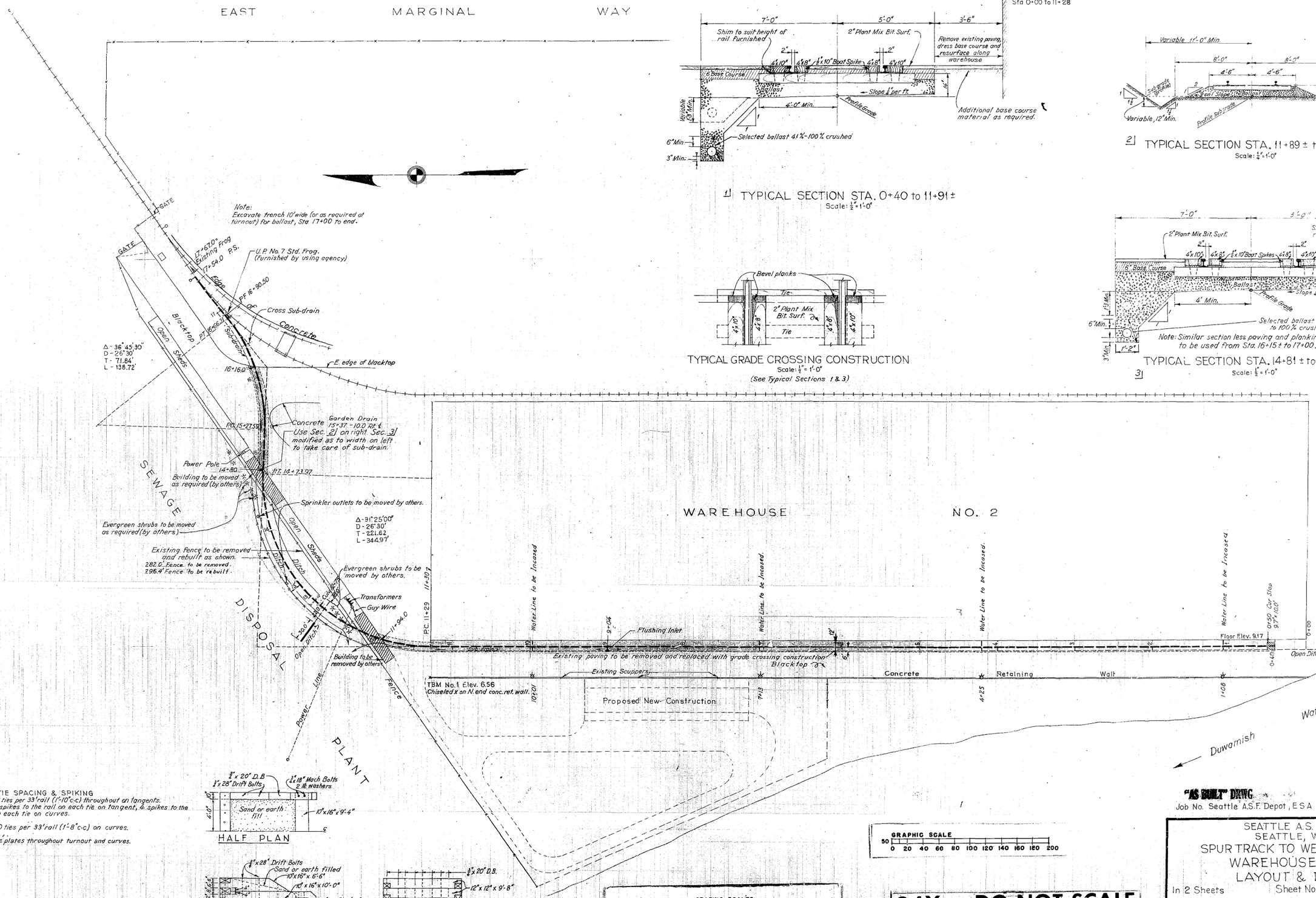
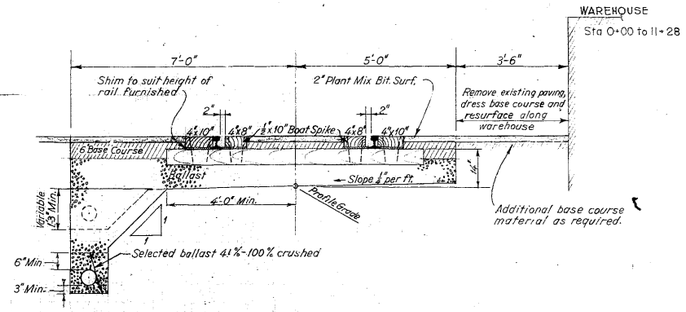
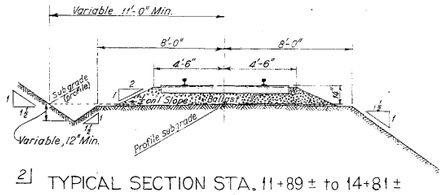


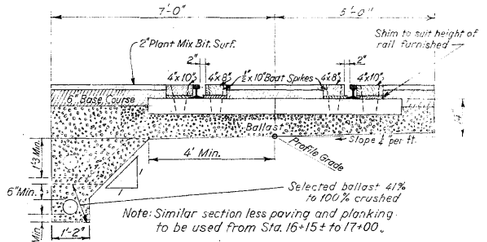


1 TYPICAL SECTION STA. 0+40 to 11+91 ±
Scale: ½" = 1'-0"



2 TYPICAL SECTION STA. 11+89 ± to 14+81 ±
Scale: ½" = 1'-0"

TYPICAL GRADE CROSSING CONSTRUCTION
Scale: ½" = 1'-0"
(See Typical Sections 1 & 3)



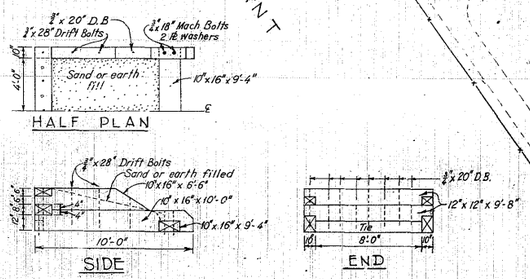
Note: Similar section less paving and planking to be used from Sta. 16+15 ± to 17+00.

3 TYPICAL SECTION STA. 14+81 ± to 16+15 ±
Scale: ½" = 1'-0"

NOTES:

TIE SPACING & SPIKING

1. Use 18 ties per 33' rail (1'-10" c-c) throughout on tangents. Use 2 spikes to the rail on each tie on tangent, 4 spikes to the rail on each tie on curves.
2. Use 20 ties per 33' rail (1'-8" c-c) on curves.
3. Use tie plates throughout turnout and curves.



TRACK BUMPER DETAIL
Scale: ¼" = 1'-0"

GRAPHIC SCALE

GRAPHIC SCALES

24X -- DO NOT SCALE

No.	Revision	By	App'd	Date
2	Final contract revision - track and culvert stationing, track bumper added	WLP	RFR	20 July 1945
1	Turnout moved, track alinement changed per request using agency.	FAM	WLB	7 May 1945

"AS BUILT" DRWG.
Job No. Seattle A.S.F. Depot, E S A 230-7

SEATTLE A.S.F. DEPOT
SEATTLE, WASH.
SPUR TRACK TO WEST SIDE OF WAREHOUSE NO. 2
LAYOUT & DETAILS

In 2 Sheets — Sheet No. 1 — Scale: 1" = 50'

U. S. Engineer Office, Seattle, Wash. — 24 April 1945

Drawn: Meserve
Traced:
Checked: WAR-WLH JLH
Submitted: Willard L. Holmes, Engineer
Recommended: Ralph F. Radue, Senior Engineer
Approved for the District Engineer: Grant P. Dodson, Major, Corps of Engineers

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