The Reading-Halls Station Bridge is currently owned by Conrail and is located in the midst of a privately owned farm divided by the railroad right-of-way. Potential visitors are warned that the bridge is located on private property and does not carry a public road.

Documentation of this bridge began in 1980 as a volunteer project on the part of Richard K. Anderson, Jr., HAER Staff Architect, with help from Elizabeth H. Anderson, Gregory B. Fitzsimmons, and Donald G. Jackson, HAER Staff Engineer. The historical report was contributed by co-authors Richard Anderson and Professor Emory L. Kemp (History of Science and Technology, West Virginia University). Thanks are due to Edward R. Kutsch and Richard Sanders Allen for drawings and photographs of the Route 83 bridge which helped reconstruct the Reading-Halls Bridge and its posts. Formal photographs were produced in 1984 by Jim Lowe, HAER Staff Photographer, with funding from the HAER Office.
TYPICAL PANEL

Scale: 2" = 1'-0" (1:6)

- Chord Bars: notched 1/4" for joint blocks
- Rail weight: 430 lbs/yd.
- 10" deep recesses located on both top and bottom chords in alternate panels only
- Lateral sway bracing installed only in alternate panels
- Curbed drain hole
- Wrought Iron Nuts: 2 1/8" lower flange
- Section A-A
  - Cast Iron Diagonals have hollow cores 1 1/4" in diameter (measured from a fractured member)
- Section B-B
  - Rail continuous to sway brace on other side of bridge
  - Rail brackets appearing on various rail webs
  - 1902 0 OH 150-157 PATH B CARMICHAEL ET USA 4527
  - 1903 0 OH 150-157 PATH B CARMICHAEL ET USA 4527
  - (complete 1) B B560 STEELTON 4644

Note: Cast iron and steel were used in the construction of the bridge. The detailed dimensions and specific details of the bridge components are indicated in the drawing, providing a comprehensive understanding of the bridge's structural integrity and design.
All four end posts are missing from the Reading-Hills Bridge. The one shown here, along with its chord bar spacing and "pilot post cap," is based on photographs and measured drawings made of a sister bridge in 1986 by

Edward K. Lindsey (see project field report and HAER photo PA-057-19 to 20). The second bridge carried State Route 83 over Reading Railroad tracks one mile south of Reading, Pennsylvania until 1966, when it was demolished. All other information is based on field measurements of the Reading-Hills Bridge.

Paired diagonals reverse inclination in the surviving end panels of the Reading-Hills Bridge and in the panels at both ends of the Route 83 bridge. This condition is probably not original, since the end panel post blocks were cast with bosses extending below the plane of diagonals toward the truss centers.

The Reading-Hills trusses currently rest on 62 x 30 x 5/8 "steel, plates united to wooden wedges. Originally, the ends of each truss rested directly on two wooden spaced, 5 to 4 diaphragm iron rollers.

Deck structure omitted for clarity.

TYPICAL END PANEL AND END POST

JOINT BLOCKS

Dimensions shown are typical.
DIAGONAL DETAILS

TYPICAL JOINT ASSEMBLY

JOINT BLOCKS