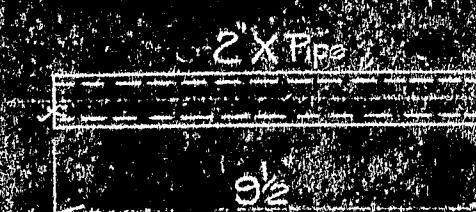


BR150-13A STAY - LOCATION TOWER TO U23 - EAST CABLE - NORTH MAIN SPAN  
WEST CABLE - SOUTH MAIN SPAN

NOTE  
Make from 1/4" Bridge Cable Stays which are to be removed from main span.

BR150-13A	2	—	—	Stay - Tower to U23	East Cable - North Main Span West Cable - South Main Span
MARK	REQ'D	MAT'L	REQ. NO.	NAME	REMARKS
BILL OF MATERIAL					
JOHN A. ROEBLING'S SONS CO., TRENTON, N. J.					
DEER ISLE BRIDGE REINFORCEMENT					
REPLACEMENT STAYS AT					
TOWER TO U23					
BY	APPROVED	DATE	SCALE 1/2" = 1'-0"	SERIAL	SHEET
BY	ROBINSON AND STEINMAN	MARCH 16, 1944	DES. DR. 2-21-44	BR150	13
DWG. NO.	TITLE	CH. DR.	CH.		
BR76-1	Main Span Cable Stays				
	REFERENCE DRAWINGS				





BR150-14D-SPACER

PAINT - one shop coat red lead

BILL OF MATERIAL

**JOHN A. ROEBLING'S SONS CO., TRENTON, N. J.**

[illegible]

DEER ISLE BRIDGE REINFORCEMENT			
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

3" Dimension Changes 2-28-94

BY	General/Revisions	2-17-44	OF TOWER TOP CONNECTION
REVISIONS		DATE	

APPROVED	SCALE $\frac{1}{2}" = 3' - 0"$	SERIAL	SHEET
----------	--------------------------------	--------	-------

ROBINSON AND STEINMAN	DES	
FEB 29 1944	61-1211	

CH	DR	DR	TR	BR150	14
----	----	----	----	-------	----

CH. DR. \_\_\_\_\_  
 ENG'R. \_\_\_\_\_  
 CH. \_\_\_\_\_

[illegible]

\_\_\_\_\_

[illegible]

© 2004 Blackwell Publishing Ltd, *Journal of Internal Medicine* 255: 105–112

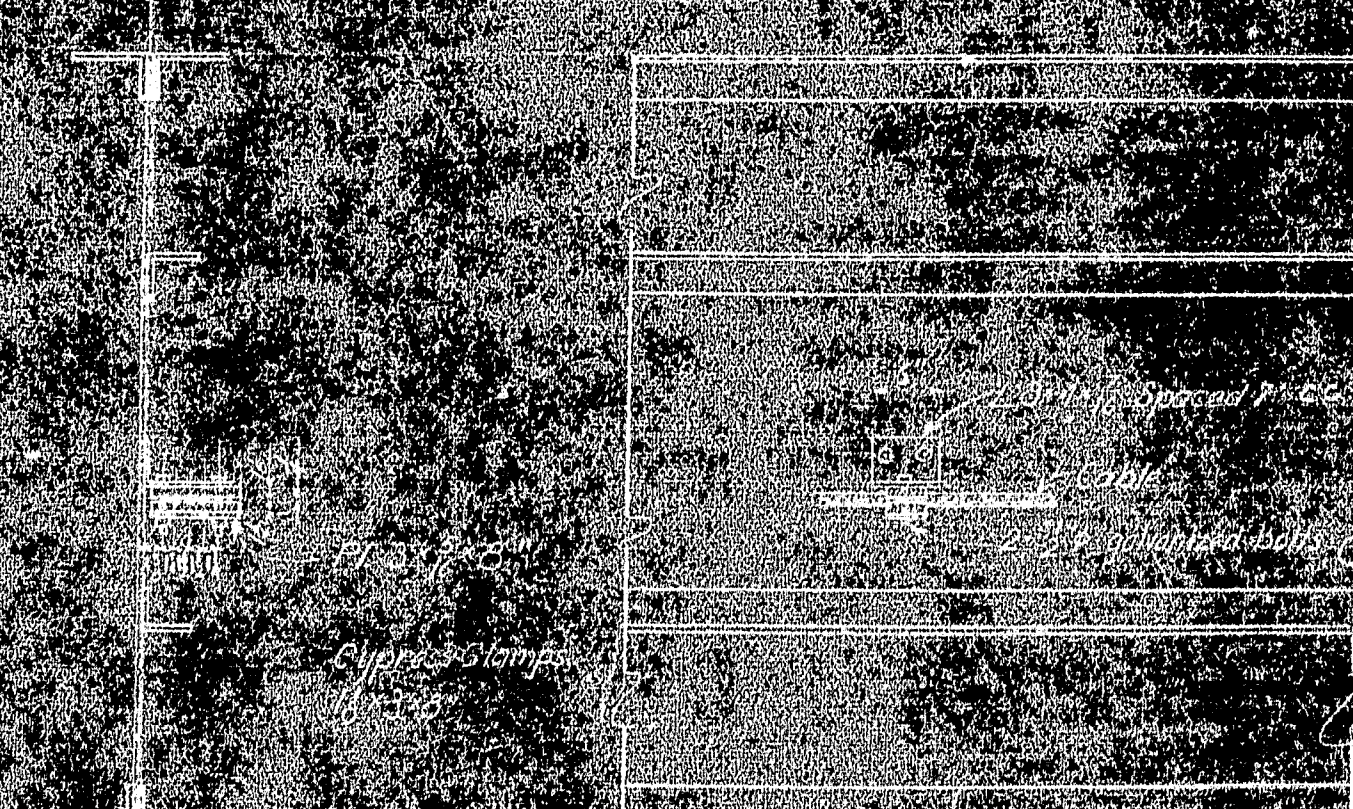
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- LIST OF DRAWINGS**
- RS 3310 SF 101 - General Plan, Elevation and Lighting
  - S102 - Suspension Bridge Cross Section and Stiffening Girders
  - S103 - Main Towers
  - S104 - Cable Bents
  - S105 - Cable Details, Stiffening Girders and Lateral System
  - S106 - Floor, Expansion Joints at Main Towers
  - S107 - Main Tower Saddles
  - S108 - Cable Bent Saddle
  - S109 - Saddle Castings
  - S110 - Anchor Layout, Cross Section and Details
  - S111 - Anchorage Steel
  - S112 - Deck Isle Anchorage
  - S113 - Sedgwick Anchorage
  - S114 - Cable Bent Pier, Windward Pier and Abutment
  - S115 - Main Pier No. 2 and Guy Anchorage No. 1
  - S116 - No. 2 Guy
  - S117 - Main Pier No. 1
  - S118 - TOWER HOUSE
  - S122 - CABLE STAYS FOR MAIN PIER
  - S123 - BEGINNER NAME PLATES
  - S124 -
  - S125 -
  - S126 - CABLE STAYS FOR SIDE SPAN
  - S127 - DETAIL OF DETAIL AT MAIN TOWER



**DETAILS FOR LIGHTING**

Steel parts for fastening cable furnished for entire length of bridge. Only eye-bolts and galvanized bolts shown at south side lighting.

**SUPPLEMENTARY  
SUBSTRUCTURE**

PWA PROJECT NO. ME 1010 D

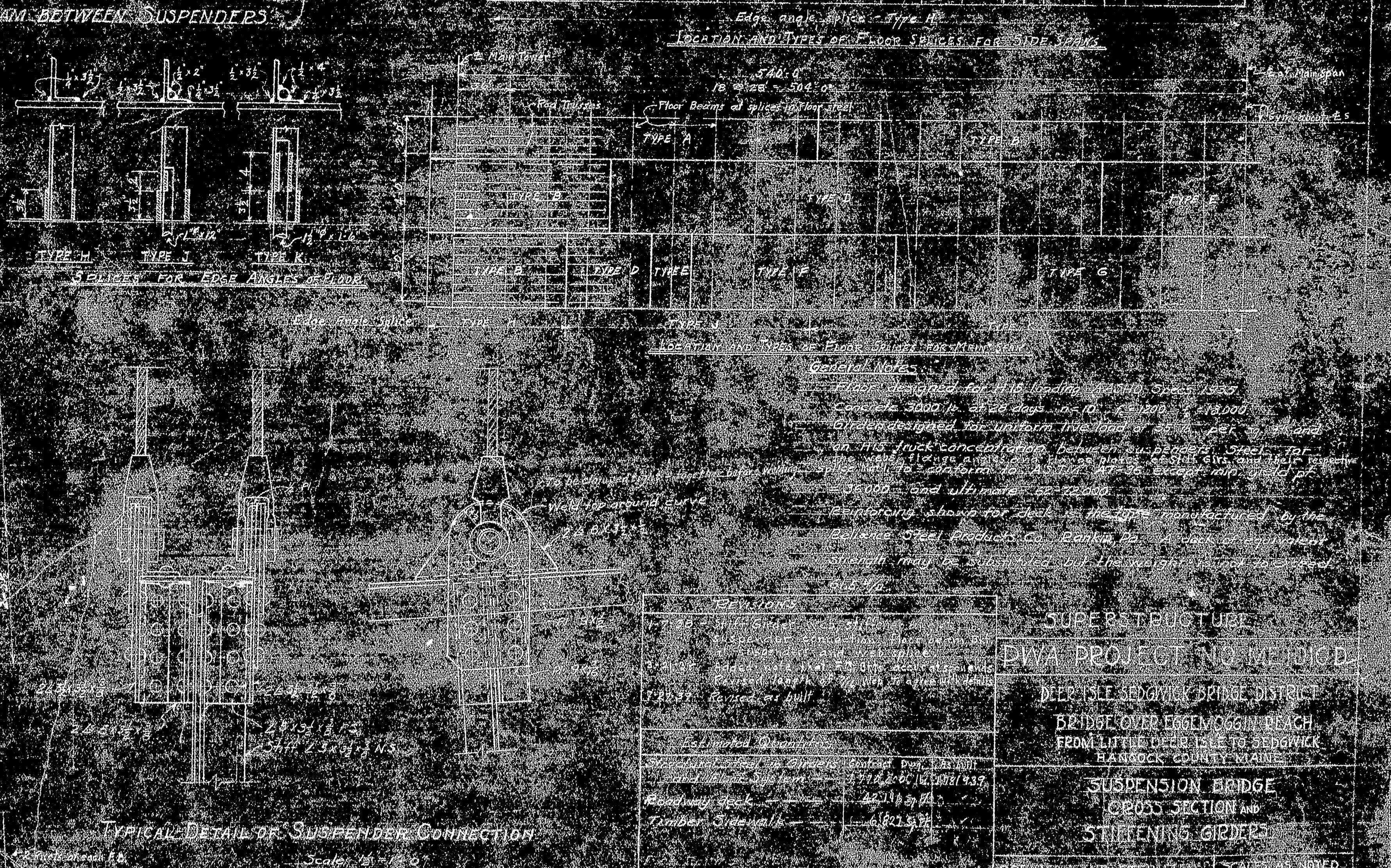
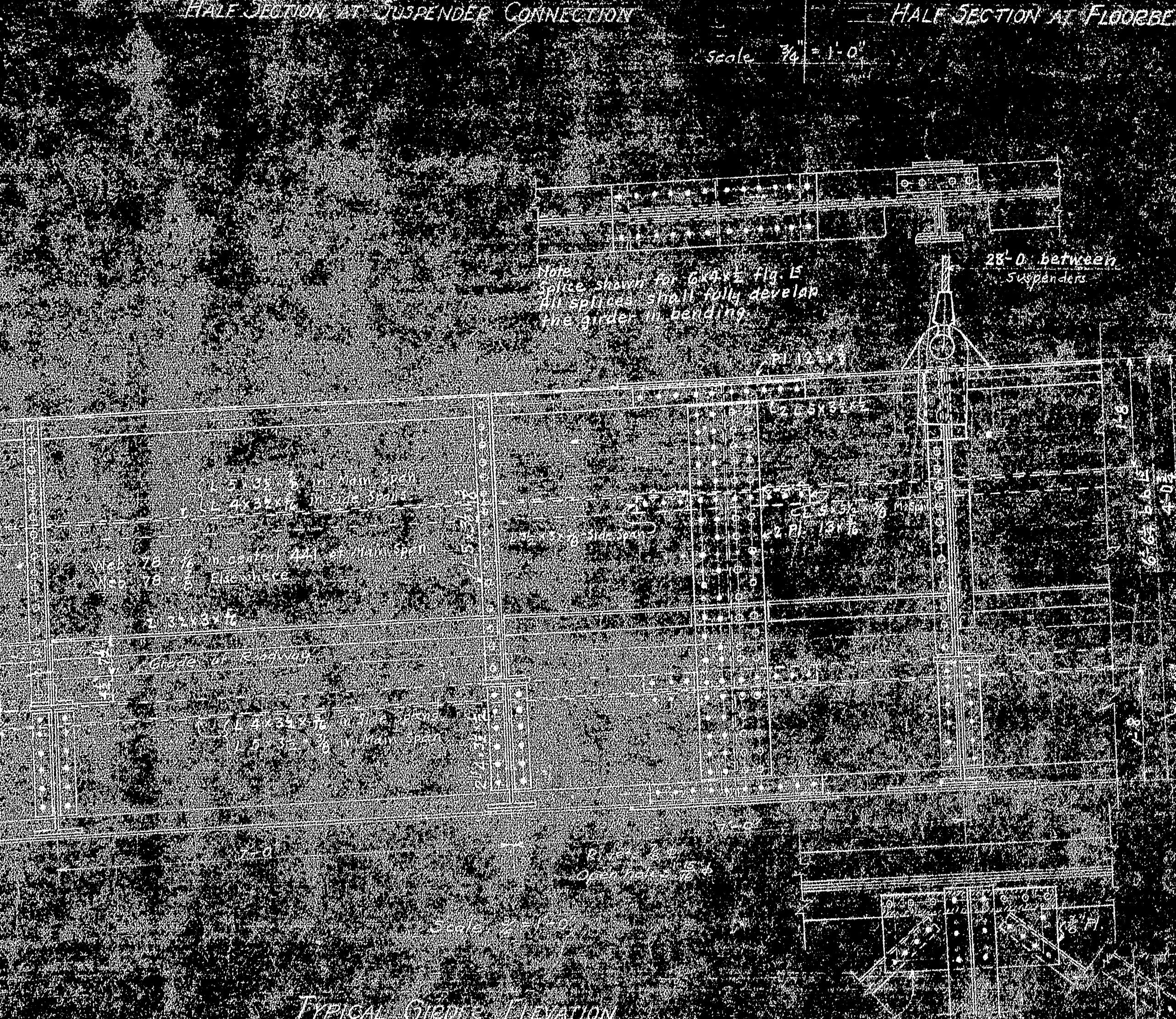
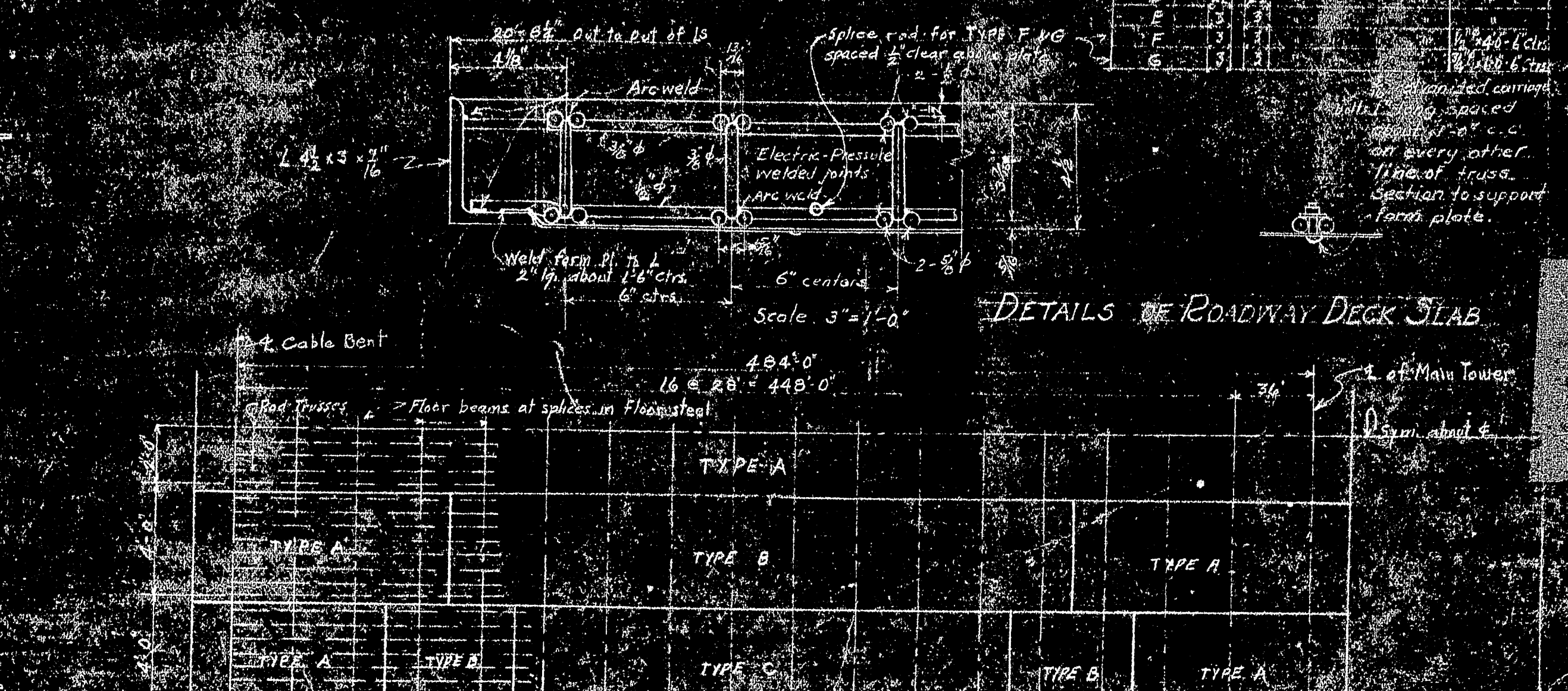
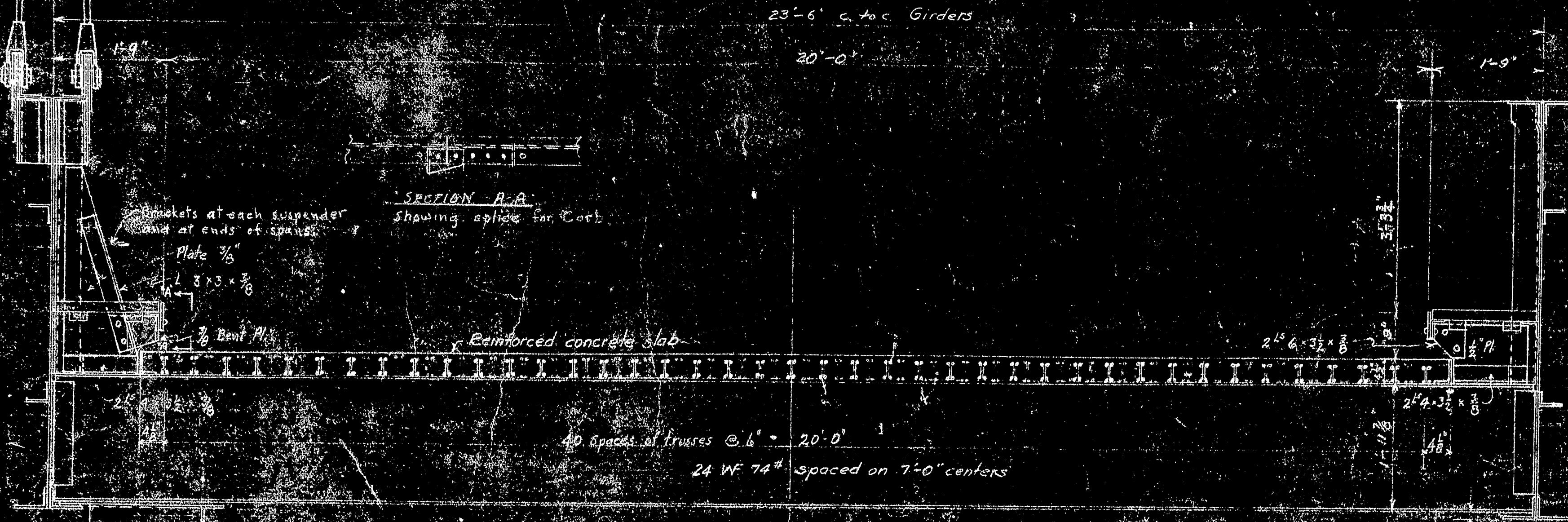
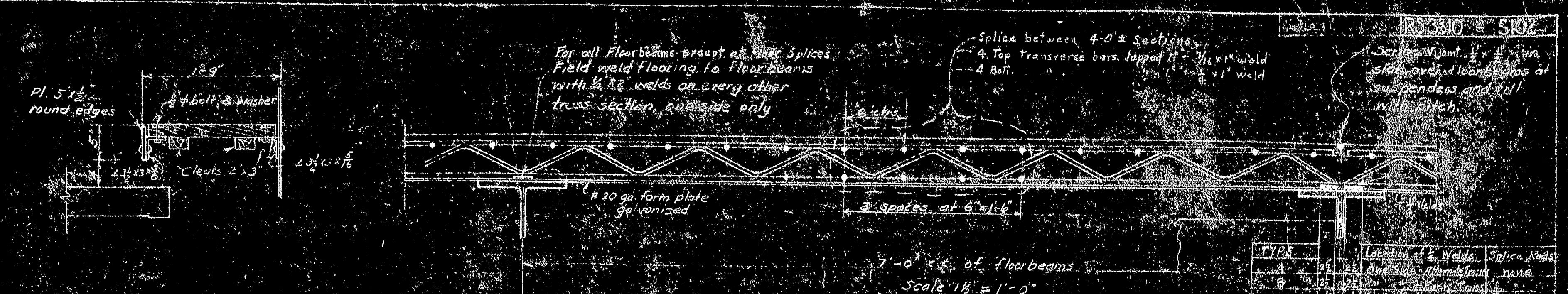
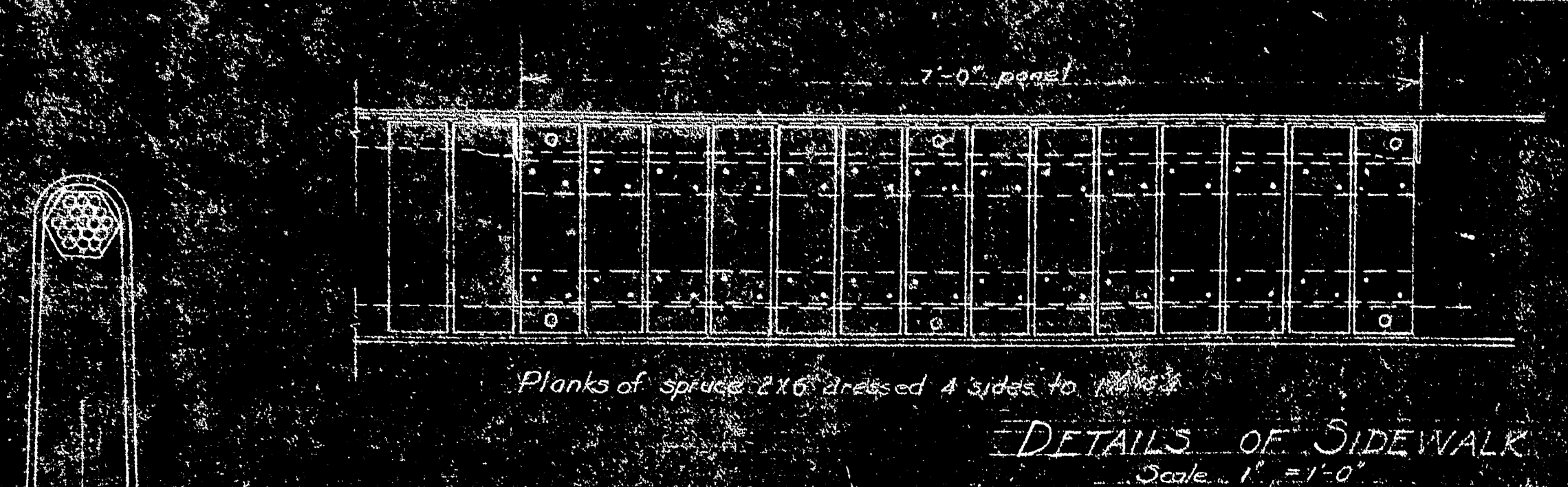
DEER ISLE SEDGWICK BRIDGE DISTRICT  
BRIDGE OVER ECHINGHAM REACH  
FROM LITTLE DEER ISLE TO SEDGWICK  
HANCOCK COUNTY MAINE

**GENERAL PLAN  
ELEVATION AND LIGHTING**

ROBINSON AND STEINMAN  
ENGINEERS  
NEW YORK CITY

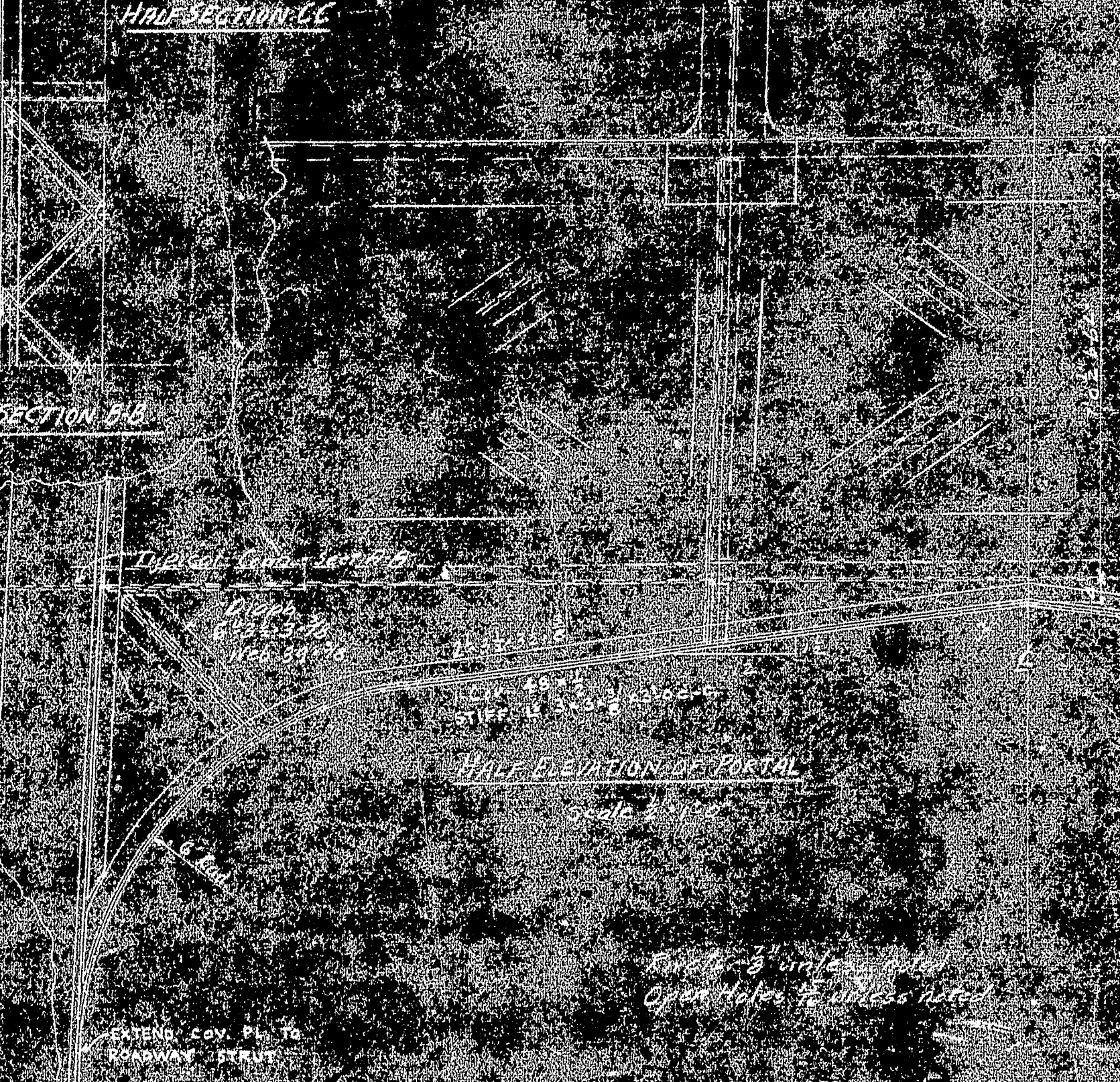
SCALE 1" = 100 FEET  
DRAWN BY J. H. ROBINSON  
CHECKED BY J. H. ROBINSON





<p>REVISIONS</p> <p>1. Change from 1/2" to 3/4" for 1/2" x 1/2" holes in 1/2" x 1/2" plates.</p> <p>2. Change from 1/2" to 3/4" for 1/2" x 1/2" holes in 1/2" x 1/2" plates.</p> <p>3. Change from 1/2" to 3/4" for 1/2" x 1/2" holes in 1/2" x 1/2" plates.</p>		<p>DESIGNED BY: [Name]</p> <p>CHECKED BY: [Name]</p> <p>DATE: [Date]</p>
<p>APPROVED BY: [Name]</p> <p>DATE: [Date]</p>		
<p>PROJECT NO. 101-1010</p> <p>BRIDGE OVER EAGLEMOCK BEACH</p> <p>FROM LITTLE DEER ISLE TO BEDDICK</p> <p>HANCOCK COUNTY, MAINE</p>		<p>SCALE: AS NOTED</p> <p>DESIGNED BY: [Name]</p> <p>CHECKED BY: [Name]</p> <p>DATE: [Date]</p>
<p>SUSPENSION BRIDGE</p> <p>CROSS SECTION AND</p> <p>STRENGTHENING GIRDERS</p>		
<p>BRIDGE AND STRUCTURAL</p> <p>ENGINEERS</p> <p>NEW YORK CITY</p>		<p>SCALE: AS NOTED</p> <p>DESIGNED BY: [Name]</p> <p>CHECKED BY: [Name]</p> <p>DATE: [Date]</p>

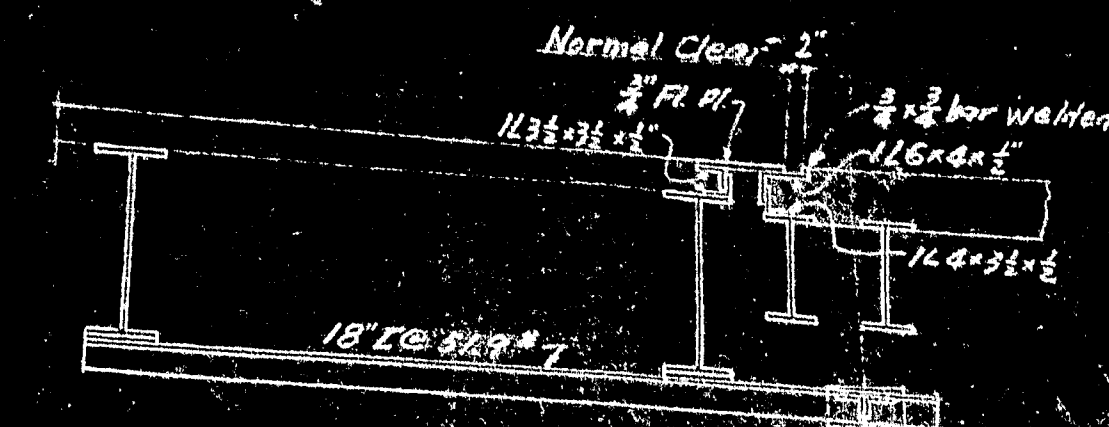




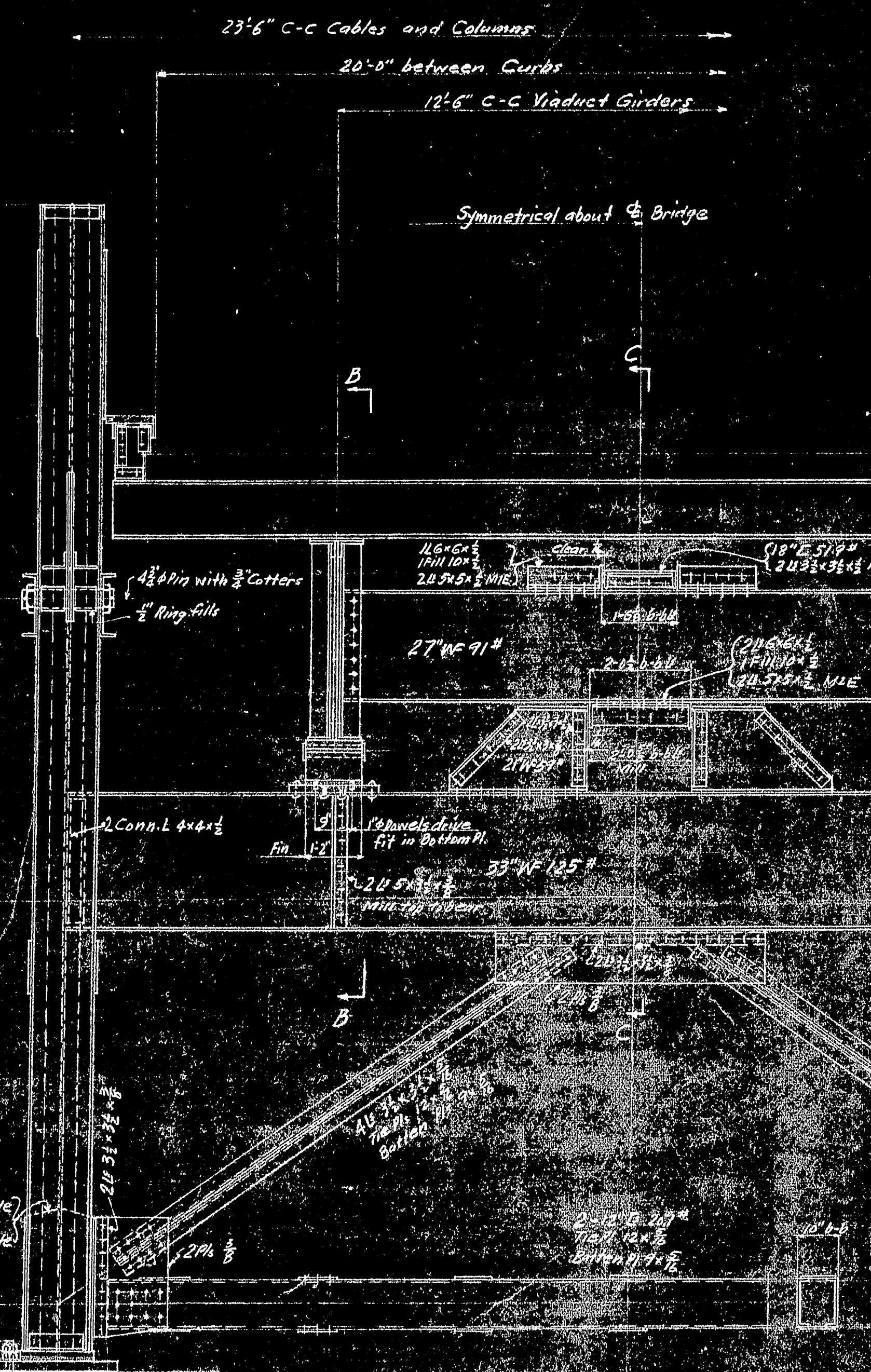
TYPICAL STRUT INTERSECTION AND COL. SPLICE

DEER ISLE DEER ISLE TOWER, SPAN OF PILEDRIVE PIER COVERED BOTH MAIN TOWERS WITH AN ELEVATED WALKWAY WITH A RAILWAY OF TRACKS TOWERS BUILT AS BUILT		SUPERSTRUCTURE PWA PROJECT NO. ME 1010D DEER ISLE SEDGWICK BRIDGE DISTRICT BRIDGE OVER EGGEMOGGIN REACH FROM LITTLE DEER ISLE TO SEDGWICK HANCOCK COUNTY, MAINE	
		MAIN TOWERS	
		ROBINSON AND STEINMAN ENGINEERS NEW YORK CITY	SCALE AS NOTED DRAWING NUMBER RS 3310-5103 SEPTEMBER 6, 1913

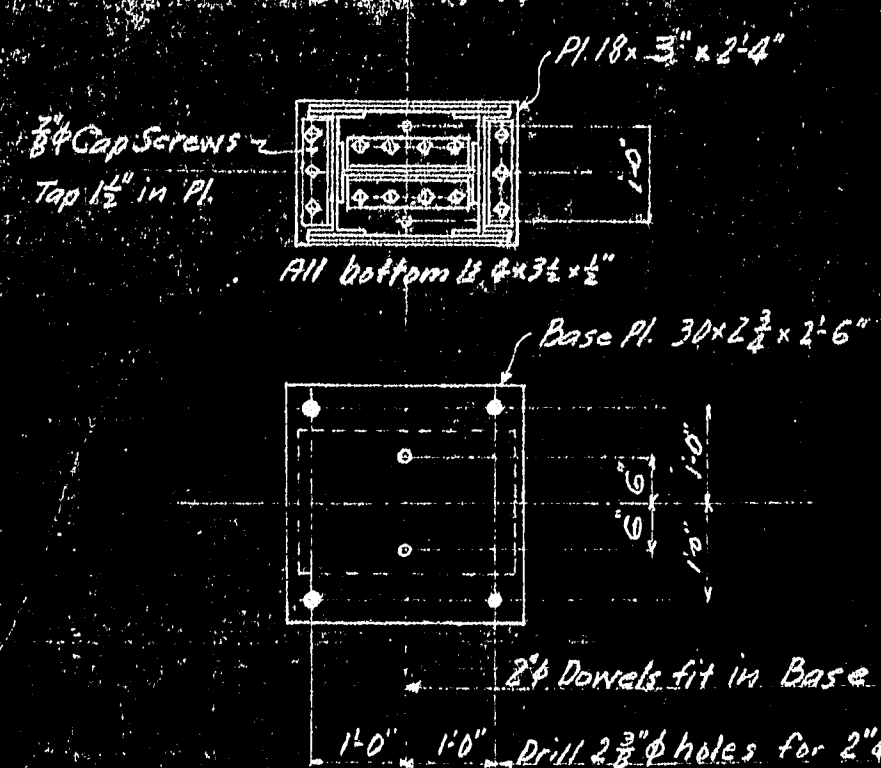




Top View



SECTION A-A

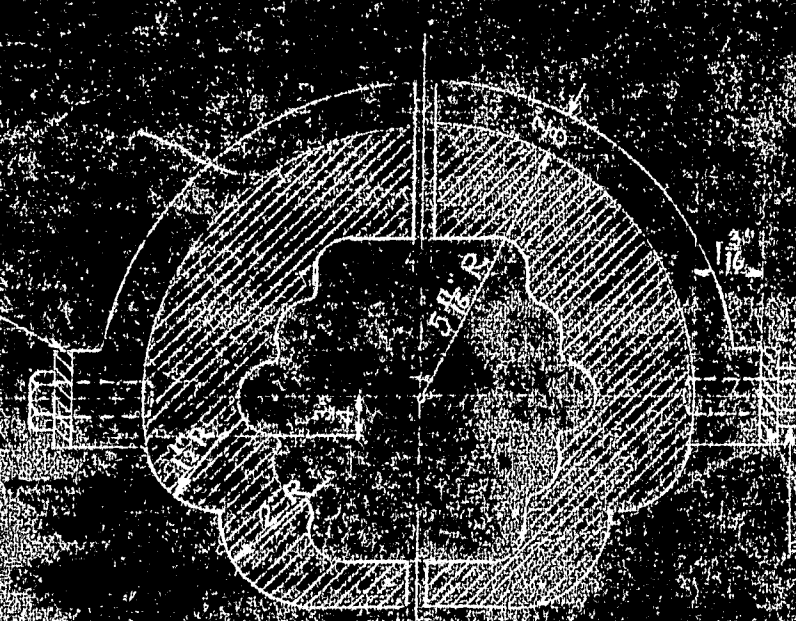
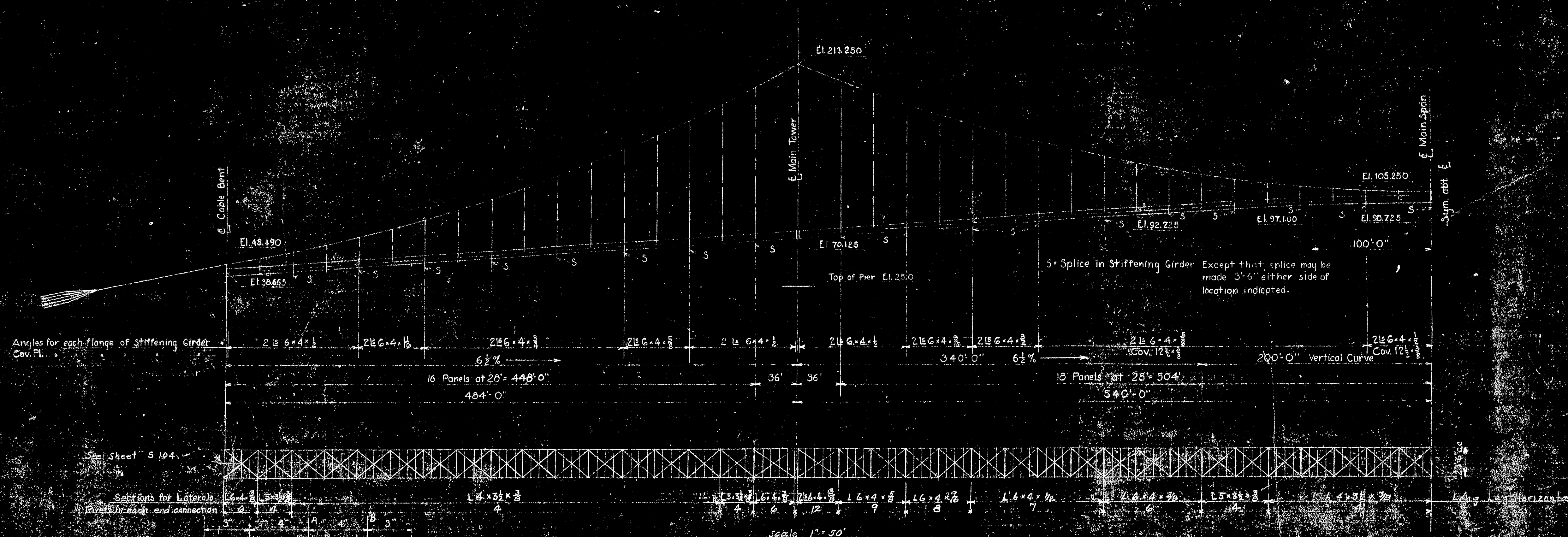


ELEVATION OF CABLE BENT

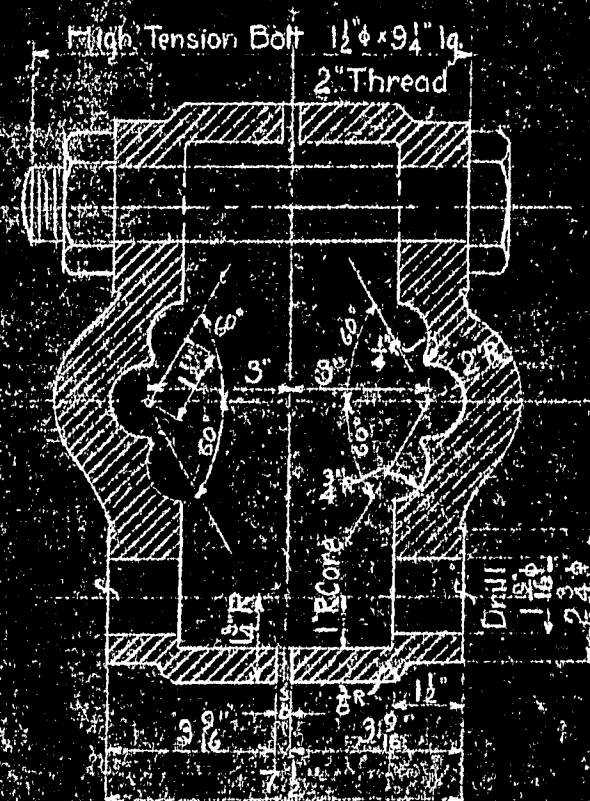
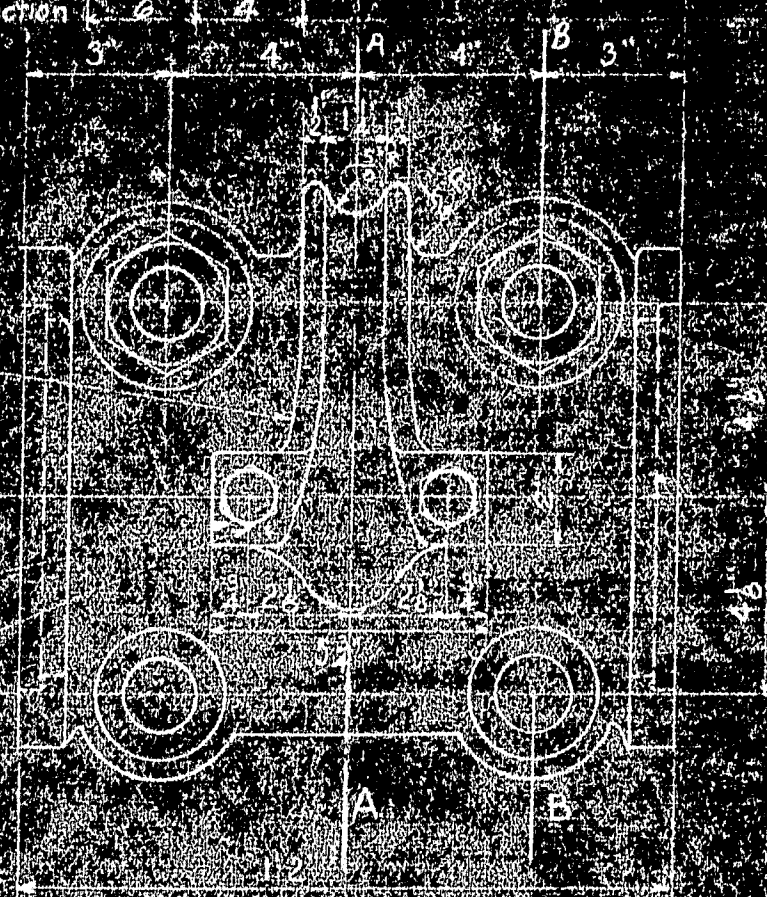
Note Anchor bolts to be furnished by superstructure contractor and set by substructure contractor

REVISION DATE      REMARK 1-7-38      Redrawn 7-26-39      Revised as built		PWA PROJECT NO. ME100D  DEER ISLE SEDGWICK BRIDGE DISTRICT BRIDGE OVER EGGEMOGGIN REACH FROM LITTLE DEER ISLE TO SEDGWICK HANCOCK COUNTY, MAINE.	
		CABLE BENTS	
ROBINSON AND STEINMAN ENGINEERS NEW YORK CITY		SCALE 1" = 10' DRAWING NUMBER RS 3310 - S104 SEPTEMBER 4 1939	

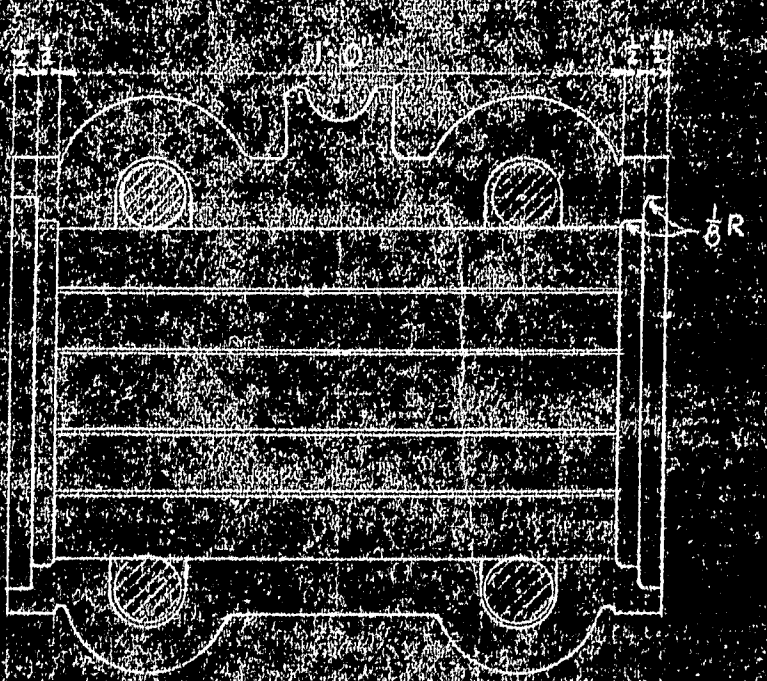




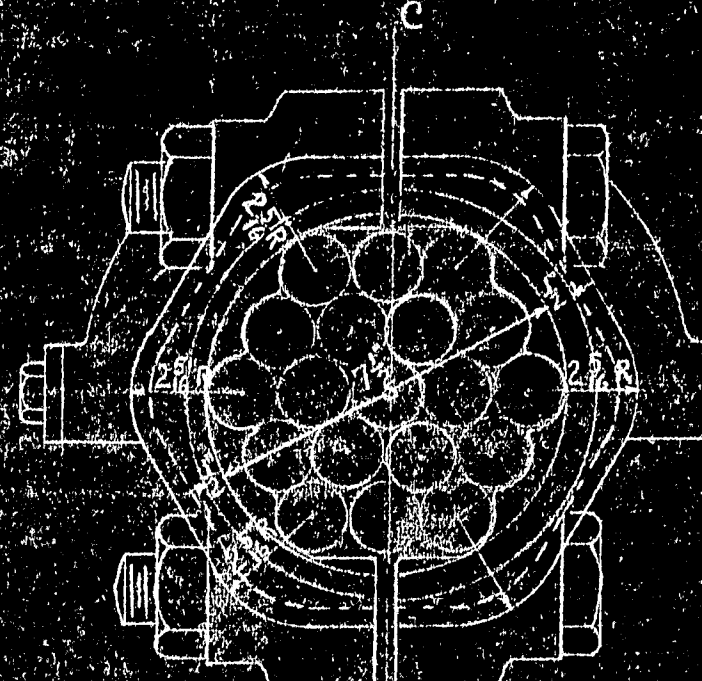
SECTION - A-A



SECTION B-B



SECTION C-C



END VIEW

Required:

- 138 Cable Bands complete, each consisting of
  - 2- Identical Castings (Cast and Annealed)
  - 4- 1/2" Bolts High Tensile Steel
  - 4- 1/2" Hex Nuts High Tensile Steel
  - 2- Keeper Pls.
  - 4- 3" Tap Bolts 1/2" long

Note

Suspender grooves and inside surface of cable bands to be ground smooth and free from all burrs and irregularities. All openings and joints to be caulked with lead wool.

The elevation of cable and roadway given above are for a condition of full dead load and a normal temperature of 50°F. with Main Towers leaning 1" towards anchorages and Cable Bents leaning 1" towards anchorages.

## Cables

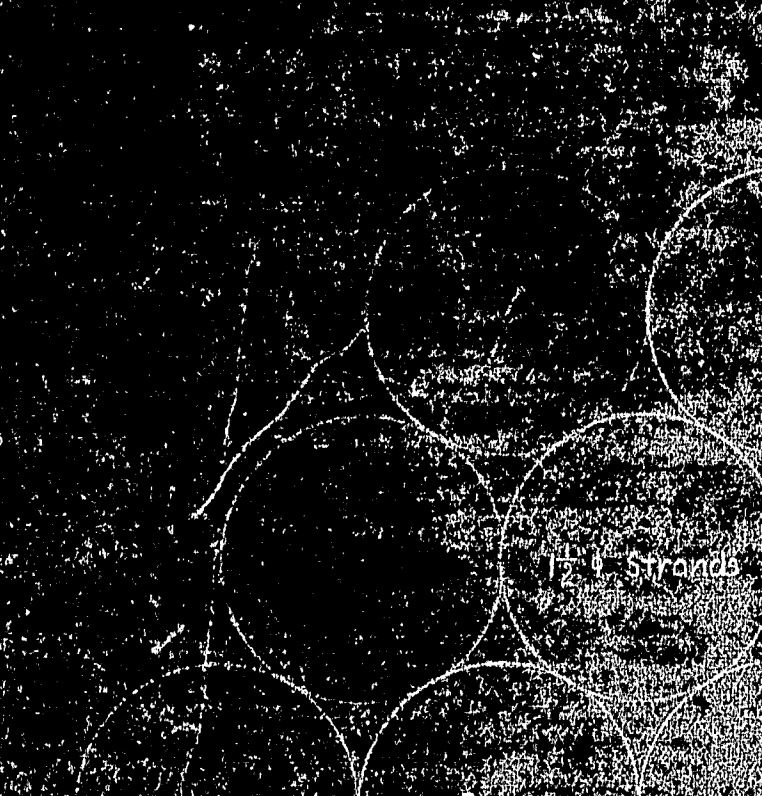
Two Cables are required; each composed of 19 strands of  $1\frac{1}{2}$ " diameter.

## Suspenders

138 suspender ropes of 1 1/2" diameter are required, one rope looped over each cable band.

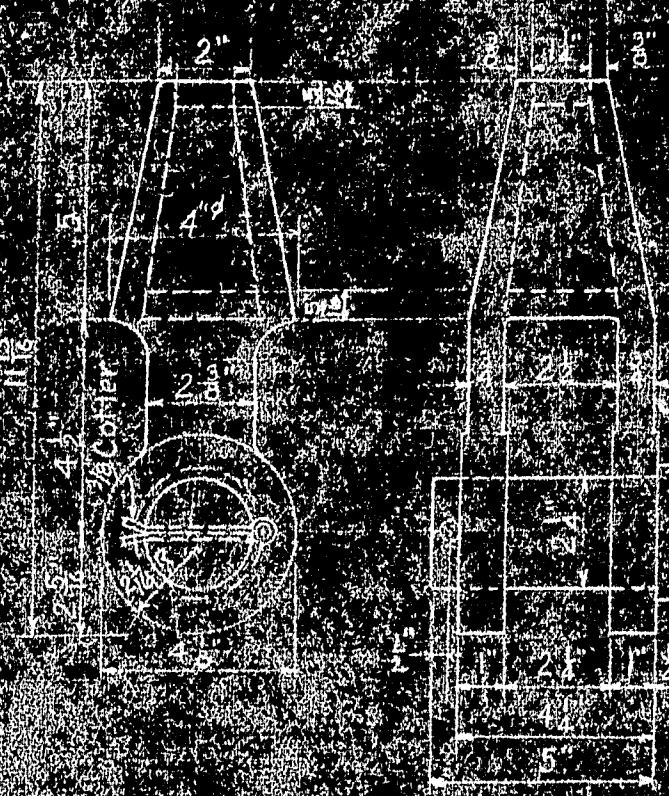
The cable strands and suspenders will not have to be painted.

The cable bands and suspender rope sockets shall be painted with three coats of paint as for structural steel.



QUARTER SECTION OF CABLE

Scale - Full Size



## SUSPENDER SOCKET

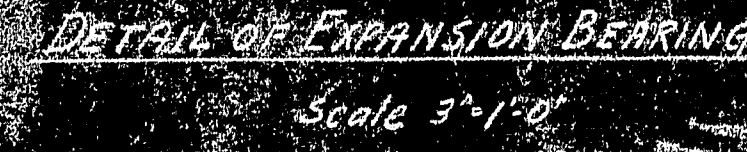
Scale: 3 = 10

276 Required:  
Drop Forged Steel  
Use zinc only for attaching

Estimated WEIGHT OF ONE FORCING INCLUDING PHN = 22.44 TOTAL FOR BRIDGE = 6072.00  
SUSPENDER LENGTH FOR BRIDGE = 15000 L.F.  
WEIGHT OF MAIN CABLE STRAND = 416,000.00

<p><u>Revised</u></p> <p>1-7-38 Lateral system redesigned as a tension and compression system.</p> <p>1-27-38 Sharon Wind Tunnel at C. G. East to agree with detail on Day 194</p> <p>7-26-39 Revised as built</p>	<p>SULLY ROCK CORE</p> <p>PWA PROJECT NO. ME-1010 D</p> <p>DEER ISLE SEDGWICK BRIDGE DISTRICT</p> <p>BRIDGE OVER ECCOMOCCIN REACH FROM LITTLE DEER ISLE TO SEDGWICK HARPSWICK COUNTY, MAINE</p> <p><u>CABLE DETAILS</u> <u>STIFFENING GIRDERS</u> <u>AND LATERAL SYSTEM</u></p> <p>ROBINSON AND STEINMAN ENGINEERS NEW YORK CITY</p> <p>SCALE - AS NOTED DRAWING NUMBER RS 3310-510 SEPTEMBER 4, 1939</p>
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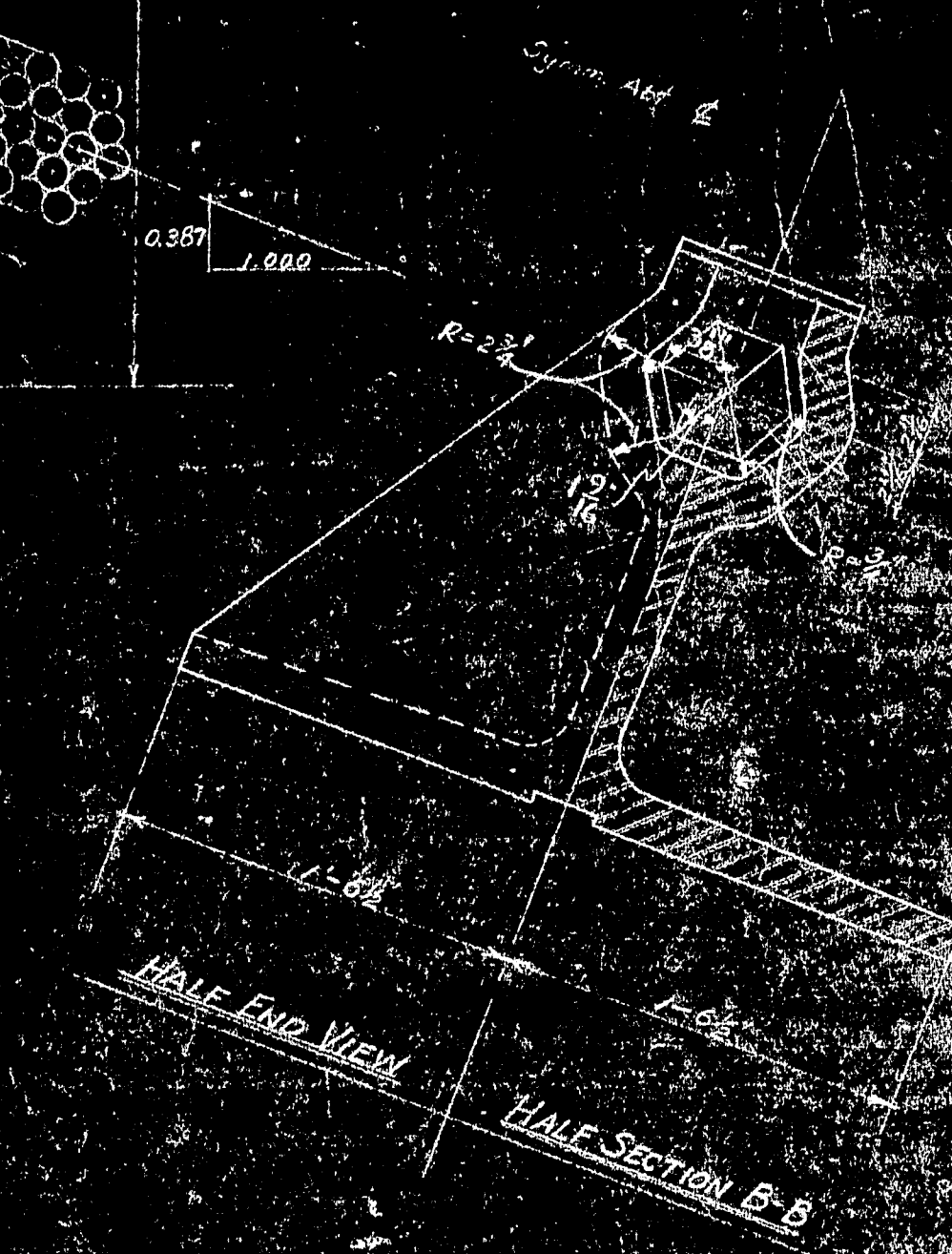
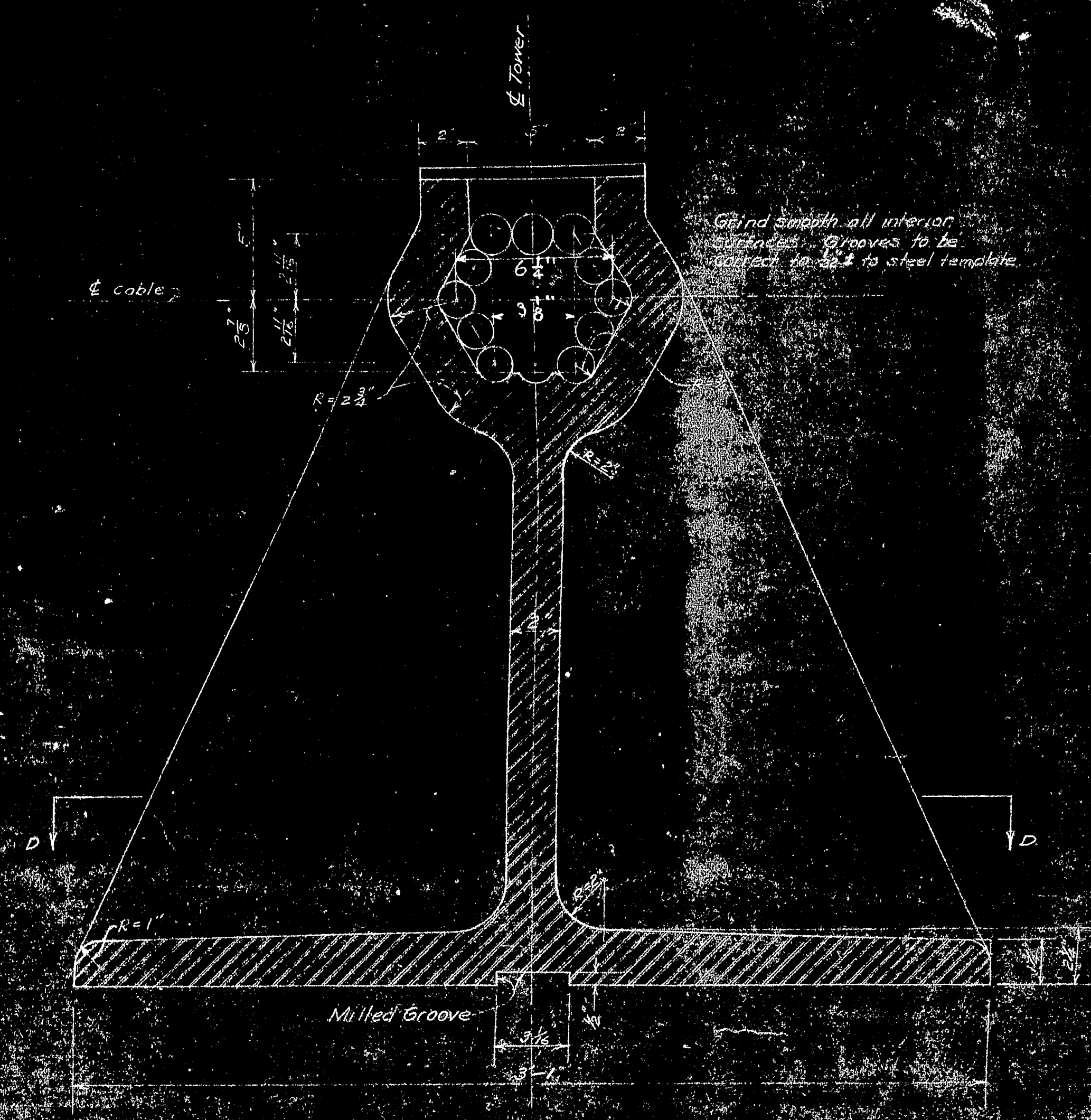
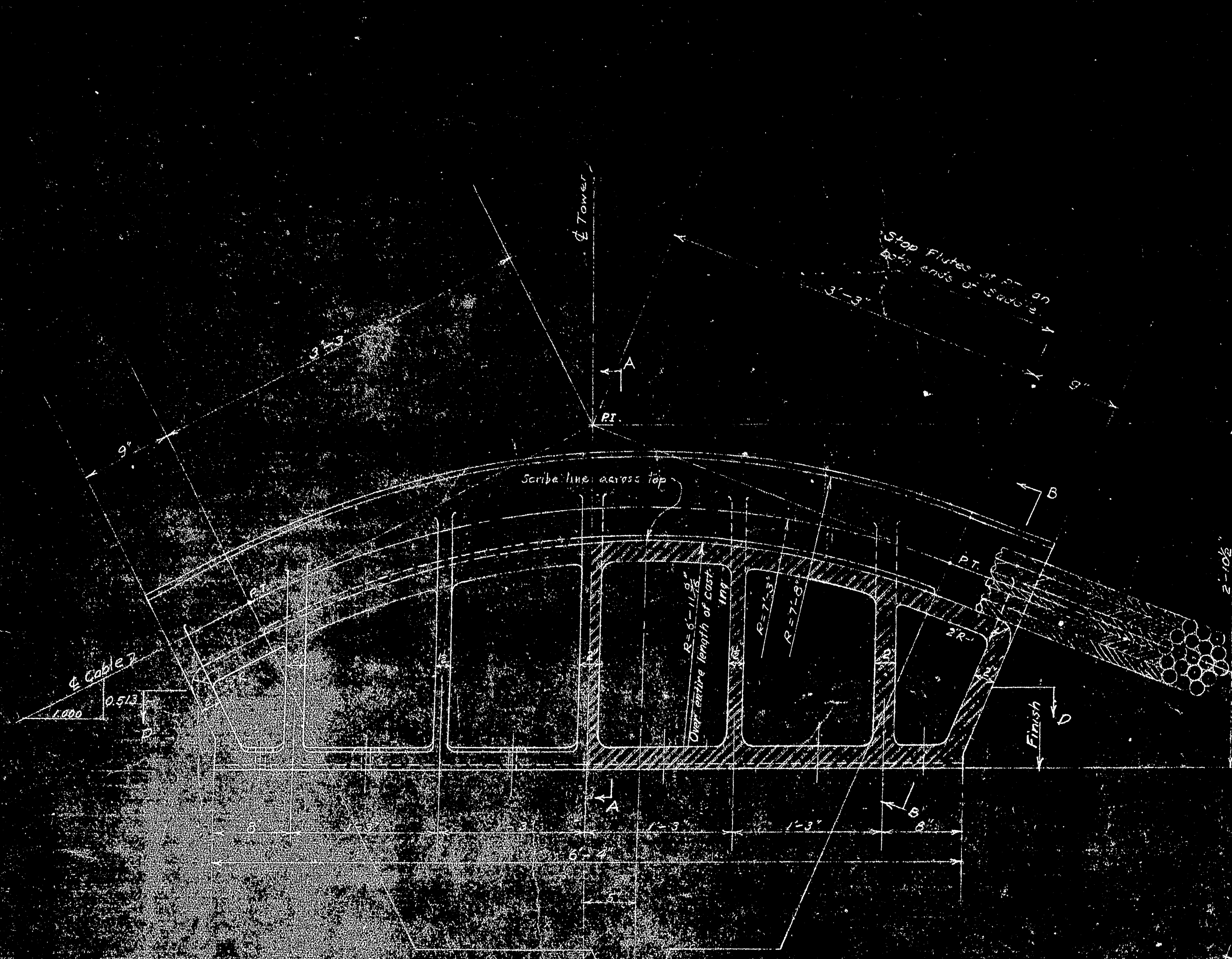
Rivets  $\frac{7}{8}"$   
Open holes -  $\frac{15}{16}"$  unless noted  
For drawing details see sheet 5-127

FLOOR EXPANSION JOINTS  
AT MAIN TOWERS

SCALE  $\frac{1}{4} = 10$  UNLESS NOTED  
DRAWING NUMBER  
RS 3810-5106  
SEPTEMBER 1937

7-24-39 Revised as built

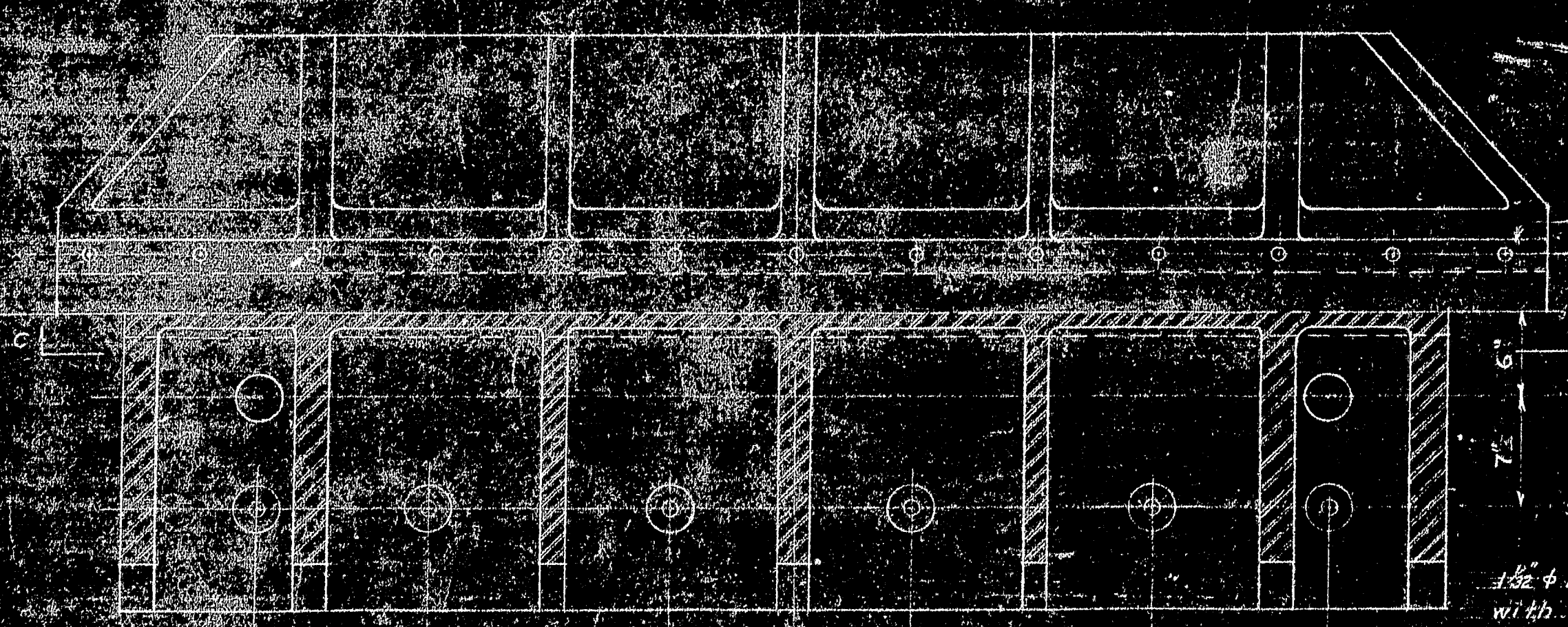




MAIN TOWER SADDLE

Required: Four Main Tower Saddles (Cast Steel annealed)  
complete with bolts and covers.

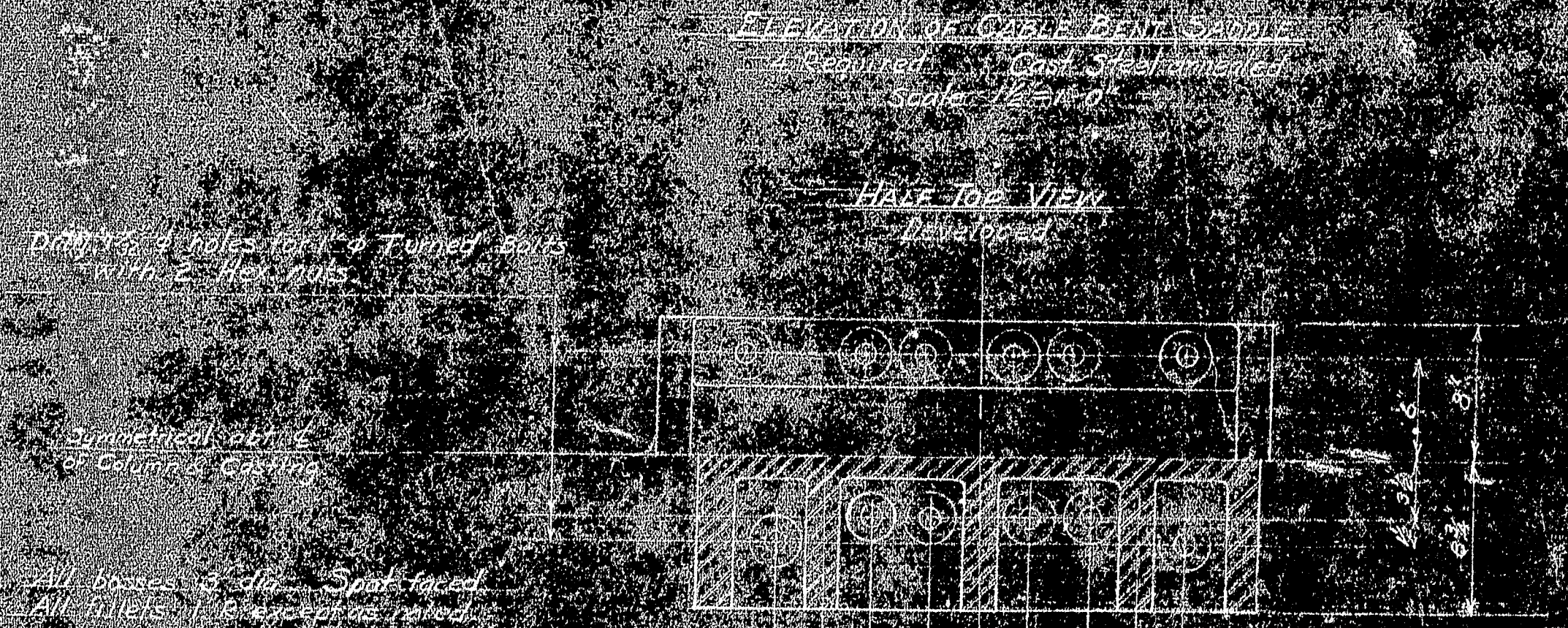
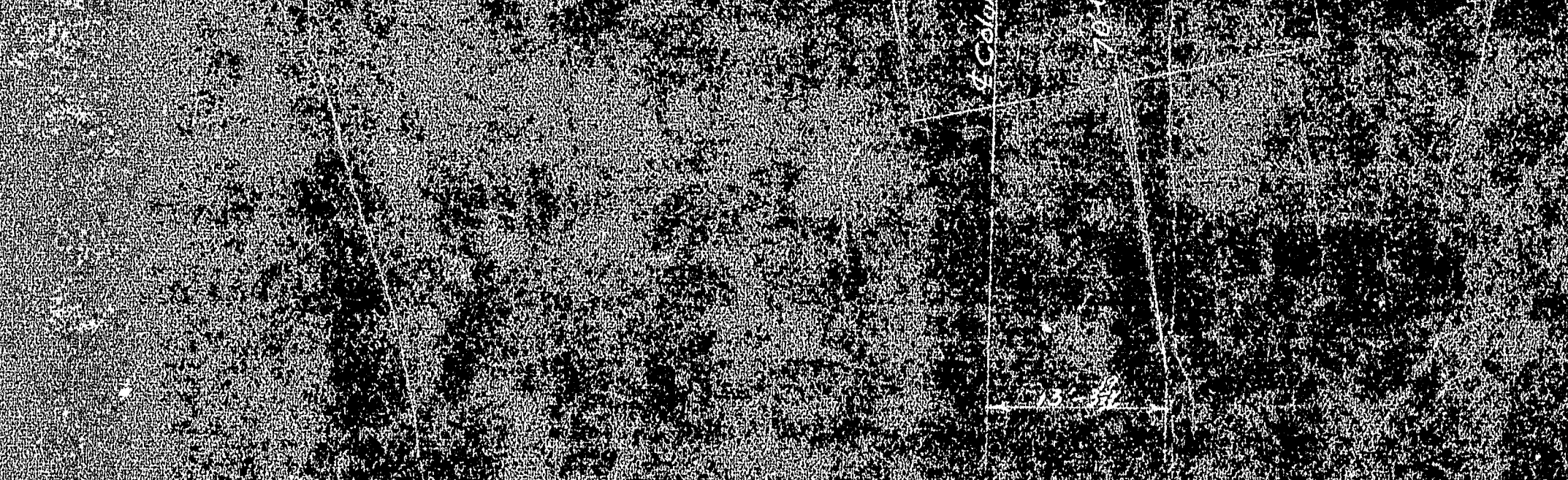
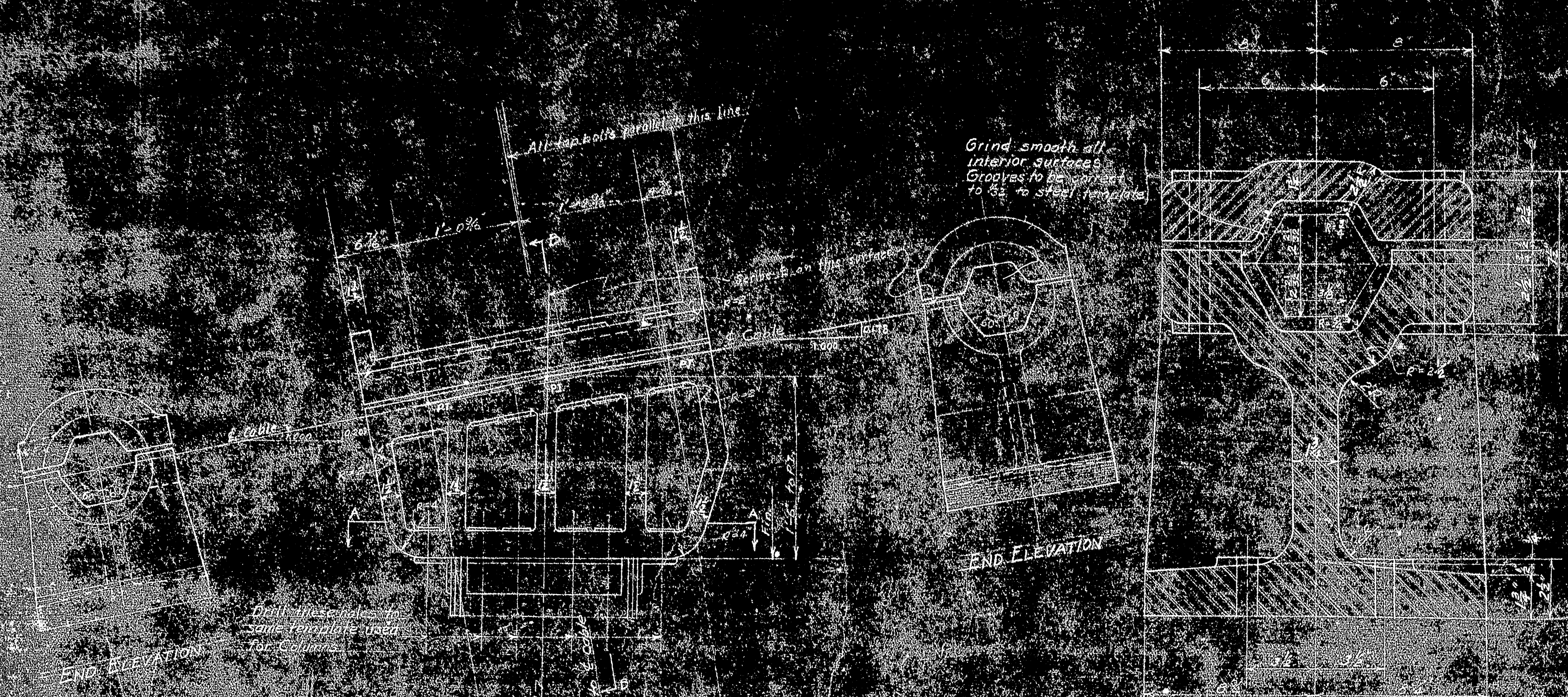
Estimated Weight of one tower saddle — 5700  
Total for bridge — 22800



$\frac{1}{2}$ "  $\phi$  hole for 1"  $\phi$  turned bolt to be drilled  
with saddle assembled to Cap Pl. of tower.  
All bosses 3" dia. spot faced.

SUPERSTRUCTURE	
PWA PROJECT NO. ME 1010D	
DEER ISLE SEDGWICK BRIDGE DISTRICT	
BRIDGE OVER EGGENOGGIN REACH	
FROM LITTLE DEER ISLE TO SEDGWICK	
HANCOCK COUNTY, MAINE	
MAIN TOWER SADDLES	
ROBINSON AND STEINMAN ENGINEERS NEW YORK CITY	SCALE AS NOTED DRAWING NUMBER RS3310-5107 SEPTEMBER 1937





ESTIMATED WEIGHT OF ONE CABLE BENT SADDLE	2000#	1660
TOTAL FOR BRIDGE	8000#	6640

<p>REVISION</p> <p>DATE</p> <p>REMARK</p> <p>1-7-38 Reduction of thickness and section at R</p> <p>7-21-37 Revised as built</p>		<p>SUPERSTRUCTURE</p> <p>DWA PROJECT NO. ME 1010D</p> <p>DEER ISLE SEDGWICK BRIDGE DISTRICT</p> <p>BRIDGE OVER EGGENMAGGIN REACH</p> <p>FROM LITTLE DEER ISLE TO SEDGWICK</p> <p>HANCOCK COUNTY, MAINE</p>	
<p>ROBINSON AND STENIMAN</p> <p>ENGINEERS</p> <p>NEW YORK CITY</p>		<p>CABLE BENT SADDLES</p> <p>SCALE: AS NOTED</p> <p>DRAWING NO. RS 3310-S108</p> <p>SEPTEMBER 1937</p>	









STRESSES & SECTIONS OF VIADUCT GIRDERS

Span	Length	Area	Moment	Stress
1	24'-0"	13.4	115.9	18.1
2	24'-0"	13.4	115.9	18.1
3	24'-0"	13.4	115.9	18.1
4	24'-0"	13.4	115.9	18.1
5	24'-0"	13.4	115.9	18.1
6	24'-0"	13.4	115.9	18.1
7	24'-0"	13.4	115.9	18.1
8	24'-0"	13.4	115.9	18.1
9	24'-0"	13.4	115.9	18.1
10	24'-0"	13.4	115.9	18.1

CROSS BEAMS

Span	Length	Area	Moment	Stress
1	24'-0"	13.4	115.9	18.1
2	24'-0"	13.4	115.9	18.1
3	24'-0"	13.4	115.9	18.1
4	24'-0"	13.4	115.9	18.1
5	24'-0"	13.4	115.9	18.1
6	24'-0"	13.4	115.9	18.1
7	24'-0"	13.4	115.9	18.1
8	24'-0"	13.4	115.9	18.1
9	24'-0"	13.4	115.9	18.1
10	24'-0"	13.4	115.9	18.1



ESTIMATED QUANTITIES

Item	Quantity
STRUCTURAL STEEL IN GIRDERS	148,000 lbs
IN FLOOR	91,000 lbs
IN BENTS	9,000 lbs
IN SWAY FRAMES	12,000 lbs
IN RAILS & POSTS	19,300 lbs
RAIL PIPE & PIPE CORR.	4,600 lbs
CONCRETE IN DECK	173 CY
REINFORCING IN DECK	4,200 lbs
TIMBER IN SIDEWALK	11,000 B.F.
ANCHOR BOLTS & FURNISHED BY	3,900 B.F.

P.W.A. PROJECT NO. ME 1010  
DEER ISLE SEDGWICK BRIDGE DISTRICT  
BRIDGE OVER EGGMOSGIN REACH  
FROM LITTLE DEER ISLE TO SEDGWICK  
HANCOCK COUNTY, MAINE  
VIADUCT LAYOUT  
CROSS-SECTIONS & DETAILS  
ROBINSON AND STEINMAN  
ENGINEERS  
NEW YORK CITY  
SCALE 1/4" = 1'-0"  
DRAWING NUMBER  
RS 3310-S110  
SEPTEMBER 4, 1937





75-3/4" steel bars - 21'-0" long (upper one end)  
75-3/4" steel bars - 11'-0" long  
125 standard nuts for 3/4" bar  
25 1/2" Anchor Plates - B-17 1/2" - B-6 0/16" 4  
1/2" cast steel turnbuckles - Std. for 3/4" screw  
75 cast steel sleeves  
10 cast steel sockets

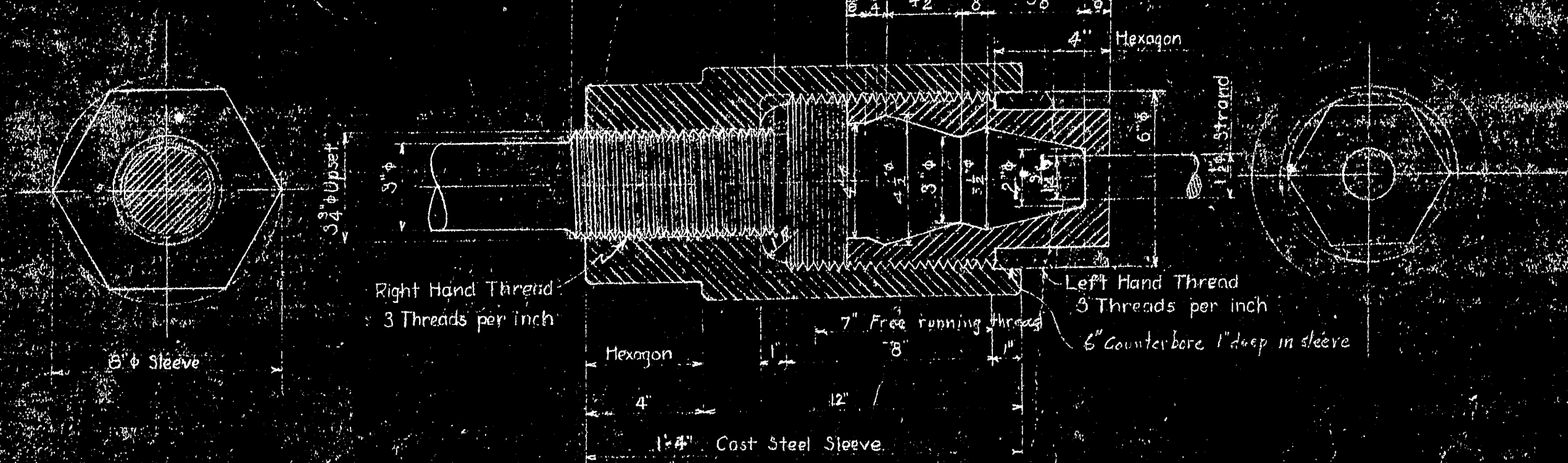
Carbon  
Steel  
Cast Steel  
Annealed

3/4" steel bars, with plates, nuts and turnbuckles, to be furnished by Superstructure contractor and placed by substructure contractor.

Weight of 2 1/2" barbed wire and bars — 63,500  
Weight of 2 1/2" steel shackles, sleeves and turnbuckles — 14,150

The Substructure Contractor shall furnish and place structural steel supports to hold anchor chain in position while pouring concrete.

ON THIS STRAND ASSEMBLY, PATENT  
PENDING BY HOLTON D. ROBINSON

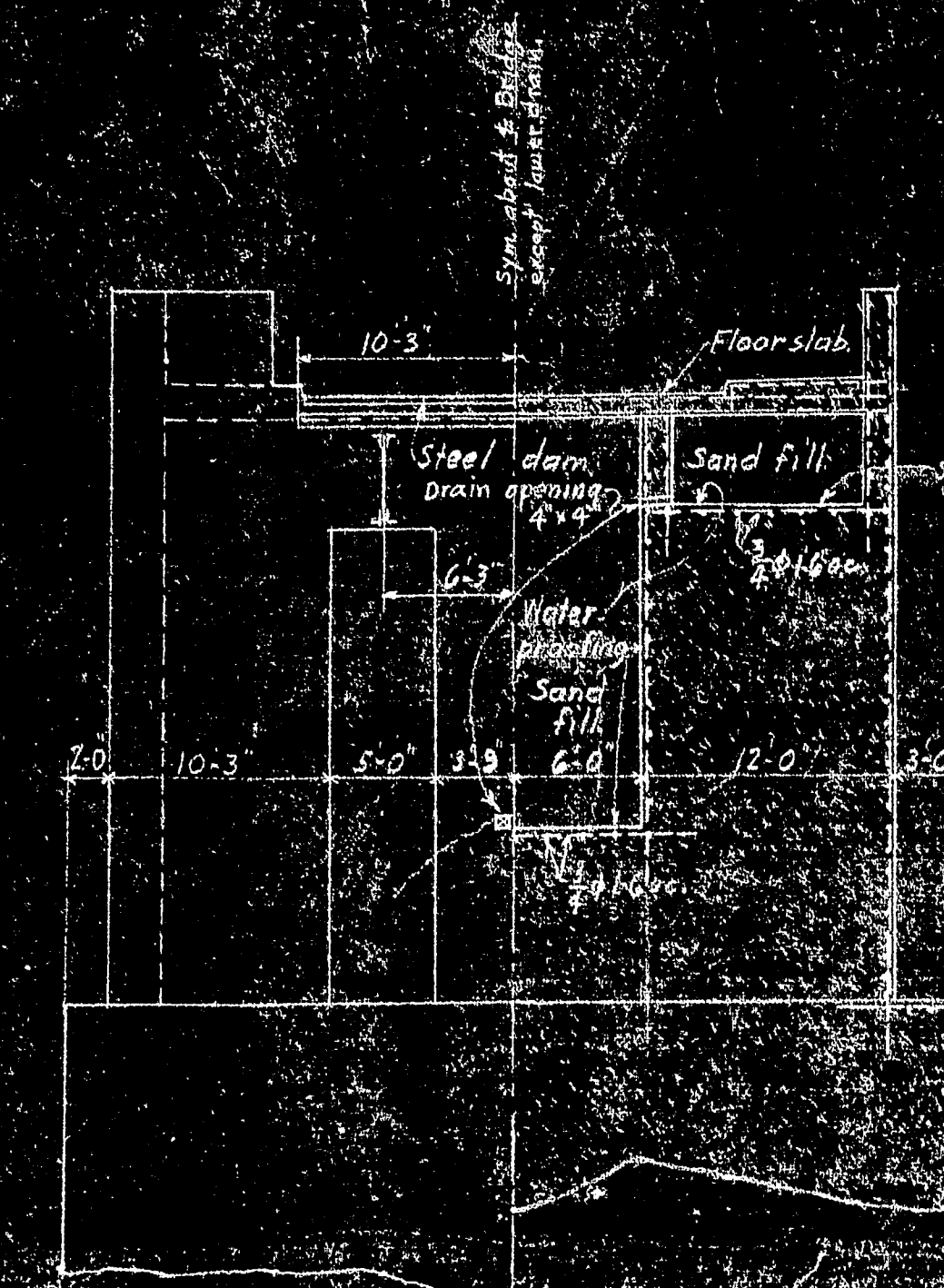


### DETAIL OF STRAND SOCKET AND SLEEVE

Scale 3"=150'

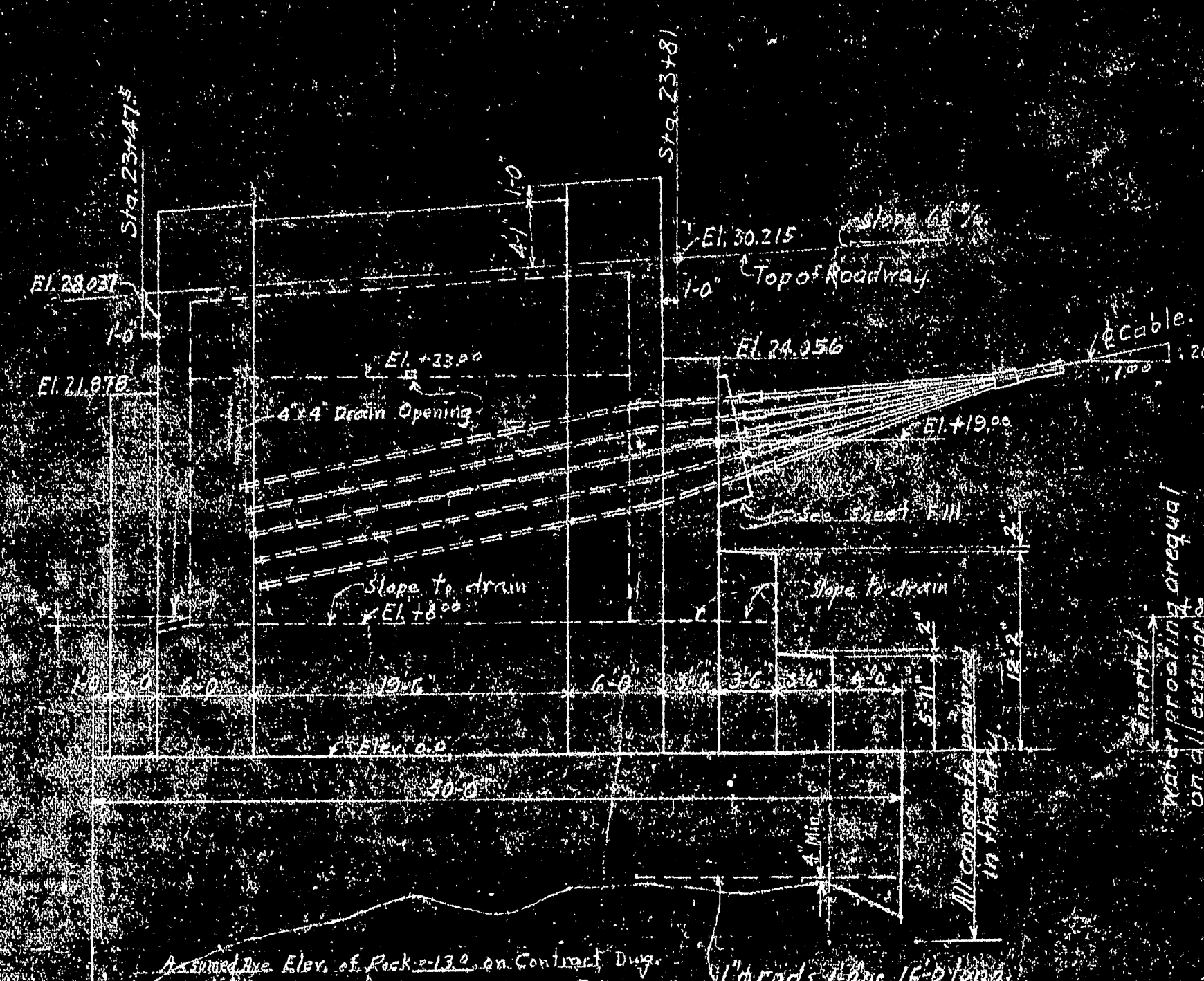
REVISIONS 1-7-38 - Change anchor plates to bars. Change thread, add fillet on strand anchor plate. Add dimensions at Face of Anch. 7-26-39 - Revised as built.		SUPERSTRUCTURE SUBSTRUCTURE PWA PROJECT NO. ME 1010-D DEER ISLE SEDGWICK BRIDGE DISTRICT BRIDGE OVER EGGEMOGGIN REACH FROM LITTLE DEER ISLE TO SEDGWICK HANCOCK COUNTY, MAINE	
		ANCHORAGE STEEL	
		ROBINSON AND STEINMAN ENGINEERS NEW YORK CITY	
		SCALE AS NOTED DRAWING NUMBER R'S 3310-SF1 SEPTEMBER 17, 1938	



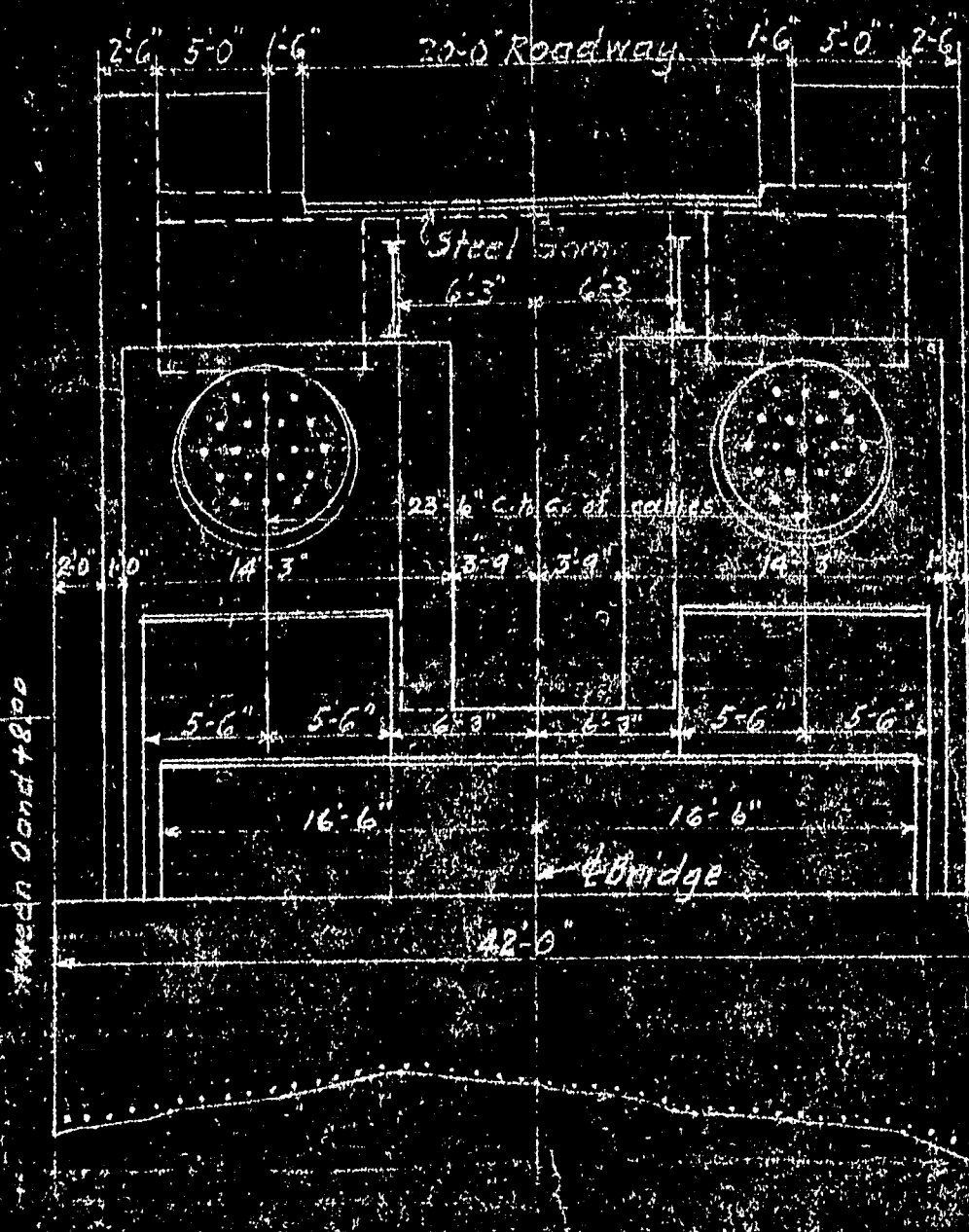


HALF SOUTH ELEVATION

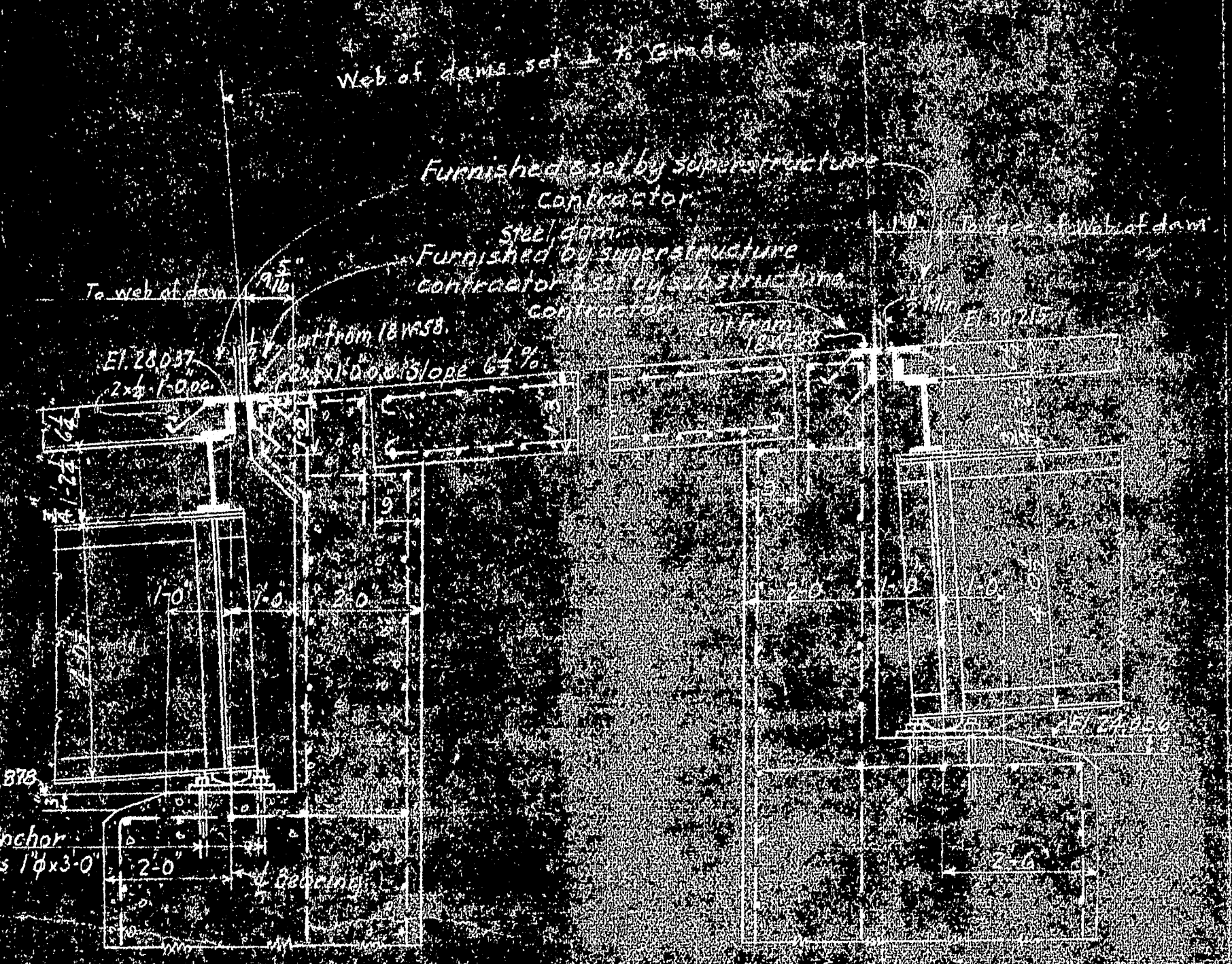
HALF CROSS SECTION AT E



EAST ELEVATION

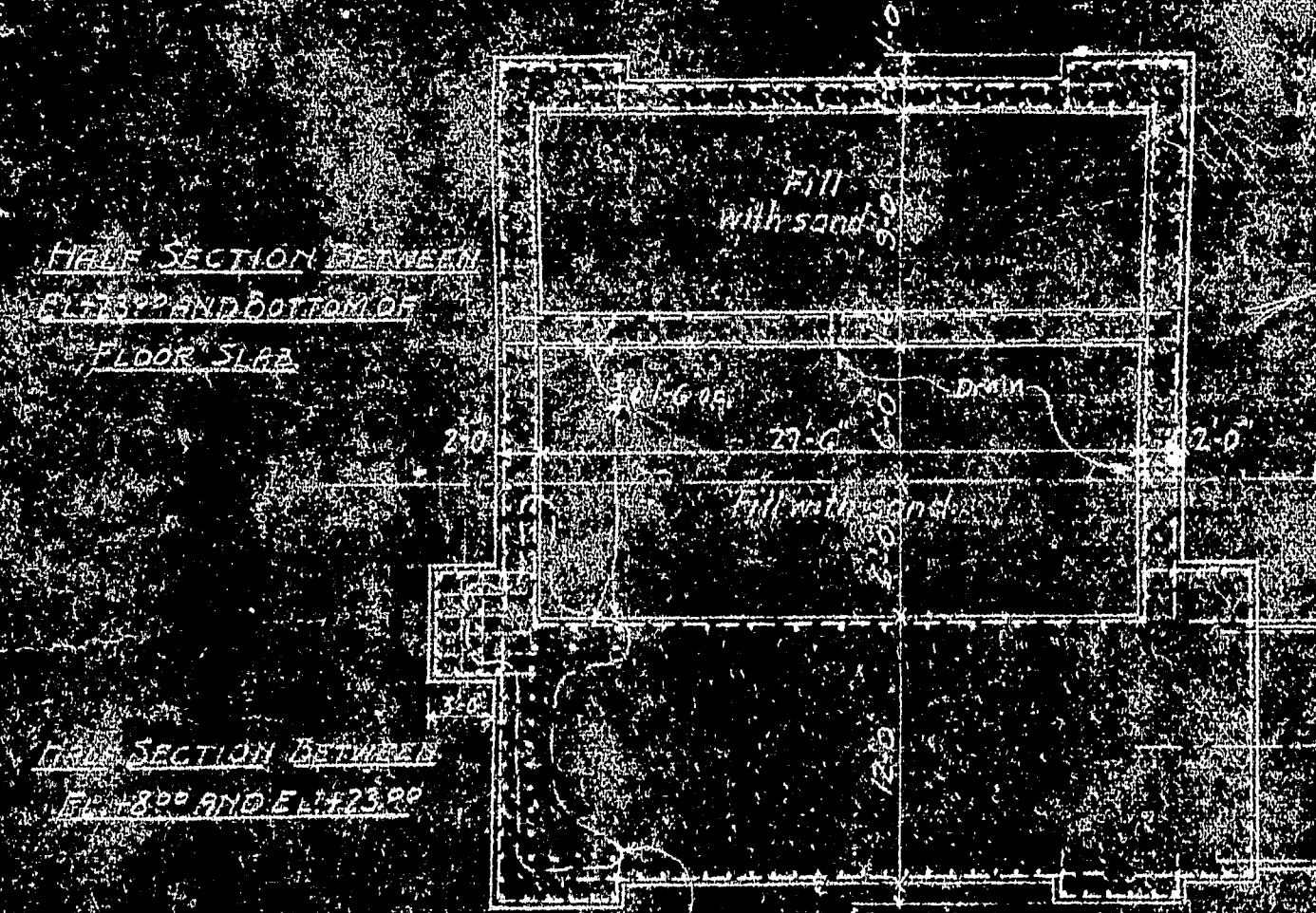


NORTH ELEVATION



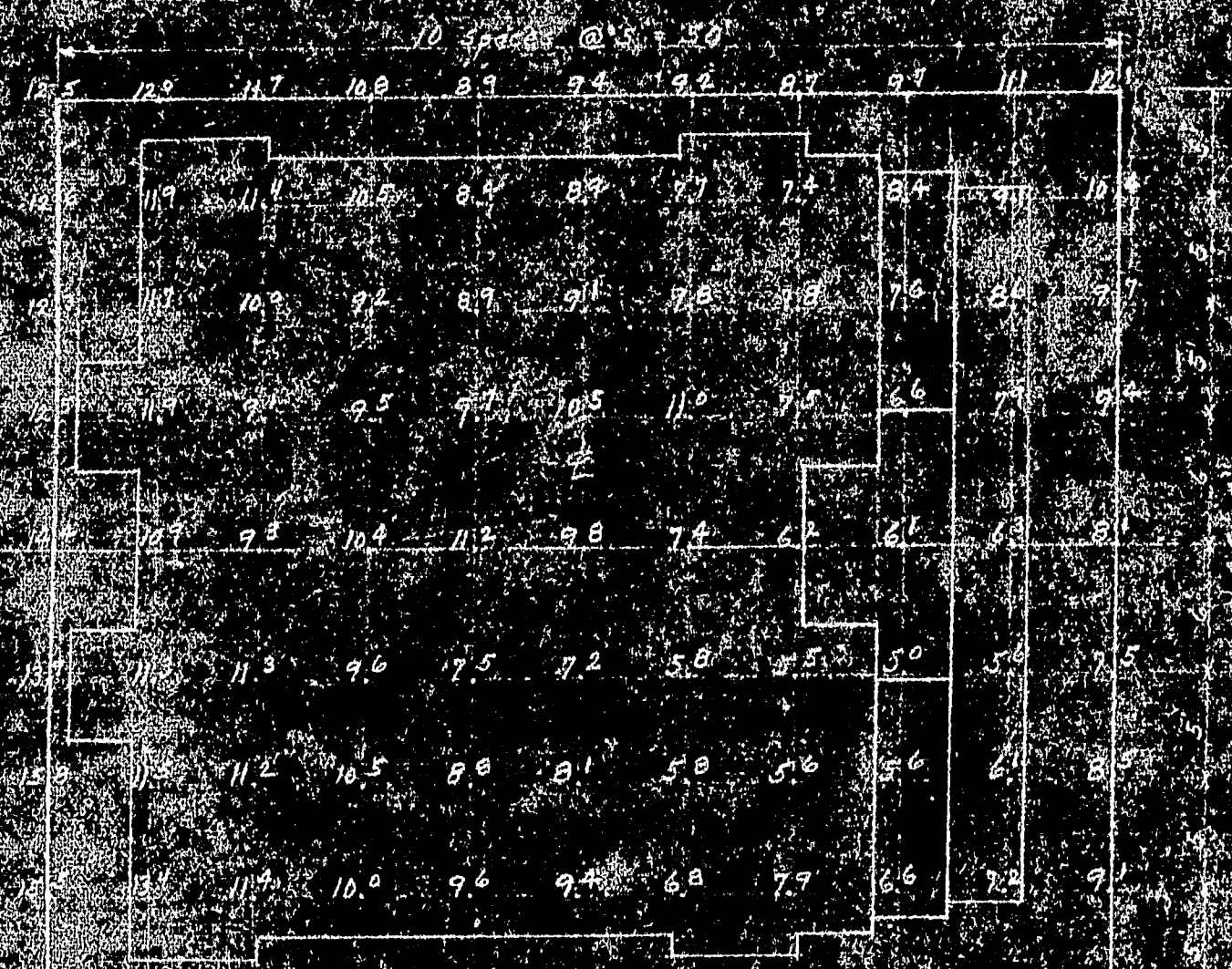
SECTION D-D

SECTION C-C



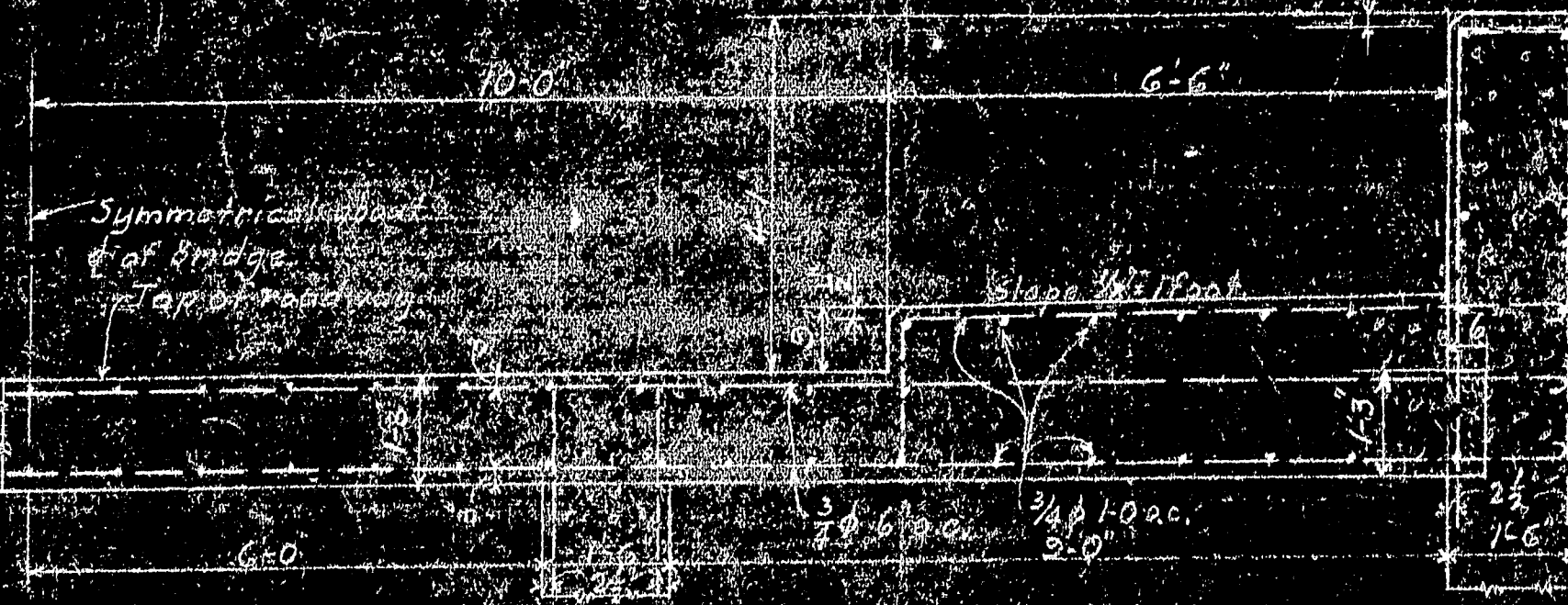
HALF SECTION BETWEEN FLOOR AND BOTTOM OF FLOOR SLAB

HALF SECTION BETWEEN FLOOR AND BOTTOM OF FLOOR SLAB



PLAN AT BOTTOM

ELEVATIONS OF ROCK BEFORE BENCHING



SECTION A-A

**CONCRETE:** All concrete to be Class A.

**REINFORCEMENT:** Unless otherwise indicated, all surfaces to be reinforced with #6 bars spaced 12" o.c. horizontally and vertically.

**WATERPROOFING:** Inside walls of anchorages in contact with sand fill to be mopped with bituminous material waterproofing, using not less than 4 gallons per 100 sq. ft. Materials and application in accordance with A.S.A.O. specifications.

**PLACING STEEL:** The anchor chains for the cables and bearings for the approach girders shall be furnished by the contractor for the superstructure and placed by the contractor for the substructure.

**WATERPROOFING OF EXTERIOR SURFACES:** Where indicated on this drawing to be of Inert or approved equal, as noted in specifications.

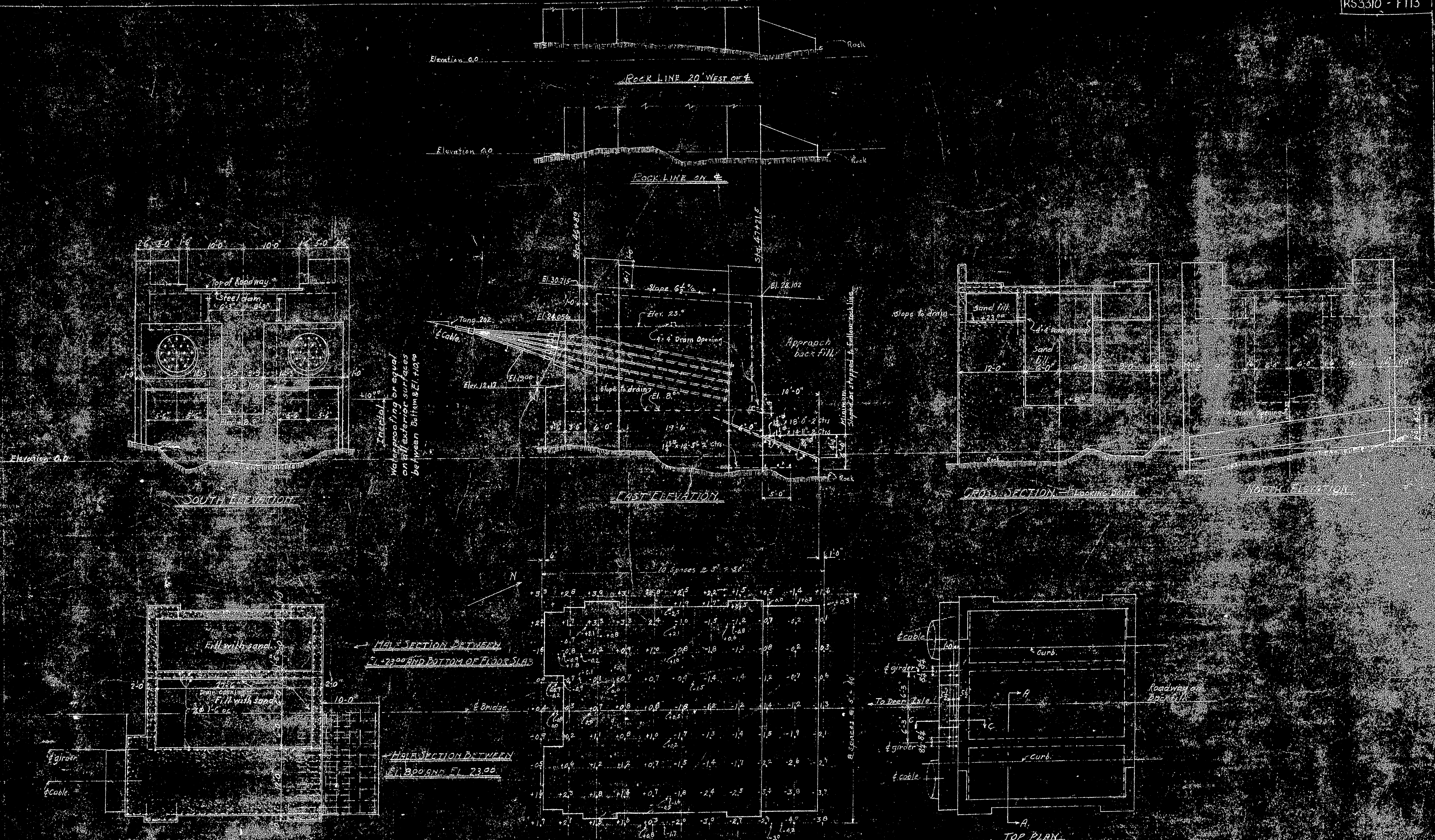
**CHAMFER:** All corners chamfered 1" unless otherwise noted.

ESTIMATED ANCHORAGE QUANTITIES

	Contractor Quant.	As Built
Concrete	20,700 cu. yd.	18,200
Reinforcement	38,000 lbs.	50,070
Sand fill	33,000 cu. yd.	
Interior waterproofing	14,160 sq. ft.	15,776
Bituminous waterproofing	1,537 sq. ft.	
Steel dam	9,000 lbs.	
Placing anchor chains	6,000 lbs.	

SUBSTRUCTURE	
REVISIONS	PWA PROJECT NO ME 1010D
1-7-38 - Add note "Slope to drain" at elevation # 8.	DEER ISLE SEDGWICK BRIDGE DISTRICT
2-11-38 - Add dimensions for bearing and anchor bolts in East Elevation, level and sloping surfaces to 2' slope bridge. 5' slope.	BRIDGE OVER EGGEMOGAN REACH FROM LITTLE DEER ISLE TO SEDGWICK HANCOCK COUNTY, MAINE
3-4-38 - Add and revise drawing.	DEER ISLE ANCHORAGE
3-21-38 - Add note about chamber.	ROBINSON AND STEINHAUS
4-15-38 - Fused as built.	DEER ISLE ANCHORAGE





Assumed Ave. Rock Elev. = 26.50. Contractor Drawing As Built = 0.0 forward of 10 Aprons

NOTE - For sections A-A, C-C anchor bolt details and general notes see dwg. F112

ESTIMATED ANCHORAGE QUANTITIES

	Contract Quant	As Built
Concrete	10,500 cu yd	1125
Reinforcement	37,600 lbs	38,955
Sand fill	30,000 cu yd	331
Internal waterproofing	7720 sq	2,588
Bituminous	2960 sq	3,118
Steel dams	480 lbs	-
Placing machine chains	300' 50' 11'	-

- REVISIONS**
- 1-7-38 - Heel of Anchorage Added drain and slope to drain at Elev. +10.0
  - Correct slope of cable
  - Added estimated quantities
  - 1-13-38 - Views entitled "Plan of Basin" corrected to agree with other views as revised 1-7-38
  - 2-11-38 - In East Elevation, added 3' 6" sloping surface to slope
  - Corrected Station at 180'
  - 2-19-38 - Revised Elevation of Basin
  - 2-8-38 - Added detail of Basin
  - 2-18-38 - Revised sand placement
  - Revised Rock Line
  - 7-20-39 - Revised as built

**SUBSTRUCTURE**

PWA PROJECT NO. ME 10100

DEER ISLE SEDGWICK BRIDGE DISTRICT

BRIDGE OVER EGGMOGGIN REACH

FROM LITTLE DEER ISLE TO SEDGWICK

HANCOCK COUNTY, MAINE

**SEDGWICK ANCHORAGE**

ENGINEERS

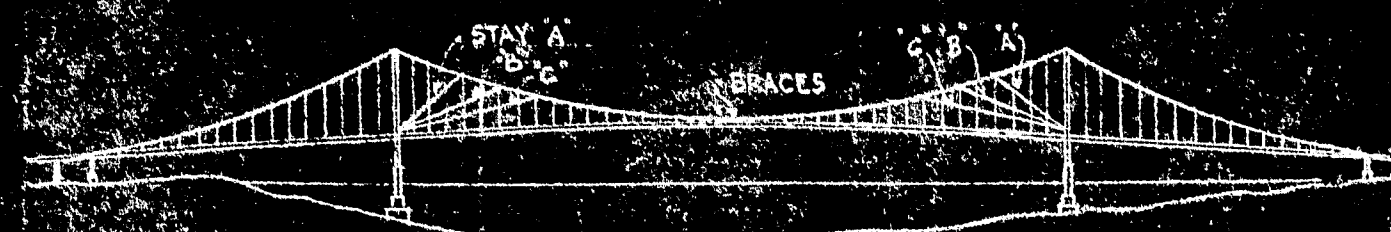
SCALE 1" = 10'

REVISIONS









LOCATION KEY

New Bolt  
Special Shackle  
Closed Socket

STAY CONNECTION  
120 FT. FROM E. OF TOWER

STAY CONNECTION  
170 FT. FROM E. OF TOWER

STAY CONNECTION  
230 FT. FROM E. OF TOWER

CABLE BAND CONNECTION  
FOR STAY CABLE

SECTION C-C

SECTION A-A

BRACES AT E. MAIN SPAN

ELEVATION

SECTION B-B

BRACKET AT TOWER

SCALE 1/2" = 1'

NOTES:-

THE 14" DIAMETER ROPES SHALL HAVE A GROSS METALLIC AREA OF NOT LESS THAN 0.72 SQ. IN. A MINIMUM ULTIMATE STRENGTH OF 125,000 LBS. PER SQ. IN. AND A MINIMUM YIELD POINT OF 50,000 LBS. PER SQ. IN. THE STRANDS SHALL BE MEASURED FOR LENGTH GIVEN ON THIS DRAWING UNDER A TENSION OF 100,000 LBS. AND THEN CUT AND SOCKETED. THE NEW BOLTS TO BE PLACED IN CABLE BANDS SHALL BE OF NICKEL ALLOY WITH A MINIMUM ULTIMATE STRENGTH OF 100,000 LBS. PER SQ. IN. AND A MINIMUM YIELD POINT OF 50,000 LBS. PER SQ. IN. THESE BOLTS SHALL NOT BE HEAT TREATED. THEY SHALL BE TIGHTENED TO A TENSION OF NOT LESS THAN 30,000 LBS. PER BOLT.

REQUIRED:-

- 4 - ROPE STAYS - "A", WITH CONNECTIONS
- 4 - ROPE STAYS - "B", WITH CONNECTIONS
- 4 - ROPE STAYS - "C", WITH CONNECTIONS
- 4 BRACES AND CONNECTIONS

RIVETS 7/8"

ADJUST STAYS FOR STRESS OF 10,000 LBS EACH  
FOLLOWING VERTICAL SAGS AT E.  
STAY A - 9.734'  
STAY B - 12.484'  
STAY C - 11.850'

NOTE A  
LENGTHS OF STAYS SHOWN ABOVE ARE AS ON SHOP DWGS.  
DUE TO ERROR IN FABRICATION, STAYS WERE CUT  
5" TOO LONG. THEY WERE LATER CUT AND  
RESOCKETED, SHORTENING EACH AS FOLLOWS:  
STAY A - 12 1/2"  
STAY B - 13 1/2"  
STAY C - 14 1/2"

PWA PROJECT NO. ME 1010D  
DEER ISLE - SEDGWICK BRIDGE DISTRICT  
BRIDGE OVER EGGEMOGGIN REACH  
FROM LITTLE DEER ISLE TO SEDGWICK  
HANCOCK COUNTY, MAINE

CABLE STAYS  
FOR MAIN SPAN  
SCALES AS NOTED

ROBINSON AND STEINMAN  
ENGINEERS  
NEW YORK, N.Y.

DRAWING NUMBER  
R53310-S122  
OCT. 13, 1938

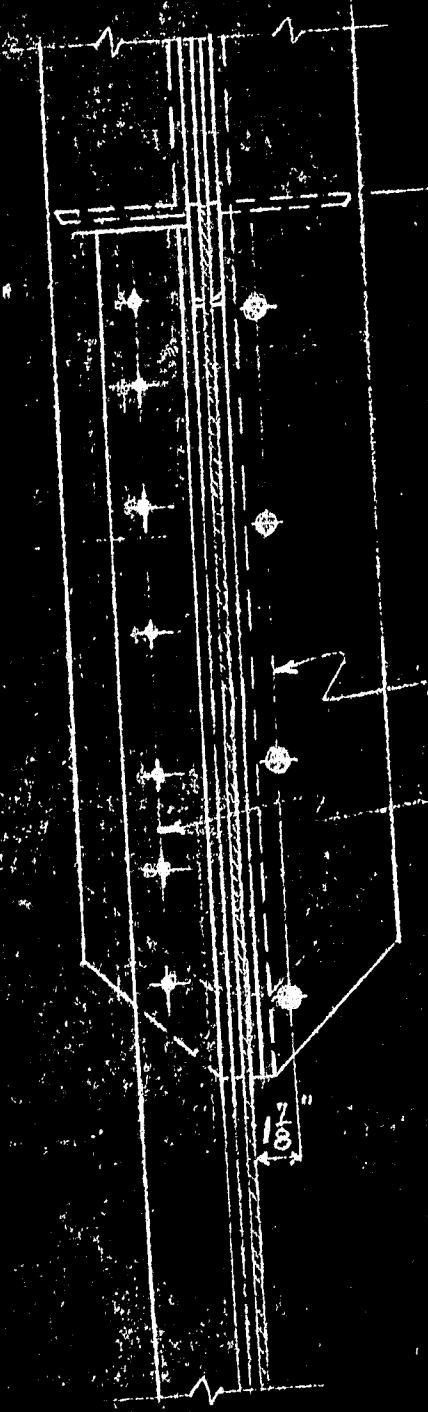




Normal conditions - 10% Stress in rope - Vertical & Sag = 0.680'

Normal condition - 10% Stress in rope - Vertical & Sag = 1.654'

NOTES:-  
 1. THE NEW BOLTS TO BE PLACED IN CABLE BANDS SHALL BE OF NICKLE ALLOY WITH A MINIMUM ULTIMATE STRENGTH OF 180,000 LBS. PER SQ. IN. AND A MINIMUM YIELD POINT OF 50,000 LBS. PER SQ. IN. THESE BOLTS SHALL NOT BE HEAT TREATED. THEY SHALL BE TIGHTENED TO A TENSION OF NOT LESS THAN 50,000 LBS. PER BOLT.  
 2. THE 1" DIAMETER ROPES SHALL HAVE A GROSS METALLIC AREA OF NOT LESS THAN 0.72 SQ. IN. AND A MINIMUM ULTIMATE STRENGTH OF 124,000 LBS. THEY SHALL BE MEASURED, CUT AND SOCKETED TO PROVIDE THE LENGTHS SHOWN ON THIS DRAWING WHEN STRESSED TO 10,000 LBS. PER ROPE. Ropes galvanized same as suspenders. Paint same as other struct. steel. No paint on rope between of stay.

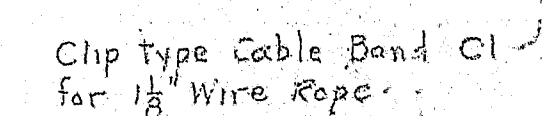


REQUIRED  
 4 - ROPE STAYS - "D" WITH CONNECTIONS  
 4 - ROPE STAYS - "E" WITH CONNECTIONS  
 16 - RAILING RODS

PWA PROJECT NO. ME 1010-D  
 DEER ISLE SEDGWICK BRIDGE DISTRICT  
 BRIDGE OVER EAGLENOGGIN REACH  
 CABLE STAYS FOR SIDE SPANS  
 ROBINSON & STEINMAN ENGINEERS  
 NEW YORK, N.Y.  
 DRAWING NUMBER  
 RS 3310 - S 126  
 JUNE 29, 1939

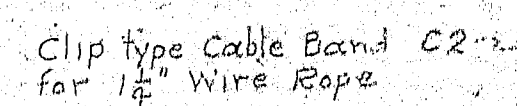
10-9-39 - REVISED AS BUILT



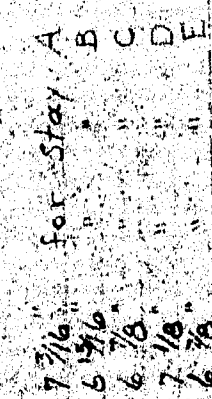
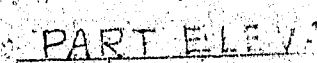


Note: Type of clip which projects beyond this point would foul sling and must not be used here or at Stay.

## PLAN



ELEVATION

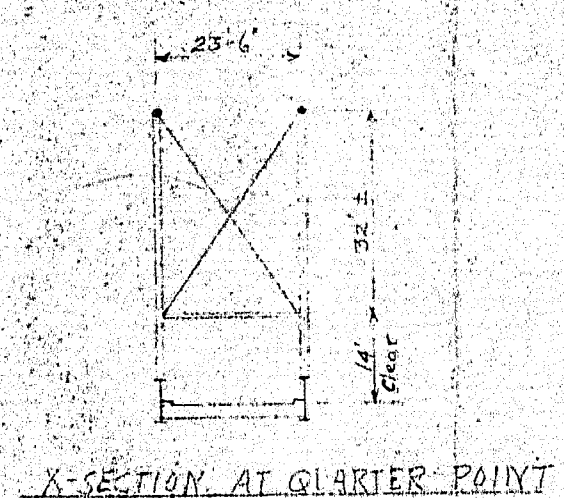
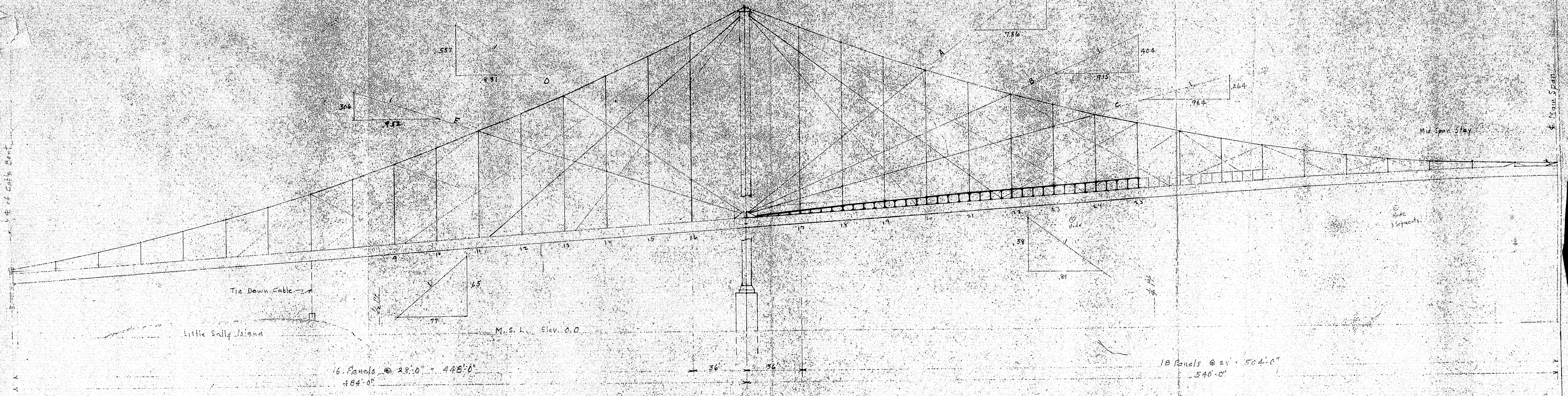


SECTION A-A

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 100. 10. 2

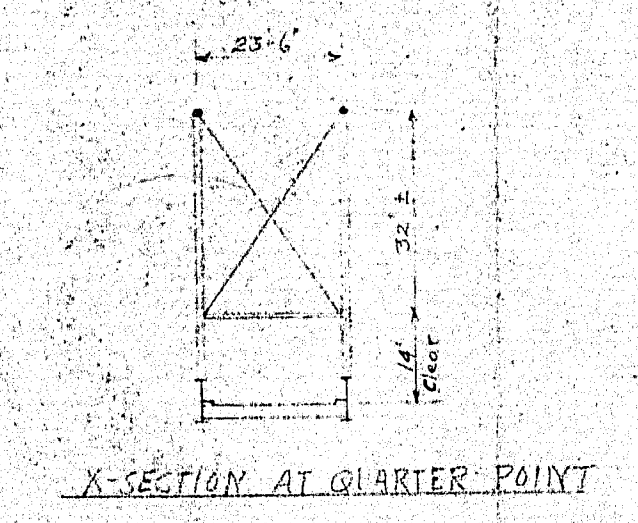
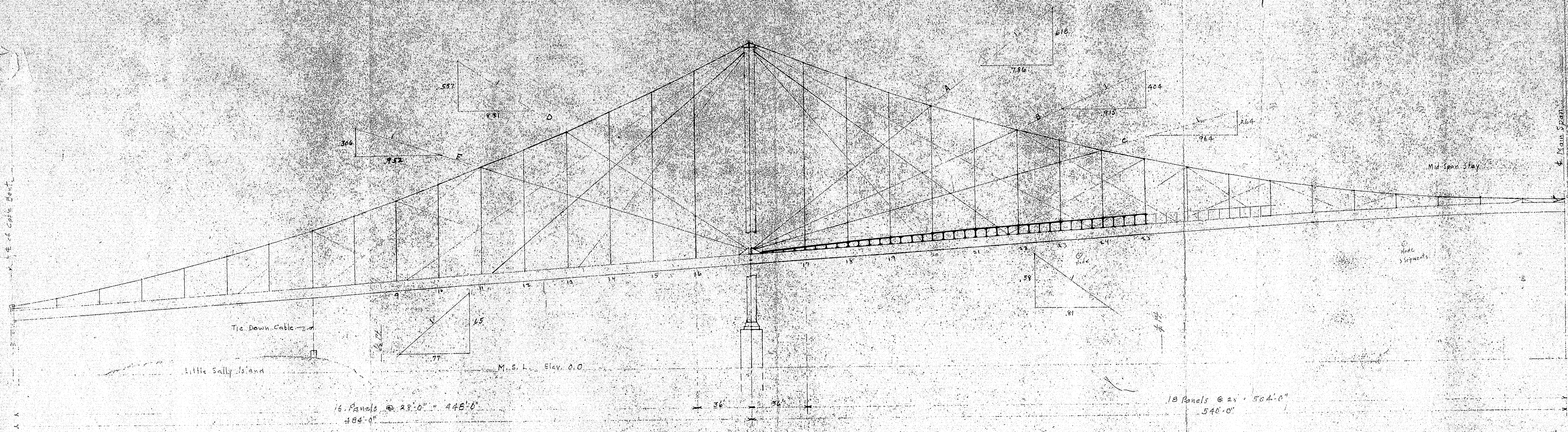
What sing ...





DEER ISLE-SEDGWICK BRIDGE  
 STUDY FOR STAYS  
 SCALE 1"=30'  
 ROBINSON & MERRILL  
 CONSULTING ENGINEERS  
 NEW YORK CITY  
 DEC 11 1942





DEER ISLE-SEDGWICK BRIDGE  
 STUDY FOR STAYS  
 Scale 1"=30'  
 RANSOM & STEPHENS  
 CONSULTING ENGINEERS  
 NEW YORK CITY  
 Dec 11, 1942