

1272

PASTS

LEVEL BOOK

No. 380F

MICROFILMED

DEC 22 1964

No. 385 7/1/20 H.H.

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.
- No. 385 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 8 vertical and 4 horizontal lines to the inch, Center Line Red.

We also carry the Note Books listed above, bound in extra strong Fabri-Hide (otherwise the same quality of book), which can be furnished at a somewhat lower price.

In ordering Fabri-Hide covered books, add the letter "F" to catalog number.

THE FREDERICK POST CO.
ENGINEERING and DRAFTING SUPPLIES
IRVING PARK STATION
CHICAGO, ILL.

INDEX

Cross Section California St.

" " Kutz "

PAGE

1-50

50-62

CALIFORNIA ST.
Cross Sections

Cont. from Book 1258 - Page 78

41.63 = H.I. " " " "

0+84

-10	14.4	27.2
N	18.9	28.7
cb.	9.2	32.4
$\frac{1}{4}$	9.8	31.8
+10	8.0	33.6
+10.7	11.1	30.5
$\frac{1}{2}$	12.4	29.2
+5	14.8	26.8
+9	13.1	28.5
$\frac{1}{4}$	13.3	28.3
+7	13.3	28.3
cb.	15.0	26.6
E	8.2	33.4
+7 = top bank	3.8	37.8

1+24

-6 = " "	3.9	37.7
E	8.3	33.3
cb.	15.7	25.9
+5	12.8	28.8
E Rail	12.23	29.40
$\frac{1}{2}$	12.8	28.8
N "	12.23	29.40
$\frac{1}{4}+3$	12.7	28.9

4163

+8	14.2	27.4
$\frac{1}{2}$	12.3	29.3
+2	8.3	33.3
$\frac{1}{4}$	9.9	31.7
cb.	12.2	29.4
N	14.0	27.6
+10	14.9	26.7

1+49

-10	14.0	27.6
N	12.9	28.7
cb.	7.1	34.5
+10	6.5	35.1
$\frac{1}{4}$	7.7	33.9
+3	8.7	32.9
+10	8.0	33.6
$\frac{1}{2}$	12.4	29.2
+5	14.0	27.6
+9	12.5	29.1
$\frac{1}{4}$	12.5	29.1
+7	12.6	29.0
cb.	14.4	27.2
E	8.7	32.9
+7 = top bank	3.0	37.8

1+74 - South edge Picket fence on W 4' in st.

-7 = " "	3.6	38.0
E	8.6	33.0

4163

+3	8.7	32.9
+7	12.8	28.8
+10	12.9	28.7
cb.	14.3	27.3
+5	12.4	29.2
$\frac{1}{4}$	12.4	29.2
+3	12.4	29.2
+8	13.8	27.8
$\frac{1}{2}$	11.4	30.2
+3	8.0	33.6
+7	8.3	33.3
$\frac{1}{4}$	9.2	32.4
cb.	9.4	32.2
+9	11.2	30.4
N	11.9	29.7
+10	13.4	28.2
} 1+86 = 2 House on N 7' Bact. }		
1+84		
-10	13.0	28.6
N	12.3	29.3
+3	10.8	30.8
+7	9.5	32.1
cb.	9.4	32.2
$\frac{1}{4}$	9.8	31.8
+9	7.4	34.2
$\frac{1}{2}$	12.3	29.3

4163

CALIFORNIA ST. 2
X. Sections

+9	12.3	29.3
N Rail	11.70	29.93
$\frac{1}{4}$	12.3	29.3
E "	11.73	29.90
$\frac{1}{4}$ +8	12.3	29.3
cb.	14.2	27.4
+3	12.7	28.9
+5	12.5	29.1
+8	9.7	31.9
E	8.3	33.3
+6 = top Bank	3.4	38.2
2+104		
-6 = "	3.3	38.3
E	8.7	32.9
+4	9.6	32.0
+7	12.3	29.3
+10	12.5	29.1
cb.	13.9	27.7
+5	12.1	29.5
$\frac{1}{4}$	12.0	29.6
+3	12.1	29.5
+8	13.6	28.0
$\frac{1}{2}$	12.0	29.6
+4	7.2	34.4
+10	9.1	32.5
$\frac{1}{4}$	9.6	32.0

4163

cb.	10.6	31.0
+2	11.3	30.3
+7	11.3	30.3
W	12.8	28.8
+10	13.2	28.4
	B+19	
-10	13.0	28.6
W	12.7	28.9
+3	11.3	30.3
+6	11.3	30.3
cb.	10.6	31.0
$\frac{1}{2}$	9.5	32.1
+8	7.5	34.1
$\frac{1}{2}$	11.6	30.0
+5	13.4	28.2
+9	12.0	29.6
W Rail	11.45	30.18
$\frac{1}{2}$	12.0	29.6
E "	11.45	30.18
$\frac{1}{2}$ +8	12.0	29.6
cb.	13.8	27.8
+3	12.2	29.4
+7	11.6	30.0
+10.	8.4	33.2
E	11.5	30.1
+6 = top Bank	3.5	28.1

4163

CAL. ST.
Cross Section.

3

	2+34	
-4 = top Bank	3.9	37.7
E	7.2	34.4
+3	8.2	33.4
+6	10.8	30.8
+9	11.7	29.9
cb.	13.6	28.0
+5	12.0	29.6
$\frac{1}{4}$	11.8	29.8
+4	12.0	29.6
+8	13.3	28.3
$\frac{1}{2}$	11.8	29.8
+4	7.5	34.1
+7	9.0	32.6
$\frac{1}{4}$	9.1	32.5
+5	7.5	34.1
cb.	7.5	34.1
+6	8.9	32.7
+9	11.0	30.6
W	12.3	29.3
+10	12.7	28.9
T.P.	2.20	38.50
	2+74.27 = S.L. QUINCE	5.31
-10	10.3	28.2
W	8.5	29.6
+4	8.2	30.3

used
on 11th Nov.
Book 1258
Page 25

14' cbs
13' 25

38.50

Rods

Elev.

1/4 +7

8.3

30.2

W

cb

9.6

28.9

+5

+3

7.5

31.0

cb.

+4

7.1

31.4

+5

+9

2.7

35.8

1/4

E

2.2

36.3

+8

1/2 Quince

+10

E

2.2

36.3

1/2

+3

2.3

36.2

+5

+5

6.0

32.5

+10

+8

2.8

35.7

1/4

cb.

9.8

28.7

+7

+5

8.3

30.2

cb.

1/4

8.4

30.1

+4

+4

8.4

30.1

+8

+8

9.7

28.8

E

1/2

8.7

29.8

Ncb.

+2

7.1

31.4

E

+3

4.3

34.2

+3

1/4

6.2

32.3

+5

cb.

7.2

31.3

cb.

+5

7.6

30.9

+5

W

9.1

29.4

1/4

+10

10.4

28.1

+4

N 1/4

+9

-10

10.0

28.5

1/2

38.50

CAL. ST
Cross Sections

5

9.4

29.1

8.5

30.0

6.3

32.2

6.4

32.1

7.3

31.2

5.0

33.5

7.1

31.4

8.8

29.7

9.5

29.0

8.4

30.1

8.2

30.3

8.3

30.2

9.4

29.1

7.5

31.0

6.3

32.2

2.8

35.7

1.6

36.9

1.8

36.7

5.6

32.9

9.5

29.0

8.2

30.3

8.2

30.3

8.2

30.3

9.5

29.0

8.7

29.8

38.50

+3	5.4	33.1
+10	7.0	31.5
$\frac{1}{4}$	7.2	31.3
+10	7.0	31.5
cb.	7.8	30.7
W	9.5	29.0
+10	10.2	28.3
N.L. QUINCE ST. = 0+00		
-10	10.2	28.3
W	9.5	29.0
+8	8.2	30.3
cb.	7.0	31.5
+8	6.5	32.0
$\frac{1}{4}$	6.5	32.0
+9	5.7	32.8
+10	7.7	30.8
$\frac{1}{2}$	9.0	29.5
+5	9.2	29.3
+9	8.2	30.3
W Rail	7.54	30.96
$\frac{1}{4}$	8.2	30.3
E "	7.57	30.93
$\frac{1}{2}+7$	8.1	30.4
cb.	9.3	29.2
+9	3.5	25.0
E	2.8	35.7

38.50

CAL. ST.
Cross Section

6

0+12		2.6	35.9
E		3.0	35.5
+4		5.8	32.7
+6		9.6	28.9
cb.		8.1	30.4
+5		8.1	30.4
$\frac{1}{4}$		8.1	30.4
+4		8.1	30.4
+9		9.2	29.3
$\frac{1}{2}$		8.7	29.8
+2		7.2	31.3
+4		4.6	33.9
+9		5.7	32.8
$\frac{1}{4}$		6.1	32.4
+5		5.4	33.1
+10		5.9	32.6
cb.		7.3	31.2
W		9.5	29.0
+10		10.4	28.1
0+42			
-10		10.0	28.5
W		9.7	29.8
+10		8.1	30.4
cb.		7.5	31.0
$\frac{1}{4}$		7.3	31.2
+8		4.7	33.8

38.50

+10	7.5	31.0
$\frac{1}{2}$	9.3	29.2
+4	10.2	28.3
+9	8.0	30.5
N. Rail	7.41	31.09
$\frac{1}{4}$	7.9	30.6
E "	7.38	31.12
$\frac{1}{4}+7$	7.9	30.6
cb.	9.7	28.8
+9	3.4	35.1
E	3.6	34.9
0+85		
E	2.6	35.9
+5	3.8	34.7
+6	6.4	32.1
cb.	9.3	29.2
+5	7.8	30.7
E Rail	7.28	31.22
$\frac{1}{4}$	7.8	30.7
N "	7.31	31.19
$\frac{1}{4}+4$	7.9	30.6
+9	9.4	29.1
$\frac{1}{2}$	8.3	30.2
+2	6.6	31.9
+3	4.0	34.5
$\frac{1}{4}$	6.9	31.6

38.50

CALIF ST
Cross Section

7

cb.	8.2	30.3
N	9.5	29.0
+10	9.6	28.9
1+00		
-10	9.8	28.7
N	8.7	29.8
+10	7.0	31.5
cb.	6.4	32.1
$\frac{1}{4}$	6.0	32.5
+9	4.2	34.3
+10	6.8	31.7
$\frac{1}{2}$	8.6	29.9
+5	9.2	29.3
+9	8.0	30.5
$\frac{1}{4}$	7.8	30.7
+6	7.8	30.7
cb.	9.4	29.1
+7	5.4	33.1
+8	3.8	34.7
E	2.7	35.8
1+25		
E	2.2	36.3
+4	3.5	35.0
cb.	9.4	29.1
+5	7.7	30.8
$\frac{1}{4}$	7.7	30.8

38.50

1/2 +4	7.9	30.6
+8	9.3	29.2
1/2	7.4	31.1
+2	6.1	32.4
+4	3.5	35.0
+8	5.0	33.5
1/2	5.1	33.4
+5	5.5	33.0
cb.	7.4	31.1
Y	8.7	29.8
+10	9.2	29.3

1450

-10	9.4	29.1
Y	8.1	30.4
+7	5.7	32.8
cb.	4.8	33.7
+4	4.3	34.2
1/2	5.5	33.0
+4	5.3	33.2
+8	3.9	34.6
+9	6.2	32.3
1/2	9.0	29.5
+5	9.9	28.6
+9	8.2	30.3
Y Rail	7.28	31.22
1/2	7.7	30.8
E "	7.23	31.27

38.50

CALIF ST
Cross Section

8

1/2 +7	7.9	30.6
+9	9.0	29.5
cb.	9.0	29.5
+3	8.6	29.9
+7	3.2	35.3
E	2.0	36.5
	1+7.3	
E	3.0	35.5
+5	4.0	35.5
+9	8.6	29.9
cb.	8.8	29.7
+4	9.0	29.5
+6	7.9	30.6
1/2	7.7	30.8
+5	8.8	30.4
+8	9.7	28.8
1/2	9.4	29.1
+2	7.6	30.9
+3	4.7	33.8
+8	5.5	33.0
1/2	5.5	33.0
+8	4.2	34.3
cb.	4.8	33.7
Y	8.0	30.5
7.0	9.3	29.2

38.50

2+00

-10	9.5	29.0
W	8.7	29.8
+6	8.0	30.5
cb.	6.4	32.1
+5	5.0	33.5
+8	4.6	33.9
$\frac{1}{4}$	5.2	33.3
+5	5.5	33.0
+9	4.1	34.4
+11	8.4	30.1
$\frac{1}{4}$	9.8	28.7
+5	9.9	28.6
+8	8.2	30.3
W Rail	7.27	31.23
$\frac{1}{4}$	7.7	30.8
E "	7.25	31.25
$\frac{1}{4}$ +6	7.9	30.6
+8	8.6	29.9
cb.	8.7	29.8
+3	8.3	30.2
+7	0.7	37.8
E	1.2	37.3
E	1.8	36.7
+5	2.3	36.2

2+10

38.50

CALIF. ST.
Cross Section

9

+9	8.3	30.2
cb.	8.7	29.8
+4	8.8	29.7
+7	7.8	30.7
$\frac{1}{4}$	7.7	30.8
+4	7.9	30.6
+8	10.0	28.5
$\frac{1}{4}$	8.7	29.8
+2	7.4	31.1
+4	4.4	34.1
+8	5.2	33.3
$\frac{1}{4}$	5.7	32.8
+10	6.5	32.0
cb.	7.4	31.1
W	8.7	29.8
+10	9.4	29.1
		2+60
-10	9.9	28.6
W	8.9	29.6
+10	7.8	30.7
cb.	5.6	32.9
+8	3.6	34.9
+10	3.6	34.9
$\frac{1}{4}$	4.4	34.1
+3	4.7	33.8
+9	3.4	35.1

3850

+10	6.2	32.3
6	9.4	29.1
+5	10.0	28.5
+9	8.1	30.4
W. Rail	7.45	31.05
1/2	8.0	30.5
E "	7.44	31.06
1/2+6	7.9	30.6
+8	9.1	29.4
cb.	9.0	29.5
+3	8.8	29.7
+5	3.5	35.0
+7	17	36.8
E	1.1	37.4
2+75		
E	1.2	37.3
+4	1.4	37.1
+7	3.6	34.9
+9	9.1	29.4
cb.	9.0	29.5
+4	9.1	29.4
+6	8.0	30.5
1/4	8.0	30.5
+5	8.0	30.5
+9	10.0	28.5
2	8.5	30.0

38.50

CALIF. ST.
Gross Section

10

+1	6.2	32.3
+4	3.6	34.9
1/2	4.5	34.0
+5	4.6	33.9
+10	5.3	33.2
cb.	7.1	31.4
W	9.2	29.3
+7	9.7	28.8
+10	12.7	25.8
2+83		
-25	27.6	10.9
W	15.8	22.7
cb.	7.5	31.0
+8	3.7	34.8
1/4	3.4	35.1
+3	4.4	34.1
+9	3.2	35.3
+10	8.0	30.5
2	9.1	29.4
+5	9.8	28.7
+9	8.0	30.5
1/4	8.0	30.5
+6	8.0	30.5
+8	9.0	29.5
cb.	9.0	29.5
+3	8.8	29.7

3850

+7	2.6	35.9
E	1.1	37.4
2+91		
E	1.0	37.5
+4	1.2	37.3
+10	9.0	29.5
cb.	9.0	29.5
+5	9.0	29.5
+7	8.0	30.5
1/4	8.0	30.5
+4	8.0	30.5
+8	10.0	28.5
1/2	8.8	29.7
+1	5.5	33.0
+5	2.8	35.7
1/4	2.7	35.8
+4	3.2	35.3
cb.	9.9	28.6
+7	14.0	24.5
W	9.0	29.5
+2	9.2	29.3
+8	20.0	18.5
+20	24.0	14.5
2+95		
-20	25.1	13.4
-11	21.1	17.4

3850

CALIF ST.
Cross Section "

-2	8.8	29.7
W	8.7	29.8
+5	13.6	24.9
cb.	9.1	29.4
+9	3.2	35.3
1/4	2.9	35.6
+8	2.9	35.6
+10	6.8	31.7
1/2	9.6	28.9
+5	10.0	28.5
+9	8.0	30.5
1/4	8.0	30.5
+6	9.0	29.5
cb.	9.2	29.3
+2	8.8	29.7
+9	1.1	37.4
E	1.0	37.5
S.L. Redwood 14' chs 13' 7.5		
E	0.8	37.7
+4	1.1	37.4
+10	8.9	29.6
cb.	9.0	29.5
+5	9.1	29.4
+7	8.0	30.5
E Real	7.55	30.95
1/4	8.1	30.4

38.50

Y. Roll	7.57	30.93
$\frac{1}{4}+5$	8.0	30.5
+8	10.0	28.5
6	9.2	29.3
+2	3.6	34.9
$\frac{1}{4}$	3.2	35.3
+3	3.9	34.6
cb	10.6	27.9
+5	12.2	26.3
+10	8.7	29.9
Y	8.8	29.7
+20	16.8	21.7
T.P. on Cap Mem.	1.29	
37.90	1.89	36.61
5 cb		
-25	23.2	14.7
-20	17.3	20.6
Y	8.2	29.7
+5	8.2	29.7
+9	9.4	28.5
cb.	8.1	29.8
+10	3.2	34.7
$\frac{1}{4}$	2.8	35.1
+8	2.0	35.9
+10	3.3	34.6
6	8.0	29.9
+5	9.2	28.7
+9	7.4	30.5

See Book
1258-P-28

3790

Calif. St.
Cross Section

12

$\frac{1}{4}$	7.5	30.4
+7	7.5	30.4
+9	8.6	29.3
cb.	8.5	29.4
+2	8.6	29.3
+6	2.4	35.5
+10	0.4	37.5
5	0.2	37.7
5 $\frac{1}{4}$		
5	0.4	37.5
+5	1.0	36.9
+10	8.4	29.5
6	8.6	29.3
+5	8.6	29.3
+7	7.6	30.3
$\frac{1}{4}$	7.6	30.3
+5	7.6	30.3
+8	9.5	28.4
6	8.2	29.7
+2	3.0	34.9
+5	2.2	35.7
$\frac{1}{4}$	3.2	34.7
+5	2.7	35.2
cb.	5.4	32.5
+9	2.7	30.2
Y	10.2	27.7

3790

+18	14.4	23.5
+20	20.0	17.9
+25	17.3	20.6
	<i>Redwood</i>	
-25	18.8	19.1
-12	17.1	20.8
-10	16.1	21.8
-5	10.3	27.6
X	8.0	29.9
cb	4.6	33.3
+8	2.2	35.7
$\frac{1}{2}$	2.8	35.1
+8	2.3	35.6
+10	7.0	30.9
$\frac{1}{2}$	8.4	29.5
+5	9.7	28.2
+9	7.6	30.3
$\frac{1}{2}$	7.6	30.3
+6	7.6	30.3
+8	8.9	29.0
cb	8.7	29.2
+2	8.5	29.4
+6	1.4	36.5
E	1.3	36.6
	<i>N $\frac{1}{4}$</i>	
E	1.4	36.5

3790

Colf. of
Cross Section

13

+5	0.5	37.4
+10	8.3	29.6
cb	8.5	29.4
+5	8.7	29.2
+7	7.7	30.2
$\frac{1}{4}$	7.7	30.2
+5	7.8	30.1
+9	9.8	28.1
$\frac{1}{2}$	7.8	30.1
+2	4.8	33.1
+4	1.7	36.2
+9	9.5	34.4
$\frac{1}{4}$	2.0	35.9
+7	+0.3	38.2
cb	2.8	35.1
X	8.4	29.5
+10	9.9	28.0
	<i>N cb</i>	
-10	8.9	28.0
X	7.7	30.2
cb	2.8	35.1
+9	2.1	35.8
$\frac{1}{2}$	3.8	34.1
+7	2.4	35.5
+10	7.5	45.4 30.4
$\frac{1}{2}$	8.6	29.3

37.90

2+4	9.8	28.1
+8	8.0	29.9
4	7.9	30.0
+6	7.8	30.1
+8	8.7	29.2
cb	8.5	29.4
+2	8.0	29.9
+6	0.6	37.3
E	0.6	37.3

N.L. REDWOOD = 0+00

E	0.4	37.5
+5	0.4	37.5
+10	8.3	29.6
cb	8.4	29.5
+5	8.3	29.6
+7	7.9	30.0
E Rail	7.36	30.54
$\frac{1}{2}$	8.0	29.9
X "	7.36	30.54
$\frac{1}{2}$ +4	8.0	29.9
+9	9.8	28.1
6	8.1	29.8
+2	7.0	30.9
+5	3.1	34.8
$\frac{1}{2}$	4.4	33.5
+6	3.1	34.8

37.90

ALICE ST
ROSS Section 14

cb	5.0	32.9
X	7.3	30.6
+10	8.7	29.2
+15	11.6	26.3
	0+07	
-15	10.8	27.1
-10	8.4	29.5
X	7.6	30.3
cb	5.4	32.5
+5	4.4	33.5
$\frac{1}{2}$	4.7	33.2
+8	3.0	34.9
+10	7.6	30.3
6	9.2	28.7
+4	7.8	28.1
+8	8.0	29.9
$\frac{1}{2}$	8.0	29.9
+6	8.0	29.9
+8	9.0	28.9
cb	8.7	29.2
+2	8.5	29.4
+6	0.8	37.1
E	1.7	36.2
	0+25	
E	1.0	36.9
+6	1.3	36.6

37.90

+10	82	29.7
cb	8.6	29.3
+5	9.0	28.9
+7	8.1	29.8
$\frac{1}{4}$	8.0	29.9
+4	8.0	29.9
+8	10.2	27.7
E	9.5	28.4
+2	3.3	34.6
+4	2.6	35.3
+9	5.0	32.9
$\frac{1}{4}$	4.0	33.9
+8	2.2	35.7
cb	3.0	34.9
W	6.7	31.2
+10	8.0	29.9
+15	8.5	29.4
+18	14.1	23.8
	0+86	
-10	5.6	32.3
W	5.0	32.9
+8	3.3	34.6
cb	3.2	34.7
$\frac{1}{4}$	4.4	33.5
+8	4.0	33.9
+10	7.4	30.5

37.90

CALIF. ST.
Cross Section 15

E	10.2	27.9
+4	10.7	27.2
+8	8.7	29.2
W Rail	7.90	30.00
$\frac{1}{4}$	8.4	29.5
E "	7.90	30.00
$\frac{1}{4}+6$	8.3	29.6
+8	9.5	28.4
cb	9.2	28.7
+2	8.8	29.1
+6	1.2	36.7
E	1.4	36.5
	17.05	
E	1.2	36.7
+6	1.5	36.4
+10	9.0	28.9
cb	9.5	28.5
+5	9.6	28.3
+7	8.4	29.5
$\frac{1}{4}$	8.5	29.4
+5	8.5	29.4
+8	11.0	26.9
E	9.5	28.4
+3	3.3	34.6
+9	4.3	33.6
$\frac{1}{4}$	4.3	33.6

3790

+5	3.3	34.6
cb	3.0	34.9
W	4.2	33.7
	1+25	
W	3.5	34.4
cb	1.0	36.9
+4	0.1	37.8
+9	2.0	35.9
$\frac{1}{4}$	3.0	34.9
+8	3.2	34.7
$\frac{1}{2}$	9.3	28.6
+5	10.5	27.4
+9	2.6	29.3
$\frac{1}{4}$	8.5	29.4
+6	8.5	29.4
+8	9.5	28.4
cb	9.0	28.9
+2	8.5	29.4
+6	1.3	36.6
E	1.5	36.4
	1+50	
E	1.7	36.2
+6	0.3	37.6
+8	8.7	29.2
cb	9.4	28.5
+5	9.7	28.2

3790 OFFICE ST.
CROSS SECTION

16

+7	8.7	29.2
$\frac{1}{4}$	8.7	29.2
W Rail	8.25	29.65
$\frac{1}{2}+4$	8.8	29.1
+9	10.8	27.1
$\frac{1}{4}$	9.1	28.8
+2	3.5	34.4
$\frac{1}{4}$	3.3	34.6
cb	1.1	36.8
+3	1.4	36.5
W	3.4	34.5
	1+80	
W	5.2	32.7
cb	4.4	33.5
$\frac{1}{4}$	4.2	33.7
+8	3.0	34.9
+10	8.2	29.7
$\frac{1}{2}$	10.6	27.3
+5	10.7	27.2
+8	8.9	29.0
W Rail	8.43	29.47
$\frac{1}{4}$	8.9	29.0
E "	8.4	29.5
$\frac{1}{2}+6$	8.8	29.1
+8	9.9	28.0
cb	9.4	28.5

3790

cb+3	8.8	29.1
+5	1.2	36.7
E	1.5	36.4
2+27		
E	2.5	35.4
+5	1.8	36.1
+9	9.7	28.2
cb.	10.0	27.9
+5	10.2	27.7
+7	9.2	28.7
$\frac{1}{4}$	9.2	28.7
+5	9.2	28.7
+9	11.2	26.7
E	9.4	28.5
+2	3.0	34.9
+8	3.8	34.1
$\frac{1}{4}$	4.2	33.7
cb.	5.3	32.6
W	5.9	32.0
2+25		
-10	19.0	18.9
W	9.6	28.3
+3	6.0	31.9
cb.	5.5	32.4
$\frac{1}{4}$	4.7	33.2
+9	3.5	34.4
E	10.6	27.3

3790

Cal. of Cross Section

17

+4	11.3	26.6
+9	9.2	28.7
W. Rail	8.80	29.1
$\frac{1}{4}$	9.3	28.6
E "	8.80	29.10
$\frac{1}{4}+6$	9.3	28.6
+8	10.2	27.7
cb	10.0	27.9
+2	9.6	28.3
+4	1.8	36.1
E	1.7	36.2
2+58		
E	1.7	36.2
+5	1.6	36.3
+9	9.4	28.5
cb.	8.9	29.0
+5	10.2	27.7
+7	9.3	28.6
$\frac{1}{4}$	9.4	28.5
+5	9.3	28.6
+9	11.5	26.4
E	10.0	27.9
+2	4.0	33.9
+8	4.3	33.6
$\frac{1}{4}$	5.5	32.4
cb.	5.8	32.1

3790

W	16.4	21.5
+10	20.6	17.3
+25	21.1	16.8
2+70		
-25	21.2	16.7
-5	20.7	17.2
W	18.1	19.8
+8	12.8	25.1
cb.	13.0	24.9
+10	6.6	31.3
$\frac{1}{4}$	6.6	31.3
+5	6.2	31.7
+10	11.2	26.7
$\frac{1}{2}$	11.6	26.3
+4	11.5	26.4
+8	9.4	28.5
$\frac{1}{4}$	9.4	28.5
+6	9.4	28.5
+8	10.5	27.4
cb.	10.2	27.7
+3	10.0	27.9
+6	11	36.8
E	20	35.9
2+75		
E	21	35.8
+	1.2	36.7

3790

CALIFORNIA ST.
Cross Section 18

+10	10.0	27.9
cb.	10.2	27.7
+5	10.5	27.4
+7	9.4	28.5
$\frac{1}{4}$	9.4	28.5
+5	9.4	28.5
+9	11.6	26.3
$\frac{1}{2}$	10.6	27.3
+2	9.8	28.1
+9	11.5	26.4
$\frac{1}{2}$	11.0	26.9
+8	11.0	26.9
cb.	14.4	23.5
+7	15.2	22.7
W	18.7	19.2
+5	21.1	16.8
+25	21.6	16.3
2+88		
-25	23.6	14.3
-17	22.4	15.5
-13	25.4	12.5
-8	21.7	16.2
W	20.5	17.4
cb.	21.2	16.7
$\frac{1}{2}$	18.7	19.2
$\frac{1}{2}$	10.6	27.3

3790

2+4	11.8	26.1
+9	9.6	28.3
$\frac{1}{4}$	9.5	28.4
+6	9.5	28.4
+8	10.8	27.1
cb.	10.4	27.5
+2	10.2	27.7
+6	1.8	36.1
E	2.0	35.9
		14' cbs
		13' 85
3+00.52 = Sk. Spruce		
E	2.0	35.9
+3	2.5	35.4
+10	10.5	27.4
cb.	10.8	27.1
+5	10.8	27.1
+7	9.7	28.2
E Rail	9.15	28.75
$\frac{1}{4}$	9.7	28.2
W "	9.13	28.77
$\frac{1}{2}$ +5	9.8	28.1
+10	11.8	26.1
2	11.0	26.9
+5	13.7	24.6
$\frac{1}{4}$	18.3	19.6
cb.	22.2	15.7
W	24.3	13.6

3790

CALIF. ST.
Cross Section

19

+25	28.5	9.4
		S cb.
-25	26.0	11.9
-15	23.4	14.5
W	22.6	15.3
+9	22.4	15.5
cb.	21.1	16.8
$\frac{1}{4}$	13.2	24.7
+5	11.4	26.5
+11	10.8	27.1
$\frac{1}{2}$	11.7	26.2
+3	12.1	25.8
+8	9.8	28.1
$\frac{1}{4}$	9.7	28.2
+6	9.8	28.1
+8	10.9	27.0
cb.	11.0	26.9
+3	10.6	27.3
+7	7.2	30.7
E	8.2	29.7
		$\frac{1}{2}$
E	10.4	27.5
+5	10.0	27.9
+10	11.0	26.9
cb.	11.1	26.8
+5	11.0	26.9

3790

+7	98	28.1
$\frac{1}{2}$	98	28.1
+5	99	28.0
+9	120	25.9
$\frac{1}{2}$	106	27.3
+7	100	27.9
$\frac{1}{4}$	132	24.7
cb.	200	17.9
W	208	17.1
+25	217	16.2
-20	214	16.5
-5	202	17.7
W	138	24.1
+8	76	30.3
+11	94	28.5
cb.	140	23.9
+8	172	20.7
$\frac{1}{4}$	133	24.6
+7	97	28.2
+10	98	28.1
$\frac{1}{2}$	111	26.8
+3	122	25.7
+8	100	27.9
$\frac{1}{4}$	100	27.9
+6	98	28.1

3790

CALIF. ST.
Cross. Section

20

+8	11.2	26.7
cb.	11.2	26.7
+4	10.7	27.2
+10	7.0	30.9
E	7.5	30.4
E	7.4	30.5
+4	7.4	30.5
+7	10.4	27.5
+10	11.2	26.7
cb.	11.3	26.6
+5	11.2	26.7
+7	10.0	27.9
$\frac{1}{4}$	10.0	27.9
+5	10.0	27.9
+8	12.1	25.8
$\frac{1}{2}$	10.5	27.4
+2	9.8	28.1
$\frac{1}{2}$	10.5	27.4
+5	4.8	23.1
cb.	5.0	32.9
+6	4.6	33.3
+10	9.4	28.5
W	17.0	20.9
+8	20.3	17.6
+18	20.4	17.5

3790

+20		144	23.5
	N.C.B.		
-18		8.0	29.9
-15		18.0	19.9
-10		20.0	17.9
W		17.5	20.4
+5		5.3	32.6
cb.		5.0	32.9
$\frac{1}{4}$		4.4	33.5
+7		3.8	34.1
+9		8.6	29.3
Z		10.0	27.9
+3		11.9	26.0
+8		10.1	27.8
$\frac{1}{4}$		10.0	27.9
+6		10.1	27.8
+8		11.2	26.7
cb.		11.4	26.5
+2		11.2	26.7
+7		7.3	30.6
E		6.1	31.8

NL SPRUCE = 0200

E		3.4	34.5
+5		4.5	33.4
	Book. 1258-31		
	chk. on B.M. N.E. Spruce + Cal	19.5	35.95
+7		9.3	28.6

3790

CALIFORNIA ST
Cross Section 31

E+10		11.3	26.6
cb.		11.5	26.4
+5		11.5	26.4
+7		10.1	27.8
E Rail		9.66	28.24
$\frac{1}{4}$		10.1	27.8
W "		9.66	28.24
$\frac{1}{2}+5$		10.2	27.7
+9		11.6	26.3
Z		10.1	27.8
+2		8.5	29.4
+4		3.8	34.1
$\frac{1}{4}$		4.4	33.5
cb.		5.0	32.9
+2		5.3	32.6
+5		10.4	27.5
+9		15.5	22.4
W		17.9	20.0
+10		19.0	18.9
+15		17.7	20.2
+17		6.7	31.2
	0+10		
-17		9.0	28.9
-15		17.0	20.9
-10		18.5	19.4
W		17.4	20.7

3790

+5	158	22.1
+8	9.8	28.1
+10	5.2	32.7
cb.	5.2	32.7
$\frac{1}{4}$	4.4	33.5
+7	4.3	33.6
+9	8.7	29.2
$\frac{1}{2}$	11.5	26.4
+4	11.3	26.6
+7	10.3	27.6
$\frac{1}{4}$	10.2	27.7
+6	10.2	27.7
+8	11.3	26.6
cb.	11.2	26.7
+2	11.1	26.8
+5	8.7	29.2
+7	2.0	35.9
$\frac{1}{2}$	2.4	35.5
	0+37	
E	3.7	34.2
+3	3.1	34.8
+7	10.0	27.9
+10	11.1	26.8
cb.	11.4	26.5
+5	11.4	26.5
+7	10.4	27.5

3790 CALIF. ST. CROSS SECTION 22

$\frac{1}{4}$	10.4	27.5
+5	10.4	27.5
+9	11.8	26.1
$\frac{1}{2}$	11.2	26.7
+3	9.0	28.9
+4	5.0	32.9
$\frac{1}{4}$	5.4	32.5
cb.	5.7	32.2
+2	6.0	31.9
+5	10.0	27.9
+7	15.3	22.6
W	17.0	20.9
+10	18.0	19.9
+15	12.4	25.5
	0.744	
-15	14.0	23.9
-10	19.0	18.9
W	17.2	20.7
+7	14.7	23.2
+9	8.5	29.4
cb.	6.0	31.9
$\frac{1}{4}$	5.7	32.2
+6	4.6	33.3
+8	8.4	29.5
$\frac{1}{2}$	11.7	26.2
+5	12.0	25.9

3790

+8		10.5	27.4	
Y/ Rail		9.96	27.94	
$\frac{1}{4}$		10.4	27.5	
+6		10.4	27.5	
+8		11.6	26.3	
cb.		11.6	26.3	
+2		11.4	26.5	
+7		9.6	28.3	
E		9.6	28.3	
TR	6.41	33.94	10.37	27.53
	0+49			
E		0.2	33.7	
+4		+0.2	34.1	
+6		5.2	28.7	
+8		6.3	27.6	
+9		7.5	26.4	
cb.		7.5	26.4	
+5		7.7	26.2	
+7		6.5	27.4	
$\frac{1}{4}$		6.5	27.4	
+5		6.5	27.4	
+9		8.1	25.8	
E		7.0	26.9	
+4		5.2	28.7	
+6		1.0	32.9	
$\frac{1}{4}$		1.8	32.1	

3394

CALIF. ST.
Cross. Section 23.

cb.		2.3	31.6
+2		9.2	24.7
+7		12.1	21.8
W		13.1	20.8
+15		14.1	19.8
	0+61		
-15		8.4	25.5
-10		13.4	20.5
W		12.7	21.2
+9		9.0	24.9
cb.		5.4	28.5
+1		2.6	31.3
$\frac{1}{4}$		2.2	31.7
+7		1.1	32.8
+9		6.0	27.9
E		7.6	26.3
+4		8.0	25.9
+9		6.6	27.3
Y/ Rail		6.10	27.84
$\frac{1}{4}$		4.6	27.3
E "		6.10	27.84
$\frac{1}{4}$ +16		6.6	27.3
+8		7.7	26.2
cb.		7.6	26.3
+2		7.6	26.3
+3		6.1	27.8

3394

+5		55	28.4
+7		0.1	33.8
E		0.3	33.6
	1+00		
E		2.1	31.8
+5		1.3	32.6
+6		5.3	28.6
+9		6.4	27.5
+10		7.7	26.2
cb.		7.9	26.0
+5		8.0	25.9
+7		6.8	27.1
$\frac{1}{2}$		6.8	27.1
+5		6.8	27.1
+9		8.4	25.5
$\frac{1}{2}$		6.5	27.4
+2		2.6	31.3
$\frac{1}{2}$		3.4	30.5
cb.		3.0	30.9
+3		3.2	30.7
N		5.7	28.2
+10		5.2	28.7
+15		3.0	30.9
	1+60		
-5		7.7	26.2
N		7.6	26.3

3394

CALIF. ST.
Cross Section 27

+10		52	28.7
cb.		50	28.9
$\frac{1}{4}$		5.1	28.8
+7		4.2	29.7
+10		7.2	26.7
$\frac{1}{2}$		8.7	25.2
+4		8.6	25.3
+9		7.2	26.7
N Rail		6.67	27.27
$\frac{1}{2}$		7.2	26.7
E "		6.66	27.28
$\frac{1}{4}+6$		7.2	26.7
+8		8.5	25.4
cb.		8.4	25.5
+3		8.2	25.7
+6		6.8	27.1
+7		3.0	30.9
E		3.3	30.6
	2+10		
E		5.5	28.4
+7		5.7	28.2
+10		8.6	25.3
cb.		8.7	25.2
+5		8.6	25.3
+7		7.5	26.4
E Rail		6.95	26.99

3394

1/4	74	26.5
W Rail	700	26.94
1/4+5	76	26.3
+10	93	24.6
1/2	90	24.9
+4	79	26.0
1/4	74	26.5
+10	63	27.6
cb.	66	27.3
W	96	24.3
+5	98	24.1
+10	92	24.7
	2+60	
-10'	114	22.5
W	113	22.6
+5	108	23.1
+10	82	25.7
cb.	84	25.5
+5	96	24.3
1/4	91	24.8
+3	10.1	23.8
1/2	95	24.4
+9	78	26.1
W Rail	728	26.66
1/4	77	26.2
E "	728	26.66

3394

CALIFORNIA ST. CROSS SECTION 25

1/4+6	7.8	26.1
+8	9.0	24.9
cb.	9.0	24.9
+3	8.5	25.4
W	6.7	27.2
E	6.8	27.1
	3+00.48 = S.L. SHSBIARAS ST 13' 1/2	14' cb's
E	6.8	27.1
+10	7.3	26.6
+11	9.0	24.9
cb.	9.3	24.6
+5	9.3	24.6
+7	8.0	25.9
E Rail	7.48	26.46
1/4	8.0	25.9
W "	7.48	26.46
+5	8.1	25.8
+7	9.1	24.8
+10	9.4	24.5
1/2	10.6	23.3
1/4	11.0	22.9
cb.	11.0	22.9
W	13.0	20.9
+10	13.4	20.5
	S 1/4 - Cb	
-10	13.8	20.1

3394

W	13.8	20.1
cb.	11.1	22.8
$\frac{1}{4}$	11.4	22.5
+10	11.0	22.9
$\frac{1}{2}$	10.3	23.6
+7	9.2	24.7
+9	8.1	25.8
$\frac{1}{4}$	8.1	25.8
+6	8.1	25.8
+8	9.3	24.6
cb.	9.1	24.8
+2	9.1	24.8
+3	7.2	26.7
E	7.1	26.8
South $\frac{1}{4}$		
E	7.6	26.3
+8	7.7	26.2
+10	9.1	24.8
cb.	9.2	24.7
+5	9.3	24.6
+7	8.2	25.7
$\frac{1}{4}$	8.2	25.7
+5	8.2	25.7
+7	9.2	24.7
+10	9.6	24.3
$\frac{1}{2}$	11.5	22.4

3394

CHLIF ST
Cross. Section 30

$\frac{1}{4}$	10.6	23.3
+10	11.0	22.9
cb.	11.8	22.1
W	13.8	20.1
+10	13.8	20.1
$\frac{1}{2}$ SASSAFRAS		
-10	14.2	19.7
W	13.4	20.5
cb.	10.2	23.7
$\frac{1}{4}$ on Rim ^{Sewer} MH	11.39	22.55 ✓
$\frac{1}{2}$	10.8	23.1
+7	9.3	24.6
+9	8.3	25.6
$\frac{1}{2}$	8.2	25.7
+6	8.4	25.5
+8	9.4	24.5
cb.	9.0	24.9
+2	8.9	25.0
+4	7.6	25.3
E	8.0	25.9
$\frac{1}{4}$ N $\frac{1}{4}$		
E	7.7	26.2
+8	8.1	25.8
+10	9.1	24.8
cb.	9.5	24.4
+5	9.6	24.3

3394

+7	8.4	25.5
$\frac{1}{4}$	8.3	25.6
+5	8.4	25.5
+7	9.4	24.5
+10	9.7	24.2
$\frac{1}{2}$	11.5	22.4
$\frac{1}{4}$	11.4	22.5
cb.	11.3	22.6
W	14.0	19.9
+10	14.3	19.6
	14 cb.	
-10	14.7	19.2
W	14.3	19.6
cb.	11.8	22.1
$\frac{1}{4}$	12.2	21.7
+10	11.2	22.7
$\frac{1}{2}$	10.0	23.9
+7	9.5	24.4
+9	8.4	25.5
$\frac{1}{4}$	8.4	25.5
+7	8.4	25.5
+8	9.6	24.3
cb.	9.6	24.3
+2	9.4	24.5
+5	7.8	26.1
E	8.0	25.9

3394

CALIFORNIA ST. Cross. Section 39

7.0				
cht. on R.M. Santa Fe & Colf.	4.78	29.16	See Book 1258-33	
T.P.	3.64	28.09	9.49	24.45
	N.L. Sassofras	= 0+00		
E		2.4		25.7
+8		2.6		25.5
+10		3.3		24.8
cb.		3.7		24.4
+5		3.9		24.2
+7		2.6		25.5
E Rail		2.15		25.94
$\frac{1}{4}$		2.6		25.5
W "		2.15		25.94
$\frac{1}{2}+5$		2.6		25.5
+7		3.5		24.6
+10		4.0		24.1
$\frac{1}{2}$		5.2		22.9
$\frac{1}{4}$		6.7		21.4
+9		6.2		21.9
cb.		5.4		22.7
W		8.1		20.0
+10		9.1		19.0
	0+50			
-15		10.7		17.4
-10		10.0		18.1
W		8.6		19.5
cb.		6.4		21.7

2809

+8	8.0	20.1
$\frac{1}{4}$	6.6	21.5
$\frac{1}{2}$	5.8	22.3
+8	3.0	25.1
NY Rail	2.43	25.66
$\frac{1}{4}$	3.0	25.1
E "	2.43	25.66
+5	3.0	25.1
+7	4.2	23.9
cb.	4.0	24.1
+1	4.3	23.8
+12	3.0	25.1
E	3.0	25.1
+5	2.3	25.8
	0+82	
-5	4.1	24.0
E	4.4	23.7
+8	4.3	23.8
cb.	4.6	23.5
+5	4.4	23.7
+7	3.1	25.0
$\frac{1}{4}$	3.1	25.0
+5	3.2	24.9
+7	4.2	23.9
$\frac{1}{2}$	4.7	23.4
+5	8.0	20.1

2809

CALIF. ST.
CROSS. SECTION 13

$\frac{1}{4}$	8.8	19.3
+10	9.4	18.7
cb.	8.6	19.5
NY	8.6	19.5
+20	11.5	16.6
	0+93	
-20	11.5	16.6
NY	9.1	19.0
+7	8.8	19.3
+9	9.7	18.4
cb.	8.7	19.4
$\frac{1}{4}$	8.1	20.0
+7	8.2	19.9
$\frac{1}{2}$	4.4	23.7
+5	4.2	23.9
+7	3.2	24.9
NY Rail	2.67	25.42
$\frac{1}{4}$	3.2	24.9
E "	2.67	25.42
+6	3.2	24.9
+8	4.4	23.7
cb.	4.5	23.6
E	4.9	23.2
+1	8.3	19.8
+5	8.2	19.9
+15	2.0	26.1

28.09

1+27

-15	2.6	25.5
-5	9.3	18.8
-2	9.3	18.8
E	5.3	22.8
+10	5.5	22.6
cb.	4.7	23.4
+5	4.6	23.5
+7	3.3	24.8
$\frac{1}{2}$	3.5	24.6
+5	3.3	24.8
+7	4.4	23.7
$\frac{1}{2}$	4.4	23.7
+2	4.3	23.8
$\frac{1}{2}$	8.7	19.4
cb.	9.5	18.6
+7	9.7	18.4
W	11.0	17.1
+20	11.9	16.2

1+52

-20	12.0	16.1
-5	10.8	17.3
W	12.5	15.6
+1	10.7	17.4
cb.	9.7	18.4
$\frac{1}{2}$	10.1	18.0

28.09

CALIF. ST.
Cross Sections

29

+2	9.4	18.7
$\frac{1}{2}$	4.5	23.6
+7	4.6	23.5
+9	3.7	24.4
W Rail	30.2	25.07
$\frac{1}{2}$	3.5	24.6
E "	30.2	25.07
$\frac{1}{2}$ +5	3.5	24.6
+7	4.7	23.4
+10	4.8	23.3
cb.	6.0	22.1
E	5.5	22.6
+2	10.8	17.3
+9	11.1	17.0
+10	7.8	20.2
+20	4.0	24.1
	1+65	
-30	4.3	23.8
-10	9.4	18.7
-9	11.0	17.1
-1	10.3	17.8
E	6.2	21.9
+9	6.7	21.4
cb.	5.0	23.1
+5	4.7	23.4
+7	3.5	24.6

2809

7	36	24.5
+5	38	24.3
+7	46	23.5
E	50	23.1
+8	96	18.5
7	10.6	17.5
cb.	10.6	17.5
W	11.7	16.9
+15	12.0	16.1
	1485	
-20	12.2	15.9
W	12.4	15.7
cb.	11.8	16.3
7	12.2	15.9
E	50	23.1
+6	48	23.3
+8	38	24.3
7	37	24.4
+6	37	24.4
+8	46	23.5
cb.	62	21.9
+3	77	20.4
E	74	20.7
+2	12.0	16.1
+12	11.4	16.7
+20	8.4	19.7

2809

CALIF. ST.
CROSS. SECTION 30

	1496	
-25		8.7 19.4
-20		11.6 16.5
-5		11.8 16.3
-4		8.3 19.8
E		8.2 19.9
+7		8.0 20.1
cb.		4.8 23.3
+6		4.8 23.3
+8		3.8 24.3
7		3.8 24.3
+6		3.8 24.3
+8		4.8 23.3
E		5.0 23.1
+8		10.9 17.2
7		11.7 16.4
cb.		12.4 15.7
W		12.8 15.3
+20		12.4 15.7
	2735	
-20		14.3 13.8
W		14.6 13.5
cb.		14.6 13.5
+5		13.3 14.8
7		12.0 16.1
E		10.6 17.5

28.09

E+5	51	23.0
+7	50	23.1
+9	40	24.1
Y Rail	3.44	24.65
$\frac{1}{4}$	4.0	24.1
E "	3.44	24.65
+5	4.0	24.1
+7	5.0	23.1
cb.	5.0	23.1
+3	5.3	22.8
E	12.0	16.1
+25	11.6	16.5
	2+75	
-25	12.8	15.3
-5	13.3	14.8
E	11.5	16.6
+10	5.8	22.3
cb.	5.3	22.8
+5	5.1	23.0
+7	4.2	23.9
E Rail	3.64	24.45
$\frac{1}{4}$	4.2	23.9
Y "	3.64	24.45
$\frac{1}{4}$ +5	4.4	23.7
+7	5.3	22.8
E	5.2	22.9

28.09

CALIF ST
Cross Section 31

$\frac{1}{4}$		13.5	14.6	
cb.		15.2	12.9	
Y		16.9	11.2	
+25		15.6	12.5	
TR	9.98	25.02	13.05	15.04
	3+00.53	-SL THORN	14.165	13.25
-20		12.8	12.2	
Y		13.5	11.5	
cb.		12.2	12.8	
+5		12.2	12.8	
$\frac{1}{4}$		9.7	15.3	
E		2.8	22.2	
+5		2.3	22.7	
+7		1.6	23.4	
Y Rail		0.74	24.28	
$\frac{1}{4}$		1.2	23.8	
E "		0.71	24.31	
+6		1.3	23.7	
+8		2.2	22.8	
cb.		2.4	22.6	
+2		2.7	22.3	
E		8.7	16.3	
	5 cb.			
E		9.1	15.9	
+10		2.9	22.1	
cb.		2.4	22.6	

2502

cb +5	2.3	22.7
+7	1.4	23.6
$\frac{1}{4}$	1.4	23.6
+6	1.6	23.4
+8	2.4	22.6
$\frac{1}{2}$	2.6	22.4
$\frac{1}{4}$	10.0	15.0
+5	12.6	12.4
cb.	13.5	11.5
Y	13.8	11.2
+20	13.5	11.5
-20	13.9	11.1
Y	14.1	10.9
cb.	13.5	11.5
+5	13.0	12.0
$\frac{1}{4}$	10.3	14.7
$\frac{1}{2}$	3.0	22.0
+5	2.5	22.5
+7	1.8	23.2
$\frac{1}{4}$	1.5	23.5
+6	1.6	23.4
+8	2.5	22.5
cb.	2.5	22.5
E.	9.5	15.5

S $\frac{1}{4}$

E

2502

CALIF ST.
CROSS SECTION

32

Ch. on 2 Mon. 2 Thorn - ELG 1/2	11.00	14.03 = 14.02	See Book. 1158-36
E	9.8	15.2	
+10	2.6	22.4	
cb.	2.6	22.4	
+5	2.4	22.6	
+7	1.7	23.3	
$\frac{1}{4}$	1.8	23.2	
+6	1.8	23.2	
+8	2.6	22.4	
$\frac{1}{2}$	2.5	22.5	
$\frac{1}{4}$	10.5	14.5	
$\frac{1}{4}$ = Rem. MH.	10.98	14.04 ✓	
cb.	13.7	11.3	
Y	14.5	10.5	
+20	14.1	10.9	
-20	13.8	11.2	
Y	14.6	10.4	
cb.	14.6	10.4	
+10	13.7	11.3	
$\frac{1}{4}$	11.1	13.9	
$\frac{1}{2}$	3.0	22.0	
+5	2.7	22.3	
+7	1.8	23.2	
$\frac{1}{4}$	1.5	23.5	
+6	1.8	23.2	

N $\frac{1}{4}$

2502

+8	27	22.3
cb.	27	22.3
E	9.0	16.0
	N cb.	
E	9.6	15.4
cb.	2.8	22.2
+6	27	22.3
+8	1.7	23.3
$\frac{1}{4}$	1.6	23.4
+6	2.0	23.0
+8	2.7	22.3
$\frac{1}{2}$	2.8	22.2
$\frac{1}{2}$	11.6	13.4
+4	13.6	11.4
cb.	14.6	10.4
X	14.5	10.5
+20	14.5	10.5
	N.L. THORN = 0+00	
-20	14.8	10.2
X	15.0	10.0
+3	17.0	8.0
+7	14.9	10.1
cb.	14.3	10.7
+10	13.7	11.8
$\frac{1}{4}$	12.7	12.8
$\frac{1}{2}$	3.0	22.0

2502

CALIF ST.
CROSS SECTION 33

+5	3.0	22.0
+7	2.2	22.8
X Rail	1.25	23.77
$\frac{1}{4}$	1.7	23.3
E "	1.20	23.82
$\frac{1}{4}+6$	2.0	23.0
+8	2.7	22.3
cb.	3.0	22.0
E	10.4	14.6
	0+08	
-20	12.7	12.8
-5	12.9	12.1
E	11.7	13.3
cb.	8.8	21.2
+1	2.8	22.2
+6	2.8	22.2
+8	2.0	23.0
$\frac{1}{4}$	1.7	23.3
+6	2.3	22.7
+8	3.0	22.0
$\frac{1}{2}$	3.0	22.0
+1	3.0	22.0
$\frac{1}{4}$	11.6	13.4
cb.	13.6	11.4
+4	14.1	10.9
+5	16.6	8.4

2502

+ 11	16.6	8.4
W	14.3	10.7
+20	14.7	10.3
0+17		
-20	15.0	10.0
W	13.6	11.4
+5	14.4	10.6
+6	17.4	7.6
+10	17.4	7.6
+11	16.0	9.0
cb	16.0	9.0
+7	16.0	9.0
$\frac{1}{4}$	10.8	14.2
+11	3.0	22.0
$\frac{1}{4}$	3.0	22.0
+4	3.0	22.0
+7	2.0	23.0
$\frac{1}{4}$	1.8	23.2
+5	2.0	23.0
+7	2.7	22.3
+10	2.9	22.1
cb	4.5	20.5
+6	9.1	15.9
E	12.5	12.5
+5	12.5	12.5
+20	12.2	12.8

2502

CHIEF ST
CROSS Section 30

0+20.7 = 2 Con. Arch culvert, East edge 15.6' W of E
 Line. 6' W of bottom x 3.5 deep x 41' long
 ✓ Section E 15.02 10.00 Flow 6.1122
 ✓ " " W 16.49 8.53 " "

0+25

-20	12.2	12.8
E	12.8	12.2
cb	5.8	19.2
+6	2.8	22.2
+8	2.0	23.0
E Rail	13.0	23.72
$\frac{1}{4}$	1.8	23.2
W "	14.2	23.60
$\frac{1}{4}$ +5	2.0	23.0
+8	3.0	22.0
$\frac{1}{4}$	3.0	22.0
+2	3.1	21.9
$\frac{1}{4}$	12.7	12.3
+1	16.0	9.0
cb	19.2	5.8
+10	21.0	4.0
W	14.6	10.4
+20	14.6	10.4
0+31		
-20	15.0	10.0
-10	15.1	9.9
-8	25.0	0.0

Notes: 1404 N.W. L. Thorn = P.C. R.R. CURVE 1928 = D.C.

2502

N	253	-0.3
+5	220	3.0
cb.	168	8.2
$\frac{1}{4}$	15.3	9.7
$\frac{1}{2}$	3.3	21.7
+5	3.1	21.9
+7	22	22.8
$\frac{1}{4}$	1.8	23.2
+4	1.8	23.2
+6	2.8	22.2
+10.	3.8	21.2
cb	54	19.6
E	122	12.8
+20	120	13.0
-20	11.6	13.4
E	11.6	13.4
cb.	58	19.2
+4	3.3	21.7
+6	2.9	22.1
+8	1.9	23.1
$\frac{1}{4}$	1.9	23.1
+6	2.2	22.8
+8	3.2	21.8
$\frac{1}{2}$	3.4	21.6
+2	3.6	21.4

0+38

2502

CALIF. ST.
CROSS SECTION

35

$\frac{1}{4}$	124	12.6
cb.	14.3	10.7
N	14.6	10.4
+2	25.3	-0.3
+15	25.3	-0.3
+20	14.7	10.3
0+47		
-30	25.5	-0.5
-20	25.3	-0.3
-N	15.3	9.7
N	14.8	10.2
cb	14.4	10.6
+10	11.7	13.3
$\frac{1}{4}$	10.2	14.8
+11	3.1	21.9
$\frac{1}{2}$	3.1	21.9
+4	3.1	21.9
+6	2.2	22.8
$\frac{1}{4}$	2.0	23.0
+5	2.0	23.0
+7	2.8	22.2
+11	3.1	21.9
cb.	4.3	20.7
E	11.6	13.4
+15	12.3	12.7
+20	11.0	14.0

25,02

0+58

-20	7.0	18.0
-1.5	7.0	18.0
-12	12.1	12.9
-5	12.1	12.9
E	11.4	13.6
cb.	3.2	21.8
+6	3.0	22.0
+8	2.0	23.0
$\frac{1}{4}$	2.0	23.0
+6	2.1	22.9
+8	3.2	21.8
$\frac{1}{4}$	3.3	21.7
$\frac{1}{4}$	12.0	13.0
+6	14.4	10.6
cb.	14.8	10.2
X	15.2	9.8
+20	15.4	9.6
+30	15.6	9.4

0+87

-20	14.8	10.2
X	15.6	9.4
cb.	14.7	10.3
+7	12.7	12.3
$\frac{1}{4}$	10.4	14.6
+10	3.8	21.2

25,02

CALIF ST
Cross Section

36

$\frac{1}{4}$	3.4	21.6
+4	3.4	21.6
+6	2.4	22.6
X Rail	1.77	23.25
$\frac{1}{4}$	2.2	22.8
E "	1.57	23.45
$\frac{1}{4} + 4$	2.0	23.0
+6	3.0	22.0
+12	3.0	22.0
cb.	3.6	21.4
E	11.1	13.9
+13	11.2	13.8
+17	7.3	17.7

1+50

-15	10.1	14.9
E	10.4	14.6
+5	9.5	15.5
cb.	5.5	19.5
+3	3.2	21.8
+8	3.3	21.7
+10	2.3	22.7
$\frac{1}{4}$	2.4	22.6
+0.5 = 1/2 Rail	1.86	23.16
X "	2.05	22.97
$\frac{1}{4} + 8$	2.7	22.3
+10	3.7	21.3

2502

6	37	21.3
+3	37	21.3
1/2	104	14.6
+7	139	11.1
cb	148	10.2
Y	154	9.6
+7	141	10.9
+15	153	9.7
+20	154	9.6
	2400	
-20	152	9.8
-10	143	10.7
-5	129	12.1
-3	130	12.0
Y	148	10.2
cb	13.6	11.4
+8	106	14.4
1/2	98	15.2
+10	38	21.2
6	39	21.1
+3	28	22.2
Y Rail	214	22.88
E"	194	23.08
1/2	24	22.6
+2	26	22.4
+4	32	21.8

2502

CALIF. ST.
CROSS SECTION 37

+9	3.3	21.7
cb	58	19.2
+6	90	16.0
E	10.0	15.0
+12	10.0	15.0
+20	6.0	19.0
T.P.	4.56	26.21
	2450	
-15	64	19.8
-10	8.8	17.4
E	9.2	17.0
+10	9.3	16.9
cb	8.5	17.7
+8	4.4	21.8
1/2	4.4	21.8
+2	3.7	22.5
E Rail	3.14	23.07
Y "	3.34	22.68
6	4.1	22.1
+3	4.9	21.3
+8	7.0	19.2
1/2	7.6	18.6
+10	13.5	12.7
cb	14.3	11.9
Y	15.0	11.2
+8	12.3	13.9

2621

+12	12.7	13.5
+20	15.4	10.8
	3+00 $\frac{55}{55}$ = S. b. UPAS	14' cbs 13' 1/4 S
-20	12.2	14.0
-12	12.0	14.2
W	12.9	13.3
+7	11.4	14.8
cb.	11.0	15.2
+5	9.3	16.9
$\frac{1}{2}$	4.4	21.8
+7	4.8	21.4
+9	4.0	22.2
E. on W Parl	3.30	22.91
" E "	3.10	23.11
$\frac{1}{2}$ +8	3.5	22.7
+10	4.2	22.0
$\frac{1}{4}$	4.2	22.0
+5	3.8	22.4
cb.	8.3	17.9
E	8.5	17.7
	S cb.	
E	8.2	18.0
cb.	8.4	17.8
+8	4.3	21.9
$\frac{1}{4}$	4.2	22.0
+5	4.0	22.2

2621

CALIF. ST.
CROSS SECTION

38

+6	36	22.6
$\frac{1}{2}$	37	22.5
+5	38	22.4
+7	48	21.4
$\frac{1}{4}$	49	21.3
+1	48	21.4
+10	10.0	16.2
cb.	11.0	15.2
W	12.5	13.7
+15	11.6	14.6
	S $\frac{1}{4}$	
-15	12.0	14.2
W	12.3	13.9
cb.	10.3	15.9
$\frac{1}{4}$	4.8	21.4
+6	4.7	21.5
+8	4.0	22.2
$\frac{1}{2}$	3.7	22.5
+5	3.6	22.6
+7	4.2	22.0
$\frac{1}{4}$	4.2	22.0
+8	8.4	17.8
cb.	8.1	18.1
E	8.3	17.9
T.P. on E Mon.	884	
	26.04	
	S UPAS	
	9.01	17.20

For chk. see
Book 1258-39

26.04

E	8.0	18.0
cb	7.8	18.2
+8	7.6	18.4
$\frac{1}{2}$	5.6	20.4
+2	4.0	22.0
+7	4.1	21.9
+9	3.3	22.7
$\frac{1}{2}$	3.5	22.5
+6	3.7	22.3
+8	4.6	21.4
$\frac{1}{2}$	4.7	21.3
+3	4.8	21.2
cb	10.3	15.7
Y	12.1	13.9
+20	11.9	14.1
-20	12.1	13.9
Y	12.0	14.0
+9	10.5	15.5
cb	9.2	16.8
+8	5.0	21.0
$\frac{1}{2}$	4.7	21.3
+2	4.7	21.3
+1	3.7	22.3
$\frac{1}{2}$	3.4	22.6
+3	3.4	22.6

N $\frac{1}{4}$

26.04

CALIF. ST.
CROSS SECTION. 39

+5	4.2	21.8
+7	4.6	21.4
$\frac{1}{2}$	6.7	19.3
cb	7.7	18.3
E	7.8	18.2
E	7.6	18.4
cb	7.7	18.3
$\frac{1}{2}$	7.9	18.1
+7	4.5	21.5
+10	3.2	22.8
$\frac{1}{2}$	3.4	22.6
+9	3.7	22.3
$\frac{1}{2}$	4.8	21.2
+6	5.2	20.8
cb	8.9	17.1
+9	11.2	14.8
Y	12.0	14.0
+15	12.4	13.6
-15	12.3	13.7
Y	11.7	14.3
+11	10.5	15.5
cb	9.3	16.7
+7	4.8	21.2
$\frac{1}{2}$	4.8	21.2

N.L. UPHS = 0+00

26.04

4+2	3.6	22.4
L	3.4	23.6
+1	3.3	22.7
{ X Rail	3.16	22.88
E	2.96	23.08
L+5	4.4	21.6
$\frac{1}{4}$	7.6	18.4
6.	7.3	18.7
E.	7.5	18.5
	0+30	
E-10	5.0	21.0
E	5.2	20.8
cb.	5.2	20.8
$\frac{1}{4}$	7.0	19.0
+5	7.1	18.9
+10	4.5	21.5
$\frac{1}{6}$	4.2	21.8
+2	3.4	22.6
$\frac{1}{2}$ -5 = E Rail	2.98	23.06
X "	3.20	22.84
$\frac{1}{4}$	3.7	22.3
+2	4.6	21.4
+6	5.0	21.0
cb.	9.1	16.9
+5	11.0	15.0
X	11.7	14.3

26.04.

Calif. St.
Cross Section 40

+5	11.7	14.3
+8	12.7	13.3
+15	13.0	13.0
	0+50	
-15	12.9	13.1
-5	11.2	14.8
X	10.8	15.2
+5	11.0	15.0
cb.	6.7	19.3
+3	5.0	21.0
+8	5.0	21.0
+10	3.6	22.4
$\frac{1}{4}$ on X Rail	3.18	22.86
" E "	2.99	23.05
$\frac{1}{4}$ +8	3.4	22.6
+10	4.3	21.7
L	4.5	21.5
+5	6.7	19.3
$\frac{1}{4}$	6.6	19.4
cb.	7.0	19.0
E	6.6	19.4
+10	5.3	20.7
	0+100	
-10	5.0	21.0
E	6.0	20.0
cb.	6.2	19.8

2604

1/2		64	19.6
+5		70	19.0
2		63	19.7
+5		47	21.3
+9		34	22.6
1/4 = on Rail		300	23.04
W "		320	22.84
1/2 + 8		39	22.1
+10		47	21.3
cb.		50	21.0
+10		10.4	15.6
W		10.4	15.6
+15		11.0	15.0
	1+22		
W-15		10.4	15.6
W-7		9.2	16.8
W		9.4	16.6
+9		5.2	20.8
cb.		4.8	21.2
+2		37	22.3
W Rail		315	22.89
E "		297	23.07
1/4		34	22.6
+2		42	21.8
+4		45	21.5
+9		6.3	19.7

2604

Colif. of
Goss Section 41

2		60	20.0
+2		6.1	19.9
+3		7.0	19.0
+10		6.8	19.2
1/2		6.0	20.0
cb.		4.6	21.4
+3		5.0	21.0
E		5.7	20.3
+10		5.0	21.0
	1+50		
-10		4.7	21.3
E		5.6	20.4
cb.		5.6	20.4
1/2		5.4	20.6
+3		5.3	20.7
+7		6.8	19.2
+11		7.4	18.6
2		6.0	20.0
+9		6.0	20.0
1/4		4.3	21.7
+1		4.2	21.8
+3		3.4	22.6
+16 = E Rail		2.90	23.14
W "		3.10	22.94
cb.		3.6	22.4
+1		3.6	22.4

26.04

+3		47	21.3
+5		50	21.0
W		8.6	17.4
+5		10.6	15.4
+10		9.6	16.4
+15		10.5	15.5
	2+00		
-15		9.4	16.6
-10		9.1	16.9
W		4.7	21.3
+2		4.6	21.4
+4		3.6	22.4
+6 = on W Rail		3.05	22.99
"E" "		2.86	23.18
cb.		3.3	22.7
+2		3.3	22.7
+8		5.0	21.0
$\frac{1}{2}$		5.4	20.6
+5		5.3	20.7
+6		6.7	19.3
+10		6.8	19.2
+11		5.3	20.7
$\frac{1}{2}$		5.1	20.9
+5		4.3	21.7
$\frac{1}{4}$		4.3	21.7
+5		4.5	21.5

26.04

Calf. St.
Cross Section

42

+8		5.0	21.0	
cb		5.0	21.0	
E		4.3	21.7	
+10		4.2	21.8	
	2+50			
-5		3.7	22.3	
E		3.7	22.3	
cb.		4.0	22.0	
+8		3.6	22.4	
$\frac{1}{4}$		3.0	23.0	
+5		2.7	23.3	
$\frac{1}{2}$		4.2	21.8	
+5		4.7	21.3	
+8		6.1	19.9	
$\frac{1}{4}$		6.5	19.5	
+2		6.2	19.8	
+3		5.0	21.0	
cb		5.0	21.0	
+5		3.4	22.6	
E Rail		2.87	23.17	
W		3.5	22.5	
+1 = W Rail		3.03	23.01	
W+3		3.6	22.4	
+10		5.8	20.2	
J.P.	7.40	30.09	3.35	22.69
	3+00	52 = SL. VINE ST.	14' chs	13' 35

30.09

chk. on gm. in file	5.76	24.33
Y-10 = on W Rail	7.16	22.93
E "	7.07	23.07
Y	7.5	22.6
+4	9.4	20.7
+8	7.7	22.4
cb.	8.7	21.4
+1	10.2	19.9
+8	10.4	19.7
+10	8.9	21.2
$\frac{1}{4}$	8.2	21.9
+10	6.3	23.8
$\frac{1}{2}$	6.0	24.1
$\frac{1}{4}$	7.5	22.6
cb.	7.5	22.6
E	6.4	23.7
s cb.		
E	3.7	26.4
cb.	4.5	25.6
+8	4.5	25.6
$\frac{1}{4}$	6.4	23.7
$\frac{1}{2}$	6.4	23.7
$\frac{1}{4}$	7.5	22.6
+8	10.4	19.7
+9	10.4	19.7
cb.	10.2	19.9

See Book 1258
Page 49

30.09

Calif. St.
Cross Section

13

cb +1	8.7	21.4
+8	7.3	22.8
Y	9.3	20.8
+5	7.5	22.6
+7 = E Rail	7.02	23.07
Y	7.20	22.89
-5	7.6	22.5
Y	9.2	20.9
+3	7.5	22.6
-9	8.4	21.7
+10	10.0	20.1
cb.	10.3	19.8
+4	10.2	19.9
+8	7.5	22.6
$\frac{1}{4}$	6.1	24.0
+8	5.4	24.7
$\frac{1}{2}$	6.0	24.1
$\frac{1}{4}$	5.0	25.1
cb.	4.6	25.5
E	4.0	26.1
E	3.6	26.5
cb.	4.2	25.9
$\frac{1}{4}$	5.0	25.1
$\frac{1}{2}$	5.5	24.6

30.09

7	5.1	25.0
+8	7.0	23.1
+11	10.2	19.9
cb.	10.2	19.9
+5	10.0	20.1
+6	8.0	22.1
W	7.2	22.9
+4	9.2	20.9
+9	7.5	22.6
N 7		
W-10	7.5	22.6
-6	9.0	21.1
W	7.0	23.1
+4	7.4	22.7
+5	10.1	20.0
+9	7.8	20.3
cb.	9.3	20.8
+4	7.5	22.6
+9	6.0	24.1
7	5.8	24.3
8	5.6	24.5
4	5.2	24.9
cb.	4.2	25.9
E	3.8	26.3
N cb.		
E	4.0	26.1

30.09

Calif. St.
Cross Section

44

cb.	4.6	25.5
7	5.3	24.8
8	5.6	24.5
7	6.5	23.6
cb.	7.3	22.8
+4	9.5	20.6
+9	9.8	20.3
W	7.4	22.7
+5	6.3	23.8
+10	9.0	20.1

N.L. VINE ST. = 0+00

-25.5 = on W Rail	7.31	22.78
"E"	7.12	22.97
-10	8.9	21.2
-5	6.4	23.7
W	10.0	20.1
+6	9.6	20.5
cb.	6.5	23.6
7	5.8	24.3
8	6.5	23.6
7	6.2	23.9
cb.	5.8	24.3
E	4.4	25.7
0+33		
E	4.7	25.4
cb.	5.3	24.8

30.09

cb +3	6.1	24.0
$\frac{1}{4}$	6.4	23.7
$\frac{1}{2}$	6.6	23.5
$\frac{3}{4}$	6.0	24.1
+5	5.0	25.1
cb.	5.1	25.0
+8	6.4	23.7
W	9.6	20.5
+5	9.8	20.3
+6	7.6	22.5

0+66

-10	10.1	20.0
-6	9.6	20.5
-5	7.4	22.7
W	6.6	23.5
+5	3.8	26.3
cb.	3.7	26.4
+1	3.8	26.3
$\frac{1}{4}$	5.4	24.7
$\frac{1}{2}$	6.3	23.8
$\frac{3}{4}$	6.0	24.1
+9	6.5	23.6
+11	5.2	24.9
cb.	4.6	25.5
E	4.3	25.8

1+00

30.09

Calif. St.
Cross Section

45

E	4.4	25.7
cb.	5.6	24.5
$\frac{1}{4}$	6.1	24.0
$\frac{1}{2}$	6.4	23.7
$\frac{3}{4}$	6.7	23.4
+8	6.3	23.8
cb.	5.0	25.1
+5	4.8	25.3
W	5.5	24.6
+5	6.4	23.7
+15	10.0	20.1

1+15

-20	10.0	20.1
-15	10.0	20.1
-10	7.4	22.7
W	7.0	23.1
cb.	6.7	23.4
$\frac{1}{4}$	6.7	23.4
$\frac{1}{2}$	6.4	23.7
$\frac{3}{4}$	6.4	23.7
cb.	5.4	24.7
E	4.8	25.3

1+50

E	4.4	25.7
+10	4.8	25.3
cb.	5.7	24.4

3009

2	6.0	24.1
2	6.2	23.9
1/4	6.5	23.6
cb.	6.5	23.6
W	6.8	23.3
+10	6.4	23.7

2+00

-5	6.7	23.4
W	6.6	23.5
cb.	6.5	23.6
1/4	6.0	24.1
2	5.9	24.2
1/4	5.7	24.4
cb.	5.0	25.1
+12	4.3	25.8
E	3.6	26.5

2+50

E	2.8	27.3
cb.	4.2	25.9
1/4	4.8	25.3
2	5.3	24.8
1/4	5.5	24.6
cb.	5.7	24.4
W	6.0	24.1
+10	6.3	23.8

3+00 48 = S.L. Walnut st. 14' cbs.
13' 1/4 S.

3009

Calif. St.
Cross Section

46

-5	6.2	23.9
W	6.2	23.9
cb.	5.5	24.6
1/4	4.8	25.3
2	5.0	25.1
1/4	4.8	25.3
+5	3.3	26.8
cb.	3.3	26.8
E	2.2	27.9

See Book 1158
Page 45

T.D.

1027

36.61

3.75 26.34

S cb.

E	8.4	28.2
cb.	9.5	27.1
1/4	10.7	25.9
2	11.2	25.4
1/4	11.2	25.4
cb.	11.7	24.9
W	12.6	24.0
+5	12.6	24.0
W	12.4	24.2
cb.	12.0	24.6
1/4	11.1	25.5
2	11.0	25.6
1/4	10.3	26.3
cb.	9.0	27.6

3661

E	8.3	28.3	50' wide
↳ = Junk Bld. on West. dirt Floor 8' Back.			
E	8.7	27.9	
cb.	9.6	27.0	
$\frac{1}{2}$	10.3	26.3	
E	11.0	25.6	
$\frac{1}{2}$	10.8	25.8	
cb.	11.2	25.4	
N	11.6	25.0	
+8 on dirt Floor above Bld	11.9	24.7	
N $\frac{1}{2}$			
-5	11.6	25.0	
N	11.6	25.0	
cb.	10.7	25.9	
$\frac{1}{2}$	10.8	25.8	
$\frac{1}{2}$	10.5	26.1	
$\frac{1}{4}$	10.3	26.3	
cb.	9.1	27.5	
E	8.6	28.0	
N cb.			
E	7.9	28.7	
+5	8.9	27.7	
cb.	9.1	27.5	
$\frac{1}{2}$	9.6	27.0	
$\frac{1}{2}$	10.6	26.0	
$\frac{1}{2}$	10.3	26.3	

3661

Calif. St.
Goss Section 47

cb.	10.4	26.2	
N	10.8	25.8	
+5	11.1	25.5	
N.L. Walnut = 0+00			
N-5	11.0	25.6	
N	11.0	25.6	
cb.	10.5	26.1	
$\frac{1}{2}$	10.5	26.1	
$\frac{1}{2}$	10.5	26.1	
$\frac{1}{2}$	9.7	26.9	
cb.	8.8	27.8	
E	7.7	28.9	
0+50			
E	6.8	29.8	
cb.	8.7	28.4	
$\frac{1}{2}$	8.8	27.8	
$\frac{1}{2}$	9.5	27.1	
$\frac{1}{2}$	10.9	26.2	
+5	10.7	25.9	
+10	9.8	26.8	
cb.	10.0	26.6	
N	10.5	26.1	
+5	10.4	26.2	
1700			
-5	9.7	26.9	
N	9.7	26.9	

3661

cb.	9.0	27.6
+4	9.8	26.8
$\frac{1}{4}$	9.8	26.8
+2	9.2	27.4
$\frac{1}{2}$	8.6	28.0
$\frac{1}{4}$	8.1	28.5
cb.	7.0	29.6
E	6.4	30.2
	R = 5.5	31.1
1+07 =	Garage on E. 4' Back dirt Floor	
1+40 =	South End of Board Fence on W. on line	
2+05 =	N " " " " " "	
	1+50	
E	5.0	31.6
cb.	6.7	29.9
$\frac{1}{2}$	7.3	29.3
$\frac{1}{2}$	8.4	28.2
$\frac{1}{4}$	8.7	27.9
cb.	8.7	27.9
+5	9.0	27.6
W	9.3	27.3
	2+00	
W	7.3	29.3
cb.	6.8	29.8
+2	7.4	29.2
+5	6.8	29.8
$\frac{1}{4}$	6.7	29.9

3661

Calif. St
Cross Section

48

+2	7.8	28.8
+5	6.4	30.2
$\frac{1}{2}$	6.0	30.6
$\frac{1}{4}$	6.6	30.0
cb.	5.1	31.5
E	3.8	32.8
	Red = 4.6	
1+87 =	Pepper tree on East. 9' in st. 3' diameter	
2+15 =	Garage on W. on line 6.3	
2+37 =	" " " " " " 5.4	
2+48 =	North edge of Bld = South end Fence	
2+50		
E	2.0	34.6
cb.	1.8	34.8
$\frac{1}{4}$	3.4	33.2
$\frac{1}{2}$	4.4	32.2
$\frac{1}{4}$	4.8	31.8
+2	5.4	31.2
+5	5.1	31.5
cb.	6.0	30.6
+3	5.4	31.2
W at Fence	5.6	31.0
3+00.58 =	S.L. Chalmers St. 13' 4.5	
W	4.3	32.3
+8	4.0	32.6
+10	4.6	32.0
cb.	4.0	32.6

36.61

+7	5.2	31.4
$\frac{1}{4}$	3.2	33.4
2	2.6	34.0
$\frac{1}{4}$	2.3	34.3
cb.	0.8	35.8
E	0.6	36.0
	s cb.	
E	+0.2	36.8
cb.	0.5	36.1
$\frac{1}{4}$	1.1	35.5
2	2.0	34.6
+5	2.0	33.6
$\frac{1}{4}$	0.4	33.2
cb.	4.0	32.6
W	3.8	33.8
	s $\frac{1}{4}$	
W	4.0	32.6
+5	3.5	33.1
cb.	3.6	33.0
$\frac{1}{4}$	2.7	33.9
$\frac{1}{2}$	1.5	35.1
$\frac{1}{4}$	0.8	35.8
+8	+0.4	37.0
cb.	+0.4	37.0
E	+1.1	37.7

2

36.61

Calif. St.
Pass Section

49

E	+1.3	37.9
cb.	+0.8	37.4
2 Mon of Chalmers 25' N.E.L.	0.95	35.65
2 on Rim P.H. ✓	0.75	35.86
$\frac{1}{4}$	2.6	34.0
cb.	3.2	33.4
W	3.4	33.2
		Sta. 2+48 - Page 48
Note, 5' South of N $\frac{1}{4}$ = End of Fence as Noted at 2+48 - Page 48		
	N $\frac{1}{4}$	
W	2.7	33.9
cb.	2.2	34.4
$\frac{1}{4}$	1.9	34.7
2	0.8	35.8
$\frac{1}{4}$	0.2	36.4
cb.	+0.8	37.4
E	+1.7	38.3
	N cb.	
E	+1.4	38.0
cb.	+0.9	37.5
$\frac{1}{4}$	+0.3	36.9
2	0.7	35.9
$\frac{1}{4}$	1.0	35.6
cb.	1.8	34.8
W	2.3	34.3
	N.L. Chalmers	
W	1.6	35.0

cb.	0.6	36.0
$\frac{1}{4}$	0.1	36.5
1	+ 0.7	37.3
$\frac{1}{4}$	+ 1.6	38.2
cb.	+ 1.9	38.5
F	+ 2.5	39.1

T.P. on 2 Men. of Chalmers 0.95 35.66 25' H.E.H. Col.
 Forcht. See Page 62

Cross Section KURTZ ST. 75' wide 12.75' chr.
 from N. side, Line Calif. st. to S.L. HARVESTY.

B.M. E. Mon. Walnut
 and 25' N.E. of
 Calif. st

For this B.M.
 See Cont. 1158-45

5.48 31.87 26.39

Section A

Y 6.5 25.4

cb. 6.3

1/4 6.0

1/2 5.4 26.5

1/4 5.0

cb. 4.7

E 5.0 26.9

Sec. B

Y 6.7 25.2

cb 6.3

+6 = Line Calif 6.1

Sec. C

Y-5 7.7

Y 7.6 24.3

cb. 6.5

1/4 6.0

1/2 5.4 26.5

Sec. D

Y-5 8.4

Y 7.8 24.1

cb. 6.7

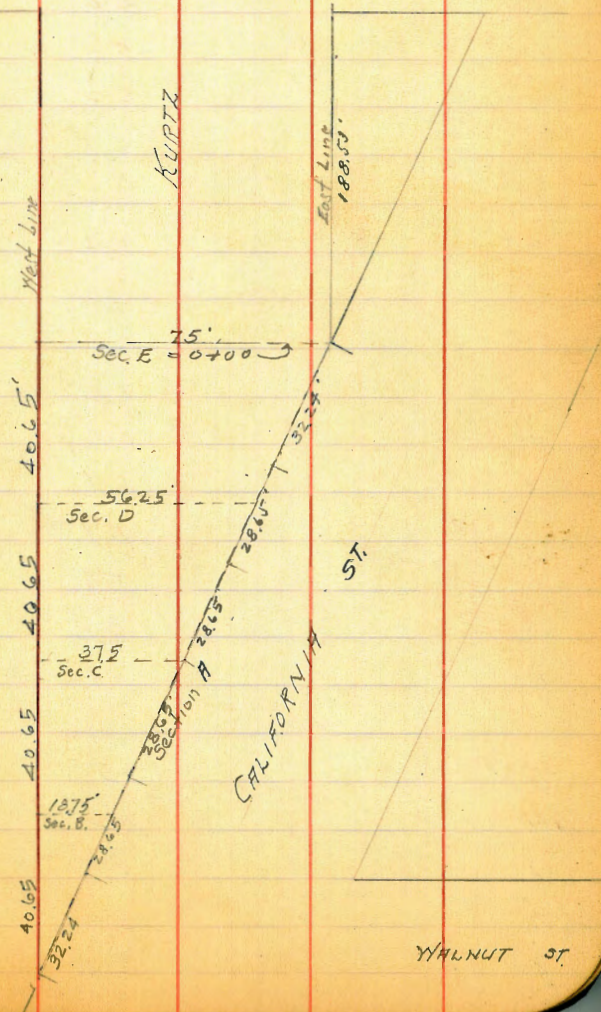
1/4 6.0

1/2 5.6 26.3

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

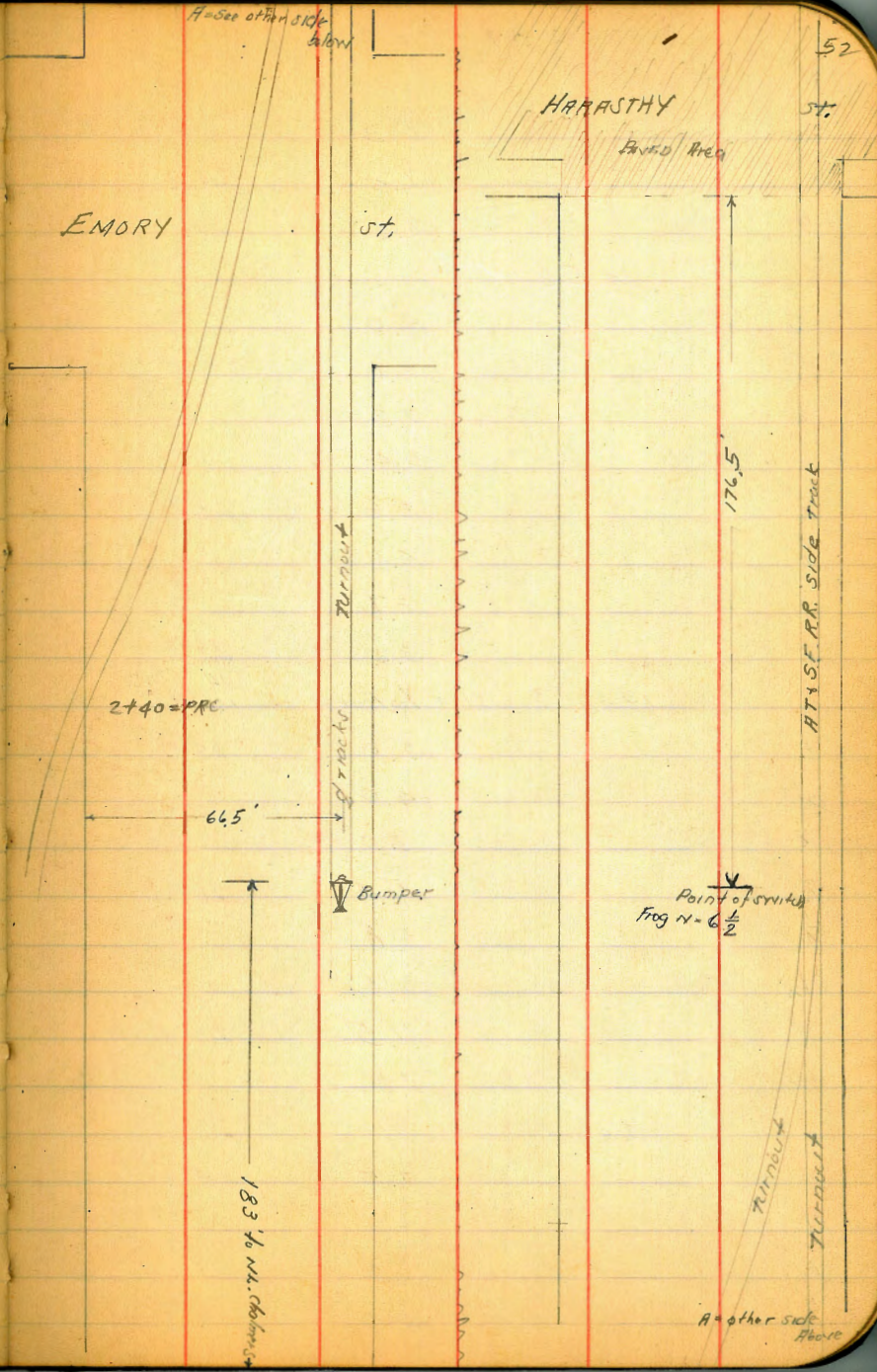
(BEAN ST)
 CHALMERS

ST.



31.87

2	5.0	
+675 = M. Col. f. d.	5.0	26.9
0+00		
E	4.8	27.1
cb.	5.2	
2	5.4	
L	5.8	26.1
1/2	6.2	
cb.	6.8	
W	8.2	23.7
+5	8.4	
0+50		
-5	8.0	
W	7.8	24.1
cb.	6.8	
1/4	6.1	
1/2	5.7	26.2
1/4	5.1	
cb.	4.5	
E	3.8	28.1
1+00		
E	3.5	28.4
cb.	4.2	
1/4	4.7	
1/2	5.4	26.5
1/4	6.0	



31.87

cb.	6.3	
W	7.2	24.7
+5	7.8	24.1
1+50		
-5	8.0	
W	8.0	23.9
cb.	7.3	
$\frac{1}{2}$	6.4	
$\frac{1}{2}$	5.6	26.3
$\frac{1}{4}$	4.8	
cb.	3.7	
E	3.2	28.7
1+88.53 = sb. Chalmers st. 14' cb.s 19' ss		
E	3.0	28.9
cb.	4.0	
$\frac{1}{4}$	5.0	
$\frac{1}{2}$	5.4	26.5
$\frac{1}{2}$	6.8	
cb.	6.7	
W	7.5	23.4
+5	7.8	
s. cb.		
W	7.5	24.4
cb.	6.7	
$\frac{1}{4}$	6.0	
$\frac{1}{2}$	5.0	26.9

31.87

KURTZ st.
Cross Section

53

$\frac{1}{2}$	3.8	
cb.	3.6	
E	2.3	29.6
S $\frac{1}{4}$		
E	2.2	29.7
cb.	2.9	
$\frac{1}{4}$	3.2	
$\frac{1}{2}$	4.0	27.9
$\frac{1}{2}$	5.7	
cb.	6.3	
W	7.0	24.9
to Chalmers st.		
W	7.0	24.9
cb.	6.0	
$\frac{1}{4}$	5.4	
$\frac{1}{2}$	4.93	26.94
$\frac{1}{2}$	4.0	
cb.	3.1	
E	2.0	29.9
N $\frac{1}{2}$		
E	2.0	29.9
cb.	3.4	
$\frac{1}{2}$	4.3	
$\frac{1}{2}$	4.9	27.0
$\frac{1}{4}$	5.7	
cb.	6.6	

W		7.0	24.9
	N.Cb.		
W		7.2	24.7
Cb.		6.8	
$\frac{1}{4}$		5.7	
$\frac{1}{2}$		4.8	27.1
$\frac{1}{4}$		4.0	
Cb.		3.4	
E		2.0	29.9
	N.L. Chalmers = 0+00		
W		2.6	29.3
Cb.		3.6	
$\frac{1}{4}$		4.0	
$\frac{1}{2}$		5.0	26.9
$\frac{1}{4}$		5.9	
Cb.		7.0	
W		7.3	24.6
T.P.	6.14 31.56	6.45	25.42

Note: Bet. N.L. Chalmers and N.Cb. Chalmers 2 Elec Poles in St. ^{with Transformers}

5	0+27		
-5		7.0	
W		7.1	24.5
Cb.		6.0	
$\frac{1}{4}$		4.6	
$\frac{1}{2}$		3.5	28.1
$\frac{1}{4}$		4.0	

Cb.		2.9	
E		2.5	29.1
	0+00		
E		2.1	29.5
+2		3.1	
Cb.		3.5	
$\frac{1}{4}$		4.0	
$\frac{1}{2}$		3.6	28.0
$\frac{1}{4}$		4.3	
Cb.		1.9	
W		5.3	26.3
	1+00		
W		5.3	26.3
Cb.		4.9	
$\frac{1}{4}$		4.2	
$\frac{1}{2}$		4.0	27.6
$\frac{1}{4}$		4.0	
Cb.		3.7	
+9		3.3	
E		1.8	29.8
	1+50		
E		2.7	28.9
+2		2.8	
+3		3.7	
Cb.		4.0	
$\frac{1}{4}$		4.4	

31.56

2	4.3	27.3
1/4	4.7	
cb.	5.2	
W	5.2	26.4
	1+83 = South end of Turnout 29' East E. of st.	
-15	11.3	
-5	4.8	
W	6.0	25.6
cb.	6.0	
1/4	5.2	
2	5.2	26.4
1/4	4.6	
cb.	4.1	
on W Rail Turnout	3.61	27.95
" E " "	3.50	
E	3.6	28.0
	2+00	
E	3.8	27.8
E Rail Turnout	3.73	
W " "	3.76	27.80
cb.	4.2	
1/4	4.8	
2	5.5	26.1
1/4	5.5	
cb.	6.6	
W	6.3	25.3

31.56

Kurtz St
Cars Section

55

+8	11.1	
+10	10.7	
+14 = E Rail of turnout	9.24	
W " " "	9.14	22.42
	2+12	
-14.5 = W Rail turnout	9.20	22.36
E " "	9.26	
-2	10.8	
W	10.4	21.2
+7	5.8	
cb.	6.6	
1/4	5.8	
2	5.4	26.2
1/4	5.0	
cb.	4.3	
W Rail turnout	3.88	27.68
E " "	3.85	
cb+7	4.2	
+10	4.6	
E	4.7	26.9
	2+50	
E	5.4	25.2
+3	5.3	
+4	4.3	
E Rail turnout	4.10	
W " "	4.08	27.48

31.56

cb.	4.4	
$\frac{1}{4}$	5.3	
$\frac{1}{2}$	6.0	256
$\frac{1}{4}$	5.3	
+2	5.3	
+7	10.6	
cb.	2.8	
+1	9.4	
+4 = E Rail Turnout	9.08	
" " "	9.12	
Y	9.6	220
+2	10.7	
+5	10.8	
+10	6.8	
	2+80	
Y	7.3	243
+3	7.0	
+8	10.5	
cb.	10.7	
+1	9.6	
+4 on Y Rail turnout	9.20	
" E " "	9.08	
$\frac{1}{4}$	7.5	
+5	10.1	
$\frac{1}{2}$	5.3	263
$\frac{1}{4}$	5.6	

31.56

Kurtz St.
Cross Section 56

cb.	4.8	
+1 = on Y Rail turnout	4.24	
" E " "	4.24	
cb.+8	4.7	
+9	5.6	
E	5.6	26.0
	2+98.82 = St. Emory St.	14' c.b.s 13' 7.5
E	4.7	26.9
E Rail Turnout	4.50	
Y " "	4.50	
cb.	4.9	
$\frac{1}{4}$	5.5	
+5	4.8	
+10	6.2	
$\frac{1}{2}$	9.6	22.0
+5	10.2	
+9 on E Rail turnout	9.15	
$\frac{1}{4}$	9.5	
" Y " "	9.15	
$\frac{1}{4}+3$	2.7	
+5	10.6	
+10	10.7	
cb.	7.6	
+4	6.7	
+7	8.0	
Y	8.3	23.3

31.56

57

5 cb.

Y	8.3	233
+10	7.2	
cb.	6.6	
+4	6.0	
+7	10.7	
$\frac{1}{4}$	10.6	
+2	9.9	
+4 on St. Paul Turnout	9.20	
" E " "	9.10	
$\frac{1}{4} + 12$	19.6	
L	10.2	21.4
+4	10.0	
+11	5.3	
$\frac{1}{4}$	5.0	
cb.	5.3	
+1 on St. Paul Turnout	5.15	
" E " "	5.05	
E	5.0	266
E	5.6	260
E Rail. Turnout	5.55	
W " "	5.52	
CB	6.0	
+11	6.2	
A	7.2	

31.56

+4	10.0	
+8	10.0	
E Rail-Turnout	9.08	
E	9.6	22.0
W Rail Turnout	9.20	
+8	10.7	
Q	10.7	
+4	6.6	
+10	6.6	
CB	7.5	
W	8.3	23.3
W	8.0	23.6
cb.	7.4	
+8	6.3	
$\frac{1}{2}$	7.2	
+5	10.6	
+7 on Riv. MH	9.70	
$\frac{1}{2}$	7.5	22.1
" W Rail Turnout	9.20	
" E "	9.08	
$\frac{1}{2}$ +8	9.4	
$\frac{1}{2}$	9.8	
+7	4.9	
+10	6.6	
cb.	6.6	

31.56

Kurtz st.
Cross Sections

58

W Rail turnout	6.00	
" " "	6.05	
cb.+9	7.4	
E	6.4	25.2
N $\frac{1}{2}$		
T.P.	7.80	32.45
E		6.91
E Top Rail Turnout		74.5
W " " "		8.5
cb.		24.0
+3		7.40
+8		7.40
$\frac{1}{2}$		8.0
+3 on E Rail Turnout		7.2
" W " "		10.5
$\frac{1}{2}$ +10		10.3
$\frac{1}{2}$		10.01
+4		10.11
+9		10.6
$\frac{1}{2}$		11.4
+4		21.1
+9		11.3
$\frac{1}{2}$		7.2
cb.		7.2
W		8.4
N cb.		8.7
W		23.8
cb.		8.6
$\frac{1}{2}$		23.9
$\frac{1}{4}$		8.2
$\frac{1}{4}$		7.4

3245

+5	7.7	
L	11.2	21.3
+5	11.5	
+7	10.7	
+9 on W Rail Turnout	10.24	
" E " "	10.12	
L	10.5	
+3	10.3	
+8	8.6	
cb.	8.7	
+1 on W Rail turnout	8.32	
" E " "	8.33	
E	9.0	23.5
		22.5
N.L. EMORY St = 0+00		
E	9.3	23.2
		22.2
E Rail turnout	8.77	
W " "	8.80	
cb.	9.2	
+4	8.7	
+9	10.4	
+12 on E Rail turnout	10.11	
L	10.60	
W Rail " "	10.22	
+2	10.6	
+4	10.6	
+9	11.5	

3245

Kurtz St.

59

L	8.1	24.4
+1	7.1	
L	7.4	
cb.	8.0	
W	8.6	23.9
	0+50	
W	6.6	25.9
cb.	6.7	
L	6.0	
L	6.0	26.5
+8	5.6	
+10	8.4	
L	11.3	
+4	11.4	
+5	11.0	
+8 on W Rail turnout	10.38	
" E " "	10.28	
cb.	10.71	
W " "	10.24	
E " "	10.15	
cb. +9	10.0	
E	8.2	24.3
+5 = top bank	3.6	
	1+00	
-7 = " "	5.7	
E	11.1	21.4

+2	11.0	
+4	10.2	
+6 on E Rail turnout	10.09	
+7 " " " "	10.13	
+10.72" " " "	10.23	
+11.72" " " "	10.25	
cb.	10.8	
+4	11.0	
+6	11.5	
+10	11.5 ^a	
$\frac{1}{4}$	9.2	
+3	5.0	
$\frac{1}{2}$	5.1	27.4
$\frac{1}{4}$	5.4	
cb.	6.0	
W	6.3	26.2
	14.50	
W	5.4	27.1
cb	5.2	
$\frac{1}{4}$	4.3	
$\frac{1}{2}$	4.2	28.3
$\frac{1}{4}$	4.7	
+1	5.0	
+2	10.5	
+4	11.5	
+8	11.5	

3245⁻ Kurtz st. Cross Section 60

+10	10.7	
cb.	10.6	
+1 on W Rail	10.28	
+5.72" E "	10.18	
+8	10.3	
+11	10.6	
E	10.6	21.9
+5	9.0	
+10	4.3	
	2+00	
-10	2.7	
-5	9.1	
E	10.8	21.7
+2	10.2	
+6 on E Rail Turnout	10.32	
" W " "	10.36	
cb.	10.7	
+2	10.7	
+3	11.3	
+8	11.3	
+10	8.9	
$\frac{1}{4}$	3.5	
$\frac{1}{2}$	4.0	28.5
$\frac{1}{4}$	5.0	
cb.	4.7	
W	4.7	27.8

2+41 = South edge of on E on 6.11.16

32.45

Y	5.0	26.5
cb	3.7	
+5	4.0	
+10	5.0	
$\frac{1}{4}$	4.9	
L	3.6	28.9
+8	4.0	
$\frac{1}{4}$	3.0	
+1	9.2	
+4	2.2	
+8	11.4	
+10	10.8	
cb.	10.7	
+1 on Y Rail Turnout	10.40	
+5 72" E " "	10.40	
cb + 2	10.0	
E	10.0	22.5
+5	9.6	
	24.63	
E	10.2	22.3
+6 on E Rail turnout	10.31	
" Y. " "	10.31	
cb.	10.8	
+2	11.5	
+5	10.0	
+11	7.9	

32.45

Kurtz St.
Cross Section

61

$\frac{1}{4}$	4.0	
+5	4.2	
L	4.7	27.8
$\frac{1}{4}$	6.0	
cb.	5.5	
Y	5.6	26.9
Y	6.6	25.9
cb.	6.3	
+4	6.2	
+5	8.2	
$\frac{1}{2}$	8.6	
+3	8.4	
+4	6.7	
L	6.0	26.5
$\frac{1}{4}$	5.0	
+2	6.5	
+3	10.3	
cb.	10.6	
E	10.1	22.4
	3+01.5 = Slo. Harasthy St	
E top cb.	9.77	22.68
" Gutter on Parity.	10.15	22.30
" top Rail turnout	10.36	
Y " " "	10.36	
cb.	10.36	

32.45

7 on Paring			10.22	
8 " "			10.32	22.13
7 " "			10.35	
6 " "			10.35	
4 " "			10.35	22.10

TP	4.38	26.74	10.09	27.36
----	------	-------	-------	-------

TP	10.09	40.08	2.46	29.99
----	-------	-------	------	-------

obt. on BM 2 Mon Age 50	4.38	35.70		
		35.66 = BM		
		0.04 = Error		

Kurtz, St. 62
Cross Section

Cross Section Laurel st 80' side
 bet Calif. st. & M.H. Tide line 19' cb 5
 13' 8 5

1872

63

NW BM Laurel
 - California

Book 1258-13

Note: for X Richards
 bet 3rd St & Calif
 bet 3rd St & 1258-11.

172

1872

1700

W.L. Calif st. = 0+00

N	3.6	15.1
cb.	3.5	
1/4	3.6	
1/2	4.3	14.4
3/4	4.6	
cb.	4.6	
S	4.3	14.4
+5	4.0	

0+25

-10	5.5	
S	4.6	14.1
cb.	5.0	
1/4	4.8	
1/2	5.3	13.4
3/4	5.3	
cb.	4.9	
N	4.9	13.8
+5	4.9	

Plotted 2-24-28
 C.B.H.

0+65 = East Rail Turnout) on North

-10	8.0	
H	7.8	10.9
+5 = West Rail	7.36	11.36
cb. = E "	7.41	11.31

1/4
 1/2
 3/4
 +4

cb.
 +9
 S
 +20
 +30

-20
 -12

S
 +8

+8 = East Rail Turnout

1/4
 +1-X " "

1/2
 1/4

cb.
 N
 +10

-10
 N

1+00

1+32

7.5

7.5

7.5

6.6

5.7

6.2

7.8

20.0

21.6

21.6

20.5

11.1

8.4

9.0

8.51

8.7

8.55

8.1

8.3

8.4

8.4

8.4

8.3

8.5

11.2

10.9

7.6

10.6

10.3

10.2

18.72

cb.	8.5	
i	8.6	
6	8.6	10.1
8	9.1	
cb.	9.6	
S	9.5	9.2
+7 = West Rail Turnout.	9.37	9.35
+14 = L. " "	9.32	
+20	9.6	
	1+60	
-10	9.6	
S	9.6	9.1
cb.	9.5	
i	9.3	
6	9.0	9.7
8	8.9	
cb.	8.7	
N	8.7	10.0
+10	8.6	
	8+00	
-10	8.9	
N	9.3	9.4
cb.	9.3	
8	9.4	
6	9.4	9.3
8	9.6	

Plotted 9-24-28

18.72

cb.	9.9	
S	10.2	8.5
+10	10.2	
	2+50	
-5	10.5	
S	10.4	8.3
cb.	10.2	
L	10.2	
8	10.2	8.5
8	10.1	
cb.	10.0	
N	9.9	8.8
+10	9.7	
	3+50	
N	10.8	7.9
cb.	10.8	
i	10.8	
6	10.9	7.8
8	11.2	
cb.	11.3	
S	11.3	7.4

Cont Book No. 1306 Page 70

Maple St. Cross Section
 9-18-28

MAPLE St. Cross Section 80' wide
 Red Calif. St. and Near high tide
 14' cl. S
 13' S

65

	22.51		
395		18.56	SWEM MAPLE + Calif.
	X.L. Calif. St. = 0+00		
S-10	6.0		
S	6.0	16.5	
cb	6.0		
7	6.0		
6	6.2	16.3	
4	6.0		
cb	5.8		
N	5.6	16.9	
+10	5.3		
	0+05		
-10	5.3		
N	5.6	16.9	
cb	5.9		
+6	5.6		
4	5.8		
6	6.3	16.2	
+10	5.4		
4	6.1		
cb	6.4		
S	6.2	16.3	
+6	6.4		
	0+20		
-6	6.2		

	22.51		
S		6.2	16.3
cb		6.2	
+11		6.0	
4		5.1	
+10		5.8	
6		5.8	16.7
4		4.8	
cb		5.0	
N		5.1	17.4
TP	4.30	22.86	395 18.56 on 8M
	0+55		
-5		5.1	
N		5.2	17.6
cb		4.9	
4		5.0	
6		5.7	17.1
4		6.1	
cb		7.0	
S		7.2	15.6
+7		7.2	
	0+71		
-7		7.9	
S		8.3	14.5
+8		8.7	
cb		8.0	
4		8.1	

2286

2	8.2	14.6
+7	7.4	
$\frac{1}{4}$	5.1	
cb.	5.6	
N	5.5	17.3
+5	5.4	
0+77 = East edge ^{ldp} Chicken house on South 21' inst. 5x20' x 30'		
	0+83	
-5	5.9	
N	6.1	16.7
cb.	6.8	
$\frac{1}{4}$	7.9	
2	9.2	13.6
+3	10.3	
$\frac{1}{4}$	10.4	
cb.	9.2	
S	9.0	13.9
+5	8.5	
1+100		
-5	8.7	
S	8.7	14.2
cb.	8.7	
$\frac{1}{4}$	9.5	
2	9.9	13.0
$\frac{1}{4}$	9.3	
+9	7.4	

2286

66

cb.	7.7	
N	7.1	15.7
+5	7.1	
1+28		
-5	7.9	
N	7.9	15.0
+10	9.9	
cb.	10.1	
$\frac{1}{4}$	10.0	
2	10.0	12.9
$\frac{1}{4}$	10.0	
cb.	10.0	
S	10.0	12.9
+10	10.0	
1+45		
-10	10.2	
S	10.2	12.7
cb.	9.9	
$\frac{1}{4}$	10.0	
2	9.9	13.0
$\frac{1}{4}$	9.8	
cb.	9.4	
N	9.1	13.8
+10	8.7	
2+100		
-5	8.7	

2286

N	8.7	14.2
cb.	8.9	
$\frac{1}{4}$	9.2	
$\frac{1}{2}$	9.5	13.4
$\frac{3}{4}$	9.8	
cb.	10.1	
S	9.8	13.1

2+05

- 5	10.5	
S	10.4	12.5
cb.	10.4	
$\frac{1}{4}$	10.3	
$\frac{1}{2}$	10.2	12.7
$\frac{3}{4}$	10.1	
cb.	10.0	
N	9.9	13.0
+5	9.8	

3+00

N	11.1	11.8
cb.	11.3	
$\frac{1}{2}$	11.3	
$\frac{1}{4}$	11.3	11.6
$\frac{3}{4}$	11.6	
cb.	11.6	
S	11.8	10.0

67

Walker
for
9-15-28

X. Section Nutmeg st. 80' wide 14' obs
13' 1/2
Bet Calif. & M.H.T.
Note. For X. Section Bet. Calif. Kettner see Book 1258-16

1.23 23.49 22.26

X.L. Calif. st. = 0+00

N.E. BM
Nutmeg + Calif.
Book 1258-18

Plotted 9-24-28 - C.B.H.

-5	4.6	
N	4.4	19.1
cb.	4.3	
1/2	4.5	
1/2	4.2	19.3
1/2	4.1	
cb	4.3	
+13	4.8	
5	5.8	17.7
+2	7.3	
+4	7.3	
+7	4.5	
+10	4.5	
0+50		
-10	4.9	
-9	4.9	
-6	6.8	
-2	6.8	
-1	5.3	
5	5.1	18.4
cb	4.9	
1/2	4.9	
1/2	5.1	18.4

23.49

68

1/2	5.2	
cb.	5.1	
1/2	4.7	18.8
+10	4.4	
		1400
-10	4.0	
-6	4.5	
N	4.4	19.1
cb	4.3	
1/2	3.9	
15	4.5	
1/2	4.6	18.9
1/2	4.4	
cb	4.7	
+8	5.7	
+10	5.7	
+13	5.3	
5	7.2	16.3
+5	7.2	
+6	5.6	
+10	5.6	
		1440
-10	6.7	
5	6.3	17.2
cb.	5.7	
1/2	5.6	

2349

$\frac{1}{2}+8$	49	
$\frac{1}{2}$	4.8	18.7
$\frac{1}{4}$	4.6	
+5	5.2	
cb.	5.3	
N	5.2	18.3
+10	4.4	
	1+60	
-10	5.4	
N	5.2	18.3
cb.	4.8	
$\frac{1}{4}$	4.7	
$\frac{1}{2}$	5.2	18.3
$\frac{1}{4}$	4.7	
cb.	4.8	
S	5.7	17.8
+10	6.5	
	1+92	
-10	6.3	
S	6.2	17.3
cb.	6.1	
$\frac{1}{4}$	6.2	
$\frac{1}{2}$	6.0	17.5
$\frac{1}{4}$	5.8	
cb.	5.7	
H	5.8	17.7

2349

69

+10	5.8	
	2+04	
-10	7.1	
N	7.4	16.1
cb.	7.4	
$\frac{1}{4}$	7.3	
$\frac{1}{2}$	7.4	16.1
$\frac{1}{4}$	7.3	
cb.	7.6	
S	7.8	15.7
+10	7.8	
	2+80	
-10	8.4	
S	8.4	15.1
cb.	8.2	
$\frac{1}{4}$	8.0	
$\frac{1}{2}$	8.0	15.5
$\frac{1}{4}$	8.0	
cb.	8.0	
N	7.8	15.7
+10	7.7	

Water
Roughly
Shore
9-18-28

Cross Section Palm St. 80' wide
Bet. Calif. & M.H. tide
Note: X Sections bet. Kettner & Calif.
17 Brook 1258-21

3832

70

0.69 38.32
M.L. Calif. st. = 0100 37.63
814 Cor. 1400
Bet. Calif. & M.H. tide
not 1258-21

-10	8.1	
5	7.0	31.3
cb.	7.9	
2	8.5	
6	8.4	29.9
+7	7.8	
2	7.2	
+2	6.1	
cb.	6.0	
N	6.1	32.2
		0422
N	6.2	32.1
cb.	6.6	
4	9.7	
+5	9.7	
6	12.5	25.8
+5	10.1	
4	10.1	
cb.	10.3	
5	10.0	28.3
+10	10.8	
		0430
-10	11.1	
-14	15.1	

-2	11.3	
S	11.3	27.0
cb	11.5	
4	11.7	
6	15.9	22.4
4	13.5	
cb.	10.3	
N	9.7	28.6
+10	12.6	
T.P.	12.80	25.52
	1.86	27.38
	0443	
-15	6.4	
N	6.4	21.0
cb.	6.7	
4	7.1	
6	6.8	20.6
4	7.6	
cb.	8.0	
S	8.2	19.2
+20	8.0	
		0463
-20	8.6	
S	9.1	17.3
cb.	8.8	
4	8.0	
6	8.0	19.4

2738

2	81	
cb.	71	
N	72	20.2
+15	70	
Note: 0+53 = 2 Frame shack on North Trestle 14' wide		
0+68		
-10	40	
N	40	23.4
cb.	41	
1/2	43	
2/3	45	22.9
3/4	42	
cb.	43	
S	42	23.2
+10	42	
0+78		
-10	53	
S	53	22.1
cb.	52	
1/4	53	
2/3	54	22.0
3/4	51	
cb.	49	
N	49	22.5
+10	51	

0+85

2738

71

-10	12.7	
1	12.7	14.7
+10	11.4	
cb.	5.9	
1/4	6.0	
+3	10.1	
2/3	10.9	16.5
+5	5.8	
1/4	5.8	
cb.	5.6	
S	5.7	21.7
+10	5.7	
0+90		
-20	14.5	
N	14.5	12.9
cb.	14.5	
1/4	12.1	
+2	7.4	
+7	13.6	
2/3	14.8	12.6
+4	14.8	
+7	6.7	
+10	6.6	
1/4	14.4	
cb.	14.4	
S	13.8	13.6

27.38

+20		13.8	
	0-92		
-20		14.1	
S		14.1	13.3
cb		14.2	
$\frac{1}{4}$		14.2	
$\frac{1}{2}$		14.2	13.2
$\frac{3}{4}$		14.3	
cb		14.4	
N		14.4	13.0
T ₂₀		14.4	

1+26 = East edge Airplane Bld. on South 5' Back

-20		14.2	
N		14.3	13.1
cb		14.3	
$\frac{1}{4}$		14.2	
$\frac{1}{2}$		14.3	13.1
$\frac{3}{4}$		14.4	
cb		14.4	
S		14.4	13.0
+5 = qt Bld. Floor Elev.		12.4	15.0

1+76.5 = West edge Phase Bld.

-5 = Floor Elev.

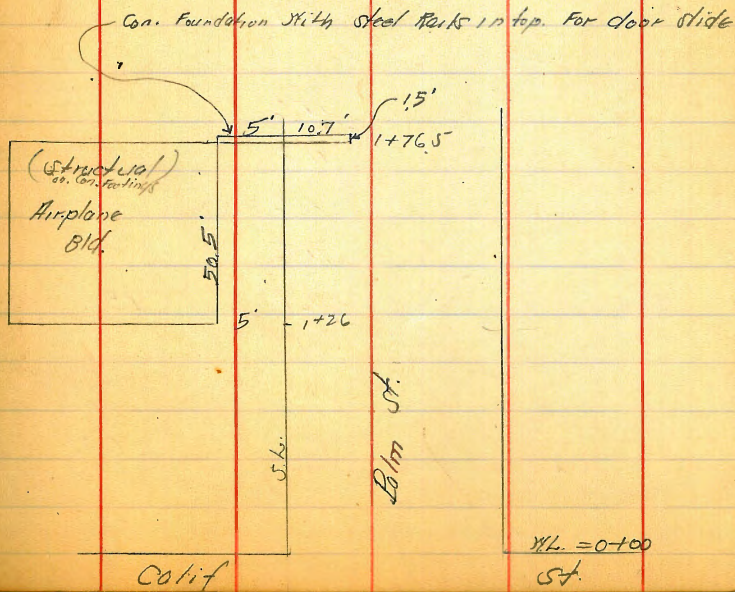
0		12.3	15.1
+10.7		12.3	15.1

27.38

72

20+00			
S		14.0	13.4
cb		14.0	
$\frac{1}{4}$		14.0	
$\frac{1}{2}$		14.0	13.4
$\frac{3}{4}$		14.1	
cb		14.0	
N		14.0	13.4
+10		14.0	
Sht. on S.M. Nutmeg + Col. Page 68		5.11	

2227
25.86 = 5M
2.01 = 5+10



Yellow
Copper
Ore
9/18/28

Cross Section QUINCE 80' Wide
From W.L. Calif. St. West 14' to 65'
13' to 8'
Note: For X. Sections East of Calif. St.
See book 1258-25

37.40

73

110 37.40 36.30

W.L. Calif. St. = 0+00

5-5	8.1		-5
5	8.1	29.3	5
15	6.9		+10
18	6.2		6.
Ch.	5.7		+5
110	6.5		4
i	7.8		19
6	8.1	29.3	6
1/4	8.2		+5
Ch.	8.4		+8
N	8.4	29.0	4
15	8.3		6
			+8
			N
			+8
-5	11.6		+15
N	11.7	25.7	7.P
Ch.	11.6		
i	11.6		-15
6	11.7	25.7	N
i	11.6		Ch.
Ch.	11.6		4
5	11.1	26.3	+3
15	11.1		6
			4

Plotted 9-24-28 C.B.H.

0+28

0+33

B.M. Corn. Mon.
Quince & Calif.

1.29 56.60 12.09 25.31

0+43

14.1	
14.1	23.3
13.3	
13.7	
12.6	
12.4	
12.6	
14.4	23.0
12.4	
15.5	
14.7	
13.6	
12.2	
12.0	
14.6	22.8
12.2	
12.0	
12.09	25.31
7.9	
7.7	18.9
7.6	
7.1	
6.8	
7.6	19.0
7.4	

Note: O.T.A.S. 58 N.H.
From Elev. = 1900

26.60

cb.	7.1	
5	6.4	20.2
+10	6.4	
0+56		
-10	7.1	
5	7.1	19.5
cb.	8.2	
$\frac{1}{4}$	7.9	
$\frac{1}{4}$	7.4	19.2
+6	7.6	
$\frac{1}{4}$	8.3	
cb.	8.7	
N	8.7	17.9
+3	8.5	
+15	10.3	
+20	11.8	
0+62		
-20	16.7	
-18	8.7	
-15	6.0	
-10	7.2	
-5	7.2	
N	5.4	21.2
+5	4.0	
cb.	4.4	
+11	4.8	

26.60

74

$\frac{1}{4}$	6.1	
$\frac{1}{4}$	7.8	18.8
+6	7.1	
$\frac{1}{4}$	8.1	
cb.	8.3	
5	6.9	19.7
+10	6.9	
0+68		
-10	7.4	
5	7.4	19.2
+3	7.4	
-18	8.4	
cb.	7.6	
+6	8.3	
+11	7.6	
$\frac{1}{4}$	7.6	
+8	8.4	
+12	7.9	
$\frac{1}{4}$	8.2	18.4
$\frac{1}{4}$	6.8	
+6	5.7	
cb.	5.1	
+6	5.6	
+8	6.5	
N	5.8	20.8
+9	12.1	

2660

+14	8.5	
+16	16.8	
0+75		
-20	15.6	
N	15.6	11.0
cb.	15.6	
$\frac{1}{2}$	15.6	
$\frac{1}{2}$	15.4	11.2
$\frac{1}{2}$	14.7	
cb.	14.7	
S	14.7	11.9
+20	14.7	

1+100

-20	15.9	
S	15.9	10.7
cb.	15.9	
$\frac{1}{2}$	15.9	
$\frac{1}{2}$	15.9	10.9
$\frac{1}{2}$	15.9	
cb.	16.1	
N	16.1	10.5
+20	16.1	

1+75

-20	16.1	
N	16.1	10.5
cb.	16.1	

2660

75

$\frac{1}{2}$	16.1	
$\frac{1}{2}$	16.1	10.5
$\frac{1}{2}$	15.9	
cb.	15.8	
S	15.7	10.9
+20	15.6	
TP. on deck.	8.56	18.04

for dht. see page 79

Walker
Ripinger
Shaw
9-18-28

X. Section REDWOOD ST. 80' wide
14' C.S.
13' F.S.
From Calif. st. West
Note: For X. sections East of Calif. st.
See Sects. 1258-27.

8th Con. Mts.
Redwood - Calif.
Sect 1258-28

38.77

76

2.15 38.77 36.62

Y.L. Calif. = 0+00

5		9.1	29.7
cb		9.2	
$\frac{1}{4}$		10.3	
$\frac{1}{2}$		9.6	29.2
$\frac{3}{4}$		9.3	
cb.		8.6	
N		8.2	30.6
	0+05		
-10		8.6	
N		8.9	29.9
cb.		9.2	
+10		10.0	
+11		13.7	
$\frac{1}{2}$		14.3	
+7		15.1	
+9		13.5	
+10		11.2	
$\frac{1}{2}$		11.6	27.2
+10		13.9	
+7		13.1	
$\frac{1}{4}$		13.5	
cb.		11.2	
+12		10.6	

Plotted 9-24-28 - C.B.H.

S.		12.2	26.6
+10		12.8	
T.P.	1.75	28.06	26.31
	0+10		
-15		12.1	
-7		11.7	
5		6.8	21.3
+4		2.2	
cb.		2.6	
+9		4.1	
+11		6.0	
$\frac{1}{4}$		5.1	
+3		4.7	
+8		7.3	
$\frac{1}{2}$		6.4	21.7
+2		5.7	
+10		1.5	
$\frac{1}{4}$		1.0	
+6		+0.8	
cb.		+1.7	
N		1.5	26.6
+10		0.0	
	0+15		
-15		2.4	
-10		4.3	
N		0.5	27.6

2806

N +5	+1.1	
cb	+1.0	
+9	+0.5	
$\frac{1}{4}$	1.0	
E	6.2	21.9
+2	6.7	
+5	9.6	
+10	10.2	
$\frac{1}{2}$	9.3	
+11	6.0	
cb	5.9	
+11	4.9	
5	8.7	19.4
+2	11.9	
+7	13.6	
+10	13.6	
+15	12.5	
		0+20
-15	13.1	
-12	13.3	
-2	14.7	
5	11.8	16.3
+3	7.9	
cb.	10.3	
+6	11.3	
$\frac{1}{4}$	10.1	

2806

77

cb.	6.7	21.4
+7	6.4	
$\frac{1}{4}$	1.9	
+2	0.7	
cb.	+0.3	
+2	+0.6	
+6	-1.9	
N	3.3	24.8
+2	3.6	
+5	5.4	
+10	6.6	
+15	3.6	
		0+25
-15	7.5	
-8	6.6	
N	6.7	21.4
+9	2.5	
+10	0.1	
cb.	0.1	
+10	0.6	
+12	3.3	
$\frac{1}{4}$	4.1	
-10	7.8	
$\frac{1}{2}$	10.0	18.1
$\frac{1}{4}$	10.8	
+8	11.1	

2806

cb	145	
S	167	11.4
+12	164	
+20	12.1	
0+32		
-30	174	
-13	192	
S	187	9.4
+5	128	
+9	128	
cb.	124	
$\frac{1}{4}$	11.5	
$\frac{1}{2}$	10.3	17.8
+10	78	
$\frac{1}{2}$	57	
+4	13	
cb.	12	
+5	10	
+7	5.3	
N	22	18.9
+6	107	
+10	162	
+15	106	
0+38		
-20	121	
-12	116	

2806

78

-11	18.6	
-5	12.2	
N	99	18.2
cb.	8.1	
$\frac{1}{4}$	8.6	
+6	8.5	
+7	7.6	
$\frac{1}{2}$	10.1	18.0
+3	11.0	
$\frac{1}{4}$	11.8	
cb.	12.8	
+7	12.5	
S	16.1	12.0
+8	21.5	
+18	20.1	
+20	19.1	
0+46		
-20	19.1	
-13	23.9	
+8	22.1	
S	18.3	9.8
+11	12.1	
cb.	11.6	
+11	13.5	
$\frac{1}{4}$	12.9	
$\frac{1}{2}$	11.9	16.6

£+8	99	
7	114	
+4	104	
cb.	10.4	
N	11.2	16.9
+6	149	
+13	132	
+20	149	
	0+50	
-20	15.3	
-6	13.7	
N	11.5	16.6
cb.	11.1	
7	11.5	
£	11.7	16.4
4	12.7	
cb.	11.7	
S	17.2	10.9
+3	18.1	
+7	26.3	
+19	18.6	
+20	16.5	
	0+53	
-25	28.0	
S	28.1	00.0
cb.	28.1	

7	28.1	
£	28.0	0.1
7	28.0	
cb.	28.1	
N	28.1	0.0
+25	28.0	
	1+50	
-25	27.5	
N	27.5	0.6
cb.	27.5	
7	27.5	
£	27.5	0.6
7	27.6	
cb.	27.4	
S	27.3	0.8
+25	27.1	
	18.03	
	18.04 = Elev. Rock.	
	28.01 = Elev. of.	
Chk. on TP. on Rock Page 75	10.03	

DIRECTIONS FOR USE OF TABLES

TABLE No. 1

Distance of slope stake from side or shoulder stake for any width roadway, slope 1 1/2 to 1. If ground is nearly level, the cut or fill at side stake is located by the double entry method in left column and top row. The number in body

of table in same row and column gives distance from side stake to slope stake. If ground is not

amount if cut, elevation of side stake, lower target by this amount if cut, elevation of fill. Add this amount to cut or fill and find distance in table. Set up rod at this point and back sight should cut target. Information necessary.

TABLE No. 2

To find Tangent and External for curve of any other degree, divide by degree of curve and add correction found in column of corrections.

Degree of curve with a given I may be found by dividing tangent (or external), opposite I by given tangent (or external).

The distance from a point on the tangent to the curve is very nearly the square of the tangent length divided by twice the radius.

TABLE II—Continued
TRIGONOMETRIC FORMULAE (continued)

In any triangle:

Given a, b, C; to find c, B, A.

Use Law of Tangents.

Given A, B, c; to find a, b, C.

Use Law of Sines.

Given a, b, c; to find A, B, C.

$$\text{Let } \frac{a+b+c}{2} = s, \sqrt{\frac{(s-a)(s-b)(s-c)}{s}} = r$$

$$\cos \frac{1}{2} A = \sqrt{\frac{s(s-a)}{bc}}$$

$$\tan \frac{1}{2} A = \frac{r}{s-a}$$

$$\tan \frac{1}{2} B = \frac{r}{s-b}$$

$$\tan \frac{1}{2} C = \frac{r}{s-c}$$

Area of a triangle:

$$\text{Area} = \frac{1}{2} ab \sin C$$

$$\text{Area} = \sqrt{s(s-a)(s-b)(s-c)}$$

PRISMOIDAL FORMULA.

$$\text{Vol.} = \frac{h}{6} (E + b + 4M)$$

h = altitude; b, B = bases; M = midsection

TABLE III
INCHES AND FRACTIONS OF AN INCH IN DECIMALS OF A FOOT

	0	1	2	3	4	5	6	7	8	9	10	11
$\frac{1}{16}$	.0052	.0885	.1719	.2552	.3385	.4219	.5052	.5885	.6719	.7552	.8385	.9219
$\frac{1}{8}$	.0104	.0938	.1771	.2604	.3438	.4271	.5104	.5938	.6771	.7604	.8438	.9271
$\frac{3}{16}$	.0156	.0990	.1823	.2656	.3490	.4323	.5156	.5990	.6823	.7656	.8490	.9323
$\frac{1}{4}$	.0208	.1042	.1875	.2708	.3542	.4375	.5208	.6042	.6875	.7708	.8542	.9375
$\frac{5}{16}$	.0260	.1094	.1927	.2760	.3594	.4427	.5260	.6094	.6927	.7760	.8594	.9427
$\frac{3}{8}$	.0313	.1146	.1979	.2813	.3646	.4479	.5313	.6146	.6979	.7813	.8646	.9479
$\frac{7}{16}$	.0365	.1198	.2031	.2865	.3698	.4531	.5365	.6198	.7031	.7865	.8698	.9531
$\frac{1}{2}$	.0417	.1250	.2083	.2917	.3750	.4583	.5417	.6250	.7083	.7917	.8750	.9583
$\frac{9}{16}$	.0469	.1302	.2135	.2969	.3803	.4635	.5469	.6302	.7135	.7969	.8802	.9635
$\frac{5}{8}$	.0521	.1354	.2188	.3021	.3854	.4688	.5521	.6354	.7188	.8021	.8854	.9688
$\frac{11}{16}$	.0573	.1406	.2240	.3073	.3906	.4740	.5573	.6406	.7240	.8073	.8906	.9740
$\frac{3}{4}$	.0625	.1458	.2292	.3125	.3958	.4792	.5625	.6458	.7292	.8125	.8958	.9792
$\frac{7}{8}$	.0677	.1510	.2344	.3177	.4010	.4844	.5677	.6510	.7344	.8177	.9010	.9844
$\frac{15}{16}$	.0729	.1563	.2396	.3229	.4063	.4896	.5729	.6563	.7396	.8229	.9063	.9896
$\frac{1}{1}$	.0781	.1615	.2448	.3281	.4115	.4948	.5781	.6615	.7448	.8281	.9115	.9948
	.0833	.1667	.2500	.3333	.4167	.5000	.5833	.6667	.7500	.8333	.9167	1.0000
	0	1	2	3	4	5	6	7	8	9	10	11

TABLE IV
USEFUL RELATIONS.

Lineal feet	×.00019	= miles
Lineal yards	×.0006	= miles
Square inches	×.007	= square feet
Square feet	×.111	= square yards
Square yards	×.0002067	= acres
Acres	×4840	= square yards
Cubic inches	×.00058	= cubic feet
Cubic feet	×.03704	= cubic yards
Links	×.22	= yards
Links	×.66	= feet
Feet	×1.5	= links
360°	= 21600'	= 1296000"
Radius	= arc of 57.2957790"	
Arc of 1° (radius = 1)	= .017453292	
Arc of 1' (radius = 1)	= .000290888	
Arc of 1" (radius = 1)	= .000004848	

$$\pi = 3.141592654 \quad \sqrt{\frac{1}{4}} = 0.564190$$

$$\frac{\pi}{4} = 0.785398163 \quad \sqrt[3]{\frac{6}{\pi}} = 1.240700982$$

$$\frac{\pi}{6} = 0.523598776 \quad \pi^2 = 9.869604401$$

$$\sqrt{\frac{4}{\pi}} = 1.128379167 \quad \frac{1}{\pi^2} = 0.101321184$$

$$\frac{\pi}{6} = 0.523598776 \quad \sqrt{\pi} = 1.772453851$$

$$\frac{4\pi}{3} = 4.188790205 \quad \frac{1}{\pi} = 0.3183099$$

Curvature of Earth's surface = about 0.7 feet in 1 mile
Curvature in feet = 0.667 (Dist. in miles)²
Difference between arc and chord length, 0.05 feet in 11½ miles

Probable error of a single observation = 0.6754 $\sqrt{\frac{Mv^2}{n-1}}$

Error in chaining of 0.01 feet in 100 feet:

- Due to—
1. Length of tape error of 0.01 feet
 2. Alignment. One end 1.4 feet out of line
 3. Sag of tape at centre of 0.61 feet.
 4. Temperature difference of 15°
 5. Difference of pull of 15 lbs.

STADIA REDUCTION FORMULAE.

Horizontal Distance = R — R sin² a + C cos a
Vertical Distance = R ½ sin 2 a + C sin a
R = Reading × $\frac{\text{distance from Object glass to cross hairs}}{\text{distance between cross hairs}}$
C = distance from Object glass to cross hairs + distance from Object glass to center of instrument.
a = angle of elevation for mid Reading

761

2430 W-10 137
W = 12.8

2445 -10 = 130
W = 12.7

2460 -10 -127
W = 12.3

$\frac{1}{2}$ - 25 = 17.3
- 20 = 20.0
- 18 = 14.4

$\frac{2}{125}$
625

61
93
 $\frac{154}{154} / 1600 = 10.4$
 $\frac{154}{154}$
600

1407
2415 = 2.20' wide 63

56.25
49.5
67.5

2475
119
2356
210
2566

237
3620
3857
31
237
4.4

3790
195
3595

366
289
77

375
21.7

2475
218
2257
236

on E.L. Calif

38.57 dist Front Main. to trucks at upas

2483 " " on E.L. Calif to trucks. Thorns St.

2464 " " E.L. Calif. to truck Sossopras St

2566 " " " " " Palm St.

2346 " " 25' W.B. " " " Olive "

2447
48.23

RF
2705
236

2660
767
18.99

301.5
121
17.65