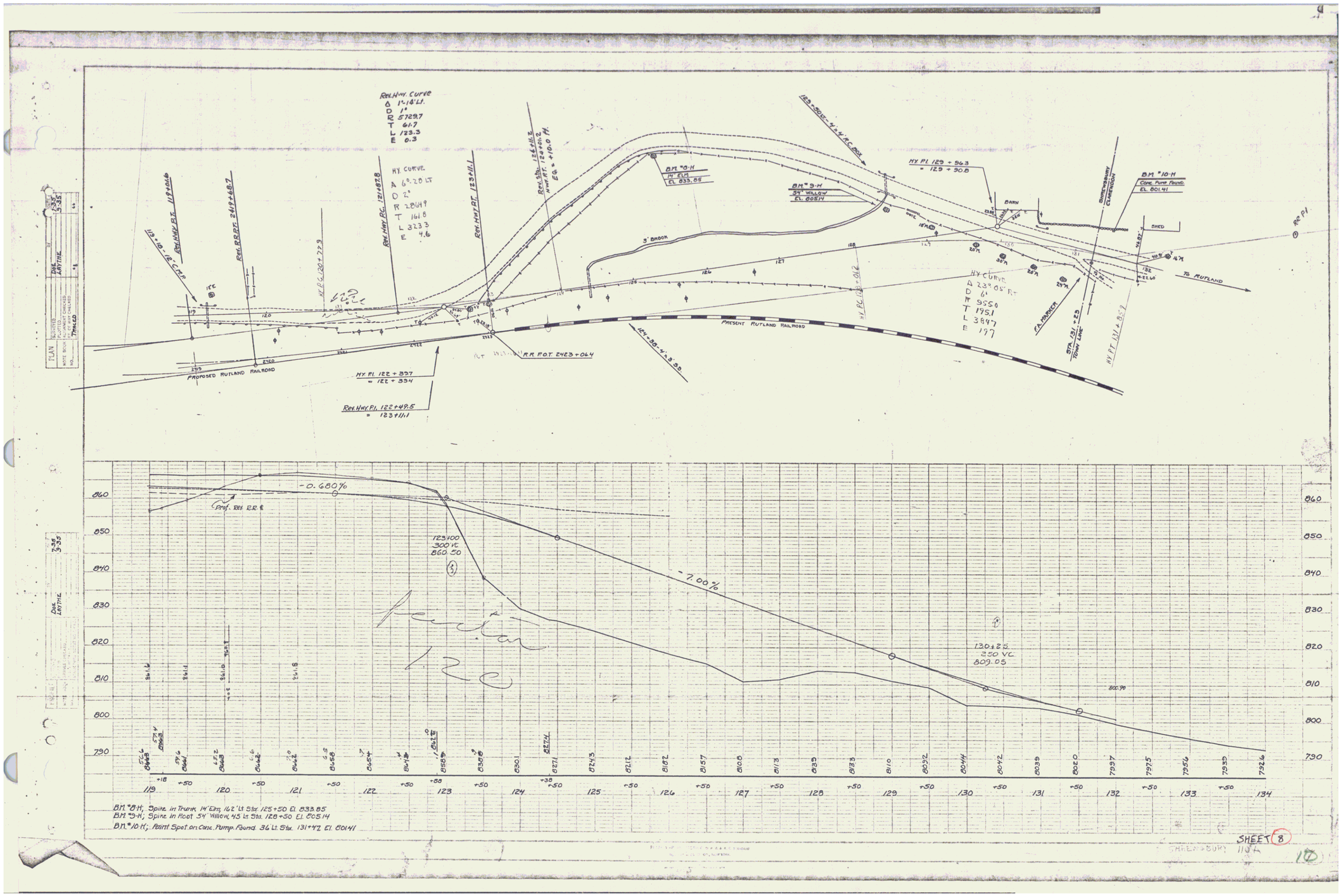
Rev. Hwy. Curve
Δ 1°18' Lt.
D 1°
R 5729.7
T 61.7
L 123.3
E 0.3
Hy. Curve
Δ 6°20' Lt
D 2°
R 2864.9
T 161.8
L 323.3
E 4.6
Rev. Hwy. Pt. 118+06.6
Rev. R.R. Pt. 2419+68.7
Hy. Pt. 120+72.9
Rev. Hwy. Pt. 121+87.8
Rev. Hwy. Pt. 123+11.1
Rev. Sta. 126+11.3
Hwy. Pt. 124+01.2
Eq. = +10.0 Ft.
123+50.0 - 4'x4' R.C. Box
Hy. Pt. 129+56.3
= 129+30.8
B.M. #8-H
14" Elm
El. 833.85
B.M. #9-H
34" Willow
El. 805.14
B.M. #10-H
Conc. Pump Found.
El. 801.41
Barn
Shed
Shrewsbury Clarendon
3' Brook
Hy. Pt. 126+01.6
Present Rutland Railroad
Hy. Curve
Δ 23° 05' Rt
D 6°
R 955.0
T 195.1
L 384.7
E 19.7
F.A. Parker
Sta. 131+29
Town Line
Hy. Pt. 131+85.7
To Rutland
Rev. Pt.
R.R. P.O.T. 2423+06.4
Hy. Pt. 122+33.7
= 122+33.4
Rev. Hwy. Pt. 122+49.5
= 123+11.1
Proposed Rutland Railroad
123+88 - 4'x8' S.B.
Plan
Scale 1" = 50'
Dec. 1939
Dar. Larthe
Traced
Profile
Scale 1" = 50' Hor.
1" = 10' Vert.
Prof. Rev. R.R.
-0.680%
-7.00%
123+00
300 VC
860.50
130+25
250 VC
809.05
Revision
Rev
B.M. #8-H; Spike in Trunk 14" Elm, 16.2' Lt. Sta. 125+50 El. 833.85
B.M. #9-H; Spike in Root 34" Willow, 4.5 Lt. Sta. 128+50 El. 805.14
B.M. #10-H; Paint Spot on Conc. Pump Found. 36' Lt. Sta. 131+47 El. 801.41
Sheet 8
Shrewsbury 11 A
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