

BAR SCHEDULE ABUTMENT #2				
Mark	Size	No.	Length	Bending
A51	#11	14	14'-9"	do
A52	#9	15	20'-6"	do
A53	#6	16	25'-0"	do
A54	#6	23	27'-3"	do
A55	#6	31	22'-0"	do
A56	#5	33	22'-0"	do
A37	#8	4	22'-0"	do
A58	#5	18	7'-0"	Sketch A
A59	#5	20	9'-3"	Sketch B
A60	#5	18	7'-6"	Sketch C
A61	#5	21	6'-6"	Straight
A62	#5	6	6'-2"	Sketch C
A63	#5	5	5'-11"	Sketch D
A64	#5	5	6'-5"	Sketch E
A65	#5	3	6'-0"	Sketch F

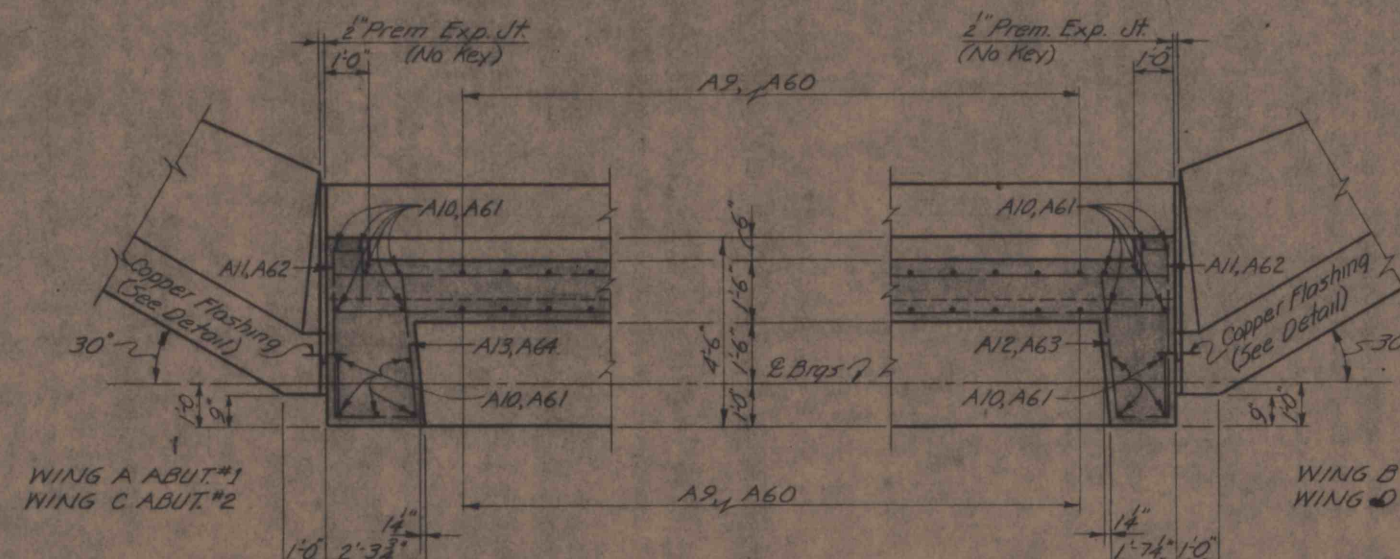
F1	*5	24	23'-6"	Straight
F2	*5	8	24'-5" to 28'-6"	Str Vary / ea by 7"
F3	*5	13	23'-9" to 31'-9"	Str Vary / ea by 8"
F4	*5	8	17'-6" to 23'-9"	Str Vary / ea by 8"
F5	*5	13	17'-6" to 25'-6"	Str Vary / ea by 8"
F6	*11	57	10'-3"	Straight
F7	*6	16	11'-9"	do
F8	*10	16	13'-6"	do
F9	*11	15	10'-9"	do
F10	*7	12	11'-9" to 16'-4"	Str Vary / ea by 5"
F11	*11	12	8'-6"	Straight
F12	*7	13	6'-3"	do
F13	*7	16	10'-6" to 16'-9"	Str Vary / ea by 5"
F14	*7	10	8'-9" to 11'-0"	Str Vary / ea by 3"
F15	*9	16	8'-3"	Straight
F16	*11	6	9'-0"	do
F17	*11	13	11'-3"	do
F18	*7	14	8'-0" to 11'-3"	Str Vary / ea by 3"
F19	*6	75	6'-0"	Straight
F20	*11	28	12'-6"	Sketch G
F21	*11	43	8'-9"	do
F22	*8	14	17'-3"	do
F23	*8	14	11'-0"	do
F24	*10	12	16'-7" to 20'-9"	do
F25	*10	4	12'-6"	do

F51	*11	51	11'-3"	Straight
F52	*6	17	13'-6"	do
F53	*11	17	11'-9"	do
F54	*11	18	15'-0"	do
F55	*5	24	25'-0"	do
F56	*5	2	30'-0"	do
F57	*11	15	9'-6"	do
F58	*8	7	6'-6"	do
F59	*10	7	15'-7" to 18'-7"	Str Vary Lea by 6"
F60	*6	8	11'-9" to 15'-3"	Str Vary Lea by 6"
F61	*10	16	11'-3"	Straight
F62	*9	15	9'-0" to 12'-6"	Str Vary Lea by 3"
F63	*11	14	10'-0"	Straight
F64	*7	7	8'-0"	do
F65	*9	10	9'-3"	do
F66	*5	8	21'-0" to 28'-0"	Str Vary Lea by 12"
F67	*5	13	21'-3" to 31'-3"	Str Vary Lea by 10"
F68	*10	6	16'-8" to 18'-9"	Str Vary Lea by 5"
F69	*9	6	7'-6"	Straight
F70	*7	7	13'-3" to 16'-3"	Str Vary Lea by 6"
F71	*9	1	13'-0"	Straight
F72	*9	14	9'-6" to 12'-9"	Str Vary Lea by 3"
F73	*8	7	8'-6"	Straight

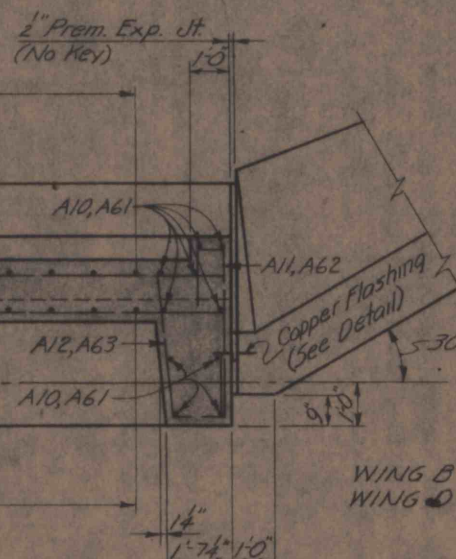
W1	*9	26	10°-0" to 22°-0"	5tr Vary 2 ea by 11"
W2	*6	21	16°-0" to 29°-3"	5tr Vary 1 ea by 8"
W3	*6	13	16°-0" to 28°-0"	5tr Vary 1 ea by 8"
W4	*6	27	13°-0" to 28°-3"	5tr Vary 1 ea by 7 1/2"
W5	*6	17	13°-0" to 27°-8"	5tr Vary 1 ea by 11"
W6	*6	8	22°-6"	5straight
W7	*6	58	2°-6"	3ketch F
W8	*6	13	26°-6"	5straight
W9	*5	13	24°-6" to 25°-6"	5tr Vary 1 ea by 1"
W10	*6	15	2°-3" to 23°-0"	5tr Vary 1 ea by 1 1/4"
W11	*5	18	2°-3" to 25°-0"	5tr Vary 1 ea by 1 1/8"
W12	*6	2	31°-0"	5straight
W13	*6	16	20°-6"	do
W14	*5	16	18°-5" to 20°-0"	5tr Vary 1 ea by 1"
W15	*6	12	2°-0" to 18°-6"	5tr Vary 1 ea by 6"
W16	*5	12	2°-0" to 18°-6"	5tr Vary 1 ea by 6"
W17	*6	2	24°-6"	5straight

[illegible]

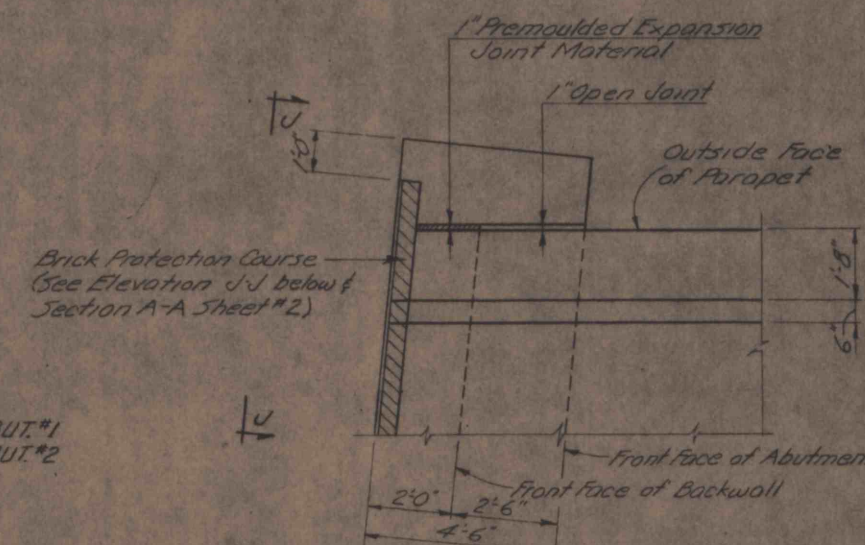
DESIGN *RFS* CHECKED *LWH*
DRAW *ENQ*
TRACE *ENQ*
ESTIMATE
ENGINEER IN CHARGE



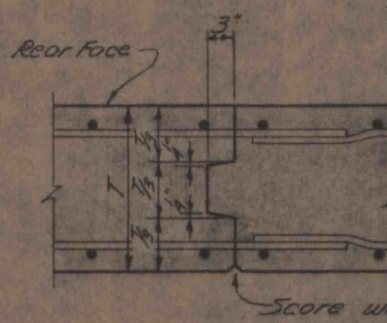
SECTION G-G
Scale: $\frac{1}{8}" = 1'-0"$



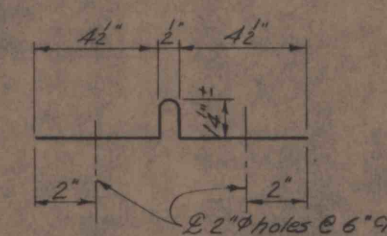
SECTION H-H
Scale: $\frac{3}{8}" = 1'-0"$



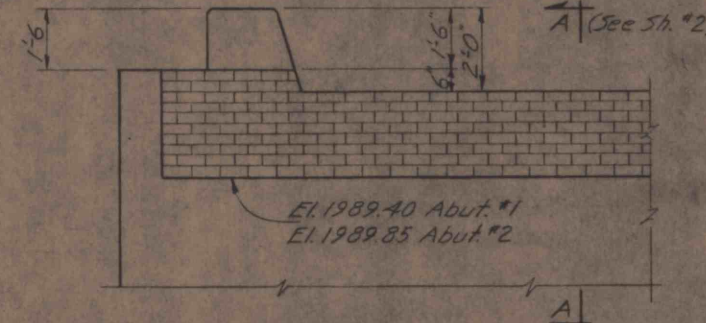
TYPICAL CORNER DETAIL
Scale: $\frac{3}{8}" = 1'-0"$



CONSTRUCTION JOINT DETAIL
No Scale



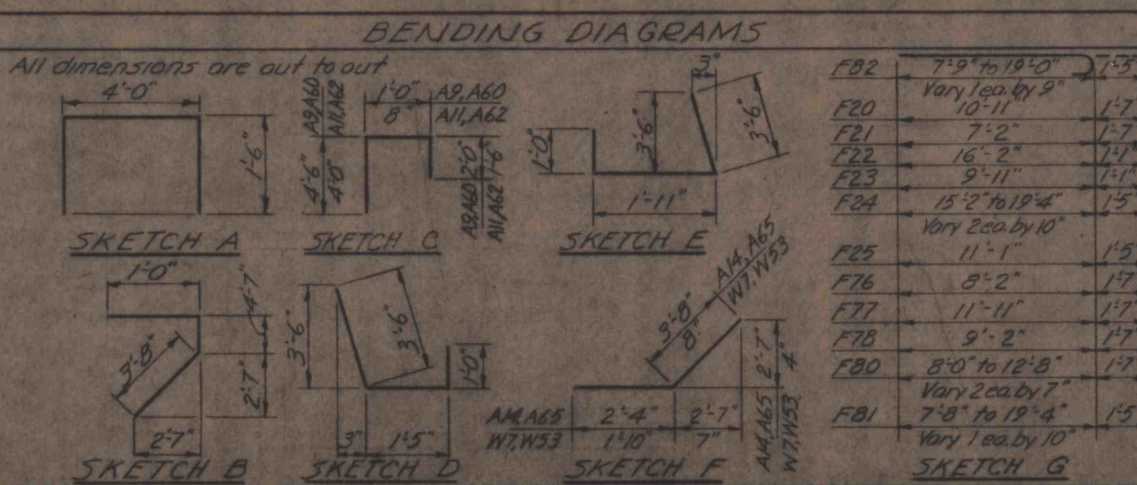
(16 oz Copper Flashing 12" wide)
FLASHING DETAIL
No Scale



ELEVATION U-J
Scale: 8"=1'-0"

NOTE
For General Notes see Sheet #1

ANCHOR BOLT PLAN



F02	7'9" to 12'0"	7'3"
	Vary 1 ea by 9"	
F20	10'11"	1'7"
F21	7'2"	1'7"
F22	16' 2"	1'4"
F23	9'11"	1'1"
F24	15'2" to 19'4"	1'5"
	Vary 2 ea by 10"	
F25	11' 1"	1'5"
F76	8' 2"	1'7"
F77	11' 11"	1'7"
F78	9' 2"	1'7"
F80	8'0" to 12'9"	1'7"
	Vary 2 ea by 7"	
F81	7'8" to 19'4"	1'5"
	Vary 1 ea by 10"	
	<u>SKETCH G</u>	

BETHLEHEM MINES CORPORATION
CAMBRIA DIVISION

RAILROAD EXTENSION TO CAMBRIA PLANT SITE
CAMBRIA COUNTY, PA.

RAILROAD BRIDGE OVER L.R. 53
ABUTMENTS NO. 1 & 2 BAR SCHEDULE 8 DETAILS

GANNETT FLEMING CORDDRY & CARPENTER, INC.
ENGINEERS
HARRISBURG, PA.

SCALE AS NOTED
DATE 4/5/62
SHEET 5 OF 5