1851

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

Distances from Center of Roadway for Cross-Sectioning
Roadway 16 feet wide. Side Slopes 1 on 1.
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	0
1	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	1
2	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	2
3	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	3
4	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	4
5	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	5
6	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	6
7	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	7
8	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	8
9	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	9
10	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	10
11	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	11
12	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	12
13	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	13
14	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	14
15	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	15
16	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	16
17	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	17
18	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	18
19	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	19
20	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	20
21	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	21
22	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	22
23	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	23
24	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	24
25	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	25
26	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	26
27	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	27
28	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	28
29	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	29
30	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	30
31	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	31
32	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	32
33	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	33
34	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	34
35	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	35
36	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	36
37	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	37
38	46.0	46.1	46.2	46.3	46.4	46.5	46.6	46.7	46.8	46.9	38
39	47.0	47.1	47.2	47.3	47.4	47.5	47.6	47.7	47.8	47.9	39
40	48.0	48.1	48.2	48.3	48.4	48.5	48.6	48.7	48.8	48.9	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be 30.6+(20—16)÷2 or 2 ft. added to 30.6 =32.6. For slopes of 1 on 1½ see inside of back cover.

1851

CITY ENGINEER'S OFFICE

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This Field Book is manufactured of a High Grade 50% Rag Paper having a WATER RESISTING SURFACE, and is sewed with Bing Special Enamel Waterproof thread.

Made in U. S. A.

X sec of Milton St.

Morena to Galveston

W.O. 31510

Moore
Begg
Green
Roberts
5-19-48

℄ Chicago 3+09.76 ○ Con. Mon

40 40

Morena Blvd

10+00

10 Ld. C.T.

20' Con ⊟
3" WI S

40 40

℄ ERIE St 10+09.28

8" Curb

20

C6. R 3°
L. 47.6

R 3° L = 52.9

85°17'

Full Mud 20'-30" Conc Pipe

8+31.5

15

40-24" Conc. Pipe

Full sand

℄ Denver ○ Mon. C+59.57 VC

4+37 -18-

40 40

S
0

℄ Galveston — Con. Mon.

1770 8.66

S
0

30

20

16.7866

16 6866

87

Galveston

℄ Frankfort 13+59.4 ℄ Con. Mon.

2" Black Bar
8" curb

18

14

6 R. 3 ℄
℄ 53 ℄

4 sec MILTON
Morena Blvd to Galveston

0+15				
0+00	E.L. Morena Blvd			
0-15	E edge Pav			
0-25	℄ Pav.			
0-35	W. edge Pav. Morena Blvd			
0-44				
T.P.	7.21	18.16	3.71	10.95
B.M. RR spike Tel. Pole ℄ Lister & W side Morena Blvd. BK 1839-79	4.39	14.66		10.27

	13.5	13.6	13.1	11.6	12.3	12.2	13.9	13.9	14.49	14.52
	4.7 / 50	4.6 / 40	4.8 / 26	6.6 / 21	5.9	6.0 / 16	4.3 / 28	4.3 / 38	3.67 / 38	3.64 / 40
									← N. end Top Wall	← Top Wall
	13.1	13.3	13.4	11.2	11.6	11.4	11.7	11.9		
	5.1 / 50	4.9 / 40	4.8 / 30	7.0 / 25	6.1	6.8 / 25	6.5 / 40	6.3 / 50		
		10.64	10.86	11.06		11.20		11.42		
		7.52 / 100	7.30 / 40	7.10		6.96 / 40		6.74 / 100		
		10.84	11.06	11.20		11.41		11.60		
		7.32 / 100	7.10 / 40	6.96		6.75 / 40		6.56 / 100		
		10.34	10.88	11.01		11.14		11.44		
		7.50 / 100	7.28 / 40	7.15		7.02 / 40		6.72 / 100		

P.P. JP 3899 / 33 — F.H. / 44

18.16

1+51	35 Rt to H.edge, 8.5 wide Earth House			
1+50				
1+48	Beg. Picket Fence 39' Lt			
T.P. (spike) P.P.	2.46	27.69	1.32	25.23
T.P.	9.49	26.55	1.10	17.06
1+24	P.P. JP 39.49	29 Rt		
+02	and Beg. Picket Fence 26 Rt and Earth Fence 39.7 Rt			
1+00				
0+80	Beg. Earth Fence 39 Rt.			
0+78	2.5' Con walk 39 Rt			
0+70	Sm. gar on Rt.			
0+50				

18.16

Lt			℄			Rt	
17.6	17.8	16.8	17.2	17.8	17.2	16.4	16.3
10.1	9.9	10.9	10.5	9.9	10.5	9.3	9.4
40	23	18	15		18	30	40

27.69

15.9	16.0	16.6	15.2	16.2	15.9	17.0	17.5
2.3	2.7	1.6	3.0	2.0	2.3	1.2	0.7
50	40	25	19		16	25	40

16.20
1.96
39 Con.

15.0	15.1	15.4	14.2	15.2	15.0	15.7	16.2	16.41
3.7	3.1	2.8	4.0	3.0	3.7	2.5	2.0	1.75
50	40	26	21		16	21	40	42.5 Con. Fl. gar.

14.5	14.7	15.1	13.4	14.2	14.3	14.5	15.9	15.9
3.7	3.5	3.1	4.8	4.0	2.9	3.7	2.3	2.3
50	40	25	22		16	18	40	43

Tree 2.0 Dia

18.16

4+00

3+92 P.P. J.P. 4021 28 Rt

3+50

3+09.76 ℄ chic.

2+92 39 Lt end Picket Fence

2+69.76 wL chicago

2+68 P.P. 3999 29 Rt.

2+50

2+16.5 ℄ do. Con Rib drive on L+ 7' over 2 Ribbons GLL

2+00

2769

BK 1037-11

5

25.2		23.3	24.0	24.4	24.9	24.5	24.2	25.0	25.4	
2.5		2.4	5.7	3.3	2.8	3.2	3.4	2.7	2.3	
40		22	16	12		16	19	28	40	
23.3		23.3	21.9	22.7	23.3	23.0	22.3	23.3	23.5	
4.4		4.4	5.8	5.0	4.4	4.7	5.4	4.4	4.2	
40		21	16	11		12	19	28	40	
			22.0	22.2	22.0	21.4	22.2		22.4	
			5.7	5.5	5.7	6.3	5.5		5.3	
			40	29		18	28		40	
		20.6	21.2	20.2	21.1	20.7	21.6		21.9	
		7.1	6.5	7.5	6.6	7.0	6.1		5.8	
		40	20	16		19	29		40	
	19.3		20.9	19.6	20.6	20.1	20.6	21.2	21.3	
	7.4		6.6	8.1	7.1	7.6	7.1	6.5	6.4	
	40		21	16		19	26	28	40	
	19.39		19.34	18.9	19.7	19.3	19.9		19.9	
	8.30		8.35	8.8	8.0	8.4	7.8		7.8	
	40		20	17		18	30		40	
	Con. Rib.		Con. Rib. drive							
	18.8		19.0	18.4	19.3	18.6	19.4	19.8		
	8.9		7.9	9.3	8.4	9.1	8.3	7.9		
	40		22	16		18	30	40		

2769

6+00					
+52	33.6 R end of lath fence on Right				
5+50					
5+33.5	28.5 R.		Pole 4075		
5+0					
4+97	39.8 Lt. beg picket fence				
4+50					
T.P. Nail P.P. J.P. 4021	7.37	32.60	7.46	25.23	
		27.69			

Lt 31.3 $\frac{1.3}{40}$ — 31.2 $\frac{1.4}{22}$ — 29.3 $\frac{3.3}{16}$ — 30.4 $\frac{2.7}{13}$ — ℄ 31.0 1.6 — 30.2 $\frac{2.4}{20}$ — 29.6 $\frac{3.0}{26}$ — 31.3 $\frac{1.3}{40}$ Rt

29.4 $\frac{3.2}{40}$ — 29.7 $\frac{2.9}{23}$ — 27.4 $\frac{5.2}{18}$ — 28.4 $\frac{4.2}{15}$ — 29.4 3.2 — 28.1 $\frac{4.5}{24}$ — 30.4 $\frac{2.2}{29}$ — 30.3 $\frac{2.3}{40}$

27.6 $\frac{5.0}{40}$ — 27.3 $\frac{5.3}{20}$ — 26.6 $\frac{6.0}{16}$ — 28.0 4.6 — 27.1 $\frac{5.5}{22}$ — 28.1 $\frac{4.5}{29}$ — 29.1 $\frac{3.5}{40}$

26.3 $\frac{6.3}{40}$ — 26.9 $\frac{5.7}{22}$ — 25.4 $\frac{7.2}{15}$ — 25.9 $\frac{6.7}{11}$ — 26.5 6.1 — 25.9 $\frac{6.7}{18}$ — 25.9 $\frac{6.7}{27}$ — 26.2 $\frac{6.4}{27}$ — 27.7 $\frac{4.9}{32}$ — 27.7 $\frac{4.9}{40}$

32.60

		Lt ℄ Rt
6+89.3	37' Lt Beg. wire fence	
+77		34.0 6.9/40; 34.2 6.7/22; 31.3 9.6/18 F.L.; 33.3 7.6/15; 33.4 7.5/11; 33.8 7.1; 33.3 7.6/13; 31.8 9.1/23; 33.6 7.3/30; 34.0 6.9/40
		24" pipe
+75		31.9 9.0/40; 34.1 6.8/18; 33.5 7.4/12; 33.7 7.2; 33.3 7.6/12; 32.0 8.9/23; 33.4 7.5/30; 33.8 7.1/40
6+59.5	℄ Denver	33.1 7.8/40; 33.5 7.4/22; 33.3 7.6; 32.8 8.1/14; 31.7 9.2/24; 32.8 8.1/32; 33.2 7.7/40
+42	37.5 Lt end picket fence	
6+39		32.5 8.4/40; 33.6 7.3/22; 32.6 8.3/13; 32.6 8.3; 32.3 8.6/13; 31.0 9.9/24; 32.4 8.5/32; 32.9 8.0/40
6+37		32.4 8.5/40; 30.7 10.2/18 F.L. 24"P; 32.4 8.5/13; 32.4 8.5; 32.2 8.7/12; 30.9 10.0/23; 32.4 8.5/32; 32.8 8.1/40
6+1.95	w L Denver	/40; 31.7 9.2/20; 30.3 10.6/16; 31.5 9.4/12; 31.8 9.1; 31.6 9.3/12; 30.2 10.7/23; 31.8 9.1/32; 32.2 8.7/40
T.P.	8.60 40.95	
	0.25 32.35	
	32.60	

40.95

nail on fence on Lt

7

+79 35 Rt PP 4199 MILTON

9 + 69.28 wk Erie Lt.

+53 30 Lt Tel P. 488068 H

+50

9

T.P. 8.67 49.45 0.17 40.78

+55

+25 end fence 36.5 Lt. +29 Rt P.P. 4151

+16 Tel. P. 488067 H 30 Lt

8

7+50

6+99.5 ± L Dem.

40.95

41.1 8.3 40

41.2 8.2 40 | 42.5 6.9 32 | 41.6 7.8 21 | 40.6 8.8 15 | 41.4 8.0 | 40.7 8.7 20 | 40.9 8.5 28 | 42.2 7.2 40

41.6 7.8 30 | 40.9 8.5 19 | 39.7 9.7 15 | 40.3 9.1 12 | 41.0 8.4 | 40.0 9.4 21 | 40.4 9.0 25 | 41.3 8.1 30 | 41.7 7.7 40

39.9 9.5 40 | 39.8 9.6 20 | 38.0 11.4 16 | 39.3 10.1 11 | 39.8 9.6 | 38.7 10.7 21 | 39.0 10.4 27 | 40.3 9.1 31 | 40.5 8.9 40

49.45

38.8 2.1 40 | 38.8 2.1 19 | 36.7 4.2 15 | 38.3 2.6 11 | 38.4 2.5 | 37.4 3.5 21 | 37.8 3.1 28 | 38.9 2.0 33 | 39.2 1.7 40

37.4 3.5 40 | 36.7 4.2 19 | 35.9 5.0 14 | 36.5 5.4 11 | 36.9 4.0 | 36.6 4.3 13 | 35.9 5.0 21 | 36.6 4.3 27 | 37.4 3.5 32 | 37.7 3.2 40

35.7 5.2 40 | 35.6 5.3 20 | 33.8 7.1 15 | 35.3 5.6 12 | 35.5 5.4 | 35.3 5.6 13 | 34.3 6.6 23 | 35.0 5.9 30 | 35.9 5.0 32 | 35.9 5.0 40

34.7 6.2 40 | 34.3 6.6 22 | 32.6 8.3 17 | 33.7 7.2 14 | 34.3 6.6 | 33.7 7.2 13 | 32.4 8.5 23 | 34.1 6.8 31 | 34.5 6.4 40

40.95

+62 40 Rt Beg. Picket fence

+61 30 Lt tel. P. 90844 H ✓

10+49.28

10+09.28 ℄ Erie

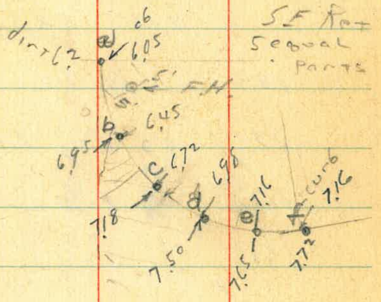
check to BMBP Swl Milton & Erie 7.42 42.03 42.10 From Picket

S.W			El.
a	g	8.8	40.6
	c	8.74	40.71
b	g	8.4	41.0
	c	8.35	41.10
c	g	8.51	40.94
	c	8.05	41.40
d	g	8.24	41.21
	c	7.84	41.61
e	g	8.04	41.41
	c	7.60	41.85
f	g	7.94	41.51
	c	7.46	41.99

S.E			El.
a	g	6.2	43.2
	cb	6.05	43.40
b	g	6.95	42.50
	cb	6.45	43.00
c	g	7.18	42.27
	cb	6.72	42.73
d	g	7.50	41.95
	cb	6.98	42.47
e	g	7.65	41.80
	cb	7.16	42.29
f	g	7.72	41.73
	cb	7.16	42.29

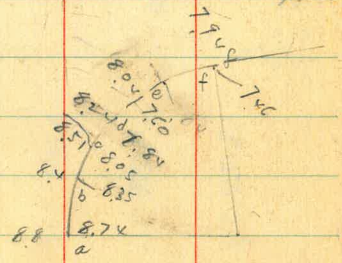
x 9.45

Lt			℄			Rt			
44.3	44.5	43.9	43.6	43.3	42.4	42.93	42.8	44.4	44.4
5.1/40	4.9/29	5.5/22	5.8	6.1/18	7.0/29	6.57/29 c6	6.6/33	5.0/37	5.0/40
42.4	42.0	42.4	42.5	42.05	41.80	41.81	41.97		
7.0/40	7.4/24	7.0/12	6.9	7.40/27	7.65/41	7.64/50	7.48/64		



S.E Ret 5 equal parts

Erie 2" Black pav.



5 parts

Erie Swl curb Ret

x 9.45

Milton

13 28.5 Rt P.P. 4249 ✗ 53.9 53.8
4.6 4.7
40 35

52.4 51.9 50.3
6.1 6.6 8.2
40 27 26

+50

49.8 48.5
8.7 9.0
40 28

12

T.P. 9.46 58.55 036 4 9.09

+82 30 Lt Tel.P. 90845 H ✗

+81 28 Rt P.P. 4225 ✗

+77 40 Rt end Picket Fence

+50

+20 @ Sin. gar. 11' Con. apron

11

4 9.45

49.5 48.9 47.7 47.7 52.0 51.9 50.4 51.05 50.9
9.0 9.6 10.8 10.8 6.5 6.6 8.1 7.45 7.6
25 18 17 15 6 26 26 40
c6

46.7 46.7 48.1 48.9 50.2 50.3 50.0 46.3 49.8
11.8 11.8 10.4 9.6 8.3 8 8.5 9.2 8.7
19 17 14 9 7 24 40

46.2 46.1 46.6 47.4 48.3 48.6 48.5 47.7 48.1
12.3 12.4 11.9 11.1 10.2 9.9 10.0 10.8 10.4
23 20 19 9 7 16 24 40

58.55

47.4 47.2 47.1 47.4 46.6 46.7 46.1 47.2 47.1
2.0 2.4 4.0 4.0 2.8 2.7 3.3 2.7 2.3
40 20 15 11 8 27 25 40

46.83 46.97
2.62 2.48
43 49.7
apron gar.

45.8 45.4 43.8 45.1 45.0 44.6 45.8 45.8
3.6 4.0 5.6 4.3 4.4 4.8 3.6 3.6
40 23 18 11 21 27 40

x 9.45

13+78

13+59.04 ℄ Frankfort

2 Mon. T.P. Milton + Frankfort

+4.9

only B.M. Moon Joliet + Morena Blvd

F.B. 1423 → Walter 11.51
" 1647 → Moore 11.41

60.17

16+90.3

50.8 9.4 40 | 49.1 11.1 36

4.98 | 53.57 | 53.67 (0.10)

6.60

50.5 8.0 g | 51.10 7.45 c | 50.85 7.70 g | 51.53 7.07 c | 51.27 7.28 g | 51.95 6.60 c | 51.51 7.04 g | 52.28 6.27 c | 51.76 6.79 g | 52.36 6.19 e

a b c d e

13+19 (West line Frankfort?)

53.9 4.6 40 | 53.0 4.5 36

58.55

L

51.1 9.1 40 | 55.0 5.2 39 | 54.8 5.4 10 | 54.0 6.2 | 53.5 6.7 20 | 53.6 6.6 40

49.2 11.0 21 | 53.0 7.2 22 | 54.6 5.6 15 | 54.6 5.6 7 | 53.8 6.4 4 | 53.6 6.6 | 52.8 7.4 40 | 52.72 7.45 50 | 52.72 7.45 60

52.0 6.5 40 | 48.9 9.6 24 | 49.5 9.5 19 | 54.5 4.0 12 | 55.3 3.2 16 | 53.4 1.7 7 | 53.3 5.2 | 52.55 6.00 28 P | 52.36 6.19 40 P | 52.30 6.25 50 | 52.30 6.25 60

60.17

7.07 7.38 7.70 6.27 6.79 6.60 7.02 7.45 dist 6.0

Frankfort Sta. Ret. 4 parts

(Approx. 12+99 ?)

51.5 7.0 30 | 49.5 9.0 18 | 48.5 10.0 16 | 48.2 10.3 12 | 52.5 6.0 6 | 52.5 6 | 51.22 7.22 26 P | 51.10 7.45 32 P | 51.77 6.78 32 C6 | 51.7 6.8 40

58.55

+65	28 L	Euc 12"	12" Pepper 26 Rt
+55	28 L	Eucal group of	
14+50			
+45	18"	Pepper 29 Rt	
14+25			
14+16		32 Lt 36" Euc ?	
14+11	30.5 R Palm 24"		36" Euc 32 Lt
13+99 04	E Line Frankfort		24" Pepper 28 Rt
+86	25 Lt Rt guy pole	(30 R Palm 3½')	
+80	29.5 Lt	90 # 6 Tel pole	

60.17

54.5	54.5	55.9	55.5	55.5	55.4	55.2	52.1
3.7	3.7	4.3	4.7	4.7	4.8	5.0	3.1
47	40	12			15	30	40
ditch bank							
50.2	56.0	56.0	55.3	54.7	54.8	54.7	54.6	55.7
10.0	4.2	4.2	4.9	5.5	5.4	5.5	5.6	4.5
52	47	40	10	7		15	30	40
		55.3	54.9	54.2	54.0	53.7		
		4.9	5.3	6.0	6.2	6.5		
		40	12		17	40		

60.17

+15	32.5 L	24" Eucal	30' Rt	24" Palm
+06	30' Rt	18" Palm		
15+03	31' Lt	36 Euc		
TP	10.85	69.75	1.27	58.90
15+00				
+97		6" Eucal 33 Lt		
+82			24" Palm 37 Rt	
+75	33' Lt	Euc 36"	4" Pepper 31 Rt	

60.17

69.75

	56.7	57.0	57.5	57.5	57.5	56.7	58.0	58.5
Edge Ditch 49	3.5 / 40	3.2 / 15	2.7 / 10	2.7	2.7 / 15	3.5 / 28	2.2 / 36	1.7 / 40

56.7	56.7	56.6	56.3	56.4	55.6	57.2	57.3
3.5 / 40 edge of ditch	3.5 / 40	3.6 / 10	3.9	3.8 / 16	4.6 / 33	3.0 / 35	2.9 / 40

60.17

+75				
+71		12" Pepper	25 Rt	✗
+67		12" Pepper	25 Rt	✗
+54		18" Palm	30 Rt	✗
+50	32' Lt	24" Euc.		✓
+45	28 Rt P. Pole	4349		
+30		12" Palm	31 Rt	✗
+29		12" Pepper	26 Rt	✗
15+25				

69.75

	62.0	61.1	61.7	61.7	61.2	61.9	64.4	64.0
	7.7	8.6	8.0	8.0	8.5	7.8	5.3	5.7
	40	20	13		15	29	34	40

	60.1	59.2	60.1	59.9	59.7	59.2	61.0	61.2
Ditch Edge	9.6	10.5	9.6	9.8	10.0	10.5	8.7	8.5
81	40	24	11		16	27	36	40

	58.1	58.1	58.6	58.7	58.4	57.7	58.2	59.6
Edge ditch	11.6	11.6	11.1	11.0	11.3	12	11.5	10.1
59	40	24	11		15	30	35	40

69.75

TP	11.67	80.14	128	68.47
+25				
+17	21×18" Euc	29 Lt	3×6" Pepper	R 87
+10			6" Pepper	Rt 26
+08	31'	Lt	34" Euc	
16+04			18" Palm	29' Rt
16+00				
+95	31'	Lt.	12" Eucal	
15+78	89'	Lt	Group Eucal	
		69.75		

65.6	64.5	67.0	65.4	66.7	66.5	66.6	65.1	65.7	
4.1	5.2	2.7	4.3	3.0	3.2	3.1	0.6	0	
40	21	15	12		13	17	30	40	
63.9	64.1	62.9	64.3	63.0	63.9	63.7	62.8	65.1	66.3	66.3
5.8	5.6	6.8	5.4	6.7	5.8	6.0	6.9	4.6	3.4	3.4
40	38	21	16	14		14	18	35	37	40
				69-75						

+68.66	West Line Galveston to North		
+68	31	Lt	12" Euc X
+64			2 x 6" Pepper 26 Rt X
+56	28	Lt	4 x 6" Euc X
+54			24" Palm 30 Rt X
+50			
+47	31	Lt	24" Euc X
+43			8" Pepper Rt 24' X
+39	28'	Lt	18" Euc X
+31			18" Palm Rt 29 X
16+27	31	Lt	18" Euc X

80.14

69.2	69.6	72.2	70.8	71.6	71.9	73.6	74.4	74.4	
10.9	10.5	7.9	9.3	8.5	8.2	6.5	5.7	5.7	
40	25	19	15		15	18	30	40	

67.5	67.1	70.4	68.6	69.7	69.7	71.7	72.7	73.1
12.6	13.9	9.7	11.5	10.4	10.4	8.4	7.4	7.0
40	26	18	15		13	19	30	40

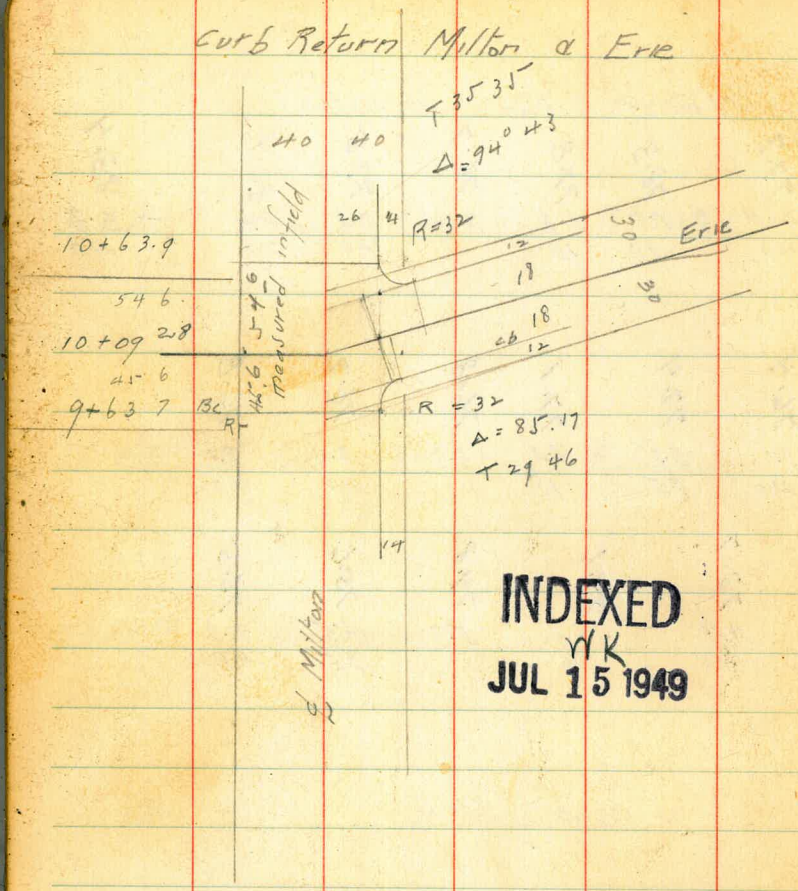
80.14

	+	#1	−		
			5.58	74.56	Set
17+48.66	E line	Galveston		to North	
17+38.66	E line	Galveston		to South	
17+08.66	℄	Galveston			
+81		18" Palm 29 Rt ✕			
+78		8" Pepper 26 Rt ✕			
+77	31 Lt	24" Euc ✕			
16+78.66	W Line	galveston		to South.	
16+73	31 Lt	2 12" Euc ✕			
		80.14			

BM on Mon ℄ Mitlon & Galveston

77.7	78.3	77.8	76.7	77.5	80.1	+ 83.4
2.4	1.8	2.3	3.4	2.6	0.0	+ 3.3
40	30	15		20	29	40
76.4	77.4	77.1	76.8	76.7	76.8	
3.7	2.7	3.0	3.3	3.4	3.7	
40	25	15		20	48	
73.7	74.1	74.8	75.6	76.5		
6.4	6.0	5.3	4.5	3.6		
40	20		25	40		
70.2	70.4	72.8	71.2	72.3	73.2	74.6	75.1
9.9	9.7	7.3	8.9	7.8	6.9	5.5	5.0
40	28	21	16		15	28	40
			80.14				

Curb Return Milton & Erie



T.P.			14.03	53.58	53.57
T.P.	0.33	67.61	12.86	67.28	
		80.14			

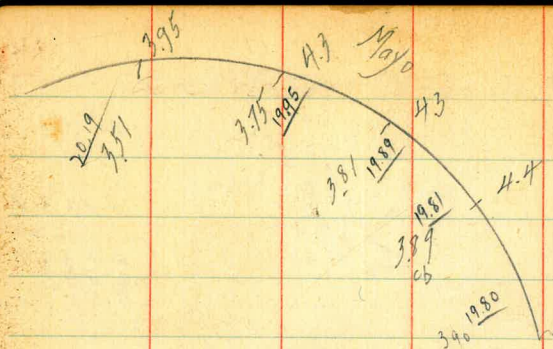
47° 51
.905 16
32
1810 32
27 15 48
28.96
ST
1.1048
32
2.2096
33 144
35.3536
ST
Tan
on Erie
26 09
29 46
55.55
1 49
0+54+06

85° 17
42° 38
9206
32
184 12
27 6 18
29.46
ST
Tan
42° 43
.0825
18
6600
825
1.485 0
on TH

4° 43
1.0034
26
60204
20068
26.0884
26 09
35 35
61.44
1 49
0+62 93 BC Lt
on Lt

See # 11 Frankfort & Milton

80.14

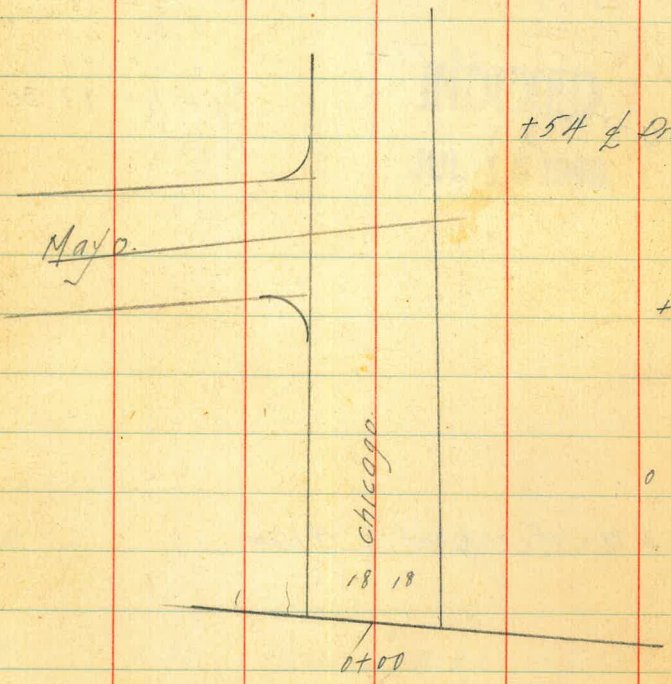


1+33.6 BC Lt

INDEXED
WK
JUL 15 1949

1+00

+54 ℄ Drive 8' wide



+50

0 +00

6.00 23.70 17.70 BM

Lt ℄ Rt

Xsec of Chicago

Mayo to Littlefield

19.80
3.90 4.3 4.70 19.44 4.28
CB 18 18 CB

INDEXED
WK
JUL 15 1949

20.08
3.67 4.15 4.65 19.54 4.19
CB 18 18 CB

20.50
3.20 3.92
30 18

20.31
3.39 3.95 4.45 19.69 4.01
CB 18 18 CB

20.57
3.13 3.55 19.99
CB 18 4.1 3.71
18 CB

23.70

Chicago & Napier P80 1855

Chicago

2 +53 8' Drive Rt

2 +50

2+35.4 4.15 BC 4.6 2+35.4

4.4 4.6 4.09 3.9 4.1 4.5 3.69 4.1 4.2

1+95 ℄ Mayo

1+93 Driveway Rt 8' wide

23.70

Lt Rt

5.12 4.76 5.24
18 23 30

19.47
4.23 4.69 5.1 4.75 18.95
CB 18 18 CB

19.55
4.15 4.6 5.0 4.66 19.04
CB 18 18 CB

4.7 4.4 4.5
30+ curbline
18+
IP in line of Mayo

4.88 4.43 5.05
18 23 30

23.70

Chicago

				Lt			Rt		
3 +73	13' Driveway	Lt							
				4.3	5.2				
				30	18				
+59.74	N Line Alley						5.7	5.12 (18.58)	5.4 (18.69) 5.01 cb
	3' Road						20	cb	30
+57.72				4.70 (19.00)	5.2		5.7	5.13 (18.57)	
				cb	18		18	cb	
3 +50				4.66 (19.04)	5.2		5.7	5.13 (18.57)	
				cb	18		18	cb	
+32	Lt	Drive	10'						
				4.15	4.88	5.07			
				30	18.5	18			
3 +11	8' Drive	Rt					5.34	4.94	5.37
								23	30
3 +00				4.44 (19.16)	4.9		5.4	4.98 (18.74)	
				cb	18		18	cb	
		23.70			23.70				

Chicago

5.47 2 B. 17 6.00 17.70 BM

H+67± BC Curb Left

H+50

H+0

3+81 74

3' Radius

3+79 7± S. Line Alley

23.70

5.09 18.61 5.6 18 CB

6.1 5.56 18.14 18 CB

5.09 18.61 55 18 CB

5.9 5.50 18.20 18 CB

4.79 18.91 5.3 18 CB

5.8 5.29 18.41 CB

4.72 18.98 5.2 18

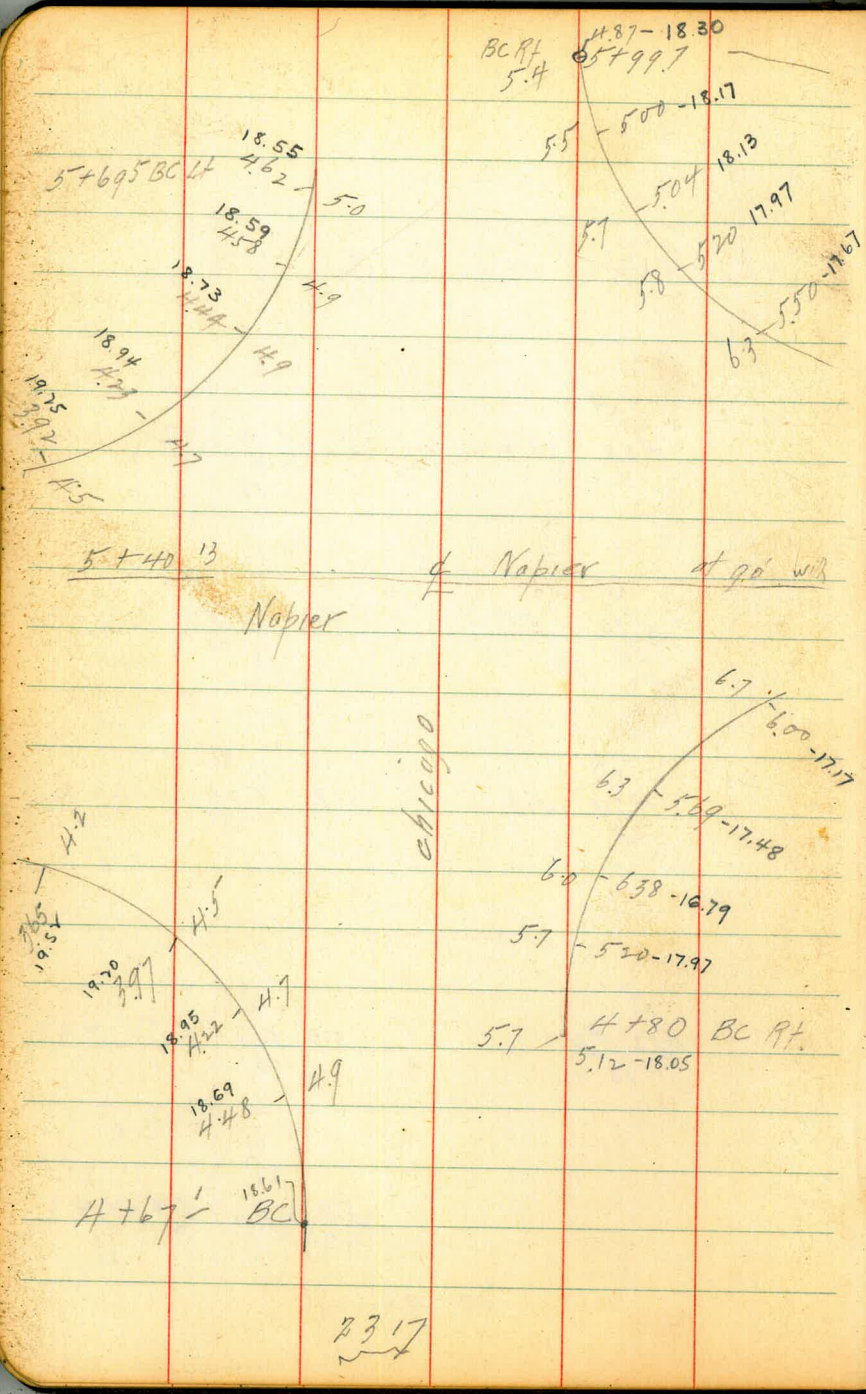
5.7 5.18 18.57 18 CB

5.7 5.13 18.57 20 CB

5.5 30

5.08 18.67 30 CB

23.70



	18.73 444 cb 28	4.8	4.8 14	4.8 ℄	5.0 14	5.4 487 38 cb
5+965	18.55 4.62 cb 28	5.0 28	5.0 ℄	5.2 14	5.3 28	
back Tan	4.7 30	5.0 18	5.2	5.5 18	5.8 30	

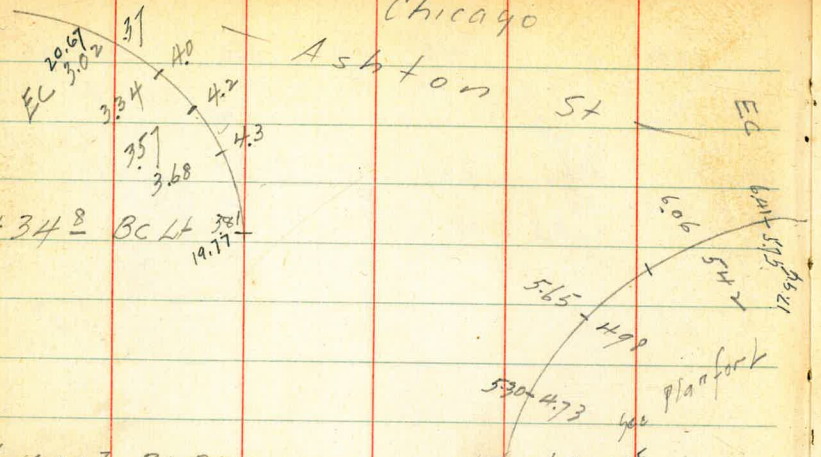
5.7 512

Z 3 17

Chicago

Ashton St

EC



7+34 8 BC Lt

6+99 7 BC Rt

5.3 4.64 - 19.05

BM 5.99 23.69 5.47 17 90 BM

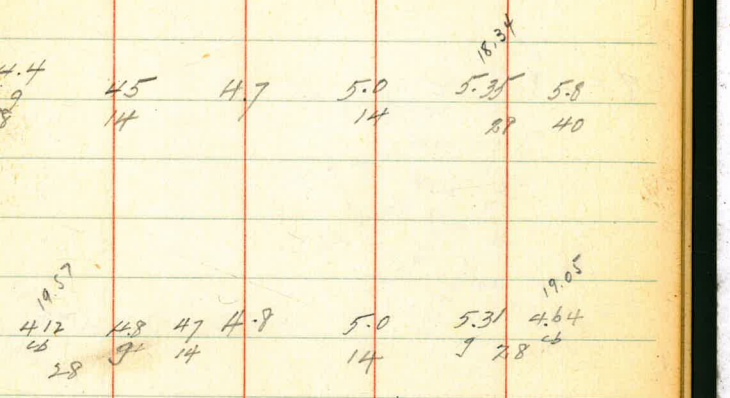
6+78 9' Drive

6+55

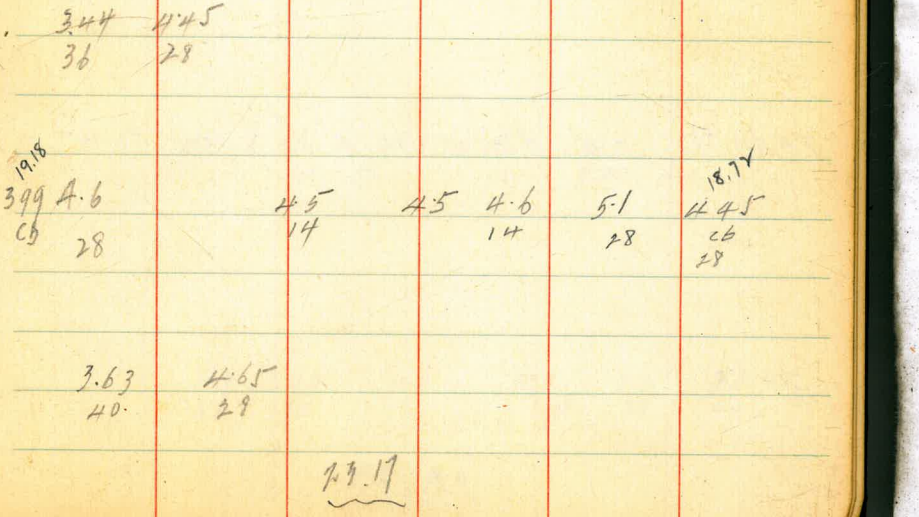
6+47 81' Drive

2317

Lt Rt



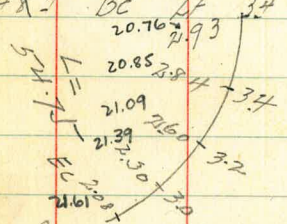
Chicago & Napier 23.69



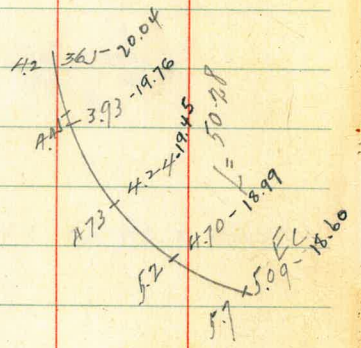
23.17

Lt | ℄ | Rt

8+48.4 BC Lt 3.4



8+19.8 BC on Rt cb



7+93 Rt Lj

7+60 13 ℄ Ashton on ℄ both ways E+W

7+50

23.69

20.76
2.93 3.4 3.6 3.9 20.23 3.46
CB 9 9 18 CB
18

3.45 3.50 3.75 3.9 4.2 20.04 3.65
18 9 9 9 18 CB

3.0 3.6 3.7 4.1 4.5 5.0
40 18 14 14 33

3.55 4.1 4.5 4.9 5.3 5.5
33 14 14 28 40

4.2 4.3 4.6 4.9 5.3 5.6
28 14 14 38 40

23.69

9+40.85 S Line of Alley				
9+30.85 N. Line alley L Point				
9+18.85 ℄ Radius				
9+0				
T.P.	5.36	26.01	3.04	30.65
8+70				
		23.69		

5.5 (9 / 18) 20.98 5.03 cb — 5.3 (9 / 30) 21.11 4.90 cb

20.93 5.08 cb — 5.5 (9)

21.43 4.58 cb — 5.15 (18) — 5.2 — 5.6 — 20.81 5.20 cb

21.22 4.79 cb — 5.3 (18 / 9) — 5.3 — 5.85 — 20.68 5.3 cb (9 / 18)

26.01

20.99 2.70 cb — 3.2 (18 / 9) — 3.3 — 3.8 (9 / 18) — 20.48 3.21 cb

23.69

						Lt		Rt	
10+08	9' drive							6.10 18	5.55 27	5.64 30
T.P.	5.85	27.37	4.49	21.52			27.37		
10+00						3.86 CB 18	4.3 18	4.5	4.9 18	4.48 CB 18
9+90	8' drive					3.60 30	4.38 18			
+66	7' drive					3.86 30	4.20 22	4.58 18		
+57	14' drive 18 R								5.26 18	4.86 24	4.83 30
		23.69					23.69			

+49 8' Wide

11+33 8' Wide

11+00

+73 10' drive Rt

+55

+50 drive Lt

37.37

3.50 3.72 4.57
30 26 18

5.12 4.72 4.82
18 22 30

22.87
4.50 4.95 5.0 5.5 22.36 5.02
CB 9 9 18 CB
18

5.63 4.95 5.02
18 28 30

22.56
4.81 5.3 5.32 21.57 5.8 5.30
CB 9 18 9 CB
18

4.44 5.35
30 18

21.32

7+75				
7+69	10' Drive			
12+25				
12+05				
11+93	drive 18 Rt			
TP	5.75	28.73	4.39	32.98
11+60				
		27.37		

24.27
4.51 5.0 5.1 5.45 23.72 5.01
cb 9 9 18 cb
18

4.10 4.30 4.96
30 25 18

23.93
4.80 5.53 5.4 23.40 5.33 5.9
cb 9 18 cb

23.18
4.81 4.77 5.55
30 26 18

6.12 5.62 5.64
18 28 30

28.73

23.33
4.04 4.5 4.6 22.81 4.56 5.1
cb 9 cb 9
18 18

27.37

Stock

Stock

BM			2.87	25.86	25.87
14.01 to	℄	Littlefield			
13+70.5 ±		BC on Left			
	.33 ²				
13 +37.3		BC	19.1		
13 +35					
13 +11		19' wide			
+94		17' wide Drive			
		28.73			

nail on pole		Chicago & Littlefield			
see X Sec cb	Littlefield 9		4.4	5.1 18	5.6 30
4.01 cb	4.45 18 9	24.38	4.6	5.1 9 18	4.55 cb 24.18
4.07 cb 24.66	4.5 18 9		4.7	5.2 9 18	4.62 cb 24.11
				5.11 18	5.12 26 5.14 30
3.72 30	3.98 25	4.78 18			
		28.73			

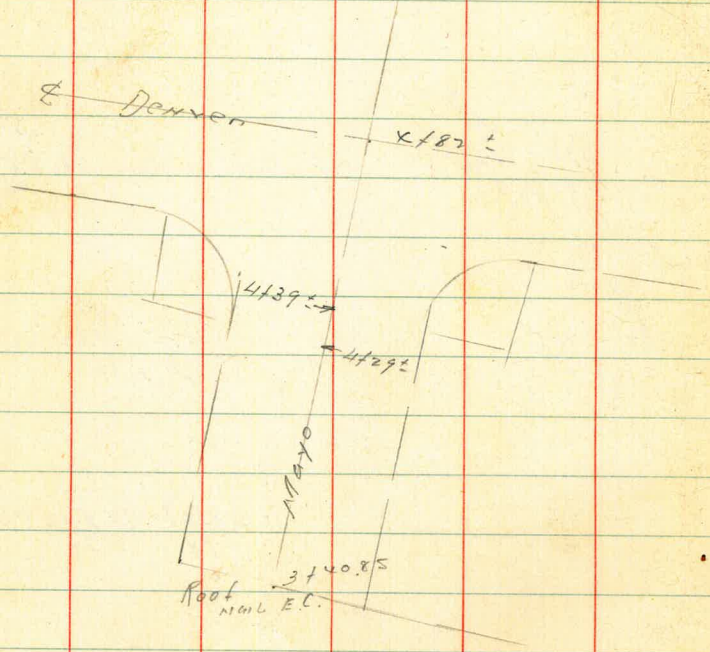
1 sec of Mayo St

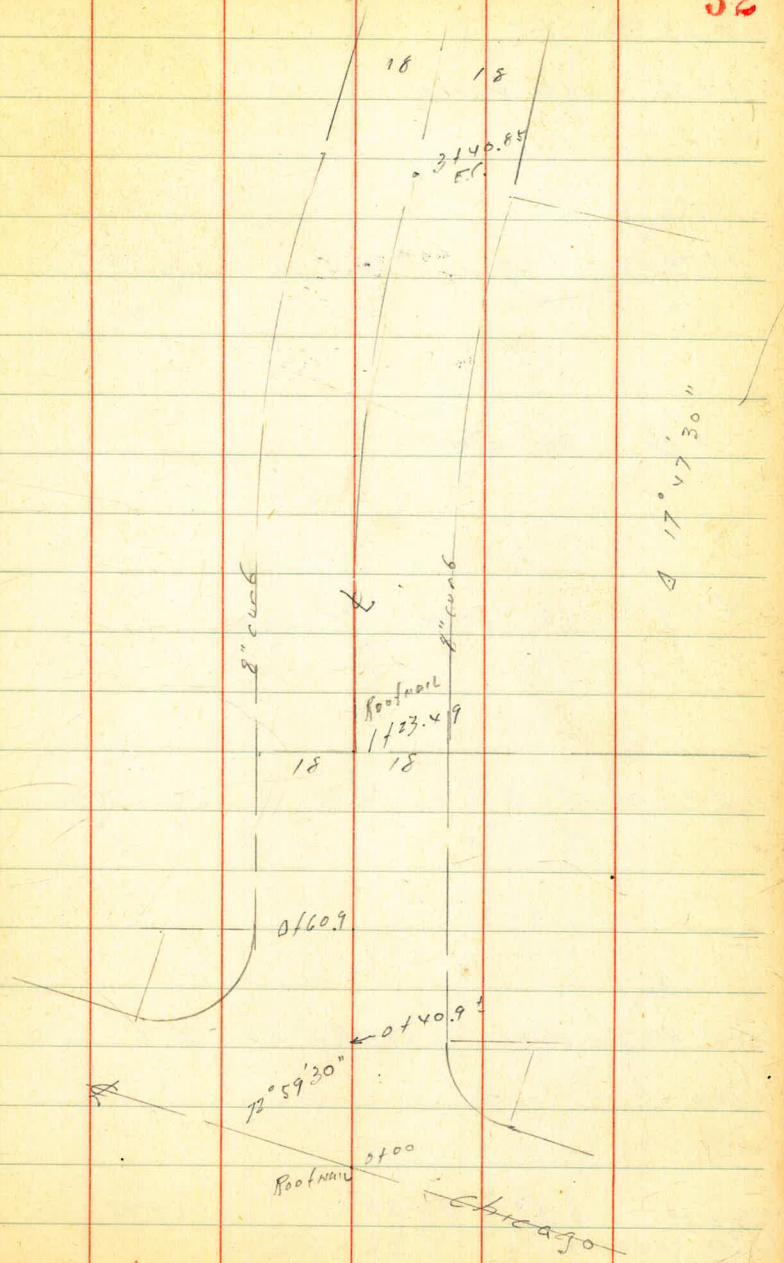
Chicago to Denver

Moore
B-99

N 10 E 1510

9-17-48





Mayo ST

1+23.49 BC.

1+16 10' Drive

1+10

+96 20' Drive

+89 10' Drive Lt

0+60.9 cb E.C. on Lt.

0+40.9 cb E.C. on Rt.

0+00 @ Chicago

BM BP 6.57 24.27 17.70
N.W. ctr. Ret.
Napier & Chicago

L
2.20 2.8
cb 18 9
21.59
2.68 3.2
cb 18 9
20.15
4.12 4.6
cb 18 9
4.9
18

℄
2.2 2.5
9 18
3.65
3.19
9
3.72
18
9
4.1 4.3
9 18
4.65

P
22.07 22.30
1.97
cb
2.74
18
20.83
3.45
cb
3.0
9 18
20.53
3.74
cb
19.98
4.29
cb
4.3
9 18

24.27

2+50				
2+16	10'	Drive	Lt	
2+05				
+98	9'	Drive	Rt	
+63	9'	Drive	Lt	
TP	10.49	33.91	0.85	23.42
1+50	"	"		
		24.27		

Lt

7.95 25.96 CB 18 9

8.5

8.0

9.5 18

9.39 24.52 CB 18 9

10.0

9.5

11.0 18

1.40 22.87 C

1.95 9

1.45

33.91

24.27

Rt

8.4 9 18

7.93 25.98 CB

9.8 9 18

9.31 24.60 CB

9.95 18

1.75 9 18

1.20 23.07 CB

				Lt	℄	Rt
3+79	10' Drive				4.60 18	
3+40	8 ↓			5.09 CB 18	5.7 9	5.3
3+35	10' Drive	Lt			5.80 18	
3+08	10' Drive					6.64 18
3+04	9' Drive			6.62 18		
3+00				6.36 CB 18	6.8 9	6.5
		33.91			33.91	

28.8 ↓ 27.5 ↓ 28.6 ↓ 27.5 ↓

5.29 CB 18 5.8 9 18 7.0 9 18 6.39 CB

			~~0.55~~			Lt	℄	Rt
	~~6.78~~	~~23.98~~		~~17.70~~				
BM			6.28	17.69 ~~17.59~~	17.70 17.70	Chic & Napier NW BP		
TP	2.12 ~~2.02~~	23.97 ~~23.87~~	12.06	21.85				
H + 50						2.7 18	2.1	2.4 18 Secretts Drainer & Sec
H + 39						31.71 2.20 CB 19+1	2.65 18 9	2.3	2.8 9 18	31.71 2.20
H + 29	BC on Lt					31.46 2.45 CB	3.0 18 9	2.6	3.1 9 18	31.40 2.51 CB
H + 00						30.54 3.37 CB 18	3.9 9	3.5	3.9 9 18	30.50 3.41 CB
		33.91						33.91		

Addl. Levels on Milton at Morena Blvd.

Moore Begg Sisson
7-14-49
W.O. 3150

0-50	STORM ditch				
0-44					
0-41					
0-35	Wedge Pav.				
T.P.	2.99	17.01	0.80	14.02	Top F.Hyd.
B.M. P.3	4.55	14.82		10.27	

← to Lister ←

Lt		℄		Rt
8.8/100	8.1/40	7.8/20	7.5 Beg. ditch	5.5/0 5.3/40 5.0/100
5.5/100	5.8/40	6.4	5.0/40	5.0/100
6.5/100	6.7/40	6.2	6.0/40	5.6/100
6.31/100	6.10/40	11.03 5.98	5.84/40	5.58/100

17.01

40 — 40

MILTON

0400

MORENA — 0-25 — 10 10 — BLVD

STORM ditch — ℄ — 110.95 — TRUNK SEWER See PLAN

℄ R.R. siding

℄ MAIN LINE — 14.23 — S.Fe R.R.

Top Rail Main Line

Top Rail of RR Siding

0 - 115

0 - 100

0 - 70 W. End 6.7 ditch

0 - 62 ditch

17.01

Lt | ℄ | Rt

6.85/100 | 6.45 | 6.71/100

7.60/100 | 7.14 | 6.88/100

8.1/100 | 7.8/40 | 7.5 | 7.2/40 | 7.2/100

4.0/100 | 3.6/40 | 4.2 | 4.9/40 | 5.7/100

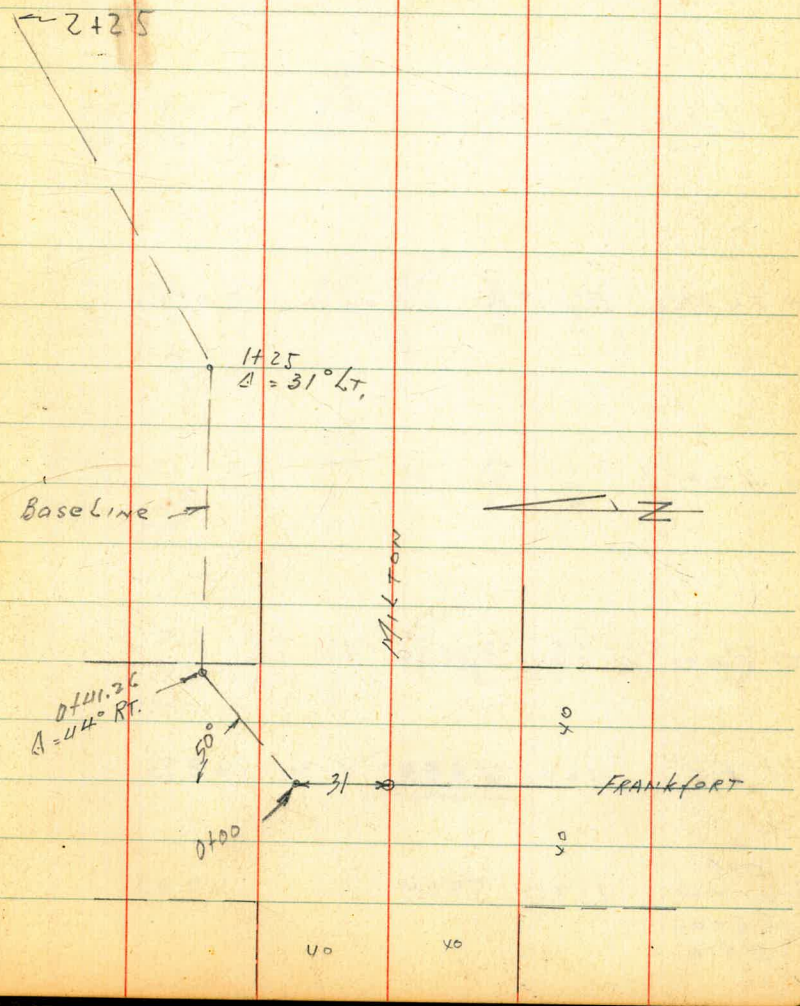
4.3/100 | 4.3/40 | 5.1 | 5.0/40 | 5.2/100

8.8/100 | 8.3/40 | 8.0/20 | 6.7 | 4.9/6 | 5.0/40 | 5.2/100

Beg. ditch

17.01

Location of Storm ditch
Milton & Frankfort



					Lt			BL			Rt		
1+00					3.6 / 20	3.9 / 6	7.1 / 3	50.7 / 9.2 / B	9.0 / x	5.2 / 6	3.9 / 10	3.9 / 15	
0+80					4.0 / 20	4.7 / 12	6.5 / 10	7.5 / 4	9.4 / 2	50.4 / 9.5 / B	9.0 / 3	7.5 / 4	6.6 / 6	4.0 / 8	4.0 / 12
0+60					3.8 / 20	5.2 / 12	7.2 / 7	50.1 / 9.8 / 2 / B	8.7	8.0 / 3	4.6 / 6	4.3 / 10			
0+42.26	Δ 44° Rt	Second Split			4.2 / 18	4.5 / 9 / Top	8.0 / 7	9.5 / 3	49.6 / 10.3 / B	9.0 / 3	4.8 / 6	4.6 / 10			
0+20					4.4 / 23	4.6 / 18 / Top	8.3 / 10	49.4 / 10.7 / 3 / B	9.5	8.0 / 5	4.9 / 6	4.4 / 10			
0+00	On Split Δ					7.7 / 18 / Top	9.0 / 6	10.5 / 2 / B	49.1 / 10.8	10.0 / 2	8.2 / 6	4.7 / 7	4.4 / 10		
T.P.	11.00	59.93	6.30	48.93				59.93							
B.M. SW BP Milton Erie	13.20	55.23		42.03											

2 + 25

2 + 0.5

1 + 75

1 + 50

1 + 25 @ 31°LT Sec on split

59.93

1.0/20 1.5/12 2.0/6 6.2/3 6.9 53.0 8.0/3 51.9 8.0/5 5.7/8 1.0/12 0.0/20

1.2/20 1.3/14 4.3/10 7.0/6 8.0 51.9 7.7/2 5.3/3 2.4/10 0.3/20

2.4/20 2.3/10 5.3/6 5.9 8.7/2 51.2 8.7/4 6.6/8 2.8/15 2.0/20

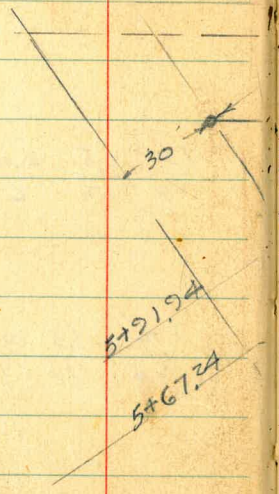
2.7/20 2.6/10 4.9/4 6.8 8.7/3 51.2 8.7/6 6.5/10 2.8/13 2.8/20

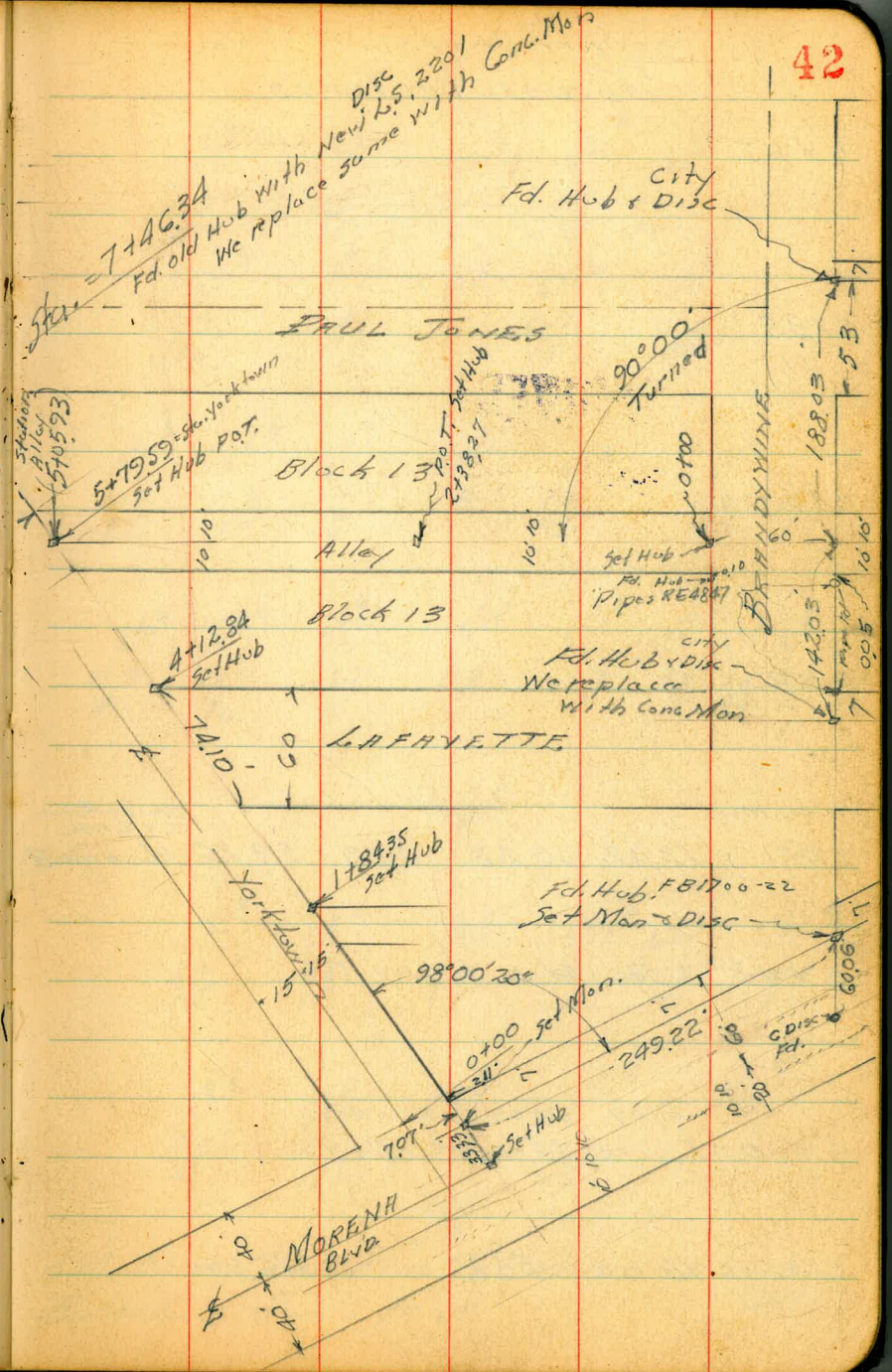
3.4/20 3.0/10 6.2/6 8.8/2 9.2 50.7 8.7/3 6.5/6 3.2/10 3.2/15

Cross Section on Yorktown St.

Walker
F. Gregory
Pope
R-Session
11-16-49

from Morena Blvd.
To Paul Jones
W.O. 60020





Yorktown Cross Sections

0+65

0+35

0+25

0+12

on Conc. Mon

I.P.#1	13.02	66.28	3.59	53.26	St. Yorktown E.T.L line Morena Blvd.

0+4.22 Sec Pt Δ to NW Cor

Diag. Section on
0+00 = E. line Morena Blvd.

10.00	5685		46.85

Lt.		℄		Rt.
63.4	63.7	65.2	65.4	65.9
2.9 / 25	2.6 / 15	1.1	0.9 / 15	0.4 / 30
63.4	63.9	64.8	65.6	65.9
2.9 / 30	2.4 / 15	1.5	0.7 / 15	0.4 / 30
55.1	55.5	62.3	64.5	65.1	65.3
11.2 / 35	10.8 / 25	4.0 / 15	1.8	1.2 / 15	1.0 / 30
54.4	54.6	54.9	55.0	55.4	62.1	61.9	61.4	62.7
11.9 / 40	11.7 / 30	11.4 / 15	11.3	10.9 / 3	3.6 / 15	4.4 / 20	4.9 / 25	4.1 / 30

66.28

53.9	54.4	54.5	54.8	62.2	64.3
3.0 / 25	2.5 / 15	2.4	2.1 / 11	+5.3 / 15	+7.4 / 30
53.6	53.5	54.0	55.8	55.8
3.3 / 25	3.4 / 15.2	2.9	1.1 / 15.2	1.1 / 25

5685

B.M. chisel Cross Rim Tel MH FB 2013 20
Balboa & Santa Fe St.

Cross Section - Yorktown St.

2+15					
on Hub T.P. #2	6.16	62.59	9.85	56.43	1+84.35 Cor. Alley P-42
2+00					
1+75					
1+35					
1+15					
1+00		66.28			

℄

55.1	53.7	53.7	55.7	56.2	56.4	58.4
6.9	8.9	8.9	6.9	6.4	6.2	4.2
38	36	30	28		15	30
	in Wash	in Wash				
				62.59		
	56.1	55.9	55.1	57.0		58.6
	10.2	10.4	10.6	9.3		7.7
	30	15		15		30
	55.2	55.0	55.4	57.8		61.4
	11.1	11.3	10.9	8.5		4.9
	30	15		15		30
53.8	55.1	57.9	59.8	60.8	63.0	64.4
12.5	11.2	8.4	6.5	5.5	3.3	1.9
30	22	15	10		15	30
	56.1	59.1	61.0	62.8		63.1
	10.2	7.2	5.3	3.5		3.2
	30	15		15		30
	58.0	60.3	62.6	63.6		64.7
	8.3	6.0	3.7	2.7		1.6
	30	15		15		25
			66.28			

Cross section - Yorktown St.

	Lt.		℄		Rt.
4+12.84 - Rt △ to N.E. Cor Lafayette ~~Alley~~	63.9	61.6	59.9	59.4 56.4 57.4	61.6
	+1.3	1.0	2.7	3.2 5.12	1.0
	30	15		8 on 4½ 15	30
4+00	63.4	61.7	60.4	58.7 57.7 57.1 58.9	61.5
	+0.8	0.9	2.2	3.9 4.9 5.5 3.7	1.1
	30	15		15 16 21 23	30
				Ditch Ditch	
3+50	60.3	59.9	59.4 59.0 58.6 58.6 58.4 59.0		59.0
	2.3	2.7	3.2 3.6 7.0 7.0 4.2 3.6		3.6
	30	15	6 8 12 13 15		30
			Ditch Ditch		
3+25	60.3	59.3	59.0 58.2 58.1 58.5 58.5 58.0		58.4
	2.3	3.3	3.6 4.4 7.5 8.1 8.1 4.6		4.2
	30	15	10 12 15 17 18		30
			Ditch Ditch		
3+00	59.3	59.5	58.2 57.8 58.3 58.4 58.7 57.4		57.7
	3.3	3.1	4.4 4.8 7.3 7.9 7.9 5.2		4.9
	30	15	9 10 15 19 20		30
			Ditch Ditch Ditch		
2+75 - Int & Ditch	58.1	57.9	57.2 56.9 53.6 55.6 56.9		
	4.5	4.7	5.4 5.7 9.0 7.0 5.7		
		15	10 15 Bank 19 30		
			in Ditch		
2+60 - ~~Int. & Bank Ditch~~	57.8	57.6	56.2 53.9 56.8 58.3		
	4.8	5.0	6.4 8.7 5.8 4.3		
	30	15	9 15 30		
			62.89 S. Bank Ditch.		

Cross Section - Yorktown St.

TP #4	6.85	76.53	0.40	69.68	on Loth 6+60
6+47					
6+00					
5+79.59 15' Rt Set BM on Hub			10.27	59.81	
5+79.59 = Rt ∠ to ℄ Alley					
5+50					
5+00					
TP #3	9.73	70.08	2.24	60.35	
4+50					
		62.59			

Lt.		℄		Rt				
14.6	14.4	10.4	66.8	65.1	63.7	63.8	59.9	63.8
+1.5	+1.3	+0.3	3.3	4.4	6.4	6.3	10.2	6.3
30	15		10	15	22	27	33 in Ditch	40
72.1	67.0	63.0	63.0	59.0	62.4	62.7		
+2.0	3.1	7.1	7.1	11.1	7.7	7.4		
30	15		15	19 in Ditch	24	30		
66.4	62.8	61.9	59.8	58.6	62.4	60.9	61.9	
3.7	7.3	8.2	7.8	10.27	11.5	7.7	9.2	8.2
30	15		9	15 on Hub	17 in Ditch	20	24	30
62.8	61.8	61.3		60.9	58.4	61.6	62.3	
7.3	8.3	8.8		9.2	11.7	8.5	7.8	
30	15			8	13 in Ditch	15	30	
60.8	61.0	61.3		61.1	58.4	60.8	64.2	
9.3	9.1	8.8		9.0	11.7	9.3	5.9	
30	15			3	9 in Ditch	15	30	
		70.08						
60.2	59.9	59.9	59.7	57.8	59.1	60.1	62.2	
2.4	2.7	2.7	2.2	4.8	2.9	2.5	0.4	
30	15		2	7 Ditch	9	15	30	
		62.59						

Cross Section - Yorktown

Cont. P - 48

T.P. #8	12.93	112.70	1.26	106.77
T.P. #7	10.45	108.73	0.44	98.28
T.P. #6	11.48	98.72	1.47	87.24
T.P. #5	12.51	88.71	0.33	76.20

7+80

7+46.34 = Rt ∆ to SVY Cor Paul Jones

7+35

7+25

7+00

6+53

76.53

Lt. | ℄ | Rt.

Lt.			℄		Rt.		
			68.8	67.1	67.2	66.4	66.2	65.1
			7.7 35	8.8 15	9.3	10.1 15	10.3 30	10.8 45
77.9	76.4	75.3	71.4	69.9	66.3	65.81	65.7	65.1
+1.4 30	0.1 20	1.2 15	5.1 10	7.1 5	10.2	10.7R 15 on Conc Mon.	10.8 30	11.4 45
77.7	76.4	73.3	71.1	66.5	65.8	64.8		
+1.2 30	0.1 15	3.2 3	5.4	10.0 15	10.7 30	11.7 45		
78.1	76.3	73.7	71.9	70.1	65.3			
+1.6 30	0.2 15	2.8	4.6 15	6.8 29	11.2 45			
79.5	76.5	75.7	74.7	72.5	69.9	65.5		
+3.0 30	0.0 23	0.8 15	1.8	4.0 15	6.6 30	11.0 45		
76.8	74.9	73.7	71.5	68.7	63.3	63.7	60.1	60.1	64.0
+0.3 35	1.6 30	2.8 15	5.0	7.8 15	13.2 25	13.3 31	16.4 32 Ditch	16.4 40 Ditch	12.5 42

76.53

Yorktown St. - Cross Sections

0.01

46.85

P-43

Check starting BM.			9.20	46.84	
TP #20	3.59	56.04	6.94	52.45	
TP #19	1.65	59.39	11.92	57.74	
TP #18	0.55	69.66	12.64	69.11	
TP #17	0.28	81.75	12.93	81.47	
TP #16	0.61	94.40	12.64	93.79	
TP #14	0.33	106.43	12.23	106.10	
	0.84	118.33		117.49	on Hub T.P. #9

0.16 diff.

175.27

St. Brandywine

Check BM. on Hub			0.59	175.11	
T.P. #13	9.69	175.70	0.11	166.01	
T.P. #12	12.97	166.12	0.02	153.15	
T.P. #11	12.19	153.17	0.22	140.98	
T.P. #10	12.21	141.20	0.73	128.99	
T.P. #9	12.23	129.72	2.21	117.49	117.67 = F.B. 1591/41
		119.70			

W 1 7' Line Princeton FB 1591 : P-43

Hub

S.W. Cor Brandywine & Paul Jones

Top of Hub has been burned off.

FB 1591/41

Cross Section Alley Blk: 13

Walker
Gregory
Pope
R. Sisson

American Park - Sketch P-42

11-18-49

W.O. 60020

Cont. on P-50

0+50

INDEXED
W.K
NOV 23 1949

0+00 = NL. Brandywine Street

0-10

0-14

0-21

0-30 = ℄ Brandywine Cold Lap Paving

4.91 111.01 106.10

Lt ℄ Rt

49

102.3	102.9	104.1	105.5	106.8
8.7 / 25	7.1 / 10	6.3	5.5 / 10	4.2
103.7	105.2	106.10	106.8	108.2
7.3 / 25	5.8 / 10	4.91 on Hub	4.2 / 10	2.8 / 25
104.2	105.5	104.9	107.1	108.4
6.8 / 25	5.5 / 10	5.1	3.9 / 10	2.6 / 25
103.2	104.0	104.7	106.0	107.1
7.8 / 25	7.0 / 10	6.3	5.0 / 10	3.9 / 25
102.49	104.68	105.52	106.35	108.36
8.52 / 35 Por.	6.33 / 10 Por.	5.49 Por.	4.66 / 10 Por.	2.65 / 35 Por.
102.6	104.77	105.63	106.49	108.68
8.40 / 35	6.24 / 10 Por.	5.38 Por. 111.01	4.52 / 10 Por.	2.33 / 35

NL. Brandywine & ℄ Alley
BM. on Hub TP #14 - P-48

Alley Block 13
American Park

2+95				
2+75				
2+50				
T.P.	0.67	101.35	10.33	100.68
2+38.27	P.O.T.			
2+00				
1+50				
1+00		111.01		

	Lt		℄		Rt
2+95	89.9	90.5	92.2	93.9	95.6
	15.5	10.9	9.2	7.5	5.8
	25	10		10	25
2+75	90.7	93.2	94.9	96.5	98.6
	10.7	8.2	6.5	4.9	2.8
	25	10		10	25
2+50	93.9	96.5	98.0	99.6	101.7
	7.5	4.9	3.4	1.8	+0.3
	25	10		10	25
			101.35		
			T		
2+38.27	96.4	98.7	100.68	101.7	103.7
	14.6	12.3	10.33	9.3	7.3
	25	10	on Hub	10	25
2+00	99.8	101.4	103.3	104.2	106.1
	11.2	9.6	7.7	6.8	4.9
	25	10		10	25
1+50	101.5	102.9	103.6	104.3	105.9
	9.5	8.1	7.4	6.7	5.1
	25	10		10	25
1+00	101.8	103.2	104.1	105.2	106.6
	9.2	7.8	6.9	5.8	4.4
	25	10		10	25
			111.01		
			T		

Alley Block 13
American Park

T.P.	1.78	69.87	8.11	68.09
4+60				
4+20				
3+95				
T.P.	0.06	76.20	12.92	76.14
3+65				
3+31				
T.P.	0.26	89.06	12.55	88.80
3+07				
		101.35		

Lt. | ℄ | Rt.

Lt.		℄		Rt.
64.9	66.4	67.3	68.6	69.1
11.3 / 2.5	9.8 / 10	8.9	7.6 / 10	7.1 / 2.5
67.1	68.3	69.0	69.9	71.9
8.5 / 2.5	7.9 / 10	7.2	6.3 / 10	4.3 / 2.5
68.4	69.1	70.3	72.1	76.1
7.8 / 2.5	7.1 / 10	5.9	4.1 / 10	0.1 / 2.5
		76.20		
73.8	75.1	76.8	78.4	81.4
15.3 / 2.5	14.0 / 10	12.3	10.7 / 10	7.7 / 2.5
77.4	79.1	82.0	84.1	87.8
11.7 / 2.5	9.4 / 10	7.1	5.0 / 10	1.3 / 2.5
		89.06		
93.0	96.6	88.5	90.1	93.3
18.4 / 2.5	14.8 / 10	12.9	11.3 / 10	8.1 / 2.5
		101.35		

Alley Block 13
American Park

.002
59.81
P-46 10.09 59.78
Check ℄ Hub - 15' Rt 5+79.59

5+05.93 = ℄ Line Yorktown Sec. on Line

4+85

69.87

Lt. ℄ Rt

58.9 59.78 61.1
10.0 10.09 8.8
12.35 12.35

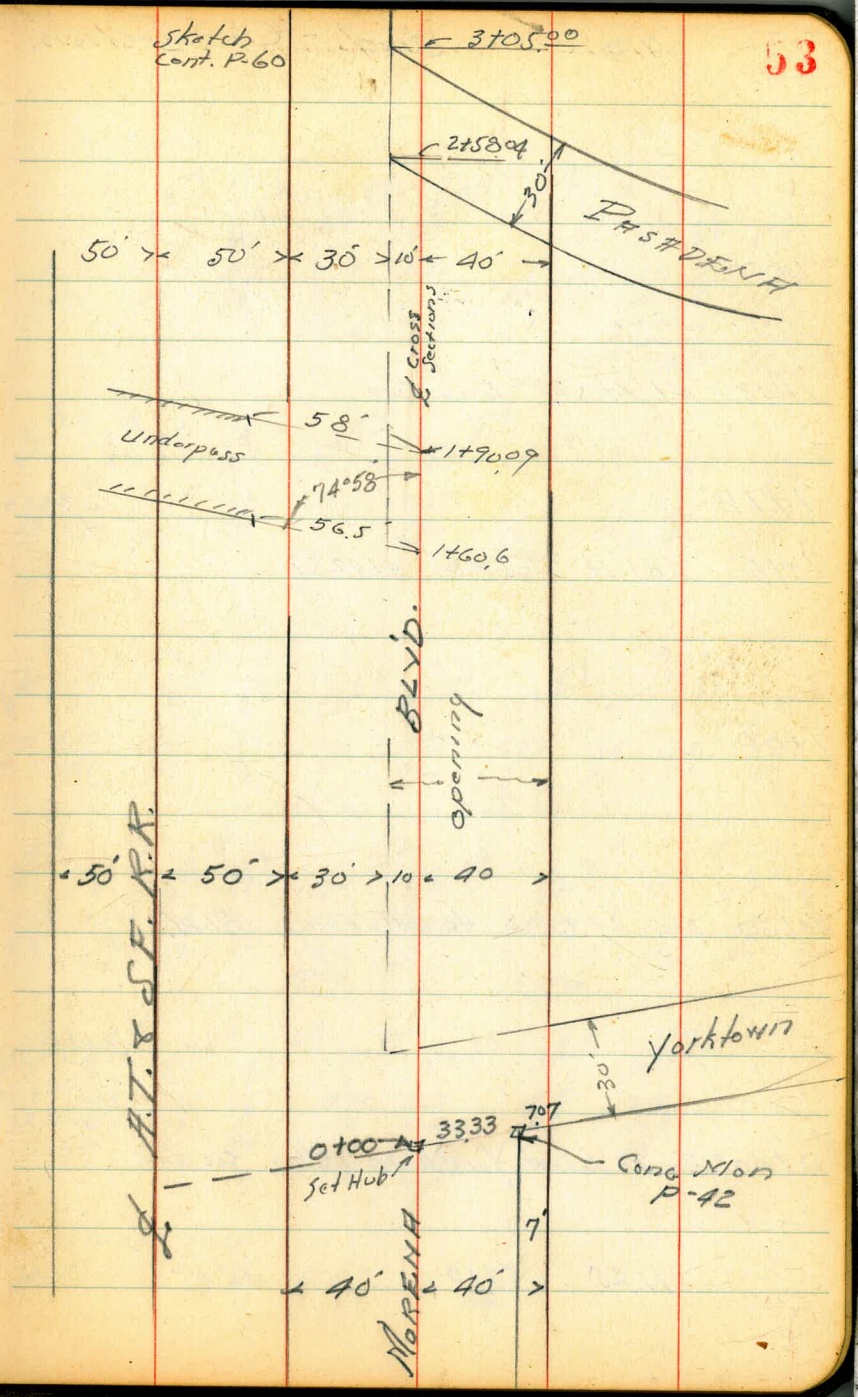
61.4 61.7 62.2 63.0 64.0
8.5 8.2 7.7 6.9 5.9
2.5 1.0 1.0 2.5

69.87

Cross Sections - Morena Blvd. from Yorktown to Valley Forge

Walker
F. Gregory
Pope
R-Session
11-21-49

Sketch cont. P-60



Morena Blvd. - Cross sections

	Lt.										
1+50	51.5	49.1	47.9	48.37	49.70	52.1	53.9	54.1	54.0	55.55	
	6.6	8.1	10.2	9.73	8.40	.54	4.2	4.0	4.1	2.55	
	50	40	34	25	East edge Pav.	27	35	40	45	45.2	
				West edge Pav.				Old Drive Abandoned Service Sta		Conc. Slab. Abandoned Pumps.	
1+48 41' Lt 28" Euc Tree											
	60.9	52.9	50.2	49.3	49.95	50.47	51.14	52.5	53.6	54.5	55.8
1+16	+2.8	.52	7.9	8.8	8.15	7.63	6.96	.56	4.5	3.6	2.3
	37	33	28	27	11	Pav.	14.5	30	40	50	40
					West edge Pav.		E. edge Pav.				
1+15 38.1' Lt - Tel. Pole # 41428H											
	62.1	63.1	53.1	49.8	50.51	50.81	51.51	52.7	53.9	54.7	
1+00	+4.0	+5.0	4.4	8.3	7.59	7.23	6.59	.54	4.2	3.4	
	40	35	32	26	8	Pav.	17	30	40	50	
					West edge Pav.		East edge Pav.				
	63.8	63.3	54.4	52.1	52.22	52.24	52.35	52.8	53.6	54.3	
	+5.7	+5.2	3.7	6.0	.588	5.86	5.75	.53	4.5	3.8	
	40	36	32	29	12.6	Pav.	13	25	40	50	
					W edge Pav.		E edge Pav.				
0+50 Sec at Rt Δ to Morena Blvd.											
	64.4	63.8	53.86	53.50	53.17	53.05	53.4	55.7			
	+6.3	4.3	.424	.460	.493	.505	.47	2.4			
	38	35	27.3	12.	.03	on Hub	2.5	40.9			
			West edge Pav.	Pav.	Pav. E. edge	58.10		EL.			
0+00 = South Line Yorktown diag. Sec											
	11.25	58.10		46.85							

Chiseled Cross
BM Rim MH D-43

Norona Blvd.

2+21 = Pole Anchor 1.0' Lt.

2+13 = 30" Euc. Tree 30.4' Lt

2+00 39.3 Lt 24" Euc. Stump

2+02 = Elec Pole 1.2' Lt No Number

1+97 = 26.3' Lt = 30" Euc Tree

1+89 16.5' Rt 9.80 63.79

T.P. #2 on Rail Near Mission Bell 4.11 53.99

Diag. Sec.

1+90.09 = N edge Underpass

Sec.

1+84 Rt ∠ to ℄

~~1+90.09 = N. edge Underpass~~

1+82 13' Rt 4" Pipe - Mission Bell

Diag. Sec.

1+75.91 = ℄ Underpass

diag. Sec.

1+60.6 = South edge Underpass

58.10

	Lt.	℄	Rt.
		63.79	
		Sodge 8' channel approx. 250 Acres ± Drains Balance of channel Location of FB 2021/49	
	46.84	46.32 46.36 46.56 47.78 48.0	47.7 50.5 52.5 53.5 54.0
	11.26	11.78 11.74 11.52 10.3 10.1	10.4 7.6 5.6 4.6 4.1
	.162 Pav.	130 Pav. 88.5 Pav. 58 Pav. E end Abutment 26	8 10 21 42 50
	46.58	47.00 48.02 49.4 50.5	52.4 53.3 53.8
	11.52	11.10 10.08 8.7 7.6	5.7 4.8 4.3
		43 Pav. 26 E. edge Pav. 7	20 40 50
	46.47	46.32 46.05 46.00 46.12 46.86 48.05 50.0	53.6 54.3
	11.63	11.78 12.05 12.10 11.98 11.24 10.05 8.1	4.5 3.8
	197 Pav.	150 Pav. 130 Pav. 100 Pav. 85 Pav. 50 Pav. 28 E. edge Pav.	46 50 in Abandoned Service Sta. Drive. Dirt.
44.44	45.59	45.81 45.85 46.40 46.56 48.34 49.26 49.6	
13.66	12.51	12.29 12.25 11.70 11.52 9.76 8.84 8.5	
213 Pav. Ditch	163 Pav.	129 Pav. 96 = East end Abutment 56.5 Pav.	50 23.5 Pav. 7' E edge Pav. 58.10

Morena Blvd

Lt ℄ Rt

3+70: 56.9 17.5/50 · 62.8 11.6/40 · 64.0 10.4/36 · 64.5 9.9/25 · 64.3 10.1/20 · 57.3 17.1/10 · 56.8 17.6 · 56.9 17.5/20 · 57.0 17.4/40 · 57.4 17.0/50

74.39

T.P 10.97 74.39 0.37 63.42 Nail in Post

3+40: 56.2 7.6/50 · 62.6 1.2/40 · 62.8 1.0/25 · 63.1 0.7/18 · 58.2 5.6/10 · 56.2 7.6/6 · 56.7 7.1 · 56.4 7.4/20 · 56.7 7.1/40 · 56.6 7.2/50

3+02
~~3+01.81~~: 54.8 9.0/50 · 54.6 9.2/40 · 53.3 10.5/36 · 57.2 6.6/30 · 57.8 6.0/25 · 57.6 6.2/10 · 54.8 9.0/6 · 55.1 8.7 · 55.9 7.9/20 · 56.1 7.7/40 · 56.1 7.7/50

2+58.04
~~2+57.65~~: 55.2 8.6/50 · 50.7 13.1/40 · 50.7 13.1/36 · 53.7 10.1/33 · 54.7 9.1/25 · 54.7 9.1/10 · 51.8 12.0/4 · 52.6 11.2 · 54.2 9.6/8 · 55.4 8.4/20 · 56.2 7.6/40 · 56.5 7.3/50

2+35: 53.1 10.7/50 · 52.1 11.7/40 · 49.2 14.6/36 · 53.0 10.8/32 · 53.7 10.1/25 ℄ st To Lt · 53.7 10.1/10 · 50.49 13.3/6 · 52.4 11.4 · 53.6 10.2/3 · 54.8 9.0/20 · 55.7 8.1/40 · 56.2 7.6/50

2+04 Cont, : 49.7 14.1/50 · 48.1 15.7/44 · 49.6 14.2/50

~~2+04~~: 49.2 14.6/38 · 50.9 12.9/29 · 50.1 13.7/13 · 49.4 14.4/5 · 51.4 12.4 · 52.3 11.5/15 · 51.0 12.8/20 · 50.4 13.4/32 · 48.2 15.6/36 · 49.2 14.6/40

63.79

2+03 40' Rt - ℄ channel

63.79

Morena Blvd.

T.P.	10.18	83.30	1.27	73.12									
6+00	70.8 3.6 50	Nail Fence Post 72.4 2.0 40	68.8 5.6 31	65.8 8.6 29	65.8 8.6 25	66.6 7.7 15	69.2 5.2 14	69.4 5.0 10	70.5 3.9	72.3 2.1 20	73.8 0.6 34	77.8 +3.4 42	78.6 +4.2 50
5+50	63.7 10.7 50	68.4 6.0 43	68.4 6.0 40	63.7 10.7 38	64.6 9.8 26	67.4 7.0 25	68.0 6.4 24	69.0 5.4 10	69.3 5.1	69.9 4.5 20	71.2 3.2 40	71.8 2.6 50	
5+40	62.5 11.9 50	63.1 11.3 40	65.8 8.6 26	68.6 5.8 25	68.7 5.7 10	68.8 5.6	69.5 4.9 20	70.8 3.6 40	71.2 3.2 50				
5+00	62.3 12.1 50	65.8 8.6 40	67.6 6.8 36	67.8 6.6 25	67.8 6.6 24	65.3 9.1 17	65.3 9.1 10	65.6 8.7	66.5 7.8 20	68.1 6.3 40	68.2 6.2 50		
4+65	60.0 14.4 50	64.8 9.6 40	65.6 8.8 34	65.8 8.6 25	63.0 11.4 14	62.3 12.1 10	62.0 12.4	63.8 10.6 20	64.1 10.3 40	64.3 10.1 50			
4+39	35' Lt = Pole Anchor.												
4+30	58.7 15.7 50	63.3 11.1 40	66.3 8.1 35	66.3 8.1 25	66.6 7.8 23	59.5 14.9 10	58.5 15.9	59.1 15.3 20	60.5 13.9 40	61.2 13.2 50			
4+00	57.4 17.0 50	63.2 11.2 40	65.3 9.1 36	65.3 9.1 25	65.7 8.7 22	57.8 16.6 10	57.3 17.1	57.6 16.8 20	58.0 16.4 40	58.6 15.8 50			

74.39

74.39

Morena (Blvd) Lt ℄ Rt

8+00	77.0 6.3 50	77.8 5.5 40	77.6 5.7 38	74.0 9.3 33	74.0 9.3 25	75.3 8.0 10	80.1 3.2 3	80.4 2.9	82.0 1.3 20	84.1 +0.8 40	85.2 +1.9 50				
7+65	75.0 8.3 50	75.9 7.4 40	7.5 38	73.2 10.1 34	73.0 10.3 25	73.4 9.9 15	74.4 8.9 10	79.8 3.5 3	80.30 3.0	83.10 0.2 20	84.8 +1.5 40	85.1 +1.8 50			
7+30	73.4 9.9 50	74.3 9.0 40	74.7 8.6 38	72.3 11.0 34	72.0 11.3 25	69.0 14.3 20	72.0 11.3 16	73.0 10.3 10	74.0 9.3 5	76.6 6.7	79.8 3.5 20	83.10 0.2 40	84.3 +1.0 50		
6+94	71.9 11.4 50	73.6 9.7 40	74.0 9.3 37	72.2 11.1 35	71.3 12.0 30	68.6 14.7 27	68.6 14.7 25	68.6 14.7 19	72.2 11.1 10	73.0 10.3 9	73.4 9.9	74.3 9.0 4	79.4 3.9 9	83.0 0.3 40	84.0 +0.7 50
6+81	71.7 11.6 50	73.7 9.4 40	71.6 11.7 34	68.5 14.8 30	68.8 14.5 25	68.9 14.4 15	72.0 11.3 10	72.2 11.1	70.9 12.4 10	72.7 10.6 21	71.8 11.5 40	76.7 6.6 50			
6+67	71.6 11.7 50	73.9 9.4 40	74.1 9.2 38	68.3 15.0 34	68.9 14.4 27	71.4 11.9 25	72.2 11.1 10	72.0 11.3	73.8 9.5 10	79.5 3.8 15	81.8 1.6 40	83.2 0.1 50			
6+40 ~~ET~~	72.1 11.2 50	72.8 10.5 42	67.6 15.7 40	67.0 16.3 34	71.0 12.3 29	71.1 12.2 25	71.6 11.7 10	72.2 11.1	74.0 9.3 17	80.1 3.2 25	60.6 2.7 40	81.8 1.5 50			

83.30

83.30

Morena Blvd.

6+12.13 = St Sewer F.B. 1813-40 — 0.03 / 70.40 = Mon

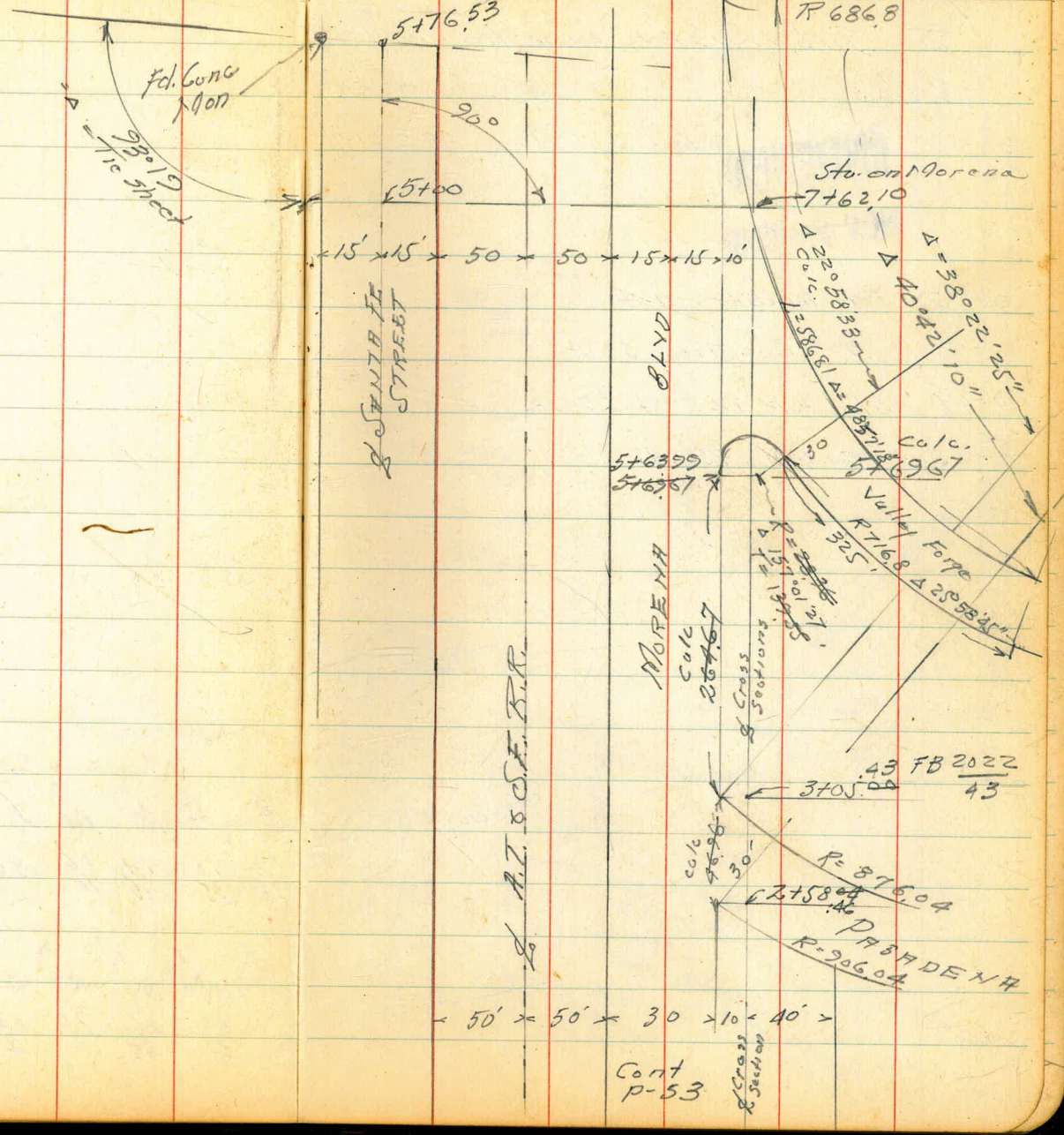
Check BM on Conc Mon 12.87 70.43

9+00	76.9 6.4 50	78.0 5.3 40	78.0 5.3 38	75.7 7.6 35	75.9 7.4 25	76.7 6.6 10	79.7 3.6 5.0	80.4 2.9	82.0 1.3 20	83.6 +0.3 40	84.2 +0.9 50
8+45.65	77.9 5.4 50	79.0 4.3 40	78.9 4.4 38	74.7 8.6 34	74.7 8.6 25	75.7 7.6 10	80.9 2.4 4	81.5 1.8	82.9 0.4 20	84.9 +1.6 40	85.8 +2.5 50

83.30

83.30

Morena Blvd
Cross Sections



Cross Section - Santa Fe St.

from Balboa Ave North

To Subdivision Line Homelund - Villas

W.O. 60020

Additional Ties FB 2013

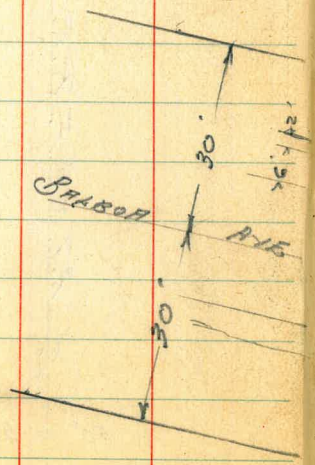
Haglund

0+05 = Pole Anchor 11' Rt

0-08 = 30" Euc. Tree 51' Lt

0-07 = Elec Pole 12.5' Rt #3098

0-25 = Tel MH 45' Rt



Osborne

Walker 11-22-49
F. Gregory
R. Sission

Knocked out 1955 by State Const. T.C.

Subdivision Line

Fd. Conc. Mon

5+76.53

Unloading Area

Dirt & Gravel Road

Homeland Villas

4+24

4+14

Cabinet Shop

3+81

Santa Fe St.

2+51

Under Const. Bld.

2+21

Pasadena St.

17+88

15' 15'

Top of Fire Hydt.

Add. Ties FB 2229 57

65.0'

50'

Fd. Conc. Mon

29.14'

Mon Ft. Again 3-10-52 CBLS

15.42'

0+00

Gutter

Cold Lap

0-16

A.C. Top

Conc. Base Pav.

0-2.04

0-2.46

0-30.83

Std. Pk. Nail in Pav. 3-10-52 CBLS

0-41.11

Underpass

A.T. & S.F. R.R.

SANTA FE ST.

0+65 15.3' Lt Elec Pole # 4591

0+50

0+40 15.5 Lt = Pole Anchor

0+00 = NH. Balboa - diag. Sec on NH.

0-16 = N edge Cold Lay Pav. diag. Section Parallel to Balboa

0-20.4 - diag. Sec. NH Edge Pav. Produced.

0-30.83 = ℄ Balboa diag. Sec. on ℄ Pav. Produced

0-41.11 = Diag Sec. South Edge Pav produced

657 53.42 46.85

48.4 48.3 47.8 47.9 48.3 48.8 48.1 48.1

5.0 5.1 5.6 5.5 5.1 4.6 5.3 5.3
25 15 13 8 11 15 25

47.3 47.0 47.3 47.1 48.3 48.4 49.0 53.7

6.1 6.4 6.1 5.7 5.1 5.0 4.4 +0.3
32 28 15.4 2 13 15.4 25

41.04 46.64 46.66 47.26 47.27 47.79 49.8 50.9

6.38 6.78 6.76 6.6 6.15 5.63 3.6 2.5
4.77 4.64 42 4.5 15.42 25
Shoulder W edge Pav. Pav Pav Pav Shoulder DIH

45.20 45.65 46.82 47.25 46.99 46.95 47.1 48.9 50.4

8.22 7.77 6.60 6.17 6.43 6.47 5.65 4.5 3.0
100 80 42 15.42 5.5 5.5 15.42 25
Pav. Pav. Pav. Pav. Cold Lay Pav. Edge Cold Lay

45.36 45.85 46.13 46.96 46.81 46.51 46.8 46.4

8.06 7.57 6.69 6.46 6.61 6.85 6.6 5.0
100 80 42 15.42 15.8 20 25
Pav Pav. Pav. Pav Pav Old edge Pav. Conc. Base

45.20 45.42 46.51 46.63 46.53 46.34 46.01

8.22 8.00 6.91 6.79 6.89 7.08 7.41
100 80 42 15.42 Pav. 15.43 41
Pav. Pav. Pav. Pav. 53.42 Pav Pav

S.M. Rim Tel N.H. = P-54

SANTA FE ST.

2+21 = S. edge Factory Bldg under Const. on Lt.

2+00

1+83 = Elec Pole #4621 15' Lt.

Mr. J.R. Henderson 4606 Santa Fe St. is Building a factory on Lt from Sta. 2+21 to Sta 2+51 Would like for Grade on Santa Fe St To match the Elev. this Pipe

T.P. 11.30 63.11 1.61 51.81 on Pipe N.W. Santa Fe & Pasadena

This St. Roughed out

1+68.8 = diag Sec. N.W. Pasadena

This Sec. on Lt is Rough Graded.

1+48.75 = diag. Sec S.L. Pasadena on Lt.

1+50 Sec Rt & to &

1+00 5342

55.2 55.9 55.5 55.8 56.0 55.0 55.0
7.84 7.2 7.6 7.3 7.1 8.1 8.1
23 15 12 15 19 25

Top Foundation = Proposed Finish Floor.

53.2 53.6 53.9 54.4 54.6 53.7 53.3
9.9 9.5 9.2 8.7 8.5 9.4 9.8
25 15 13 15 18 25

6311

50.9 50.9 51.4 51.81 51.7
2.5 2.5 2.0 1.61 1.7
587 50 30 15.15
=BC Rt on Pipe

50.8 50.5 50.4 50.8 50.4
2.6 2.9 3.0 2.6 3.0
61.6 50 30 15.15
BC Rt

51.6 52.3 52.0 50.6 50.3 51.5 52.0 50.4 51.0
1.8 1.1 1.4 2.8 2.9 1.9 1.4 2.6 2.9
25 15 13 9 14 15 19 25

49.8 49.8 49.1 48.8 49.2 49.6 49.1 48.9
3.6 3.6 4.3 4.6 4.2 3.8 4.3 4.5
25 15 9 11 14 15 25

5342

SANTA FE ST.

3+81 = Beg. Cabinet Factory on Lt. Conc. Floor

3+76 = Conc. Wall on Lt. Rt. & to st.

3+50

T.P.	11.71	74.19	0.63	62.48

3+00

2+75

2+51 = North edge of Factory under Const.
Mr. Henderson (Phone G-5-7267) would especially like to have the grade to meet the finish floor at this station.

63.34 62.9 63.0 62.5 61.5 63.7 65.1

1085 11.3 11.2 11.7 12.7 10.5 9.1
40 30 15 11 15 25
on Conc. Floor

62.64 62.93

11.55 11.26
40 15
on wall on wall

60.1 61.9 62.2 61.9 62.5 63.6 64.9 64.9

14.1 12.3 12.0 12.3 11.7 10.6 9.3 9.3
25 15 12 12 15 19 25

74.19

59.6 59.9 60.1 61.1 62.2 62.8

3.5 3.2 2.4 2.0 0.9 0.3
25 15 12 15 25

58.1 58.9 59.6 59.1 60.9 60.4

5.0 4.2 3.5 3.4 2.2 2.4
25 15 12 15 25

55.31 56.9 57.3 58.0 58.1 59.8 59.3

7.80 6.2 5.8 5.1 5.0 3.3 4.8
23 15 13 12 15 25
Finish Floor

63.11

SANTA FE ST.

Sec. Diag.

5+76.53 = N.L. Homeland Villas Sub.

5+40

5+00

4+54 13.9' Lt = Pole Anchor.

4+50

4+24 = Beg dirt Road to Unloading Spur Track Santa Fe R/R

4+24 13.6' Lt = Elec. Pole # 4681

Note. The owner of this factory would like to have grade of St 0.50' below floor at this station 4+14

4+14 - N. edge Cabinet Factory

Conc Floor.

	Lt.							Rt.
	69.1	70.39	70.0	70.0	70.8	71.8	72.1	69.9	69.9
	4.5 25	3.80 15.01 on Conc. Mon.	4.2 11	4.2	3.9 10	2.4 12	2.1 15	4.3 25	4.3 35 Dirt Road
	70.0	71.0	71.5	71.1	71.4	72.6	73.6	72.6	69.1	68.89
	4.2 25	3.2 15	2.7 14	3.1	2.8 9	1.6 11	0.6 15	1.6 20	4.5 25 Dirt Road	5.30 47 W Rail Spur
	70.6	70.7	69.4	70.6	69.4	69.1	69.5	71.1	71.1	70.2	68.44
	3.6 25	3.5 15	4.8 12	3.6 11	4.8	5.1	4.7 9	3.1 14	3.1 15	4.0 20	5.5 25 Dirt Road To Spur	5.75 47.5 W Rail Spur
	65.6	66.1	65.6	65.5	66.4	66.1	66.1	67.88	
	8.6 25	8.1 15	8.6 11	8.7	7.8 10 W edge Dirt Road	7.5 15 In Road	7.5 25	6.31 4.79 on W. Rail Spur Track	
	63.4	64.0	64.1	65.0	65.5	66.1			
	10.8 25	10.2 15	10.1	9.2 14 E. Edge Dirt Road to Spur	8.7 15	8.1 25			
	63.48	63.2	63.6	63.6					
	10.71 40	11.0 30	10.6 15	10.6					

74.19

SANTA FE ST.

24

℄ RT.

65' Lt. of ℄ ATSF Mainline

8+00

66.8 71.5 71.1 7

11.0 63 600

30 47±

Dirt Rd / Road Spur

62.5 67.2

7+50

15.3 10.6

100

7+00

6 71.5 10.94

10.3 6.83

47±

on Spur

7 7 7 7 7 7 8

7.38 77.78 70.40 = Mon

TP on conc. Mon P-59 3.80 70.39

~~7+00~~ ~~6.7~~

6 8.0

6+50 6.2

6 9.2

6+00 5.0

74.19 74.19

SANTA FE ST.

11+50

11+00

10+50

10+00

9+50

9+00

8+50

R
C5'Lt
of ℄ Main
Line AT ℄SE

73.6
4.2
Dirt
Road

14.1
3.7
Dirt
Road

13.4
4.9
30
Dirt Road

13.73
4.04
47
W Rail
Spur

13.3
4.5
Dirt
Road

11.4
6.4
Dirt
Road

13.0
4.8
30
Dirt
Road
~~57~~
To Spur

13.34
4.43
47
W Rail
Spur

69.8
8.0
Dirt
Road

68.6
9.2

72.1
5.7
30
Dirt Rd
To Spur

72.62
5.15
47 W Rail
Spur

61.5

10.3

77.78

SANTA FE ST.

12 400

℄
=65'LT
OF ℄ AT&SFRR

11.4

64

7778

— Cross Sections —

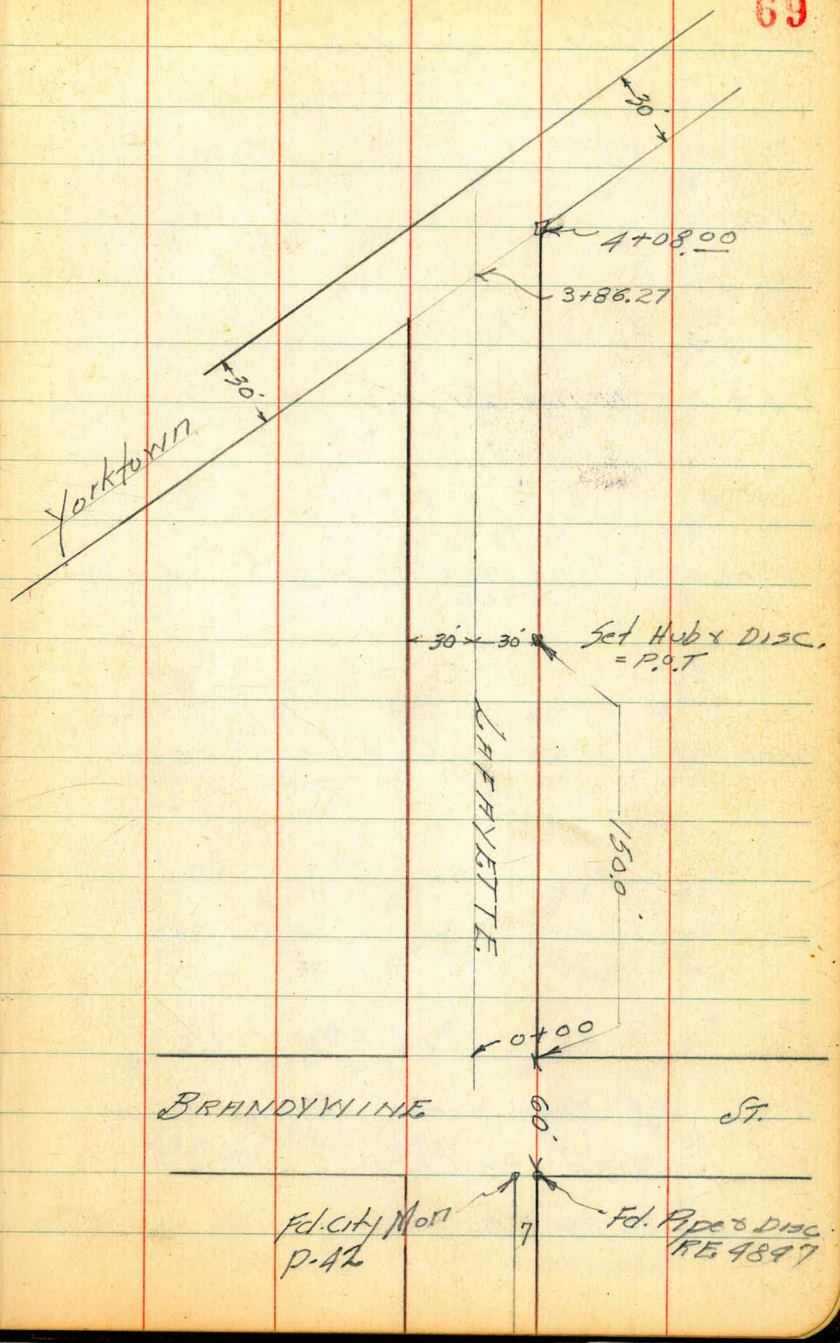
Walker
F. Gregory
G. Pope
R. Bission

LAFAYETTE STREET

from Brandywine to Yorktown

(12-20-49
Windy & Cold)

INDEXED
W.K
JAN 5 1950



Lafayette

Cross Sections

	Lt.		℄		Rt.	
0+50	45.3	86.3	89.9	90.7	91.3	92.8	94.0	95.3
	13.3 / 45	12.3 / 30	8.7 / 11	7.9	7.3 / 13	5.8 / 19	4.6 / 30	3.3 / 15
0+00	96.6	86.5	92.1	92.8	94.4	95.2	96.5
N. Line Brandywine	12.0 / 43	10.1 / 30	6.5	5.8 / 12	4.2 / 18	3.4 / 30	2.1 / 15
0-06	96.2	87.3	91.4	92.9	94.4	95.4	96.6
	13.4 / 43	11.3 / 30	7.2	5.7 / 12	4.2 / 17	3.2 / 30	2.0 / 15
0-09	85.4	87.3	91.0	94.0	95.4
	13.2 / 43	11.3 / 30	7.6	4.6 / 30	5.2 / 15
0-15	85.78	87.51	90.98	94.09	95.52
	12.83 / 43 Pave	11.01 / 30 Pave	7.63 Pave	4.52 / 30 Pave	3.09 / 15 Pave
0-30	85.58	87.44	91.17	94.16	95.55
	13.03 / 43 Pave	11.17 / 30 Pave	7.44 Pave / 98.61 / 2	4.45 / 30 Pave	3.06 / 15 Pave

	℄ Brandywine	Cold lay Paving		
TP	3.34	98.61	11.12	95.27
	0.29	106.39		106.10

B.M. on Hub ℄ Alley Blk B American Park
See Pg. 49 this book

Lafayette St.
Cross Sections

TP	2.60	68.76 / 2	12.11	66.16
2+50				
2+20				
I.P.	0.11	78.27 / 2	12.96	78.16
2+00				
TP	0.67	91.12 / 2	8.16	90.45
1+50				
1+00		98.61 / 2		

Lt. ℄ Rt.

63.9 64.5 66.4 69.1 69.7 69.8 69.1 70.2 72.3
14.4/45 13.8/30 11.9/15 9.2/8 8.6 8.5/12 9.2/18 8.1/30 5.0/45

69.6 70.4 71.7 73.5 73.8 74.5 76.2 78.9 80.0
8.7/45 7.9/30 6.6/16 4.8/11 4.5 3.8/12 2.1/17 +0.6/30 +1.7/45

78.27 / 2

81.6 82.6 84.5 84.4 85.3 86.5 90.6 93.0
16.8/45 16.0/30 14.1/10 14.2 13.3/12 10.1/19 8.0/30 5.6/45

91.12 / 2

84.0 84.8 86.0 84.9 85.7 85.6 90.0 90.45 91.7
14.6/45 13.8/30 12.6/16 13.7/10 12.9 13.0/13 8.6/20 8.16/30 POT 6.9/45

84.3 86.4 86.4 89.1 89.8 92.5 93.9 95.0
14.3/45 12.2/30 10.2/13 9.5 8.8/13 6.1/19 4.7/30 3.6/45

98.61 / 2

~ Lafayette St. ~
Cross Sections

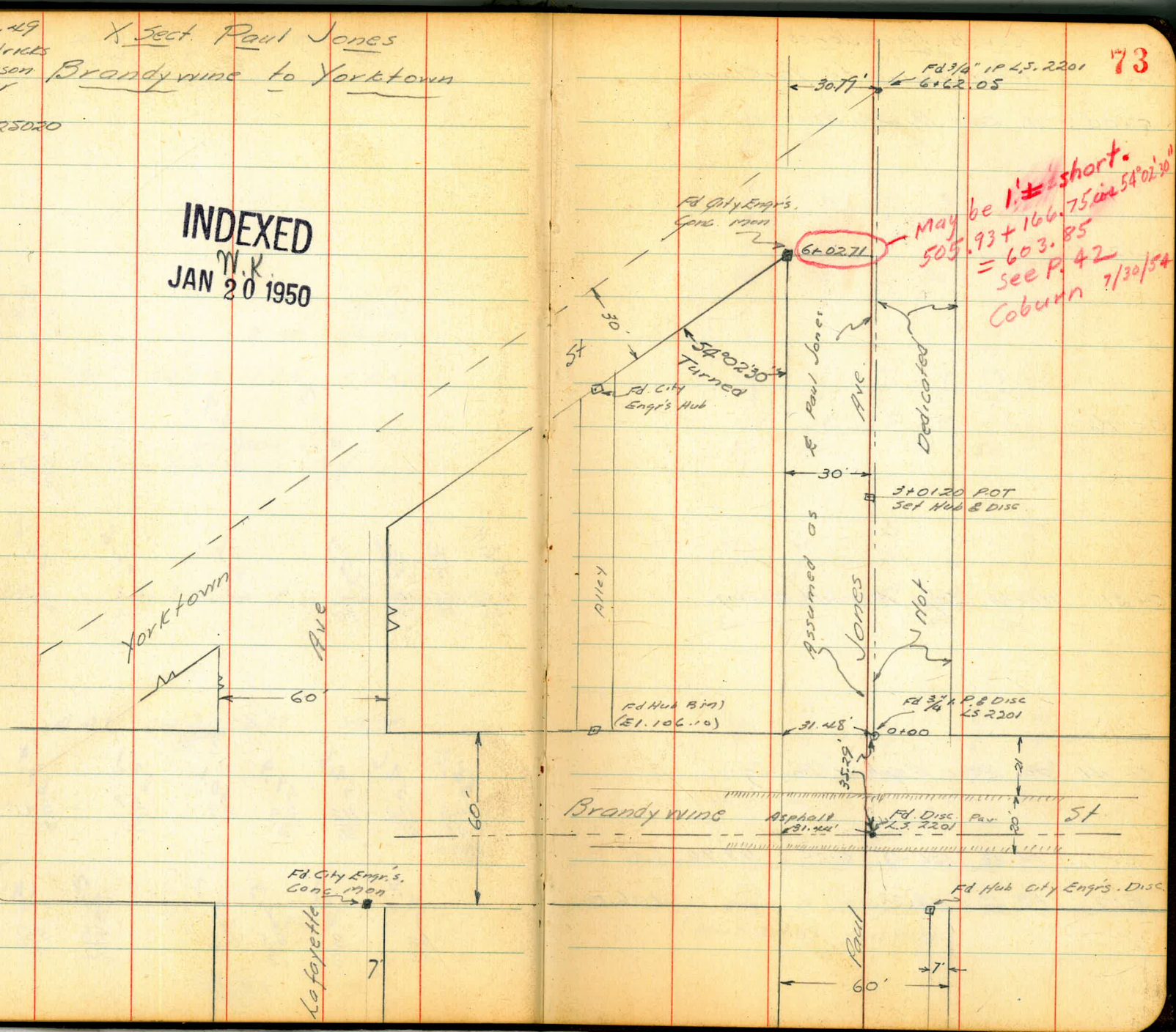
				0.01
Pg. 44				56.43
H84.35				
TP on hub			8.48	56.44
TP	7.91	64.92	7.39	57.01
		Diagonal		
3+86.27	So. Line Yorktown & ℄ Lafayette			
3+64.54	S.L. Yorktown & W. Line Lafayette			
TP	4.41	64.40	8.77	59.99
3+50				
3+00		68.76		

Lt.	℄	Rt.
62.3	59.1	56.47 - P.45
6.5 / 37	9.1	7.93 / 37 on Hub 4+08
62.1 / 6.7 / 43	58.3 / 10.5 / 38	58.6 / 10.2 / 34 — 62.3 / 6.5 / 30
62.6	66.6	67.6
6.2	2.2 / 30	1.0 / 45
	64.40	
54.0 / 14.8 / 45 Stream Bed	57.6 / 11.2 / 42	57.6 / 11.2 / 30 — 58.9 / 9.9 / 18 — 60.1 / 8.7
63.1 / 5.7 / 30	63.4 / 5.4 / 45	
59.0 / 9.8 / 45	60.1 / 8.7 / 30	62.3 / 6.5 / 12 — 63.2 / 5.6
64.2 / 4.6 / 30	64.8 / 4.0 / 45	
	68.76	

1-19-49
Hendricks
Johnson
Greer
Cota
W.O.# 25020

X Sect. Paul Jones Brandywine to Yorktown

INDEXED
W.K
JAN 20 1950



Levels Paul Jones

Brandywine to Yorktown

0+00	N. Line Brandywine				
0-12					
0-16					
0-21	North Edge Asphalt Paving				
0-41	So. Edge Asphalt Paving				
T.P.	12.58	131.48	0.32	118.90	
BM	13.12	119.22			106.10

116.51	118.1	120.31	122.61	122.41
15.9	13.4	11.2	8.9	7.1
50	30		30	50
116.41	117.81	120.01	122.31	123.81
15.1	13.7	11.5	9.2	7.7
50	30		30	50
115.11	116.21	119.21	121.11	122.71
16.4	14.8	12.3	10.4	8.8
50	30		30	50
115.35	116.50	118.90	121.11	122.50
16.13	14.58	12.59	10.37	8.98
50	30		30	50
115.39	116.54	118.61	120.58	121.85
16.09	14.94	12.87	10.35	9.63
50	30		30	50

131.48

On Disc L.S. 2201 1.44 Rt Sta 0-35.29

On Hub 0+00 & Alley Block 13 American Park
(P.42 & P.48 This Book)

Paul Jones Contd.

T.P.	9.68	131.69 ↑	9.47	122.01
2+80				
2+50				
2+00				
1+50				
1+00				
0+50				
		131.48 ↑		

℄

On ℄ Hub 3+01.20 P.O.T.

115.6 / 15.9	117.9 / 13.6	118.1 / 12.7	120.1 / 11.4	123.6 / 7.9	127.3 / 4.2	131.0 / 0.5
50	30	23	6		30	50
116.1 / 15.3	118.7 / 12.8	121.4 / 10.1	122.9 / 8.6	126.7 / 4.8	129.4 / 2.1	
50	30	3		30	50	
118.0 / 13.5	120.1 / 11.4	122.1 / 9.4	123.7 / 7.8	127.0 / 4.5	129.1 / 1.7	
50	30	3		30	50	
117.4 / 14.1	120 / 11.5	120.9 / 10.6	123.1 / 8.4	123.6 / 7.9	126.8 / 4.7	129.1 / 2.4
50	30	26	3		30	50
115.7 / 15.8	118.7 / 12.8	120.0 / 11.5	121.3 / 10.2	122.9 / 8.6	126.0 / 5.5	128.2 / 2.8
50	30	26	3		30	50
115.4 / 16.1	118.0 / 13.5	119.4 / 12.1	120 / 11.5	121.7 / 9.8	124 / 7.5	126.1 / 5.4
50	30	25	3		30	50
			131.48 ↑			

Paul Jones Cont'd

4+46				
T.P.	0.75	107.43	13.29	106.68
4+27				
4+00				
T.P.	0.90	119.97	12.62	119.07
3+50				
3+22				
3+00				

131.69

4

54.7	89.4	90.0	89.8	87.7	93.1	97.2	101.9	
22.7	18.0	17.4	17.6	19.7	15.3	9.7	5.5	
50	30	23	15	11		30	50	

107.43

91.2	93.7	95.8	95.4	96.9	97.9	101.6	105.1	
28.8	26.3	24.5	24.6	23.3	22.1	18.4	14.5	
50	30	11	9	6		30	50	

96.8	100.6	100.8	102.0	101.3	104.1	105.0	109.6	112.9
23.2	19.4	19.2	18.0	18.7	15.9	15.0	10.4	7.1
50	30	25	12	10	5		30	50

119.97

107.6	110.1	112.7	115.9	116.2	121.1		124.3	
24.1	21.2	19.0	15.8	15.5	10.6		7.4	
50	30	8	3		30		50	

110.5	113.7	115.2	117.0	120.1	120.7	125.6	128.2	
21.2	18.0	16.5	14.2	11.6	11.0	6.1	3.5	
50	30	23	7	3		30	50	

115.8	116.4	117.8	118.0	122.2		127.4	130.2	
18.9	15.2	13.9	12.8	9.5		4.3	1.5	
50	30	23	6			30	50	

131.69

Paul Jones Contd

5+39	Elm Ditch			
5+26				
5+14				
5+00				
T.P.	6.04	88.18	12.12	82.14
T.P.	0.02	94.26	13.19	94.24
4+76				
4+66				
		107.43		

28.0 (50 Ditch) 27.6 26.8 25.0 14.5 9.5
30 5 30 50

23.6 23.4 22.4 22.1 10.2 5.6
45 30 9 30 50

23.2 22.2 21.5 7.2 2.9
50 30 30 50

20.2 13.6 16.3 11.0 8.4 6.5 9.4 8.9 2.4 +2.4
50 26 20 9 17 22 28 38 50

88.18

24.4 26.0 23.9 24.1 28.1 28.3 22.2 16.9 16.6
50 30 25 19 13 10 30 50

27.1 23.9 22.3 27.1 25.3 23.8 19.0 14.0 10.2
50 30 11 4 2 4 30 50

107.43

Paul Jones Cont'd

			9.45	65.72	6581
6+40					
6+02.71	Int. N. Line Yorktown 30' Lt.				
5+73					
5+48					
T.P.	0.06	75.17 88.18	13.07	75.11	

℄

Int. N. Line Yorktown & W. Line Paul Jones
on Conc. Mon. 30' Lt 6+02.71 = (7+46.34 P47)
(Yorktown Sta.)

69.0	67.1	66.7	67.1	67.0
6.2	8.1	8.5	8.1	8.2
35	28		30	50

65.8	65.9	65.6	65.1	64.3	62.3	65.8
9.4	9.3	9.6	10.1	10.9	12.8	9.4
30		9	30	38	43 Ditch	48

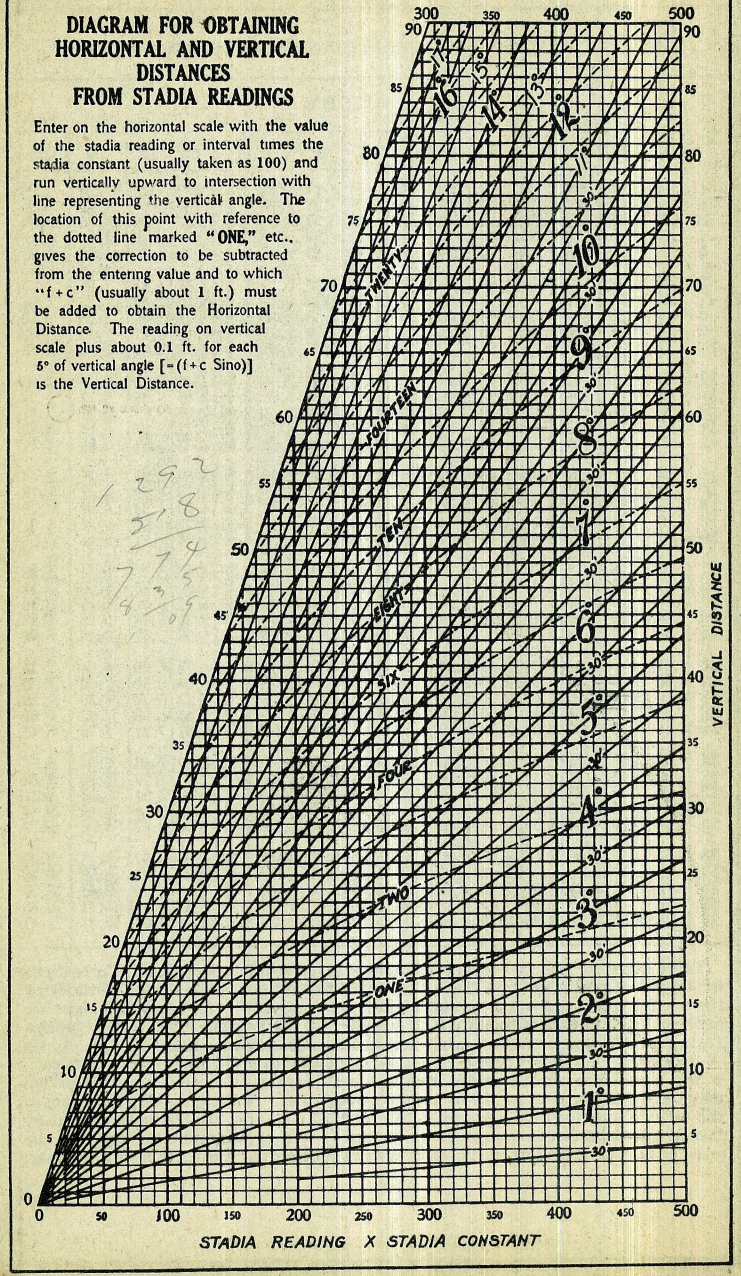
68.9	69.2	67.3	65.0	64.9	64.4	62.2	64.8	67.6
6.3	6.0	7.9	10.2	10.3	10.8	13.0	10.4	7.6
50	42	30	20		19	26 Ditch	33	50

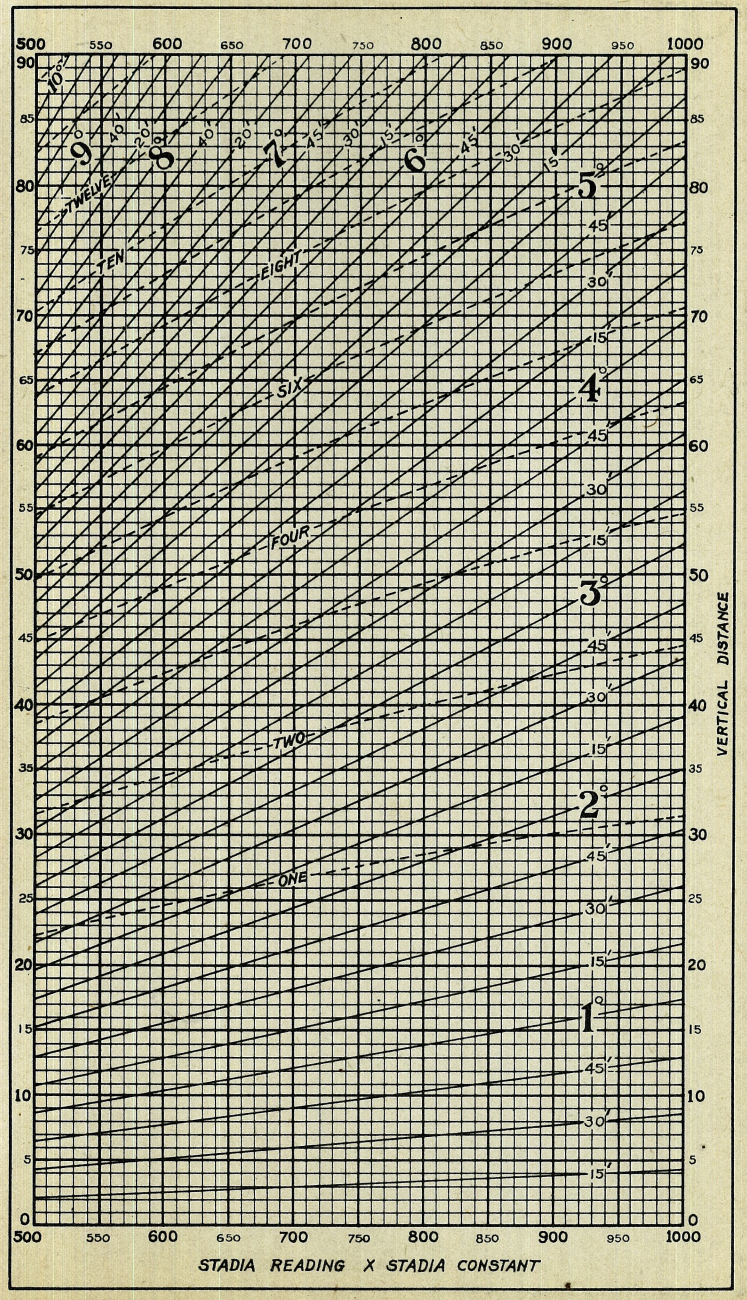
64.6	63.4	63.6	64.1	63.6	61.1	64.9	72.2	75.8
10.6	11.8	11.6	11.1	11.6	14.1	10.3	3.0	+0.6
50	30	20		3	7 Ditch	14	36	50

75.17

DIAGRAM FOR OBTAINING HORIZONTAL AND VERTICAL DISTANCES FROM STADIA READINGS

Enter on the horizontal scale with the value of the stadia reading or interval times the stadia constant (usually taken as 100) and run vertically upward to intersection with line representing the vertical angle. The location of this point with reference to the dotted line marked **"ONE,"** etc., gives the correction to be subtracted from the entering value and to which "f + c" (usually about 1 ft.) must be added to obtain the Horizontal Distance. The reading on vertical scale plus about 0.1 ft. for each 5° of vertical angle [= (f + c Sino)] is the Vertical Distance.





W. = 456

J.R. Henderson -4606-Santa Fe
Fit. NE. Cor.
G-5-7267

215
85
126

5+98
5+48

126
98

.72432

64.92
56.43
18.49

774
639
1613

774
694
80

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1½

For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.2	8.3	8.5	8.6	8.8	8.9	9.1	9.2	9.4	0
1	9.5	9.7	9.8	10.0	10.1	10.3	10.4	10.6	10.7	10.9	1
2	11.0	11.2	11.3	11.5	11.6	11.8	11.9	12.1	12.2	12.4	2
3	12.5	12.7	12.8	13.0	13.1	13.3	13.4	13.6	13.7	13.9	3
4	14.0	14.2	14.3	14.5	14.6	14.8	14.9	15.1	15.2	15.4	4
5	15.5	15.7	15.8	16.0	16.1	16.3	16.4	16.6	16.7	16.9	5
6	17.0	17.2	17.3	17.5	17.6	17.8	17.9	18.1	18.2	18.4	6
7	18.5	18.7	18.8	19.0	19.1	19.3	19.4	19.6	19.7	19.9	7
8	20.0	20.2	20.3	20.5	20.6	20.8	20.9	21.1	21.2	21.4	8
9	21.5	21.7	21.8	22.0	22.1	22.3	22.4	22.6	22.7	22.9	9
10	23.0	23.2	23.3	23.5	23.6	23.8	23.9	24.1	24.2	24.4	10
11	24.5	24.7	24.8	25.0	25.1	25.3	25.4	25.6	25.7	25.9	11
12	26.0	26.2	26.3	26.5	26.6	26.8	26.9	27.1	27.2	27.4	12
13	27.5	27.7	27.8	28.0	28.1	28.3	28.4	28.6	28.7	28.9	13
14	29.0	29.2	29.3	29.5	29.6	29.8	29.9	30.1	30.2	30.4	14
15	30.5	30.7	30.8	31.0	31.1	31.3	31.4	31.6	31.7	31.9	15
16	32.0	32.2	32.3	32.5	32.6	32.8	32.9	33.1	33.2	33.4	16
17	33.5	33.7	33.8	34.0	34.1	34.3	34.4	34.6	34.7	34.9	17
18	35.0	35.2	35.3	35.5	35.6	35.8	35.9	36.1	36.2	36.4	18
19	36.5	36.7	36.8	37.0	37.1	37.3	37.4	37.6	37.7	37.9	19
20	38.0	38.2	38.3	38.5	38.6	38.8	38.9	39.1	39.2	39.4	20
21	39.5	39.7	39.8	40.0	40.1	40.3	40.4	40.6	40.7	40.9	21
22	41.0	41.2	41.3	41.5	41.6	41.8	41.9	42.1	42.2	42.4	22
23	42.5	42.7	42.8	43.0	43.1	43.3	43.4	43.6	43.7	43.9	23
24	44.0	44.2	44.3	44.5	44.6	44.8	44.9	45.1	45.2	45.4	24
25	45.5	45.7	45.8	46.0	46.1	46.3	46.4	46.6	46.7	46.9	25
26	47.0	47.2	47.3	47.5	47.6	47.8	47.9	48.1	48.2	48.4	26
27	48.5	48.7	48.8	49.0	49.1	49.3	49.4	49.6	49.7	49.9	27
28	50.0	50.2	50.3	50.5	50.6	50.8	50.9	51.1	51.2	51.4	28
29	51.5	51.7	51.8	52.0	52.1	52.3	52.4	52.6	52.7	52.9	29
30	53.0	53.2	53.3	53.5	53.6	53.8	53.9	54.1	54.2	54.4	30
31	54.5	54.7	54.8	55.0	55.1	55.3	55.4	55.6	55.7	55.9	31
32	56.0	56.2	56.3	56.5	56.6	56.8	56.9	57.1	57.2	57.4	32
33	57.5	57.7	57.8	58.0	58.1	58.3	58.4	58.6	58.7	58.9	33
34	59.0	59.2	59.3	59.5	59.6	59.8	59.9	60.1	60.2	60.4	34
35	60.5	60.7	60.8	61.0	61.1	61.3	61.4	61.6	61.7	61.9	35
36	62.0	62.2	62.3	62.5	62.6	62.8	62.9	63.1	63.2	63.4	36
37	63.5	63.7	63.8	64.0	64.1	64.3	64.4	64.6	64.7	64.9	37
38	65.0	65.2	65.3	65.5	65.6	65.8	65.9	66.1	66.2	66.4	38
39	66.5	66.7	66.8	67.0	67.1	67.3	67.4	67.6	67.7	67.9	39
40	68.0	68.2	68.3	68.5	68.6	68.8	68.9	69.1	69.2	69.4	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 41.9. For same slopes but other widths of roadbed correct above figures by one-half difference in width of roadbed; thus in example above for 20 ft. roadbed distance will be 41.9+(20—16)÷2 or 2 ft. added to 41.9 =43.9. For slopes of 1 on 1 see inside of front cover.

MADE IN U.S.A.