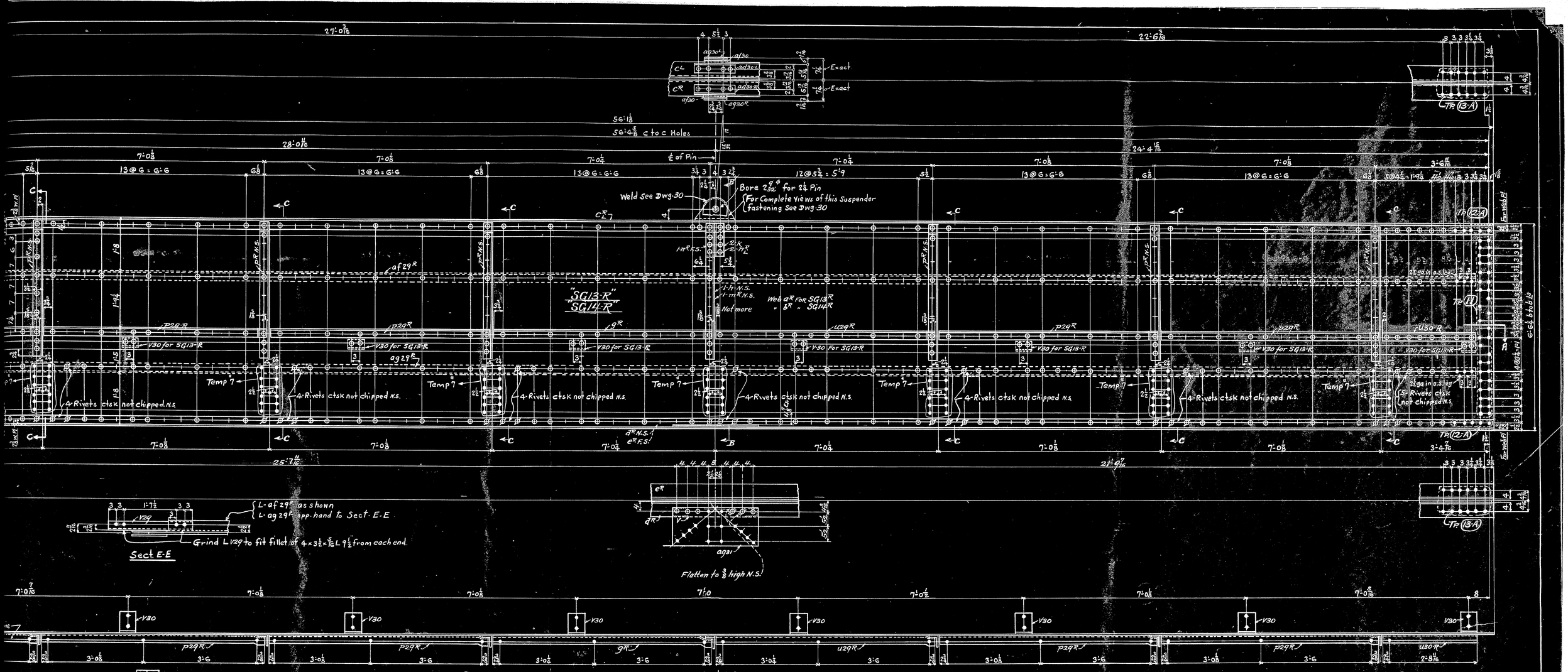

SG13R	SG14R				
6	6	pR	5 x 3½ x ⅜ Ls	4'-3½	Crimp⅜
2	2	ag31	14 x ⅜ Pls.	2'-8	
4	4	t	4½ x ⅜ Fills	2'-1⅞	Tack Weld - free end
4	4	u	3 x ⅜ "	1'-8½	" " " "
2	2	V	3½ x ⅜ "	2'-8	
1	1	af29R	4 x 3½ x 5/16 L	54'-11⅜	
1	1	ag29R	" " " "	54'-11⅜	
5	5		⅞ Shipmt. Bolts	22	U.H.
8	8		" " "	3	" "

⅜ Web Pl.	56'-1⅜	
" " "	56'-1⅜	Special steel
4 x ⅜ Ls	56'-1⅜	
" " "	56'-1⅜	
" " "	56'-1⅜	
3 x 5/16 L	1'-1	bolted
" " "	2'-10⅜	Crimp⅜
" " "	6'-10⅝	" ⅜
" " "	6'-11¼	" "
" " "	6'-11⅜	" 1
" " "	6'-11	" ⅜
" " "	2'-11⅝	
3 x ⅜ "	2'-7½	bolted. Grind to fit fillet of 4 x 3½ x 5/16 L
U.R. Pls.	5'-9¼	
5/16 " "	3'-9½	bolted
3½ x 5/16 Ls	2'-9½	bolted. Grind to fit fillet of 6 x 4 L
3½ x 5/16 Ls	6	
⅜ Fills	3'-2¼	
⅜ do.	9¼	
3½ x ⅜ Ls	4'-3½	
" " "	12½	
" " "	12½	
3½ x ⅜ Ls	122	
3½ x ½ L Bolt Diam. 8/32	1'-3½	Bevel Edge T. for Welding.
½ Fills	7⅝	T. Weld
6 Pls.	1'-6⅜	T. "
½ "	1	Bevel Edge For Welding.
½ "	12½	

Summary of Field Rivets.

124- ⅞"	Field Rivs.	2½ U.H
48- "	" "	2⅝ " "
64- "	" "	2¾ " "
48- "	" "	2⅞ " "
160- "	" "	3⅝ " "
80- "	" "	5⅛ " "
32- "	" "	2¼ " "

Deer Isle Cable Bent — SG14R — SG13L — ℄ of Suspension Bridge — SG14L — SG13R — Sedgwick Cable Bent

Location Diagram for Stiffening Girders 7th from Cable Bents

WANTED!
1- Girder SG13R as Shown and Noted.
1- do. SG13L oppo. hand.
1- do. SG14R as Shown and Noted.
1- do. SG14L oppo. hand.

Stiffening girder sections must be assembled in the Shop for reaming of Holes of Splices, in groups of not less than four (4) sections of girders.

SPECIFICATIONS:- WORKMANSHIP, DEERISLE - SEDGWICK BRIDGE SPECIFICATIONS AND STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS 1935 EDITION.
STRUCTURAL STEEL. A. S. T. M. A7 - 36, EXCEPT THAT FOR THE WEBS, FLANGE ANGLES, FLANGE PLATES AND SPLICE MATERIAL OF THE STIFFENING GIRDERS FOR THE SUSPENSION BRIDGE, THE SPECIFICATIONS FOR STEEL SHALL BE AS FOLLOWS:- ULTIMATE STRENGTH 62000 TO 72000 POUNDS PER SQUARE INCH AND YIELD POINT 36000 POUNDS PER SQUARE INCH, MINIMUM.
RIVET STEEL A. S. T. M. A141 - 36
RIVETS ⅞ UNLESS NOTED. OPEN HOLES 15/16 UNLESS NOTED.
ALL MATERIAL FORMING A PART OF MAIN MEMBERS SHALL BE SUB-PUNCHED AND REAMED IF THE THICKNESS OF THE MATERIAL IS NOT GREATER THAN THE NOMINAL DIAMETER OF THE RIVET. REAMED HOLES PUNCHED 3/16 SMALLER AND AFTER ASSEMBLING, REAMED 1/16 LARGER THAN THE NOMINAL DIAMETER OF THE RIVET. HOLES SHALL BE DRILLED IN MATERIAL THE THICKNESS OF WHICH IS GREATER THAN THE NOMINAL DIAMETER OF THE RIVET.
HOLES MARKED TEMPLET SHALL BE REAMED, OR DRILLED, TO A METAL TEMPLET 1" THICK.
HOLES MAY BE PUNCHED FULL SIZE IN MATERIAL USED FOR LATERAL, LONGITUDINAL, AND SWAY BRACING, LACING BARS AND ANGLES, STAY PLATES, AND DIAPHRAGMS, NOT FORMING A PART OF THE SECTION OF MAIN MEMBERS, IF THE THICKNESS OF THE MATERIAL IS NOT GREATER THAN THE NOMINAL DIAMETER OF THE RIVET.
SHOP PAINT, ONE COAT OF DUPONT 67-706 DULUX RED LEAD.
CONTACT SURFACES NOT PAINTED.
ERECTION MARKS PAINTED ON PAINTED SURFACES
EDGE DISTANCES NOT GIVEN, ARE 1½
LAST ASSEMBLY MARK aR SHOP LISTS, PAGES

P. W. A. PROJECT NO. ME 1010 D.

DEER ISLE SEDGWICK BRIDGE DISTRICT

BRIDGE OVER EGGEMOGGIN REACH
FROM LITTLE DEER ISLE TO SEDGWICK
HANCOCK COUNTY, MAINE.

ROBINSON & STEINMAN, ENGINEERS, NEW YORK CITY.

STIFFENING GIRDERS.

THE PHOENIX BRIDGE CO.
CONTRACT # 457
C.O. # 457-A
DRAWING # 33
ENGINEER: J.H. Wanner.
DRAFTSMAN: W.G.C. and H.W.D.
CHECKED BY P.R.D. 3/1/38
SCALE: 3/4 = 1'0
DATE Feb. 23rd 1938

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