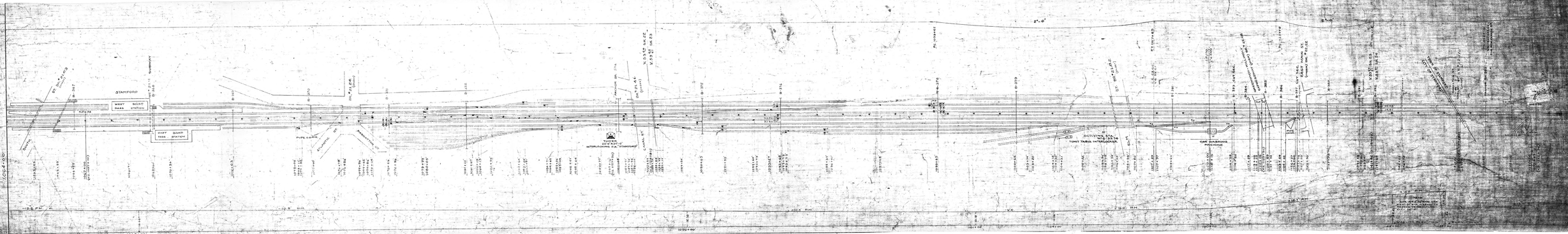

S-15260-SH-1
PC. 955+58'
1°-30'
PT. 970+15'
PC. 1001+62'
1°-30'
PT. 1030+40
PC. 1040+30'
2°-03'
PT. 1087+00
BR.#18.32 (Overhead)
RIVERSIDE
W.B. STA.
E.B.
FRT. HOUSE
B-321
#30.42
#30.44
V.53⁶⁰ SH.19
SH.20
B-322
1"=100'
1"=500'
B 326
B-327
BR.#18.83 FARMWAY (Overhead)
BR.#19.10 HIGHWAY (Under)
BR.#19.19 WATERWAY
B-335
#31.23
#31.21
#31.22
#31.24
SOUND BEACH AVE.
BR.#19.35 (Under)
OLD GREENWICH STATION
PIPE CONN.
SW. PT. LOCK PIPE CONN.
SW. A. D.L.
SW. B. NOR.
ELECTROLUX TKS.
YD. TK. 7
YD. TK. 5
B-340
FERRIS CROSSING
BR.#19.68 (Under)
B-343
CATTLE PASS
BR. No 19.79 (UNDER)
TOWN LINE
TOWN OF GREENWICH
TOWN OF STAMFORD
ANCHOR B-345
M.P. 32
B-350
#32.03
#32.01
#32.02
#32.04
(SELLECKS CROSSING)
BR.#20.43 FAIRFIELD AVE. (Overhead)
V.53⁰ SH.21
SH.22
B-357
1"=500'
1"=100'
B-358
SW. PT. LOCK
ELEC. LOCK
PIPE CONN.
B-359
TRACK 5
B-360
B-361
PERKIN'S SIDETRACK
B-362
B-363
(TAYLOR'S CROSSING) AVE. BR.#20.86 (Under)
B-364
RIVER (BR.#20.91)
PIPE CONN.
B-365
B-366
SELLECK'S CUT SIDETRACK
PIPE CONN
SW. PT. LOCK
GREENWICH
MILL
921+48
921+81
923+90'
929+30'
930+08
930+10 (V.S. 970+40)
932+30'
935+00
944+30'
947+30'
948+73'
948+93'
962+97'
963+09'
967+60'
967+70'
971+48
976+10'
976+70'
978+40'
980+50'
986+40'
993+50'
993+80'
995+40'
999+60'
999+70'
1001+17' (V.S. 1041+26.77)
1001+45'
1014+20 (V.S. 1054+30)
1016+48
1033+16'
1033+38'
1035+75 (V.S. 1076+00)
1037+36'
1040+00'
1040+36'
1040+56'
1043+36'
1046+37'
1049+38'
1050+37'
1052+38'
1055+39'
1055+80'
1056+50'
1057+38'
1057+70'
1058+04'
1059+27'
1059+39'
1059+49'
1059+45
1059+56'
1061+60'
1061+20
1061+30
1061+80'
1063+13
1063+15
1064+68'
1064+00
+31.0 PER MILE
+26.0' PER MILE
V.C.
-30.0 PER MILE
-24.0 P.M.
V.C.
+30.0' P.M.
+16.0 P.M.
V.C.
-23.5' P.M.
-26.0' P.M.
-28.0' P.M.
-22.0' P.M.
35.05
15.05
21.62
21.21
10.23
7.53
6.4
5.07
7.16
23.01
24.51
24.43
20.44
18.35
22.90
12.90
18.73
ELEV.= 00.00
ELEV.= +20.00
ELEV.= 20.00
ELEV.= 10.00'
925+00'
938+00
948+00
967+00
973+00
977+00
981+00
988+00
1016+00
1021+00
1027+00
1036+00
1040+00
1050+00
1060+00

S-1326C-SH-1A
2°-0'
2°-0'
2°-0'
ST. BR.# 21.03 (Under)
B-367
STAMFORD
WEST BOUND PASS STATION
M.P.◇33
BR.# 21.11 B-368
SUBWAY
EAST BOUND PASS STATION
SOUTH
B-369
B-370
BR.# 21.24 (Under)
B-371
B-372
PIPE CONN.
ATLANTIC ST.
MANHATTAN ST.
TOWER 20'-0" X 30'-0"
INTERLOCKING STA. "STAMFORD"
ANCHOR BR. 374
BR.# 21.46 (Under)
V.53 60 SH. 22
V.53 60/61 SH. 23
CANAL ST.
B-375
B-376
33.52
33.54
P.C. 1099+61
B-378
M.B.
B-379
OUTLYING STA. No G-33.74
1 UNIT TABLE INTERLOCKER
ST. BR.# 21.82 (Under)
V.S. 53.60
V.S. 53.61
ELM
B-381
P.T. 1107+89
CAR WASHING MACHINE
1"=100'
1"=500'
B-383 CUT SEC.
B-384
GREENWICH-KILLINGLY EXPRESSWAY (OVER) BR.# 22.02
M.P.◇34
B-385
B-386
P.C. 1123+70
B-387 CULVERT
CUT SEC. EAST MAIN ST. (UNDER) BR.# 22.22
PIPE CONN.
B-389
B-391 CULVERT
P.T. 1141+02
B-392
V.53 60/61 SH. 23
V.53 61 SH. 24
34.43
34.41
34.42
34.41
CULVERT
TOWN OF STAMFORD
CITY OF STAMFORD
HAMILTON ST. OR SEELEY ST. BR.# 22.11 (Under)
ANCHOR BR. 399
P.C. 1162+06
V.S. 1201+93.66
0+0 NEW CANAAN BR.
CULVERT
TO NEW CANAAN
N.C.13
M.P.◇35
PIPE CONN.
NORMA CO.
1,064+00
1065+05
1065+95
1066+59
1067+00 (V.S. 1107+10)
1069+71
1069+60
1070+36
1071+63
1075+05
1075+16
1075+32
1075+60
1076+78
1076+86
1077+56
1077+62
1077+86
1078+04
1078+66
1078+96
1079+99
1080+05
1081+66
1081+87
1082+05
1082+15
1082+56
1083+64
1083+84
1083+91
1084+71
1084+85
1085+06
1085+09
1085+61
1085+84
1086+77
1087+10 (V.S. 1127+20)
1087+48
1087+71
1087+74
1087+95
1088+04
1088+66
(V.S. 1128+80)
1088+72
1088+88
1088+99
1089+10
1089+84
1090+63
1091+53
1092+60
1092+73
1093+27
1093+68
1093+73
1093+93
1095+37
1095+41
1097+48
1099+65
1102+62
1103+14
1103+20
1104+18
1104+20
1104+21
1105+22
1105+96
1106+05
1106+34
1106+38
1106+98
1107+20
1107+89
1107+97
1108+60
1110+00
1110+15
1114+28
1114+60
1117+59
1119+08
1119+23
1120+06 (V.S. 1159+90)
1120+59
1121+32
1123+59
1124+82
1126+27
1126+60
1127+09
1127+83
1128+90
1132+58
1139+58
1139+80
1139+91
1141+46 (V.S. 1181+60)
1141+60
1146+68
1146+78
1151+20
1157+59 (V.S. 1197+80)
1157+70
1162+60
1168+06
1171+56
1172+49
(V.S. 1212+70)
1,180+00
SHEET 1 OF 5 SHEETS
-12.2 P.M.
-10.5' P.M.
-10.5 P.M.
V.C.
+16.0' P.M.
+15.1' P.M.
+16.0' P.M.
+16.0' P.M.
16.66
12.38
10.18
10.16
11.92
22.21
25.30
11.82
1069+00'
1090+00'
1101+00'
1104+00'
1130+00
1145+00'
1155+00'
BASE LINE ELEV. -10.00
ELEV. -30.00
NOTE
ADD. 4.43 TO BASE LINE WEST OF STA. 1155+00 TO REDUCE TO NEW YORK CITY DATUM

S-1526C-SH.-2
2°-6'
P.T.1203+24
P.C.1242+20 (V.S.1282+00.45)
2°-10'
P.T.1264+94 (V.S.1304+87.45)
P.C.1286+75
1°-38'
P.C.C.1295+57
1°-34'
P.T.1307+70
P.C.1329+30
1°-14'
P.T.1338+35
GLENBROOK
STA
COURTLAND AVE. BR.#23.27 (overhead)
1"=500' 1"=100'
B-418
B-420
V.53½ SH.24 " SH.25 1"=100' 1"=500'
NOROTON RIVER BR.#23.64
TOWN LINE
STAMFORD
DARIEN
B-424
M.P.36
36.03
36.01
36.02
36.04
B-432
BR.#24.18 (overhead)
B-435
PIPE CONN.
DE-ENERGIZED & GROUNDED (WEST BULK)
B-439
V.53½ SH.25 " SH.26
B-440
NOROTON HEIGHTS
STA
R.R.AVE BR.#24.62 (overhead)
PIPE CONN.
B-448
H.B.COOKE RINGS END COAL CO.
36.83
36.81
M.P.37
FALLS BROOK BR.#25.22
BRANCH BROOK BR.#25.42
B-456 C.S.
37.42
37.44
V.53½ SH.26 " SH.27
LEROY ST. BR.#25.63 (under)
1"=500' 1"=100'
DARIEN
W.B.STA.
E.B.STA.
DARIEN TURNPIKE BR.#25.86 (under)
B-464
PIPE CONN
B-465
DE-ENERGIZED & GROUNDED (WEST SIDING)
B-466
BROOK BR.#26.04
B-467
M.P.38
B-468
38.03
38.01
B-469
1"=100' 1"=500'
V.53½ SH.27 " SH.28
DE-ENERGIZED & GROUNDED (EAST SIDING)
PIPE CONN.
1180+00
1181+20
1183+75
1184+08
1185+00
1185+60
1190+79
1191+60
1192+53
1194+40(V.S.1234+40) 1195+00
1201+40
1201+65
1203+60
1225+65 (V.S.1265+50)
1227+70
1231+60
1231+90
1236+44
1236+55
1247+35(V.S.1287+20) 1247+63
1250+25
1251+50
1254+10
1254+40
1272+24
1274+02
1278+45 (V.S.1318+30)
1286+35
1297+58
1298+04
1300+16 (V.S.1340+00)
1308+78
1309+10
1315+00
1316+90
1318+07
1320+32
1321+10
1321+55
1322+07
1323+11
1325+06
1328+06
1330+68
1330+82
1331+06
1331+25 (V.S.1371+10)
1334+06
1335+00
1337+06
1352+88 (V.S.1392+80)
1360+00
+15.0 P.M.
+26.6' P.M.
33.79
+30.0' P.M.
+17.7' P.M.
+9.6' P.M.
LEVEL
+23.0' P.M.
V.C.
-26.9' P.M.
-23.0' P.M.
-23.0 P.M
-26.5 P.M.
LEVEL
18.68
21.50
25.94
27.27
28.56
28.56
33.36
33.09
9.63
5.16
22.53
20.70
14.99
ELEV.=30.00
ELEV.=50.00
ELEV.=50.00
ELEV.=30.00
1185+00
1195+00
1219+00
1240+00
1244+00
1251+00
1254+00
1265+00
1269+00
1315+00
1325+00
1331+00
1335+00
1344+00

S-1526C-SH-2A

1°-18'
P.C.1373+20
P.T.1384+30
2°-0'
P.C.1411+40
P.T.1441+75
2°-0'
P.C.1461+60
P.T.1469+63
1"=500'
1"=100'
1"=100'
1"=500'
1"=500'
1"=100'
B-478
STONE ARCH CULVERT
BR.#26.74
(under)
WATER COLUMNS
FICKETTS CROSSING
BR.#26.99
(under)
B-484
M.P.39
TOWN OF DARIEN
CITY OF NORWALK
RIVER
BR.#27.12
MILL
B-486
39.02
39.04
BR.#27.17
(under)
HIGHWAY
ROWAYTON
W.B.
E.B.
B-489
DE-ENERGIZED
& GROUNDED
(EAST BULK)
PIPE CONN.
B-490
V.53 SH.28
" SH.29
B-494
39.53
39.51
B-497
ROTON HILL ROAD
BR.#27.78
(overhead)
M.P.40
B-506
V.53 SH.29
" SH.30
B-512
LEONARD
CONCRETE
PIPE CO.
PIPE
CONN.
B-515
LOWE ST.
BR.#28.74
(overhead)
B-516
PIPE CONNECTED
B-517
SPRING ST.
BR.#28.99
(under)
PIPE CONN
B-518
B-519
SOUTH NORWALK
W.B. STATION
M.P.41
E.B. STATION
MONROE ST.
BR.#29.16
(under)
B-522
B-523
1360+00
1364+10
1367+38
1370+86
1379+55
1379+77
1382+19
1384+05
(V.S.1423+90)
1385+00
1386+81
1387+10
1388+21
1389+66
1389+87
1391+80
1397+24
1398+27
1399+91
1400+00
1400+25
1405+89
(V.S.1445+60)
1412+22
1421+32
1422+50
1423+20
1436+85
(V.S.1476+70)
1448+96
1457+61
(V.S.1498+40)
1467+05
1467+20
1475+00
1476+37
1476+46
1477+14
1477+73
1477+86
1478+23
1479+74
1479+76
1480+32
1481+43
1482+56
1482+59
1482+86
1483+28
1484+92
1485+13
1485+49
1487+81
1488+38
1488+48
1489+52
1489+65
(V.S.1529+50)
1491+13
1494+44
1495+18
1495+34
1495+76
1495+82
1496+47
1496+76
1497+36
1497+57
1498+73
1497+93
1498+15
1498+26
1499+12
1499+19
1500+00
V.C.
+23.7' P.M.
+22.6' P.M.
+19.0' P.M.
LEVEL
-26.8' P.M.
-22.7' P.M.
-22.7' P.M.
-12.0' P.M.
+4.6' P.M.
14.54
15.78
17.62
24.38
29.13
33.13
33.08
14.80
7.73
5.38
ELEV.=30.00
4.11
ELEV.=20.00
12.82
1377+00
1381+00
1385+00
1400+00
1410+00
1420+00
1424+00
1460+00
1475+00
1480+00
1483+00
1490+00
S-1526C-SH-2

S-1526C-SH-3
P.C.C. 1502+13
2°-0'
P.C.C. 1505+90'
4°-10'
P.T. 1513+65'
P.C. 1523+75' (V.S. 1563+48.75)
2°-0'
P.T. 1529+05' (V.S. 1568+82)
P.C. 1567+20'
0°-57'
P.T. 1577+33'
P.C. 1630+81'
1°-06'
P.T. 1649+82'
B-525
WASHINGTON
ST.
#8
B-527
MAIN
DANBURY BR.
B-528
V. 53 61/62 SH. 30
V. 53 61/62 SH. 31
B-529 TOWER
BR. (Under)
RIVER
BR. #29.53
NORWALK
B-530 TOWER
TOWER 12'-0"X37'-0" INTG. STATION "BERK"
MAIN
ST. BR. #29.34 (Under)
TOWER 9'0"x 12'0" INTG. STA. "WALK"
B-532
V.S. 53.61
V.S. 53.62
1" = 100'
1" = 500'
FORT POINT ROAD BR. #29.88 (Under)
M.P. 42
B-539
STA.
EAST NORWALK
EAST AVE. BR. #30.20 (Under)
CUT SEC.
B-541
BR. (Under)
BR. (Under)
V. 53 61/62 SH. 31
V. 53 62 SH. 32
B-547
42.52
42.54
BR. #30.73 (Overhead)
B-554
M.P. 43
B-558
43.13
43.11
B-562
V. 53 62 SH. 32
" SH. 33
CITY OF NORWALK
TOWN OF WESTPORT
CUT SEC.
B-566
PIPE CONNECTED
B-568
1" = 500'
1" = 100'
DE-ENERGIZED & GROUNDED. (LEAD TO FRT. YD. & DOLGE SIDING)
B-572
BR. #32.03 (Under)
RIVERSIDE AVE.
M.P. 44
B-574
1500+00
1500+18
1500+88
1500+99
1501+09
1501+83
1501+92
1502+15
1502+87
1502+98
1503+84
1504+17
1504+75'
1504+78
1505+30'
1506+30'
1506+43'
1507+74
1508+25
1508+29'
1508+32'
1508+72
1510+78'
1511+30 (V.S. 1551+20)
1512+70
1513+29'
1513+50
1514+40
1515+52'
1515+64'
1516+65'
1517+66'
1518+87'
1519+89
1522+15'
1523+22'
1523+44'
1523+66 (V.S. 1563+51.95)
1525+00'
1530+47'
1530+80'
1542+45 (V.S. 1582+30)
1543+82
1547+82'
1549+02'
1549+45
1549+92
1555+02'
1555+16'
1559+90'
1560+28'
1564+12 (V.S. 1604+00)
1568+30
1575+85'
1576+10'
1589+81
1595+25 (V.S. 1635+10)
1602+05
1614+31
1616+81 (V.S. 1656+80)
1621+51 (V.S. 1661+50)
1626+55'
1631+89
1632+69
1633+82
1640+00'
1644+89
1645+47'
1645+84
1648+05 (V.S. 1687+90)
1650+89
1651+04
1651+43
1651+67
1651+82
1651+86
1652+00
LEVEL
-10.0' P.M.
-24.0 P.M.
-21.0' P.M.
+10.0 P.M.
+29.7' P.M.
+28.0' P.M.
V.C.
-30.0' P.M.
-9.0' P.M.
13.89
14.11
13.16
11.22
7.67
8.92
27.07
31.89
31.13
3.68
2.82
2.95
ELEV. 20.00'
1502+00'
1518+00'
1521+00'
1525+00'
1534+00'
1541+00'
1573+00'
1882+00'
1587+00'
1635+00'
1640+90'
1649+00'

S-152 CC-SH-3A

WESTPORT
W.B. STA.
E.B. STA.
B-577 TOWER
B-578
SAUGATUCK RIVER BR. # 32.36
LIFT SPAN
PIVOT END
CABIN
INTG. STA. "SAGA"
B-580 TOWER
V. 53 62 SH. 33
" SH. 34
B-582
44.42
44.44
1" = 100'
1" = 500'
CAMPO CORNERS
BR. # 32.73
(under)
P.C. 1692+60'
1°-03'
P.T. 1701+00'
B-590 CUT SEC.
M.P. 45
HALE'S CROSSING
BR. # 33.15 (overhead)
B-593 CUT SEC.
B-596
V. 53 62 SH. 34
" SH. 35
B-598
B-599
DISBROWS CROSSING
BR. # 33.54 (overhead)
B-601
BR. No. 33.81
CULVERT
P.C. 1735+78'
1°-26'
P.T. 1752+45'
B-608 CUT SEC.
M.P. 46
46.03
46.01
46.02
46.04
COMPO MILL POND
BR. # 34.17
(under)
GREENWICH-KILLINGLY
EXPRESSWAY (OVER) BR. # 34.31
P.C. 1775+00
(V.S. 1815+09)
1°-39'
P.C. 1787+70
1°-50'
P.T. 1801+90'
V. 53 62 SH. 35
" SH. 36
B-616 CUT SEC.
HIGHWAY
BR. # 35.00
(Overhead)
B-626 CUT SEC.
M.P. 47
B-628
HIGHWAY
BR. # 35.22
(Under)
1" = 500'
1" = 100'
BARRICADED
W.B. 53-07 P. 1-4
GREENS FARMS
STA.
PIPE CONN.
B-631
47.44
1654+43
1656+70
1659+10
1660+20
1661+71
1662+03'
1662+03
1662+96
1663+94
1664+43
1665+34
1666+25'
1667+54
1669+59
(V.S. 1709+60)
1673+07
1673+15
1673+74
1673+99'
1675+00
1683+85
1684+23'
1698+55
1700+85
(V.S. 1740+70)
1706+23'
1706+52
1707+92
1716+61
1722+25
1722+31 (V.S. 1762+40)
1725+25
1726+75
1727+08
1731+61
1739+85
1739+95'
1752+91
1753+65
(V.S. 1793+50)
1759+18
1759+35
1765+79
1766+87
1775+17
(V.S. 1815+20)
1777+30
1802+45
1802+75'
1806+45
(V.S. 1846+30)
1806+97
1812+00
1813+23
1813+72
1814+06
1815+00
1817+80
1820+80
1823+65
1824+65
+5.2' P.M.
5.48
+24.0' P.M.
10.56
V.C.
10.92
-16.0' P.M.
8.90
LEVEL
8.90
V.C.
7.02
27.02
ELEV. = 20.00'
ELEV. = 00.00'
-30.0' P.M.
9.98
V.C.
1.39
+6.0' P.M.
9.54
+29.0' P.M.
20.74
24.98
+25.0 P.M.
29.51
LEVEL
31.43
31.20
-28.0 P.M.
25.38
-16.0 P.M.
25.87
1675+00
1686+00
1687+00'
1696+00'
1706+00'
1710+00'
1740+00'
1746+00
1760+00'
1780+00
1788+00'
1796+00
1800+00
1804+00'
1815+00'
1823+00

S-1526C SH 4
1°-0'
P.C. 1847+20'
P.T. 1863+10'
P.C. 1925+55'
2°-10'
P.T. 1944+55'
P.C. 1973+38'
1°-10'
P.C.C. 1978+60'
0°-56'
P.C.C. 1986+65'
1°-0'
ELEC. LOCO. & M.U. EQUIP. MUST NOT USE TK. 6. W.B.#59-6-14-56
B-632
TOWER 20'-2" X 24'-6"
V. 53 62 SH. 36
" SH. 37
ANCHOR B-633
CROSSING BR.# 35.50 (Under)
MEEKER
B-634
B-635
B-636
B-639
B-640
JENNINGS CROSSING BR.# 35.91 (Overhead)
1"=100'
1"=500'
JENNING'S PIT SIDING
PIPE CONN.
SPIKED OUT OF SERV. (TO BE REMOVED) N.H. BULL. #1-1-18-68.
M.P. 48
B-644 CUT SEC.
CASCO CREEK BR. No 36.42 (UNDER)
TOWN OF WESTPORT
TOWN OF FAIRFIELD
V. 53 62 SH. 37
" SH. 38
B-650
MARQUARDS CROSSING BR.# 36.70 (Under)
B-656 CUT SEC.
48.72
48.74
ELWOODS CROSSING BR.# 36.89 (Under)
SOUTHPORT
STA. W.B.
TRESPASS CROSSING BR.# 36.96 (Under)
M.P. 49
49.63
49.61
E.B. STA.
B-661
RECTORY CROSSING BR.# 37.14 (Under)
B-663
B-664
B-665
PIPE CONN.
DE-ENERGIZED & GROUNDED. (EAST. FRT. YD.)
BOSTON POST RD. (OVER) BR.# 37.40
V. 53 62 SH. 38
" SH. 39
LACY'S CROSSING BR. No 37.48 (OVER)
B-668 CUT SEC.
MILL RIVER BR.# 37.71 (Under)
B-676
(U.S. ALUMINUM CO.) EXIDE BATTERY
REM. FROM SERVICE W.B.#40-6-10-68
PIPE CONN.
810
MURPHYS CROSSING BR.# 38.07 (Under)
M.P. 50
50.22
50.24
B-681
PIPE CON
MILL PLAIN CROSSING BR.# 38.36 (Under)
B-683
B-684
V. 53 62 SH. 39
" SH. 40
DE-ENERGIZED & GROUNDED. (WEST. BULK)
B-686
B-687
PIPE CON.
DE-ENERGIZED & GROUNDED (EAST BULK & FAIRFIELD LUMBER)
FAIRFIELD
STA. W.B.
E.B.
BR.# 38.68 (Overhead)
B-690
50.73
50.71
MOORHOUSE CROSSING BR.# 38.94 (Under)
M.P.
1824+00
1825+84'
1828+10 (V.S. 1868+00)
1828+34
1828+75
1829+10
1829+50
1831+96'
1835+08
1838+21'
1847+41'
1850+00
1850+35
1850+64
1852+00
1852+16'
1852+45'
1859+25 (V.S. 1899+10)
1863+03
1873+28'
1873+63'
1880+97 (V.S. 1920+80)
1881+27
1892+38'
1892+90'
1899+45
1901+18'
1901+48'
1903+55'
1906+20'
1906+55'
1911+98'
1912+05 (V.S. 1951+90)
1914+30
1915+70'
1916+08'
1920+20
1923+18
1923+75
1926+16
1929+00
1930+00
1933+57 (V.S. 1973+60)
1933+60
1933+85'
1935+37
1945+45'
1946+15'
1959+37'
1962+25
1964+70
1964+85 (V.S. 2004+70)
1965+00
1974+37
1979+10'
1979+50'
1979+75'
1980+37'
1981+30'
1983+12
1985+43 (V.S. 2026+40)
1988+62
1990+20'
1991+37'
1991+50'
1993+60'
1995+10'
1995+60'
1996+00'
2000+50
2011+22'
2011+55'
2017+65 (V.S. 2057+50)
2020+00
LEVEL
LEVEL
-05.0' P.M.
-27.0' P.M.
-29.0' P.M.
-10.5 P.M.
+28.0 P.M.
+4.0' P.M.
+22.0' P.M.
-10.0 P.M.
-28.0' P.M.
LEVEL
+20.0 P.M.
+9.0 P.M.
LEVEL
-27.0' P.M.
LEVEL
LEVEL
22.00
22.02
21.22
20.26
10.52
9.89
20.43
23.09
26.00
25.27
18.97
18.99
21.40
22.44
22.90
17.83
17.58
1829+00'
1840+00'
1848+00'
1850+00'
1868+00'
1871+00'
1891+00'
1921+00'
1928+00'
1932+00'
1944+00'
1956+00'
1962+00'
1968+00'
1980+00'
1990+00'
2000+00'

S-1526C-SH-4A

2020+00
P.T. 2023+25
1°-03'
P.C. 2041+10 (V.S. 2081+09)
P.T. 2050+10 (V.S. 2090+15)
2°-18'
P.C. 2104+15
P.T. 2116+50
0°-57'
P.C. 2129+22
P.T. 2139+44
1°-42'
P.C. 2214+72
P.C. 2220+22
B-697 CUT SEC.
LOCKWOOD CROSSING or BENSON AVE.
BR.#39.15 (Under)
V. 53 62 SH. 40
" SH. 41
B-706
HIGHWAY (OVER) BR.#39.66
B-707
FAIRFIELD CREEK BR.#39.70 (Under)
B-709
McKESSON & ROBBINS
PIPE CONNECTED
QUARRY SIDING
(DELOSS)
B-710
CROSSING BR.#39.89 (Over)
51.62
51.64
PORCUPINE CO.
J.L. LUCAS & SON
PIPE CONN.
PICKEYS
M.P. 52
B-717
52.13
52.11
SW. PT. LOCK PIPE CONN.
JENKINS BROS.
V. 53 62 SH. 41
" SH. 42
BR.#40.62 (Overhead)
B-722
B-723
B-724
"A"
"B"
BULLARD MACH. CO.
SW. "A" BOLT LOCKS SW. "B" NORMAL.
MAXAMS MACH. CO.
B-726 CUT SEC.
BPRT. HDWE. MFG. CORP.
B-729
ASH CREEK BR. No 41.09
TOWN OF FAIRFIELD
CITY OF BRIDGEPORT
M.P. 53
PIPE CONN. SW. PT. LOCK.
B-732
1" = 500'
1" = 100'
PIPE CONN.
B-733
ELECTRIFICATION REMOVED. W.B. #28- 3-21-56.
GREENWICH-KILLINGLY EXPRESSWAY (OVER) BR.#41.34
B-734
B-735
CUT SEC.
ANCHOR BR. 736
B-737
TOWER 12'-2" X 29'-2"
INT'G STATION "BURR ROAD"
V. 53 62 SH. 42
" SH. 43
FAIRFIELD AVE BR.#41.45 (Under)
B-738
B-739
B-740
BOSTWICK ST. (Under) BR.# 41.65
1" = 100'
1" = 500'
HANCOCK AVE (Under) BR.# 41.76
HOWARD AVE (Under) BR.# 41.89
B-747 CUT SEC.
M.P. 54
WORDIN ST. (Under) BR.# 42.12
ORANISTON AVE. (Under) BR.# 42.28
B-753
54.32
54.34
B-754
GREENWICH-KILLINGLY EXPRESSWAY (OVER) BR.#42.45
B-755
V. 53 62 SH. 43
" SH. 44
B-756
SOUTH AVE (Under) BR.# 42.50
54.43
54.41
PARK AVE (Under) BR.# 42.61
MYRTLE AVE (Under) BR.# 42.76
WARREN ST. (Under) BR.# 42.84
LAFAYETTE ST. (Under) BR.# 42.90
2021+52
2022+55
2022+90
2039+18 (V.S. 2079+20)
2043+19
2048+54
2049+48
2050+49
2051+54
2052+22
2052+38
2054+53
2055+30
2060+54
2062+08
2062+35
2070+45 (V.S. 2110+30)
2082+61
2085+85
2091+79 (V.S. 2132+00)
2096+65
2096+88
2098+41
2101+47
2103+43
2104+13
2110+45
2119+42
2119+85
2121+69 (V.S. 2161+86)
2121+95 (V.S. 2162+66)
2123+25 (V.S. 2163+10)
2128+51
2128+67
2129+63
2130+00
2130+81
2130+87
2131+33
2131+52
2131+55
2134+83
2135+09
2135+16
2135+59
2137+00
2137+54
2137+64
2139+13
2139+68
2140+03
2140+55
2142+86
2143+23
2143+56
2143+97
2144+62 (V.S. 2184+80)
2145+00
2146+26
2146+57
2147+16
2147+53
2147+73
2149+58
2151+06
2151+17
2151+78
2152+59
2153+40
2153+99
2155+00
2160+10
2160+69
2166+40
2166+99
2173+66
2176+05 (V.S. 2215+90)
2178+29
2178+94
2186+82
2187+40
2191+78
2194+78
2194+83
2197+53 (2237+60)
2197+65
2197+78
2198+37
2199+18
2201+00
2205+10
2205+99
2211+86
2212+38
2216+55
2216+95
2219+06
2219+58
-26.0 P.M.
-5.7 P.M.
+16.0 P.M.
+11.0 P.M.
LEVEL
-9.0 P.M.
-21.0 P.M.
-8.0 P.M.
+15.0 P.M.
+26.0 P.M.
+12.0 P.M.
+29.0 P.M.
+26.0 P.M.
LEVEL
-4.0 P.M.
18.73
18.44
9.08
7.99
18.54
19.85
19.13
17.85
14.18
13.23
14.67
20.70
22.17
26.07
28.57
27.80
26.29
2022+00
2025+00
2044+00
2054+00
2088+00
2094+00
2103+00
2110+00
2119+00
2125+00
2130+00
2142+00
2148+00
2155+00
2160+00
2195+00
2215+00
2220+00

S-152GC- SH-5
3°-38'
2°-38'
6°-44'
5°-07'
5°-41'
3°-00'
4°-45'
1°-0'
1°-12'
1°-0'
0°-30'
P.C.C. 2222+22
P.C.C. 2225+05
P.C.C. 2229+29
P.C.C. 2232+13
P.T. 2236+34
P.C. 2258+98 (V.S. 2299+61)
P.T. 2271+98 (V.S. 2311+38)
P.T. 2275+44 (V.S. 2316+11)
(V.S. 2325+70)
P.C.C. 2286+35
P.C.C. 2287+56 (V.S. 2326+90)
P.C.C. 2292+35 (V.S. 2331+69)
P.C.C. 2303+00 (V.S. 2342+34)
P.T. 2308+25 (V.S. 2347+59)
1" = 500'
1" = 100'
V. 53 62 SH. 44
" SH. 45
1" = 100'
1" = 500'
V.S. 53.62
V.S. 53.63
V. 53 62/63 SH.45
V. 53 63 SH.46
1" = 500'
1" = 100'
B-764
BROAD ST. (Under) BR. # 42.98
MAIN ST. (Under) BR. # 43.04
M.P. 55
HOUSATONIC CROSSING BR. # 43.21
B-775
GREENWICH-KILLINGLY EXPRESSWAY (OVER) BR. # 43.41
B-775A
B-775 B
CABIN 6'-9" x 40'-0"
B-775 C
B-776
B-777
ST. (Under)
B-778
B-779
PIPE CONNECTED
AVE. (Under) BR. # 43.62
B-780
BERKSHIRE MAIN
S-2000
BRIDGEPORT STATION
B-781
B-783
B-784
HIGH DWARF
B-785
PEQUONNOCK RIVER BR. # 43.88
B-785 A
B-786
SPECIAL HEAVY RAIL BRACES
GUARD RAIL
B-787
55.92
55.94
M.P. 56
B-788
BR. # 44.15 (Under)
BR. # 44.25 (Under)
BR. # 44.39 (Under)
B. 794
BR. No 44.52 (Under)
B-799
AVE. (Under) BR. # 44.81
B-801
B-802
ANCHOR BR. 803
RACOR H.T. SWITCH
WALL
FAIRFIELD
B-782
INT'G. STA. "PECK" BRIDGE LOCKS 12'9" X 11'10"
KOSSUTH ST.
EAST MAIN ST.
PEMBROKE ST.
HALLETT ST.
SEAVIEW
2220+00
2221+84
2223+56
2224+14
2226+73
2227+31
2228+85 (V.S. 2268+70)
2235+54
2236+30
2244+35
2245+00
2246+21
2247+16
2248+11
2248+31
2248+89
2248+93
2248+96
2249+74
2250+04
2250+09
2250+17 (V.S. 2290+40)
2250+69
2251+24
2251+87
2252+12
2252+17
2253+97
2254+12
2254+55
2255+72
2256+12
2256+52
2258+04
2258+52
2258+99
2259+62
2253+65
2260+12
2260+45
2262+52
2264+11
2264+52
2266+52
2268+03
2268+48
2268+54
2268+62
2268+65
2268+64
2269+35
2270+50
2270+52
2270+65
2270+67
2271+75
2272+21
2273+37
2275+13
2276+71
2278+57
2278+60
2278+61
2280+87
2281+13
2281+14
2281+25
2281+38
2281+65 (V.S. 2321+50)
2282+87
2285+00
2285+48
2286+08
2286+68
2290+72
2291+39
2298+23
2298+82
2299+91
2303+86 (V.S. 2343+20)
2304+44
2304+99
2315+93
2320+00
2320+47
2320+49
2321+01
2321+09
2321+58
2323+36
2323+86
2324+15
2325+35
2325+90
2326+48
2326+83
2326+96
2327+21
2328+00
-6.0' P.M.
+5.0' P.M.
-15.6' P.M.
-40.6 P.M.
-38.0' P.M.
V.C.
+26.0' P.M.
+2.7' P.M.
+22.5' P.M.
+26.0' P.M.
LEVEL
-15.8 P.M.
-15.0' P.M.
24.78
25.35
23.28
21.05
19.52
19.11
20.21
24.29
25.20
28.57
34.02
34.09
27.75
26.01
2229+00'
2235+00
2242+00'
2245+00'
2247+00
2249+00'
2251+00'
2259+00'
2277+00'
2285+00'
2296+00'
2299+00'
2320+00'

S-1526C-545A
1" = 100'
1" = 500'
1" = 500'
1" = 100'
B-812
V.53 63 SH.46
" SH.47
AVE. BR.# 45.50 (Under)
57.42
57.44
BISHOP
B-813
ANCHOR BR-814
TOWER 15'-10" X 24'-10"
B-815
BRUCES BROOK BR. No 45.60
CITY OF BRIDGEPORT
TOWN OF STRATFORD
AVE. BR.# 45.66 (Under)
BRUCE
B-816
B-817
1" = 100'
1" = 500'
57.73
57.71
P.C. 2374+80 (V.S. 2414+85)
1° - 50'
P.T. 2399+90 (V.S. 2439+94)
B-820
LORDSHIP POINT INDUSTRIAL SPUR
M.P. 58
BAIRD MACH. CO.
B-826
PIPE CO. No 2-827
YARD LIMIT
WTBY. CORROGATED CONTAINER CO.
EAST END LUMBER CO.
V. 53 63 SH.47
" SH.48
A.W. BURRITT CO.
CULVERT
OLD MILL RD. (Under) BR.# 46.81
B-835
58.62
58.64
KING ST. BR.# 46.98 (Under)
ST. BR.# 47.10 (Under)
M.P. 59
W.B.
MAIN
STRATFORD
59.13
59.11
E.B.
B-842
B-843
D.V. FRIONE & CO.
B-845 CULVERT
B-846
P.C. 2453+00 (V.S. 2492+96)
0° - 20'
P.T. 2456+50 (V.S. 2497+33)
V.53 63 SH.48
" SH.49
MERRITT H'WAY (Over) BR.# 47.60 (Overhead)
B-849
1" = 500'
1" = 100'
B-850
DE-ENERGIZED & GROUNDED. (EAST SIDING)
Y. & O. COAL CO.
TO RAYBESTOS-MANHATTAN, INC.
B-853
2335+00'
2350+00'
2354+91'
2354+95'
2355+08'
2355+65' (V.S. 2396+00)
2355+85'
2357+10'
2357+23'
2357+79
2358+06'
2360+47'
2361+16
2361+81'
2361+83
2362+37'
2364+18
2365+86'
2366+22'
2367+22'
2370+00
2370+28'
2379+28
2387+25 (V.S. 2427+10)
2391+10
2397+65
2400+69
2400+82
2401+01
2407+05
2408+77 (V.S. 2448+80)
2413+33
2414+20
2423+42
2423+78'
2425+02'
2432+30'
2432+60'
2438+72'
2439+10'
2440+05 (V.S. 2479+90)
2442+00'
2442+85'
2446+26
2446+60
2449+20
2451+97
2455+10
2455+25
2455+48
2455+85
2458+08
2461+49 (V.S. 2501+60)
2463+27
2465+48'
2465+74
2466+35
2467+29
2467+35
2470+00
2470+36
2476+30
2479+57
2480+00
+4.5 P.M.
-19.5 P.M.
-26.0 P.M.
-10.0 P.M.
+1.6 P.M.
+5.0 P.M.
LEVEL
+25.5 P.M.
LEVEL
-26.0 P.M.
-1.3 P.M.
+5.0 P.M.
26.05
27.35
25.11
20.13
19.40
19.87
20.78
20.49
27.80
27.14
16.66
16.16
16.83
2335+00
2350+00'
2356+00'
2366+00'
2370+00'
2385+00'
2395+00'
2411+00
2425+00'
2429+00
2456+00'
2470+00
2477+00

S-1526c-SH-6
1"=100'
2480+80
2° 07
P.T. 2491+40
0° 37
P.C. 2523+12
P.T. 2524+82
0° 57
P.C. 2527+22
P.T. 2528+72
MANNING-MAXWELL & MOORE
BENDIX HELICOPTER, INC.
PIPE CONN.
10
B-856
BR. # 49.05 (under)
"A"
"B"
SW. "A" BOLT LOCKS
SW. "B" NORMAL
(E. MAIN ST.) RIVER ROAD
M.P. 60
B-860
59.83
59.81
B-861
HOUSATONIC RIVER
BR. # 48.50
TOWN OF STRATFORD
TOWN OF MILFORD
V. 53 63 SH. 49
V. 53 63/64 SH. 50
B-863
CUT SEC.
CUT SEC.
B-864
CUT SEC.
DEVON STATION
B-865
CUT SEC.
BR 48.80 (overhead)
B-866
CUT SEC.
B-867
WEST BOUND
CUT SEC.
B-868
CUT SEC.
B-869
EAST BOUND
TOWER 16'-8" X 22'-8"
INTERLOCKING STATION "DEVON"
2482+79
2486+77
2488+75
2488+79
2489+07
2489+52
2489+62
2492+85 (VS. 2532+70)
2500+66
2501+07
2503+50
2503+60
2503+60
2504+15
2508+50
2510+00
2511+10
2511+27
2511+45
2512+55
2514+25 (V.S. 2554+40)
2514+78
2517+00
2518+92
2519+03
2519+21
2519+64
2519+78
2520+15
2520+16
2520+35
2520+95
2521+78
2521+75
2522+10
2522+17
2523+07
2523+25
2523+64
2524+26
2524+47
2524+55
2524+63
2525+23
2526+54
2526+85
2527+60
2527+95
2528+42
2528+69
2529+43
2530+22
2531+61
2532+31
2533+06
2533+30
2533+83
2534+33
2534+53
2536+33
2537+92
2538+47
2538+72
2539+40
2540+00
+21.5 P.M.
+26
22.11
26.07
+15.5 P.M.
29.34
LEVEL
+28.7 PER M.
29.43
34.88
+30.0 P.M.
ELEV. = 0.0
ELEV. = 30.0
2490+00
2498+00
2509+00
2525+00
2535+00
2540+00

S-1526C-SH-6A

1°-18'
1°-0'
1°-38'
1°-13'
1°-55'
1°-15'
1°-16'
1°-50'
P.C. 2587+60
P.T. 2599+31
P.C. 2605+25
P.T. 2618+02
P.C. 2634+84
P.T. 2645+42
P.C. 2656+90
P.C.C. 2674+77 (V.S. 2414+99.9)
P.T. 2683+00 (V.S. 2723+27)
P.C. 2717+80
P.C.C. 2737+35
P.T. 2742+45
P.C. 2768+65 (V.S. 2808+75)
P.T. 2775+41 (V.S. 2815+72)
1"=500
V.S. 53.63
V.S. 53.64
B-870
M.P. 61
V.53 63/64 SH.50
V.53 64 SH.51
B-878
GREENWICH-KILLINGLY EXPRESSWAY (OVER) BR.# 49.70
B-879
BEAVER BROOK BR.# 49.84
BR.# 49.97 (overhead)
B-888
M.P. 62
61.92
61.94
STATE HIGHWAY (over)
CROSSING BR.# 50.18 (overhead)
V.53 64 SH.51
" SH.52
B-897 CUT SEC.
62.53
62.51
ST. BR.# 50.88 (overhead)
BALDWINS
EDGECOMB STEEL CO.
PIPE CONN.
SW. PT. LOCK
PIPE CONN. SW. PT. LOCK.
BPRT. STEEL CORP.
PARK
CROSSING BR.# 51.04 (under)
B-905
PIPE CONN.
M.P. 63
GUNN'S
1"=500
1"=100
DE-ENERGIZED & GROUNDED. (WEST. HOUSE & BULK)
DE-ENERGIZED & GROUNDED. (EAST BULK)
B-908
PIPE CONN.
B-910
CUT SEC.
ST. BR.# 51.37 (under)
HIGH
MILFORD STA.
W.B.
E.B.
1"=100
1"=500
V.53 64 SH.52
" SH.53
B-913
ST. BR.# 51.51 (under)
RIVER
RIVER BR.# 51.61
WAPAWAGE
63.72
63.74
GULF
ST. BR.# 51.91 (under)
B.920
63.73
63.71
M.P. 64
ENTERPRISE GRADING CO.
PIPE CONN.
A.C. TYLER CORP.
PIPE CONN.
B-927 CUT SEC.
V.53 64 SH.53
" SH.54
RIVER BR.# 52.65
INDIAN
LANE BR.# 52.80 (under)
OLD GATE
B-937
U.S. ELECTRICAL MOTORS INC.
PIPE CONN.
FURNITURE TRANSPORT CO.
M.P. 65
B-941
B-942
RELIABLE STEEL DRUM CO.
PIPE CONN.
65.22
65.24
B-944
65.23
65.21
AEROSOL TECHNIQUES, INC.
PIPE CONN.
KAISER ALUM. & CHEM. SALES, INC.
V.53 64
2540+00
2540+70 (V.S. 2581+00)
2542+50
2543+50
2545+65 (V.S. 2585+50)
2547+12
2547+27
2567+03 (V.S. 2607+20)
2567+17
2567+95
2569+70
2570+25
2576+10
2576+20
2584+05
2584+35
2597+21
2598+45 (V.S. 2638+30)
2611+30
2612+00
2615+68
2615+91
2619+85 (V.S. 2660+00)
2623+42
2623+52
2632+62
2634+16
2634+38
2646+71
2647+00
2647+47
2648+07
2648+32
2649+77
2650+06
2651+25 (V.S. 2691+10)
2655+00
2657+22
2658+34
2660+20
2663+32
2663+78
2664+22
2665+96
2667+81
2670+00
2672+50
2672+57 (V.S. 2712+80)
2672+61
2673+37
2677+00
2677+95
2678+25
2693+56
2693+86
2694+27
2704+05 (V.S. 2743+90)
2705+56
2714+80
2717+25
2725+42 (V.S. 2765+60)
2733+25
2733+60
2741+75
2742+00
2745+08
2745+60
2756+85 (V.S. 2796+70)
2757+08
2759+70
2760+08
2766+08
2768+82
2778+00 (V.S. 2818+40)
2780+00
+28.8 P.M.
LEVEL
-22.6 P.M.
LEVEL
+21.0 P.M.
-15.0 P.M.
-29.6 P.M.
-30.6 P.M.
-25.3 P.M.
-4.2 P.M.
-28.5 P.M.
-4.7 P.M.
+14.3 P.M.
+26.3 P.M.
21.53
21.43
16.23
16.14
29.66
28.24
16.38
27.66
7.66
25.76
23.62
8.47
8.02
12.61
ELEV. = 30.00
ELEV. = 10.00
2565+00
2572+00
2584+00
2595+00
2629+00
2634+00
2655+00
2670+00
2674+00
2702+00
2730+00
2735+00
2752+00

0°-30'
P.C. 2839+41
P.T. 2855+10
1"=500'
1"=100'
B-952
POND'S CROSSING (OVER) BR. #54.08
M.P. 66
B-960
B-961
ANCHOR BR. 962
B-963
R.H.
WOODMONT
CONTROLLED FROM "NEW HAVEN"
B-964
ROCK LANE (UNDER) BR. #54.62
V53.64 SH.55
" SH.56
B-966
(UNDER) BR. #54.74
B-971
B-972
L'STREWOOD PROCESS CO.
PIPE CONN.
AUTO. ELEC. LOCK
B-974
TOWN OF MILFORD
TOWN OF ORANGE
ORANGE ROAD (OVER) BR. #55.03
M.P. 67
B-978
#67.03
#67.01
#67.02
#67.04
V53.64 SH.56
" SH.57
B-986
B-990
YARD LIMIT
M.P. 68
HIGHLAND LANE (MORGAN LANE) (UNDER) BR. 56.16
PIPE CONN.
RICHARDSON POLYMERS CO.
SUPERIOR INDUSTRIES INC.
PIPE CONN.
BR. 56.29
#68.23
#68.21
#68.22
#68.24
GENERAL LUMBER CO.
V53.64 SH.57
" SH.58
PIPE CONN.
B-5366 SH.7
2780+00
2790+05
2806+53
2806+78
2809+65
(V.S. 2849+50)
2810+00
2814+06
2814+09
2814+22
2814+63
2815+13
2817+20
2818+27
2818+78
2818+80
2820+18
2820+62
2821+36
2821+45
2821+95
2823+16
2824+98
2825+59
2826+18
2826+73
2827+19
2831+89
V.S. 2871+20
2832+10
2835+00
2843+10
2843+35
2845+00
2847+26
2850+28
2850+29
2854+36
2855+00
2856+19
2856+28
2860+80
2861+19 - V.S. 2901+40
2861+29
2862+45
(V.S. 2902+30)
2868+79
2883+75
V.S. 2924+00
2893+09
2905+29
2909 ± 70
2915+25
(V.S. 2955+10)
2919+72
2920+00
2921+00
2926 ± 44
2928+79
2929+69
2936+59 (V.S. 2976+80)
2936+74 (V.S. 2976+95)
2940+00
LEVEL
34.10
34.34
14.34
-8.0 P.M.
+1.6 P.M.
12.79'
12.93
+14.0 P.M.
14.32
+25.0 P.M.
19.08
+21.0 P.M.
+3.4 P.M.
-16.0 P.M.
+30.0 P.M.
+28.4 P.M.
27.04
29.52
28.91
24.67
25.62
28.02
34.67
10.67
+30.0 P.M.
20.34
33.03
34.22
ELEV = 10.0
ELEV. = 30.0
ELEV = 30.0
ELEV. -50.0
2795+00
2810+00
2820+00
2825+00
2830+00
2840+00
2855+00
2859+00
2865+00
2879+00
2885+00
2891+00
2903+00
2913+00
2935+00
2938+00

S-1526C - SH:7A

1°-14'
P.C. 2961+30
P.T. 2980+90
1°-58'
P.C. 3000+60
P.T. 3012+70
1°-20'
P.C. 3060+35
P.T. 3068+00
B-1007
ALLINGS XING RD. (OVER) BR. 56.80
FISHER WINES, INC.
PIPE CONN.
SEARS ROEBUCK CO.
M.P. 69
B-1016
#69.23
#69.21
#69.22
#69.24
V53.64 SH.58
" SH.59
B-1021
SAW MILL ROAD (Under) BR. #57.72
SWITCH LIMIT
ARMSTRONG RUBBER CO.
PIPE CONN.
B-1023
B-1024
ANCHOR BR. #1025
PIPE CONN.
SW. PT. LOCK
AUTO. ELEC. LOCK
ARMSTRONG RUBBER CO.
B-1027
M.P. 70
CAMPBELL AVE. (Under) BR. #58.31
WEST HAVEN
WASHINGTON AVE. (Under) BR. #58.43
B-1034
AUTO. EL. LOCK
PIPE CONN.
B-1035
V53.64 SH.59
V53.64 V52.60 SH.60
FRT. HO.
70.33
70.31
70.32
70.34
COAL CO.
PIPE CONN.
WESTERN ELEC. CO.
FIRST AVE. (over) BR. 58.73
B-1039
B-1040
B-1041
GREENWICH-KILLINGLY EXPRESSWAY (OVER) BR. #58.97
B-1042
'B'
'A'
H.T.
EDER BROS.
TIDEWATER OIL CO.
AM. AG. CHEM. CO.
SW. 'A' BOLT LOCKS
SW. 'B' NORMAL
AUTO. ELEC. LOCK
VAL. SEC. 53.64
VAL. SEC. 52.60
M.P. 71
TOWN OF ORANGE
WEST RIVER BR. #59.32
1" = 500'
1" = 100'
CITY OF NEW HAVEN
B-1049
#71.23
#71.21
TO DERBY JCT.
B-1050
PIPE CONN.
ELEC. LOCK
THE HOWARD CO.
GRANT ST. FOOT BRIDGE #59.46 (over)
V53.64 V52.60 SH.60
V52.60 SH.61
LAMBERTON ST. (OVER) BR. #59.66
DEWITT ST. (OVER) BR. #59.72
B-1057
HOWARD AVE. (OVER) BR. #59.80
2957+14
2958+64
2958+89
2960±08
2968+05
(V.S. 3007+90)
2984+83
2989+29
(V.S. 3029+60)
3000+04
3001+65
3001+95
3002+56
3002±90
3006+20
3009+24
3011+10
3012+39
3012+55
3018+42
3020+85
(V.S. 3060+70)
3029+71
3030+26
3032+36
3038+18
3038+67
3038+82
3039+93
3040+72
3042+16
V.S. 3082+40
3043+00
3045+46
3047+68
3053+70
3054+21
3054+90
3055+70
3056+76
3058+71
3058+76
3059+51
3061+80
3062+67
3063+72
3064+85
3069+28
3073+65
(V.S. 3115+50)
3083+00
3084+60
3085+00
3086+36
3089+51
3089+54
3091+00
3091+11
3094+78
V.S. 3135+20
3101+10
3102+57
3104+30
3104+88
3108+08
3108+95
3110+48
3112+61
3112+63
3113+34
3115+46
3115+66
3116+00
-29.5 P.M.
-30.0 P.M.
-32.3 P.M.
-31.3 P.M.
-31.7 P.M.
V.C.
-3.2 P.M.
-2.0 P.M.
-12.7 P.M.
LEVEL
24.99
19.49
8.05
38.05
29.46
23.26
20.25
8.34
28.34
16.30
13.50
11.63
11.01
10.39
10.08
20.08
18.43
18.43
20.12
ELEV. = 50.0
ELEV. = 20.0
ELEV. = 20.0
ELEV. = 00.0
ELEV. = 00.0
ELEV. = 10.0
2960+00
2970+00
2990+00
3005+00
3020+00
3040+00
3060+00
3065+00
3070+00
3075+00
3085+00
3093+00
3100+00
3103+00
3112+00

S-1526C SH. 8

4°-00' ON CENTER LINE
P.C. 3123+00
P.T. 3129+50
P.C. 4+00
4°-00'
P.R.C. 12+00
4° 30'
P.T. 13+27
P.C. 16+07
4°-00'
P.T. 20+28
EASEMENT CURVE
P.C. 34+28±
P.T. 35+50±
NEW HAVEN
STATION
"NEW HAVEN" 40'x42'
V52 60 SH.61
V52 60 SH.62
CEDAR ST. (OVER) Br.#59.93
ANCHOR Br.1060
SPRING ST. FOOT BRIDGE (OVER) BR.#60.03
PIPE CONN.
M.P. 72
GATES.
GATES
GATES
INTD. SW. BOLT LOCKS H.T. DERS. NORMAL.
PIPE CONN.
WATER ST. (OVER) BR.#0.26
R.H.
FAIR STREET
FAIR ST. (OVER) BR.#0.34
CROWN ST. (OVER) BR.#0.39
SIG. BR.#046
CHAPEL ST. (OVER) BR.#0.47
B-1085
COURT ST. (OVER) BR.#0.56
B-1087
34+19 = VAL. PLAN 0+00
P.C. 8°45'-0"
B-1088
GRAND AVE. (OVER) BR.#0.68
3116+00
3116+26
3116+47
3117+02
3118+25
3118+43
3118+46
3118+48 SW.
3118+49 BR.
3118+54
3118+56
3118+81
3119+99
3120+43
3120+65
3120+76
3121+44
3121+82
3121+88
3122+12
3122+42
3122+47
3122+62
3122+87
3123+48
3123+98
3124+03
3124+35
3124+63
3124+84
3125+03
3125+05
3125+29
3125+40
3125+43
3125+74
3125+88
(VS. 3126+30)
3126+18
3126+27
3126+46
3126+70
3126+72
3126+77
3126+80
3126+81
3126+82
3126+83
3126+90
3126+98
3127+13
3127+93
3128+31
3129+19
3129+22
3129+24
3129+32
3129+41
3129+49
3129+50
3129+61
3129+71
3130+05
3130+21
3130+88
3130+98
3131+03
3131+57
3132+22
3132+25
3132+45
3132+47
3132+51
3132+58
3132+73
3132+91
3135+51
(-3+31)
3138+82
0+00
V.S. 3178+67
= 0+00
2+64
2+83
5+00
5+03
8+79
9+37
9+54
10+67
11+15
11+33
11+52
11+71
11+80
11+88
11+97
12+11
12+29
12+36
13+02
13+16
13+49
14+42
14+50
14+80
15+06
15+12
15+33
15+78
16+15
16+18
16+20
17+94
18+10
18+30
18+32
18+33
18+44
18+54
18+69
18+84
20+51
20+68
20+80
20+90
21+25
21+48
21+70
21+77
22+00
22+31
22+44
22+78
23+80
23+96
24+03
24+15
24+42
24+62
25+03
25+12
25+22
25+29
25+31
25+91
26+82
26+89
28+16
29+68
29+89
30+32
31+63
31+78
32+81
33+17
34+33
35+69
37+00
LEVEL
V.C.
-35.38 P.M.
V.C.
LEVEL
LEVEL
21.0
21.0
12.41
0+64
2+64
11+64
13+34
26+00

SH. 8A

PENN CENTRAL
AUTOMATIC SIGNALING
STAMFORD TO CEDAR HILL

4°-0'
4°-0'
4°-0'
0°-30'
0°-30'
P.C. 40+25
P.T. 48+98
P.C. 56+50
P.T. 63+84
P.C. 67+51
P.T. 77+85
P.C. 93+65
P.R.C. 95+37
P.T. 97+43
P.C. 108+55
VAL. P.T. 33+50.90
33+62.60
SEC. 52.50
VAL. SEC. 56.2
33+00 = VAL. SEC. 56.1
P.C. 0.91
48+50
TO NORTHAMPTON
1" = 100'
1" = 500'
OLIVE ST. BR. #0.84 (over)
B-1092
B-1093
OSBORNE ST. (over) BR. #0.98
B-1095
BRADLEY ST. (over) BR. #1.04
V.S. 52.60 SH. 62
FRANKLIN ST. (over) BR. #1.14
V.S. 52 60-61 SH. 1
HAMILTON ST. (over) BR. #1.23
#73193
#73191
#73192
#73194
#73283
#73281
#73282
#73284
M.P. 73
M.P. 1 SPRING LINE
YELLOW MARK ON CUT WALL
SIG. BR. #1.35
EAST ST. (over) BR. #1.36
VAL. SEC. 52.60
VAL. SEC. 52.61
WALNUT ST.
MILL RIVER ST.
B-1103
#73713
#7371
#73712
#73714
MILL RIVER BR. #1.48
BERKSHIRE ICE CO.
TO BELLE DOCK
MAIN
V.S. 52 60-61 SH. 1
V.S. 52 61 SH. 2
HUMPHREY ST. (under) BR. #1.61
B-1107
TO NAT'L FOLDING BOX CO.
MILL RIVER
CEDAR HILL
MATCH MARK S-1250A
JAMES ST (under) BR. #1.73
B-1109
PIPE CONN.
N.H. CORRUGATED CONTAINER CO.
B-1111
BLATCHLEY AVE (over) BR. # 1.94
M.P. 2 SPRING.
M.P. 74 SHORE
B-1113
B-1114
A.C. GILBERT CO.
PIPE CONN.
AUTO. ELEC. LOCK
B-1115
MATCH MARK S-1602B
37+00
37+30
40+00
44+48
45+52
46+51
49+01
49±32 (V.S. 45±32)
52+31
52+74
53+95
55+25
55+74
VAL. STA. 57+05 = 61+05
60+72
61+30
65+29
65+70
68+41
69+00
70+00
72+00
72+04
72+82
76+59
76+89
77+00
77+62
79+12
79+52
80+54
VAL. STA. 78+06 = 82+06
82+10
83+44
85+00
85+58
85+95
86+51
87+14
87+90
89+14 = S-1250A 85+14
89+87
90+74
91+17
91+91
92+21
92+24
92+77
92+90
94+01
95+66
95+91
96+79
97+63
98+96
101+89
102+09
102+29
102±12 (V.S. 98+12)
103+71
106+52
106+67
109+45
109+96
12.41
14.56
21.00
23.87
36.64
81+00
92+00
BASE ELEV. 10.07

3 POS SIGNALS - PUT IN SERVICE

B-32 TO B-392 JAN. 7, 1917
B-37 " B-432 OCT. 25, 1916
B-44 " B-506 OCT. 19, 1916
B-50 " B-554 OCT. 7. 1916
B-554 " B-650 JULY 30, 1916
B-67 " B-740 SEPT. 12. 1916
B-754 " B-799 JAN. 24, 1917
B-787 " B-835 FEB. 17. 1917
B-835 " B-888 APR. 30, 1917
B-920 " B-998 MAY. 19. 1917
B-1016 " B-1049 JUNE 4. 1917
B-1060 TK. 1 & 3 MAY 28, 1917
B-1060 TK. 2 & 4 AUG. 1. 1917
LIGHT SIGNALS - S.S. 78 TO S.S. 80 INC. JAN. 10, 1915.

	REV. 4-28-69. SHS. 1A, 3, 3A, 4A, 5, 5A, 6, 8.	REV. 3-18-57. SH. 5.	REV. 12-26-46. SH. 8.	REV. 10-1-46. SH. 6, 6A.
	REV. 4-7-69. SHS. 1 THRU 8A.	REV. 2-12-57. SH. 5A.	REV. 6-28-46. SH. 8.	REV. 12-10-45. SH. 8A.
	REV. 3-27-69. SH. 5A.	REV. 11-30-56. SH. 3.	REV. 10-18-45 SH. 6A.	REV. 10-2-45. SH. 6.
	REV. 8-17-69. SH. 6A.	REV. 10-3-56. SH. 8A.	REV. 5-29-45. SH. 8.	REV. 9-8-44. SH. 7A.
	REV. 11-7-68. SHS. 5, 5A, 6A, 7, 7A.	REV. 8-1-56. SH. 7A.	REV. 9-24-44. SH. 6	REV. 6-15-44 SH. 5A
	REV. 9-4-68. SH. 4.	REV. 7-12-56. SH. 8A.	REV. 4-21-44 SH. 8.	REV. 1-17-44 SH. 7A, 8A
	REV. 7-26-68. SH. 4, 7, 7A.	REV. 7-6-56. SH. 5A.	REV. 9-20-43 SH. 3, 3A	REV. 3-20-43 SH. 2.
	REV. 10-25-67. SH. 7A.	REV. 1-6-56. SH. 7, 8.	REV. 6-5-43 SH. 1	REV. 3-18-43 SH. 1.
	REV. 1-16-67. SH. 2.	REV. MAY 2, 1958. SH. 1, 2A, 4A, 7, 7A, 8.	REV. 2-20-43 SH. 8, 8A	REV. 1-4-43 SH. 1, 1A
	REV. 1-10-66. SH. 6A.	REV. 8-11-54. SH. 8.	REV. 11-16-42 SH. 8	REV. 11-9-42 SH. 4A, 6
REV. 8-4-69. SH. 1, 1A, 2A, 4A, 5A	REV. 12-9-65. SH. 7.	REV. 7-2-54. SH. 6, 6A	REV. OCT. 17, 1942 SH. 5, 5A	REV. 6-23-42 SH. 1A
REV. 7-15-69. SH. 5A.	REV. 9-20-65. SH. 1A, 2, 2A	REV. 12-30-53. SH. 7.	REV. JAN. 9, 1942. SH. 7A	REV. 11-3-41. SH. 6.
	REV. 7-16-65. SH. 6A.	REV. 2-2-53 SH. 6	REV. 10-8-41. SH. 2A, 3A, 4, 5, 8, 5A.	REV. 8-7-41. SH. 4A.
	REV. 6-3-64. SH. 3.	REV. 11-26-51. SH. 6A.	REV. 5-9-41. SH. 1A.	REV. 9-26-38. SH. 8
	REV. 1-2-64. SH. 5.	REV. 2-13-51. SH. 4A.	REV. 12-4-1940. SH. 1, 2A, 3, 4, 4A, 5, 6, 6A, 7, 7A	REV. 7-1-38. SH. 2 & 3.
	REV. 12-11-63. SH. 7.	REV. 10-17-50. SH. 3A.	REV. 8-14-40 SH. 1	REV. 8-5-37. SH. 4
	REV. 10-3-63. SH. 1A. REV. 8-19-63. SH. 7A.	REV. 3-15-50. SH. 5	REV. 6-9-40. SH. 6A	REV. 2-5-37. SH. 5, 8, 5A
	REV. 6-12-63. SH. 7, 7A.	REV. 1-4-50. SH. 4A.	REV. 3-22-40. SH. 3, 3A, 8, 5A	REV. 12-1-36 SH. 6 & 7.
	REV. 5-25-62. SH. 8.	REV. 8-24-49 SH. 2A	REV. 1-17-40 SHS. 2, 2A-3	REV. 6-5-34 SH. 8
	REV. 1-25-62. SH. 6A	REV. 6-25-49. SH. 1.	REV. 11-27-39 SH. 4 & 4A	REV. 6-4-34 SH. 8
	REV. 8-19-60. SH. 2A.	REV. 1-7-49. SH. 5A.	REV. 6-29-39. SH. 3.	REV. 1-3-38. SH. 8.
	REV. 4-4-60. SHS. 3A, 4, 4A	REV. 12-20-48 SH. 8.	REV. 5-24-39. SH. 8.	REV. 10-17-32. SH. 2.
	REV. 2-4-60. SH. 7A.	REV. 9-7-48. SH. 5A.	REV. 10-21-38. SH. 2 & 3	REV. 8-3-32-7 & 8
	REV. 12-22-59. SH. 7A.	REV. 9-3-48. SH. 7A, 8.		
	REV. 7-17-59. SH. 5.	REV. 4-15-48. SH. 8.		
	REV. 6-5-59. SH. 1A.	REV. 2-27-48. SH. 4A		
	REV. 11-13-58. SH. 8.	REV. 11-4-47. SH. 8.		
	REV. 7-30-58. SH. 1A	REV. 10-21-47. SH. 8.		
	REV. 4-29-58. SHS. 3A, 4A, 5, 6A, 7A.	REV. 8-26-47. SH. 8, 8A.		
	REV. 11-26-57. SH. 5.	REV. 6-6-47. SH. 6.		
	REV. 10-29-57. SH. 3A	REV. 4-3-47. SH. 7A.		
	REV. 6-4-57. SH. 4A.	REV. 3-5-47. SH. 8.		

PENN CENTRAL
SIGNAL DEPARTMENT
NEW HAVEN, CONN.

S-1526 C

SCALE 1" = 100' & 500'
SEPT. 7. 1915.
DRAWN BY W.A.C.
TRACED BY L.W.L. & W.A.C.
CHECKED R.E.T.
CHECKED
CORRECT