

SEABOARD

AIR LINE RAILWAY

S. Davies Warfield, R. Lancaster Williams
and E. C. Duncan, Receivers.

Inquiry B-115
Substructure for Cedar Creek bridge
M. P. 25.2 -1st Div.

1. You are invited to submit proposal for the substructure of the Cedar Creek Bridge, as follows;

2. All material and workmanship shall conform to

This invitation
The specifications for Cedar Creek herewith
The cement specifications herewith
The Concrete specifications herewith
The Drawing B-481-1 herewith
Such other detail drawings as may be hereafter required and furnished.

3. The work is located about two and one quarter miles ~~North~~ South of Franklinton, N.C. on the line of the Railway.

4. The present structure is a three span deck Howe truss bridge on masonry. The spans have been supported with wood bents as shown on drawing. Bents that interfere with the masonry must be altered or moved

5. This inquiry include all work and materials required for the substructure as shown on the drawing, including all changes in the present structure to clear the new masonry.

6. The Railway shall have the right to make any alterations in the work they desire, either before or after the beginning of the work, such alterations being defined in writing with or without drawings, such alterations, whether additions or deductions, being covered by the unit prices of the contract if applicable. Prices for extra work not covered by the contract must be agreed upon in writing by the Engineer and Contractor.

7 The estimated quantities are as follows;
540 Piles
885 Cubic yards Concrete

SIDING.

8 A three car siding will be built about 700 feet south of bridge. Materials can be stored at this siding.

TRANSPORTATION.

9. Transportation to and from the site of the work will be issued to bidders on application to this office so that bidders may be familiar with conditions at the site.

INSPECTION.

10. The Railway will keep an Inspector on the work who will give all lines and levels required, arrange for car service, and render all assistance to the Contractor possible. The Contractor will furnish stakes, rodman, and such other assistance as may be required by the Inspector

11. The present traffic over the bridge, exclusive of extras, and subject to change, is as follows, time given for Franklinton station;

#84-1:28 A.M. 1st. Class- North	#24-11:30 A.M.-3rd. Class North.
#33 -2:11 A.M. 1st. Class- South	#38-12:21 P.M.-1st. Class North.
#32-2:11 A.M. 1st. Class- North	#19-12:21 P.M.-2nd. Class South.
#81-2:57 A.M. 1st. Class- South	#66-12:53 P.M.-1st. Class North.
#25-3:15 A.M. 2nd. class-South	#41- 3:02 P.M.-1st. Class South.
#21-6:15 A.M. 2nd. Class- South	#43 4:16 P.M.-1st. Class South.
#11-7:10 A.M. 2nd. Class- South	# 8- 5:05 P.M.-2nd Class North.
#29-9:05 A.M. 1st. Class-South	#30- 5:58 P.M.-1st. Class North.
# 4-9:50 A.M. 3rd. Class- North	#12- 8:40 P.M.-3rd. Class North.
# 31-1:30 A.M. 3rd. Class- South	#22-11:53 P.M.-2nd. Class North.

TRANSPORTATION CONTRACTORS.

12. The contractor shall pay full tariff rates for all material shipped in connection with this contract. However, as a consideration of the contract, the Seaboard Air Line railway will furnish transportation over its own lines for men and tools necessary to the construction of this work, Contractor hereby agreeing to route or cause to be routed via the lines of the said Seaboard Air Line Railway, when possible, all shipments of material for said work, provided the rates charged are no greater than those charged by competing lines under similar circumstances and conditions.

BOND.

13. The Contractor will be required to furnish acceptable Surety Company bond in the amount of approximately fifteen percent of the estimated contract price, said bond being made payable to the Railway and conditioned upon the faithful performance of the contract

PROPOSALS.

14. Proposals must be made in duplicate on the forms accompanying this inquiry, and must be received in this office by twelve o'clock Noon of April 20th., '09. No bids received after this time will be considered. The Receivers of the Railway reserve the right to accept or reject any or all bids, and further reserve the right as to final commitment on same. Advise promptly on receipt of this inquiry whether you will submit proposal.

AUTHORITY.

15. This inquiry is made on behalf of the receivers of the Seaboard Air Line railway, with whom contract for the above work must be made. The Engineer is the Chief Engineer of the said Receivers, and the Inspector is the duly appointed representative of the said Engineer.

Portsmouth, Va. Apr. 6th., 1909.

W. H. Hink
BRIDGE ENGINEER

SEABOARD

AIR LINE RAILWAY

S. Davies Warfield, R. Lancaster Williams
and E. C. Duncan, Receivers.

SPECIFICATIONS FOR CEDAR CREEK BRIDGE M.P. 25.2- FIRST DIVISION.

1. The work to be done consist of the twenty pedestals for the new steel structure, the two bridge seats on the face of the two abutments, and the two concrete caps on the top of the two abutments.

2. The Drawing B-481-1 accompanies and is a part of these specifications. Such other drawings as may be required will be furnished and shall also be part of these specifications.

3. Figured dimensions shall in all cases be taken in preference to scale measurements, but where figures are not given, the drawings are to be followed carefully according to scale.

INSPECTION.

4. The Railway will keep an Inspector on the work who will give all lines and levels required, arrange for car service, and render all assistance ~~possible~~ to the Contractor possible. The Contractor will furnish stakes, redman and such other assistance as may be required by the Inspector.

PAYMENTS.

5. Estimates of work done and material on hand will be made by the Inspector on the last day of each month if requested by the Contractor. Payment of ninety percent of such estimate will be made about the twentieth of the next month providing such estimates are correctly made and promptly received in this office. Final payment will be made within thirty days after final acceptance of the work.

BOND.

6. The Contractor will be required to furnish acceptable Surety Company bond in the amount of approximately fifteen percent of the estimated contract price, said bond being made payable to the Railway and conditioned upon the faithful performance of the contract.

TRANSPORTATION.

7. Transportation to and from the site of the work will be issued to bidders on application to this office, so that bidders may be familiar with conditions at the site.

TRANSPORTATION.

8. The Contractor shall pay full tariff rates for all material shipped in connection with this contract. However as a consideration of the contract, the Seaboard Air Line Railway will furnish transportation over its own lines for men and tools necessary to the construction of this work. Contractor hereby agreeing to route or cause to be routed via the lines of the said Seaboard Air Line Railway when possible, all shipments of material for said work, provided the rates charged are no greater than those charged by competing lines under similar circumstances and conditions.

SIDING.

9. A three car siding will be built at a point about 700 feet South of the bridge. Storage room for materials exist on both sides of main line where siding is to be built.

CHANGES.

10. The Railway shall have the right to make any alterations in the work they desire, either before or after the beginning of the work, such alterations being defined in writing with or without drawings, such alterations, whether additions or deductions, being covered by the unit prices of the contract if applicable. Prices for extra work not covered by the contract must be agreed upon in writing by the Engineer and Contractor.

11. The present bridge is supported on wood trestle bents, some of which will interfere with the new work and must be moved to clear. The Contractor will do all of this moving.

12. In moving bents not more than three adjacent panels of the old bridge shall be left unsupported at any time. Single unsupported bents must not be used, all bents being braced together in towers. All bents must be kept wedged up tight during the progress of the work.

13. To put in the two bridge seats, it may be necessary to move the end vertical posts of the old trusses, in which case proper provision must be made for supporting the track.

14. In building abutment caps proper provision must be made for supporting track in such a manner as will remove all load and all possible jar from the concrete until it has set.

15. No work shall be done on the old structure or on the supporting trestling without permission from the Engineer, and without sufficient time in which to place slow order if desired.

16. All excavation is to be made as required. Care must be taken not to undermine adjacent falsework bents and Contractor will be required to keep these well supported and satisfactory to the Engineer at all times.

17. Piles will be driven under each pedestal as shown on drawing. All piles must be good sound straight white oak, long leaf yellow pine, or cypress, not less than eight inches in diameter at the small end measured under the bark and not less than twelve inches in diameter at the cut off measured under the bark.

18. All piles shall be of such length, and shall be driven to such a depth, that penetration for any blow of the last five blows of a two thousand pound hammer falling freely twenty feet, or its equivalent, shall not exceed one inch.

19. After driving, the piles shall be cut off square at the elevation shown, the bark and all loose pieces stripped off the top to the bottom of the excavation, the bottom of the excavation tamped solid around the piles, and two feet of concrete deposited solidly around them. Upon this foundation the forms for the pier shall be built.

20. All forms shall be of sizes shown, the tops being cut to the exact height, true and level, to form a guide for the top of the pier. All corners must be beveled as shown.

21. All concrete must conform to the Standard Specifications of the Seaboard Air Line railway for cement and concrete, attached to and made part of these specifications.

22. Concrete in abutment caps shall be of one part Portland Cement, two parts sand and four parts aggregate to pass a one inch ring. All other concrete shall be of one part Portland Cement, three parts sand and five parts aggregate to pass a two and one-half inch ring.

23. ridge seats and abutment caps shall be well and carefully made, true to size and shape, with corners beveled. They shall be anchored to old masonry as shown, all anchors being set in solid stone, not in joints of the old masonry. All loose stones of the old masonry must be taken out and reset in Portland Cement Mortar mixed one part cement and one part sand, or may be replaced by concrete. All loose joints in the old masonry must be pointed up or run full of Portland cement grout mixed one part cement and one part sand.

PROPOSAL.

24. Proposals must be made in duplicate on the forms accompanying this specification, and must be received in this office by twelve o'clock Noon April 20th., '09. No bids received after this time will be considered. The Receivers of the Railway reserve the right to accept or reject any or all bids, and further reserve the right as to final commitment on same. Advise promptly on receipt of this inquiry whether you will submit proposal.

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AUTHORITY.

25. This inquiry is made on behalf of the Receivers of the Seaboard Air Line railway, with whom contract for the above work must be made. The Engineer is the Chief Engineer of the said receivers and the Inspector is the duly appointed representative of the said Engineer.

Office of the bridge Engineer- Apr. 6, '09.