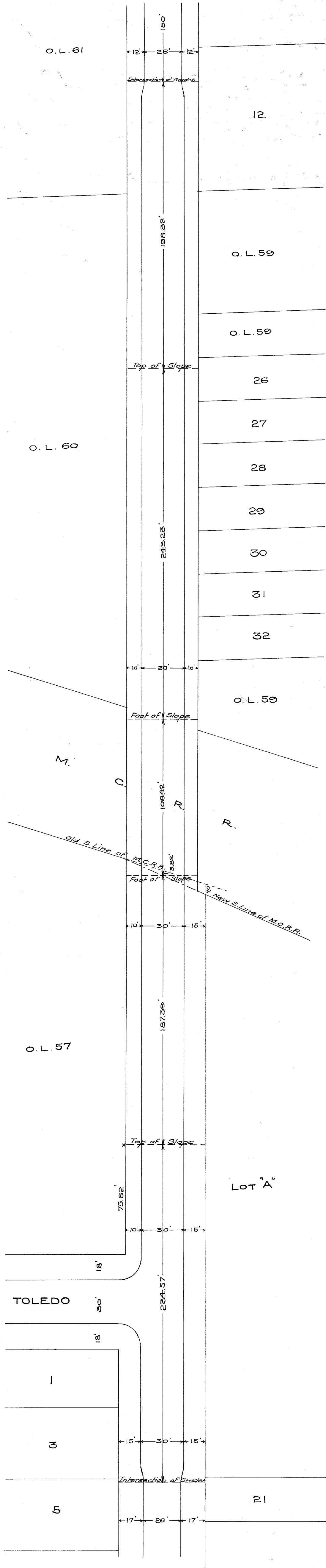
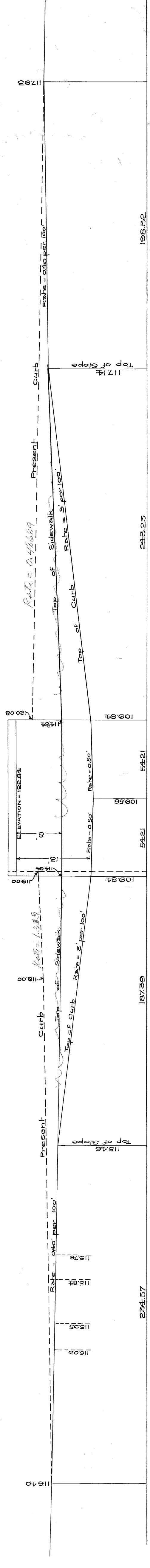


PROPOSED SUBWAY IN 24TH ST.



PLAN

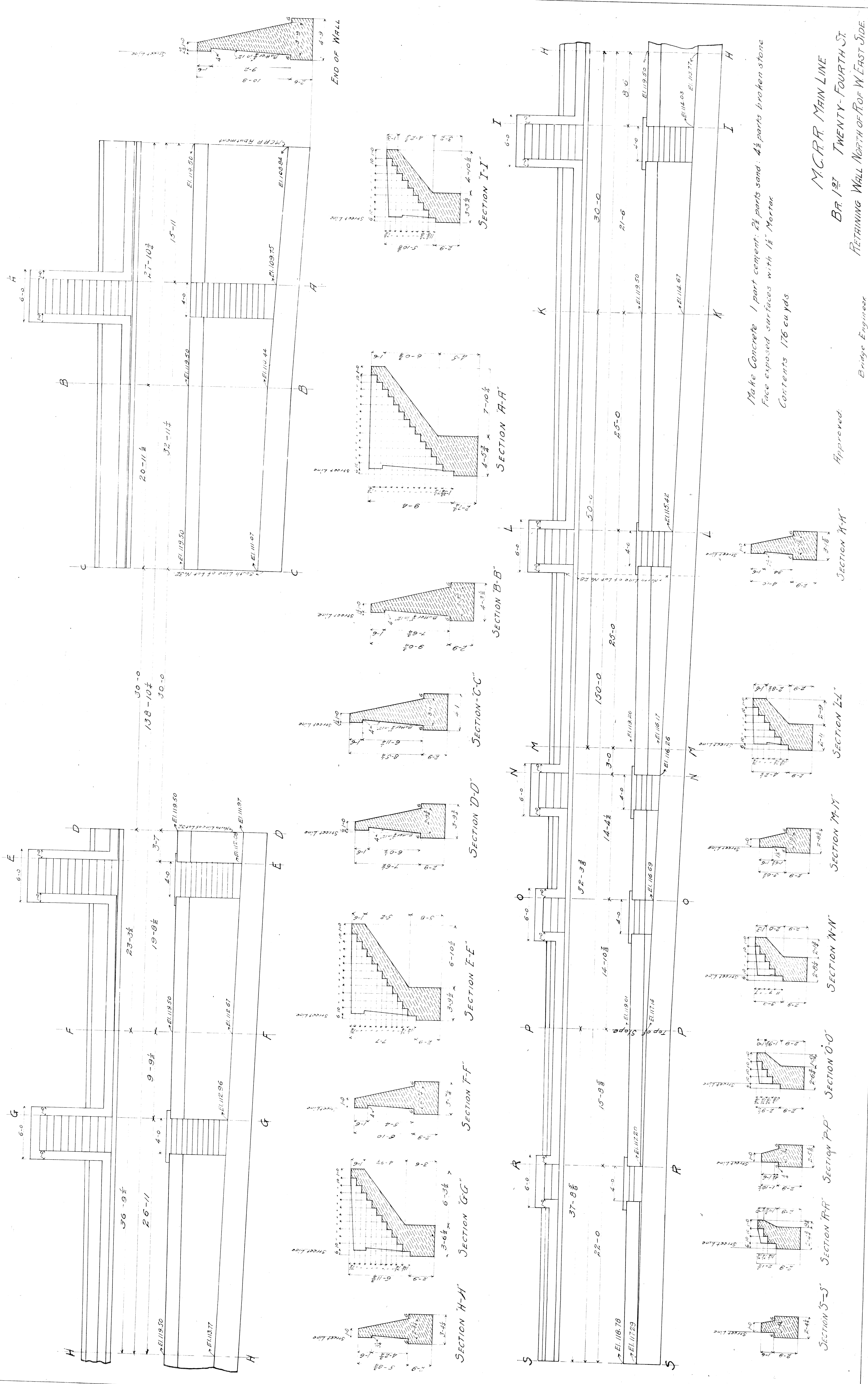


PROFILE

CITY ENGINEER'S OFFICE
 BOARD OF PUBLIC WORKS
 A 2 I 66

File XU50-1

A-2-16-6



Make Concrete 1 part cement: 2 1/2 parts sand: 4 1/2 parts broken stone
 Face exposed surfaces with 1 1/2" Mortar.
 Contents 176 cu yds

Approved

Bridge Engineer

M.C.R.R. MAIN LINE

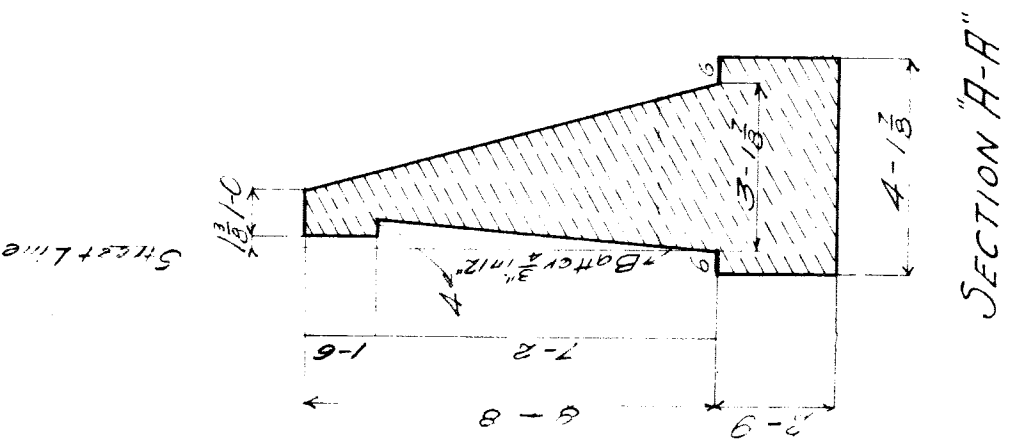
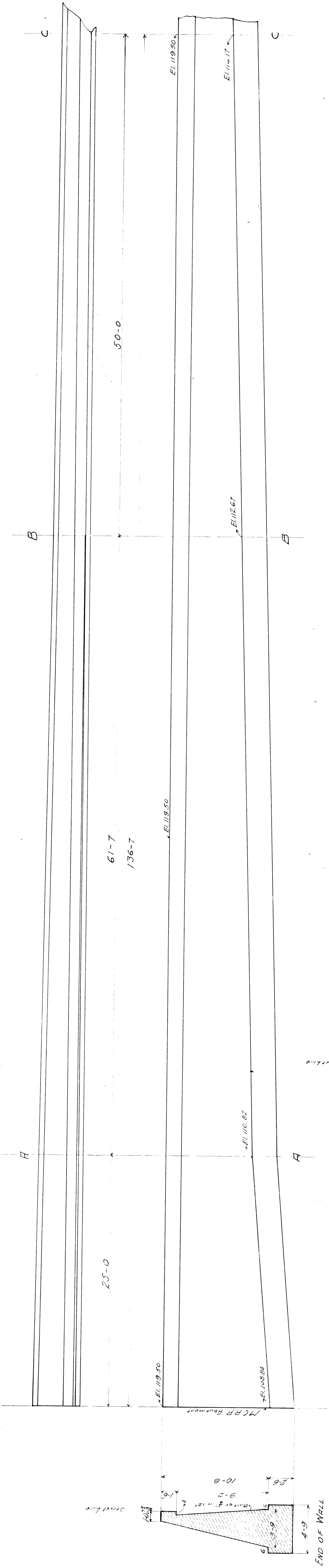
BR. 101 TWENTY-FOURTH ST.

RETAINING WALL NORTH OF FOOT OF EAST SIDE.

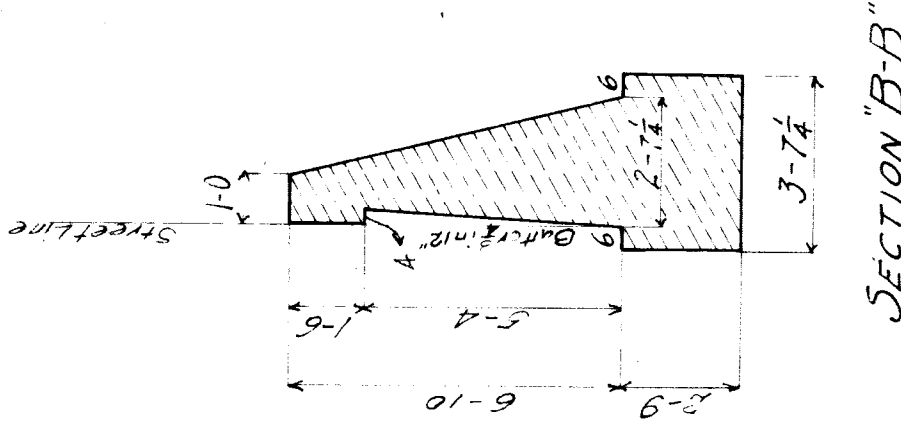
SCALE 1" = 10' & 1/4" = 10'

File xus0-2

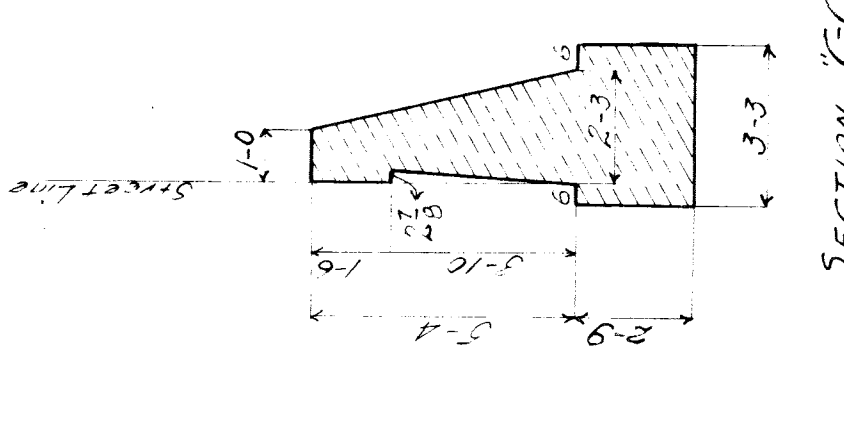
197-C



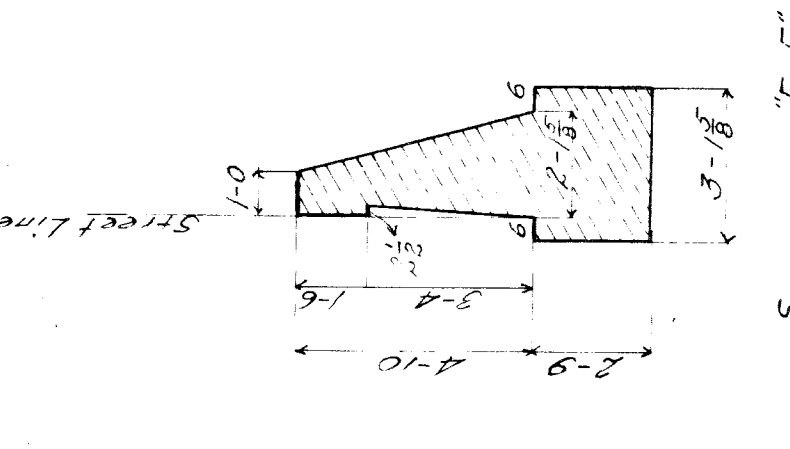
SECTION "A-A"



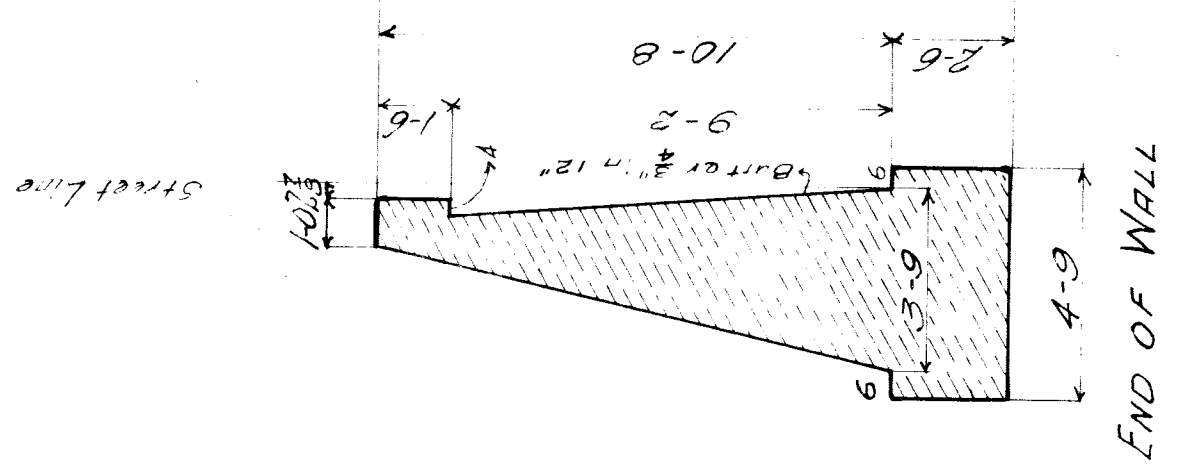
SECTION "B-B"



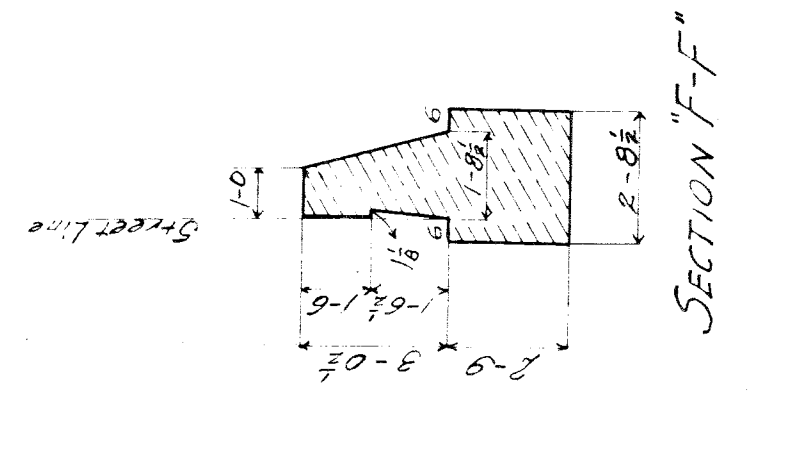
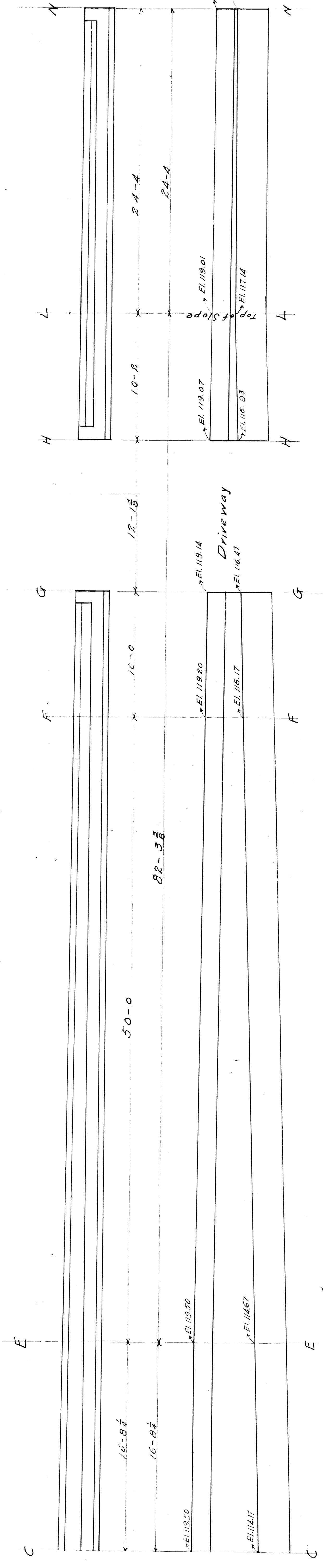
SECTION "C-C"



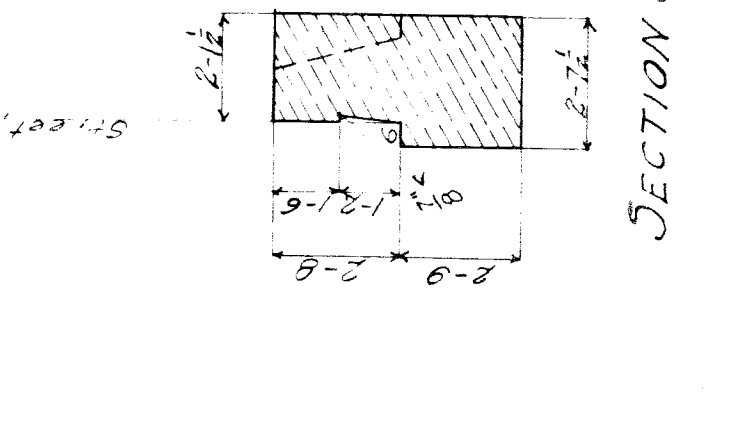
SECTION "D-D"



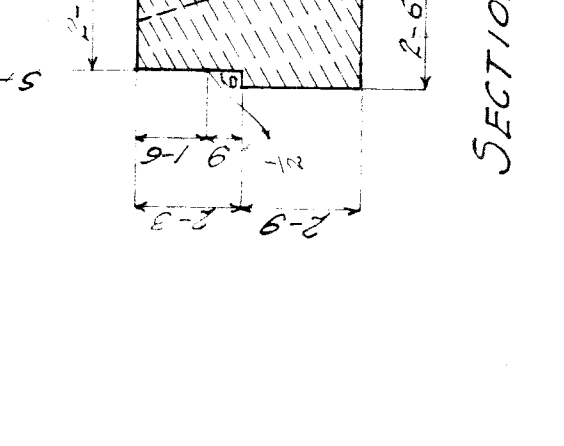
END OF WALL



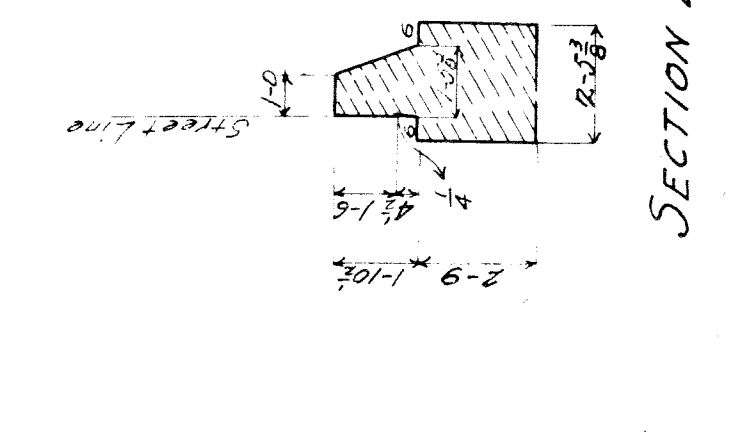
SECTION "E-E"



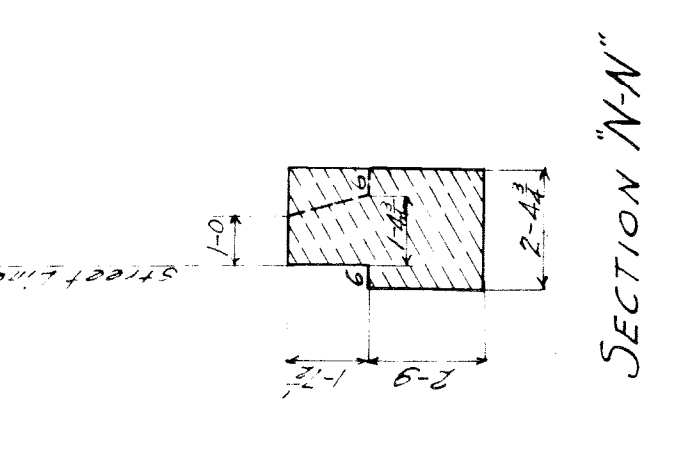
SECTION "F-F"



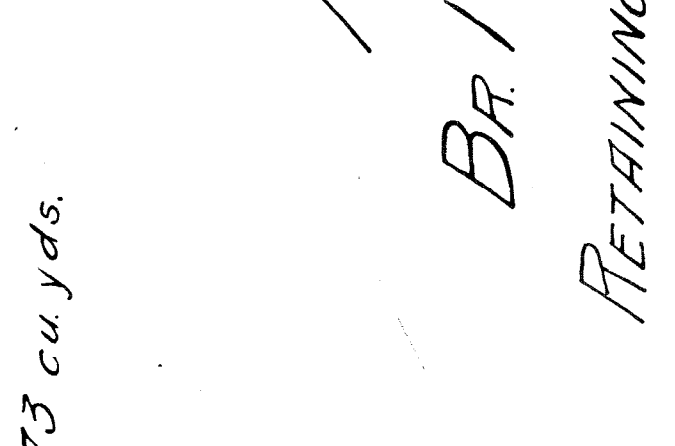
SECTION "G-G"



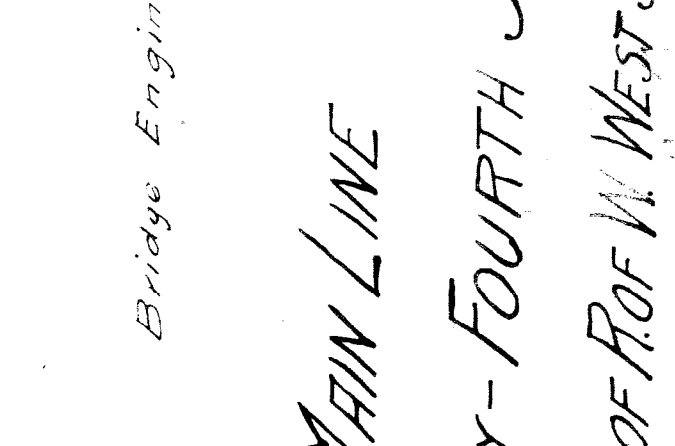
SECTION "H-H"



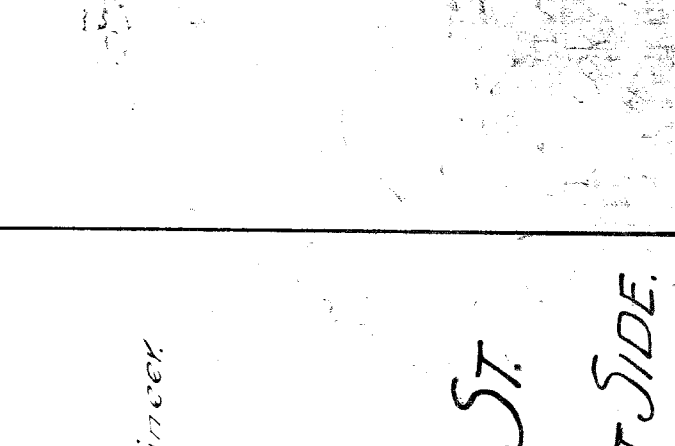
SECTION "I-I"



SECTION "J-J"



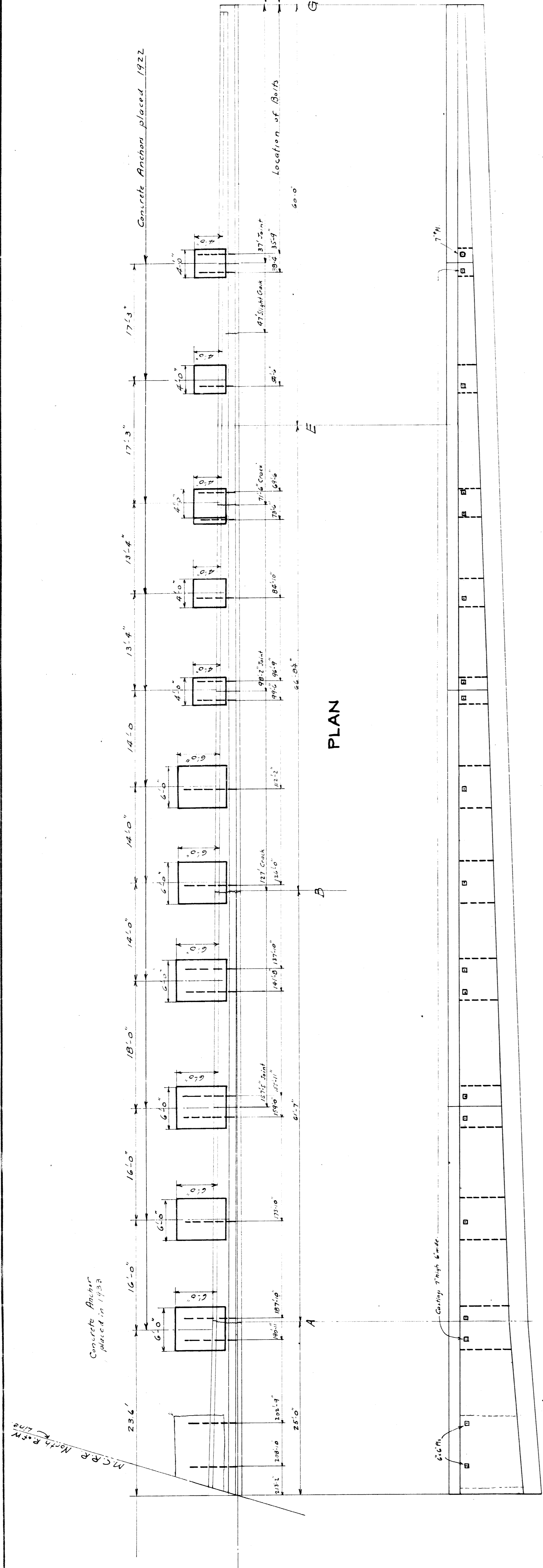
SECTION "K-K"



SECTION "L-L"

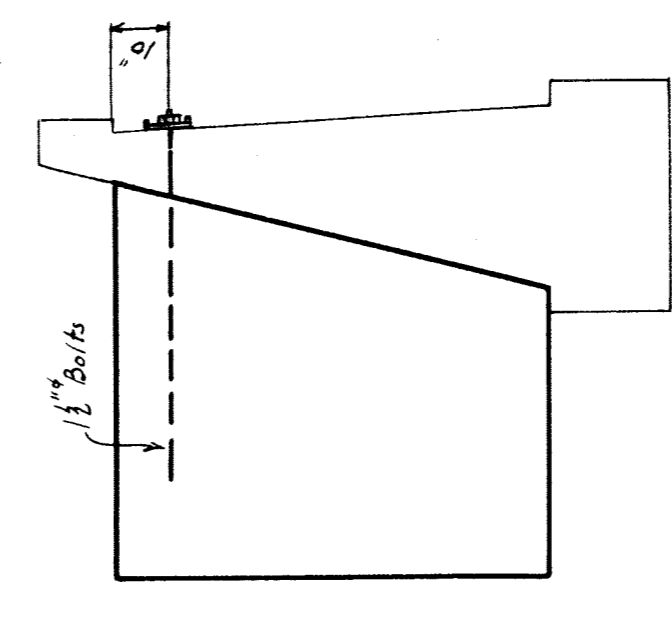
Make Concrete 1 part cement: 2 1/2 parts sand: 4 1/2 parts broken stone
 Face exposed surfaces with 1/2" Mortar
 Contents 173 cu. yds.
 Approved,
 Bridge Engineer

M.C.R.R. MAIN LINE
 BR. 197 TWENTY-FOURTH ST.
 RETAINING WALL NORTH OF FOOT W. WEST SIDE.
 Scale 1/4" = 1'-0" & May 1908.
 File x50-3 197 D



PLAN

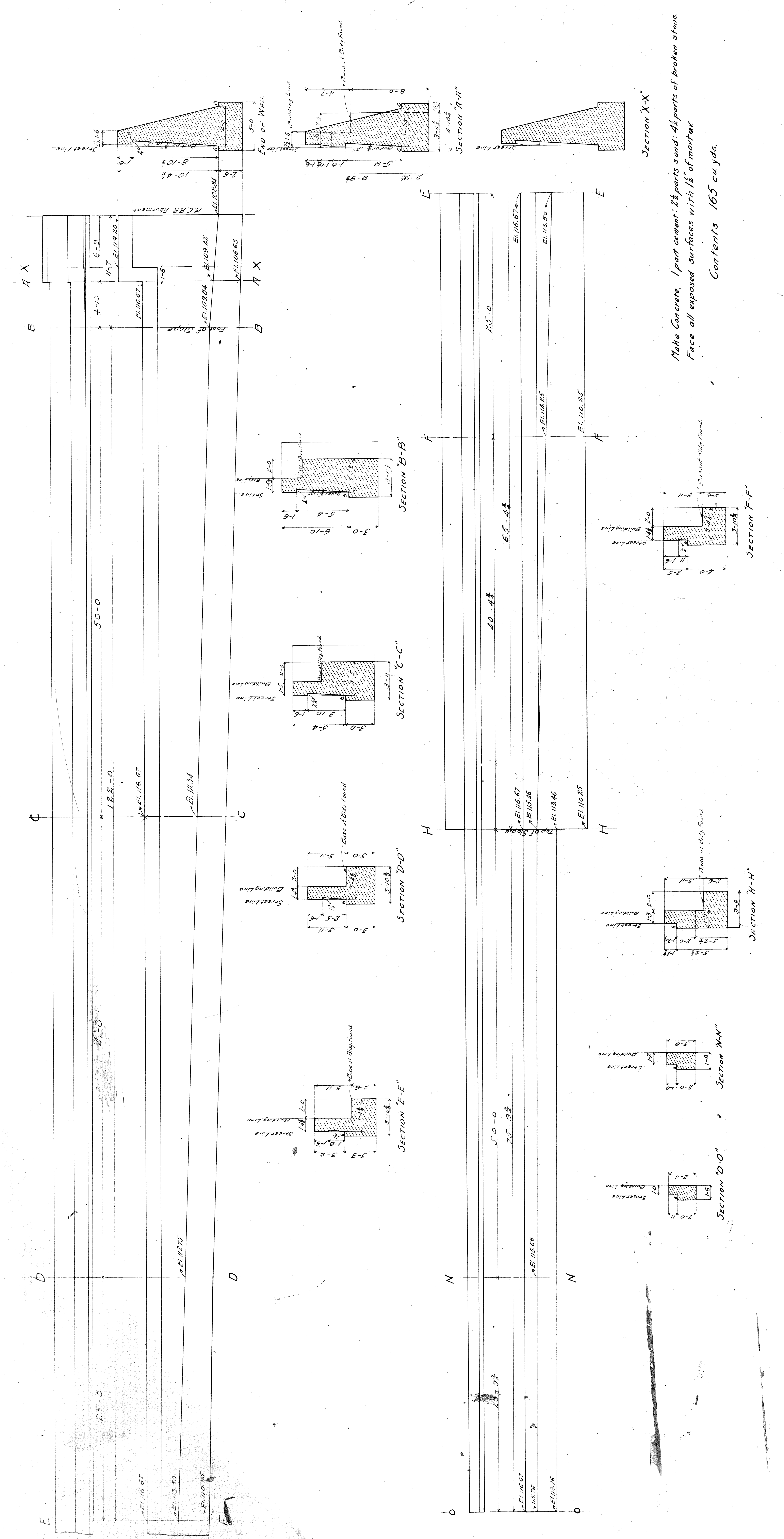
ELEVATION



SECTION
Scale 1/4" = 1'-0"

See Sheet 197 D for original details.

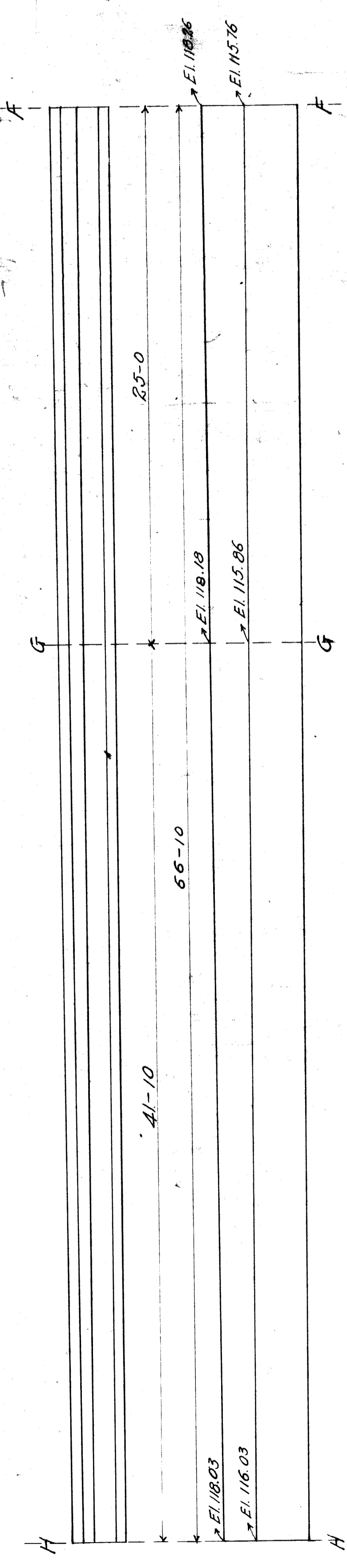
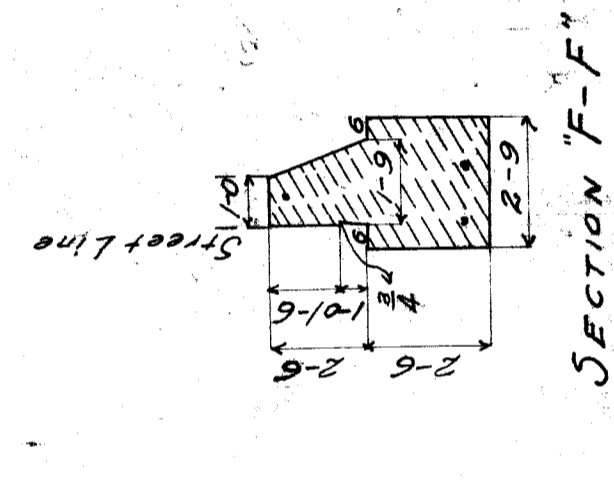
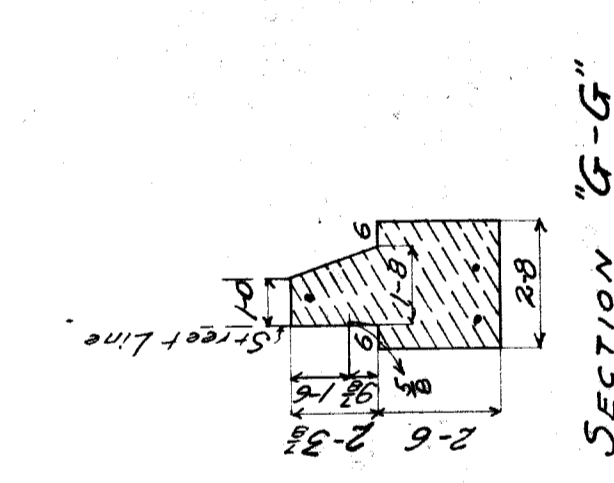
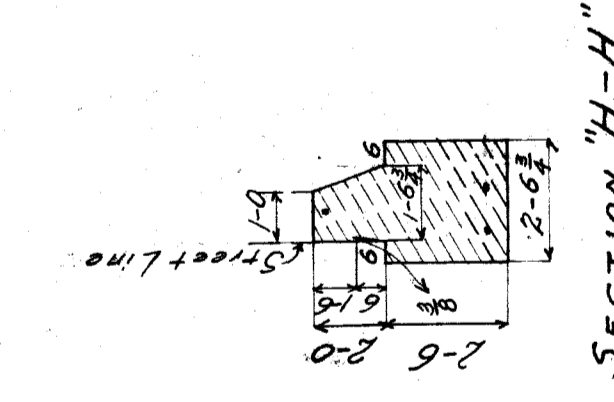
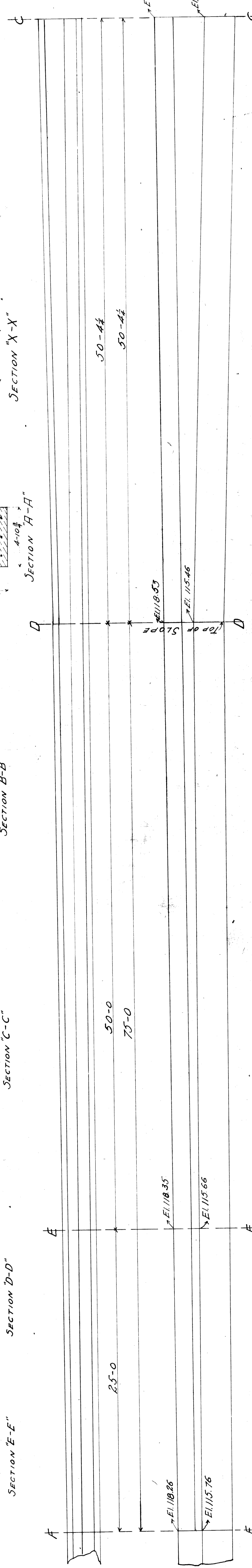
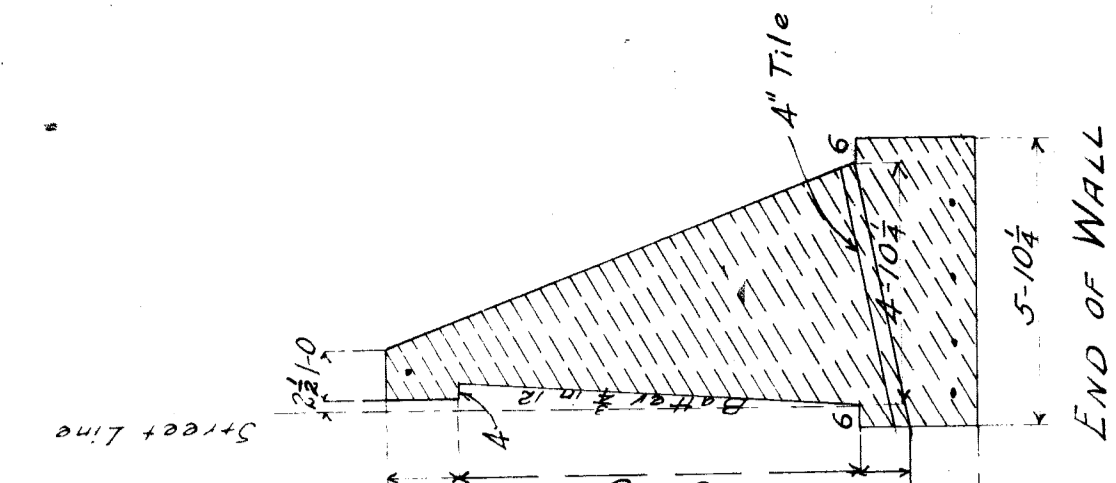
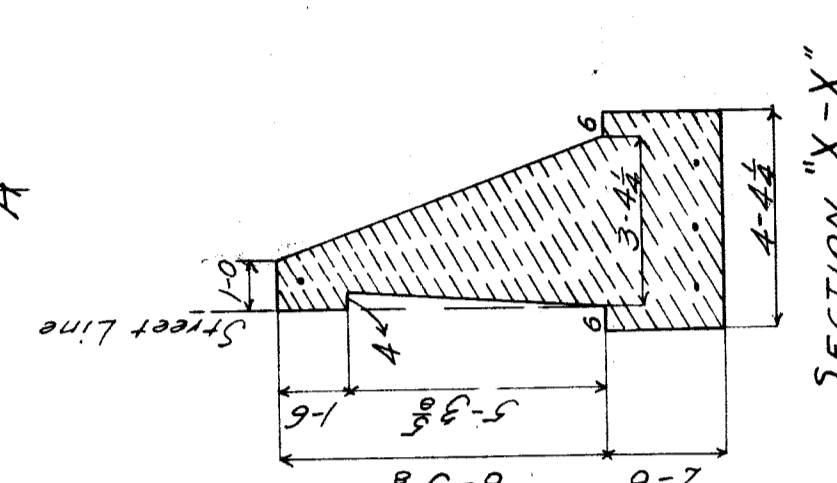
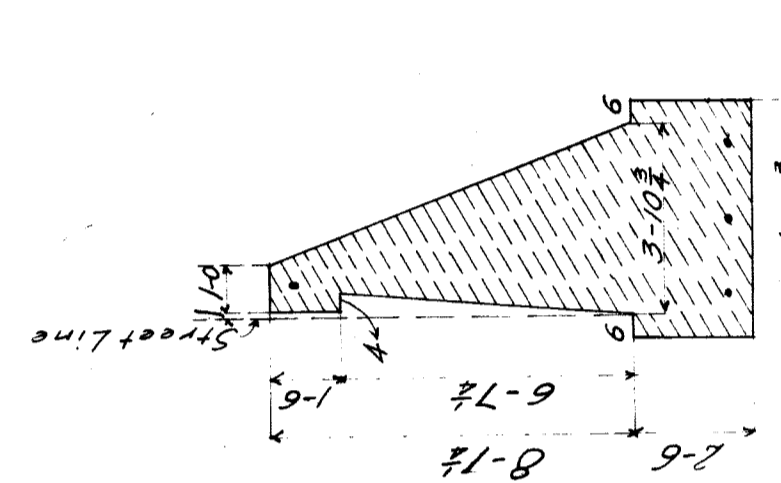
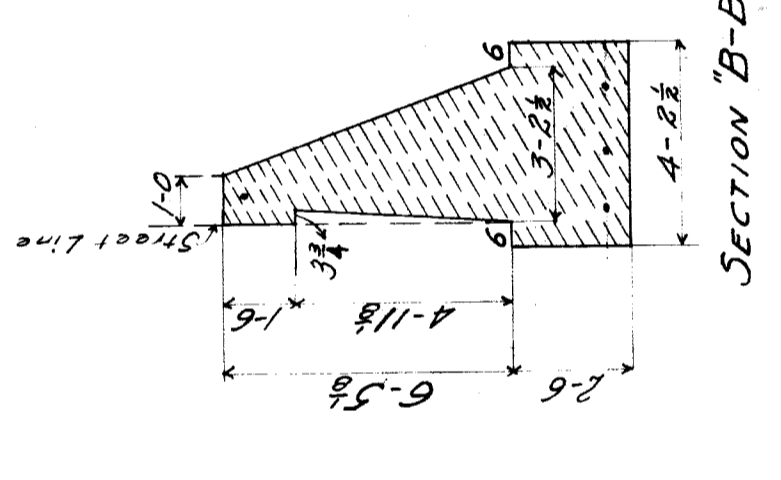
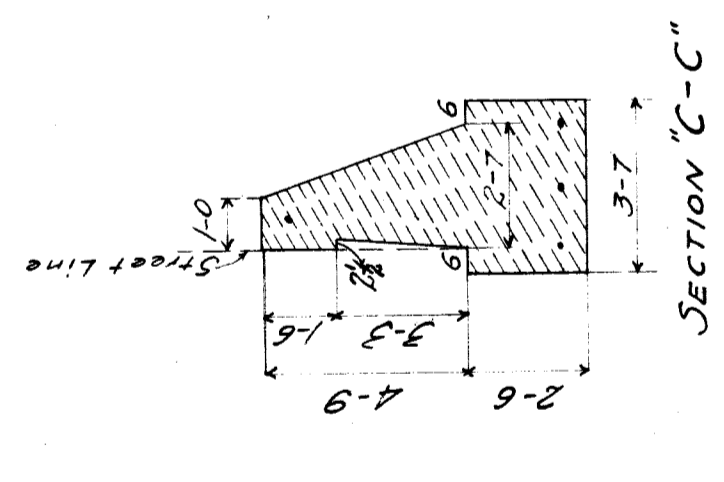
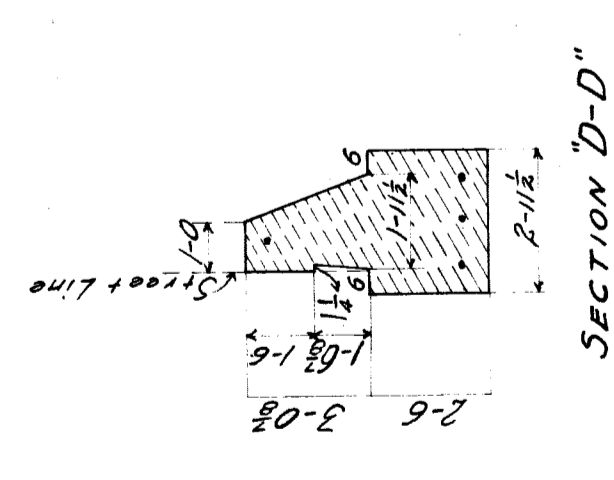
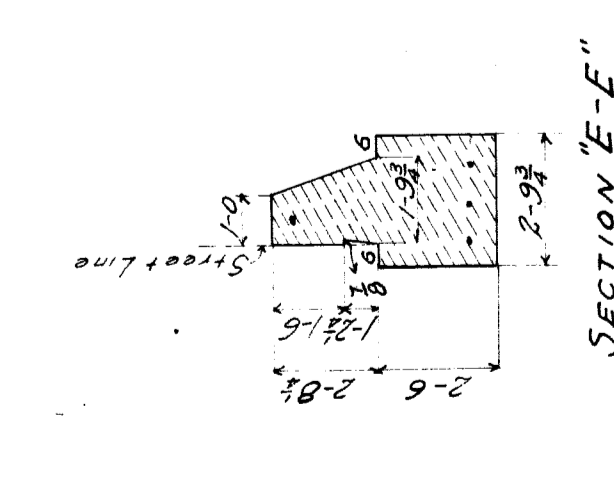
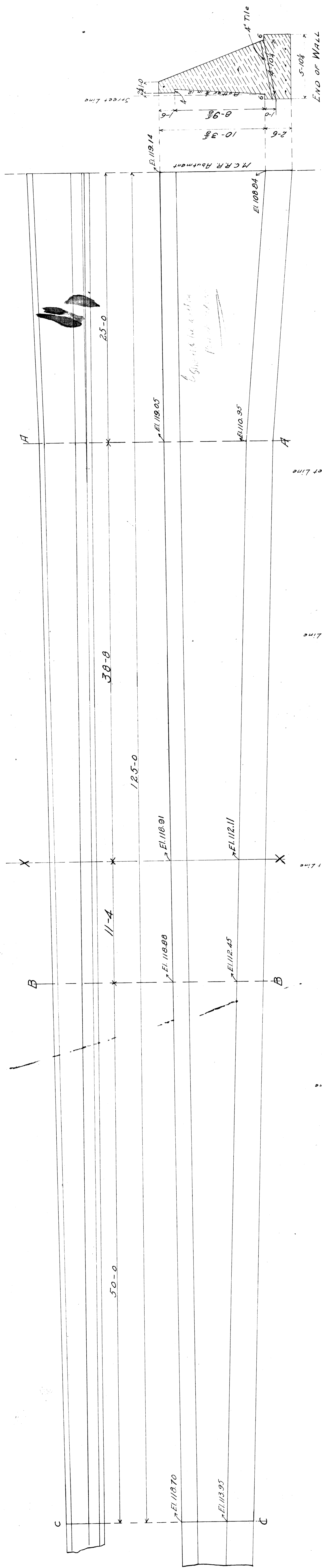
REVISIONS 1/10/24 Added measurement at 193' mark		M.C.R.R. - MAIN LINE DIV. BRIDGE - 197 - 24 th STREET RETAINING WALL - N. OF R.W. - W. SIDE REPAIRS	
SCALE: APPROVED	DRAWN BY C.W.C. 10-11-10-22	CHECKED BY TRACED BY PHK 5-23-1934	BRIDGE ENGINEER SHEET 19 OF 19
ISSUE NO. 0016	MAIN LINE 197 D File XU50-4		



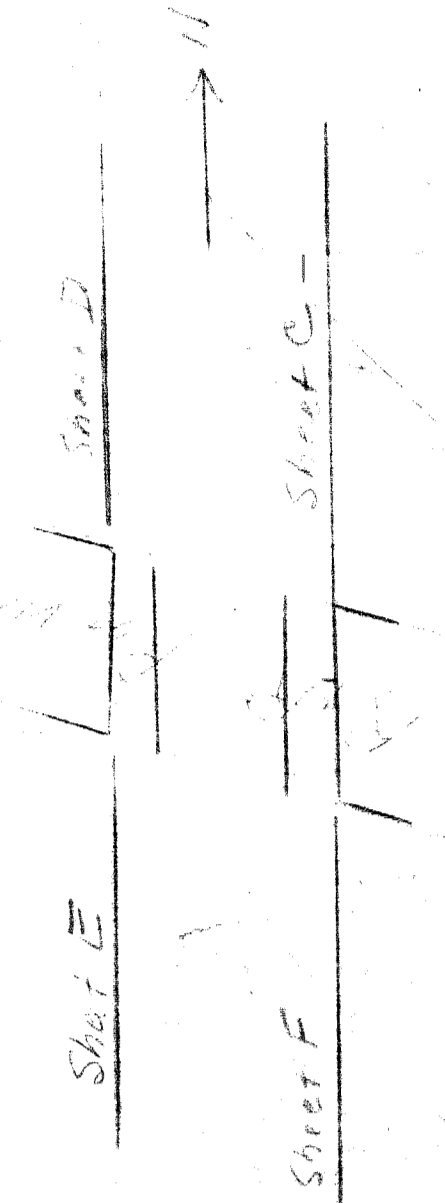
Make Concrete, 1 part cement: 2 1/2 parts sand: 4 1/2 parts of broken stone
 Face all exposed surfaces with 1/2" of mortar
 Contents 165 cu. yds.

M.C.R.R. MAIN LINE
 BR. 197 TWENTY-FOURTH ST.
 RETAINING WALL SOUTH OF R.O.F. W. WEST SIDE.
 Scale 1/4" = 1'-0" $\frac{1}{8}$ May 1908
 File x50-5 197 E

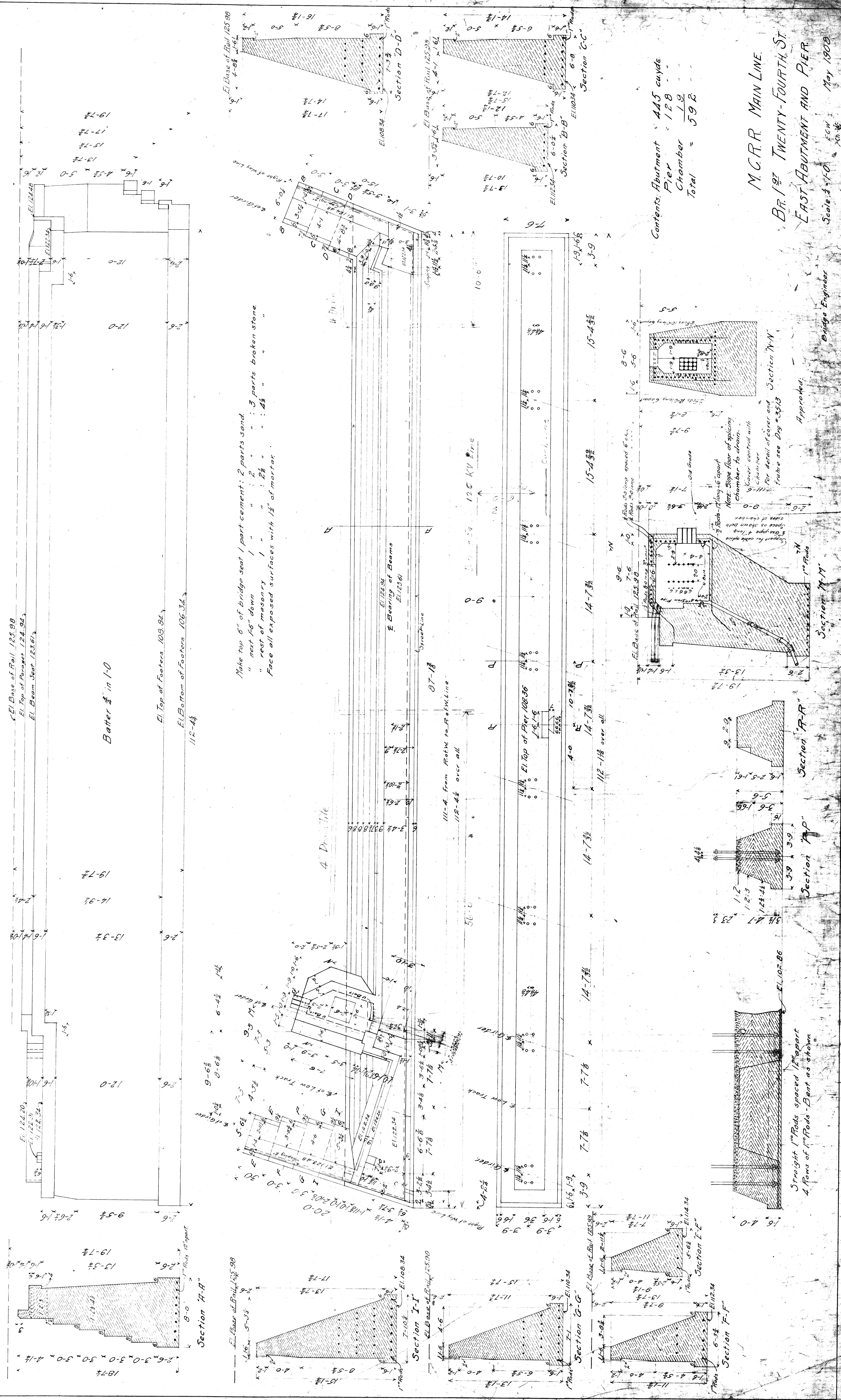
Approved:
 Bridge Engineer



Make concrete 1 part cement, 2 1/2 parts sand, 4 1/2 parts broken stone.
Face exposed surfaces with 1 1/2" Mortar.
Contents 190 cu yds.



M.C.R.R. MAIN LINE
BRIDGE TWENTY-FOURTH ST
RETAINING WALL SOUTH OF R.F.W. EAST SIDE
Scale 1/4" = 1'-0" & 1/8" = 1'-0"
Mar 1908
Approved: _____
Bridge Engineer
File XUSO-6 / 97 F



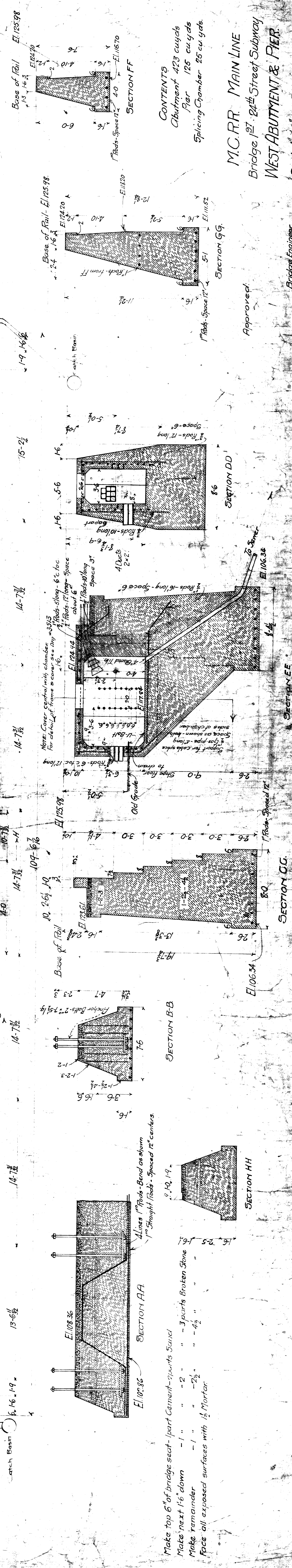
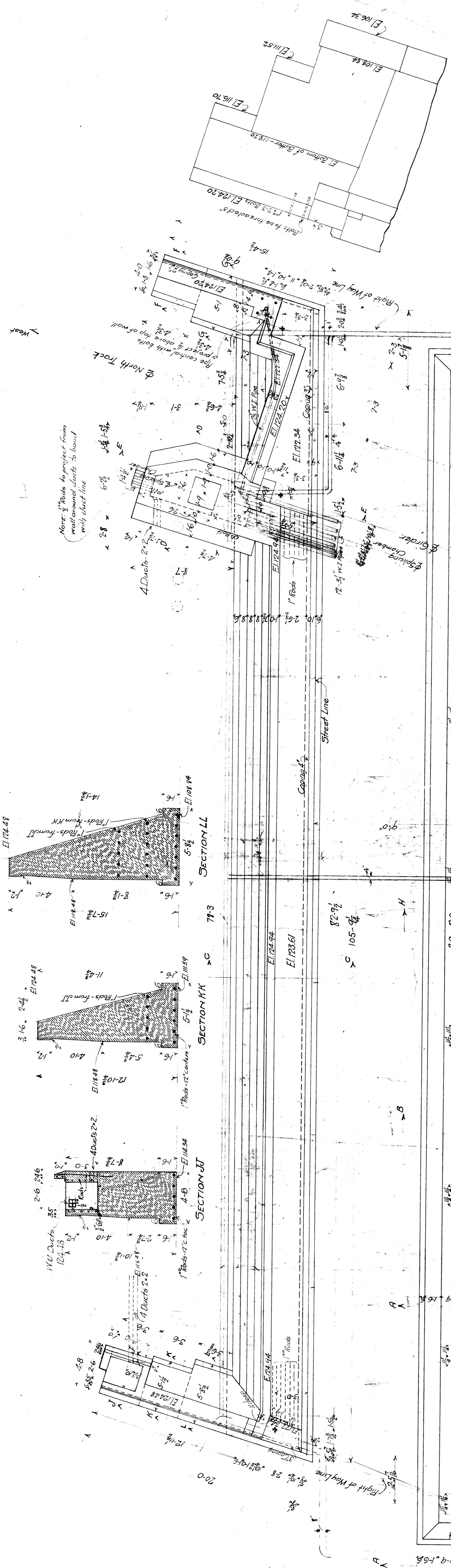
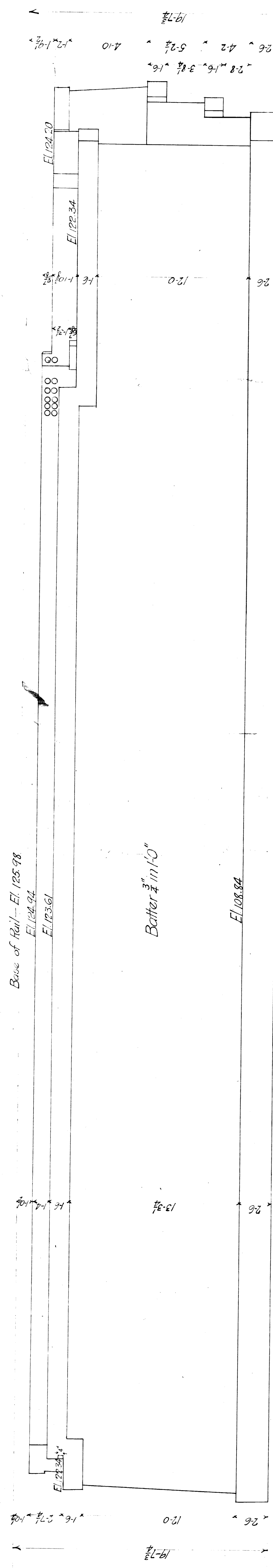
Contents:

Abutment	445 cu yds.
Pier	128 "
Chamber	12 "
Total	592 "

M. C. R. R. MAIN LINE.
 BR. 197 TWENTY-FOURTH ST.
 EAST ABUTMENT AND PIER
 Scale 1/4" = 1'-0" F.C.W. May 1908
 Bridge Engineer

Approved:

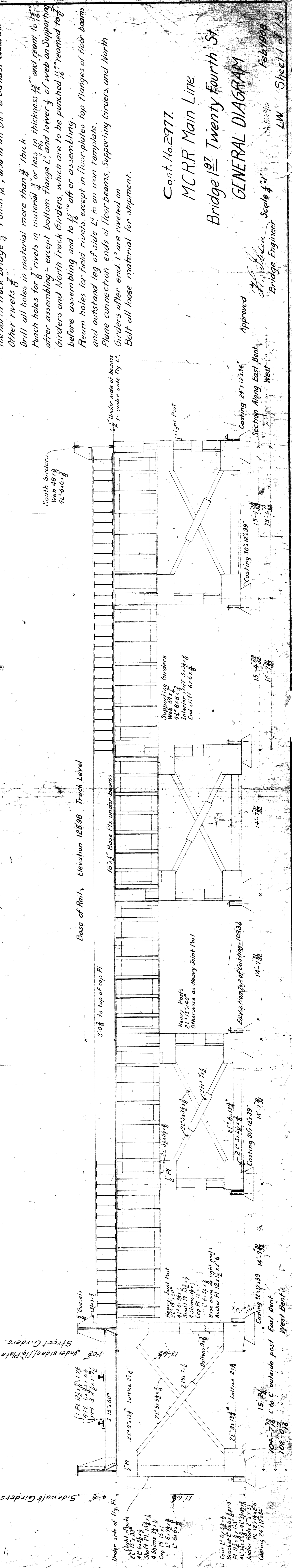
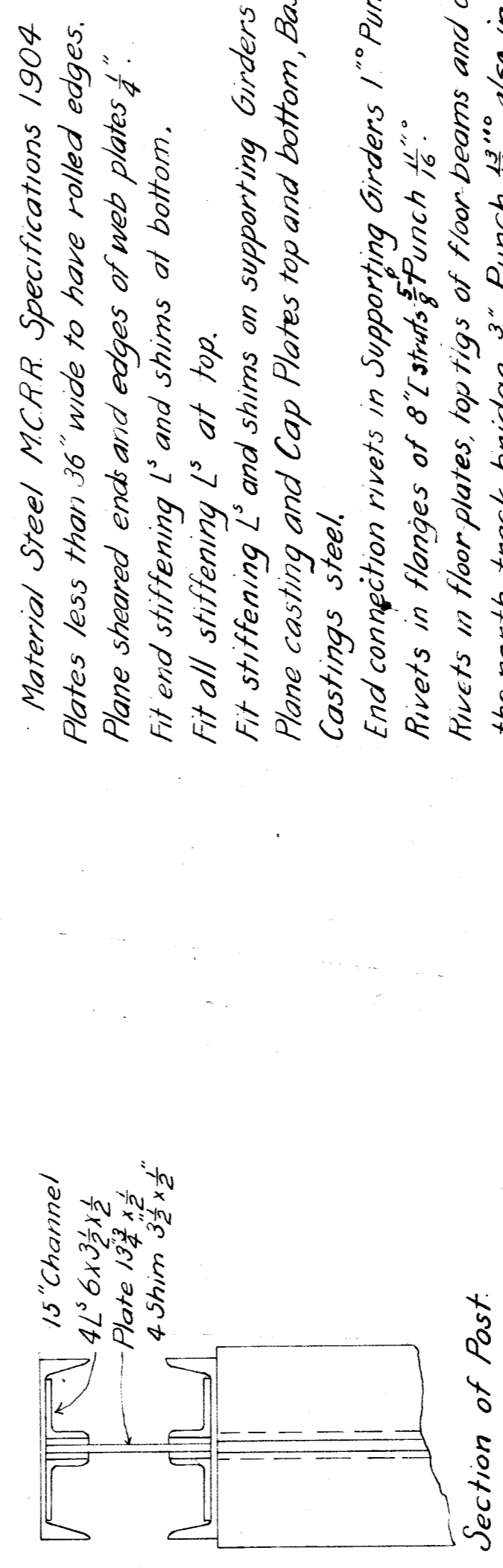
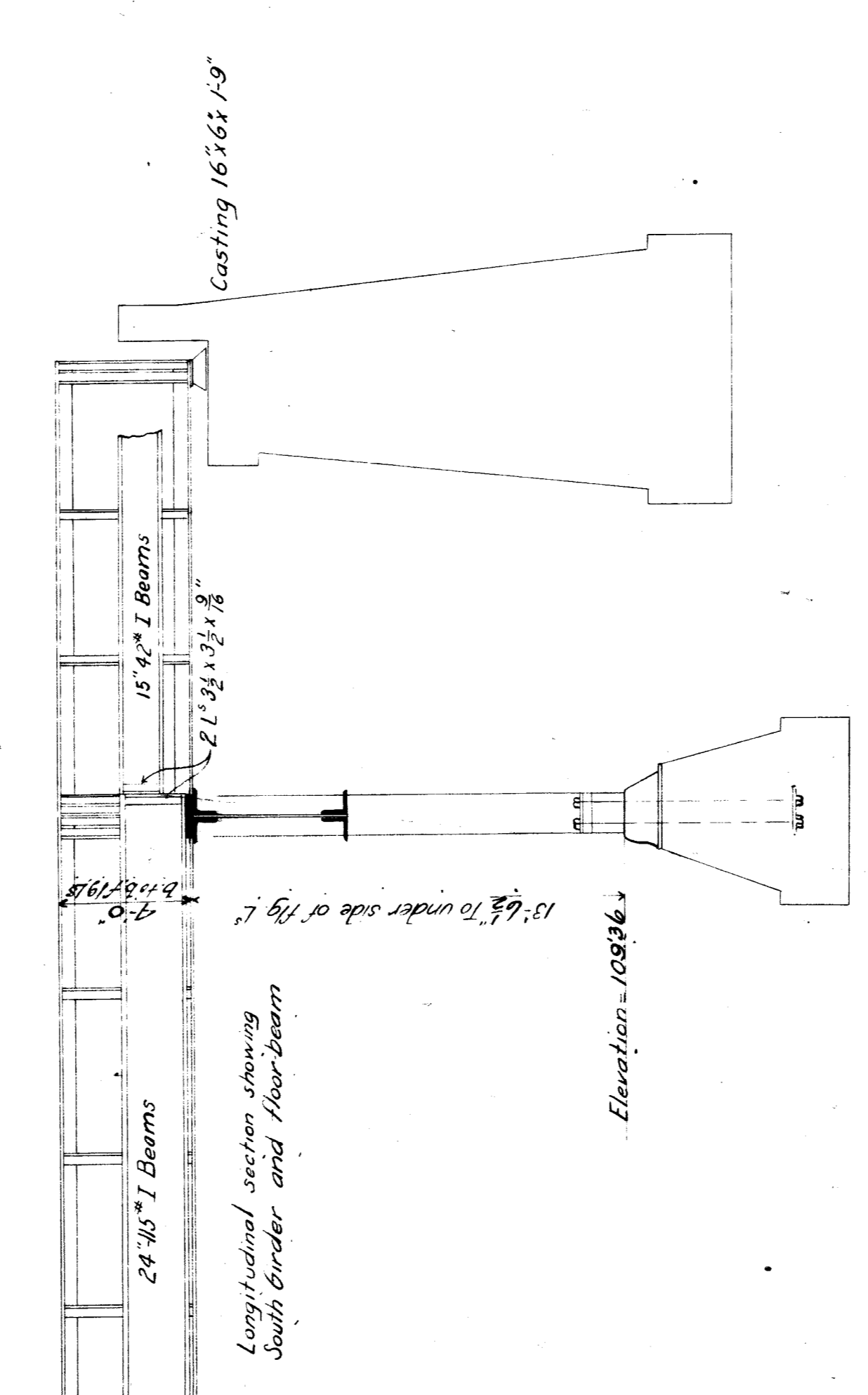
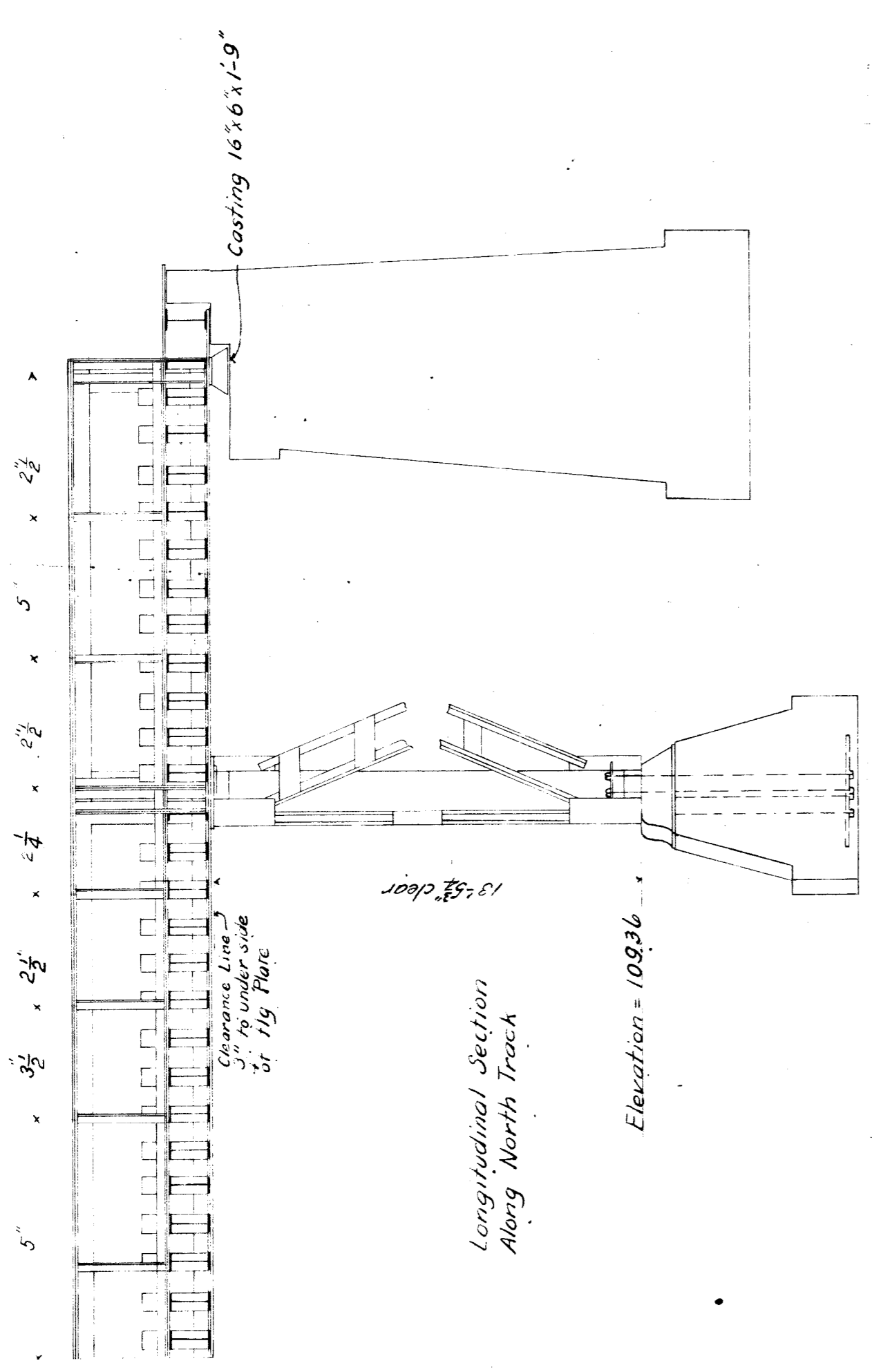
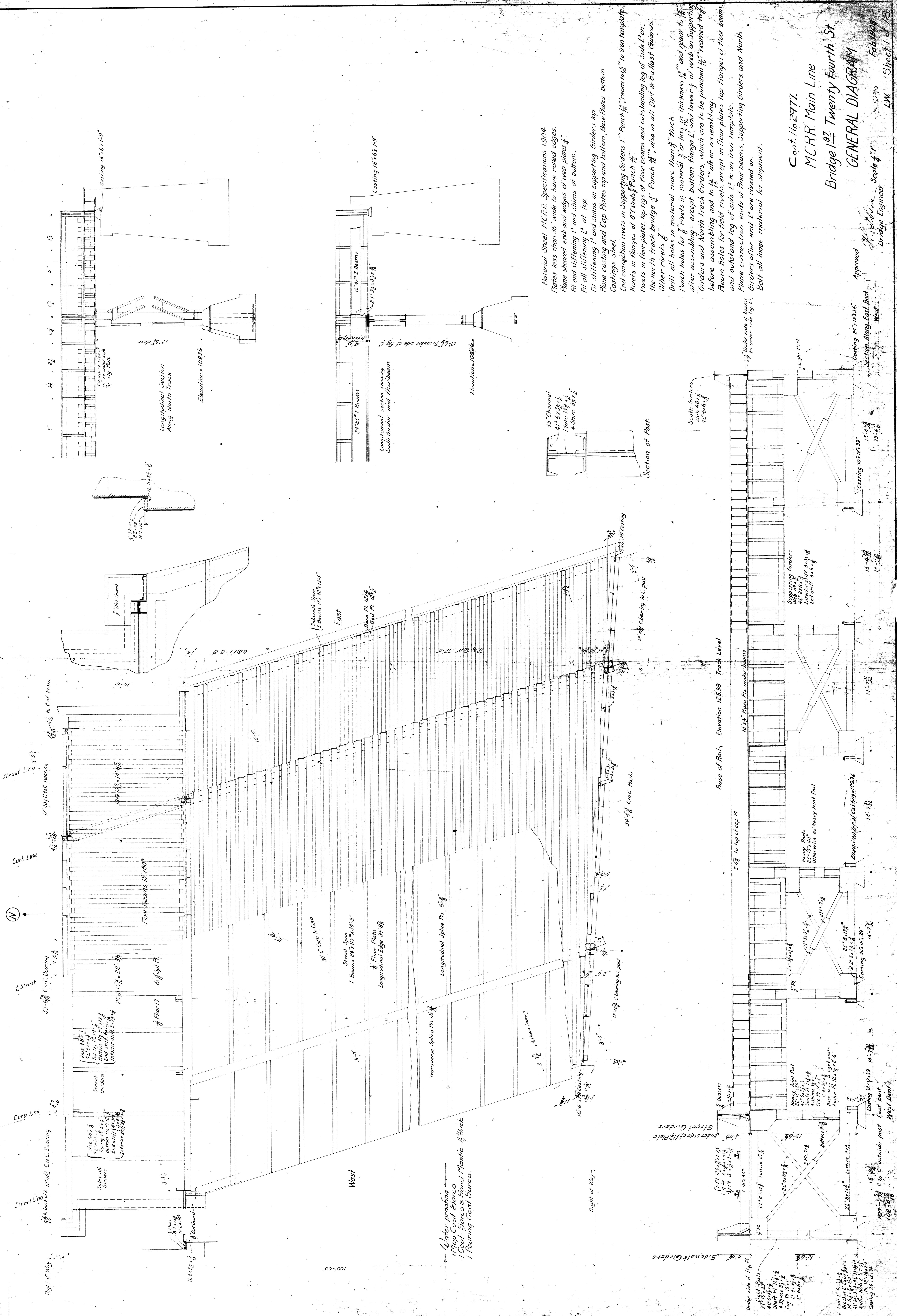
Bridge Engineer



CONTENTS
 Abutment 423 cu yds
 Pier 125 cu yds
 Splicing Chamber 25 cu yds

M.C.R.R. MAIN LINE
 Bridge 127 - 24th Street Subway
 WEST ABUTMENT & PIER
 Scale 1" = 10'
 May 1908
 C.P. 1504

Approved: _____
 Bridge Engineer



Material Steel M.C.R.R. Specifications 1904.
 Plates less than 36" wide to have rolled edges.
 Plane sheared ends and edges of web plates $\frac{1}{4}$ ".
 Fit end stiffening L's and shims at bottom.
 Fit all stiffening L's at top.
 Fit stiffening L's and shims on supporting girders top.
 Plane casting and Cap Plates top and bottom, Base Plates bottom.
 Castings steel.
 End connection rivets in Supporting Girders 1" Punch $\frac{1}{8}$ " ream to $\frac{1}{16}$ " to iron template.
 Rivets in flanges of 8" shims $\frac{1}{8}$ " Punch $\frac{1}{8}$ ".
 Rivets in floor plates top legs of floor beams and outstanding leg of side L's on the north track bridge $\frac{3}{4}$ " Punch $\frac{1}{8}$ ", also in all Dirt & Base Guards.
 Other rivets $\frac{3}{8}$ ".
 Drill all holes in material more than $\frac{3}{8}$ " thick.
 Punch holes for $\frac{3}{8}$ " rivets in material $\frac{3}{8}$ " or less in thickness $\frac{1}{8}$ " and ream to $\frac{1}{16}$ " after assembling - except bottom flange L's and lower $\frac{1}{3}$ " of web on Supporting Girders and North Track Girders, which are to be punched $\frac{1}{8}$ " reamed to $\frac{1}{16}$ " before assembling and to $\frac{1}{16}$ " after assembling.
 Ream holes for field rivets, except in floor plates top flanges of floor beams and outstanding leg of side L's to an iron template.
 Plane connection ends of floor beams, Supporting Girders, and North Girders after end L's are riveted on.
 Bolt all loose material for shipment.

Cont. No. 2977.
 M.C.R.R. Main Line
 Bridge 197 Twenty Fourth St.
 GENERAL DIAGRAM
 Scale 1/4" = 1'-0"
 Approved
 H. J. ...
 Bridge Engineer
 Feb 1908
 Sheet 1 of 18
 L.W. X-50-9