

1012

LEWIS BOOK

373

KEUFFEL & ESSER CO.

DRAWING MATERIALS

AND

SURVEYING INSTRUMENTS.

NEW YORK.

CHICAGO. ST. LOUIS. SAN FRANCISCO. MONTREAL.

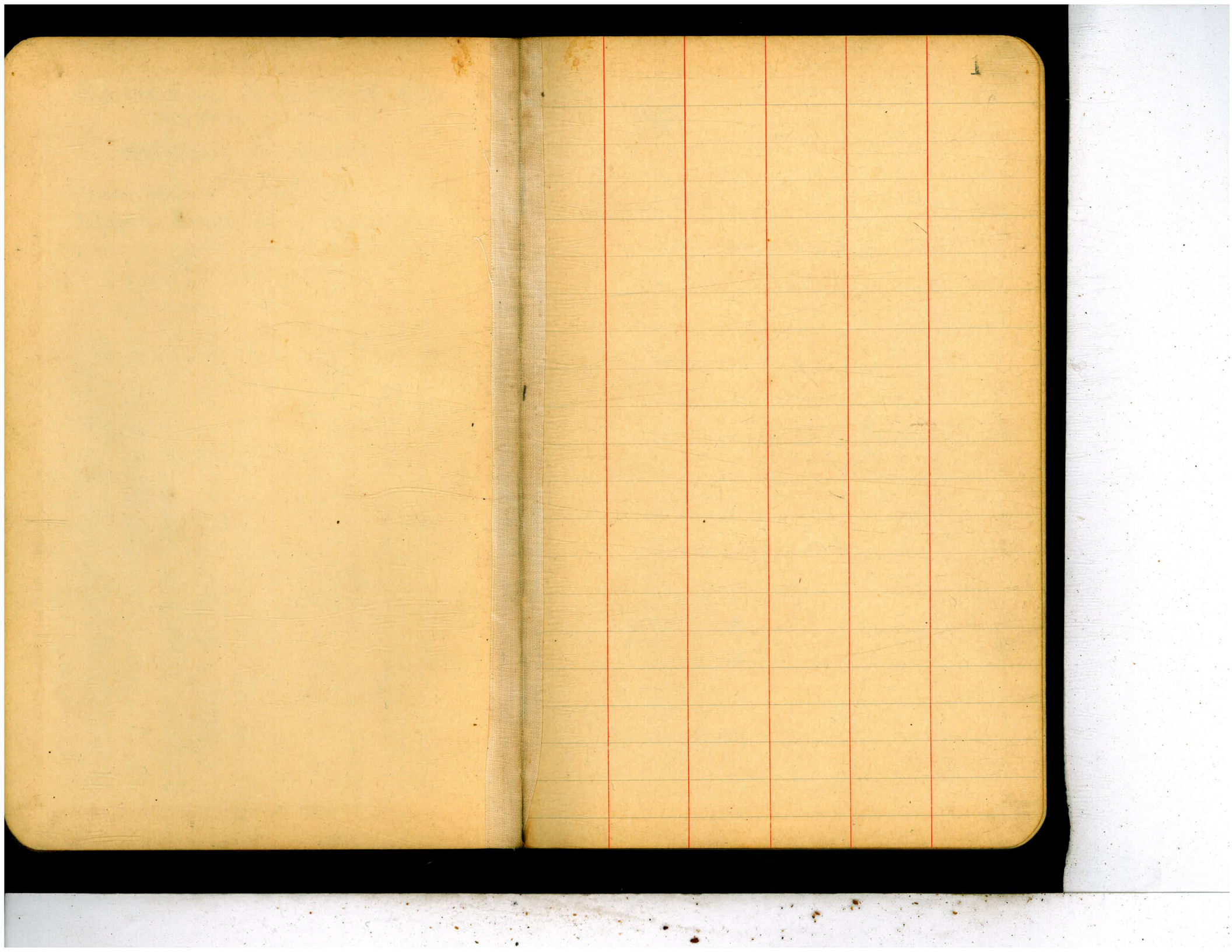
Tables for Excavations and Embankments.

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.
ROADWAY 18 FEET WIDE. SIDE SLOPES 1 TO 1.
FOR SINGLE TRACK EXCAVATION.

"Copyright, 1895, by Keuffel & Esser Co."

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	0
1	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	1
2	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	2
3	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	3
4	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	4
5	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	5
6	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	6
7	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	7
8	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	8
9	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	9
10	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	10
11	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	11
12	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	12
13	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	13
14	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	14
15	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	15
16	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	16
17	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	17
18	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	18
19	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	19
20	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	20
21	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	21
22	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	22
23	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	23
24	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	24
25	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	25
26	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	26
27	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	27
28	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	28
29	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	29
30	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	30
31	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	31
32	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	32
33	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	33
34	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	34
35	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	35
36	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.

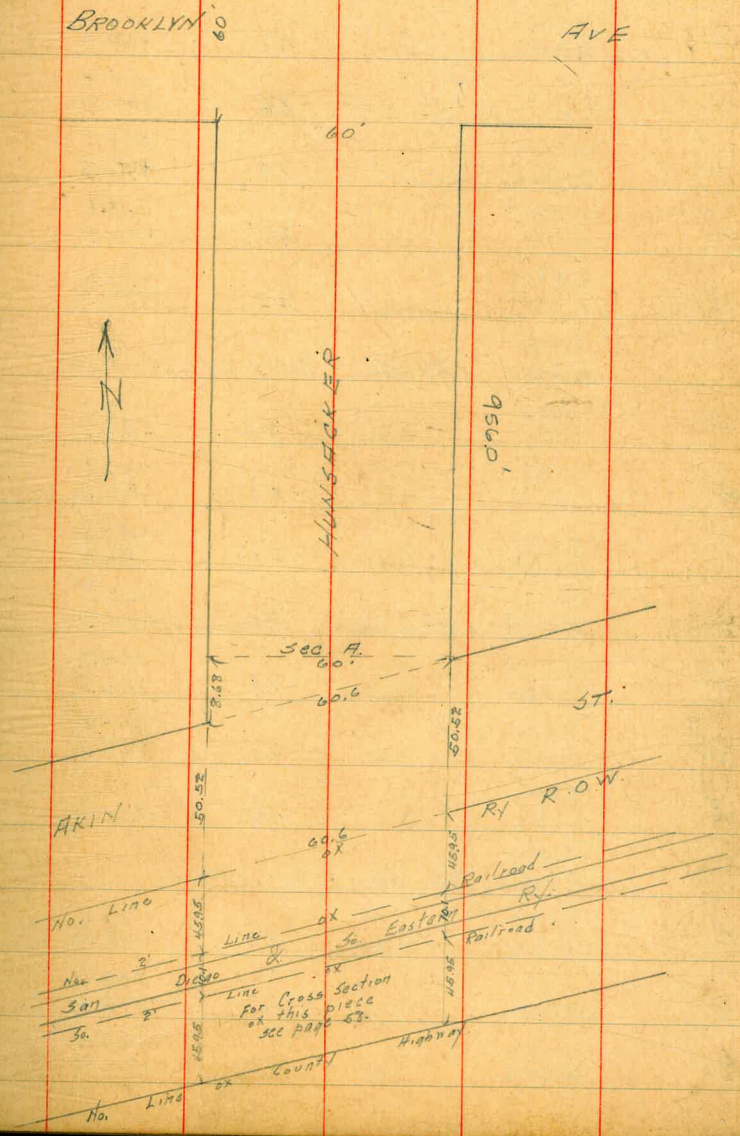


4/23/17
Gregory
Moore
Miller

CROSS-SECTION OF
HUNSACKER ST 60' WIDE 10' WALKS
FROM 2' No. of No. rail of SD+SE RY
to S.L. of Bach Ave.

204.10
136.72
67.38 correction
138.48
67.38
205.81

B.M.	171	205.81 138.48	True Elev. of the nails = 204.10 136.72	Starts in pole No. Line ROW + E.L. Assumed Elev. = North Rail of East Line
E			201.85 134.47	3.96 =
W			200.71 133.33	5.10 =
No. 2' Line SD+SE RY = 00				
E			201.1 133.7	4.7
cb			200.9 133.5	4.9
1/4			200.6 133.2	5.2
C			200.3 132.9	5.5
1/4			200.1 132.7	5.7
cb			200.0 132.6	5.8
W			199.8 132.4	6.0
4' No. of 00 taken parallel to 00				
W			199.6 132.2	6.2
cb			199.7 132.3	6.1
1/4			199.9 132.5	5.9
C			200.2 132.8	5.6
1/4			200.3 132.9	5.5
cb			200.6 133.2	5.2
E			201.1 133.7	4.7



~~138.43~~
205.81

10' No. 0x0.0 Taken parallel to 00

E	1.6	204.2 136.8
cb	1.0	137.4
1/4	1.0	137.4
C	1.6	204.2 136.8
1/4	1.9	203.9 136.5
cb	2.0	203.8 136.4
W	2.2	203.6 136.2

20' No. Taken parallel to 00

W	2.5	203.3 135.9
cb	2.8	203.0 135.6
1/4	2.5	203.3 135.9
C	2.0	203.8 136.4
1/4	1.6	204.2 136.8
cb	1.5	204.3 136.9
E	1.8	204.0 136.6

25' No. taken parallel

E	3.2	202.6 135.2
cb	2.0	203.8 136.4
1/4	1.5	204.3 136.9

~~138.4~~
205.8

HUNSACKER

3

2.5	203.3 135.9
4.4	201.4 134.0
5.4	200.4 133.0
4.5	201.3 133.9

31' No. Taken parallel to 00

W	8.6	197.2 129.8
cb	8.8	197.0 129.6
1/4	7.2	198.6 131.2
C	6.0	199.8 132.4

1/4	4.7	201.1 133.7
cb	4.7	201.1 133.7
E	4.6	201.2 133.8

38' No. taken parallel to 00

E	5.3	200.5 133.1
cb	6.0	199.8 132.4
1/4	7.0	198.8 131.4
C	8.5	197.3 129.9

1/4	10.0	195.8 128.4
cb	11.1	194.7 127.3
W	12.0	193.8 126.4

138.43
205.81

45.95' No. = 5L. ARIN ST. (50.52' WIDE ON ASHES)

W

W	196	192.2 +24.8	T.P.	1.00
+7	11.9	193.9 +26.5	+1	
cb	12.5	193.3 +25.9	+10	
+4	13.3	192.5 +25.1		
1/4	12.7	193.1 +25.7	-10	
+5	12.5	193.3 +25.9	W	
C	11.9	193.9 +26.5	+5	
1/4	10.5	195.3 +27.9	+6	
cb	8.3	197.5 +30.1	cb	
E	7.0	198.8 +31.4	+4	

7' No. of S.L. taken parallel to So. Line

E	10.2	195.6 +28.2	C	
cb	11.4	194.4 +27.0	1/2	
1/4	12.5	193.3 +25.9	cb	
C	13.3	192.5 +25.1	E	
1/4	13.7	192.1 +24.7		
+7	13.4	192.4 +25.0	E	
cb	12.7	193.1 +25.7	cb	
+6	13.7	192.1 +24.7	1/4	

138.4
205.81

HUNTSACKER

4

14.2	191.6 +24.2
9.43	195.88 +28.50
7.7	189.7 +21.8
10.1	186.8 +19.4

So. Curb Parallel to So. Line

10.3	186.6 +19.2
9.3	187.6 +20.2
8.3	188.6 +21.2
4.1	192.8 +25.4
4.2	192.7 +25.3
4.8	192.1 +24.7
4.5	192.4 +25.0
4.6	192.3 +24.9
4.0	192.9 +25.5
3.5	193.4 +26.0
2.8	194.1 +26.7

3' No. of Curb Parallel to So. Line

3.1	193.8 +26.4
3.8	193.1 +25.7
4.3	192.6 +25.2

129.50
196.88

c	4.6	192.3 +24.9
1/4	4.8	192.1 +24.7
cb	4.7 } 9.1 }	192.2 +24.8 189.8 +19.4
W	10.1	186.8 +19.4

So. Quarter Parallel to So. Line

W	10.3	186.6 +19.2
cb	9.9	187.0 +19.6
+5	9.6	187.3 +19.9
1/4	8.0 } 4.8 }	188.9 +21.5 192.1 +24.7
C	4.6	192.3 +24.9
1/4	4.4	192.5 +25.1
cb	3.8	193.1 +25.7
E	3.2	193.7 +26.3

5.5' No. of So Quarter Parallel to So. Line

E	3.6	193.3 +25.9
cb	3.6	193.3 +25.9
1/4	4.2	192.7 +25.3
C	4.5 } 7.9 }	192.4 +25.0 +21.6 189.0 +19.7
+6	9.8	187.1 +19.7
1/4	9.9	187.0 +19.6

129.50
196.9

HUNSACKER

cb	10.3	186.6 +19.2
W	10.4	186.5 +19.1

Center Parallel to So. Line

W	10.1	186.8 +19.4
cb	10.3	186.6 +19.2
1/4	10.1	186.8 +19.4
+8	9.6	187.3 +19.9
C	8.0	188.9 +21.5
+2	7.5 } 4.4 }	189.4 +22.0 192.1 +24.7
1/4	4.1	192.8 +25.4
cb	3.8	193.1 +25.7
E	3.7	193.2 +25.8

W No. of Center Parallel to So. Line

E	3.7	193.2 +25.8
cb	3.8	193.1 +25.7
1/4	4.0	192.9 +25.5
+2	7.6	189.3 +21.9
+7	9.7	187.2 +19.8
C	10.0	186.9 +19.5
1/4	10.1	186.8 +19.4

12950
196.88

129.5
196.9

HUNTSACKER

6

cb.	10.2	186.7 +19.3	W
W	9.3	187.6 +20.2	
W	9.0	187.9 +20.5	W
cb	9.8	187.1 +19.7	cb
1/4	10.0	186.9 +19.5	1/4
C	10.0	186.9 +19.5	C
+7	9.6	187.3 +19.9	1/4
1/4	8.9	188.0 +20.6	cb
+9	6.3	190.6 +23.2	E
cb.	4.2	192.7 +25.3	E
E	4.5	192.4 +25.0	cb

No. Curb	Parallel	
	9.0	187.9 +20.5
	8.7	188.2 +20.8
	8.3	188.6 +21.2
	9.8	187.1 +19.7
	9.6	187.3 +19.9
	9.5	187.4 +20.0
	9.1	187.8 +20.4
	8.7	188.2 +20.8

5.5' No. of Quarter Parallel to S. Line Level East.

E	4.8	192.1 +24.7	+5
+5	8.5	188.4 +21.0	C
cb	9.1	187.8 +20.4	1/4
1/4	9.6	187.3 +19.9	cb
C	9.7	187.2 +19.8	W
1/4	9.8	187.1 +19.7	
cb	8.8	188.1 +20.9	W

No. Line AXIN ST.		
	8.8	188.1 +20.7
	8.8	188.1 +20.7
	9.4	187.5 +20.1
	9.4	187.5 +20.1
	9.0	187.9 +20.5
	8.3	188.6 +21.2
	8.6	188.3 +20.9
	8.5	188.4 +21.0

8.68' No. on West }
00' on East } = SECTION A.

	7.8	189.1 +24.7
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129.50
196.88

cb	83	188.6 +21.2
1/4	80	188.9 +21.5
C	97	187.2 +19.8
1/4	95	187.4 +20.0
cb	89	188.0 +20.6
E	88	188.1 +20.7
4' No. 01 "A"		
E	88	188.1 +20.7
cb	94	187.5 +20.1
1/4	95	187.4 +20.0
C	81	188.8 +21.4
1/4	80	188.9 +21.5
cb	83	188.6 +21.2
W	59	191.0 +23.6
+10	59	191.0 +23.6
10' No.		
W	57	191.2 +23.8
cb	58	191.1 +23.7
1/4	47	192.2 +24.8
+5	68	190.1 +22.7

129.5
196.9

HUNSACKER

7

C	70	189.9 +22.5
1/4	81	188.8 +21.4
cb	10.0	186.9 +19.5
E	10.0	186.9 +19.5
16' No.		
E	10.9	186.0 +18.6
+2	10.1	186.5 +19.1
cb	8.0	188.5 +21.1
1/4	7.6	189.3 +21.9
1/4	4.9	192.0 +24.6
C	4.7	192.2 +24.8
1/4	4.8	192.1 +24.7
cb	5.4	191.5 +24.1
W	5.5	191.4 +24.0
24' No.		
W	5.5	191.4 +24.0
cb	5.2	191.7 +24.3
1/4	5.0	191.9 +24.5
C	4.8	192.1 +24.7
1/4	4.8	192.1 +24.7
cb	4.8	192.1 +24.7

	<u>129.50</u> 196.88			
E		5.1	191.8 +24.4	$\frac{1}{4}$
	50' No.			C
E		4.5	192.4 +25.0	$\frac{1}{4}$
cb		4.5	192.4 +25.0	+5
$\frac{1}{4}$		5.0	191.9 +24.5	cb
C		4.9	192.0 +24.6	W
$\frac{1}{4}$		5.1	191.8 +24.4	
cb		5.5	191.4 +24.0	W
W		5.6	191.3 +23.9	cb
	75' No.			+5
W		6.1	190.8 +23.4	$\frac{1}{4}$
cb		6.2	123.3	C
$\frac{1}{4}$		6.0	123.5	$\frac{1}{4}$
C		5.8	191.1 +23.7	cb
$\frac{1}{4}$		5.7	123.8	E
cb		5.1	124.9	
E		4.9	192.0 +24.6	E
	100' No.			cb
E		5.8	191.1 +23.7	$\frac{1}{4}$
cb		5.8	123.7	C

	<u>129.5</u> 196.9	HUNSACKER	
		56	123.9
		5.6	191.3 +23.9
		54	124.1
		58	123.7
		44	125.1
		44	192.5 +25.1
	125' No.		
		41	192.8 +25.4
		42	125.3
		49	124.6
		47	124.8
		47	192.2 +24.8
		48	124.7
		44	125.1
		49	192.0 +24.6
	150' No.		
		39	193.0 +25.6
		39	125.6
		43	125.2
		41	192.8 +25.4

8

~~187.50~~
196.88

1/4	41	125.4
cb	42	125.3
W	44	192.5 125.4

175' No.

W	45	192.4 125.0
cb	41	125.4
1/4	40	125.5
C	39	193.0 125.6

1/4	42	125.3
cb	38	125.7
E	34	193.5 126.4

200' No.

E	33	193.6 126.2
cb	37	125.8
1/4	39	125.6
C	38	193.1 125.7

1/4	41	125.4
cb	40	125.5
W	44	192.5 125.4

~~129.5~~
196.9

HUNTSACKER

225' No.

W	39	193.0 125.6
cb	38	125.7

1/4	36	125.9
C	35	193.4 126.0

1/4	36	125.9
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cb	34	126.1
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E	32	193.7 126.3
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250' No.

E	33	193.6 126.2
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cb	34	126.1
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1/4	34	126.1
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C	32	193.7 126.3
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1/4	35	126.0
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cb	39	125.6
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W	40	192.9 125.5
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275' No.

W	36	193.3 125.7
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cb	32	126.3
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1/4	29	126.6
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129.50
196.88

C			2.7	194.2 126.8
1/4			2.8	126.7
cb			3.0	126.5
E			3.1	193.8 126.4
T.P.	1.74	<u>198.62</u> 131.24	0.0	196.88 129.50
		300' No.		
E			4.6	194.0 126.6
cb			4.4	126.8
1/4			4.1	127.1
C			4.0	192.6 127.2
1/4			4.1	127.1
cb			4.6	126.6
W			5.1	193.5 126.1
		325' No.		
W			4.2	194.4 127.0
cb			4.0	127.2
1/4			3.5	127.7
C			3.5	195.1 127.7
1/4			3.5	127.7
cb			4.0	127.2

HUNSHACKER

			198.62	1947 127.3	10
			3.9		
			12.75	1.74	<u>129.50</u> 196.88
			112.25 109.63		
			3.50 No.		
				13.7	1959 128.5
				13.7	128.5
				13.5	128.7
				13.7	1959 128.5
				13.6	128.6
				13.4	128.8
				13.4	196.2 128.8
				375' No.	
				11.0	198.6 131.2
				11.3	131.0
				11.3	131.0
				11.6	198.0 130.6
				11.8	130.4
				11.5	130.7
				11.5	198.1 130.7
				400' No.	
				8.5	201.1 133.7

~~142.25~~

209.63

cb	85	133.7
1/2	86	133.6
C	85	201.1 133.7
1/4	86	133.6
cb	80	134.2
W	7.6	202.0 134.6
425' No.		
W	3.7	205.9 138.5
cb	3.8	138.4
1/4	4.6	137.6
C	4.8	137.4
1/4	5.0	137.2
cb	4.7	137.5
E	4.7	204.9 137.5
450' No.		
E	0.9	208.7 141.3
cb	1.0	141.2
1/4	1.0	141.2
C	0.8	141.4
1/4	0.8	141.4

HUNSHACKER

11

cb	0.4	141.8
T.P.	12.58	154.30 221.68
W	12.5	141.8 209.2
475' No.		
W	9.6	212.1 144.7
cb	9.6	144.7
1/4	9.7	144.6
C	9.7	144.6
1/4	9.4	144.9
cb	9.0	145.3
E	9.1	212.6 145.2
500' No.		
E	5.3	216.4 144.0
cb	5.5	148.8
1/4	5.7	148.6
C	6.0	148.3
1/4	6.1	148.2
cb	6.3	148.0
W	6.5	215.2 147.8

154.30
221.68

525' No.

W	3.8	217.9 -150.5
cb.	3.2	151.1
1/4	2.7	151.6
C	2.5	151.8
1/4	1.9	152.4
cb	1.4	152.9
E	1.2	220.5 -153.1
T.P.	12.82	<u>166.91</u> 234.29

550' No.

E	9.8	224.5 -157.1
cb.	10.4	156.5
1/4	11.0	155.9
C	11.6	155.3
1/4	11.9	155.0
cb	12.6	154.3
W	12.8	221.5 -154.1

575' No.

W	9.7	224.6 -157.2
cb	9.4	157.5

166.9
234.3

HUNSACKER,

12

1/4	8.7	158.2
C	8.3	158.6
1/4	7.8	159.1
cb	7.2	159.7
E	6.7	227.6 -160.2

600' No.

E	3.7	230.6 -163.2
cb	4.5	162.4
1/4	5.0	161.9
C	5.2	161.7
1/4	5.7	161.2
cb	6.0	160.9
W	6.5	227.8 -160.4

625' No.

W	3.9	230.4 -163.0
cb	3.4	163.5
1/4	3.0	163.9
C	2.4	164.5
1/4	2.3	164.6
cb	1.4	165.5

~~166.91~~
234.29

E
T.P. 12.95
233.4
~~166.0~~

247.14
~~179.76~~

0.9
0.10
234.19
~~166.81~~

650' No

E
cb
1/4
c
1/4
cb
W

10.9
11.1
11.9
12.1
12.4
12.5
13.2

236.2
~~168.9~~
168.7
167.9
167.7
167.4
167.3
233.9
~~166.6~~

675' No

W
cb
1/4
c
1/4
cb
E

9.6
9.3
8.6
8.2
7.8
7.5
7.3

237.5
~~170.2~~
170.5
171.2
171.6
172.0
172.3
239.8
~~172.5~~

700' No

E
4.3
242.8
~~175.5~~

247.14
~~179.8~~

HUNSACKER.

13

cb
1/4
c
1/4
cb
W
W
cb
1/4
c
1/2
cb
E

43
46
45
50
53
58

175.5
175.2
175.3
174.8
174.5
241.3
~~174.0~~

725' No

21
1.9
1.9
1.7
1.2
1.2
1.8

245.0
~~177.7~~
177.9
177.9
178.1
178.6
178.6
245.3
~~178.0~~

750' No

T.P. 12.71
E
cb
1/4
c

259.76
~~172.38~~

0.09
11.6
11.5
11.3
11.4

247.05
~~179.87~~
248.1
~~180.8~~
180.9
181.1
181.0

	192.38 259.76		
1/4		11.5	180.9
cb		11.5	180.9
W		11.7	248.1 180.7
	775 No.		
W		8.3	251.5 184.1
cb		8.1	184.3
1/4		8.5	183.9
C		8.2	184.2
1/4		8.3	184.1
cb		8.4	184.0
E		8.8	251.0 183.6
	800 No.		
E		6.1	253.7 186.3
cb		5.8	186.6
1/4		5.7	186.7
C		5.6	186.8
1/4		5.9	186.5
cb		5.6	186.8
W		5.5	254.3 186.9

	192.4 259.76		
	825 No.		
W		3.5	256.3 188.9
cb		3.3	189.1
1/4		3.7	188.7
C		3.4	189.0
1/4		3.4	189.0
cb		3.7	188.7
E		3.7	256.1 188.7
	850 No.		
E		1.5	258.3 190.9
cb		1.5	190.9
1/4		1.4	191.0
C		1.0	191.4
1/4		1.6	190.8
cb		1.4	191.0
W		1.5	258.3 190.9
T.P.	12.81	0.10	259.66 192.28
	875 No.		
W		11.1	261.4 194.0
cb		11.1	194.0

205.09
272.47

1/4	12.2	192.9
C	11.3	193.8
1/4	11.7	193.4
cb	11.7	193.4
E	11.5	261.0 193.6
900' No.		
E	9.0	263.5 196.1
cb	9.0	196.1
1/4	8.9	196.2
C	8.5	196.6
1/4	8.9	196.2
cb	8.6	196.5
W	8.6	263.9 196.5
925' No.		
W	4.7	267.8 200.4
cb	4.6	200.5
1/4	5.4	199.7
C	5.4	199.7
1/4	6.2	198.9
cb	6.2	198.9

205.1
272.47

HUNTSACKER

15

E	6.4	266.1 198.7
956' No. = 5L. BROOKLYN AVE 60' WIDE		
E	2.5	270.0 202.6
cb	2.5	202.6
1/4	2.5	202.6
C	1.4	203.7
1/4	1.4	203.7
cb	0.6	204.5
W	0.6	271.9 204.5
T.P.	12.91	284.69 217.31
So. CURB		
W	11.6	273.1 205.7
cb	12.0	205.3
1/4	12.4	204.9
C	12.5	204.8
1/4	13.2	204.1
cb	13.9	203.4
E	13.9	270.8 203.4
So. Quarter		
E	12.8	271.9 204.5

Nails SW
Brooklyn

~~217.31~~
284.69

cb	12.7	272.0 204.6
1/4	12.0	205.3
c	11.3	206.0
1/4	11.3	206.0
cb	10.8	206.5
W	10.4	274.3 206.9

Center

W	9.2	275.5 208.1
cb	9.7	207.8
1/4	9.9	207.9
c	10.1	207.2
1/4	10.6	206.7
cb	11.2	206.1
E	11.0	273.7 206.3

No. Quarter

E	10.3	274.4 207.0
cb	10.0	207.3
1/4	9.5	207.8
c	8.9	208.4
1/5	8.9	208.4

~~217.3~~
284.69

cb	8.7	208.6
W	8.2	276.5 209.1
No. Curb -		
W	7.0	277.7 210.3
cb	8.1	209.2
1/4	7.9	209.4

c	7.9	209.4
1/4	8.5	208.8
cb	8.8	208.5
E	9.0	275.7 208.3

No. Line Brook 1/17

E	7.7	277.0 209.6
cb	7.0	210.3
1/4	7.2	210.1
c	6.9	210.4
1/4	7.3	210.0
cb	7.0	210.3
W	6.6	278.1 210.7

25' No

W	4.8	279.9 212.5
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HUNSACKER

10

217.34
284.69

cb		4.5	212.8
1/4		4.5	212.8
C		4.1	213.2
1/4		4.1	213.2
cb		4.2	213.1
E		4.7	280.0 212.6
50' No			
E		2.4	282.3 214.9
cb		2.0	215.3
1/4		1.6	215.7
C		1.4	215.9
1/4		1.4	215.9
cb		2.4	214.9
W		2.9	281.3 214.4
75' No			
W		0.6	284.1 216.7
T.P.	13.06	0.18	284.51 217.13
cb		13.1	217.1
1/4		11.6	218.6
C		11.4	218.8

230.2
297.57

HUNSACKER

17

1/4		11.3	218.9
cb		11.9	218.3
E		12.2	285.4 218.0
100' No			
E		8.4	289.2 221.8
cb		7.2	223.0
+2		8.2	222.0
1/4		7.9	222.3
C		8.1	222.1
1/4		8.6	221.6
cb		10.5	219.7
W		11.1	286.5 219.1
125' No			
W		8.2	289.4 222.0
cb		7.1	223.1
1/4		5.5	224.7
C		4.9	225.3
1/4		4.6	225.6
+8		4.8	225.4
cb		4.4	225.8

~~230.19~~
297.57

E 4.2 ~~293.4~~
~~226.0~~

150' No.

E +0.7 298.3
~~230.9~~

cb +0.4 230.6

+2 +0.4 230.6

+W 1.2 229.0

1/4 1.3 228.9

C 1.7 228.5

1/4 1.7 228.5

cb 3.4 226.8

W 4.8 292.8
~~225.4~~

175' No.

W 1.6 296.0
~~228.6~~

T.P. 12.78 210.25
~~242.84~~ 0.10 297.47
~~230.99~~

cb 12.4 230.5

1/4 11.0 231.9

C 10.8 232.1

1/4 10.7 232.2

+6 10.4 232.5

cb 8.1 234.8

~~242.9~~
310.25

E 7.6 302.6
~~235.3~~

200' No.

E 41 306.2
~~238.8~~

cb 47 238.2

+4 9.4 235.5

1/4 8.1 234.8

C 8.1 234.8

1/4 8.4 234.5

cb 9.6 233.3

W 11.0 299.3
~~231.9~~

225' No.

W 9.6 300.7
~~233.3~~

cb 7.6 235.3

1/4 6.4 236.5

C 6.3 236.6

1/4 6.3 236.6

+5 6.1 236.8

+8 4.3 238.6

cb 2.5 240.4

E 1.9 308.4
~~241.0~~

HUNSHACKER.

18

~~242.87~~
310.25

250' No.

E	0.4	309.9 242.5
cb	0.9	242.0
+2	3.7	239.2
+6	5.1	237.8
1/4	5.3	237.6
C	5.2	237.7
1/4	5.2	237.7
cb	6.8	236.1
W	8.7	301.6 234.7

275' No.

W	8.3	302.0 234.6
cb	6.4	236.5
1/4	4.6	238.3
C	4.5	238.4
1/4	4.5	238.4
+6	3.1	239.8
+8	0.4	242.5
cb	0.2	242.7
T.P.	0.29	309.96 242.58

230

312.26
~~244.88~~

~~244.9~~
312.26

300' No.

F	1.4	310.9 243.5
E	0.7	311.6 244.5
cb	2.2	242.7
+2	2.5	242.4
+4	5.1	239.8
1/4	6.8	238.1
C	6.6	238.3
1/4	6.8	238.1
cb	8.4	236.5
W	10.2	302.1 234.7

325' No.

W	11.2	301.1 233.7
cb	9.1	235.8
1/4	7.3	237.6
C	6.8	238.1
1/4	7.0	237.9
+6	6.0	238.9
+8	3.1	241.8
cb	2.6	242.3

HUNSACKER

310.9
~~243.5~~

19

~~24488~~
31226

E.	1.3	311.0 243.6
350' No.		
E	2.0	310.3 242.9
cb	3.3	241.6
+2	3.7	241.2
+6	6.5	238.4
1/4	7.5	237.4
C	7.9	237.6
1/4	7.9	237.0
cb	10.0	234.9
W	11.9	300.4 233.0

375' No.

W	12.4	299.9 232.5
cb	10.6	234.3
1/4	8.5	236.4
C	7.9	237.0
1/4	8.1	236.8
+5	7.4	237.5
+8	4.8	240.1
cb	4.5	240.4

~~2449~~
31226

HUNSACKER.

E	3.3	309.0 241.6	20
400' No.			
E	4.5	307.8 240.4	
cb	5.5	239.4	
+2	5.9	239.0	
+6	8.6	236.3	
1/4	8.9	236.0	
C	8.8	236.1	
1/4	9.0	235.9	
cb	10.9	234.0	
W	13.1	299.2 231.8	

425' No.

W	14.8	297.5 230.1
cb	12.5	232.4
1/4	9.9	235.0
C	10.0	234.9
1/4	10.1	234.8
+4	9.8	235.1
+6	7.1	237.8
cb	6.8	238.1

~~2111.88~~
312.26

~~239.0~~
306.35

HUNSACKER

21

E			56	306.7 239.3	+3
E			60	306.3 238.7	cb
cb			7.1	237.8	E
+3			7.9	237.0	
+6			10.3	234.6	E
1/4			10.6	234.3	cb
C			10.6	234.3	1/4
1/4			10.8	234.1	+6
cb			13.3	231.6	C
T.P.	5.46	238.77 306.35	11.37	233.57 300.89 296.1 228.7	+5
W			10.3		1/4
+15			13.7	225.3	cb
					W
					+15
-15			14.9	224.1	
W			11.2	295.2 227.8	
cb			9.0	230.0	-15
1/4			6.0	233.0	W
C			5.2	233.8	cb
1/4			5.3	233.7	1/4

So. Quarter

5.2	233.8
2.7	236.3
1.9	237.1
0.5	305.9 238.5
2.1	304.3 236.9
4.2	234.8
5.7	233.3
5.9	233.1
6.0	233.0
6.2	232.8
7.4	231.6
9.5	229.5
11.8	294.6 227.2
15.4	223.6
15.6	223.4
11.7	294.7 227.3
9.6	229.4
7.5	231.5

Center

Nails in pole SW.

So. Curb

~~238.97~~
306.35

+5	6.5	232.5
C	6.6	232.4
1/4	6.2	232.8
cb	5.5	233.5
E	3.4	303.0 235.6

No. Quarter

E	41	302.3 234.9
cb	61	232.9
1/4	71	231.9
C	72	231.8
+5	70	232.0
1/4	7.8	231.2
cb	97	229.3
W	12.5	293.9 226.8
+15	16.3	222.7

No. Curb

-15	17.7	221.3
W	15.3	291.1 223.7
cb	73.4	225.6
1/4	9.6	229.4

~~229.0~~
306.35

HUNSACKER

22

+5	7.9	231.1
C	7.8	231.2
1/4	7.8	231.2
+5	7.7	231.3
cb	6.3	232.7
E	4.3	302.1 234.7

No. Line WUNDERLIN AVE

E	51	301.3 233.9
cb	7.0	232.0
+5	8.8	231.2
1/4	8.6	230.4
C	8.6	230.4
+7	8.8	230.2
1/4	10.0	229.0
+6	13.3	225.7
T.P.	467	231.25 299.13
cb	11.89	227.08 294.46
W	7.2	224.5
+20	8.8	290.3 223.0
	11.9	217.9

231.75
299.13

25' No.

-25	14.7	217.0
W	10.3	288.8 221.4
cb	8.6	223.2
+7	1.9	226.8
1/4	3.8	228.0
C	3.6	228.4
1/4	3.6	228.4
+5	3.6	228.4
cb	2.3	229.5
E	0.7	298.4 231.0

15' No.

E	2.3	296.8 229.5
cb	5.8	228.0
+5	4.3	227.4
1/4	4.5	227.2
C	4.4	227.3
1/4	4.7	227.0
+3	5.3	226.4
cb	9.8	222.0

+3

W
+25

+25

W

+7

cb

+7

1/4

C

1/4

cb

E

-10

E

cb

1/4

C

231.8
299.13

HUNTSACKER.

23

11.6 220.2

12.7 286.4
~~219.1~~

14.2 217.6

55' No.

13.2 218.6

12.3 286.8
~~219.5~~

11.6 220.2

10.0 221.8

5.9 225.9

5.2 226.6

4.7 227.1

4.6 227.2

4.6 227.4

4.7 294.4
~~227.1~~

75' No.

1.9 229.9

3.4 295.7
~~228.4~~

5.3 226.5

4.8 227.0

4.7 227.1

-231.75
299.13

+7	5.0	226.7
1/4	56	226.1
+6	80	223.7
cb	89	222.8
W	91	290.0 222.6
+20	105	221.2
	100' No.	
-15	68	225.0
W	66	292.5 225.2
cb	63	225.4
+6	61	225.6
1/4	50	226.7
+3	44	227.4
C	43	227.5
+7	46	227.2
1/4	61	225.6
+3	76	224.2
cb	72	224.6
E	50	294.1 226.8
+10	31	228.7

299.13
110' No.

HUNSBACKER

24

-15	26	229.2
E	62	292.9 225.6
cb	68	225.0
1/4	47	227.1
+3	41	227.7
C	40	227.8
1/4	42	227.6
cb	52	226.6
W	56	293.5 226.2
+15	59	225.9
	125' No.	
-10	42	227.6
W	43	294.8 227.5
cb	38	228.0
1/4	35	228.3
C	35	228.3
1/4	30	228.8
cb	39	227.9
E	51	294.0 226.7
+10	46	227.2

~~231.74~~

299.13

+20	2.0	229.7
135' No.		
-20	3.4	228.3
-13	4.0	227.7
E	2.3	296.8 229.4
cb	2.2	229.5
1/4	2.0	229.7
C	2.3	229.4
1/2	2.8	229.0
cb	3.0	228.8
W	3.1	295.7 228.3
150' No.		
W	2.2	296.9 229.5
cb	1.8	230.0
1/4	1.2	230.6
C	0.5	231.2
1/4	0.3	231.4
cb	0.3	231.4
E	0.2	298.9 231.5
+10	0.7	231.0

HUNSHACKER

25

T.P.	12.95	244.65 312.03	0.05	291.70 299.08
175' No.				
E			9.2	302.8 235.4
cb			9.6	235.0
+5			10.2	234.4
1/4			10.2	234.4
C			10.6	234.0
1/4			11.3	233.3
cb			11.7	233.0
W			12.5	299.5 232.2
200' No.				
W			9.8	202.2 234.8
cb			8.4	236.2
1/4			7.8	236.8
C			7.2	237.4
1/4			7.0	237.0
+5			7.1	237.5
+7			5.6	239.0
cb			5.9	238.7
E			5.3	306.7 239.3

~~244.65~~
312.03
225' No

E			311.0
cb		1.0	243.6
+3		1.7	243.0
+6		1.7	243.0
1/4		3.1	241.2
C		3.5	241.1
1/4		3.6	241.0
cb		4.3	240.3
W		5.1	239.2
		6.2	305.8 238.4

250' No

W		3.2	308.8 241.4
cb		1.8	242.8
1/4		0.8	243.8
C		0.0	244.6
T.P.	12.79		
1/4	324.52	0.30	311.73
	257.17		244.35
+3		12.3	244.8
+6		12.4	244.7
cb		10.5	246.0
		10.6	246.5

~~257.1~~
324.52

HUNSACKER

26

E	99	314.6
		247.2
300' No		

E	41	320.4 253.0
cb	4.8	252.3
+3	4.6	252.5
+6	6.6	250.5
1/4	6.6	250.5
C	7.1	250.0
1/4	7.7	249.4
cb	9.2	247.9
W	10.4	314.1 246.7

325' No

W	8.0	316.5
		249.1
cb	6.7	250.4
1/4	5.5	251.0
C	4.8	252.3
1/4	4.0	253.1
+3	3.9	253.2
+6	2.6	254.5
cb	2.5	254.0
E	1.3	313.2 255.8

		324.52	
T.P.	10.21	267.08 334.46	0.27
		350	No.
E		83	326.2 258.8
cb		9.2	257.9
+4		10.4	256.7
+6		11.5	255.6
1/4		11.6	255.5
C		12.1	255.0
1/4		12.8	254.3
cb		14.3	252.8
W		16.0	318.5 251.1
			375' No.
W		14.1	320.4 253.0
cb		12.0	255.1
1/4		10.9	256.2
C		10.0	257.1
1/4		9.5	257.6
+5		9.2	257.9
cb		9.8	259.3
E		6.6	327.9 260.5

		267.1 334.46		HUNTSACKER	27
		100	No.		
E		3.0	331.5 264.1		
+8		3.7	263.4		
cb		5.4	261.7		
1/4		6.6	260.5		
C		7.1	260.0		
1/4		8.5	258.6		
cb		9.0	258.1		
W		10.5	324.0 256.6		
			425' No.		
W		6.5	328.0 260.6		
cb		6.0	261.1		
1/4		4.3	262.8		
C		3.6	263.5		
1/4		3.5	263.6		
cb		3.0	264.1		
+1		1.9	265.2		
E		0.8	333.7 266.3		
			435.6' No.	S.L. BACH AVE	
E		0.9	333.6 266.2		

~~267.05~~
334.46

+9	1.2	265.9	
cb	1.9	265.2	
1/4	2.3	264.8	
c	2.3	264.8	
1/4	2.7	264.4	
cb	3.8	263.3	
W	4.7	329.8 262.4	
B.M.	3.19	331.27 Nails 5M 263.89 Bact.	

878
May 16, 1917

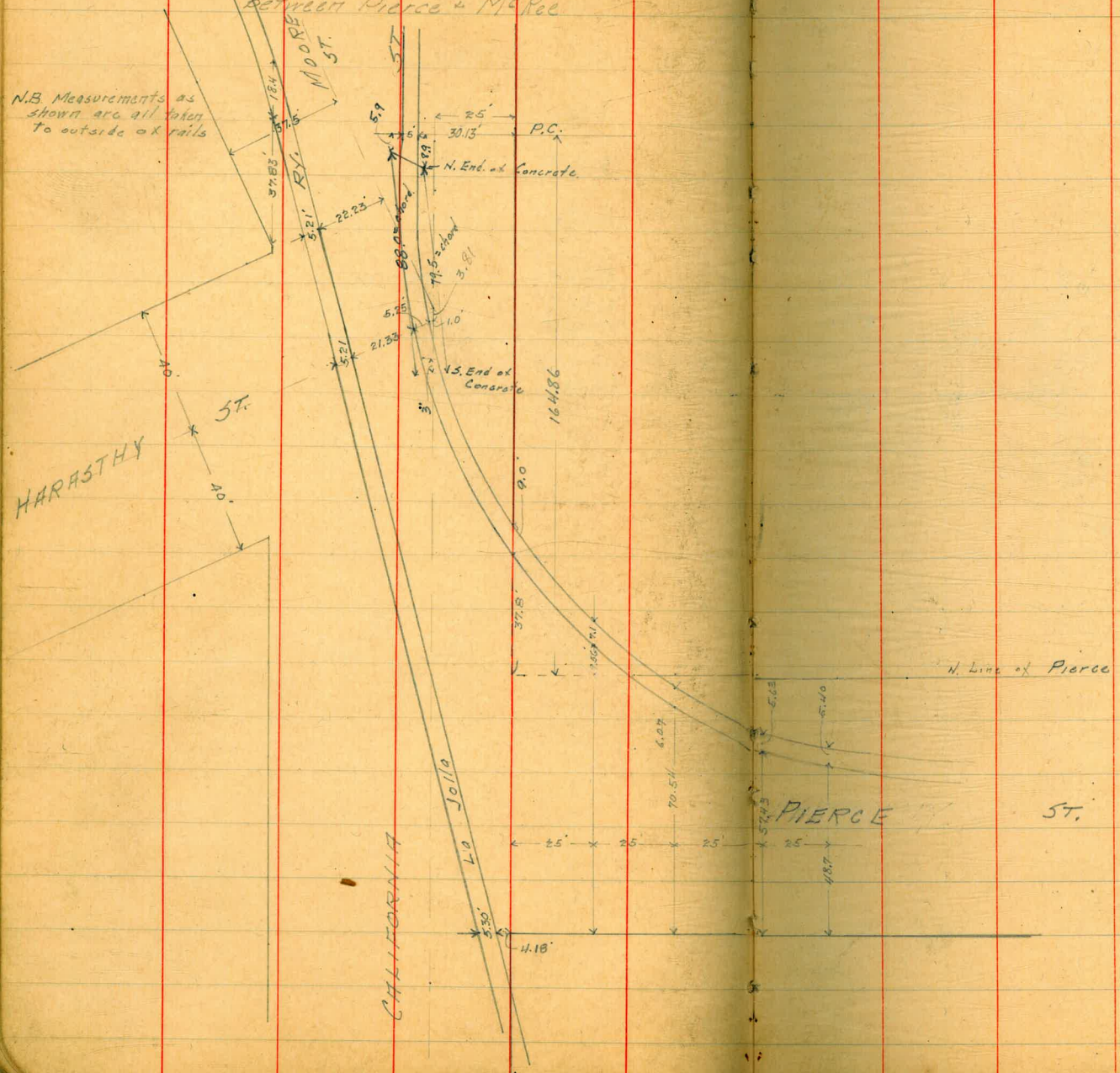
263.89
~~67.89~~
331.27

28

4/27/17 Gregory Moore Miller

LOCATION OF TRACKS ON CALIFORNIA ST BETWEEN PIERCE & MOORE

N.B. Measurements as shown are all taken to outside of rails



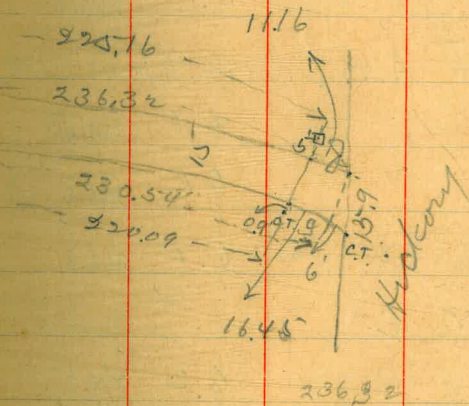
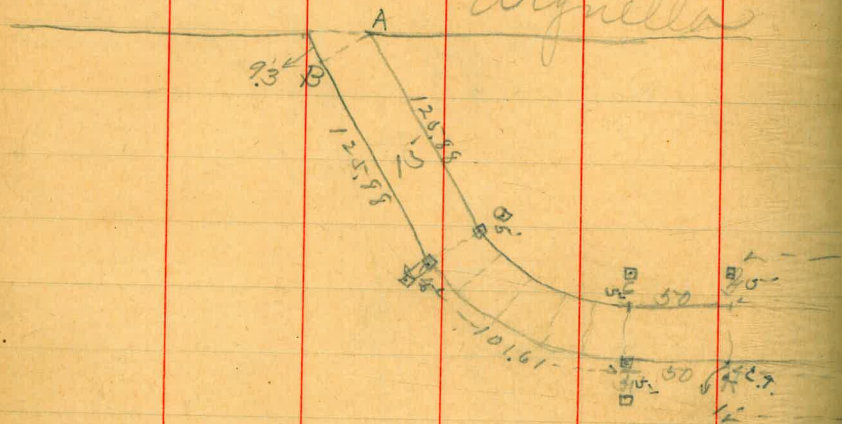
X sect. alley Block 9

mission Hills

June 18/17

Lehinds
Evans
moore

arguella



125.88
9.3
101.6
50
236.32
523.33

J.P.

7.05 HI ✓
275.49

B.M.
268.44

n.w. cor. Sunset + Arguella.

31

East line Arguella st.

125' 88' East = P.T. sect 29C

So. line

So. line

5.1 270.4

C

C

4.9 270.6

No. line

No. line

4.6 270.9

6.9 268.6

6.7 268.8

6.1 269.4

25.4' NE. on SE line alley

sect A.B. page 30

n.w. line

4.8 270.7

No. line

C

4.7 270.8

C

6.1 269.4

6.6 268.9

SE line

4.4 271.1

So. line

6.7 268.8

37' NE. Garage floor

50 E

SE line

4.1 271.4

So. line

6.2 269.3

50.8' NE.

3.9 7' back

C

6.0 269.5

SE line

3.9 271.6

No. line

5.5 270.0

C

4.0 271.5

100' E.

n.w. line

4.2 271.3

No. line

4.6 270.9

55' NE. Garage floor

C

5.1 270.4

SE line

3.8 271.7

So. line

5.3 270.2

cement floor 3.3-5' back

76.2 N.E.

N.W. line	3.8	271.7
C	3.8	271.7
S.E. line	3.7	271.8

101.61 North (sect E.H.)
on E line alley

E. line	3.4	272.1
C	3.7	271.8
W. line	3.8	271.7

25' no.

W. line	3.3	272.2
C	3.4	272.1
+4	3.2	272.3
E. line	2.3	273.2

50' no. (sect G.H.)

E. line	Garage cement floor	2.5	273.0
C		3.0	272.5
W. line		3.1	272.4

25' no. on East line alley.

W. line		2.7	272.8
C		2.7	272.8
E. line	Garage floor (dit)	2.3	273.2

50' no.

E. line		2.2	273.3
C		2.3	273.2
W. line		2.7	272.8

75' no.

W. line		1.9	273.6
C		1.9	273.6
E. line	cement floor garage	1.9	273.6

100' no.

E. line		1.7	273.8
C		1.7	273.8
W. line		1.7	273.8

J.P. 6.05 ^{H.I.} 279.68 1.86 273.63 ✓

125' no.

White 5.4 274.3

C 5.4 274.3

E line 4.9 274.8

150' no.

E line 4.5 275.2

C 4.7 275.0

White 4.6 275.1

161' no.

E line garage floor dirt. 4.4 275.3

175' no.

White cement floor garage. 4.6 275.1

C 4.8 274.9

E line 4.4 275.3

184' no.

E line garage floor, dirt 4.8 274.9

300' no.

E line 5.0 274.7

+3' 5.7 274.0

C 6.1 273.6

White 5.9 273.8

225' no.

White 7.9 271.8

C 7.9 271.8

+4½ 7.6 272.1

E line 7.4 272.3

130.54' no. (sect. 89.)

E line 7.7 272.0

C 8.3 271.4

White 8.3 271.4

So. line Hickory

White 8.3 271.4

C 8.5 271.2

E line cement walk 8.9 270.8

X sect. Npas from West line
West line Vermont 50'

11.34	H.I. 305.34		299.00
2.89	H.I. 302.43	5.80	299.54

West line Indiana

No. line		3.0	299.4
		3.0	299.4
		3.0	299.4
a		3.0	299.4
		2.8	299.6
		2.7	299.7
So. line		2.8	299.6
	50' W.		
No. line		1.5	300.9
		1.5	300.9
		1.6	300.8
a		1.6	300.8
		1.7	300.7
		1.7	300.7
No. line		2.2	300.2

Indiana to July 2 + 3 / 17
Street 10' walks 7 1/2' quarters.

Herbert
50'

60'

448.21

29.26

100'

Park Blvd.

20' walks 15' quarters

326.80

50'

80'

Indiana

Lehilds
Evans
more

Richmond 50

32.10'

10.81'

249.10'

14' walk 13' quarters

80

abbert

Park Ave

209.78

10' walk 10' quarters

60

Herbert

For X-sec of intersection
see page 56

80

Vermont

50

35.6'

600'

14' walk 13' quarters

80

Richmond

302,43

36

100' W.

no. line	1.1	301.3
	1.2	301.2
	1.3	301.1
C	1.4	301.0
	1.4	301.0
	1.4	301.0
So. line	1.5	300.9

150' W.

So. line	3.0	299.4
	2.8	299.6
	3.0	299.4
C	2.9	299.5
	2.5	299.9
	2.3	300.1
no. line	2.5	299.9

200' W.

no. line	5.2	297.2
	5.3	297.1
	5.6	296.8
C	5.6	296.8
	5.7	296.7
	5.7	296.7
So. line	5.6	296.8

250' W.

So. line	9.6	292.8
	9.1	293.3
	8.8	293.6
C	8.7	293.7
	8.7	293.7
	8.6	293.8
no. line	8.0	294.4

270' W.

no. line	9.1	293.3
	9.2	293.2
	9.2	293.2
c	9.2	293.2
	9.4	293.0
	9.9	292.5
so. line	10.6	291.8

300' W.

so. line	8.9	293.5
	8.6	293.8
	8.7	293.7
c	8.6	293.8
	8.2	294.2
	8.0	294.4
no. line	7.9	294.5

326.80 W (E. line park Blvd.)

no. line	6.9	295.5
	6.9	295.5
	7.1	295.3
c	7.3	295.1
	7.4	295.0
	7.8	294.6
so. line	7.8	294.6

E. ob.

so. line	6.7	295.7
	6.6	295.8
	6.4	296.0
c	6.1	296.3
	5.9	296.5
	5.9	296.5
no. line	5.8	296.6

e 1/4

no. line	5.6	296.8
	5.6	296.8
(5.6	296.8
e	5.8	296.6
	5.8	296.6
	6.0	296.4
so. line	6.3	296.1
	center	
so. line	6.2	296.2
	6.0	296.4
	5.9	296.5
e	5.7	296.7
	5.6	296.8
	5.6	296.8
no. line	5.5	296.9

w 1/4

no. line	6.0	296.4
	6.0	296.4
	6.0	296.4
e	6.0	296.4
	6.1	296.3
	6.2	296.2
so. line	6.3	296.1
	w. cb.	
so. line	6.6	295.8
	6.6	295.8
	6.5	295.9
e	6.5	295.9
	6.4	296.0
	6.3	296.1
so. line	6.4	296.0

West line Park Blvd.

no. line	6.5	295.9
	6.5	295.9
	6.6	295.8
C	6.7	295.7
	6.7	295.7
	6.6	295.8
So. line	6.7	295.7
	5'0" W.	
So. line	7.2	295.2
	7.3	295.1
	7.2	295.2
C	7.1	295.3
	7.1	295.3
	7.2	295.2
no. line	7.3	295.1

302,43

39

100' W.

no. line	8.0	294.4
+3	8.0	294.4
+4	8.6	293.8
curb	8.4	294.0
	8.3	294.1
C	8.2	294.2
	8.3	294.1
	8.3	294.1
So. line	7.8	294.6
J.P.	2.8.5	297.23
	H.I.	
	150' W.	
So. line	4.2	293.0
	3.9	293.3
	4.0	293.2
C	4.0	293.2
	4.0	293.2
	4.1	293.1
no. line	4.4	292.8

297,23

200' W

no. line

5.1 292.1

5.0 292.2

4.9 292.3

C

4.9 292.3

5.1 292.1

5.1 292.1

so. line

5.1 292.1

250' W.

so. line

4.8 292.4

5.1 292.1

5.1 292.1

C

5.0 292.2

5.0 292.2

5.4 291.8

no. line

5.4 291.8

40

300' W.

no. line

4.3 292.9

4.7 292.5

4.4 292.8

C

4.3 292.9

4.7 292.5

4.9 292.3

4.1 293.1

+6 1/2

so. line

4.0 293.2

350' W.

so. line

4.9 292.3

5.0 292.2

5.0 292.2

C

4.8 292.4

4.8 292.4

5.1 292.1

5.1 292.1

4.6 292.6

5.0 292.2

+5'
+6'
no. line

400' W.

no. line

5.6 291.6

5.4 291.8

5.1 292.1

c

4.9 292.3

+6 1/2

5.2 292.0

5.3 291.9

4.9 292.3

no. line

4.8 292.4

443.2' W (E. line Herbert)

no. line

4.7 292.5

+2
+3

4.9 292.3

4.9 292.3

5.3 291.9

6.1 292.1

c

4.7 292.5

4.9 292.3

5.2 292.0

no. line

5.4 291.8

no. line

+5
+6

c

+4 1/2
+5 1/2

no. line

no. line

+3

c

+4
+5

no. line

E curb.

5.3 291.9

4.9 292.3

6.3 291.9

5.0 292.2

4.7 292.5

4.7 292.5

5.0 292.2

5.0 292.2

4.4 292.8

4.5 292.7

4.0 292.7

E 1/4

4.1 293.1

~~4.2~~

4.2 293.0

4.3 292.9

5.0 292.2

4.9 292.3

4.6 292.6

4.7 292.5

5.0 292.2

5.2 292.0

4.6 292.6

4.9 292.3

center

no. line
+5
+64.5 292.7
4.3 292.9
6.2 292.0
5.0 292.2

4.6 292.6

C

4.5 292.7

+4 1/2
+5 1/24.8 292.4
4.9 292.3
4.3 292.9
4.2 293.0

So. line

4.3 292.9

W 1/4

So. line

4.3 292.9

+2
+34.3 292.9
4.3 292.9
5.0 292.2
4.8 292.4

C

4.6 292.6

4.5 292.7

+5
+6
no. line4.8 292.4
3.1 292.1
4.4 292.8
4.4 292.8

w. curb

no. line
+4
+5.04.3 292.9
4.5 292.7
5.1 292.1
4.9 292.3

4.7 292.5

C

4.7 292.5

+4 1/2
+5 1/25.0 292.2
6.0 292.2
4.2 293.0
4.2 293.0

So. line

4.4 292.8

west line Herbert.

So. line

4.3 292.9

+2
+34.3 292.9
4.5 292.7
5.2 292.0
5.0 292.2

C

4.8 292.4

4.8 292.4

+5
+6
no. line5.0 292.2
5.2 292.0
4.3 292.9
4.6 292.6

50' W.

no. line
+8
+65.6 291.6
5.5 291.7
6.0 291.2
5.7 291.5

5.2 292.0

C

5.0 292.2

+4 1/2
+5 1/24.9 292.3
4.7 292.5
3.9 293.3
3.8 293.4

So. line

3.5 293.7

100' W.

So. line

5.5 291.7

+2
+35.7 291.5
5.9 291.3
6.5 290.7
6.4 290.8

C

6.3 290.9

6.5 290.7

+4
+5

no. line

6.6 290.6
6.6 290.6
6.3 290.9
6.2 291.0

150' W.

no. line
+5
+66.5 290.7
6.7 290.5
7.8 289.7
7.5 289.7

7.4 289.8

C

7.3 289.9

+4 1/2
+5 1/27.5 289.7
7.8 289.4
6.9 290.3
6.9 290.3

So. line

6.9 290.3

200' W.

So. line

8.9 288.3

8.7 288.5

8.6 288.6

C

8.3 288.9

8.4 288.8

8.6 288.6
8.8 288.4
8.4 288.8
8.4 288.8

209.78 W (E. line albert)

No. line
+4
+58.7 288.5
8.7 288.5
9.3 288.9
8.8 288.4

8.6 288.6

C

8.6 288.6

8.8 288.4

8.9 288.3

No. line

9.1 288.1

E. cb

No. line

9.2 288.0

9.2 288.0

9.0 288.2

C

8.8 288.4

8.9 288.3

9.2 288.0

9.5 287.7

9.1 288.1

9.3 287.9

No. line
+6
+7No. line
+5

C

+5

No. line

No. line

+2

C

+5

No. line

E 1/4

9.7 287.5

9.9 287.3

9.4 287.8

9.2 288.0

9.1 288.1

9.3 287.9

9.6 287.6

9.4 287.8

9.3 287.9

Center

9.7 287.5

9.6 287.6

9.8 287.4

9.5 287.7

9.4 287.8

9.4 287.8

9.7 287.5

10.1 287.1

10.0 287.2

W 1/4

no. line	10.2	287.0	no. line
	9.9	287.3	
	9.6	287.6	
c	9.6	287.6	c
+5'	9.7	287.5	+5'
	9.9	287.3	
	9.4	287.8	
so. line	9.8	287.4	so. line

w. eb.

so. line	9.9	287.3	so. line
+2'	9.7	287.5	+2'
	10.0	287.2	
	9.7	287.5	
c	9.7	287.5	c
	9.7	287.5	
	10.0	287.2	
no. line	10.3	286.9	no. line

west line albert

10.4	286.8
10.1	287.1
9.8	287.4
9.8	287.4
9.8	287.4
10.2	287.0
9.8	287.4
9.7	287.5

50' W.

9.2	288.0
9.2	288.0
9.5	287.7
10.2	287.0
10.1	287.1
10.1	287.1
10.1	287.1
10.3	286.9
10.6	286.6
10.2	287.0
10.1	287.1

297.23

100' W

no. line
+1

10.5 286.7
11.2 286.0
10.9 286.3

10.7 286.5

c

10.7 286.5

+4 1/2
+5 1/2

10.8 286.4
10.8 286.4
10.0 287.2
9.9 287.3

no. line

9.6 287.6

150' W

no. line

10.7 286.5

+2'
+3

11.0 286.2
11.1 286.1
11.8 285.4
11.5 285.7

c

11.3 285.9

11.2 286.0

11.5 285.7

no. line

11.7 285.5

J.P.

1.34 ^{H.I.} 286.92

11.65 285.58

286.92

46

200' W.

no. line

2.6 284.3

2.1 284.8

1.9 285.0

c

2.0 284.9

+4 1/2
+5 1/2

2.3 284.6
2.5 284.4
2.0 284.9
1.9 285.0

no. line

1.9 285.0

249.1' W. (E line Richmond)

no. line

3.8 283.1

3.4 283.5

3.4 283.5

3.2 283.7

3.2 283.7

3.3 283.6

no. line

3.3 283.6

E cb

no line

3.6 283.3

3.5 283.4

3.4 283.5

C

3.4 283.5

3.5 283.4

3.6 283.3

no line

3.4 283.5

E 1/4

no line

3.4 283.5

3.5 283.4

3.5 283.4

C

3.5 283.4

3.5 283.4

3.6 283.3

no line

3.7 283.2

center

no line

3.8 283.1

3.7 283.2

3.6 283.3

C

3.6 283.3

3.6 283.3

3.6 283.3

no line

3.2 283.7

W 1/4

no line

3.5 283.4

3.8 283.1

3.8 283.1

C

3.8 283.1

3.9 283.0

4.0 282.9

no line

4.2 282.7

286.92

W. cb.

no. line

4.3 282.6

4.2 282.7

4.1 282.8

4.0 282.9

4.0 282.9

4.0 282.9

so. line

3.6 283.3

W. line Richmond

so. line

3.7 283.2

4.2 282.7

4.3 282.6

4.3 282.6

4.4 282.5

4.3 282.6

no. line

4.0 282.9

J.P. on run. on park line
about 8.5' west of west line
of Richmond produced.

3.98 282.94

BM 282.96

48

50' W

no. line

4.7 282.2

4.8 282.1

4.9 282.0

c

5.0 281.9

5.2 281.7

+7

5.2 281.7

so. line

5.1 281.8

4.5 282.4

100' W

so. line

5.8 281.1

5.7 281.2

5.7 281.2

c

5.7 281.2

5.3 281.6

5.1 281.8

4.8 282.1

150' W.

no. line	5.2	281.7
	5.5	281.4
	5.6	281.3
c	5.8	281.1
	6.1	280.8
	6.3	280.6
No. line	6.4	280.5

200' W.

No. line	6.5	280.4
	6.0	280.9
	5.9	281.0
c	5.9	281.0
+2	5.0	281.9
	4.9	282.0
	4.9	282.0
No. line	4.5	282.4

250' W.

no. line	5.2	281.7
	5.2	281.7
	5.4	281.5
c	5.7	281.2
	5.8	281.1
	6.4	280.5
	6.5	280.4
No. line	6.9	280.0

300' W.

No. line	6.1	280.8
	5.9	281.0
	5.2	281.7
	5.1	281.8
	5.0	281.9
	5.0	281.9
	4.7	282.2
	4.8	282.1
	4.7	282.2

350' W.

no. line

5.2 281.7

5.2 281.7

5.2 281.7

c

5.4 281.5

5.5 281.4

5.4 281.5

no. line

5.4 281.5

400' W.

no. line

5.6 281.3

5.7 281.2

5.3 281.6

c

5.5 281.4

5.5 281.4

5.3 281.6

no. line

5.3 281.6

450' W.

no. line

5.5 281.4

5.6 281.3

5.8 281.1

c

5.9 281.0

6.0 280.9

6.1 280.8

no. line

5.9 281.0

600' W.

no. line

6.7 280.2

6.5 280.4

6.5 280.4

c

6.4 280.5

6.2 280.7

5.9 281.0

no. line

5.8 281.1

550 W.

no. line 7.4 279.5

7.4 279.5

7.5 279.4

c 7.6 279.3

7.9 279.0

8.2 278.7

no. line 8.4 278.5

600' W. (E. line Vermont)

no. line 8.6 278.3

8.6 278.3

8.5 278.4

c 8.4 278.5

8.1 278.8

8.1 278.8

no. line 8.1 278.8

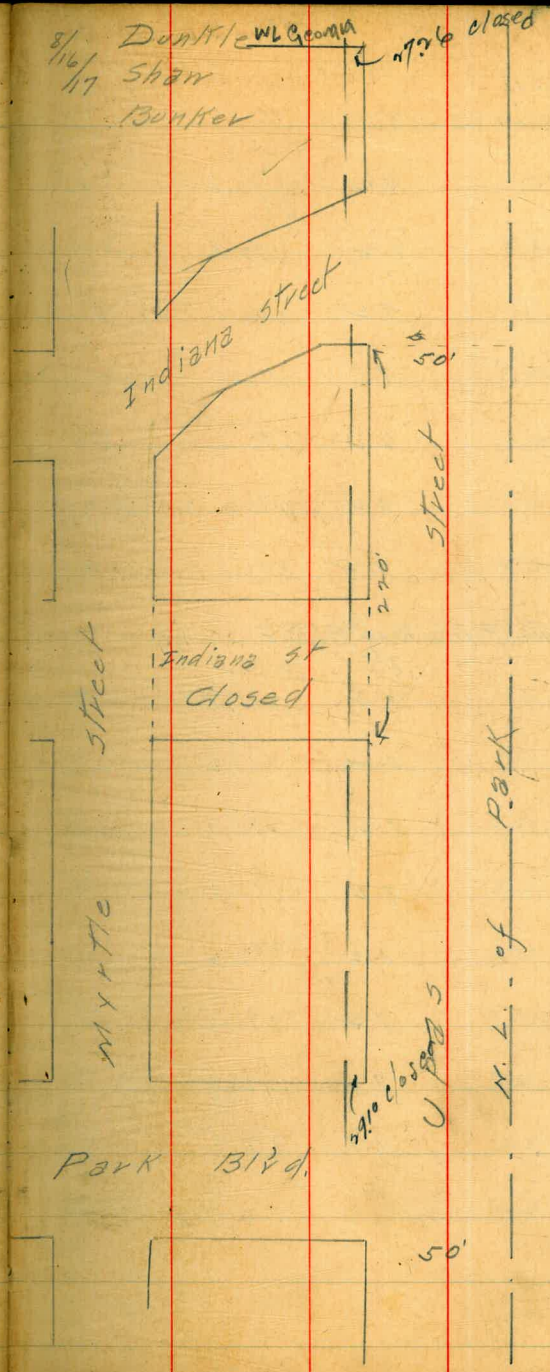
x-section UP 35 st from N.L. Indiana st (old) to
 N.L. Indiana st (New) 10 walks 7 1/2 quarters
 B.M. 1.75 301.18 299.43

0+0 = N.L. Indiana st (old)

N.L.	1.5	299.4
curb	1.7	299.5
1/4	1.8	299.4
1/2	1.7	299.4
3/4	1.6	299.6
curb	1.5	299.7
S.L.	1.6	299.6

0+11 on S.L. 8 0+12 on N.L.

S	2.1	299.1
curb	1.9	299.3
1/4	1.9	299.3
1/2	1.9	299.3
3/4	2.1	299.1
curb	2.0	299.2
N	1.9	299.3



301.18

0+22 on N.L. 20 + 23 on S.L.

N	9.2	292.0
cul	9.2	292.0
1/4	9.2	292.0
M	9.1	292.1
1/4	9.2	292.0
cul	9.2	292.0
S	9.2	292.0

0+31³ = West Track of S.D.E. St. Ry.

Elev. of Rail	7.8	293.4
S	8.3	292.9
cul	8.2	293.0
1/4	8.2	293.0
M	8.2	293.0
1/4	8.2	293.0
cul	8.2	293.0
N	8.2	293.0
Elev. of rail	7.7	293.5

301.18

0+39

53

N	9.2	292.0
cul	9.2	292.0
1/4	9.3	291.9
M	9.2	292.0
1/4	9.2	292.0
cul	9.2	292.0
S	9.2	292.0

0+47³ = East Track S.D.E. St. Ry.

Elev. of Rail	7.8	293.4
S	8.3	292.9
cul	8.3	292.9
1/4	8.3	292.9
M	8.2	293.0
1/4	8.2	293.0
cul	8.2	293.0
N	8.2	293.0
Elev. of Rail	7.7	293.5

3018
0756

N	9.2	292.0
erb	9.2	292.0
1/4	9.2	292.0
M	9.2	292.0
1/4	9.2	292.0
erb	9.3	291.9
S	9.3	291.9

0765

S	3.8	297.4
erb	3.8	297.4
1/4	3.7	297.5
M	3.6	297.6
1/4	3.6	297.6
erb	3.5	297.7
N	3.5	297.7

54

1+0

N	6.4	294.8
erb	6.3	294.9
1/4	6.3	294.9
M	6.1	295.1
1/4	6.1	295.1
erb	6.1	295.1
S	6.0	295.2

+25

S	9.6	291.6
erb	9.4	291.8
1/4	9.5	291.7
M	9.1	292.1
1/4	9.3	291.9
erb	9.2	292.0
N	9.0	292.2

301.18

1450

N		13.0	288.2
erb		13.6	287.6
1/4		14.0	287.2
M		14.2	287.0
1/4		14.1	287.1
erb		13.8	287.4
S		13.7	287.5

T.P.	0.24	288.34	13.08	288.10
------	------	--------	-------	--------

1475

S		6.6	281.7
erb		6.6	281.7
1/4		6.6	281.7
M		6.8	281.5
1/4		6.8	281.5
erb		6.3	282.0
N		5.8	282.5

288.34

240

55

N		13.7	274.6
erb		12.6	275.7
1/4		12.6	275.7
M		13.0	275.3
1/4		13.1	275.2
erb		13.0	275.3
S		13.0	275.3

T.P.	1.82	278.15	12.61	276.33
------	------	--------	-------	--------

2+20 = W.L. Indiana (New)

S		7.5	270.7
erb		7.5	270.7
1/4		7.8	270.4
M		8.4	269.8
1/4		8.4	269.8
erb		8.4	269.8
N		8.8	269.4

x-section of intersection Vermont & Upas sts 4/24/17
 see sketch page 35 - 10' walks 1/4, 1/3
 Dumelle
 Shaw
 Bunker

B.M.	2.25	281.05	278.80
E.L. Vermont			
N		2.2	278.9
crk		2.2	278.9
1/4		2.3	278.8
M		2.6	278.5
1/4		2.7	278.4
crk		2.8	278.3
S		2.8	278.8

E. Curb			
S		3.1	278.0
crk		3.1	278.0
1/4		3.0	278.1
M		2.8	278.3
1/4		2.7	278.4
crk		2.7	278.4
N		2.7	278.4

281.05
 E 1/4

56

N		3.5	277.6
crk		3.8	277.3
1/4		4.0	277.1
M		4.6	276.5
1/4		4.9	276.2
crk		5.2	275.9
S		5.0	276.1

Center

S		10.7	270.4
crk		10.6	270.5
1/4		10.1	271.0
M		9.4	271.7
1/4		8.8	272.3
crk		8.5	272.6
N		8.0	273.1

T.P. 1.91 271.30 11.66 269.39

271.30

W 1/4

N	5.4	265.9
crk	6.4	264.9
1/4	5.4	265.9
M	5.1	266.2
1/4	5.2	266.1
crk	6.2	265.1
S	7.4	263.9

W curb

S	14.1	257.2
crk	12.9	258.4
1/4	12.7	258.6
M	11.9	259.4
1/4	12.1	259.2
crk	12.0	259.3
N	10.9	260.4

T.P.	4.23	263.23	12.30	259.00
------	------	--------	-------	--------

263.23

N. L. Vermont

N	7.7	255.5
crk	10.0	253.2
1/4	10.7	252.5
M	12.9	250.3
1/4	13.7	249.5
crk	13.9	249.3
S	12.6	250.6

11/15/17 Gregory Moore Miller

CROSS SECTION OF
63rd ST
From S.E. of Railroad
To N.E. of Co. Highway
see sketch page 2

No. ROW acquired
for this at
present.
m/s inside
N.S. side of
Track. E side
63rd St

211.03

58

B.M. 643 211.03 204.10

So. Rail

5' So. of 2' Line taken parallel to Track

E 9.2 201.8

W 10.36 200.67

2' Line taken parallel to Track.

E 10.0 201.0

cb 10.1 200.9

1/4 10.4 200.6

C 10.6 200.4

1/4 11.0 200.0

cb 11.0 200.0

W 11.1 199.9

2' So. of 2' Line taken parallel to Track

W 11.6 199.4

cb 11.4 199.6

1/4 11.3 199.7

C 10.9 200.1

1/4 10.8 200.2

cb 10.6 200.4

E 10.5 200.5

E 9.0 202.0

cb 9.7 201.3

1/4 10.1 200.9

C 10.0 201.0

1/4 9.9 201.1

cb 9.7 201.3

W 9.9 201.1

10' So. of 2' Line taken parallel to Track

W 5.6 205.4

cb 5.4 205.6

1/4 5.7 205.3

C 6.1 204.9

+2 7.3 203.7

1/4 6.4 202.6

cb 5.5 205.5

E 5.4 205.6

12' So. of 2' Line taken parallel to Track

E 5.0 206.0

211.03

cb	5.0	206.0
1/4		
+8	5.7	205.3
C	6.7	204.3
	5.8	205.2
1/4		
	5.1	205.9
cb		
	5.1	205.9
W		
	5.4	205.6

15' So. of R' Line Taken parallel to Track

W		
	5.9	205.1
cb		
	5.8	205.2
1/4		
	5.7	205.3
C		
	6.1	204.9
1/4		
	5.8	205.2
cb		
	5.6	205.4
E		
	5.5	205.5

23' So. of R' Line Taken parallel to Track

E		
	5.0	206.0
cb		
	5.2	205.8
1/4		
	5.5	205.5
C		
	5.8	205.2
1/4		
	5.9	205.1

211.03

63rd St

59

cb	6.1	204.9
W		
	6.3	204.7

41' So. of R' Line Taken Parallel to Track

W		
	4.4	206.6
cb		
	4.0	207.0
1/4		
	3.9	207.1
C		
	3.7	207.3
1/4		
	3.4	207.6
cb		
	3.1	207.9
E		
	3.1	207.9

45.95' So of R' Line = H.L. of Co. Highway

E		
	2.1	208.9
cb		
	2.3	208.7
1/4		
	2.5	208.5
C		
	2.3	208.7
1/4		
	2.6	208.4
cb		
	2.8	208.2
W		
	3.0	208.0

Center Line of Highway

W		
	2.3	208.7

211.03

C

1.9

209.1

E

1.7

209.3

60

Co. Surveyors Transit Notes
 on Road From Market
 St. to Beverly

72+89.7 EC

$\Delta 67^{\circ}40'P$ $R=200$ $T=1311.0$

70+53.5 BC

66+89.1

$\Delta 33^{\circ}44' L$ $R=600$ $T=181.9$

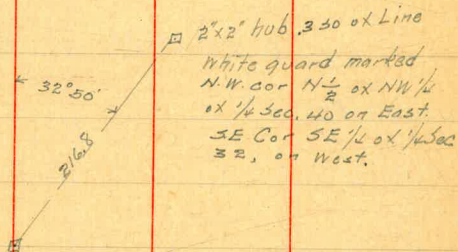
63+35.9 BC

51+12.2 EC

49+76.0 PI. $\Delta 32^{\circ}50' L$ $R=500$ $T=147.3$

48+28.7 BC

45+28.8 POT



2x2 hub = $\frac{1}{4}$ hub S.E. Lot 32

90+89.0 E.C.

$\Delta 55^{\circ}52' L$ $R=200$ $T=106.0$

88+94.0 B.C.

85+60.5 E.C.

$\Delta 35^{\circ}48' L$ $R=300$ $T=97.0$

83+73.0 B.C.

82+04.4 E.C.

$\Delta 58^{\circ}40' R$ $R=200$ $T=112.4$

79+99.6 B.C.

76+64.2 E.C.

$\Delta 40^{\circ}20' L$ $R=250$ $T=91.8$

74+88.2 B.C.

62

W 2
Bentley
R 2

101+02.3 EC.

 $\Delta 52^{\circ}58' L$ $R=200$ $T=99.6$

99+17.4 BC.

This Sta is outside the city

94+31.2 EC

 $\Delta 29^{\circ}40' R$ $R=400$ $T=105.9$

92+24.1 BC

21°11' \square 2' x 2' / 104'

County Surveyors
 Transit Notes on Road
 from Market St. South
 and thru Beverly to
 Enganto.

81+32.0

78+11.7 EC.

$\Delta 38^{\circ}16' L$ $R=573.69$ $T=199.0$

74+29.0 BC

66+00

60+31.0 EC.

$\Delta 34^{\circ}40' L$ $R=500$ $T=156.05$

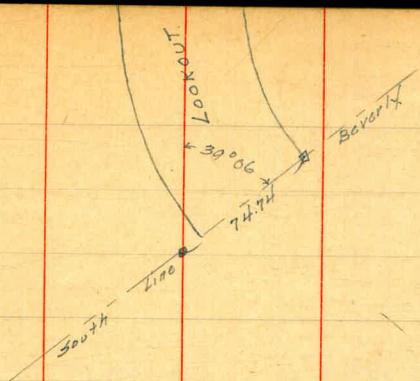
57+28.5 BC

54+45.4 EC.

$\Delta 34^{\circ}24' R$ $R=500$ $T=154.8$

51+45.2 BC.

45+27 P.O.T. = same as 45+28.8 on page 61



128+27.9 EC.

 $\Delta 19^{\circ}48' L$ $R=573.69$ $T=100.1$

126+29.9 BC.

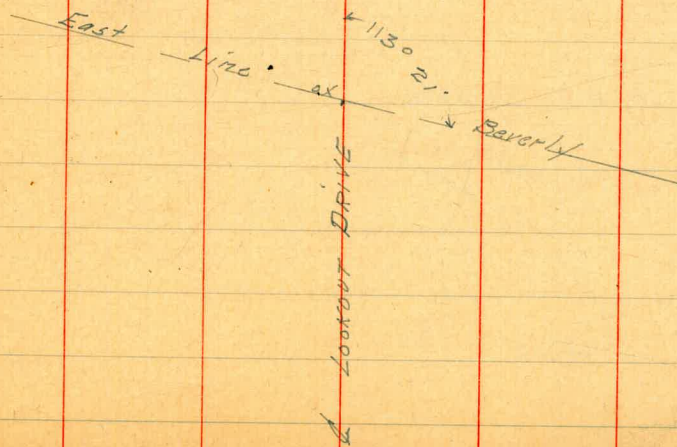
119+58.3 EC.

 $\Delta 36^{\circ}22' R$ $R=573.69$ $T=188.4$

115+91.6 BC.

113+22.1

96+41.2

 $\Delta 15^{\circ}08' R$ 

138+86 = W.L. Encanto.

134450 $\Delta 29^{\circ}35'$

West Line ———— Encanto
no angle

11/19/17 Gregory
Moore
Miller

Survey of Road to Beverly from
Market St. 60' wide
to connect with Road to
Lemon Grove.

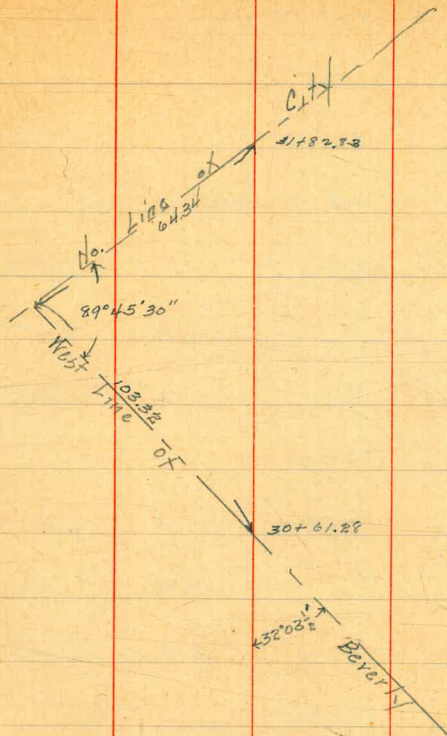
31+82.83

30+61.88 ○

25+00 Δ 132° Right

19190 01 Δ 52° 35' Left
page 65 book 1004

67



11/19/17 Gregory
Theodore
Miller

Levels on 60' Road shown on
page 67 this book.

on T.P.	6.97	167.29	160.32	T.P. on page 72 book now
		19+90 on split of Angle		
E		1.4	165.9	
C		0.70	166.59	B.M. on knob
W		+0.2	167.5	
		20+15		
W		+0.3	167.6	
C		2.2	165.1	
E		2.5	164.8	
		20+40		
E		8.1	159.2	
C		5.8	161.5	
W		1.2	166.1	
		20+70		
W		4.2	163.1	
C		11.1	156.2	
E		15.0	152.3	
		21+07		
E		18.1	149.2	

167.29

68

C	18.4	148.9	
W	14.6	152.7	
	21+17		
E	18.8	148.5	
	21+23		
W	18.1	149.2	
C	19.1	148.2	
E	22.6	144.7	bottom wash
	21+30		
E	20.7	146.7	
C	22.2	145.1	bottom wash
W	18.2	149.1	
	21+40		
W	21.3	146.0	bottom wash
C	20.3	147.0	
E	20.5	146.8	
	21+52		
E	18.6	148.7	
C	17.2	150.1	
W	18.2	149.1	

167.29

21+85

W

17.4 149.9

21+93

W

20.8 146.5 bottom wash

22+10

W

16.7 150.6

C

14.7 152.6

E

8.8 158.5

22+50

W

15.6 151.7

22+57

E

8.0 159.3

C

13.1 154.2

W

18.1 149.2 bottom wash

22+62

W

15.4 151.9

22+85

W

13.4 153.9

C

11.9 155.4

E

9.2 158.1

167.29

23+25

E

2.6 164.7

C

7.6 159.8

W

10.8 156.5

23+50

W

8.0 159.3

C

3.4 163.9

E

+1.8 169.1

23+75

E

+3.9 171.2

C

0.2 167.0

W

4.3 163.0

T.P.

11.55

178.08

0.76

166.53

24+00

E

5.1 173.0

C

6.7 171.4

W

7.9 170.2

24+30

W

6.2 171.6

C

4.4 173.7

Road to Lemon Grove

69

17808

E 39 174.2

24+60

E 28 175.3

C 25 175.6

W 88 169.3

24+80

W 91 169.0

C 32 174.7

E 18 176.3

25+00 on split of Angle

E 0.9 177.2

C 331 174.77 BM on hub

W 63 171.8

25+50

W 0.9 177.2

T.P. 12.49 189.92 0.65 177.43

C 11.2 178.7

E 98 180.1

189.92

70

26+00

E 5.7 184.2

C 7.6 182.3

W 8.5 181.4

26+50

W 5.4 184.5

C 4.4 185.5

E 2.8 187.1

T.P. 11.96 201.23 0.65 189.27

27+00

E 11.2 190.0

C 13.0 188.2

W 13.6 187.6

27+50

W 11.3 189.9

C 10.4 190.8

E 9.2 192.0

28+00

E 8.0 193.2

C 8.5 192.7

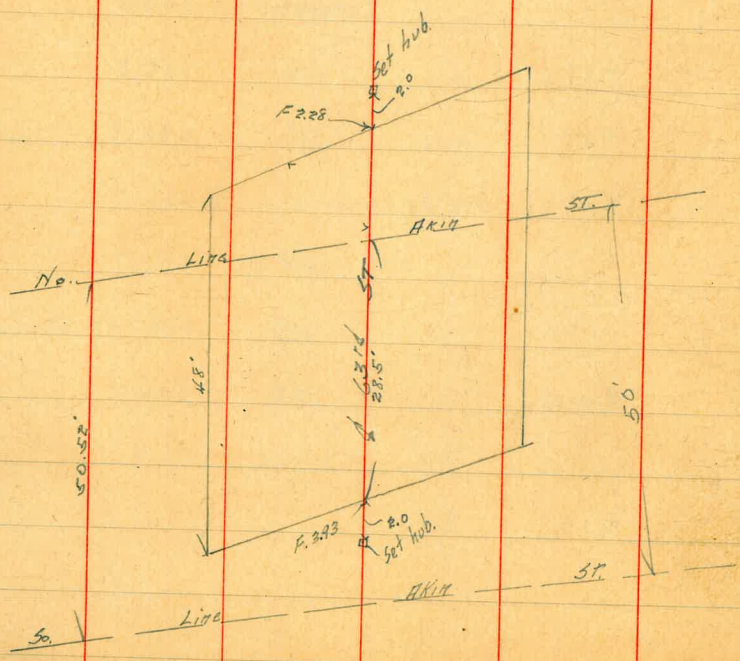
		201.23		
W			9.4	191.8
		28+50		
W			7.9	193.3
C			8.1	193.1
E			7.6	193.6
		29+00		
E			6.0	195.2
C			6.0	195.2
W			5.4	195.8
		29+50		
W			2.3	198.9
C			3.3	197.9
E			4.5	196.7
		30+00		
E			2.1	199.1
C			1.0	200.2
T.P.	9.50	210.55	0.18	201.05
W			9.3	201.3

		210.55			Road to L.G.
		30+50			71
W			5.4	205.2	
C			6.4	204.2	
E			7.5	203.1	
		31+00			
E			5.6	205.0	
C			4.1	206.5	
W			2.6	208.0	
		31+40			
W			3.2	207.4	
C			4.3	206.3	
E			5.8	204.8	
		31+82.93 on d =	Boundary		
E			8.9	201.7	
C			6.81	203.74	BM. on hub
W			4.2	206.4	

12/17
Gregory
Miller

Stakes on Bridge
63rd St + Akin

B.M.	1.51	205.61	204.10	nails in pole
T.P.	5.64	198.71	12.54	193.07
Elev of hub 2' So. of So bulkhead		6.54		192.17
✓ - - - So. End of Bridge =				<u>196.10</u>
✓ - - - above hub =				3.93
✓ - - - hub 2' No. of No. bulkhead 6.49				192.22
✓ - - - No. End of bridge =				<u>194.50</u>
✓ - - - above hub =				2.28



3/2/18 Gregory
Morse
Miller

Levels for Revision of
Water System Encanto

Pressure at Main 79th

73

6.80	341.35		385.05	Elev. Reservoir at Res. Plant.	11.83	349.54	0.58	337.71
0.82	379.58	13.09	378.76		13.01	362.11	0.44	349.10
		4.60	374.98	= Pump House Gauge Minimum @ Res. Plant. Eo.	12.86	374.44	0.53	361.58
0.28	367.14	12.72	366.86		12.30	386.43	0.31	374.13
0.51	354.76	12.89	354.25				10.65	375.78
1.05	343.12	12.69	342.07					
		11.85	331.27	Nails in Pole SW Munsatery Bach	BM's			
					11.34	286.78		275.44
					12.59	298.22	1.15	285.63
8.60	229.19		220.59	nails in poles # 41 & 66 @ R.P.	11.54	309.20	0.56	297.66
		12.15	217.04	Top of Wooden Main 17' Co. High way E. of 65 th St. Pressure = 79 th	4.91	313.64	0.47	308.73
11.25	239.89	0.55	228.64				3.47	310.17
12.54	252.07	0.36	239.53					
12.90	264.50	0.47	251.60		12.65	233.21		220.56
		5.64	258.86	2nd pole NE of Wunderly on W side of Madera, nail			6.19	227.02
11.86	276.01	0.35	264.15	rock	12.24	244.67	0.78	232.43
13.13	288.57	0.57	275.44	stake	12.91	256.98	0.60	244.07
12.93	300.80	0.70	287.87				0.51	263.49
12.82	313.19	0.43	300.37		2.31	258.37	0.92	256.06
13.05	325.71	0.53	312.66		7.16	258.74	0.79	251.58
12.90	338.29	0.32	325.39		11.59	270.05	0.28	258.46
							1.95	268.10

= High Point

nails in pole
on Bach Ave
BK 9 Survey
Slope

stake

Man on City
Boundary at
Madera.

spike at 66th St.

spk NW 67th Alvin

spk NW 68th Alvin

spk NW 69th Alvin

spk in pole
60' 30" 10' 11" BK 11
W side of 69th St.

Benches at Encanto

3.76

22432

220.56

soika
66th skin

11.52

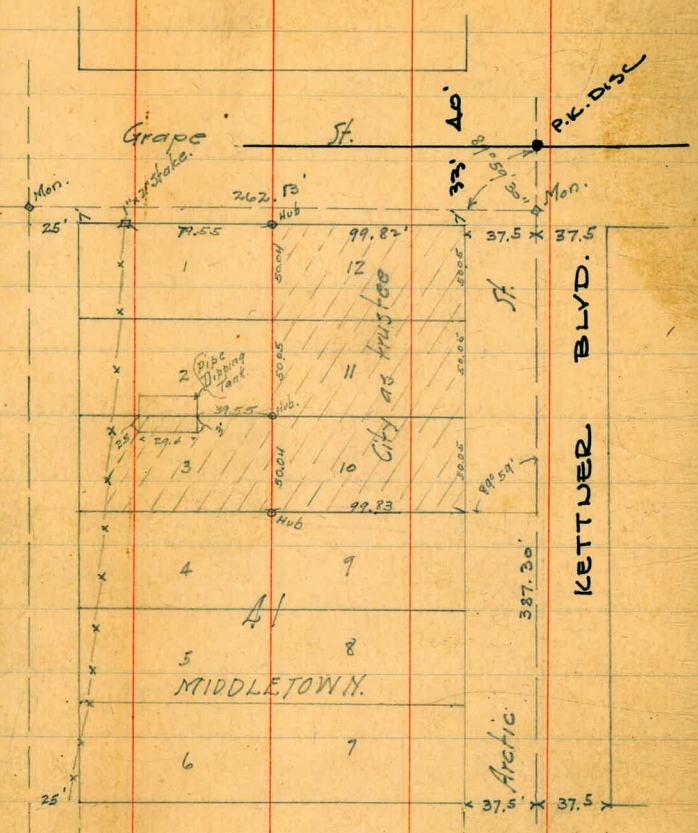
212.80

soika, N.E.
65th skin

170

387.30

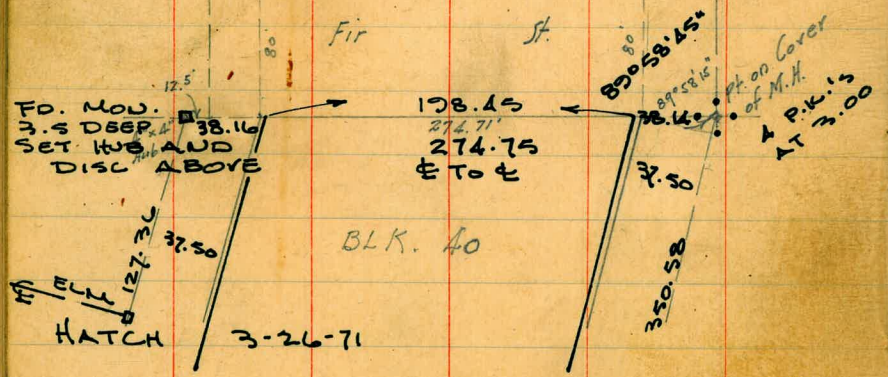
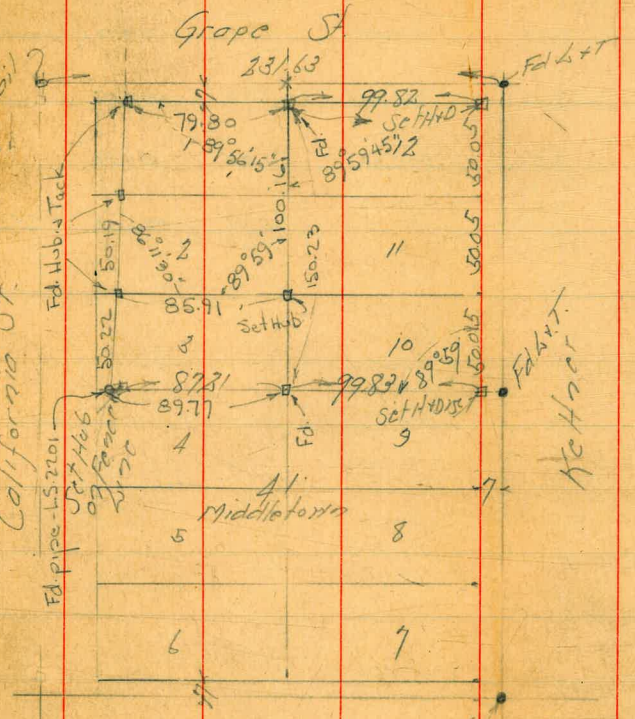
Gregory & Party
3-21-18.



Re Survey Lots 10-11-12
Block 41 Middletown

Feb 8-52
H.S. Lyon
Garbar
Korff
Fritz

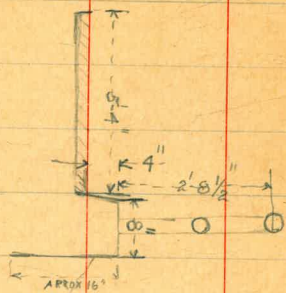
XO #20006



Resurveyed - 6-10-54 - 70

INDEXED
FEB 19 1952
INDEXED
JUN 11 1954

0.93	205.03		204.10	mils E S 63 rd + RR Track
		12.62	192.41	spike NW 63 rd + RR
11.88	215.02	1.89	203.14	rock
7.42	221.14	1.30	213.72	
6.56	226.37	1.33	219.81	
26.77				
10.33				
16.46		5.81	220.56	RR spike 66 th + 1/2 Side RR
220.56		10.33		



10'-0"

3"

40'

Approx 3'

860	1215
1125	055
1290	36
1786	47
1313	35
1293	57
1292	70
1305	43
1290	53
1183	52
1304	58
1286	44
1230	53
1718	31
800	
763.58	1829
1829	
64 145.09	64 79
860	150
15369	128
	6

80
5
100

64
79
57
44
50.86

79 : 64

64 | 145.09
860
15369

2170
14509
36213

1 : 64 : 1145 : x
64
860
9290

455

60.6 x x 1150:455

60.6 x x 60:455
 60.6
 27.20
 2730
 60.6
 27.20
 2730
 2730
 27.20
 2730
 629

651

459
 50.5
 96.4
 98.49

10680
 1309
 9371
 629
 10000

36
 150

Blk 9
 Sunny slope

511

36

15330
 7665
 91990

40.0
 700

21981
 233
 224.14
 21240

396
 178.6
 1712
 892
 29
 2300
 1781
 2
 169.1
 872
 1781
 1647
 14.2
 1639
 165
 34
 530

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

ROADWAY 14 FEET WIDE. SIDE SLOPES 1½ TO 1.

FOR SINGLE TRACK EMBANKMENT.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	7.0	7.2	7.3	7.5	7.6	7.8	7.9	8.1	8.2	8.4	0
1	8.5	8.7	8.8	9.0	9.1	9.3	9.4	9.6	9.7	9.9	1
2	10.0	10.2	10.3	10.5	10.6	10.8	10.9	11.1	11.2	11.4	2
3	11.5	11.7	11.8	12.0	12.1	12.3	12.4	12.6	12.7	12.9	3
4	13.0	13.2	13.3	13.5	13.6	13.8	13.9	14.1	14.2	14.4	4
5	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7	15.9	5
6	16.0	16.2	16.3	16.5	16.6	16.8	16.9	17.1	17.2	17.4	6
7	17.5	17.7	17.8	18.0	18.1	18.3	18.4	18.6	18.7	18.9	7
8	19.0	19.2	19.3	19.5	19.6	19.8	19.9	20.1	20.2	20.4	8
9	20.5	20.7	20.8	21.0	21.1	21.3	21.4	21.6	21.7	21.9	9
10	22.0	22.2	22.3	22.5	22.6	22.8	22.9	23.1	23.2	23.4	10
11	23.5	23.7	23.8	24.0	24.1	24.3	24.4	24.6	24.7	24.9	11
12	25.0	25.2	25.3	25.5	25.6	25.8	25.9	26.1	26.2	26.4	12
13	26.5	26.7	26.8	27.0	27.1	27.3	27.4	27.6	27.7	27.9	13
14	28.0	28.2	28.3	28.5	28.6	28.8	28.9	29.1	29.2	29.4	14
15	29.5	29.7	29.8	30.0	30.1	30.3	30.4	30.6	30.7	30.9	15
16	31.0	31.2	31.3	31.5	31.6	31.8	31.9	32.1	32.2	32.4	16
17	32.5	32.7	32.8	33.0	33.1	33.3	33.4	33.6	33.7	33.9	17
18	34.0	34.2	34.3	34.5	34.6	34.8	34.9	35.1	35.2	35.4	18
19	35.5	35.7	35.8	36.0	36.1	36.3	36.4	36.6	36.7	36.9	19
20	37.0	37.2	37.3	37.5	37.6	37.8	37.9	38.1	38.2	38.4	20
21	38.5	38.7	38.8	39.0	39.1	39.3	39.4	39.6	39.7	39.9	21
22	40.0	40.2	40.3	40.5	40.6	40.8	40.9	41.1	41.2	41.4	22
23	41.5	41.7	41.8	42.0	42.1	42.3	42.4	42.6	42.7	42.9	23
24	43.0	43.2	43.3	43.5	43.6	43.8	43.9	44.1	44.2	44.4	24
25	44.5	44.7	44.8	45.0	45.1	45.3	45.4	45.6	45.7	45.9	25
26	46.0	46.2	46.3	46.5	46.6	46.8	46.9	47.1	47.2	47.4	26
27	47.5	47.7	47.8	48.0	48.1	48.3	48.4	48.6	48.7	48.9	27
28	49.0	49.2	49.3	49.5	49.6	49.8	49.9	50.1	50.2	50.4	28
29	50.5	50.7	50.8	51.0	51.1	51.3	51.4	51.6	51.7	51.9	29
30	52.0	52.2	52.3	52.5	52.6	52.8	52.9	53.1	53.2	53.4	30
31	53.5	53.7	53.8	54.0	54.1	54.3	54.4	54.6	54.7	54.9	31
32	55.0	55.2	55.3	55.5	55.6	55.8	55.9	56.1	56.2	56.4	32
33	56.5	56.7	56.8	57.0	57.1	57.3	57.4	57.6	57.7	57.9	33
34	58.0	58.2	58.3	58.5	58.6	58.8	58.9	59.1	59.2	59.4	34
35	59.5	59.7	59.8	60.0	60.1	60.3	60.4	60.6	60.7	60.9	35
36	61.0	61.2	61.3	61.5	61.6	61.8	61.9	62.1	62.2	62.4	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.