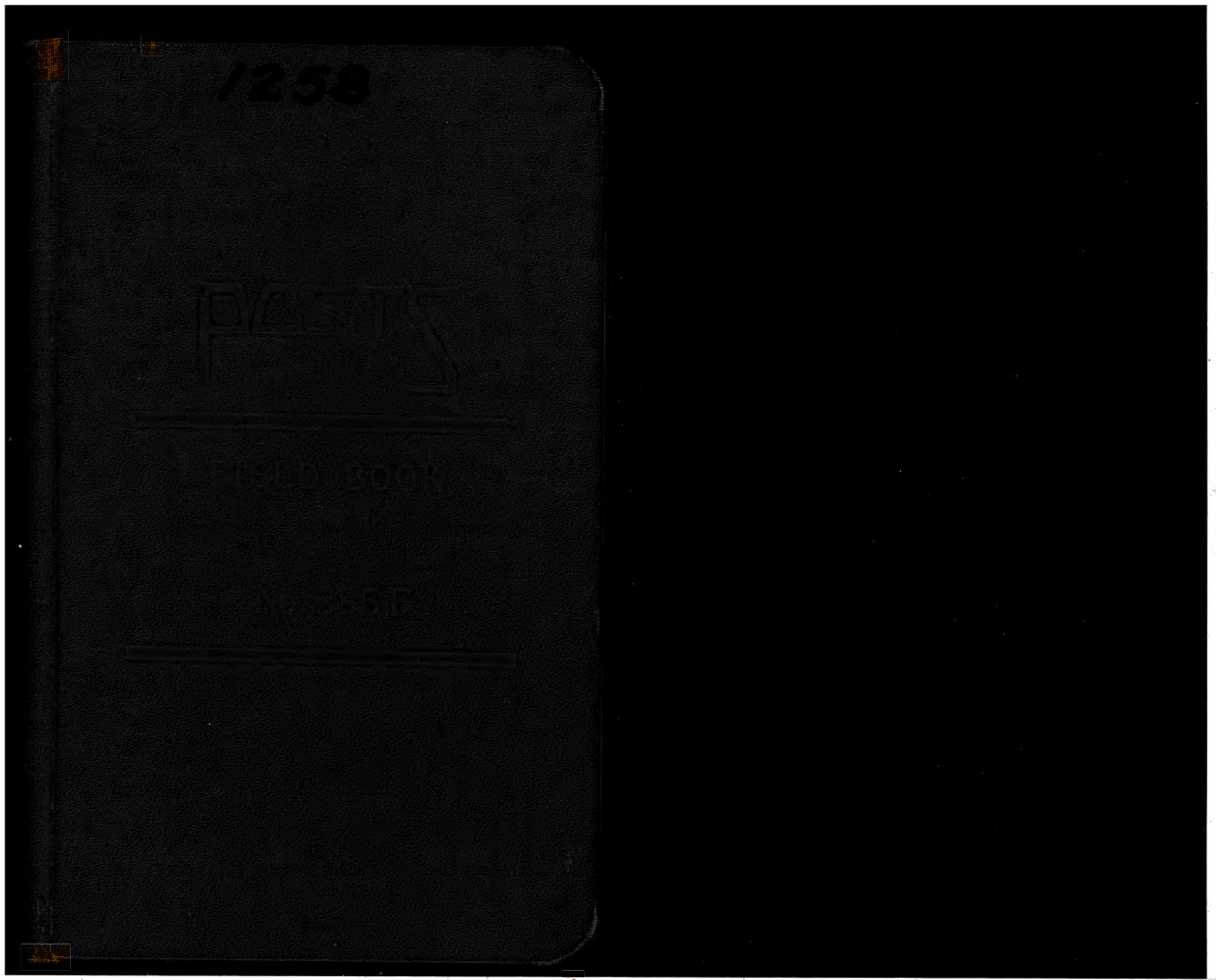
1258

Our Leather Bound Engineers Note Books are carried in the following rulings:

No. 380 LEVEL BOOK. Left and Right Hand Page the same as Left Hand Page of this Book.

No. 382 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 4 x 4 to the inch, Center Line Red.

No. 384 MINING TRANSIT BOOK. Left Hand Page as in this Book, Right Hand Page 8x8 to the inch, Center Line Red.

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THE FREDERICK POST CO.

ENGINEERING and DRAFTING SUPPLIES

IRVING PARK STATION

CHICAGO, ILL.

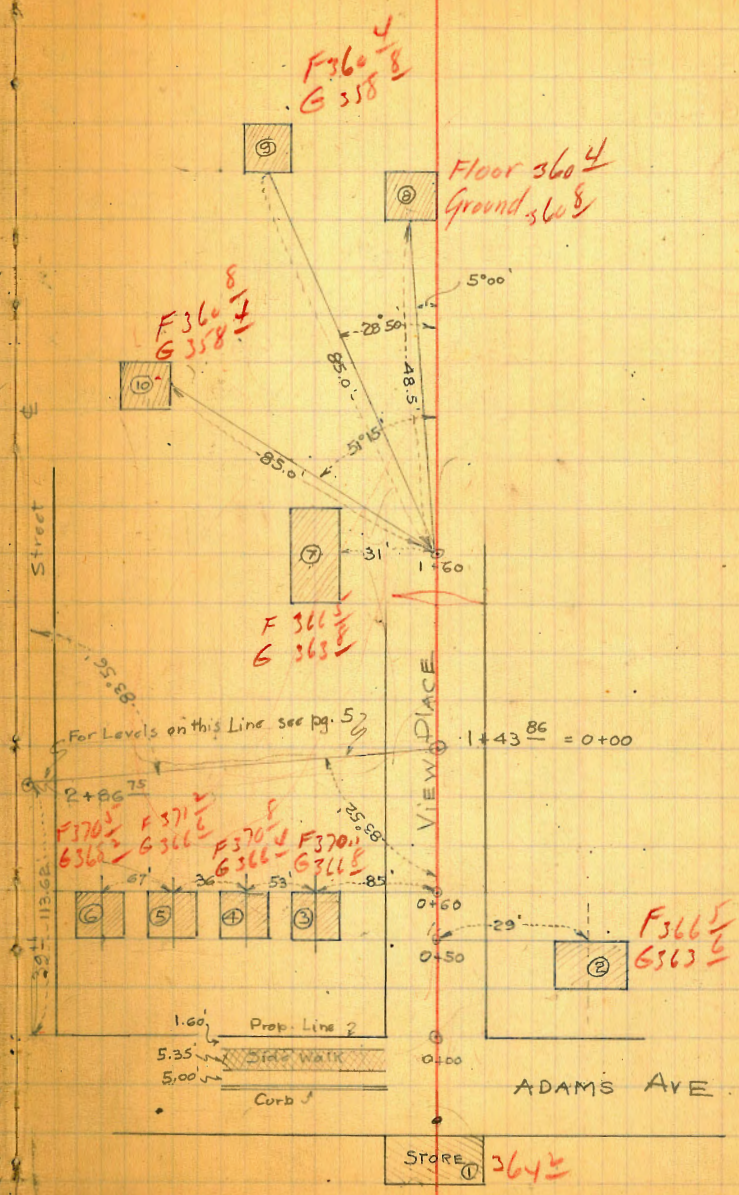
INDEX

Sewer Levels View Place & Vicinity

JAEGER, Bailey, Clarert } June 8th 1918

2

STA		+	H.I.	−	Elev.
BM.	S.E. B.P.	39th & Adams			370.87
		0.42	371.29		
①				7.17	364
0+00				7.44	363
0+50				6.26	365
+60				6.40	364.89
1+60				8.07	363
	T.P.			6.47	364.82
		6.70	371.52		
③	Floor Elev.			1.37	370
	Ground			4.65	366
④	Floor Elev.			0.71	370
	Ground			5.05	366
⑤	Floor Elev.			0.25	371
	Ground			4.93	366
					364.82
		2.82	367.64		
⑦	Floor Elev.			1.10	366
	Ground			3.80	363
⑧	Floor Elev.			5.67	361
	Ground			6.80	360.84
⑨	Floor Elev.			7.23	360
	Ground			8.80	358.84
⑩	Floor Elev.			6.77	360
	Ground			9.20	358



Sta		+	H.I.		Elev.	
				367.6		
(2)	Floor Elev.			1.10	3665 ✓	
	Ground			4.00	3636 ✓	
					364.82 ✓	
		10.09	374.91			
				374.9		
(6)	Floor El.			4.49	3705 ✓	
	Ground			6.65	3682 ✓	
				4.02	370.89 ✓	Check on B.M. SE. B.P. 39th & Adams 370.87

Sewer Levels ℄ Alleys Blks. 45 & 44 Normal Hts.
from W.L. 39th to E.L. Cherokee.

Sta.		+	H.I.	−	Elev.
BM. SE. B.P. 39th & Adams					370.87
		5.11	375.98		
				376.0	
Intersection ℄ Alley & ℄ 39				4.95	371.1 X
0+00	W.L. 39th			4.69	371.3 X
+50				3.60	372.4 X
1+00				2.80	373.2 X
+50				2.30	373.7 X
2+00				1.60	374.4 X
+50				1.80	374.2 X
+87.50	E.L. Mountain View Dr.			3.41	372.6 X
	T.P.			3.19	372.79 X
?		10.09	382.88		
				382.9	
3+27.20	Intersection ℄ Alley Bl. 45 & ℄ Mountain View Dr.			10.15	372.8 X
0+00	W.L. Mountain View Dr.			9.33	373.6 X
+50				7.80	375.1 X
1+00				7.20	375.7 X
+50				7.15	375.7 X
2+00				6.70	376.2 X
+50				5.95	377.0 X
3+00				4.90	378.0 X
+50				3.50	379.4 X
4+00				1.70	381.2 X
+50				0.15	382.7 X
	T.P.			0.60	382.28 X

STA		+	H.I.	−	Elev.
		8.02	390.30	390 3	
4+98 06	E.L.	Cherokee		4.52	385 8 ✗
Intersection ℄ Alley		& ℄ Cherokee		4.40	385 9 ✗

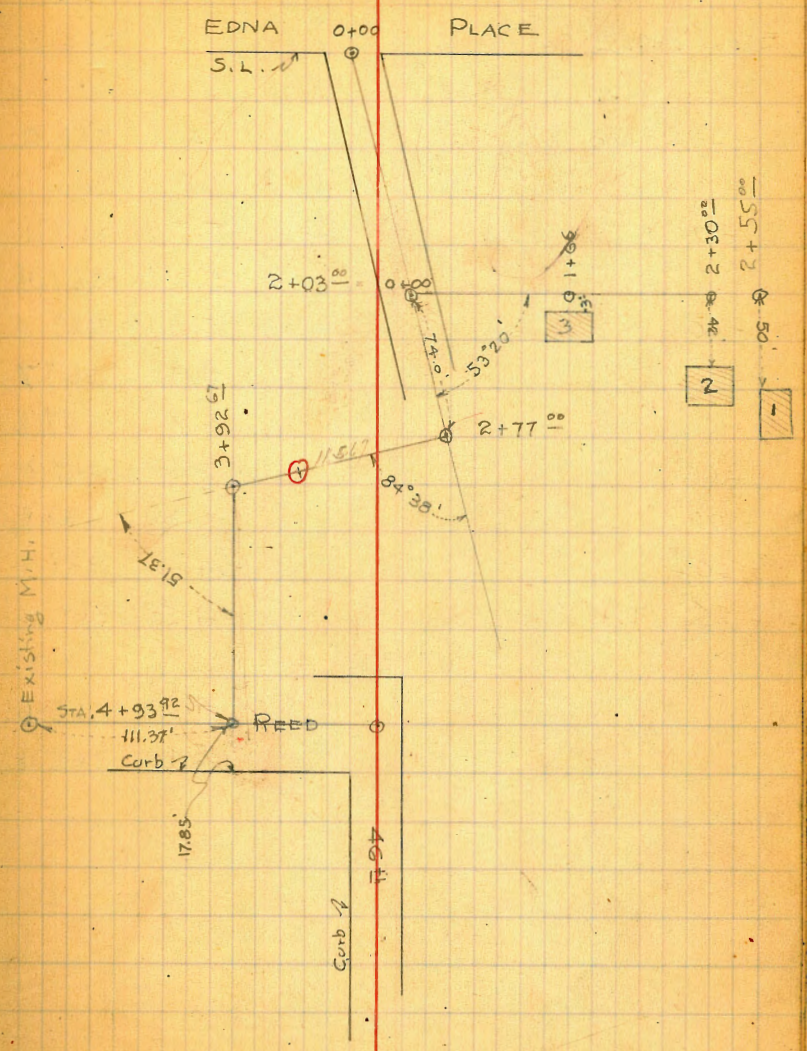
Levels from STA. 1+43 86 = 0+00 to 2+86 75
See Sketch Page 2

T.P. see Page 2					364.82
		2.54	367.36	367 ✓	
0+00 =	1+43 86			3.56	363 9 ✗
+50				2.50	364 2 ✗
1+00				5.50	361 9 ✗
+50				9.00	358 4 ✗
2+00				7.80	359 6 ✗
+23				6.90	360 5 ✗
+28				2.00	365 4 ✗
+63 60				1.45	366 0 ✗
2+86 75	℄ 39th St.			1.30	366 1 ✗

Ward. Road

Sewer Levels from S.L. Edna Pl. to Intersection of Reed Place & 46th Str.

STA		+	H.I.	−	Elev.
BM. SE. B.P. 39th & Adams					370.87
		4.00	374.87		
	T.P.			5.68	369.19
		1.22	370.41		
			370.41		
0+00				1.60	368.8
+50				2.70	367.7
1+00				3.20	367.2
+50				3.90	366.5
2+00				4.40	366.0
+50				5.20	365.2
2+77.00	Δ			6.10	364.3
3+00				6.00	364.4
+50				8.20	362.2
+60				10.20	360.2
+92.67	Δ			7.60	362.8
	T.P.			7.49	362.92
		4.87	367.79		
			367.79		
4+50				5.50	362.3
+93.92				3.60	364.2
Intersection Reed Place & 46th				3.85	363.9



Sewer Levels from Sta 2+03.00 (Ward Rd.) =
0+00 East to Sta 2+55.00

		+	H.I.	−	Elev.	
Elev. 3+92.67	See Page 6				362.80	
		9.80	372.60 ✓			
2+03.00	= 0+00			6.6	366.0	
	0+09			7.5	365.1	
	+17			5.5	367.1	
	+50			5.2	367.4	
	1+00			5.6	367.0	
	+50			4.9	367.7	
	+66			4.8	367.8	
	+66			3.6	369.0	Floor Level House #3
	2+00			4.80	367.8	
	+30.00			4.40	368.2	
	+55	T.P.		4.50	368.10 ✓	
		5.30	373.40			
				4.80	368.6	Ground Floor House #1
				5.30	368.1	" " " #2

JAEGER
Bailey
Clarot
June 30th 1928

7

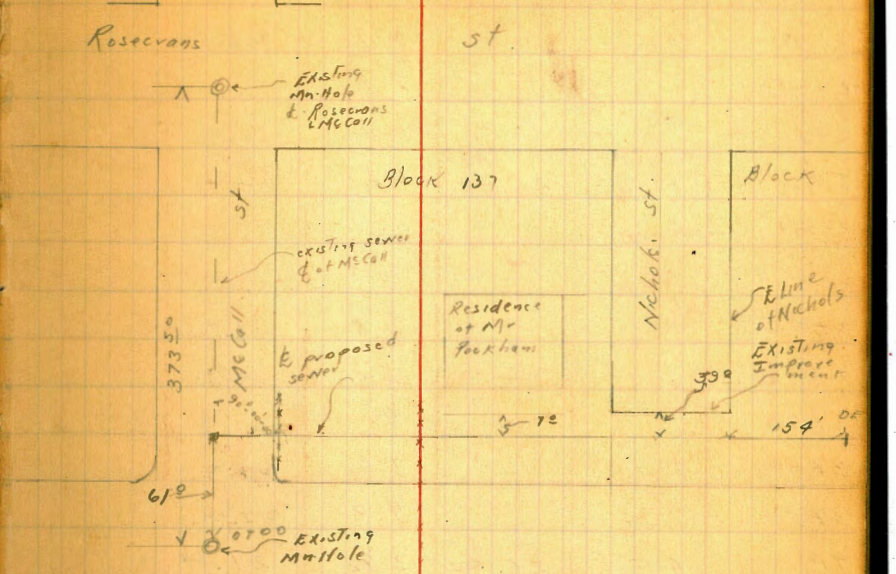
Bliss Dermit Jacobson Kiernan

7/8/18

Location of and Levels for Sewer across Blocks 137-153 La Playa

	+	↑	−	Elev
BM NW IBP Mc Call & Normandie	3.85	91.99		38.14
Flow Line of Existing Mn Hole & of Rosecrans & McCall			9.70	32.29
TP	2.02	37.07	6.94	35.05
TP	0.15	29.49	12.73	29.34
TP	0.37	12.85 ~~12.70~~	12.01	~~12.48~~ ~~12.83~~
Rim of Existing Mn Hole &		Mc Call	9.18	3.67
Flow Line " " "			14.90	−1.55
TP	8.9±	12.~~47~~ 59	9.18	3.~~52~~ 67
0+00 & Mn Hole			8.9±	3.67
0+24			8.18	4.41
0+61 Δ	90°-00'-00"		4.65	7.94
0+73.5 Gutter			5.50	7.09
0+73.5 Top of b			4.8±	7.77
0+78			3.8	8.77
0+86 & Line of Mc Call			4±	8.39
0+91 4° Crosses fence			4.5	8.09
1+00			5.3	7.29
1+25			6.1	6.59
1+35			5.5	7.09
1+50			2.9	9.69
1+55			1.7	10.89
1+62			0.2	12.4
1+66			0.1	12.5
1+68			2.5	10.1
1+70			3.8	8.8
2+00			3.2	9.4

Sketch of proposed Private Sewer Across Blocks 137-153 La Playa.



		↑ 59 12.~~94~~		
4+19			1.3	11.3
2+18			2.8	9.8
2+25			2.9	10.2
2+31			1.9	10.7
T.P.	13.23	25.~~38~~ 47	0.35	12.~~89~~ 29
2+37.5	crosses fence		12.1	13.40
2+38			10.3	15.2
2+46			6.8	18.7
2+50			5.8	19.7
2+70			4.2	21.3
3+00			3.8	21.7
3+50			9.3	21.2
TP	9.11	25.~~45~~ 60	3.98	21.~~39~~ 49
3+80			9.8	26.8
3+82			5.4	20.2
3+86	W line of Nichols		5.4	20.2
4+00			6.2	19.4
4+11	E Nichols		6.0	19.6
4+25			6.3	19.3
4+36	E line of Nichols		6.7	18.9
9+50			5.8	19.8
5+00			5.8	19.8
5+50			5.2	20.4
5+86			4.2	21.4
5+90.40	End of line		4.1	21.5
T.P.	11.70	36.~~75~~ 91	0.39	25.~~01~~ 21

T.P.	8.91	44.~~96~~ 45.11	0.~~1~~	36.~~55~~ 70
check on starting BM N.W. McCoy & Rosecrans			6.97	37.~~99~~ 38.14

Walker
Auplinger
Shafton 8-24-28

Cross Section California St.
From N.L. Juniper to N.L. Cholame

75' wide
12' cbs
12.75' 4s

5.12	22.12	17.00

N.L. Juniper = 0+00

Note: Exist. cb Face on Prop. Lines

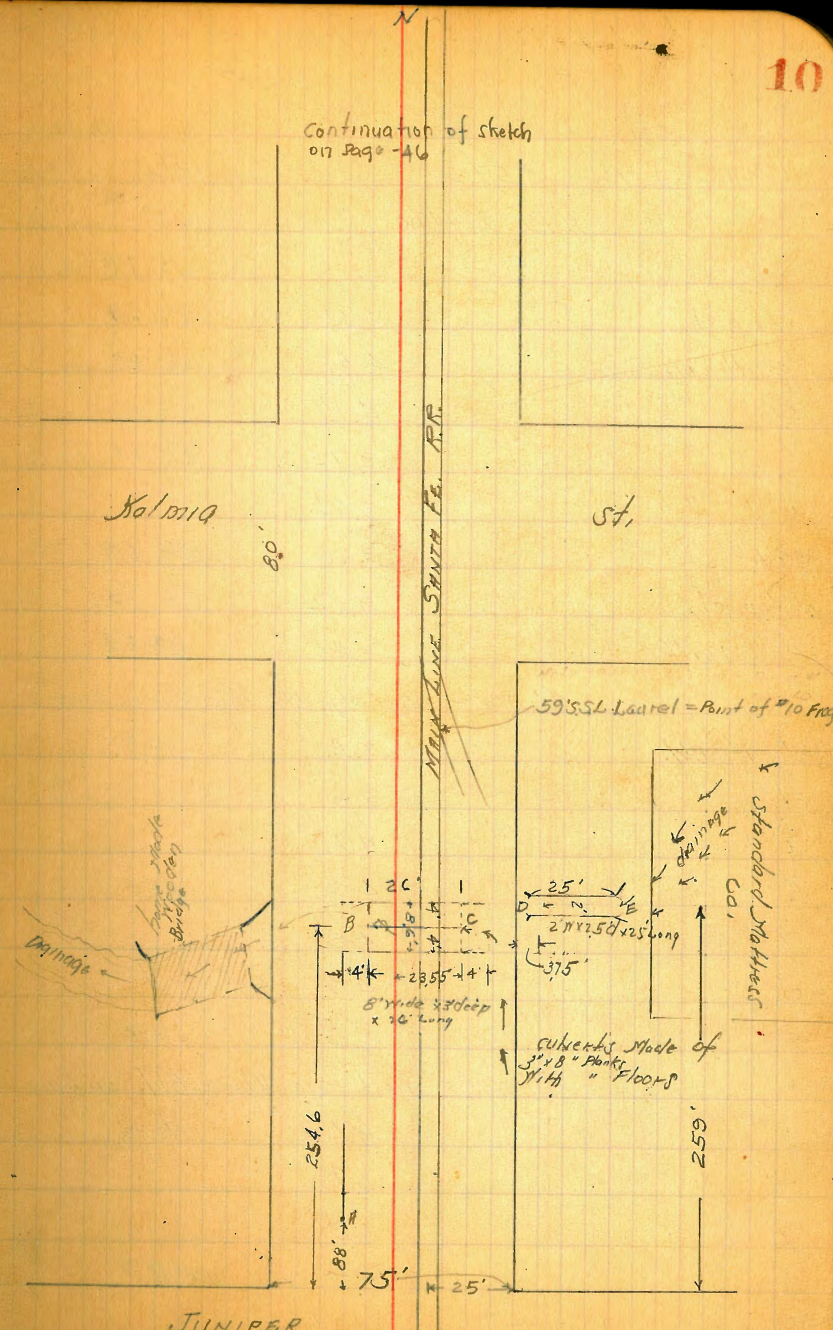
E = top cb.	5.90	16.22
E. Gut. on Paving	6.64	15.48
" 1/4 " "	6.23	15.89
E top Rail	6.00	16.12
W " "	6.00	16.12
℄ " Pav.	6.25	15.87
" 1/4 on Pav.	6.55	15.57
W Cb. " "	6.98	15.14
W Gut. on Pav.	7.75	14.37
" top Cb.	7.10	15.02
R =	4.00	18.12

0+32 = ℄ Doorway to Macaroni Factory (Con. Floor) 254' Back

0+50

-5	8.8	13.3
W.	8.8	13.3
cb.	8.1	14.0
1/4	8.6	
℄	8.5	13.6
+7	7.0	
West Rail	6.14	15.98
1/4	6.6	
E Rail	6.11	16.01
+6	6.6	
cb.	7.1	

Cont. on Page 46



Walker
Ruplinger
Shaw
Shea. 8-22-28

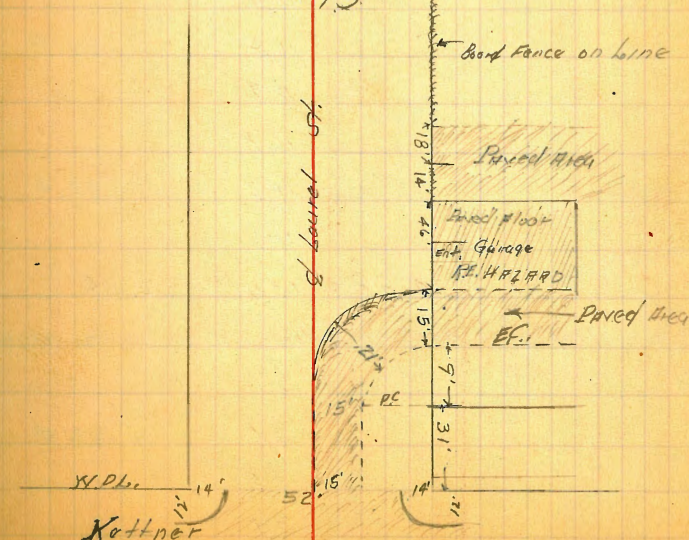
X. Section LAUREL st. 80' wide 14' cbs 13' 45
From W.L. Kettner Blvd. to E.L. California

S.E.B.P. Laurel & Kettner	2.78	35.75		32.97
	W.P.L. Kettner Blvd = 0+00			
S			3.56	32.19
S top cb.			4.11	31.64
S Gutter on Paving			4.50	31.25
¼ " " "			4.11	
℄ " " "			3.74	32.01
¼ " " "			3.66	
N Gut " " "			3.68	32.07
N top cb.			3.02	32.73
N " Walk			2.51	33.24
	6' West = East edge Bld. on North on Line			
N at Bld.			2.4	33.3
cb.			3.8	
¼			4.2	
℄			4.2	31.5
¼			4.3	
cb.			4.2	
S			3.5	32.2
	31' West = West edge Above Bld. on Line			
S			6.7	29.0
cb.			6.7	
¼			6.3	
℄			6.4	29.3
+2 on Paving (South edge)			6.25	

Plotted 9-11-28 - C.B.H.

35.75

¼ on Paving	6.55	
+5" " (North edge)	6.87	
cb.	7.0	
N at Bld.	6.3	29.4
40' W = E.C. Paving	See Sketch	
(N-10').on Paving	9.14	
N on Paving	8.41	27.34
cb " "	8.00	
¼ " "	7.21	
+11" " = S. edge	6.93	
℄	7.3	28.4
¼	7.1	
cb	7.5	
S	7.7	28.0
+5	7.5	



35.75

	55' West. = West edge	Paving	= on North Side East edge Bld. on line	
-5		9.2		
S		9.2	26.5	
cb.		9.4		
¼		9.2		
℄		8.9	26.8	
¼		8.6		
+3 on Paving		8.40		
cb " "		8.60		
N " "		8.80	26.95	
+10 " "		7.5		
	81' West = ℄ Above Bld.	Entrance only Paved	= ℄ Drive Way	
N on Paving		11.40	24.35	
cb		11.5		
¼		11.6		
℄		11.3	24.4	
¼		11.7		
cb.		11.8		
S		11.3	24.4	
+5		11.0		
T.P.	2.14	13.01	22.74	
	101' W. = West edge	Above Bld. on North	on Line	
-5		3.0		
S		3.1	21.8	
cb.		3.5		
¼		3.1		
℄		2.7	22.2	

24.88

LAUREL ST.
X. Section

12

¼	2.8	
cb.	3.0	
N at Bld.	1.7	23.2
115 W. = East edge Paving on N on Line		
-10	4.60	
N	4.60	20.3
cb	4.0	
¼	4.2	
℄	4.2	20.7
¼	4.3	
cb.	4.5	
S	4.5	20.4
+10	4.2	
133' W. = West edge Paving on North		
-5	5.2	
S	5.2	19.7
cb.	5.4	
¼	5.3	
℄	5.2	19.7
¼	5.1	
cb.	5.3	
N on Paving	5.05	19.83
+10 " "	5.0	
175' W.		
-10	6.4	
N	6.4	18.5

2488 LAUREL St.
X. Section

Duplicate (13)

cb.	6.7	
¼	6.8	
℄	7.1	17.8
¼	7.4	
cb.	7.3	
S	8.2	16.7
+10	8.5	
	200' West = E.L. California St.	
-10'	9.5	
S	9.3	15.6
cb.	9.1	
¼	9.0	
℄	7.4	17.5
¼	7.2	
cb.	7.1	
N	7.1	17.8
+10	7.2	
	7.88	17.00

T.P. on 3 Nails in Blk NW. California & Laurel

Cont. in Book 1272-63

Walker / Applinger / Shaw / Sha 8-27-28

Cross Section Maple St. 80' Wide

From W.L. Kettner to E.L. Cal. 14' cbs 13' 4S

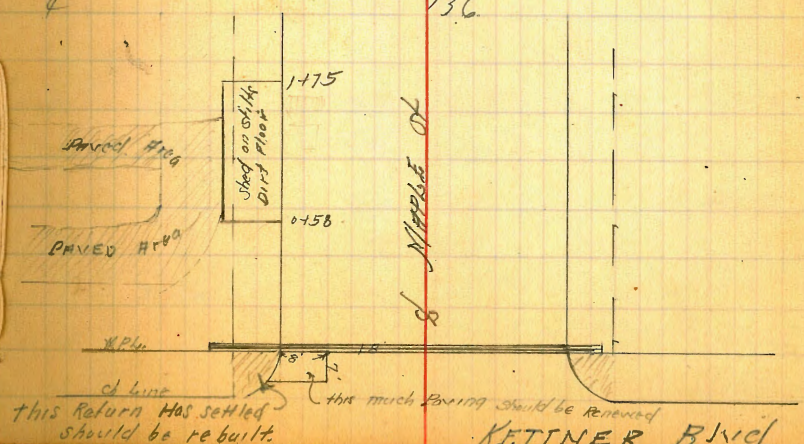
BM. N.E. top Hyd't. Maple & Kettner	2.6.2	44.73 ~~44.14~~		42.11 OK. ~~41.52~~ = This is wrong Fire Hyd't moved	
W.L. Kettner Blvd = 0+00					
N			5.9	38.8	
N top cb.			6.60	38.13	✓
" Gutter on Pav.			7.20		
1/4 " "			7.00		
℄ " "			7.13	37.60	
+5 " "			7.34		
1/4			10.5		
+4			8.0		
S Gutter on Grating			9.00		
S top cb.			8.05	35.68	✓
S			8.00		
+5			8.2		
0.5' W = ℄ 10" Con Wall Parallel With Kettner					
-5			9.2		
S			9.0		
+9 = beginning Con. Wall			8.10	36.63	
cb.			8.05		
1/4			7.30		
℄			6.64	38.09	
1/4			6.32		
cb.			6.10		
+5 = End of Wall			6.05	37.68	
N			6.0		

Plotted 9728 GBH

~~44.14~~ 44.73

1.5' W. = Section Base of Con. Ret. Wall

N	6.7	38.5
+9	8.0	
cb.	8.5	
1/4	8.8	
℄	9.0	35.7
+10	9.9	
1/4	13.2	
cb.	15.7	
+5	12.5	
S	8.9	35.8
+5	9.0	
4' W.		
-10	12.2	
S	12.2	32.5
+11	13.4	
cb.	15.5	
1/4	13.6	



MAPLE ST.
X. Section

¼+3		10.3		
℄		9.2	35.5	
¼		8.6		
cb.		8.2		
N		7.4	37.3	
T.P.	(minus Ref) -0.30	31.71 ~~31.42~~	12.72	32.01 ~~31.42~~
	10' N			
-15			0.1	
N			2.2	29.5
cb.			2.3	
¼			1.6	
℄			2.1	29.6
¼			2.2	
+8			4.0	
cb.			6.3	
+4			3.0	
S			4.1	27.6
+15			3.6	
	14' N			
-15			8.4	
S			7.7	24.0
cb.			6.8	
¼			5.0	
℄			5.3	26.4
¼			4.2	
cb.			3.6	

3+42
31.71

N		3.1	28.6
+15		1.7	
	21' N		
-25'		9.6	
N		9.6	22.1
cb.		9.4	
¼		9.4	
℄		9.2	22.5
¼		8.4	
cb.		8.8	
S		9.4	22.3
+25		9.4	
	0+58 = East edge Garage Shed on South 14' inst		Shed is on stilts
-20' on Paving		10.37	
-1' " " N. edge		10.01	
S		10.0	21.7
cb.		10.0	
¼		9.4	
℄		9.6	22.1
¼		9.9	
cb.		10.0	
N		10.0	21.7
+20		10.0	
	1+00 ⊙		
-15		11.1	
N		11.0	20.7

3+12
31.71

MAPLE St.
X. Section

cb.			11.2	
¼			11.2	
℄			11.0	20.7
¼			11.0	
cb.			11.0	
S			11.0	20.7
+15			11.3	
		23.14		19.97
T.P.	3.17	~~22.55~~	11.74	~~19.38~~

Note: bet. 0+58 & 1+75 there is 1,000' of 10" Cast Iron Pipe in St. bet N & South cb.
Also 6,000 12" Iron Pipe (cast)

1+50

-10			3.5	
N			3.5	19.6
cb.			3.6	
¼			3.4	
cb.			3.5	19.6
¼			3.5	
cb.			3.6	
S			3.7	19.4
+10			3.7	

1+75 = West edge Garage Shed on S 14' in St.

-10			4.8	
S			4.7	18.4
cb.			4.3	
¼			4.1	
℄			4.2	18.9

~~22.55~~
23.14

¼	4.4	
cb.	4.5	
N	4.2	18.9
+10	4.3	

1+94 = E Rail of Santa Fe siding Rt∆ to Maple

N on top of Rail	4.33	18.81
S " " "	4.70	18.44

1+98.72 = West Rail

S	4.70	18.44
N	4.33	18.81

2+00

N	4.8	18.3
cb.	4.8	
¼	4.9	
℄	4.9	18.2
¼	5.0	
cb.	5.1	
S	5.2	17.9

Cal. + MAPLE

T.P. 3 Nails in SW Pole	4.58	18.56 see Page 61 ~~17.97~~

Walker Ruplinger Shand Shell

Cross Section NUTMEG St. 80' wide
Bet. Kellner Blvd. & California St. 14' C&S 13' ½ S

N.E. top Hydt.		48.01		42.11	
Maple + Kellner	5.90	47.42		~~41.52~~	=this Wrong Hydt. moved
		W.L. Kellner Blvd = 0+00			
S			3.32		
S top cb.			3.94	44.07	
S Gutter on Easing			4.57	43.49	
		XXXX			
¼	"	"	3.56		
℄	"	"	2.92	45.09	
¼	"	"	2.63		
N	"	"	2.73		
N. top cb.			2.14	45.87	
N " Walk			1.58	46.43	
		0+05			
N			1.9	46.1	
cb.			2.6		
¼			2.9		
℄			3.2	44.8	
¼			3.5		
cb.			4.5		
+5			5.2		
S			6.3	41.8	
+5			6.2		
		0+15			
-20			14.8		
S			13.9	34.1	

Plotted 9-7-29 - C.B.H.

47.42
48.01

cb.	5.9	
¼	5.3	
℄	4.8	43.2
¼	4.9	
cb.	3.9	
N.	4.6	43.4
+10	9.1	
+20	9.5	
	0+25	
-20	12.1	
-10	12.1	
N	10.3	37.7
+12	10.0	
cb.	8.0	
¼	8.2	
~~cb.~~	8.6	39.4
½	9.7	
cb.	13.7	
+7	14.8	
S	17.8	30.2
+25	19.9	

0+53 = End culvert 10' S.H.P.L.
0+53 = ℄ Con. Steps on North 20' back of Line

(Steps to office Acme Tile Co.)

-25	22.2	
S	20.4	27.6
cb.	18.4	
¼	16.8	

		~~47.42~~ +8.01	Rods	Ground Elev.
	+	−		
℄			14.4	33.6
¼			12.4	
cb.			12.6	
+40 on	14" Corrug. Iron pipe Flow Line		16.0	
+8			13.9	
N			14.7	33.3
+20			13.2	
+20 on top	Bottom step		12.13	35.88
+25 "	" Con. Step		11.00	
TP		~~36.19~~ ~~35.60~~	12.96	~~35.05~~ ~~34.46~~
Note: Dirt Drive Way on South				Machine Shop
Bet 0+53 + 0+70	0+70 = East edge Bld. on South			
25			2.8	
N			4.2	32.0
+8			5.2	
cb.			3.8	
¼			3.9	
℄			5.6	30.6
¼			7.4	
cb.			8.3	
S at	Base of Bld.		9.0	27.2
+20			10.4	
0+91 = ℄	Wooden Floor (8' doorway) Door to Machine shop		8.55	27.54
0+95				
S. at	Bld.		10.8	25.4
cb.			10.0	
¼			9.0	

Nutmeg St.
X. Section

17

	~~35.60~~ 36.19	
℄	8.3	27.9
¼	7.3	
cb.	7.1	
N	6.6	29.6
+15	6.0	
1+07 = West edge of Machine Shop on South		
−15	6.4	
N	7.3	28.9
cb.	8.1	
¼	9.0	
℄	10.0	26.2
¼	10.6	
cb.	11.3	
S at	Bld. 12.0	24.2
1+21 = East edge South Foundry	13.1 at Bld.	
1+35 = " " Acme Tile Co.'s	Bld. on North on Line	
S = Base Foundry Bld.	14.3	21.9
cb.	13.4	
¼	12.5	
℄	12.2	24.0
¼	10.3	
cb.	9.7	
N at	Bld. 9.0	27.2
+15	8.8	
1+41 = ℄	on South on Line Doorway to Foundry 13.8	22.4
1+68		

Nutmeg St.
X. Section

N of Bld.			9.2	27.0
+ 8			12.6	
Cb.			13.5	
¼			14.4	
℄			14.5	21.7
¼			14.6	
Cb			15.2	
S = at Base Foundry Bld.		26.46	15.6	20.6
TP	2.05	~~25.87~~	11.78	~~23.82~~ 24.41

Note: bet. Sta. 1+00 + 2+00 there is in the St. the Following Articles
2 - Galv. Iron tanks 10' 8 high
3 - Wooden Platforms 4' X 8' X 8' sq.
Also several Piles of Forms for Foundry Work

1+75 = West edge Foundry on South. And West edge Acme Bldg. on North

S - Base of Foundry Bld.			6.6	19.9
Cb.			6.1	
¼			5.6	
℄			5.7	20.8
¼			5.4	
Cb			4.4	
N			1.2	25.3
	1+90			
-10			5.2	
N			5.5	21.0
Cb.			6.0	
¼			6.3	
℄			6.2	20.3

~~25.87~~ 26.41

½		6.3	
Cb.		6.5	
S		7.3	19.2
2+00 = E.L. CALIFORNIA ST.			
S		8.1	18.4
Cb.		7.3	
¼		6.2	
℄		5.8	20.7
¼		5.6	
Cb.		5.7	
N		5.4	21.1
Nutmeg & Calif.			
T.P. 3 nails in N.E. Tel. Pole		4.20	~~24.26~~ 24.67

See Page 66 For cht.

N		5.2	
Cb.		5.5	
¼		5.5	
℄		5.6	
¼		5.9	
Cb.		6.5	
		6.8	

Note: for X. Section West Calif St see Book 1272-68

Walker 8-23-28

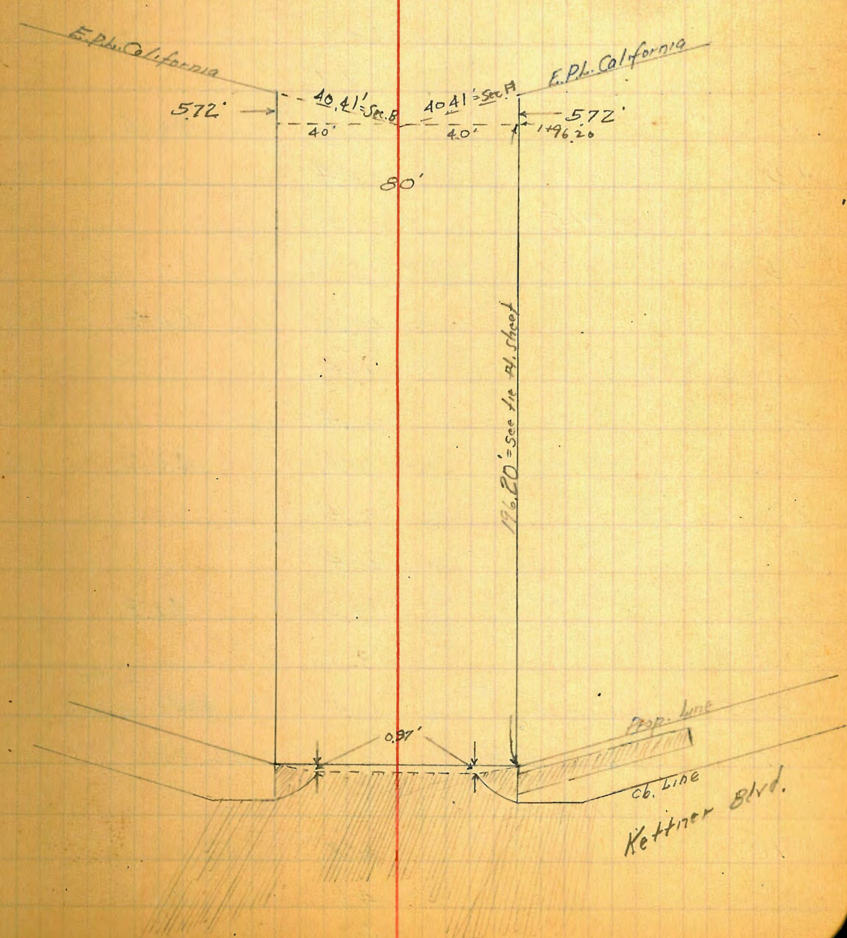
Cross Section Olive st 80' Wide
Bet Kettner Blvd. & Col. St. 14' cbs 13' 48

B.M. N.W. B.P. Olive & Kettner Top Wall	0.62	54.33		53.71
N.L. Kettner Blvd = 0+00				
N top Walk			1.04	53.29
" " cb.			1.54	52.82
" Gut. on Paving			2.11	
" 1/4 " "			2.02	
℄ " "			2.16	52.17
1/4 " "			2.61	
S Gut " "			3.40	
S top cb.			2.98	51.35
S " Walk			2.60	51.73
0+05				
S			3.00	51.3
cb.			3.0	
1/4			3.2	
℄			2.7	51.6
1/4			2.7	
cb.			2.9	
N			3.5	50.8
+5			3.5	
0+25				
S			5.5	
N			5.5	48.8
cb.			4.8	
1/4			5.0	

Plotted 9-7-28 CBH

54.33

℄	4.8	49.5	
1/4	5.1		
cb.	5.2		
S	6.3	48.0	
+10	7.8		
0+42 = ℄ Euc. Tree on S 1' Back ✓	8.7		12" dia.



5433

	0+50 = ℄ Euc Tree on S 5" dia. on Line		
-10		10.7	
S = at tree		9.6	44.7
+4		8.2	
cb.		8.3	
¼		8.4	
℄		8.1	46.2
¼		8.0	
cb.		7.7	
N		7.8	46.5
+5		7.4	
	0+75		
-5		10.0	
N		10.0	44.3
cb.		10.4	
¼		10.4	
℄		10.6	43.7
¼		10.5	
cb.		11.4	
S		13.0	41.3
+10		13.8	
			2' Wide
0+85 = ℄ Con. Walk on North		10.40	✓ 43.93 2' Back.
T.P.	2.19 44.31	12.21	42.12
	1+00		
-10		6.8	
S		4.7	39.6
cb.		4.0	

4431 Olive St.
X. Section

20

¼		3.6	
℄		3.0	41.3
¼		2.8	
cb.		2.7	
N		1.6	42.7
	1+25		
N		3.8	40.5
cb.		4.0	
¼		4.6	
℄		5.2	39.1
¼		5.5	
cb.		6.5	
S		7.9	36.4
+10		8.3	
			2' Back.
1+41 = ℄ Garage on N dirt Floor		4.8 ✓	39.5 8' Wide
	1+50		
-10		10.0	
S		8.9	35.4
cb.		8.2	
¼		7.4	
℄		6.7	37.6
¼		6.8	
cb.		6.5	
N		5.7	38.6
	1+75		
N		7.8	36.5

cont. on Page 26

Walker
Ruplinger
Shaw
Shaw 8-22-28

Cross Section Palm St 80' wide. 14' cbs 13' 4s
Bet. Kettner Blvd & Col. St

N.Y.V. B.P.					
Olive & Kettner	8.68	62.39		53.71	
	W.L. Kettner Blvd = 0+00				Note: dist. Bet. cbs on W.L. Kettner = 51.4' X-Section for 52' Rd. way
S on Walk			5.73	56.66	
S top cb.			6.06	56.33	
S Gut. on Paving			6.75	55.64	
S 1/4 " "			6.23	56.16	
℄ " "			5.97	56.42	
N 1/4 " "			5.95	56.44	
N Gut " "			6.25	56.14	
N top cb			5.52	56.87	
N " Walk			5.14	57.25	
0+01					
N			3.3	59.1	
cb.			2.9	59.5	
+1			3.7	58.7	
1/4			4.4	58.0	
℄			4.4	58.0	
+10			3.9	58.5	
1/4			5.7	56.7	
cb.			6.1	56.3	
+2			3.4	59.0	
S			2.8	59.6	
0+25					
S			5.3	57.1	
cb.			5.3	57.1	

Plotted 9-7-28 GBH

21

	62.39			
1/4		5.4		57.0
℄		4.8		57.6
1/4		4.6		57.8
cb.		4.7		57.7
N		4.6		57.8
0+50				
N		7.9		54.5
cb.		7.4		55.0
1/4		7.2		55.2
℄		7.4		55.0
1/4		8.3		54.1
cb.		8.0		54.4
S		8.6		53.8
+5		9.0		53.4
TP 407	53.78	12.68	49.71	
0+77				
-5		3.0		50.8
S		2.7		51.1
cb.		2.4		51.4
+3		1.3		52.5
1/4		1.1		52.7
℄		1.5		52.3
1/4		1.5		52.3
cb.		1.6		52.2
N		1.8		52.0
+5		1.8		52.0

5378

1+95

N	4.0	49.8
cb.	4.0	49.8
¼	4.4	49.4
℄	4.6	49.2
¼	4.8	49.0
cb.	5.2	48.6
S	5.4	48.4
+5	5.5	48.3
1+04 = ℄ Pepper tree on N 8 in ℄	4.4	10" dia.
1+14 = " " " " " " "	5.3	6" "
+22 = " " " " " " "	6.9	5" "
+32 = " " " " " " "	7.8	6" "
+39 = " " " " " " "	8.6	6" "
1+47 = " " " " " " "	9.2	6" "
+52 = " " " " " " "	10.1	4" "
1+52 = " " " " on line	10.4	5" "

1+15

-5	8.0	45.8
S	7.8	46.0
cb.	8.0	45.8
¼	7.0	46.8
℄	6.7	47.1
½	6.1	47.7
cb.	5.6	48.2
N	5.4	48.4

5378

22

1+50

N.	10.1	43.7
cb.	11.1	42.7
¼	11.0	42.8
℄	11.1	42.7
¼	10.9	42.9
cb.	11.2	42.6
S	11.8	42.0
+5	12.0	41.8
T.P. 1.23	42.79	1222 41.56

1+86

S	4.3	37.5
cb.	4.0	38.8
¼	3.9	38.9
℄	4.0	38.8
¼	3.6	37.8
cb.	3.2	39.6
N	2.8	40.0

1+92

N	5.2	37.6
cb.	5.5	36.3
¼	5.5	36.3
℄	5.6	37.2
¼	5.9	36.9
cb.	6.5	36.3
S	6.8	36.0

42.79

1+97

S		5.2	37.6
cb		4.9	37.9
¼		4.6	38.2
℄		4.5	38.3
¼		4.1	38.7
cb.		3.4	39.4
N		3.3	39.5
	2+00 = E.L. CALIFORNIA		
N		3.9	38.9
cb.		4.0	38.8
¼		4.7	38.1
℄ on con Monument		5.16	37.63 For Ckk. See Page 75
¼		5.0	37.8
cb.		5.5	37.3
S		5.7	37.1

Note: Cross Sections Cont. Book 1272 -70

Walker
Ruplinger
Geo Shaw
8-23-28

Cross Section Quince 80' Wide
Bet Kettner & Cal. st.
14' cbs
13 ¼ S

M.L. Kettner = 0+00

NE top Hydt, Quince & Kettner	0.74	62.49		61.75	
N on top Walk			3.81	58.68	
N " " cb.			4.03	58.46	
N Gut. on Pav.			4.58	57.91	
" ¼ " "			4.07		
℄ " "			3.93	58.56	
S ¼ " "			4.13		
S Gut " "			4.56	57.93	
S top cb.			4.01	58.48	
S " Walk			3.73	58.76	
0+11 = ℄ Pepper tree on S 12'10 st.			5.1		10" dia
+23 = " " " " " " "			6.1		6" "
+36 = " " " " " " "			6.9		8" "
+47 = " " " " " " "			7.5		
0+50					
S			8.2	54.3	
cb.			8.0		
¼			8.0		
℄			7.9	54.6	
¼			7.9		
cb.			8.1		
N			7.1	55.4	
0+86					
N			11.6	50.9	

Plotted-9-7-28-CBH.

		62.49			
cb.			11.8		
¼			11.5		
℄			11.8		50.7
¼			12.2		
cb			12.2		
S			12.4		50.1
0+91 = ℄ Garage on South dirt floor ✓		R =	12.4		50.1 10' Wide
0+94 = " " " N " " ✓			12.3		50.2 10' Wide
1+01					
S			13.2		49.3
cb.			13.4		
¼			14.1		
℄			14.0		48.5
¼			14.0		
cb.			14.3		
N			14.4		48.1
T.P.	0.83	50.94	12.38	50.11	
1+34					
N			5.0		45.5
cb.			4.9		
¼			5.1		
℄			5.5		45.4
¼			5.4		
cb.			5.2		
S			5.2		45.7
1+70 = ℄ Garage on S dirt Floor ✓			9.9		41.0

5094			
	1+74		
S		10.0	40.9
cb.		10.2	
1/4		10.5	
℄		11.0	39.9
1/4		10.7	
cb.		10.9	
N		10.9	40.0
	1+82	~~11.7~~	
N		11.7	39.2
cb.		11.3	
1/4		11.5	
℄		11.6	39.3
1/4		11.5	
cb.		12.1	
S		12.0	38.9
	1+88		
S		11.5	39.4
cb.		11.7	
1/4		12.1	
℄		11.7	39.2
1/4		12.3	
cb.		12.3	
N		12.6	38.3
	2+00 = E.L. CALIFORNIA		
N		15.3	35.6

5094

Quince St.
X. Section

cb.	14.2	
1/4	14.4	
℄ on Con. Mon. N.L. Calif. + ℄ Quince	14.64	36.30
1/4	14.6	
cb.	14.1	
S	14.4	36.5

For chk. see Book 1272-3

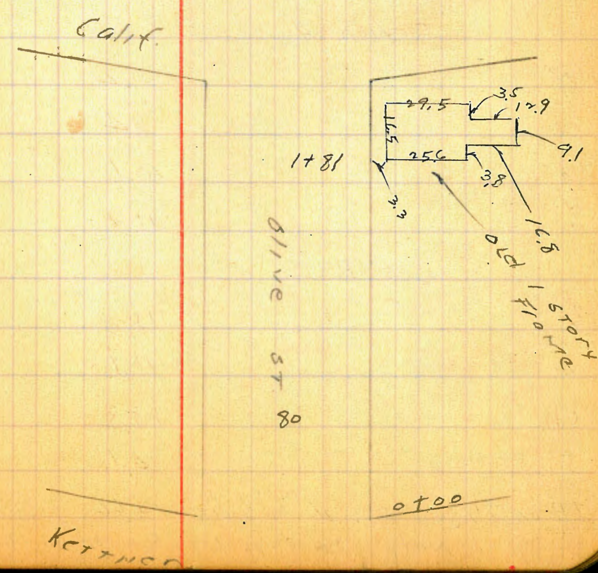
Note: For X. Sections West of Calif. st. See Book 1272-73

Moore — Location & Levels on house
8-6-41 — NE Cor Olive + Calif.

Con. Mon. 11.81 40.83 — 29.0" Olive Calif.

1+81 N.L. ground 4.6

Floor elev. 1.27



	1475	4431	Olive St. X Section Cont. from Page 20	
cb.			7.8	
¼			8.6	
℄			8.6	35.7
¼			9.3	
cb.			9.8	
S			10.6	33.7
+10			11.7	
	1+96.20	See sketch	P-19	
S			13.4	30.9
cb.			12.6	
¼			11.8	
℄			11.0	33.3
¼			9.6	
cb.			9.0	
N			8.7	35.6
	Section A			
N			10.2	34.1
cb			9.4	
¼			10.1	
℄			11.0	33.3
	Sec B			
℄			11.0	33.3
¼			11.9	
cb.			13.3	
S			14.1	30.2
T.P. on ℄ Mon. 25' W. Cal. and on ℄ Olive			13.66	30.65

Note see Page 69 for chk. on this Mon.

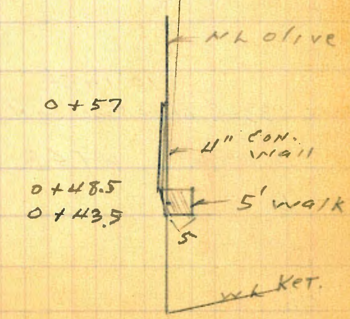
Moore Add. Levels on Olive bet. Kettner & Calif.

8-4-41

NWBP Top wall	2.24	55.95		53.71	Olive Kettner
0+43.5	Top walk		8.36	47.59	North on line
0+48.5	" walk & wall		8.45	47.50	N +0.5
0+57	" wall		8.45	47.50	N +0.7
0+85	" 2' cem walk		12.02	43.93	N -2
T.P.	1.19	44.36	12.78	43.17	
1+20 ℄	4' cem walk		3.23	41.13	N -1.5
1+41 ℄	Sin. gar. dirt floor		4.8	39.56	N -8.3
T.P.	2.15	38.14	8.37	35.99	
on Mon	℄ Olive 25' W. of E.L. Calif.		9.12	29.02	30.65
T.P.	11.22	47.21	2.15	35.99	
T.P.	10.39	56.52	1.08	46.13	
Orig. B.M.			2.81	53.71	

See P. 25 for house Elev.

Mon. has been lowered to 29.02



Walker
Ruplinger
Shaw
Shoa 8-23-28

Cross Section REDWOOD St. 80' wide
Bet. Kettner Blvd. + Cal. St. 14' cbs 13' 4s

Plotted 9-7-28-C.B.H.

0.42	62.17		61.75	
W.L. Kettner = 0+00				
S top Walk		4.46	57.71	
" " cb		5.00	57.17	
" Gut. on Paving		5.73		
" 1/4 " "		5.40		
℄ " "		5.31	56.86	
N 1/4 " "		5.52		
" Gut " "		5.92		
" top cb.		5.25	56.92	
" " Walk		4.68	57.49	
0+22				
N		6.40	55.8	
cb.		6.6		
1/4		6.6		
℄		6.3	55.9	
1/4		6.3		
cb.		5.8		
S	10' in st.	5.7	56.5	
0+33 = 1' olive Tree on N ✓		7.3	54.9	10" in dia
0+48				
-5		8.3		
S		8.2	54.0	
cb.		8.2		
1/4		7.6		

		62.17		
℄		8.0		54.2
1/4		8.4		
cb.		8.9		
N		9.5		52.7
+5		10.0		
	0+85			
-5		13.0		
N		13.1		49.1
cb		13.0		
1/4		11.6		
℄		11.0		51.2
1/4		11.4		
cb		12.5		
S		12.1		50.1
+5		12.0		
T.P. 0.83	50.46	12.54	49.63	
	1+20			
S-5		4.0		
S		4.0		46.5
cb.		2.7		
1/4		2.5		
℄		2.7		47.8
1/4		3.5		
cb.		4.8		
+4 at olive tree 8" dia. ✓		4.5		46.0
N		5.2		45.3

1+27 = ℄ olive tree on N 10' inst	6.4 ✓	44.1	8" dia.
+47 = " " " " " " "	8.6 ✓	41.9	" "
+67 = " " " " " " "	10.7 ✓	39.8	" "
1+30			
N	6.0	44.5	
cb.	6.0		
¼	5.8		
℄	5.4	45.1	
¼	4.5		
cb.	4.8		
S	5.0	45.5	
+10	5.4		
1+45			
S	7.3	43.2	
cb.	7.2		
¼	7.5		
℄	7.7	42.8	
¼	8.1		
cb.	8.0		
N	8.0	42.5	
1+78			
N	10.9	39.6	
cb.	10.6		
¼	10.8		
℄	11.0	39.5	
¼	10.8		

cb.	10.8	
S	11.1	39.4
1+86		
S	12.4	38.1
cb.	12.3	
¼	12.3	
℄	12.1	38.4
¼	12.2	
cb.	11.2	
N	11.7	38.8
2+00 = E.L. CALIFORNIA		
N	13.1	37.4
cb.	13.1	
¼	13.0	
℄ on Con. Mon.	13.84	36.62
¼	13.0	
+5	16.6	
+10	13.3	
cb.	12.7	
S	12.8	37.7

See Book 1272-12 For Chk.

Note: For Cross Sections West of Calif. St. See Book 1272-76

Walker Rapinger Shaw Shoa 8-23-28

Cross Section Spruce st 80' wide
Bet. Kettner Blvd. & Cal. St. 14' cbs 13' ¼s

W.L. Kettner Blvd - 0+00

N.E. Bolt top Hydt. Kettner + Spruce	0.00	5678		5678
N top Walk			5.02	51.76
" " cb.			5.51	51.27
" Gutter on Paving			6.19	
" ¼ " "			5.27	
℄ " "			4.76	52.02
S ¼ " "			4.63	
S Gut. " "			4.64	
S top cb.			4.03	52.75
S " Walk			3.57	53.21
	0+10			
-10			8.5	
S			6.0	50.8
+3			4.3	
cb.			4.6	
¼			4.9	
℄			5.0	51.8
¼			5.0	
cb.			5.2	
+5			5.7	
N			9.3	47.5
+10			9.3	
	0+20			
-10			9.6	

Plotted 9-7-28 C.B.H.

		5678	
N		9.5	47.3
+10		8.7	
cb.		6.2	
¼		4.9	
℄		4.8	52.0
¼		4.7	
cb.		4.2	
+5		3.8	
S		9.6	47.2
+10		9.7	
	0+45		
-10		11.0	
S		11.0	45.7
+10		5.3	
cb.		4.6	
¼		5.1	
℄		5.0	51.8
+5		6.2	
¼		10.8	
cb.		12.3	
N		12.0	44.8
+10		12.3	
	0+55		
-10		12.8	
N		12.8	44.0
cb.		12.8	

5678

¼			13.0	
℄			12.4	44.4
¼			12.2	
cb.			12.0	
S			12.1	44.7
+10			12.1	
	0+95			
T.P.	066	4516	12.28	44.50
-10			2.2	
S			2.2	43.0
cb.			3.0	
¼			3.4	
℄			3.4	41.8
¼			3.7	
cb.			3.7	
N			3.7	41.5
+10			3.7	
	1+25			
-5			6.0	
N			6.0	39.2
cb.			4.8	
¼			6.0	
+3			6.0	
℄			7.8	37.4
+5			6.2	
¼			6.0	

4516 SPRUCE ST.
X. Section

30

cb.	5.8	
S	4.7	40.5
+5	4.3	
1+47.		
S	6.7	38.5
cb.	7.4	
¼	7.3	
+8	7.6	
℄	9.7	35.5
+5	10.7	
¼	7.6	
cb.	7.6	
N	8.0	37.2
1+68		
N	9.0	36.2
cb.	9.0	
¼	9.7	
+8	9.8	
℄	12.0	33.2
¼	8.2	
cb.	7.8	
S	7.3	37.9
1+76		
S	10.0	35.2
+10	10.4	
cb.	11.7	

¼		14.3	
+10		15.0	
℄		10 3	34.9
¼		10.2	
cb.		10.2	
N		9.8	35.4
	1+83		
N		10.4	34.8
cb.		8.8	
¼		9.6	
℄		11.2	34.0
+5		14.7	
¼		16.2	
cb.		12.7	
+2		8.4	
S		8.0	37.2
	1+89		
S		11.0	34.2
+10		11.6	
cb.		12.8	
¼		16.9	
+5		15.6	
℄		14.3	30.9
+10		14.2	
¼		12.3	
+7		9.9	

cb.		9.5	
N		10.2	35.0
	1+95		
N		9.7	35.4
cb.		9.5	
¼		14.2	
℄		15.0	30.2
¼		17.2	
cb.		14.6	
+4		10.5	
S		8.0	37.2
	2+00 = E.L. CALIFORNIA		
S		9.3	35.9
+5		9.6	
cb.		15.3	
¼		17.5	
℄		14.6	30.6
¼		14.4	
cb.		13.5	
N		11.1	34.1
T.P.	Spruce + California 3 Nails NE Pole	9.18	35.98

See Book 1272-71 For Chk.

Note: For X. Sections West of Calif st. See Book 1280-1

Walker
8-24-28

Cross Section Sassafras St 80' Wide
14' cbs
13' 1/2 cs

Bet. Kettner + Col. st.

BM N.E. top Hydt. Thorne + Kettner	6.27	50.23 ~~49.16~~ 49.01		43.96 ~~42.89~~ = this found wrong
T.P.	0.75	~~47.94~~	1.97	48.26 ~~47.19~~
W.L. Kettner		= 0+00 = East edge Bld on N		on Line
S top Walk			0.75	48.26
" " cb.			1.41	47.60
S Gut on Paving			2.10	
" 1/4 " "			2.08	
℄ " "			2.19	46.82
N 1/4 " "			2.71	
N Gut. " "			3.56	
N top cb.			2.86	46.15
N " Walk			2.24	46.77
	0+10 ✓			
N at Bld			4.3	44.7
+4			4.2	
cb.			4.4	
1/4			3.5	
℄			3.4	45.6
1/4			3.2	
cb.			3.3	
+3			4.8	
+6			3.6	
S			4.5	44.5
+10			4.4	

Plotted 9-7-28-C.B.H.

0+50 = West edge Above Bld.

Note: Above Bld.

	~~47.94~~ 49.01		
-10		8.2	
S		8.7	40.3
cb.		8.9	
1/4		9.0	
℄		9.1	39.9
1/4		9.7	
cb.		10.2	
N at Bld		9.6	39.4
	R =	15.30	33.71 outer edge is 4' in st.

✓ 0+90 = ℄ Gas Pump With 5'x5'x 6" Base on Line. on North

✓ 1+00 = ℄ M.H. in ℄ Sassafras st.

T.P. 0.51	36.54 ~~35.47~~	12.98	36.03 ~~34.96~~
-5		4.4	
N		4.0	32.5
cb.		3.7	
1/4		3.4	
℄ on Rim M.H.		2.41	34.13
1/4		2.4	
cb.		1.4	
S		1.1	35.4
+10		1.1	
	R =	5.4	~~36.00~~ 31.1

✓ 1+11 = East edge Plaining Mill Bld. on North on Line. Wooden Floor

1+37 = ℄ Door Way. Above Bld.

-10		5.5	
S		5.0	31.5
cb.		4.9	

~~35.47~~
36.54

¼	4.9	
℄	5.0	31.5
¼	5.4	
cb	5.4	
N = on Floor & Doorway	5.41	31.13 Wooden Floor
✓ 1+65 = West edge Planing Mill Bld		
N = on Bld	6.6	29.9
cb.	6.3	
¼	6.1	
℄	5.4	31.1
¼	5.4	
cb.	5.8	
S	6.4	30.1
1+75		
-10	7.5	
S	7.4	29.1
cb.	7.2	
¼	5.6	
℄	6.0	30.5
¼	7.0	
cb.	7.0	
N	6.7	29.8
1+86		
-10	9.2	
N	8.8	27.7
cb.	8.0	

SASSAFRAS St.
X. Section

~~35.47~~
36.54

33

¼	8.0	
℄	8.3	28.2
¼	9.0	
cb.	8.5	
S	8.1	28.4
+10	8.2	
1+94		
-10	9.1	
S	9.2	27.3
cb.	9.4	
¼	9.7	
℄	10.5	26.0
¼	10.1	
cb.	10.3	
N	10.8	25.7
+15	10.9	
2+00 = E.L. CALIFORNIA		
N	10.7	25.8
cb.	10.5	
¼	10.5	
℄	10.6	25.9
¼	10.2	
cb.	9.7	
S	9.4	27.1
T.P. SE. Spk. Sassafras & Cal.	7.36	29.18 / 28.11 For chk, See Book 1272-27

Note: For X. Sections West of Calif. See Book 1280-5

Walker
Ruplinger
Shaw
Shea 8-24-28

Cross Section THORNE ST. 80' wide
Bet. Kettner Blvd. & Calif. St.

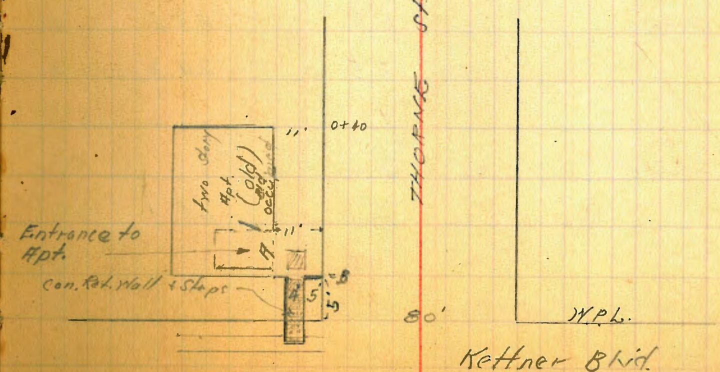
14' Cbs
13' 1/4's

BM N.E. top Hydt. Thorne & Kettner	0.22	44.18 ~~43.71~~		43.96 ~~42.89~~ = this BM. wrong.
W.L. Kettner			= 0+00	
N top Walk			3.50	40.68
" " cb.			4.18	40.00
" Gut. on Paving			4.67	39.51
" 1/4 " "			4.24	
℄ " "			3.77	40.41
S 1/4 " "			3.89	
S Gut " "			4.30	39.88
" top cb.			3.68	40.50
" " Walk			3.06	41.02
0+07 = ℄ Entrance to Apt. - A			8.70	35.48
0+05 = top con Wall = B			3.09	41.09
0+05				
S = West of Above Wall			9.0	35.2
+2			5.7	
cb.			6.0	
1/4			3.3	
℄			3.7	40.5
1/4			4.0	
cb			5.3	
N			7.2	37.0
+10			9.8	
+20			10.0	
0+14				

Plotted 9-7-28 CBH

~~43.11~~
44.18

-25		13.3		
N		12.0		32.2
cb.		11.0		
1/4		8.0		
℄		7.6		36.6
+12		7.3		
1/4		9.0		
+9		10.9		
cb.		10.9		
S		10.8		33.4
+11' = at Base of Apt.		11.3		32.9
0+17 = ℄ 2' Back Line Loquat tree on S		11.0		33.2 2" dia 10' High
T.P. 0.67	32.13 ~~31.06~~	12.72	31.46 ~~30.39~~	
0+10 = West edge Apt.		1.5		30.6
0+49				
-10		3.8		
S		3.6		29.5



~~3+06~~
32.13

cb.		4.3		
¼		3.6		
℄		3.6	28.5	
¼		2.6		
cb		2.8		
N		2.8	29.3	
+20		3.0		
	0+66			
-20		5.8		
N		7.0	25.1	
cb.		6.2		
¼		6.5		
℄		6.1	26.0	
¼		6.2		
cb.		6.0		
S		5.3	26.8	
+20		5.0		
0+79	= ℄ Garage on S	dirt Floor	36' Back	
-36 = ℄ Garage		6.6	25.5	
S		7.5	24.6	
cb.		7.6		
¼		8.0		
℄		8.0	24.1	
¼		8.4		
cb.		8.5		
N		8.5	23.6	

~~3+06~~
32.13

THORNE ST.
N. Section

35

+20		8.8		
	1+02			
-20		10.5		
N		10.2		21.9
cb.		10.1		
¼		10.0		
℄		10.0		22.1
¼		9.6		
cb.		8.9		
S		9.3		22.8
+25		8.7		
	1+27			
-25		11.7		
S		12.0		20.1
cb.		12.2		
¼		12.2		
℄		12.5		19.6
¼		13.0		
cb.		13.3		
N		13.7		18.9
+25		12.5		
	~~22.61~~ 22.61		~~19.95~~ 19.95	
TP 2.66	~~21.54~~ 21.54	12.18	~~18.88~~ 18.88	
	1+60			
-20		5.4		
N		5.3		16.3
cb.		5.1		

~~2154~~
2261

¼		5.2	
℄		6.0	16.6
¼		6.2	
cb.		5.0	
S		5.1	17.5
+25		4.0	
	1+70		
-25		6.8	
S		8.1	14.5
cb.		7.9	
¼		7.6	
℄		7.9	14.7
¼		8.1	
cb.		8.4	
N		8.7	13.9
+25		9.0	
	1+95 = ℄ MH in ℄ thorne st.		
-25		11.0	
N		10.3	12.3
cb.		9.2	
¼		8.7	
℄ on Rim MH		7.70	14.91
¼		8.2	
cb.		8.4	
S		8.1	14.5
+25		7.7	

~~2154~~
2261

THORNE ST.
X. Section

36

2+00 = E.L. CALIFORNIA

-25	5.7		
S	6.2		16.4
cb.	6.7		
¼	7.2		
℄ on Con. Mon.	8.58	1403 ~~12.9~~	See Book 1272-32 For Chk.
¼	6.6		
cb.	7.1		
N	8.0		14.6
+20	12.4		
+25	10.6		

Note: For X. Sections West of Calif. St. see Book 1280-8

Walker 8-24-28

Cross Section Upas st. Bet. Kettner & California st.

80' Wide
14' Cbs
13' Ws

BM. N.E. top Hyd. Thorne & Kettner	0.70	44.66 ~~43.59~~		43.96 ~~42.89~~ = this B.M. wrong
		W.L. Kettner Blvd. = 0+00		
S top Walk			4.98	39.68
" " cb.			5.30	39.36
" Gut. on Pav.			5.96	38.70
" ¼ " "			5.62	39.04
℄ " "			5.58	39.08
N ¼ " "			5.73	38.93
N Gut " "			6.23	38.43
N top Cb.			5.56	39.10
N " Walk			5.21	39.45
	0+05			
-5			6.1	38.6
N			6.0	38.7
cb.			5.8	38.9
¼			5.8	38.9
℄			6.2	38.5
¼			6.4	38.3
cb.			7.0	37.7
S			7.3	37.4
+10			8.1	36.6
	0+50			
-10			12.0	32.7
S			11.2	33.5
cb.			11.2	33.5

Plotted 9-7-28 C.B.H.

		~~43.59~~ 44.66		
¼			11.0	33.7
℄			11.0	33.6
¼			10.0	34.7
cb.			10.0	34.7
N			10.3	34.4
+5			10.2	34.5
	0+78			
T.P. 1.79		33.81 ~~32.74~~	12.64	32.02 ~~30.95~~
-5			2.5	31.3
N			2.6	31.2
cb.			2.0	31.8
¼			1.9	31.9
℄			2.5	31.3
¼			2.7	31.1
cb.			3.2	30.6
S			3.6	30.2
+10			3.6	30.2
	0+89			
-10			4.9	28.9
S			4.9	28.9
cb.			4.1	29.7
¼			4.0	29.8
℄			3.5	30.3
¼			3.8	30.0
cb.			3.1	30.7
N			2.8	31.0
+5			2.8	31.0

~~32.74~~
33.81

0+96 = ℄ Garage on South dirt Floor.

-10	5.7	28.1
N	56	28.2
cb.	48	29.0
¼	4.7	29.1
℄	4.1	29.7
¼	4.6	29.2
cb.	4.5	29.3
S = at Garage	5.2	28.6

1+00 = West edge Above Garage = East edge Garage below

S at Garages	5.2	28.6
cb	5.3	28.5
¼	5.2	28.6
℄	4.7	29.1
¼	5.2	28.6
cb.	5.4	28.4
N.	5.3	28.5
+5	5.4	28.4
1+10 = West edge Garage Above	5.6	28.2

1+17

-10	7.1	26.7
N	7.0	26.8
cb.	6.6	27.2
¼	6.4	27.4
℄	5.5	28.3
¼	5.5	28.3

~~32.74~~
33.81

Upas st.
X. Section

cb.	6.4	27.4
S	6.2	27.6

1+36

S	8.8	25.0
cb.	8.6	25.2
½	7.8	26.0
℄	7.4	26.4
¼	7.5	26.3
cb.	8.7	25.1
N	9.2	24.6
+10	8.3	25.5

1+50

-10	10.3	23.5
N	10.1	23.7
cb.	9.0	24.8
¼	9.5	24.3
℄	9.3	24.5
¼	9.3	24.5
cb.	9.3	24.5
S.	9.4	24.4
+10	9.2	24.6

1+62

-10	9.7	24.1
S	9.7	24.1
cb.	9.9	23.9
¼	9.7	24.1

		3274 / 3381		
℄			10.0	23.8
¼			9.7	24.1
cb.			9.7	24.1
N			10.3	23.5
+10			11.0	22.8
	1+87			
−10			13.3	20.5
N			12.9	20.9
cb.			12.5	21.3
¼			12.2	21.6
℄			12.0	21.8
¼			11.4	22.4
cb			11.6	22.2
S			11.6	22.2
+10			11.5	22.3
T.P.	5.80	27.25 / 26.18	12.36	14.5 / 20.38
	1+95			
+10			9.5	17.7
S			9.2	18.1
cb.			9.0	18.2
¼			8.7	18.5
℄			8.6	18.7
¼			8.6	18.6
cb.			8.5	18.7
N			8.8	18.5
+10			8.5	18.7

2618 / 27.25 — Upas St. X Section

2+00

−10	8.7		18.5
N	8.7		18.6
cb.	8.8		18.4
¼	9.0		18.2
℄ on Ground	9.0	18.2	For chk. see Book 1272-38
℄ on Can. Mon.	10.02	17.23	
¼	9.2		18.0
cb.	9.3		17.9
S	9.4		17.9
+10	9.6		17.6

Walker
8-24-28

Cross Section VINE ST. 80' Wide
Bet Kettner & Calif. st. 14' cbs 13' ws.

N.E. B.M. top Hydt.		44.36		43.96	
Thorne & Kettner	0.40	~~43.29~~		~~42.89~~ = this BM Wrong	
VINE + Kettner		41.45		40.06	
T.P. on NE 7' Walk	1.39	~~40.38~~	4.30	~~38.99~~	

W.L. KETTNER Blvd. = 0+00

N top Walk	2.68	38.77
" " cb.	3.07	38.38
" Gut. on Pav.	3.75	37.70
" 1/4 " "	3.43	38.02
℄ " "	3.37	38.08
S 1/4 " "	3.56	37.89
S Gut "	4.21	37.24
S top cb.	3.23	38.22
S " Walk	2.96	38.49

0+05

S	3.2	38.2
cb.	3.6	37.8
1/4	3.4	38.0
℄	3.5	38.0
1/4	3.5	37.9
cb.	3.2	38.2
N	2.8	38.7

0+13 = End Drain on South
0+13 = ℄ Dirt Dr. to oil Pumps on N

N	3.1	38.4
cb.	3.3	38.1
1/4	3.5	37.9
℄	3.6	37.9

Plotted 9-8-28-CBH

~~40.38~~
41.45

1/4	.38	37.6
+10	.38	37.6
cb.	.57	35.7
+3 = Flow Line 16" Con Pipe	7.7	33.7
+13	9.5	31.9
S	6.0	35.5
+10	7.8	33.6

Note: bet 0+13 + 0+21 Section in Drain is Gone

0+21 = End Drain

-10	8.3	33.1
-5	9.8	31.6
S	9.0	32.5
+11 on Flow drain	8.4	33.1
cb.	4.6	36.8
1/4	4.6	36.8
℄	4.0	37.5
1/4	3.5	37.9
cb.	3.6	37.8
N = Level with oil station Drive	3.2	38.3

0+23

N	3.2	38.3
cb.	3.6	37.8
1/4	3.5	37.9
℄	4.0	37.5
1/4	4.6	36.8
cb.	4.6	36.8
S	5.9	35.6

~~4038~~
41.45

+5		9.9	31.5
+10		8.4	33.0
	0+39 = ℄ Dirt Dr. to oil Pump in N		
-10		7.8	33.6
S		6.1	35.4
cb.		5.8	35.6
¼		5.0	36.4
℄		5.0	36.5
¼		4.4	37.0
cb.		4.1	37.3
N		3.5	38.0
	0+50		
N		4.1	37.4
cb.		4.4	37.0
¼		4.8	36.6
℄		5.8	35.7
¼		6.1	35.3
cb.		6.4	35.0
S		6.9	34.6
+5		7.2	34.2
	0+68		
-10		8.9	32.5
S		9.3	32.2
cb.		10.3	31.1
¼		7.8	33.6
¼		7.0	34.4

~~4038~~
41.45

VINE ST.
X. Section

41

℄		7.1	34.4
+5		5.4	34.3
+10		6.7	34.7
¼		6.6	34.8
cb.		4.6	36.8
N		4.5	37.0
	0+77		
N		4.7	36.8
+5		4.9	36.5
cb.		7.5	33.9
+7		9.0	32.4
¼		7.7	33.7
+3		7.3	34.1
+5		6.2	35.2
+10		7.3	34.1
℄		7.3	34.2
¼		7.4	34.0
cb.		7.4	34.0
S		9.0	32.5
+10		9.0	32.4
	1+00		
-10		12.2	29.2
S		10.3	31.2
cb.		9.0	32.4
¼		8.1	32.7
+8		8.6	32.8

~~40 38~~
41 45

+10		7.2	34.2
℄		8.8	32.7
+3		8.1	33.3
+5		9.4	32.0
¼		9.5	31.9
+4		10.0	31.4
+6		12.9	28.5
+8		9.6	31.8
cb.		9.6	31.8
+8		9.2	32.2
N		6.6	34.9
	1+01		
N		6.6	34.9
+6		9.2	32.2
cb		9.6	31.8
+5		9.6	31.8
+7		12.9	28.5
+9		10.0	31.4
½		9.5	31.9
+8		9.4	32.0
+10		8.1	33.3
℄		8.8	32.7
+3		7.2	34.2
+5		8.6	32.8
¼		8.7	32.7
+6		8.7	32.7

~~40 38~~
41 45

VINE ST.
X. Section

42

+7	13.0	28.4
+12	13.0	28.4
cb.	9.0	32.4
S	10.3	31.2
+10	12.7	29.2
	1+18	
-10	12.7	29.2
S	11.0	30.5
+1	13.7	27.7
cb.	13.2	28.2
+3	10.0	31.4
¼	10.0	31.4
+7	9.8	31.6
+9	8.5	32.9
℄	9.4	32.1
+3	9.1	32.3
+4	10.7	30.7
¼	10.5	30.9
+3	11.1	30.3
+4	14.3	27.1
+7	11.0	30.4
cb.	10.5	30.9
+12	10.8	30.6
N	9.7	31.8
+5	7.3	34.1
	1+29	

		~~40.38~~ 41.45		
-10			11.4	30.0
N			12.2	29.3
cb.			11.2	30.2
+7			11.4	30.0
+8			14.1	27.3
+10			11.5	29.9
¼			11.1	30.3
+8			11.4	30.0
+10			9.9	31.5
℄			10.4	31.1
+3			9.2	32.2
+5			10.6	30.8
¼			10.9	30.5
cb.			11.2	30.2
+10			11.3	30.1
+11			14.1	27.3
S			13.8	27.7
+10			12.3	29.1
T.P.	1.49	31.08 ~~30.01~~	11.86	29.59 ~~28.52~~
	1+50			
-10			3.7	27.4
S			3.0	28.1
cb.			2.0	29.1
¼			1.8	29.3
+5			1.5	29.6
+7			0.0	31.1

~~30.01~~ 3108

VINE ST.
X. Section

+9	1.4	29.7
℄	1.8	29.3
¼	1.8	29.3
+3	1.9	29.2
+4	4.3	26.8
+7	1.9	29.2
cb.	1.9	29.2
+10	2.5	28.6
N	3.4	27.7
+5	3.4	27.7
2+00 = E.L. Calif. St.		
-10	5.7	25.4
N	5.4	25.7
cb.	5.1	26.0
+6	5.2	25.9
+8	6.8	24.3
+10	4.8	26.3
¼	4.7	26.4
℄	4.6	26.5
¼	5.0	26.1
cb.	4.6	26.5
S	7.7	23.9
+5	7.6	23.5
N ¼ col. & S ¼ Vine sts T.P. 3 Nails in Tel. Pole	6.70	24.38 ~~23.31~~ For chk. see Book 1272-43

Note: For X-Sections West Calif. St. See Book 1280-10

Walker 8-24-28

Cross Section WALNUT ST. 80' Wide 14' cbs 13' ½ S bet. Kettner Blvd. and Calif. St.

BM NE. 7' tack. Page 80

	3.07	43.13 ~~42.06~~	40.06 ~~38.99~~	
	0+00 ✓ Kettner Blvd = East edge Bld on North			on Line
S top Walk		2.86	40.27	
" " cb.		3.06	40.07	
" Gut on Pav.		3.70	39.43	
" ¼ " "		3.00		
" ½ " "		2.64	40.49	
" ¼ " "		2.57		
" Gut " "		2.81	40.32	
N top Cb.		2.08	41.05	
" " Walk		2.0 ±	41.1	
	0+25			
N		2.2	40.9	
cb.		2.8		
¼		3.2		
½		3.4	39.7	
¼		3.0		
cb.		3.6		
+8		4.5		
S		6.3	36.8	
+10		6.8		
	0+20 = West edge Above Bld on N	✓		on Line
-10		7.4		
S		7.2	35.9	
+6		9.4		

Plotted 98-28 - CB. N.

~~42.06~~ 43.13

44

cb.		4.8	
¼		4.2	
½		4.5	38.6
¼		4.4	
cb.		4.2	
N-at Bld.		4.0	39.1
	0+40 = East edge Bld. on North ✓		Con. Floor {Planing Mill}
N = at Bld. on Ground		5.6	37.5
cb.		5.6	
¼		5.5	
½		5.7	37.4
¼		5.3	
cb.		5.4	
+8		5.8	
S		7.1	35.4
+10		8.1	
	0+62 ✓ = ½ 12' Doorway Above Bld. on N		
-10		9.3	
S		9.2	33.9
+6		7.4	
cb.		6.3	
¼		6.3	
½		7.0	36.1
¼		6.8	
cb.		6.9	
+8		6.8	

	42.06 43.13		
N on Con. Floor Planing Mill		7.70	35.43
0+84 = ℄ Doorway #2 on N ✓		8.00	35.2 on line
1+00 = West edge Above Bld			
N at Bld. on Ground. ✓		9.0	34.1
cb.		9.3	
¼		9.2	
℄		8.2	34.9
¼		8.8	
cb.		9.5	
S		10.7	32.4
+10		11.0	
1+05			
-10		10.5	
S		10.5	32.6
cb.		9.6	
¼		9.2	
℄		8.8	34.3
¼		9.2	
cb.		9.8	
N		9.9	33.2
1+25			
N		10.7	32.4
cb.		10.6	
¼		10.5	
℄		10.4	32.7

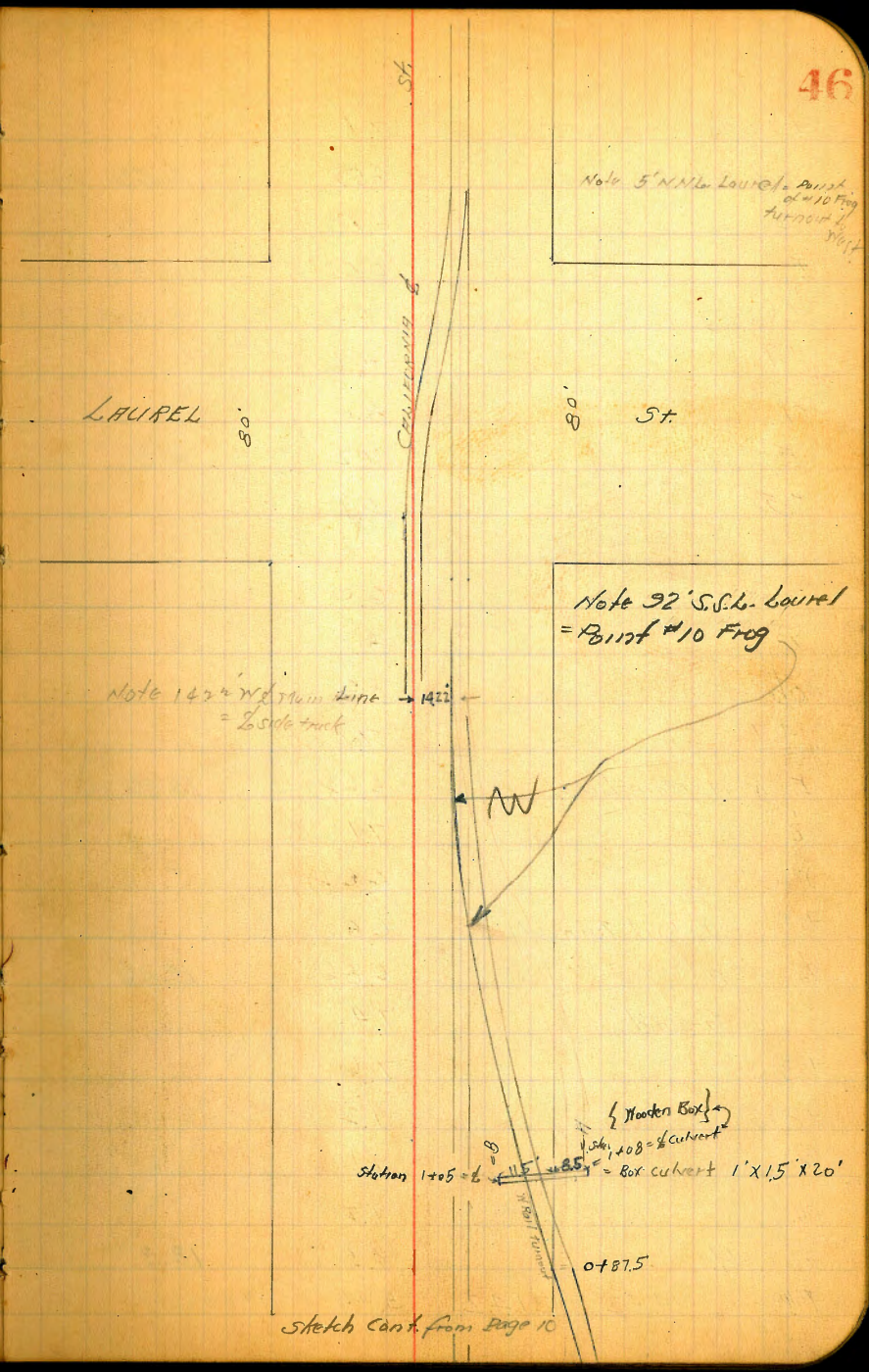
	42.06 43.13		
¼		10.0	
cb.		10.3	
S		11.8	31.3
+10		11.7	
T.P. 259 ✓	34.77 33.70	10.95	32.18 31.11
1+53			
-10		5.0	
S		5.5	29.3
cb.		4.1	
¼		3.6	
℄		3.5	31.3
¼		3.9	
cb.		2.9	
N		2.8	32.0
2+00 = E.L. CALIFORNIA			
N.		5.9	28.9
cb.		6.0	
¼		6.4	
℄		6.7	28.1
¼		6.4	
cb.		6.6	
S		6.9	27.9
T.P. on Con Mon ℄ Walnut Ave 25' West of East Line Calif		8.38	26.39 For Ch't. See Book 1272-46

Walker 8-24-28

CALIFORNIA St. X. Sections 75' Wide 12' cbs, 12.75' ½s

Cont. from Page 10

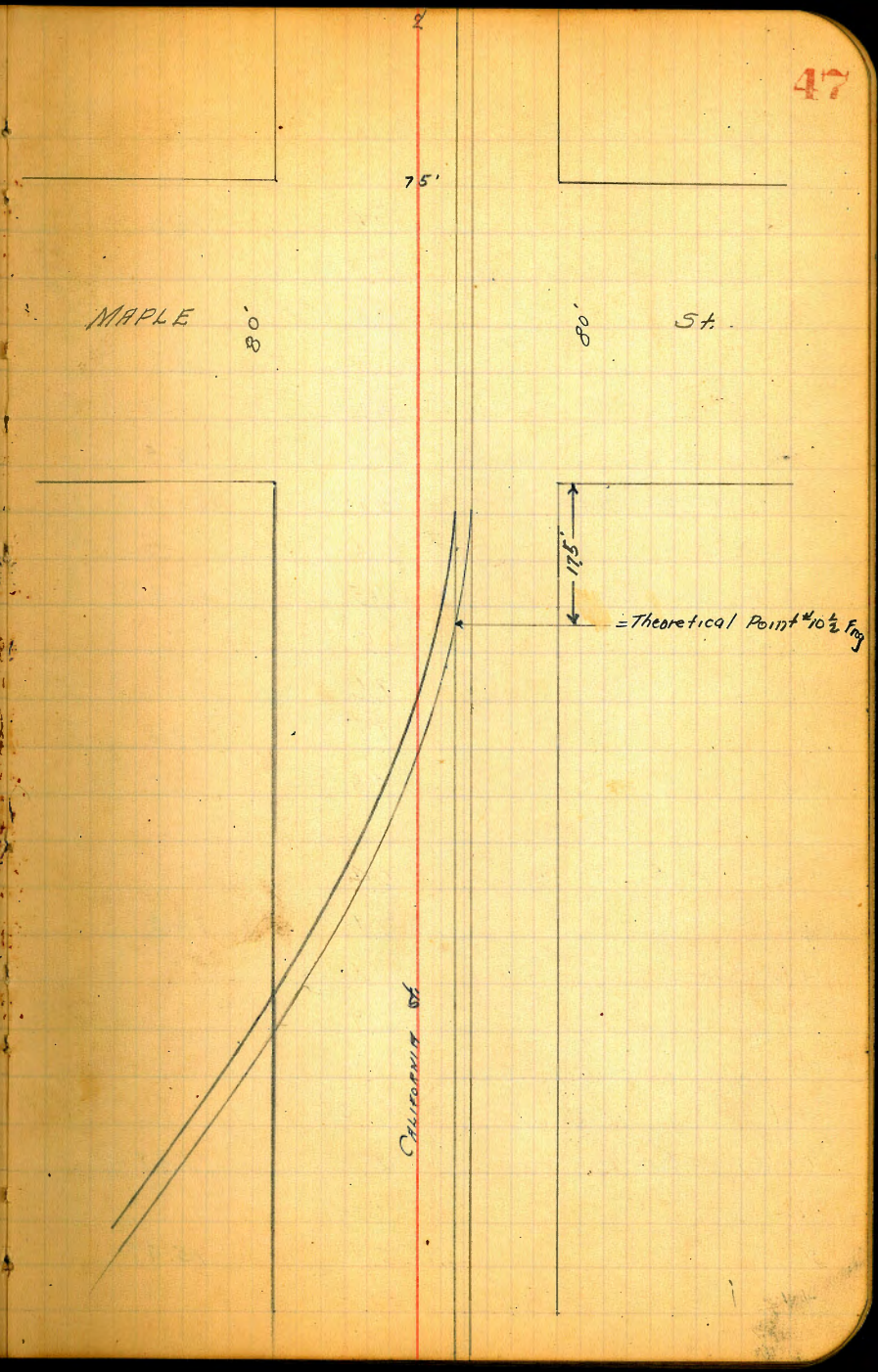
E	22 12	6.7	15.4
+5		5.6	
		R= 8.60	
0+88 = End side track at A. & track = 13.15' W 2 St.			13.52
1+00			
-5		6.3	
E		7.1	15.0
cb		7.5	
+7		7.0	
E Rail		6.37	15.75
¼		6.9	
W top Rail		6.36	15.76
+6		7.0	
+10		7.9	
E		8.3	13.8
¼		8.7	
cb.		8.4	
W +1 = Lumber Shed		8.8	13.3
1+50			
W -4' = Lumber Shed on Ground		8.5	
W		8.5'	13.6
cb.		8.6	
¼		8.7	
+3 on West Rail of Side Track		7.78	14.34
" " "		7.83	
E		8.3	13.8
+3		8.3	



22.12

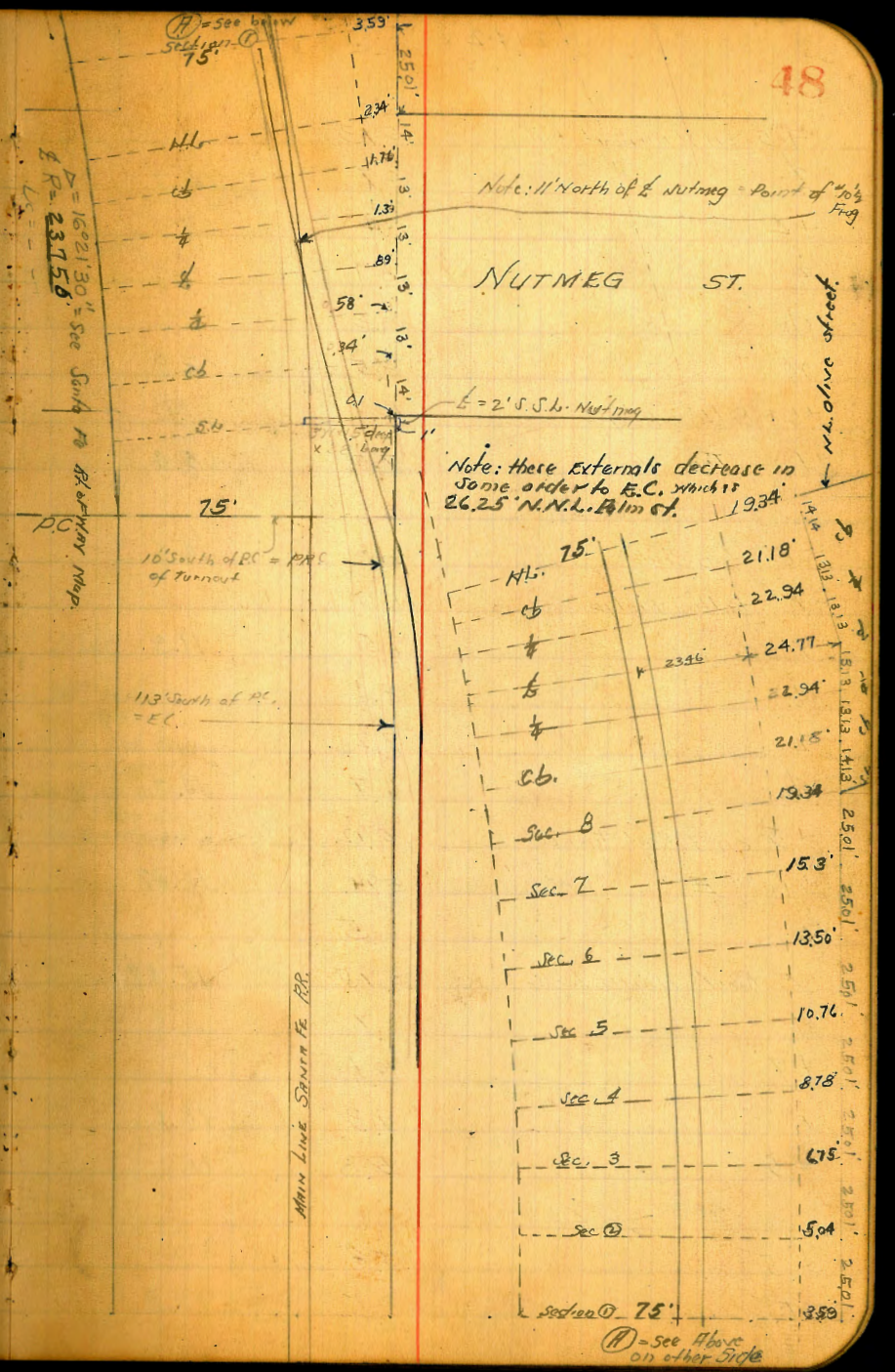
CALIFORNIA ST.
X. Section

+7		7.1	
West Rail Main Line		6.53	15.59
℄		6.98	
E " " "		6.53	15.59
+6		7.2	
+9		7.6	
Cb.		8.0	
E		7.2	14.9
+5		5.9	
	2+00		
-5		6.0	
E		8.0	14.1
cb.		8.3	
+7		7.1	
E Rail Main Line		6.62	15.50
℄		7.1	
W " " "		6.62	15.50
+8 on E Rail Turnout		6.80	
℄ " W " "		6.86	15.26
" on Ground		7.4	
+3		7.6	
+8		9.2	
℄		9.1	
Cb.		9.2	
W = Bld.		8.9	13.3
TP	4.42	5.12	17.00



2142 — California St. X Section

2+18		
-5	7.4	
℄	7.4	14.0
cb.	6.8	
¼	7.0	
℄	6.5	14.9
+3 Top ℄ Rail	5.95	15.47
+8 "E Rail	5.90	15.52
+10 ℄ Rail Main Line	5.93	15.49
¼	6.4	
E Rail main Line	5.93	15.49
¼ +6	6.5	
cb.	7.6	
E	7.9	13.5
+5	4.8	
2+32		
-5	5.4	
E	9.1	12.3
+5	9.6	
+6	7.9	
cb.	7.3	
+7	6.4	
E Rail Main Line	5.95	15.47
¼	6.4	
℄ " " "	5.95	15.47
+1 " East on turnout Rail	5.93	

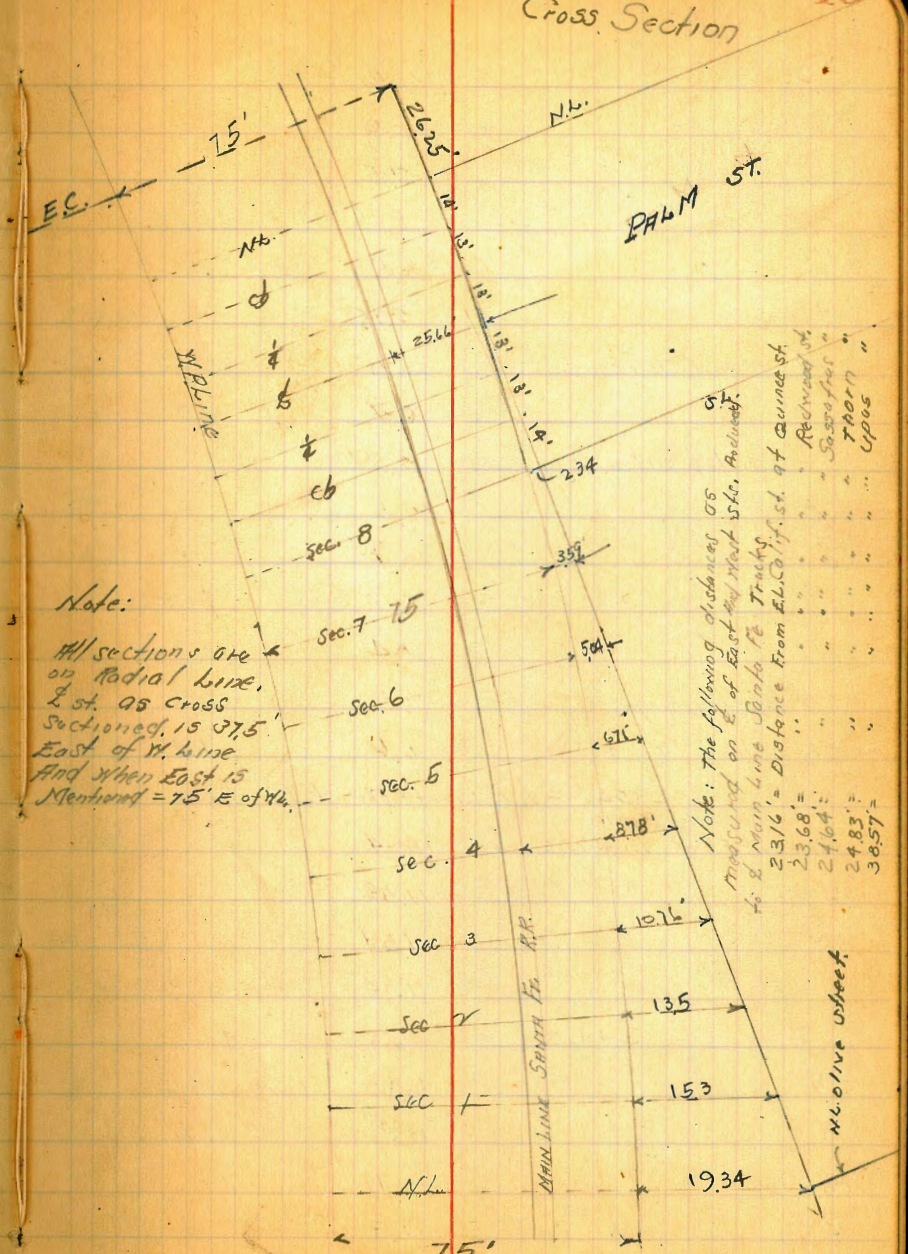


2142

+5 on W Turnout Rail	5.93	
℄	6.7	14.7
+4	8.4	
¼	8.7	
cb.	8.8	
W	8.5	12.9
+6 = Bottom Bridge	10.1	
+7 = Top "	7.0	14.4
2+37		
- 8' = top Bride	6.8	14.6
-8 = Bottom Bridge	11.0	
W	9.5	11.9
cb.	8.1	
¼	7.2	
℄	6.7	14.7
+5 on W Rail turnout	5.92	
+10 " E " "=W Rail Main Line (=Frog)	5.95	15.47
¼	6.5	
E Rail main Line	5.95	15.47
cb.	6.7	
+7	8.1	
E	9.3	12.1
+5	5.8	
2+48		
-5	5.9	
E	8.5	12.9

CALIFORNIA ST.
Cross Section

49



+2	10.6	
+6	9.0	
cb.	7.5	
E Rail main line	5.95	15.47
¼	6.5	
W " " "	5.95	
¼ +7 = W Rail Turnout	5.91	15.47
℄	6.7	14.7
+3 on top culvert	8.0	
+8	10.5	
¼	10.9	
cb	11.1	
W	11.4	10.0
+8 = Bottom Bridge	11.8	
+8 = top "	6.6	14.8

2+54.6 = ℄ culvert see sketch P-10

see sketch Page 10

B — on Flow Line culvert	11.64	
C = " " " "	11.56	
D = " " " "	9.57	} ℄ Sta. = 2+59
E = " " " "	9.24	

2+60

-5	6.9	
W	10.4	11.0
cb.	10.7	
¼	11.3	
+5	7.6	

+10	7.9	
℄	6.5	14.9
W +7 on Rail Turnout	5.91	
W Main Line Rail	5.92	15.50
¼	6.5	
E main " "	5.95	15.47
+10	7.5	
cb	18.3	
+3	10.5	
E	10.2	11.2
+5	6.5	

2+63

-5	5.6	
E	9.2	12.2
+8	10.1	
cb.	6.9	
E Rail M Line	5.96	15.46
¼	6.4	
W " " "	5.93	15.49
¼ +6 W Rail Turnout	5.92	15.50
℄	6.6	14.8
¼	7.2	
cb.	8.1	
W	7.0	14.4
+5	6.9	

2+70

-5		7.9	
W		7.4	14.0
cb.		8.5	
¼		8.0	
d		6.8	14.6
+7 on W Rail Turnout		5.89	
" N Line Rail		5.93	15.49
¼		6.4	
E " " "		5.94	15.48
¼ +10		6.8	
cb.		9.4	
E		8.0	13.4
+5		4.7	
	2+75		
-5		5.1	
E		8.1	13.3
cb.		8.1	
¼		6.4	
+7		6.5	
¼		8.5	12.9
¼		9.6	
cb.		8.5	
W		7.6	13.8
+5		6.7	
	3+00.37 = S.L. Kalmia	14' cbs 13' ¼ S	
-5		7.0	

W	7.2	14.2
cb.	7.0	
¼	8.2	
d	8.5	12.9
+5	6.4	
+9 on W Rail Turnout	5.90	
" " " Main Line	5.90	15.52
¼	6.4	
" E " "	5.90	15.52
¼ +5'	6.5	
" +10	7.6	
cb.	7.9	
+4	8.3	
E	6.7	14.7
+5	5.3	
	S. cb. Kalmia	
-5.	5.3	
E	6.8	14.6
+7	8.4	
cb.	7.3	
+5	7.2	
+8	6.5	
¼	6.4	
d	6.4	15.0
¼	7.0	
cb.	7.1	

W		7.0	14.4
+5		6.7	
		5.93	
	S cb. +7' = ℄ upright switch		
	S ¼		
-5		6.1	
W		6.1	15.3
cb.		5.9	
¼		5.3	
#7		5.2	
℄		6.2	15.2
¼		6.4	
+5		6.4	
+7		7.0	
cb.		8.0	
E		6.3	15.1
+5		4.6	
	℄		
-5		4.9	
E		6.4	15.0
cb.		8.0	
+6		7.1	
+8		6.4	
on E	Rail Main Line	5.92	15.50
¼		6.5	
W	" " "	5.94	15.48
℄		6.1	15.3

+3		4.8	
¼		4.7	
cb.		6.2	
W		5.7	15.7
+5		5.7	
	N ¼		
-5		5.7	
W		5.0	16.4
cb.		5.0	
¼		4.3	
+10		4.3	
℄		5.2	16.2
+3		6.3	
¼		6.5	
+5		6.5	
+7		7.3	
cb.		8.0	
E		6.4	15.0
+5		5.6	
	X cb.		
-5		5.4	
E		6.2	15.2
cb.		8.0	
+8		6.5	
¼		6.4	
℄		6.3	15.1

¼	4.8	
cb.	5.8	
W	6.2	15.2
+5	6.3	
N.L. KALMIA = 0+00		
-5	7.3	
W	7.3	14.1
+10	7.5	
+11	5.7	
cb.	5.7	
¼	5.8	
+7	5.1	
E	7.9	13.5
+6	6.4	
on W Rail Main Line	5.77	15.45
¼	6.4	
" E " " "	5.95	15.57
¼ +5	6.5	
+7	7.6	
cb.	8.0	
E	6.3	15.1
+5	5.2	
0+40		
-5	5.3	
E	6.7	15.2
cb.	7.8	

+4	7.3	
+7	6.4	
on Rail E Main Line	6.01	15.41
¼	6.5	
on W Rail M Line	5.99	15.43
¼ +6	6.5	
+10	7.4	
E	5.7	15.7
+7	5.3	
+9	6.9	
¼	6.0	
cb.	7.2	
W	9.4	12.0
+5	9.6	
0+45		
-5	9.6	
W	9.4	13.0
cb.	9.0	
+2	7.3	
¼	6.0	
+4	6.9	
+6	5.3	
E	5.7	15.7
+3	7.4	
+7	6.5	
¼	6.5	

+6	6.4	
+9	7.3	
cb.	7.8	
E	6.2	15.2
+5	5.3	

Note; bet 0+40 & 75 Bet. ℄ Cal. & W.L. Cal. there is no st. Four Concrete Piers 2.5' Wide & Base 1.5' at top by 5' out of Ground. old Bridge Piers
Also 3 Bridge Timbers 10"x16" x35' Also 3 timbers 12"x12" x12'

R = 5.32

0+87.5 = Intersection W Rail turnout With E.R.L. Calif.

1+05

-8.5 = Flow Line station 1+08 = A	7.20	14.22

1+05

-5	6.1	
-1 = top E Rail turnout	5.51	
E	6.0	15.4
+4.72 " " " "	5.56	15.86
E+11.5 = Flow Line see sketch = B (Page 46)	7.47	13.95
cb.	7.5	
+5	6.9	
+7	6.4	
E Rail Main Line	5.98	15.43
℄	6.4	
W " " "	5.95	15.47
℄ +7	6.5	
+10	7.4	
℄	6.4	15.0
+8	6.1	

℄	8.3	
cb.	8.6	
+3	9.4	
W	10.5	10.9
+10	10.7	

1+25 = ℄ Cal. Bld. → 23' Wide. on Line on Mud sills

W = ℄ Cal. Bld on West

W = at Bld on Ground	9.6	11.8
+4	9.2	
+5	8.3	
cb	7.9	
℄	5.5	
+10	6.0	
℄	7.5	13.9
+7	6.6	
W Rail - M-Line	5.96	15.46
℄	6.4	
E Rail - M-Line	5.97	15.45
℄ +5	6.5	
+8	7.0	
cb.	6.8	
+3 on W Rail turnout	5.71	
+7.72 " E " "	5.66	
E	6.5	14.8
+5	6.7	

1+50		
-5	5.6	
-1	5.8	
E	7.3	14.1
+9 on E Rail turnout	5.91	15.51
cb	6.4	
" W " "	5.90	15.52
E Rail main Line	5.98	15.44
℄	6.40	
W " " "	5.95	15.57
+6	6.6	
+10	7.4	
℄	6.5	14.9
¼	8.7	
cb.	8.1	
W at Bldg	10.1	11.3
1+75		
W " "	10.8	10.6
cb.	9.6	
+1	10.2	
¼	10.6	
+5	10.5	
℄	7.2	14.2
W Rail Main Line	5.96	15.46
¼	6.5	
E " " "	5.97	15.45

+5 on W. Rail turnout	6.00	
+9.72 " E " "	6.03	
cb.	6.5	
+4	6.7	
+7	7.1	
+9	5.6	
E	5.4	16.0
+5	5.6	
1+93 = South end turnout West of ℄		
-5	5.6	
E	5.7	15.7
+5	5.5	
+6	7.0	
+10	6.6	
cb.	6.5	
+3 on E Rail turnout	5.98	
+7.72 " W " "	5.95	
E Rail Main Line	5.95	15.47
℄	6.4	
W " " "	5.92	15.50
¼ +6	6.5	
+10	8.2	
℄ on E Rail turnout	8.95	12.47
+4.71 W " "	8.85	
+8	10.4	
¼	11.1	

2142

cb.			9.9	
W			10.2	11.2
+5			11.0	
+10			11.9	
T.P.	0.72	17.72	4.42	17.00
	1+95			
-15			13.2	
W			11.3	6.4
cb.			9.0	
¼			7.3	
+8 on W Rail turnout			5.7	
℄ " E " "			5.2	12.5
+8			2.8	
¼			2.7	
cb.			2.8	
+4			3.5	
+6			1.8	
E			2.0	15.7
+5			2.0	
	2+50			
-5			2.4	
E			2.5	15.2
+8			2.3	
+10			3.2	
cb.			2.5	
+9 on E Rail turnout			2.09	

1772

on E Rail main Line	209	
¼	2.6	
on W " " "	209	15.63
¼+6	2.8	
℄ on E. Rail turnout	480	1292
+47 W " "	4.85	
¼	0.4	
+7	7.0	
cb.	9.6	
W	15.5	2.2
+10	16.8	
+20	19.3	
	2+60	
-20	18.7	
-10	18.2	
W	16.2	1.5
cb.	8.5	
+4	6.4	
¼	5.7	
+8 on W R turnout	4.67	
℄ " E " "	4.66	3.06
+2	4.3	
+6	3.7	
W Rail main Line	2.10	15.62
¼	3.6	
E " " "	2.07	15.65
¼+3 E R Turnout	207	

1772

cb.	3.0	14.7
℄	2.2	15.5
+5	2.2	15.5
2+80		
-5	2.5	15.2
E.	2.5	15.2
cb.	2.4	15.3
¼	2.6	15.1
+5	2.8	14.9
℄	4.1	13.6
¼	4.4	13.3
cb.	3.3	14.4
W	2.1	15.6
+20	3.1	14.6
2+88 = ℄ upright Switch 7.35' East of ℄ Main track		
T.P 5.68 22.68	0.72	17.00
3+00.52 S.L. LAUREL St 14'cbs 13'¼s.		
W-5	8.0	14.7
W	8.3	14.4
cb.	8.2	14.5
¼	8.4	14.3
+9 on West Rail Turnout	7.95	14.73
℄	8.0	14.7
" " " Main Line	6.95	15.73
¼	7.5	15.2
" E " " "	6.97	15.71

2268 CALIFORNIA St.
X. Section 57

cb.	7.1	15.6
E.	7.1	15.6
5 cb. Laurel		
E.	6.9	15.8
cb.	7.2	15.5
¼	7.3	15.4
+10 = E Rail Turnout	7.30	15.38
W " "	7.28	15.40
℄	7.5	14.2
¼	7.8	14.9
cb.	8.3	14.4
W	8.6	14.1
+5	8.4	14.3
5 ¼ LAUREL.		
-6	8.5	14.2
W.	8.5	14.2
cb.	8.3	14.4
¼	7.9	14.8
+11 on W Rail Turnout	7.08	15.60
℄	7.1	15.6
" E " "	7.08	15.60
" W Rail Main Line	6.86	15.82
¼	7.0	15.7
" E. " " "	6.87	15.81
cb.	7.1	15.6
E.	6.8	15.9

℄ Laurel

E	5.3	17.4
cb.	5.9	16.8
+3	7.5	15.2
¼	7.3	15.4
+8 on E Rail turnout	7.00	15.68
" W " "	7.03	15.65
℄	7.1	15.6
¼	7.9	14.8
cb.	8.1	14.6
W	8.2	14.5
N ℄		
W	7.5	15.2
cb.	7.7	15.0
¼	7.7	15.0
℄	7.4	15.3
+2 on W Rail Turnout	6.96	15.72
" E " "	6.90	15.78
¼	7.3	15.4
+10	7.4	15.3
cb.	5.5	17.2
E	5.0	17.7
N cb.		
E	4.9	17.8
+10	5.3	17.4
cb	6.2	16.5

CALIFORNIA ST.
Cross Section

+2	7.4	15.3
¼	7.2	15.5
+5 = E Rail turnout	6.75	15.93
W " "	6.79	15.89
℄	7.3	14.4
¼	7.6	15.1
cb.	7.7	15.0
W	7.5	15.2
N.L. LAUREL = 0+00		
W	7.5	15.2
cb.	7.7	15.0
¼	7.4	15.3
℄	7.4	15.3
+5 on W Rail turnout	6.66	16.02
" E " " = W Rail main line	6.71	15.97
¼	7.2	15.5
+10	7.4	15.3
cb.	5.2	17.5
E	4.9	17.8
0+50		
E	5.0	17.7
+10	5.3	17.4
cb.	7.2	15.5
E Rail main line	6.57	16.11
¼	7.0	15.7
W " " "	6.57	16.11

+4 = W Rail turnout	6.50	16.18
℄	7.2	15.5
¼	7.2	15.5
cb.	7.5	15.2
W.	9.6	13.1
+5	9.5	12.2
0+80.		
-5	8.8	13.9
W	8.8	13.9
cb	8.6	14.1
+5	5.8	16.9
¼	6.5	16.2
℄	6.8	15.9
on W Rail main Line	6.44	16.24
¼	7.0	15.7
" E " " "	6.44	16.24
¼+10	7.0	15.7
cb	5.3	17.4
E	5.0	17.7
0+85 = ℄ upright switch W side main Line		
E	5.0	17.7
cb.	4.8	17.9
+3	6.8	15.9
¼	6.8	15.9
of switch.	6.9	15.8
℄	7.1	15.6

¼	7.1	15.6
cb.	8.9	13.8
W	8.6	14.1
+5	8.3	14.4
+6 on E Rail turnout	9.17	13.51
1+00		
-5 = W Rail turnout	9.14	13.54
W = E " "	8.87	13.81
cb.	8.8	13.9
¼	7.7	15.0
℄	7.4	15.3
W Rail main Line	6.32	16.36
¼	6.8	15.9
E " " "	6.30	16.38
¼+11	6.8	15.9
cb.	4.8	17.9
E	5.0	17.7
1+40		
-10	4.8	17.9
E	4.7	18.0
cb.	5.0	17.7
+3	7.1	15.6
E Rail main Line	6.07	16.61
¼	6.6	16.1
W " " "	6.10	16.58
℄	7.3	15.4

¼	8.0	14.7
+10 = E Rail turnout	8.20	14.48
cb	8.4	14.3
= W " "	8.40	1428
W	8.7	14.0
+5	9.0	13.7
2+00		
-5	8.2	14.5
W	7.9	14.8
cb	7.5	15.2
¼	7.0	15.7
+3 on W Rail Turnout	6.77	15.91
" E " "	6.64	16.04
℄	6.8	15.9
W Rail main line	5.70	16.98
¼	6.2	16.5
E " " "	5.70	1698
+10	6.5'	16.2
cb	5.2	17.5
+9	4.8	17.9
+9.2	1.1	21.6
E	1.8	21.4
+10	1.3	21.4
+10.2	4.4	18.3
2+02		
E -0.5 = W Rail turnout	4.9½	17.76

cb	5.2	17.5
+3	6.6	16.1
¼	6.2	16.5
℄	6.8	15.7
½	7.0	15.7
cb	7.5'	15.2
W	7.7	14.0
-5	8.0	14.7
2+50		
-5	6.0	16.7
W	6.2	16.5
℄	6.1	16.6
¼	6.8	15.9
+10	6.8	15.9
℄ = W Rail turnout	5.43	17.25
E " "	5.37	17.31
W " Main Line	5.33	17.35
½	5.8	16.9
E " " "	5.30	17.38
¼+10	6.3	16.4
cb	4.8	17.9
E = Top W Rail turnout	4.64	18.04
3+00 51 = S.L. MAPLE 14' cb. 13' ¼ 25		
E = W Rail Turnout	4.32	18.36
+10	4.1	18.3
cb	6.0	16.7

E. Rail main line	4.94	17.74
¼	5.5	17.2
+2 = E Rail Turnout	4.90	17.78
W " Main Line	4.94	17.74
" " Turnout	4.88	17.80
℄	6.0	16.7
¼	6.0	16.7
cb.	6.1	16.6
W	6.0	16.7
+5	6.4	16.3
South cb.		
-5	6.9	15.8
W	6.5	16.2
cb.	6.0	16.7
¼	5.7	17.0
℄	5.6	17.1
+8 = W Rail Turnout	4.81	17.87
" " main Line	4.86	17.82
¼	5.3	17.4
E " " "	4.86	17.82
¼ +10	5.8	16.9
cb.	4.7	18.0
E = W Rail Turnout	4.25	18.43
S ¼		
E = W Rail Turnout	4.25	18.43
cb.	4.2	18.5

+3	5.9	16.8
¼	5.3	17.4
+4 = W Rail Turnout	4.72	17.96
℄	5.5	17.2
¼	5.4	17.3
cb.	5.8	16.9
W	6.2	16.5
+5	6.3	16.4
℄ MAPLE		
-5	6.6	16.1
W	6.3	16.4
cb.	6.0	16.7
¼	5.7	17.0
℄	5.3	17.4
+9 = W Rail Turnout	4.66	18.02
¼	5.1	17.6
+10	5.6	17.1
cb.	4.7	18.0
E = W Rail Turnout.	4.19	18.49
N ¼		
E = W Rail Turnout	4.16	18.52
+10	4.6	18.1
cb.	4.7	18.0
+3	5.5	17.2
¼	5.2	17.5
℄	5.3	17.4

22.68 = R
+.18
18.50
18.56
.006 = Error

Cbk on BM Maple & Cal. Page 15

℄	5.5	17.2
cb.	5.8	16.9
W	6.2	16.5
+5	5.8	16.9
N cb.		
-5	6.2	16.5
W	6.0	16.7
cb.	5.8	16.9
℄	5.3	17.4
¼	5.0	17.7
+10	5.5	17.2
cb.	4.9	17.8
E = W Rail Turnout	4.05	18.63
N.L. MAPLE - 0+00		
E = W Rail main Line	3.93	18.75
cb.	4.7	18.0
+3	5.5	17.2
E Rail main Line	4.37	18.31
¼	4.8	17.9
W " " "	4.38	18.30
℄	5.1	17.6
¼	5.4	17.3
cb.	5.9	16.8
W	5.9	16.8
+5	6.0	16.7

Note. 3' N (2) Maple = ℄ upright. Switch Turnout to South West.

N.L. 3

✓ 0-1.50 = ℄ Frame cement shed 9'x12'x9' high. ℄ Bld. = 22' East N.L.

-5	5.3	17.4
W	5.5	17.2
cb.	5.5	17.2
½	5.1	17.6
℄	6.4	16.3
+7	5.2	17.5
+9	4.6	18.1
W Rail main Line	4.00	18.68
¼	4.5	18.2
E " " "	4.00	18.68
cb	4.5	18.2
E = top W Rail Turnout	3.68	19.00
17+00		
E = Top W Rail Turnout	3.04	19.64
cb	3.6	19.1
+8	4.5	18.2
+9	4.0	18.7
E Rail N.L.	3.46	19.22
¼	4.0	18.7
W " " "	3.46	19.22
½+7	4.0	18.7
+9	4.5	18.2
℄	4.5	18.2
¼	4.9	17.8
W	4.9	17.8
+5	4.9	17.8

		22.68		
T.P.	11.20	30.04	3.84	18.84
		1+50		
-5			11.1	18.9
W			11.0	19.0
cb.			11.0	19.0
1/4			10.8	19.2
℄			11.2	18.8
W Rail main Line			10.33	19.71
1/4			10.8	19.2
E " " "			10.28	19.76
cb.			10.9	19.1
E = top W Rail Turnout			10.10	19.94
		2+00		
E			10.5	19.5
+1 = top W Rail			9.95	20.09
cb.			10.8	19.2
E Rail main Line			9.78	20.26
1/4			10.3	19.7
W " " "			9.79	20.25
1/4 +7			10.4	19.6
+9			11.0	19.0
℄			10.6	19.4
+8			12.1	17.9
1/4			11.9	18.1
cb.			10.8	19.2
W			11.6	18.4

30.04 CALIFORNIA St.
Cross Section

+5	11.6	18.4
2+50		
-5	10.5	19.5
W	10.5	19.5
cb.	10.1	19.9
1/4	10.7	19.3
℄	10.1	19.9
W Rail main Line	9.20	20.84
1/4	9.7	20.3
E " " "	9.14	20.90
cb.	10.3	19.7
+6 = W Rail turnout	9.18	20.86
E	9.8	20.2
+5	10.1	19.9
+10	12.6	17.4
+15	12.6	17.4

$2+74^{.21}$ = P.C. All Sections in Curve to E.C. 26.25' N. NL Palm. (as Per. Sketch Page 48)

-15	12.6	17.4
-10	12.4	17.6
E	9.7	20.3
+6 = E Rail turnout	8.87	21.17
W " "	8.90	21.14
cb.	9.7	20.3
E Rail main Line	8.85	21.19
1/4	9.4	20.6
W " " "	8.90	21.14

+7	9.4	20.6
℄	11.0	19.0
¼	10.8	19.2
cb.	10.6	19.4
W	10.9	19.1
+5	11.1	18.9
21.25 North of P.C.		
-5	11.3	18.7
W	11.1	18.9
cb.	11.2	18.8
¼	11.6	18.4
+10	11.0	19.0
℄	10.6	19.4
+5	9.3	20.7
W Rail main Line	8.68	21.36
¼	9.1	20.9
E " " "	8.62	21.42
¼ +10 = W Rail Turnout	8.60	21.44
cb.	9.2	20.8
E Rail Turnout	8.65	21.39
cb. +5	9.2	20.8
E	11.7	18.3
	12.2	17.8
Note: 2' S.S.L. Nutmeg = ℄ Box. Culvert		
E -1' = Flow Line	13.59	16.45
E	11.7	18.3

+7	9.0	21.0
+10 = E Rail Turnout	8.62	21.42
cb.	9.14	20.90
W " "	8.60	21.44
¼	9.1	20.9
+7	9.4	20.6
℄	11.3	18.7
+2	12.3	17.7
+3 on Flow Line = End of Exist culvert	14.09	15.95
¼	13.6	16.4
cb.	14.0	16.0
W	14.0	16.0
+25 in ℄ ditch	13.5	16.5
S.L. Nutmeg Sections on Radial Line		
-10	11.8	18.2
W	11.2	18.8
cb.	10.9	19.1
¼	11.4	18.6
℄	11.0	19.0
+6	9.2	20.8
℄	9.1	20.9
cb.	9.1	20.9
+5	9.1	20.9
E	11.2	18.8
S cb.		
E	10.8	19.2

30.04

+5	10.5	19.5
+10	8.7	21.3
cb.	8.7	21.3
¼	8.9	21.1
+6	9.0	21.0
℄	11.1	18.9
+2	12.1	17.9
+5	10.4	19.6
¼	10.8	19.2
cb.	10.9	19.1
W	11.1	18.9
+5	11.2	18.8

S ½

-5	10.6	19.4
W	10.4	19.6
cb.	10.4	19.6
¼	10.2	19.8
+6	10.1	19.9
+10	12.2	17.8
℄	11.4	18.6
+5	9.0	21.0
¼	8.8	21.2
cb.	8.6	21.4
+3	9.7	20.3
E	9.8	20.2

℄

30.04

Calif. St.
Cross Section 65

E	9.4	20.6
+5	8.9	21.1
+10	10.2	19.8
cb.	8.4	21.6
¼	8.6	21.4
+8	8.8	21.2
℄	11.2	18.8
+3	11.7	18.3
½	10.1	19.9
cb.	10.3	19.7
W	10.8	19.2
+5	11.1	18.9

N ½

-5	10.6	19.4
W	11.1	18.9
cb.	10.4	19.6
¼	10.7	19.3
+8	11.7	18.3
℄	11.3	18.7
+5	8.6	21.4
½	8.5	21.5
+10	8.2	21.8
cb.	9.2	20.8
+2	10.0	20.0
+5	8.5	21.5
E	9.2	20.8

N cb.

E	9.4	20.6
+8	8.3	21.7
+10	9.7	20.3
cb.	9.0	21.0
+5	8.1	21.9
¼	8.3	21.7
+9	8.6	21.4
℄	11.2	18.8
+8	10.4	19.6
¼	10.8	19.2
cb.	11.0	19.0
W	10.8	19.2
+5	10.8	19.2

N.L. Nutmeg

-5	11.0	19.0
W	11.0	19.0
cb.	11.4	18.6
¼	11.1	18.9
+10	10.6	19.4
℄	9.6	20.4
+3	8.5	21.5
+5 = W Rail main Line	7.65	22.39
¼ on W " turnout	7.58	22.46
" E " main line	7.49	22.55
" " " turnout	7.41	22.63
¼+8	7.9	

+11	8.8	21.2
cb.	9.6	20.4
+4	8.4	21.6
E	8.8	21.2

3004 = π
782 -
2222
2226 = 8M.
004

Section ①

E -10	7.9	22.1
E	8.0	22.0
+10	8.2	21.8
cb.	9.4	20.6
+5	7.6	22.4
+8 = E Rail Turnout	7.14	2290
+9 = " " main line	7.19	22.85
¼ W " turnout	7.32	22.72
" " main line	7.34	22.70
¼+7	8.2	21.8
℄	10.4	19.6
¼	10.4	19.6
cb.	10.2	19.8
W	10.7	19.3
+10	10.7	19.3

From Main Line

Section ② - ℄ upright switch Turnout to SE.

-10	10.8	19.2
W	10.3	19.7
cb.	9.8	20.2
¼	9.8	20.2
℄	9.6	20.4

Chk. on 8th NE. 8th Nutmeg & Cal. Page 18

℄ + 4	7.7	22.3
+11 = W Rail main line	7.04	23.00
E " " "	6.88	23.16
¼	7.4	22.6
+7	7.5	22.5
cb.	9.0	21.0
+2	7.8	22.2
E	8.0	22.0
+10	7.8	22.2
	↳ Are on Main Line	
Section ③	Note: All Radon Rails From Here ↓	
-5	6.6	23.4
E	7.0	23.0
+10	7.4	22.6
cb.	7.3	22.7
+3	8.6	21.4
+8	7.0	23.0
+11 = E Rail	6.60	23.44
¼	7.1	22.9
W "	6.78	23.26
¼ +7	7.5	22.5
℄	9.6	20.4
+3	7.8	22.2
+8	9.2	20.8
¼	9.8	20.2
cb.	9.7	20.3
W	9.9	20.1
+10	10.4	19.6

Section ④

-10	9.9	20.1
W	9.7	20.3
cb.	9.3	20.7
¼	9.1	20.9
+7	8.5	21.5
+10	7.2	22.8
℄	8.2	21.8
+2	9.3	20.7
+8	7.2	22.8
W Rail	6.49	23.55
¼	6.9	23.1
E Rail	6.33	23.71
¼ +7	6.7	23.3
¼ +10	8.5	21.5
cb.	7.4	22.6
+2	6.0	24.0
E	6.0	24.0
+10	5.3	24.7
Section 5		
-10	4.0	26.0
E	5.1	24.9
+5	4.1	25.9
cb.	6.7	23.3
+2	8.2	21.8
+8	6.5	23.5

3004

E. Rail	6.08	23.96
¼	6.5	23.5
W "	6.25	23.79
¼ + 6	7.0	23.0
℄	8.9	21.1
+3	6.9	23.1
+8	8.4	21.6
¼	8.7	21.3
cb	8.5	21.5
W	9.3	20.7
+10	9.6	20.4
Section 12 ⑥		
-10	9.0	21.0
W	8.4	21.6
cb.	8.3	21.7
¼	8.3	21.7
+7	7.8	22.2
+10	6.7	23.3
℄	7.6	22.4
+3	8.6	21.4
+8	6.6	23.4
W Rail	5.96	24.08
¼	6.40	23.64
E "	5.79	24.25
+6	6.2	23.8
+10	7.8	22.2

3004 California St. Cross Section 68

cb.	6.7	23.3
+7	3.2	26.8
E	4.1	25.9
+10	3.2	26.8
+13.50	3.3	26.7
Section ⑦		
-15.30	1.5	28.5
-10	1.8	28.2
E	3.2	26.8
+5	1.8	28.2
cb.	6.5	23.5
+2	7.7	22.3
+8	6.0	24.0
E. Rail	5.52	24.52
¼	6.0	24.0
W "	5.69	24.35
+6	6.4	23.6
+10	8.3	21.7
℄	6.8	23.2
+2	6.4	23.6
+7	7.8	22.2
¼	8.0	22.0
cb.	8.7	21.3
W	9.0	21.0
+10	10.5	19.5
Section 8 - St. Olive St. see sketch P-48		
-10	10.2	19.8
W	9.8	20.2

		30.04			
cb			9.7	20.3	
℄			9.0	21.0	
+6			8.6	21.4	
+10			6.2	23.8	
℄			7.2	22.8	
+2			8.1	21.9	
+8			6.1	23.9	
W Rail			5.45	24.59	
℄			5.8	24.2	
E. "			5.26	24.78	
℄+5			5.7	24.3	
+10			7.3	22.7	
cb.			6.2	23.8	
+4			5.1	24.9	
+8			0.5	29.5	
E			0.9	29.1	
+19.34			+0.2	30.2	
T.P.	7.00	36.67	0.37	29.67	
Chk. on B.M. Con. Mon. ℄ Olive And 25' W.E.L. Calif			6.07	30.60 30.65 = Elev. Mon. P. 26 0.05 = Error	
	6.07	36.72		30.65 = Above B.M. on Mon.	
	S	cb.			
-21.18			5.7	21.0	
-10			7.0	19.7	
E			6.7	30.0	
+℄			6.3	30.4	

CALIFORNIA St, Cross Section

		36.72		
+7			10.0	26.7
cb.			12.4	24.3
+2			13.9	22.8
+7			12.4	24.3
E Rail			11.77	24.95
℄			12.3	24.4
W "			11.95	24.77
℄+5			12.6	24.1
+10			14.8	21.9
℄			13.8	22.9
℄			15.2	21.5
cb.			15.9	20.8
W			16.3	20.4
+10			16.4	20.3
	S ℄			
-10			17.0	19.7
W			16.2	20.5
cb.			15.5	21.2
℄			15.3	21.4
+10			13.8	22.9
℄			15.2	21.5
+8			12.5	24.2
W Rail			11.85	24.87
℄			12.2	24.5
E "			11.69	25.03
℄+6			12.1	24.6

cb.	13.7	23.5
+10	10.5	26.2
E	6.0	30.7
+15	6.0	30.7
+22.94	4.4	32.3
℄		
-24.77	3.5	33.2
-15	5.6	31.1
E	6.1	30.6
+5	6.2	30.5
+7	11.0	25.7
cb.	13.0	23.7
+5	12.0	24.7
E Rail	11.51	25.21
¼	12.0	24.7
W "	11.69	25.03
¼ +5	12.3	24.4
+10	14.4	22.3
℄	12.6	24.1
+8	14.2	22.5
¼	14.7	22.0
cb	15.2	21.5
W	15.0	21.7
+10	15.5	21.2
N ¼		
-10	15.8	20.9

W	15.3	21.4
cb.	14.9	21.8
¼	13.8	22.9
+8	13.2	23.5
+10	11.8	24.9
℄	14.1	22.6
+8	12.1	24.6
W Rail	11.58	25.14
¼	12.0	24.7
E Rail	11.41	25.31
¼ +5	11.8	24.9
cb.	13.3	23.4
+5	10.6	26.1
+8	6.0	30.7
E	5.0	31.7
+15	5.6	31.1
+22.94	3.2	33.5
N cb.		
-21.18	1.8	24.9
-15	4.7	32.0
E	4.7	32.0
+5	5.2	31.5
+7	10.8	25.9
cb.	12.2	24.5
+2	13.4	23.3
+7	11.7	25.0

		3677					
E Rail			11.28	25.44			
¼			11.8	24.9			
W "			11.45	25.27			
¼+5			12.0	24.7			
℄			13.0	23.7			
+4			11.1	25.6			
+8			13.3	23.4			
¼			14.1	22.6			
cb.			14.9	21.8			
W			15.0	21.7			
+10			15.7	21.0			
	597	3662	6.07	30.65			
		NL. olive	Sections on Radial Line				
-10			15.1	21.5			
W			14.2	22.4			
℄			13.5	23.1			
¼			13.5	23.1			
+7			13.0	23.6			
+10			11.0	25.6			
℄			12.2	24.4			
+2			13.4	23.2			
+7			11.8	24.8			
W Rail			11.21	25.41			
¼			11.7	24.9			
E Rail			11.05	25.57			
¼+7			11.6	25.0			

		3662	Calif St.				
			Cross Section				
cb.			13.0	23.6			
+4			10.5	26.1			
+8			4.2	32.4			
E			4.1	33.5			
+10			3.0	33.6			
+15.34			4.1	32.5			
+19.34			1.5	35.1			
			Section ①				
-15.3			1.8	34.8			
-10			1.8	34.8			
E			3.6	33.0			
+5			4.8	31.8			
+7			10.3	26.3			
cb.			12.7	23.9			
+6			11.2	25.4			
E Rail			10.78	25.84			
¼			11.5	25.1			
W Rail			10.95	25.67			
¼+5			11.5	25.1			
+10			13.4	23.2			
℄			11.4	25.2			
+4			12.3	24.3			
¼			13.4	23.2			
cb.			13.4	23.2			
W			14.5	22.1			
+10			15.3	21.3			

Section 2

-10	14.7	21.9
W	14.7	21.9
cb.	13.4	23.2
¼	13.3	23.3
+7	12.4	24.2
+10	10.8	25.8
℄	12.0	24.6
+2	13.1	23.5
+7	11.3	25.3
W EST Rail	10.70	25.92
¼	11.2	25.4
E "	10.54	26.08
¼ +6	11.0	25.6
cb.	12.5	24.1
+2	10.0	26.6
+4	9.9	26.7
+7	4.1	32.5
E	3.4	33.2
+5	1.4	35.2
+13.5	1.7	34.9

Section 3

-10.76	1.3	35.3
E	2.0	34.6
+5	3.7	32.9
+8	10.0	26.6

cb.	12.3	24.3
+7	10.7	25.9
E. Rail	10.28	26.34
¼	10.9	25.7
W "	10.45	26.17
+5	11.1	25.5
+10	12.7	23.9
℄	11.3	25.3
+1	10.3	26.3
+5	12.4	24.2
¼	12.9	23.7
cb.	13.6	23.0
W	14.0	22.6
+10	14.6	22.0

Section 4

-10	13.6	23.0
W	13.2	23.4
cb.	12.8	23.8
¼	12.4	24.2
+7	11.7	24.9
+10	10.1	26.5
℄	10.8	25.8
+3	12.4	24.2
+8	10.9	25.7
W Rail	10.18	26.44
¼	10.7	25.9
E "	10.00	26.6

¼ +6	10.5	26.1
+10	12.0	24.6
cb.	10.8	25.8
+4	9.3	27.3
+7	1.6	34.0
E.	1.6	35.0
+10.78	1.0	35.6
Section 5 Plus Rail		
-6.75	+0.2	36.8
E	0.7	35.9
+4	1,3	35.3
+7	9.0	27.6
cb.	11.7	24.9
+6	10.2	26.4
E Rail	9.78	26.84
¼	10.4	26.2
W Rail	9.96	26.66
¼ +3	10.5	26.1
+5	11.6	25.0
+8	11.7	24.9
℄	9.0	27.6
+8	10.0	26.6
¼	11.7	24.9
cb.	12.3	24.3
W	13.0	23.6
+10	14.7	21.9

	(Section 5) +7'	
-10	12.6	24.0
W	11.5	25.1
cb.	10.0	26.6
¼	8.6	18.0
℄	7.2	29.4
+2	10.7	25.9
+3	11.8	24.8
19	10.5	26.1
W Rail	9.86	26.76
¼	10.3	26.3
E Rail	9.68	26.98
¼ +8	10.1	26.5
cb.	11.6	25.0
+0	8.6	28.0
+9	1.0	25.6
E	0.9	35.7
-+5	0.0	36.6
	(section 5) +9'	
-5	0.0	36.6
E	1.0	35.6
+4	1.0	35.6
+9	8.6	28.0
cb.	11.6	25.0
+5	10.1	26.5
¼	10.3	26.3
+4	10.4	26.2

+10	11.8	24.8
+11	10.7	25.9
℄	3.8	32.8
¼	4.0	32.6
cb.	3.0	33.6
W	5.3	31.3
+10	6.4	30.2
Section 6		
-10	6.6	30.0
W	4.0	32.6
cb.	3.2	33.4
¼	4.6	32.0
+10	4.4	32.2
℄	10.0	26.6
+5	11.6	25.0
+9	10.2	26.4
W Rail	9.68	26.94
¼	10.2	26.4
E "	9.49	27.13
+7	10.0	26.6
cb.	11.2	25.4
+4	8.5	28.1
+7	2.3	34.3
E	1.3	35.3
+5.04	0.3	36.3
Section 7		

-3.59	0.4	36.2
E	1.1	35.5
+5	1.9	34.7
+7	7.8	28.8
cb.	11.3	25.3
+5	9.8	26.8
E Rail	9.27	27.35
¼	10.0	26.6
W "	9.44	27.18
¼ +4	10.3	26.3
+9	11.2	25.4
℄	10.2	26.4
+2	4.3	32.3
¼	4.3	32.3
cb.	4.7	31.9
W	6.0	30.6
+10	7.5	29.1
section 8		
-10	7.2	29.4
W	5.4	31.2
cb.	4.4	32.2
¼	4.0	32.6
℄	3.4	33.2
+7	9.7	27.4
+5	7.3	29.3
+8	10.0	26.6

3662

W Rail			9.24	27.38
¼			9.7	26.9
E "			9.07	27.55
¼+7			9.6	27.0
+10			11.1	25.5
Cb.			9.0	27.6
+8			7.8	28.8
+5			7.2	29.4
+8			0.5	36.1
E			0.0	36.6
+2.34			+0.5	37.1
T.P	3.12	38.75	0.99	35.63
	S Cb.			
E -1.76			1.2	37.6
E			1.5	37.3
+4			1.8	37.0
+6			9.7	29.1
Cb.			13.0	25.8
+5			11.6	27.2
E Rail			11.04	27.71
¼			11.6	27.2
W "			11.22	27.53
+4			11.9	26.9
+7			13.3	25.5
℄			11.4	27.3
+2			5.6	33.2

3875 California St. Cross Section

¼	6.1	32.7
Cb.	7.4	31.4
W	8.6	30.2
+10	9.4	29.4
S ¼		
-10	7.8	29.0
W	9.0	29.8
Cb.	6.7	32.1
¼	5.8	33.0
+10	5.0	33.8
℄	11.6	27.2
+5	13.1	25.7
+10	11.8	27.0
W Rail	11.10	27.65
¼	11.7	27.1
E "	10.95	27.80
¼+7	11.5	27.3
Cb.	13.0	25.8
+5	10.3	28.5
E	1.0	37.7
+13	0.8	38.0
℄		
-0.89 on Con Mon.	1.08	37.67 See P-23
E	1.1	37.7
+7	1.4	37.4
+6	10.1	28.7

cb.		13.0	25.8
+7		11.4	27.4
¼		11.4	27.4
+3		11.4	27.4
+5		13.0	25.8
+10		10.5	28.3
cb		10.5	28.3
+2		4.4	34.4
¼		6.3	32.5
cb.		7.3	31.5
W		8.7	30.1
+10		9.6	29.2
	N ¼		
-10		8.0	30.8
W		6.5	32.3
+11		6.4	32.4
cb		5.0	33.8
¼		5.2	33.6
+10		4.8	34.0
L		11.6	27.2
+4		13.0	25.8
+9		11.5	27.3
¼		11.3	27.5
+7		11.2	27.6
cb.		13.0	25.8
+8		9.4	29.4

E		0.8	380
	N.Cb		38.0
E		0.1	38.1
+4		9.4	29.4
cb.		12.8	26.0
+7		11.0	27.8
¼		11.2	27.6
+4		11.4	27.4
+7		12.8	26.0
L		9.8	29.0
+2		4.3	34.5
¼		4.1	34.1
cb.		2.6	36.2
+2		5.5	33.3
W		6.4	32.4
+10		6.5	32.3
	N.L. Palm		
W at Base Cal. House ✓		6.4	32.4
+10		6.0	32.8
cb.		2.5	36.3
¼		4.3	34.5
+10		4.0	34.8
L		10.3	28.4
+2		12.4	26.4
+9		11.3	27.5
W Rail		10.72	28.03

3875

¼	11.2	27.6
E Rail	10.53	28.22
¼ +8	11.0	27.8
cb.	12.7	26.1
+8	8.2	30.6
E	2.5	36.3
+3	0.8	38.0
	26.75' N.N.L. PALM = E.C. = 0+00	
-5	0.3	38.5
E	4.6	33.2
+4	9.5	29.3
cb.	12.6	26.2
+9	10.8	28.0
E Rail	10.32	28.43
¼	11.0	27.8
W "	10.46	28.29
¼ +5	11.1	27.7
+8	12.4	26.6
℄	9.8	29.0
+7	3.5	35.3
¼	3.8	35.0
℄ b	2.1	36.7
+7	6.0	32.8
W ¼	6.2	32.6
+1.5 = at House ✓	6.2	32.6 ← use this B.M.
4.00 41.63	1.08	37.63 = Elev. 1100. P-23
		37.67

4163 CALIF. ST.
Cross Section 77

✓ 0+15 ℄ Cal. House (shack) on W 4' in st 10' wide.

0+20

W	9.5	32.1
cb.	8.8	32.8
+1	6.7	34.9
℄	6.7	34.9
+10	6.2	35.4
+11	12.8	28.8
℄	13.0	28.6
+15	15.0	26.6
+9	13.9	27.7
W Rail	13.25	28.38
¼	13.9	27.7
E Rail	13.08	28.55
℄ +7	14.6	27.0
cb.	15.3	26.3
E	7.0	34.6
+5 = top Bank.	2.7	38.9
	0+39	
-5 = top Bank.	3.3	38.3
E.	8.0	33.6
cb.	15.3	26.3
+5	13.6	28.0
¼	13.6	28.0
+3	13.6	28.0
+7	15.0	26.6

℄	13.0	28.6
+2	7.0	34.6
¼	7.2	34.4
+5	6.6	35.0
cb.	9.0	32.6
W	12.2	29.4
+10	13.2	28.4
0+59		
-10	13.4	28.2
W	11.6	30.0
cb.	9.8	31.8
¼	8.7	32.9
+10	7.6	34.0
+11	11.6	30.0
℄	13.5	28.1
+5	15.0	26.6
+9	13.6	28.0
W Rail	12.85	28.78
¼	13.4	28.2
E "	12.75	28.88
¼+7	13.4	28.2
cb.	15.1	26.5
E	9.5	32.1
+7=top Bank.	4.1	37.5
0+74		
-6=top Bank	4.5	37.1

E	9.2	32.4
cb.	15.0	26.6
+5	13.3	28.3
¼	13.3	28.3
+3	13.3	28.3
+7	14.6	27.0
℄	12.7	28.9
+2	8.3	33.3
¼	8.9	32.7
+10	4.0	37.6
cb.	7.4	34.2
W	12.5	29.4
+10	14.4	27.2

Note: Cross Sections Cont. in Book 1272
" for Chk. out for Abora H.I. See Continuation of Levels in Book 1272

IMPROVED TABLES

AND

INFORMATION

Table X.

MIDDLE ORDINATES OF RAILS

Length of Rail (feet)

C ° ′	R Feet	30 Inch	28 Inch	26 Inch	24 Inch	22 Inch	20 Inch	C °	R Feet	30 Inch	28 Inch	26 Inch	24 Inch	22 Inch	20 Inch
0-20	17189	.08	.07	.06	.05	.04	.03	8	716.8	1.88	1.64	1.42	1.20	1.01	84
0-40	8594	.16	.14	.12	.10	.08	.07	9	637.3	2.12	1.84	1.60	1.35	1.14	94
1-0	5730	.24	.20	.18	.15	.13	.10	10	573.7	2.36	2.05	1.78	1.50	1.27	1.04
1-20	4297	.31	.27	.23	.20	.17	.13	11	521.7	2.59	2.26	1.95	1.65	1.39	1.15
1-40	3438	.39	.34	.29	.25	.21	.17	12	478.3	3.83	2.47	2.15	1.81	1.54	1.26
2-0	2865	.47	.41	.35	.30	.25	.20	13	441.7	3.05	2.66	2.30	1.96	1.66	1.36
2-20	2456	.55	.48	.41	.35	.29	.23	14	410.3	3.30	2.87	2.48	2.10	1.78	1.46
2-40	2149	.63	.55	.47	.40	.33	.27	15	383.1	3.54	3.08	2.68	2.26	1.91	1.57
3-0	1910	.71	.62	.53	.45	.38	.31	16	359.3	3.76	3.28	2.83	2.40	2.04	1.67
3-20	1719	.78	.68	.59	.50	.42	.35	17	338.3	4.00	3.48	3.02	2.57	2.16	1.78
3-40	1563	.86	.75	.65	.55	.46	.38	18	319.6	4.21	3.67	3.18	2.70	2.28	1.87
4-0	1433	.94	.82	.71	.60	.50	.42	19	302.9	4.45	3.89	3.36	2.86	2.41	1.98
4-20	1323	1.02	.89	.77	.65	.55	.45	20	287.9	4.70	4.09	3.55	3.00	2.54	2.09
4-40	1228	1.10	.96	.83	.70	.59	.48	22	262.0	5.16	4.44	3.84	3.30	2.80	2.29
5	1146	1.18	1.03	.89	.75	.63	.52	24	240.5	5.64	4.92	4.20	3.59	3.04	2.50
6	955.3	1.41	1.23	1.06	.90	.76	.62	26	222.3	6.07	5.29	4.58	3.88	3.29	2.70
7	819.0	1.65	1.44	1.24	1.05	.89	.73								

Table XI.

SHORT RADIUS CURVES

Radius Feet	Chord Feet	Central Angle	Deflection Angle	Deflection for 1 Foot
35	10	16-26	8-13	49.3
45	10	12-46	6-23	38.3
50	15	17-16	8-38	34.5
60	15	14-22	7-11	28.8
75	15	11-30	5-45	23.0
100	20	11-30	5-45	17.3
120	20	9-34	4-47	14.3
150	20	7-39	3-49	11.5
190	25	7-32	3-46	9.15
200	25	7-10	3-35	8.6
225	25	6-25	3-12	7.7
240	25	5-58	2-59	7.2
250	25	5-44	2-52	6.9
275	25	5-12	2-36	6.2
288	50	9-58	4-59	6.0
300	50	9-32	4-46	5.7
350	50	8-12	4-06	4.9
376	50	7-40	3-50	4.6
400	50	7-10	3-35	4.3
410	50	7-00	3-30	4.2

To find length of curve divide angle from P. C. to P. T. by central angle of chord and multiply by length of chord.

38.99
1.07
1006

311
46
265

301
265
36

Table XII.

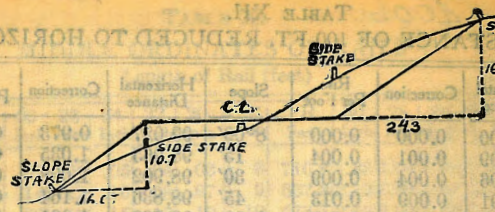
INCLINED DISTANCE OF 100 FT. REDUCED TO HORIZONTAL

Slope	Horizontal Distance	Correction	Rise Per Foot	Slope	Horizontal Distance	Correction	Rise Per Foot
0°00′	100.000	0.000	0.000	8°00′	99.027	0.973	0.139
15′	99.999	0.001	0.004	15′	98.965	1.035	0.143
30′	99.996	0.004	0.009	30′	98.902	1.098	0.148
45′	99.991	0.009	0.013	45′	98.836	1.164	0.152
1 00	99.985	0.015	0.017	9 00	98.769	1.231	0.156
15	99.976	0.024	0.022	15	98.700	1.300	0.161
30	99.966	0.034	0.026	30	98.629	1.371	0.165
45	99.953	0.047	0.031	45	98.556	1.444	0.169
2 00	99.939	0.061	0.035	10 00	98.481	1.519	0.174
15	99.923	0.077	0.039	15	98.404	1.596	0.178
30	99.905	0.095	0.044	30	98.325	1.675	0.182
45	99.885	0.115	0.048	45	98.245	1.755	0.187
3 00	99.863	0.137	0.052	11 00	98.163	1.837	0.191
15	99.839	0.161	0.057	15	98.079	1.921	0.195
30	99.813	0.187	0.061	30	97.992	2.008	0.199
45	99.786	0.214	0.065	45	97.905	2.095	0.204
4 00	99.756	0.244	0.070	12 00	97.815	2.185	0.208
15	99.725	0.275	0.074	15	97.723	2.277	0.212
30	99.692	0.308	0.078	30	97.630	2.370	0.216
45	99.657	0.343	0.083	45	97.534	2.466	0.221
5 00	99.619	0.381	0.087	13 00	97.437	2.563	0.225
15	99.580	0.420	0.092	15	97.338	2.662	0.229
30	99.540	0.460	0.096	30	97.237	2.763	0.233
45	99.497	0.503	0.100	45	97.134	2.866	0.238
6 00	99.452	0.548	0.105	14 00	97.030	2.970	0.242
15	99.406	0.594	0.109	15	96.923	3.077	0.246
30	99.357	0.643	0.113	30	96.815	3.185	0.250
45	99.307	0.693	0.118	45	96.705	3.295	0.255
7 00	99.255	0.745	0.122	15 00	96.593	3.407	0.259
15	99.200	0.800	0.126	15	96.479	3.521	0.263
30	99.144	0.856	0.131	30	96.363	3.637	0.267
45	99.087	0.913	0.135	45	96.246	3.754	0.271

Table XIII.

MINUTES IN DECIMALS OF A DEGREE.

0 30″	.00833	10′ 30″	.17500	20′ 30″	.34167	30′ 10″	.50833	40′ 30″	.67500	50′ 10″	.84167
1 00	.01667	11 00	.18333	21 00	.35000	31 00	.51667	41 00	.68333	51 00	.85000
30	.02500	30	.19167	30	.35833	30	.52500	30	.69167	30	.85833
2 00	.03333	12 00	.20000	22 00	.36667	32 00	.53333	42 00	.70000	52 00	.86667
30	.04167	30	.20833	30	.37500	30	.54167	30	.70833	30	.87500
3 00	.05000	13 00	.21667	23 00	.38333	33 00	.55000	43 00	.71667	53 00	.88333
30	.05833	30	.22500	30	.39167	30	.55833	30	.72500	30	.89167
4 00	.06667	14 00	.23333	24 00	.40000	34 00	.56667	44 00	.73333	54 00	.90000
30	.07500	30	.24167	30	.40833	30	.57500	30	.74167	30	.90833
5 00	.08333	15 00	.25000	25 00	.41667	35 00	.58333	45 00	.75000	55 00	.91667
30	.09167	30	.25833	30	.42500	30	.59167	30	.75833	30	.92500
6 00	.10000	16 00	.26667	26 00	.43333	36 00	.60000	46 00	.76667	56 00	.93333
30	.10833	30	.27500	30	.44167	30	.60833	30	.77500	30	.94167
7 00	.11667	17 00	.28333	27 00	.45000	37 00	.61667	47 00	.78333	57 00	.95000
30	.12500	30	.29167	30	.45833	30	.62500	30	.79167	30	.95833
8 00	.13333	18 00	.30000	28 00	.46667	38 00	.63333	48 00	.80000	58 00	.96667
30	.14167	30	.30833	30	.47500	30	.64167	30	.80833	30	.97500
9 00	.15000	19 00	.31667	29 00	.48333	39 00	.65000	49 00	.81667	59 00	.98333
30	.15833	30	.32500	30	.49167	30	.65833	30	.82500	30	.99167
10 00	.16667	20 00	.33333	30 00	.50000	40 00	.66667	50 00	.83333	60 00	1.00000



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

SLOPE 1½ TO 1. ROADWAY OF ANY WIDTH.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0 00	0 15	0.30	0.45	0.60	0.75	0.90	1.05	1.20	1.35	0
1	1.50	1 65	1 80	1.95	2.10	2.25	2.40	2.55	2.70	2.85	1
2	3.00	3.15	3.30	3 45	3.60	3 75	3.90	4.05	4.20	4 35	2
3	4.50	4 65	4.80	4.95	5 10	5 25	5 40	5.55	5.70	5.85	3
4	6.00	6 15	6.30	6.45	6.60	6 75	6.90	7.05	7.20	7.35	4
5	7 50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	8.70	8.85	5
6	9 00	9 15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10 35	6
7	10.50	10 65	10.80	10.95	11.10	11.25	11.40	11.55	11 70	11.85	7
8	12.00	12 15	12.30	12.45	12.60	12.75	12.90	13 05	13.20	13.35	8
9	13 50	13 65	13 80	13 95	14.10	14.25	14.40	14 55	14.70	14.85	9
10	15.00	15 15	15 30	15 45	15.60	15.75	15.90	16.05	16.20	16 35	10
11	16 50	16 65	16 80	16.95	17 10	17.25	17.40	17.55	17.70	17.85	11
12	18 00	18 15	18.30	18 45	18.60	18 75	18.90	19.05	19.20	19 35	12
13	19 50	19 65	19.80	19.95	20.10	20.25	20 40	20 55	20.70	20.85	13
14	21.00	21 15	21.30	21.45	21 60	21.75	21.90	22 05	22 20	22 35	14
15	22 50	22 65	22 80	22 95	23.10	23.25	23.40	23.55	23.70	23.85	15
16	24.00	24 15	24 30	24 45	24.60	24.75	24 90	25 05	25.20	25.35	16
17	25.50	25 65	25.80	25 95	26.10	26 25	26 40	26.55	26.70	26.85	17
18	27.00	27 15	27.30	27 45	27.60	27.75	27.90	28.05	28 20	28.35	18
19	28 50	28 65	28 80	28.95	29.10	29.25	29.40	29.55	29.70	29.85	19
20	30 00	30 15	30.30	30.45	30.60	30.75	30.90	31.05	31.20	31.35	20
21	31 50	31 65	31.80	31.95	32 10	32 25	32.40	32.55	32 70	32 85	21
22	33 00	33 15	33 30	33 45	33.60	33 75	33.90	34.05	34.20	34.35	22
23	34 50	34 65	34.80	34.95	35.10	35 25	35 40	35.55	35.70	35 85	23
24	36.00	36 15	36.30	36 45	36.60	36.75	36.90	37.05	37.20	37.35	24
25	37.50	37.65	37 80	37.95	38.10	38.25	38.40	38.55	38.70	38.85	25
26	39 00	39 15	39 30	39 45	39 60	39.75	39.90	40.05	40.20	40.35	26
27	40 50	40 65	40 80	40.95	41.10	41.25	41 40	41.55	41.70	41.85	27
28	42 00	42 15	42.30	42.45	42.60	42 75	42.90	43.05	43.20	43.35	28
29	43 50	43 65	43.80	43 95	44.10	44 25	44 40	44.55	44.70	44 85	29
30	45 00	45 15	45.30	45 45	45.60	45.75	45.90	46.05	46.20	46.35	30
31	46.50	46.65	46.80	46 95	47.10	47 25	47.40	47.55	47.70	47.85	31
32	48 00	48.15	48.30	48 45	48.60	48 75	48.90	49.05	49 20	49.35	32
33	49 50	49 65	49.80	49.95	50.10	50.25	50.40	50.55	50 70	50.85	33
34	51 00	51.15	51.30	51.45	51.60	51 75	51.90	52.05	52.20	52.35	34
35	52 50	52.65	52.80	52.95	53.10	53.25	53.40	53.55	53.70	53.85	35
36	54 00	54 15	54.30	54 45	54.60	54.75	54.90	55.05	55.20	55.35	36
37	55 50	55 65	55.80	55.95	56.10	56.25	56.40	56.55	56.70	56.85	37
38	57 00	57.15	57.30	57 45	57.60	57 75	57.90	58.05	58.20	58 35	38
39	58 50	58.65	58 80	58.95	59.10	59 25	59.40	59 55	59.70	59.85	39
40	60 00	60 15	60 30	60 45	60 60	60.75	60 90	61.05	61 20	61.35	40
41	61.50	61 65	61 80	61 95	62 10	62 25	62.40	62 55	62 70	62.85	41
42	63 00	63.15	63 30	63 45	63 60	63 75	63 90	64 05	64 20	64.35	42
43	64.50	64 65	64 80	64.95	65.10	65 25	65 40	65.55	65.70	65.85	43
44	66 00	66 15	66 30	66.45	66.60	66 75	66.90	67.05	67.20	67.35	44
45	67 50	67 65	67 80	67.95	68.10	68.25	68 40	68.55	68.70	68.85	45
46	69 00	69 15	69 30	69.45	69.60	69.75	69.90	70.05	70.20	70.35	46
47	70 50	70 65	70 80	70 95	71.10	71.25	71 40	71.55	71.70	71.85	47
48	72 00	72 15	72.30	72.45	72.60	72.75	72.90	73 05	73.20	73 35	48
49	73 50	73 65	73.80	73.95	74.10	74.25	74.40	74.55	74.70	74.85	49
50	75.00	75.15	75.30	75.45	75.60	75.75	75.90	76.05	76.20	76.35	50

Computed by L. Leland Locke.

3547
2834
4794
3264
1530

1175
184
1359

380.46
80
300.46
2621
274.21

5371
-028
5399
1188
4211
4152
59

23.16' = dist. from Mon. to ℄ tracks of Quarry
23.68 = " " " " " Redwood.

148
120
168

75.00
52.40
22.60

37.5
12.75
50.25

24.75
37.50
12.75
50.75
63.00

935 204

593

4 | 1,01.02
25.25
96.20
121.45
7.07
128.52

3547
736
28.11 = spk

364.82
6.47
371.29

364.82
6.70
371.52

364.82
10.09
374.91
4.02
370.89

2 87.56
39.70
329.20

374.87
5.68
369.19
1.22
370.41
7.49
362.92
4.87
369.79

263.60
23.15
286.75

392.67
277.00
115.67

0+85 = 1040

160
16.14
143.86

364.82
2.54
367.36

3' wide
4' wide
3' deep
26' long

10.8
12.75
23.55