1280

LEVEL BOOK

No. 330

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.

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Walker Replanned Shasta 9-18-28

Cross Section SPRUCE St. 80' Wide

From W.L. Calif. St. Westerly

Note: For Cross Sections East of Calif St see Book 1258-29

N.E. B.M. Spruce & Calif. Book 1258-31

	0.91	3689		3598	
	W.L. Calif. St = 0+00				
T.P.	0.12	2466	12.35	2454	
N			37	21.0	
Cb.			42		
¼			37		
C			1.0	23.7	
+8			3.9		
¼			7.5		
Cb.			9.3		
+2			9.6		
+5			11.6		
+10			12.6		
S			11.2	13.5	
	0+05				
-15			7.3		
-2			9.3		
S			12.8	11.9	
+8			12.6		
+12			7.7		
Cb.			9.5		
¼			8.3		
+5			6.7		
C			6.9	17.8	
¼			6.3		

Plotted 9-24-28 GBH.

		2466			1
Cb.			60		
N			51	19.6	
+20			44	20.3	
	0+10				
-20			45		
N			49	19.8	
Cb.			69		
¼			74		
C			78	16.9	
+8			82		
¼			91		
+8			90		
C.			79		
+9			137		
S			142	10.5	
+13			99		
+20			84		
	0+17				
-20			10.6		
-6			11.7		
S			15.1	09.6	
+8			13.4		
Cb.			10.0		
+6			10.8		
+10			10.7		
¼			9.6		

24.66

℄			8.4	15.3		-15		10.5	
¼			7.4			-6		15.6	
cb.			5.9			S		15.1	9.6
N			+3	20.4		+4		15.4	
+20			5.3			+8		10.6	
	0+22					cb.		10.4	
-20			+2.4			+10		8.5	
-16			+2.4			¼		8.3	
-5			+7.0			+9		6.4	
N			+7.0	17.7		℄		4.8	19.9
cb.			+7.8			¼		+0.5	
+5			+6.3			+2		+4.7	
¼			-0.9			+6		+5.6	
℄			6.7	18.0		cb.		+7.1	
+4			7.5			N		+6.6	31.3
¼			9.3			+6		+6.2	
+2			9.9			+13		+1.3	
+5			11.5			+20		-0.6	
cb.			12.8				0+35		
+1			14.1			-20		7.1	
S			14.9	9.8		-15		6.0	
+6			13.3			N		4.5	20.2
+10			9.8			cb		4.6	
+20			9.4			¼		6.1	
	0+28					⅛		6.6	18.1
-10			9.8			¼		7.5	

Note: 0+22-28 MH
5/cv. R.D. = 17.72

		24.66					22.16		
cb.			9.0		cb.			6.5	
+6			9.3		¼			7.2	
5			16.8	7.9	+1			4.7	
+10			16.4		2			5.1	17.1
+20			11.9		+5			6.3	
TP on Rim MH	4.44	22.16	6.94	17.72	¼			6.5	
	0+50				+2			9.3	
-16			7.1		+7			9.3	
-10			15.7		cb.			6.1	
-5			18.9		+3			7.0	
5			14.7	7.5	+6			10.3	
+3			14.7		+8			11.7	
+8			6.0		5			15.0	7.2
cb.			5.7		+5			19.5	
¼			6.2		+11			13.2	
2			5.1	17.1	+15			7.2	
¼			6.6				0+60		
cb.			6.4		-25			22.6	
+2			4.9		-5			21.6	
N			5.1	17.1	5			18.2	4.0
+4			6.4		+2			18.2	
+15			7.3		+5			14.4	
	0+53				cb.			15.1	
-15			7.3		+5			17.3	
N			5.2	17.0	¼			13.7	
+8			5.2		5			7.0	15.2

2216				2216			
2+9		5.5		cb.		24.4	
¼		5.6		¼		24.4	
+5		4.3		℄		24.4	−2.2
cb.		4.1		¼		24.4	
N		4.4	17.8	cb.		24.4	
+12		6.2		N		24.4	−2.2
+19		10.2		+50		24.4	
+25		9.0		1+20			
	0+65			−25		24.4	
−22		11.8		N		24.3	−2.1
−20		8.0		cb		24.3	
N		4.5	17.7	¼		24.2	
+7		3.2		℄		24.2	−2.2
cb.		0.0		¼		24.2	
+8		2.5		cb.		24.2	
¼		4.7		S		24.2	−2.2
℄		13.3	8.9	+25		24.2	
+8		16.5		1+50			
¼		23.3		S		24.7	−2.5
cb.		23.4		cb.		24.7	
S		23.2	−1.0	¼		24.7	
+25		24.4		℄		24.7	−2.5
	0+70			¼		24.7	
−50		24.8		cb.		24.7	
−25		24.4		N		24.7	−2.5
S		24.4	−2.2	Rough Chk. on Mt. Cal. & Sch Spring Book 1272-19		6.7	15.5 15.3 = Elev. Ground 0.2 = Error

Stalker Ruplinger Short 9-19-28

Cross Section Sassafras St. 80' s/side 14' Cls 13' Ls

From W.L. Calif. St. West

Note: For X. Sections East of Calif. St See Book 1258-32

	0.47	29.65		29.18	S.E. Spk. Sassafras + Calif. Book 1258-33		29.65		
		W.L. Calif. St. = 0+00				¼		8.7	
S			8.5	21.1		Cb.		9.3	
Cb.			9.2			N		9.4	20.3
¼			9.4			110		10.0	
½			9.0	20.6			0+30		
¼			9.5			-10		10.6	
Cb.			9.9			N		9.8	19.9
N			9.7	20.0		Cb.		10.5	
	0+12					¼		10.5	
-10			10.8			½		10.4	19.3
N			10.7	19.0		¼		9.9	
Cb.			10.5			Cb.		9.6	
¼			9.8			S		9.1	20.6
½			9.5	20.1		+10		8.7	
¼			9.6				0+37		
Cb.			9.4			-10		9.0	
S			8.7	21.0		S		9.4	20.3
+10			8.4			Cb.		9.8	
	0+20					¼		10.3	
-10			7.0			½		10.6	
S			7.9	21.8		¼		10.9	
Cb.			7.6			Cb.		11.3	
¼			8.4			N		11.5	18.1
½			8.7	21.0		+10		11.7	
						T.P. on Rock	4.08	21.08	12.65	17.00
							0+45 = East edge M.H.		

Plotted 9-24-28 EBH.

21.08

-10	55		
N	53	15.8	
cb.	52		
¼	53		
L on Rim MH.	5.20	15.88	
¼	5.3		
cb.	5.0		
S	5.0	16.1	
+10	5.1		
	0+58		
-10	4.9		
S	2.5	18.6	
cb.	5.3		
¼	5.4		
L.	4.0	17.1	
¼	4.1		
cb.	5.4		
N	5.5	15.6	
+10	5.6		
	0+62		
-20	10.4		
-6	4.4		
N	3.4	17.7	
cb.	4.0		
¼	3.2		
L	2.9	18.2	

21.08

¼	2.6		
cb.	2.4		
S	1.7	19.4	
+10	1.1		
	0+72		
-10	1.1		
S	1.7	19.4	
cb.	2.3		
¼	2.6		
L.	3.1	18.0	
¼	3.2		
+3	3.4		
+6	8.8		
cb.	8.8		
+9	13.8		
N	5.0	16.1	
+10	12.6		
+50	22.6		
	0+72		
-50	22.6		
-8	22.6		
N	5.0	16.1	
+1	5.0		
+2	22.6		
cb.	22.6		
+10	6.7		

2108

℄		6.7		
+8		3.4		
℄		3.1	18.1	
℄		2.8		
cb.		2.3		
S		1.7	19.4	
+11		1.1		
	0+76			
S		2.0	19.1	
cb.		2.5		
¼		2.7		
+7		3.0		
℄		7.0	14.1	
¼		22.6		
cb		22.6		
N		22.6	-0.8	
+50		23.0		
	0+80			
-50		23.5		
S		23.5	-2.4	
cb.		23.5		
¼		23.5		
℄		23.5	-2.4	
¼		23.6		
cb		23.7		
N		23.9	-2.8	

2108

+50		24.0	
1+00			
-50		24.2	
N		24.2	-3.1
cb.		24.2	
¼		24.2	
℄		24.2	-3.1
¼		24.2	
cb.		24.2	
S		24.2	-3.1
+25		24.2	

2+00 Same as Above Elevations

Walker Rutherford Hart 9-19-26

Cross Section THORN St. 80' Wide

From W.L. Calif. St. West 14' cb's

Note: For X Sections Bet. Kettner & Calif. 13' 4S.
See Book 1258 – 34

Elev. T.P. on Rock Page 5

	2.89	1989		17.00	
T.P.	153	1559	583	14.06	
	W.L. Calif. St. = 0+00				
N			55	10.1	
cb.			52		
¼			51		
C			49	10.7	
¼			47		
cb.			44		
S			41	11.5	Note. For chk. See Book 1177 Page 31
	0+08				
-10			33		
S			35	12.1	
cb.			41		
¼			43		
C			46	11.0	
¼			48		
cb.			46		
N			51	10.5	
+10			51		
	0+27				
-10			58		
N			54	10.2	
Cb.			67		
¼			51		

1559

8

C		4.7	10.9
¼		4.5	
cb.		4.2	
S		3.9	11.7
+10		3.7	
	0+39		
-10		4.0	
S		4.3	11.3
cb.		4.3	
¼		4.6	
C		4.8	10.8
¼		5.0	
cb.		5.5	
N		5.5	10.1
+10		5.9	
	0+46		
-15		2.7	
-10		1.9	
N		1.6	14.0
cb.		1.6	
¼		1.4	
C		1.4	14.2
¼		1.4	
cb.		1.4	
S		1.3	14.3
+10		1.1	

1559

	0+55		
-15		1.6	
S		1.7	13.9
Cb.		1.7	
¼		1.7	
C		1.6	14.0
¼		1.4	
Cb.		2.1	
+1		2.6	13.0
+15		3.8	
	0+60		
-20		7.9	
-11		6.1	
N		5.9	9.7
Cb.		6.2	
¼		5.9	
C		5.3	10.3
¼		6.4	
Cb.		7.8	
-19		7.7	
+13		7.5	
S		5.4	10.2
+20		4.3	
	0+64		
-20		9.3	
-6		8.5	

1559

S	5.6	10.0
Cb.	10.4	
¼	10.7	
C	10.6	5.0
¼	7.9	
Cb.	7.1	
+3	6.7	
N	7.7	7.9
+5	7.1	
+14	7.8	
+20	10.3	
	0+66	
-30	17.7	
N	17.7	-2.1
Cb.	17.7	
¼	17.7	
C	17.7	-2.1
¼	17.7	
Cb.	17.7	
S	17.7	-2.1
+30	17.7	
	0+90	
-30	19.3	
S Line	19.3	-3.7
N Line	19.3	-3.7
+30	19.3	

Note: 1+50 0.5' Lower than Above Sections

VINE ST. Cross Section 80' Wide
From W.L. Calif. St. West. 14' Cbs
13' $\frac{1}{4}$ 8
Note: For X. Sections East of Calif. St.
See Book 1258-40. For X. Section of intersection –
" " 1272 42-42

	3.43	27.81		24.38	B.M. Vine + Calif. Bk 1258-43

Section A

South on top East Rail Santa Fe Main Line	4.63	23.18
S on Ground	5.1	22.7
cb.	5.1	22.7
$\frac{1}{4}$	5.1	22.7
+5	5.9	21.9
℄	6.0	21.8
+7	6.9	20.9
$\frac{1}{4}$	6.9	20.9
+10	6.0	21.8
cb.	5.8	22.0
N	4.0	23.8

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

Section E

-5	6.7	21.1
N	6.7	21.1
cb.	6.4	21.4
$\frac{1}{4}$	6.0	21.8
℄	6.0	21.8

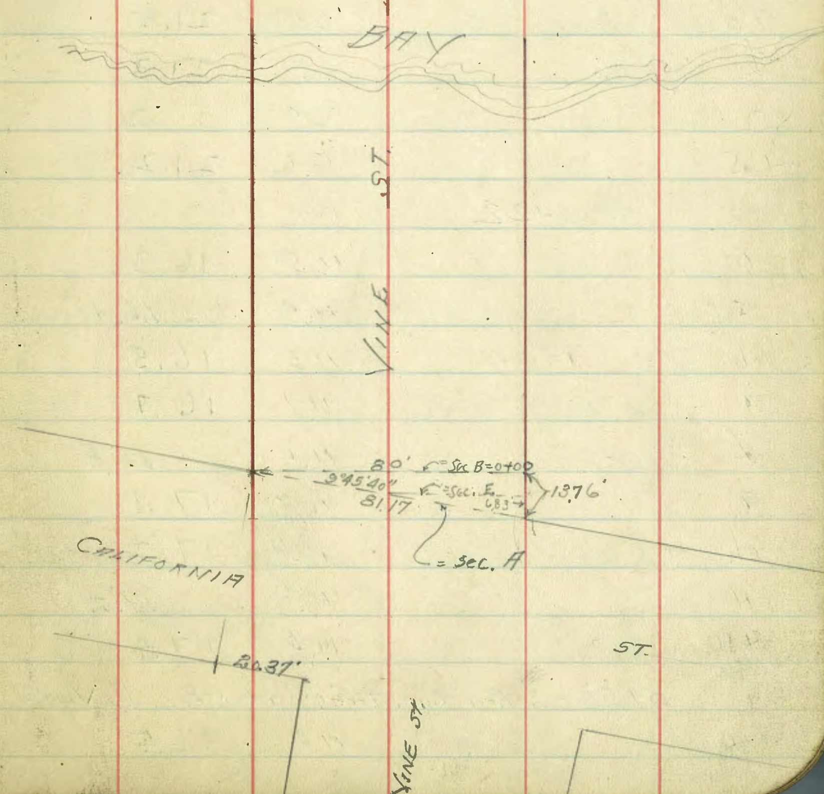
Section B = 0+00

N on top East Rail Santa Fe Main Line	4.73	23.08
N "Ground"	5.2	22.6
cb.	5.3	22.5
$\frac{1}{4}$	5.3	22.5

℄	5.2	22.6
$\frac{1}{4}$	5.3	22.5
cb.	5.3	22.5
S	5.1	22.7

0+08

-5	5.7	22.1
S	5.3	22.5
cb.	5.3	22.5
$\frac{1}{4}$	5.3	22.5
℄	5.3	22.5



	27.81				27.81		
¼		5.3	22.5	N		11.8	16.0
Cb.		5.3	22.5	+8 = ½ Euc. Tree 15" dia 40' High.		11.7	16.1
N		5.3	22.5	+13 = " " " " " "		11.7	16.1
+5		5.3	22.5	Cb.		11.7	16.1
	0+12			+2 = " " 8" " " "		11.7	16.1
-5		6.5	21.3	+4 = " " 15" " "		11.7	16.1
N		6.5	21.3	+7 = " " 1' " " "		11.7	16.1
Cb.		6.5	21.3	¼		12.0	15.8
¼		6.5	21.3	+1 = " " 8" " " "		12.0	15.8
½		6.5	21.3	+5 = " " 1' " " "		12.0	15.8
¼		6.5	21.3	+12 = " " 6" " " "		11.7	16.1
Cb		6.5	21.3	½		11.7	16.1
S		6.4	21.4	+3 = " " 8" " " "		11.7	16.1
+5		6.6	21.2	+6 = " " 2' " " "		11.7	16.1
	0+22			¼		12.1	15.7
-10		11.5	16.3	+6 = " " 1.8' " "		11.9	15.9
S		11.4	16.4	Cb.		12.1	15.7
Cb.		11.3	16.5	S		12.2	15.6
¼		11.1	16.7	+15 = " " 15' " "		12.2	15.6
½		11.0	16.8	TP 11.1	16.82	12.10	15.71
¼		10.7	17.1		0+62		
Cb		10.6	17.2	-15		12.6	14.2
N		10.6	17.2	S		12.5	14.3
+10		10.4	17.4	Cb.		12.3	14.5
	0+53 = ½ Row Euc. Trees at Rt. Δ to Vine			¼		12.1	14.7
-10		11.4	16.4	½		12.0	14.8

1682

℄	1.7	15.1		
cb.	1.6	15.2		
N	1.4	15.4		
+10	1.2	15.6		
1+00 = ℄ Pepper tree on N	3.0	13.8	14" dia. 3' Back	
1+04 " " " " N	3.0	13.8	16" dia 20' in St.	
1+09				
-13	2.7	14.1		
N	3.4	13.4		
cb.	3.2	13.6		
℄	3.1	13.7		
℄	3.0	13.8		
+10	3.6	13.2		
℄	3.6	13.2		
cb.	3.8	13.0		
S	3.8	13.0		
+15	4.3	12.5		
1+24				
-15	7.0	9.8		
S	6.1	10.7		
cb.	5.7	11.1		
℄	5.4	11.4		
℄	5.0	11.8		
+7	5.1	11.7		
℄	4.6	12.2		
cb.	4.4	12.4		

1682

N	4.0	12.8	
+15	4.0	12.8	
1+37			
-15	5.2	11.6	
N	5.3	11.5	
cb.	5.6	11.2	
℄	6.3	10.5	
℄	6.2	10.6	
℄	6.6	10.2	
cb.	7.5	9.6	
S	7.6	9.5	
+7	7.8	9.0	
+15	8.4	8.4	
+20	8.4	8.4	
1+47			
-20	16.7	0.1	
-15	12.7	4.1	
S	8.6	8.2	
+12	8.9	7.9	
cb.	10.0	6.8	
+6	11.4	5.4	
℄	9.9	6.9	
+7	9.5	7.3	
+9	10.6	6.2	
℄	9.9	6.9	
+7	10	9.8	

16.82

℄	7.2	9.6	
cb.	7.4	9.4	
N	7.8	9.0	
+15	7.6	9.2	1' dia.
1+49 = ℄ Pepper tree on N	7.8	9.0	1' Back.
1+52			
-15	8.9	7.9	
N	7.9	8.9	
cb.	7.9	8.9	
+5	8.4	8.4	
℄	8.3	8.5	
+8	9.9	6.9	
+9	12.0	4.8	
℄	12.5	4.3	
+5	14.4	2.4	
+10	13.0	3.8	
℄	14.5	2.3	
cb.	13.7	3.1	
S	16.4	0.4	
+20	18.5	-1.7	
+30	18.7	-1.9	
1+57			
-30	19.5	-2.7	
-20	19.3	-2.5	
S	18.9	-2.1	
cb.	18.5	-1.7	

16.82

℄	16.9	-0.1	16.82 = π 1.2 = Rod 156 ✓ 0.0 = Error.
℄	15.3	1.5	
℄	14.2	2.6	
cb	13.8	3.0	
+3	11.6	5.2	
+9	9.1	7.7	
N	8.7	8.1	
+10	9.3	7.5	
+13	11.3	5.5	
+17	12.7	4.1	
+20	10.6	6.2	
1+64			
-30	18.8	-2.0	
N	18.8	-2.0	
cb.	19.1	-2.3	
℄	19.1	-2.3	
℄	19.1	-2.3	
℄	19.2	-2.4	
cb.	19.4	-2.6	
S	19.6	-2.8	
+30	19.8	-3.0	
1+80			
-30	20.6	-3.8	
S	20.5	-3.7	
N	20.6	-3.8	
+30	20.6	-3.8	

Note: 2+00 is 0.5' lower than Above station

Station 1+00 on W+ Co. St. X. Section Book 127 N - 41

Walker Rippinger Shord 9-20-28

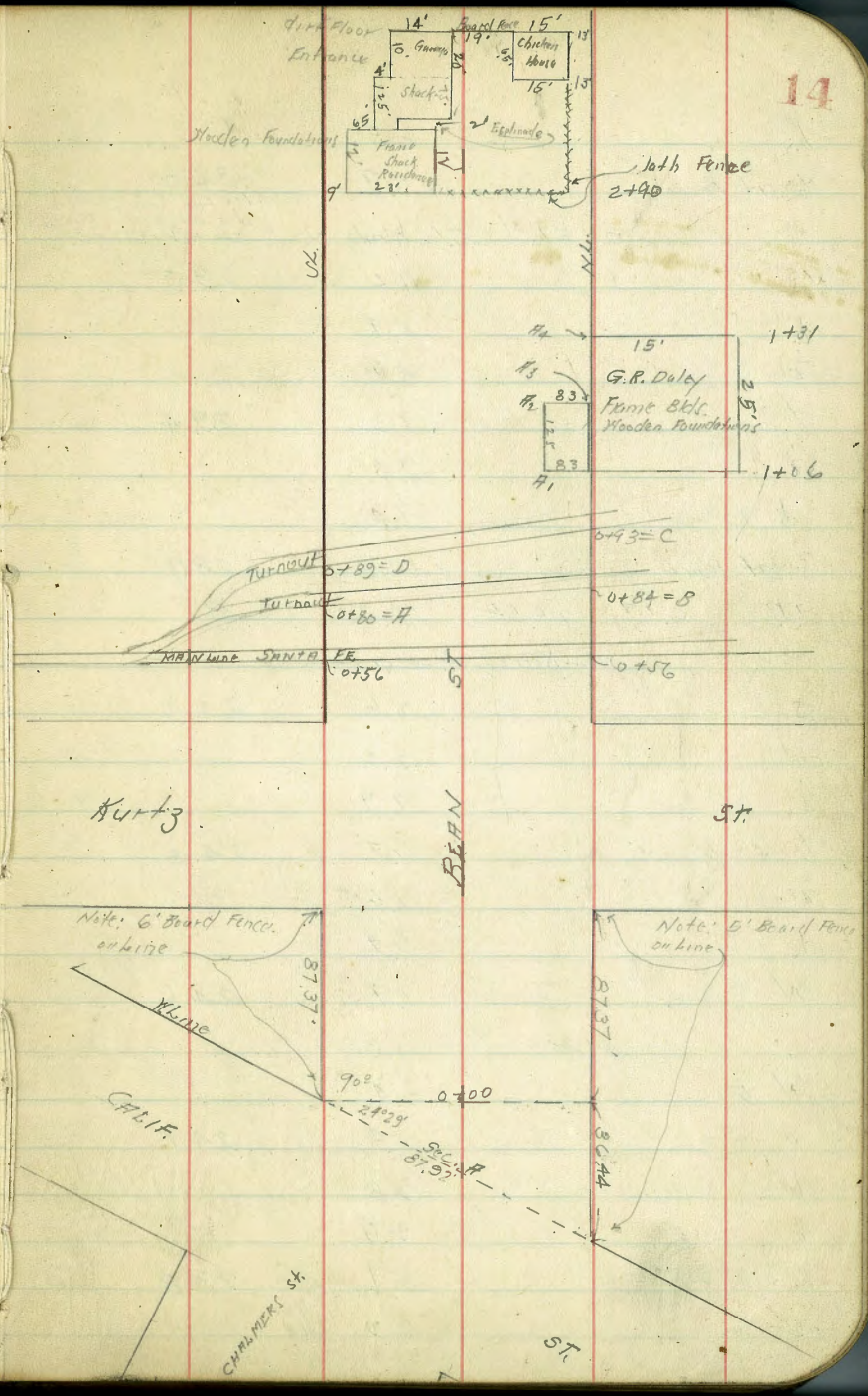
X Section BEAN ST. 80' Wide 14' Cbs 13' 4/5

From W.L. Calif. St. to BAY M.H. Tide Line

℄ Mon. Chairman Calif. St. Book 1272-50

	3.01	38.67	35.66	
		W.L. Calif. St. = Section A		
S = at Fence		4.6	34.1	
cb.		4.4		
1/4		3.6		
℄		3.0	35.7	
1/4		2.7		
cb.		1.9		
N = at Fence		1.4	37.3	
	0+00			
N = " "		3.5	35.2	
cb.		3.4		
1/4		4.0		
℄		4.3	34.4	
+ 5		4.6		
1/4		4.1		
cb.		4.9		
S = at Fence		4.6	34.1	
	0+43.68			
S = "		7.4	31.3	
cb.		6.6		
1/4		6.8		
℄		7.1	31.6	
+ 5		7.1		
1/4		5.9		

Plotted 10-18-28 - GBH



14

		38.67					26.54		
cb.			6.3			cb.		33	
N = at Fence			5.9	32.8		S.		34	23.1
		0+87.37 = E.L. Kurtz St.		Note: For Cross Section at Intersection Kurtz St. See Book 1272 - 532		+5		35	
N = "			9.4	29.3			0+37		
cb.			8.9			-5		4.7	
¼			8.9			S		4.6	21.9
℄			9.3	29.4		cb.		4.3	
¼			9.3			¼		3.8	
cb			9.4			℄		3.6	23.9
S = at Fence			10.0	28.7		¼		3.1	
TP	0.17	26.54	12.30	26.37		+5		3.4	
		W. Kurtz St. = 0+00				+10		2.8	
S			2.6	23.9		+12		1.2	
cb.			2.2			cb.		1.2	
¼			1.9			N.		1.2	25.3
℄			1.7	24.8		+5		1.2	
¼			1.6				0+47		
cb.			1.9			-5		3.6	
N			1.9	24.6		N		3.8	22.7
		0+20				cb.		3.1	
N-5			2.4			¼		3.5	
N			2.4	24.1		℄		3.8	22.7
cb.			2.8			¼		4.1	
¼			2.5			cb.		4.0	
℄			2.7	23.8		S		3.9	22.6
¼			3.2			+5		3.9	

0+56 = East Rail Main line Santa Fe.			
S = on top Rail		3.95	22.59 V
N = " " "		3.92	22.62 V
0+60.72 = West Rail Main line Santa Fe			
N = on top Rail		3.98	22.56
S = " " "		4.16	22.38
	0+70		
S-5		5.0	
S		5.0	21.5
Cb.		4.5	
¼		4.2	
Co.		4.4	22.1
¼		4.5	
Cb		4.2	
N		4.2	22.3
0+84 = B on top Rail turnout		4.72	21.82 V
0+89 = A " " " "		4.85	21.69 V
+89 = D " " " "		4.70	21.84 V
+93 = C " " " "		4.74	21.80 V
	1+03		
N		4.8	21.7
Cb.		4.7	
¼		4.6	
Co.		4.9	21.6
¼		4.9	
Cb		5.3	

2654

S		5.2	21.1
+5		5.4	
	1+06		
-10		7.8	
S		7.6	18.9
+6		7.7	
Cb.		5.4	
+8		4.9	
¼		5.1	
Co.		5.0	21.5
¼		5.1	
Cb.		4.9	
N		4.9	21.6
A1 at Bld. on Ground		4.9	
A2 " " " "		6.0	
A3 " " " "		8.0	
A4 " " " "		8.4	
	1+21		
N at Bk		8.4	18.1
+8		7.4	
Cb.		7.3	
¼		7.6	
Co.		8.0	18.5
¼		8.4	
Cb.		8.1	
S		8.7	17.8

2654

+10	9.4		
1+50 = ℄ Dirt Drive Way to G.R. Daleys Hot Stuff Hopper on North			
-10	10.2		
S	10.1	16.4	
cb.	9.5		
¼	9.0		
℄	9.1	17.4	
¼	9.1		
cb.	9.1		
N	9.3	17.2	
+11 = South end Arch Way	10.2	on Ground	
1+66			
-15 = South end Hopper on North G.R. Daley	10.7	Galv. Iron 0.7' in st.	
1+78 = East edge Motor Room	9.8		
+85 = W " " "	10.0		
1+97 = East edge Motor House #2 on North on Line			
N at Motor House #2	10.5	16.0	
+7	10.6		
cb.	11.7		
¼	11.6		
℄	10.8	15.7	
¼	10.3		
cb.	10.7		
S	10.1	16.4	
+10	11.3		
	R = 10.5		
2+14 = West end Motor Room #2			

2654

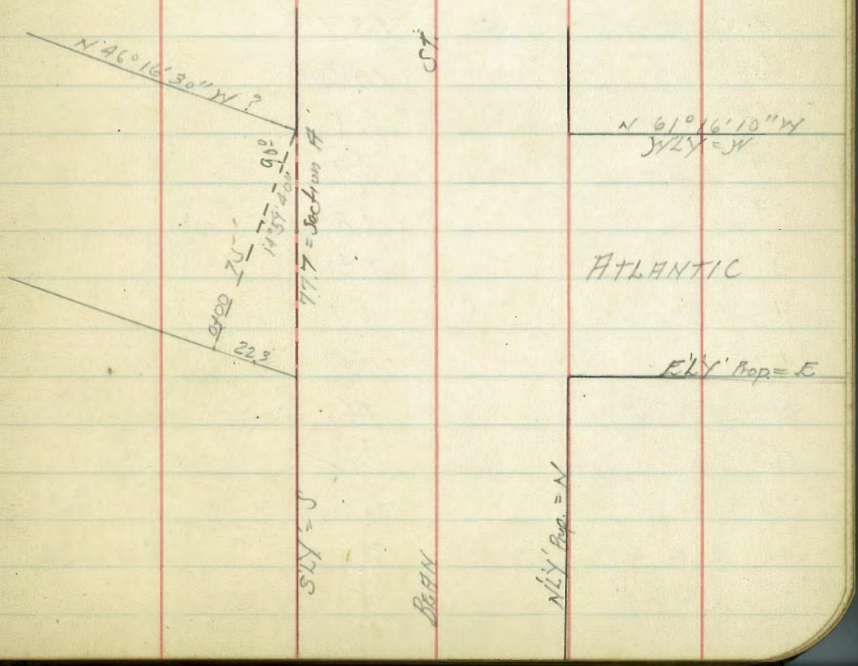
2+30				
-10		13.5		
S		13.5	13.0	
cb.		13.5		
¼		13.5		
℄		13.6	12.9	
¼		13.3		
cb.		13.6		
N		14.0	12.5	
+5		11.9		
T.P.	1.62	15.93	12.23	14.31
2+74				
-5		4.9		
N		4.8	11.1	
cb.		4.4		
¼		4.3		
℄		4.6	11.3	
¼		4.3		
cb.		4.7		
S		5.0	10.9	
+10		5.0		
2+90				
-10		5.2		
S		5.2	10.7	
cb.		5.3		
¼		5.3		

1593

℄	5.3	10.6	
¼	5.3		
cb.	5.3		
N	5.3	10.6	
+5	5.3		
	3+00.10 = El. Atlantic	75' Wide	7' cbs 15.25' ℄s
N	5.6	10.3	
+13 of Fence	5.6		
cb.	6.6		
¼	6.7		
℄	6.9	9.0	
¼	8.4		
cb.	8.4		
S	8.4	7.5	
	E cb.		
S	8.8	7.1	
cb	8.7		
¼	8.7		
℄	7.0	8.9	
¼	6.7		
cb.	6.7		
+1	5.7		
N	5.6	10.3	
	E ¼		
N	6.7	9.7	
cb.	7.4		

1593

TP	4.81	11.36	9.38	6.55
½			3.5	
℄			3.7	7.7
¼			4.1	
cb.			3.8	
5			4.3	7.1
		℄ Atlantic		
S			5.4	6.0
cb.			5.1	
¼			4.8	
℄			4.9	6.8
¼			4.7	



11.36

cb.		4.6	
N		4.6	6.8
	℄ +7'		
N		4.5	6.9
cb.		4.4	
¼		4.7	
℄		4.8	6.6
¼		5.1	
cb.		5.2	
S		5.2	6.2
	¼		
S		13.7	-2.3
cb.		12.3	
¼		13.7	
℄		10.0	1.4
+5		6.5	
+7		6.7	
+9		7.8	
¼		7.4	
+3		8.7	
+7		10.0	
+9		7.6	
cb.		6.2	
+3		6.8	
+8		7.0	
+9		5.9	

11.36

+11		3.9	
N		3.6	7.8
	½ +7'		
N		4.1	7.3
+2		7.5	
cb.		8.5	
+3		13.6	
¼		13.6	
℄		13.6	-2.3
¼		13.6	
cb.		13.9	
S		14.5	-3.1
	¼ +9'		
S		14.5	-3.1
cb.		14.5	
¼		14.3	
℄		14.0	-2.6
N ¼		13.9	
cb.		13.7	
N		13.5	-2.1
	N cb.		
N		14.6	-3.2
cb.		14.6	
¼		14.6	
℄		14.6	-3.2
¼		14.6	

	11.36			
cb.		14.6		
S		14.8	- 3.4	
	Wijksine Atlantic			
S		15.3	- 3.9	
cb.		15.3		
¼		15.3		
L		15.3	- 3.9	
¼		15.3		
cb.		15.3		
N		15.3	- 3.9	
Left 8½ on Con Mon Atlantic & Beam		5.6	5.70	for cbk. See P. 31

Walker
Ruplinger
Shard
9-20-28

Cross Section EMORY St. 80' wide

From N'LY Line Hancock St.
to Bay M.H.T

14' cb.s
13' ℄s

	11.67	47.33		35.66	B.M. on Co. Mon. Bean + Calif. See Page 4.
N'LY Line Hancock = 0+00					
S'LY'			5.6	41.7	
s. cb. on top			5.71	41.62	
S Gutter on Paving			6.40	40.93	
" ¼ " "			6.04		
℄ " "			5.92	41.41	
N ¼ " "			6.15		
N Gut. " "			6.77	40.56	
N top cb.			6.08	41.25	
N'LY' Walk.			6.04	41.29	
0+03					
N'LY'			6.4	40.9	
cb.			6.5		
¼			6.4		
℄			6.3	41.0	
¼			6.2		
cb.			6.2		
S'LY'			5.7	41.6	
T.P.	0.41	41.79	5.95	41.38	
0+12					
S'LY'			0.1	41.7	
+13			0.1		
cb.			1.3		
¼			1.6		

Plotted 9-25-28 C.B.H.

		41.79		
℄			1.7	40.1
¼			1.7	
cb.			1.6	
+5			3.3	
N'LY'			3.9	37.9
+10			4.5	
0+40				
-15			5.8	
N'LY'			5.5	36.3
+5			3.7	
cb.			3.4	
¼			2.8	
℄			3.3	38.5
¼			3.5	
+7			3.3	
cb.			4.2	
S'LY' = at Fence			5.2	36.6
0+73				
S "			7.8	34.0
+3			6.7	
¼			6.5	
cb.			6.2	
¼			5.5	
℄			5.1	36.7
+5			4.7	
¼			7.4	

Note: Bet. 0+15 + 2+00 6' Board Fence on South on Line

		41.79		
cb.		7.3		
N		7.4	34.4	
+10		7.7		
	0+92			
-10		8.2		
N		8.2	33.6	
cb.		8.3		
¼		8.0		
℄		7.6	34.2	
¼		7.3		
cb.		7.5		
+11		7.9		
S=of Fence		8.5	33.3	
	1+38			
S=" "		11.2	30.6	
+3		10.3		
cb.		10.2		
+11		10.0		
¼		9.5		
℄		9.6	32.2	
¼		10.0		
cb.		10.3		
N		10.4	31.4	
+10		10.3		
	1+66			
N		11.6	30.2	

		41.79		
cb.		11.7		
¼		11.8		
℄		11.5	30.3	
¼		12.0		
cb.		12.5		
+11		12.5		
S=of Fence		13.2	28.6	
T.P.	0.78	31.02	11.55	30.24
	1+93			
S=of Fence		4.2	26.8	
cb.		4.2		
+11		4.1		
¼		4.8		
℄		3.7	27.3	
+5		2.2		
¼		2.1		
cb.		2.0		
N		1.7	29.3	
	2+00 = Easterly Line Kurtz.			For X Section this Intersection see book 1272-58
N		7.8	28.2	
cb.		7.5		
¼		7.0		
℄		5.8	25.2	
¼		5.0		
cb.		4.4		
S		4.1	26.9	

Westerly Line Kurtz. St. = 0+00

S		7.8	23.2
cb.		8.0	
¼		7.9	
℄		7.6	23.4
¼		7.4	
cb.		7.3	
N		7.1	23.9
	0+17		
N-10		6.8	
N		7.2	23.8
cb.		7.6	
¼		7.8	
℄		7.1	23.9
¼		7.5	
cb.		7.7	
S		7.8	23.2
+5		7.7	
	0+26		
-10		11.0	
S		11.0	20.0
cb.		11.0	
¼		11.0	
℄		10.9	20.1
¼		11.0	
cb.		11.0	

N	10.8	20.2
+10	10.7	

0+32 = East shoulder Roadbed Main Line Santa Fe

-10	9.2	
N	9.0	22.0
cb.	9.0	
¼	9.0	
℄	9.0	22.0
¼	9.0	
cb.	8.9	
S	8.9	22.1
+10	8.9	

0+34 = East Rail Main Line Santa Fe

S top "	8.38	22.64
N " "	8.47	22.55

0+38.72 = West Rail Main Line Santa Fe

N top Rail	8.51	22.51
S " "	8.41	22.61

0+42 = West shoulder Main Line Roadbed

-5	8.9	
S	8.9	22.1
cb.	8.9	
¼	9.0	
℄	9.0	22.0
¼	9.0	
cb.	9.0	

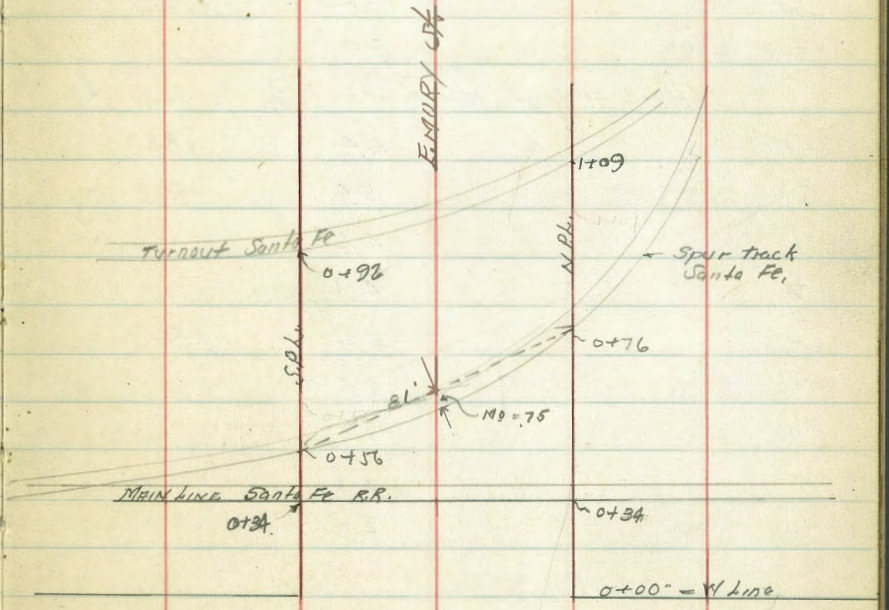
3102

N			9.0	22.0
T.P.	2.31	23.68	9.65	21.37
	0+48			
-10			2.4	
S			2.4	21.3
cb.			2.8	
¼			3.1	
L			2.6	21.1
¼			3.2	
cb.			3.7	
N			3.7	20.0
+10			3.8	
	0+54			
-10			0.1	
N			0.4	23.3
cb.			0.4	
¼			1.2	
+3			2.7	
L			2.9	20.8
¼			2.7	
cb.			2.6	
S			2.5	21.2
+10			2.4	
0+56 on Spur track on shim			1.78	21.90
+76 " " " "N"			2.87	20.81
+92 " Turnout "S"			2.99	20.69
1+09 " " " N. Line			3.56	

2368

0+60

-10	2.7	
S	2.2	21.5
cb.	2.6	
¼	2.8	
L	3.0	20.7
¼	3.1	
cb.	3.2	
N.	3.3	20.4



KURTZ

2368

+10		3.3	
	1+00		
N -10		3.7	
N		3.5	20.2
cb.		3.7	
¼		3.4	
S.		3.5	20.2
¼		3.5	
cb.		3.4	
S		3.4	20.3
+10		3.4	
	V+06 = East End Barn on South G.R. Daley Mar 2' Back ✓		
-2		5.4	18.3
S		5.4	18.3
cb.		4.6	
¼		4.1	
S.		3.8	19.9
¼		3.5	
cb.		3.9	
N		4.2	19.5
+10		4.2	
	1+20		
N -5		4.3	
N		4.7	19.0
cb.		5.7	
¼		5.5	

2368

S.	6.4	17.3
¼	6.1	
cb.	6.1	
S	5.7	18.0 ✓
+2 at Barn	5.7	
	1+24	
-2 " "	5.8	
S	5.8	17.9
cb.	6.1	
¼	6.2	
S.	6.4	17.3
¼	5.7	
cb.	5.8	
N	6.1	17.6
++10	6.1	
	1+50	
-10	6.7	
N	7.1	16.6
cb.	7.1	
¼	7.8	
S.	7.8	15.9
¼	7.5	
cb.	7.3	
S	6.8	16.9
+2 - at Barn	6.8	
	2+00	

2368

-2 at Barn	7.9		
S	7.9	15.8	
cb.	7.7		
¼	7.9		
L	8.3	15.4	
¼	8.1		
cb.	8.1		
N	8.1	15.6	
+10	8.1		
2+27 = Westend Barn in South ✓			
-10	9.6		
N	9.4	14.3	
cb.	9.3		
¼	8.8		
L	8.8	14.9	
¼	8.1		
cb.	8.2		
S	8.1	15.6	
+1 at Barn	8.2		
2+40			
S	9.1	14.6	
cb.	9.3		
¼	8.6		
L	9.5	14.2	
¼	9.6		
cb.	10.4		

2368

N	10.0	13.7	
+10	10.3		
2+62			
N	10.7	13.0	
cb.	10.7		
¼	10.6		
L	10.8	12.9	
¼	10.6		
cb.	10.7		
S	10.1	13.6	7 cbs ¼
3+00 = Eastern Line Atlantic			st 15.25 ¼
S	11.2	12.5	
cb.	11.1	12.6	
¼	10.7	13.0	
L	11.1	12.6	
¼	11.1	12.6	
cb.	11.7	12.0	
N	11.3	12.4	
T.P.	10.27	13.46	
1.05 14.51			
E cb.			
N	2.6	11.9	
cb.	2.3	12.2	
¼	1.3	13.2	
L	1.7	12.8	
¼	1.8	12.7	
cb.	2.0	12.5	

1451

S	24	12.1	
E. d			
S	45	10.0	
cb.	50	9.5	
¼	30	11.5	
d	45	10.0	
¼	43	10.2	
cb.	42	10.3	
N	41	10.4	
d Atlantic			
N	48	9.7	
cb.	46	9.9	
¼	46	9.9	
d	48	9.7	
¼	52	9.3	
cb.	52	9.3	
S	52	9.3	
d + 6'			
S	51	9.4	
cb.	53	9.2	
¼	52	9.3	
d	48	9.7	
¼	47	9.8	
cb.	50	9.5	
N	52	9.3	
W ¼			

1451

N		23	12.2
cb.		32	11.3
¼		25	12.0
d		30	11.5
¼		41	10.4
cb.		37	10.8
S		39	10.6
W cb.			
S		41	10.4
cb.		37	10.8
¼		39	10.6
d		35	11.0
¼		33	11.2
cb.		33	11.2
N		32	11.3
W.L. Atlantic = 0+00			
N		33	11.2
cb.		37	10.8
¼		36	10.9
d		39	10.6
¼		40	10.5
cb.		43	10.2
S		45	10.0
0+50			
S		41	8.4
cb.		57	

		14.51					
¼			58				
&			56	8.9			
¼			54				
Cb.			53				
N			51	9.4			
		0+60					
N			58	8.7			
Cb			58				
¼			58				
&			58	8.7			
¼			58				
Cb.			62				
S			63	8.2			
		0+65					
-10			117				
-5			116				
-2.			107				
S			66	7.9			
Cb.			69				
¼			68				
&			128	1.7			
¼			168				
Cb.			170				
N			170	-2.5			
		0+68					
N-30			170				
N			170	-2.5			

		14.51					
Cb.			173				
¼			173				
&			173	-2.8			
¼			173				
S			173	-2.8			
+30			177				
		1+00					
-25			188				
S			188	-4.3			
Cb.			188				
¼			188				
&			188	-4.3			
¼			188				
Cb.			188				
N			188	-4.3			
+25			188				
Left B.M. Big Nail in NE Pole			105	13.46			For chk. see Page 31.

Walker Ruplinger Stand 9-21-26

Cross Section Atlantic St. 75' Wide
From 5LY Line Horsthy St. 7' cbs.
to M.H. Tide Line 15.25 ℄s

	6.35	16.82		10.47				
		5LY Line Horsthy = 0+00						
E LY line = E. - top Walk			5.3	11.5				
E + 4' = top cb.			5.47	11.35				
E Gut. on Paving			6.17	10.65				
cb " "			6.21					
℄ " "			6.32	10.50				
℄ " "			6.66	10.16				
℄ " "			7.01	9.81				
cb.			7.44					
+3 on Gutter on Paving at cb.			7.51	9.31				
+3 " top cb.			6.76	10.16				
W = " Walk.			6.76	10.06				
0+10 = E.C. Return = End of Exist. cb.								
T.P.	6.52	16.99	6.35	10.47	17.00			
W on Walk			6.91	10.08				
W top cb. = Same as Ground Elev.			7.01	9.98				
℄			7.0	10.0				
℄			6.6	10.4				
℄			6.6	10.4				
E top cb.			5.90	11.09				
E " Walk			5.82	11.17				
0+50								
E			4.9	12.1				
cb.			5.4	11.6				

16.99

17.00

℄			6.2	10.8
℄			6.3	10.7
℄			6.4	10.6
cb.			6.7	10.3
W			7.2	9.8
+5			7.3	9.7
		1+00		
-5			6.8	10.2
W			6.8	10.2
cb.			6.2	10.8
℄			5.6	11.4
+4			5.6	11.4
+6			6.2	10.8
℄			5.9	11.1
℄			5.9	11.1
cb.			5.3	11.7
E			5.1	11.9
		1+28		
E			4.6	12.4
cb.			5.1	11.9
℄			5.6	11.4
℄			5.9	11.1
+7			6.0	11.0
+12			5.1	10.9
℄			4.7	12.3
cb.			5.9	11.1

		16.99		1700
W			7.1	9.9
+5			7.5	9.5
	1+65			
W			5.9	11.1
cb.			5.8	11.2
¼			5.8	11.2
+8			5.7	11.3
L			5.6	11.4
½			5.5	11.5
cb.			4.8	12.3
E.			4.7	12.3
	2+00			
E.			5.0	12.0
cb.			5.2	11.8
¼			5.2	11.8
L			5.9	11.1
+5			6.1	10.9
+12			5.2	11.8
½			5.5	11.5
cb.			5.7	11.3
W			6.0	11.0
	2+50			
W			5.6	11.4
cb.			5.6	11.4
¼			5.1	11.9
+			5.1	11.9

		16.99	Atlantic	1700
+8			7.1	9.9
L			6.9	10.1
½			6.4	10.6
cb.			5.3	11.7
E.			5.0	12.0
2+56 = 8 Con. Walk on E. 75 inst.			5.00	
3+00	10' = N&Y Line Emory St.			3' Wide for Y Section intersection See Page 26-27
E.			4.6	12.4
cb.			4.6	12.4
¼			6.1	10.9
L			7.2	9.8
+8			7.3	9.7
+12			4.7	12.3
½			4.7	12.3
cb.			5.7	11.3
W			5.7	11.3
	S&Y Line Emory = 0+00			
W			6.8	10.2
cb.			6.4	10.6
¼			6.2	10.8
+5			7.5	9.5
L			7.6	9.4
¼			7.1	9.9
+7			5.5	11.5
cb.			4.8	12.2
E.			4.4	12.6

1699

T.P on Bm. Page 28		3.47	13.52	13.46 = BM. 0.06 = Error Used BM. From here
	186 1532		1346	18" Dia.
0+20 = ℄ Pepper tree on W		4.6		9' inst.
+23 = " " " "		4.6		" " " 1'd10. 4' Back
0+50 = North end Combination Garage & House dirt floor				
E.		3.5	11.8	
cb.		3.8	11.5	
¼		5.3	10.0	
℄		6.4	8.9	
+8		6.3	9.0	
¼		5.0	10.3	
cb.		5.3	10.0	
W		5.3	10.0	
+4.9 ± Bld.		6.0	9.3	
0+75 = South end House Bld		6.5	8.8 1.5 inst.	
1+00				
W.		6.8	8.5	
cl		6.4	8.9	
¼		6.2	9.1	
℄		6.7	8.6	
+11		6.7	8.6	
¼		6.0	9.3	
cb.		4.4	10.9	
E.		4.4	10.9	
1+50				

1532 Atlantic

31

E.		6.1	9.2	
cb.		6.5	8.8	
¼		6.5	8.8	
℄		6.8	8.5	
+8		6.9	8.3	
+10		5.8	9.5	
¼		6.3	9.0	
cb.		6.7	8.6	
W		7.0	8.3	
+10 = edge Bank.		7.8	7.5	
2+00				
T.P	147	1493	186	1346 For chk. See P. 20
T.P on BM. Page 20	7.22	1.96	9.19	5.74
-15			16.6	
-10			16.6	-3.7
-2			11.6	1.3
W			9.4	3.5
+W			5.8	7.1
cb			5.2	7.7
+1			4.5	8.4
+5			3.1	9.8
¼			3.9	9.0
℄			4.7	8.2
¼			4.2	8.7
cb.			3.9	9.0
E.			3.9	9.0

	2+15		
E.		3.5	9.4
cb.		3.7	9.2
¼		4.2	8.7
℄		4.6	8.3
¼		4.4	8.5
cb.		4.2	8.7
+5		6.2	6.7
W		11.2	1.7
+5		16.6	-3.7
+20		17.0	
	2+35		
-20		17.5	
W		17.0	-4.0
+6		10.3	
cb.		5.8	
+7		2.8	
+12		2.6	
¼		4.2	
+7		4.6	
℄		3.0	9.9
¼		2.9	
cb.		3.7	
E.		3.7	9.2
	2+57		
E		3.0	9.9

cb.		2.7	
¼		1.7	
℄		1.6	10.3
+7		4.0	
½		5.0	
+3		6.0	
cb.		14.3	
+3		15.0	
W		15.5	-2.6
+20		16.9	
	2+71		
W-20		16.9	
W-15		16.4	
W		16.0	-3.1
cb.		14.4	
¼		6.8	
+3		5.2	
℄		3.8	9.1
½		2.8	
cb.		1.9	
E		2.6	10.3

For X Section of Interesting see Page 18-19

2+97.8 = NLY Line Bean St.

E		2.7	10.2
cb.		2.7	
¼		3.3	
℄		6.2	6.7

+7		6.1		
½		5.2		
+7		5.7		
+9		15.1		
cb.		16.3		
W		17.3	-4.4	
+20		17.3		
	S.L. Bean = Section A see sketch Page 18			
-20		16.9		
W		16.4	-3.5	
cb		16.4		
+7		16.1		
+9		16.2		
½		15.3		
+9		6.8		
¼		7.0	5.9	
½		5.9		
cb.		5.9		
E.		5.5	7.4	
	0+00			
E		5.5	7.4	
cb.		6.1		
¼		6.5		
+9		7.0		
¼		8.5	4.4	
+11		14.4		

½		15.3	
W		16.7	-3.8
+10		17.0	
	0+09		
-5 = water		16.9	
W		16.9	-4.0
cb.		16.2	
¼		15.3	
+5		14.6	
¼		7.3	5.6
¼		6.6	
cb		6.2	
E.		6.0	6.9
	0+20		
E.		5.9	7.0
cb.		6.1	
¼		6.6	
+8		7.4	
¼		13.3	-0.4
+5		15.5	
¼		15.9	
cb.		16.6	
W = water		17.0	-4.1
	0+40		
W		17.5	-4.6
cb. = water		17.1	

½		16.5	
℄		15.8	-2.9
+5		15.8	
½		8.6	
cb.		7.0	
E.		7.0	5.9
	0+70		
E.		8.1	4.8
cb.		8.3	
+2		7.9	
+8		14.4	
¼		15.4	
℄		16.3	-3.4
½ - Water		16.9	
cb.		17.3	
W		17.5	-4.6
+20		17.7	
	1+10		
-20		17.7	
W		17.7	-4.8
cb.		17.5	
¼		16.9	
℄		16.9	-4.0
¼		16.7	
cb.		14.8	
E.		8.3	4.6

+10		8.0	
	1+12		
-5		8.6	
E.		14.2	-1.3
cb.		14.2	
½		16.2	
℄		16.9	-4.0
¼		16.9	
cb.		17.5	
W		17.7	-4.8
+20		17.7	
	1+50		
-20		17.7	
W		17.7	-4.8
cb.		17.5	
½		17.0	
℄		16.8	-3.9
¼		16.5	
cb.		16.3	
E		16.2	-3.3
+15		16.2	

Note: For chk. only Above H.E. See Page 31

2+00 = Same Elevation of Above Section

10-8-28
J.C. Bliss
Drebert
Rauner

X section Sassafras Street
Columbia to Union
80' wide
14' cbs
15' 1/4's

Note: Lines of Union - State & Columbia were established from & Monument at Union & Sassafras. West Line Union 40' from Mon. - East Line State 200' from West Line Union - 80' across State and 200' to EAST Line Columbia. ⊼ 136.07

B.M. S.E.	B.P. Sassafras at India			84.92		cb	10.0	126.1
	+12.91	97.83				+2	8.9	127.2
T.P.			-0.38	97.45		N	8.7	127.4
	13.03	110.48			0+25			
T.P.			-0.07	110.41		out 15	17.3	118.8
	13.17	123.58				N	12.3	123.8
			-0.42	123.16		+5	8.5	127.6
	12.91					cb	8.4	127.7
		⊼ 136.07				1/4	8.5	127.6
East Line Columbia		= 0.100				+5	8.6	127.5
N		9.0	127.1			℄	4.2	131.9
+11		9.1	127.0			+5	2.6	133.5
cb		10.3	125.8			1/4	4.1	132.0
1/4		9.9	126.2			cb	4.8	131.3
℄		9.4	126.7			+10	4.0	132.1
1/4		9.5	126.6			S	2.0	134.1
cb		9.4	126.7			Note - South Line runs along base of 5 to 9 f.t. cut.		
S		8.0	128.1			T.P.		-0.43 135.64
T.P.		3.81	132.26	S.W. Cor. Rocks 25' S. of S. Line			+13.04	
	0+07	Base of Dirt Wall					⊼ 148.68	
S		7.0	129.0				0+50	
cb		8.6	127.5			S	11.5	137.2
1/4		8.7	127.4			cb	13.1	135.6
℄		9.0	127.1			1/4	12.0	136.7
1/4		9.6	126.5			℄	11.7	137.0

Plotted 10-13-28 - C.B.H.

T 148.68

+6	13.8	134.7
1/4	18.1	130.6
cb	18.8	129.9
N	18.0	130.7
Out 15	22.6	126.1
	0+75	
Out 15	20.0	128.7
N	16.4	132.3
+2	15.4	133.3
cb	15.6	133.1
+6	15.3	133.4
+7	12.9	135.8
1/4	12.0	136.7
℄	8.3	140.4
1/4	7.7	141.0
cb	7.3	141.4
S	6.0	142.7
	1+00	
S	1.0	147.7
cb	2.0	146.7
+5	2.0	146.7
1/4	4.5	144.2
℄	4.7	148.0
+5	3.6	145.1
1/4	6.2	142.5

T 148.68

17	8.4	140.3
cb	13.2	135.5
N	12.5	135.2
Out 3	12.7	136.0
Out 15	16.9	131.8
	1+25	
Out 15	10.7	138.0
Out 17	9.4	139.3
N	9.8	138.9
+10	9.8	138.9
cb	6.3	142.4
1/4	2.7	146.0
T.P.		-0.05 148.63
	+13.14	
	T 161.77	
+8	12.5	149.3
℄	13.2	148.6
1/4	12.8	149.0
cb	10.9	150.9
S	9.6	152.2
	1+50	
S	5.0	156.8
cb	5.9	155.9
1/4	6.3	155.5
℄	6.9	154.9

			T 161.77				T 174.42	
+3			6.8	155.0	114		11.1	163.3
114			10.8	151.0	cb		14.5	159.9
cb			13.9	147.9	N		16.3	158.1
+10			15.3	146.5	W cb. State			
N			19.6	142.2	N		12.5	161.9
		1775			cb		9.8	164.6
N			9.6	152.2	114		7.7	166.7
cb			8.5	153.3	℄		7.4	167.0
114			5.9	155.9	114		7.7	166.7
+3			4.4	157.4	+5		6.2	168.2
℄			1.9	159.9	cb		6.6	167.8
114			2.4	159.4	S		6.0	168.4
+6			1.9	159.9	W 114 State			
+8			0.6	161.2	S		4.0	170.4
cb			1.1	160.9	cb		4.7	169.7
S			0.5	161.2	#7		3.8	170.6
T.P.				-0.29 161.48	114		5.7	168.7
	+12.94				℄		5.5	168.9
		T 174.42			114		5.5	168.9
		2+00 = W. L. State St.			cb		6.4	168.0
S			8.5	165.9	N		8.7	165.7
cb			9.1	165.3	℄ State			
+6			8.5	165.9	N		5.4	169.0
114			10.5	163.9	cb		4.4	170.0
℄			10.3	164.1	114		3.0	171.4

T 174.42

℄	4.3	170.1	
1/4	3.4	171.0	
+2	2.4	172.0	
cb	3.3	171.1	
S	3.0	171.4	
E 1/4 State			
S	2.4	172.0	
cb	1.7	172.7	
1/4	0.5	173.9	
℄	0.2	174.2	
1/4	0.1	174.3	
cb	1.5	172.9	
N	2.3	172.1	
T.P - State St.		-0.97 173.45	
+13.28			

T 186.73

E Line State 0+00

S	13.0	173.7	
cb	13.5	173.2	
1/4	12.5	174.2	
+8	7.0	179.7	
℄	7.3	179.4	
1/4	7.4	179.3	
cb	7.9	178.8	
N	9.0	177.7	
0+13			
N	7.1	179.6	
cb	7.1	179.6	
1/4	6.3	180.4	
℄	6.4	180.3	
1/4	5.9	180.8	
cb	7.5	179.2	
S	7.5	179.2	
0+50			
Ou+1.5	13.6	173.1	
S	9.4	177.3	
cb	7.9	178.8	
1/4	6.2	180.5	
℄	4.4	182.3	
1/4	3.3	183.4	
cb	2.6	184.1	
N	1.7	185.0	

T 178.73

E cb State

N	11.5	175.2	
cb	10.6	176.1	
1/4	9.1	177.6	
℄	9.4	177.3	
+6	9.0	177.7	
1/4	13.0	173.7	
cb	14.4	172.3	
S	14.4	172.3	

T 186.73

0+75

N	0.0	186.7
cb	0.9	185.8
1/4	2.6	184.1
℄	4.9	181.8
1/4	7.9	178.8
cb	10.5	176.2
S	14.2	172.5
Out 20	21.1	165.6

1+00

Out 20	24.3	162.4
S	16.3	170.4
cb	13.0	173.7
1/4	10.5	176.2
℄	7.9	178.8
1/4	4.7	182.0
cb	3.3	183.4
N	1.0	185.7

1+25

N	3.2	183.5
cb	5.4	181.3
1/4	8.3	178.4
℄	12.3	174.4
1/4	15.4	171.3
cb	18.2	168.5
S	21.7	165.0

T 186.73

Out 20	28.4	158.3

1+50

Out 20	33.2	153.5
S	28.5	158.2
cb	24.8	161.9
1/4	21.4	165.3
℄	16.5	170.2
1/4	12.9	173.8
cb	11.0	175.7
N	9.0	177.7
T.P.		-12.25 174.48

+0.13

T 174.61

1+75

N	0.4	174.2
cb	2.6	
1/4	6.2	
℄ 1/4	10.6	164.0
cb	14.5 18.6	
S	23.6	151.0
Out 6 - Top of 20' vertical cut	25.7	

2+00 = W. L. Union

S Top of 20' vertical cut	33.0	141.6
+10	26.0	
cb	24.0	

T 174.61

1/4	18.8		
℄	14.0	160.6	
1/4	10.0		
cb	6.3		
N	3.5	171.1	
T.P		-1.12	173.49
	8.99	182.48	
T.P. State & Sassafras		-9.04	T 173.44
			173.45

10-8-28
J.C. Bliss
Drebert
Rauner

X section
to Thorn

State St. Sassafras
80' wide
14' cbs
18' 1/4s

40

T.P. State & Sassafras 173.44

5.07

T 178.51

North Line State = 0+00

E		0.8	177.8
cb		3.3	175.2
1/4		6.4	172.1
℄		9.5	169.0
1/4		12.8	165.7
cb		16.5	162.0
W		20.3	158.2
0+20		22.9	155.6
0+15			
0+20		23.5	155.0
W		20.8	157.7
cb		17.2	161.3
1/4		13.7	164.8
℄		11.1	167.4
1/4		7.9	170.6
cb		4.3	174.2
E		1.6	176.9
0+30			
E		2.9	175.6
cb		6.4	172.1
1/4		9.3	169.2
℄		12.1	166.4
1/4		14.3	164.2

Plotted 10-15-28 C.B.H.

			T 178.51				T 178.51	
						1+15		
cb			18.2	160.3	Out 20		38.6	139.9
+9			21.1	157.4	W		32.2	146.3
W			24.3	154.2	cb		27.9	150.6
Out 20			26.9	151.6	1/4		23.8	154.7
		0+50						
Out 20			27.7	150.8	℄		20.6	157.9
W			24.6	153.9	1/4		16.4	162.1
cb			22.7	155.8	cb		12.8	165.7
1/4			21.0	157.5	E		10.1	168.4
+5			16.0	162.5		1+40		
℄			12.9	165.6	E		8.2	170.3
1/4			10.7	167.8	cb		12.7	165.8
cb			9.0	169.5	1/4		16.6	161.9
E			5.7	172.8	℄		20.8	157.7
		0+90			1/4		25.6	152.9
E			9.1	169.4	cb		30.0	148.5
+5			12.8	165.7	W		35.0	143.5
cb			13.2	165.3	Out 20		39.0	139.5
1/4			14.7	163.8		1+65		
+3			15.6	162.9	Out 20		33.0	145.5
℄			18.5	160.0	W		33.0	145.5
1/4			21.4	157.1	+10		32.3	146.2
cb			24.5	154.0	cb		31.3	147.2
W			30.0	148.5	1/4		26.0	152.5
Out 20			33.0	145.5	℄		20.5	158.0
					1/4		15.1	162.8

	T 17851		
cb	11.2	167.3	
E	7.4	171.1	
	1+90		
E	7.1	171.4	
cb	11.2	167.3	
¼	17.4	161.1	
℄	21.6	156.9	
+5	23.4	155.1	
¼	22.4	156.1	
cb	21.7	156.8	
W	22.2	156.3	
Out 20	23.1	155.4	
	2+45		
W	12.4	166.1	
cb	12.6	165.9	
¼	12.5	166.0	
℄	12.3	166.2	
¼	11.6	166.9	
cb	10.0	168.5	
E	6.3	172.2	
	2+40		
E	1.0	177.5	
cb	2.3	176.2	
¼	2.6	175.9	
℄	2.2	176.3	

	T 178.51		
¼	2.4	176.1	
cb	3.0	175.5	
W	3.6	174.9	
T.P.		-1.79	176.72
	1+940		
	T 186.12		
	2+65		
W	6.6	179.5	
cb	5.9	180.2	
+4	5.7	180.4	
¼	1.8	184.3	
℄	2.1	184.0	
¼	1.2	184.9	
+7	4.7	181.4	
cb	4.7	181.4	
E	4.0	182.1	
	2+90		
E	1.5	184.6	
cb	2.0	184.1	
+5	2.4	183.7	
¼	1.8	184.3	
℄	2.1	184.0	
¼	2.4	183.7	
+5	3.8	182.3	
cb	4.2	181.9	

T 186.92

W		5.1	181.0
	3+15 = South Line Thorn		
W		2.7	183.4
cb		1.9	184.2
1/4		1.7	184.4
℄		1.0	185.1
1/4		1.2	184.9
cb	Obere 1/4 +0.3		186.4
E		+1.8	187.9
T.P. State & Sassafras		−12.66	173.46
			173.44

10-9-28
J.C. Bliss
Drebert
Rauner

X section Columbia-Sassafras

43

To Spruce.
Note. 40' Each side of ℄ original ℄ on Middletown Map

80' Wide
19' cbs
131 1/4S

T.P. at Columbia & Sassafras			132.26
	3.01		
T 13527			
South Line Sassafras = 0+00			
W		13.1	122.2
cb		9.4	125.9
1/4		8.9	126.4
℄		8.5	126.8
1/4		8.1	127.2
cb		7.5	127.8
+9 = Base of 8' vertical cut		6.2	129.1
	0+23		
Base vertical cut		3.4	131.9
+11 = cb		4.5	130.8
1/4		4.8	130.5
℄		5.6	129.7
1/4		5.7	129.6
1/4		3.2	132.1
7.7		4.0	131.3
cb		6.5	128.8
W		9.3	126.0
	0+50		
W		5.8	129.5
cb		2.9	132.4
T.P.			−1.21 134.06

Plotted - 10-13-28. CB.H

T.P.			134.06
	12.67		
		T 146.73	
¼		11.8	134.9
+9		10.7	136.0
+10		14.0	132.7
℄		14.4	132.3
¼		15.9	130.8
cb		14.0	132.7
+12 = Base cut		12.7	134.0
		0+75	
Base cut		9.8	136.9
+12 = cb		11.3	135.4
¼		11.6	135.1
℄		12.3	134.4
+4		11.8	134.9
+8		9.2	137.5
¼		10.7	136.0
cb		12.9	133.8
W		15.1	131.6
		H 0	
W		14.6	132.1
cb		11.3	135.4
¼		8.8	137.9
+3		7.5	139.2

T 146.73

+7	9.9	136.8
℄	10.5	136.2
¼	9.6	137.1
cb	9.1	137.6
+12 = Base Cut	8.6	138.1
	1+25	
Base 5' Cut	5.7	141.0
+10 = cb	6.2	140.5
¼	6.5	140.2
℄	7.1	139.6
¼	9.6	137.1
cb	11.9	134.8
W	14.2	132.5
	H 50	
W	13.8	132.9
cb	11.6	135.1
¼	9.8	136.9
+3	9.1	137.6
℄	4.6	142.1
¼	4.5	142.2
cb	3.9	142.8
E	0.7	146.0

At stations 150 to 200 there are 26 small ornamental trees planted in a semi-circle in the center of the street

T 146.73

1+75

Note - From sta. 175 on West Line runs along top of 50' vertical cut

E	1.6	145.1
cb	3.8	142.9
1/4	4.6	142.1
℄	5.0	141.7
+8	4.6	142.1
1/4	7.5	139.2
+C	9.8	136.9
cb	11.2	135.5
W	13.7	133.0

Sta 1+77 there is a small set concrete steps that extend 10' into street from East Line

Shot on lower step	2.73	144.00
2+00		
W	14.8	131.9
+7	11.4	135.3
cb	11.0	135.7
T.P.	-11.87	138.86

+6.00

T 144.86

1/4	7.4	137.5
+7	6.2	138.6
℄	3.6	141.2
1/4	2.8	142.0
cb	3.7	141.6

T 144.86

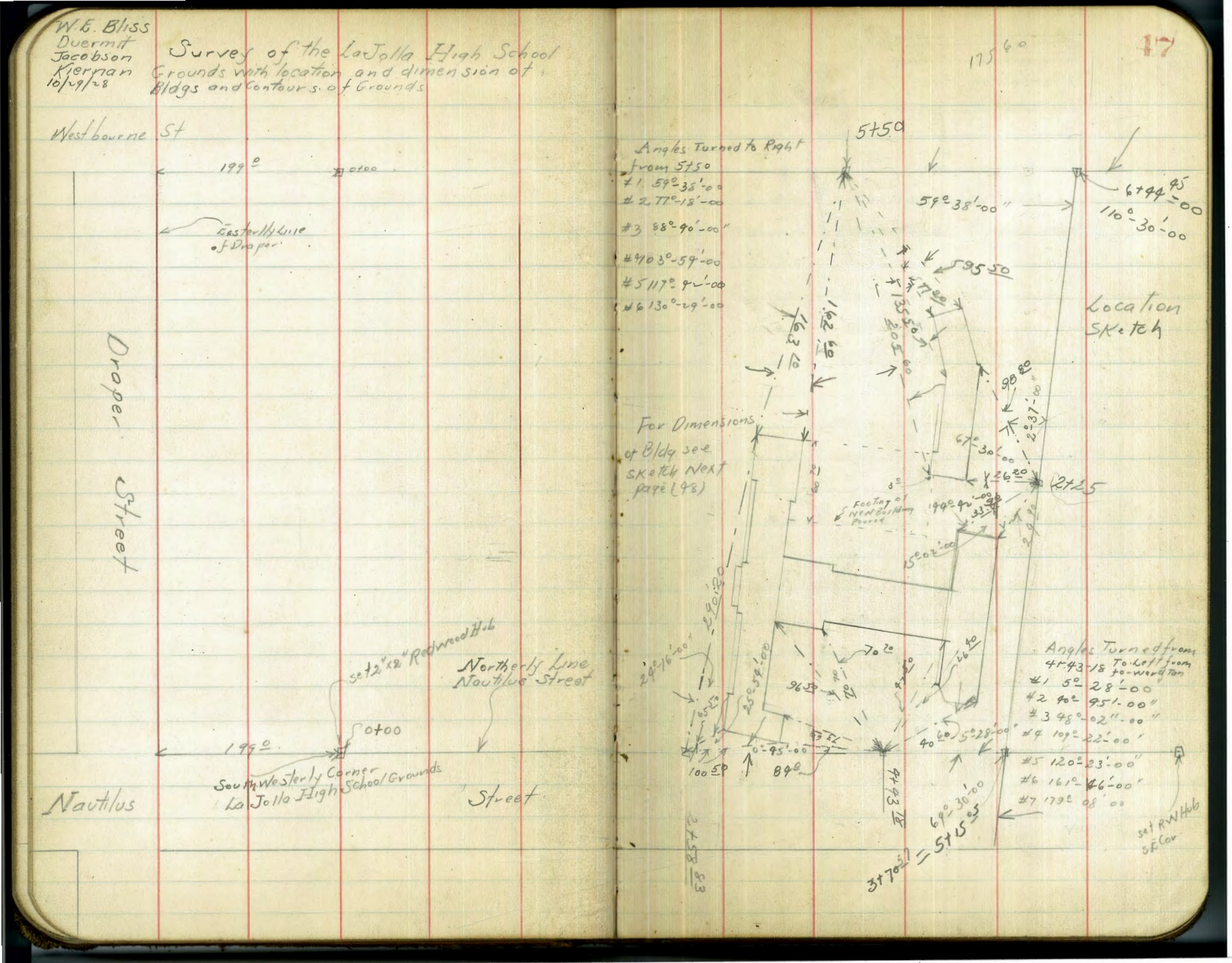
+5	2.8	142.0
E	0.5	144.4
2+25		
E	3.1	141.8
cb	4.7	140.1
1/4	6.0	138.8
℄	8.4	136.5
1/4	10.1	134.7
cb	11.8	133.0
W	14.5	130.4
2+50		
W	15.6	129.3
cb	17.0	130.8
1/4	12.3	132.5
℄	10.9	134.0
1/4	7.9	137.0
cb	7.2	137.6
E	6.3	138.6
2+75		
E	10.2	134.7
cb	11.4	133.5
1/4	12.5	132.3
℄	13.8	131.1
1/4	15.0	129.8
cb	16.2	128.6

T 14486

W			17.6	127.3
	2.98 = Top of Vertical cut above Spruce St. Spruce is about 27' below this station.			
W			20.5	124.4
cb			19.4	125.4
1/4			18.3	126.5
℄			17.1	127.8
1/4			16.0	128.8
cb			14.9	130.0
E			13.9	131.0
T.P.				-13.14 131.72
	+0.30	132.02		
T.P				-13.15 118.87
	+0.04	118.91		
T.P.				-13.28 105.63
	+0.21	105.84		
T.P				-13.13 92.71
	+1.60	94.31		
B.M. S.E. B.P Sassafras & India				-9.42 84.89
				84.92

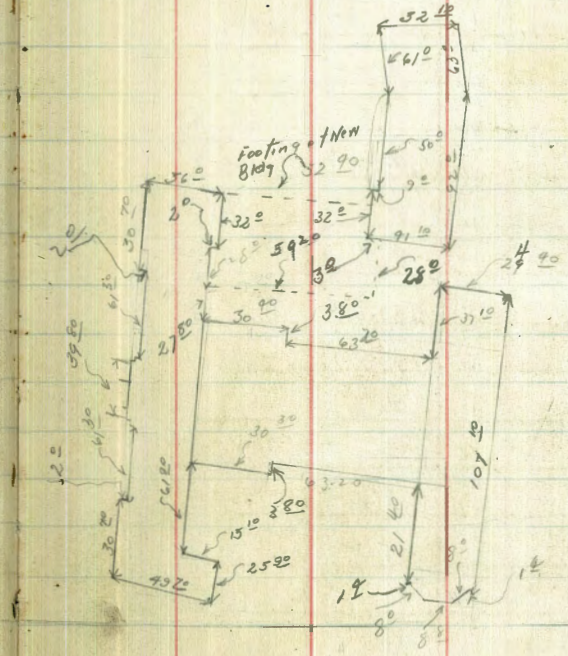
W.E. Bliss
Duermit
Jacobson
Kiernan
10/29/28

Survey of the La Jolla High School Grounds with location and dimension of Bldgs and Contours of Grounds



Westbourne Street

Sketch Showing Dimensions of La Jolla High School Buildings



Levels for Topography of School Grounds

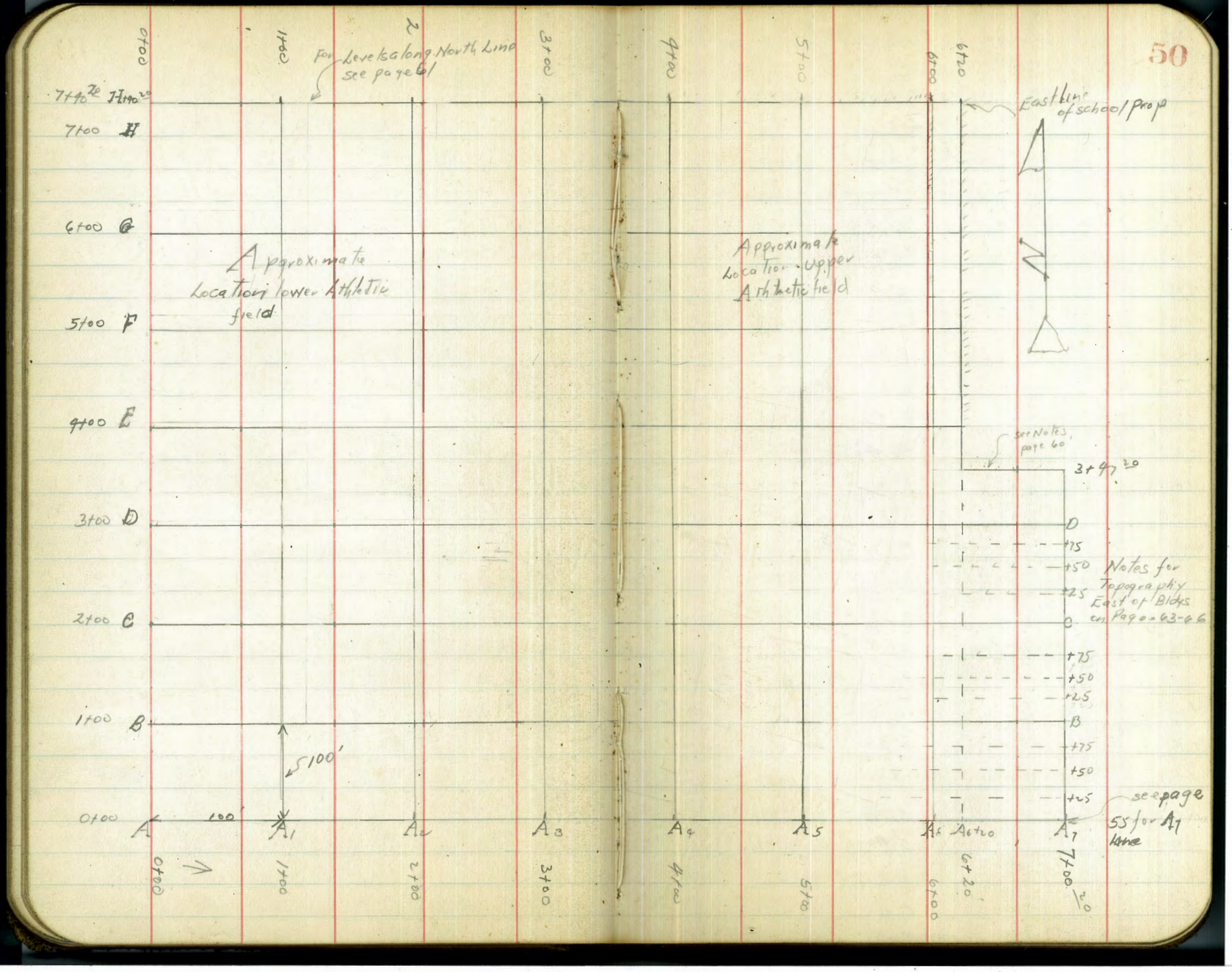
1248

	+			Elev	
B.M. S.E. Westbourne & La Jolla Blvd	4.51	83.52		79.01	
T.P.	13.08	96.44	0.16	83.36	
T.P.	11.18	107.37	0.25	96.19	
B.M. S.E. Northlost Draper			1.69	105.68	
T.P.	12.94	119.65	0.66	106.71	
T.P.	5.95	124.80	0.30	119.35	
Set B.M. S.W. School Property Lot			9.27	120.53	

see Sketch pag 50

A Line Going North

0+00 S.W. Cor			9.3	120.5	
+20			3.0	21.8	
+20			2.8	22.0	
+35			9.0	20.8	
+50			9.1	20.7	
1+00			9.9	19.9	
+50			5.4	19.4	
2+00			6.9	18.4	
+50			7.3	17.5	
3+00			8.0	16.8	
+45			9.0	15.8	
+47.2 Prop			9.9	14.9	
+59 curb			10.35	14.45	
+59.5 Gutter			10.98	13.82	
+75 ℄			10.39	14.41	
+95 Gutter			11.37	13.43	
+95.5 Top curb			10.86	13.94	
4+00			10.7	14.1	
+04			10.7	14.1	
+09			12.8	12.0	
+13			11.0	13.8	
+30			12.1	12.7	
5+00			13.2	11.6	
+30			13.3	11.5	
+95			13.3	11.5	
6+00			12.-	12.6	
+50			12.1	12.7	
+55			11.5	13.3	
+75			10.0	14.8	
7+00			8.2	16.6	
7+90.2			6.8	18.0	


0+00
1+00
2
3+00
4+00
5+00
6+00
6+20
For Levels along North Line see page 61
East Line of school prop
7+40.20 Hill 20
7+00 H
6+00 G
5+00 F
4+00 E
3+00 D
2+00 C
1+00 B
0+00 A
Approximate Location lower Athletic field
Approximate Location upper Athletic field
100'
100'
see Notes, page 60
3+47.20
D
+75
+50
+25
C
Notes for Topography East of Bldgs on Page 63-66
+75
+50
+25
B
+75
+50
+25
see page 55 for A7 line
A
A1
A2
A3
A4
A5
A6
A6+20
A7
7+00.20
0+00
1+00
2+00
3+00
4+00
5+00
6+00
6+20

Levels for Topography La Jolla High School Grounds (Cont'd)

				Elev
B.M. SW. Prop. Hub School Lot	1.89	132.42		120.53
			A1 Line	
0+00			5.5	26.9
+20			5.2	27.2
+35			6.0	26.4
+50			5.9	26.5
1+00			6.9	25.5
1+30			7.5	24.9
+50			7.5	24.9
2+00			8.3	24.1
+50			9.4	23.0
+87			10.9	22.0
3+00			11.6	21.4
+15			11.3	21.1
+30			12.2	20.2
+40.20			12.2	20.2
+53			12.1	20.3
+54			13.7	18.7
+58			12.1	20.3
+45			12.1	20.3
T.P.	2.00	122.60	11.82	120.60
+80			4.9	17.7
4+00			5.2	17.4
+50			5.4	17.2
5+00			5.7	16.9
5+50			6.0	16.6
6+00			6.2	16.4
+50			6.2	16.4
7+00			6.2	16.4
+38			4.7	17.9
+40.20			0.9	21.7
			A2 Line	
7+40.20			3.5	19.1
7+00			3.5	19.1
+50			3.4	19.2
6+00			3.1	19.5
+50			2.9	19.7
5+00			2.4	20.2
+50			1.6	21.0
4+00			1.5	21.1
+88			0.1	22.5
T.P.	1.94	139.74	0.80	121.80
+73			9.4	25.3
+62			8.9	25.8
+59			10.1	24.6
+57			9.3	25.4
+53			9.3	25.4
3+00			8.1	26.6
+50			6.9	27.8
+35			6.3	28.4
+25			5.7	29.0
2+00			4.8	29.9

		13474		
+50			9.1	130.6
+08			3.9	130.8
1+00			3.2	131.5
+95			2.5	32.2
+91			1.7	33.0
TP	11.18	14270	3.22	131.52
+84			8.9	33.8
+76			8.1	34.6
+50			8.0	34.7
0+00			9.1	33.6
		A 3.		
0+00			2.2	40.5
+50			2.2	40.5
+54			2.3	40.4
+71			6.0	36.7
1+00			6.3	36.4
+40			7.2	35.5
+50			6.9	35.8
2+00			6.8	35.9
+33			7.6	35.1
+50			10.0	32.7
3+00			10.8	31.9
+49 P.O.B.			11.0	31.7
+50			11.4	31.3
+53			11.2	31.5
+58			12.6	30.1

		14270		
+62			11.1	31.6
TP	2.09	134.39	10.45	132.25
+75			3.6	130.7
+79			4.9	29.4
4+00			5.3	129.00
+50			5.8	28.5
5+00			6.1	28.2
+50			6.2	28.1
6+00			6.5	27.8
+50			6.8	27.5
7+00			6.8	27.5
7+20			6.6	27.7
		A 4 Line		
7+40			4.6	29.7
7+00			4.9	29.4
+50			4.7	29.6
6+00			4.4	29.9
+50			4.1	30.2
5+00			3.6	30.7
+50			3.1	31.2
4+00			3.2	31.1
+82			2.9	31.4
T.P.	12.96	146.68	0.62	133.72
+79			11.3	135.4
+75			11.0	135.7
+62			10.7	136.0

	H.I 146.68		
+60		11.9	134.8
+55		11.6	135.1
+53		10.6	36.1
+50		10.4	36.3
+47 20 Prof		10.3	36.4
3+00		9.6	37.1
+50		10.0	36.7
+30		9.7	37.0
+5		6.2	40.5
2+00		5.9	40.8
+51 50 B/O/9		5.6	41.1
	A5 Line		
86 20		2.8	43.9
2+00		2.8	43.9
+50		3.7	43.0
3+00		4.2	42.5
+47 20 Apo		5.7	41.0
+50		5.8	40.9
+54		6.0	40.7
+55		7.2	39.5
+58		7.1	39.6
+61		6.0	40.7
+76		6.7	40.0
+81		11.7	35.0
4+00		12.9	34.3

	H.I 146.68		
+50		12.9	33.8
5+00		13.3	33.4
+50		13.7	33.0
6+00		14.2	32.5
+50		14.6	32.1
7+00		14.4	32.3
7+40 20		14.5	32.2
	A5 Line		
7+40 20		8.4	38.3
+35		16.6	36.1
7+00		10.8	35.9
+50		10.9	35.8
6+00		10.7	36.0
+50		10.5	36.2
5+00		10.1	36.6
+50		9.9	36.8
4+00		9.6	37.1
+81		8.4	38.3
+78		6.1	40.6
+73		3.2	43.5
+68		3.0	43.7
+68		9.7	42.0
+61		3.8	42.9
+51		3.2	43.5
TP.	12.80	159.36	0:12 146.56
+43			11.8 47.6

		HI 159.36		
3+00			11.0	48.4
+75			10.6	48.8
+50			10.4	49.0
+25			10.3	49.1
2+00			10.2	49.2
+75			10.1	49.3
+60			10.2	49.2
+50			8.9	50.5
+35			8.1	51.3
+30 Top RR Rail			7.01	52.35
+25			6.9	52.5
+17 Top E Rail			6.70	52.66
+06			7.8	51.6
1+00			6.0	53.4
+95			5.7	53.7
+82			1.8	57.6
TP	12.60	171.66	0.30	159.06
+75			11.2	60.5
+68			8.0	63.7
+62			5.9	65.8
+60			3.7	68.0
+50			4.0	67.7
+25			6.8	64.9
+13			8.1	63.6
0+00			8.7	63.0

		HI 171.66		
		A6 +20		
0+00			9.2	67.5
+25			1.4	70.3
TP	8.30	178.66	1.30	170.36
+50			5.1	73.6
+75			4.1	74.6
+93			4.9	73.8
2+00			5.6	70.1
TP	2.50	168.06	13.10	165.56
+08			0.4	67.7
+12			5.0	63.1
+20			6.2	61.9
+25 TP	1.80	159.36	10.50	157.56
+40			7.0	52.4
+50			7.0	52.4
+72 20 Top Rail East			6.34	53.02
+75			6.5	52.9
+88 Top W Rail			6.80	52.56
2+00			8.0	51.4
+07			8.1	51.3
+15			9.4	50.0
+25			9.8	49.6
+50			9.9	49.5
+75			9.7	49.7
3+00			9.5	49.9
+25			9.9	49.5

		H.I. 159.36		
+30			10.3	49.1
+40			12.6	46.8
+47 20 Prop set BM. on top of RR Culvert Headwall			13.9	46.0
TP	0.14	149.19	10 31	149.05
+56			9.1	45.1
+63			7.0	47.2
+66			9.5	44.7
+75			5.2	44.0
4+00			5.2	44.0
+15			7.3	41.9
+50			8.9	40.3
5+00			89	40.3
+25			6.3	42.9
+50			3 6	45.6
+75			4.3	44.9
6+00			56	43.6
+10			6.7	42.5
+25			7.6	41.6
+35			8.4	40.8
+50			9.9	39.3
7+00			9.8	39.4
+25			8.5	40.7
7+40 20			8.0	41.2
check on AA Line			4.4	44.8
			10.9	138.35

	+	A Line H.I.	7+00 20 −	from 3+47 20 South To BP Prop Cor Elev	see Sketch
	7.11	156.16		149.05	
3+47 2° End			8.0	148.20	
3+25			7.5	148.7	
3+00			6.2	150.0	
+81			4.5	151.7	
T.P.	11.84	167.14	0.86	155.30	30.985 916 295.09
+66			10.9	155.8	
+50			7.9	159.2	
+25			2.9	164.2	
+19			1.7	165.4	
TP	12.29	178.98	0.45	166.69	
2+00			8.7	170.3	
+75			4.5	174.5	
TP	12.37	191.10	0.25	178.73	
+50			11.6	179.5	
+25			4.7	186.4	
TP	5.31	199.85	1.56	189.54	
1+00			3.6	191.2	
+95			2.1	192.7	
+75			2.0	192.8	
+50			2.9	191.9	
+25			6.3	188.5	
0+00 Ag+ set BM on SE Prop Cor			9.0	185.8	
			9.16	185.69	

A Line Going East

	↑	↑	↓	Elev
BM SW Prop Cor	12.73	133.26		120.53
0+00			12.7	120.6
0+50			9.6	123.7
1+00			6.3	27.0
+50.			3,3	30.0
T.P.	11.79	144.39	0.66	132.60
2+00			10.8	133.6
+23 Top OB			9.1	35.3
+50			7.3	37.1
3+00			4.0	40.4
+50			0.6	43.8
TP.	11.30	155.00	0.69	143.70
4+00			8.1	46.9
+50			5.8	49.2
5+00			4.3	50.1
+25			4.7	50.3
+32 W Rail RR			4.53	50.47
+38 E Rail			4.25	50.75
+50			4.8	50.2
+61			3.9	51.1
TP	13.00	167.36	0.64	154.36
+70			8.8	58.6
+83			7.5	59.9
6+00			4.2	63.2
6+10	12.00	179.26	0.10	167.26
+50			5.9	73.4

H.I. 179.26

+67			2.4	76.9
+75	12.20	191.15	0.30	178.96
7+00 20 End			5.6	165.56
A Line +25 see sketch				
7+00 20			2.4	88.8
+75			7.4	83.8
+50	1.00	179.16	13.00	178.16
+25			7.1	72.1
+20			8.2	71.0
+12			10.0	69.2
6+00	0.40	186.36	13.20	185.96
+85			4.0	62.4
+70			6.9	59.5
+69	2.84	155.00	14.20	152.16
+54 E Rail			3.77	51.23
+48 W Rail			4.02	50.98
+38			4.5	50.5
+36			5.5	49.5
5+00			5.6	49.4
+96 Bldg on E side			5.6	49.4
TP	0.25	192.62	12.63	142.37
372.3 50 Bldg on W side			0.6	42.0
3+00			2.1	40.5
+75			3.4	39.2
+57			5.9	36.7
+50			6.7	35.9
+25			7.3	35.3

178.96 1.20 19.16 — 155 — 15 on — 176.36 — 155.00 15.16 2.84

		HI 142.62		
2+00			8.6	34.0
775			10.9	32.2
+69			11.7	30.9
+50			12.5	30.1
TP	5.16	135.43	12.35	130.27
+25			6.5	28.9
1+00			8.5	26.9
0+50			11.3	24.1
0+00			13.8	21.6
		A Line +50		
0+00			14.8	20.6
+50			12.0	23.4
1+00			9.0	26.4
+25			6.9	28.5
+50			5.8	29.6
+70			5.0	30.4
+81			2.2	33.2
2+00			0.8	34.6
TP	7.89	142.60	0.72	134.71
+50			6.6	36.0
+79			6.2	36.4
+80			5.2	37.4
+94			2.3	40.3
3+00			2.2	40.4
3+31 Bldg			1.3	41.3

for continuation East of Bldg see page 63

		HI 142.60		
		"B" Line from W Side of School House West to 0+00		
3+44			1.5	41.1
+30			1.7	40.9
+39			1.9	40.7
+21			5.0	37.6
3+00			6.3	36.3
+50			7.3	35.3
+19			8.0	34.6
2+00			11.0	31.6
+94			11.8	30.8
+60			13.2	29.4
TP	3.18	132.83	12.95	129.65
+50			9.0	28.8
1+00			7.3	25.5
+50			10.7	22.1
0+00			13.0	19.8

H.I
132.83
"C" Line

0+00			14.5	18.3
+50			11.7	21.1
1+00			8.7	24.1
+50			6.0	26.8
2+00			2.9	29.9
+25			1.6	31.2
+50			1.3	31.5
+60			0.7	32.1
TP 0	10.14	142.73	0.24	132.59
+77			7.9	34.8
3+00			6.9	35.8
+50			6.8	35.9
+85			5.9	36.8
+86 Topsoil			5.2	37.5
4+00			1.9	40.8
4+29.5 Bldg			1.4	41.3
TP	1.17	131.53	12.37	130.36
		"C" Line 160		
0+00			13.9	17.6
+50			11.0	20.5
1+00			8.5	23.0
+50			6.2	25.3
2+00			3.8	27.7
+50			0,6	30.9
T.P.	11.74	142.78	0.56	130.98

		H.I. 142.72								
T7.5			11.5	31.2	BM	7.97	157.02	'C' Line +75		149.05
3+00			9.9	32.8	B400 20			37		53.3
+9			7.4	35.3	+75			0.9		56.1
+35			5.8	36.9	+68			0.6		56.4
+50			5.2	37.5	+66			5.6		51.4
+65			4.9	37.8	+44.2 E Rail			3.9		53.10
+78			6.1	36.6	+39.6 W Rail			4.35		52.67
4+00			6.0	36.7	+25			6.8		50.2
+09			5.2	37.5	6+00			8.3		48.7
+22			1.9	40.8	+75			9.1		47.9
+50			1.8	40.9	+61			8.9		48.1
T.P.	7.96	149.74	0.94	141.78	+55			11.3		45.7
5+00			6.7	43.0	+45			12.5		44.5
+45			5.3	44.4	+25			13.1		43.9
+50			4.6	45.1	T.P.	0.56	144.59	12.99		149.03
+57			1.6	48.1	5+00			1.6		43.0
5+62 13.09			1.4	48.3	+75			2.9		41.7
Check on BM AR H.I. NO11			0.67	149.07	+50			4.5		40.1
		'C'			+25			7.0		37.6
					9+00			7.7		36.9
					+80			8.0		36.6
					+70			6.5		38.1
					+50			7.2		37.4
					+35			7.9		36.7
					+15			11.9		33.2
					3+00			12.5		32.1

H.I. 144.59 + Cont from page 59

"D" Line from 3+00 East

	To East Line			
3+00=00			12.7	31.9
+33			11.0	33.6
+40			10.0	34.6
+75			8.7	35.9
4+00			7.5	37.1
+40			6.0	38.6
+55			4.4	40.2
5+00			2.1	42.5
TP	13.25	157.0 156.97	0.87	143.72
+50			12.5	44.5
+75			10.8	46.2
6+00			8.6	48.4
6+17			7.0	50.0
+35			5.2	51.8
+44 W Rail			4.21	52.76
+50			4.5	52.5
+65			5.0	52.0
+73			7.1	49.9
7+00 ±0			6.8	50.2

"D+25 from 7+00 ±0 West 80'

7+00 ±0			8.3	48.7
L84			8.2	47.8
+75			6.3	50.7
+53			3.8	53.2
+525 E Rail			3.72	53.25
+90			4.5	52.5

H.I. 156.97

+35	6.0	51.0	
+80 = End	7.5	49.5	

D Line +97.20 W Line Fax = 00

6+00	11.1	45.9	
+10	9.8	46.2	
+15	10.0	46.0	
+25	5.1	50.9	
+29.5 W. Rail	4.04	52.91	
+40	4.3	52.7	
+50	8.6	48.4	
+80 = 7+00 ±0 E Line	8.8	48.2	
check on Starting B.M.	7.93		

D Line + 80

	+	H.I.	−	Elev
BM: Spike in Pole 200' Com. Athletic field	1.36	133.71		132.35
1+00			4.3	29.4
+75			5.0	28.7
+59			5.1	28.6
+45			8.1	25.6
+25			10.7	23.0
0+00			12.2	21.5
		E Line from	3+00 to 4+00	
0+00			12.5	21.2
+25			11.2	22.5
+50			8.9	24.8
+70			5.5	28.2
1+00			4.6	29.1
		E+25	3+00 to 4+00	
1+00			5.0	28.7
+75			5.1	28.6
+58			5.5	28.2
+35			10.6	23.1
+25			11.4	22.3
0+00		133.7	12.5	21.2
		F Line	3+00 to 4+00	
0+00			13.3	20.4
+25			12.3	21.4
+41			11.0	22.7
+50			6.0	27.7
+75			5.7	28.0

	+	H.I. 133.71		
1+00			5.4	28.3
		G Line	3+00 to 4+00	
T.P.	4.70	132.60	5.5	127.90
1+00			4.8	27.8
+50			5.4	27.2
+38			11.9	20.7
+25			12.4	20.2
0+00			13.0	19.6
	3+00 to 4+00	H Line		Notes at the top of following page should be taken immediately after H line shown here
0+00			13.3	20.3
+38			12.3	20.3
+50			5.7	26.9
+75			5.9	27.2
1+00			4.9	28.8 27.7
		J/+40 20	Across No. end of Prop	
BM Con. School Prop 0+00		132.6	14.5	18.1
+50			12.4	20.2
1+00			10.6	22.0
+25			12.1	20.5
+45			14.4	18.2
+75			13.4	19.2
2+00			13.3	19.3
+41			12.2	20.4
+64			7.5	25.1
+83			6.6	26.0
+40			5.1	27.5

		HI 133.71	132.6					HI 133.71 132.6			
3+00			9.9	27.7				H +30			
+22			9.9	27.7	1+00				9.4	28.2	
+30			1.7	30.9	+75				5.9	26.7	
+50			1.6	31.0	+50				5.5	27.1	
4+00			1.9	30.7	+38				12.0	20.6	
+50			1.9	31.2	0+00				13.2	19.4	
5+00			0.9	32.2	6+02			132.5 147.58	11.0	36.6	
T.P.	12:95	145.14	0.91	132.19				E6 to +20			
+50			11.1	34.0	E^6				9.9	37.7	
+75			9.7	35.4	+13				9.9	38.2	
+95			9.0	36.1	+20				3.9	44.2	
6+00			6.8	38.3				D^6 +80 to +20			
+13			2.8	42.3	+20				9.5	43.1	
+20			0.0		1/2				4.7	42.9	
		H^6 to +20	Bench		707				6.7	40.9	
6+20			9.5	40.6	+01				6.9	40.7	
+14			8.9	36.7	00				9.4	38.2	
H^6			9.3	35.8	T.P	5.51	138.95		2.71	133.44	
		G6 to 6+20			check KBM Woodwall RP				1.2	137.73	
G6			9.9	35.7							
+14			8.2	36.9							
+20			1.5	43.6							
TP.	11.08	147.58 ~~136.15~~	8.69	136.80 ~~+25.07~~							
		F6 to +20									
+20			7.4	40.2							
+17			10.0	37.6							

Continuation of Levels East of School Buildings

	+			Elev
			A Line +50	
Picked up 8' ground at E Line See page 55	0.10	192.0		191.9
+88			1.5	190.5
+75			4.4	87.6
+50			9.6	83.4
TP	0.20	189.0	13.20	178.80
+25			3.4	75.6
+20			5.0	74.0
+98			8.7	70.3
6+00			11.1	67.9
+92	0.60	166.40	13.20	165.80
+88			3.4	63.0
+83			8.7	57.7
+81 TP	3.36	156.56	13.20	153.20
+53			5.5	51.1
+47			7.0	49.6
5+12 8 School Bldg			6.5	50.1
			A Line +75 cont page	
going East 5+28 Bldg			6.4	50.2
+69			6.6	50.0
+69			5.7	50.9
+82			5.5	51.1
			Hand Level	
TP	11.90	166.30	2.20	159.90
6+00			5.8	60.5
+05	13.20	177.70	1.80	164.50
+08			6.4	21.3

HI 177.70

5+32

+20			2.6	75.1
TP	13.00	190.00	0.70	177.00
+38			9.0	81.0
+50			6.0	84.0
+69	9.00	198.90	0.60	189.90
+77			6.6	91.8
7+00 20			5.6	192.8

"B" Line from E Line to East Side of School Bldg. continued from page 57

Picked up 8' off ground at 8' on East Line	0.50	191.70		191.20
+75			3.0	88.7
+60			6.9	84.8
+50			9.7	82.0
TP	0.50	179.60	12.60	179.10
+25			5.7	73.9
+20			9.8	69.8
TP	0.20	166.70	13.10	166.50
+14			3.0	63.7
+09			9.3	57.4
+03	3.10	156.60	13.20	153.50
6+00			3.1	53.5
+95			5.1	51.5
+79			5.9	50.7
+75			7.2	49.4
+32 School Bldg			6.7	49.9

		HI 156.60		
		"B" Line +25		
		Comp E		
5+33 Bldg			6.6	50.0
+55			7.1	49.5
+85			7.3	49.3
+91			5.5	51.1
6+00			4.1	52.5
+15			4.6	52.0
TP.	13.20	169.10	0.70	155.90
+20			11.4	57.7
+24			6.9	62.2
+27			5.4	63.7
T.P.	13.20	182.00	0.30	168.80
+38			7.2	74.8
+48			4.9	77.1
+65	11.00	192.90	0.60	181.90
+74			9.0	83.4
+87			6.7	85.7
7+00			5.9	186.50
		"B" Line +50		
Picked up off ground at last traverse line	1.00	180.50		179.50
+75			2.9	77.6
+50			7.6	72.9
+43			9.0	71.5
TP.	1.10	169.00	12.60	167.90
+34			7.1	61.9
+21			8.7	60.3
TP	0.30	156.60	12.70	156.30
+20			4.9	51.7

		HI 156.60		
+0			5.5	51.1
6+00			6.3	50.3
+97			7.4	49.2
+51 Bldg			7.1	49.5
		B Line +75		
5+68 50° Bldg			7.1	49.5
6+00			7.3	49.3
+08			7.0	49.6
+11			5.5	51.1
+20			3.8	52.8
+29			4.6	52.0
TP	13.20	169.00	0.80	155.80
+34			12.3	56.7
+37			7.4	61.6
+41			5.0	64.0
TP	10.30	178.20	1.10	167.80
+48			7.8	70.4
+55			6.8	71.4
+75			5.0	73.2
7+00 20° E Line			3.5	174.70

"C" Line

Pick edup off Ground at 7+00 20	+	HI.	-	Elev
	1.30	171.60		170.30
+ 75			1.6	70.0
+ 59			2.6	69.0
+ 46			9.5	62.1
+ 41	0.50	160.10	12 00	159.60
+ 35 Ty	9.30	156.60	7 8	152.30
+ 27			3.8	52.8
+ 20			5.2	51.4
+ 14			7.2	49.4
6+00			7 9	49.2
5+89 Bldg			7.3	49.3
		"C" + 25		
5+89 Bldg			7.5	49.1
6+00			7.5	49.1
+ 20			7.1	49.5
+ 25			5.2	51.4
+ 33			3.7	52.9
+ 43			4.5	52.1
T.P.	13.10	169.30	0 90	156.20
+ 47			12.6	56.7
+ 56			5.0	64.3
+ 75			4 0	65.3
7+00 20 E End			4.80	164.50

"C" + 50.

Pick edup off Ground at 7+00 20				Elev
	2.80	162.00		159.20
+ 75			1.4	60.6
+ 58			1.1	60.9
+ 56			2.7	59.3
+ 53	9 60	156.60	10.0	152.0
+ 46			4.3	52.3
+ 39			3.7	52.9
+ 30			5.2	51.4
+ 27			6.6	50.0
5+95 Bldg			7.2	49.4
		"C" + 6		
5+96 Bldg			7.1	49.5
6+00			7.2	49.4
+ 25			6.6	50.0
+ 33			5.1	51.5
+ 42			3.7	52.9
+ 48			4.4	52.2
+ 55			50	51.6
T R	8 30	163.40	1.50	155.10
+ 58			6.0	57.4
+ 75			6 0	57.4
7+00 20	020	156.60	7. 0	156.40
		"C" + 83		
7+00 20			4.9	51.7
+ 80			1.5	55.1

	H.I. 156.60		
7+70		1.0	55.6
7+60		0.6	56.0
7+57		5.0	51.6
7+50		4.9	52.2
7+40		3.7	52.9
7+35		4.5	52.1
7+25		6.3	50.3
6+00		7.7	48.9
5+78 Bldg		7.9	48.7
Check on Station Mark BM. Top Headwall RR. Culvert W Side		7.52	149.08

Cross Section Ivy Ave
Lamont to Noyes

125' Wide
30' Cbs
2-1.25 Sts

grade 49.0

BM	134	51.71		50.97	NW BP Grand Blvd & Lamont			
		E.L. Lamont						
S	on N Edge of Curb		3.99	47.72				
S	Ground		4.1	47.6				
Cb			4.1					
¼			3.1	48.1				
℄			3.1	48.6				
¼			2.3					
Cb			2.5					
N			2.6	49.1				
		50' E of E.L. Lamont						
N			2.2	48.5				
Cb			3.0					
¼			3.2					
℄			3.8	47.9				
¼			4.5	47.2				
Cb			4.7					
S			4.7	47.0				
		100' E						
S			4.7	47.0	110' E of S.L. = Conc Stop			
+15 = Pepper Tree					46.0			
Cb			4.8					
¼			4.8					
℄			4.7	47.0				
¼			4.7					

Plotted 12-7-28 CBH

51.71

Cb			3.3	48.4	
N			3.5		
		150' E			
N			4.0	47.7	
Cb			4.3		18.7 E 2.65 S of N.S. = Conc. Stop
¼			5.3		5.6
℄			5.3	46.4	
¼			5.9	45.8	
Cb			5.8		
+5 = Pepper Tree					
S			5.4	46.3	
		200' E			
S			7.5	44.2	
Cb			6.5		
¼			6.8	44.9	
℄			6.6	45.1	
¼			6.0		
Cb			5.2		
N			4.4	47.3	
		230' E			
N			5.0	46.7	
Cb			5.8		
¼			5.8		
+14			5.9		
+16			6.8		
℄			6.8	44.9	

11-26-28 Surveyed McHugh Kingsley Flood

Hy Fire

51.71

+6		6.5	
¼		6.6	
Cb		7.1	
S		8.8	42.9
	250' E		
S		10.3	41.4
+7		8.2	
Cb		7.0	
+18		6.6	
¼		7.5	
+15		6.6	
½		7.6	44.1
+5		7.9	43.8
+7		6.8	
¼		6.0	—
Cb		6.1	
N		5.2	46.5
	600' E		
N		6.5	45.2
Cb		6.4	
¼		6.6	
+14		6.8	
+17		8.2	
½		7.9	43.8
¼		7.7	
+9		6.7	

51.71

Cb		7.6	
S		8.4	43.3
	350' E		
S		9.9	41.8
+1		8.9	
Cb		8.0	
+19		7.1	
¼		8.5	
½		8.3	43.4
+7		6.6	43.2
¼		7.0	
Cb		6.8	
N		6.9	44.8
	400' E		
N		7.3	44.4
Cb		7.7	
¼		7.8	
+14		7.4	
½		9.0	42.7
¼		8.8	
Cb		8.7	
S		9.3	42.4
	450' E		
S		9.5	42.2
Cb		8.8	
+18		8.8	

1/4 Post								
		51.71				45.12		
1/4			9.5			N	1.7	43.4
℄			9.4	42.3		Cb	2.2	
+8			8.9			1/4	2.5	
1/4			8.8			℄	3.3	41.8
Cb			8.6			1/4	2.7	
+14			8.4			Cb	3.4	
N			6.7	45.0		S	5.0	40.1
	500' E - W.L. Morrell					℄		
N			8.4	43.3	80' W.L.c. 20' Cbs 10' Qts	S	5.6	39.5
Cb			8.5			Cb	3.9	
1/4			8.7			1/4	2.9	
+13			8.5			℄	3.1	42.0
℄			10.0	41.7		1/4	2.9	
1/4			9.0			Cb	2.6	
Cb			9.6			N	1.8	43.3
S			11.2	40.5		E 1/4		
TP	3.33	45.12	9.9+	41.79		N	1.9	43.2
	W Cb					Cb	2.3	
S			5.1	40.0		1/4	2.7	
Cb			3.6			℄	3.6	42.1
1/4			3.3			1/4	3.7	41.H
℄			3.5	41.6		Cb	3.9	
1/4			3.4			S	5.1	40.0
Cb			1.8			E Cb		
N			1.4	43.7		S	5.4	39.7
	W 1/4					Cb	4.0	

Ivy Apt

4512

¼	3.0	
⅛	3.7	41.4
¼	2.8	
cb	2.6	
N	2.3	42.8
	E.L. Morrell	
N	2.1	43.0
cb	2.8	
¼	3.0	
+18	3.1	
⅛	4.1	41.0
¼	3.3	
cb	4.1	
S	5.3	39.8
	45' E of E.L. Morrell	
S	5.5	39.6
cb	4.0	
¼	4.2	
⅛	4.8	40.3
+4	3.6	
¼	3.5	
cb	3.1	
N	2.3	42.8
	100' E	
N	2.0	43.1
cb	2.3	

4512

¼	3.0	
+12	3.1	
⅛	5.4	39.7
¼	4.8	
cb	4.9	
S	7.0	38.1
	150' E	
S	8.2	36.9
cb	5.7	
+14	5.4	
¼	6.7	
⅛	6.3	38.8
+7	5.2	
+9	4.1	
½	3.7	
cb	2.6	
N	2.7	42.4
	200' E	
N	4.4	40.7
cb	4.4	
¼	5.2	
+10	5.0	
⅛	7.1	38.0
¼	7.0	
+10	6.1	
cb	6.6	

Ivy Run				
		45.12		
S			8.8	36.3
	250' E			
S			9.0	36.1
+7			6.9	
Cb			6.1	
+16			5.6	
+18			7.2	
1/4			7.5	
E			7.6	37.5
+9			6.8	
+16			5.5	
1/4			5.6	
Cb			5.4	
N			6.5	38.6
	300' E			
N			7.9	37.2
+10			5.7	
Cb			5.7	
1/4			6.2	
+10			6.0	
+16			8.3	
E			8.3	36.8
1/4			8.4	
+1			6.8	
Cb			7.5	
S			9.3	35.8

		45.12		
	350' E			
S			9.8	35.3
+7			7.9	
Cb			8.5	
1/4			7.0	
+2			8.3	
E			8.8	36.3
+9			7.1	
1/4			7.0	
Cb			6.5	
+12			6.4	
N			8.0	37.1
	100' E			
N			8.0	37.1
Cb			6.2	
1/4			6.9	
+8			7.2	
+12			9.3	
E			9.2	35.9
1/4			9.4	
+3			7.9	
Cb			9.2	
+13			9.7	
S			12.1	33.0
	150' E			
S			11.7	33.4

14Y Ave

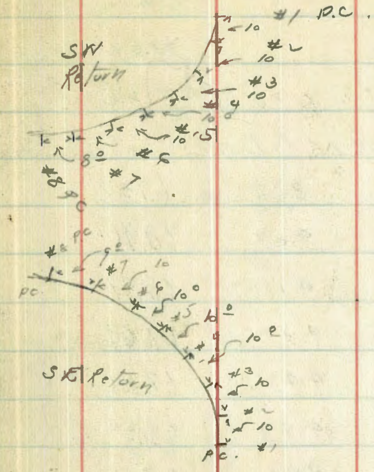
4612

+7		10.6	
Cb		9.7	
+17		9.6	
1/4		9.1	
S		9.6	35.5
+9		8.9	
+16		6.5	
1/4		7.0	
Cb		6.4	
+10		6.2	
N		7.4	37.7
	500' E. N.L. Hoyt St		
N		5.3	39.8
Cb		6.1	
1/4		7.2	
+15		7.7	
S		10.0	35.1
1/4		8.1	
Cb		9.5	
S		11.9	33.2

W.E. Bliss
Duermit
Jacobson
Kiernan
Jan 8/1929

Levels around Returns on the Intersection of Freeman & Evergreen

	+	HI	-	Elev	
BM NWBP Rosecrans + Freeman	11.65	60.47		48.82	OK.
TP	12.87	71.87	1.47	59.00	
Set BM SWBP Evergreen + Freeman	5.31	76.40	0.78	71.09	
				see sketch opposite Page	
			SE Return		
#1 P.C.			5.24	71.16	
#2			5.00	71.40	
#3			4.81	71.59	
#4			4.70	71.70	
#5			4.62	71.78	
#6			4.68	71.72	
#7			4.74	71.66	
#8 P.C.			4.93	71.47	71.51
			S.W Return		
#1			2.13	74.27	
#2			2.36	74.04	
#3			2.67	73.73	
#4			2.94	73.46	
#5			3.18	73.22	
#6			3.47	72.93	
#7			3.71	72.69	
#8			3.88	72.52	72.55



Plotted 2-2-29 TGH

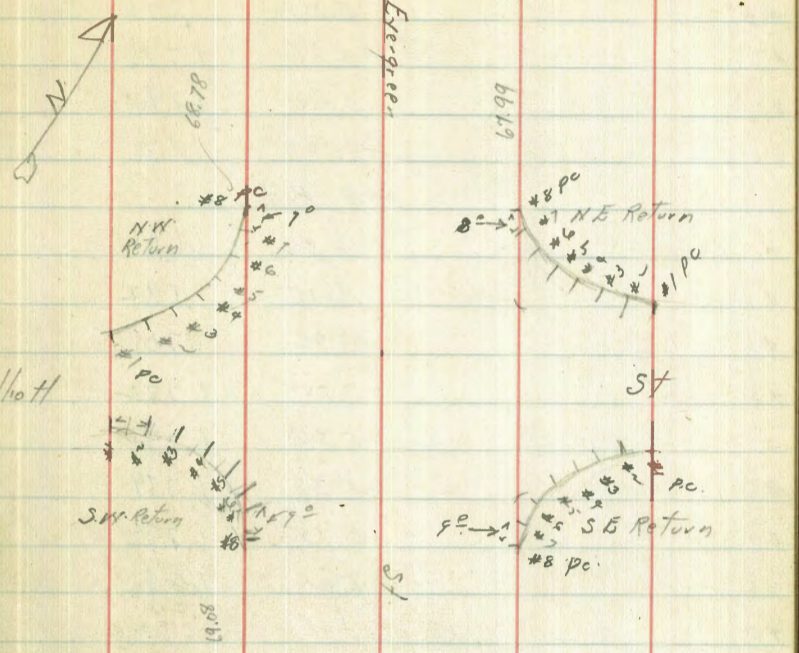
B133
1/8/29

74

Levels Ground Returns Evergreen

Elliott

	+	HI.	−	Elev.	
BM SEBP Evergreen & Fruitwood	531	76.40		71.09	
TP	3.35	72.97	6.78	69.62	
	#Note All sections 10° apart except as Noted on Sketch opposite page		NW Return		
#1 P.C.			3.69	69.28	
#2			4.01	68.96	
#3			4.18	68.79	
#4			4.37	68.60	
#5			4.43	68.54	
#6			4.43	68.54	
#7			4.29	68.68	
#8 P.C.			4.20	68.77	68.78
			SW Return		
#1 PC			3.76	69.21	
#2			4.03	68.94	
#3			4.28	68.69	
#4			4.40	68.57	
#5			4.42	68.55	
#6			4.37	68.60	
#7			4.14	68.83	
#8 PC.			3.90	69.07	69.08
			SE Return		
#1			6.35	66.32	
#2			6.18	66.79	
#3			6.02	66.95	
#4			5.79	67.18	



	+	HI 72.97	−	Elev	
			SE Return		
#5			5.54	67.45	
#6			5.31	67.66	
#7			5.05	67.92	
#8 PC			4.79	68.18	68.23
			NE Return.		
#1 P.C.			6.36	66.61	
#2			6.15	66.82	
#3			5.96	67.01	
#4			5.75	67.22	
#5			5.56	67.41	
#6			5.38	67.59	
#7			5.15	67.82	
#8 PC			5.01	67.96	67.99
T.P. check BM Evergreen SW BP + Eccentric	6.50	75.56	3.91	69.06	
			4.47	71.09	
TP	1.36	64.53	12.39	63.17	
T.P. check out on BM. Evergreen + Rosecrans	1.49	55.81	10.21	54.32	
			7.02	48.79	
				48.82	
				0.03 error	

Elevs Ground Sb. Returns 42nd St

	+	Division		
BM SW Topsb Marine View Division	9.25	78.00		73.75
TP	0.93	66.06	12.37	65.63
TP	0.26	53.35	12.97	53.09
TP	3.61	95.55	11.91	41.94

42nd St Profile. Jan 15-29 CBH

N E Return 14 9 parts 15' Arc

P.C. #1 Topsb	5.51	40.04
Gutter Paving	6.13	39.42
#2 Topsb	5.63	39.92
Gutter Paving	6.23	39.32
#3 PC	5.98	39.57
Gutter	6.62	38.93
#4 Prop	6.38	39.17
Gutter	7.00	38.55

Plotted on.

N W Return 14 9 parts 14' Arc

PC#1	3.90	42.15
Gutter	4.01	41.54
#2	3.28	42.27
Gutter	3.80	41.75
#3 PC	2.81	42.74
Gutter	3.33	42.22
#4 Prop	2.25	43.30
Gutter	2.84	42.71

80 wide
14 'elbs
13 '145

Wightman Ave x Sec
Swift to Wabash.

3-29-29
Mills

				N.W. Swift
B.M.	1.09	338.51	337.42	+ Wightman.
		00 = W. line Swift.		
N.		0.7	337.8	
+1.75 = inside cmt walks Rct.		0.92	337.59	
cmt cb.		1.19	337.32	
gutter pavmt		1.95	336.56	
1/4 "		1.84	336.67	
c "		2.01	336.50	
1/4 "		2.43	336.08	
gutter pavmt		2.94	335.57	
cmt. cb		2.24	336.27	
+4.5 N. walk		2.14	336.37	
+9.5 S. "		2.11	336.40	
S		2.6	335.9	
		4' N		
S		2.8	335.7	
+13		2.8	335.7	
cb		3.2	335.3	
1/4		2.6	335.9	
C		1.8	336.7	
1/4		1.7	336.8	
+10		1.6	336.9	
cb		2.0	336.5	
+2		1.5	337.0	
N		1.0	337.5	

Plotted 3-30-29 E.A.Britt.

338.51

50' W.

77.

N	4.6	333.9
cb	5.0	333.5
1/4	5.0	333.5
c	5.3	333.2
1/4	5.8	332.7
cb	6.6	331.9
+4	5.8	332.7
S	5.8	332.7
100' W.		
5-5	11.2	327.3
S	10.3	328.2
+12	10.5	328.0
cb	10.9	327.6
+5	10.8	327.7
1/4	9.9	328.6
C	9.3	329.2
1/4	8.9	329.6
+11	9.1	329.4
cb	8.5	330.0
N	8.3	330.2
125' W.		
N	10.1	328.4
cb	10.6	327.9
+2	11.2	327.3
+4	10.7	327.8
1/4	10.9	327.6

		338.51		
		125' W. (Con)		
c			11.1	327.4
1/4			11.6	326.9
el			12.5	326.0
S			12.3	326.2
+5			13.7	324.8
T.P.	3.48	329.13	12.86	325.65
		150' W.		
S-15			11.7	317.4
S			4.8	324.3
el			5.5	323.6
1/4			4.2	324.9
℄ on MH.			3.41	325.7
1/4			3.1	326.0
+12			3.3	325.8
el			2.7	326.4
N			2.2	326.9
		162' W.		
N.			3.3	325.8
el			3.9	325.2
+1			4.5	324.6
+2			3.9	325.2
1/4			4.1	325.0
c			4.1	325.0
1/4			5.3	323.8
el			6.0	323.1
+7			5.9	323.2

		329.13		Nightman
S			5.9	323.2
+10			11.6	317.5
+15			12.2	316.9
		165' W.		
S			6.2	322.9
+2			6.1	323.0
+3			8.0	321.1
+7			7.2	321.9
+8			6.2	322.9
S el			6.1	323.0
		167' W		
S-15			12.4	316.7
S-10			11.7	317.4
S			6.3	322.8
+7			6.2	322.9
el			6.4	322.7
1/4			5.6	323.5
c			4.7	324.4
1/4			4.6	324.5
+11			4.3	324.8
+12			4.7	324.4
el			4.2	324.9
N.			3.6	325.5

329.13

200' W.

N.		6.5	322.6
+3		6.1	323.0
cl		6.5	322.6
+2		7.1	322.0
3/4		7.1	322.0
C		7.2	321.9
1/4		7.8	321.3
cl		8.7	320.4
+6		8.5	320.6
S		8.8	320.3
+7		11.9	317.2
+15		12.1	317.0
	R17.5 W = ℄ Line Wabash on S.		
-10		12.4	316.7
-5		11.8	317.3
S		10.2	318.9
cl		9.8	319.3
1/4		9.4	319.7
C		8.4	320.7
1/4		8.4	320.7
+12		8.2	320.9
cl		7.9	321.2
N		7.3	321.8

329.13

Wightman.

79

217.5 W on S. } ℄ Line Wabash.
238.5 W " N }

N				8.9	320.2
cl				9.3	319.8
+5				9.7	319.4
1/4				9.4	319.7
C				9.0	320.1
1/4				9.7	319.4
cl				10.2	318.9
S.				10.2	318.9
T.P.	11.22	337.94		R.41	326.72
chk on original B.M.				0.52	337.42 = 337.42

50
100
125
150
162
165
167
200
217.5 2 cms
2338.5

IMPROVED TABLES

AND

INFORMATION

DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

Distance of slope stake from side or shoulder stake for any width roadway, slope 1½ 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 level estimate the difference in elevation between the side stake and slope stake, lower target by this amount if cut, elevate if fill. Add this amount to cut or fill and find distance in table. Set up rod at this point, and line of sight should cut target. If it does not make the slight adjustment necessary.

TABLE No. 9.

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.

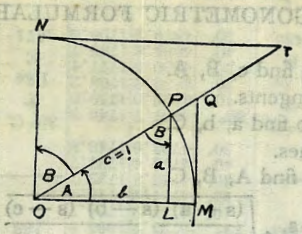


TABLE II

TRIGONOMETRIC FORMULÆ.

$\angle A = \angle MOP \qquad \angle B = \angle PON = \angle OPL$

$R = OB = c = 1$

$\sin A = \frac{a}{c} = \frac{a}{1} = a = \cos B = LP$

$\cos A = \frac{b}{c} = \frac{b}{1} = b = \sin B = OL$

$\tan A = \frac{a}{b} = \frac{MQ}{OM} = \frac{MQ}{1} = MQ = \cot B = MQ$

$\cot A = \frac{NT}{ON} = \frac{NT}{1} = NT = \tan B = NT$

$\sec A = \frac{OQ}{OM} = \frac{OQ}{1} = OQ = \csc B = OQ$

$\csc A = \frac{OT}{ON} = \frac{OT}{1} = OT = \sec B = OT$

$\text{vers } A = \frac{LM}{OP} = LM = \text{covers } B$ #

$\text{covers } A = \frac{OP - LP}{OP} = OP - LP = \text{vers } B$

$\text{exsec } A = PQ = \text{coexsec } B$

$\text{coexsec } A = PT = \text{exsec } B$

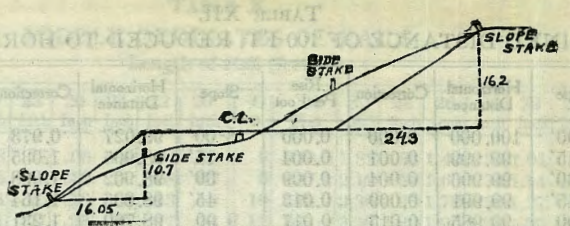
$\sin \tfrac{1}{2} A = \sqrt{\frac{1 - \text{Cos } A}{2}} \qquad \cos \tfrac{1}{2} A = \sqrt{\frac{1 + \text{Cos } A}{2}}$

$\sin 2A = 2 \sin A \cos A \qquad \cos 2A = \cos^2 A - \sin^2 A$

Law of Sines $\frac{\sin A}{a} = \frac{\sin B}{B} = \frac{\sin C}{C}$

Law of Cosines $c^2 = a^2 + b^2 - 2ab \cos C$

Law of Tangents $\frac{a+b}{a-b} = \frac{\tan \frac{1}{2}(A+B)}{\tan \frac{1}{2}(A-B)}$

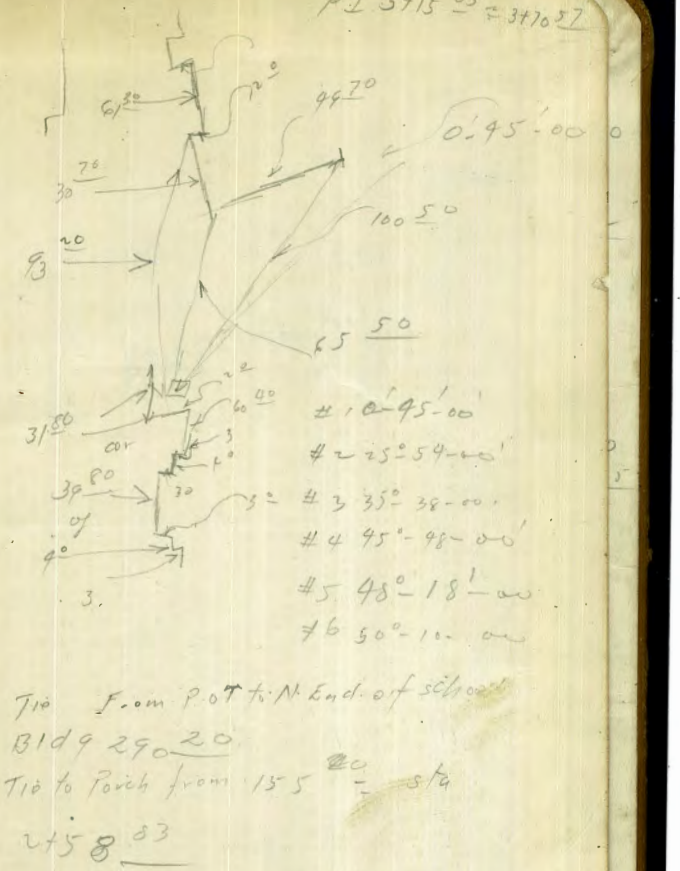


DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

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.

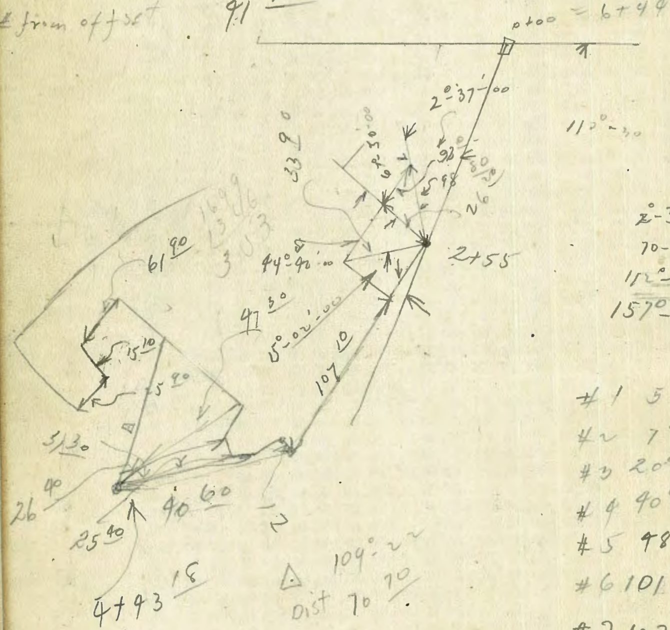


222
13
6

N 75° - 01 - 30 E
110 - 30
185 31 30
180
S 5° - 31 - 30 W

(E ¼)
106 = 5 …
5450
45 Δ of Traverse

5% 52 = 2.2 offset
℄ from offset 91 70



2° - 37 - 00
70 - 27
112 - 3
157° - 34' - 00

#1	5 - 28 - 00
#2	7° - 28 - 00
#3	20° - 26' - 00
#4	40° - 45' 00
#5	48° - 02 - 00
#6	101° - 24' - 00
#7	103 - 01 - 00
#8	120° - 23 - 00
#9	159° - 11 - 00
#10	161° - 46' - 00
#11	179° - 08 - 00

576 = 0.4%
877
1457

Draper & Westbourne 32.4
Nautilus & Fay

Nautilus S side 6 20' E of Draper B.P. in cb 5+8
by 2" water top = 134.79 6+80
Westbourne & La Jolla Blvd B.P. 85 79.01
23' wide

69 25
2/139 - 30

91
480
99 - 20
80.00
700 - 20

97.97
88.90
9.07

.2679
75
13395
18753
200925

117.35
173.45
173.45
346.90

179 - 60
110 30
69 30

77 18
59 38
- 0

88 40
77.18
11 - 22

3.6891
150
737.20

6+20
32.5

57° - 38' - 00 #1
77° - 18' - 00 #2
88° 40 - 00
97° - 97' - 00 #3 #4
100° 26 - 00 #5
103° 54 #6
117° 42' 00 #7
130 - 24' - 00

78
76 - 78
59 - 38
17 - 40' 00

3.7321
7√0420
.2679
75
13395
18753
201925

100 - 8
99 97
2° - 39'

103 - 50
100 26
3 - 28 - 00

3.7321
202
7 x 6 x 2
7 x 6 x 2
75 3 ff x 2

53.10
65.0
51.06

70° 27 - 00
2 37
67.50 00

75
75
375
525
5625
408
60° 33' 00' 00

202
202
404
404.04

112 - 32 00
67 50 00
44 - 42 - 00

50° - 10' - 00"
25.54
24 16

64 00
62.00
96 50
88 20
73 20
84°

157° 34' - 00
142 32
15° 02' - 00

11 33
1129

5.00
5.68
4+43.18