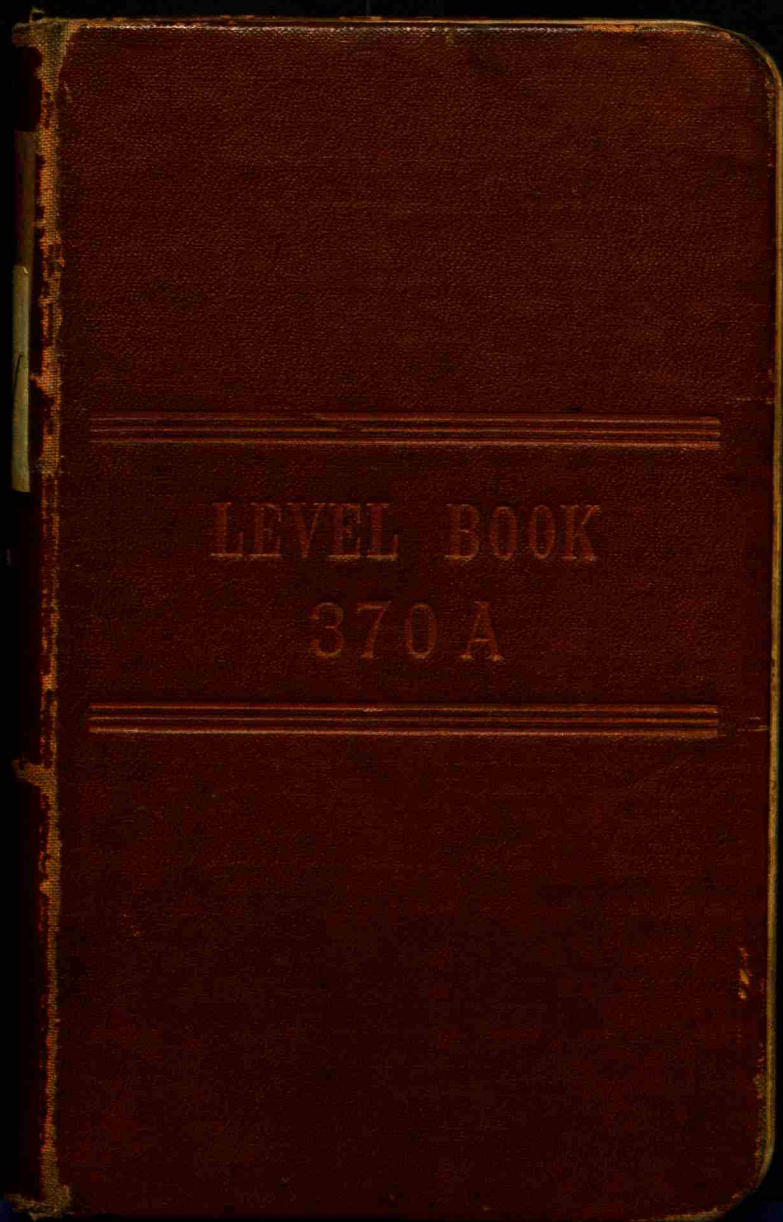


← A4 →

← LETTER →



LEVEL BOOK

370 A

KEUFFEL & ESSER CO.
DRAWING MATERIALS
 AND
SURVEYING INSTRUMENTS.

NEW YORK.

CHICAGO. ST. LOUIS. SAN FRANCISCO. MONTREAL.

Tables for Excavations and Embankments.

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.
 ROADWAY 18 FEET WIDE. SIDES SLOPES 1 TO 1.
 FOR SINGLE TRACK EXCAVATION.

"Copyright, 1895, by Keuffel & Esser Co."

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

Calculated by Julien A. Hall, M. Am. Soc. C. E.

← A4 →

5.43
4.76
4.26

7.35

← LETTER →

1

8.20
4.76

3.44

7.86

5.76

2.1

Meyers Gravel Pile - 11/14-21

Sta.	El.	Sta.	EL	Sta.	El.	Sta.	El.	Sta.	El.	Sta.	El.
A0 ^{Gr.}	5.00	M2	5.90	E4	14.20	43	6.25	29	10.75	717 ^{+4W}	4.85
A1	5.30	M3	6.66	E3	10.58	71.5	6.25	89	7.10	216 ^G	5.15
A2	8.75	D3	5.30	E2	8.50	71.512	6.25	89+4W	6.00	215 ^G	5.20
A3	12.50	B1	5.40	E1	7.15	716	10.35	810	6.60	214 ^G	5.20
K3	14.30	B2	9.03	E0	5.75	717	13.80	810+3W	5.75	213	8.10
K2	8.90	B3	14.10	E0+2	5.75	27	10.95	0H8	16.00	819+4W ^G	5.45
K1	5.10	C4	18.30	7 ^{Grd}	6.15	26	7.80	719	17.05	212	8.36
K143	5.10	C3	13.13	F2 ^{Grd}	6.40	25	5.65	H10	16.20	812+6W ^G	5.70
L1	5.55	C2	10.05	72+2	6.40	25+1	5.65	H11	14.80	211	7.70
L2	7.70	C1	6.33	73	8.55	86-	6.20	H12	14.60	210	9.60
L3	11.75	C0+7	5.38	74	9.35	87	7.60	H13	14.20	29	10.70
M3	10.08	D0 ^{Grd}	5.38	75	13.75	87+2W	6.15	H14	12.25	811	5.70
M2	6.86	D1	6.90	76	16.90	88	8.05	H15	13.00	87	
M1	5.00	D2	8.90	76	14.10	88+4W	5.85	H16	7.40	48	
N1	5.10	D3	17.50	75	9.00	28	11.55	H17	6.10	49	
N1+8	5.10	D4	15.60	74	6.90	718	15.85	718	4.70	410	
								H18-	4.70	411	21.62

6						7					
Sta.	El.	Sta.	El.	Sta.	El.	Sta.	El.	Sta.	El.	Sta.	El.
Q12	20.45	Q18	14.50	B20	12.00	L19	13.83	R14	15.90	P13	20.40
Q13	20.18	Q19	10.40	B21	6.10	L18	18.90	R15	13.45	Q14	21.40
Q14	19.45	Q20	6.40	B22	3.75	M17	20.10	R16	10.75	P11	20.90
Q15	17.15	Q21	4.50	Q654		M18	15.00	R17	7.80	P10	21.20
Q16	19.40	+2NW Q21	4.00	A22	2.60 4.15	M19	10.90	S16	7.00	P9	20.30
Q17	8.75	E21 E22	1/2	K22	3.80	M20	7.00	S15	9.35	P8	17.90
Q18	7.95	D21	4.40	K21	4.30	M19?	7.65	S14	11.00	P7	16.50
Q19	4.60	D21	3.85	L21	5.05	M18	11.80	T14	7.10	P6	17.40
Q18.5W	4.60	D20	8.15	N20	5.28	M17	17.28	T15	6.60	P5	9.90
F20	4.40	N19	13.90	P18	4.70	O16	19.30	F16	4.10	P4	5.20
F19	7.05	O18	17.30	R18	5.75	O17	14.70	no R14	14.78	R5	5.00
S19-F F19	1/2	G19	16.00	A21	7.70	O18	10.90	S17	4.90	R5/P4	Δ
F18	11.53	C20	10.55	Q20	17.25	O19	7.25	T16	5.00	R6	7.95
Q17	17.95	C21	5.00	A19	17.90	P18	7.25	T16.55	4.25	R7	11.80
Q16	18.50	4N C21	3.90	R19	15.60	P17	11.30	W16	4.05	R8	12.00
Q15	20.50	C19	16.08	K20	9.50	P16	14.55	W14	3.90	R9	13.50
E17	19.10	B19	18.84	L20	8.31	P15	19.45	P.14	20.80	R11	14.30

110

Sta	El.	Sta	El.	Sta	El.
R 11	14.95	T11+E	4.55	near M4 M5	19.70
R 14	15.10	T12+9E	4.25	M6	22.25
R 13	15.65	U13+E	4.00	M7	26.60
R 14	15.70	U13 Grv	4.15	M8	30.55
S 13	19.75	U14 Grv	3.90	M7	31.25
S 12	10.25	O3 G	5.20	M6	26.20
S 11	9.70	O3+4S 4+4S	8.80	L4	18.30
S 10	8.40	O5	13.50	L5	23.80
S 9	7.30	O6	17.80	L6	29.30
S 8	6.75	O7	21.40	K6	32.00
S 7	6.00	M5	16.75	K5	25.30
S 6	4.50	M4	12.40	K4	19.00
R 5-36 G	1/2 E	M3	6.55	A4	18.70
S 7+5E G	4.40	M2	5.80	A5	5.70
S 8+6E G	4.35	M12 M	5.10	A6	
S 9+9E G	4.30	M2-O2	Δ	B5	27.05
T 8+4 Grv	4.40	M4	15.00	B4	21.00
T 10 Grv	5.00	M5	28.95		

111

Sta	El.	Sta	El.	Sta	El.
C4	18.20	E15	27.10	D16	28.80
B4S	24.10	E16	22.70	D17	23.85
B6	30.55	F14	24.95	C18	22.15
D6	26.35	F13	26.70	C17	26.45
D5	21.10	F12	27.15	C16	32.00
D4	14.70	F11	28.50	B17	30.50
E5	17.15	F10	29.00	B18	24.70
E6	21.60	F9	27.55	A18	25.20
O	26.30	F8	22.70	A19	32.00
E7	26.30	F7	21.70	K18	22.20
E8	29.80	F7	17.30	K17	28.60
E9	33.10	F8	22.05	L16	30.00
E10	35.10	F9	23.05	L17	24.30
E11	35.10	F10	23.15	L18	19.10
E12	34.00	F11	21.70	M18	15.15
E13	31.80	F12	20.45	M17	20.60
E14	28.80	O	27.12	M16	26.10

M5	32.10	O10	27.80	C5	-
M5	28.65	O11	27.20	D6	✓ 26.10
M6	23.70	O12	28.40	D7	31.60
O15	22.20	O13	27.20	D8	36.80
O14	27.00	M8	36.00	D9	39.00
P14	21.35	M7	31.50	D10	41.10
O	27.02	M6	26.40	O11	40.80
M14	32.30	L7	35.60	O12	41.00
M13	34.30	K6	32.45	O13	37.60
M12	35.60	A6	32.90	D14	35.70
M11	33.80	B5	27.30	O15	32.50
M10	32.60	O	32.28	D16	✓ 28.60
M9	33.40	B6	32.50	O	41.05
M8	30.90	O7	39.50		
M7	26.70	C8	41.20		
O6	24.60	C7	36.10		
O9	26.90	C6	✓ 30.90		

14 Eleva. remaining on Tues

11-15-21 - 58 in no. 3 ← E1

15

C	B	A	K	L	M	T
9 46.00	8 46.55	7 40.55	7 39.20	8 42.00	9 39.60	11 6.35
10 48.12	9 52.30	8 47.25	8 46.00	9 46.20	10 39.60	12 7.05
11 46.90	10 55.50	9 54.85	9 52.00	10 46.80	11 47.00	13 7.20
12 45.25	11 54.25	10 41.85	10 54.30	11 48.00	12 41.60	
13 44.90	12 52.05	11 58.80	11 55.30	12 45.80	13 42.00	041.72
14 42.30	13 51.95	12 58.40	12 54.90	13 46.60	14 38.40	051.60
15 37.60	14 47.50	13 55.60	13 50.00	14 40.65	15 8.36.10	
16 37.60	15 41.75	14 50.20	14 45.35	15 34.60		
17 38-41.52	16 36.48	15 44.50	15 39.60	16 36.10		
	17 33.20	16 33.20	16 34.00			
	18 739.60					

816

Up

HJ

$$5.00 + 11.35 = 16.35$$

$$-0.53 = 15.82 + 12.00 = 27.82$$

$$-0.50 = 27.32 + 11.71 = 39.03$$

$$-0.24 = 38.79 + 12.01 = 50.80$$

$$-0.60 = 50.20 + 11.94 = 62.14$$

$$-0.66 = 61.48 \text{ (A10)}$$

$$\text{Down (A10)} \quad 61.48 + 0.66 = 62.14$$

$$-11.94 = 50.20 + 0.69 = 50.89$$

$$-12.07 = 38.82 + 1.62 = 40.44$$

$$-12.13 = 28.31 + 1.32 = 29.63$$

$$-11.16 = 18.47 + 0.27 = 18.74$$

$$-9.37 = 9.37 + 0.91 = 10.28$$

$$-5.28 = 5.00 \checkmark$$

817

120

Town of Coatsville

0+34.5	S edge Swalk Main	at intersection & proposed St.
1+64	NE cor of Hay Barn	22' W &
2+09	SE " " " "	22.7' W &
2+08	NW " " Warehouse	se is 4' W. &
2+33	SW " " " "	15 3' E &
2+36	SE " " Coolbin	is 18.4' W &
2+39	Intersection & +	N Rail Siding
2+44	" " " "	S " "
2+67.4	" " " "	N " Switch
2+72.5	" " " "	S " "
2+80.5	" " " "	N " Main Track
2+85.7	" " " "	S " " "
4+42	& is 11.2' W. N.W.	Cor Creamery
5+04	& is 14.65' W SW	Cor Creamery + 21.7 E of Rained Fence
5+37.7	I.P.	

E 021

24

W. Coatsville

Sta

0+0

100.00

0+34.5

20 W
1A Yd
1019015 W
on SW
10000

99.77

1+00

20
103.3015
103.1610
101.84

111.30

1+19

Con fence 15.4' W &

1+64

22 W

10488

103.26

1+80

NW cor Main Mill Bldg 25'

2+06

9.50 W
Cap Mill

10365

103.16

2+39

All Readings
on Rails215
10535100
10452

10282

2+44

215
10532100
10453

102.68

2+54

102.69

2+61

99.39

2+67.4

81 1/2%

50
10128

100.87

2+72.5

50
10130

100.87

2+80.5

83 1/2%

50
10140

101.00

2+85.7

50
11142

101.04

2+95

99.32

3+00

20
10237

102.52

0103.05

E.

25

15 E
on SW25 E
on SW

99.72

99.72

15
100.8025
101.65Int. &
+ sedge
SWK.15
102.6525
102.86103.01 Against SW cor
Mill20
1030350
101.40150
99.6050
102.45150
99.45

NR. siding 2.8%

SR siding

50
100.4750
100.4850
100.5750
100.6050
102.12

20

M.R. Switch
S.R. Switch

S.R. Switch

M.R. Main

S.R. Main

101.30 AT SW cor
Mill
Mill - parallel
to R.R.

26

TA

E

3+10

20' W
10146 10100

20
10053

3+30

cor Fence 6' E

3+37

cor Fence 24' W

4+00

235
100.02 9974

20
9837

4+00

Blacksmith Shop. 235' W

3+98 NE cor Bl. Shop. 23.5' W

4+20

cor Fence 4.7' E

4+42

22
99.08

11.2
99.00 99.02

5+04

21.7
100.66

11.65
100.78 100.71

5+37.7

20
10140 10113.0

12
10103

5+52.7

20
101.66 101.45

20
10113

N. edge S. WK.

6+69.7

20
100.52 100.32

20
10000

8+50.9

100.75 100.65

100.65

End

100.84

SW cor end
nd. WK.

27

(28)

20' off of E. side Lot

~~70'~~ off of Russell at S end

10' off of

35' off of Lot 4 Waltonsadd.

26 1/2' " of Lot 3 Waltonsadd.

" Phillipsadd -
+ 10' at N end.

(29)

Coatsville Elevator + fuel Co.

A part of NE⁴ of NE⁴ bracketed
 on N line of said Q Q. which
 where N line of said Q Q
 then W on N line 125'
 T. H. + Richmond RR. Then
 N on W line of old town
 The N 7 rods to pt 75'
 W 45 $\frac{1}{2}$ ' then, N 75' to

Sec 6, Tp 14 N R 2 W. Beg at same
 is 11 rods + 15 links W of
 corner W line of town of W. Milton
 then S 15 $\frac{1}{2}$ ' R. and to C. L. of
 E on C. of RR 125' then
 4d. 50' then E 45 $\frac{1}{2}$ '
 S of N line Q Q then
 beg 1.75 Acre.

Notes on Big 4 crossing at Walker McGlains

S. rail S track	36'	from S fence
S. rail N "	49'	" " "
	E 1	
3.64	100	top N. rail S track
5.65	98	36' S of track in road
4.20	99.5	N rail N track
7.25	96.5	60' N. of track in road
4.79	99	top S rail S track 300' E crossing
5.38	98.25	top S rail N " " " "
3.33	100.25	" Knob 300' E cross, S side
4.39	99.25	At fence " " " "
5.15	98.50	top S rail S track 400' E cross
5.74	98.	" S " N " " "
6.82	96.75	Ground S " " " "
1489'		from cross to W. post
264'		" " " "
1225'		cross to cross

88

		BM	Top	Stone	A1
A1		B1		C1	
A2	6.11	B2	5.53	C2	5.45
A3	9.10	B3	8.60	C3	8.00
A4	12.73	B4	11.52	C4	9.40
A5	16.85	B5	14.10	C5	9.92
A6	21.95	B6	17.32	C6	10.80
A7	25.59	B7	19.80	C7	12.92
A8	21.32	B8	18.75	C8	14.92
A9	15.20	B9	14.35	C9	11.57
A10	11.30	B10	10.22	C10	8.35
A11	7.77	B11	7.25	C11	5.95
A12	—	—	—	—	—
A2+7E	5.00	B2+1E	5.30	C2+1E	5.09
A11+9W	5.80	B11+8W	5.80		

Nash Quarry

LETTER

89

5.83					
D1		E1		F1	
D2	5.10				
D3	6.26				
D4	6.57				
D5	7.43				
D6	7.18				
D7	9.30	E7	5.52	F7	5.33
D8	10.72	E8	6.60	—	—
D9	9.23	E9	6.89	—	—
D10	6.82	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
D2+1E	4.76	E9+6W	5.20		
D2+1N	4.77	E9+6N	5.20		
D3+8N	4.90	E7+1N	5.15		
D4+7N	5.12				
D5+9N	5.16				
D6+9N	5.20				
D10+3W	5.60				
D10+5N	5.45				

140

G1		H1		I1	
G2	6.70	H2	4.95		
G3	8.37	H3	6.23		
G4	10.97	H4	7.70		
G5	16.70	H5	10.97	I4	4.92
G6	19.62	H6	13.70	I5	7.12
G7	20.18	H7	14.70	I6	8.95
G8	18.70	H8	12.32	I7	10.76
G9	12.70	H9	9.53	I8	9.02
G10	9.60	H10	7.66	I9	7.01
G11	6.89	H11	5.65	I10	5.10
G12				I11	4.60
G2+6E	5.28	H2+4S	4.86	I4+3S	4.35
G11+8W	5.25	H3+4B	4.77	I4+2E	4.52
		H11+2W	4.86	I10+3S	4.16

D14.64

~~866~~~~14.75~~ 15.02

141

K1		L1	
K5	5.13		
K6	6.43		
K7	7.94	L7	5.15
K8	6.79	L8	4.26
K9	5.12		
K5+2E	4.40	L7+2S	4.42
K5+2S	4.43	L7+8E	4.56
K6+1S	4.56		
K9+6W	4.10		

Nash Grand

Graham Road

Estimate

Excavation 13863 Cu. Yds @	254	3465.75
6" x 12" Stone (227) @ 100' 2530 rds	@ 2.158	6325.00
5 1/2" Gravel 18.5 @ 100' Cu Yds 2128	1.10	2340.00
Culvts 26' x 10" in place @	1.10	28.60
168' x 12" " " @	1.30	218.40
28' x 18" " " @	1.80	50.40
30' x 10" Relaid @	.25	7.50
Roll Sub Grade and stone		300.00
Headwalls 59.94 Cu Yds @	10.00	599.40
Culvts 77.57 " " @	10.00	775.70
Str 13 97.22 " " @	15.00	1458.30
Drain Tile 6000' x 5" in place @	cut Tile 3700 @ 1000' 222.00	522.00
2800' x 6" " " @	Dig Lay + Cove 05 300.00	299.60
	Cost T. 47 per 1000' 131.60	
V. T. 160' x 5" " " @	Dig Lay + Cove 06 168.00	40.00
20' x 6" " " @	254	5.00
Moving Str 13 to New abuts, floor and painting		1600.00
Bond Ins Foreman		500.00

18191.05
 3308.95
 21500.00

46

T. Tile

4.60 Top tile 100' S. Hoy's Driveway Entrance

5.25 Top Tile of Culvert 100' S. of Clay S. line

5.50 " " 8" Connection

5.75

6.25 80' N

6.79 80' N

7.10 80'

7.20 80' N

7.36 80' N

7.58 120' N

7.92 75'

7.98 1st hole N Rd.

8.01 2nd "

8.42

8.65

9.42

Flinn Rd

47

Sta	State	Grade for Tile	Top Tile
0+00	99.51	92.25	(93.42)
0+50	100.33	92.37	
1+00	99.71	92.50	
1+50	98.80	92.62	(93.55) (92.38)
2+00	99.21	92.75	
2+50	100.24	92.87	
3+00	99.46	93.00	
3+50	99.81	93.12	
4+00	98.90	93.25	(94.00) (92.82)
4+50	99.36	93.37	(94.22)
5+00	98.53	93.50	
5+50	98.43	93.62	
6+00	99.26	93.75	
6+50	100.75	93.81	(94.95) 93.10

B.M.
100.00 ^{Top} W. Head on
at Road Intersection

Flinn Rd
Ditch

37
25
12

150

Chas E. Wilson Rd. Estimate

151

Conc	140.5 Cu Yds	in place	@ 12.00	1686.00
Exc.	12700	" "	@ 25¢	3185.00
Gravel	4030	" "	in place @ 3.25	13100.00
Armed	56' x 12"	in place	@ 1.28	71.68
	54' x 18"	" "	@ 1.80	97.20

Rolling Sub Grade

300.00

Sub Total 18439.88

Bond Ins Forming

560.12

19000.00

Profit

3000.00

\$22000.00Shipped Gravel

52

53

6+40 94.31

6+60 94.12

7+00 94.27

7+20 94.25

7+71 94.35

8+20 94.52

8+70 94.75

9+20 94.85

9+70 95.10

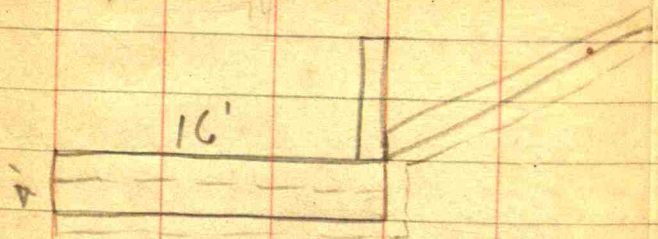
100000
100000
100000

Profit

54

Coatsville Amos Budget

55



$$3 \times 3 \times 16 = 144 \text{ Cu Ft.}$$

$$3 \times 2 \times 24 = 144 \text{ Cu Ft.}$$

$$3 \times 3 \times 16 = 144 \text{ Cu Ft.}$$

$$3 \times 2 \times 2 = 12 \text{ " "}$$

$$3 \times 2 \times 2 = 12$$

$$\begin{array}{r} 27 \overline{) 456} \\ \underline{27} \\ 186 \end{array} \quad \begin{array}{r} 17 \\ \hline \end{array}$$

56

Canary Rd.

8" Lateral

57

Sta.	Stk.	Gd.
0+00		
15+60	9168	91.45
1+00	9262	92.36
2+00	9390	93.63
3+00	93.41	93.15
4+00	9308	92.85
5+00	9345	93.30
6+00	9305	93.00
7+00	9422	94.06
8+00	95.11	95.00
9+00	9387	93.79
9+		
9+		
9+		
10+00	9375	93.62

91.20 Tile
 94.50 Cey Rd
 94.35 Tile

W. Side

4+00	9397	91.00	3.97
3+00	94.43	92.00	2.43
2+00	96.24	93.00	3.24
1+00	96.62	93.25	3.37
0+15	96.42	93.50	2.92 &

W. Side

- ① Everett Hughes 1 Lot
- ② Ruth Kennedy 1 Lot
- ③ Bob Franklin 1 Lot
- ④ Ruth Leonard 1 Lot
- ⑤ Alley S. of Orig town
- ⑥ Frank + Hunter to Main St.
- ⑦ Tyra Hunter to Alley
- ⑧ John Morgan + wife. vacant Lot
- ⑨ Virgil Watson to Alley
- 10 Sara ^{Wife} Gornell
- 11 Cleo Hunt
- 12 Edgar Thompson to Vermont St.
- 13 Mrs Butney
- 14 Wm Herdink
- 15 Tom Jensen
- 16 Arthur Johnson
- 17 Elaine Beel
- 16 Alley Davidson
- 17 L. Maxwell
- 18 a. b. Goleman
- 19 a. b. Jensen books Feed
- 20 R.R. Station

E. Side

- Jane Frank
- ① Tyra Hunter ~~et al~~ to Alley
- ② Garage Bldg. (Culbertson)
- ③ Brownsburg St. Bank to Main St.
- 4. Ed Harmon to Alley
- 5. N. of P. ~~lot~~ above | Albert Miller below.
- 6. Oliver Lowder. to Alley
- 7. Christian Church to Alley
- 8. Chas Courtney - (Everett)
- 9. Lon Turpin
- 10. Annie Bonney
- 11. Mary Lee
- 12. Mary Fackey Foshee
- 13. Grand Cabin
- 14. ~~Wm~~ Mugg
- 15. Mollie McDaniel
- 16. Lumber Co.
- 17. ~~Anderson~~ sta
- 18. Clay McDaniel
- 19. Wm Hart
- 20. Mrs Barnhill
- 21. ~~William~~ Blue
- 22. ~~Martha~~ Bell

Broomfield
W. Side

- 21 Mattie Towles Tolle
- 22 Ch. Parnose
- 23 Church
- 24 Mattie Towles
- 25 Mary Mc Daniel
- 26 Mattie Towles
- 27 Mary Foster McDaniel
- 28 Clara Denny et al
- 29 J.W. Werberfield
- 30 Laura Hallbeck
- 31 Simon Wedalebers 2
- 32 Sylvia Forhea

E. Side

- 23. Michael Hagan
- 24. Franklin St
- 25 ^{Allie} Davidsons Addition

2 Lots

L

Levels for

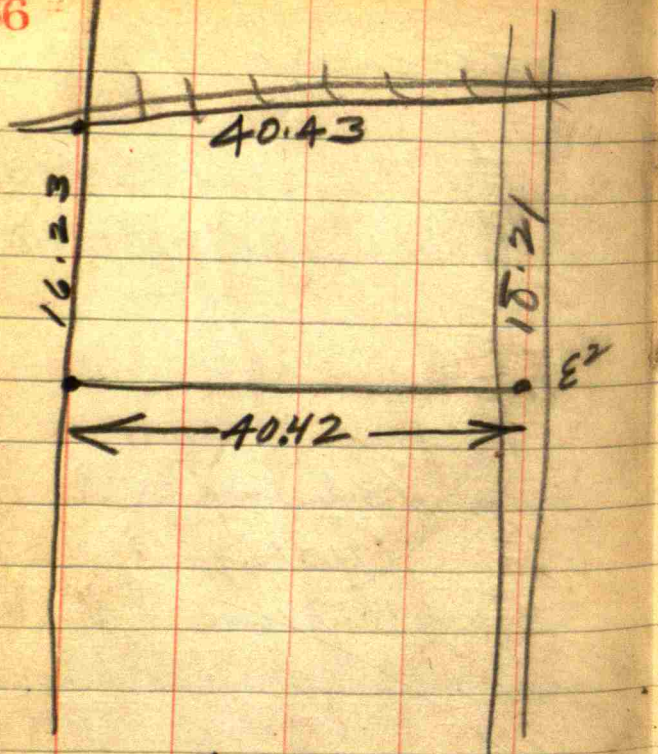
sta.	st ^{2'4}	st ⁴
16+40	10.00	9.20
16	10.40	10.00
15	11.72	11.03
14	12.30	11.60
13	12.53	12.05
12	13.05	12.53
11	14.40	13.70
10	14.72	14.12
9	15.85	15.25
8	15.16	14.40
7	16.12	15.60
6	17.55	16.86
5	18.10	17.92
4	18.60	18.23
3	17.90	17.42
2	18.70	18.20

Sam Jordan 75

\$6.70 Bed 4 rods Sim Galv
 \$7.90 " 10' S 16+40

Header Floor
 1 19.10 18.55
 0 19.79 16.35

76



20.24 from O. Salinas NE
 car to Car Rockville Rd.

Survey for Sam
 Jordan

77

$$\begin{array}{r}
 18.21 \\
 16.23 \\
 \hline
 2 \overline{) 34.44} \\
 17.22 \\
 \hline
 40.42
 \end{array}$$

$$\begin{array}{r}
 3444 \\
 6888 \\
 \hline
 880 \\
 \hline
 69.60324
 \end{array}$$

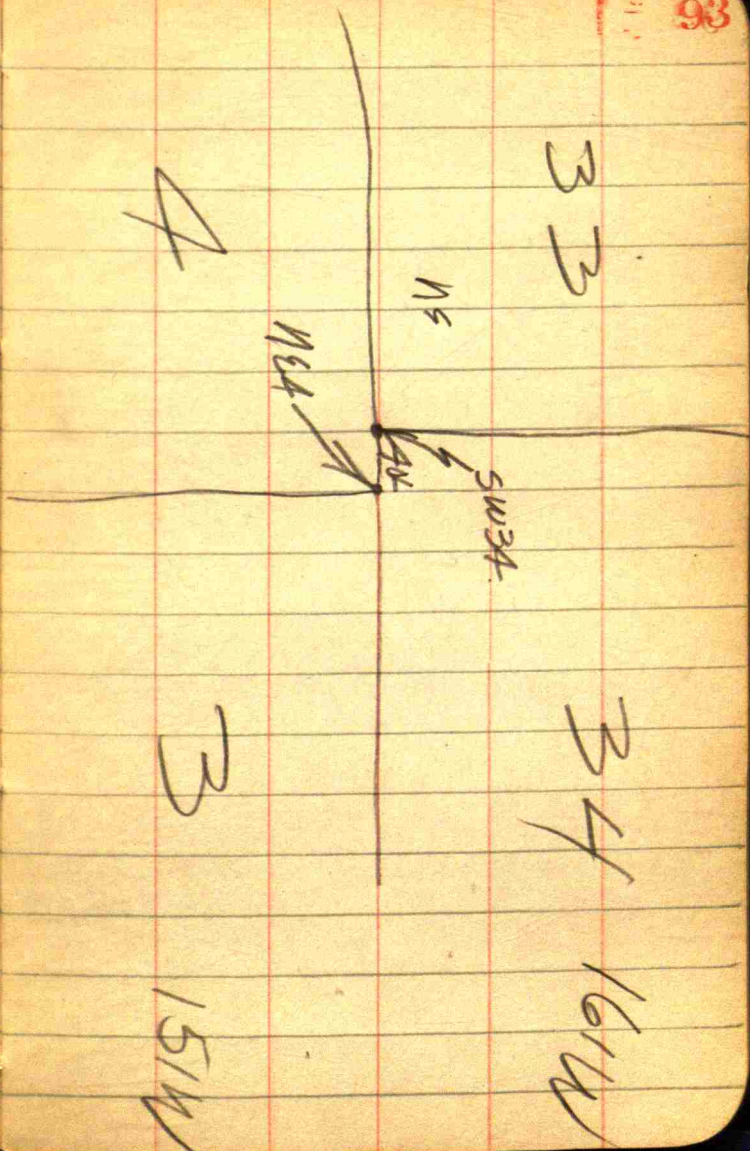
90

91

ME
A
10/15/52

92

93



158

94.7

66.0

66.0

31

257.7

6.5

264.2

3944

1092

2852

$$\begin{array}{r} 329.7 \\ 196.0 \\ \hline 525.7 \end{array}$$

$$\begin{array}{r} 50 \\ 18 \\ 19 \\ \hline 87 \end{array}$$

$$\begin{array}{r} 50 \\ 18 \\ 19 \\ \hline 87 \end{array}$$

$$\begin{array}{r} 67.14 \\ 11.94 \\ \hline 79.08 \end{array}$$

$$\begin{array}{r} 49.89 \\ 5.61 \\ \hline 55.50 \end{array}$$

$$\begin{array}{r} 49.89 \\ 3.42 \\ \hline 53.31 \end{array}$$

$$\begin{array}{r} 53.31 \\ 1.56 \\ \hline 54.87 \end{array}$$

196
 329.7
 313.2
 838.9
 88
 60
 5280
 19
 18
 19
 19
 19

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.
 ROADWAY 14 FEET WIDE SIDE SLOPES 1 1/2 TO 1.
 FOR SINGLE TRACK EMBANKMENT.

	0	1	2	3	4	5	6	7	8	9	
0	7.0	7.2	7.3	7.5	7.6	7.8	7.9	8.1	8.2	8.4	0
1	8.5	8.7	8.8	9.0	9.1	9.3	9.4	9.6	9.7	9.9	1
2	10.0	10.2	10.3	10.5	10.6	10.8	10.9	11.1	11.2	11.4	2
3	11.5	11.7	11.8	12.0	12.1	12.3	12.4	12.6	12.7	12.9	3
4	13.0	13.2	13.3	13.5	13.6	13.8	13.9	14.1	14.2	14.4	4
5	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7	15.9	5
6	16.0	16.2	16.3	16.5	16.6	16.8	16.9	17.1	17.2	17.4	6
7	17.5	17.7	17.8	18.0	18.1	18.3	18.4	18.6	18.7	18.9	7
8	19.0	19.2	19.3	19.5	19.6	19.8	19.9	20.1	20.2	20.4	8
9	20.5	20.7	20.8	21.0	21.1	21.3	21.4	21.6	21.7	21.9	9
10	22.0	22.2	22.3	22.5	22.6	22.8	22.9	23.1	23.2	23.4	10
11	23.5	23.7	23.8	24.0	24.1	24.3	24.4	24.6	24.7	24.9	11
12	25.0	25.2	25.3	25.5	25.6	25.8	25.9	26.1	26.2	26.4	12
13	26.5	26.7	26.8	27.0	27.1	27.3	27.4	27.6	27.7	27.9	13
14	28.0	28.2	28.3	28.5	28.6	28.8	28.9	29.1	29.2	29.4	14
15	29.5	29.7	29.8	30.0	30.1	30.3	30.4	30.6	30.7	30.9	15
16	31.0	31.2	31.3	31.5	31.6	31.8	31.9	32.1	32.2	32.4	16
17	32.5	32.7	32.8	33.0	33.1	33.3	33.4	33.6	33.7	33.9	17
18	34.0	34.2	34.3	34.5	34.6	34.8	34.9	35.1	35.2	35.4	18
19	35.5	35.7	35.8	36.0	36.1	36.3	36.4	36.6	36.7	36.9	19
20	37.0	37.2	37.3	37.5	37.6	37.8	37.9	38.1	38.2	38.4	20
21	38.5	38.7	38.8	39.0	39.1	39.3	39.4	39.6	39.7	39.9	21
22	40.0	40.2	40.3	40.5	40.6	40.8	40.9	41.1	41.2	41.4	22
23	41.5	41.7	41.8	42.0	42.1	42.3	42.4	42.6	42.7	42.9	23
24	43.0	43.2	43.3	43.5	43.6	43.8	43.9	44.1	44.2	44.4	24
25	44.5	44.7	44.8	45.0	45.1	45.3	45.4	45.6	45.7	45.9	25
26	46.0	46.2	46.3	46.5	46.6	46.8	46.9	47.1	47.2	47.4	26
27	47.5	47.7	47.8	48.0	48.1	48.3	48.4	48.6	48.7	48.9	27
28	49.0	49.2	49.3	49.5	49.6	49.8	49.9	50.1	50.2	50.4	28
29	50.5	50.7	50.8	51.0	51.1	51.3	51.4	51.6	51.7	51.9	29
30	52.0	52.2	52.3	52.5	52.6	52.8	52.9	53.1	53.2	53.4	30
31	53.5	53.7	53.8	54.0	54.1	54.3	54.4	54.6	54.7	54.9	31
32	55.0	55.2	55.3	55.5	55.6	55.8	55.9	56.1	56.2	56.4	32
33	56.5	56.7	56.8	57.0	57.1	57.3	57.4	57.6	57.7	57.9	33
34	58.0	58.2	58.3	58.5	58.6	58.8	58.9	59.1	59.2	59.4	34
35	59.5	59.7	59.8	60.0	60.1	60.3	60.4	60.6	60.7	60.9	35
36	61.0	61.2	61.3	61.5	61.6	61.8	61.9	62.1	62.2	62.4	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.