

BLOCKING DETAIL

To compensate for dead load deflections as well as possible irregularities in the stringers, set the bottom of slab elevations at the points indicated after the shear connectors are attached and before any of the formwork has been started.

DIAGRAM OF BLOCKING POINTS

BOTTOM OF SLAB ELEVATIONS AT BLOCKING POINTS - ABUT. #1 TO PIER #3																														
POINTS		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
Stringer	51	536.16	536.21	536.26	536.29	536.31	536.33	536.34	536.35	536.37	536.40	536.43	536.46	536.48	536.48	536.47	536.47	536.41	536.37	536.34	536.32	536.31	536.30	536.28	536.25	536.20	536.14	536.07	535.99	535.93
	52	536.33	536.38	536.43	536.46	536.48	536.50	536.51	536.52	536.54	536.56	536.59	536.62	536.64	536.64	536.63	536.60	536.56	536.53	536.50	536.48	536.47	536.46	536.44	536.40	536.35	536.29	536.22	536.14	536.08
	53	536.39	536.39	536.43	536.47	536.49	536.50	536.51	536.52	536.54	536.56	536.59	536.62	536.64	536.64	536.63	536.60	536.56	536.53	536.50	536.48	536.47	536.46	536.44	536.40	536.35	536.29	536.22	536.14	536.08
	54	536.19	536.24	536.28	536.31	536.33	536.35	536.36	536.37	536.38	536.40	536.43	536.46	536.48	536.48	536.46	536.43	536.40	536.36	536.32	536.30	536.29	536.28	536.26	536.22	536.17	536.11	536.03	535.96	535.89
Road Load Deflections		.0000	.0138	.0236	.0273	.0242	.0159	.0057	-.0010	.0000	.0130	.0353	.0583	.0743	.0793	.0720	.0541	.0305	.0094	.0000	.0075	.0289	.0536	.0723	.0796	.0735	.0558	.0314	.0095	.0000

* - includes deflections due to fluid concrete and superimposed dead load only.

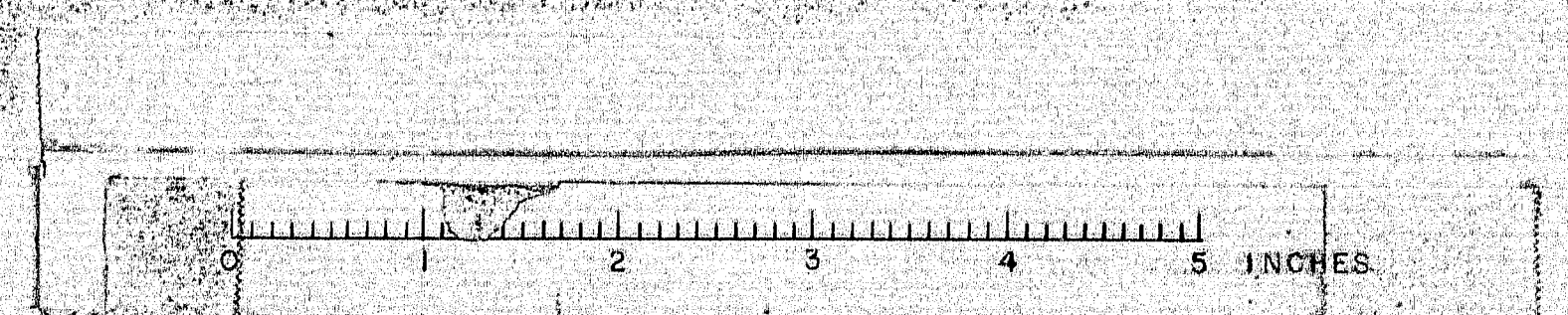
BOTTOM OF SLAB ELEVATIONS AT BLOCKING POINTS - PIER #3 TO ABUT. #2																																			
POINTS	18'6"	17'0"	15'6"	13'0"	12'6"	11'0"	10'6"	9'0"	8'6"	7'0"	6'6"	5'0"	4'6"	3'0"	2'6"	1'0"	0'6"	0'0"	2'6"	4'0"	5'0"	6'0"	7'6"	8'6"	9'6"	10'6"	11'6"	12'6"	13'6"	14'6"	15'6"	16'6"	17'6"	18'6"	
	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Stringer	51	535.87	535.83	535.78	535.72	535.65	535.56	535.46	535.35	535.24	535.14	535.05	534.97	534.88	534.79	534.68	534.56	534.42	534.27	534.12	533.97	533.85	533.74	533.63	533.51	533.39	533.26	533.13	532.99	532.85	532.71	532.57	532.43	532.29	532.15
	52	536.02	535.97	535.92	535.86	535.79	535.70	535.60	535.49	535.38	535.28	535.19	535.10	535.02	534.93	534.82	534.70	534.56	534.41	534.25	534.10	533.98	533.87	533.76	533.64	533.52	533.39	533.26	533.12	532.98	532.84	532.70	532.56	532.42	532.28
	53	536.01	535.96	535.91	535.85	535.77	535.68	535.58	535.47	535.36	535.26	535.16	535.08	535.00	534.90	534.79	534.67	534.53	534.38	534.22	534.07	533.95	533.84	533.73	533.61	533.49	533.36	533.22	533.08	532.94	532.80	532.66	532.52	532.38	532.24
	54	535.83	535.78	535.73	535.67	535.59	535.50	535.40	535.29	535.18	535.07	534.98	534.90	534.81	534.71	534.61	534.48	534.34	534.19	534.03	533.88	533.76	533.64	533.53	533.41	533.29	533.16	533.03	532.89	532.75	532.61	532.47	532.33	532.19	532.05
Dead Load Deflections	.0085	.0294	.0530	.0701	.0758	.0684	.0500	.0261	.0060	.0000	.0116	.0365	.0646	.0863	.0956	.0904	.0719	.0448	.0176	.0000	-.0034	-.0003	.0066	.0129	.0160	.0145	.0087	.0000	.0000	.0000	.0000	.0000	.0000	.0000	

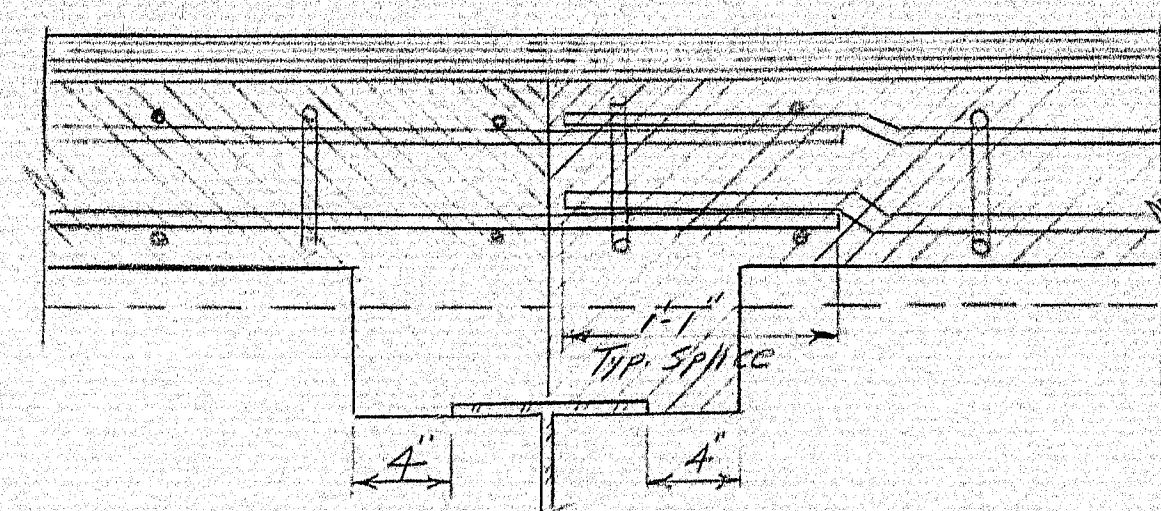
STRINGER GRADES

	Abut. #1 to Splice #1	Splice #1 to Splice #3	Splice #3 to Splice #4	Splice #4 to Splice #5	Splice #5 to Splice #6	Splice #6 to Splice #8	Splice #8 to Abut. #2
Stringers	51	+0.343 %	-0.145 %	-0.530 %	-0.706 %	-0.882 %	-1.269 %
52	+0.333 %	-0.155 %	-0.540 %	-0.715 %	-0.892 %	-1.279 %	-1.755 %
53	+0.324 %	-0.166 %	-0.549 %	-0.725 %	-0.902 %	-1.288 %	-1.765 %
54	+0.314 %	-0.175 %	-0.559 %	-0.735 %	-0.912 %	-1.298 %	-1.775 %

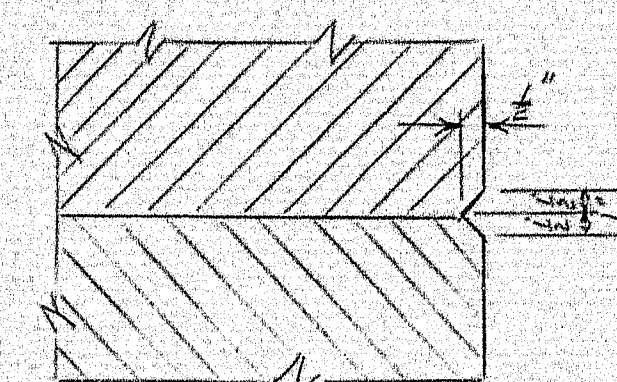
DESIGN - J. L. D. DETAIL - J. W. L.
TRACE - J. W. L. PLOT - J. W. L.
CHECK - J. L. D.
BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
BELVEDERE ROAD
OVER
INTERSTATE 95
IN THE TOWN OF
ISLAND FALLS
AROOSTOOK COUNTY
BLOCKING
SHEET 15 OF 18 AUGUSTA, MAINE MARCH 1967

101-189L

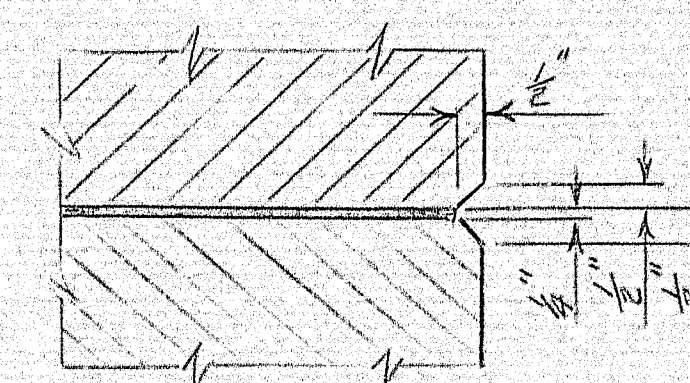




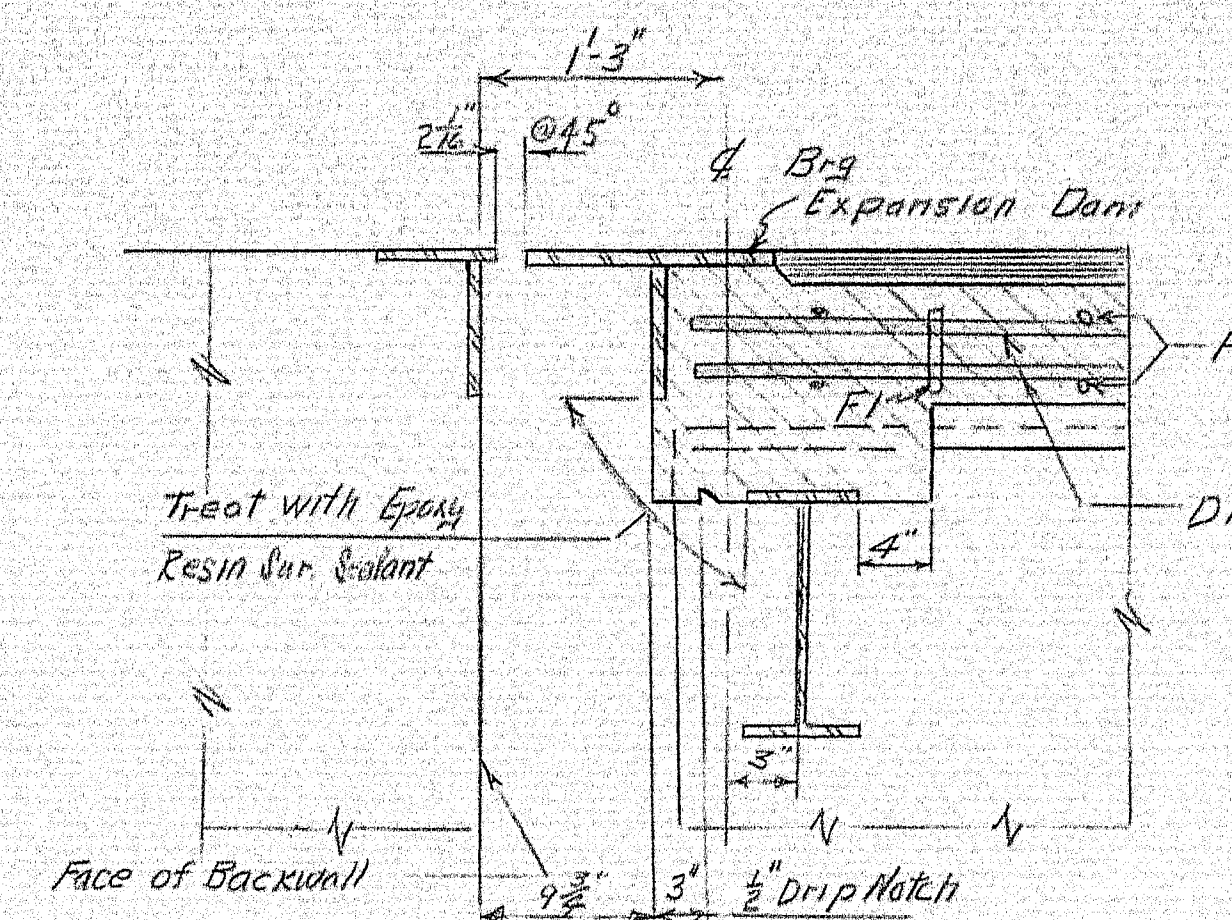
SECTION B-B



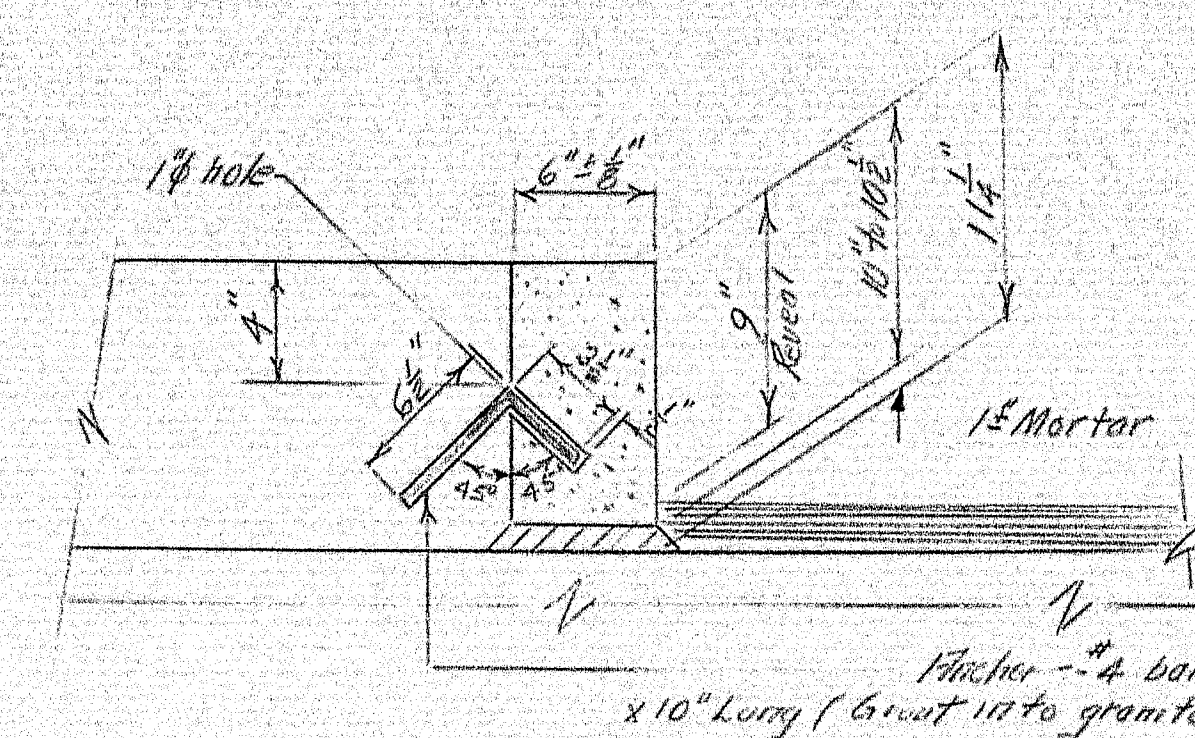
1" V-GROOVE DETAIL
Without 1/4" Expansion Joint Filler



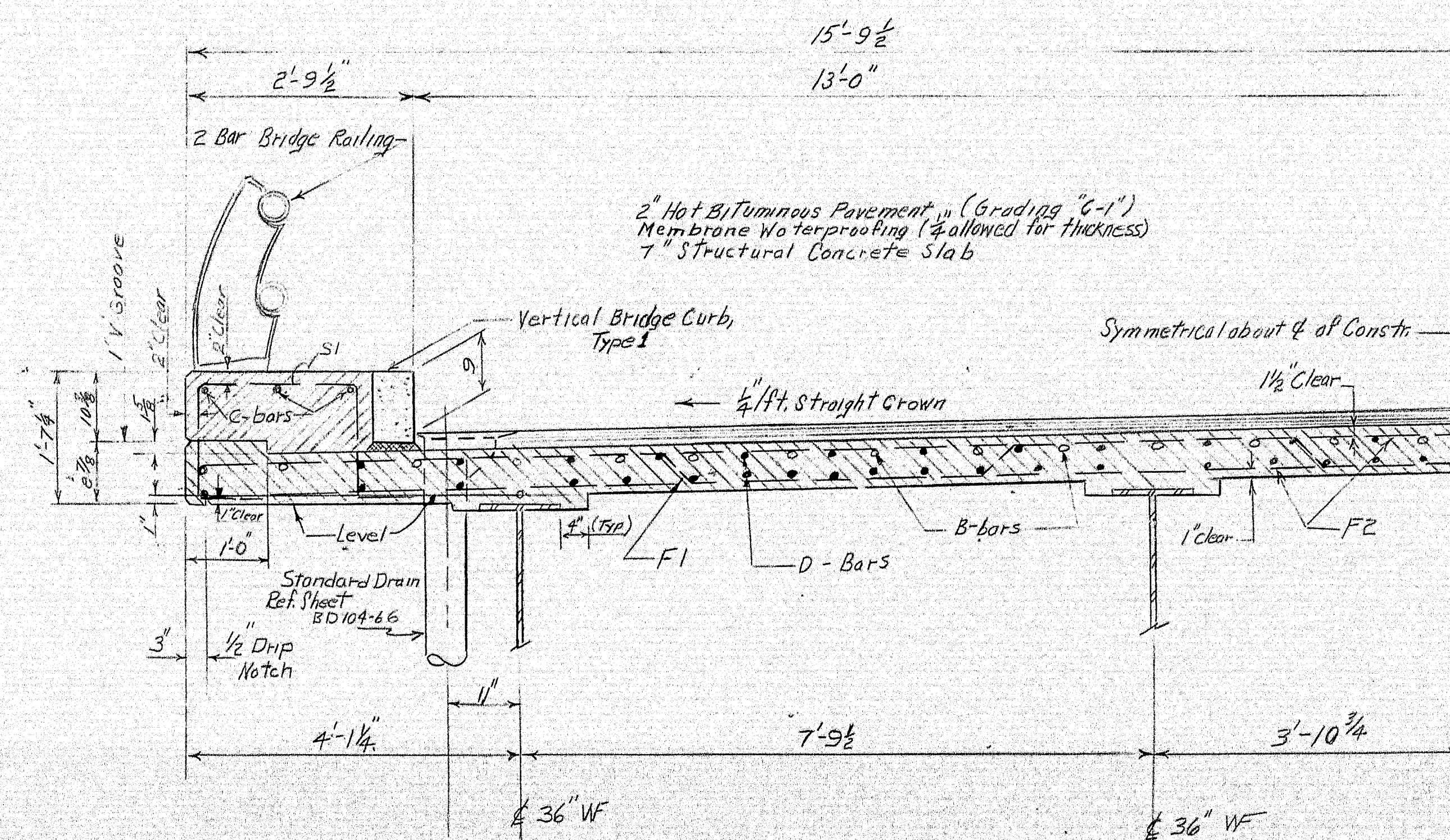
1" V-GROOVE DETAIL
With 1/4" Expansion Joint Filler (But. Treated)



SECTION A-A



VERTICAL BRIDGE CURB
TYPE I- DETAIL



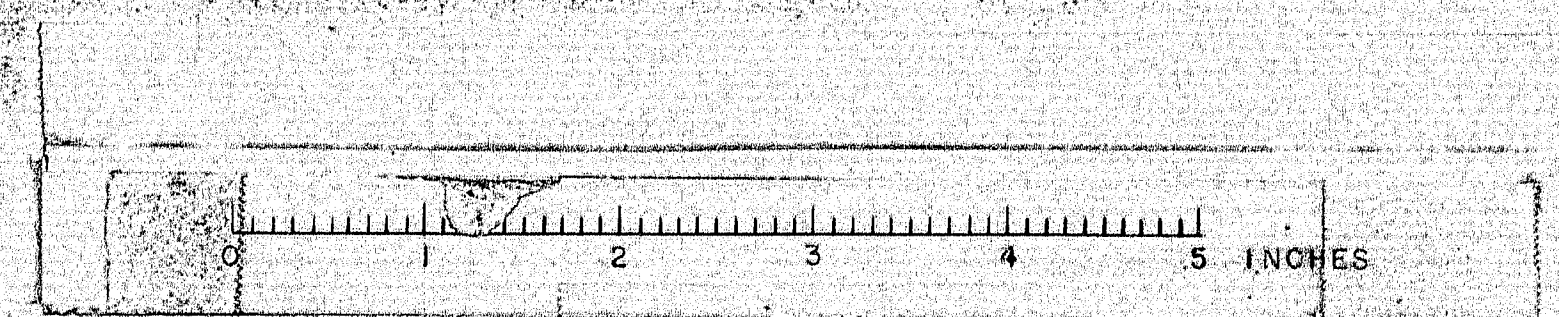
HALF TRANSVERSE SECTION
(Normal to Construction)

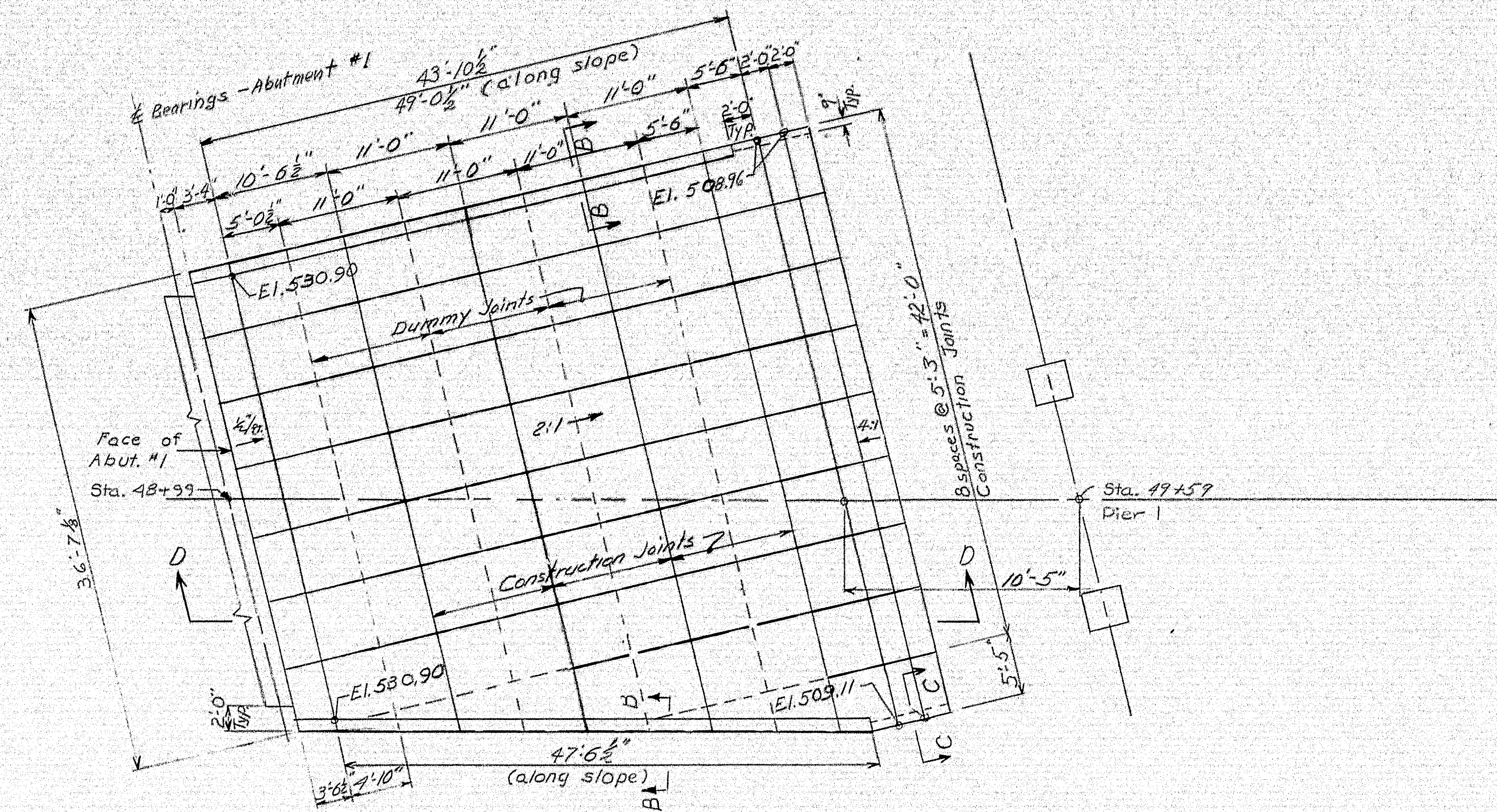
GENERAL SUPERSTRUCTURE NOTES

- At joints in curbs and Vertical Bridge Curb-Type I over Piers use 1/4" preformed expansion joint filler, butane treated. At all other curb contraction joints, break the bond between concrete surfaces with a suitable grade of asphalt paint. Form 1/4" grooves on outside face of curb and slab at each vertical joint. Provide joint in Vertical Bridge Curb-Type I at curb contraction joint.
- At low points in slab, adjacent to expansion dams at both ends of the structure, place 1/4" plastic tubing through the slab for drainage. Exact location to be determined in the field. Do not cover the tube with waterproofing. Tubes shall extend 2" below bottom of slab and shall be placed to drip clear of bridge seats. This work to be incidental to them 502.26.
- Place concrete in slab panels between the piers and adjacent to abutments (Panel A) before placing conc. in slab panels over the piers (Panel B).
- All plan dimensions are horizontal.
- Loads other than for formwork (utilizing hand tools) will not be allowed on the slab for a period of seven (7) days following placing of slab.
- Reference: Standard Details
Steel Rail - BD 109-65
Aluminum Rail - BD 108-65

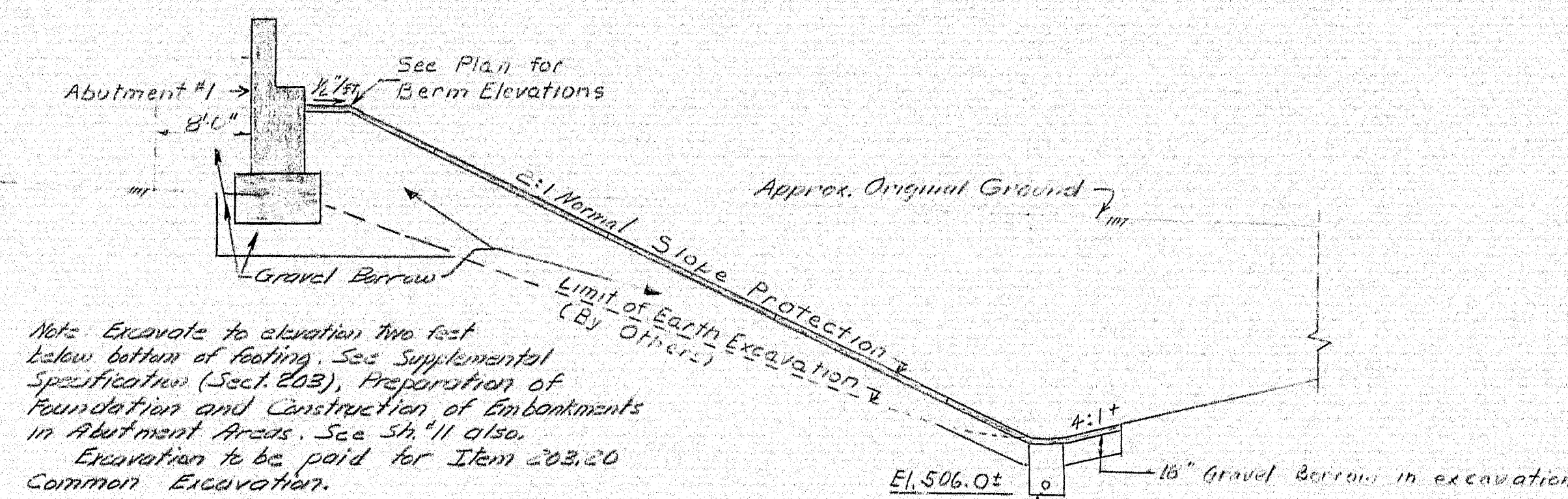
DESIGN - J. H. S.	BRIDGE NO.
TRACE - J. H. S.	SURVEY -
CHECK - J. H. S.	PLOT -
STATE HIGHWAY COMMISSION	
BRIDGE DIVISION	
BELVEDERE ROAD	
OVER	
INTERSTATE 95	
IN THE TOWN OF	
ISLAND FALLS	
AROOSTOOK COUNTY	
SUPERSTRUCTURE DETAILS	
SHEET 168 OF 18 AUGUSTA, MAINE MARCH 1967	

101-189 O

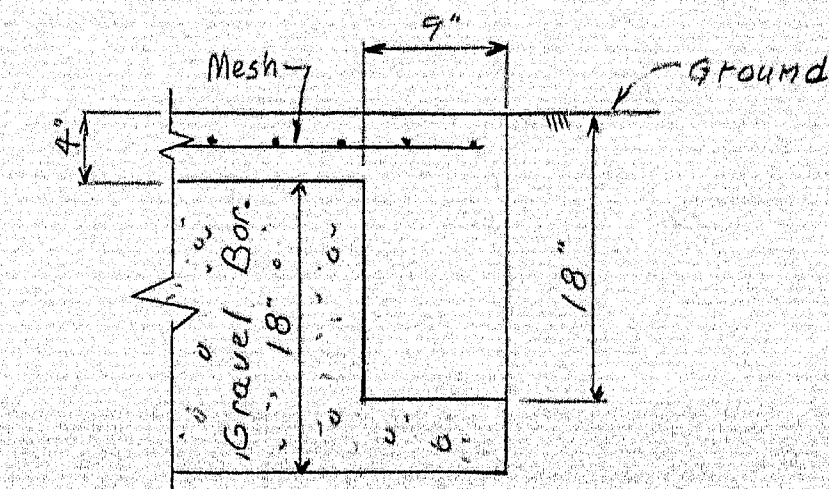




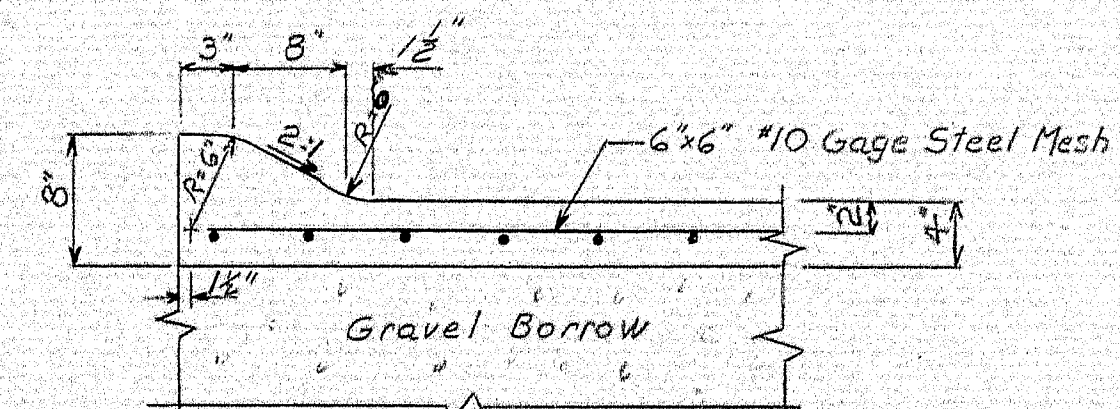
PLAN



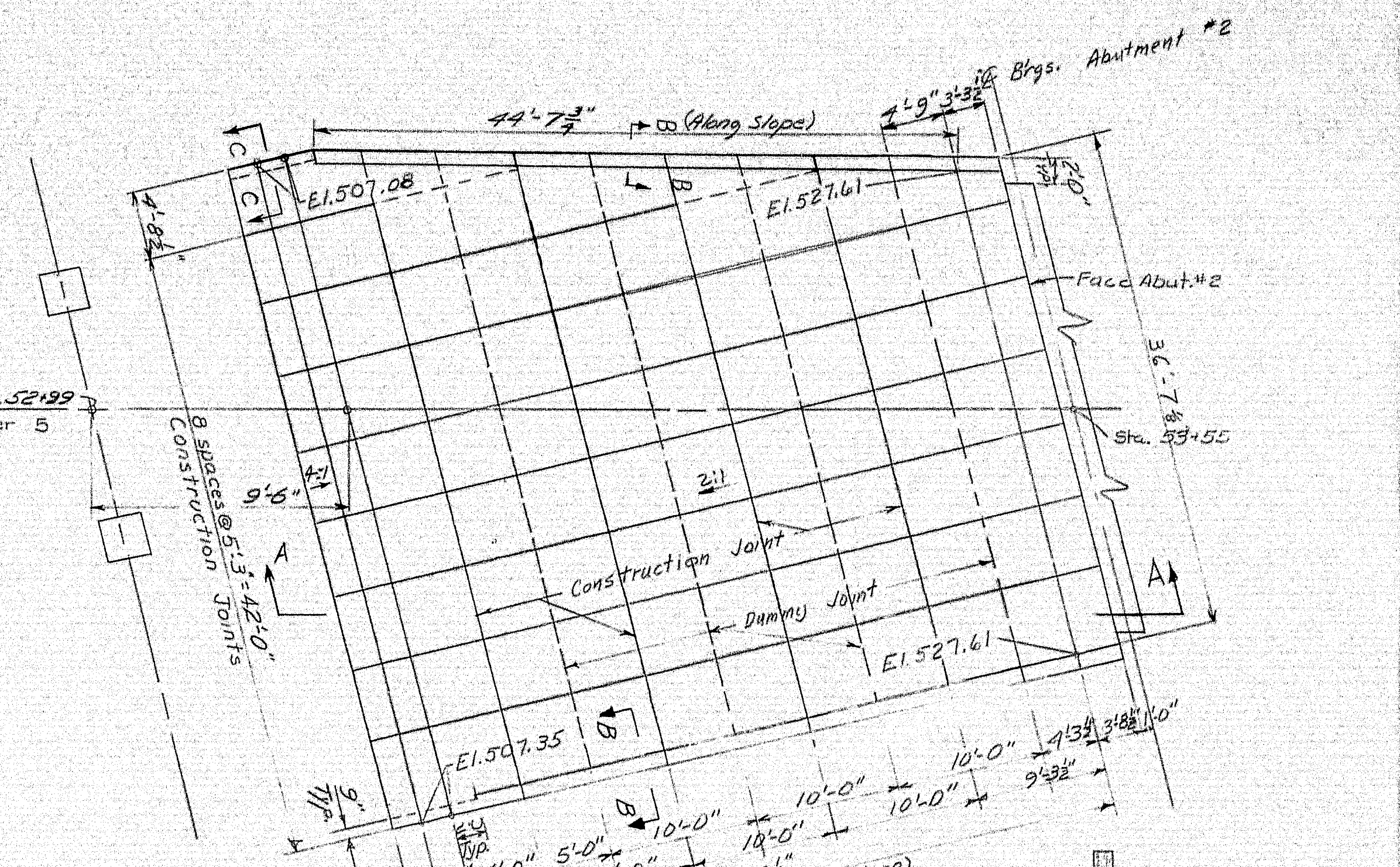
SECTION D-D



SECTION C-C



SECTION B-B



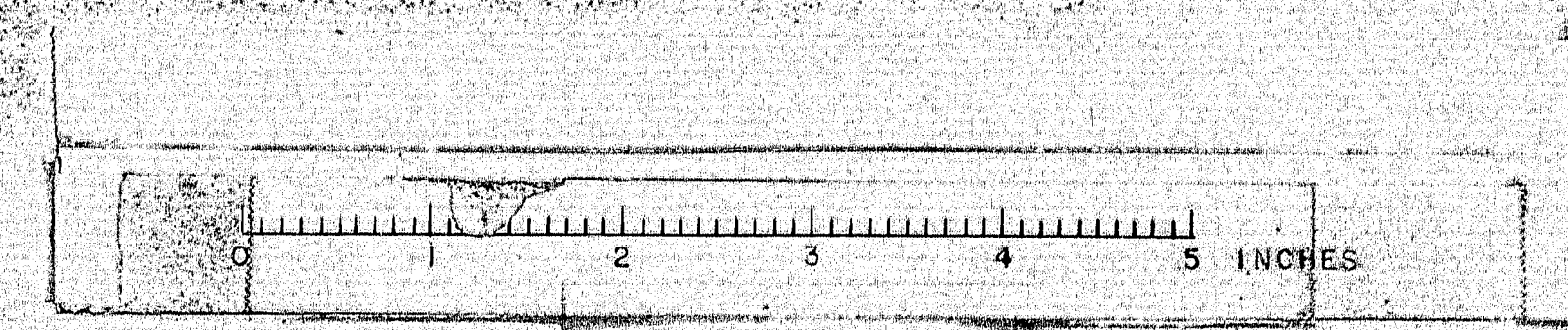
SECTION A-A

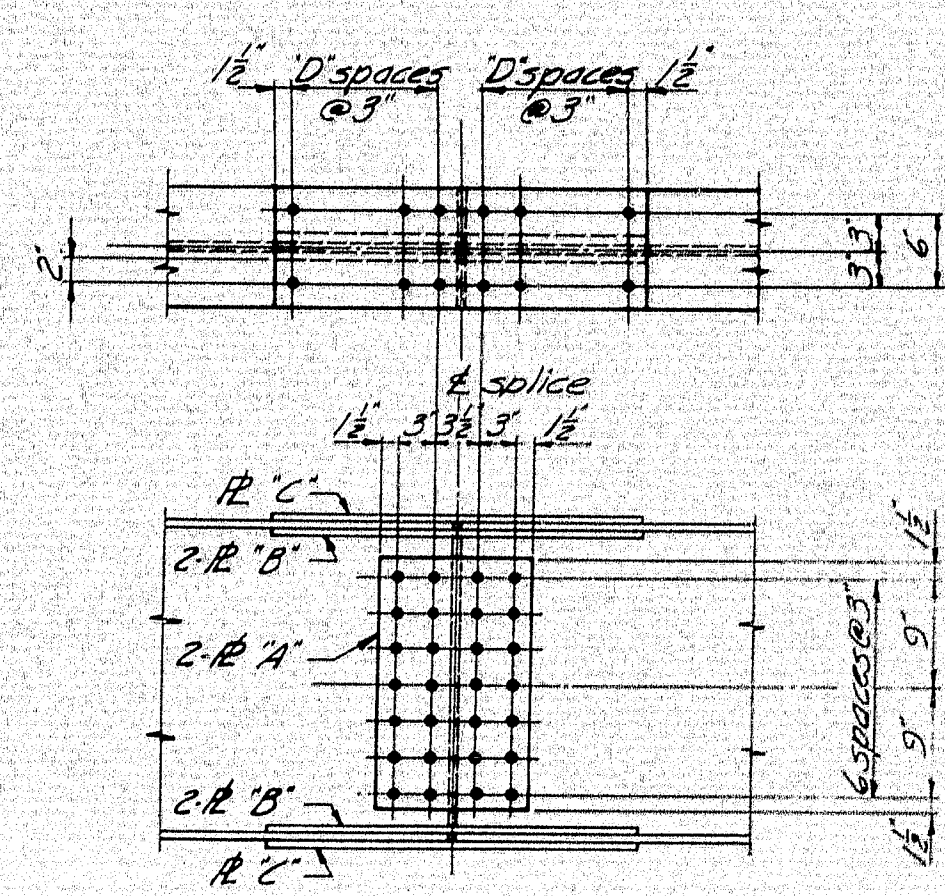
NOTES:

1. Break bond at construction joints with a coat of asphalt paint.
2. Reinforce with #10 gage 6"x6" steel mesh, not to pass through construction joints.
3. Dummy joints shall be made with a sidewalk edging tool to a depth of 1/4".
4. The 18" of gravel borrow under the slope protection may be reduced or omitted, if in the opinion of the Engineer the existing material is suitable.
5. Payment for excavation for the 18" gravel borrow required for the slope protection shall be made under Item 203.20 Common Excavation.

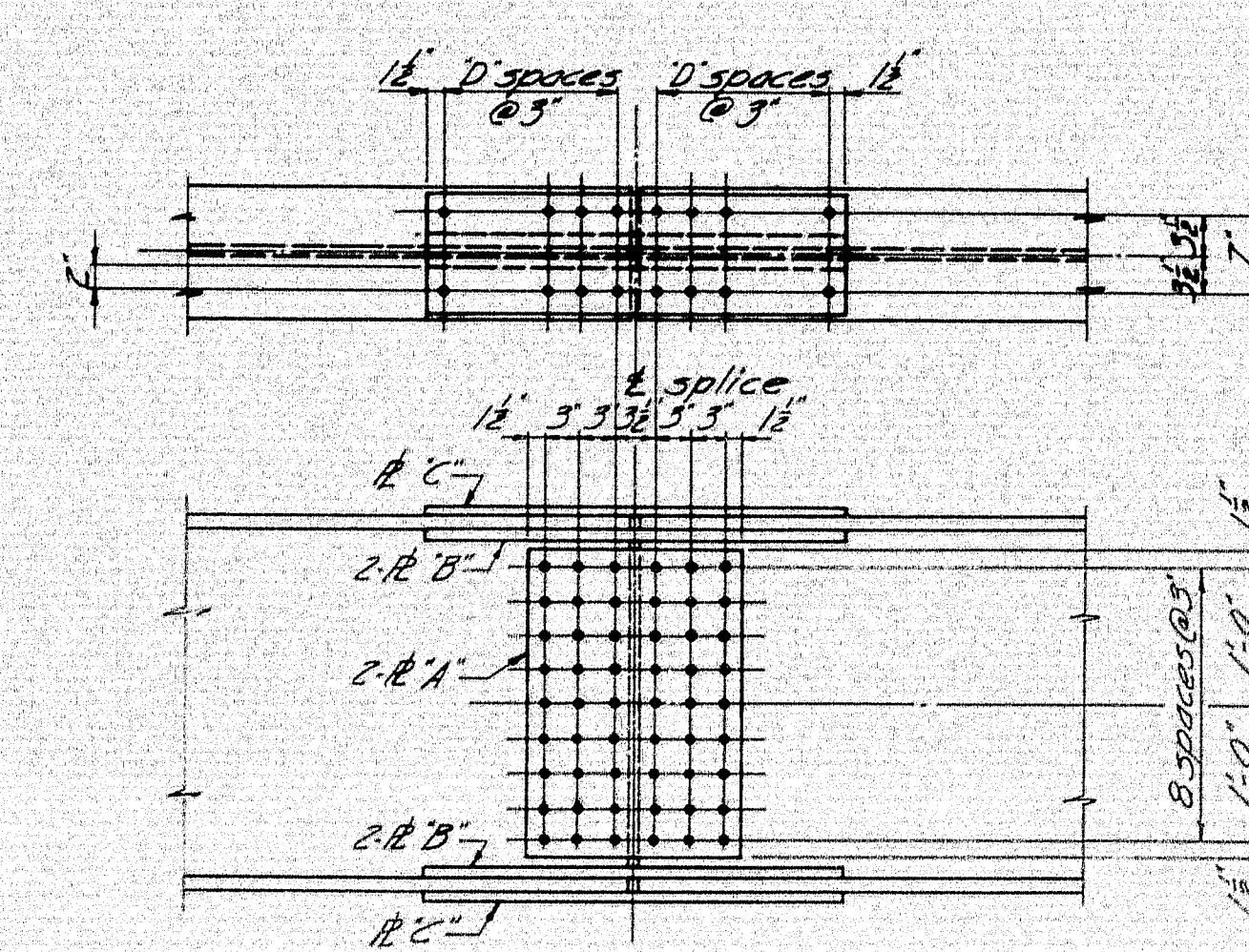
DESIGN - J.M.	BRIDGE NO.
TRACE - J.L. J.M.	SURVEY PLOT -
CHECK - CHANDLER	
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
BELVEDERE ROAD	
OVER	
INTERSTATE 95	
IN THE TOWN OF	
ISLAND FALLS	
AROOSTOOK COUNTY	
SLOPE PROTECTION	
SHEET 17 OF 18	AUGUSTA, MAINE MARCH 1967

101-189P

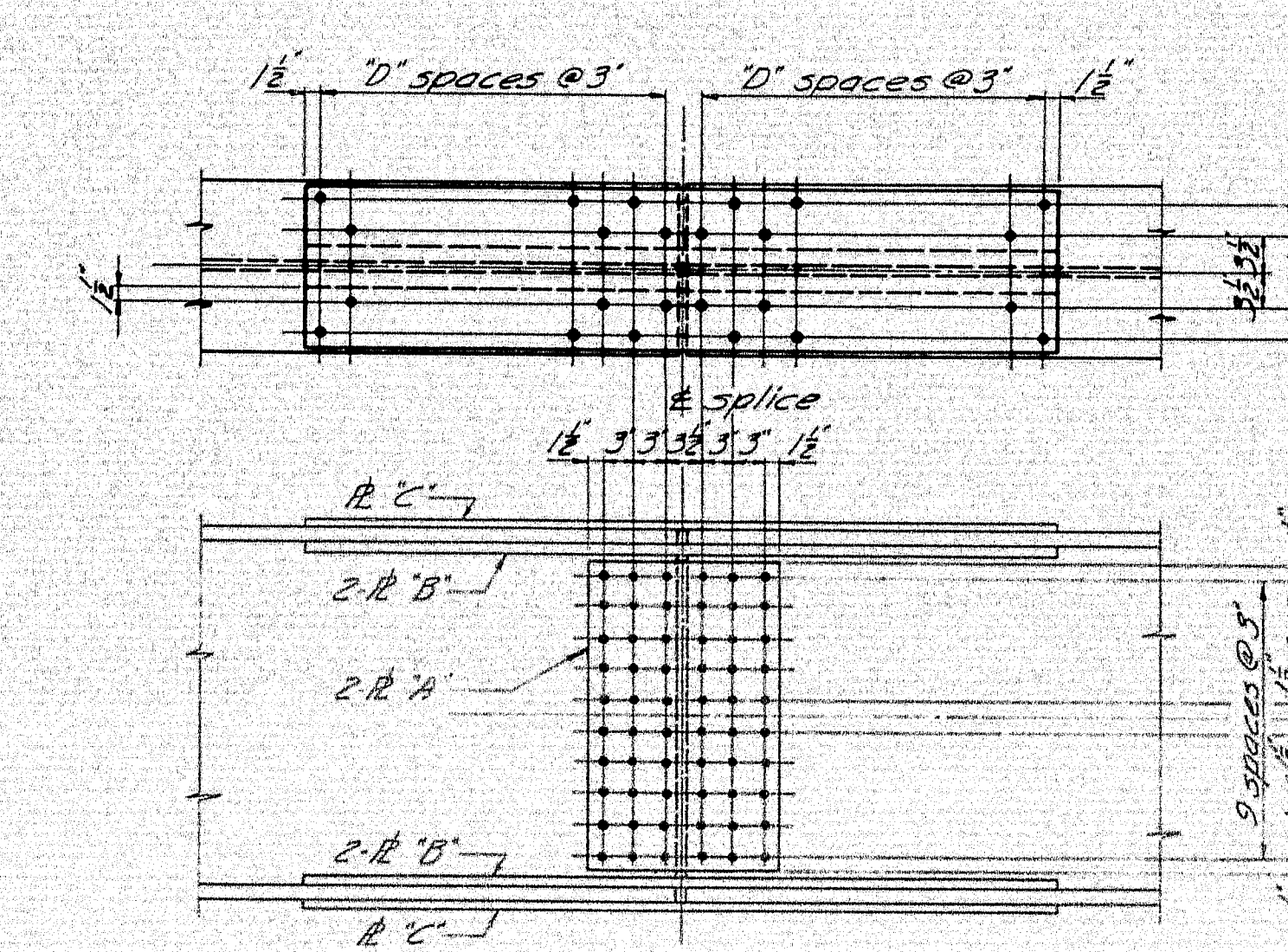




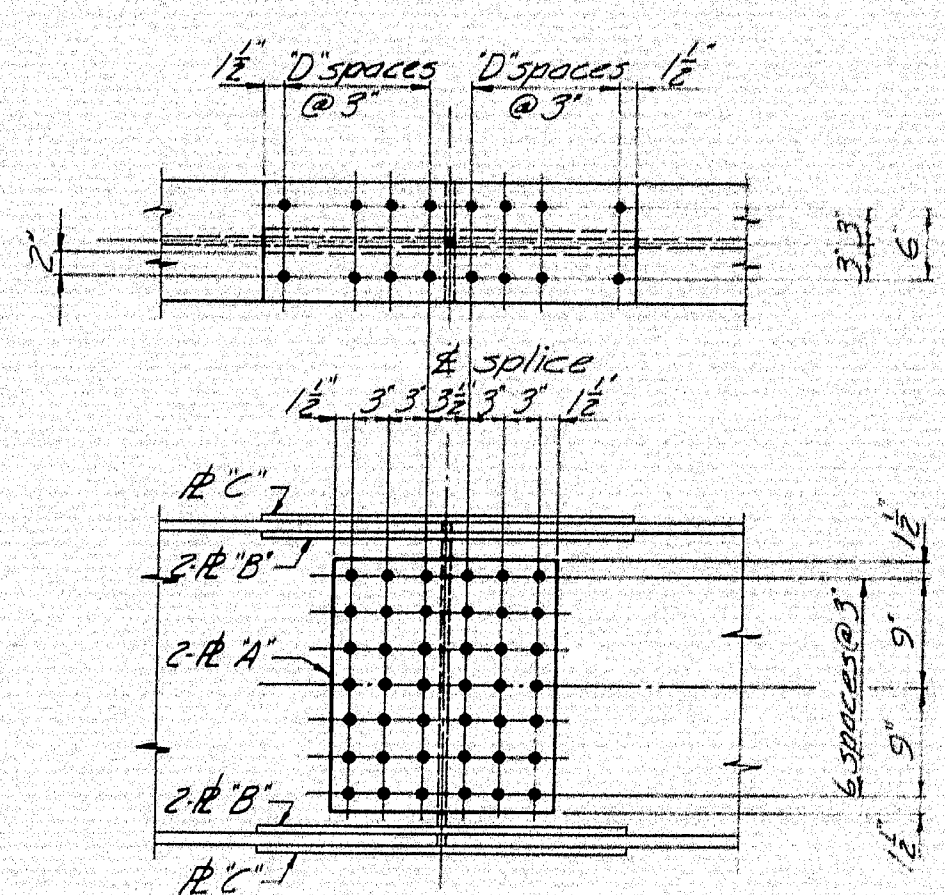
27 WF 84



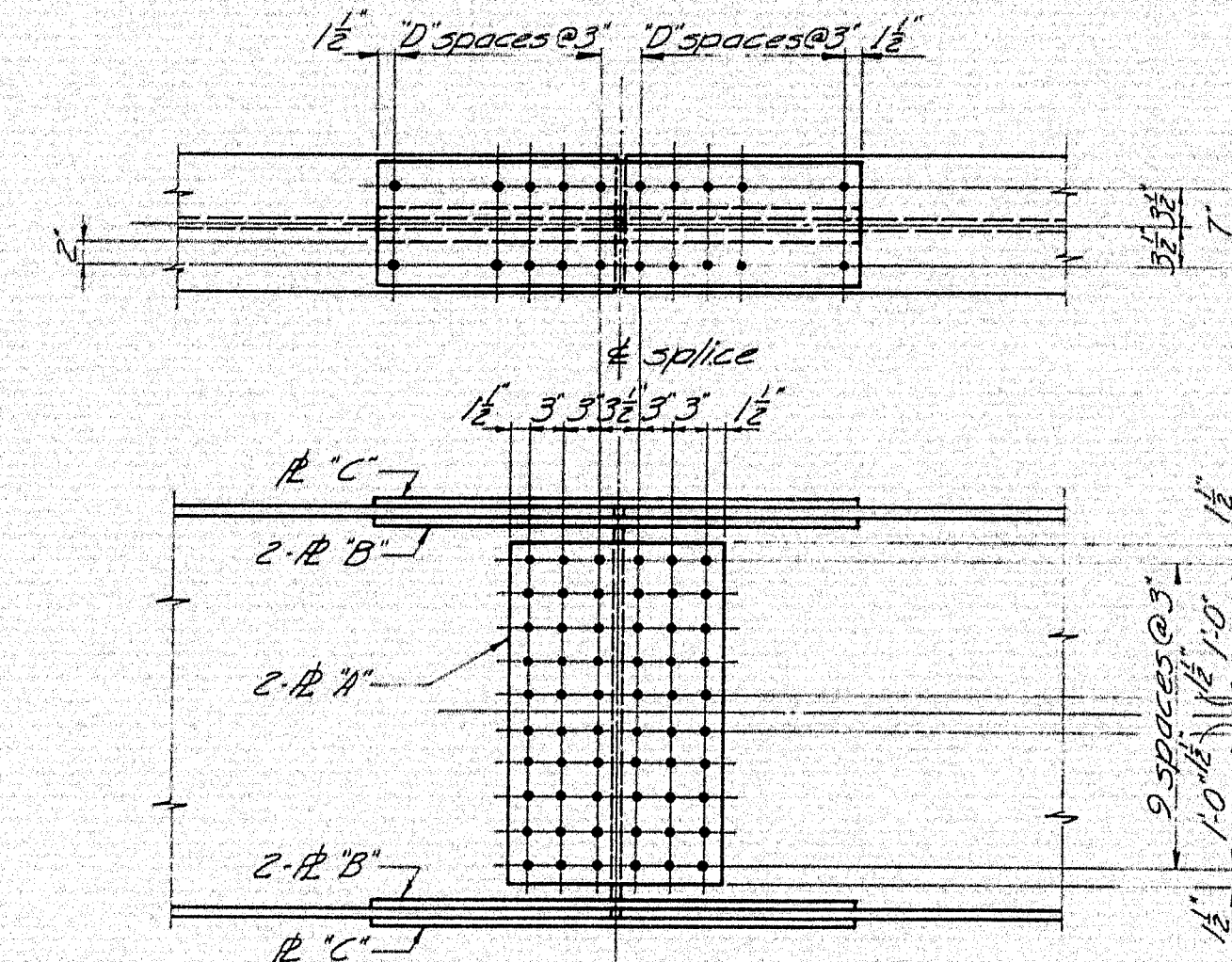
33 WF 118, 130, 141, 152



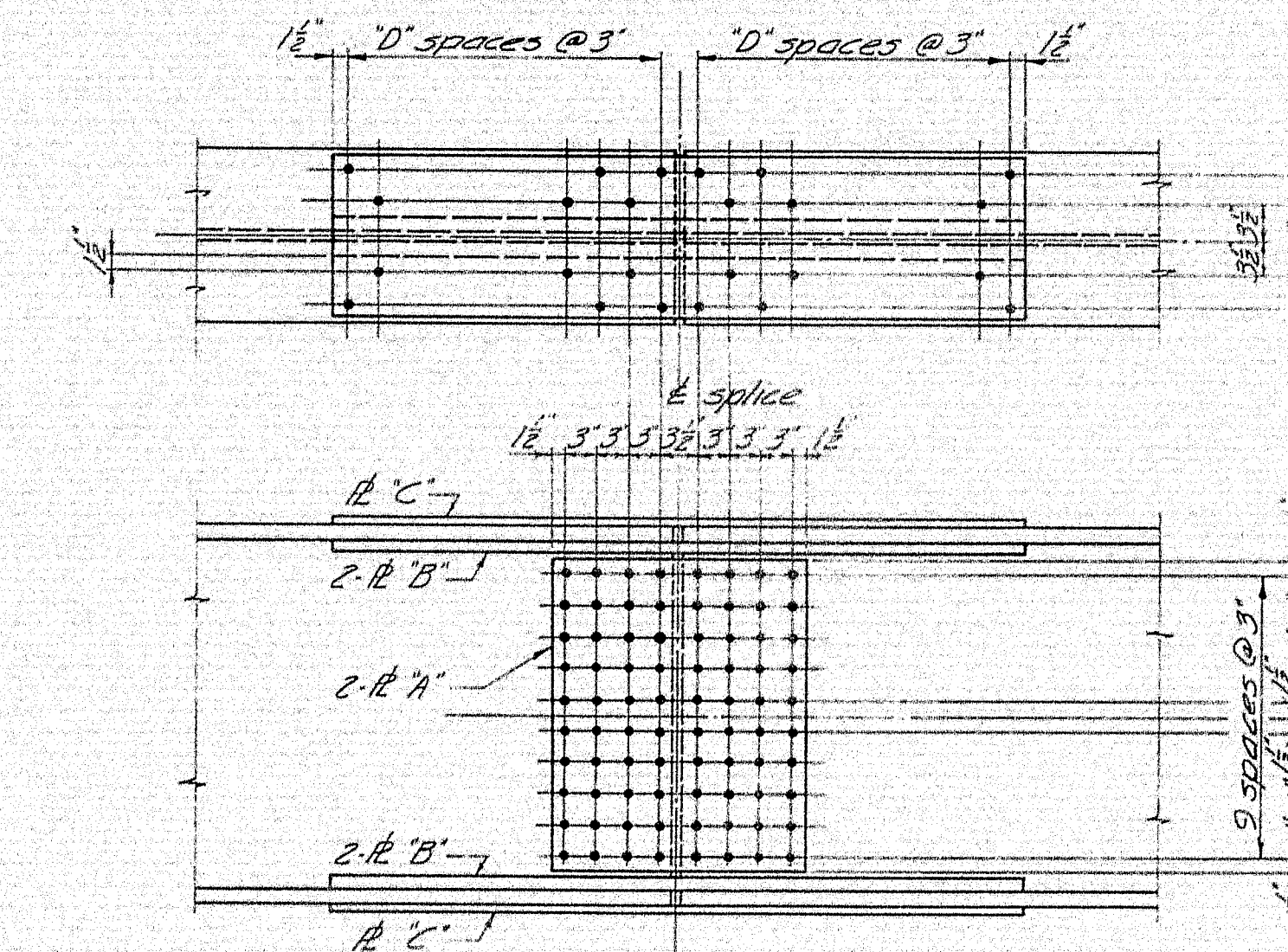
36 WF 245, 280



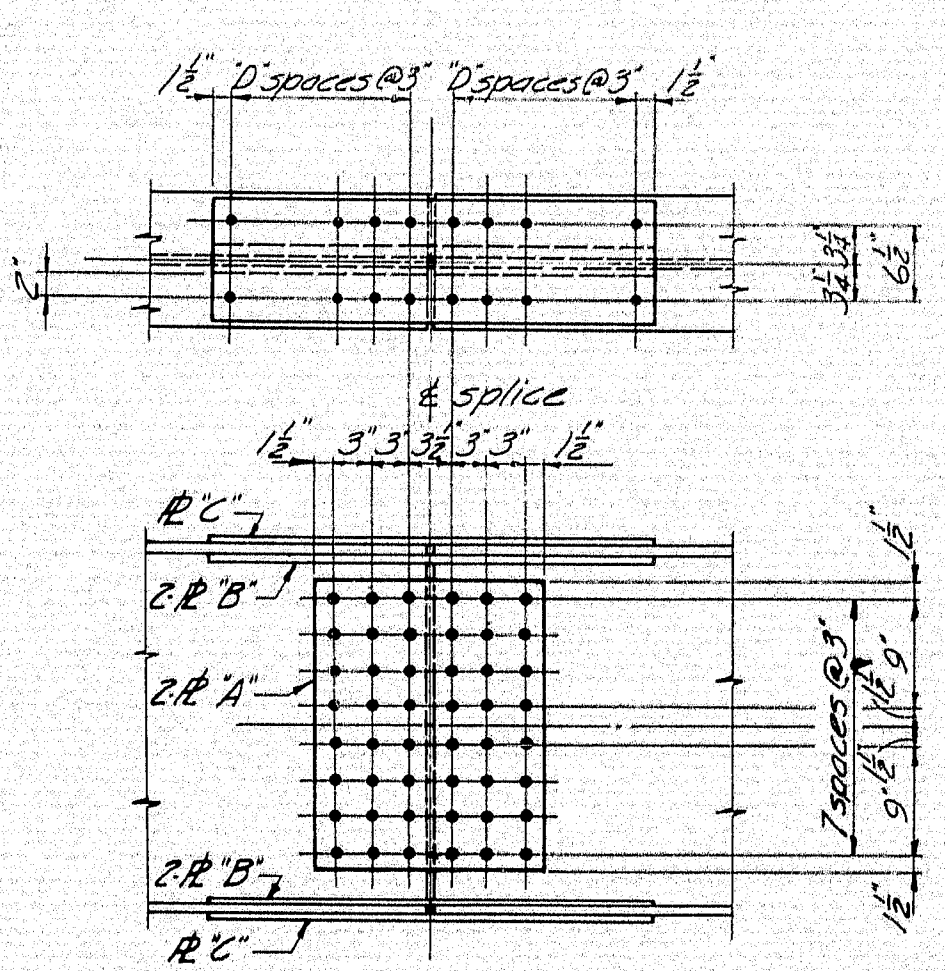
27 WF 94, 102, 114



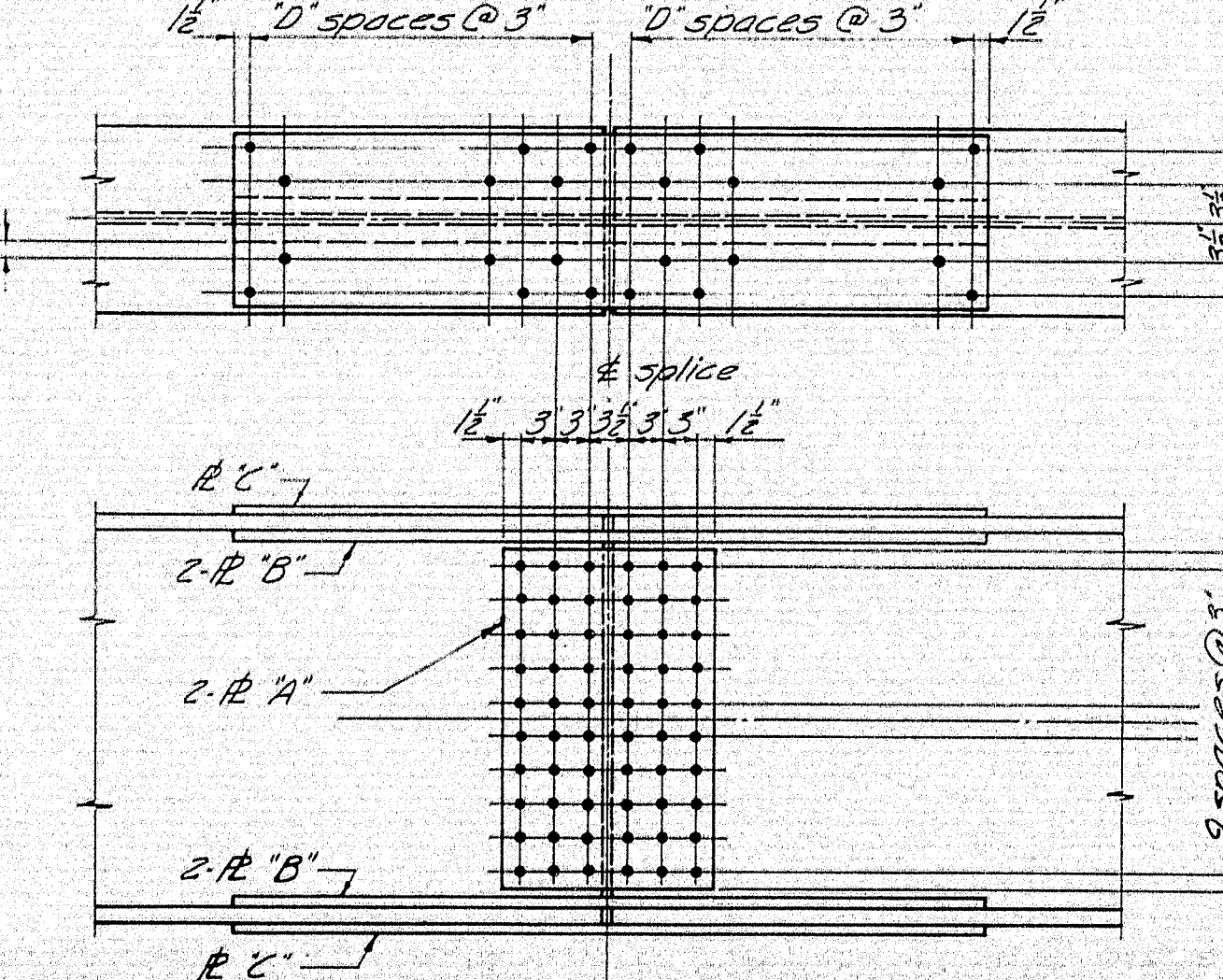
36 WF 135, 150, 160, 170, 182, 194



36 WF 300



30 WF 99, 108, 116, 124, 132



36 WF 230, 260

SPLICE DESIGN, PLATES AND FLANGE HOLES						
BEAM	BEND. M.	SHEAR	PLATE "A"	PLATE "B"	PLATE "C"	"D"
27 WF 84	3070*	111*	12 1/2 x 1/2	4 x 1/2	10 x 1/2	3
27 WF 94	3520*	119*	13 1/2 x 1/2	4 x 1/2	10 x 1/2	3
27 WF 102	3862*	126*	13 1/2 x 1/2	4 x 1/2	10 x 1/2	4
27 WF 114	4341*	140*	13 1/2 x 1/2	4 x 1/2	10 x 1/2	4
30 WF 99	3921*	139*	13 1/2 x 1/2	4 x 1/2	10 x 1/2	3
30 WF 108	4360*	147*	13 1/2 x 1/2	4 x 1/2	10 x 1/2	4
30 WF 116	4780*	152*	13 1/2 x 1/2	4 x 1/2	10 x 1/2	4
30 WF 124	5170*	159*	13 1/2 x 1/2	4 x 1/2	10 x 1/2	4
30 WF 132	5539*	168*	13 1/2 x 1/2	4 x 1/2	10 x 1/2	5
33 WF 118	5287*	164*	13 1/2 x 1/2	4 x 1/2	11 x 1/2	4
33 WF 130	5978*	173*	13 1/2 x 1/2	4 x 1/2	11 x 1/2	5
33 WF 141	6604*	181*	13 1/2 x 1/2	4 x 1/2	11 x 1/2	5
33 WF 152	7193*	191*	13 1/2 x 1/2	4 x 1/2	11 x 1/2	6
36 WF 135	6473*	191*	13 1/2 x 1/2	4 x 1/2	11 x 1/2	4
36 WF 150	7436*	202*	13 1/2 x 1/2	4 x 1/2	11 x 1/2	5
36 WF 160	8005*	212*	13 1/2 x 1/2	4 x 1/2	11 x 1/2	6
36 WF 170	8574*	221*	13 1/2 x 1/2	4 x 1/2	11 x 1/2	6
36 WF 182	9204*	237*	13 1/2 x 1/2	4 x 1/2	11 x 1/2	7
36 WF 194	9838*	253*	13 1/2 x 1/2	4 x 1/2	11 x 1/2	8
36 WF 230	12574*	247*	13 1/2 x 1/2	6 x 1/2	16 x 1/2	10
36 WF 245	13441*	260*	13 1/2 x 1/2	6 x 1/2	16 x 1/2	11
36 WF 260	14330*	276*	13 1/2 x 1/2	6 x 1/2	16 x 1/2	12
36 WF 280	15551*	291*	13 1/2 x 1/2	6 x 1/2	16 x 1/2	13
36 WF 300	16676*	312*	13 1/2 x 1/2	6 x 1/2	16 x 1/2	14

GENERAL NOTES

1. Splice connections to be made with $\frac{3}{8}$ " high tensile strength bolts. Holes to be $\frac{1}{8}$ ".
2. The design bending moment is 90% of the net resisting moment of the beam with an allowable stress of 20,000 p.s.i. The design shear is 75% of the shear strength of the gross section of the web with an allowable stress of 12,000 p.s.i.
3. If beams of different sizes are to be spliced, use splice details shown for the smaller of the beams being spliced unless otherwise directed by design details. See design details for filler thickness. Place fillers to limits of splice plates only, with no extensions.
4. See design details for slopes of beams in order to correctly fabricate bevels at the splices.

A.S.T.M. STEEL CLASSIFICATION

High Tensile Strength Bolts..... A-325
Splice Plates..... A-36

DESIGN SPECIFICATIONS

AA5HO Standard Specifications for Highway Bridges, 1961 with Interim Specifications, 1961 & 1962

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

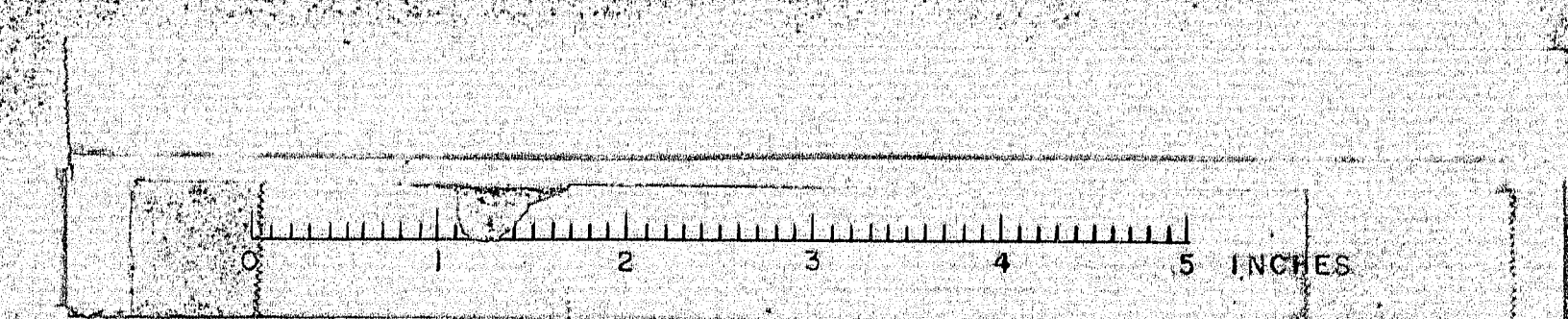
(BD 103-64)

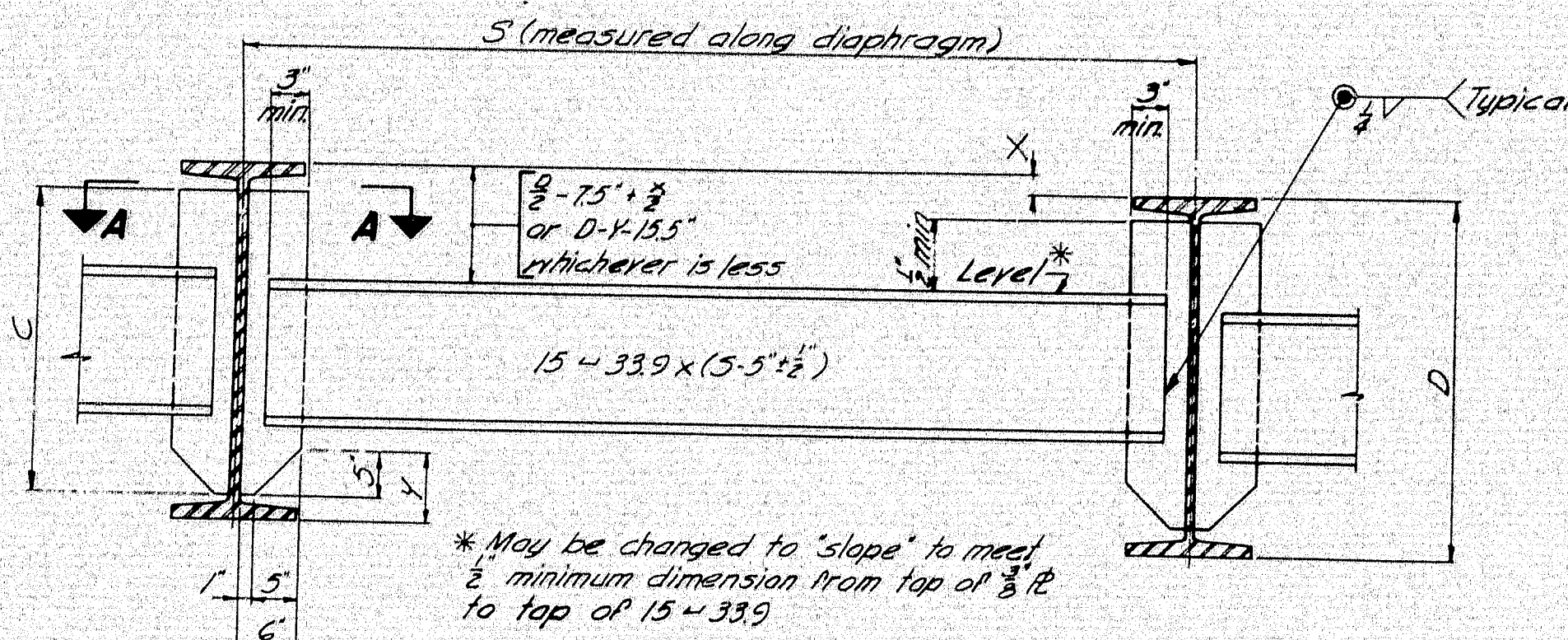
BEAM SPLICES

JANUARY 1964

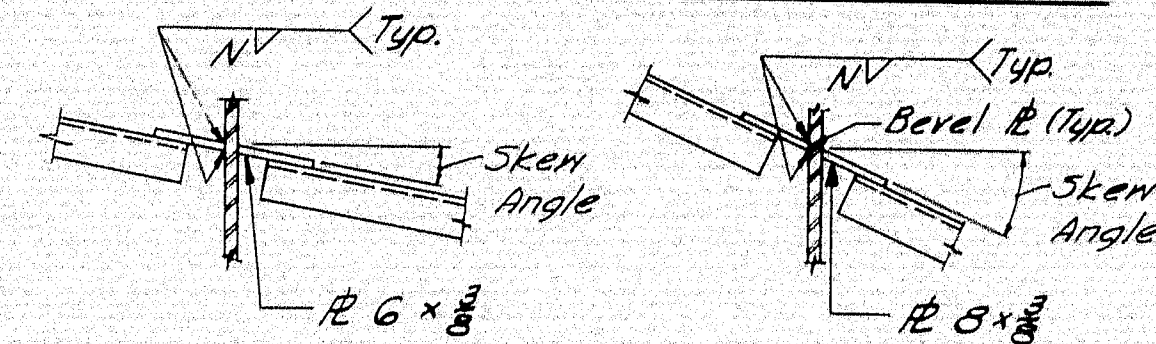
101-1895

BELVEDERE ROAD OVER I-95, ISLAND FALLS





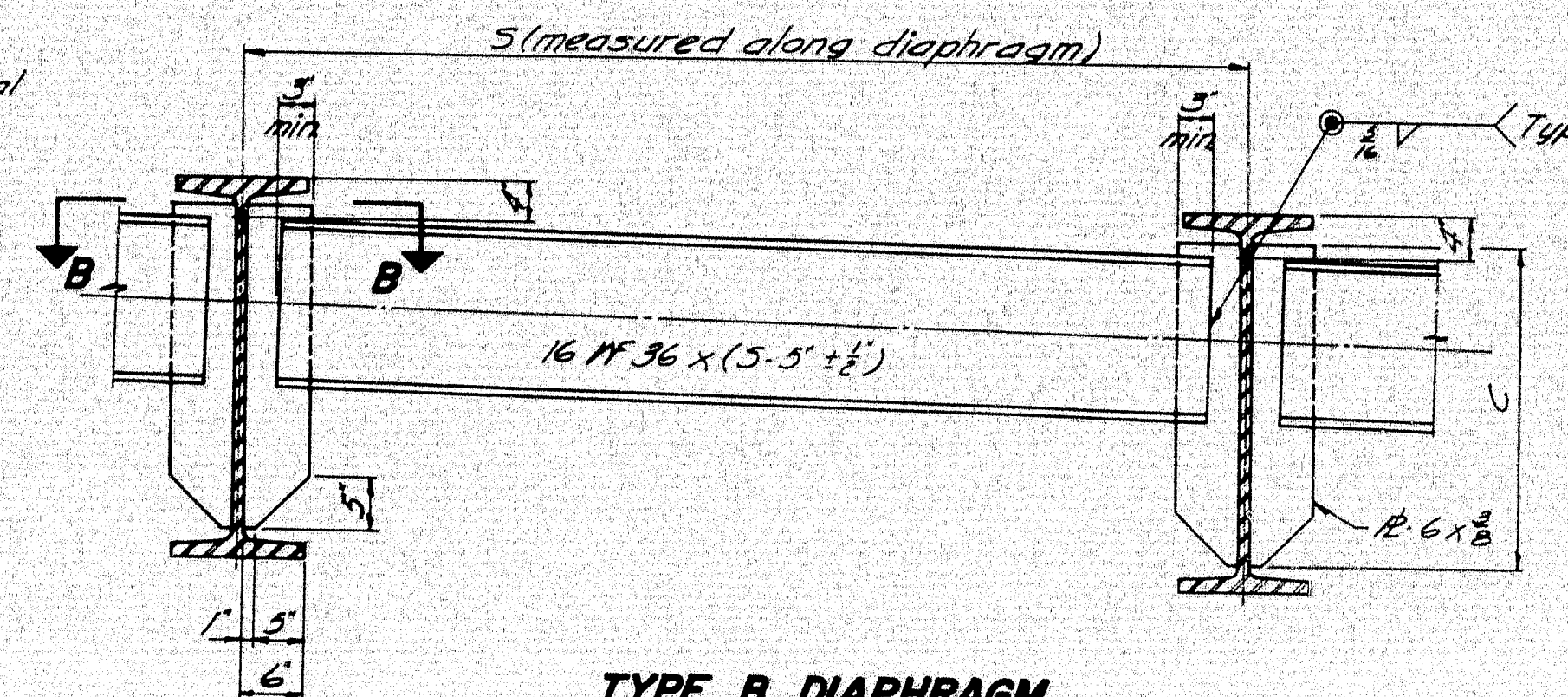
TYPE A DIAPHRAGM



SECTION A-A
Skew Angle 0° to 10° 00'

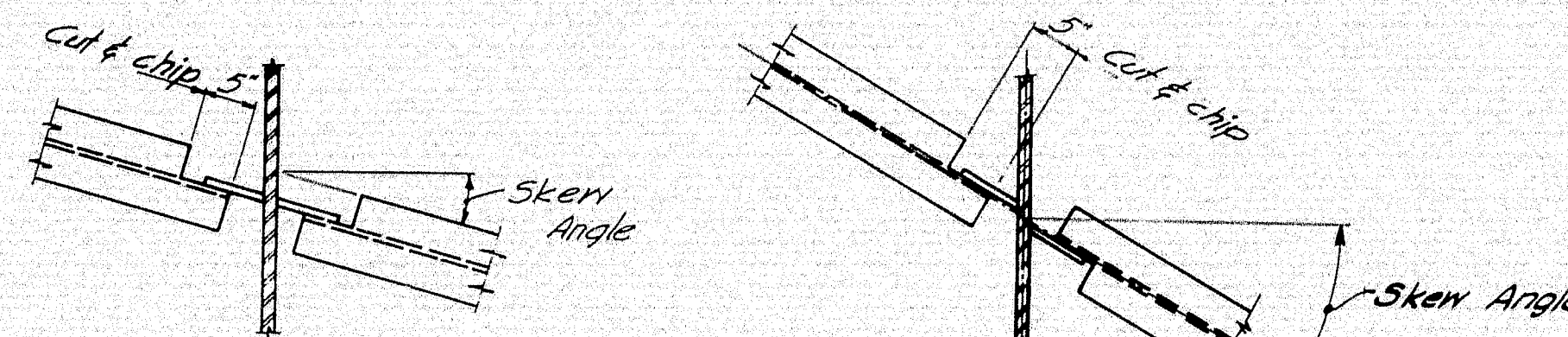
SECTION A-A'
Skew Angle over 10° 00' to 20° 00'

FILLET WELD SIZE "N" & DIMENSION "C" FOR DIAPHRAGM PLATES		
BEAM	C	N
27 W 84 to 114 incl.	1-11"	3/4"
30 W 99 to 132 incl.	2-2"	3/4"
33 W 118 to 152 incl.	2-5"	3/4"
36 W 139 to 194 incl.	2-7"	3/4"
36 W 230 to 300 incl.	2-6"	3/4"



TYPE B DIAPHRAGM

Welding 6x3 plates to web same as for Type A Diaphragm.

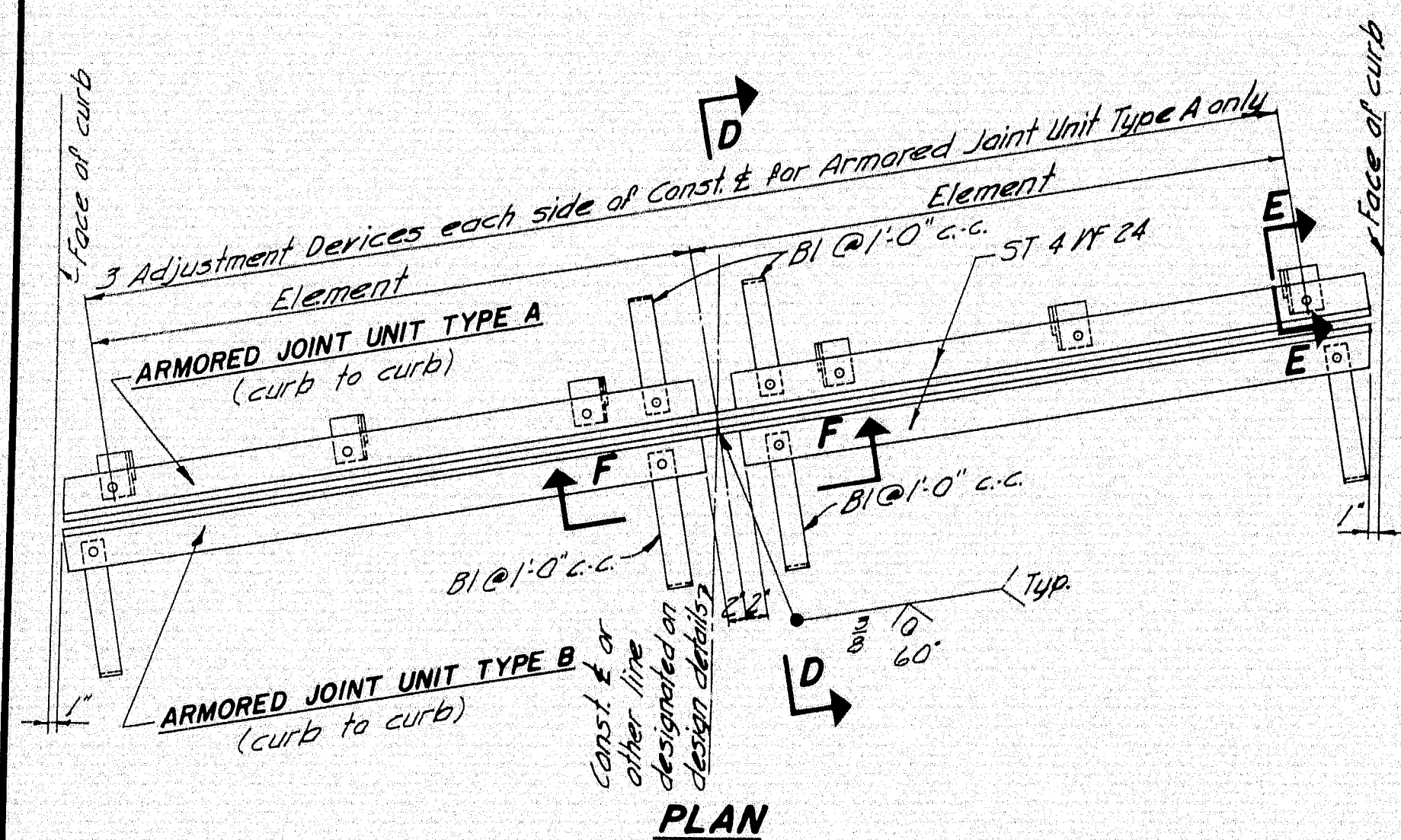


SECTION B-B
Skew Angle 0° to 10° 00'

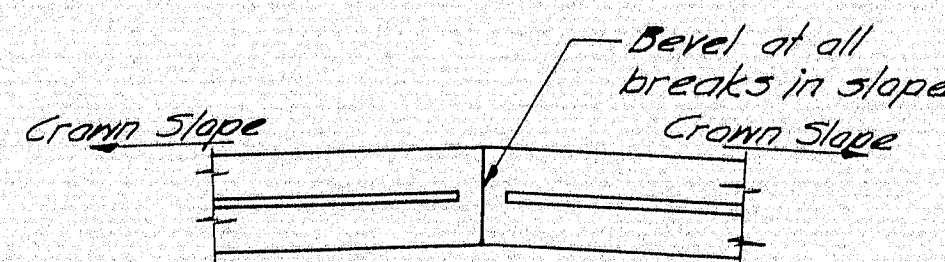
SECTION B-B'
Skew Angle over 10° 00'

NOTE
See design details for diaphragm type, location and skew.

DIAPHRAGMS



PLAN

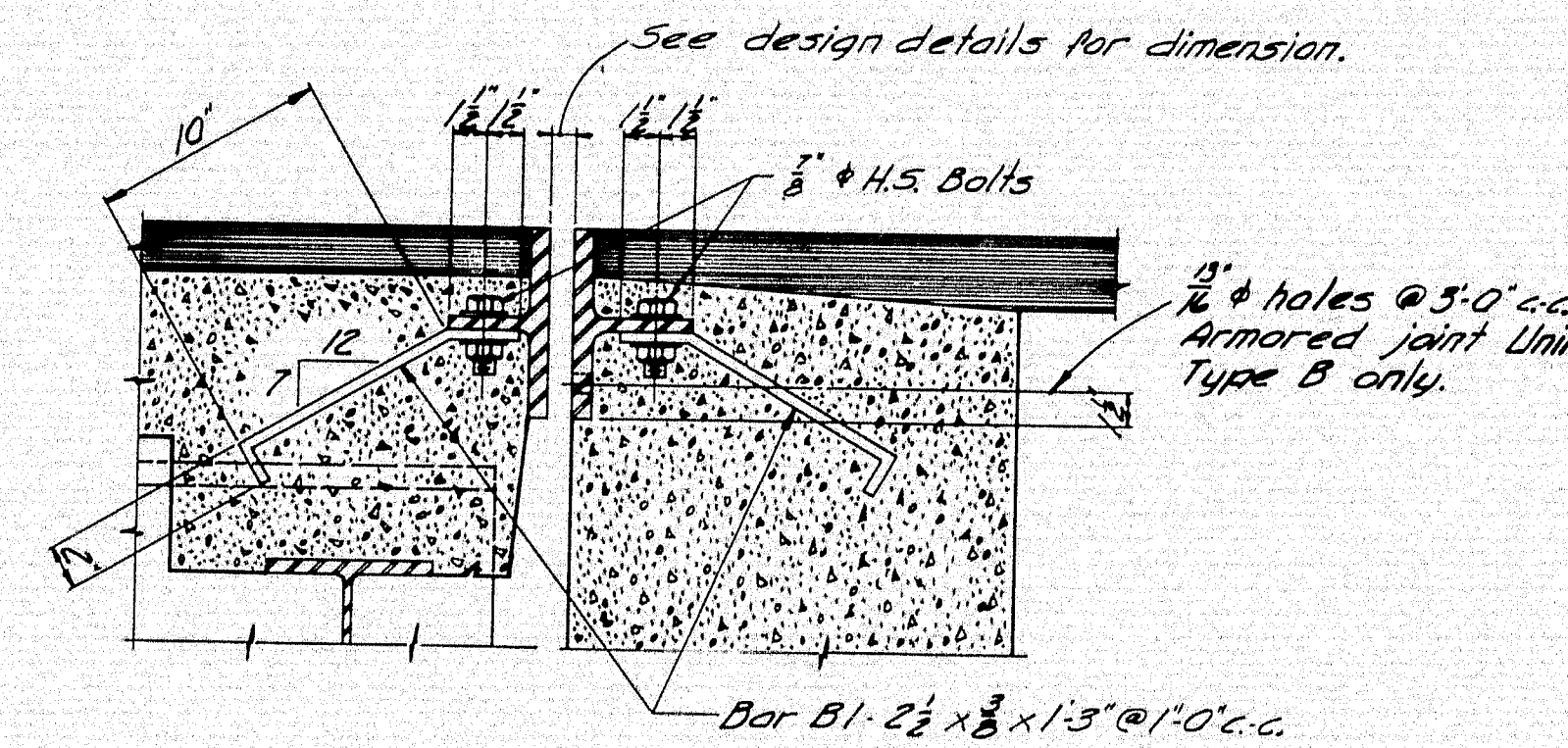


SECTION F-F

Note: See design details for Constr. & to curb dimensions, skew, crown slope, slab thickness, other dimensions necessary to complete the fabrication details, and location.

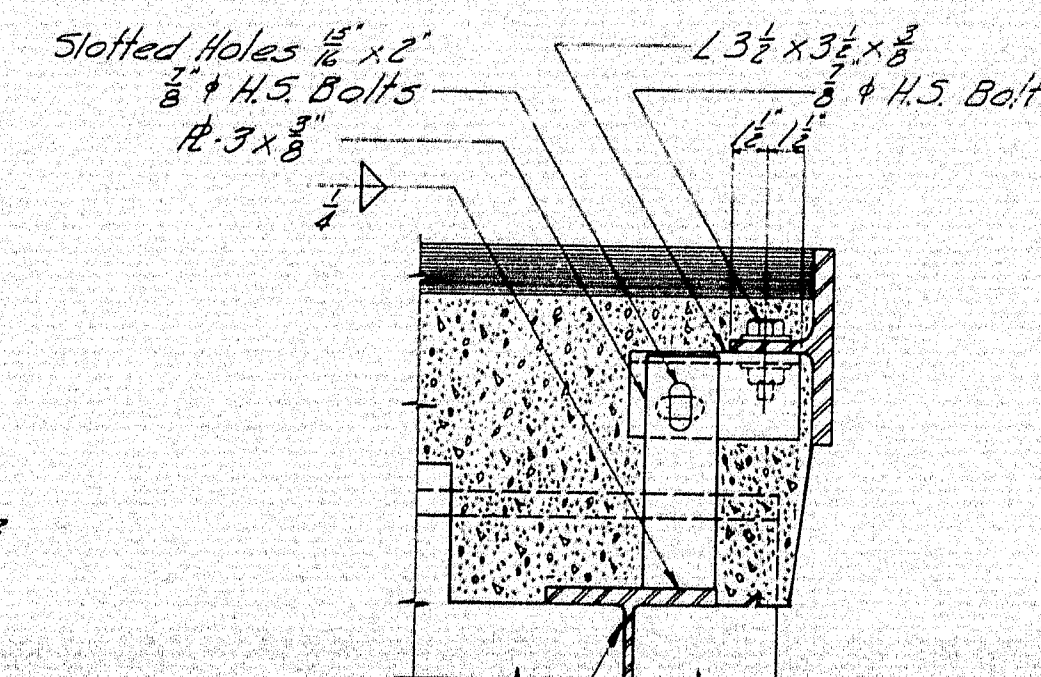
ARMORED JOINT

An armored joint consists of two armored joint units. See note 1.



ARMORED JOINT UNIT TYPE A

SECTION D-D



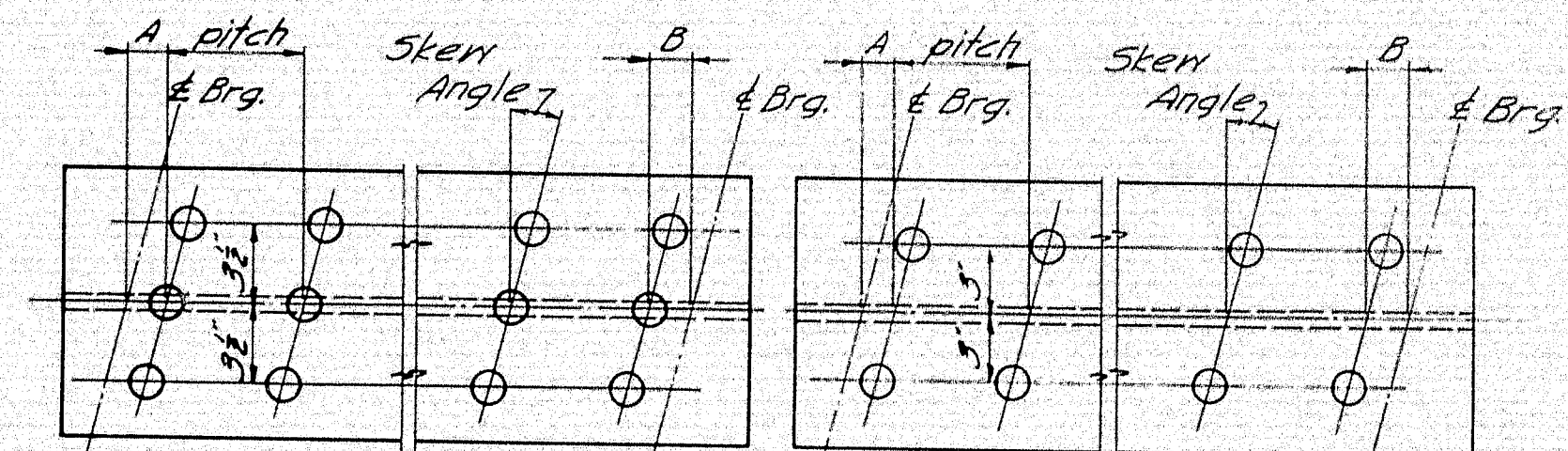
ARMORED JOINT UNIT TYPE B

SECTION E-E

Showing Adjustment Device Armored Joint Unit Type A only - After Unit is in final position weld 3/8" R to angle with 1/2" fillet

SHEAR CONNECTOR NOTE

The connectors may be either steel studs or spirally formed bars. At the request of the contractor a plan for using spirally formed bars will be provided.



TRIPLE STUDS

DOUBLE STUDS

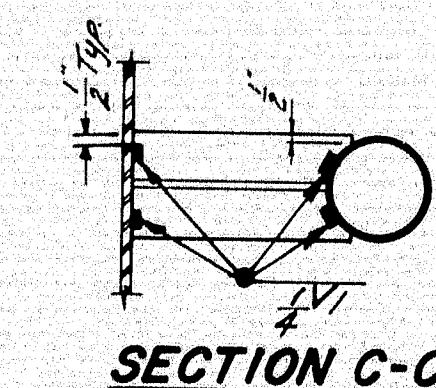
STUD DETAIL

NOTE

1. Studs shall be granular or solid flux filled and automatically end welded to top flange in the shop or field.
2. See the design details for Dimensions "A" & "B", stud pitch and skew angle for studs.

SHEAR CONNECTORS

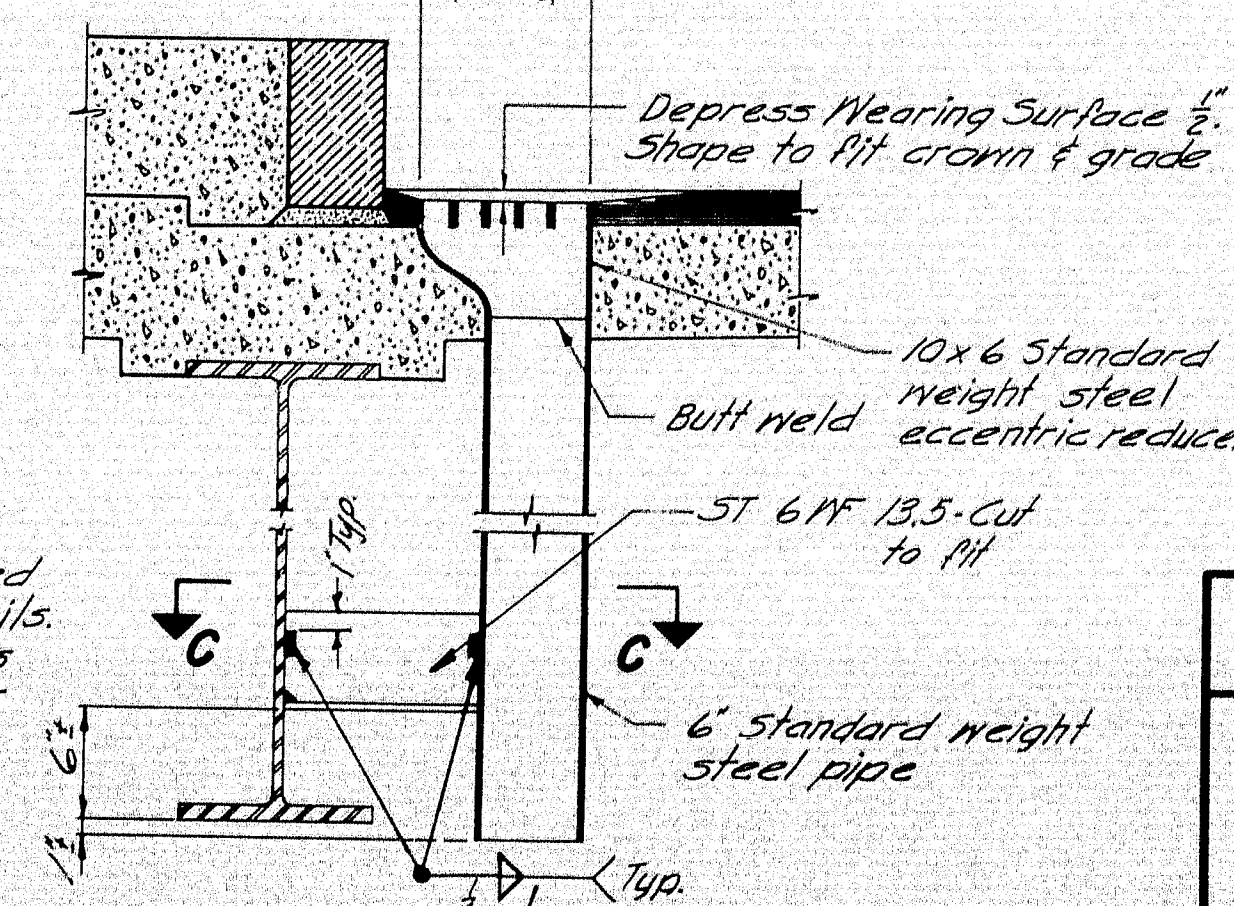
Cut A holes 1/2" x 2", 1/4" from top. Do not cover with concrete or waterproofing.



SECTION C-C

NOTE

1. Drain may be rotated 180°. See design details.
2. See design details for location and number of drains and beam size to which it is connected.



DRAIN

GENERAL NOTE

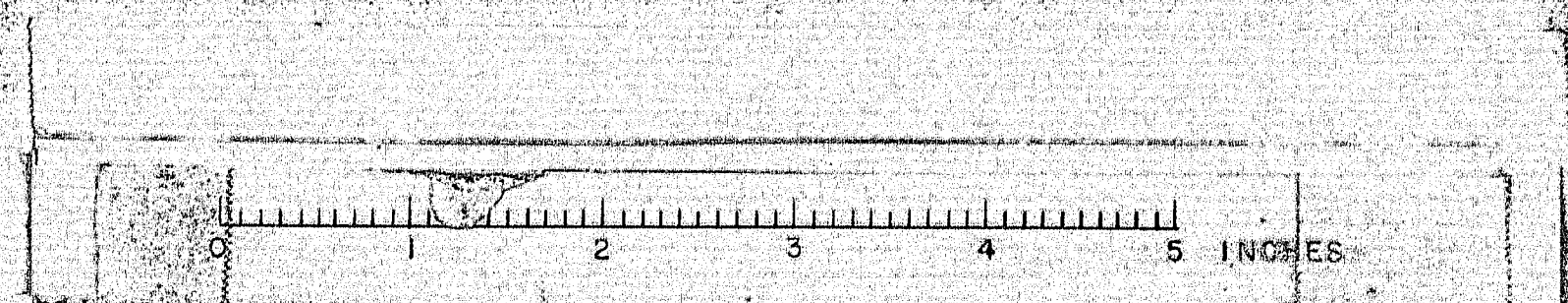
Use only those items called for on design details. In case of conflict between these Standard Details and the design details, the requirements of the design details shall be followed.

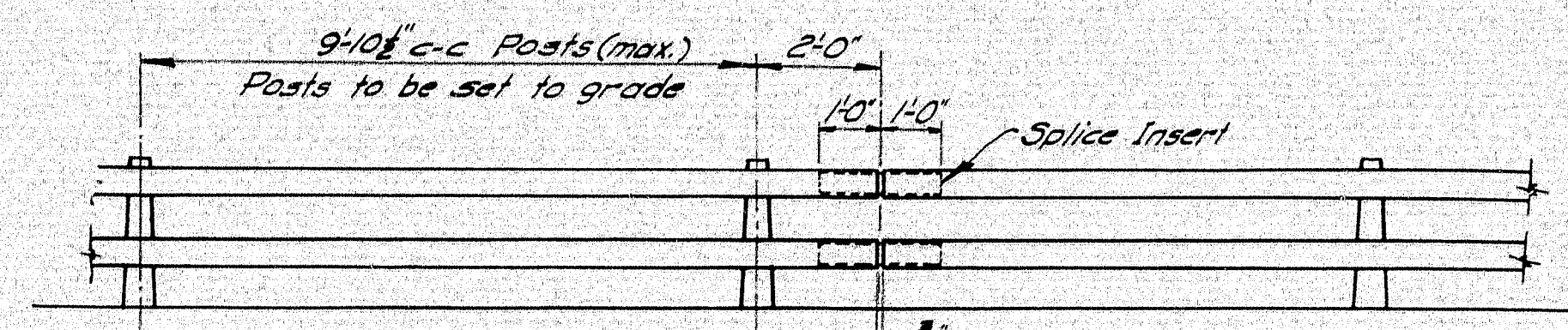
MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS
(BD 104-66)
DIAPHRAGMS, ARMORED JOINT, SHEAR CONNECTORS, DRAIN

SEPTEMBER 1966

101-189T BELVEDERE ROAD OVER I-95, ISLAND FALLS



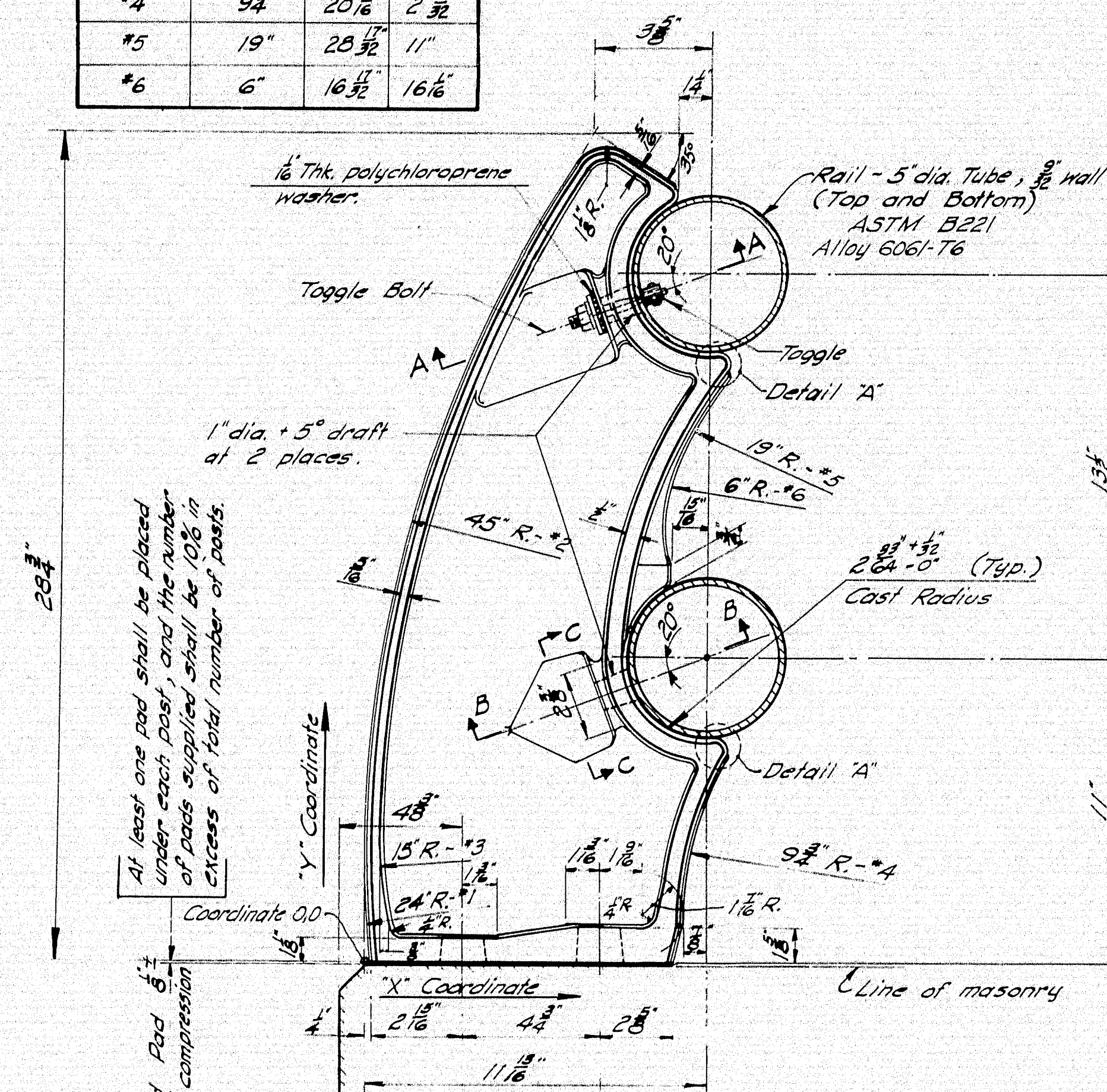


RAIL ELEVATION

ORIGIN LOCATION-PRINCIPAL CURVES

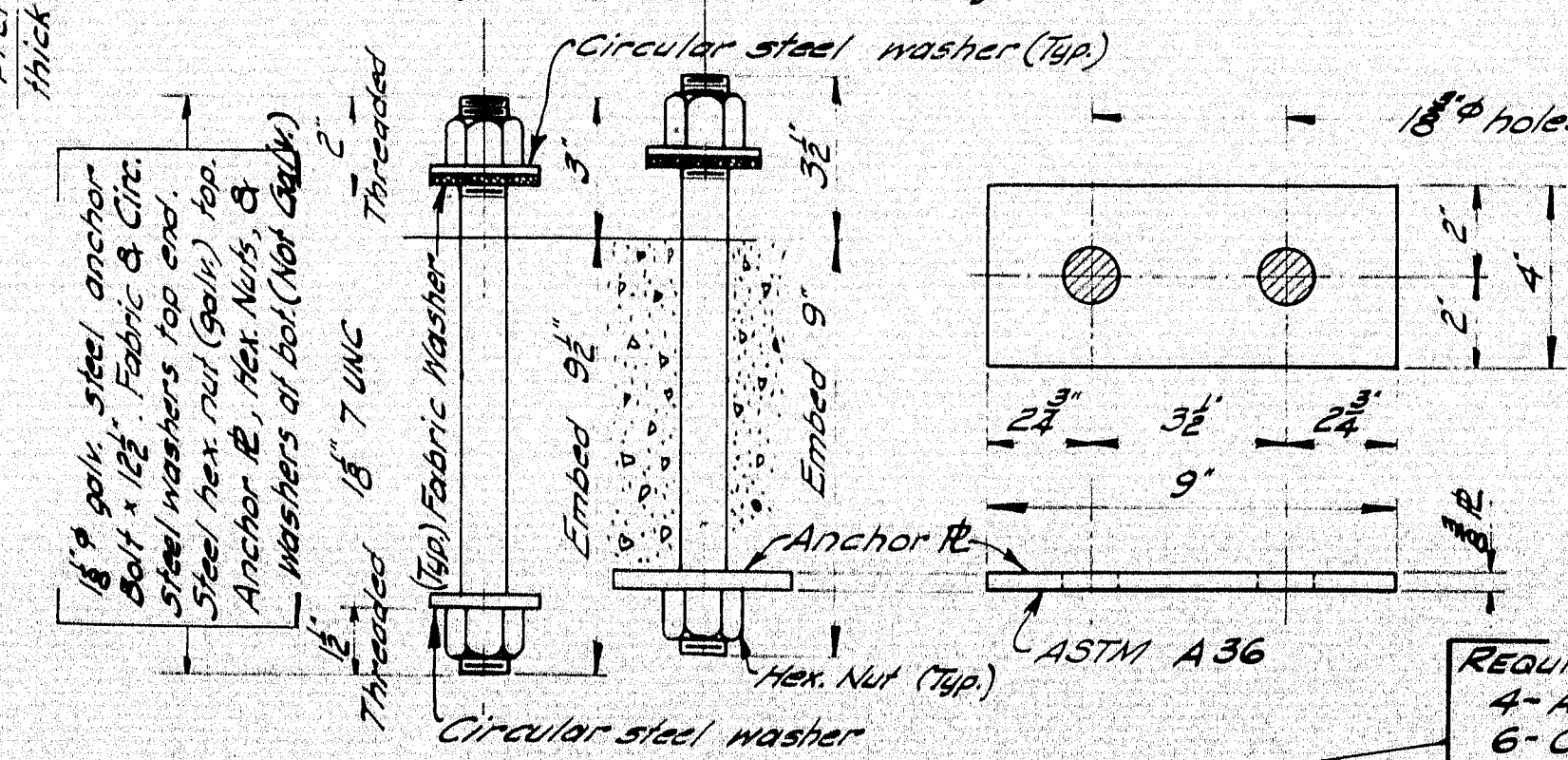
Curve	Radius	"X"	"Y"
#1	24"	24"	3 $\frac{15}{32}$
#2	45"	45"	2 $\frac{27}{32}$
#3	15"	15 $\frac{11}{16}$	4 $\frac{31}{32}$
#4	94"	20 $\frac{11}{16}$	2 $\frac{13}{32}$
#5	19"	28 $\frac{17}{32}$	11"
#6	6"	16 $\frac{17}{32}$	16 $\frac{1}{16}$

Lengths of rail shall be attached to a minimum of (4) four rail posts, wherever possible, and in any case never less than (2) two.



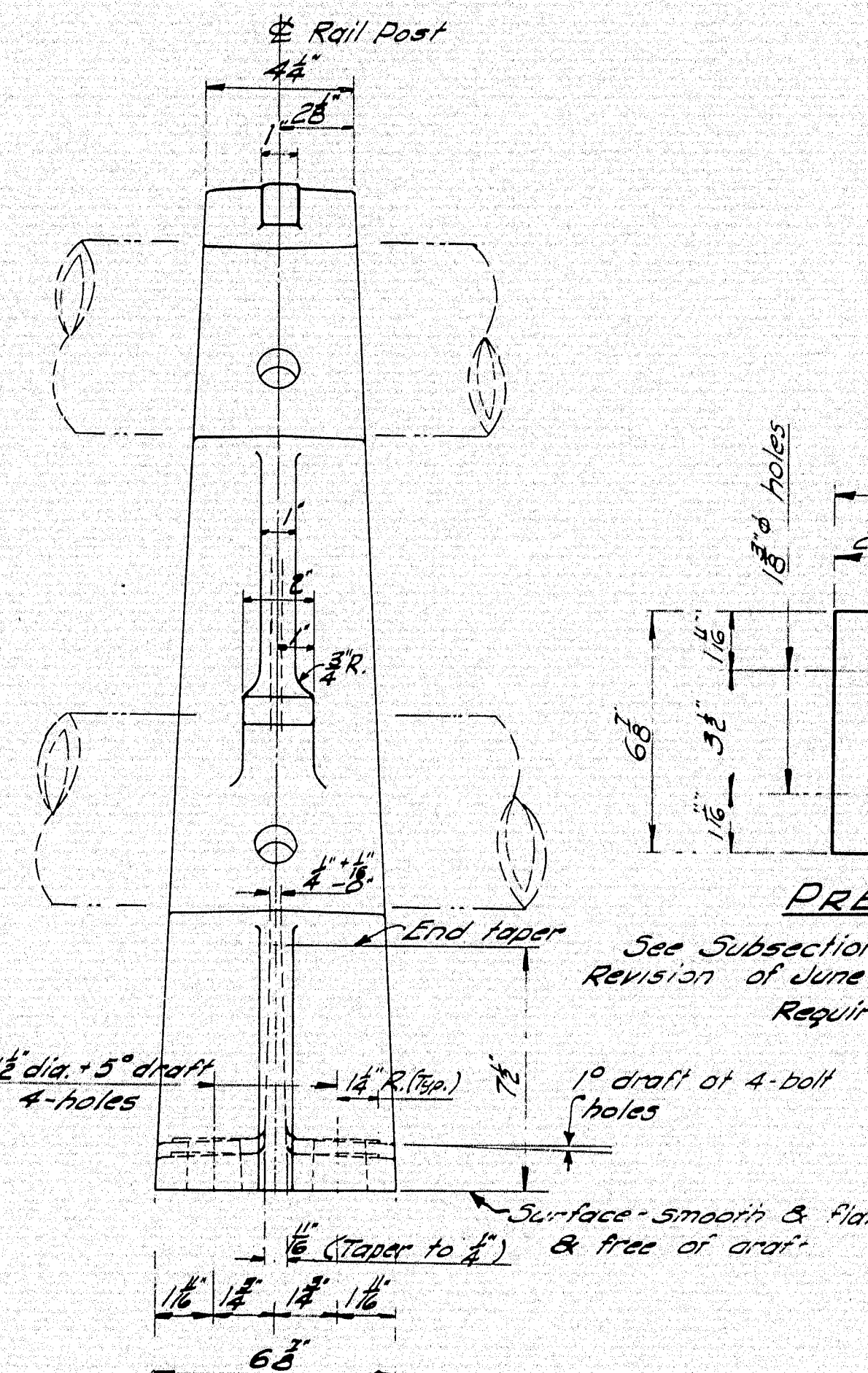
RAIL POST

ASTM B 108, Aluminum Assoc. Alloy A 344-T4

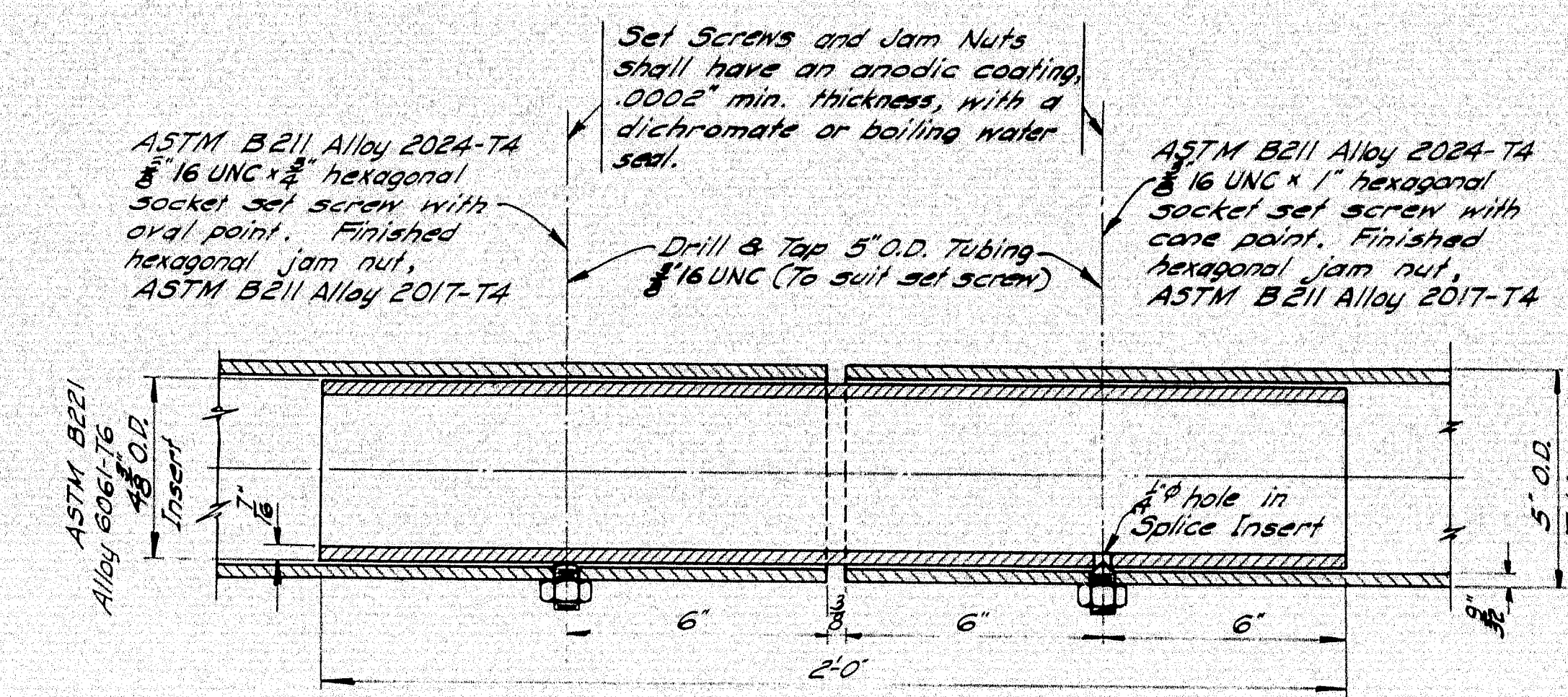


RAIL POST ANCHORAGE

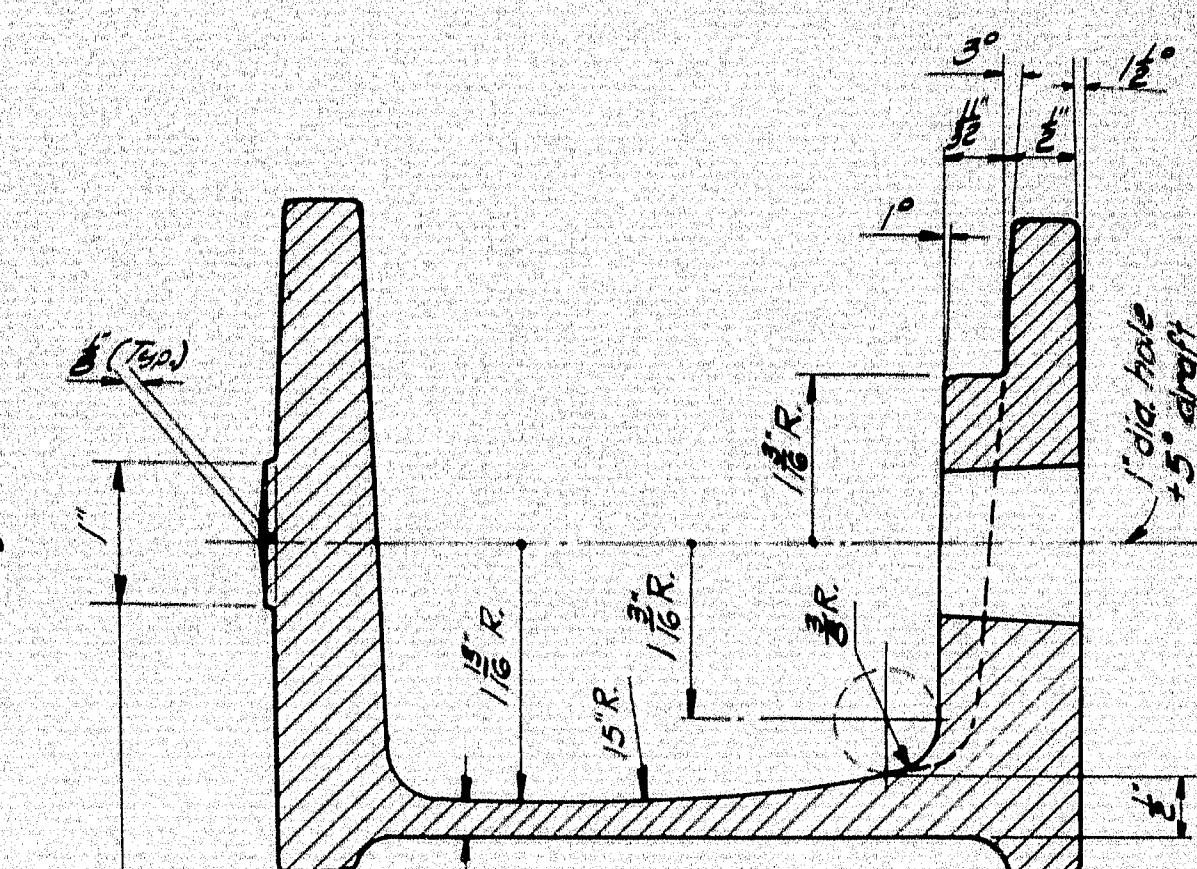
Anchor Bolts, Nuts, & Circular steel washers = ASTM A325
Anchor Bolts, Nuts and Circular steel washers at Top, (Galv.) ASTM A153



FRONT ELEVATION

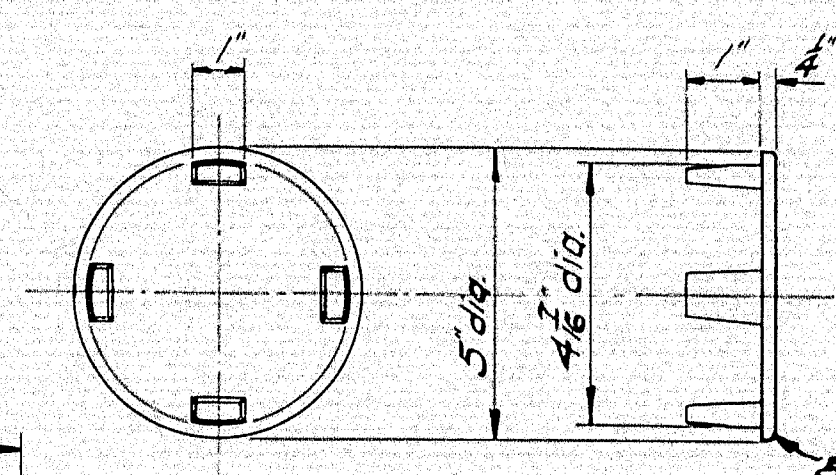


SPLICE



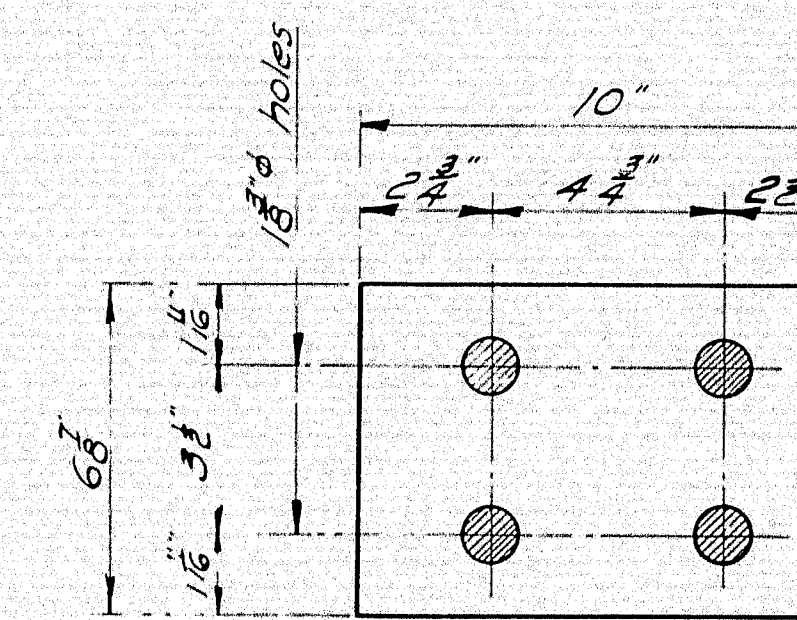
SECTION A-A

Casting to be supplied with a 60 grid belt grind finish on all gating rib surfaces around entire casting.



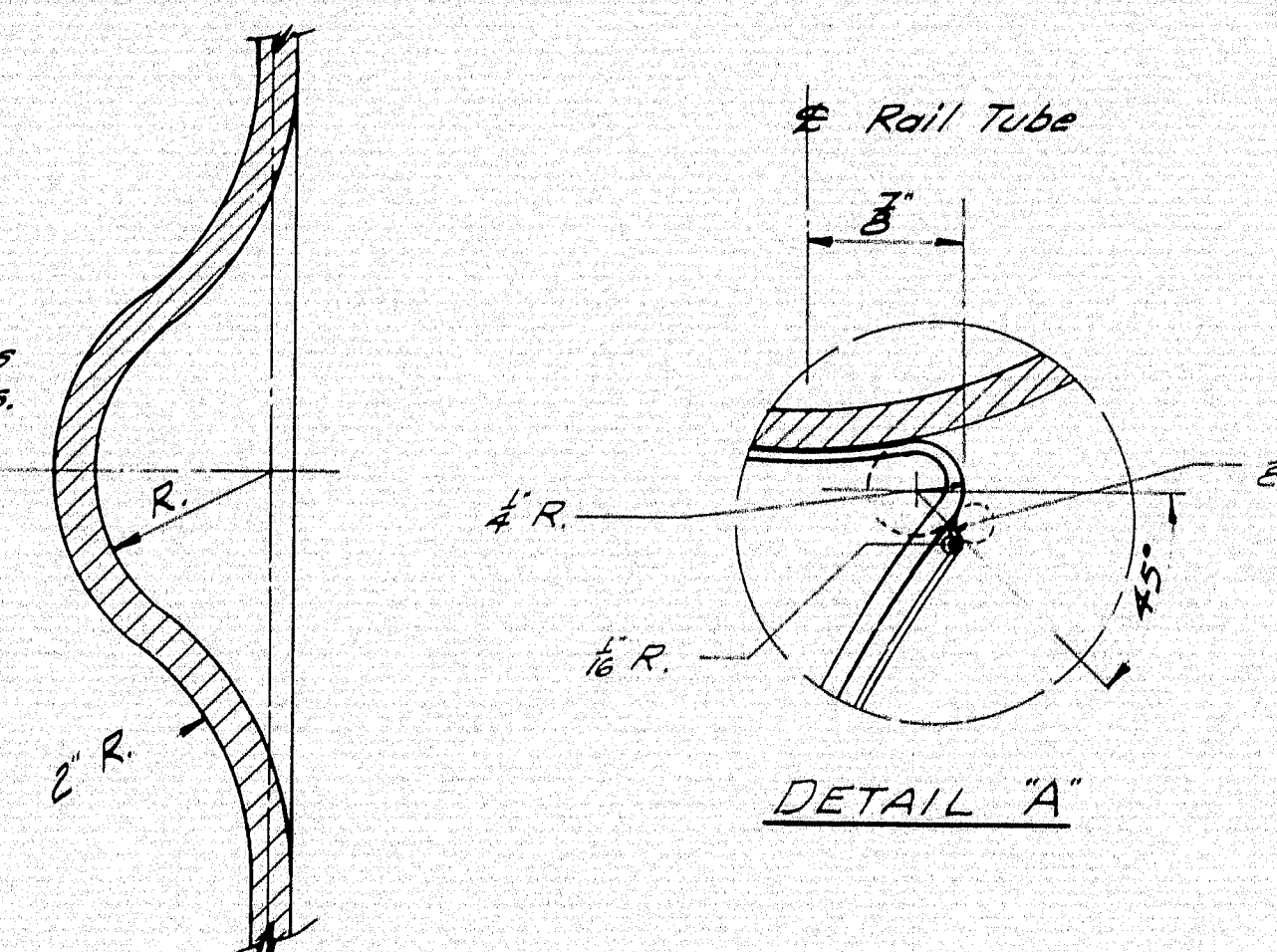
RAIL CAR

Either ASTM B26 or B108
Aluminum Assoc. Alloy 43-F or
356-F

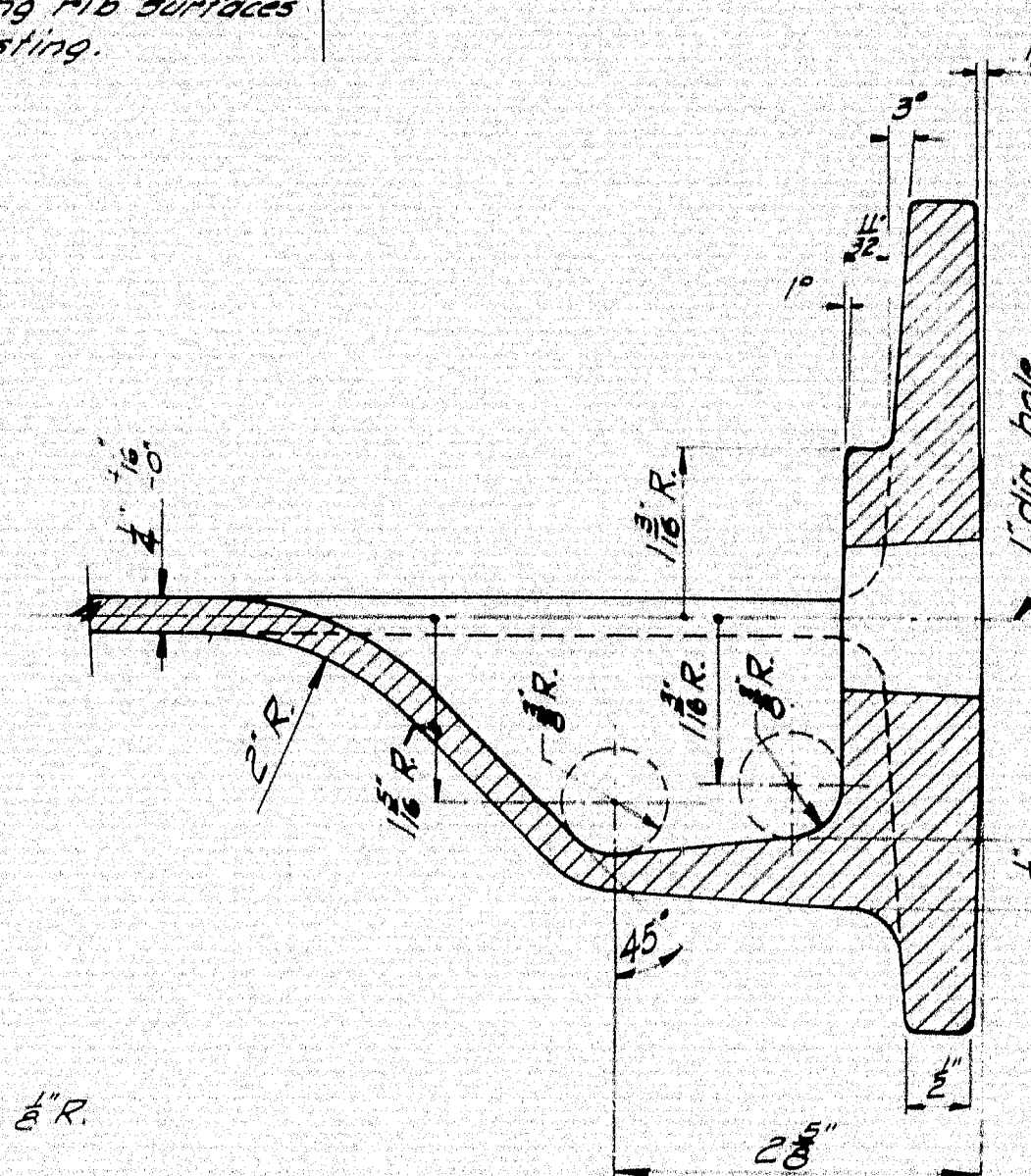


PREFORMED PAD

See Subsection 713.03 Standard Specifications
Revision of June 1965 for pad and fabric washers
Required 1-Pad per post



DETAIL "A"



SECTION B-B

DESIGN SPECIFICATIONS
A.A.S.H.O. Interim Specifications
Int. I (64).

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

(BD 108-65)

ALUMINUM RAILING

2 - BAR (TUBE RAIL)

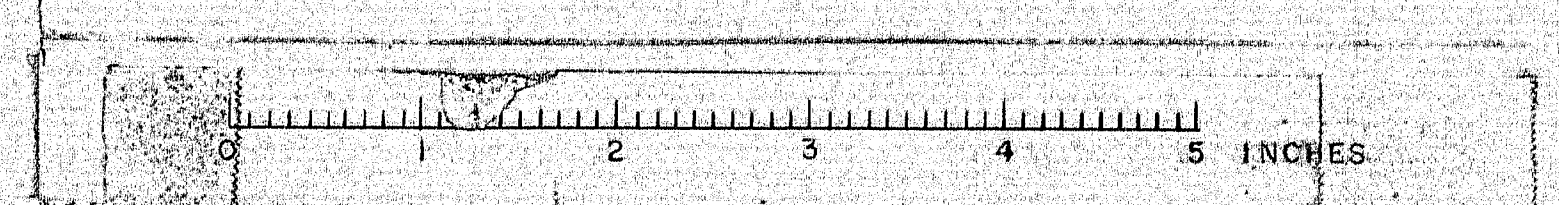
CAST POST

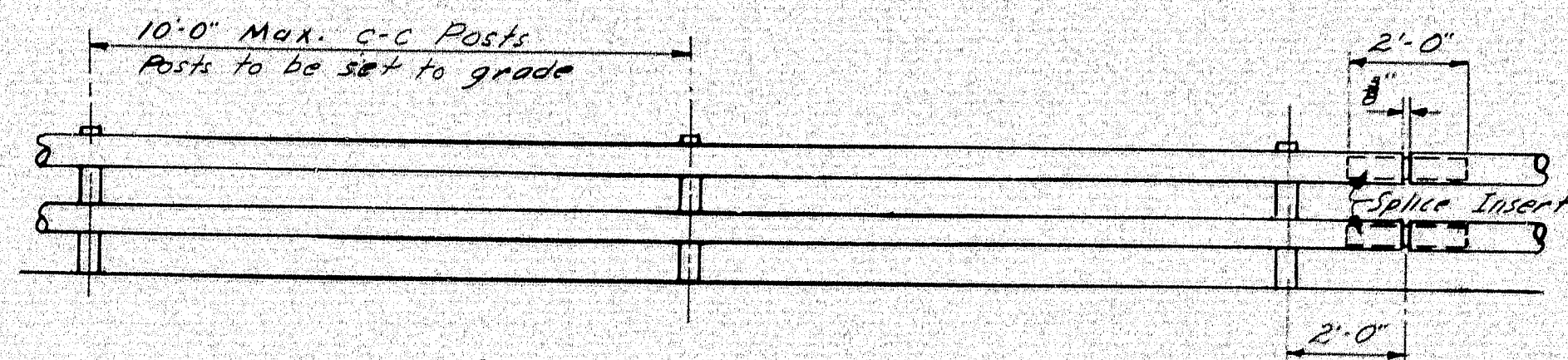
OCTOBER 1965

1007

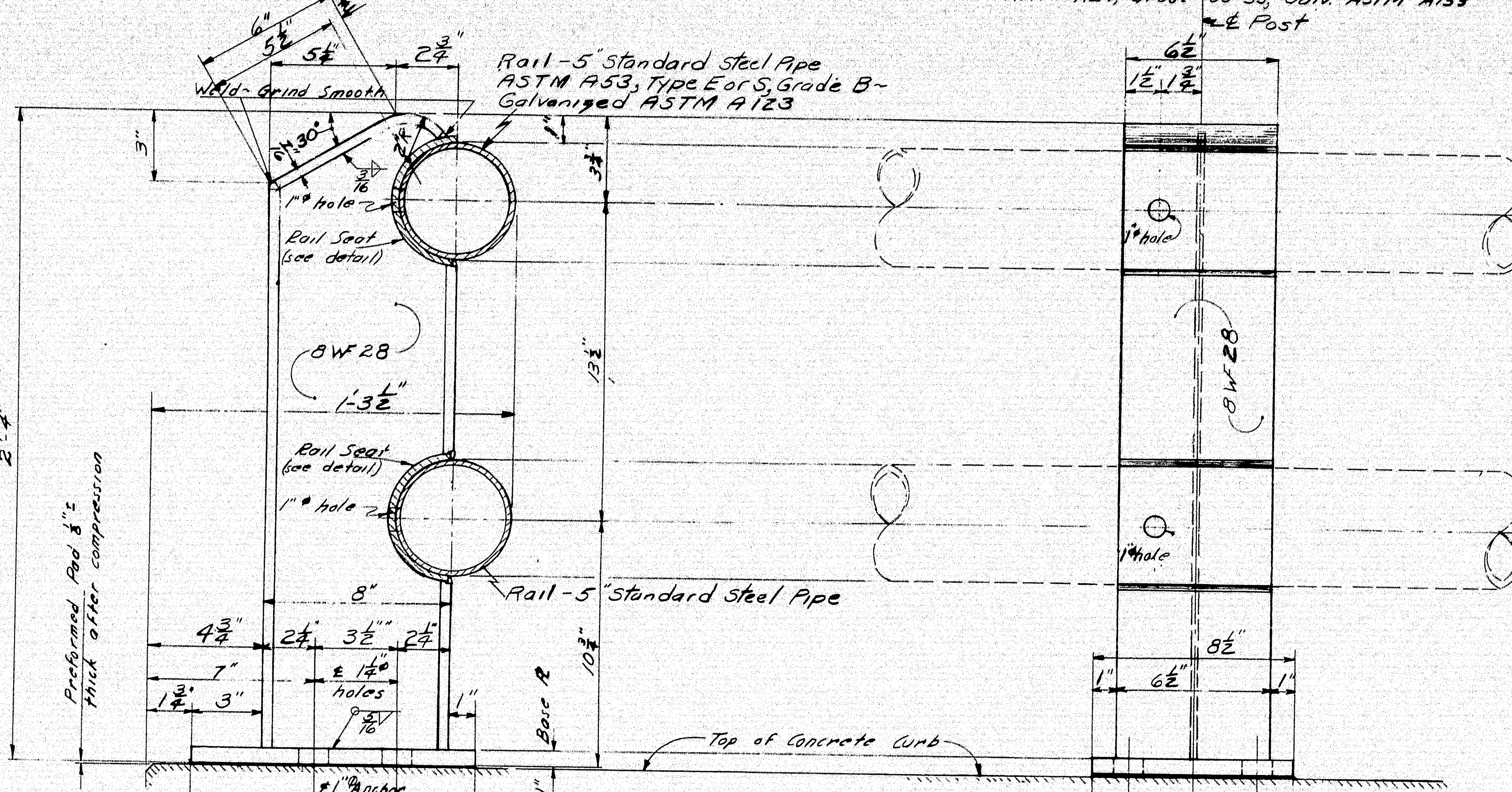
Revised-Toggle Bolt Sept. 1966
" " " Feb. 1967

101-189V

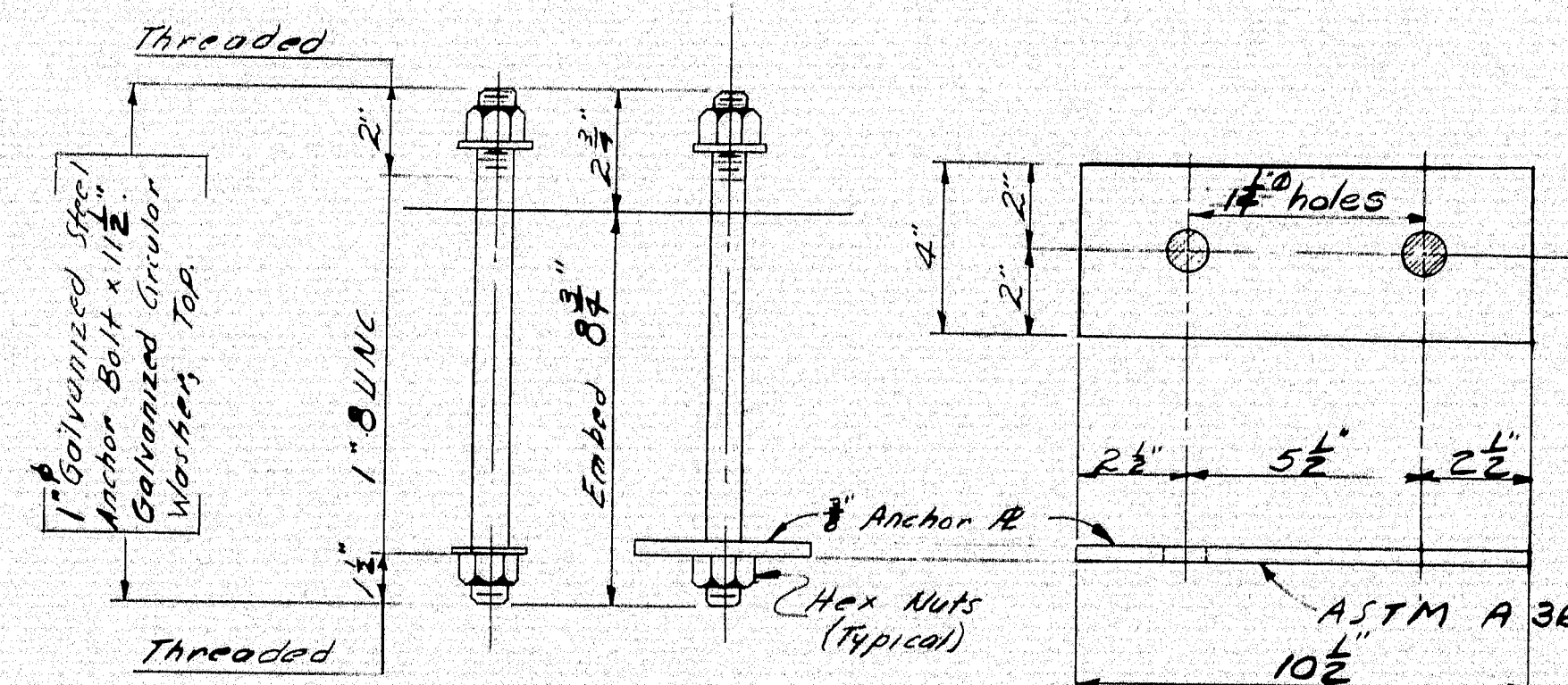




RAIL ELEVATION
Lengths of rail shall be attached to a minimum of (4) four rail posts, whenever possible, and in any case never less than (2) two.

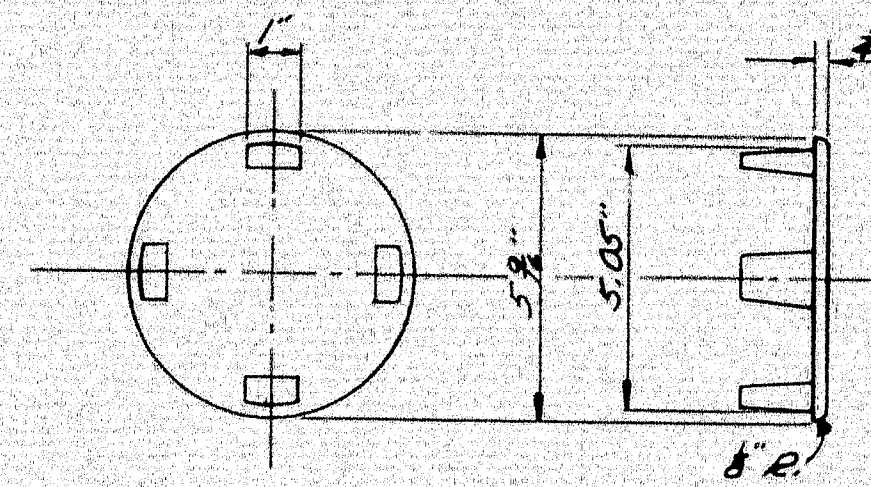


RAIL POST
ASTM A36 8WF28
Galvanized ASTM A123

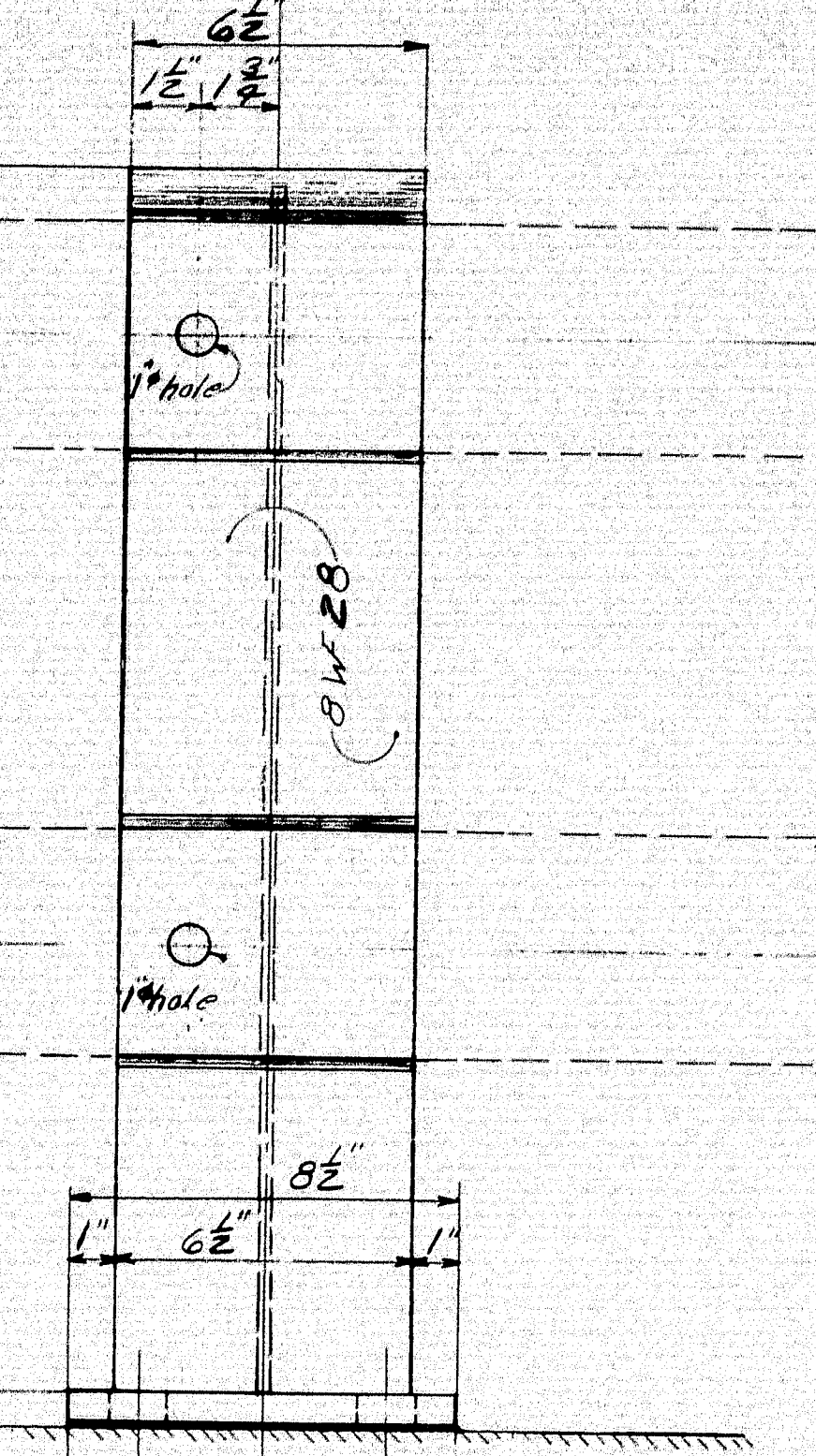


RAIL POST ANCHORAGE

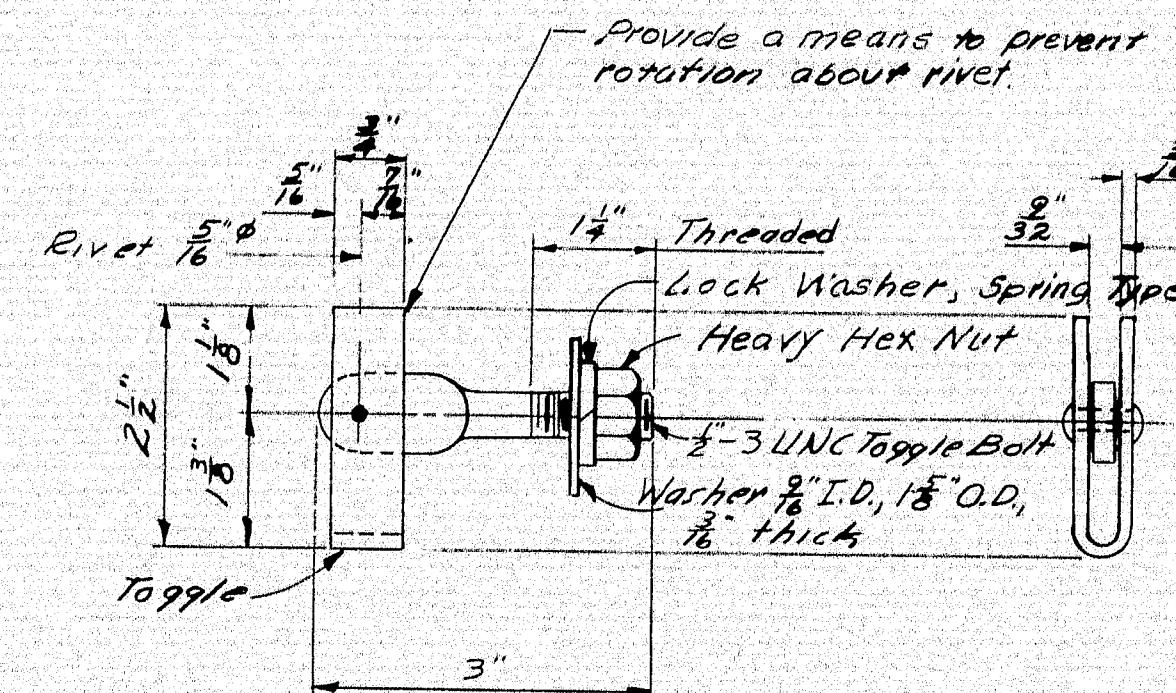
Anchor Bolts, Nuts, and Circular Washers - ASTM A325.
Anchor Bolts, Nuts, and Circular Washers at top (only) ASTM A153.
Required Per Anchorage:
4 - Anchor Bolts
6 - Circular Washers
1 - Anchor Plate



RAIL CAP
ASTM A27, Grade 65-35, Galv. ASTM A153
1/2" Thick



FRONT ELEVATION



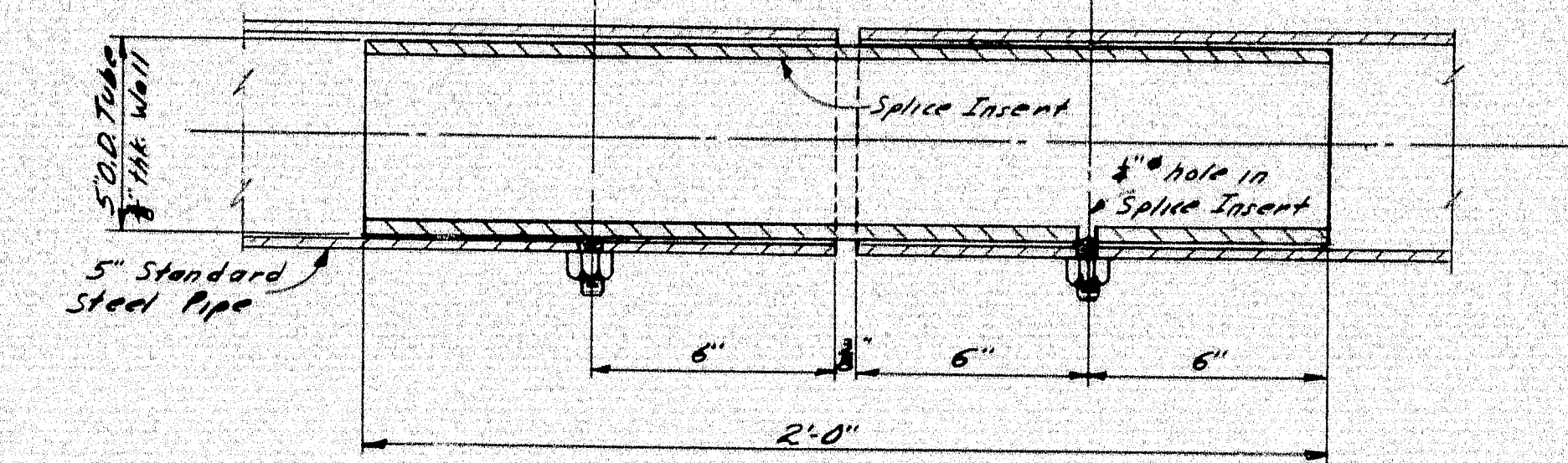
TOGGLE BOLT ASSEMBLY

Cadmium Plate metal parts ASTM A165-

Heavy Hex Nut - ASTM A325.
Toggle - ASTM A303, 1015 H.R. Steel
Rivet - ASTM A193, 1038 C.R. Steel, Heat Treated.
Toggle Bolt - ASTM A354, 1335 C.R. Steel
Heat Treated RC 32-38.
Washer - ASTM A36 Steel.

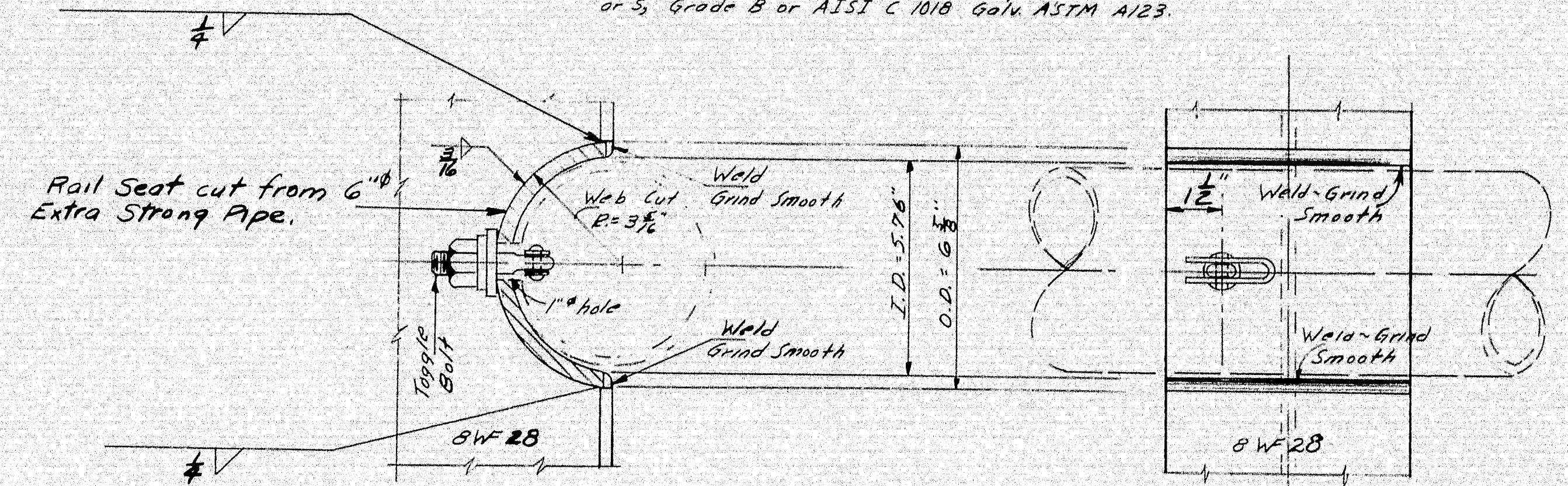
2 - Toggle Bolt Assemblies Required per post.

Set Screws - ASA B18.3 Galv. ASTM A153
3/8" 16 UNC x 1" hexagonal socket set screw with oval point and finished hexagonal jam nut.
Drill and Tap 5" Standard Steel Pipe 3/8" 16 UNC (to suit set screws).
3/8" 16 UNC x 1" hexagonal socket set screw with oval point and finished hexagonal jam nut.



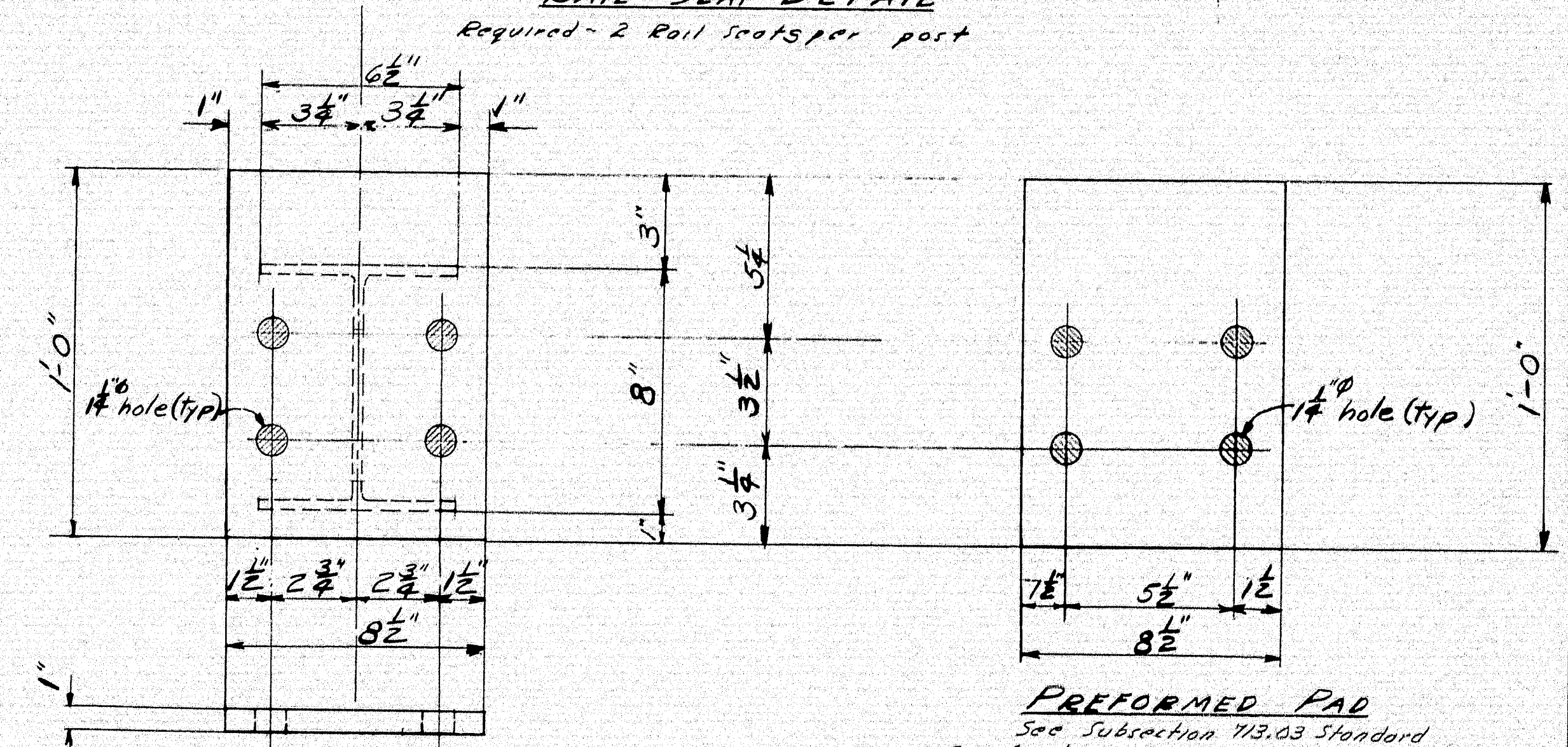
SPLICE INSERT

For Splice Insert only - ASTM A53 Type E or S, Grade B or AISI C 1018 Galv. ASTM A123.



RAIL SEAT DETAIL

Required - 2 Rail Seats per post



BASE PLATE

Required - 1 R per post

PREFORMED PAD

See Subsection 113.03 Standard Specifications Revision of June 1965 For Pad.

At least one pad shall be placed under each post, and the number of pads supplied shall be 10% in excess of total number of posts.

DESIGN SPECIFICATIONS

A.A.S.H.O. Interim Specifications
Int. I (64)

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

STANDARD DETAILS

(BD 109 - 66)

STEEL RAILING

(2-BAR PIPE RAIL)

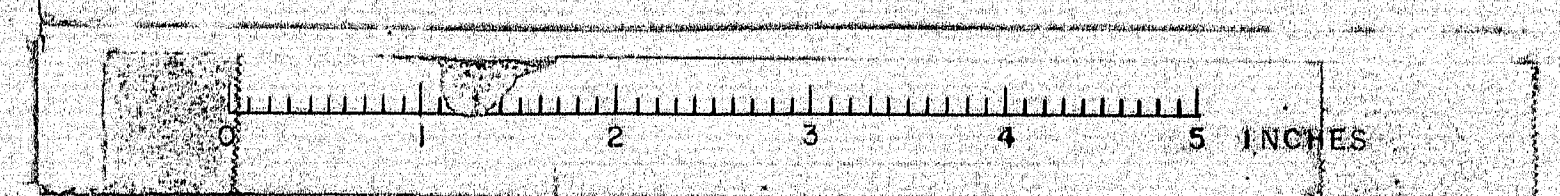
8WF28 POST

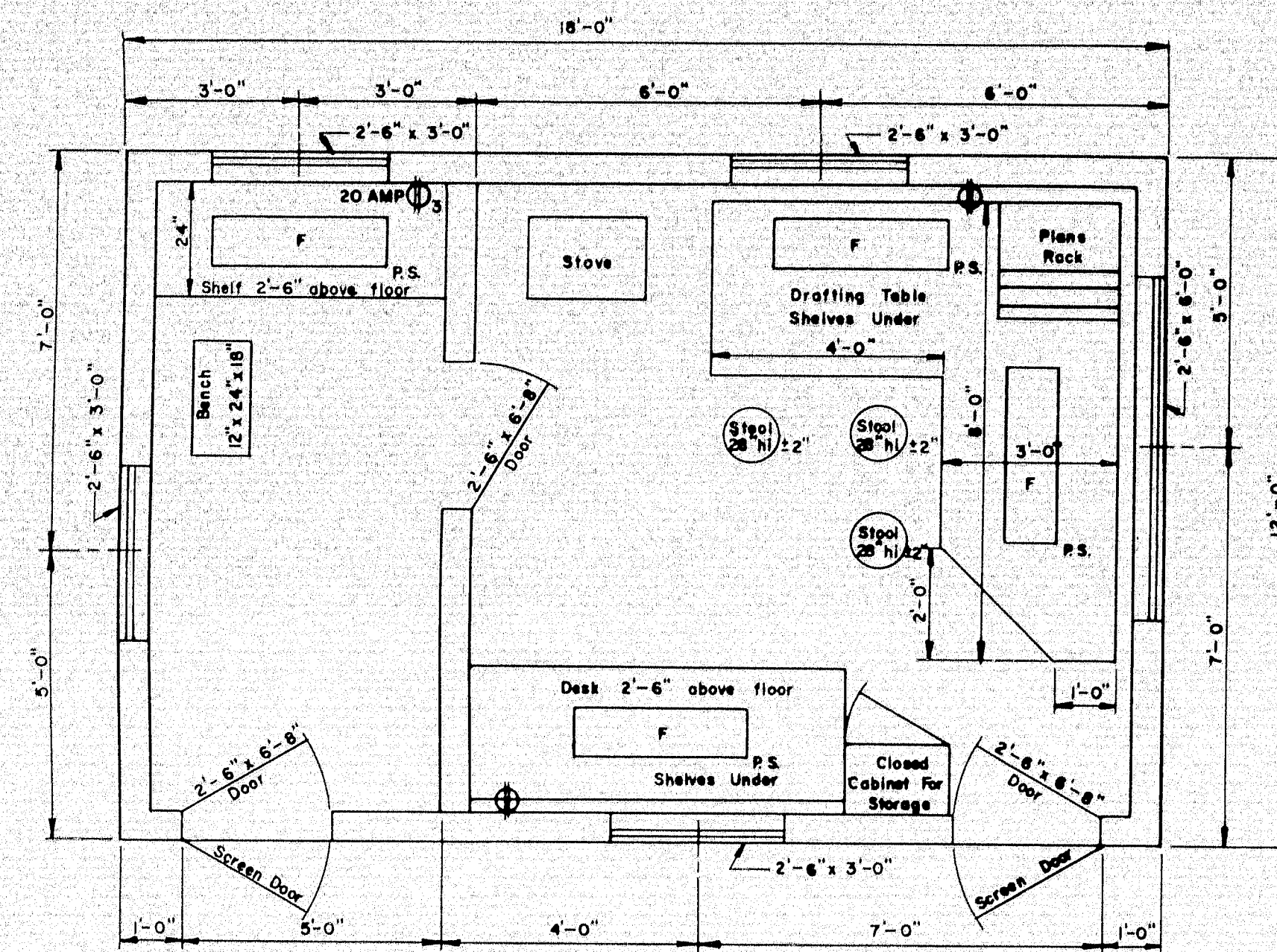
APRIL 1966

Revised - Toggle Bolt Feb. 1967

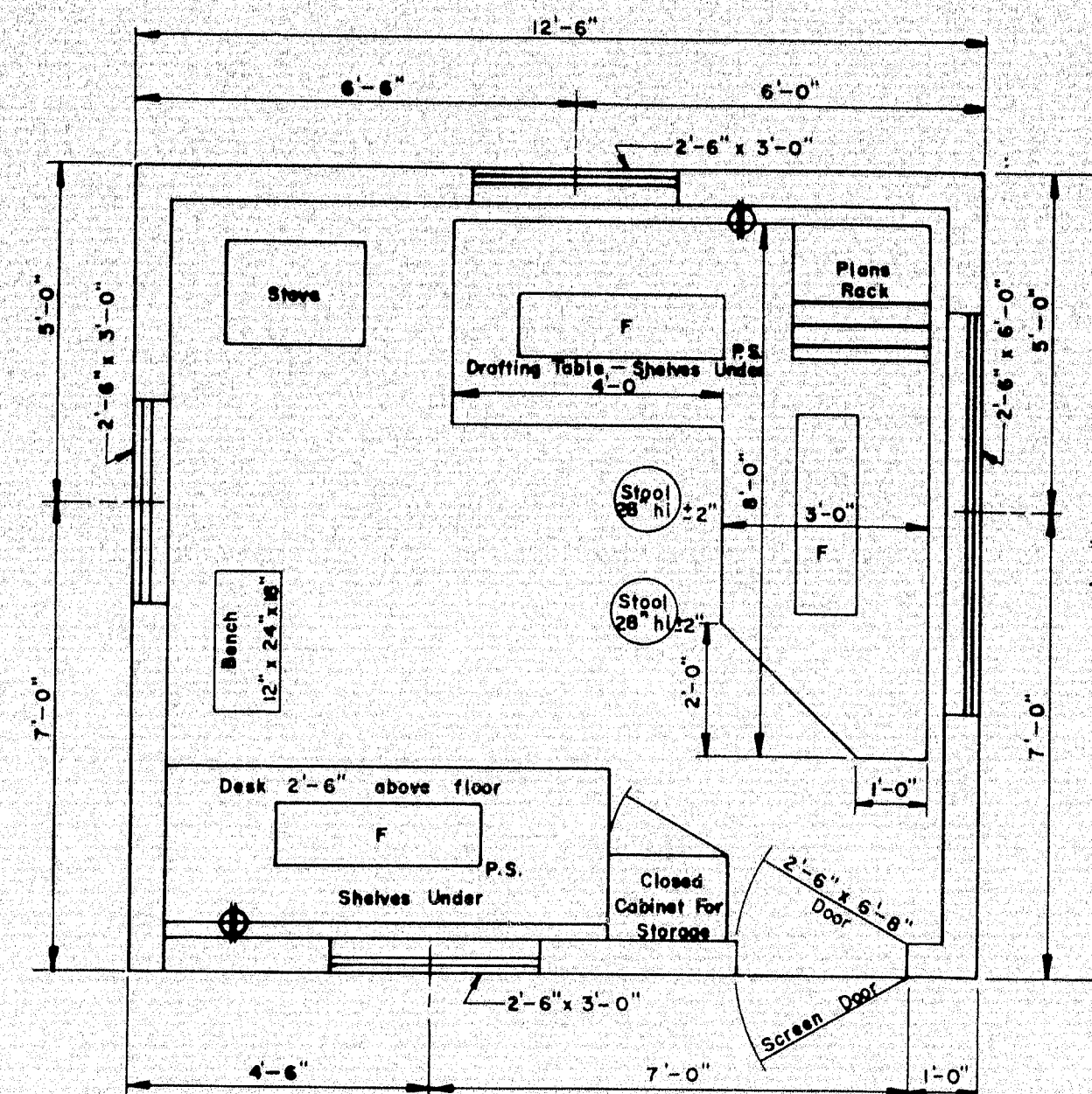
Revised - Toggle Bolt, October, 1966.

101-189W BELVEDERE ROAD OVER I-95, ISLAND FALLS

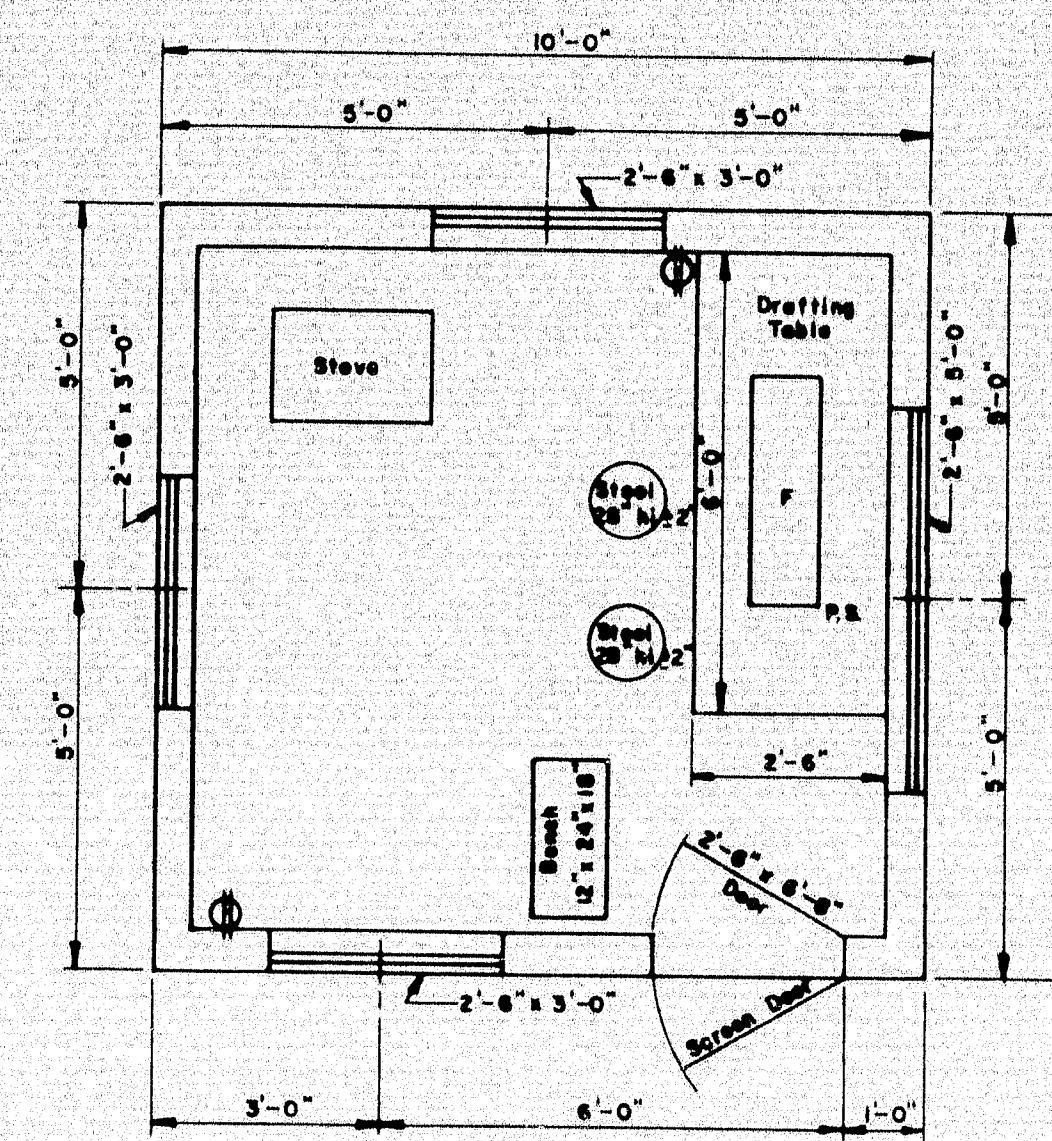




FLOOR PLAN
TYPE "A"

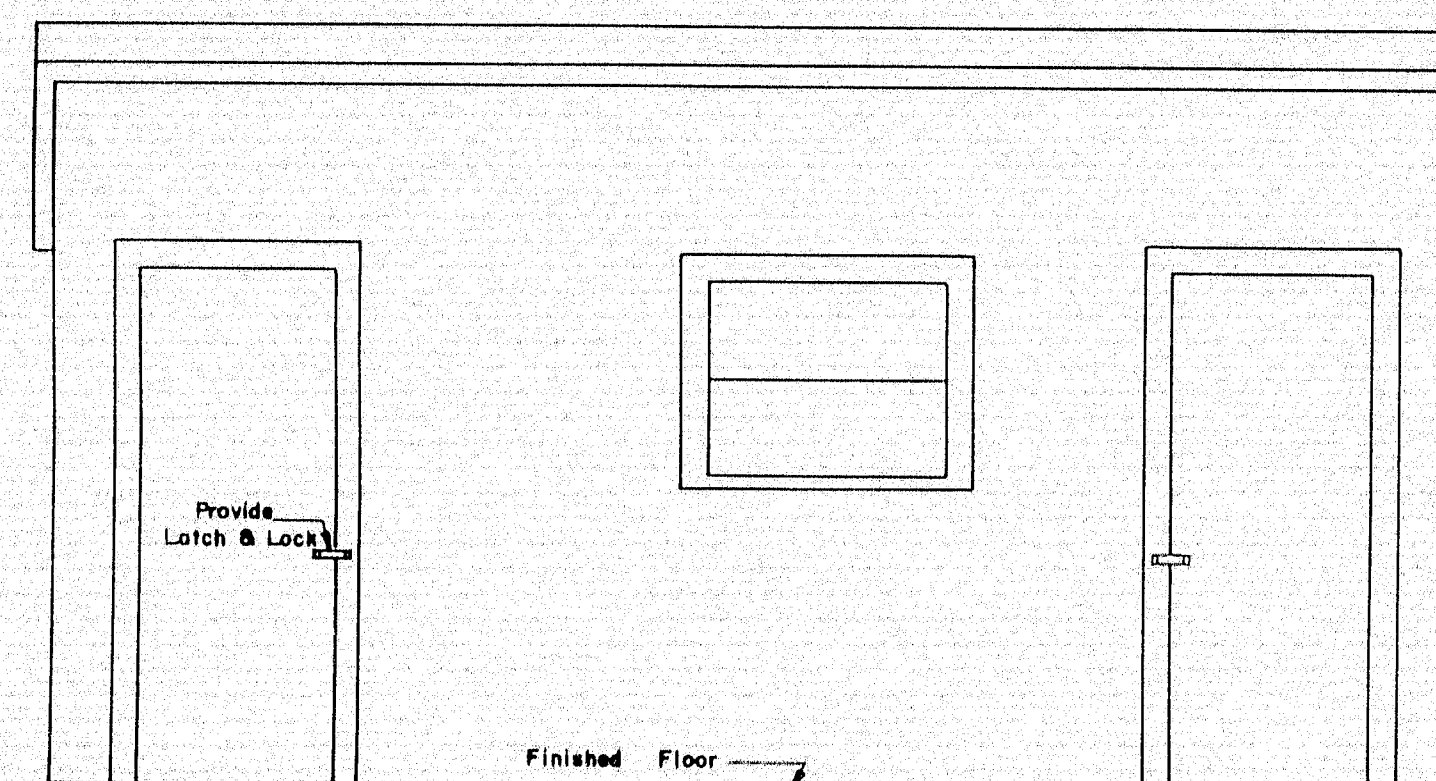


FLOOR PLAN
TYPE "B"

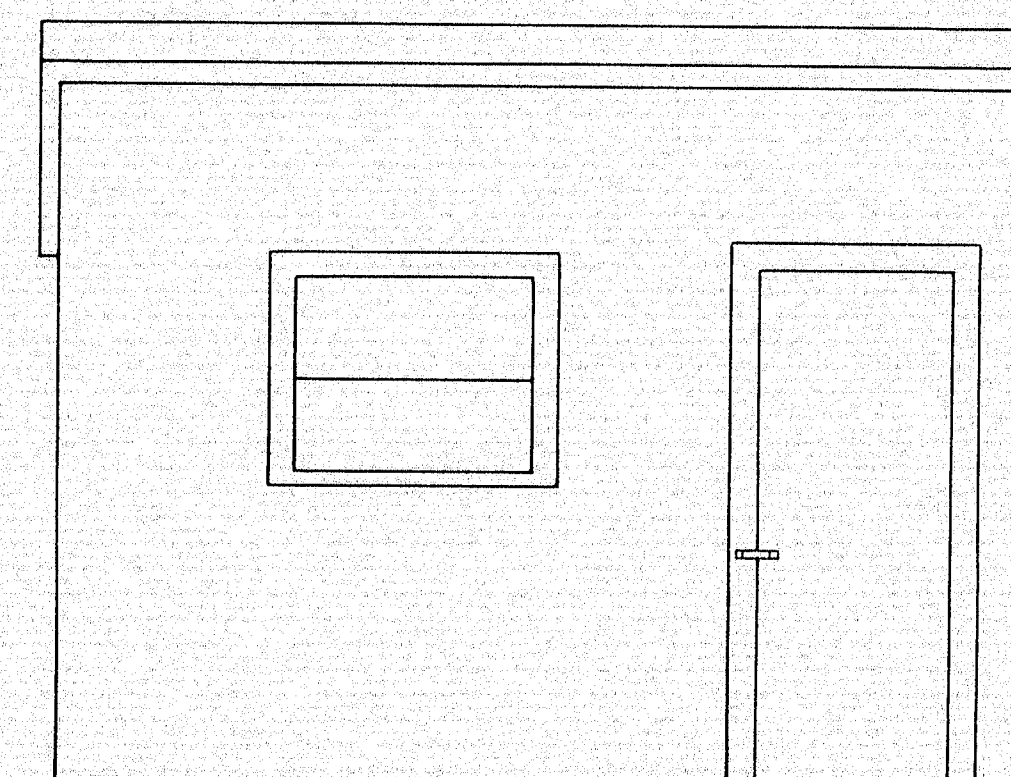


FLOOR PLAN
TYPE "C"

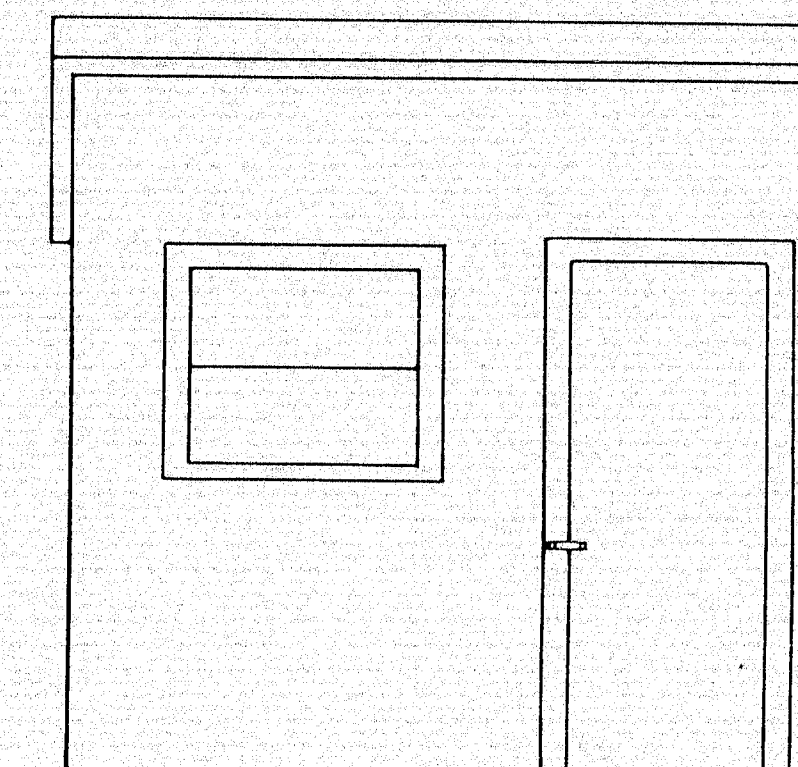
- GENERAL NOTES**
- Drafting table shall be 3'-4" high at front edge and placed 2" from studs to allow prints to hang down behind table when in use.
 - Shelves under desk shall be constructed to received 11 1/2" x 14" x 25" transfiles.
 - Windows shall be double hung.
 - Stovepipe shall not be in direct contact with combustible material; the pipe shall be surrounded with at least 6" of fireproof material.
 - Continuous 110 volt 60 cycle electric service shall be supplied.
 - The engineer may rearrange the items shown on the plan views during construction of the field office.
 - FURNISHINGS TO BE SUPPLIED:**
 - 2 Straight back chairs for types A and B
 - 1 Bench for types A, B & C
 - 3 Stool for type A
 - 2 Stools for types B & C
 - SYMBOLS:**
 - F: Fluorescent lights (2 light, rapid start 48" strips and 40 watt bulbs.)
 - P.S.: Pull switch
 - ⊕: Duplex wall outlet—15 amp unless otherwise noted.
 - ⊕3: Triplex Wall Outlet
 - For the Type "A" Field Office one clean 55 gal. drum shall be supplied, installed on a suitable rack and equipped with a spigot suitable for drawing off water. The drum shall be furnished with water at all times.



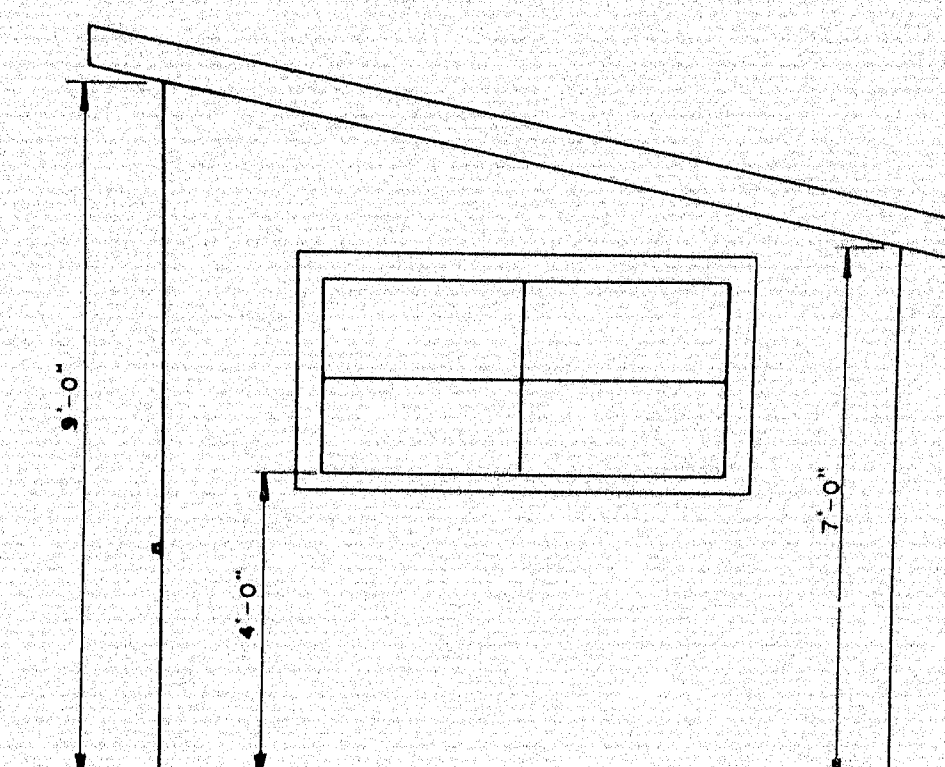
FRONT ELEVATION
TYPE "A"



FRONT ELEVATION
TYPE "B"



FRONT ELEVATION
TYPE "C"



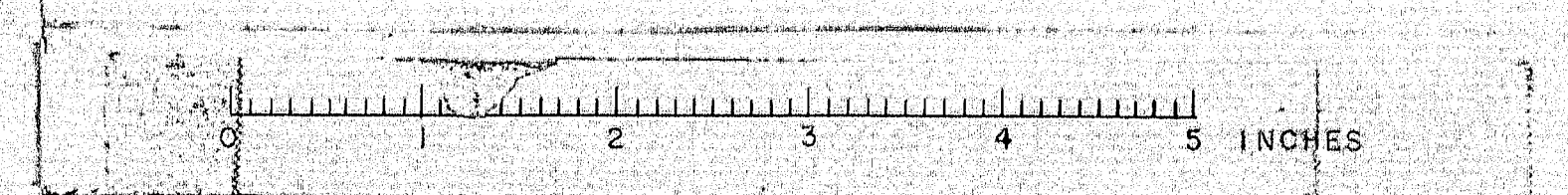
SIDE ELEVATION
TYPES "A" "B" & "C"

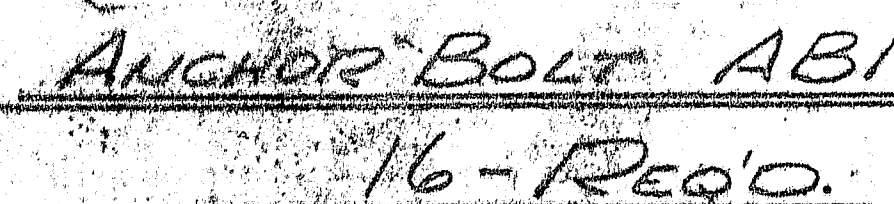
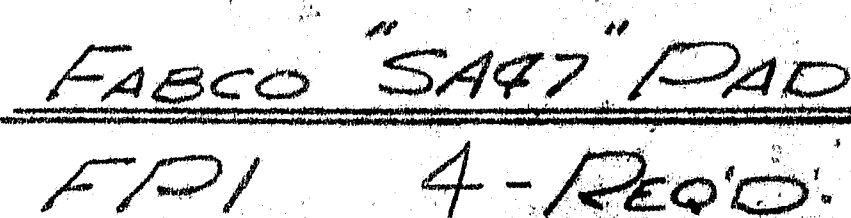
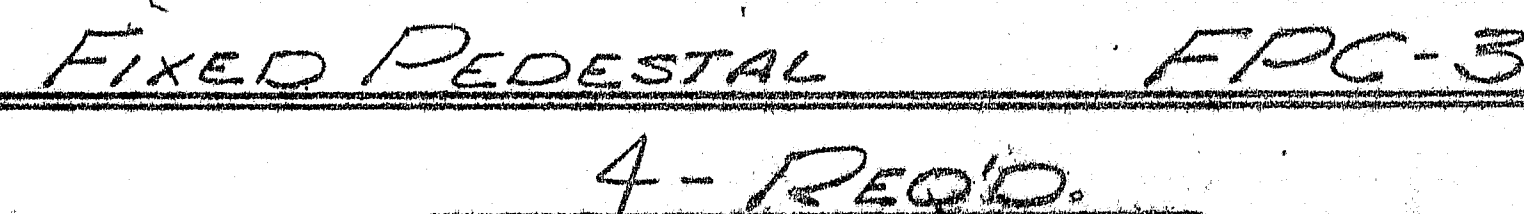
NOTE:
If commercial electricity for lighting the field office is not available, then equivalent illumination shall be provided.

REVISIONS		MAINE STATE HIGHWAY COMMISSION AUGUSTA, MAINE	
		STANDARD DETAILS	
		FIELD OFFICES TESTING LABORATORY	
		AUG. 1968 ©	

101-190

BELVEDERE ROAD OVER I-95, ISLAND FALLS





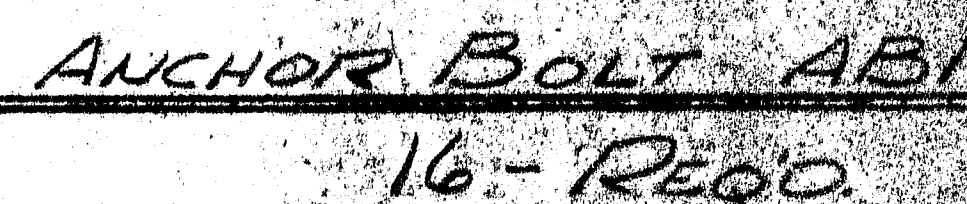
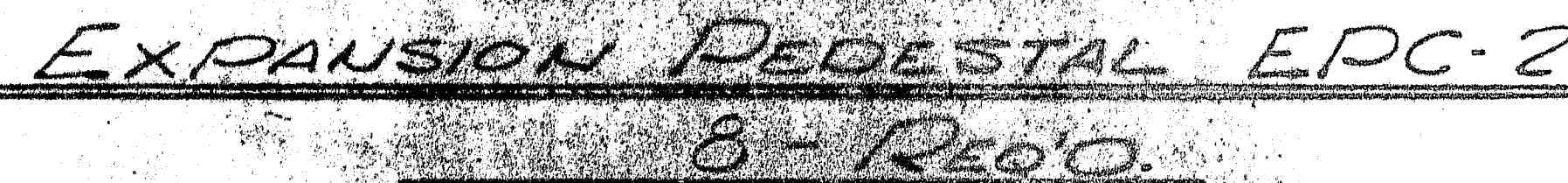
No paint on top of sole plates "s.p."
and 1" down from top on sides, coot
with boiled linseed oil.
No paint on surface with ASA 125 finish
coat with mixture of white lead and tallow.
No paint on Anchor bolts - Oil Holes.

6

REVISION			
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6

Figure 1. The effect of the concentration of the *Agaricus bisporus* spores on the growth of *Agaricus bisporus* on the substrate. The concentration of the spores was 10⁴, 10⁵, 10⁶, 10⁷, 10⁸, 10⁹, 10¹⁰, 10¹¹, 10¹², 10¹³, 10¹⁴, 10¹⁵, 10¹⁶, 10¹⁷, 10¹⁸, 10¹⁹, 10²⁰, 10²¹, 10²², 10²³, 10²⁴, 10²⁵, 10²⁶, 10²⁷, 10²⁸, 10²⁹, 10³⁰, 10³¹, 10³², 10³³, 10³⁴, 10³⁵, 10³⁶, 10³⁷, 10³⁸, 10³⁹, 10⁴⁰, 10⁴¹, 10⁴², 10⁴³, 10⁴⁴, 10⁴⁵, 10⁴⁶, 10⁴⁷, 10⁴⁸, 10⁴⁹, 10⁵⁰, 10⁵¹, 10⁵², 10⁵³, 10⁵⁴, 10⁵⁵, 10⁵⁶, 10⁵⁷, 10⁵⁸, 10⁵⁹, 10⁶⁰, 10⁶¹, 10⁶², 10⁶³, 10⁶⁴, 10⁶⁵, 10⁶⁶, 10⁶⁷, 10⁶⁸, 10⁶⁹, 10⁷⁰, 10⁷¹, 10⁷², 10⁷³, 10⁷⁴, 10⁷⁵, 10⁷⁶, 10⁷⁷, 10⁷⁸, 10⁷⁹, 10⁸⁰, 10⁸¹, 10⁸², 10⁸³, 10⁸⁴, 10⁸⁵, 10⁸⁶, 10⁸⁷, 10⁸⁸, 10⁸⁹, 10⁹⁰, 10⁹¹, 10⁹², 10⁹³, 10⁹⁴, 10⁹⁵, 10⁹⁶, 10⁹⁷, 10⁹⁸, 10⁹⁹, 10¹⁰⁰, 10¹⁰¹, 10¹⁰², 10¹⁰³, 10¹⁰⁴, 10¹⁰⁵, 10¹⁰⁶, 10¹⁰⁷, 10¹⁰⁸, 10¹⁰⁹, 10¹¹⁰, 10¹¹¹, 10¹¹², 10¹¹³, 10¹¹⁴, 10¹¹⁵, 10¹¹⁶, 10¹¹⁷, 10¹¹⁸, 10¹¹⁹, 10¹²⁰, 10¹²¹, 10¹²², 10¹²³, 10¹²⁴, 10¹²⁵, 10¹²⁶, 10¹²⁷, 10¹²⁸, 10¹²⁹, 10¹³⁰, 10¹³¹, 10¹³², 10¹³³, 10¹³⁴, 10¹³⁵, 10¹³⁶, 10¹³⁷, 10¹³⁸, 10¹³⁹, 10¹⁴⁰, 10¹⁴¹, 10¹⁴², 10¹⁴³, 10¹⁴⁴, 10¹⁴⁵, 10¹⁴⁶, 10¹⁴⁷, 10¹⁴⁸, 10¹⁴⁹, 10¹⁵⁰, 10¹⁵¹, 10¹⁵², 10¹⁵³, 10¹⁵⁴, 10¹⁵⁵, 10¹⁵⁶, 10¹⁵⁷, 10¹⁵⁸, 10¹⁵⁹, 10¹⁶⁰, 10¹⁶¹, 10¹⁶², 10¹⁶³, 10¹⁶⁴, 10¹⁶⁵, 10¹⁶⁶, 10¹⁶⁷, 10¹⁶⁸, 10¹⁶⁹, 10¹⁷⁰, 10¹⁷¹, 10¹⁷², 10¹⁷³, 10¹⁷⁴, 10¹⁷⁵, 10¹⁷⁶, 10¹⁷⁷, 10¹⁷⁸, 10¹⁷⁹, 10¹⁸⁰, 10¹⁸¹, 10¹⁸², 10¹⁸³, 10¹⁸⁴, 10¹⁸⁵, 10¹⁸⁶, 10¹⁸⁷, 10¹⁸⁸, 10¹⁸⁹, 10¹⁹⁰, 10¹⁹¹, 10¹⁹², 10¹⁹³, 10¹⁹⁴, 10¹⁹⁵, 10¹⁹⁶, 10¹⁹⁷, 10¹⁹⁸, 10¹⁹⁹, 10²⁰⁰, 10²⁰¹, 10²⁰², 10²⁰³, 10²⁰⁴, 10²⁰⁵, 10²⁰⁶, 10²⁰⁷, 10²⁰⁸, 10²⁰⁹, 10²¹⁰, 10²¹¹, 10²¹², 10²¹³, 10²¹⁴, 10²¹⁵, 10²¹⁶, 10²¹⁷, 10²¹⁸, 10²¹⁹, 10²²⁰, 10²²¹, 10²²², 10²²³, 10²²⁴, 10²²⁵, 10²²⁶, 10²²⁷, 10²²⁸, 10²²⁹, 10²³⁰, 10²³¹, 10²³², 10²³³, 10²³⁴, 10²³⁵, 10²³⁶, 10²³⁷, 10²³⁸, 10²³⁹, 10²⁴⁰, 10²⁴¹, 10²⁴², 10²⁴³, 10²⁴⁴, 10²⁴⁵, 10²⁴⁶, 10²⁴⁷, 10²⁴⁸, 10²⁴⁹, 10²⁵⁰, 10²⁵¹, 10²⁵², 10²⁵³, 10²⁵⁴, 10²⁵⁵, 10²⁵⁶, 10²⁵⁷, 10²⁵⁸, 10²⁵⁹, 10²⁶⁰, 10²⁶¹, 10²⁶², 10²⁶³, 10²⁶⁴, 10²⁶⁵, 10²⁶⁶, 10²⁶⁷, 10²⁶⁸, 10²⁶⁹, 10²⁷⁰, 10²⁷¹, 10²⁷², 10²⁷³, 10²⁷⁴, 10²⁷⁵, 10²⁷⁶, 10²⁷⁷, 10²⁷⁸, 10²⁷⁹, 10²⁸⁰, 10²⁸¹, 10²⁸², 10²⁸³, 10²⁸⁴, 10²⁸⁵, 10²⁸⁶, 10²⁸⁷, 10²⁸⁸, 10²⁸⁹, 10²⁹⁰, 10²⁹¹, 10²⁹², 10²⁹³, 10²⁹⁴, 10²⁹⁵, 10²⁹⁶, 10²⁹⁷, 10²⁹⁸, 10²⁹⁹, 10³⁰⁰, 10³⁰¹, 10³⁰², 10³⁰³, 10³⁰⁴, 10³⁰⁵, 10³⁰⁶, 10³⁰⁷, 10³⁰⁸, 10³⁰⁹, 10³¹⁰, 10³¹¹, 10³¹², 10³¹³, 10³¹⁴, 10³¹⁵, 10³¹⁶, 10³¹⁷, 10³¹⁸, 10³¹⁹, 10³²⁰, 10³²¹, 10³²², 10³²³, 10³²⁴, 10³²⁵, 10³²⁶, 10³²⁷, 10³²⁸, 10³²⁹, 10³³⁰, 10³³¹, 10³³², 10³³³, 10³³⁴, 10³³⁵, 10³³⁶, 10³³⁷, 10³³⁸, 10³³⁹, 10³⁴⁰, 10³⁴¹, 10³⁴², 10³⁴³, 10³⁴⁴, 10³⁴⁵, 10³⁴⁶, 10³⁴⁷, 10³⁴⁸, 10<



FP3 8-REV'D

No point on top of sole plates "sp" and "i" down from top on sides. Coat with boiled linseed oil.

No point on surface with "sp" and "i" coat with mixture of white lead and oil.

No point on interior bottom.

100-108