S-1525B- SH. 1A.

N.Y.C. MON. ℄
N.Y.C. MON. ℄
1" = 500'
1" = 100'
E. 233RD ST. (OVER)
WOODLAWN
TO NEW YORK
1164
1162
1141
1143
TK. 4
TK. 2
TK. 1
TK. 3
STA.
BRONX RIVER
INTG. STA. JO
TOWER 12'-7" x 22'-0"
BRONX RIVER PKWY. (OVER)
-4+80
0'
343'
389'
421'
439'
444'
488'
647'
660'
685'
704'
N.Y.C.
N.Y.N.H.& H.
N.Y.C.R.R.
V.S. 53 80
END OF 3RD RAIL (BEGINING OF CAT.)
PIPE CONN.
SW. PT. LOCK
ELEC. LOCK SS-JO & 20
238TH ST. (OVER)
TK. 4
TK. 2
TK. 1
TK. 3
TO CHATHAM
BEGIN 3RD RAIL (END OF CAT.)
TK. 1
TK. 2
TK. 4
#12.22
#12.24
-30+67
-24+92
-20+00
-15+39
-14+39
-13+94
-12+46
-12+03
-10+60
-10+55
-9+85
-9+40
-8+80
-8+79
-8+20
-7+38
-6+18
-6+09
-5+42 = N.Y.C. 62+975
-5+39
-5+37
-4+67
-3+57
-2+14
-1+84
0+13 = V.S. 0+00
1+44
2+21
6+10
6+94
14+73
18+00
10.0
ELEV. = 70.0'
13+60

S-1525B-SH. 2

VAL BASE LINE OF LOCATION?
2°52'
P.C. 31+23
P.C.C. 35+56
1°-26'
VAL. 1°-30'
VAL. P.C. 39+56.36
VAL. P.C.C. 47+08.08
VAL. 1°-18'
VAL. P.C.C. 51+85
P.C.C. 52+86
1°-44'
VAL. 1°-56'
VAL. P.T. 57+85
P.T. 58+23
2°-12'
P.C. 69+80.47
P.T. 77+47.88
P.C. 79+70.89
2°-16'
P.T. 97+06.92
2°-00'
P.C. 107+11.91
P.T. 119+45.94
P.C. 123+96.31
1°-53'
P.T. 139+76.40
V.S. 53 SH. 1
V.S. 53 SH. 2
B-F
EAST 241 ST. (OVER) BR. No 0.65
CONN. QUARRIES CO.
PIPE CONN. ELEC. LOCK SS-20
B-B
CITY OF NEW YORK
CITY OF MT. VERNON
INTG. STA. "VERN"
TOWER 12'-2" x 23'-4"
SOUTH ST. (OVER) BR. No 0.93
B-1A
M.P. 13
1"=100'
1"=500'
14TH AVE. (OVER) BR. No 1.18
B-8
W. LINCOLN AVE. (OVER) BR. No 1.31
10TH AVE. (OVER) BR. No 1.39
B-10
V.S. 53 SH. 2
V.S. 53 SH. 3
6TH AVE. (OVER) BR. No 1.59
5TH AVE. (OVER) BR. No 1.64
4TH AVE. (OVER) BR. No 1.69
3RD AVE. (OVER) BR. No 1.74
FOOTBRIDGE (OVER) BR. No 1.78
STA.
MT. VERNON
PARK AVE. (OVER) BR. No 1.87
B-22
M.P. 14
MT. VERNON YD.
FULTON AVE. (OVER) BR. No 2.14
PIPE CONN. SW. PT. LOCK. ELEC. LOCK SS-20
WILLOW BROOK DAIRY
COLUMBUS AVE. (OVER) BR. No 2.45
V.S. 53 SH. 3
V.S. 53 SH. 4
COLUMBUS AVE.
STA.
BRADFORD RD. (UNDER) BR. No 2.74
B-34
B-36
HUTCHINSON RIVER PKWY. (UNDER) BR. No 2.94
CITY OF MT. VERNON
TOWN OF PELHAM
BR. No 2.96
M.P. 15
5TH AVE. (UNDER) BR. No 3.13
PELHAM
STA.
SUBWAY BR. No 3.22
HIGHBROOK AVE. (UNDER) BR. No 3.35
B-47
V.S. 53 SH. 4
V.S. 53 SH. 5
TOWN OF PELHAM
CITY OF NEW ROCHELLE
18+00
20+12
V.S. 20+00
21+23
26+65
28+46
28+50
29+00
31+50
31+73
33+20
33+57
36+58
36+73
37+08
39+51
39+95
40+20
40+26
42+99
43+29
43+81
43+83
44+57
45+14
50+00
51+10
56+45
56+95
63+06
63+64
64+44
67+50
68+00
69+04
72+80
78+16
78+76
81+00
81+50
83+60
84+33
86+04
86+66
89+05
89+15
89+99
92+60
93+20
101+95
103+90
107+42
107+92
121+05
123+64
124+18
125+60
130+23
138+65
139+11
139+37
145+39
149+18
149+98
150+35
150+53
156+70
159+75
160+27
163+83
170+95
171+42
178+28
178+40
186+14
190+00
+44.3' P.M.
+36.0' P.M.
LEVEL
+59.0' P.M.
+16.0' P.M.
V.C.
-19.0' P.M.
-38.0' P.M.
LEVEL
+35.0' P.M.
LEVEL
V.C.
ELEV. = 70.0'
ELEV. = 50.0'
-30.0' P.M.
-23.0' P.M.
V.C.
+19.0' P.M.
V.C.
17.53'
26.99'
26.99'
33.74'
34.96'
34.77'
32.97'
20.0'
20.0'
21.93'
21.83'
20.56'
22.77'
22+50
37+00
43+00
49+00
53+00
59+00
64+00
82+00
86+00
89+00
92+00
96+00
120+00
146+00
150+00
160+00
164+00
183+00

S-1525B-SH. 2A

190+00
2°20'
V.S. 53 80
V.S. 53 81
P.C. 200+25.15
1"=500'
1"=100'
2ND STREET (UNDER) BR. Nº 4.04
P.T. 210+44.43
M.P.16
B-54
B-58
#16.03
#16.01
#15
WEBSTER AVE. (UNDER) BR. Nº 4.18
P.C. 215+36.35
199+33
200+33.21
205+00
207+65
208+00
209+50
211+27
211+94
212+12
214+57
214+77
214+89
215+44
B-183H
B-208H
BEECHWOOD AVE. (UNDER) BR. Nº 11.00
S-1501E
TO HARLEM RIVER
LEVEL
#9.51
#9.52
#11.01
A
B
PIPE CONN.
132+93
210+56
211+25
211+72
V.S. 81 82
212+67
V.S. 53 81
213+45
215+05
25.64'
192+00
(UNDER) BR. Nº 11.08
B-210H
25.60'
215+90
216+45
216+56
216+65
217+00
217+43
218+26
219+58
2°25'
P.C.C. 222+62.04
2°56'
P.C.C. 225+17.16
2°38'
P.C.C. 231+01.57
2°38'-26"
#20
TOWER 25'-0"×36'-0"
INTG. STA. "SHELL"
220+98
221+40
221+74
222+31
223+29
223+59
223+97
224+28
224+77
226+19
226+49
227+55
228+71
229+11
229+25
230+80
231+20
-11.0' P.M.
23.78'
226+00
CENTER AVE. (OVER) BR. Nº 4.45
B-66
V.S. 53 80 SH. 5
V.S. 53 81 SH. 6
P.T. 235+41.74
DIVISION ST. (OVER) BR. Nº 4.57
FOOTBRIDGE (OVER) BR. Nº 4.63
SUBWAY BR. Nº 4.67
NEW ROCHELLE
STATION
#10
PIPE CONN.
'A'
'B'
SW. 'A' BOLT LOCKS
SW. 'B' NORMAL
SIG. BR. Nº 4.75
NORTH AVE. (OVER) BR. Nº 4.76
B-72
SUB STATION
235+42
235+94
236+14
237+75
238+35
238+39
238+61
238+69
240+75
242+15
243+72
244+86
245+08
245+83
246+26
246+40
246+90
249+05
249+35
249+86
251+41
251+98
252+28
252+98
253+12
254+57
254+95
255+89
256+04
258+82
259+70
260+44
260+86
-28.0' P.M.
32.65'
ELEV. = 50.0'
ELEV. = 30.0'
245+00
-20.0' P.M.
29.58'
253+00
-30.0' P.M.
B-77
CEDAR ST. (UNDER) BR. Nº 5.05
262+00

S-1525B-SH.3

262+00
M.P. 17
262+30
1"=100'
1"=500'
270+00
PC 276+89.03
1°-39'
PT. 286+71.85
B-83
17.31
17.32
17.34
PIPE CONN.
277+70
280 ± 28
V.S. 53 & SH. 6
" " 7
284+00
POTTER AVE. (OVER) BR. #5.73
298+27
298+82
M.P. 18
315+10
B-97
CITY OF NEW ROCHELLE
TOWN " MAMARONECK
319+36
18.11
18.12
18.14
18.23
18.21
18.22
B-98
322+36
0°-30'
PC. 330+48.72
PT. 341+98.72
B-101
FRT. HO.
330+33
331+36
V.S. 53 & SH. 7
" " 8
336+80
PIPE CONN.
SW. PT. LOCK
ELEC. LOCK SS-22
342+62
LARCHMONT
CHATSWORTH AVE. (OVER) BR. Nº 6.66
345+62
346+15
STA.
SUBWAY
349+34
STA. out of serv. W.B. # 78 - 7-15-77
TEMP. STA.
M.P. 19
367+90
B-115
19.11
19.12
19.14
371+45
WEAVER ST. (OVER) BR Nº 7.21
374+76
375+28
19.23
19.21
19.22
B-117
376+76
V.S. 53 & SH. 8
" " 9
389+60
B-126
403+72
ROCKLAND AVE. (OVER) BR. Nº 7.82
ELEC. LOCK SS-26
SW. PT. LOCK
PIPE CONN.
TO YARD
406+92
407+42
407+87
410+90
M.P. 20
420+70
FENIMORE RD. (UNDER) BR. Nº 8.18
426+08
426+58
B-136
20.21
20.22
20.24
431+50
B-138
20.33
20.31
20.32
437+53
MAMARONECK
MAMARONECK AVE. (UNDER) BR. Nº 8.45
439+94
440+62
V.S. 53 & SH. 9
" " 10
442+40
STA.
SUBWAY
445+02
TOWN OF MAMARONECK
" RYE
MAMARONECK RIVER BR. Nº 8.63
JEFFERSON PLACE (UNDER) BR. Nº 8.65
449+67
450+31
451+06
451+46
HILLSIDE LANE (OVER) BR. Nº 8.81
458+99
459+49
BARRY AVE. (OVER) BR. Nº 8.97
467+45
468+00
M.P. 21
473+50
B-156
TOWN OF RYE
" HARRISON
21.31
21.32
21.34
487+32
487+64
V.S. 53 & SH. 10
" " 11
495+20
PC. 495+91.50
1°-15'
PT. 505+12.83
WEST ST. (OVER) BR. Nº 9.53
497+16
497+56
B-162
21.63
21.61
21.62
504+82
PC. 513+10.47
1°-52'
PT. 525+10.47
B-167
519+30
SUMMER ST. (OVER) BR. Nº 9.97
520+46
520+80
M.P. 22
526+30
530+00
-33.0' P.M.
-21.5' P.M.
19.88'
11.73'
ELEV. = 30.0'
ELEV. = 20.0'
-32.5' P.M.
6.88'
V.C.
4.49'
+26.0' P.M.
14.29'
+2.0' P.M.
15.05'
+11.0' P.M.
17.80'
+25.0' P.M.
21.26'
V.C.
20.58'
-26.0' P.M.
19.13'
-30.0' P.M.
6.89'
V.C.
6.94'
+23.0' P.M.
10.40'
+7.0' P.M.
11.62'
+21.0' P.M.
ELEV. = 20.0'
ELEV. = 30.0'
28.51'
V.C.
29.00'
LEVEL
29.01'
V.C.
270+00
283+00
292+00
313+00
323+00
343+00
361+00
375+00
382+00
387+00
390+00
411+00
418+00
426+00
435+00
475+00
502+00
508+00
527+00

S-1525B-SH.3A

2°-00'-00"
P.C. 542+77.47
P.T. 555+97.47
2°-00'-00"
P.C. 624+64.5
P.T. 639+30.
P.C. 644+42.
2°-00'-00"
P.T. 667+31.01
P.C. 723+14.00
HARRISON
HARRISON AVE. (OVER) BR. No 10.20
FOOT BR.
STA.
B-175
TOWN OF HARRISON " " RYE
#22.31
#22.32
#22.34
MACY ST. (UNDER) BR. No 10.44
V.S. 538! SH. 11 " " 12
B-179
#22.53
#22.51
#22.52
(UNDER) BR. No 10.79
M.P. 23
CONNECTOR TO N.Y. THRUWAY (OVER) BR. #11.11
1"=500'
1"=100'
B-190
NORTH ST. (OVER) BR. No 11.26
#20
INTG. STA. "PIKE"
RYE
TOWER 20'-2" x 24'-6"
B-193
V.S. 538! SH. 12 " " 13
CENTRAL AVE. (OVER) BR. No 11.58
B-197
1"=100'
1"=500'
LOCUST ST. (UNDER) BR. No 11.79
B-203
#23.92
#23.94
BLIND BROOK BR. No 11.96
M.P. 24
PURCHASE ST. (UNDER) BR. No 12.08
RYE
STA.
SUBWAY
E.B. STA.
BOSTON POST ROAD (OVER) BR. No 12.28
FRT. HO.
B-211
#24.33
#24.31
V.S. 538! SH. 13 " " 14
NEW ENGLAND THRUWAY (OVER) BR. # 12.54
AVON PRODUCTS INC.
ELECTRIFICATION REMOVED.
B-216
#24.62
#24.64
ELEC. LOCK SW. PT. LOCK PIPE CONN.
PIPE CONN. SW. PT. LOCK ELEC. LOCK SS-26
TOWN OF RYE
VILLAGE OF PORTCHESTER
ELECTRIFICATION REMOVED. (RYE HOLE)
M.P. 25
BOLT WORKS
B-227
#25.23
#25.21
#25.22
#25.24
PIPE CONN. SW. PT. LOCK
SOUTH MAIN ST. (UNDER) BR. No 13.35
WILLIAM ST. (OVER) BR. No 13.46
V.S. 53 8! SH. 14 " " 15
53 81/60
WESTCHESTER AVE. (UNDER) BR. No 13.61
PORTCHESTER
STA.
KING ST. (UNDER) BR. No 13.75
WILLETT AVE. (UNDER) BR. No 13.81
ELEC. LOCK SW. PT. LOCK PIPE CONN.
#25.83
#25.81
B-239
HIGHLAND AVE. (UNDER) BR. No 13.91
-30.0' P.M.
V.C.
+28.0' P.M.
V.C.
LEVEL
-24.0' P.M.
-16.6' P.M.
-31.0' P.M.
V.C.
+14.0' P.M.
V.C.
-27.0' P.M.
ELEV. = 30.0'
ELEV. = 20.0'
-22.0' P.M.
V.C.
+25.0' P.M.
-3.0' P.M.
LEVEL
+5.5' P.M.
22.68'
18.05'
14.88'
23.47'
24.09'
24.11'
16.72'
14.47'
9.75'
10.65'
12.84'
12.55'
9.35'
3.54'
3.40'
7.40'
6.57'
6.57'
531+00
553+00
564+00
580+00
582+00
594+00
610+00
617+00
625+00
631+00
639+00
644+00
660+00
670+00
684+00
688+00
696+00
710+00
726+00

S-1525 B - SH. 4

3°-7'-0"
P.T. 739+34.85
P.C. 745+69.82
2°-19'-0"
P.T. 753+41.76
P.C. 764+59.40
2°-0'-0"
P.T. 776+57.73
P.C. 819+75.20
2°-0'-0"
P.T. 842+17.70
P.C. 855+22.17
2°-0'-0"
P.T. 863+51.34
P.C. 872+24.45
1°-16'-0"
P.T. 879+38.93
MAIN ST. (UNDER) BR. Nº 14.00
1"=500'
1"=100'
M.P. 26
B-243
#26.02
#26.04
BYRAM RIVER BR. Nº 14.12
N.Y.
TOWN OF RYE V.S. 53.81
TOWN OF GREENWICH V.S. 53.60
CONN.
WATER ST. (UNDER) BR. Nº 14.18
ANCHOR BR. Nº 245
EAST PORTCHESTER
ARNOLD BAKERY
ELECTRIFICATION REMOVED (E. PORTCHESTER YD. EXCEPT TKS. 6 & 8.)
BYRAM DOOR CO.
WESTMOOR COAL CO.
1"=100'
1"=500'
BYRAM RD. (OVER) BR. Nº 14.41
B-249
#26.33
#26.31
V.S. 53 81 SH.15
V.S. 53 60 SH.16
SW. PT. LOCK
ELEC. LOCK
PIPE CONN.
PIPE CONN.
#10
#8
ARNOLD BAKERIES INC.
PEDESTRIAN TUNNEL BR. Nº 14.86
VOORHIST'S X'ING (UNDER) BR. Nº 14.85
B-260
M.P. 27
#27.03
#27.01
#27.02
#27.04
V.S. 53 60 SH.16
V.S. 53 60 SH.17
B-272
#27.63
#27.61
FIELD POINT RD. (UNDER) BR. Nº 15.84
SW. PT. LOCK
ELEC. LOCK
PIPE CONN.
#8
M.P. 28
ANCHOR BR. 277
B-278
#28.02
#28.04
ARCH ST. (UNDER) BR. Nº 16.13
GREENWICH
W.B. STA.
SUBWAY
E.B. STA.
GREENWICH AVE. (UNDER) BR. Nº 16.28
B-285
#28.43
#28.41
V.S. 53 60 SH.17
V.S. 53 60 SH.18
DAVIS AVE. (UNDER) BR. Nº 16.55
DAVIS MILL POND BR. Nº 16.74
B-292
1"=500'
1"=100'
#20
#20
#20
#20
#20
#20
#15
#15
INT'G. STA. "GREEN" GREENWICH TOWER 20'-2" x 24'-6"
M.P. 29
ANCHOR BR. 296
730+00
733+30
734+60
735+00
737+50
738+58
739+28
739+32
739+68±
740+08
742+82
743+26
744+58
745+00
755+00
755+04
755+25
756+60
758+30
759+20
760+30
769±55
778+78
778+84
778+90
779+18
789+55
790+30
812+00
825+54
830+72
831+12
831+30
834+10
840+65
843+68
845+95
846+45
850+10
850+80
851+20
851+30
854+10
854+65
863+92
864+80
868+05
868+35
878+34
878+94
883+98
885+00
885+23
885+49
888+94
889+11
889+48
893+10
894+65
895+54
895+90
895+97
897+29
897+74
897+89
898+00
+19.0' P.M.
+19.0' P.M.
+29.0' P.M.
+29.0' P.M.
+14.0 P.M.
V.C.
-18.0' P.M.
-29.6' P.M.
-29.6' P.M.
-17.0' P.M.
-17.0' P.M.
V.C.
7.09
10.05
13.1
18.64
37.40
38.78
38.70
36.30
25.77
6.07
26.07
14.27
12.82
12.35
12.29
ELEV. = 20.00
ELEV. = 20.00
ELEV. = 00.00
731+00
738+00
745+00
755+00
789+00
794+00
799+00
806+00
825+00
860+00
881+00
885+00
887+00
892+00

S-1525B - SH. 4A

2°-0'-0"
P.C. 917+07.35
P.T. 924+67.35
2°-0'-0"
P.C. 950+33.10
P.T. 956+78.10
1°-4'-0"
P.C. 995+71.70
B-298
1" = 100'
1" = 500'
MEADS LANE (OVER) BR. No 17.36
SW. PT. LOCK
PIPE CONN.
DE-ENERGIZED & GROUNDED.
V.S. 5360 SH. 18
V.S. 5360 SH. 19
1" = 500'
1" = 100'
MEAD'S X'ING (UNDER) BR. No 17.56
"B"
"A"
ELEC. LOCK
SW. "A" BOLT LOCKS
SW. "B" NORMAL
SW. PT. LOCK
B-306
GREENWICH - KILLINGLY EXPRESSWAY (OVER) BR. #17.65
COS COB
B-307
W.B. STA.
B-308
#29.63
#29.61
LUKES X'ING (UNDER) BR. No 17.75
ANCHOR BR. 310
COS COB POWER HOUSE
B-311
B-312
MIANUS' RIVER
BR. No 17.97
B-312-A
BRIDGE CABIN
INT'G. STA. "COB"
COS COB
B-312-A1
B-313
M.P. 30
ANCHOR BR. 314
B-317
1" = 100'
1" = 500'
RIVERSIDE AVE. (OVER) BR. No 18.32
RIVERSIDE
W.B. STA.
E.B. STA.
B-321
#30.42
#30.44
V.S. 5360 SH. 19
V.S. 5360 SH. 20
DRINKWATER PLACE (OVER) BR. No 18.83
M.P. 31
ARCH ST. (UNDER) BR. No 19.10
WATERWAY BR. No 19.19
897+77
897+89
898+00
901+38
901+55
901+94
905+00
911+24
911+50
912+40
914+18
917+60
919+02
920+00
920+80
921+10
921+20
921+44
922+24
923+07
924+98
925+68
926+98
927+98
928+30
929+90
930+91
930+96
931+65
932+02
933+59
933+62
936+95
938+03
938+55
938+93
940+20
941+43
942+68
943+82
943+84
943+90
944+75
944+87
944+94
944+05
945+62
946+65
947+77
948+70
948+90
949+36
954+15
954+18
954+63
957+80
960+00
961+78
962+08
964+20
965+30
969+60
970+40
988+90
989+15
1001+50
1003+18
1003+32
1007+83
1007+95
1010+00
+29.0 P.M.
+28.0 P.M.
+17.0 P.M.
+5.4 P.M.
LEVEL
+20.0 P.M.
+31.0 P.M.
+26.0 P.M.
V.C.
-30.0 P.M.
-24.0
14.54
18.08
22.75
24.60
26.41 PARAPET
26.41 PARAPET
28.53
35.05
15.05
21.62
21.21
10.23
ELEV. = 00.00
ELEV. = 20.00
899+00
905+00
914+00
920+00
937+95
948+84
954+00
965+00
978+00
988+00
1007+00

S-1525B-SH.5
1°-30'-0"
2°-1'-0"
P.T. 1010+27.95
P.C. 1041+83.80
P.T. 1069+87.13
P.C. 1080+78.89
P.T. 1097+09.47
B-335
SOUND BEACH AVE. (UNDER) BR. Nº 19.35
OLD GREENWICH
W.B. STA.
E.B. STA.
PIPE CONN.
SW. PT. LOCK
SW. "A" ELC.
SW. "B" NOR.
V.S. 53 60 SH. 20
V.S. 53 60 SH. 21
ELECTROLUX TKS.
YD. TK. 7
YD. TK. 5
31.23
31.21
31.22
31.24
TOMAC AVE. (FERRIS X'ING) UNDER BR. Nº 19.68
CATTLE PASS (UNDER) BR. Nº 19.79
TOWN OF GREENWICH
ANCHOR BR. 345
CITY LINE
TOWN OF STAMFORD
M.P. 32
B-350
32.03
32.01
32.02
32.04
SELLECK ST. (OVER) BR. Nº 20.43
V.S. 53 60 SH. 21
V.S. 53 60 SH. 22
ELEC. LOCK
PIPE CONN.
SW. PT. LOCK
1" = 500'
1" = 100'
GREENWICH AVE. (UNDER) BR. Nº 20.85
B-364
MILL RIVER BR. Nº 20.91
B-366
SOUTH ST. (UNDER) BR. Nº 21.03
STAMFORD
W.B. PASS. STA.
E.B. PASS. STA.
M.P. 33
SUBWAY BR. Nº 21.11
STATE ST.
ATLANTIC AVE. (UNDER) BR. Nº 21.24
MANHATTAN ST.
B-371
STAMFORD TOWER 20'0" x 30'0" INT'G. STA. "STAMFORD"
ANCHOR BR. 374
CANAL ST. (UNDER) BR. Nº 21.46
V.S. 53 60 SH. 22
V.S. 53 60 61 SH. 23
B-376
33.52
33.54
#10
#15
#20
1010+00
1011+58
1016+20
1016+80
1018+50
1020+54
1020+66±
1022+83
1023+20
1033+60
1033+90
1039+70
1039+80
1041+26.77
1041+55
1054+30
1056+58
1073+26
1073+48
1076+00
1080+66
1090+47
1095+00
1095+90
1096+60
1097+48
1097+80
1098+14
1099+37
1099+49
1099+59
1099+55
1099+66
1101+36
1101+40
1103+23
1103+25
1103+78
1105+15
1106+05
1107+10
1108+81
1110+46
1115+15
1115+21
1116+88
1116+96
1117+66
1117+72
1117+96
1118+14
1118+76
1119+06
1120+09
1120+15
1121+76
1121+97
1122+15
1122+25
1122+66
1123+74
1123+94
1124+01
1124+81
1125+16
1125+19
1125+71
1125+94
1126+87
1127+20 (SIG. STA. 1087+10)
1127+58
1127+81
1127+84
1128+05
1128+14
1128+80
1128+82
1128+98
1129+09
1129+20
1129+94
1130+73
1131+63
1132+70
1132+83
1133+37
1133+78
1133+83
1134+03
1135+47
1137+58
1138+00
P.M.
V.C.
+30.0' P.M.
+16.0' P.M.
-23.5' P.M.
-26.0' P.M.
-28.0' P.M.
-22.0' P.M.
-12.2 P.M.
-10.5' P.M.
7.53
6.24
5.07
7.16
23.01
24.51
24.43
20.44
18.35
12.90
22.90
18.73
16.66
12.38
ELEV. = 20.00
ELEV. = 10.00
1013+00
1017+00
1021+00
1028+00
1056+00
1061+00
1067+00
1076+00
1080+00
1090+00
1100+00
1109+00
1130+00

PENN CENTRAL
AUTOMATIC SIGNALING
WOODLAWN TO STAMFORD

NOTE
ADD 4.43 TO BASE LINE
WEST OF STA. 1155+00 TO
REDUCE TO NEW YORK CITY
DATUM.

REVISED AUG. 4, 1969. SH. 5, 5A.
REVISED APR. 28, 1969. SHS. 7, 2A, 3A, 4, 4A, 5.
REVISED APR. 7, 1969. SHS. 2 THRU 5A.
REVISED NOV. 18, 1968. SH. 2A, 3.
REVISED SEPT. 5, 1968. SH. 2A.
REVISED JULY 14, 1967. SH. 3.
REVISED JULY 20, 1965. SH. 2A.
REVISED FEB. 2, 1965. SH. 4.
REVISED DEC. 23, 1963. SH. 2A.
REVISED MAR. 20, 1963. SH. 2.
REVISED MAY 10, 1962. SH. 4.
REVISED JAN. 10, 1962. SH. 3A.
REVISED JAN. 12, 1960. SH. 3A.
REVISED OCT. 22, 1959. SH. 3A.
REVISED AUG. 5, 1959. SHS. 3A, 4.
REVISED JUNE 5, 1959. SH. 5.

REVISED FEB. 11, 1959. SH. 2A.
REVISED JULY 30, 1958. SH. 5A.
REVISED MAY 14, 1958. SH. 3A.
REVISED APR. 25, 1958. SH. 4A, 5A.
REVISED FEB. 7, 1958. SH. 3A.
REVISED DEC. 2, 1957. SH. 1A.
REVISED SEPT. 12, 1957. SH. 3.
REVISED MAR. 14, 1957. SH. 4A.
REVISED JUNE 15, 1956. SH. 4A.
REVISED MAY 10, 1956. SH. 3A.
REVISED MAY 12, 1955. SH. 4.
REVISED JUN. 15, 1950. SH. 2A.
REVISED MAY 12, 1950. SH. 1A, 5.
REVISED FEB. 6, 1950. SH. 2.
REVISED JUNE 25, 1949. SH. 4, 5.
REVISED JUNE 12, 1947. SH. 4.
REVISED APR. 1, 1947. SH. 2A.
REVISED OCT. 4, 1946. SH. 2, 2A, 3, 3A.
REVISED AUG. 12, 1946. SH. 1A, 2.
REVISED JUNE 27, 1946. SH. 1A.
REVISED APR. 25, 1946. SH. 2.
REVISED NOV. 15, 1944. SH. 3A, 4.
REVISED SEPT. 21, 1943. SH. 2A.
REVISED SEPT. 2, 1943. SH. 1A.
REVISED JUNE 5, 1943. SH. 5.
REVISED MAY 25, 1943. SH. 2.
REVISED MAR. 18, 1943. SH. 4A, 5.
REVISED FEB. 12, 1943. SH. 1A.
REVISED NOV. 6, 1942. SH. 5.
REVISED SEPT. 10, 1942. SH. 2, 2A.
REVISED JUNE 25, 1942. SH. 5A.

PENN CENTRAL
SIGNAL DEPARTMENT
NEW HAVEN, CONN.

S-1525B

SCALES - 1" = 100' & 1" = 500'

DRAWN BY H.E.B.
TRACED BY J.P.
CHECKED T.P.F.
CHECKED
CORRECT