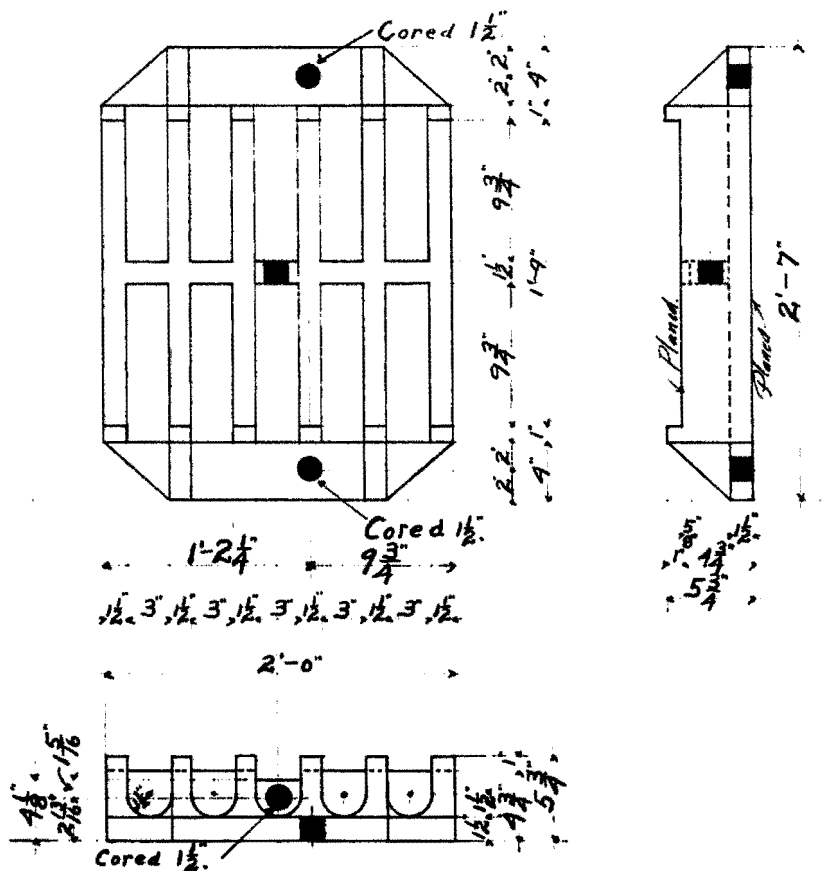
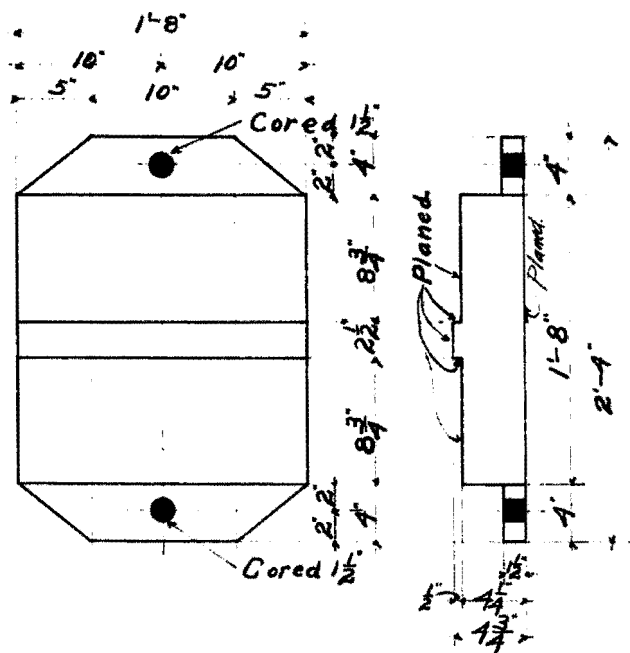


2 WANTED. MARK CASTING No. 2.  
Planned top and bottom to thickness given.



4 WANTED. MARK CASTING No. 1.  
Planned top and bottom to thickness given.

Cast iron must be tough gray stock which can be readily worked by machines. When struck with a hammer on a sharp rectangular corner it must indent and not break out. Castings must be true to pattern and free from all imperfections affecting their strength.



2 WANTED. MARK CASTING No. 3.  
Planned top and bottom to thickness given.

119-65

GEORGE'S RIVER BRIDGE.  
— M. C. R. R. —  
DETAILS OF CASTINGS. 2-614

May 13, 1901.

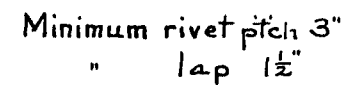
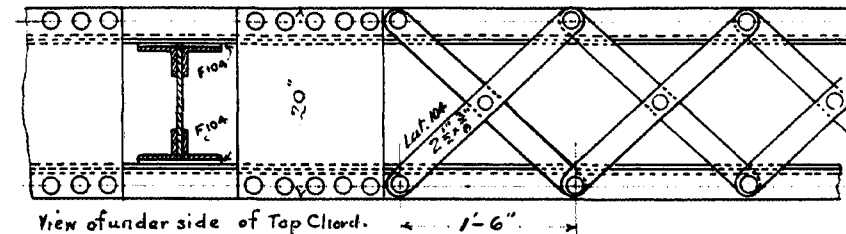
Scale 1/2" = 1'-0"

Drawn by A. F. Frost.  
Traced " " "  
Checked - Edmund May 14, 1901.

J. 2390, Sh. 8.

George's River Bridge

### List of Shop Rivets.



113-66

GEORGE'S RIVER BRIDGE.  
M. C. R. R.

### DETAILS OF SPAN N° 1

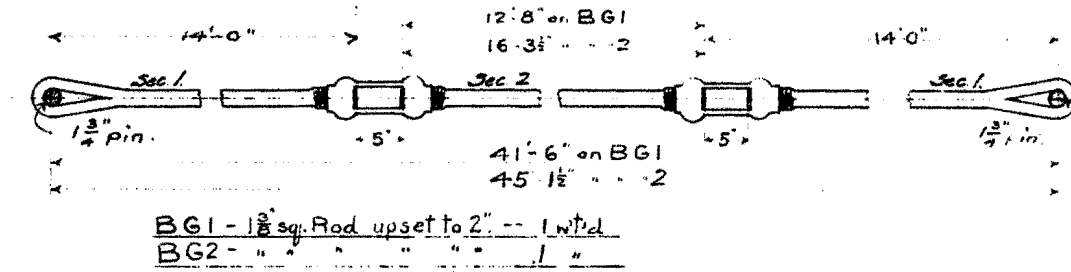
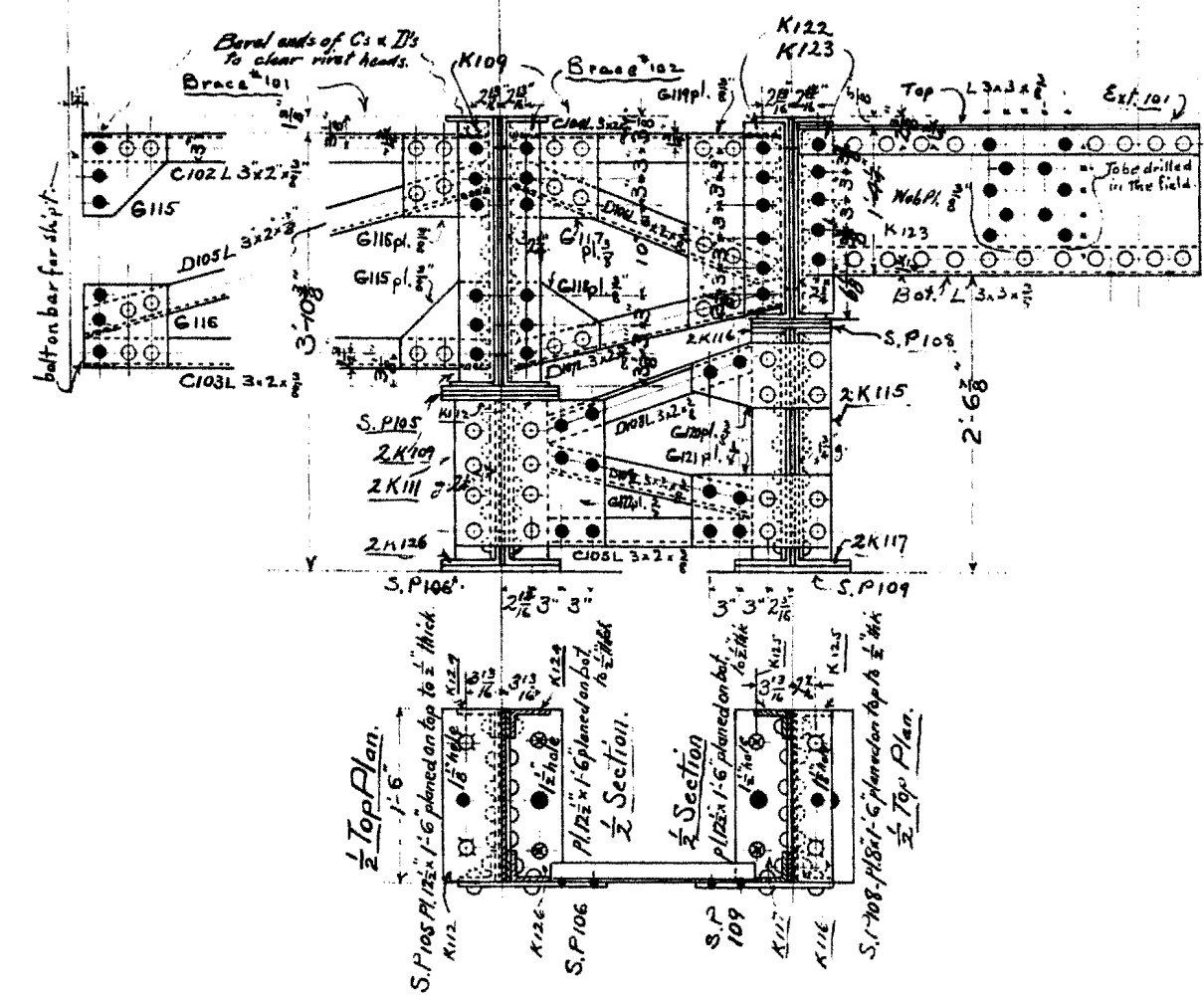
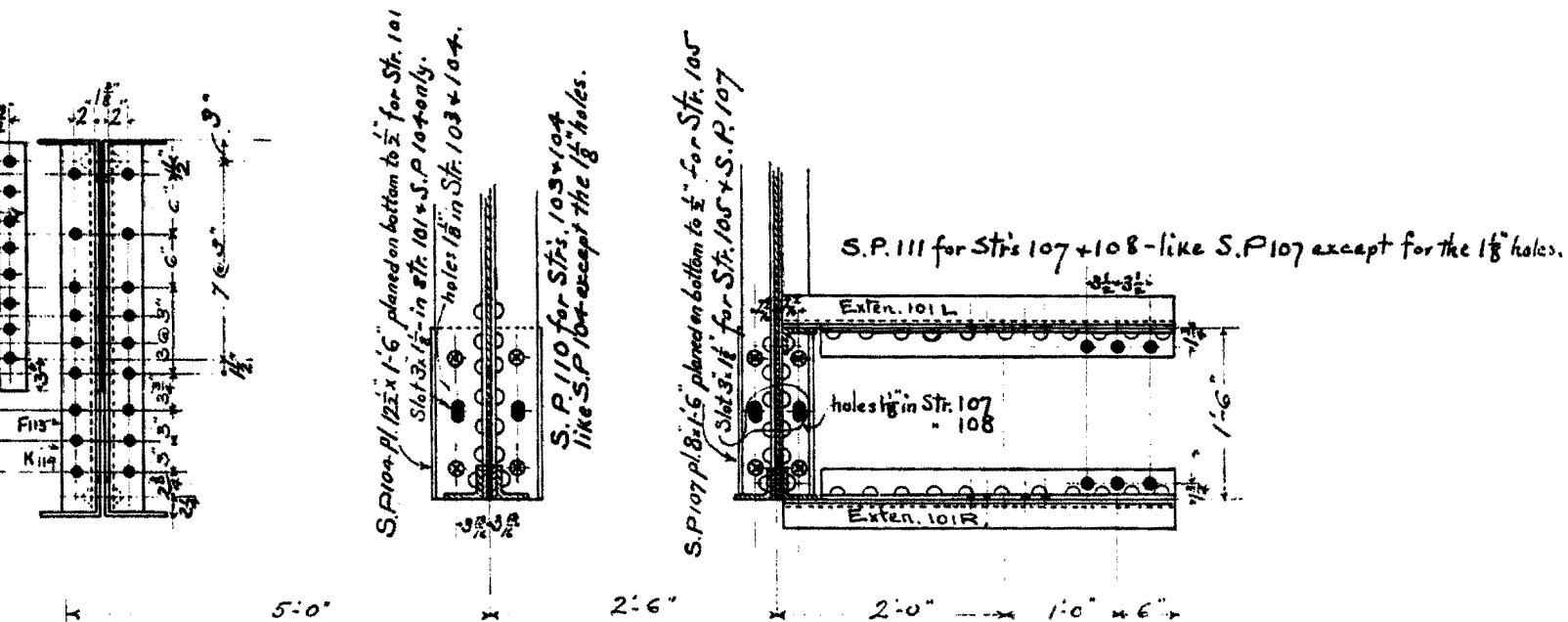
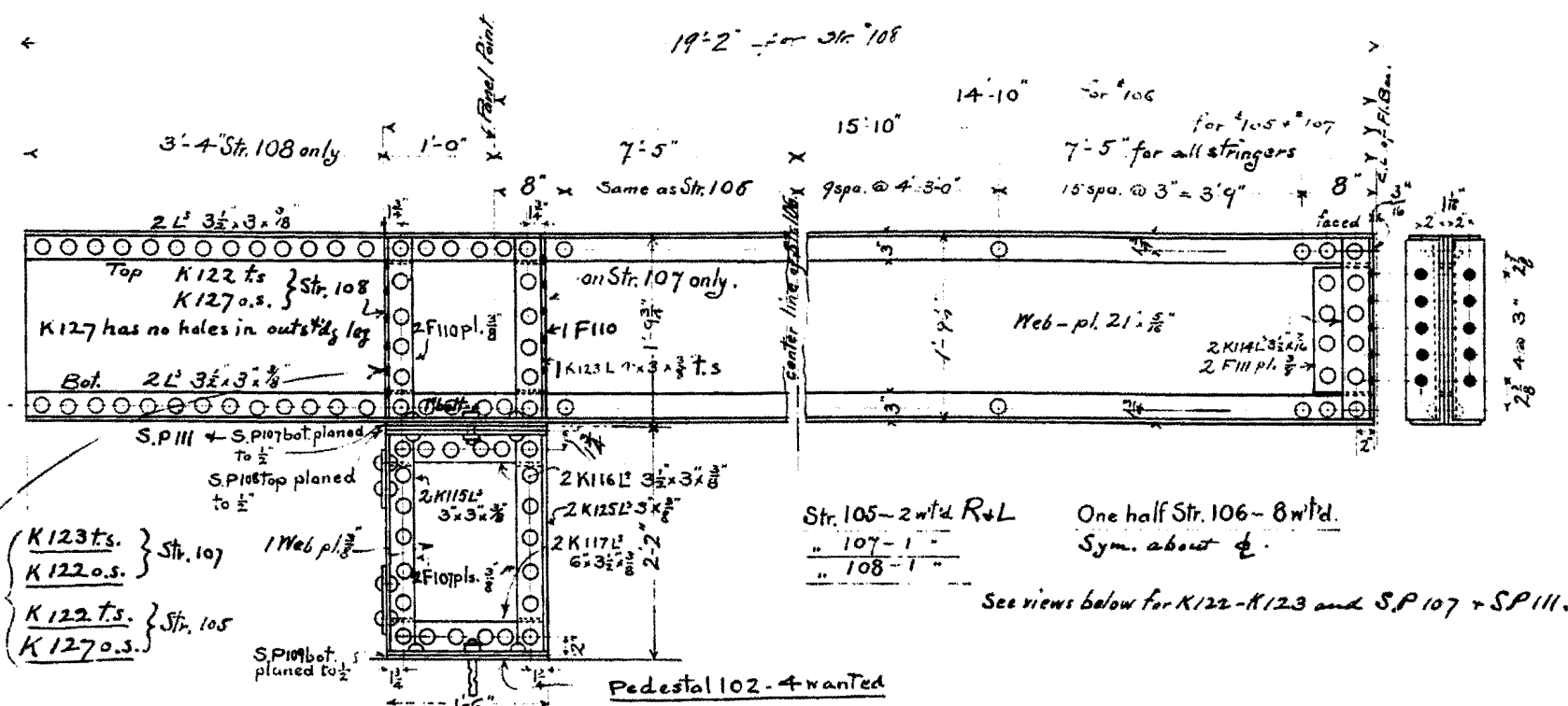
Rivets  $\frac{7}{8}$ " Open holes  $\frac{5}{16}$ "

April 22, 1901.

Scale 1" = 1'-0"

Drawn by W.R. Cory.  
Traced - "  
Checked - (Circular A

J. 2390, Sh. 1



<p>F. Bl. 101</p> <p>N<sup>o</sup> Gr. L.</p> <p>28 <math>\frac{1}{8}</math> <math>\frac{1}{2}</math></p> <p>228 <math>\frac{1}{8}</math> <math>\frac{1}{2}</math></p> <p>18 <math>2\frac{1}{2}</math> <math>\frac{3}{2}</math></p>	<p>Sr. 101</p> <p>N<sup>o</sup> Gr. L.</p> <p>158 <math>\frac{1}{8}</math> <math>\frac{1}{2}</math></p> <p>24 <math>\frac{1}{8}</math> <math>\frac{3}{2}</math></p> <p>Countersunk</p> <p>16 <math>\frac{1}{8}</math> <math>\frac{1}{2}</math></p>
<p>F. Bl. 102</p> <p>42 <math>\frac{1}{8}</math> <math>\frac{1}{2}</math></p> <p>282 <math>\frac{1}{8}</math> <math>\frac{1}{2}</math></p> <p>72 <math>2\frac{1}{2}</math> <math>\frac{3}{2}</math></p>	<p>Sr. 106</p> <p>580 <math>\frac{1}{8}</math> <math>\frac{1}{2}</math></p> <p>96 <math>1\frac{1}{2}</math> <math>\frac{3}{2}</math></p>
<p>Sr. 101-103-104</p> <p>502 <math>\frac{1}{8}</math> <math>\frac{1}{2}</math></p> <p>72 <math>\frac{1}{8}</math> <math>\frac{3}{2}</math></p> <p>Countersunk</p> <p>16 <math>\frac{1}{8}</math> <math>\frac{1}{2}</math></p>	<p>S.P. 105</p> <p>32 <math>\frac{3}{4}</math> <math>\frac{1}{2}</math></p> <p>32 <math>\frac{1}{8}</math> <math>\frac{1}{2}</math></p> <p>40 <math>\frac{1}{8}</math> <math>\frac{3}{2}</math></p> <p>Countersunk</p> <p>32 <math>\frac{1}{8}</math> <math>\frac{1}{2}</math></p>
<p>Sr. 102</p> <p>992 <math>\frac{1}{8}</math> <math>\frac{1}{2}</math></p> <p>144 <math>2\frac{1}{2}</math> <math>\frac{3}{2}</math></p> <p>End Braising</p> <p>72 <math>\frac{3}{4}</math> <math>\frac{1}{2}</math></p>	<p>S.P. 109</p> <p>32 <math>\frac{1}{8}</math> <math>\frac{1}{2}</math></p> <p>56 <math>\frac{1}{8}</math> <math>\frac{3}{2}</math></p> <p>Countersunk</p> <p>32 <math>\frac{1}{8}</math> <math>\frac{1}{2}</math></p>
<p>Extension for</p> <p>38 <math>\frac{3}{4}</math> <math>\frac{1}{2}</math></p>	

List of Shop Rivets.

113-67

GEORGE'S RIVER BRIDGE.  
— M. C. R. R. —

DETAILS OF SPAN N<sup>o</sup> 1  
Rivets 3" Open holes 15/8" unless noted.  
April 22, 1901. Scale 1" = 1'-0"

Drawn by W.A. Cary.  
Traced -  
Checked - Chaswick & May 3. 1911.  
APA

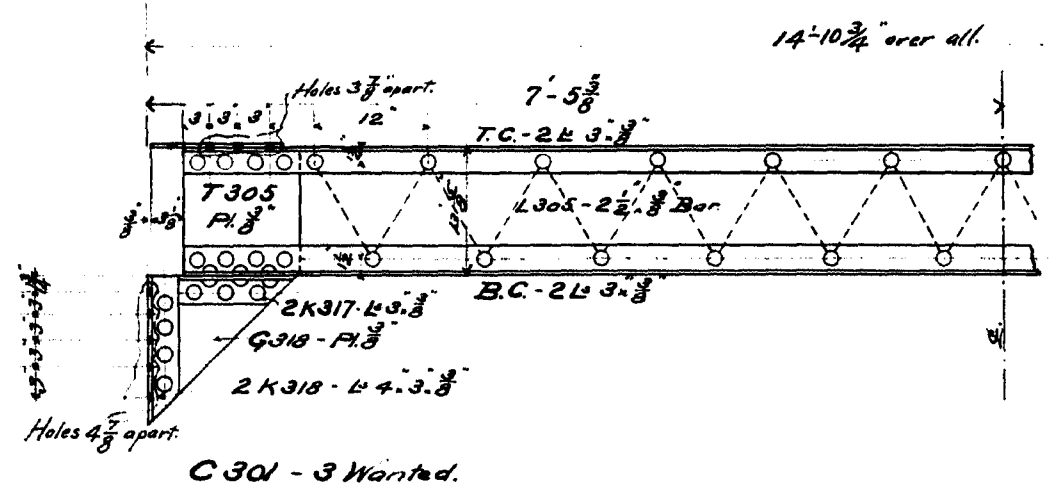
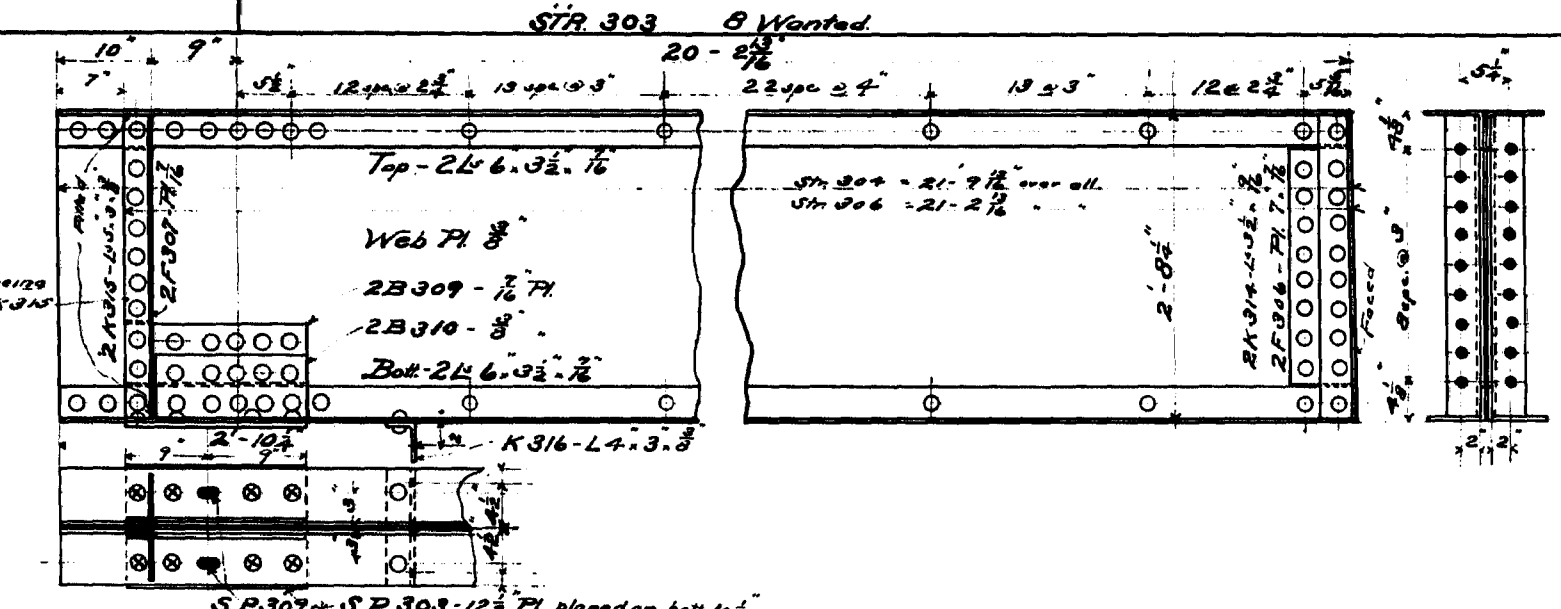
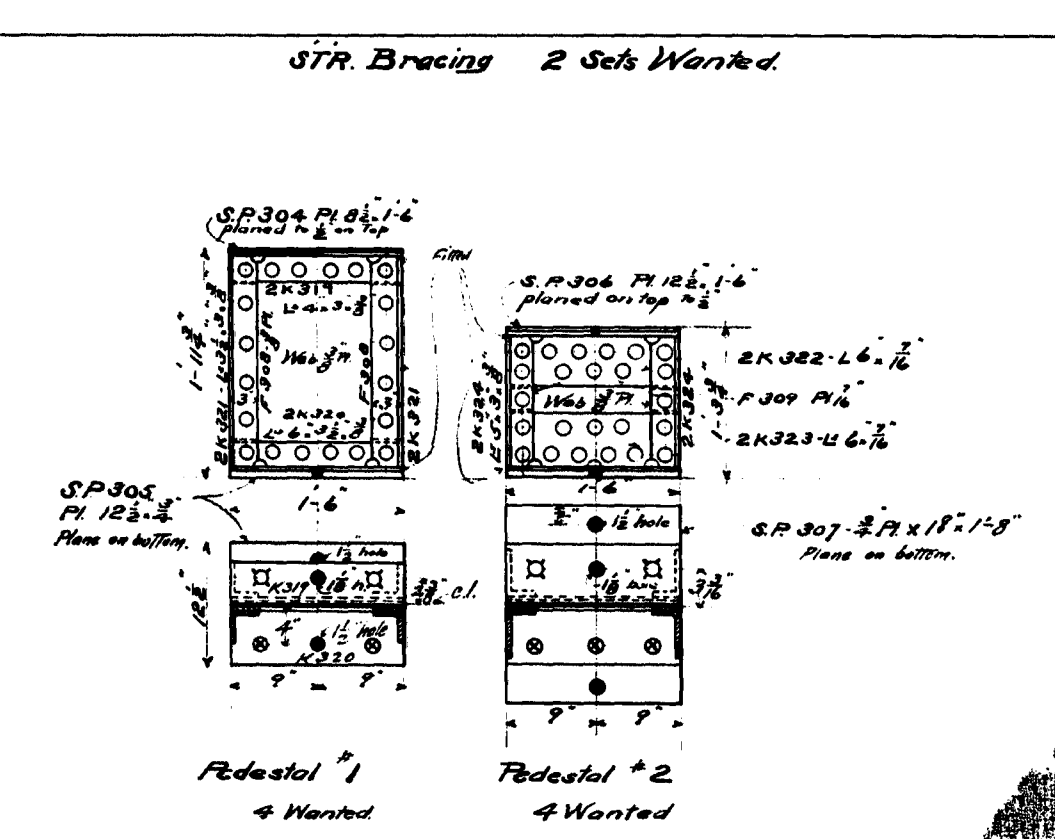
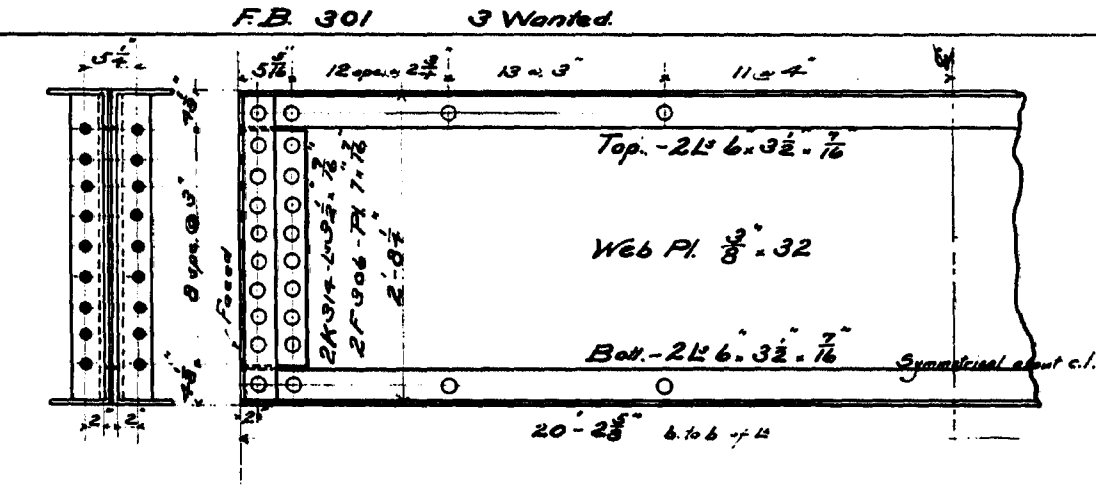
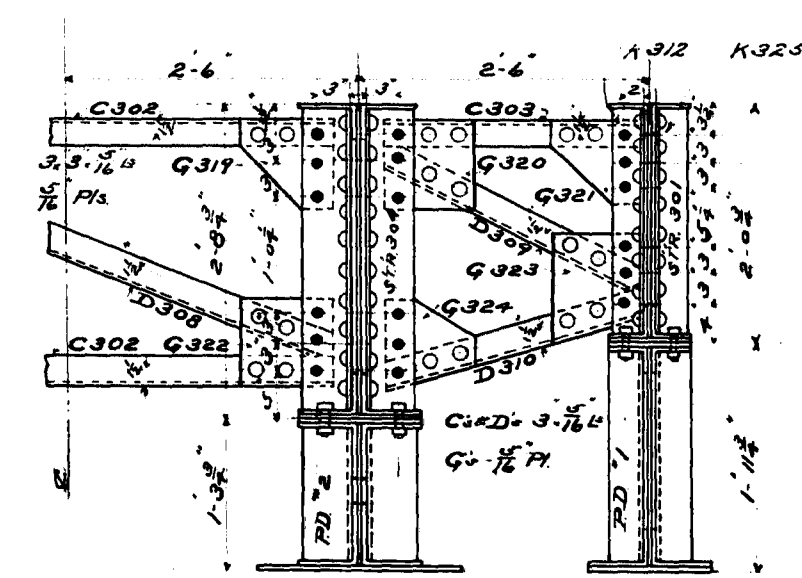
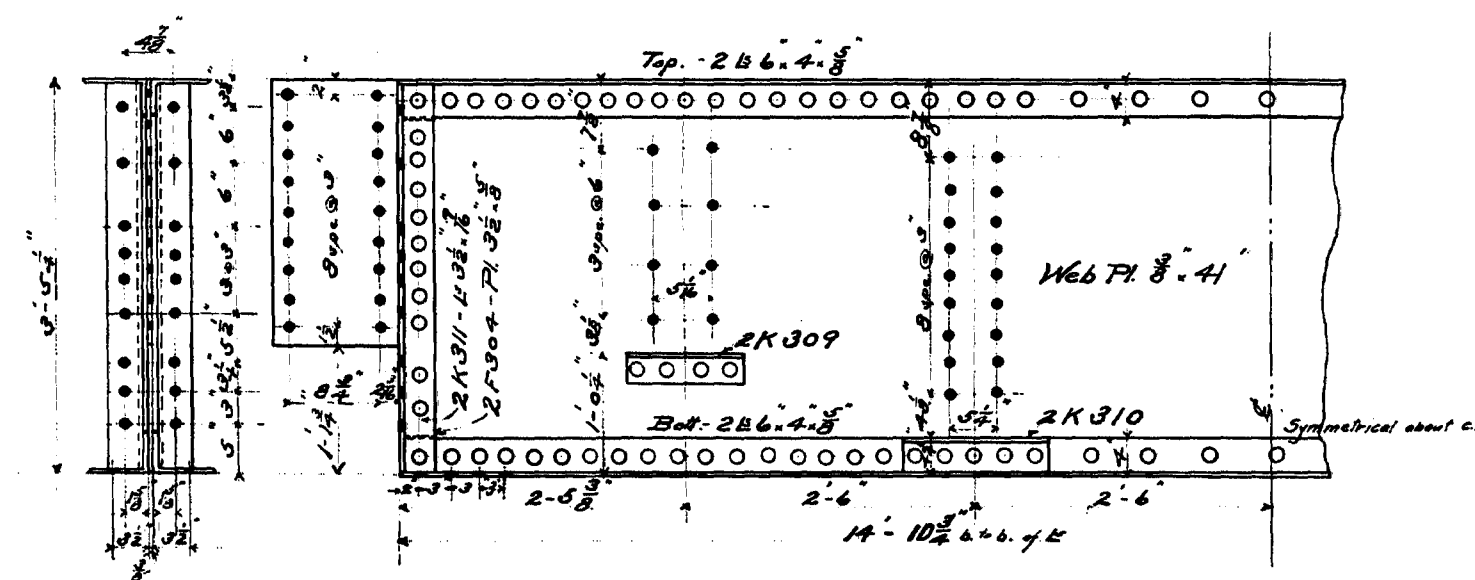
J. 2390, Sh. 2



## Shop Rivets



J. 2390, Sh. 3.



Shop Rivets.	
Pds	
64 $\frac{1}{2}$ 1 $\frac{1}{2}$	Q1
40 1 $\frac{1}{2}$ 1 $\frac{1}{2}$	Q2
32 1 $\frac{1}{2}$ 2 $\frac{1}{2}$	
56 1 $\frac{1}{2}$ 2 $\frac{1}{2}$	
48 1 $\frac{1}{2}$ 3 $\frac{1}{2}$	
40 2 3 $\frac{1}{2}$	
Str. 301-2 S	
No. gr. 1 $\frac{1}{2}$	
16 $\frac{1}{2}$ 1 $\frac{1}{2}$	Q1
165 $\frac{1}{2}$ 2 $\frac{1}{2}$	
32 1 $\frac{1}{2}$ 3 $\frac{1}{2}$	
160 2 $\frac{1}{2}$ 3 $\frac{1}{2}$	
Str. Brac.	
72 2 $\frac{1}{2}$ 1 $\frac{1}{2}$	
F B Me.	
40 1 $\frac{1}{2}$ 1 $\frac{1}{2}$	
480 1 $\frac{1}{2}$ 2 $\frac{1}{2}$	Q1
50 2 $\frac{1}{2}$ 3 $\frac{1}{2}$	
72 2 $\frac{1}{2}$ 3 $\frac{1}{2}$	
48 2 $\frac{1}{2}$ 4 $\frac{1}{2}$	
C 301	
36 $\frac{1}{2}$ 2	
96 1 $\frac{1}{2}$ 2 $\frac{1}{2}$	
69 1 $\frac{1}{2}$ 2 $\frac{1}{2}$	

113-69

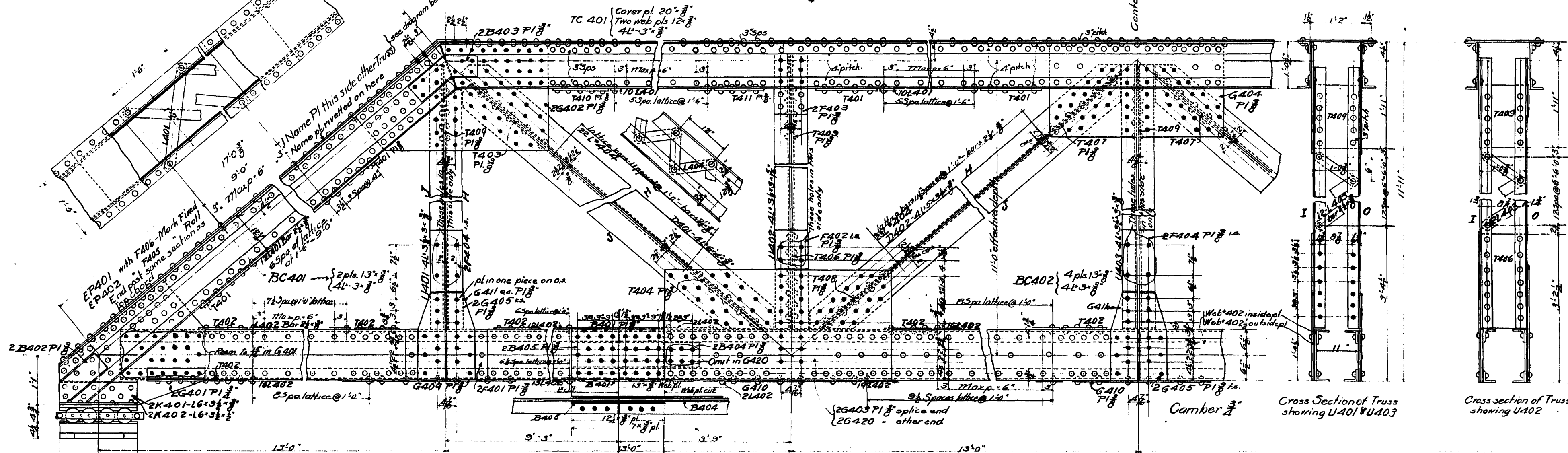
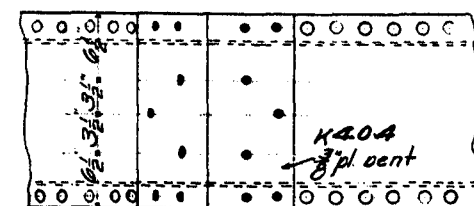
GEORGE'S RIVER BRIDGE.  
M. C. R. R.  
DETAILS OF SPAN N<sup>o</sup> 3  
Rivets  $\frac{3}{4}$ " Open holes  $\frac{5}{8}$ " unless noted.  
April 22, 1901. Scale 1" = 1'-0"

*Drawn by P. B. CHAPMAN  
Checked by J. C. R. R.  
Approved by J. C. R. R.*

J. 2390 Sh. 4

# Shop Rivets

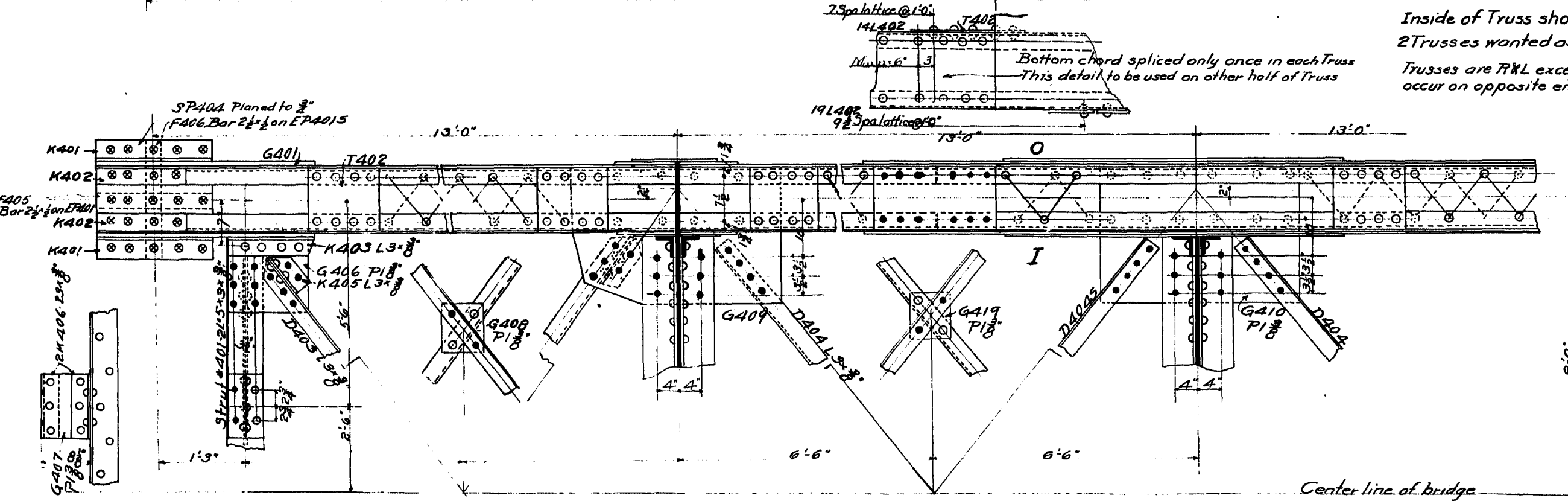
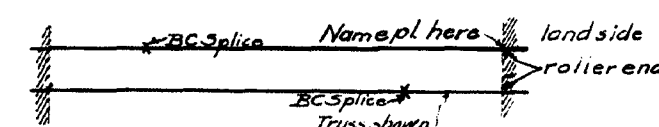
4-E.P.			2-T.G.			4-D403		
No.	Grp.	Length	No.	Grp.	Length	No.	Grp.	Length
1040	2	2	1640	2	2	16	2	2
232	1 1/2	2 3/8	136	1 1/2	2 3/8	25	1 1/2	2 3/8
128	1 1/2	2 3/8	2-BC401			No. Grp. Length		
32	1 1/2	2 3/8	No. Grp. Length			25		
40	2	3 1/2	368			94		
36	1 1/2	2 3/8	120					
48	1 1/2	2 3/8	2-BC402					
4	1 1/2	2 3/8	No. Grp. Length					
4	1 1/2	2 3/8	780					
6-U401 & 403			488					
No. Grp. Length			256					
72			8-D401 & 402					
72			No. Grp. Length					
4U402			176					
No. Grp. Length			168					
32								
104								
48								



Cross Section of Truss showing U401 & U403

Cross section of Truss showing U402

Inside of Truss shown  
2 Trusses wanted as shown  
Trusses are RNL except for splices which occur on opposite ends of Truss.



113-70

GEORGE'S RIVER BRIDGE.  
M.C.R.R.

DETAILS OF SPAN No 4

Rivets 3/4" Open holes 1 1/8"

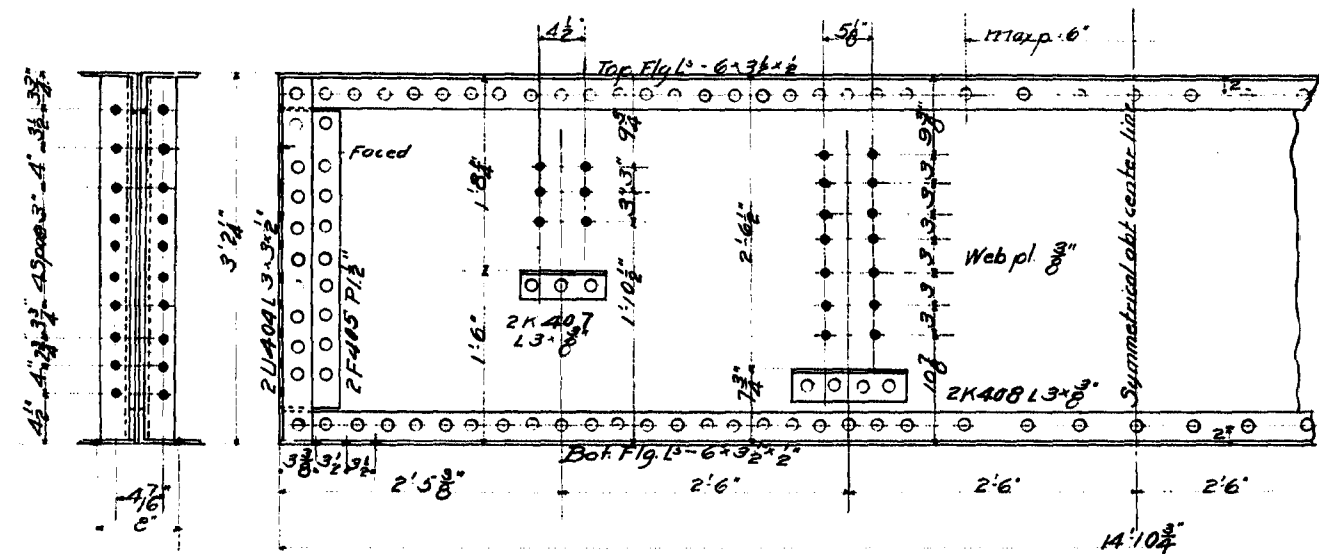
April 18, 1901.

Scale 1" = 1'-0"

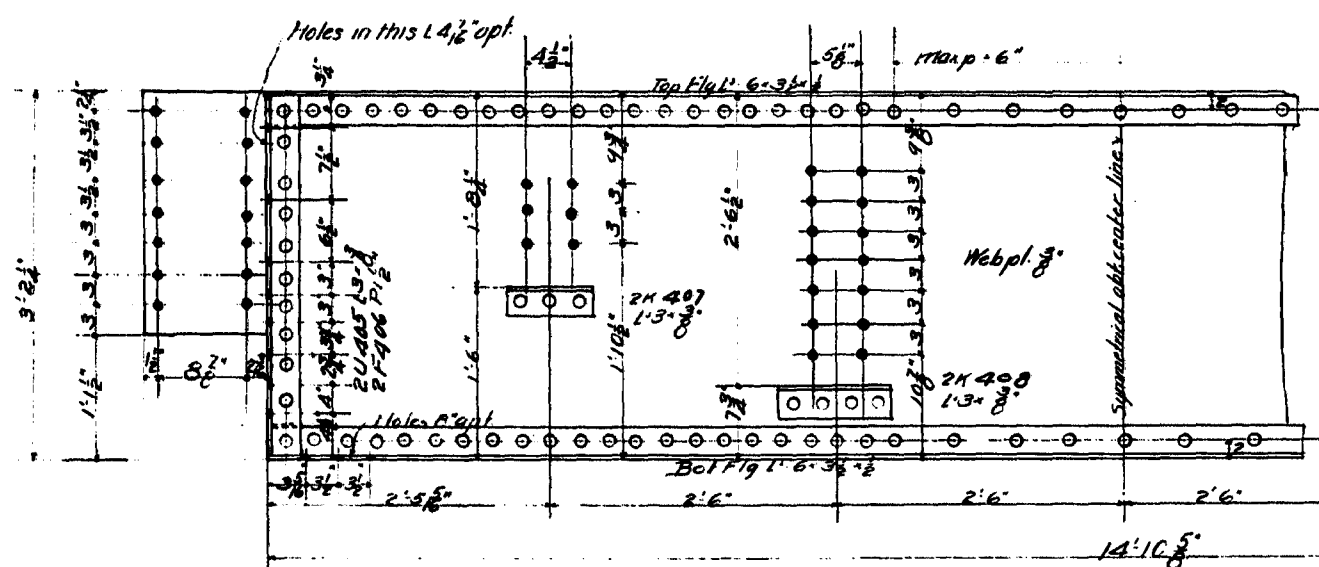
Drawn by H.W. Andrews  
Traced  
Checked by

J. 2390, Sh. 5.

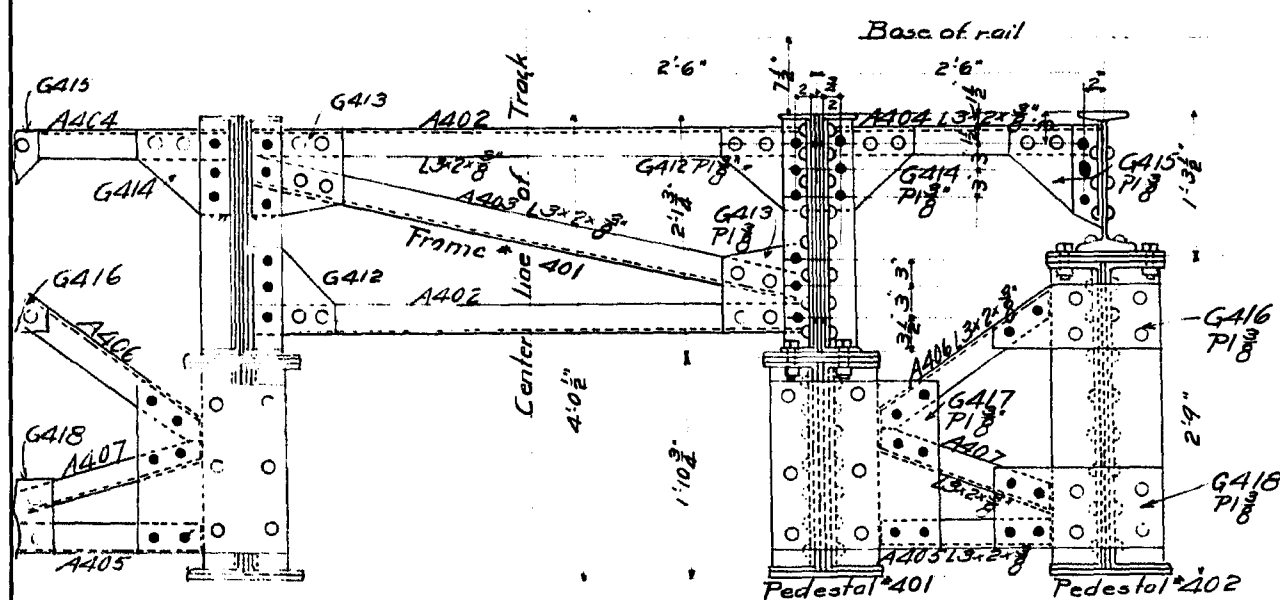




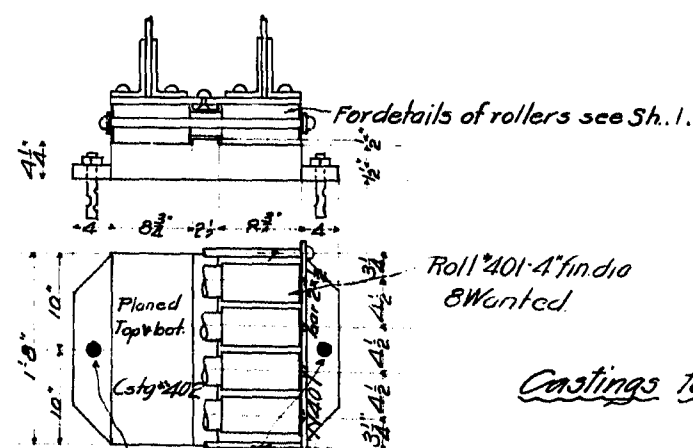
2Wanted Mark FB401



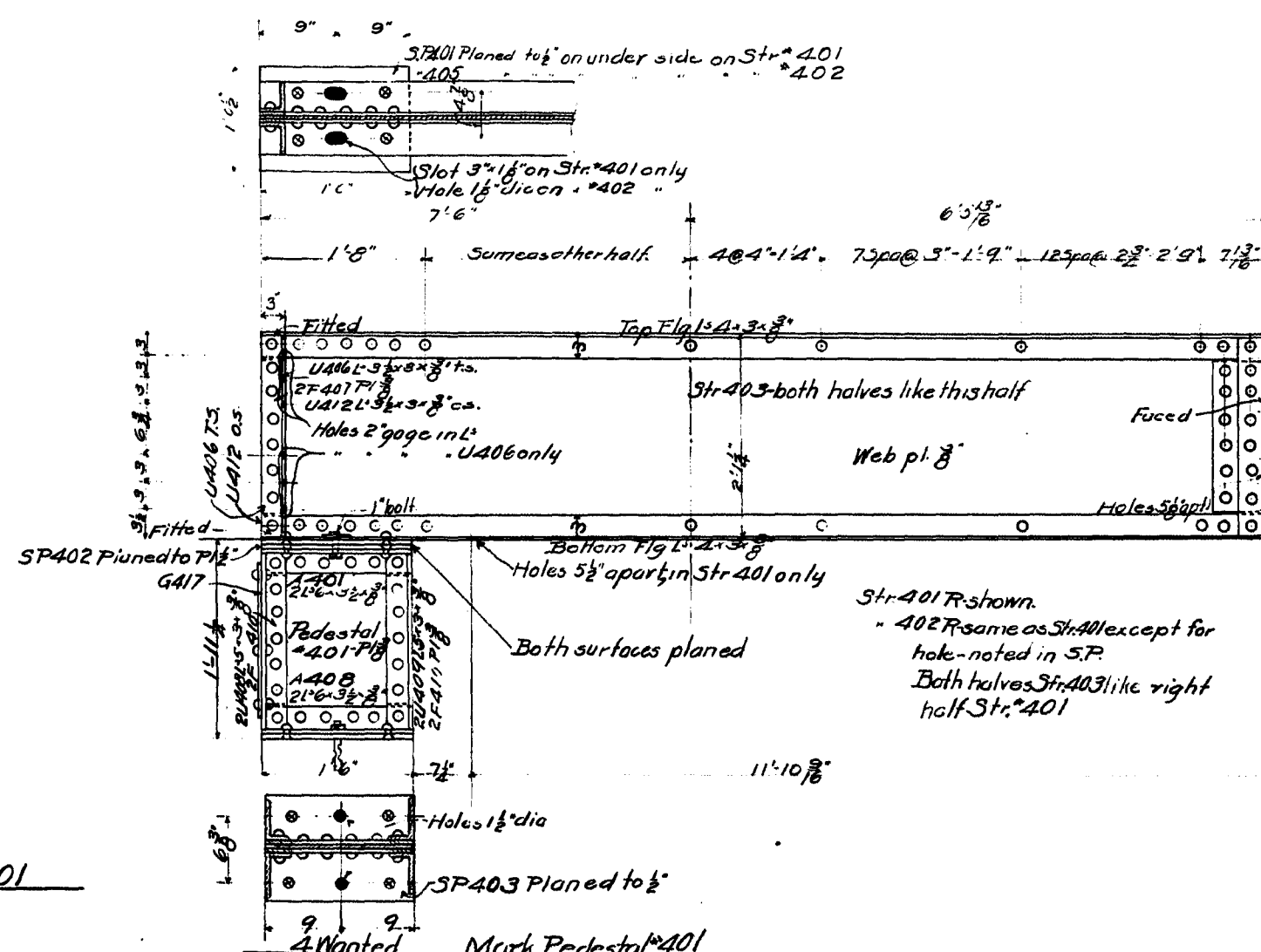
3Wanted Mark FB402



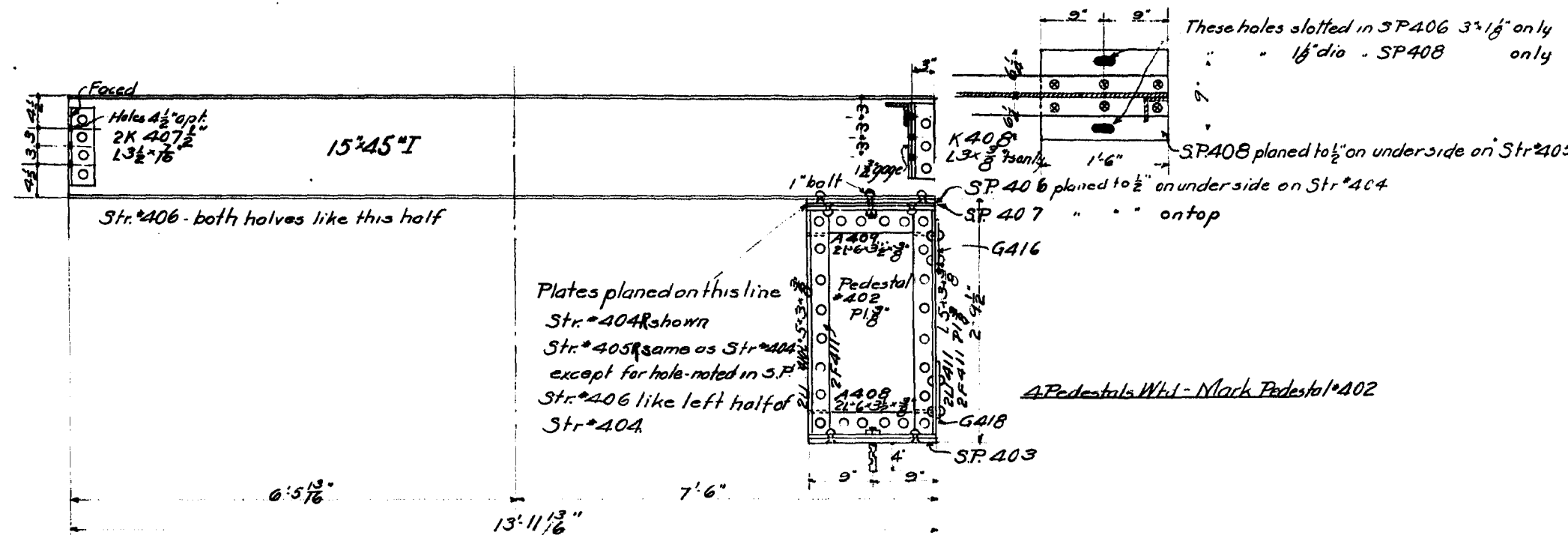
2sets Bracing Wanted



2sets Rollers Wanted Mark B.F.401  
2Castings Wtd. Mark Cstg.\*3.



2Wanted Mark Pedestal\*401



2Mark Str.401 R\*L  
2 " Str.402 R\*L  
8 " Str.403

12Wanted  
2Mark Str.\*404 R\*L  
2 " \*405 R\*L  
8 " \*406

Shop Rivets

2 FB401		4 Pedestal*401	
No	Grip Length	No	Grip Length
28	1 1/2"	32	1 1/2"
232	1 1/2"	52	1 1/2"
44	2 1/2"	32	1 1/2"
		34	1 1/2"

3 FB402		Str.401 & 402	
No	Grip Length	No	Grip Length
42	1 1/2"	440	1 1/2"
294	1 1/2"	64	1 1/2"
66	2 1/2"	16	1 1/2"

Str.401 & 405		4 Pedestal*402	
No	Grip Length	No	Grip Length
12	1 1/2"	63	1 1/2"
16	1 1/2"	64	1 1/2"
24	1 1/2"	32	1 1/2"

CM Pedestal Bracing  
No Grip Length  
40 1/2"

113-71

GEORGE'S RIVER BRIDGE.  
— M.C.R.R. —

DETAILS OF SPAN NO. 4

Rivets 3/4" Open holes 1 1/2"

April 31, 1901.

Scale 1" = 1'-0"

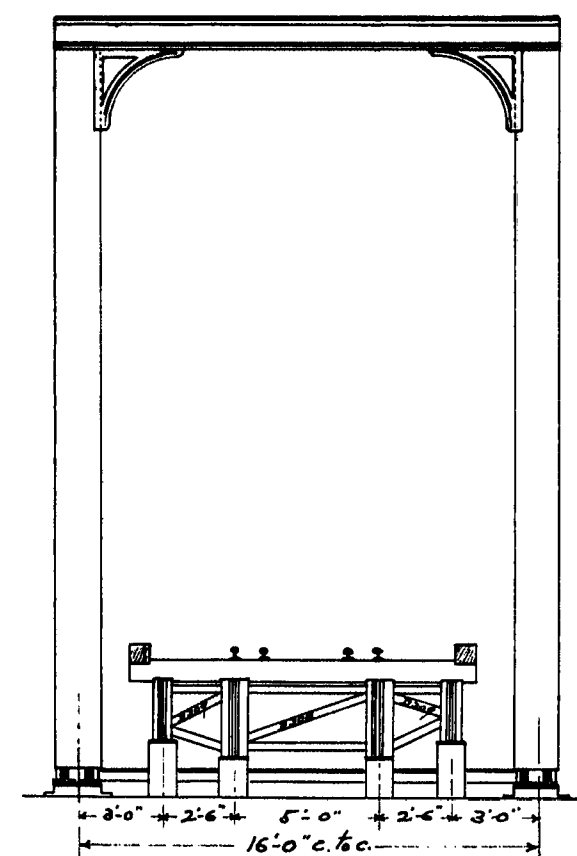
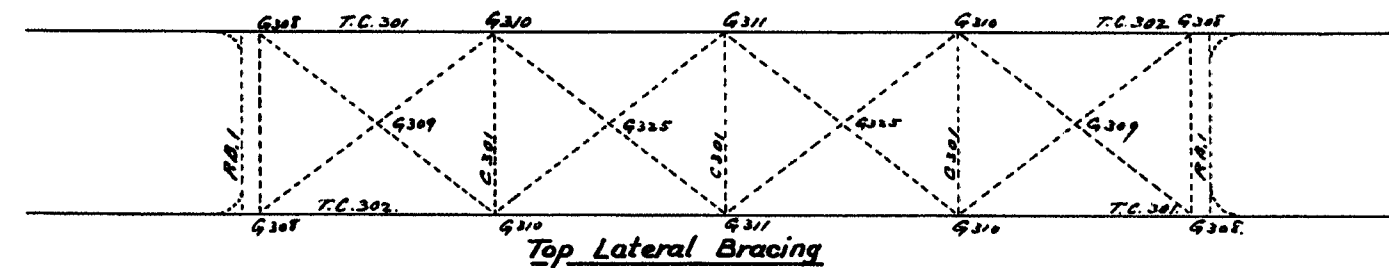
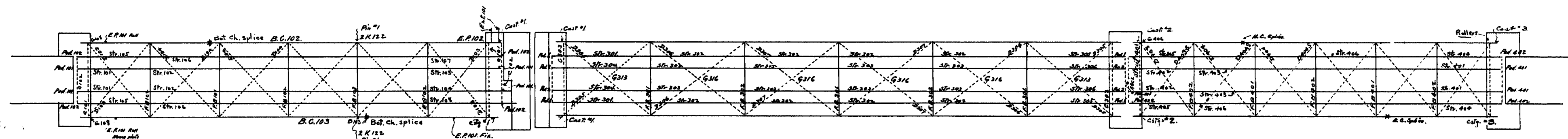
Drawn by H.M. Andrews  
Checked by J. C. ...  
Approved by J. C. ...

J. 2390, Sh. 6.

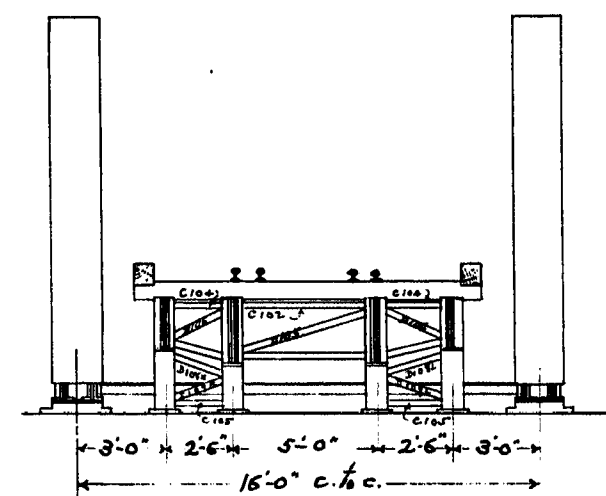
Span #3.	
No.	Length.
570	2'
830	2 1/2'
110	2 1/2'
220	2 1/2'
450	2 1/2'
250	2 1/2'
500	3'
440	3'
30	3 1/2'
110	3 1/2'
20	3 1/2'
30	3 1/2'

Span #4.

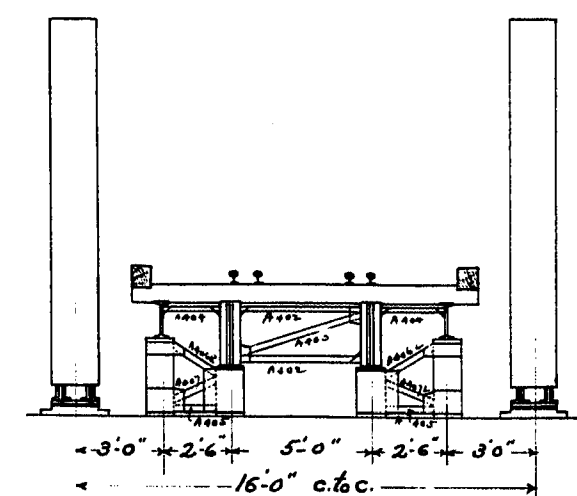
No.	Length
1210	2"
70	2 $\frac{1}{2}$ "
590	2 $\frac{1}{2}$ "
150	2 $\frac{1}{2}$ "
160	2 $\frac{1}{2}$ "
620	2 $\frac{1}{2}$ "
20	3"
40	3 $\frac{1}{2}$ "
60	3 $\frac{1}{2}$ "



Span # 3



Span # 1



Span #4

113-72

GEORGE'S RIVER BRIDGE.  
M. C. R. R.  
ERECTION PLAN.

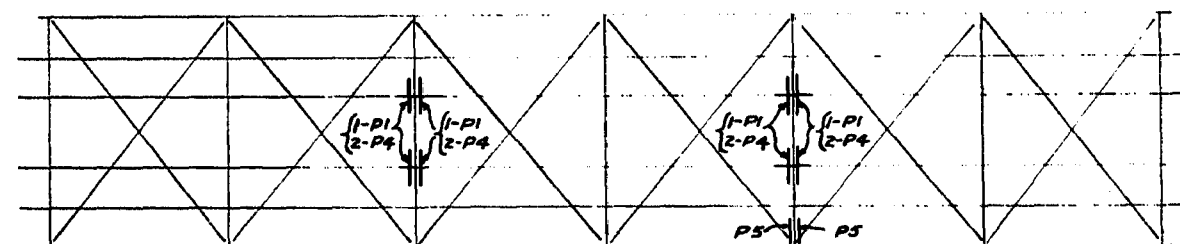
May 2. 1901

Scale  $\frac{1}{4}" = 1'-0"$

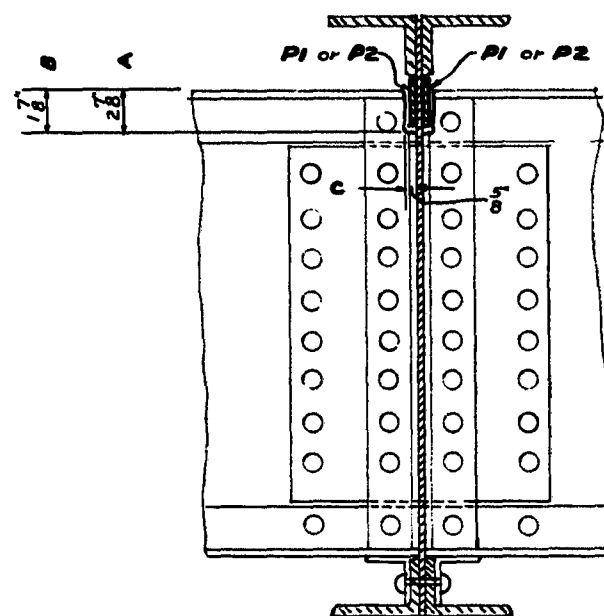
Drawn by W. A. Cary.  
Traced " "  
Checked " Chadwick Aug 12 1901  
App.

J. 2390 Sh. 7





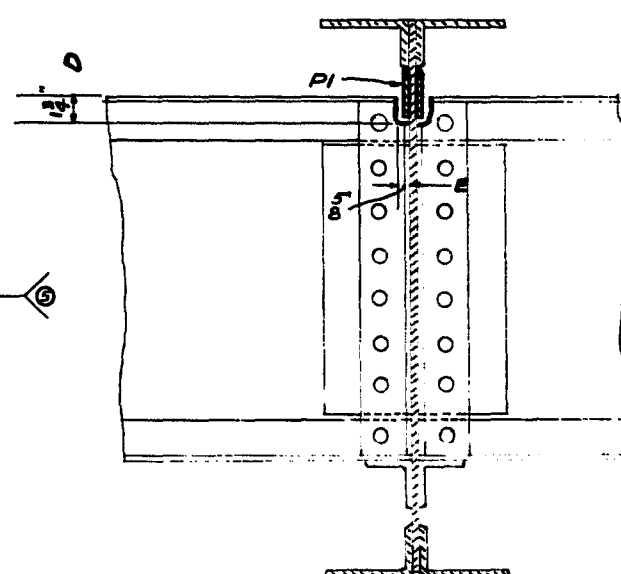
—GENERAL PLAN-SPAN N°4—  
Scale:  $\frac{1}{8}'' = 1'-0''$



**—WELDING SEQUENCE—**

**—GENERAL NOTES—**

*D & E-Burn off top flange-Main Str.*

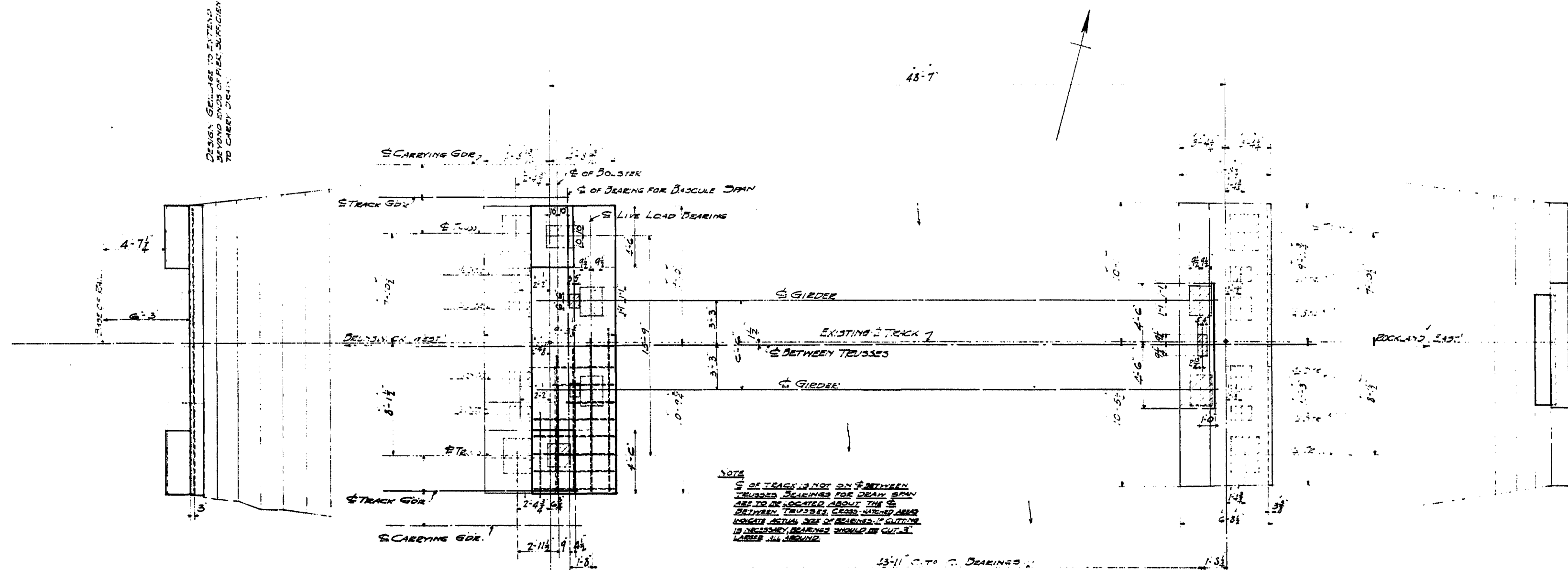


## REPAIR PLAN

Sheet 1 of 1

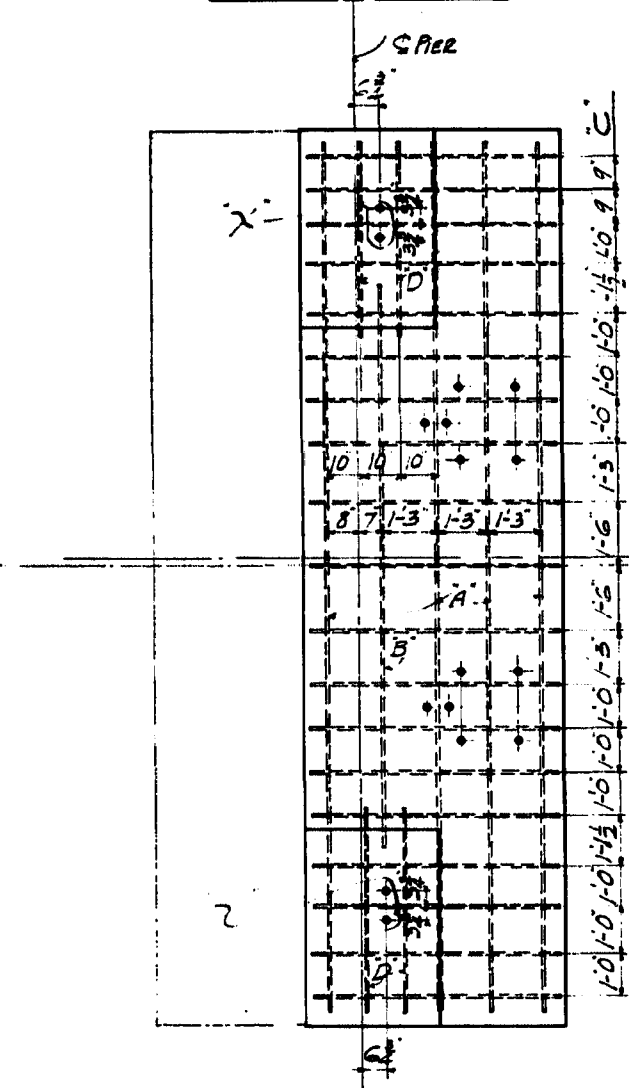
DESIGN GULLIES TO EXTEND  
DOWNWARD OF RAIL SUFFICIENT  
TO CARRY DOWN

48-7



NOTE  
S OF TRACK IS NOT ON BETWEEN  
TRUSSES BEARING FOR DRAW SPAN  
ARE TO BE LOCATED ABOUT THE S  
BETWEEN TRUSSES CROSS-TIEED AREAS  
INDICATE ACTUAL SET OF BEARINGS. IF CUTTING  
IS NECESSARY, BEARINGS SHOULD BE CUT 3"  
LARGER IN AROUND.

PLAN OF WESTERLY DRAW PIER  
SHOWING REINFORCING AND  
LOCATION OF ANCHORS



- RODS
- RODS A 5'-0" LONG 4 WANTED
  - B 3'-0" 1
  - C 5'-9" 19
  - D 4'-6" 4

NOTE  
CARE MUST BE TAKEN TO PLACE  
RODS AS SHOWN TO AVOID  
INTERFERENCE WITH ANCHORS.  
ANCHORS MARKED X ARE TO  
BE BUILT IN WITH CONCRETE.

NOTE  
PIER BEAT TO BE CUT DOWN TO SHOW BUILDING  
AND BEAT AND SET BY LEADY SINKED  
EXISTING PIER AND LOCATION OF APPROACH SPAN  
SHOWN BY LIGHT LINES.

113-74

MAINE CENTRAL R.R.  
1917 GEORGES RIVER BRIDGE  
0.21 MI. EAST OF GEORGETOWN, ME.  
DRAW SPAN.  
DETAILS OF MASONRY CHANGES  
TO ACCOMMODATE NEW DRAW SPAN.  
SCALE 1/4"=1'-0" JULY 1920.

APPROVED

BRIDGE ENGINEER

STD 6"x8" GUARD STICK

BRUNSWICK  
WEST

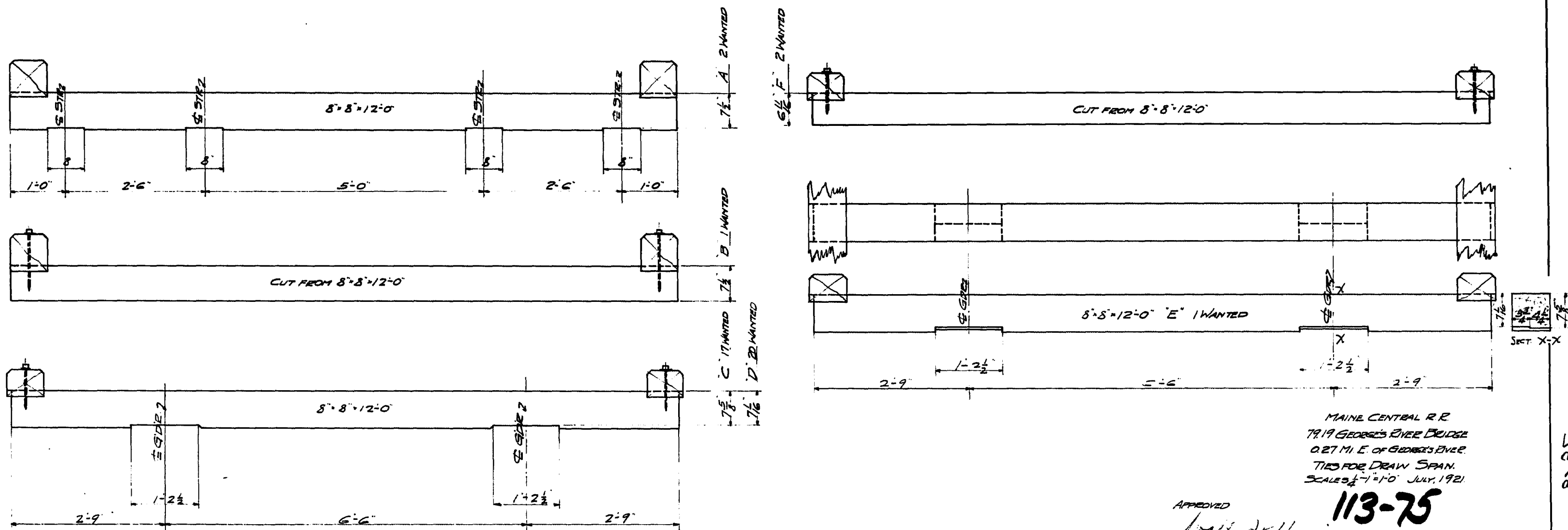
NOTE  
ARRANGE TIES AT END OF TRUSS SPAN,  
OR RENEW SAME IF NECESSARY, TO GIVE  
SPACING SHOWN. THIS WILL NECESSITATE  
RENEWING PORTION OF 8"x8" GUARD STICK.  
THIS ALSO APPLIES TO END OF APPROACH  
SPAN AT WEST END OF DRAW.  
SEE SHEET NO. 9 AM. DE. CO'S PLANS  
FOR LOCATION OF RAIL CHAIRS ETC.

NOTCH THIS TIE IN FIELD  
TO CLEAR SUSP.

2'-10" 4'-5"

45'-11 1/4" O-O GDS

FACE OF RAIL



MAINE CENTRAL R.R.  
GEORGE'S RIVER BRIDGE  
0.27 MI. E. OF GEORGE'S RIVER  
TIES FOR DRAW SPAN.  
SCALE 3/4" = 1'-0" JULY, 1921.

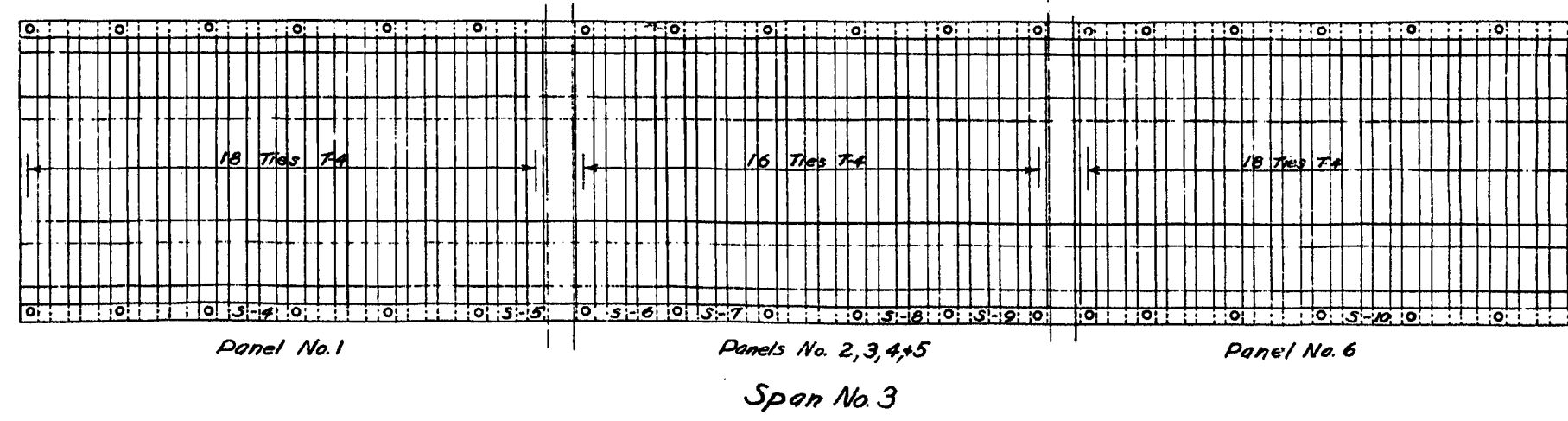
APPROVED  
*W. L. L.*  
BRIDGE ENG.

113-75

DRAWN BY W. L.



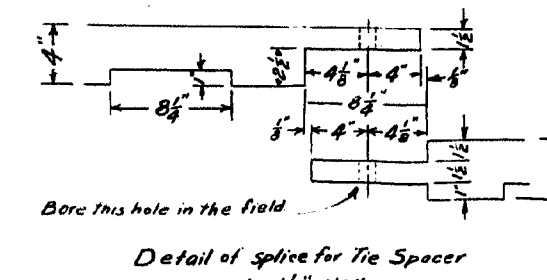
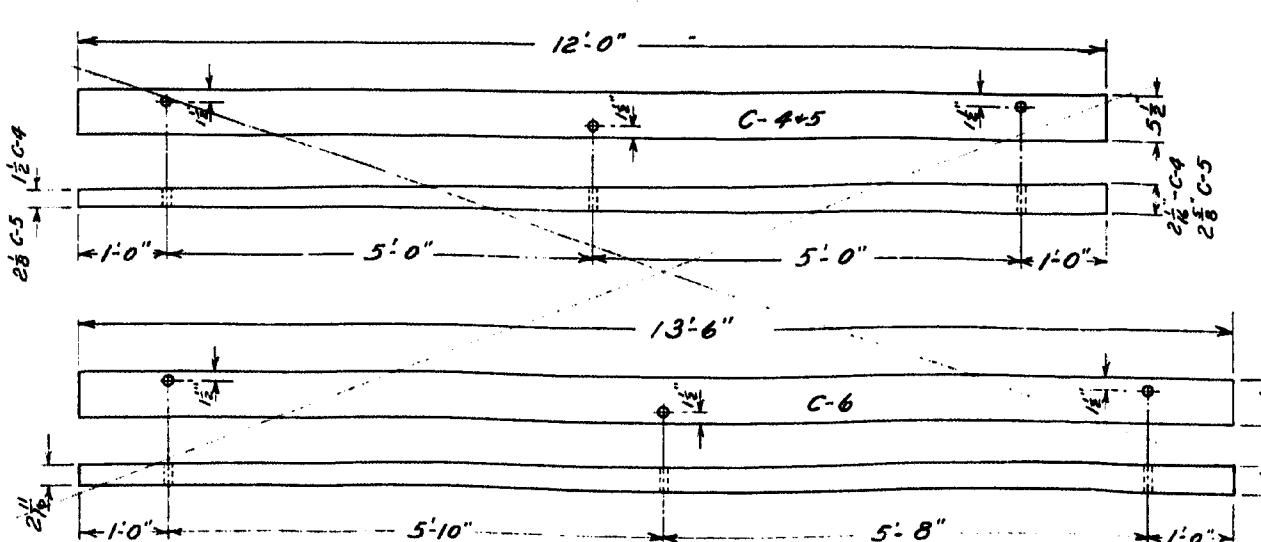
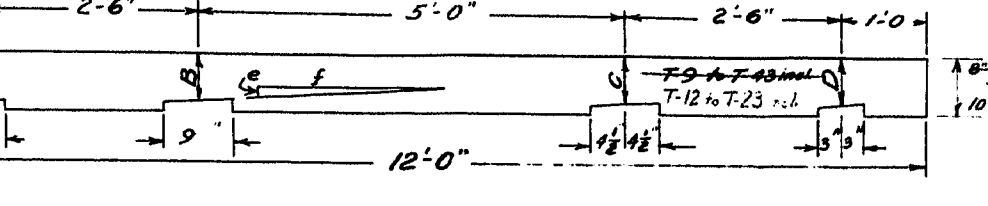
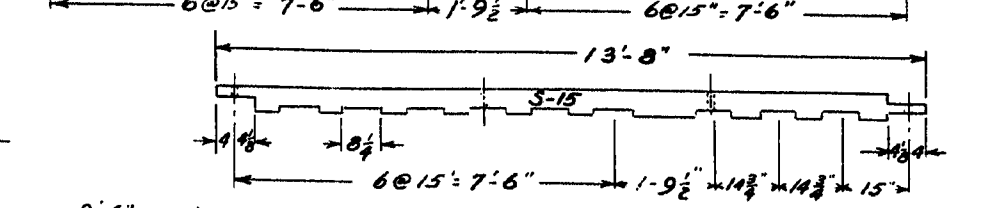
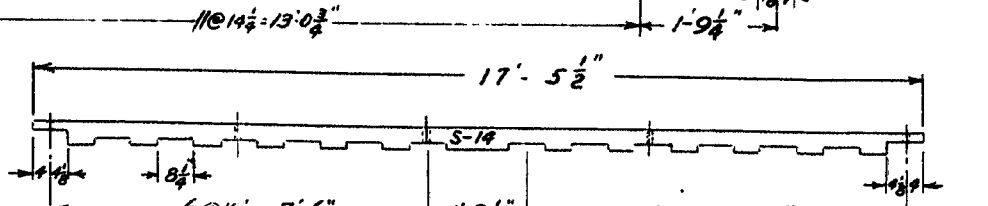
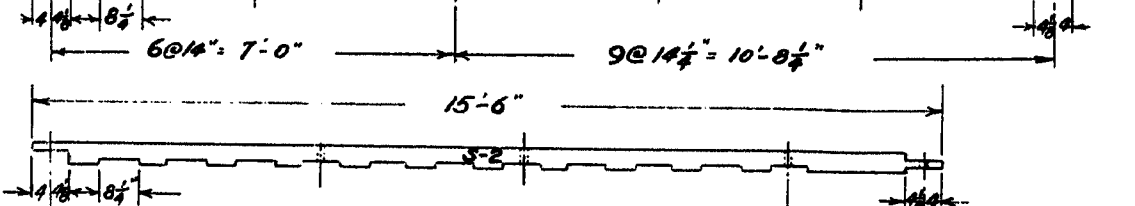
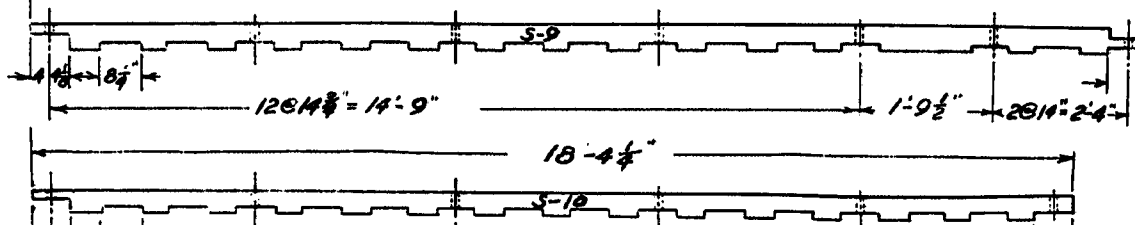
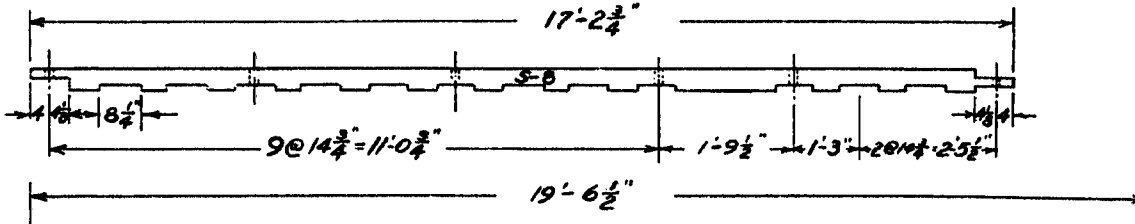
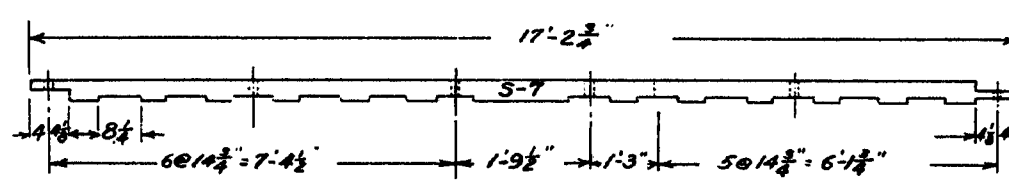
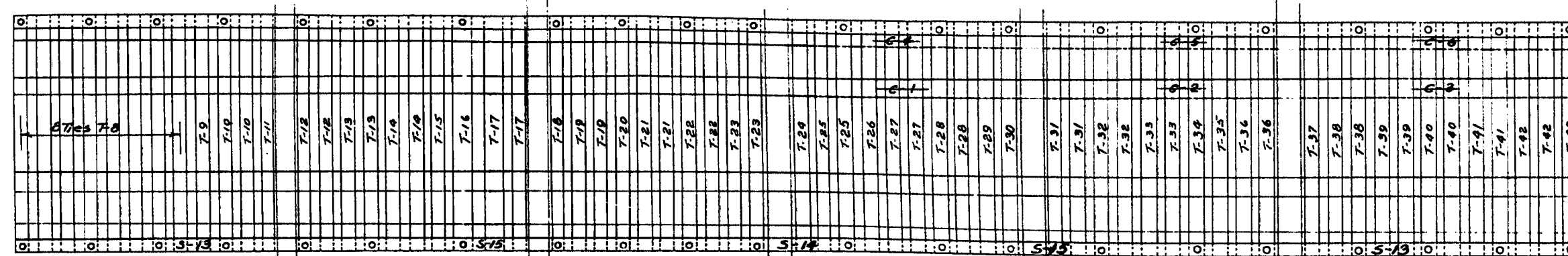




Span No. 2 - SEE OTHER PLAN - 1376-117

To Rockland →

Span No. 4



All timber hard pine, preframed to dimensions shown and treated. Bore all holes  $\frac{1}{16}$ "  $\phi$ . Bore holes in Cushion Timber and Tie spacer except lower half of splice-in-shop. Bore holes in ties and lower half of tie spacer splice in the field.

113-77

*Maine Central Railroad Company  
Timber Renewal Georges River Bridge 79.17  
2.48 MILES WEST OF THOMASTON, ME.  
Office of Chief Engineer Portland, Me.  
Scales:  $\frac{1}{4}$ " = 10'  $\frac{1}{8}$ " = 10' July 20, 1944.*

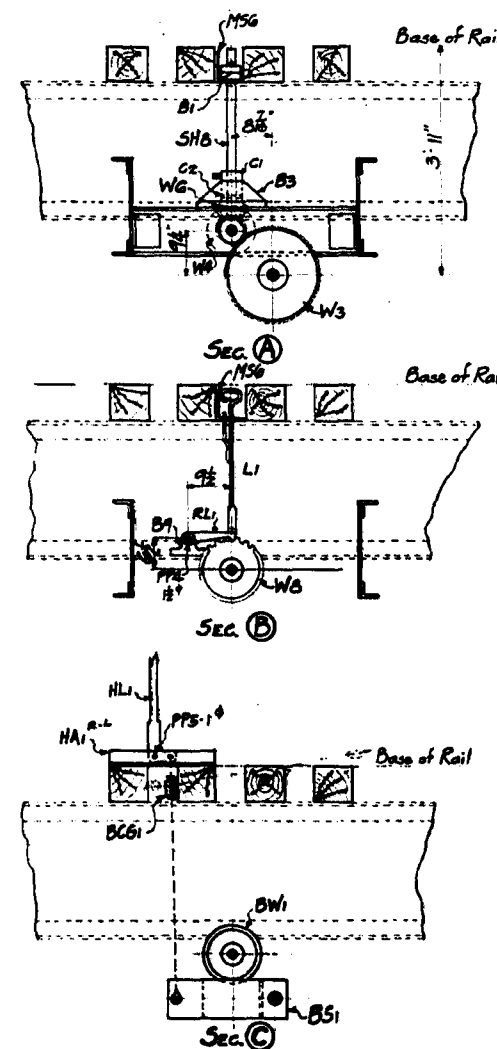
TIMBER REQUIREMENTS								
Mark	No. Required				Total	Size	Length	Remarks
	Sp.1	Sp.2	Sp.3	Sp.4				
S-1	2				2	4"x6"	17'-0"	
S-2	3				3	"	18'-0"	
S-3	2				2	"	18'-0"	
S-4			2		2	"	19'-8"	
S-5			2		2	"	17'-2"	
S-6			2		2	"	17'-2"	
S-7			2		2	"	17'-2"	
S-8			2		2	"	17'-2"	
S-9			2		2	"	18'-0"	
S-10			2		2	"	18'-0"	
S-11		2			2	"	22'-3"	
S-12		2			2	"	23'-11 1/2"	
S-13				4	4	"	18'-11 1/2"	
S-14				2	2	"	17'-5 1/2"	
S-15				4	4	"	18'-0"	
T-1	74				74	8"x8"	12'-0"	
T-2				2	2	"	"	
T-3	1				1	"	"	Dr Bottom Side
T-4					100	"	"	
T-5		17			17	"	"	
T-6		21			21	"	"	
T-7		2			2	"	"	Dr Bottom Side
T-8				8	8	"	"	
T-9				1	1	"	"	
T-10				2	2	"	"	
T-11				1	1	"	"	
T-12				2	2	8"x10"	"	
T-13				2	2	"	"	
T-14				1	1	"	"	
T-15				1	1	"	"	
T-16				1	1	"	"	
T-17				2	2	"	"	
T-18				1	1	"	"	
T-19				2	2	"	"	
T-20				1	1	"	"	
T-21				2	2	"	"	
T-22				2	2	"	"	
T-23				2	2	"	"	
T-24				1	1	8"x10"	"	
T-25				2	2	"	"	
T-26				1	1	"	"	
T-27				2	2	"	"	
T-28				2	2	"	"	
T-29				1	1	"	"	
T-30				1	1	"	"	
T-31				2	2	"	"	
T-32				2	2	"	"	
T-33				2	2	"	"	
T-34				1	1	"	"	
T-35				1	1	"	"	
T-36				2	2	"	"	
T-37				1	1	"	"	
T-38				2	2	"	"	
T-39				2	2	"	"	
T-40				2	2	"	"	
T-41				2	2	"	"	
T-42				2	2	"	"	
T-43				1	1	"	"	
C-1				1	1	13"x8"	12'-0"	
C-2				1	1	13"x8"	"	
C-3				1	1	13"x8"	"	
C-4				1	1	23"x6"	"	
C-5				1	1	23"x6"	"	

HARDWARE REQUIRED								
Mach Bolts	54	28	74	28	184	$\frac{1}{4}"$	13"	Sq Heads + 2 Sq Nuts
Mach Bolts				14	14	$\frac{3}{8}"$	15"	" "
Mach Bolts				18	18	$\frac{1}{2}"$	5"	" "
Mach Bolts Washers	108	56	148	120	432	for $\frac{1}{2}"$ Bolts		

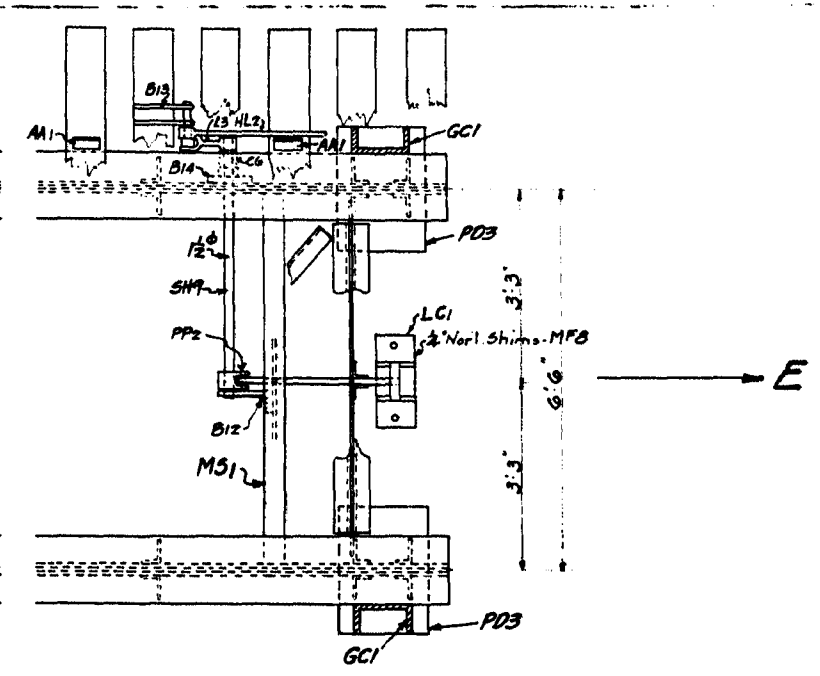
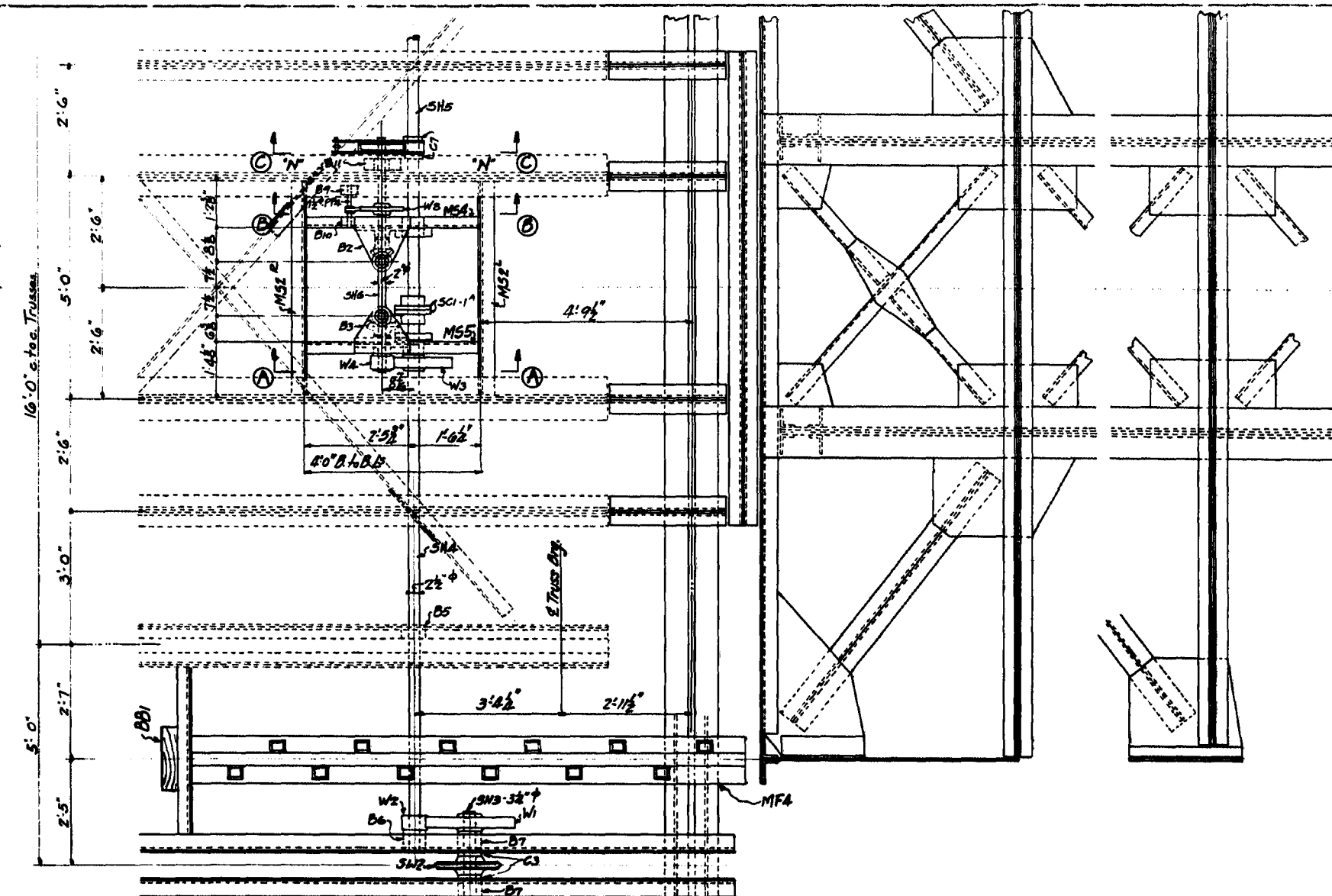
	T0	T10	T11	T12	T13	T14	T15	T16	T17	T18	T19	T20	T21	T22	T23	T24	T25	T26	T27	T28	T29	T30	T31	T32	T33	T34	T35	T36	T37	T38	T39	T40	T41	T42	T43	T44	T45	T46	T47	T48	T49	T50	T51	T52	T53	T54	T55	T56	T57	T58	T59	T60	T61	T62	T63	T64	T65	T66	T67	T68	T69	T70	T71	T72	T73	T74	T75	T76	T77	T78	T79	T80	T81	T82	T83	T84	T85	T86	T87	T88	T89	T90	T91	T92	T93	T94	T95	T96	T97	T98	T99	T100	T101	T102	T103	T104	T105	T106	T107	T108	T109	T110	T111	T112	T113	T114	T115	T116	T117	T118	T119	T120	T121	T122	T123	T124	T125	T126	T127	T128	T129	T130	T131	T132	T133	T134	T135	T136	T137	T138	T139	T140	T141	T142	T143	T144	T145	T146	T147	T148	T149	T150	T151	T152	T153	T154	T155	T156	T157	T158	T159	T160	T161	T162	T163	T164	T165	T166	T167	T168	T169	T170	T171	T172	T173	T174	T175	T176	T177	T178	T179	T180	T181	T182	T183	T184	T185	T186	T187	T188	T189	T190	T191	T192	T193	T194	T195	T196	T197	T198	T199	T200	T201	T202	T203	T204	T205	T206	T207	T208	T209	T210	T211	T212	T213	T214	T215	T216	T217	T218	T219	T220	T221	T222	T223	T224	T225	T226	T227	T228	T229	T230	T231	T232	T233	T234	T235	T236	T237	T238	T239	T240	T241	T242	T243	T244	T245	T246	T247	T248	T249	T250	T251	T252	T253	T254	T255	T256	T257	T258	T259	T260	T261	T262	T263	T264	T265	T266	T267	T268	T269	T270	T271	T272	T273	T274	T275	T276	T277	T278	T279	T280	T281	T282	T283	T284	T285	T286	T287	T288	T289	T290	T291	T292	T293	T294	T295	T296	T297	T298	T299	T300	T301	T302	T303	T304	T305	T306	T307	T308	T309	T310	T311	T312	T313	T314	T315	T316	T317	T318	T319	T320	T321	T322	T323	T324	T325	T326	T327	T328	T329	T330	T331	T332	T333	T334	T335	T336	T337	T338	T339	T340	T341	T342	T343	T344	T345	T346	T347	T348	T349	T350	T351	T352	T353	T354	T355	T356	T357	T358	T359	T360	T361	T362	T363	T364	T365	T366	T367	T368	T369	T370	T371	T372	T373	T374	T375	T376	T377	T378	T379	T380	T381	T382	T383	T384	T385	T386	T387	T388	T389	T390	T391	T392	T393	T394	T395	T396	T397	T398	T399	T400	T401	T402	T403	T404	T405	T406	T407	T408	T409	T410	T411	T412	T413	T414	T415	T416	T417	T418	T419	T420	T421	T422	T423	T424	T425	T426	T427	T428	T429	T430	T431	T432	T433	T434	T435	T436	T437	T438	T439	T440	T441	T442	T443	T444	T445	T446	T447	T448	T449	T450	T451	T452	T453	T454	T455	T456	T457	T458	T459	T460	T461	T462	T463	T464	T465	T466	T467	T468	T469	T470	T471	T472	T473	T474	T475	T476	T477	T478	T479	T480	T481	T482	T483	T484	T485	T486	T487	T488	T489	T490	T491	T492	T493	T494	T495	T496	T497	T498	T499	T500	T501	T502	T503	T504	T505	T506	T507	T508	T509	T510	T511	T512	T513	T514	T515	T516	T517	T518	T519	T520	T521	T522	T523	T524	T525	T526	T527	T528	T529	T530	T531	T532	T533	T534	T535	T536	T537	T538	T539	T540	T541	T542	T543	T544	T545	T546	T547	T548	T549	T550	T551	T552	T553	T554	T555	T556	T557	T558	T559	T560	T561	T562	T563	T564	T565	T566	T567	T568	T569	T570	T571	T572	T573	T574	T575	T576	T577	T578	T579	T580	T581	T582	T583	T584	T585	T586	T587	T588	T589	T590	T591	T592	T593	T594	T595	T596	T597	T598	T599	T600	T601	T602	T603	T604	T605	T606	T607	T608	T609	T610	T611	T612	T613	T614	T615	T616	T617	T618	T619	T620	T621	T622	T623	T624	T625	T626	T627	T628	T629	T630	T631	T632	T633	T634	T635	T636	T637	T638	T639	T640	T641	T642	T643	T644	T645	T646	T647	T648	T649	T650	T651	T652	T653	T654	T655	T656	T657	T658	T659	T660	T661	T662	T663	T664	T665	T666	T667	T668	T669	T670	T671	T672	T673	T674	T675	T676	T677	T678	T679	T680	T681	T682	T683	T684	T685	T686	T687	T688	T689	T690	T691	T692	T693	T694	T695	T696	T697	T698	T699	T700	T701	T702	T703	T704	T705	T706	T707	T708	T709	T710	T711	T712	T713	T714	T715	T716	T717	T718	T719	T720	T721	T722	T723	T724	T725	T726	T727	T728	T729	T730	T731	T732	T733	T734	T735	T736	T737	T738	T739	T740	T741	T742	T743	T744	T745	T746	T747	T748	T749	T750	T751	T752	T753	T754	T755	T756	T757	T758	T759	T760	T761	T762	T763	T764	T765	T766	T767	T768	T769	T770	T771	T772	T773	T774	T775	T776	T777	T778	T779	T780	T781	T782	T783	T784	T785	T786	T787	T788	T789	T790	T791	T792	T793	T794	T795	T796	T797	T798	T799	T800	T801	T802	T803	T804	T805	T806	T807	T808	T809	T810	T811	T812	T813	T814	T815	T816	T817	T818	T819	T820	T821	T822	T823	T824	T825	T826	T827	T828	T829	T830	T831	T832	T833	T834	T835	T836	T837	T838	T839	T840	T841	T842	T843	T844	T845	T846	T847	T848	T849	T850	T851	T852	T853	T854	T855	T856	T857	T858	T859	T860	T861	T862	T863	T864	T865	T866	T867	T868	T869	T870	T871	T872	T873	T874	T875	T876	T877	T878	T879	T880	T881	T882	T883	T884	T885	T886	T887	T888	T889	T890	T891	T892	T893	T894	T895	T896	T897	T898	T899	T900	T901	T902	T903	T904	T905	T906	T907	T908	T909	T910	T911	T912	T913	T914	T915	T916	T917	T918	T919	T920	T921	T922	T923	T924	T925	T926	T927	T928	T929	T930	T931	T932	T933	T934	T935	T936	T937	T938	T939	T940	T941	T942	T943	T944	T945	T946	T947	T948	T949	T950	T951	T952	T953	T954	T955	T956	T957	T958	T959	T960	T961	T962	T963	T964	T965	T966	T967	T968	T969	T970	T971	T972	T973	T974	T975	T976	T977	T978	T979	T980	T981	T982	T983	T984	T985	T986	T987	T988	T989	T990	T991	T992	T993	T994	T995	T996	T997	T998	T999	T1000	T1001	T1002	T1003	T1004	T1005	T1006	T1007	T1008	T1009	T1010	T1011	T1012	T1013	T1014	T1015	T1016	T1017	T1018	T1019	T1020	T1021	T102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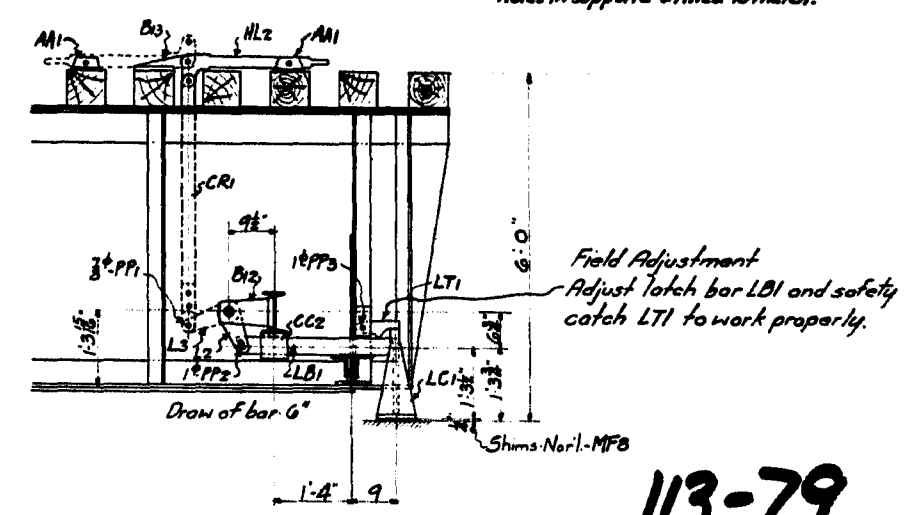
LIST OF GEARS

MARK	KIND	PITCH DIAM.	D.P.	NO. TEETH	FACE	REMARKS
W1	Spur Gear	24"	3	72	3"	Steel Casting
W2	Pin	6"	-	18	3 1/2"	Roller Steel
W3	Gear	20"	-	60	3"	Steel Casting
W4	Pin	5"	-	15	3 1/2"	Roller Steel
W5	Bar Gear	10"	-	30	2"	Steel Casting
W6	Pin	5"	-	15	-	Roller Steel
W7	Pin Gear	6"	-	18	-	-
W8	Reel Wheel	12"	2	24	1 1/2"	Steel Casting

Details of Machinery on Sheets F1 to F5B  
 Erectors List of Keys sheet F4g  
 Erection Diagram of Rusted Wk. E3  
 Erection Diagram of Platforms E4

Note:-  
 The following parts are not furnished by the A.B.Co.:-  
 - Channel lights  
 - Protective covering for machinery.  
 - Air buffers.  
 - Filling for counterweight boxes.  
 - Ties, rails + floor bolts.

The bearings shall be set true and connecting holes in supports drilled to match.



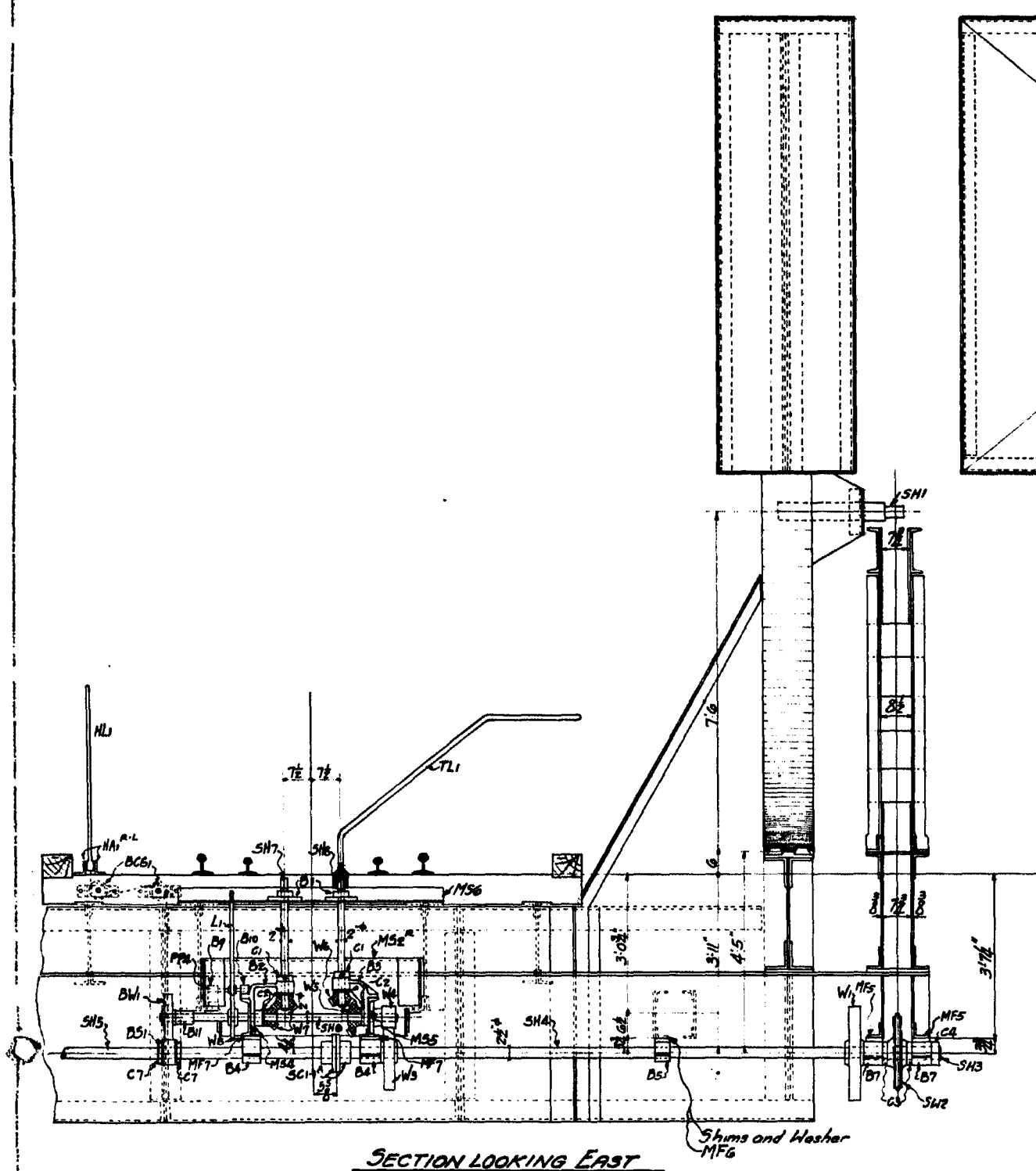
113-79

GENERAL DRAWING OF MACHINERY  
 SCHERZER ROLLING LIFT BRIDGE  
 OVER  
 GEORGES RIVER  
 44'-0" DECK PLATE GIRDER SPAN  
 MAINE CENTRAL R.R. CO.  
 SCALE 1"=1'-0"

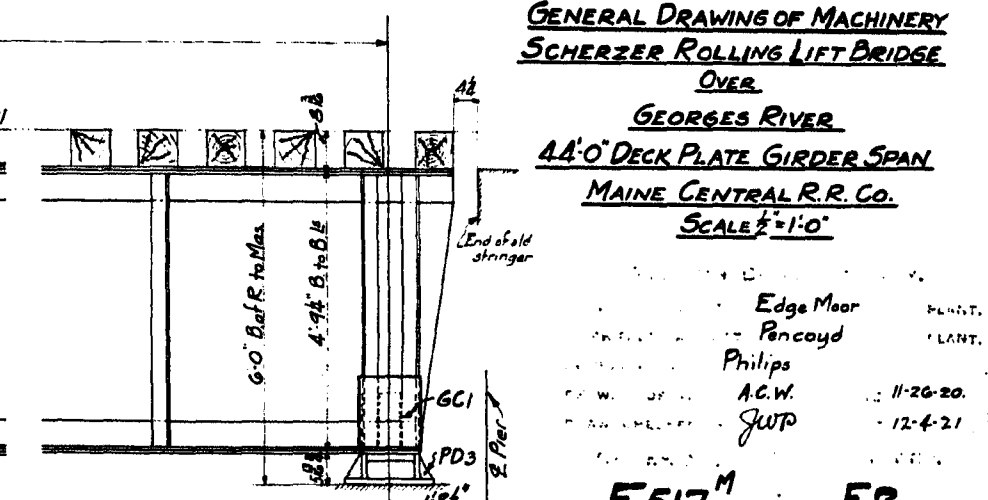
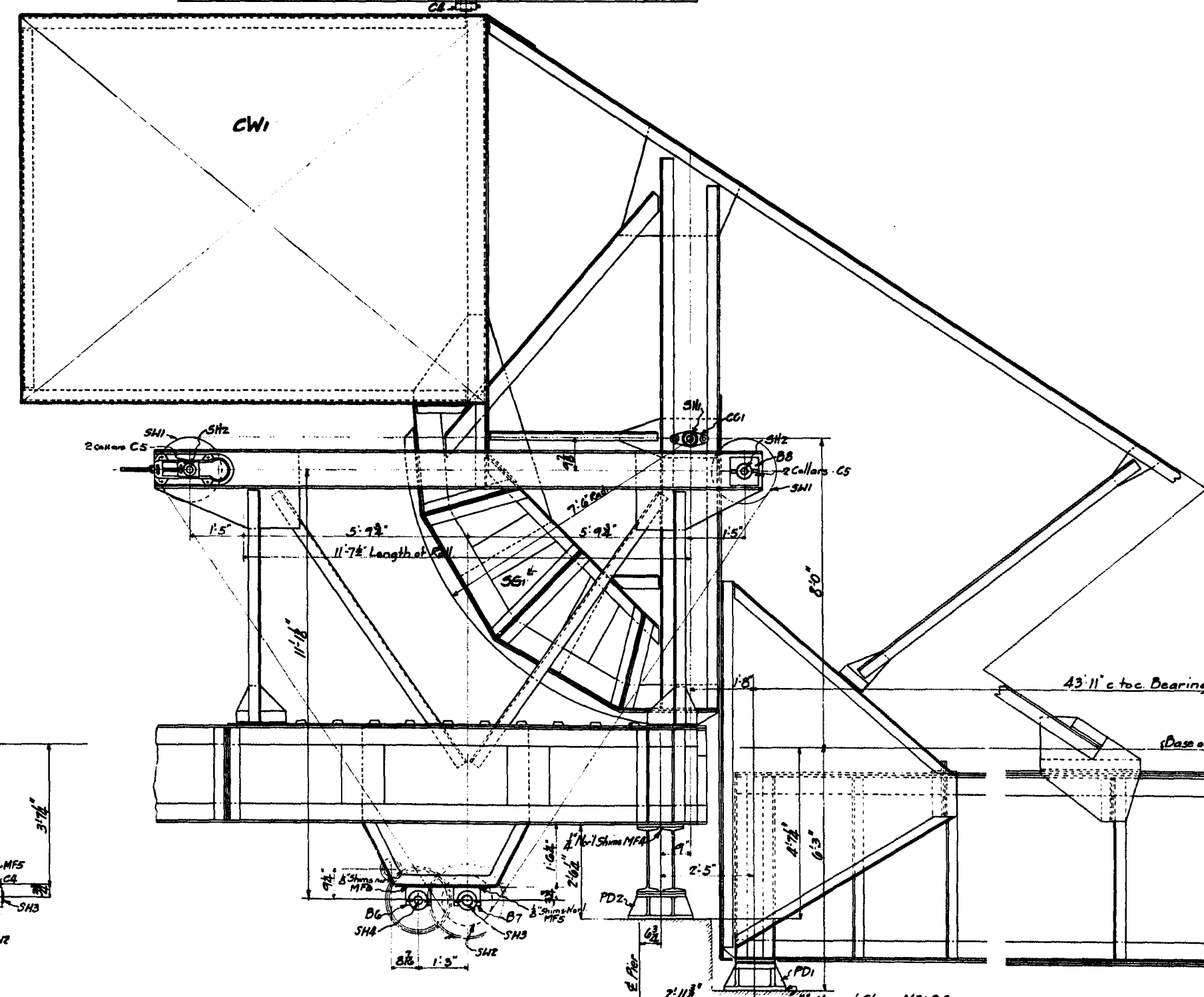
Edge Moor  
 Philips  
 A.C.W.  
 J.W.P.

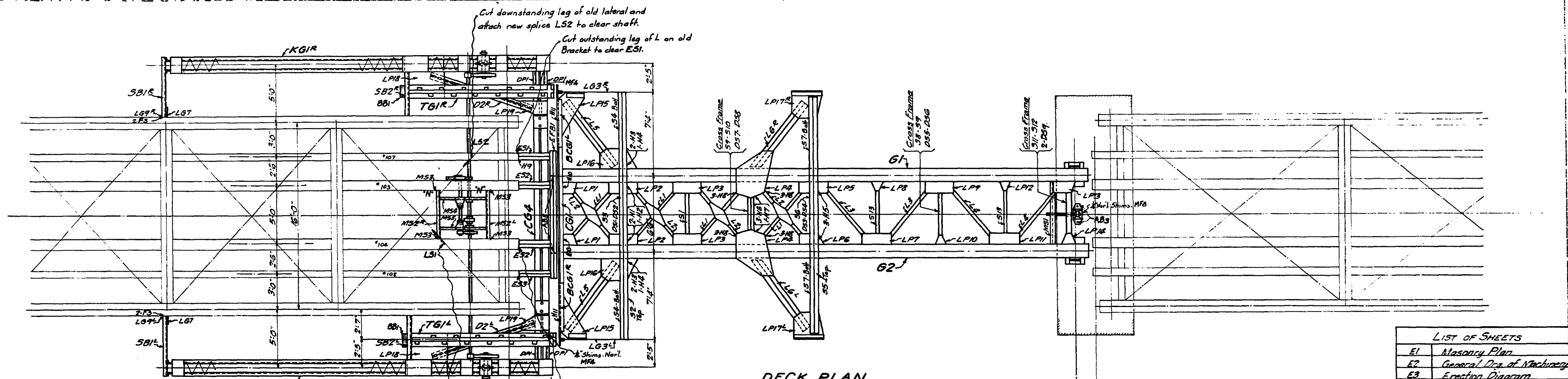
F517M E2

1369-8



SECTION LOOKING EAST

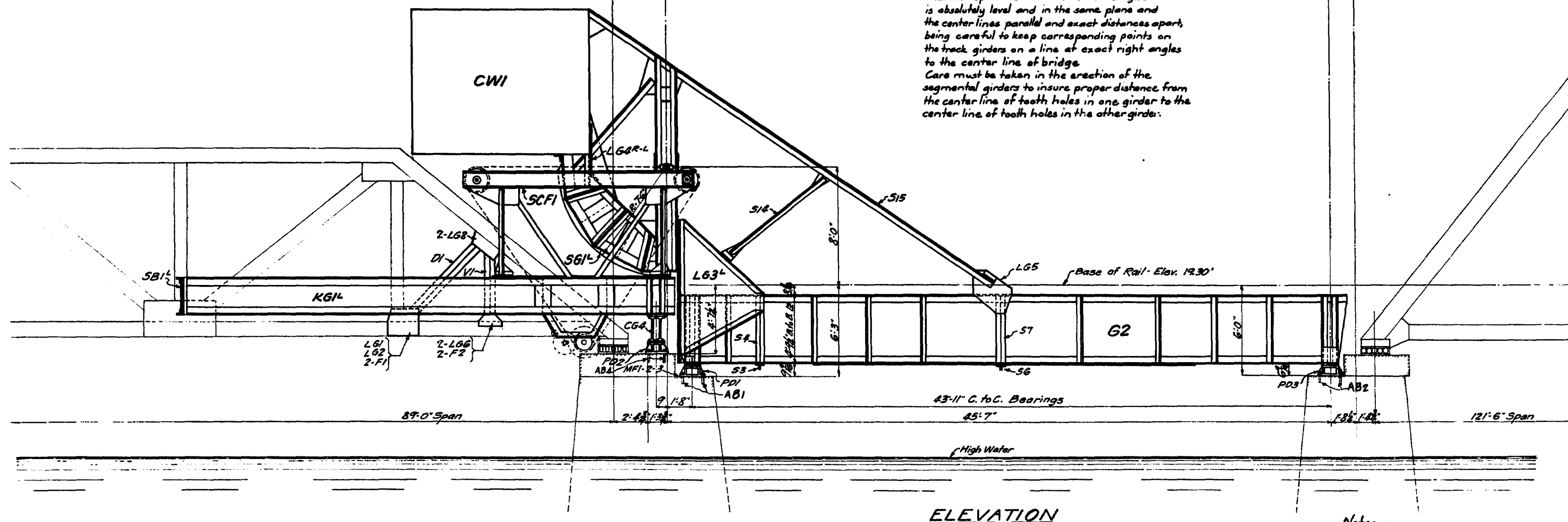


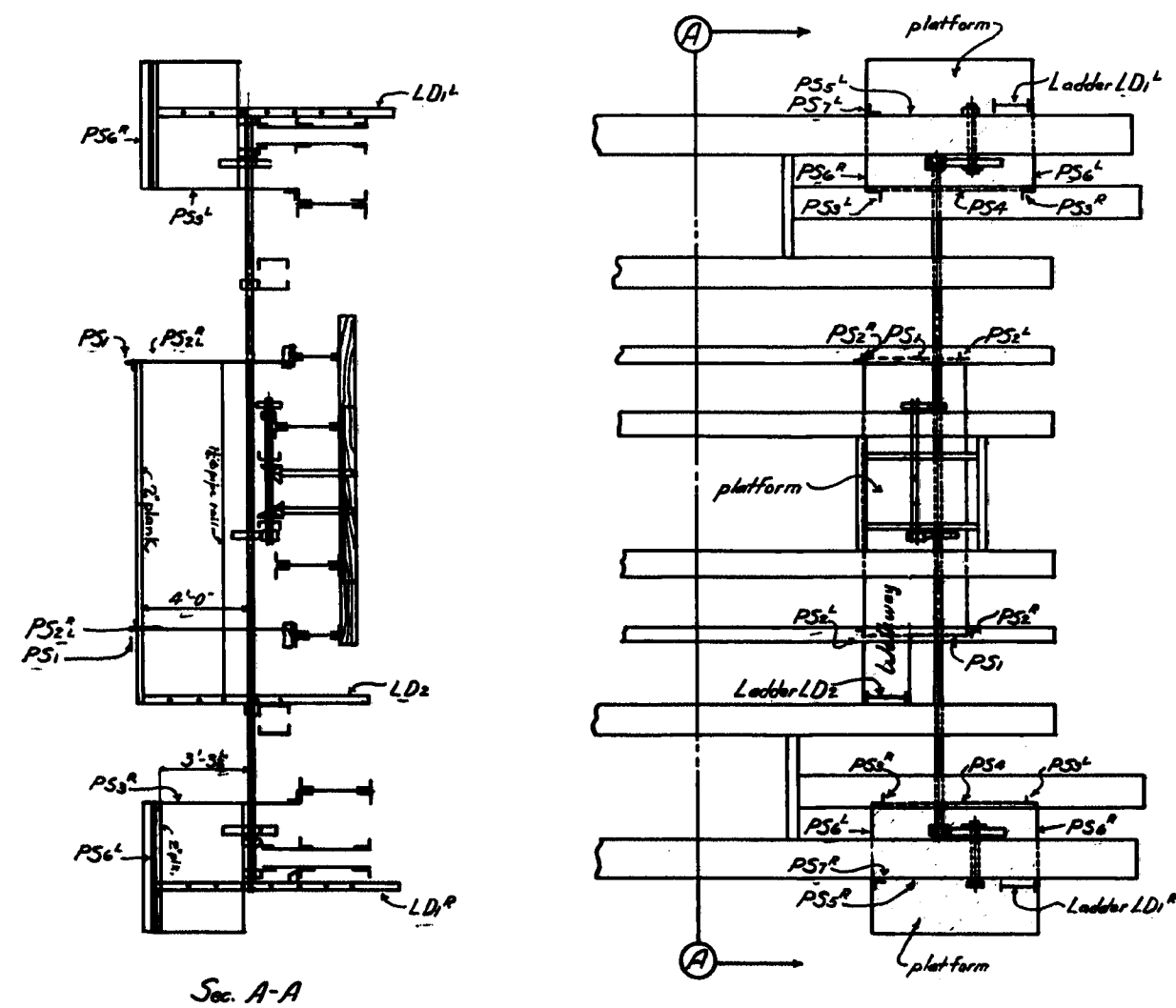


DECK PLAN

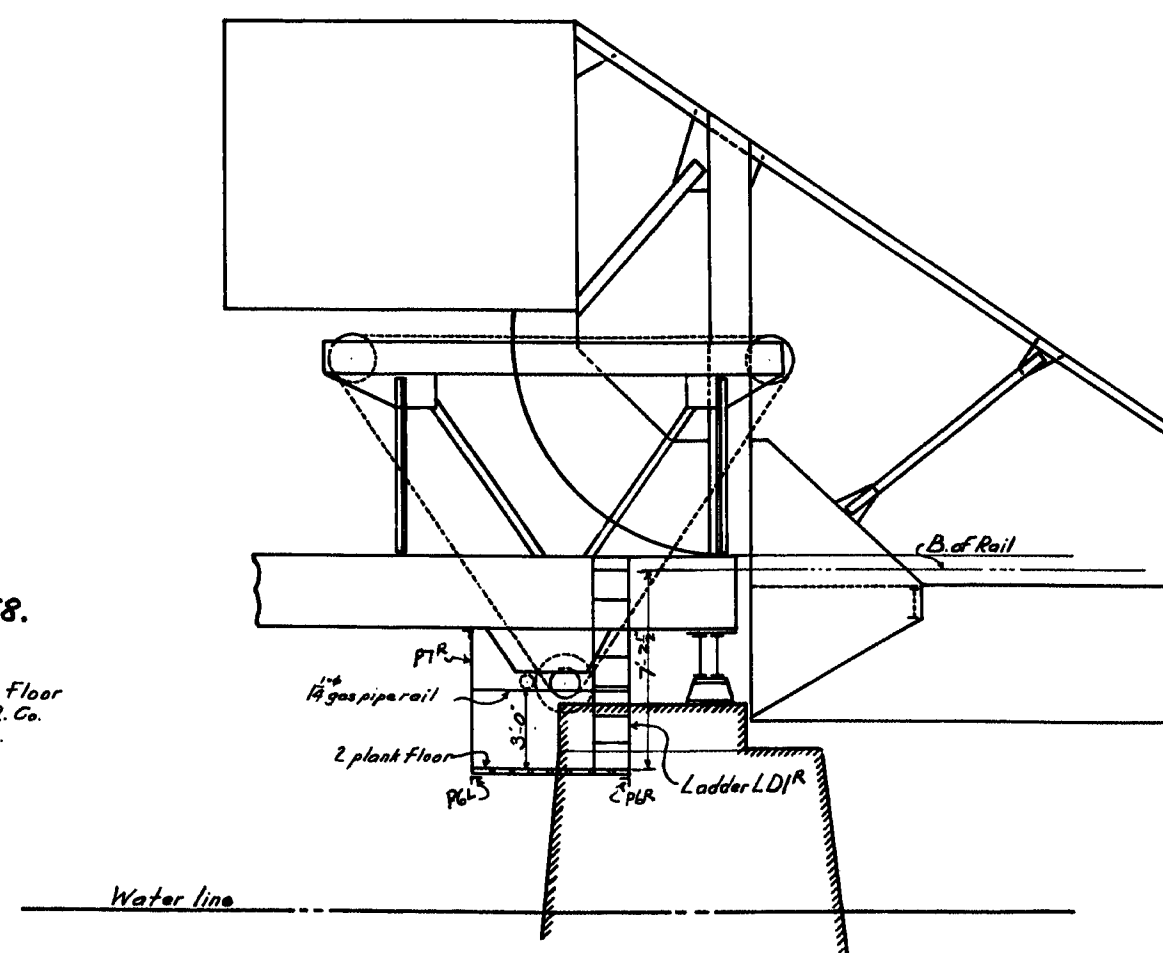
Note:-

In erection of track girders care shall be taken that the top of the tracks of all track girders is absolutely level and in the same plane and the center lines parallel and exact distances apart, being careful to keep corresponding points on the track girders on a line at exact right angles to the center line of bridge. Care must be taken in the erection of the segmental girders to insure proper distance from the center line of tooth holes in one girder to the center line of tooth holes in the other girder.





*All timber for platform floor  
furnished and laid by R.R. Co.  
also attachments for same.*



113-81

ERECTION DIAGRAM  
OF INSPECTION PLATFORM  
SCHERZER ROLLING LIFT BRIDGE  
OVER  
GEORGES RIVER  
44'-0" DECK PLATE GIRDER SPAN  
MAINE CENTRAL R.R. CO.  
SCALE 1"=40'

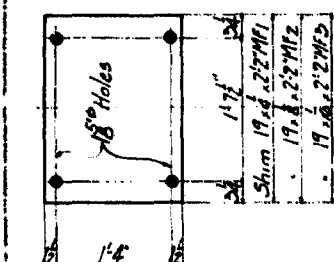
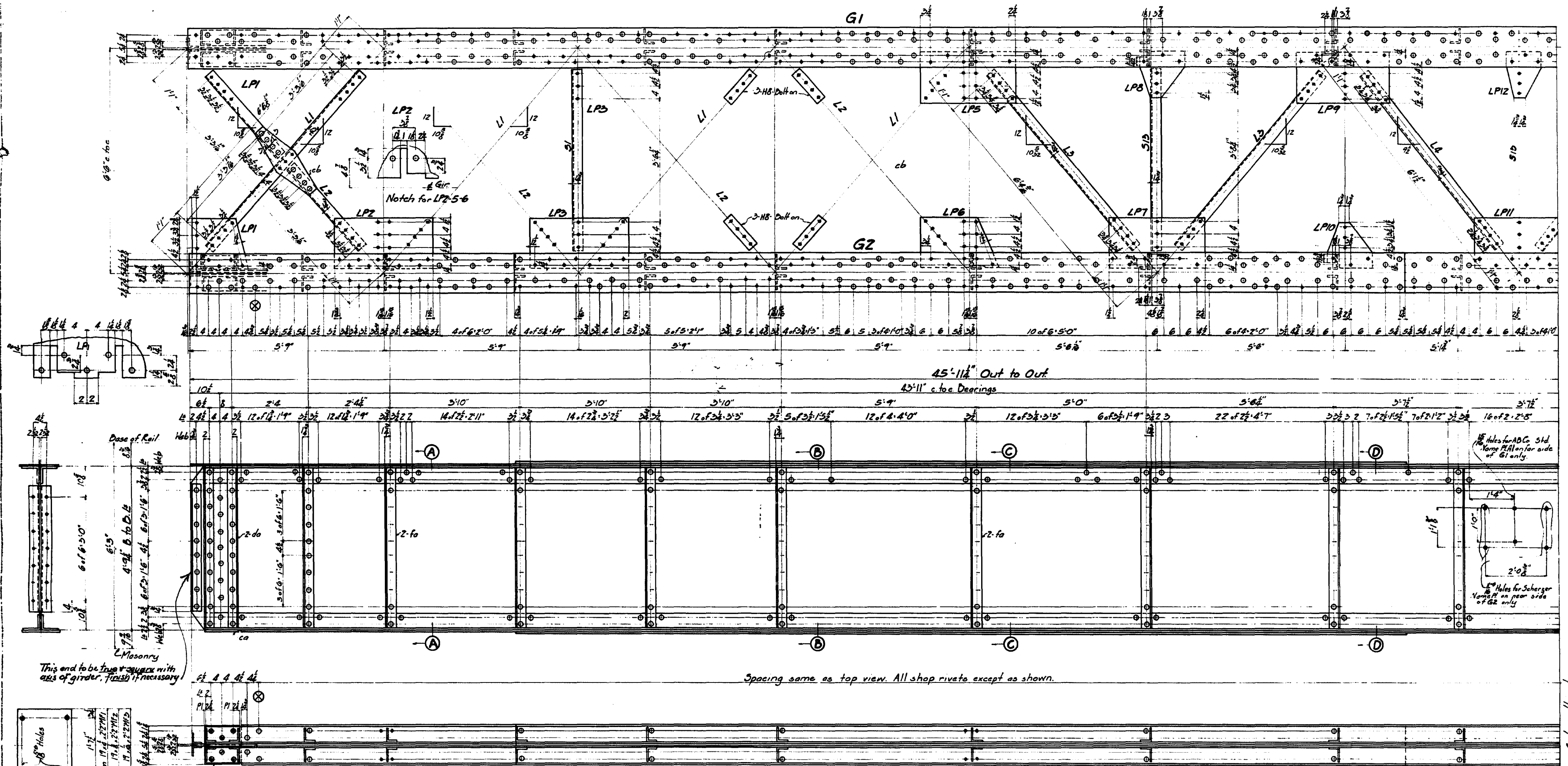
ERECTION DIAGRAM  
OF INSPECTION PLATFORM  
SCHERZER ROLLING LIFT BRIDGE  
OVER  
GEORGES RIVER  
44'-0" DECK PLATE GIRDER SPAN  
MAINE CENTRAL R.R. CO.  
SCALE 1/4" = 1'-0"

Edge Moor  
Pencoyd  
Philips  
OSF  
JWW

F517 E4

1367-8





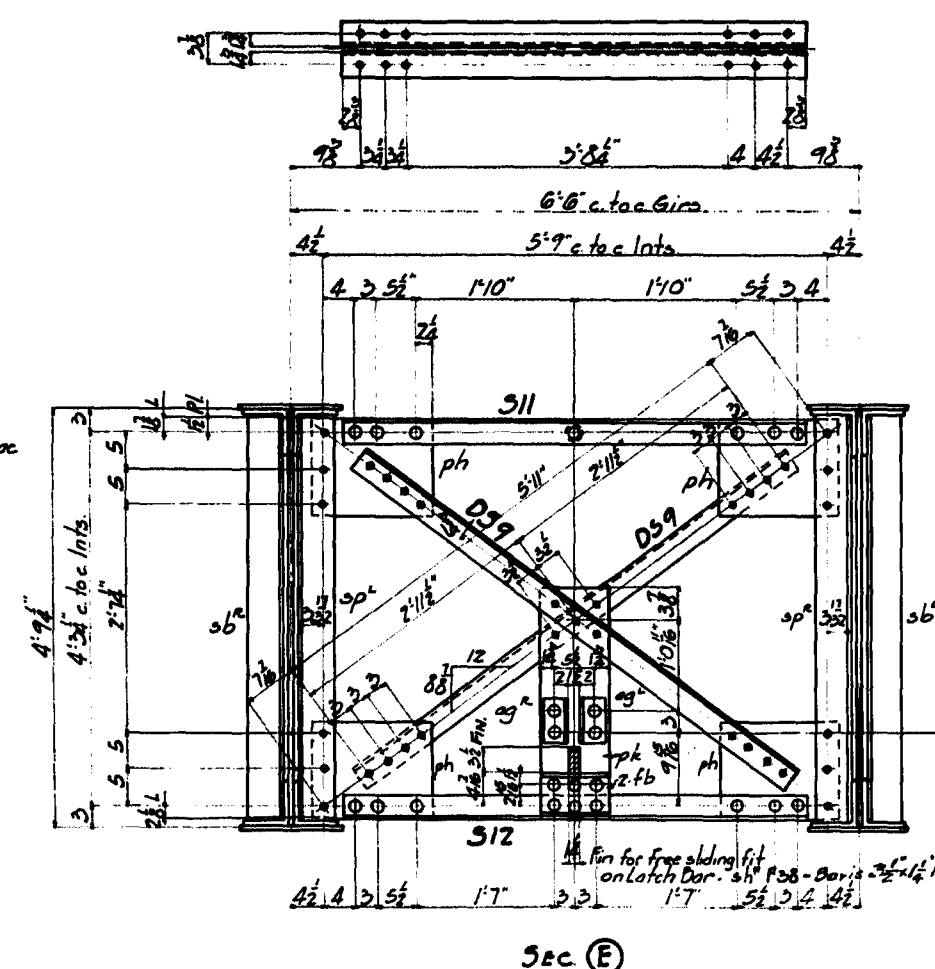
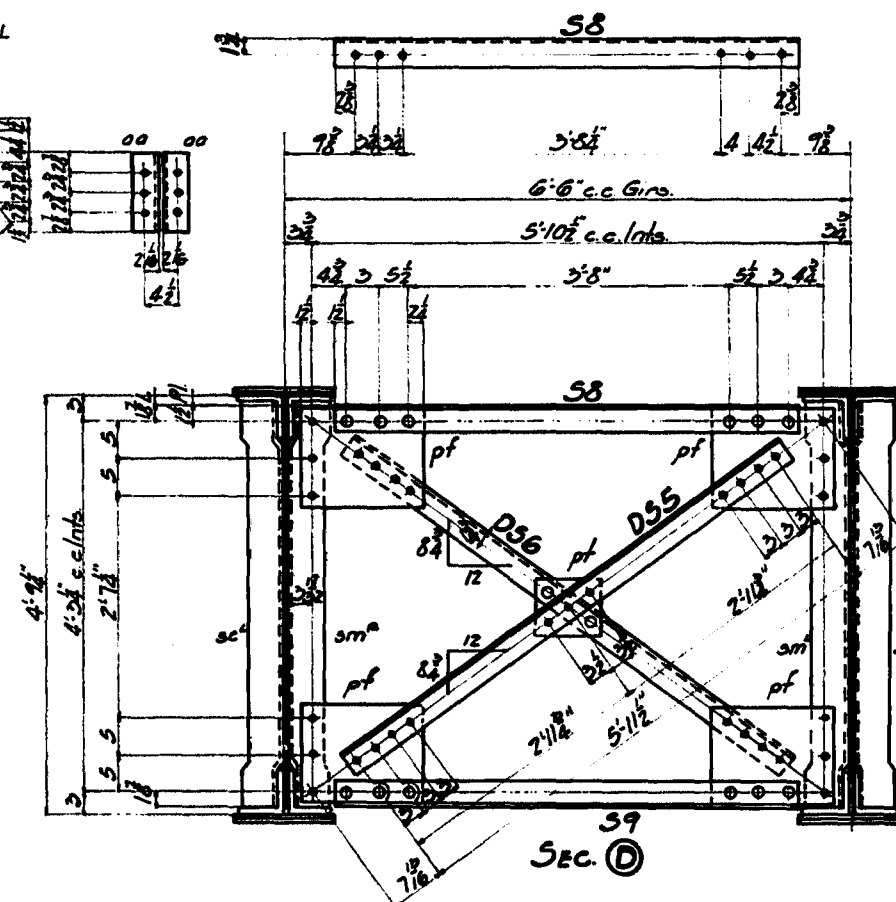
### G1-G2 (Opposed Girder)

- 2-L-6 x 6 x 1/2 x 45'-0" (Top)  
2-L- " x 44'-11" (Bottom)  
1-Web 37 x 1/2 x 45'-11"  
1-Cov. 14 x 1/2 x 45'-11" (Top)  
1-Cov. " x 42'-3 1/2" (Bottom)  
2-Cov. " x 26'-2" (T.O.D.)  
2-L-3 1/2 x 3 1/2 x 3/8 x 5'-8" so  
7-L-5 x 3 1/2 x 3/8 x 4'-7 1/2 x 3/8 x 4'-4 1/2  
1-L- " 4'-7 1/2 x 3/8  
4-L-5 x 3 1/2 x 3/8 x 4'-7 1/2 x 3/8 x 4'-4 1/2  
2-L- " 4'-7 1/2 x 3/8 x 4'-4 1/2  
2-L- " 4'-7 1/2 x 3/8 x 4'-4 1/2  
4-Fills 12 x 1/2 x 3'-9 1/2 do  
4-Fills 12 x 1/2 x 3'-9 1/2 fo  
2-50lb Pls 12 x 1/2 x 1'-0" ca  
1-Std ABC Co. Name Pl. (Opp. G1 only)  
2-8" D.H.s 24 U.H.  
1-Scherger Name Pl. (Opp. G2 only)  
4-8" D.H.s 24 U.H.
- L1  
1-L-3 1/2 x 3 1/2 x 3/8 x 6'-9 1/2  
6-Fills 12 x 1/2 x 3'-9 1/2 H8 Bolt on  
4- " Temp Bolts.  
2-L-1  
L2  
2-L-3 1/2 x 3 1/2 x 3/8 x 2'-2 1/2  
1-L-1 9 x 3/8 x 2'-8" cb  
6-Fills H8 Bolt on 2-L2  
4- " Temp Bolts  
1-L-3 1/2 x 3 1/2 x 3/8 x 6'-7 1/2 L3  
1-L- " x 6'-4 1/2 L4  
1-L-1 18 x 3/8 x 1'-7 1/2 LPI  
1-L-1 2'-10 1/2 LP2  
1-L-1 2'-10 1/2 LP3  
1-L-1 2'-9 1/2 LP5  
1-L-1 2'-3 1/2 LP6  
1-L-1 2'-9 1/2 LP7  
1-L-1 16 x 3/8 x 1'-3" LP8  
1-L-1 18 x 3/8 x 2'-8 1/2 LP9  
1-L-1 16 x 3/8 x 1'-3" LP10

- 54  
2-L-3 1/2 x 3 1/2 x 3/8 x 7'-5 1/2  
1-L-1 17 x 3/8 x 1'-5 1/2 pa  
1-L-1 " x 1'-7 1/2 pb  
2-L-3 1/2 x 3 1/2 x 3/8 x 0'-11 1/2 aa  
2-Washers 2 1/2 x 3/8  
55  
2-L-3 1/2 x 3 1/2 x 3/8 x 20'-5 1/2  
7-Washers 2 1/2 x 3/8  
6-Fills 7 1/2 x 3/8 x 0'-11 1/2 H8 Bolt on  
4- " Temp Bolts  
56  
2-L-3 1/2 x 3 1/2 x 3/8 x 10'-4"  
3-Washers 2 1/2 x 3/8  
57  
2-L-3 1/2 x 3 1/2 x 3/8 x 7'-3 1/2  
1-L-1 20 x 3/8 x 1'-9" pa  
1-L-1 13 x 3/8 x 2'-4" pd  
2-L-3 1/2 x 3 1/2 x 3/8 x 1'-4 1/2 ob  
2-L- " x 1'-1" ac  
2-Washers 2 1/2 x 3/8  
58  
1-L-3 1/2 x 3 1/2 x 3/8 x 5'-4"  
2-Pls 13 x 3/8 x 1'-5" pf  
59  
1-L-3 1/2 x 3 1/2 x 3/8 x 5'-4"  
2-Pls pf  
60  
2-L-3 1/2 x 3 1/2 x 3/8 x 5'-4"  
2-Pls 14 1/2 x 3/8 x 1'-7" pg  
1-Washer 2 1/2 x 3/8  
6-Fills 7 1/2 x 3/8 x 1'-8 1/2 H8 Bolt on  
2-Fills 7 1/2 x 3/8 x 1'-8 1/2 H7 on  
4- " Temp Bolts  
61  
2-L-3 1/2 x 3 1/2 x 3/8 x 5'-4"  
2-Pls 13 x 3/8 x 1'-4 1/2 ph  
1-Washer 2 1/2 x 3/8  
62  
2-L-3 1/2 x 3 1/2 x 3/8 x 9'-10"  
3-Washers 2 1/2 x 3/8

- 512  
2-L-3 1/2 x 3 1/2 x 3/8 x 5'-4"  
2-Pls 13 x 3/8 x 1'-4 1/2 ph  
2-L-6 x 3 1/2 x 3/8 x 0'-9" ad  
2-L-3 1/2 x 3 1/2 x 3/8 x 0'-6" ag  
1-L-1 9 x 3/8 x 2'-7" ah  
2-Fills 2 1/2 x 3/8 x 0'-9" ab  
510  
2-L-3 1/2 x 3 1/2 x 3/8 x 5'-4"  
2-Pls 14 1/2 x 3/8 x 1'-7" pg  
1-Washer 2 1/2 x 3/8  
6-Fills 7 1/2 x 3/8 x 1'-8 1/2 H8 Bolt on  
2-Fills 7 1/2 x 3/8 x 1'-8 1/2 H7 on  
4- " Temp Bolts  
511  
2-L-3 1/2 x 3 1/2 x 3/8 x 5'-4"  
2-Pls 13 x 3/8 x 1'-4 1/2 ph  
1-Washer 2 1/2 x 3/8  
513  
1-L-3 1/2 x 3 1/2 x 3/8 x 6'-5 1/2  
1-L-1 12 x 3/8 x 1'-4 1/2 pm  
1-L-1 16 1/2 x 3/8 x 1'-5 1/2 pn  
2-L-3 1/2 x 3 1/2 x 3/8 x 0'-11 1/2 ah  
514  
1-L-3 1/2 x 3 1/2 x 3/8 x 6'-5 1/2  
1-L-1 8 x 3/8 x 0'-9" pp  
1-L-1 8 x 3/8 x 0'-9" pp  
1-L-1 8 x 3/8 x 0'-9" pp  
2-L-1 ah  
515  
1-L-3 1/2 x 3 1/2 x 3/8 x 6'-5 1/2  
1-L-1 15 x 3/8 x 1'-5 1/2 ps  
1-L-1 pm  
2-L-1 ah

- D54  
1-L-3 1/2 x 3 1/2 x 3/8 x 6'-5 1/2  
1-L-1 pm  
1-L-1 ps  
1-L-1 pp  
2-L-1 ah  
D55  
1-L-3 1/2 x 3 1/2 x 3/8 x 6'-2 1/2  
1-L-1 8 x 3/8 x 0'-9" pt  
D56  
1-L-3 1/2 x 3 1/2 x 3/8 x 6'-2 1/2  
1-L-1 8 x 3/8 x 0'-9" pt  
D57  
1-L-3 1/2 x 3 1/2 x 3/8 x 5'-11 1/2  
1-L-1 8 x 3/8 x 0'-9" pt  
D58  
1-L-3 1/2 x 3 1/2 x 3/8 x 5'-11 1/2  
1-L-1 8 x 3/8 x 0'-9" pt  
D59  
1-L-3 1/2 x 3 1/2 x 3/8 x 6'-2  
1-L-1 8 x 3/8 x 0'-9" pt



Notes  
Material Structural O.H. Steel  
Rivets  $\frac{7}{8}$ " diam.  
Open holes  $\frac{15}{16}$ " diam. unless noted.  
All holes punched full size.  
For Shop Bill see pages B1<sup>a</sup> to B1<sup>g</sup>

C. W. *Edge Moor* PLANT.  
 W. *Pencoyd* PLANT.  
 IN. C. W. *Philips*  
 D. W. *AC.W.* DATE *11-23-20*  
 C. W. *GND v. aaw.* DATE *12-21-20*  
 SHEET NO.  
*F517A* *1B*

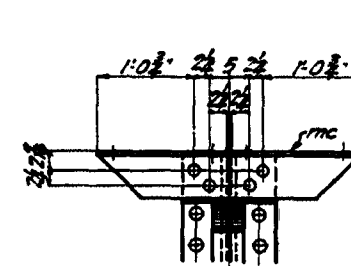
# SEGMENT GIRDER - SGIR

## SGIR (Continued)

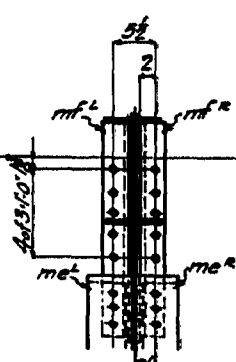
1-L-8-6- $\frac{3}{4}$  x abt. 13'-0" - ma<sup>c</sup> (Bent)  
 1-L- " " " 15'-4" - mb<sup>c</sup> " "  
 1-Web-39 $\frac{1}{2}$  x  $\frac{1}{2}$  " 6'-3" - pa  
 1- " 40 $\frac{1}{2}$  x  $\frac{1}{2}$  " 3'-7" - pb  
 1- " 48 $\frac{1}{2}$  x  $\frac{1}{2}$  " 4'-3" - pc  
 1-L-6-6- $\frac{3}{4}$  x 2'-11" - mc  
 2-L-3 $\frac{1}{2}$ -3- $\frac{3}{4}$  x abt. 11'-3" - md<sup>c</sup>  
 2-Fill-3 $\frac{1}{2}$  x  $\frac{3}{4}$  " 0'-8" - fa  
 2-L-5-3 $\frac{1}{2}$  x  $\frac{3}{4}$  " 2'-7" - ka<sup>c</sup> (Fin. one end)  
 2-L- " " " 2'-9" - kb<sup>c</sup> " "  
 4-L- " " " 3'-2" - kc<sup>c</sup> " "  
 2-L- " " " 2'-9" - kd<sup>c</sup> " "  
 2-L- " " " 2'-7" - ke<sup>c</sup> " "  
 4-L- " " " 2'-5" - kf<sup>c</sup> " "  
 2-Fill-7- $\frac{1}{2}$  x abt. 1'-10" - da  
 2- " " " 2'-3" - db  
 2- " " " 1'-10" - dc  
 2- " 18 $\frac{1}{2}$  x 1'-2" - de  
 2- " 7 $\frac{1}{2}$  x 0'-8" - df  
 2-Spl. Pls. 12 $\frac{1}{2}$  x abt. 2'-1" - ca  
 2- " " " 2'-1" - cb  
 2-L-6-4- $\frac{3}{4}$  x 6'-6" - me<sup>c</sup>  
 2-L-3 $\frac{1}{2}$ -3 $\frac{1}{2}$  x 2'-7" - mf<sup>c</sup>  
 2-Fill-3 $\frac{1}{2}$  x  $\frac{3}{4}$  " 2'-0" - fb  
 2-L-6-4- $\frac{3}{4}$  x 12'-2" - mg<sup>c</sup>  
 1-Pl-13- $\frac{1}{2}$  x 2'-0" - ha (Bent)  
 1-Pl- " " 1'-9" - hb

2-L-6-4- $\frac{3}{4}$  x 14'-3" - mh<sup>c</sup> (Fin. one end)  
 2-L- " " 13'-5" - mk<sup>c</sup> " "  
 1-Gusset-33 $\frac{1}{2}$  x 3'-1" - ga  
 1-Pl-18- $\frac{1}{2}$  x 4'-7" - pd  
 1-Pl- " " 3'-0" - pe  
 1-Pl-12- $\frac{1}{2}$  x 2'-6" - pf  
 2-Spl. Pl-10 $\frac{1}{2}$  x 1'-0" - cd  
 2- " " 1'-0" - ce  
 2- " " 2'-0" - cf  
 1-Pl-10 $\frac{1}{2}$  x 0'-4" - cg  
 3-Bolts- $\frac{3}{4}$  x H.H.A.N.-0-3-UT-1 $\frac{1}{2}$  Thd.  
 3 Verona Nut Locks for  $\frac{3}{4}$  Bolts  
 3 Washers-3 $\frac{1}{2}$  x  $\frac{1}{2}$  x 10  
 2-L-5-3 $\frac{1}{2}$  x  $\frac{3}{4}$  x abt. 8'-11" - ml<sup>c</sup>  
 1-L-3 $\frac{1}{2}$ -3 $\frac{1}{2}$  x  $\frac{3}{4}$  x 4'-5" - mm<sup>c</sup>  
 1-L- " " x abt. 4'-3" - mn<sup>c</sup> (Bent)  
 1-Pl-25- $\frac{1}{2}$  x 1'-0" - pg  
 1-Pl-12- $\frac{1}{2}$  x 2'-8" - hc (Bent)  
 1-Pl-27- $\frac{1}{2}$  x 2'-2" - ph  
 1-Pl-11- $\frac{1}{2}$  x 1'-7" - pk  
 1-Pl-11- $\frac{1}{2}$  x 1'-0" - ch  
 2-L-3 $\frac{1}{2}$ -3 $\frac{1}{2}$  x 1'-0" - mp  
 1-Cast Tread-UTSIR  
 2- " " UTS2R  
 1- " " UTS3R

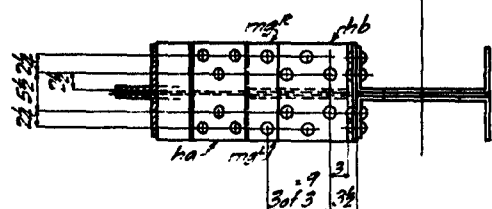
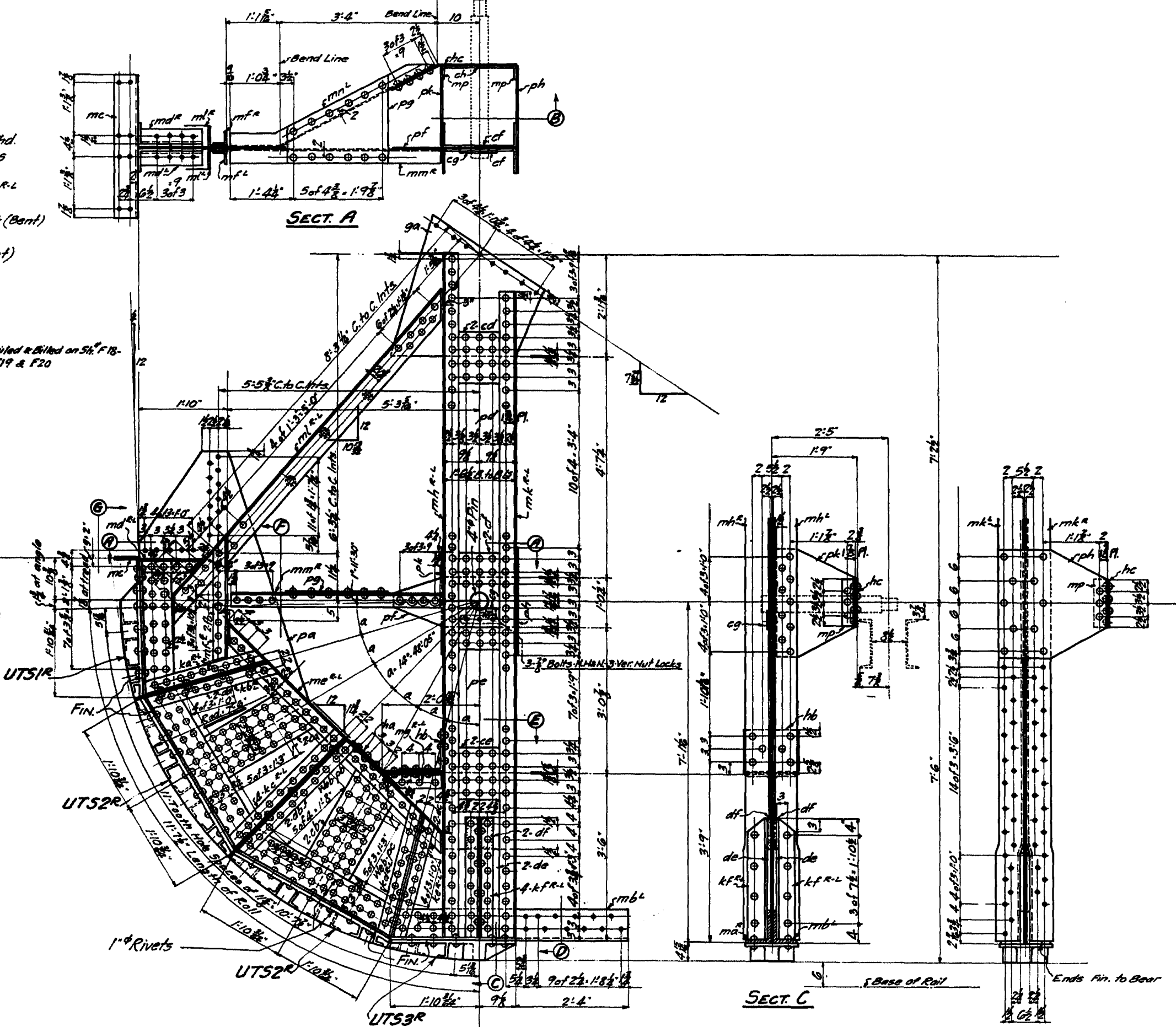
Detailled & Built on 5th F.B.  
 F19 & F20



VIEW G



SECT. F



SECT. E

### Notes-

Webs planed at joints and fit tight.  
 Stiffs & Fills, fin. to bear at bottom ends.  
 The web to be assembled projecting  $\frac{1}{4}$ " and planed with the backs of the bent angles, to receive the cast segments.  
 The cast segments to set true, and angles drilled with segments in position.  
 Rivets attaching cast segments and bent flg angles 1"  
 Web holes taking bent flange angles to be punched small and reamed to size in both angles and web.  
 Planing of flange angles to be done after riveting.

### Notes-

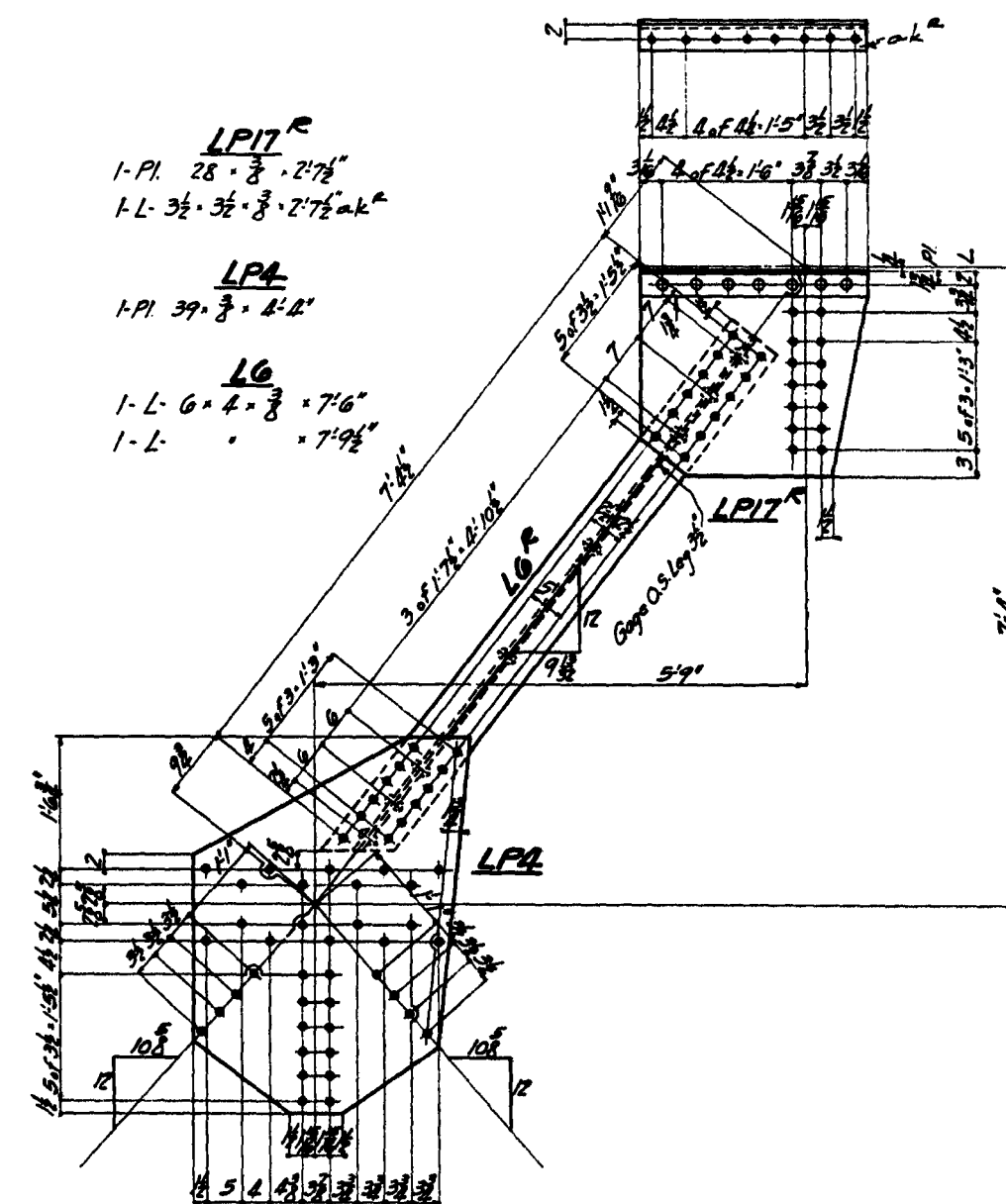
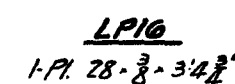
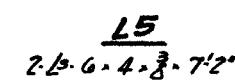
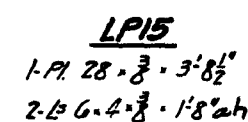
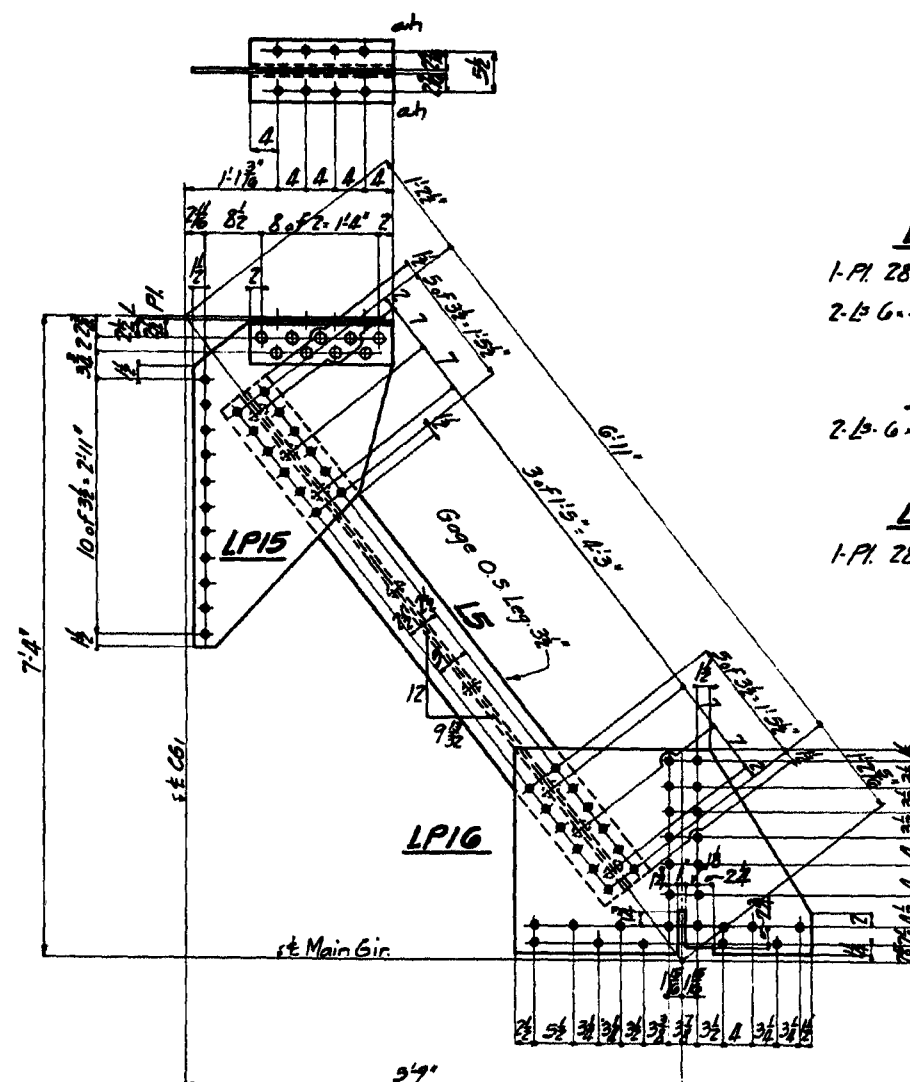
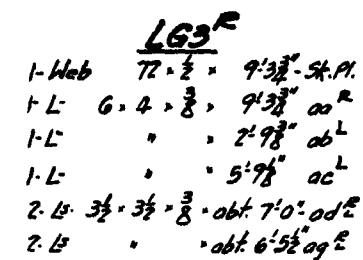
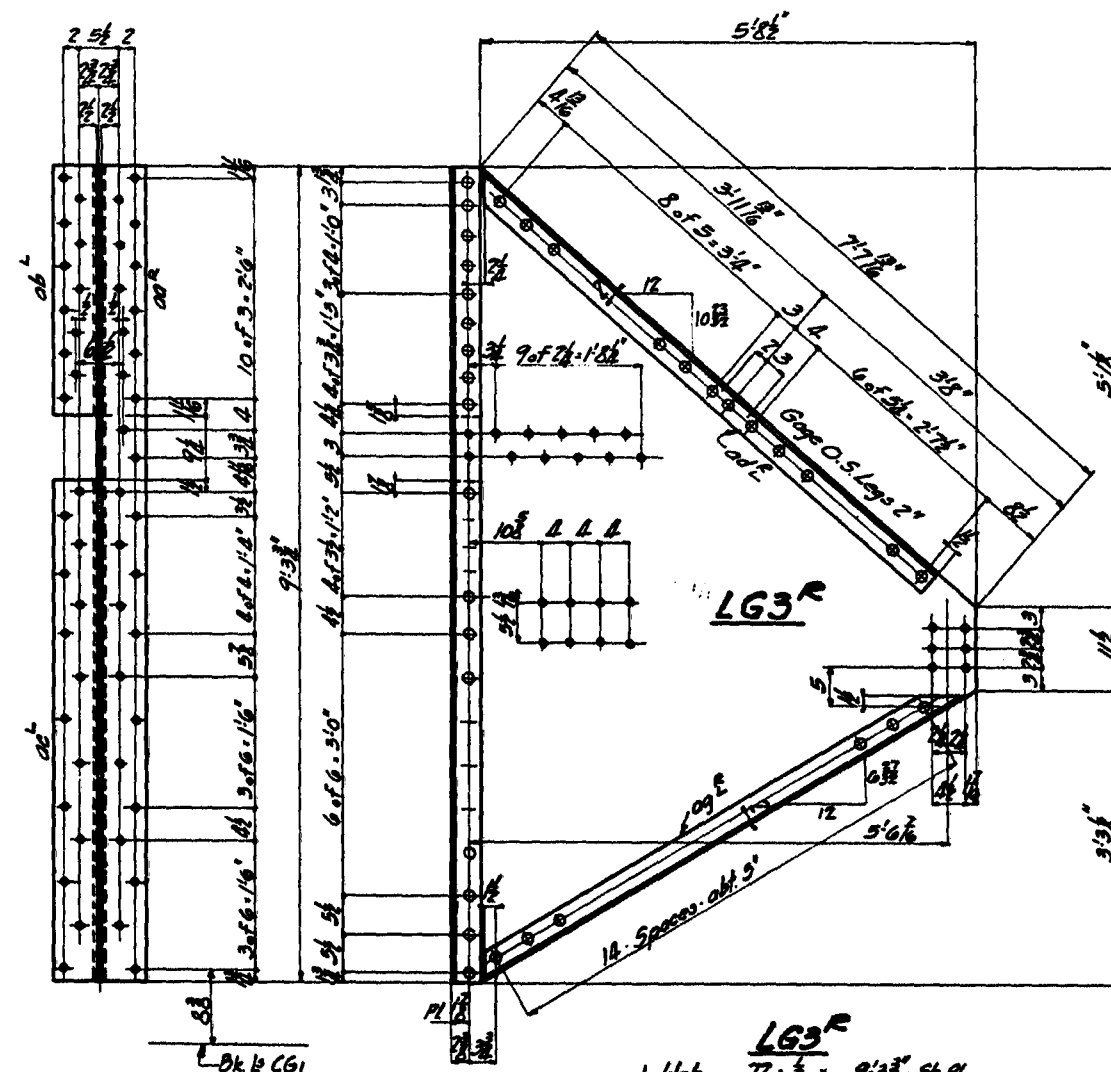
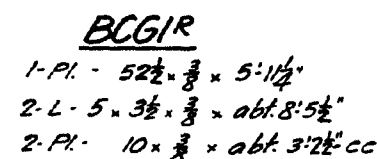
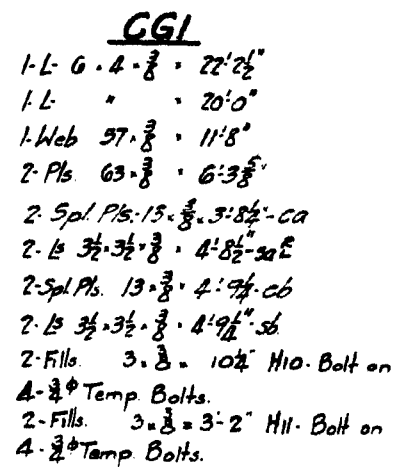
Material, Structural O.H. Steel.  
 Rivets  $\frac{3}{4}$ " diam. except where noted.  
 Open holes  $\frac{1}{8}$ " diam.  
 All holes punched full size except as noted.  
 For shop bill see pages B2  $\frac{3}{8}$  &  $\frac{1}{2}$

REQUIRED		
1	SEGMENT GIRDER	SGIR
1	"	SGIR

113-84  
 SEGMENT GIRDERS  
 SCHERZER ROLLING LIFT BRIDGE  
 OVER  
 GEORGES RIVER  
 440' DECK PLATE GIRDER SPAN  
 MAINE CENTRAL R.R. CO.  
 SCALE 1"=10'

Edge Moor  
 WORK DRAWN BY  
 Pencoyd  
 Philips  
 J.W.P.  
 11-18-20  
 12-29-20  
 ORDER NO.  
 F517A  
 2





REQUIRED		
1	CROSS GIRDER	CGI
1	GUSSET PLATE	LG3 <sup>R</sup>
1	" "	LG3 <sup>L</sup>
2	BRACES	L5
1	"	LG <sup>R</sup>
1	"	LG <sup>L</sup>
2	PLATES	LP4
2	"	LP15
2	"	LP6
1	"	LP17 <sup>R</sup>
1	"	LP17 <sup>L</sup>
1	BRACKET	BGGIR
1	"	BGGJL
2	FILLERS	H10
2	"	H11

CROSS GIRDER & BRACING  
SCHERTZ FOLLING LIFT BRIDGE  
OVER

OVER  
GEORGES RIVER  
44'-0" DECK PLATE GIRDER SPAN

MAINE CENTRAL R.R.CO.

SCALE  $\frac{3}{4}'' = 1'-0''$

Edge Moor  
Pencoyd

Philips

SN

6

2

1

Notes-

*Material, Structural O.H. Steel*

Rivets  $\frac{7}{8}$ " diam.

Open holes  $\frac{15}{16}$ " diam.

All holes punched full size

For shop bill see page B3

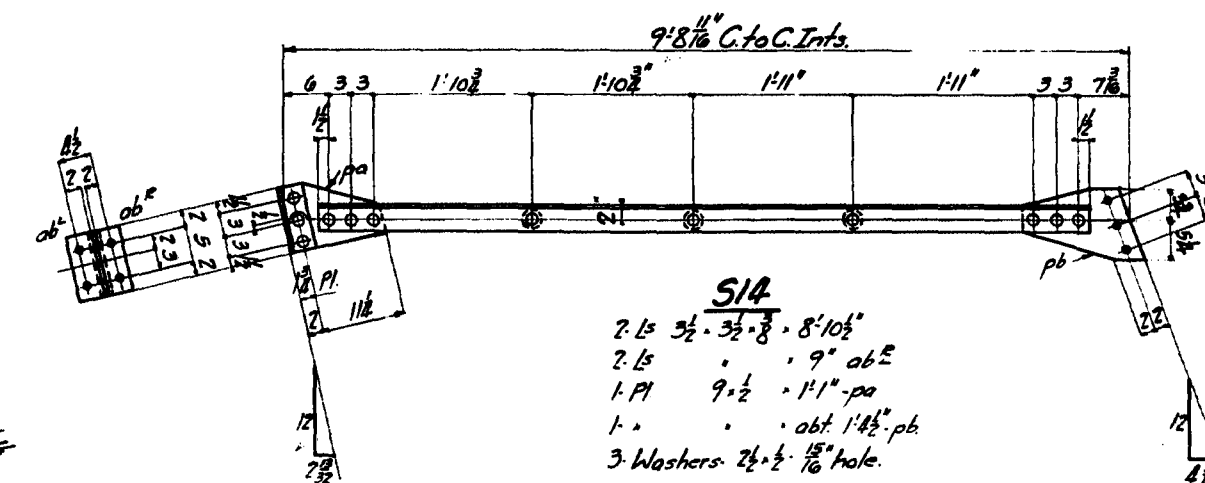
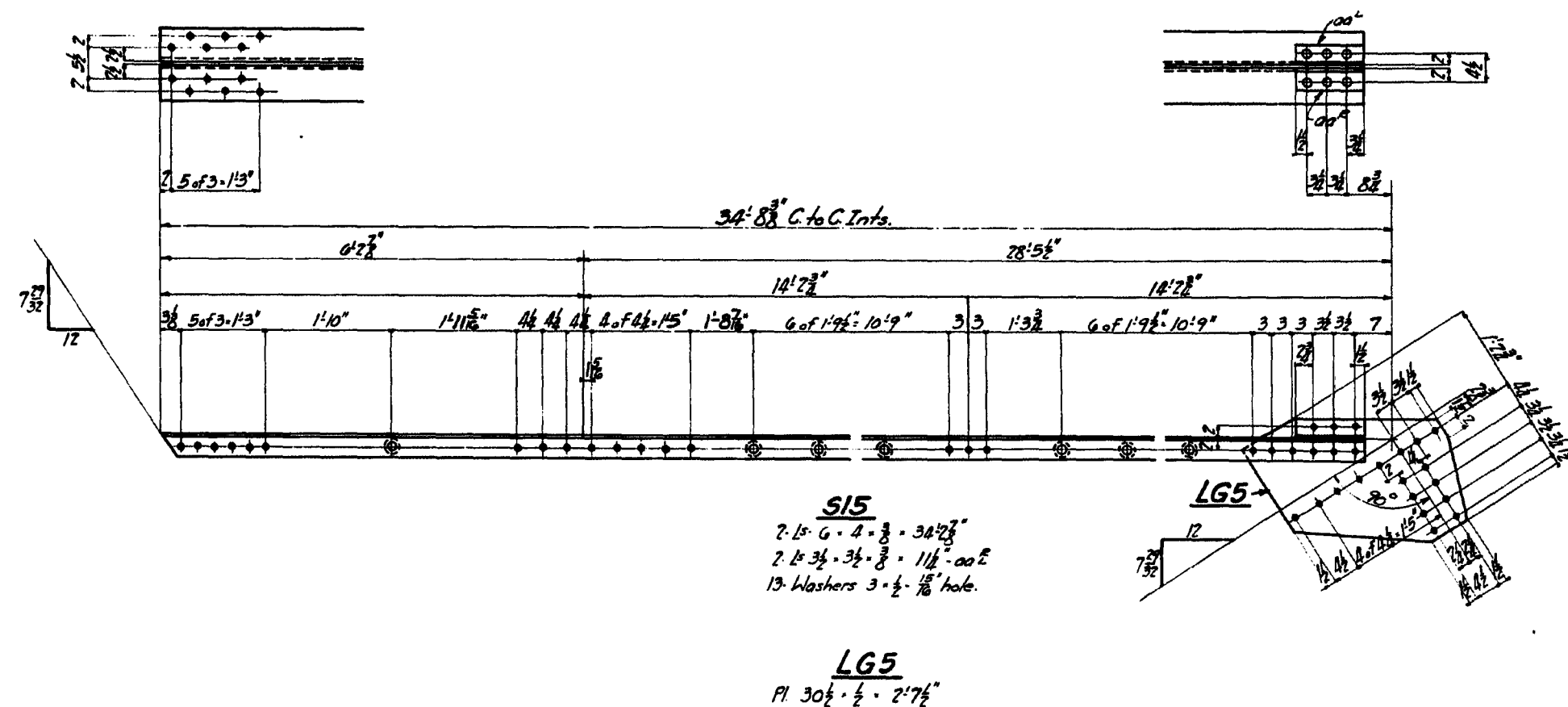
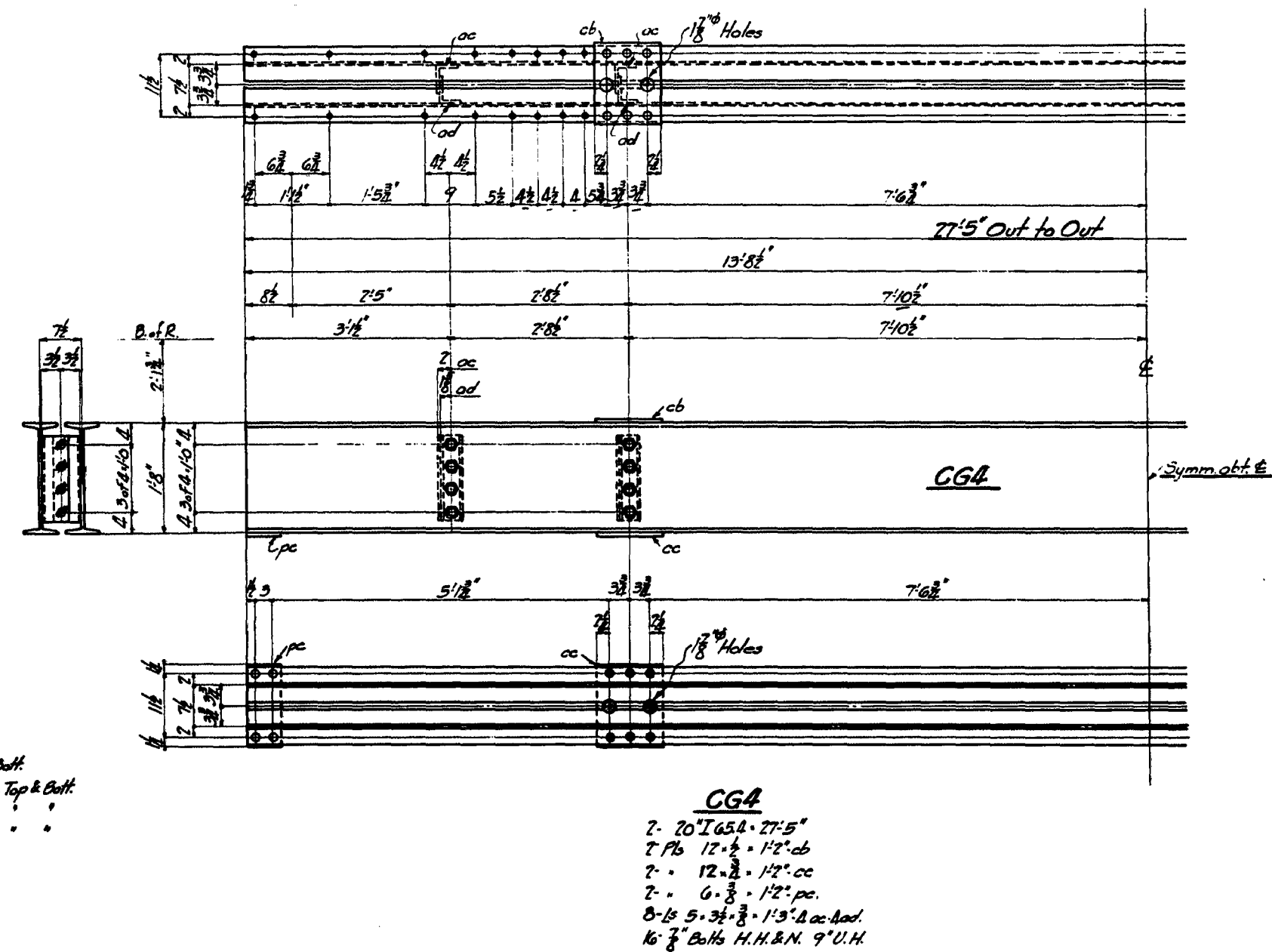
113-85

**F517A**

3

1367-





REQUIRED		
1	CROSS GIRDER	CG4
1	TRACK "	TG1 <sup>R</sup>
1	" "	TG1 <sup>L</sup>
2	BRACES	515
2	"	514
16	SHIMS	MF4
2	PLATES	LG5

CROSS & TRACK GIRDERS & BRACES  
SCHERTZER ROLLING LIFT BRIDGE  
OVER

GEORGES RIVER  
44'-0" DECK PLATE GIRDER SPAN  
MAINE CENTRAL R.R. CO.  
SCALE  $\frac{3}{4}" = 1'-0"$

4  
 11-28-20  
 Edge Moor  
 Parcaoyd  
 Philips  
 R.C.H.  
 ACW.  
 11-28-20  
 1/11/21  
 11-28-20  
 1/11/21

Notes - Track Girders.  
The web to be assembled projecting  $\frac{1}{2}$ " and top flange planed to provide a perfect bearing for cast track plates. The cast track plates to set true and angles drilled with castings in position.  
Rivets attaching track plates and top flange angles to web 1" $\phi$ .  
Web holes taking upper flange angles to be punched small and reamed to size in both angles and web.  
Planing of flange angles to be done after riveting.

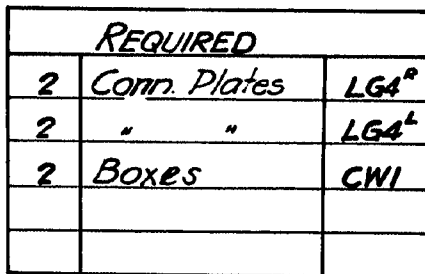
*Notes*  
*Material, Structural O.H. Steel.*  
*Rivets 7" diam. unless noted.*  
*Open holes 15" diam*  
*All holes punched Full size unless noted.*  
*For Shop Bill see page B4*

113-86

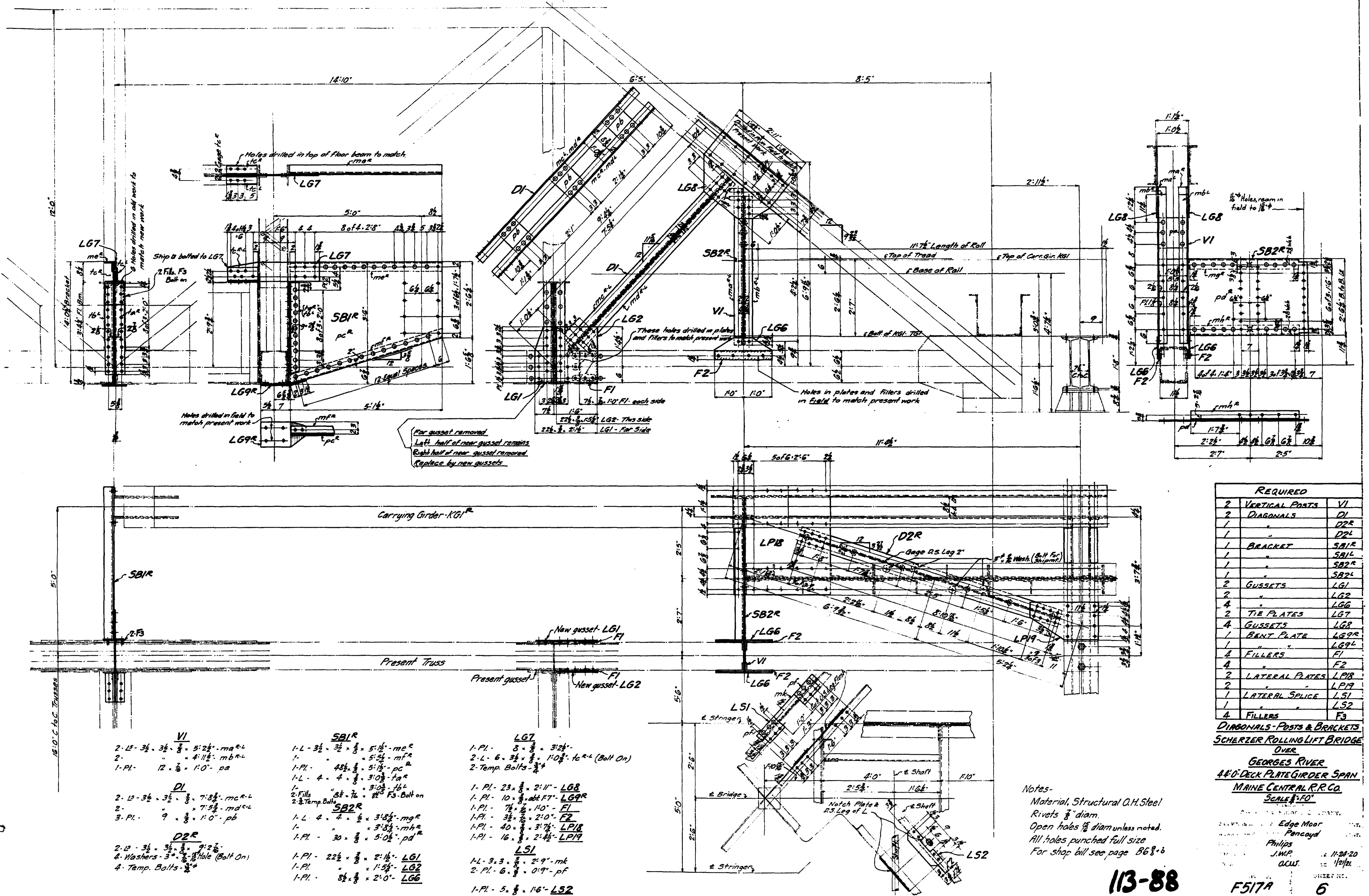
**F517**

4

1369-8



1369-8



REQUIRED		
2	VERTICAL POSTS	VI
2	DIAGONALS	DI
1	"	DI
1	"	DI
1	BRACKET	SB1R
1	"	SB1L
1	"	SB2R
1	"	SB2L
2	GUSSETS	LG1
2	"	LG2
4	"	LG6
2	TIE PLATES	LG7
4	GUSSETS	LG8
1	BENT PLATE	LG9R
1	"	LG9L
4	FILLERS	FI
4	"	F2
2	LATERAL PLATES	LP18
2	"	LP19
1	LATERAL SPLICE	LS1
1	"	LS2
4	FILLERS	F3

DIAGONALS-POSTS & BRACKETS  
SCHERZER ROLLING LIFT BRIDGE

OVER  
GEORGES RIVER  
4'-0" DECK PLATE GIRDER SPAN  
MAINE CENTRAL R.R. CO.  
SCALE 1/4" = 1'-0"

Notes-  
Material, Structural S.H. Steel  
Rivets 3/4" diam.  
Open holes 1/2" diam. unless noted.  
All holes punched full size  
For shop bill see page B68-b

113-88

F517A

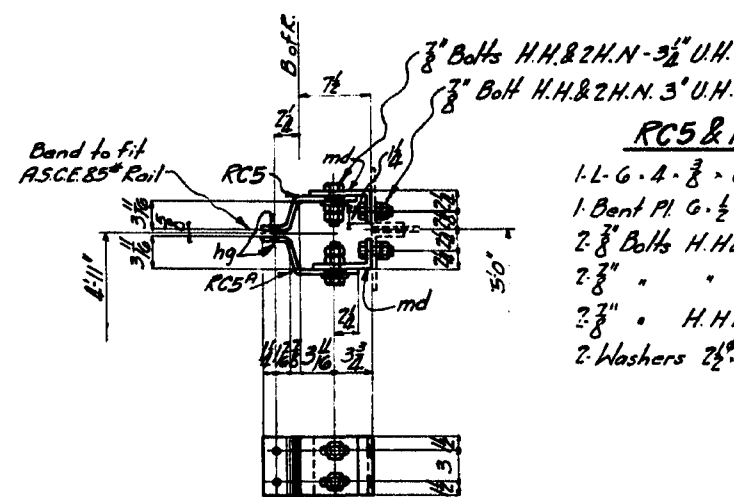
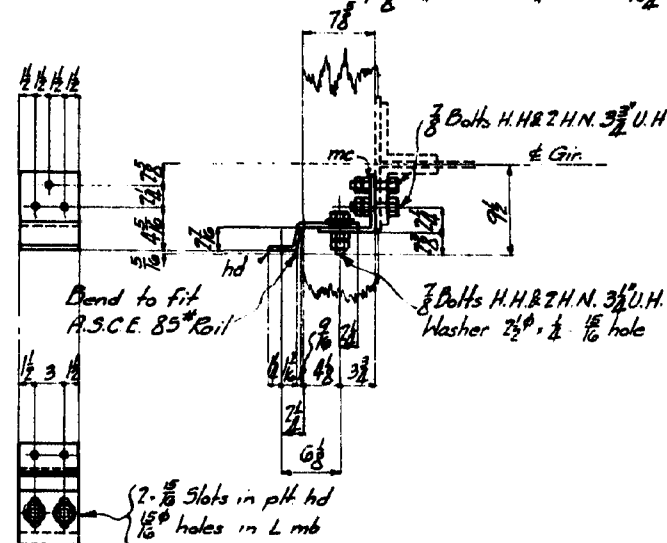
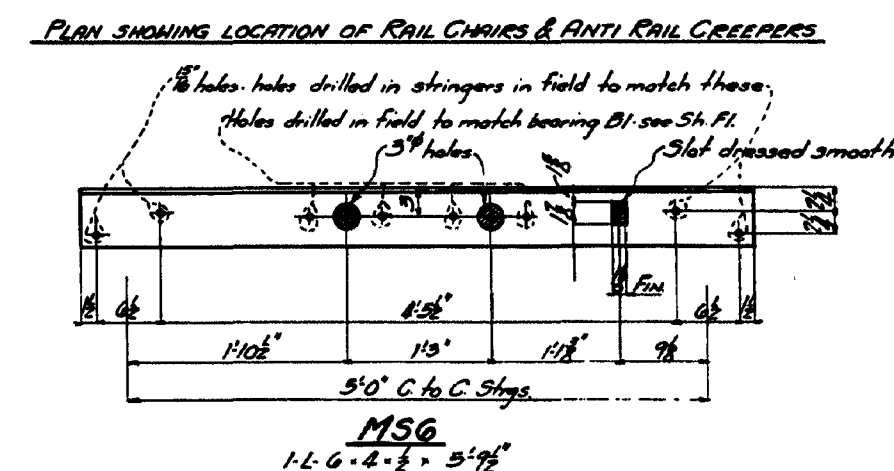
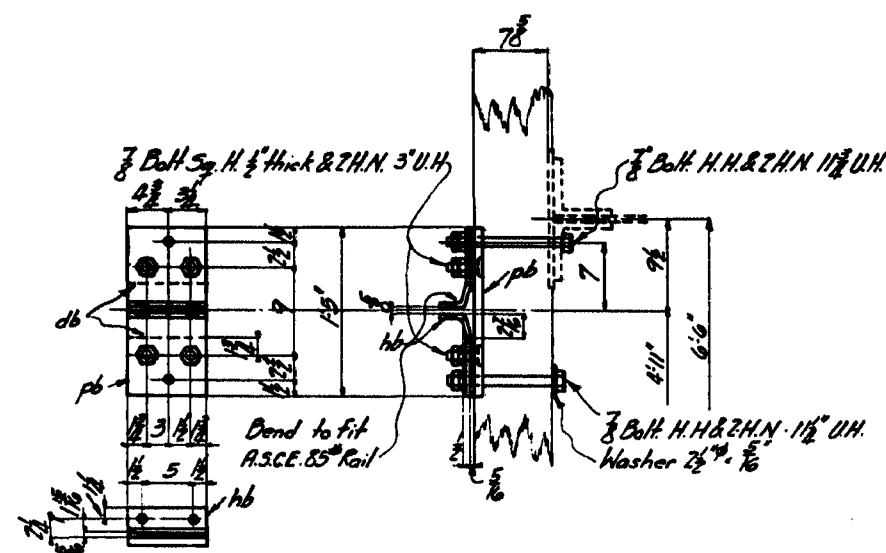
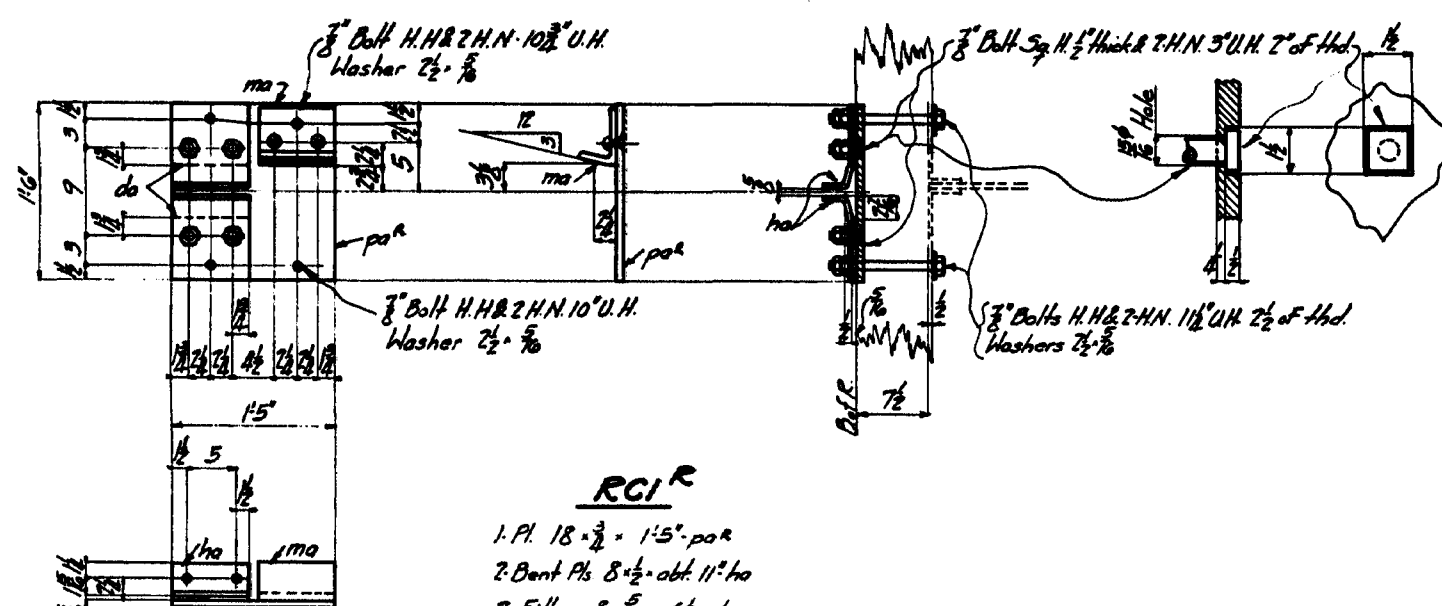
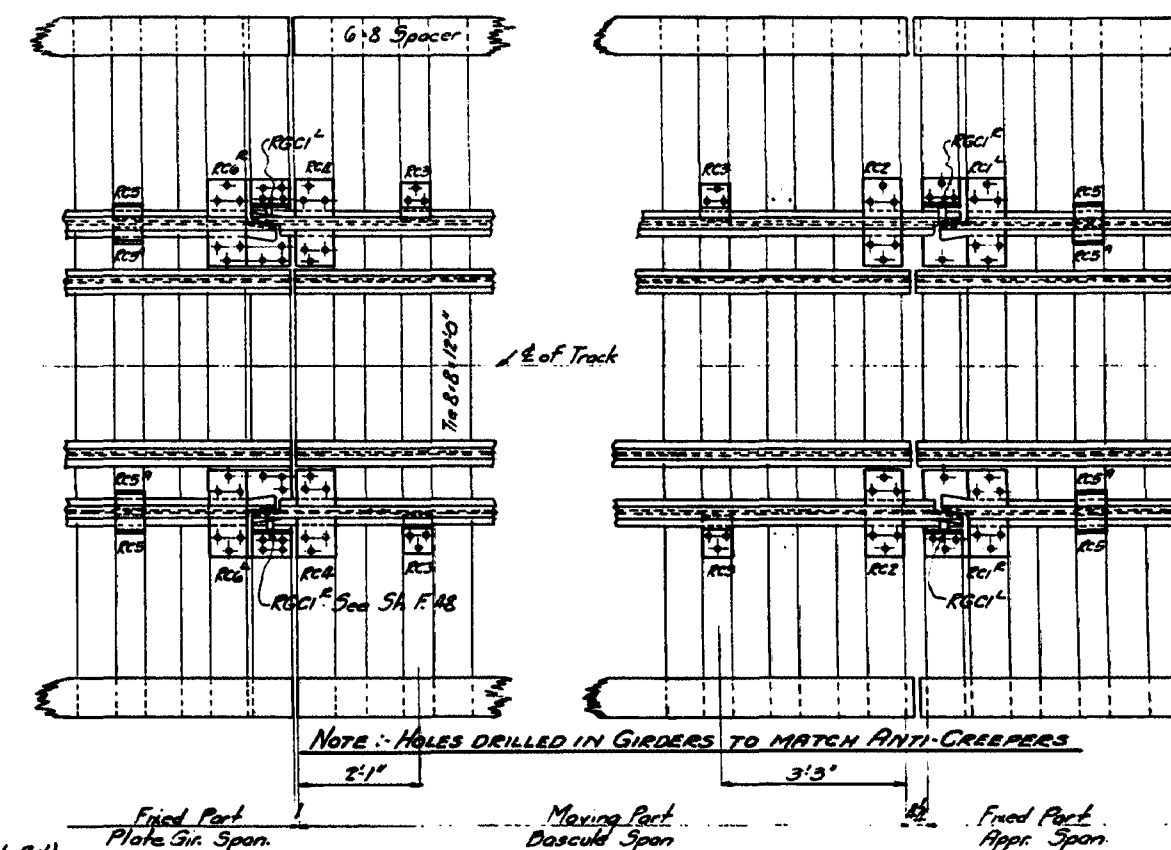
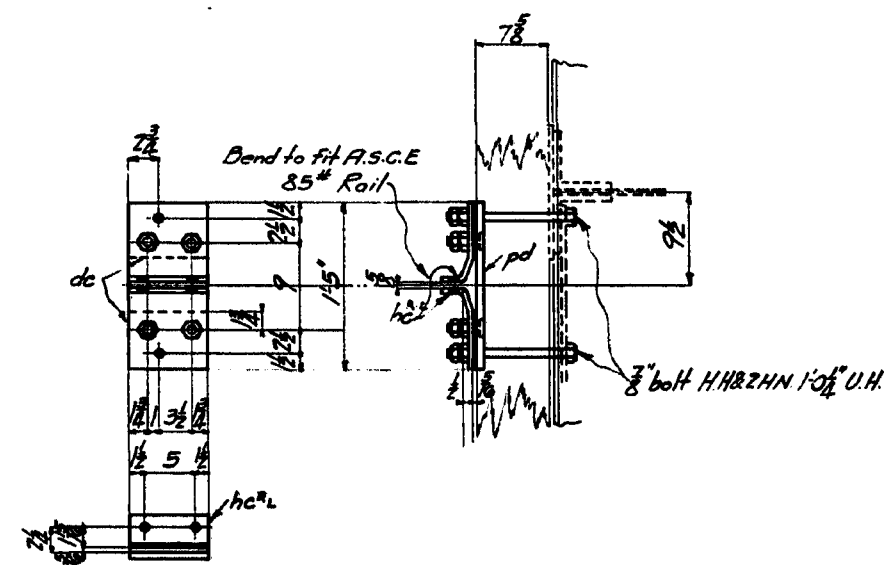
6











REQUIRED		
1	RAIL CHAIR	RC1 <sup>R</sup>
1	" "	RC1 <sup>L</sup>
2	" "	RC2
2	" "	RCB
1	" "	RC6 <sup>R</sup>
1	" "	RC6 <sup>L</sup>
2	ANTI RAIL CREEPER	RC3
2	" "	RC5
4	" "	RC5 <sup>A</sup>
1	MACH. SUPPORT	MSG

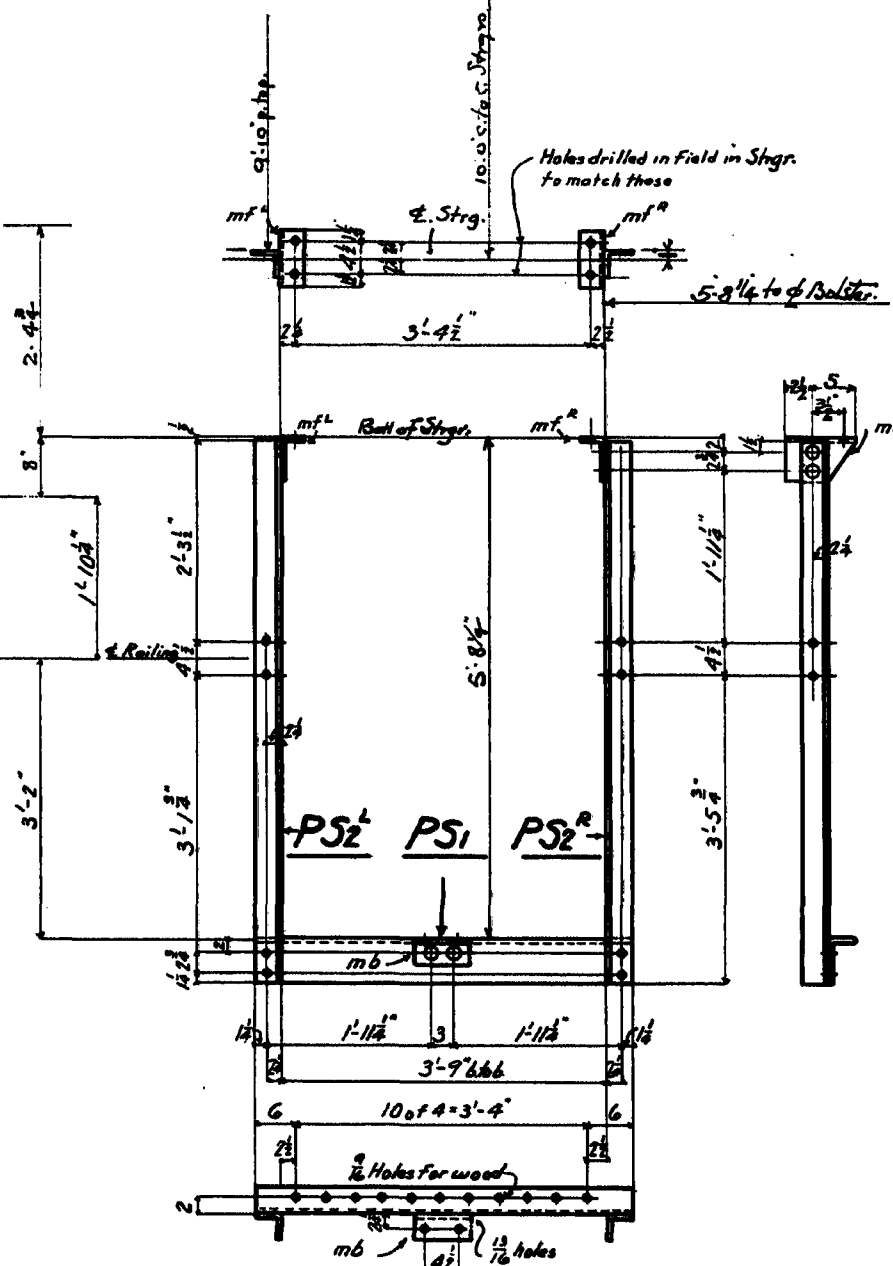
MACH. SUPPORT  
RAIL CHAIRS & ANTI RAIL CREEPERS  
SCHERZER ROLLING LIFT BRIDGE  
OVER  
GEORGES RIVER  
44'-0" DECK PLATE GIRDER SPAN  
MAINE CENTRAL R.R. CO.  
SCALE 1/8"=1'-0"

Notes  
Material Structural O. H. Steel.  
Rivets  $\frac{7}{8}$ " diam.  
Open holes  $\frac{15}{16}$ " diam. unless noted.  
All holes punched Full size.  
For Shop Bill see pages 89 & 92b.

NOTE-RAILS ARE TO BE FURNISHED, COMPLETELY MACHINED BY P.R. CO.

F517A

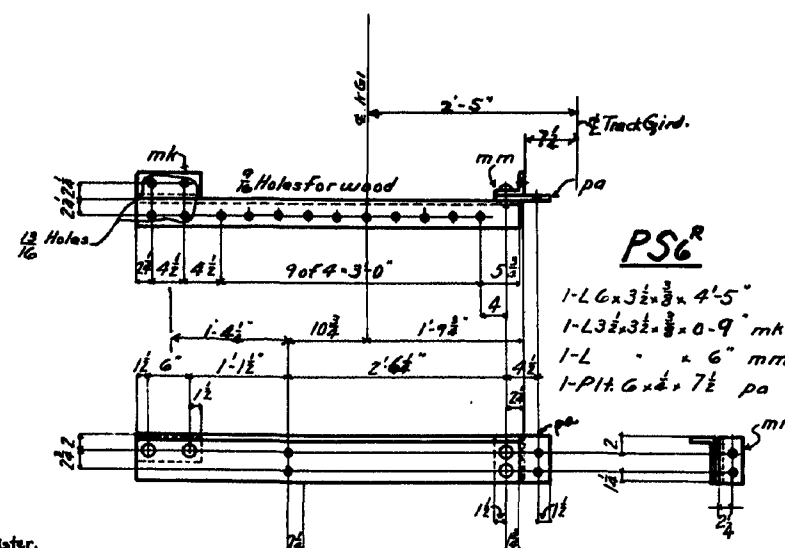
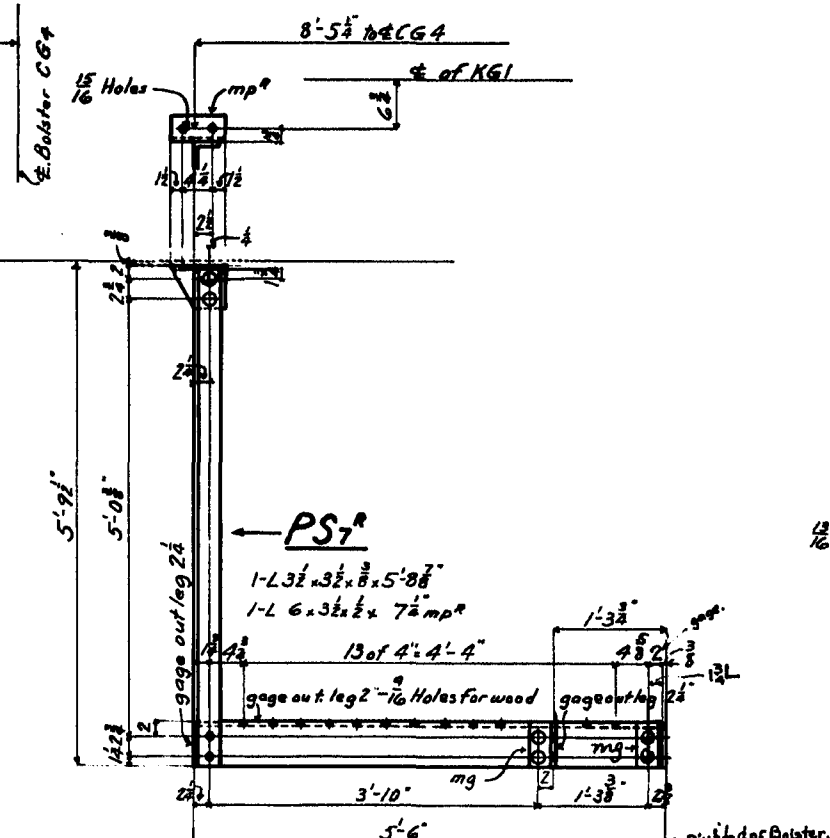
5



PS<sub>2</sub><sup>R</sup>  
 1-L 3 1/2 x 3 1/2 x 3/8 x 6'-1 3/4'  
 1-L 6 x 3 1/2 x 3/8 x 7 1/2" mfr

PSI  
1-L  $6 \times 3\frac{1}{2} \times \frac{3}{8} \times 4'-4"$   
1-L  $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{3}{8} \times 7\frac{1}{2}" mb$

PS<sub>2</sub><sup>L</sup>



REQUIRED		
ONE	LADDER	LD <sub>1</sub> <sup>R</sup>
ONE	"	LD <sub>1</sub> <sup>L</sup>
ONE	"	LD <sub>2</sub>
2	PLATFORM ANGLES	PS <sub>1</sub>
2	"	PS <sub>2</sub> <sup>R</sup>
2	"	PS <sub>2</sub> <sup>L</sup>
2	"	PS <sub>3</sub> <sup>R</sup>
2	"	PS <sub>3</sub> <sup>L</sup>
2	"	PS <sub>4</sub>
ONE	"	PS <sub>5</sub> <sup>R</sup>
ONE	"	PS <sub>5</sub> <sup>L</sup>
2	"	PS <sub>6</sub> <sup>R</sup>
2	"	PS <sub>6</sub> <sup>L</sup>
ONE	"	PS <sub>7</sub> <sup>R</sup>
ONE	"	PS <sub>7</sub> <sup>L</sup>

LADDERS AND PLATFORMS  
SCHERZER ROLLING LIFT BRIDGE  
OVER  
GEORGES RIVER  
44'-0" DECK PLATE GIRDER SPAN  
MAINE CENTRAL R.R. CO.  
SCALE  $\frac{1}{2}" = 1'-0"$

For diagram see sheet E 4

## Notes

Matl. Struathl. O.H. Steel  
Rivets -  $\frac{3}{4}$  diam.  
Open holes -  $\frac{13}{16}$  diam Unless Marked  
All holes punched full size  
For Shopbill see page B11<sup>2</sup> & 11<sup>6</sup>

Edge Moor  
Pancoyd  
Philips  
O. J. F. 1-19-21  
JWP 2-21-21

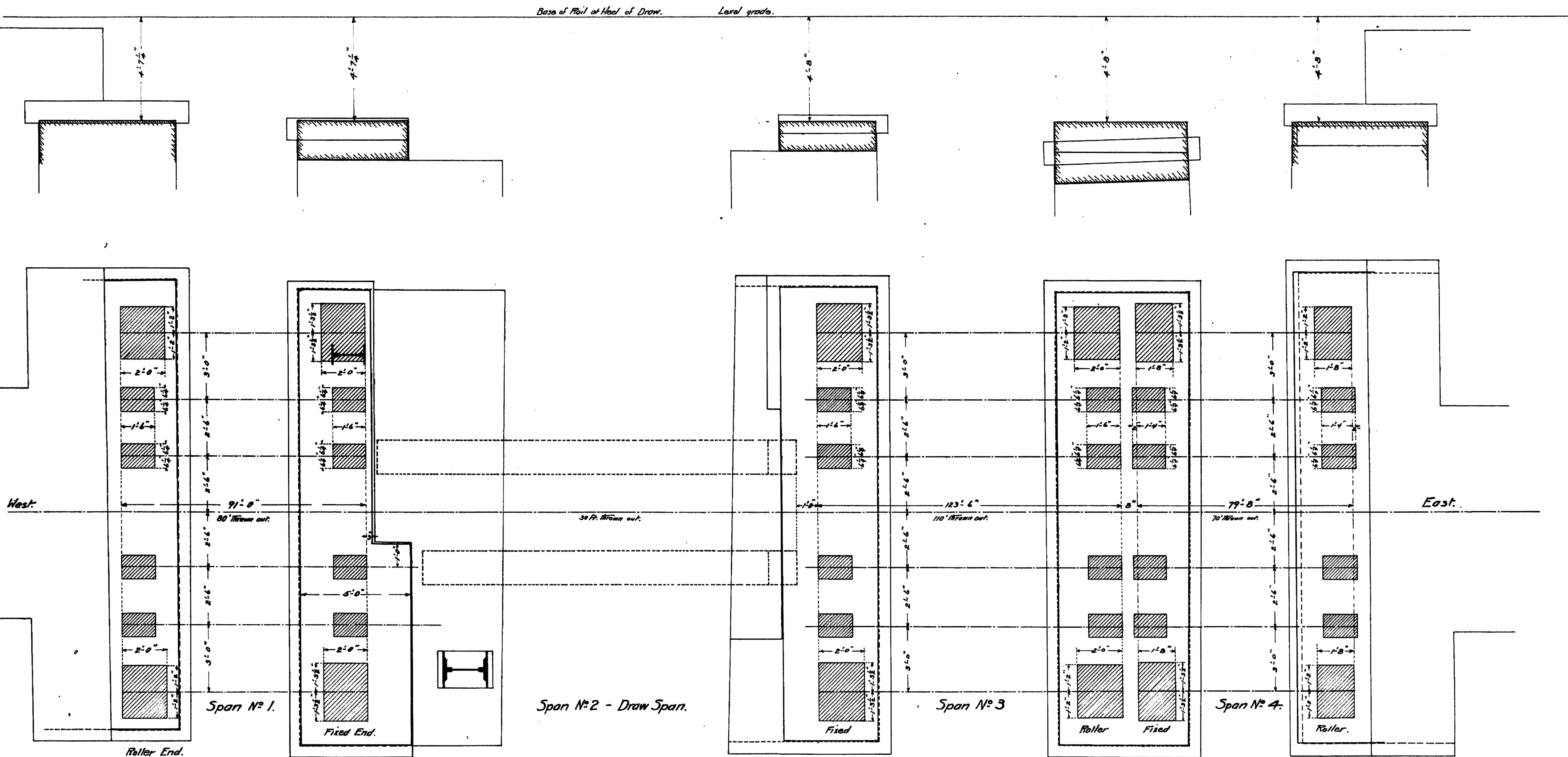
Rev. 2/28/21

F517<sup>A</sup>

7

span B over A is 10'

10'



Note - Old work shown in red, alterations shown in black.  
 Bearings must be full and must be bush hammered  
 to elevations given.  
 Cut bearings 3" larger than dimensions given.

Maine Central Railroad - Knox and Lincoln Branch.

No. 78/90 George's River Bridge.

3/4 mile East of George's River Station, Maine.

Masonry Plan.

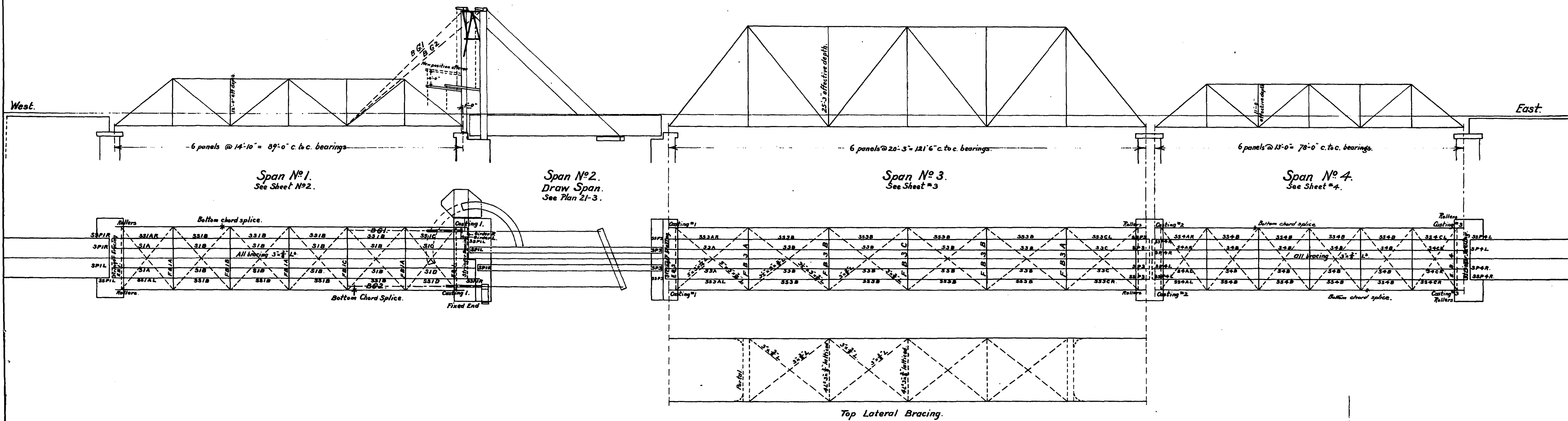
Scale 1/2 inch = 1 foot.

February, 1901.

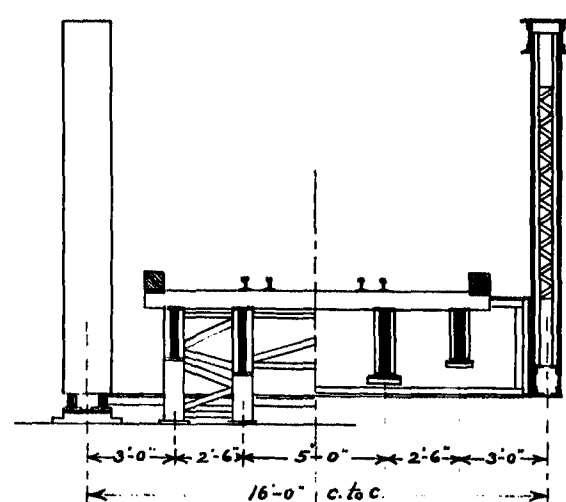
113-110

George's River Bridge

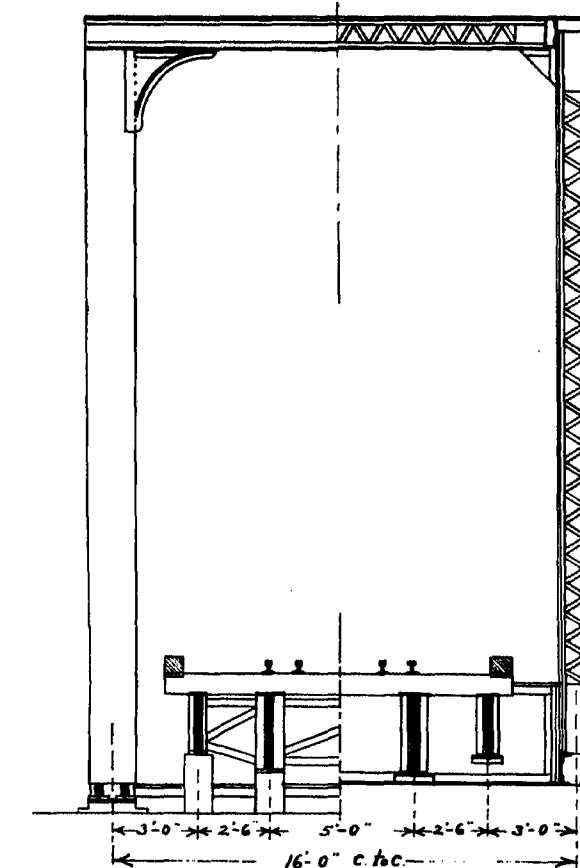




General Drawing— Scale 1 inch = 10 feet.



Span # 1.  
Scale  $\frac{1}{4}$ " = 1'



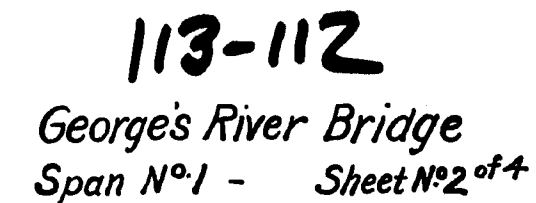
Span # 3.  
Scale  $\frac{1}{4}$ " = 1'

Maine Central Railroad.  
Knox and Lincoln Branch.  
N<sup>o</sup> 78/90 George's River Bridge.  
7/10 mile East of George's River Station, Me.

February— 1901.

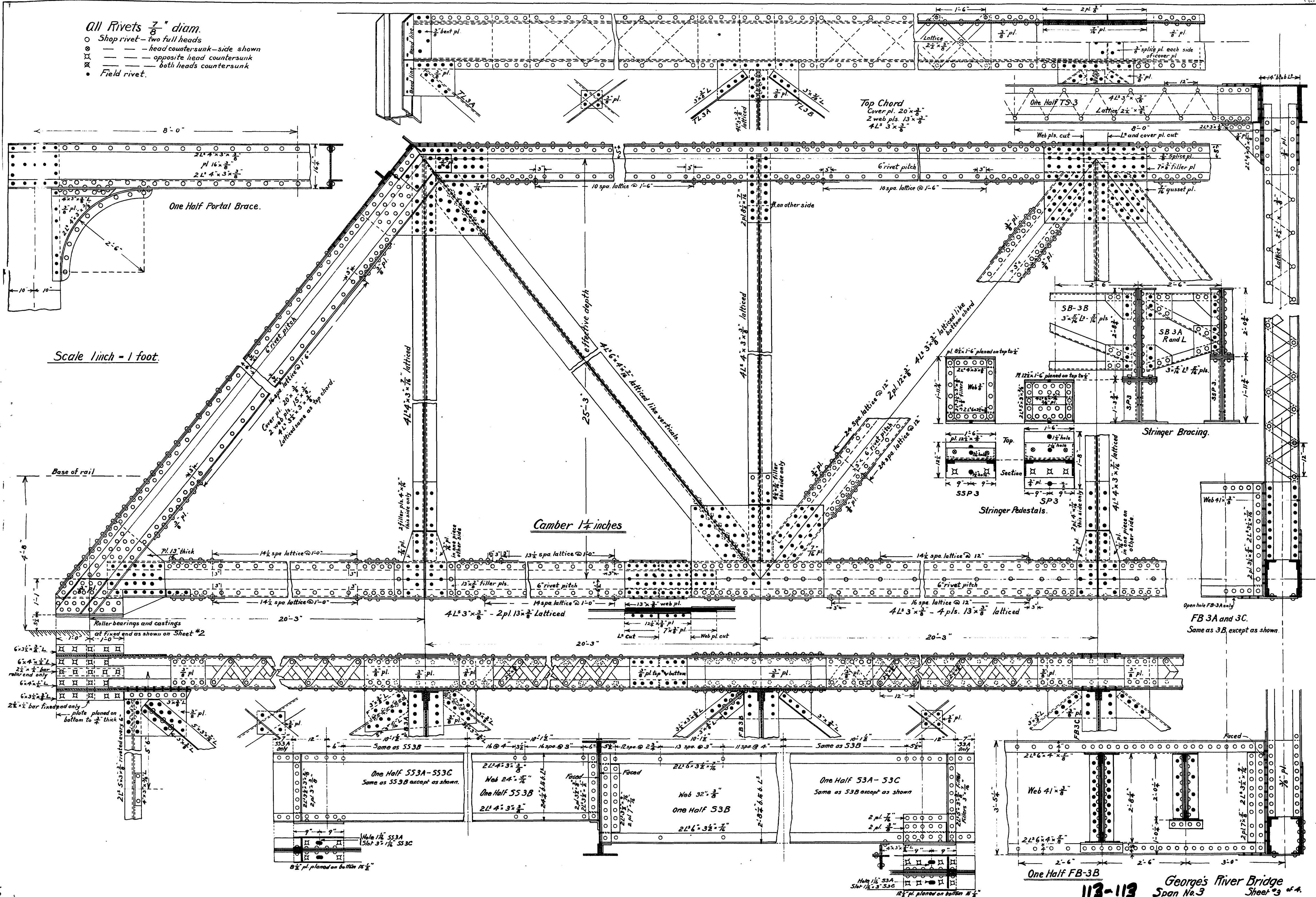
113-111

Sheet N<sup>o</sup> 1 of 4



All Rivets  $\frac{7}{8}$ " diam.

- Shop rivet—two full heads
- head countersunk—side shown
- opposite head countersunk
- both heads countersunk
- Field rivet.



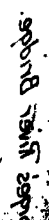
Scale 1 inch = 1 foot.

Camber  $1\frac{1}{4}$  inches

113-113

George's River Bridge  
Span No. 3  
Sheet 3 of 4





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George's River Bridge  
Span No 4 - Sheet No 4 of 4.