

No. 1, June Term, 1883

Public Bridge

versus

Greenwood Twp

Contents:

To the Honorable the Judges of the Court of Quarter
Sessions of Clearfield County

The undersigned, Samuel Heparty, Philb
Dotts and D. W. Morse, the Viewers named in the order
of Court hereto attached, met at the place named in said
order on Tuesday the 28th day of August A. D. 1883,
for the purpose of performing the duties of their ap-
pointment having previously given at least five
days notice of the time and place of such meeting
by partly printed and partly written handbills
posted at convenient public places. - and having
all been duly affirmed, and after viewing the loca-
tion and considering the wants of the Community and
the travelling public, are of the opinion that the build-
ing of a Bridge across the West Branch of the Susque-
hanna river at or near the place known as John^W Bells
fording - being where the public road crosses the said
river below John W. Bells - in Greenwood Township,
is necessary for the accommodation of many of the
citizens of the said township of Greenwood and the
adjoining townships, as well as for the travelling
public affording, as it will, a connection of the
old State Road from Cameron's Mills to the Cherry
Tree with the roads leading from John W. Bells
to Chest Creek and also that leading to Harrison,
Ansonville, etc., and that the erection of said Bridge
would be attended with greater expense than it is
reasonable the said township of Greenwood should bear.
And the said viewers are of opinion that the pro-
per site for said Bridge is at the bend of the river
(or point of land) a short distance below the site of
the old saw-mill dam, (and being a short distance

1 above, but as near as practicable to the point
2 where the public road crosses the river - the low
3 banks and greater width of the river just at the
4 fording rendering the erection of a bridge im-
5 practicable.) The site of the abutment on the East
6 side of the river to be between a large Chestnut and
7 a Maple (or Sugar) Tree on line of public road
8 leading to Marion, &c, and the other abutment
9 at the high bank on the West side of the river on the
10 line of the Crowsville and Cherry Tree road desig-
11 nated by marks and stakes, requiring a span of
12 one hundred and twenty-five (125) or one hun-
13 dred and thirty (130) feet in length a plot or
14 draft of which is hereto annexed.

15 Witness our hands this 14th day of Septem-
16 ber A. D. 1883

17
18 *Beaver's fees*
19 *L. Hegarty 2 days - 20 miles & draft*
20 *P. Dotts 2 do - 16 " Cert no 359*
21 *D. Wilson 2 do 19 " Cert no 352*

Samuel Hegarty
Philip Dotts
D. W. Moore

[illegible]

Samuel Hoagerty

Clearfield County SS.

At a Court of Quarter Sessions
of the Peace of the County of Clearfield held at Clearfield
in and for said County on the 16 day of June
1883 before the Judges of said Court upon the
petition of John H. Bell ^{Pet. et al. Sundry Inhabitants} of the Township of Greenwood
^{and adjoining Township} setting forth that a ~~County Bridge~~ has they
labor under great inconvenience for want of
a ~~new~~ Bridge across the Susquehanna River
at or as near as practicable to the point where
the Public Road crosses said river a short
distance below John H. Bell's place in Greenwood
Township the river at that place being frequently
rendered impassable by reason of high water
and ice. They also further represent that the
expense of erecting such bridge will be more
than it is reasonable that the said Township
of Greenwood or its any adjoining Township should
bear. They therefore pray the Court to appoint Viewers
to view the premises and report thereon to the Court
whether such bridge is necessary and too expensive
for the Township of Greenwood to erect alone
that the County Commissioners may erect the
same as required by act of Assembly made
and provided: Whereupon the Court after
due consideration do order & appoint Samuel
Hagerly, Philip Doty & D. W. Moore who
after being respectively sworn or affirmed to perform
the duties of their appointment with impartiality are to
view the grounds proposed for said bridge & if any two of them
agree that there is occasion for such Bridge they shall
make report to the next Court of Quarter Sessions to be held for
said County in which report they shall state that they
have been sworn or affirmed according to law

By the Court
James Kerr *clerk*

70 / June Term 1883

Order to View
Public Bridge
across

Susquehanna River
at John W. Bell
in Greenwood into

and more to the October 1883
Conference
J. H. G. H. G. H. G.

26 Sept 874 No exceptions
appearing to be filed this
proceeding is confirmed also
substantially -
Filed 19 Sept 1883

Pro Rera 25 By J. H. Bell
m is

now Sept 25th 1883. we are satisfied of the
necessity for the bridge and with the location
and fully concur in the report of the viewers
and recommend the building of said bridge
as proposed

John F. Shaw
C. M. Donald

John P. Reed

Sept. 25th 1883 we hereby concur in the finding
of the viewers and their recommendation of the Comm

By the Court

C. A. M.

now Sept. 27th 1883 we the Grand Jury of Clark County
concur in the report of viewers and the recom-
mendation of the Comm and Court and recommend
the building of said bridge as proposed. Eli Bloom

Foreman

George Kauffman

Philip Weil

David Sunderlin

Robert Mahaffey

Samuel Johnston

J W Johnston

M. M. Shesly

Ind Lemon

Henry Gie.

James Lee

Wm Mahaffey

Chas. D. S. S. S.

David L Kauffman

Wm. K. K. K.

John Block

James K. K.

Samuel Kauffman Jr

Deroy Ellis

Samuel B Kauffman

St. Campbell

R. S. Ellis

J. G. S. S.

J. W. Byers

Adam Cupler

Riley Dehavens

Jacob Dehavens

W. A. S. S.

W. B. Ellis

A. C. Sunderlin

W. Wilson McCracken

A. C. Thompson

To The Hon. Judges of Quarter Sessions Court
of Cleaveland County.

The petition of the undersigned citizens of Greenwood and other townships in Clarfield County, respectfully represents:

That they labor under great inconvenience for want of a bridge across the Susquehanna River at (or as near as practicable to) the point where the public road crosses said river a short distance below John M. Beets' place in Greenwood Township, the river at that point being frequently rendered impassable by reason of high water and ice. They also further represent, That the expense of erecting such bridge will be more than it is reasonable that the said Township of Greenwood, (or it and any adjoining township) should bear. They therefore pray the Court to appoint viewers to view the premises and report thereon to the Court and they will ever pray etc.

John W. Bell
James Stephenson
Wm Odell
John Baker
John Odell

100 June 28 1883

Petition for County

Bridge across
Susquehanna River
between John M. B.
place in Greenwood

June 16, 1883. Signed
Magistrate, Philip D. D. D.
D. W. Moore, officers and
viewers

By the Court
By Me O

Filed 26 June 1883

100

Names
Thomas S. Hamilton
J. L. Moore
J. W. Smith
Perry, Arthur
Hamilton, Bell
James Johnson
Winfield S. Bell

J. C. Passmore
Wm. F. Price
Isaac McHester
J. L. Bell
G. W. Bell
J. M. Robin

S. K. Hildsenreth
David Mitchell
J. W. Shippe
A. J. Freeman
Jos. A. Passmore
Elijah Johnson
R. P. Johnson

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THIS AGREEMENT, Made the 31st day of August, 1910,
by and between George I. Thompson of the Borough of Clearfield,
Clearfield County, Pennsylvania, party of the first part, and
Clearfield County by J. S. Richards, W. C. Langsford, and
D. J. Gingery, its County Commissioners, party of the second
part,

WITNESSETH, that the said party of the first part, for
the consideration hereinafter mentioned, agrees to furnish
all the material of every description, and to do all the work
of every kind necessary for the repairing of the south
abutment of the county bridge across the Susquehanna River
at Bower in Greenwood Township, Clearfield County, Pennsyl-
vania; repairs to consist in putting a jacket or casing or
reinforced concrete around the face of the abutment and ex-
tending casing ~~to~~ a greater depth to a good foundation, under-
pinning old work upstream, and replacing parapets on wings of
abutment with concrete, and lengthening wings or retaining
walls of abutment. All of said work and all the materials
to be in accordance with the plans and specifications hereto
attached, marked respectively Exhibits "A" and "B", which are
made an integral portion of this contract.

IN CONSIDERATION WHEREOF, the second party hereto agrees
to pay to the said first party the sum of One Thousand Four
Hundred Ninety-nine (\$1499.00) Dollars, said amount to be
paid upon the completion of the contract and the acceptance
of the completed work in the manner provided by law.

The party of the first part agrees to hold himself re-
sponsible for the payment of all just claims for labor,

supplies or materials furnished for or done in and about repairs to said abutment, and for any and all just claims for damages by accident or otherwise caused by or during his construction work; and the party of the second part shall have the right to apply the funds in its hands due the party of the first part on this contract to the payment of such just claims as are in this paragraph enumerated, if any arise, and such payment shall be considered and accepted by the party of the first part as payment on this contract.

The party of the first part agrees to remove from time to time and before the final acceptance of the work, all surplus and rejected material, all waste and refuse, at his own expense.

Should at any time imperfect or unsound material be incorporated by the party of the first part in the said abutment, said party upon notice from the party of the second part, or their engineer, shall cause the same to be removed without delay, and to be replaced with good and proper material, or workmanship or both; and in default of so doing the party of the ^{second} ~~first~~ part may effect the same result by such other means as they shall deem best, and shall charge the actual cost of such alteration to the party of the first part, and the amount shall be deducted from the sum due and payable to the party of the first part.

It is agreed and understood that the work shall be done in the best manner possible, and the construction shall be completed in strict accordance with the plans and specifications, and in every respect satisfactory to the County Commissioners of Clearfield County and their engineer. If at any time during the progress of the work, any deviation from the plans and specifications should be deemed necessary by the party of the first part, he must have the approval of

the same in writing first had and obtained from the engineer of the second party before he shall be at liberty to make such change or deviation; and any change or deviation otherwise made shall be wholly at the risk and expense of the party of the first part. It is mutually understood and agreed that if any question arises as to the interpretation of any feature of this contract, or of the plans and specifications, or if any dispute arises as to the meaning, ~~xx~~ of any of the covenants to be performed by the party of the first part, said question or dispute shall be submitted to Harry Byers, engineer of the party of the second part for decision, and his decision upon any such disputed points, matters, or questions, shall be final and binding upon the parties thereto.

Party of the first part agrees to notify party of the second part, in writing, as soon as he begins his work upon the repairs to said abutment, and further agrees to notify them in writing as soon as the material for the reinforcement arrives upon the ground.

Party of the first part agrees to have the repairs completed and abutment ready for public use on or before the 5th day of *November* A. D., 1910. He, however, is not to be held responsible for the delays caused ~~by~~ by the elements, strikes of workmen, or acts of Providence; and for any delays so caused, a proper extension of time shall be granted.

Any extension granted under this provision shall not, however, entitle the party of the first part to any increase in the contract price by reason of such extension.

The party of the first part agrees to furnish a bond in the sum of One Thousand Four Hundred Ninety-nine (\$1499.00) Dollars, with corporate security satisfactory to the party of the second part conditioned for the faithful performance of this contract.

IN WITNESS WHEREOF, the party of the first part has hereunto set his hand and seal, and the party of the second part has hereunto set their hands and caused the corporate seal of Clearfield County, duly attested, to be herounto affixed the day and year first above written.

Geo. I. Thompson (Seal)

Clearfield County by:

J. S. Richards

Attest:

L. C. Morris
Clerk.

D. J. Gingery
County Commissioners.

SPECIFICATIONS FOR REPAIRS AND ADDITIONS TO SOUTH ABUTMENT OF
BOWEN BRIDGE IN ~~THE~~ TOWNSHIP.*Greenwood*

1. The work will consist in placing a casing of re-enforced concrete around the face of the present abutment and wing, extending out-
ing water and to greater depth than old work to good foundation, un-
derlying old work at upstream end, replacing masonry on wings of abut-
ment, and concrete and lagging wings or retaining walls of abut-
ment.

2. A coffer dam shall be built by contractor entirely around the
face of the abutment including the wings sufficient to keep out the wa-
ter so that excavation around abutment to depth of eight feet below top
of foundation at low water may be made if necessary to secure good founda-
tion. Water must be kept pumped out of excavation by contractor as
digging progresses and while concrete is being placed and until con-
crete has taken initial set so that current will not be broken out.

3. Excavation below bottom of old masonry and timber base shall
be made in sections short enough that foundation of abutment will not
give way, shall be refilled with re-enforced concrete to elevation of
six inches below bottom of lowest course of cut stone at upstream cor-
ner of abutment before contiguous sections are excavated. Upright
tight vertical forms shall be placed on outside face and ends of sec-
tions not joining ends of sections already built. "V" shapes necessary
shall be left in ends of all isolated sections to insure good bond with
adjoining sections when built. Steel re-enforcement shall consist of
two horizontal lines of 3/4 inch Johnson bars placed at wide interval
vertical intervals extending through length of section and projecting 18 in-
ches out of each end of said detached sections to tie to sections built
later and connect therewith. Sections built between shall have similar
bars placed as aforesaid extending entire length of section. Johnson
bars shall be placed perpendicularly two feet apart in the sections and
project 18 inches above the top thereof to connect with the part of the
casing to be placed on the sections.

4. Said sections of concrete shall be two and one-half feet in
thickness measured from outer line of footing course of masonry and
shall extend under abutment such distance as will not endanger the founda-
tion of abutment. Rubbish and mud if any to be removed and place ex-
cavated next to and under abutment and space from which dirt and stones
and falls into excavation shall be carefully refilled with concrete
and tamped. Vicious places or run and refuse pockets found under abut-
ment inaccessible for filling completely with concrete shall be filled
with grout through hose or pipe under pressure. Each section shall be
completed from bottom to top without interruption over time each sec-
tion is started until it is completed. Forms to be removed from ends
of sections before concrete is placed in adjoining sections but to be
left in place on the outside face where a form and coffering is to be
carefully filled with stone masonry in place.

5. No excavation below foundation of abutment shall be made for
a section until concrete in adjoining section has set sufficiently to
support the weight to come upon it. Concrete casing and underpinning
to abutment to be started seven feet below top of cut stone at upstream cor-
ner of abutment, to extend to said depth at all points except along
down stream wing and rear end of upstream wing where depth of
starting concrete shall be four feet below said point. Contractor shall
notify engineer or County commissioners when ready to place concrete in
foundation and shall not start laying on until Commissioner or his
representative to inspect foundation. If other work or materials are
necessary in opinion of County commissioners and engineer to make good
the foundation the work shall be done and materials furnished by con-
tractor under directions of engineer and paid for on his estimate.

6. Casing above sections or footing course to ^{be} built as shown on plans and thickness to be measured from draft lines of stone work. Parapets on wings to be torn down to top of course above bridge seat course and to be rebuilt of concrete as shown on plans. An extension of eight feet to be built to the rear end of each wing as shown on plan to be started at depth of cut stone work at upstream corner of abutment or so much deeper as is necessary to secure good bottom. The extension to wings from height of not more than three feet from bottom shall be built at same time casing is being built.

7. Steel re-enforcement shall consist of 3/4 inch "Johnson" bars, above footing course, one set to be placed horizontally around abutment, parapet and coping and extension to wings from bottom to top with 9 inch vertical intervals from center to center of bars, and one set to be placed vertically therein at two foot horizontal intervals all to be placed in about 5 inches from the face of concrete and to lap at joints at least 16 inches. To be at least 16 feet in length if the space will permit and to be firmly held in place while concrete is being placed. A rolled steel angle with 8 inch legs and weighing 26.4 pound per lineal foot to be placed on upstream front corner of abutment from bottom of concrete to top of casing to be fastened with 5/4 inch bolts extending one foot into concrete and inner end of bolts to be 1 inch higher than end at face. Angle to be given two coats of paint after being placed in position.

8. Concrete for footing, facing and parapets to be made one part cement two parts sand and four parts broken stone. Proportions to be by volume allowing one bag containing not less than 94 pounds of cement as one cubic foot of cement. Sand and broken stone to be measured in box and without packing and no wheelbarrow or shovel measurement will be allowed. Only Portland cement conforming to the requirements of the specifications adopted by the American Society for testing materials June 14 1901 shall be used. Sand to be clean and sharp. Broken stone to be limestone free from dust and foreign materials: largest sizes used to be small enough to be passed through a one inch ring. Fines to be removed by passing over a one-quarter inch screen. Extension to wing walls to be of concrete made of one part cement and three parts sand and five parts broken stone, none of the stone exceeding two and one-half inches in largest diameter. Materials to be measured as hereinbefore stated for casing concrete.

9. In mixing the concrete tight platforms shall be provided of sufficient size to accommodate men and materials for mixing two batches of mortar at the same time. Batches shall not exceed one cubic yard each. The sand shall be spread evenly upon the platform then the cement upon the sand and mixed thoroughly until of an even color, then all the water necessary to be added and spread again after which the stone to be thoroughly wet and added to the mass. Then the mix to be turned down with shovels or hoed until thoroughly incorporated and all the stone covered with mortar.

10. Wet mix shall be used thin enough to flow readily so that the re-enforcing steel will be well coated with mortar, to be put on in layers not exceeding 6 inches in thickness and to be thoroughly tamped. Each course to be left somewhat rough to insure bonding with work to be joined to it, and any part set shall be thoroughly cleaned and wet and sprinkled with neat cement before any new work is joined to it. Concrete shall be placed immediately after mixing and any having initial set shall be rejected. About one inch in thickness of mortar made of one part cement and two parts sand shall be placed next the forms in advance of placing the concrete to make a facing.

11. Forms to be built tight, substantial and unyielding and for exposed parts of work to be of dressed and grooved lumber planed next to concrete, to produce smooth surface and prevent leakage, to be true to dimensions, and angles to be rounded to radius of two inches.

Forms to be cleaned and thoroughly wet before mortar or concrete is placed against them, and to be kept wet for one week after concrete is in place where exposed to sun and wind and not to be removed until concrete has properly set. After removing forms any cavities in the face of the work shall be filled with mortar and any projections removed and surface floated and made smooth. Any part of the concrete not covered by form shall be protected from sun and wind and kept wet for a week to prevent surface cracks. If any bolts or pins or wires are used to fasten form in place they shall be removed as the work proceeds so that no metal remains within one inch of the face.

12. Wherever possible the interior of the old abutment shall be strengthened by running grout made thin into the crevices filling up entirely full all interstices in this manner. Grout to be one part cement and one part sand. At least six face stone not joiners shall be removed from the abutment, grout poured behind where they were removed from any space they occupied be refilled with concrete. Short Johnson bars shall be pushed into crevices in abutment so far as the spaces will permit and in all such places where there is space to force one into the wall the other end extending to about 2 inches from face of casing. Such rods need not be placed at less than one foot intervals. Grout care to be taken to have such rods covered with grout and concrete. All dirt and moss etc shall be entirely removed from old face of wall and crevices before concrete is placed in position and the old work shall be wet down before placing concrete or grout. Any projections on rock face finish of abutments of more than three inches shall be chiseled off before concrete casing is placed.

13 The extension to retaining or wing walls may be changed slightly from what plan shows if a change would better connect with retaining walls not to be rebuilt. The contractor shall remove so much of the retaining wall in addition to the eight feet to be rebuilt as is necessary to make good bond in rebuilding the dry stone retaining wall. Contractor to take down parapets and retaining wall as aforesaid dropping the coping stone from the upstream wing down over the abutment as a protection to the work. On completion of extension to wings contractor shall rebuild the dry wall torn down as aforesaid up to and connect it with concrete part and to height it now is. After reserving sufficient large stone to rebuild said dry wall to connect concrete extension contractor to have balance of stone ~~for the purpose of~~ taken from parapet and eight feet on wings to make concrete for said extension of for any other purpose in prosecution of the work. Roadway to be kept open for travel and be refilled where excavated for the work.

14. The work shall be done in the best manner possible and must be built and completed in strict accordance with plans and specifications and be complete in every part and be in every respect satisfactory to the County Commissioners and engineer before payment is due to contractor for the work. County Commissioners may however, pay contractor any sums they see fit as the work progresses.

15. On completion of work contractor to remove all rubbish and materials and leave the premises in an orderly condition. Contractor to be paid a lump sum, being the price bid for doing the work, said price to include the furnishing of all materials, tools, labor excavations removing old walls, building forms pumping etc and doing all the work and all risks from floods or otherwise.
Clearfield, Pa Aug 2 1910.

Harry Byers C. E.

KNOW ALL MEN BY THESE PRESENTS, that we, George I. Thompson of Clearfield Borough, Clearfield County, Pennsylvania, principal, and *James Mahaffy*

surety, are held and firmly bound unto the County of Clearfield in the sum of One Thousand Four Hundred Ninety-nine (\$1499.00) Dollars, lawful money of the United States of America, to be paid to the said County of Clearfield, its County Commissioners, their certain attorneys, executors, or assigns, to which payment well and truly to be made, we do bind ourselves, our heirs, executors, administrators, and successors, firmly by these presents.

Sealed with our seals this day of August, 1910.

WHEREAS, the above George I. Thompson has entered into a contract with Clearfield County for repairing the south abutment of the County bridge across the Susquehanna River at Bower in Greenwood Township, Clearfield County, Pennsylvania, and putting a jacket or casing ~~was~~ of reinforced concrete ~~mound~~ around the face of the abutment and extending casing ~~to~~ a greater depth to a good foundation, underpinning old work upstream, and replacing parapets on wings of abutment with concrete and lengthening wings or retaining walls of abutment, according to the plans and specifications unto said contract attached, and according to the terms of the contract itself.

NOW, the condition of this obligation is such that if the above bounden George I. Thompson shall well and truly furnish the necessary material, do such work, and make such repairs according to the aforesaid contract, plans and specifications, and shall well and truly fulfill and comply with all the covenants, requirements, and conditions

of the aforesaid contract between him and Clearfield County,
then this obligation to be void or else to be and remain in
full force and virtue.

Geo. J. Thompson

James Mahaffey

Attest:

For

Repaired to do with adjustment?

James Bridges

Am

Hydromys jelskii

with

George A. Thompson
et.

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Marshall, Va.

Sept 6th 1917 with 1000000

[illegible]

THE

W. H. H. H.

Alvin O. Smith

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