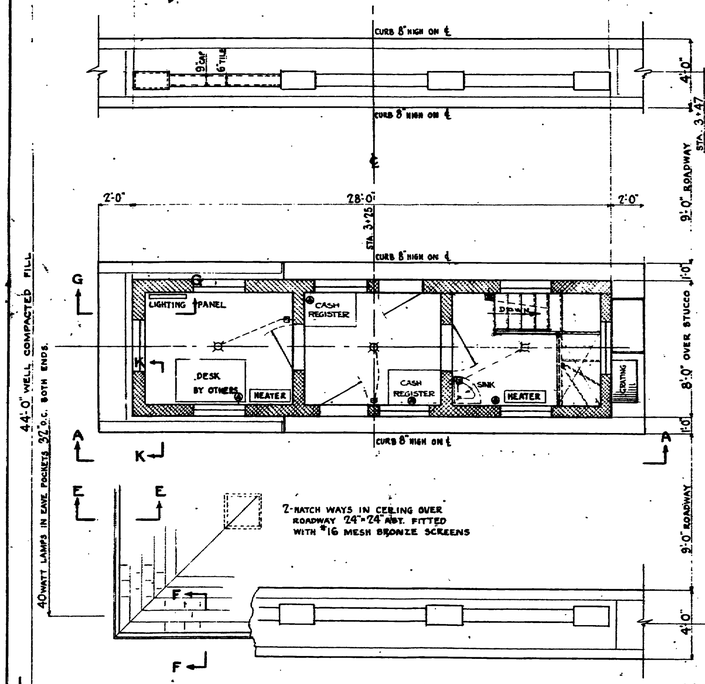
NOTE: ALL GLASS ¼" POLISHED PLATE
(BASEMENT DOOR AND WINDOW SHALL BE GLAZED WITH DOUBLE THICK CLEAR GLASS)



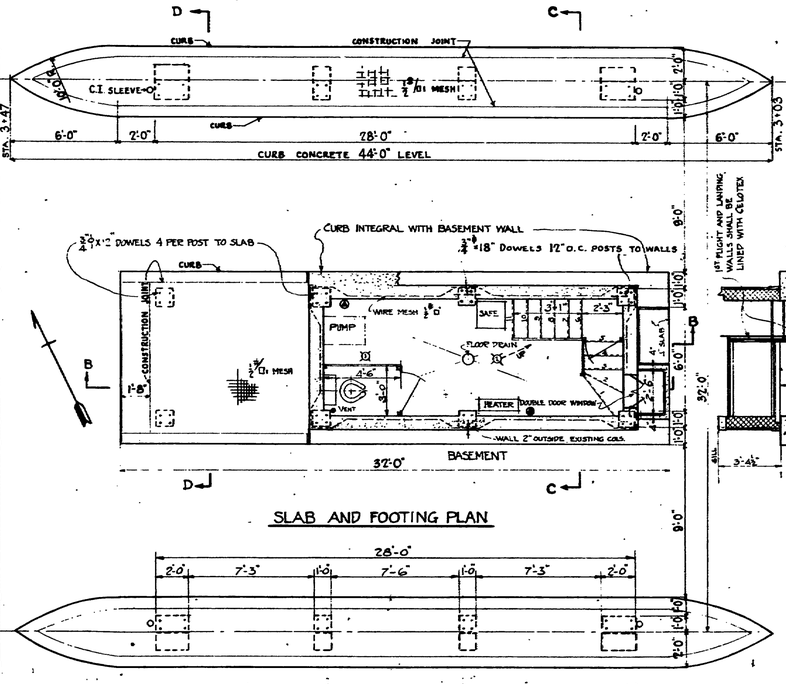
SECTION E-E



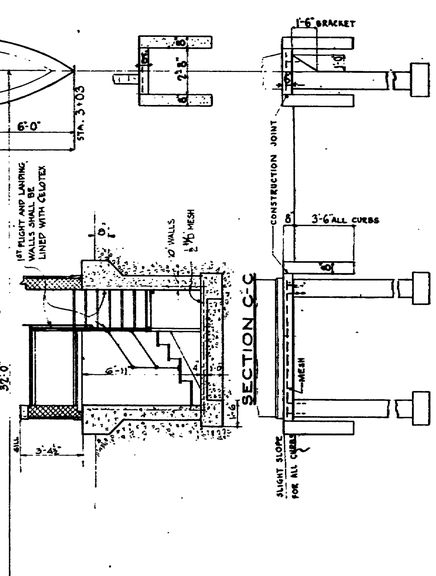
SECTION F-F

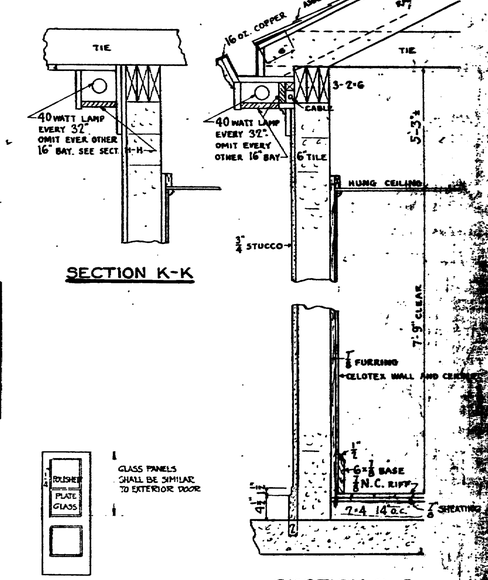


PLAN



SLAB AND FOOTING PLAN



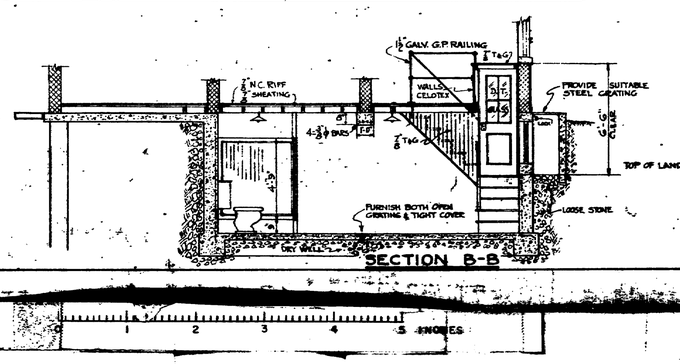


SECTION K-K

SECTION G-G

GLASS PANELS SHALL BE SIMILAR TO EXTERIOR DOOR

TWO INTERIOR DOORS (1ST. FLOOR)



SECTION B-B

APPROVED
Walter D. Robinson
D.B. Steinman
CONSULTING ENGINEERS

REVISED APRIL 28-1931

WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

TOLL HOUSE

SCALE 1 INCH = 1'-0"

ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

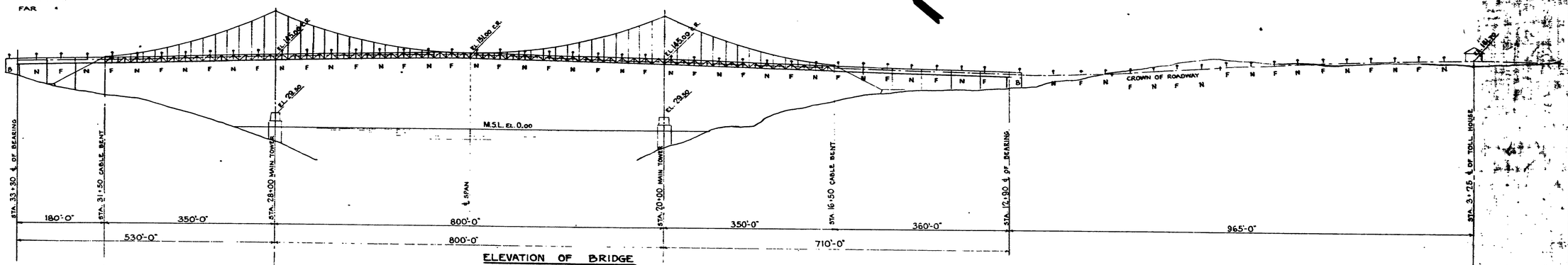
DRAWING
RS-202

WEST
(PROSPECT)

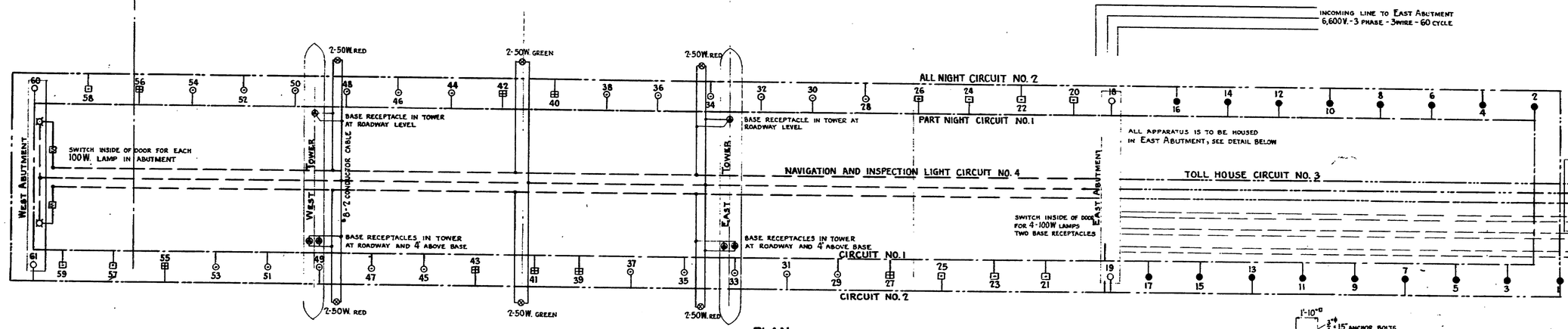
EAST
(VERONA)

N

B DENOTES LAMPS BOTH SIDES
N " " NEAR SIDE
F " " FAR "

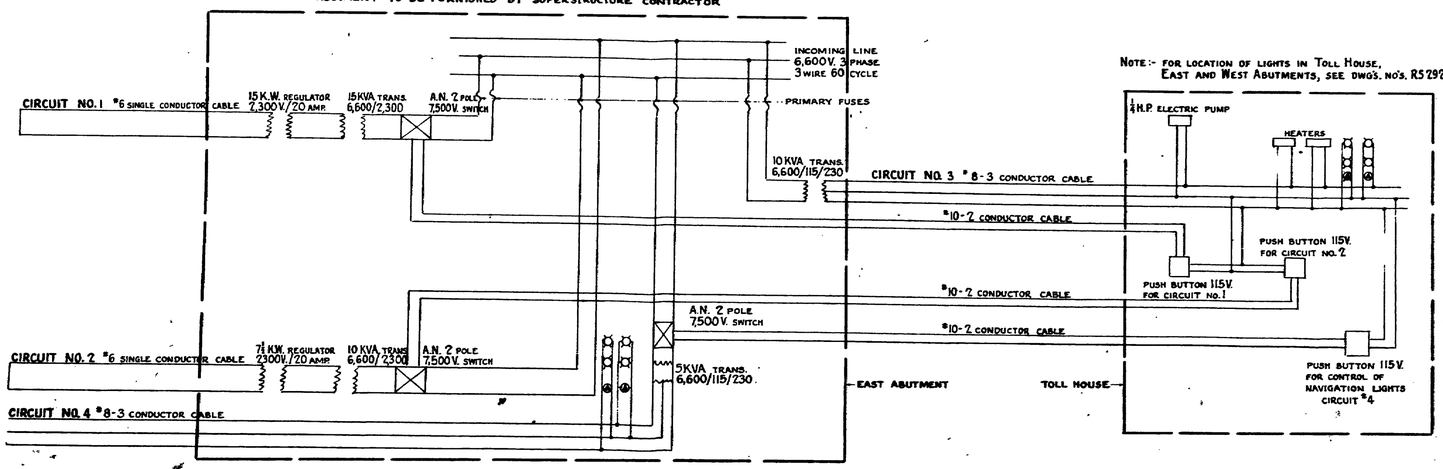


ELEVATION OF BRIDGE
SCALE 1"=100'



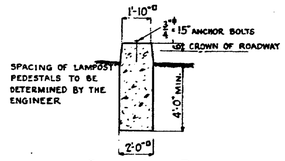
PLAN
SCHEMATIC WIRING DIAGRAM
NOT TO SCALE

NOTE:- SUPPORTS AND HOUSING FOR ELECTRICAL EQUIPMENT INSIDE OF ABUTMENT TO BE FURNISHED BY SUPERSTRUCTURE CONTRACTOR



ENLARGED SCHEMATIC PLAN
NO SCALE

NOTE:- FOR LOCATION OF LIGHTS IN TOLL HOUSE, EAST AND WEST ABUTMENTS, SEE DWGS. NO'S. R52922-5,-6,-33



DETAIL OF LAMP POST
CONCRETE PEDESTAL
17 REQUIRED



SYMBOLS			A	B	C
○	A	POST ON CONCRETE PED.	8'	11"	16"
⊡	B	POST ON 22" SQ. PL. EXTENSION	12'	11"	20'
⊞	A	POST ON 18" SQ. PL. EXTENSION	8'	11"	16'
⊙	A	POST ON TOP OF STIFF TRUSS	8'	11"	16'
●	B	POST ON CONCRETE FOUND.	12'	11"	20'
⌼		ORDINARY OUTLETS			
◉		BASE RECEPTACLE			
⊛		DOUBLE NAVIGATION LIGHTS			
⊠		SWITCH			

APPROVED Walter D. Robinson
A.B. Steinman
CONSULTING ENGINEERS

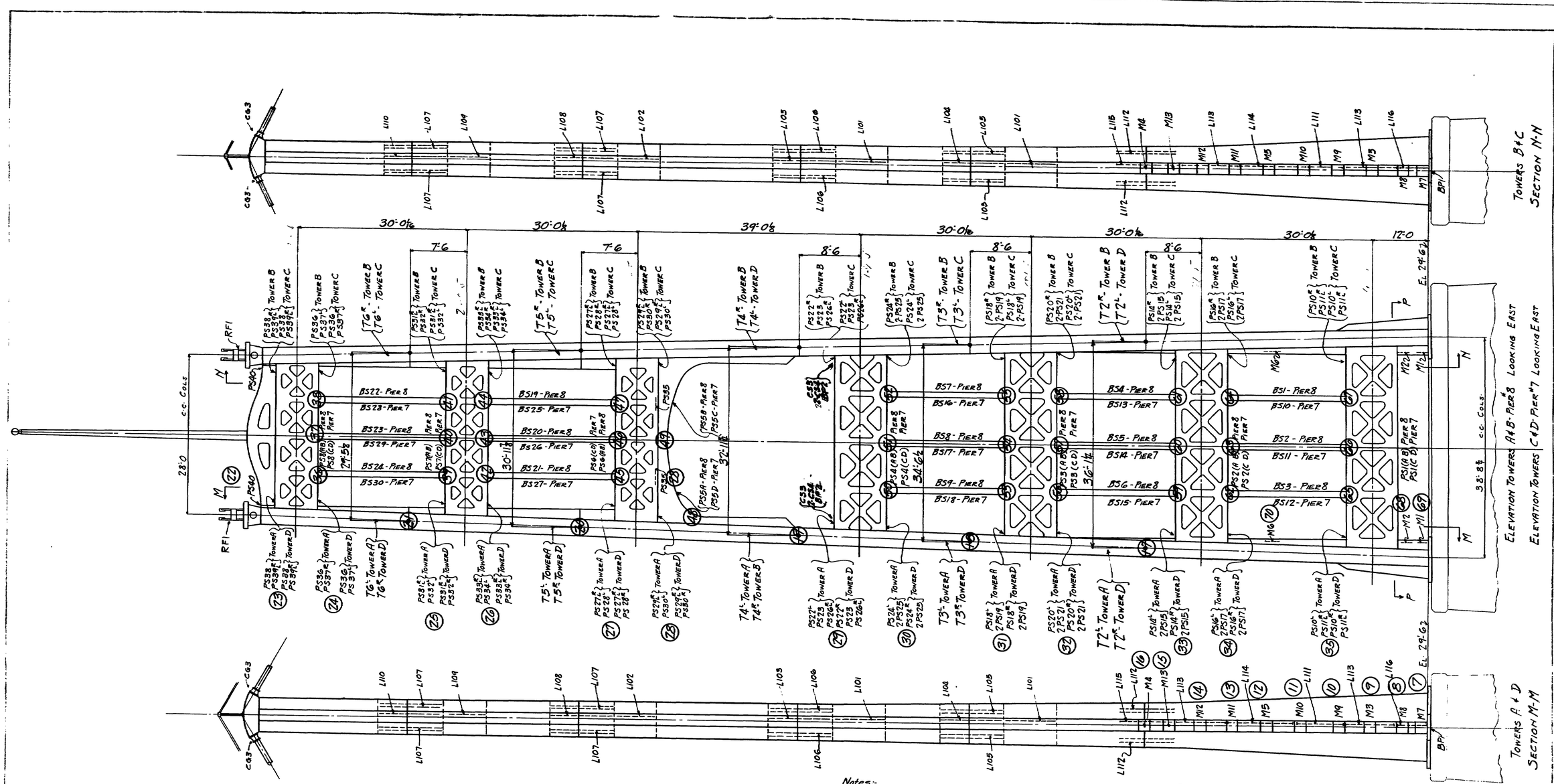
WALDO-HANCOCK BRIDGE
OVER
PENOBSCOT RIVER NEAR BUCKSPORT, MAINE

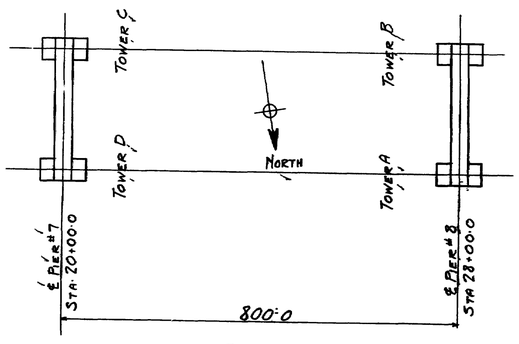
LIGHTING SYSTEM

SCALE AS NOTED

ROBINSON AND STEINMAN
CONSULTING ENGINEERS
NEW YORK — BUCKSPORT

DRAWING





All members marked "A" are to be assembled to form the Tower Leg "A".
" " " " "B" " " " " " " "B".
" " " " "C" " " " " " " "C".
" " " " "D" " " " " " " "D".

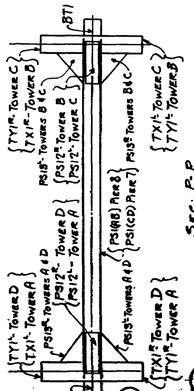
Ends of Portal Struts are to be erected as marked; A,B,C or D indicating the Tower Leg to which it has been assembled & reamed in shop.

Notes:-

The same numbers are used in match marking all towers, but are prefixed by the respective Tower Letter ie - "A" Tower numbers will be indicated thus (A5) etc. "B" Tower numbers (B5) etc.

This applies to all numbers except those used for Vertical Bracing all of which will be prefixed by Letter "A" for Pier B and Letter C for Pier 7

Towers were assembled complete, reamed in position and match marked with paint and steel stamps and "Must" be framed in field "Exactly" as match marked



ERECTION DIAGRAM OF MAIN TOWERS
WALDO-HANCOCK BRIDGE
PENOBSCOT RIVER
BUCKSPORT, MAINE

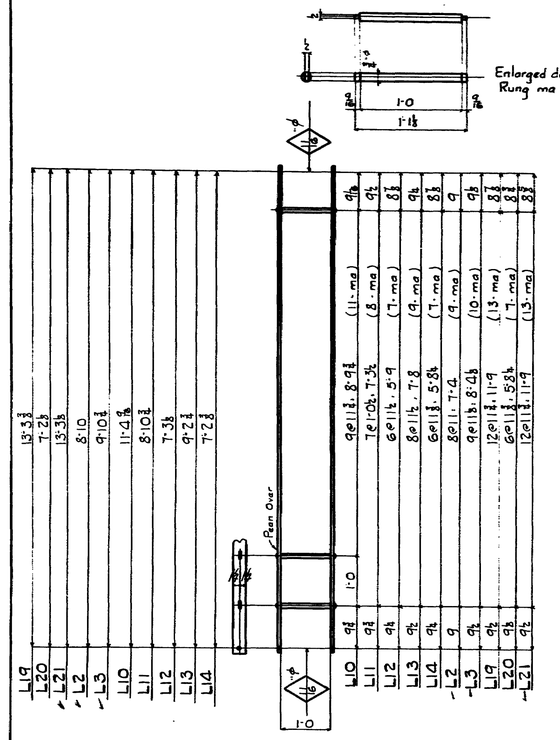
MADE BY
AMERICAN BRIDGE COMPANY.

DRAWING MADE AT TRENTON PLANT.
WORK FABRICATED AT AMBRIDGE PLANT.
IN CHARGE OF F.E. FELL
DRAW. MADE BY R.M. DATE
DRAW. CHECKED BY DATE 12/15/30
ORDER NO. G3691 SHEET NO. E1

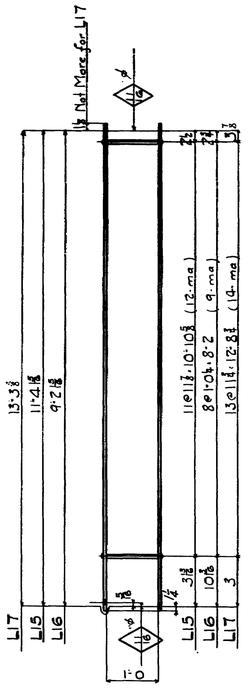
Approved
Robinson & Steinman
12/12/30

12/11/30

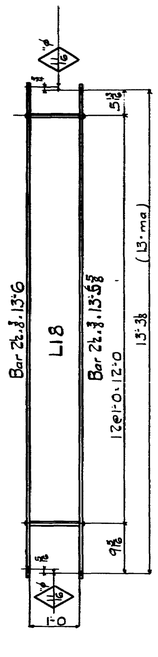
108-143

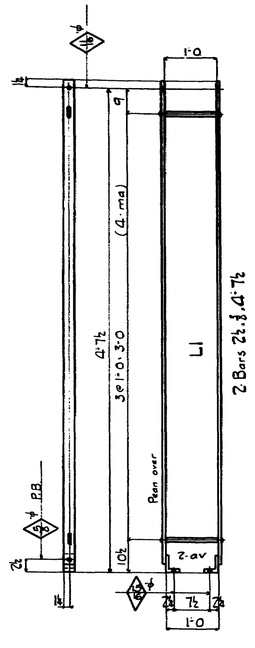


2-Bars 2½ × ⅜ . 9'-0½ - L2
2- " - . 10'-1¼ - L3
2- " - . 11'-7⅛ - L10
2- " - . 9'-1¼ - L11
2- " - . 7'-5⅛ - L12
2- " - . 9'-5¼ - L13
2- " - . 7'-4⅝ - L14
2- " - . 13'-5⅞ - L19
2- " - . 7'-4⅝ - L20
2- " - . 13'-5⅞ - L21



2-Bars 2½ × ⅜ . 11'-7⅛ - L15
2- " - . 9'-5⅞ - L16
2- " - . 13'-6 - L17





Approved
Robinson & Steinman
12/17/30

AMERICAN BRIDGE COMPANY — COPYRIGHT 19

No. PCS	SHAPE	LENGTH FT	LENGTH INS	ASSEMBLING MARK	REMARKS	ORDER FT	ORDER INS	ORDER LBS
	Assemble with T2 E L & T3 E L see sh.s 4 2a b, 2b & 3a b, 3b G3691							
	16 Ladders -			L10				
32	Bars 2½ × ⅜	11	7⅛					S
176	Rungs ¾ × ½	1	1⅛	ma				S
	Assemble with T2 E L & T3 E L see sh.s 4 2a b, 2b & 3a b, 3b G3691							
	16 Ladders -			L11				
32	Bars 2½ × ⅜	9	1⅛					S
128	Rungs ¾ × ½	1	1⅛	ma				S
	Assemble with T4 E L see sh.s 4 4a b, 4c G3691							
	12 Ladders -			L12				
24	Bars 2½ × ⅜	7	5⅛					S
84	Rungs ¾ × ½	1	1⅛	ma				S
	Assemble with T4 E L see sh.s 4 4a b, 4c G3691							
	8 Ladders -			L13				
16	Bars 2½ × ⅜	9	5⅛					S
72	Rungs ¾ × ½	1	1⅛	ma				S
	Assemble with T4 E L see sh.s 4 4a b, 4c G3691							
	8 Ladders -			L14				
16	Bars 2½ × ⅜	7	4⅞					S
56	Rungs ¾ × ½	1	1⅛	ma				S
	Assemble with T2 E L & T3 E L see sh.s 4 2a b, 2b & 3a b, 3b G3691							
	8 Ladders -			L15				
16	Bars 2½ × ⅜	11	7⅛					S
96	Rungs ¾ × ½	1	1⅛	ma				S
	Assemble with T4 E L see sh.s 4 4a b, 4c G3691							
	4 Ladders -			L16				
8	Bars 2½ × ⅜	9	5⅞					S
36	Rungs ¾ × ½	1	1⅛	ma				S
	Assemble with TX1 E L & TY1 E L see sh.s 1 2a to 1e G3691							
	16 Ladders -			L2				
32	Bars 2½ × ⅜	9	0½					S
144	Rungs ¾ × ½	1	1⅛	ma				S
	Assemble with TX1 E L & TY1 E L see sh.s 1 2a to 1e G3691							
	16 Ladders -			L3				
32	Bars 2½ × ⅜	10	1⅛					S
160	Rungs ¾ × ½	1	1⅛	ma				S
	Assemble with T5 E L see sh.s 4 5a b, 5b G3691							
	4 Ladders -			L17				
8	Bars 2½ × ⅜	13	6					S
56	Rungs ¾ × ½	1	1⅛	ma				S
	Assemble with T6 E L see sh.s 4 6a b, 6b G3691							
	4 Ladders -			L18				
4	Bars 2½ × ⅜	13	6					S
4	Bars 2½ × ⅜	13	5⅝					S
52	Rungs ¾ × ½	1	1⅛	ma				S
	Assemble with T5 E L see sh.s 4 5a b, 5b G3691							
	8 Ladders -			L19				
16	Bars 2½ × ⅜	13	5⅜					S
104	Rungs ¾ × ½	1	1⅛	ma				S
	Assemble with T5 E L see sh.s 4 5a b, 5b G3691							
	8 Ladders -			L20				
16	Bars 2½ × ⅜	7	4⅝					S
56	Rungs ¾ × ½	1	1⅛	ma				S
	Assemble with T6 E L see sh.s 4 6a b, 6b G3691							
	8 Ladders -			L21				
16	Bars 2½ × ⅜	13	5⅝					S
104	Rungs ¾ × ½	1	1⅛	ma				S
	Assemble with TX1 E L & TY1 E L see sh.s 1 2a to 1e G3691							
	8 Ladders -			L1				
16	Bars 2½ × ⅜	4	7½					S
32	Rungs ¾ × ½	1	1⅛	ma				S
16	PL ⅝ × ⅜	2'-5½		av				
16	PL ⅝ × ⅜	1'-7½						

RIVETS — HOLES Subpunched Reamed Matched Marked — DATE 19 — DRAWINGS Trenton — FABRICATION Ambridge — ORDER No. G3691 — SHEET No. P1

NAME OF STRUCTURE
WALDO HANCOCK BRIDGE-PENOBSCOT RIVER-BUCKSPORT ME

108-144

Fin. 2'-2 | 3'-0 | 4 Holes Tapped ½" from F.S. for ⅞" Tap Bolts.

1'-2 13/16 | 9'-3½ | 2'-5 | 4 Tapped Holes for ⅞" Tap Bolts

50'-6 11/16" Fin. length on inside of Web Pl.

10'-4 7/8 | 17@6'-8"=6 | 19@6'-9"=6 | 5

Holes for Tower Section TX1 L Rivets for Tower Section TY1 L

Web sym. abt ℄ for Tower Section TY1 R L

SRT

L 4.4.¾.7'4 Fin. one end N.S.

Web 21½.⅜.50'-6 11/16 Fin. for Tower Section TY1 R

L 6.4.½.50'-6 11/16 Fin.

Hole 12.3'-0 Smooth edge

℄ Tower 7

Note:— Bolt Manhole-cover in position for shipment.

Web. 62½.⅜.50'-6 11/16 Fin.

L 6.4.½.18'-6⅞ Fin. one end N.S.

L 6.6.½.50'-6 11/16 Fin.

L 4.4.½.7'0 Fin. one end

L 6.4.½.46'3 Fin. one end

6'-3 to back of L

Sec. X-X

50'-6 5/16 Fin.

Spacing on curve on back of L

L 8.8.½.50'-8 Abt. Fin. (Bent)

Web. 30.⅜.50'-8 Abt. Fin. (Bent.)

L 8.8.½.50'-7½ Abt. Fin. (Bent.)

Tower Section TX1 R (as shown) G (sh.# 1d)

" " TX1 L

" " TY1 R (same as TX1 R except as noted on Face Ⓐ & Base. & Ladder connections on Sec. E-E.

" " TY1 L

S (sh.# 1e) D (sh.# 1e) P (sh.# 1d) F (sh.# 1d)

Fin. | Fin. | Fin.

50'-5⅞ Fin.

Spacing same as Face Ⓐ

Note:— Ordinates for curve same as Face Ⓐ

L 4.4.½.6'11½ Fin. one end

L 6.4.½.46'2½ Fin. one end

Web. 61.⅜.50'-5 15/16 Fin.

L 6.6.½.50'-6⅛ Fin.

L 6.3½.½.6'7⅛ Fin. one end

℄ Tower

Diagram giving main working line of lower section of Tower.

M7 | M8 | M3 | M9 | M10 | M5

Splice Line

Cutting Line

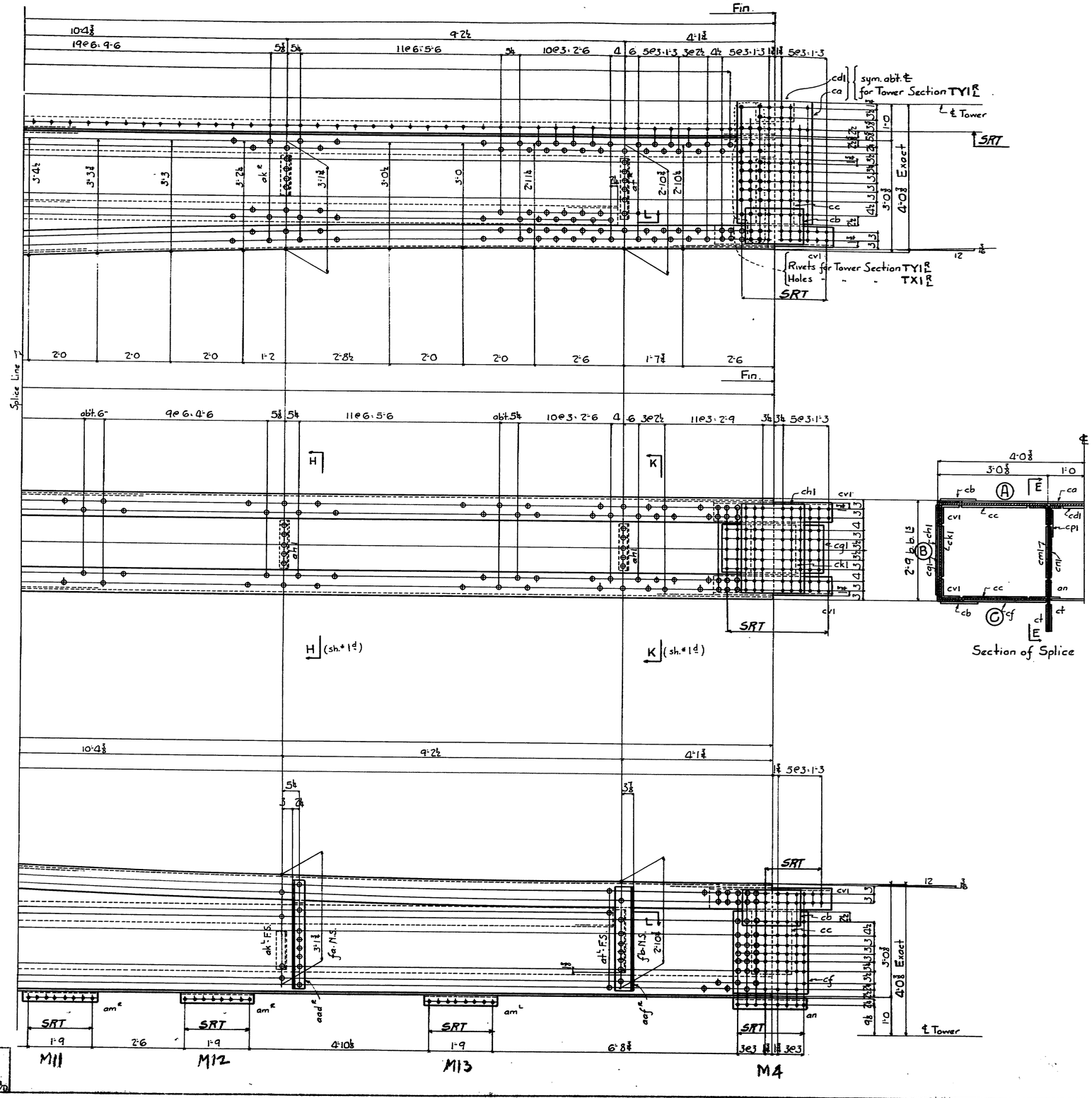
Approved
Robinson & Steinman
12/9/30

MAIN TOWERS-(1st SECTION)
WALDO-HANCOCK BRIDGE
PENOBSCOT RIVER
BUCKSPORT ME.

AMERICAN BRIDGE COMPANY.

Drawings Made At Trenton Plant
Work Fabricated At Pimbridge Plant
In Charge Of F.E.Fell.
Drawing Made By G.H.V. Date
Drawing Checked By Date 11/13/30
Order No. 63691 Sheet No. 19

108-145



REVISED
Nov. 30
Hole added on Face CD
11/30/30

Approved
Robinson & Steinman
12/9/30

G.H.V.
Oak 11/13/30

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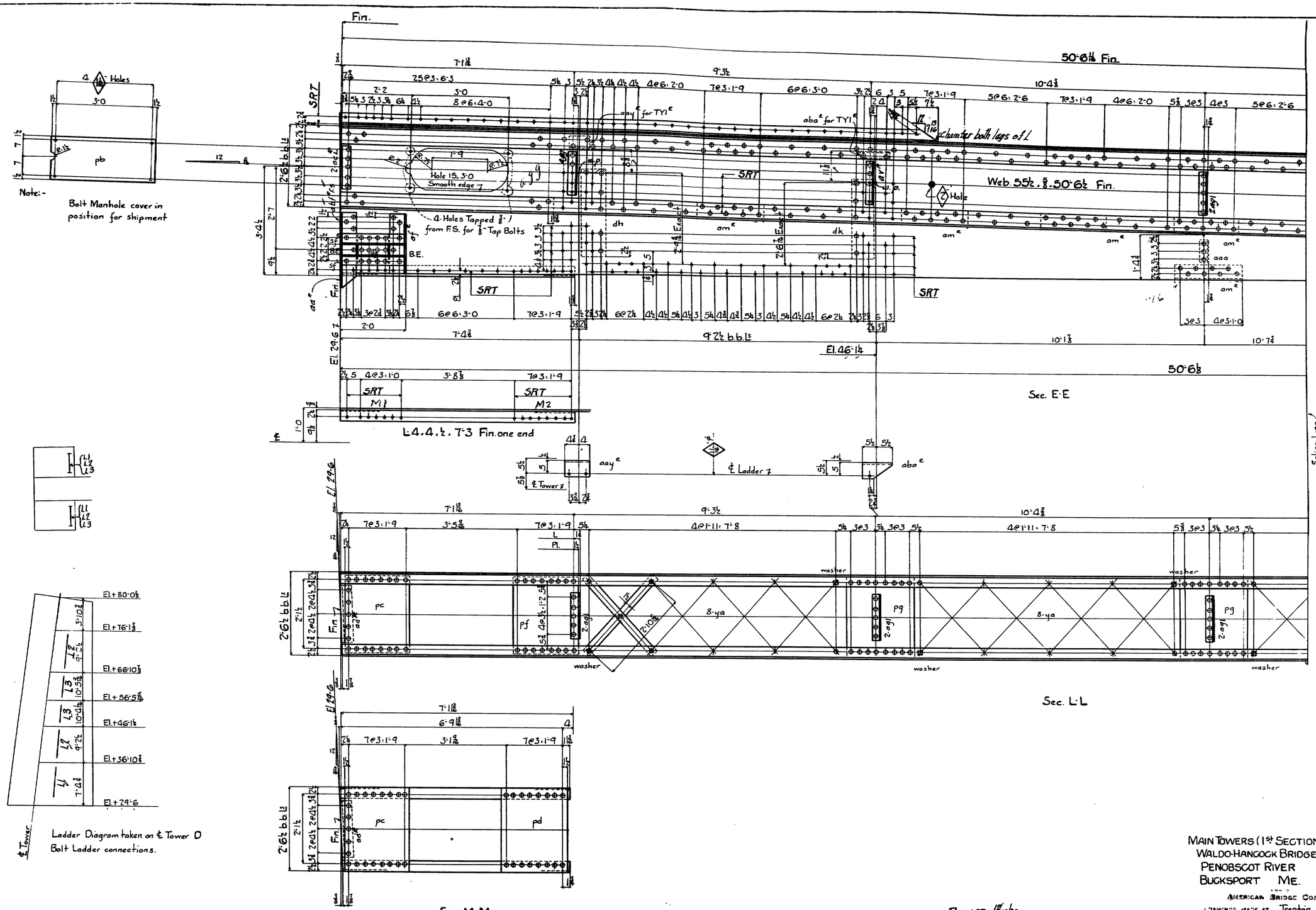
No. PCS	SHAPE	LENGTH FT	LENGTH INS	ASSEMBLING MARK	REMARKS	ORDERED FT	ORDERED INS	ORDERED ITEM
	4 Tower Sections			2-TX1 R, 2-TX1 L				
	4 "			2-TY1 R, 2-TY1 L				
8	Webs 55 3/8	50	6 1/2		Fin (56 1/8)	50	10 3/8	75
8	15 4 4 1/2	7	3		Fin. Lead	30	1	18
8	15 8 8 1/2	50	8	abt. Fin	(Bent)	52	0	3
8	15 8 8 1/2	50	7 1/2	abt. Fin	(Bent)	52	0	3
8	15 6 6 1/2	50	6 1/8		Fin.	50	10	9
8	15 6 6 1/2	50	6 1/8		"	50	10	9
8	15 6 4 1/2	46	3		Fin. Lead	46	10	12
8	15 6 4 1/2	46	2 1/8		" " "	46	10	12
8	15 4 4 1/2	7	0		" " "	28	5	19
8	15 4 4 1/2	6	11 1/8		" " "	28	5	19
8	15 4 4 3/8	7	4		" " "			5
8	15 6 4 1/2	50	6 1/8		Fin.	50	10	11
8	15 6 4 1/2	18	6 7/8		Fin. Lead	19	6	14
8	15 6 3 1/2	6	7 1/8		" " "	28	1	15
8	Webs 30 3/8	50	8	abt. Fin	(Bent)	50	10	40
8	Webs 62 1/8	50	6 1/8		Fin (63 1/8)	50	10 3/8	73
8	Webs 61 3/8	50	5 1/8		" (61 3/8)	50	10 3/8	74
4	Webs 21 1/2	50	6 1/8		Fin. Tower Sec TY1	50	10	54
8	15 8 8 3/8	4	1	a-ha E, a-ha L		32	9	1
8	15 8 8 3/8	5	1	a-hb E, a-hb L		20	7	2
8	15 8 8 3/8	5	1	a-hc E, a-hc L		20	7	2
4	15 4 4 1/2	1	1 1/2	hd				S
8	15 8 8 3/8	2	9	a-hf E, a-hf L				S
8	15 8 8 3/8	3	7 1/2	a-hg E, a-hg L				S
8	15 8 8 3/8	3	7 1/2	a-hh E, a-hh L				S
16	15 8 6 3/8	1	10 3/8	8-sa E, 8-sa L	Fin.			S
16	15 6 4 3/8	1	10 3/8	8-sb E, 8-sb L	"			S
48	15 6 4 3/8	1	10 3/8	24-sc E, 24-sc L	"			S
16	15 6 6 3/8	1	10 3/8	8-sd E, 8-sd L	"			S
8	Fils 16 1/2	2	0	da	24"			S
8	Fils 7 5/8	2	9	db		22	1	29
8	Fils 24 1/2	3	11 1/2	dc				S
16	Fils 7 5/8	2	10 1/2	dd		23	1	28
8	Fils 24 1/2	4	5	df				S
4	Pls 14 3/8	3	3	pa				S
16	Hex Hd Tap Bolts 7/8 x 4 1/2							AS
40	15 3 1/2 3 7/16	1	4	ahL				
64	15 3 1/2 3 7/16	1	1 3/8	32-ak E, 32-ak L				
16	15 3 1/2 3 7/16	1	7 1/2	8-at E, 8-at L		40	1	21
16	15 3 1/2 3 7/16	1	3 3/8	8-aw E, 8-aw L				
16	15 3 1/2 3 7/16		11 3/8	8-ay E, 8-ay L				
8	15 3 1/2 3 1/2 7/16	3	10 3/8	4-aab E, 4-aab L				S
8	15 4 3 1/2 3 1/2 7/16	3	0 3/8	4-aac E, 4-aac L				AS
8	15 3 1/2 3 1/2 7/16	3	2 1/2	4-aad E, 4-aad L				S
8	15 5 3 1/2 7/16	2	11 1/2	4-aaf E, 4-aaf L				AS
8	Fils 3 1/2	2	7 1/4	fa				S
8	Fils 5 1/2	2	4 1/2	fb				AS
64	15 6 3 1/2 7/16	2	0	32-am E, 32-am L				S
8	15 6 3 1/2	2	0 1/2	an				S
4	Pls 24 1/2	6	7	ca	Tower Sec TY1	26	9	50
16	Pls 18 1/2	1	0	cb				S
16	Pls 12 1/2	1	9	cc		32	7	67
4	Pls 13 1/2	1	0 1/2	cd1	Tower Sec TY1			
8	Pls 24 1/2	2	3	cf		18	5	52
8	Pls 16 1/2	2	9 1/2	cg1				
8	Pls 31 3/8	1	3 1/2	ch1				
8	Pls 16 3/8	1	3 1/2	ck1				
16	15 6 6 1/2	3	3 1/2	cv1				
8	Pls 17 3/8	3	3	pb		26	1	65
32	Hex Hd Tap Bolts 7/8 x 1 1/2							AS
8	15 8 6 3/8	2	3 1/2	4-aa E, 4-aa L, 8-ac E				S
16	15 4 4 1/2	1	5	8-ac L				S
8	15 8 6 3/8	1	11	4-af E, 4-af L				S
16	15 6 4 3/8	1	10 3/8	8-sc E, 8-sc L	Fin.			S
8	Fils 11 3/8	1	0	dg				S

Continued on sheet # 19

RIVETS	HOLES	DATE	DRAWINGS	ORDER No.	SHEET No.
See General Notes Sheet # 2		11/14 1930	Treaton FABRICATION; Ambridge	G3691	16 of 19

NAME OF STRUCTURE
WALDO HANCOCK BRIDGE PENOBSCOT RIVER-BUCKSPORT ME.

108-146



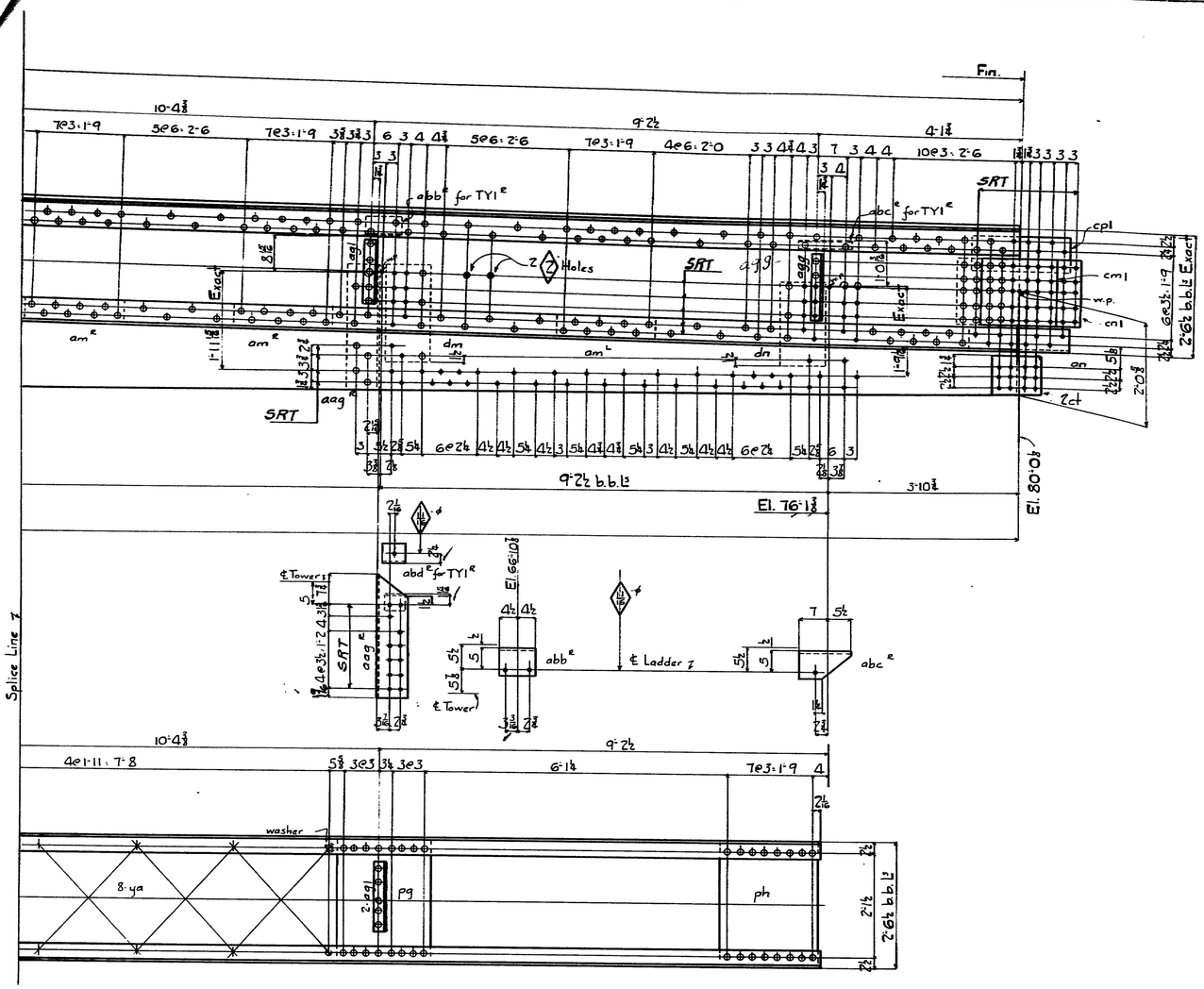
REVISED 12/12/30
16 ls agg 1 Changed to 16 ls agg

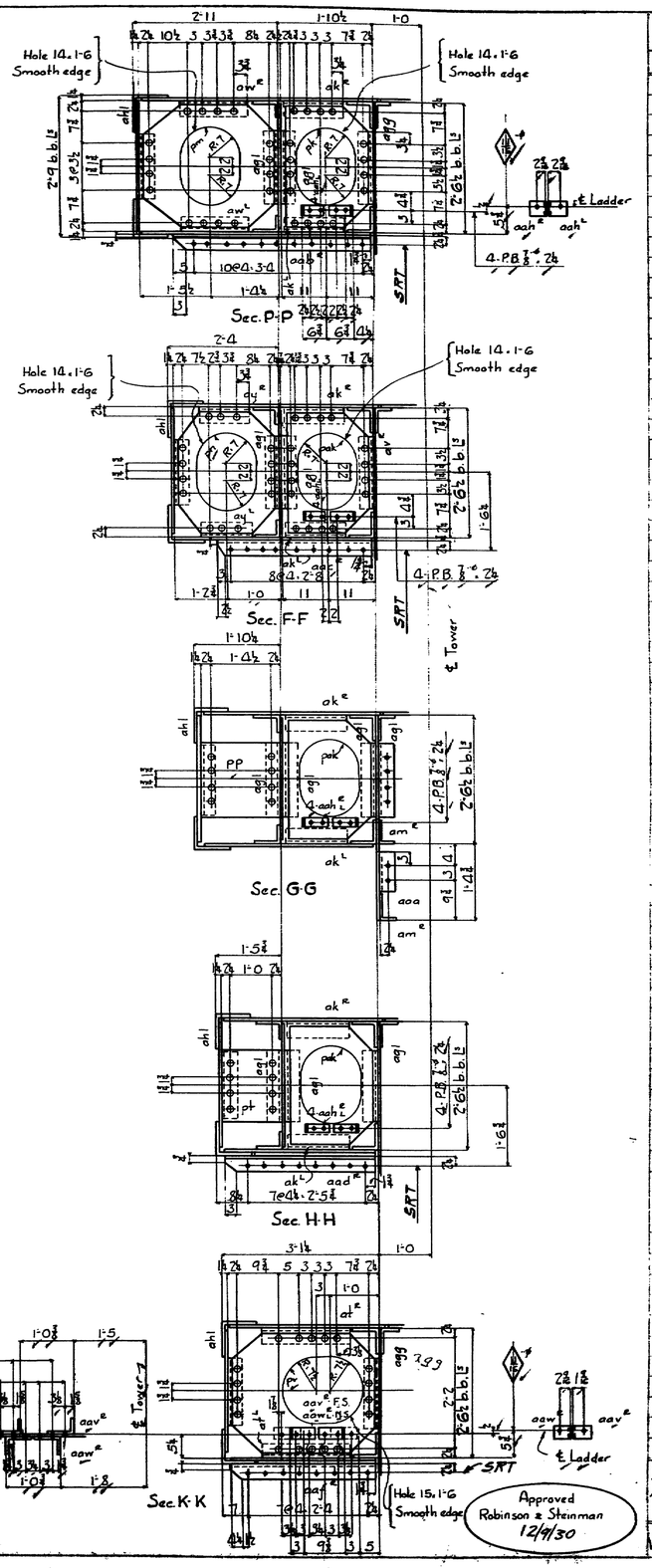
Approved
Robinson & Steinman
12/9/30

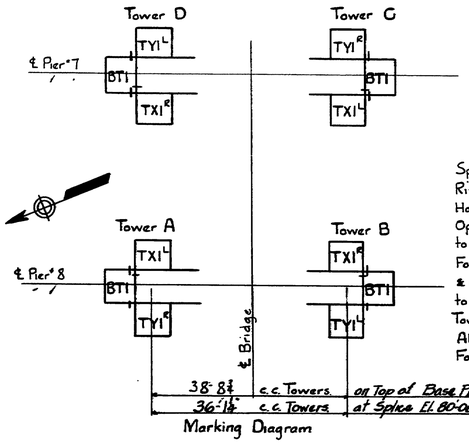
MAIN TOWERS (1st SECTION)
WALDO-HANCOCK BRIDGE
PENOBSCOT RIVER
BUCKSPORT ME.

AMERICAN BRIDGE COMPANY.
DRAWINGS MADE AT Trenton PLANT.
WORK FABRICATED AT Ambridge PLANT.
ENGINEER OF F.E. Fell.
DRAW. MADE BY G.H.V. DATE
DRAW. CHECKED BY DATE 11-13-30
ENGINEER'S NO. G3691
SHEET NO. 1 of 2

103-147







Notes: —
Specifications - Robinson & Steinman
Rivets: ⅞"-6
Holes: 15/16"-6 Unless Noted.
Open holes marked S.R.T. to be subpunched ¼" & reamed to size while members are assembled in position at Shop
For Match Marking: After members are assembled & reamed, they are to be marked with the Tower leg to which they belong.
Tower legs are marked as shown in diagram.
All exposed sheared edges to have a neat appearance.
For detail of Ladders see sh. Pl 8

REVISED 11/12/30
16ls aag1 changed to 16ls agg

AMERICAN BRIDGE COMPANY — COPYRIGHT 19

No. Pcs.	Shape	Length FT	Length INS	Assembling Mark	Remarks	Ordered FT	Ordered INS	Ordered Item
	Continued from sheet 1b							
8	Fls	9	7/16	2 8½	dh			5
8	Fls	9	7/16	2 5⅜	dk			5
8	Fls	11½	7/16	1 11¼	dm	30	1	69
8	Fls	11½	7/16	1 8½	dn	30	1	69
8	L² 8 8	½		2 7⅛	a-aag a-aag			5
88	L² 3½ 3	7/16		1 5	aql			X
8	L² 3½ 3	7/16		1 5	a-av^E a-av^L a-aq^E a-aq^L	40	1	21
16	L² 4 4	½		1 9				5
16	Pls	24	½	2 6	pc			5
8	Pls	24	½	2 6	pd			5
8	Pls	24	½	2 6	pf			5
24	Pls	24	7/16	2 6	pg			5
8	Pls	24	7/16	2 6	ph			5
192	Lat	3	½	2 10	c.c.ya			5
48	Wash.	2½	½	for ⅞"	Rivets			AS
8	Pls	17	⅜	1 6½	cm1			X
8	Pls	11	½	2 6½	cn1			X
8	Pls	9	⅜	2 0½	cp1			X
16	Pls	8½	⅜	1 0½	ct	9		5
8	L² 3½ 3	7/16		9	aaa	40	1	21
8	Pls	29	7/16	1 9	pk	30	1	46
8	Pls	29	7/16	2 8⅜	pm	30	1	46
8	Pls	29	7/16	2 1⅜	pn ✓	18	1	48
8	Pls	17	7/16	1 8	pp ✓			AS
8	Pls	17	7/16	1 3½	pt			1
8	Pls	29	7/16	2 11	pv	24	9	47
8	L² 3½ 3	⅜	1 6⅜	2-abg^E 2-abg^L				AS
24	Pls	29	7/16	1 9	pak ✓ 6a-aah	30	1	46
128	L² 6 4	⅜		3	aa-aah ✓			AS
16	L² 6 3½	⅜		3	8-aav ✓ 8-aav ✓			11
16	L² 6 4	⅜		3	8-aaw ✓ 8-aaw ✓			11
144	PB ✓	⅞"	2½					11
32	PB ✓	⅞"	2"					11
8	Slabs	51.3	Fin.	4 11½	4-cw^E ✓ 4-cw^L ✓	34⅜	10	8
8	Fill	3½	⅜	1 3½	fea			AS
176	Tap Bolts	⅞"	2½					AS
4	L² 3½ 3	7/16	1	1½	aak1			X
4	L² 6 5½	⅜		8¾	2-aay^E 2-aay^L For TY1^L^R			AS
4	L² 6 3½	⅜		11	2-aba^E 2-aba^L " TY1^L^R			11
4	L² 6 5	⅜		9	2-abo^E 2-abo^L " TY1^L^R			1
4	L² 6 3½	⅜		0½	2-abc^E 2-abc^L " TY1^L^R			1
4	L² 3½ 3½	7/16		5½	2-abd^E 2-abd^L " TY1^L^R			5
4	L² 4 4	½	1	1½	hbb			5
8	L² 6 4	½	2	10	4-hbc^E 4-hbc^L			AS
8	L² 8 3½	½		9½	4-hbd^E 4-hbd^L			1
8	L² 8 3½	½		7½	4-hbf^E 4-hbf^L			1
8	L² 8 3½	½		10⅝	4-hbg^E 4-hbg^L			1
8	L² 8 3½	½		10⅝	4-hbi^E 4-hbi^L			1
8	L² 8 3½	½		10¼	4-hbk^E 4-hbk^L			1
8	L² 8 3½	½		10¾	4-hbm^E 4-hbm^L			1
8	L² 6 4	½	1	3	4-dbf^E 4-dbf^L			1
16	L² 3½ 3	7/16	1	5	agg			
	4 Bearing Pls — BPL							
4	Slabs	48	3⅝"	1 1		48.3	15	81
4	Ladders	L1			Detailed & called for on			
8	"	L2			sh. Pl to be Shop Bolted			
8	"	L3			to TX1^L^R			
80	Bolts	⅞"	2½					AS
4	Ladders	L1			Detailed & called for on			
8	"	L2			sh. Pl to be Shop Bolted			
8	"	L3			to TY1^L^R			
80	Bolts	⅞"	1½					AS

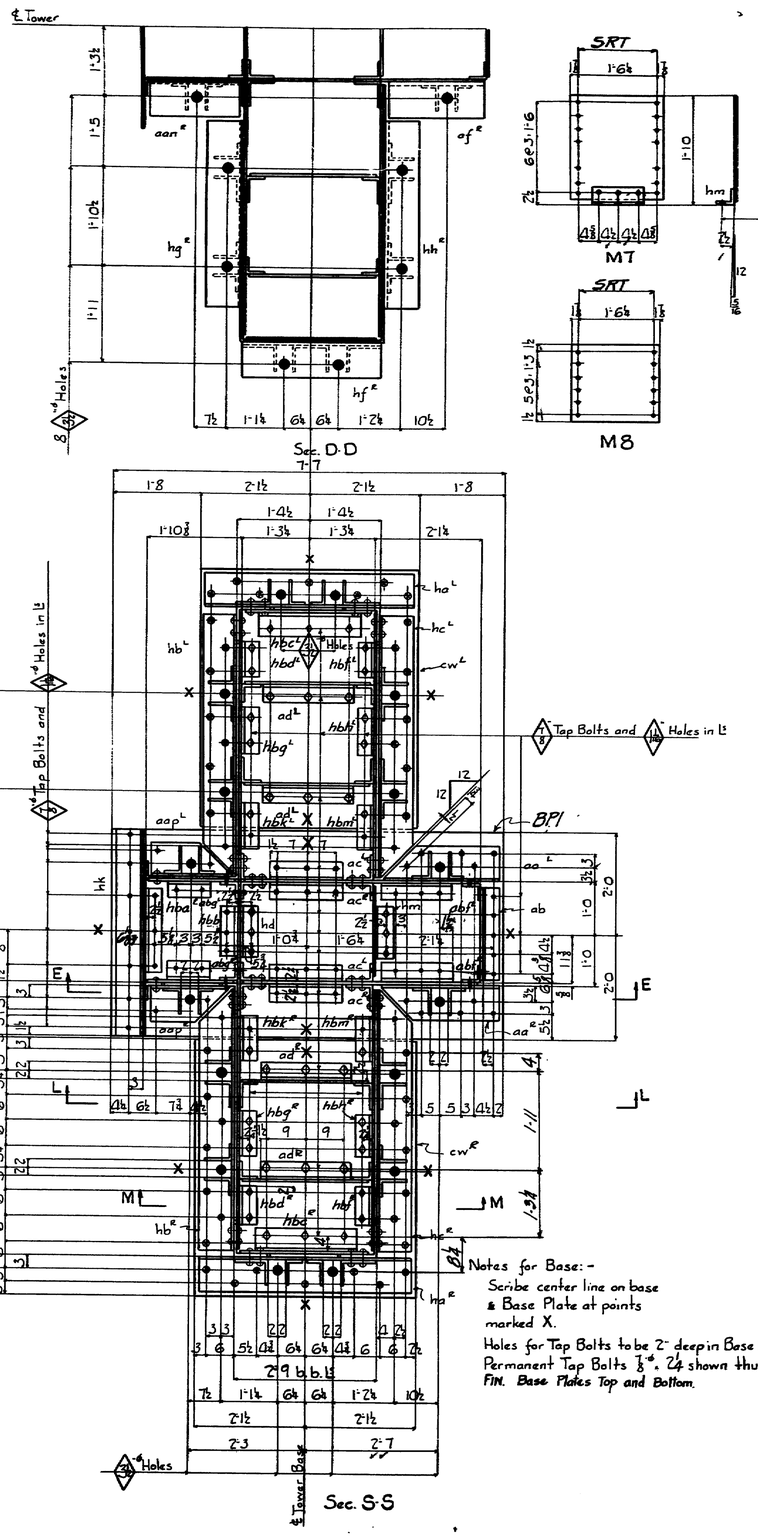
Rivets: See General Notes Sheet 1st
Date: 11/12/30
Drawings: Trenton Fabrication, Amebridge
Order No. G3691
Sheet No. 1d 2c
Name of Structure: WALDO-HANCOCK BRIDGE-PENOBSCOT RIVER-BUCKSPORT, ME.

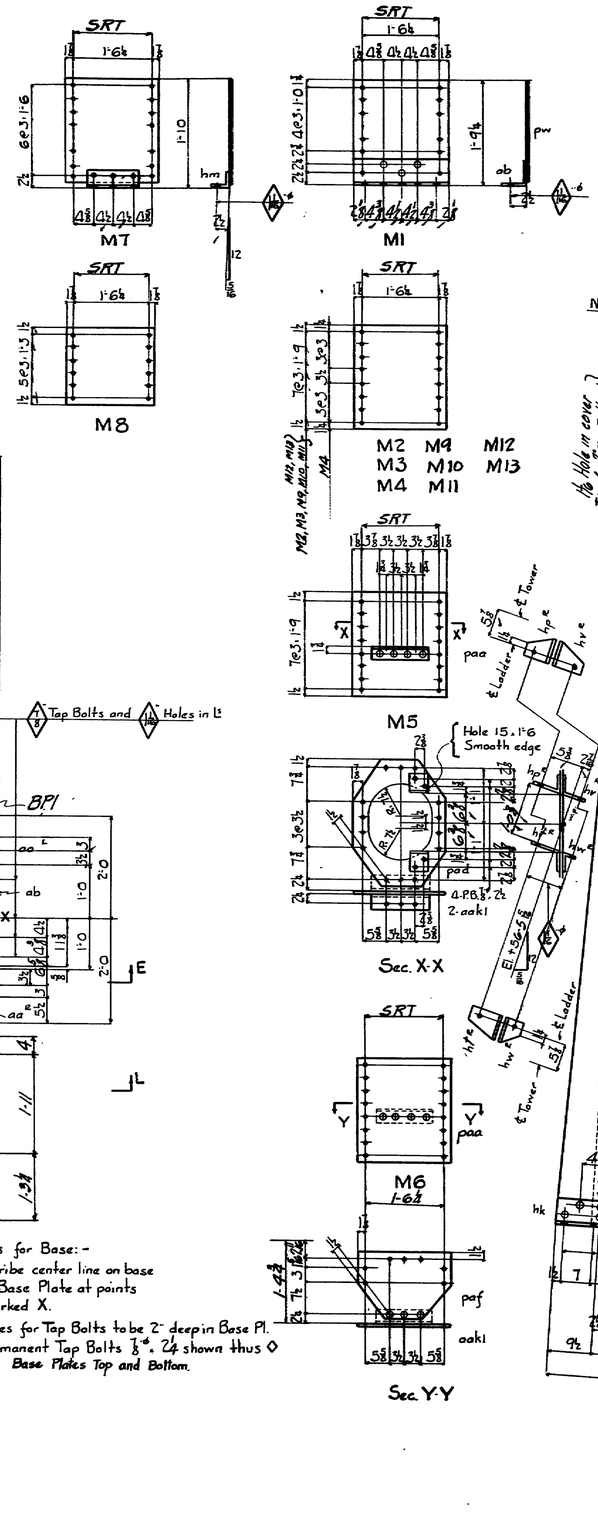
108-148

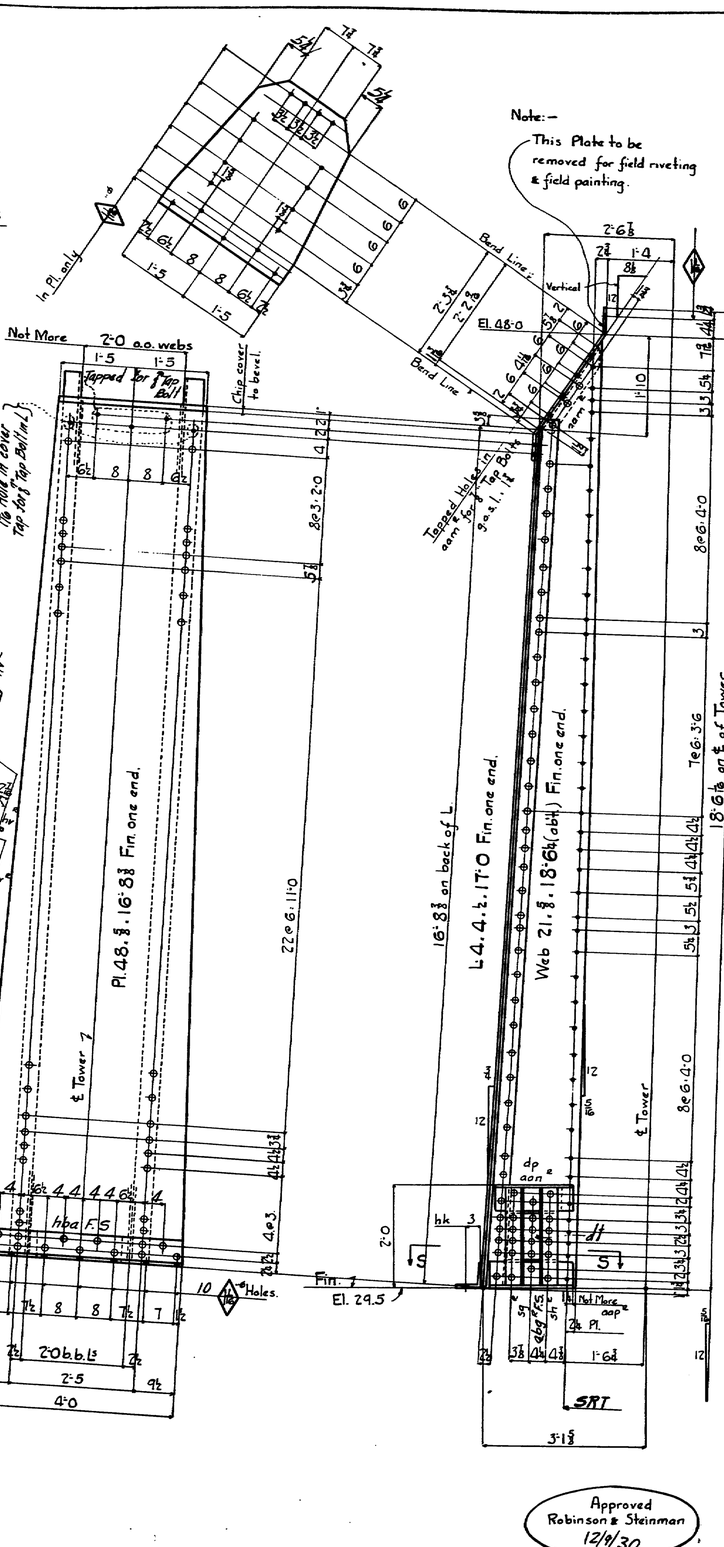
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AMERICAN BRIDGE COMPANY

No. PCS.	SHAPE	LENGTH FT	LENGTH INS	ASSEMBLING MARK	REMARKS	ORDER LD FT	ORDER LD INS	ORDER LD ITEM
	4-Buttresses BT1							
8	Pls 21 ⅜	18	6⅛ (abt.)		Fin. lead	18	8	56
8	ls 4 4 ½	17	0		Fin. lead			20
4	Cavs. 48 ⅝	16	8⅜		Fin. lead	17	0⅝	76
4	Cavs. 30 ⅝	3	3⅜ (abt.)					5
8	ls 3 3 ⅜	2	0⅛	a-aam, a-aam'				5
4	ls 6 6 ⅝	4	0	kk				5
8	ls 6 4 ⅝	1	10⅜	a-sg, a-sg'	Fin.			5
8	ls 6 4 ⅝	1	10⅜	a-sh, a-sh'	Fin.			5
8	ls 8 6 ⅝	1	6½	a-aan, a-aan'				5
8	ls 8 6 ⅝	1	6⅜	a-aap, a-aap'				5
8	Fils 20 ½	1	1	dp				5
8	Fils 11 ⅜	1	0⅜	dt				5
44	⅞" Tap Bolts	1	⅛					AS
8	⅞ Tap Bolts	1	⅛					1
4	ls 6 4 ½	1	7	hba				1
8	ls 6 4 ½	11	⅛	4-abg, 4-abg'				1
	4-Pieces - M1							
4	Pls 21 ½	1	10	pw				5
4	ls 6 4 ½	1	10	ab				AS
	4-Pieces - M2							
4	Pls 20 ½	1	10					5
	24-Pieces {4-M11, 4-M12, 4-M13; 4-M3, 4-M9, 4-M10}							
24	Pls 20 ½	1	10					5
	4-Pieces - M4							
4	Pls 20 ½	1	10					5
	4-Pieces - M5							
4	Pls 20 ½	1	10	paa				5
4	Pls 29 ½	1	10	pad		30	1	46
8	ls 3½ 3 ⅜	1	1½	aakl				AS
4	ls 6 5 ⅜		5½	2-hh, 2-hh'				1
4	ls 6½ 5 ⅜		5½	2-hh, 2-hh'				1
4	ls 5 4 ⅜		5½	2-hw, 2-hw'				1
4	ls 5 3½ ⅜		5½	2-hw, 2-hw'				1
16	PB ⅜		2½					1
	4-Pieces - M7							
4	Pls 21 ½	1	10	pag	24"			5
4	ls 4 4 ½	1	0	hm				5
	4-Pieces - M8							
4	Pls 18 ½	1	10		24"			5
	4-Pieces - M6							
4	Pls 20 ⅜	1	10	paa				AS
4	Pls 15 ⅜	1	10	paf				1
4	ls 3½ 3 ⅜	1	12	aakl				X







Approved
Robinson & Steinman
12/1/30

RIVETS	WORKS	DATE	DRAWINGS	ORDER No.	SHEET No.
See General Notes, Sheet 1		11/10 to 11/30	Trenton FABRICATION Am bridge	G3691	1

NAME OF STRUCTURE
WALDO-HANCOCK BRIDGE-PENOBSCOT RIVER-BUCKSPORT ME.

108-149

G

H

K

Fin.

SRT

L.8.8½.30'0⅜ Abt. Fin.

30'0⅜ Fin.

for web

12

3½

10½

3'6½

7'1½ b.b.℄ Exact

F

E

A Web. 93¾. ¾. 30'0⅜ Fin.

ab1

ac1

ad1

cb

cc

cv1

3'0½

1'0

2½

3½

4½

11⅛

3e3

3½

4e6. 2'0

4'10½

17e5½. 7'9½

11'9½

8e6. 4'0

5

5½

5⅝

15e6. 7'6

9'3⅜

4'0⅞

5e3. 1'3

5¼

3¾

4e3

4½

On slope

30'0⅞

4'10½

11'9½

9'3⅜

4'0⅜

3⅝

3¾

3½

4

3

2'9 b.b.℄ Exact

B & D Web. 30.⅞. 30'0⅛ Abt. Fin.

ah1

ck1

cg1

ch1

cm1

cp1

cn1

SRT

T2R

El. + 80'0⅛

M

N

L.8.8½.30'0⅜ Abt. Fin.

Web. 34½. ¾. 30'0⅜ Fin.

1'10⅛ b.b.℄

1'10⅜ b.b.℄

1'9½ b.b.℄

1'5¼

1'6¼

2'4

2'5

apz1

apz2

apz3

pf2

pg2

pk2

asz

ph2

C

El. + 110'0½

Sec. N-N

Sec. M-M

5e3½. 1'5½

6e4. 2'0

5½

5⅝

Rev. 12/10/30
Holes added Face "A"

APPROVED
ROBINSON & STEINMAN
12/9/30

MAIN TOWERS (SECOND SECTION)
WALDO-HANCOCK BRIDGE
PENOBSCOT RIVER
BUCKSPORT, ME.

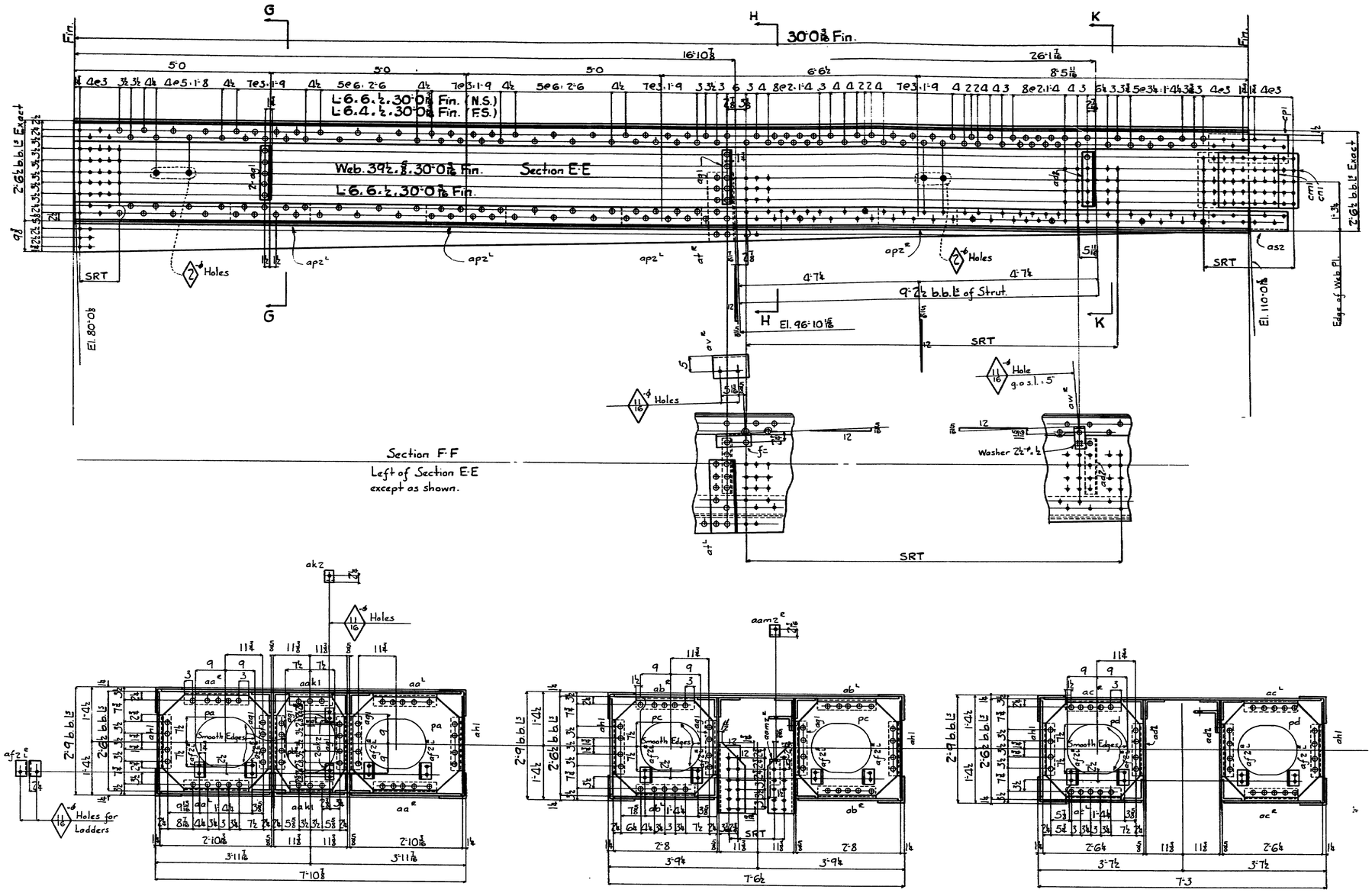
AMERICAN BRIDGE COMPANY

DRAWINGS MADE AT Trenton PLANT
WORK FABRICATED AT Ambridge PLANT
IN CHARGE OF F.E. Fell.
DRAW. MADE BY J.A.D. DATE
DRAW. CHECKED BY C.K.H. DATE 11/10/30

ORDER NO. G3691

SHEET NO. 2 a/b

108-150



Notes: —
Specifications:- Robinson & Steinman.
Rivets, ⅞"-6
Holes: 15/16"-6 Unless Noted.
Open holes marked S.R.T. to be subpunched ¼" & reamed to size while members are assembled in position at shop.
For Match Marking: After members are assembled & reamed, they are to be marked with the Tower leg to which they belong.
Tower legs are marked as shown in diagram.
All exposed sheared edges to have a neat appearance.

Approved
Robinson & Steinman
12/9/30

AMERICAN BRIDGE COMPANY

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No. PCS	SHAPE	LENGTH FT	LENGTH INS	ASSEMBLING MARK	REMARKS	ORDERED FT	ORDERED INS	ORDERED WEIGHT
	2 Tower Sections T2R							
	2 " " T2L							
16	Ls 8 8 ½	30	0 3/16	abt	Fin.	30	1½	6
16	Ls 6 6 ½	30	0 3/16		"	30	1½	10
8	Ls 6 4 ½	30	0 3/16		"	30	1½	13
4	Pls 93 3/8	30	0 3/16		" (4½")	30	1½	71
8	Pls 34½ ⅜	30	0 3/16		" (35½")	30	1½	78
8	Pls 30 ¾	30	0 3/16	abt	"	30	1½	41
8	Pls 34½ ⅝	30	0 3/16		" (40½")	30	1½	77
16	Ls 3½ 3 7/16	1	7 3/16	8-aa R 8-aa L		40	1	21
8	Ls 3½ 3 7/16	1	1½	aak1				
24	Ls 3½ 3 7/16	1	4	ah1				
24	Ls 3½ 3 7/16	1	5	aq1 E				
16	Ls 3½ 3 7/16	1	6½	8-ab R 8-ab L		40	1	21
16	Ls 3½ 3 7/16	1	5	8-ac R 8-ac L		40	1	21
8	Ls 4 3½ 7/16	1	5	ad1				
96	Ls 3½ 3 ⅜		5½	48-af2 E 48-af2 L				
16	Ls 5 3½ ⅜		7½	ak2				
8	Pls 29 7/16	2	8¾	pa		30	1	46
4	Pls 29 7/16	1	9½	pb2				
8	Pls 29 7/16	2	6½	pc		30 / 40	1 / 0	22 / 44
8	Pls 29 7/16	2	4¾	pd		40	0	44
8	Ls 3½ 3½ 7/16	2	7½	a-ha E a-ha L				5
8	Ls 4 3½ 7/16	2	0½	a-hb E a-hb L				95
8	Fils 3½ ½	1	1½	fa				5
8	Fils 3½ ½	1	5	fb				5
4	Pls 22 7/16	2	0½	pf2				
8	Pls 22 7/16	2	0½	pg2				
4	Pls 22 ½	2	0½	ph2				
32	Ls 6 3½ 7/16	2	0½	16-apz E 16-apz L				
8	Ls 6 3½ ½	2	0½	asz				
8	Ls 8 8 ½	1	9½	a-at E a-at L				5
4	Ls 6½ 4 7/16		9½	2-av E 2-av L	8:6			85
4	Fils 3 ½		9½	fc				85
4	Ls 7 6½ 7/16		3	2-aw E 2-aw L	8:6			85
4	Washers 2½ ½							85
4	Pls 24½ ½	5	8	ca		22	9	51
16	Pls 10½ ⅜	1	6½	cb		25	0	70
16	Pls 15 ⅜	1	0½	cc				5
4	Pls 13½ ⅜	1	0½	cd1				
16	Ls 6 6 ½	3	3½	cv1				
8	Pls 31 ⅜	1	9½	ch1				
8	Pls 16 ½	2	9½	cg1				
8	Pls 16 ⅜	1	3½	ck1				
8	Pls 21½ ½	2	0½	cf		17	0	55
8	Pls 17 ½	2	6½	cn1				
8	Pls 9 ⅜	2	0½	cp1				
8	Pls 17 ⅜	1	6½	cm1				
4	Pls 21 7/16	2	0½	pk2				
4	Ls 7 3½ 7/16		3⅜	2-aam2 E 2-aam2 L				
96	P.B. ⅜-6		7½					AS
16	P.B. ⅝-6		2					AS
	8 Ladders L10				Detailed & called			
	8 " L11				for on Pl. G3691			
	4 " L15				to be bolted to T52E T52L			
80	P.B. ⅝-6	1	2					AS

RIVETS	HOLES	DATE	DRAWINGS	ORDER No.	SHEET No.
⅞	15/16 Unless Noted.	/ 19	Trenton FABRICATION Ambridge	G3691	2b

NAME OF STRUCTURE
WALDO-HANCOCK BRIDGE: PENOBSCOT RIVER-BUCKSPORT, ME.

108-154

T3R

L.8.8½.30'0⅜ Abt. Fin.

30'0 13/16 Fin.

Web. 82½.¾.30'0 13/16 Fin.

L.8.8½.30'0⅜ Abt. Fin.

Spacing same as Face A-T2R sh. # 2 9/16

Web. 30.¾.30'0¼ abt. Fin.

L.8.8½.30'0⅜ Abt. Fin.

Spacing same as Face B-T2R sh. # 2 9/16

Web. 28⅞.¾.30'0 13/16 Fin.

L.8.8½.30'0⅜ Abt. Fin.

Spacing same as Face C-T2R sh. # 2 9/16

Web. 28⅞.¾.30'0 13/16 Fin.

L.8.8½.30'0⅜ Abt. Fin.

Spacing same as Face C-T2R sh. # 2 9/16

MAIN TOWERS (3RD SECTION)
WALDO-HANCOCK BRIDGE
PENOBSCOT RIVER
BUCKSPORT ME.

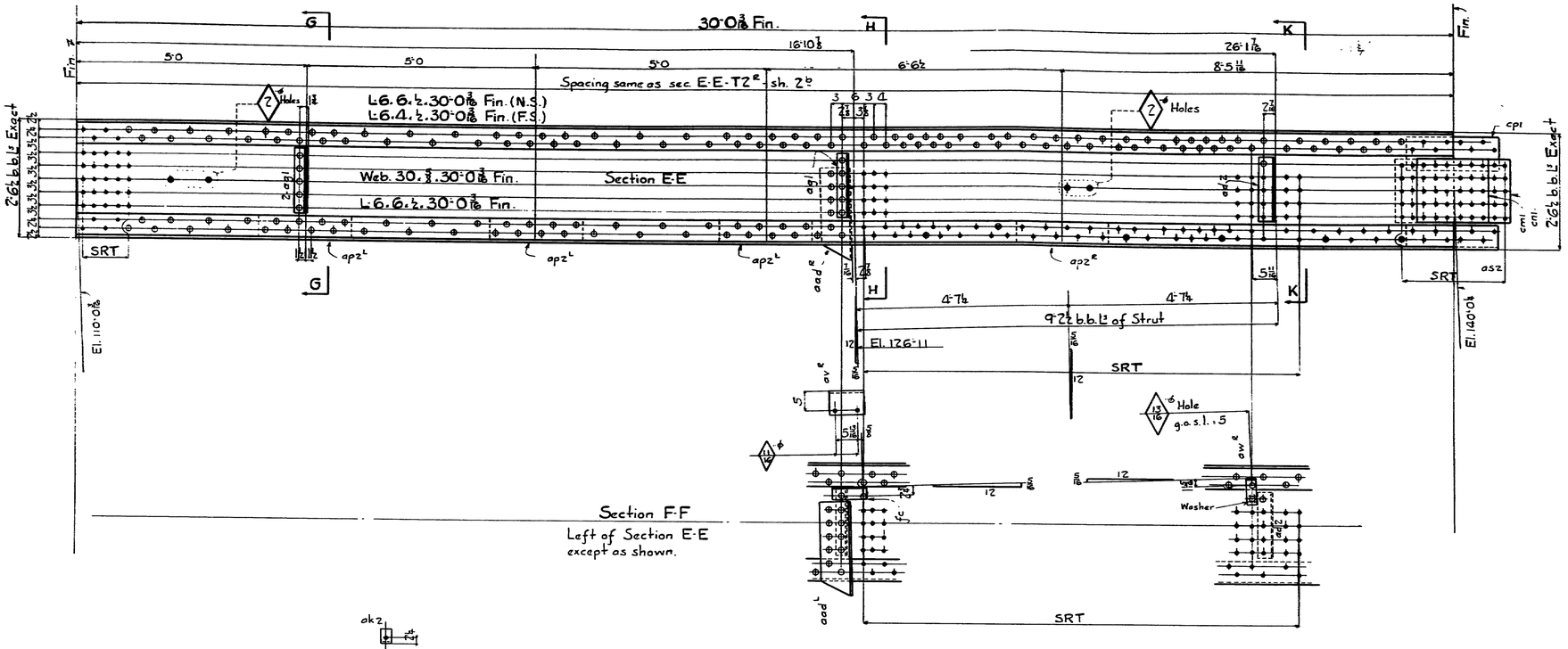
AMERICAN BRIDGE COMPANY.

DRAWINGS MADE AT Trenton PLANT.
WORK FABRICATED AT Ambridge PLANT.
IN CHARGE OF F.E. Fell.
DRAW. MADE BY J.A.D. COMP. DATE
DRAW. CHECKED BY [illegible] DATE 11/26/30

ORDER NO. G3691 SHEET NO. 3 3/b

Approved
Robinson & Steinman
12/9/30

108-152



Notes: —
Specifications: Robinson & Steinman
Rivets: ⅞"ϕ
Holes: 15/16"ϕ Unless Noted.
Open holes marked S.R.T. to be subpunched ¼" & reamed to size while members are assembled in position at shop.
For Match Marking: — After members are assembled & reamed, they are to be marked with the Tower leg to which they belong. Tower legs are marked as shown in diagram.
All exposed sheared edges to have a neat appearance.

Approved
Robinson & Steinman
12/9/30

DRAWN J.A.D. TRACED E.H.K. CHECKED

DRAWING

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AMERICAN BRIDGE COMPANY

No. PCS	SHAPE	LENGTH FT	LENGTH INS	ASSEMBLING MARK	REMARKS	ORDERED FT	ORDERED INS	ORDERED ITEM
	2 Tower Sections - T3 E							
	2 " " - T3 L							
16	L 8 8 ½	30	0⅜	abt	Fin.	30	1½	6
16	L 6 6 ½	30	0⅜		"	30	1½	10
8	L 6 4 ½	30	0⅜		"	30	1½	13
4	Pls 82½ ⅜	30	0⅜		" 13⅜	30	1½	72
8	Pls 28⅛ ½	30	0⅜		" 24⅜	30	1½	79
8	Pls 30 ⅜	30	0¼	abt	"	30	1½	41
8	Pls 30 ⅝	30	0⅜		"	30	1½	42
16	L 3½ 3 7/16	1	2⅜	8-ay E 8-ay L		40	1	21
8	L 3½ 3 7/16	1	1½	aak1				
24	L 3½ 3 7/16	1	4	ak1				
24	L 3½ 3 7/16	1	5	ag1 16-aaa E 16-aaa L				
32	L 3½ 3 7/16	1	1½			40	1	21
8	L 4 3½ 7/16	1	5	ad2				
96	L 3½ 3 ⅞	1	5¼	48-af2 E 48-af2 L				
16	L 5 3½ ⅞	2	2⅜	ak2				
8	Pls 29 7/16	2	3½	pm		55	0	43
4	Pls 29 7/16	1	9¼	pb2				
8	Pls 29 7/16	2	2	pn		55	0	43
8	Pls 29 7/16	2	0⅜	pp		55	0	43
8	L 3½ 3½ 7/16	2	3½	4-hc E 4-hc L				5
8	L 8 8 ½	2	9½	4-aaf E 4-aaf L				5
8	Fils 3½ ½	1	8	fd				A5
4	Pls 22 7/16	2	0½	pf2				
8	Pls 22 7/16	2	0½	pg2				
4	Pls 21 7/16	2	0½	pk2				
4	Pls 22 ½	2	0½	ph2 16-ap2 E 16-ap2 L				
32	L 6 3½ 7/16	2	0½					
8	L 6 3½ ½	2	0½	as2 4-aad E 4-aad L				5
8	L 8 8 ½	2	2½					
4	L 6¼ 4 7/16		9½	2-av E 2-av L				A5
4	Fils 3 ½		9½	fc				"
4	L T 6¼ 7/16		3	2-aw E 2-aw L				"
4	Washers 2½ ½"							"
4	Pls 30½ ½	5	0½	cw		20	3	39
16	Pls 12½ ⅜	1	6½	cy		25	6	68
16	Pls 12 ⅜	1	0½	caa				5
4	Pls 13½ ⅜	1	0½	cd1				
16	L 6 6 ½	3	3½	cv1				
8	Pls 31 ⅜	1	9½	ch1				
8	Pls 16 ½	2	9½	cg1				
8	Pls 16 ⅜	1	3½	ck1				
8	Pls 18 ½	2	0½	cab				5
8	Pls 17 ½	2	6½	cn1				
8	Pls 17 ⅜	1	6½	cm1				
8	Pls 9 ⅜	2	0½	cp1				
4	L T 3½ 7/16		3⅜	2-am2 E 2-am2 L				
96	PB ⅞"		2⅜					A5
16	PB ⅞"		2					"
	8 Ladders L10			Detailed & called for				
	8 " L11			on PI-G3691 to be				
	4 " L15			bolted to T3 E T3 L				
80	PB ⅞"	1½						A5

RIVETS	HOLES	DATE	DRAWINGS	ORDER No.	SHEET No.
			Trenton	G3691	3b
		'30	FABRICATION Ambridge		

NAME OF STRUCTURE
WALDO-HANCOCK BRIDGE-PENOBSCOT RIVER-BUCKSPORT ME.

108-153

T4R

38'0¼ Fin. Length.

L 8.8.½.38'0⅝ abt. Fin.

Web 75.¾.38'0¼ Fin.

L 8.8.½.38'0⅝ abt. Fin.

On Slope

Web 30.⅜.38'0¼ Fin.

L 8.8.½.38'0⅝ abt. Fin.

Web 25.¾.38'0¼ Fin.

L 8.8.½.38'0⅝ abt. Fin.

Web 25.¾.38'0¼ Fin.

L 8.8.½.38'0⅝ abt. Fin.

Sec. S-S

Sec. T-T

MAIN TOWERS (4th SECTION)
WALDO-HANCOCK BRIDGE
PENOBSCOT RIVER
BUCKSPORT ME.
AMERICAN BRIDGE COMPANY.
DRAWINGS MADE AT Trenton PLANT.
WORK FABRICATED AT Ambridge PLANT
IN CHARGE OF F.E. Fell.
DRAW. MADE BY J.A.D. DATE
DRAW. CHECKED BY J.J.D. DATE 12-4-30
ORDER No. G3691
SHEET NO. 4 of

Approved
Robinson & Steinman
12/22/30

101-154

38'0½ Fin. Length.

L 6.6½.38'0½ Fin. (N.S.)
L 6.4½.38'0½ Fin. (F.S.)

Web 5'7⅛ x ⅜ 38'0½ Fin.

L 6.6½.38'0½ Fin.

Sec. E-E

Sec. V-V

Sec. P-P

Sec. F-F
Left of Sec. E-E except as shown.

L 4.3½.⅜.1'7'0 abt. (Bent)

Cov. Pl. 32½.1'0 7/16 (Bent)

4-Holes Tapped for ⅞" Tap Bolts

Pl. pv to be bolted in place in shop with 4-Tap Bolts ⅞"ϕ. 1¾ long (1" thread) & one bolt ⅞"ϕ. 3" long. mb

Rivet over

1" Thread

½" Cov. Pl.

⅞" to be welded in 15/16" punched hole

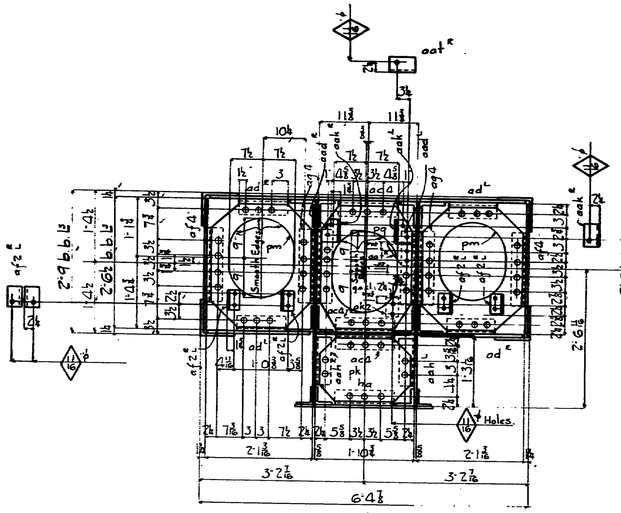
Rod ⅞". 3⅜ ma.

Approved
Robinson & Steinman.
12/22/30

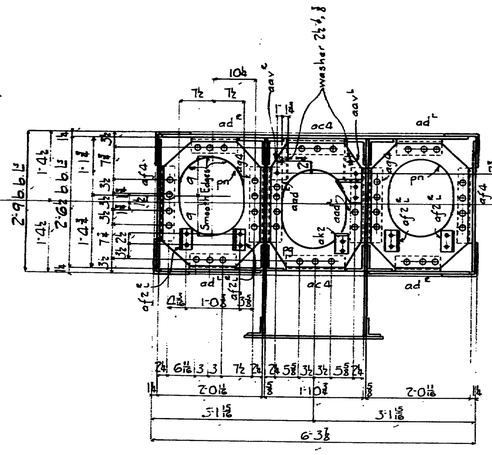
MAIN TOWERS. (4th SECTION)
WALDO-HANCOCK BRIDGE
PENOBSCOT RIVER
BUCKSPORT ME.

AMERICAN BRIDGE COMPANY.
PAVINGS MADE AT Trenton PLANT
WORK FABRICATED AT Ambridge PLANT
IN CHARGE OF F.E.Fell.
DRAW. MADE BY J.R.D. CHECKED DATE
DRAW. CHECKED BY J.J.O. DATE 12-4-30.
ORDER No. 63691 SHEET No. 4½

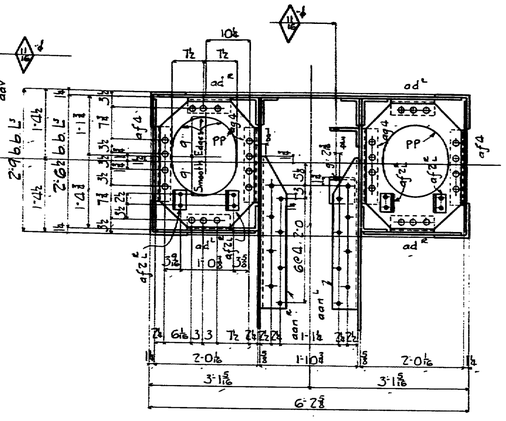
108-156



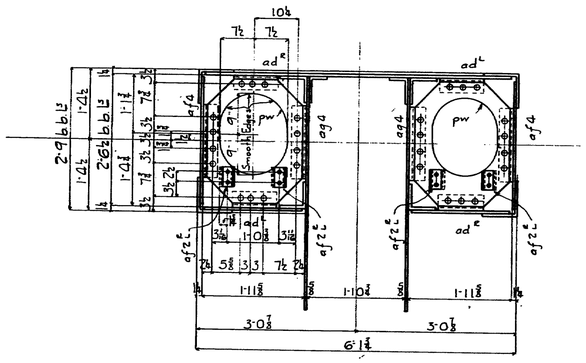
Sec. G-G



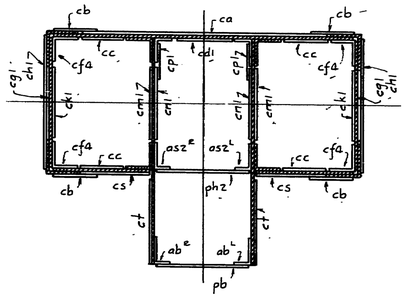
Sec. H-H



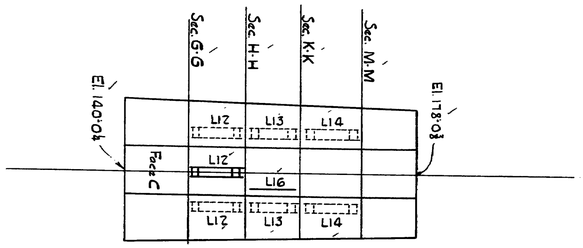
Sec. K-K



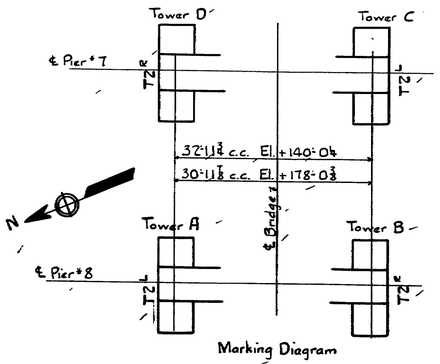
Sec. M-M



Sec. N-N



Ladder Diagram.



Marking Diagram

Notes:-

Specifications - Robinson & Steinman.
Rivets: ⅞"ϕ
Holes: 15/16"ϕ Unless Noted.
Open holes marked S.R.T. to be subpunched & small reamed to size while members are assembled in position.
For Match Marking:- After members are assembled & reamed, they are to be marked with the Tower leg to which they belong.
Tower legs are marked as shown in diagram.
All exposed sheared edges to have a neat appearance.

Approved
Robinson & Steinman
12/22/30

J.A.D.
12-4-30

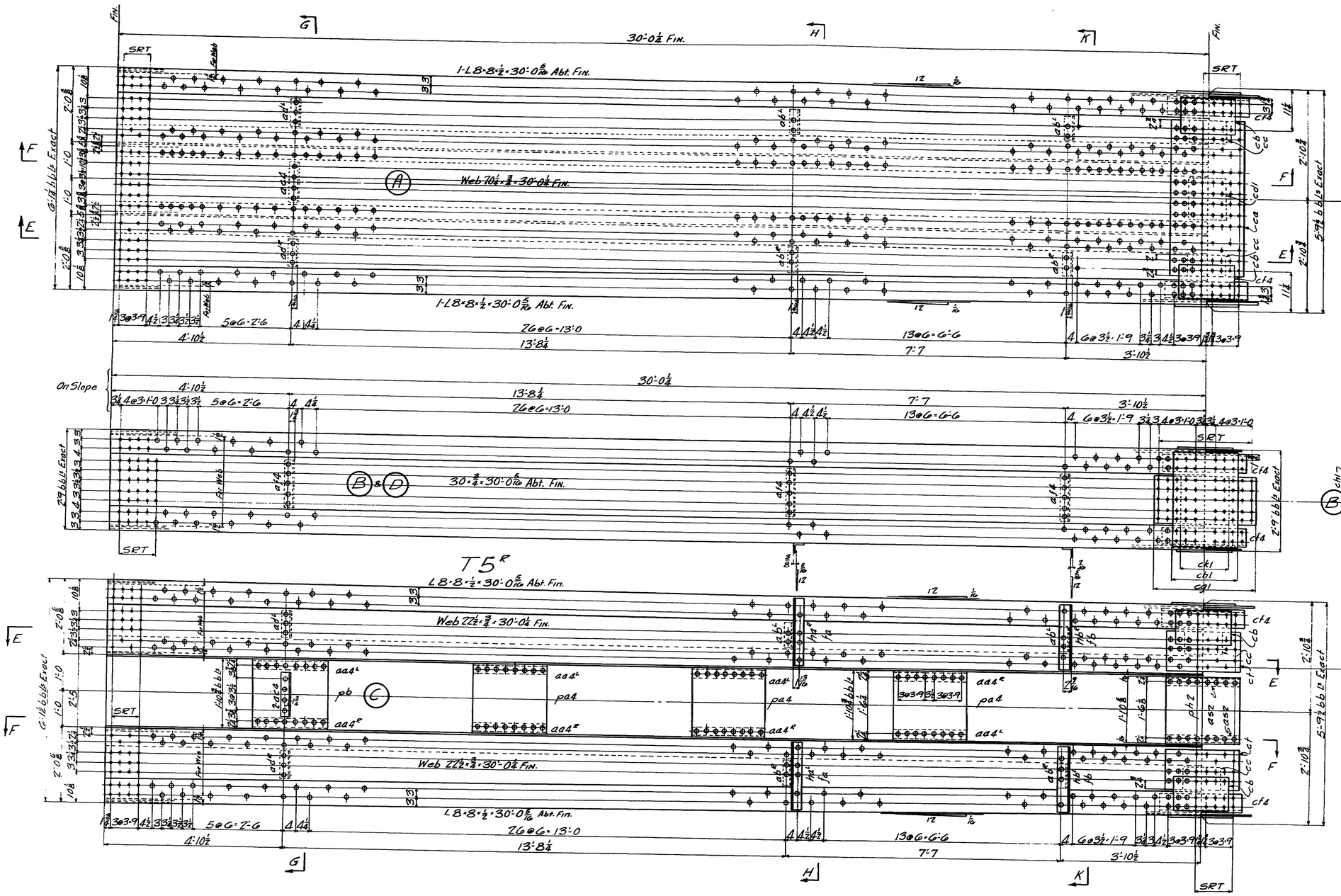
AMERICAN BRIDGE COMPANY — COPYRIGHT 19

No. PCS	SHAPE	LENGTH FT	LENGTH INS	ASSEMBLING MARK	REMARKS	OF STEEL FT	OF STEEL INS	OF STEEL ITEM
	2 Tower Sections -				T4 E			
	2 " " -				T4 L			41
16	L 8 8 ½	38	0½	abt	Fin.	38	16	86
16	L 6 6 ½	38	0½		"	38	1	91
8	L 6 4 ½	38	0½		"	38	1	98
4	Pls 15 ⅜	38	0½		" 15⅜"	38	1	153
8	Pls 30 ⅜	38	0½		"	38	16	126
8	Pls 25 ⅜	38	0½		" 25⅜"	38	1	157
8	Pls 5⅞ ⅜	38	0½		" 5⅞"	38	1	119
8	L 4 3½ ⅜	11	0	abt	(Bent.)	19	0	105
4	Pls 32 ½	17	0⅞		(")	18	3	124
4	Pls 24½ ½	4	8	ca		36	3	134
8	Pls 10 ⅜	1	6½	cb				5
8	Pls 10 ⅜	1	0½	cc				5
4	Pls 13⅛ ⅜	1	0½	cdl				
16	L 6 6 ½	2	3½	cfa				
8	Pls 16 ½	2	9½	cgl				
8	Pls 31 ⅜	1	9½	chl				
8	Pls 16 ⅜	1	3½	ckl				
8	Pls 15 ½	2	0½	cs				5
8	Pls 17 ⅜	1	6½	cml				
8	Pls 17 ½	2	6½	cnl				
8	Pls 9 ⅜	2	0½	cpl				
8	Pls 12½ ⅜	1	9½	ct				5
8	Pls 22 ⅜	2	0½	paa				
16	L 6 3½ ⅜	2	0½	8-aaa E 8-aaa L				
8	L 6 3½ ½	2	0½	asz				
4	Pls 22 ½	2	0½	phz				
4	Pls 22 ½	2	3½	pb				5
8	L 6 3½ ½	2	3½	4-ab E 4-ab L				5
4	Pls 27 ⅜	2	0½	pc		33	6	137
20	L 3½ 3 ⅜	1	1½	ac4				
64	L 3½ 3 ⅜		10½	32-ad E 32-ad L				5
32	L 3½ 3 ⅜	1	4	afa				
32	L 3½ 3 ⅜	1	5	aga				
4	L 6 4 ⅜		8½	ah				A5
8	L 6 3½ 7/16	1	11	ak				5
4	L 4 3½ ⅜	1	3	am				A5
8	L 6 4 7/16	16	5¾	4-an E 4-an L		16	9	101
8	L 4 4½ ½	5	0	4-ap E 4-ab L				5
4	Pls 21½ ⅜	4	3½	pd		18	0	139
4	Pls 27 ⅜	2	0½	pf		33	6	137
8	L 3½ 3½ ⅜	1	11½	4-at E 4-at L				5
8	L 4 3½ ⅜	1	11½	4-av E 4-av L				A5
8	Fils 3½ ½	1	3½	fa				5
8	Fils 4 ½	1	3½	fb				5
16	Pls 5½ ⅜	5	0	ps		3/8 20 3		7/16 A5
8	L 3½ 3½ ⅜		11⅜	4-ao E 4-aa L				5
4	L 3½ 3½ ⅜	1	9½	aaq				5
4	Pls 21½ ⅜	1	2⅞	pt				5
8	L 3½ 3 ⅜		9½	4-aah E 4-aah L				5
4	L 3½ 3 ⅜	1	1½	ba				5
8	L 6 4 ⅜	1	3½	aam		30	0	105
4	Pls 16 ⅜	3	9	pv				5
4	Rnds ⅞ϕ		3⅜	mn	welded			A5
8	Fils 4 ½	1	4	ngbl ff				5
8	L 6 6 ⅜	2	11½	2-aaa E 2-aaa L				5
	12 Ladders -			L12	Detailed & called			
	" " -			L13	for on Plate G3691 to be			
	" " -			L14	bolted to T4 E & T4 L			
	" " -			L16				
128	Pins ⅞ϕ 12							A5
16	L 12 3½ ⅜	5	1	aaaz				5
8	Pls 29 ⅜	3	11½	pm		33	6	128
8	Pls 29 ⅜	3	9½	pg		33	6	128
8	Pls 29 ⅜	3	11½	pn		33	6	128
8	Pls 29 ⅜	3	10½	pp				A5
8	Pls 29 ⅜	3	10½	pm				
128	Pins 1¼ϕ 3	3	5½	2-aaa E 2-aaa L				
8	L 12 5 3½ ½		2½	ahz				
8	L 12 6 3½ ½		5½	2-aaa E 2-aaa L				A5
4	L 12 6 3½ ½		6	2-aaa E 2-aaa L				
8	L 12 6 3½ ½		5½	2-aaa E 2-aaa L				A5
8	Washers 2½ ⅜							
16	Machbolts ⅞ϕ 1½							
4	Bolts 1¼ϕ 5			mb				
8	Fils 11 ½	2	11½	dc				5
8	Fils 7½ ½	2	9	dd				5
4	Pls 7 ⅜	1	8½	2-aaa E 2-aaa L				A5
4	Pls 7 Gib A/		3½	2-aaa E 2-aaa L				
4	Washers 2½ ½		16	Hole				
4	Pls 7½ ⅜	1	1½	pk				55

RIVETS	HOLES	DATE	DRAWINGS	ORDER No.	SHEET No.
—	—	19	Trenton	G3691	4 E — 1700
			FABRICATION Ambridge		

NAME OF STRUCTURE
WALDO-HANCOCK BRIDGE-PENOBSCOT RIVER-BUCKSPORT ME.

108-156



MAIN TOWERS 5TH SECTION
WALDO-HANCOCK BRIDGE
PENOBSCOT RIVER
BUCKSPORT ME.

WORKED BY
AMERICAN BRIDGE COMPANY.

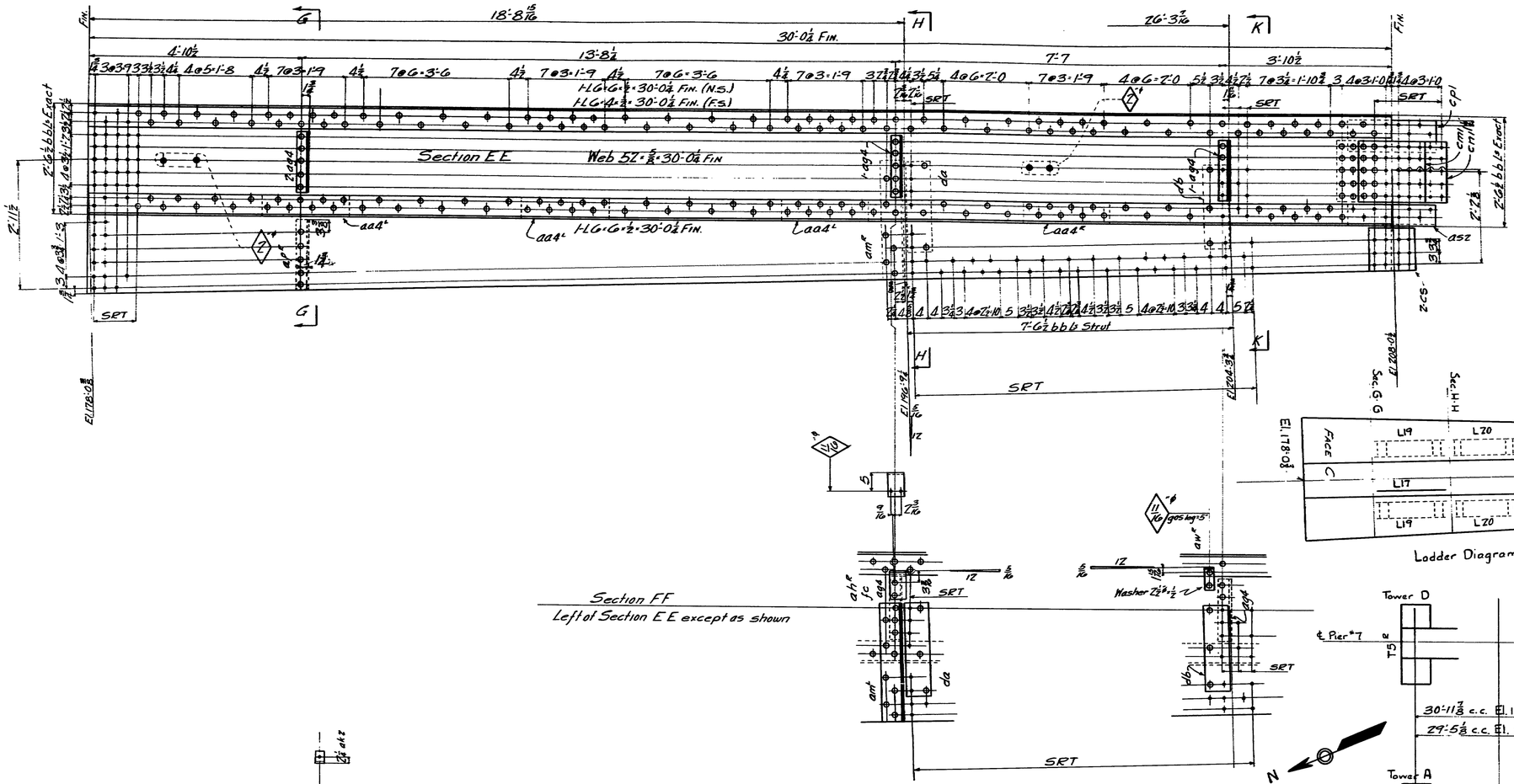
DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT AMBRIDGE PLANT
IN CHARGE OF F.E.FELL
DRAW. MADE BY J.A.D. WAR. DATE
DRAW. CHECKED BY C.H.H. DATE

ORDER No. 63691

SHEET NO. 5a/b

Approved
Robinson & Steinman
12/22/30

108-157



D-88420 COPYRIGHT 19

AMERICAN BRIDGE COMPANY

No. Pcs.	Shape	Length Ft.	Length Ins.	Assembling Mark	Remarks	Ordered Ft.	Ordered Ins.	Item
	Z Tower Sections - T5R							2190 ✓
	Z Tower Sections - T5L							2191 ✓
16	L 8 8 1/2	30	0 5/16	Abt. Fin.		30	1/4	87
16	L 6 6 1/2	30	0 1/2	Fin.		30	1	92
8	L 6 4 1/2	30	0 1/2	Fin.		30	1	99
4	PB 70 1/2	30	0 1/2	Fin.	71/2"	30	1	154
8	PB 30	30	0 5/16	Abt. Fin.		30	1	127
8	PB 77 1/2	30	0 1/2	Fin.	23 1/2"	30	1	158
8	PB 52	30	0 1/2	Fin.	52 1/2"	30	1	156
12	L 3 1/2 3	1	1 1/2	aca				
16	L 3 1/2 3		10 1/4	8-ad^e 8-ad^L				5
32	L 3 1/2 3		10 1/2	16-ab^e 16-ab^L				5
24	L 3 1/2 3	1	4	afa				
8	PB 29	1	9 1/4	pd				A5
4	PB 29	1	9 1/4	pf		15	1	133
8	PB 29	1	8 3/4	pg				A5
8	PB 29	1	8 1/4	ph				1
112	L 5 3 1/2		7 3/4	akz				
8	L 6 6	Z	9	4-am^e 4-am^L				5
8	Fills 7	Z	Z	da				A5
4	L 8 6		4 3/4	2-ah^e 2-ah^L				1
4	L 6 3 1/2		5 3/4	2-al^e 2-al^L				5
8	Fills 7	1	11 3/4	db				A5
4	L 8 6		3	2-aw^e 2-aw^L				1
4	Washers 7 1/2							A5
32	L 6 3 1/2	Z	0 1/2	16-aa4^e 16-aa4^L				
4	PB 77	Z	0 1/2	pb		33	6	137
12	PB 77	Z	0 1/2	pa4				
4	PB 77	Z	0 1/2	phz				
8	L 6 3 1/2	Z	0 1/2	4-as^e 4-as^L				5
4	PB 74 1/2	4	4 1/2	ca		36	3	134
16	PB 11 1/2	1	6 1/2	cb		25	6	152
16	PB 8	1	0 1/2	cc				5
4	PB 13 1/2	1	0 1/2	cd1				
8	PB 14	Z	0 1/2	ct				5
8	PB 31	1	9 1/2	ch1				
8	PB 16	Z	9 1/2	cg1				
8	PB 16	1	3 1/2	ck1				
8	PB 17	Z	6 1/2	cm1				
8	PB 17	1	6 1/2	cm1				
8	PB 9	Z	0 1/2	cp1				
16	L 6 6	Z	3 1/2	cf4				
16	PB 11 3/8	1	0 1/2	cs	17 3/4	18	0	151
32	L 3 1/2 3	1	5	ag4				
4	Fills 4 3/4		6	fc				A5
8	L 3 1/2 3 1/2	1	9 3/8	4-ha^e 4-ha^L				5
8	Fills 3 1/2	1	7 3/4	fa				A5
8	L 4 3 1/2	1	9 3/8	4-hb^e 4-hb^L				1
8	Fills 4	1	7 3/4	fb				5
112	PB 5/8		Z					A5
8	L 3 3/4 3	1	7/8	4-ap^e 4-ap^L				195
4	PB 16	1	9/16	pm				A5
	8 Ladders L19	Detailed as called for on Pl. G3691 to be bolted to T5^R T5^L						
	8 Ladders L20							
	4 Ladders L17							
80	PB. 5/8		1 1/2					A5

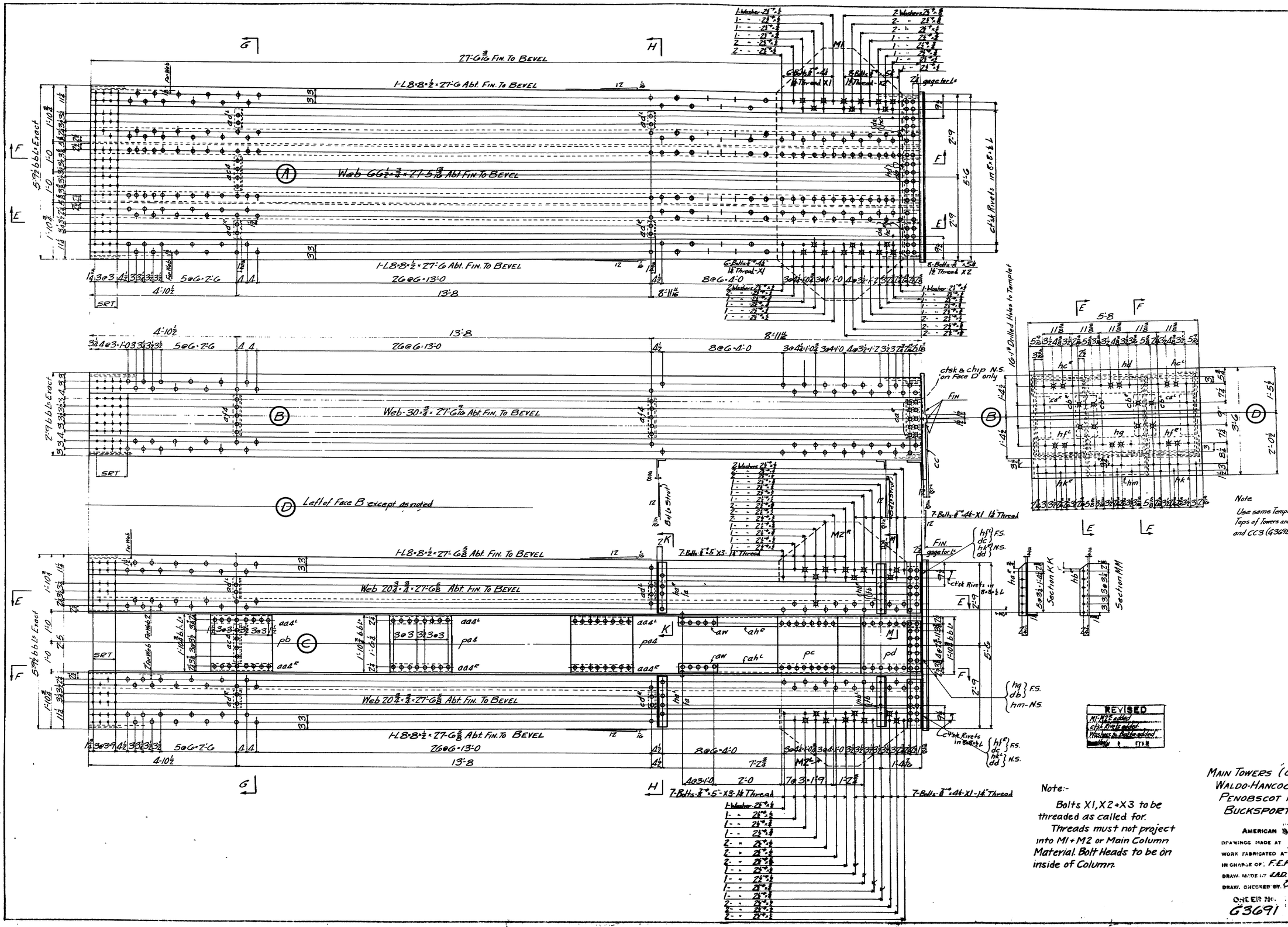
Notes: —
Specifications: Robinson & Steinman.
Rivets: ⅞"ϕ
Holes: 15/16"ϕ Unless Noted.
Open holes marked S.R.T. to be subpunched ⅝" & reamed to size while members are assembled in position at shop.
For Match Marking: After members are assembled & reamed, they are to be marked with the Tower leg to which they belong.
Tower legs are marked as shown in diagram.
All exposed sheared edges to have a neat appearance.

Approved
Robinson & Steinman
12/22/30

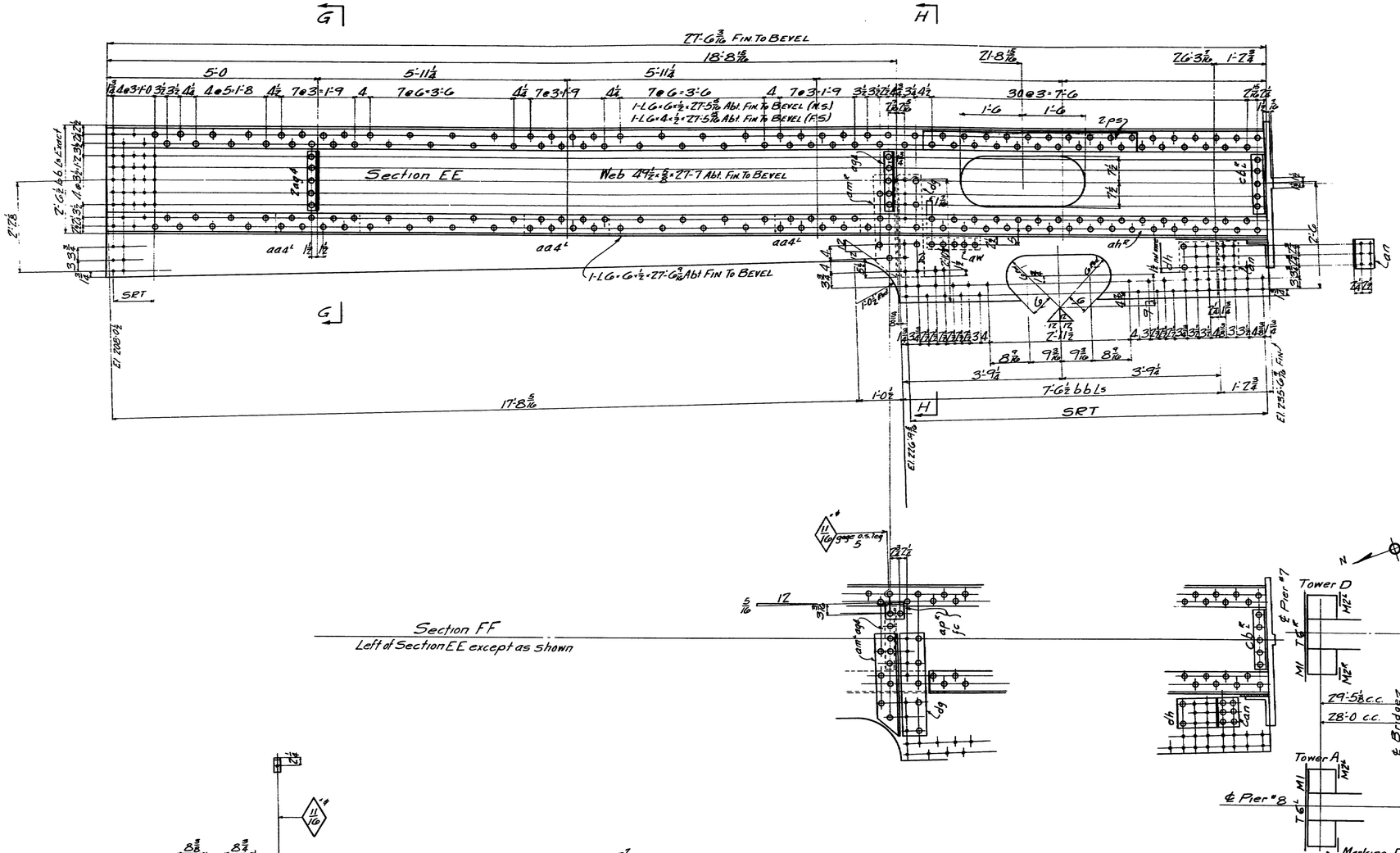
Rivets	Holes	Date	Drawings	Order No.	Sheet No.
7/8	15/16 Unless Noted	19	Trenton Fabrication Ambridge	G3691	5b

Name of Structure
WALDO-HANCOCK BRIDGE BUCKSPORT ME.

108-158


27'-6 3/16 Fin. To Bevel
1-L8×8×½×27'-6 Abt. Fin. To Bevel
Web 66½×¾×¾×27'-5 5/16 Abt. Fin. To Bevel
1-L8×8×½×27'-6 Abt. Fin. To Bevel
26@6'-13'-0
13'-8
8@6'-4'-0
4'-10½
5@6'-7'-6
SRT
Web-30-¾×27'-6 3/16 Abt. Fin. To Bevel
D Left of Face B except as noted
1-L8×8×½×27'-6 5/8 Abt. Fin. To Bevel
Web 20¾×¾×27'-6 5/8 Abt. Fin. To Bevel
Web 20¾×¾×27'-6 5/8 Abt. Fin. To Bevel
1-L8×8×½×27'-6 5/8 Abt. Fin. To Bevel
Bvld Struct
ctsk & chip N.S. on Face D only
Fin
7-Bolts-⅞"-44-X1 1¼ Thread
Fin gage for ℄
ctsk Rivets in 8×8×½ L
ctsk Rivets in Bvld ℄
7-Bolts-⅞"-44-X1-1¼ Thread
7-Bolts-⅞"-5"-X3-1¼ Thread
Section KK
Section MM
16-1" Drilled Holes to Template
Note
Use same Templet for drilling holes in Tops of Towers and bottom of Castings CC2 and CC3 (G3688 Sheet "2)
REVISED
M1-M2 added
ctsk Rivets added
Washers & Bolts added
Note:-
Bolts X1, X2 + X3 to be threaded as called for.
Threads must not project into M1 + M2 or Main Column Material. Bolt Heads to be on inside of Column.
MAIN TOWERS (6TH SECTION)
WALDO-HANCOCK BRIDGE
PENOBSCOT RIVER
BUCKSPORT ME.
AMERICAN BRIDGE COMPANY.
DRAWINGS MADE AT TRENTON PLANT.
WORK FABRICATED AT AMBRIDGE PLANT.
IN CHARGE OF F.E.FELL
DRAW. MADE BY L.A.D. W.A.R. DATE
DRAW. CHECKED BY. DATE 12-4-30
ORDER NO. G3691
SHEET NO. 6a/6

108-159



Notes:-

Specifications - Robinson & Steinman
Rivets ⅞
Holes 15/16 unless noted
Open Holes marked SRT to be subpunched ¼" and reamed to size while members are assembled in position in shop.
For Match Marking - After members are assembled and reamed they are to be marked with the Tower leg to which they belong
Tower legs are marked as shown in diagram
All exposed sheared edges to have a neat appearance.

REVISED
M1-M2 - Holders & Cable Added to Shoe Bill
May 4 1942

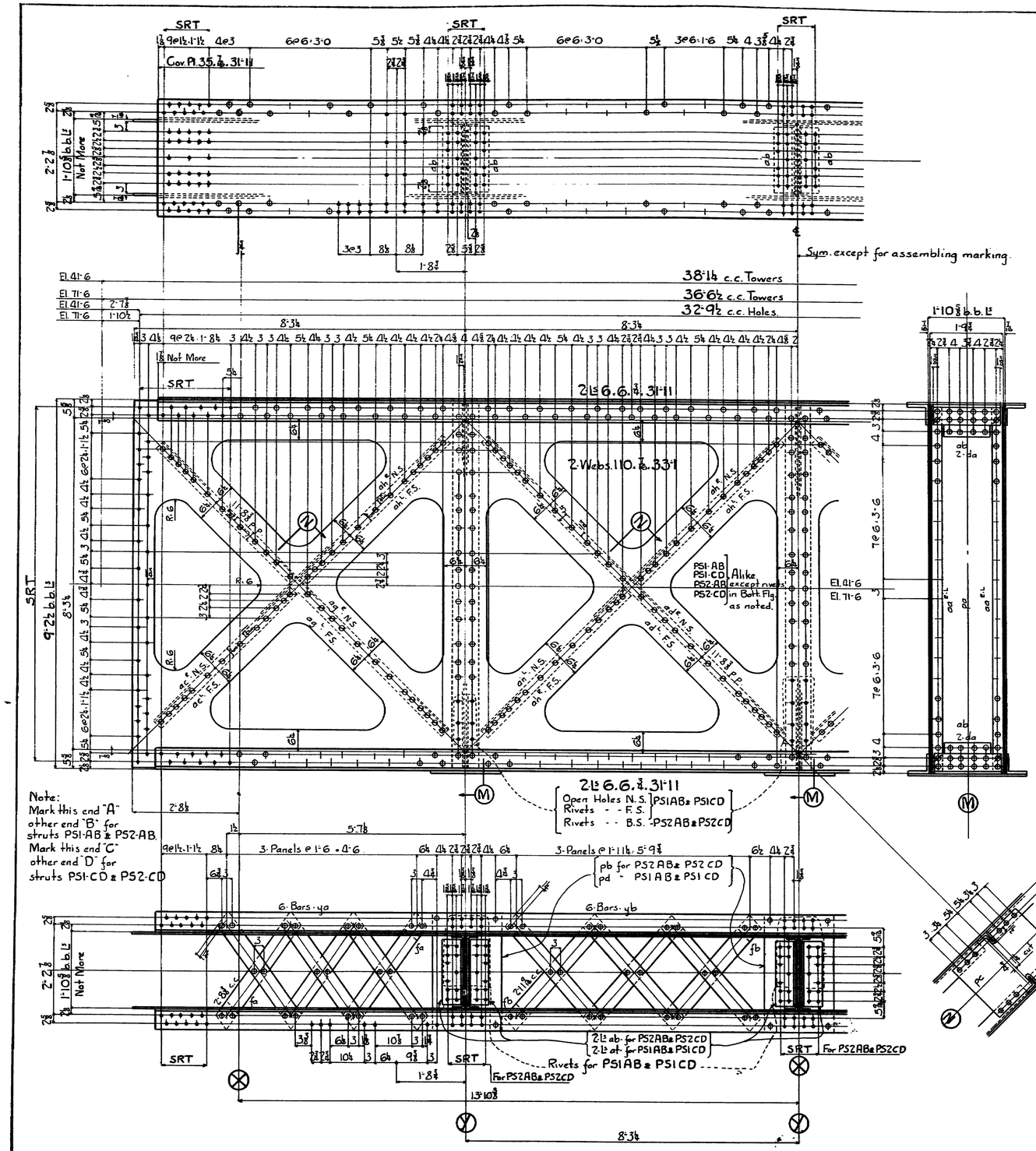
AMERICAN BRIDGE COMPANY

No. PCS	SHAPE	LENGTH FT	LENGTH INS	ASSEMBLING MARK	REMARKS	DEDUCT FT	DEDUCT INS	DEDUCT 32nds	WEIGHT
	Z-Tower Sections				TG R				
	Z-Tower Sections				TG L				
8	L 8 8 ½	27	6		Abt. Fin. To Bevel	27	7½		88
8	L 8 8 ½	27	6⅜		Abt. Fin. To Bevel	27	7½		88
8	L 6 6 ½	27	5 15/16		Abt. Fin. To Bevel	27	7½		93
8	L 6 6 ½	27	6 1/16		Abt. Fin. To Bevel	27	7½		93
8	L 6 4 ½	27	5 15/16		Abt. Fin. To Bevel	27	6¾		100
4	PL 6 ¾	27	5 15/16		Abt. Fin. To Bevel	27	6½		155
8	PL 30	27	6 1/16		Abt. Fin. To Bevel	27	7½		128
8	PL 20 ⅝	27	6⅜		Abt. Fin. To Bevel	27	7⅞		159
8	PL 49½ ⅜	27	7		Abt. Fin. To Bevel	27	9¼		120
16	L 3½ 3 ⅜	1	4	af4					
24	L 3½ 3 ⅜	1	5	ag4					
8	L 3½ 3 ⅜	1	1½	ac4					
32	L 3½ 3		7¼	ak2	Read ak2 load ak2				5
8	PL ¾	1	7 11/16	pf		26	0		131
4	PL ¾	1	9¼	pg		15	1		133
8	PL ¾	1	6 15/16	ph		26	0		131
64	L 5 3½ ⅜		7 ¾	ak2					
4	PL ⅞	2	0½	pb		34	0		136
8	PL ⅞	2	0½	pa4					
4	PL ⅞	2	0½	pc		34	0		136
4	PL ⅞	2	1¼	pd	Fin One End To Bevel				
24	L 6 3½ ⅜	2	0½	12 ag4 R 12 ag4 L					
8	L 4 4 ½	1	3	aw					5
8	L 6 4 11/16	8	1	4-ah R 4-ah L	Fin One End 32nds To Bevel				97
8	L 6 6 ⅜	2	5	4-am R 4-am L					5
8	Fills 7 ⅜	2	5	dg					5
4	L 6 4 5 1/16		5¼	2-ap R 2-ap L					85
4	Fills 3½ ½		5¼	fc					11
4	Fills 8½ ⅜	1	5⅜	dh					1
4	L 6 6 ⅜		8½	an					5
8	L 3½ 3½ ⅜	1	8	4-ha R 4-ha L					5
8	L 3½ 3½ ⅜	1	8	4-hb R 4-hb L					5
8	Fills 3½ ½	1	1	fa					85
8	Fills 3½ ½	1	0½	fb					1
8	L 6 6 ½	1	6⅛	4-hc R 4-hc L					5
8	L 6 6 ½	1	6⅛	4-hf R 4-hf L					5
4	L 6 6 ½	1	8½	hd					5
4	L 6 6 ½	1	8½	hg					5
8	L 8 6 ½	1	7⅜	4-hk R 4-hk L		22	5		89
4	L 8 6 ½	1	9	hm		22	5		89
8	L 6 6 ½	1	4⅜	4-ca R 4-ca L					5
16	L 4 4 ½	1	5	8-cb R 8-cb L					5
8	Fills 6 ½	1	0⅜	da					85
8	Fills 6 ½	1	1⅜	db					11
8	Fills 6 ½	1	0⅜	dc					11
8	Fills 6 ½		11	dd					11
4	Cap Pls 6 13/16	3	6	cc		14	1		117
16	PLs 5¼ ⅝	5	0	ps		20	3		112
192	Washers 2¼" × ½				15/16" Hole in center				85
48	do 2½" × ⅝								11
72	do 2½" × ⅜								11
104	Bdl's ⅞ × 4½			-X1					11
64	do ⅞ × 5¼			-X2					11
56	do ⅞ × 5			-X3					11
	4 Ladders - L18				Detailed & called for sh. M-G3691 to be shop bolted to TG L				
	8 Ladders - L71								
48	PB ⅝ × 1½								85
	4 Pieces M1				Detailed - called for on Erect. Dwg. - Order No. G3691-8 to be shop bolted to TG L				85
	4 " M2R								11
	4 " M2L								11

RIVETS	HOLES	DATE	DRAWINGS	ORDER No.	SHEET No.
⅞	15/16 unless noted	/ 19	TRENTON FABRICATION AMBRIDGE	G3691	6b

MARK OF STRUCTURE
WALDO-HANCOCK BRIDGE BUCKSPORT ME.

108-160



AMERICAN BRIDGE COMPANY

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No. PCS	SHAPE	LENGTH FT	LENGTH INS	ASSEMBLING MARK	REMARKS	ORDERED FT	ORDERED INS	ORDERED ITEM
	One Portal Strut			PS1-AB]				
	One " "			PS1-CD	Alike except for assembling marking. Rivets & Holes as noted.			
	One " "			PS2-AB				
	One " "			PS2-CD]				
16	L 6 6 3/8	31	11					7
8	Webs 110 7/16	33	1					31
4	Cov Pls 35 7/16	31	11					35
48	L 3 1/2 3 7/16	9	1 3/8	2a-aa		36	8	23
				2a-aa				
12	Pls. 21 7/16	9	1 3/8	pa		27	6	57
36	L 6 6 7/16	1	8	2a-ab	PS2AB-PS2CD			5
				12-ab	PS1AB-PS1CD			
48	Fils 8 1/2 7/16	1	2 1/2	da		28	7	27
16	L 3 1/2 3 7/16	10	5 1/2	8-ad		20	10 1/2	23 1/2
				8-ad				
16	L 3 1/2 3 7/16	10	2	8-aa				25
				8-aa				
16	L 3 1/2 3 7/16	4	9 3/8	8-ac		38	7	22
				8-ac				
48	L 3 1/2 3 7/16	5	0 5/8	24-ah		20	5	24
				24-ah				
16	Pls. 20 7/16	2	7	pc		34	9	61
6	Pls. 35 7/16	1	7 3/4	pb	PS2AB-PS2CD	20	10	36
48	Bars 5 3/4	2	8 3/8	c.c ya				
16	Fils 5 3/4		5 1/4	ant fa		30	1	26
48	Bars 5 3/4	2	11 7/8	c.c yb				
16	Fils 5 3/4		5	ant fb				
12	L 6 6 7/16	1	8	at	PS1AB-PS1CD			3
6	Pls 35 7/16	1	7 3/4	pd	PS1AB-PS1CD	20	10	36

Notes:—
Specifications: Robinson & Steinman.
Rivets: 3/4"ϕ
Holes: 15/16"ϕ Unless Noted.
Open Holes marked S.R.T. to be subpunched 1/4" & reamed to size while members are assembled in position at shop
Portal Struts are to be assembled with ends marked A, B, C or D to Towers bearing same letter.
(See Marking Diagram.)
All exposed sheared edges to have a neat appearance.

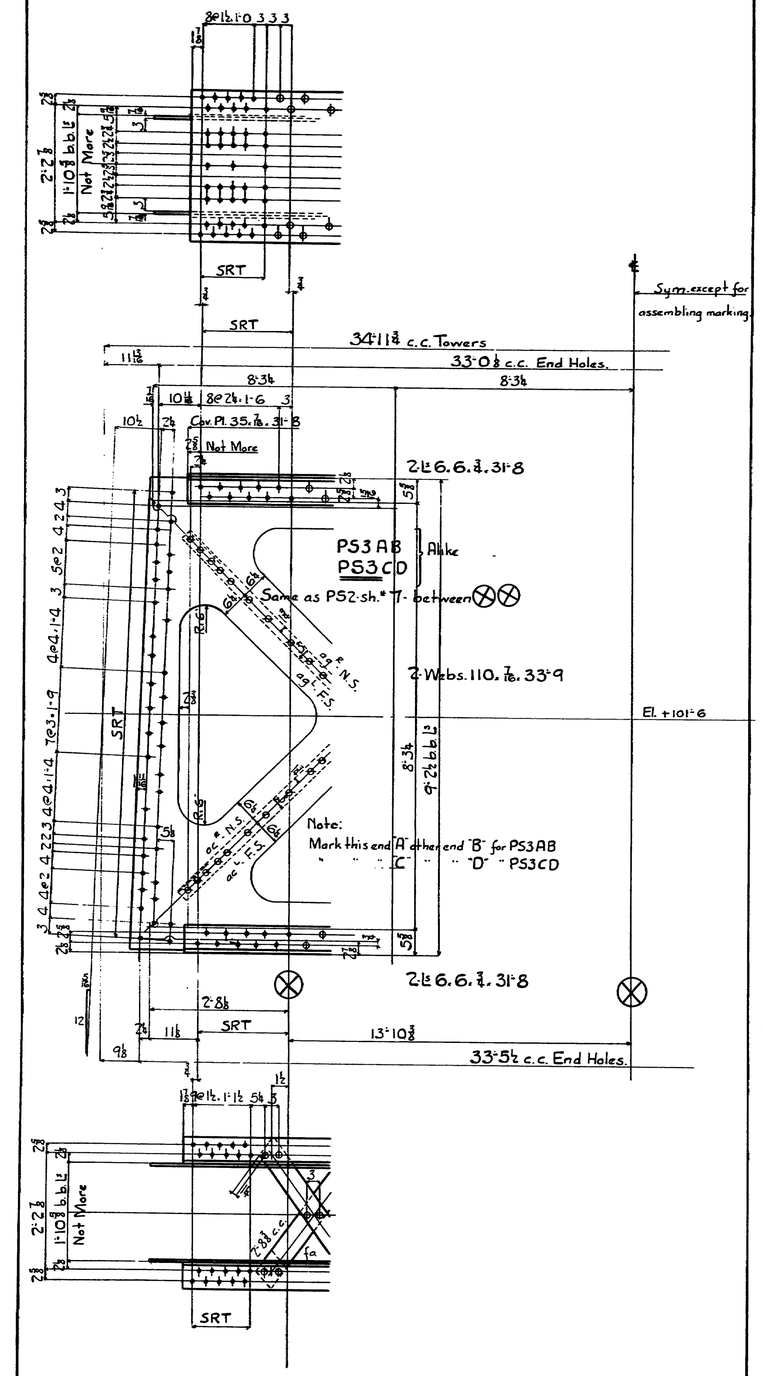
Rev. 12/6/30
Gage for Diag's changed from 1 1/2" to 1 3/8"
Riv. spac. for Pl. pa, b, & ad revised
Cut in Pl. pa changed from 1/2" to 3/4"

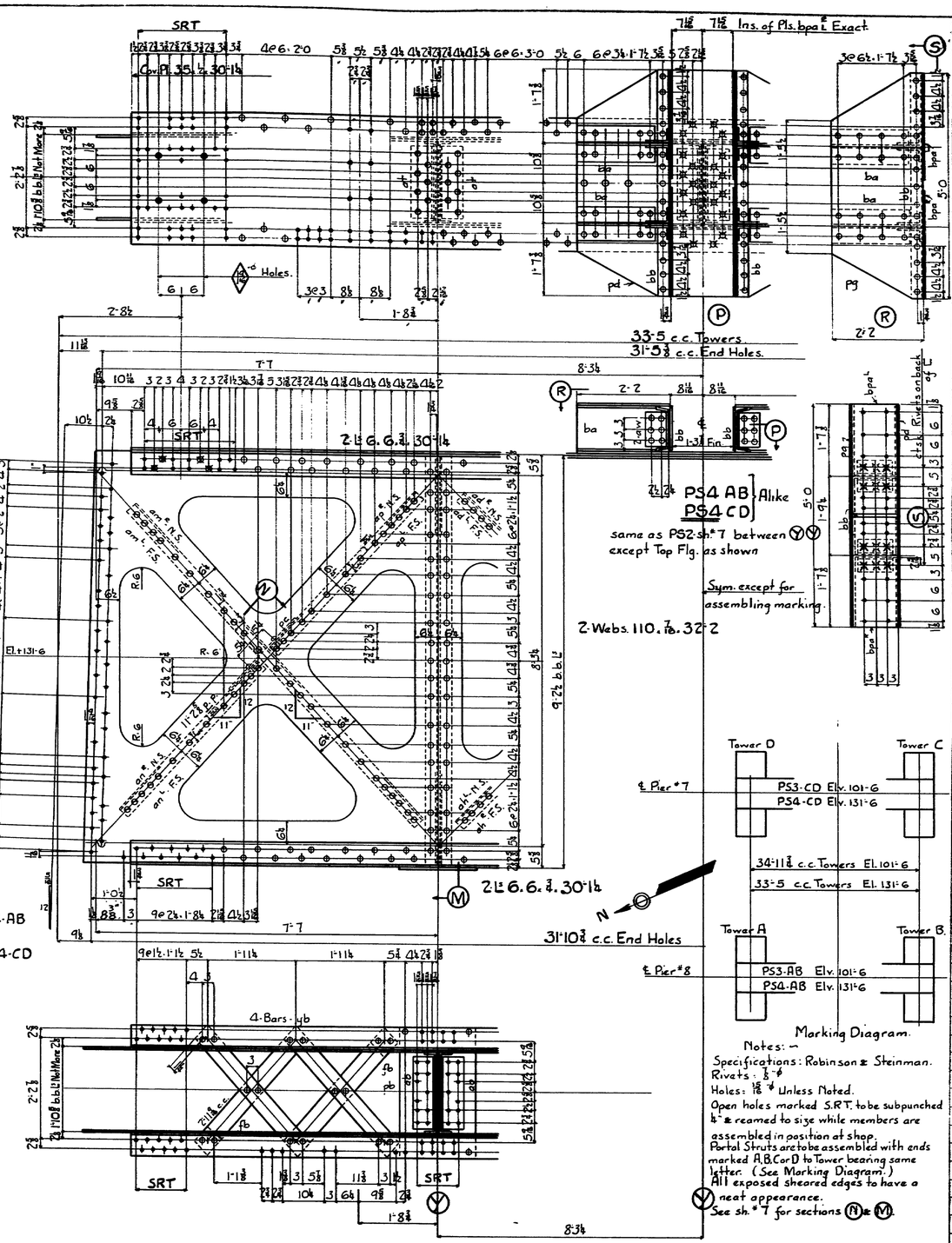
Approved
Robinson & Steinman
12/17/30

RIVETS	HOLES	DATE	DRAWINGS	ORDER No.	SHEET No.
See	Notes	11/18/30	Trenton / Ambridge FABRICATION	G3691	7

NAME OF STRUCTURE
WALDO-HANCOCK BRIDGE-PENOBSCOT RIVER-BUCKSPORT ME.

108-161





Notes: —
Specifications: Robinson & Steinman.
Rivets: ⅞ ϕ
Holes: 15/16 ϕ Unless Noted.
Open holes marked S.R.T. to be subpunched ¼" & reamed to size while members are assembled in position at shop.
Portal Struts are to be assembled with ends marked A, B, C or D to Tower bearing same letter. (See Marking Diagram.)
All exposed sheared edges to have a neat appearance.
See sh.* 7 for sections (N) & (M).

Rev. 12/19/30
Holes added in Cor. Pl.

Approved
Robinson & Steinman.
12/17/30

DRAWING 423

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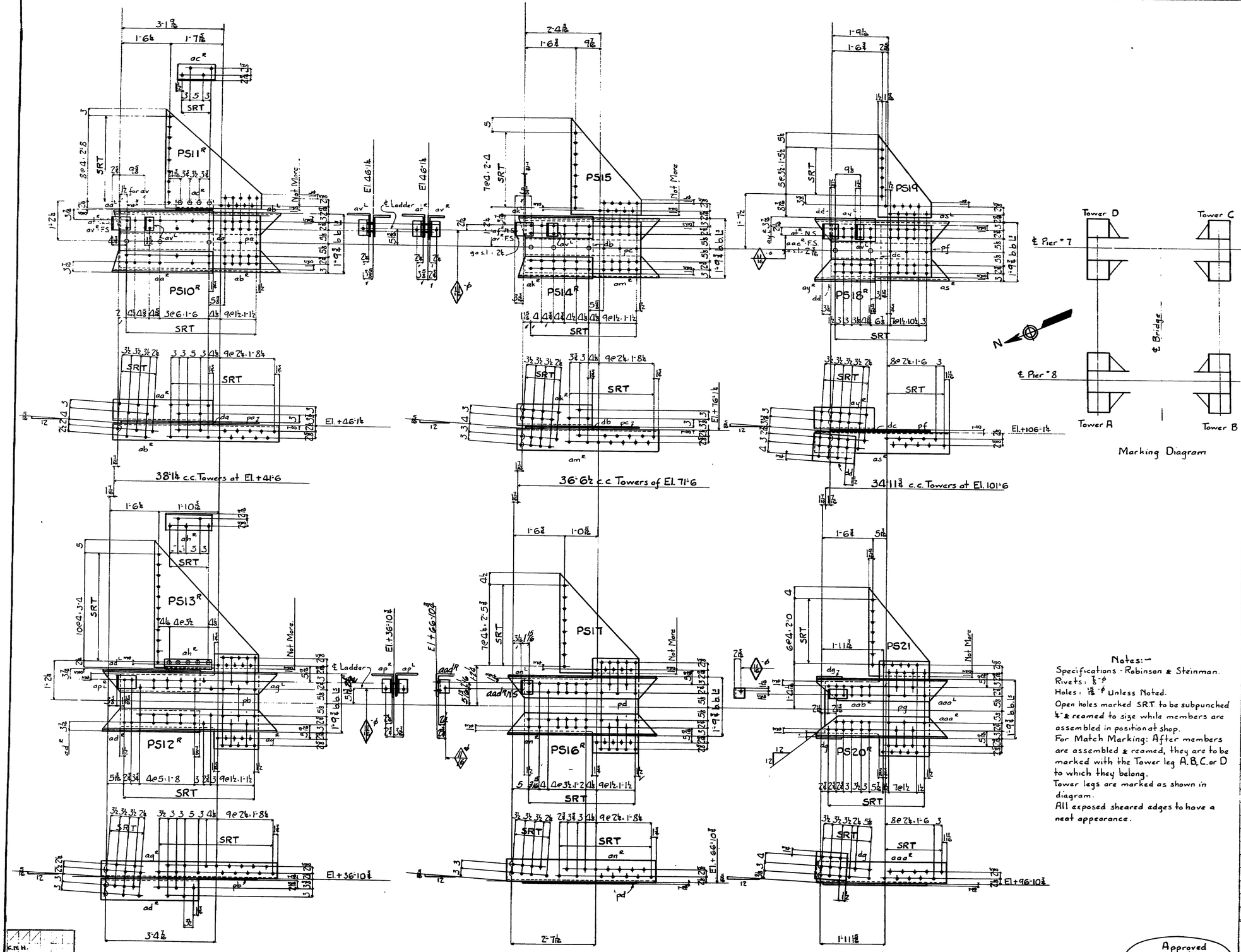
No. PCS.	SHAPE	LENGTH FT	LENGTH INS.	ASSEMBLING MARK	REMARKS	ORDERED FT	ORDERED INS.	ORDERED ITEM
	One-Portal Strut			PS3 AB				
	One "			PS3 CD				
8	L 6 6 ⅜	31	8			31	11	7
4	Webs 110 7/16	33	9			33	9½	30
2	Cov Pls 35 7/16	31	8			31	11	35
24	L 3½ 3 7/16	9	1⅜	12.aa E 12.aa L		36	8	23
6	Pls 21 7/16	9	1⅜	pa		27	6	57
24	L 6 6 7/16	1	8	ab				5
24	Fls 8½ 7/16	1	2⅜	da		28	7	27
8	L 3½ 3 7/16	10	5⅜	4.ad E 4.ad L		20	10½	232
8	L 3½ 3 7/16	10	2	4.aa E 4.aa L				25
8	L 3½ 3 7/16	9	9⅜	4.ac E 4.ac L		38	7	22
24	L 3½ 3 7/16	5	0⅜	12.ah E 12.ah L		20	5	24
8	Pls 20 7/16	2	2	pc		34	9	61
6	Pls 35 7/16	1	7⅜	pb		25	1	83
24	Bars 5 ⅜	2	8⅜	c.c. ya				
8	Fls 5 ⅜		5⅛	an ℄ fa		39	1	26
24	Bars 5 ⅜	2	11⅜	c.c. yb				
8	Fls 5 ⅜		5	an ℄ fb				
	One-Portal Strut			PS4 AB				
	One "			PS4 CD				
8	L 6 6 ⅜	30	1⅛					8
4	Webs 110 7/16	32	2					32
2	Cov Pls 35 ½	30	1⅛					82
24	L 3½ 3 7/16	9	1⅜	12.aa E 12.aa L		36	8	23
6	Pls 21 7/16	9	1⅜	pa		27	6	57
12	L 6 6 7/16	1	8	ab				5
24	Fls 8½ 7/16	1	2⅜	da		28	7	27
8	L 3½ 3 7/16	9	6	4.am E 4.am L		10	2	25
8	L 3½ 3 7/16	4	7	4.an E 4.an L		38	7	22
8	L 3½ 3 7/16	9	10	4.ap E 4.ap L				
8	L 3½ 3 7/16	10	5⅛	4.ad E 4.ad L		20	10½	161
16	L 3½ 3 7/16	5	0⅜	8.ah E 8.ah L		20	5	24
8	Pls 20 7/16	2	2	pc		34	9	61
6	Pls 35 7/16	1	7⅜	pb		20	10	36
40	Bars 5 ⅜	2	11⅜	c.c. yb		30	1	26
16	Fls 5 ⅜		5	an ℄ fb				
12	L 6 6 7/16	1	8	at				5
2	Pls 60 ½	5	9⅜	pd		60½	11	3 162
4	Pls 26 ½	5	0	pg		20	1	163
4	L 3½ 12.25	5	0	bb				5
8	CB 12.55	2	1	ba				160
16	L 6 3½ 7/16		8½	a.w				5
8	Bars Pl 11 ⅜	2	5	a.bpaR a.bpaL	Detailed on sh.* 81 Order 036981			See Sh. 81 Order 036981
80	Chk. Shaved Head Bolts	1	8⅞	24				AS

RIVETS	HOLES	DATE	DRAWINGS	ORDER No.	SHEET No.
⅞	15/16 Unless Noted	11/28/1930	Treatan FABRICATION Ambridge	G3691	8

NAME OF STRUCTURE
WALDO-HANCOCK BRIDGE: PENOBSCOT RIVER-BUCKSPORT ME.

K.M.H. 11/28/30

108-162



Notes:—
Specifications - Robinson & Steinman.
Rivets: ⅞"ϕ
Holes: 15/16"ϕ Unless Noted.
Open holes marked S.R.T. to be subpunched ¼" & reamed to size while members are assembled in position at shop.
For Match Marking: After members are assembled & reamed, they are to be marked with the Tower leg A, B, C, or D to which they belong.
Tower legs are marked as shown in diagram.
All exposed sheared edges to have a neat appearance.

Approved
Robinson & Steinman
12/17/30

C.M.H.
Clark 11/24/30

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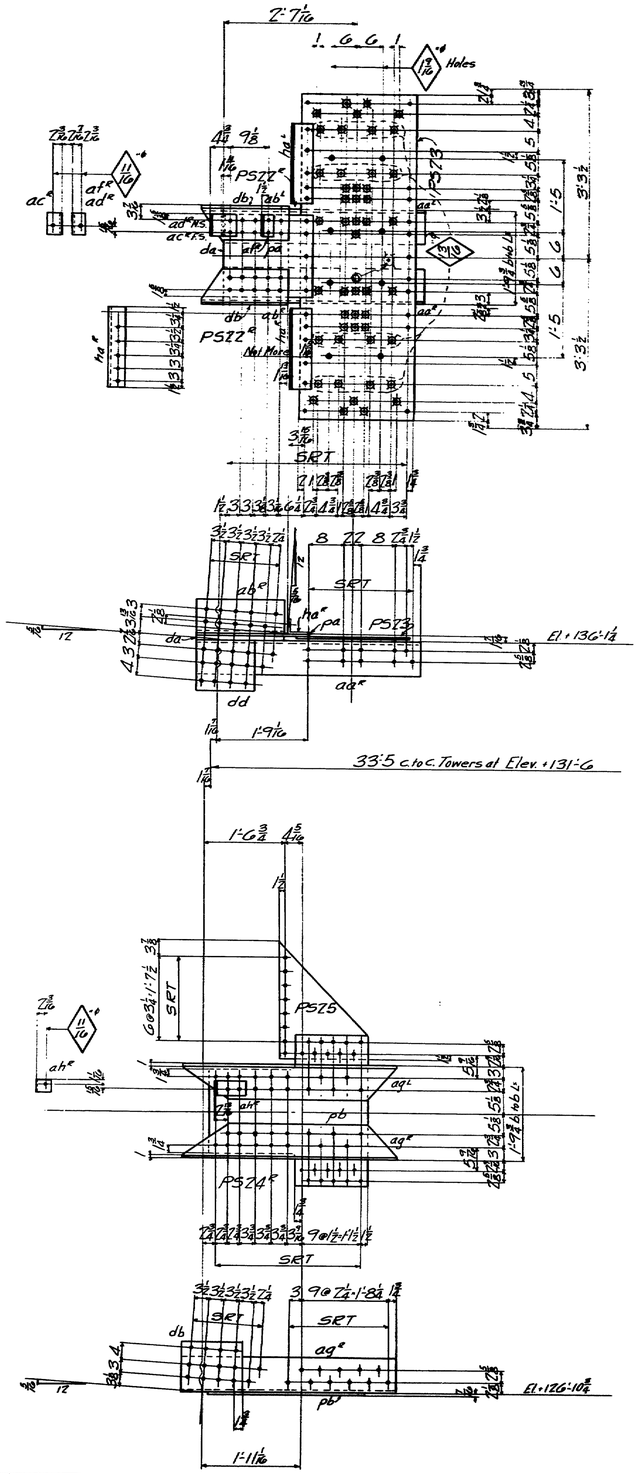
AMERICAN BRIDGE COMPANY

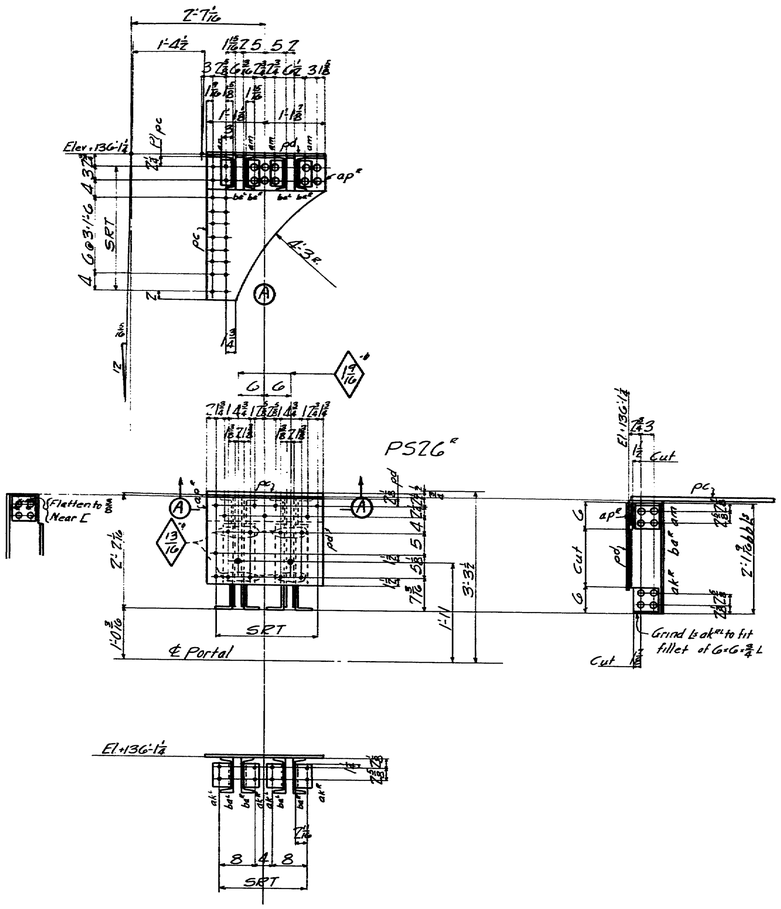
No PCS	SHAPE	LENGTH FT	LENGTH INS	ASSEMBLING MARK	REMARKS	ORDER No. FT	ORDER No. INS	ORDER No. ITEM
2	Pieces	-	-	PS10R				
2	"	-	-	PS10L				
8	ls 8 8½	3	1	a-aa R a-aa L				5
8	ls 8 6½	5	1½	a-ab R a-ab L				5
4	Pls 19 7/16	4	4⅛	pa		30	1	62
4	Fls 19 7/16	2	10⅜	da				
4	ls 6 3½ ½		6	2-af R 2-af L				A5
8	ls 3½ 3 ⅜		6	a-av R a-av L				"
4	Plates	-	-	PS11R				
4	"	-	-	PS11L				
8	Pls 36 7/16	1	9½		ant			5
8	ls 7 3½ 7/16	1	2	a-ac R a-ac L				A5
2	Pieces	-	-	PS12R				
2	"	-	-	PS12L				
8	ls 8 8½	2	11⅛	a-ad R a-ad L				5
8	ls 8 6½	5	4⅛	a-aa R a-aa L				5
4	Pls 35 7/16	4	3⅜	pb		25	1	83
8	ls 6 3½ ⅜		4⅛	a-ap R a-ap L				A5
4	Plates	-	-	PS13R				
4	"	-	-	PS13L				
8	Pls 39 7/16	2	2		ant	18	5	33
8	ls 7 3½ 7/16	1	5	a-ah R a-ah L				A5
2	Pieces	-	-	PS14R				
2	"	-	-	PS14L				
8	ls 8 8½	2	3⅝	a-ak R a-ak L				5
8	ls 8 8½	4	4	a-am R a-am L				5
4	Pls 19 7/16	3	7	pc		30	1	62
4	Fls 19 7/16	2	3½	db				
4	ls 7 3½ ⅜		6	2-af R 2-af L				A5
8	ls 3½ 3 ⅜		6	a-av R a-av L				"
8	Plates	-	-	PS15				
8	Pls 26 7/16	1	9		ant	27		5
2	Pieces	-	-	PS16R				
2	"	-	-	PS16L				
8	ls 8 8½	4	6⅜	a-an R a-an L				5
8	Pls 35 7/16	3	6⅛	pd		25	1	83
4	ls 3½ 3½ ⅜		6	2-aad R 2-aad L				A5
8	Plates	-	-	PS17				
8	Pls 29 7/16	1	9		ant	30		5
2	Pieces	-	-	PS18R				
2	"	-	-	PS18L				
8	ls 8 8½	1	10	a-au R a-au L				5
8	ls 8 8½	4	14	a-as R a-as L				5
4	Pls 19 7/16	3	0⅜	pf		30	1	62
4	Fls 19 7/16	1	6⅜	dc				
8	Fls 11 7/16	1	2	dd				A5
4	ls 6 3½ ½		6	2-at R 2-at L				"
4	ls 3½ 3 ⅜		6	2-av R 2-av L				"
4	ls 3½ 3 ⅜		6	2-aac R 2-aac L				"
8	Plates	-	-	PS19				
8	Pls 18 7/16	1	5⅜		ant ℄ 14°	30	1	62
2	Pieces	-	-	PS20R				
2	"	-	-	PS20L				
8	ls 8 8½	4	0½	a-aaa R a-aaa L				5
4	Pls 35 7/16	3	1	pg		25	1	83
4	ls 7 3½ ⅜		3½	2-aab R 2-aab L				A5
8	Fls 11 7/16		10⅛	dg				"
8	Plates	-	-	PS21				
8	Pls 21 7/16	1	6⅜		ant	22		5

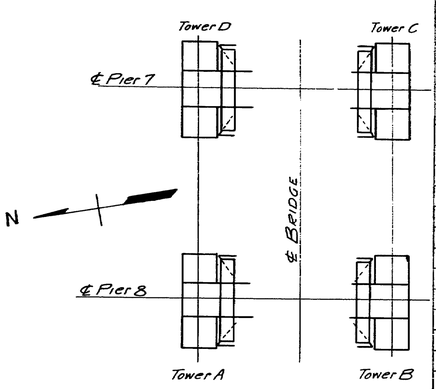
RIVETS	HOLES	DATE	DRAWINGS	ORDER No	SHEET No.
See	Notes	11/26/30	Trenton FABRICATION Cambridge	63691	9

NAME OF STRUCTURE
WALDO-HANCOCK BRIDGE-PENOBSCOT RIVER-BUCKSPORT ME

108-163







MARKING DIAGRAM

Notes:-

Specifications - Robinson & Steinman
Rivets ⅞"
Holes 15/16 Unless Noted
Open holes marked SRT to be subpunched ¼" & reamed to size while members are assembled in position at shop
For Match Marking: After members are assembled & reamed, they are to be marked with the Tower leg A, B, C, or D to which they belong
Tower legs are marked as shown in diagram
All exposed sheared edges to have a neat appearance.

Approved
Robinson & Steinman
12/17/30

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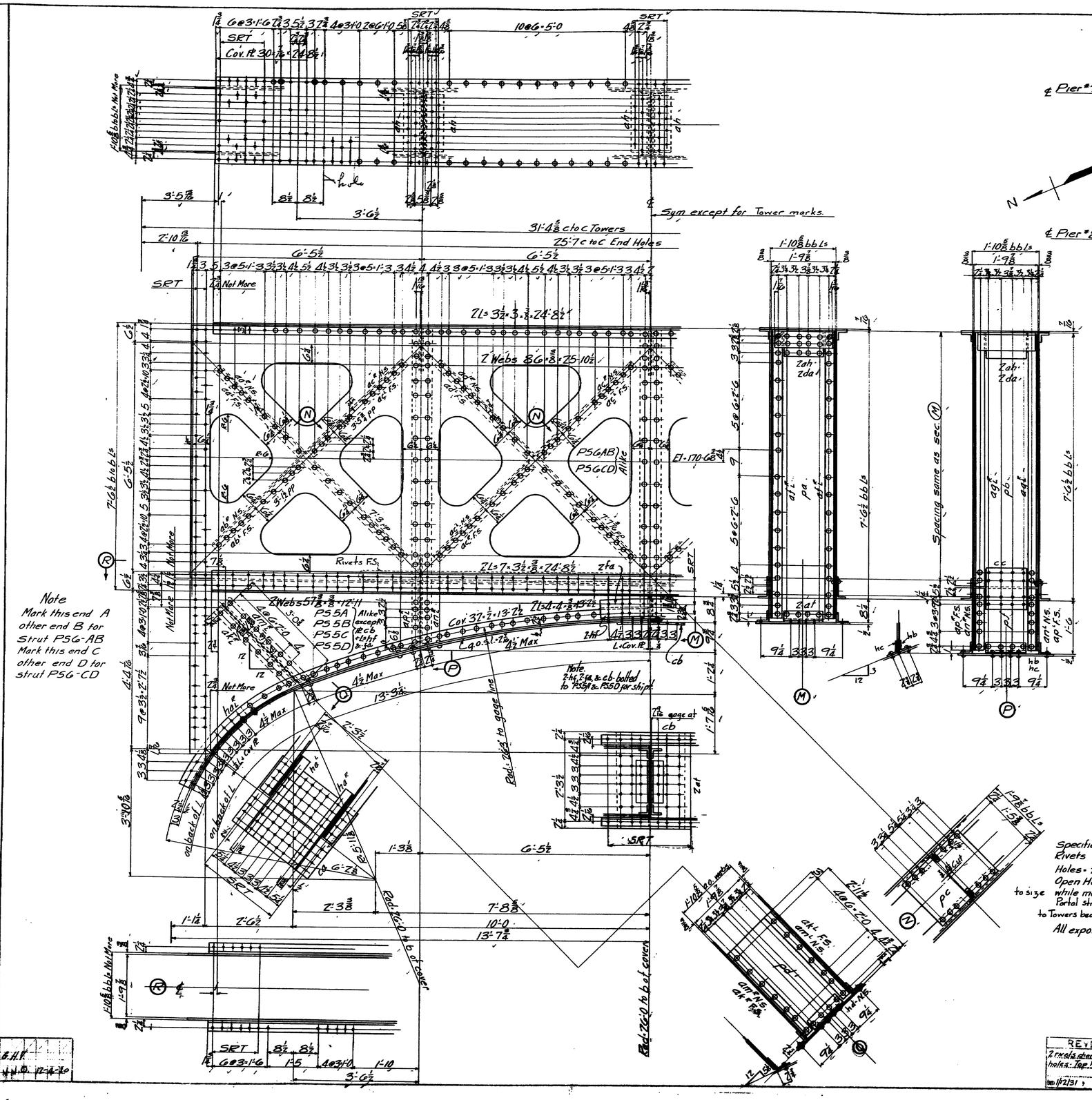
AMERICAN BRIDGE COMPANY

No PCS	SHAPE	LENGTH FT	LENGTH INS	ASSEMBLING MARK	REMARKS	ORDER LC FT	ORDER LC INS	ORDER LC STOCK
	2 Pieces PS72ᴿ							
	2 Pieces PS72ᴸ							
8	L 8 8 ½	4	4½	4aaᴿ 4aaᴸ				5
8	L 8 8 ½	1	8¾	4abᴿ 4abᴸ				3
4	PL 19 7/16	1	9½	pa		30	1	62
4	Fills 19	1	3½	da				5
8	Fills 11 7/16	1	7	dd				A5
4	L 6 3½		6	2aaᴿ 2aaᴸ				11
4	L 3½ 3		6	2acᴿ 2acᴸ				11
4	L 3½ 3		6	2afᴿ 2afᴸ				11
8	L 5½ 3½	1	7	4-haᴿ 4-haᴸ				11
	4 Plates PS73							
4	PL 77½	6	3½			26	1	84
	2 Pieces PS74ᴿ							
	2 " PS74ᴸ							
8	L 8 8 ½	4	7¼	4aqᴿ 4aqᴸ				5
4	PL 35 7/16	3	0⅜	pb		25	1	83
4	L 7 3½		3½	2ahᴿ 2ahᴸ				A5
4	Fills 11 7/16	1	7	db				11
	8 Plates PS75							
8	PL 21 7/16	1	4½	ms				5
	4 Brackets PS76ᴿ							
	4 Brackets PS76ᴸ							
8	L 8 6 ½	7	3	2-apᴿ 2-apᴸ				5
8	PL 77¾	7	9½	pc	7/8"	17½	1	49
8	PL 20½	7	3	pd		18	5	85
32	L 8 13 7/16	7	0½	16-baᴿ 16-baᴸ				5
32	L 6 4		6¼	16-akᴿ 16-akᴸ				A5
24	L 6 3½		5¾	am				11
8	L 6 3		5¾	an				11

RIVETS	HOLES	DATE	DRAWINGS	ORDER No.	SHEET No.
7/8	15/16 Unless noted	11/28/30	TRENTON FABRICATION AMBRIDGE	G3691	10

NAME OF STRUCTURE
WALDO-HANCOCK BRIDGE BUCKSPORT, ME.

108-164



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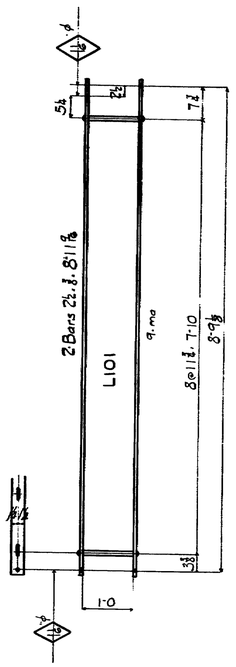
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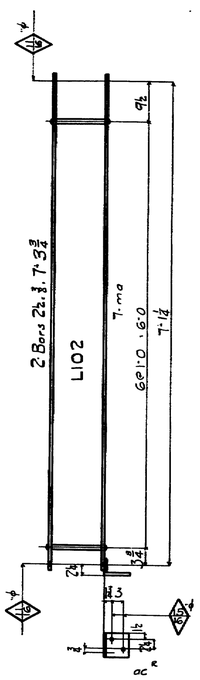
No. PCS	SHAPE	LENGTH FT	LENGTH INS	ASSEMBLING MARK	REMARKS	ORDERED FT	ORDERED INS	ORDERED ITEM
	One Portal Strut			P56AB	} Alike			
	One Portal Strut			P56CD				
4	Ls 3 1/2 x 3		24	8 1/2				110
4	Ls 7 x 3 1/2		24	8 1/2				94
4	Webs 86		25	10 1/2		86 1/2	25 10 1/2	115
2	Cov Pls 30 1/16		24	8 1/2			24 8 1/2	129
8	Ls 3 1/2 x 3		8	1 1/2	2-af, 4-af		32 11	107
2	Pls 21		8	1 1/2	pa		31 0	142
16	Ls 3 1/2 x 3		7	2	8-ag, 8-ag		36 3	106
4	Pls 21		7	2	pb		36 3	141
8	Ls 3 1/2 x 3		7	6 1/2	4-aa, 4-aa			5
8	Ls 3 1/2 x 3		3	5	4-ab, 4-ab			5
24	Ls 3 1/2 x 3		3	9 1/2	12-ac, 12-ac			5
8	Ls 3 1/2 x 3		7	10 1/2	4-ad, 4-ad			5
8	Pls 20		2	2 1/2	pc		26 7	146
12	Ls 6 x 6		1	8 1/2	ah			5
12	Fils 8 1/2		1	2	da		30 1	113
4	Ls 4 x 4		1	2	at			5
2	Pls 15		1	2	cc			5
	One Portal Strut			P55A	} Alike			
	One Portal Strut			P55B				
	One Portal Strut			P55C				
	One Portal Strut			P55D				
8	Ls 4 x 4		13	2 1/2	Bent	27 6		104
8	Webs 58		12	11	582	15 0		118
4	Cov Pls 37		13	2 1/2	Bent	27 0		122
4	Pls 20		3	1 1/2	pd	37 9		145
8	Ls 3 1/2 x 3		3	1 1/2	4-am, 4-am			5
8	Ls 3 1/2 x 3		3	3	4-an, 4-an			5
4	Pls 21		1	8 3/4	pf			5
8	Ls 3 1/2 x 3		1	8 3/4	4-ao, 4-ao			5
8	Ls 3 1/2 x 3		1	9 3/4	4-ap, 4-ap			5
4	Pls 32 1/2		2	3	ca	Bent		5
2	Pls 37 1/16		1	8 1/2	cb	for P55A + P55D		AS
8	Ls 4 x 4		2	6	4-hc, 4-hc	Bent		5
4	Ls 4 x 4		1	2	hb	"		5
4	Ls 4 x 4		1	2	hc	"		AS
4	Pls 8		1	2	hd	"		1
4	Ls 7 x 3 1/2		2	8	2-ht, 2-ht	for P55A Bent		5
4	Fills 3 3/8		2	8	2-fa, 2-fa	2-for P55A, 2 for P55D		5

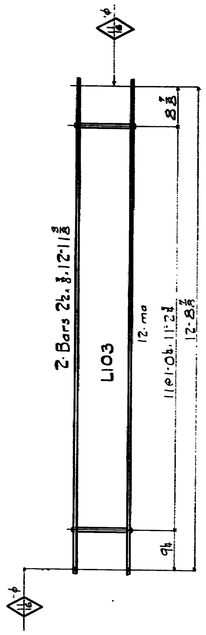
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7/8	15/16	13	TRENTON FABRICATION AMBRIDGE	G3691	11

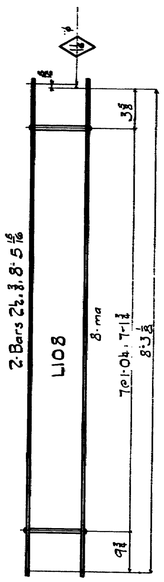
NAME OF STRUCTURE
WALDO-HANCOCK BRIDGE BUCKSPORT, ME

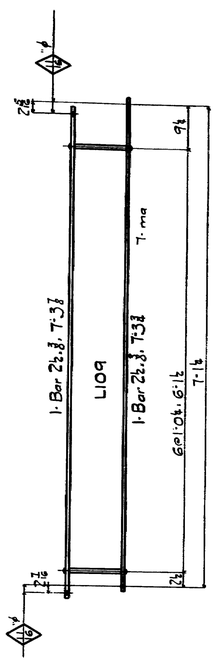
108-165

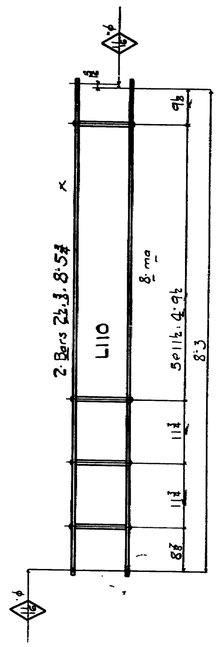


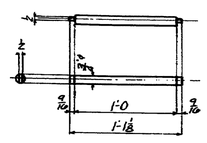




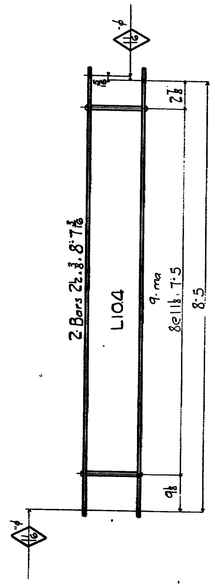


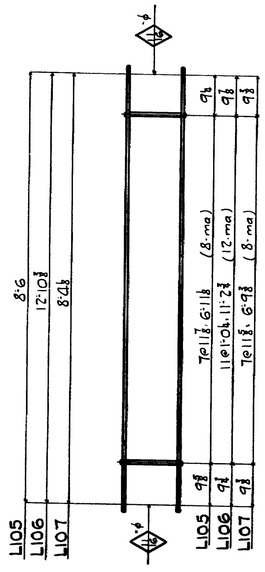




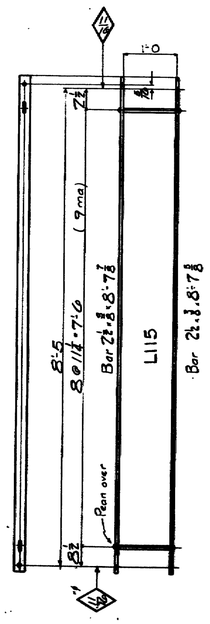


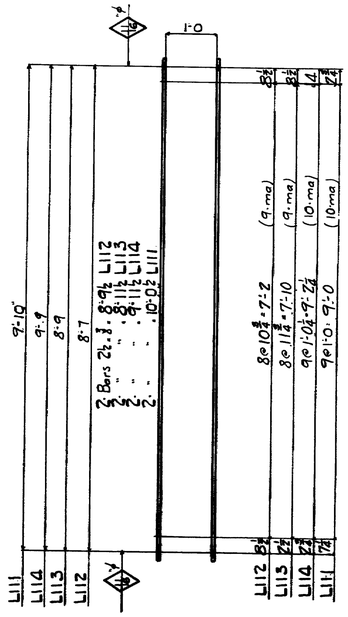
Enlarged detail of Rung ma



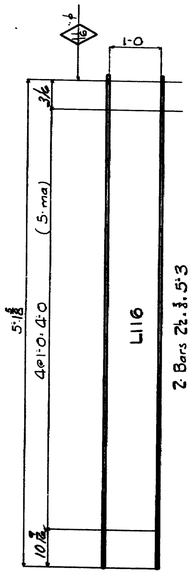


2 Bars 2½ x ⅜ x 8'-8⅛ L105
2 " " " 13'-0⅛ L106
2 " " " 8'-6⅛ L107





L112 8 @ 1'-7 1/2 (9 ma)
L115 8 @ 1'-7 1/8 (9 ma)
L114 9 @ 1'-0 1/2 = 9'-2½ (10 ma)
L111 9 @ 1'-0 = 9'-0 (10 ma)



Approved
Robinson & Steinman
12/17/30

JAD
B.K.K.

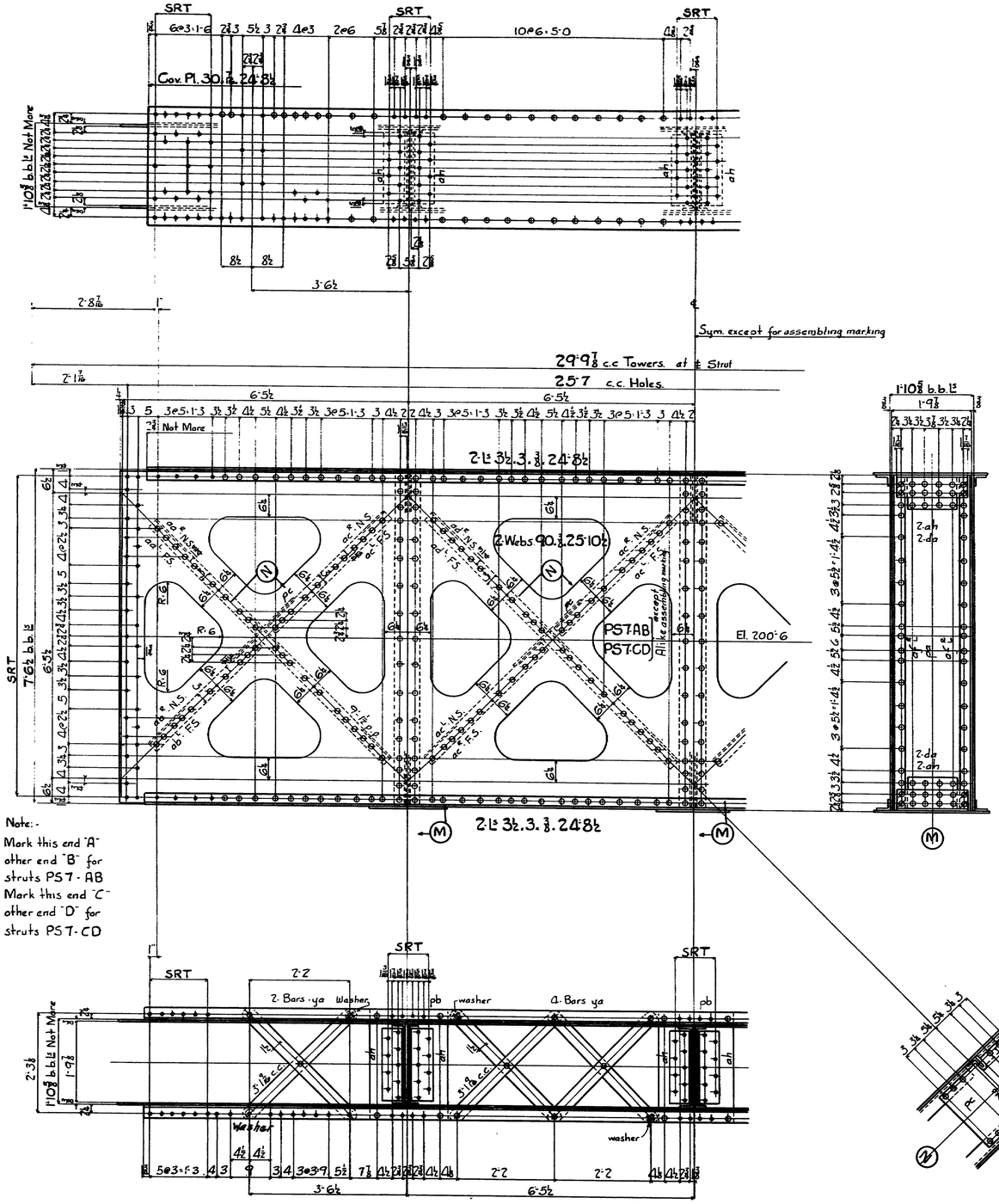
AMERICAN BRIDGE COMPANY

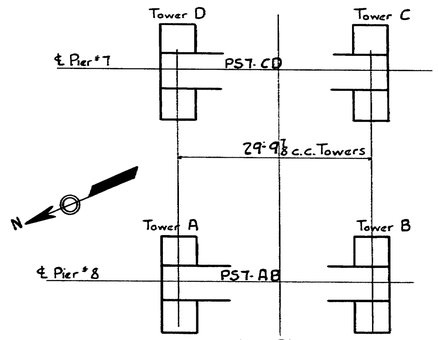
No. PCS.	SHAPE	LENGTH FT	LENGTH INS	ASSEMBLING MARK	REMARKS	ORDERED FT	ORDERED INS	ORDERED ITEM
	8 Ladders - L101							
16	Bars 2½ x ⅜	8	11⅞					
72	Rungs ⅞ x ⅜		1	18 ma				
	4 Ladders L102							
8	Bars 2½ x ⅜	7	3⅜					
28	Rungs ⅞ x ⅜		1	18 ma				
	4 Ladders L103							
8	Bars 2½ x ⅜	12	11⅜					
48	Rungs ⅞ x ⅜		1	18 ma				
	4 Ladders L104							
8	Bars 2½ x ⅜	8	7 15/16					
36	Rungs ⅞ x ⅜		1	18 ma				
	8 Ladders - L105							
16	Bars 2½ x ⅜	8	8½					
64	Rungs ⅞ x ⅜		1	18 ma				
	8 Ladders - L106							
16	Bars 2½ x ⅜	13	0⅛					
96	Rungs ⅞ x ⅜		1	18 ma				
	16 Ladders - L107							
32	Bars 2½ x ⅜	8	6⅛					
128	Rungs ⅞ x ⅜		1	18 ma				
	4 Ladders L108							
8	Bars 2½ x ⅜	8	5⅜					
32	Rungs ⅞ x ⅜		1	18 ma				
	4 Ladders L109							
4	Bars 2½ x ⅜	7	3⅜					
4	Bars 2½ x ⅜	7	3⅜					
28	Rungs ⅞ x ⅜		1	18 ma				
	4 Ladders L110							
8	Bars 2½ x ⅜	8	5⅜					
32	Rungs ⅞ x ⅜		1	18 ma				
	4 Ladders - L111							
8	Bars 2½ x ⅜	10	0⅛					
40	Rungs ⅞ x ⅜		1	18 ma				
	8 Ladders - L112							
16	Bars 2½ x ⅜	8	9½					
72	Rungs ⅞ x ⅜		1	18 ma				
	8 Ladders - L113							
16	Bars 2½ x ⅜	8	11⅜					
72	Rungs ⅞ x ⅜		1	18 ma				
	4 Ladders - L114							
8	Bars 2½ x ⅜	9	1½					
40	Rungs ⅞ x ⅜		1	18 ma				
	4 Ladders - L115							
4	Bars 2½ x ⅜	8	7⅛					
36	Rungs ⅞ x ⅜		1	18 ma				
4	Bars 2½ x ⅜	8	7⅛					
	4 Ladders - L116							
8	Bars 2½ x ⅜	5	3					
20	Rungs ⅞ x ⅜		1	18 ma				

RIVETS | HOLES: Reamed 7/8 ø ± 1/32, Slotted Punched | DATE | DRAWING: Trenton FABRICATION, Ambridge | ORDER No. G3691 | SHEET No. 12

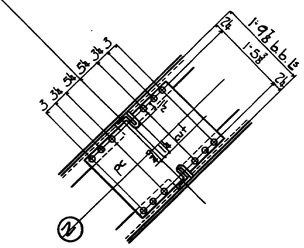
NAME OF STRUCTURE
WALDO-HANCOCK BRIDGE-PENOBSCOT RIVER-BUCKSPORT ME

108-166





Marking Diagram



Notes:-
Specifications: Robinson & Steinman.
Rivets: ⅞"ϕ
Holes: 15/16"ϕ
Open holes marked S.R.T. to be subpunched & small & reamed to size while members are assembled in position at shop.
Partal Struts are to be assembled with ends marked A, B, C or D to Tower bearing same letters. (See Marking Diagram.)
All exposed sheared edges to have a neat appearance.

REVISED
Struts changed to open holes. Top & bottom flanges.
12/17/31

Approved
Robinson & Steinman
12/17/30

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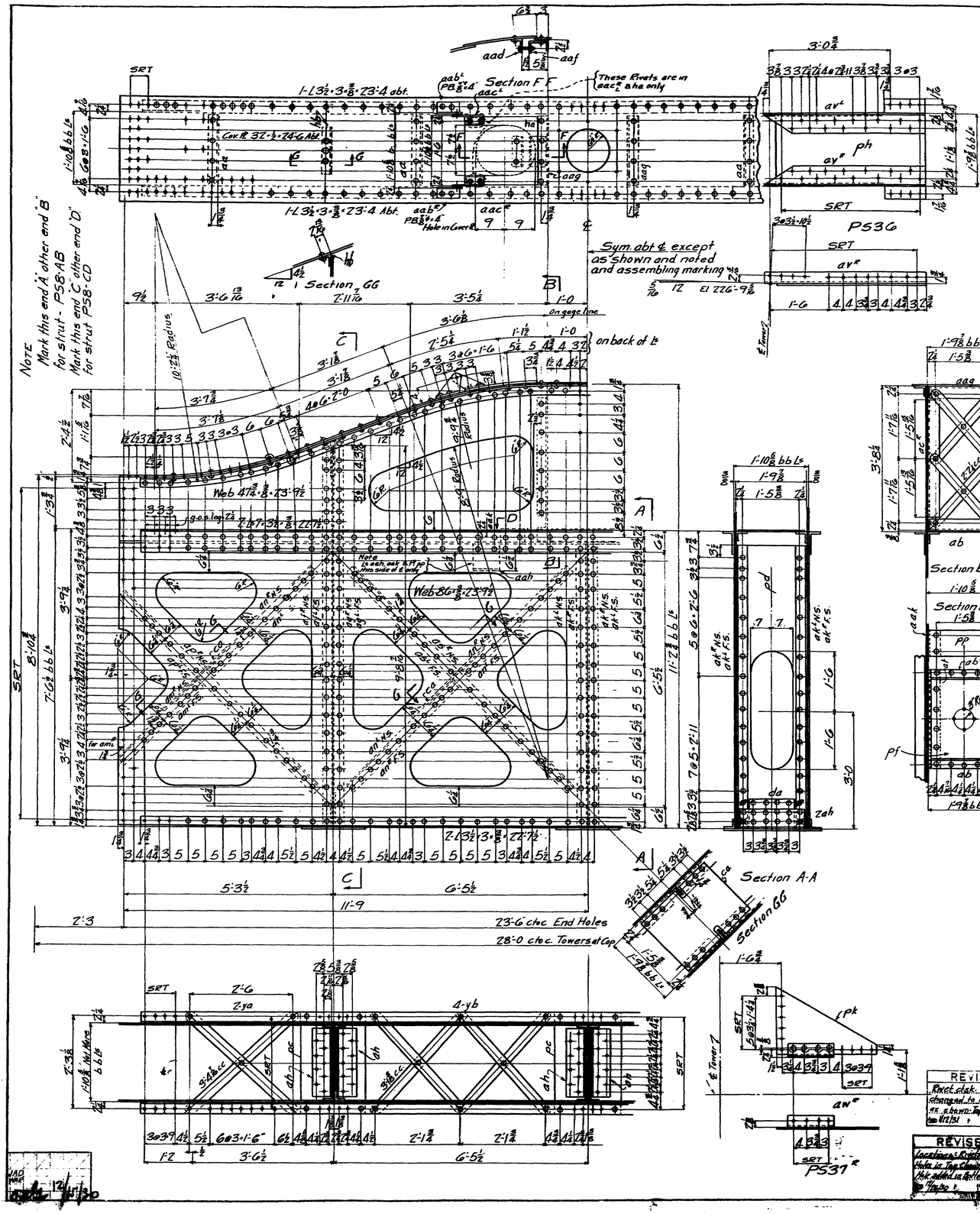
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No. PCS.	SHAPE	LENGTH FT.	LENGTH INS.	ASSEMBLING MARK	REMARKS	ORDERED FT.	ORDERED INS.	ORDERED ITEM
	One Portal Strut			PST-AB	Alike except for assembling marking			110
	One " "			PST-CD				
8	ls 3½ 3 ⅜	24	8½					
4	Webs 90 ⅜	25	10½			402	25 10½	114
2	Cov. Pls 30 7/16	24	8½					129
8	ls 3½ 3 ⅜	7	6½	a-aa				5
8	ls 3½ 3 ⅜	3	5	a-ab				5
24	ls 3½ 3 ⅜	3	9¼	12-ac				5
8	ls 3½ 3 ⅜	7	10½	a-ad				5
24	ls 3½ 3 ⅜	7	6	12-ae				5
6	Pls 21 ⅜	7	6	pa		22	11	143
6	Pls 30 7/16	1	8	pb		20	4	130
8	Pls 20 ⅜	2	2	pc		26	7	146
24	ls 6 6 ⅜	1	8¼	ah				5
24	Fils 8½ ⅜	1	2¼	da		30	1	113
24	Bars 3 ⅜	3	3/16	c-c ya				5
16	wash. 2½ ¾				15/16" Holes			A5

RIVETS	HOLES	DATE	DRAWINGS	ORDER No	SHEET No.
See Notes.		/ /18	FABRICATION Trenton, Ambridge	63691	13

NAME OF STRUCTURE
WALDO-HANCOCK BRIDGE: PENOBSCOT RIVER-BUCKSPORT ME

108-167



No. PCS.	SHAPE	LENGTH FT	LENGTH INS.	ASSEMBLING MARK	REMARKS	ORDERED FT	ORDERED INS.	ORDERED ITEM
	7 Portals							
	One PS8-AB One PS8-CD							
4	ℓs 3½ 3	23	4	abt. Bent		26	0	109
7	Cor Pls 37 ½	24	6	Abt. Bent		25	3	123
4	Webs 4¼	23	9½					121
4	Webs 86	23	9½		86 Lbs			116
4	ℓs 7 3½	22	7½					95
4	ℓs 3½ 3	22	7½					111
8	ℓs 3½ 3	1	9	aa				S
4	ℓs 3½ 3	1	9	ab				S
8	ℓs 3½ 3	2	11¾	4-ac℄ 4-ac℄				S
4	ℓs 6 3½		9½ abt	2-ad℄ 2-ab℄				AS
4	ℓs 6 3½		11 abt	2-ae℄ 2-ae℄				11
16	Latt Bars 3	2	2¼	cc yc				S
8	ℓs 3½ 3	9	9⅝	4-af℄ 4-af℄				S
8	ℓs 3½ 3	9	10¾	4-ag℄ 4-ag℄				S
4	Pls 21	9	9⅝	pb		20	0	144
12	ℓs 6 6	1	8¼	ah				S
12	Fills 8½	1	7½	da		30	1	113
6	Pls 30	1	7⅜	pc		20	4	130
7	Pls 21	7	2	pd		31	0	142
8	ℓs 3½ 3	7	2	4-ak℄ 4-ak℄		29	1	108
8	Latt Bars 3	3	4⅞	cc ya				S
16	Latt Bars 3	3	1⅝	cc yb				S
8	ℓs 3½ 3	2	10⅝	4-am℄ 4-am℄				AS
24	ℓs 3½ 3	3	9	12-an℄ 12-an℄				S
8	ℓs 3½ 3	7	10⅛	4-as℄ 4-as℄				S
4	ℓs 3½ 3½	2	6	at				AS
7	Pls 21	2	6	pf				S
4	PB.		1 x 4					AS
2	Pls 21	1	10½	ha	Bent			S
7	ℓs 5 3½		9	aad				AS
7	ℓs 5 3½		9	aaf				1
4	ℓs 3½ 3	1	9	aag				1
7	ℓs 8 6		8	aah				1
4	ℓs 3½ 3½		8	aak				1
7	Pls 8	1	8½	pp				1
8	ℓs 3½ 3	7	0	4-ap℄ 4-ap℄				S
8	Pls 21	2	3½	ca				S
4	ℓs 4 3½	1	2	hb				S
	4 Pieces PS38							
8	ℓs 7 3½	2	4½	4-aq℄ 4-aq℄		21	5	96
4	Pls 21	2	4½	pm				AS
	4 Pieces PS39R							
	4 Pieces PS39L							
8	Pls 20	1	3⅜	one pn		37	9	145
8	ℓs 3½ 3½		9½	4-aaa℄ 4-aaa℄				AS
	4 Plates PS40							
4	Pls 17½	5	8			18	2	22 9 148
	4 Pieces PS36							
8	ℓs 6 3½	4	1	4-av℄ 4-av℄				S
4	Pls 30	3	9⅞	ph				S
	4 Pieces PS37R							
	4 Pieces PS37L							
8	Pls 20	1	5½	one pk		37	9	145
8	ℓs 3½ 3½	1	1½	4-am℄ 4-am℄				AS

Notes:
Specifications Robinson & Steinman
Rivets ⅞"
Holes 15/16 Unless Noted
Open Holes marked SRT to be subpunched ¼ small & reamed to size while members are assembled in position at shop
Portal Struts are to be assembled with ends marked A, B, C or D to Towers bearing same letter (See Marking Diagram)
All exposed sheared edges to have a neat appearance.

Approved
Robinson & Steinman
12/26/30

AMERICAN BRIDGE COMPANY

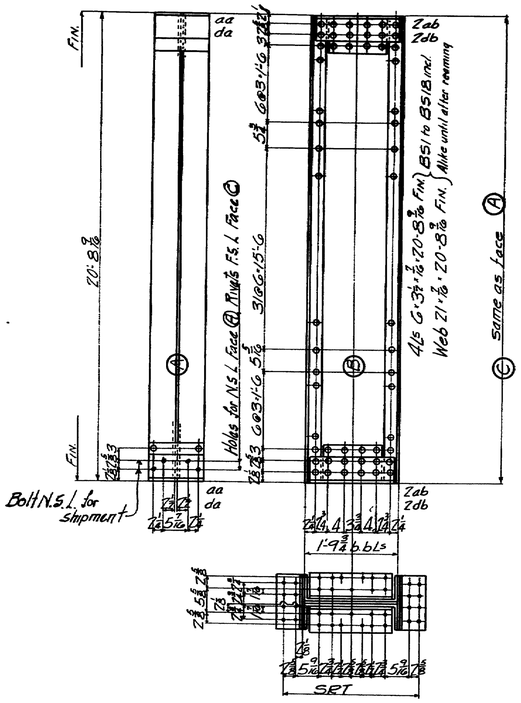
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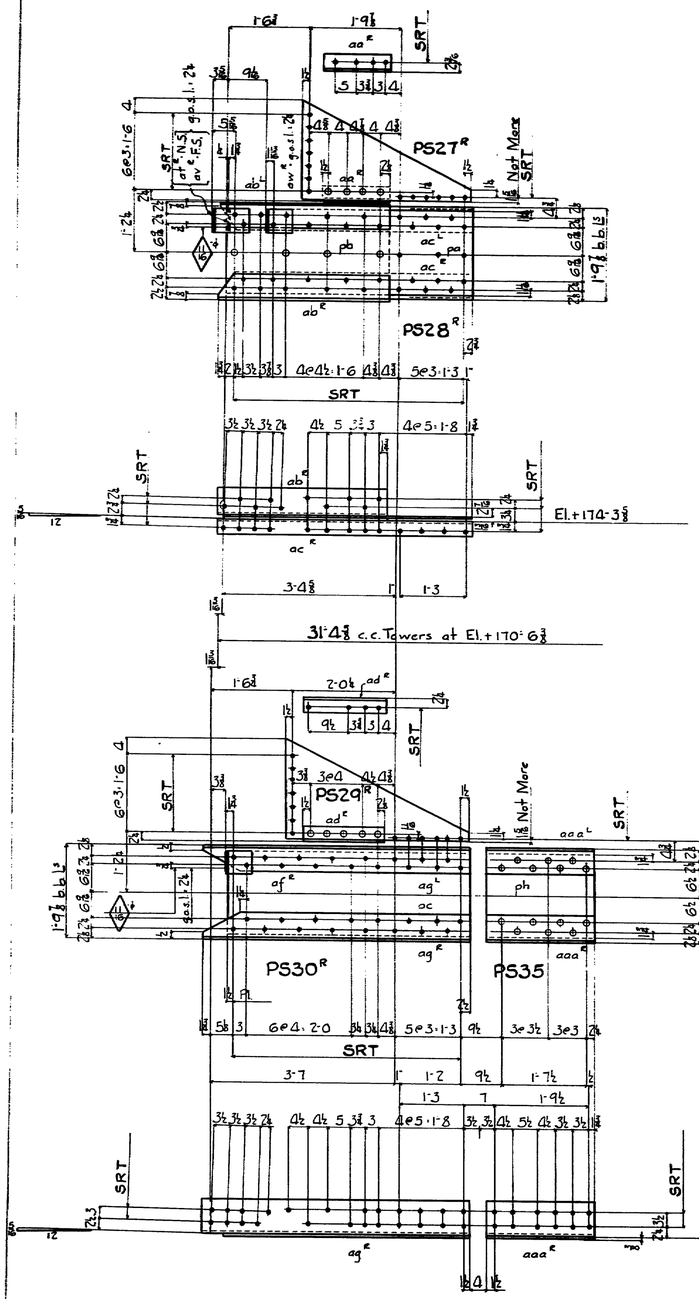
RIVETS	HOLES	DATE	DRAWINGS	ORDER No.	SHEET No.
⅞	15/16 Unless Noted	/ / 19..	TRENTON FABRICATION AMBRIDGE	63691	14

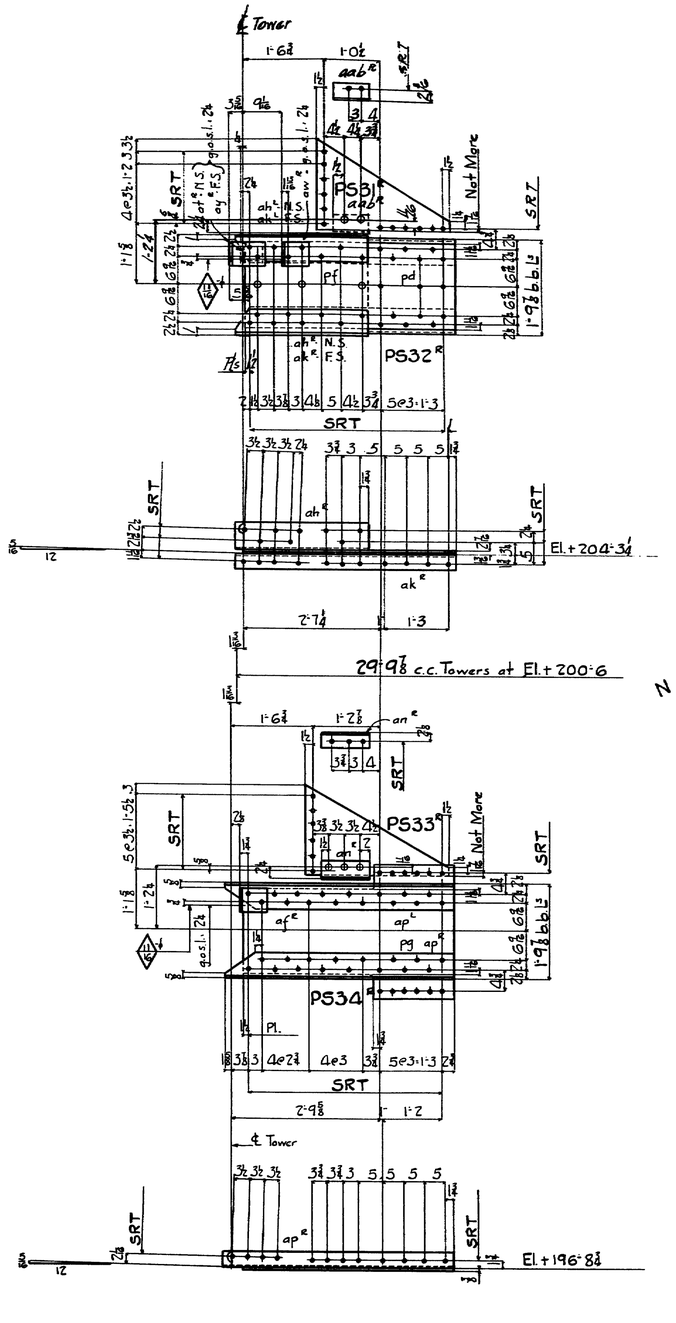
NAME OF STRUCTURE
WALDO-HANCOCK BRIDGE BUCKSPORT, ME.

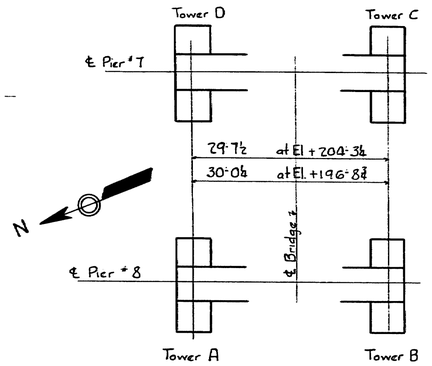
PI 17 + 5·8 PS40

108-168


FIN.
20'-8⅛"
aa
da
Holes for N.S.L. Face A Rivets F.S.L. Face C
3 @ 6'-3"
3 @ 6'-3"
3 @ 6'-3"







Marking Diagram

Notes:—
Specifications:- Robinson & Steinman.
Rivets: ⅞"ϕ
Holes: 15/16"ϕ Unless Noted.
Open holes marked S.R.T. to be subpunched ¼" & reamed to size while members are assembled in position.
For Match Marking: After members are assembled & reamed, they are to be marked with the Tower leg A, B, C or D to which they belong.
Tower legs are marked as shown in diagram.
All exposed sheared edges to have a neat appearance.

Approved
Robinson & Steinman.
12/17/30

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No. PCS	SHAPE	LENGTH FT	LENGTH INS	ASSEMBLING MARK	REMARKS	ORDERED FT	ORDERED INS	ORDERED ITEM
	4 - Plates	-	-	PS27	R			
	4 - "	-	-	PS27	L			
8	Pls 20 ⅜	1	10½	an	t			5
8	ls 3½ ⅜	1	4½	4-aa 4-aa	R L			5
	2 Pieces	-	-	PS28	R			
	2 "	-	-	PS28	L			
8	ls 6 3½ ⅜	5	0⅛	4-ac 4-ac	R L	40	3	102
8	ls 6 6 ⅜	3	4½	4-ab 4-ab	R L			5
4	Pls 21 ⅜	4	10⅜	pa				5
4	Pls 21 7/16	3	2⅜	ph		25	0	140
4	ls 8 3½ 7/16		5½	2-at 2-at	R L			95
4	ls 5 3½ ⅜		5½	2-av 2-av	R L			4
4	ls 6 3½ ⅜		5½	2-aw 2-aw	R L			3
	4 - Plates	-	-	PS29	R			
	4 - "	-	-	PS29	L			
8	Pls 20 ⅜	1	11⅜	an	t			5
8	ls 3½ 3½ ⅜	1	8½	4-ad 4-ad	R L			95
	2 Pieces	-	-	PS30	R			
	2 "	-	-	PS30	L			
4	Pls 21 ⅜	4	8⅞	pc				5
4	ls 6 3½ ⅜		5½	2-ay 2-ay	R L			5
8	ls 8 6 7/16	5	2¼	4-ag 4-ag	R L	31	5	90
	4 - Plates	-	-	PS31	R			
	4 - "	-	-	PS31	L			
8	Pls 22 ⅜	1	5½	an	t	27	2	138
8	ls 3½ 3½ ⅜		7⅛	4-aab 4-aab	R L			95
	2 Pieces	-	-	PS32	R			
	2 "	-	-	PS32	L			
4	Pls 21 ⅜	4	0½	pd				5
4	Pls 21 7/16	2	4½	pf		25	0	140
8	ls 6 6 ⅜	2	6⅜	4-ah 4-ah	R L			5
8	ls 6 3½ ⅜	4	2⅜	4-ak 4-ak	R L			5
4	ls 8 3½ 7/16		5½	2-at 2-at	R L			95
4	ls 5 3½ ⅜		5½	2-ay 2-ay	R L			4
4	ls 6 3½ ⅜		5½	2-ad 2-aw	R L			3
	4 Plates	-	-	PS33	R			
	4 - "	-	-	PS33	L			
8	Pls 22 ⅜	1	6⅜	an	t	27	2	138
8	ls 3½ 3½ ⅜		10½	4-an 4-an	R L			95
	2 Pieces	-	-	PS34	R			
	2 "	-	-	PS34	L			
8	ls 6 3½ ⅜	4	5	4-ap 4-ap	R L			5
4	ls 6 3½ ⅜		5½	2-af 2-af	R L			5
4	Pls 30 ⅜	4	1	pg				5
	4 Pieces	-	-	PS35				
8	ls 8 6 7/16	2	0⅜	4-aaa 4-aaa	R L	31	5	90
4	Pls 21 ⅜	2	0⅜	ph				5

RIVETS	HOLES	DATE	DRAWINGS	ORDER No.	SHEET No.
—	—	/ / 19	Trenton FABRICATION Ambridge	G3691	16

NAME OF STRUCTURE
WALDO-HANCOCK BRIDGE-PENOBSCOT RIVER-BUCKSPORT ME.

C.H.K.
J.T.D.
C.W.W.

J.T.D.

Copy

168-170

One Col. C6S, C9N, C6N, C9S Alike
One " . C9N, Alike
One " . C6N Alike except as to C6S
One " . C9S
8-L 6.4.½
2-Webs. 20.½
2-Cov. Pls. 42.½

63'-0¼" Fin.

Fin.

El. 77'-0

El. 140'-0"

Drill these holes to templet used for rocker casting

Drill these holes to templet used for saddle casting

Note: ctsk. not chip N.S. all rivets on (B) Face

Hole 1'-2, 3'-6" Smooth edge

4 Holes tapped for 1" top bolts m Cov. Pl. only The Holes in Rem't. Pl.

1 Tap Bolt 8 x 12½ L to hang on this Bolt

5" Hole

Not Less Ins. Mfs.

Not More

Sec. B-B

Sec. A-A

Sec. C-C

Face (C) Left of Face (A)

10-9½ Exact

R.T. #1

Detail of Rungs

Note: Bolt Plate pm in position for shipment.

4 PB ⅞ × 1½

2 PB ⅞ × 12

ZPB ⅞ × 2

ZPB ⅞ × 1½

Smooth edge

Holes added on face

B&D

Note:— Reaming Templet R.T. #1 is also to be used on Order G8693.

Specifications: Robinson + Steinman. Shop Bolt all Ladder connections. Open Holes marked R.T. to be subpunched ¼" + reamed to size to a metal templet. All exposed sheared edges to have a neat appearance.

REVISED
R.T. #1 and note added.
1/6/31

Notes:-

AMERICAN BRIDGE COMPANY

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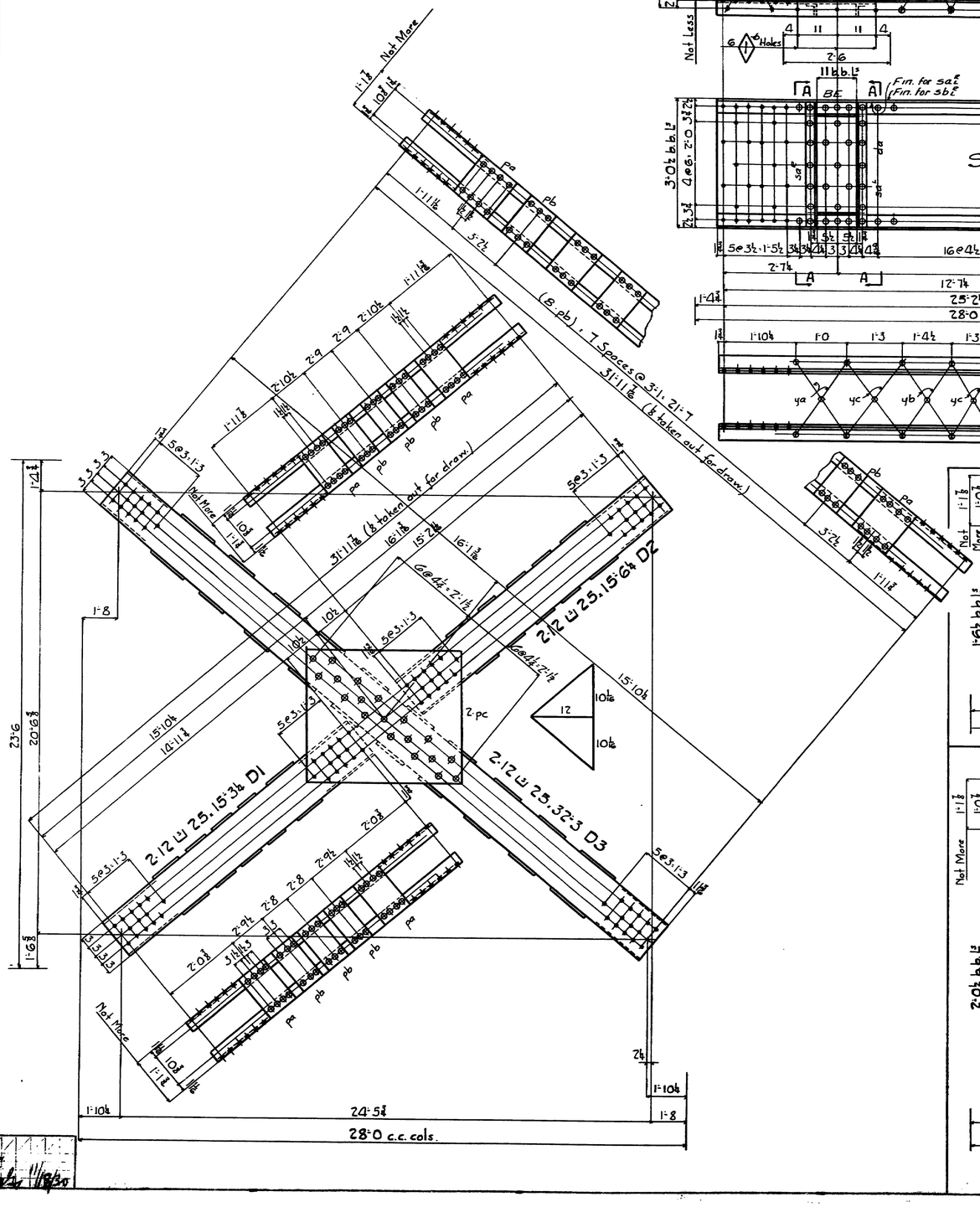
4-Col. C6S, C9N, C6N, C9S

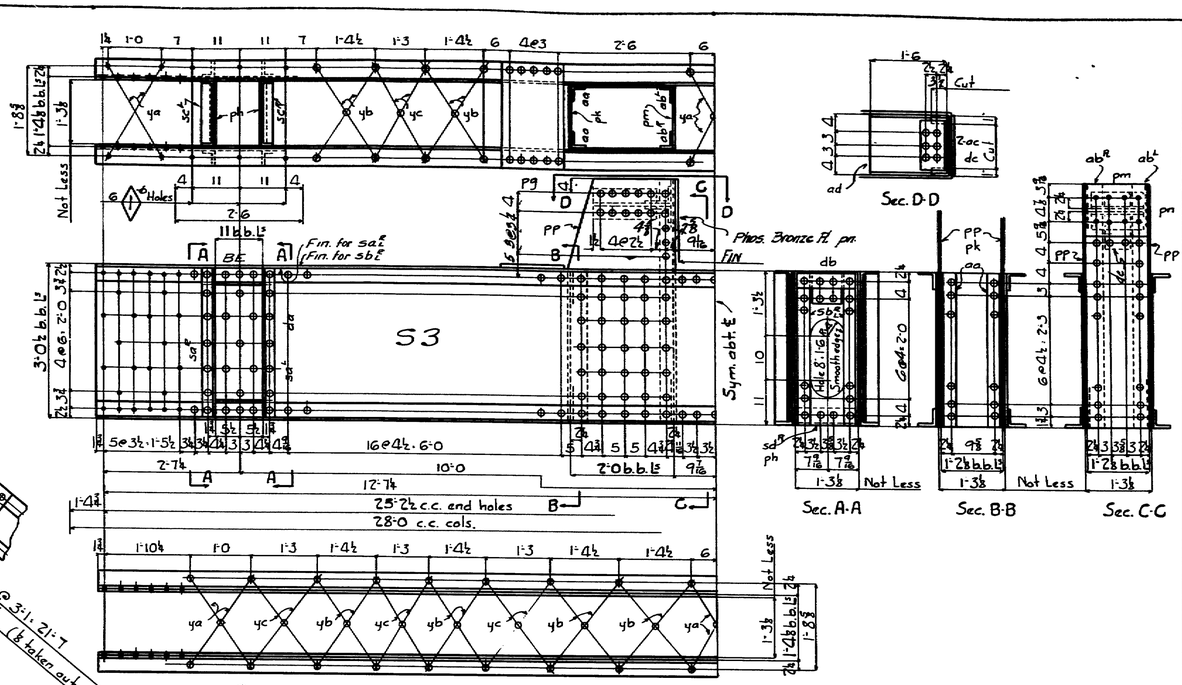
No. PCS	SHAPE	LENGTH FT	LENGTH INS	ASSEMBLING MARK	REMARKS	ORDERED FT	ORDERED INS	ORDERED #THS
32	Ls 6 6 ½	63	0¼		Fin.	63	0¼	6
8	Pls 20 ½	63	0¼		"	63	0¼	26
8	Pls 42 ½	63	0¼		"	63	0¼	17
4	Pls 42 ½	5	0			20	1	18
8	Ls 6 6 ⅝	1	7½	sa e				5
8	Fls 12 ½		10	da				5
8	Ls 6 6 ⅝	2	3½	sb e				5
8	Ls 3½ 3½ ¾	4	0½	a-aa e		32	5	12
8	Ls 3½ 3½ ¾	4	0½	a-ab e				
8	Pls 24½	4	0½	pa		32	5	23
16	Ls 3½ 3½ ¾	4	9½	ac		38	5	9
8	Pls 22½	4	9½	pb		38	5	25
16	Ls 3½ 3½ ¾	4	6	a-aa e		36	1	11
8	Pls 20½	4	6	pc		36	1	22
8	Ls 6 5 ⅝	1	7½	sc e				5
8	Fls 12 ½	1	6	db				5
8	Ls 6 6 ⅝	2	3½	sd e				5
8	Fls 16 ½	2	0	dc				5
8	Fls 7½	1	5¾	dd				5
16	Ls 3½ 3½ ¾	1	11¾	a-ka e a-ka L				5
4	Pls 17½	1	11¾	pf				5
32	Ls 3 3 ⅜		11	af				5
32	Ls 3 3 ⅜	1	1	ag				5
16	Pls 20	2	4	pg		37	5	27
16	Ls 3½ 3½ ¾	1	11¾	a-kb e a-kb L				5
4	Pls 17½	1	11¾	pk				5
8	Fls 16 ½	1	11¾	df				5
8	Fls 7½	1	5½	dg				5
8	Bars 2⅜	12	0⅜	ma		24	1	14
24	Bars 2⅜	11	8½	mb		23	5	15
8	Bars 2⅜	11	3⅜	mc		22	6½	16
16	Ls 6½ ⅝		7¼	ak				15
32	Ls 6 ⅝		4¾	16-am e 16-am L				5
736	Rungs ⅜	1	0½	md				5
16	PB ⅞		7					15
80	PB ⅞		1½					11
4	Pls 17 ⅜	3	9	pm		15	1	30
12	Tap Bolts ⅞		1¼					15
4	Tap Bolts ⅞		2½					11

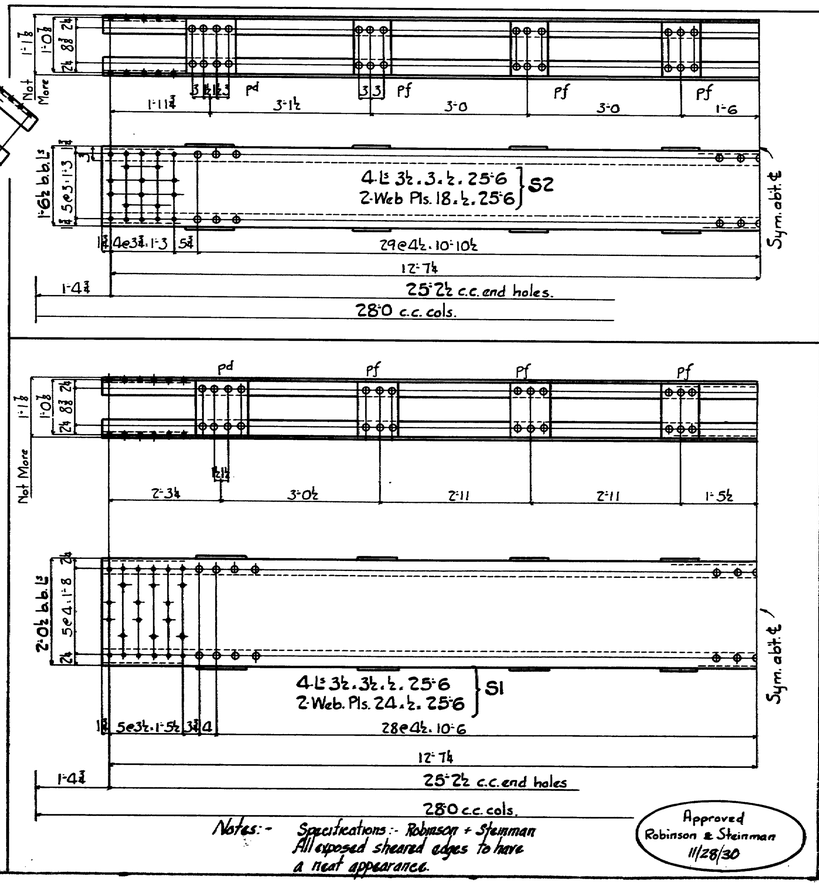
RIVETS	HOLES	DATE	DRAWINGS	ORDER No.	SHEET No.
⅞ Unless Noted	15/16 Unless Noted	11/19 1930	Trenton FABRICATION Ambridge	G3692	1

NAME OF STRUCTURE
WALDO-HANCOCK BRIDGE - PENOBSCOT RIVER - BUCKSPORT, ME.

108-17







Notes:- Specifications:- Robinson + Steinman
All exposed sheared edges to have a neat appearance.

Approved
Robinson & Steinman
11/28/30

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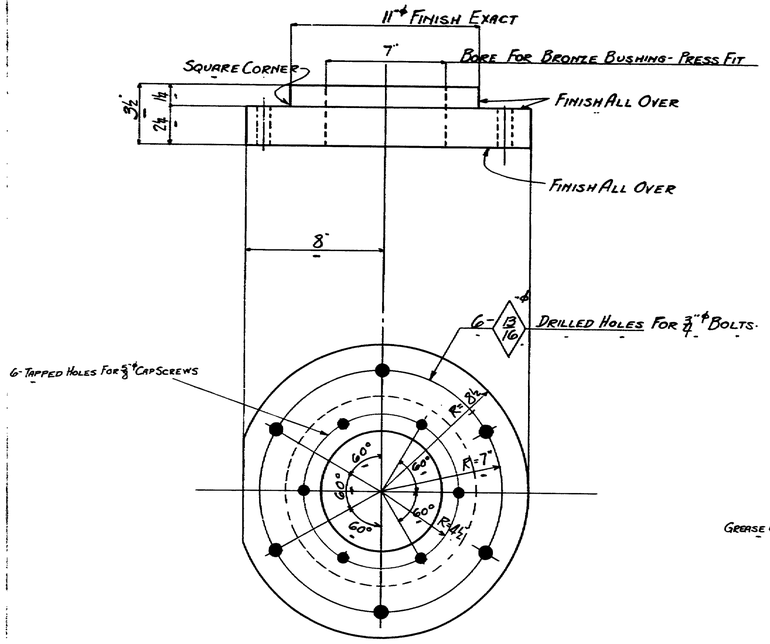
AMERICAN BRIDGE COMPANY

No. PCS	SHAPE	LENGTH FT	LENGTH INS	ASSEMBLING MARK	REMARKS	ORDER FT	ORDER INS	ORDER ITEM
	4-Diagonals - D1							
8	12 ⅛ 25.	15	3½					4
16	Pls 12 ⅜	1	1½	pa				5
24	Pls 9 ⅜	1	1½	pb				5
	4-Diagonals - D2							
8	12 ⅛ 25.	15	6¼					3
16	Pls 12 ⅜	1	1½	pa				5
24	Pls 9 ⅜	1	1½	pb				5
	4-Diagonals - D3							
8	12 ⅛ 25.	32	3					2
16	Pls 12 ⅜	1	1½	pa				5
64	Pls 9 ⅜	1	1½	pb				5
8	Pls 37 ⅜	3	7	pc		28	9	19
	2-Struts - S1							
8	⌊ 3½ 3½ ½	25	6					8
4	Pls 24 ½	25	6					24
8	Pls 12 ⅜	1	0⅛	pd				5
24	Pls 9 ⅜	1	0⅛	pf				5
	2-Struts - S2							
8	⌊ 3½ 3 ½	25	6					13
4	Pls 18 ½	25	6					28
8	Pls 12 ⅜	1	0⅛	pd				5
24	Pls 9 ⅜	1	0⅛	pf				5
	2-Struts - S3							
8	⌊ 4 4 ½	25	6					7
4	Pls 36 ½	25	6					20
16	⌊ 3½ 3 ⅜	2	11½	sa^R_L				5
16	⌊ 3½ 3 ⅜	3	0⅛	sb^R_L				5
8	⌊ 3½ 3 ⅜	1	2⅜	sc^R_L				5
8	⌊ 3½ 3 ⅜	1	3⅛	sd^R_L				5
8	Pls 14½ ⅜	3	0½	ph		24	5	31
8	Fls 17 ½	2	4	da		18	9	29
8	Fls 7½ ⅜		7⅜	db				5
8	⌊ 3½ 3½ ⅜	3	0½	aa				5
4	Pls 14 ⅜	3	0½	pk				5
8	⌊ 3½ 3½ ⅜	4	8⅜	$a\text{-}ab^L_R$ $a\text{-}ab^R_L$		37	11	10
4	Pls 14 ⅜	4	8⅜	pm		6	0	32
4	Pls 17 ⅜	1	1½	pm(G3678)	Rec'd Phos. Bronze Planed			See Dr. for (G3678L)
8	Pls 25½	4	8⅜	pp		37	11	21
4	Pls 15½	2	0	pg				5
24	Bars 3½	1	11⅜	c.c. ya				5
48	Bars 3½	2	1½	c.c. yb				5
32	Bars 3½	2	7⅛	c.c. yc				5
4	Fls 6½ ⅜	1	1½	dc				5
8	⌊ 6 3½ ⅜	1	0⅛	ac				5
4	14 CB 38	1	5½	ad				1
16	Bolts ⅞ x 2½	Count'k	slotted heads					95
16	Bolts ⅞ x 2½	Count'k	slotted heads					"

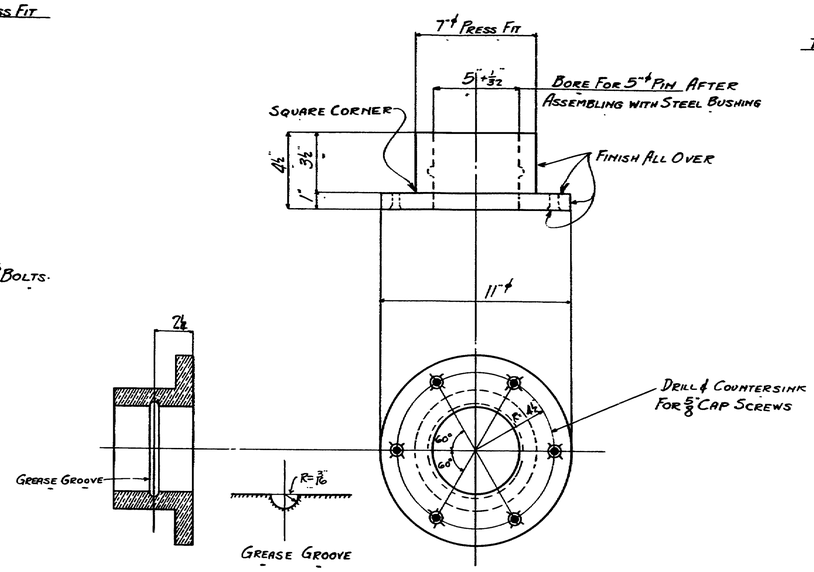
RIVETS	HOLES	DATE	DRAWINGS	ORDER No.	SHEET No.
⅞	15/16 Unless Noted	11/18/1930	Trenton FABRICATION Ambridge	G3692	2

NAME OF STRUCTURE
WALDO-HANCOCK BRIDGE-PENOBSCOT RIVER-BUCKSPORT Me

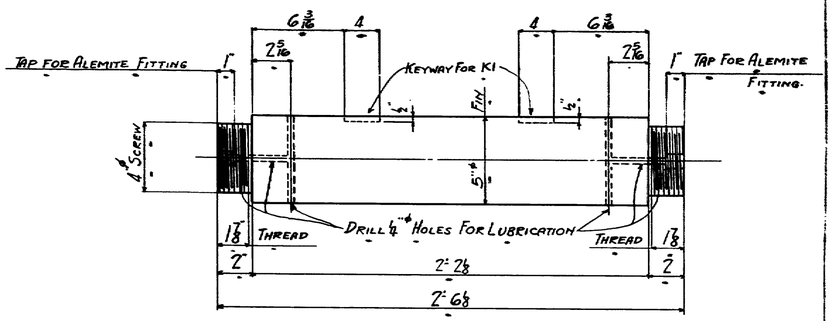
108-172



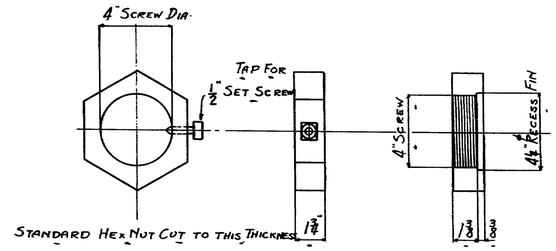
CAST STEEL BUSHING - B1
MATERIAL - CAST STEEL ANNEALED
EST. WT. OF 1 = 140#



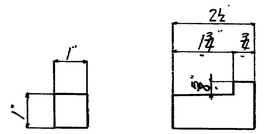
BRONZE BUSHING B2
MATERIAL - PHOSPHOR BRONZE
EST. WT OF 1 = 43#



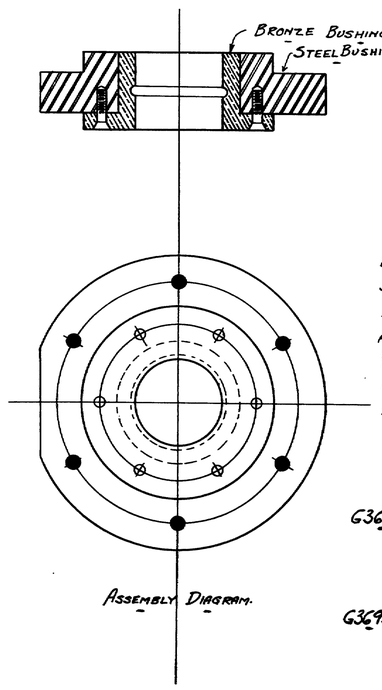
PIN LO
FINISH ALL OVER



HEX NUT FOR PIN LO



KEY 1" × 1⅝ × 2½" - K1
FINISH ALL OVER



ASSEMBLY DIAGRAM.

BRONZE BUSHING B2 IS TO BE PRESSED INTO STEEL BUSHING B1.
DRILL & TAP 6-HOLES, 5/8"ϕ x 1⅞" DEEP IN B1 TO MATCH OPEN HOLES IN B2 AND FASTEN BUSHINGS TOGETHER WITH 6-CAP SCREWS (STEEL) 5/8"ϕ x 2½" (COUNTERSUNK FLAT HEADS)
PIN HOLE IS TO BE BORED AFTER BRONZE BUSHING HAS BEEN FASTENED TO STEEL BUSHING.

ALL MATERIAL ON THIS SHEET TO BE SHOP ASSEMBLED AND SHIPPED WITH END CHORDS L0-L4 (ORDER G3693) SHEET #4
AFTER ASSEMBLING WITH END CHORDS, PACK THE GREASE GROOVES IN CASTING B2 AND PIN LO WITH A HEAVY GRAPHITE GREASE.

SHOP PAINT:-
ALL FINISHED SURFACES TO BE COATED WITH WHITE LEAD & TALLOW.

G3698-I

G3698E

NO. PCS.	MATERIAL SHAPE	LENGTH FT.	LENGTH INS.	MARK	CALCULATED WEIGHT FOR ONE END PIECE	ORDERED	ORDERED ITEM
	8 Steel Bushings - B1				140		
	4 Pins - L0						
4	5"ϕ Rvt.	2	6⅛	Fin			
8	Hex. Nuts 4" Tap 1⅞ thick						
8	½" Set Screws		1½	Cone Point			
8	Alemite Grease Fittings For ½" Grease Passageway						
	8 Keys - K1						
8	Thk. x 1⅝ Wide		2½	Fin			
48	Bolts ¾"ϕ		4	Hex. Head and Nut			

G3693

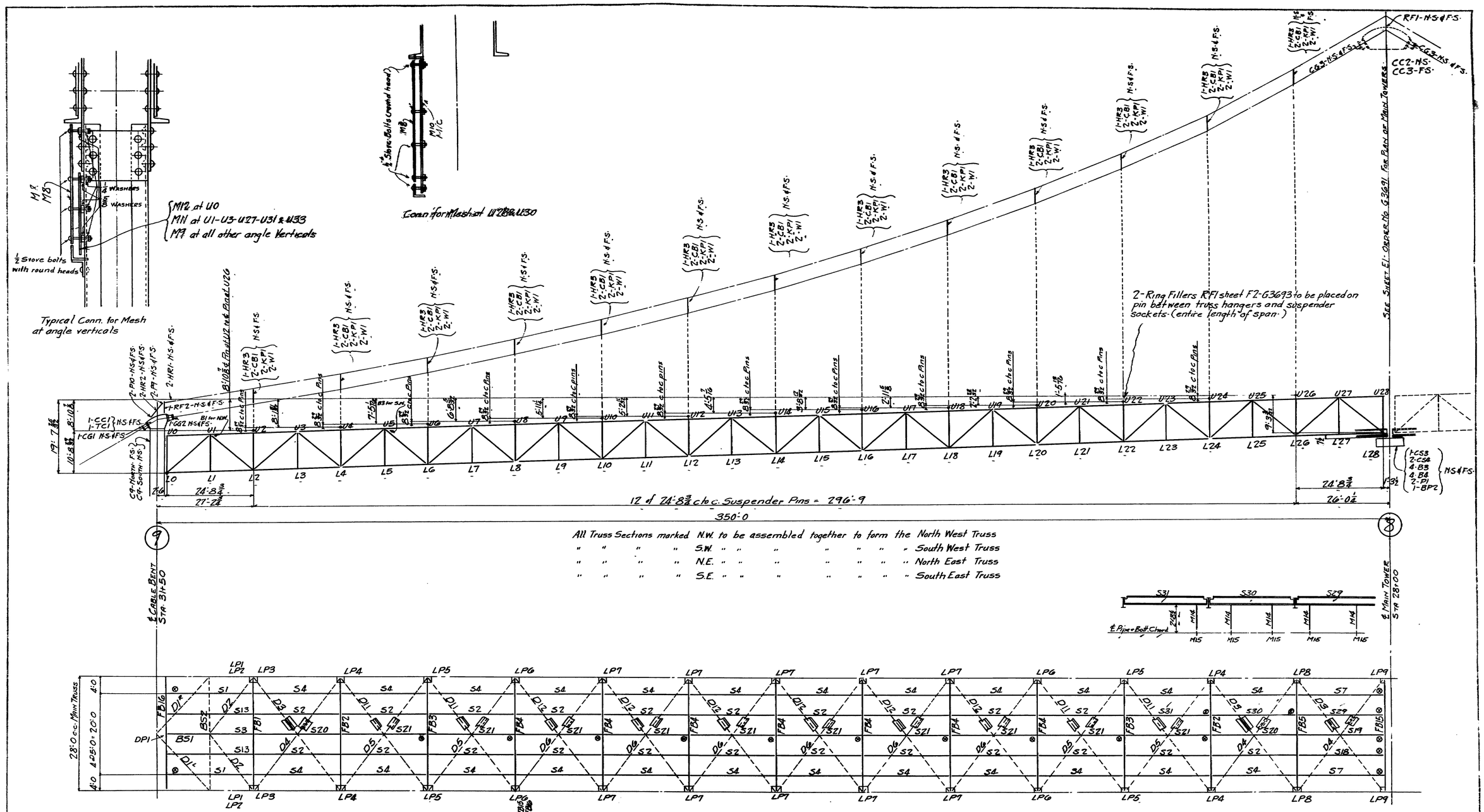
NO. PCS.	MATERIAL SHAPE	LENGTH FT.	LENGTH INS.	MARK	CALCULATED WEIGHT FOR ONE END PIECE	ORDERED	ORDERED ITEM
	8 Bronze Bushings - B2				43		
48	Steel Cap Screws ⅝"ϕ	2	½	Countersunk Flat Heads			

Approved
Robinson & Steinman
12/9/30

TRUSS BEARING AT CABLE BENTS
WALDO-HANCOCK BRIDGE
PENOBSCOT RIVER
BUCKSPORT, MAINE

AMERICAN BRIDGE COMPANY.
DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AMBRIDGE PLANT
IN CHARGE OF F.E. FELL
DRAW. MADE BY R.M. DATE
DRAW. CHECKED BY H.T.B. DATE 11/17/30
ORDER NO.
Pins — G3693
Cast Steel - G3698-E
Phosphor Bronze G3698-I
SHEET NO. 1

108-17



WALDO-HANCOCK BRIDGE OVER PENOBSCOT RIVER
BUCKSPORT, MAINE
MIN. CO.
AMERICAN BRIDGE COMPANY.

DRAWINGS MADE AT TRENTON PLANT.
WORK FABRICATED AT AMBRIDGE PLANT.
IN CHARGE OF F.E. FELL
DRAWN MADE BY R.M. DATE 11/12/30
DRAWN CHECKED BY DATE
ORDER No. G3693 SHEET NO. E1

108-174

See sheet E1 - Order No. G3691 for Plan of Main Towers

Plan at U32 & Pin at U62

15 of 24'-11 c to c Suspender Pins = 373'-9"

400'-0"

℄ Main Tower Sta 28+00

℄ Main Span

Note:- Ends of Lateral Plates marked ⊗ to be turned towards center of Bridge

Section through Center Stringer showing Hanger for Bracing.

Section at each Fl. Bm. except FB18 showing M13 at expansion joint in sidewalk.

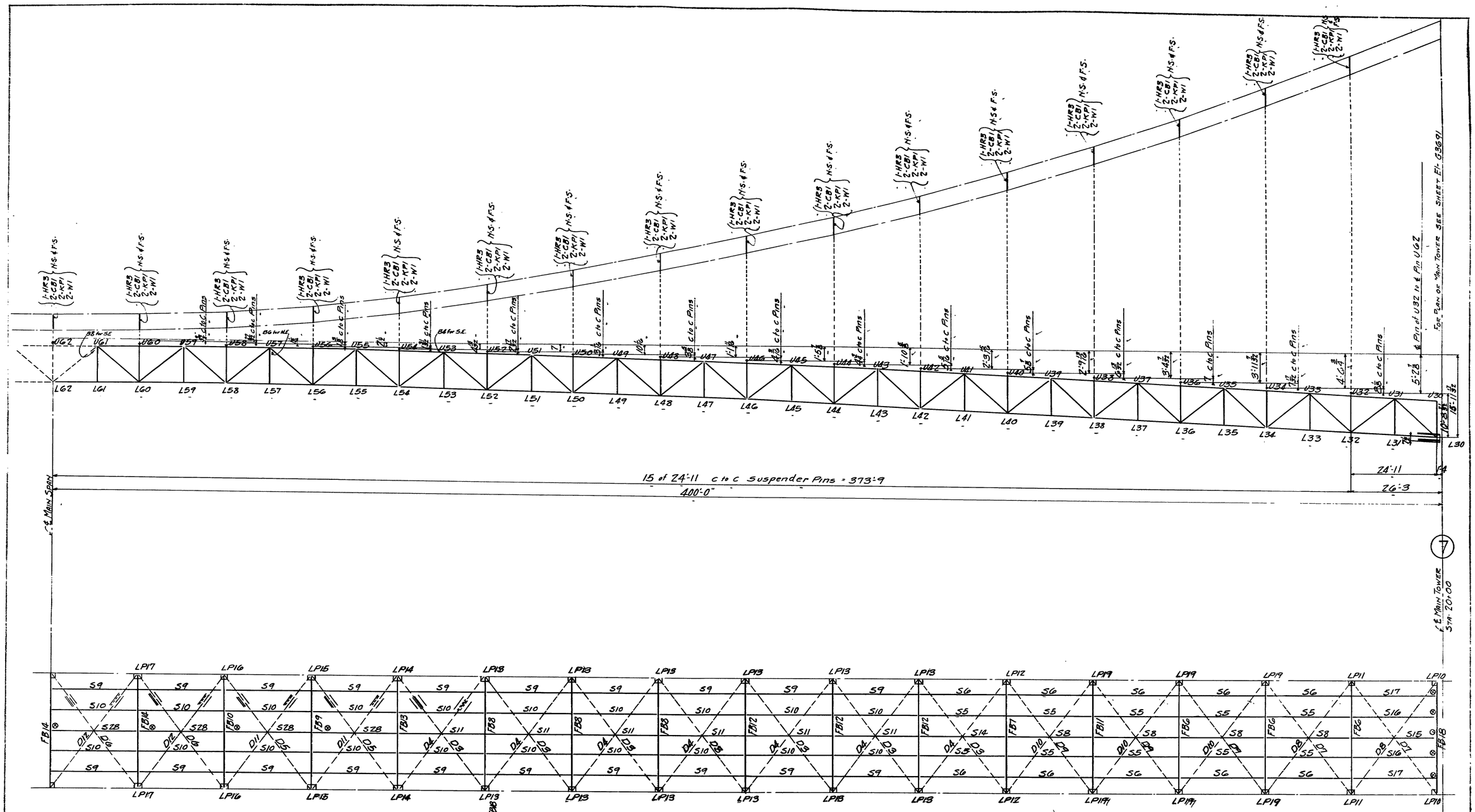
WALDO-HANCOCK BRIDGE
PENOBSCOT RIVER
BUCKSPORT, MAINE.

AMERICAN BRIDGE COMPANY.

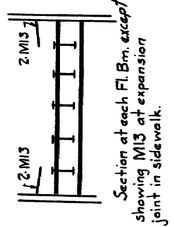
DRAWINGS MADE AT TRENTON PLANT.
WORK FABRICATED AT AMBRIDGE PLANT.
IN CHARGE OF F.E. FELL
DRAW. MADE BY R.M. DATE 1/12/30
DRAW. CHECKED BY DATE

ORDER No. G3693 SHEET NO. E2

108-175



Section through Center Stringer showing Hanger for Bracing



Section at each Fl. Bm. except FB8 showing M13 at expansion joint in sidewalk.

Note:- Ends of Lateral Plates marked ⊗ to be turned towards center of Bridge.

Waldo-Hancock Bridge
Penobscot River
Bucksport, Maine
owned by
American Bridge Company.

Drawings made at Trenton Plant.
Work fabricated at Ambridge Plant.
In charge of F.E. Fell
Draw. made by R.M. Date 11/12/31.
Draw. checked by Date

Order No. G3693 | Sheet No. E3

108-176

RFI-N.S.&F.S.

CG3-N.S.&F.S.

CC2-F.S.
CG3-N.S.

CG3-N.S.&F.S.

(1-HR3, 2-CB1, 2-KP1, 2-WI) N.S.&F.S.

For Plan of Main Tower see Sheet E1 Order No 63691

U28 U27 U26 U25 U24 U23 U22 U21 U20 U19 U18 U17 U16 U15 U14 U13 U12 U11 U10 U9 U8 U7 U6 U5 U4 U3 U2 U1 U0

L28 L27 L26 L25 L24 L23 L22 L21 L20 L19 L18 L17 L16 L15 L14 L13 L12 L11 L10 L9 L8 L7 L6 L5 L4 L3 L2 L1 L0

(1-CG3, 2-CS4, 4-B3, 4-B4, 2-P1, 1-BF2) N.S.&F.S.

F.P.

Z4'-8¾" c-c Pins

Z6'-0½"

12 of Z4'-8¾" c-c of Suspender Pins = Z96'-9"

350'-0"

Z4'-8¾"

Z7'-7¾"

(1-HR1, 2-P9) N.S.&F.S.

2-HR2-N.S.&F.S.

2-P10 N.S.&F.S.

1-HR2-N.S.&F.S.

1-CG2-N.S.&F.S.

(TC1, CC1) N.S.&F.S.

1-CG4-N.S.&F.S.

CG4-N.S.

CG3-N.S.

10'-8¾"

19'-7½"

℄ Main Tower Sta 20+00

S29 S30 S31

M14 M15 2 S8¾ ℄ Pins + Bolt Chord

LP9 LP8 LP4 LP5 LP6 LP7 LP7 LP7 LP7 LP7 LP7 LP6 LP5 LP4 LP3 LP2 LP1

S7 S4 S18 S2 S23 S20 S29 S30 S31 S13 S51 D4 D5 D11 D12 D6 FB1 FB2 FB3 FB4 FB5 FB15 FB16 DP1

℄ Cable Bent Sta 16+50

Section at each Fl. Bm. except FB15 & FB16 showing M13 at expansion joint in sidewalk.

2 M13

2 M13

S20
S22
S23

2-Hex. Nuts
2-Lock Washers

X1

Diagonal

Section through Center Stringer showing Hanger for Bracing.

Note:- Ends of Lateral Plates marked ● to be turned towards center of Bridge

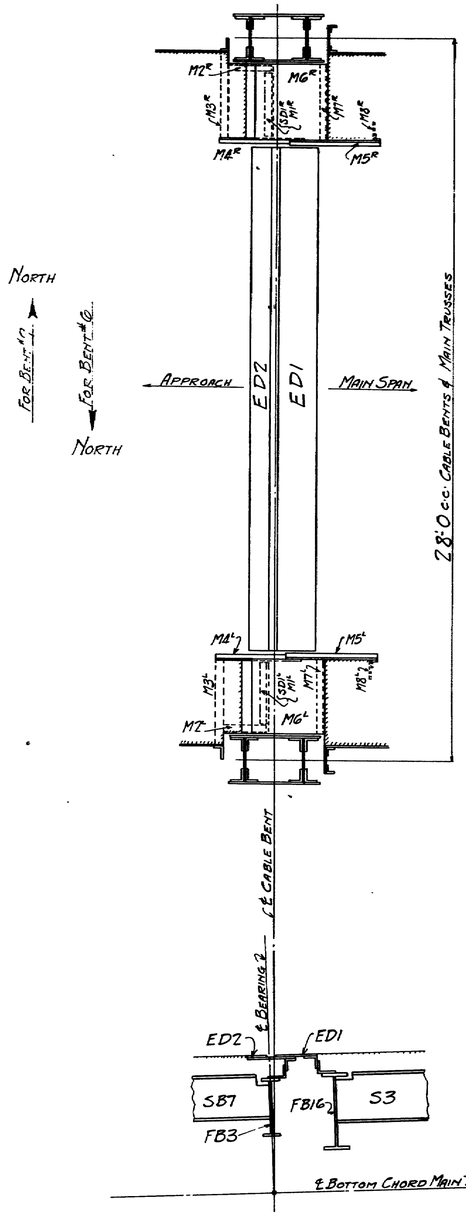
WALDO-HANCOCK BRIDGE
PENOBSCOT RIVER
BUCKSPORT, MAINE.
STATE OF MAINE

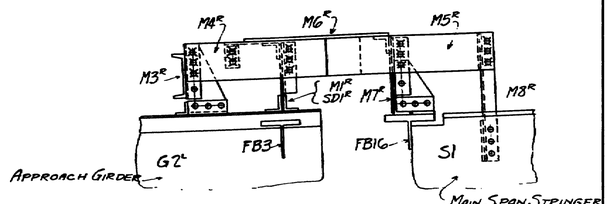
AMERICAN BRIDGE COMPANY.

DRAWINGS MADE AT TRENTON PLANT.
WORK FABRICATED AT AMBRIDGE PLANT.
IN CHARGE OF F.E. FELL
DRAWN MADE BY R.M. DATE 11/12/51
DRAWN CHECKED BY DATE

ORDER No. G3693 | SHEET NO. E4

408-170



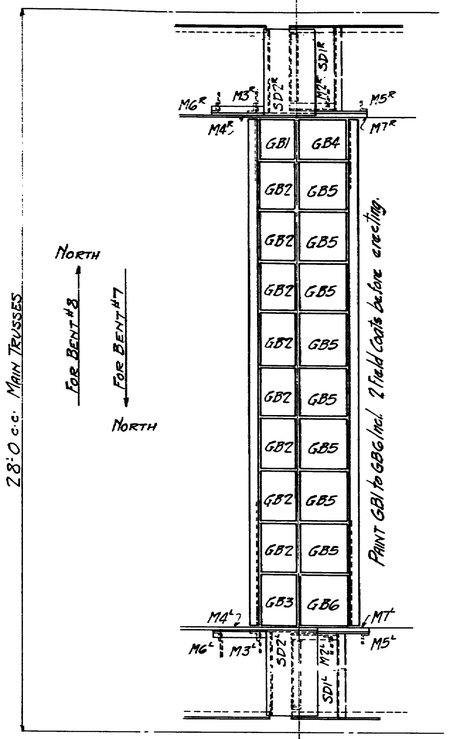


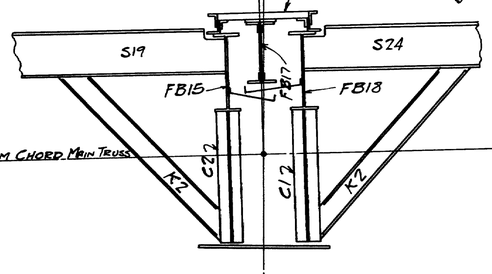
Bent #9 { Curb at North Side (As Shown)
Curb at South Side (Opposite Hand)

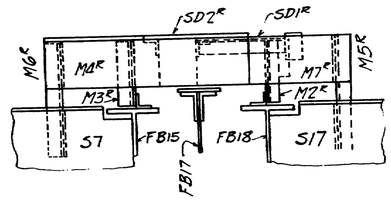
Bent #6 { Curb at South Side (As Shown)
Curb at North Side (Opposite Hand)

Section Thru Center of Roadway

Expansion Joint at Cable Bents

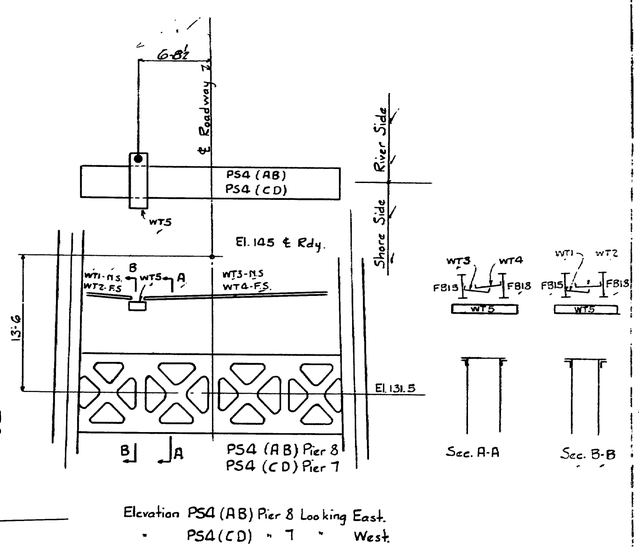






Bent #8 { Curb at North Side (As Shown)
Curb at South Side (Opposite Hand)

Bent #7 { Curb at South Side (As Shown)
Curb at North Side (Opposite Hand)



Elevation PS4 (AB) Pier 8 Looking East.
" PS4 (CD) " 7 " West.

Section Thru Center of Roadway

Expansion Joint at Main Towers

Waldo-Hancock Bridge
Penobscot River
Bucksport, Maine

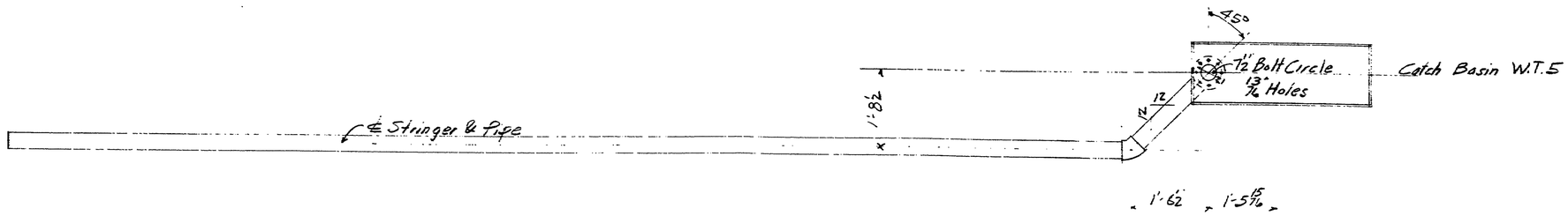
American Bridge Company.

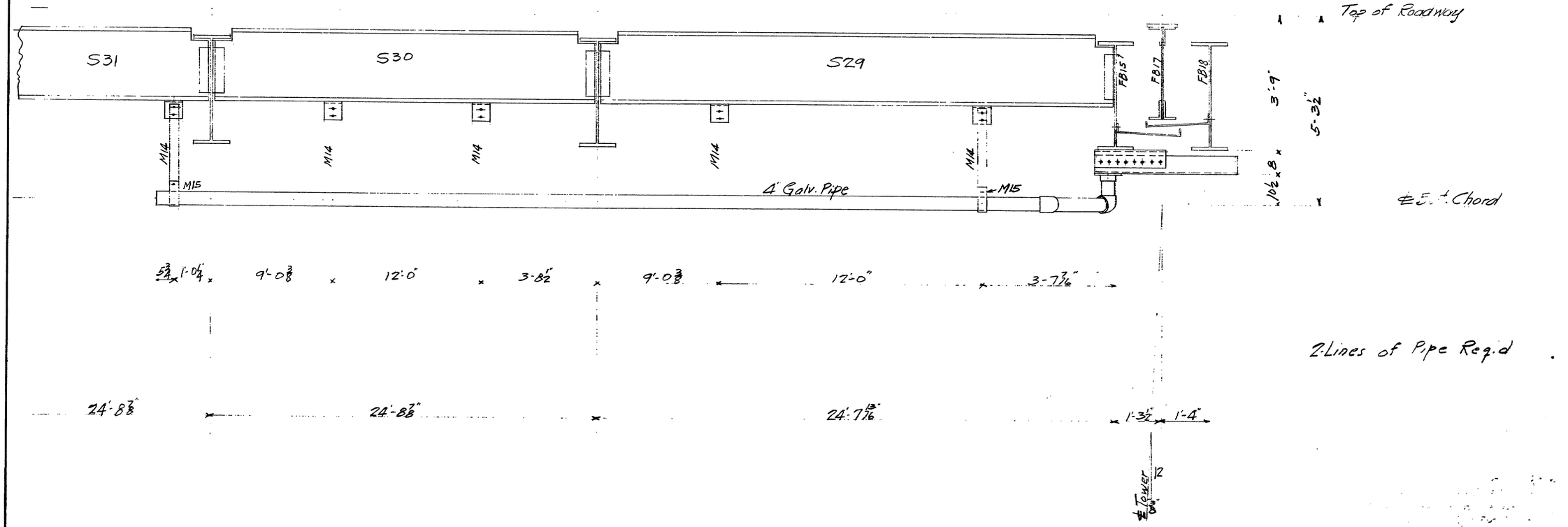
Drawings made at Trenton Plant.
Work fabricated at Trenton Plant.
In charge of F.E. Fell.
Draw. made by R.M. Date 11/14/31
Draw. checked by Date

Order No. G3693 G3694

Sheet No. E5

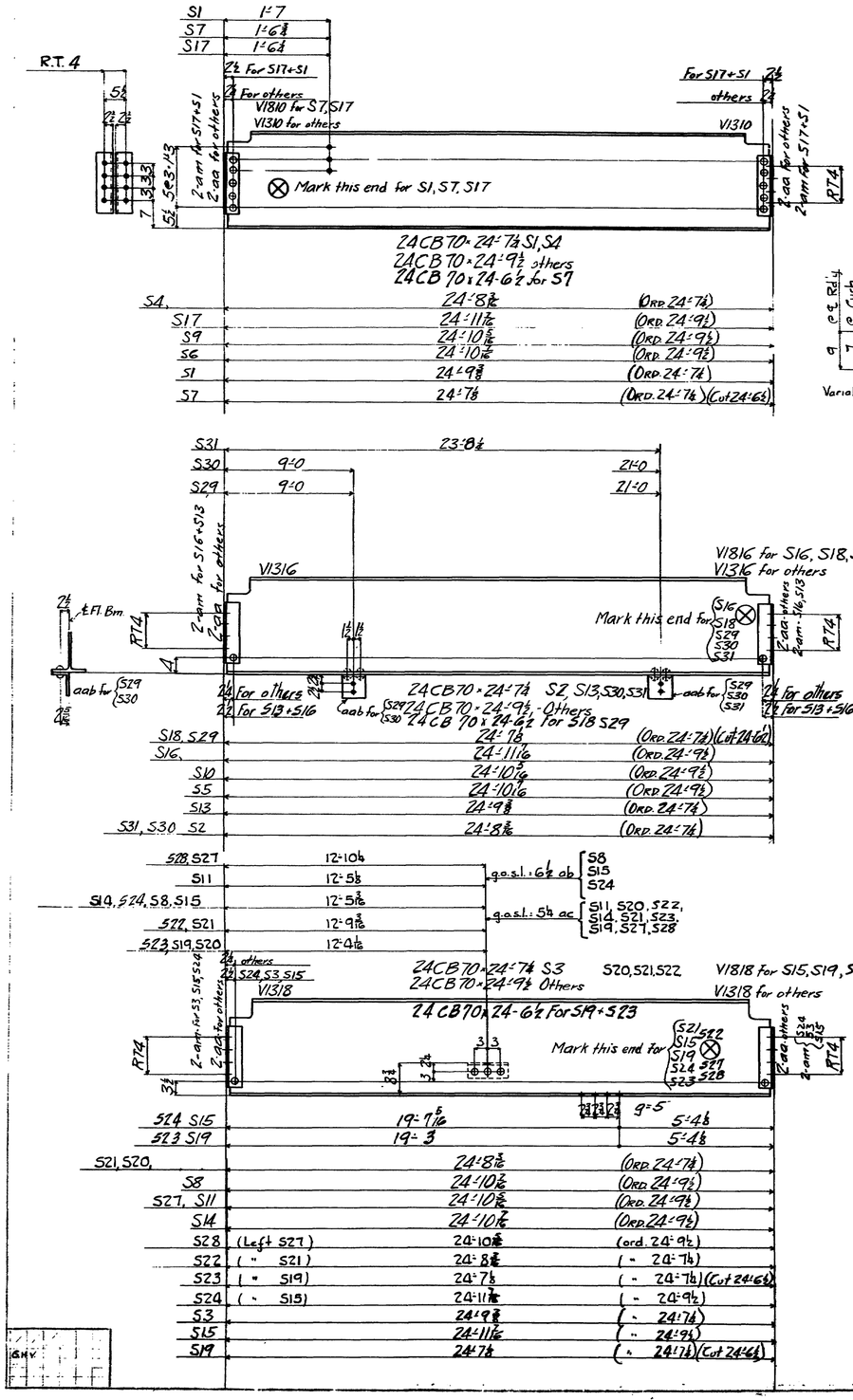
108-176

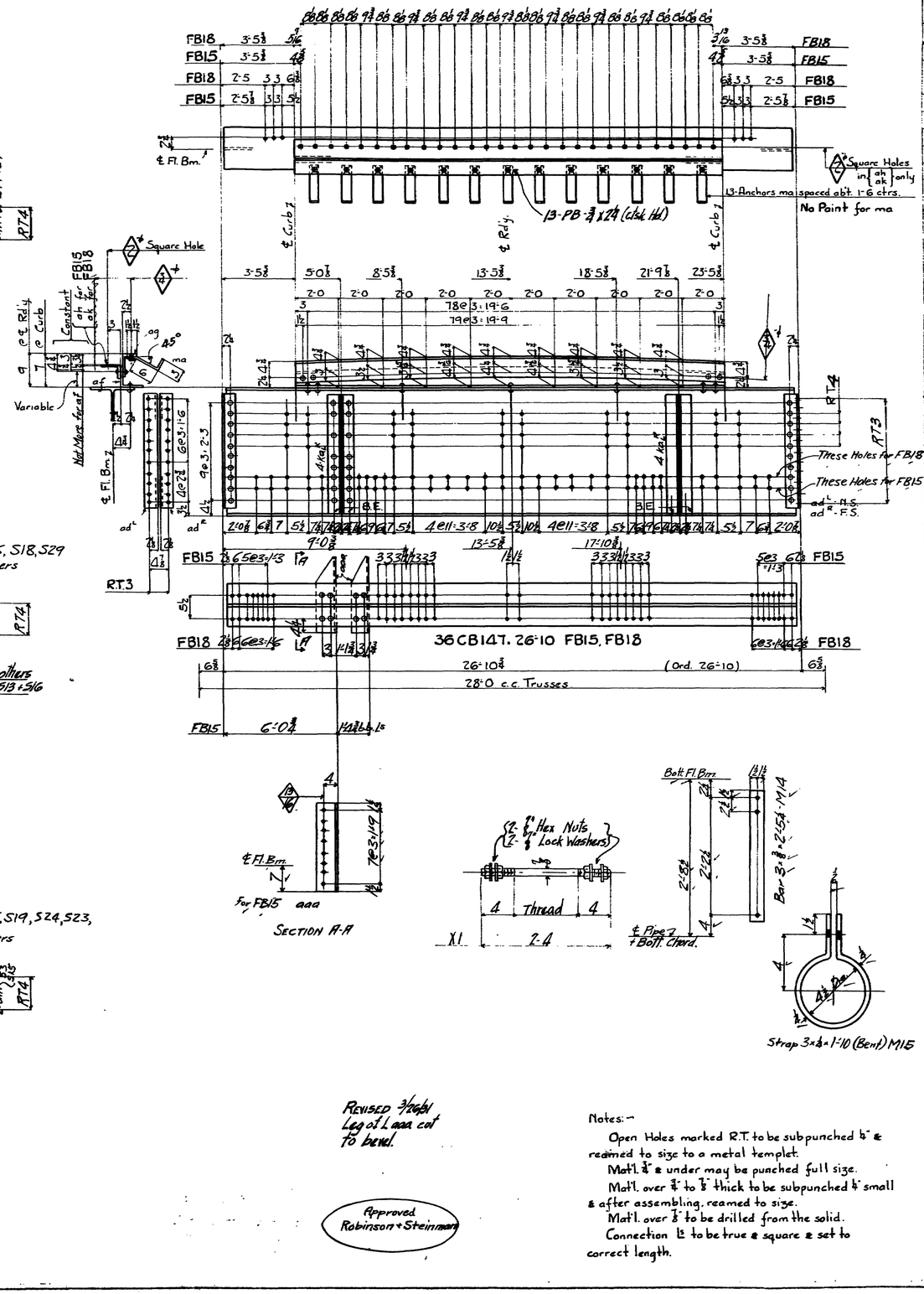




RIVET	HOLES	CONTENTS OF SHEET	NAME OF STRUCTURE	DATE	AMERICAN BRIDGE COMPANY
" —	" —	Location of Drain Pipe at Towers	Waldo Hancock Bridge Penobsat River Bucksport Me.	3/24/31	Trenton PLANT
				ORDER No. G3693	SHEET No. E6

108-179





REVISED 3/26/81
Leg of L aaa cut to bend.

Approved
Robinson + Steinman

Notes:—

Open Holes marked R.T. to be subpunched 4" & reamed to size to a metal templet.

Mat'l. ¾" & under may be punched full size.

Mat'l. over ¾" to ⅞" thick to be subpunched 4" small & after assembling, reamed to size.

Mat'l. over ⅞" to be drilled from the solid.

Connection L's to be true & square & set to correct length.

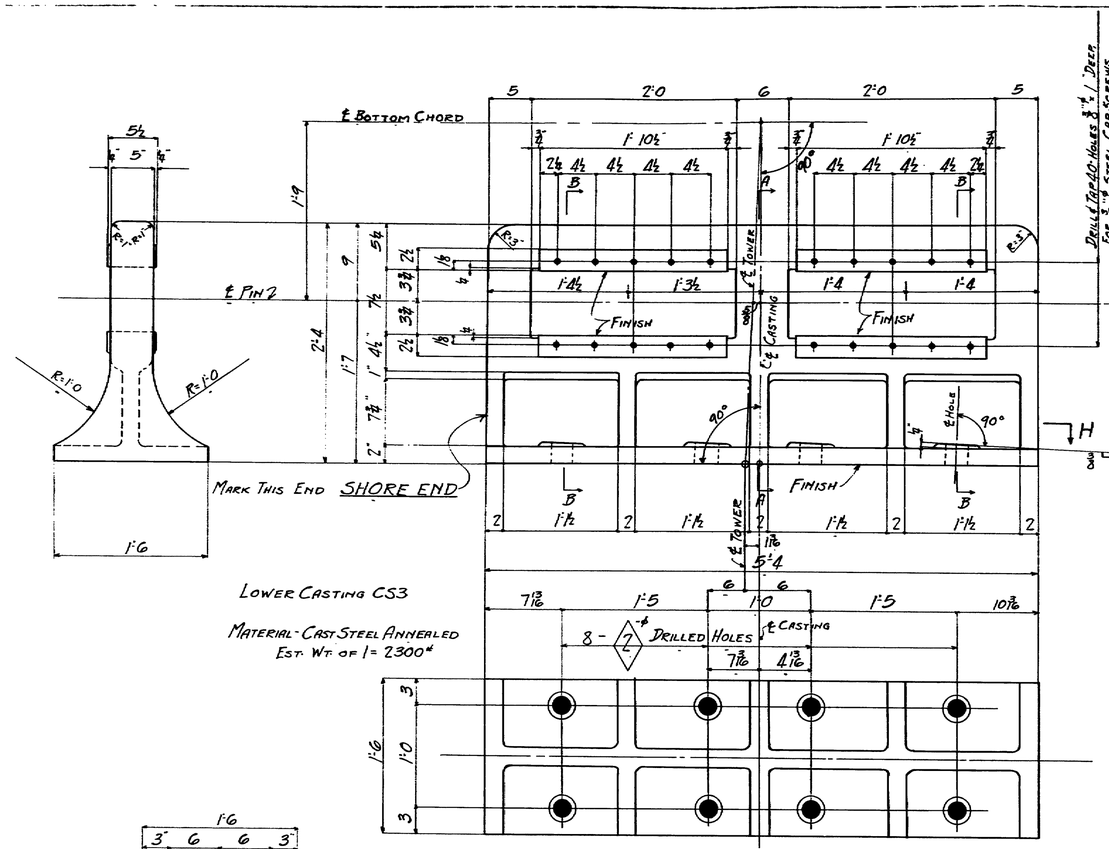
COPYRIGHT 19

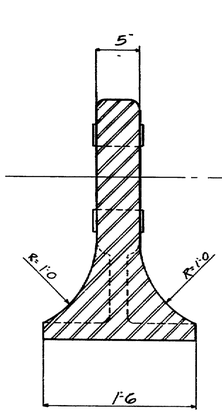
AMERICAN BRIDGE COMPANY

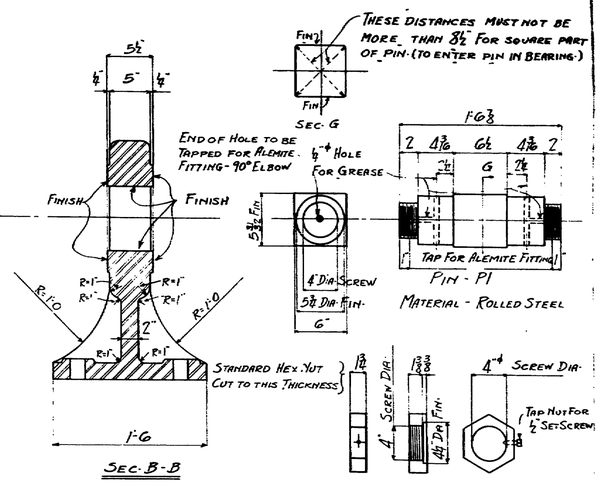
No. Pcs	Shape	Length Ft	Length Ins	Assembling Mark	Remarks	Ordered Ft	Ordered Ins	Item
					(40-S9,20-S6			
	120 Stringers				24 S1,48-S4,4-S7,4-S17			
4	24CB70	24	7⅛		S1			11
48	do.	24	7⅛		S4			11
4	do.	24	6½		S7	24	7⅛	11
4	do.	24	9½		S17			81
40	do.	24	9½		S9			81
20	do.	24	9½		S6			81
448	L's 4 3½ 7/16	1	3	aa	For others			S
32	L's 4 4 7/16	1	3	am	For S1 & S17			AS
	120 Stringers				2-S18,4-S16,2-S30,2-S29,2-S3 44-S2,20-S5,40-S10,4-S13			
48	24CB70	24	7⅛					11
20	do.	24	9½		S5			81
40	do.	24	9½		S10			81
4	do.	24	7⅛		S13			11
4	do.	24	6½		2-S18, 2-S29	24	7⅛	11
4	do.	24	9½		S16			81
448	L's 4 3½ 7/16	1	3	aa	For others			S
32	L's 4 4 7/16	1	3	am	For S13 & S16			AS
10	L's 6 3½ ⅜		6	aab	for S29 S30			11
	26 Stringers				2-S14, 12-S11 2-S3, 1-S19, 1-S15, 8-S8			
2	24CB70	24	7⅛		S3			11
One	do.	24	6½		S19	24	7⅛	11
One	do.	24	9½		S15			81
8	do.	24	9½		S8			81
2	do.	24	9½		S14			81
12	do.	24	9½		S11			81
92	L's 4 3½ 7/16	1	3	aa	For others			S
15	L's 8 3½ ½		9	ac	For S11, 24 & S19			AS
9	L's 8 3½ ½		9	ab	For S8 & S15			11
12	L's 4 4 7/16	1	3	am	For S3 & S5			11
	34 Stringers				1-S24, 4-S27, 4-S28 4-S20, 10-S21, 10-S22, 1-S23			
4	24CB70	24	7⅛		S20			11
10	do.	24	7⅛		S21			11
10	do.	24	7⅛		S22			11
One	do.	24	6½		S23	24	7⅛	11
One	do.	24	9½		S24			81
4	do.	24	9½		S27			81
4	do.	24	9½		S28			81
√32	L's 4 3½ 7/16	1	3	aa	For others			S
1	L's 8 3½ ½		9	ab	" S24			AS
33	L's 8 3½ ½		9	ac	For S20, 21, 22 & 23, 27 & 28			11
4	L's 4 4 7/16	1	3	am	For S24			11
	10 Pieces: M14							
10	Bars 3 x ⅜	2	5½					
	4 Floor Beams				2-FB15, 2-FB18			
4	36 CB147	26	10		2 @ 26' 10⅜, 2 @ 26' 10⅛			19
16	L's 3½ 3½ 7/16	2	8½	8-ad E				AS
32	L's 5 3½ ½	2	9½	8-ad L, 16-ka E, 16-ka L	16			AS
4	L's 6 6 ¾	20	0	af				89
4	L's 6 4 ¾	20	0	ag	Bent			90
2	L's 5 3½ ½	20	0	ah	Bent FB18			AS
2	L's 5 3½ ½	20	0	ak	Bent FB18			11
52	Bars 2½ ¾	1	0	ma	Bent			S
52	P.B. ¾		24		Clsk Hd			AS
4	L's 6 6 ¾	20	0	aaa	for FB15			11
	58 Rods				X1			
58	Rods 1 2 4							AS
232	1" Hex Nuts							11
232	1" Lock Washers							11
	10 Pieces M15							
10	Straps 3 x ½ L 10 1				(Bent)			AS

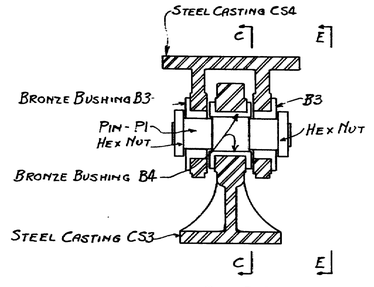
RIVETS 7/8 | HOLES L5 | DATE 6/16 | DRAWINGS Trenton | ORDER No. G3693 | SHEET No. 2
Others Noted
FABRICATION AMBRIDGE
NAME OF STRUCTURE
WALDO-HANCOCK BRIDGE - BUCKSPORT, ME

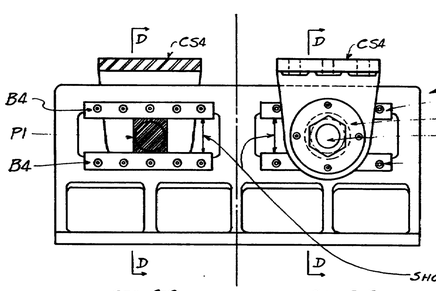
108-160





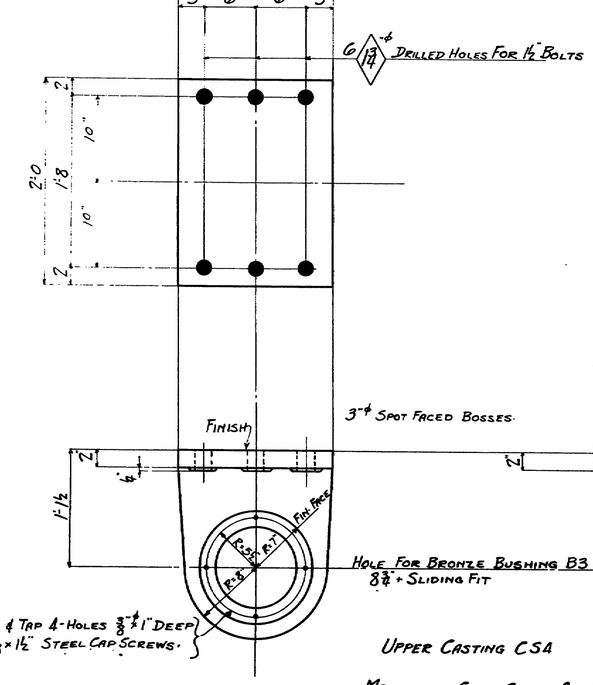


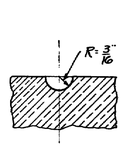


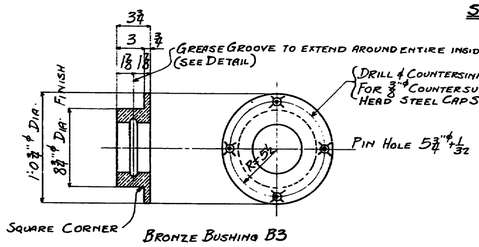


Castings, Bushings and Pins to be shipped assembled as shown.
Before shipment all grease grooves are to be filled and all sliding surfaces covered with heavy graphite grease

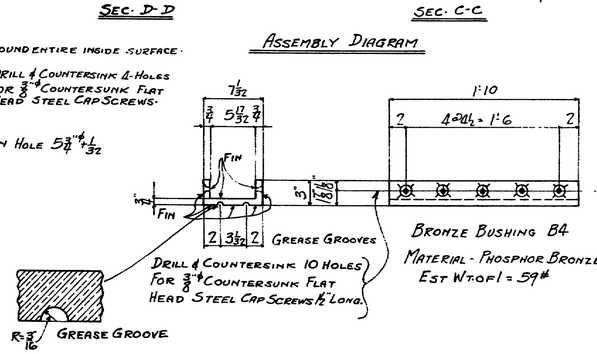
Shop to be sure that finished square part of Pin P1 will slide between Bushings B4 for the full length of the Bushing.







Assembly Diagram



Notes:-
Shop Paint - One Coat Nocoro except Finished Surfaces
Finished Surfaces one coat White Lead & Tallow.
Fillets 1" Radius Unless Noted.
Pins to be soaked in hot paraffin

Notes:
Threads for P1 and Hex Nuts - 6 Threads per inch.

Order No. G3698-I

Order No. G3698-E	No. Pcs.	Material Shape	Length Ft.	Length Ins.	Mark	Calculated Wt. For One Ship. Piece	Ordered	Item
	4	Lower Castings			CS3	2300		
	8	Upper "			CS4	660		
Order No. G3693		8 Pins P1						
	8	Pins 5 3/4 Fin G	1	6 3/8	Fin			
	16	Hex Nuts 1 3/8" Thick For P1						
	16	Set Screws 1/2"		1/2	Cone Point			
	16	Alemite Fittings - 90° Elbow For 1/4" Grease Orifice						

No. Pcs.	Material Shape	Length Ft.	Length Ins.	Mark	Calculated Weight For One Ship. Piece	Ordered	Item
16	Bronze Bushings			B3			
16	" "			B4			
224	Cap Screws (Steel) (Countersunk Flat Heads)		3/8 x 1 1/2				

REVISED
Number of Threads per inch for P1 & Hex Nut Given.
11/29/30

Approved Robinson & Steinman 12/14/30

Expansion Castings at Main Tower
Waldo-Hancock Bridge
Penobscot River
Bucksport, Maine.

[illegible] Company
Drawing [illegible] Trenton
Work [illegible] Ambridge
In charge F. E. Fell.
Design [illegible] R.M. Date 10/30/30
Drawn [illegible] H.T.B. Date 11/26/30
Order No. Pins - G3693
Cast Steel - G3698-E
Phosphor Bronze G3698-I
Sheet No. 3

168-181

U0 U1 U2

6t 6 6 5½ 5½ Top Flg.

6 6 4 6 6 In Top Flg only

4-Holes for U0-L4-N.W.
4-Rivets for Others.

Check depth of CB

ppa - Batt. Flg.
pak - Top Flg.

ppa

psa

5½ 5½ Batt. Flg.

2-0 3-6 3-6 3-8½ 3-8½ 3-6 3-6 1-7⅞ 1-7⅞ 3-6 3-6

12-8½

5 of 1'-9-8'-9 6-M1 (welded)

4-Rivets - N.S.
4-Holes F.S. for U0-L4-N.W.
4-Rivets F.S. for Others

These 2 Rivs. countersunk in Face of F.S. for U0-L4-N.W. Full Heads in others.

12-4⅞

2-7⅛ 12×25#×37'-7 Fin one End

1-1⅛ Not More

10½ 6⅝ 7⅛ 7⅛ 7⅛

2-fc

M1

Sec. F-F

Holes in wh^e

Rivet

g.o.s. legs - 24
Rivs. spaced 1'-6 ctrs.

Holes 1'-9 ctrs.

In ph only

In all cases unless noted

L 3.3.⅜ .5'-10½ wh^e N.S.
L do .5'-10½ wh^e F.S.

Fil. to N.S.

These rivets in wh^e

These rivets in wa

These rivets in wf^e

Crown of Roadway

N.S.

Rivets F.S.
aa^e N.S.
ab^e F.S.
pac^e F.S.

R T 3

15-6⅝ PP
L 6.4.⅞ .13'-4½ wa^e N.S.
L L do .13'-4½ wa^e F.S.

1-L 3.3.⅜ .9-9½ wn4^e N.S.
1-L do .9-9½ wp4^e F.S.

pma
pabA
wa^e
wb^e

2-fba

2-7⅛ 12×25#×50'-1 Fin One End

A

Not More

Not Less

Pin Hole 5⅞ + 1/32

Pin. LO

Pin. L1

Pin. L2

Cut & chip Top & Bott. Flgs.

paa4 pp4

7 of 3'-1"-9

In Top & Bott. Flgs. 4e3½ 1'-7 3e3½

In Top & Bott. Flg's. 5½ 5½ 5 5 5½ 5½

In Bott. Flg. only

Check depth of CB

Not More

1-5⅛

1-1⅛ b.b.

1'-4½

1'-1⅛

7 of 3'-1"-9

3'-2 3'-6 3'-6 2'-7½ 1'-7⅞ 3'-6 3'-6 3'-8½ 3'-8½ 3'-6

aka^e N.S.
aka^L F.S.

ama^e N.S.
ama^L F.S.

2-paa
2-pba

B

5 of 1'-9-8'-9 6-M1 (welded)

8'-9⅞

1-L 2½.2.⅜.3T-8⅛ as^e

1-L 3½.3½.⅜.3T-8⅛ ap^e

1-L 6.3½.⅜.3T-8⅞ way^e

these rivs. in wf^e

N.S. only

12 B50.94 wma^e

15-6⅝ PP
1-L 5.3½.⅞.15'-6 wf^e N.S.
1-L do .15'-6 wg^e F.S.

7'-10½

5'-8½

Go 23-1/16

3e 2½ G

These 2 Holes N.S. only

R T 2

D

2-pv

3 of 5½-1'-4½ 7 7 4 of 4½-1'-6

2'-0¼

1'-0⅝

Not More

Note:
2-Steel Bushings B1, 2 Bronze Bushings B2, Pin L0, and two Keys K1 detailed & called for on Sh. #1 G3693, G3698E, & G3698I to be shop assembled with Pls. pd & shipped with Truss at paint L0

Sec. M-M.

Bolts ⅞ ϕ, 4½ Bolt for shipt. to prevent turning

These Holes to be reamed to Templet R T1 Order No. G3692

El. 129'-2½

t. Cable Bent 1

Sketch R

4e 2½ 6e 3

4" Hold

1'-10

1'-6

t. Batt. Ch. 1

Sec. D-D

aac4 pt4 aad4 aac4 aab4^e

3 of 2½ 6 6 3 of 2½

3 of 3 5 7 5 3 of 3

REVISED
1. Holes added at L0
2. ... Holes added at L2
Mar 6 '31

WALDO-HANCOCK BRIDGE
PENOBSCOT RIVER
BUCKSPORT, MAINE

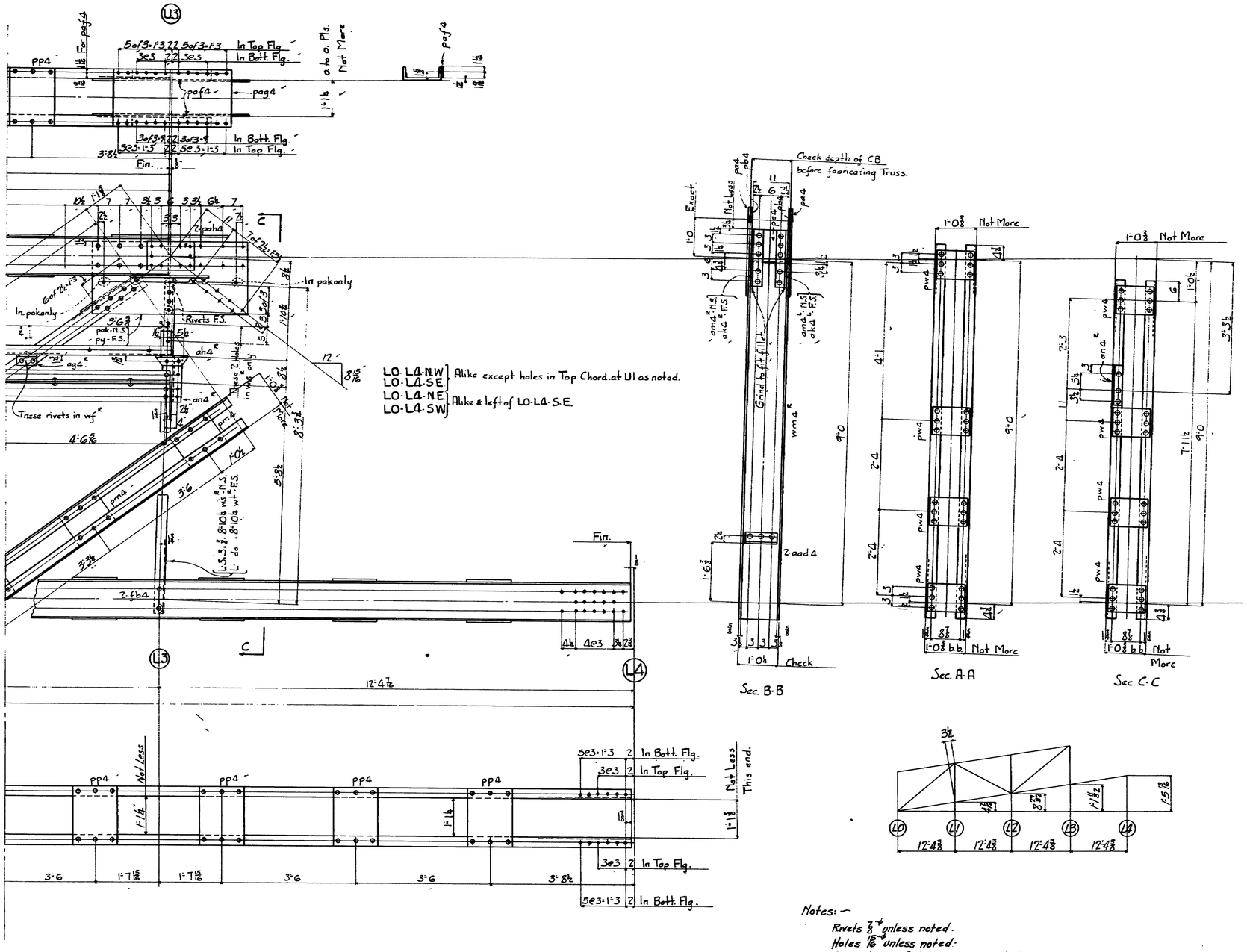
AMERICAN BRIDGE COMPANY.

DRAWINGS MADE AT TRENTON PLANT.
WORK FABRICATED AT AMBRIDGE PLANT.
IN CHARGE OF F.E. FELL
DRAW. MADE BY J.A.D. R.M. DATE 12/20/30
DRAW. CHECKED BY J.L.D. DATE 2/4/31

ORDER No. G3693 | SHEET NO. 4⅞

108-182

0 3 INCHES



Notes:

Shop to check depth of 12" 50# CB section used as Vertical Truss members & fabricate Top & Bott Chords to allow not more than ⅛" draw.

Notes: —

Rivets ⅞" unless noted.
Holes 15/16" unless noted.
All punching full size except as follows
Holes marked R.T. to be subpunched 13/16" and reamed to 15/16" to a metal templet. (See sketch Ⓡ for setting Reaming Templet R.T.2
All holes for field splices of the stiffening trusses to be subpunched 13/16" reamed to 15/16" while adjacent sections of trusses are assembled in place.
In assembling Truss Sections for reaming, ordinates for pin holes for suspenders must be maintained as given on Drawings E1 + E4
Complete Trusses are required L0 to L28 detailed on sheets 1a to 9b incl. All sections marked N.W. are to be assembled and reamed to make one complete truss, likewise sections marked S.W.-N.E. + S.E.

Approved
Robinson & Steinman.

Date	Name
1-9-51	L.G.D.
	R.M.

AMERICAN BRIDGE COMPANY

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No Pcs	SHAPE	LENGTH FT	LENGTH INS	ASSEMBLING MARK	REMARKS	ORDERED FT	ORDERED INS	ITEM
	One Truss Section -			LO-L4-NW	alike except Top			
	One "			LO-L4-SE	chord at U1			
	One "			LO-L4-NE	} alike left of			
	One "			LO-L4-SW	} LO-L4-S.E.			
8	⌶ 12 25#	37	7		Fin. one end			19
8	⌶ 12 25#	50	1		" " "			17
4	⌶ 6 4 7/16	13	4½	2-wa				
				2-wq		27	0	22
4	⌶ 6 4 7/16	13	4½	2-wb				
				2-wqa		27	0	22
4	⌶ 5 3½	13	1¾	2-wc				
				2-wr		26	4	29
4	⌶ 5 3½	13	1¾	2-wd				
				2-ws		26	4	29
4	⌶ 5 3½ 7/16	13	6	2-wf				
				2-wt		27	2	31
4	⌶ 3 3 3/8	9	9½	2-wna				
				2-wpa				
4	⌶ 3 3 3/8	9	9½	2-wea				
				2-wma				
4	⌶ 12 28# 50#	9	4	2-wma				
				2-wh				
4	⌶ 3 3 3/8	5	10⅜	2-wk		23	5	50
4	⌶ 3 3 3/8	5	10⅜	2-wk		2 23	5	50
				2-wk		2		AS
4	Pls. 10 3/8	1	0	pg				5
16	Fils. 3 9/16	1	0	fc				5
4	⌶ 3 3 3/8		4	2-ac				
				2-ac	end 78	1		49
4	Fils. 3 ⅞		9½	fa				5
8	⌶ 3½ 3 3/8	3	11	4-aa				5
8	⌶ 3½ 3 3/8	3	11	4-ab				5
4	Pls. 10 3/8	3	11	pn				5
4	Pls. 33 3/8	4	9½	2-pac				
				2-pac		38	9	55
4	Pls. 33 3/8	4	9½	pad		38	9	55
8	Pls. 24 3/8	2	9	pd				5
8	⌶ 3½ 3½ 3/8		9	av				5
4	Pls. 9 3/8	1	3⅜	pf				5
8	Fils. 3 ⅞		9	fd				AS
4	⌶ 7½ 7 3/8	37	8⅛	2-as				
				2-as		38	1	51
4	⌶ 3½ 3½ 3/8	37	8⅛	2-ap				
				2-ap		38	1	44
4	⌶ 6 3½ 3/8	37	8⅛	2-aq				
				2-aq		38	1	24
4	⌶ 3 7½ 3/8		7½	4-at				5
4	⌶ 3 7 3/8		6¾	2-add				
4	⌶ 3 7 3/8		8½	2-afd				
4	⌶ 3 7 3/8		9	2-ahd				
4	⌶ 3½ 3 3/8	1	7	2-and				
136	Pls. 19 3/8	1	7	paa				
4	Pls. 19 3/8	2	9	pak		3	11 5/8	
4	Pls. 19 3/8	2	7	psa				
8	Pls. 10 3/8	2	4½	paa				
8	Pls. 10 5/8	1	5	pba				
8	⌶ 4 4 3/8	1	6	4-akd				
				4-akd				
8	⌶ 4 4 3/8	1	6	4-amd				
4	Pls. 19 3/8	3	1	paga				
8	Pls. 3½ 3/8	2	1	pafa				
4	Pls. 24 3/8	4	1	ph		32	9	53
4	Pls. 24 3/8	4	1	pk		32	9	58
8	Pls. 23 3/8	4	3½	pv		34	1	59
16	⌶ 4 3½ 3/8		11⅛	aaca				
8	⌶ 3½ 3½ 3/8		10	aada				
8	Pls. 10 3/8	1	2¾	pta				
4	⌶ 3½ 3½ 3/8	3	1	2-aahd				
				2-aahd				
4	⌶ 3 3 3/8	8	10⅛	2-ws		35	7	48
4	⌶ 3 3 3/8	8	10⅛	2-wt		35	7	48
4	Pls. 23 3/8	4	1	pak		34 9	33 5	57
4	Pls. 23 3/8	4	1	py				
8	Pls. 9 3/8	1	3	pah				
				2-aga				
4	⌶ 3 7 3/8		6½	2-aga				
8	Pls. 19 3/8	2	0	paaa				
8	⌶ 3½ 3 3/8	2	6	aw				5
16	Pls. 14 3/8		11	paba				
8	Fils. 6 3/8	2	6	da				5
32	Pls. 13 3/8		11⅜	paa				
16	Fils. 3 ⅜		10⅝	ff				
4	Fils. 6 ⅜	2	0	ff				3
4	⌶ 5 3½ 7/16	13	6	2-wq		27	2	31
4	Pls. 19 ⅝		10⅝	pca	Detailed & called for on sh. 1a-1c&d			Sec 5th. Pl
32	Pls. 9 ⅝		11⅜	pca				
72	Bent Pls. 12 ⅜		3	M1				5
4	⌶ 3 7 3/8		4	2-aaf				
				2-aaf				

RIVETS	HOLES	DATE	DRAWINGS	ORDER No.	SHEET No.
⅞ Unless Marked	15/16 Unless Marked	19	TRENTON FABRICATION / AMBRIDGE	G3693	4b

NAME OF STRUCTURE

WALDO-HANCOCK BRIDGE - PENOBSCOT RIVER - BUCKSPORT ME.

100-183

STIFFENING TRUSS
WALDO-HANCOCK BRIDGE
PENOBSCOT RIVER
BUCKSPORT ME.

AMERICAN BRIDGE COMPANY.

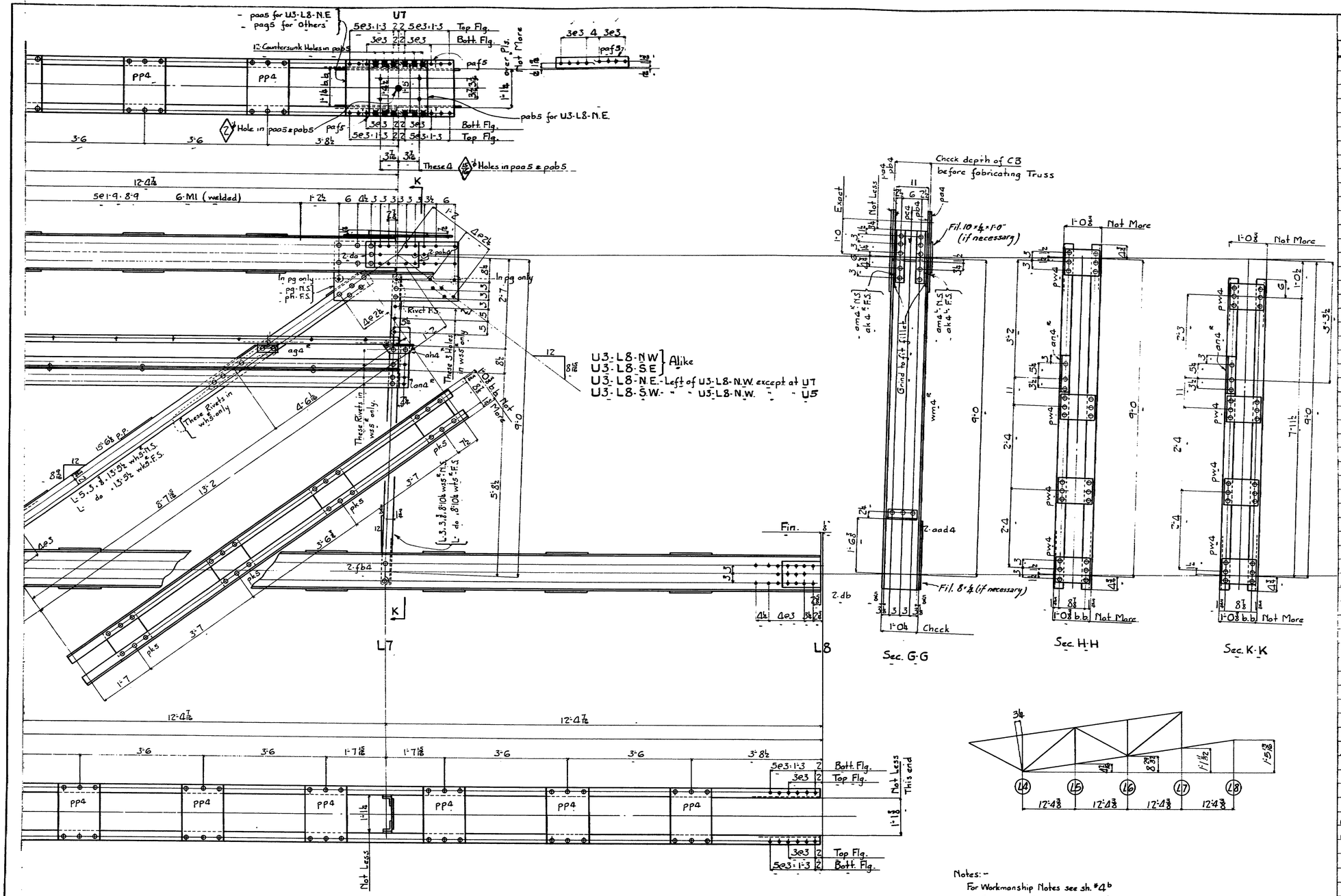
DRAWINGS MADE AT Trenton PLANT.
WORK FABRICATED AT Ambridge PLANT.
IN CHARGE OF F.E. Fell.
DRAW. MADE BY J.A.D. DATE
DRAW. CHECKED BY H.T.B. DATE 3/9/31

ORDER NO. G3693 | SHEET NO. 5a

REVISED
2-Hole: added east L.
4-Holes added east L.
4" Fil. added 4/9/31

Approved
Robinson & Steinman.

108-184



Notes:-
For Workmanship Notes see sh. #4b
For Assembling Diagrams see shs. # E1 & E4
See sketch Ⓡ sh. #4a for setting Reaming Templet R.T.2.

Approved
Robinson & Steinman

AMERICAN BRIDGE COMPANY

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No. PCS	SHAPE	LENGTH FT	LENGTH INS	ASSEMBLING MARK	REMARKS	ORDER LD FT	ORDER LD INS	ORDER LD ITEM
	One Truss Section - U3-L8-N.W.							
	One " "			U3-L8-S.E.				
	One " "			U3-L8-N.E.				
	One " "			U3-L8-S.W.				
16	E 12" .25	49	5½		Fin.			18
4	L 5 3½ 7/16	13	2¼	2-wa4 E		26	8	32
4	L 5 3½ 7/16	13	2¼	2-wa4 E		26	8	32
4	L 5 3 1/2	13	7½	2-wb4				
4	L 5 3 1/2	13	7½	2-wb4				
4	L 5 3 1/2	13	3¼	2-wc5				
4	L 5 3 1/2	13	3¼	2-wc5				
4	L 5 3 1/2	13	5½	2-wh5				
4	L 5 3 1/2	13	5½	2-wh5				
8	12" CB 50#	9	4	A-wma				
4	L 3 3 1/2	9	9½	2-wn5				
4	L 3 3 1/2	9	9½	2-wn5				
4	L 3 3 1/2	8	10½	2-wp5				
4	L 3 3 1/2	8	10½	2-wp5				
8	L 2½ 2 3/8	24	8¾	A-aa5				
8	L 3½ 3½ 3/8	24	8¾	A-ab5				
8	L 6 3½ 3/8	24	8¾	A-ac5				
192	Pls. 19 1/2	1	2	pp4				
4	Pls. 19 1/2	2	7	ps4				
3	Pls. 19½ 3/8	3	1	pag5	U3-L8-N.W. U3-L8-S.E.			
16	Pls. 3½ 1/2	2	1	A-pk5				
16	Pls. 10 1/2	2	4½	pa4				
16	Pls. 10 1/2	1	5	pb4				
8	Pls. 10 3/8		10⅝	pc4				
16	L 4 4 1/2	1	6	A-aka				
16	L 4 4 1/2	1	6	A-ama				
4	Pls. 20 3/8	3	4	pd		26	9	67
4	Pls. 20 3/8	3	4	pf		26	9	67
4	Pls. 21 3/8	3	5	pg		27	5	65
4	Pls. 21 3/8	3	5	ph		27	5	65
16	Pls 9 3/8	1	3	A-pt5 A-pah				
8	Fils 9 1/4		10⅜	da				5
16	Pls 13 3/8		11½	pma				
48	Pls 13 3/8		11⅜	ph5				
8	L 3 2 3/8		6½	A-ad4				
8	L 3 2 3/8		8½	A-af4				
8	L 3 2 3/8		6½	A-ag4				
8	L 3 2 3/8		9	A-ah4				
8	Pls. 23 3/8	4	0	pn		32	1	61
8	L 3½ 3½ 3/8	3	1	A-aab4				
32	L 4 3½ 3/8		11½	aaca				
16	L 3½ 3½ 3/8		10	aada				
16	Pls. 10 3/8	1	2¾	pt4				
16	Fils 3 3/8		10½	fba				
8	Pls. 23 3/8	4	1½	pv		34	1	60
32	Pls 9 3/8		11⅛	pwa				
8	L 3½ 3 3/8	1	2	A-ana				
8	Fils 9 1/4	1	1⅜	db				5
4	Pls 19 3/8	2	9	pam5				
4	Pls 19 3/8	3	1	paga				
One	Pl. 19½ 3/8	3	1	paa5	for U3-L8-N.E.			
One	Pl. 19½ (11-4 dia.)	1	7	pab5	for U3-L8-N.E. Detailed & called for on sh. Pl. G3693			
96	Beat Pls 1/2 3/8		3	M1				See Sh. Pl

RIVETS	HOLES	DATE	DRAWINGS	ORDER No.	SHEET No.
7/8 Unless Noted	15/16 Unless Noted	/ 19	Trenton FABRICATION Ambridge	G3693	5 b b

NAME OF STRUCTURE
WALDO-HANCOCK BRIDGE-PENOBSCOT RIVER-BUCKSPORT ME

108-185

STIFFENING TRUSS
WALDO-HANCOCK BRIDGE
PENOBSCOT RIVER
BUCKSPORT ME.

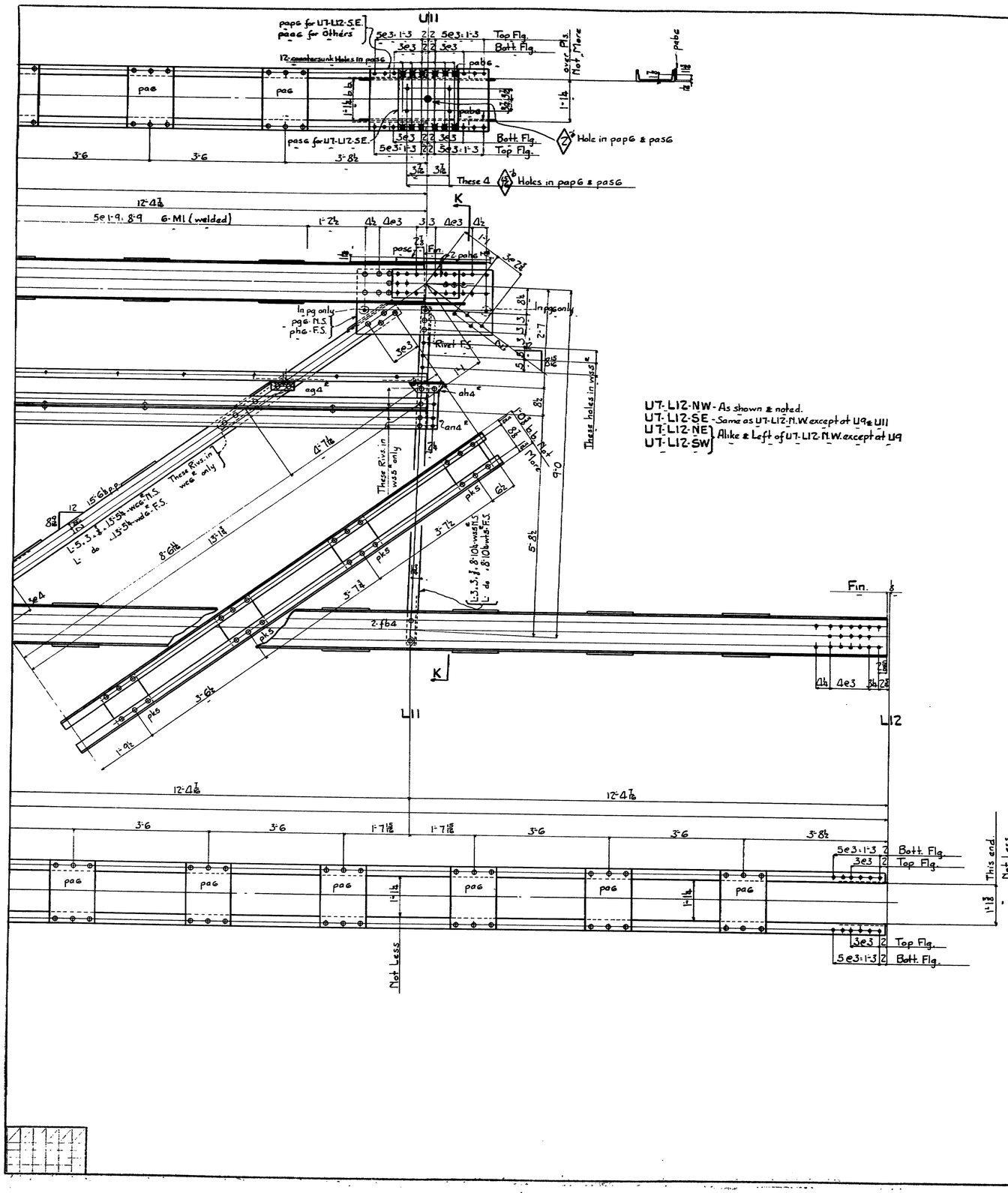
AMERICAN BRIDGE COMPANY.

DRAWINGS MADE AT Trenton PLANT.
WORK FABRICATED AT Ambridge PLANT.
IN CHARGE OF F.E. Fell
DRAW. MADE BY J.A.D. DATE.
DRAW. CHECKED BY H.T.B. DATE 2/5/51
ORDER No. G3693
SHEET NO. 69

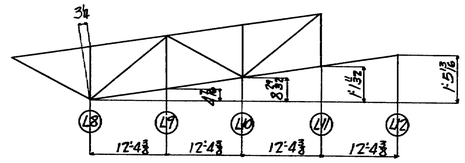
REVISED
2 Holes added
4-5/8 x 4-5/8 x 5/8 Plate added
Holes added 2/27/51

Approved
Robinson & Steinman

108-186



U7-L12-NW - As shown & noted.
U7-L12-SE - Same as U7-L12-N.W except at U9 & U11
U7-L12-NE } Alike & Left of U7-L12-N.W. except at U9
U7-L12-SW }



Notes:
For Workmanship Notes see sh.#4b
For Assembling Diagrams see shs# E1 & E4
For Sections G-G, H-H, K-K see sh.#5b
See sketch Ⓚ sh.#4a for setting
Reaming Templet R.T. 2

Approved
Robinson & Steinman

AMERICAN BRIDGE COMPANY

No. PCS	SHAPE	LENGTH FT	LENGTH INS	ASSEMBLING MARK	REMARKS	ORDERED FT	ORDERED INS	ITEM
One	Truss Section			U7-L12-NW				
One	do			U7-L12-SE				
One	do			U7-L12-NE				
One	do			U7-L12-SW				
16	[12	33	49	5½	Fin.			12
4	L 5 3 ⅜	13	0⅛	2-wa6 L 2-wa6 E				
4	L 5 3 ⅜	13	0⅛	2-wb6 L 2-wb6 E				
8	L 5 3 ⅜	13	5⅛	4-wc6 L 4-wc6 E				
8	L 5 3 ⅜	13	5⅛	4-wd6 L 4-wd6 E				
4	L 5 3 ⅜	17	11⅛	2-wf6 L 2-wf6 E				
4	L 5 3 ⅜	17	11⅛	2-wg6 L 2-wg6 E				
8	[12	CB 50	9	4	4-wm4 L 4-wm4 E			
4	L 3 3 ⅜	9	9½	2-wn5 L 2-wn5 E				
4	L 3 3 ⅜	9	9½	2-wp5 L 2-wp5 E				
4	L 3 3 ⅜	8	10⅛	2-ws5 L 2-ws5 E				
4	L 3 3 ⅜	8	10⅛	2-wt5 L 2-wt5 E				
8	L 7½ 7 ⅜	24	8⅜	4-aa5 L 4-aa5 E				
8	L 3½ 3½ ⅜	24	8⅜	4-ab5 L 4-ab5 E				
8	L 6 3½ ⅜	24	8⅜	4-ac5 L 4-ac5 E				
8	L 3 7 ⅜		6½	4-ad4 L 4-ad4 E				
8	L 3 7 ⅜		8½	4-af4 L 4-af4 E				
8	L 3 7 ⅜		6½	4-ag4 L 4-ag4 E				
8	L 3 7 ⅜		9	4-ah4 L 4-ah4 E				
8	L 3½ 3 ⅜	1	7	4-an4 L 4-an4 E				
16	Pls	10 ⅜	2	4½	pa4			
16	Pls	10 ⅜	1	5	pb4			
8	Pls	10 ⅜		10½	pc4			
16	L 4 4 ⅜	1	6	8-ah4 E 8-ak4 L				
16	L 4 4 ⅜	1	6	8-am4 L 8-am4 E				
192	Pls	19½ ⅜	1	7	pa6			
3	Pls	19½ ⅜	2	7	pb6	U7-L12-S.E. U7-L12-N.E. U7-L12-S.W.		
4	Pls	19½ ⅜	2	9	pc6			
64	Pls	13 ⅜		11⅜	pk5			
16	L 3½ 3½ ⅜			10	aad4			
32	L 4 3½ ⅜			11⅛	aac4			
8	L 3½ 3½ ⅜	3	1	4-aab4 L 4-aab4 E				
16	Pls	10 ⅜	1	7⅜	pt4			
16	Fils	3 ⅜		10½	fb4			
32	Pls	9 ⅜		11⅜	pw4			
8	Pls	3½ ⅜	7	1	pa5 5			
4	Pls	19½ ⅜	3	1	pa6 5			
8	Pls	3½ ⅜	7	1	pa6 6	U7-L12-N.W. U7-L12-S.E. U7-L12-N.E. U7-L12-S.W.		
3	Pls	19½ ⅜	3	1	pa6 6			
8	Pls	23 ⅜	4	0	pn		32 1 61	
8	Pls	23 ⅜	4	0	pv6			
4	Pls	20 ⅜	3	7	pd6			
4	Pls	20 ⅜	3	7	pf6			
4	Pls	21 ⅜	3	6	pg6			
4	Pls	21 ⅜	3	6	ph6			
16	Pls	9 ⅜	1	9	4-pa6 E 4-pa6 L			
One	Pl	19½ ⅜	2	7	pam6	for U7-L12-N.W.		
One	Pl	19½ (16+2½) ⅜	1	7	pan6			
One	Pl	19½ ⅜	3	1	pap6	for U7-L12-S.E.		
One	Pl	19½ (16+2½) ⅜	1	7	pas6			
96	Rnd Pls	1½ ⅜		3	M1	Detailed & called for on sh Pl-63693		See Sh. P1

RIVETS	HOLES	DATE	DRAWINGS	ORDER No.	SHEET No.
⅞ Unless Noted	⅞ Unless Noted	/ 19	FABRICATION Trenton / Ambridge	63693	6b

NAME OF STRUCTURE
WALDO-HANCOCK BRIDGE-PENOBSCOT RIVER-BUCKSPORT ME.

108-187

U15 · U11 — U16 · U12 — U17 · U13 — U18 · U14

Top Flg. 2 5e3.1-3 | Butt Flg. 2 3e3 | Thick 1'-1⅛ to 1'-1½ Not Less | Butt Flg. 2 3e3 | Top Flg. 2 5e3.1-3

Check depth of C.B.

pam6 for U11-L1G-SW-U15-L20-NW; pb6 for Others

pam6 for U11-L1G-SW-U15-L20-NW

Top Flg. only 6 6 4 6 6

Hole in pam6 & pan6

8 Rivs. countersunk in pam6 for U11-L1G-SW & U15-L20-N.W. Fill Head Rivs. in pb6

These 4 Holes in pam6 & pan6

pac

5½ 5½ | 3-8½ | 3-6 | 1-7⅛ | 1-7⅛

12-4⅞ | 49-5½

5e1-9. 8-9 6-MI (welded)

3 4e3 4½ 1-2½ | 2 pa4 2 pb4 pc4 | 9⅞ 9⅞ | 4 Rivs. Dr. Hole 2¾"(+⅛") Drilled | Erect

Fin. | F | G | H | 1-4 | 6 6 6 5 6 6 | 1-1 1-5 | pam7

MI Sec. F-F

weld | 1-3

aka² N.S. aka² F.S. | ama² N.S. ama² F.S.

In pds only — pd6 - N.S. Pf6 - F.S.

Holes 19 dia. | Rivs. | 8-9⅛ | 24-8⅛

L 7½.7½.⅞.24-8⅛ aa5² | L 3½.3½.⅞.24-8⅛ ab5² | L 6.3½.⅞.24-8⅛ ac5² | T 10⅛

ad4 | af4 | ag4 | ah4 | an4 | aa5² | ab5² | ac5² | ad4² | af4²

4'-5⅜ | 4'-6⅝ | 4'-7⅛ | 12'-7⅛

2-JE 12.35#.49-5½ Fin.

These Rivs. in wide only | 15-0⅛ ap | 12 | 8⅛

L 5.3½.⅞.12-11⅛ wl6c² N.S. L 6 do .12-11⅛ wl6c² F.S. Same as wl6c² ng6c² except sub-punching holes A

L 5.5.⅞.15-5⅛ wc6² N.S. L 6 do .13-5⅛ wd6² F.S.

These Rivs. in wc6² only | These Rivs. in wd6² only

These Rivs. in wf6² only | wf6² N.S. wg6² F.S.

These Rivs. N.S. | 12 C 28.50 #/ft wm4²

pk5 | 90° | 3-5 | 3-6½ | 1-9½ | 1-0⅜ | 3-6½ | 3-8½

1-10⅛ b. Not More | 8-11⅛ | 5-8½ | 2-7 | 4-0

R.T.2 N.S. | These Holes N.S. only | G e3.1.16 | 4e2½ | 3e2½ | 1-6⅜ | 7½ | 4 4 2½ | 3e3½ | 3-3

D | D'

4e3 | 6 | 6 | 4e3 | 4½ | 1-3½ | 2-pn | 2-pac6

L12 L16 Fin.

L13 L17 | L.3.3.⅜.9-9½ wc5² N.S. L do .9-9½ wd5² F.S.

L14 L18

Botl. Flg. 5e3.1-3 | Top Flg. 3e3 | pab6 Top Flg. | 1-1¼ ab6a Pls. Not More | paa6 | Top Flg 3e3 | pab6 Top Flg. | Botl. Flg. 5e3.1-5 | 5e3.1-3

3e2½ 3½ 2½ 2½ 3½ 3e2½ | 1-0¾ Lb. L² Not More | aac4 | pt4 | aad4 | aac4 | aab4²

3e3 5 2½ 2½ 5 3e3

Sec. D-D

Botl. Flg. only | Ge5.2-6 | pc6 | Check depth of C.B. | Botl. Flg. only | Ge5.2-6

2-fb6 | 2-pv6 | 8½ 8½ 6 6 8½ 8½

REVISED 2-Holes added in b.f. of pac & 2-Holes omitted in pc6 & pv6 3/6/64

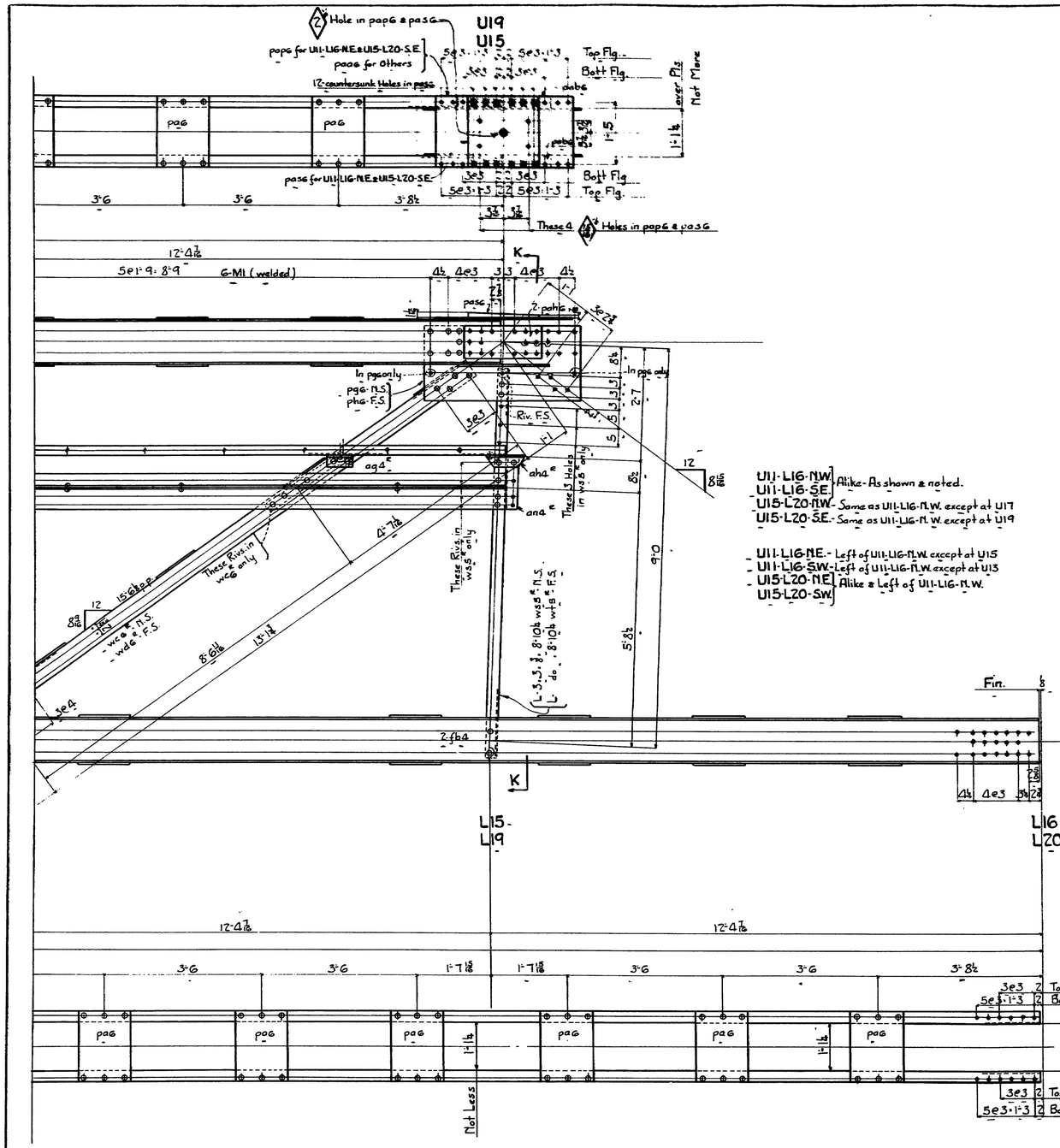
Approved Robinson & Steinman

STIFFENING TRUSS
WALDO-HANCOCK BRIDGE
PENOBSCOT RIVER
BUCKSPORT, ME.

AMERICAN BRIDGE COMPANY.

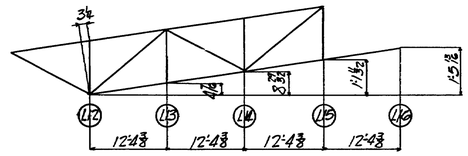
DRAWINGS MADE AT Trenton PLANT.
WORK FABRICATED AT Ambridge PLANT.
IN CHARGE OF F.E. Fell
DRAW. MADE BY J.A.D. DATE
DRAW. CHECKED BY H.T.R. DATE 2/6/64

ORDER No. G3693 | SHEET NO. 7⅜



U11-L16-NW } Alike - As shown & noted.
U11-L16-SE }
U15-L20-NW - Same as U11-L16-N.W. except at U17
U15-L20-SE - Same as U11-L16-N.W. except at U19

- U11-L16-NE - Left of U11-L16-N.W. except at U15
- U11-L16-SW - Left of U11-L16-N.W. except at U13
- U15-L20-NE } Alike & Left of U11-L16-N.W.
U15-L20-SW }



Notes:-
For Workmanship Notes see sh. *4b
For Assembling Diagrams See shs. *E1 & E4
For Sections G-G, H-H, K-K, see sh. *5b
See sketch Ⓡ sh. *4a for setting
Reaming Templet R.T.2.

REVISED
Bill chgd. Wt. 141 lb. 192 Pl.
3/4/11 MB

Approved
Robinson & Steinman

AMERICAN BRIDGE COMPANY

No. PCS.	SHAPE				LENGTH FT	LENGTH INS	ASSEMBLING MARK	REMARKS	ORDERED FT	ORDERED INS	ORDERED ITEM
	One	Truss	Section				U11-L16-NW				
	One		do				U11-L16-SE				
	One		do				U11-L16-NE				
	One		do				U11-L16-SW				
	One		do				U15-L20-NW				
	One		do				U15-L20-SE				
	One		do				U15-L20-NE				
	One		do				U15-L20-SW				
32	15		12	35/8	49	5½		Fin.			12
16	15	3½	3½	3/8	20	8⅜	8-ab5 R 8-ab3 L				
16	15	6	3½	3/8	20	8⅜	8-ac5 R 8-ac3 L				
16	15	3	7	3/8		6½	8-ad4 R 8-ad4 L				
16	15	3	7	3/8		8½	8-af4 R 8-af4 L				
16	15	3	7	3/8		6½	8-ag4 R 8-ag4 L				
16	15	3	7	3/8		9	8-ah4 R 8-ah4 L				
16	15	3½	3	3/8	1	2	8-an4 R 8-an4 L				
16		12	CB30		9	4	8-wm4 R 8-wm4 L				
8	15	3	3	3/8	9	9½	4-wn3 R 4-wn3 L				
8	15	3	3	3/8	9	9½	4-wp5 R 4-wp5 L				
8	15	3	3	3/8	8	10⅛	4-ws3 R 4-ws3 L				
8	15	3	3	3/8	8	10⅛	4-wt5 R 4-wt5 L				
384	Pls		19½	3/8	1	2	pa6	U11-L16-NW U11-L16-SE U11-L16-NE U15-L20-NW U15-L20-SE U11-L16-SW U15-L20-NE U15-L20-SW			
6	Pls		19½	3/8	2	7	ph6				
8	Pls		19½	3/8	2	9	pc6				
32	Pls		10	3/8	2	4½	pa4				
32	Pls		10	3/8	1	5	ph4				
32	15	4	4	3/8	1	6	16-ak4 R 16-ak4 L				
32	15	4	4	3/8	1	6	16-am4 R 16-am4 L				
16	Pls		10	3/8		10⅛	pc4				
8	Pls		20	3/8	3	2	pd6				
8	Pls		20	3/8	3	7	pf6				
8	Pls		21	3/8	3	6	pg6				
8	Pls		21	3/8	3	6	ph6				
32	Pls		9	3/8	1	9	16-pac6				
128	Pls		13	3/8		11⅜	pk5				
64	15	4	3½	3/8		11⅛	aqc4				
32	15	3½	3½	3/8		10	aqd4				
32	Pls		10	3/8	1	2⅜	pt4				
16	15	3½	3½	3/8	3	1	8-aab4 R 8-aab4 L				
32	Fls		3	3/8		10½	fb4				
64	Pls		9	3/8		11⅜	pw4	U11-L16-NE U15-L20-SE U11-L16-NW U11-L16-SW U15-L20-NW U15-L20-NE U15-L20-SW			
14	Pls		19½	3/8	3	1	pa6 6				
32	Pls		3½	3/8	2	1	pb6		32	1	61
16	Pls		23	3/8	4	0	pn				
16	Pls		23	3/8	4	0	pv4				
8	15	5	3	3/8	12	11⅛	4-wf6 R 4-wf6 L				
8	15	5	3	3/8	12	11⅛	4-wg6 R 4-wg6 L				
16	15	5	3	3/8	13	5⅛	8-wc6 R 8-wc6 L				
16	15	5	3	3/8	13	5⅛	8-wd6 R 8-wd6 L				
16	15	2½	2	3/8	20	8⅜	8-ao5 R 8-ao4 L				
2	Pls		19½	3/8	2	7	pam6	U11-L16-SW U15-L20-NW U11-L16-SE U15-L20-NW U11-L16-NE U15-L20-SE U11-L16-NE U15-L20-SE			
2	Pls	19½	(1⅛+⅞)	3/8	1	7	pa6 6				
2	Pls		19½	3/8	3	1	pap6				
2	Pls	19½	(1⅛+⅞)	3/8	1	7	pas6				
								Detailed & called from sh.			
192	Bent	Pls	1½	3/8		3	M1	TM-G3693			See 3b Pl
8	15	5	3	3/8	12	11⅛	4-wf6a R 4-wf6a L				
8	15	5	3	3/8	12	11⅛	4-wg6a R 4-wg6a L				

RIVETS	HOLES	DATE	DRAWINGS	ORDER No.	SHEET No.
⅞ Unless Noted	15/16 Unless Noted	/	Trenton FABRICATION Ambridge	G3693	7b/b

NAME OF STRUCTURE
WALDO-HANCOCK BRIDGE-PENOBSCOT RIVER-BUCKSPORT ME.

108-189

U19 U20 U21 U22

Check depth of CB

Top Flg. 2 5e3.1-3 / Butt Flg. 2 3e3 / Butt Flg. 2 3e3 / Top Flg. 2 5e3.1-3

8 Rivs. countersunk in Pl pane For U19-L24-S.W. Full Heads for pbc

Top Flg. only

pame for U19-L24-S.W. pbc for others.

Hole in pame & pane

These 4 Holes in pame & pane

pane for U19-L24-S.W.

49-5¾

12-4 7/16

5e1-9.8-9 G-Ml (welded)

2-paa 2-pba pca

Fin. 80°

Ml

Sec. F-F

Rivets spaced 1'-6 ctrs.

2-JE 12.30* 49-5½ Fin.

2-JE 12.25* 49-5½ Fin.

L-5.3.⅜.12-11⅛ wfae* N.S. L do. 12-11⅛ wfae* F.S. Same as wfa* wga* except sub punching

L-5.3.⅜.13'-5⅛ wbs* N.S. L do. 13'-5⅛ wbs* F.S.

Same as wba* wbe* except no sub punching

L-5.3.⅜.13'-0⅛ wbae* N.S. L do. 13'-0⅛ wbae* F.S.

L-7½.2.⅜.24-8⅜ aas*

L-3½.3½.⅜.24-8⅜ abs*

L-6.3½.⅜.24-8⅜ acs*

L-5.3.⅜.9-9½ wns* N.S. L do. 9-9½ wps* F.S.

L20 L21 L22

Fin.

Sec. D-D

Check depth of CB

Butt Flg. only 6e5.2-6

pam5

pap5 Top Flg.

pap5 Butt Flg.

aac4 pt4 aad4 aac4 aab4*

RE-ISED
2-Holes added in 6 P.S. & 2 Holes added in 6 P.S. & Plate 2

Approved
Robinson & Steinman

STIFFENING TRUSS
WALDO-HANCOCK BRIDGE
PENOBSCOT RIVER
BUCKSPORT ME

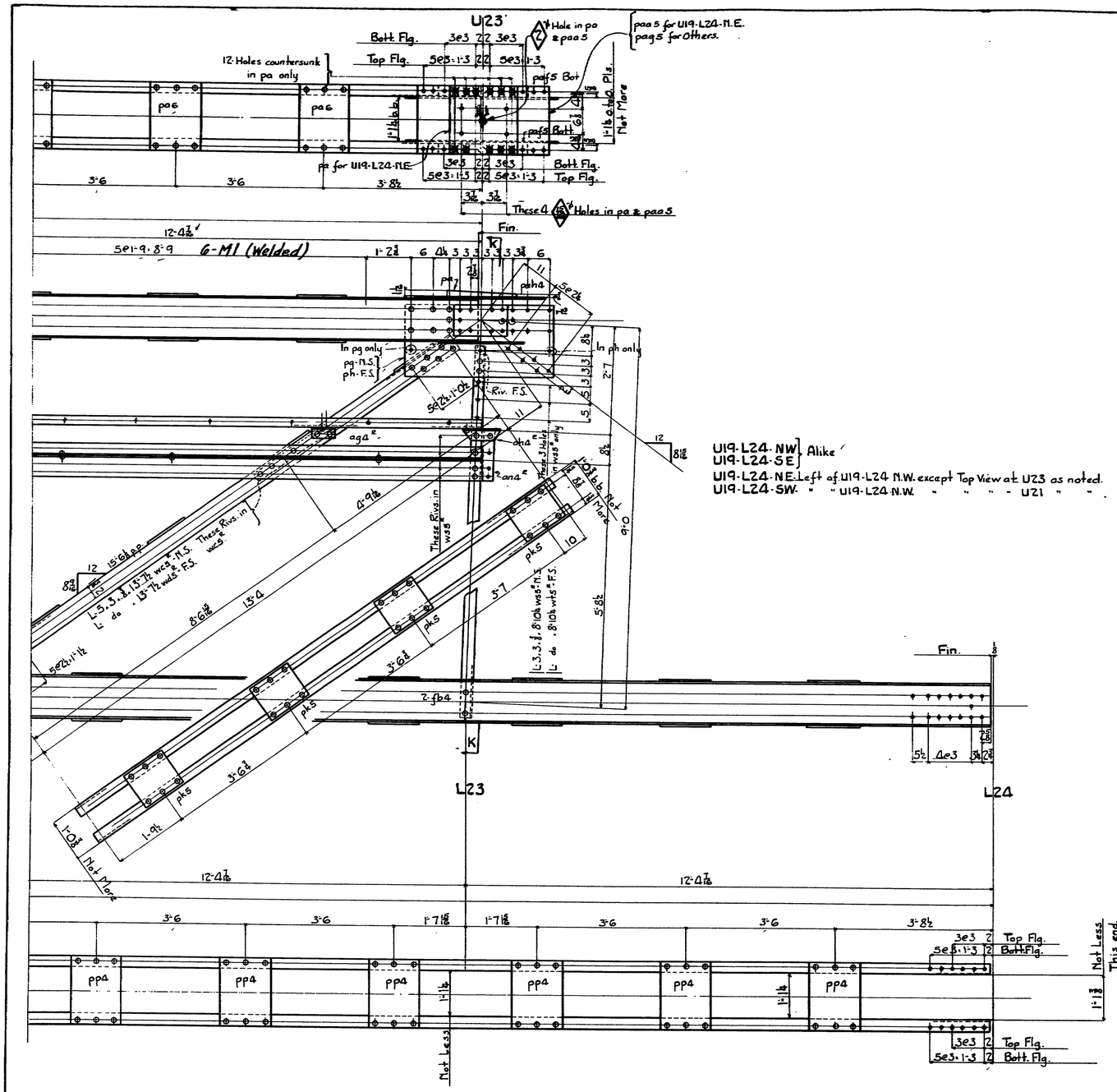
AMERICAN BRIDGE COMPANY.

DRAWING MADE AT Trenton PLANT.
WORK FABRICATED AT Ambridge PLANT.
IN CHARGE OF F.E. Fell
DRAW. MADE BY J.A.D. DATE
DRAW. CHECKED BY J.V.D. DATE 2-6-31

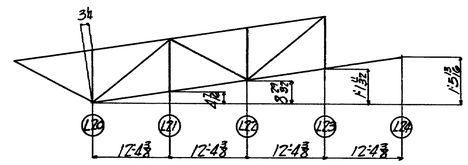
ORDER NO. G3693 | SHEET NO. 8 a/b

108-190

0 1 2 3 4 5 INCHES



U19-L24-NW } Alike
U19-L24-SE }
U19-L24-NE-Left of U19-L24 N.W. except Top View at U23 as noted.
U19-L24-SW- " " U19-L24 N.W. " " " - U21 " " .



Notes:—
For workmanship notes see sh.* 4b
For sections G-G, H-H, K-K see sh. *5b
For Assembling Diagrams see shs. E1 & E4
See sketch Ⓡ sh.*4a for setting
Reaming Templet R.T.2

Approved
Robinson & Steinman

J.R.D.
J.J.D. & H.C.H.

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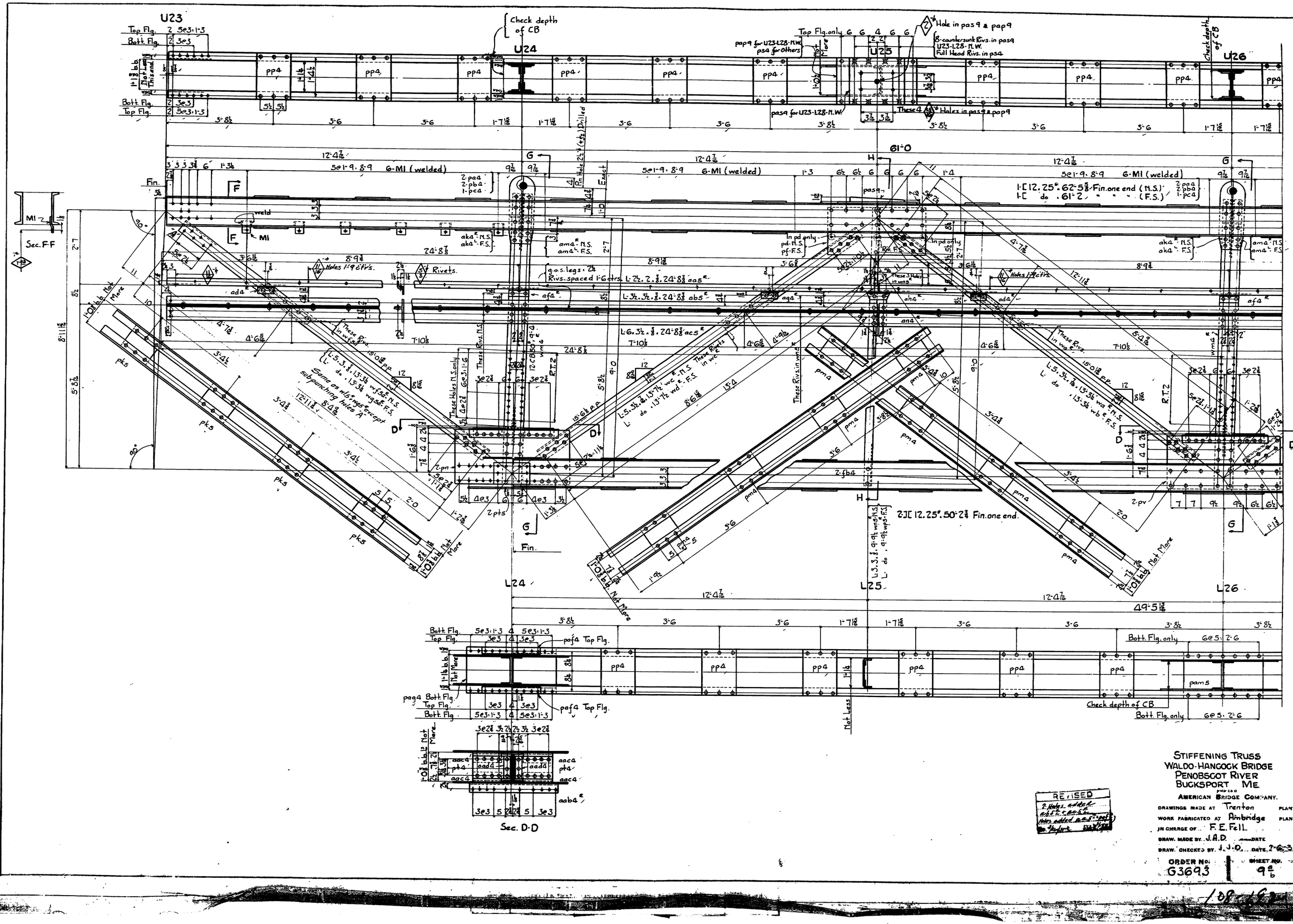
AMERICAN BRIDGE COMPANY

No. PCS.	SHAPE	LENGTH FT.	LENGTH INS.	ASSEMBLING MARK	REMARKS	ORDERED FT.	ORDERED INS.	ITEM
	One Truss Section			U19-L24-NW	Alike			
	One			U19-L24-SE				
	One			U19-L24-NE	Left except Top View at U23			
	One			U19-L24-SW	Left except Top View at U21			
8 - ⅞		12	30	49 5½	Fin			13
8 - ⅞		12	25	49 5½	Fin			18
4 - 1/2		5	3	⅜ 12	11½ 2-wfa4			
4 - 1/2		5	3	⅜ 12	11½ 2-wga4			
4 - 1/2		5	3	⅜ 12	11½ 2-wa4			
4 - 1/2		5	3	⅜ 13	5½ 2-wh5			
4 - 1/2		5	3	⅜ 13	5½ 2-wk5			
4 - 1/2		5	3	⅜ 13	5½ 2-wk5			
4 - 1/2		5	3	⅜ 13	0½ 2-wa4			
4 - 1/2		5	3	⅜ 13	0½ 2-wb4			
4 - 1/2		5	3	⅜ 13	0½ 2-wk4			
4 - 1/2		5	3	⅜ 13	7½ 2-wc5			
4 - 1/2		5	3	⅜ 13	7½ 2-wd5			
8 -		12	6	50 9	4 4-wm4			
4 - 1/2		3	3	⅜ 9	9½ 2-wn5			
4 - 1/2		3	3	⅜ 9	9½ 2-wp5			
4 - 1/2		3	3	⅜ 8	10½ 2-ws5			
4 - 1/2		3	3	⅜ 8	10½ 2-wt5			
8 - 1/2		2½	7	½ 24	8¾ 4-aa5			
8 - 1/2		3½	3½	½ 24	8¾ 4-ab5			
8 - 1/2		6	3½	½ 24	8¾ 4-ac5			
96 - Pls		1½	½	1 2	paa			
3 - Pls		19½	⅜	2 7	pb6 R	N.W. NE-SE		
7 - Pls		19½	⅜	3 1	pag5	2-For N.W.-S.E. & S.E. 1-For N.E.		
16 - Pls		3½	⅜	2 1	paf5			
16 - Pls		10	⅜	2 4½	paa			
16 - Pls		10	⅜	1 5	pbg			
16 - ⅛		4	4	⅜ 1	6 8-ak4			
16 - ⅛		4	4	⅜ 1	6 8-ak4			
16 - ⅛		4	4	⅜ 1	6 8-am4			
16 - ⅛		4	4	⅜ 1	6 8-am4			
8 - Pls		10	⅜	10½	pc4			
4 - Pls		20	⅜	3 5	pd	U21	27 5	66
4 - Pls		20	⅜	3 5	pf		27 5	66
4 - Pls		21	⅜	3 5	pg	U23	27 5	65
4 - Pls		21	⅜	3 5	ph		27 5	65
8 - Pls		9	⅜	1 3	paha			
96 - Pls		19	⅜	1 2	ppa			
4 - Pls		19	⅜	2 9	pam5			
8 - Pls		23	⅜	4 0	pn		32 1	61
8 - Pls		9	⅜	1 9	paha			
16 - Fils		3	⅜	10½	fb4			
8 - Pls		23	⅜	4 2	pv		34 1	60
32 - ⅛		4	3½	½	11½ aaca			
16 - ⅛		3½	3½	⅜	10 aada			
16 - Pls		10	⅜	1 2⅜	at4			
8 - ⅛		3½	3½	⅜ 3	1 4-aab4 4-aab4			
8 - Fils		9	4	1	13⅜ db			
8 - ⅛		3	7	⅜	6½ 4-ada			
8 - ⅛		3	7	⅜	8½ 4-afa			
8 - ⅛		3	7	⅜	6½ 4-aga			
8 - ⅛		3	7	⅜	9 4-aha			
8 - ⅛		3½	3	⅜ 1	7 4-ana			
64 - Pls		13		⅜	11⅜ pk5			
32 - Pls		9		⅜	11⅜ pw4			
One Pl.		19½	⅜	3 1	paa5	For N.E.		195
One Pl.		19½	11½	⅜ 1	7 pa			
One Pl.		19½	⅜	2 7	pam6	For S.W.		
One Pl.		19½	11½	⅜ 1	7 pam6			
96 - Mem.		12		⅜	5 M1	Materials called for on sh. # G3693		See sh. D4

RIVETS	HOLES	DATE	DRAWINGS	ORDER No.	SHEET No.
⅞ Unless Noted	15/16 Unless Noted	/ 19	Trenton FABRICATION Ambridge	G3693	8 b

NAME OF STRUCTURE
WALDO-HANCOCK BRIDGE: PENOBSCOT RIVER-BUCKSPORT ME.

108-195


U23
U24
U25
U26
Check depth of CB
Top Flg.
Batt Flg.
Hole in pas9 & pap9
8-countersunk Rivs. in pas9
U23-L28-M.W.
Full Head Rivs. in psa
pap9 for U23-L28-M.W.
psa for Others
psa for U25-L28-M.W.
These 4 Holes in pas9 & pap9
61'-0
12-4 7/16
5e1-9.8-9 G-MI (welded)
1-E 12.25*.62-5 5/8 Fin. one end (N.S.)
1-E do .61-2 " " " (F.S.)
2-paa 2-pba 1-pca
Fin.
MI
Sec. F-F
Holes 1-9 c. to c. Crs.
Rivets.
q.o.s. legs 2 1/2 Rivs. spaced 1-6 crs.
L-2 1/2 . 2 . 3/8 . 24-8 3/8 aas
L-3 1/2 . 3 1/2 . 3/8 . 24-8 3/8 abs
L-6 . 3 1/2 . 3/8 . 24-8 3/8 acs
These Holes N.S. only
These Rivs. N.S.
These Rivs. in wa
These Rivs. in wc
These 3 Holes in wa
Same as wa except subpunching holes A
Not More
Not Less
Check depth of CB
Batt Flg. only
Top Flg. only
Sec. D-D
L24
L25
L26
2-JC 12.25*.50-2 3/4 Fin. one end.
49-5 15/16
STIFFENING TRUSS
WALDO-HANCOCK BRIDGE
PENOBSCOT RIVER
BUCKSPORT ME.
AMERICAN BRIDGE COMPANY.
DRAWING MADE AT Trenton PLANT
WORK FABRICATED AT Ambridge PLANT.
IN CHARGE OF F.E. Fell
DRAW. MADE BY J.A.D. DATE
DRAW. CHECKED BY J.J.O. DATE 2-6-31
ORDER NO. G3693
SHEET NO. 9a/b
REVISED
2 Holes added
Holes added

U27

Rivs. countersunk in pas For U23-L28-SE. Full Heads for psa

Hole in pap9 & pas9

pap9 for U23-L28-SE
psa for others

Top Flg. only

Top Flg.

paw-Top Flg. pp4-Bott. Flg.

Bott. Flg.

Bott. Flg. only

psa for U23-L28-SE.

These 4 Holes in pap9 & pas9

5e1-9. 8-9 6-MI (welded)

4e1-9. 7-0 6-MI (welded)

In pg only

Holes in wn

These Rivs in wn

These Rivs in wa

These Rivets in wa

Full Head Rivs. F.S.

Grind to fit fillet

U23-L28-N.W. } Alike except Top View as noted at U25-U27
U23-L28-S.E. }

U23-L28-N.E. } Alike & Left of U23-L28-N.W.
U23-L28-S.W. } except Top View as noted at U25

U27

L27

L28

Not More

Not Less

Grind to fit fillet

Notes:
For Workmanship notes see sh.* 4b
For Sections G-G, H-H see sh.* 5b
See sketch (R) sh.* 4a for setting Reaming Templet R.T. 2

REVISED
2. Holes taken out of el. L
Holes added in el. L
May 3/61. P.

Approved
Robinson & Steinman

AMERICAN BRIDGE COMPANY

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No. PCS.	SHAPE	LENGTH FT.	LENGTH INS.	ASSEMBLING MARK	REMARKS	ORDERED FT.	ORDERED INS.	ITEM
	One Truss	Section		U23-L28-NW				
	One	do		U23-L28-SE	All except			
	One	do		U23-L28-NE	Top View.			
	One	do		U23-L28-SW	All alike except Top View			
4	Pls	12.	25	G7 5⅝	Bin. ane en			14
4	Pls	12.	25	G1 2	" " "			15
8	Pls	12.	25	G0 7⅜	" " "			16
4	Pls	5	⅜	13 3¼	2-wfa			
4	Pls	5	⅜	13 3¼	2-wfs			
4	Pls	5	⅜	13 3¼	2-wfa			
4	Pls	5	⅜	13 3¼	2-wfs			
4	Pls	5	7/16	13 7¼	2-wfa	27	8	30
4	Pls	5	7/16	13 7¼	2-wfs	27	8	30
4	Pls	5	7/16	13 3¼	2-wfa	26	8	32
4	Pls	5	7/16	13 3¼	2-wfb	26	8	32
4	Pls	5	½	13 7	2-wfa	27	2	28
4	Pls	5	½	13 7	2-wfb	27	2	28
4	Pls	6	7/16	13 08¾	2-wfa	26	8	23
4	Pls	6	7/16	13 08¾	2-wfb	26	8	23
8	Pls	12	CB50°	9 4	2-wma			
4	Pls	3	⅜	9 9¾	2-wna			
4	Pls	3	⅜	9 9¾	2-wpa			
4	Pls	3	⅜	9 9¾	2-wna			
4	Pls	3	⅜	9 9¾	2-wpa			
4	Pls	3	⅜	6 6¾	2-wfa	28	1	49
4	Pls	3	⅜	6 6¾	2-wfb	28	1	49
294	Rds	19	⅜	1 2	6-ha pda			
2	Pls	19	⅜	1 6	pdw	38	2	16
6	Pls	19	⅜	2 7	psa			
4	Pls	20	⅜	3 4	pd	26	9	67
4	Pls	20	⅜	3 4	pf	26	9	67
4	Pls	20	⅜	4 0	pg	32	9	58
4	Pls	20	⅜	4 0	ph	32	9	58
16	Pls	10	⅜	2 4½	paa			
16	Pls	10	⅜	1 5	pba			
8	Pls	10	⅜	10½	pca			
16	ls	4	4	1 6	8-aka			
16	ls	4	4	1 6	8-ama			
8	Fls	3	⅜	10½	fc			A5
16	Pls	13	⅜	11½	pks			
48	Pls	13	⅜	11½	pma			
16	Pls	14	⅜	11	pab			
4	Pls	19	⅜	2 9	pam			
8	Pls	19	⅜	2 0	paa			
8	ls	3½	3½	3 1	4-aab			
32	ls	4	3½		11½ aac			
16	ls	3½	3½		10 aad			
16	Pls	10	⅜	1 2¾	pta			
8	Pls	23	⅜	4 0	pn	32	1	61
8	Pls	9	11/16	1 3	pr			
8	ls	3½	3	3/16 4	10			
8	Pls	23	15/16	4 0	pv	32	1	61
16	Fls	3	3/16		10½ fba			
2	Pls	19	13/16	2 7	paa			
2	Pls	19	13/16	1 7	paa			
4	Pls	36	⅜	4 10	2-pac	38	9	54
4	Pls	36	⅜	4 10	2-pac	38	9	54
4	Pls	6	3/16	2 9	aa			
8	ls	5½	5/16	1 0	av			
8	ls	5½	5/16	1 0	av			
4	Pls	11	5/16	1 0	af			
4	ls	3½	3/16	4 10	4-aaa			
4	Pls	11	5/16	4 10	aaa			
8	ls	6	5/16	1 7	2-aa			
8	ls	6	11/16	1 10	aaa			
4	Fls	5	3/16		11			
4	Pls	24	11/16	2 7	ca			
32	Pls	9	5/16		11			
4	Pls	9	3/16		11			
4	Pls	12	11/16		10			
4	ls	24	7	5/16	20 8½			
4	ls	33	3½	5/16	20 8¾			
4	ls	6	33	5/16	20 8⅞			
4	ls	24	3	5/16	20 9			
4	ls	33	3½	5/16	20 9⅛			
4	ls	6	33	5/16	20 9⅜			
4	ls	3	2	5/16	37 12			
4	ls	33	3½	5/16	37 9½	38	1	22
4	ls	6	33	5/16	37 9½	38	1	22
8	ls	3	2	5/16				
8	ls	3	2	5/16	6 12			
8	ls	3	2	5/16	6 12			
4	ls	3	2	5/16	9			
4	ls	6	3	5/16	9			
4	ls	3	2	5/16	4			
4	ls	3	2	5/16	4			
4	ls	3	2	5/16	4			
4	Fls	3	3	5/16	9 12			
4	Fls	6	3	5/16	2 0			
4	Pls	19	3	5/16	1			
8	ls	3	3	5/16	1 6			
4	Fls	6	3	5/16	2 0			
120	Rnd Pls	¼	3		3 MI			

Detailed & called for on sh. P.S.

RIVETS	HOLES	DATE	DRAWING
7/8	15/16 Unless Noted	19	Trenton / Ambridge

ORDER No. G3693

SHEET No. 9b

NAME OF STRUCTURE
WALDO-HANCOCK BRIDGE-PENOBSCOT RIVER-BUCKSPORT ME.

108-193

STIFFENING TRUSS
WALDO-HANCOCK BRIDGE
PENOBSCOT RIVER
BUCKSPORT ME.

AMERICAN BRIDGE COMPANY.

DRAWINGS MADE AT Trenton PLANT
WORK FABRICATED AT Ambridge PLANT
IN CHARGE OF F.E.Fell
DRAW. MADE BY C.N.H. DATE
DRAW. CHECKED BY H.T.B. DATE 3/27/31

ORDER No. G3693

SHEET NO. 101

REVISED
2 Holes added
e.g. 2 at L2
holes added at L2 & L3

Approved
Robinson & Steinman

168-19

L30-U35-N.W. } Alike
L30-U35-S.E.
L30-U35-N.E.-Left of L30-U35-N.W. except Top View as noted at U33
L30-U35-S.W. - " L30-U35-N.W. " " " " " " U31

Notes:-
Rivets: 7/8" ϕ Unless Noted.
Holes: 15/16" ϕ " "
All punching full size except as follows.
Holes marked R.T. to be subpunched 1 1/16" ϕ & reamed to 15/16" ϕ to a metal templet. See sketch R
All holes for field splices of the stiffening trusses to be subpunched 1 1/16" ϕ & reamed to 15/16" ϕ while adjacent sections of trusses are assembled in place.
Shop to check depth of 12" CB 50# used as vertical truss member & fabricate Top & Bott. Chords to allow not more than 1/8" draw.

In assembling truss sections for reaming, ordinates for Pin Holes for suspenders must be maintained as given on Drawings E2 & E3
Working points on chords are on a parabola.
All bevels are given in relation to horizontal base line. See Ordinate Diagram.
Two complete trusses are required L30 to L30 detailed on shs. 10 5/8 to 18 assembled & reamed thus:

L30 — L62 — L30
All sections marked N.W. | All sections marked N.E.
All sections marked S.W. | All sections marked S.E.
L30 — L62 — L30

Ordinate Diagram

U30 U31 U32 U33 U34 U35
9'-0 | 9'-0 | 9'-0 | 9'-0 | 9'-0
1'-0 | 1'-6 3/8 | 1'-8 3/8 | 1'-6 3/8 | 1'-0
12'-5 1/2 | 12'-5 1/2 | 12'-5 1/2 | 12'-5 1/2 | 12'-5 1/2
L30 L31 L32 L33 L34 L35

Horz.

Check depth of CB before fabricating truss.

Sec. (C) (D) (E)

Approved
Robinson & Steinman

AMERICAN BRIDGE COMPANY

No. Pcs	Shape	Length Ft	Length In	Assembling Mark	Remarks	Ordered Wt.	Ordered Item
4-Truss Sections:	H 30-U35-N.W.	H 30-U35-N.E.	H 30-U35-S.E.	H 30-U35-S.W.			
4	Ls	12.25	62 11/16		Fin on end		86
4	Ls	12.25	61 8		" " "		87
8	Ls	12.25	50 7/16		" " "		88
4	L 3 3 3/8	6	11½	2-we		628 1	112
				2-wb			
4	L 3 3 3/8	6	11½	2-wbb			
				2-wc			
4	L 6 4 7/16	13	4½	2-wc		27 6	94
				2-wd			
4	L 6 4 7/16	13	4½	2-wd			
				2-ww			
8	L 5 3½ 7/16	13	2½	2-ww		26 9	101
				2-wx			
8	L 5 3½ 7/16	13	2½	2-wx			
				2-wk			
8	L 6 5 0	9	4	4-wk			80
4	L 3 3 3/8	9	9½	2-wm			
				2-wn			
8	L 3 3 3/8	9	9½	4-wn		39 3	110
4	L 3 3 3/8	9	9½	2-wp			
				2-ws			
4	L 5 3½ 7/16	13	7½	2-ws		27 7	99
				2-wt			
4	L 5 3½ 7/16	13	7½	2-wt			
				2-wv			
4	L 5 3½ 7/16	13	6	2-wv		27 3	100
				2-wx			
4	L 5 3½ 7/16	13	6	2-wx			
				2-pa			
4	Pls 34½ 3/4	4	9½	2-pa	For S.W. & N.E.	19 2	120
2	Pls 19 (1 1/16)	1	7	paa	For S.W. & N.E.		AS
2	Pls 19 3/4	2	7	paa9	S.W. & N.E.		
6	Pls 19 1/2	2	7	ps4	2 Each N.W.-S.E.		
4	Pls 34½ 3/4	4	9½	pb	S.W. & N.E.	19 2	120
16	Pls 10 5/16	1	5	pb4			3
4	Pls 24 3/4	4	2	pc			3
8	Pls 10 3/16		10 7/16	pc4			3
4	Pls 24 3/4	4	2	pd			3
4	Pls 10 5/16	1	0	pe			3
16	Pls 10 5/16	1	11	pe4			3
64	Pls 24 3/4	4	2	pk			3
64	Pls 13 3/4		11 7/16	pma			
4	Pls 24 3/4	4	2	pn			3
264	Pls 19 3/4	1	7	ppa			
16	Pls 10 3/4	1	2 4/16	pta			
8	Pls 23 3/4	1	11	pu		28 1	125
8	Pls 23 3/4	4	0	pw			
8	Pls 9 3/4	1	4	py			3
4	Pls 11 3/4	4	10	pz			
8	Pls 3½ 3/4	2	1	paf			3
8	Pls 9 3/4		11	paa9			
4	Pls 17 3/4		11	pab9			
4	Pls 19 3/4	3	1	pak		28 1	127
4	Pls 19 3/4	2	9	paa5			
16	Pls 10 5/16	2	4 1/2	paa4			
4	Pls 19 3/4	2	0	paaa			
32	Pls 9 3/4		11 9/16	pwa			
8	L 6 5 1/2	1	6	a-ae			3
4	L 6 6 5/8	3	1 2	2-ab			3
4	L 3½ 3½ 3/8	24	10 5/8	2-ac		25 0	109
4	L 6 3½ 3/8	24	10 5/8	2-ad		25 0	97
				2-aa			
8	L 6 3½ 3/8	1	0	a-af			3
8	L 3½ 3½ 3/8	1	0	ag			3
8	L 3 3 3/8	1	6	ah			3
4	L 3 2½ 3/8		4	2-ak			3
12	L 3 2 3/8		7	6-am			3
4	L 3 2 3/8		4	2-an			3
8	L 3 2 3/8		6½	a-ap			3
8	L 3 2 3/8		8½	a-aq			3
4	L 6 3½ 3/8	39	10 7/16	2-at		39 2	96
4	L 7½ 2 3/8	38	7 15/16	2-aw		39 2	114
4	L 3½ 3½ 3/8	39	10 7/16	2-ay		39 2	108
8	L 6 4 7/16		10 7/16	aaa9			
8	L 3½ 3½ 3/8	3	1	a-aab			3
16	L 4 3½ 3/8		11 5/8	aac4			
16	L 3½ 3½ 3/8		10	aad4			
4	L 7½ 2 3/8	24	10 5/8	2-aaf		25 0	115
16	L 4 3½ 3/8		11 5/8	2-aag			
16	L 4 4 3/8	1	6	8-ak			
				8-akk			
16	L 4 4 3/8	1	6	8-ama			
				8-amk			
4	L 3 2 3/8		9	2-aha			
				2-ahk			
4	L 3½ 3 3/8	1	2	2-ana			
				2-anb			
8	L 3½ 3 3/8	4	10	4-asa			
8	L 3½ 3 3/8	4	10	4-abb			
4	Pls	3	9/16	9½	fa		AS
16	Pls	3	3/4	10½	fba		
8	Pls	3	3/4	10½	fc		AS
8	Pls	5	3/4	11⅝	faa9		
8	Pls	6	7/8	2 1/4	ab		AS
4	Pls	24	11½	2 1/4	aa9		
120	Batt. Pls	1½	3/4	3	MI — Detailed on sh's PL-65693		See Sh. PL
4	Pls	16	3/4	1 8/16	paw	30 1	129

Rivets	Holes	Date	Drawings	Order No.	Sheet No.
7/8 Unless Noted	15/16 Unless Noted	19	Trenton Fabrication / Ambridge	63693	105

Name of Structure: WALDO-HANCOCK BRIDGE-PENOBSCOT RIVER-BUCKSPORT ME

108-175

U35 U36 U37

Check depth of CB

Hole in pa45, pab

Holes for pa45

4 Holes in pa45, pab 3⅜ dia. 12 d.t.s.k. holes in pab only

pa45

pa45 - L34-U39 N.W.
pa45 - others

pab - for L34-U39 N.W.

5@3 7 5@3 Top Flg. + pl pa45 pa45

3@3 7 3@3 Bott Flg. + PL pa45

pa45

pa6

pab

pa6

pa6

pa6

pa6

pa6

4 Holes in pa46, pac 3⅜ dia.

8 d.t.s.k. Rivets in pac Full Heads in pb6

pa46 for L34-U39 SE - pb6 for others

pac for L34-U39 SE

Top Flg. only 6 6 7 6 6

3:8½ 3:6 3:6 1:9 1/16 1:9 1/16 3:6 3:6 3:8½

49:10 F.M.

17:5 9/16 17:5 9/16

5@1:9=8:9 G-M1 (welded) 5@1:9=8:9 G-M1 (welded)

1:7 7/8 6@3 1/2 1:7 7/8

10 7/16 10 7/16

Pin Hole 7/8" (15/16") Drilled

12 pa4 - 12 pb4 -

Fort. pd only

pab - 2 pp 7/8

5@7 1/4

pd N.S. pf F.S.

Weld

F

M1

Sec. F

Holes N.S. F.S.

8:10 5/8

Rivets on this Line

Rivets + Holes on these lines N.S. only

L 7½ x 7⅞ x 24 - 10 5/8 - ah4

L 3½ x 3½ x ⅞ x 24 - 10 5/8 - ak4

L 6 x 3½ x ⅞ x 24 - 10 5/8 - af4

T - 10⅞

ah4 ad4 af4 ag4 ah4

am4 an4

4:6 11/16 4:6 9/16 4:6 11/16 4:6 11/16

7 Holes for ph only pac9

7-12" LJ 30" x 49'-10" F.M.

ph - N.S. pm - F.S.

Holes N.S. F.S.

3:6 5/16

3:3

Vert

9:0 C to C

9:0 c.c.

5:8 3/4

17

Nat. Mfrs.

L 10 x 6 x 5/8 Nat. Mfrs.

pk5

2 L 5 x 3½ x 13/16 (W.T. N.S. Wd. F.S.)

15:7 7/16 pp

15:6 9/16 pp

2 L 5 x 3½ x 13/16 (W.T. N.S. Wk. F.S.)

Holes N.S. 6 @ 3:1/16

12 @ 3:0 N.S.

12 850 - 9:4 W.T.

3 @ 7⅞

aaca - pt4

aaca

aa4

2-pg

8:7 7/8

9:0

Fin. 6 @ 3 1/4 3 4

L34

L35

L36

L37

Vert

2-fb4

2-fb4

2-12" LJ 30" x 49'-10" Fin.

L34-U39 N.W. } Alike except at U35 + U37
L34-U39 S.E. }
L34-U39 N.E. } Alike and Left of L34-U39 N.W. except at U35
L34-U39 S.W. }

B 3@3 Top Flg.

5@3 Bott Flg.

Not Less

pa6

pc6

Bott Flg only 6 @ 3:2:6

3:8½ 3:6 3:6 1:9 1/16 1:9 1/16 3:6 3:6 3:8½ 3:6 3:6 1:9 1/16 1:9 1/16

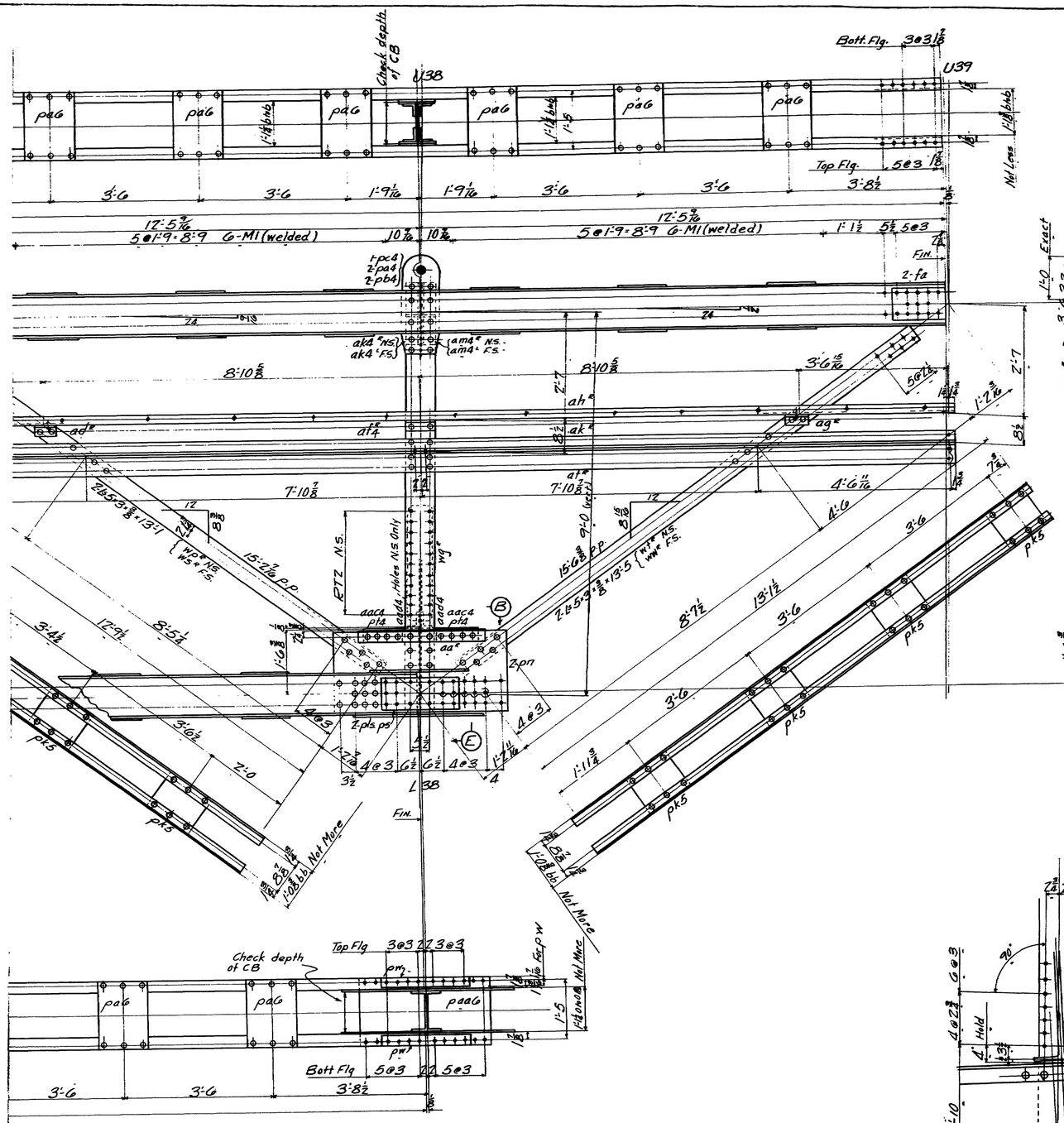
49:10 F.M.

REVISED
2 Holes added at E - pt4
Holes added at D
3/14/61 7/18/61

STIFFENING TRUSS
MAIN SPAN
WALDO-HANCOCK BRIDGE
PENOBSCOT RIVER
BUCKSPORT, ME.

AMERICAN BRIDGE COMPANY.
DRAWINGS MADE AT TRENTON PLANT
WORK FABRICATED AT AMBRIDGE PLANT
IN CHARGE OF F.E. FELL
DRAW. MADE BY C.N.H. W.A.R. DATE
DR. W. CHECKED BY H.T.B. DATE 2/27/61
ORDER No. 63693
SHEET NO. 11 a/b

108-196



Notes

For workmanship notes see Sh "10b

For setting reaming templet RTZ see sketch R

Working points on top + bott. chords are on a parabola, all bevels are given in relation to horizontal base line, see Ordinate Diagram.

REVISED
2-Holes added
at L2 + at L3
Holes added at L4
3/19/93 TWB

Approved
Robinson & Steinman

AMERICAN BRIDGE COMPANY

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No. PCS	SHAPE	LENGTH FT	LENGTH INS	ASSEMBLING MARK	REMARKS	ORDERED FT	ORDERED INS	ORDERED WEIGHT
	One-Truss Section			L34-U37NW				
	One - do			do	L34-U37SE			
	One - do			do	L34-U37NE			
	One - do			do	L34-U37SW			
16	Pls	12	30 49	10	FIN.			85
4	Ls	3	3 8	10¼	2-wa", 2-wa', 2-wb", 2-wb'	35	7	111
4	Ls	3	3 8	10¼	2-wc", 2-wc', 2-wd", 2-wd'	13	5	105
4	Ls	5	3 13	4¼	2-we", 2-we', 2-wf", 2-wf'			
4	Ls	5	3 13	4¼	2-wg", 2-wg', 2-wh", 2-wh'			80
8	Pls	12	CB50 9	4				
4	Ls	5	3 13	5	2-wj", 2-wj', 2-wk", 2-wk'	26	11	104
4	Ls	5	3 13	5	2-wm", 2-wm', 2-wn", 2-wn'	39	3	110
4	Ls	3	3 9	9½	2-wp", 2-wp', 2-ws", 2-ws'	13	3	106
4	Ls	3	3 9	7½	2-wt", 2-wt', 2-ww", 2-ww'			105
4	Ls	5	3 13	1	2-wq", 2-wq', 2-wr", 2-wr'			105
4	Ls	5	3 13	1	2-wu", 2-wu', 2-wv", 2-wv'			
4	Ls	5	3 13	5				
4	Ls	5	3 13	5				
192	Pls	19½	1 2	pa6				
16	Pls	10	2 4½	pa4				
3	Pls	19½	2 7	pb6	For NW, NE, SW			
16	Pls	10	1 5	pb4				
4	Pls	19½	2 9	pc6				
8	Pls	10	10⅝	pc4				
4	Pls	21	3 6¼	pd		35	1	130
4	Pls	21	3 6¼	pf				
8	Pls	23	4 3	pg		28	1	125
4	Pls	21	3 6	ph		35	1	130
4	Pls	21	3 6	pm				
8	Pls	23	4 0	pn		28	1	125
8	Pls	9	1 3	pp				5
8	Pls	9	1 10	ps				5
16	Pls	10	1 7¼	pt4				
8	Pls	36	2 1	pw				5
32	Pls	9	11¼	pw4				
4	Pls	19½	3 1	paa6				
1	Pl	19½	3 1	paa5	For NW			
1	Pl	19½(2 to 1)	1 7	pab				5
1	Pl	19½(1 to 1)	1 7	pac	For S.E.			5
8	Pls	3¾	2 1	paf5				
3	Pls	19½	3 1	pag5	For NE SW S.E.			
1	Pl	19½	2 7	pam6	For S.E.			
8	Ls	3½	3½ 3 1	4-aa", 4-aa'				5
8	Ls	3	7 6½	4-ad", 4-ad'				5
8	Ls	3	7 8½	4-ag", 4-ag'				
8	Ls	3	7 6½	4-af4", 4-af4'				
8	Ls	2½	2 7	74 10⅝	4-ah", 4-ah'	25	0	69
8	Ls	3	7 9	4-ah4", 4-ah4'				
8	Ls	3½	3½ 74	10⅝	4-ak", 4-ak'	25	0	69
16	Ls	4	4 1	6	8-ak4", 8-ak2'			
16	Ls	4	4 1	6	8-am4", 8-am4'			
8	Ls	3½	3 1	7	4-an4", 4-an4'			
8	Ls	6	3½ 3	74 10⅝	4-at", 4-at'	25	0	97
37	Ls	4	3½	11¼	aaca			
16	Ls	3	3½ 3	10	aada			
8	Fills	9	¼ 1	4⅝	fa			A5
16	Fills	3	10½	fb4				
64	Pls	13	⅜	11¾	PK5			
96	Bent Pls	12	½	3	MI	Detailed on shop Pl - G3693		See Sh Pl

RIVETS	HOLES	DATE	DRAWINGS	ORDER No.	SHEET No.
7 / 8 Unless noted	15 / 16 Unless noted	/ 19	TRENTON / FABRICATION AMBRIDGE	G3693	11b

NAME OF STRUCTURE
WALDO-HANCOCK BRIDGE BUCKSPORT ME

108-197

pap for L38-U43-S.W.
pao for Others

Hole in pap + pag

5@3, 27 5@3 Top Flg. + pl pao

3⅛ 3⅛

U37

12 ctsk. Holes in pag

pab6

1'-1¼ Ind'n Not More

1'-6

5½ 5½

pa12

These holes for pap + pao pag for L38-U43-S.W.

pab6

3@3 7½ 3@3 Bott Flg + 11 pab

3'-8½

3'-6

1'-9 7/16

U40

check depth of CB

8-Rivs. ctsk in pah for L38-U43 NE Full Head Rivs. in pb

pam for L38-U43-NE. pb for Others

3 7/16 3 7/16

Hole in pam + pah

U41

1'-0½ Not Less

pah for L38-U43-NE Top Flg only

6 6 7½ 6 6

3'-8½

49'-9 15/16 Fin.

4 holes in pam + pah

17'-5 7/16

5@1'-9-8:9 6-M1 (welded)

10 7/16 10 7/16

Pothole 7½" (1-32) Drilled

12 pad 12

12 pat 12

2-12" lsl 40" × 49'-9 15/16 Fin.

2 Holes for ph only

5@2½ 5½ 3 4@3 4@3 3 4½ 1'-7 3/8

For pd only

2 ph pp12 7/8 Fin

pd N.S. pf F.S.

M12

24 Chamf.

Sec F 1/10

Rivets on this Line

Holes 1-9 ctrs

Rivs. in as legs 1'-6 ctrs

L 7½ × 7 × 7/8 × 74'-10⅜ - ah12

L 3½ × 3½ × 7/8 × 74'-10⅜ - ak12

L 6 × 3½ × 7/8 × 74'-10⅜ at 12 7'-10⅜

ph-N.S. pm-F.S.

holes in pm12

ab12

ad12

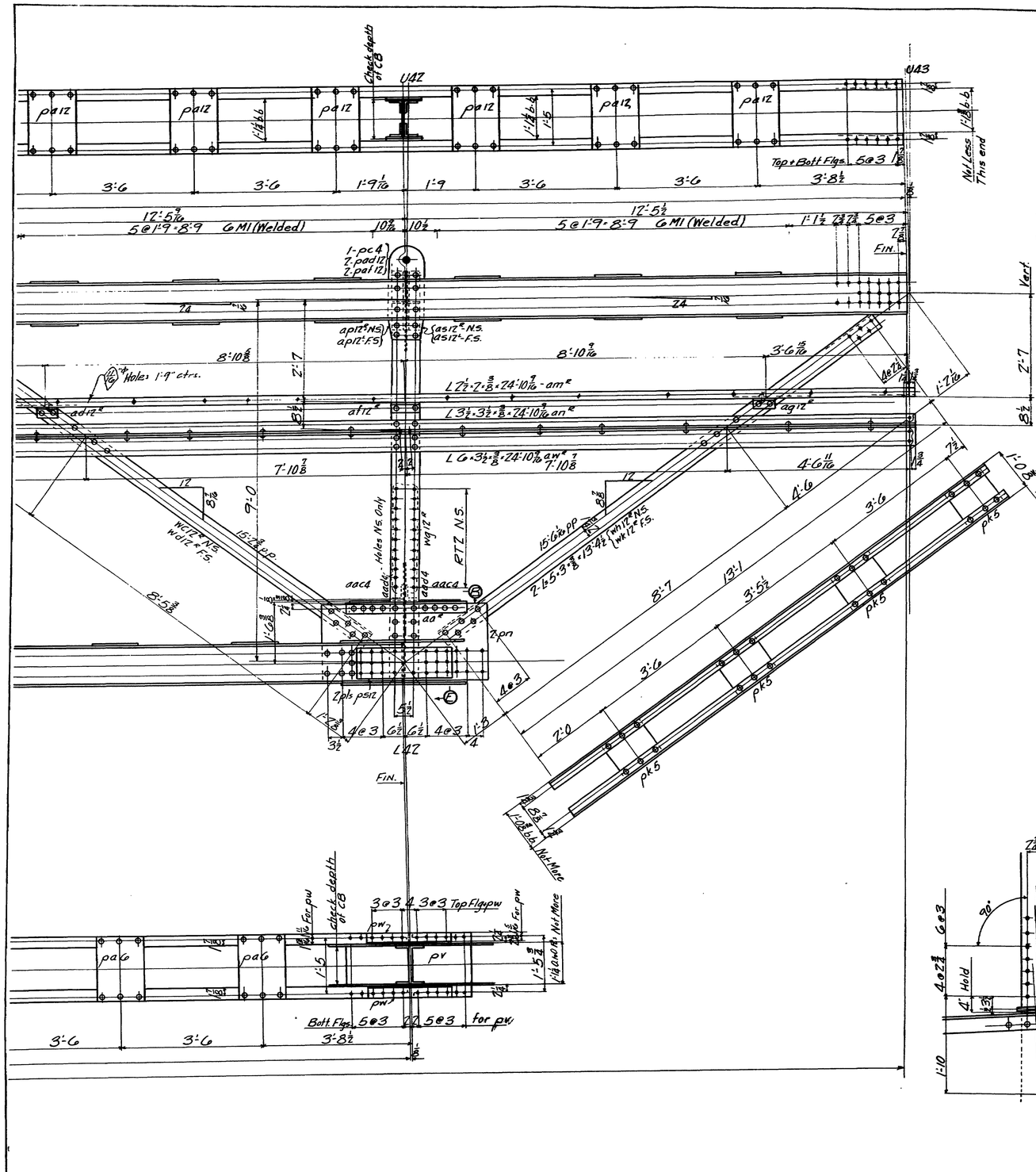
ac12

aq12

aa12

aa12

aa



DESIGNED — COPYRIGHT '31

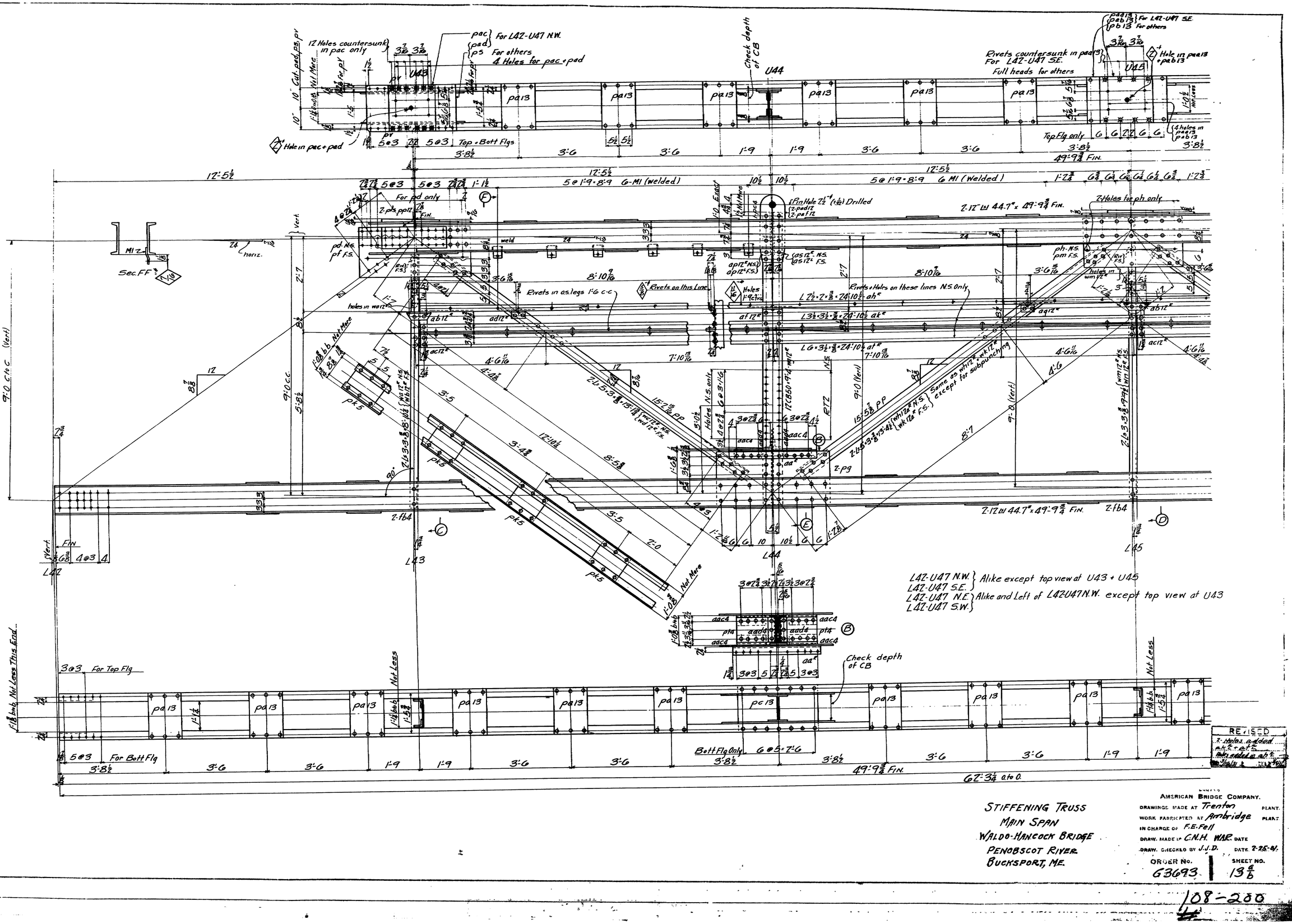
AMERICAN BRIDGE COMPANY

No PCS	SHAPE	LENGTH FT	LENGTH INS	ASSEMBLING MARK	REMARKS	ORDERED FT	ORDERED INS	ORDERED ITEM
	One Truss Section L38-U43 NW				Alike			
	One do do L38-U43 SE							
	One do do L38-U43 NE				Alike + Letter			
	One do do L38-U43 SW				NW except top ang			
8	Pl 12 × ⅜	12	4	49	9⅝		FIN.		33
8	Pl 12 × ⅜	35		49	10		FIN.		34
4	L 3 3 ⅜			8	10½	2-wa12" 2-wb12"			
4	L 3 3 ⅜			8	10½	2-wb12" 2-wc12"			
8	L 5 3 ⅜			13	1⅝	4-wc12" 4-wd12"			
8	L 5 3 ⅜			13	1⅝	4-wd12" 4-we12"			
8	CB 30		9	4		4-wq12" 4-wj12"			
4	L 5 3 ⅜			13	4½	2-wh12a" 2-wh12b"			
4	L 5 3 ⅜			13	4½	2-wk12a" 2-wk12b"			
4	L 5 3 ⅜			13	4½	2-wh12" 2-wh12"			
4	L 5 3 ⅜			13	4½	2-wk12" 2-wk12"			
96	Pl 12		20	1	2	pa12			
3	Pl 12		20	2	7	pb	For N.W. SW. SE	22 5	133
4	Pl 3		19½	2	9	pc6			
8	Pl 12		10		10⅞	pc4			
4	Pl 12		21	3	7	pd		34 7	131
4	Pl 12		21	3	7	pf			
8	Pl 12		23	4	0	pg		28 1	125
4	Pl 12		21	3	6	ph		35 1	130
64	Pl 12		13		11⅞	pk5			
4	Pl 12		21	3	6	pm		35 1	130
8	Pl 12		23	4	0	pn		28 1	125
8	Pl 12		9	2	3	ppi2			
8	Pl 12		9	2	4	ps12			
16	Pl 12		10	1	2¾	pt4			
4	Pl 12		21	3	1	pv			5
8	Pl 12		3	2	1	pw			5
3	Pl 12		20	3	1	paa	For NW NE SE	18 10	134
8	Pl 12		3	2	1	pab6			
16	Pl 12		10	2	4½	pad12			
1	Pl 20	20	½ to ⅞	1	7	pag	For S.W.		A5
16	Pl 12		10	1	5	paf12			
1	Pl 20	20	½ to ⅞	1	7	pah	For NE		A5
1	Pl		20	2	7	pam		22 5	133
1	Pl		20	3	1	pap	For S.W.	18 10	134
32	Pl 12		9		11⅜	pw4			
4	L 3 3 ⅜			9	9½	2-wm12" 2-wn12"			
4	L 3 3 ⅜			9	9½	2-wn12" 2-wo12"			
8	L 3½ 3½ ⅜			3	1	4-aa" 4-ab"			5
8	L 5 3 ⅜				9	4-ab12" 4-bb12"			
8	L 3½ 3 ⅜			1	2⅛	4-ac12" 4-bc12"			
8	L 5 3 ⅜				6½	4-ad12" 4-bd12"			
8	L 5 3 ⅜				8	4-af12" 4-bf12"			
8	L 5 3 ⅜				6½	4-ag12" 4-bg12"			
4	L 7½ 7 ⅞			24	10⅝	2-ah" 2-bh"		25 0	115
4	L 3½ 3½ ⅜			24	10⅝	2-ak" 2-bk"		25 0	109
4	L 7½ 7 ⅞			24	10⅞	2-am" 2-bm"		25 0	115
4	L 3½ 3½ ⅜			24	10⅛	2-an" 2-bn"		25 0	109
16	L 4 4 ¼			1	6	8-ap12" 8-bp12"			
16	L 4 4 ¼			1	6	8-as12" 8-bs12"			
4	L 6 3½ ⅜			24	10⅜	2-at" 2-bt"		25 0	97
4	L 6 3½ ⅜			24	10⅜	2-aw" 2-bw"			
32	L 4 3½ ¼				11⅞	aac4			
16	L 3½ 3½ ¼				10	aad4			
96	Pl 12		20	1	2	pa12			
16	Fb 3				10½	fb4			
96	Bent Pl 12	17	2		3	Mi	Detailed on Sh Pl-12693		See Sh Pl

RIVETS	HOLES	DATE	DRAWINGS	ORDER No.	SHEET No.
7 / 8 unless noted	15 / 16 unless noted	1 / 19	TRENTON (FABRICATION) AMBRIDGE	G3693	12 b

BRIDGE OF STRUCTURE
WALDO-HANCOCK BRIDGE BUCKSPORT, ME.

158–199


12 Holes countersunk in pac only
pac For L42-U47 N.W.
pad
ps For others
4 Holes for pac + pad
Check depth of CB
U44
U43
U45
Rivets countersunk in pa13 For L42-U47 SE.
Full heads for others
pa13 For L42-U47 SE.
pb13 For others
Hole in pac + pad
Hole in pa13 + pb13
Top + Bott Flgs
Top Flg only
49'-9 3/4 Fin.
5@1'-9 = 8'-9 6 Mi (Welded)
Rivets on this Line
Rivets + Holes on these lines N.S. Only
Rivets in as legs 1'-6 c-c
holes in wm12
Sec. FF
Vert.
Horiz.
For pd only
For Top Flg
For Bott Flg
Bott Flg Only
Check depth of CB
Not Less
Not More
Same as wh12 N.S. wk12 F.S. except for subpunching
L42-U47 N.W. } Alike except top view at U43 + U45
L42-U47 S.E.
L42-U47 N.E. } Alike and Left of L42U47N.W. except top view at U43
L42-U47 S.W.
REVISED
2 Holes a added
Holes added in ab L.
STIFFENING TRUSS
MAIN SPAN
WALDO-HANCOCK BRIDGE
PENOBSCOT RIVER
BUCKSPORT, ME.
AMERICAN BRIDGE COMPANY.
DRAWINGS MADE AT Trenton PLANT.
WORK FABRICATED AT Ambridge PLANT
IN CHARGE OF F.E. Fell
DRAW. MADE BY C.N.H. WAR. DATE
DRAW. CHECKED BY J.J.D. DATE 2-25-41
ORDER No. G3693
SHEET No. 13 6/6
108-200