

LEATHER BOUND
658 A
658 A

Scale:—

5" = 100'

1" = 20'

1/2" = 10'

Mercer & Ellis
Field Notes Nov. 19, 1937

Harold Cook.

Maurice Newman.

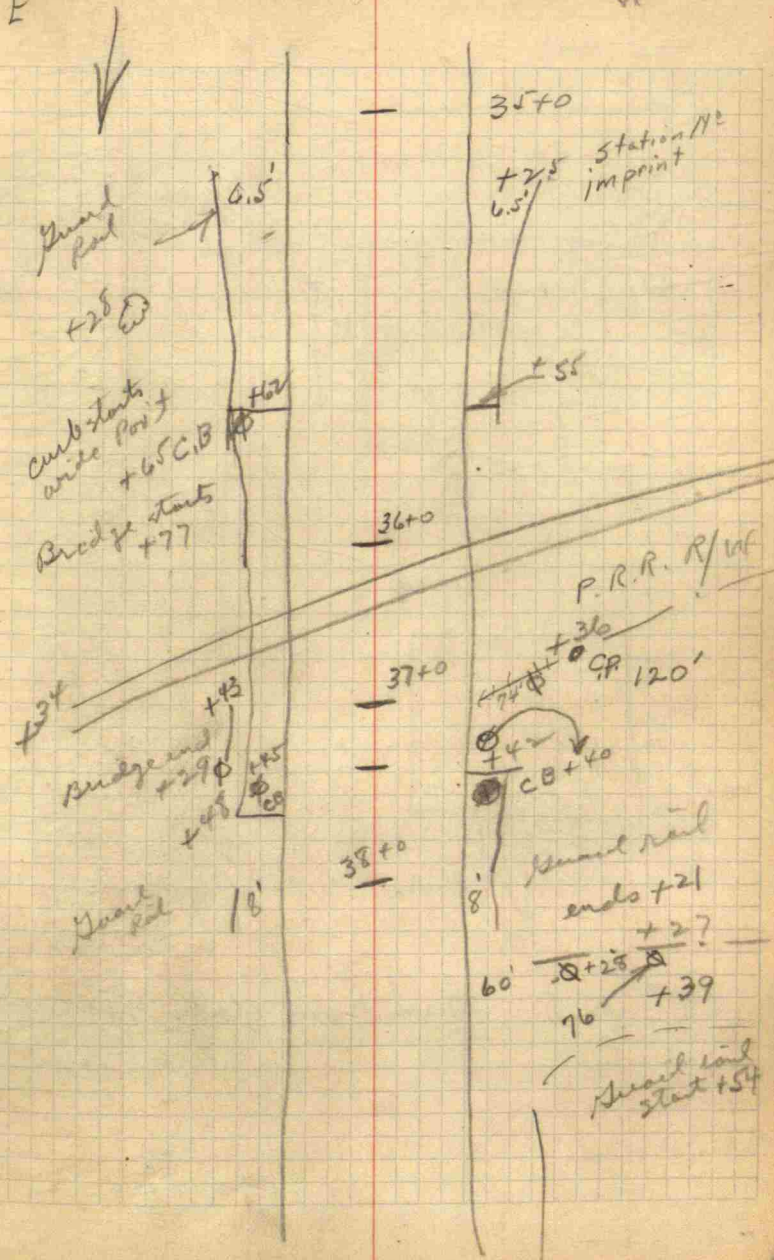
Sidewalks 24' apart
Bridge Rails 30' apart

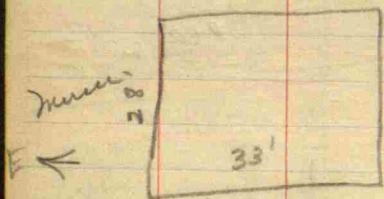
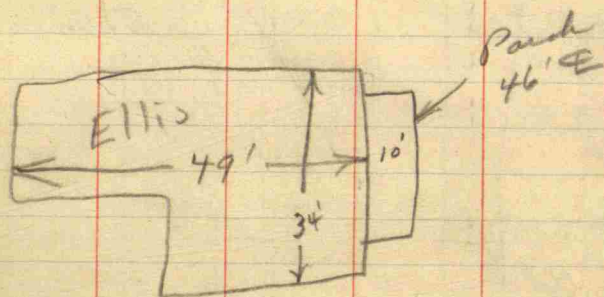
37+49
55+77
—
15

Driveway into Mercer Lane
starts incline 122'

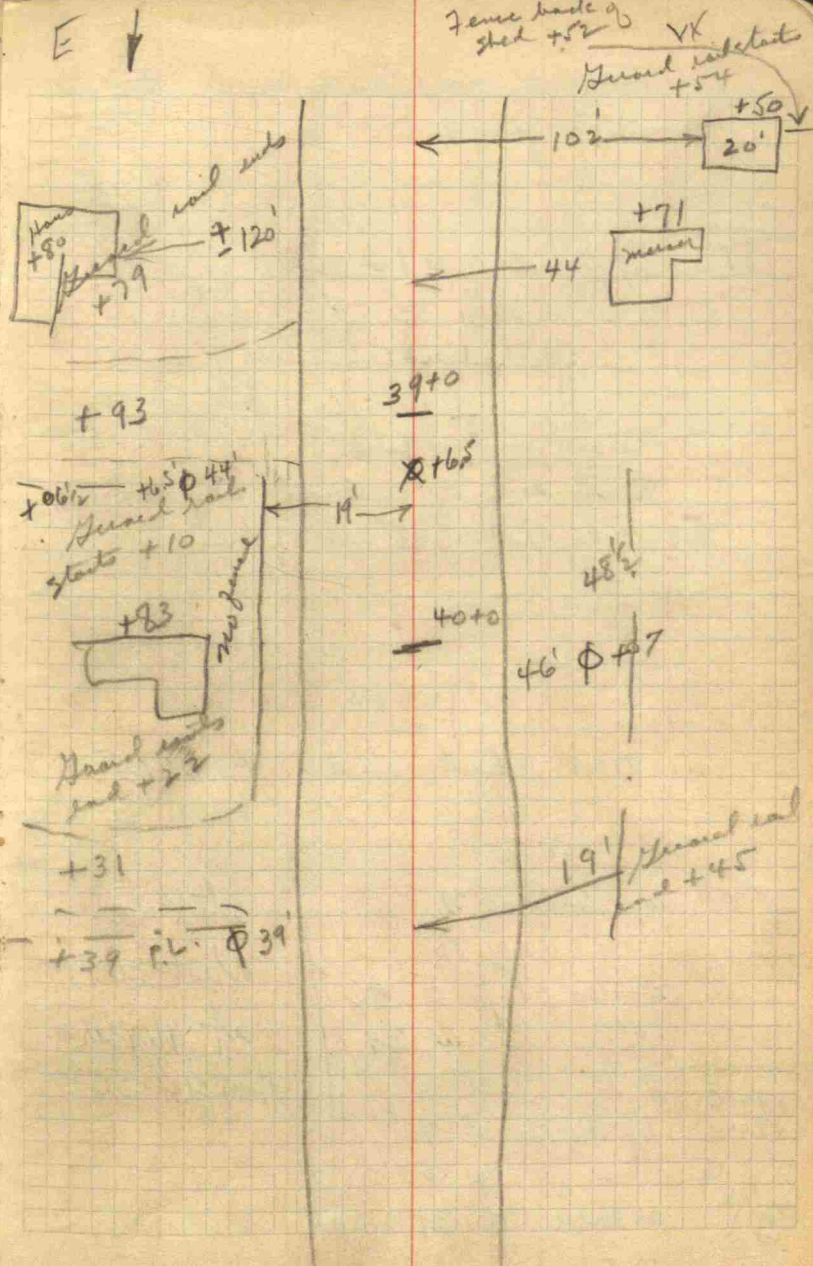
E

W



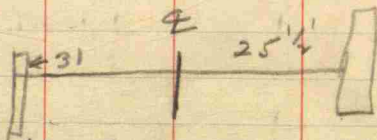


$19' \text{ from } E$
 \downarrow
 x
 $19' \text{ from } E$ Ground unit starts $70+47$



General road into on E 41+12
19' 1/2 from E

15" Culvert 41+16



West end open.
East end of culvert closed
so only top 8" is open

New slab ends 43+67.5

38+0 top shoulder E 21'
" " W 20'

Bottom Slope E 46'
" " W 39'

39=38
38+0

Top Shoulder E 21'
" " W 20'

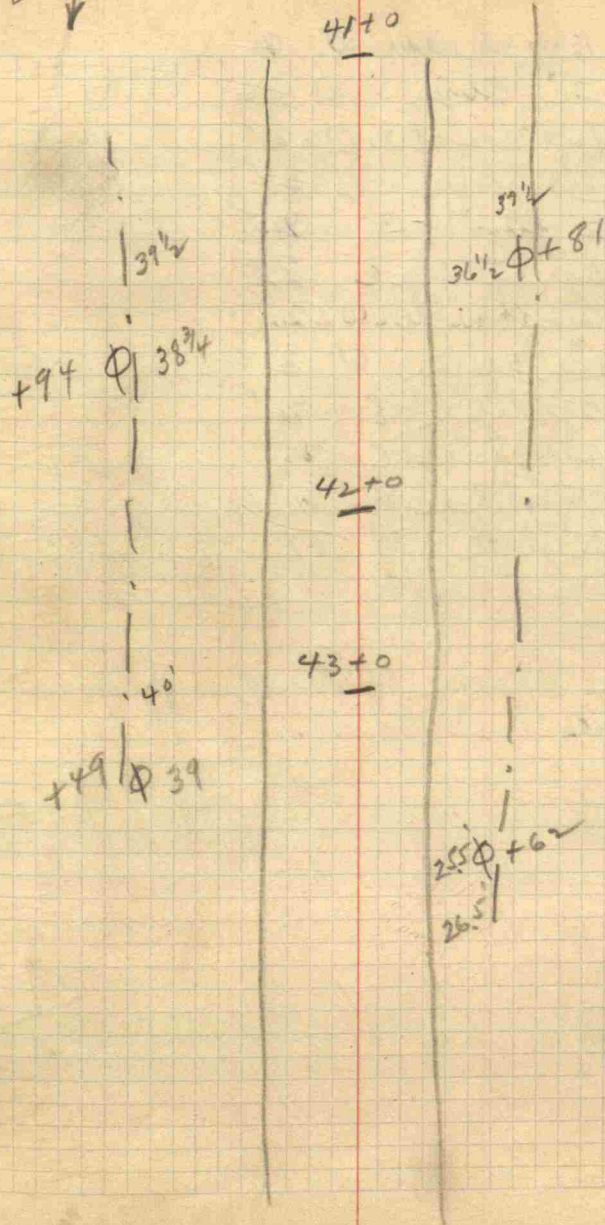
39+0

Bottom Slope E 39'
" " W 42'

Stake on
West side 39
at Mercers
House 56'

E ↓

W



Ellis Right-of-way Desc.

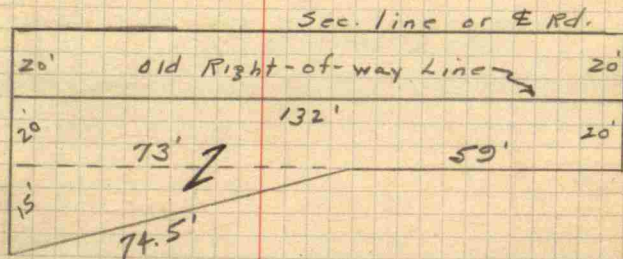
A parcel of land in 26-15-1E
Beg. at a point 20 ft. East of the
SW corner of the W²NW⁴ said Sec. -
Thence N. along present East Right-of-
way line of State Road 267 a distance
of 132 ft. -

Thence East a distance of 20 ft.

Thence South a distance of 59 ft.

Thence Southeasterly to a point 35 ft.
East of the point of beg. Thence
West a dist. of 35 ft. to the beg.

Cont. .073 acres
or $\frac{73}{1000}$ of an acre.



	-	+	BM
			49.96
0.27	57.64	7.68	57.37
0.46	69.63	12.26	69.17
0.60	80.36	11.19	79.76
0.43	92.12	12.36	91.69
	98.89	7.20	

NW ^{corner} Caping of R.R. Bridge
 East side, Bolton Woodruff
 BM (E.L.) = 95.05
 on E. bank

South end of E. rail
 Conc. bridge at 94.95
 foot of tie on cross Ave. 99.86
 35.09
 E.L. 49.96

80.36
4.97
 75.39 E.L. fire plug

98.89
3.84 — on coping
 95.05 ↔ B.M.

Mercer

- T + BM
98.04 2.99 95.05

37+0

37+42 E top of the Basin

93.84
4.20

37+45 W " " "

93.94
4.12

37+50

38+0

+39

+71

91.44
6.60

top window coming
self from Gd.

39+0

+06.5

39+50

40+0

E 10' E 10' W

94.44 94.52 94.44
3.60 3.52 3.60

Dist
edge of post

Edge of shoulder

93.04 94.08 94.28 94.36 94.27 94.24 94.64
21 10 21 21 21 21 21
5.90 3.90 3.76 3.68 3.77 3.80 5.90

92.99 93.62 93.84 93.89 93.84 93.79 93.06
21 21 21 21 21 21 21
5.05 4.42 4.20 4.15 4.20 4.25 4.98

92.80 93.20 93.28 93.37 93.28 93.20 92.34 89.10 95.54
21 21 21 21 21 21 21 21 21
5.24 4.84 4.76 4.67 4.76 4.84 5.70 8.94 12.5

91.88 92.70 92.70 92.79 92.69 92.55 91.81 84.79
23 23 23 23 23 23 23 23
6.10 5.34 5.34 5.25 5.35 5.49 6.23 13.25 Gd.
6.23 13.25

90.96 92.05 92.05 92.14 92.05 91.96 91.30
23 21 21 21 21 21 21
7.08 5.99 5.99 5.90 5.99 6.08 6.74

91.00 91.90 91.90 91.96 91.91 91.83 91.00
22 22 22 22 22 22 22
7.04 6.14 6.14 6.08 6.13 6.21 6.91

89.79 90.72 90.72 90.84 90.71 90.54 89.86
21 21 21 21 21 21 21
9.25 7.32 7.32 7.20 7.33 7.50 8.18

88.40 89.16 89.16 89.38 89.23 89.08 88.49
21 21 21 21 21 21 21
9.64 8.88 8.88 8.66 8.81 8.96 9.55

Melcer

- Δ + BM
98.04

4050

10.24

87.80

4110

90.21 2.41

4116

4210

5.83

84.38

88.91 4.53

4310

+67.5

40+50

E £ W

87.09 87.64 87.76 87.77 87.60 86.54
20 10 10 10 10 20
10.95 10.40 10.28 10.21 10.27 11.50

78.51 78.93 80.29 81.58 86.07 86.31 86.39 86.35 86.28 85.84 81.40 80.69
80 54 33 21 10 10 10 10 10 20 32 43
11.70 11.28 9.42 4.63 4.14 3.90 3.82 3.86 3.93 4.37 8.81 9.52
80.88
80
9.33

F
79.36 78.41 80.98 85.18 85.65 85.92 86.81 85.95 85.81 86.44 82.78 79.15
40 31 21 10 10 10 10 10 24 25 10
10.85 11.80 7.73 5.03 4.56 4.29 4.20 4.26 4.40 4.77 7.43 10.28

81.03 82.02 83.72 84.13 84.36 84.48 84.36 84.31 82.44
40 27 20 10 10 10 10 21 25
9.14 9.19 6.49 6.08 5.85 5.73 5.95 5.90 6.43 7.77 8.82
80.71
4.51
81.39
81.54 ← 8.67

82.38 82.61 83.26 83.75 83.86 83.86 83.74 83.10 82.26 82.86
56 25 19 10 10 83.93 10 10 21 26 29
6.53 6.30 5.65 5.16 5.05 4.98 5.05 5.17 5.81 6.65 6.25
82.76
56
6.15

84.20 82.77 83.56 83.79 83.85 84.01 83.96 83.86 83.63 82.89 84.01
26 22 18 10 10 10 10 20 24 29
4.71 6.14 5.35 5.12 5.06 4.90 4.95 5.05 5.28 6.02 4.90
83.91
50
5.00
83.60
19
5.31

81.09
1.60
7.82

- T + BM
86.28

120' Weston Drive

60' Weston Drive

98.16 3.11 95.05

21' West of E of L.C.

West side Bullies

45' West of Guard Rail N of Drive
 $\frac{33}{78}$ North of Drive inside-quartz
Rail

25' S of Merce Drive West of H.R.

S E N
80.58
Fence 10 81.06
5.70 5.22 5.50
80.78 50' edge shed.

81.25 81.23 85.47 85.56 85.37 81.06
30 13 6 6 6 14
503 5.05 0.81 0.72 0.91 5.22 5.01
at South edge of House

↓
81.27

at Guardrail Post 92.91
16 92.59
5.25 5.57 92.24
15 5.92 Guardrail Post.

- π + BM
95.05

97.65 2.60

10.26

87.39

87.84 0.45

38+0

37+50

W

81.64

36

6.20

79.29

120

8.55

80.62

38

7.22

80.25

120

7.59

to top of Bldg

+3'
87.14
0.7

6'

Mercer

15.50

.7

14.80

6

20.80

Gen. El at

House 84.79

Peak Ht. of Home 20.80

El. 105.59

Highest Point of Old Bridge

Cook's Ad. Plans

Sta 29+25

El. 93.02

Sta. 37+0 New Bridge El. 94.52

" 36+25 " " El. 94.24

From track bed to floor
of bridge - 25.5'

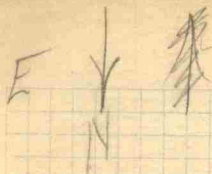
Emmet Bly Field Notes

Jan 4-38

new part begins 29+04
 Part 20' wide
 Sec. line at 29+04 is
 17' West of E.

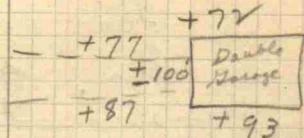
~~29+72~~

Sec line @ 30+0 - 17' W of E.

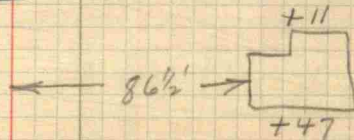


29+0

XX



30+0

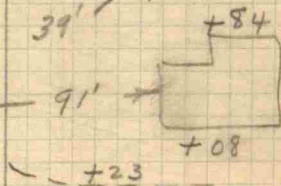


~~+54~~

39'

31+0

91'

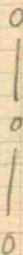


General road
 begins 31+44



+34

General road begins
 West side
 31+82



32+0

0

B14

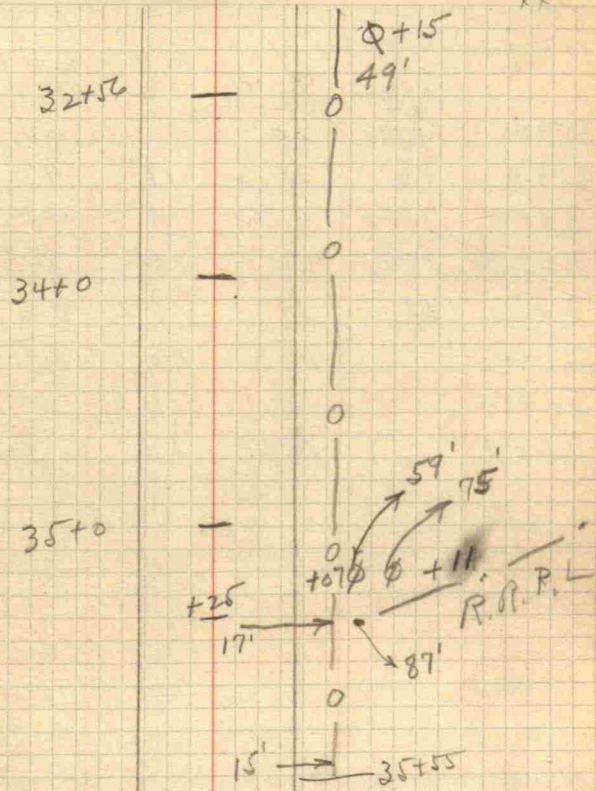
~~Sta 32+50~~
 Sta - 34+0 on actual
 measurement should be Sta 33+0

\$ to E @ 35+25 = 10 1/4

Sec. line at ⁵⁰end of bridge
 9' W. of E

E

W



BH

~~E to W to Top of slope~~

	Guard rail from E to W	E W To Top Slope	E W to E	E W to Top slope
35+25	16 1/2	20'		50'
35+0	18'	20 1/2	11'	47'
34+0	18 1/2	20 1/2	14'	41'
32+56	18 1/2	20 1/2	14 1/2	39'
32+0	18	18	15 1/2	36
31+0		18	16	28
30+54		19	16	24
30+0		Ed	17	Ed

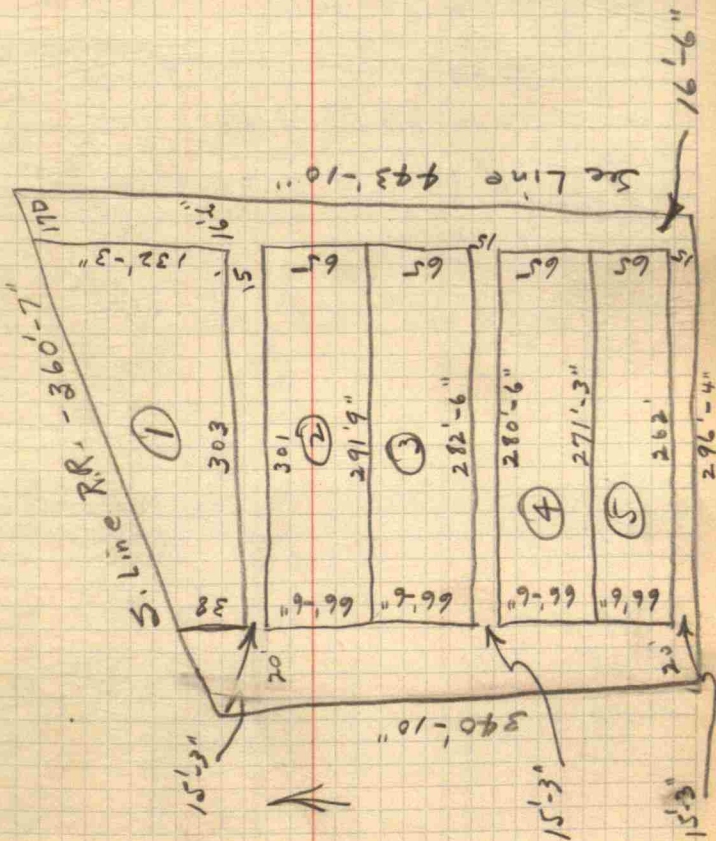
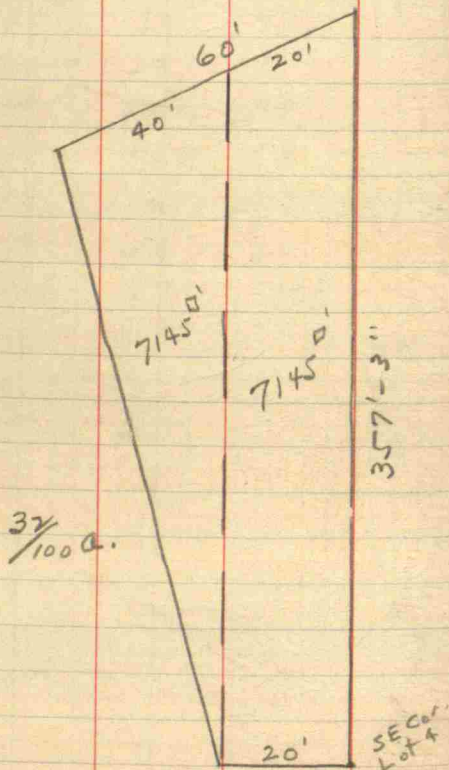
E

W

$$\begin{array}{r} 10 \frac{1}{2} \\ 16 \frac{1}{2} \\ \hline 32 \frac{1}{2} \end{array}$$

$$\begin{array}{r} 9 \frac{1}{2} \\ 32 \frac{1}{2} \\ \hline 5 \end{array}$$

Bly Bros. Add. 1902



Emmet BLY Level Notes

Jan. 4, 38

— $\bar{\Delta}$ + BM
 95.49 0.44 95.05

35+25

35+0

34+0 = 33+00

32+56

32+0

12.04

83.48

84.58 1.10

31+0

30+54

30+0

31+28

drive

32+0

32+56

34+0 = 33+0

35+0

35+25

77.99
 77.76
 1021

85.64
 77.16
 53

92.37
 78.86
 13.51

10 10
 Toe Slope Top Slope WE E EE

92.01	92.74	92.89	92.79
3.48	2.75	2.60	2.70
91.59	92.28	92.37	92.27
3.90	3.21	3.12	3.22
88.53	89.47	89.57	89.51
6.96	6.02	5.92	5.98

86.84	87.89	87.99	87.89
8.65	7.60	7.50	7.60
84.87	85.60	85.69	85.59
10.62	9.89	9.80	9.90

level 56'	76.58 8.00	77.13 7.45	80.09 4.49	80.66 3.92	80.74 3.84	80.72 3.86
level 55'	76.28 8.30	76.40 8.18	77.83 6.75	78.33 6.25	78.40 6.18	78.34 6.24
level 25'	75.88 8.70	75.18 21.29.40		75.63 8.95	75.75 8.83	75.71 8.87

level	77.31 70.7.45	77.31 50.7.45	81.56 20.3.02	82.12 2.46	82.18 2.40	82.08 2.50
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level 55'	77.16 7.42	78.12 6.46
level 55'	77.78 6.80	78.82 5.76
level 58'	78.22 6.36	79.83 4.75

level 62'	78.86 5.72	80.36 4.22
65'	77.54 7.04	80.19 4.45

B14

-

T + B.M
97.29 2.24 95.05

35+55.

36+25

~~E~~

93.36

3.93

94.24

3.05

Ellis Land Notes

Jan 4-38

E

97.70
12.12
85.58

-	+	BM
97.70	2.65	95.05
12.12		85.58
89.96	4.38	

39+06.5

40+0

40+31

40+39

To a Slope

38' 83.13
6.83

70' 80.96
9.00

32' 83.40
6.56

at front step of house
82.62
7.34

Eye trough of front
porch 10'-0" above
step reading
or. El. 92.62

32' 86.34
3.62

4' 85.06
4.90

55' 82.76
7.20

75' 78.96
11.00

100'
11.00
78.96

16'3"
49
16'0"

37'0"

North



at. Sta. 3+00

curb | 16'3" |
Track | |
16'0" | curb.

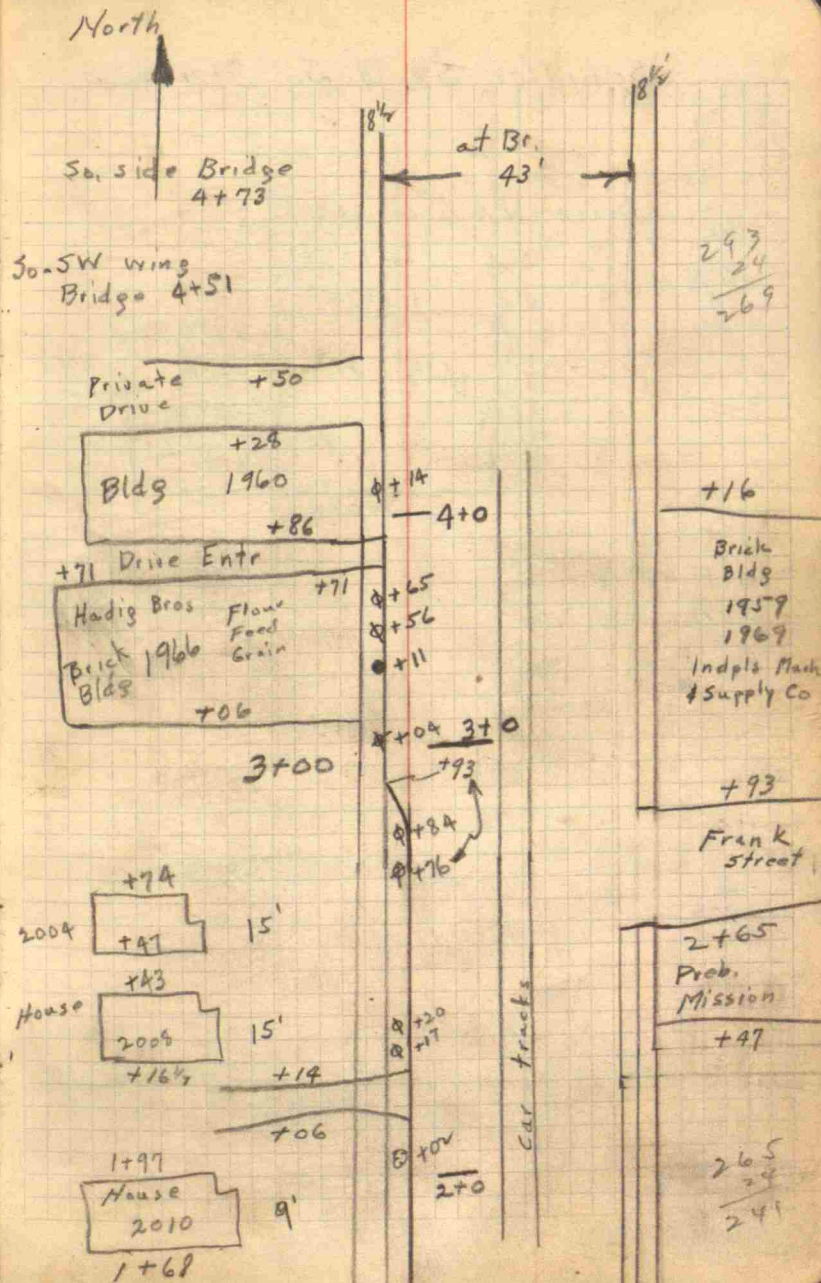
Schiller St. & So. Meridian St.
 Sept. 19, 1939.

Meridian St. widens No. of Frank St. both sides

at Sta.	4+73	Inside	Curb	43'	at Br.
at Sta	2+93	"	"	37'	
at Sta	2+76	"	"	30 1/2'	
at Sta.	0+00	"	"	30'-2"	

Bus stop So. 3+00
 " " So. 0+35

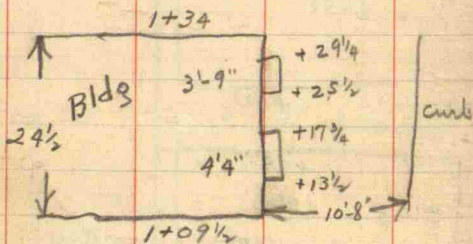
Bus stop No. 2+65
 " " So. side Schiller



Schiller St & So. Meridian

5-10
3-10
18-11
2

Drive Not used 1+21 3/4
" " " To 1+34



- ⊗ Tree
- Fire Plug
- Mail Box
- ⊘ Pole
- ⊗ Light Standard

Schiller St.

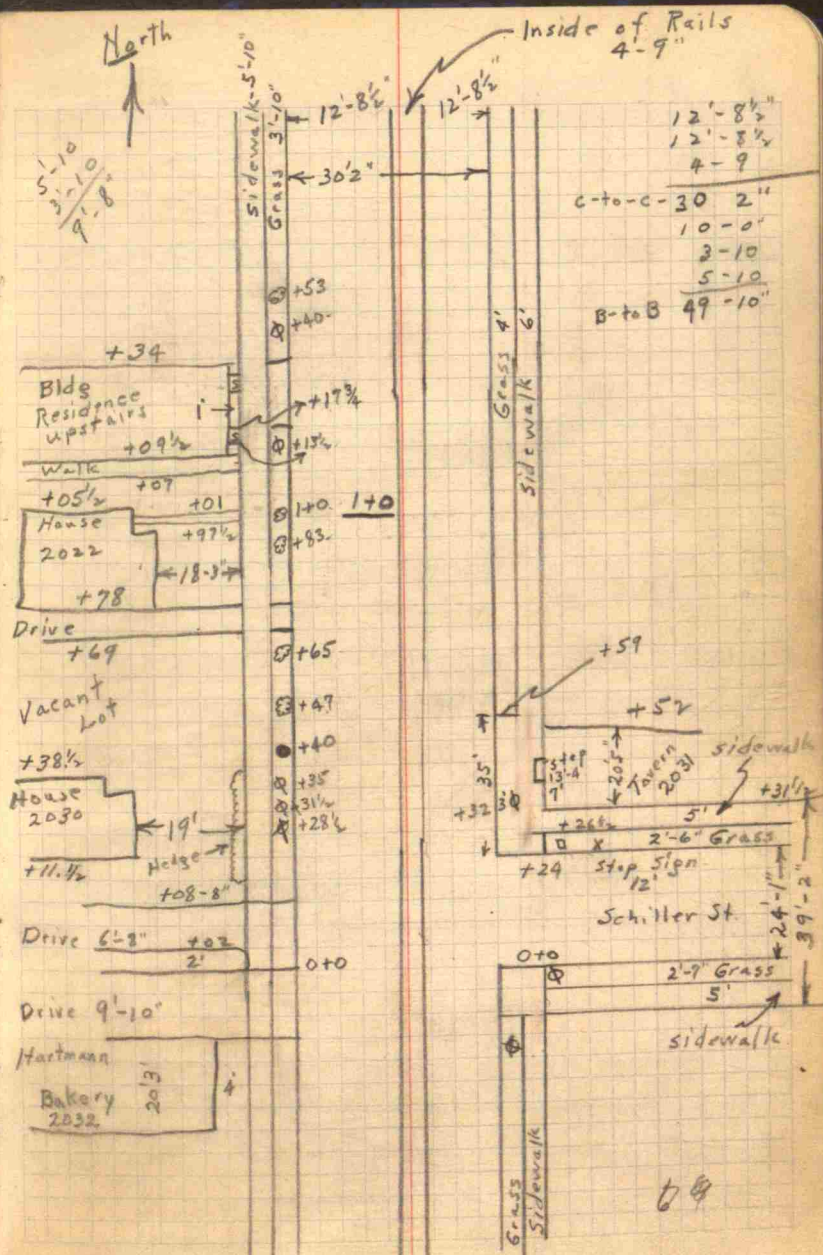
5
2-6"
24'-1"
2'-7"
5
37' 2"

Fire Plug 3'-6" high

473
37
441

12'-8 1/2"
12'-8 1/2"
25'-5"
4-9
30'-2"

North



68