



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA PUBLIC UTILITY COMMISSION
COMMONWEALTH KEYSTONE BUILDING
400 NORTH STREET, HARRISBURG, PA 17120

BUREAU OF
INVESTIGATION
&
ENFORCEMENT

March 12, 2021

Via Electronic Filing

Rosemary Chiavetta, Secretary
Pennsylvania Public Utility Commission
Commonwealth Keystone Building
400 North Street
Harrisburg, PA 17120

Re: Application of CSX Transportation, Inc. for Approval of the Abolition of the Crossing (DOT 140 634 G) where Cemetery Avenue crosses above grade the tracks of CSX Transportation, Inc. located in the City of Philadelphia, Philadelphia County, Pennsylvania, and the allocation of cost thereto.
Docket No. A-2019-3013783

Late-filed Exhibits

Dear Secretary Chiavetta:

In accordance with the Evidence and Briefing Order issued by Administrative Law Judge Heep on March 10, 2021, enclosed for electronic filing are the following **Late-filed Exhibits** of the Bureau of Investigation and Enforcement (I&E) in the above-referenced matter:

Late-filed Exhibit 2: Cemetery Ave Bridge Certified Plan Stamp 1st page City of Philadelphia Co.

Late-filed Exhibit 3: Cemetery Ave Bridge Certified Plans City of Philadelphia Co.

Copies have been served on the parties of record in accordance with the Certificate of Service. If you have any questions, please contact the undersigned.

Sincerely,

A handwritten signature in blue ink that reads 'Kayla L. Rost'.

Kayla L. Rost
Prosecutor
Bureau of Investigation and Enforcement
PA Attorney ID No. 322768
(717) 787-1888
karost@pa.gov

KLR/ac
Enclosures

cc: Per Certificate of Service
Pamela McNeal, Legal Assistant (via email - pmcneal@pa.gov)
William Sinick, P.E. (via email - wilsinick@pa.gov)

Late-filed Exhibit 2

42314 Expansion Dams & Bill of Material
42315 Steel Details - Bill of Material
42316 do - Girders
42317 Steel Details - Girders

Vol.
5-1b

LOCATION PLAN

CERTIFIED CORRECT PLANS

Johnella
Engineer

Frank D. Shimer

Approved by
PENNA. PUBLIC UTILITY COMMISSION

Director Bureau of Transportation

Attest:

Attest

OCT 2 1961

APPROVED: *Abram Clark*
ENGINEER OF BRIDGES & BUILDINGS

THE BALTIMORE & OHIO RAILROAD
THE BALTIMORE & PHILADELPHIA R.R. CO.
BALTIMORE DIV.- EAST MAIN LINE
BRIDGE NO. 88-B PHILADELPHIA, PA.
GENERAL PLAN

SCALE: $\frac{1}{8}"$ & $\frac{1}{4}"$ = 1'-0"

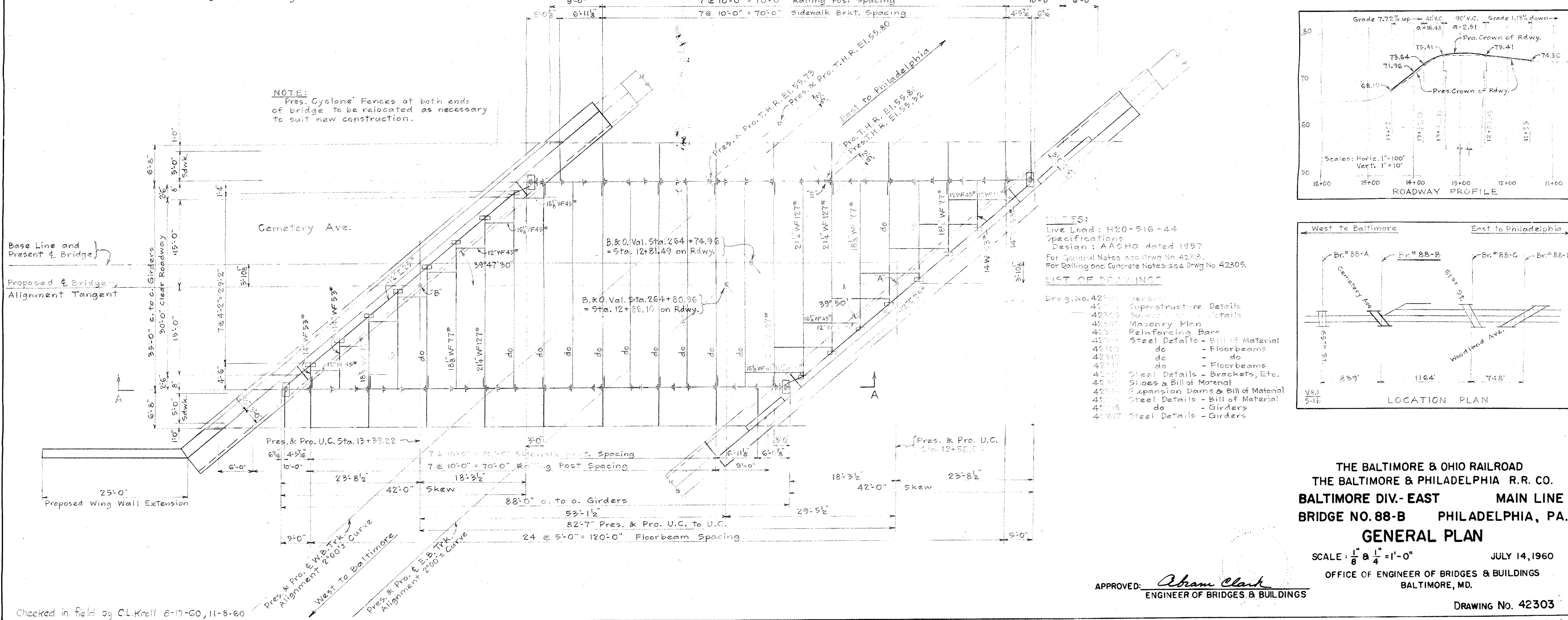
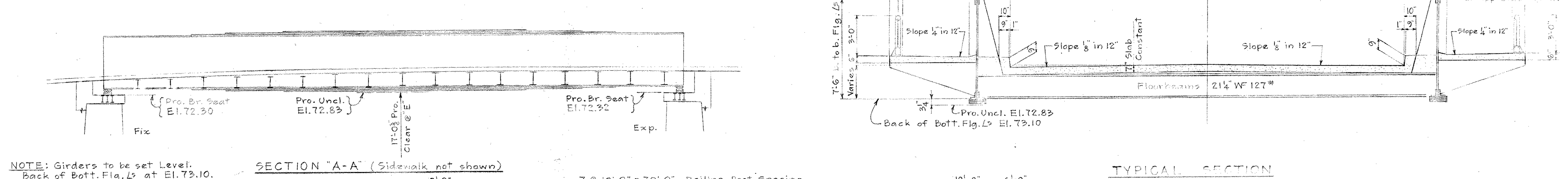
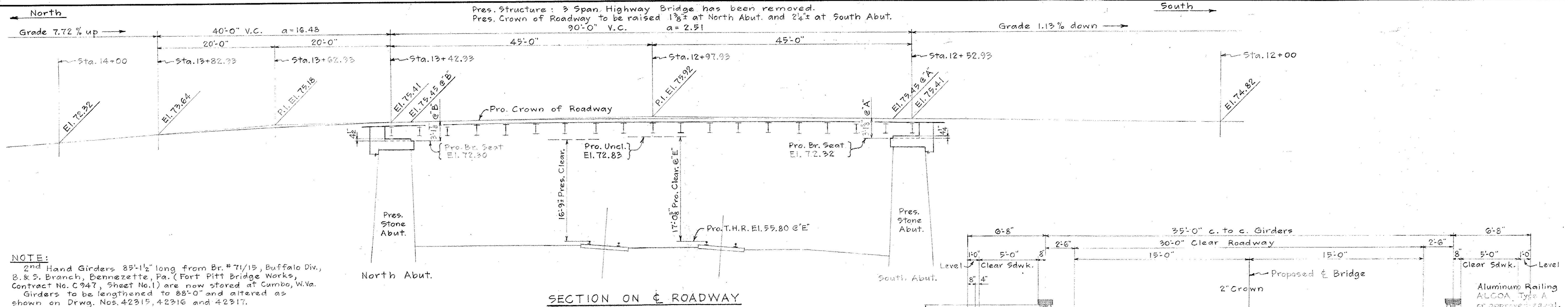
JULY 14, 1960

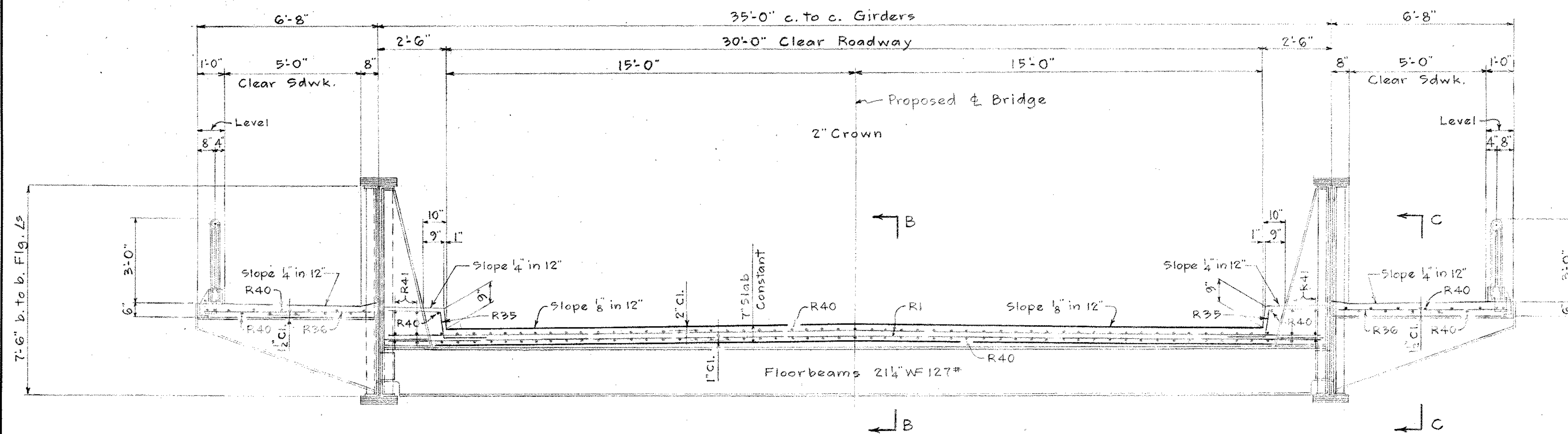
OFFICE OF ENGINEER OF BRIDGES & BUILDINGS
BALTIMORE, MD.

DRAWING No. 42303^C

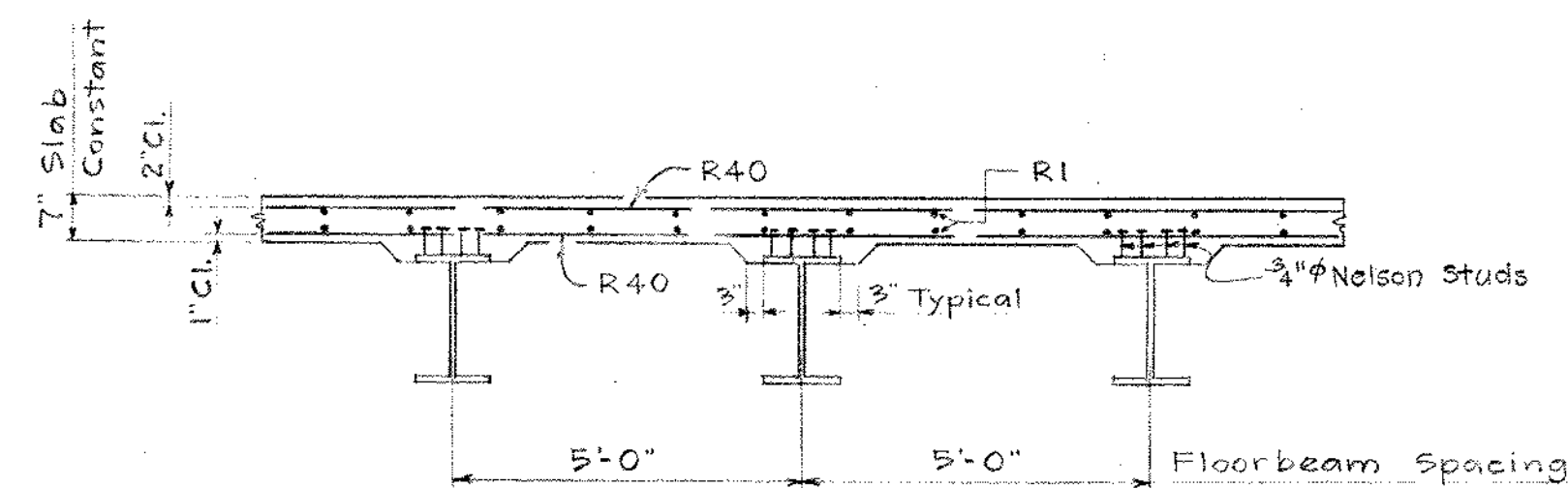
R.D.S.

Late-filed Exhibit 3

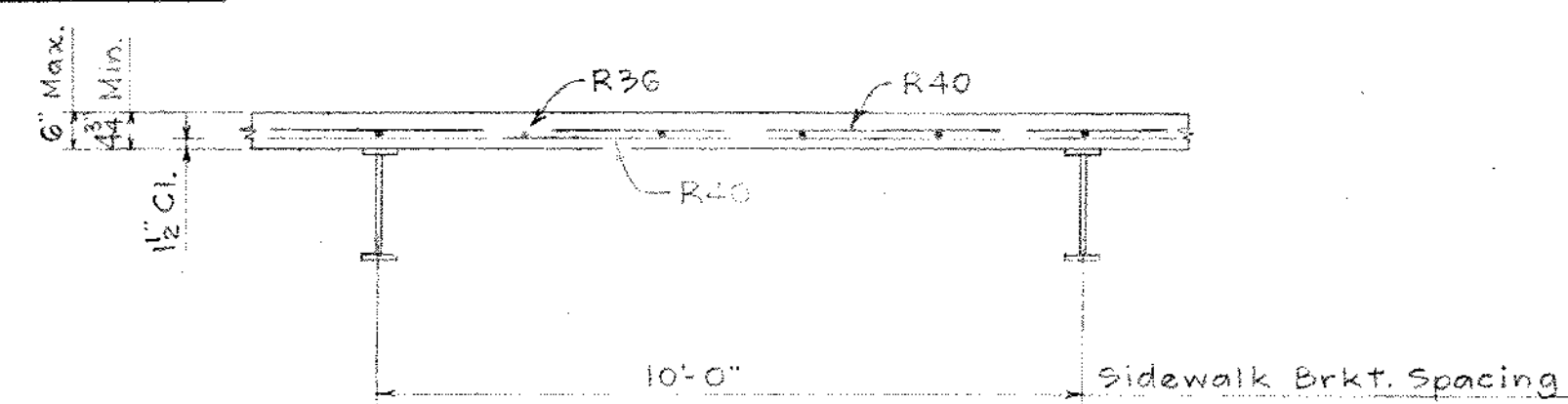




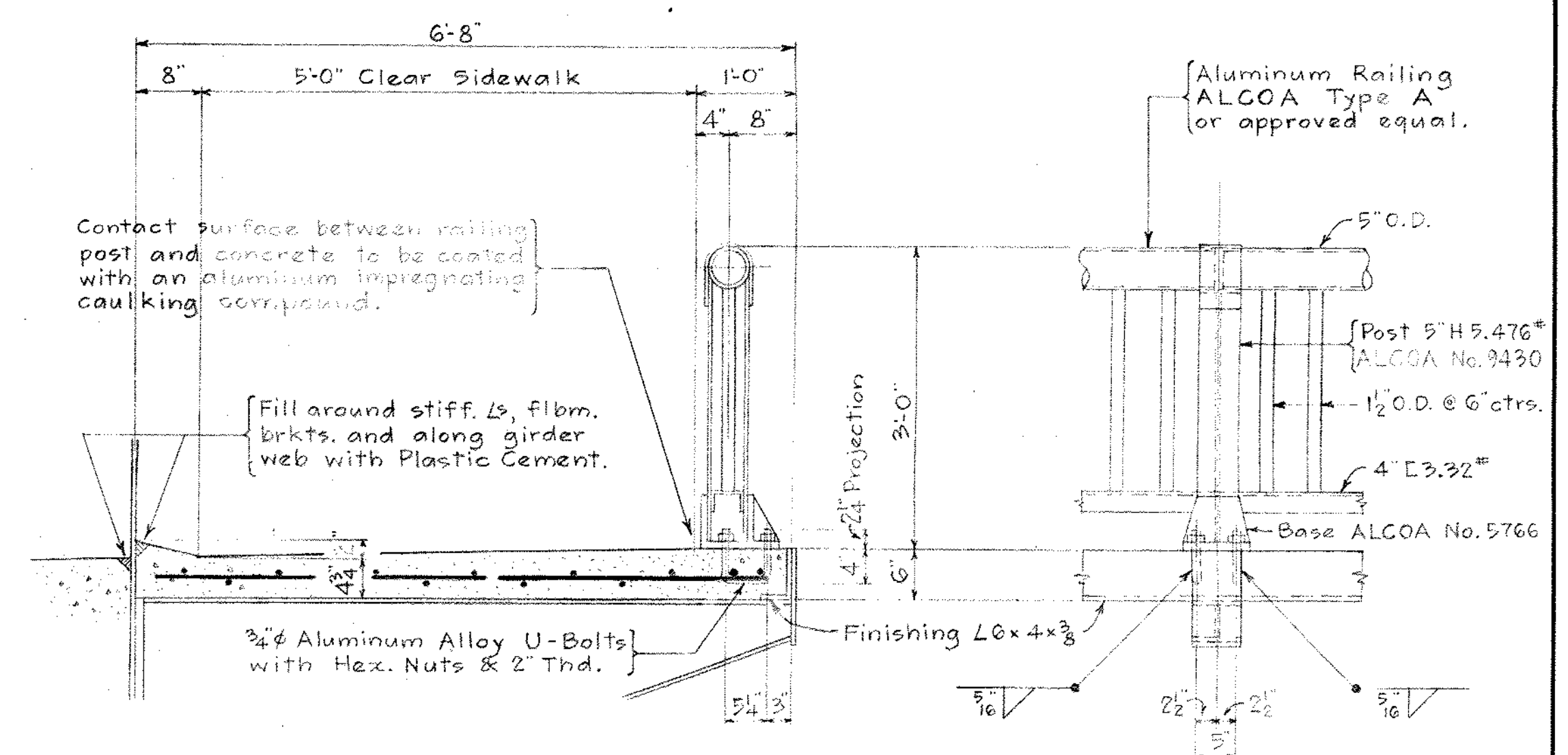
SECTION A-A



SECTION B-B
(Showing Roadway Slab Reinforcing Bars)

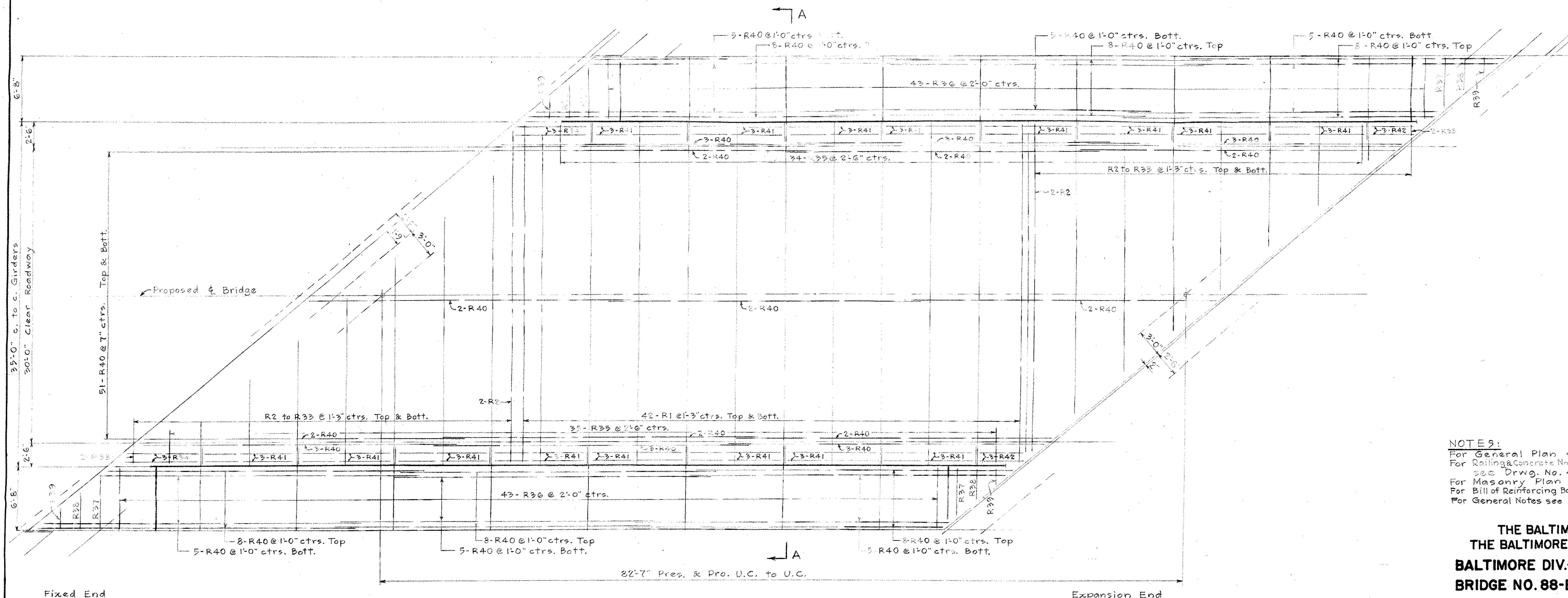


SECTION C-C
(Showing Sidewalk Slab Reinforcing Bars)



NOTE:
Finishing L6x4x3/8 to be field welded to sidewalk brackets as shown.

TYPICAL DETAILS AT SIDEWALK AND RAILING



SLAB REINFORCING PLAN

NOTES:
For General Plan see Drwg. No. 42303.
For Railing & Concrete Notes & Superstructure Details see Drwg. No. 42305.
For Masonry Plan see Drwg. No. 42306.
For Bill of Reinforcing Bars see Drwg. No. 42307.
For General Notes see Drwg. No. 42313.

THE BALTIMORE & OHIO RAILROAD
THE BALTIMORE & PHILADELPHIA R.R. CO.
BALTIMORE DIV.- EAST MAIN LINE
BRIDGE NO. 88-B PHILADELPHIA, PA.
SUPERSTRUCTURE DETAILS

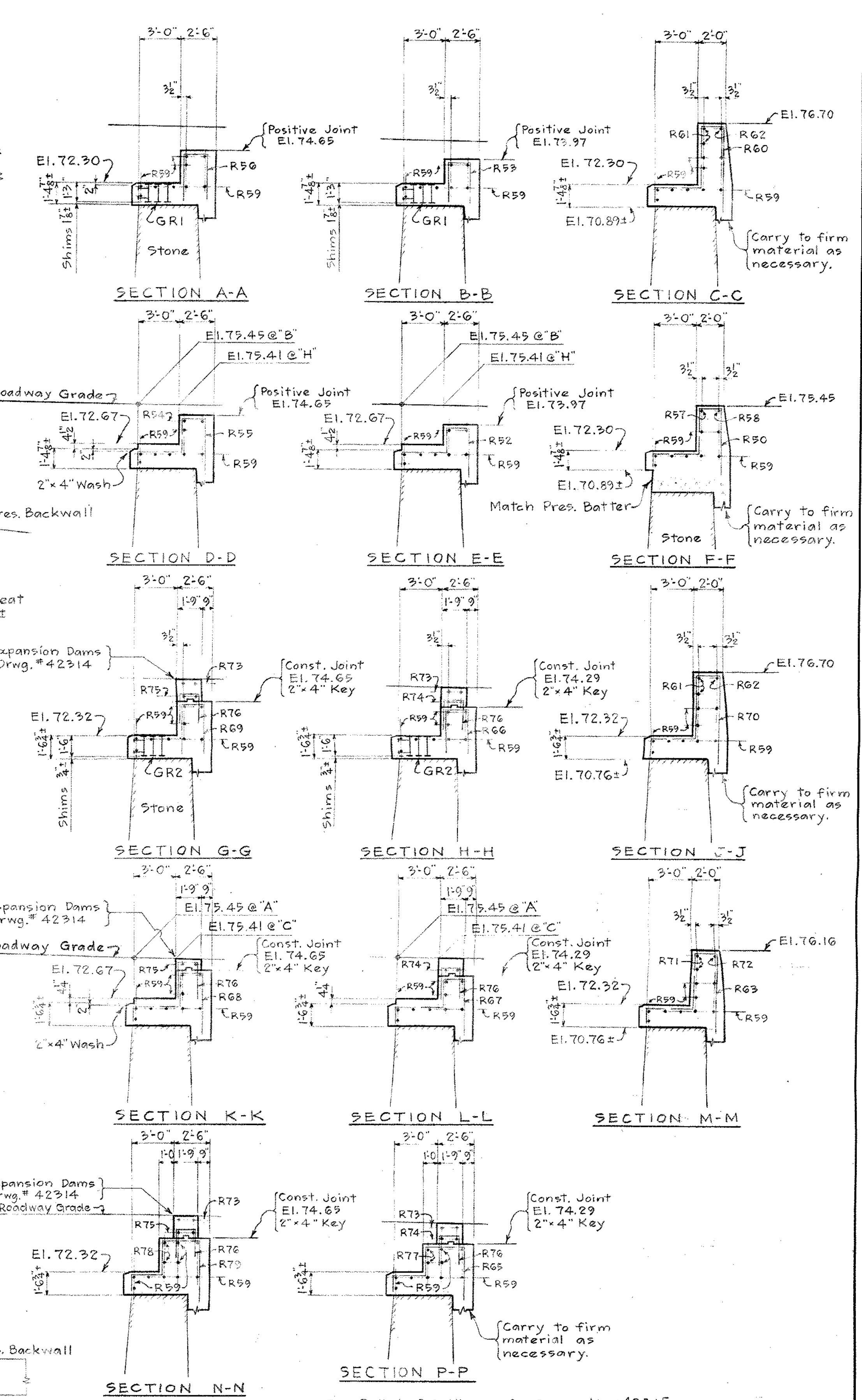
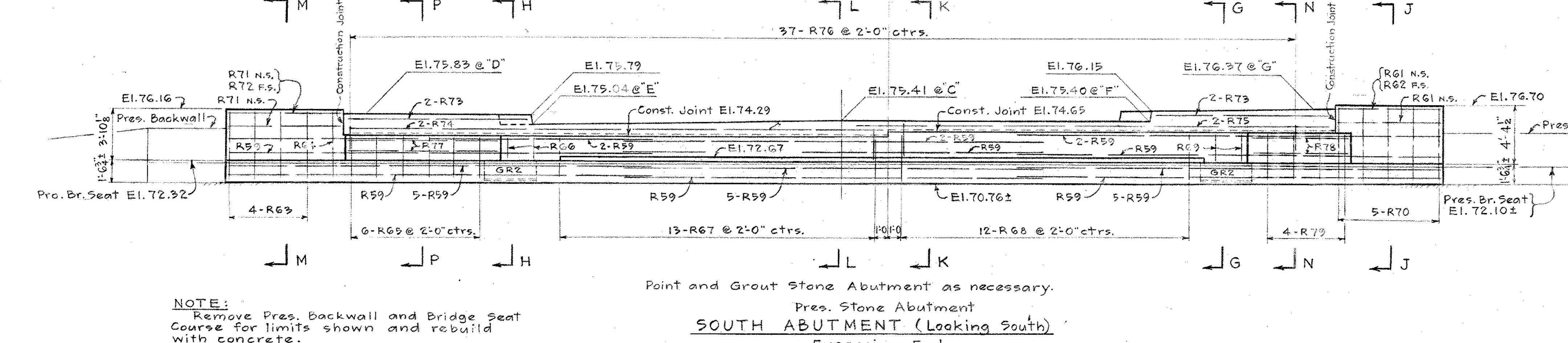
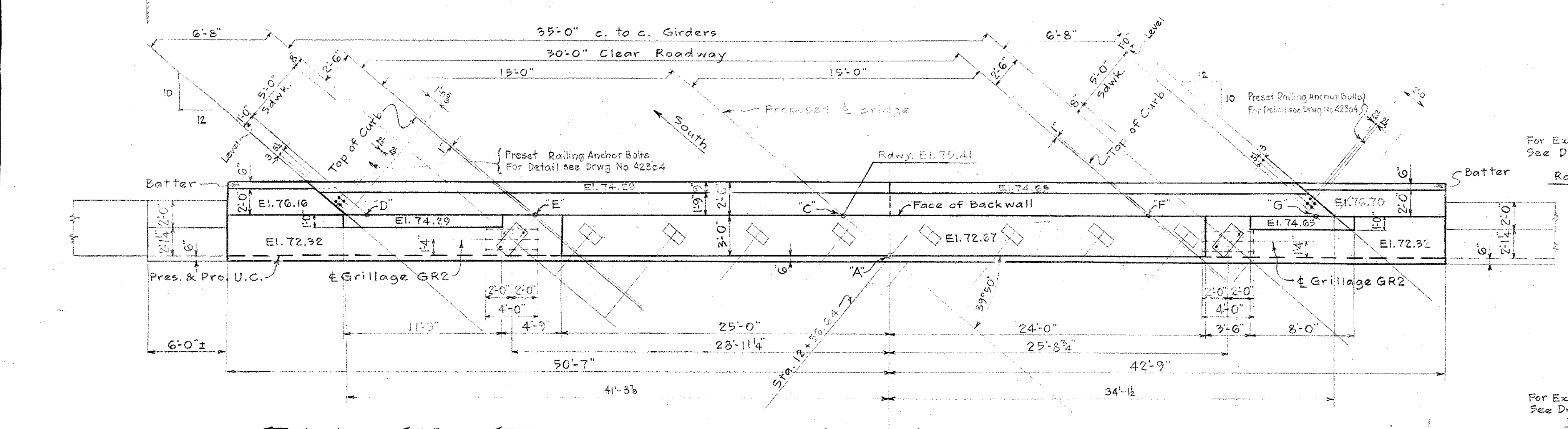
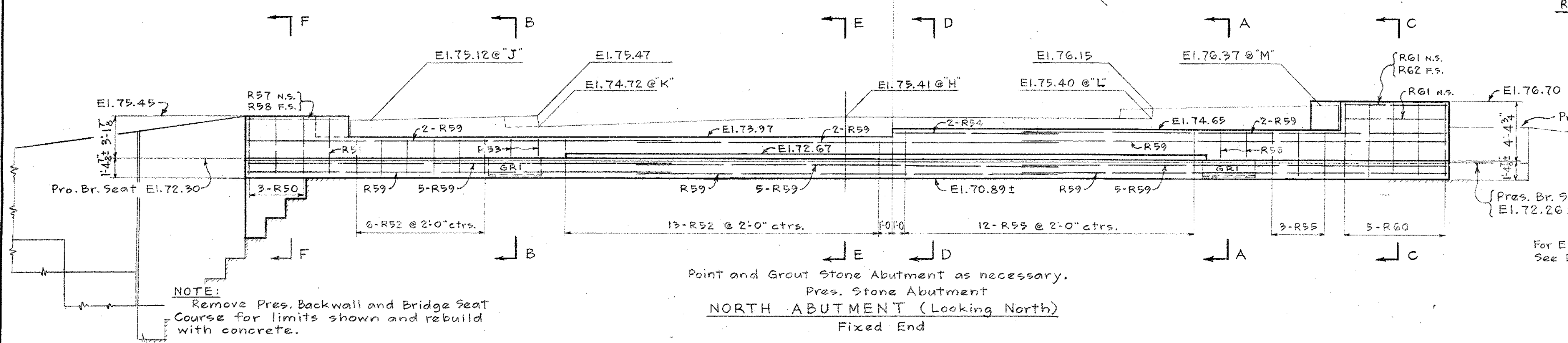
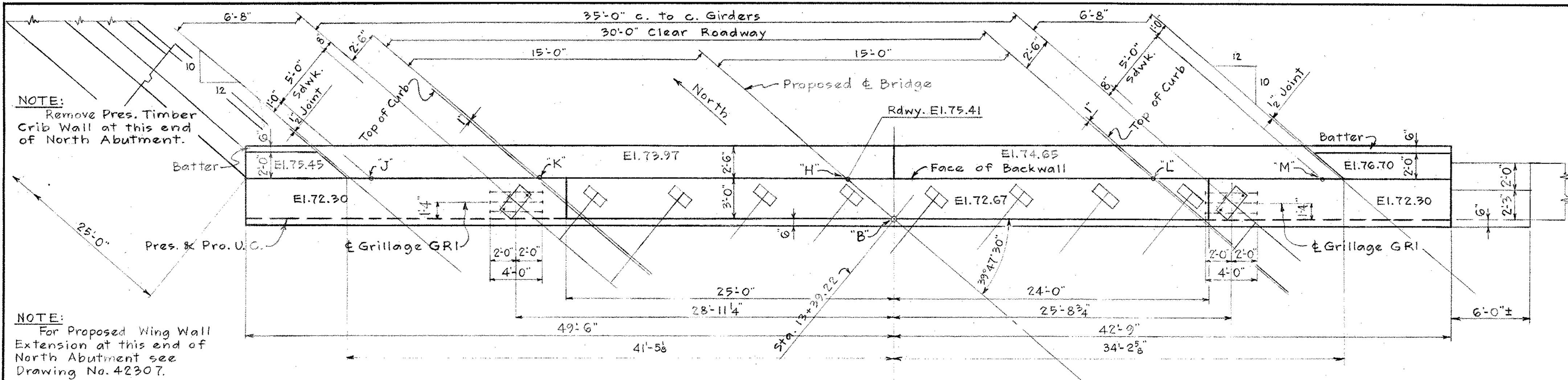
SCALE: 3/16" & 3/8" = 1'-0" AUGUST 2, 1960

OFFICE OF ENGINEER OF BRIDGES & BUILDINGS
BALTIMORE, MD.

APPROVED: *Abraham Clark*
ENGINEER OF BRIDGES & BUILDINGS

DRAWING No. 42304

R.D.S.
V.G.G. 8-19-60



NOTES:
For Detail of Grillages see Drwg. No. 42315
For Concrete Notes see Drwg. No. 42305
For General Plan see Drwg. No. 42303
For General Notes see Drwg. No. 42313
For Reinforcing Bars see Drwg. No. 42307
For Expansion Dam see Drwg. No. 42314

THE BALTIMORE & OHIO RAILROAD
THE BALTIMORE & PHILADELPHIA R.R. CO.
BALTIMORE DIV.-EAST MAIN LINE
BRIDGE NO. 88-B PHILADELPHIA, PA.
MASONRY PLAN

SCALE: $\frac{3}{16}'' = 1'-0''$ JULY 21, 1960
OFFICE OF ENGINEER OF BRIDGES & BUILDINGS
BALTIMORE, MD.

APPROVED: *Robert Clark*
ENGINEER OF BRIDGES & BUILDINGS

Checked in field by C.L. Kroll 11-8-60

DRAWING No. 42306
V.A.J.N. 8-12-60

BILL OF REINFORCING BARS - SOUTH ABUTMENT

No.	Size	Lgh.	Mk.	Remarks	Bending Diagram
27	#6	32'-4"	R59	Straight	
2	#6	7'-9"	R61	do	
1	#6	9'-9"	R62	Straight	
4	#6	15'-4"	R63	Bent	
1	#6	4'-11"	R64	Straight	
6	#6	11'-6"	R65	Bent	
2	#6	7'-7"	R66	do	
13	#6	11'-6"	R67	do	
12	#6	12'-4"	R68	do	
2	#6	8'-9"	R69	do	
5	#6	16'-4"	R70	Bent	
2	#6	8'-0"	R71	Straight	
1	#6	6'-0"	R72	do	
4	#6	13'-6"	R73	do	
2	#6	41'-0"	R74	do	
2	#6	36'-0"	R75	Straight	
37	#6	5'-4"	R76	Bent	
2	#6	11'-3"	R77	Straight	
2	#6	7'-6"	R78	Straight	
4	#6	12'-4"	R79	Bent	
100	#6	2'-0"	R80	Straight-Dowels	

Dimensions are o. to o. Bars

BILL OF REINFORCING BARS - NORTH ABUTMENT

No.	Size	Lgh.	Mk.	Remarks	Bending Diagram
3	#6	13'-8"	R50	Bent	
1	#6	4'-0"	R51	Straight	
19	#6	10'-8"	R52	Bent	
2	#6	6'-9"	R53	Bent	
2	#6	12'-6"	R54	Straight	
15	#6	12'-0"	R55	Bent	
2	#6	8'-1"	R56	Bent	
1	#6	7'-0"	R57	Straight	
1	#6	5'-0"	R58	do	
25	#6	32'-4"	R59	Straight	
5	#6	18'-2"	R60	Bent	
2	#6	7'-9"	R61	Straight	
1	#6	9'-9"	R62	Straight	
120	#6	2'-0"	R80	Straight-Dowels	
12	#6	8'-0"	R81	Bent	
7	#6	9'-3"	R82	do	
8	#6	9'-8"	R83	do	
5	#6	10'-2"	R84	do	
5	#6	7'-3"	R85	Bent	
7	#6	6'-6"	R86	Straight	
8	#6	9'-9"	R87	do	
10	#6	12'-11"	R88	do	
5	#6	14'-0"	R89	do	
8	#6	7'-0"	R90	do	
5	#6	8'-9"	R91	do	
3	#6	3'-0"	R92	Straight	
12	#6	12'-11"	R88	do	
5	#6	14'-0"	R89	do	
8	#6	7'-0"	R90	do	
5	#6	8'-9"	R91	do	

Dimensions are o. to o. Bars

BILL OF REINFORCING BARS - SUPERSTRUCTURE

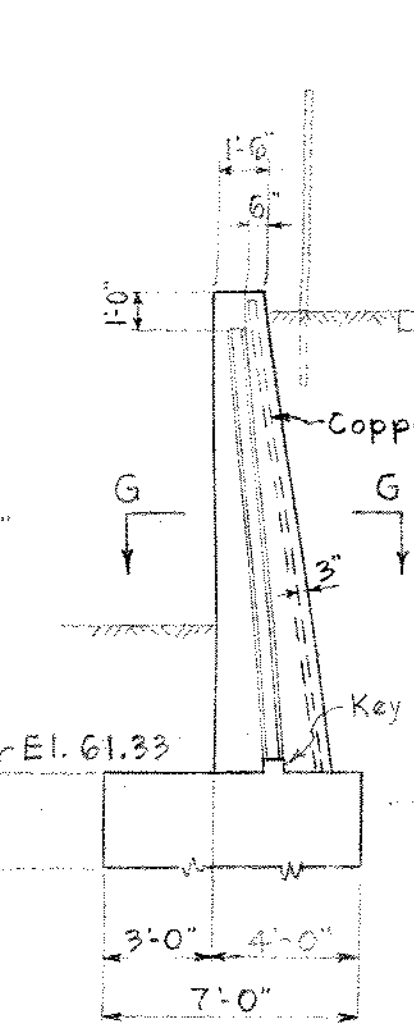
No.	Size	Lgh.	Mk.	Remarks	Bending Diagram
84	#5	34'-6"	R1	Straight	
4	#5	33'-6"	R2	do	
4	#5	32'-6"	R3	do	
4	#5	31'-5"	R4	do	
4	#5	30'-5"	R5	do	
4	#5	29'-4"	R6	do	
4	#5	28'-4"	R7	do	
4	#5	27'-3"	R8	do	
4	#5	26'-3"	R9	do	
4	#5	25'-2"	R10	do	
4	#5	24'-2"	R11	do	
4	#5	23'-1"	R12	do	
4	#5	22'-1"	R13	do	
4	#5	21'-0"	R14	do	
4	#5	20'-0"	R15	do	
4	#5	18'-11"	R16	do	
4	#5	17'-11"	R17	do	
4	#5	16'-10"	R18	do	
4	#5	15'-10"	R19	do	
4	#5	14'-9"	R20	do	
4	#5	13'-9"	R21	do	
4	#5	12'-8"	R22	do	
4	#5	11'-8"	R23	do	
4	#5	10'-7"	R24	do	
4	#5	9'-7"	R25	do	
4	#5	8'-6"	R26	do	
4	#5	7'-6"	R27	do	
4	#5	6'-5"	R28	do	
4	#5	5'-5"	R29	do	
4	#5	4'-4"	R30	do	
4	#5	3'-4"	R31	do	
4	#5	2'-3"	R32	do	
4	#5	1'-3"	R33	do	
12	#5	7'-3"	R34	Straight	
69	#5	5'-0"	R35	Bent	
86	#5	6'-2"	R36	Straight	
4	#5	5'-3"	R37	do	
4	#5	3'-6"	R38	do	
4	#5	1'-9"	R39	do	
402	#5	32'-8"	R40	do	
96	#5	9'-6"	R41	do	
12	#5	4'-3"	R42	do	
36	#5	5'-11"	R43	do	
50	#5	1'-0"	R44	Straight	
4	#5	3'-6"	R38	do	
4	#5	1'-9"	R39	do	
4	#5	3'-6"	R38	do	
4	#5	1'-9"	R39	do	
4	#5	3'-6"	R38	do	

Dimensions are o. to o. Bars

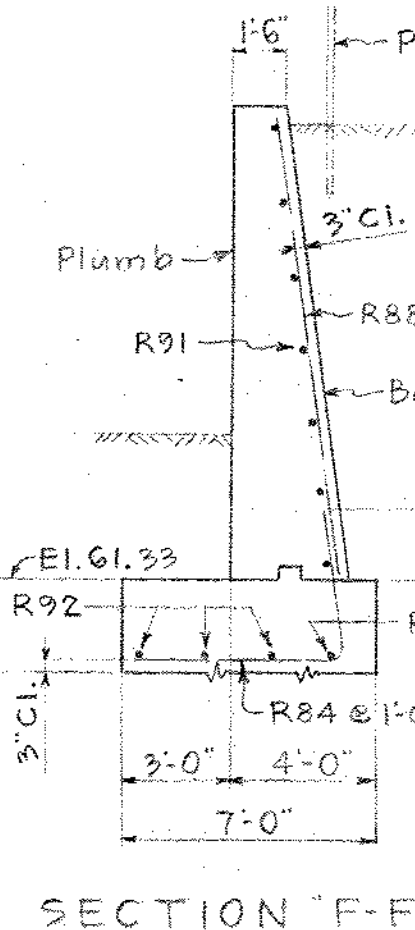
NOTE:
Remove Pres. Timber Grib Wall
at this end of North Abutment.

NOTE:
Relocate Pres. Cyclone
Fence as necessary to
suit new construction.

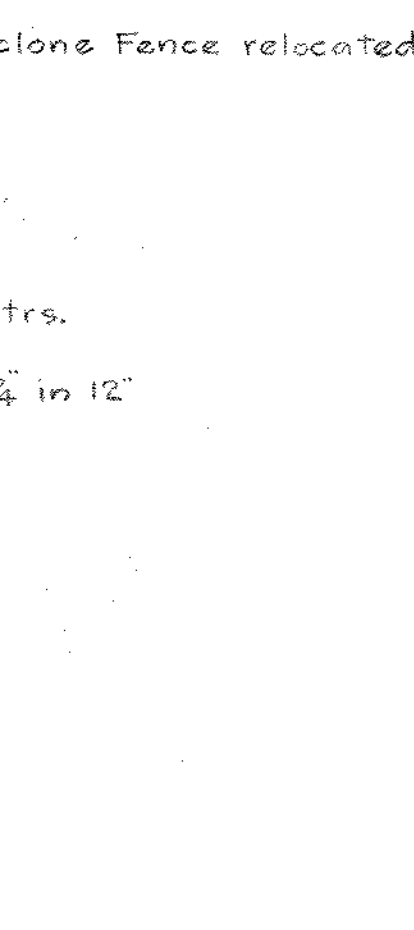
SECTION "G-G"



SECTION "E-E"



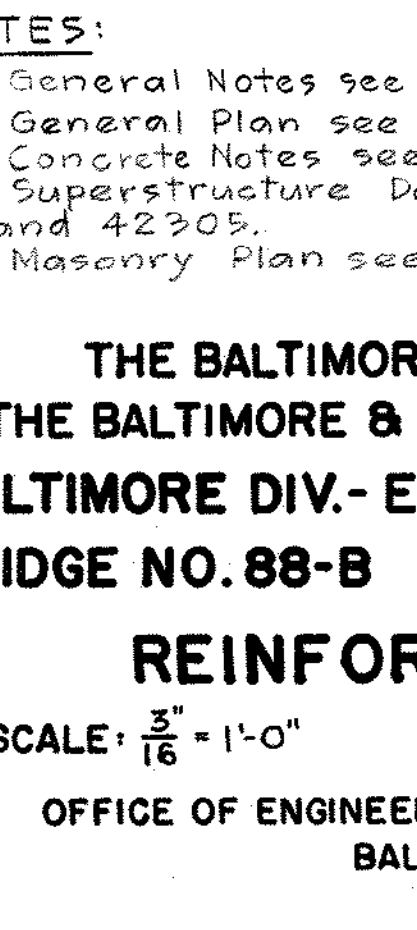
SECTION "D-D"



SECTION "C-C"



SECTION "B-B"



NOTES:
For General Notes see Drwg. No. 42313.
For General Plan see Drwg. No. 42303.
For Concrete Notes see Drwg. No. 42305.
For Superstructure Details see Drwg. Nos. 42304
and 42305.
For Masonry Plan see Drwg. No. 42306.

THE BALTIMORE & OHIO RAILROAD
THE BALTIMORE & PHILADELPHIA R.R. CO.
BALTIMORE DIV.- EAST MAIN LINE
BRIDGE NO. 88-B PHILADELPHIA, PA.
REINFORCING BARS

SCALE: 3/16" = 1'-0"
AUGUST 1, 1960
OFFICE OF ENGINEER OF BRIDGES & BUILDINGS
BALTIMORE, MD.

APPROVED: *Abraham Clark*
ENGINEER OF BRIDGES & BUILDINGS

DRAWING No. 42307

Checked in field by C.L. Kroll 11-8-60

PROPOSED WING WALL EXTENSION
AT WEST END OF NORTH ABUTMENT

Notes:

For General Plan see Drawing No. 42303
For General Notes and Bill of Material for Shoes and Anchor Bolts see Drawing No. 42313.
For Bill of Material for Expansion Dams see Drawing No. 42314.

LIST OF DRAWINGS

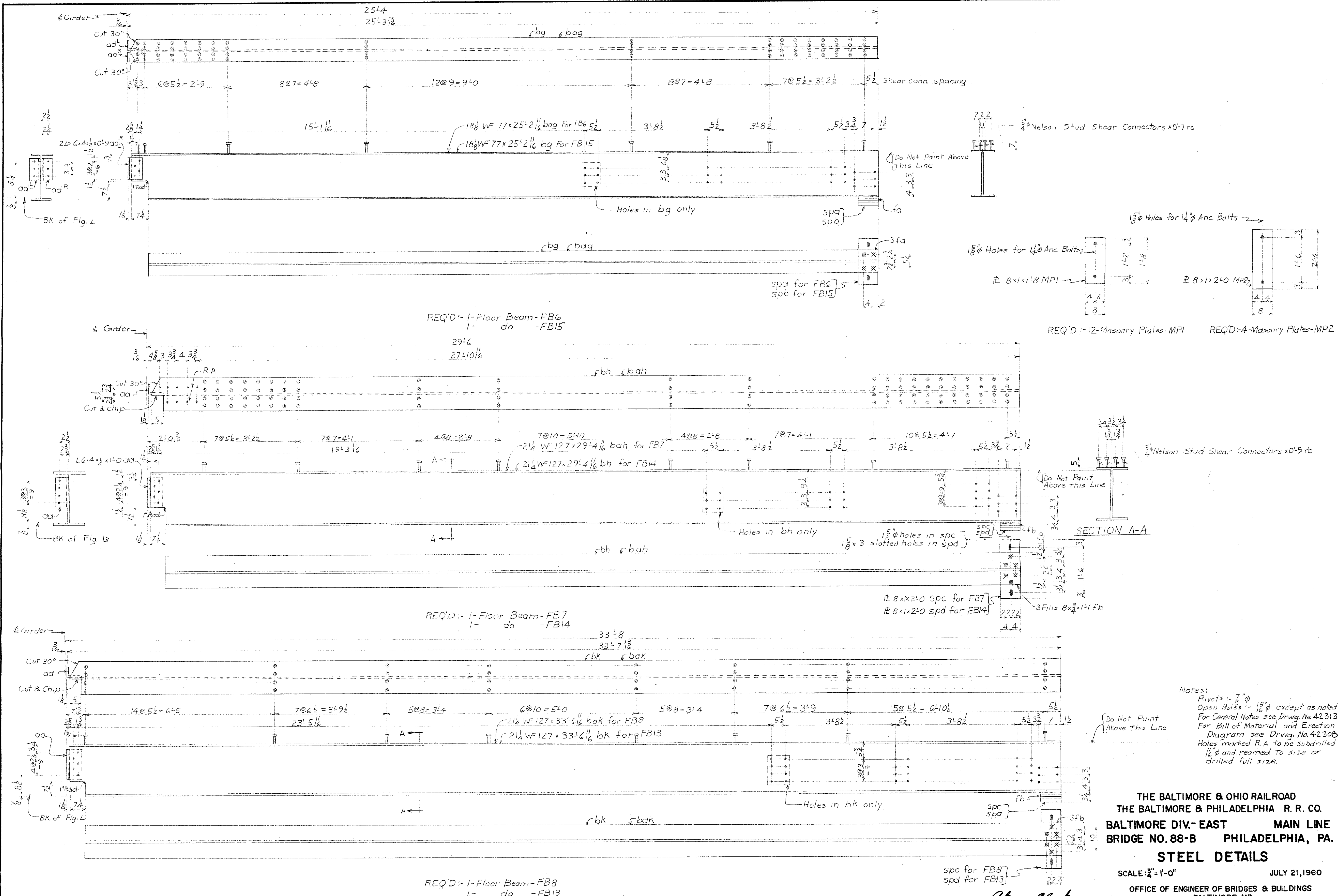
42308 - Steel Details - This Drawing
42309 - do - Floorbeams, Masonry Plates
42310 - do - Floorbeams
42311 - do - Floorbeams
42312 - do - Brackets, Struts, Etc.
42313 - Shoes
42314 - Expansion Dams

LIST OF FIELD RIVETS									
ERECTOR'S LIST					SHIPPING LIST				
No.	Dia.	Hd.	Grr.	Lth.	No.	Dia.	Hd.	Lth.	
8	7/8	Butt	1 1/2	3	FB9 to P3 & Girder Web	530	7/8	Butt	2 3/8
136	1/2	1/2	7/8	2 1/2	Fl. Bms. to Girder Web	460	1/2	1/2	2 1/2
90	1/2	1/2	7/8	3	FB7-14, FB21 & 22 to stiff. Ls	30	1/2	1/2	2 3/8
16	1/2	1/2	7/8	3	FB3, 5, 16 & 18 to stiff. Ls	80	1/2	1/2	2 3/8
4	1/2	1/2	7/8	2 1/2	FB1 & 20 to stiff. Ls	70	1/2	1/2	2 3/8
10	1/2	1/2	7/8	3 1/2	Conn. Ls to 2 1/4 WF 127 Fl. Bms.	40	1/2	1/2	3 1/2
16	1/2	1/2	7/8	3 1/2	Conn. Ls to 18 1/2 WF 77 Fl. Bms.	40	1/2	1/2	3 1/2
4	1/2	1/2	7/8	3	Conn. Ls to 14 WF 53 Fl. Bms.				
18	1/2	1/2	7/8	2 1/2	BR1 to Fl. Bms.				
36	1/2	1/2	7/8	2 1/2	BR2 to Fl. Bms.				
108	1/2	1/2	7/8	3	BR3 to Fl. Bms.				
204	1/2	1/2	7/8	2 1/2	Fl. Bm. Brackets to stiff. Ls				
18	1/2	1/2	7/8	2 1/2	Fl. Bm. Brackets to stiff. Ls				
14	1/2	1/2	7/8	3 1/2	B2 & 3 to end stiff. Ls				
134	1/2	1/2	7/8	2 1/2	B1, 4-7 to stiff. Ls				
18	1/2	1/2	7/8	2 1/2	D1 to FB1 & 2				
48	1/2	1/2	7/8	2 1/2	D1 & 2 to FB3 & 6				
38	1/2	1/2	7/8	2 1/2	D2-4 to FB7-9				
12	1/2	1/2	7/8	2 1/2	D1 to FB19 & 20				
6	1/2	1/2	7/8	2 1/2	D1 to FB19 & D1				
48	1/2	1/2	7/8	2 1/2	D1 & 2 to FB15-18				
24	1/2	1/2	7/8	2 1/2	D1 & 2 to FB15-18 & D2				
46	1/2	1/2	7/8	2 1/2	D2-5 to FB13, 14, 21 & 22				
22	1/2	1/2	7/8	2 1/2	D2 & 4 to FB13, 14, 22 & D3, 4 & 5				
18	1/2	1/2	7/8	2 1/2	S1 to FB1, 2, 19 & 20				
48	1/2	1/2	7/8	2 1/2	S1 to FB3 & 6, 15-18				
18	1/2	1/2	7/8	2 1/2	S1 to FB7 & 8, 13 & 14				
6	1/2	1/2	7/8	2 1/2	S2 to FB1 & 20				
12	1/2	1/2	7/8	2 1/2	S2 & 3 to end stiff. Ls				
6	1/2	1/2	7/8	2 1/2	S3 to FB8 & FB13				

BILL OF MATERIAL (cont'd)									
SHOP BILL					SHIPPING BILL				
No.	DESCRIPTION	Fr.	Ins.	Mk.	No.	DESCRIPTION	Mk.		
1	2 1/4 WF 127	27	3 1/2	FA4	1	Finishing Angle	FA4		
11	3/4 Nelson Studs	0	4	ra					
1	2 1/4 WF 127	30	8 1/2	FA5	1	Finishing Angle	FA5		
15	3/4 Nelson Studs	0	4	ra					
2	R's 2 1/4 x 3/8	6	3 1/2	pd					
2	R's 2 1/4 x 3/8	6	5 1/2	pe					
2	2 1/4 x 4 x 3/8	1	4 3/8	aad					
2	2 1/4 x 4 x 3/8	1	9 1/4	aae					
42312	4 R's 2 1/4 x 3/8	5	11 3/8	pf					
4	R's 2 1/4 x 3/8	6	14	pg					
4	2 1/4 x 4 x 3/8	1	8 1/4	aaf					
4	2 1/4 x 4 x 3/8	1	3 1/2	aag					
12	R's 1 1/2 x 3/8	5	7 1/2	ph					
12	R's 2 1/4 x 3/8	5	9 1/4	pk					
12	2 1/4 x 4 x 3/8	1	2 1/2	aah					
12	2 1/4 x 4 x 3/8	1	7 1/2	aai					
42310	1 2 1/4 WF 127	34	9 3/8	ban					
3	2 1/4	0	5	aa					
246	3/4 Nelson Studs	0	5	rb					
1	2 1/4 WF 127	34	8 3/8	ban					
1	2 1/4	0	5	aa					
224	3/4 Nelson Studs	0	5	rb					
42312	14 12 C 25	6	2 1/2	coa					
14	Bent R's 3 x 3/8	0	10	pah					
14	Bent R's 3 x 3/8	0	9 1/2	pap					
168	3/4 Nelson Studs	0	4	ra					
2	12 C 25	5	1 1/2	cab					
2	Bent R's 3 x 3/8	0	9 1/2	pas					
2	Bent R's 3 x 3/8	0	11 1/2	pat					
20	3/4 Nelson Studs	0	4	ra					
42311	2 12 C 25	2	5 1/2	cac					
2	Bent R's 3 x 3/8	0	10 3/8	pav					
2	Bent R's 3 x 3/8	0	8 1/2	paw					
8	3/4 Nelson Studs	0	4	ra					

BILL OF MATERIAL									
SHOP BILL					SHIPPING BILL				
No.	DESCRIPTION	Fr.	Ins.	Mk.	No.	DESCRIPTION	Mk.		
1	14 WF 53	4	4 1/2	ba					
1	2 1/4 x 4 x 1/2	0	5 1/2	ac					
3	Fills 8 x 3	0	9	fa					
1	R 8 x 1	1	8	spa					
1	14 WF 53	8	6 1/2	bb					
2	2 1/4	0	5 1/2	ac					
3	Fills	0	9	fa					
1	R	1	8	spa					
1	18 1/2 WF 77	12	8 1/2	ba					
1	2 1/4 x 4 x 1/2	0	9	ad					
3	Fills	0	9	fa					
1	R	1	8	spa					
1	18 1/2 WF 77	16	10 1/2	ba					
2	2 1/4	0	9	ad					
3	Fills	0	9	fa					
1	R	1	8	spa					
1	18 1/2 WF 77	21	0 1/2	ba					
1	2 1/4	0	9	ad					
3	Fills	0	9	fa					
1	R	1	8	spa					
1	18 1/2 WF 77	25	2 1/2	ba					
2	2 1/4	0	9	ad					
3	Fills	0	9	fa					
172	3/4 Nelson Studs	0	7	rc					
1	2 1/4 WF 127	29	4 1/2	ba					
1	2 1/4 x 4 x 1/2	1	0	aa					
3	Fills 8 x 3	1	1	fb					
1	R 8 x 1	2	0	spc					
188	3/4 Nelson Studs	0	5	rb					
1	2 1/4 WF 127	33	6 1/2	ba					
1	2 1/4	0	9	ad					
3	Fills	0	9	fa					
1	R	1	8	spa					
240	3/4 Nelson Studs	0	5	rb					
1	2 1/4 WF 127	34	8 3/8	bm					
1	2 1/4	0	9	ad					
224	3/4 Nelson Studs	0	5	rb					
1	2 1/4 WF 127	34	9 3/8	bn					
3	2 1/4	0	9	ad					
246	3/4 Nelson Studs	0	5	rb					
3	2 1/4 WF 127	34	9 3/8	bp					
6	2 1/4	0	9	ad					
224	3/4 Nelson Studs	0	5	rb					
2	2 1/4 WF 127	34	9 3/8	br					
4	2 1/4	0	9	ad					
244	3/4 Nelson Studs	0	5	rb					
1	2 1/4 WF 127	33	6 1/2	bk					
1	2 1/4	0	9	ad					
3	Fills	0	9	fb					
1	R 8 x 1	2	0	spd					
240	3/4 Nelson Studs	0	5	rb					
1	2 1/4 WF 127	29	4 1/2	bh					
1	2 1/4	0	9	ad					
3	Fills	0	9	fb					
1	R	1	8	spa					
172	3/4 Nelson Studs	0	7	rc					
1	18 1/2 WF 77	25	2 1/2	bg					
2	2 1/4	0	9	ad					
3	Fills	0	9	fa					
1	R 8 x 1	1	8	spb					
1	18 1/2 WF 77	21	0 1/2	bf					
1	2 1/4	0	9	ad					
3	Fills	0	9	fa					
1	R	1	8	spb					

BILL OF MATERIAL (cont'd)																	
SHOP BILL					SHIPPING BILL												
DWG NO	No	DESCRIPTION	Ft.	Ins	Mk.	REMARKS	No	DESCRIPTION	Mk.								
42311	1	18 1/2 WF 77	16	10 1/2	ba	Bolt to Ship	1	Floor Beam	FB17								
	2	Ls			ad												
	3	Fills			fa												
	1	R			spb												
	1	18 1/2 WF 77	12	8 1/2	ba	Bolt to Ship	1	Floor Beam	FB18								
	1	L			ad												
	3	Fills			fa												
	1	R			spb												
	1	WF Beam			bb	Bolt to Ship	1	Floor Beam	FB19								
	2	Ls			ac												
	3	Fills			fa												
	1	R			spb												
1	WF Beam			ba	Bolt to Ship	1	Floor Beam	FB20									
1	L			ac													
3	Fills			fa													
1	R			spb													
42309	12	R's 8x1	1	8	MP1	}	12	Masonry Plates	MP1								
	4	R's 8x1	2	0	MP2		4	Masonry Plates	MP2								
	5	12 WF45	4	10	bs		5	Diaphragms	D1								
	20	Ls 4x3 1/2 x 3/8	0	9	aab		}	12	Diaphragms	D2							
	12	12 WF45	4	9 1/2	bt	}		1	Diaphragm	D3							
	48	Ls			aab						}	5	Diaphragms	D4			
	1	16 1/2 WF45	4	9 3/4	bu										}	1	Diaphragm
	2	Ls			aab		}										
	2	Ls 4x3 1/2 x 3/8	1	0	aac	}		1	Sidewalk Bracket	B2							
	5	16 1/2 WF45	4	9 3/4	bv						}	1	Sidewalk Bracket	B3			
	20	Ls			aac										}	1	Sidewalk Bracket
	1	WF Beams			bv		}										
4	Ls			aac	}	1		Sidewalk Bracket	B6								
13	R's 2 1/4 x 3/8	6	6 1/2	px						}	1	Sidewalk Bracket	B7				
13	R's 2 1/4 x 3/8	6	6 1/2	pw										}	1	Sidewalk Bracket	B8
13	R's 2 1/4 x 3/8	0	11 1/2	pt			}										
13	R's 2 1/4 x 3/8	6	9 1/4	py	}	1		Sidewalk Bracket	B10								
1	R 2 1/4 x 3/8	6	5 1/2	pv						}	1	Sidewalk Bracket	B11				
1	R 2 1/4 x 3/8	6	5 1/2	pm										}	1	Sidewalk Bracket	B12
1	R 2 1/4 x 3/8	6	7 1/4	pp			}										
1	R 2 1/4 x 3/8			pt	}	1		Sidewalk Bracket	B14								
1	R 2 1/4 x 3/8			pv						}	1	Sidewalk Bracket	B15				
1	R 2 1/4 x 3/8	6	5 1/2	pn										}	1	Sidewalk Bracket	B16
1	R 2 1/4 x 3/8	6	8 1/2	ps			}										
1	R 2 1/4 x 3/8			pt	}	1		Sidewalk Bracket	B18								
1	R 2 1/4 x 3/8			pw						}	1	Sidewalk Bracket	B19				
1	R 2 1/4 x 3/8	6	6 1/2	poe										}	1	Sidewalk Bracket	B20
1	R 2 1/4 x 3/8	6	9	poq			}										
1	R 2 1/4 x 3/8			pt	}	1		Sidewalk Bracket	B22								
1	R 2 1/4 x 3/8			pv						}	1	Sidewalk Bracket	B23				
1	R 2 1/4 x 3/8	6	6 1/2	poa										}	1	Sidewalk Bracket	B24
1	R 2 1/4 x 3/8	6	9 1/2	pob			}										
1	R 2 1/4 x 3/8	5	1	pac	}	1		Sidewalk Bracket	B26								
1	R 2 1/4 x 3/8	0	11 1/4	pod						}	1	Sidewalk Bracket	B27				
2	R 2 1/4 x 3/8	6	6 1/2	pak										}	1	Sidewalk Bracket	B28
2	R 2 1/4 x 3/8	6	6 1/2	pam			}										
2	R 2 1/4 x 3/8	0	7 1/4	pau	}	1		Sidewalk Bracket	B30								
2	R 2 1/4 x 3/8			pi						}	1	Sidewalk Bracket	B31				
1	L 6x4x3/8	39	3	FA1										}	2	Finishing Angles	FA2
16	3/4" Nelson Studs	0	4	ra			}										
2	L 6x4x3/8	29	1 1/2	FA2	}	1		Finishing Angle	FA4								
24	3/4" Nelson Studs			ra						}	1	Finishing Angle	FA5				
1	L 6x4x3/8	24	3	FA3										}	1	Finishing Angle	FA6
10	3/4" Nelson Studs			ra			}										



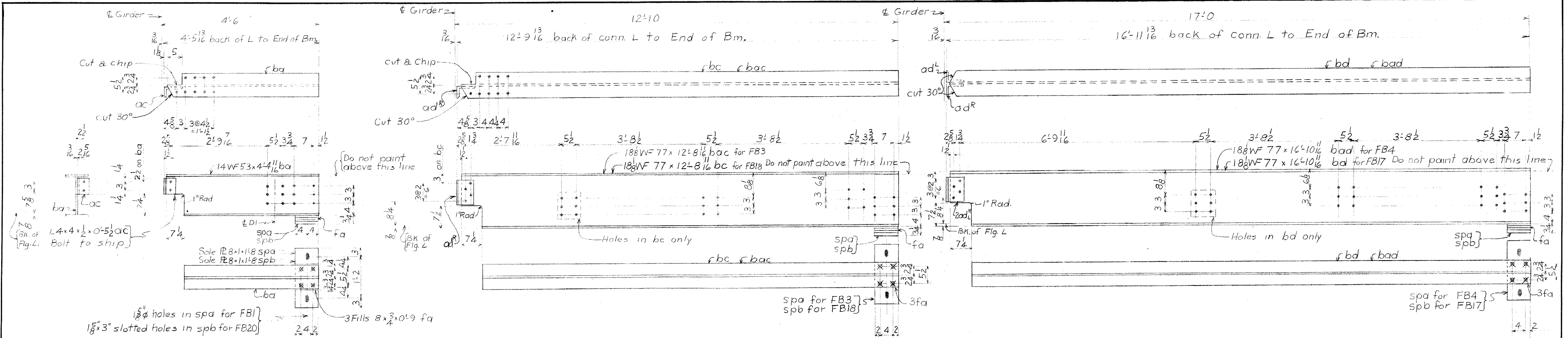
THE BALTIMORE & OHIO RAILROAD
THE BALTIMORE & PHILADELPHIA R. R. CO.
BALTIMORE DIV.- EAST MAIN LINE
BRIDGE NO. 88-B PHILADELPHIA, PA.
STEEL DETAILS

SCALE: 3/4" = 1'-0"
JULY 21, 1960
OFFICE OF ENGINEER OF BRIDGES & BUILDINGS
BALTIMORE, MD.

APPROVED: *Abraham Clark*
ENGINEER OF BRIDGES & BUILDINGS

DRAWING No. 42309

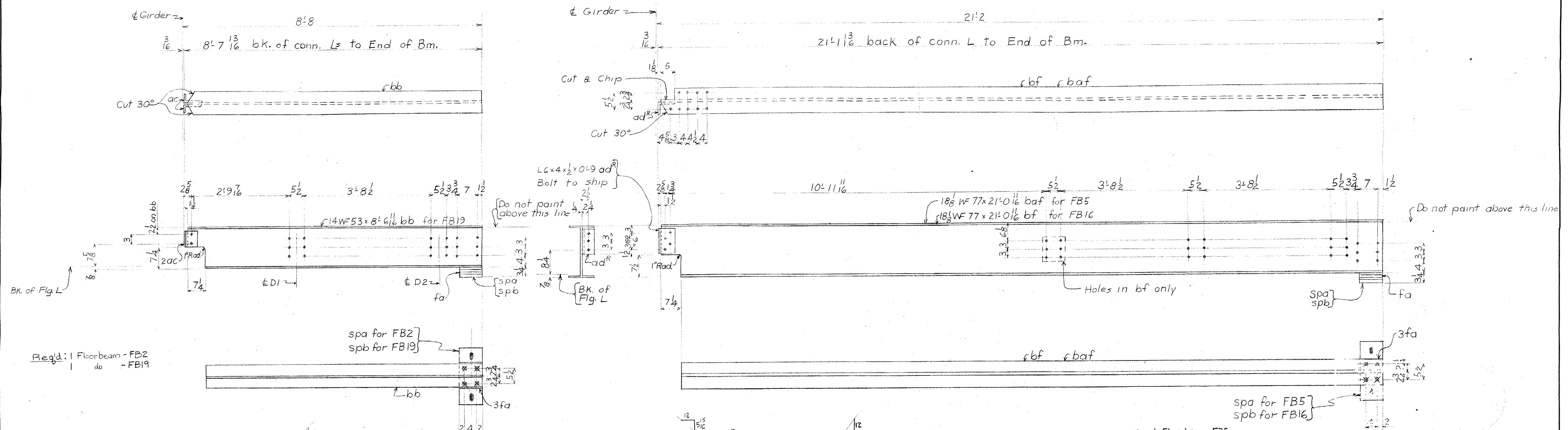
E.P.R.



REQ'D: 1- Floor Beam-FB1
1- do -FB20

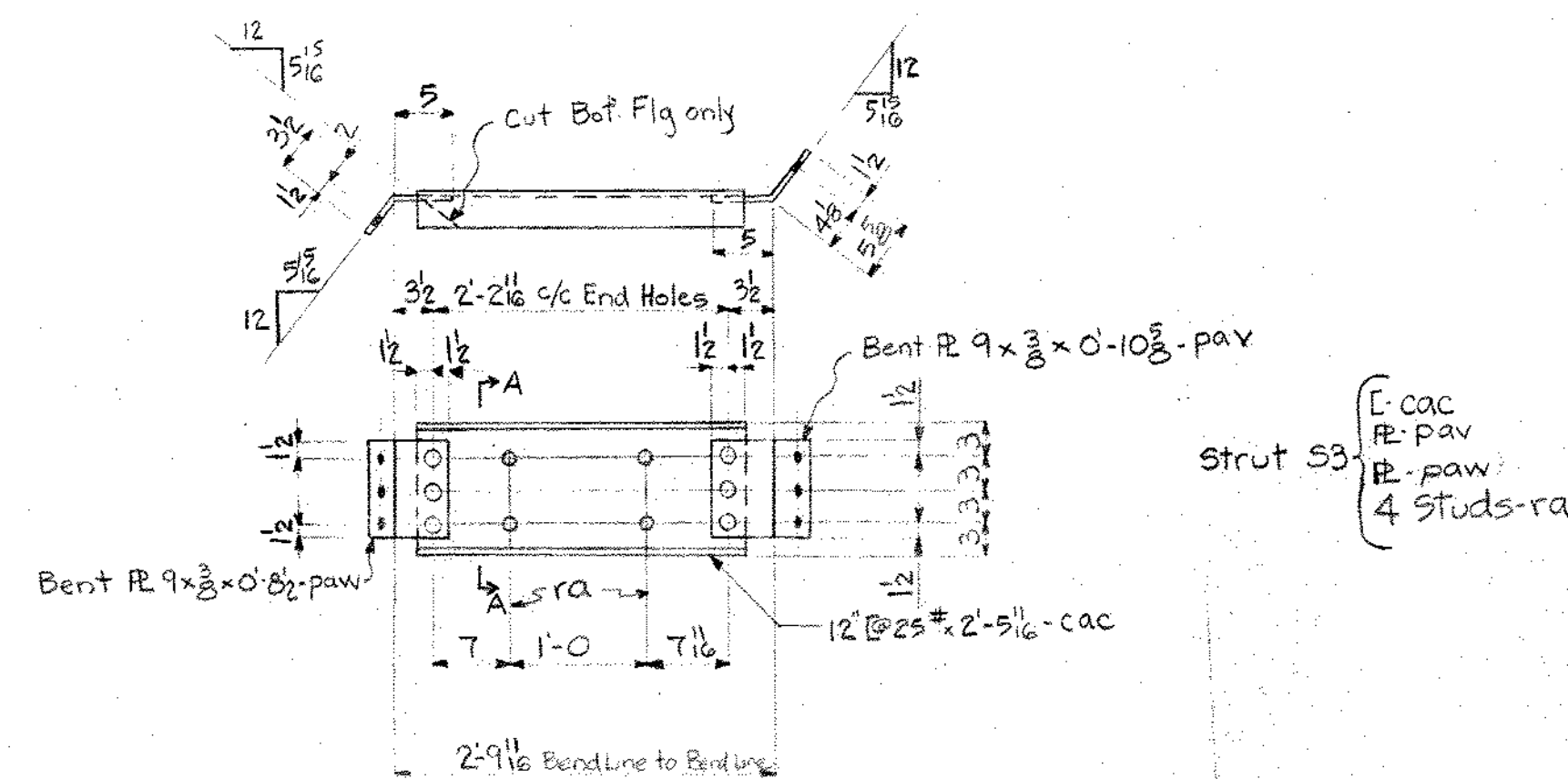
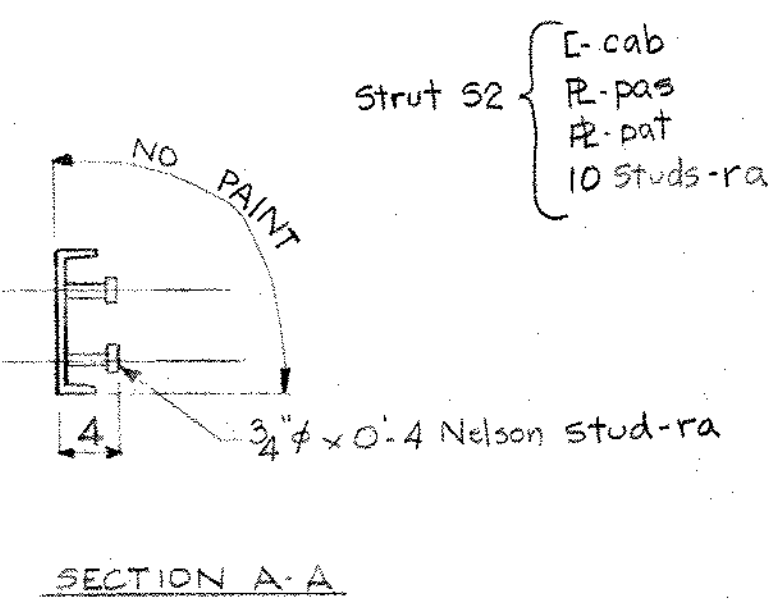
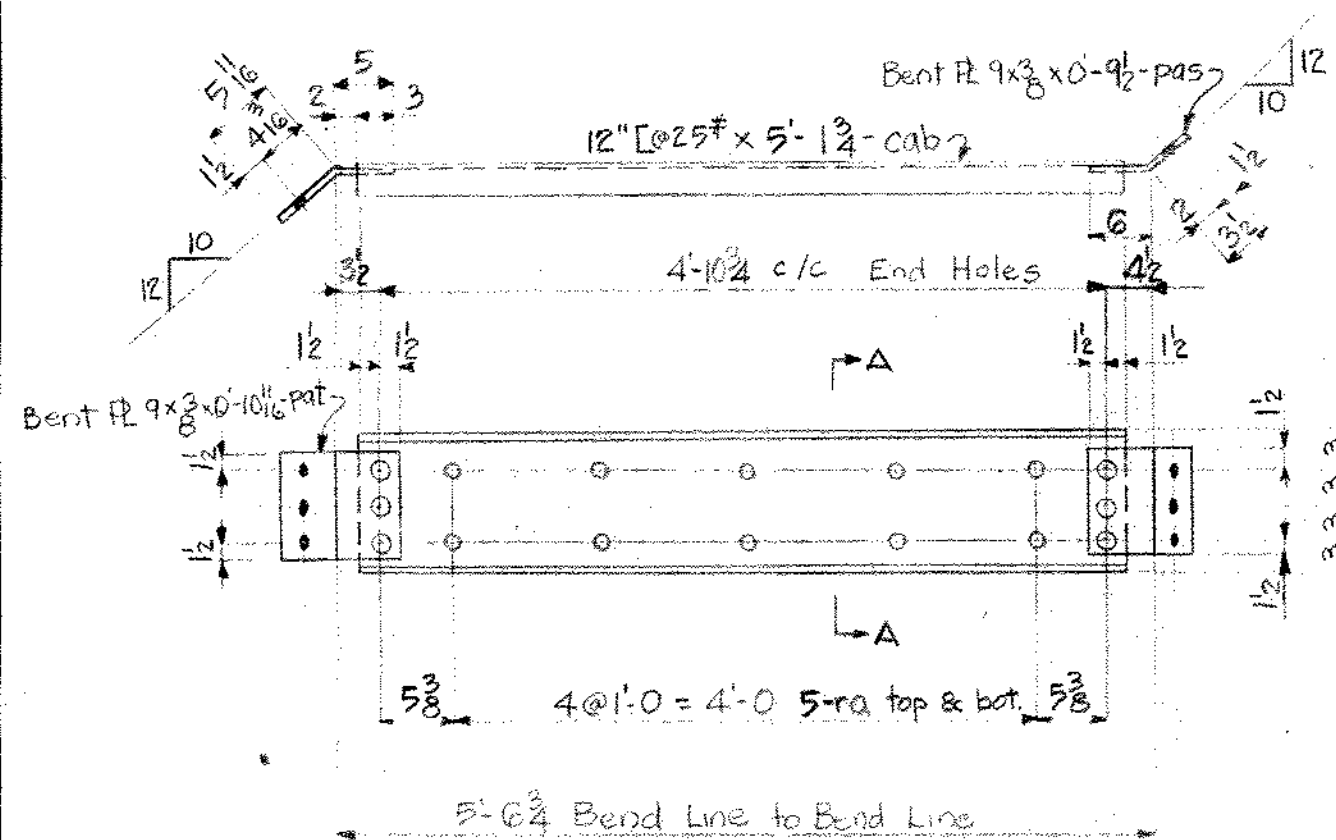
REQ'D: 1- Floor Beam-FB3
1- do -FB18

REQ'D: 1- Floor Beam-FB4
1- do -FB17



Req'd: 1 Floorbeam-FB2
do -FB19

Req'd: 1 Floorbeam-FB5
do -FB16
2 Struts-S2
do -S3



NOTES:
Rivets-7/8"
Open Holes-1 1/2" except as noted
For General Notes, see Drwg. No. 42313.
For Bill of Material and Erection Diagram, See Drwg. No. 42305.

THE BALTIMORE & OHIO RAILROAD
THE BALTIMORE & PHILADELPHIA R. R. CO.
BALTIMORE DIV.- EAST MAIN LINE
BRIDGE NO. 88-B PHILADELPHIA, PA.
STEEL DETAILS

SCALE: 3/4"=1'-0"

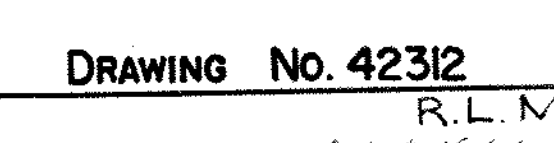
JULY 21, 1960

OFFICE OF ENGINEER OF BRIDGES & BUILDINGS
BALTIMORE, MD.

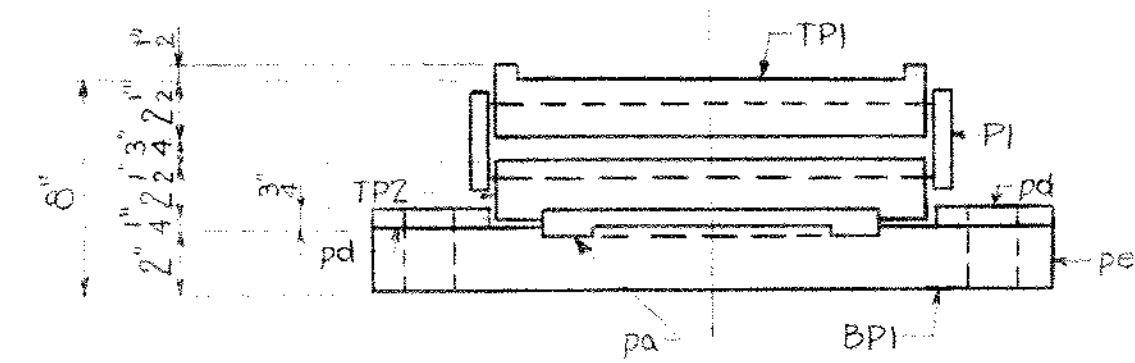
APPROVED: *Abraham Clark*
ENGINEER OF BRIDGES & BUILDINGS

DRAWING No. 42311

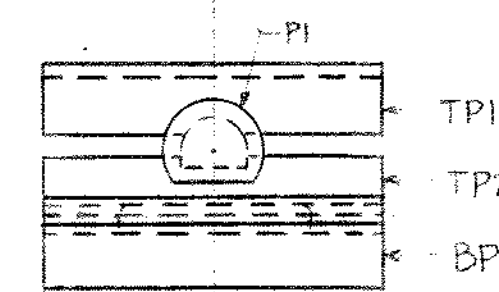
E.P.R.
V.G.G. 8-1960



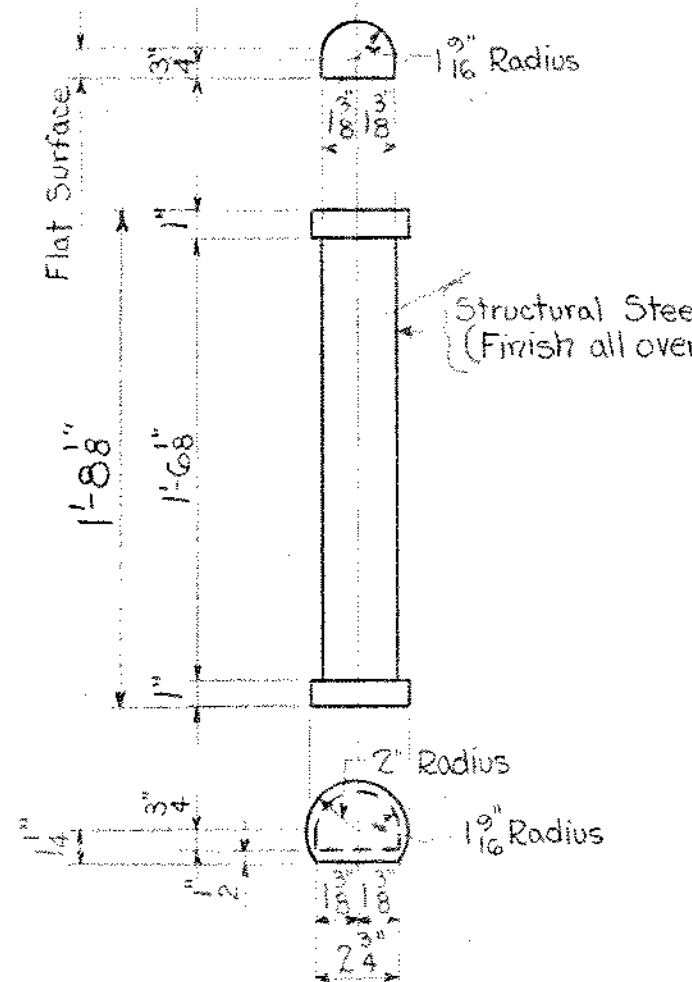
NOTE: The $2\frac{3}{4}$ " flat side and flat edges of pin must be smooth and true to dimensions. In fitting the pins into TP2 and BP2 care must be taken to obtain a good bearing of flat side of pin on the grooves in TP2 and BP2. Pins to be fitted tight in shop.



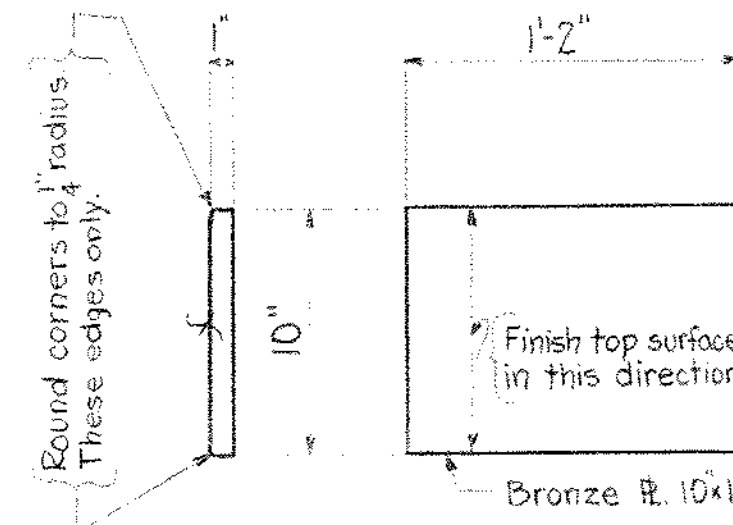
END VIEW



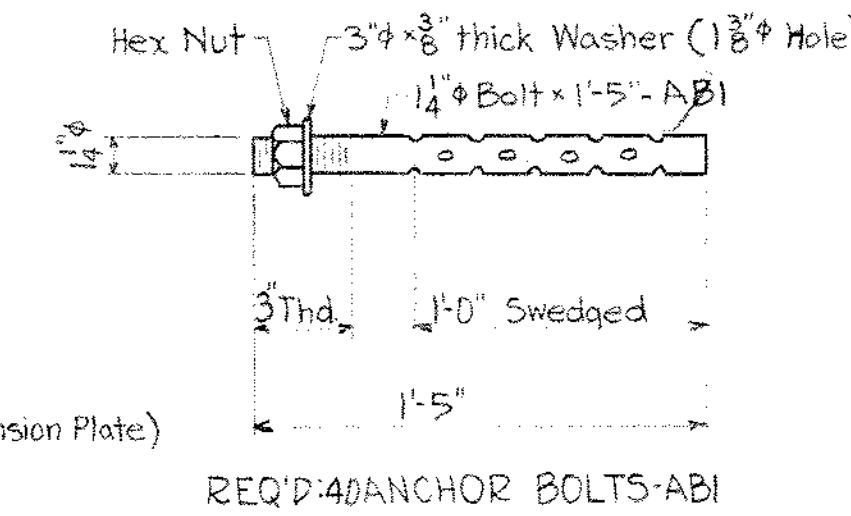
ELEVATION



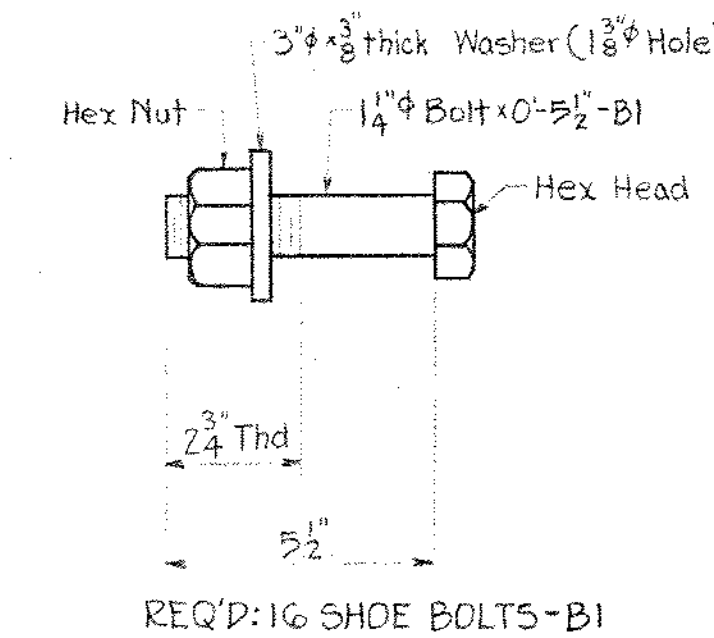
REQ'D: 4 PINS-PI



BRONZE PLATE-pa

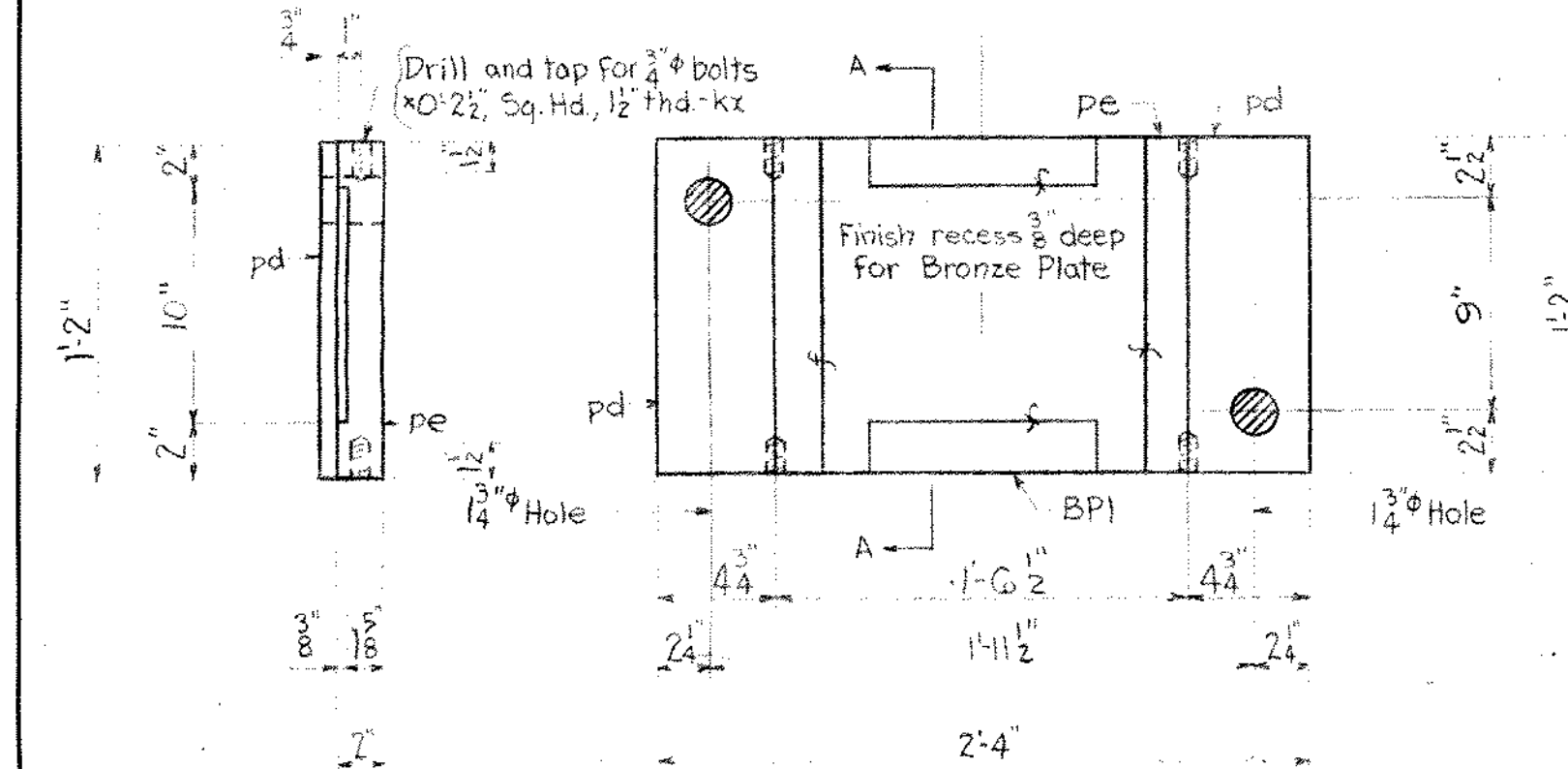


REQ'D: 40 ANCHOR BOLTS-ABI

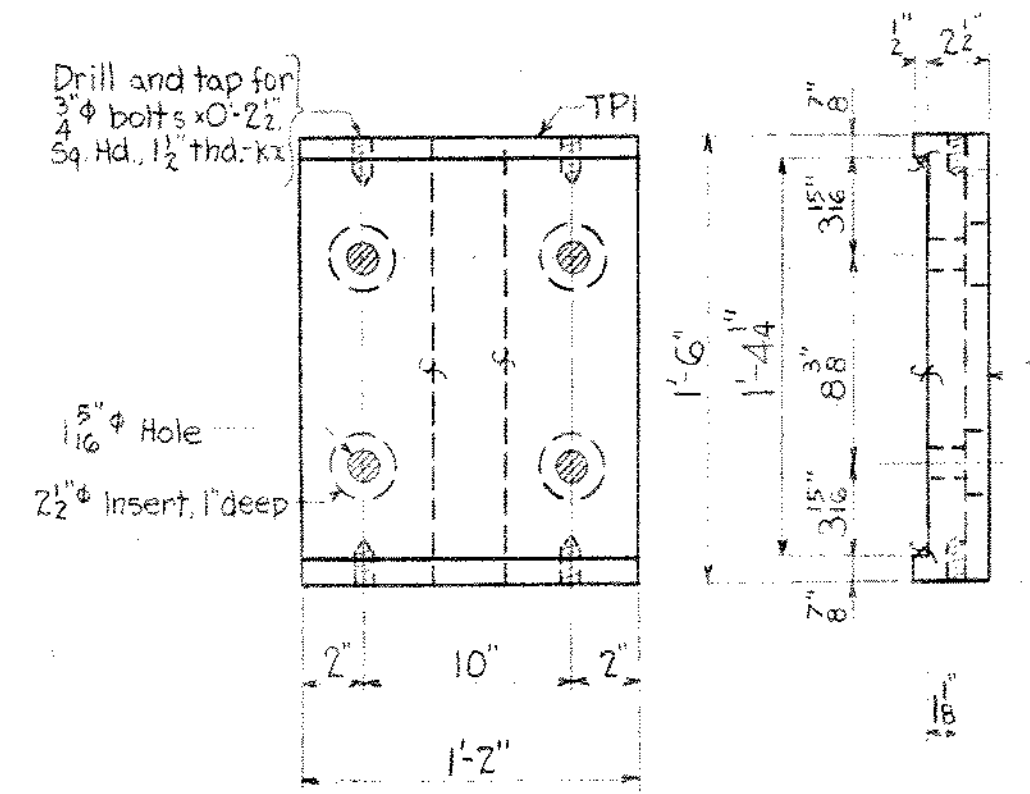


REQ'D: 16 SHOE BOLTS-BI

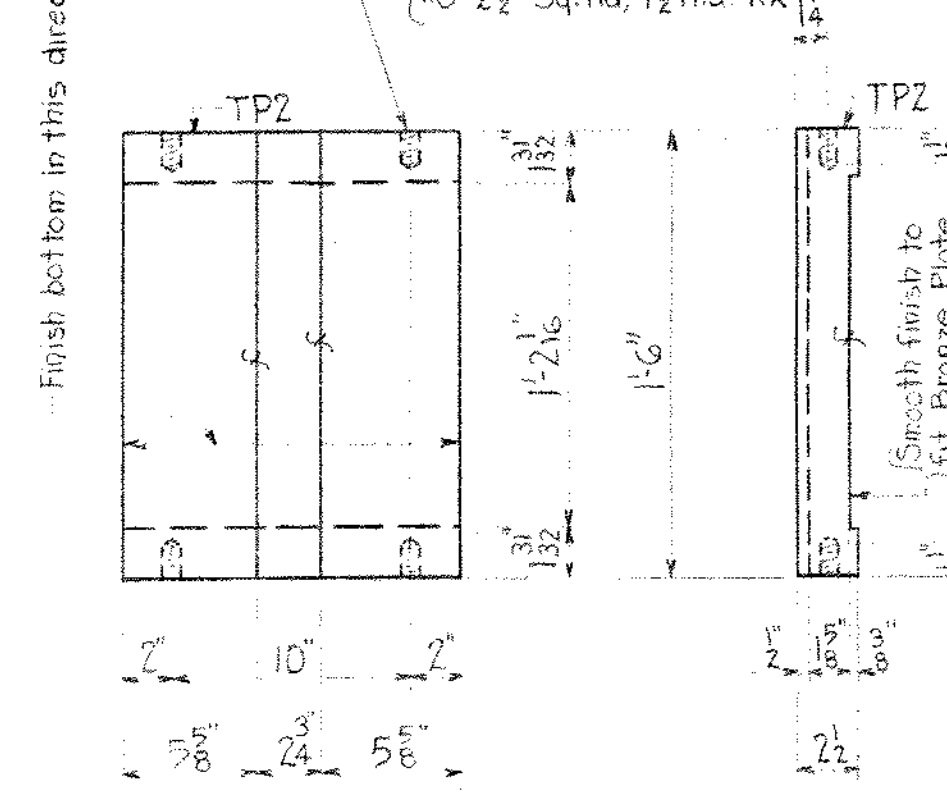
NOTE: Lifting Bolts to be furnished with shoes.



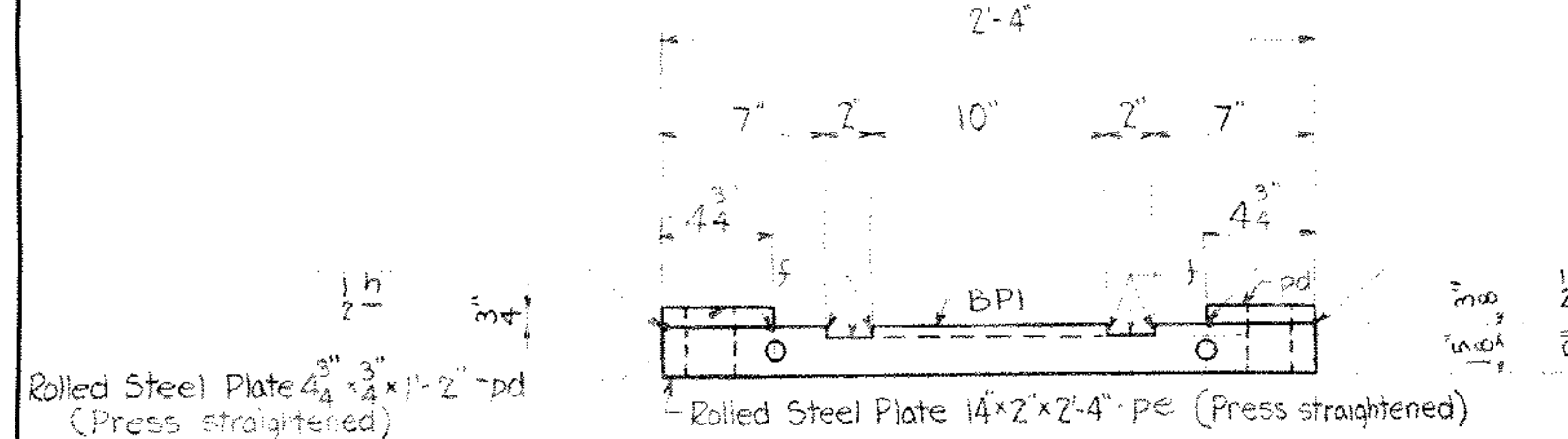
SECTION A-A



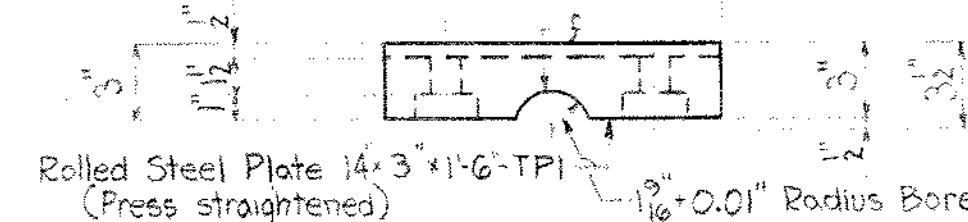
REQ'D: 2 TOP PLATES-TP1



REQ'D: 2 TOP PLATES-TP2

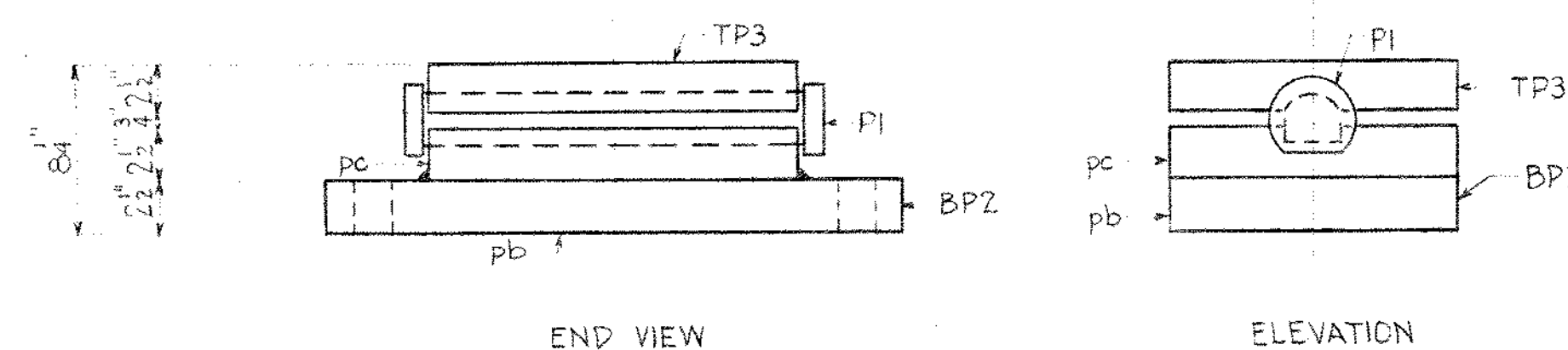


REQ'D: 2 BASE PLATES-BP1



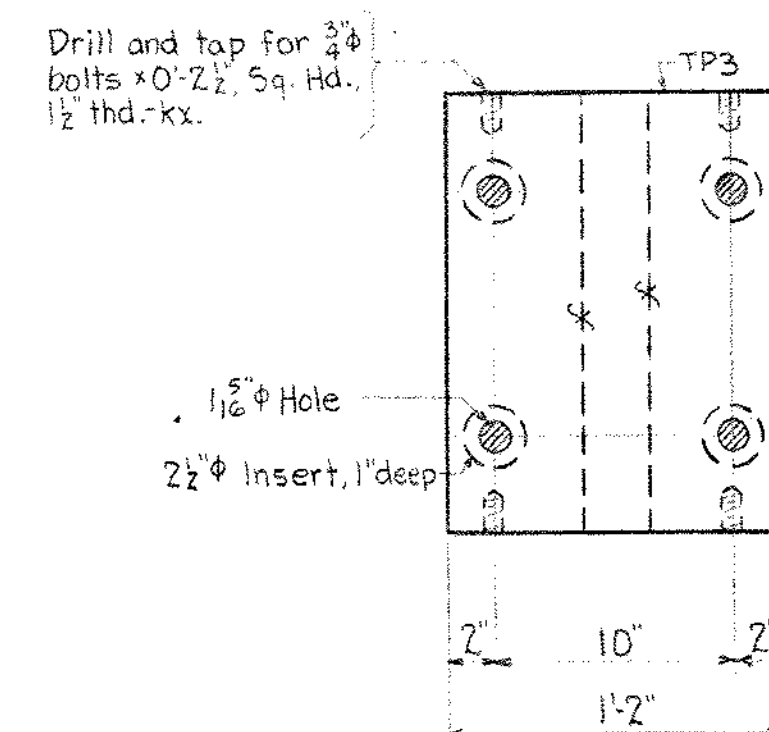
EXPANSION SHOE

NOTE: Bronze plates to be flat, smooth and true to dimensions, and to be press fitted into recesses in base plates in the shop, care being taken to obtain good bearing on bottom of recesses. Base plate assemblies to be shipped so that bronze plates are held in place and finished surfaces protected against damage. If cast bronze plates are used, they must be finished on the top surface in the direction of movement and finished on the bottom surface.

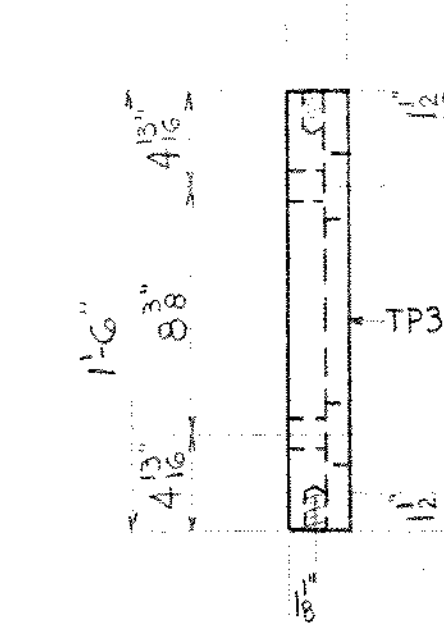


END VIEW

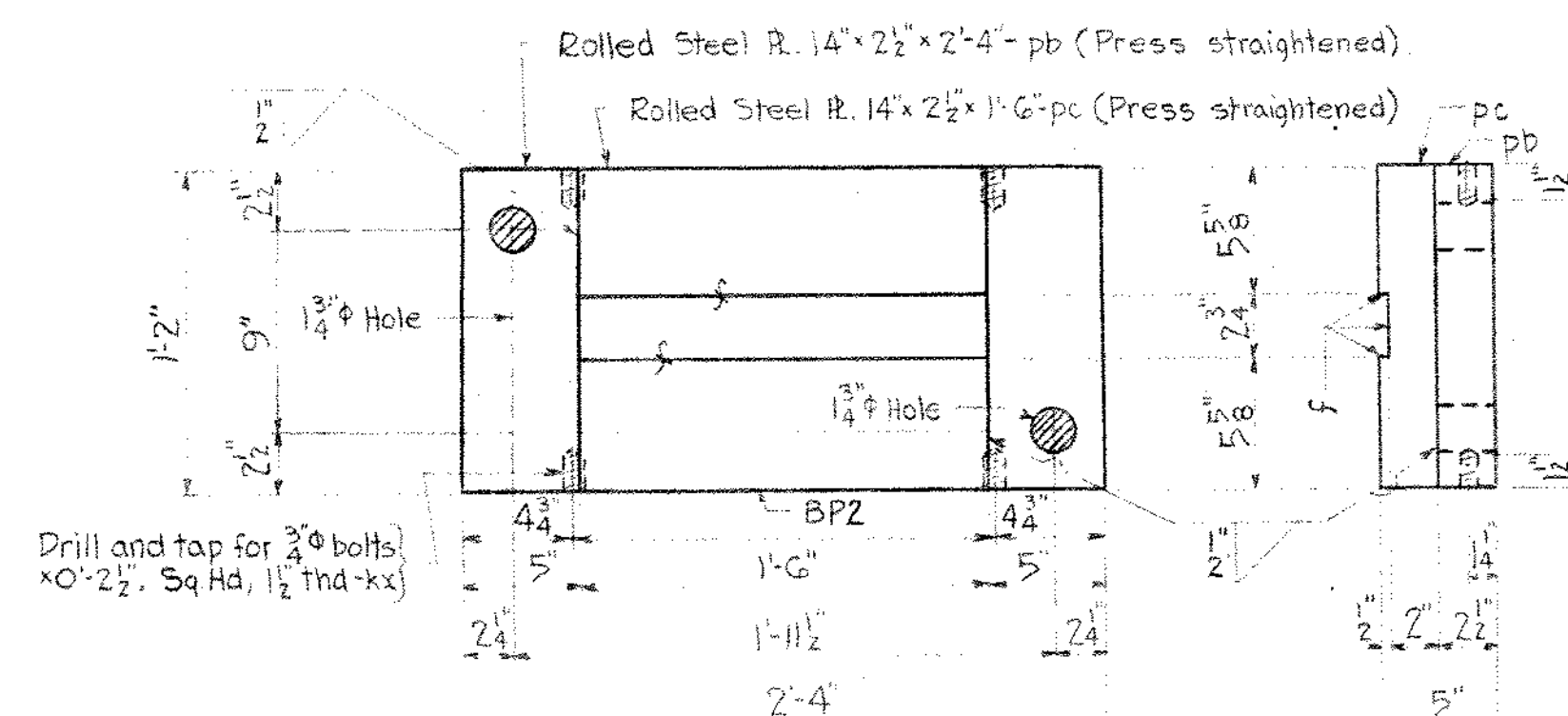
ELEVATION



REQ'D: 2 TOP PLATES-TP3



REQ'D: 2 TOP PLATES-TP3



REQ'D: 2 BASE PLATES-BP2

FIXED SHOE

GENERAL NOTES

Live Load: H20-S16-44

Specifications:

Design: AASHO dated 1957.

B&O.R.R. System "General Specifications for Steel Railway Bridges-1922."

Paragraphs 1-7 incl., 237-268 incl., and 275-281 incl. are to apply.

Workmanship to be in accordance with A.R.E.A. "Specifications for Steel Railway Bridges-1960". Holes for rivets may be punched full size unless otherwise noted on the plans.

O.H. Structural Steel: A.S.T.M. A7-58T.

Rivet Steel: A.S.T.M. A141-58

Bronze Plates: Rolled: A.S.T.M. B100-58 Alloy No. 1; Cast: A.S.T.M. B22-52 Alloy B.

Bronze plates shall be Lubrite Expansion Plates with Trepanned

Inserts, as manufactured by Merriman Bros. Inc., Boston, Mass. or equal,

to provide for complete self lubrication with $\frac{1}{16}$ " movement of shoes.

Welding: American Welding Society Specifications for "Welded Highway and Railway Bridges-1956". The electric arc process and coated electrodes shall be used. Sequence of welding to be arranged to reduce shrinkage and residual stresses to a minimum.

Rivets: $\frac{3}{4}$ " Open Holes: $\frac{1}{16}$ " unless noted

Shop Paint: One coat of red lead paint in accordance with B&O.R.R. Co.

Specification 779, Stock W-121. Steel in contact with concrete not to be painted.

Keep paint and painted markings away from surfaces to be welded. Bronze Plate

not to be painted. Coat surfaces of pins, pin holes and recesses for bronze

plate in bottom of lower expansion shoe plate TP2 with white lead and tallow.

Field Paint for Steel: Two coats in accordance with B&O.R.R. Co. "Specifications for

Field Painting of Structural Steel" dated April, 1955. Final Field Coat Black.

Made in accordance with Situation Plan, Bridge No. 88-B, Philadelphia, Pa., dated

June 22, 1960. Drawing No. R.E. 540 from Office of Regional Engineer,

Baltimore, Md. Also made in accordance with Cross-Sections, dated

6-13-60, from Office of Regional Engineer, Baltimore, Md.

Where Nelson Studs are called for on the drawings they shall be Nelson Granular

Flux-Filled Studs, as manufactured by the Nelson Stud Welding Division,

Loran, Ohio, and shall be automatically end welded to the steel. All stud

welds shall be made in accordance with recommendations of the Nelson

Stud Welding Division.

Note:

For Erection Diagram see Drawing No. 42308.

THE BALTIMORE & OHIO RAILROAD
THE BALTIMORE & PHILADELPHIA R.R. CO.
BALTIMORE DIV.- EAST MAIN LINE
BRIDGE NO. 88-B PHILADELPHIA, PA.
SHOES

SCALE: $1\frac{1}{2}$ "=1'-0"

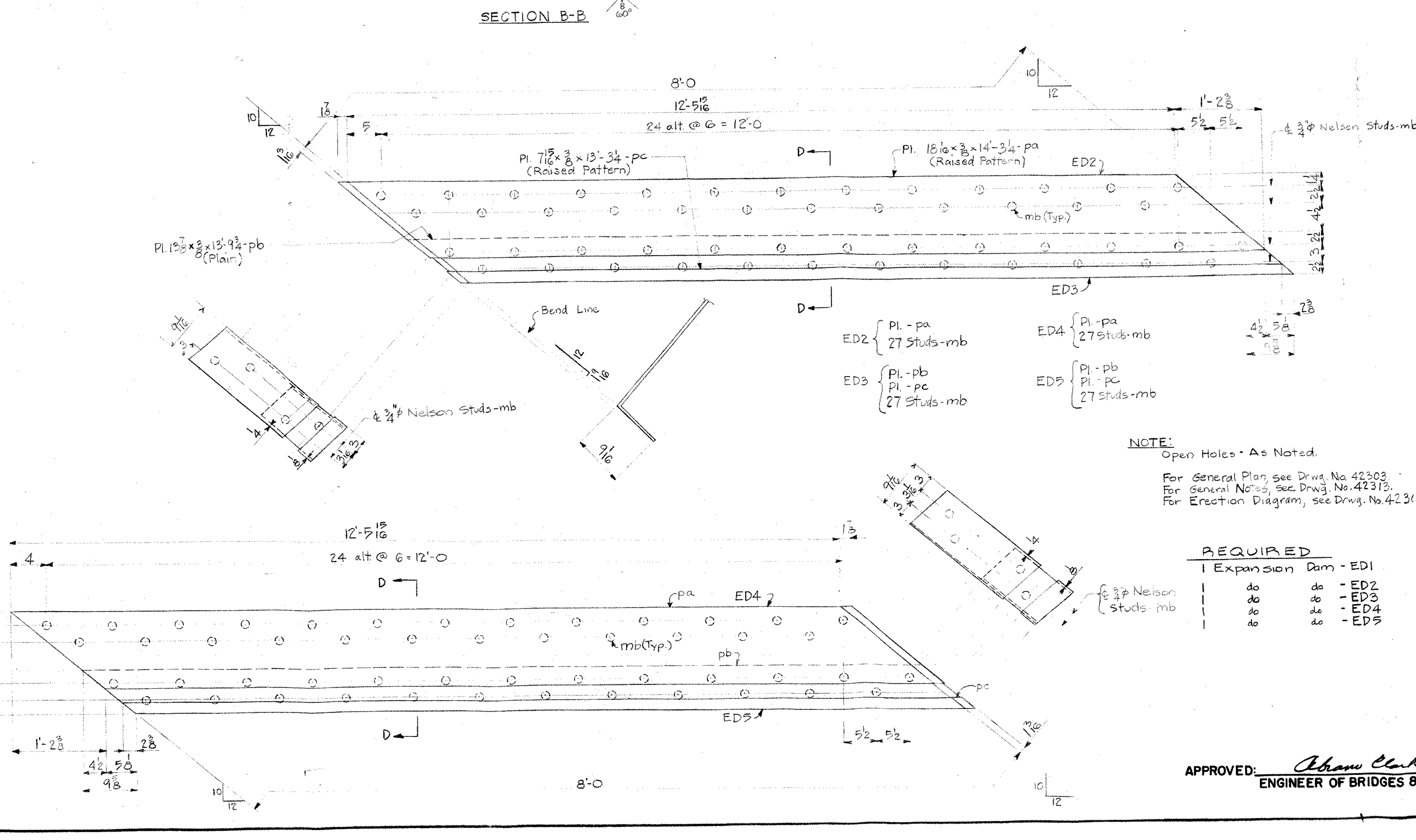
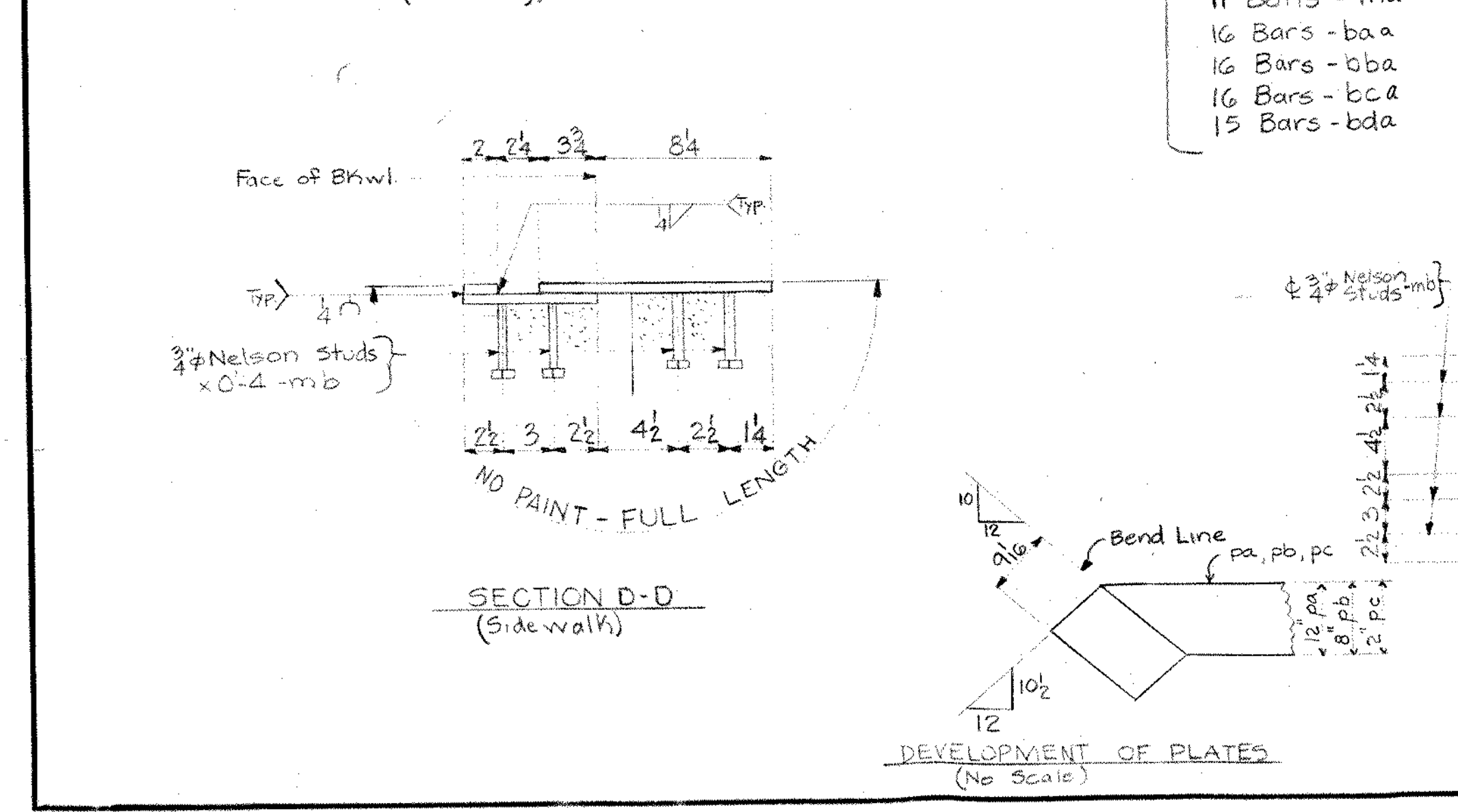
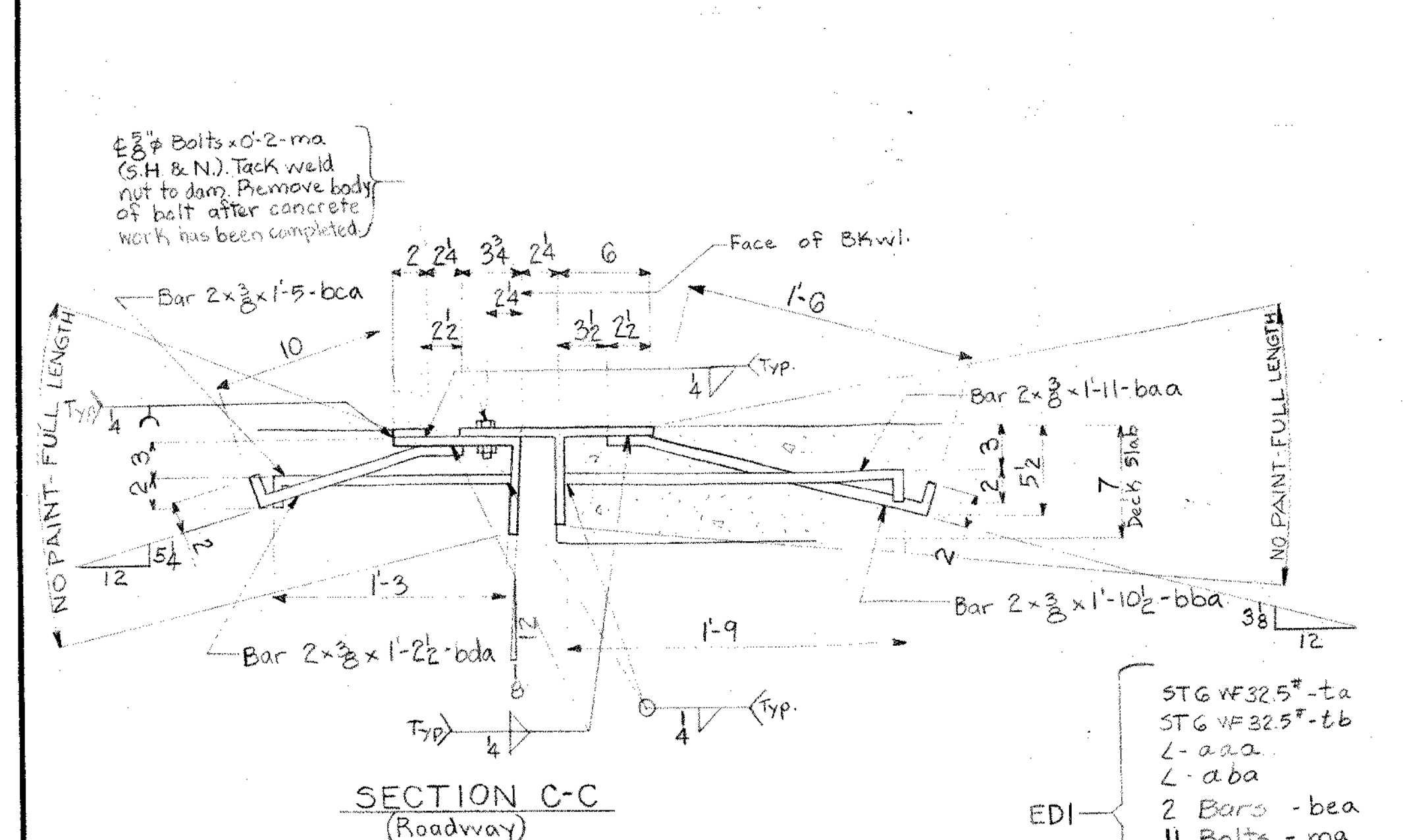
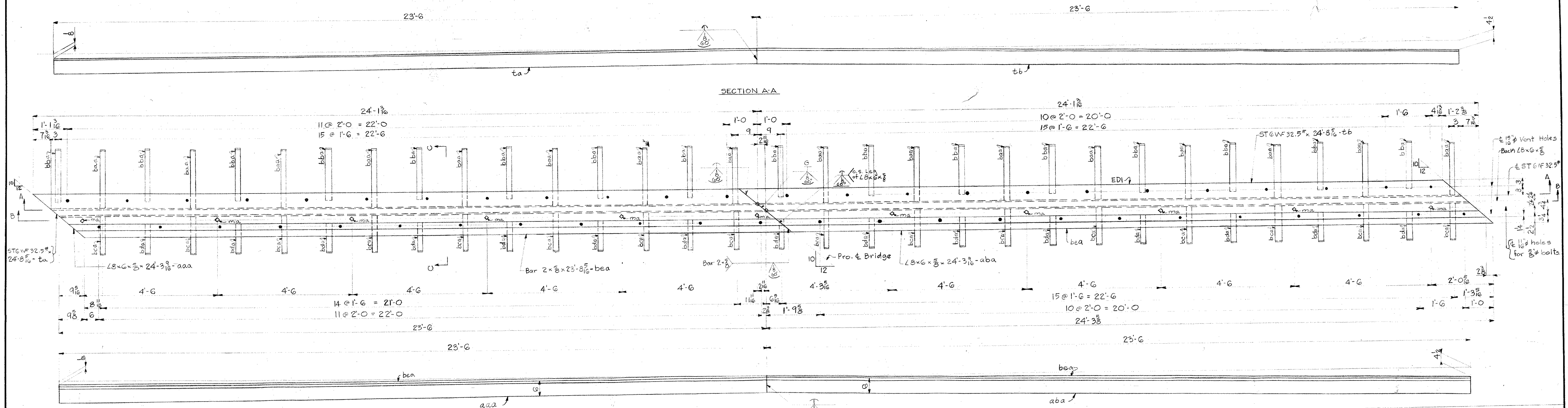
JULY 18, 1960

OFFICE OF ENGINEER OF BRIDGES & BUILDINGS
BALTIMORE, MD.

APPROVED: *Abram Clark*
ENGINEER OF BRIDGES & BUILDINGS

DRAWING No. 42313

R.L.S.
J.G.G. 8-14-60



BILL OF MATERIAL				
SHOP BILL		SHIPPING BILL		
No.	Description	Ft.	In.	Mk.
1	STGWF 32.5" x 24'-8 3/8" - ta	24	8	3/8
1	STGWF 32.5" x 24'-8 3/8" - tb	24	8	3/8
1	L 8x6 x 3/8 - aaa	24	3	3/8
1	L 8x6 x 3/8 - aba	24	3	3/8
2	Bars 2x3/8 - bea	23	8	3/8
11	Bolts 3/8" - ma	0	2	ma
16	Bars 2x3/8 - baa	1	11	baa
16	Bars 2x3/8 - bba	1	10	bba
16	Bars 2x3/8 - bca	1	5	bca
15	Bars 2x3/8 - bda	1	2	bda
1	R 18 1/2 x 3/8 - pa	14	3/4	pa
27	3/8" Nelson Studs - mb	0	4	mb
1	R 18 1/2 x 3/8 - pb	13	9/8	pb
1	R 7 1/2 x 3/8 - pc	13	3/4	pc
27	3/8" Nelson Studs - mb	0	4	mb
1	R 18 1/2 x 3/8 - pa	14	3/4	pa
27	3/8" Nelson Studs - mb	0	4	mb
1	R 18 1/2 x 3/8 - pb	13	9/8	pb
27	3/8" Nelson Studs - mb	0	4	mb

NOTE:
Open Holes - As Noted.
For General Plan, see Drawg. No. 42303.
For General Notes, see Drawg. No. 42313.
For Erection Diagram, see Drawg. No. 42318.

REQUIRED	
1	Expansion Dam - ED1
do	do - ED2
do	do - ED3
do	do - ED4
do	do - ED5

THE BALTIMORE & OHIO RAILROAD
THE BALTIMORE & PHILADELPHIA R.R. CO.
BALTIMORE DIV.-EAST MAIN LINE
BRIDGE NO. 88-B PHILADELPHIA, PA.
EXPANSION DAMS
SCALE = 3/4" = 1', 1 1/2" = 1'-0"
JULY 29, 1960
OFFICE OF ENGINEER OF BRIDGES & BUILDINGS
BALTIMORE, MD.
APPROVED: *Chas. Clark*
ENGINEER OF BRIDGES & BUILDINGS
DRAWING No. 42314

NOTES:

Specifications:

B&O.R.R. System "General Specifications for Steel Railway Bridges - 1922. Paragraphs 1-7 incl., 257-268 incl., and 275-281 incl. are to apply.
Workmanship to be in accordance with A.R.E.A. "Specifications for Steel Railway Bridges - 1960"; however, holes may be punched full size unless otherwise shown on the plans.
O.H. Structural Steel: A.S.T.M. A7-58T.
Rivet Steel: A.S.T.M. A141-58

Rivets: 7/8" Open Holes: 1 1/8" unless noted.

Shop Paint: New Material: One coat of red lead paint in accordance with B&O R.R. Co. Specifications 979, Stock W-121.
Grillages and Shims not to be painted except as noted.
Present Girder to be cleaned of all rust, dirt and loose paint and spot painted with one coat of red lead paint.

Parts of present material in contact with new material to be thoroughly cleaned of all rust, dirt and loose paint and given one coat of paint before placing new material.

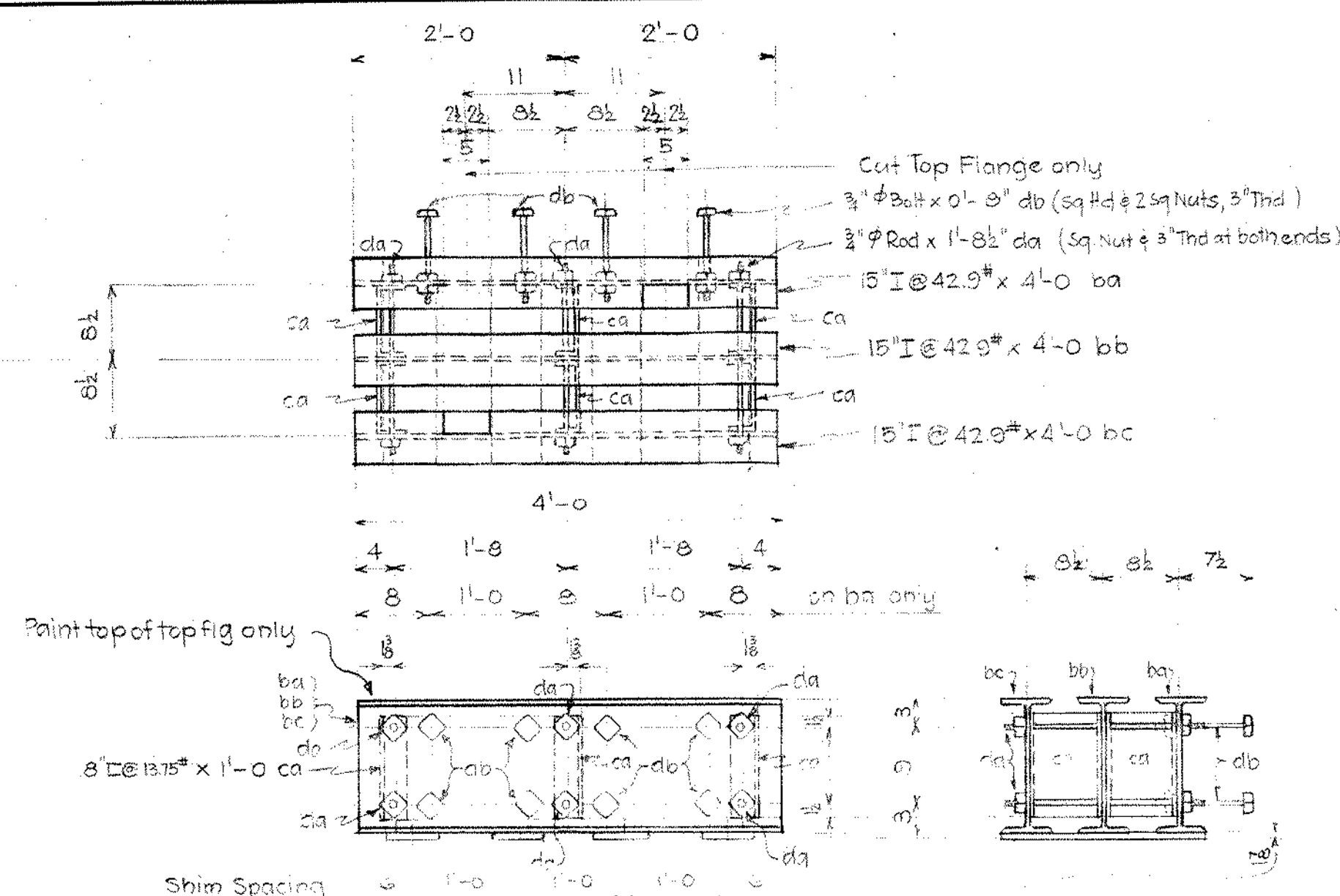
Present material shown by light lines.

New material shown by heavy lines.

Holes shown thus  match present rivet spacing.

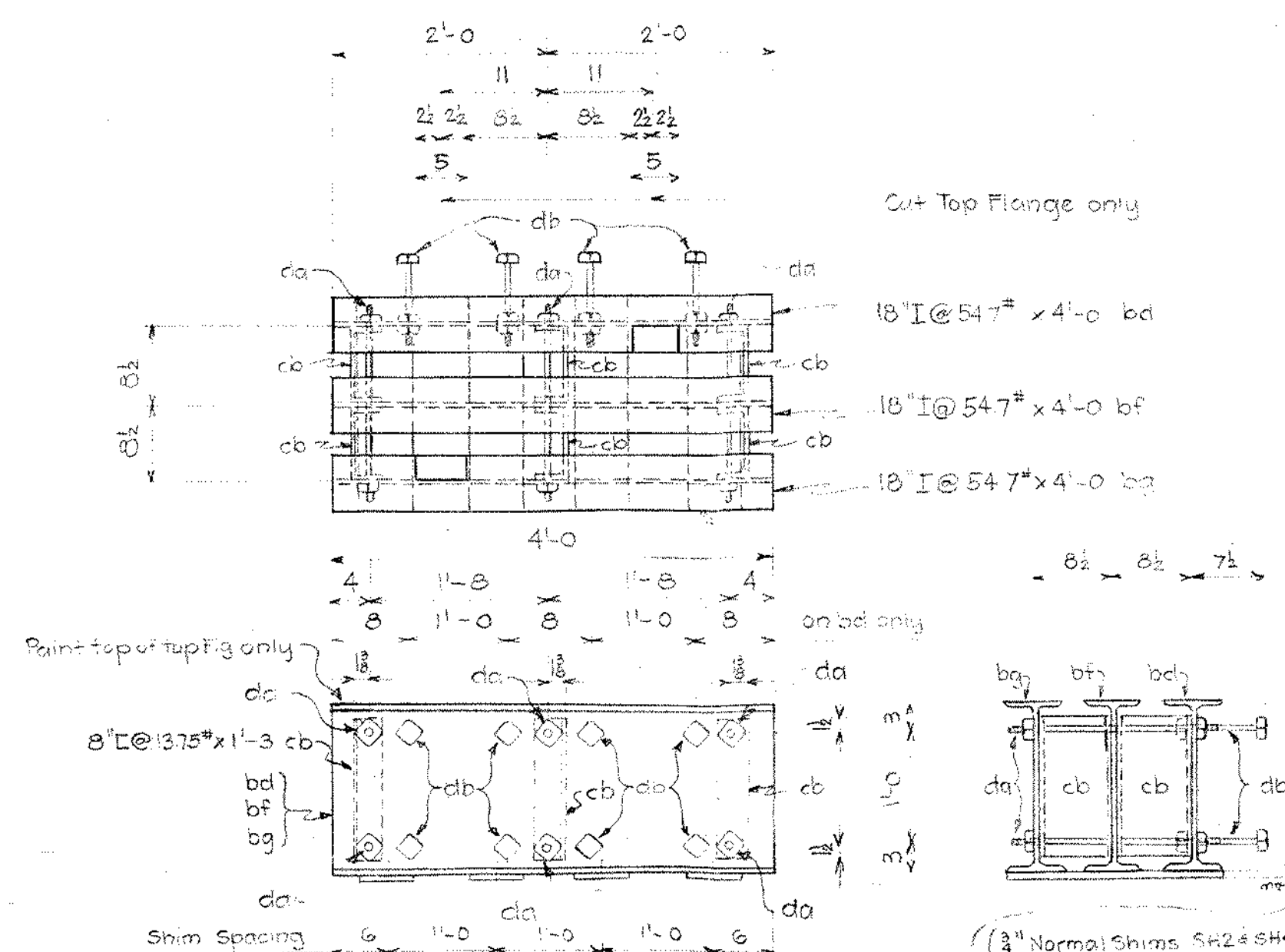
Holes shown thus  in present material to be drilled in present material to match holes in new material.

For Detail of Girders see Drawings No 42310 & 42317
For Erection Diagram see Drawing No 42308
For Location of Grillages see Drawing No 42306



REQ'D: 2 - Grillages - GR1

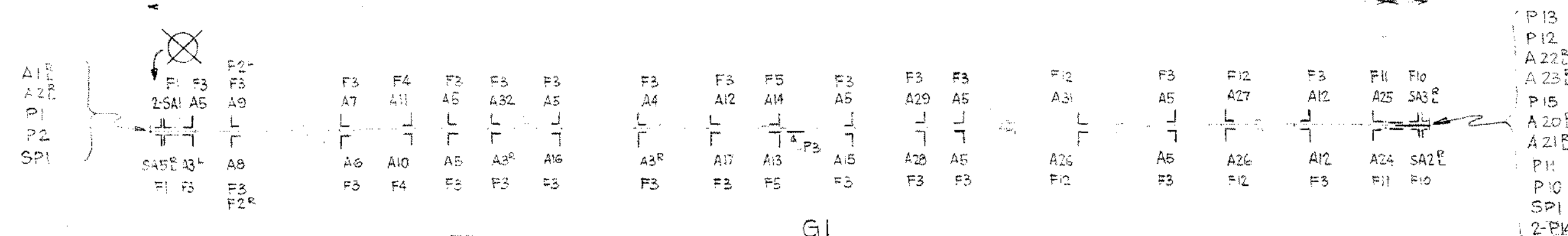
13" Normal Shims SH1, SH2 & SH3
use additional shims SH4 & SH5
as necessary.



REQ'D: 2 - Grillages - GR2

13" Normal Shims SH2 & SH4
use additional shims SH1 & SH3
as necessary.

88'-0" o to o Prop Girder
85'-1 1/2" o to o Pres. Girder



G2

SHOP ASSEMBLY DIAGRAM

NOTE: 2nd Hand Girders 65' 1 1/2" long from B# 71/15, Buffalo Div., B&O Branch, Bennezzette, Pa. (Fort Pitt Bridge Works Contract No. C 947, Sheet No. 1) are now stored at Cumbo, W.Va. Present Bracket plates, pairs of floorbeams and lateral plates now attached to the girders to be removed and open holes filled with rivets.

Lifting Weight of One Girder = 24 Tons

BILL OF MATERIAL

SHOP BILL				SHIPPING BILL	
No.	DESCRIPTION	FT	INS	MK	REMARKS
2	15" I @ 42.9"	4	0	ba	
2	do	4	0	bb	
2	do	4	0	bc	
12	8" C @ 13.75"	1	0	ca	
16	Bolts 3/4"	0	8	da	Sq Nut & 2 1/2" Tnd
12	Rods 3/4"	1	0	ea	Sq Nut & 2 1/2" Tnd

24	Shims 6 x 8	1	11	SH1	Pinin
32	Shims 6 x 4	1	11	SH2	do
16	Shims 6 x 3	1	11	SH3	do
8	Shims 6 x 1	1	11	SH4	do

2	15" I @ 54.7"	4	0	bd	
2	do	4	0	bf	
2	do	4	0	bg	
12	8" C @ 13.75"	1	0	ca	
16	Bolts 3/4"	0	8	da	Sq Nut & 2 1/2" Tnd
12	Rods 3/4"	1	0	ea	Sq Nut & 2 1/2" Tnd

24	Shims 6 x 8	1	11	SH1	Pinin
32	Shims 6 x 4	1	11	SH2	do
16	Shims 6 x 3	1	11	SH3	do
8	Shims 6 x 1	1	11	SH4	do

BILL OF MATERIAL

SHOP BILL				SHIPPING BILL	
No.	DESCRIPTION	FT	INS	MK	REMARKS
1	2nd Hand Girder	65	1 1/2	G1	from B# 71/15
1	2nd Hand Girder	65	1 1/2	G2	from B# 71/15
4	15" I @ 42.9"	7	4 1/2	SA1	Grind ends to fit
4	15" I @ 42.9"	7	4 1/2	SA2	do
2	15" I @ 42.9"	7	4 1/2	SA3	do
4	15" I @ 42.9"	5	3 1/2	A11	do
4	15" I @ 42.9"	3	3	A21	Grind ends to fit
6	15" I @ 42.9"	7	4 1/2	A31	Grind ends to fit
2	15" I @ 42.9"	7	4 1/2	A4	do
2	15" I @ 42.9"	7	4 1/2	A5	do
2	15" I @ 42.9"	7	4 1/2	A6	do
2	15" I @ 42.9"	7	4 1/2	A7	do
2	15" I @ 42.9"	7	4 1/2	A8	Grind ends to fit
2	15" I @ 42.9"	7	4 1/2	A9	do
2	15" I @ 42.9"	7	4 1/2	A10	Grind ends to fit
2	15" I @ 42.9"	7	4 1/2	A11	do
6	15" I @ 42.9"	7	4 1/2	A12	do
2	15" I @ 42.9"	7	4 1/2	A13	Cut from 5 x 8 x 1/2
2	15" I @ 42.9"	7	4 1/2	A14	do
2	15" I @ 42.9"	7	4 1/2	A15	Grind ends to fit
2	15" I @ 42.9"	7	4 1/2	A16	do
2	15" I @ 42.9"	7	4 1/2	A17	do
4	15" I @ 42.9"	3	0	A20	Grind ends to fit
4	15" I @ 42.9"	3	2	A21	do
4	15" I @ 42.9"	7	4 1/2	A22	do
4	15" I @ 42.9"	7	4 1/2	A23	Grind ends to fit
1	15" I @ 42.9"	7	4 1/2	A25	do
4	15" I @ 42.9"	7	4 1/2	A26	do
2	15" I @ 42.9"	7	4 1/2	A27	do
2	15" I @ 42.9"	7	4 1/2	A28	do
2	15" I @ 42.9"	7	4 1/2	A29	do
4	15" I @ 42.9"	6	5 1/2	F1	do
4	15" I @ 42.9"	6	5 1/2	F2	do
4	15" I @ 42.9"	6	5 1/2	F3	do
4	15" I @ 42.9"	6	5 1/2	F4	do
4	15" I @ 42.9"	6	5 1/2	F5	do
4	15" I @ 42.9"	6	5 1/2	F10	do
4	15" I @ 42.9"	6	5 1/2	F11	do
4	15" I @ 42.9"	6	5 1/2	F12	do
2	15" I @ 42.9"	5	6 3/4	P1	do
2	15" I @ 42.9"	5	6 3/4	P2	do
2	15" I @ 42.9"	5	7	P10	do
2	15" I @ 42.9"	7	0 3/4	P11	do
2	15" I @ 42.9"	2	10 3/4	P12	do
2	15" I @ 42.9"	6	0	P13	do
4	15" I @ 42.9"	6	5 1/2	P14	do
2	15" I @ 42.9"	7	5 1/2	P15	do
4	15" I @ 42.9"	1	2	SP1	do
2	15" I @ 42.9"	7	4 1/2	SA4	Grind ends to fit
1	15" I @ 42.9"	7	4 1/2	A30	do
2	15" I @ 42.9"	7	4 1/2	A31	do
2	15" I @ 42.9"	7	4 1/2	A32	do
4	15" I @ 42.9"	7	4 1/2	SA5	do

THE BALTIMORE & OHIO RAILROAD
THE BALTIMORE & PHILADELPHIA R.R. CO.
BALTIMORE DIV.- EAST MAIN LINE
BRIDGE NO. 88-B PHILADELPHIA, PA.
STEEL DETAILS

SCALE: 3/4" = 1'-0"
JULY 22, 1960
OFFICE OF ENGINEER OF BRIDGES & BUILDINGS
BALTIMORE, MD.

APPROVED: *Abraham Clark*
ENGINEER OF BRIDGES & BUILDINGS

DRAWING NO. 42315

W.J.S.
V.G.G. 8-19-60

**BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

Application of CSX Transportation, Inc. for	:	
Approval of the Abolition of the Crossing (DOT	:	
140 634 G) where Cemetery Avenue crosses	:	
above grade the tracks of CSX Transportation,	:	Docket No. A-2019-3013783
Inc. located in the City of Philadelphia,	:	
Philadelphia County, Pennsylvania, and the	:	
allocation of cost thereto.	:	

CERTIFICATE OF SERVICE

I hereby certify that I have this day served a true copy of the foregoing **Late-filed Exhibits** dated March 12, 2021, upon the parties listed below, in accordance with the requirements of 52 Pa. Code § 1.54 (relating to service by a party).

Service by Electronic Mail Only

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