

182

THE
FIRST BOOK

BETTER →

~~A.C. Underwood~~

~~Sec. 6-15-2W~~

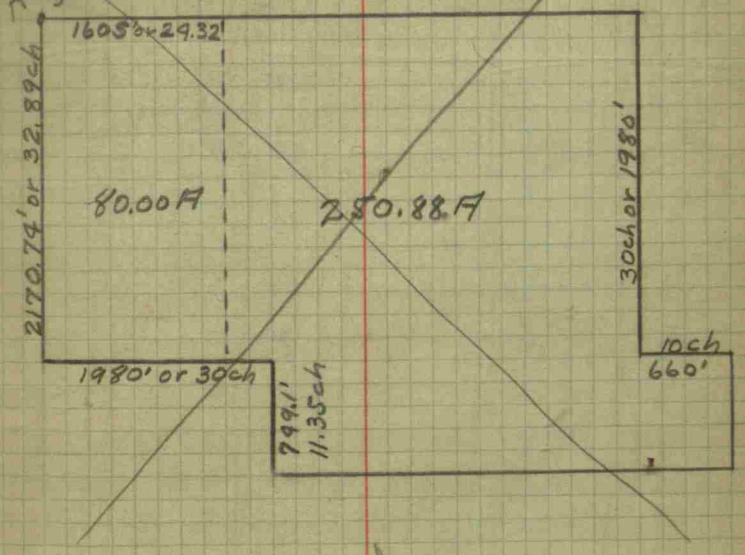
~~Aug. 27, 1938
6~~

~~Clear + Cool~~

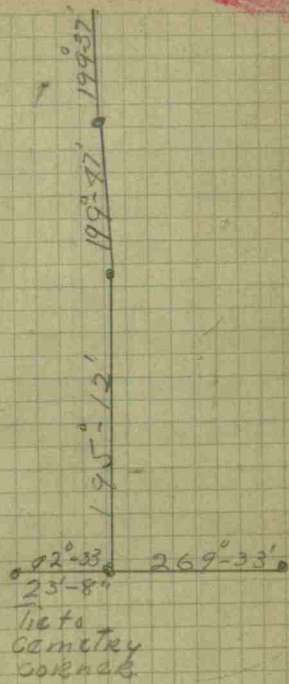
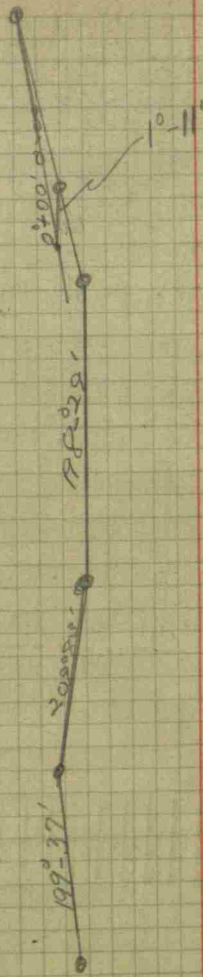
~~Cook
Newman~~

Void

~~Newman
Sec. 6-15-2W~~



Void



A. C. Underwood.

31-15-2W

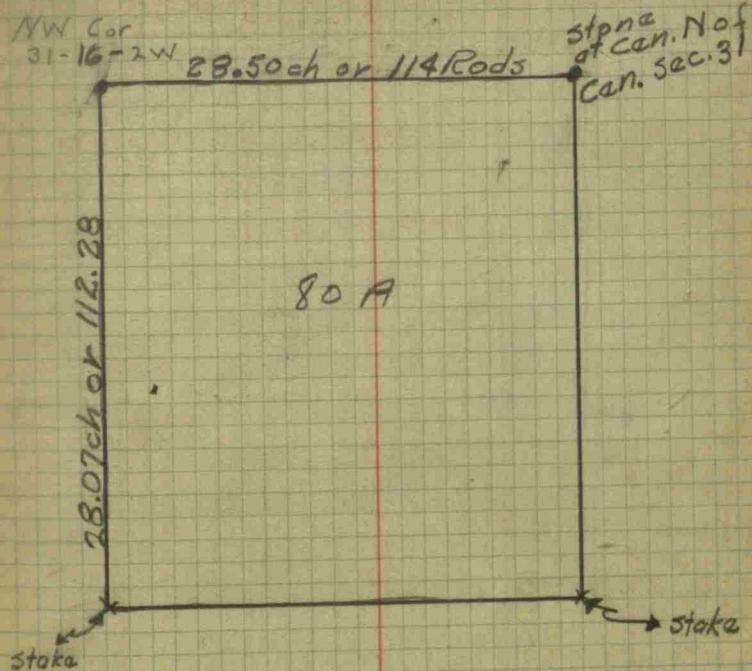
$$\begin{array}{r} 28.07 \\ 28.50 \\ \hline 140350 \\ 22456 \\ 5614 \\ \hline 79.99950 \end{array}$$

Aug. 27, 1938

Cook

Clear & Cool

Newman

$$\begin{array}{r} 28.074 \\ 2850 \overline{) 8000000} \\ \underline{5700} \\ 23000 \\ \underline{22800} \\ 20000 \\ \underline{19950} \\ 10500 \end{array}$$
$$\begin{array}{r} 28.50 \\ \hline 114.00 \end{array}$$
$$\begin{array}{r} 2807 \\ \hline 11228 \end{array}$$


	-	π	+	BM	BMol
		104.06	4.06	100.00	0+00

0+00

3.09

106.92 5.95

100.97

1+00

2+00

3+00

4+00

1.65

110.87 5.60

105.27

5+00

6+00

stk

gd.

99.03
5.03

98.41
5.65

101.07
5.85

100.62
6.30

102.54
4.38

102.02
4.70

103.32
3.60

102.82
4.10

105.22
1.70

104.72
2.15

105.99
4.88

105.59
5.28

106.72
4.15

106.26
4.61

	-	π	+	BM
		110.87		
7+00				
8+00				
	2.45			108.42
		116.27	7.85	
9+00				
10+00				
11+00				
	0.89			115.38
		117.42	2.04	

BM. on
nail at
Bridge
of road

Flowline of Road Culvert.

stK	6d
107.64	107.22
3.23	3.65
108.42	107.92
2.45	2.95
108.92	108.55
7.35	7.72
109.54	109.19
6.73	7.08
109.95	109.55
6.32	6.72
	109.55
	7.87

- π + BM
115.38
7.85
1.85
2.58
6.85

VOID

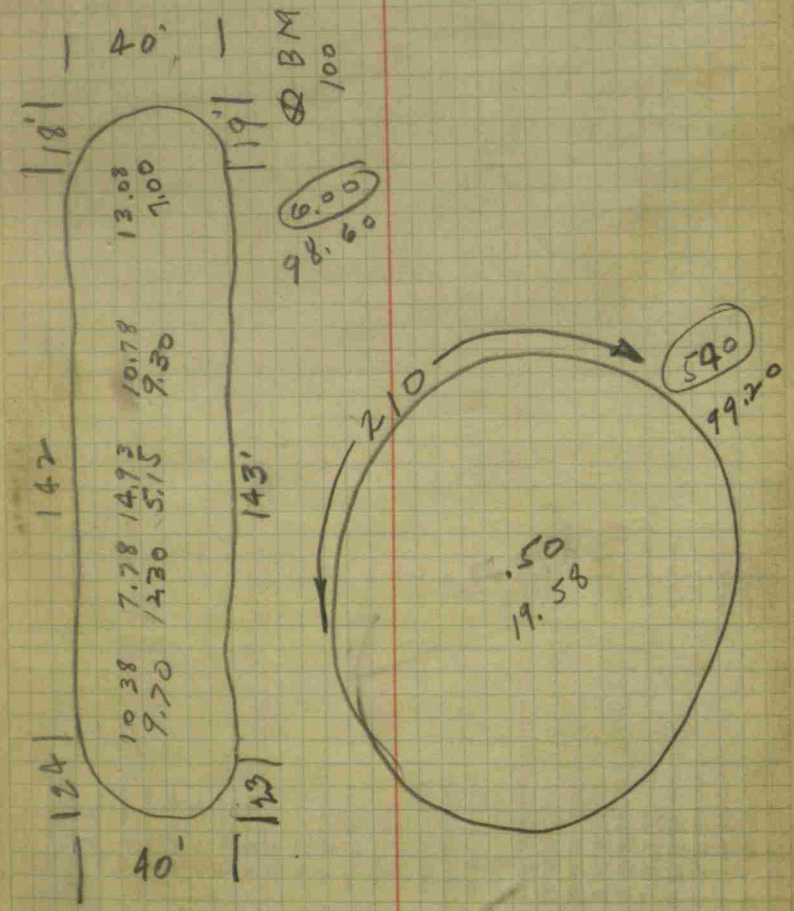
	CHECK		
-	π	+	B/T
	116.27		
785			108.42
	110.27	1.85	
6.85			103.42
	106.00	2.58	
4.95			101.05
	103.76	2.71	
3.74			100.02

1130

-	+	BM
		100.0
108.20	8.20	
.62		107.58
120.08	12.50	

6d.
104.60 460 100.

1131



John A. Carter Dr.
July 30, 1940 Newman
Walls

0+00 Tile at R.R. 12" Tile
0+98 R.R. R/W (NORTH)
12+0 E+W Fence Harvey-Scott
15+76 Arm #1 from West
15+74 E+W Fence Broyles N. line
17+50 N+S " Scott E. line
19+58 E+W " cross fence of Broyles
30+00 E+W "
36+06 E+W " Gentry N. line
41+0 Approx 500' into pasture

Arm #1

Bd at E Approx 350' so. of Scott corner

0+0 Tile 18" Hoodwell
5+40 N+S Rd.
10+70 END EMPTIES INTO DITCH

Tile at Railroad is 600' East
of road.

Ditch at 12+0 is 350 ft East
of road.

Ditch at 15+76 is 510 ft East
of road

Ditch at 17+50 is 189 ft South
of Scott North line

Ditch at 19+58 Broyles So. line - Scott
No. line at half way E+W on
Scott.

Ditch at 36+06 Broyles N. Line -
Hill So. line 330 feet from Hill
SW corner.

170

Pollard + Todd

NYS Fence line 5+15

NYS " " 19+80

NYS Fence line ~~28~~+50

RR on A Not

N Road Fence at 38+40

S " " 45+90

E Road Fence 59+25

E Fence line 62+25

NYS " " 79+50

ETW " " 88+0

NYS " " 102+50

" " " 126+00

171

10825-
1287
12118
1288
13400

AMO-HADLEY ROAD F-2.
 MARCH 21, 1940 COOK.
 Cloudy-Cool. NEWMAN.
 MILES.

Point "A" - 31'-0" R/WY (STAKES)

Point "B" - E. & W. Rd. 31'-0" R/WY REDHEAD 29°0'
 N. & S. Bd. 40'-0" R/WY NE from Conc. Cor Post
 Red Head 13°16' So. STOP SIGN

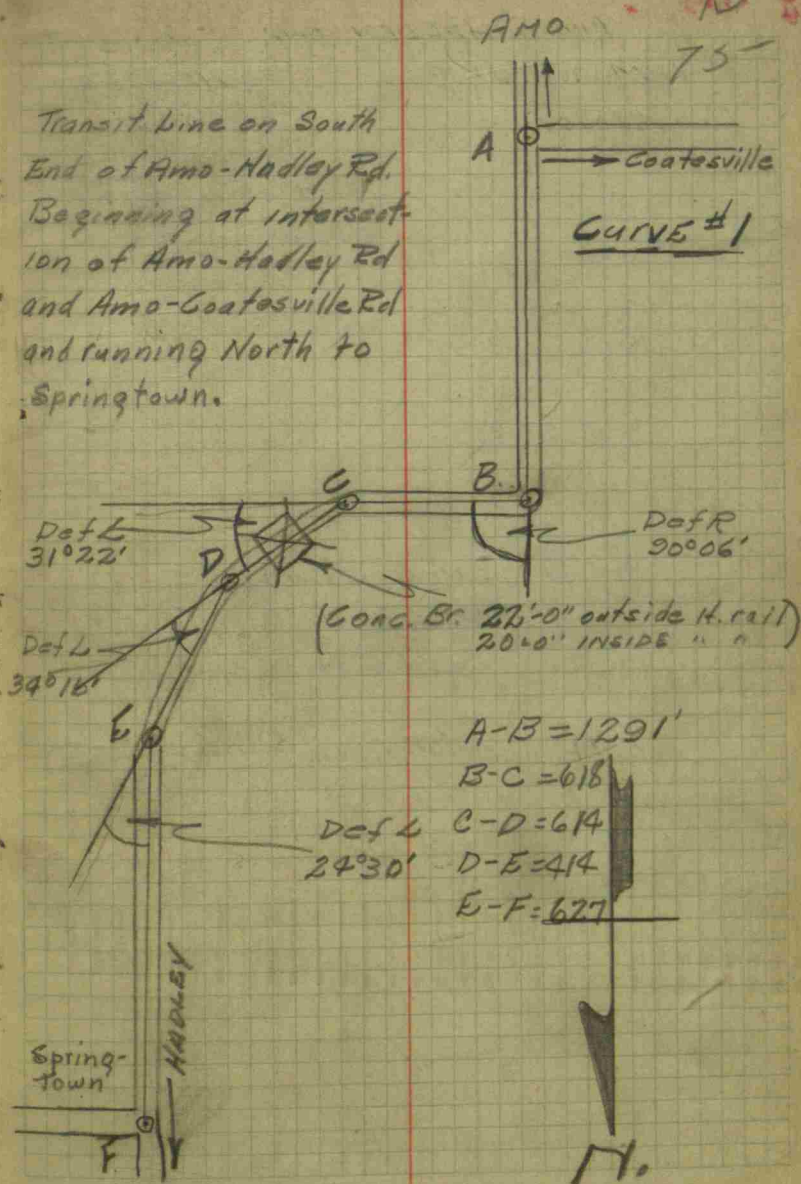
Point "C" - Stake 12'-0" N. from Utility Pole Pole 6'-0" from
 fence S.S.
 Stake 27'-6" S. " fence Post N.S. Rd.

Point "D" 27'-0" SW from Conc. Cor Post
 12'-0" SW " Utility Pole
 No fence W. Side Bd.

Point "E" R.H. 17'-0" SW from Utility Pole
 B.H. 38'-6" NE " " "
 15'-0" E East fence No west fence

Point "F" - 37'-0" R/WY (STAKES)

Transit line on South
 End of Amo-Hadley Rd.
 Beginning at intersect-
 ion of Amo-Hadley Rd
 and Amo-Coatesville Rd
 and running North to
 Springtown.



76
 AMO - HADLEY RD F-2 (CONT.)
 MARCH 21, 1940
 CLOUDY-COOL

NEWMAN
 MILES

YX = 920'
 YX = 307'
 XY = 335'
 YZ = 1083'

Br "B" 20'-0" Rdway
 4'-0" x 8'-0"
 Conc. Box.

Br "A" 20'-0" Rdway
 4'-0" x 4'-0"
 Conc. Box
 15" Pipe is enough.

2nd CURVE on Rd F2

R/W at "Y" = 34'-0"

RH - 40'-0" S. Handrail

Bridge (Host)

RH - 27'-0" NW from

Utility Pole.

R/W at "X" = 32'-0"

(Stakes)

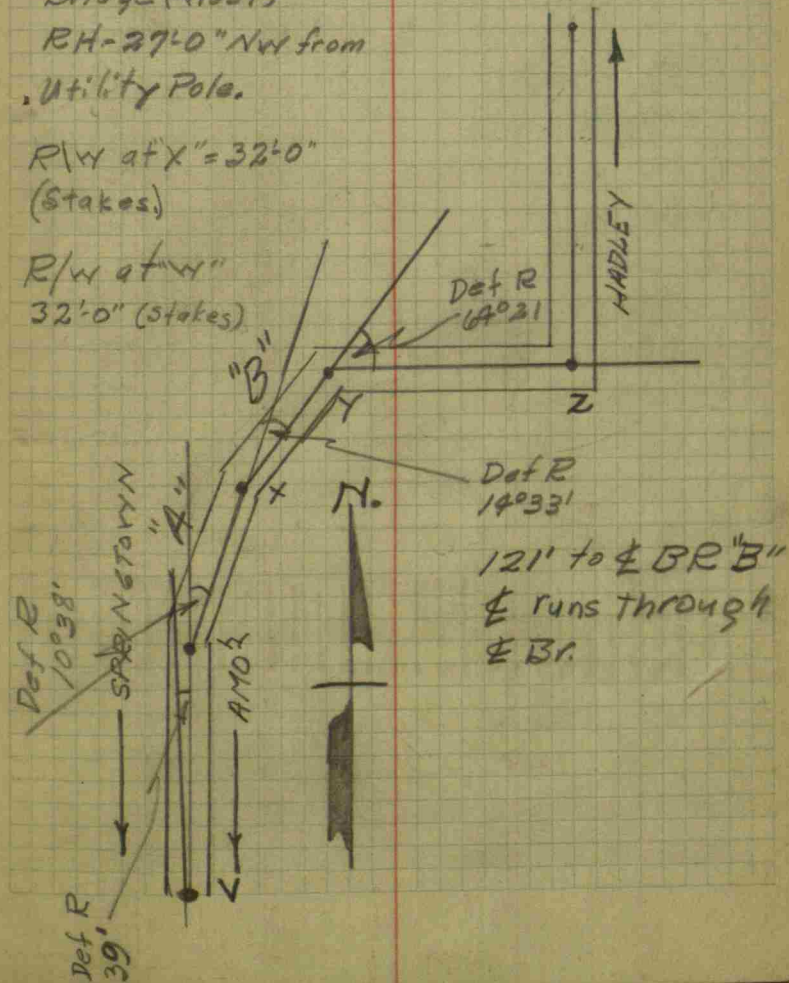
R/W at "W" =

32'-0" (Stakes)

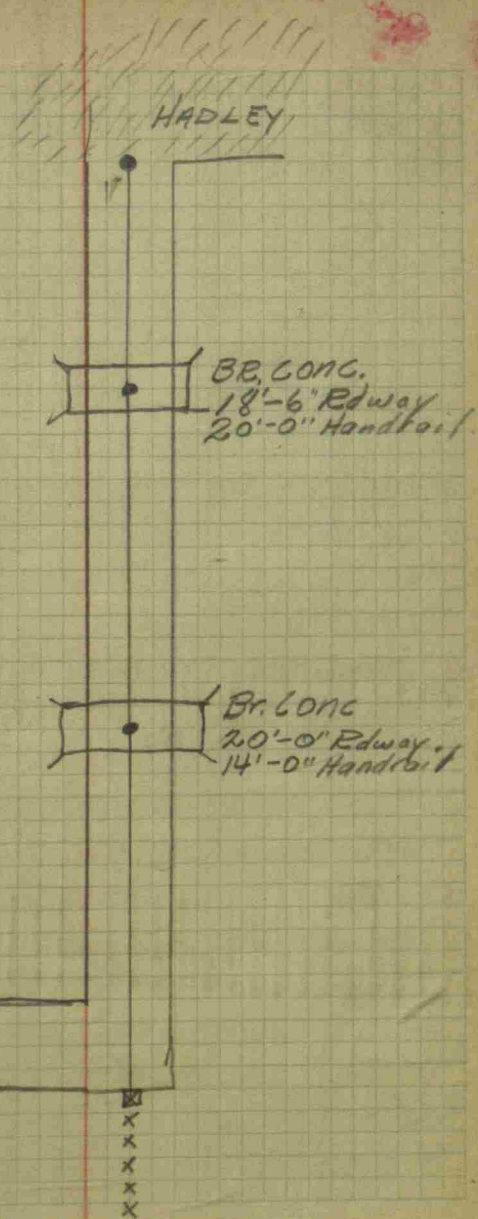
R/W at "Z" = 38'-0"

RH - 19'-0" from

Conc. Cor. Post. S.S. Rd.



Amo - Hadley Road
Newman
Terry
April 5, 1943



Karl Laurimore Svr.
Ray Linn Hqw. Supr.
Mr. Irick Dist Eng.
Landowners of Montgomery Co.
R/W or Prop R/W.
Morgan Property.

H.P.A. PROJ.
CLOUDY-COOL.

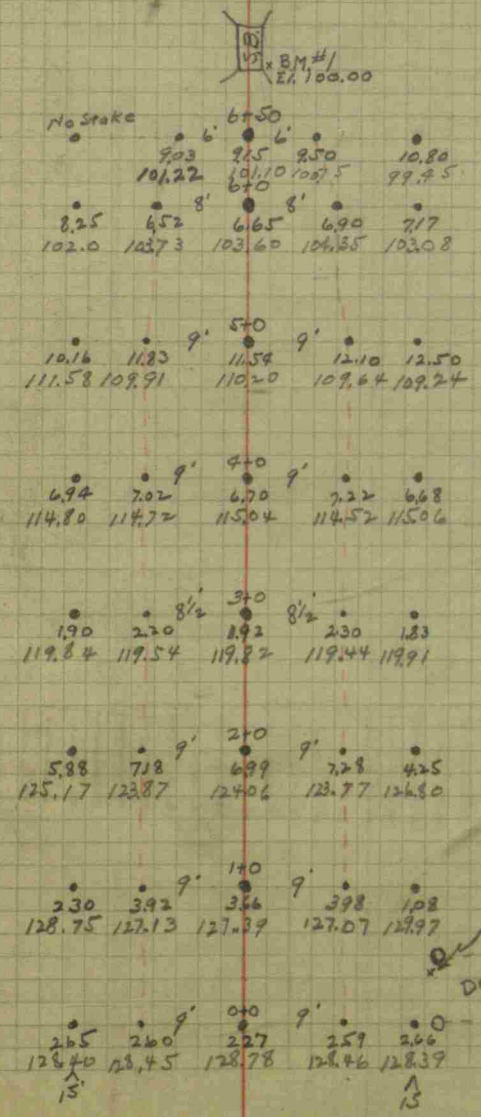
R.D. D-7
Dec. 19, 1939

	+	x	+	BM	Base of Floor of Sf. Car. Bc. #1
		110.25	10.25		100.00
71				109.54	
	121.74		12.20		
1.30				120.44	
	131.05		10.61		
1.69				129.36	BM #2 Nail on N. Gate Post to Sawmill

15'
A

17
E

15'
A



100

- + BM
129.36 BM#2

139.12 9.76

10.00

133.07 3.95

129.12

105

↑
S

10'	F.	B.		B.	F.	10'
	10.75		0+0		10.88	✓
	128.37				128.29	
✓		6.50	1+0	5.33	5.42	✓
		132.62		133.79	133.70	
✓		6.51	2+0	5.13	4.88	✓
		132.61		133.99	134.24	
✓		2.95	3+0	4.05	3.77	✓
		136.17		135.07	135.35	
✓	9.50	9.35	4+0	4.45	3.90	✓
	129.62	129.77		134.67	135.22	
✓	10.75	10.80	5+0	8.67	11.70	✓
	122.32	122.27		124.40	121.137	124.45
			6+0			
			6+50			

146

Graveyard

Sta 3+0 to 3+35

18'-0" back from fence

147

四等水准

- 下 + BM

129.36

138.02 8.66

138.02
50.93

132.93

138.02
8.90

129.12

138.02
2.10

135.92

138.02
11.60

126.42

126.42
11.72

117.20
9.

126.42
12.04

4.38

四等水准

STA	33'-0"	±	cut
2+0	132.93 131.06 1.87	124.06	1'-9"
3+0	35'-0" 129.12 126.82	119.82	2'-3"
4+0	122.04 135.92 129.84 6.88 34'-0"	115.04	6'-9"
5+0	117.20 35'-6"	110.20	4'-6" 9'-3"

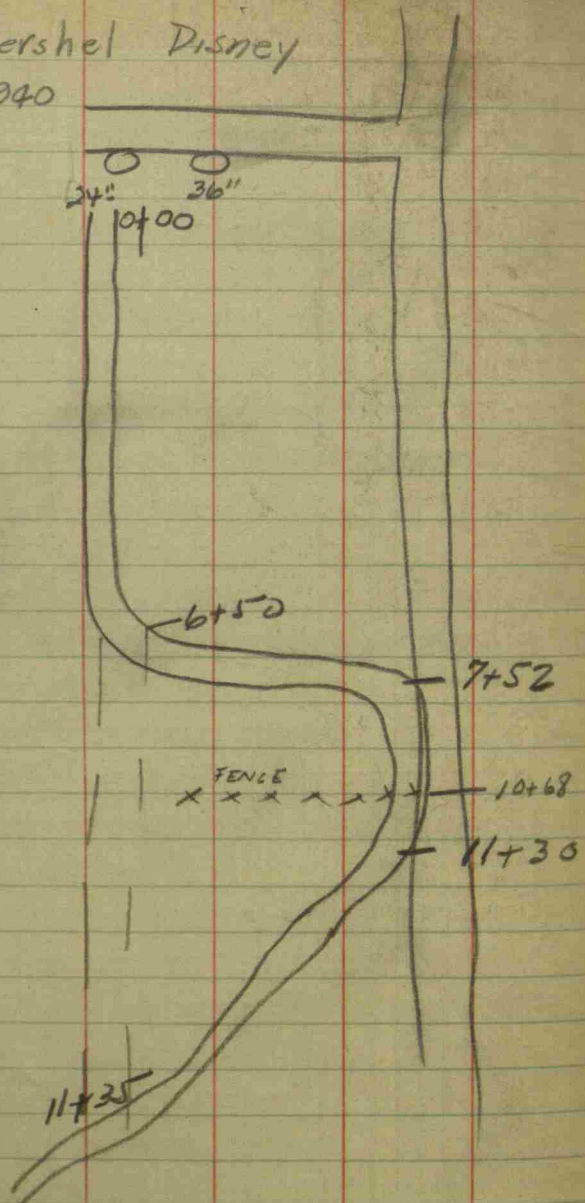
Gregory & Eva Fry
to
Clyde Cornick
1/12/40 seed
Ladoga R.R. address.

M.B.L.I. Co.
% Lawrence Devore.

158

Herchel Disney

April 1, 1940

Newman
Terry.
$$\begin{array}{r} 65^{\circ} \\ 48^{\circ} \\ \hline 11^{\circ} \end{array}$$


$$\begin{array}{r} 1.20 \\ 600 \\ \hline 125 \\ 8.45 \end{array}$$

159

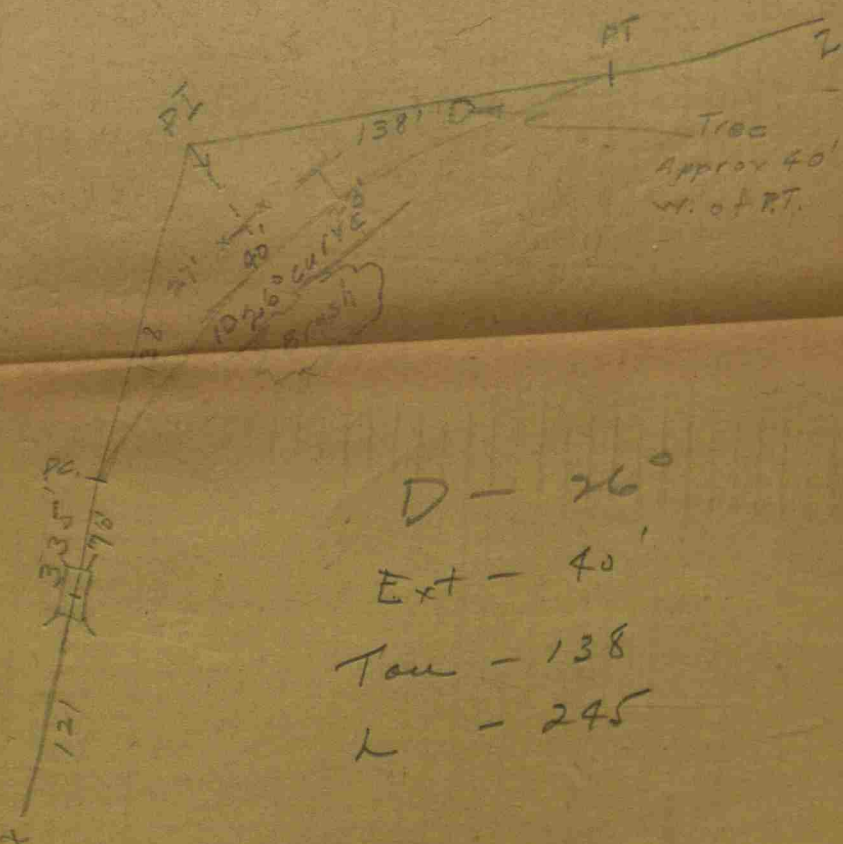
Natural Trigon

Angls. Sine. Tan. Sec. Cosec. Cotg. Cosin.

0°							
16	.2756	.2867	1.0403	3.828	3.487	.96126	74
10	.2784	.2898	1.0412	3.592	3.450	.96046	
20	.2812	.2931	1.0423	3.556	3.412	.95964	
30	.2840	.2962	1.0429	3.521	3.376	.95882	
40	.2868	.2994	1.0438	3.487	3.340	.95799	
50	.2896	.3026	1.0448	3.453	3.305	.95715	
17	.2924	.3057	1.0457	3.420	3.271	.95630	73
10	.2952	.3089	1.0468	3.388	3.237	.95545	
20	.2979	.3121	1.0476	3.357	3.204	.95459	
30	.3007	.3153	1.0485	3.326	3.172	.95372	
40	.3035	.3185	1.0495	3.295	3.140	.95284	
50	.3062	.3217	1.0505	3.265	3.108	.95195	
18	.3090	.3249	1.0515	3.236	3.078	.95106	72
10	.3118	.3281	1.0525	3.207	3.048	.95015	5
20	.3145	.3314	1.0535	3.179	3.018	.94924	4
30	.3173	.3346	1.0545	3.152	2.989	.94832	3
40	.3201	.3378	1.0555	3.124	2.960	.94740	2
50	.3228	.3411	1.0566	3.098	2.932	.94646	1
19	.3256	.3443	1.0578	3.072	2.904	.94552	71
10	.3283	.3476	1.0587	3.046	2.877	.94457	5
20	.3311	.3508	1.0598	3.020	2.850	.94361	4
30	.3338	.3541	1.0608	2.996	2.824	.94264	3
40	.3365	.3574	1.0619	2.971	2.798	.94167	2
50	.3393	.3607	1.0631	2.947	2.773	.94068	1
20	.3420	.3640	1.0642	2.924	2.747	.93969	70
10	.3448	.3673	1.0653	2.900	2.723	.93868	50
20	.3475	.3706	1.0665	2.878	2.699	.93769	40
30	.3502	.3739	1.0676	2.856	2.675	.93667	30
40	.3529	.3772	1.0688	2.833	2.651	.93565	20
50	.3557	.3805	1.0700	2.811	2.628	.93462	10
21	.3584	.3838	1.0711	2.790	2.605	.93358	69
10	.3611	.3872	1.0723	2.769	2.583	.93253	50
20	.3638	.3906	1.0736	2.749	2.560	.93148	40
30	.3665	.3939	1.0748	2.729	2.539	.93042	30
40	.3692	.3973	1.0760	2.709	2.517	.92935	20
50	.3719	.4006	1.0773	2.689	2.496	.92827	10
22	.3746	.4040	1.0785	2.670	2.475	.92718	68
10	.3773	.4074	1.0798	2.650	2.455	.92609	50
20	.3800	.4108	1.0811	2.632	2.434	.92499	40
30	.3827	.4142	1.0824	2.613	2.414	.92388	30
40	.3854	.4176	1.0837	2.595	2.394	.92276	20
50	.3881	.4210	1.0850	2.577	2.375	.92164	10
23	.3907	.4245	1.0864	2.559	2.356	.92050	67
10	.3934	.4279	1.0877	2.542	2.337	.91936	50
20	.3961	.4314	1.0891	2.525	2.318	.91822	40
30	.3987	.4348	1.0904	2.508	2.300	.91706	30
40	.4014	.4383	1.0918	2.491	2.282	.91590	20
50	.4041	.4417	1.0932	2.475	2.264	.91472	10

Cosin. Cotg. Cosec. Sec. Tan. Sine. Angle.

6 1/2 - 50'
 13° - 100'
 19 1/2 - 150'
 26 - 200'
 32° - 245'



D - 26°
 Ext - 40'
 Tau - 138
 L - 245

tions.

Cosec. Cotg. Cosin.

8	1.606	1.257	.78281	30
8	1.601	1.250	.78079	20
8	1.595	1.242	.77887	10
8	1.589	1.235	.77715	51
8	1.583	1.228	.77551	50
8	1.578	1.220	.77347	40
8	1.572	1.213	.77182	30
8	1.567	1.206	.76977	20
8	1.561	1.199	.76791	10
8	1.556	1.192	.76604	50
8	1.550	1.185	.76417	50
8	1.545	1.178	.76229	40
8	1.540	1.171	.76041	30
8	1.535	1.164	.75851	20
8	1.529	1.157	.75661	10
8	1.524	1.150	.75471	49
8	1.519	1.144	.75280	50
8	1.514	1.137	.75088	40
8	1.508	1.130	.74896	30
8	1.504	1.124	.74703	20
8	1.499	1.117	.74509	10
8	1.494	1.111	.74314	48
8	1.490	1.104	.74120	50
8	1.485	1.098	.73924	40
8	1.480	1.091	.73728	30
8	1.476	1.085	.73531	20
8	1.471	1.079	.73333	10
8	1.466	1.072	.73135	47
8	1.462	1.066	.72937	50
8	1.457	1.060	.72737	40
8	1.453	1.054	.72537	30
8	1.448	1.048	.72337	20
8	1.444	1.042	.72136	10
8	1.440	1.036	.71934	46
8	1.435	1.030	.71732	50
8	1.431	1.024	.71529	40
8	1.427	1.018	.71325	30
8	1.422	1.012	.71121	20
8	1.418	1.006	.70916	10
8	1.414	1.000	.70711	45

Sec. Tan. Sine. Angle.

79 tons
#12

56
516 1/3
5
8 1/3
305 1/9
305 1/9
000
150

2.90
181
109

184 1/2
45
920
736
22
83.02

05800
00000
05800

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.

MADE IN GERMANY.