1081

[redacted] High Tide Line Pier Int.

DIETZGEN

TRADE MARK

ENGINEERS'

FIELD BOOK

No. 403

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and
SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

Distances from Center of Roadway for Cross-Sectioning
Roadway 16 feet wide. Side Slopes 1 on 1.
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	0
1	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	1
2	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	2
3	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	3
4	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	4
5	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	5
6	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	6
7	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	7
8	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	8
9	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	9
10	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	10
11	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	11
12	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	12
13	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	13
14	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	14
15	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	15
16	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	16
17	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	17
18	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	18
19	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	19
20	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	20
21	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	21
22	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	22
23	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	23
24	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	24
25	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	25
26	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	26
27	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	27
28	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	28
29	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	29
30	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	30
31	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	31
32	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	32
33	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	33
34	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	34
35	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	35
36	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	36
37	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	37
38	46.0	46.1	46.2	46.3	46.4	46.5	46.6	46.7	46.8	46.9	38
39	47.0	47.1	47.2	47.3	47.4	47.5	47.6	47.7	47.8	47.9	39
40	48.0	48.1	48.2	48.3	48.4	48.5	48.6	48.7	48.8	48.9	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be 30.6+(20—16)÷2 or 2 ft. added to 30.6 =32.6. For slopes of 1 on 1½ see inside of back cover.

¼ Corners. Lot 26-27 Block 1 150 from Cor N.E
Fairmont Annex Cor. Colonial & Orange
on W.S. Colonial

Mrs Millinger

1668

Oliver Winston
North Island
Machinist

Charley Stedman

U.S. Geological Survey
Department of Interior

Water Supply Paper
490
Plate VI.

Earl
Williams
Moore
Keeler

INDEX

Page

Survey of Water Front from Fort Rosecrans to National City Line using Base Line of Schuyler Mean High Tide Line as base. 1–

Index

Index

Index

Earl Williams June 1920 1

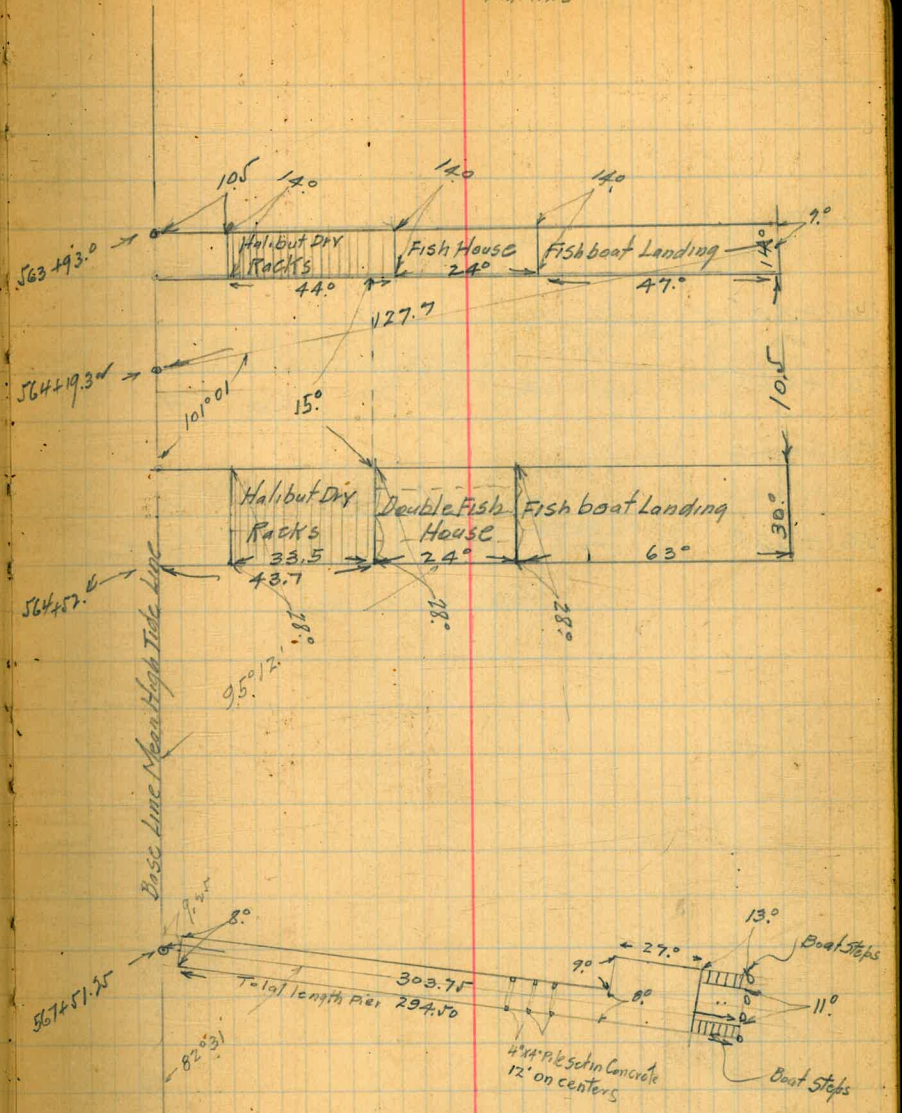
563+93.0 Joe Montiero

564+19.3 W

Steve Zolezzi

564+52.6

567+51.25 Int & 8' pier or Boat Landing foot of Kellog St
Point Loma Ferry



245.0
564+19.3 W
33.08

560 + 94.5

561 + 08.5

561 + 22.6

561 + 36.0

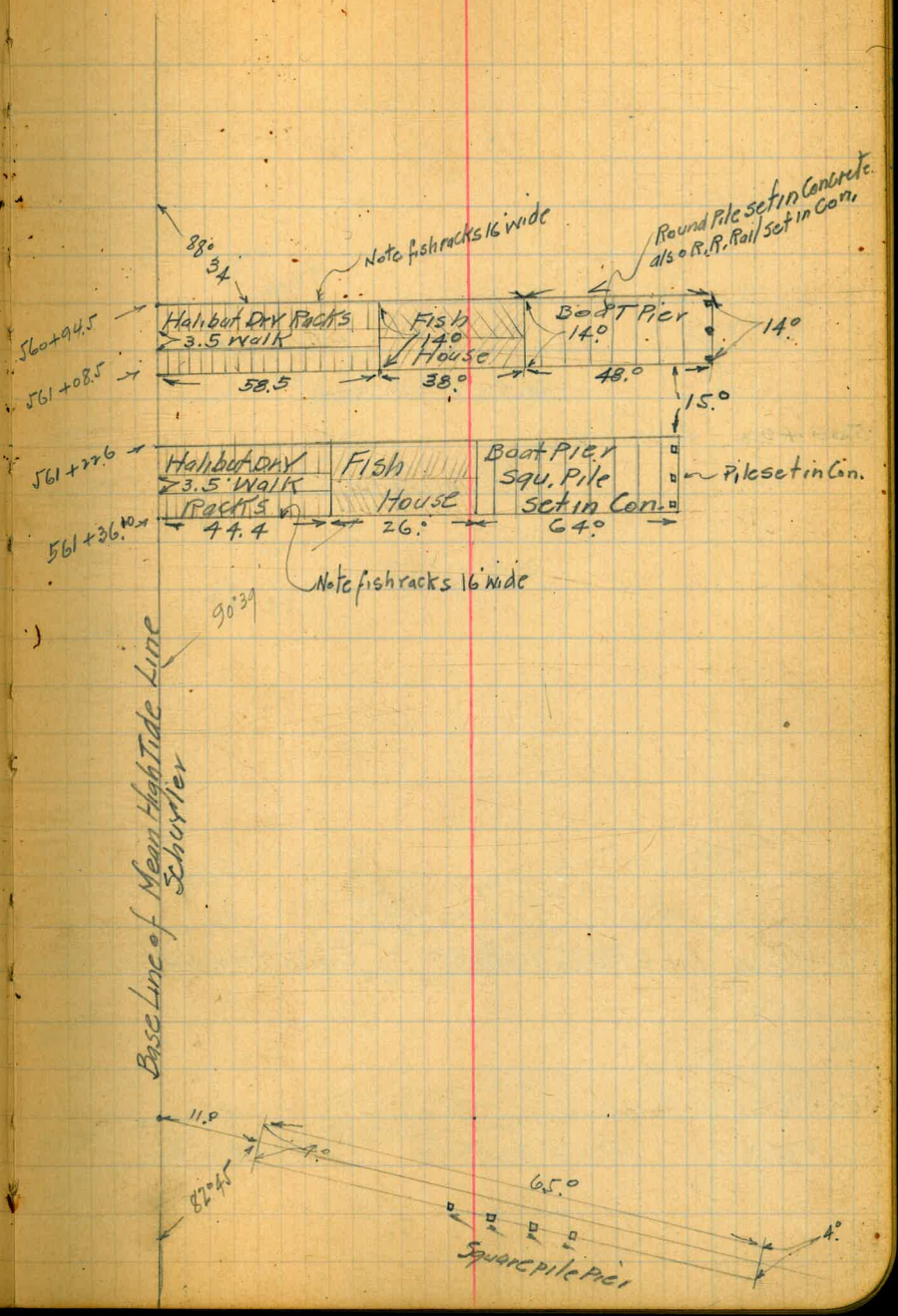
J.V. Soaresas

John Monise
2921 McCall St. Point Loma

562 + 01 Loading Pier about 7 west of old rail / skidway
F.D. Silva

89 21 20
90 39

Earl Williams June 1930



M.S or M.B. Soares

560 +00 Base line

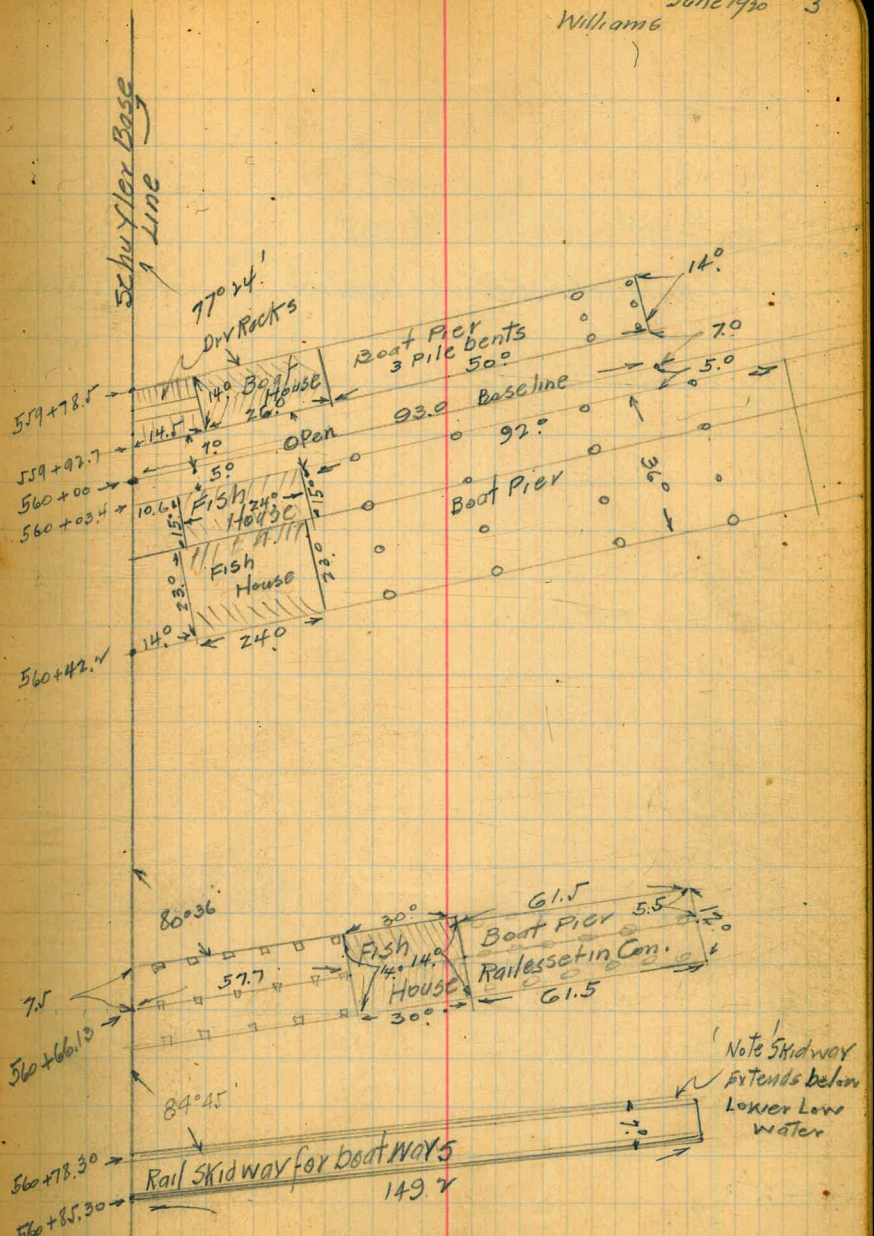
M.S. Cordoza

F.D. Silva

560+66.13 Int. & McCall Street Frank Goularte La Playa

560+78.30

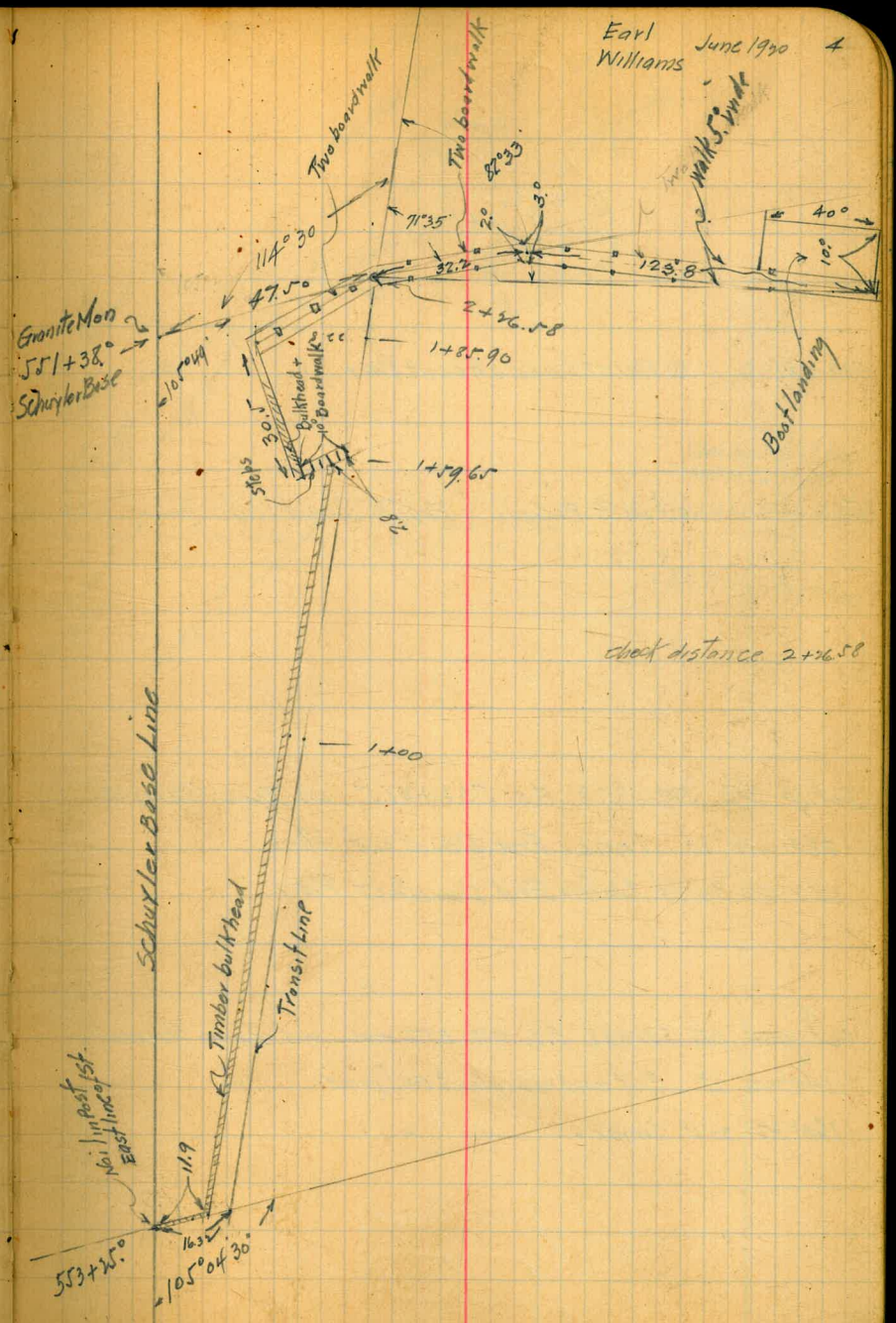
560+85.30 Frank Goularte La Playa



551+38.° Granite Mon. Schuyler Baseline

Will Angier 2828 Owen PT Loma

553+25.°



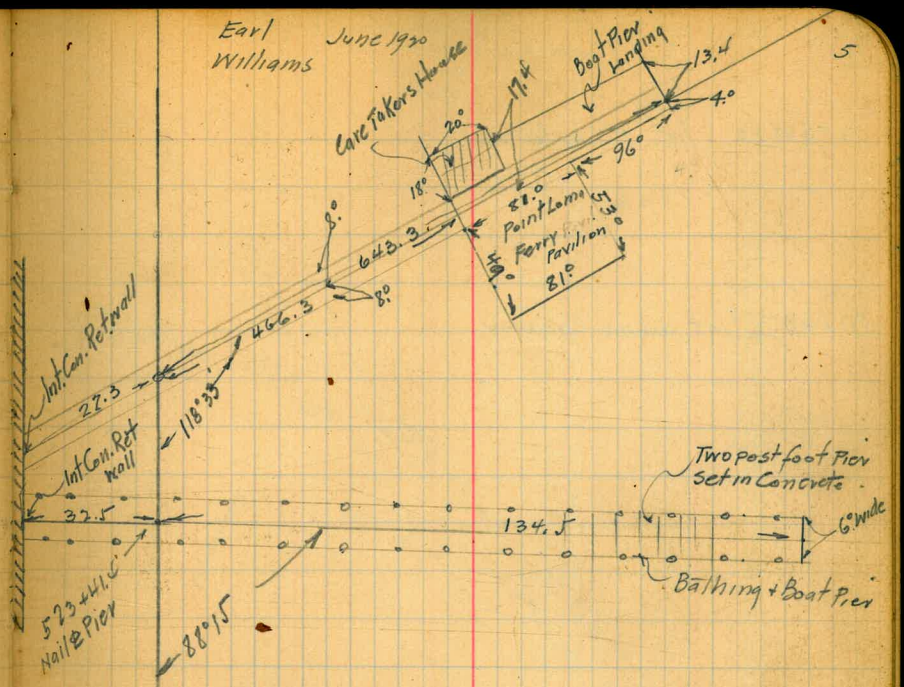
Earl Williams June 1930

519+85.3 ℄ Point Loma Ferry Pier

523+41.4 Nail in ℄ Pier (Frank Jennings)

Setup Sta. 519+85.3 F.S. 532+01.5 on Zero Azimuth
38° 07' Lt Inner End Derelect Pier
35° 47 30" Lt Outer End Derelect Pier

Setupat Sta 551+38 F.S. on 552+00 on zero Azimuth
149° 02' Lt Outend derelect rail/pier.
160° 32' 30 Lt Inner " " "



Earl Williams July 1930
C. Moore
Keeler

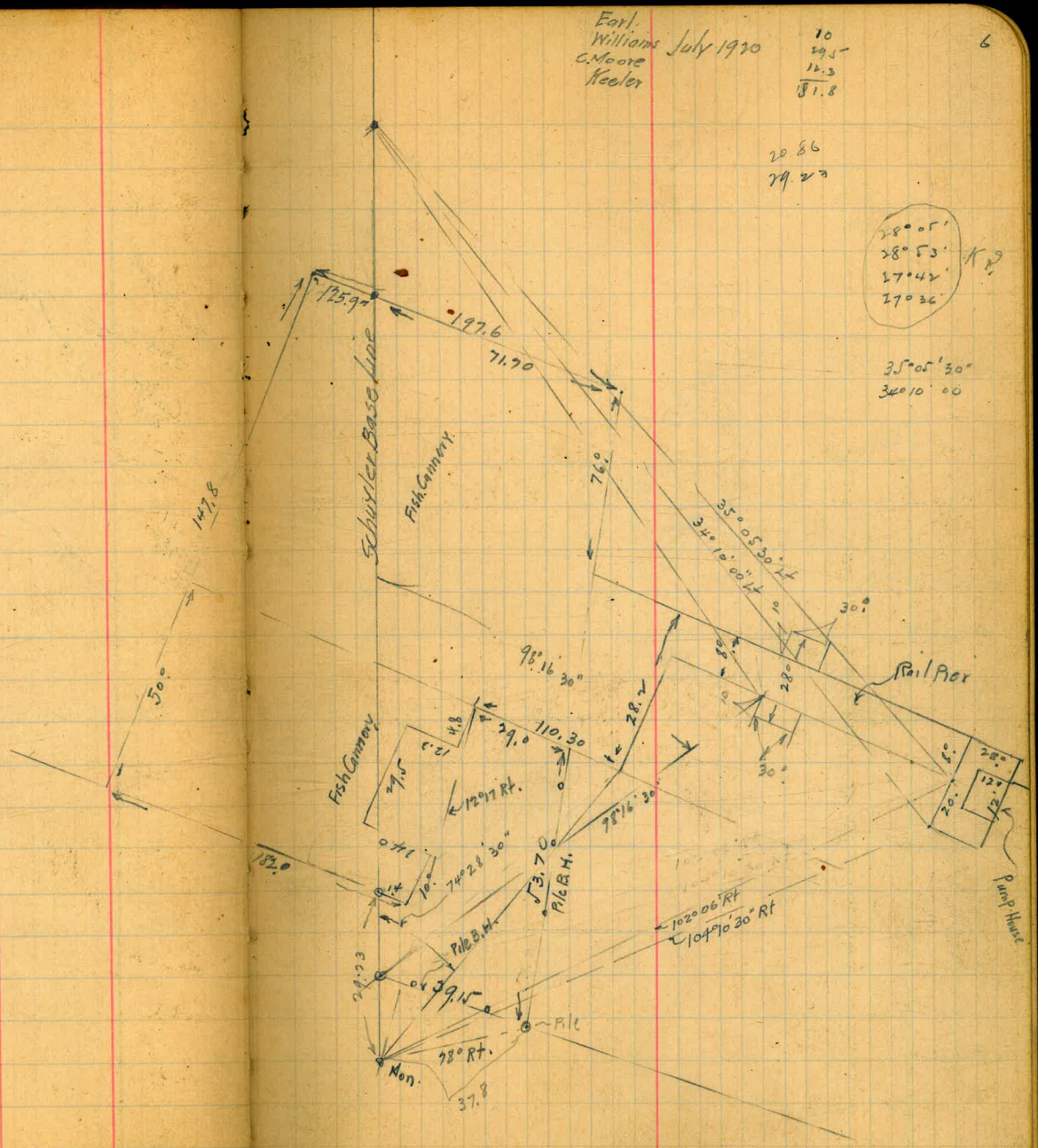
505+48.73 Int. ℄ Carleton

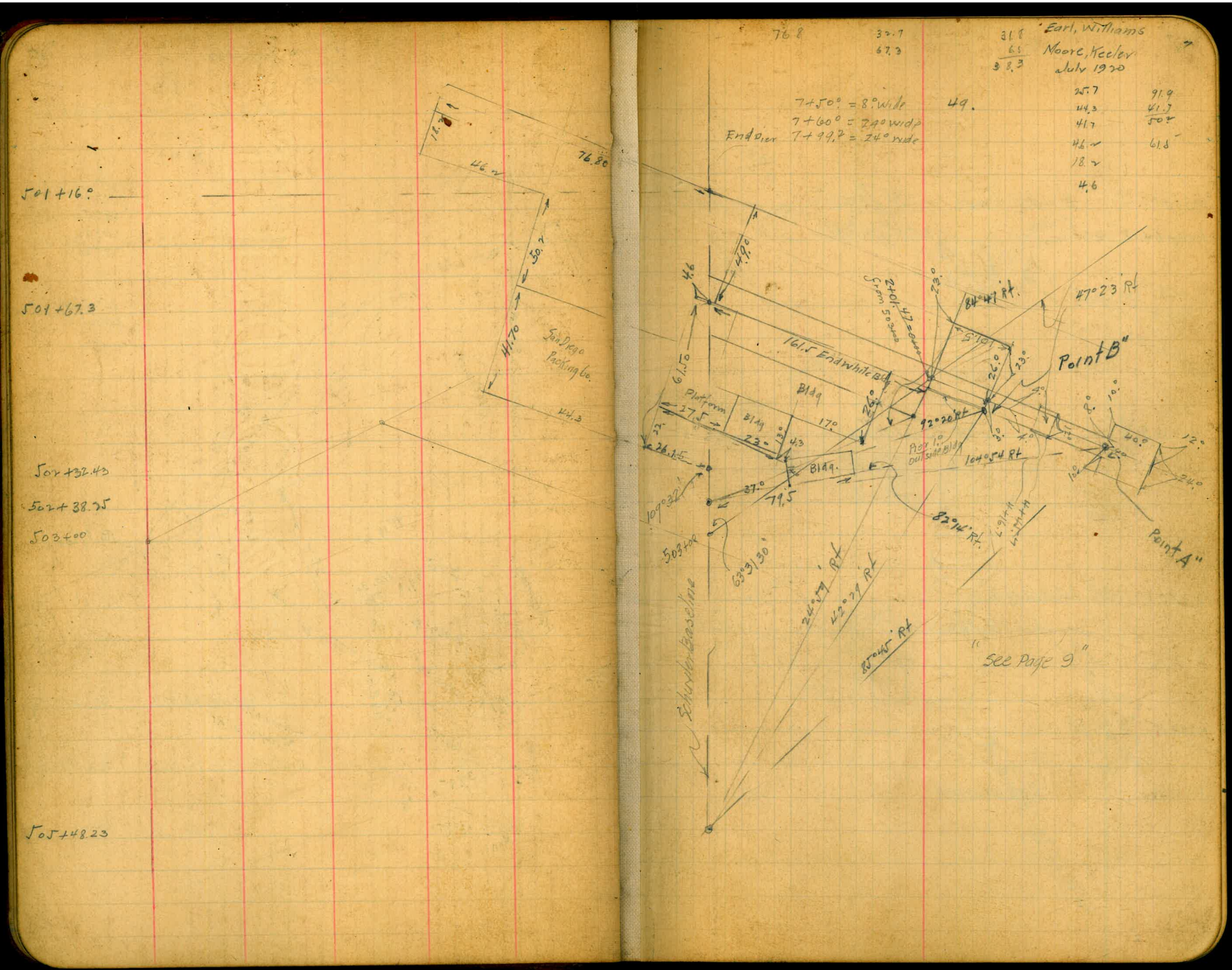
511+48.3 Int. S. Line Cannery

513+06.31 Int Bldg Line

513+14.68 Int Pile Bulkhead

513+35 ℄ 4. Mon.




Earl, Williams
Noore, Keeler
July 1920
49.
7+50° = 8° Wide
7+60° = 24° wide
End Pier 7+99.7 = 24° wide
5.01+16°
5.01+67.3
5.02+32.43
5.02+38.25
5.03+00
5.05+48.23
76.80
46.2
30.2
41.70
San Diego Packing Co.
44.3
49.0
161.5 End white Bldg
Platform 27.5
Bldg
Bldg
Bldg.
Point B"
Point A"
84°47' Rt.
47°23' Rt
92°20' Rt
164°54' Rt
82°14' Rt.
109°32'
79.5
63°31'30"
24°17' Rt
42°27' Rt
80°44' Rt
Schuyler Baseline
"See Page 9"

501+16 496+77.18 ± Walk. 4' wide (Prioste)

496+84.18 ± St. M.F. Prioste

507+67

499+67 (Joe Mariants)

501+73

502+38

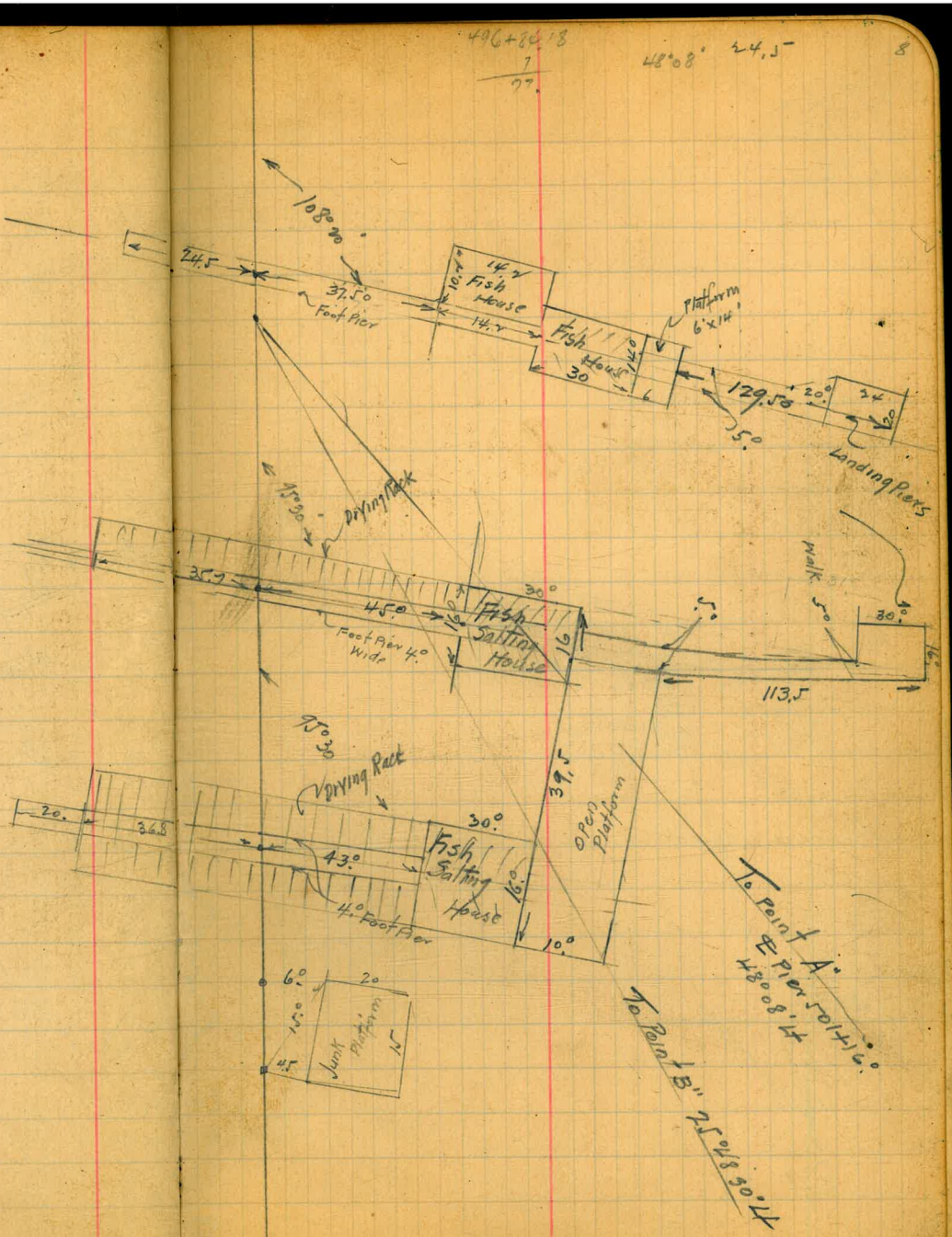
503+00

499+51.1 M. M. George.
Leased by American Fisheries

499+85

500+00 Abandoned

505+14

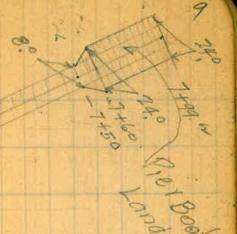


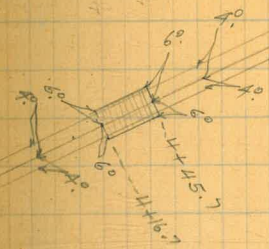
Williams
Moore
Dorval

Nov. 9. 1920

Pier San Diego Canning Co.

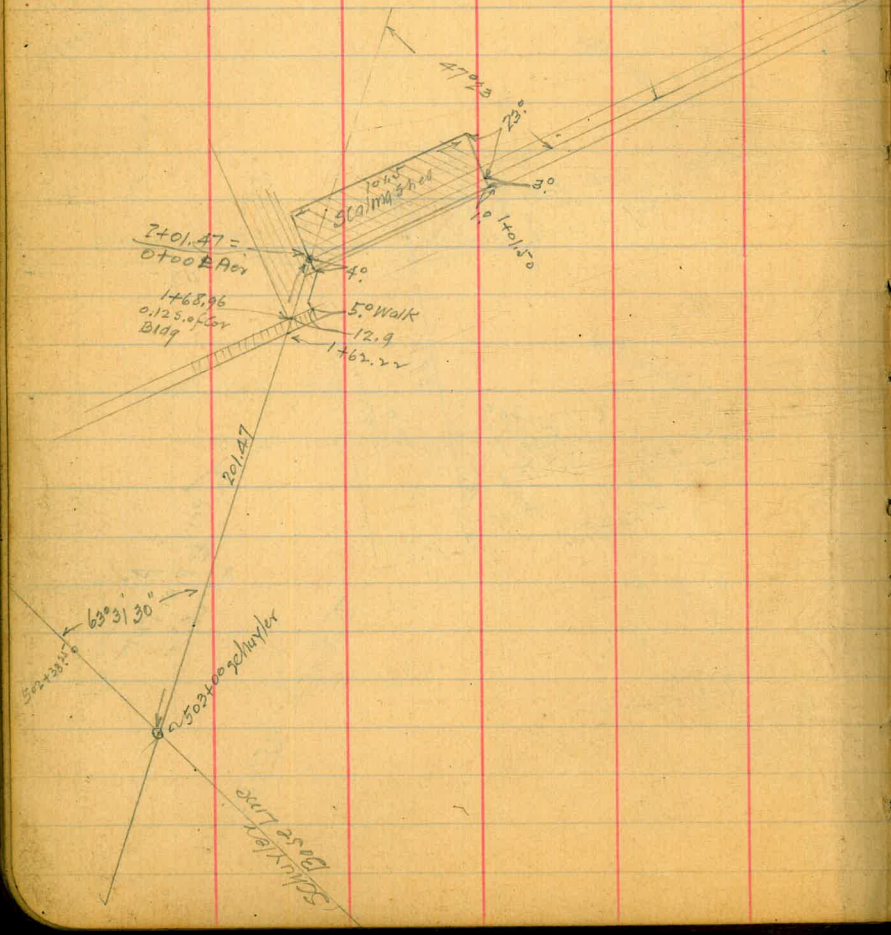
Lease Jose Azevedo





14.9 37.57 6.1±

5' wide 39.4± platform



64.1 ℄ Int from frog.

991

11.95

280+44.4 ℄

317+90.1 ℄ Int. ℄ SD+A.+S.F.Y.

Less Nº 73 in Lease Book

5.5

10.0 S.B.

90.1 ℄

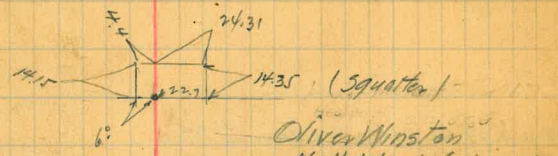
F.11 18.13 26

663 Point Frog 10

600.6 Switch Blocks

Frog Point to toe 6.0

Heel width 0.90 G to G

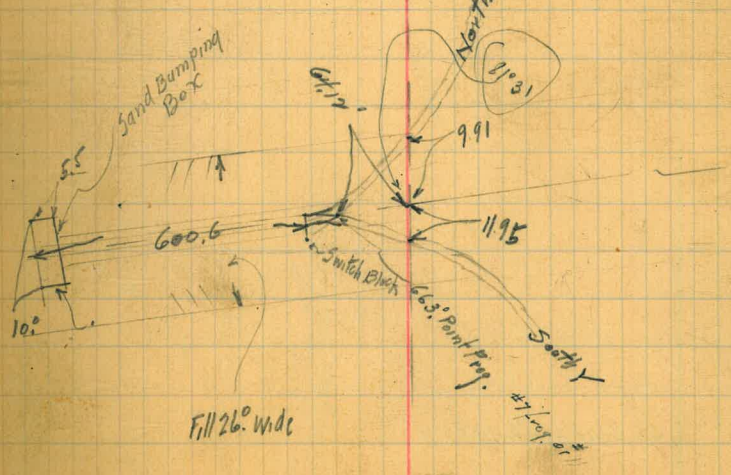


(Squatter)

Oliver Winston

North Island Machinest

Base line Schuyler



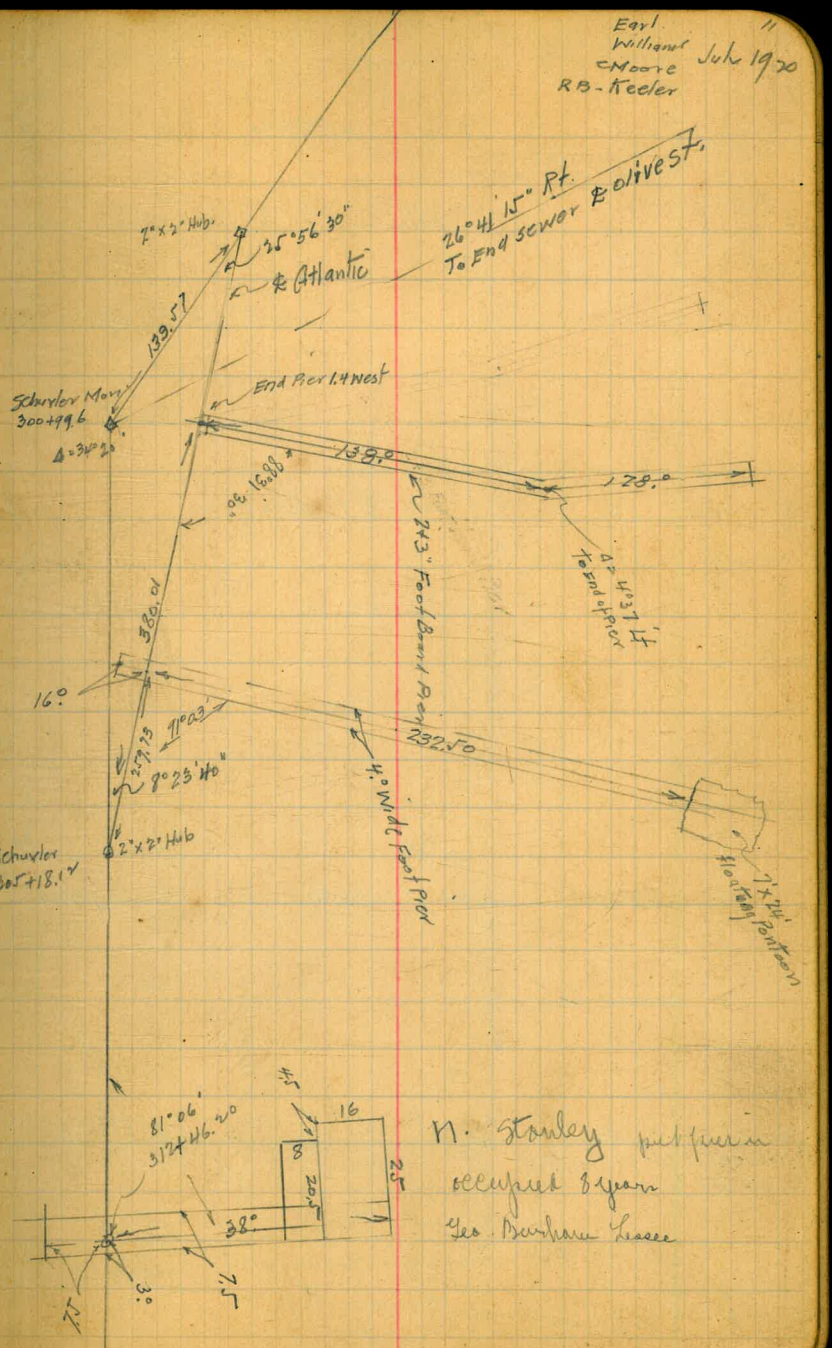
Fill 26° wide

Earl Williams
C Moore
RB - Keeler
July 1970

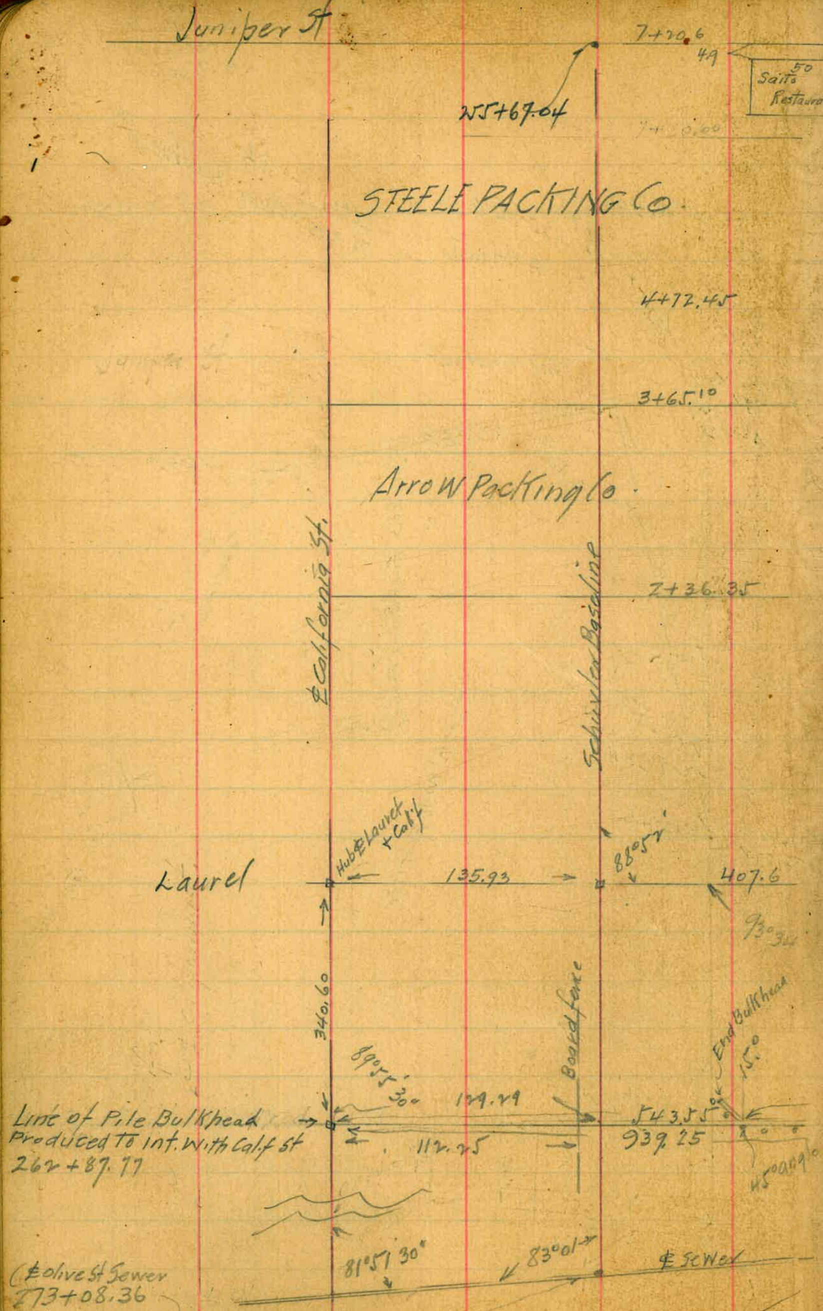
299+60.03 Intf. ℄ Atlantic with Schuyler Base line

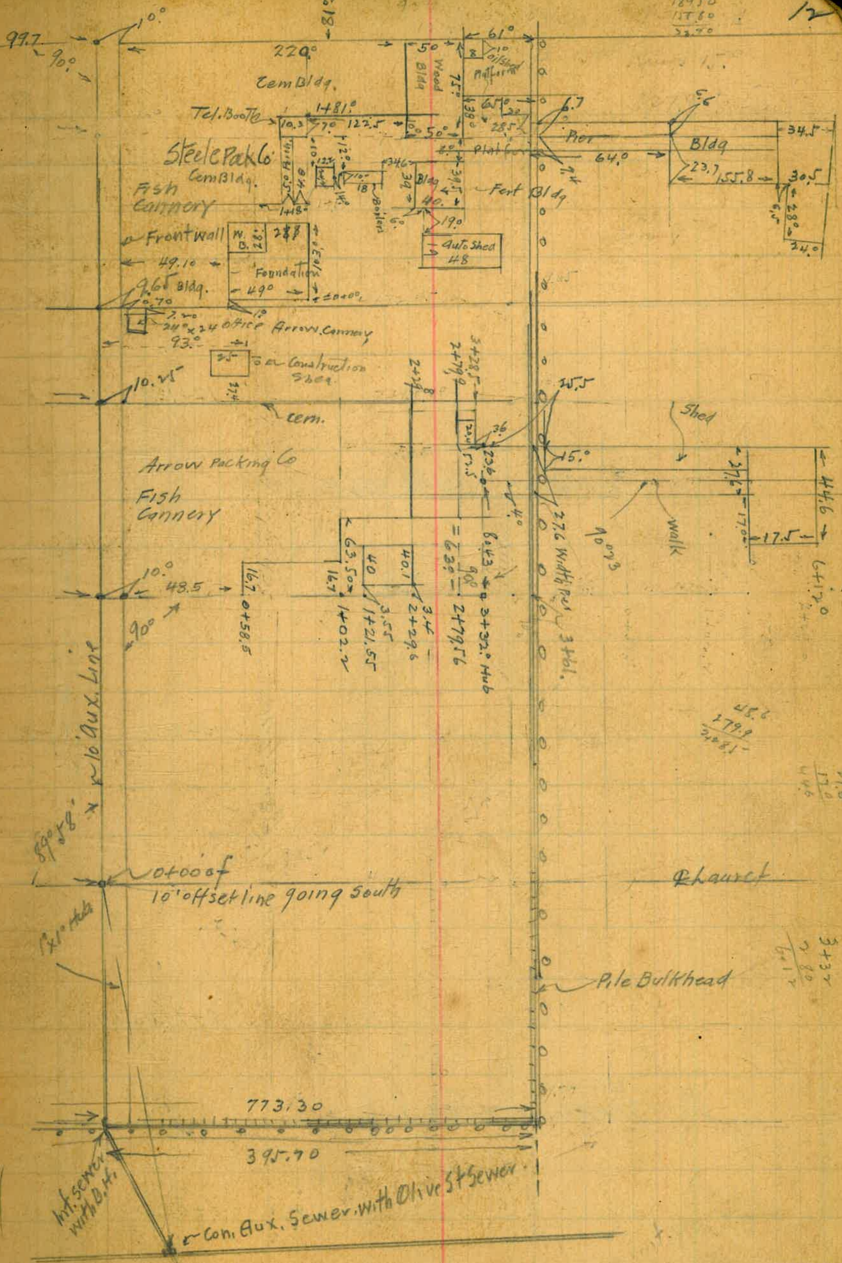
300+99.60 Schuyler Granite Mon.

312+46.20 Boat Landing Pier



H. Stanley put pier in
occupied 8 years
Yes. Durham Lessee


Juniper St
7+20.6
49
Saito Restaurant
50
30
25+67.04
STEELE PACKING Co.
4+72.45
3+65.10
Arrow Packing Co.
2+36.35
℄ California St.
Schuyler Baseline
Laurel
Hub ℄ Laurel + Calif
135.93
88°52'
407.6
340.60
89°55'30"
179.29
Board fence
End Bulkhead
15.0
543.55
Line of Pile Bulkhead Produced to Int. with Calif St
262+87.77
112.25
939.25
45°00'
℄ Olive St Sewer
273+08.36
81°57'30"
83°01'
℄ Sewer


10.0
99.7
90°
22.0
Cem Bldg.
61.0
50
Wood Bldg
Tel. Booth
148.1
122.5
Steele Pack Co
Cem Bldg.
Fish Cannery
6.7
Pier
64.0
Bldg
34.5
23.1
155.8
30.5
24.0
Fert Bldg
Boilers
Auto Shed
48
Front wall
49.10
9.65 Bldg.
49.0
Foundation
24.0 x 24 Office Arrow Cannery
93.0
Construction Shed
10.24
cem.
25.5
Shed
Arrow Packing Co
Fish Cannery
15.0
44.6
17.5
Walk
10.0
48.5
90°
0+58.5
1+02.2
1+21.55
2+29.6
2+79.76
3+52.0 Hub
276 Width Pier
10' Aux. Line
0+00 of
10' offset line going south
℄ Laurel
Pile Bulkhead
773.30
395.70
Int. sewer with B.H.
Con. Aux. Sewer with Olive St Sewer

Earl Williams
C. Moore July 1930
Keeler

12+12.8

10+80.10

8+79.70

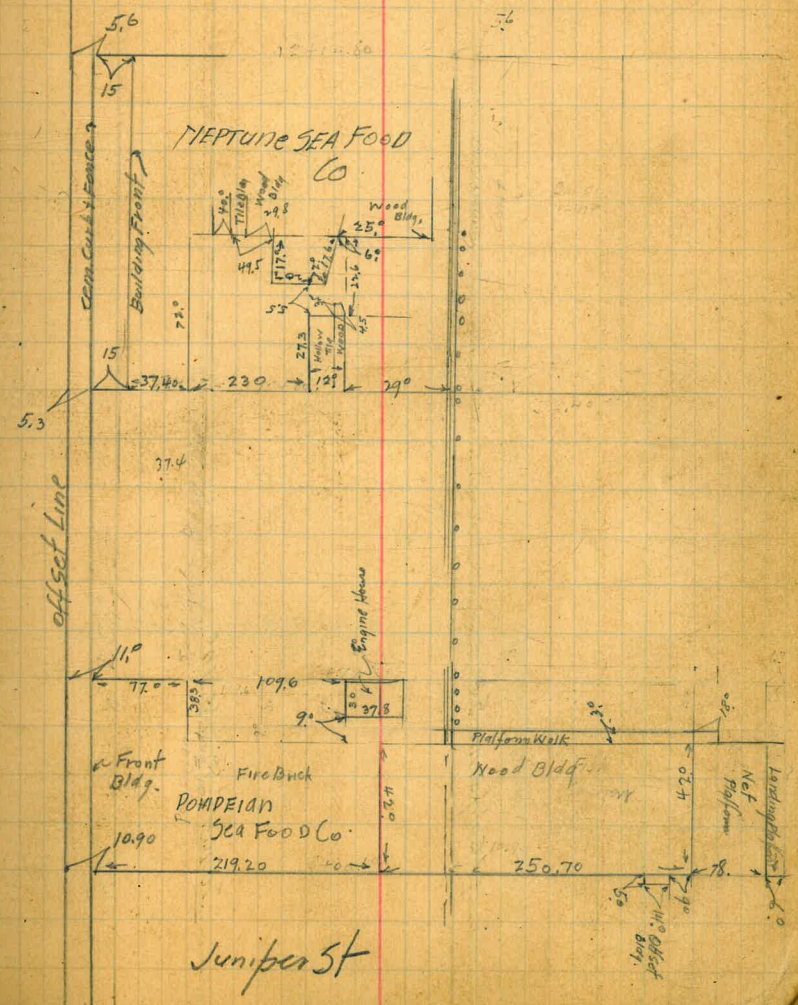
8+02.10

NEPTUNE SEA FOOD CO

POMPEIAN SEA FOOD CO

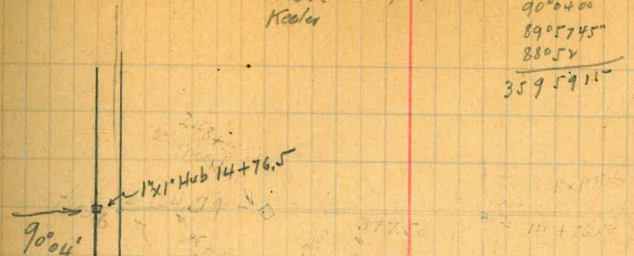
E. California St.

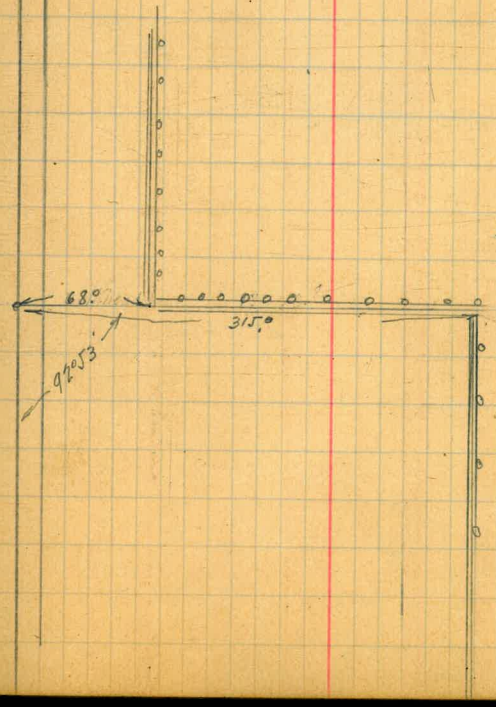
Schuyler Baseline

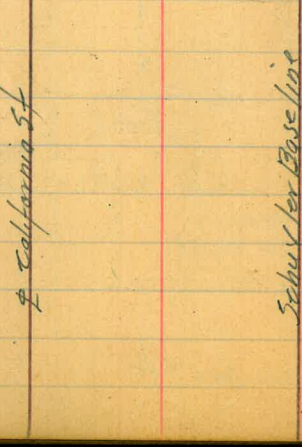


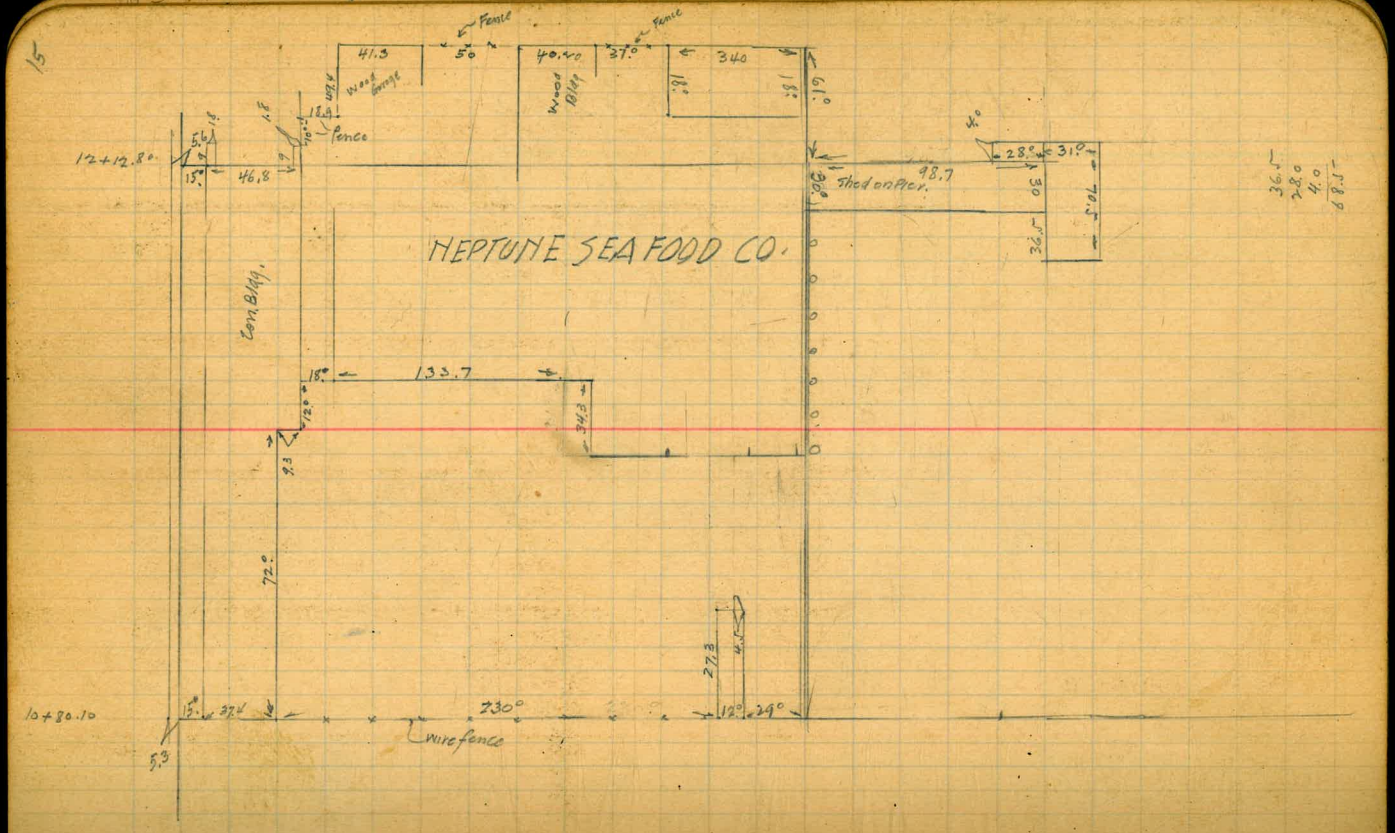
Earl Williams July 1930
Marie Keeler

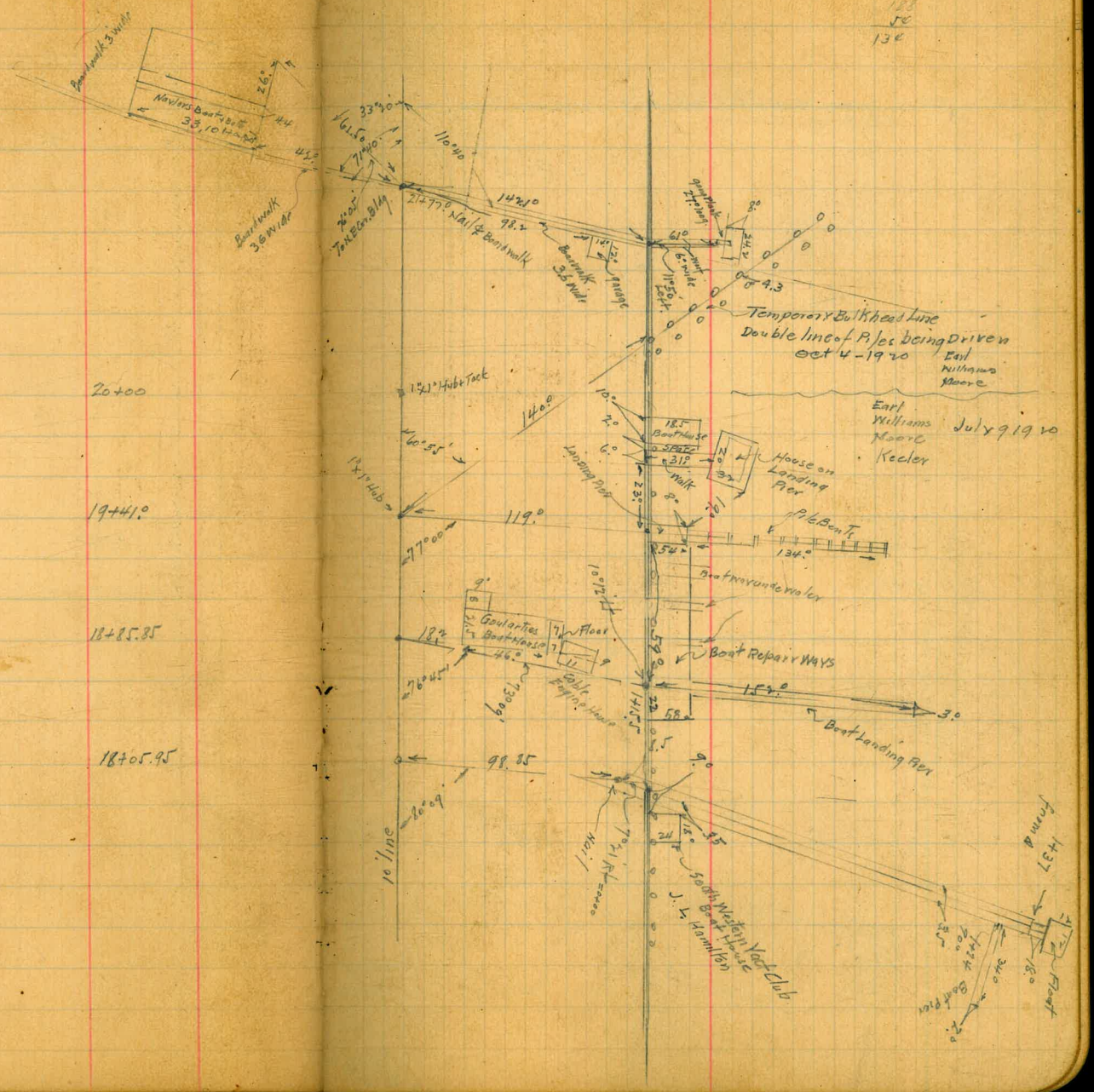
91°05'30"
90°04'00"
89°57'45"
88°54'
359°59'15"








Fence
Fence
41.3
5.0
40.2.0
37.0
34.0
Wood Garage
Wood Bldg.
fence
Shed on Pier.
98.7
28.0
31.0
30
36.0
HEPTUNE SEA FOOD CO.
Corn Bldg.
18.0
133.7
34.3
72.0
27.3
4.0
12.0
29.0
230.0
Wire fence
15.0
37.4
46.8
15.0
12+12.80
10+80.10
5.3
9.3
1.8
1.8
5
15


Boardwalk 3 Wide
Navlors Boat Yard
33.10
Boardwalk 36 Wide
Temporary Bulkhead Line
Double line of Piles being Driven
oct 4 - 1920
East Williams Moore
Earl Williams Moore July 9 1920
Keeler
House on Landing Pier
Boat Repair WAYS
Boat Landing Pier
Gaulartes Boat House
Floats
Gable Roofing House
South Western Yacht Club
J. L. Hamilton
Float
20+00
19+41.0
18+85.85
18+05.95

Schuyler Baseline 230+00 2"x2" Hub

90°

Con. Mon. Schuyler BaseLine 232+00

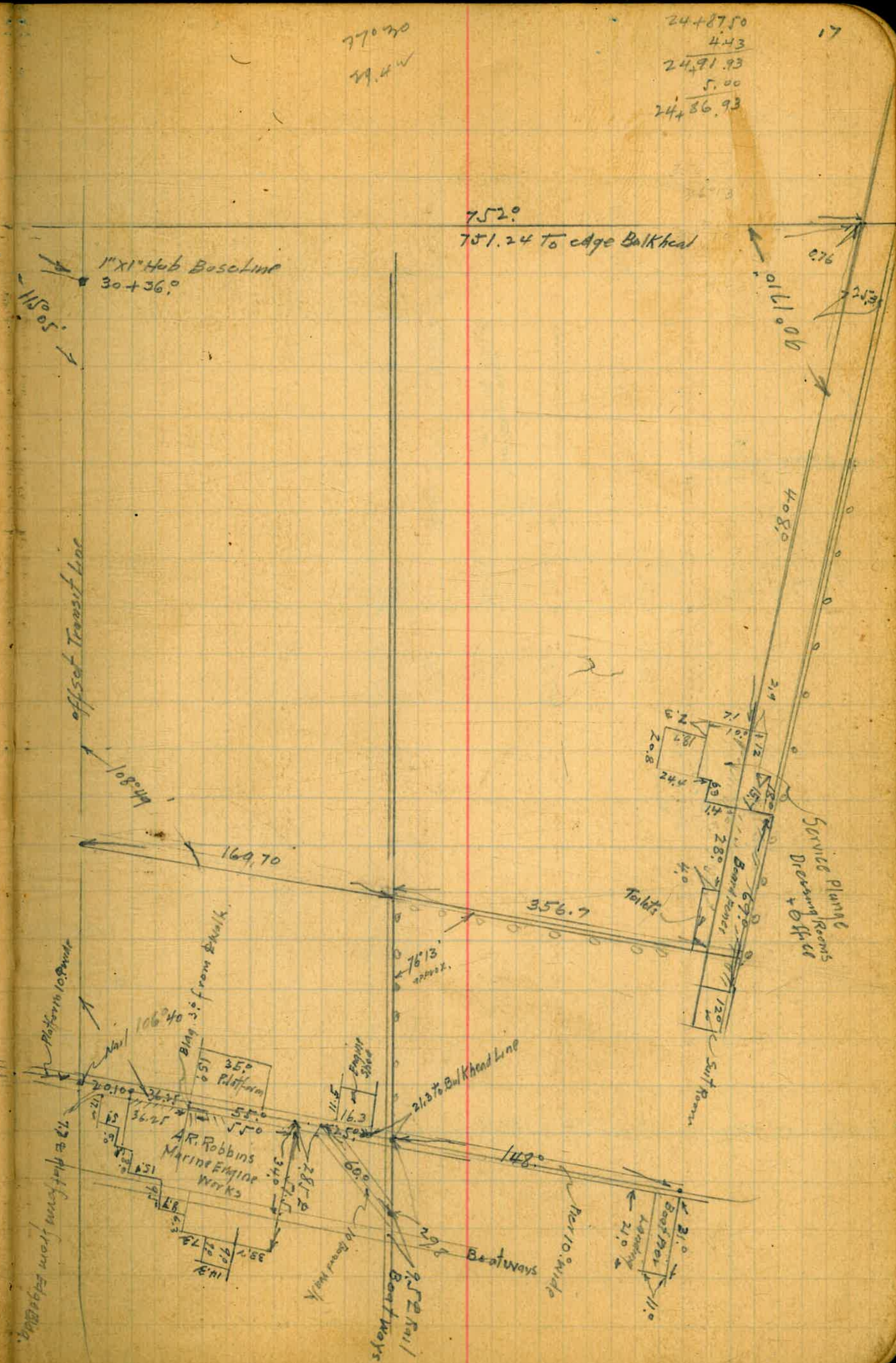
29.42

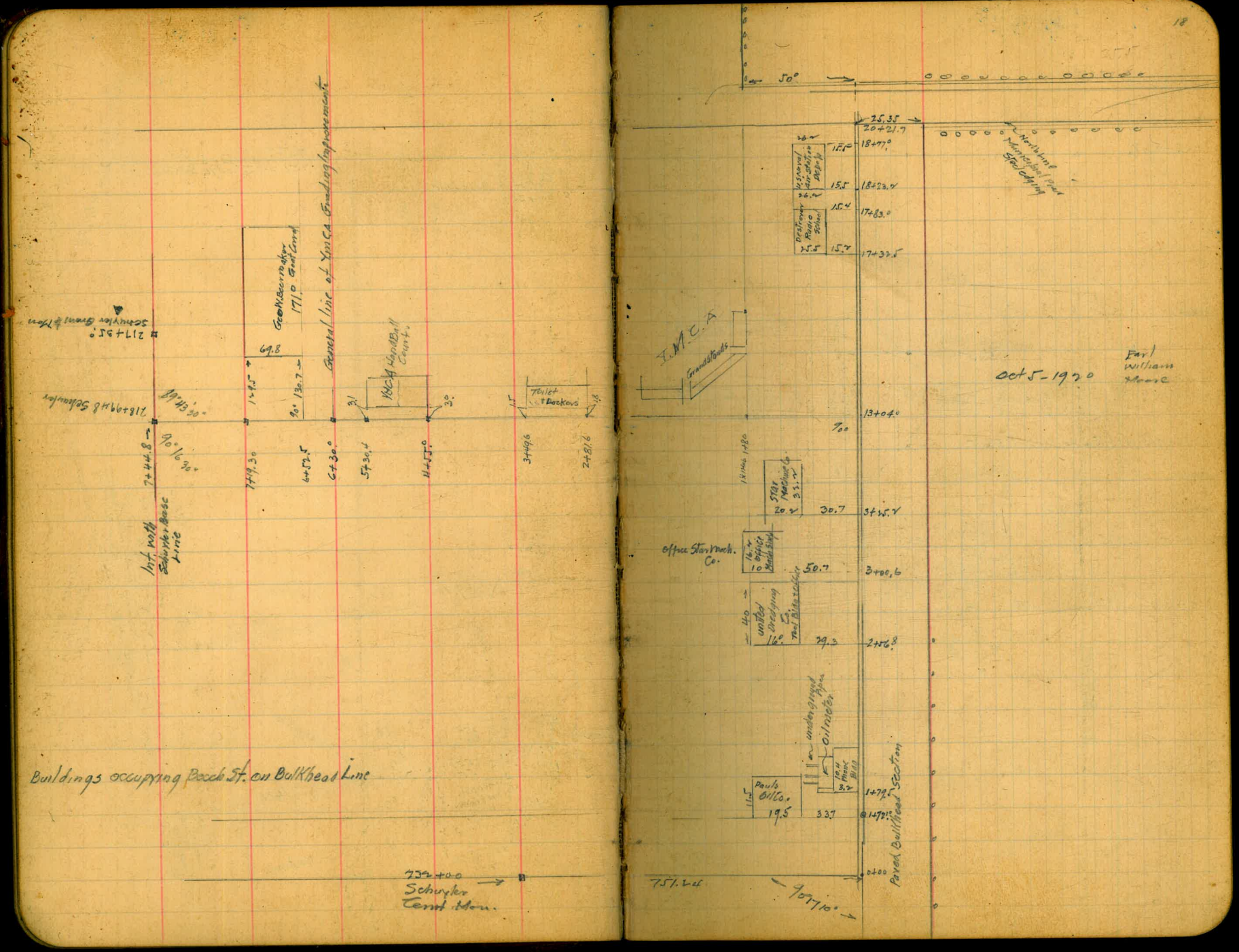
△ 8°00 Rt.

Hub. 234+00

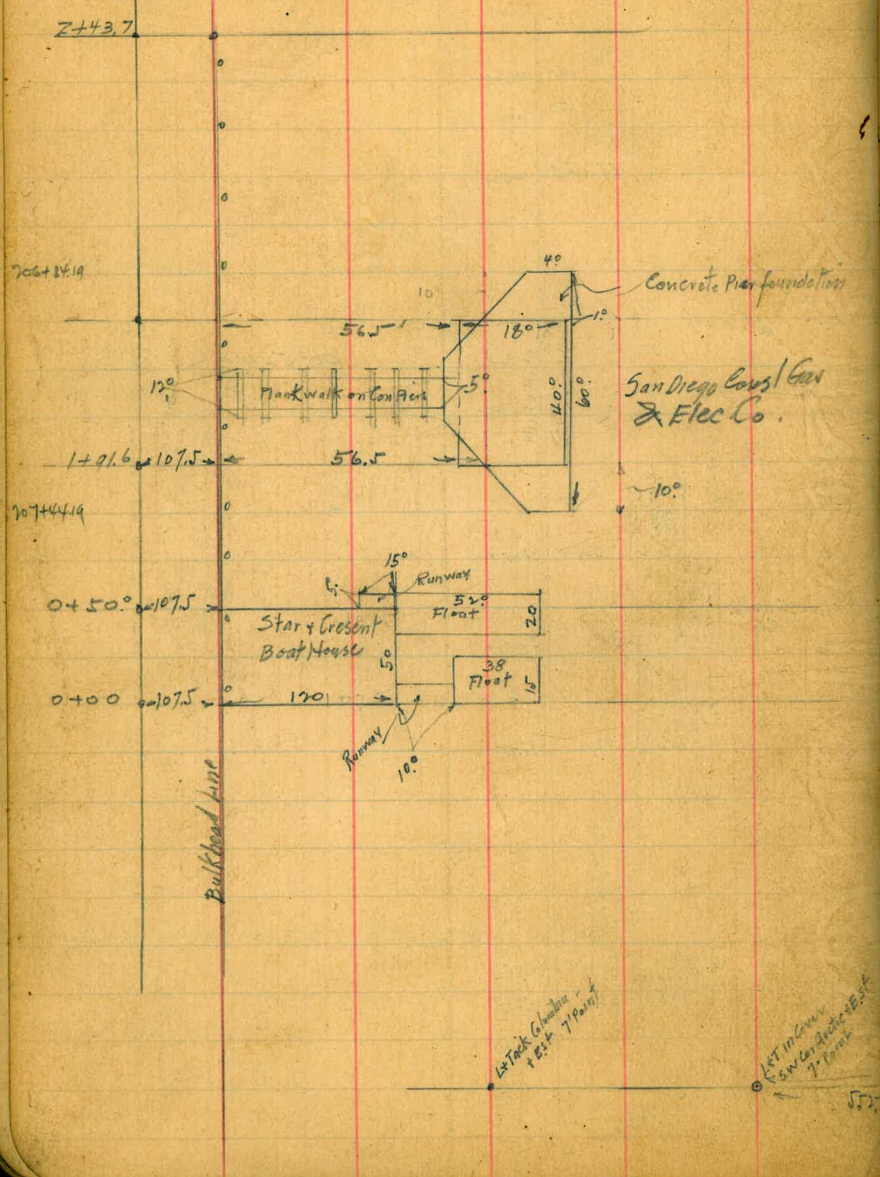
Line of Bulkhead Sta. 24+86.93
Set Hub at 24+87.50

Nail & 10 Board walk. 24+11.35




Buildings occupying Beach St. on Bulkhead Line
Schuyler Grain & Trim
Golf Course
17.0 Golf Limit
General Line of Y.M.C.A. Grading Improvement
Y.M.C.A Handball Courts
Toilet & Dressers
Int with Schuyler Basic Line
Schuyler Const. Mon.
Y.M.C.A
Grandstands
oct 5-1920
Earl William Moore
Municipal Pier
Steel edging
Universal Car Station
Destroyer Radio School
Pauls Oil Co.
Paved Bulkhead Station

Williams
Earl
Moore
Oct 5-1920



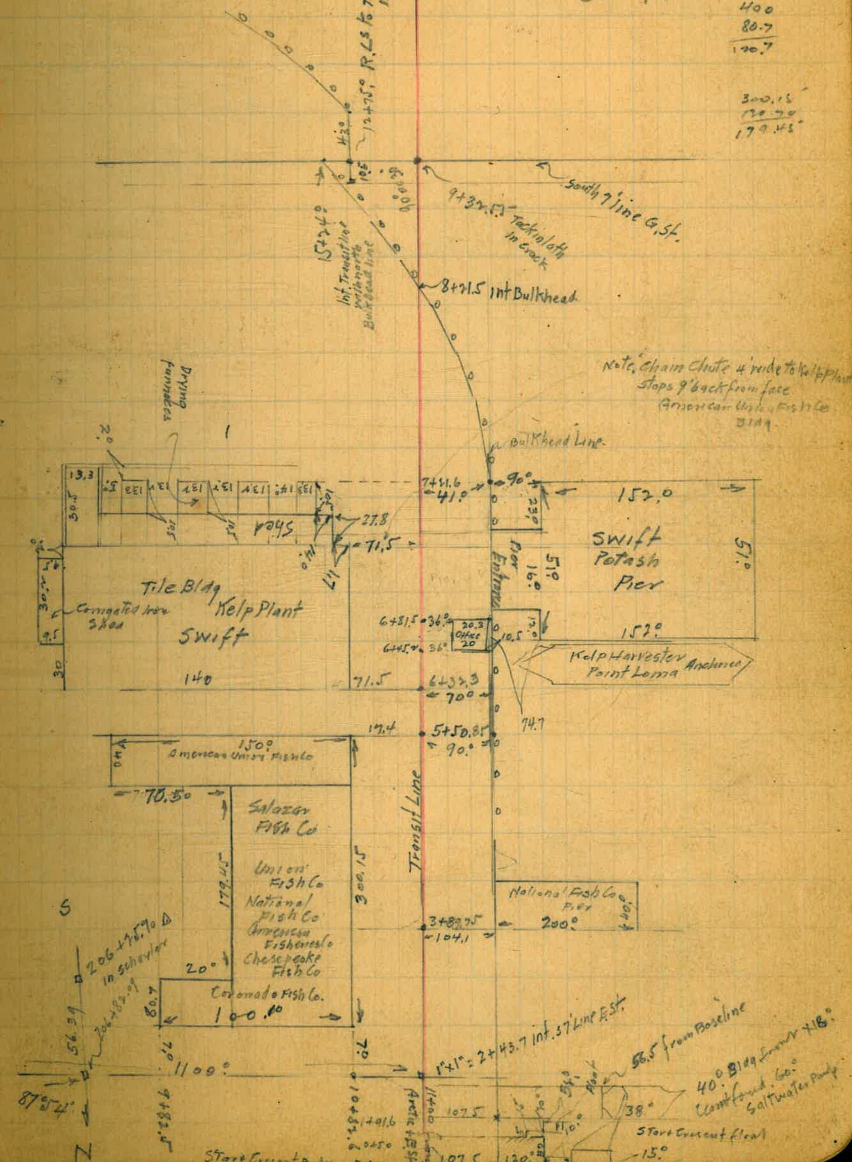
227.5
107.5
120.0

Williams
Moore
Carpenter
Oct 6, 1920

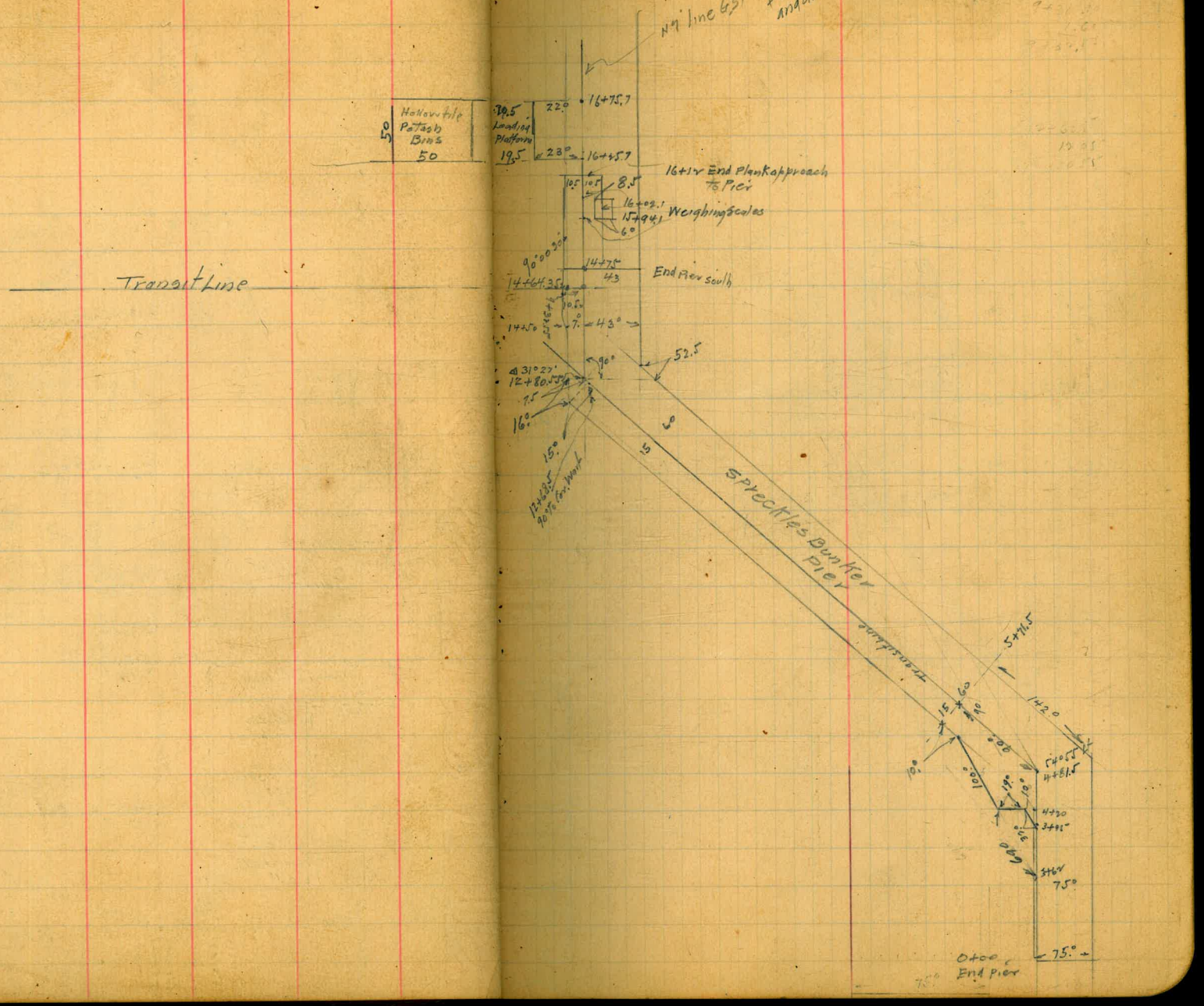
5+50.85
2 43.70
3 07.15

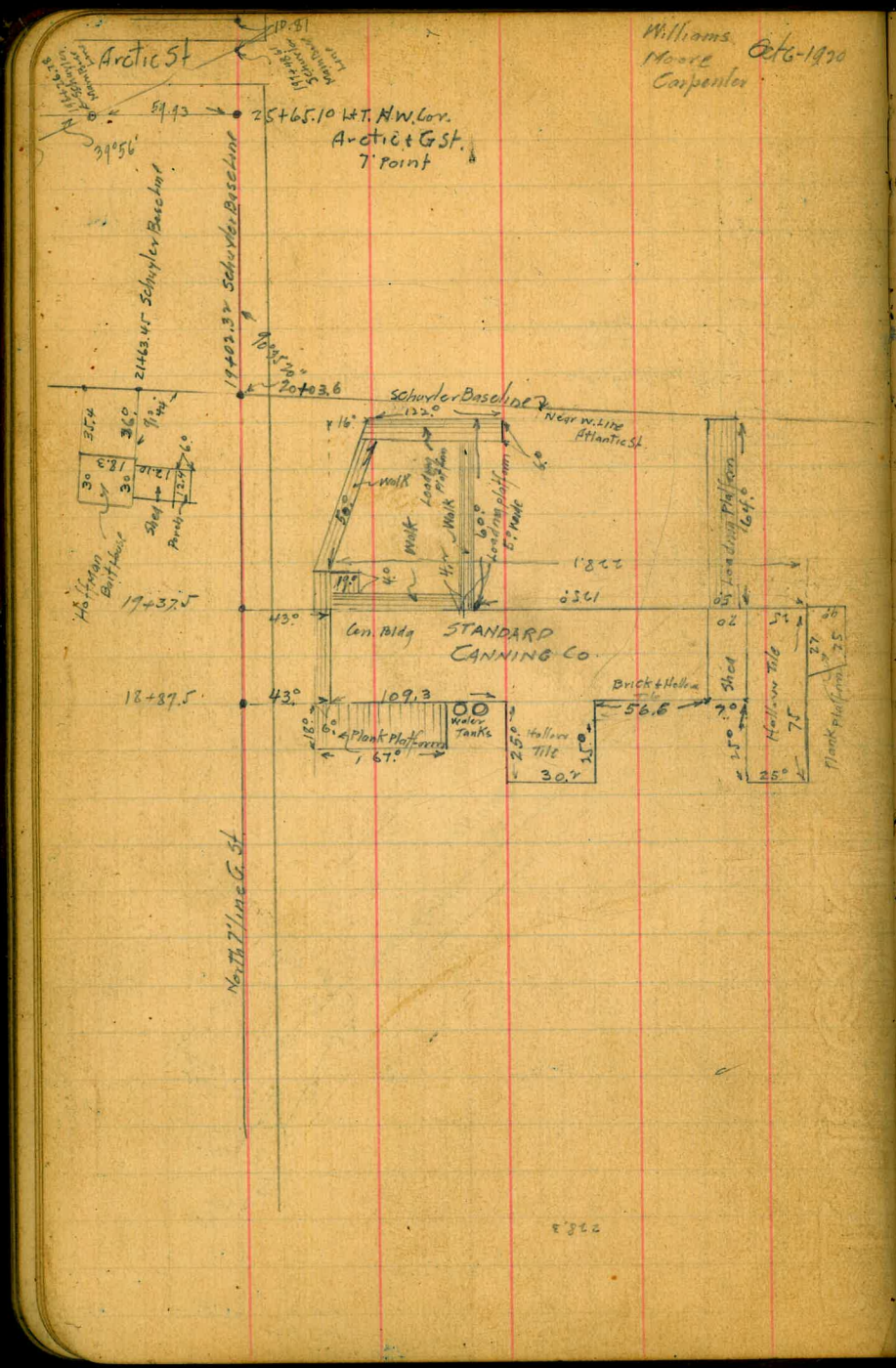
400
80.7
120.7

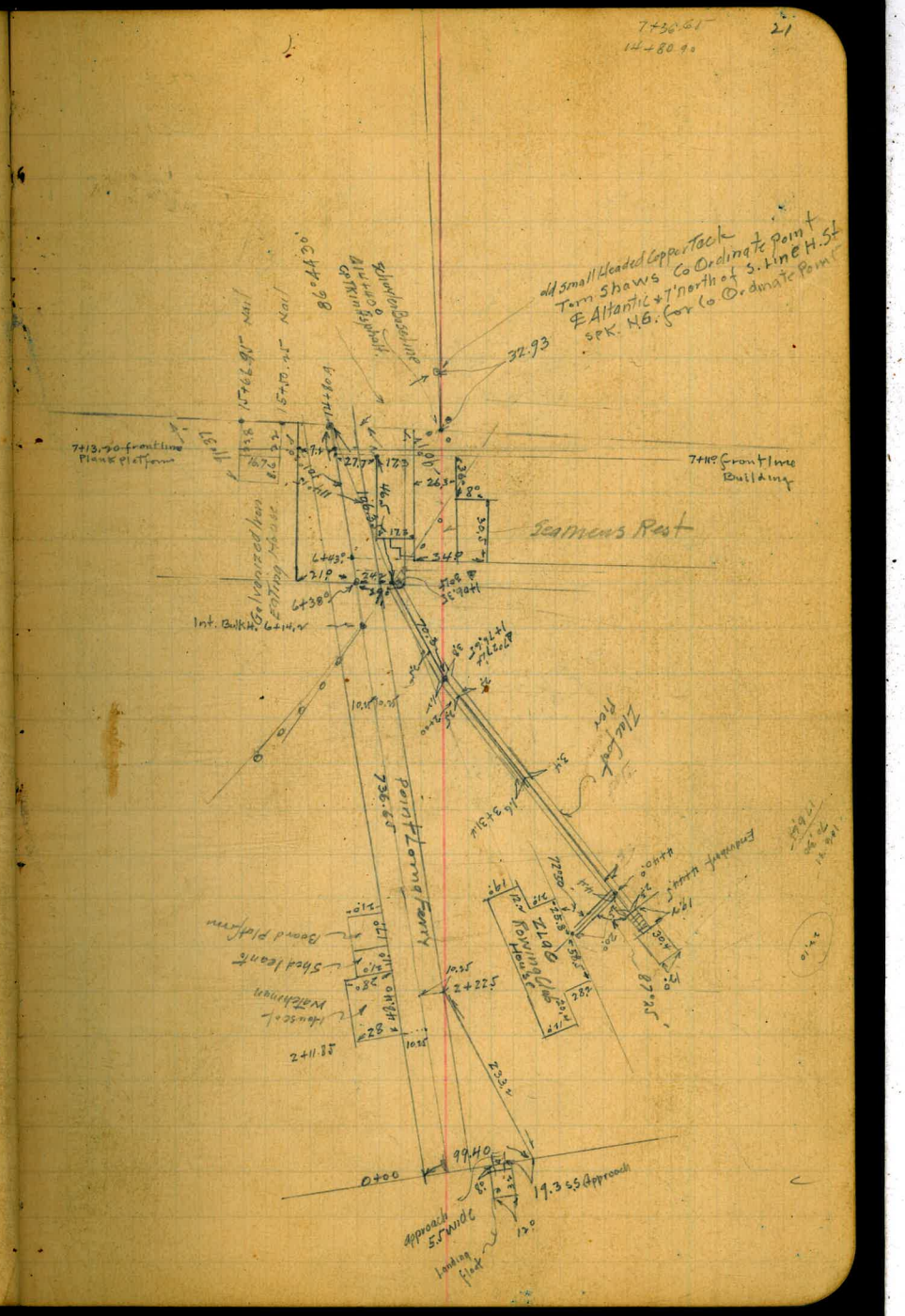
300.15
120.70
179.45



Williams
Moore Oct 6-1910
Carpenter



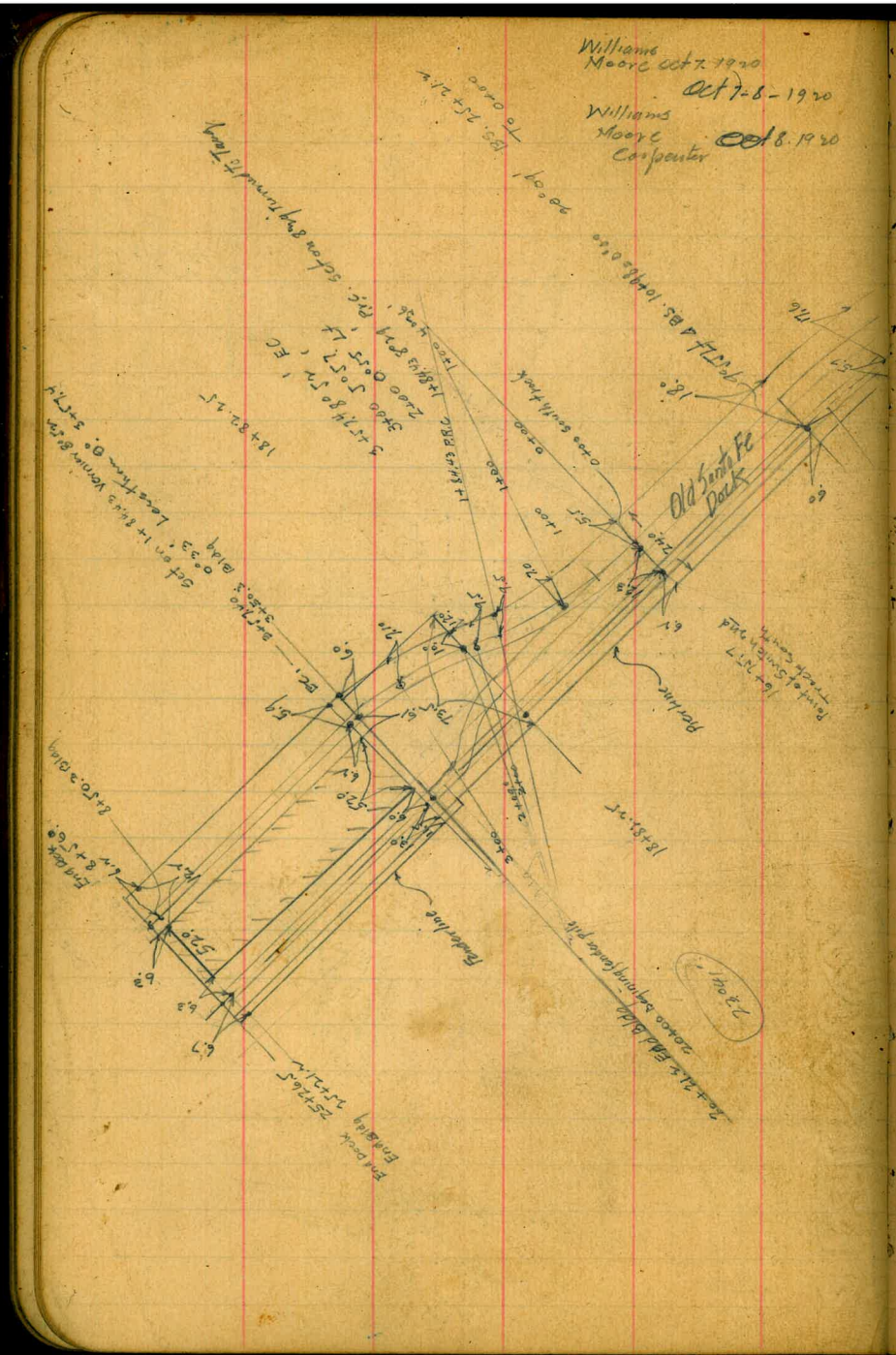

Arctic St
Williams
Moore
Carpenter
Oct-1930
25+65.10 L.T. N.W. Cor.
Arctic & G St.
T. Point
59.43
39°56'
21+63.4 ± Schuyler Baseline
19+03.3 ± Schuyler Baseline
20+03.6
Schuyler Baseline
Near W. Line Atlantic St.
122.0
Walk
Loading platform
Elec. Pole
Walk
Loading platform
Hoffman Building
19+37.5
Con. Bldg
STANDARD
CANNING CO.
43°
18+87.5
109.3
Water Tanks
Plank Platform
67.0
Brick & Hollow Tile
56.6
Hollow Tile
Shed
Plank platform
North 7' Line G St.
Seamens Rest
7+13.50 front line
Plank Platform
7+11.5 front line
Building
Galvanized Iron Roofing House
Int. Bulkhead
6+14.1 ±
6+38°
6+43°
Old small headed copper tack
Tom Shaws Co-ordinate Point
E. Atlantic + 7' north of S. line H St
SPK. N.B. for Co-ordinate Point
32.93
Schuyler Baseline
Plank Platform
Nail
Nail
Pointing Away
Float
Town Clubhouse
Board Platform
Shed
Watchman
Shed
2+11.85
2+22.5
99.40
0+00
19.3 ± Approach
Approach 5.5 wide
Landing float
87°30'


7+30.5 ±
14+80.9
21
Seamens Rest
7+13.50 front line
Plank Platform
7+11.5 front line
Building
Galvanized Iron Roofing House
Int. Bulkhead
6+14.1 ±
6+38°
6+43°
Old small headed copper tack
Tom Shaws Co-ordinate Point
E. Atlantic + 7' north of S. line H St
SPK. N.B. for Co-ordinate Point
32.93
Schuyler Baseline
Plank Platform
Nail
Nail
Pointing Away
Float
Town Clubhouse
Board Platform
Shed
Watchman
Shed
2+11.85
2+22.5
99.40
0+00
19.3 ± Approach
Approach 5.5 wide
Landing float
87°30'

Williams
Moore oct 7 1920

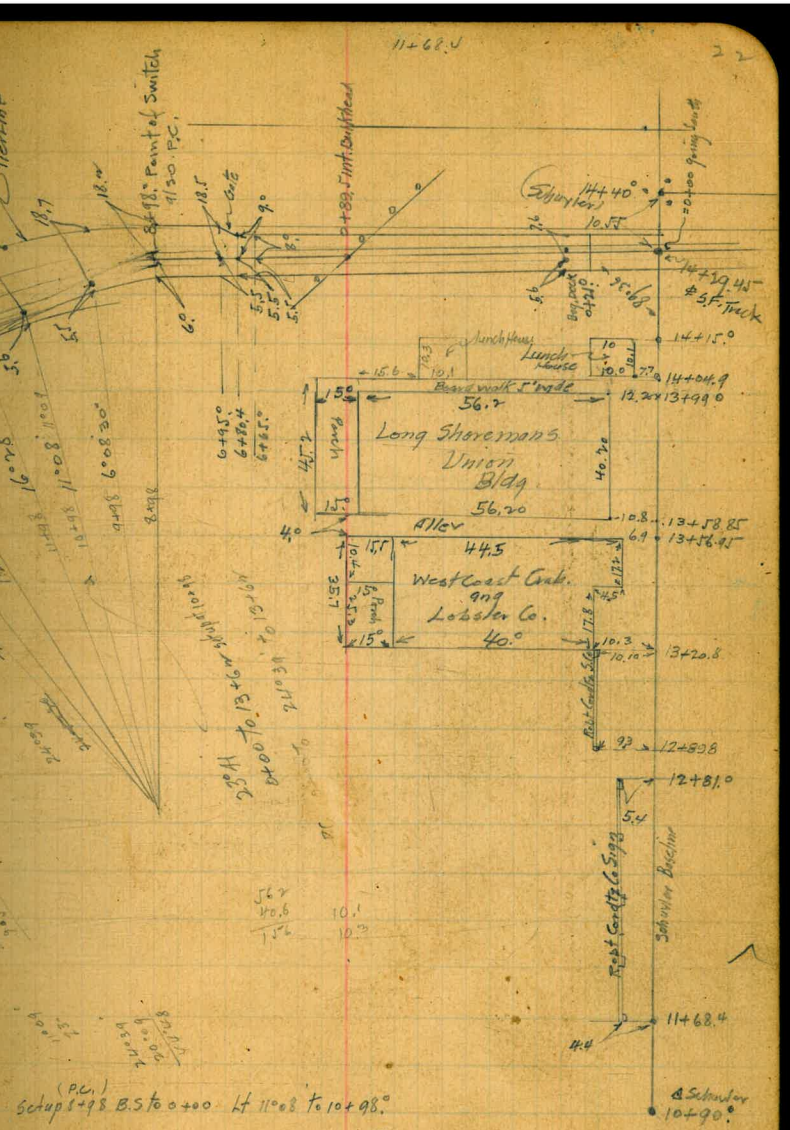
Oct 7-8-1920

Williams
Moore
Carpenter
Oct 8. 1920



11+68.4

22



(P.C.)
Setup 8+98 B.S to 0+00 Lt 11°08' to 10+98°

Lt 240 Bg to 12+67.°

Setup 10+89 B.S at 8+98°

Lt 23°41' to 13+67

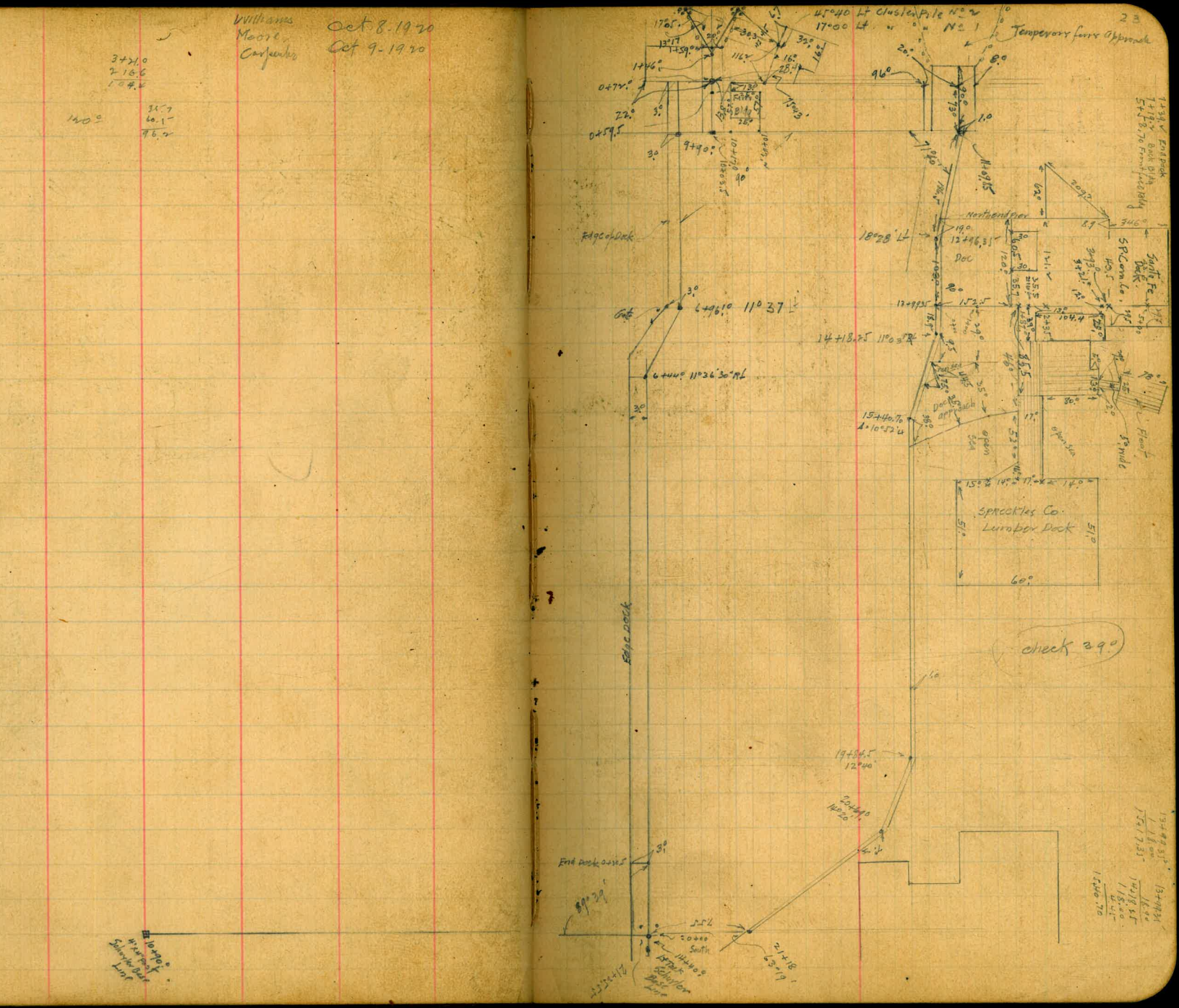
Setup at 13+67° B.S 25+71.7

Rt 9°55' to 10+98

Rt 70°09' to 8+98

Williams
Moore
Carpenter

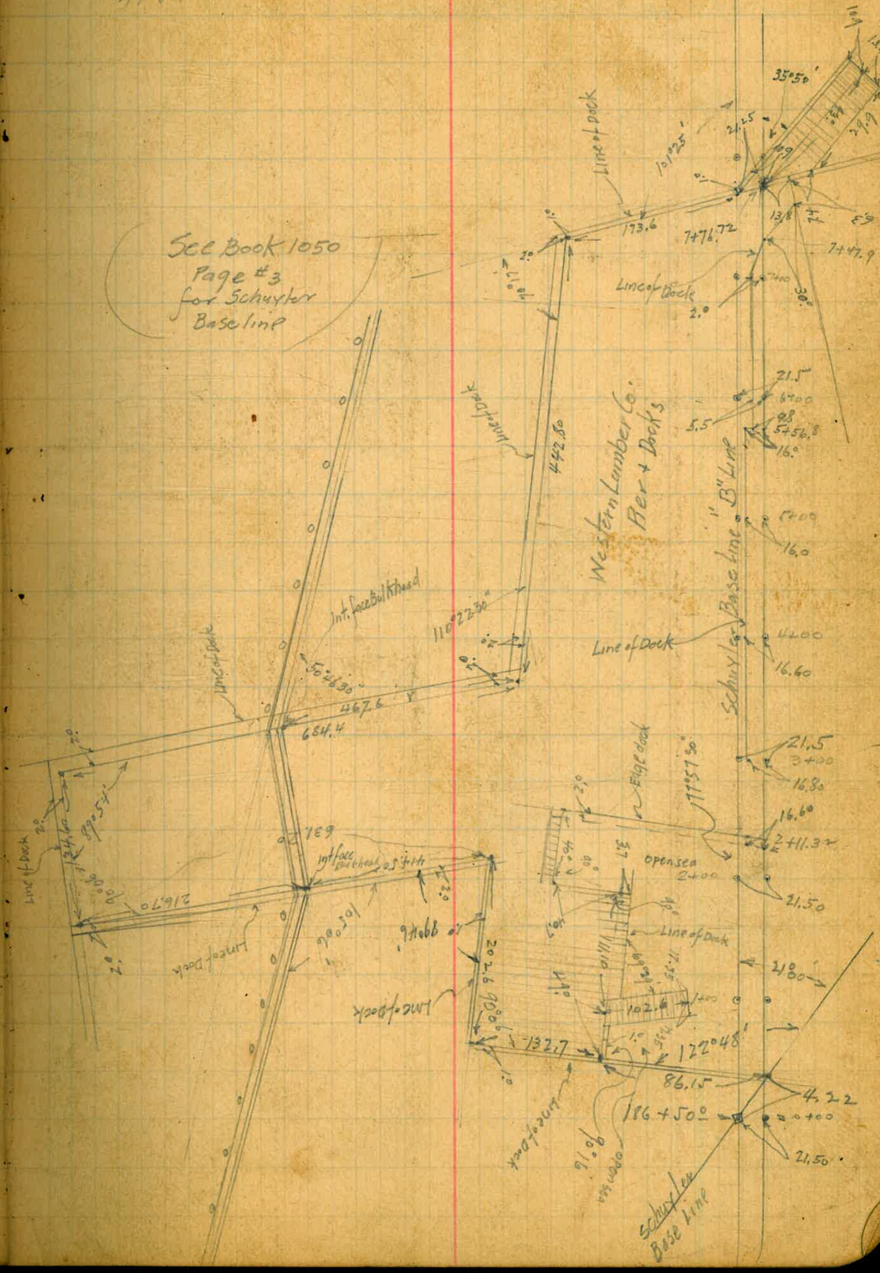
Oct. 8. 1920
Oct 9. 1920



Survey of Western Lumber Company Pier and Docks

173.60
21.45
194.85

Williams
Moore Oct 11.1920
Folke



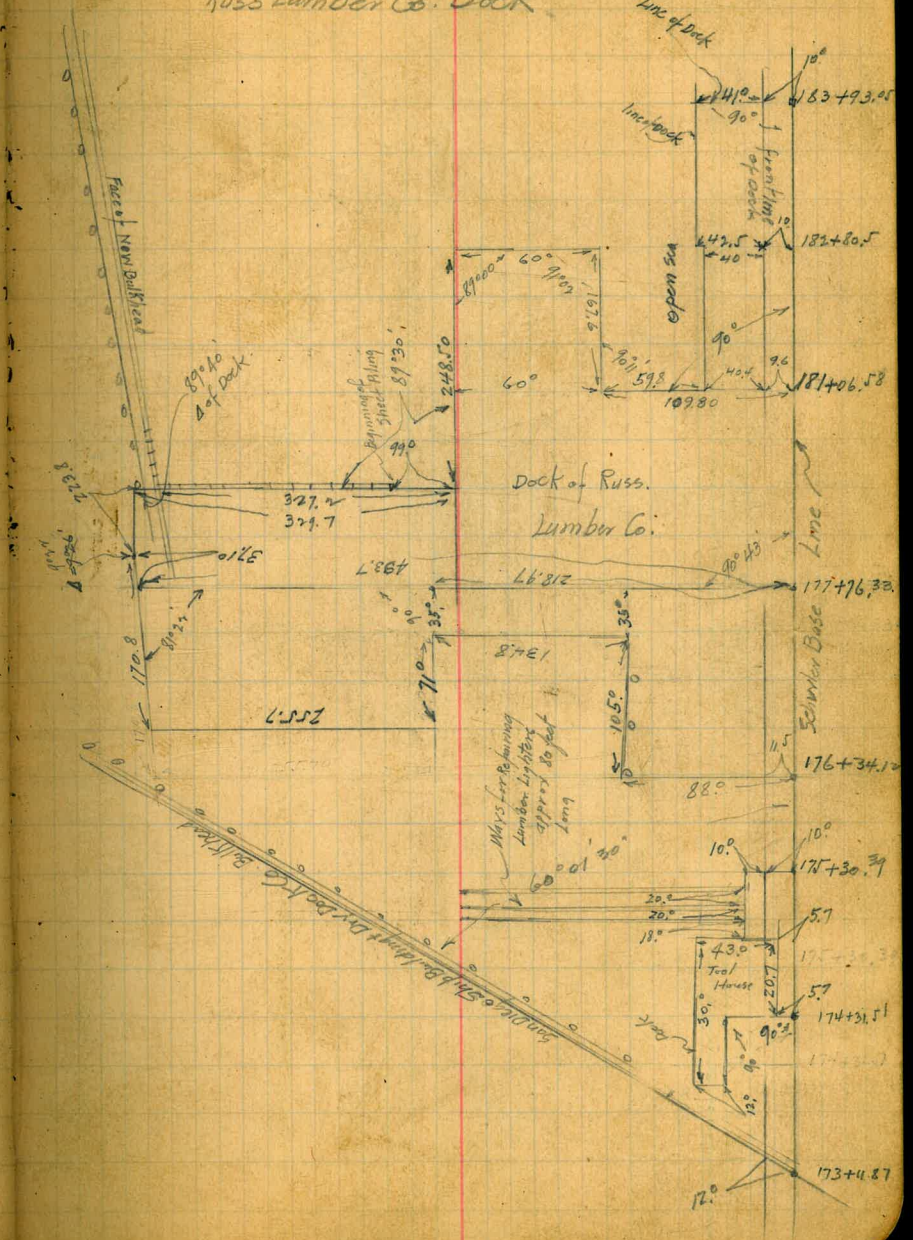
Survey of Russ Lumber Company Dock

183 93
112.5
182.80

Williams
Moore
Fetchte

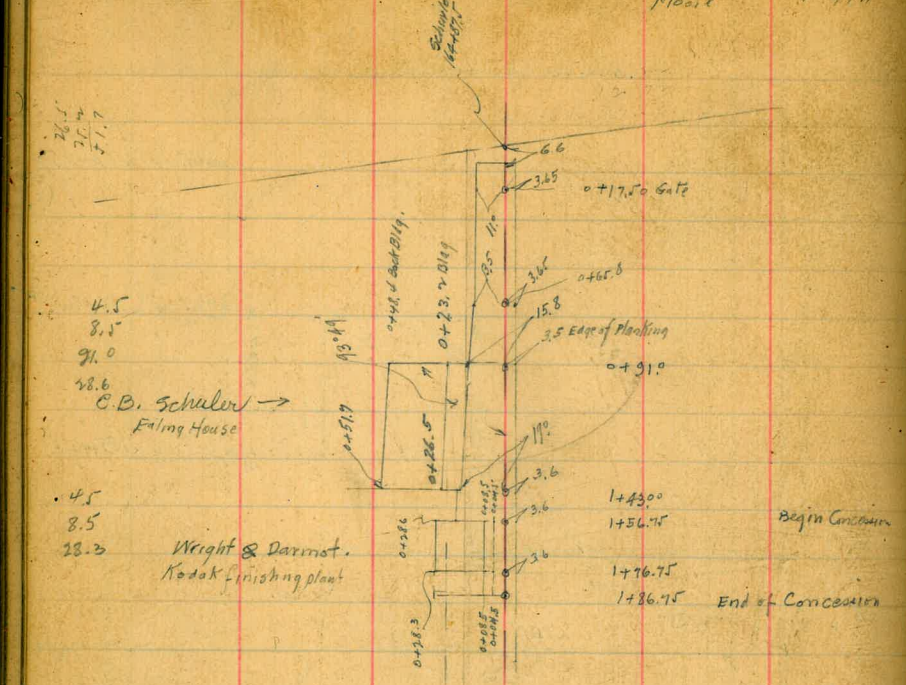
Oct. 14 - 1920

Russ Lumber Co. Dock



25 1/2

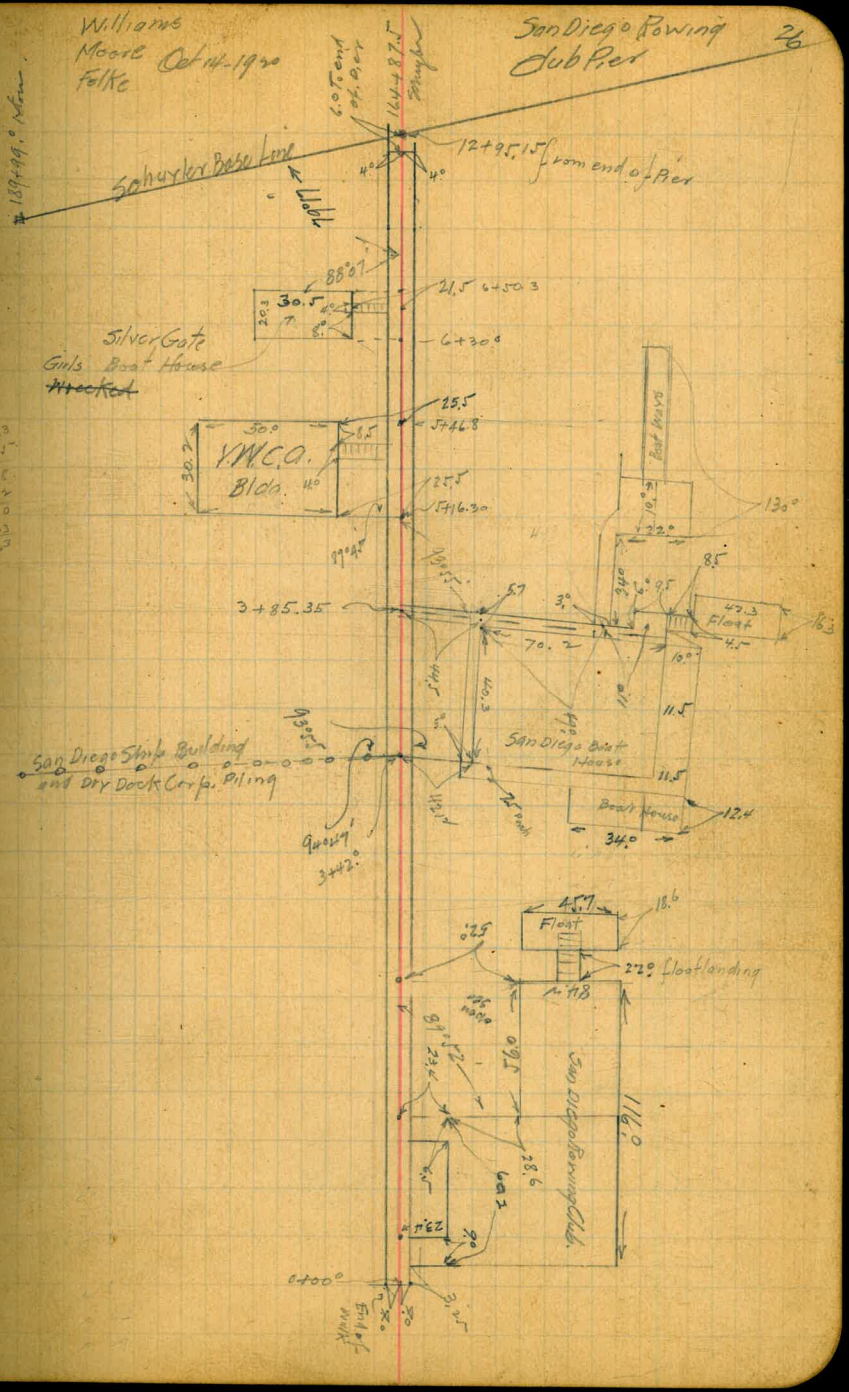
Williams
Moore
Feb. 15-1911



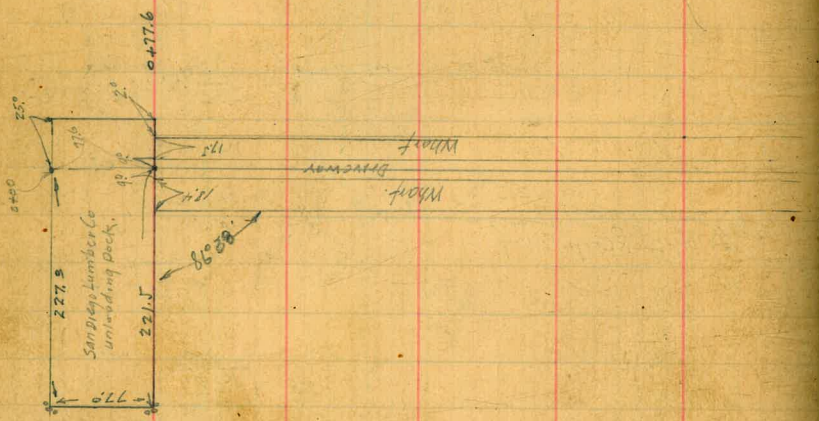
Williams
Moore
Folke
Oct 14-1930

26

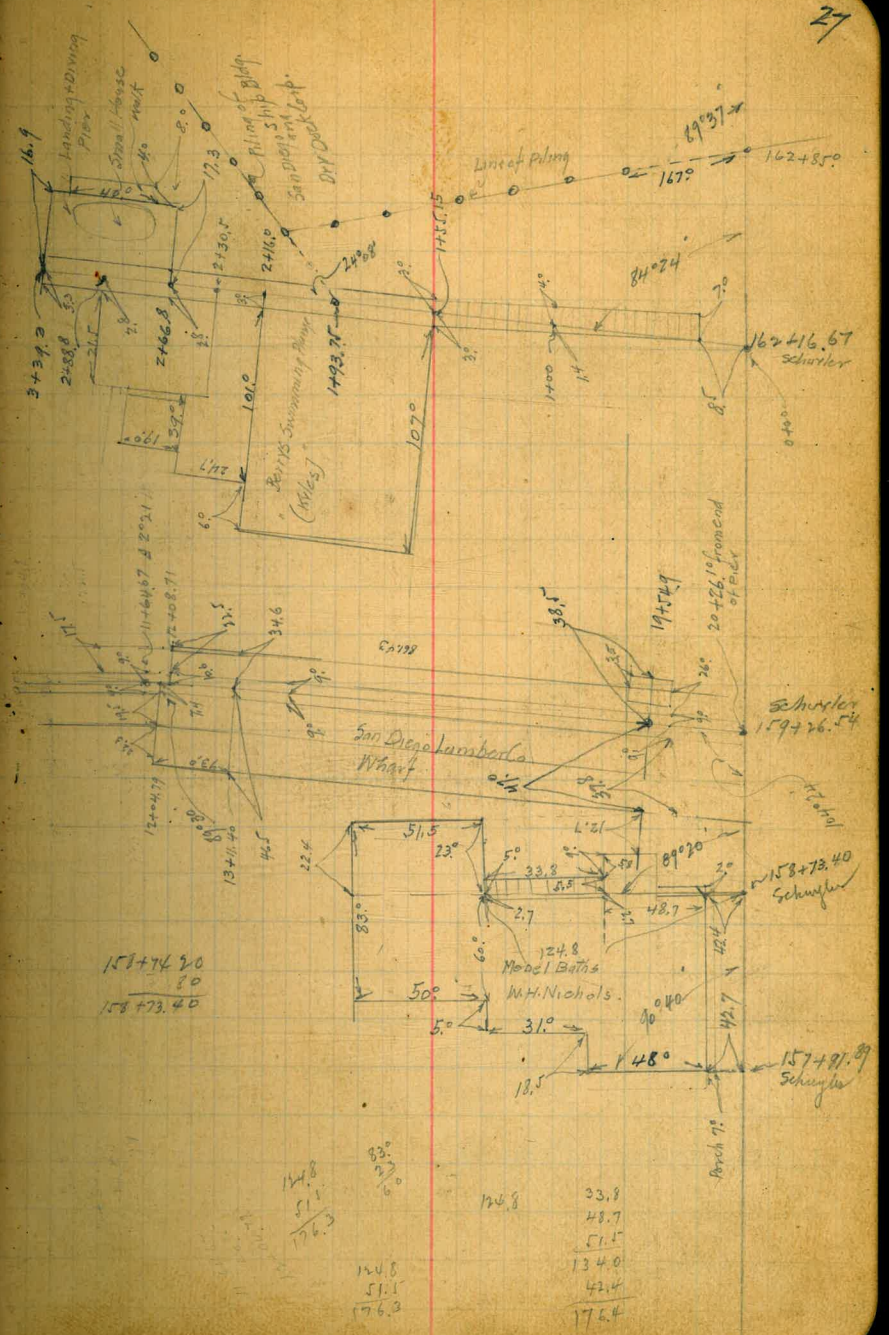
San Diego Rowing
Club Pier

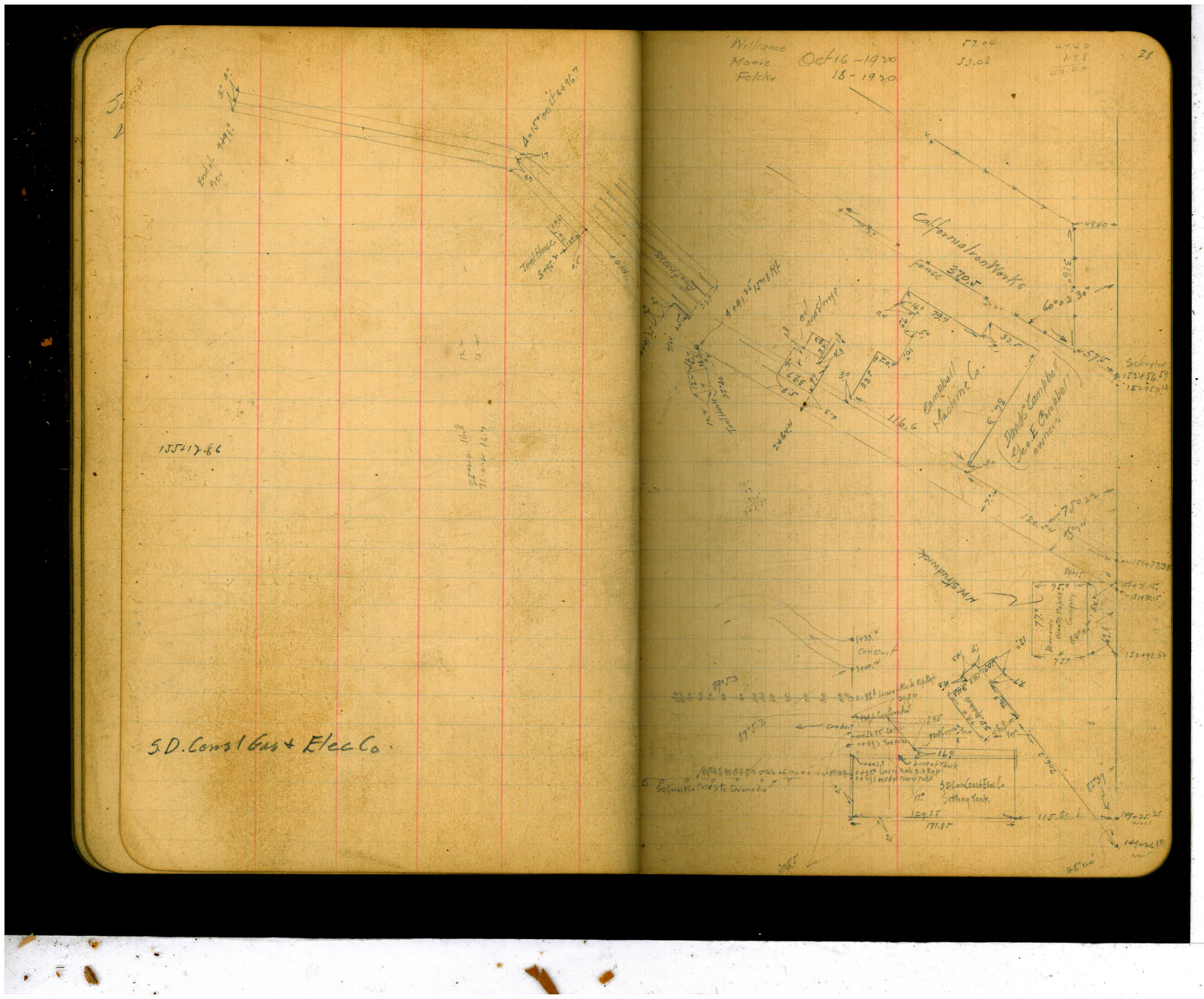


Survey of Berrys Plunge Model Bath House 91 S.D. Lumber Co Wharf.

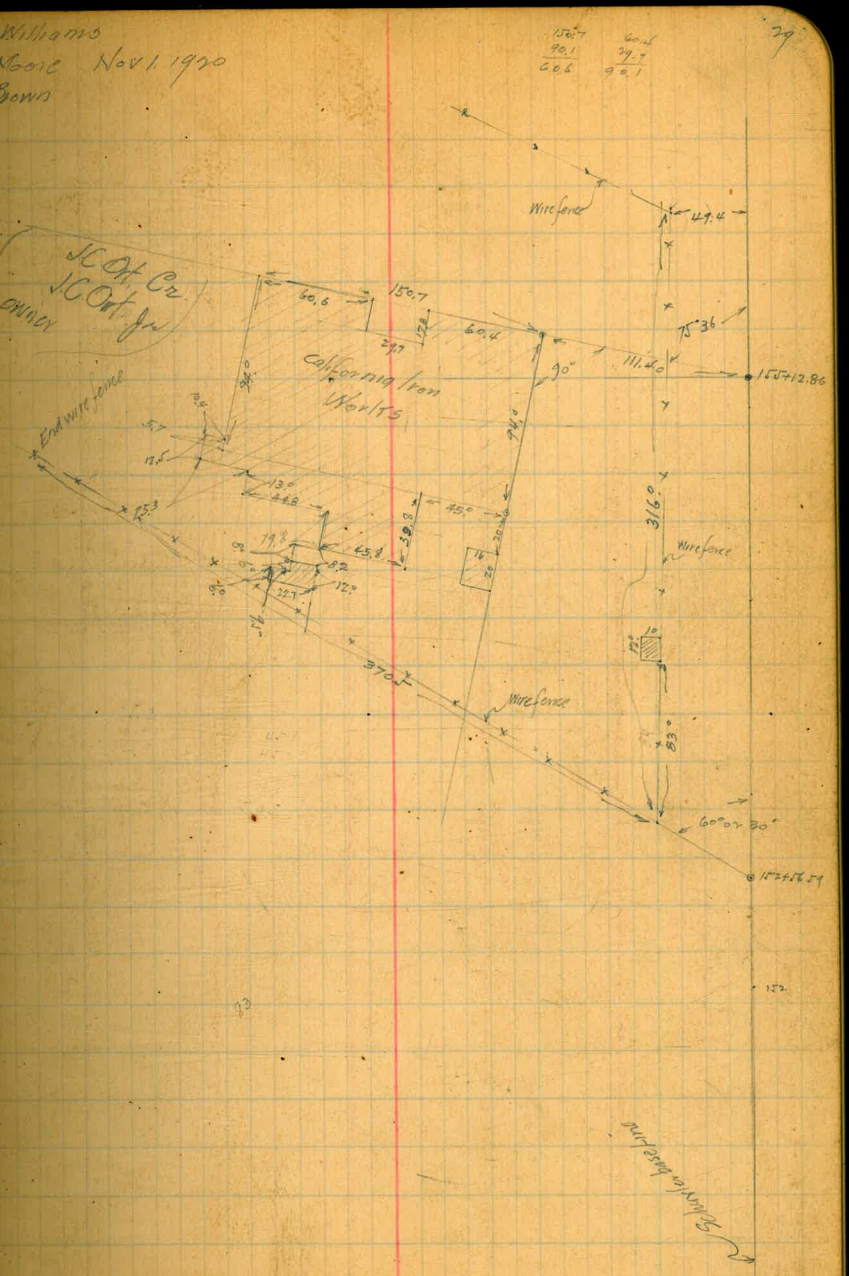


Model Bath House Mullander. Engineer
Creelman. 3014 St
Nichols E.St. betw 7+8




Williams
Moore
Folcke
Oct 16 - 1920
18 - 1920
28
California Iron Works
fence 370.5
Campbell Machine Co.
Davids Campbell
Geo. E. Campbell
owners
Schuyler
Tool House
Steel Shop
Boiler Shop
Foundry
Conduit
Kick Rip Rap
Setting Tank
S.D. Con. Gas & Elec. Co.
S.D. Consl Gas + Elec Co.

Williams
Noone Nov 1 1920
Brown



⊙ 131+379°

Williams
Moore
Darval

Feb. 23. 1971

Δ = 2°37'

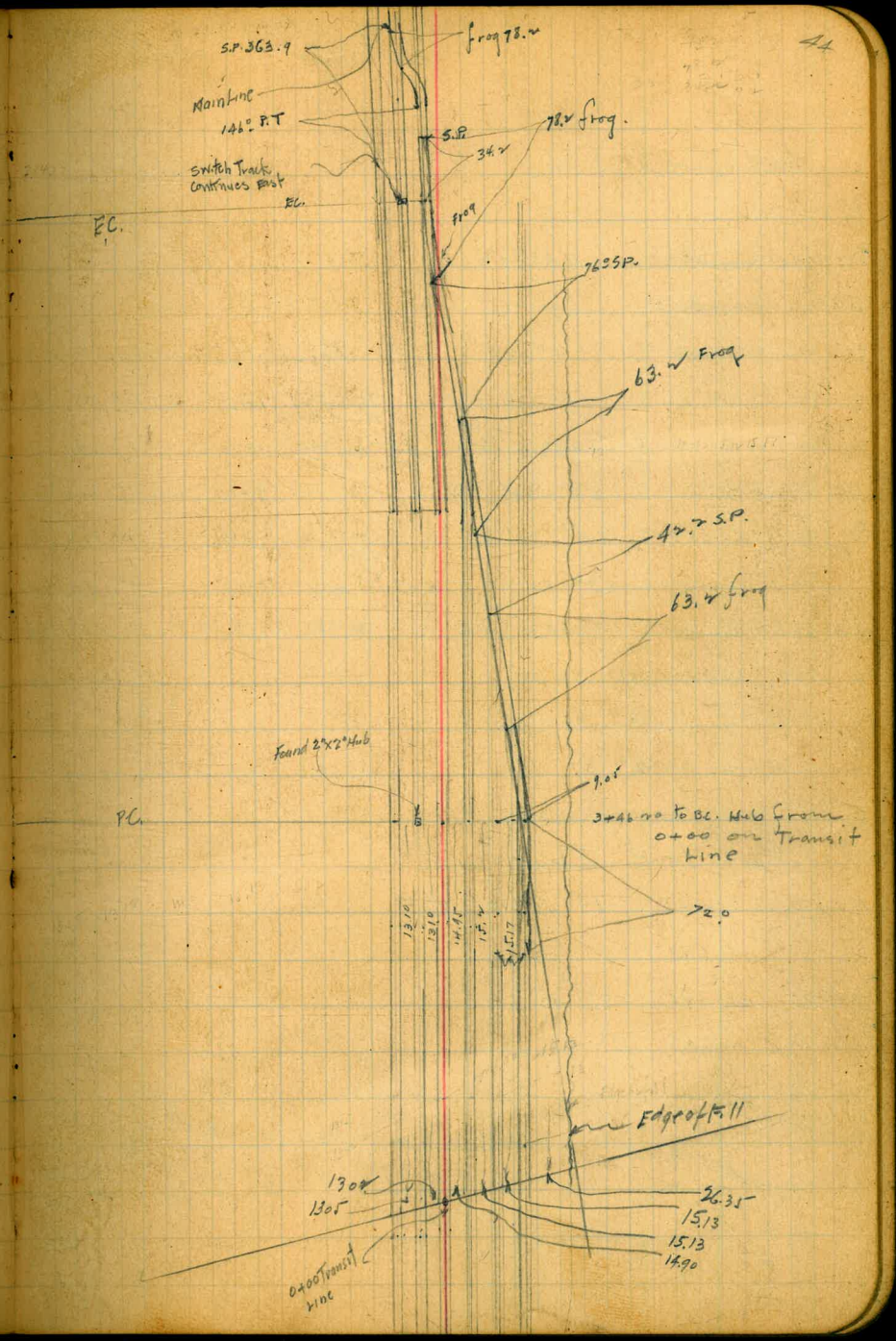
ST = 167.09

363.90

378.4 frog

146.0 from EC.

Δ = 2°37'
ST = 167.09
R =
Ex = 1.41



Survey of McCormack Lumber Co. Wye

2/6/21

Moore
Dorval

East Spur of Wye

to tangent		18° 11' Lt.
A.B.S. on 3+00	4+96.78	29° 06'
	4+50	24° 45'
	4+00	19° 57' 30"
	3+50	14° 55' 30"
V.00 A.B.S. on 2+00	3+00	28° 38'
Point of Yard switch	2+63.20	24° 48' 30"
	2+50	23° 33'
V.00 A.B.S. on 0+00	2+00	14° 03'
	1+50	9° 34' 30"
	1+00	5° 35'
	0+50	2° 37'

324.93 = 0+00 F.S. 14' S. Main Line S.Fe

Round House Spur

To door of Round House	1+12	11° 50' Rt.
A.B.S. on E.C. P.R.C. = 0+55	1+03	1° 41' Lt.
	0+85	5° 18' Lt.
	0+70	7° 14' Lt.
A.B.S. V.00 P.R.C. on 0+00	0+55	9° 55' Lt.
	0+45	8° 24' Lt.
	0+30	5° 40' Lt.
	0+15	3° 11' Lt.

P.C. 0+00 = P.I. 0+30

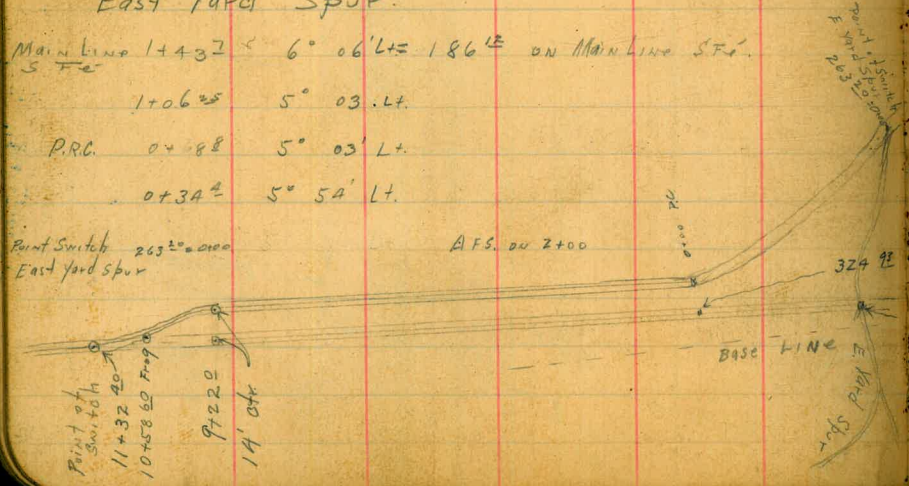
East Yard Spur.

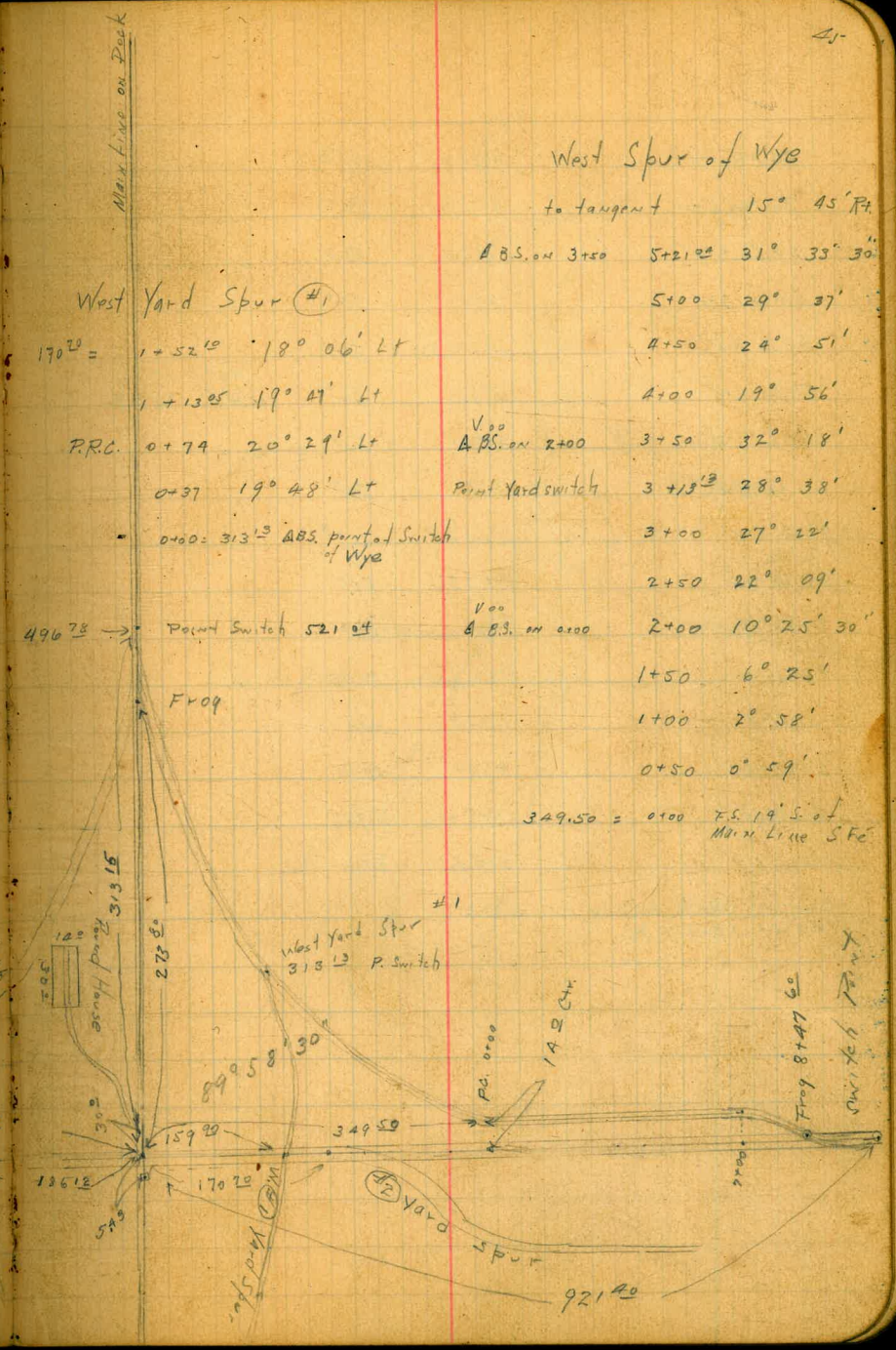
Main Line S.Fe 1+43.7 6° 06' Lt. = 186.12 on Main Line S.Fe.

	1+06.25	5° 03' Lt.
P.R.C.	0+68	5° 03' Lt.
	0+34.2	5° 54' Lt.

Point Switch 263.20 = 0+00 East Yard Spur

A.F.S. on 2+00



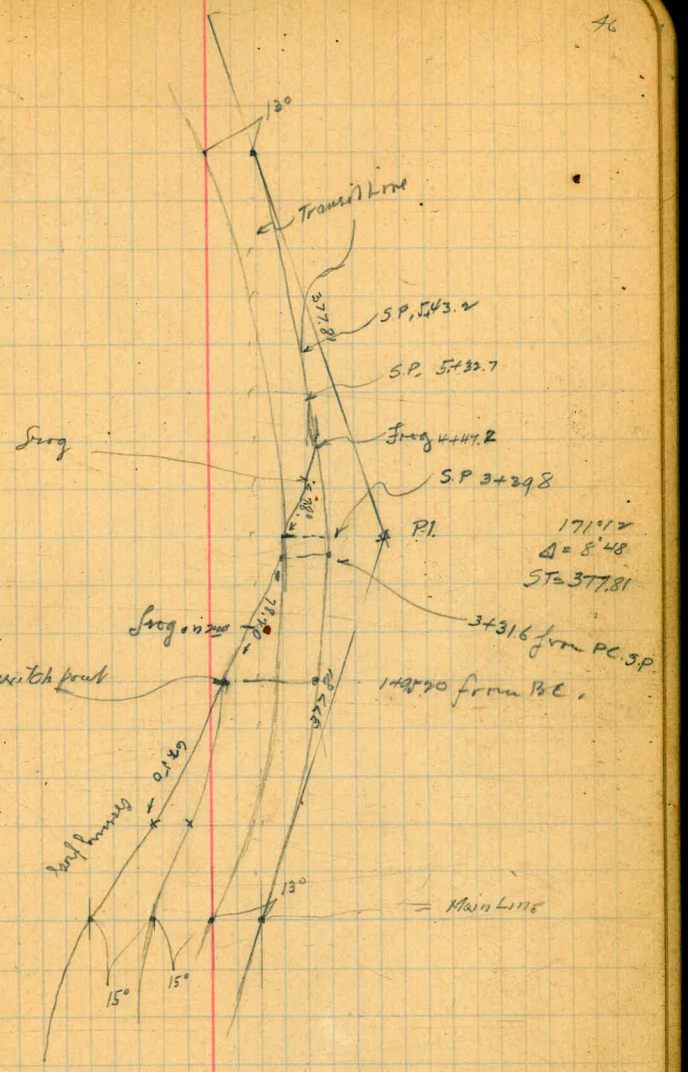


West Spur of Wye

	to tangent	15° 45' Rt.	
A.B.S. on 3+50	5+21.28	31° 33' 30"	
	5+00	29° 37'	
	4+50	24° 51'	
	4+00	19° 56'	
V.00 A.B.S. on 2+00	3+50	32° 18'	
Point Yard switch	3+13.13	28° 38'	
	3+00	27° 22'	
	2+50	22° 09'	
V.00 A.B.S. on 0+00	2+00	10° 25' 30"	
	1+50	6° 25'	
	1+00	2° 58'	
	0+50	0° 59'	

349.50 = 0+00 F.S. 19' S. of Main Line S.Fe

7+54.1 ℄	4°23'30"	17.50	
7+36.6 ℄	4°18'30"	50.0	
6+86.6 ℄	4°00	50.3	
6+36.3 ℄	3°41	50.0	
5+86.3 ℄	3°23'30"	50.0	
5+36.3 ℄	3°03'	50.0	46.0 N° S.P. 435.5 So. S.P.
4+86.3 ℄	2°50	50.0	
4+36.3 ℄	2°32'	50.0	
3+86.3 ℄	2°14'30"	50.08	
3+36.24	1°57'30"	50.0	
2+86.24	1°40'	50.0	
2+36.24	1°22'30"	50.45	
1+85.79	1°05'	49.6	
1+36.19	0°49'	50.03	
0+86.18	0°28'00	49.56	
0+36.6	0°17'30"	36.6	
12+65.21 = 0+00 on Curve 87+87.52 S.0+Arr BC.	0°00		



7600
3057
10657

50325
6201
56540

13.15
78.15
91.30

5.6
2.20
7.76

60.13
35.00
95.13

50 3°30

50 6°26

50 9°56'

43.62 13°07'

20.1° on Track no 2 to point switch

S.P. S.T. #1	4+02.20
Frog on #1	4+64.65
Frog on #2	5+02.75
S.P. S.T. #2	5+65.45
Frog Tract #5 North	5+13.15
S Point Tr. #5	5+91.30
	10+90.04

11+32.49

19+40.44

19+61.20

19+82.07

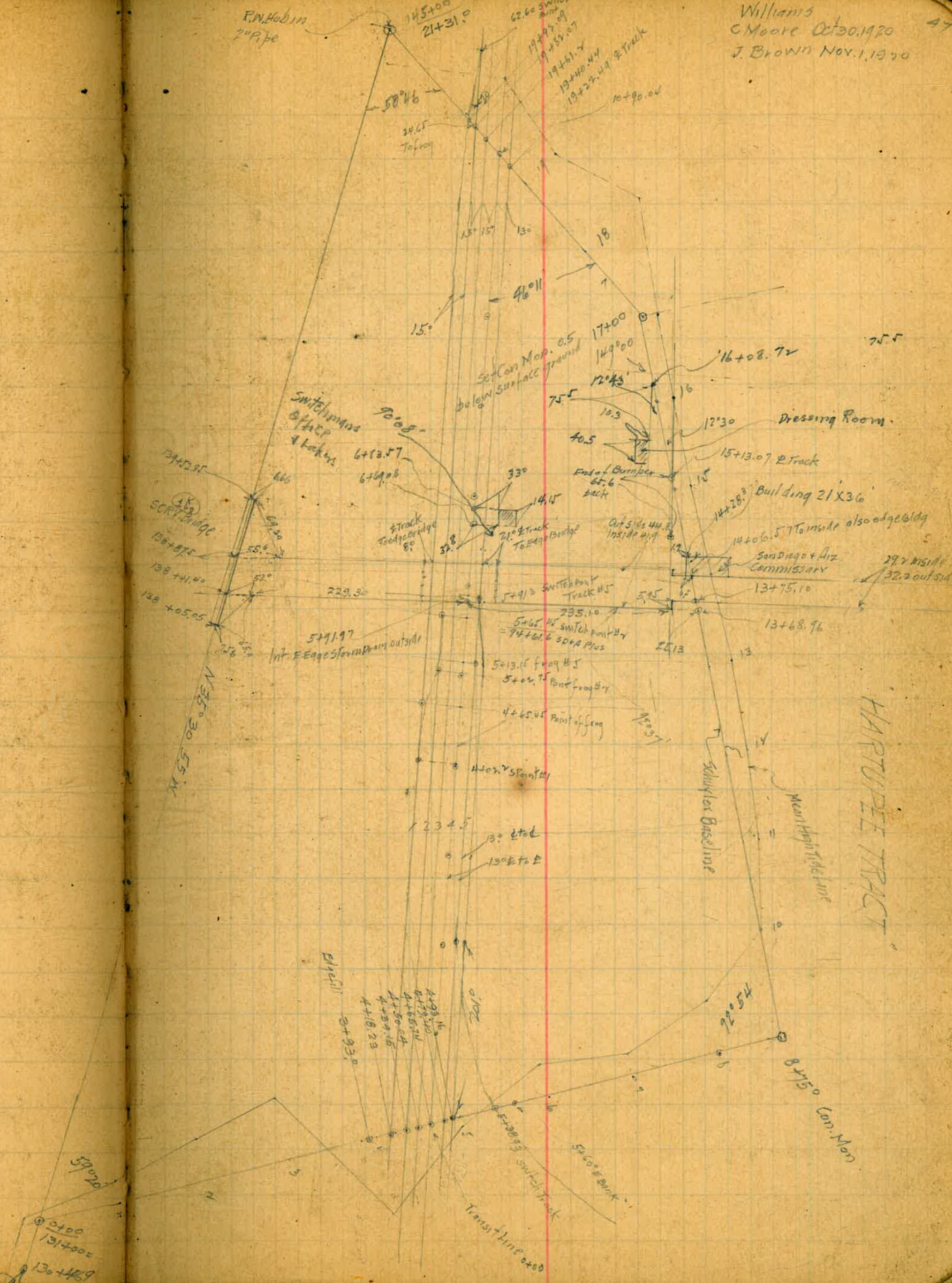
19+92.09

21.65

62.60

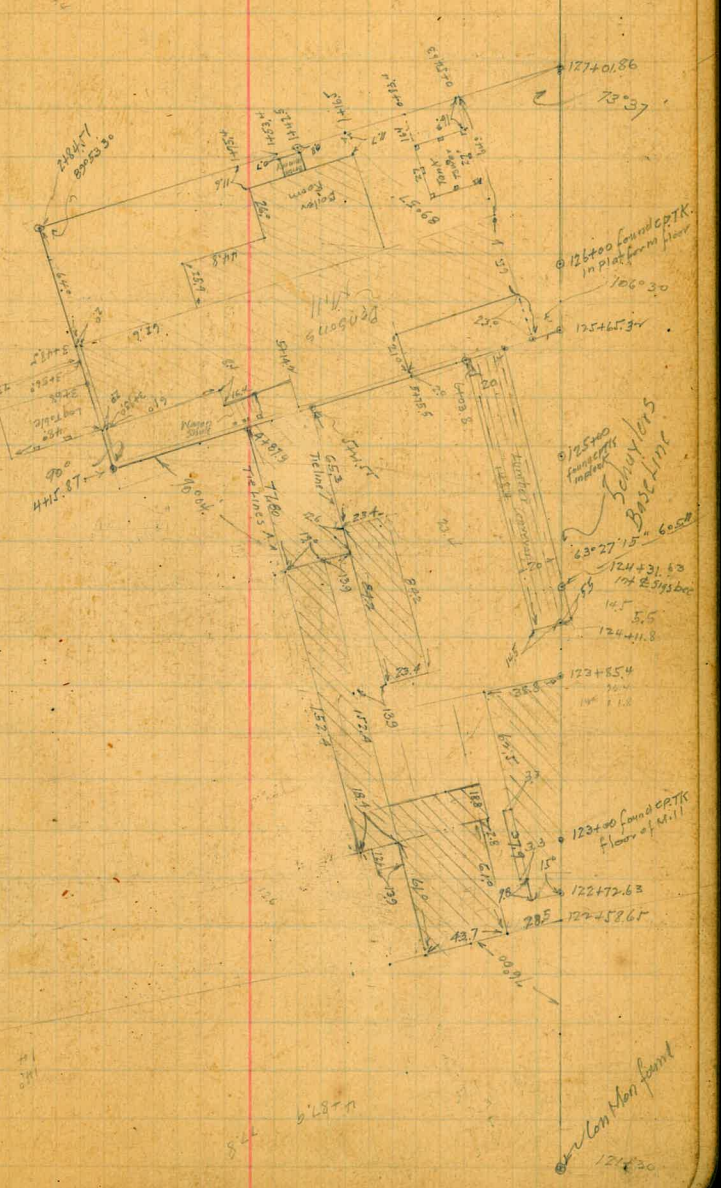
21 X 36

Williams
C Moore Oct 30.1920
J. Brown Nov.1,1920



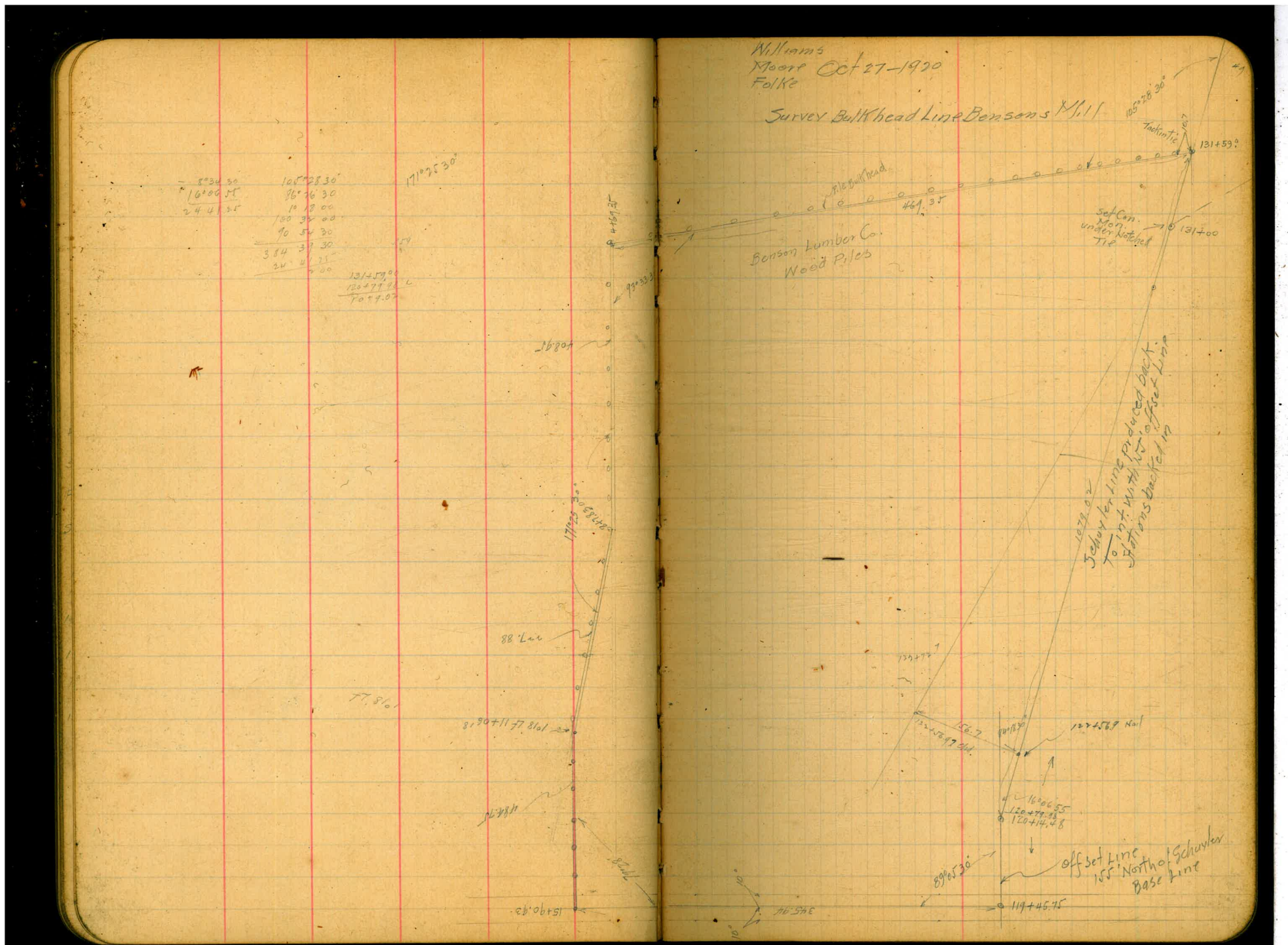
Williams
C Moore Oct 29 1930
T Brown

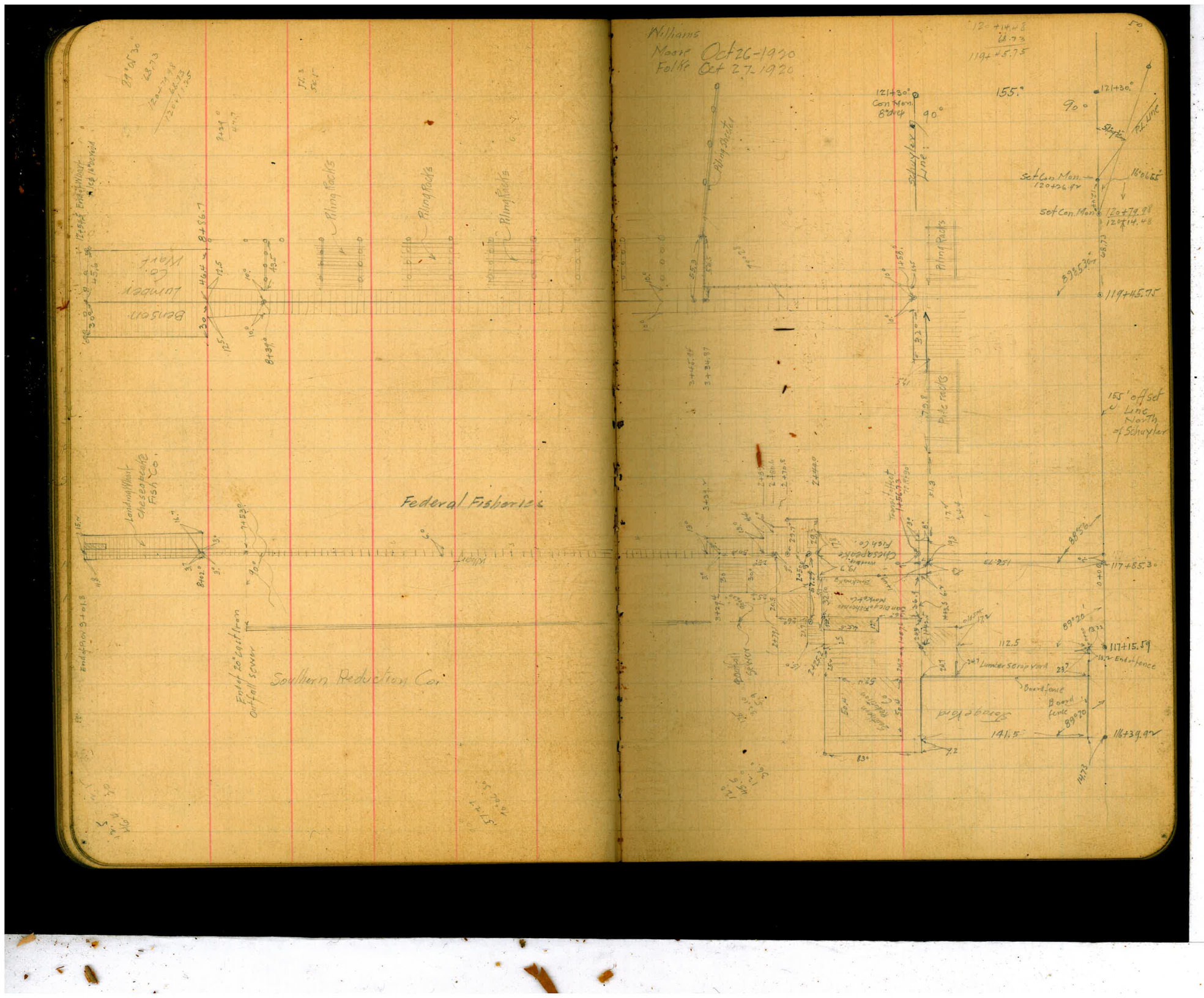
Benson's Lumber Mill



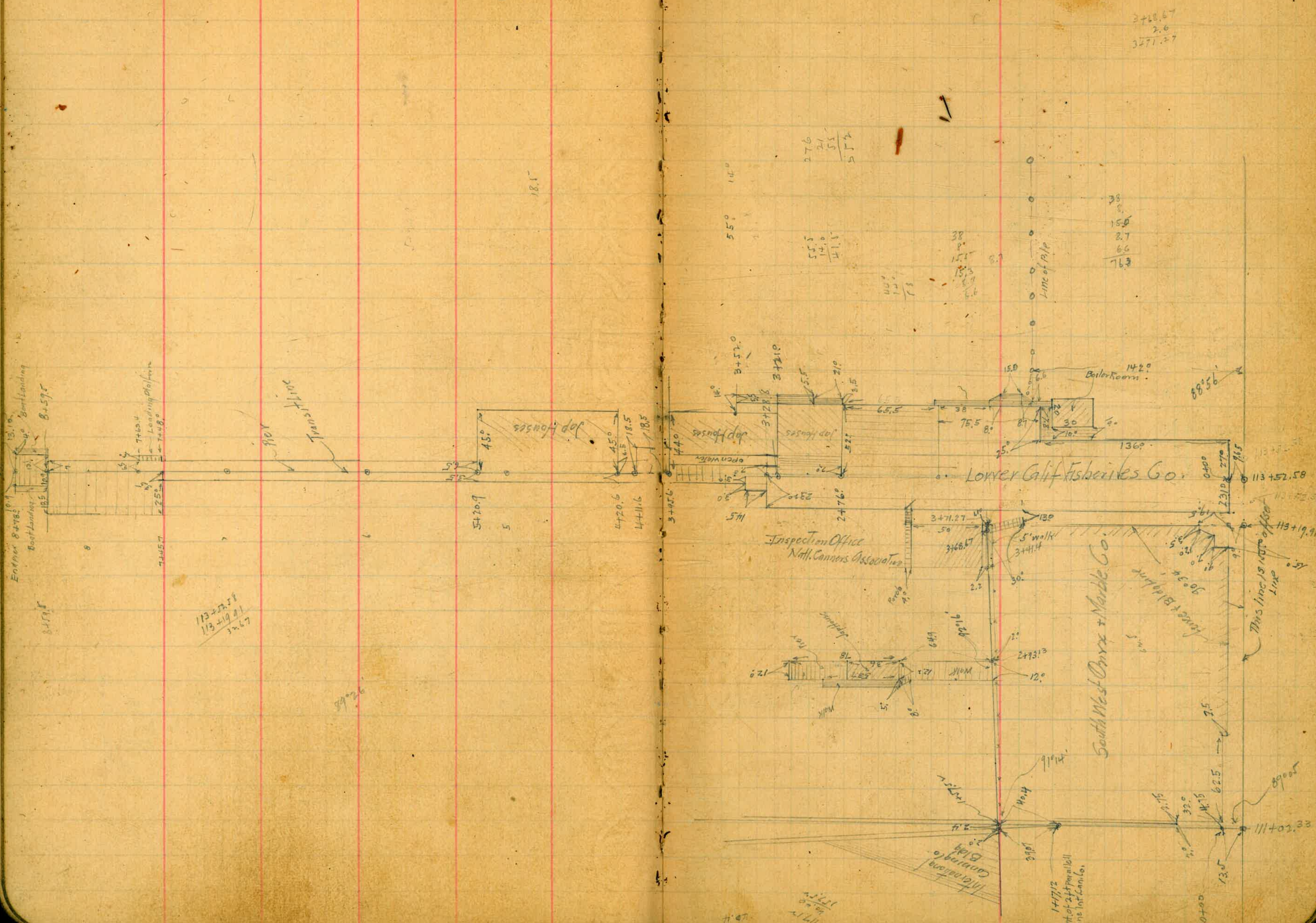
Williams
Moore Oct 27-1920
Folke

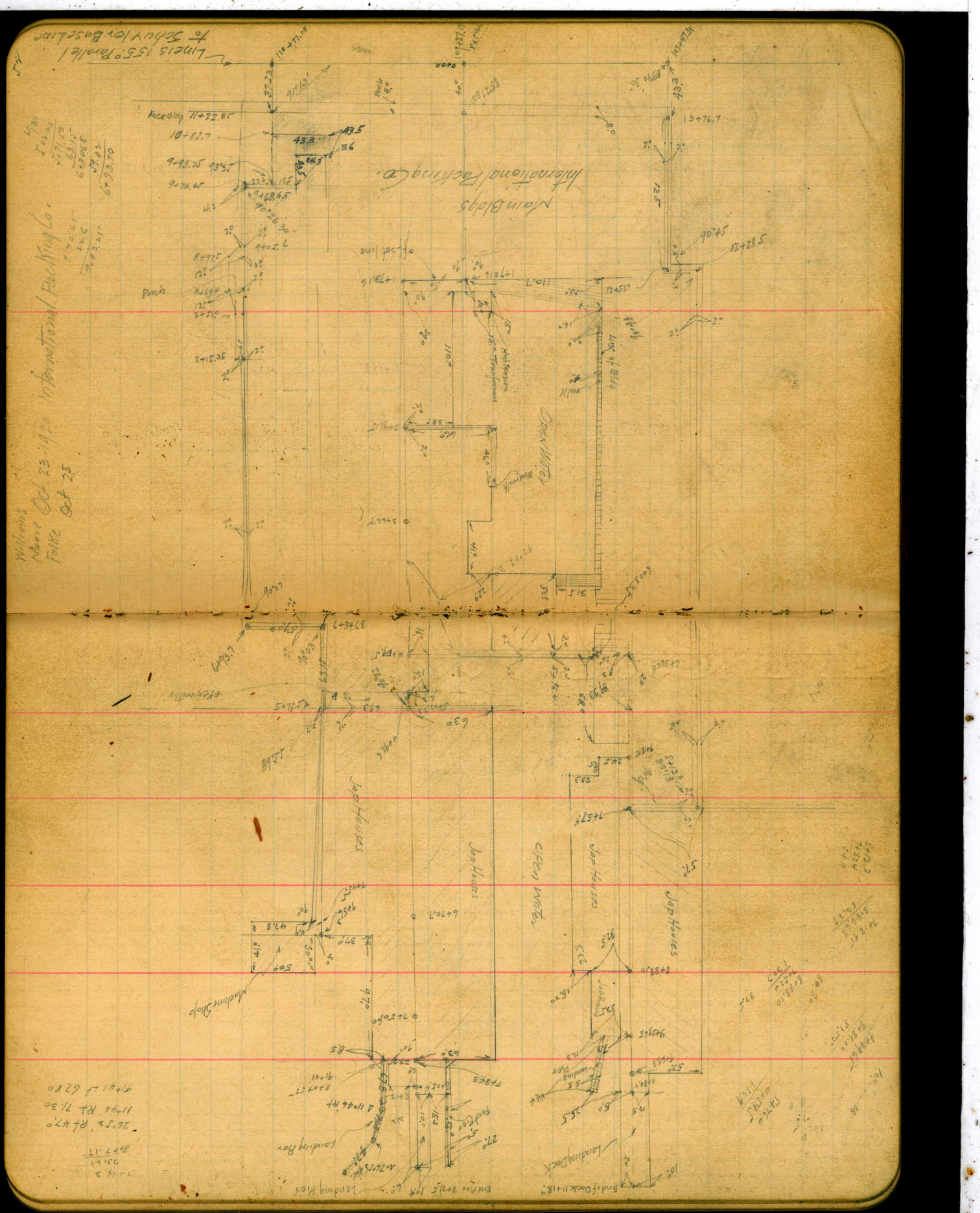
Survey Bulkhead Line Bensons X1,11



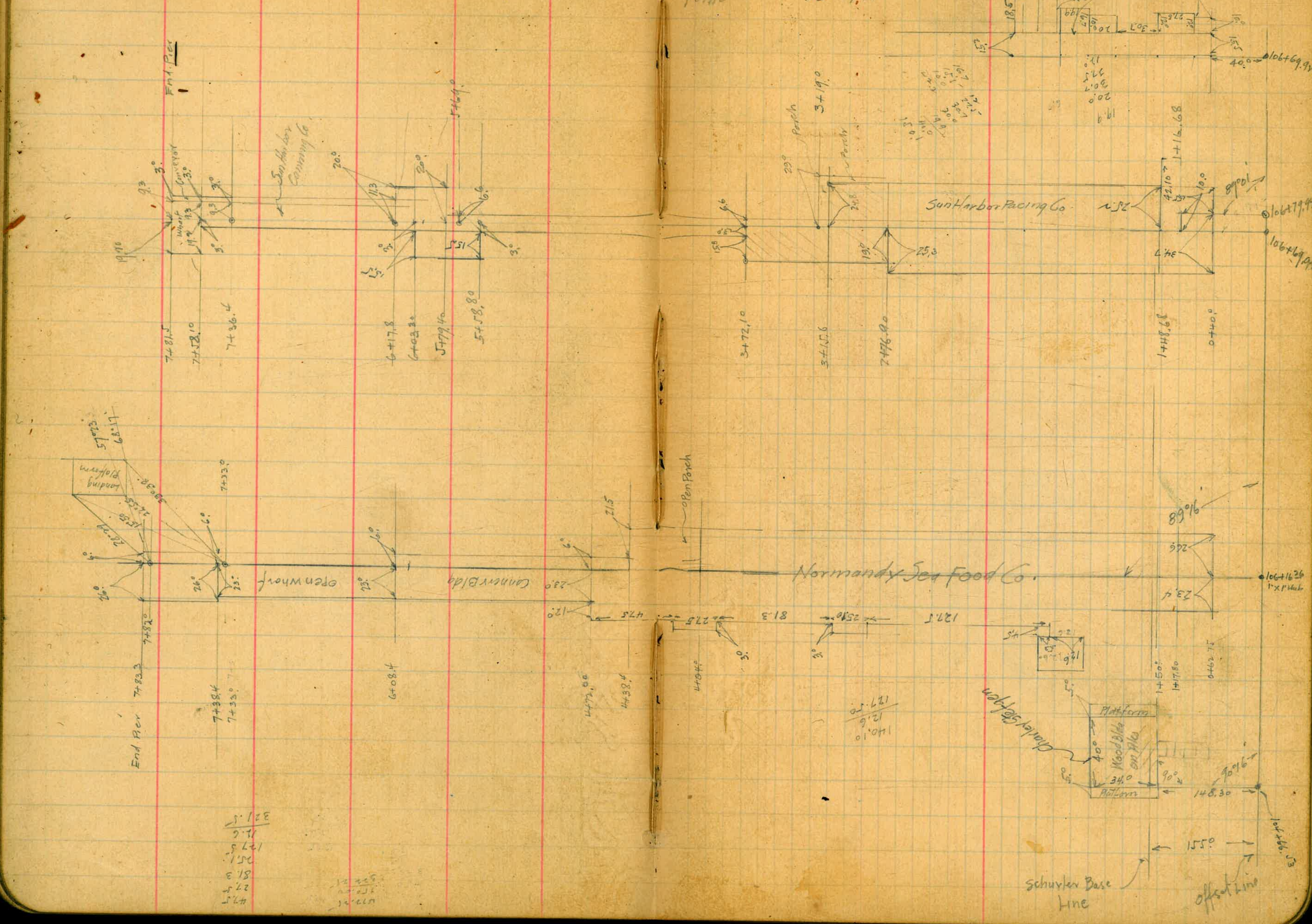

Williams
Moore Oct 26-1920
Folke Oct 27-1920
Federal Fisheries
Southern Reduction Co.
Benson Lumber Co. Wharf
Landing Wharf
Chesapeake Fish Co.
Piling Racks
Piling Sheds
Piling Sticks
Schuyler Line
155' offset Line North of Schuyler
Set Con. Mon.
Scrap Yard
Lumber Scrap Yard
Board fence
End of fence
Outfall Sewer
Chesapeake Fish Co.
Tramway
Railroad
R.L. Line
Stake
121+30
119+45.75
117+85.3
117+15.5
116+39.9
155.
90°
89°20'
89°30'

Williams
Moore Oct 26 1920
Folke




Lines 155° Parallel to Schuylkor Base Line
Alternate Bldgs
Ocean Water
Landing Deck
Landing River
Main Bldgs
Main Bldg
Transformers
Elevator
Pedestal
Footings
Foundation
Steel
Concrete
Wall
Floor
Roof
Deck
Pier
Slip
Dock
Bridge
Crane
Track
Rail
Gate
Valve
Pump
Tank
Boiler
Engine
Motor
Shaft
Gear
Belt
Chain
Hook
Block
Rope
Cable
Wire
Conduit
Pipe
Duct
Vent
Window
Door
Stair
Ramp
Elevation
Section
Detail
Plan
Scale
Grade
Level
Datum
Bench Mark
Station
Offset
Line
Curve
Tangent
Radius
Angle
Bearing
Azimuth
Traverse
Triangulation
Leveling
Profile
Cross Section
Contour
Topography
Hydrography
Tide
Current
Depth
Sounding
Buoy
Beacon
Light
Fog Signal
Range
Channel
Anchorage
Quarantine
Customs
Immigration
Harbor Master
Pilot
Tug
Barge
Lighter
Scow
Dredge
Jetty
Breakwater
Seawall
Revetment
Riprap
Fill
Excavation
Borrow Pit
Spoil Bank
Disposal Area
Test Boring
Core
Sample
Laboratory
Office
Shop
Warehouse
Storage
Yard
Fence
Gate
Road
Walk
Curb
Gutter
Drain
Sewer
Manhole
Catch Basin
Culvert
Bridge
Abutment
Pier
Span
Truss
Girder
Beam
Column
Footing
Pile
Caisson
Cofferdam
Coffer
Shoring
Bracing
Guy
Anchor
Deadman
Turnbuckle
Shackle
Thimble
Splice
Weld
Rivet
Bolt
Nut
Washer
Key
Wedge
Shim
Grout
Concrete
Reinforcing
Steel
Iron
Bronze
Copper
Lead
Zinc
Aluminum
Alloy
Paint
Coating
Insulation
Waterproofing
Caulking
Gasket
Packing
Seal
Joint
Expansion
Contraction
Settlement
Deflection
Stress
Strain
Load
Weight
Capacity
Factor
Safety
Design
Drawing
Specification
Contract
Bid
Award
Notice
Proceed
Complete
Inspect
Accept
Reject
Repair
Maintain
Operate
Test
Commission
Decommission
Abandon
Salvage
Scrap
Sell
Buy
Rent
Lease
Hire
Fire
Train
Supervise
Direct
Report
Record
File
Index
Table
Chart
Graph
Map
Survey
Plat
Deed
Title
Easement
Right
Boundary
Corner
Monument
Marker
Stake
Flag
Light
Signal
Horn
Bell
Whistle
Siren
Radio
Telephone
Telegraph
Cable
Wire
Antenna
Tower
Mast
Boom
Derrick
Crane
Hoist
Winch
Capstan
Windlass
Anchor
Chain
Rope
Cable
Wire
Block
Tackle
Fall
Hook
Shackle
Thimble
Splice
Knot
Bend
Hitch
Whip
Seize
Serve
Parcel
Tar
Oil
Grease
Wax
Paint
Varnish
Shellac
Primer
Coat
Finish
Color
Red
White
Green
Black
Blue
Yellow
Orange
Brown
Gray
Silver
Gold
Bronze
Copper
Lead
Zinc
Aluminum
Steel
Iron
Wood
Timber
Plank
Board
Batten
Shingle
Clapboard
Siding
Roofing
Flashing
Gutter
Downspout
Drain
Sewer
Manhole
Catch Basin
Culvert
Bridge
Abutment
Pier
Span
Truss
Girder
Beam
Column
Footing
Pile
Caisson
Cofferdam
Coffer
Shoring
Bracing
Guy
Anchor
Deadman
Turnbuckle
Shackle
Thimble
Splice
Weld
Rivet
Bolt
Nut
Washer
Key
Wedge
Shim
Grout
Concrete
Reinforcing
Steel
Iron
Bronze
Copper
Lead
Zinc
Aluminum
Alloy
Paint
Coating
Insulation
Waterproofing
Caulking
Gasket
Packing
Seal
Joint
Expansion
Contraction
Settlement
Deflection
Stress
Strain
Load
Weight
Capacity
Factor
Safety
Design
Drawing
Specification
Contract
Bid
Award
Notice
Proceed
Complete
Inspect
Accept
Reject
Repair
Maintain
Operate
Test
Commission
Decommission
Abandon
Salvage
Scrap
Sell
Buy
Rent
Lease
Hire
Fire
Train
Supervise
Direct
Report
Record
File
Index
Table
Chart
Graph
Map
Survey
Plat
Deed
Title
Easement
Right
Boundary
Corner
Monument
Marker
Stake
Flag
Light
Signal
Horn
Bell
Whistle
Siren
Radio
Telephone
Telegraph
Cable
Wire
Antenna
Tower
Mast
Boom
Derrick
Crane
Hoist
Winch
Capstan
Windlass
Anchor
Chain
Rope
Cable
Wire
Block
Tackle
Fall
Hook
Shackle
Thimble
Splice
Knot
Bend
Hitch
Whip
Seize
Serve
Parcel
Tar
Oil
Grease
Wax
Paint
Varnish
Shellac
Primer
Coat
Finish
Color
Red
White
Green
Black
Blue
Yellow
Orange
Brown
Gray
Silver
Gold

Williams
Moore
Folks
Oct 22-1920
23-1920

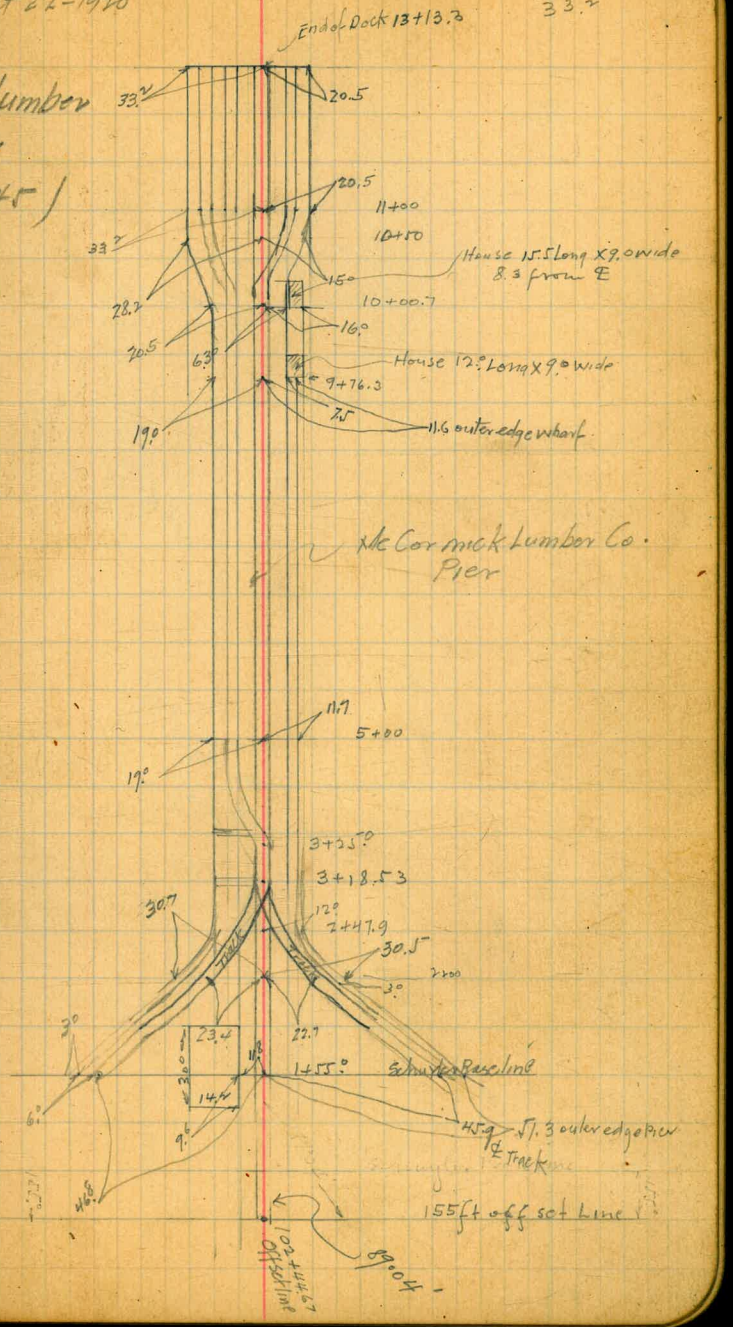


Williams
Moore Oct 22-1970
Folkc

McCormick Lumber
Company
(See Page 45)

53.7
20.1
33.7

52



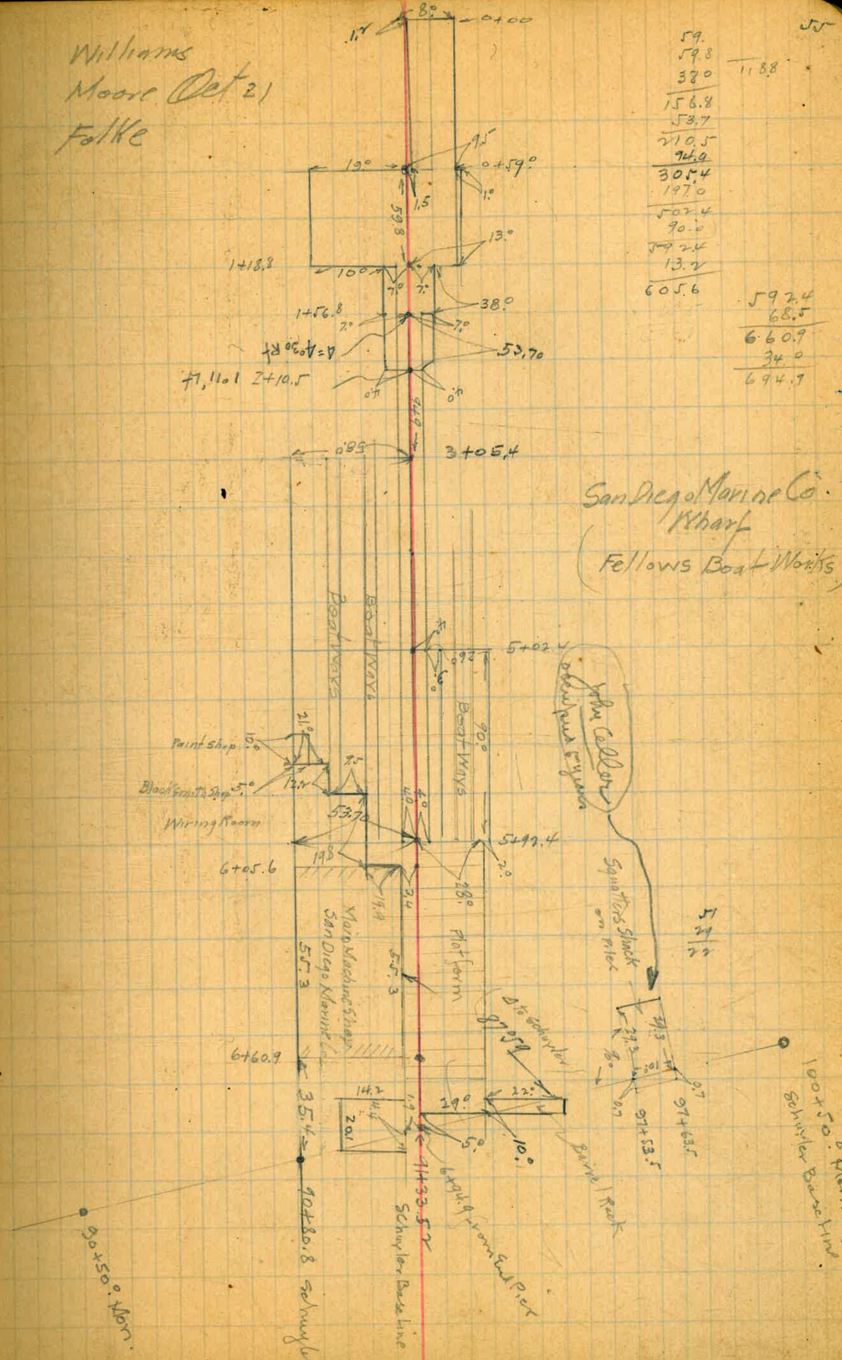
92+00.00
66.48
91+33.52

$10^2.2$

Williams
Moore Oct 21
Falke

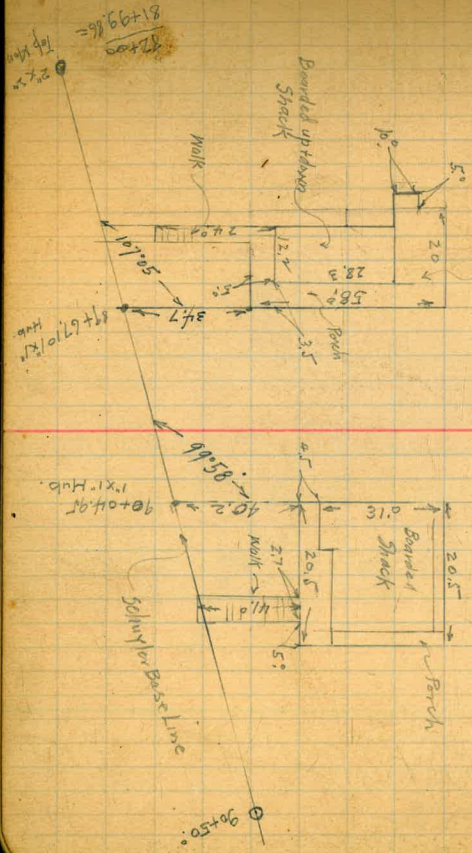
59.
59.8
38.0
156.8
53.7
210.5
94.9
305.4
197.0
502.4
90.0
592.4
13.2
605.6

592.4
68.5
660.9
34.0
694.9



Williams
Moore
Falke

Oct 21 1930



Emil Medven foot of Sampson St

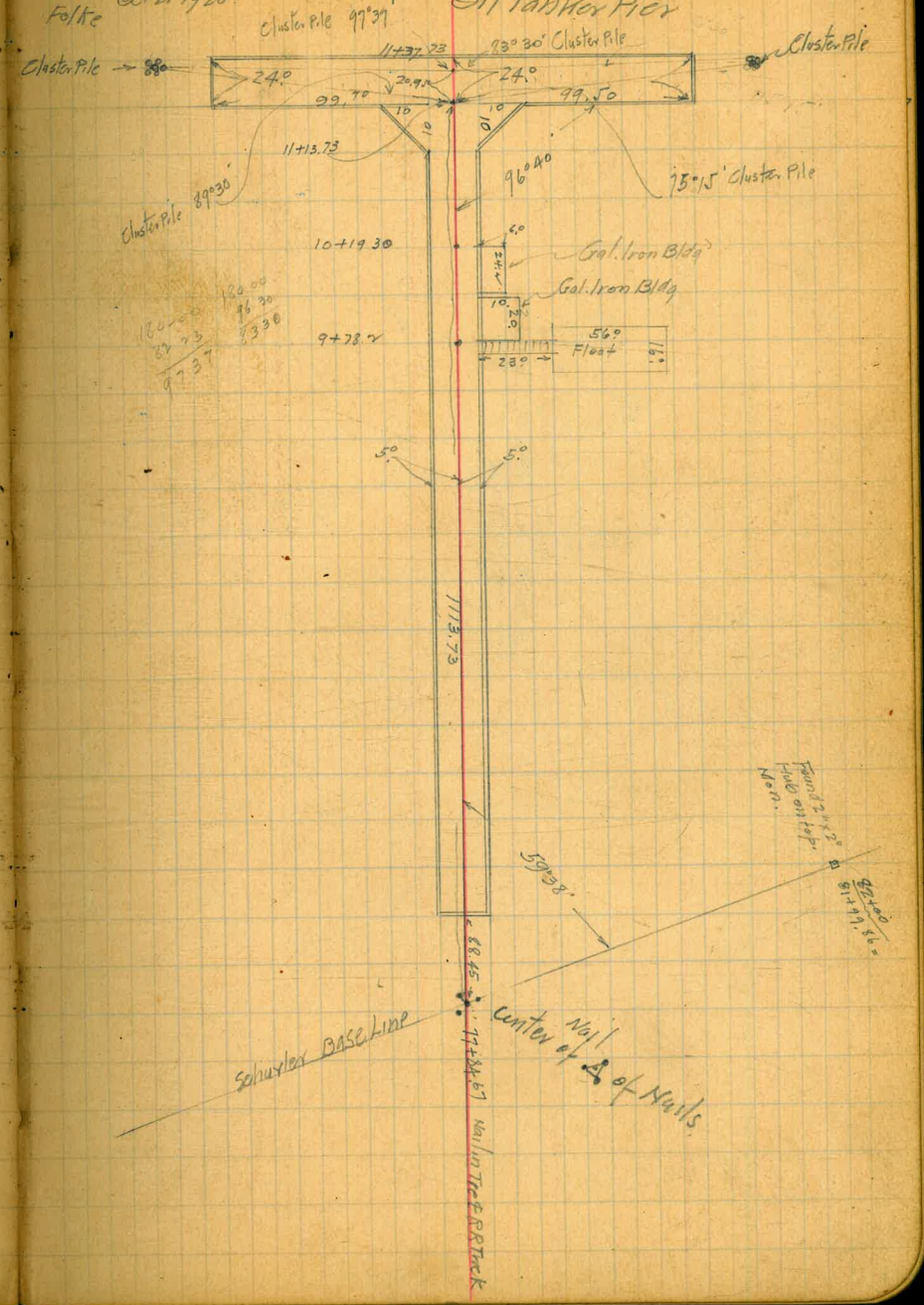
W A Hall occupied one year Feb 1921 over the building.

Williams
Maine
Folke

STANDARD OIL CO.

Oct 21 1920

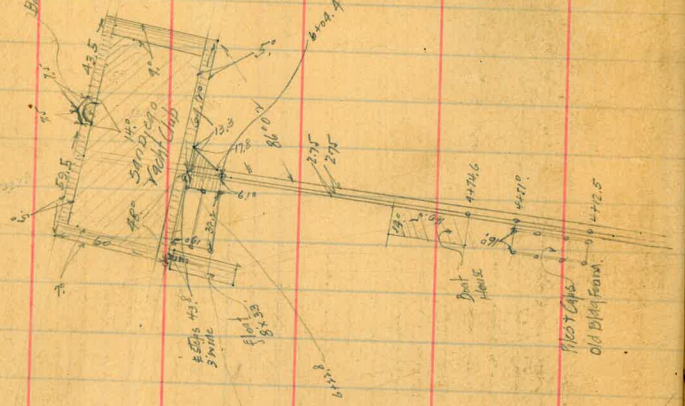
Oil Tanker Pier

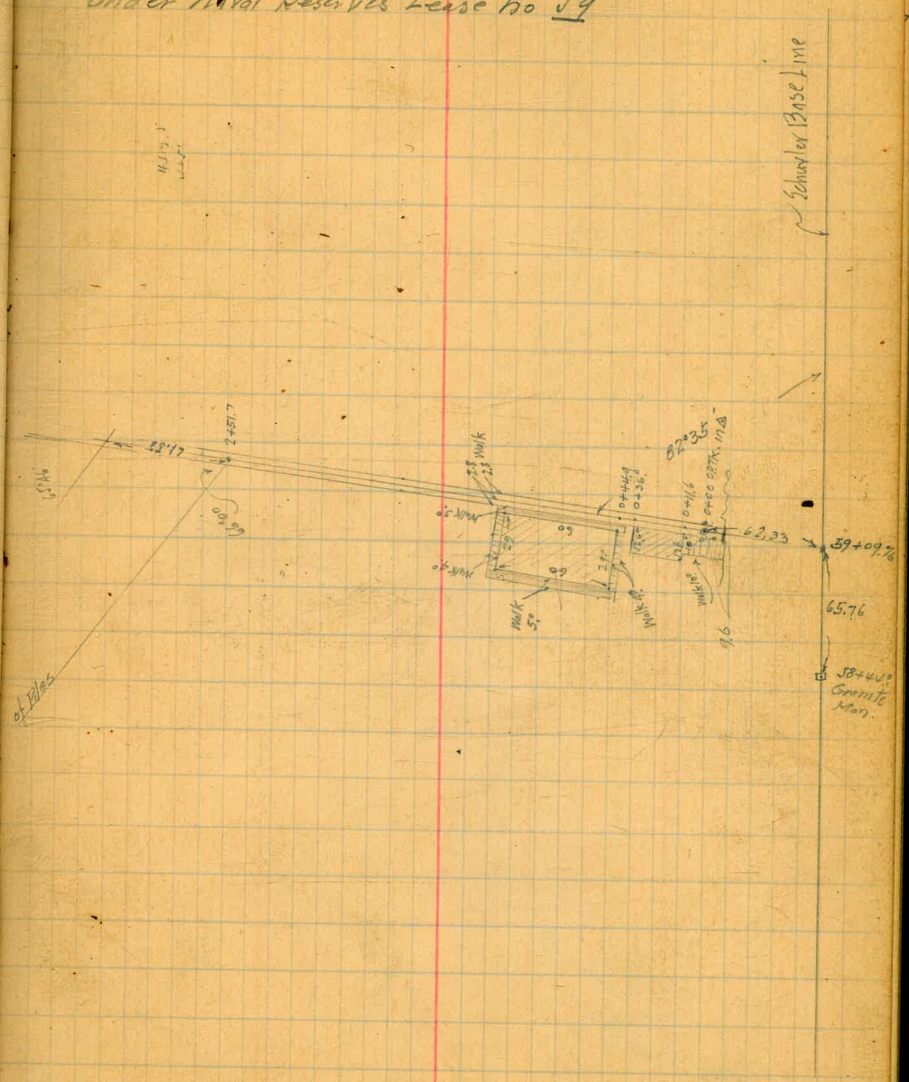


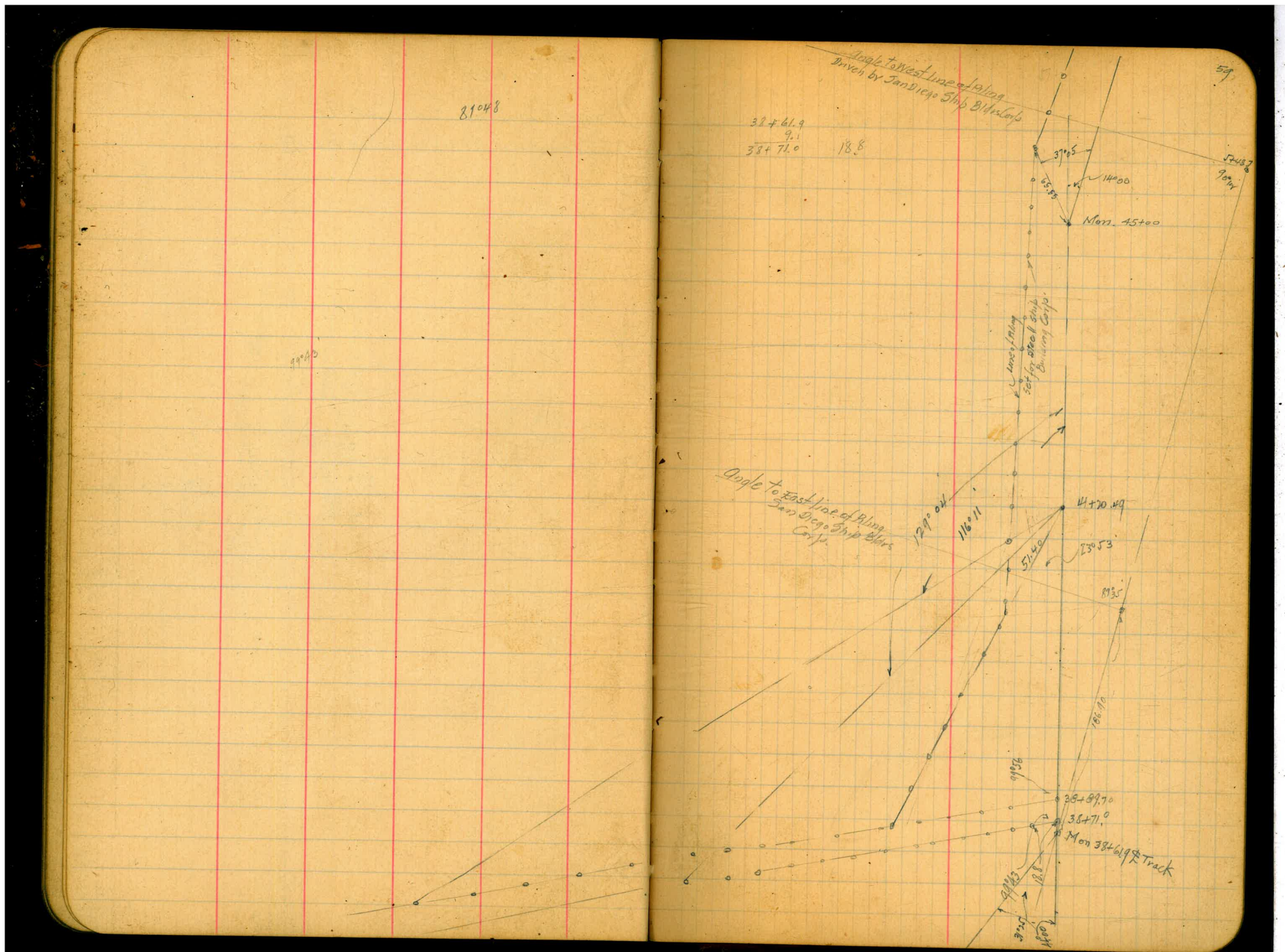
Williams
Moore
Brown

Nov. 1 1930

Survey San Diego Yacht Club Pier
under Naval Reserves Lease No 59

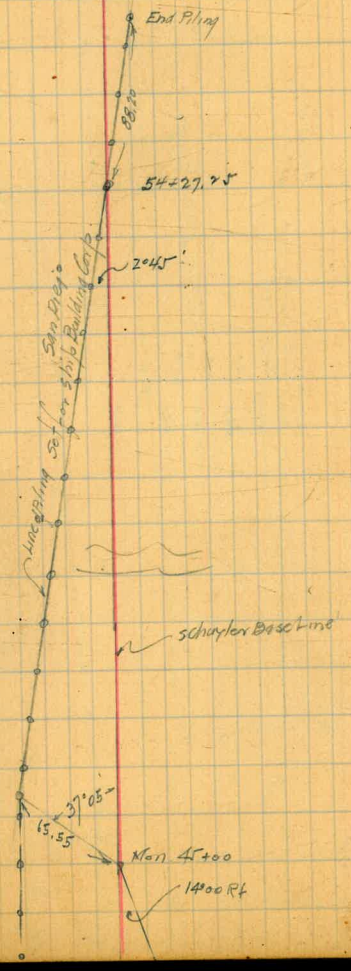




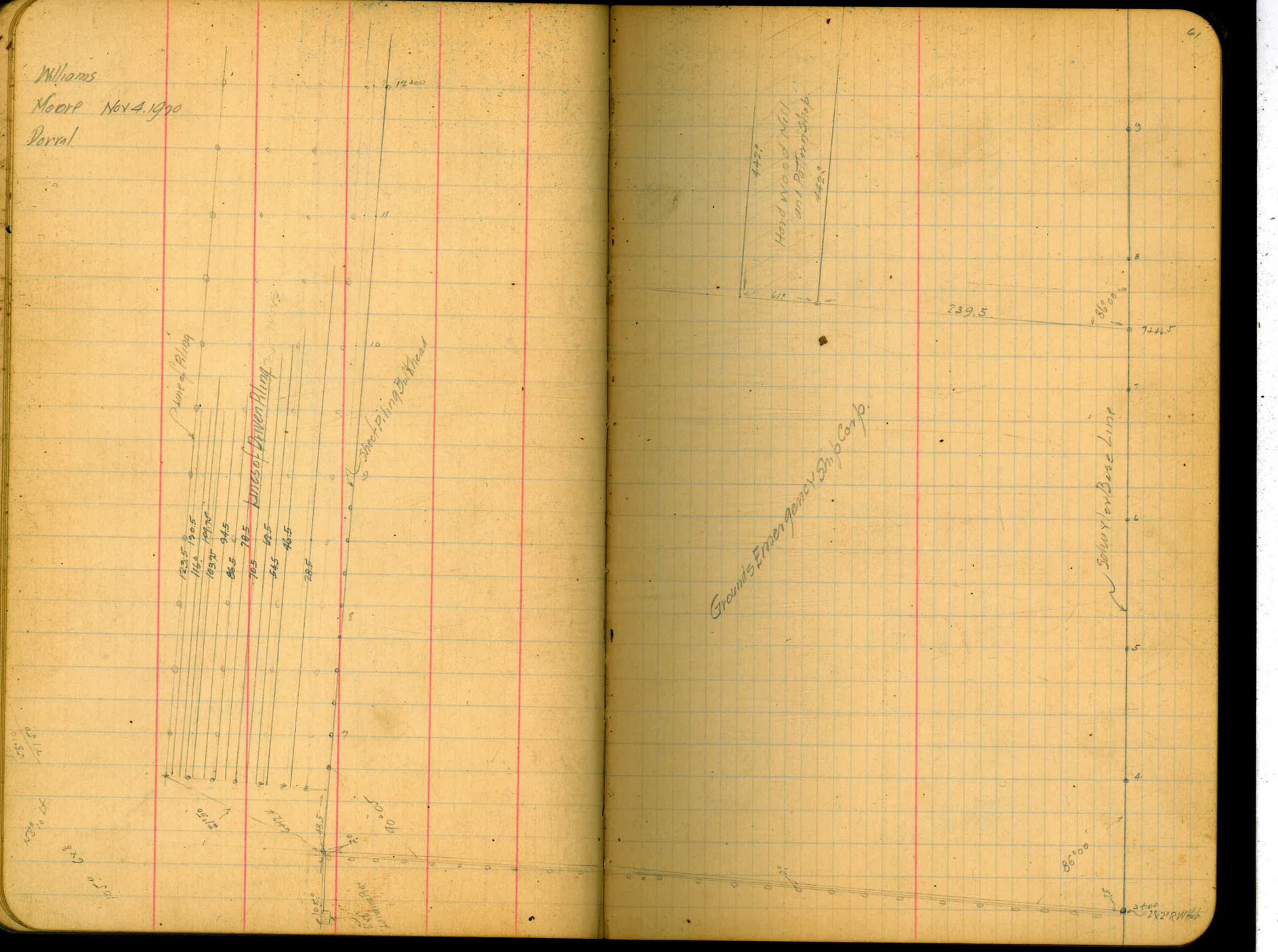

Angle to West Line of Along Driven by San Diego Ship Bldrs Corp
32+61.9
9.1
38+71.0
18.8
37°05
57+48.7
90°14
14+00
65.85
Mon. 45+00
Angle to East Line of Along Set for Steel Ship Building Corp.
Angle to East line of Slip San Diego Ship Bldrs Corp.
129° 04'
116°11'
44+70.49
73°53
51.40
89.35
186.10
99°56
38+89.70
38+71.0
Mon 38+61.9 ℄ Track
18.8
99°43
57.35
Easterly

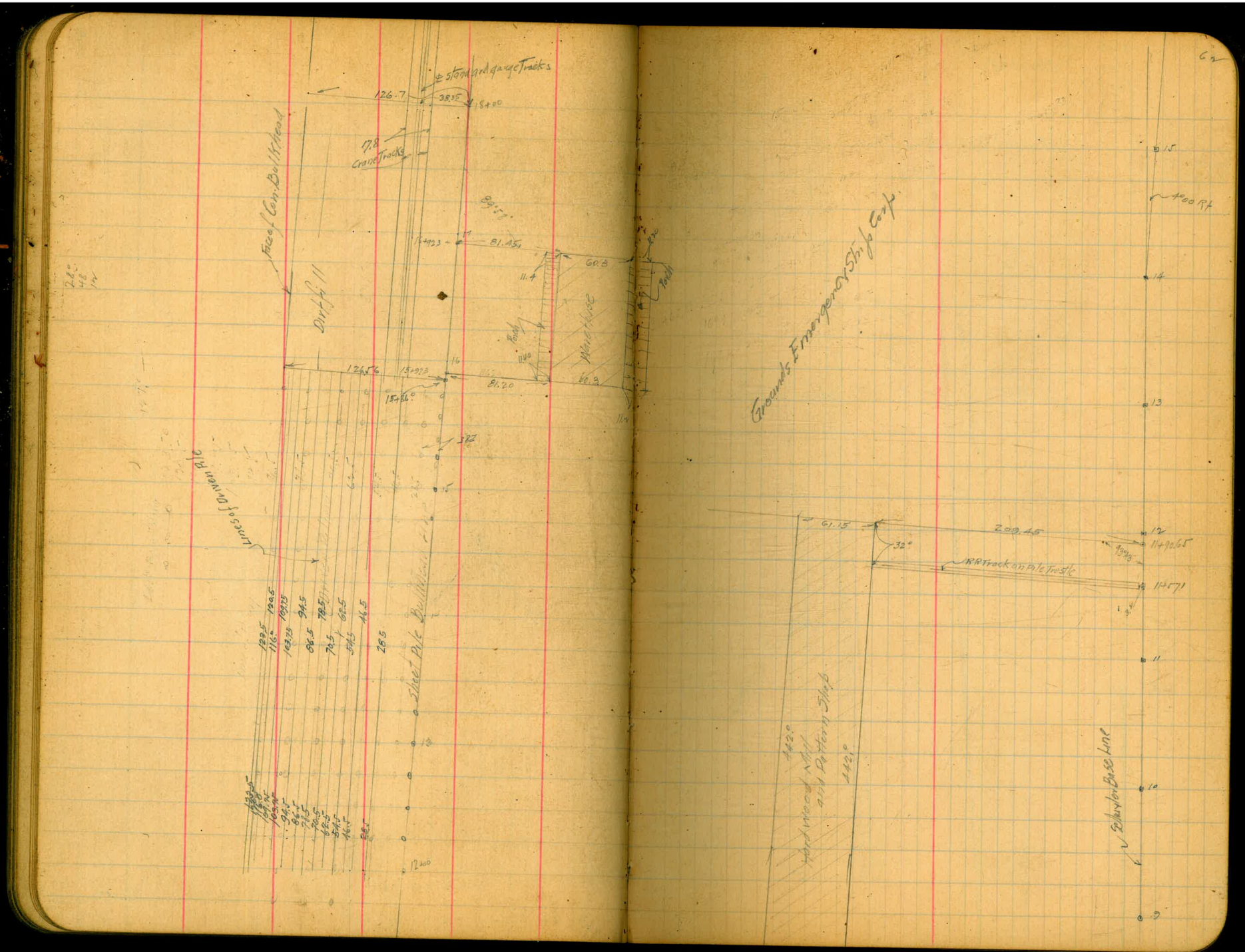
Williams
Moore Nov. 3 1970

J.R Dorval 435 W First St

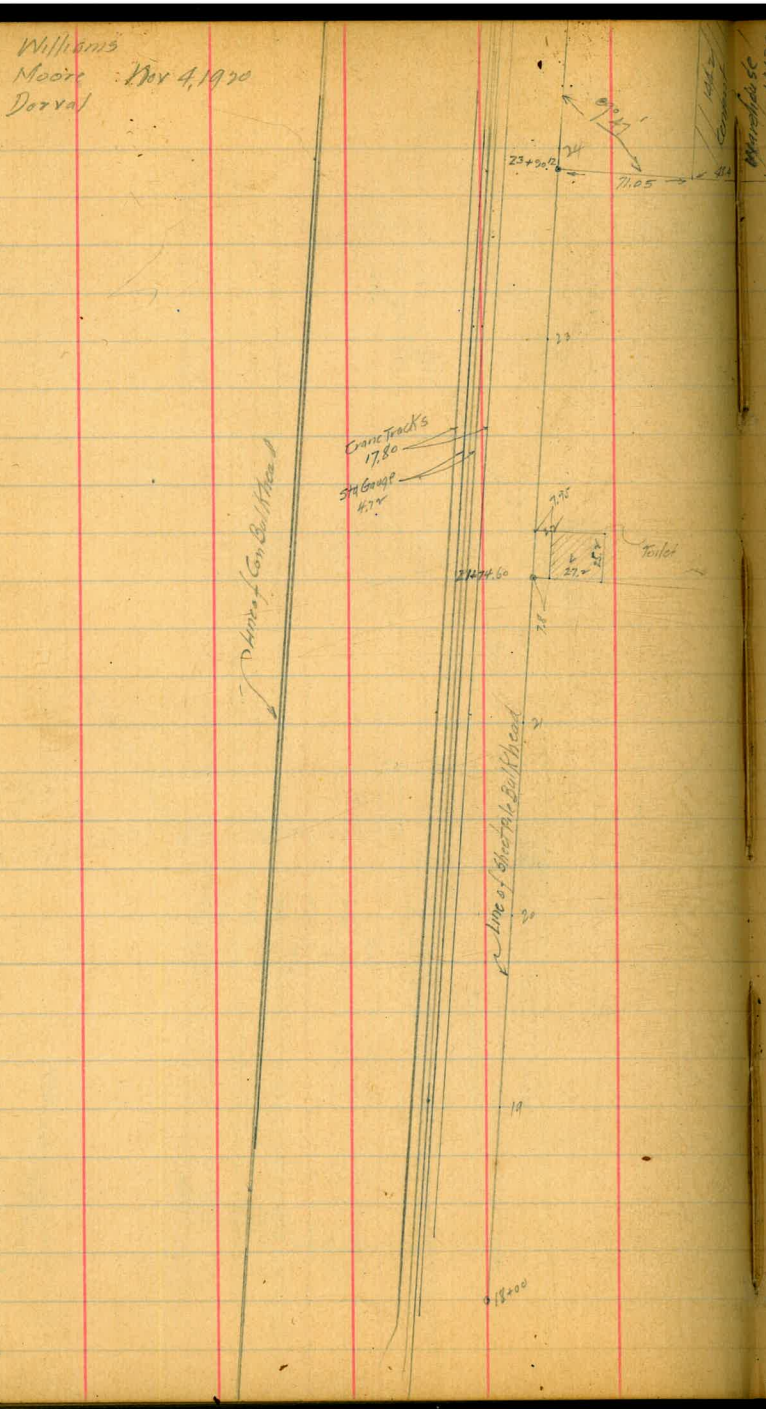


Williams
Moore Nov 4. 1990
Parral



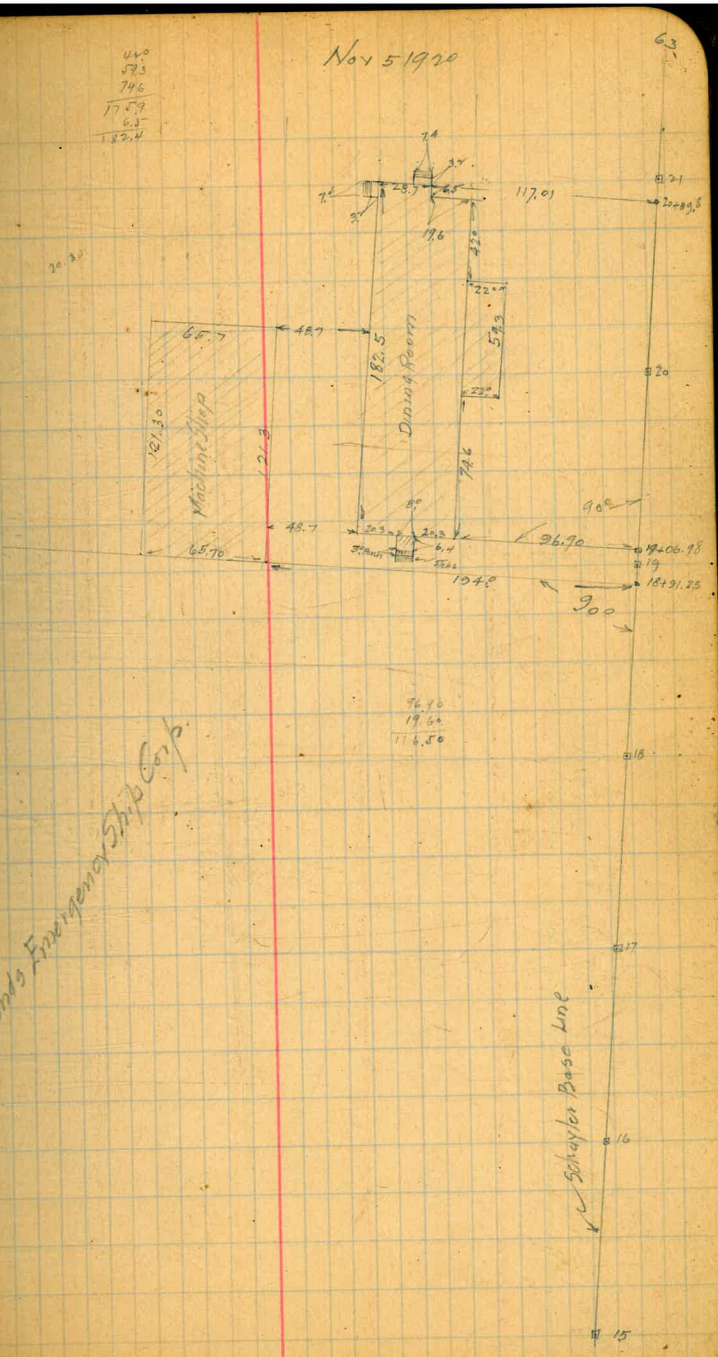

± standard gauge Tracks
126.7
38.35
1+00
17.8
Crane Tracks
Face of Con. Bulkhead
Dirt fill
1+93.3
81.45
60.8
11.4
Path
Water House
Path
114.0
126.56
15+93.3
16
81.20
60.2
15+26.0
11.4
Line of Driven Pile
Sheet Pile Bulkhead
Ground Emergency Ship Ways
61.15
209.45
32°
199.75
R.R. Track on Pile Trestle
Shoreline Base Line
442.0
Workhead with Pattern Shed
442.0
15
14
13
12
11
10
9
+00 Ft
1149.65
1145.71

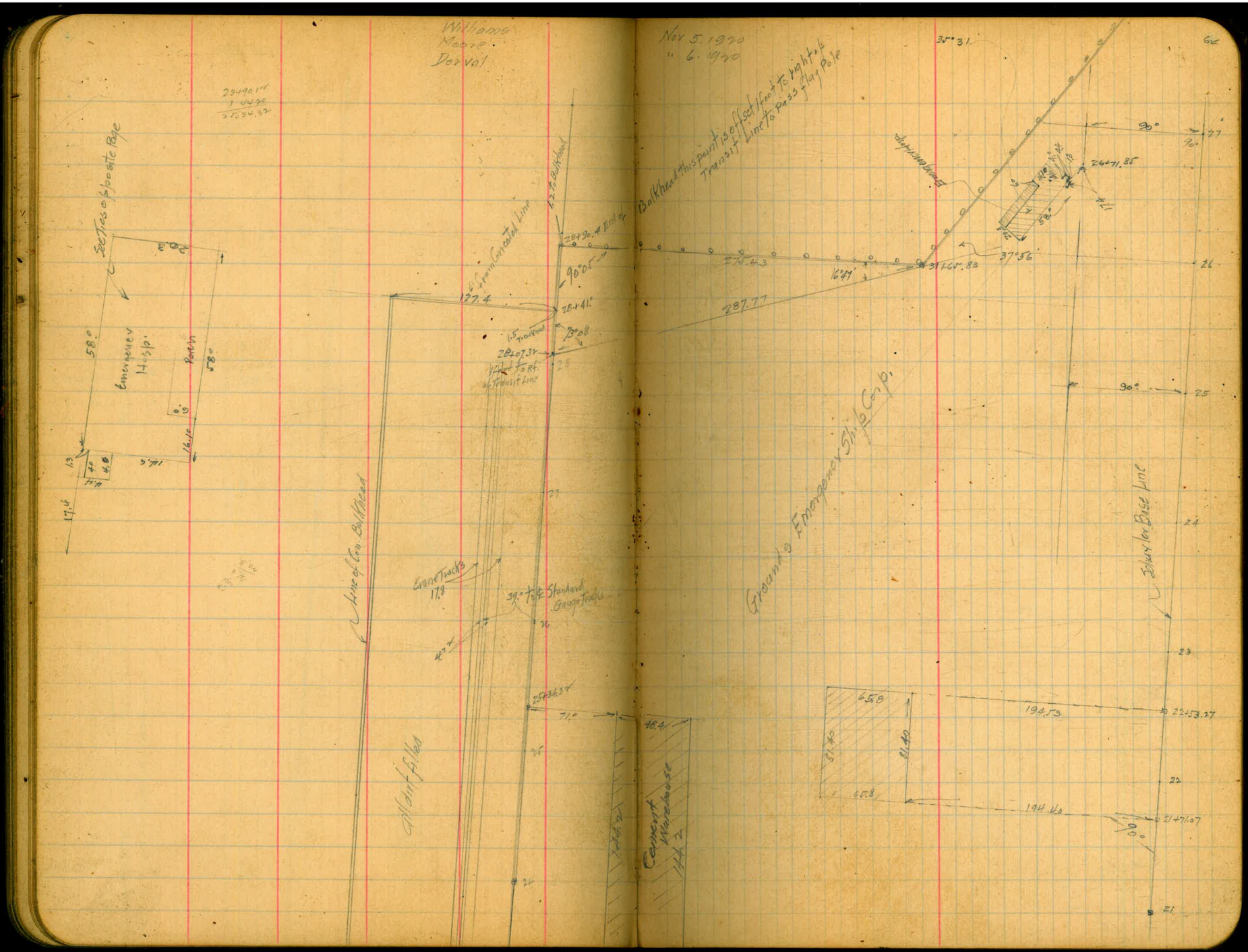
Williams
Moore : Nov 4, 1920
Dorval



Nov 5 1920

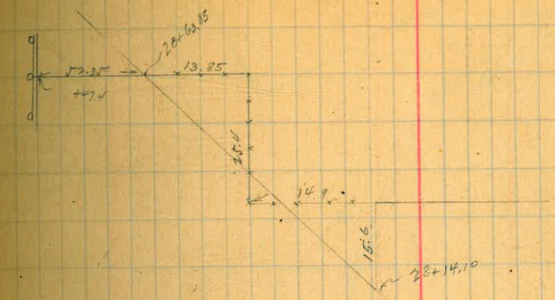
62




Williams
Moore
Dorval
Nov 5. 1920
" 6. 1920
Section of Concrete Base
Emergency Hosp.
Ramp
Line of Con. Bulkhead
Crane Tracks
Standard Gauge Tracks
Cement Warehouse
Grounds Emergency Shipping Corp.
Bulkhead
Transit Line
Base Line

Williams
Moore
Dorval

Nov 5 1920



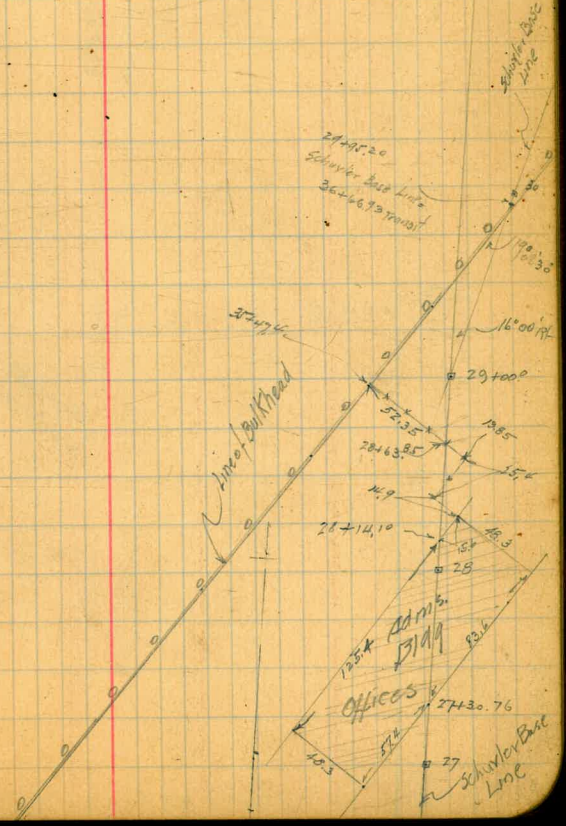
28+25.00
.10.90
28+14.10

46.20
13.81
32.39

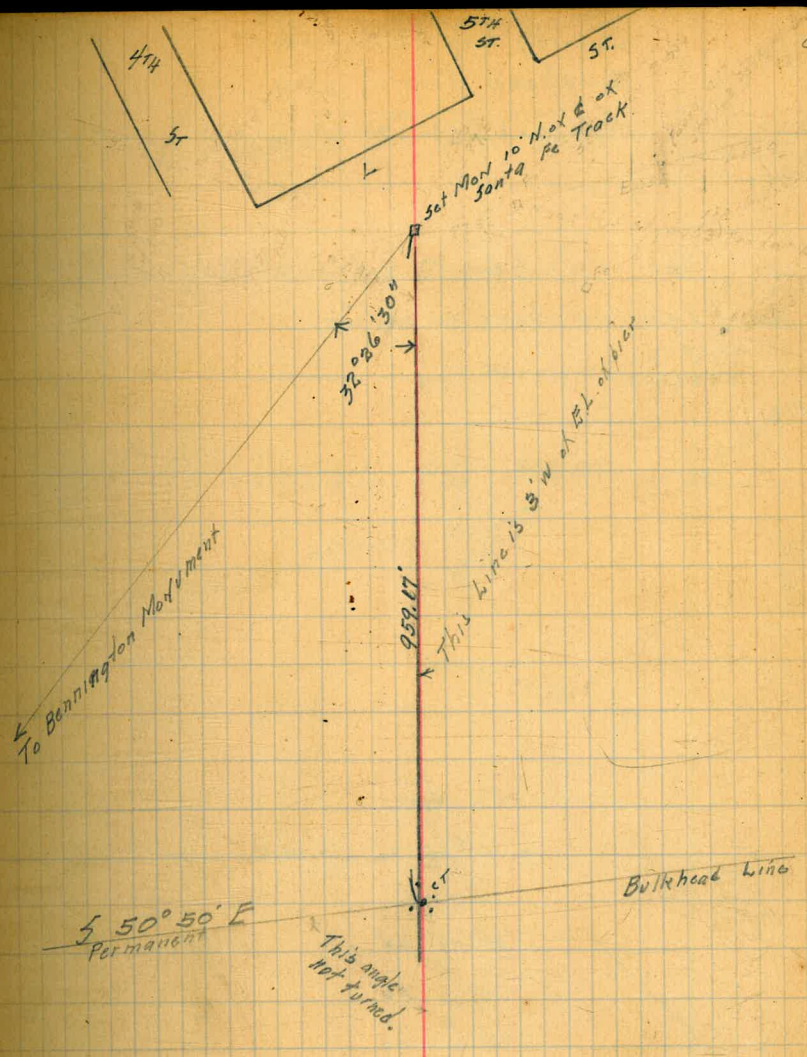
6.5

125.4
48.3

53.6
57.5
141.0



10/18/24 Gregory Survey for Permanent Bulkhead Foot of 4th St.



10/25/24

Survey for Permanent Bulkhead foot of 26th St Standard Oil Tanker Dock.

Moore
Earle Ovieng
Kelley

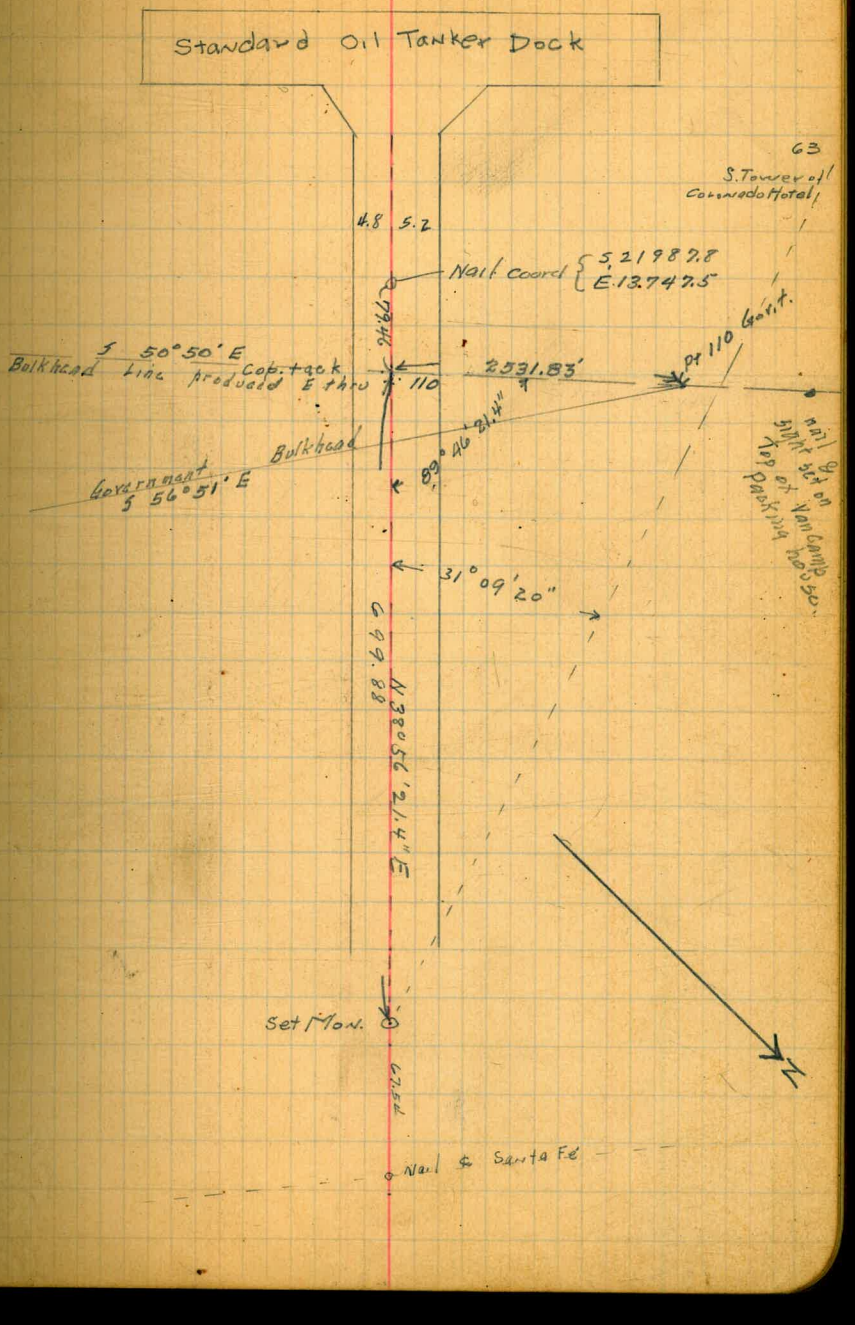
For Calculation to determine Bulkhead Line
See Figuring book in office

$\overline{\pi}$ = Mon

Δ = #63 To cof. tack.

31°	09'	30"	
31	09	20	
62	18	50	
31	09	20	
93	28	20	
31	09	10	
124	37	30	
31	09	15	
155	46	45	
31	09	15	
186	56	00	= 31° 09' 20"
186°	55'	60"	= 31° 09' 18"

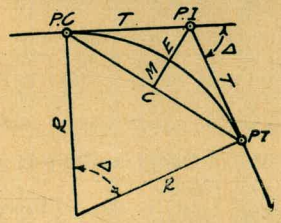
67



Point Loma Ferry Co., also Star & Crescent

Foot of Market Wharf
La Playa "
Roseville "

DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES



CURVE FORMULAS

Radius=R=$\frac{50}{\text{sin. } D/2}$ (1) Degree of Curve=D and sin. $\frac{D}{2}=\frac{50}{R}$ (2)

Tangent=T=R tan $\frac{\Delta}{2}$ (3) Length of Curve=L=$100\frac{\Delta}{D}$ (4)

Middle ordinate=M= R(1—cos. $\frac{\Delta}{2}$) (5) =R vers $\frac{\Delta}{2}$ (6)

External=E=T tan $\frac{\Delta}{4}$ (7) =R cos $\frac{\Delta}{2}$ (1-cos. $\frac{\Delta}{2}$) (8)=R exsec $\frac{\Delta}{2}$ (9)

Long Chord=C=2 R sin. $\frac{\Delta}{2}$ (10) Δ=Central Angle

EXPLANATION AND USE OF TABLES

Stations.—Given P. I.=Sta. 161 +60.35 to find Sta. of P. C. and P. T. Δ=62° 10′ D=8° 20′. From Table IV for 1° curve T=3454.1 and ÷8⅓=414.49 ft. From Table V correction=.36 or T=414.85 ft. P. C.=Sta. P.I.—T=157 +45.50. Also from (4) L=746.00 and P. T.=Sta. P. C. +L=164 +91.50.

Offsets.—Tangent offsets vary (approximately) directly with D and with square of the distance. Thus tangent offset for Sta. 158 on above curve is 2.16 ft. found as follows. From Table III tangent offset for 100 ft.=7.27 ft. Distance=158—Sta. P. C.=54.50, hence offset=7.27 $(54.50 \div 100)^2$=2.16 ft. Also square of any distance divided by twice the radius equals (approximately) the distance from tangent to curve. Thus $(54.50)^2 \div (2 \times 688.26)$=2.16 ft.

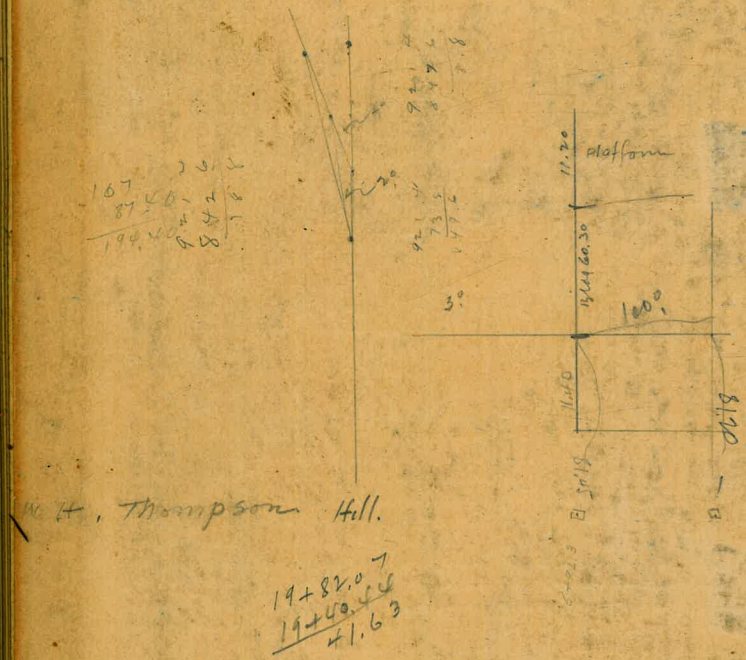
Deflections.—Deflection angle=½ D for 100 ft., ¼ D for 50 ft., etc. For c ft.=(in minutes) .3 x C x D° or=defl. for 1 ft. from Table III x C. For Sta. 158 of above curve=.3 x 54.5 x 8⅓=136.2′ or 2° 16.2′, or=2.50 x 54.5=136.2′ from Table III. For Sta. 159 deflection angle=2° 16.2′ +8° 20′ ÷2=6° 26.2′, etc.

Externals.—May be found in similar manner to tangents. Thus E for curve above is 91.37. For from Table IV for 1° curve E=960.6 for 8° 20′=960.6 ÷8⅓=91.27 and from Table V correction=.10 or E=91.37 ft. Or suppose Δ=32° and E is measured and found to be 42 ft. What is D? From Table IV E=230.9 and ÷42=5.5 or D=5° 30′.

Struidberg

1017 C. St. Nedan 3907

Mrs Helgesol



DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1½.
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.2	8.3	8.5	8.6	8.8	8.9	9.1	9.2	9.4	0
1	9.5	9.7	9.8	10.0	10.1	10.3	10.4	10.6	10.7	10.9	1
2	11.0	11.2	11.3	11.5	11.6	11.8	11.9	12.1	12.2	12.4	2
3	12.5	12.7	12.8	13.0	13.1	13.3	13.4	13.6	13.7	13.9	3
4	14.0	14.2	14.3	14.5	14.6	14.8	14.9	15.1	15.2	15.4	4
5	15.5	15.7	15.8	16.0	16.1	16.3	16.4	16.6	16.7	16.9	5
6	17.0	17.2	17.3	17.5	17.6	17.8	17.9	18.1	18.2	18.4	6
7	18.5	18.7	18.8	19.0	19.1	19.3	19.4	19.6	19.7	19.9	7
8	20.0	20.2	20.3	20.5	20.6	20.8	20.9	21.1	21.2	21.4	8
9	21.5	21.7	21.8	22.0	22.1	22.3	22.4	22.6	22.7	22.9	9
10	23.0	23.2	23.3	23.5	23.6	23.8	23.9	24.1	24.2	24.4	10
11	24.5	24.7	24.8	25.0	25.1	25.3	25.4	25.6	25.7	25.9	11
12	26.0	25.2	26.3	26.5	26.6	26.8	26.9	27.1	27.2	27.4	12
13	27.5	27.7	27.8	28.0	28.1	28.3	28.4	28.6	28.7	28.9	13
14	29.0	29.2	29.3	29.5	29.6	29.8	29.9	30.1	30.2	30.4	14
15	30.5	30.7	30.8	31.0	31.1	31.3	31.4	31.6	31.7	31.9	15
16	32.0	32.2	32.3	32.5	32.6	32.8	32.9	33.1	33.2	33.4	16
17	33.5	33.7	33.8	34.0	34.1	34.3	34.4	34.6	34.7	34.9	17
18	35.0	35.2	35.3	35.5	35.6	35.8	35.9	36.1	36.2	36.4	18
19	36.5	36.7	36.8	37.0	37.1	37.3	37.4	37.6	37.7	37.9	19
20	38.0	38.2	38.3	38.5	38.6	38.8	38.9	39.1	39.2	39.4	20
21	39.5	39.7	39.8	40.0	40.1	40.3	40.4	40.6	40.7	40.9	21
22	41.0	41.2	41.3	41.5	41.6	41.8	41.9	42.1	42.2	42.4	22
23	42.5	42.7	42.8	43.0	43.1	43.3	43.4	43.6	43.7	43.9	23
24	44.0	44.2	44.3	44.5	44.6	44.8	44.9	45.1	45.2	45.4	24
25	45.5	45.7	45.8	46.0	46.1	46.3	46.4	46.6	46.7	46.9	25
26	47.0	47.2	47.3	47.5	47.6	47.8	47.9	48.1	48.2	48.4	26
27	48.5	48.7	48.8	49.0	49.1	49.3	49.4	49.6	49.7	49.9	27
28	50.0	50.2	50.3	50.5	50.6	50.8	50.9	51.1	51.2	51.4	28
29	51.5	51.7	51.8	52.0	52.1	52.3	52.4	52.6	52.7	52.9	29
30	53.0	53.2	53.3	53.5	53.6	53.8	53.9	54.1	54.2	54.4	30
31	54.5	54.7	54.8	55.0	55.1	55.3	55.4	55.6	55.7	55.9	31
32	56.0	56.2	56.3	56.5	56.6	56.8	56.9	57.1	57.2	57.4	32
33	57.5	57.7	57.8	58.0	58.1	58.3	58.4	58.6	58.7	58.9	33
34	59.0	59.2	59.3	59.5	59.6	59.8	59.9	60.1	60.2	60.4	34
35	60.5	60.7	60.8	61.0	61.1	61.3	61.4	61.6	61.7	61.9	35
36	62.0	62.2	62.3	62.5	62.6	62.8	62.9	63.1	63.2	63.4	36
37	63.5	63.7	63.8	64.0	64.1	64.3	64.4	64.6	64.7	64.9	37
38	65.0	65.2	65.3	65.5	65.6	65.8	65.9	66.1	66.2	66.4	38
39	66.5	66.7	66.8	67.0	67.1	67.3	67.4	67.6	67.7	67.9	39
40	68.0	68.2	68.3	68.5	68.6	68.8	68.9	69.1	69.2	69.4	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 41.9. For same slopes but other widths of roadbed correct above figures by one-half difference in width of roadbed; thus in example above for 20 ft. roadbed distance will be 41.9 + (20—16) ÷ 2 or 2 ft. added to 41.9 = 43.9. For slopes of 1 on 1 see inside of front cover.