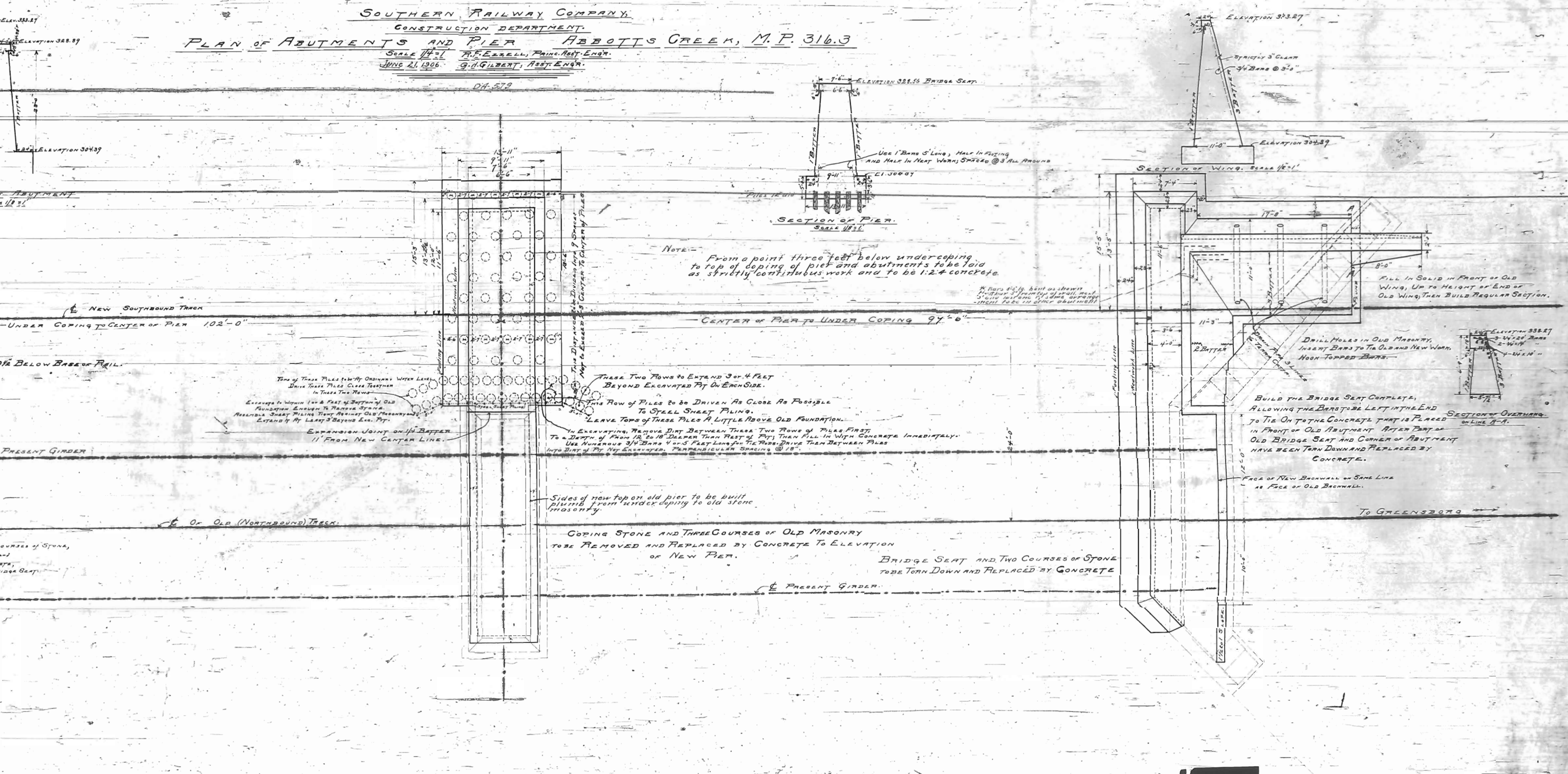




SOUTHERN RAILWAY COMPANY  
CONSTRUCTION DEPARTMENT.  
**PLAN OF ABUTMENTS AND PIER ABBOTTS CREEK, M. P. 316.3**  
SCALE 1/4" = 1' R.F. EBBELL, PRINC. ASST. ENGR.  
JUNE 21, 1906 G.D. GILBERT, ASST. ENGR.



NOTE: From a point three feet below undercoping, to top of coping of pier and abutments to be laid as strictly continuous work and to be 1:2:4 concrete.

These two rows to extend 3 or 4 feet beyond excavated pit on each side. This row of piles to be driven as close as possible to steel sheet piling. Leave tops of these piles a little above old foundation.

In excavating, remove dirt between these two rows of piles first, to a depth of from 18" to 18" deeper than rest of pit; then fill in with concrete immediately. Use numerous 3/4" bars 4 or 5 feet long for the ribs, being 1/2" between piles into dirt of pit not excavated. Perpendicular spacing @ 18".

Sides of new top on old pier to be built piling from undercoping to old stone masonry.

COPING STONE AND THREE COURSES OF OLD MASONRY TO BE REMOVED AND REPLACED BY CONCRETE TO ELEVATION OF NEW PIER.

BRIDGE SEAT AND TWO COURSES OF STONE TO BE TORN DOWN AND REPLACED BY CONCRETE

BUILD THE BRIDGE SEAT COMPLETE, FOLLOWING THE BRISTLE LEFT IN THE END TO TIE ON TO THE CONCRETE THAT IS PLACED IN FRONT OF OLD ABUTMENT AFTER PART OF OLD BRIDGE SEAT AND CORNER OF ABUTMENT HAVE BEEN TORN DOWN AND REPLACED BY CONCRETE.

FACE OF NEW BACKWALL ON SAME LINE AS FACE OF OLD BACKWALL.

FILL IN SOLID IN FRONT OF OLD WING, UP TO HEIGHT OF END OF OLD WING, THEN BUILD REGULAR SECTION.

DRILL HOLES IN OLD MASONRY, INSERT BARS TO TIE OLD AND NEW WORK. HOON-TOPPED BARS.

SECTION OF OVERHANG ON LINE A-A.