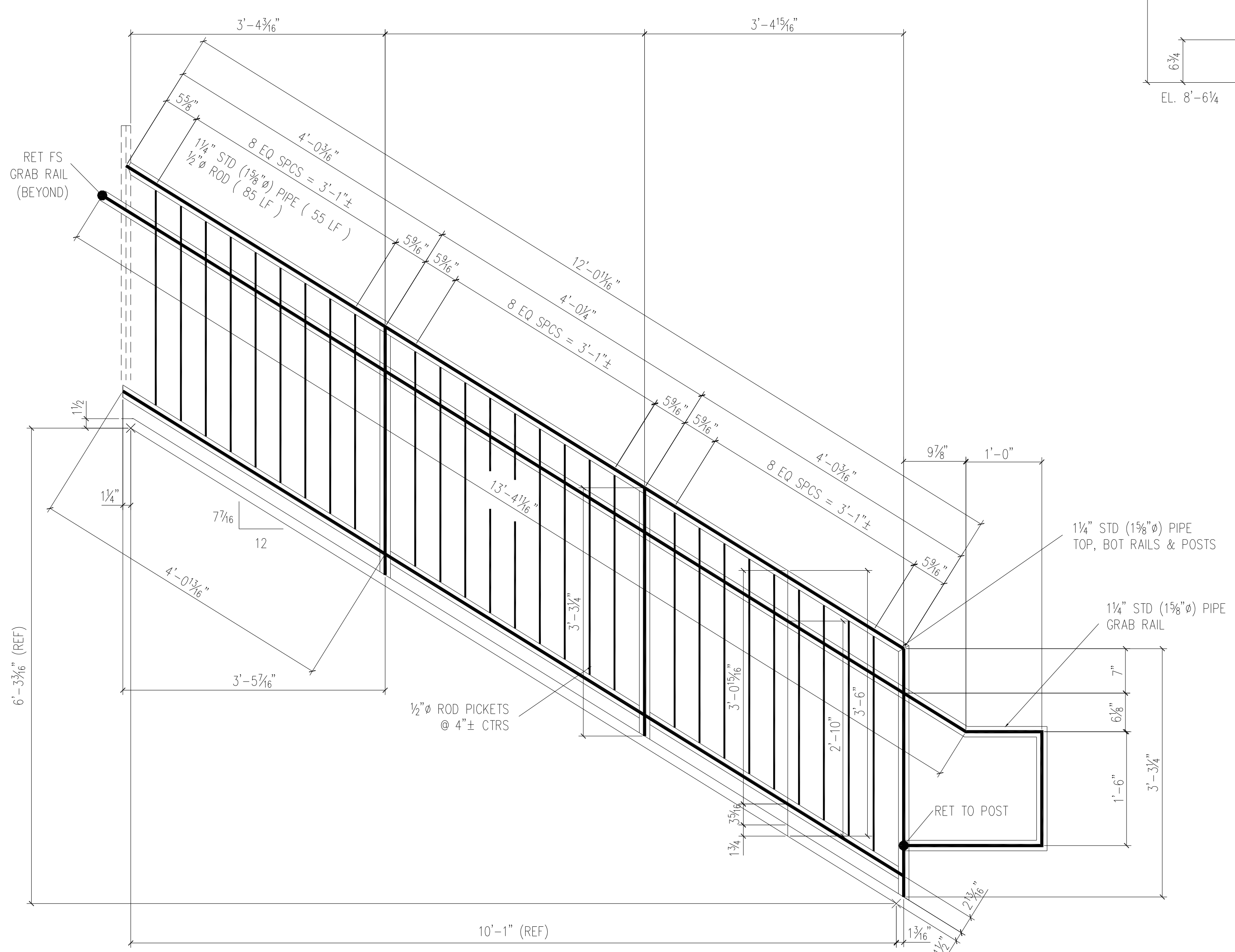


ONE STAIR RAIL – M5R2^R (AS SHOWN)
 ONE STAIR RAIL – M5R2^L (OPP HAND)

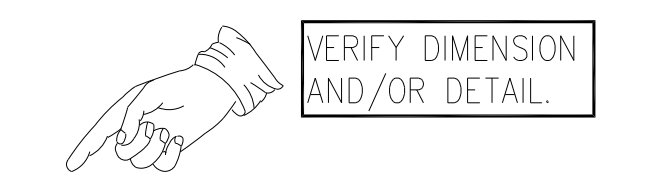


ONE STAIR RAIL – M5R3^R (AS SHOWN)
 ONE STAIR RAIL – M5R3^L (OPP HAND)

ONE STAIR RAIL – M5R1^R (AS SHOWN)
 ONE STAIR RAIL – M5R1^L (OPP HAND)

SHOP BILL

SHIP MK	PC MK	QTY	DESCRIPTION	FT	IN	REMARKS	WEIGHT
M5R1 ^R	ONE/ONE	110	1 1/4" STD PIPE				249.00
		170	ROD 1/2"				128.00
			TOTAL WEIGHT				375.00
M5R2 ^R	ONE/ONE	24	1 1/4" STD PIPE				50.00
		30	ROD 1/2"				24.00
			TOTAL WEIGHT				74.00
M5R3 ^R	ONE/ONE	100	1 1/4" STD PIPE				227.00
		160	ROD 1/2"				120.00
			TOTAL WEIGHT				347.00



APPROVAL AUTHORITY:
 VERIFICATION OF DIMENSIONS, DETAILS, ETC.
 ARE REQUESTED WHERE INDICATED. IF EACH
 VERIFICATION IS NOT NOTED OTHERWISE, IT
 WILL BE ASSUMED TO BE CORRECT AS SHOWN.

THIS PROJECT SHALL BE ERRECTED PER THE AISC CODE OF STANDARD PRACTICE SPECIFICALLY PARAGRAPH 7.12 AS FOLLOWS:
 7.12 CORRECTION OF ERRORS
 NORMAL ERECTION OF OPERATIONS INCLUDE THE CORRECTION OF MINOR MISFITS BY MODERATE AMOUNTS OF REAMING, CHIPPING, WELDING OR CUTTING, AND THE DRAWING OF ELEMENTS INTO LINE THROUGH THE USE OF DRIFT PINS. ERRORS WHICH CANNOT BE CORRECTED BY THE FOREGOING MEANS OR WHICH REQUIRE MAJOR CHANGES IN MEMBER CONFIGURATIONS ARE TO BE REPORTED TO THE OWNER AND FABRICATOR BY THE ERECTOR, TO ENABLE WHOEVER IS RESPONSIBLE EITHER TO CORRECT THE ERROR OR TO APPROVE THE MOST EFFICIENT AND ECONOMIC METHOD OF CORRECTION TO BE USED BY OTHERS.
 NO BACKCHARGES WILL BE ACCEPTED UNLESS APPROVED IN WRITING BY THIS OFFICE

REVISIONS	BY	DATE	DESCRIPTION
3			
2			
1	SRB	7-11	ELEV CHGS: ADD BOM

NOTES:	E. Z. BREEZE 253 SHERWOOD DRIVE McMINNVILLE, TN. 37110		
PAIN	ONE STD SC RIP	CUSTOMER	
CLEANING		ENGR OR ARCH	CONSTANTINE ARCHITECTS
MATERIAL GRADE	A36 (UNO)	HOLES	1 3/16" Ø U.N.O.
		CHECKER	SCL
		DATE	6-25
		SHOP ORDER	
		SHEET NO.	M5
		REV	1