BAR SCHEDULE ABUTMENT #1

Mark	Size	No.	Length	Bending
A1	#9	15	18'-0"	Straight
A2	#6	23	24'-0"	do
A3	#6	16	22'-9"	do
A4	#6	28	22'-0"	do
A5	#5	30	22'-0"	do
A6	#8	4	22'-0"	do
A7	#5	18	7'-0"	Sketch A
A8	#5	20	9'-3"	Sketch B
A9	#5	18	7'-6"	Sketch C
A10	#5	21	6'-6"	Straight
A11	#5	6	6'-2"	Sketch C
A12	#5	5	5'-11"	Sketch D
A13	#5	5	6'-5"	Sketch E
A14	#5	3	6'-0"	Sketch F
F1	#5	24	23'-6"	Straight
F2	#5	8	24'-5" to 28'-6"	Str. Vary 1 ea. by 7"
F3	#5	13	25'-9" to 31'-9"	Str. Vary 1 ea. by 8"
F4	#5	8	17'-6" to 22'-9"	Str. Vary 1 ea. by 9"
F5	#5	13	17'-6" to 25'-6"	Str. Vary 1 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 1 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 1 ea. by 5"
F14	#7	10	8'-9" to 11'-0"	Str. Vary 1 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 1 ea. by 3"
F19	#6	75	6'-0"	Straight
F20	#11	28	12'-6"	Sketch G
F21	#11	43	8'-9"	do
F22	#9	14	11'-3"	do
F23	#8	14	11'-0"	do
F24	#10	12	16'-7" to 20'-9"	do
F25	#10	4	12'-6"	do
W1	#9	26	10'-0" to 22'-0"	Str. Vary 2 ea by 1'0"
W2	#6	21	16'-0" to 29'-4"	Str. Vary 1 ea. by 8"
W3	#6	13	16'-0" to 28'-0"	Str. Vary 1 ea. by 1'-0"
W4	#6	27	13'-0" to 28'-3"	Str. Vary 1 ea. by 7½"
W5	#6	17	13'-0" to 27'-8"	Str. Vary 1 ea. by 11"
W6	#6	8	29'-6"	Straight
W7	#6	58	2'-6"	Sketch F
W8	#6	13	26'-6"	Straight
W9	#5	13	24'-6" to 25'-6"	Str. Vary 1 ea by 1"
W10	#6	15	2'-3" to 25'-0"	Str. Vary 1 ea by 1'7½"
W11	#5	13	2'-3" to 25'-0"	Str. Vary 1 ea by 1'7½"
W12	#6	2	31'-0"	Straight
W13	#6	16	20'-6"	do
W14	#5	16	18'-9" to 20'-0"	Str. Vary 1 ea. by 1"
W15	#6	12	2'-0" to 18'-6"	Str. Vary 1 ea. by 1'-6"
W16	#6	12	2'-0" to 18'-6"	Str. Vary 1 ea. by 1'-6"
W17	#6	2	24'-6"	Straight

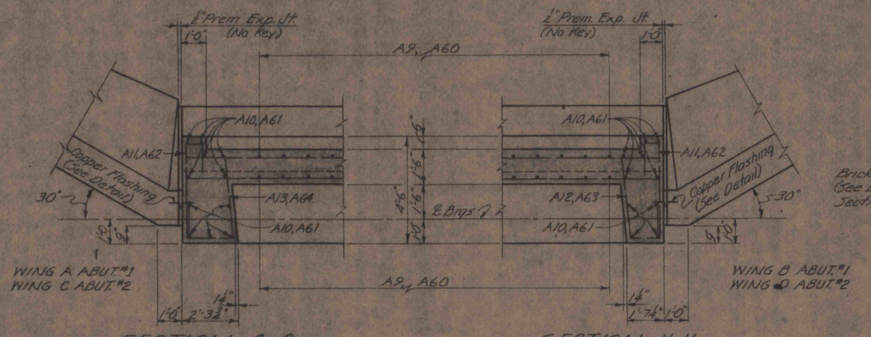
BAR SCHEDULE ABUTMENT #2

Mark	Size	No.	Length	Bending
A51	#11	14	14'-9"	Straight
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
A57	#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
F51	#11	51	11'-3"	Straight
F52	#6	17	13'-6"	do
F53	#11	17	11'-9"	do
F54	#11	16	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 1 ea. by 6"
F60	#6	8	11'-9" to 15'-3"	Str. Vary 1 ea. by 6"
F61	#10	16	11'-3"	Straight
F62	#9	15	9'-0" to 12'-6"	Str. Vary 1 ea. 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 1 ea. by 12"
F67	#5	13	21'-3" to 31'-3"	Str. Vary 1 ea. by 10"
F68	#10	6	16'-8" to 18'-9"	Str. Vary 1 ea. by 5"
F69	#9	6	7'-6"	Straight
F70	#7	7	13'-3" to 16'-3"	Str. Vary 1 ea. by 6"
F71	#9	1	13'-0"	Straight
F72	#9	14	9'-6" to 12'-9"	Str. Vary 1 ea. by 3"
F73	#8	7	8'-6"	Straight
F74	#5	9	18'-0" to 25'-4"	Str. Vary 1 ea. by 11"
F75	#5	14	17'-11" to 28'-9"	Str. Vary 1 ea. by 10"
F76	#11	49	9'-9"	Sketch G
F77	#11	15	13'-6"	do
F78	#11	15	10'-9"	do
F79	#6	78	6'-9"	Straight
F80	#11	18	8'-7" to 14'-3"	Sketch G
F81	#10	15	9'-1" to 20'-9"	do
F82	#6	16	9'-2" to 20'-5"	do
W51	#6	15	18'-10" to 31'-1"	Str. Vary 1 ea. by 10½"
W52	#9	15	11'-0" to 23'-10"	Str. Vary 1 ea. by 11"
W53	#6	64	2'-6"	Sketch F
W54	#6	18	24'-0"	Straight
W55	#5	18	22'-0" to 23'-5"	Str. Vary 1 ea. by 1"
W56	#6	13	2'-3" to 22'-3"	Str. Vary 1 ea. by 1'8"
W57	#5	13	2'-0" to 22'-0"	Str. Vary 1 ea. by 1'8"
W58	#6	2	27'-6"	Straight
W59	#6	7	32'-2"	do
W60	#6	25	18'-2" to 32'-2"	Str. Vary 1 ea. by 7"
W61	#6	1	13'-3"	Straight
W62	#9	16	10'-0" to 25'-0"	Str. Vary 1 ea. by 1'-0"
W63	#6	17	15'-8" to 31'-0"	Str. Vary 1 ea. by 11½"
W64	#6	27	15'-3" to 31'-6"	Str. Vary 1 ea. by 7½"
W65	#6	2	31'-3"	Straight
W66	#6	1	15'-3"	do
W67	#6	15	26'-6"	do
W68	#5	15	24'-6" to 25'-8"	Str. Vary 1 ea. by 1"
W69	#6	15	3'-6" to 25'-8"	Str. Vary 1 ea. by 1'-7"
W70	#5	15	3'-3" to 25'-5"	Str. Vary 1 ea. by 1'-7"

DESIGN RFS CHECKED LWH
DRAW ENO
TRACE ENO
ESTIMATE

ENGINEER IN CHARGE

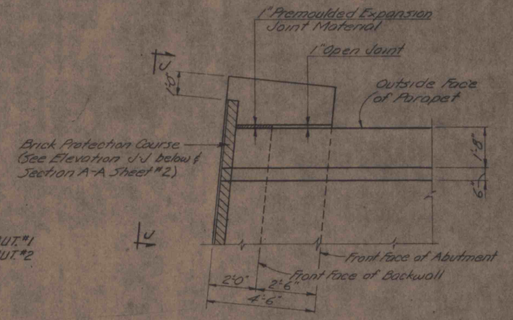
E. & G. 5-57 No. 124



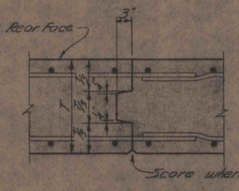
SECTION G-G
Scale: 3/8" = 1'-0"

SECTION H-H
Scale: 3/8" = 1'-0"

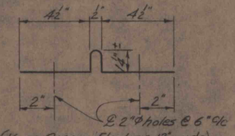
Note:
Copper Flashing to be used in Exp. Jts and placed from footing to 1'-0" from top of wing walls. Cost of copper flashing to be included in price paid for Class B Concrete.



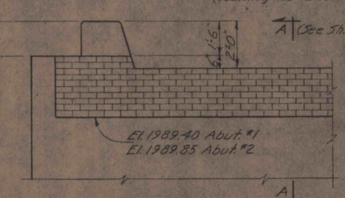
TYPICAL CORNER DETAIL
Scale: 3/8" = 1'-0"
(Railing not shown)



CONSTRUCTION JOINT DETAIL
No Scale

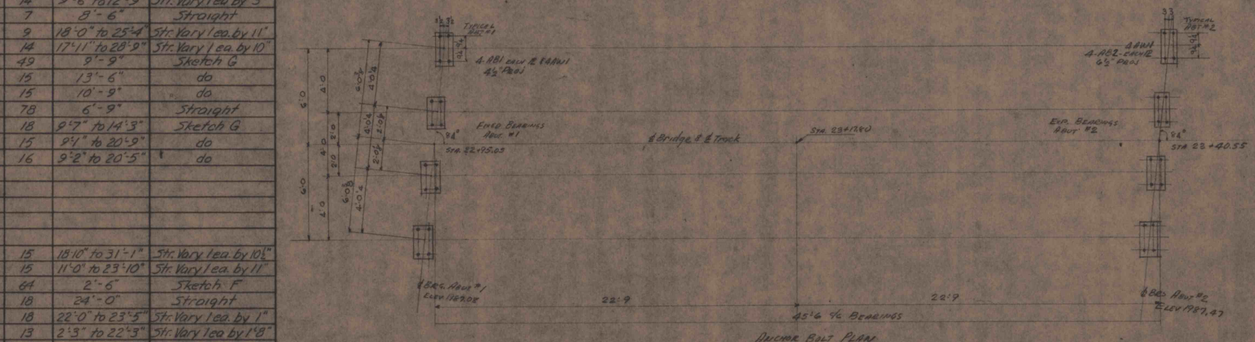


(16 oz Copper Flashing 12" wide)
FLASHING DETAIL
No Scale



ELEVATION J-J
Scale: 3/8" = 1'-0"

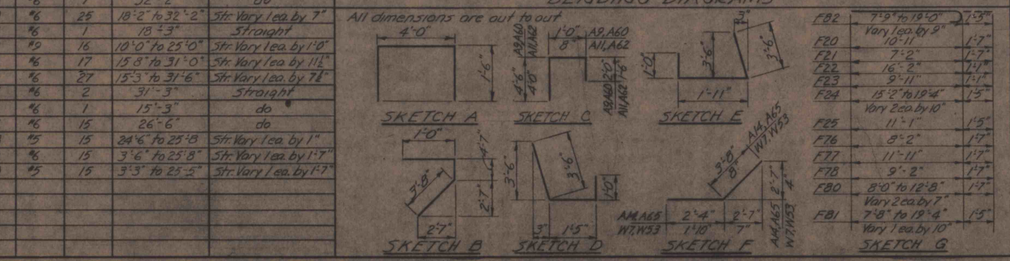
NOTE
For General Notes see Sheet #1



Ducher Butt Plan

BENDING DIAGRAMS

All dimensions are out to out



F82	7'-9" to 18'-0" Vary 1 ea. by 2"	7'-9"		
F20	10'-11"	1'-7"		
F21	7'-2"	1'-7"		
F22	16'-3"	1'-7"		
F23	9'-11"	1'-7"		
F24	15'-2" to 19'-4" Vary 2 ea. by 10"	1'-5"		
F25	11'-1"	1'-5"		
F26	9'-2"	1'-7"		
F27	11'-11"	1'-7"		
F28	9'-2"	1'-7"		
F80	8'-0" to 18'-8" Vary 2 ea. by 7"	1'-7"		
F81	7'-8" to 19'-4" Vary 1 ea. by 10"	1'-5"		

1			5-10-62	
REVISION	BY	CKD.	DATE	

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 & DETAILS

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

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

3213-255