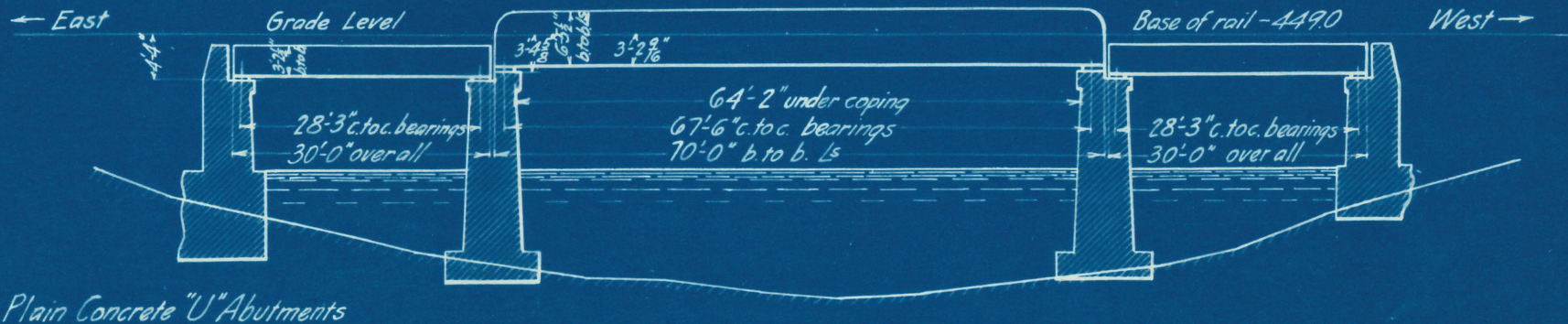


Presque Isle Stream Bridge.  
 2-30 ft. & 1-70 ft Through Plate Girders.

Grade - Level  
 Alignment - Tangent



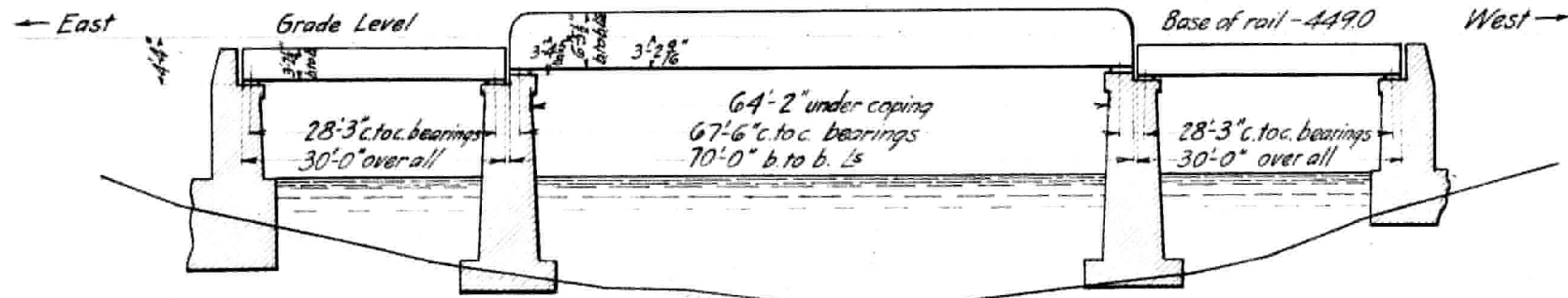
Scale - 20' = 1"

uilt	1909.	Built by Penna. Steel Co.	Ties.	Substr. Gen. Contractor C.P. Treat
ading - 2-142 ton Consolidation Loc's	followed by 4000# per ft.	Erected by 12-30'	Guard rails.	Sub-Contractor
ifications - N.M.S.R.R. 1905	Cost.	Weight. 70'	Total Feet B.M.	Total Cu. Yds.
		Total 131,874'	Cost.	Cost

117-200-6

Presque Isle Stream Bridge.  
 2-30 ft. & 1-70 ft Through Plate Girders.

Grade - Level  
 Alignment - Tangent

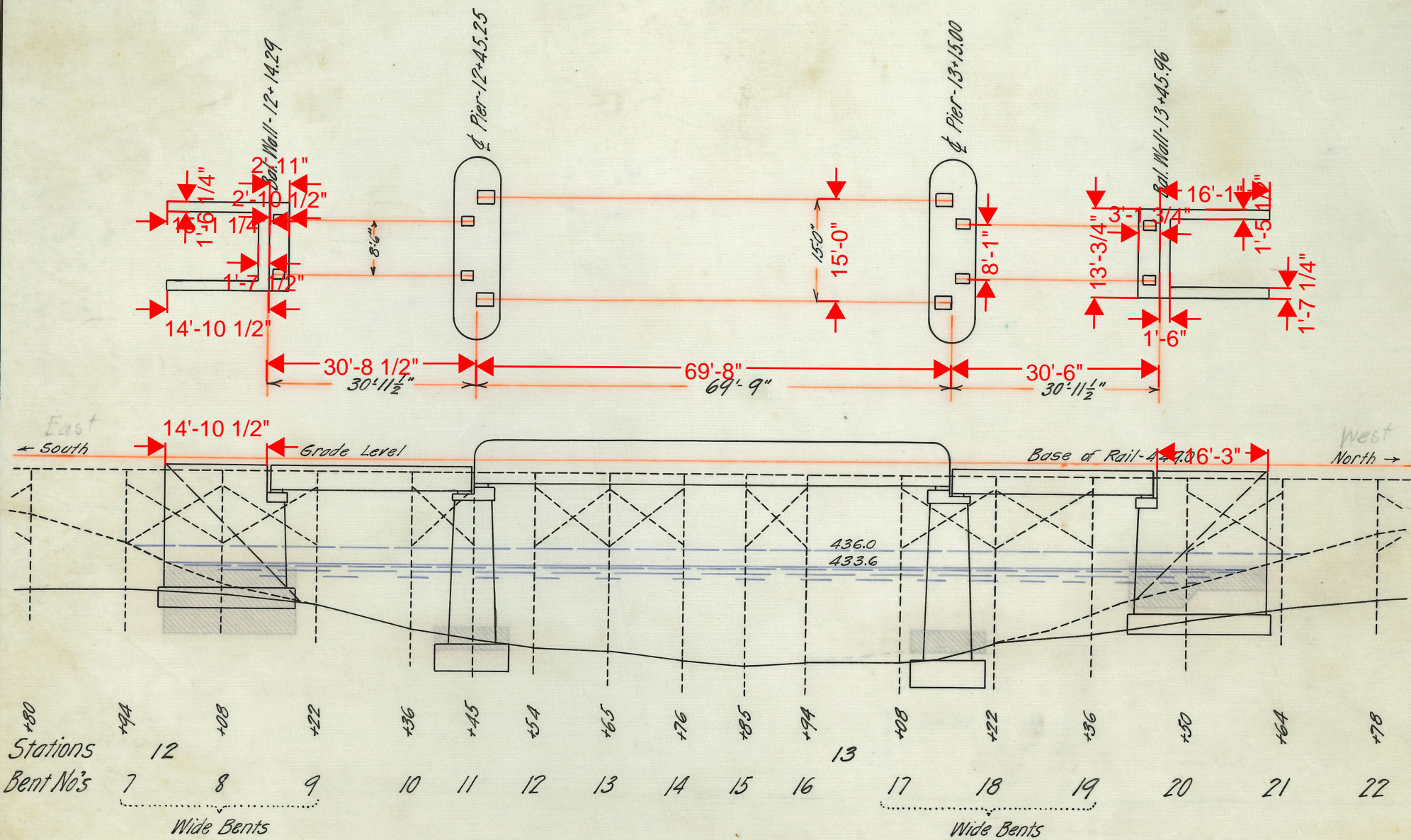


Plain Concrete "U" Abutments

Scale - 20' = 1"

Built 1909	Built by Penna Steel Co.	Ties.	Substr. Gen Contractor C.P. Treat
Loading - 2-142 ton Consolidation Loc's followed by 4000# per ft.	Erected by	Guard rails.	Sub-Contractor
Specifications - N.M.S.R.R. 1905	Weight.	Total Feet B.M.	Total Cu. Yds.
	Cost.	Cost.	Cost

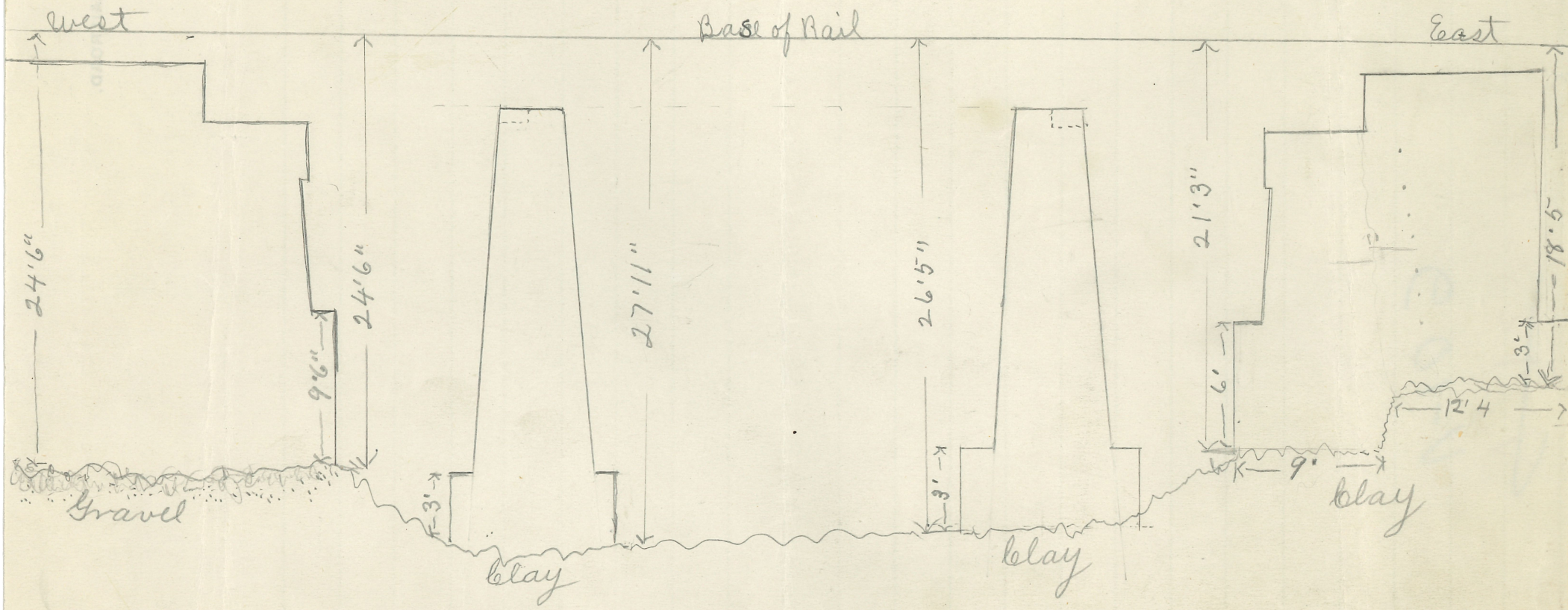
112-200-6



Bangor and Aroostook R.R.  
 Sketch of Bridge Over Presque Isle Stream  
 Scale 20'=1"

Houlton, Dec. 29, 1909.

BRIDGES & ARCHITECTURE & ROADMAS

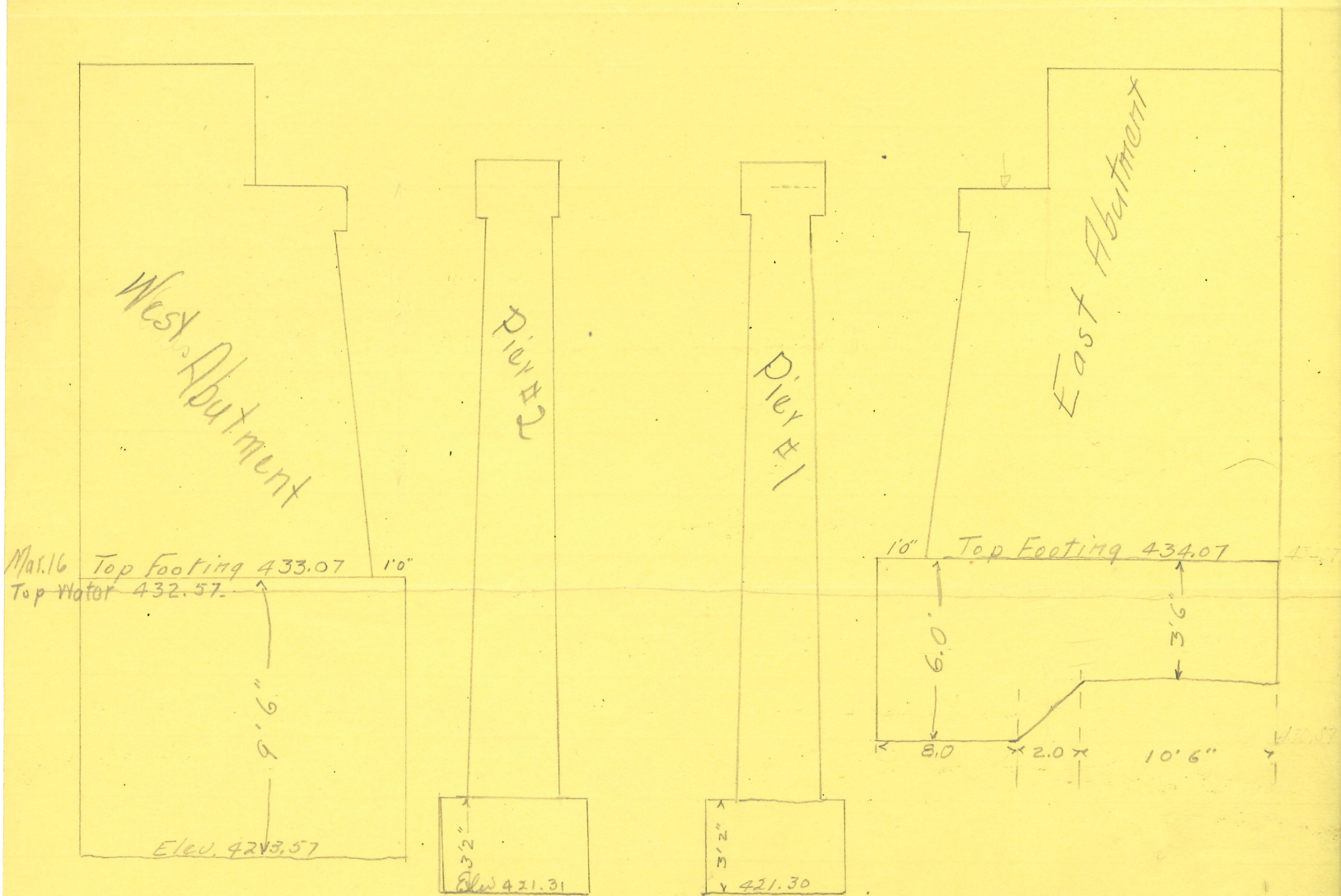


Sam Gray's Sketch

SUBJECT .....

(KINDLY MENTION ABOVE SUBJECT IN YOUR REPLY)

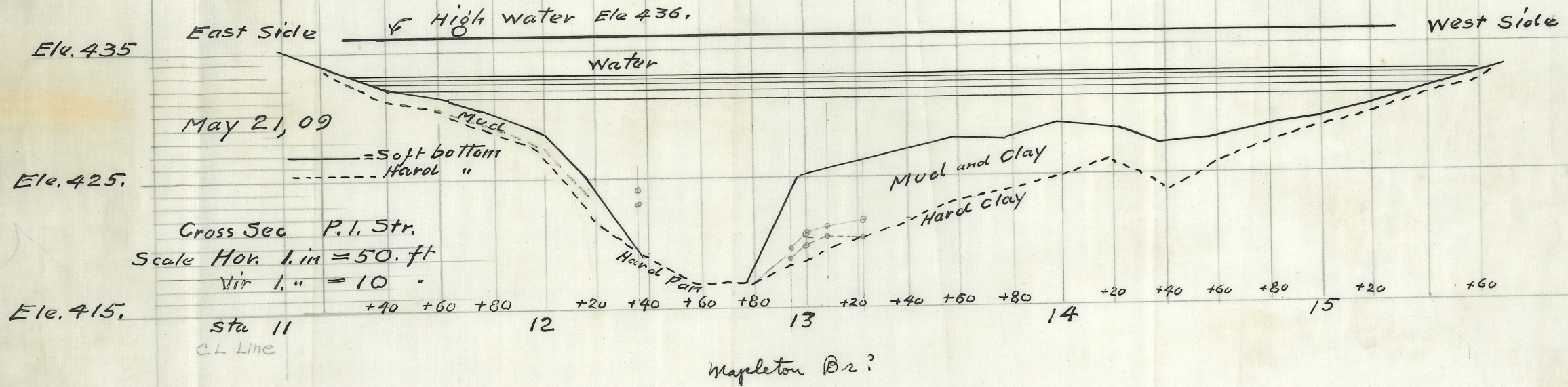
# Presque Isle Stream Masonry Elevations of Footings



Mar 24<sup>th</sup> 1910

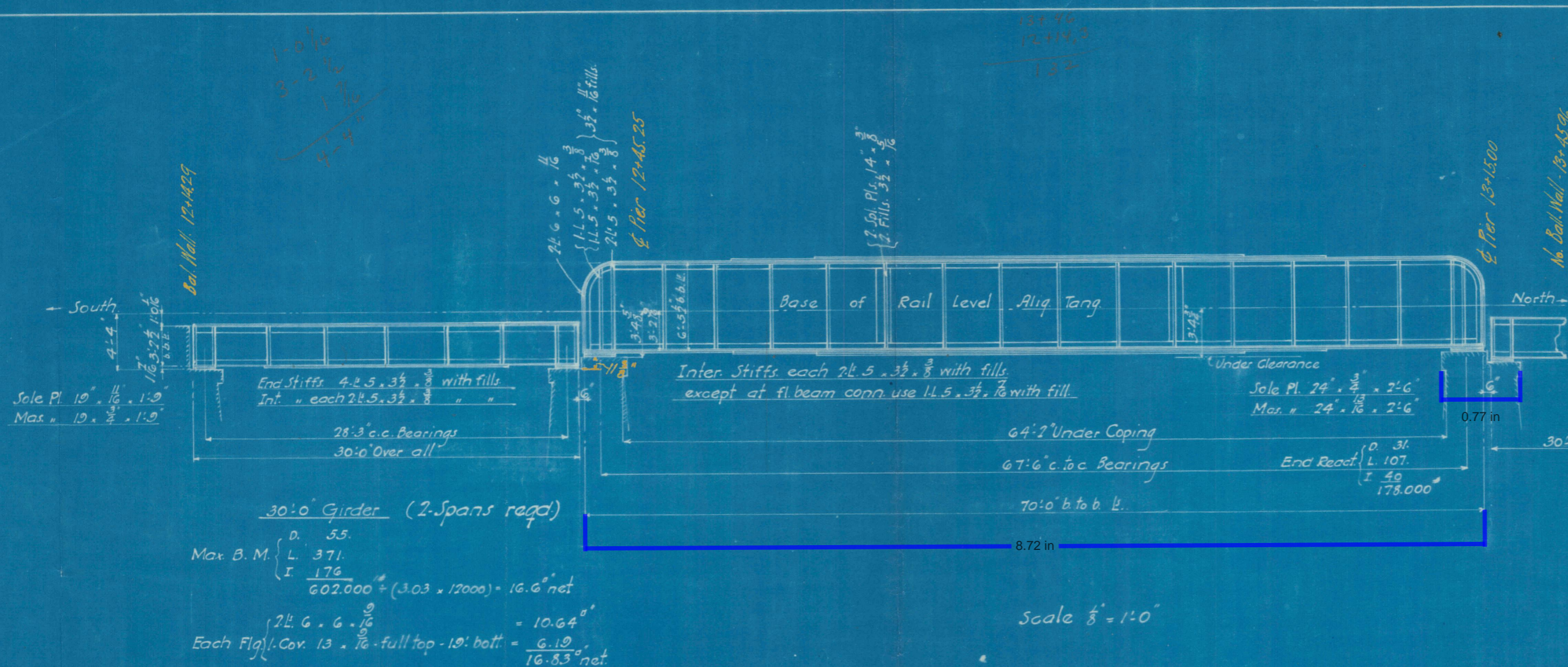
From R.L.H.

Sub. Grade Elev. 447.5



CROSS SECTION OF PRESQUE ISLE S  
SHOWING RESULT OF SOUNDINGS

#2788



**30'-0" Girder (2-spans reqd)**

Max. B.M.  $\begin{cases} D. 55. \\ L. 371. \\ I. 176. \end{cases}$   
 $\frac{602,000}{602,000} + (3.03 \cdot 12000) = 16.6'' \text{ net}$

Each Flg.  $\begin{cases} 2L. 6 \times 6 \times \frac{1}{16} \\ 1. Cov. 13 \times \frac{1}{16} \text{ full top } - 10'' \text{ bott.} \end{cases} = \frac{6.19}{16.83}'' \text{ net}$

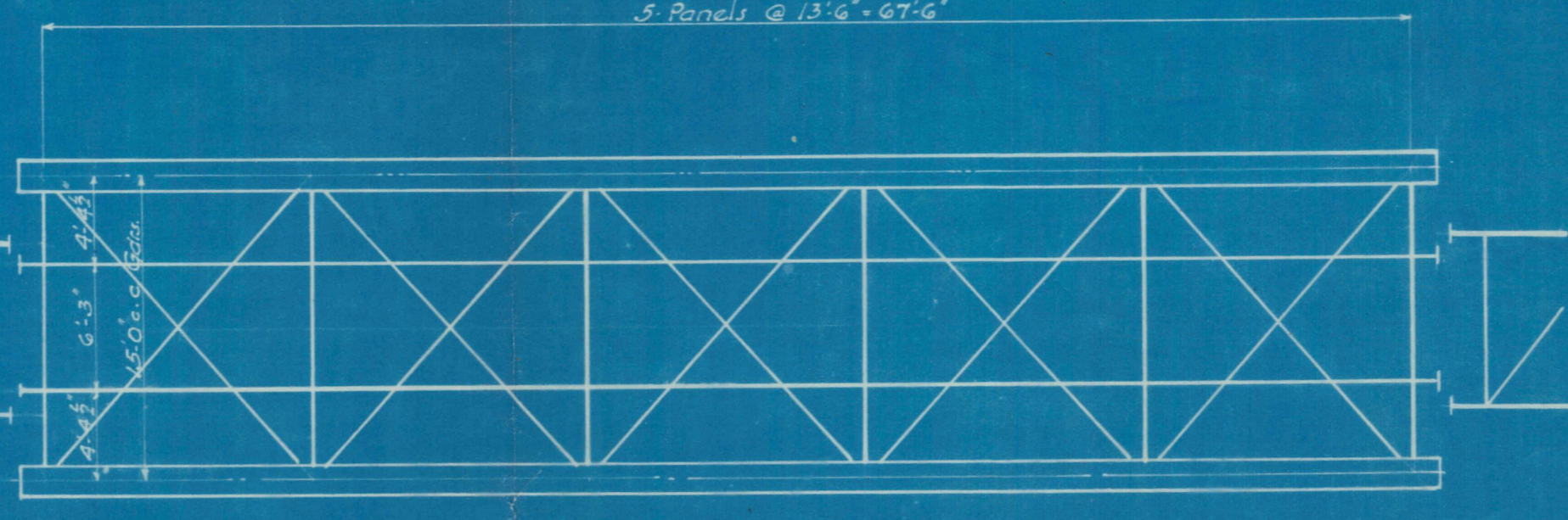
Max. Shear  $\begin{cases} D. 8. \\ L. 61. \\ I. 20. \end{cases}$   
 $\frac{93,000}{93,000}$

Web  $38'' \times \frac{7}{16} = 16.6'' \text{ gr}$

End Stiff. each  $2L. 5 \times 3\frac{1}{2} \times \frac{3}{8}$  with fills  
 Int. " each  $2L. 5 \times 3\frac{1}{2} \times \frac{3}{8}$  " " "

Top & bott.  $2L. 3\frac{1}{2} \times 3 \times \frac{3}{8}$   
 End Fir. each  $1-L. 3\frac{1}{2} \times 3 \times \frac{3}{8}$   
 Int. " "  $4-L. 3\frac{1}{2} \times 3 \times \frac{3}{8}$   
 Struts "  $1-L. 3\frac{1}{2} \times 3 \times \frac{3}{8}$   
 Top Lats "  $2-L. 3\frac{1}{2} \times 3 \times \frac{3}{8}$   
 No Bott. Lats.

Scale  $\frac{1}{8}'' = 1'-0''$



Bridge at Sta 12

**Main Girder**

Max. B.M.  $\begin{cases} D. 492. \\ L. 1532. \\ I. 583. \end{cases}$   
 $\frac{2,611,000}{2,611,000} + (6.42 \cdot 12000) = 33.8'' \text{ net}$

Each Flg.  $\begin{cases} 2L. 6 \times 6 \times \frac{1}{16} \\ 1. Cov. 16 \times \frac{1}{16} \text{ full T. \& B.} \end{cases} = \frac{12.82}{46.16}'' \text{ net}$

Max. End Shear  $\begin{cases} D. 75. \\ L. 77. \\ I. 37. \end{cases}$   
 $\frac{134,000}{134,000}$

Web  $77'' \times \frac{7}{8} = 28.6'' \text{ gr}$   
 2 $\frac{1}{2}$  Pitch end panel

**Stringer**

Max. B.M.  $\begin{cases} D. 10. \\ L. 103. \\ I. 57. \end{cases}$   
 $\frac{163,000}{163,000} + (1.66 \cdot 12000) = 8.3'' \text{ net}$

Each Flg.  $2L. 6 \times 6 \times \frac{1}{16} = 9.26'' \text{ net}$

Max. End Shear  $\begin{cases} D. 7.9 \\ L. 38.0 \\ I. 19.1 \end{cases}$   
 $\frac{60,000}{60,000}$

Web  $23'' \times \frac{7}{8} = 11.5'' \text{ gr}$   
 2 Pitch at ends

**Inter Floorbeam**

Max. B.M.  $\begin{cases} D. 37. \\ L. 223. \\ I. 113. \end{cases}$   
 $\frac{368,000}{368,000} + (2.73 \cdot 12000) = 11.2'' \text{ net}$

Each Flg.  $2L. 6 \times 6 \times \frac{7}{16} = 11.76'' \text{ net}$

Max. End Shear  $\begin{cases} D. 7.3 \\ L. 51.0 \\ I. 25.7 \end{cases}$   
 $\frac{84,000}{84,000}$

Web  $36'' \times \frac{7}{8} = 18.0'' \text{ gr}$   
 2 $\frac{1}{4}$  Pitch at ends

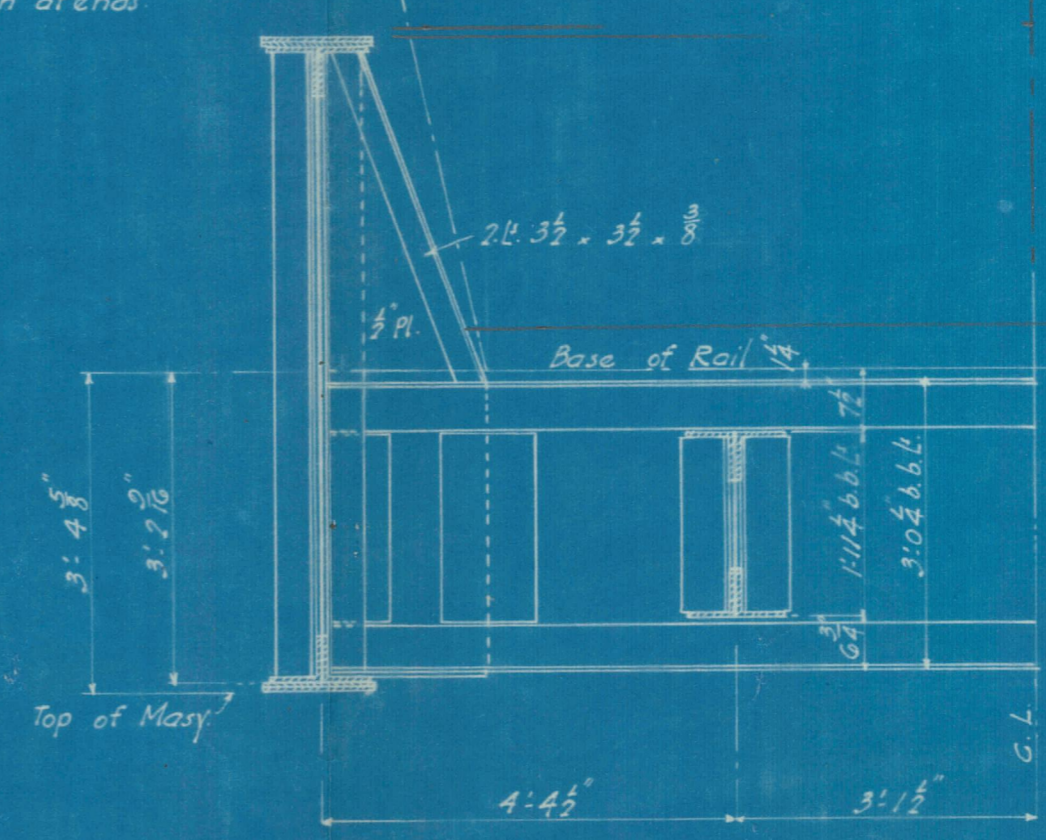
**End Floorbeam**

Max. B.M.  $\begin{cases} D. 20. \\ L. 185. \\ I. 93. \end{cases}$   
 $\frac{298,000}{298,000} + (2.73 \cdot 12000) = 9.1'' \text{ net}$

Each Flg.  $2L. 6 \times 6 \times \frac{7}{16} = 9.26'' \text{ net}$

Max. End Shear  $\begin{cases} D. 4.6 \\ L. 42.2 \\ I. 21.2 \end{cases}$   
 $\frac{68,000}{68,000}$

Web  $36'' \times \frac{7}{16} = 15.75'' \text{ gr}$



APPROVED  
 [Signature]  
 DEC 29 1909  
 Office of Chief Engineer.

The Pennsylvania Steel Co.  
 B. & C. Dept.  
 DEC 27 1909  
 Office of Chief Engineer.

**Assumed Live Load**

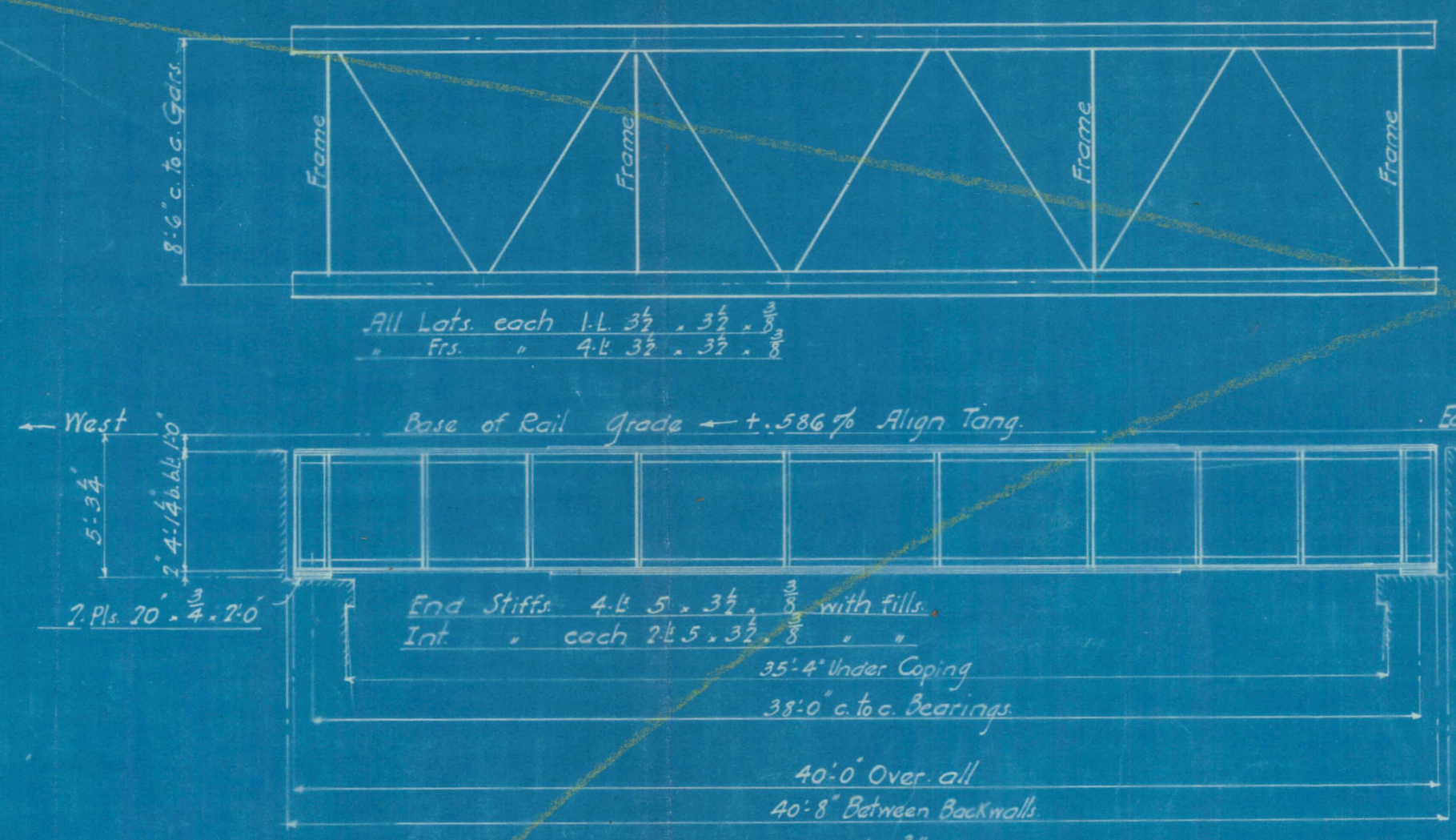
20,000, 40,000, 60,000, 80,000, 100,000, 120,000, 140,000, 160,000, 180,000, 20,000  
 4000' per lin. ft.

**Assumed Dead Load**

70'-0" Span: Track 500, Floor 4.50, Girders & Bracing 8.50, 1800' per lin. ft. of bridge

40'-0" Span: Track 600, Steel 600, 1200' per lin. ft. of bridge

30'-0" Span: Track 600, Steel 500, 1100' per lin. ft. of bridge



All Lats. each  $1-L. 3\frac{1}{2} \times 3\frac{1}{2} \times \frac{3}{8}$   
 Fis. "  $4-L. 3\frac{1}{2} \times 3\frac{1}{2} \times \frac{3}{8}$

Bridge at Sta 205

**Girder**

Max. B.M.  $\begin{cases} D. 108. \\ L. 600. \\ I. 273. \end{cases}$   
 $\frac{931,000}{931,000} + (4.0 \cdot 12000) = 20.45'' \text{ net}$

Each Flg.  $\begin{cases} 2L. 6 \times 6 \times \frac{1}{2} \\ 1. Cov. 13 \times \frac{1}{2} \text{ full T. \& B.} \end{cases} = \frac{9.52}{22.0}$

Max. End Shear  $\begin{cases} D. 11.4 \\ L. 73.2 \\ I. 33.4 \end{cases}$   
 $\frac{118,000}{118,000}$

Web  $40'' \times \frac{7}{16} = 21.4'' \text{ gr}$   
 2 Pitch at ends

2-30'-0" S.T.K. Thru. Pl. Gdr. Spans (added Dec. 27, 1909)  
 1-70'-0" S.T.K. Thru. Pl. Gdr. Span  
 1-40'-0" " " Deck

Aroostook Construction Co.

BANGOR & AROOSTOOK R.R.  
 Submitted by

The Pennsylvania Steel Co.  
 Bridge & Construction Dept.  
 Steelton, Pa. July 31, 1909  
 Scales as noted  
 Revised Dec. 27, 1909

Approved Aug 2 1909  
 Moses Burpee, Chief Eng.

Specifications:  
 Northern Maine Seaport R.R. 1005

C3555

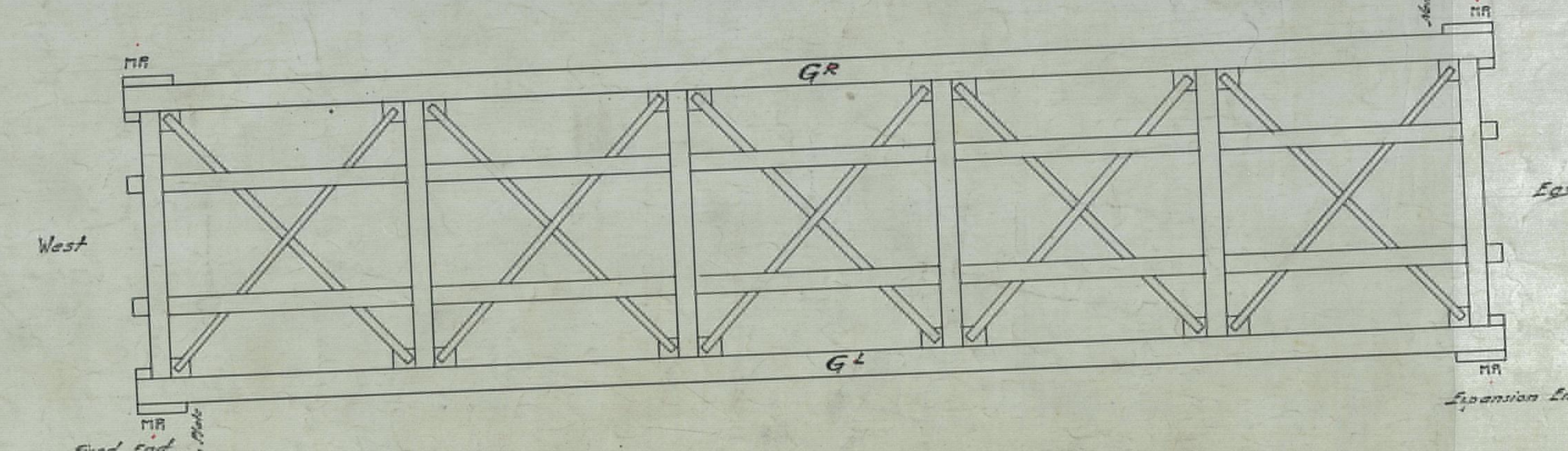
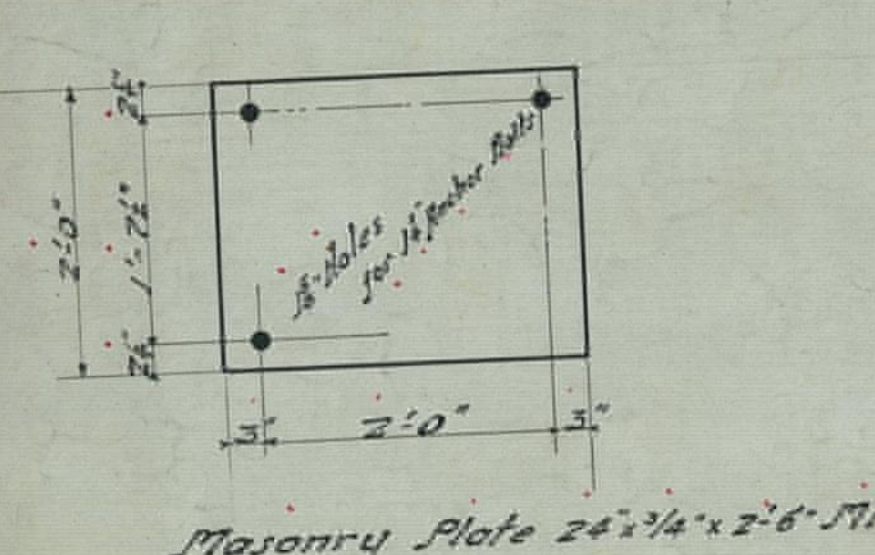
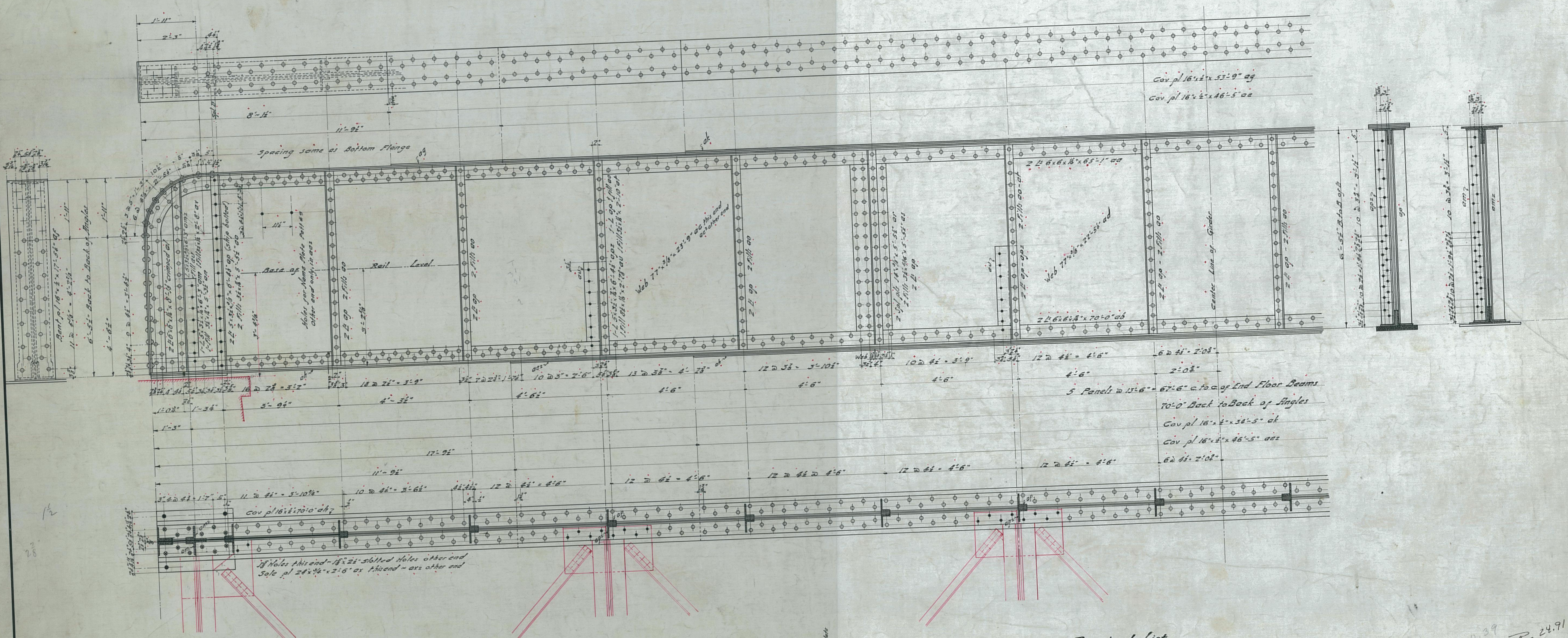
E 56.50  
 7







Bolts 7-8 in diam.  
Open Holes 15-16 in diam.  
Holes For Floor Beam Connections to Be Reamed to Iron Template.



Required List  
2 Girders G1  
4 Masonry Plates MP

Longitudinal Girders,  
One 70' - 0" S.T. Half Thru. Plate Girder Span,  
Bridge at Sta. No. 12 Presque Isle Branch - Washburn Extension  
Bangor & Aroostook R. R.

BUILT BY  
**THE PENNSYLVANIA STEEL CO.,**  
Bridge & Construction Dep't,  
Steelton, Pa.

Scale: 3/4 in. = 1 ft.  
Made by F.P.C.  
Traced by F.P.C.  
Checked by L.G.V. 8-12-09  
In Charge J.M. Gault  
Est Sheets 30  
Aug. 12 1909  
Revised 2-17-1909

Paint: One coat of Linseed Oil,  
Red Lead for assembling.  
Parts inaccessible after erection two coats of Approved Graphite Paint.

