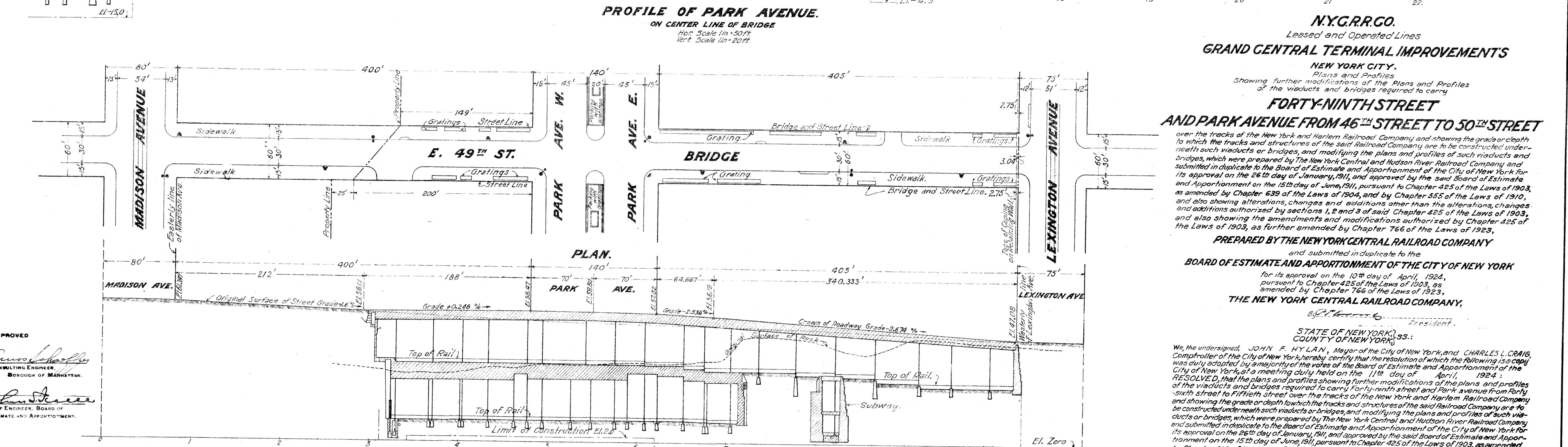


- NOTES:**
1. Elev. zero mean high water in East River at foot of East 26th St. New York City.
 2. 'B' sections and elevations showing General Design see sheets N.Y.C.R.R. 10 and 11.
 3. 'A' Bishop's Crook Lamp shown thus.
 4. Single Lantern, Bishop's Crook shown thus.
 5. Bracket Lanterns shown thus.
 6. Hydrants shown thus.
 7. Fire Alarm Boxes shown thus.
 8. Drainage Inlets shown thus.

- KEY:**
- Sub-Surface rights required and heretofore granted.
 - Portion of Park Avenue from 45th to 46th Sts. to be discontinued and closed for use to be granted to Railroad Companies subject to Easements A, F, G, H and I-2.
 - Roadways or Driveways and Sidewalks or Passageways, Easements to be granted to City of New York.



PROFILE OF PARK AVENUE.
ON CENTER LINE OF BRIDGE.
Hor. Scale 1 in = 50 ft.
Vert. Scale 1 in = 20 ft.

N.Y.C.R.R.CO.
Leased and Operated Lines
GRAND CENTRAL TERMINAL IMPROVEMENTS

NEW YORK CITY.
Plans and Profiles
Showing further modifications of the Plans and Profiles
of the viaducts and bridges required to carry
FORTY-NINTH STREET
AND PARK AVENUE FROM 46th STREET TO 50th STREET

over the tracks of the New York and Harlem Railroad Company and showing the grade or depth to which the tracks and structures of the said Railroad Company are to be constructed underneath such viaducts or bridges, and modifying the plans and profiles of such viaducts and bridges, which were prepared by the New York Central and Hudson River Railroad Company and submitted in duplicate to the Board of Estimate and Apportionment of the City of New York for its approval on the 26th day of January, 1911, and approved by the said Board of Estimate and Apportionment on the 15th day of June, 1911, pursuant to Chapter 425 of the Laws of 1903, as amended by Chapter 639 of the Laws of 1904, and by Chapter 555 of the Laws of 1910, and also showing alterations, changes and additions other than the alterations, changes and additions authorized by sections 1, 2 and 3 of said Chapter 425 of the Laws of 1903, and also showing the amendments and modifications authorized by Chapter 425 of the Laws of 1903, as further amended by Chapter 766 of the Laws of 1923,

PREPARED BY THE NEW YORK CENTRAL RAILROAD COMPANY
and submitted in duplicate to the
BOARD OF ESTIMATE AND APPORTIONMENT OF THE CITY OF NEW YORK

for its approval on the 10th day of April, 1924,
pursuant to Chapter 425 of the Laws of 1903, as
amended by Chapter 766 of the Laws of 1923,

THE NEW YORK CENTRAL RAILROAD COMPANY,
By *Charles L. Craig* President.

STATE OF NEW YORK, SS:
We, the undersigned, JOHN F. HYLAN, Mayor of the City of New York, and CHARLES L. CRAIG, Comptroller of the City of New York, hereby certify that the resolution of which the following is a copy City of New York, a meeting duly held on the 11th day of April, 1924:
RESOLVED, that the plans and profiles showing further modifications of the plans and profiles of the viaducts and bridges required to carry Forty-ninth Street and Park Avenue from Forty-sixth Street to Fiftieth Street over the tracks of the New York and Harlem Railroad Company be constructed underneath such viaducts or bridges, and modifying the plans and profiles of such viaducts or bridges, which were prepared by the New York Central and Hudson River Railroad Company and submitted in duplicate to the Board of Estimate and Apportionment of the City of New York for its approval on the 26th day of January, 1911, and approved by the said Board of Estimate and Apportionment on the 15th day of June, 1911, pursuant to Chapter 425 of the Laws of 1903, as amended by Chapter 639 of the Laws of 1904, and by Chapter 555 of the Laws of 1910, and also showing alterations, changes and additions other than the alterations, changes and additions authorized by sections 1, 2 and 3 of said Chapter 425 of the Laws of 1903, and also showing the amendments and modifications authorized by Chapter 425 of the Laws of 1903, as further amended by Chapter 766 of the Laws of 1923, and the same are hereby approved, as aforesaid, and the same are hereby approved,
Dated Dec. 28, 1925.

John F. Hylan Mayor of the City of New York.
Charles L. Craig Comptroller of the City of New York.

APPROVED
Charles L. Craig
CONSULTING ENGINEER
BOROUGH OF MANHATTAN.
John F. Hylan
CHIEF ENGINEER, BOARD OF
ESTIMATE AND APPORTIONMENT.

N.Y.C.R.R.CO.

Approved: *W. J. Barrett*
Designing Engineer
Approved: *W. J. Barrett*
663 Architects

PROFILE OF E. 49th ST.
ON CENTER LINE OF BRIDGE.
Hor. Scale 1 in = 50 ft.
Vert. Scale 1 in = 20 ft.

Approved: *W. J. Barrett*
Terminal Engineer

A TRUE COPY OF A RESOLUTION PASSED BY THE BOARD OF ESTIMATE AND APPORTIONMENT ON APRIL 11, 1924.

Approved: *Charles L. Craig*
Chief Engineer
John F. Hylan
Vice President