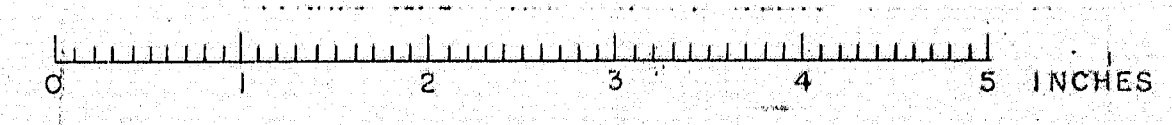


TYPICAL BANK SECTION
 Note - Gravel shoulders to be paid for as gravel base.

Scales Hor. 1" = 30'
 Vert. 1" = 5'

Survey by A.D. MacDonnell
 Plotted by S.S. Mitchell
 Traced by S.S. Mitchell

TOWN 13-51	
BRIDGE 3256	
STATE HIGHWAY COMMISSION	
BRIDGE DIVISION	
RAILROAD CROSSING	
OVER THE TRACKS OF THE	
CANADIAN PACIFIC RAILWAY	
IN THE TOWNSHIP OF	
SAPLING	
SOMERSET COUNTY	
SURVEY PLAN	
Sheet 2 of 20 Sheets	Sept. 1935
AUGUSTA, MAINE	



SOUNDINGS		
Sounding No.	Ground Elev.	Remarks
1	98.44	28.94 Through a mixture of sand and gravel.
2	98.24	91.00 Through sandy clay to refusal.
3	97.0	91.00 " " " " " "
4	96.7	92.00 Red penetrated 1/2" per blow for 4.6"
5	96.7	92.00 " " " " " "

Hole No.	Ground Elev.	Remarks on Borings
6	97.9	10.3' clay & gravel, very dry & compact.
7	98.4	3.5' gray sandy clay, less compact.
8	98.1	5.5' gray sand, with stones.
9	98.2	5.5' very firm hard pan, very compact.
10	98.5	5.5' sandy clay, very compact.
11	98.5	5.5' sand as above but more moisture.
12	98.5	5.5' hard moist clay, sharp stones up to 3".
13	98.5	Same as hole no. 10. At 6.2' struck boulder or possibly ledge.
14	98.5	Same as hole no. 11. Refusal at 4.3' boulder or ledge.

Curve Data, Cons. Line

$\Delta = 50^{\circ} 06' 30''$
 $D = 6$
 $T = 446.60'$
 $L = 835.14'$

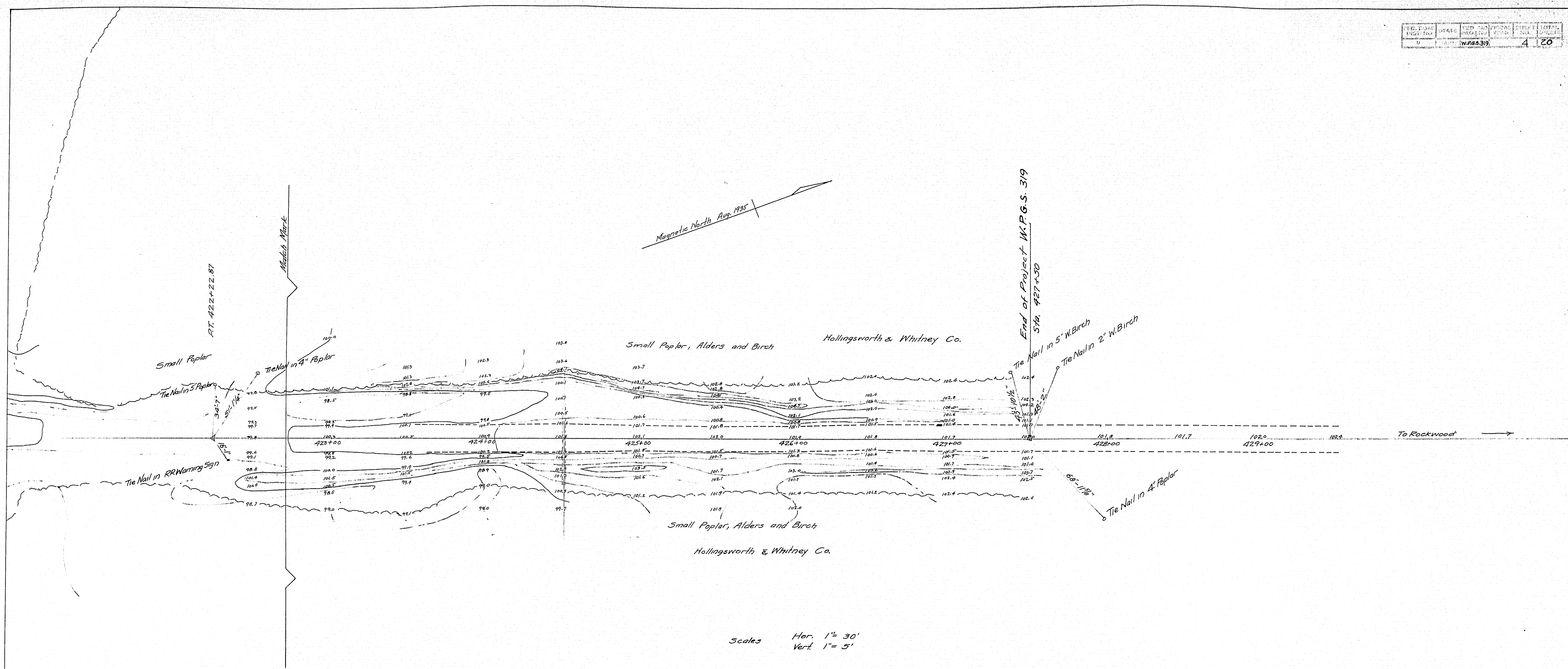
Final Sta. 421+80.05 equals
 Original Sta. 422+22.87
 $Ea = -42.82'$

800' V.C. Ex = 120

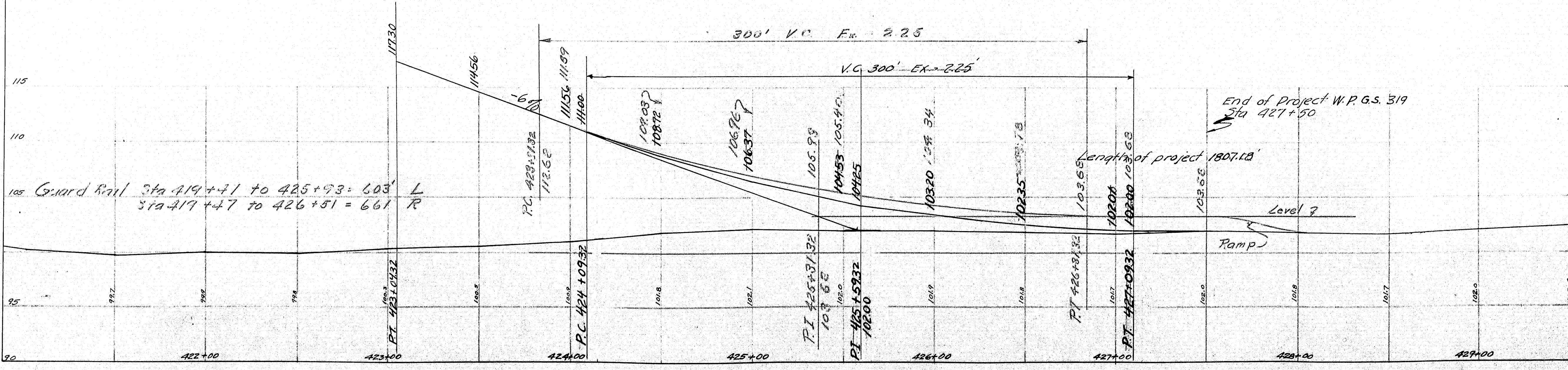
TOWN 13-31
 BRIDGE 3256
 STATE HIGHWAY COMMISSION
 BRIDGE DIVISION
 RAILROAD CROSSING
 OVER THE TRACKS OF THE
 CANADIAN PACIFIC RAILWAY
 IN THE TOWNSHIP OF
 SApLING
 SOMERSET COUNTY
 SURVEY PLAN
 Sheet 3 of 20 Sheets
 AUGUSTA, MAINE
 Sept. 1935

0 1 2 3 4 5 INCHES

28-209



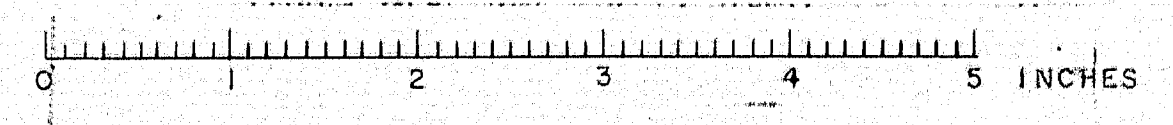
Scales Hor. 1" = 30'
Vert. 1" = 5'

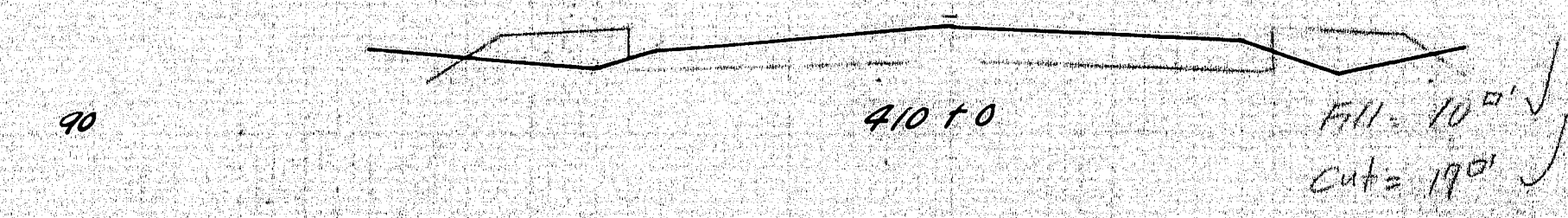
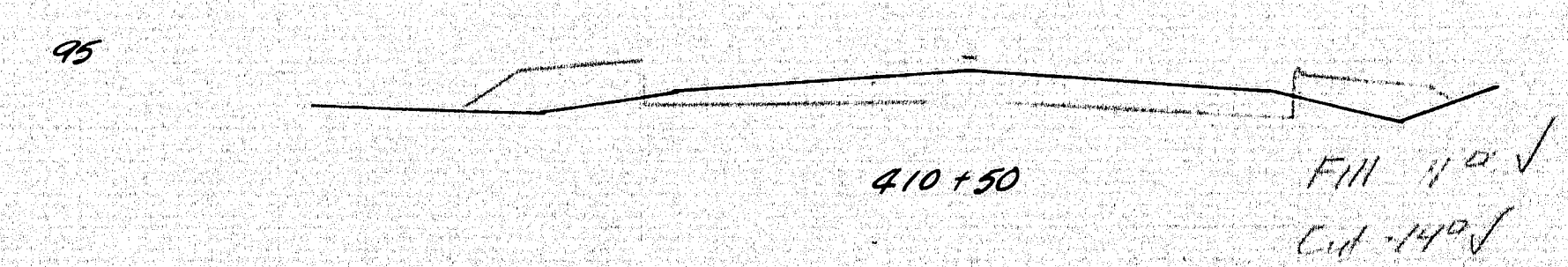
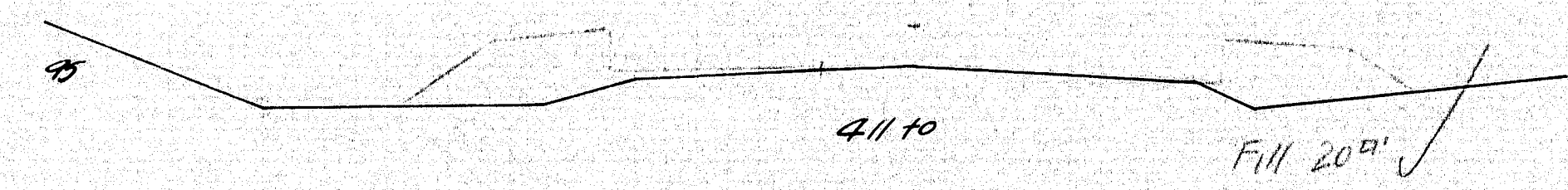
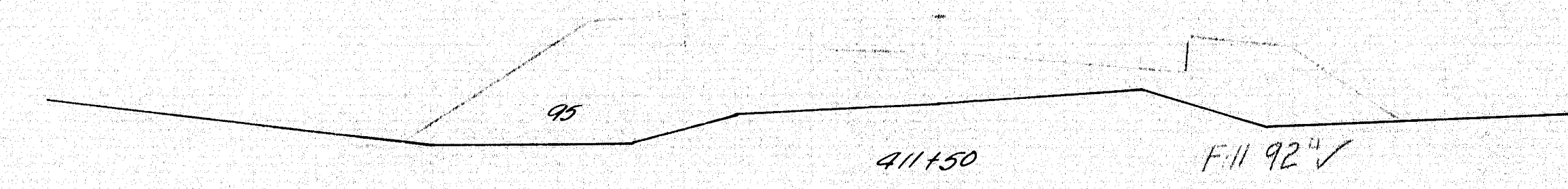
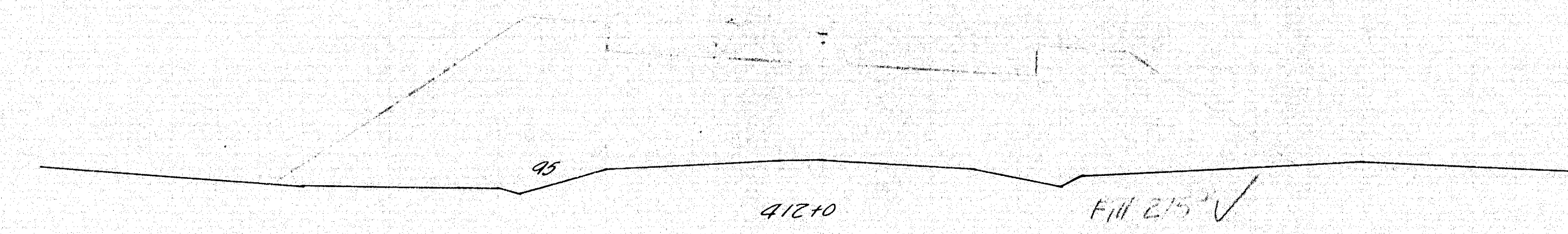
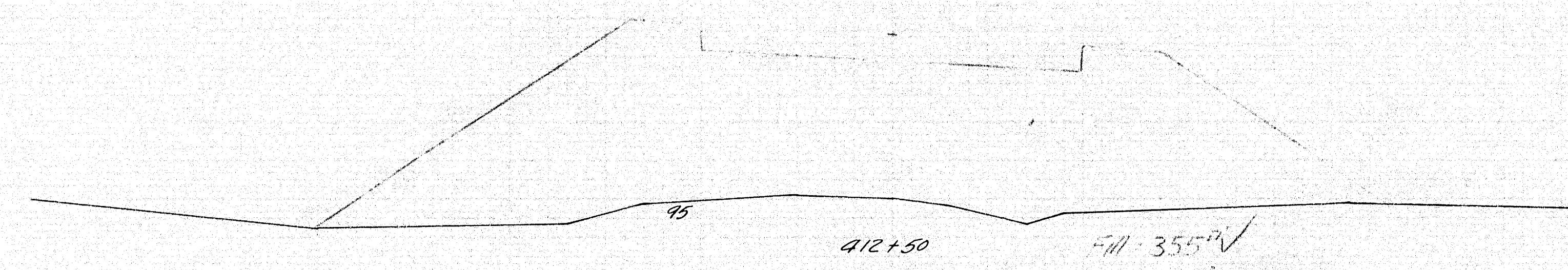
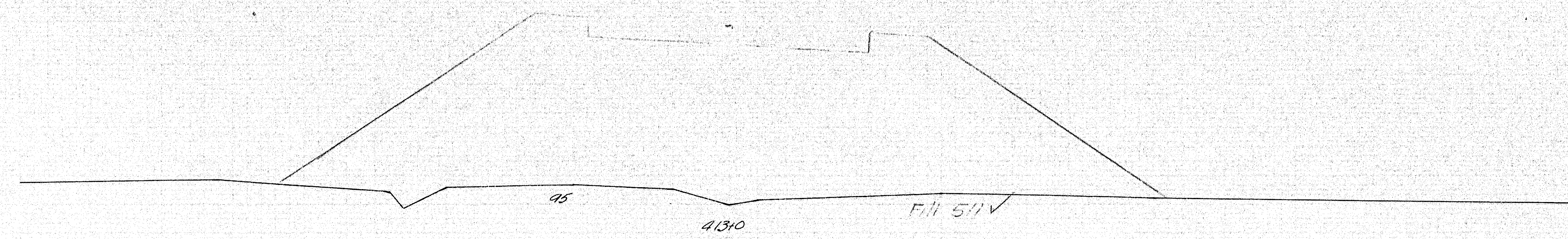


Survey by A.D. MacDonald
Plotted by J.S. Mitchell
Traced by J.S. Mitchell

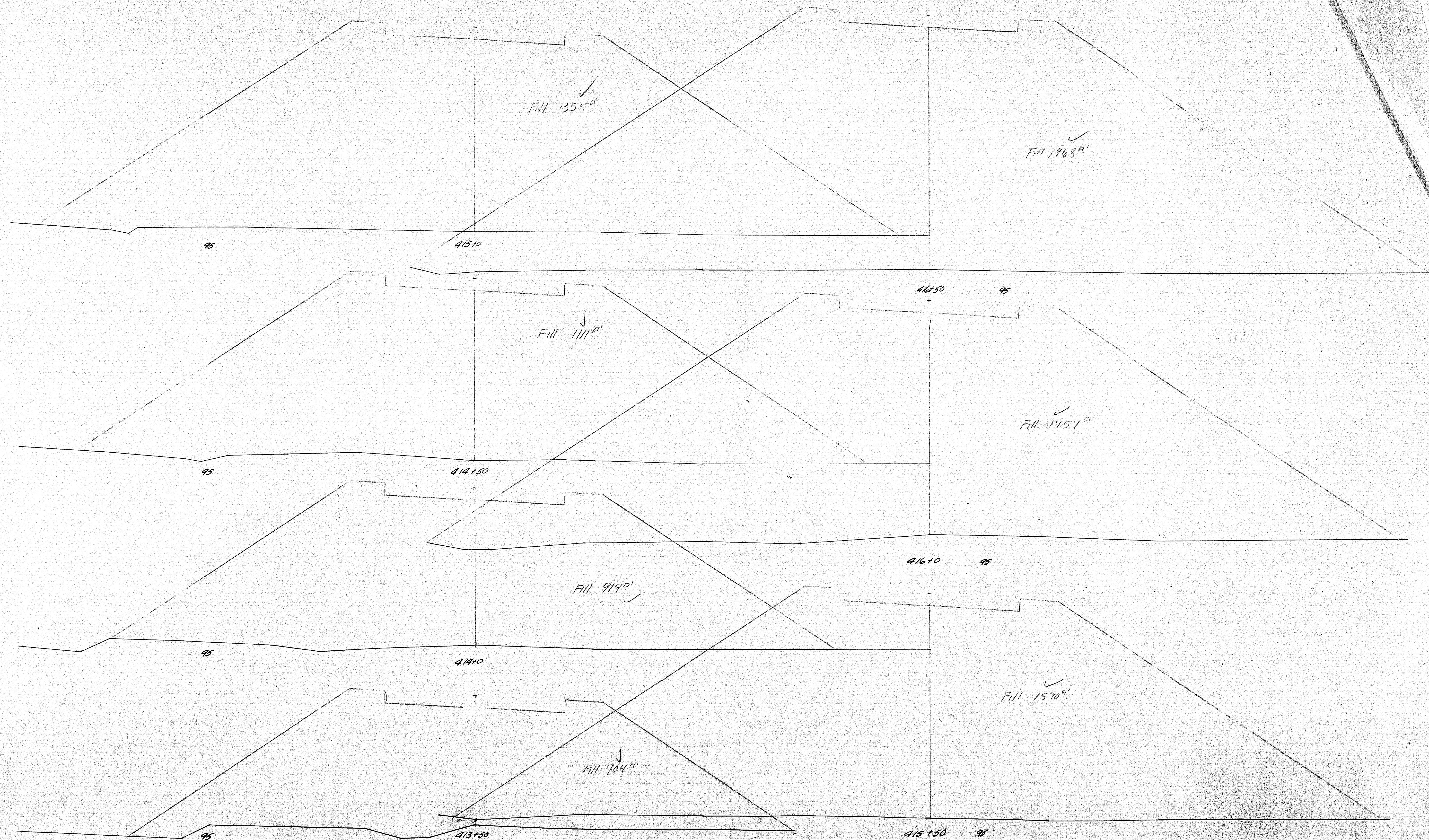
TOWN	13-51
BRIDGE	3256

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
RAILROAD CROSSING
OVER THE TRACKS OF THE
CANADIAN PACIFIC RAILWAY
IN THE TOWNSHIP OF
SAPLING
SOMERSET COUNTY
SURVEY PLAN
Sheet 4 of 20 Sheets Sept. 1935
AUGUSTA, MAINE.





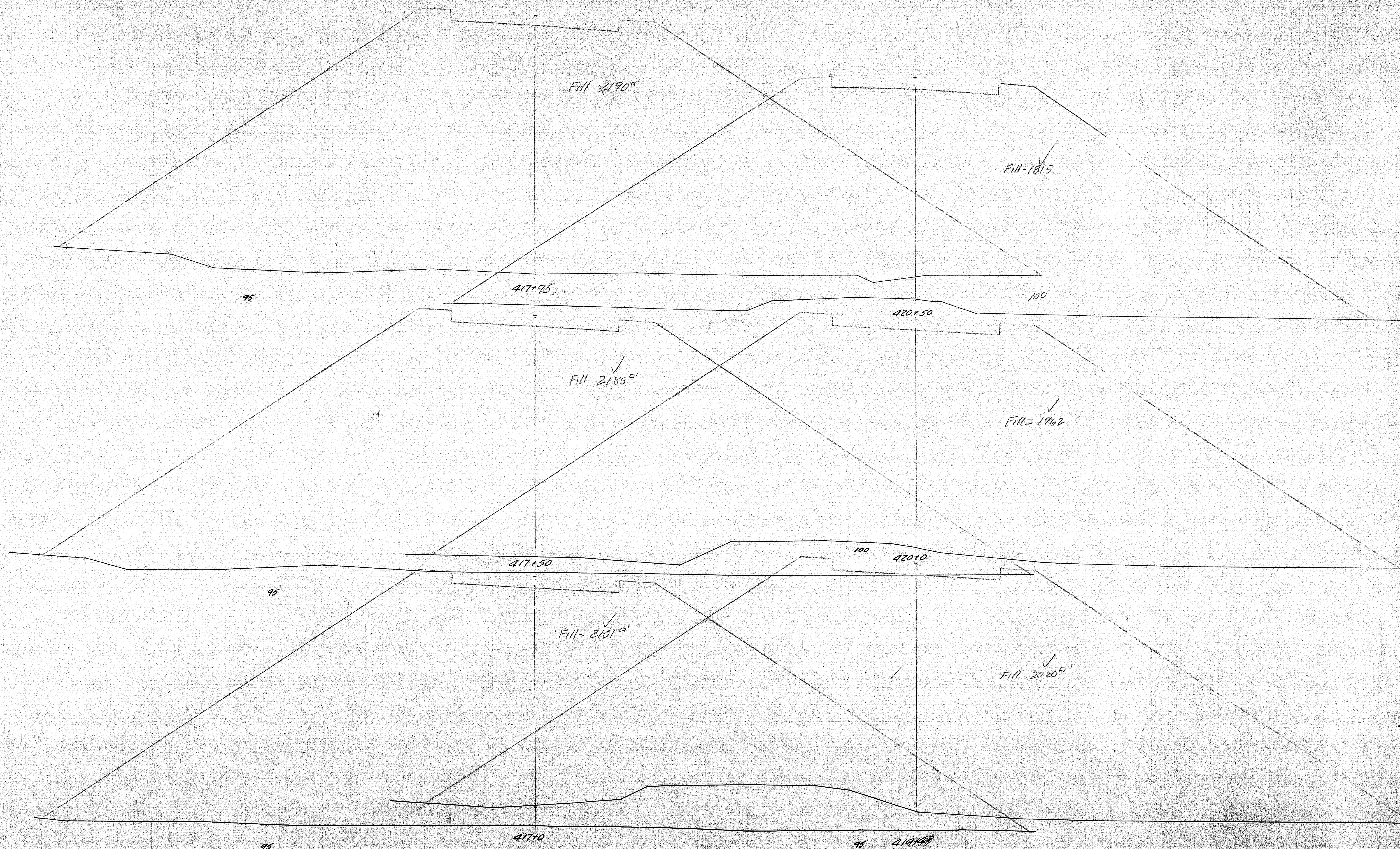
05 2



0 1 2 3 4 5 INCHES

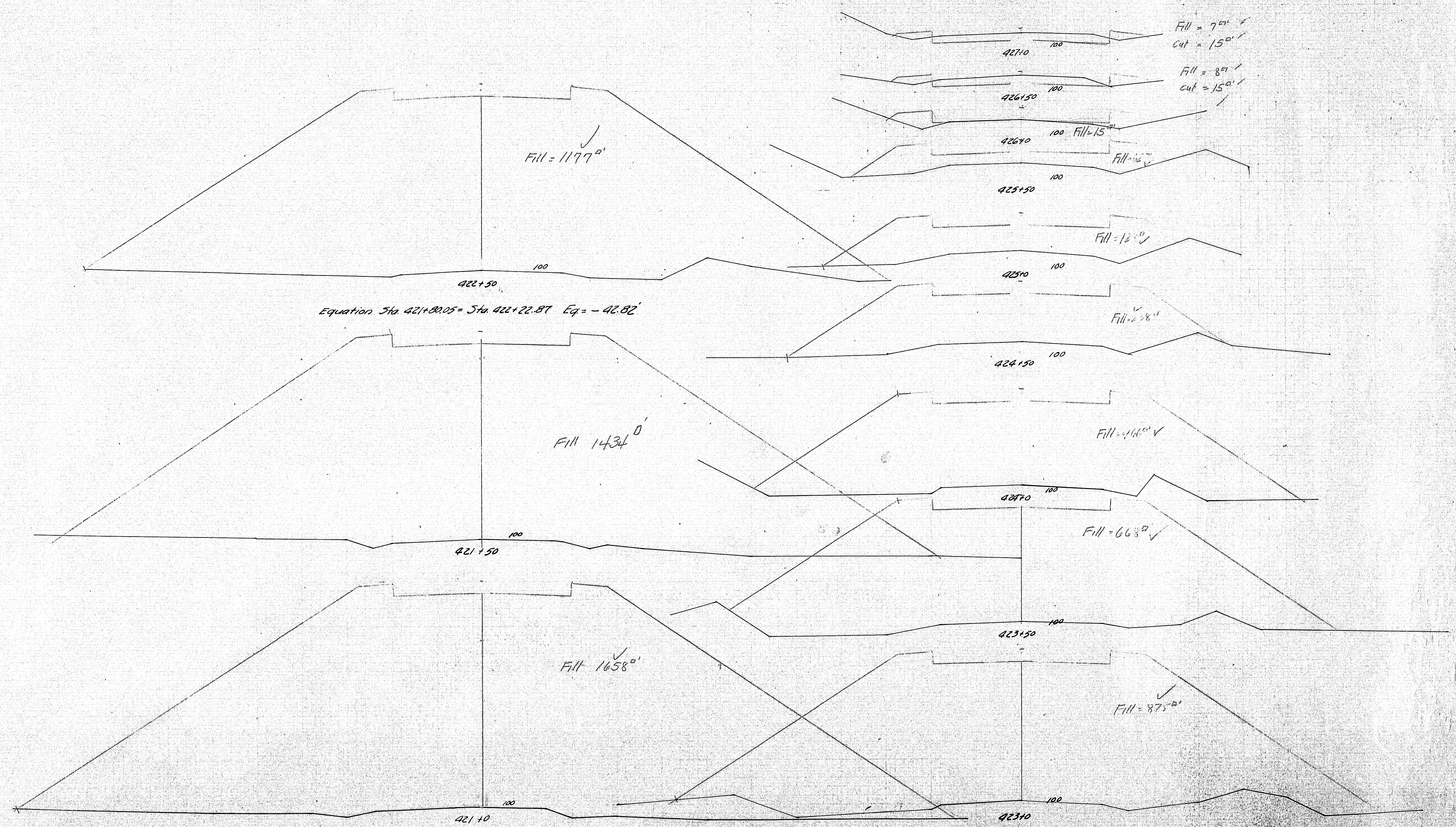
BRIDGE

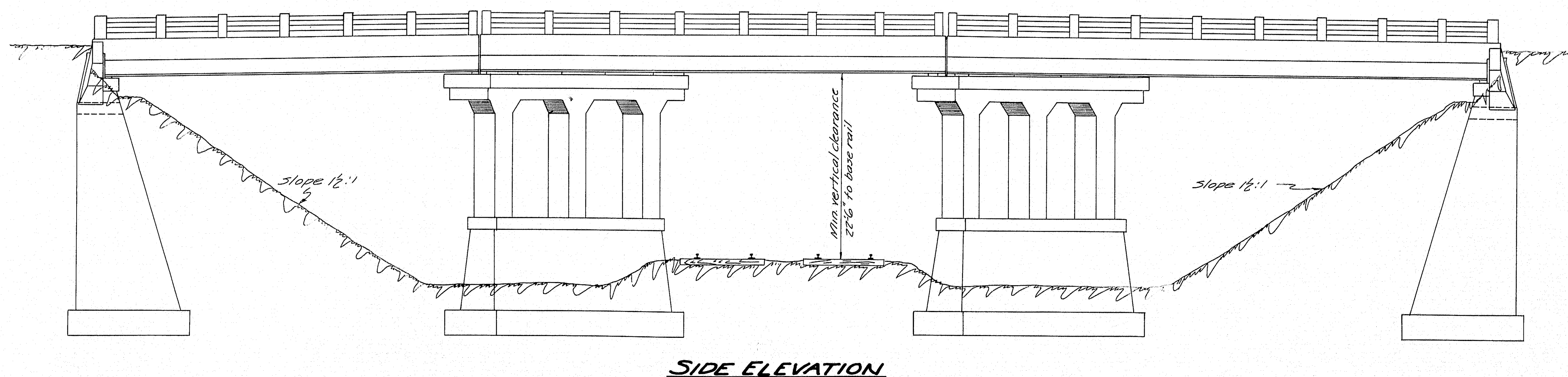
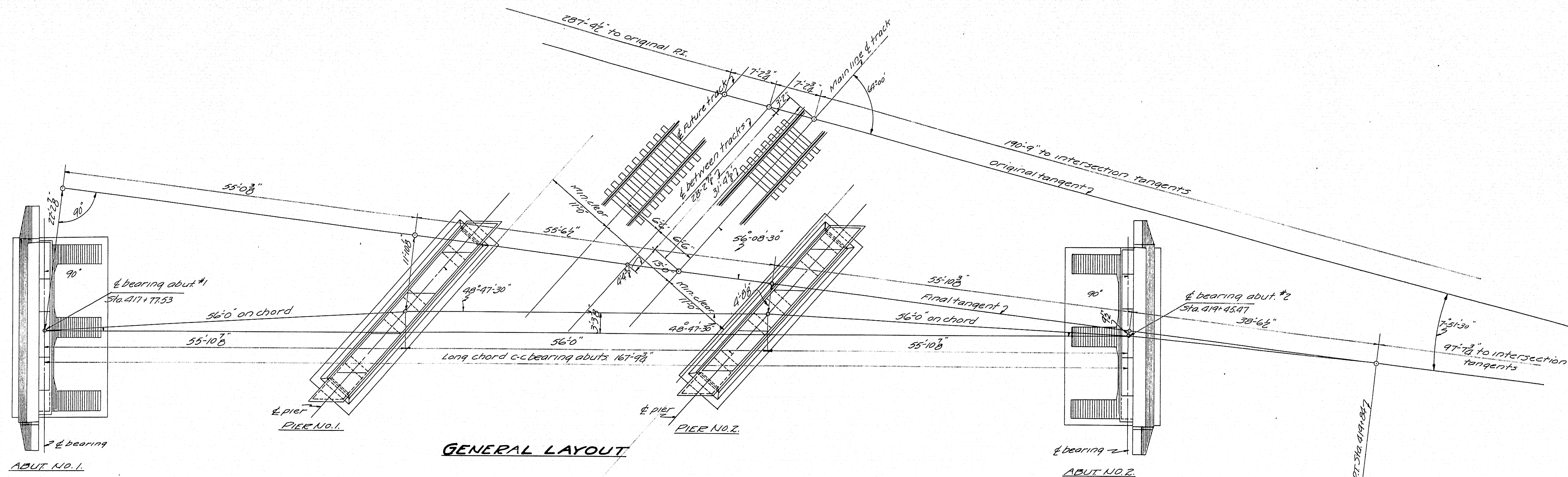
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
0	MAINE	W-4339		7	20



28-213

0 1 2 3 4 5 INCHES





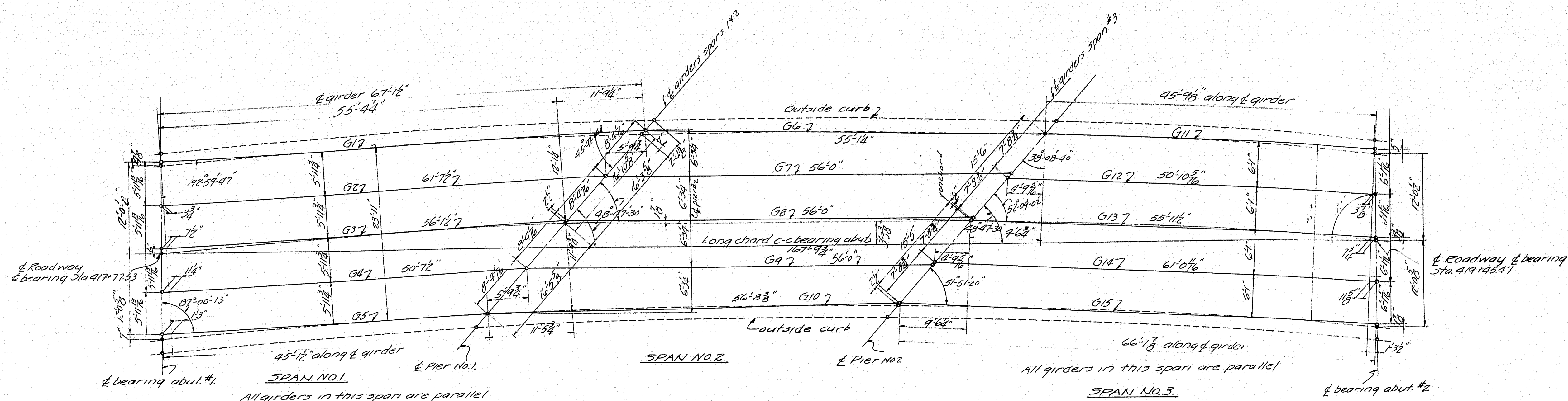
U.S. WORKS PROGRAM GRADE TOWN 13-51
CROSSING PROJECT No. WRS.319 BRIDGE 3256

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

RAILROAD CROSSING
OVER THE TRACKS OF THE
CANADIAN PACIFIC RAILWAY
IN THE TOWNSHIP OF
JAPLING
SOMERSET COUNTY
GENERAL LAYOUT

SHEET 9 OF 20 SHEETS AUGUSTA ME. MAR. 1936.

28-215



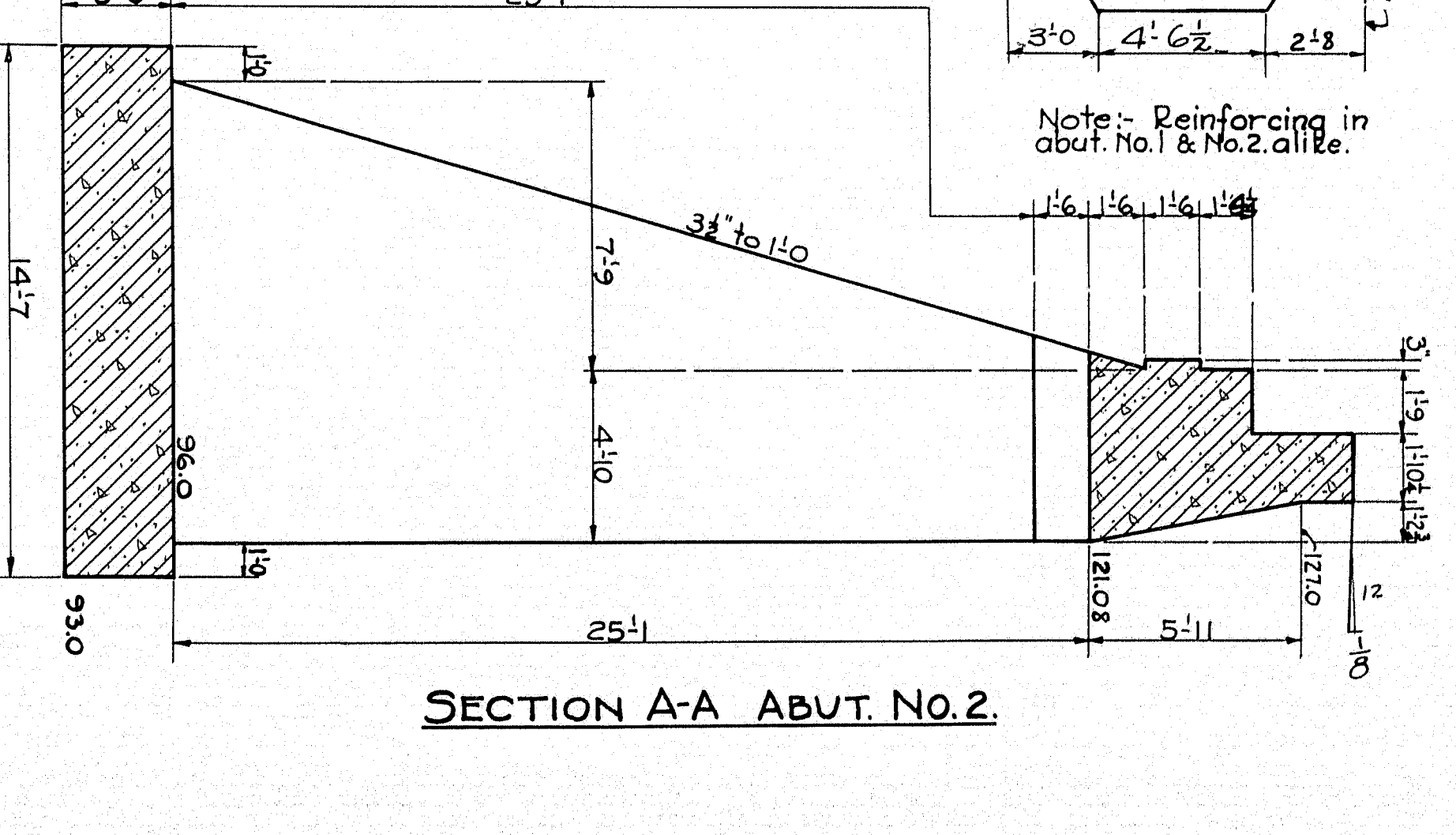
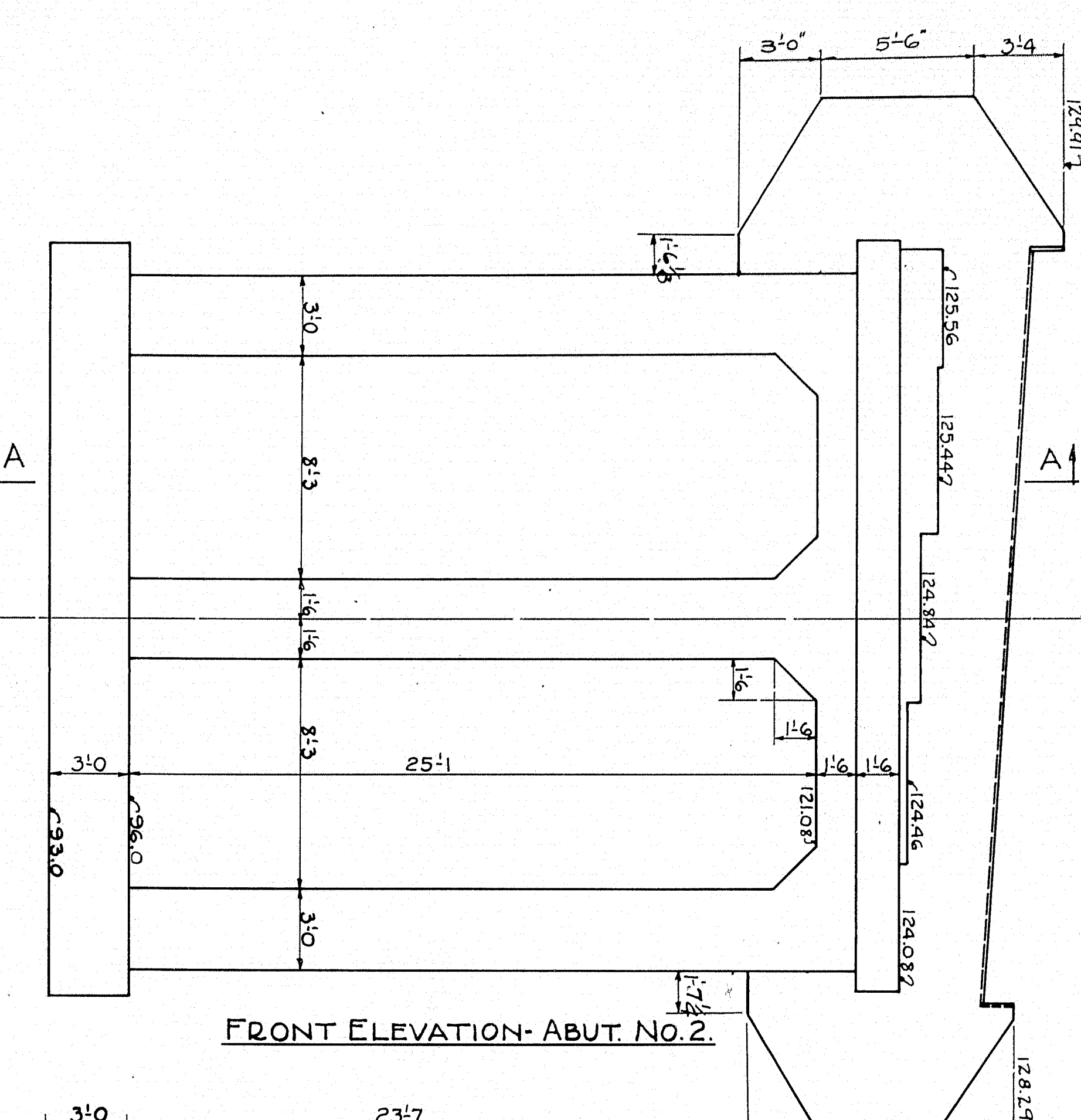
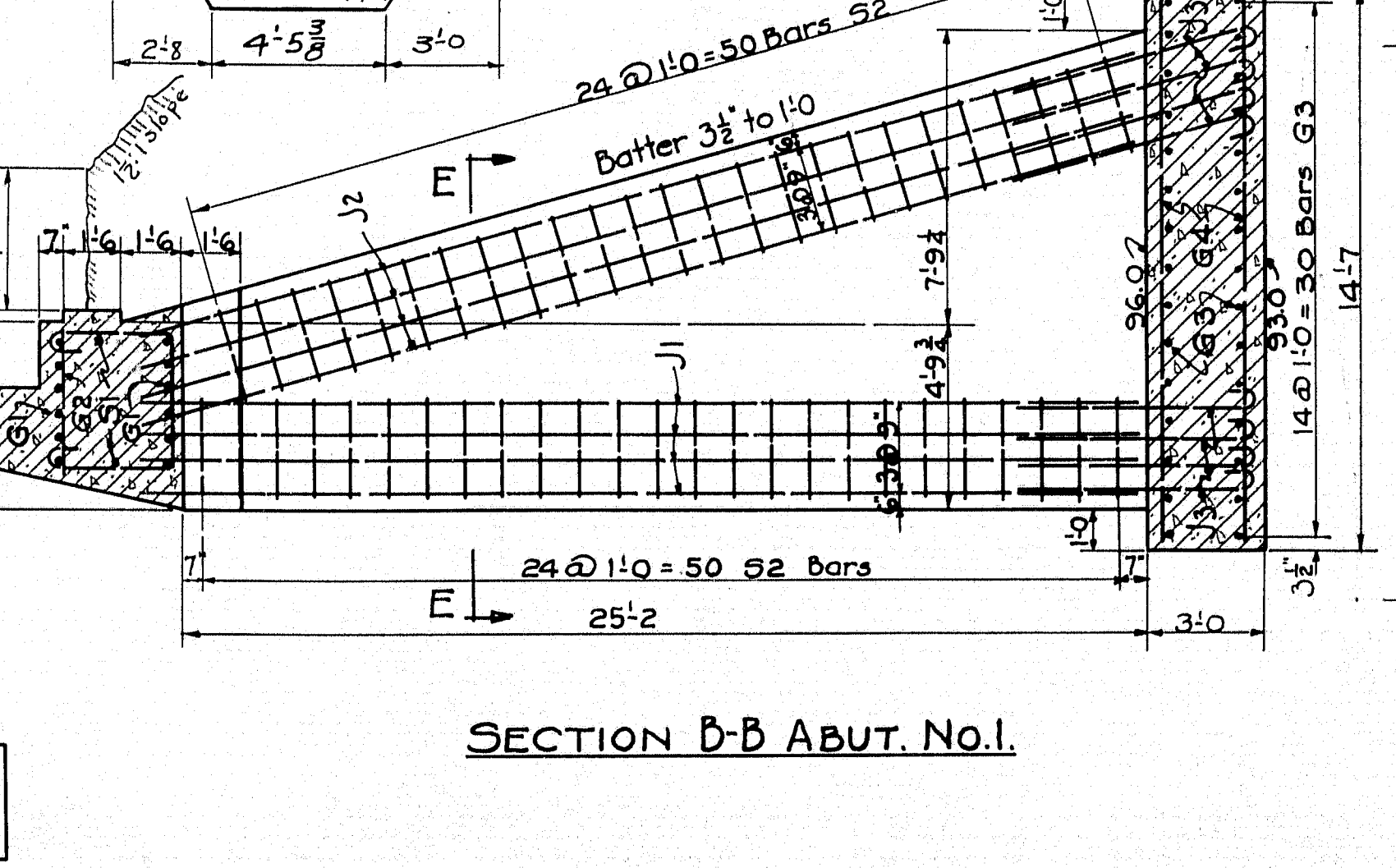
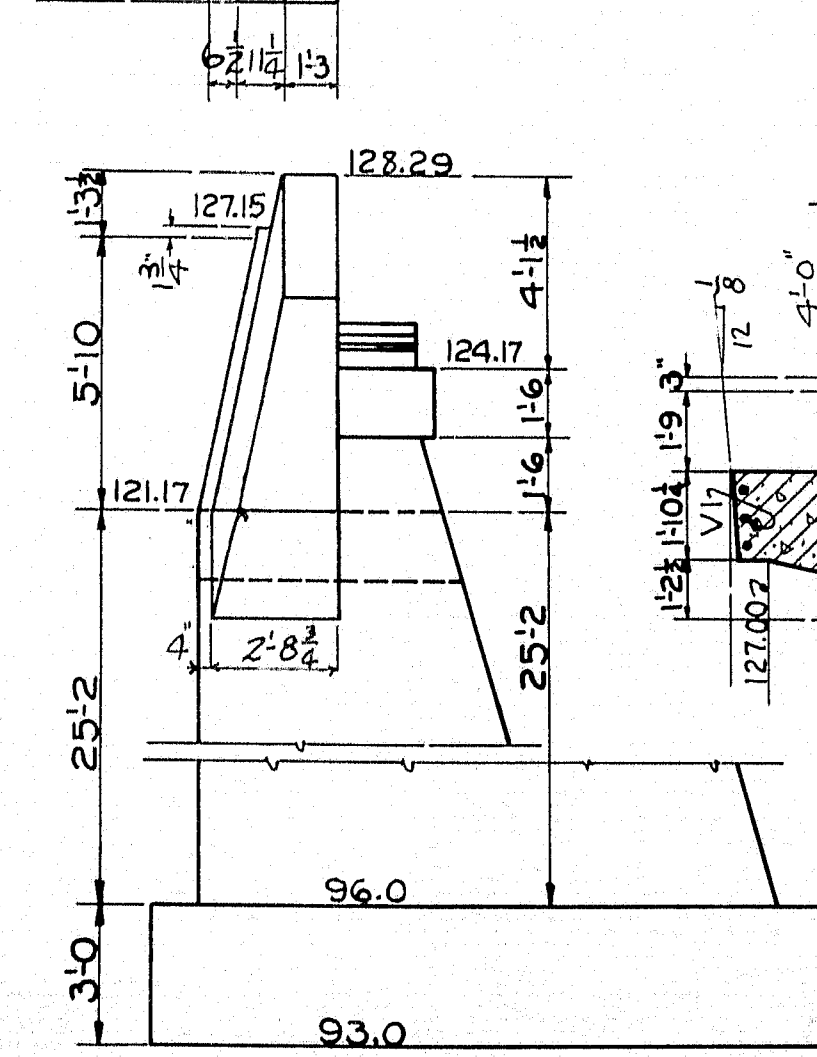
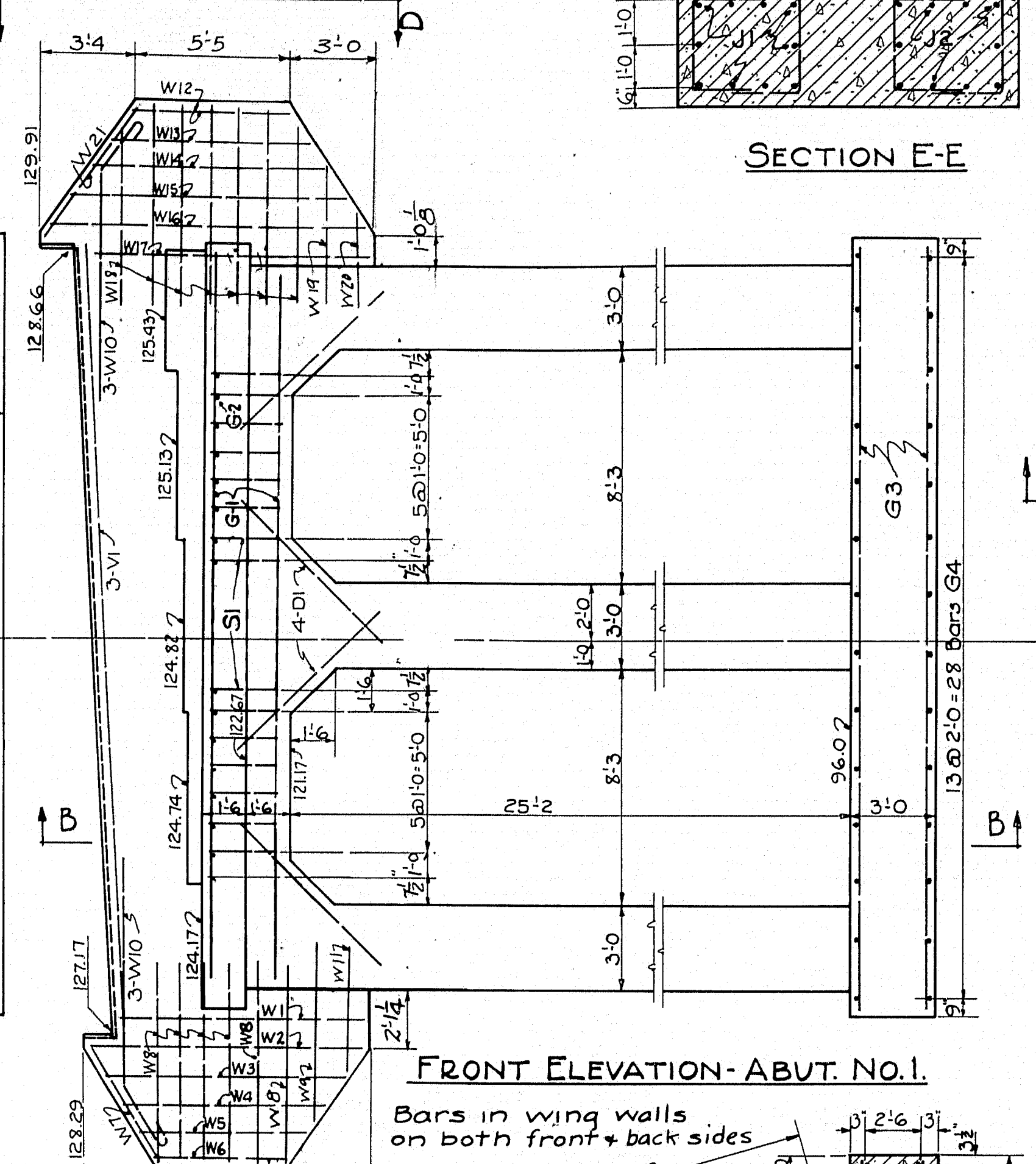
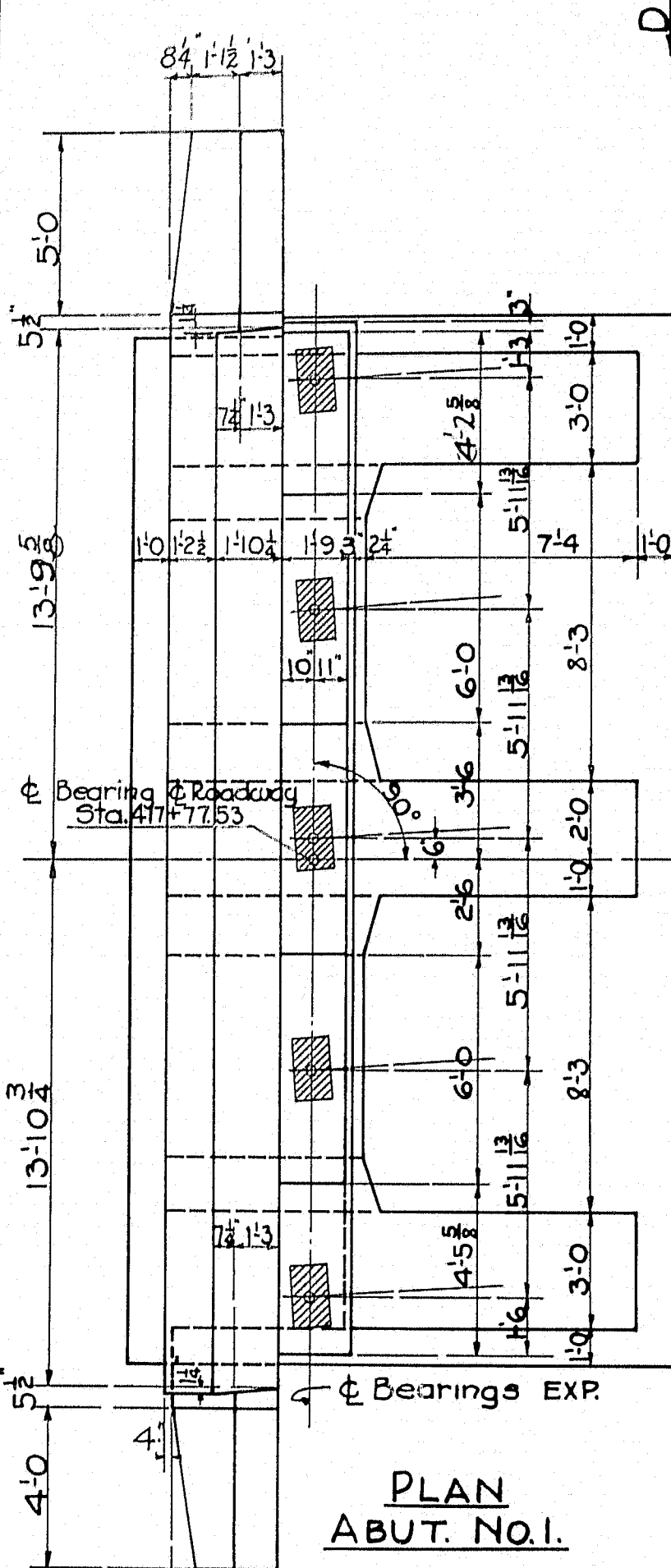
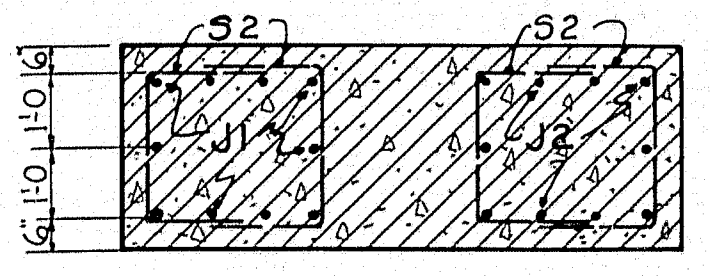
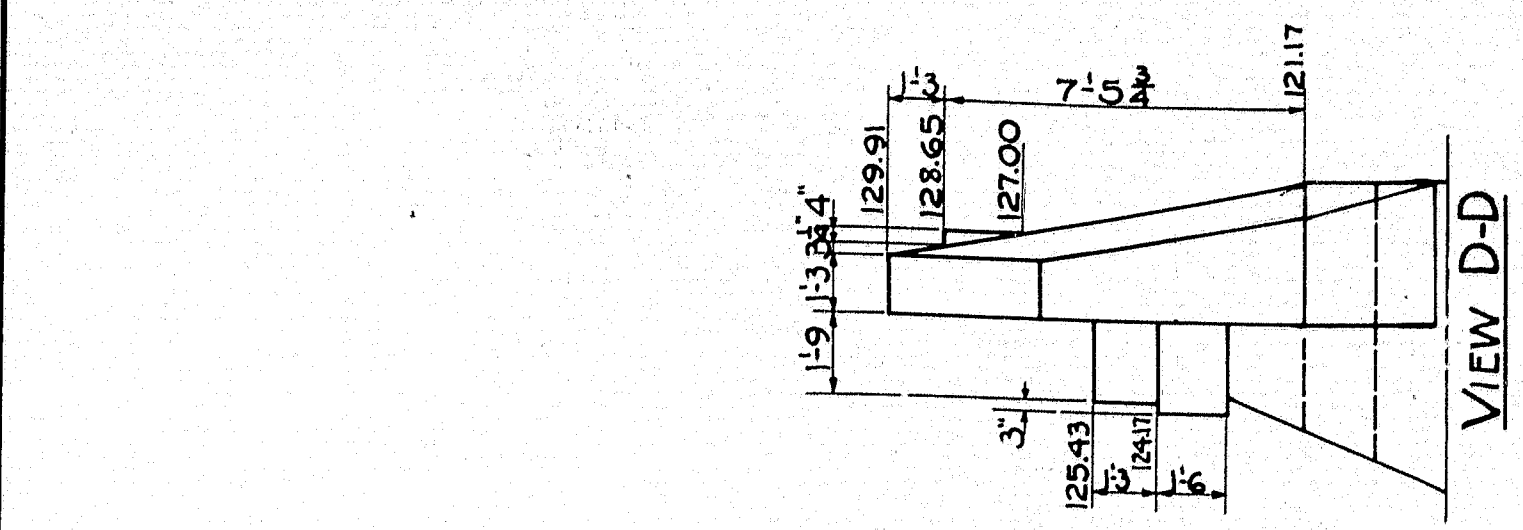
U.S. WORKS PROGRAM GRADE TOWN 13-51
CROSSING PROJECT NO. WPG. 3.319 BRIDGE 3256

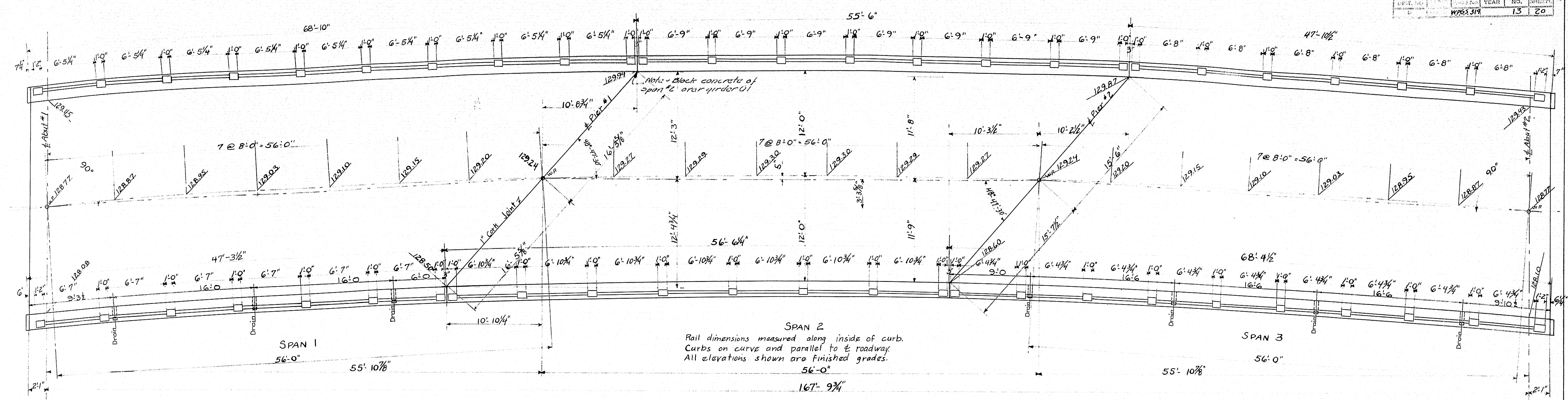
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

RAILROAD CROSSING
OVER THE TRACKS OF THE
CANADIAN PACIFIC RAILWAY
IN THE TOWNSHIP OF
SAPLING
SOMERSET COUNTY
GENERAL PLAN

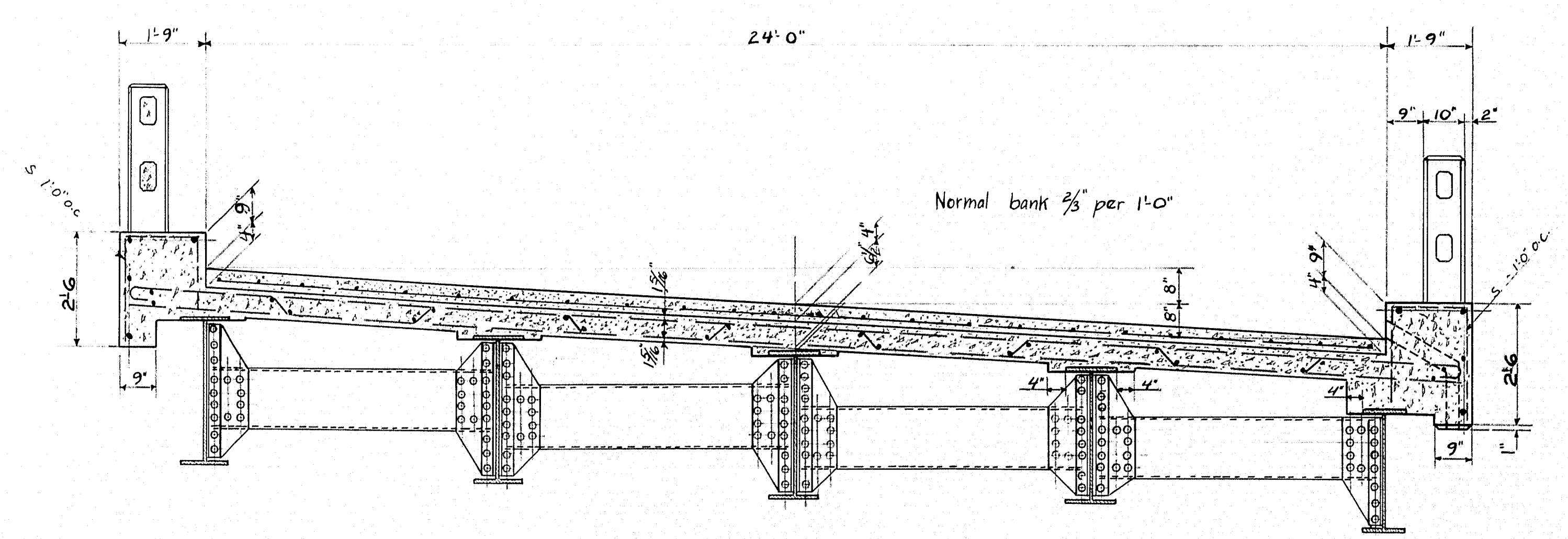
SHEET 10 OF 20 SHEETS AUGUST 1936

28-216



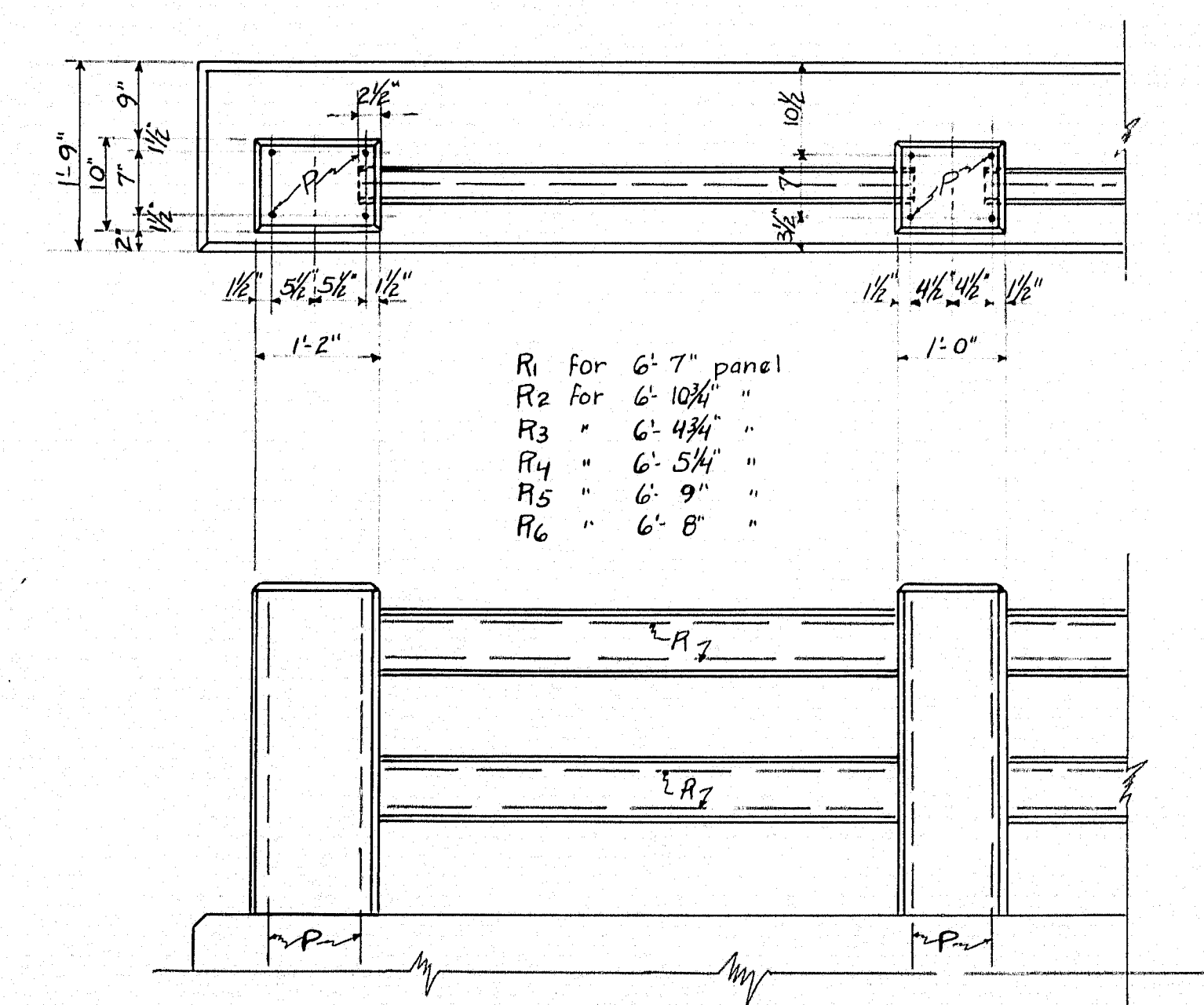
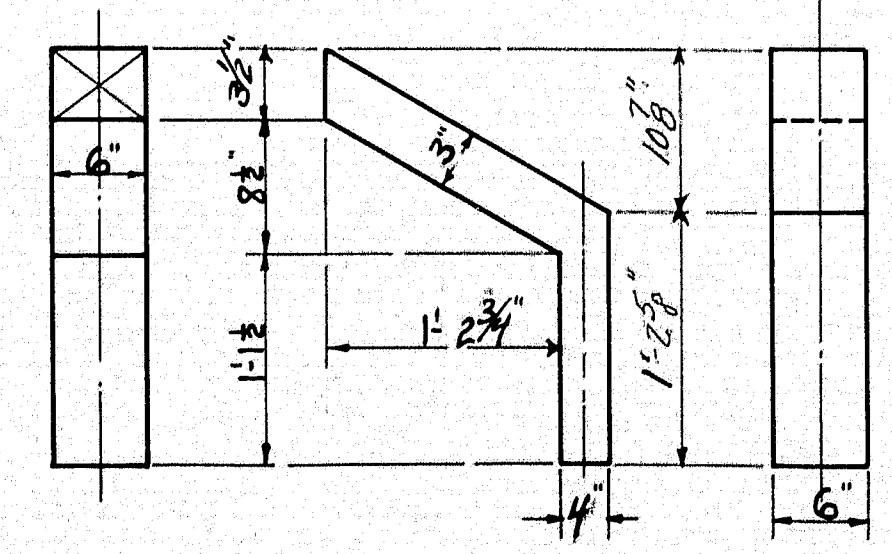


PLAN
FINISHED GRADES + LAYOUT



TYPICAL SECTION

DRAIN FORMS
#26 Galv. Iron
7 Req'd.

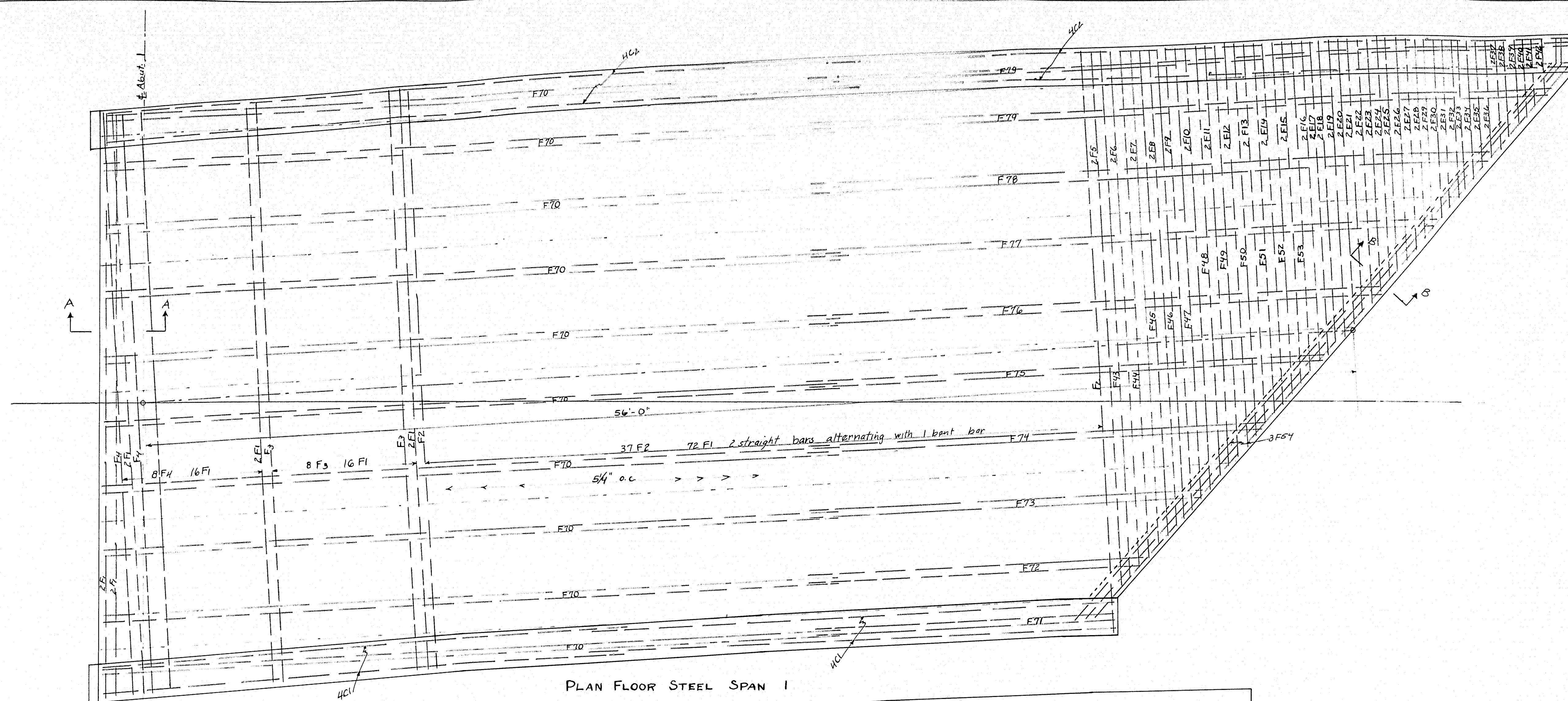


RAIL DETAILS

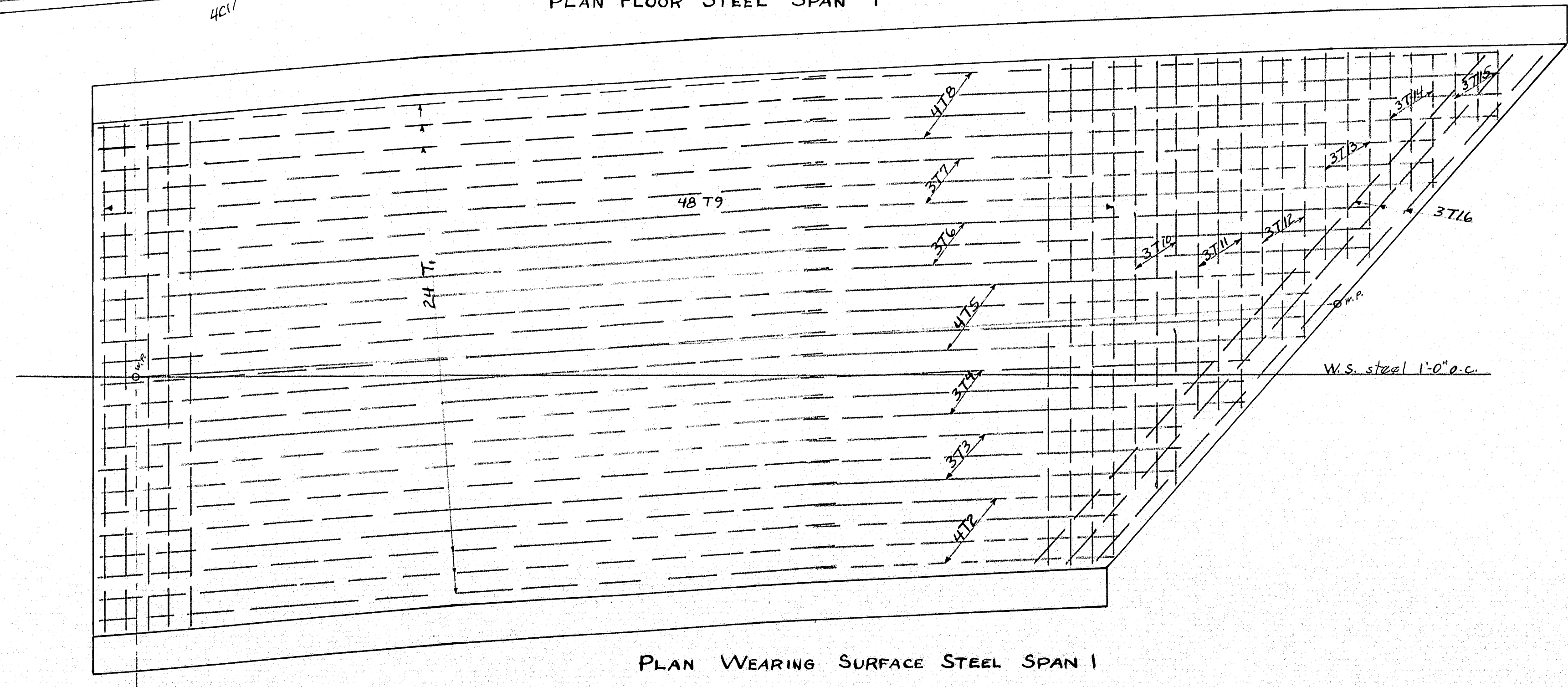
NOTE:-
Curb and slab to be cast together. Steel for Posts to be set in curb. Precast Rail Bars in lengths as shown. Place Rail bars in position with ends projecting into post forms 2". Wrap ends 6" with two inches of roofing felt. Fold in ends and when post forms are removed, cut away all roofing felt. Chamfer all exposed edges of concrete 1/2" unless otherwise indicated.

U.S. WORKS PROGRAM GRADE
CROSSING PROJECT No WPGS 319
TOWN 13-51
BRIDGE 3256
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
RAILROAD CROSSING
OVER THE TRACKS OF THE
CANADIAN PACIFIC RAILWAY
IN THE TOWNSHIP OF
SAPLING
SOMERSET COUNTY
SECTION + RAIL DETAILS
SHEET 13 OF 20 SHEETS AUGUST-MAR 1936

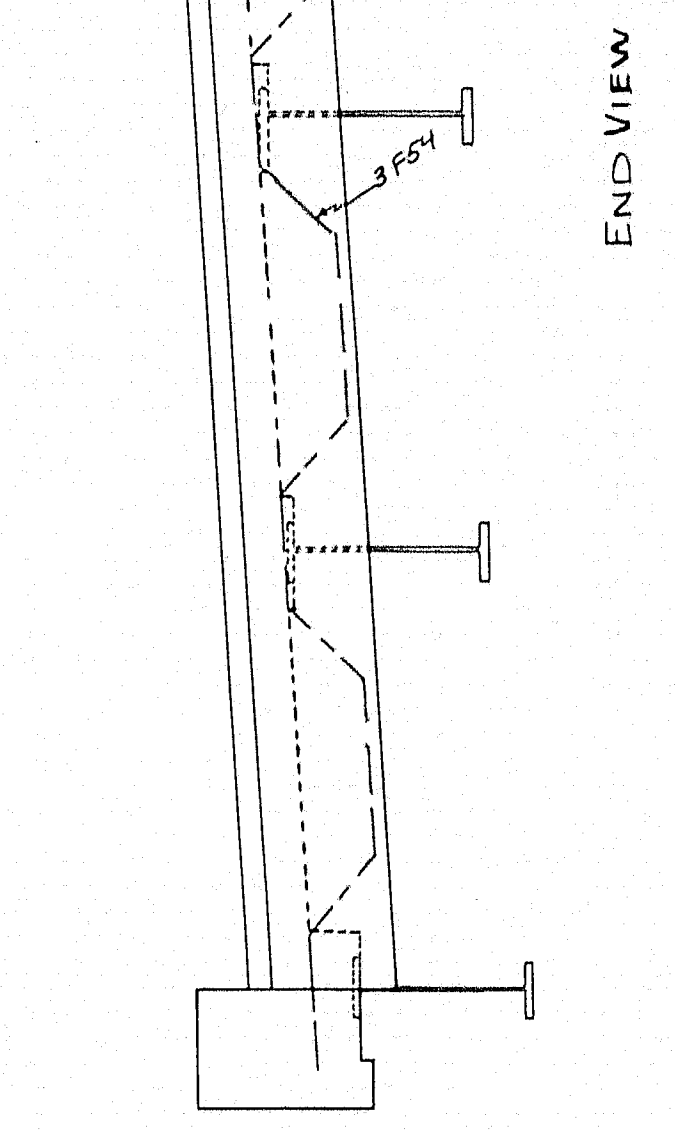
Revised 11/18/37 Cor. & exp. work



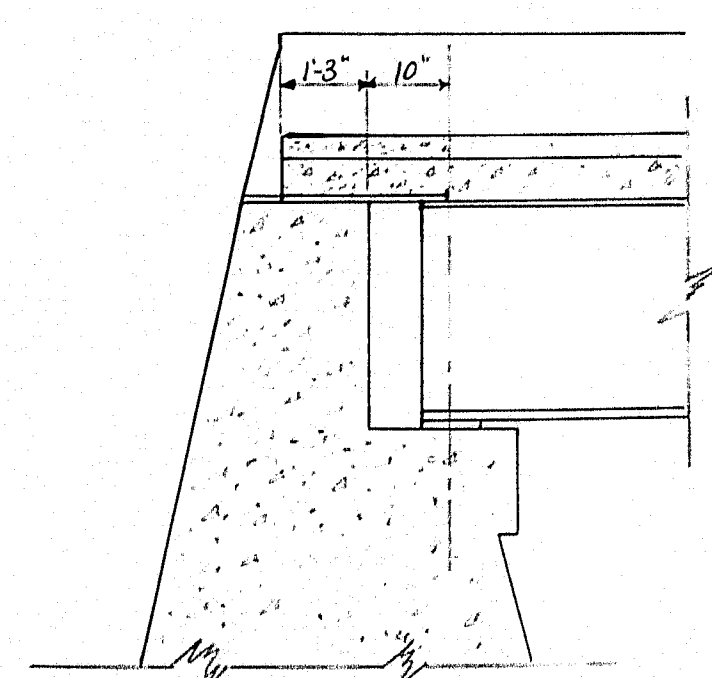
PLAN FLOOR STEEL SPAN I



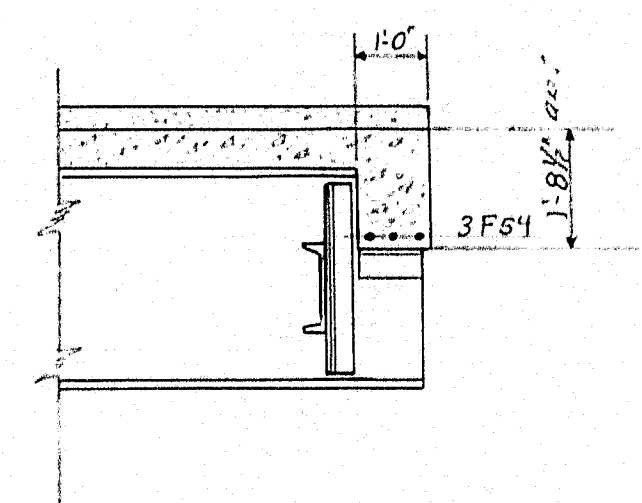
PLAN WEARING SURFACE STEEL SPAN I



END VIEW



SECTION AA

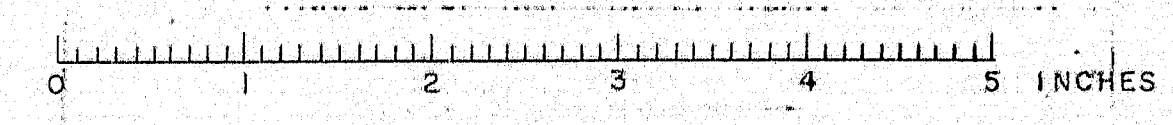


SECTION BB

U.S. WORKS PROGRAM - GRADE CROSSING PROJECT No WPGS 319 TOWN 13-51 BRIDGE 3256

STATE HIGHWAY COMMISSION
BRIDGE DIVISION
RAILROAD CROSSING
OVER THE TRACKS OF THE
CANADIAN PACIFIC RAILWAY
IN THE TOWNSHIP OF
SAPLING
SOMERSET COUNTY
FLOOR PLAN SPAN I

SHEET 14 OF 20 SHEETS AUGUSTA, ME. MAR 1936



[illegible]

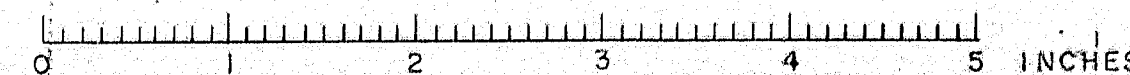
U.S. WORKS PROGRAM GRADE CROSSING PROJECT No. WPG.S. 319	TOWN B-51 BRIDGE 3256
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STATE HIGHWAY COMMISSION
BRIDGE DIVISION

RAILROAD CROSSING
OVER THE TRACKS OF THE
CANADIAN PACIFIC RAILWAY
IN THE TOWNSHIP OF
SAPLING
SOMERSET COUNTY
FLOOR PLAN SPAN 2

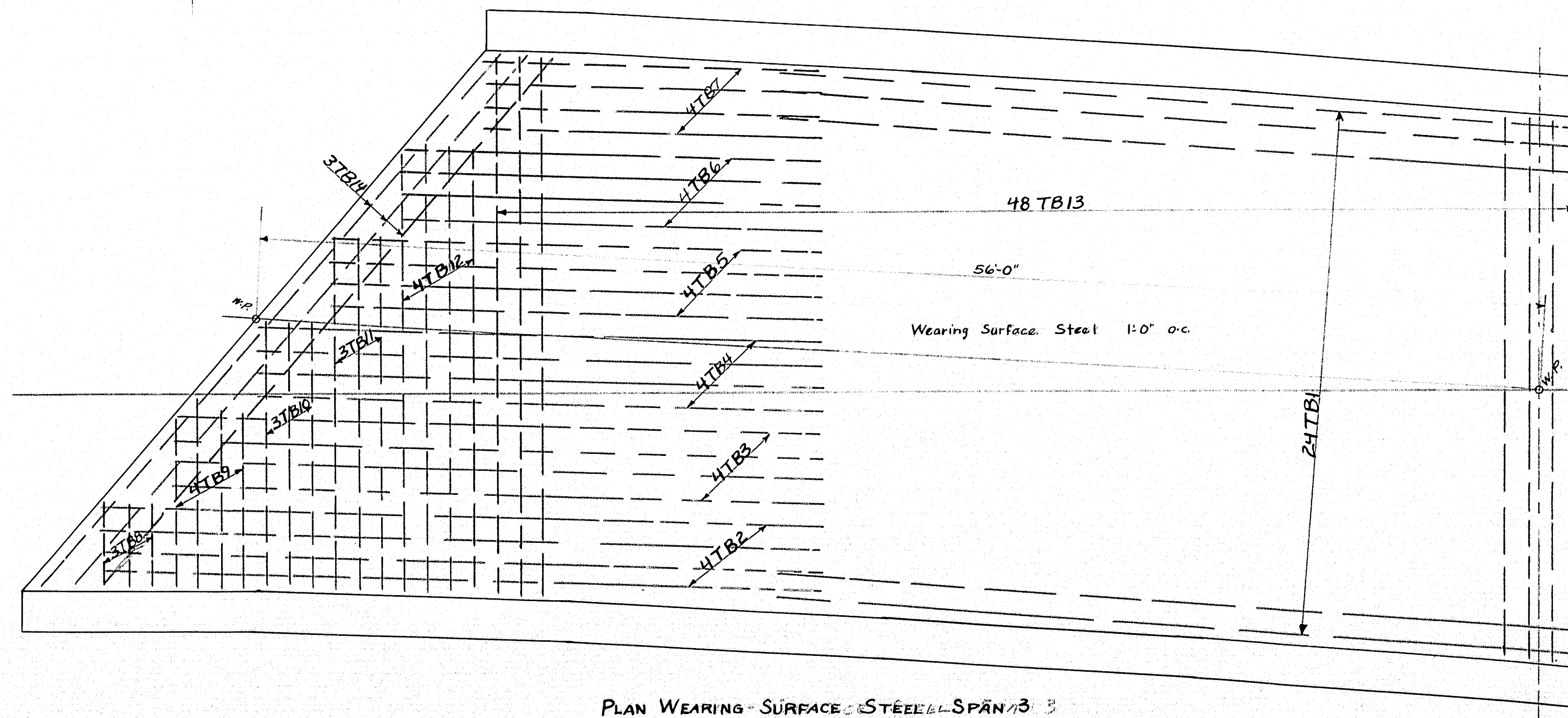
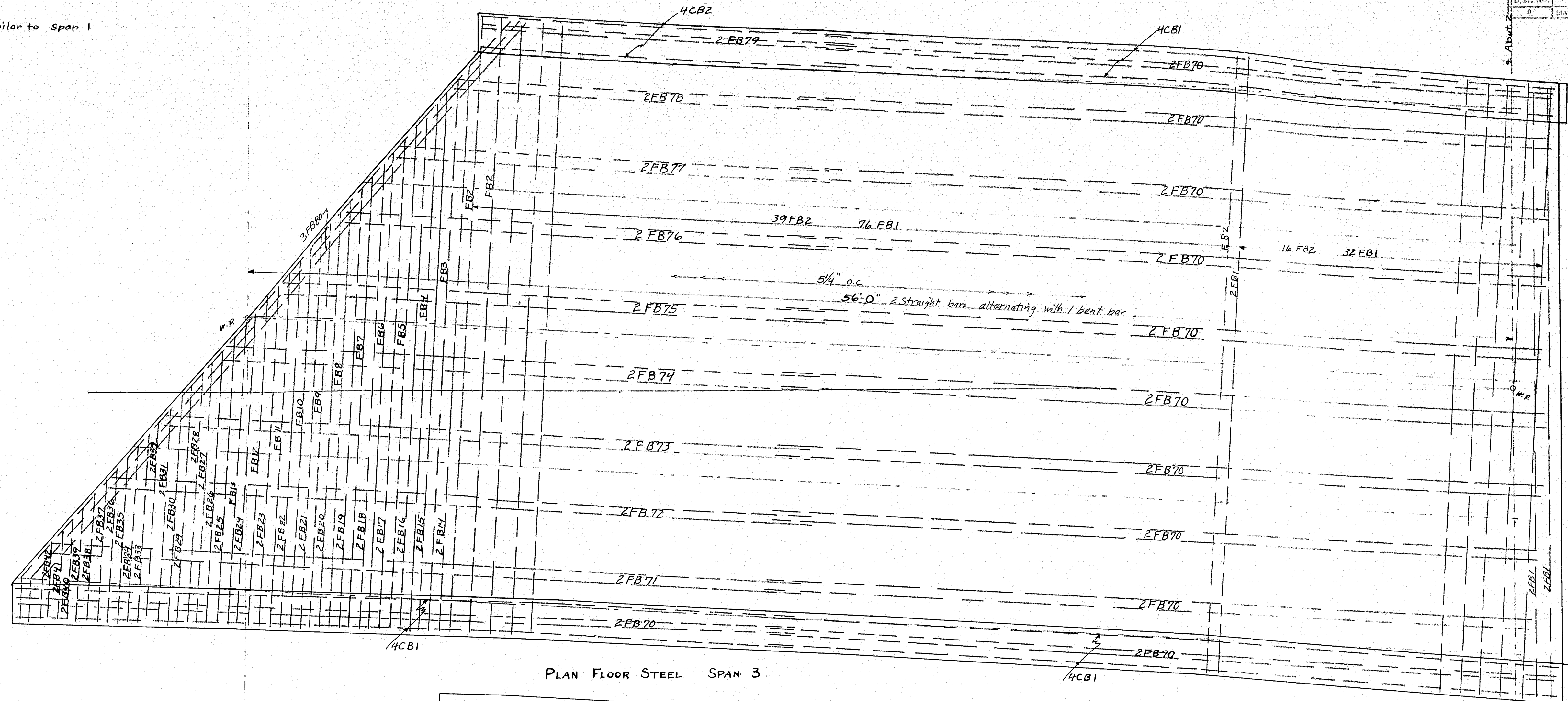
SHEET 15 OF 20 SHEETS AUGUSTA, ME MAR. 1936

28-221



End view and sections similar to Span 1

U.S. WORKS PROGRAM	STATE	FED. AID FISCAL YEAR	SHEET NO.	TOTAL SHEETS
CROSSING PROJECT NO. WPGS. 319	VT	1936	16	20



U.S. WORKS PROGRAM GRADE TOWN 13-51
CROSSING PROJECT NO. WPGS. 319 BRIDGE 3256

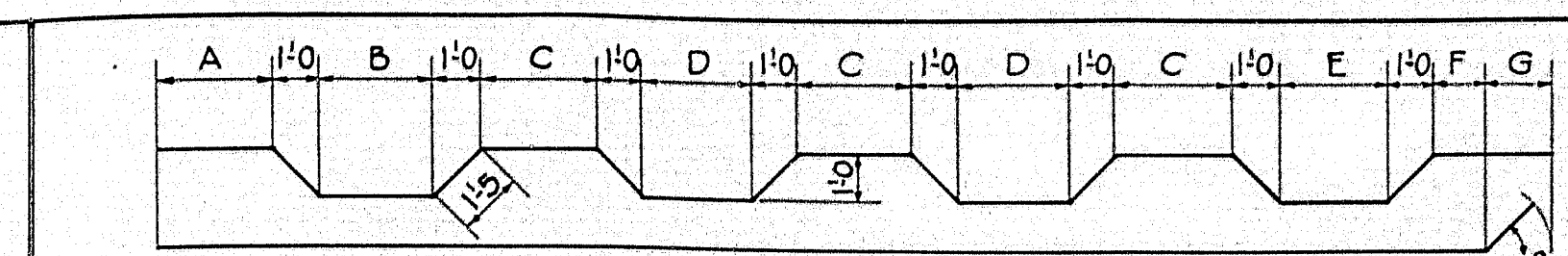
STATE HIGHWAY COMMISSION
BRIDGE DIVISION

RAILROAD CROSSING
OVER THE TRACKS OF THE
CANADIAN PACIFIC RAILWAY
IN THE TOWNSHIP OF
SAPLING
SOMERSET COUNTY
FLOOR PLAN SPAN 3

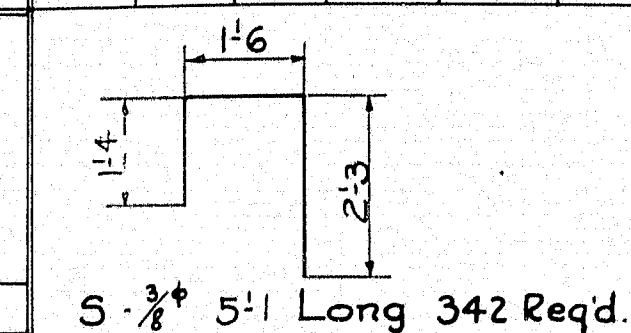
SHEET 16 OF 20 SHEETS AUGUSTINE, MAR. 1936

28-222

0 1 2 3 4 5 INCHES

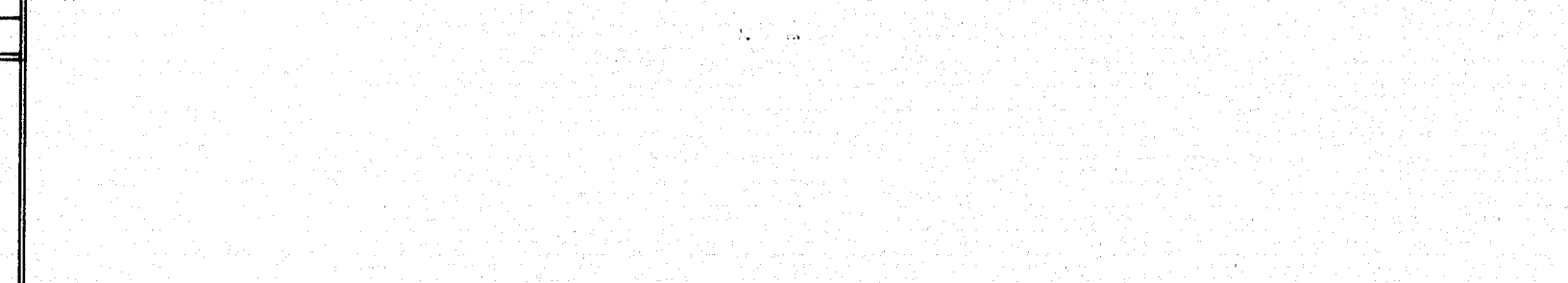


MARK	SIZE	NO.	A	B	C	D	E	G	LENGTH	LOCATION
F54	1/2	3	3:2	4:0	2:4	4:0	0:7	1:6	37:7	37:12
FA7	1/2	3	3:0	4:0	2:2	4:0	2:8	1:6	37:12	37:12
FA98	1/2	3	1:6	4:0	2:2	4:0	4:0	0:0	37:12	37:12
FB80	1/2	3	2:7	3:6	2:2	3:6	3:6	1:1	1:6	37:12



S $\frac{3}{8}$ " 5'1" Long 342 Req'd.	
<p>All steel to be plain bars, structural grade. Dimensions are to \pm of bars.</p>	

All steel to be plain bars, structural grade.
Dimensions are to ϕ of bars.



BENT BARS FOR ABUTMENTS AND PIERS

Cross-sections:

- S1:** Top view showing a U-shaped bent bar with a radius $R=2"$ and a width of $3'-6"$. Dimensions include $2'-6"$ and $1'-6"$.
- S2:** Top view showing a U-shaped bent bar with a radius $R=2"$ and a width of $2'-0"$. Dimensions include $2'-6"$, $1'-9"$, and $1'-3"$.
- S3:** Top view showing a U-shaped bent bar with a radius $R=2"$ and a width of $2'-7\frac{1}{2}"$. Dimensions include $2'-0"$, $2'-1\frac{1}{2}"$, and $2'-0"$.
- S4:** Top view showing a U-shaped bent bar with a radius $R=2"$ and a width of $3'-0"$. Dimensions include $2'-8"$ and $1'-0"$.

Longitudinal sections:

- W10:** Side view showing a bent bar with a radius $R=2"$ and a width of $8'-0"$. Dimensions include $1'-4"$ and $2'-5"$.
- J-3:** Side view showing a bent bar with a radius $R=2"$ and a width of $6'-0"$. Dimensions include $7'-0"$ and $1'-4"$.

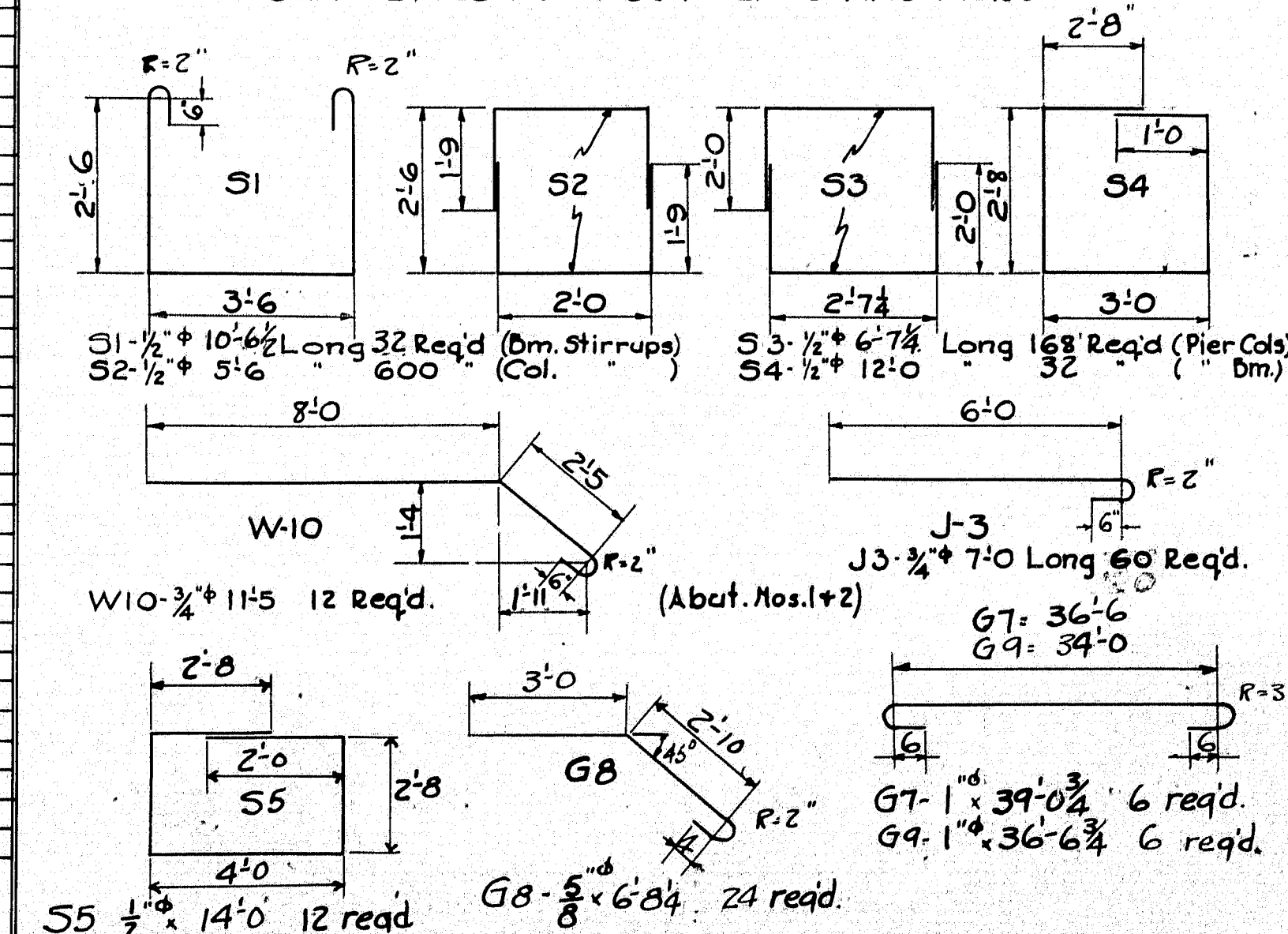
Reinforcement details:

- S1:** $31 - \frac{1}{2}" \times 10'-6"$ Long
- S2:** $32 - \frac{1}{2}" \times 5'-6"$ Long
- S3:** $33 - \frac{1}{2}" \times 6'-7\frac{1}{2}"$ Long
- S4:** $34 - \frac{1}{2}" \times 12'-0"$ Long
- W10:** $W10 - \frac{3}{4}" \times 11'-5"$ 12 Req'd.
- J-3:** $J3 - \frac{3}{4}" \times 7'-0"$ Long 60 Req'd.

Other details:

- 32 Req'd 600 (Dm. Stirrups) (Cal.)**
- 168 Req'd (Pier Cols) (Dm.)**
- (Abut. Nos. 1+2)**

BENT BARS FOR ABUTMENTS AND PIERS



STRAIGHT BARS

MARK	SIZE	No.	LENGTH	LOCATION	MARK	SIZE	No.	LENGTH	LOCATION	MARK	SIZE	No.	LENGTH	LOCATION
F1	3/4"	108	27'-0	Slab - Span No. 1.	FA1	3/4"	80	27'-0	Slab - Span No. 2.	FB1	3/4"	112	27'-0	Slab - Span No. 3.
F5	3/4"	2	25'-0	"	FA29	3/4"	2	25'-2	"	FB4	3/4"	2	25'-2	"
F6	3/4"	2	24'-3	"	FA30	3/4"	2	24'-2	"	FB15	3/4"	2	24'-0	"
F7	3/4"	2	23'-8	"	FA31	3/4"	2	23'-2	"	FB16	3/4"	2	22'-11	"
F8	3/4"	2	22'-3	"	FA32	3/4"	2	22'-3	"	FB17	3/4"	2	21'-10	"
F9	3/4"	2	21'-6	"	FA33	3/4"	2	21'-3	"	FB18	3/4"	2	20'-9	"
F10	3/4"	2	20'-6	"	FA34	3/4"	2	20'-2	"	FB19	3/4"	2	19'-7	"
F11	3/4"	2	19'-8	"	FA35	3/4"	2	19'-4	"	FB20	3/4"	2	18'-6	"
F12	3/4"	2	18'-8	"	FA36	3/4"	2	18'-4	"	FB21	3/4"	2	17'-5	"
F13	3/4"	2	17'-8	"	FA37	3/4"	2	17'-4	"	FB22	3/4"	2	16'-3	"
F14	3/4"	2	16'-10	"	FA38	3/4"	2	15'-8	"	FB23	3/4"	2	15'-1	"
F15	3/4"	2	16'-0	"	FA40	3/4"	2	14'-5	"	FB24	3/4"	2	13'-11	"
F16	3/4"	2	15'-0	"	FA41	3/4"	2	13'-6	"	FB25	3/4"	2	12'-10	"
F17	3/4"	2	14'-6	"	FA42	3/4"	2	13'-0	"	FB26	3/4"	2	12'-3	"
F18	3/4"	2	14'-0	"	FA43	3/4"	2	12'-6	"	FB27	3/4"	2	11'-8	"
F19	3/4"	2	13'-8	"	FA44	3/4"	2	12'-0	"	FB28	3/4"	2	11'-2	"
F20	3/4"	2	13'-2	"	FA45	3/4"	2	11'-7	"	FB29	3/4"	2	10'-7	"
F22	3/4"	2	12'-2	"	FA46	3/4"	2	11'-1	"	FB30	3/4"	2	10'-0	"
F23	3/4"	2	11'-10	"	FA47	3/4"	2	10'-7	"	FB31	3/4"	2	9'-5	"
F24	3/4"	2	11'-4	"	FA48	3/4"	2	10'-1	"	FB32	3/4"	2	8'-11	"
F25	3/4"	2	10'-4	"	FA49	3/4"	2	9'-8	"	FB33	3/4"	2	8'-5	"
F26	3/4"	2	10'-4	"	FA50	3/4"	2	9'-2	"	FB34	3/4"	2	7'-10	"
F27	3/4"	2	9'-10	"	FA51	3/4"	2	8'-8	"	FB35	3/4"	2	7'-3	"
F28	3/4"	2	9'-4	"	FA52	3/4"	2	8'-2	"	FB36	3/4"	2	6'-9	"
F29	3/4"	2	9'-0	"	FA53	3/4"	2	7'-9	"	FB37	3/4"	2	6'-2	"
F30	3/4"	2	8'-6	"	FA54	3/4"	2	7'-3	"	FB38	3/4"	2	5'-8	"
F31	3/4"	2	8'-0	"	FA55	3/4"	2	6'-9	"	FB39	3/4"	2	5'-1	"
F32	3/4"	2	7'-6	"	FA56	3/4"	2	6'-3	"	FB40	3/4"	2	4'-7	"
F33	3/4"	2	7'-0	"	FA57	3/4"	2	5'-10	"	FB41	3/4"	2	4'-0	"
F34	3/4"	2	6'-7	"	FA58	3/4"	2	5'-4	"	FB42	3/4"	2	3'-6	"
F35	3/4"	2	6'-1	"	FA59	3/4"	2	4'-10	"					
F36	3/4"	2	5'-8	"	FA60	3/4"	2	4'-4	"	FB70	3/4"	22	35'-3	
F37	3/4"	2	5'-8	"	FA61	3/4"	2	3'-11	"	FB71	3/4"	2	33'-0	
F38	3/4"	2	4'-8	"	FA62	3/4"	2	3'-5	"	FB72	3/4"	2	30'-4	
F39	3/4"	2	4'-3	"	FA63	3/4"	2	3'-0	"	FB73	3/4"	2	29'-0	
F40	3/4"	2	3'-9	"	FA64	3/4"	2	24'-9	"	FB74	3/4"	2	27'-0	
F41	3/4"	2	3'-3	"	FA65	3/4"	2	23'-9	"	FB75	3/4"	2	24'-0	
F42	3/4"	2	2'-10	"	FA66	3/4"	2	22'-9	"	FB76	3/4"	2	23'-0	
					FA67	3/4"	2	21'-8	"	FB77	3/4"	2	20'-0	
C1	3/4"	8	24'-8	Curb - Span No. 1.	FA68	3/4"	2	20'-8	"	FB78	3/4"	2	17'-0	
C2	3/4"	8	35'-6	"	FA69	3/4"	2	19'-8	"	FB79	3/4"	2	16'-3	
					FA70	3/4"	2	18'-7	"					
F70	1/2"	20	34'-0	Slab	FA71	3/4"	2	17'-7	"	CB1	3/4"	12	35'-3	Curb - Span No. 3.
F71	1/2"	2	14'-0	"	FA72	3/4"	2	16'-7	"	CB2	3/4"	4	16'-3	
F72	1/2"	2	15'-6	"	FA73	3/4"	2	15'-6	"					
F73	1/2"	2	18'-2	"	FA74	3/4"	2	14'-6	"	TB1	3/4"	24	35'-6	Wearing Surface - Span No. 3.
F74	1/2"	2	21'-0	"	FA75	3/4"	2	12'-6	"	TB2	3/4"	4	32'-0	
F75	1/2"	2	24'-0	"	FA76	3/4"	2	13'-0	"	TB3	3/4"	4	28'-0	
F76	1/2"	2	26'-6	"	FA77	3/4"	2	12'-6	"	TB4	3/4"	4	25'-0	
F77	1/2"	2	29'-6	"	FA78	3/4"	2	12'-0	"	TB5	3/4"	4	22'-0	
F78	1/2"	2	32'-3	"	FA79	3/4"	2	11'-6	"	TB6	3/4"	4	18'-6	
F79	1/2"	4	35'-0	"	FA80	3/4"	2	11'-1	"	TB7	3/4"	4	14'-6	
					FA81	3/4"	2	10'-7	"	TB8	3/4"	3	4'-0	
T1	3/4"	24	34'-0	Wearing Surface Span: 1.	FA82	3/4"	2	10'-1	"	TB9	3/4"	4	8'-0	
T2	3/4"	4	14'-6	"	FA83	3/4"	2	9'-7	"	TB10	3/4"	3	12'-0	
T3	3/4"	3	18'-0	"	FA84	3/4"	2	9'-1	"	TB11	3/4"	3	15'-6	
T4	3/4"	3	21'-0	"	FA85	3/4"	2	8'-7	"	TB12	3/4"	4	19'-6	
T5	3/4"	4	23'-6	"	FA86	3/4"	2	8'-2	"	TB13	3/4"	48	23'-6	
T6	3/4"	3	27'-0	"	FA87	3/4"	2	7'-8	"	TB14	3/4"	3	30'-6	
T7	3/4"	3	30'-0	"	FA88	3/4"	2	7'-2	"					
T8	3/4"	4	32'-6	"	FA89	3/4"	2	6'-8	"	G5	1 1/8"	6	36'-2	Pier No. 1. Beam
T9	3/4"	48	23'-6	"	FA90	3/4"	2	6'-2	"	H1	3/4"	24	7'-0	" " " Haunch
T10	3/4"	3	20'-0	"	FA91	3/4"	2	5'-9	"	V1	3/4"	36	15'-6	" " " Cols.
T11	3/4"	3	16'-6	"	FA92	3/4"	2	5'-3	"	D2	3/4"	36	6'-0	" " " Dowels
T12	3/4"	3	13'-3	"	FA93	3/4"	2	4'-9	"					
T13	3/4"	3	10'-0	"	FA94	3/4"	2	3'-9	"	G6	1 1/8"	6	33'-9	Pier No. 2. Beam
T14	3/4"	3	6'-6	"	FA95	3/4"	2	3'-3	"	H1	3/4"	24	7'-0	" " " Haunch
T15	3/4"	3	3'-3	"					V1	3/4"	36	15'-6	" " " Cols.	
T16	3/4"	3	32'-0	"	FA96	1/2"	40	28'-6	Slab Span No. 2	D2	3/4"	36	6'-0	" " " Dowels
									P	3/4"	200	4'-0	Rail Posts	
VI	3/4"	6	28'-0	Abut. Top of Parapet	CA	3/4"	16	29'-3	Curb	R1	3/4"	24	6'-11	" Bars
										R2	3/4"	28	7'-3	" "
W1	3/4"	4	8'-0	Abutment Wings	TA1	3/4"	48	29'-0	Wearing Surface No. 2.	R3	3/4"	36	6'-4	" "
W2	3/4"	4	4'-6	"	TA2	3/4"	35	23'-6	"	R4	3/4"	36	6'-4	" "
W3	3/4"	4	8'-6	"	TA3	3/4"	4	19'-3	"	R5	3/4"	28	7'-1	" "
W4	3/4"	4	7'-0	"	TA4	3/4"	3	16'-0	"	R6	3/4"	24	7'-0	" "
W5	3/4"	4	5'-4	"	TA5	3/4"	4	11'-6	"					
W6	3/4"	4	4'-6	"	TA6	3/4"	3	8'-2	"					
W7	3/4"	4	4'-6	"	TA7	3/4"	3	5'-2	"					
W8	3/4"	24	7'-0	"	TA8	3/4"	4	19'-6	"					
W9	3/4"	4	6'-0	"	TA9	3/4"	3	16'-2	"					
W12	3/4"	4	5'-6	"	TA10	3/4"	4	11'-6	"					
W13	3/4"	4	6'-6	"	TA11	3/4"	3	8'-0	"					
W14	3/4"	4	8'-0	"	TA12	3/4"	4	3'-3	"					
W15	3/4"	4	9'-3	"	TA13	3/4"	3	32'-6	"					
W16	3/4"	4	10'-6	"	TA14	3/4"	3	30'-10	"					
W17	3/4"	4	9'-4	"										
W18	3/4"	28	8'-0	"	J1	3/4"	60	26'-0	Abutment Cols.					
W19	3/4"	4	5'-6	"	J2	3/4"	60	27'-0						
W20	3/4"	4	5'-0	"										
W21	3/4"	4	5'-6	"										
W22	3/4"	4	4'-6	"										
G1	3/4"	24	25'-0	Abutment Beam										
G3	3/4"	60	27'-0	Footing										
G4	3/4"	56	14'-1	"										
D1	3/4"	32	7'-0	5m. Haunch										
G2	1/2"	32	3'-6	Beam										

U.S. WORKS PROGRAM GRADE
CROSSING PROJECT NO. WPG. S. 319

TOWN 13-51
BRIDGE 3256

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

RAILROAD CROSSING
OVER THE TRACKS OF THE
CANADIAN PACIFIC RAILWAY
IN THE TOWNSHIP OF
SAPLING
SOMERSET COUNTY
REINFORCING STEEL

SHEET 17 OF 20 SHEETS AUGUSTA ME MAR. 1936

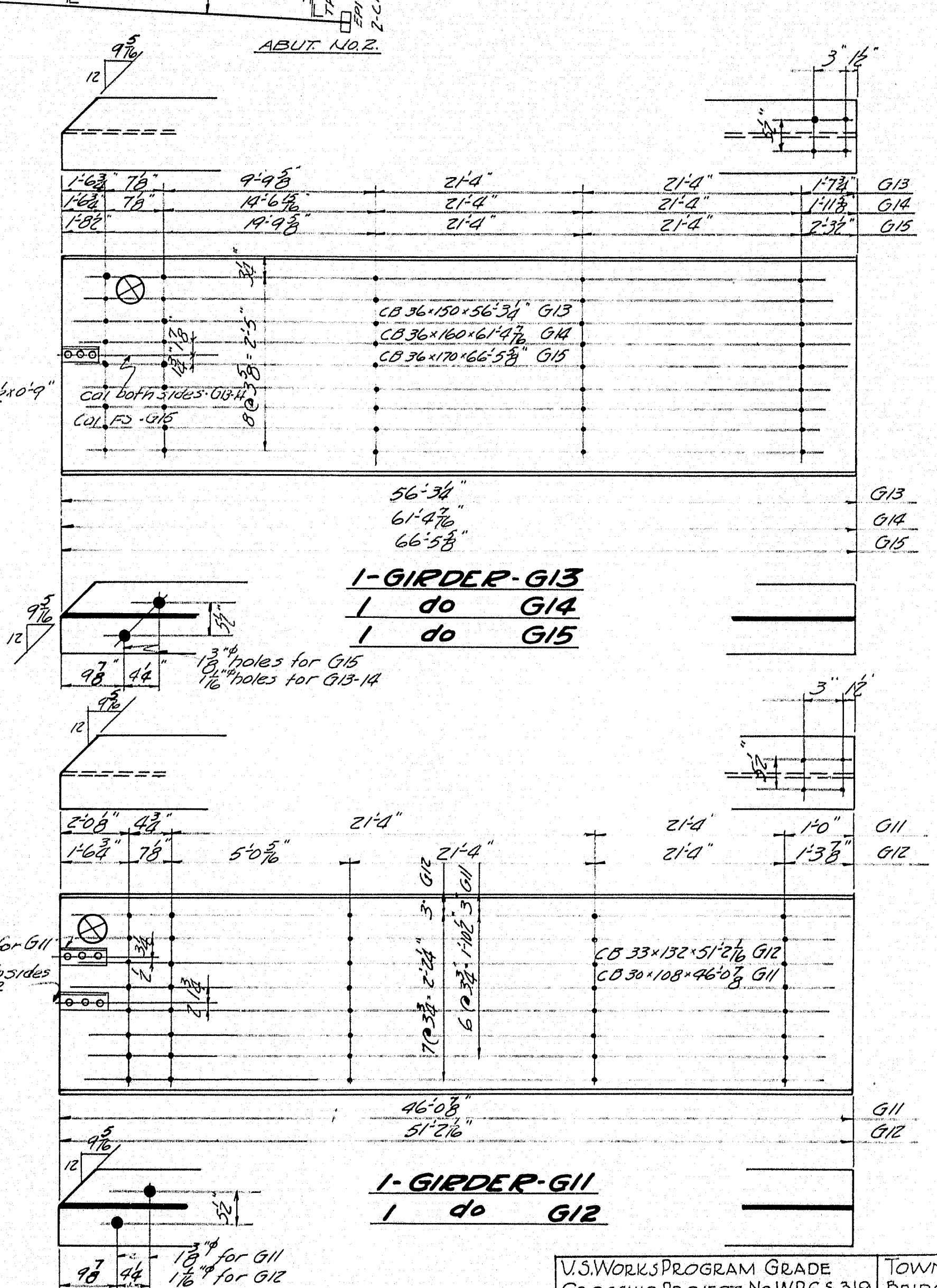
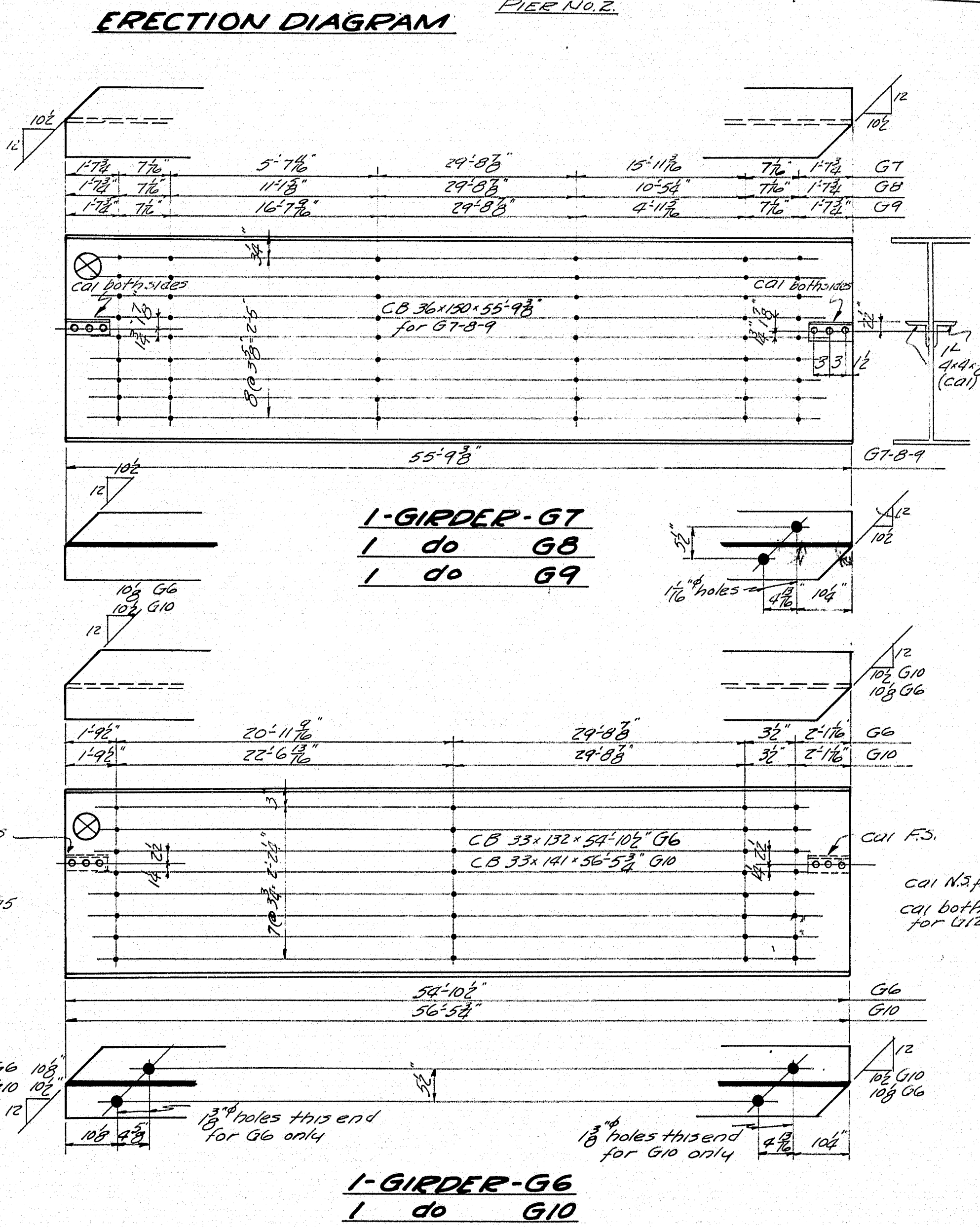
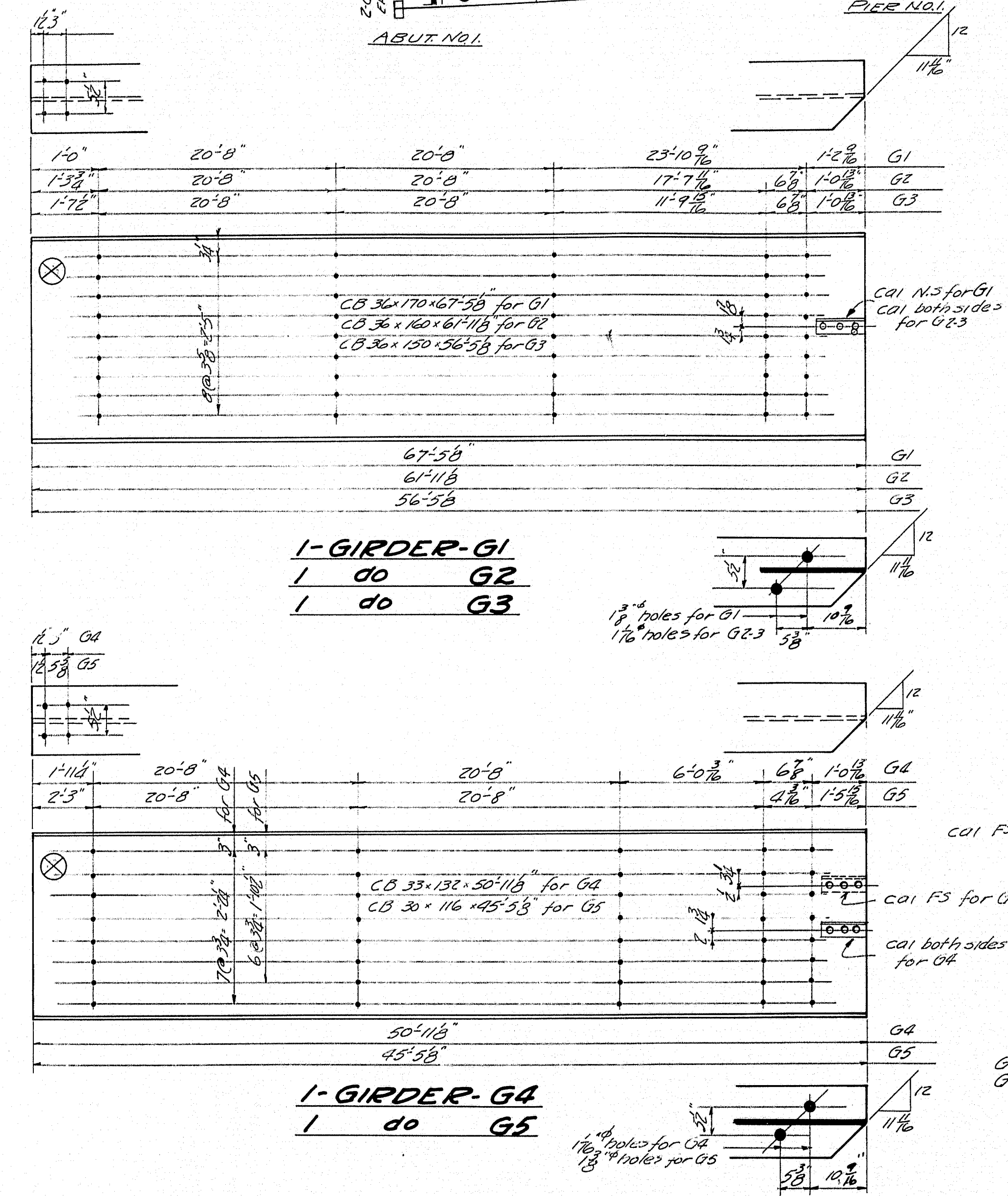
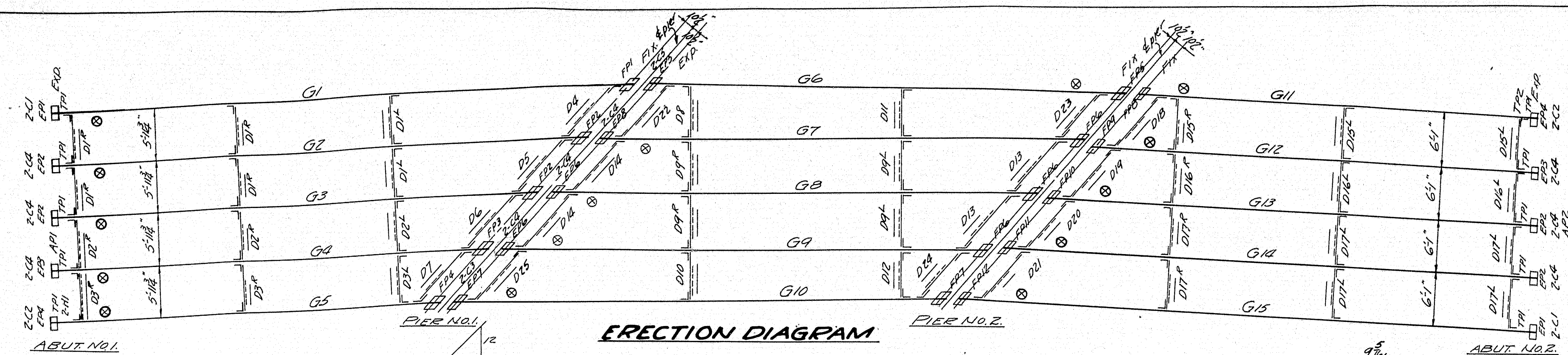
U.S. WORKS PROGRAM GRADE
CROSSING PROJECT No. W.R.G. 3319

TOWN 13-51
BRIDGE 3256

STATE HIGHWAY COMMISSION
BRIDGE DIVISION

RAILROAD CROSSING
OVER THE TRACKS OF THE
CANADIAN PACIFIC RAILWAY
IN THE TOWNSHIP OF
SAPLING
SOMERSET COUNTY
REINFORCING STEEL

SHEET 17 OF 20 SHEETS AUGUSTA ME MAR. 1936

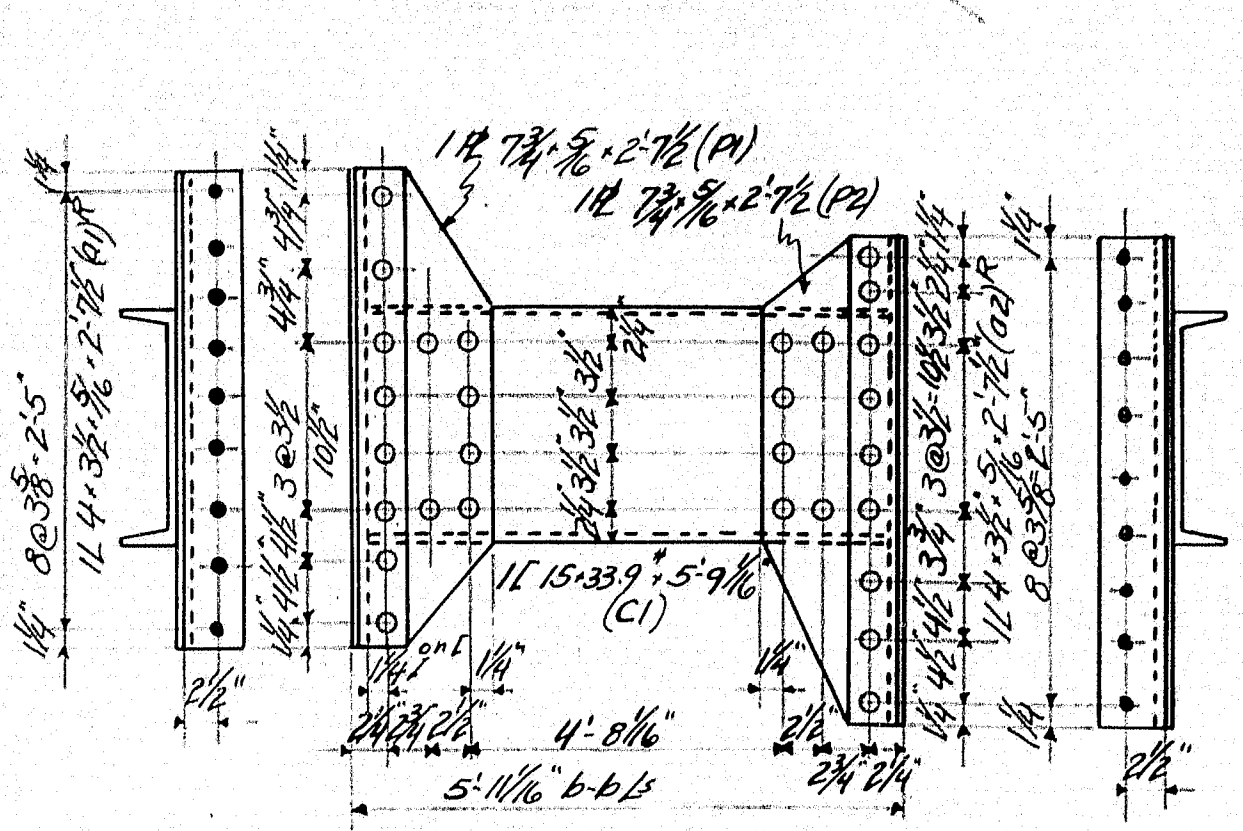


Other sections of equal strength may be substituted for those shown but no payment will be made for additional weight caused by such substitutions. All shop work $\frac{3}{8}$ " rivets. Open holes $\frac{1}{2}$ " unless noted. All field connections $\frac{3}{8}$ " bolts. Bolts & nuts U.S. Std. Specifications—Maine State Highway Commission 1936. Loading H-15.

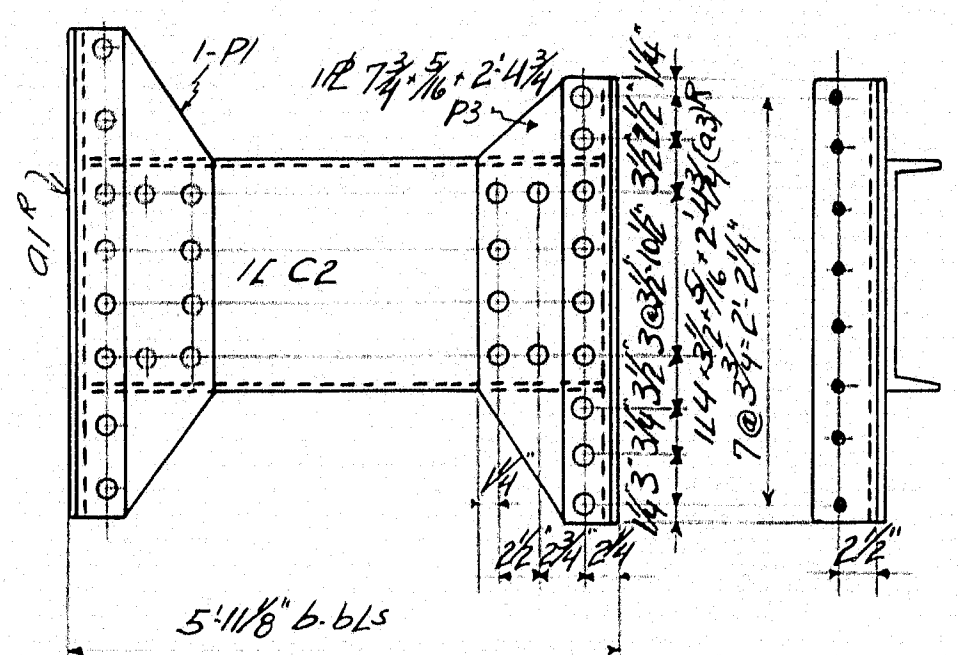
Note—Girders G2 to G14 inclusive to have $\frac{1}{2}$ " rolled camber. Girders G1 & G15 to have a $\frac{1}{4}$ " rolled camber.

U.S. WORKS PROGRAM GRADE
CROSSING PROJECT No. WPG-33H
TOWN 13-51
BRIDGE 3256
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
RAILROAD CROSSING
OVER THE TRACKS OF THE
CANADIAN PACIFIC RAILWAY
IN THE TOWNSHIP OF
SAPLING
SOMERSET COUNTY
STEEL DETAILS
SHEET 18 OF 20 SHEETS AUGUSTA ME. MAR. 1936

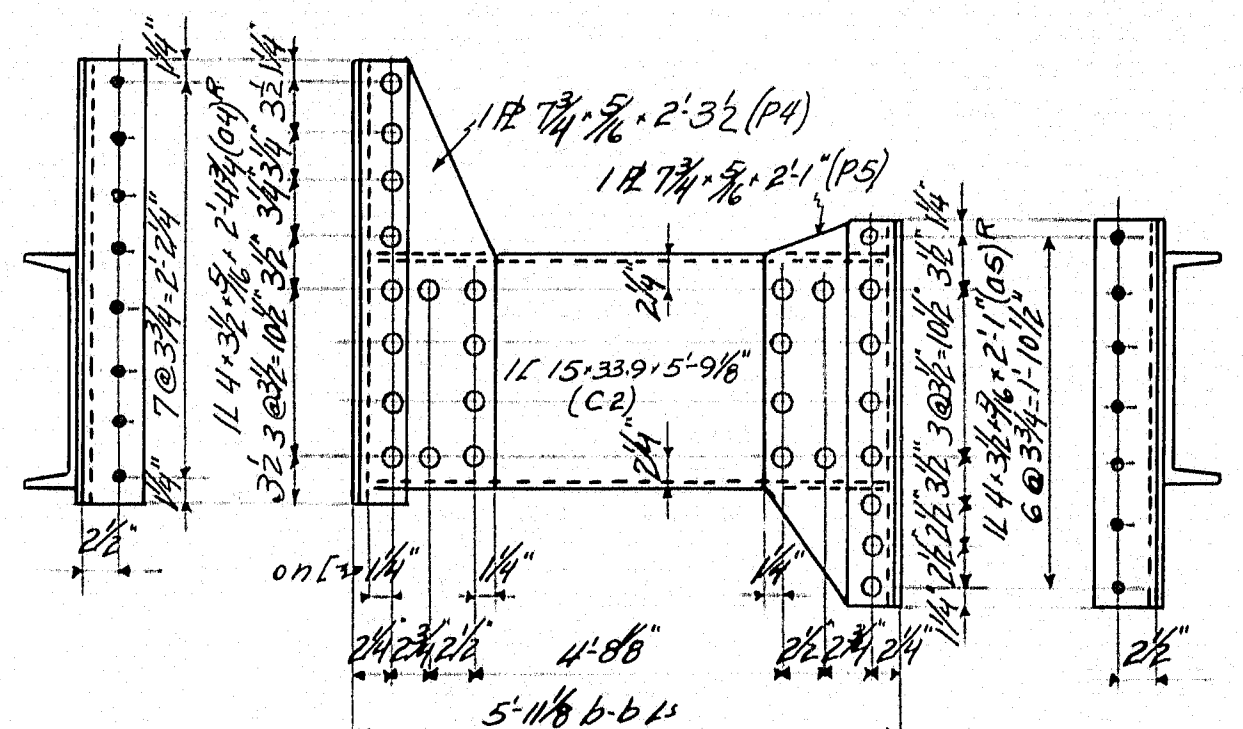
Plan by V.E.
Checked by M.M.



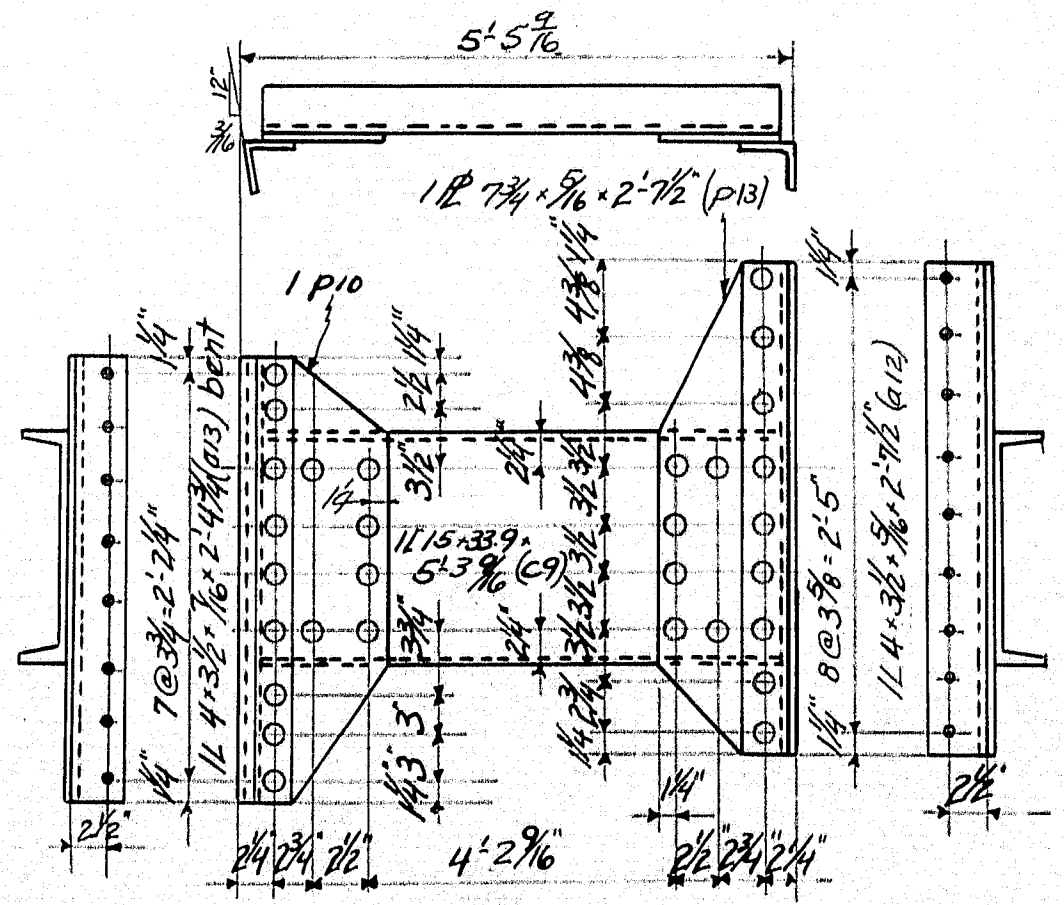
4 DIAPHRAGMS D1R
2- do D1L opp hand



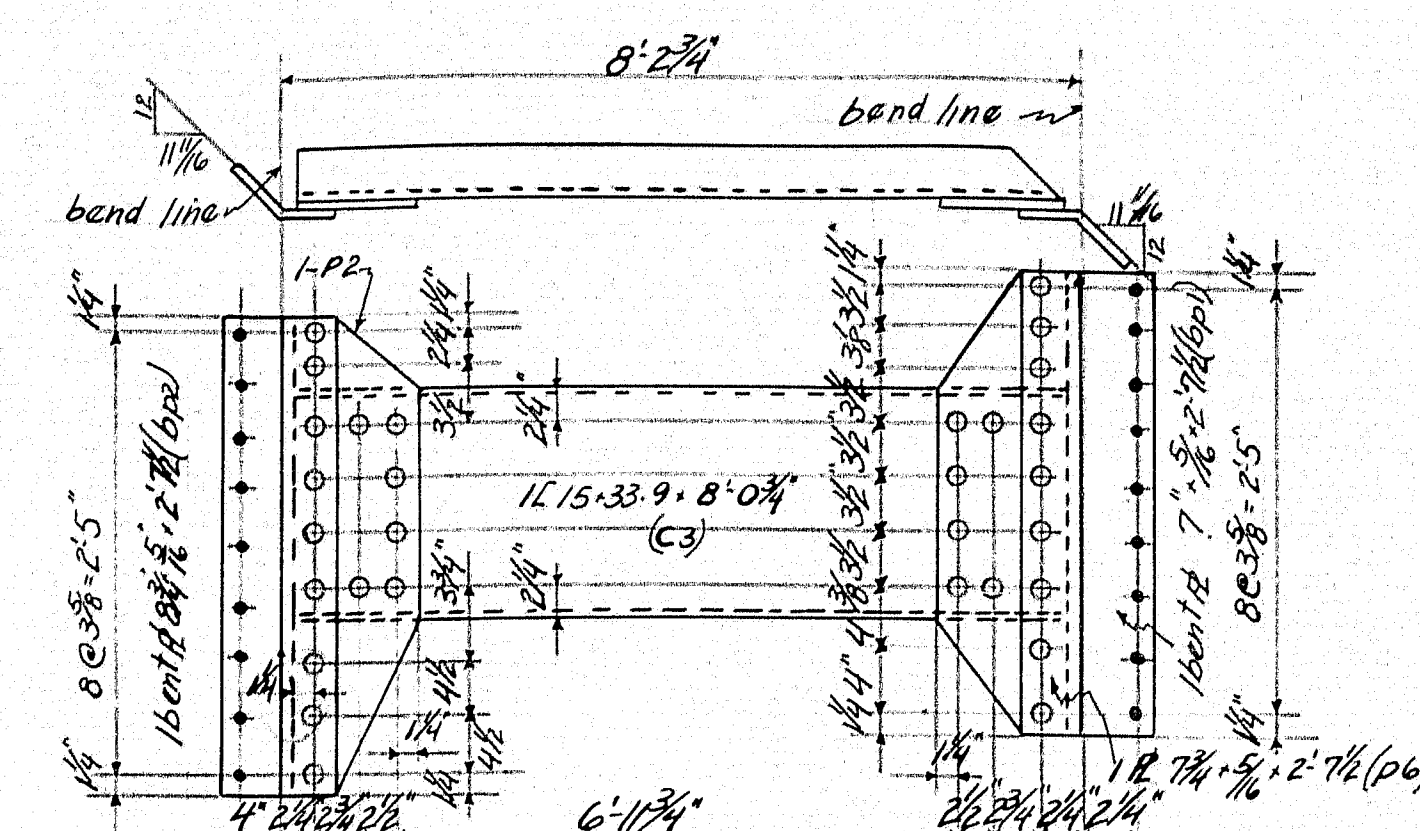
2 DIAPHRAGMS D2R
1 do D2L opp hand



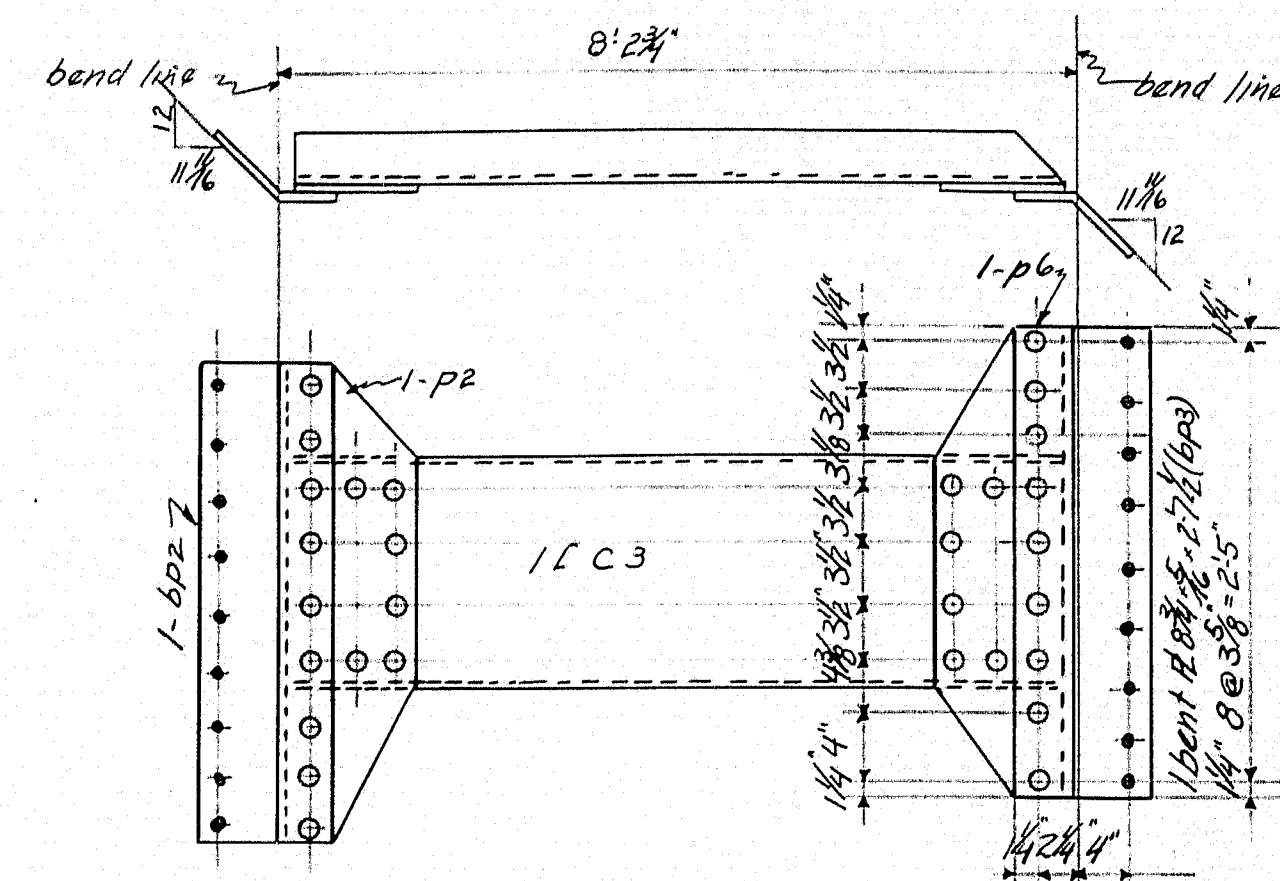
2 DIAPHRAGMS D3R
1 do D3L opp hand



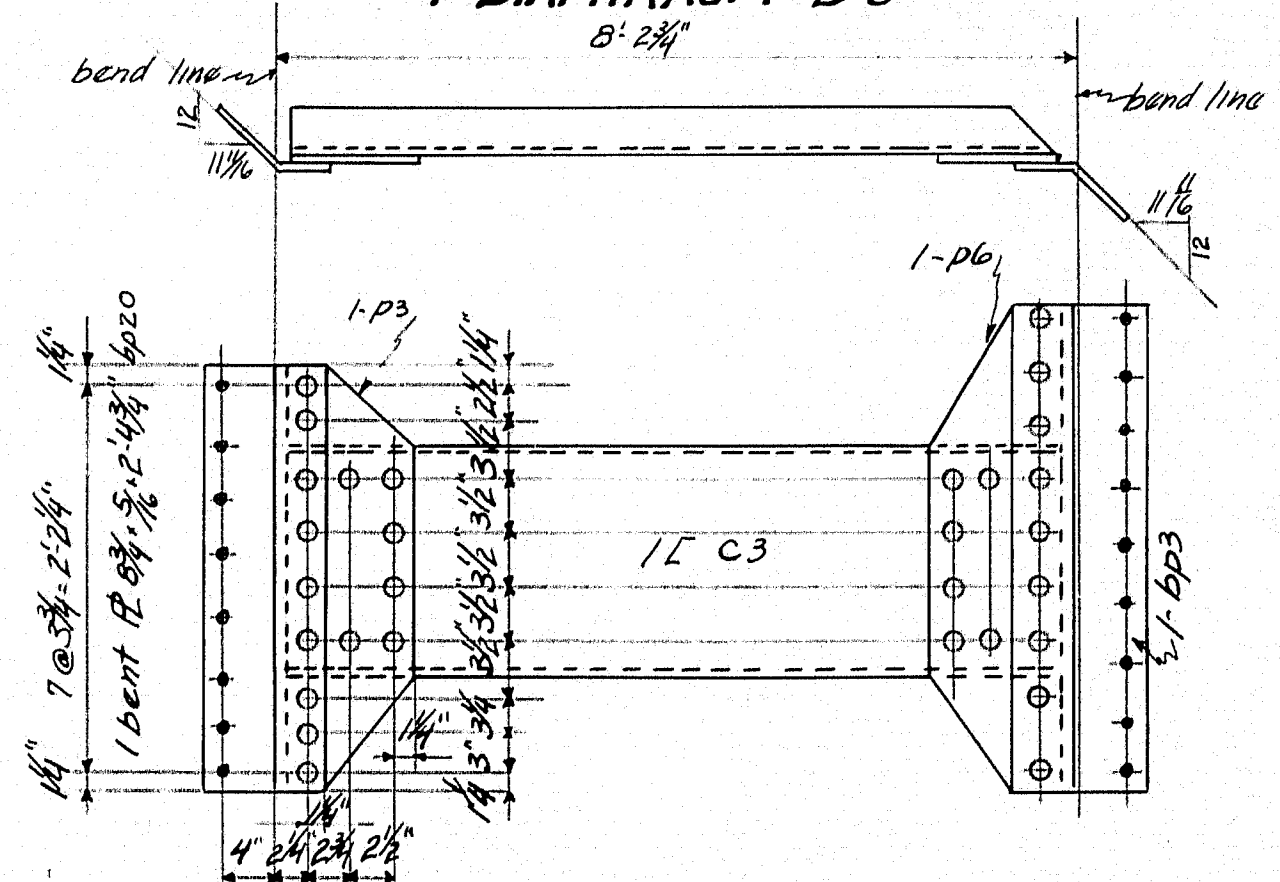
1 DIAPHRAGM D12



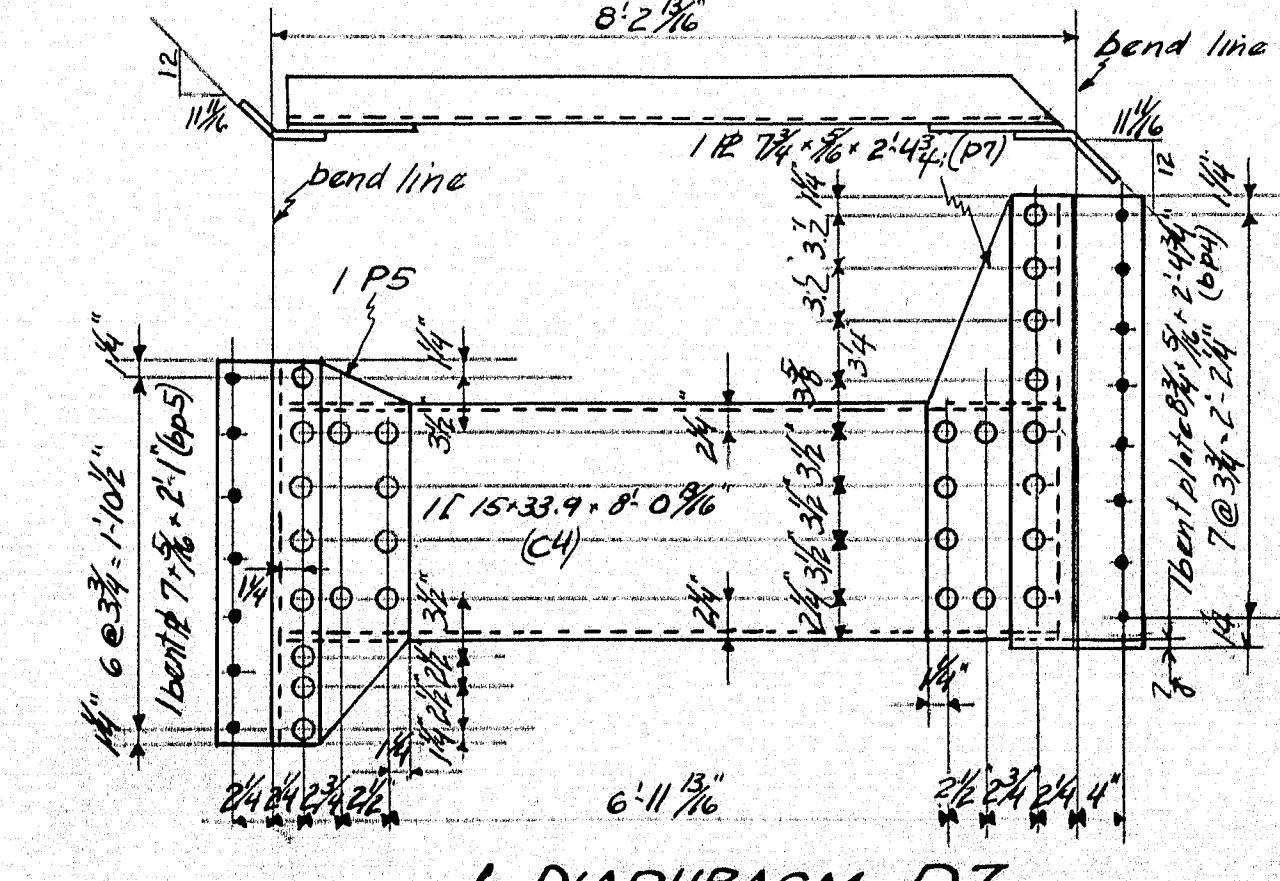
1 DIAPHRAGM D4



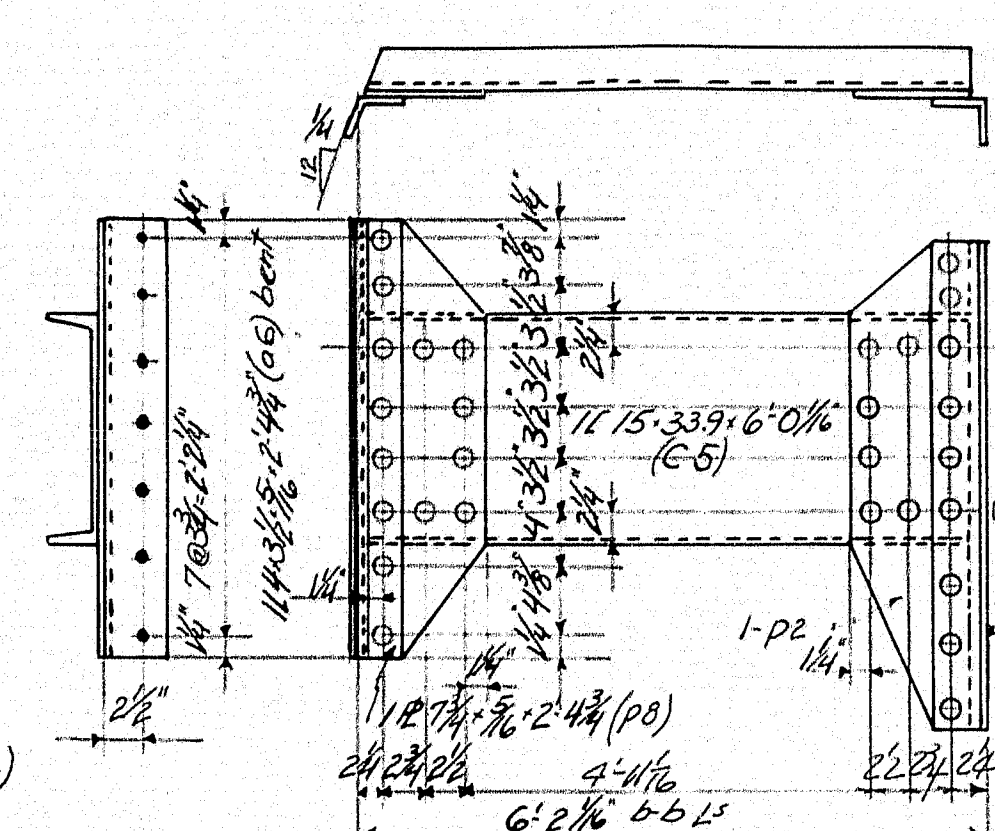
1 DIAPHRAGM D5



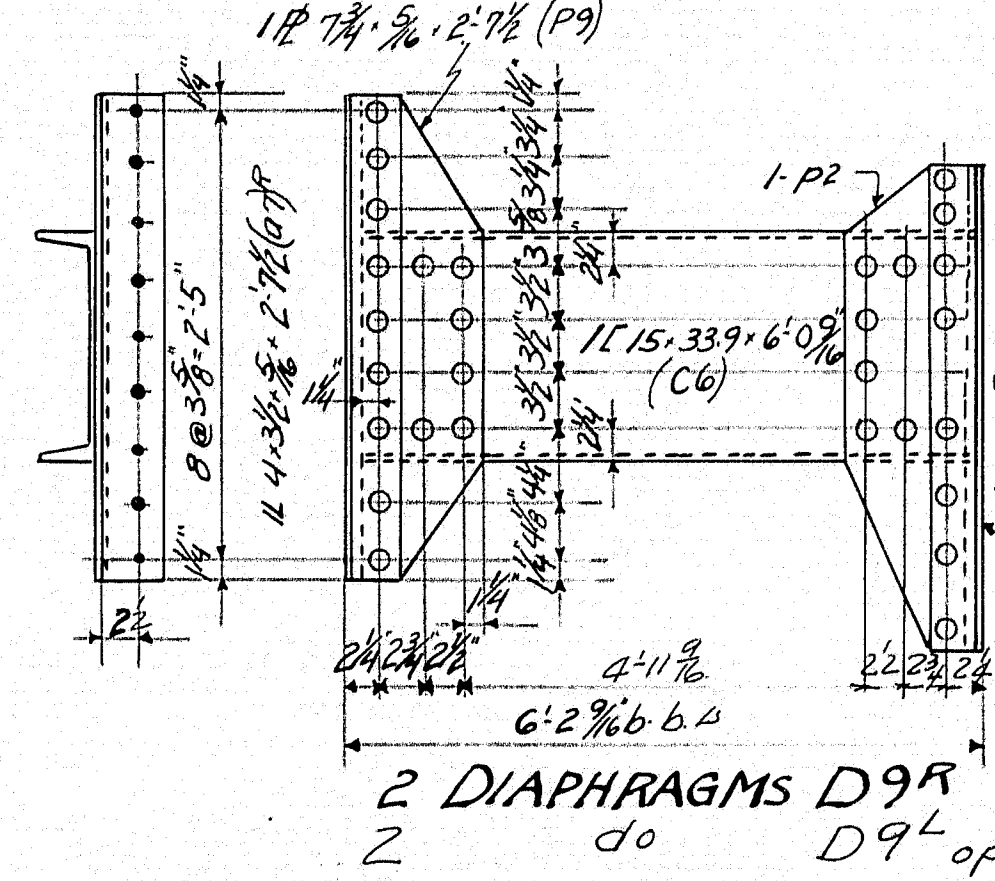
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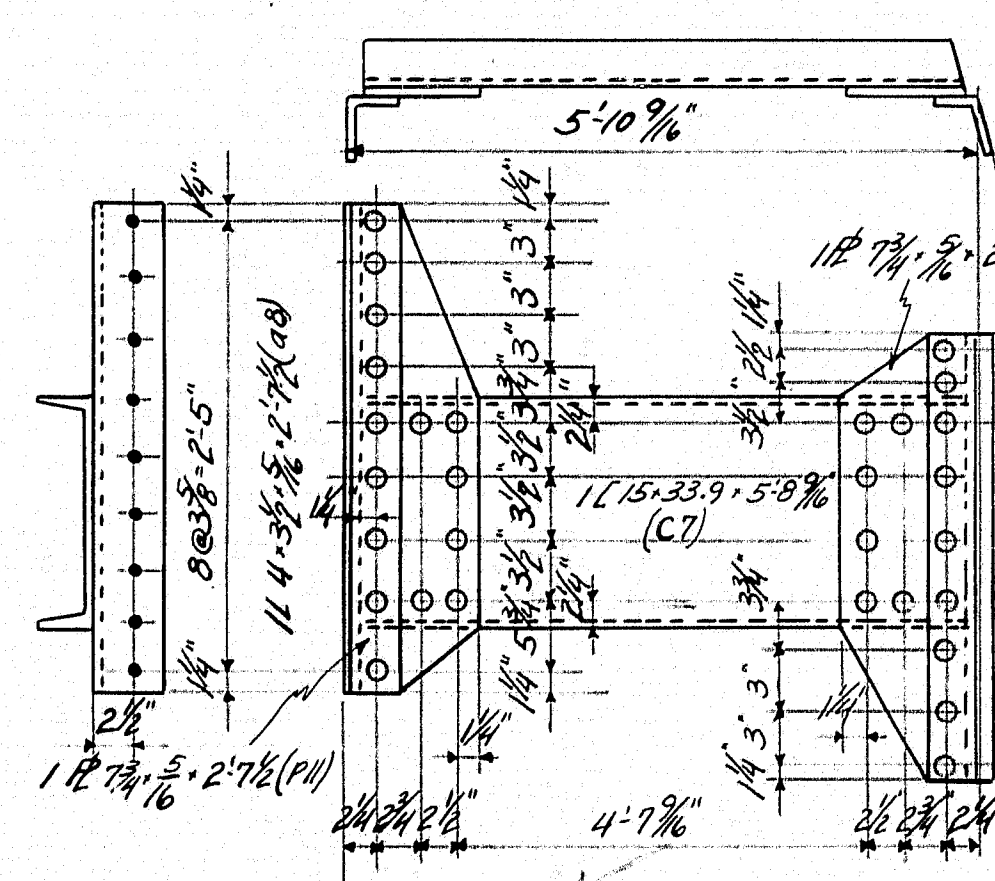
1 DIAPHRAGM D7



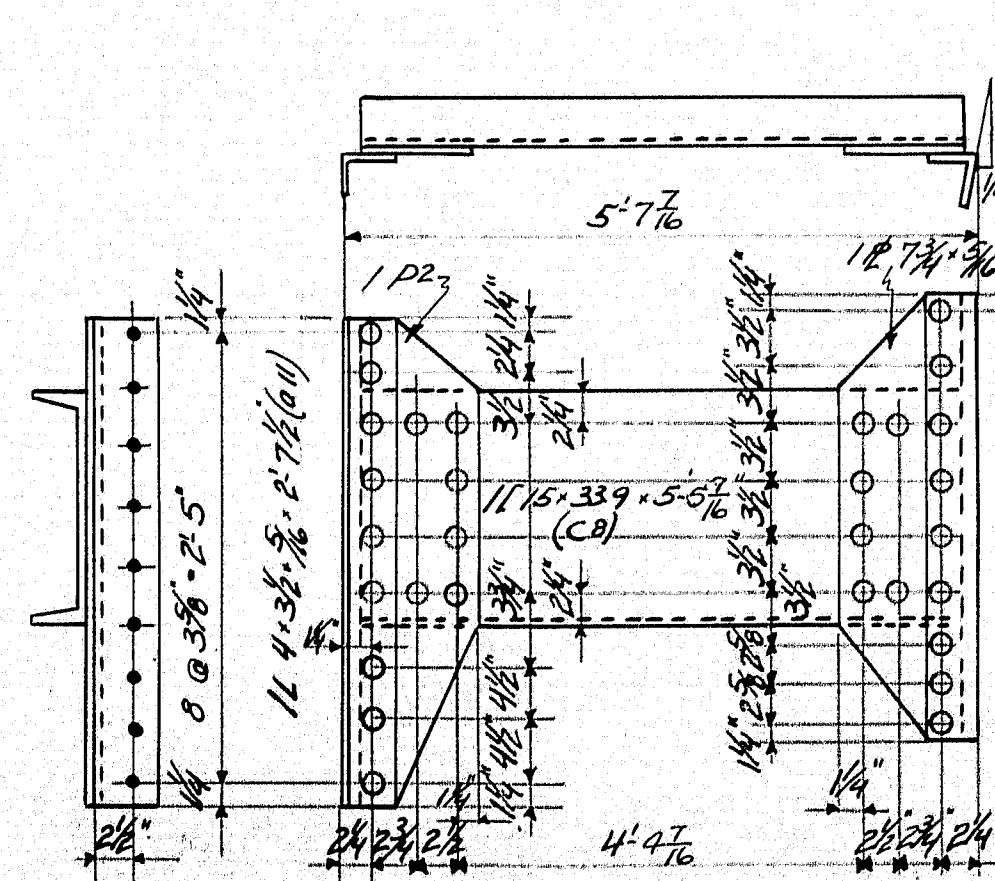
1 DIAPHRAGM D8



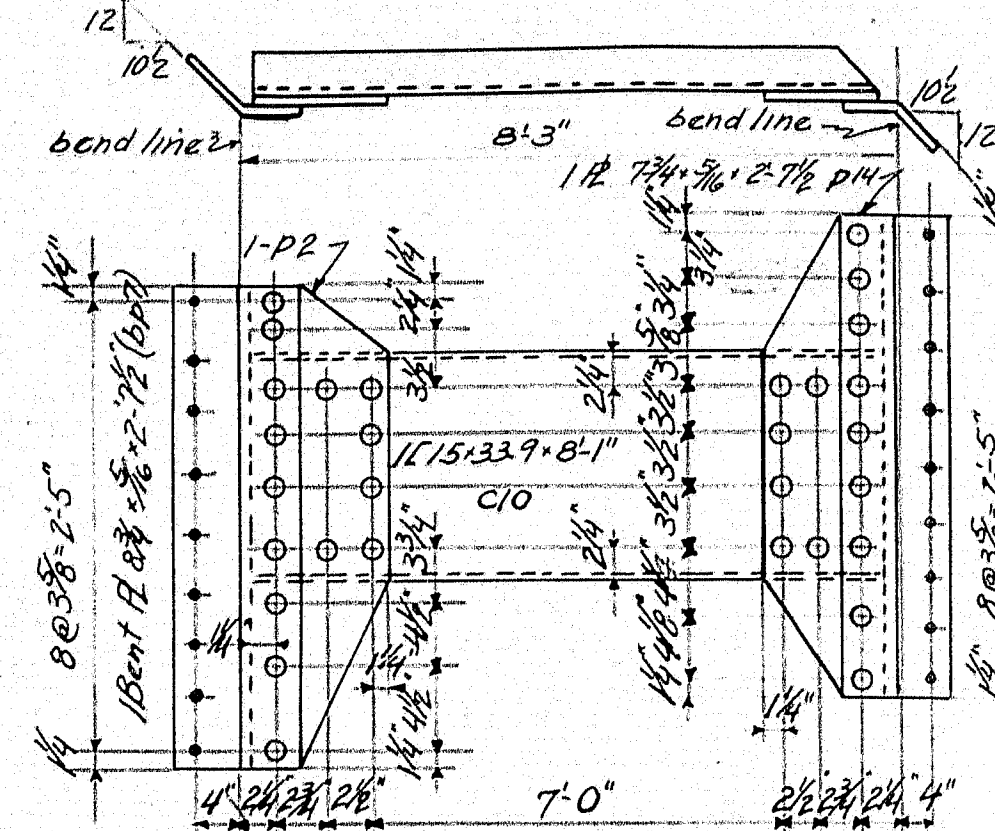
2 DIAPHRAGMS D9R
2 do D9L opp hand



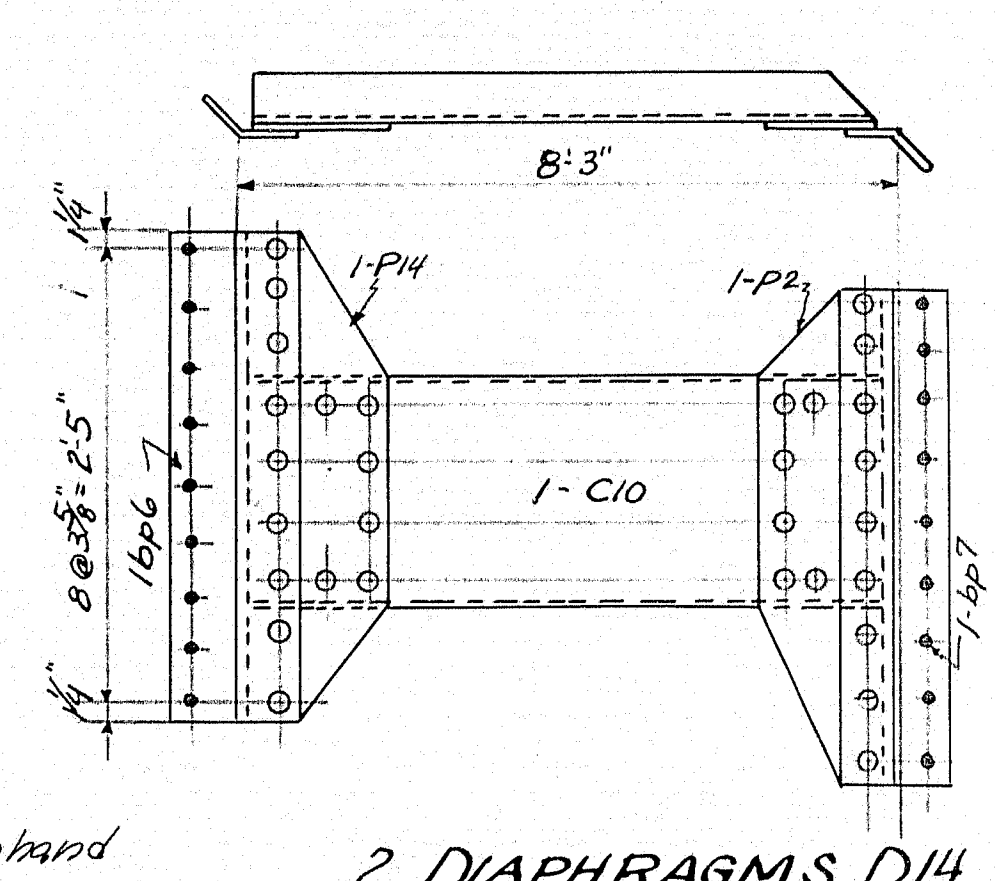
1 DIAPHRAGM D10



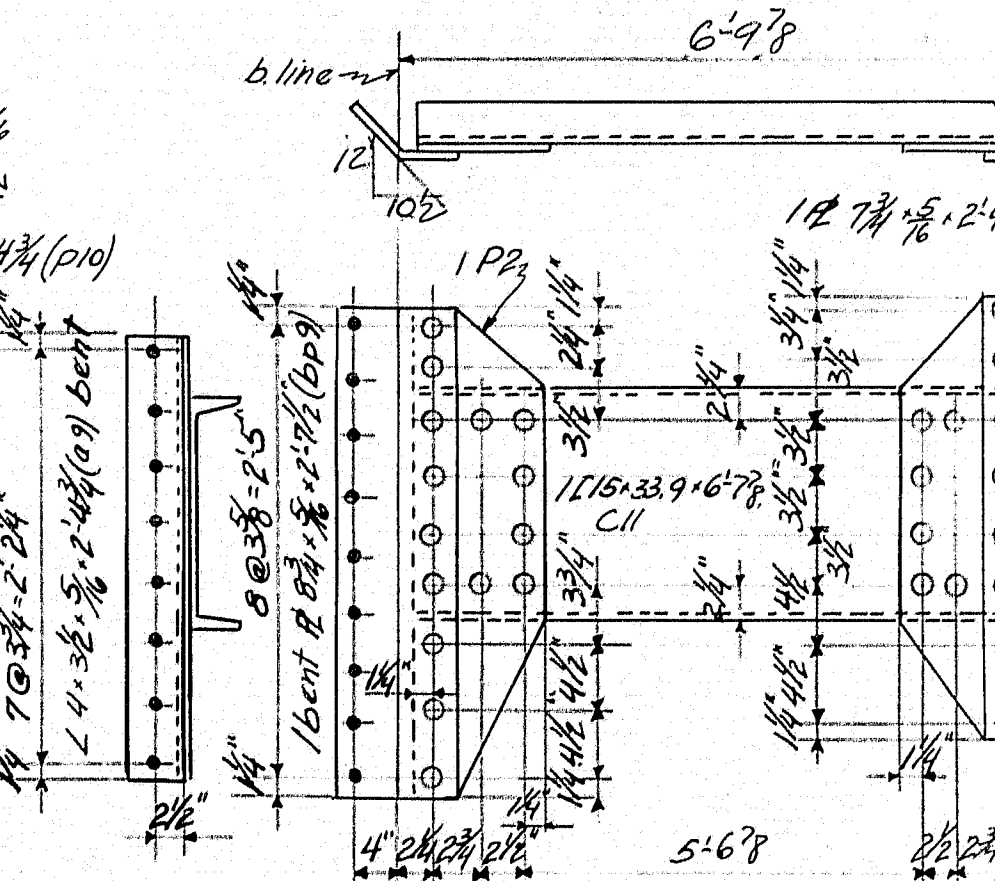
1 DIAPHRAGM D11



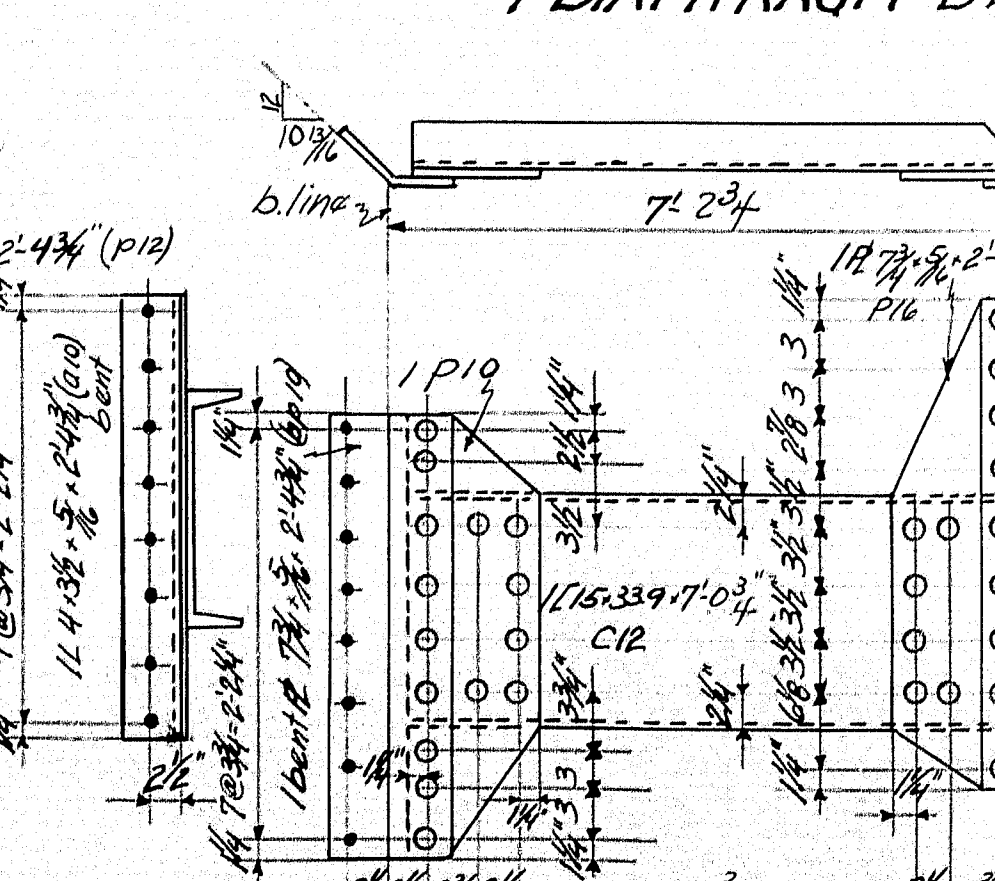
2 DIAPHRAGMS D13



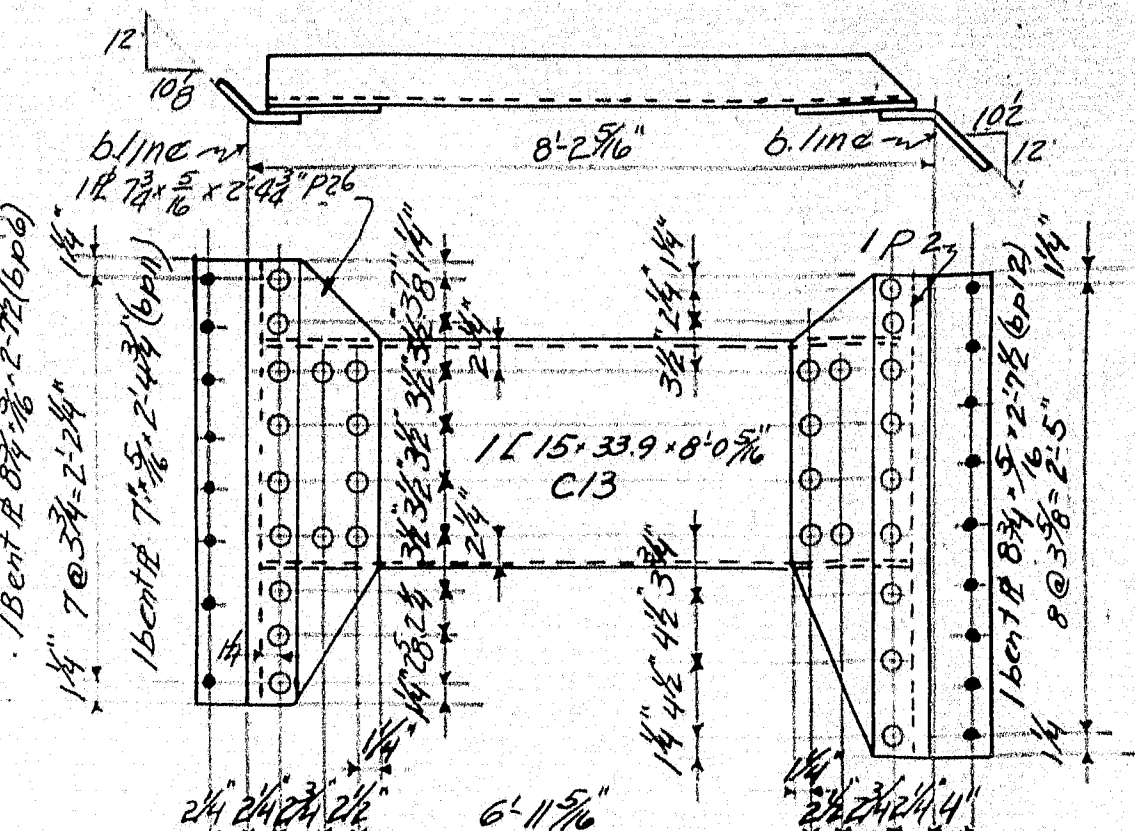
2 DIAPHRAGMS D14

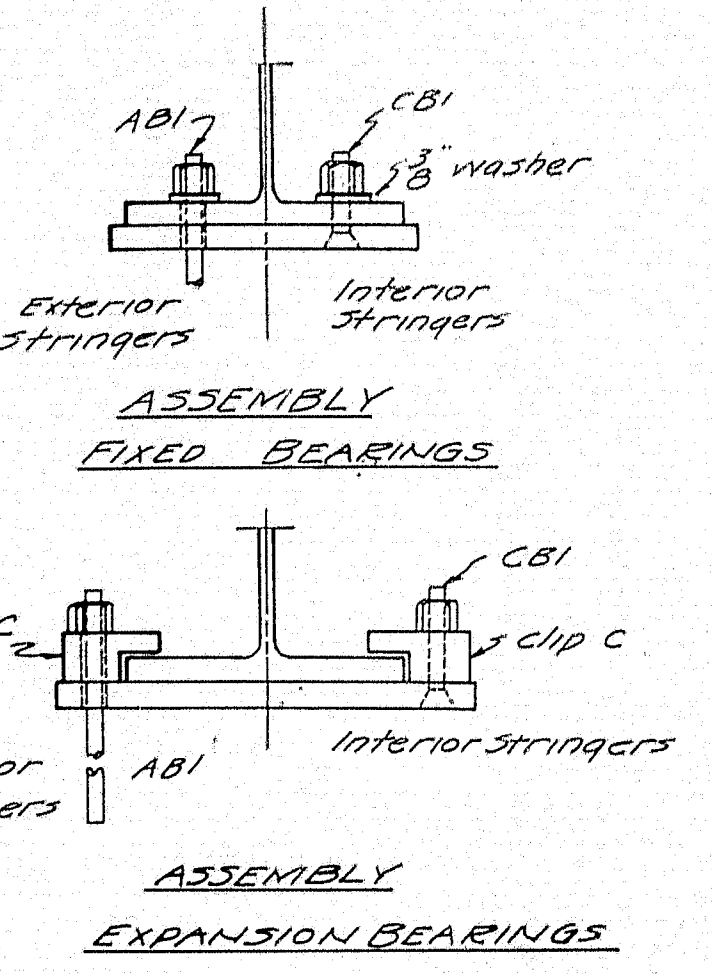
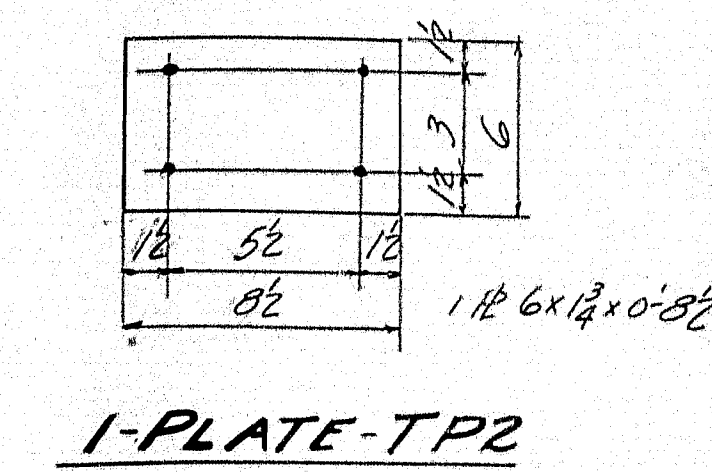
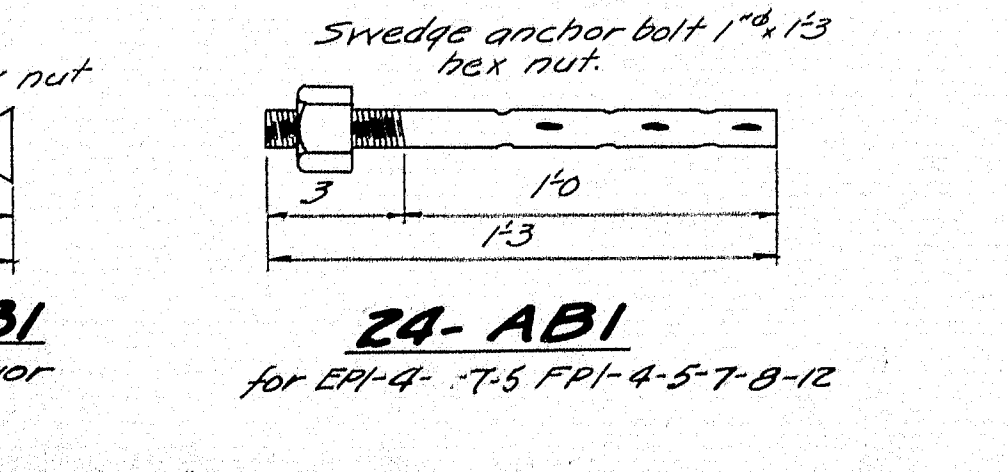
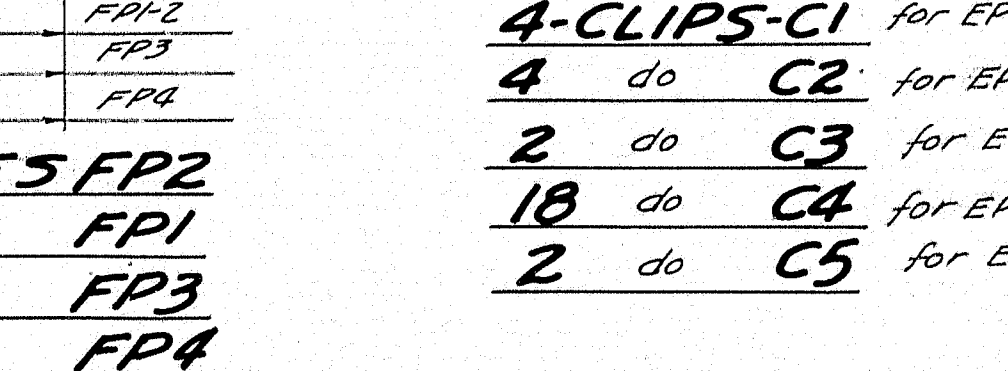
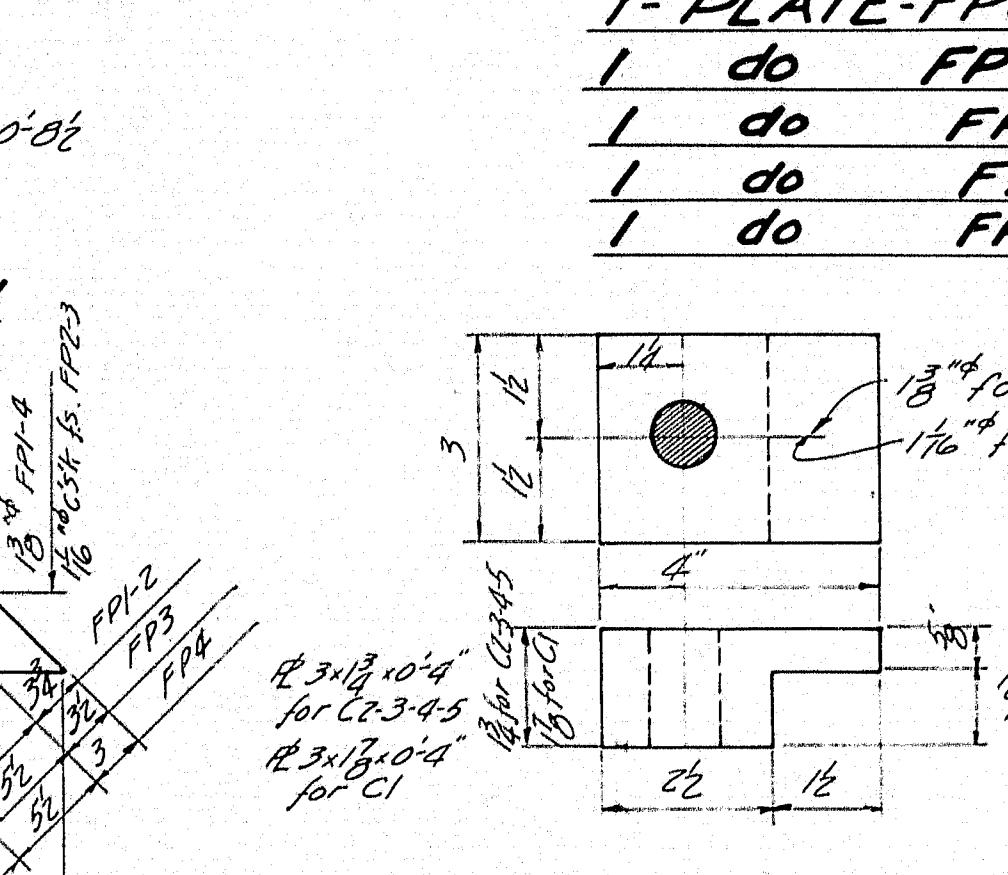
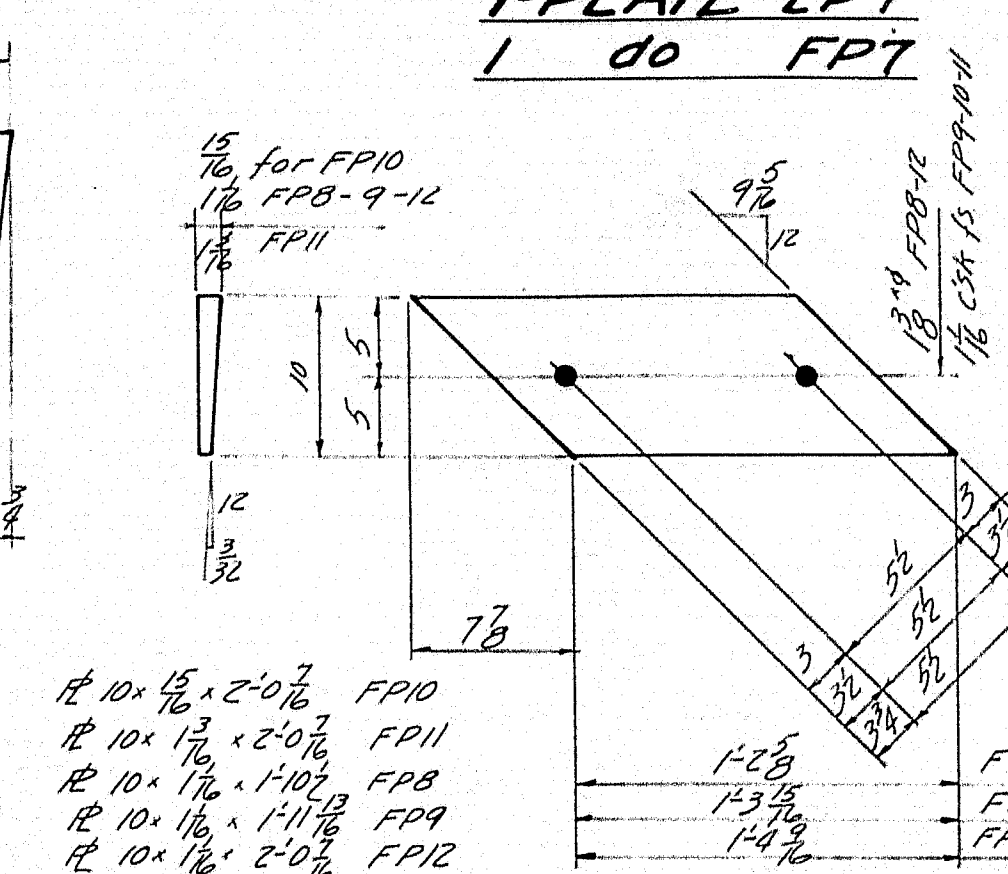
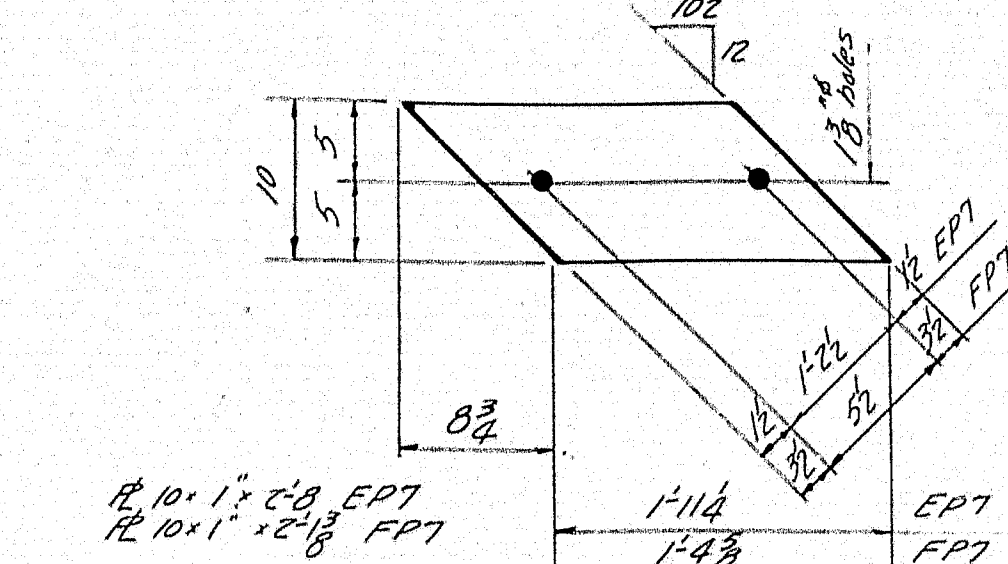
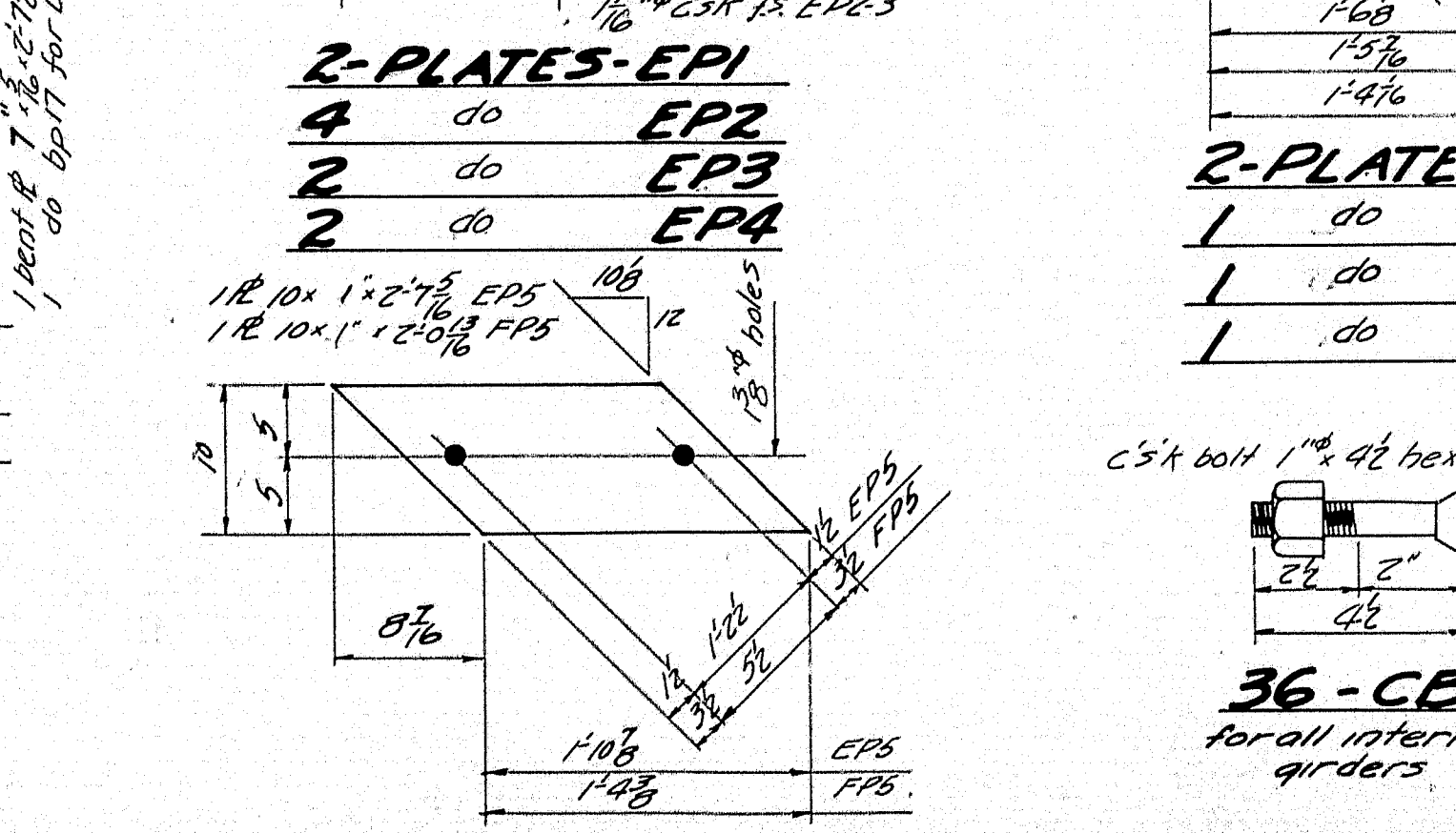
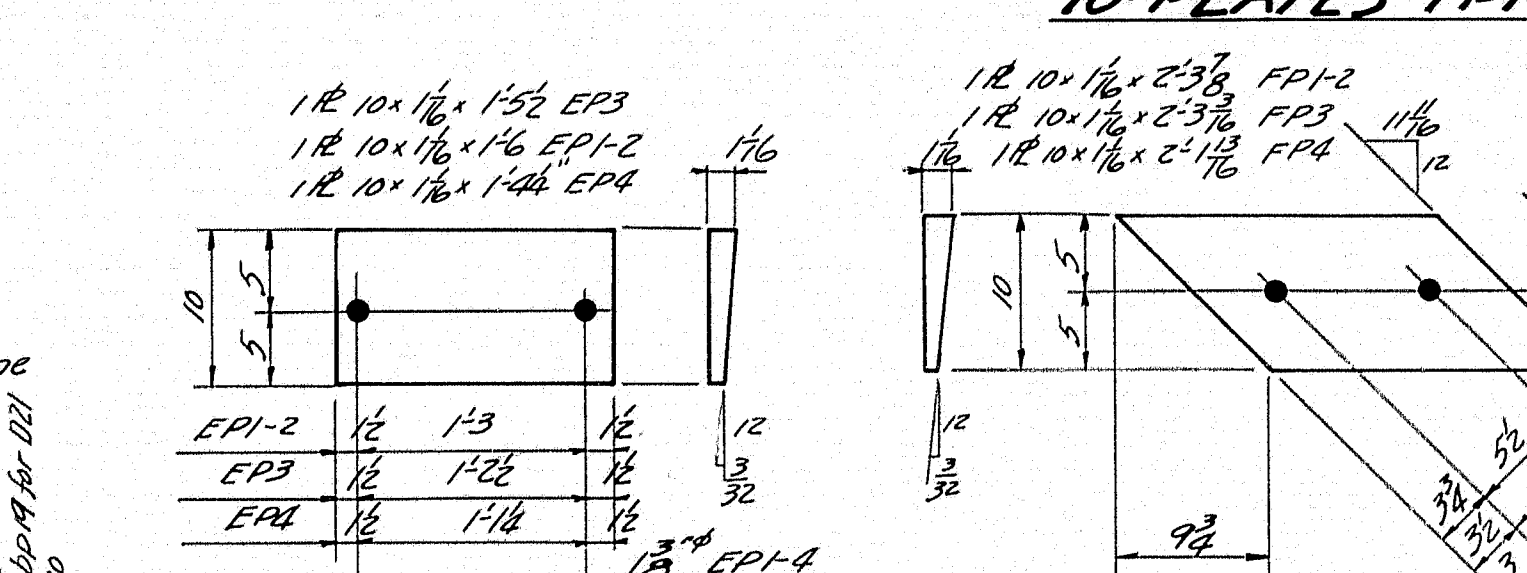
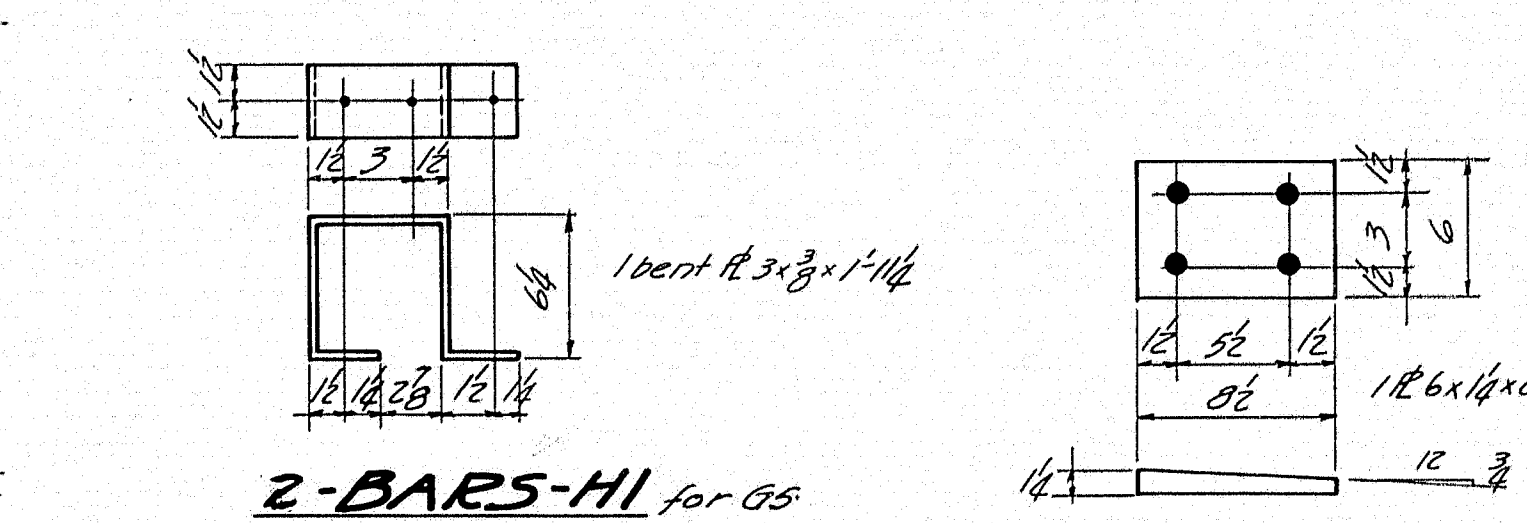
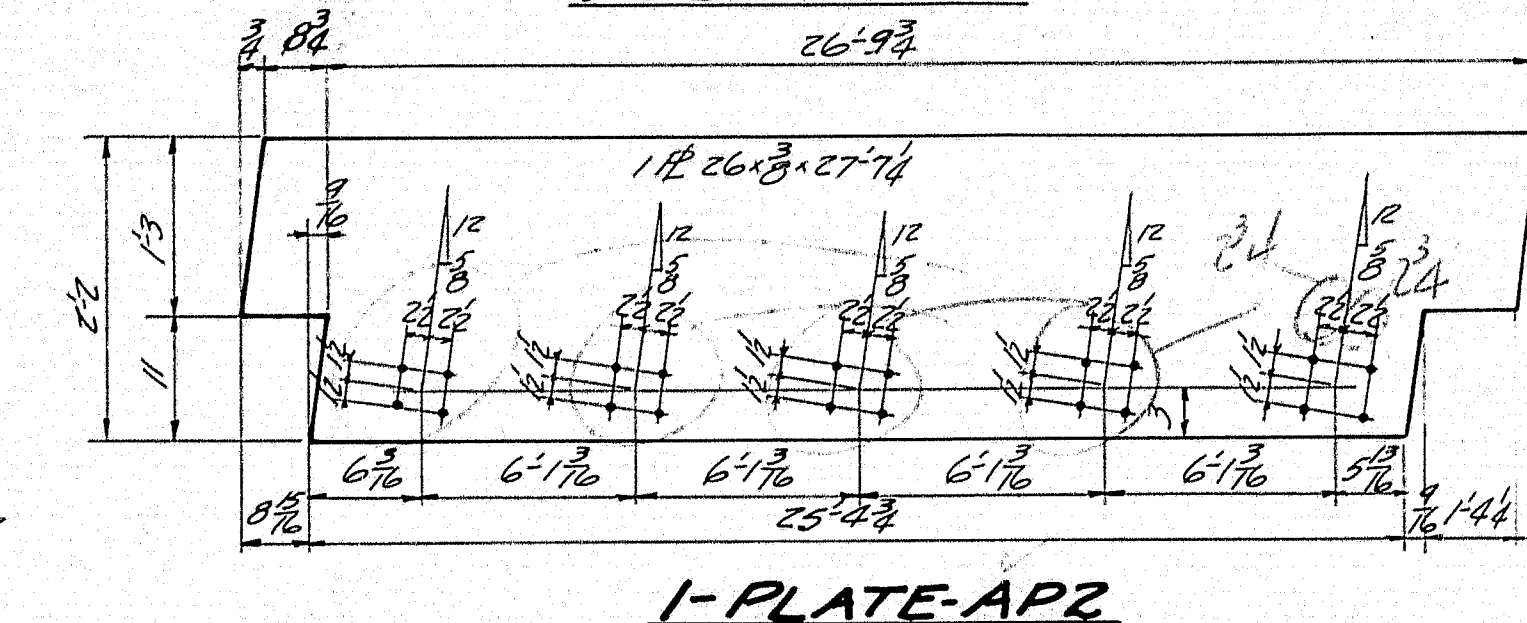
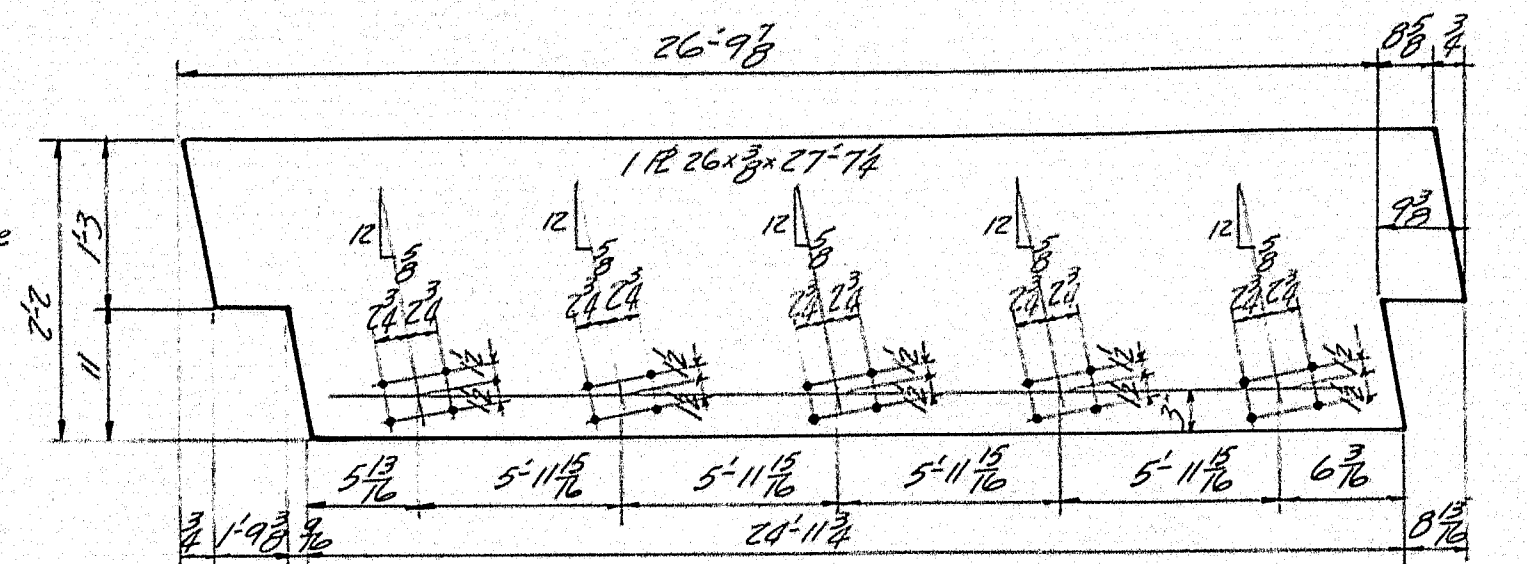
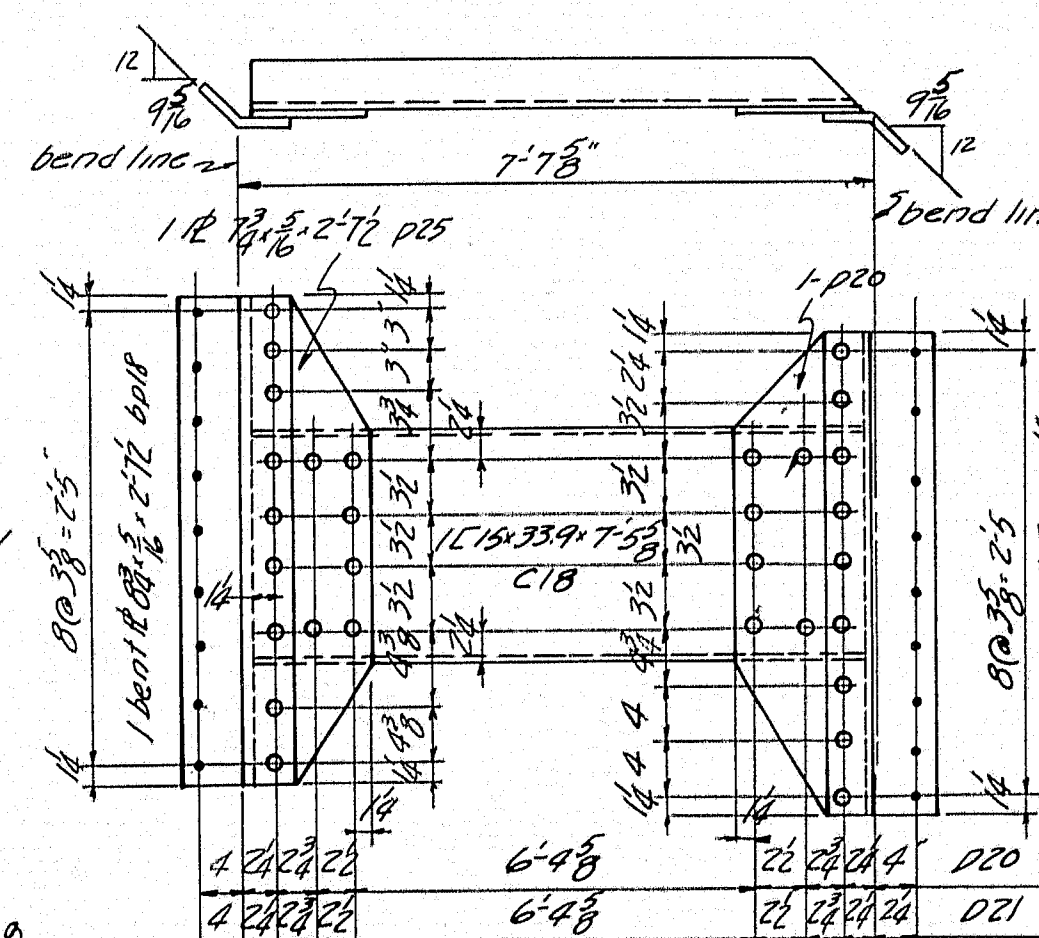
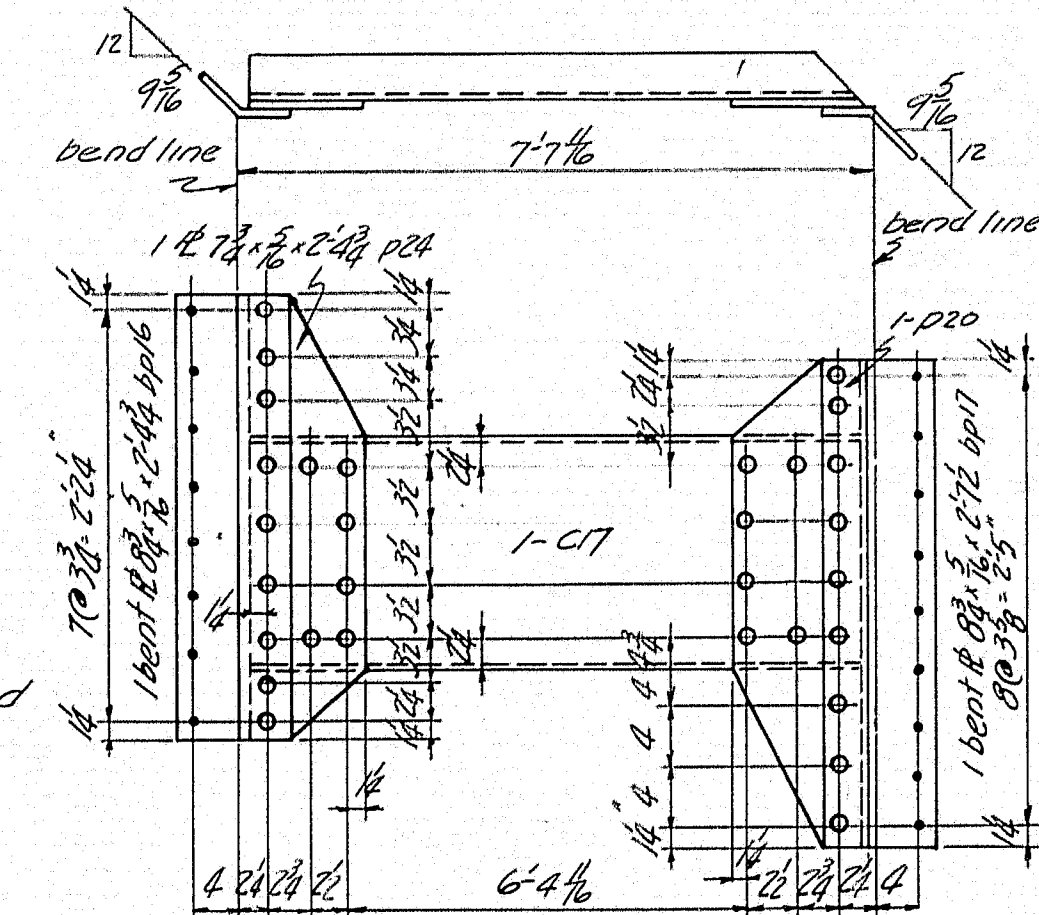
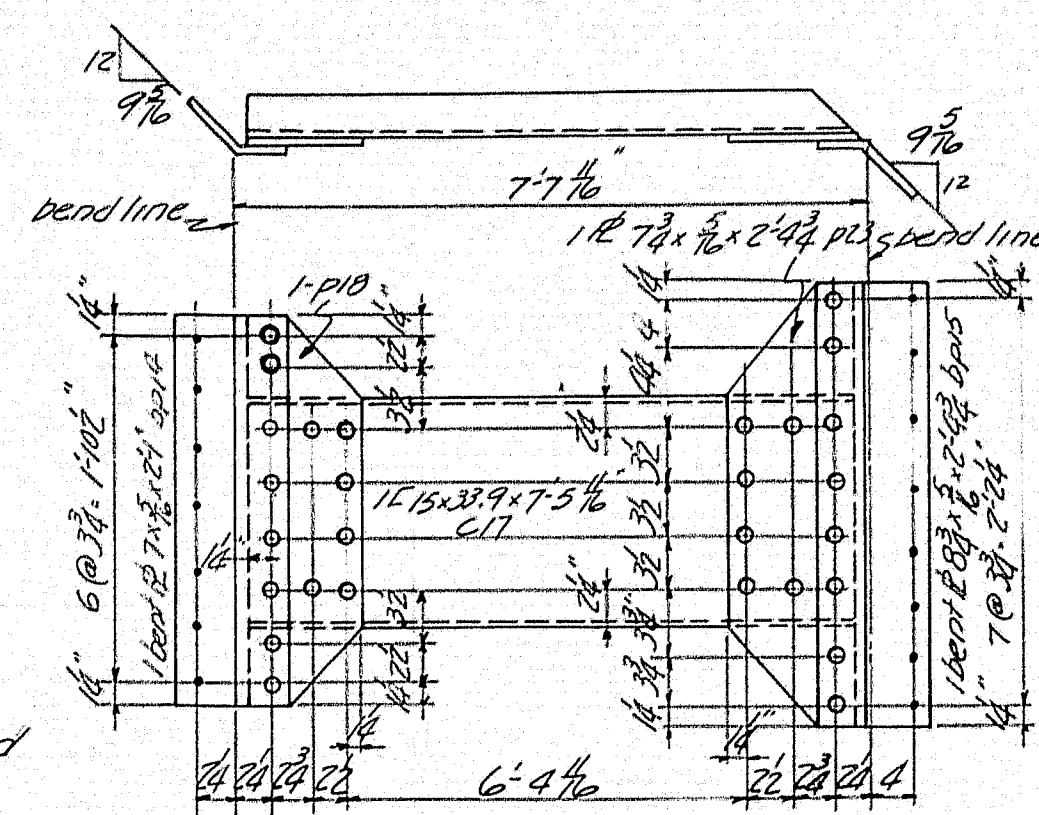
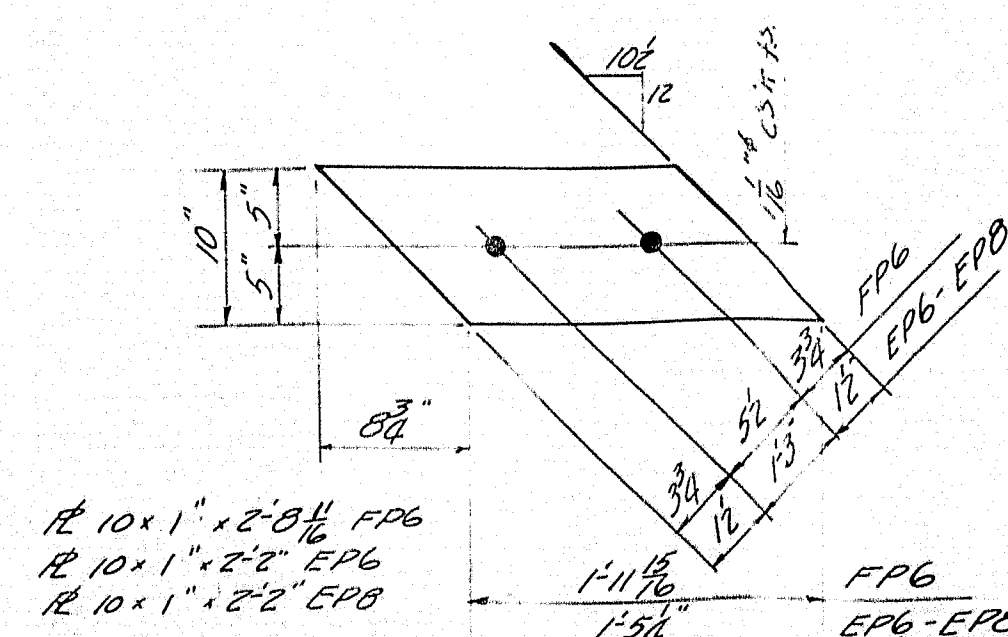
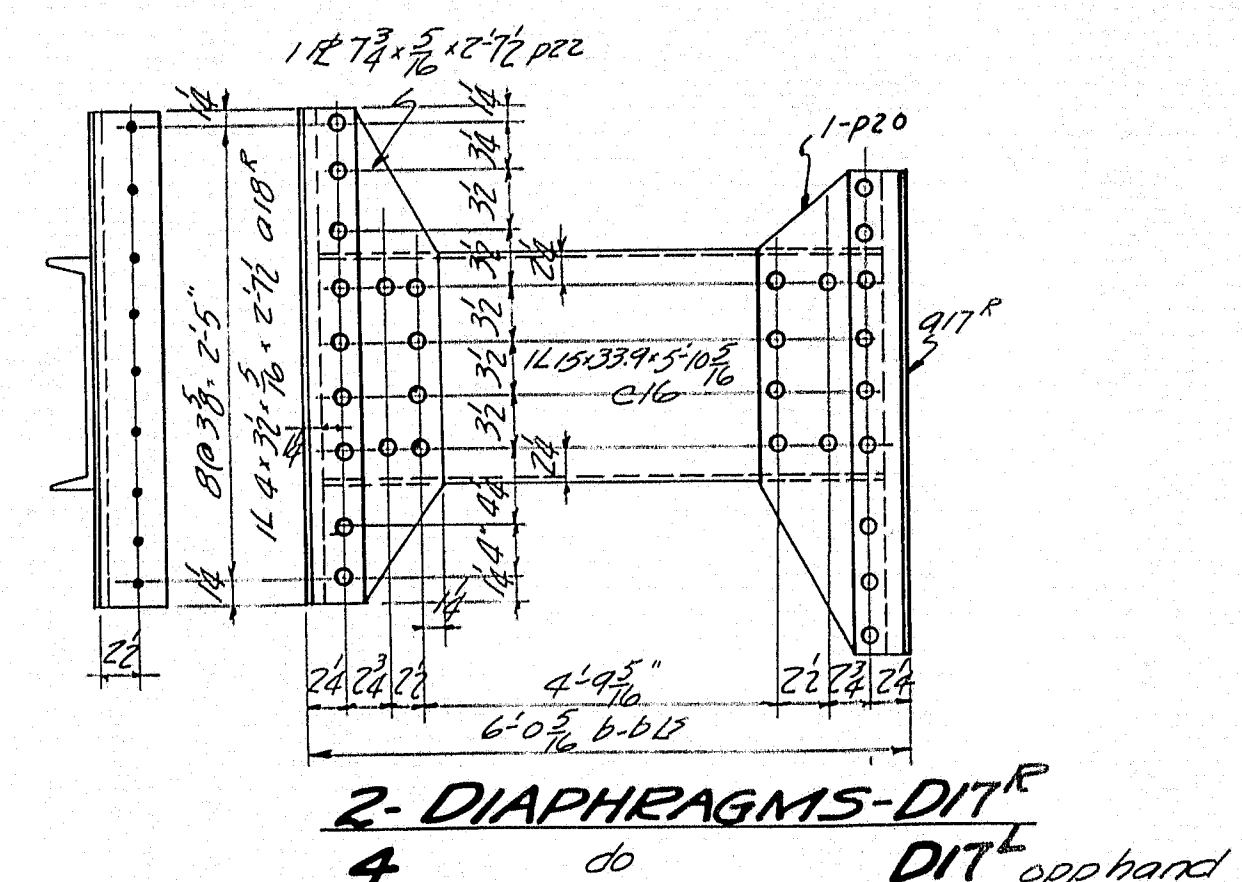
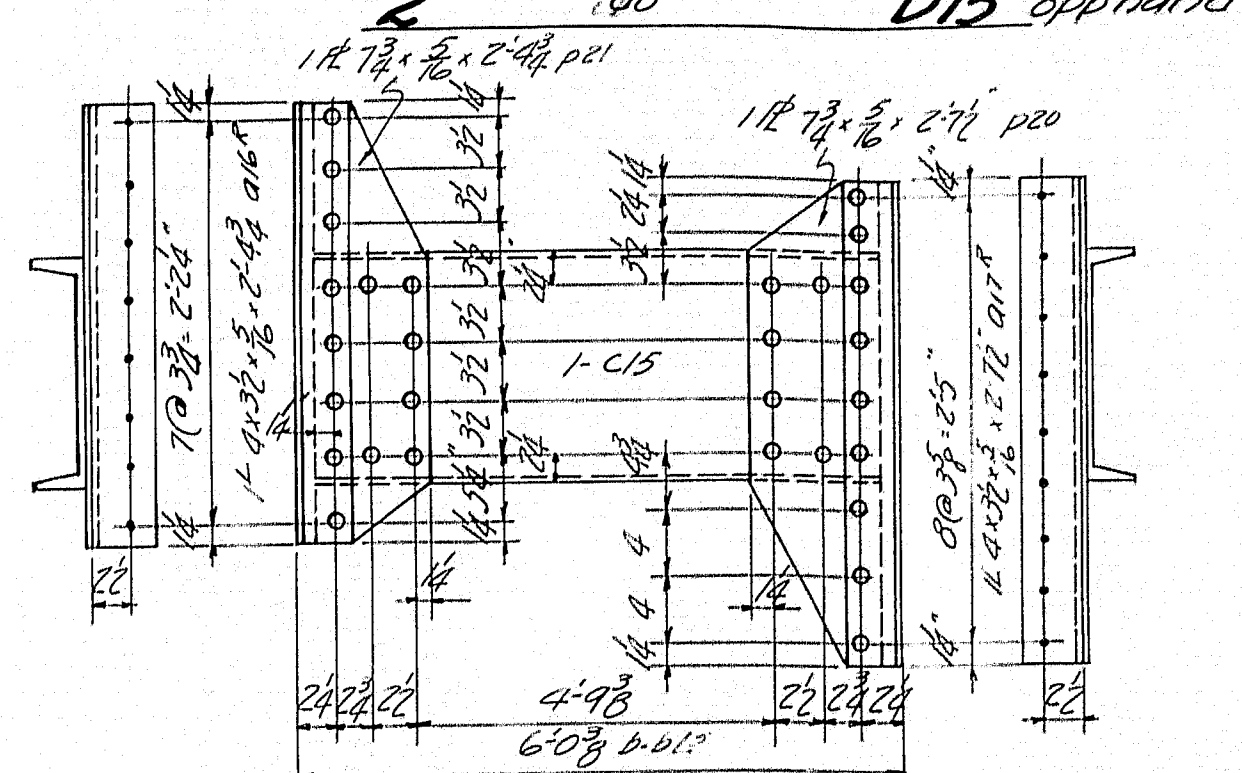
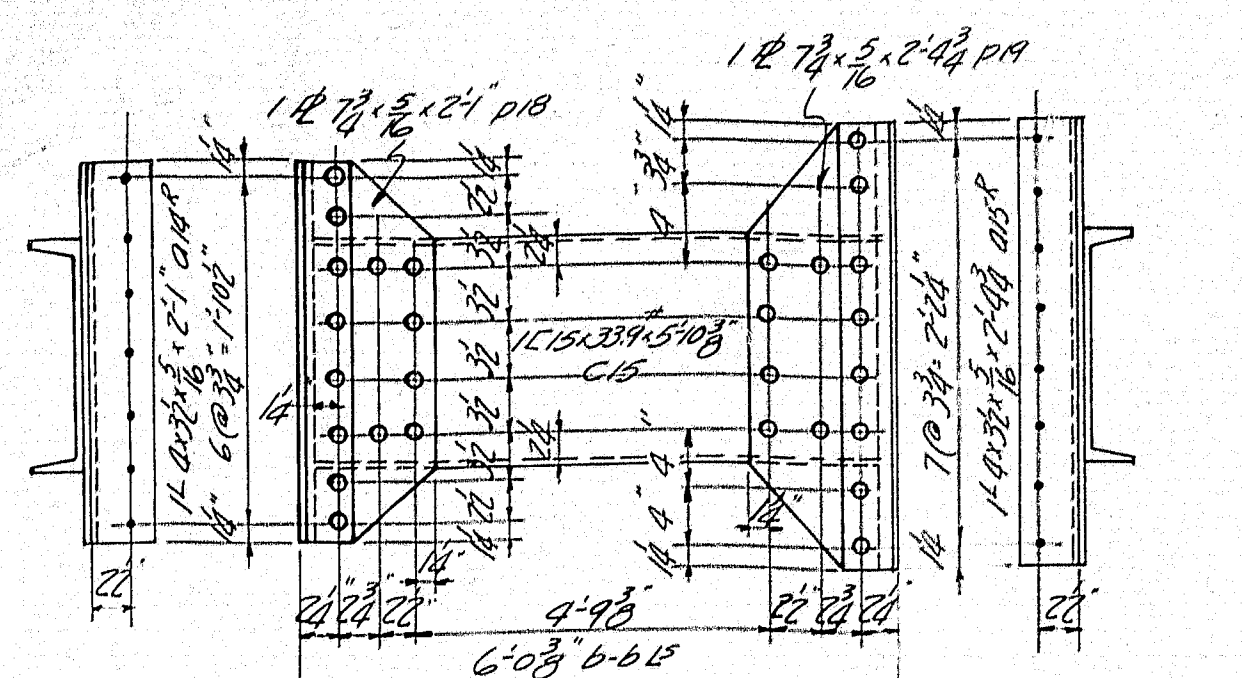


1 DIAPHRAGM D23



1 DIAPHRAGM D24





FIELD BOLT LIST
430 @ 2'
230 @ 5'
40 @ 3'
5 @ 5'
All bolts U.S. Std. hex nuts

All shop work 3/8" rivets open holes 1/8" unless noted. Field connections 3/8" bolts. Bolts & nuts U.S. Std. Specifications: Maine State Highway Comm. 1936

U.S. WORKS PROGRAM GRADE TOWN 13-51
CROSSING PROJECT No. WRS. 319 BRIDGE 3256
STATE HIGHWAY COMMISSION
BRIDGE DIVISION
RAILROAD CROSSING
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CANADIAN PACIFIC RAILWAY
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SAPLING
SOMERSET COUNTY
STEEL DETAILS
SHEET 20 OF 20 SHEETS AUGUSTA ME. MAR. 1936