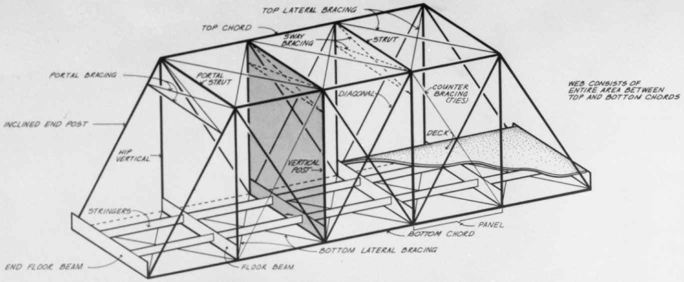


TRUSSES

A STUDY BY THE

HISTORIC AMERICAN ENGINEERING RECORD

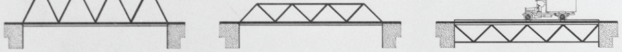
A TRUSS IS COMPOSED OF STRUCTURAL TRIANGLES JOINED TOGETHER WITH PINNED OR RIVETED CONNECTIONS. THE MAIN PIECES OR MEMBERS MAY BE EITHER STIFF HEAVY STRUTS, POSTS OR THIN FLEXIBLE BARS. IT IS THE ARRANGEMENT OF THESE MEMBERS THAT DETERMINES THE SPECIFIC TRUSS TYPE.

STRUCTURAL MEMBERS RESIST FORCES IN TWO PRIMARY WAYS — COMPRESSION AND TENSION. HEAVY RIGID MEMBERS MAY RESIST BOTH COMPRESSIVE AND TENSILE FORCES BUT THIN RODS CAN ONLY RESIST TENSION AND THESE CHARACTERISTICS ARE MAJOR CLUES IN TRUSS IDENTIFICATION. NOTE THAT THE MAIN STRUCTURAL MEMBERS OF A TRUSS PANEL MAY BE SUPPLEMENTED BY THIN DIAGONAL TIES. BECAUSE TRUSS TYPES ARE DETERMINED BY THEIR MAIN STRUCTURAL MEMBERS, THESE COUNTER BRACES (INDICATED BY BROKEN LINES, ON THE IDENTIFICATION SHEET) MAY BE IGNORED. AFTER MATCHING THE STRUCTURAL OUTLINE OF THE TRUSS IN QUESTION WITH THE DIAGRAM IT MOST RESEMBLES, CHECK TO MAKE SURE THE ARRANGEMENT OF HEAVY COMPRESSION AND LIGHT TENSION MEMBERS IS COMPATIBLE WITH THE DIAGRAM. IF THERE IS AGREEMENT, THEN THE BASIC TRUSS TYPE IS IDENTIFIED.

THE SHEET OF TRUSS DIAGRAMS PRESENTS ONLY THE STANDARD FORMS OF THE MOST COMMON TRUSSES. THERE ARE ALSO MANY "HYBRID" TRUSSES THAT DO NOT FALL INTO EASILY-DEFINED CATEGORIES. IN SUCH CASES, IDENTIFICATION SHOULD BE MADE AS CLOSELY AS POSSIBLE IN TERMS OF THE STANDARD DESIGNS. ADDITIONALLY, TRUSSES OFTEN ARE INVERTED, CREATING OUTLINES QUITE DIFFERENT FROM THE ORIGINAL — TENSION MEMBERS BECOMING COMPRESSION MEMBERS AND VICE VERSA. BEFORE ASSUMING A TRUSS IS NOT REPRESENTED ON THE DIAGRAM, CHECK TO SEE IF IT IS AN INVERTED FORM.

MOST BRIDGE TRUSSES ARE OF THREE BASIC TYPES. IF THE DECK AND/OR RAILS ARE LEVEL WITH THE BOTTOM CHORDS, IT IS A THROUGH TRUSS. A PONY TRUSS IS A THROUGH TRUSS WITH NO LATERAL BRACING BETWEEN TOP CHORDS. A DECK TRUSS CARRIES ITS TRAFFIC LOAD LEVEL WITH THE TOP CHORDS.

TRUSS BRIDGES



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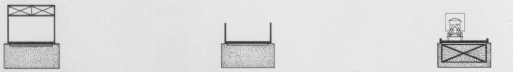
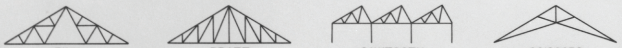


TRANSVERSE SECTION
THROUGH TRUSS

TRANSVERSE SECTION
PONY TRUSS

TRANSVERSE SECTION
DECK TRUSS

ROOF TRUSSES

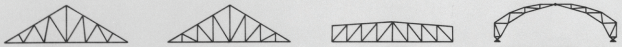


FINK — THIS IS A VARIATION OF THE FINK TRUSS SHOWN IN THE BRIDGE DIAGRAM.

PRATT — DIAGONALS IN TENSION

SAWTOOTH — USUALLY USED TO ALLOW NATURAL LIGHTING OF LARGE FLOOR AREAS.

SCISSORS — USUALLY USED FOR LARGE VAULTED CEILINGS.



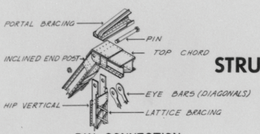
BELGIAN — DIAGONALS PERPENDICULAR TO TOP CHORDS.

HOWE — DIAGONALS IN COMPRESSION

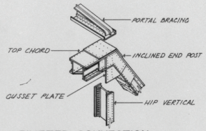
HOWE — DIAGONALS IN COMPRESSION

THREE-HINGED ARCH — USED FOR EXCEPTIONALLY LONG SPANS.

STRUCTURAL CONNECTIONS



PIN CONNECTION



RIVETED CONNECTION

1ST. PRINTING 1976; REVISED OCT. 1976

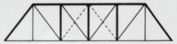
OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION TECHNICAL INFORMATION PROJECT UNDER DIRECTION OF THE NATIONAL PARK SERVICE, UNITED STATES DEPARTMENT OF THE INTERIOR	TRUSS IDENTIFICATION: NOMENCLATURE	RECORD NO. HAER TI-1	HISTORIC AMERICAN ENGINEERING RECORD SHEET 1 OF 2 SHEETS	LIBRARY OF CONGRESS INDEX NUMBER

KING POST

(WOOD)

A TRADITIONAL TRUSS TYPE WITH ITS ORIGINS IN THE MIDDLE AGES.

LENGTH: 20-60 FEET
6-18 METERS

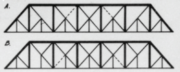


PRATT

1844 - 20TH CENTURY

DIAGONALS IN TENSION, VERTICALS IN COMPRESSION (EXCEPT FOR HIP VERTICALS ADJACENT TO INCLINED END POSTS).

LENGTH: 30-250 FEET
9-75 METERS

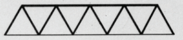


BALTIMORE (PETIT)

1871 - EARLY 20TH CENTURY

A. A PRATT WITH SUB-STRUTS.
B. A PRATT WITH SUB-TIES.

LENGTH: 250-600 FEET
75-180 METERS



WARREN

1848 - 20TH CENTURY

TRIANGULAR IN OUTLINE, THE DIAGONALS CARRY BOTH COMPRESSIVE AND TENSILE FORCES. A "TRUE" WARREN TRUSS HAS EQUILATERAL TRIANGLES.

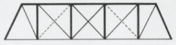
LENGTH: 50-400 FEET
15-120 METERS

QUEEN POST

(WOOD)

A LENGTHENED VERSION OF THE KING POST.

LENGTH: 20-80 FEET
6-24 METERS

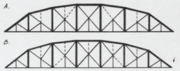


PRATT HALF-HIP

LATE 19TH-EARLY 20TH CENTURY

A PRATT WITH INCLINED END POSTS THAT DO NOT HORIZONTALLY EXTEND THE LENGTH OF A FULL PANEL.

LENGTH: 30-150 FEET
9-45 METERS



PENNSYLVANIA (PETIT)

1875 - EARLY 20TH CENTURY

A. A PARKER WITH SUB-STRUTS.
B. A PARKER WITH SUB-TIES.

LENGTH: 250-600 FEET
75-180 METERS

WARREN

WITH VERTICALS
MID 19TH - 20TH CENTURY

DIAGONALS CARRY BOTH COMPRESSIVE AND TENSILE FORCES. VERTICALS SERVE AS BRACING FOR TRIANGULAR WEB SYSTEM.

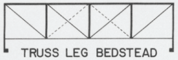
LENGTH: 50-400 FEET
15-120 METERS

BURR ARCH TRUSS

1804 - LATE 19TH CENTURY
(WOOD)

COMBINATION OF A WOODEN ARCH WITH A MULTIPLE KING POST. (ARCH ALSO COMBINED WITH LATER WOODEN TRUSSES).

LENGTH: 50-175 FEET
15-50 METERS

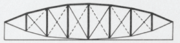


TRUSS LEG BEDSTEAD

LATE 19TH - EARLY 20TH CENTURY

A PRATT WITH VERTICAL END POSTS IMBEDDED IN THEIR FOUNDATIONS.

LENGTH: 30-100 FEET
9-30 METERS

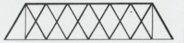


LENTICULAR (PARABOLIC)

1878 - EARLY 20TH CENTURY

A PRATT WITH BOTH TOP AND BOTTOM CHORDS PARABOLICLY CURVED OVER THEIR ENTIRE LENGTH.

LENGTH: 50-360 FEET
5-110 METERS



DOUBLE INTERSECTION WARREN

(LATTICE)
MID 19TH - 20TH CENTURY

STRUCTURE IS INDETERMINATE. MEMBERS ACT IN BOTH COMPRESSION AND TENSION. TWO TRIANGULAR WEB SYSTEMS ARE SUPERIMPOSED UPON EACH OTHER WITH OR WITHOUT VERTICALS.

LENGTH: 75-400 FEET
23-120 METERS

TOWN LATTICE

1820 - LATE 19TH CENTURY
(WOOD)

A SYSTEM OF WOODEN DIAGONALS WITH NO VERTICALS. MEMBERS TAKE BOTH COMPRESSION AND TENSION

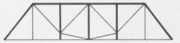
LENGTH: 50-220 FEET
15-66 METERS

PARKER

MID-LATE 19TH - 20TH CENTURY

A PRATT WITH A POLYGONAL TOP CHORD

LENGTH: 40-250 FEET
12-75 METERS



GREINER

1894 - EARLY 20TH CENTURY

PRATT TRUSS WITH THE DIAGONALS REPLACED BY AN INVERTED BOWSTRING TRUSS

LENGTH: 75-250 FEET
23-75 METERS

PEGRAM

1887 - EARLY 20TH CENTURY

A HYBRID BETWEEN THE WARREN AND PARKER TRUSSES, UPPER CHORDS ARE ALL OF EQUAL LENGTH.

LENGTH: 150-650 FEET
45-195 METERS

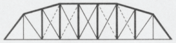
HOWE

1840 - 20TH CENTURY

(WOOD, VERTICALS OF METAL)

DIAGONALS IN COMPRESSION, VERTICALS IN TENSION.

LENGTH: 30-150 FEET
9-45 METERS

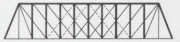


CAMELBACK

LATE 19TH - 20TH CENTURY

A PARKER WITH A POLYGONAL TOP CHORD OF EXACTLY FIVE SLOPES.

LENGTH: 100-300 FEET
30-90 METERS



DOUBLE INTERSECTION PRATT

1847 - 20TH CENTURY

(WHIPPLE, WHIPPLE-MURPHY, LINVILLE)

AN INCLINED END POST PRATT WITH DIAGONALS THAT EXTEND ACROSS TWO PANELS.

LENGTH: 70-300 FEET
21-90 METERS

POST

1865 - LATE 19TH CENTURY

A HYBRID BETWEEN THE WARREN AND THE DOUBLE INTERSECTION PRATT.

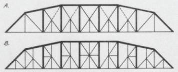
LENGTH: 100-300 FEET
30-90 METERS

BOWSTRING ARCH-TRUSS

1840 - LATE 19TH CENTURY

A TIED ARCH WITH THE DIAGONALS SERVING AS BRACING AND THE VERTICALS SUPPORTING THE DECK.

LENGTH: 50-130 FEET
15-40 METERS

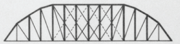


CAMELBACK

WITH SUBDIVIDED PANELS
LATE 19TH - EARLY 20TH CENTURY

A. A PENNSYLVANIA TRUSS WITH A POLYGONAL TOP CHORD OF EXACTLY FIVE SLOPES
B. SAME AS A. WITH HORIZONTAL STRUTS.

LENGTH: 100-500 FEET
30-150 METERS

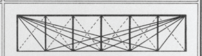


SCHWEDLER

LATE 19TH CENTURY

A DOUBLE INTERSECTION PRATT POSITIONED IN THE CENTER OF A PARKER.

LENGTH: 100-300 FEET
30-90 METERS

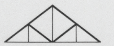


BOLLMAN

1852 - MID-LATE 19TH CENTURY
(RARE)

VERTICALS IN COMPRESSION, DIAGONALS IN TENSION. DIAGONALS RUN FROM END POSTS TO EVERY PANEL POINT.

LENGTH: 75-100 FEET
23-30 METERS

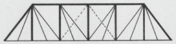


WADDELL "A" TRUSS

LATE 19TH - EARLY 20TH CENTURY

EXPANDED VERSION OF THE KING POST TRUSS. USUALLY MADE OF METAL

LENGTH: 25-75 FEET
8-23 METERS



KELLOGG

LATE 19TH CENTURY

A VARIATION ON THE PRATT WITH ADDITIONAL DIAGONALS RUNNING FROM UPPER CHORD PANEL POINTS TO THE CENTER OF THE LOWER CHORDS.

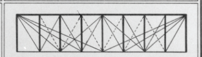
LENGTH: 75-150 FEET
23-30 METERS

K-TRUSS

EARLY 20TH CENTURY

SO CALLED BECAUSE OF THE DISTINCTIVE OUTLINE OF THE STRUCTURAL MEMBERS.

LENGTH: 200-800 FEET
60-240 METERS



FINK

1851 - MID-LATE 19TH CENTURY
(RARE)

VERTICALS IN COMPRESSION, DIAGONALS IN TENSION, LONGEST DIAGONALS RUN FROM END POSTS TO CENTER PANEL POINTS.

LENGTH: 75-100 FEET
23-45 METERS

WICHERT

1932 - MID-LATE 20TH CENTURY

IDENTIFIED BY A CHARACTERISTIC PIN-CONNECTED SUPPORT SYSTEM OVER THE PIERS. TRUSS IS CONTINUOUS OVER PIERS.

LENGTH: 400-1000 FEET
122-305 METERS

TRUSSES
A STUDY BY THE
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STEARNS

1890 - EARLY 20TH CENTURY

SIMPLIFICATION OF FINK TRUSS WITH VERTICALS OMITTED AT ALTERNATE PANEL POINTS.

LENGTH: 50-200 FEET
15-60 METERS

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION TECHNICAL INFORMATION PROJECT UNDER DIRECTION OF THE NATIONAL PARK SERVICE, UNITED STATES DEPARTMENT OF THE INTERIOR	TRUSS IDENTIFICATION: BRIDGE TYPES	RECORD NO. HAER TI-1	HISTORIC AMERICAN ENGINEERING RECORD SHEET 2 OF 2 SHEETS	LIBRARY OF CONGRESS INDEX NUMBER