

THIS BOOK FOR HARBOR WORK ONLY

1039

NAVY BOOK

1039



# 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.

44.22  
31.78  
76.00

141° 06' 20"  
846 27 50  
141.06 18

10000  
4955  
5045  
44505  
5.9

90  
38  
52

ENGINEERING DEPARTMENT,  
CITY OF CALIFORNIA,  
SAN DIEGO.

Belt = 48 Rdwy.

194020

8

30 00  
3 85  
-----  
26.15

88 1 300

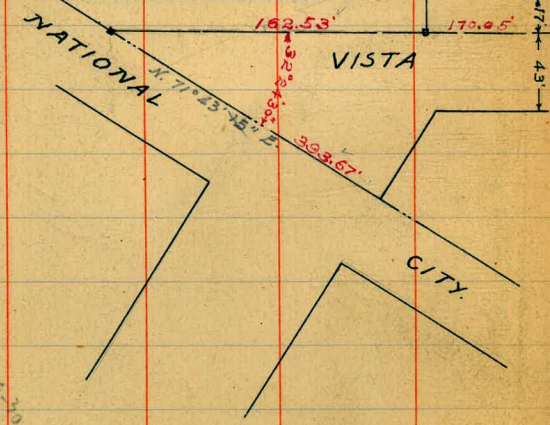
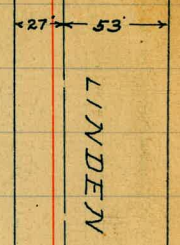
Knob's Con. Box 4597

Concrete Man. 1.4' outside Destroyer Base Face C

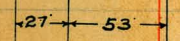
Replaced. old ind.



65

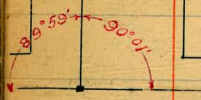


110-17-30  
71.02  
39-16-30



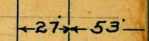
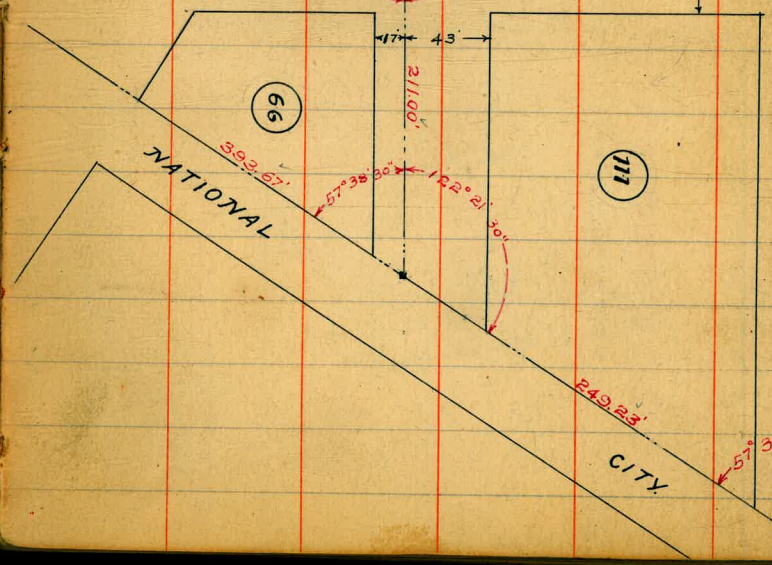
LINDEN

660.45'



66

717



KINGWOOD

660.52'

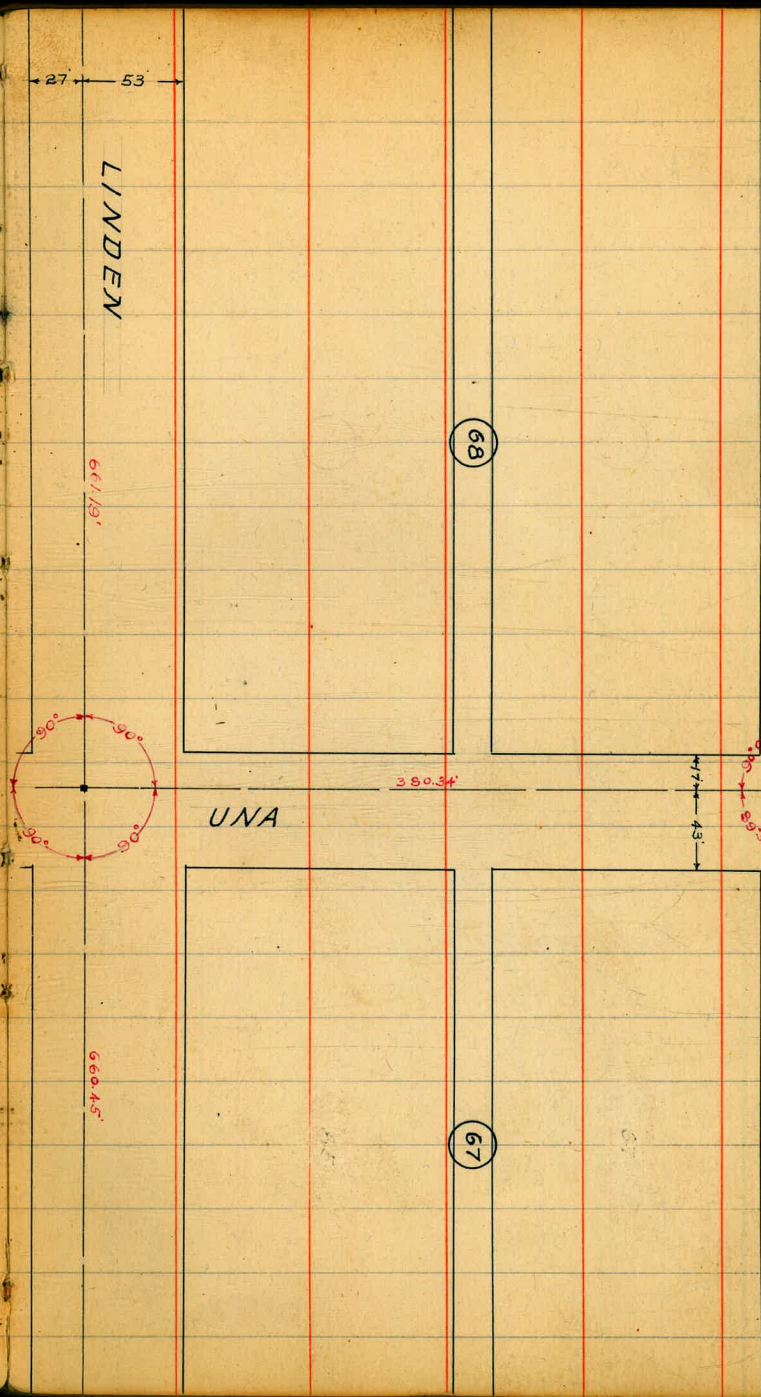
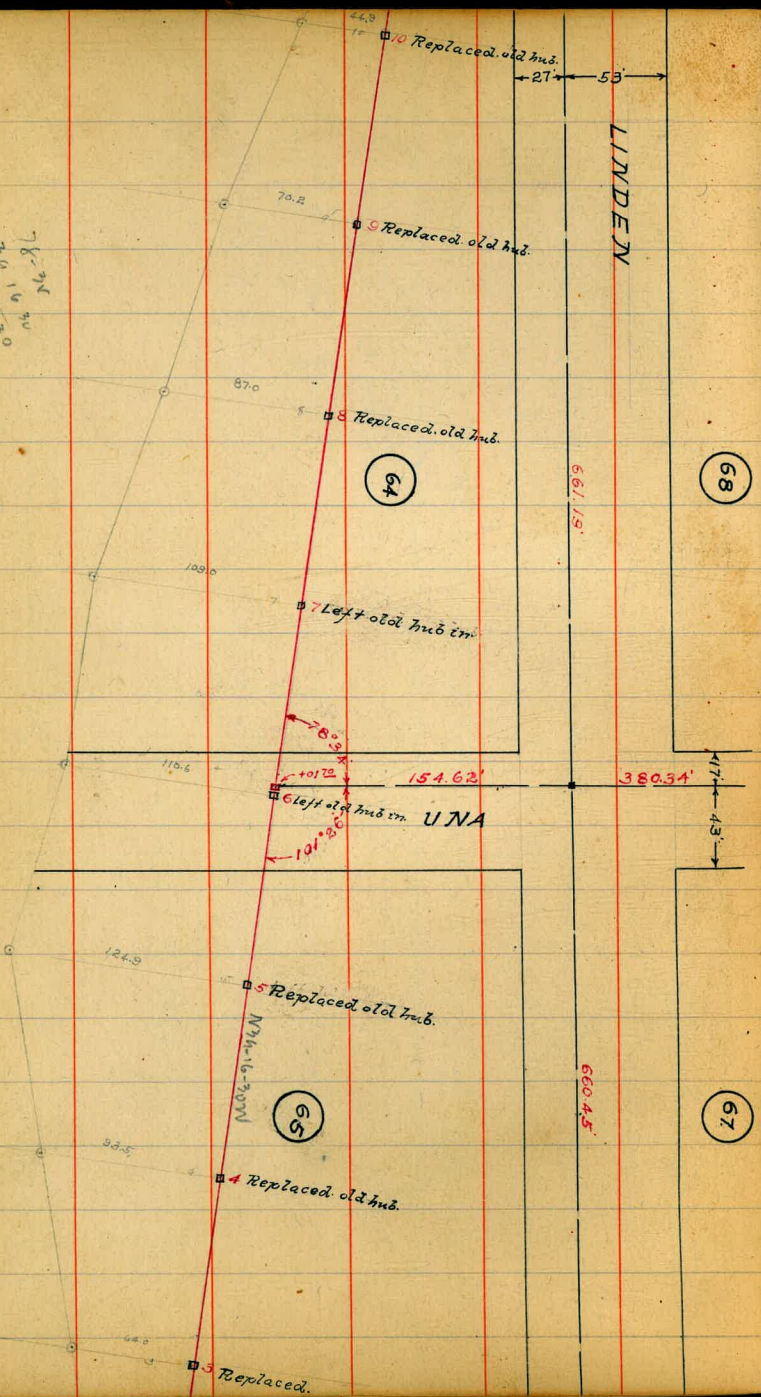


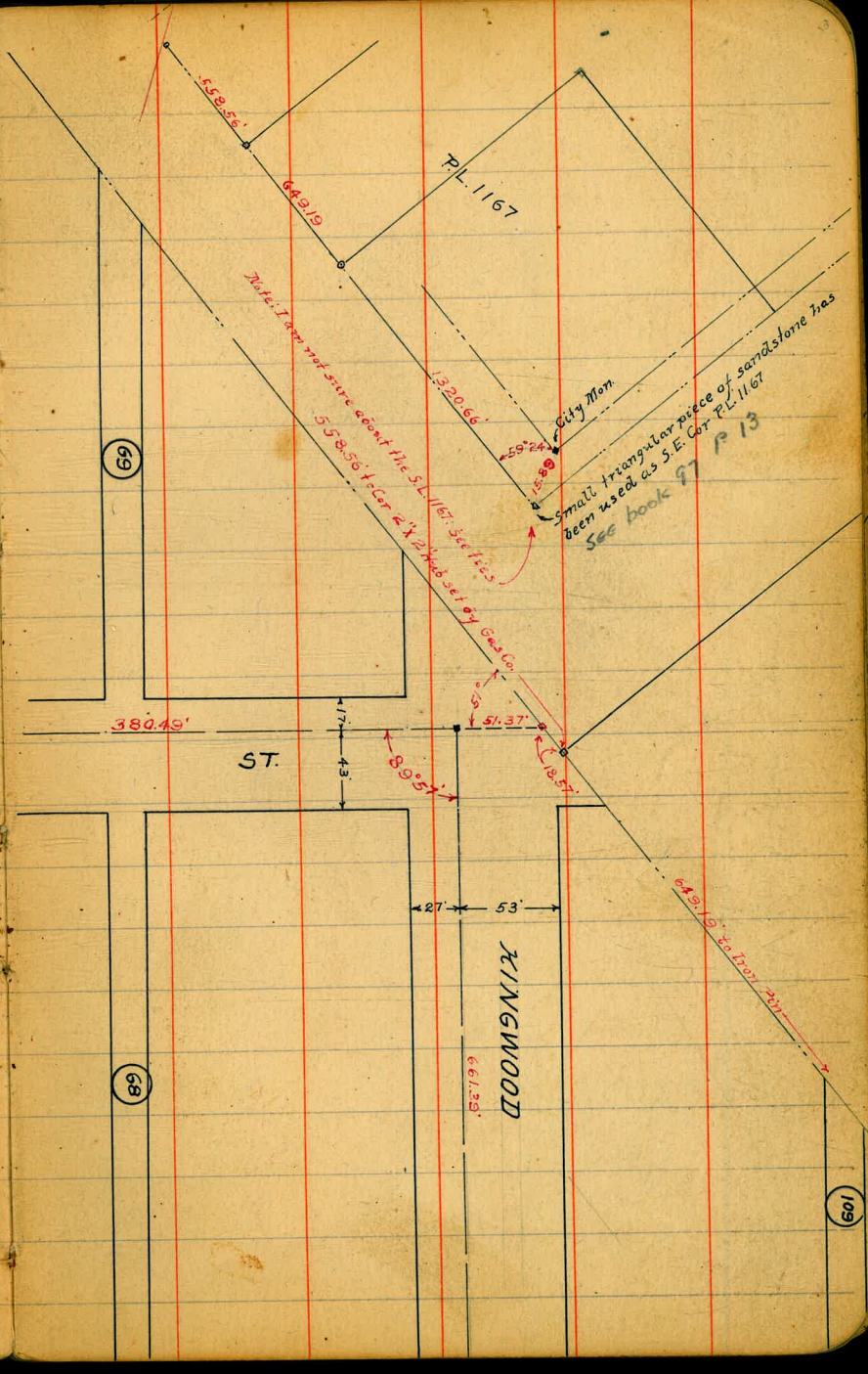
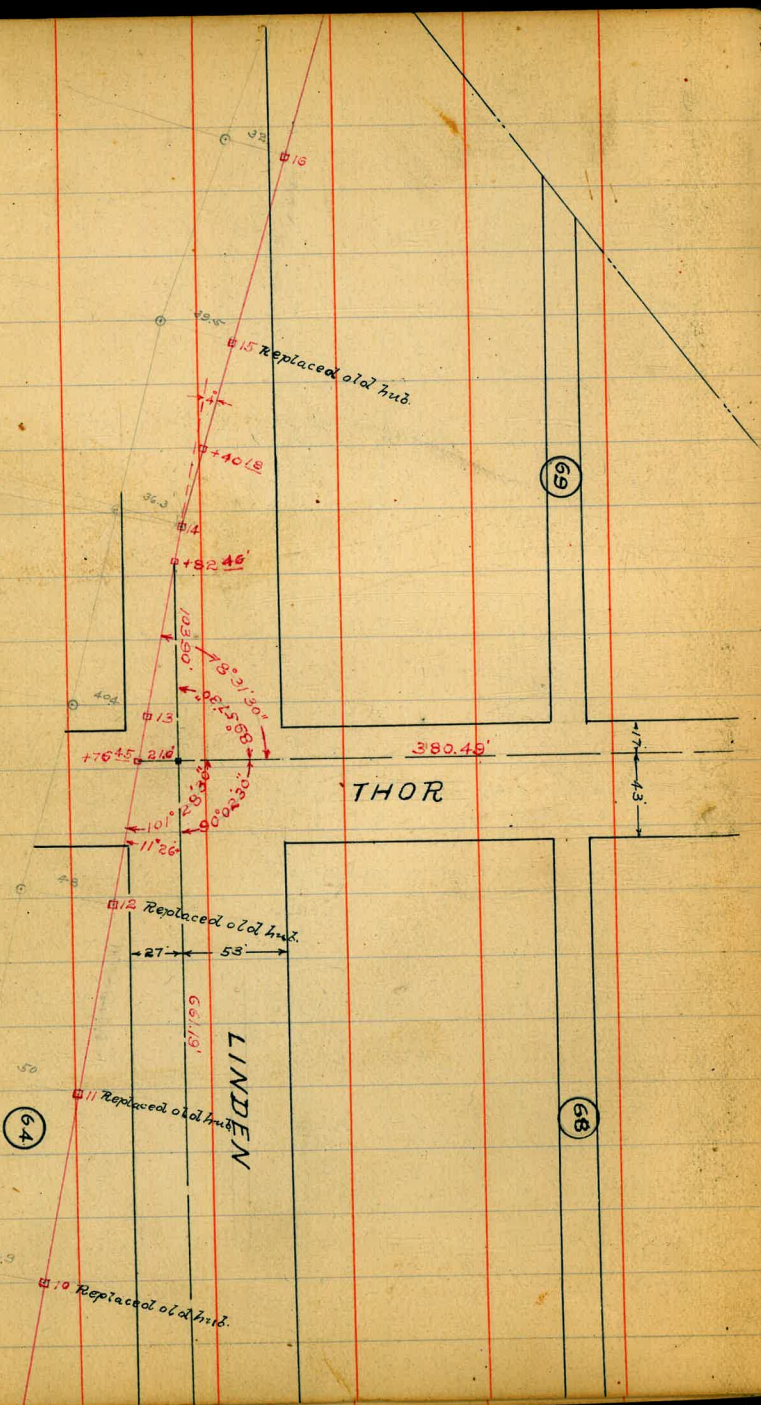
344.54'

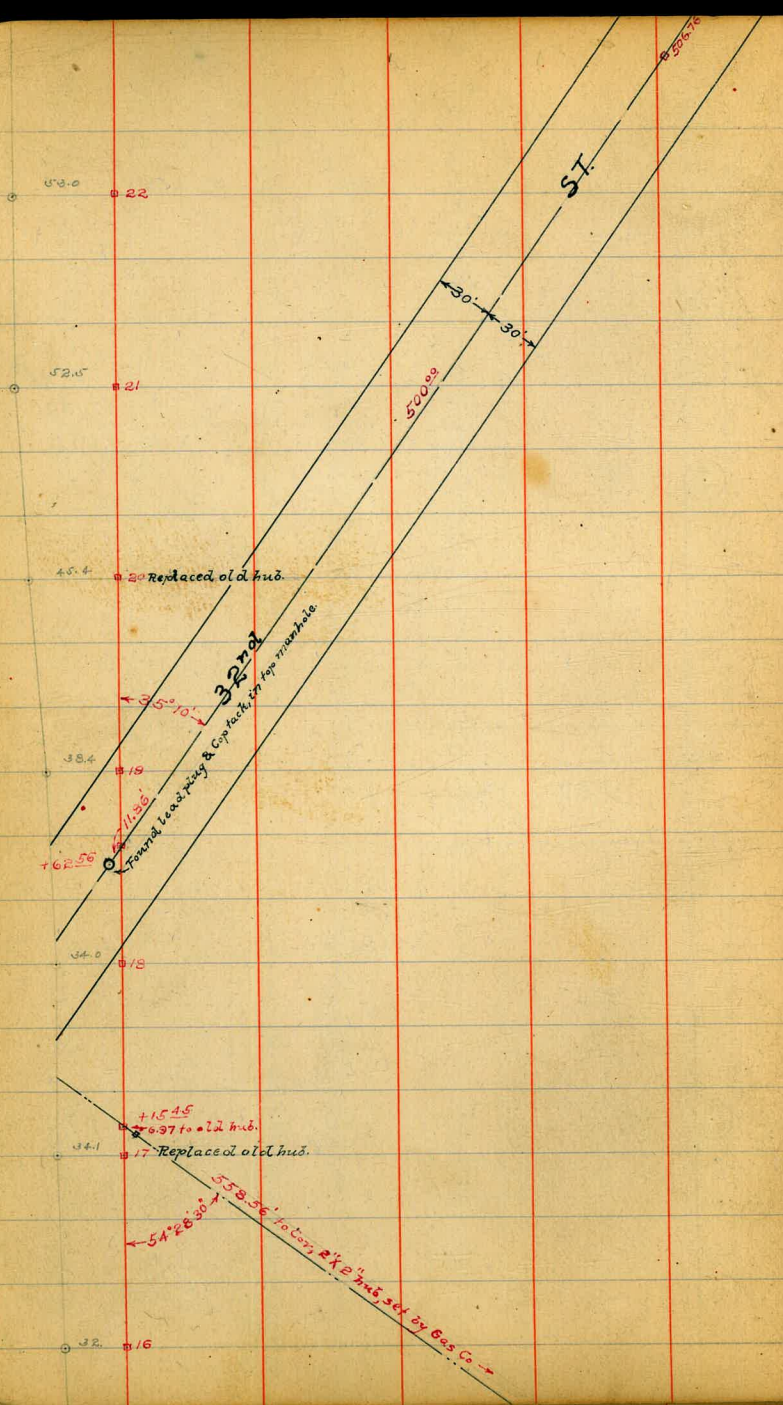
to 1/2" x 6" Con. Man. 46572'

ENGINEERING DEPARTMENT,  
S. IN CALIFORNIA DIEGO.

78-24  
2 4 16 30  
50-17-30







57341

49.7 #28 Both old & new hubs in.

59.7 #27 Replaced old hub.

62.6 #26 Replaced old hub.

66.1 #25

60.3 #24

58.1 #23

+67.57 Triangulation point N° 47  
U.S. C. & D. Survey, Captain Latham - 1916.

53.0 #22

LOT 13.

Mr. Parris shown on back ground of Lot  
13 were set by W.S. King -  
They are below rail of fence

City Plan  
Hub 189 from North gauge line

SAN DIEGO & ARIZONA R.R.

A.T. & S.F. RR.

ST.

3rd

506.76'

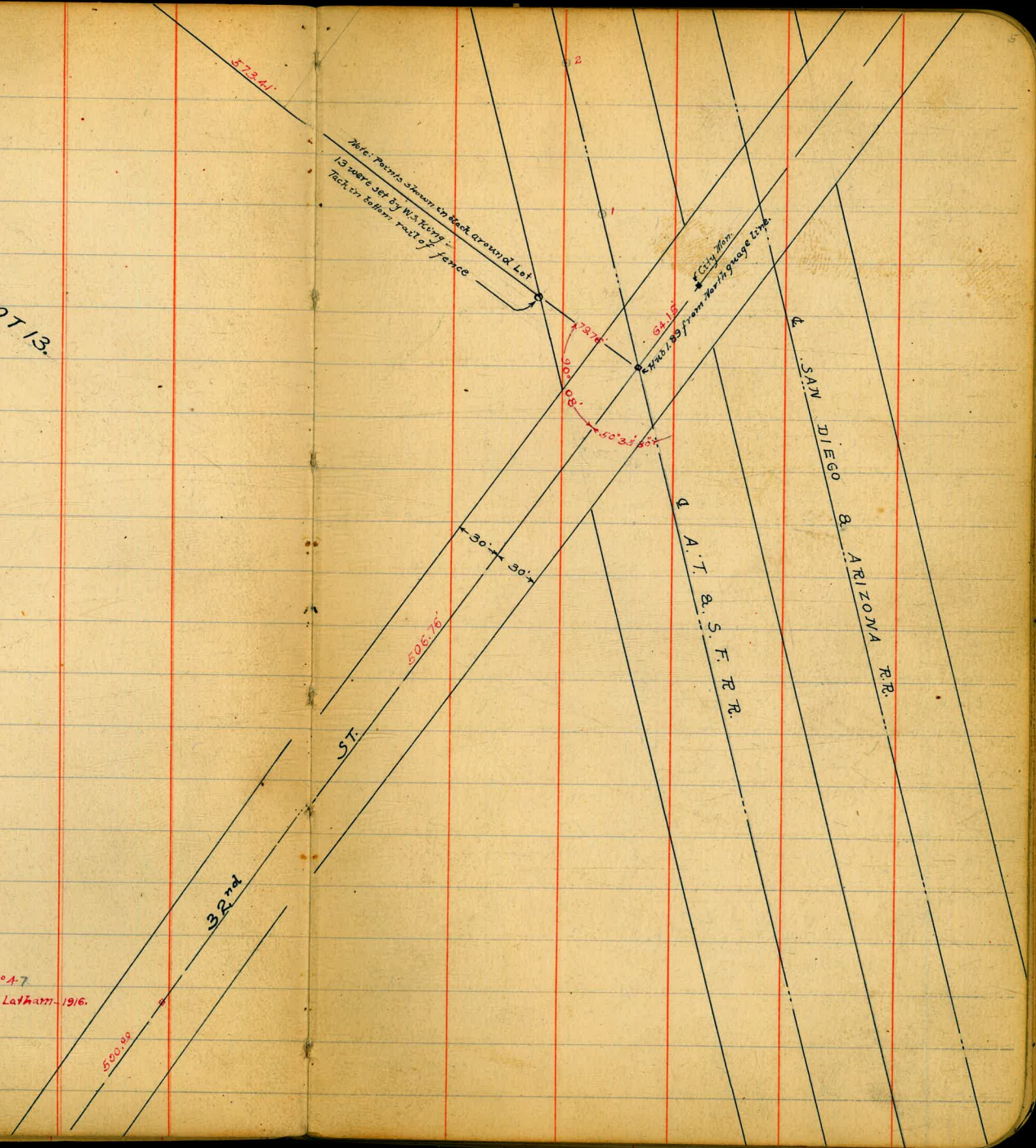
500.89'

30' 30'

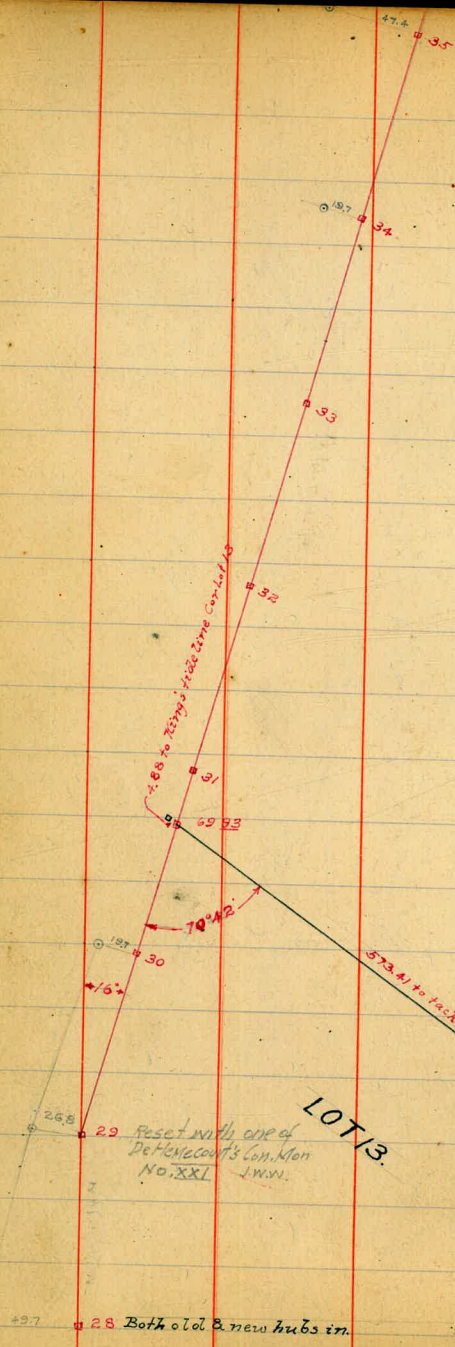
30' 30'

2

1







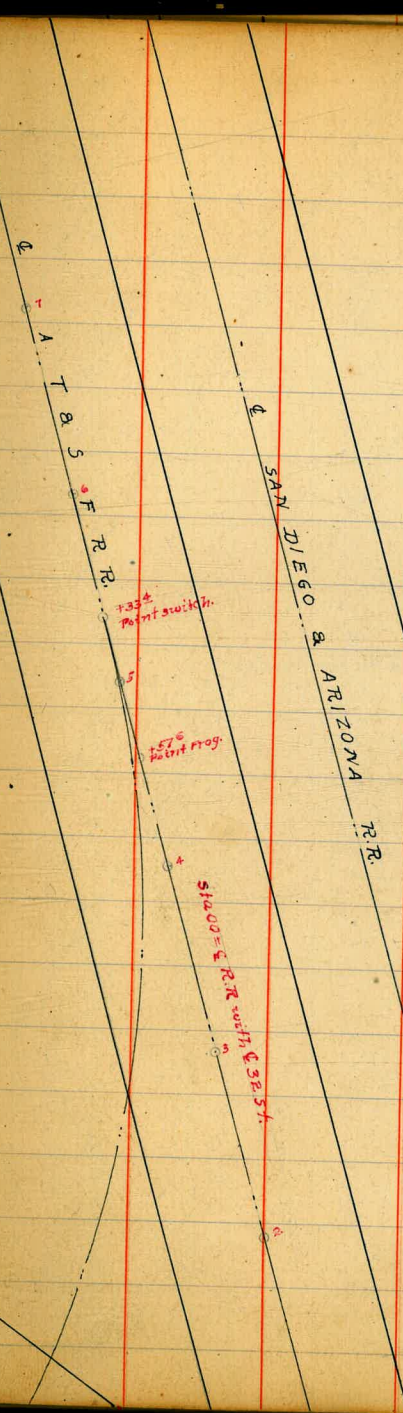
LOT 13.

29.86 to King's Piece Line Cont'd

573.41 to back of msc

29 Reset with one of DeFencourt's Con. Mon No. XXI L.M.W.

28 Both old & new hubs in.



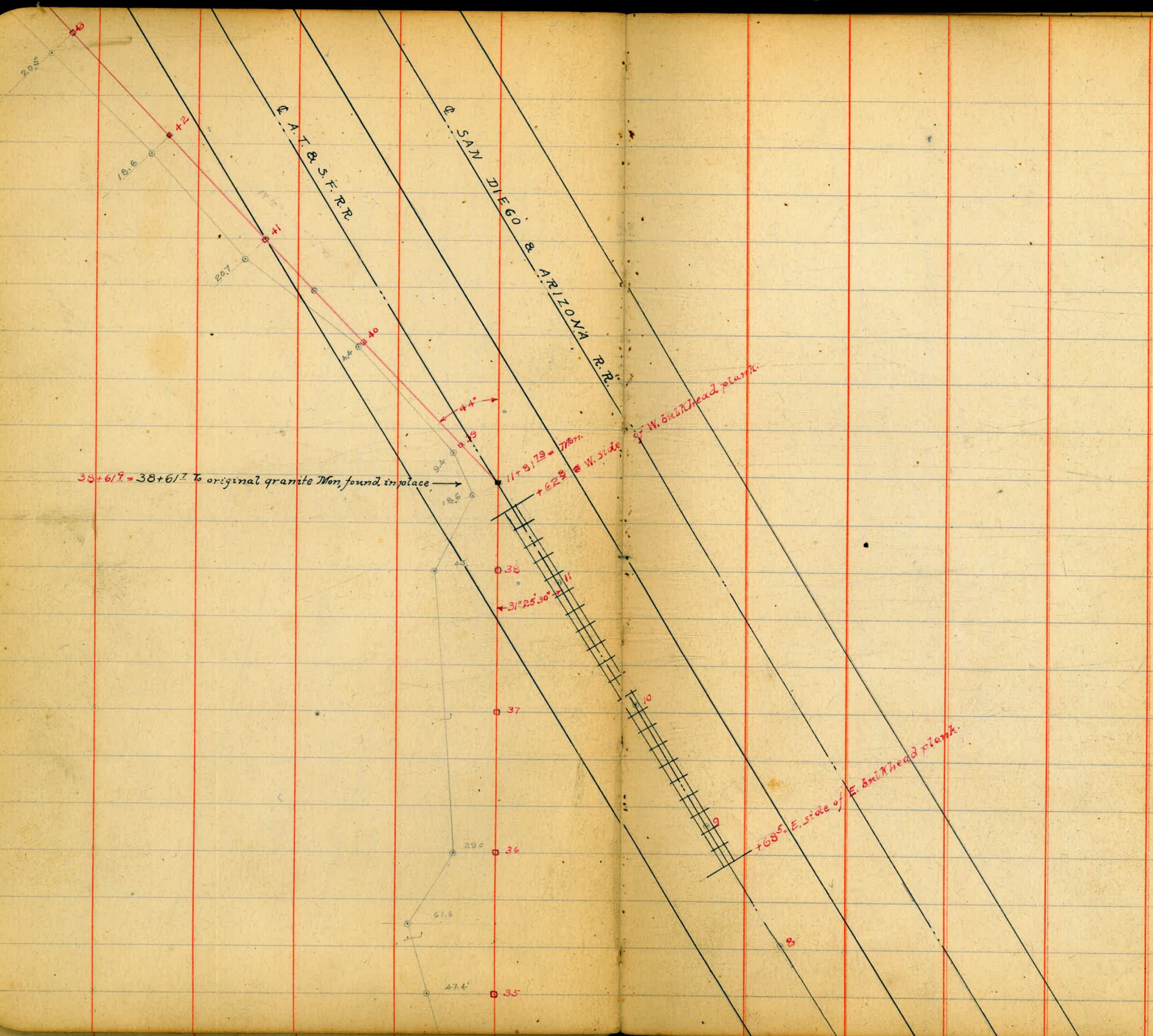
T A B S F R R.

SAN DIEGO & ARIZONA R.R.

7334 Point of Curvature

776 Point of Prog.

514.00 = E R.R. with E 38.54



38+61.7 = 38+61.7 to original granite Men found in place

11+8.73 = 76m

+62.8 E. side of W. Birdhead plank

38

31°25'30"

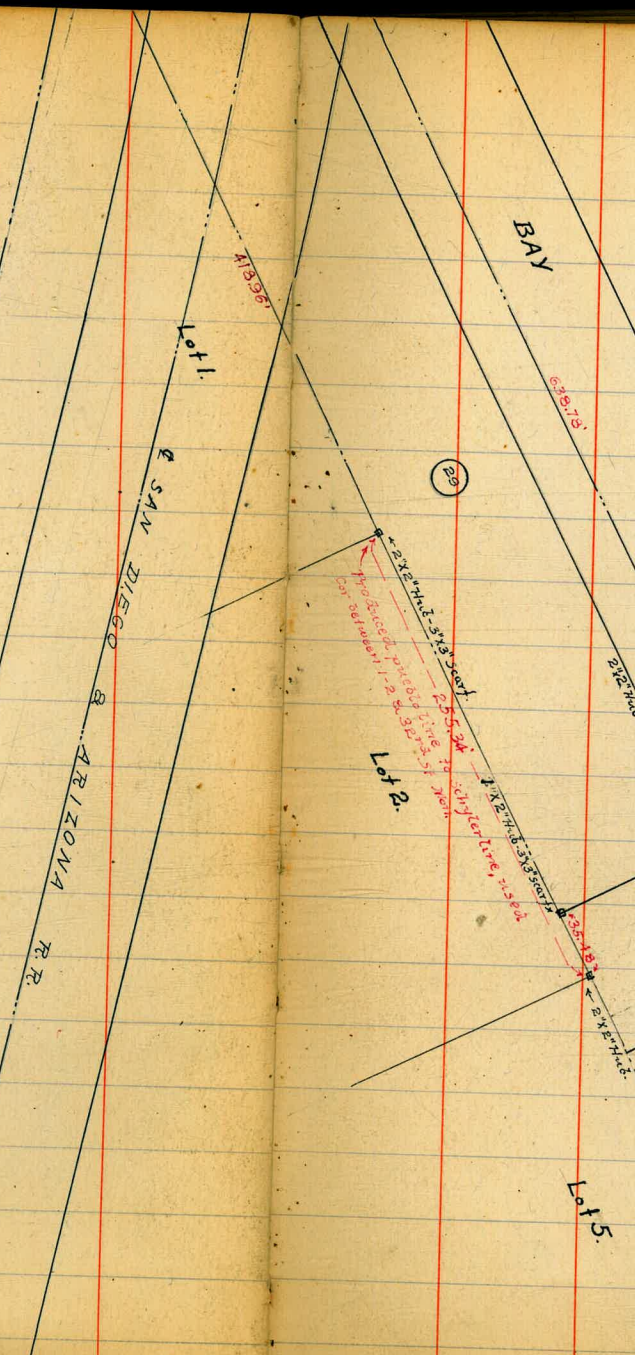
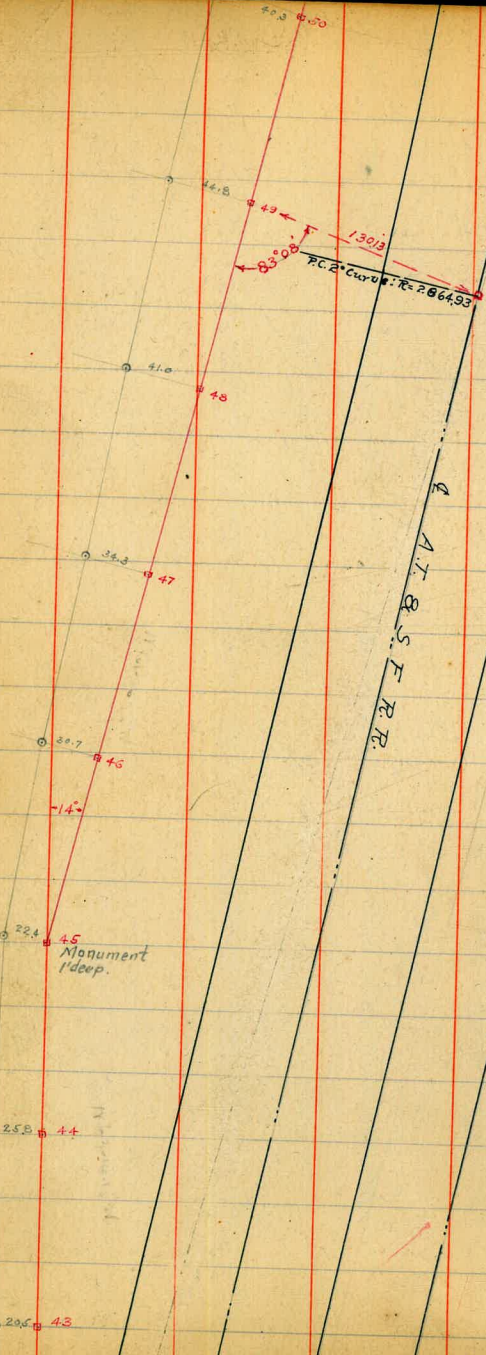
37

36

35

76°5' E. side of E. Birdhead plank

8



MAIN ST

ST.

COLTON

(26)

SAN DIEGO & ARIZONA R.R.

BAY

A.T. & S.F. R.R.

(23)

(24)

(25)

(28)

3.3 58

1.5 55

+37.27

41° 05'

1.5 53

+29.27

14.5 52

+40.43

48° 51'

31.0 51

+70.27

40.3 50

373.55 to 19.70m.

27' 53'

32.67'

Thru good either East or North

Note Points in this intersection do not line

29 ft

From Point 1/2"

27' 53'

53.378'

53.378' spans meters south of points 43 on up to south

1" x 2" Redwood  
2" x 2" Nails  
1" x 2" Redwood  
2" x 2" Nails  
1" x 2" Redwood  
2" x 2" Nails

110.12'  
2" x 4" Post  
2" x 2" Nails  
13' wood

103.94'  
89° 34'

178.56 to 67.125 70m.

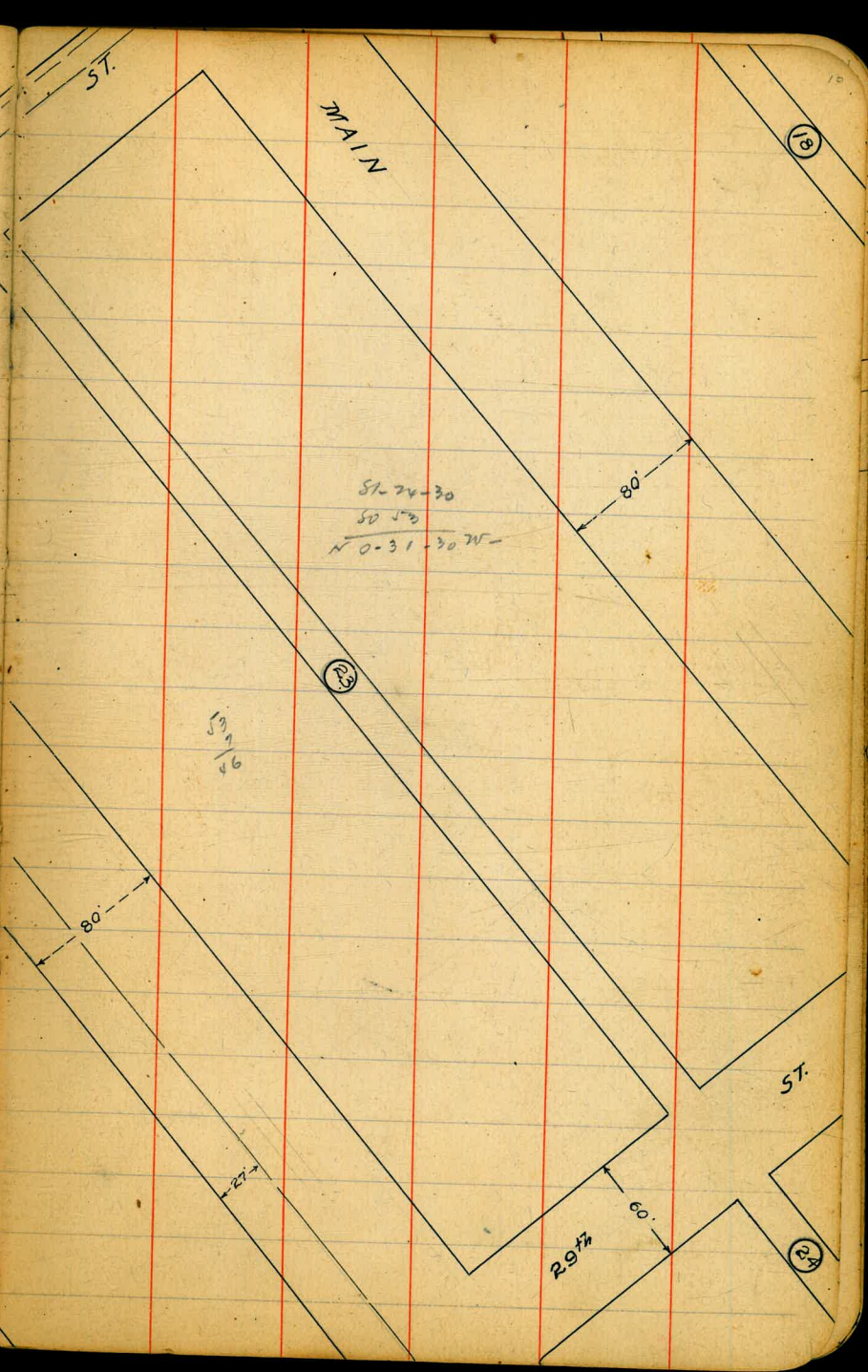
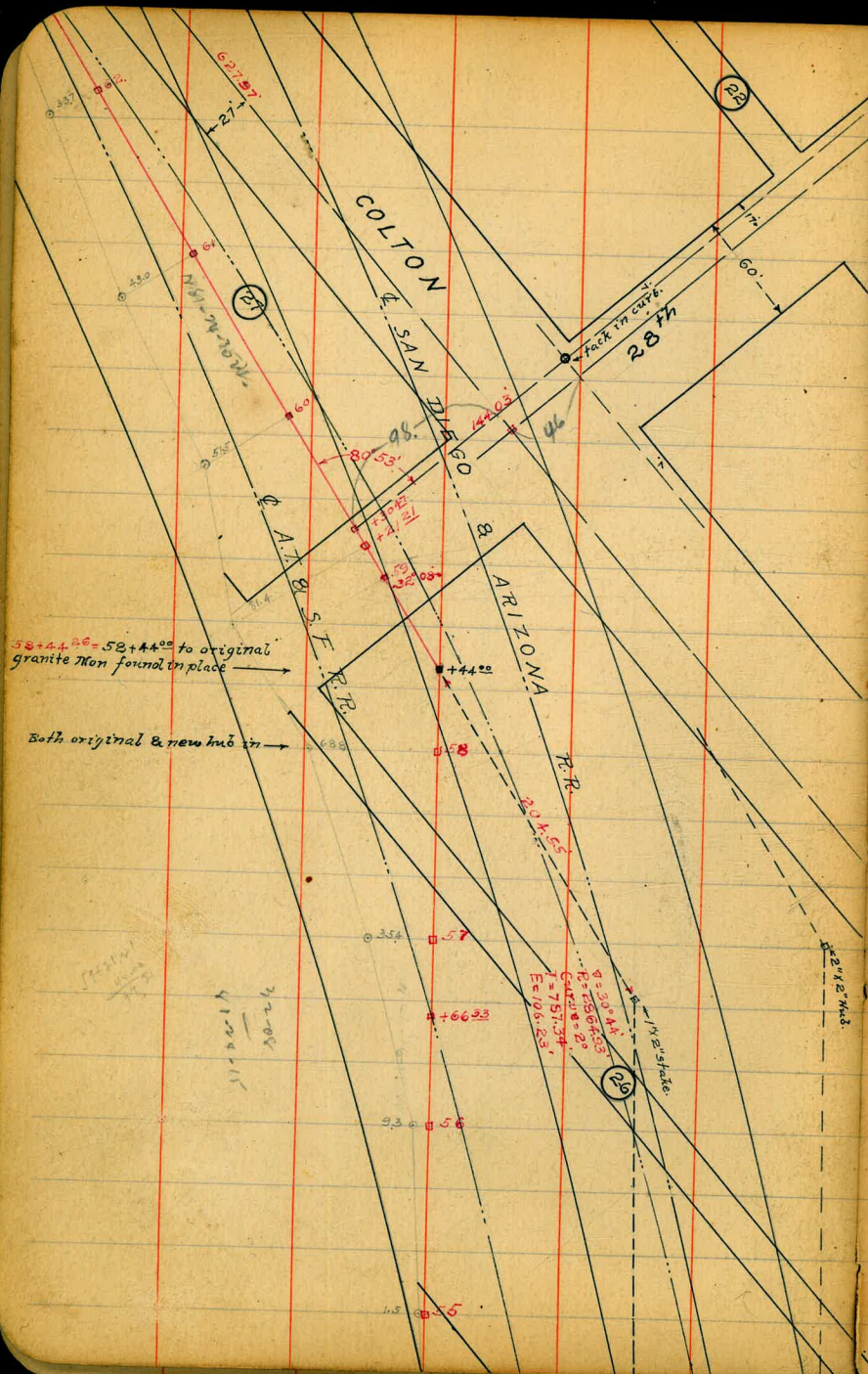
1" x 2" Redwood  
2" x 2" Nails

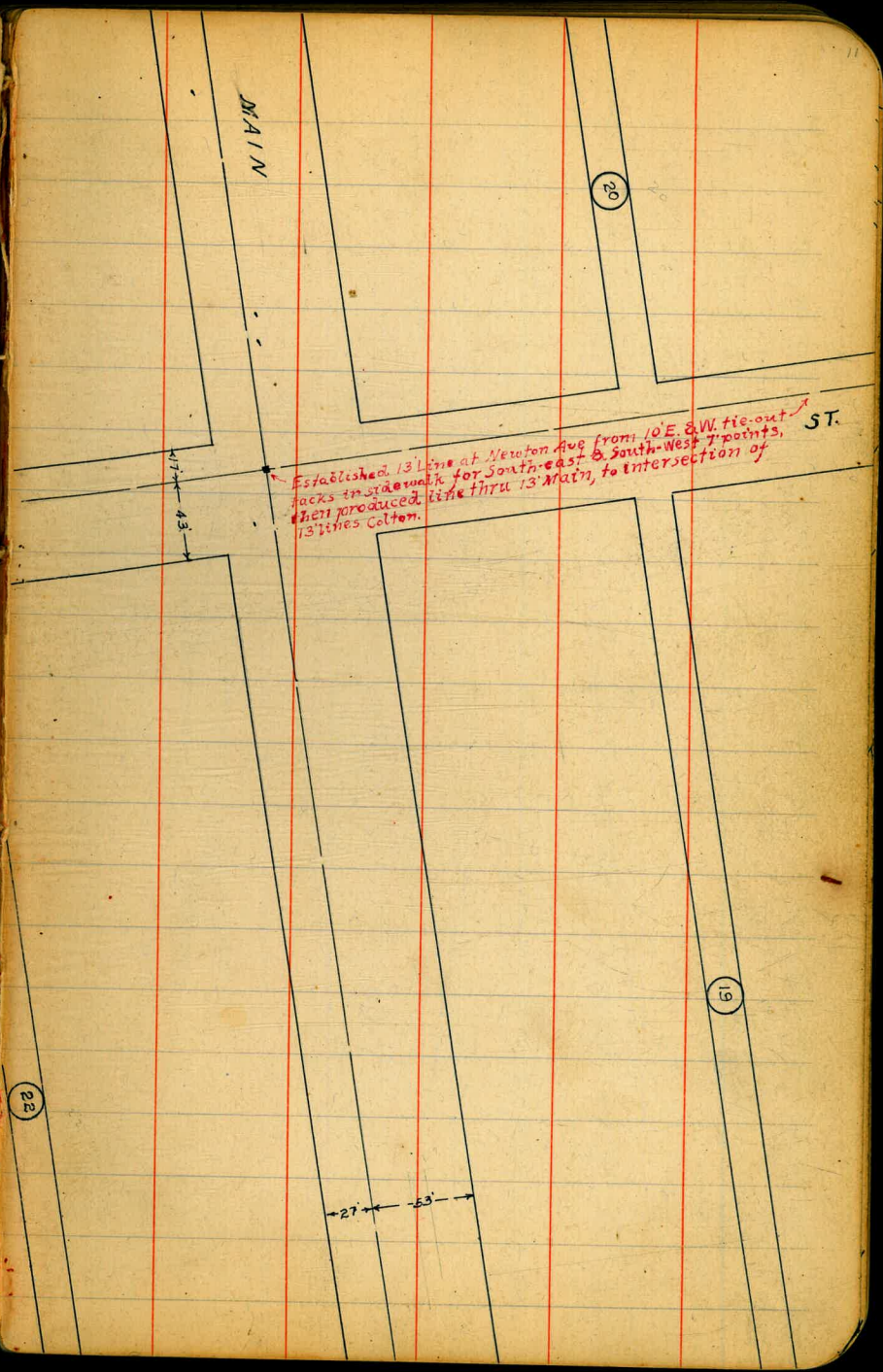
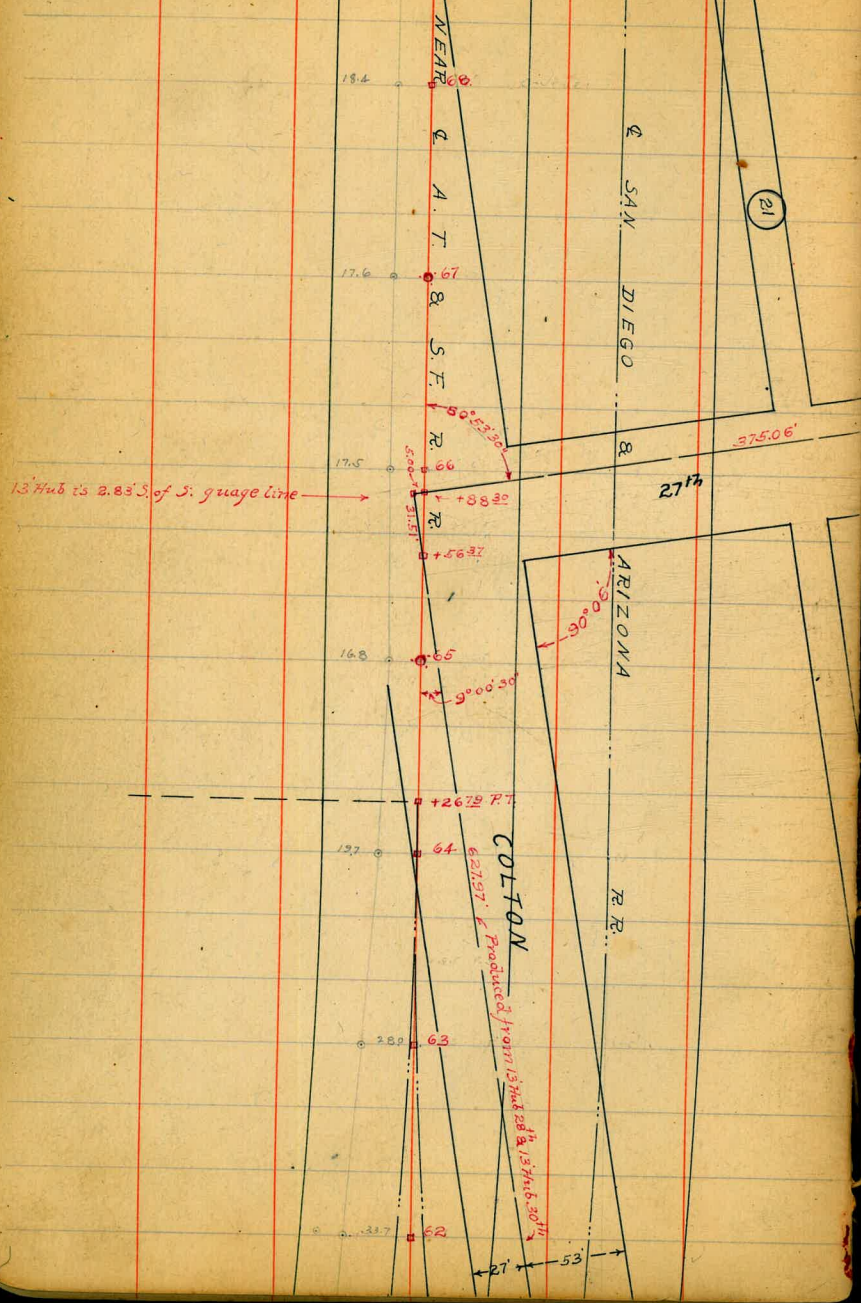
1" x 2" Redwood  
2" x 2" Nails

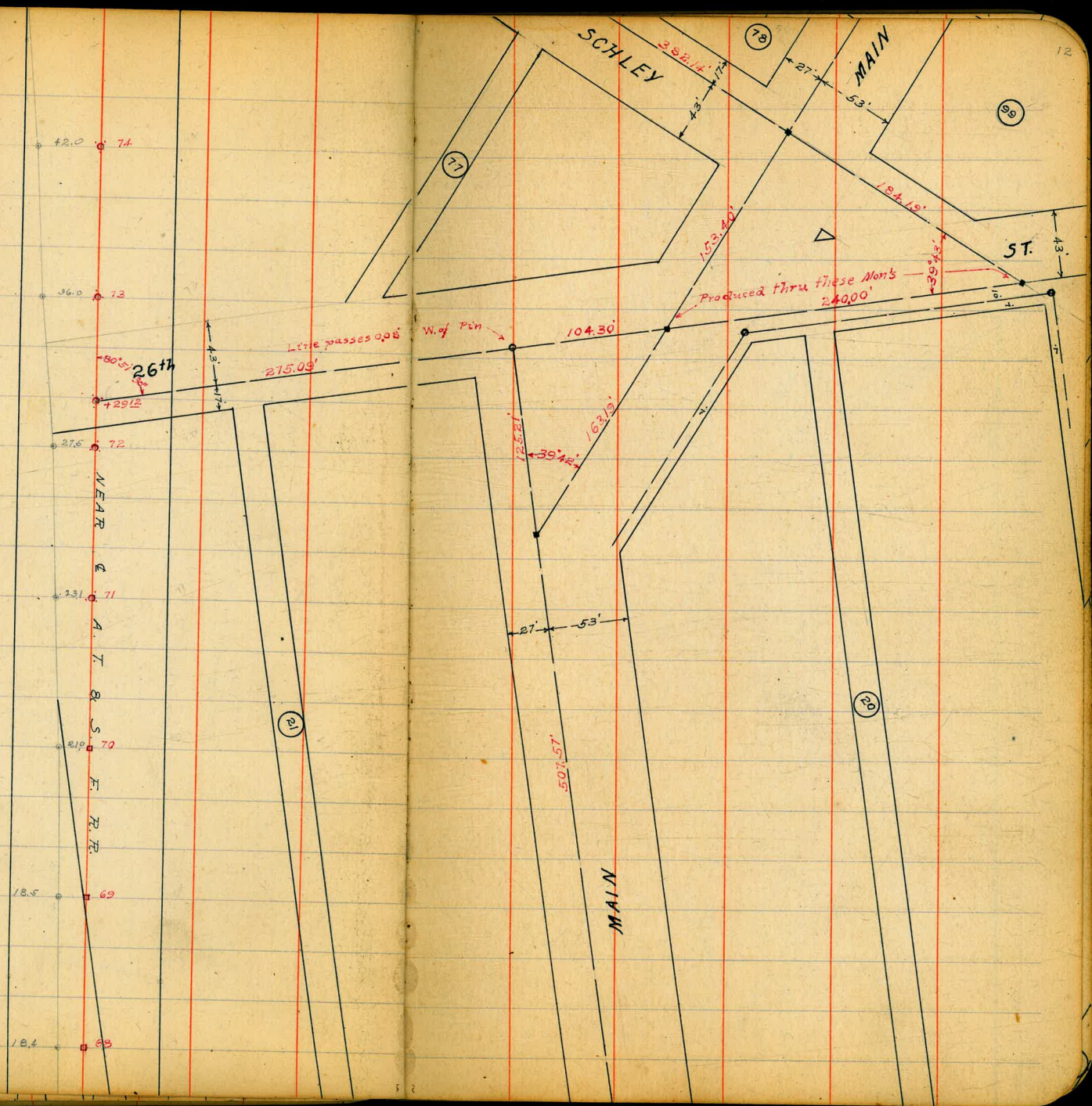
1" x 2" Redwood  
2" x 2" Nails

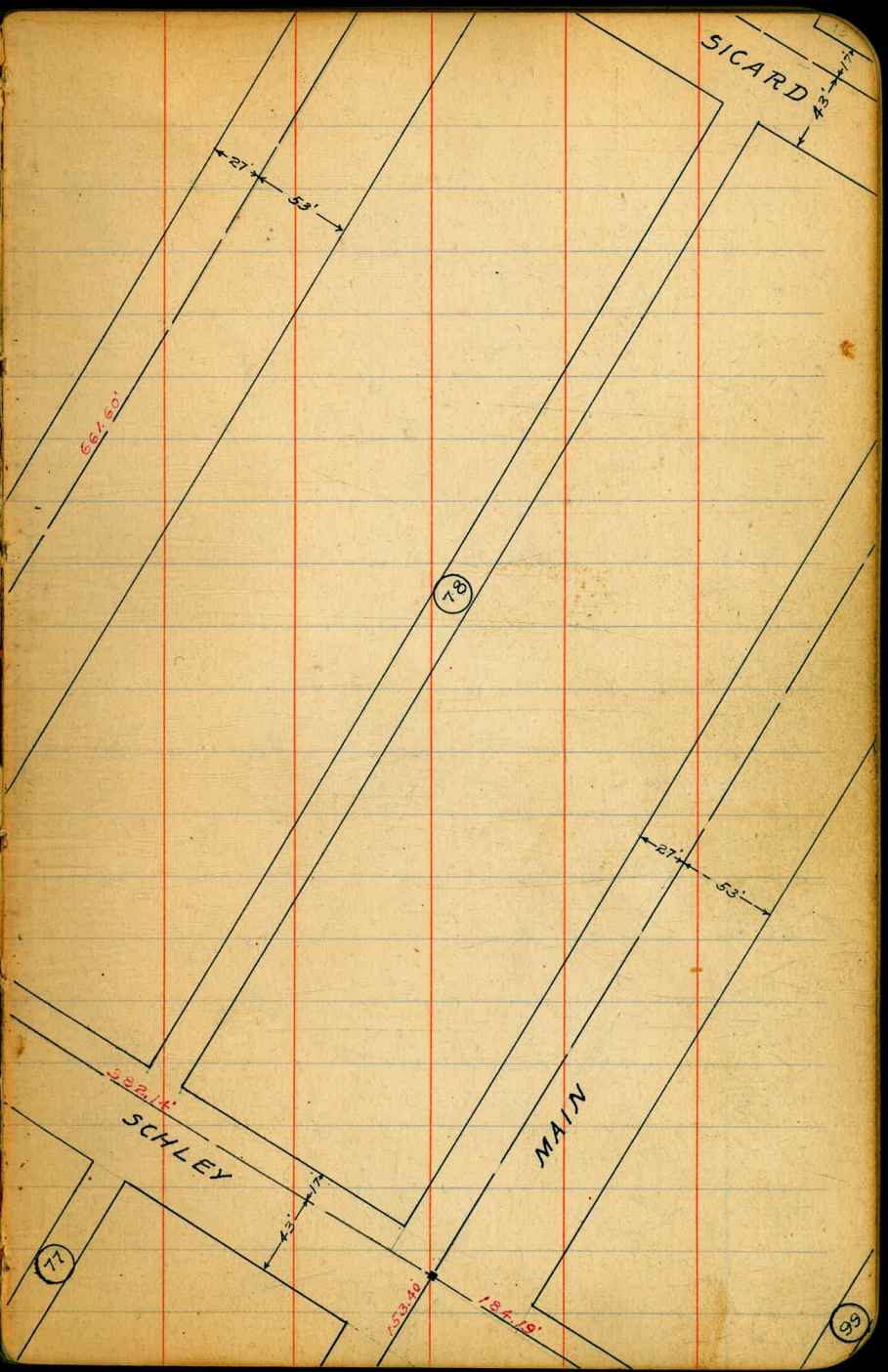
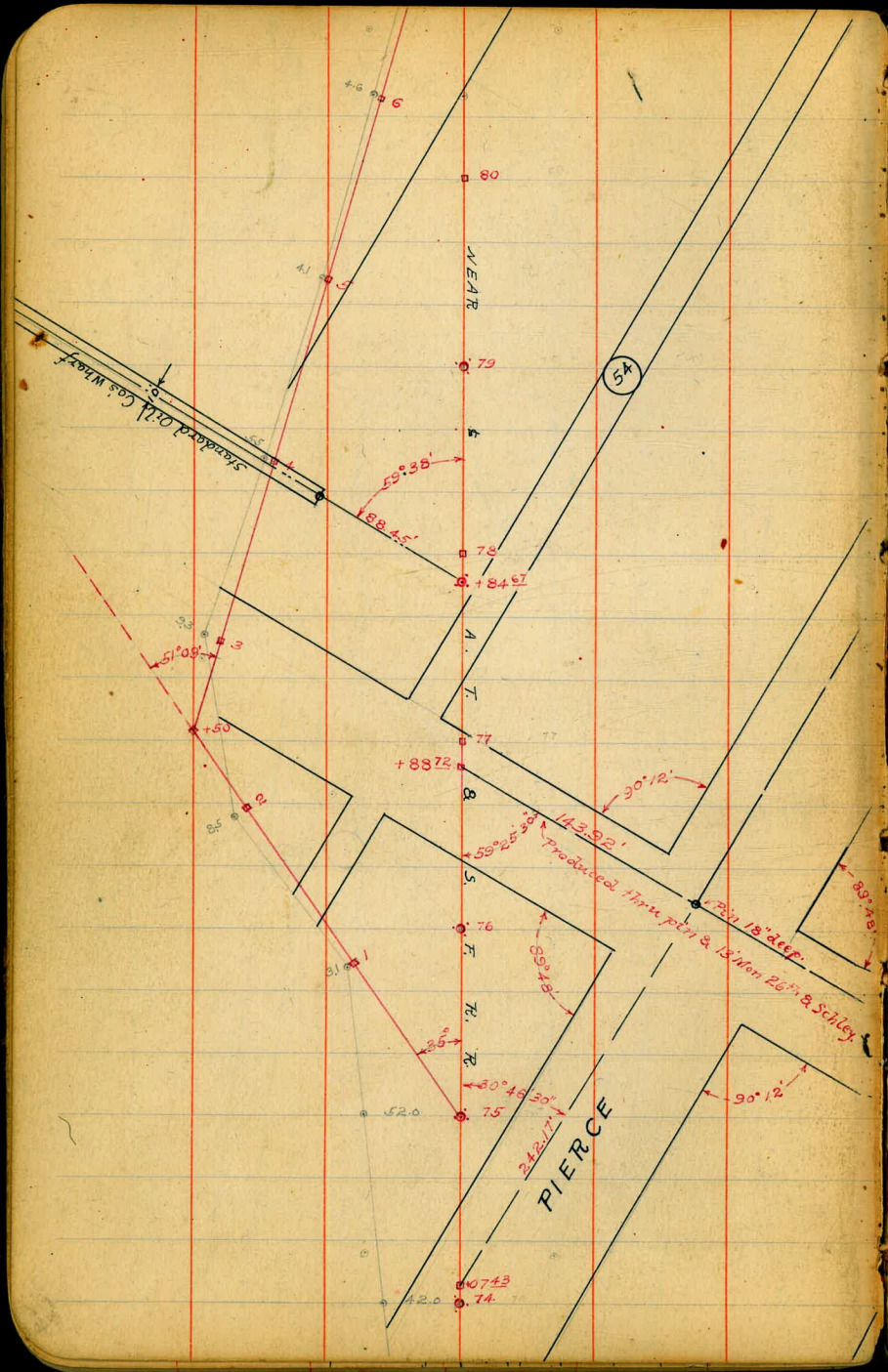
1" x 2" Redwood  
2" x 2" Nails

1" x 2" Redwood  
2" x 2" Nails











RR. PI =  $\begin{cases} 13571.73 \text{ E} \\ 21217.23 \text{ S} \end{cases}$

$\angle A = 30^\circ 46'$   
 $\angle D = 3^\circ 30'$   
 $M = 1437.28'$   
 $T = 450.46'$   
 $E = 60.84'$

Set 2"x4" stake RR PI  
Nug: PI is a few tenths  
south of Schuyler's  
Random tie's prod  
ced.

Left old hub in 8" deep  
Reset new hub flush  
exactly above old one.

$7+65.43 = 7+656$   
 $81+2988 = 82+00$  old line.

Left old hub in.

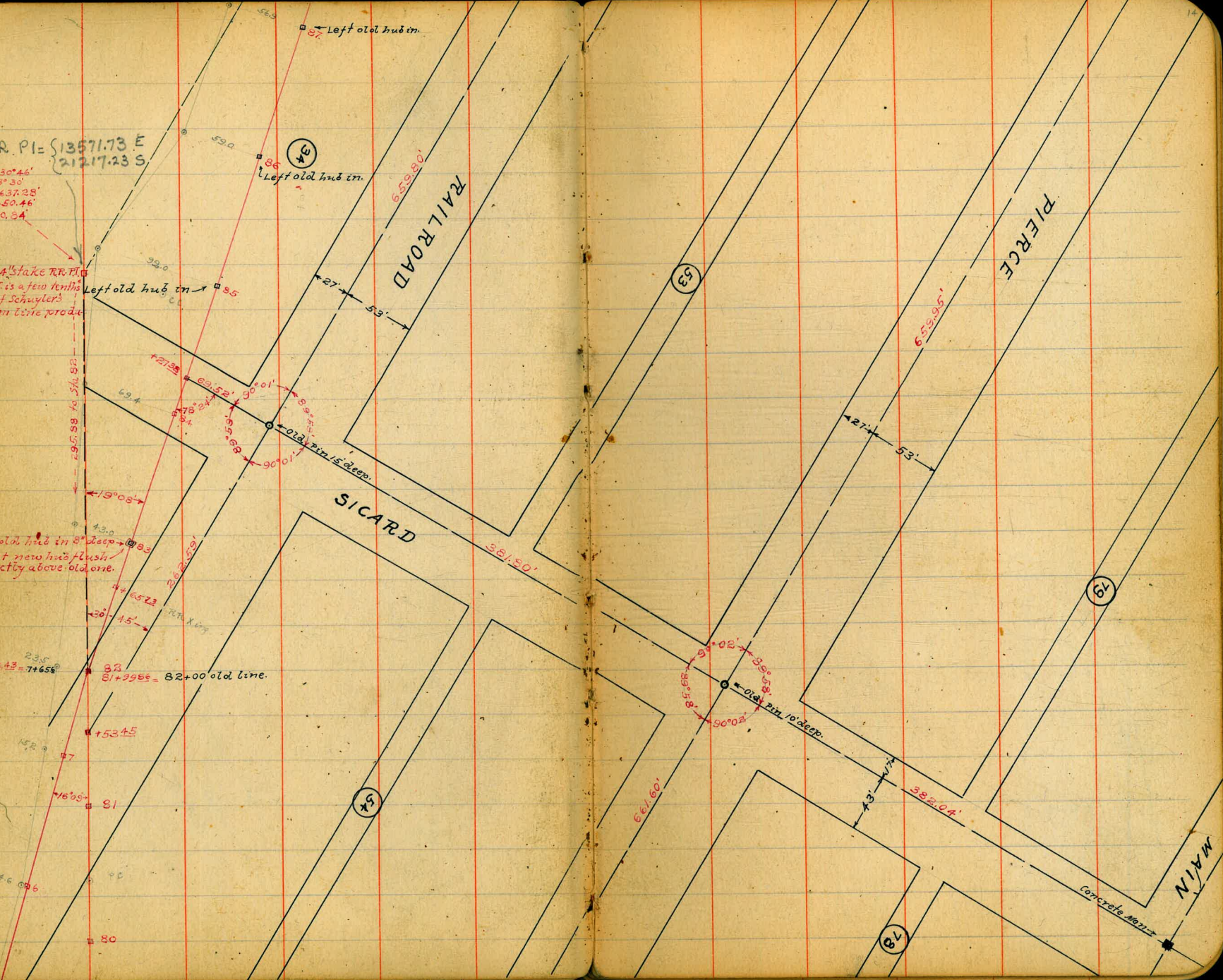
Left old hub in.

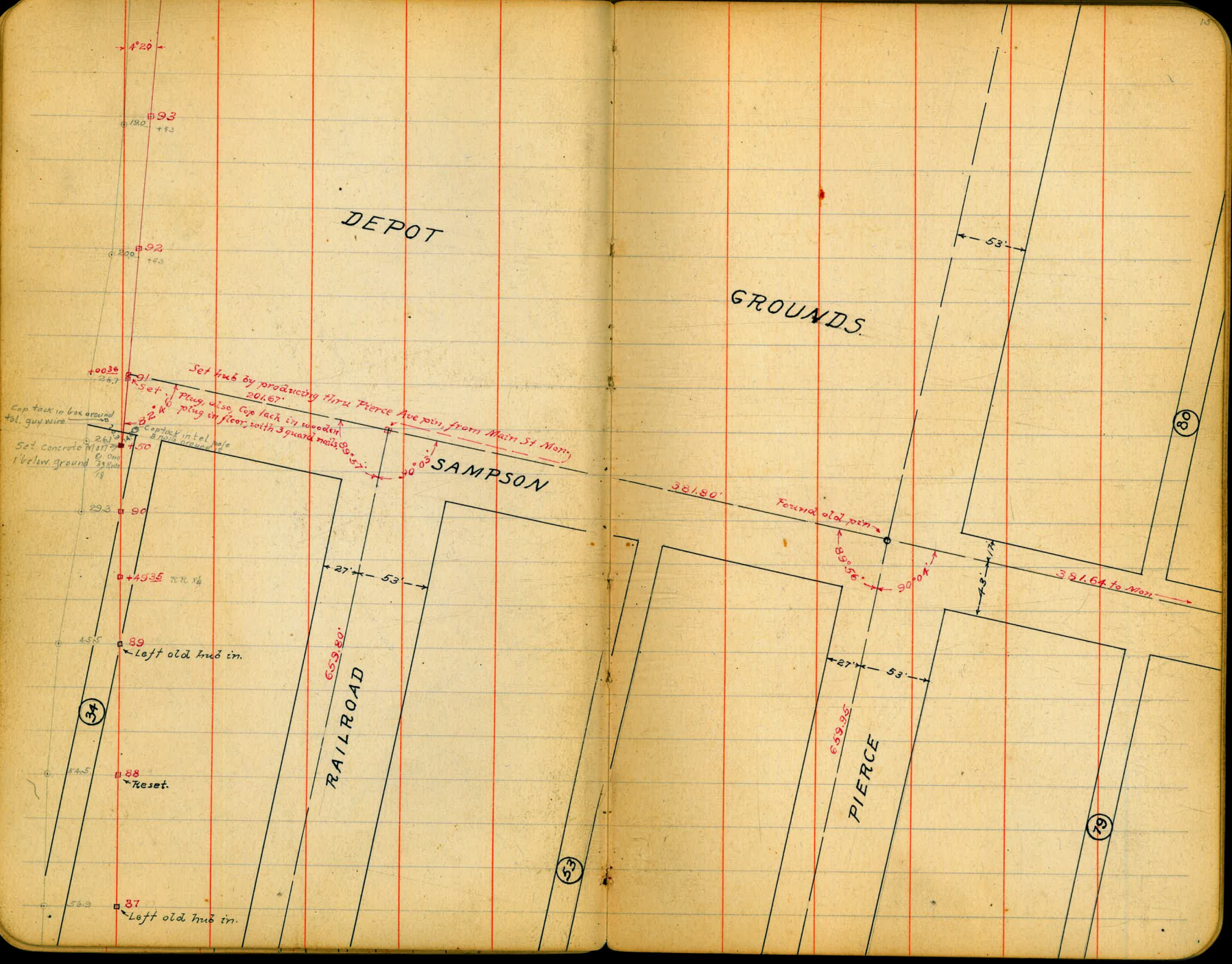
Left old hub in

SICARD

PIERCE

MAIN  
Concrete Mast





→ 4°20' ←

93  
192.1 + 53

92  
192.1 + 53

DEPOT

GROUNDS

Set hub by producing thru Pierce Ave pin, from Main St Mon. 20.67  
 91  
 Set. Plug, also, cap tack in wooden  
 90  
 plug in floor, with 3 guard nails, 20.57

Cap tack in box around  
 tel. guy wire  
 26.10  
 Set concrete Mark  
 8' dia  
 1' below ground  
 18

SAMPSON

381.80'

Found old pin

391.64 to West

90  
29.3

95  
77.16

89  
Left old hub in.

88  
Reset.

87  
Left old hub in.

RAILROAD  
655.80'

PIERCE  
655.95'

53'

27' 53'

27' 53'

43' 17"

80

87

87

80

99

70

98

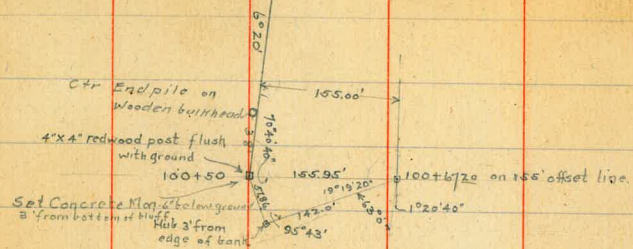
97

96

95

94

93



Schuyler Base Line

1110.31

112'±0.40

2'±20'

CT. in guard around guy wire

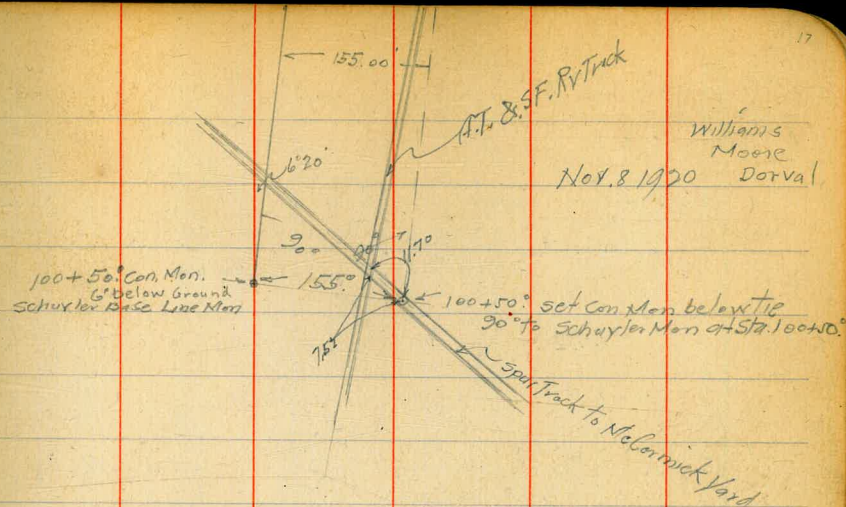
90+60

Set Concrete Mon. 11' deep

89+49.35

Santa Fe Track

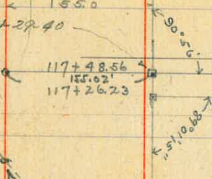
Hub set by Donny noted as Sta 89+49.35



Mulkey  
Pd. Hwy 15' drop } 11-22-40  
Set hub 05' drop }

117+51.09  
117+48.56  
115.02  
117+26.23

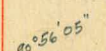
115+54.82



113+60.71  
Lower Cal. Adm. Co. Bldg.

State High Base Line

110+90.74



275.52  
N. 39° 19' 50" E.

(N. 89° 42' 15" E)  
Cor. 72  
P.L. Line

578.29  
Beardsley St.

End reduction  
714

346.21

500' 1/2  
52-3-24

155.0'

100+50

117+48.56

St. roll  
1760  
1278  
D. Current sign



Pierce Ave

1120.77'

Crosby St.

418.17

39° 35' 50"

123.17

25° 4' 8.3"

1130.66  
257.30  
to S.E. Cor. Rk. 1157

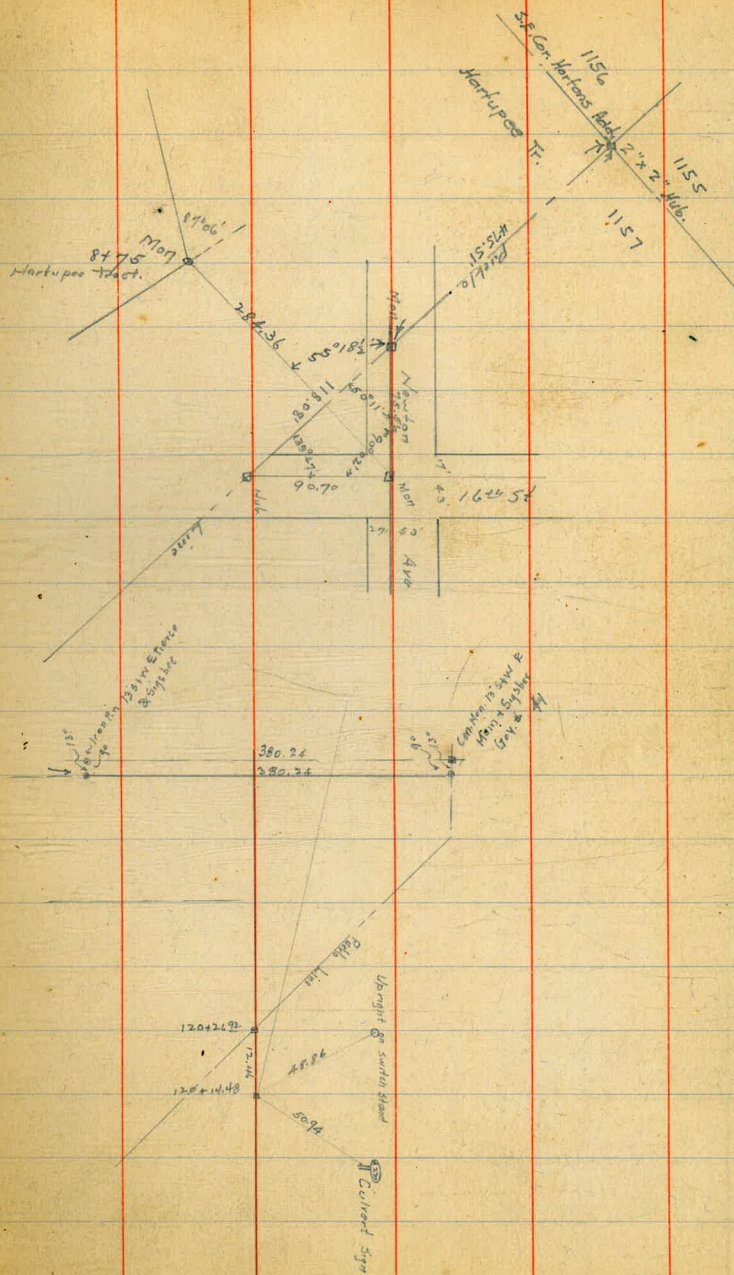
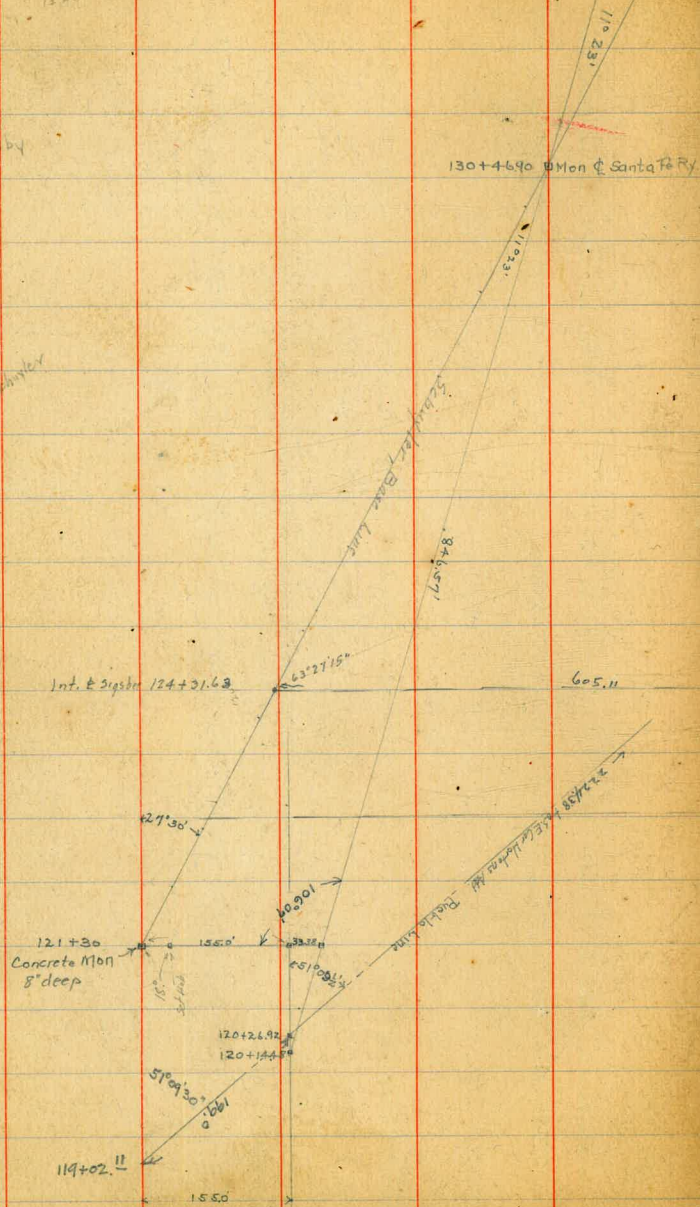
2x2" hub  
Dewey 209.27  
St.

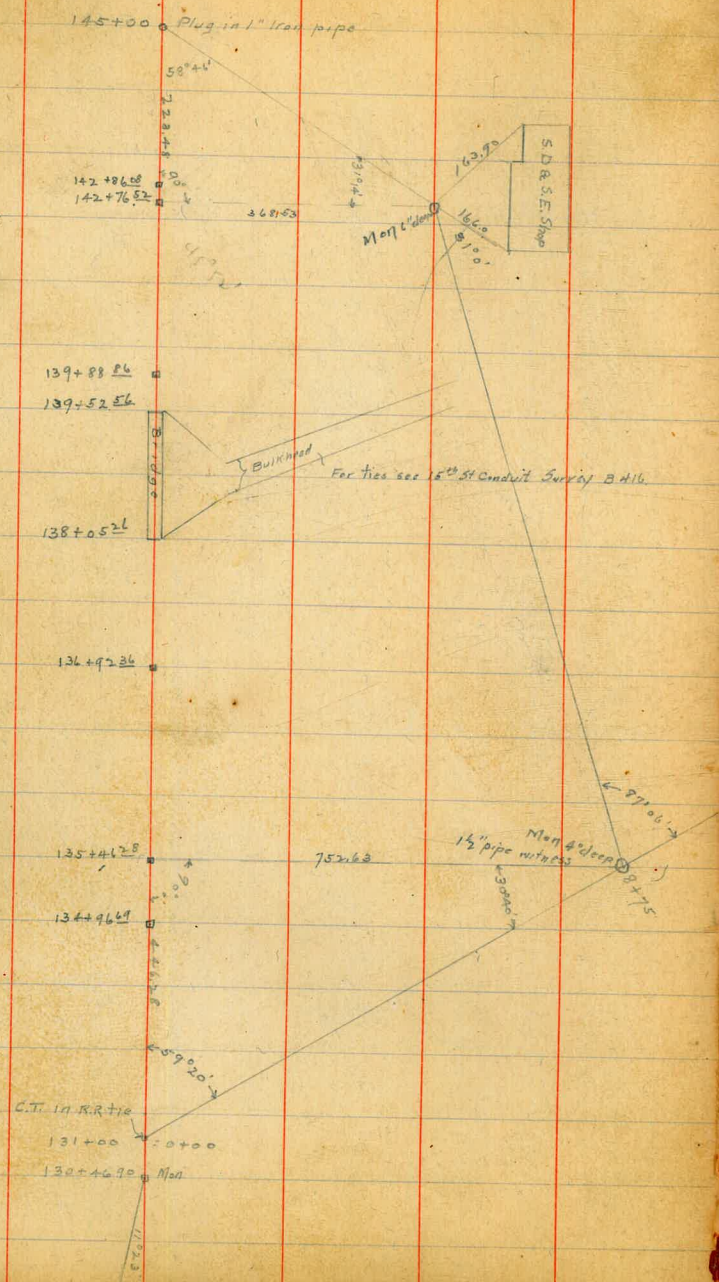
156' offset line

1/2 SW Mau Sigsby  
Mau 000

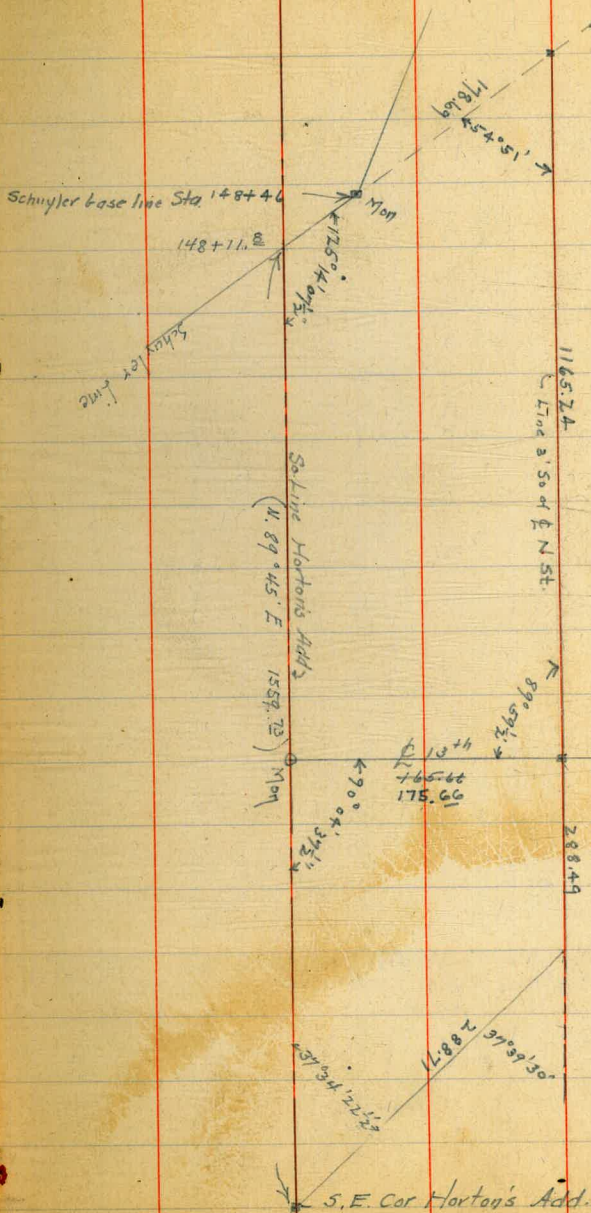
Pin 389.74

114+31.63 and Sigsby  
65° 27' 30"  
605.11



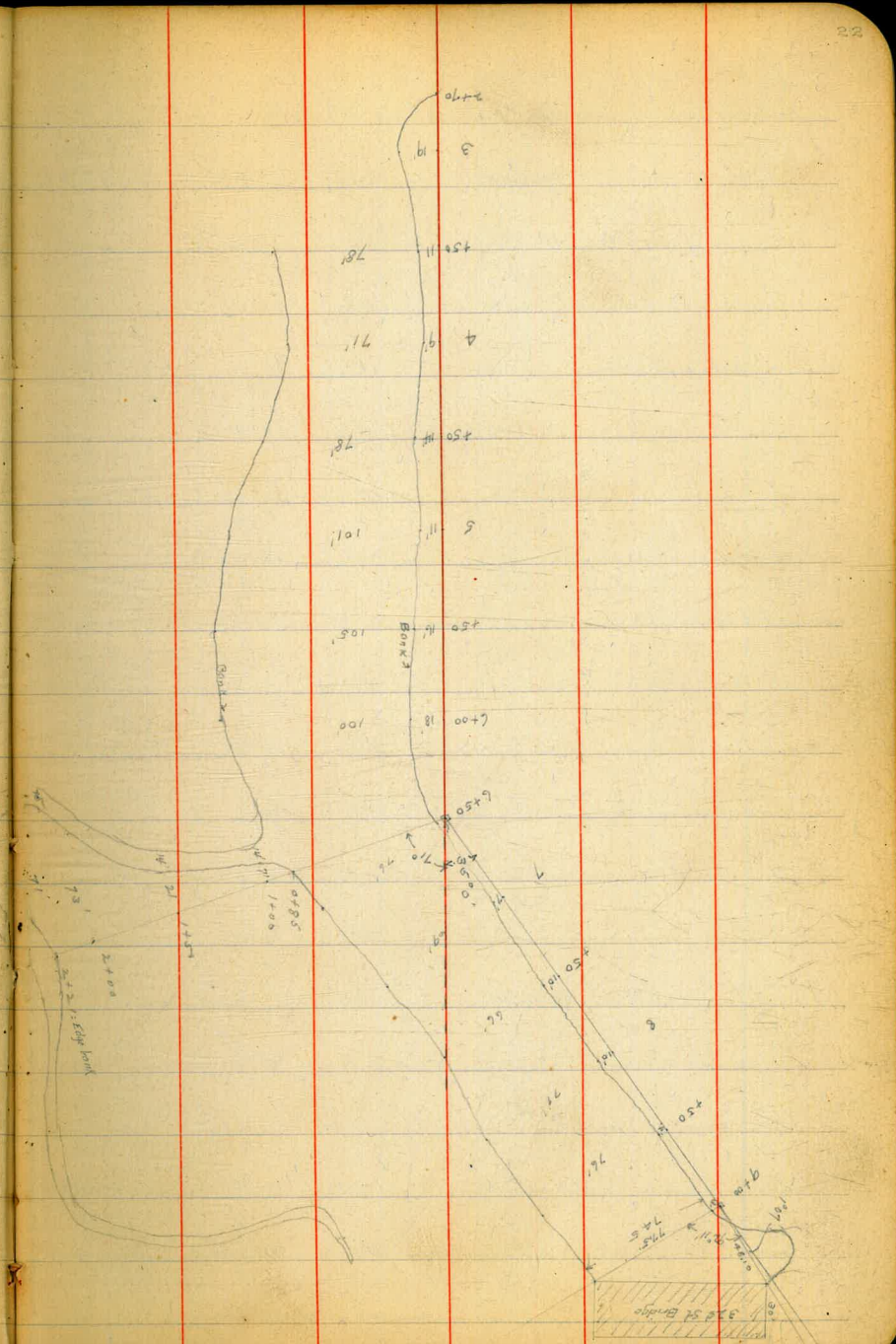
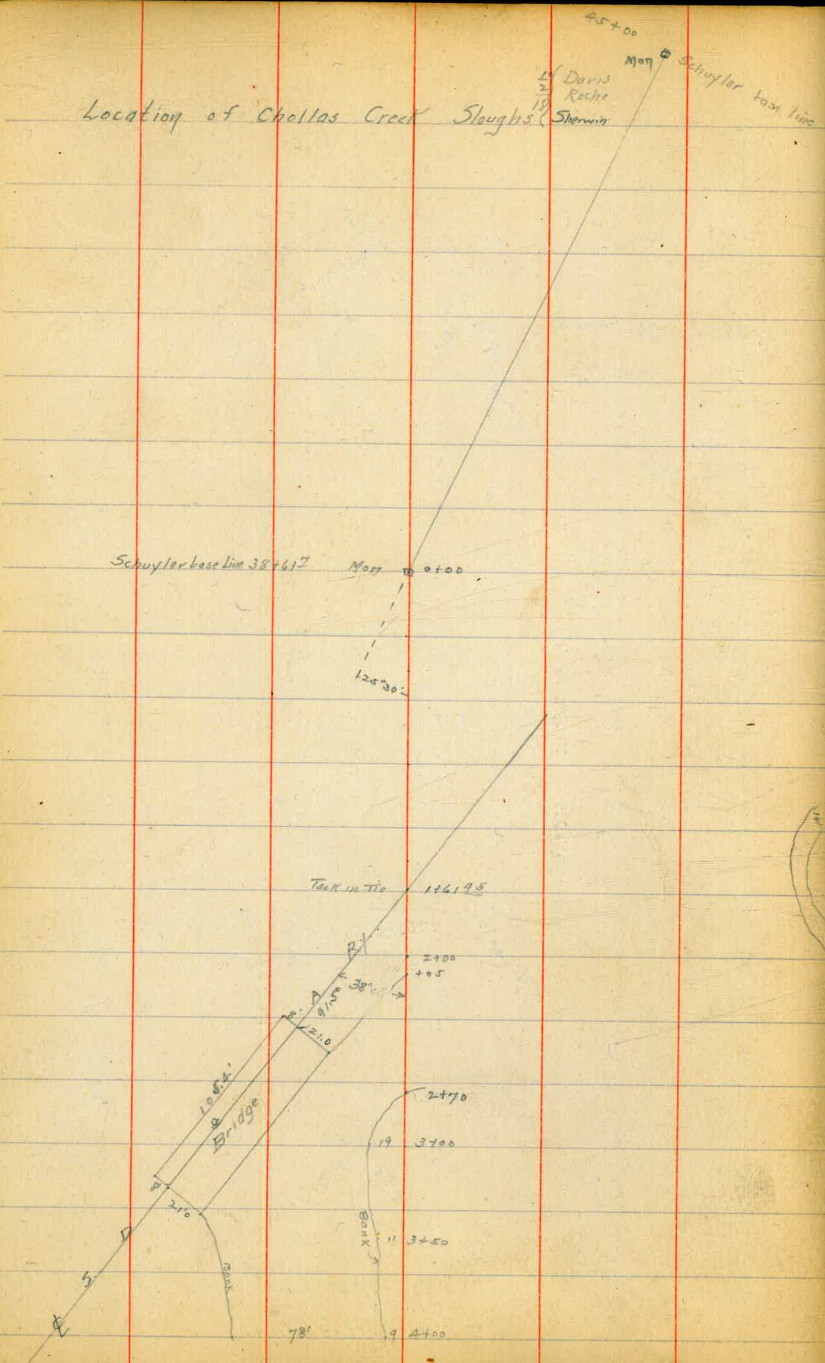


148+46 Mon  
 Line 100 by wheel from 148+46 to foot of Market St. in Bk. Rec. Pgs. 23 to 28  
 217.23 (about this)  
 O.K.





Location of Chollas Creek Sloughs



B Hub

1000' E J. D. & A. Ry

146.35  
A → C.T. in line

← 35° 04'

Location of Slough Channel - Chittas Creek Sloughs

10 } Davis 23  
6 } Roche  
8 } Shaws

π at A P.S. on B - Note all distances to approx ctr of Sloughs

Sta	Ang	Dist	Width of Slough
1	R 59° 30'	195	50'
2	" 71° 13'	340	100'
3	" 79° 48'	420	200' - 50' W of pt. & 100' E of pt. banks
4	" 80° 30'	540	50
5	" 82° 38'	770	50
6	" 79° 02'	880	25
7	" 66° 48'	915	
8	" 62° 51'	980	
9	" 54° 20'	1040	
10	" 47° 39'	980	
11	" 44° 18'	910	
12	" 47° 49'	845	25'
13	" 53° 11'	850	
14	" 59° 33'	790	
15	" 61° 16'	710	
16	" 57° 57'	610	
17	" 52° 40'	570	
18	" 50° 12'	520	
19	R 50° 07'	480	
20	R 66° 30'	410	

Average width

## Location of Slough Channel: Chollas Creek Sloughs.

⌘ at A F.S. on B

Sta	Ang	Dist	Width
-----	-----	------	-------

1	R 46°20'	790	15
---	----------	-----	----

2	" 40°09'	790	15
---	----------	-----	----

3	" 32°11'	710	15
---	----------	-----	----

4	" 28°52'	740	15
---	----------	-----	----

5	" 30°06'	800	15
---	----------	-----	----

⌘ at B F.S. on A

6	L 77°37'	425	12
---	----------	-----	----

7	" 80°45'	475	10
---	----------	-----	----

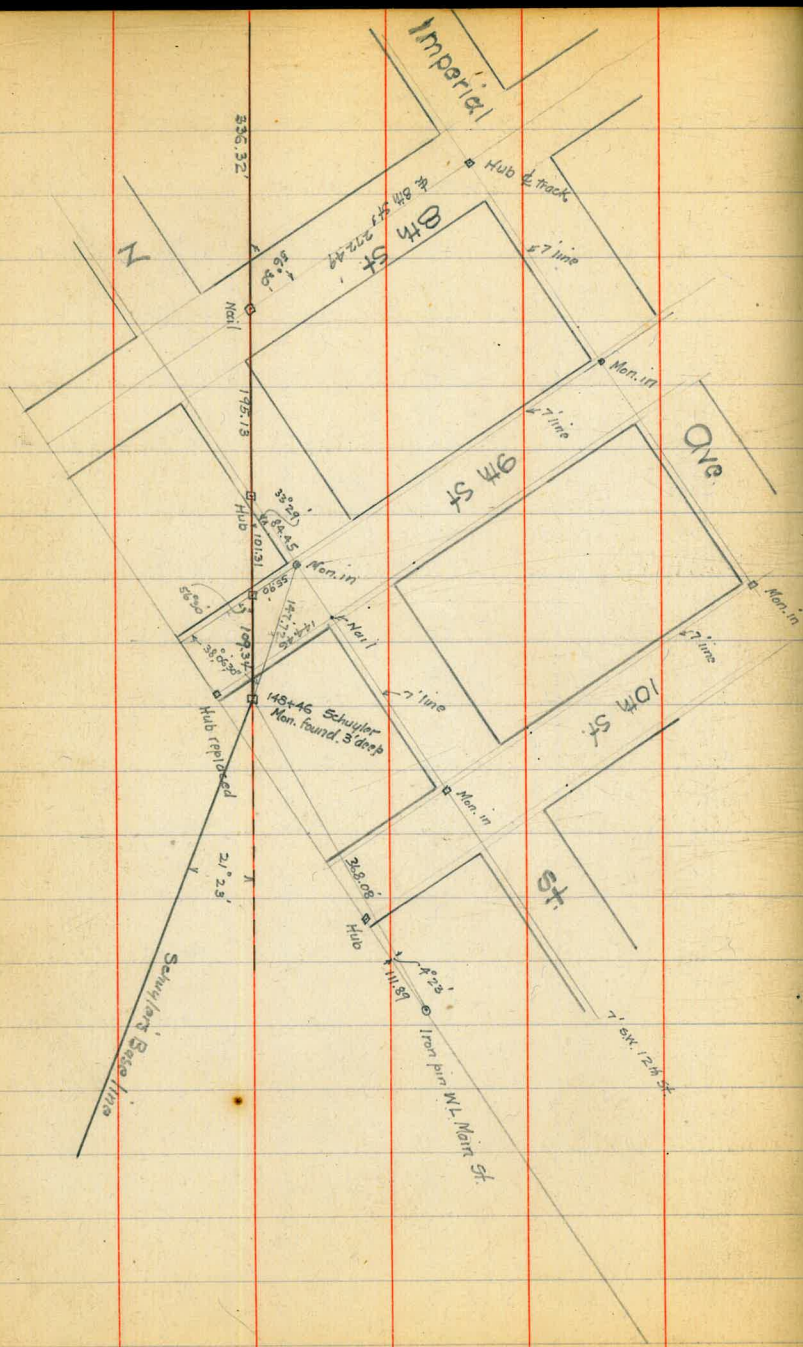
8	" 95°04'	545	8
---	----------	-----	---

9	" 96°55'	518	6
---	----------	-----	---

10	" 92°48'	490	6
----	----------	-----	---

11	" 95°40'	415	4
----	----------	-----	---

Copied from Book 960



N

Schuyler's Base line

Imperial

8th St

Ave

St

St

St

St

Hub & track

335.32

Nat'l

195.73

Hub

Mon. 11

Mon. 11

Hub replaced

21.23

143+46 Schuyler Non. found 3 deep

2.8.08

Hub

Mon. 11

4' 2"

1st on pt. N. N. N. St

5' 7" line

2' 7" line

2' 7" line

2' 7" line

7' 5K 12th St

7' 5K 12th St

7' 5K 12th St

5' 7" line

2' 7" line

2' 7" line

2' 7" line

2' 7" line

2' 7" line

2' 7" line

2' 7" line

2' 7" line

2' 7" line

2' 7" line

2' 7" line

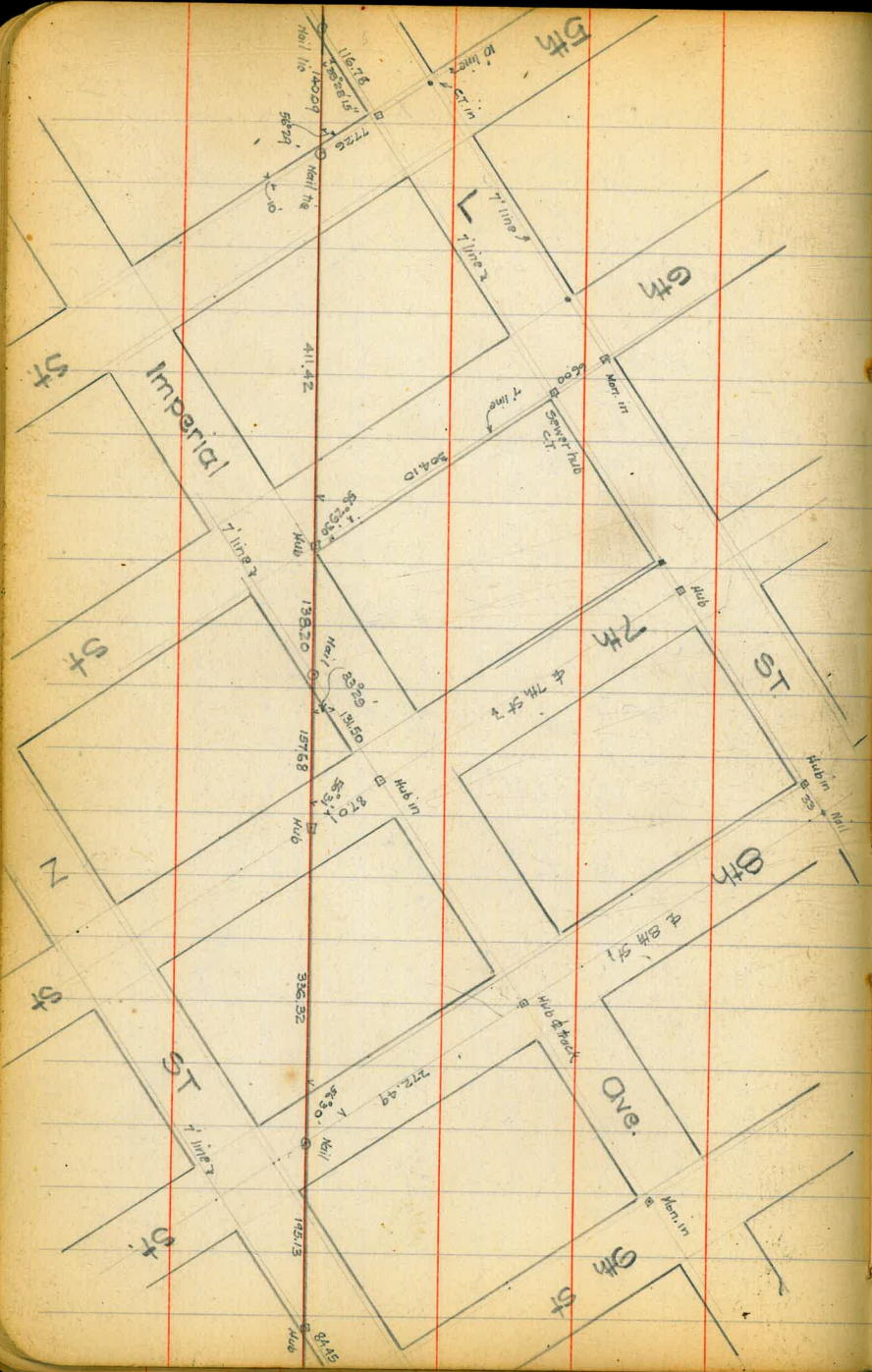
2' 7" line

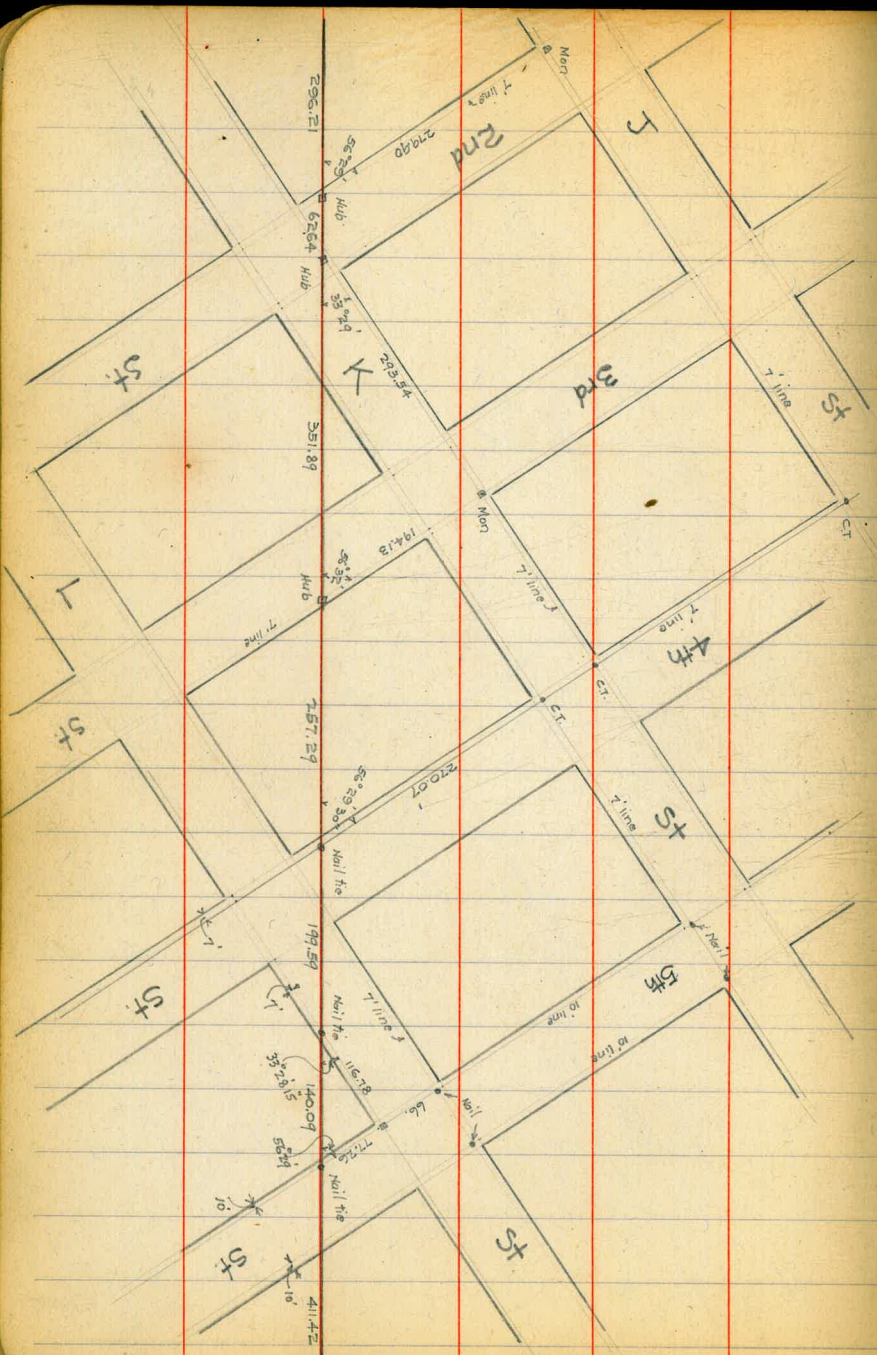
2' 7" line

2' 7" line

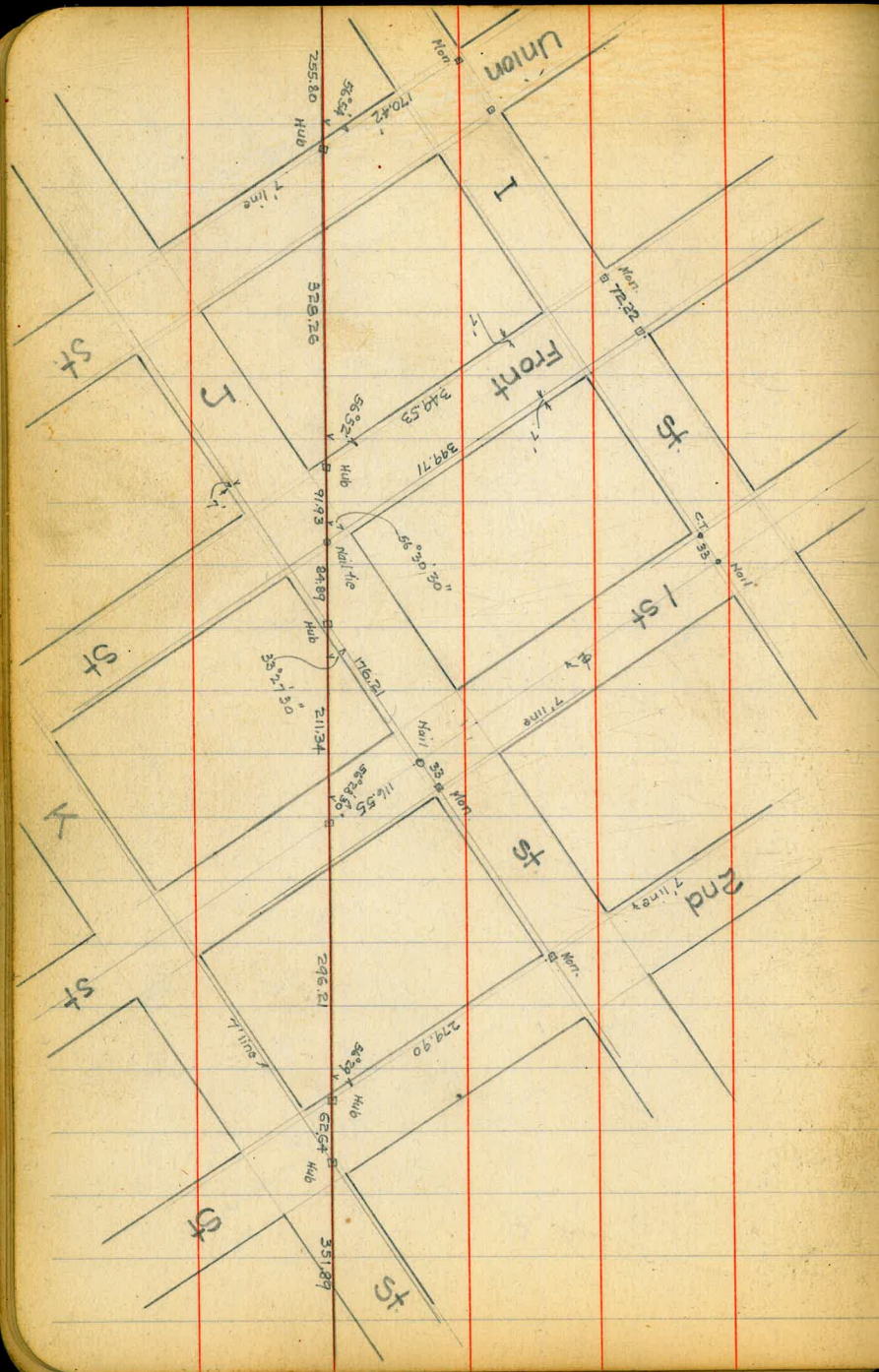
2' 7" line

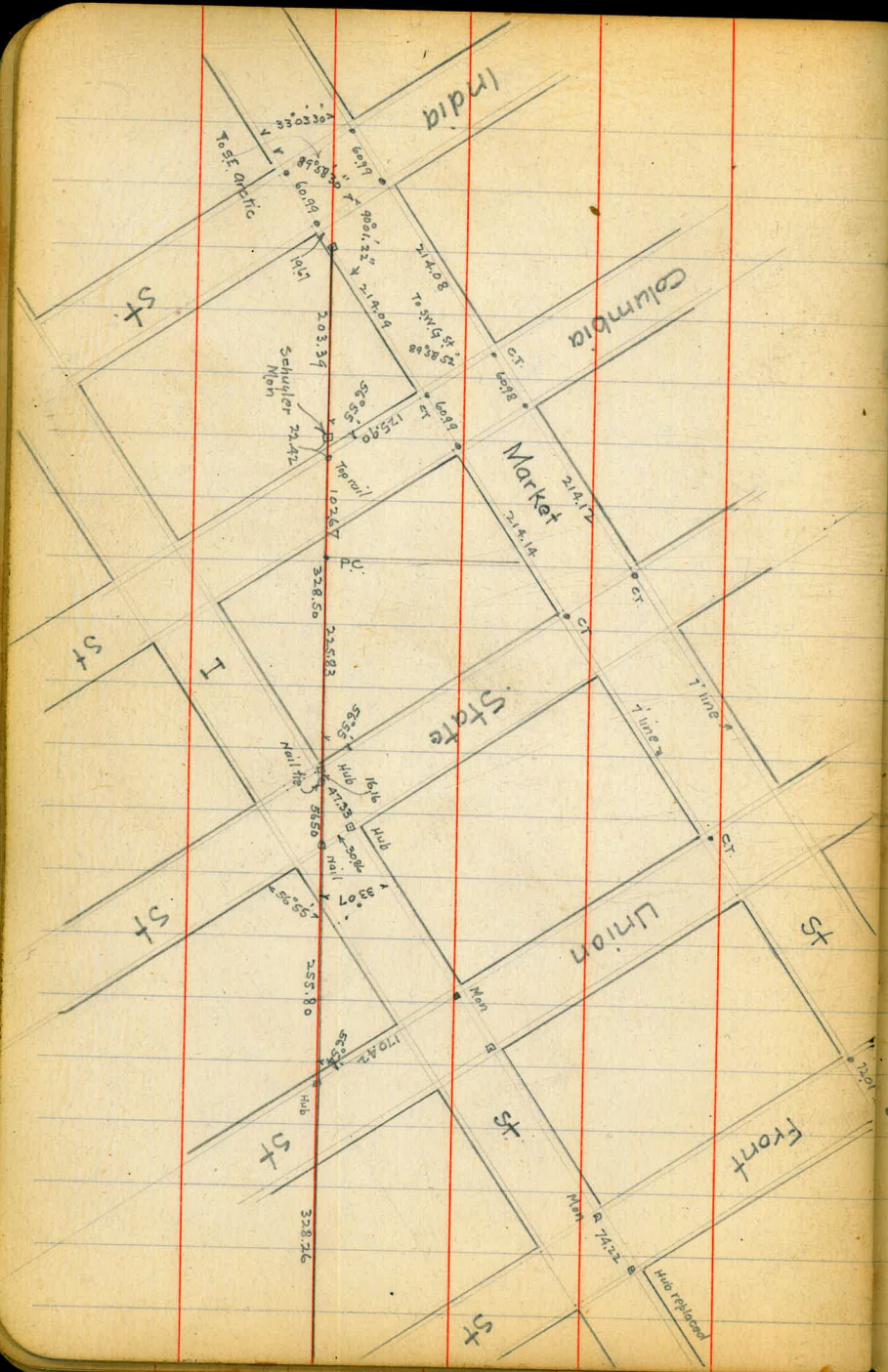
2' 7" line



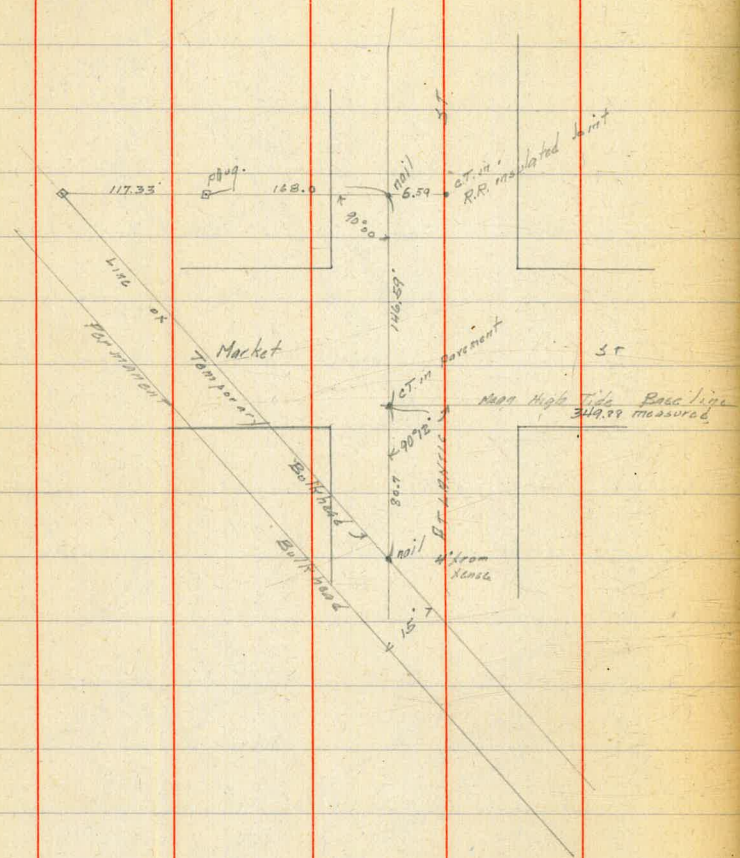


Blank lined page with red vertical margin lines.









at High Tide Base Line  
349.89 measured

ST

Market

LINE 1/2

FOR MEASUREMENT

90°

90°

90°

90°

90°

90°

90°

90°

90°

90°

90°

90°

90°

90°

90°

90°

90°

90°

90°

90°

90°

Sidewalk Ground Blk 5C  
La Jolla

	HI		BP SE Corrier
0.66	51.17	50.51	Rod
		Grade	
P.C. on SW cor Lot 19	39.1	12.07	
	$\frac{39.45}{5.45}$		
	44.55	39.26	5.29
		39.41	6.14
		39.56	4.99
E.C. on S side Lot 19	39.71	4.84	
+50		40.01	4.54
+100		40.31	4.24
1+33	break	Left out	40.35
1+50	✓		40.53
1+73	✓		40.55
2+31	P.C.	$\frac{39.6}{1.59}$	39.66
		41.79	4.95
	curve into 3 parts		
		39.49	1.90
		38.92	2.29
3+07.51	E.C.	38.55	2.64
3+47.51		37.97	3.22
3+87.51		37.39	3.80
4+14.26	P.C.	37.18	4.01

3665490 32

	28.96	5.59
CC	28.66	5.90
	28.16	6.39
	<u>37.5</u>	<u>7.05</u>

P.C. on W side of Lot 19

	38.86	36.05	2.80
		34.8	4.05
		33.69	5.16
		32.99	5.86
E.C.		32.3	6.55
P.C.		$\frac{31.32}{.73}$	7.53

41.19

P.C.

37.18

37.34

3.85

37.68

3.51

38.02

3.17

38.36

2.83

38.69

2.50

P.C.C.

$$\begin{array}{r} 39.03 \\ 7.64 \\ \hline 46.67 \end{array}$$

39.03

2.16

39.39

7.28

39.69

7.01

break

40.0

6.67

41.0

5.67

42.0

4.67

43

3.67

44

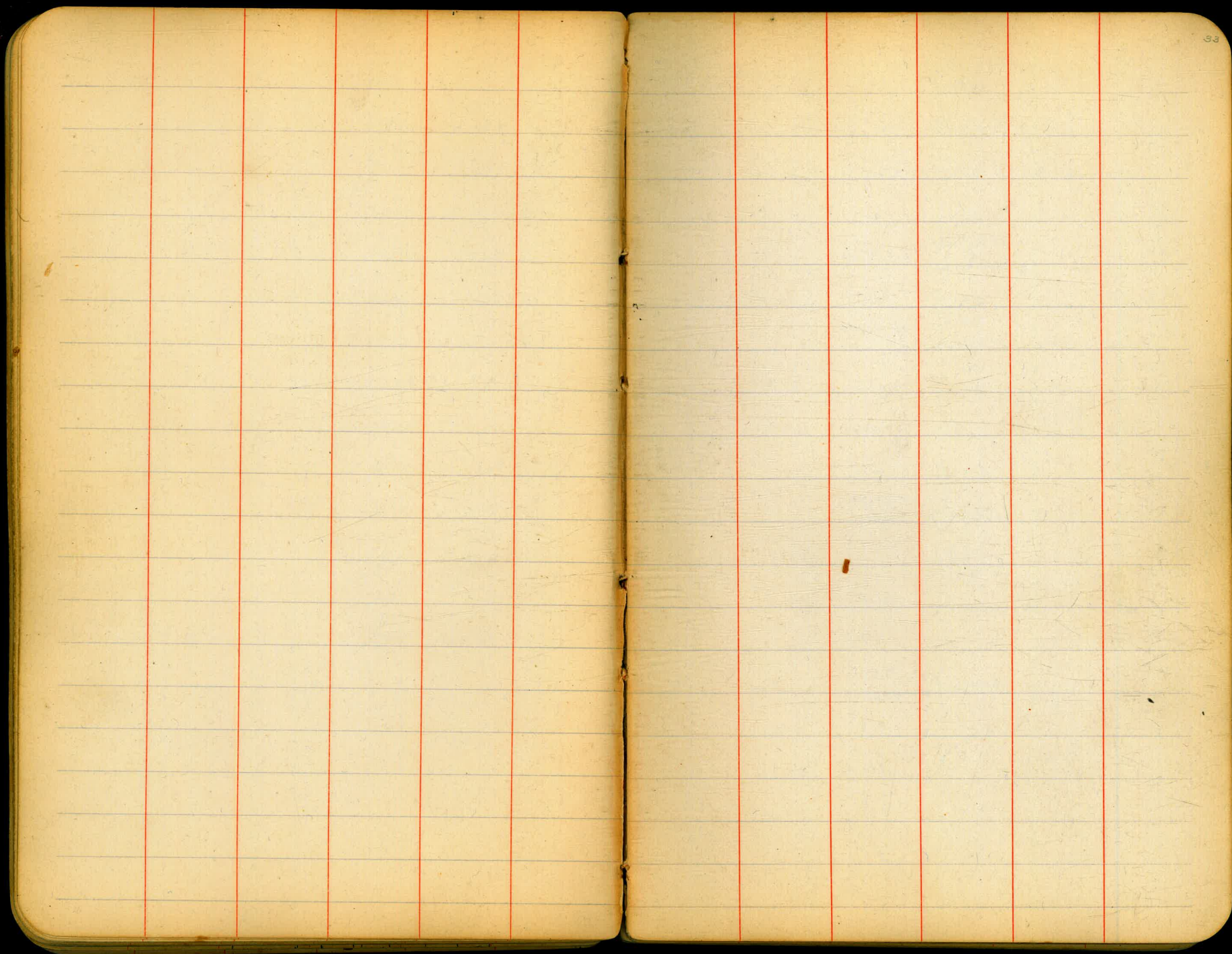
2.67

N.W. Jenner + Coast

45.0

37.0

1.67



6/27/70 Gregory  
E. Hendrick  
M. For  
Shaw

CROSS SECTION OF  
DULANEY LANE  
BLK 56 LA 10119

2.11 42.61 40.5 sw. str

West Side Coast Blvd 3=0+00

Distances given as stations are on Center Line

N	2.0	40.60
C	2.0	40.6
S	1.9	40.7
	0+50	NL=45.55 SL=34.44
S	5.8	36.8
C	5.6	37.0
N	5.5	37.1
	0+68	NL=62.35 SL=73.64
N	7.0	35.6
C	7.9	34.7
S	8.1	34.5
	1+00	NL 92.24 SL 107.75
S	10.2	32.4
C	9.9	32.7
N	9.4	33.2

NL=122.40  
SL=142.19

1+32.30 = P.C.C.

42.47

N or E	10.6	32.0
C	11.1	31.5
S or W	11.3	31.3
	1+82.3	NL=171.40 SL=193.13 = W
W	12.5	30.1
C	12.2	30.4
E	11.6	31.0
	2+28.71 = E.C	{ 216.59 NL 240.42 SL = W
E	12.3	30.3
C	12.6	30.0
W	12.7	29.9
	2+50	238.25 NL 261.71 SL = W
W	12.9	29.7
C	12.5	30.1
E	12.2	30.4
	3+00	287.28 NL 311.71 SL = W
E	12.4	30.2
C	12.8	29.8
W	13.1	29.5

3+04.7 = INT. OF DRAIN + L. of Alley

3+20.91 = P.C.  $\begin{cases} 42.61 \\ 209.19 \text{ N.L.} \\ 332.62 \text{ S.L.} = W \end{cases}$

W	13.4	29.2
C	13.1	29.5
E	12.7	29.9

N = 344.67

S = 371.75

3+58.19 SECTION A

E	12.6	30.0
C	12.8	29.8
W	13.1	29.5

SECTION C see sketch

W	13.7	28.9
E	13.7	28.9

392.64 = N

424.79 = S

4+08.72 SECTION B

W	12.6	30.0
C	12.2	30.4
E	12.1	30.5

431.22 = N

468.12 = S

4+50

E	11.0	31.6
C	11.3	31.3
W	11.4	31.2

figured distances sides do not change direction 35

N = 455.56 S 4+74.93 = P.C. C 42.61  
S = 494.29

W = N	10.6	32.0
C	10.2	32.4
E = S	10.0	32.6

N = 429.44 S + 0.0  
S = 520.55 = N

S	9.2	33.4
C	9.3	33.3
N	9.6	33.0

N = 503.42 S + 2.5  
S = 546.57 = N

N	8.3	34.3
C	8.2	34.4
S	7.9	34.7

N = 532.24 S + 5.5  
S = 572.78 = N

S	4.6	38.0
C	4.5	38.1
N	5.0	37.6

N = 556.35 S + 83.31 = N.L. Coast Blvd S  
S = 610.27 = N

N	2.8	39.8
C	3.0	37.6
S	3.2	39.4

Levels to six grades on Coast Blvd. Bk 56

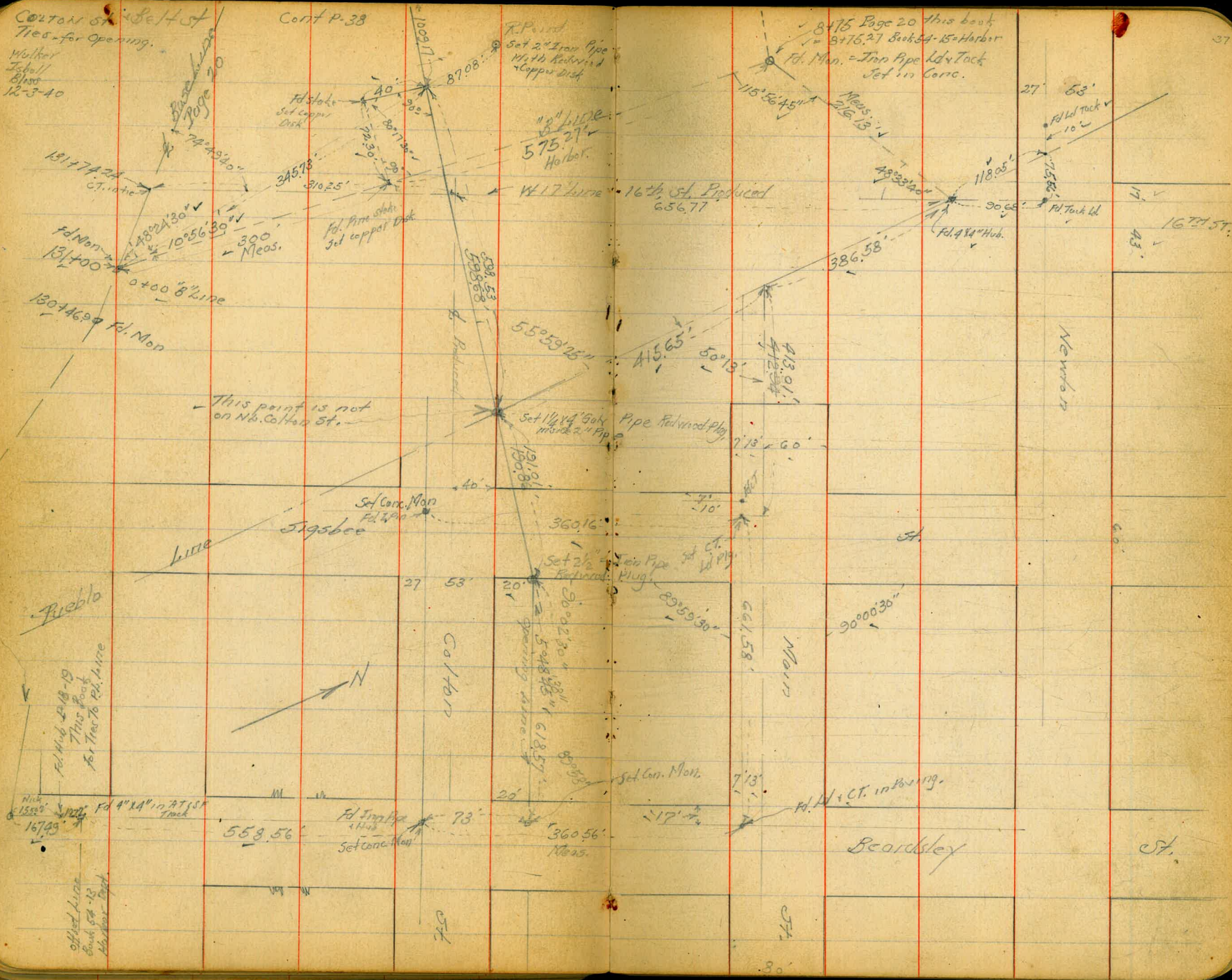
	1.35	38.85	37.5	425	13.2	25.6	
0+00			1.35	37.5	450	13.4	25.4
0+25			3.2	35.7	475	14.0	24.8
0+50			4.2	34.7	500	14.4	24.4
0+75			5.4	33.5	525	14.6	24.2
1+00			6.2	32.7	550	14.8	24.0
1+25			6.6	32.3	575	14.8	24.0
1+50			7.3	31.6	600	14.8	24.0
1+75 = P.C.			7.9	31.0	625	15.2	23.6
2+00			8.3	30.6	650	15.5	23.3
2+25			8.8	30.1	675	15.6	23.2
2+50			9.2	29.7	657	15.9	22.9
2+75			9.8	29.1	687		23.0
3+00			10.4	28.5			
3+25			11.0	27.9			
3+50			11.6	27.2			
3+75			11.9	26.9			
4+00			12.5	26.3			
P.C.			17.7	26.1			

Certain of Belt St  
Ties for Opening.

Walker  
Zschall  
8/100  
12-3-40

Cont P. 38

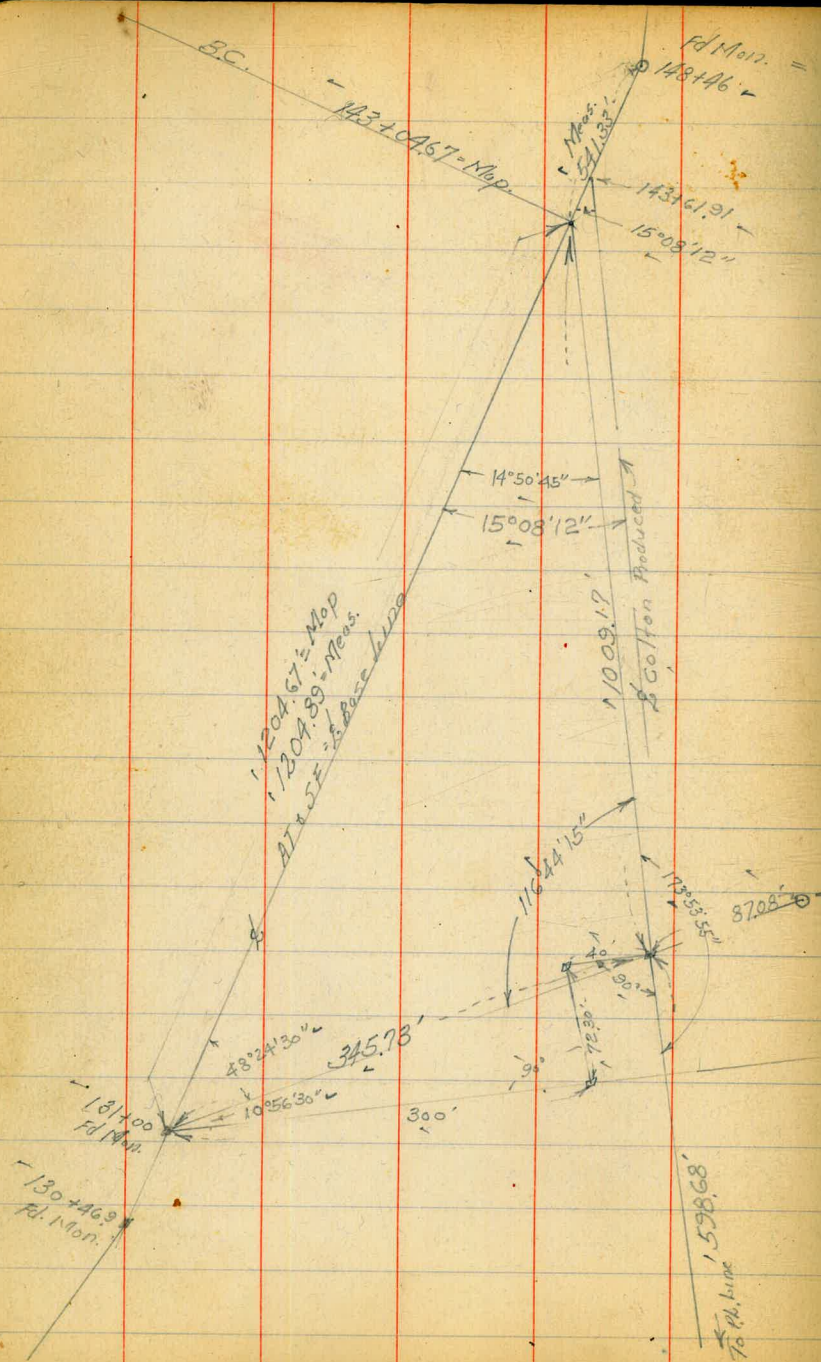
37





BELT AND COLTON ST. TIES  
for Proposed Opening.

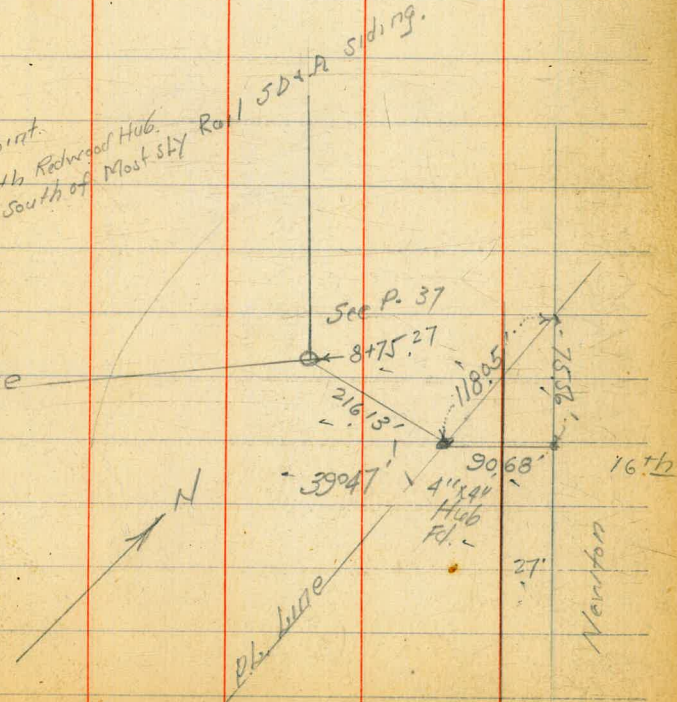
M. H. H. S.  
Isbell  
12-3-40



Iron Pipe  
4d x 1/2  
Set in Concrete  
1.5.54-28-Harbor.

Reference Point.  
Set 2" Pipe with Redwood Hub.  
Approx. 18' ft South of Most Sty Rail Siding.

"B" Line



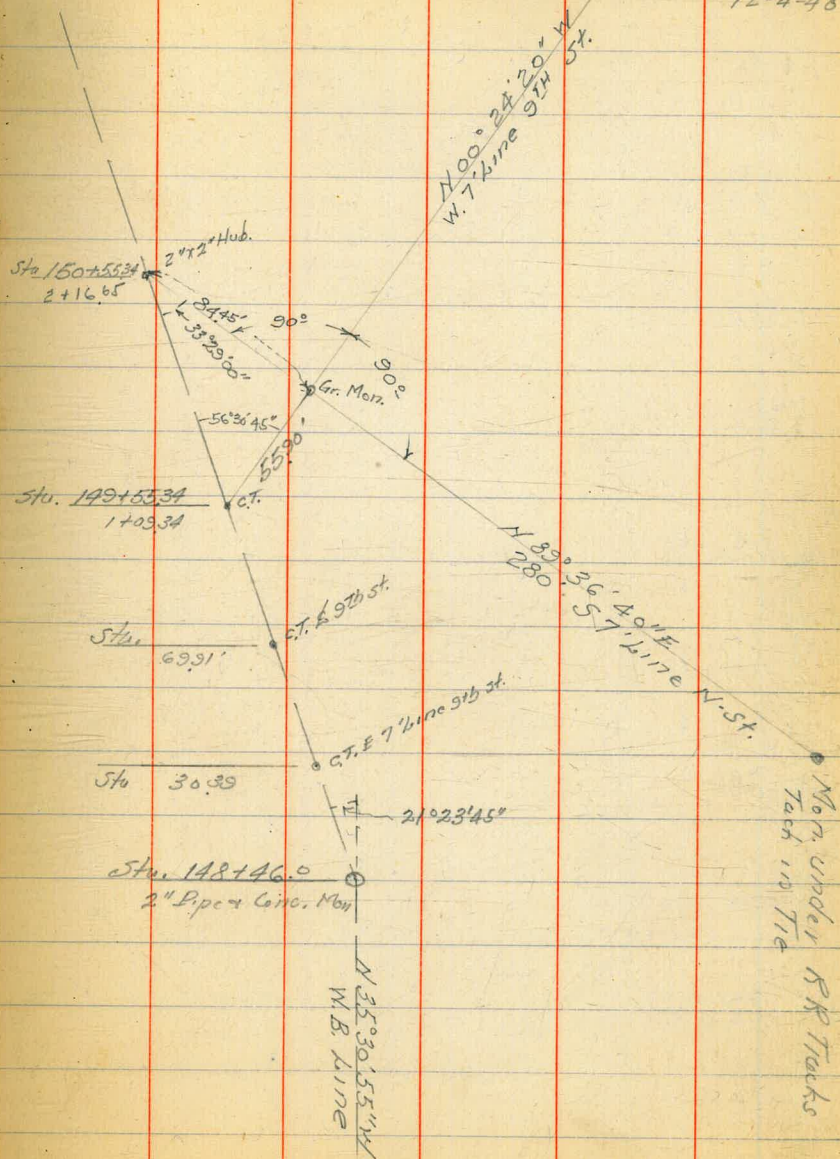
Pl. Line

Newton

These Notes Copied from Book 54-28.  
Harbor Dept. <sup>39</sup>

9<sup>th</sup> St. Tie to Sta. 148146

Walker  
12-4-48



80'  
17' 43'  
53'  
27'  
Set. Hub 0+00

1<sup>st</sup>  
Mor.

Colton St.

1+00  
Set Pav. stake

2+00  
Set Pav. stake

Set Pav. stake  
3+00

80'

3+75  
Set Pav. stake

4+58  
Set Pav. stake  
Pav.

5+13  
Set Pav. stake

17' 43'

Beardsley

5+14  
Set Pav. stake

80'

7+06  
Set Pav. stake

Unnamed St.

Known as S-St.

60'  
CROSBY

40  
Stakes Set on West Line  
Beardsley St. from Colton  
to a point 706' South  
of S. line Colton.

Walker  
Bliss  
Isbell - (1-1)

17' 43" Fd 2 1/2" Pipe + Plug.  
20'

27' 53"

Rd. Mon.

Sigsbee St.

0+00

Set 2 1/4" Post.

0143 set Parvizg Stake

17534 Set Pav. Stake

3+474 Set Pav. Stake

4+6247 Nail in R.R. Tie Rd. W.

4+9049 Set 1" x 1" Stub.

Walker  
Bliss  
Isbell 1-14-41

Stake set on East line of Sigsbee St.  
Produced from Colton St.  
to a point 490.47' South of W. Colton St.

17' 43"

27' 53"

Rd. Mon.

Colton

300'

5' 7 1/2"

Fd old Hub.

Railroad Ave

300'

Seavobley

60'

80'

St.

Chasby

Stillpoint's  
Base Line

Walter  
Bliss  
Shell  
1-14-41

Levels on stakes set on West line  
Beardsley St. And on East line Sigbee St.  
from Cotton St. South as per sheets P-40-41  
NW. 8P  
Newton  
& Beardsley

	0.17	28.06	27.89	
T.P.	0.98	16.99	12.05	16.01
Beardsley line of stakes				
0+00			5.40	11.59
1+00			8.15	8.84
2+00			9.80	7.19
T.P.	1.28	8.76	3.51	7.48
3+00			3.23	5.53
+75			4.42	4.34
T.P.	3.66	7.04	5.38	3.38
4+58			3.86	3.18
5+13			4.59	2.45
6+14			6.52	0.52
7+06			7.65	-0.61
T.P.	3.87	6.51	4.40	2.64

Sigbee St.

4+90.97			4.62	1.89
162.47			4.58	1.93
3+47.4			6.08	0.43
T.P.	9.37	13.11	2.77	3.74

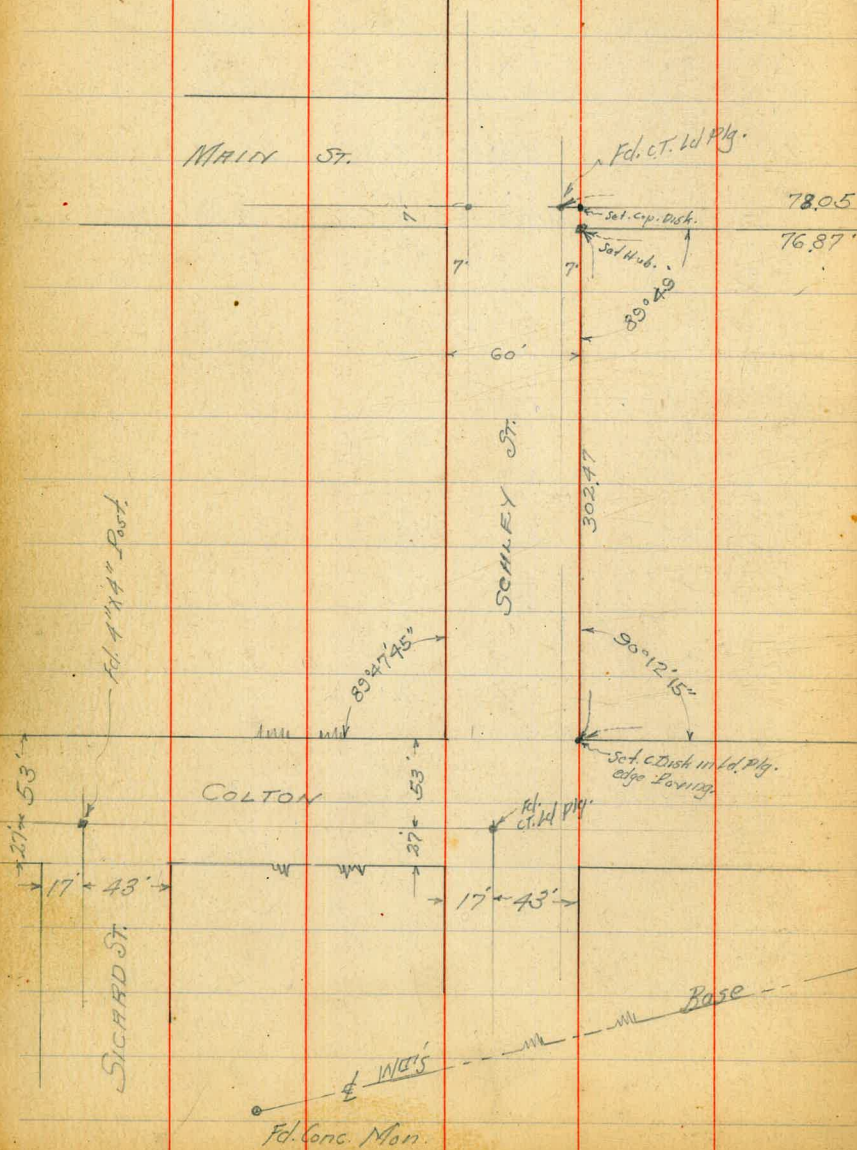
13.11

Sigbee St. Cont.

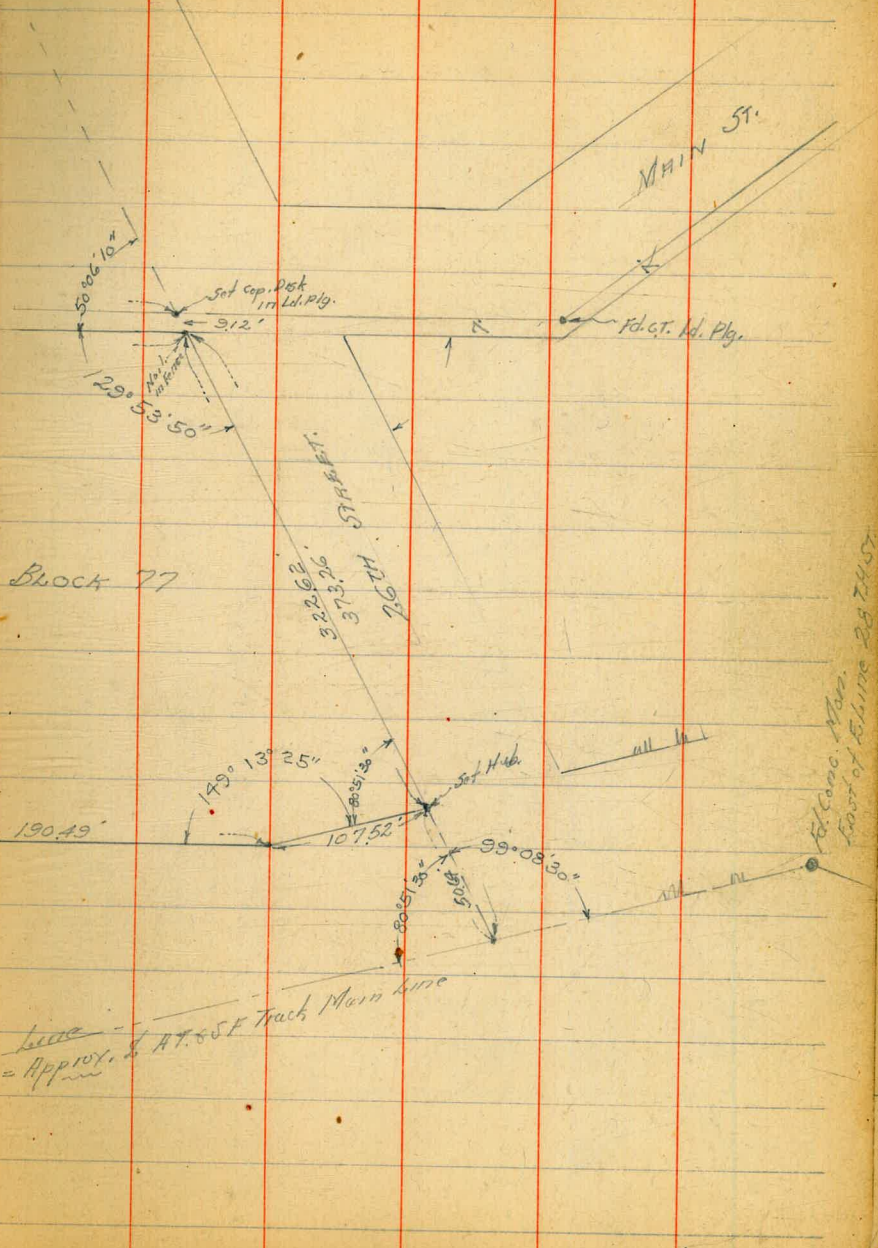
1+53.4			7.85	5.26
0+43			8.68	4.43
0+00			7.73	5.38
T.P.	6.22	18.53	0.80	12.31
Ch. SW. 8P Newton & Sigbee			3.57	14.96
				14.91 - 8M.
				0.05 Error.

Walker  
Wells  
Hardin  
2-9-42

SURVEY BLOCK - 77  
SAN DIEGO LAND AND TOWN CO'S ADD.

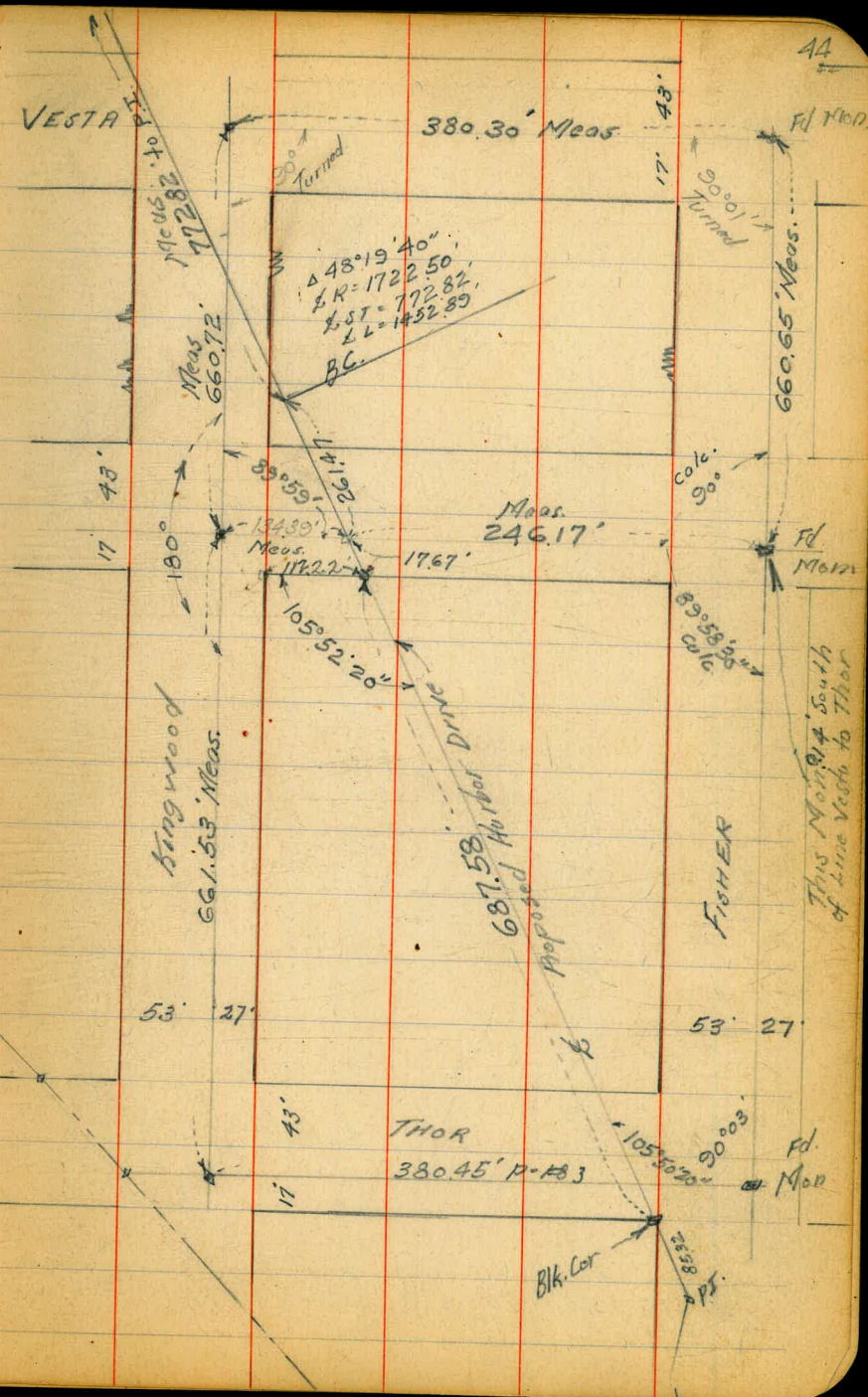
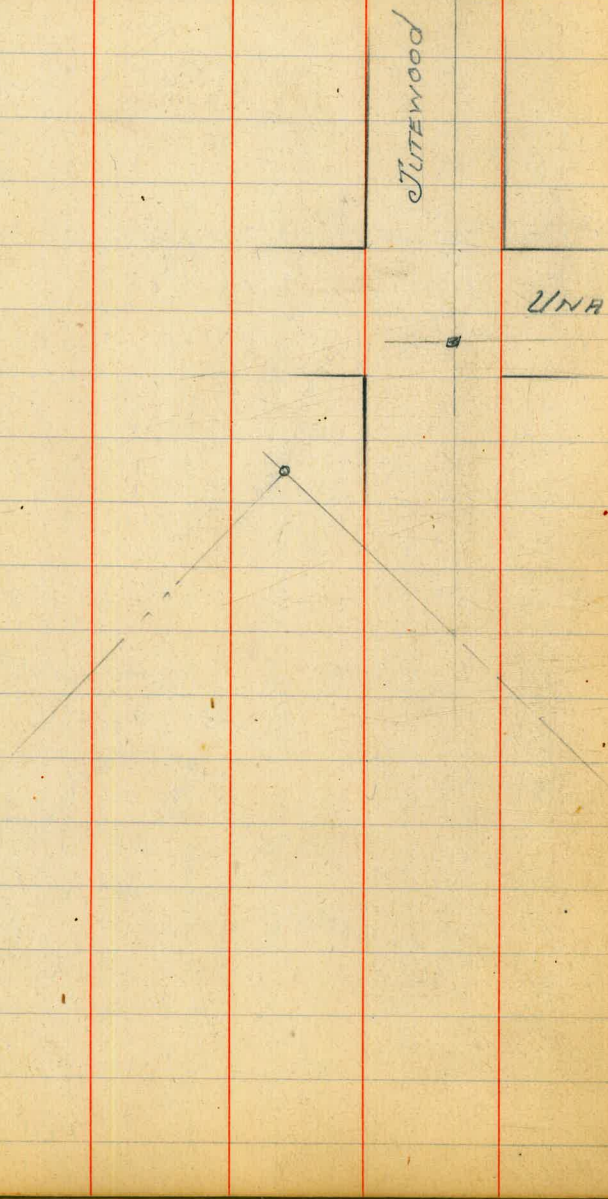


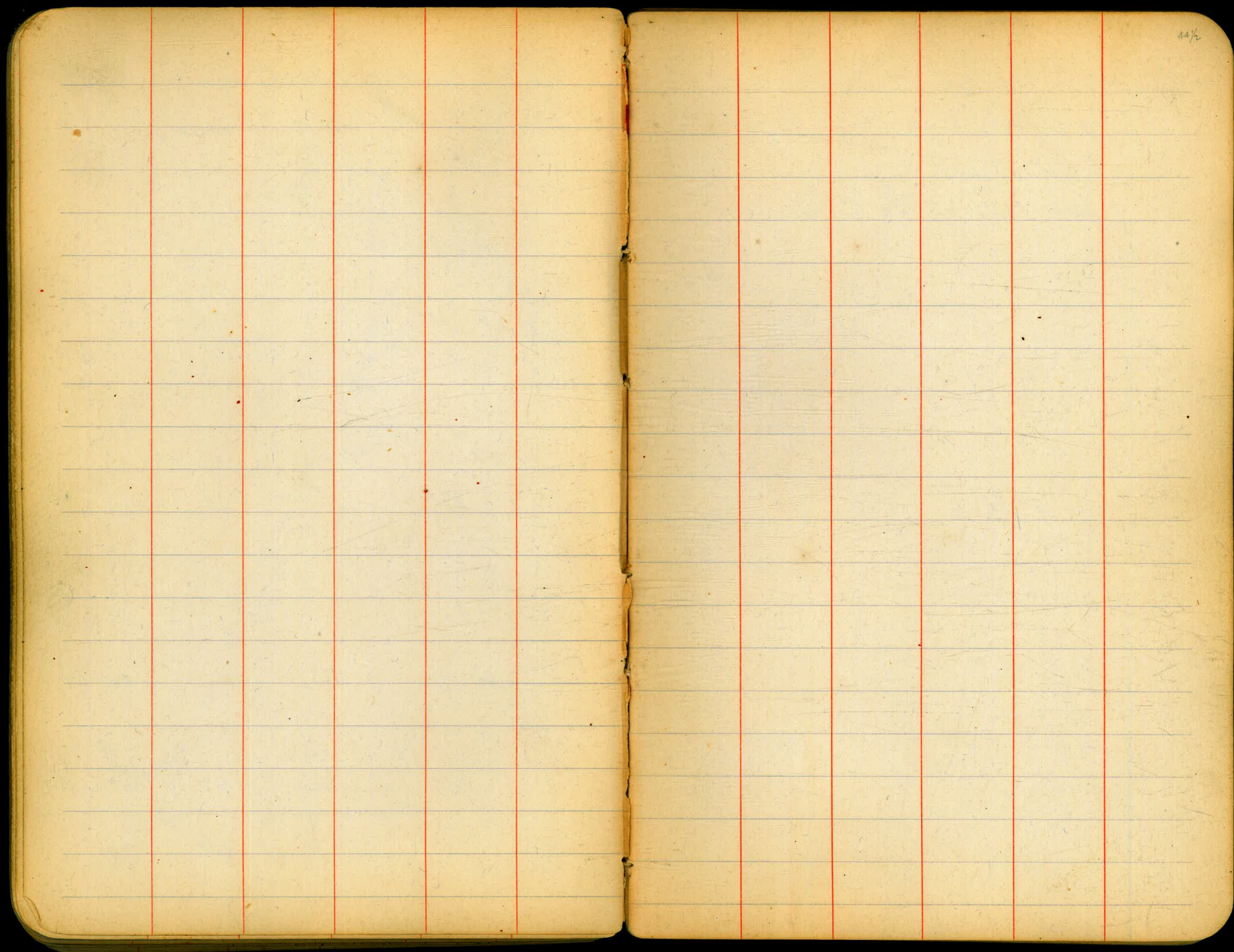
Plotted on Tie sheets  
C.S.K.



Walker  
Blas  
10611  
2-18-11

Recheck Meas. & Ties  
Harbor Drive



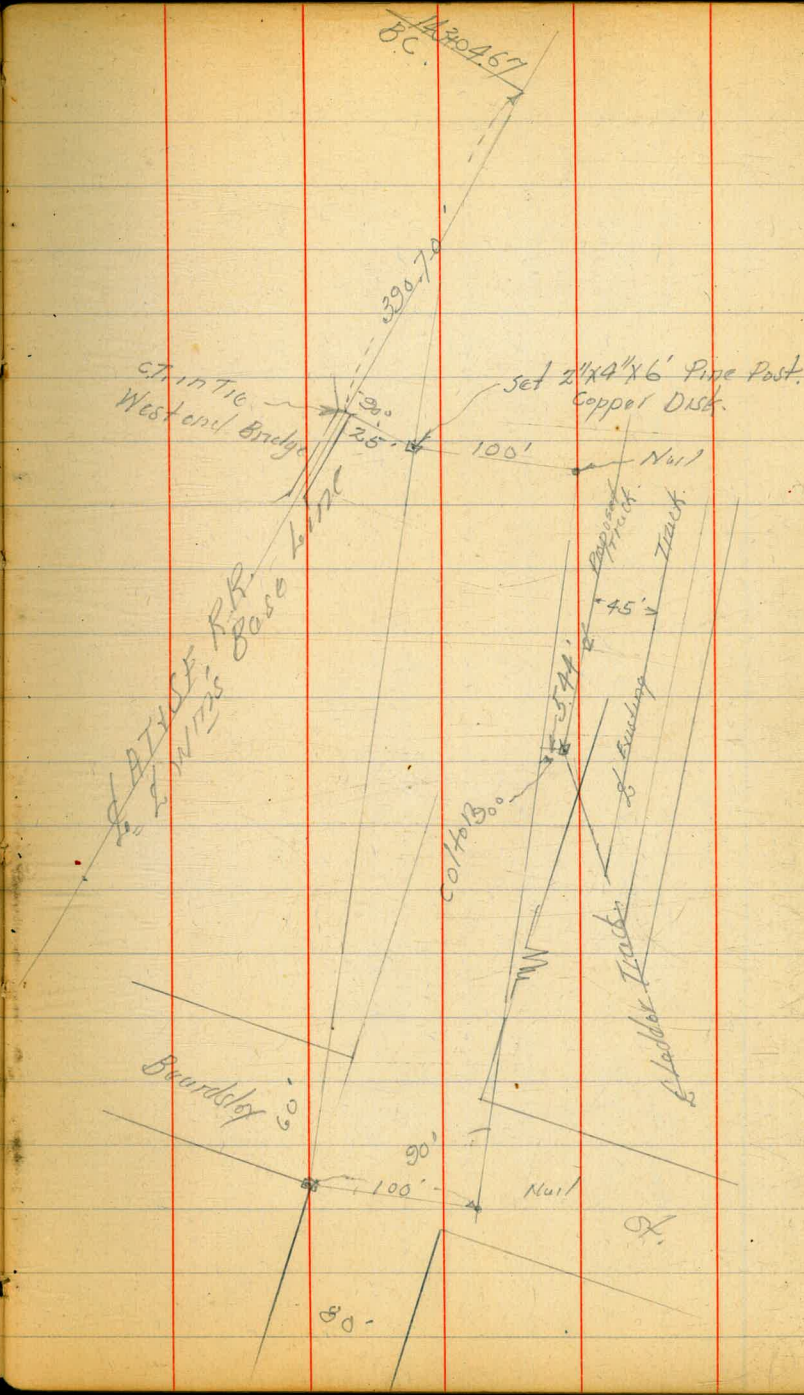


44 1/2



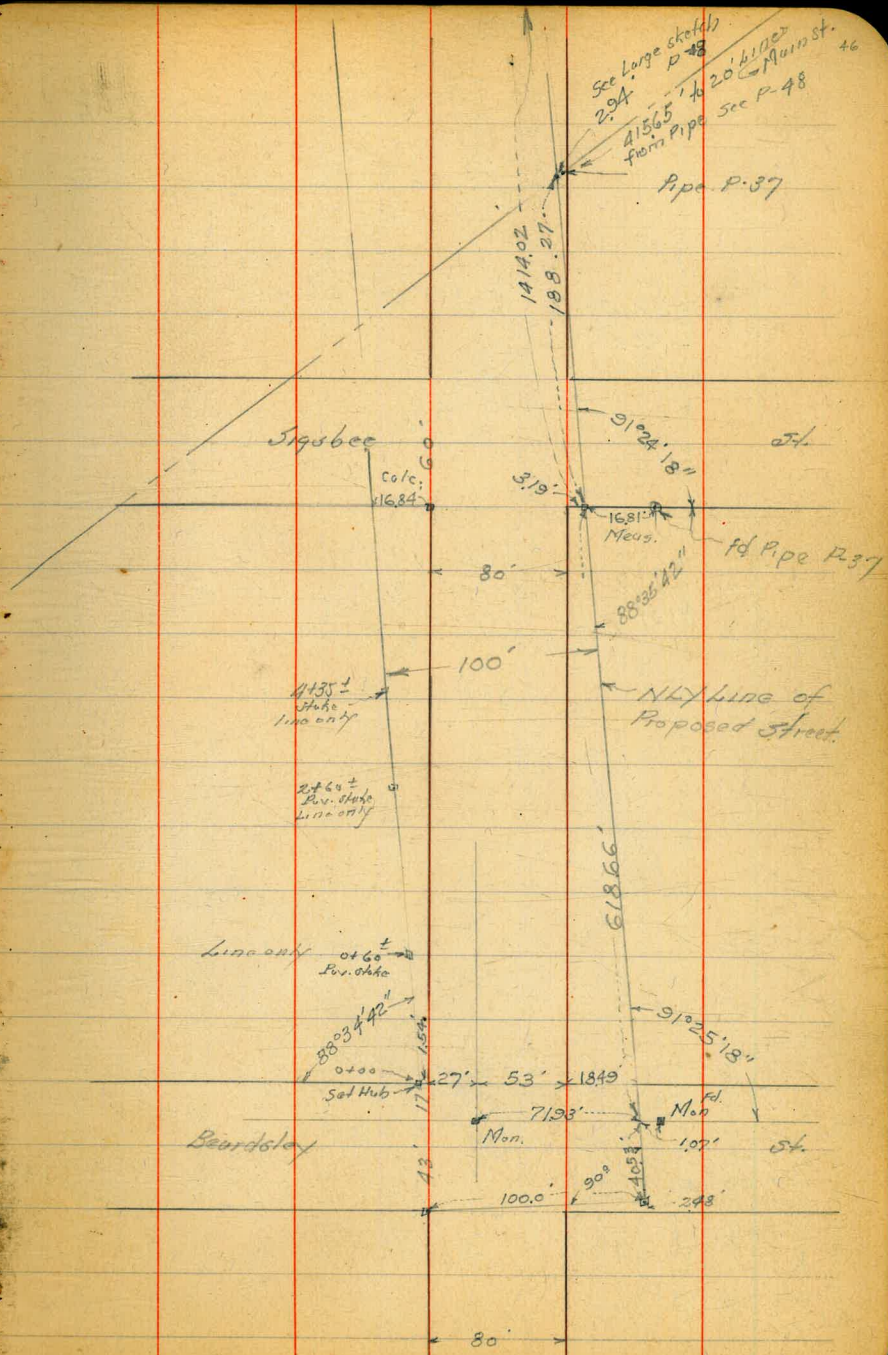
Walker  
J.H.S.  
3-11-41

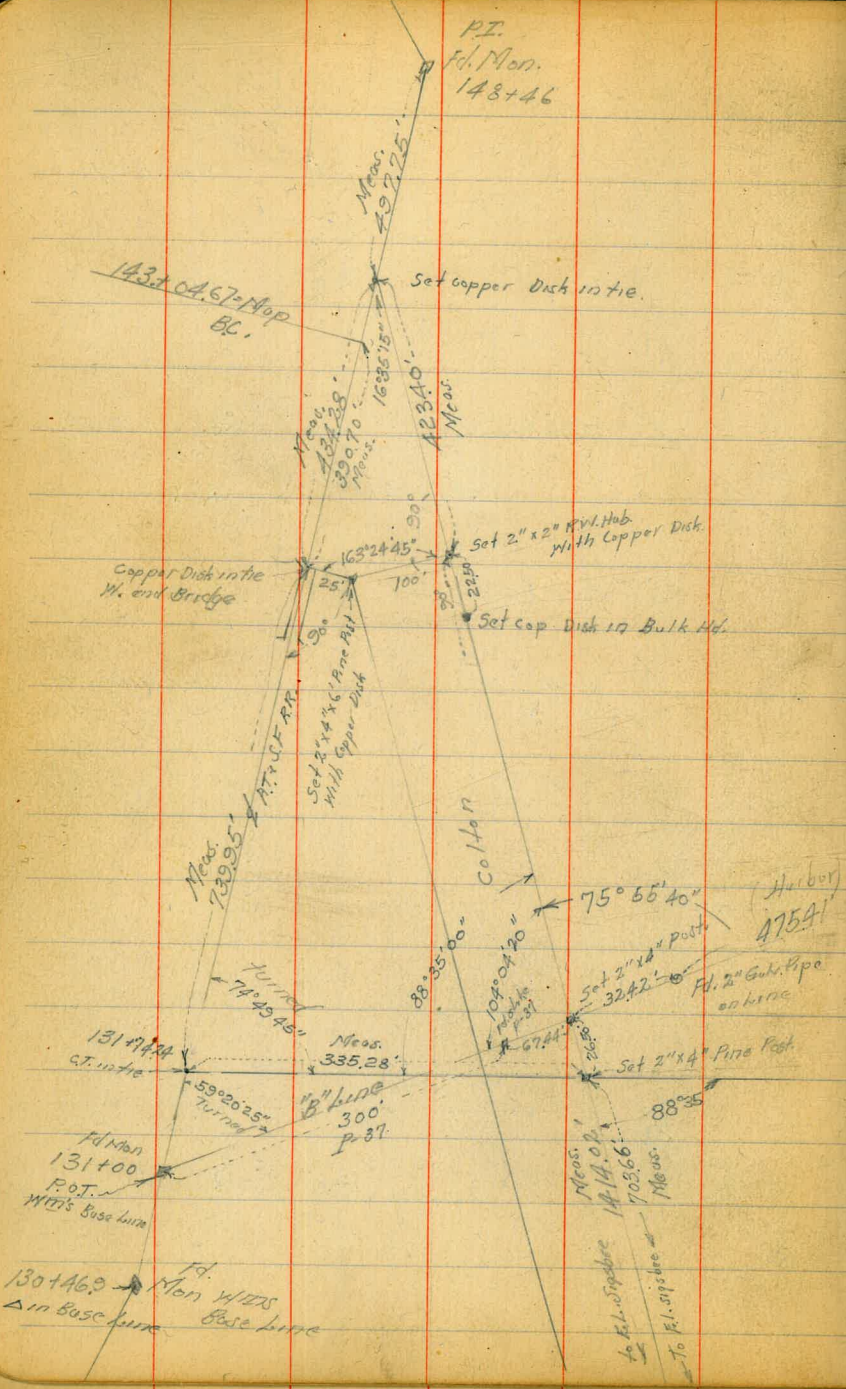
Preliminary Location  
N.Y. Line Cotton St.  
and Tie at Proposed Angle  
in Ladder + New Track to be  
Constructed.  
See Page 46-48 for Survey.



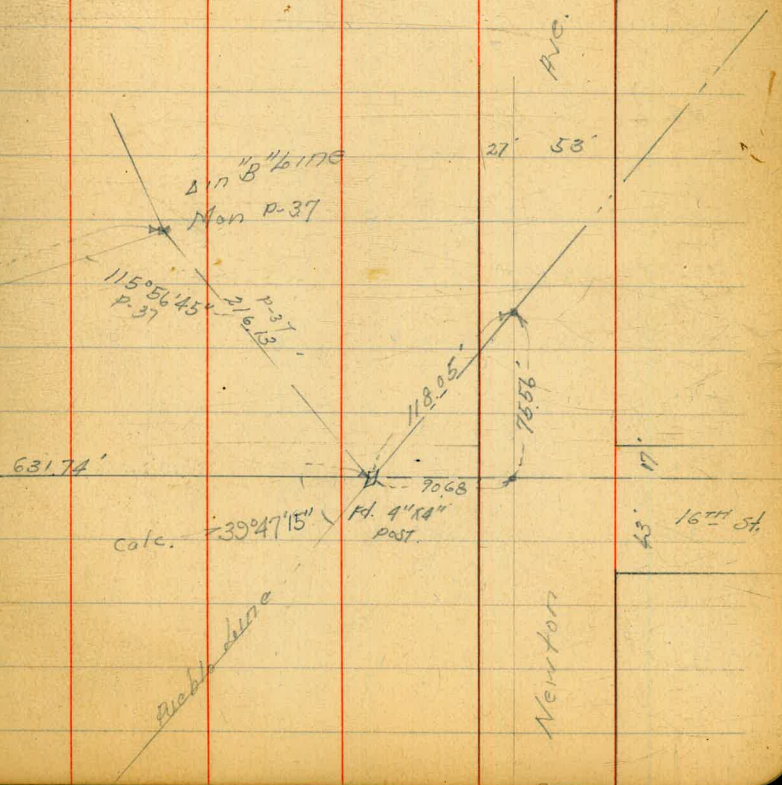
Walker  
Bliss, sub.  
Isbell  
Sommermaier  
3-24-41

Survey for Proposed Alignment  
of Colton Street  
Bet. Beardley & 9th St.

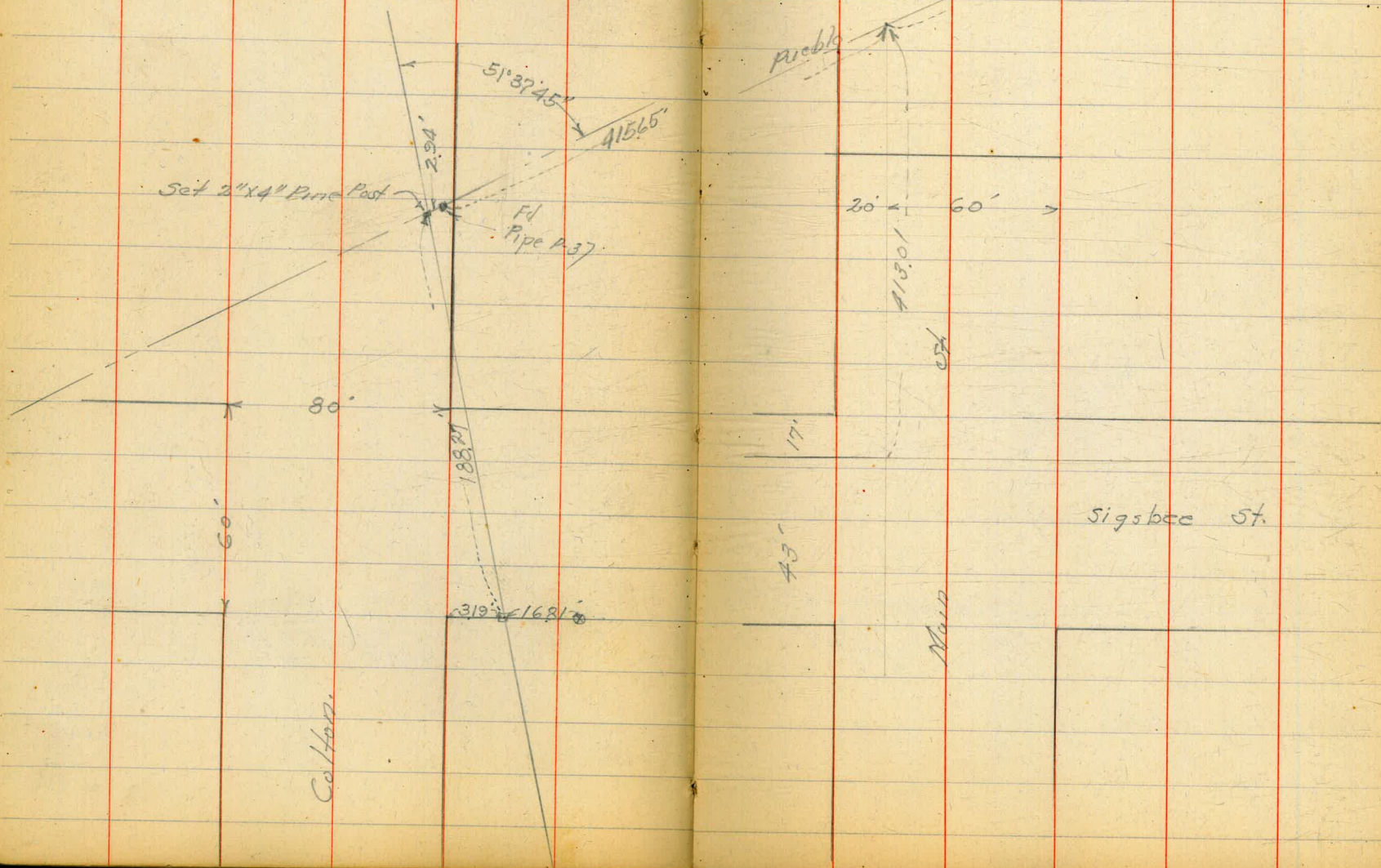




Colton St. Survey



Colton St. Survey.  
Cont. from p-46



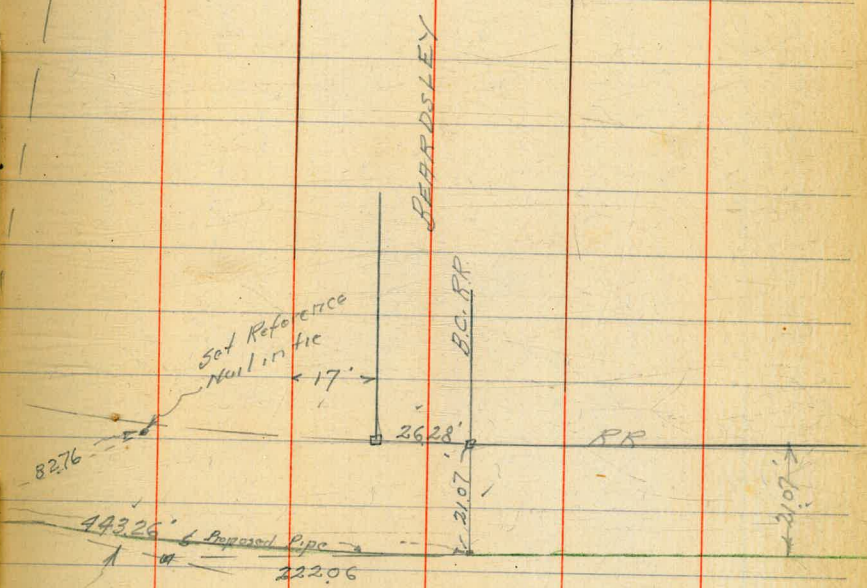
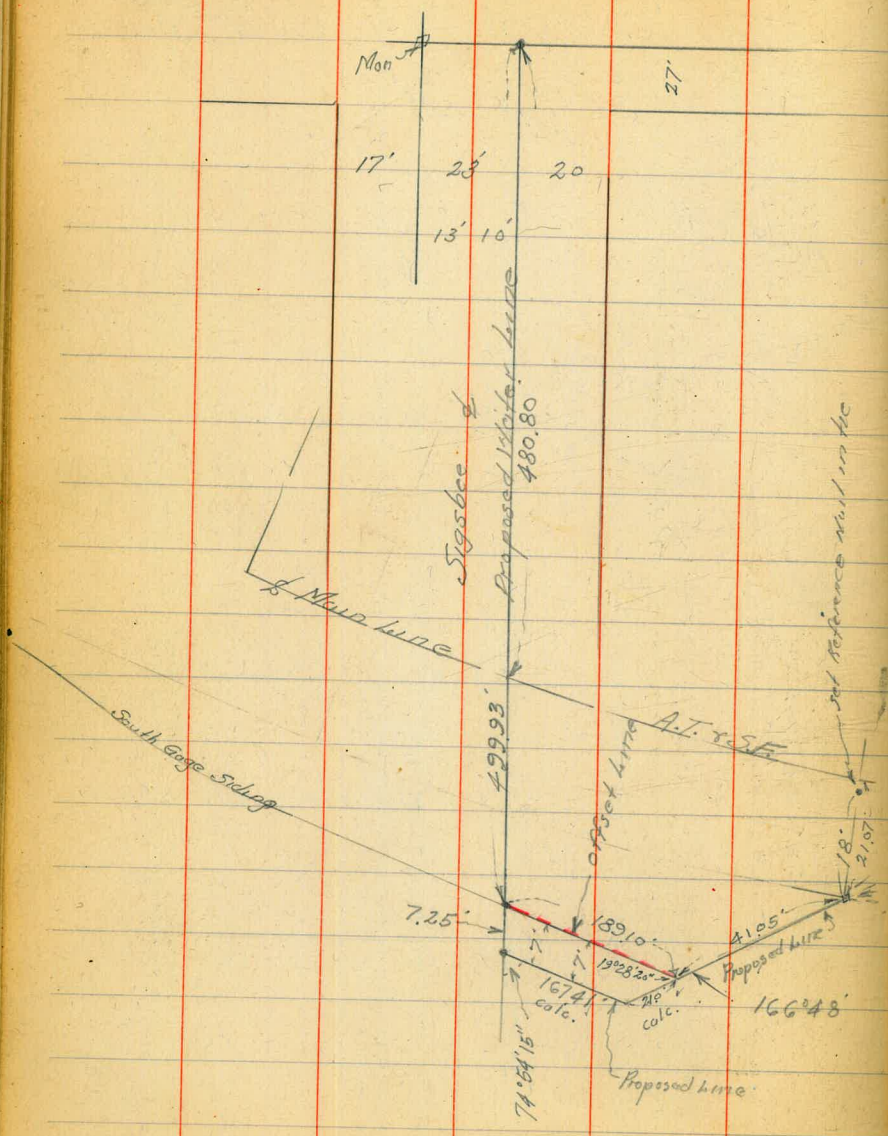
Colton St.

Sigsbee St.

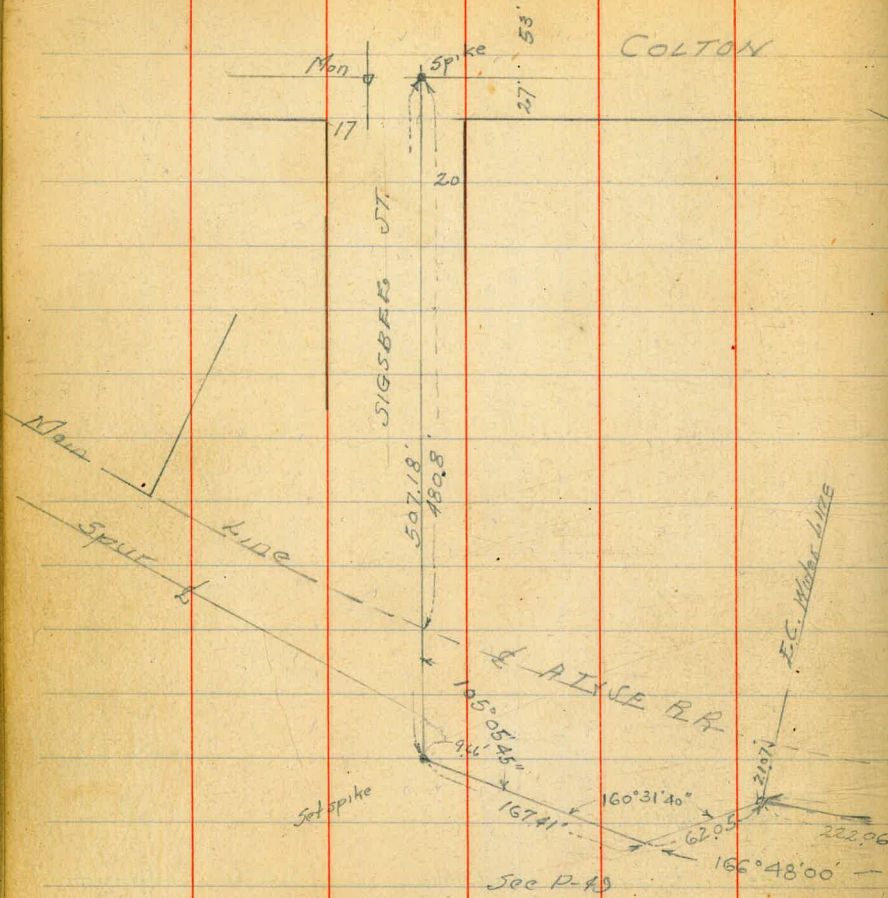
Main

public

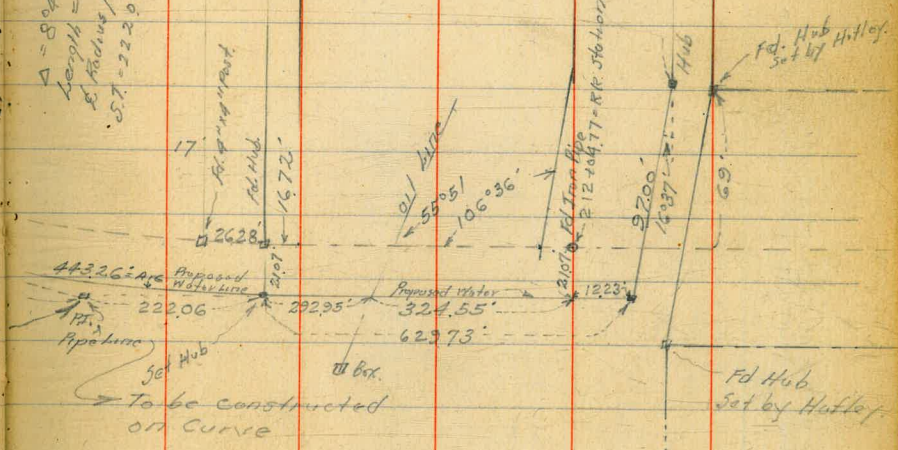
Colton



(Detail Tie of E.C. Water Line)  
See p. 50



$\Delta = 8943$   
 Length = 443.26  
 R. Radius proposed water = 2886.00  
 S.T. = 222.96

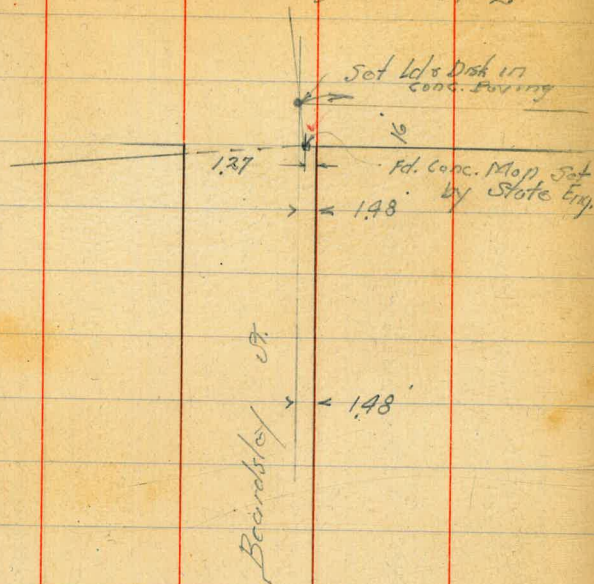


See New  
 Ties Page 51  
 Done in 1945

Walker SURVEY for RIGHT OF WAY  
 Bliss  
 Footed for WATER MAIN  
 4-24-41  
 Along SANTA FE R.R.  
 from CROSBY to SIGSBEE

51 Re - SURVEY - SW End Crosby St.  
Opening Drawing # 5984-L

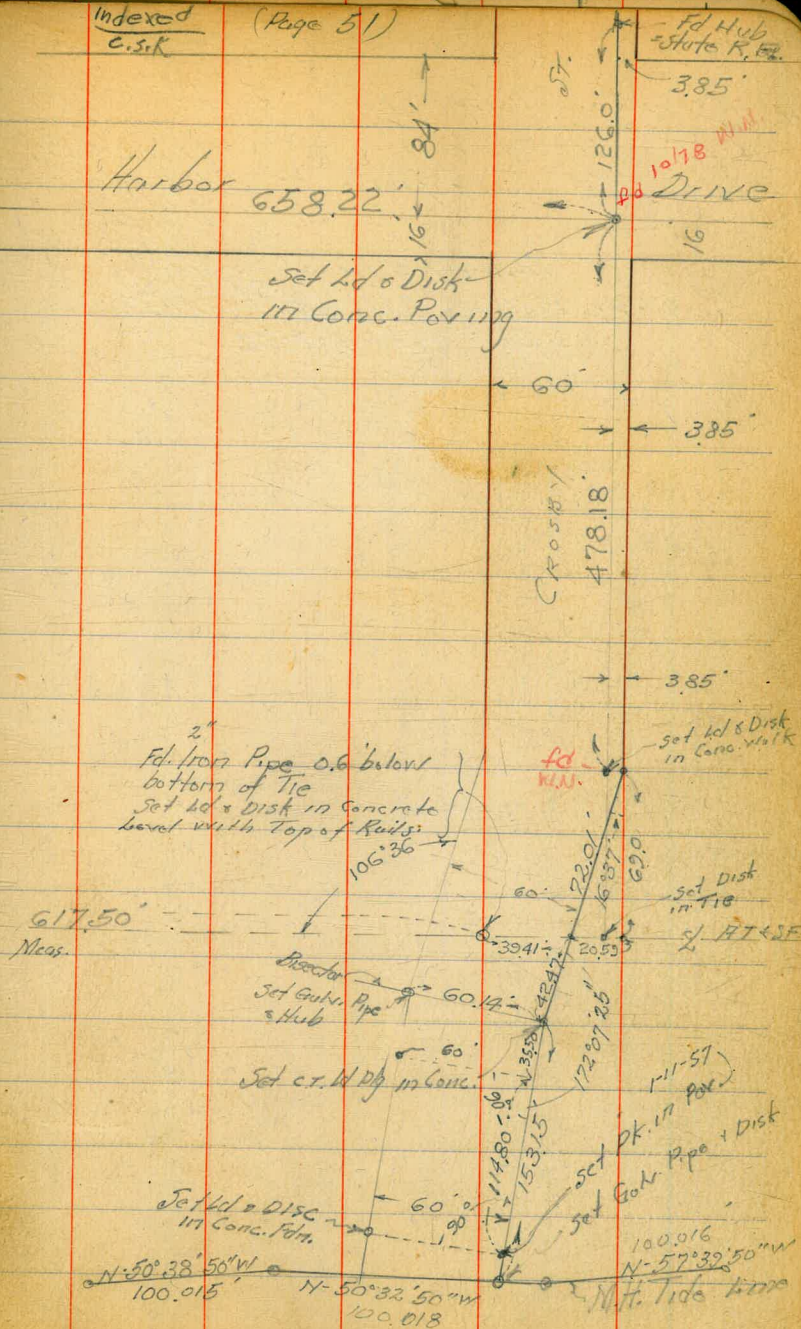
Walker  
Hazard  
Hardin  
8-10-45



~~LATISSERR~~ Mainline 2628  
Fd. 4" x 4" Pipe  
Page 50

Indexed  
c.s.k. (Page 51)

Harbor 658.22  
Set Lid & Disk  
in Conc. Paving



617.50  
Meas.

2" Fd. Iron Pipe 0.6' below bottom of Tie  
Set Lid & Disk in Concrete level with Top of Rail?  
106°30'

Boardwalk  
Set Galv. Pipe & Hub  
60.14'

Set ct. Lid Pkg. in Conc.  
60'

Set Lid & DISC in Conc. Pkg.  
60'

11-57  
Set Galv. Pipe & Disk  
100.016  
N-57°32'50" W  
100.018

11-57  
Set Disk in Tie  
20.53'

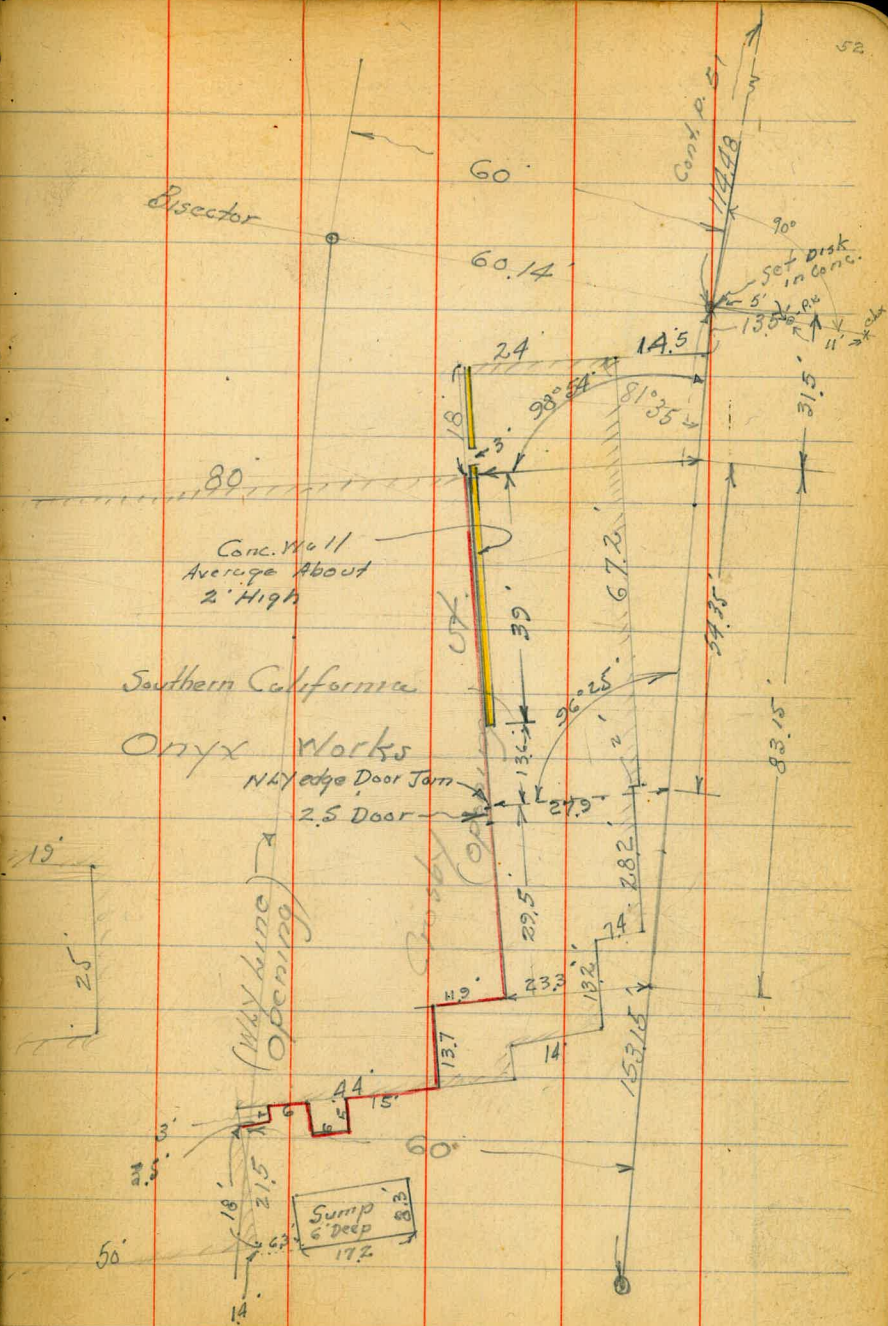
11-57  
Set Galv. Pipe & Disk  
100.016  
N-57°32'50" W  
100.018

Walker  
Hazard  
Hardin

Location Buildings of  
So. Calif onyx Works

3-14-45 117 opening of Crosby St.  
V.I. day 4.15 km Cont. from P. 51

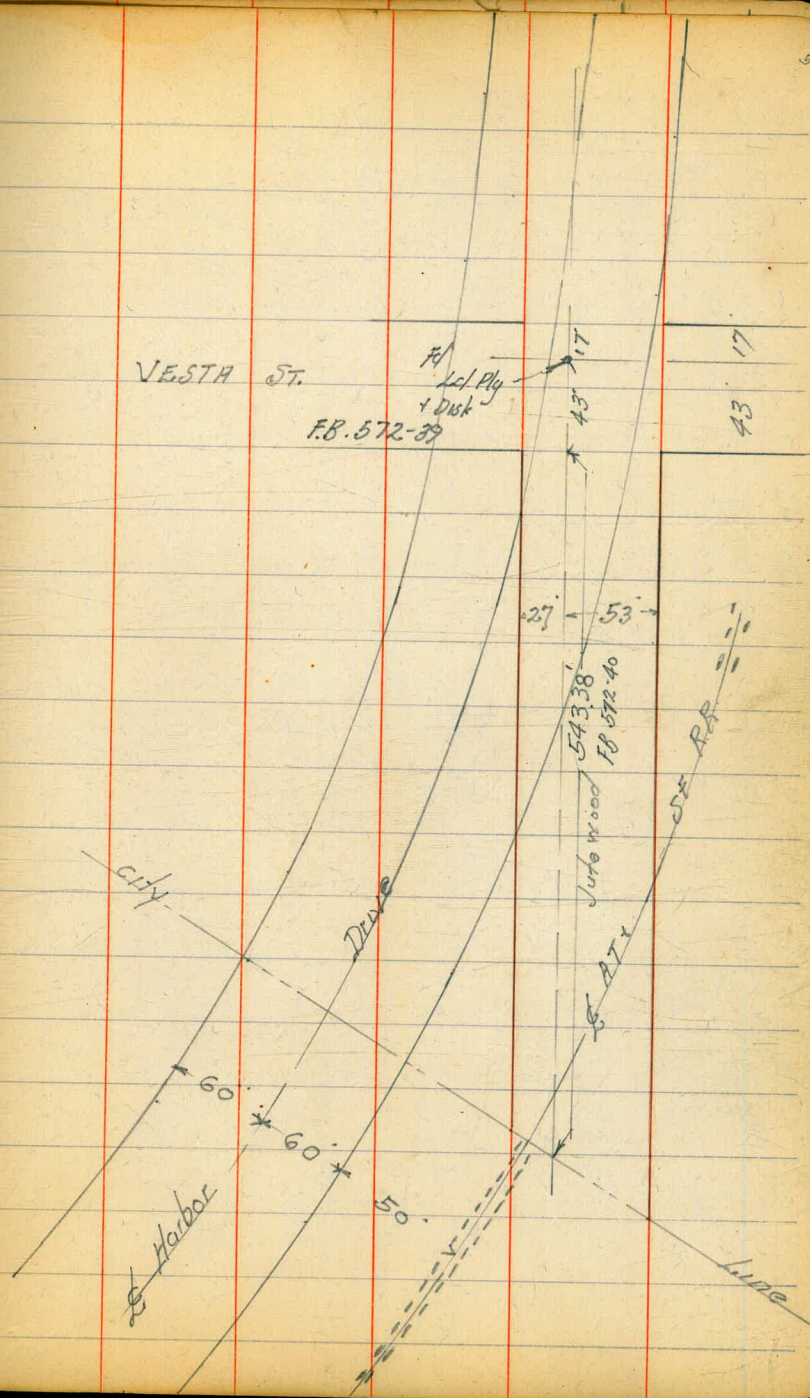
Easterly Line of  
Note: Building Altered to Red Line  
as per Date 7-3-52





Walker  
Hazard  
Hardin  
8-28-45

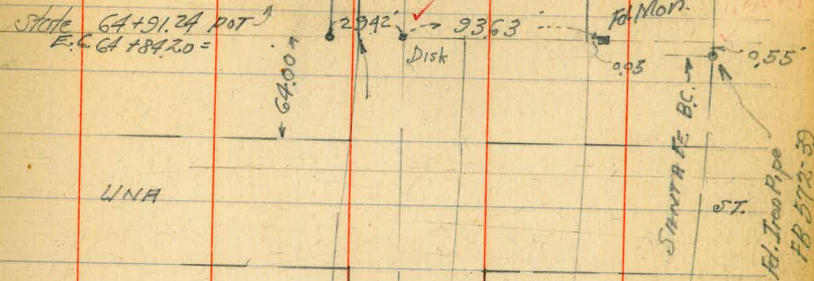
HARBOR DRIVE ~ TIES  
from "City Line"  
To 5th Ave



✓ = fd 10/78 Wm.

Disposal Plant  
Boundary line  
See Survey  
in FB 1680 Page 2

offset line  
Disposal Plant  
Survey FB 1680-2



UNA

SANTA FE BC.

Fd. Iron Pipe  
FB 572-3D

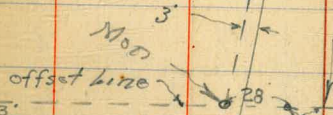
old line Johnson

Ties This Block  
See FB 1680  
Page 2

636.93'

1/4" bar  
P = 5619.55' DIAM

HTYSE RR.



VESTA

Id + Disk FB 572-P-35

ST.

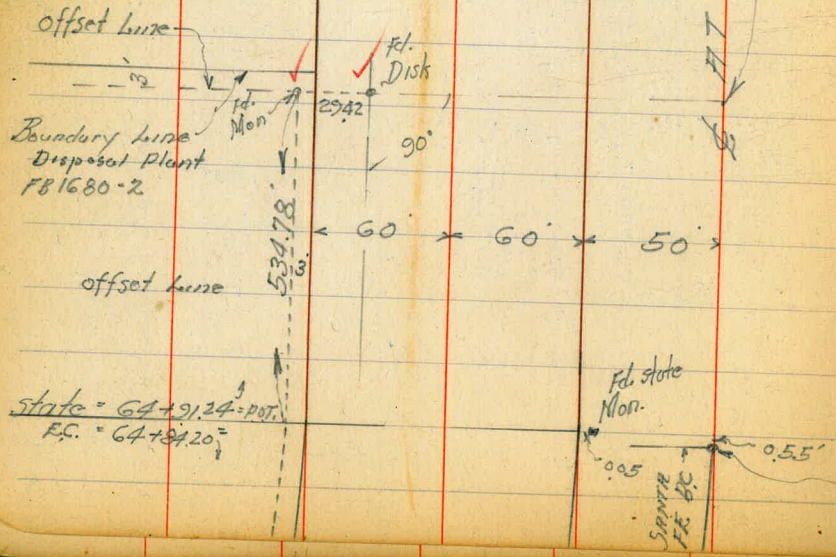
$\checkmark = \text{fd. } 10/78 \text{ W.N.}$

St.

32<sup>nd</sup>

2433.18'

ST & S.F. RR



Fed. Iron Pipe  
F8572-P-39

MAY 15, 72  
HATCH

State  
- 104762.78 B.C.

14' →  
100.0' →  
Set Id Ply  
& Disk 1' South  
of NLY Edge Conc. Piering  
Fd. Conc. Mass

1003.14'  
Meas.

Cholla

26' →  
Set Id Ply  
& Disk 1' South  
of NLY Edge Piering

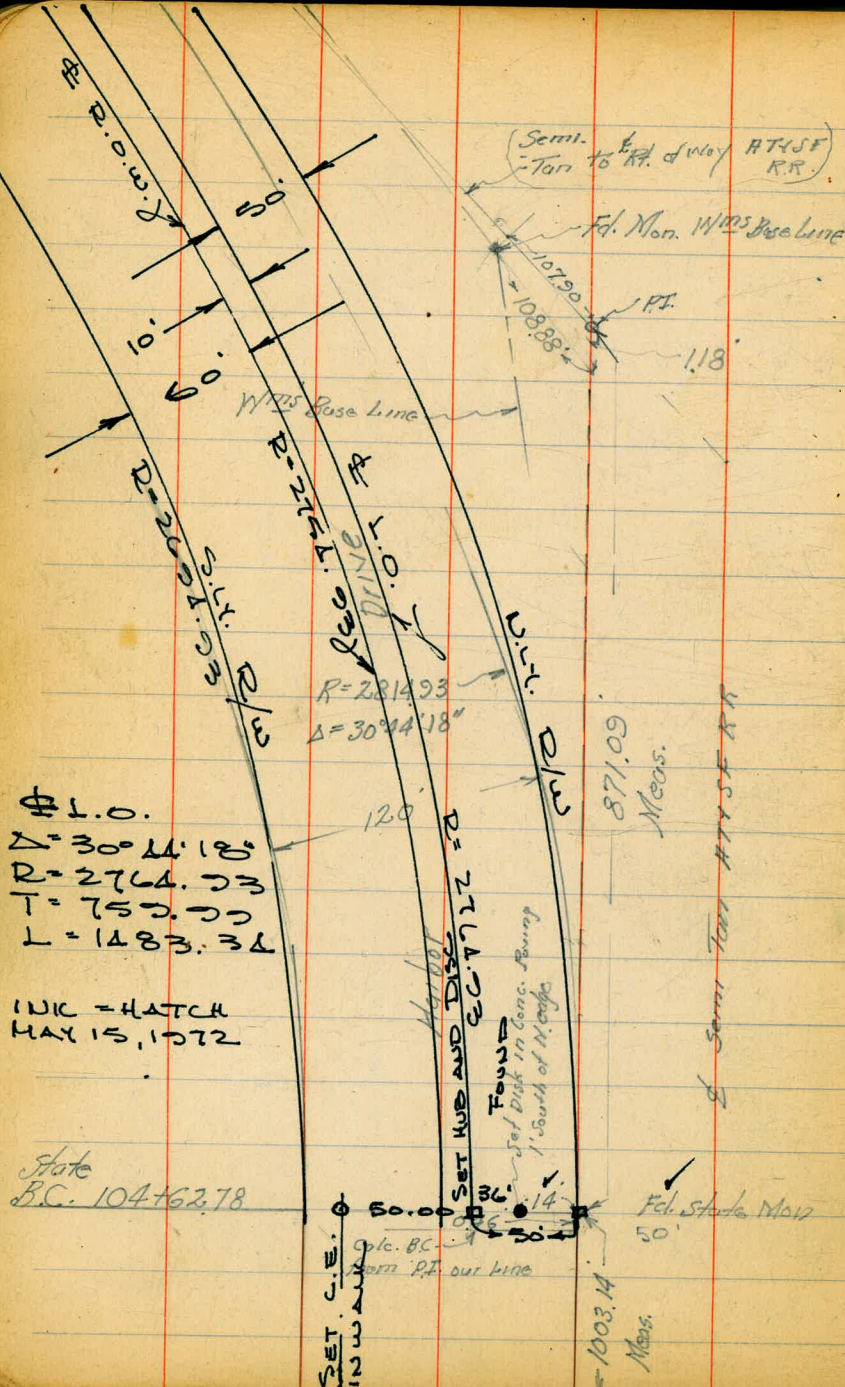
50' →  
Fd. Mass.

Bridge  
Creek

Approx 1' below  
bottom of Tie

120

H7 S.F. RR.  
2433.18'  
Meas.



# L.O.  
 $\Delta = 30^\circ 44' 18''$   
 $R = 2764.73$   
 $T = 752.55$   
 $L = 1483.34$

INIC - HATCH  
 MAY 15, 1972

State  
 B.C. 104+62.78

SET C.I.E.  
 IN W.A.S.

SET NUB AND DISC  
 AT 71.09

FOUND  
 Set Disk in Conc. Paving  
 1' South of N. edge

1003.14  
 Meas.

871.09  
 Meas.

Semi Tan AT&SF RR

Fed. State Meas  
 50'

Station	Distance	Angle
112~	463.83	7° 43' 50"
+50	192.92	8° 14' 55"
111~	526.00	8° 46' 00"
+50	557.08	7° 17' 05"
110~	588.17	9° 48' 10"
+50	619.25	10° 15' 15"
109~	650.33	10° 50' 20"
+50	681.41	11° 21' 25"
108~	712.50	11° 52' 30"
+50	743.58	12° 23' 35"
107~	774.66	12° 54' 40"
+50	805.75	13° 25' 45"
106~	836.83	13° 56' 50"
+50	867.91	14° 27' 55"
105~	899.0	14° 55' 00"
104+62.78 =	922.13	15° 22' 00"

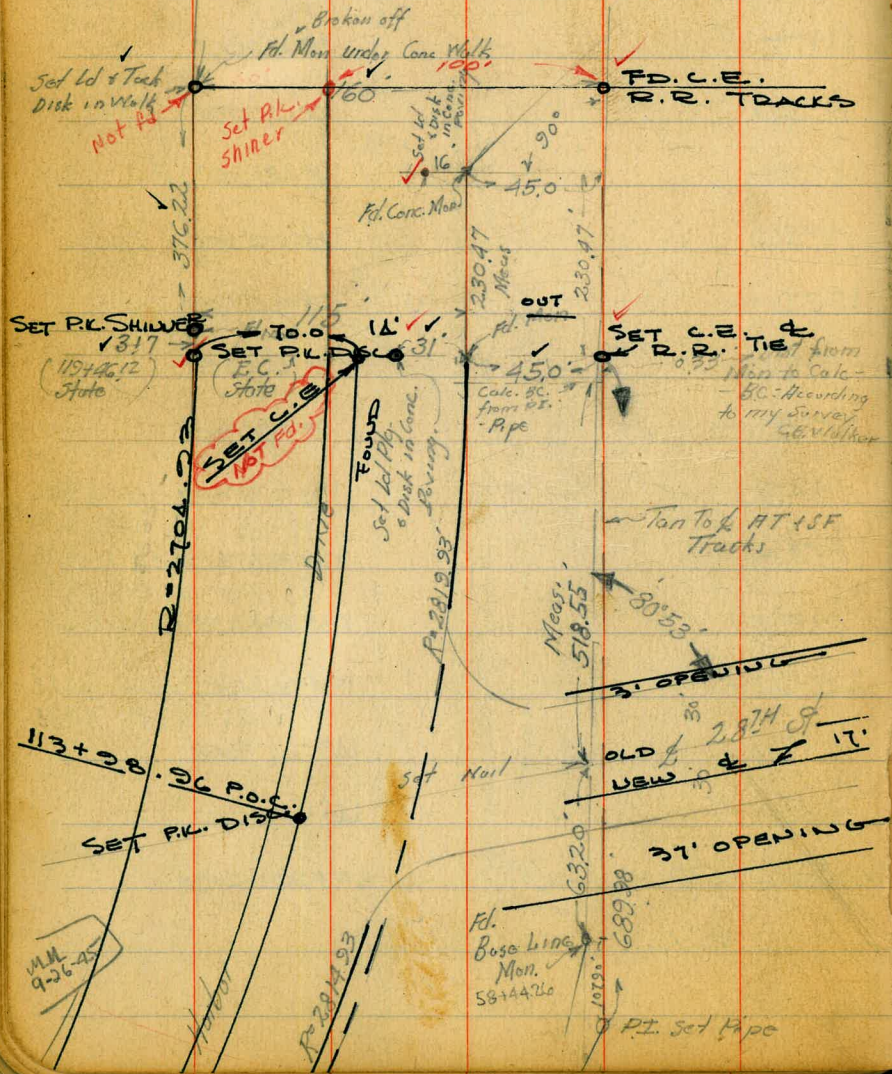
B.C.

✓ = pd 10/78 W.M.

Cont P-60

fd Mon  
Base Line  
Station 8149936  
Page 14

Line 45' ft of  
N.Y. Line Harbor Drive  
Produced - using State  
Mans. 93 shown here



R = 2764.23

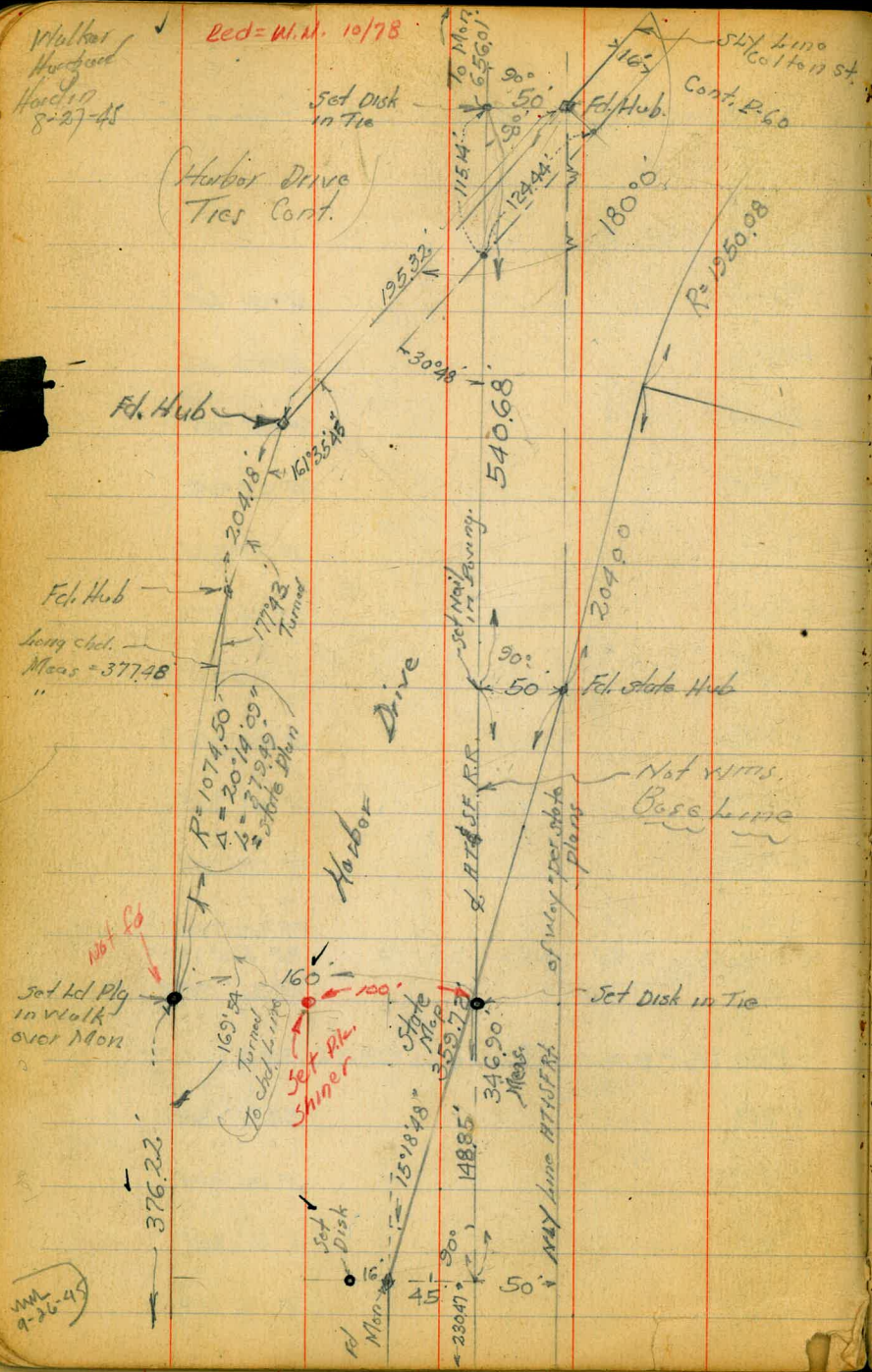
D = 0.6216626

11946.12 = E.C.

119~	28.671	0°28' 40"
+50	31.083	0°50' 45"
118~	30.84	1°30' 50"
+50	121.22	2°01' 55"
117~	153.00	2°33' 00"
+50	184.03	3°06' 05"
116~	215.17	3°35' 10"
+50	246.25	4°06' 15"
115~	277.33	4°37' 20"
+50	308.42	5°08' 25"
114~	339.50	5°37' 30"
+58.86 = E	316.36	5°40' 10"
+88		5°46' 58"
+87.75 = P.O.C. & New 28TH		5°47' 07"
+87	347.583	5°47' 35"
+50	370.584	6°10' 35"
113~	P.O.C. 20167	6°41' 40"
112+50	432.75	7°12' 45"

Walker  
Hwy 10  
8-27-48

Red = W.M. 10/78



W.M.  
9-26-48

346
148
198
540
1232

90+50 - Fd. Base Line Mon.  
Page 16

AVE.

WMS Base Line

Bell St  
ch

27' 53"

83.0' Set Id's Disk in c. 1908  
69.60'

98° 01' 89° 58'

43' 17"

370.86' SICARD ST

262.59 Mon. 1908  
Set Id. Ply. And Disk in Ledge Conc. Wall 3' Above Ground

P-14  
81+9986  
Fd. Base Line Mon.  
Page 58

RAILROAD

This line - is 45.0' Pt of NLY line Huber Drive Using State Mon's P-58-59

WMS Base Line Page 14

656.01'

50'

M.H. 9.26.95

Set Disk in RR Tie

✓ = Fd. 10/78 W.M.N. ✓

60

16

632.52'

Set Id. Ply. & Disk in Conc. Paving

238.91'

HUBER DRIVE  
→ Cotton Ave.

Set Id. Ply. & Disk in Conc. Paving

84'

Fd State Conc. Mon.

257.20

BC.  
R=125'  
Δ=52°

16

522.26'

89° 17' 45"

SCHWEY ST.

Set Id. Ply. in old Conc. Paving

362.42'

Set cr. Id. & Disk in Conc. Paving

90°

3344'

59° 08'

5620.2'

16

59° 23' 15"

50'

3048'

50'

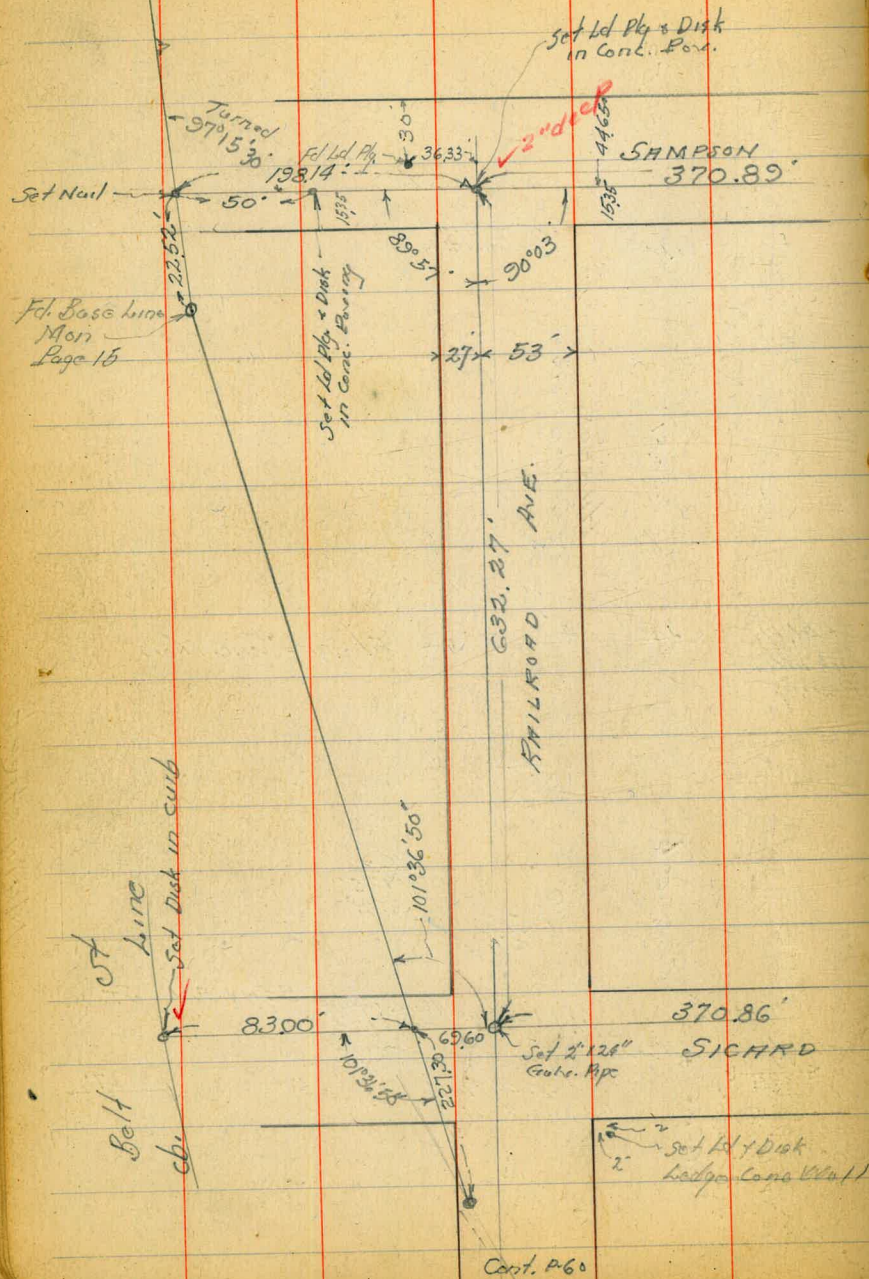
54068 Cont. P-53

MAIN STREET



Fd Baseline  
Mon P.16

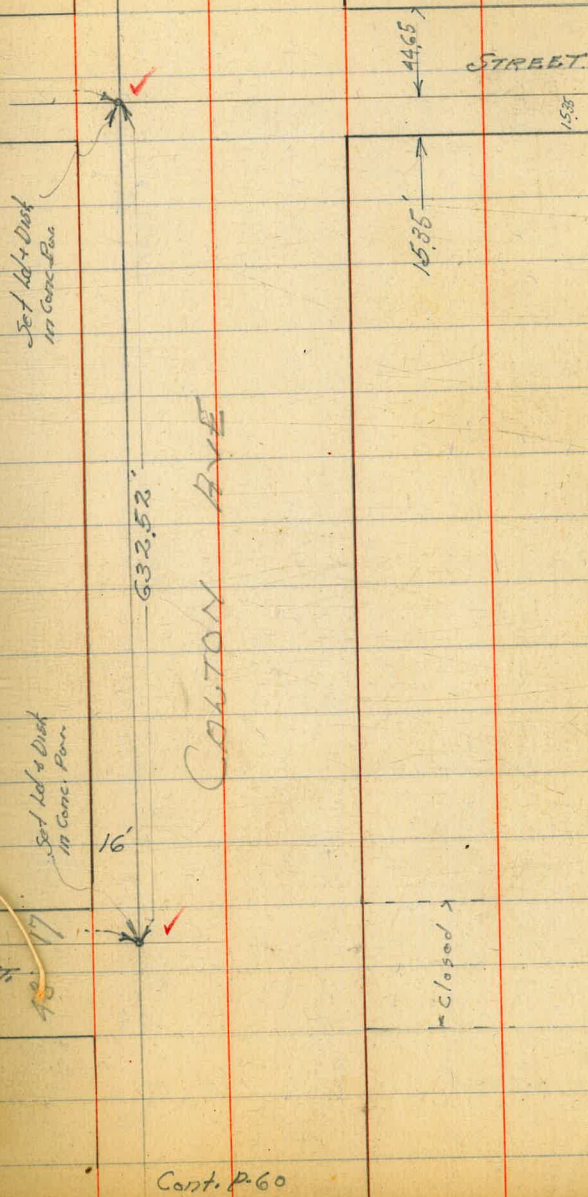
✓ = fd 10/78 W.N.



Cont. P.62

61

$\times 16 \leftarrow 84' \rightarrow$



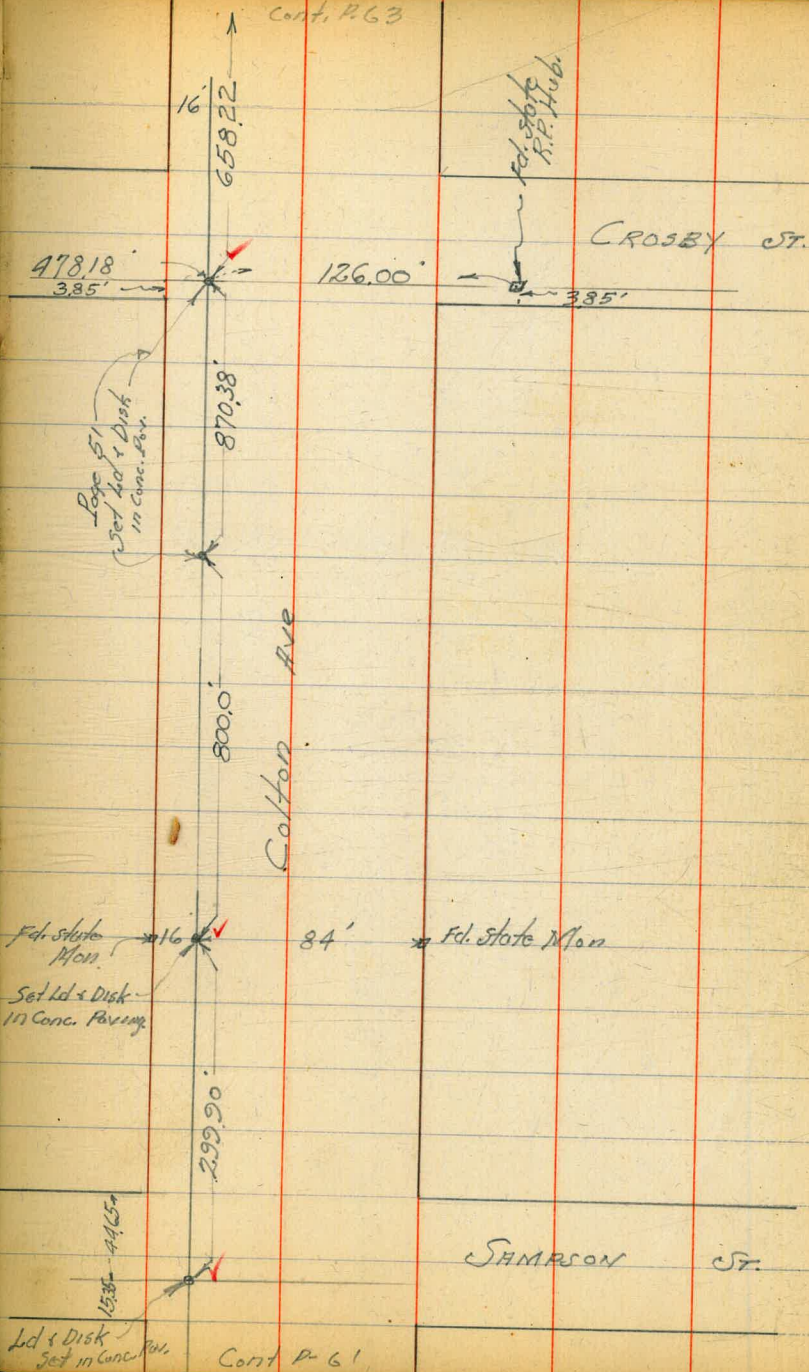
V = Fd. 10/78 W.N.

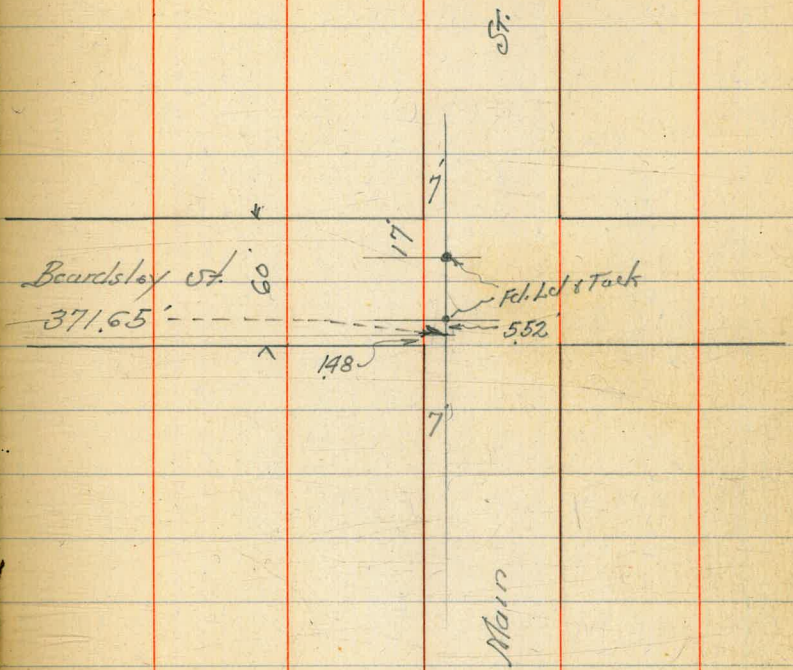
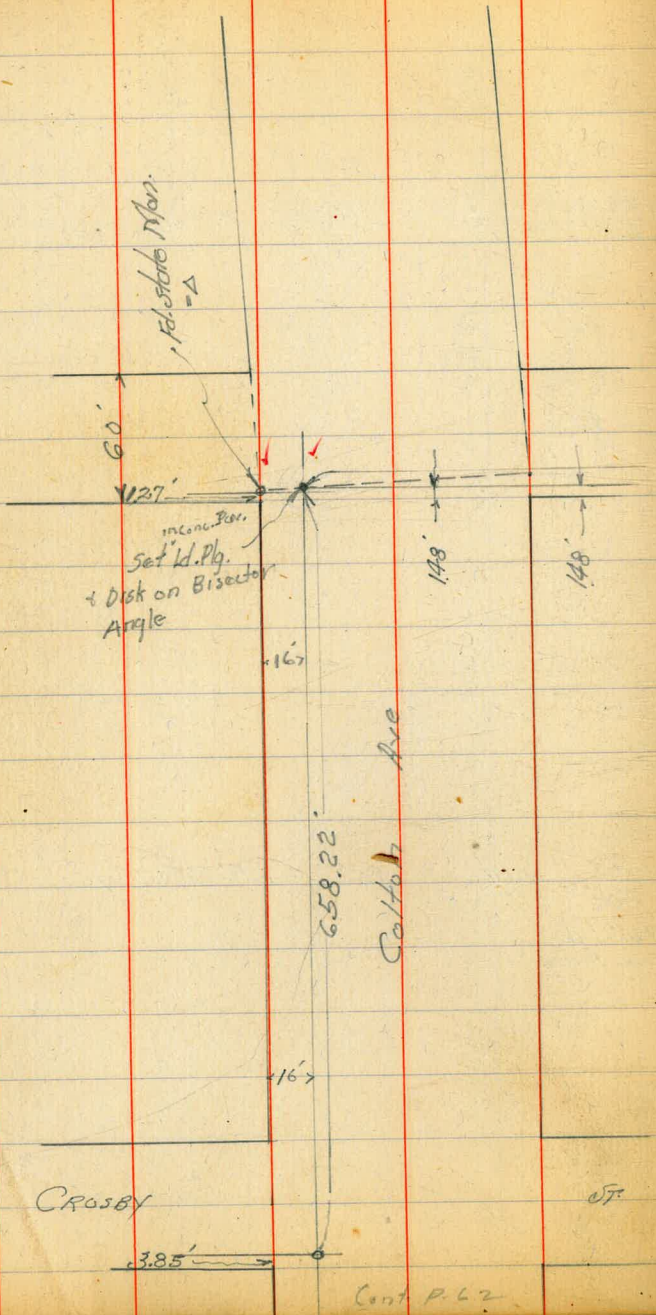
Cont Page 51

Cont. P-61

Cont. P-63

62



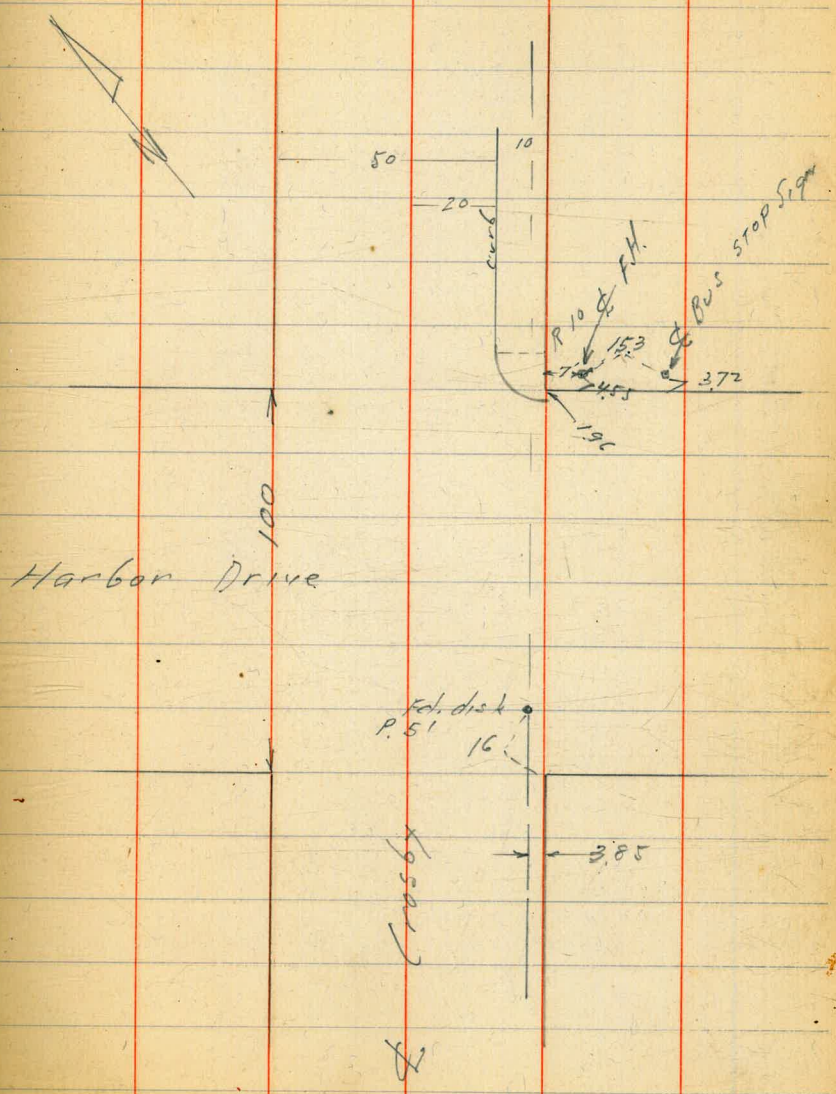


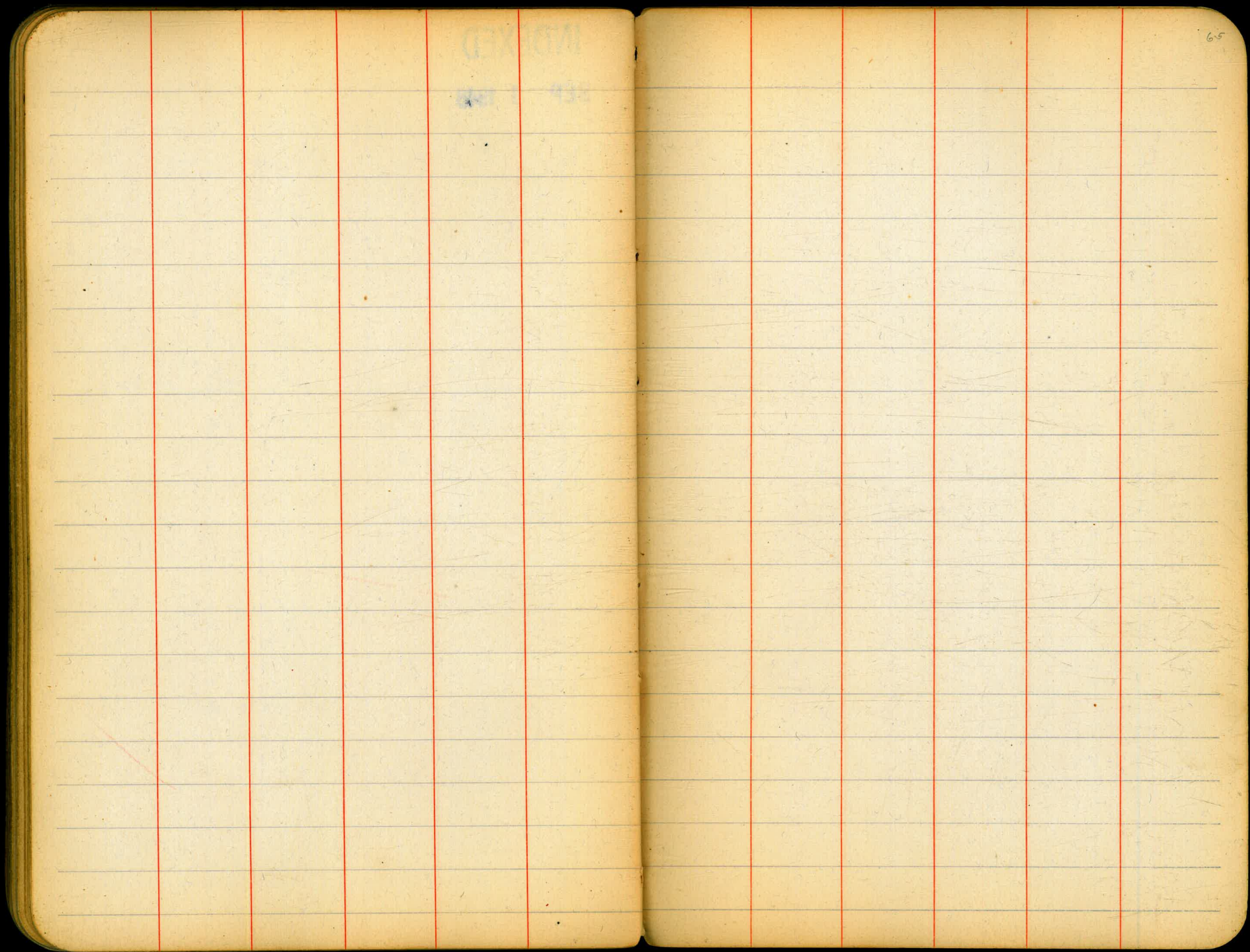
Location F. Hyd and Bus stop sign  
at Ely Cor. of Crosby  
and Harbor Drive

Moore  
Begg  
Shepherd  
Bunch 8-31-48, W.O. 21001

2618	10.85
385	3.85
2233	7.
7	
153	

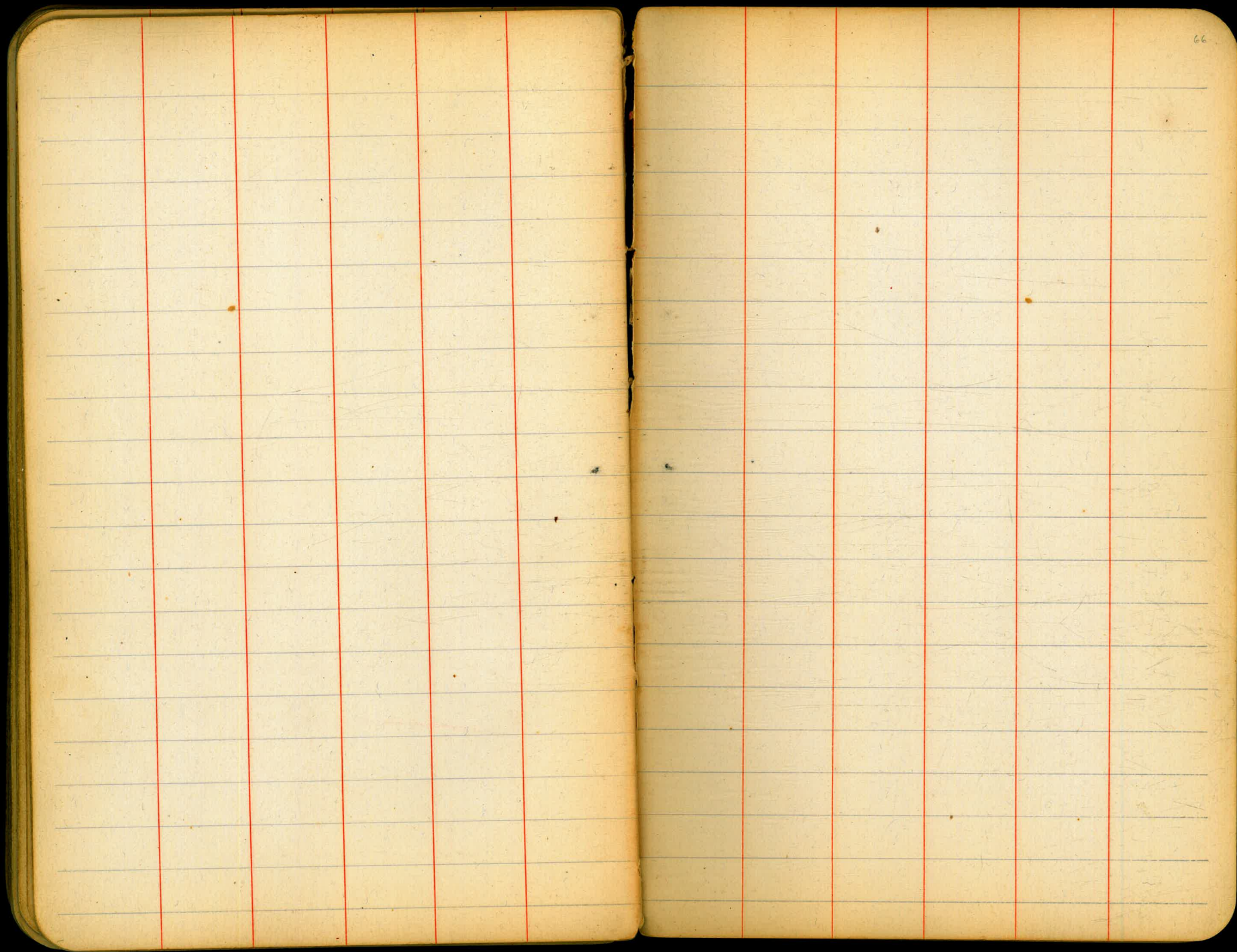
INDEXED  
W.K.  
SEP 1 1948

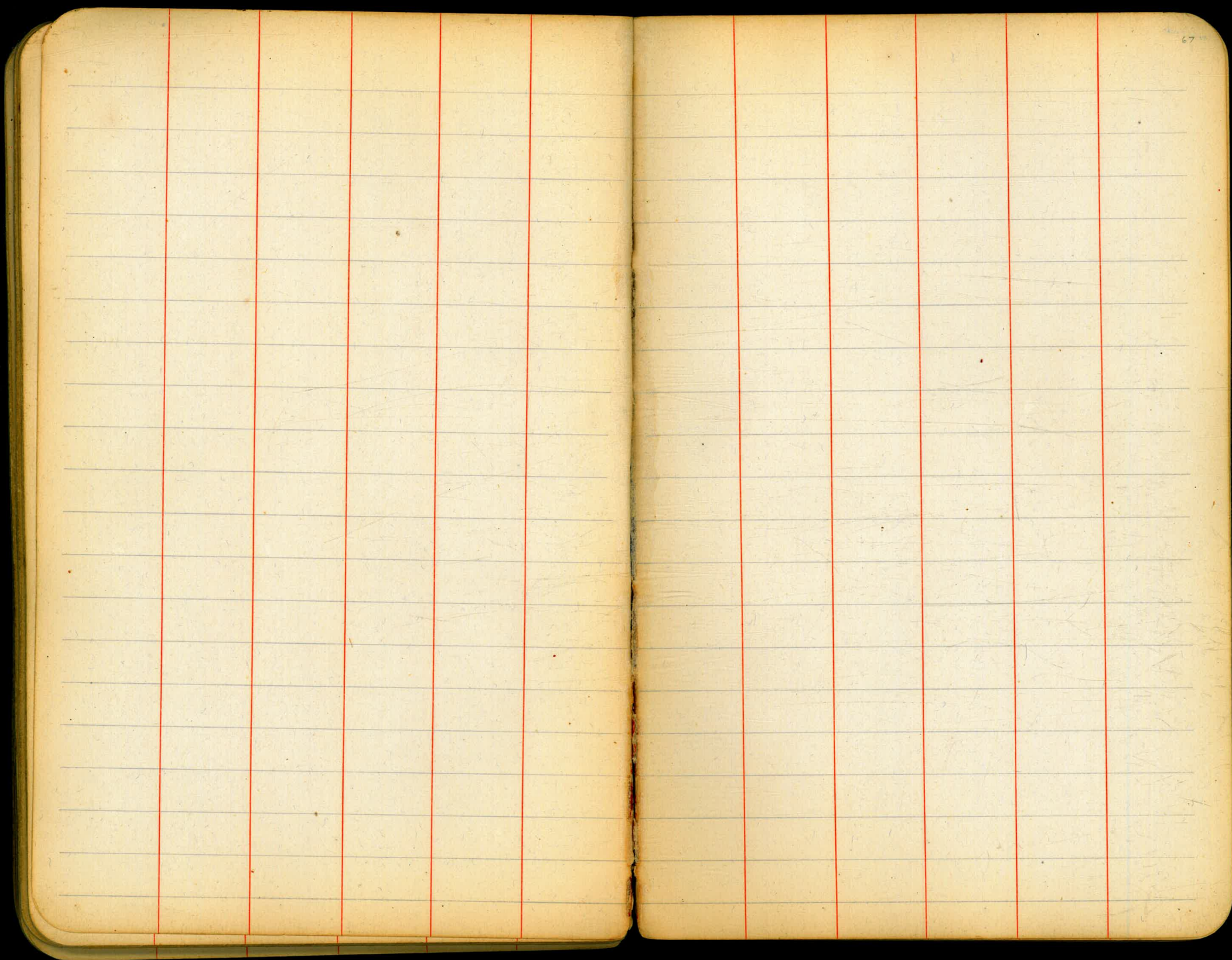


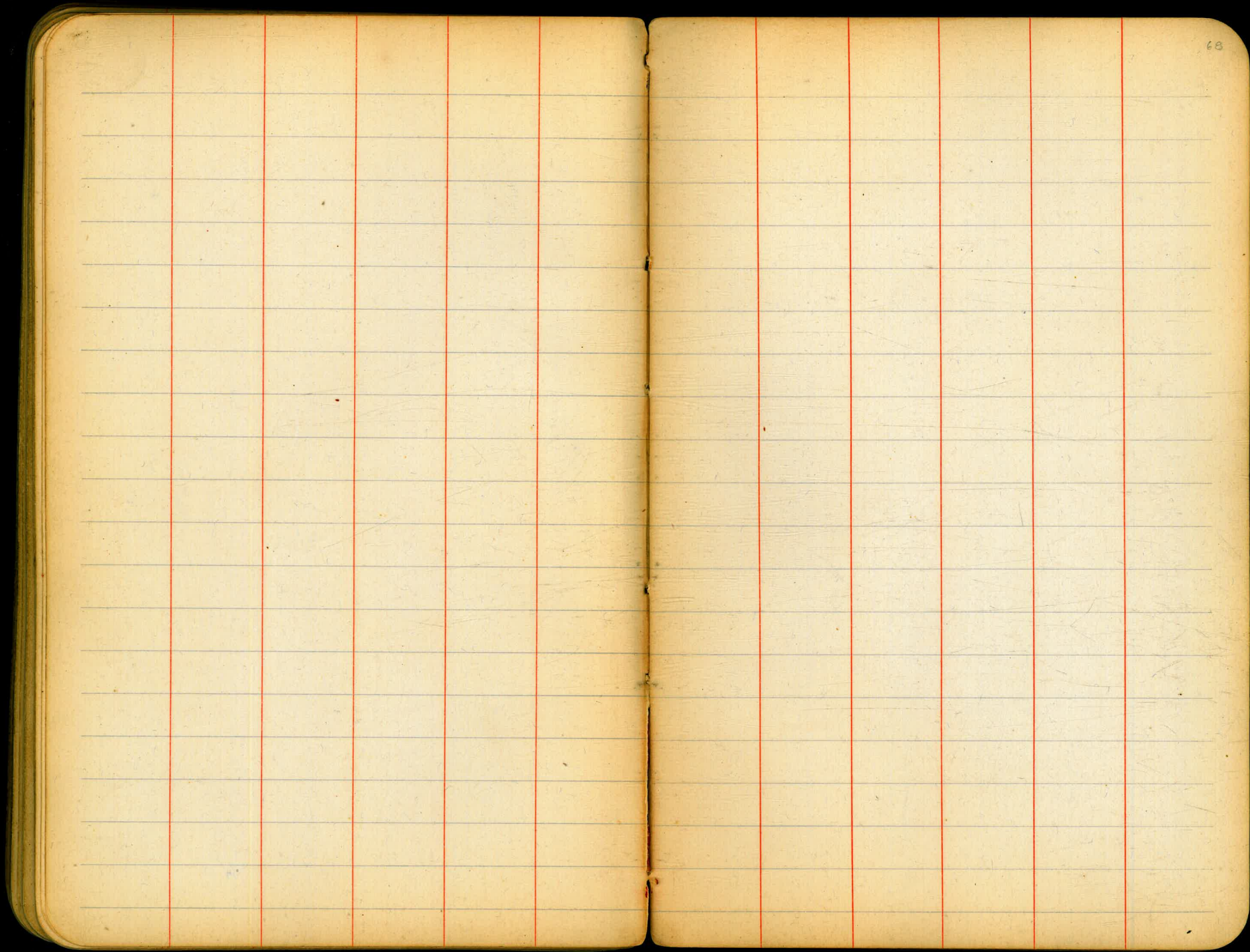


MIXED

65

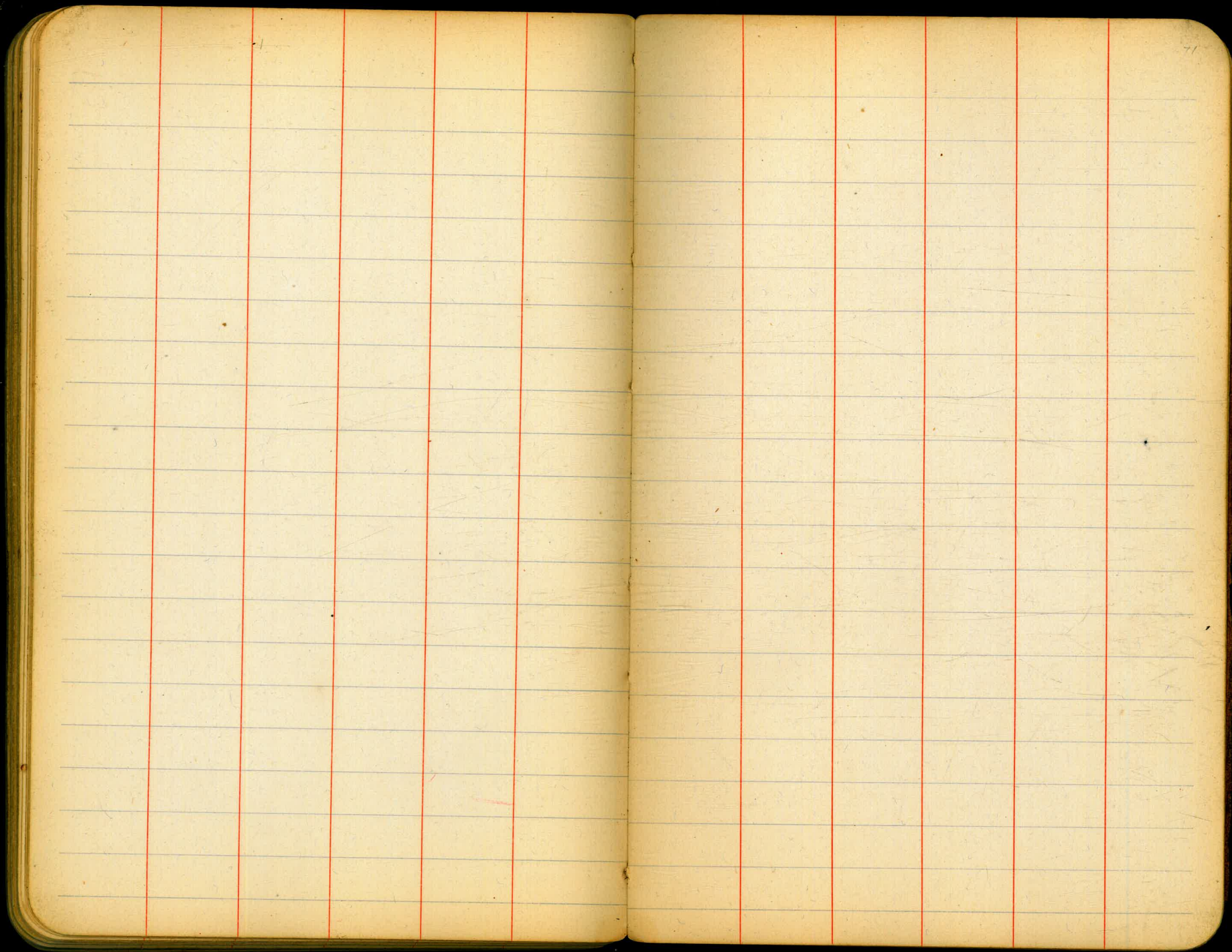








The image shows an open notebook with two facing pages. Both pages are cream-colored and feature horizontal blue ruling lines. Each page is divided into four vertical columns by red lines. The right page has the number '70' printed in the top right corner. The notebook is lying flat on a white surface, and the pages are completely blank.



S. D. 100 + Cold Storage

72

on 8<sup>th</sup> inside <sup>E</sup> curb. from 100' N of Mt. 75'  
So. of R.

GRANT HOTEL  
(2)

From Plant

01 Nat'l. to 13

01 13 to L

07 L to 9<sup>th</sup>

01 9 L to N

07 N. to Tank

01 M. 9<sup>th</sup> to 150<sup>+</sup> Ice Co.07 L 9 to 5<sup>th</sup>04 SF Row to 2<sup>nd</sup>

07 2 SF. to G

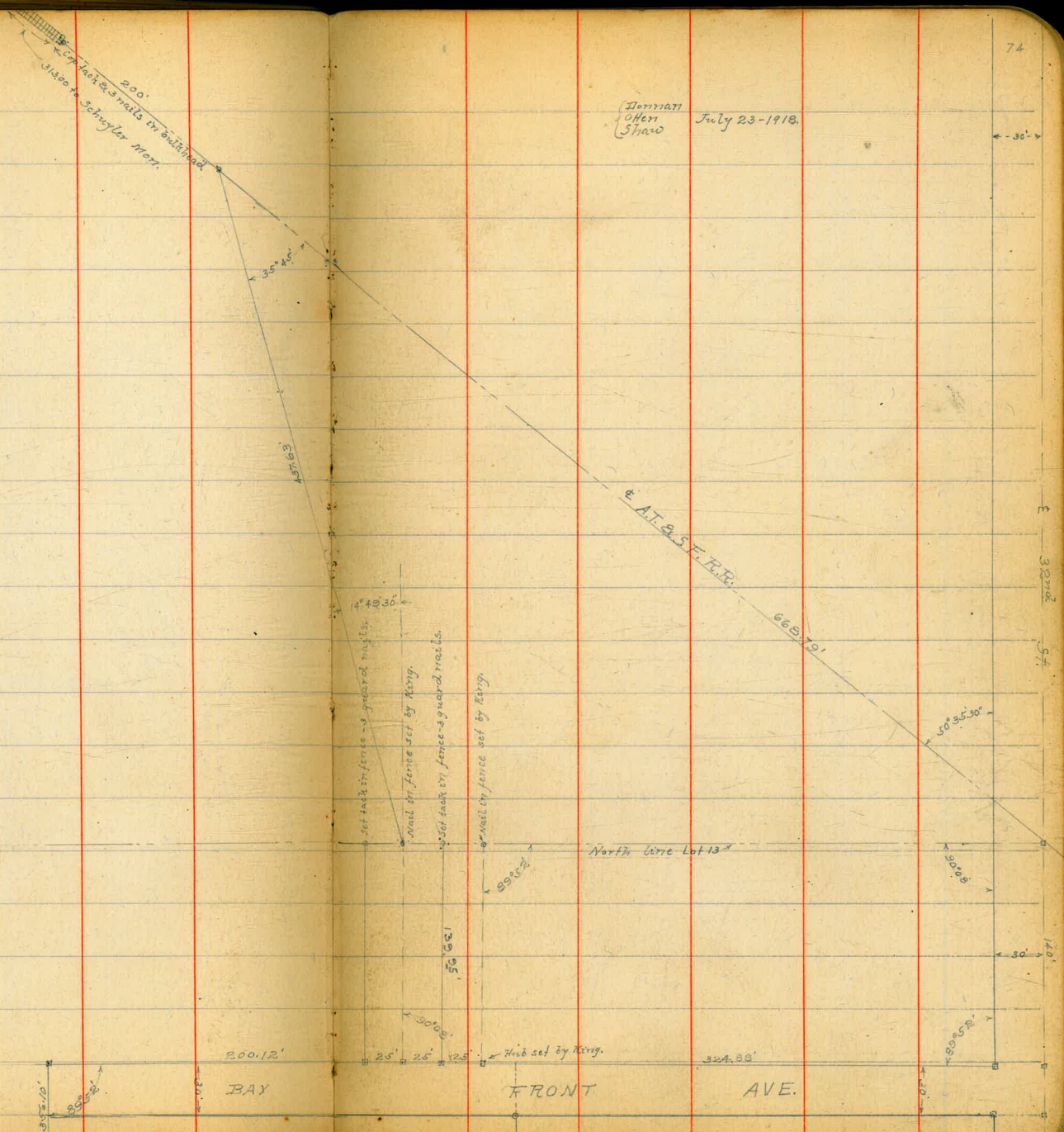
07 G 2<sup>nd</sup> to ~~150~~ Arctic

04 India G to E

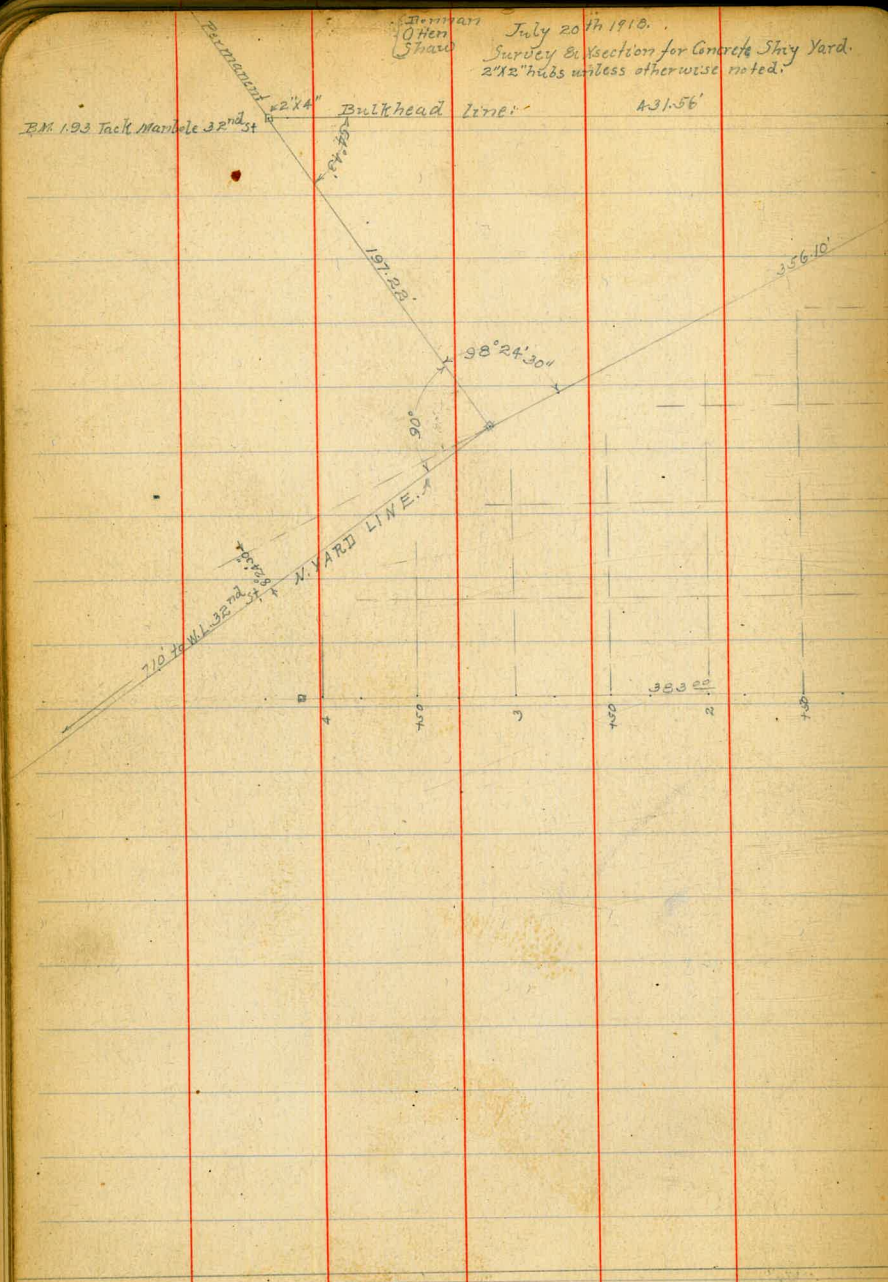
~~04 E India to Arctic~~

07 Arctic G to E.

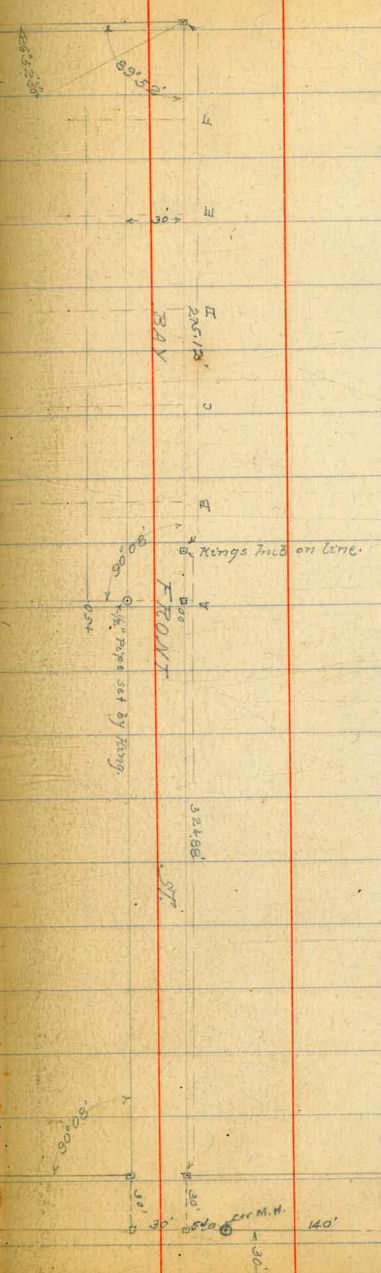
Domman  
Allen  
Shaw July 23-1918.



Primary  
 O'Hara  
 Shaw  
 July 20<sup>th</sup> 1910.  
 Survey & location for Concrete Ship Yard.  
 2 1/2" hubs unless otherwise noted.



Schupler base line  
 500.0 to tack in marble  
 From tack in m. to So. Int Bay Front measures 848.61. Davis Rocks.



Kings Hub on line.  
 West end of Lot 13.

Hub 1.89 South of North Grange A.T.C.S.F.R.R.

2" Pipe in

2" Pipe in

Set 2" Pipe 76

Permanent Bulkhead

Hennan  
O'Hen  
Shaw

Davis  
Hancock  
Byers

July 18-1918.

50'  
Set 2" Pipe

70'

Temporary Bulkhead

2" Pipe in

2" Pipe in

National City Line produced.

Area as previously stated.

Bulkhead

45'

Permanent

U.S. CONCRETE SHIP YARD.

2" Pipe in

247.76'

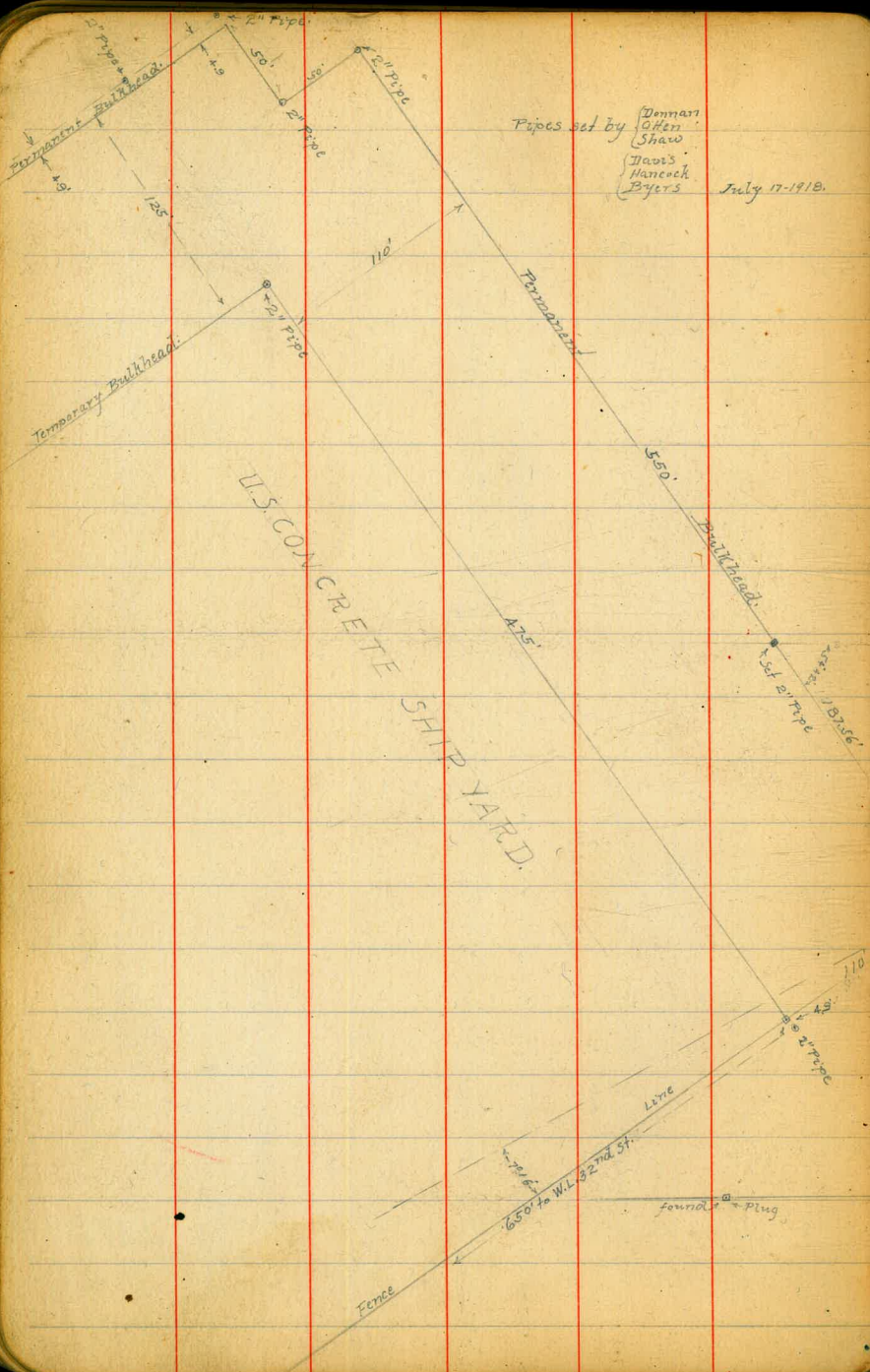
100'

Stake split from pile center

50'

143.9' to Redwood Truss  
See 41167 Page 76.

2 1/4" Range near shore



Pipes set by  
 { Dorman  
 { Shen  
 { Shaw  
 { Davis  
 { Hancock  
 { Byers

July 17-1918.

U.S. CONCRETE SHIP YARD.

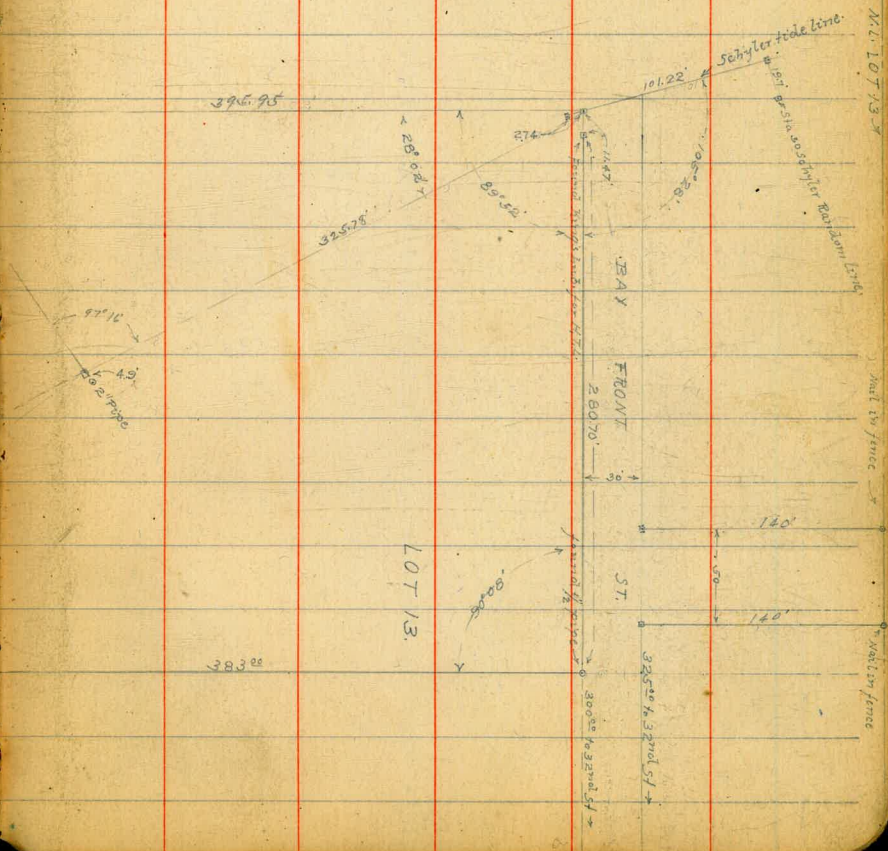
Survey for U.S. Concrete Ship Yard.

July 16-1918

{ Dorman  
 { Shen  
 { Shaw  
 { O'Neil

All points shown thus & not otherwise noted are 2"x2" Redwood Plugs.

See also next page.





197' Sta 30

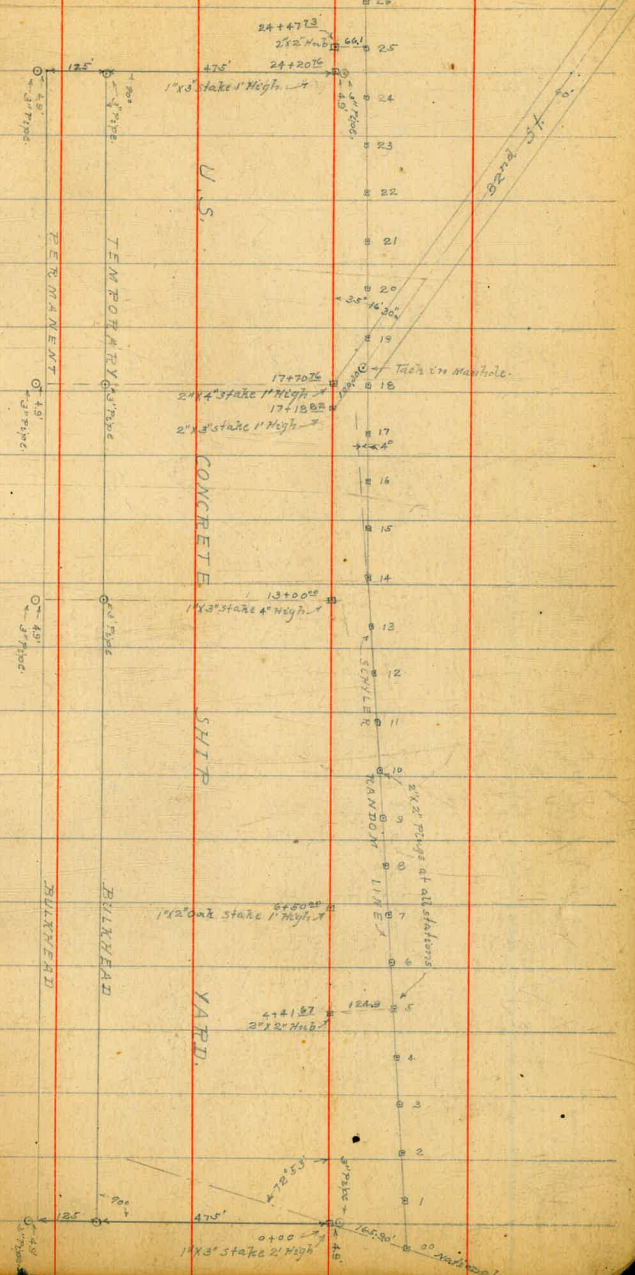
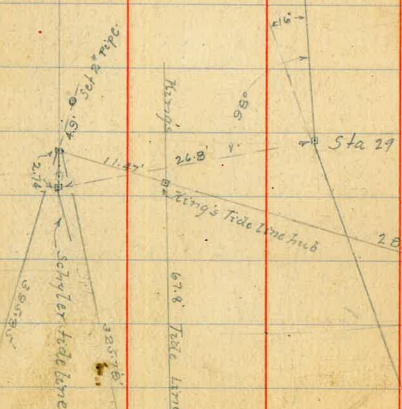
See Previous page for full sketch.

20111977  
O'Hara  
Shaw July 17-18.

SHOWING TIES AT WESTERLY COR. U.S. CONCRETE SHIP YARD.

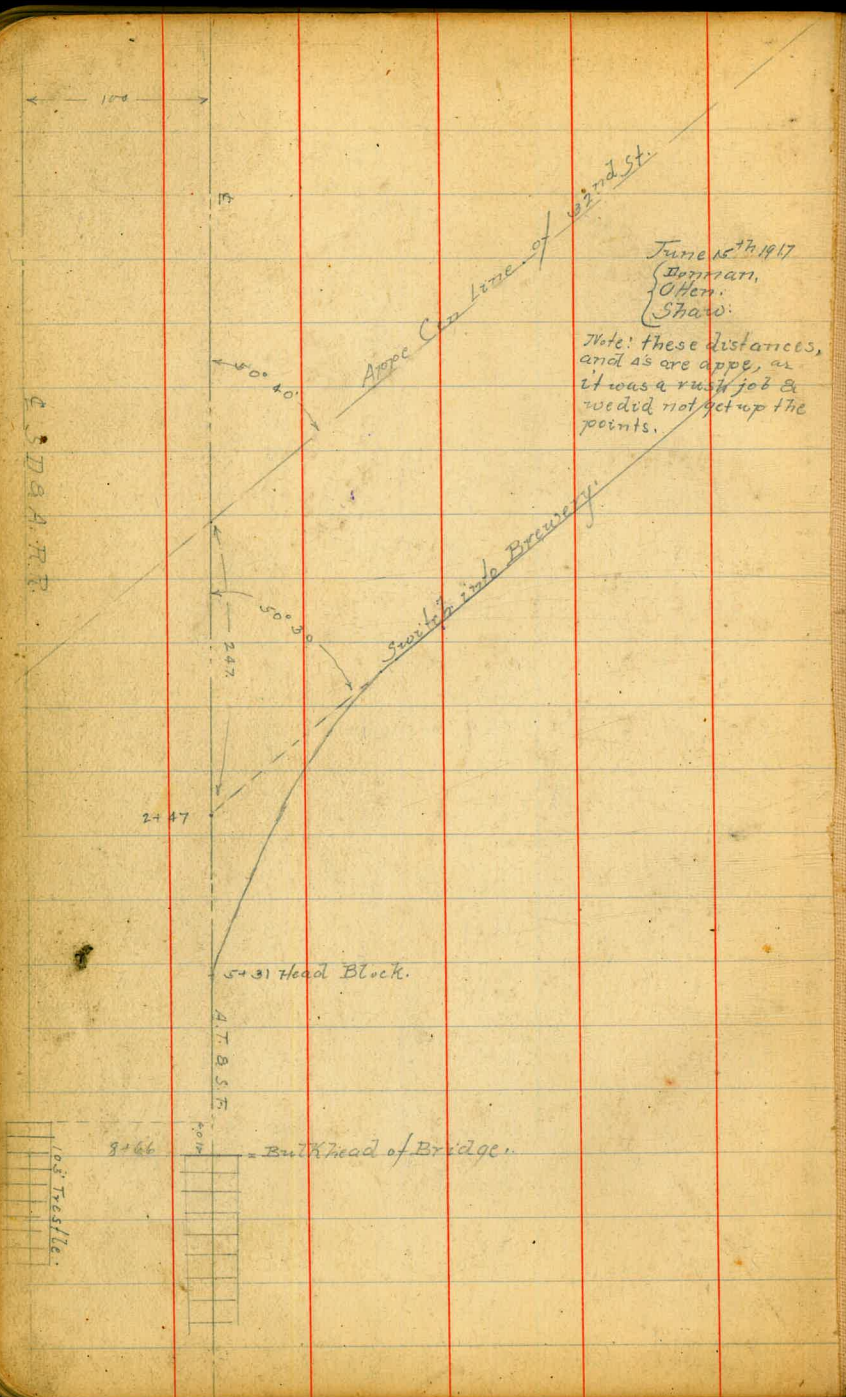
Schlyer tide line. 104.22'

Schlyer Standard Line.



With a one 650' Standard and Permanent

Temporary  
O'Hara  
Shaw  
July 17-18



June 12<sup>th</sup> 1917  
 {Dunnan,  
 {Olsen,  
 {Shaw.

Note: these distances,  
 and as are appe, as  
 it was a rush job &  
 we did not get up the  
 points.

24675  
 163  
 59  
 55  
 632  
 ---  
 1155.75  
 1154.75

ENGINEERING DEPARTMENT,  
 SAN DIEGO,  
 CALIFORNIA.

18.02 ✓  
87.62  
105.64

2107  
336  
187

36.08  
32.56  
3.44

20586

250  
1.100  
1.200  
2.200  
2.048  
1520

00586  
16  
3516  
586  
09376

56 5-120  
N 35° 30' 55"  
71° 23' 25"

4.47  
5027  
4250  
14219  
12260  
34459  
13230

28523  
16  
11733

907  
5033  
3883  
9823

154  
5290  
4010  
9459  
9823  
14282  
96.2  
1323

E.C. on Coast 32.0

1095  
5075  
3020  
9220

30  
1535  
1X.C5

935' to M.H.

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.