

In re Bridge over Little Conemaugh
River between Franklin and East
Conemaugh Boroughs, County of
Cambria, Penna.

In Court of Quarter Sessions
of Cambria County, Pa.

No. 1. March Sess. 1917.

REPORT OF VIEWERS

To the Honorable, the Judges of said Court.

We, the undersigned Viewers appointed by the annexed order of the above Court to view and inspect the above premises respectfully report :

That we were duly sworn or affirmed as members of the permanent board of viewers of Cambria County, as shown by the - records of the Court; that due public notice of the time and place of meeting of said Viewers was given by publication in the Johnstown Daily Tribune and by hand bills posted upon the premises and served upon the Solicitor of Cambria County Board of County Commissioners, of Cambria County; upon the Contractor at least ten days prior to the time of making said view and inspection, evidence of which is shown by the copy of said notice hereto attached; that we met upon the premises according to the notice given on Friday November twenty-fifth, A. D. 1921 at ten o'clock A. M. and proceeded with the duties of our appointment; that we find that the bridge is erected and completed according to the plans and specifications and that the work is entirely finished and that the bridge is entirely completed in a satisfactory and acceptable manner. **THEREFORE** we recommend that the same be accepted by the County.

Witness our hands and seals this third day of
November, A. D. 1921.

S. E. Dickey

Dixon Tomb

Mahlon J. Baumgardner

Viewers.

VIEWERS' NOTICE—In re bridge
over Little Conemaugh River be-
tween Franklin and East Conemaugh
Boroughs, Cambria County, Pa. In
Court of Quarter Sessions of Cam-
bria County, Pa. No. 1 March Ses-
sion, 1917.

NOTICE TO INSPECT.

We, the undersigned Viewers, ap-
pointed by the above Court to view
and inspect the above mentioned
bridge over the Little Conemaugh
River between Franklin and East
Conemaugh Boroughs, Cambria Coun-
ty, Pa., will meet on the bridge Fri-
day, November 25, A. D. 1921, at 10
o'clock a. m., for the purpose of per-
forming the duties of our appoint-
ment.

S. E. DICKEY,
DIXON TOMB,
MAHLON J. BAUMGARDNER,
Nov. 15, 1921. Viewers.

In Re Bridge over Little
 Conemaugh River between
 Franklin and East Conemaugh
 Boroughs, County of
 Cambria, Penna.

In Court of Quarter Sessions
 of Cambria County, Penna.
 No. 1 March Sess. 1917.

To MAHLON J. BAUMGARDNER; S. E. DICKEY
AND DIXON TOMB Dr.

To MAHLON J. BAUMGARDNER Dr.

Data and preparing Notices of view & inspection	\$7.50
Stenographer and Stationery	2.00
Advertising Notices of View	2.00
Posting and Serving of Notices of View	7.50
Mileage	0.20
Making View and Inspection	7.50
Mileage	0.20
Data and Preparing Report	7.50
Stenographer and Stationery	2.00
Order to View and Inspect	0.90
	<hr/>
	\$37.80

DEC 12 1921 CERTIFIED

DEC 12 1921 CERTIFIED

To S. E. DICKEY Dr.

Making View and Inspection	\$7.50
Mileage	0.50
	<hr/>
	\$8.00

DEC 12 1921 CERTIFIED

DEC 12 1921 CERTIFIED

To DIXON TOMB Dr

Making View and Inspection	\$7.50
Mileage	0.20
	<hr/>
	\$7.70

\$53.00

RECEIVED
 APPROVED FOR PAYMENT

APPROVED FOR PAYMENT
[Signature]
 RECEIVED

In re Bridge over Little Conemaugh
River between Franklin and East
Conemaugh Boroughs, Cambria
County, Penna.

In Court of Quarter Sessions
of Cambria County, Pa.

No. 1. March Sess. 1917.

NOTICE TO INSPECT

We, the undersigned Viewers, appointed by the above
Court to view and inspect the above mentioned bridge over the
Little Conemaugh River between Franklin and East Conemaugh
Boroughs, Cambria County, Pa., will meet on the bridge Friday
November 25th, A. D. 1921 at 10 o'clock A. M. for the purpose
of performing the duties of our appointment.

S. E. DICKEY,

DIXON TOMB,

MAHLON J. BAUMGARDNER,

November 15, 1921.

Viewers.

In re Bridge over Little Conemaugh
River between Franklin and East
Conemaugh Boroughs, Cambria
County, Penna.*

In Court of Quarter Sessions
of Cambria County, Pa.
No. 1. March Sess 1917.

NOTICE TO INSPECT

We, the Undersigned Viewers, appointed by the above
Court to view and inspect the above mentioned bridge over the
Little Conemaugh River between Franklin and East Conemaugh
Boroughs, Cambria County, Pa. will meet on the bridge Friday
November 25th, A. D. 1921 at 10 o'clock A. M. for the purpose
of performing the duties of our appointment.

S. E. DICKEY,

DIXON TOMB,

MANION J. BAUMGARDNER,

November 15, 1921.

Viewers.

Now November 17th 1921, I accept service of the
within notice for the County Commissioners.

Walter Jones
Solicitor County Commissioners.

In re Bridge over Little Conemaugh
River between Franklin and East
Conemaugh Boroughs, Cambria
County, Pa.

In Court of Quarter Sessions
of Cambria County, Pa.
No. 1. March Sess. 1927

NOTICE TO INSPECT

We, the undersigned Viewers, appointed by the above
Court to view and inspect the above mentioned bridge over the
Little Conemaugh River between Franklin and East Conemaugh
Boroughs, Cambria County, Pa., will meet on the bridge Friday
November 25th, A. D. 1921 at 10 o'clock A. M. for the purpose
of performing the duties of our appointment.

S. E. DICKEY,

DIXON TOMB,

MAHLON J. BAUMGARDNER,

Nov. 15th, 1921.

Viewers.

I hereby accept service of the within notice.

Nov 16th, 1921.

Penn Bridge Company
By

Earl H. Mac Dermott
Foreman.

IN THE COURT OF QUARTER SESS
OF CAMBRIA COUNTY, PA.

No. 1. March Sess. 1917

In Re Bridge over Little
Conemaugh River between
Franklin and East Conemaugh
Boroughs, Cambria County,
Penna.

REPORT OF VIEWERS

DEC 12 1921 CERTIFIED

Filed Dec 5, 1921

CHARLES C. GREER
LAWYER

SWANK BUILDING JOHNSTOWN, PA.

IN THE COURT OF QUARTER SESSIONS OF CAMBRIA COUNTY, PENNSYLVANIA.

- NO. 1 MARCH SESSIONS 1917 -

TO THE HONORABLE JUDGES OF THE COURT OF QUARTER SESSIONS OF
CAMBRIA COUNTY, PENNSYLVANIA.

The Petition of the Commissioners of Cambria County,
respectfully represents:

That it having appeared to the Court, to the Grand Jury
and the Commissioners of the said County, that a bridge over Little
Conemaugh River between Franklin and East Conemaugh Boroughs,
Cambria County, was necessary, and that it would be too expensive
for the said Boroughs to erect said Bridge; and the same having
been entered of record, your Petitioners procured an estimate
to be made as nearly as might be, of the expense of the same, and
did proceed to have subh bridge erected, by entering into a
contract with the Penn Bridge Company of Beaver Falls, Pa., for
the building of said bridge for the sum of ONE HUNDRED FORTY-EIGHT
THOUSAND NINE HUNDRED TEN (\$148,910.00) DOLLARS; and that the said
bridge is now completed agreeably to the said contract. The
amount paid on said contract is the sum of ONE HUNDRED TWENTY-SEVEN
THOUSAND, FOUR HUNDRED FORTY (\$127,440.00) DOLLARS.

Your petitioners, therefore, pray the Court to appoint In-
spectors to inspect said bridge and the workmanship thereof, agree-
ably to the Act of Assembly, and the Supplements and Amendments
thereto, and to make report to your Honorable Court.

T. STANTON DAVIS,
DWIGHT ROBERTS,
H. B. HEFFLEY
Commissioners of Cambria County.

DECREE

And now, November 14th. A. D. 1921, the within Petition read and considered and S. E. Dickey, Dixon Tomb and Mahlon J. Baumgardner are appointed to inspect the within mentioned bridge and to make report thereof to the Court at the next term beginning December 5, 1921.

BY THE COURT

Attest:

Frank C. Hoff.
Clerk.

No. 1. March Sessions 1917.

Petition of the County
Commissioners of Cambria
County for the appointment
of Inspectors to inspect the
Bridge over the Little Conemaugh
River between Franklin
and East Conemaugh Borough,
Cambria County.

ORDER TO INSPECT.

Clerk Robb..... 90 cts.

MADE IN PITTSBURGH BY WM. G. JOHNSTON CO

To the Honorable the Judge of the Court of Common Pleas of
the County of Cambria, now holding a Court of Quarter Ses-
sions of the Peace in and for said County.

THE PETITION OF THE COMMISSIONERS OF THE COUNTY OF
CAMBRIA RESPECTFULLY REPRESENTS:

That it having appeared to the Court, to the Grand Jury, and the Commissioners of
the said County, that a bridge over the Conemaugh River Creek,
at the place where a public highway from the Borough of East Conemaugh River to
the Borough of Franklin crosses the said Creek, in the Township of
between the Boroughs of East Conemaugh & Franklin, in said County, was necessary, and that
it would be too expensive for the said Township to erect said bridge; and the same having
been entered of record, your petitioners procured an estimate to be made as nearly as might
be, of the expense of the same, and did proceed to have said bridge erected, by entering into
a contract with Bell-Bockel Construction Co., Inc. of Johnstown, Pa.
for the building of the substructure for the sum of \$ 20,400.00; and with
for the building of the superstructure for the sum of \$ 20,400.00; and that
the said bridge is now completed agreeably to the said contracts.

Your petitioners, therefore, pray the Court to appoint six fit persons to inspect said ^{Temporary} bridge
and the workmanship thereof, agreeably to the Act of Assembly, and to make report to the
next Court of Quarter Sessions to be held in and for the said County.

ATTEST:

James McDune
Clerk.

Structor
E. Baungardner
H. B. Haffley
Commissioners of Cambria County.

No. 1 March Term. 1920

PETITION

Of the County Commissioners for the
appointment of inspectors to
inspect the ^{temporary} bridge across

~~CONEMAUGE RIVER~~ ~~Creek~~
BETWEEN THE BOROUGHS OF EAST
~~CONEMAUGE~~ and ~~FRANKLIN~~

And now March 20 A. D. 1920,
the within petition read and consider-
ed and the following persons ap-
pointed Inspectors:

LEE MASTERTON

H. B. TOOMEY,

GEORGE M. HARSHBERGER,

JOHN H. GORDON,

WILLIAM SCHRIVER,

JACOB RUBRITZ

To make report to the next Court of
Quarter Sessions.

Walter Jones

Walter Jones,
Attorney.

Filed 10 March 1920

IN THE COURT OF QUARTER SESSIONS OF CAMBRIA COUNTY, PENNSYLVANIA.

In re Petition for Appointment of Inspectors to Inspect
the Temporary bridge across Conemaugh River Between the Borough of
East Conemaugh and Franklin,

And now March 10, A. D. 1920, the within petition read
and considered and the following persons appointed Inspectors,
Lee Masterton, H. B. Toomey, George M. Hershberger, John H.
Gordon, William Schriver, Jacob Rubriyz, to make report to the
next Court of Quarter Sessions.

By the Court.

Extract from the Record,

Certified this 10th., day of March 1920.


Clerk Q.S.

COMMONWEALTH OF PENNSYLVANIA, (SS:
COUNTY OF CAMBRIA (

Lee Masterton, H. B. Toomey, George M. Harshberger, John H. Gordon,
William Schriver and Jacob Rubritz, being duly sworn according to law, do depose
and say that we will well and truly perform our duties as Inspectors to examine
the Temporary Bridge erected by the County of Cambria across the Conemaugh River
between the Boroughs of East Conemaugh and Franklin, in said County of Cambria,
and a true report of our inspection make to the Court.

Sworn and subscribed before me
this 12th day of March, 1920.

James McChine
Chief Clerk

Lee Masterton
H. B. Toomey
George M. Harshberger
John H. Gordon
Wm. Schriver
Jacob Rubritz
Inspectors.

IN THE COURT OF QUARTER SESSIONS OF CAMBRIA COUNTY, PENNSYLVANIA.

IN RE TEMPORARY BRIDGE OVER THE CONEMAUGH RIVER BETWEEN THE
BOROUGHES OF EAST CONEMAUGH AND FRANKLIN.

TO THE HONORABLE JUDGES OF THE SAID COURT:

We, the undersigned, Inspectors appointed by your
Honorable Court to inspect the Temporary Bridge erected by the
County of Cambria, across the Conemaugh River between the Boroughs
of East Conemaugh and Franklin, do respectfully report that, having
first been duly sworn, according to law, we went to the site of the
said Temporary Bridge and made an examination of the said Temporary
Bridge and the abutments thereto, and found the said Temporary Bridge
and the abutments thereto to be constructed and completed in accord-
ance with the plans, specifications and contract therefor, entered
into between the Bell Bockle Construction Company, Inc., and the
County of Cambria, in a workmanlike manner, and we hereby approve
the same and recommend that the said Temporary Bridge be accepted
as a County Bridge, and recommend that the contract price, viz;
TWENTY THOUSAND FOUR HUNDRED (\$20,400.00) be paid to the Bell-Bockle
Construction Company.

WITNESS our hands and seals this 12th day of
March, A. D. 1920.

See Masterton
H. J. Cooney
Wm. H. Ashberger
John H. Brown
J. J. Shinn
Jacob Rubright
Inspectors.

Not March Term 1917

IN THE COURT OF QUARTER SESSIONS
OF CAMBRIA COUNTY, PENNSYLVANIA.

IN RE TEMPORARY BRIDGE OVER THE
CONEMAUGH RIVER BETWEEN THE
BOROUGHES OF EAST CONEMAUGH AND
FRANKLIN.

Filed 16 March 1920.

DECREE

And now, March ~~15~~, 1920,
the foregoing report being pre-
sented in open Court, read and
considered, the same is confirmed
and the Temporary Bridge therein
mentioned approved.

By the Court

Walter Jones, Attorney

IN THE COURT OF QUARTER SESSIONS OF CAMBRIA COUNTY, PA.

TO THE HONORABLE, THE JUDGES OF THE COURT OF QUARTER SESSIONS OF
THE PEACE, IN AND FOR CAMBRIA COUNTY.

The petition of the undersigned, the Borough Council and the
Burgess of the Borough of East Conemaugh respectfully showeth:

That the present overhead Bridge extending from Main Street
in the Borough of East Conemaugh over and across the Pennsylvania
Railroad tracks, the Little Conemaugh River, and the tracks of the
Cambria Steel Company to Bridge Street in the Borough of Franklin,
Cambria Co unty, has become insufficient and inadequate to accommo-
date the public travel; that, therefore, a Bridge is much wanted
and needed extending from Main Street in the Borough of East Cone-
maugh over and across the Pennsylvania Railroad tracks, the Little
Conemaugh River, and the tracks of the Cambria Steel Company to
Main Street, in the Borough of Franklin, Cambria County, at or near
the location of the existing Bridge which extends from said Main
Shreet in the Borough of East Conemaugh, to Bridge Street in the
Borough of Franklin; and, that the expense of erecting said Bridge
would be to heavy and burdensome upon the inhabitants of said
Borough of East Conemaugh.

Your petitioners therefore, pray your Honors to appoint prop-
er persons to view the premises and to take such order on the sub-
ject as is required and directed by the Act of Assembly in such
case made and provided, and thus they will ever pray.

THE COUNCIL FOR THE BOROUGH OF EAST CONEMAUGH

By

John A. Dean
President.

ATTEST-

F. W. Campbell
Secretary.

V. J. Kissell
Burgess.

STATE OF PENNSYLVANIA :
 : SS:
COUNTY OF CAMBRIA :

Before me, a Justice of the Peace, in and for the Borough of East Conemaugh, personally appeared F. W. Campbell, Secretary for the Borough of East Conemaugh, who being duly sworn according to law, deposes and says that the matters set forth in the foregoing petition are true and correct to the best of his knowledge and belief and that the parties signing the same are the corporate officers of the Borough of East Conemaugh and that the seal thereto attached is the common and corporate seal of said Borough.

F. W. Campbell

Sworn to and subscribed before
me, this 3 day of
March, A. D. 1917.

V. J. Kissell
Justice of the Peace.

My commission expires Jan 1 1920

- D E C R E E -

AND NOW, March 5th, 1917, on motion of Alvin Sherbine, Esquire, Attorney for the Petitioner, the Court do grant the prayer thereof and do appoint J. B. Dickson, G. C. Lee, K. Shynack
J. R. Owens, Esq.

as viewers in accordance with the prayer of the foregoing Petition, and the Court do further order and direct that the said viewers shall make report to this Court at June Term, 1917, in accordance with the provisions of the Act of Assembly in such case made and provided.

By the Court

To-

Stanton Davis,
E. M. Baumgardner, Commissioners for Cambria County, Penn'a.
Harry B. Hefley,

Gentlemen:-

This will advise and notify you that the Borough of East Conemaugh, by its Council, will, on the 5th day of March, A. D. 1917, at 10:00 A. M., present a Petition to the Court of Quarter Sessions of Cambria County, for the appointment of Viewers, to view and locate a new Bridge extending from Main Street in the Borough of East Conemaugh over and across the Pennsylvania Railroad tracks, the little Conemaugh River, and the tracks of the Cambria Steel Company to Main Street, in the Borough of Franklin, Cambria County, Pennsylvania, at or near the location of the existing Bridge, which extends from said Main Street in the Borough of East Conemaugh to Bridge Street in the Borough of Franklin.

Respectfully yours,



Solicitor for the Borough of
East Conemaugh.

February, 5, 1917.

Now, February 6th, 1917, I hereby accept service of the foregoing Notice.



Commissioners' Clerk

IN THE COURT OF QUARTER SESSIONS
OF CAMBRIA COUNTY, PA.

No. 1. March ~~1917~~ SESSIONS, 1917.

Petition of the Council and
Burgess of the Borough of East
Conemaugh for appointment of
viewers to view and locate a
Bridge between the Boroughs of
East Conemaugh and Franklin,
in Cambria County .

Decree Within.

Filed
5 March 1917.

78-30

Alvin Sherbine,
Attorney for Petitioners,
Johnstown, Pa.

March 2

In Re: Bridge over Pennsylvania
Railroad & Conemaugh River from
Borough of East Conemaugh to
Borough of Franklin.

In the Court of Quarter Session
of Cambria County, Pa.
No. 1, March Session, 1917.

REPORT OF VIEWERS

To the Honorable, the Judges of the above mentioned
Court;

We the undersigned Viewers appointed by the annexed
order, to view the above mentioned bridge respectfully report.,
that we have been duly sworn or affirmed as members of the per-
manent board of viewers as shown by the records of the court,
that having given due public notice of said view and of the time
and place of meeting by posting notices as required by law in
the vicinity of the proposed site of the bridge and by service
of such notices on the County Commissioners of Cambria County
and the borough of Conemaugh and Franklin evidence of which is
shown by the copies of said notices hereto attached, that we
met in accordance with said notices given on the 24th day of
March A. D. 1917 at 10 o'clock A. M. and proceeded with the duties
of our appointment, that we viewed the ground and site proposed
for said bridge, that we examined the bridge now occupying the
site proposed for new bridge and find that same is deteriorated and
in an unsafe condition and inadequate, that a number of the pe-
titioners and citizens and officials of the borough of Franklin
and Conemaugh were present and heard. That after due consideration
of all the matter before us, we are of the opinion that a ne-
cessity exists for a bridge at this site, that the expense of er-
ecting said bridge would be burdensome upon the inhabitants of
the borough of Conemaugh and Franklin and more than it is reason-
they should bear, therefore, we proceeded to lay out said bridge
having due respect to the shortest distance and best ground and

in such manner as would be as near as practicable to the desire of the petitioners and at the same time do the least injury to private property, a plot or draft attached hereto and made a part of this report shows the location as laid out for the proposed new bridge.

After due consideration of all the matter before us we are of the opinion, that the bridge as prayed for by the petitioners is necessary for the travelling public, that the expense of erecting same to be burdensome upon the inhabitants of the Borrough of Conemaugh and Franklin and more than it is reasonagle they should bear, therefore, we recommend the proper assistance from the County,

Witness our hands this & 16th day of April A. D.
1917.

S. E. Dickey
W. R. Stewart

Viewers

In Re: Bridge over Pennsylvania
Railroad & Conemaugh River from
Borough of East Conemaugh to
Borough of Franklin.

In the Court of Quarter Session
of Cambria County, Pa.
No. 1, March Session, 1917.

NOTICE OF VIEW

We the undersigned Viewers appointed by the Court
of Quarter Session to view the site and determine as to the
necessity of a bridge in the Borough of East Conemaugh extending
from Main Street in the Borough of East Conemaugh to Bridge
Street in the Borough of Franklin, Cambria County, will meet
at the site of said proposed bridge in the Borough of East
Conemaugh on the 24th day of March A. D. 1917 at 10 o'clock A.M.
for the purpose of performing the duties of our appointment.

Mar. 12, 1917.

S. E. DICKEY

GEO. R. SHROCK

L. R. OWENS.

Viewers.

Now March 13th 1917, Service of the within
notice is hereby accepted by the Commissioners of Cambria
County, Penna.


Clerk of Commissioners

In Re: Bridge over Pennsylvania
Railroad & Conemaugh River from
Borough of East Conemaugh to
Borough of Franklin.

In the Court of Quarter Session
of Cambria County, Pa.
No. 1, March Session, 1917.

NOTICE OF VIEW

We the undersigned Viewers appointed by the Court of Quarter Session to view the site and determine as to the necessity of a bridge in the Borough of East Conemaugh extending from Main Street in the Borough of East Conemaugh to Bridge Street in the Borough of Franklin, Cambria County, will meet at the site of said proposed bridge in the Borough of East Conemaugh on the 24th day of March A. D. 1917 at 10 o'clock A.M. for the purpose of performing the duties of our appointment.

Mar. 12, 1917.

S. E. DICKEY

GEO. K. SHRYOCK

L. R. OWENS.

Viewers.

Now March 13th 1917, Service of the within notice is hereby accepted by the undersigned Solicitor of the Borough of East Conemaugh, Cambria County, Penna.

Arthur Thibault

Solicitor

In Re: Bridge over Pennsylvania
Railroad & Conemaugh River from
Borough of East Conemaugh to
Borough of Franklin.

In the Court of Quarter Session
of Cambria County, Pa.
No. 1, March Session, 1917.

NOTICE OF VIEW

We the undersigned Viewers appointed by the Court of Quarter Session to view the site and determine as to the necessity of a bridge in the Borough of East Conemaugh extending from Main Street in the Borough of East Conemaugh to Bridge Street in the Borough of Franklin, Cambria County, will meet at the site of said proposed bridge in the Borough of East Conemaugh on the 24th day of March A. D. 1917 at 10 o'clock A.M. for the purpose of performing the duties of our appointment.

Mar. 12, 1917.

S. E. DICKEY

GEO. K. SHRVOCK

L. R. OWENS.

Viewers.

Now March 12th 1917, Service of the within notice is hereby accepted by the undersigned Solicitor of the Borough of Franklin, Cambria County, Penna.

Geo. A. Foster

Solicitor

In Re: Bridge over Pennsylvania
Railroad & Conemaugh River from
Borough of East Conemaugh to
Borough of Franklin.

In the Court of Quarter Session
of Cambria County, Pa.
No. 1, March Session, 1917.

To S. E. DICKEY, GEO. K. SHRYOCK & L. R. OWEN Dr.

To S. E. DICKEY Dr.

Preparing, posting and serving notices	\$ 5.00	
Making View	5.00	
Mileage	.30	
Preparing report	5.00	
Stenographer	1.00	
Blind Print	1.00	
Lifting order	.90	
	<hr/>	
		\$ 18.20

To GEO. K. SHRYOCK Dr.

Making View	\$ 5.00	
Mileage	.30	
	<hr/>	
		\$ 5.30

To L. R. OWEN Dr.

Making View	\$ 5.00	
Mileage	.30	
	<hr/>	
		\$ 5.30
		<hr/>
Cost of View		\$ 28.80

Commonwealth of Pennsylvania, }
County of Cambria. } SS.

At a Court of Quarter Sessions of the Peace of the County of Cambria held at Ebensburg, in the said County, on the 5th day of March A. D. 1917, before the Honorable Judge of the said Court: Council and Burgess of the Borough of East Conemaugh Upon the petition of ~~divers inhabitants of the Township of East Conemaugh~~, in the said County, setting forth that they labor under inconvenience for want of a Bridge between the Boroughs of East Conemaugh and Franklin. That the present overhead bridge extending from Main Street in the Borough of East Conemaugh over and across the Pa. R.R. tracks, the Little Conemaugh River and the tracks of the Cambria Steel Co. to Bridge Street in the Borough of Franklin Cambria County has become insufficient and inadequate to accommodate the public travel; that, therefore a bridge is much wanted and needed extending from Main Street in the Borough of East Conemaugh over and across the Pennsylvania Railroad tracks, the Little Conemaugh River, and the tracks of the Cambria Steel Co. to Main Street in the Borough of Franklin Cambria County, at or near the location of the existing Bridge which extends from said Main Street in the Borough of East Conemaugh, to Bridge Street in the Borough of Franklin; and that the expense of erecting said bridge would be burdensome upon the inhabitants of said Borough of East Conemaugh.

and therefore praying the Court to appoint proper persons to view and lay out the same according to law. The Court, upon due consideration had of the premises, do order and appoint

S. E. Dickey, C. E. surveyor, and

Geo. K. Shryock and L. R. Owens, Esq.,

viewers, to view the ~~ground~~ ^{site} proposed for said ~~road~~ ^{bridge}, and if they view the same, and shall agree that there is occasion for such ~~road~~ ^{bridge}, they shall proceed to lay out the same, having respect to the shortest distance and the best ~~ground for a road~~ ^{site for bridge}, and in such manner as shall do the least injury to private property, and also be as far as practicable, agreeable to the desires of the petitioners, and that they make a report of their proceedings to the next Court of Quarter Sessions to be held for said County, stating particularly whether they judge the same necessary for a ~~public or private road~~ ^{bridge}, together with a plot or draft thereof, and the courses and distances, and references to the improvements through which it may pass.

By the Court.

Attest:

Frank B. Robb, Clerk.

NOTE. "It shall be the duty of all persons appointed in the several counties of this Commonwealth to view and review any public or private road or bridge, if they shall decide in favor of locating said road or bridge, to endeavor to procure from the person or persons over whose land such location may be made releases from all claims for damages that might arise from the opening of such road or the building of such bridge; and in every case where said viewers shall fail to procure such releases, and it shall appear to them that any damages will be sustained, it shall be their duty to assess the damages and make report thereof signed by a majority of their number, and return the same, together with all releases obtained, to the Court of Quarter Sessions, and the damages so assessed shall be conclusive, or may be subject to appeal, review or modification, as may be provided by existing laws in the different counties of this Commonwealth."

"The persons appointed as aforesaid shall view such ground, and if they shall agree that there is occasion for a road, they shall proceed to lay out the same, having respect to the shortest distance, and the best ground for a road, and in such manner as shall do the least injury to private property, and also be, as far as practicable, agreeable to the desire of the petitioners."

"The viewers, as aforesaid, shall make report at the next term of said Court, and in the said report shall state particularly: First, who of them were present at the view, second, whether they were severally sworn or affirmed; third, whether the road desired be necessary for a public or private road; they shall also annex and return to the Court a plot or draft thereof, stating the courses and distances, and noting briefly the improvements through which it may pass; and, whenever practicable, the viewers shall lay out the said roads at an elevation not exceeding five degrees (except at the crossing of ravines and streams), where, by moderate filling and bridging, the declination of the road may be preserved within that limit."

NO. 1, March SESSION, 1917.

Order to view Site for a Bridge

In the Borough of East Conemaugh

extending from Main Street in

the Borough of East Conemaugh

to Bridge Street in the Borough

of Franklin, Cambria County.

JUN 11 1917 CERTIFIED

Viewers.

S. E. Dickey, C. E.

Geo K. Shryock.

L. R. Owens, Esq.

Clerk Robb. 90 cts.

John J. Gumbert June 1917

J. R. Holt

June 1917. Approved

By the Court

Now Dec 4, 1919, the viewers report approved, and it is directed that the County of Cambria build the river spans of the western bridge and maintain the same as a county bridge as shown by plans and supplemental plans.

Dec 4 1919 M. J. Borhek Foreman

Remuneration of \$1000.00

John J. Gumbert

By the Court, Warren, Pa.

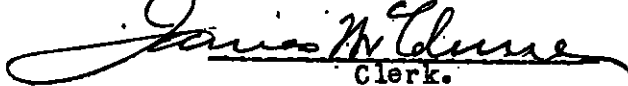
IN THE COURT OF QUARTER SESSIONS OF CAMBRIA COUNTY, NO. 1, MARCH SESSIONS, 1917.
TO THE HONORABLE JUDGES OF THE COURT OF QUARTER SESSIONS OF CAMBRIA COUNTY,
PENNSYLVANIA.

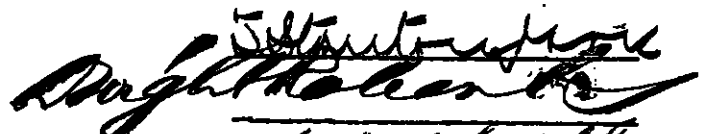
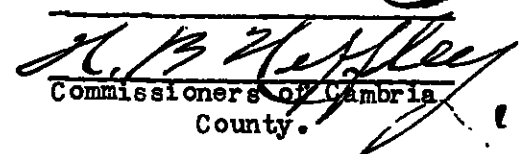
The Petition of the Commissioners of Cambria County, respectfully
represents:

That it having appeared to the Court, to the Grand Jury, and the Commissioners of the said County, that a bridge over Little Conemaugh River between Franklin and East Conemaugh Boroughs, Cambria County, was necessary, and that it would be too expensive for the said Boroughs to erect said Bridge; and the same having been entered of record, your Petitioners procured an estimate to be made as nearly as might be, of the expense of the same, and did proceed to have such bridge erected, by entering into a contract with the Penn. Bridge Company, of Beaver Falls, Pa., for the building of said bridge for the sum of ONE HUNDRED FORTY-EIGHT THOUSAND NINE HUNDRED TEN (\$148,910.00) DOLLARS; and that the said bridge is now completed agreeably to the said contract. The amount paid on said contract is the sum of ONE HUNDRED TWENTY-SEVEN THOUSAND, FOUR HUNDRED FORTY (\$127,440.00) DOLLARS.

Your Petitioners, therefore, pray the Court to appoint Inspectors to inspect said bridge and the workmanship thereof, agreeably to the Act of Assembly, and the Supplements and Amendments thereto, and to make report to your Honorable Court.

Attest,



Clerk.

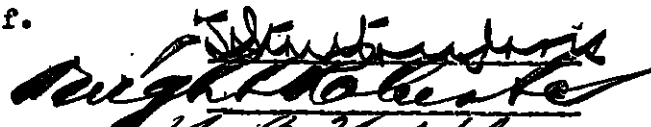
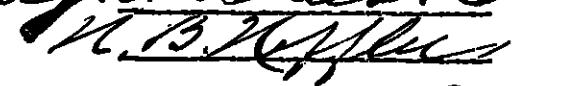


Commissioners of Cambria
County.

COMMONWEALTH OF PENNSYLVANIA, (SS:
COUNTY OF CAMBRIA

Before me, Frank C. Robb, Clerk of the Court of Quarter Sessions of Cambria County, appeared T. Stanton Davis, Dwight Roberts and H. B. Heffley, Commissioners of Cambria County, the above named Petitioners, who in due form of law did depose and say that the statements set forth in the foregoing Petition are true and correct to the best of their knowledge and belief.

Sworn and subscribed before me this
14 day of November, 1921.


Clerk of Court of Quarter
Sessions of Cambria County.

No. 1, March Sessions, 1917.
IN THE COURT OF QUARTER SESSIONS
OF CAMBRIA COUNTY, PENNSYLVANIA.

PETITION

Of the County Commissioners of
Cambria County for the appointment
of Inspectors to inspect the Bridge
over the Little Conemaugh River
between Franklin and East Conemaugh
Boroughs, Cambria County.

DECREE

And now, November 14th, A. D.
1921, the within Petition read and
considered and A. E. Dickey,
Director and
Mahlon J. Baumgardner are
appointed to inspect the within
mentioned bridge and to make report
thereof to the Court at the next
term beginning December 5, 1921.

By The Court

Filed Nov. 14, 1921.

Walter Jones,
Att'y

map #3

NOTICE TO CONTRACTORS

Office of the County Controller
Ebensburg, Pennsylvania.

Sealed proposals will be received at the office of the County Controller of Cambria County until 12 o'clock Noon 30th day of
Novembur for the tearing down and clearing the channel of the temporary bridge across the Little Conemaugh River between Conemaugh and Franklin Boroughs, Cambria County, Pennsylvania.

Plans, specifications and bidding blanks may be seen at the office of the County Engineer, Ebensburg, Pennsylvania, at all reasonable hours. Additional copies may be secured from A. B. Curry, at his office in Johnstown, Pennsylvania., upon the deposit of Ten (\$10.00) Dollars which will be refunded upon the return of the specifications on the date of the letting.

Proposals must be accompanied by a certified check equal to 10%
Ten Per Centum of bid Dollars made payable to the County Treasurer.

The County Commissioners reserve the right to reject any or all bids.

Herman T. Jones,

County Controller.

GENERAL

1. PURPOSE.

These specifications all prepared by A. B. Curry, Eng., for the County Of Cambria and H. Frank Dorr, County Engineer for the County of Cambria, refer to the dismantling and wrecking of a temporary bridge extending across the Little Conemaugh River connecting the Borough of Franklin and the Borough of Conemaugh, Cambria County Pennsylvania.

2. INSTRUCTIONS TO BIDDERS.

Proposals must be made out on blank forms as per copy hereto attached to these specifications and shall be submitted in a sealed envelope addressed to the County Commissioners of Cambria County and deposited with the County Controller on or before 12 o'clock Noon on the date specified in public print. The envelope shall be marked " Proposal for Tearing Down Bridge."

The blank spaces shall be filled in, and there shall be no change in the phraseology, and there shall be no conditions stipulated or alternate proposals submitted.

As evidence of good faith and assurance of responsibility each proposal must be accompanied by a certified check equal to Two hundred and fifty Dollars drawn on a solvent bank or trust company in the Commonwealth of Pennsylvania.

3. CONTRACT AND BOND.

The successful bidder within ten days after he has received notice that he has been awarded the work, must enter into a written contract, accompanied by a good and sufficient bond in amount and form satisfactory to the Commissioners of Cambria County.

4. CONDITIONS.

To prevent disputes, the Engineers shall be the referee to decide all questions which may arise relative to the terms of the contract or its fulfillment on the part of the contractor; and their decision shall be final and conclusive and all exceptions and appeals are hereby waived by the contractor.

5. LIABILITY INSURANCE.

The contractor shall comply with the requirements and conditions called for in the Workmen's Compensation Act of 1915. He shall also indemnify and save harmless the Commonwealth, the County and the Borough against all claims and demands of all parties whatsoever for damages, or for compensation for injuries arising from any obstructions erected or not erected, or from any neglect or omission to provide proper barricades, guards, lights or watchmen. He shall also be compelled to carry Public Liability Insurance with an established Surety Company registering in the Commonwealth of Pennsylvania.

6. CLEARING.

The Contractor shall dismantle, tear down and remove all of that temporary bridge over the Channel of the Little Conemaugh River. He shall carefully remove, and save harmless the four (4) steel girders each about sixty (60) feet in length return said girders to the Conemaugh yard of the Pennsylvania Railroad, scrape them and paint them to the satisfaction of the Master Carpenter of the Pennsylvania Railroad.

The four (4) girders must be returned to the Pennsylvania Railroad within ten (10) days after the signing of this contract. All lumber shall be salvaged, placed on cars and returned to Cambria County F. O. B. Comemaugh Pennsylvania. The River Channel shall be cleaned of all obstructions, or debris so as to comply with all rules and regulations of the State of Pennsylvania pertaining to creeks, streams and rivers.

7. PAYMENTS.

On or about the tenth of each month, Engineers will make a current estimate in writing of the work completed and the value thereof, and from the amount so ascertained 10 per centum shall be deducted, to be retained until after the completion of the work according to the terms of the contract.

8. PROPERTY DAMAGE REPLACEMENTS.

In case any direct or indirect injury or damage is done to public or private property by or because of the work or in consequence of any act or omission on the part of the contractor, his employees, or agents, the Contractor shall at his own expense restore such property to a condition similar and equal to that existing before such damage or injury was done, by repairing rebuilding or otherwise restoring as may be directed; or, he shall make good such damage or injury in a satisfactory manner. In case of failure on the part of the contractor to restore such property or make good such damage or injury, the Engineer may upon forty-eight (48) hours notice, proceed to repair, rebuild or otherwise restore such property as may be necessary, and the cost thereof will be deducted from any moneys due or which may become due the Contractor under his contract; or the County may deduct from any moneys due or which may become due the Contractor under the contract a sum sufficient in the judgment of the Engineers to reimburse the owners of the property so damaged or injured.

PROPOSAL

To The Board of Commissioners of Cambria County,

Ebensburg, Pa.

Gentlemen:-

We do hereby certify that we have examined the plans and specifications as prepared by A. B. Curry and H. Frank Dorr, Engineer for Cambria County of a temporary bridge extending across the Little Conemaugh River between the Boroughs of Franklin and Conemaugh of Cambria County, Pennsylvania, and that we do fully understand and appreciate their contents and the work to be contracted.

Having made such an examination we do propose to furnish all tools, machinery and equipment and all necessary labor to remove the bridge in accordance with the plans and specifications for the following sum.

FORTY-EIGHT HUNDRED (\$4800.00) DOLLARS.

If awarded the work we will enter into satisfactory contract substantiated with a bond and remove the bridge all in accordance with plans and specifications to the satisfaction of the County Commissioners and their Engineers on or before. (Beams to be removed within ten days after signing contract.) Balance of work to be completed within (30) working days, weather permitting. We carry Workmen's Compensation with State Workmen's Insurance Fund and we carry Public Liability Insurance with THE ROYAL INDEMINITY.

NAME Strawn & Company
ADDRESS Johnstown Pa.
DATE Nov. 30-21

CONTRACT

ARTICLES OF AGREEMENT, Made this 9th day of December

A. D. 1921, by and between Strayer & Company hereinafter called the First Party, and the County of Cambria by and through the lawful acting Commissioners thereof; hereinafter called the Second Party, WITNESSETH:

That the said First Party, for and consideration of the covenants and payments to be kept, performed and made by the Second Party, as hereinafter set forth, hereby agrees to furnish all tools, equipment and labor for the dismantling of the temporary bridge extending across the Little Conemaugh River, connecting the Borough of Franklin and the Borough of Conemaugh, Cambria County, Penna. All work to be executed in a good and workmanlike manner in accordance with and in conformity to the annexed advertisement, proposal, bond, specifications and plan, which are hereby made part of the contract and the same as if all parts were herein written.

The said First Party hereby agrees to start work not later than December 9th - 1921 and to have the work completed within thirty working days.

IN CONSIDERATION of the foregoing tools, equipment and labor furnished and executed by the said First Party the said Second Party hereby agrees to pay the said First Party as per amount set forth in the proposal, which is hereto attached and made part of this contract, payable on estimates as follows:

Payment to be made on or before the
15th day of the month following the month which
work is done and ten Percent retained until final Estimate

and all unpaid balances when the work has been accepted by the Second Party and the payment guarantee substantiated by a bond furnished.

And for the performance of each and every article in this agreement, the said Parties hereby bind themselves by these presents.

WITNESS OUR HANDS AND SEALS THE DATE FIRST ABOVE WRITTEN.

FIRST PARTY Strayer & Company

ATTEST: Ed Strayer Secy J. D. Strayer Pres.

SECOND PARTY
BOARD OF COMMISSIONERS, CAMBRIA CO., PA.

ATTEST: James W. Dyer Thos. J. ...
clerk ...



CHARLES H. HOLLAND, PRESIDENT

BOND NO. SBA 2310

AMOUNT \$

STANDARD FORM OF CONTRACT BOND.

Know all Men by these Presents, That we Strayer and Company of Johnstown, Cambria County, Pa. (hereinafter called the Principal), as principal, and the ROYAL INDEMNITY COMPANY, a corporation of the State of New York (hereinafter called the Surety), as surety, are held and firmly bound unto County of Cambria of Pennsylvania (hereinafter called the Obligee), in the sum of Four thousand eight hundred Dollars (\$4,800.00), for the payment whereof said Principal and Surety bind themselves firmly by these presents.

Whereas, The Principal has entered into a written contract dated December 6th 1921, with the Obligee, for

a copy of which is hereto annexed:

Now, Therefore, The condition of this obligation is such, that if the Principal shall indemnify the Obligee against any loss or damage directly arising by reason of the failure of the Principal to faithfully perform said contract, then this obligation shall be void; otherwise to remain in full force and effect.

Provided, however, and upon the express conditions, the performance of each of which shall be a condition precedent to any right of recovery hereon:

FIRST: That in the event of any default on the part of the Principal, a written statement of the particular facts showing such default and the date thereof shall be delivered to the Surety, by registered mail; at its office in the City of Johnstown, Pa promptly and in all events within ten (10) days after the Obligee or his representative, or the Architect, if any, shall learn of such default; that the Surety shall have the right within thirty days (30) days after the receipt of such statement to proceed, or procure others to proceed, with the performance of such contract; shall also be subrogated to all of the rights of the Principal; and any and all moneys or property that may at the time of such default be due, or that thereafter may become due to the Principal under said contract, shall be credited upon any claim which the Obligee may then or thereafter have against the Surety, and the surplus, if any, applied as the Surety may direct.

SECOND: That no claim, suit or action by reason of any default shall be brought against the Principal or Surety after the 15th day of December, 1922, nor shall recovery be had for damages accruing after that date; that service of writ of process commencing any such suit or action shall be made on or before such date; that the Principal shall be made a party to any such suit or action, and be served with process commencing the same if the Principal can with reasonable diligence be found; that no judgment shall be rendered against the Surety in excess of the penalty of this instrument.

THIRD: That the Surety shall not be liable for any damages resulting from strikes or labor difficulties, or from mobs, riots, fire, the elements, or acts of God, or for the repair or reconstruction of any work or materials damaged or destroyed by any such causes; nor for damages for injury to the person, or for the death, of anyone; nor under or by virtue of any statutory provision for damages or compensation for injury to, or for the death of, any employee; nor for the non-performance of any guaranties of the efficiency or wearing qualities of any work done or materials furnished or the maintenance thereof or repairs thereto; nor for the furnishing of any bond or obligation other than this instrument; nor for damages caused by delay in finishing such contract in excess of ten per centum of the penalty of this instrument.

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FOURTH: That the Obligee shall faithfully perform all the terms, covenants and conditions of such contract on the part of the Obligee to be performed; and shall also retain that proportion, if any, which such contract specifies the Obligee shall or may retain of the value of all work performed or materials furnished in the prosecution of such contract (not less, however, in any event, than ten per centum of such value), until the complete performance by the Principal of all the terms, covenants and conditions of said contract on the Principal's part to be performed; that the plans and specifications mentioned in said contract are not in any respect defective, and are and at all times will be kept adequate for the complete performance of such contract, and that no change shall be made in such plans and specifications which shall increase the amount to be paid the Principal more than ten per centum of the penalty of this instrument, without the written consent of the Surety.

FIFTH: That no right of action shall accrue upon or by reason hereof, to or for the use or benefit of any one other than the Obligee herein named; and that the obligation of the Surety is and shall be construed strictly as, one of suretyship only, shall be executed by the Principal before delivery, and shall not, nor shall any interest therein or right of action thereon, be assigned without the prior consent, in writing, of the Surety.

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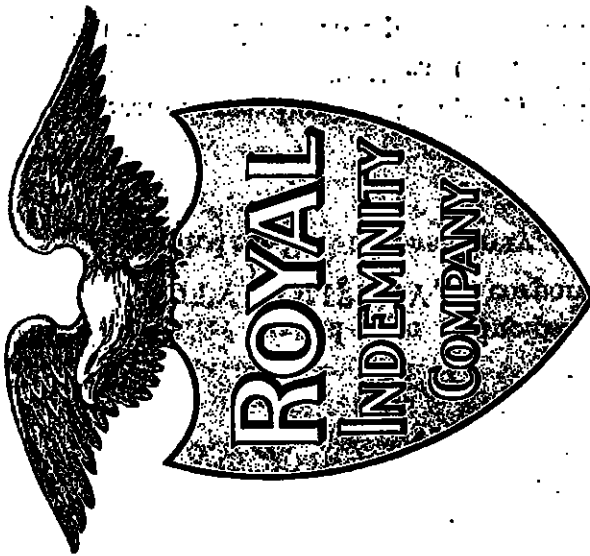
Signed and sealed this 21st day of December 1921

Stacy & Company
Per F. P. Reiter Mgr.

ROYAL INDEMNITY COMPANY.

By *J. G. Serutekin Atty in Fact.*

STANDARD FORM OF
CONTRACT BOND



HEAD OFFICE,
84 WILLIAM STREET, NEW YORK.
CHARLES H. HOLLAND, PRESIDENT

BOND NUMBER SBA 2310

AMOUNT \$

TO

Date

Power of Attorney. #3264

KNOW ALL MEN BY THESE PRESENTS: That the ROYAL INDEMNITY COMPANY, a corporation of the State of New York, by E. D. LIVINGSTON, its ~~2d Vice~~ President, hath made, constituted and appointed and by these presents does make, constitute and appoint J. G. SCRUPTCHIN,

~~.....~~ its true and lawful ATTORNEY -IN-FACT, at JONESTON in the State of PENNSYLVANIA, to make, execute and deliver on its behalf as Surety, bonds and undertakings, the penal sum of no one of which is in any event, to exceed Two hundred fifty thousand (\$250,000) Dollars and to

be given for the following purposes only, to wit:— **Guaranteeing the fidelity of persons holding places of public or private trust. Guaranteeing the performance of contracts other than insurance policies; Guaranteeing the performance of insurance contracts where surety bonds are accepted by states or municipalities in lieu of actual deposits; and executing or guaranteeing bonds and undertakings required or permitted in all actions or proceedings or by law required.**

Such bonds and undertakings for said purposes, when duly executed by the aforesaid Attorney -in-Fact shall be binding upon the said Company as fully and to the same extent as if such bonds and undertakings were signed by the President and Secretary of the Company and sealed with its corporate seal.

This appointment is made under and by authority of a certain By-Law duly adopted by the Board of Directors of the said Company at a regular meeting of that body duly called and held on the 24th day of January, 1911, a duly certified copy of which By-Law is hereto attached and is subject to revocation as therein provided.

IN WITNESS WHEREOF, the ROYAL INDEMNITY COMPANY has caused these presents to be signed by its ~~2d Vice~~ President, and its corporate seal to be hereunto affixed duly attested by its ~~Assistant~~ Secretary, this 15th day of July 19 20, at the city of New York, New York.

ROYAL INDEMNITY COMPANY.

Attest: .

By E. D. LIVINGSTON,

EDMOND A. TALLEAN,
Assistant Secretary.

2d Vice- President.

COUNTY OF NEW YORK }
STATE OF NEW YORK }

On this 15th day of July, 19 20, before me personally appeared E. D. LIVINGSTON, 2d Vice- President of the ROYAL INDEMNITY COMPANY, with whom I am personally acquainted, who, being by me duly sworn, said that he resides in the State of New York, that he is 2d Vice President of the ROYAL INDEMNITY COMPANY, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of the said Company; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Company; and that he signed his name thereto as 2d Vice- President of said Company by like authority.

(Seal)

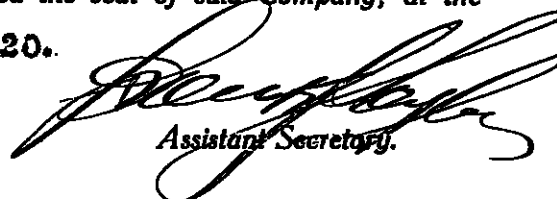
Richard P. Gibson, #153,
Notary Public, Kings Co., N. Y.
Cert. filed in N. Y. Co. N. Y.

BE IT REMEMBERED, that at a regular meeting of the Board of Directors of the ROYAL INDEMNITY COMPANY, duly called and held at the office of the Company, in the Borough of Manhattan, New York City, on the 24th day of January, 1911, a quorum being present, the following By-Law was duly adopted:

State of New York, }
County of New York, } ss.:

I, FRANK J. SAYLER Assistant Secretary of the ROYAL INDEMNITY COMPANY, a corporation of the State of New York, do hereby certify that the above and foregoing is a full, true and correct copy of Power of Attorney issued by said Royal Indemnity Company on the 15th day of July 1920 and that I have compared same with the original and that it is a correct transcript therefrom and of the whole of the original.

In Witness Whereof, I have hereunto set my hand and affixed the seal of said Company, at the City of New York, this 4th day of December 19 20.


Assistant Secretary.

Power of Attorney. #3354

KNOW ALL MEN BY THESE PRESENTS: That the ROYAL INDEMNITY COMPANY, a corporation of the State of New York, by E. D. LIVINGSTON, its ~~2d Vice~~ President, hath made, constituted and appointed and by these presents does make, constitute and appoint J. G. SCRUATCHIN,

~~-----~~ its true and lawful ATTORNEY -IN-FACT, at JOHNSTON in the State of PENNSYLVANIA, to make, execute and deliver on its behalf as Surety, bonds and undertakings, the penal sum of no one of which is in any event, to exceed ~~Two hundred fifty thousand~~ (\$250,000) Dollars and to

be given for the following purposes only, to wit:— **Guaranteeing the fidelity of persons holding places of public or private trust. Guaranteeing the performance of contracts other than insurance policies; Guaranteeing the performance of insurance contracts where surety bonds are accepted by states or municipalities in lieu of actual deposits; and executing or guaranteeing bonds and undertakings required or permitted in all actions or proceedings or by law required.**

Such bonds and undertakings for said purposes, when duly executed by the aforesaid Attorney -in-Fact shall be binding upon the said Company as fully and to the same extent as if such bonds and undertakings were signed by the President and Secretary of the Company and sealed with its corporate seal.

This appointment is made under and by authority of a certain By-Law duly adopted by the Board of Directors of the said Company at a regular meeting of that body duly called and held on the 24th day of January, 1911, a duly certified copy of which By-Law is hereto attached and is subject to revocation as therein provided.

IN WITNESS WHEREOF, the ROYAL INDEMNITY COMPANY has caused these presents to be signed by its ~~2d Vice~~ President, and its corporate seal to be hereunto affixed duly attested by its ~~Assistant~~ Secretary, this 15th day of July 19 20, at the city of New York, New York.

ROYAL INDEMNITY COMPANY.

Attest: .

By E. D. LIVINGSTON,
2d Vice- President.

EDWARD A. TALLAN,
Assistant Secretary.

COUNTY OF NEW YORK }
STATE OF NEW YORK }

On this 15th day of July, 19 20, before me personally appeared E. D. LIVINGSTON, 2d Vice- President of the ROYAL INDEMNITY COMPANY, with whom I am personally acquainted, who, being by me duly sworn, said that he resides in the State of New York, that he is ~~2d Vice~~ President of the ROYAL INDEMNITY COMPANY, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of the said Company; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Company; and that he signed his name thereto as ~~2d Vice-~~ President of said Company by like authority.

(Seal)

Richard P. Gibson, #153,
Notary Public, Kings Co., N.Y.
Cert. filed in N.Y. Co. N.Y.

BE IT REMEMBERED, that at a regular meeting of the Board of Directors of the ROYAL INDEMNITY COMPANY, duly called and held at the office of the Company, in the Borough of Manhattan, New York City, on the 24th day of January, 1911, a quorum being present, the following By-Law was duly adopted:

ARTICLE XI. PARAGRAPH II.

"The President or a Vice-President shall have power and authority to appoint Assistant-Secretaries, Resident Vice-Presidents, Resident Secretaries, Resident Assistant Secretaries and Attorneys-in-Fact, and to give such appointees full power and authority to sign, and to seal with the Company's seal where required, all policies, bonds, recognisances, stipulations and all underwriting undertakings, and he may at any time in his judgment remove any such appointees and revoke the authority given to them."

COUNTY OF NEW YORK, }
STATE OF NEW YORK, }

I, EDWARD A. TALLAN, Assistant Secretary of the ROYAL INDEMNITY COMPANY, have compared the foregoing By-Law with the original thereof, as recorded in the Minute Book of the said Company and do hereby certify that the same is a correct and true transcript therefrom and of the whole of Article XI. Paragraph II, of said original By-Law.

IN WITNESS WHEREOF, I have hereunto set my hand, and affixed the seal of the said Company, at the City of New York, this 15th day of July 19 20.

EDWARD A. TALLAN,
Assistant Secretary.

Royal Indemnity Company

New York

FINANCIAL STATEMENT, MARCH 31st, 1921

ASSETS

Government Bonds.....	\$3,540,415.74	
State and Municipal Bonds.....	1,674,476.51	
Railroad Bonds.....	4,032,687.28	
Miscellaneous Bonds.....	<u>176,650.00</u>	
Total (Insurance Commissioner's Valuation).....		\$9,424,229.53
Cash in Offices and Banks.....		1,165,282.94
Accrued Interest.....		133,329.67
Premiums in Course of Collection (under 90 days).....		2,237,901.54
Other Assets.....		<u>250,969.12</u>
Total Assets.....		<u>13,211,712.80</u>

LIABILITIES

Reserve for Claims and Suits.....	\$4,894,079.47	
Reserve for Unearned Premiums.....	4,377,568.55	
Reserve for Commissions on Outstanding Premiums.....	504,109.58	
Reserve for State Taxes Due or Accrued.....	196,500.00	
Reserve for Sundry Bills Due and Payable.....	<u>29,390.42</u>	
		10,001,648.02
Capital fully paid in.....	\$1,000,000.00	
Net Surplus over all Liabilities.....	2,210,064.78	<u>\$3,210,064.78</u>
		<u>\$13,211,712.80</u>

(Surplus to Policyholders \$3,210,064.78)

STATE OF NEW YORK }
 COUNTY OF NEW YORK } ss

FRANK J. SAYLER

Assistant

....., being duly sworn, says that he is the
 Secretary of the ROYAL INDEMNITY COMPANY, and that the
 foregoing is a true and correct statement of the said Company's financial condition as of the 31st day of
 March, 1921

Sworn to before me this 21st
 day of June 19 21

J. A. G. L.

Frank J. Saylor
 Assistant Secretary

9510

NOTAR PUBLIC STATE OF NEW YORK
 KINGS CO. NO. 1111 COMM. EXPIRES MAR 21 1921
 N. Y. CO. NO. 1111 COMM. EXPIRES MAR 21 1921
 QUEENS CO. NO. 1111 COMM. EXPIRES MAR 21 1921
 CO. LICENSE EXPIRES MARCH 30TH, 1922

IN THE COURT OF QUARTER
SESSIONS OF CAMBRIA COUNTY.

No. 1 March Less 1917

Specifications for Tear-
ing down Bridge over the
Little Conemaugh River and
Cleaning River Channel.

NOW DECEMBER *19th* 1921,
THE ~~WORKING~~ PLANS, SPECIFICAT-
IONS, CONTRACT AND BOND ARE
APPROVED.

By the Court.

Dated Dec. 19, 1921

Approved Dec. 6-1921 H. J. Jones

Approved as to form

and by the Court

CONTRACT.

ARTICLES OF AGREEMENT, Made this 1st day of September, A.D. 1920, by and between PENN BRIDGE COMPANY, of Beaver Falls, Pa., a corporation of the State of Pennsylvania, hereinafter called the FIRST PARTY, and the COUNTY OF CAMBRIA, by and through the lawful acting COMMISSIONERS thereof, hereinafter called the SECOND PARTY, WITNESSETH;

That the said First Party, for and inconsideration of the covenants and payments to be kept, performed and made by the Second Party, as hereinafter set forth, hereby agrees to furnish all necessary material, tools, equipment and labor for constructing and will construct and complete a Steel - Concrete Bridge on line of Franklin Street, extending across Little Conemaugh River, connecting the Borough of Franklin and the Borough of Conemaugh, Cambria County Pa. All material to be furnished and work to be executed in a good workmanlike manner and with good, ample and sufficient material in accordance with and in conformity to the annexed advertisement, bond, specifications and plan, which are hereby made a part of this contract, the same as if all parts were herein written.

The said First Party hereby agrees to start work not later than September 30th and to have the work completed ready for travel on or before December 15th, 1921.

IN CONSIDERATION of the foregoing materials, tools, equipment and labor furnished and work executed by the said First Party, the said Second Party hereby agrees to pay the First Party as per amount set forth in the proposal, which is hereto attached and made a part of this contract, payable on estimates as follows: On or about the tenth (10th) of each month the Engineer will make a current estimate in writing of the materials furnished and of the work completed and the value thereof and from the amount so ascertained Ten (10%) per centum shall be deducted to be retained until after the completion of the entire work, and all unpaid balances when the work has been accepted by the inspector, appointed by the Court of Quarter Sessions of Cambria County, Pa, by a favorable report made by said inspectors and approved by the Court, and the pavement guarantee substantiated by a bond furnished with surety and approved by the board of Commissioners of Cambria County.

And for the performance of each and every article in this agreement, the said Parties hereby bind themselves by these presents.

WITNESS OUR HANDS AND SEALS THE DATE FIRST ABOVE WRITTEN.

ATTEST:

John S. Littell
Secy.

ATTEST:

James W. Lawrence
clerk

FIRST PARTY.
PENN BRIDGE COMPANY.

by J. P. White Vice Pres.

SECOND PARTY
BOARD OF COMMISSIONERS, CAMBRIA CO.

Wm. J. Anderson
Wm. J. Roberts
H. B. Steffen

DUPLICATE.

CONTRACTOR'S BOND.

KNOW ALL MEN BY THESE PRESENTS, That we

Penn Bridge Company

Principal, and AMERICAN SURETY COMPANY OF NEW YORK

Surety,

are held and firmly bound unto the County of Cambria, in the State of Pennsylvania, in the sum of One Hundred

Fortyeight Thousand Nine Hundred Ten (\$48,910.00)

Dollars, lawful money of the United States of America, for which payment, well and truly to be made, we do bind ourselves and each of us, our and each of our successors and assigns, jointly and severally, by these presents.

WHEREAS, the said Penn Bridge Company did on this 20th day of September, 1920, enter into a contract with the County of Cambria in the State of Pennsylvania, for constructing a Steel-Concrete Bridge on line of Franklin Street, extending across the Little Conemaugh River connecting the Borough of Franklin and the Borough of Conemaugh, Cambria County, Pa, for the sum of One Hundred Forty eight

Thousand Ten (\$48,910) Dollars, as shown by said contract.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH that if the above bounden Penn Bridge Company Principal, shall well and truly complete, according to the contract, plans and specifications, the work so contracted for and shall save the County harmless from any expense or damage incurred through the failure to complete the work as so agreed to and shall save the County harmless from all claims of third persons arising from the construction of a Steel-Concrete Bridge, and shall well and truly pay to any person co-partnership, association or corporation furnishing material or performing labor in or about the construction of Steel-Concrete Bridge at the instance of the Contractor or in his surety, such sum as may be due him, them or any of them for such material or labor or both, for which the Contractor is liable, then this obligation shall be void; otherwise it shall remain in full force and effect.

PROVIDED, HOWEVER, that it is expressly understood and agreed that any person, co-partnership, association or coporation furnishing material or performing labor in or about the construction of the said Steel - Concrete Bridge, at the instance of the Contractor or his surety, pursuant to said contract, may maintain an action to recover the amount due therefore against either the principal or surety in this bond, as though such person, co-partnership, association were named herein.

IN WITNESS WHEREOF, the said Penn Bridge Company Principal, and the AMERICAN SURETY COMPANY OF NEW YORK surety, have duly executed this bond under seal and duly delivered the same this 20th day of September 1920.

CONTRACTOR.

Penn Bridge Co.

W. J. White Vice Pres.

SURETY.

AMERICAN SURETY COMPANY OF NEW YORK,

W. J. Johnson Resident Vice President,

A. C. Johnson Resident Assistant Secretary

ATTEST:

John S. Littell Secy.

ATTEST

State of New York, }
County of New York. }

W. H. E. REINECKE being duly sworn, says: That he is an Assistant Secretary of the American Surety Company of New York; that said Company is a corporation duly created, existing and engaged in business as a surety company under and by virtue of the laws of the State of New York, and has duly complied with all the requirements of the laws of said State applicable to said Company, and is duly qualified to act as surety under such laws; that said Company has also duly complied with and is duly qualified to act as surety under the Act of Congress of August 13, 1894, entitled "An Act relative to recognizances, stipulations, bonds, and undertakings and to allow certain corporations to be accepted as surety thereon," as amended; that the within is a true copy of the last statement of the assets and liabilities of said Company as rendered pursuant to section 4 of said Act of Congress; that said statement is true and that said American Surety Company of New York is worth more than \$5,000,000 over and above all its debts and liabilities and such exemptions as may be allowed by law.

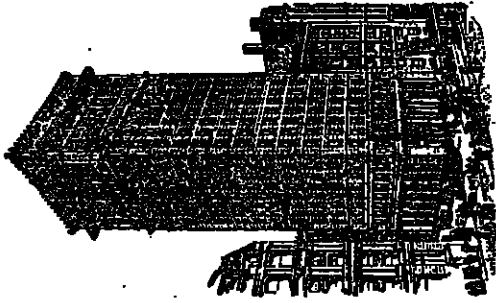
Subscribed and sworn before me }
this... 29th... day of July 19 20

W. H. E. Reinecke
.....

H. M. Hess
.....

H. M. HESS
Notary Public, Bronx County No. 25
Register No. 2244, Certificate Filed in
New York County No. 25, Register's No. 2215.
Kings County 143, Certificate Filed in
Queens, Richmond, Westchester & Ulster Co.
Term Expires March 30, 1921.

AMERICAN SURETY COMPANY OF NEW YORK.



COMPANY'S HOME OFFICE BUILDING.

INCORPORATED
APRIL 14, 1884

GENERAL OFFICES, 100 BROADWAY.

Financial Statement, June 30, 1920

RESOURCES

<i>Real Estate:</i>	
Home Office Premises, unencumbered.....	\$4,500,000.00
New Building Construction	154,301.20
	<u>\$4,654,301.20</u>
<i>Securities at Market Value:</i>	
Stocks.....	\$1,028,700.00
Bonds	4,626,346.25
Short Term Securities.....	75,243.75
	<u>5,731,290.00</u>
	1,831,166.13
	105,398.77
	1,553,399.51
	44,143.20
	<u>30,550.15</u>
	<u>\$13,950,24</u>

LIABILITIES

<i>Capital Stock,</i>	\$5,000,000.00
<i>Surplus and Undivided Profits,</i>	1,320,907.36
<i>Reserve for Unearned Premiums,</i>	4,572,191.41
<i>Reserve for Outstanding Premiums,</i>	416,369.72
<i>Reserve for Contingent Claims,</i>	1,776,060.52
<i>Reserve for Expenses and Taxes,</i>	783,055.63
<i>Reinsurance & Other Accounts Payable</i>	81,644.32
	<u>\$13,950,24</u>

The first meeting of the Board of Trustees of the AMERICAN SURETY COMPANY OF NEW YORK, after the annual Stockholders' meeting, was held at the office of the Company, No. 100 Broadway, New York City, on Tuesday, January 20, 1920, at twelve o'clock noon.

"The Secretary read the report of the Nominating Committee as follows:
 "To the Board of Trustees,

AMERICAN SURETY COMPANY OF NEW YORK.

"Gentlemen :

"The Committee appointed by the Executive Committee of this Company, at their meeting held Tuesday, December 2, 1919, for the purpose of nominating*** Officers of the Company,*** for the ensuing year and until their successors are elected, beg leave to report as follows :

"We nominate for

PLACE	RESIDENT VICE PRESIDENTS	RESIDENT ASSISTANT SECRETARIES
Pittsburgh, Pa.	A. W. Mellon	James M. Magee
	J. H. Reed	Jno. L. Wallace
	James M. Magee	W. J. Johnson
	Jno. L. Wallace	W. R. Thomas
	T. McKee Graham	M. B. Burroughs
	W. J. Johnson	Frances W. Kane
	W. R. Thomas	M. Keturah Moon
	R. E. Benham	R. E. Benham
	W. J. Zwinggi	A. A. Rohrich
	Ralph A. Rohrich	A. C. McDonald
		W. J. Zwinggi
		Ralph A. Rohrich

"WHEREUPON, it was

"RESOLVED, That the Secretary be authorized to cast one ballot on behalf of the Trustees present, for the members of the Executive Committee, Finance Committee, Committee on Accounts, Committee on Capital Box, Officers and Counsel, as recommended by the Nominating Committee for the ensuing year and until their successors are elected; which was done, and thereupon the aforementioned persons were declared to have been unanimously elected to their respective offices for the ensuing year and until their successors are elected.

"The following resolution was adopted :

"RESOLVED, That the Resident Vice Presidents be and they hereby are, and each of them is hereby, authorized and empowered to execute and to deliver and to attach the seal of the Company to any and all obligations for or on behalf of the Company, such obligations, however, to be attested in every instance by a Resident Assistant Secretary."

STATE OF NEW YORK,)
) ss.
 COUNTY OF NEW YORK.)

I, W. H. RILEY, Assistant Secretary of the AMERICAN SURETY COMPANY OF NEW YORK, do hereby certify that I have compared the foregoing extracts and transcripts, from the Record Book of the Board of Trustees of the AMERICAN SURETY COMPANY OF NEW YORK, with the original record of said Board, and that the same are correct extracts and transcripts therefrom as they appear of record and are set forth and contained in said Record Book; and I further certify that I have compared the foregoing resolutions with the originals thereof, as recorded in the Minute Book of said Company, and do certify that the same is a correct and true transcript therefrom, and of the whole of said original resolutions; and that the said resolutions have not been revoked or rescinded.

Given under my hand and the seal of the Company, at the City of New York,
 this 21st day of January, 1920.

W. H. Riley
 ASSISTANT SECRETARY.

September 22nd 1920, form of bond and contract approved.

Walter Jones
Philip G. Betty

Now September 22nd 1920, the within bond together with the surety thereon is approved.

Walter Jones
Dwight Roberts

James W. Lyne
Attest: blank

H. B. Hessler
Commissioners of Cambria County.

Now September 18th 1920, the fore-going Plans,
Specifications, and Contract are hereby approved.

R. B. Leary
Designing and Constructing Engineer.

[Signature]
Consulting Engineer.

H. F. Dow
County Engineer.

M. March Trustee

In the Court of Quarter Sessions of Cambria Co., Pa.

In Re-Steel-Concrete Bridge on line of Franklin Street extending across the Little Conemaugh River connecting the Borough of Franklin and the Boro of Conemaugh, Cambria County, Pa.

PLANS, SPECIFICATIONS, CONTRACT AND BOND.

Now September 22, 1920 the within plans, specifications, contract and bond are approved.

By the Court

Filed 22 September 1920

A. B. Curry, Designing and Constructing Engineer.
H. F. Dobr, County Eng.

Philip Shebling
Walter Jones
Attys

This is the folder that contained the blue papers on specifications for constructing a bridge

52. ABSORPTION TEST.

Blocks to be tested for absorption shall be dried for not less than twelve hours continuously at a temperature of not less than 212° F. They shall be weighed then on scales sensitive to five grams and immersed immediately in water for a period of twenty-four hours. After soaking, and before re-weighing, the blocks shall be wiped free from all surplus water. The increase in weight will be calculated as a percentage of dry weight of block. Blocks which show an absorption of more than 3-1/3% will be rejected.

53. INSPECTION OF BLOCK.

All blocks shall be subject to thorough inspection before and after laying and rolling, and all rejected material shall be removed immediately from the work.

54. HANDLING OF BLOCK.

The blocks at all times shall be kept clean, piled neatly and shall be handled carefully, so that the corners and edges will not be chipped or broken, as blocks otherwise acceptable may be rejected on this account.

55. CEMENT-SAND BED.

Upon the foundation, or base course, which has been cleaned of all loose and foreign materials and dampened thoroughly, there shall be spread a cement-sand bed composed of one part Portland cement and three parts sand, all of approved quality.

This cushion shall be carefully shaped to a true section of the roadway and shall be rolled with a hand roller, if so directed. The cement-sand bed shall then be sprinkled lightly with clean water and the blocks placed thereon immediately.

56. LAYING BLOCK.

The blocks shall be laid carefully on edge in parallel straight courses at right angles to the curbing, or as may be directed otherwise. The lug side of all blocks shall face in the same direction. Blocks must be placed close together, both ends and sides, and those in adjoining courses shall be laid to break joints by a space of not less than 3". At every fourth course, the blocks shall be driven together to secure tight joints and straight courses by tapping lightly with a sledge on a four inch by four inch by three foot timber, and all thick blocks shall be removed. After laying, the end joints of blocks shall be made close promptly and battled in at the curb line, placing fractured ends towards the center of the pavement. No piece less than three inches in length shall be used. Bats or broken blocks shall be used only at curbs or tracks. Blocks shall be placed with the best face up. When any section contains more than 10% of culls, the blocks shall be taken up and the cushion readjusted. Blocks shall be laid from curb to curb, or car track to curb. Joints shall be cut square with the top and sides of the blocks. All joints shall be kept clean and open to the bottom until filled as specified. While laying blocks, the pavers shall stand on those already laid. Blocks shall not be laid within 1/4" of a car rail and when rolled shall meet the rail surface or be slightly below, as may be directed. The rail surface shall conform to the established grade before the base course is placed.

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57. EXPANSION JOINTS.

Expansion joints shall be placed parallel with and at each of the curb lines and shall be $1/2$ " in width, unless directed otherwise. Where the pavement joins car rails, a joint of from $1/4$ " to $1/2$ " may be required next to each side of each rail. The joints shall be made by placing together on edge, parallel with each curb or edging two wedge-shaped strips six inches in depth and each strip dressed on both faces. The strips shall be so cut that when placed together on edge, in reverse positions, their total section shall be rectangular and of a thickness equal to the thickness of the required expansion joint. The strip placed next to the curb shall be set with the wide edge up and the one next to the block set in the reverse position. The two strips comprising the joint form shall break joints. These expansion joint forms shall be set on a true grade with all ends tight, pressed into the cushion and the blocks laid lightly against these strips. Soon after the pavement has been grouted and the grout filler has set, the strips shall be removed, the joints cleaned thoroughly and immediately filled with a bituminous filler flush with the top of the blocks.

58. ROLLING BLOCKS.

After the blocks as laid have been inspected and approved for rolling and the surface swept clean, the pavement shall be rolled with a tandem power roller weighing not less than three nor more than five tons, in the following manner:- the blocks adjacent to the curbing and other inaccessible areas, shall be tamped with a hard wood tamper to the proper grade. A piece of timber shall be laid upon the blocks to prevent crushing from the impact of the tamper. The rolling then shall commence near the curbing at a very slow pace and continue back and forth toward the center until the center of the roadway is reached; then passing to the opposite curbing, the rolling shall be repeated in the same manner to the center of the roadway. After the first passage of the roller the pace may be quickened and the rolling continued until each block is embedded firmly in the cushion or bed. The pavement then shall be rolled transversely from curb to curb at an angle of 45° repeating the rolling in the opposite direction at an angle of 45° to the center line of the roadway. Before and after this transverse rolling has taken place, all broken or injured blocks shall be taken up and replaced with perfect blocks, which likewise must be brought to the true surface by tamping. When a cement-sand bed is used, the rolling shall be completed before the bed has developed initial set. Any bed, or portion thereof, which has developed initial set before the blocks have been placed and rolled shall be removed and replaced with fresh material. After the final rolling the pavement shall be tested with a ten foot straight edge, laid parallel with the curbing, and any depressions exceeding $1/4$ " shall be corrected, and, if necessary, rolled again.

59. GROUT JOINT FILLER.

After being rolled thoroughly, inspected and approved, the joints between the blocks shall be filled with grout, composed of one part Portland cement and one part approved, clean hard sand containing no vegetable or other deleterious substances and not more than 3% of loam or other foreign materials and graded so that, when dry, it shall pass a $1/4$ " screen, at least 90% of which shall pass a No. 10 sieve. The tensile strength of briquette composed of one part cement and three parts sand, by weight, shall be not less than 70% of that

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obtained with "Standard Ottawa" sand. Equal portions of cement and sand shall be measured carefully and mixed thoroughly on a clean, dry surface to a uniform color, after which the dry mixture shall be transferred to a mixing box, preferably about four feet eight inches in length, thirty inches in width and fourteen inches in depth, resting on legs of different lengths so that the mixture will flow rapidly to the lower corner of the box; the bottom of the lower corner of which shall be about three inches above the pavement surface. One box shall be used for each fourteen feet in width of roadway, and at least two boxes shall be used in all cases. To the dry mixture shall be added clean, fresh water in a quantity which is necessary to give the proper consistency. From the time the water is added until the last of the filler is removed from the box and floated into the joints of the pavement, the mixture must be kept in constant motion.

60. POURING GROUT.

Before the grout is applied, the blocks shall be wetted by being sprayed lightly with clean water. The grout shall be removed from the box with scoop shovels and applied to the blocks in front of the sweepers, who shall sweep it rapidly lengthwise of center, until the joints are filled to within not more than one inch of the top of the blocks. After the grout has settled into the joints and before the initial set develops, the unfilled portion of every joint shall be filled with a thicker grout, and, if necessary, refilled until the joints remain full to the top. After this application has had time to settle and before the initial set takes place, the pavement shall be finished to a smooth surface with a squeegee, or wooden scraper having a rubber edge, which shall be worked over the blocks parallel with the courses. Grout may be mixed and applied with approved mechanical appliances. The contractor shall provide thin metal strips, 1/16" by 6" by 3" long, and insert them in the block joints across the street or road, when closing up a stretch of grouting at the end of all work intervals, so that the grouting will end in a vertical joint. These strips must be taken out when the grout becomes stiff and before the initial set. Not more than three hundred feet of pavement shall be laid before grouting begins and the grouting sand bed is used, the grouting must be completed to within at least twenty feet of the end of the blocks laid before work is stopped.

61. PROTECTION.

After the surface has been inspected thoroughly and approved and sufficient time for setting has taken place so that the covering material will not absorb any moisture from the grout mixture, the surface shall be covered with one-half inch or more of approved, clean sand or other acceptable material to prevent too rapid drying of the filler, which shall be sprinkled three times each day for four days when the air temperature reaches 75° F. or above. No traffic shall be permitted on the pavement for a period of at least ten days after the grouting, or longer, as may be directed. Before opening the road to traffic the covering shall be removed from the finished pavement in a satisfactory manner.

62. GUARANTEE OF PAVEMENT.

The Contractor will be required to guarantee the pavement free from defects in workmanship and material for a period of one year from date of the completion of the contract and acceptance of the work, correcting during that time, at his own expense, immediately on direction of the Engineers, any defects which may occur. Before final payment is made this guarantee shall be furnished and substan-

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tiated by a surety company bond amounting to \$1000.00.

63.

SCUPPERS.

Scuppers shall be placed as directed by the Engineers in the pavement along the line of the curb three (3) to either side of the roadway on each of the spans, making twelve (12) scuppers in all.

The scuppers shall consist of six (6") inch Wrought Iron Pipe with Collar and Cast Iron Grate, all as shown on the plan. In construction, the scuppers shall be so placed that the top of the grate will be one-eighth ($1/8$ ") inch below the top of the block pavement. The pipe shall extend through the slab to such distance that all water shall escape free from the steel and concrete and shall be fastened to the floor beams in an approved manner.

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STEEL.

64. QUALITY.

All metal work shall be built of structural steel of a grade known as Medium Steel, manufactured by the Open Hearth process and shall comply with the Standard Specifications for Structural Steel for Bridges adopted by the American Society for Testing Materials August 16, 1909.

65. UNIT STRESSES.

The several members shall be of design and section as shown on the plans, and are proportioned for unit stresses in pounds per square inch from the following allowed unit stresses.

66. TENSION.

Bottom flanges of girders, floor beams and stringers, whether rolled or built, net section, 16000 pounds.

67. COMPRESSION.

The permissible stresses of 16,000 pounds for tension shall be reduced in compression in proportion to the ratio of length of the member to the least radius of gyration of the section by the following formula:

$$P = 16000 \left(1 - \frac{L^2}{(160r)^2} \right)$$

Where "P" equals the allowed strain per square inch in cross section in pounds.

"L" equals the length of compression members in inches c. to c. of connections.

"r" equals the least radius of gyration of section in inches.

No compression member, however, shall have a length exceeding 100 times its least radius of gyration, except bracing, which may be 120 times.

68. BENDING.

Extreme fibers of rolled shapes, built sections and girders, net section, 16,000 pounds.

Extreme fibers of pins, 24,000 pounds.

69. SHEARING.

Shop Rivets and Pins, 12,000 pounds.

Field Rivets and Turned Bolts, 10,000 pounds.

Web of Plate Girders, Cross Section, 10,000 pounds.

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70. BEARING.

Shop Rivets and Pins,	24000 pounds.
Field Rivets and Turned Bolts	20000 pounds.
Concrete Bridge Seats,	500 pounds.
Expansion Rollers,	500 pounds per linear inch times

one diameter of rollers in inches.

71. NET SECTION.

In proportioning tension members, net section must be used. Rivet holes deducted must be taken $1/8$ inch larger than the nominal size of rivets.

72. PITCH OF RIVETS.

The minimum distance between centers of rivet holes shall be three diameters of the rivet; but the distance shall preferably be not less than 3 inches for $7/8$ inch rivets, $2-1/2$ inches for $3/4$ inch rivets, 2 inches for $5/8$ inch rivets, and $1-3/4$ inches for $1/2$ inch rivets. The maximum pitch in the line of the stress for members composed of plates and shapes will be 6 inches for $7/8$ inch rivets, 6 inches for $3/4$ inch rivets, $4-1/2$ inches for $5/8$ inch rivets and 4 inches for $1/2$ inch rivets.

For angles in built sections with two gage lines, with rivets staggered, the maximum pitch in each line shall be twice as great as given above. Where two or more plates are in contact, rivets not more than 12 inches apart in either direction shall be used to hold the plates together.

The minimum distance from the center of any rivet hole to a sheared edge shall be $1-1/2$ inches for $7/8$ inch rivets, $1-1/4$ inches for $3/4$ inch rivets, $1-1/8$ inches for $5/8$ inch rivets, and 1 inch for $1/2$ inch rivets; and to a rolled edge, $1-1/4$, $1-1/8$, 1, and $7/8$ inches, respectively.

The maximum distance from any edge shall be eight times the thickness of the plate.

The pitch of rivets at the ends of built compression members shall not exceed four diameters of the rivets for a length equal to one and one-half times the maximum width of the member.

73. SIZE OF RIVETS.

Rivets shall generally be $3/4$ " in diameter and shall not exceed $7/8$ " in diameter.

74. THICKNESS OF METAL.

No metal less than $5/16$ " thick shall be used except for fillers, or other minor parts.

75. RIVETING.

All rivet holes must be so accurately spaced and punched that when the several parts forming one member are assembled a rivet $1/16$ inch less in diameter than the hole can generally be entered, hot, into any hole without reaming or straining the metal by "drifts"; occasional variations must be corrected by reaming.

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The rivets when driven must completely fill the holes. The rivet heads must be round and of a uniform size for the same sized rivets throughout the work. They must be full and neatly made and be concentric to the hole and thoroughly pinch the connected pieces together. Recupping and calking will not be allowed. Loose, burned or otherwise defective rivets shall be cut out and replaced.

In cutting out rivets care shall be taken not to injure the adjacent metal. If necessary to insure this they shall be drilled out.

Whenever possible, all rivets must be machine driven.

The machine must be capable of retaining the applied pressure after the upsetting is completed. No hand driven rivets exceeding 1/2 inch diameter will be allowed.

Field rivets shall be machine driven and to the entire satisfaction of the Engineer. Bolts will not be permitted in the work.

76. BUILT GIRDERS.

All built-up members shall be termed girders and shall be proportioned by their moments of inertia.

77. FLANGES.

Flanges shall be proportioned to resist the entire bending moment, and at least one-half the flange section shall be angles or else the largest sized angles shall be used and no portion of the web section shall be considered as flange area.

The flanges shall be continuous the entire length of the girder and the compression flange shall have the same gross area as the tension flange.

78. WEBS.

The webs must be proportioned to resist the entire shear and shall have stiffeners as shown on the plan. All joints shall come at the panel points and must be spliced with a plate on each side of the web, capable of transmitting the full stress through splice rivets. The plates shall be not less than the thickness of the web, extend from flange to flange, and be wide enough to take two rows of rivets on each side of the joint.

79. STIFFENERS.

Stiffeners shall be placed on both sides of the web as shown on the plan and shall have a close bearing against the flange angles. Those at the edge of bearing plates or at the beam connections shall be on fillers.

At intermediate points they may be on fillers or crimped over the flange angles.

80. GUSSETS.

Gusset plates 5/16 inch thick with angle connection shall be used to attach the bottom of the floor beams to the girders all as shown on the plan.

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81. END BEARINGS.

At expansion ends of girders 1 inch phosphor-bronze masonry and shoe plates shall be used, tongue and grooved respectively.

82. ASSEMBLING.

Riveted members shall have all parts well pinned up and firmly drawn together with bolts before riveting is commenced. Contact surfaces shall be painted. Abutting joints shall be cut or dressed true and straight and fitted closely together. In compression joints depending on contact bearing, the surfaces shall be truly faced, so as to have even bearing after they are riveted up complete and when perfectly aligned. The several pieces forming one built member shall be straight and shall fit closely together, and finished members shall be free from twists, bends or open joints.

All plate girders shall be assembled complete before shipment.

83. BEAM AND STRINGER CONNECTIONS.

The ends of floor beams and stringers shall be faced true and square, and to exact length. Allowance must be made in end angles to provide for such facing without reducing the required strength of such end angles.

Stringers shall be riveted to the web of all intermediate floor beams by means of connection angles not less than 7/16 inch thick. Shelf angles or other supports provided to support the stringer during erection shall not be considered as carrying any of the reaction.

84. DETAILS.

All connections and details and splices of the several parts of the structure shall be of such strength, that, upon testing, rupture will occur in the body of the member rather than in any of their details or connections.

Preference will be had for such details as shall be most accessible for inspection and cleaning.

85. DRAWINGS.

Complete detail working drawings shall be furnished by the Contractor and approved by the Engineers before any materials are ordered or any work is commenced.

The Contractor is required to check all leading dimensions and clearances as a whole and in detail, and to become responsible for the exact position and elevations of all parts of the work, and the approval of the working drawings by the Engineers shall not relieve the Contractor of this responsibility.

86. WORKMANSHIP.

All parts forming a structure shall be built in accordance with approved drawings. The workmanship and finish shall be equal to the best practice in modern bridge work and satisfactory to the Engineers. The Contractor shall be responsible for accuracy of shop work and any extra work in the field due to defective shop work or fitting shall

Pat McLaughlin

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be at his own expense.

87.

PAINTING.

As the entire structure will be encased in concrete, no painting is required, except as noted under "Assembling" in shop.

RJ#1 March Term 1917
Franklin + Conemaugh Boro's
Bridge over Conemaugh
River

Papers for
Plans + Specifications

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SPECIFICATIONS
for constructing a
STEEL - CONCRETE BRIDGE ON LINE OF FRANKLIN STREET,
EXTENDING ACROSS THE LITTLE CONEMAUGH RIVER,
CONNECTING THE BOROUGH OF FRANKLIN AND THE BOROUGH OF CONEMAUGH,
CAMBRIA COUNTY, PENNSYLVANIA.

--cCc--

PREPARED BY:

A. B. CURRY, ENGINEER,

and

FARRIS ENGINEERING COMPANY,

CONSULTING ENGINEERS,

PITTSBURGH, PA.

1920

--cCc--

BOARD OF COMMISSIONERS, CAMBRIA CO., PA.

T. STANTON DAVIS.

F. W. BAUMGARDNER.

H. B. HEFFLEY.

COUNTY CLERK.

JAMES McCLUNE.

NOTICE TO CONTRACTORS.

Office of County Controller,
Ebensburg, Pa.

Sealed proposals will be received at the office of the County Controller of Cambria County until 12 o'clock Noon, for the Reconstruction of a Steel-Concrete Bridge on line of Franklin Street, extending across the Little Conemaugh River, connecting the Borough of Franklin and the Borough of Conemaugh, Cambria County, Pa.

Plans, specifications and bidding blanks may be seen at the office of the County Engineer at the Court House at all reasonable hours. Additional copies may be secured from Engineer A. B. Curry, at his office, Johnstown, Pa., upon a deposit of Twenty-five (\$25.00) Dollars, Twenty (\$20.00) Dollars of which will be refunded upon the return of the plans and specifications on the date of the letting.

Proposals must be accompanied with a certified check equal to Five Thousand (\$5000.00) Dollars, made payable to the County Treasurer, drawn on a solvent bank or trust company in the Commonwealth of Pennsylvania, to guarantee that the successful bidder will enter into satisfactory contract and bond within the time specified after being notified of the award.

The County Commissioners reserve the right to reject any or all bids.

Herman T. Jones,

County Controller.

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PROPOSAL.

To The Board of Commissioners of Cambria Co.,

Ebensburg, Pa.

Gentlemen:

_____ do hereby certify that _____ have examined the plans and specifications as prepared by Engineer A. B. Curry and Farris Engineering Company, Consulting Engineers, Empire Building, Pittsburgh, Pa., referring to the Steel-Concrete Bridge on line of Franklin Street, extending across the Little Conemaugh River, connecting the Borough of Franklin and the Borough of Conemaugh, Cambria County, Pa., and that _____ do fully understand and appreciate their contents and the work to be contracted.

Having made such examination, _____ do hereby propose to furnish all material, including all necessary falsework, staging, shoring, tools, machinery and equipment, and all necessary labor to build the bridge complete, all in accordance with the plans and specifications, at the following submitted prices:

"A" For furnishing all material and building complete Pier marked "F", as indicated in the plans and specifications, as per elevations, dimensions, measurements and data shown, a lump sum price of:

"B" For furnishing all material and building complete the balance of the Substructure and the Superstructure, as indicated in the plans and specifications, as per elevations, dimensions, measurements and data shown, a lump sum price of :

"C" If changes are required during the construction, increasing or decreasing the amount of work or material from that above specified, the following unit prices will govern:

1. Concrete in Pier marked "F",
per cubic yard _____
2. Excavation in Pier marked "F",
per cubic yard _____
3. Concrete in the balance of the
Substructure, per cubic yard _____
4. Excavation in the balance of the
Substructure, per cubic yard _____
5. Concrete in the Superstructure,
per cubic yard _____
6. Concrete Cunit Encasing,
per square foot _____
7. Bearing Piles, per lineal foot _____
8. Concrete Rail, except Steel,
per lineal foot _____

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PROPOSAL, CONT'D.

9. Pavement on the Bridge,
per square yard _____
10. Reinforcing Steel, per pound _____
11. Structural Steel, per pound _____

If awarded the work, _____ will enter into satisfactory contract substantiated with a bond and build complete the structure, ready for travel, all in accordance with the plans and specifications and to the satisfaction of the County Commissioners and their Engineers on or before _____.

We carry Workmen's Compensation with _____
_____ and we carry Public Liability
Insurance with _____
_____.

NAME _____

ADDRESS _____

DATE _____

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GENERAL.

1. PURPOSE.

These specifications, supplemented by plans, all prepared by A. B. Curry, Engineer for the County of Cambria and Farris Maggi - neering Company, Consulting Engineers of Pittsburg, Pa., refer to building complete a Steel-Concrete Bridge on line of Franklin Street, extending across Little Conemaugh River, connecting the Borough of Franklin and the Borough of Conemaugh, Cambria County, Pa.

This bridge will connect the structure now being built by the Bell - Sockel Company for Franklin Borough with the proposed bridge of the Pennsylvania Railroad Company on the opposite side of the river.

2. INSTRUCTIONS TO BIDDERS.

Proposals must be made out on blank forms as per copy attached to these specifications and shall be submitted in a sealed envelope addressed to the County Commissioners of Cambria County and deposited with the County Controller on or before 12 o'clock Noon on the date specified in public print. The envelope shall be marked "Proposal Franklin - Conemaugh Borough Bridge".

The blank spaces only shall be filled in, there shall be no changes in the phraseology and there shall be no conditions stipulated or alternate proposals submitted.

As evidence of good faith and assurance of responsibility, each proposal must be accompanied by a certified check equal to Five Thousand (\$5000.00) Dollars, drawn on a solvent bank or trust company in the Commonwealth of Pennsylvania.

The lump sums for certain portions of the work specified shall include all labor, tools, machinery, equipment, materials necessary to build the structure complete, ready for travel in a sound and substantial manner as per the elevations and dimensions shown on the plans and as covered by the specifications.

Additions to and deductions from these lump sum proposals may be made as per unit prices included in the proposal, if, on the determination of the Engineer, it is found necessary to vary from the elevations and dimensions during construction.

3. EXAMINING THE SITE.

Bidders must satisfy themselves by a careful personal examination of the site of the structure, the foundations on which it is to be built, the courses of the stream and its currents, the proximity of materials, convenience for hauling and unloading and all similar matters, that they fully understand and appreciate the work to be contracted.

4. CONTRACT AND BOND.

The successful bidder, within ten days after he has received notice that he has been awarded the work, must enter into a written contract, accompanied by a good and sufficient bond in amount and form satisfactory to the Commissioners of Cambria County.

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5. CONDITIONS.

To prevent disputes, the Engineers shall be the referee to decide all questions which may arise relative to the terms of the contract or its fulfillment on the part of the Contractor; and their decision shall be final and conclusive and all exceptions and appeals are hereby waived by the Contractor.

6. CHANGES.

The right is reserved by the Engineers to make such changes, or to increase or decrease the amount of work, as they may deem advisable, during the progress of the construction; but any changes, variations or alterations made shall be ordered in writing or otherwise not be considered valid.

7. LIABILITY INSURANCE.

The Contractor shall comply with the requirements and conditions called for in the Workmen's Compensation Act of 1915. He shall also indemnify and save harmless the Commonwealth, the County and the Borough against all claims and demands of all parties whatsoever for damages, or for compensation for injuries arising from any obstructions erected or not erected, or from any neglect or omission to provide proper barricades, guards, lights or watchmen. He shall also be compelled to carry public liability insurance with an established Surety Company registered in the State of Pennsylvania.

8. LAY OUTS.

The Engineers will give a bench mark and a center line at either end of the bridge. From these permanent points the Contractor must lay out his work, both Substructure and Superstructure, keep his work in correct position and alignment, finish to correct grades and elevations and be solely responsible for the correctness of his own lay outs.

9. NAME PLATES.

Two bronze name plates about 3/8" x 18" x 30" in size, one to bear the names of the County Officials and Engineers and the other the name of the Contractor, shall be furnished and placed as designated. Each plate shall bear the date of construction of the bridge.

10. VERIFICATION.

Previous to and during erection all material shall be so handled and stored as to be kept clean and protected from injury. Any material damaged by careless handling must be replaced without expense to the County, if so directed by the Engineers.

The Contractor shall assume all risks and be liable for damages to persons and properties and casualties of every description resulting from causes under his control, until final acceptance of the complete structure. He shall comply with such laws and regulations as may be required by any authorities having jurisdiction where the work or materials may be situated. Upon completion of the work he shall promptly remove all falsework, other materials and debris and place the premises in a neat condition.

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11. INSPECTION.

The work shall be subject to the inspection of the Engineers in the field, shop and mills and they shall at all times have full access to all places where any portion of the material is being manufactured or work is being done.

The Engineers shall be furnished two copies of mill orders, and no material shall be rolled, nor any work done, before the Engineers have been notified in ample season where the orders have been placed, so that they may arrange for the inspection.

The manufacturer shall furnish all facilities for inspecting and testing weight and quality of all material at the mill where it is being manufactured. He shall furnish a suitable testing machine for testing specimens, as well as prepare the samples for the machine, free of charge to the County. All tests shall be conducted under the direct supervision of the inspector. The cost of all required tests on cement shall be for the account of the Contractor.

No concrete shall be placed in foundations, or in the forms, until the Engineers have had ample opportunity to make inspection.

12. FALSE WORK.

The Contractor shall be required to prepare a plan submitting a design of any falsework that he contemplates using and no work shall be done until this plan has had the approval of the Engineers.

13. STREAM OBSTRUCTION.

The Contractor shall observe and comply with all rules and regulations of the State of Pennsylvania pertaining to creeks, streams and rivers.

14. PAYMENTS.

On or about the tenth of each month the Engineers will make a current estimate in writing of materials furnished and work completed and the value thereof, and from the amount so ascertained (10%) ten per centum shall be deducted, to be retained until after the completion of the entire work according to the terms of the contract. The balance will be certified by the Engineers for payment.

All monthly estimates shall be partial and subject to correction in the final estimate, which will be prepared and certified for payment by the Engineers when satisfied that the Contractor has completed all the work in accordance with the terms of the contract.

15. PROPERTY DAMAGE REPLACEMENTS.

In case any direct or indirect injury or damage is done to public or private property by or because of the work, or in consequence of any act or omission on the part of the Contractor, his employees, or agents, the Contractor shall, at his own expense, restore such property to a condition similar and equal to that existing before such damage or injury was done, by repairing, rebuilding or otherwise restoring, as may be directed; or, he shall make good such damage or injury in a satisfactory manner. In case of failure on the part of the Contractor to restore such

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property or make good such damage or injury, the Engineers may, upon forty-eight (48) hours notice, proceed to repair, rebuild or otherwise restore such property as may be necessary and the cost thereof will be deducted from any moneys due or which may become due the Contractor under his contract; or, the County may deduct from any moneys due or which may become due the Contractor under the contract a sum sufficient, in the judgment of the Engineers, to reimburse the owners of the property so damaged or injured.

16. DAMAGES FOR NON-COMPLETION WITHIN THE TIME LIMIT.

For each working day that any work shall remain uncompleted after the time specified in the proposal and contract and allowed by the Engineers for the completion of the work provided for in these Plans, Specifications and Contract, the sum of Twenty (\$20.00) Dollars shall be deducted from the moneys due the Contractor, not as a penalty, but as liquidated damages; except that, if the work has been delayed in consequence of conditions over which the Contractor has no control, the Engineers may increase the time as much as they may deem just and reasonable.

17. OLD BRIDGE.

The removal of the old stone substructure and the old steel superstructure on or near the site of the new bridge shall be a part of the contract. The material therein shall become the property of the Contractor and may be used in connection with the new work in so far as it complies with the Specifications.

18. STORING FACILITIES.

It is the Engineers' understanding that the Cambria Steel Company are not public carriers and it will not be within their authority to grant the contractor the use of their Railroad tracks or siding for the hauling and delivery of materials. The Contractor, however, shall make such inquiry as is his pleasure as to this condition. Attention is also called to the fact that Franklin Borough are now building a bridge to the harbor line on one side of the river and that the Pennsylvania Railroad Company are contemplating reconstructing the spans over their tracks on the opposite side of the river, which would, perhaps, prevent the entrance of material from these directions. The bidders shall satisfy themselves as to whether or not there is a railroad delivery point closer than Johnstown.

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ELECTRIC WORK.

19. POSTS.

The Contractor shall furnish and install eight (8) #517 Smyser-Royer Cast Iron Ornamental Lamp Posts, with five (5) lights each, using W. P. fittings and Phoenix "Radiant Glass" Balls, or the equal. These posts shall be firmly set and anchored to the concrete along the line of the curb, as directed and to the satisfaction of the Engineers in charge, and shall be wired complete with lead encased R. C. Wire and 100 W. C. Lamps.

The distance from the bottom of the base of the post to the lowest point of the lower globe shall not be less than seven feet six inches (7' 6") and the base shall not be less than one foot eight inches (1' 8") in diameter with the post tapering towards the top. The posts shall receive one coat of shop and one coat of field paint, all of approved quality.

20. CONDUITS.

Conduits, consisting of pipe one and one-quarter (1-1/4") inches in diameter, shall be placed in the concrete along the line of either curb with the proper terminals in the base of the lamp post and shall be extended to the nearest light on the adjacent street corner. The wiring shall be continuous from post to post with the top light on one circuit and the bottom lights on another circuit.

21. SWITCHES.

Two (2) Amp. E. P. lock switches shall be placed in the base of post as directed and shall have outlets with fuse cutout for connection to the Light Company's wire. Both circuits shall be #10 lead encased Duplex wire. In the base of each post a W. P. terminal block shall be provided for disconnecting posts from lighting circuits.

All work shall be installed in accordance with the National Electric code.

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FOUNDATIONS.

22. EXCAVATION.

The excavation for the foundations shall be carried to a sufficient depth to bring the masonry below the scour of the stream and to give solid bearing. The depth indicated on the Plans shall not be exceeded unless so ordered by the Engineers, and no concrete shall be placed in any excavation until such excavation has had their approval. If satisfactory bearing is not found at the depth shown on the Plans, the Contractor will be compelled to excavate deeper, or drive piles, as may be decided by the Engineers.

23. PILES.

If, in the opinion of the Engineers, pile foundations are required, the material and workmanship will be in accordance with the best practice covering this class of work.

The timber shall be a good grade of sound, live hardwood, free from cracks, shakes, loose or rotten knots, bark and other defects. The piles shall be not less than eight inches in diameter at the small end and twelve inches at the butt, and shall be so nearly straight that the center of the pile at any place will not be more than six inches from a line drawn between the centers of the ends of the pile. They shall be driven to such a resistance that the movement is not more than one inch at the last blow with a 1500 pound hammer falling 20 feet.

The piles shall be banded before driving and when in place will have the tops cut off two feet below low water. All material shall be removed for a distance of two feet below the heads and the space filled with concrete.

24. PITS AND SHORING.

All pits and trenches shall be properly secured with sheet piling and shoring, and shall be formed on all sides to receive the concrete. They shall be kept free of water and mud during the laying of concrete. Pumps and accessories used to clear the pits of water shall be outside the limits of the foundations.

25. BACK FILLING.

All openings about the piers, abutments and wings shall be refilled with excavated materials and all excess materials shall be disposed of as directed.

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CONCRETE.

26. COMPOSITION.

The concrete shall be composed by volume of one (1) part Portland Cement, two (2) parts Sand and four (4) parts Aggregate. For all concrete in the Substructure the Aggregate may be either Crushed Stone or Gravel of approved quality. For all other Concrete the Aggregate shall be Crushed Stone.

27. GRAVEL.

The gravel shall be composed of clean, hard, sound, durable stone, free from all foreign substances and shall range in size from 1/2" to 1-1/2" in diameter.

28. CRUSHED STONE.

The crushed stone shall be good, hard, clean Limestone or Ligonier Stone that will not be affected by the elements, crushed so that the largest dimension of any stone shall not exceed two inches, nor the smallest dimension of any stone be less than one-half inch. It shall be free from dust, dirt or other foreign matter.

29. SAND.

The sand shall be sharp, graded as to size, and washed free from loam, clay, coal, perishable matter, or other improper substances. It shall be kept clean in handling from the cars to the mixer.

30. CEMENT.

All cement, unless otherwise specified, shall be American Portland Cement of a well known and tried brand. It shall satisfy the Standard Specifications for Portland Cement of the American Society for Testing Materials. The Contractor shall provide a building at the site for the proper storing of Cement and any damaged will be promptly rejected.

31. WATER.

Water will be fresh, clean and free from earth, sewage, alkali oil or other organic substances.

32. FORMS.

Forms and centers shall be substantial and unyielding, securely braced and wired and built so that the concrete shall conform to the designed dimensions and contours, and so constructed as to prevent the leakage of water or mortar. Wherever the finished surface will be exposed to view, the lumber shall be dressed to a uniform thickness and width and shall be sound and free from loose knots or other objectionable defects.

After the forms are built and before any concrete is placed, they shall be oiled or coated with paraffine to prevent the adherence of the concrete. Suitable moulds shall be placed in all corners and angles of the forms to round or bevel them off, so as to leave no sharp edges or corners on the finished concrete.

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33. LAYING.

After the concrete is mixed, it shall be quickly laid in sections and shall be wet enough to settle without tamping. A thin coat of mortar shall be applied to the slab lagging just ahead of the concrete so as to secure a smooth surface on the bottom. This mortar shall be made of sand and cement in the same proportions as specified for concrete.

Exposed surfaces of concrete shall be protected until they have become thoroughly set. When work is delayed for any reason, the exposed surfaces shall be protected by a canvas cover or wet sand until work proceeds. All surfaces on or against which concrete is to be laid shall be thoroughly cleaned, dampened, and sprinkled with neat cement just previous to placing concrete.

Concrete shall not be dropped from a height or thrown from a distance, but shall be deposited in place in such a manner that the components of the mixture will not be separated in placing.

Concrete shall be placed in the forms immediately after mixing. All concrete shall be deposited so as to maintain the top surface level and to avoid flowing along the forms, and shall be worked and spaded continuously, sufficient to expel the air. The concrete next to the forms shall be spaded so that sufficient mortar will exude from the mass to form a smooth surface. The Contractor shall employ suitable methods for placing concrete in a satisfactory manner.

The Slab in the Sidewalk and Roadway shall be poured in sections transverse to the roadway and extending from side to side of bridge. Substantial vertical forms shall be built to hold the concrete in place until it has taken its initial set. The dividing line between sections shall come directly over the floor beams.

The Contractor shall so provide himself with labor, material and equipment that monolithic concrete will be secured in any section of roadway, curb and walk slab, in any spandrel wall and in any pier, abutment or wing wall. After the pouring is started the work shall continue day and night, if necessary, to secure this object.

34. "ONE MAN" STONE.

"One Man" Stone from the old substructure equal to twenty-five (25%) percentum of the volume of the concrete may be placed in the foundations of the new work at the option of the Contractor.

These stones must be free from moss, dirt and other loose materials, thoroughly water soaked, and so placed that each will be surrounded by at least six (6) inches of concrete.

35. REMOVAL OF FORMS.

No horizontal forms carrying loads will be removed or centers struck until at least four (4) weeks after the completion of the pouring of concrete, nor shall travel be allowed on the bridge within thirty (30) days after this period. Forms on vertical surfaces, specified for a rubbed finish, shall be removed not less than twenty-four (24) hours nor more than forty-eight (48) hours after placing the concrete.

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36. FREEZING WEATHER PROTECTION.

When work is done under such conditions that freezing is probable, the Contractor shall provide the necessary and satisfactory means and shall thoroughly protect all concrete from damage during and after laying.

37. MIXING.

All concrete shall be machine mixed, steam power preferred, and in a manner so thorough as to insure a uniform product of the specified proportions of all ingredients.

The mixer shall be of a drum type and contents shall be removed complete before the materials for the next batch are placed.

38. FINISHING.

After the forms have been removed the entire surface shall be finished to its final appearance.

The bottom of the Slab shall have a mortar surface finish. The parapet stones, the exposed surface of all piers and abutments, all curbs and pilasters and other minor places shall have a mortar surface rubbed finish.

All other exposed surfaces, except as otherwise noted, shall have a mortar faced Bush Hammer finish. Where the surface has a tooled finish there shall be a two inch margin draft with a rubbed finish.

Where mortar facing is specified, the surface shall be made smooth by spading with approved tool along the forms forcing the larger stones back and bringing the finer parts to the form. When the shape of the forms will not permit this process they may be plastered with cement mortar immediately before the concrete is placed.

All rubbing shall be done with carborundum stone about the size of a brick while the concrete is still soft and green and the work shall be sufficient to remove all traces and impressions of forms and all other irregularities.

All columns, struts and bracing surfaces must have a mortar surface rubbed finish, but on all joint encasing a mortar surface finish free from pits and voids will be accepted.

Where the Cement Gun is used, the standard uniform "Gunitite" finish will be required.

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STEEL ENCASED CONCRETE.

39. ENCASING.

All the steel work in the entire structure shall be wrapped with No. 6 Triangular Mesh and encased with concrete.

40. METHOD.

In the encasing of the roadway and walkway joist, the steel columns, struts and bracing, the hand railing and end of walk brackets, forms shall be constructed and the concrete poured.

For the balance of the steel, consisting of the main girders, floor beams, sidewalk brackets, etc., the work shall be done by a machine commercially known as a "Cement Gun".

41. EQUIPMENT.

The equipment shall consist of a Cement-Gun, Hopper, Sand Dryers, Compressor, Boiler, Hose, Nozzles and other accessories.

The dry material consisting of one part cement and three parts sand shall be forced through the hose by means of compressed air, hydrated at the nozzle, and applied with a nozzle velocity corresponding to a pressure head of not less than 35 nor greater than 50 pounds. The apparatus shall be so constructed that the pressure can be regulated at the intake of the machine. The hydration shall take place in transit, immediately before and during placement, so that the initial set of the "Gunitite" will occur in the first and final resting place, that is, on the steel that is to be encased.

42. COVERING.

The product of the Cement-Gun, known as "Gunitite", is a mixture of sand, cement and water and the coating covering the steel, when applied shall not be less than 2" nor greater than 2-1/2" on any surface and care shall be taken to secure this result in the application. To get the uniform thickness a separate application shall be made in reference to striking off protrusions or filling in voids with a float. During the application, care shall be taken that the "rebound" shall not contain cement and sufficient canopies and canvases shall be provided in order that this "rebound" shall not interfere with life and property.

43. REINFORCING.

The reinforcing shall consist of No. 6 Triangular Mesh and three-eighths (3/8") inch round bars.

Where form construction is used, mesh only will be required. Where "Gunitite" is used, three-eighths (3/8") inch bars spaced eighteen (18) inches c.c. on all web surfaces and nine (9) inches c.c. on all flange surfaces will be required. The webs and stiffeners shall be punched with one-half (1/2) inch holes and combined bar and mesh system shall be placed and fastened at such intervals that it will not bulge more than one (1) inch from the surface of the steel.

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ROADWAY AND SIDEWALK.

44. ROADWAY.

The roadway shall consist of a reinforced concrete slab paved with brick, all as shown on the plan.

While the concrete slab sub-base is still soft and green, the top surface shall be finished with a one inch layer of grout composed of one (1) part Cement and two (2) parts Sand to which has been added ten (10%) percentum of hydrated lime. The lime shall be hydrated for at least five days prior to use and shall be evenly and uniformly mixed with the cement grout.

The surface of the concrete shall be struck off by means of a template of approved section and weight, giving a crown to the roadway as shown on the plan.

Immediately thereafter it shall be rolled with an approved roller having a smooth even surface, or shall be troweled to a smooth surface ready for the pavement.

Weep-holes consisting of 1-1/2" gas pipe flush with the top and bottom of the slab shall be placed, six (6) to each panel, on either side of the roadway.

A steel plate 8" x 1/4" x 24' 0" shall be placed vertically in the slab directly over each floor beam, transverse to the roadway. The bottom of this plate shall be slotted to fit over and around the reinforcing bars and the top shall be cut to the same vertical curve as the roadway crown extending thereabove not less than two and one-half (2-1/2") or more than three (3") inches.

45. SIDEWALK.

The sidewalk shall consist of a reinforced concrete slab built monolithic with the curb and roadway slab. Immediately after the sub-base is laid and while it is still soft and green, a wearing surface one (1") inch thick consisting of one (1) part cement and two (2) parts sand shall be placed. It shall be floated to a smooth, even surface and given a broomed finish. Transverse grooves three-eighths (3/8") inch deep shall be placed in the top directly over each bracket and at two intermediate points. The walks shall slope towards the roadway, as shown on the plan.

46. CURB.

The reinforced concrete curb shall be laid monolithic with the roadway and sidewalk slabs. It shall be true to line and grade and protected against all defacements by a galvanized steel bar of the Wainwright, Kahn or other approved type.

Frogs shall be used to support the bar at intervals of about three (3') feet.

47. REINFORCING.

The concrete shall be reinforced as shown on the plans.

The bars will be of the square or square twisted type and must

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conform to the requirements of the Standard Specifications for Steel Reinforcing Bars, as adopted by the American Society for Testing Materials, July 1st, 1912.

All steel must be absolutely clean of paint, dirt or other foreign matter. Old, rusted or pitted bars will not be accepted or allowed in the work. The amount of rust that will accumulate on an unpainted bar in transit or stored in a yard not exceeding three months will not be considered objectionable.

The complete system of reinforcing shall be in place, rigidly supported, and all intersections wired, all to the approval of the Engineers, before the pouring of concrete.

Where it is not possible to use a continuous bar, the splice shall be not less than fifty (50) diameters in length and shall be well wired.

48. PAVEMENT.

The roadway shall be paved with brick, all as herein specified.

49. DESCRIPTION.

The brick pavement shall be Vitrified Block commercially known as "Hillside" Block, which is manufactured with a groove cut the length of one side of the block and shall be not less than 3/8" in depth.

All block shall be repressed or wire-cut lug blocks, thoroughly annealed, tough, durable, non-absorbitive, evenly burned and uniform in color. When broken they shall show a dense stonelike body, free from lime, air pockets, cracks or marked laminations.

50. SIZE OF BLOCKS.

The standard size of blocks shall be 3" to 3-1/2" in width, 4" in depth and 8 1/2" to 9 1/2" in length. They shall be uniform in size and shall not vary in width, depth, or length to exceed 1/8" on any single contract. If the edges of the blocks are rounded, the radius shall not exceed 3/16". Only blocks with raised lugs or projections on one side, not less than 1/8" nor more than 1/4" shall be used. The two ends of the block shall have either a semi-circular groove, with a radius of not less than 1/8" nor more than 1/4", or a bulge of at least 1/16". The imprint or name of the block or manufacturer, if used, shall be made by means of recessed letters.

51. ABRASION TESTS.

The sample blocks selected shall be dried thoroughly for at least three hours at a temperature of 100° F. before testing. The blocks shall be submitted to the rattler, or abrasion, test made in the standard rattler and in accordance with the standard method endorsed and recommended by the American Society for Testing Materials, adopted August 21st, 1915. In this test the blocks shall not lose more than 24% of their weight. Should the test overrun the percentage of loss, the entire lot from which the test was taken will be rejected.

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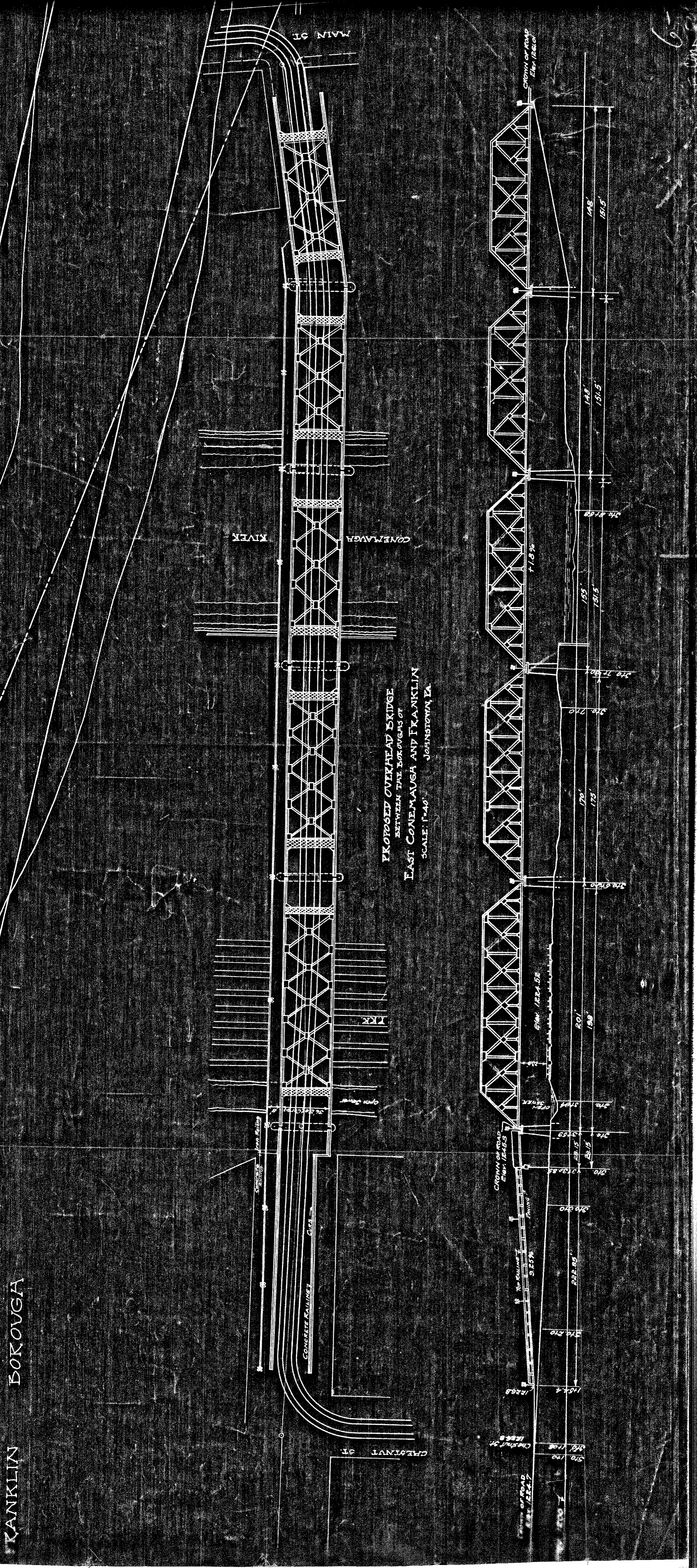
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Mar. 1917

map# 1

FRANKLIN

BOROUGH



PROPOSED OVERHEAD BRIDGE
 BETWEEN THE BORERS OF
 EAST CONEMAUGH AND FRANKLIN
 SCALE: 1"=40' JOHNSTOWN, PA.

65

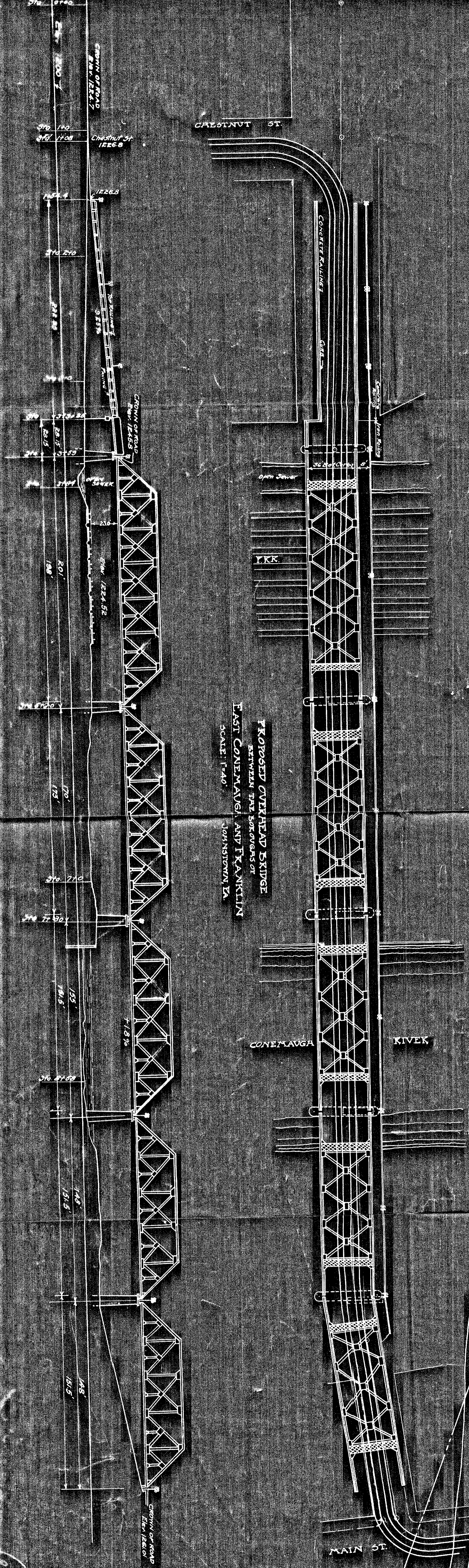
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Mar, 1917

Map # 2

FRANKLIN
BOKOVGA



PROPOSED OVERHEAD BRIDGE
BETWEEN THE BOKOVGAS OF
EAST CONEMAUGH AND FRANKLIN
SCALE: 1"=40'
JOHNSTOWN PA.

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RO #1

Mar. 1917

Map # 3

CAMBRIA COUNTY

PLAN OF A TEMPORARY BRIDGE

OVER THE
LITTLE CONEMAUG RIVER FROM

CONEMAUGH TO FRANKLIN

ABCURRY ENGINEER FOR DESIGNING
AND CONSTRUCTION

Dec 9, 1919

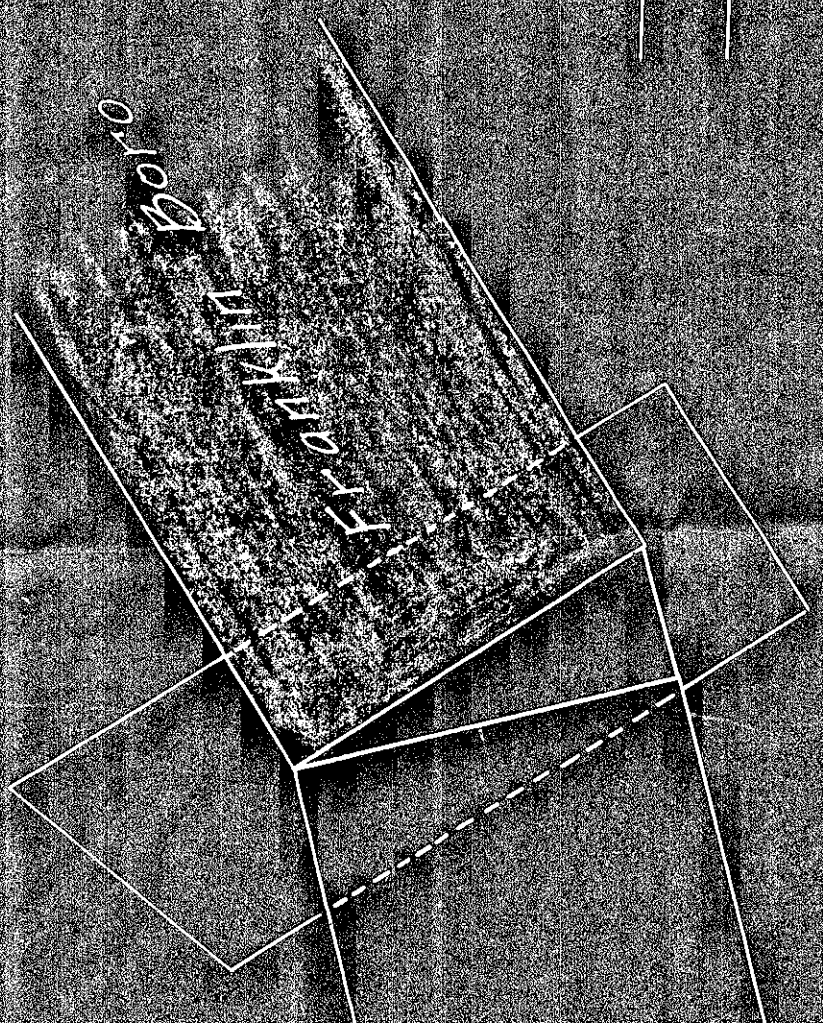
Approved by

COUNTY COMMISSIONER

Wm. M. McQuinn
CHIEF CLERK

1919

Plan view of temporary bridge

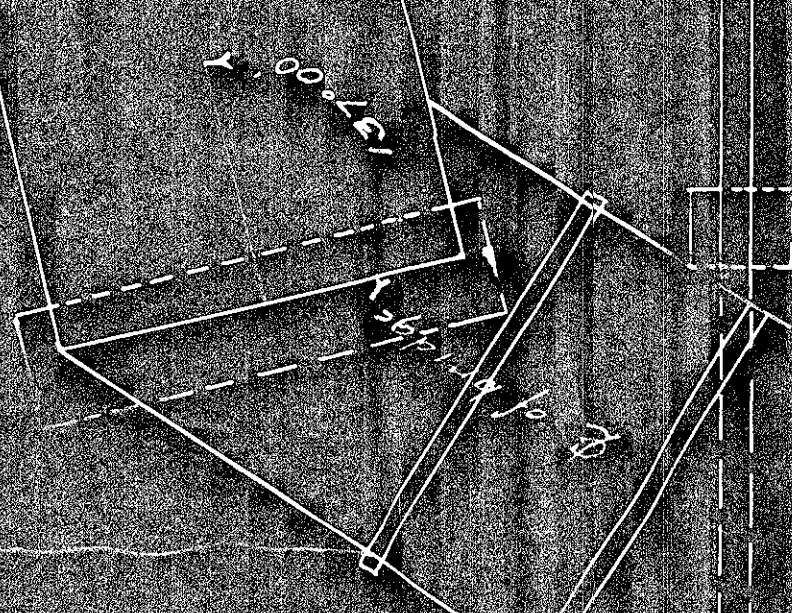


edge of bridge

temporary bridge

Little Conemaugh River

existing bridge



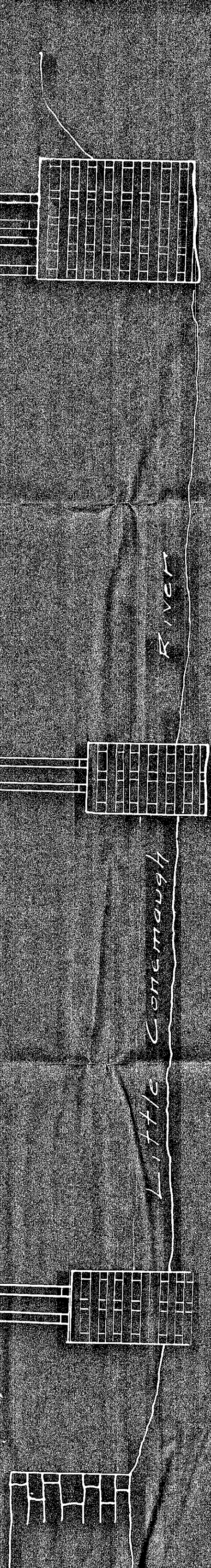
to be removed

Conemaugh County Franklin

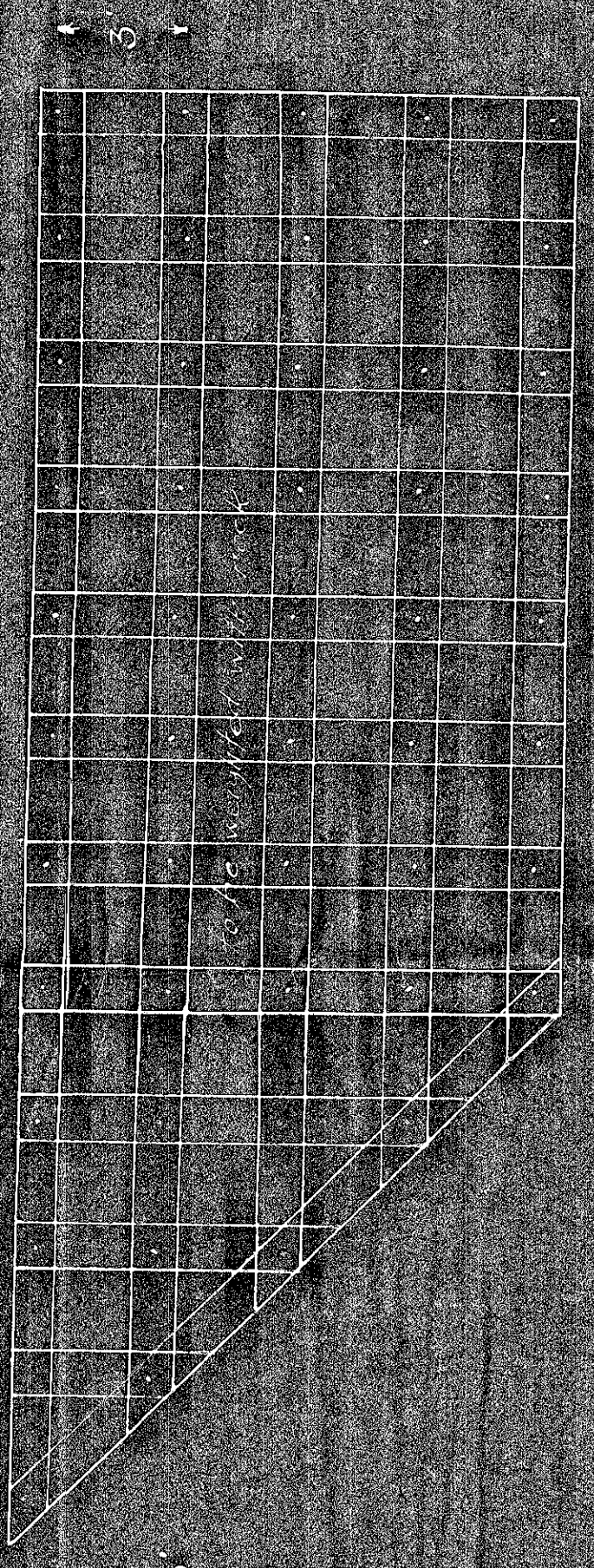
Elevation of existing bridge



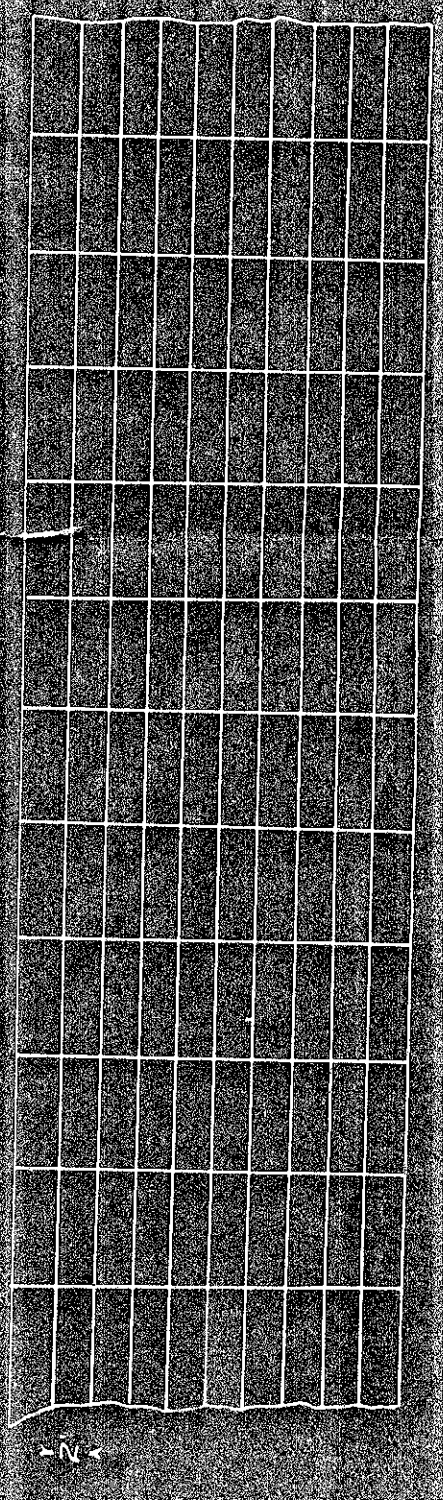
Elevation of new temporary bridge



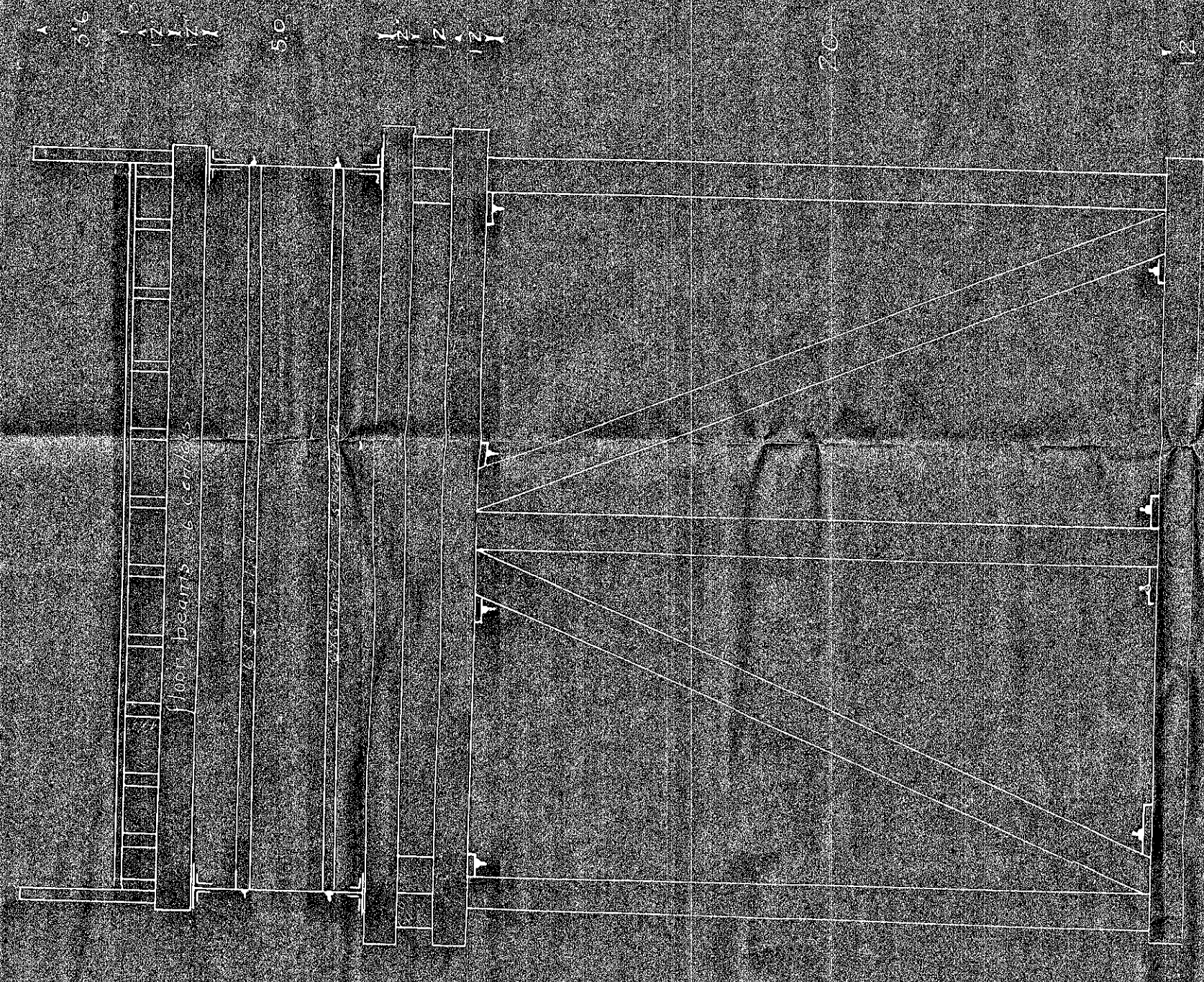
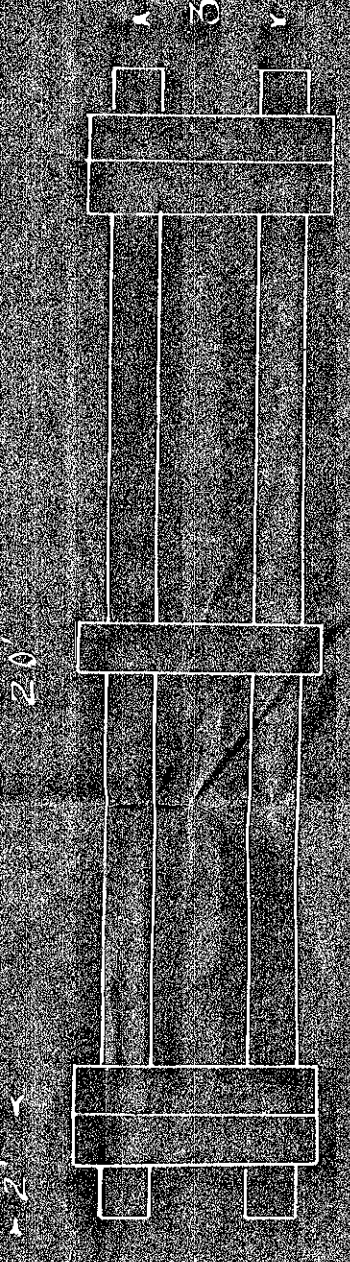
plan of crib piers showing drift piers



floor plan showing spacing of beams and joice

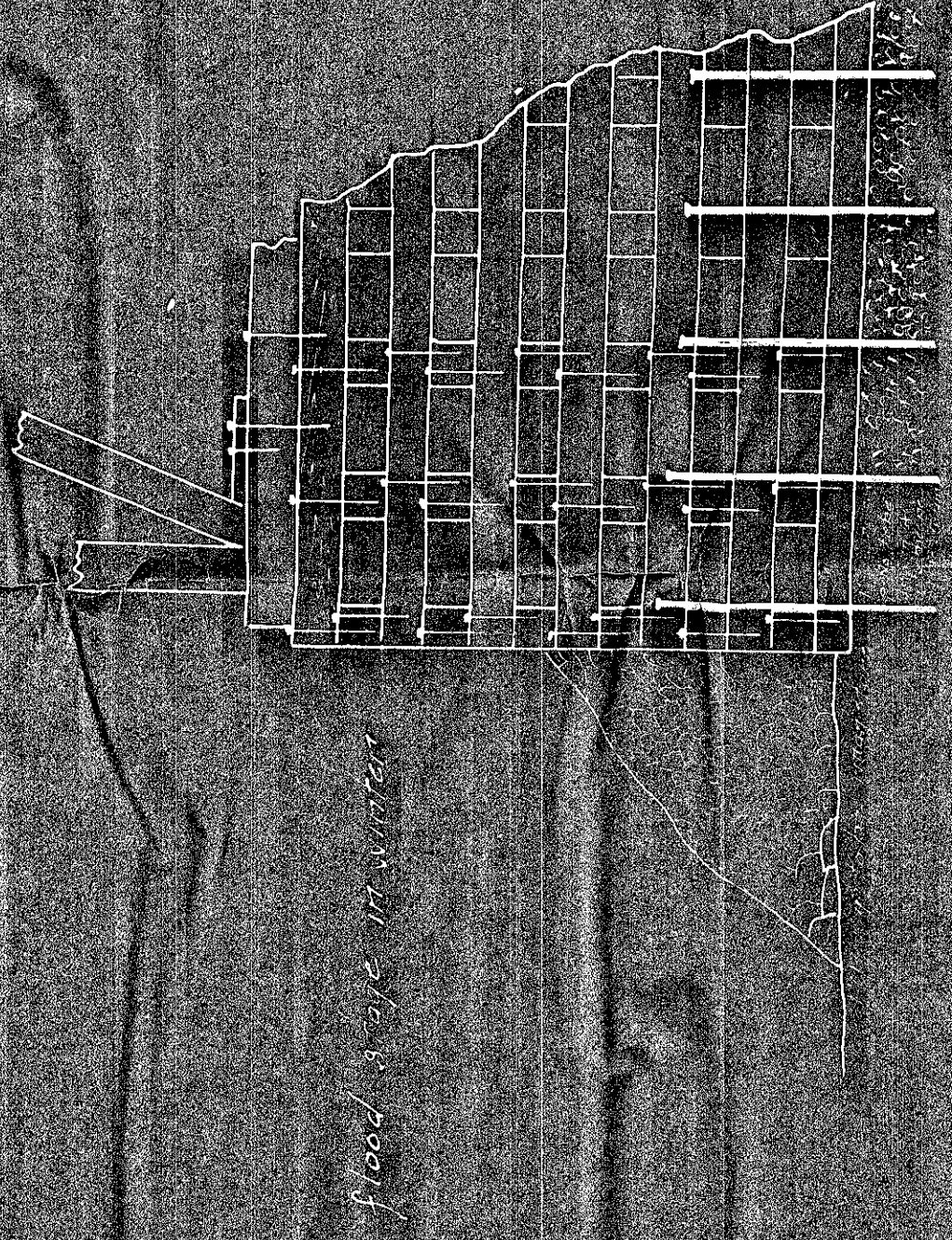


plan view of towers



typical section of towers
all joints and braces to be bolted with 3/4" bolts and cut washers

typical section of up stream
end of crib showing drift piers and up rap



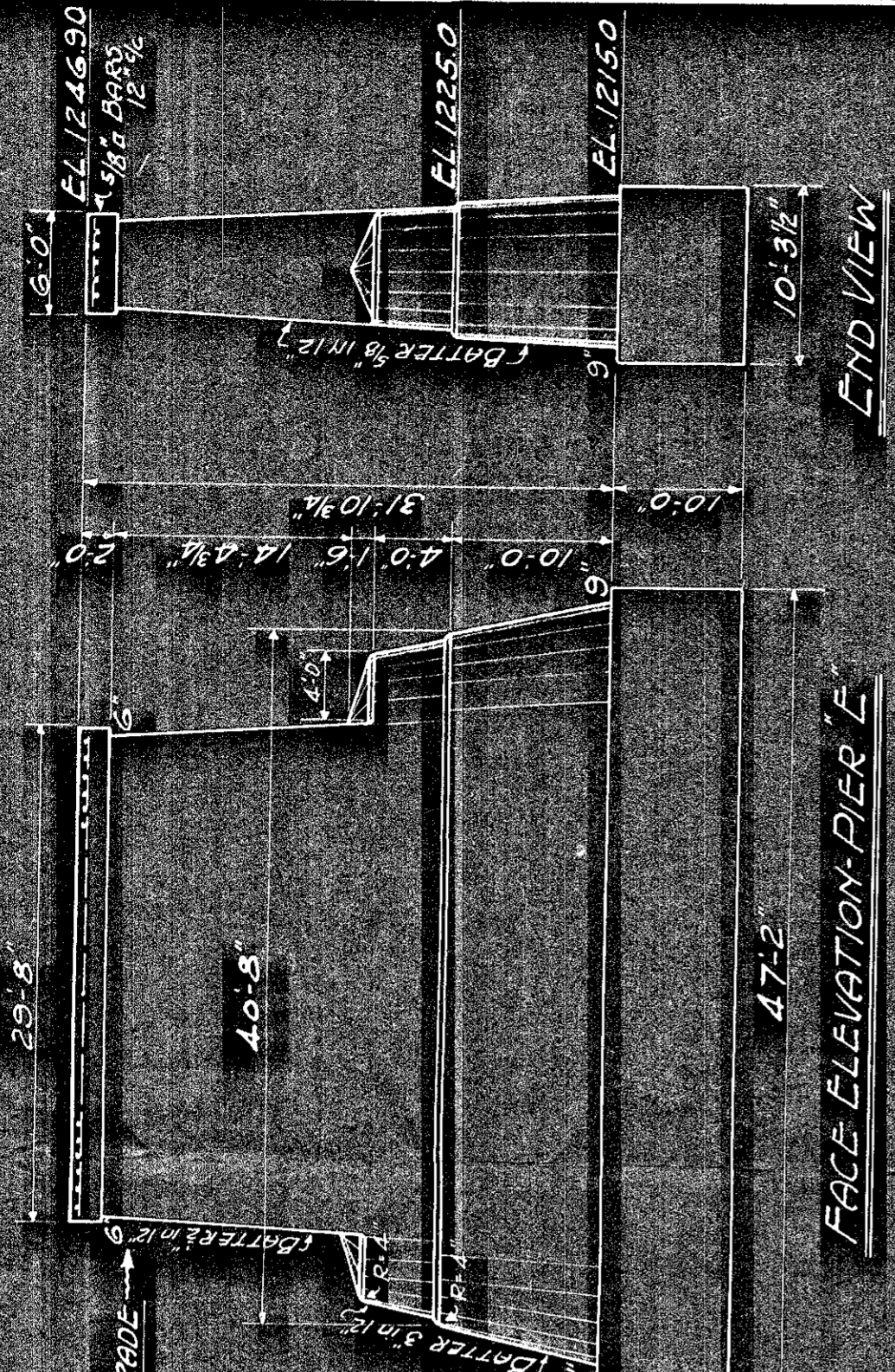
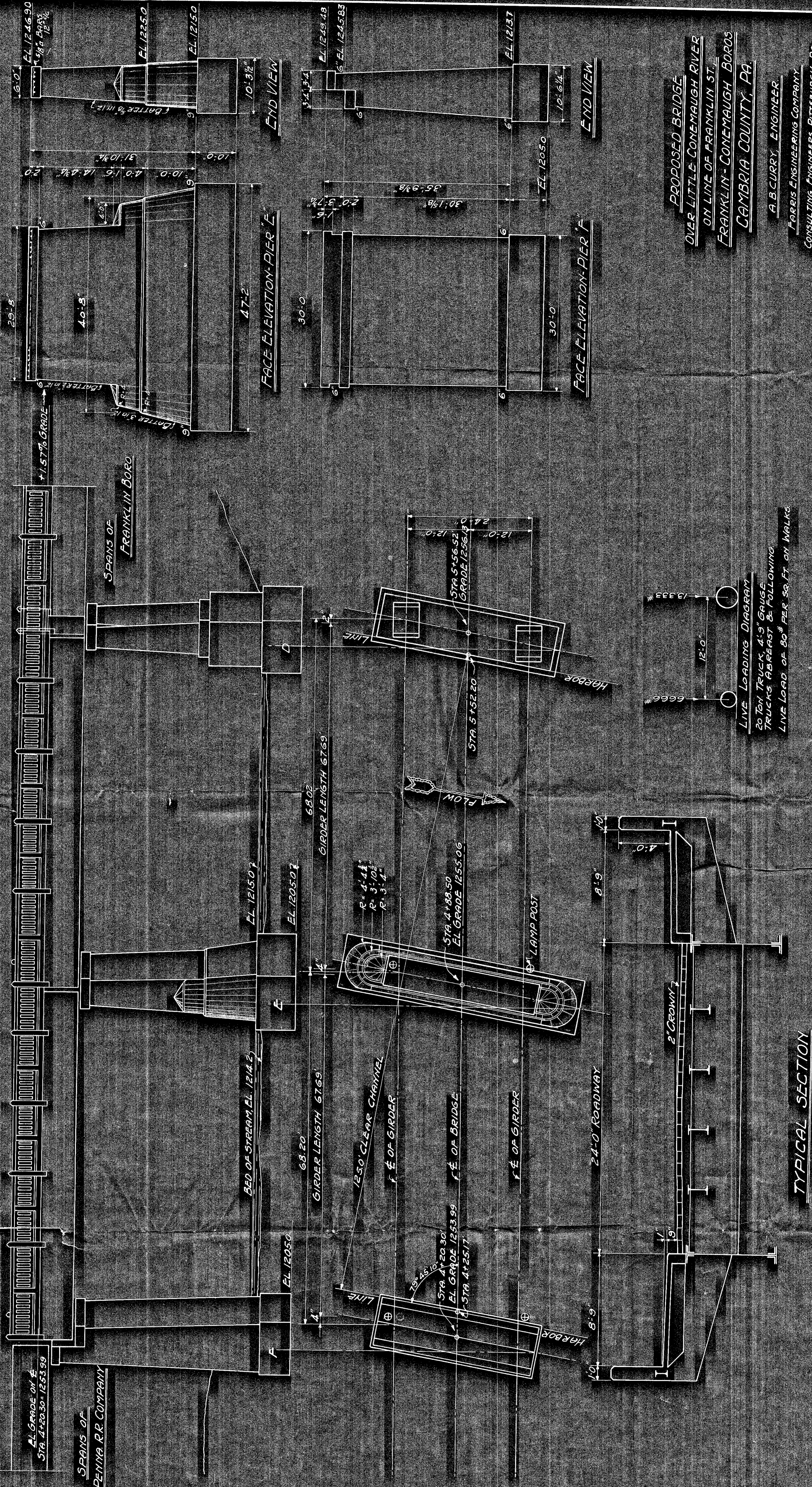
flood stage in winter

Rot Microfilmed

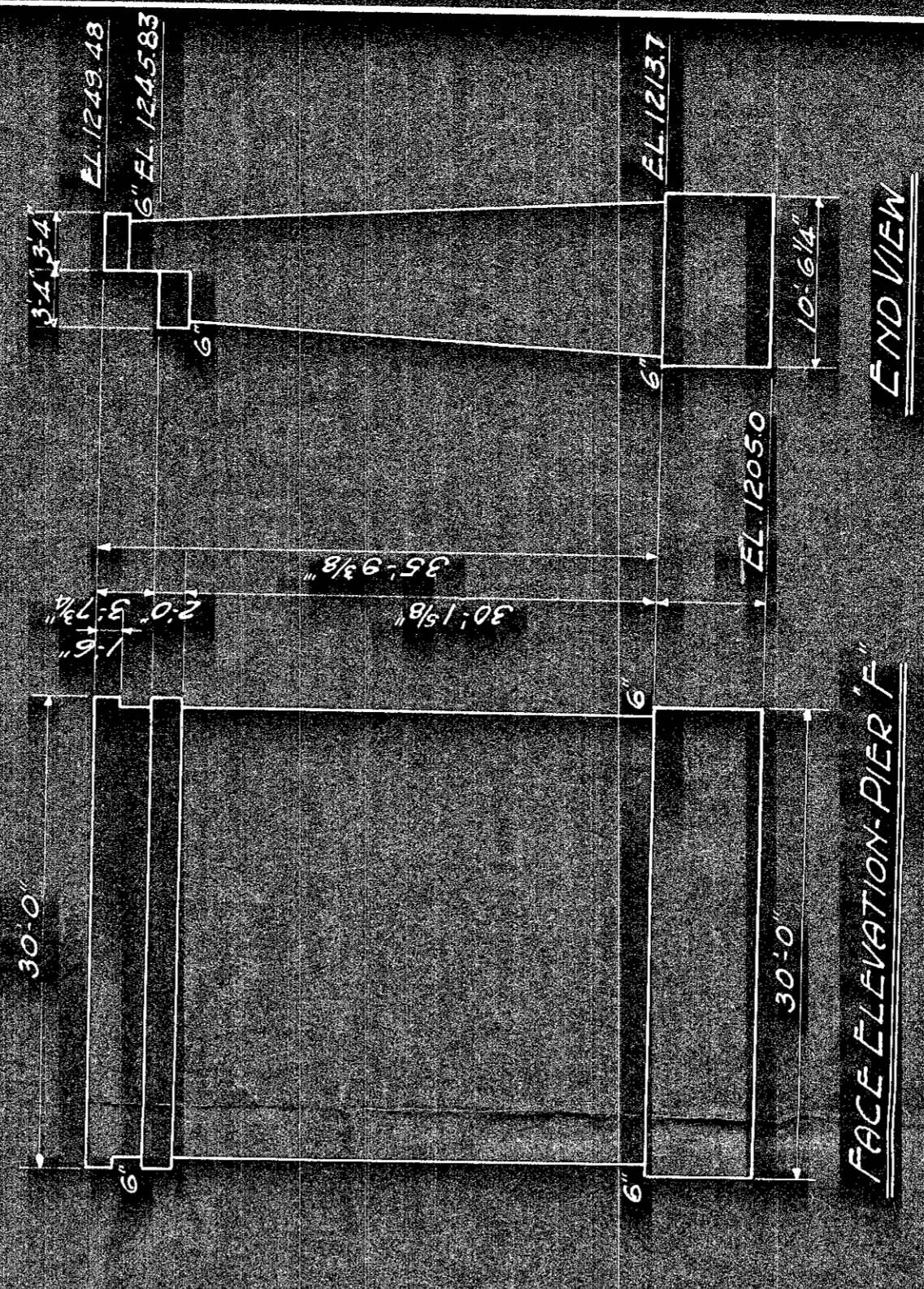
RO# 1

Mar. 1917

map#4



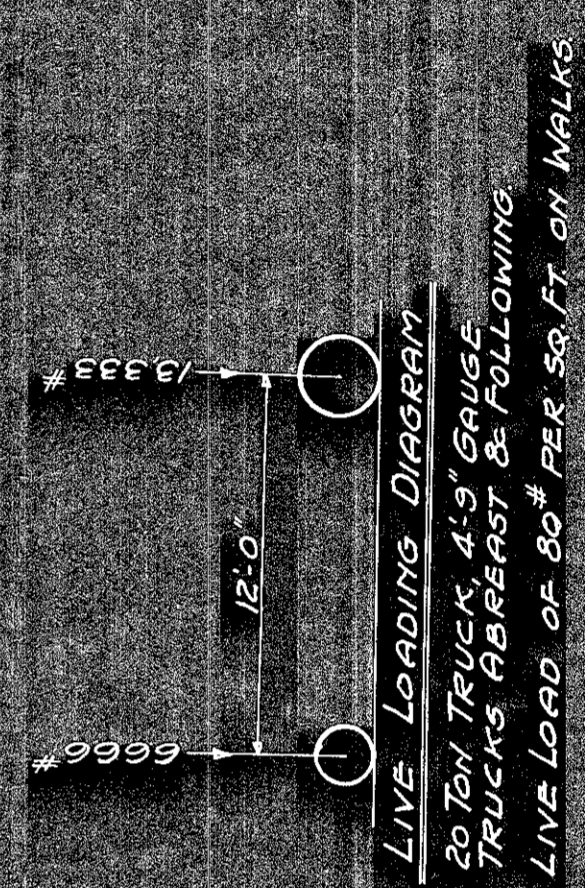
FACE ELEVATION-PIER 'E'



FACE ELEVATION-PIER 'F'

PROPOSED BRIDGE
 OVER LITTLE CONEMAUGH RIVER
 ON LINE OF FRANKLIN ST.
 FRANKLIN-CONEMAUGH BOROS
 CAMBRIA COUNTY, PA.

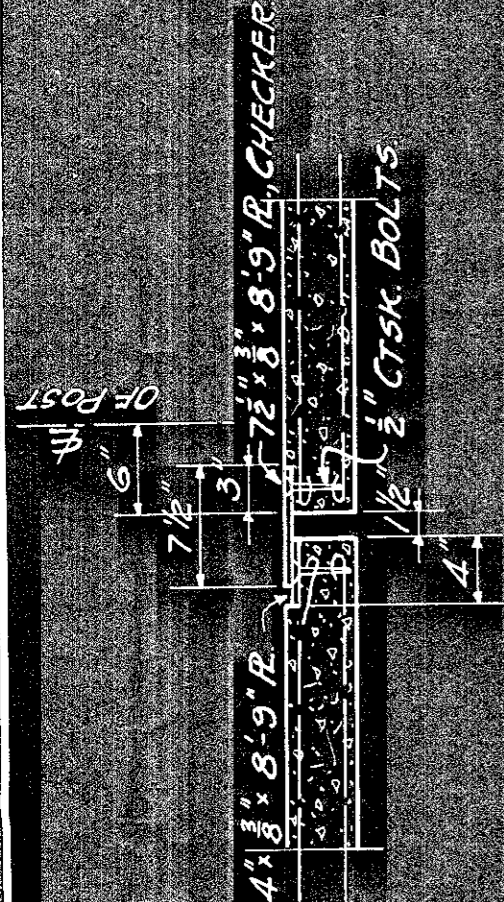
A. B. CURRY, ENGINEER
 FARRIS ENGINEERING COMPANY
 CONSULTING ENGINEERS, PITTSBURGH, PA.



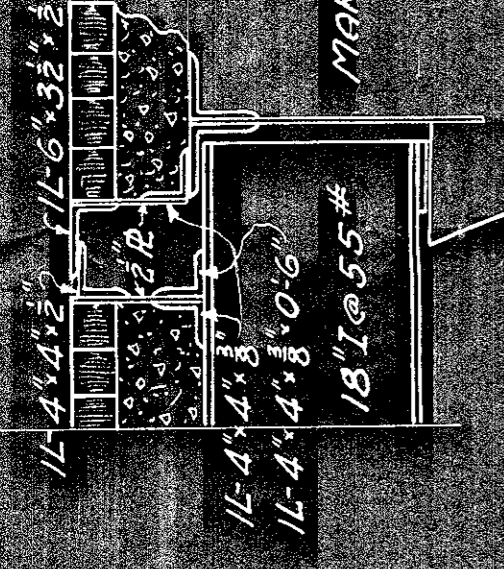
LIVE LOADING DIAGRAM
 20-TON TRUCK 4'-9" GAUGE
 TRUCKS AHEAD & FOLLOWING
 LIVE LOAD OF 80# PER SQ. FT. ON WALKS



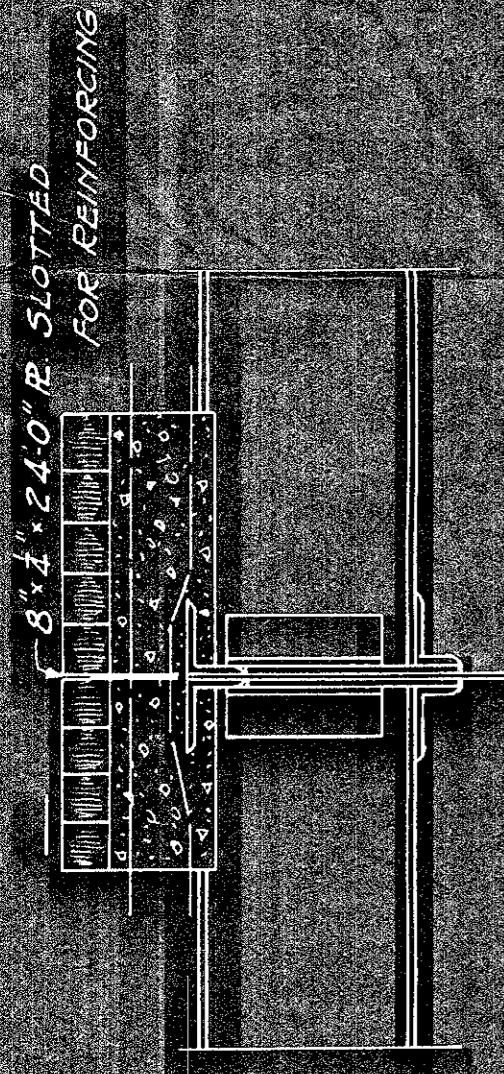
TYPICAL SECTION



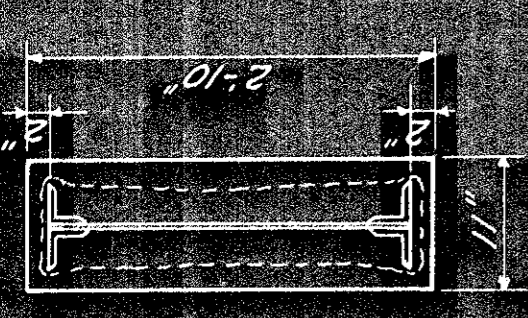
WALK EXPANSION JOINT



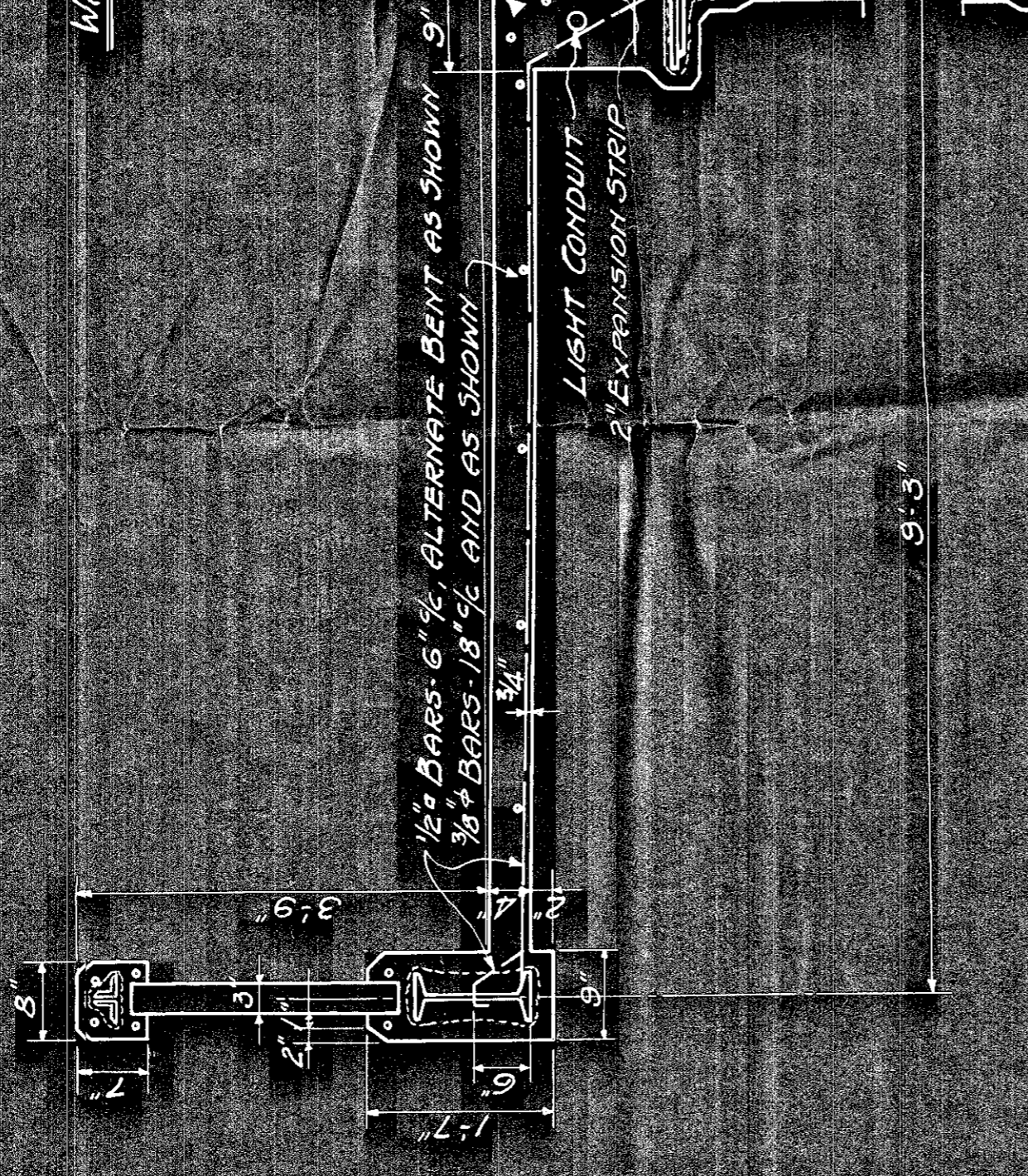
ROADWAY EXPANSION JOINT



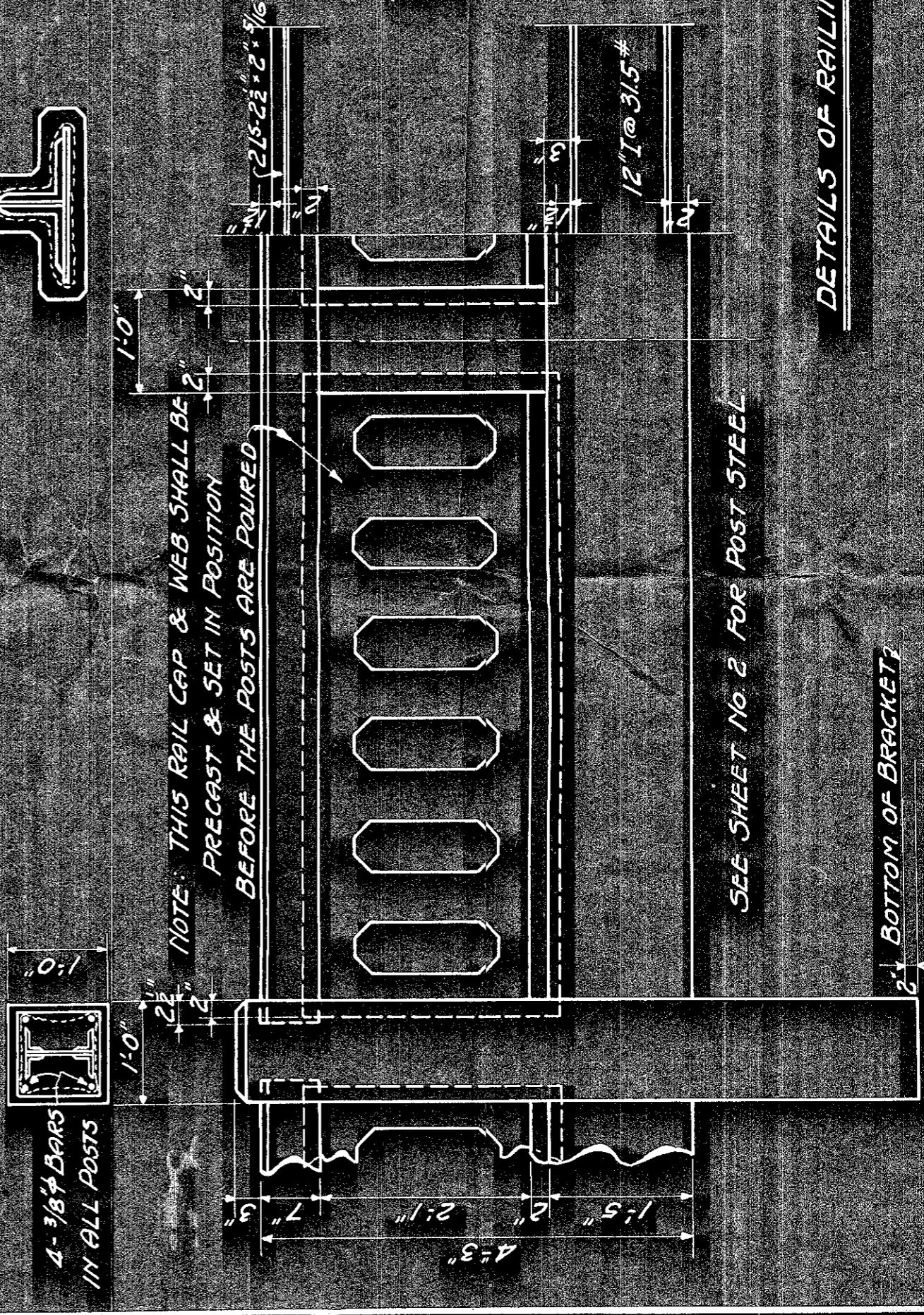
BLOCK RETAINER PLATE
B - REQD FOR OVER BEAMS B-5



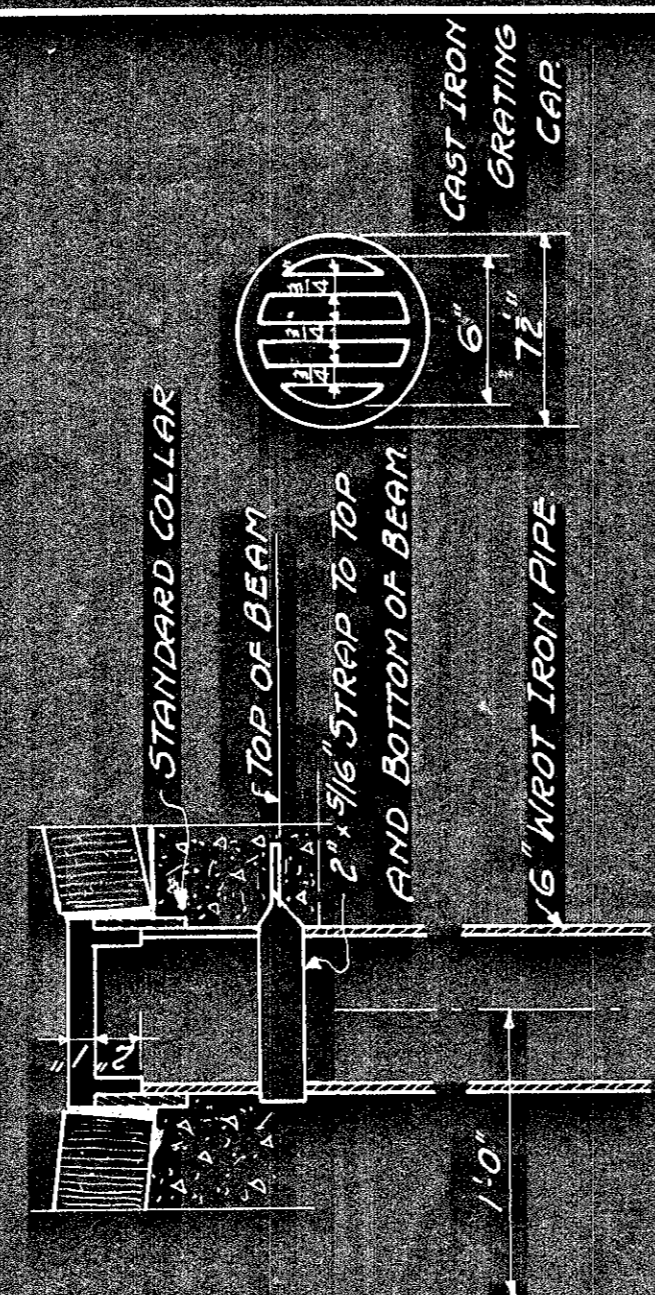
JOIST BRACE ENCASEMENT



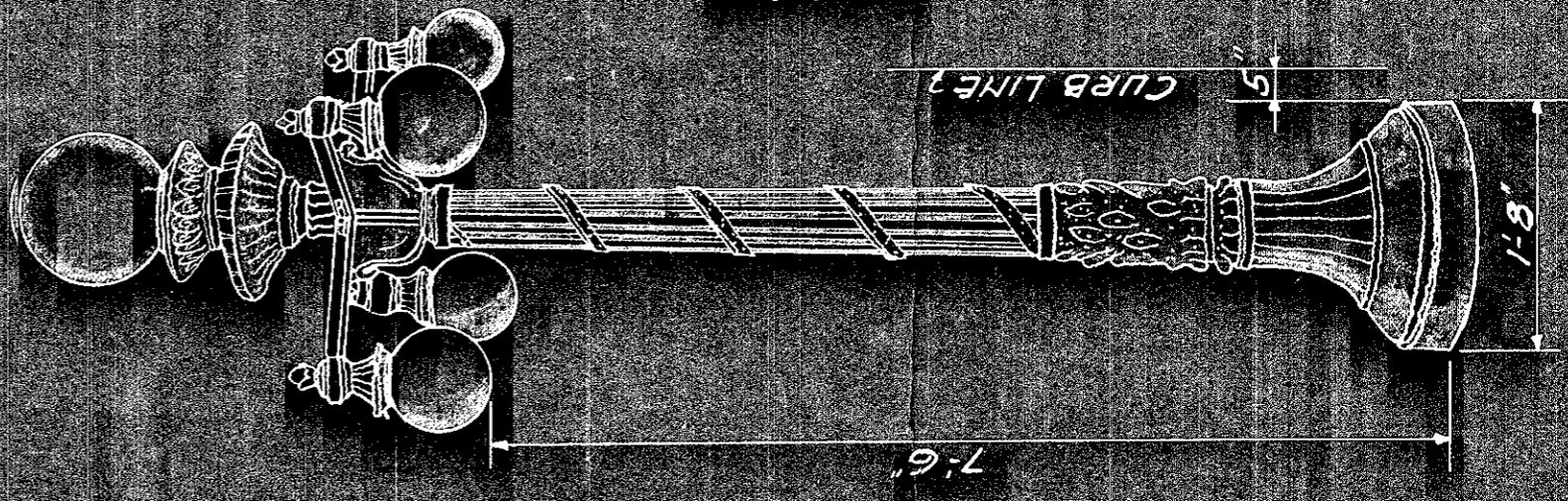
TYPICAL HALF SECTION



DETAILS OF RAILING



12- SCUPPERS REQD



LAMP POSTS

4-ORNAMENTAL, FIVE-GLOBE
CAST IRON LAMP POSTS REQD.
SET 5\"/>

ALL BARS 3/8\"/>

AT EXPANSION JOINTS, ALL INSERTED ENDS OF MEMBERS
SHALL BE COVERED WITH TARRED FELT TO PREVENT ADHERENCE.

SEE SHEET NO 2 FOR POST STEEL

2-1\"/>

PROPOSED BRIDGE
OVER LITTLE CONEMAUGH RIVER
ON LINE OF FRANKLIN ST.
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