

2-15 5" x 3 1/2" x 3/8"

2-15 5" x 3 1/2" x 5/8"

2-pls. 18 3/8" x 1' 9"

L 3x
5 3/8" pin

2-pls. 11 3/8" x 5/8" x 1' 10 1/2"
2-pls. 18 3/8" x 2' 9"
2- " 17 3/8" x 2' 9"

2-15 5" x 3 1/2" x 5/8"

Intermediate Bracing

2' 6"

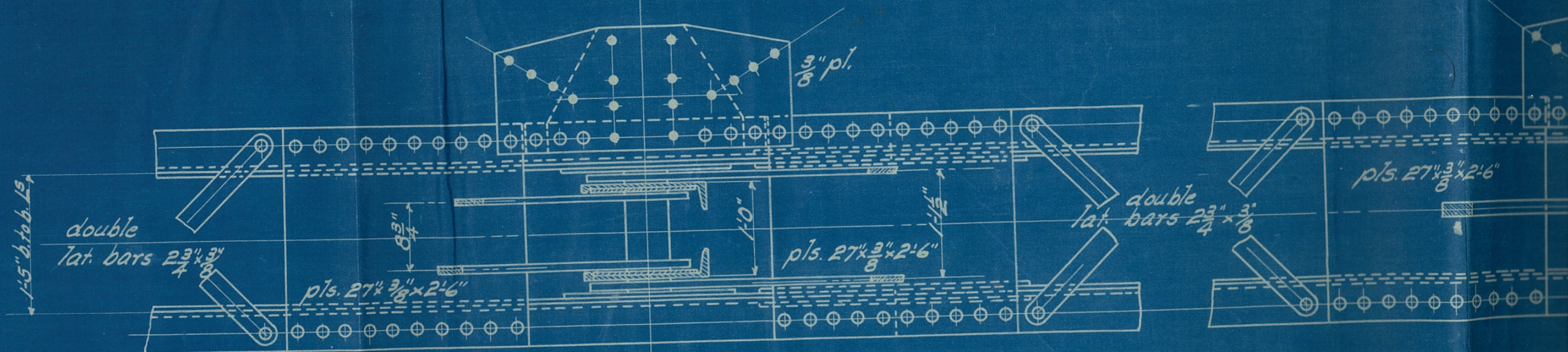
21' 2 1/8"

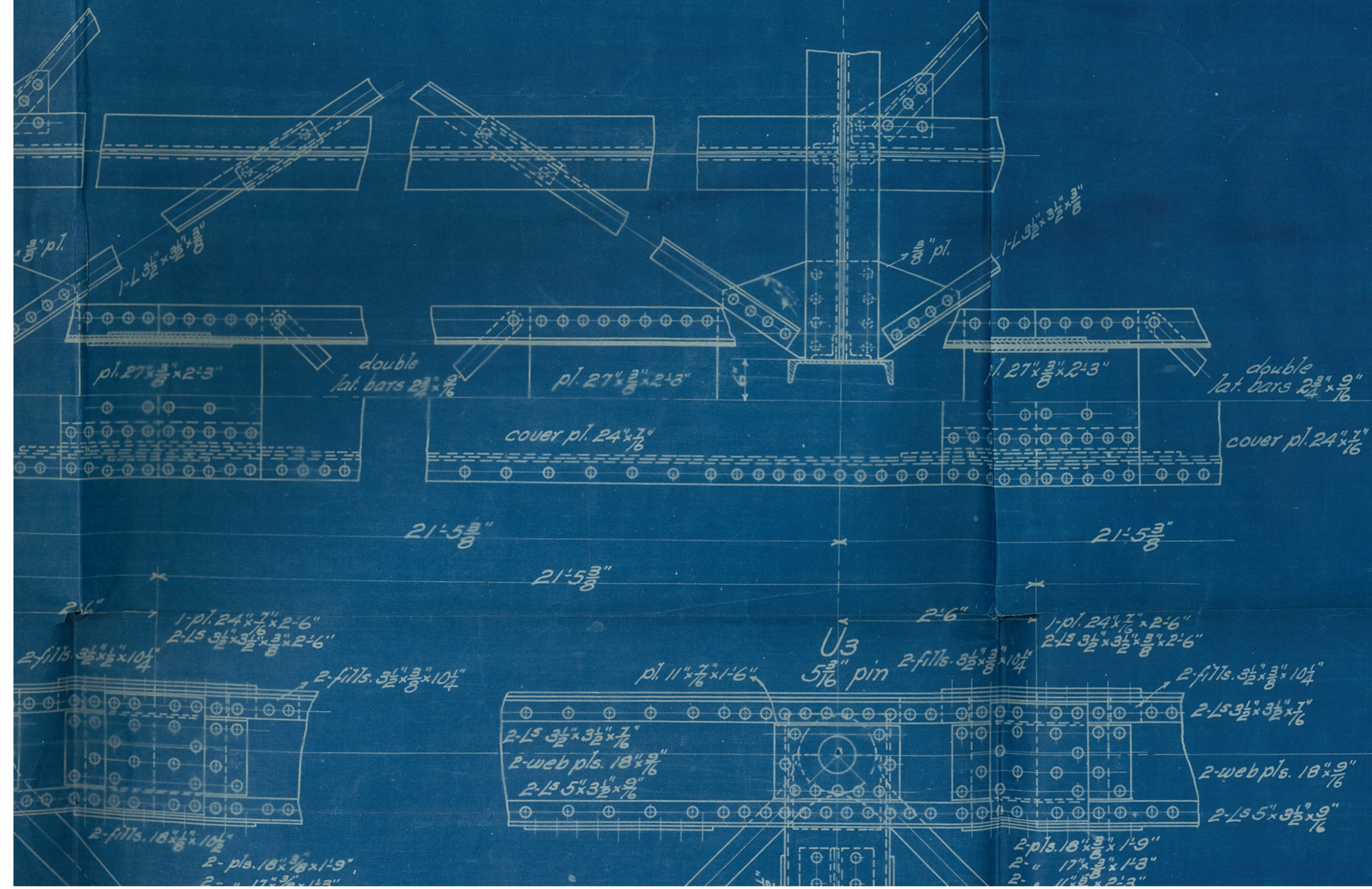
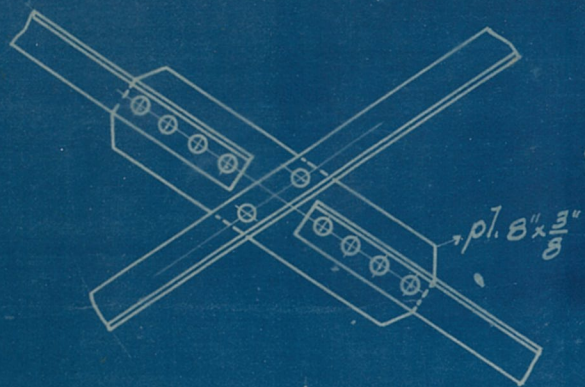
20' 11 1/8"

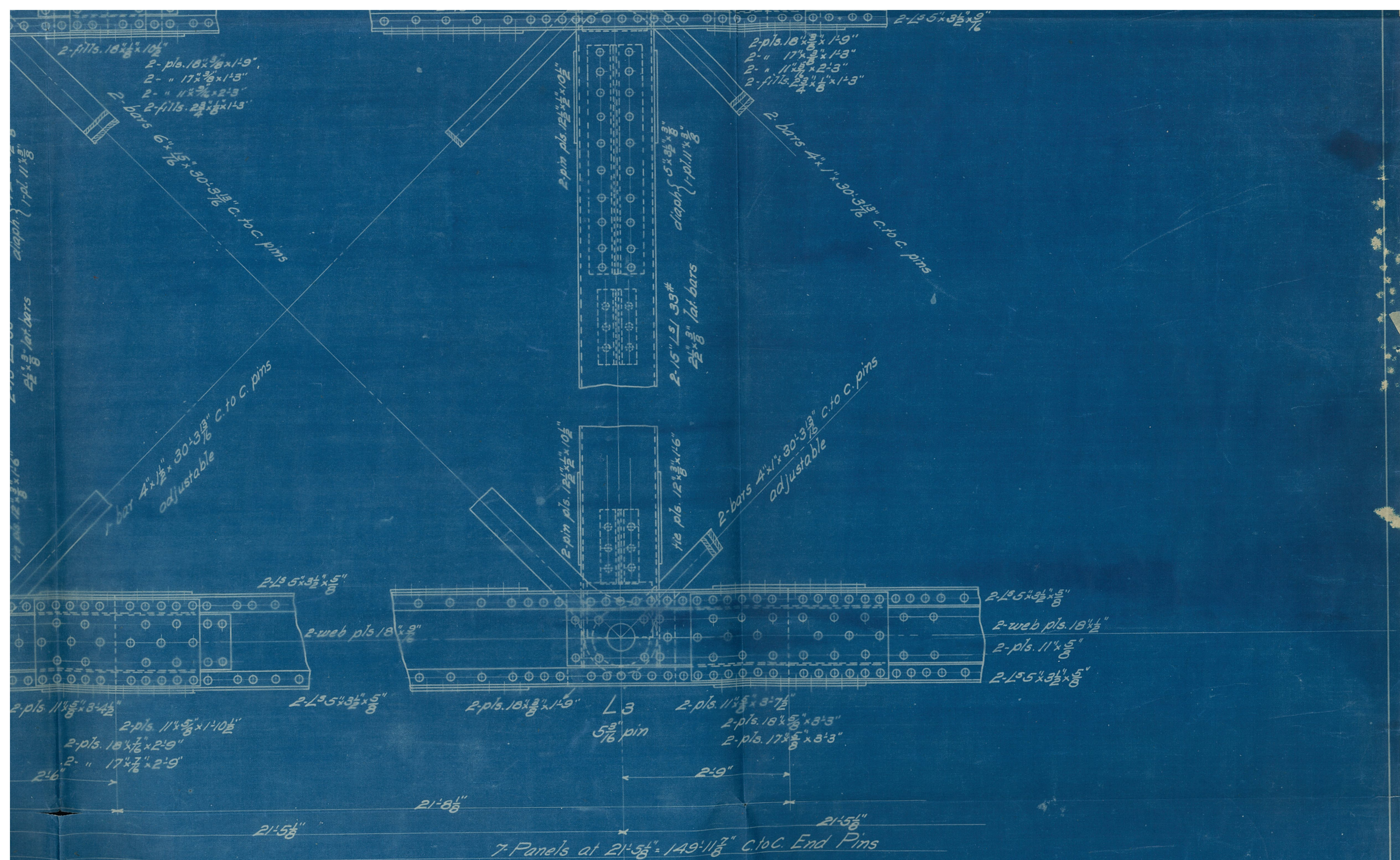
21' 5 1/8"

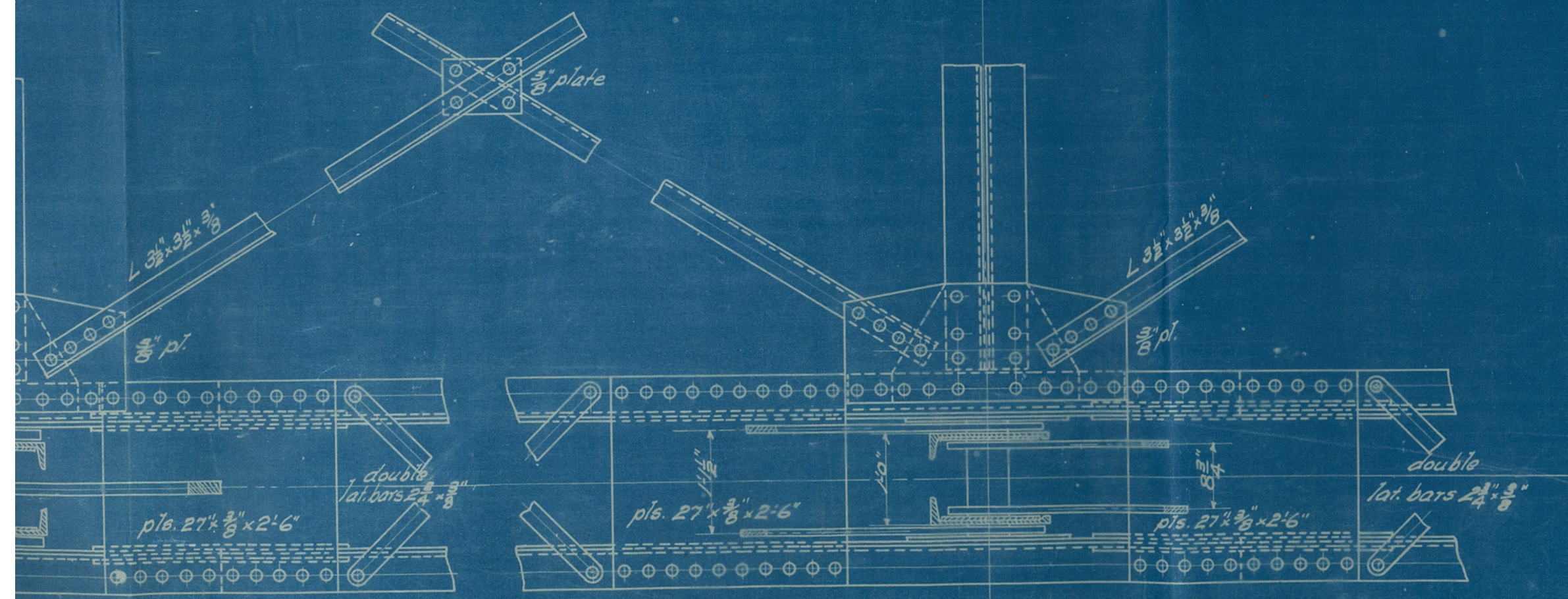
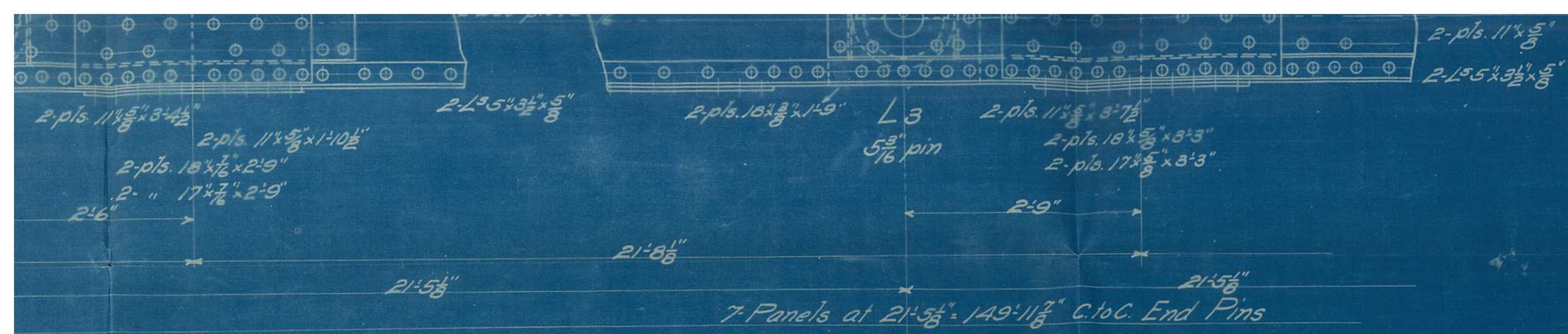
21' 5 1/8"

7-Panels at 21' 5 1/8" - 149' 11 7/8" C. to C. End Pins









Approved 12-11-1901
The Steel Co.
Mr. J. J. Ferguson

MAY 27 1904
A-44,74
~~A-155,49~~

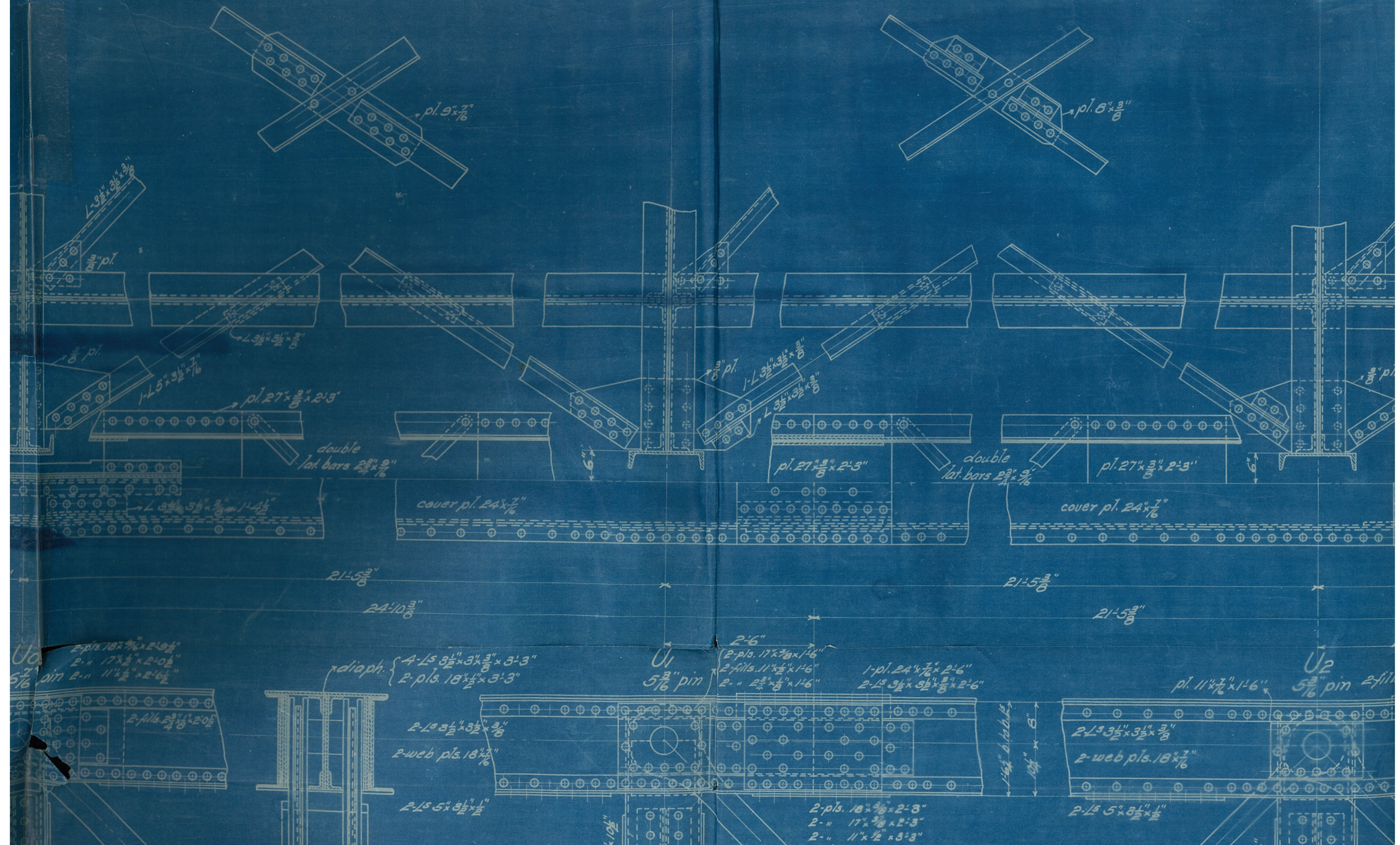
General Plan.
4 - 150 ft. Deck Spans,
Aroostook River Bridge,
Fish River Railroad,
BUILT BY
THE PENNSYLVANIA STEEL CO
Bridge & Construction Dep't,
Steelton, Pa.

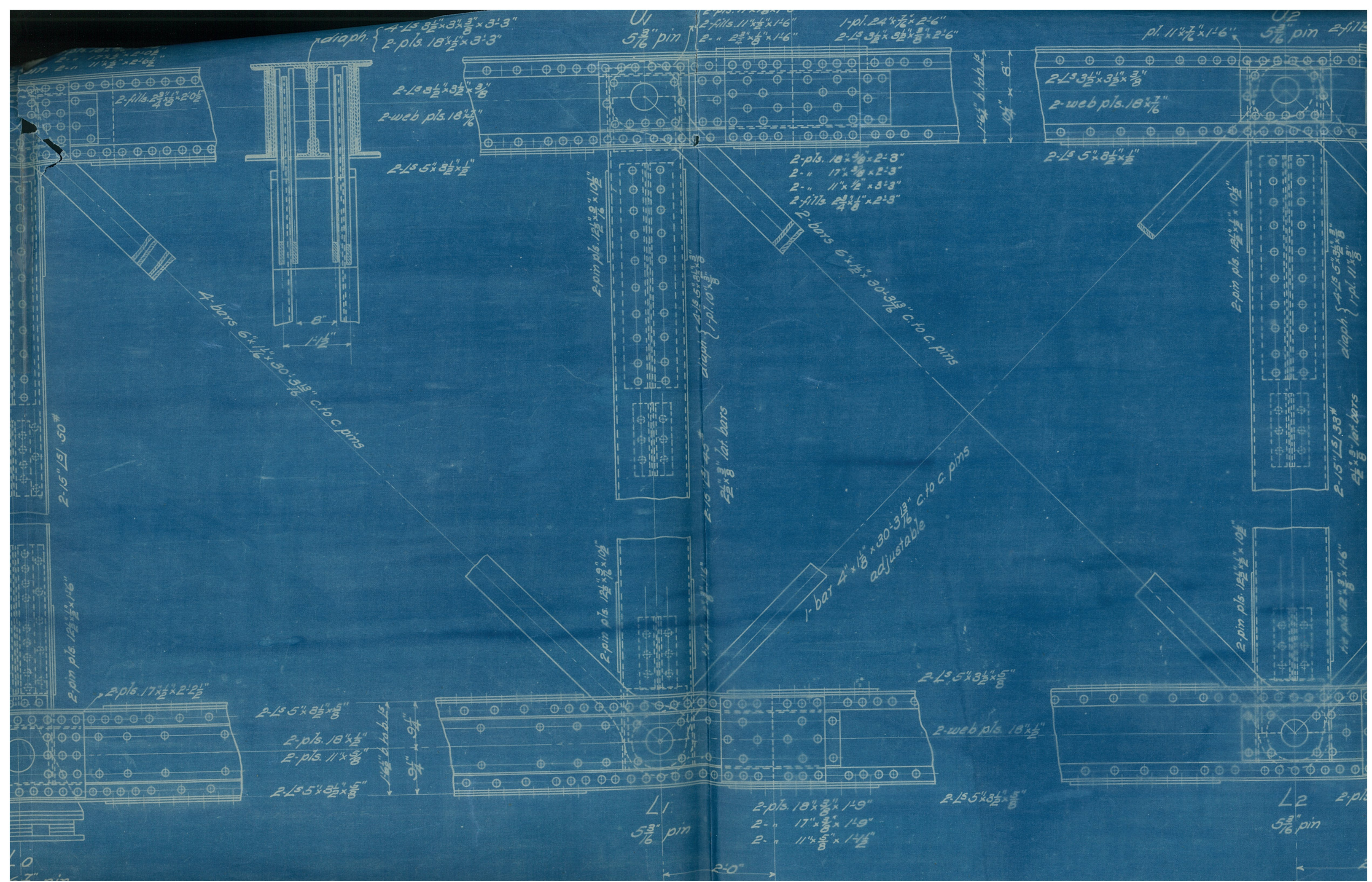
68-35 (21)

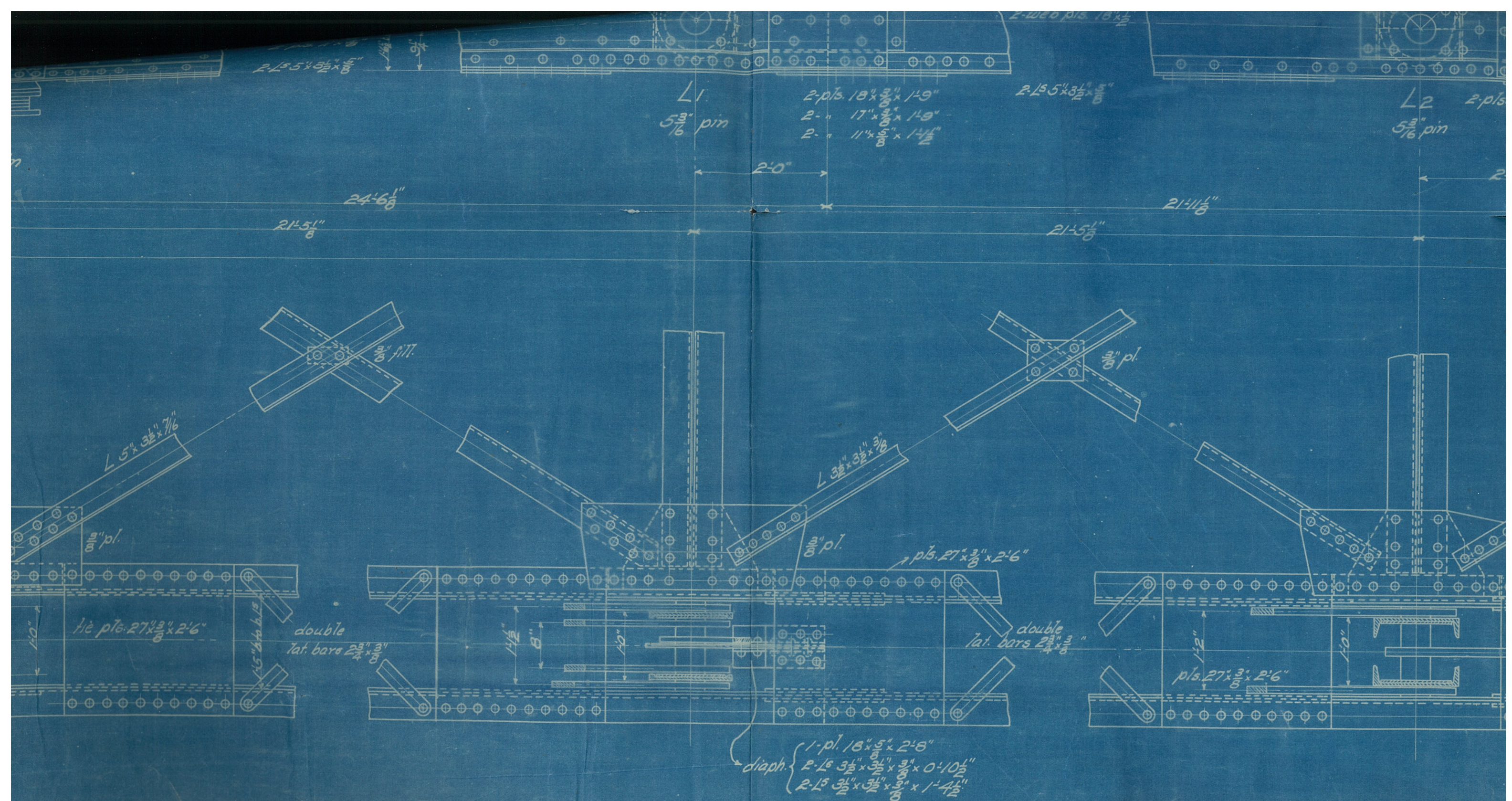
Approved _____
Chief Draftsman.

Scale $\frac{3}{4}$ " in. to a foot.
Made by: }
Traced by: }
Checked by: }

Dec. 7th 1901

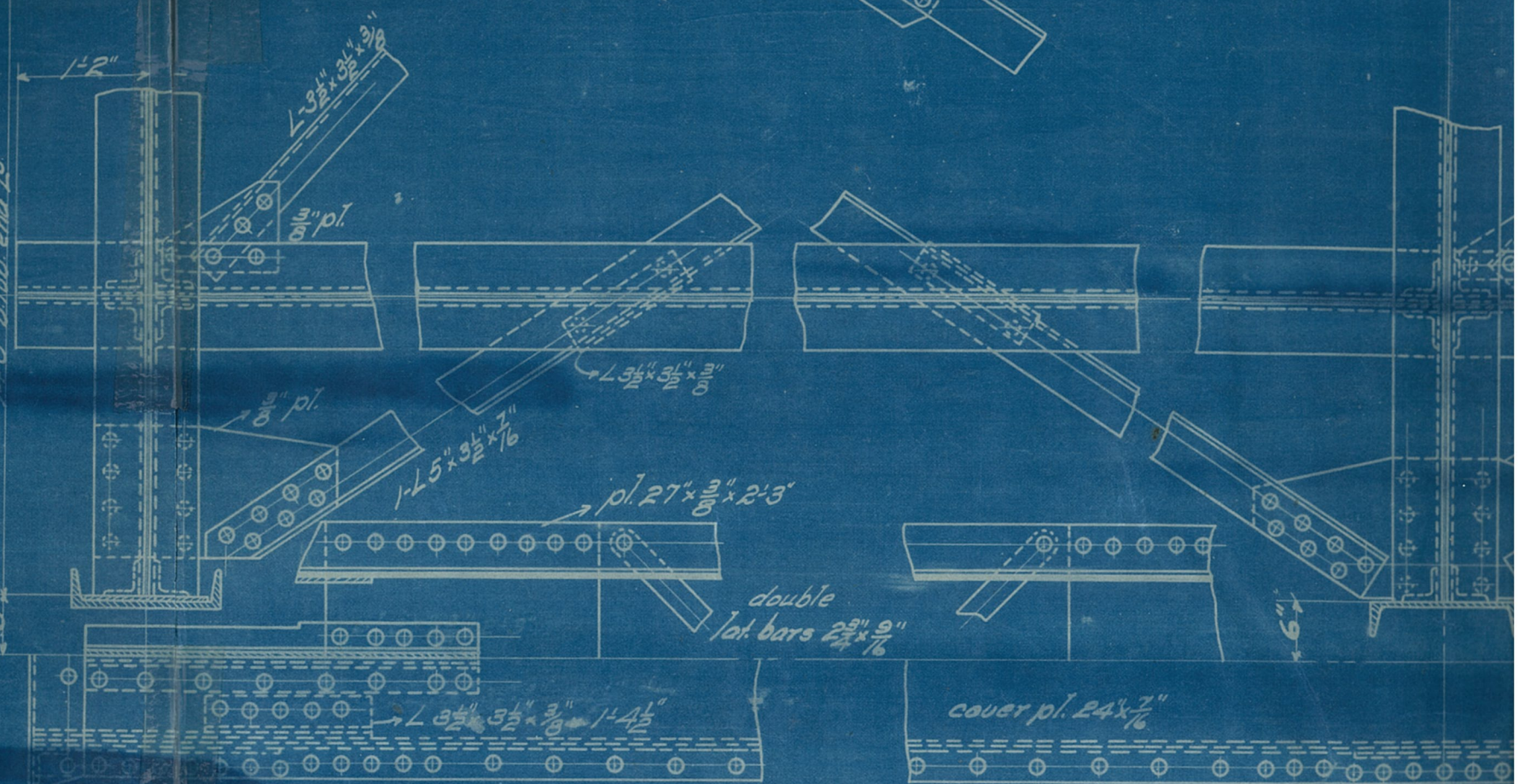
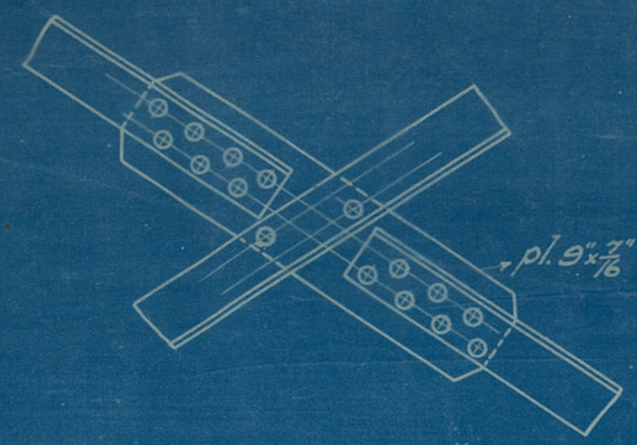




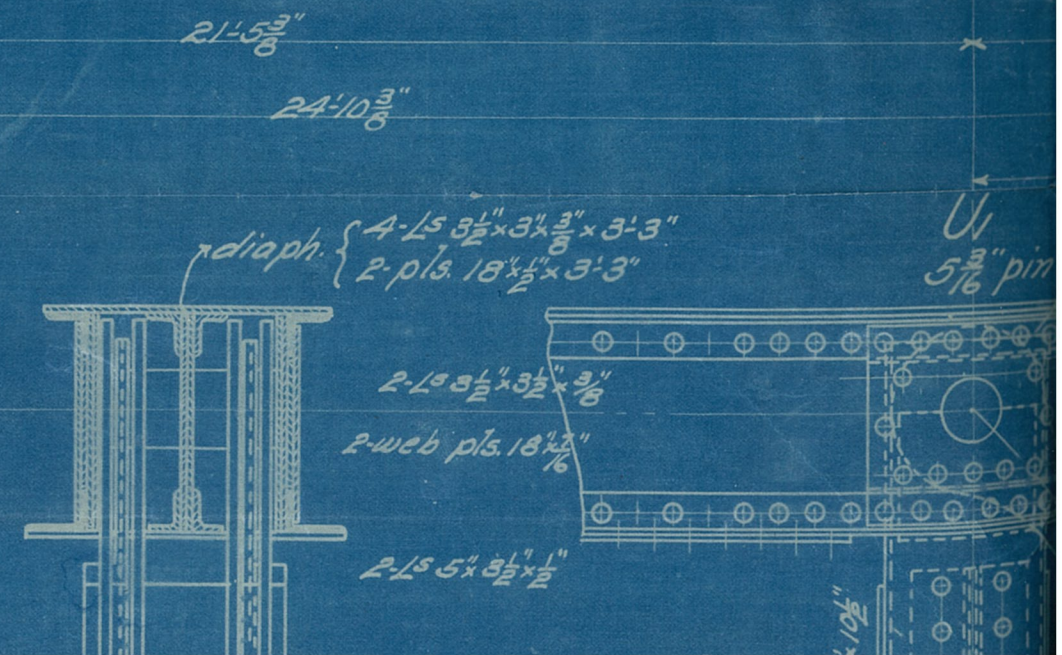
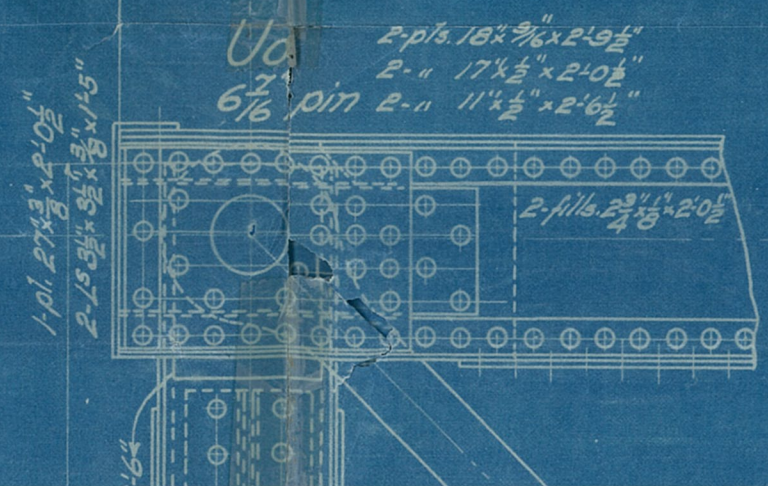
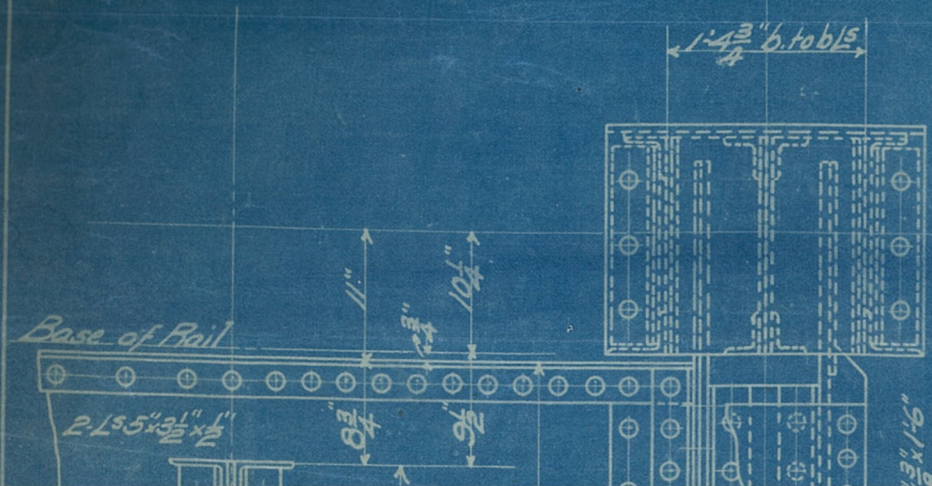


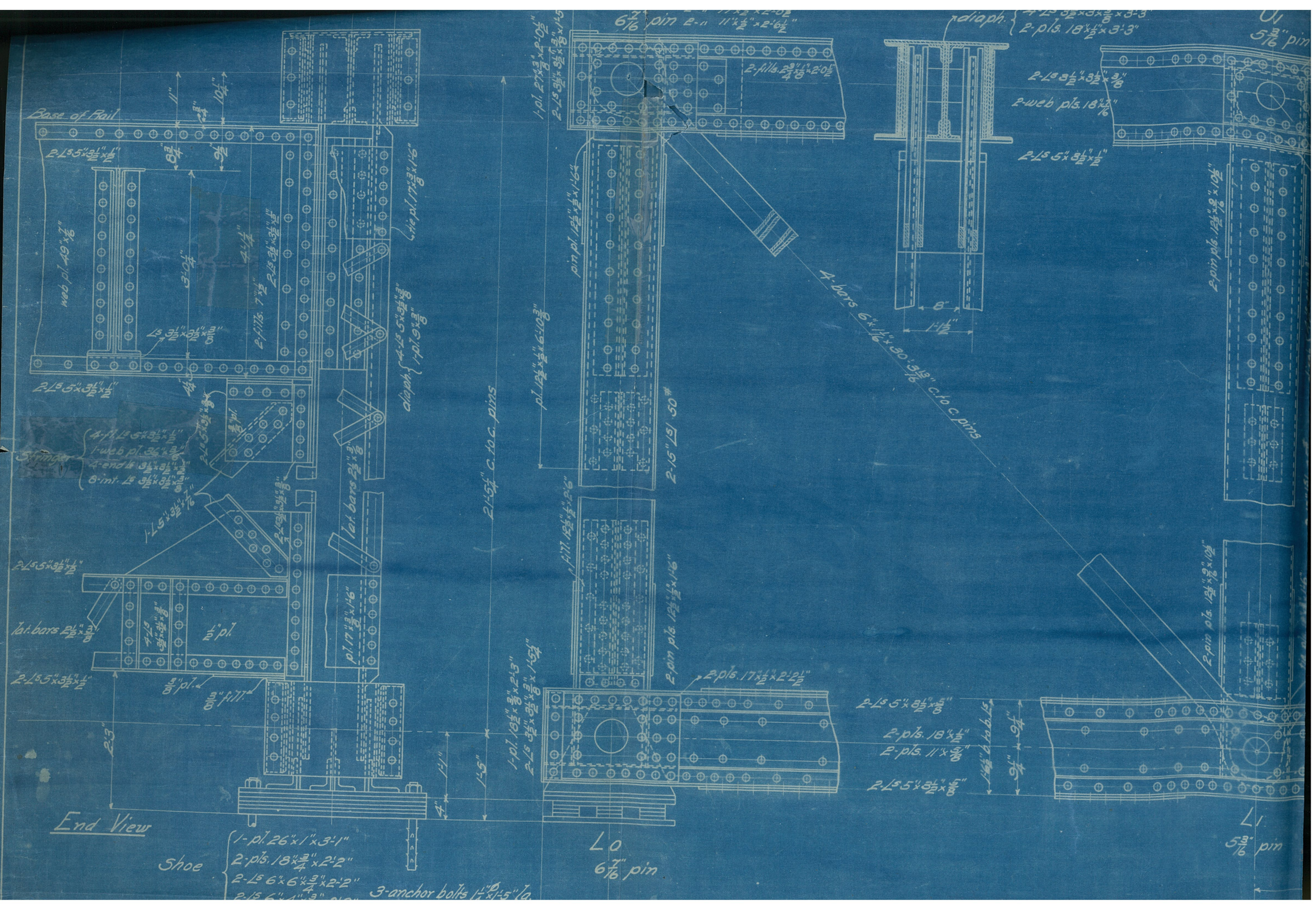
Rivets 7-8 in. diam.
Open Holes 15-16 in. diam.

15'-0" C.to C. Trusses
7'-6" C.to C. Stringers
3'-9"
11'-0" b.to b. end ls.
6"



15'-0" C.to C. trusses
7'-6" 3'-9"





End View

Shoe

- 1-pl. 26"x1"x3'-1"
- 2-pls. 18"x $\frac{3}{4}$ "x2'-2"
- 2-L 6"x6"x $\frac{3}{4}$ "x2'-2"
- 2-L 6"x4"x $\frac{3}{4}$ "x2'-2"
- 1-pl. 12"x $\frac{3}{4}$ "x2'-2"

Pedestal

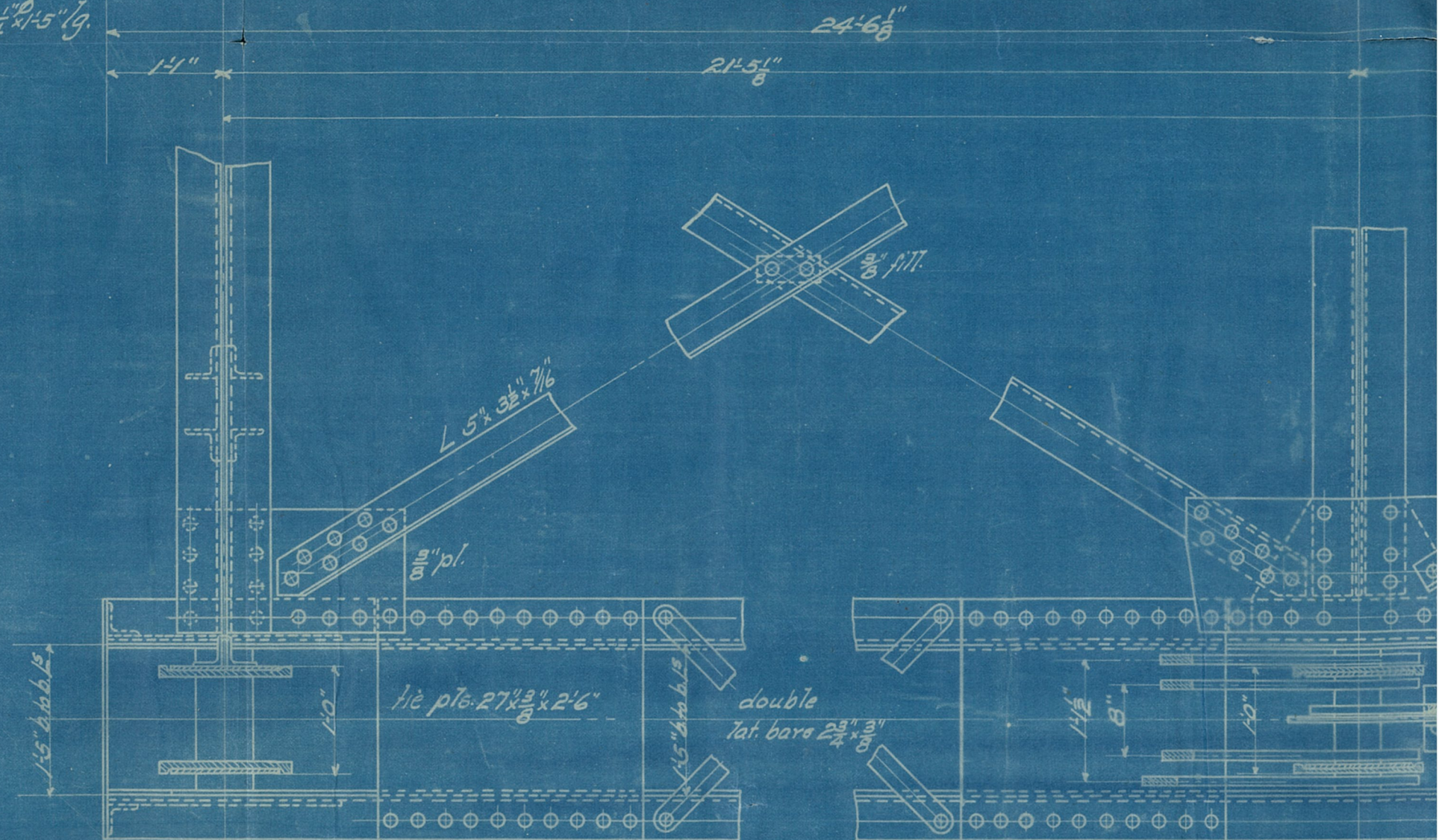
- 1-pl. 22"x $\frac{3}{4}$ "x3'-1"
- 1-pl. 26"x1"x3'-1"
- 9-bars 5"x $\frac{3}{4}$ "x3'-1"

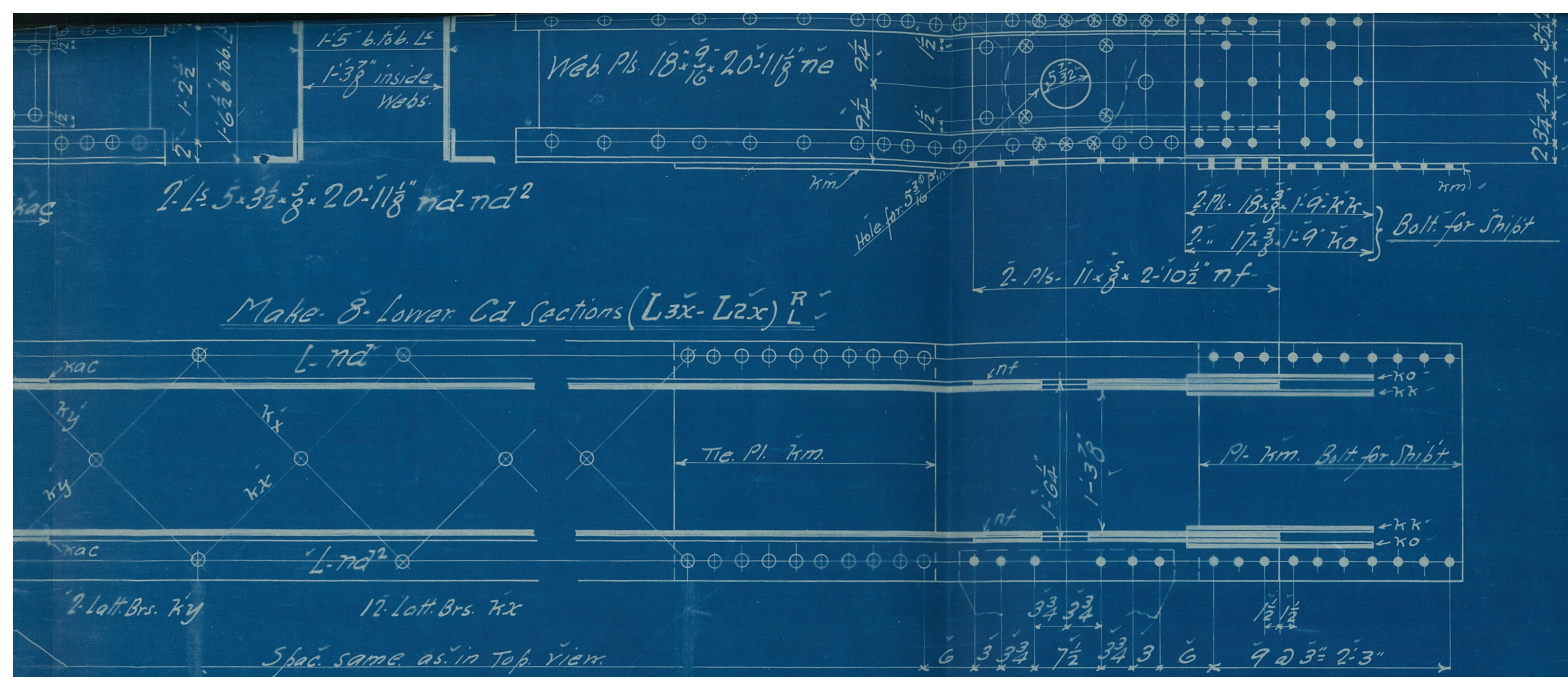
3-anchor bolts $1\frac{1}{4}$ "x1'-5"lg.

L 0

6 $\frac{7}{16}$ " pin

L 1
5 $\frac{3}{16}$ " pin



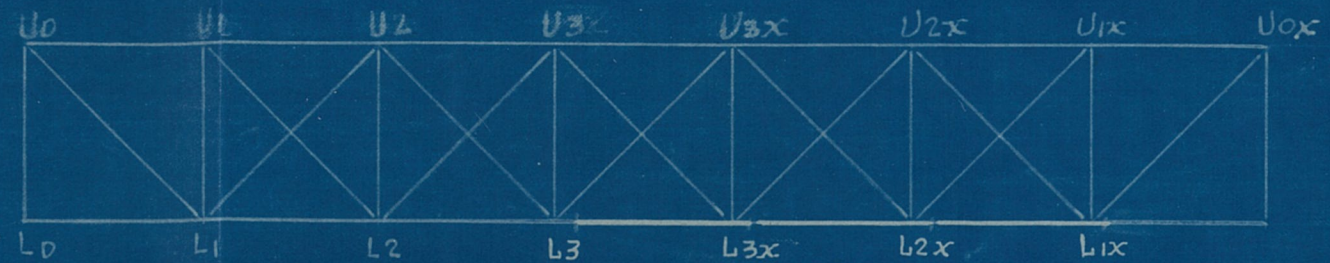


Required List

8- Lower Cd. Sections - mk.	(L3x-L3x) L ^R
8- " " " "	(L3x-L2x) L ^R
8- " " " "	(L2x-L1x) L ^R

Note. Other Lower Cd. Sections on Sh's C⁹⁰⁶ & C⁹⁰⁶

Note. Other Lower Chord Sections on Sh's. $C \frac{906}{10} + C \frac{906}{11}$



MAY 27 1902

A-44.74

~~A-155.49~~

Lower Chord Sections.

4 - 150 ft. Deck Spans,

Aroostook River Bridge,

Fish River Railroad,

BUILT BY

THE PENNSYLVANIA STEEL CO.,

Bridge & Construction Dep't,

Steelton, Pa.

Scale 1" in. to a foot. Dec. 9th 1901

Made by:- R.W. 12/9/01

Traced by:- " "

Checked by:- S.B. 12-9-01

Engr. in Charge:- S. Bradshaw

Bill Sheets:- 130-131

C $\frac{906}{13}$ 13

68-35 (18)

Approved 12-11-1901.
The Steel Co.
for J. Bergengren

Approved 12/20/01 E. J. Morrison
Chief Draftsman.

PAINT:— One coat of raw linseed oil. Finished surfaces
to be coated with White Lead & Tallow.

Lix

km'2

L. Kas

web. Kat

L. Kan

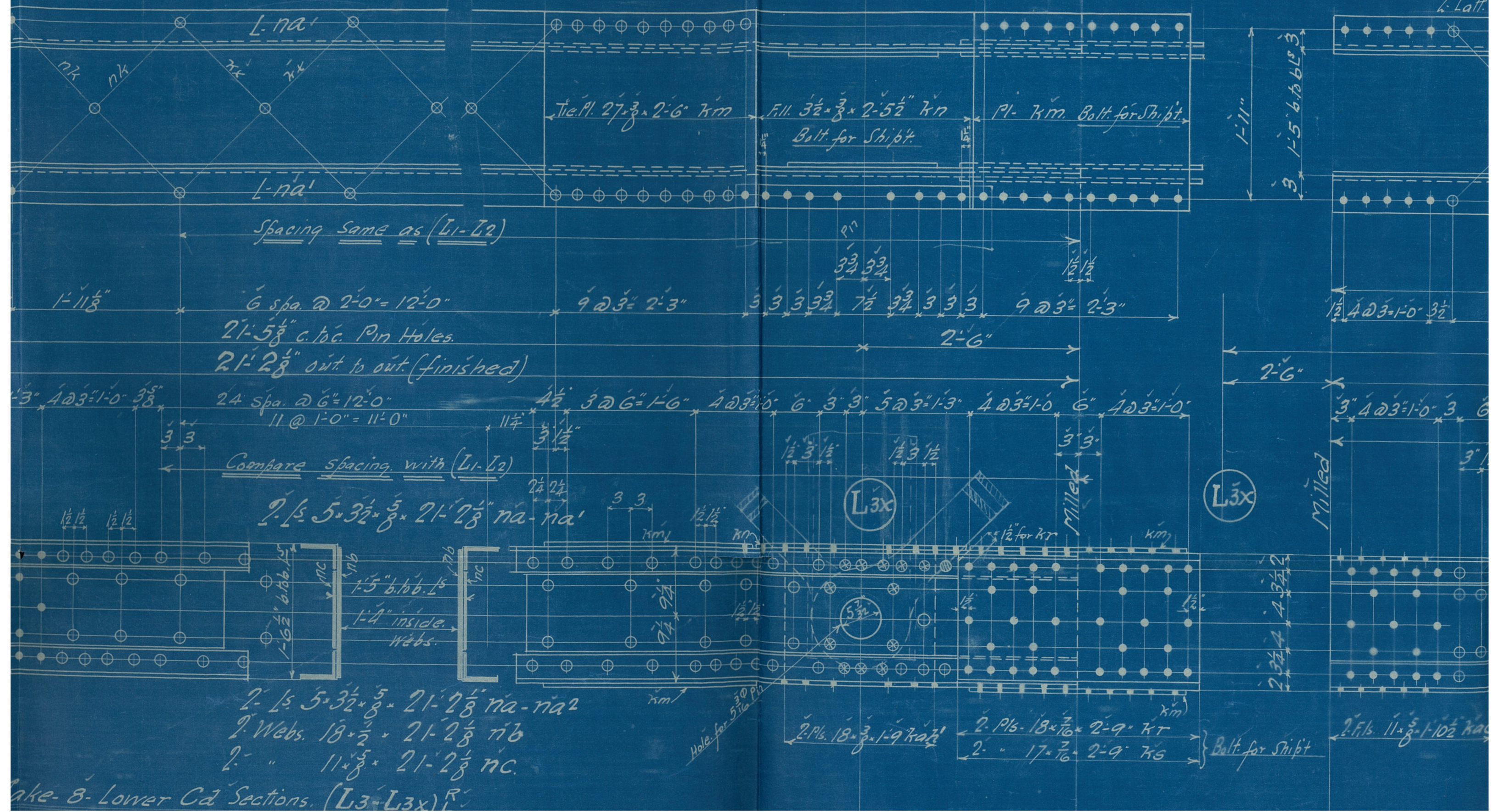
Mat. for Diaph.

2. L. $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{3}{8} \times 0-10\frac{1}{2}$ Kas

Web. $18 \times \frac{5}{8} \times 2-8$ Kat

2. L. $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{3}{8} \times 1-4\frac{1}{2}$ Kan

$$2-9''$$

$$1-4\frac{1}{2}'' \quad 1-4\frac{1}{2}''$$


2-15 5-32 5-21-28 na-na2
 2 Webs 18-2 21-28 nb
 2- " 11-8 21-28 nc

km
 Hole for 5/16 Pin

2 Pls 18-3 1-9 ka2

2 Pls 18-3 2-9 KT
 2- " 17-3 2-9 KS } Bolt for Shipt

2 Fls 11-8 1-10 1/2 ka

Take-8-Lower Cd Sections. (L3-L3x) L

L-na

L-na2

2 Latt. Brs. nk

12 Latt. Brs. KX

Spacing same as in Top View.

Tie Pl. km

Pl. km Bolt for Shipt

3" 1-5 bolts
 1-11"

6 3 3 3 7 1/2 3 3 3 6 9 @ 3" 2-3"

1 1/2 4 @ 3" 1-0"

2 Latt. Brs. Ky

12 Latt. Brs. KX

L-ng

L-ng'

Tie Pl. 27-3 2-6 km

2-9"
 1-4 1/2" 1-4 1/2"

Ls. kas
 Web. kat

Pl. km Bolt for Shipt

Filler. km Bolt for Shipt

Spacing same as in (L1-L2)

2 3" 1-6 3 1/2 1-10 5/8

6 spa. @ 2'-0" = 12'-0"

9 @ 3" 2-3"

3 3 3 3 7 1/2 3 3 3

9 @ 3" 2-3"

21'-5 1/8" c.to.c. Pin. Holes.
 21'-5 1/8" out. to out. (finished)

2'-0"

Filler. Km Bolt. for Shipt.

Spacing same as in (L1-L2)

6 spa. @ 2'-0" = 12'-0"

21'-5 1/8" c.to c. Pin. Holes.

21'-5 1/8" out. to out. (finished)

27 spa. @ 6" = 13'-6"

Spacing same as in (L1-L2)

2 L's 5 x 3 1/2 x 5 x 21'-5 1/8" ng-ng'

1'-5" b.to b. L's
1'-4" inside webs.

Webs 18'-2" 21'-5 1/8" nh

2 L's 5 x 3 1/2 x 5 x 21'-5 1/8" ng-ng'

Make 8 Lower Cd. Sections (L2x-L1x) R

L-ng

L-ng'

2 Latt. Brs. ky

12 Latt. Brs. kx

Spacing same as in Top View

L-kau
L-kau

web. kat

Pl. Km. Bolt. for Shipt.

Tie. Pl. km'

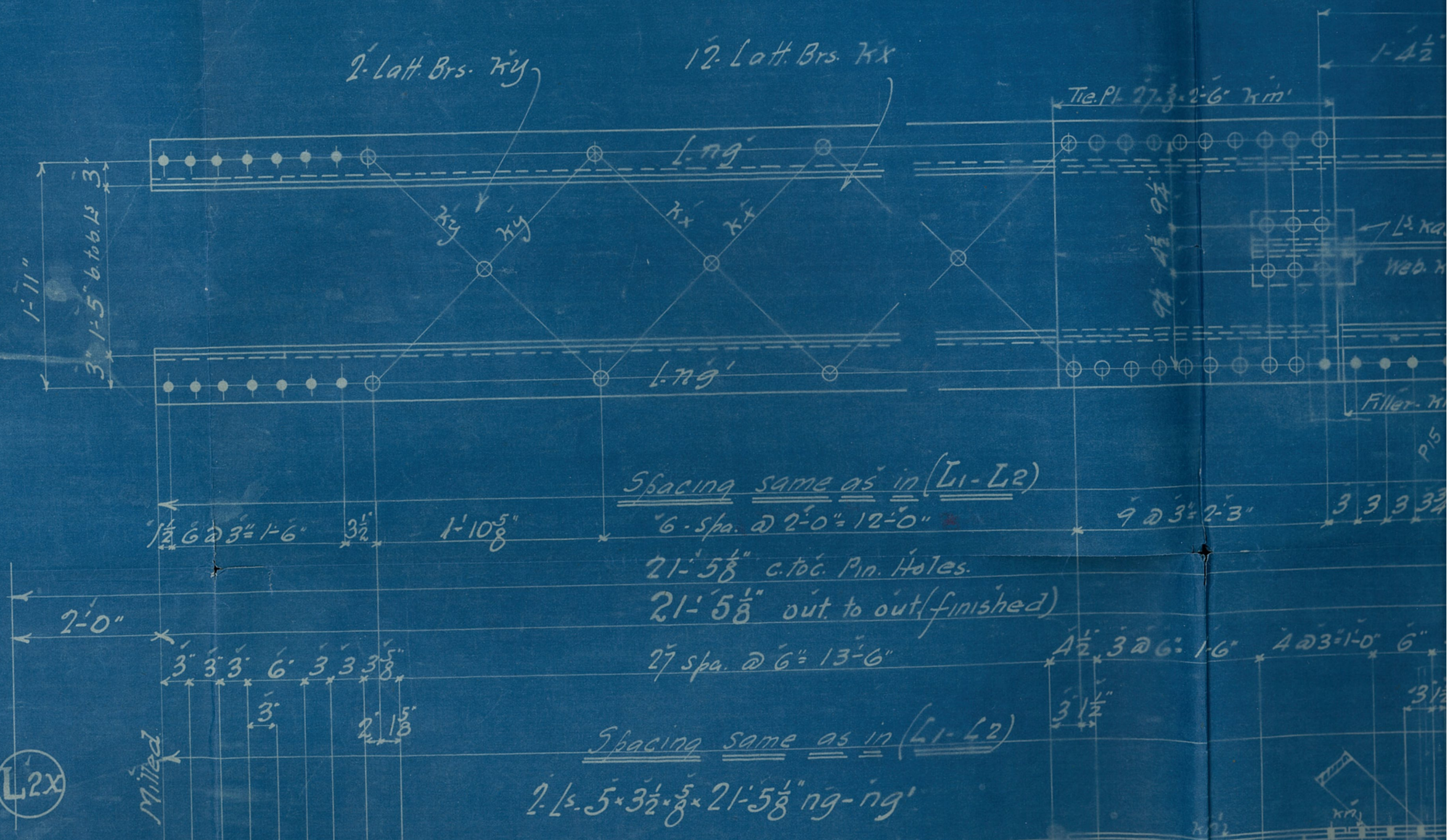
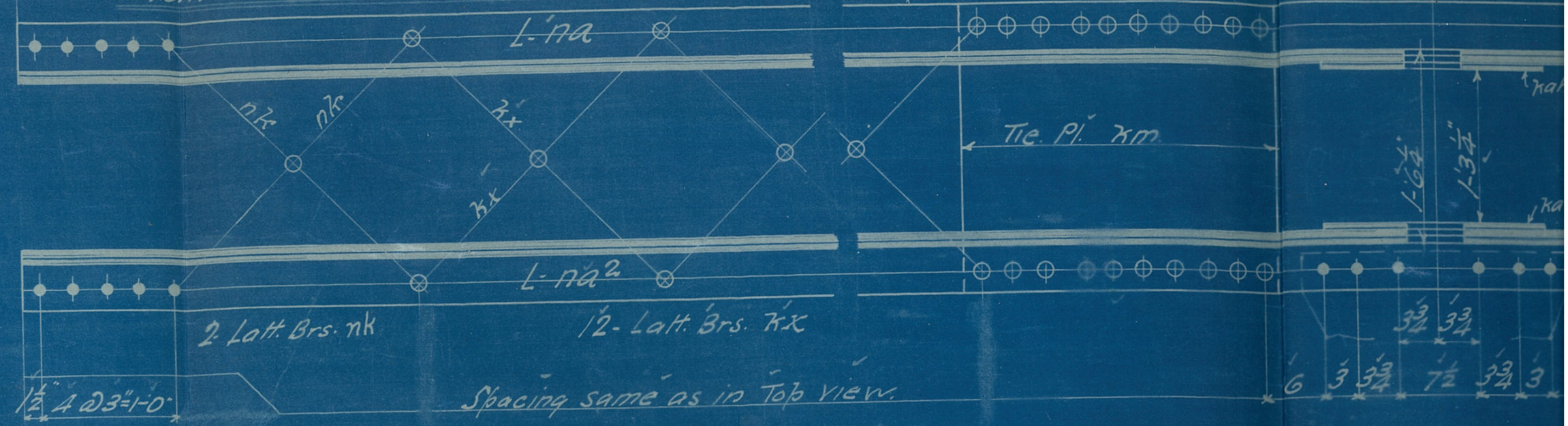
3 3/4 3 3/4

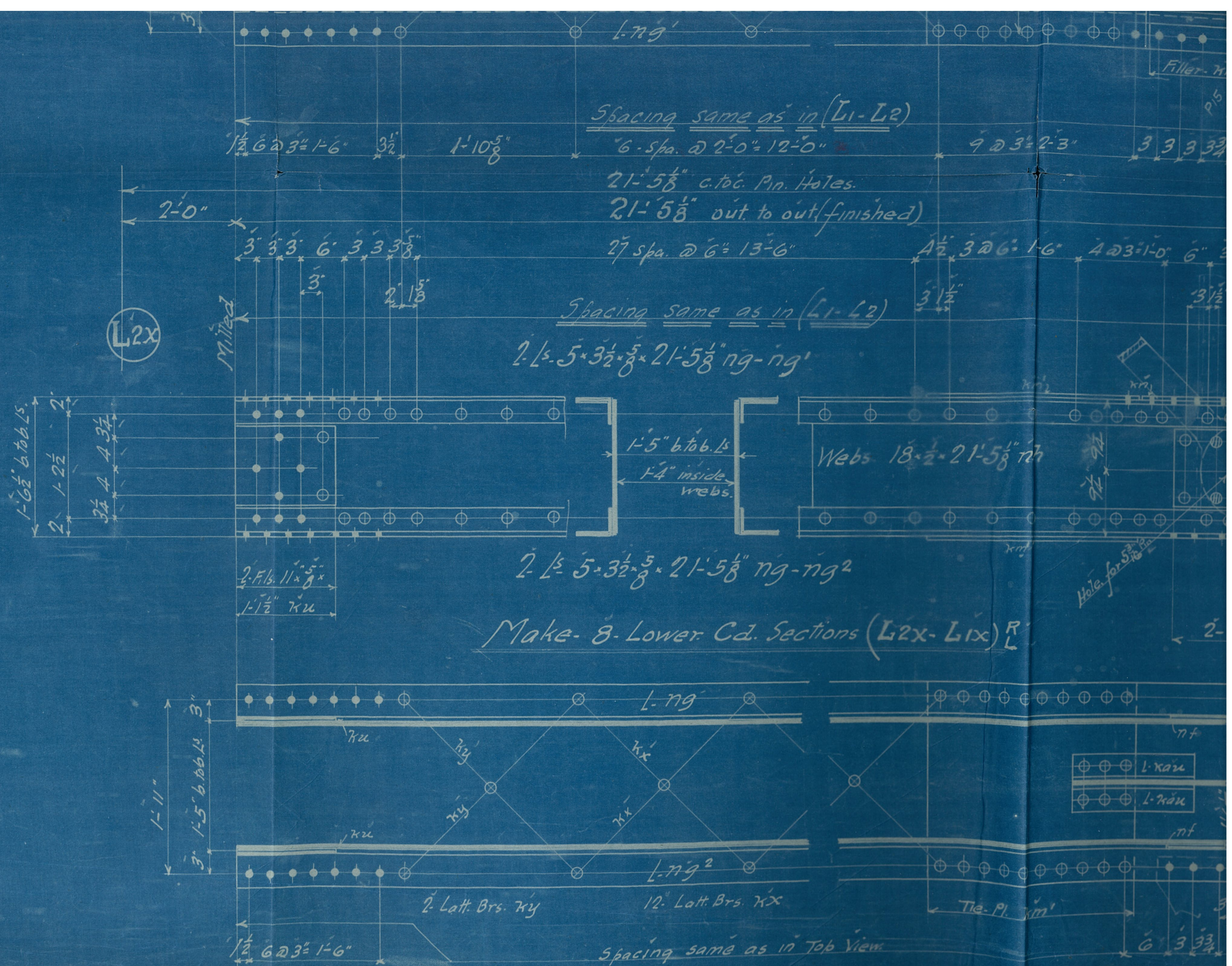
1 1/2 1 1/2

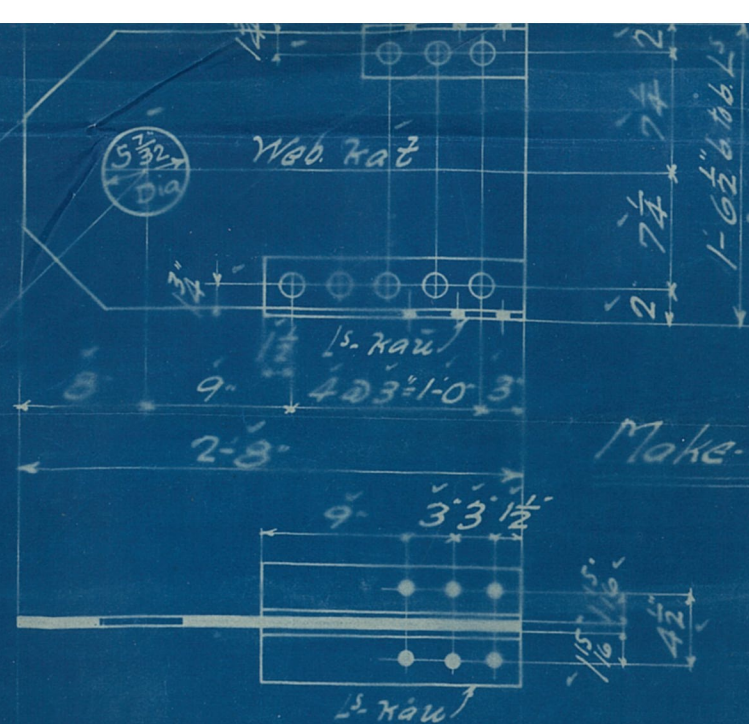
9 @ 3" = 2'-3"

Rivets 7-8 in. diam.
Open Holes 15-16 in. diam.

Take-8-Lower Cd sections. (L3-L3x) L

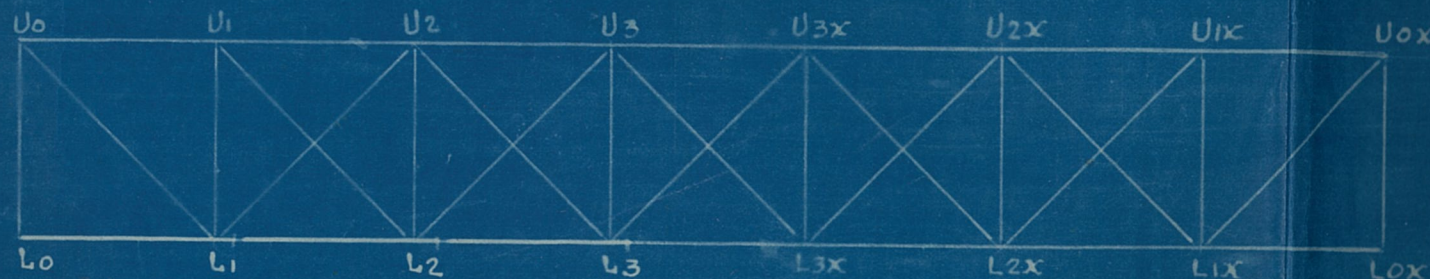






Mat. for 1-Diaph.
 2-1/2 3/4 3/4 3/4 0-10 1/2 Kat
 1-Web 18 3/4 2-8 Kat
 2-1/2 3/4 3/4 3/4 1-4 1/2 Kat

Make 8-Diaph's mk-(D-L1)



Note: Other Lower Chord Sections on Sh's C⁹⁰⁶/₁₀ & C⁹⁰⁶/₁₃

A-44.74

MAY 27 1902

A-155.49

Lower Chord Sections.

4 - 150 ft. Deck Spans,

Aroostook River Bridge,

Fish River Railroad,

BUILT BY

THE PENNSYLVANIA STEEL CO.,

Bridge & Construction Dep't,

Steelton, Pa.

Approved 12-11-1901.
 The Steelton Co.
 J. J. Bergengren

Approved 12/20/01. E. J. Morrison
 Chief Draftsman.

PAINT:— One coat of raw linseed oil. Finished surfaces
 to be coated with White Lead & Tallow.

Scale 1" in. to a foot.

Dec. 5th 1901

Made by: RWC 12/5/01

Traced by: "

Checked by: SJB 12/19/01

Engr. in Charge: C. Bradshaw

Bill Sheets: 112-111

C 906
 11

68-3.5 (1/2)

14. Latt. Brs. $2\frac{3}{4} \times \frac{3}{8}$ - $2'9\frac{1}{4}$ c.to.c. KK

L-Ka

2'-9"
1'-4 $\frac{1}{2}$ " 1'-4 $\frac{1}{2}$ "
Filler $3\frac{3}{4} \times \frac{3}{8}$ - $7'5\frac{1}{2}$ KK
Bolt for Ship

Pl- $27 \times \frac{3}{8}$ - $2'-6"$ Km
Bolt for Ship

2. Latt. Br.

Tie. Pl- Km

Tie. Pl. $27 \times \frac{3}{8}$ - $2'-6"$ Km

(D-L1)

L-Ka'

Spacing same as in (L1-L2)

9 @ 3" = 2'-3"

2'-0"

6 @ 2'-0" = 12'-0"

9 sp. @ 3" = 2'-3"

3 3 3 3 7 3 3 3 3

9 @ 3" = 2'-3"

1 6 @ 3" = 1'-6"

21'-5 $\frac{1}{8}$ " c.to.c. Pin Holes.

24'-6 $\frac{1}{8}$ " out. to out. (finished)

3 3 3 @ 6" = 1'-6"

1 2 3

27 sp. @ 6" = 13'-6"

4 2 3 @ 6" = 1'-6"

4 @ 3" = 1'-0"

6 3 3

5 @ 3" = 1'-3"

3 3 6 3 3

3 3 3 6 3 3

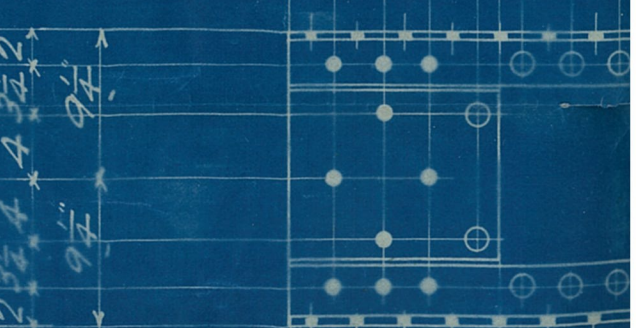
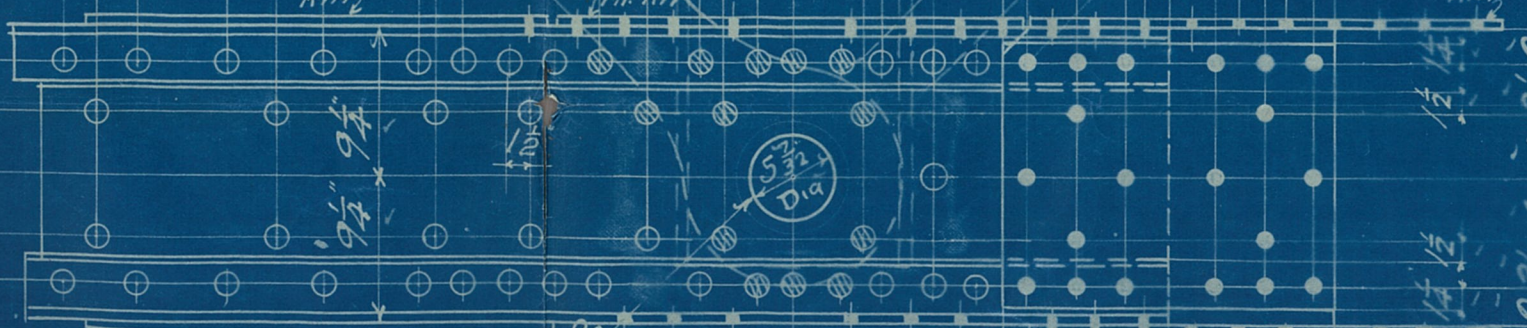
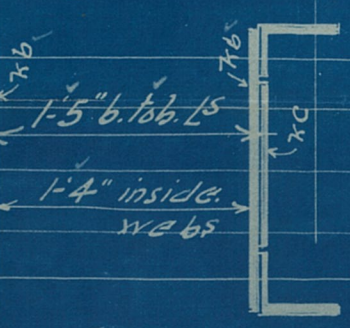
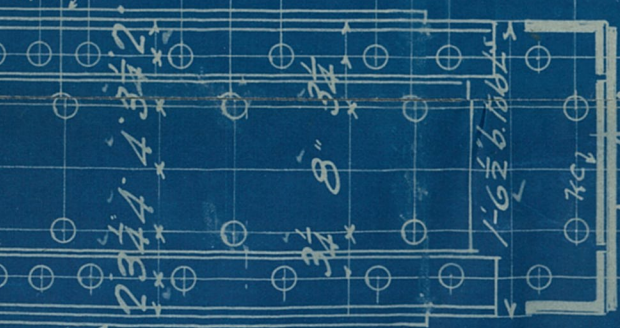
Compare spacing with (L1-L2)

2'-5 $\frac{1}{8}$ - $3\frac{1}{2} \times \frac{5}{8}$ - $24'-6\frac{1}{8}$ " Ka-Ka'

L1

L1

milled



2'-5 $\frac{1}{8}$ - $3\frac{1}{2} \times \frac{5}{8}$ - $24'-6\frac{1}{8}$ " Ka-Ka'

2. Webs. $18 \times \frac{1}{2}$ - $24'-6\frac{1}{8}$ " Kb

2. " $11 \times \frac{3}{8}$ - $24'-6\frac{1}{8}$ " Kc

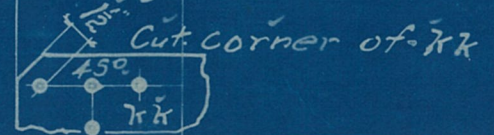
8. Lower Cd. Sections (Lo-L1) L'

L-Ka

Hole for 5/16 Pin

Bolt for Ship

2. Pls. $18 \times \frac{3}{8}$ - $1'-9"$ KK
2. " $17 \times \frac{3}{8}$ - $1'-9"$ Kc



2. Pls. $11 \times \frac{5}{8}$ - $1'-\frac{1}{2}$ Ku

2000

2-15 5⁺3¹/₂ * 8⁺ 24-68" Ka-Ka²
2-Webs. 18⁺2¹/₂ * 24-68" Kb
2- " 11⁺8⁺ 24-68" Kc.

km ↗

Hole for 5/16 Pin.

Bolt for Ship

2. P₁₅ - 18 + 3 = 19 KZ.
2... 17 + 3 = 19 K0.

Cut corner of $\pi\pi$

2 Fls - 11-5
1-1 1/2" K24

lake. 8-Lower Cd. sections (Lo-L₁)^R L-kā,

-L-kā,

Web-7C
Web-7B

Tie. Pl. km

Tie. Pl. km.

(D-L)

Pl-kim' Bolt. for Ship.

14-Latt. Brs. Kx (L-Ka²)

L-ka2

Spacing same as given for top view.

2-Latt. Brs. Ky. 7

12-Latt. Brs. Kx

L-Kaa

[. Ka'a'

Tie. Pl. km

Fl. $3\frac{1}{2} \times \frac{3}{8} \times 2-8\frac{1}{2}$ " kg

Bolt for Ship't.

Pl Km. Balt for Ship't.

Spacing same as in (L1-L2)

6 spa. @ 2'-0" = 12'-0"

21-58" c. to c. Pin. Holes.

24. Spa. @ $G = 12'-0"$

 $4\frac{1}{2} \times 3 \times 6'' = 1'6''$

403-1-0 6 3

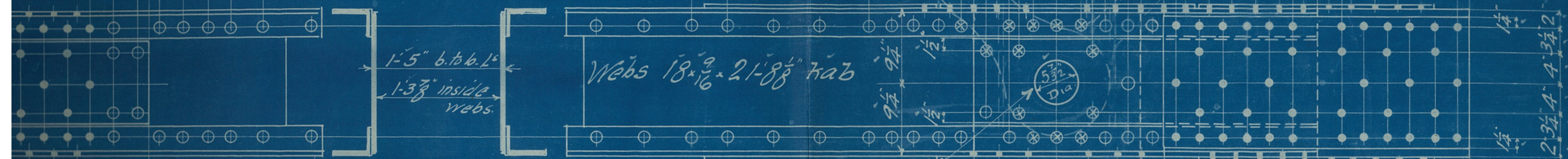
2-9

21-8 $\frac{1}{2}$ " out. to out. finished)

 $3'' - 1\frac{1}{3}''$

milled

2. $\frac{1}{2}$ 5. $3\frac{1}{2}$ 8. $21\frac{1}{8}$ "kaa-kaa'



$2\frac{1}{2} \times 5 \times 3\frac{1}{2} \times 5 \times 21 \times 8\frac{1}{8}$ καα-καα²

Make-8-Lower Cd. Sections. Mk: $(L_2-L_3)_L^B$

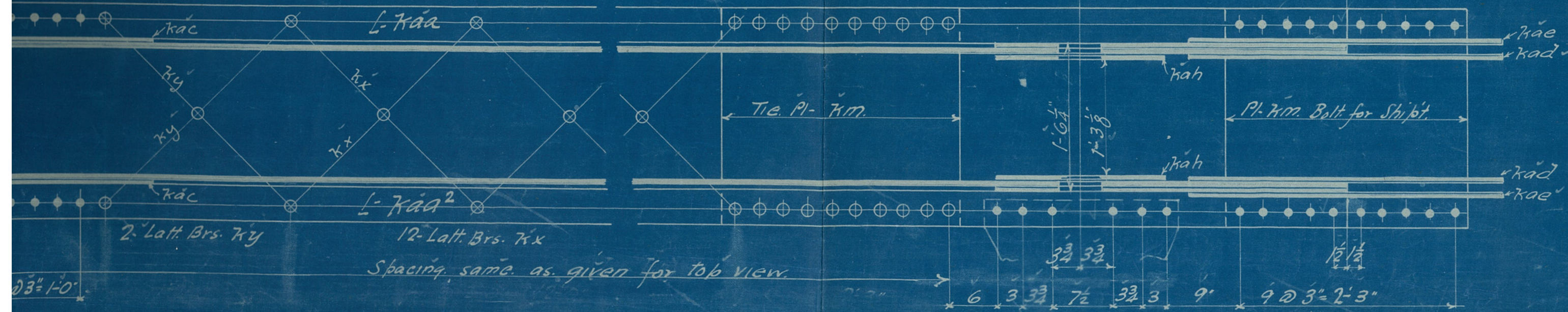
2.15. 18.3.19 KAZ

2. Pls. 18 $\times \frac{5}{8} \times 3 \cdot 3$ kad

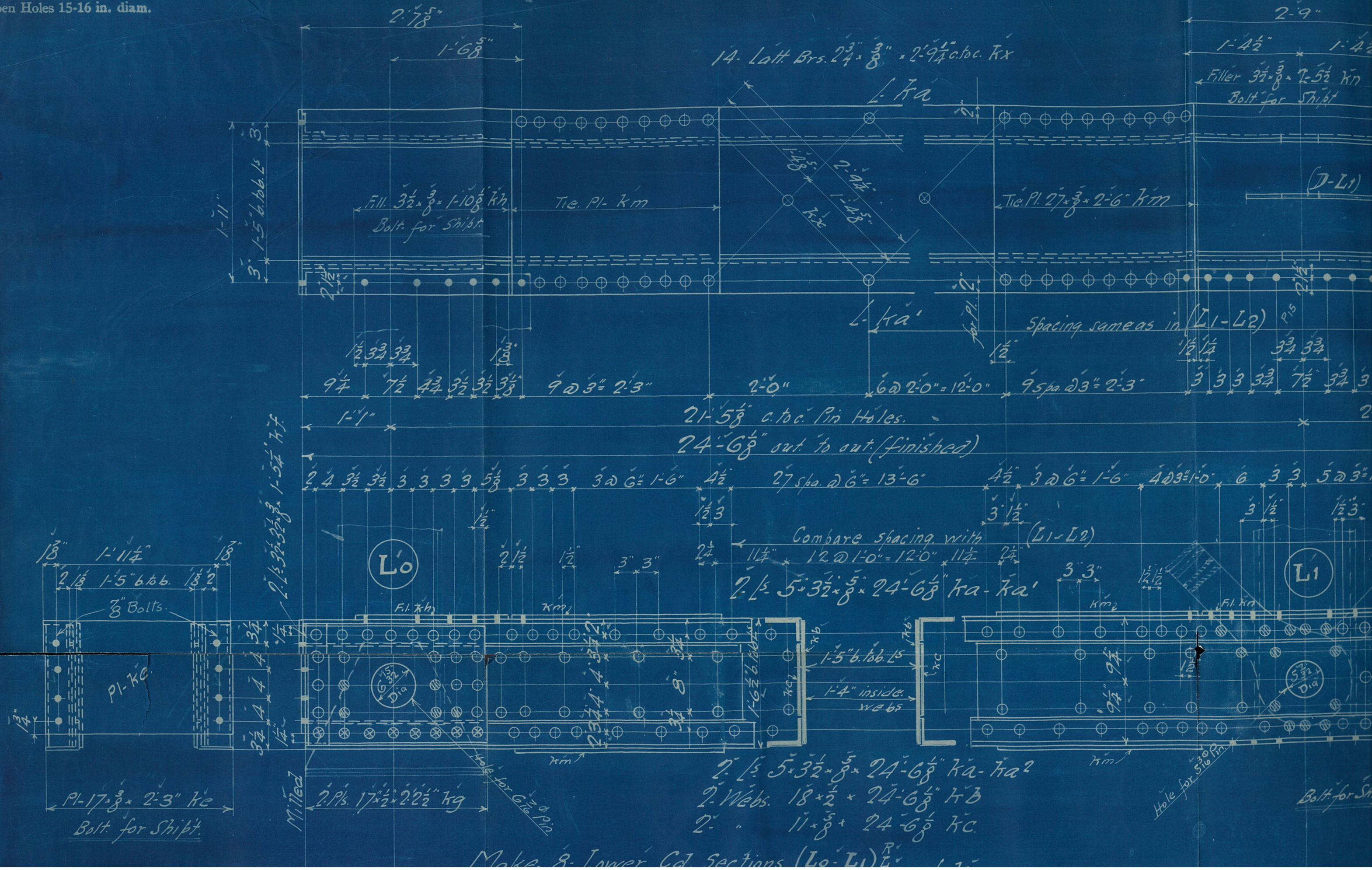
2. Pls. 17 x 8 + 3-3" Kae

{ Bolt. for Ship't.

2. Pls. $11 \times \frac{5}{8} \times 3'-7\frac{1}{2}"$ kaf



Rivets 7-8 in. diam.
Open Holes 15-16 in. diam.



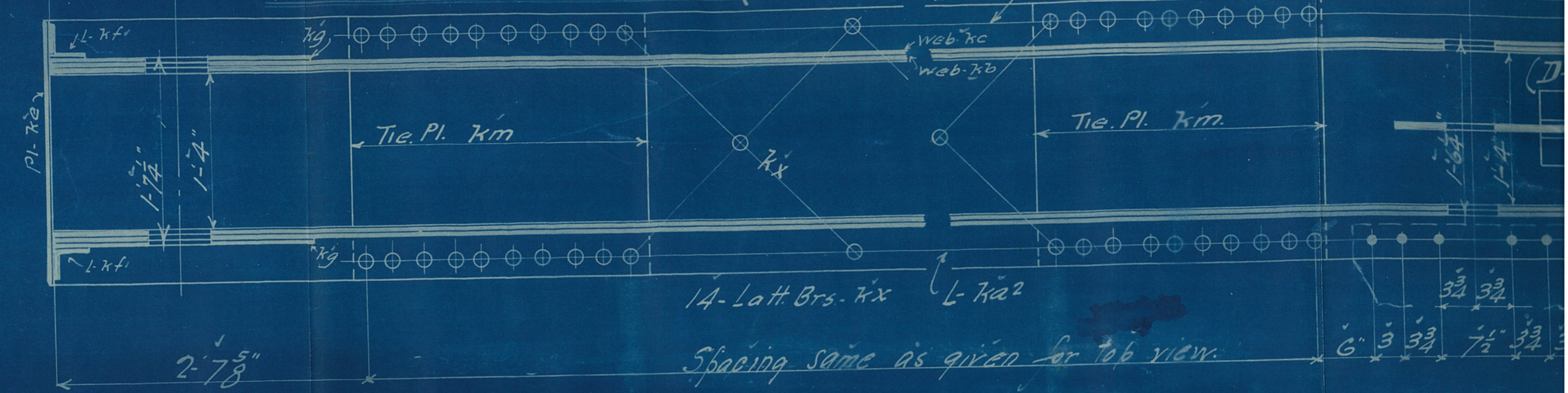
Pl. 17.8 x 2.3" ke
Bolt. for Shift.

Milled
2 Pls. 17.2 x 2.22" kg
Hole for 6.75" Pin

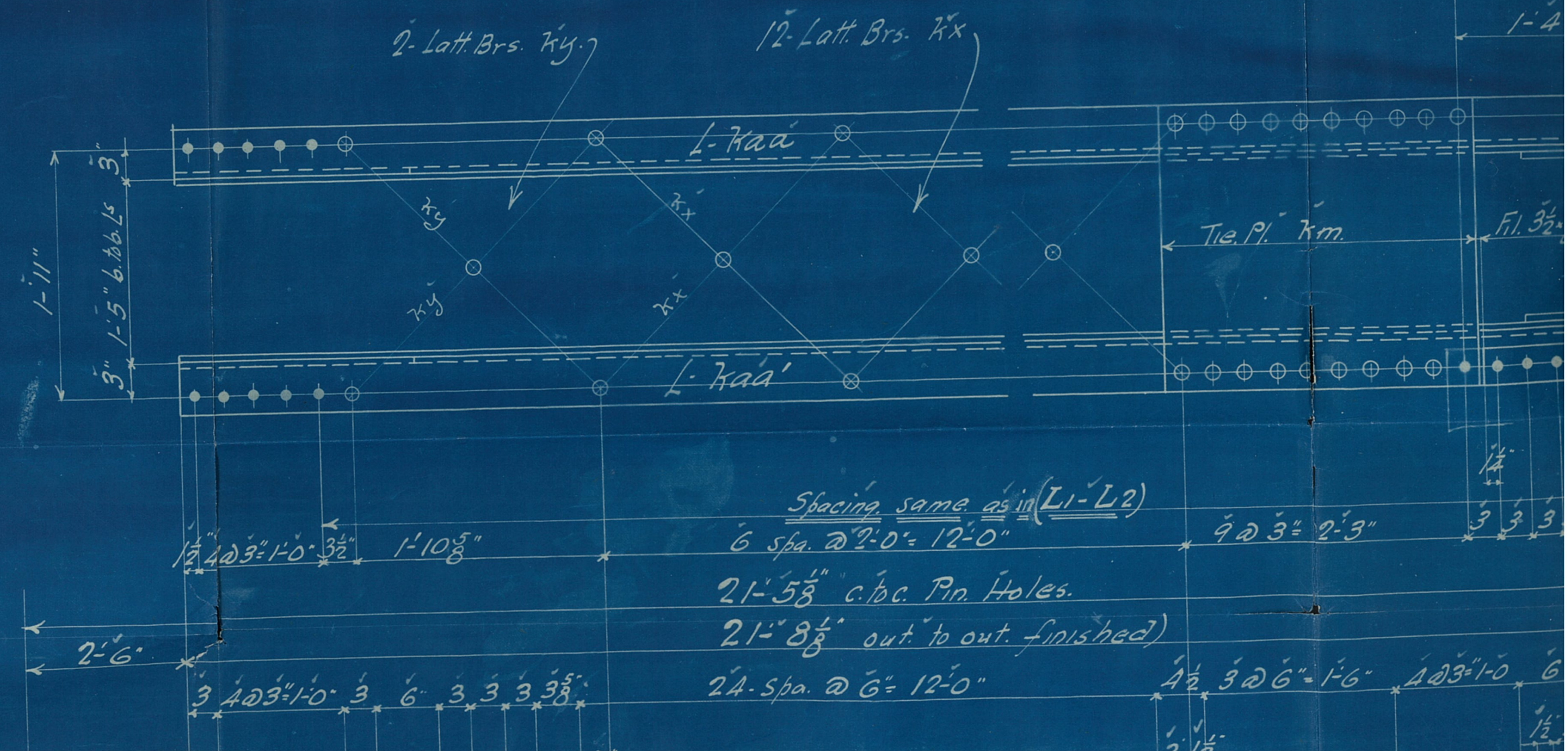
2 Ls. 3.32 x 8 x 24-68 na-na
2 Webs. 18 x 2 x 24-68 kb
2 " 11 x 8 x 24-68 kc

Hole for Bolt. for Shift

Make 8 Lower Cal. Sections (Lo-L1) L-ka



Spacing same as given for top view.



Spacing same as in (L1-L2)

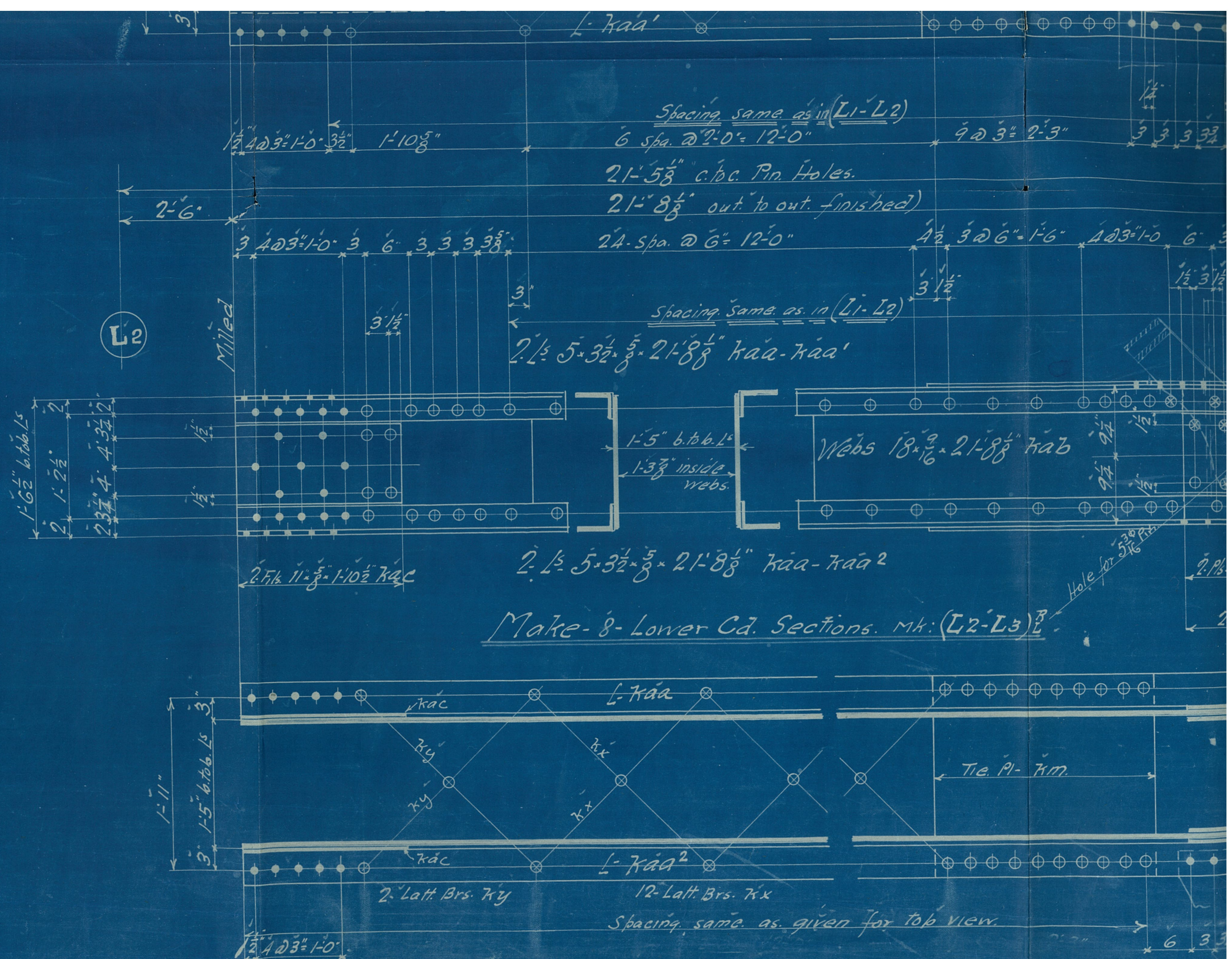
6 spa. @ 2'-0" = 12'-0"

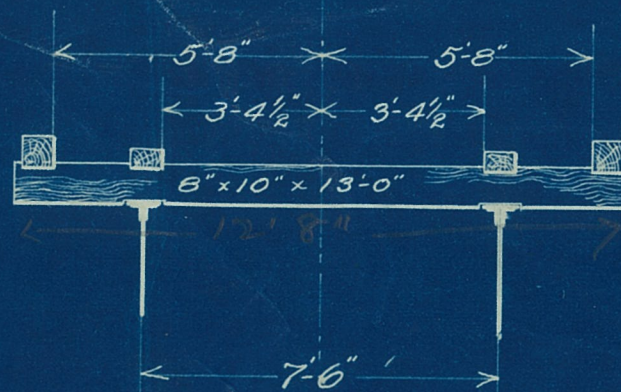
21'-5 1/8" c.to.c. Pin Holes.

21'-8 1/8" out. to out. finished

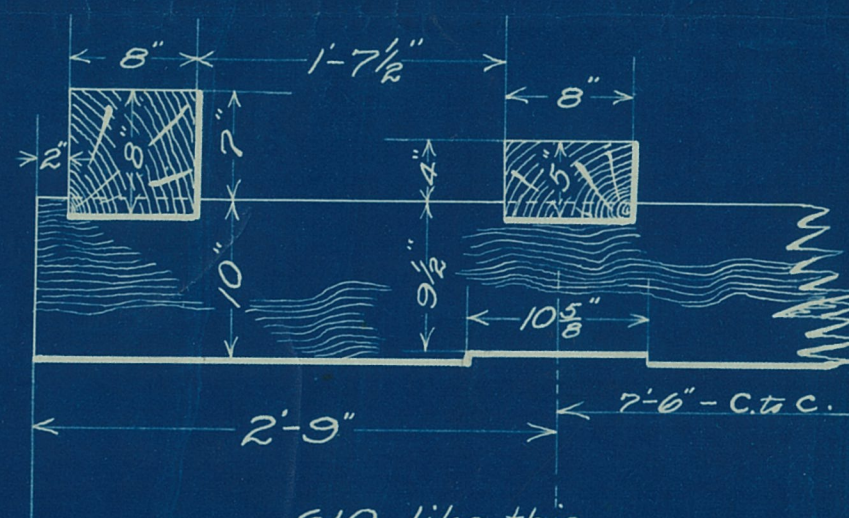
24 spa. @ 6" = 12'-0"

4 1/2 3 @ 6" = 1'-6" 4 @ 3" = 1'-0"

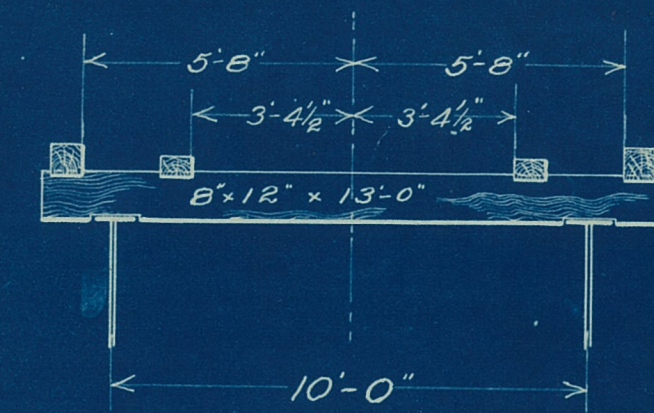




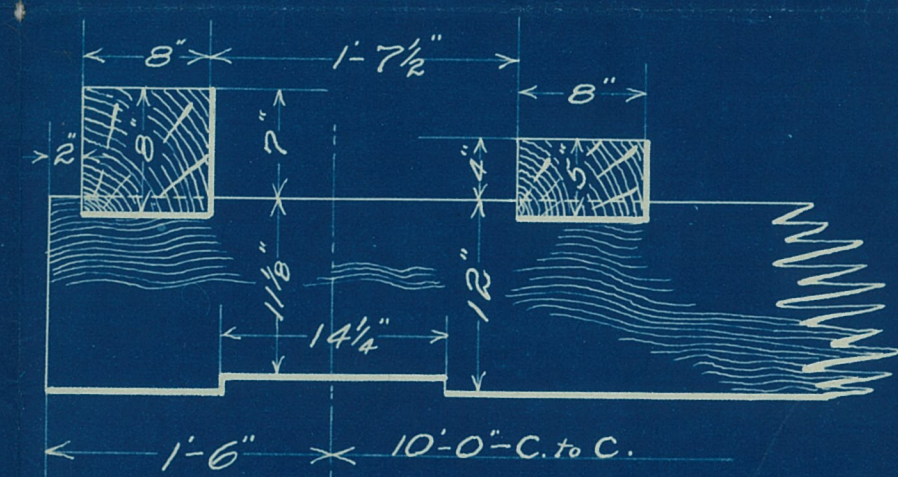
Stringers



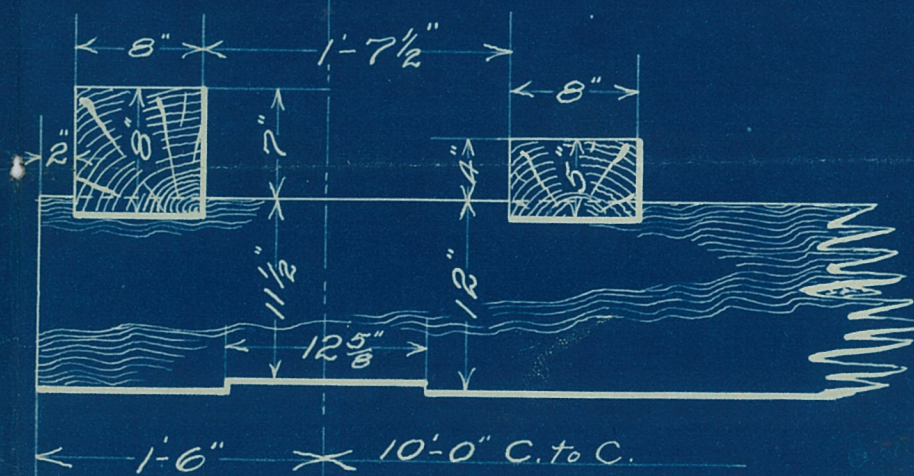
610 like this.



Girders



106 like this - to go on Cover plate.



62 like this - foreends of girders.

Plan of Ties
FOR
AROOSTOOK RIVER BRIDGE.

Fish River R.R.

Scales - 1" = 4' and 1" = 1'.

Houlton

Feb. 13, 1902.

515

515
8-17
V-87



5'-8³/₄

8'-8³/₈

2L 3¹/₂ x 3¹/₂ x ³/₈ x 4'-5¹/₄ e
2 Fills f

2L-e
2 Fills f

1L 3¹/₂ x 3¹/₂ x ³/₈ x 4'-5¹/₄ e' other side
1L-e this side
2 Fills f

Web Pl. 54 x ³/₈ x 22'-18" bc

2L-e
2 Fills f

2L 6 x 6 x ¹/₂ x 41'-11¹/₂ (ba this side
(ba other)

2L 6 x 6 x ¹/₂ x 41'-11¹/₂ ba

2 Splice 7 x 3 x 3/8 x 6' bk
1L-e' other side
1L-e this side

Req'd. 4 Girders G1 L

2'-6" 3³/₄ 3¹/₂ 7' 0 4" = 2'-4" 4¹/₂ 4¹/₂ 5' 3¹/₄ 5' 0 4" = 1'-8" 4³/₄ 5¹/₂ 3¹/₄ 5¹/₂ 5¹/₂
3'-6" 3'-6" 4'-6³/₄

9' 0 5¹/₂ = 4'-1¹/₂
4'-6³/₄

1 Cor. Pl. bc

9' 0 5¹/₂ = 4'-1¹/₂
5'-1"

5⁷/₈ 5³/₈ 5¹/₄

8' 0 5¹/₂ = 3'-8"
4'-9"

41'-11¹/₂ over all.

42'-0" End to C.L. of Col.

Rivet Spacing same as for Top Flange. Except 6 shown.

5¹/₂ 5¹/₂ 5¹/₂ 5¹/₂

1 Cor. Pl. 14 x ³/₈ x 26'-5¹/₄ bc

L-bb

L-bb

2'-0¹/₂ bab

Holes

8'-8³/₄
5'-3⁵/₈

1 Pl. 11 x ⁵/₈ x 1'-2" bba
1 Fill. 5 x ³/₄ x 9¹/₄ bbb ballon
4-Pl. Req'd.

4¹⁵/₁₆ 5¹/₂
2³/₄

8'-3¹/₈

5¹/₂ 4¹⁵/₁₆
2³/₄



