

1379

ATLANTIC ST.
Extension

BASTIS

LEVEL BOOK

No. 880 F

ENGINEERING DEPARTMENT,
CITY OF SAN DIEGO,
CALIFORNIA.

MICROFILMED

DEC 23 1964

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.

Indet ^{Abandoned}
Xsect Atlantic St Balboa St to St 477-50 1-21
Xsect Atlantic St Ext. Sta 116+50 to Tide St ^{Cont from} 21-57
^{Book 1385}
^{page 29}
Xsect Atlantic St 283+86⁵² PC to Grape St 60-72

Check levels Juan + Taylor to Balboa 79

Walker
Lecky
Nathoo
Kamoo
1-25-20

CROSS SECTION ATLANTIC ST. EXT.
150' Wide from Sta. 0+00 to Sta-36+00
then 100' Wide from 36+00 to

2 BALBOA Ave = 0+00

3.54 22.85 19.31

USGS. 8M.
E. 1/200
& Rate Canyon.

E-75 2.5
E 3.1
S 4.2
N 5.3
N+75 5.8

0+5.85 = N. edge Paving Section Parallel to Paving

W-25 on Paving 6.07
W 5.46
S " " 4.25
E " " 3.12
E+W " " 2.51

0+25.85 = S. edge Paving Section Parallel to Paving

E-25 on Paving 2.51
E 3.11
S " " 4.31
N " " 4.88
N+W " 6.01

0+36

50' 6.2
25' 5.9
N-25 5.4
W 4.5
S 3.0
E 2.3
+25' 50 2.0

0+40

50' 2.8
25' 3.6
E-25 3.9
E 4.5
S 5.2
N 6.1
N+W 6.4

for X. Sections 0+00 to 36+00 See Book 1385

0+50
-25' 50 5.5
W-25 5.0
W 4.8
S 4.2
E 2.1
E+25 1.0
+25' 50 0.4

0+61.80 = Abt. 8°52' Section Bisector.

-25' 50 0.9 21.9
E-25 1.5 21.3
E 1.8
+40' 2.3 20.5
+45' 10 3.3 19.5
S on Hub. 5.05 17.8
W 6.0
W+25 6.4 16.4
+25' 50 7.5 15.3

1+00

-25' 50 7.7 15.1
W-25 7.2 15.6
W 6.5
S 5.0 17.8
+35 3.5 18.9
+40 2.5 20.3
E 3.2
E+25 2.0 20.8
+25' 50 1.6 21.2

1+50

+0' 35' 2.2 20.6
E-25 2.4 20.4
E 2.2
+25' 10 2.5 20.3

Abandoned

22.85

| | | |
|---------------|-----|------|
| +40 +15 | 4.1 | 18.7 |
| $\frac{L}{2}$ | 5.4 | 17.4 |
| +15 | 6.3 | 16.5 |
| +25 | 7.1 | 15.7 |
| W | 7.1 | |
| W/+25 | 7.2 | 15.6 |
| +40 | 7.8 | 15.0 |
| 2+00 | | |
| -10' | 7.5 | 15.3 |
| W | 7.2 | 15.6 |
| +25 | 7.1 | 15.7 |
| +40 +15 | 5.7 | 17.1 |
| +47 +100 | 6.8 | 16.0 |
| +65 +40 | 7.0 | 15.8 |
| $\frac{L}{2}$ | 5.1 | 17.7 |
| +40 | 4.3 | 18.5 |
| +45 | 3.4 | 19.4 |
| $\frac{L}{2}$ | 2.4 | 20.4 |
| +10 | 2.0 | 20.8 |
| 2+50 | | |
| -10' | 2.3 | 20.5 |
| E | 2.5 | 20.3 |
| +30 | 3.5 | 19.3 |
| +35 | 5.8 | 17.0 |
| $\frac{L}{2}$ | 6.4 | 16.4 |
| +10 | 7.3 | 15.5 |
| +22 | 6.1 | 16.7 |

Abandoned

22.85

| | | |
|---------------|-----|------|
| +45 | 7.5 | 15.3 |
| +60 | 7.5 | 15.3 |
| +61 | 7.3 | 15.5 |
| +70 | 7.4 | 15.4 |
| W | 7.9 | 14.9 |
| +10 | 8.2 | 14.6 |
| 3+00 | | |
| -10' | 8.3 | 14.5 |
| W | 7.9 | 14.9 |
| +12 | 7.6 | 15.2 |
| +15 | 7.3 | 15.5 |
| +23 | 7.4 | 17.4 |
| +25 | 8.0 | 14.8 |
| +47 | 7.0 | 15.8 |
| +53 | 6.3 | 16.5 |
| +70 | 7.4 | 15.4 |
| $\frac{L}{2}$ | 7.1 | 15.7 |
| +40 | 6.2 | 16.6 |
| +46 | 4.5 | 18.3 |
| E | 3.1 | 19.7 |
| +10 | 3.8 | 20.0 |
| 3+50 | | |
| -10' | 3.5 | 19.3 |
| E | 4.1 | 18.7 |
| +25 | 5.3 | 17.5 |
| +30 | 6.6 | 16.2 |

Abandoned

22.85

18.93

3

| | | |
|-----|-----|------|
| L | 7.5 | 15.3 |
| +72 | 7.0 | 15.8 |
| +48 | 8.1 | |
| +50 | 7.4 | |
| +60 | 7.6 | |
| +63 | 8.2 | |
| W | 8.4 | |
| +10 | 8.4 | |

| | |
|-----|-----|
| +40 | 3.5 |
| +65 | 2.9 |
| L | 3.7 |
| +24 | 4.0 |
| +50 | 4.9 |
| +53 | 4.0 |
| +62 | 4.7 |
| W | 5.0 |
| +10 | 5.1 |

4+00

| | |
|------|-----|
| -10' | 8.8 |
| W | 8.7 |
| +12 | 8.3 |
| +15 | 7.9 |
| +25' | 8.5 |
| +50 | 7.7 |
| +67 | 6.7 |
| L | 7.7 |
| +10 | 6.3 |
| +50 | 6.9 |
| +35 | 6.1 |
| E | 5.0 |
| +10 | 4.3 |

N.G.
Abandoned

| | | | |
|--------|-------|------|-------|
| 106 | 18.93 | 49.8 | 17.87 |
| Mar 16 | 18.93 | | |

4+50

| | |
|------|-----|
| -10' | 1.0 |
| E | 1.6 |

5+00.39 - PC. LT. 1935' & R-19337

Sections on Radial Line

| | |
|----------|------|
| -10 | 5.7 |
| W | 5.6 |
| +N | 4.8 |
| +25 | 4.7 |
| +26 | 5.5 |
| +35 | 4.1 |
| L on Hub | 4.30 |
| W | 3.7 |
| +28 | 3.2 |
| +37 | 4.2 |
| +58 | 2.2 |
| E | 2.2 |
| +10 | 1.6 |

N.G.
Abandoned

5+50

| | |
|-----|-----|
| -10 | 1.0 |
| E | 1.7 |

1893

| | |
|--------|-----|
| E. +15 | 2.0 |
| +21 | 3.7 |
| +35 | 4.3 |
| +46 | 3.6 |
| E | 4.4 |
| W. 7.5 | 5.4 |
| | 5.9 |
| +10' | 5.9 |

S+00 = Beginning Cobble Wall on West on SIX line? ^{MAGNOLIA?} MAGNOLIA?

| | |
|-------------------|-----|
| -10' | 5.6 |
| W on Wall | 4.5 |
| W on Ground | 5.5 |
| +25.5 on top Wall | 3.8 |
| +40 | 5.9 |
| E | 4.4 |
| +25 | 4.0 |
| +45 | 4.7 |
| +56 | 4.4 |
| +63 | 2.9 |
| E | 2.0 |
| +10' | 0.5 |

Abandoned
No Good

6+50

| | |
|------|------|
| -10' | +3.7 |
| E | +1.5 |
| +8 | 0.0 |
| +20 | 4.3 |
| E | 4.8 |
| +31 | 5.9 |
| +35 | 6.8 |

1893

4

| | |
|-------------------------|------|
| +54 at Base Cobble Wall | 6.6 |
| +55 on " " | 4.7 |
| +56 | 6.8 |
| W | 7.4 |
| +10 | 7.2 |
| | 7+00 |
| -10' | 8.2 |

| | |
|------------------|------|
| W | 8.1 |
| +17 at Base Wall | 7.7 |
| +18 on " | 5.5 |
| +19 at Base " | 7.5 |
| +38 | 7.8 |
| +50 | 5.7 |
| E | 5.0 |
| +55 | 4.8 |
| +70 | +4.7 |
| E | +5.3 |
| +10 | +6.3 |

Abandoned

7+50

| | |
|------|------|
| -10' | +7.7 |
| E | +6.8 |
| +8' | +5.8 |
| +20 | 4.7 |
| E | 5.1 |
| +27 | 5.4 |
| +39 | 7.9 |

18.93

| | | | |
|----------|--------------|-------------|------|
| +36 | at base | Cobble Wall | 7.6 |
| +57 | on | " " | 6.3 |
| +53 | | | 8.3 |
| W | | | 8.8 |
| +10 | | | 8.9 |
| | 8+00 | | |
| -10 | | | 8.9 |
| N | | | 8.5 |
| +15 | base | Cobble Wall | 8.4 |
| +16 | on | " " | 6.6 |
| +17 | | | 8.1 |
| +25 | | | 9.2 |
| +35 | | | 8.6 |
| +50 | | | 5.5 |
| L | | | 5.3 |
| +55 | | | 4.0 |
| +70 | | | +4.8 |
| E | | | +4.8 |
| +10 | | | +5.0 |
| 8+24=End | Cobble Wall | on top | 6.4 |
| 8+24 | at base of " | | 8.2 |
| | 8+50 | | |
| -10' | | | +2.8 |
| E | | | +2.5 |
| +8 | | | +1.9 |
| +15 | | | 4.2 |

Abandoned

18.93

| | | | |
|-----|------|--|------|
| +45 | | | 5.8 |
| +60 | | | 5.5 |
| L | | | 5.6 |
| +25 | | | 5.9 |
| +38 | | | 9.2 |
| N | | | 9.3 |
| +10 | | | 9.2 |
| | 9+00 | | |
| -10 | | | 9.9 |
| N | | | 9.7 |
| +22 | | | 9.4 |
| +25 | | | 10.1 |
| +42 | | | 9.6 |
| +59 | | | 5.7 |
| L | | | 5.8 |
| +24 | | | 6.6 |
| +55 | | | 6.1 |
| +65 | | | 1.4 |
| E | | | -0.8 |
| +10 | | | -0.2 |
| | 9+50 | | |
| -10 | | | 2.8 |
| E | | | 2.8 |
| +8 | | | 3.7 |
| +15 | | | 6.4 |
| +25 | | | 7.2 |

Abandoned

5

18.93

| | | | |
|------|-------|-------|------|
| 2 | | | 5.8 |
| +22 | | | 6.8 |
| +33 | | | 10.1 |
| M | | | 10.2 |
| +10 | | | 10.2 |
| T.P. | 6.99 | 16.62 | 9.30 |
| | 10+00 | | 9.63 |
| -10' | | | 9.1 |
| M | | | 8.8 |
| +20' | | | 8.1 |
| +50 | | | 8.1 |
| +60 | | | 4.0 |
| 2 | | | 3.9 |
| +60 | | | 5.8 |
| +63 | | | 4.9 |
| +72 | | | 3.3 |
| E | | | 2.9 |
| +10 | | | 2.8 |
| | 10+50 | | |
| -10' | | | 4.7 |
| E | | | 5.3 |
| +45 | | | 6.3 |
| 2 | | | 4.1 |
| +13 | | | 4.6 |
| +20 | | | 7.1 |
| +29 | | | 8.7 |

Abandoned

16.62

| | | | |
|-----------|--|-----------------|-------|
| +50 | | | 9.2 |
| +51 | | | 8.5 |
| M | | | 9.8 |
| +10 | | | 9.5 |
| | | 11+00 | |
| -10' | | | 11.0 |
| M | | | 10.6 |
| +15 | | | 9.0 |
| +25 | | | 9.6 |
| +49 | | | 9.2 |
| +59 | | | 7.1 |
| +65 | | | 4.6 |
| 2 | | | 4.3 |
| +15' | | | 6.3 |
| E | | | 6.0 |
| +10 | | | 5.6 |
| | | 11+61.32 = E.C. | |
| -10' | | | 6.1 |
| E | | | 6.3 |
| +40 | | | 6.8 |
| +45 | | | 5.7 |
| +65 | | | 6.3 |
| 2 on Hub. | | | 4.56 |
| +6 | | | 5.1 |
| +15 | | | 9.1 |
| +28 | | | 9.8 |
| | | | 12.06 |

Abandoned

6

1662

| | |
|-----|------|
| +60 | 3.8 |
| M | 11.6 |
| +10 | 11.6 |

12+00

| | |
|-----|------|
| -10 | 12.2 |
| M | 11.8 |
| +10 | 11.3 |
| +15 | 10.0 |
| +15 | 9.9 |
| +53 | 8.4 |
| +55 | 9.4 |
| +60 | 9.0 |
| +70 | 5.2 |
| ♀ | 4.6 |
| +6 | 5.0 |
| +10 | 6.3 |
| +25 | 5.4 |
| +30 | 7.1 |
| F | 6.3 |
| +10 | 6.0 |

Abandoned

13+00

| | |
|-----|-----|
| -10 | 6.0 |
| F | 6.3 |
| +65 | 6.8 |
| +70 | 5.5 |
| ♀ | 4.9 |

1662

| | |
|-----|------|
| +6 | 5.9 |
| +13 | 9.5 |
| +26 | 10.4 |
| +60 | 7.1 |
| +65 | 12.3 |
| M | 12.7 |
| +10 | 12.8 |

14+00

| | |
|------|------|
| -10' | 12.2 |
| M | 12.0 |
| +20 | 10.8 |
| +60 | 9.1 |
| +70 | 6.3 |
| ♀ | 5.3 |
| +6 | 6.1 |
| +11 | 7.5 |
| E | 6.1 |
| +10 | 6.1 |

Abandoned

15+00

| | |
|-----|------|
| -10 | 7.0 |
| F | 7.1 |
| +65 | 7.6 |
| +70 | 6.1 |
| ♀ | 5.6 |
| +6 | 6.6 |
| +13 | 10.0 |

7

16.62

| | | | | |
|-------|-------|-------|------|-------|
| 2+60 | | | 11.0 | |
| +75=W | | | 12.1 | |
| M+10 | | | 12.2 | |
| | 16+00 | | | |
| -10 | | | 11.5 | |
| W | | | 11.5 | |
| +15 | | | 10.5 | |
| +60 | | | 10.2 | |
| 68 | | | 7.1 | |
| 2 | | | 6.1 | |
| +7 | | | 6.9 | |
| +11 | | | 8.0 | |
| E | | | 6.7 | |
| +10 | | | 6.7 | |
| T.P. | 3.49 | 14.37 | 5.74 | 10.88 |
| | 17+00 | | | |
| -10 | | | 3.7 | |
| E | | | 3.8 | |
| +25 | | | 5.0 | |
| +65 | | | 5.8 | |
| 2 | | | 4.3 | |
| +6 | | | 4.8 | |
| +16 | | | 7.6 | |
| +60 | | | 8.0 | |
| +70 | | | 7.5 | |
| W | | | 8.3 | |

Abandoned

14.37

| | | | | |
|-----------------|-----------------|--|--|-----|
| +10 | | | | 9.0 |
| | 18+00 | | | |
| -15 | old RR Road Bed | | | 6.4 |
| -10 | | | | 7.8 |
| W | | | | 7.8 |
| +60 | | | | 7.3 |
| +70 | | | | 5.3 |
| 2 | | | | 4.6 |
| +10 | | | | 5.1 |
| E | | | | 4.0 |
| +10 | | | | 3.8 |
| | 19+00 | | | |
| -10 | | | | 4.3 |
| E | | | | 4.4 |
| +25 | | | | 5.3 |
| +65 | | | | 5.3 |
| 2 | | | | 4.6 |
| +6 | | | | 5.3 |
| +12 | | | | 6.8 |
| +50 | | | | 7.5 |
| W on old RR Bed | | | | 5.9 |
| +10 | | | | 6.5 |
| +20 | | | | 7.2 |
| | 19+50 | | | |
| -10 | | | | 7.7 |
| -5 | | | | 7.7 |

Abandoned

8

| | |
|-------------------|-----|
| - M | 6.4 |
| +15 | 5.1 |
| +30 | 6.6 |
| +55 | 5.9 |
| +60 | 7.2 |
| +68 | 5.5 |
| $\frac{1}{2}$ | 4.8 |
| +10' | 5.3 |
| +43' | 5.6 |
| E ₀ | 4.5 |
| +10' | 4.2 |
| 20+00 | |
| -10 | 4.6 |
| E | 4.7 |
| +36 | 5.8 |
| +65 | 5.6 |
| $\frac{1}{2}$ | 4.8 |
| +6 | 5.8 |
| +10 | 7.6 |
| +18 | 7.7 |
| +37 on old RR Bed | 5.0 |
| +50 " " " " | 5.0 |
| M | 8.0 |
| +10 | 8.0 |
| 20+75 | |
| -10 | 9.2 |

Abandoned

| | |
|---------------|-----|
| M | 9.2 |
| +24 | 8.6 |
| +30 on RR Bed | 6.2 |
| +42 " " " | 4.8 |
| +55 | 5.4 |
| +58 | 7.0 |
| +65 | 7.5 |
| +67 | 5.9 |
| $\frac{1}{2}$ | 5.0 |
| +10 | 5.7 |
| +45 | 5.9 |
| E | 3.5 |
| +10 | 3.3 |
| 21+00 | |
| -10' | 3.3 |
| E | 3.7 |
| +30 | 6.0 |
| +65 | 5.7 |
| $\frac{1}{2}$ | 5.1 |
| +28 | 4.9 |
| +42 | 6.0 |
| +48 | 8.6 |
| M | 9.7 |
| +2 | 9.8 |
| +4 | 9.0 |
| +10' | 9.0 |

Abandoned

1602

24+00

| | |
|-----|-----|
| -10 | 8.6 |
| N | 8.1 |
| +25 | 7.2 |
| +45 | 7.4 |
| +60 | 6.7 |
| +67 | 5.6 |
| 2 | 5.2 |
| +5 | 5.5 |
| +25 | 4.5 |
| +50 | 4.8 |
| +70 | 3.0 |
| E | 2.7 |
| +10 | 2.3 |

25+00

| | |
|-----|-----|
| -10 | 2.2 |
| E | 2.8 |
| +30 | 3.9 |
| +55 | 4.2 |
| 2 | 5.0 |
| +23 | 5.9 |
| +28 | 6.9 |
| +43 | 6.3 |
| +58 | 7.3 |
| N | 7.8 |
| +10 | 7.8 |

Abandoned

1437

22+00

| | |
|-----|------|
| -10 | 10.7 |
| N | 10.4 |
| +45 | 8.5 |
| +53 | 6.1 |
| +63 | 3.0 |
| 2 | 5.3 |
| +10 | 6.1 |
| +47 | 5.9 |
| +58 | 5.7 |
| +63 | 4.6 |
| E | 4.2 |
| +10 | 4.0 |

23+00

| | |
|-----|------|
| -10 | 3.5 |
| E | 4.5 |
| +30 | 5.6 |
| +65 | 6.7 |
| 2 | 5.3 |
| +10 | 6.0 |
| +20 | 8.3 |
| +53 | 8.6 |
| N | 10.1 |
| +10 | 10.3 |

Abandoned

And City, TP on the N.E. Cor. Inside Prop.

3.90 16.02

Grand & Center St. 12.15
12.12 = B.M.
0.03 = Error.

16.02

26+00

| | | |
|-----------------|------|-------|
| M-10 | 7.3 | |
| M | 6.5 | |
| +13 | 5.7 | |
| +17 | 6.6 | |
| +33 | 5.7 | |
| +45 | 6.3 | |
| +50 | 5.1 | |
| +61 | 4.5 | |
| ♀ | 5.3 | |
| +10 | 5.2 | |
| +16 | 3.6 | |
| +41 | 3.7 | |
| E | 2.4 | |
| +10 | 2.3 | |
| 26+39.17=P.O.T. | | |
| -10' | 0.8 | |
| E | 1.4 | |
| +30 | 3.1 | |
| +58 | 3.9 | |
| +61 | 4.8 | |
| ♀ on Hub. | 5.27 | 10.75 |
| +15 | 5.3 | |
| +22 | 5.2 | |
| +28 | 6.3 | |
| +44 | 6.7 | |

Unrounded

16.02

11

| | |
|-------|------|
| +58 | 6.7 |
| M | 7.0 |
| +10 | 7.8 |
| 27+00 | |
| -10 | 7.3 |
| M | 7.1 |
| +15 | 6.6 |
| +35 | 5.6 |
| +46 | 6.2 |
| +60 | 4.8 |
| +62 | 5.5 |
| ♀ | 5.2 |
| +13 | 5.0 |
| +16 | 2.5 |
| +54 | 2.9 |
| +65 | 1.7 |
| E | 1.7 |
| +10 | 1.7 |
| 28+00 | |
| -10 | 10.3 |
| E | 0.7 |
| +10 | 0.7 |
| +30 | 2.7 |
| +50 | 2.3 |
| +58 | 2.7 |
| +63 | 4.8 |

Unrounded

16.02

| | | | |
|------|-----------|-------|------------|
| +68 | | 5.8 | |
| ♀ | | 5.4 | |
| +14 | | 5.5 | |
| +16 | | 4.1 | |
| +21 | | 4.7 | |
| +28 | | 5.5 | |
| +45 | | 4.9 | |
| +52 | | 5.9 | |
| W | | 6.3 | |
| +10 | | 6.3 | |
| -10 | 29+00 | 5.4 | |
| W | Abandoned | 5.3 | |
| +15 | | 4.8 | |
| +35 | | 3.9 | |
| +48 | | 4.6 | |
| +60 | | 2.6 | |
| +65 | | 5.7 | |
| ♀ | | 5.5 | |
| +8 | | 5.6 | |
| +19 | | 2.9 | |
| +50 | | 1.8 | |
| +63 | 0.2 | | |
| E | +0.3 | | |
| +10 | +0.6 | | |
| T.P. | 4.18 | 18.06 | 2.14 13.88 |

18.06

12

| | | | |
|-----|-------|-----|--|
| | 30+00 | | |
| -10 | | 0.7 | |
| E | | 1.1 | |
| +22 | | 2.8 | |
| +58 | | 3.5 | |
| +65 | | 7.4 | |
| ♀ | | 7.7 | |
| +10 | | 7.7 | |
| +16 | | 3.9 | |
| +30 | | 6.0 | |
| +50 | | 5.5 | |
| +60 | | 5.8 | |
| W | | 6.5 | |
| +10 | | 6.7 | |
| | 31+00 | | |
| -10 | | 7.3 | |
| W | | 7.0 | |
| +35 | | 5.7 | |
| +45 | | 6.0 | |
| +56 | | 4.3 | |
| +60 | | 4.7 | |
| +65 | | 8.6 | |
| ♀ | | 7.9 | |
| +6 | | 8.4 | |
| +13 | | 7.0 | |
| +20 | | 3.5 | |

18.06

| | |
|-------|------|
| +40 | 4.0 |
| +60 | 1.5 |
| E | 1.7 |
| +10 | 1.4 |
| 32+00 | |
| -10 | 2.4 |
| E | 3.0 |
| +15 | 3.0 |
| +23 | 4.6 |
| +35 | 5.4 |
| +58 | 4.8 |
| +61 | 7.4 |
| +69 | 8.5 |
| ♀ | 7.9 |
| +10 | 8.6 |
| +15 | 5.0 |
| +30 | 7.7 |
| +50 | 7.2 |
| M | 8.4 |
| +10 | 8.9 |
| 33+00 | |
| -10 | 10.8 |
| M | 10.3 |
| +30 | 9.1 |
| +44 | 9.7 |
| +48 | 8.4 |

Abandoned

18.06

13

| | |
|---|------|
| +60 | 7.9 |
| +65 | 9.2 |
| ♀ | 8.2 |
| +6 | 8.8 |
| +16 | 6.2 |
| +38 | 7.0 |
| +55 | 6.9 |
| +60 | 3.7 |
| E | 3.9 |
| +10 | 3.4 |
| 33+12 = Cypress Tree on E 16" dia - 30' High A=3.7 | |
| 33+30 = " " " " 12" " - 30' " A=5.8 | |
| 34+00 | |
| -10 | 5.8 |
| E | 6.2 |
| +15 | 6.0 |
| +32 | 8.3 |
| +46 | 7.9 |
| +60 | 8.0 |
| +69 | 9.1 |
| ♀ | 8.3 |
| +10 | 9.1 |
| +30 | 11.0 |
| +45 | 10.4 |
| M | 12.2 |
| +10 | 12.4 |

Abandoned

| | | | | |
|-----|-------|-------|------|------|
| TP | 333 | 13.78 | 8.21 | 9.85 |
| | 35+00 | | | |
| -10 | | | 9.0 | |
| W | | | 9.0 | |
| +43 | | | 7.8 | |
| +47 | | | 7.0 | |
| +59 | | | 7.1 | |
| +65 | | | 4.9 | |
| 2 | | | 4.5 | |
| +10 | | | 4.8 | |
| +15 | | | 6.2 | |
| +40 | | | 5.9 | |
| +58 | | | 4.0 | |
| E | | | 4.9 | |
| +10 | | | 3.8 | |

Abandoned

35+45

| | | | |
|------|--|--|------|
| -10' | | | 4.5 |
| E | | | 4.9 |
| +40 | | | 6.5 |
| +60 | | | 7.2 |
| +67 | | | 4.9 |
| 2 | | | 4.5 |
| +10 | | | 5.3 |
| +16 | | | 7.2 |
| +25 | | | 8.6 |
| W | | | 10.3 |

| | | | |
|-----|-------|--|------|
| +10 | | | 10.3 |
| | 35+55 | | |
| -10 | | | 10.5 |
| W | | | 10.5 |
| +15 | | | 9.5 |
| +58 | | | 9.5 |
| +68 | | | 5.2 |
| 2 | | | 4.3 |
| +9 | | | 5.2 |
| +15 | | | 7.4 |
| +55 | | | 6.1 |
| +65 | | | 4.9 |
| E | | | 4.4 |
| +10 | | | 9.8 |

Abandoned

55' East
Chk. on B.M. in Mon. 35+60

6.44
8.41

Note Cross Sections 100' Wide from 36+00 = P.O.T.

| | | | |
|-----------|--|--|------|
| -10 | | | 5.1 |
| E | | | 6.0 |
| +7 | | | 7.5 |
| +21 | | | 7.4 |
| +35 | | | 7.8 |
| +49 | | | 4.5 |
| 2 on Hub. | | | 4.58 |
| +7 | | | 5.2 |
| +28 | | | 10.3 |
| W | | | 11.4 |

13.78

13.78

34+10
36+36

11.4

+35
+40

8.8
5.3

-10
M

12.1
11.6

2
+7

4.9
5.6

+30
+45

10.6
5.3

+16
M

10.8
11.9

2
+9

4.7
5.5

+10

12.4

+15
E

8.5
7.9

-10
M

12.1
12.1

+10
36+41

5.3

+30
+35

10.2
9.0

-10
E

5.0
7.1

+40
2

6.0
4.8

2
M

9.2
11.7

+10
+15

5.2
8.0

+10
36+49

12.2

E
+10

6.9
3.9

-10
M

12.4
11.7

-10

4.8

2
E

9.1
7.2

E
+35

6.4
7.5

+10

5.1

+40

5.2

36+52

-10
E

5.1
7.1

2
+9
+16

5.0
5.8
9.4

Handwritten

Handwritten

37+00

38+00

11 11.6
 +5 11.9
 +10 14.1
 +15 14.3

38+50

-15' 14.3
 11 14.3
 +5 12.6
 +37 10.4
 +41 6.1
 2 5.1
 +10 5.5
 +14 7.3
 +38 6.7
 E 0.2
 +10 10.8

Abandoned

39+00

-10 11.0
 E 0.1
 +12 6.0
 +34 6.7
 +39 5.2
 2 5.2
 +9 6.1
 +18 10.1
 +26 12.0

+39 12.7
 +40 14.2
 11 14.0
 +15 14.0

39+50

-15' 14.3
 11 13.7
 +10 14.2
 +20 12.4
 +33 10.8
 +40 6.6
 2 5.4
 +18 6.0
 E 3.5
 +5 3.1
 +10 1.8

Abandoned

40+00

-10 0.9
 11 1.9
 +17 4.6
 +35 5.6
 2 5.9
 +9 6.4
 +17 11.1
 +32 13.2
 11 14.2

W+15

14.4

+35

9.1

40+50

+41

5.5

-15'

14.2

2

4.7

W

13.2

+13

5.8

+27

11.5

+27

5.4

+34

10.0

+45

4.7

+41

6.3

E

2.0

2

5.6

+10

+0.2

+15

6.0

41+00

E

2.1

-10

0.6

+10

1.0

E

4.4

T.P.

415

12.76

517

8.61

+7

4.7

40+67

+10

1.6

-10

+0.2

+15

3.8

5

1.3

+20

5.2

+25

3.5

2

4.7

+33

5.6

+9

5.6

+41

5.7

+17

9.0

2

4.6

+30

11.5

+6

5.5

W

11.7

+15

9.0

+15

13.3

W

12.1

41+35

+15

12.8

-15'

14.1

40+84

W

13.6

-15'

12.5

+20

12.2

W

11.9

+28

8.5

| | | |
|------|-----------|------|
| +35 | | 7.7 |
| +21 | | 5.6 |
| L | | 4.7 |
| +30 | | 3.8 |
| +37 | | 2.0 |
| +46 | | 1.0 |
| +47 | | 4.3 |
| E | | 4.2 |
| +5 | | 4.0 |
| +10 | | 0.0 |
| | 41+40 | |
| -10 | | +0.4 |
| E | Abandoned | 0.6 |
| +12 | | 1.7 |
| +20 | | 3.7 |
| L | | 3.8 |
| +9 | | 5.6 |
| +15 | | 7.7 |
| +22 | | 8.5 |
| +30 | | 12.2 |
| W | | 13.6 |
| +15 | | 14.2 |
| | 41+75 | |
| -15' | | 14.8 |
| W | | 13.9 |
| +15 | | 12.3 |

| | | |
|----------|--|-----------|
| +20 | | 7.6 |
| +32 | | 7.3 |
| +35 | | 6.0 |
| L | | 4.8 |
| +28 | | 3.2 |
| E | | 0.3 |
| +10 | | +0.2 |
| | 41+9706 = PC, Lt. Δ = 24°54'30" R = 2200.00' | |
| -10 | | +0.8 |
| E | | 0.4 |
| +22 | | 3.1 |
| L on Hub | Abandoned | 4.90 7.86 |
| +28 | | 7.2 |
| +32 | | 12.2 |
| W | | 13.9 |
| +15' | | 15.5 |
| | 42+50 | |
| -15'' | | 15.6 |
| W | | 14.2 |
| +18 | | 11.8 |
| +21 | | 6.8 |
| +25 | | 9.2 |
| +35 | | 6.1 |
| L | | 4.9 |
| +26 | | 4.0 |
| E | | 0.1 |

18.76

| | | |
|----------------|-----------|------|
| E+10 | | 0.1 |
| | 43+00 | |
| E-10' | | +0.5 |
| E ₀ | | 0.0 |
| +24' | | 4.8 |
| +36 | | 5.6 |
| E | | 5.0 |
| +16 | | 5.7 |
| +25 | | 13.0 |
| W | | 14.2 |
| +15' | | 15.2 |
| | 43+50 | |
| -15' | Abandoned | 15.2 |
| W | | 14.1 |
| +10 | | 13.2 |
| +15 | | 7.6 |
| +23 | | 8.6 |
| +33 | | 5.8 |
| E | | 4.9 |
| +6 | | 6.1 |
| +47 | | 5.1 |
| E | | 3.6 |
| +10 | | 3.2 |
| | 44+00 | |
| -10 | | 5.4 |
| E | | 6.5 |

| | | |
|------|-----------|-------|
| +40 | | 7.4 |
| E | | 5.6 |
| +5 | | 4.8 |
| +15 | | 4.8 |
| +20 | | 6.3 |
| +25 | | 12.0 |
| W | | 14.2 |
| +15 | | 15.3 |
| | 44+50 | |
| -15' | Abandoned | 14.8 |
| W | | 14.2 |
| +25' | | 11.8 |
| +30 | | 6.9 |
| +40 | | 4.8 |
| E | | 5.4 |
| +7 | | 8.0 |
| E | | 7.0 |
| +10 | | 4.7 |
| | | 45+00 |
| -10 | | 3.9 |
| E | | 7.0 |
| +28 | | 8.6 |
| E | | 6.0 |
| +2 | | 5.0 |
| -21 | | 6.5 |
| +27 | | 12.6 |

| | | |
|------|-------|------|
| W | | 14.4 |
| +15' | | 15.0 |
| | 45+50 | |
| -15 | | 15.4 |
| W | | 14.5 |
| +22 | | 12.4 |
| +30 | | 6.2 |
| +43 | | 5.0 |
| L | | 5.9 |
| +7 | | 8.5 |
| +35 | | 7.9 |
| E | | +0.2 |
| +10 | | +1.8 |
| | 46+00 | |
| -10 | | +2.2 |
| E | | +0.2 |
| +20 | | 6.5 |
| +40 | | 8.3 |
| L | | 5.7 |
| +5 | | 5.0 |
| +12 | | 5.1 |
| +20 | | 7.3 |
| +28 | | 12.5 |
| W | | 14.5 |
| +15' | | 15.8 |
| | 46+50 | |

Abandoned

| | | | | |
|------|-------|-------|------|------|
| -15' | | 15.7 | | |
| W | | 14.6 | | |
| +20 | | 13.1 | | |
| +30 | | 6.3 | | |
| +43 | | 4.9 | | |
| L | | 5.2 | | |
| +7 | | 7.6 | | |
| +22 | | 6.6 | | |
| E | | +2.8 | | |
| +10 | | +6.0 | | |
| T.P. | 442 | 12.60 | 4.58 | 8.18 |
| | 47+00 | | | |
| -10 | | | | +4.9 |
| E | | | | +2.4 |
| +21 | | | | 2.2 |
| +30 | | | | 6.3 |
| +43 | | | | 6.5 |
| L | | | | 5.1 |
| +5 | | | | 4.8 |
| +20 | | | | 6.2 |
| +25 | | | | 12.7 |
| W | | | | 14.5 |
| +15 | | | | 15.6 |
| | 47+50 | | | |
| -15 | | | | 15.4 |
| W | | | | 14.8 |

Abandoned

100

12.60

| | | | | |
|-----------------------|-------|--------|--------|--------------|
| +18 | | | 13.2 | |
| +28 | | | 6.6 | |
| +44 | | | 4.7 | |
| 2 | | | 5.0 | |
| +18 | | | 5.6 | |
| +30 | | | 0.4 | |
| E | | | +3.3 | |
| +10 | | | +5.4 | |
| TP | 4.425 | 12.725 | 4.30 | 8.30 |
| TP | 4.815 | 12.695 | 4.845 | 7.880 |
| TP | 4.615 | 12.340 | 4.970 | 7.725 |
| TP | 4.670 | 12.305 | 4.705 | 7.635 |
| TP | 4.080 | 11.505 | 4.880 | 7.425 |
| TP | 7.290 | 4.260 | 4.535 | 6.970 |
| TP | 3.705 | 17.725 | 0.240 | 14.020 |
| CPA SW. BR. Gas. Man. | | | 4.305 | 13.420 |
| | | | | 11.33 = 8M |
| | | | | 7.11 = FLOW. |
| TP | 2.825 | 16.245 | | 13.420 |
| TP | 5.865 | 15.460 | 6.090 | 10.155 |
| TP | 4.995 | 17.015 | 3.440 | 12.620 |
| TP | 1.835 | 14.250 | 4.590 | 12.425 |
| TP | 3.305 | 7.100 | 10.465 | 3.795 |
| TP | 3.585 | 4.325 | 6.360 | 0.740 |

2.32 = π From Book 1385 - Page 13cont. From
Book 1385-29Cross Sections ATLANTIC St. Ext.
100' wide from sta. 116+50 to 350+00

21

 $2.32 = \pi$ from Book 1385-13

116+50

| | | | |
|-----|--|-----|-----|
| -10 | | 5.1 | -28 |
| M | | 5.0 | -27 |
| 2 | | 5.1 | -28 |
| E | | 5.0 | -27 |
| +10 | | 5.0 | -27 |
| -10 | | 5.2 | -29 |
| E | | 5.2 | -29 |
| 2 | | 5.0 | -27 |
| M | | 5.1 | -28 |
| +10 | | 5.1 | -28 |

117+00

118+00

| | | | |
|-----|--|-----|-----|
| -10 | | 4.9 | -26 |
| M | | 4.9 | -26 |
| 2 | | 4.9 | -26 |
| E | | 4.5 | -22 |
| +10 | | 4.5 | -22 |

119+00

| | | | |
|-----|--|-----|-----|
| -10 | | 4.3 | -20 |
| E | | 4.4 | -21 |
| 2 | | 4.5 | -22 |
| M | | 4.7 | -15 |
| +10 | | 4.7 | -16 |

120+00

| | | | |
|-----------|-----------------|------|-------|
| -15' | | 4.6 | -23 |
| W | | 4.6 | -23 |
| L | | 4.4 | -21 |
| E | | 4.2 | -19 |
| +15' | | 4.2 | -19 |
| T.P. | 5.35 348 | 4.19 | -1.87 |
| | 121+00 | | |
| -15' | | 5.5 | -20 |
| E | | 5.5 | -20 |
| L | | 5.4 | -19 |
| W | | 5.4 | -19 |
| +15' | | 5.4 | -19 |
| | 121+686A = E.C. | | |
| -15' | | 5.3 | -18 |
| W | | 5.3 | -18 |
| L on Hub. | | 4.91 | -1.43 |
| +40 | | 5.6 | -21 |
| E | | 5.1 | -16 |
| +15' | | 5.1 | -16 |
| | 122+00 | | |
| -15 | | 5.7 | -22 |
| E | | 5.3 | -18 |
| +16 | | 4.8 | -13 |
| +20 | | 5.5 | -20 |
| L | | 5.4 | -19 |
| W | | 5.5 | -20 |

| | | | |
|------|--------|-----|-----|
| +15 | | 5.5 | -20 |
| | 123+00 | | |
| -15' | | 5.5 | -20 |
| W | | 5.3 | -18 |
| L | | 5.4 | -19 |
| +15 | | 5.2 | -17 |
| +30 | | 5.5 | -20 |
| E | | 6.0 | -25 |
| +15 | | 6.2 | -27 |
| | 124+00 | | |
| -15 | | 6.4 | -29 |
| E | | 6.0 | -25 |
| L | | 5.5 | -20 |
| +10 | | 5.2 | -17 |
| +20' | | 4.7 | -12 |
| +40 | | 5.2 | -17 |
| W | | 5.4 | -19 |
| +15 | | 5.4 | -19 |
| | 124+50 | | |
| -15' | | 5.2 | -17 |
| W | | 5.1 | -16 |
| +15 | | 3.7 | -02 |
| +25 | | 4.0 | -05 |
| +35 | | 5.1 | -16 |
| L | | 5.3 | -18 |
| +10 | | 6.0 | -25 |

| | | | |
|------|--------|-----|------|
| E | | 6.2 | -2.7 |
| +15 | | 6.6 | -3.1 |
| | 125+00 | | |
| -15 | | 6.6 | -3.1 |
| E | | 6.0 | -2.5 |
| +25 | | 5.5 | -2.0 |
| 2 | | 5.3 | -1.8 |
| +32 | | 5.2 | -1.7 |
| +40 | | 4.0 | -0.5 |
| M | | 3.6 | -0.1 |
| +15' | | 5.1 | -1.6 |
| | 125+50 | | |
| -40 | | 5.0 | -1.5 |
| -30 | | 4.0 | -0.5 |
| -20 | | 3.9 | -0.4 |
| -10 | | 4.2 | -0.7 |
| M | | 5.4 | -1.9 |
| 2 | | 5.4 | -1.9 |
| +40 | | 5.6 | -2.1 |
| E | | 5.6 | -2.1 |
| +15 | | 6.2 | -2.7 |
| | 126+00 | | |
| -15 | | 6.3 | -2.8 |
| E | | 5.9 | -2.4 |
| +10 | | 5.4 | -1.9 |
| 2 | | 5.1 | -1.6 |

| | | | |
|------|-----------|------|-------|
| M | | 5.2 | -1.7 |
| +10 | | 5.0 | -1.5 |
| +15 | | 4.6 | -1.1 |
| | 127+00 | | |
| -15' | | 5.2 | -1.7 |
| M | | 5.3 | -1.8 |
| 2 | | 4.8 | -1.3 |
| E | | 4.7 | -1.2 |
| +15 | | 5.9 | -2.4 |
| | 128+00 | | |
| -15' | | 5.7 | -2.2 |
| E | | 4.0 | -0.5 |
| 2 | | 4.2 | -0.7 |
| M | | 4.3 | -0.8 |
| +15 | | 4.3 | -0.8 |
| T.P. | 4.96 4.32 | 4.12 | -0.64 |
| | 129+00 | | |
| -10 | | 5.1 | -0.8 |
| M | | 5.1 | -0.8 |
| 2 | | 4.8 | -0.5 |
| +45 | | 5.3 | -1.0 |
| E | | 6.5 | -2.2 |
| +10 | | 6.5 | -2.2 |
| | 130+00 | | |
| -10 | | 6.3 | -2.0 |
| E | | 6.0 | -1.7 |

4.32

7.38

24

| | | |
|------|-----|-----|
| E+5' | 4.3 | 00 |
| L | 4.9 | -06 |
| M | 5.0 | -07 |
| +10 | 5.0 | -07 |

131+00

| | | |
|-----|-----|-----|
| -10 | 5.0 | -07 |
| M | 5.0 | -07 |
| L | 4.5 | -02 |
| +45 | 4.2 | +01 |
| E | 5.6 | -13 |
| +10 | 5.7 | -14 |

132+00 = POT.

| | | |
|---------------|------|-------|
| -10' | 5.2 | -09 |
| E | 5.2 | -09 |
| +5 | 4.0 | +03 |
| L on POT. Hub | 4.21 | +0.11 |
| M | 4.5 | -02 |
| +10 | 4.5 | -02 |

133+00

| | | |
|-----|-----|-----|
| -10 | 4.1 | +02 |
| M | 4.1 | +02 |
| L | 3.7 | +06 |
| E | 3.5 | +08 |
| +10 | 4.1 | +02 |

| | | | | |
|------|--------|------|------|------|
| T.P. | 6.26 | 7.38 | 3.30 | 1.07 |
| | 134+00 | | | |

| | | |
|------|-----|-----|
| -10' | 6.8 | 0.6 |
| E | 6.4 | 1.0 |
| L | 6.6 | 0.8 |
| M | 6.7 | 0.7 |
| +10 | 6.7 | 0.7 |

135+00

| | | |
|------|-----|-----|
| -10' | 6.3 | 1.1 |
| M | 6.3 | 1.1 |
| L | 6.0 | 1.4 |
| E | 5.8 | 1.6 |
| +5' | 6.2 | 1.2 |

136+00

| | | |
|-----|-----|-----|
| -10 | 5.7 | 1.7 |
| -5 | 5.2 | 2.2 |
| E | 5.3 | 2.1 |
| L | 5.5 | 1.9 |
| M | 5.9 | 1.5 |
| +10 | 5.9 | 1.5 |

137+00

| | | |
|------|-----|-----|
| M-10 | 5.2 | 2.2 |
| M | 5.2 | 2.2 |
| L | 5.1 | 2.3 |
| E | 5.3 | 2.1 |
| +5 | 5.3 | 2.1 |
| +10 | 6.1 | 1.3 |

138+00

| | | |
|-----|-----|-----|
| -10 | 7.2 | 0.2 |
|-----|-----|-----|

738

| | | |
|-----|-----|-----|
| -5 | 6.2 | 1.2 |
| E | 5.2 | 2.2 |
| 2 | 5.5 | 1.9 |
| W | 5.5 | 1.9 |
| +10 | 5.5 | 1.9 |

139+00

| | | |
|------|-----|-----|
| -10' | 5.7 | 1.7 |
| W | 5.7 | 1.7 |
| 2 | 5.6 | 1.8 |
| +45 | 5.5 | 1.9 |
| E | 6.3 | 1.1 |
| +10 | 7.0 | 0.4 |

140+00

| | | | | |
|----|------|------|------|------|
| TP | 4.30 | 7.47 | 4.81 | 2.57 |
|----|------|------|------|------|

| | | |
|-----|-----|-----|
| -10 | 7.5 | 0.0 |
| E | 6.3 | 1.2 |
| +5 | 5.8 | 1.5 |
| 2 | 5.3 | 2.2 |
| W | 5.3 | 2.2 |
| +10 | 5.3 | 2.2 |

141+00

| | | |
|-----|-----|-----|
| -10 | 5.3 | 2.2 |
| W | 5.3 | 2.2 |
| 2 | 5.3 | 2.2 |
| +45 | 5.4 | 2.1 |
| E | 5.9 | 1.6 |

747

| | | |
|-----|--------|-----|
| +10 | 7.5 | 0.0 |
| | 141+40 | |
| -10 | 6.6 | 0.9 |
| E | 5.8 | 1.7 |
| 2 | 4.8 | 2.7 |

| | | |
|-----|-----|-----|
| +15 | 5.4 | 2.1 |
| W | 5.9 | 1.6 |
| +10 | 5.9 | 1.6 |

141+55

| | | |
|-----|-----|------|
| -10 | 6.3 | 1.2 |
| W | 6.3 | 1.2 |
| 2 | 7.6 | -0.1 |
| E | 7.1 | 0.4 |
| +10 | 7.1 | 0.4 |

141+70

| | | |
|-----|-----|-----|
| -10 | 7.3 | 0.2 |
| E | 7.3 | 0.2 |
| 2 | 7.1 | 0.4 |
| W | 6.5 | 1.0 |
| +10 | 6.9 | 1.1 |

141+85

| | | |
|-----|-----|-----|
| -10 | 5.1 | 2.4 |
| W | 5.1 | 2.4 |
| +40 | 5.2 | 2.3 |
| E | 7.4 | 0.1 |
| E | 7.3 | 0.2 |

25

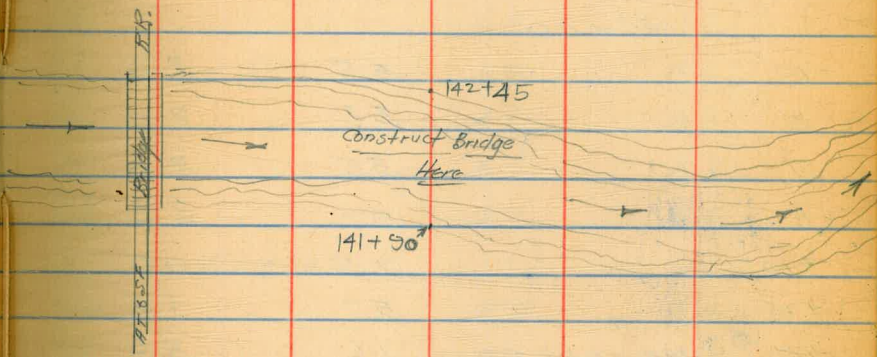
7.47

7.47^s

26

| | | |
|----------------|----|-----|
| E+10 | 73 | 02 |
| 142+00 | | |
| -10 | 78 | -03 |
| E | 78 | -03 |
| L | 81 | -06 |
| +30 | 72 | 03 |
| +45 | 48 | 27 |
| W | 46 | 29 |
| +10 | 53 | 22 |
| 142+25 | | |
| -10 | 77 | -02 |
| W | 69 | 06 |
| +10 | 84 | -09 |
| L | 83 | -08 |
| E | 76 | -01 |
| +10 | 76 | -01 |
| 142+35 | | |
| -10 | 62 | 12 |
| E | 62 | 12 |
| L | 60 | 15 |
| W in channel | 83 | -08 |
| +10 " | 83 | -08 |
| 142+60 | | |
| -45 | 56 | 19 |
| -35 in channel | 82 | -07 |
| W | 79 | -04 |

| | | |
|-----|----|----|
| +10 | 62 | 12 |
| L | 47 | 28 |
| E | 51 | 24 |
| +10 | 51 | 24 |



143+00 = P.O.T.

| | | |
|----------|-----|-----|
| -10' | 54 | 21 |
| E | 54 | 21 |
| L on Hub | 521 | 226 |
| W | 51 | 24 |

144+00

| | | |
|------|----|----|
| -10' | 59 | 16 |
| W | 59 | 16 |
| L | 56 | 19 |
| E | 53 | 22 |
| +10 | 66 | 09 |

145+00

7.47

| | | |
|------|-----|-----|
| -10' | 6.3 | 1.2 |
| E | 5.2 | 2.3 |
| L | 5.6 | 1.9 |
| M | 5.7 | 1.8 |
| +10 | 5.7 | 1.8 |

146+00

| | | |
|------|-----|-----|
| -10' | 5.5 | 2.0 |
| M | 5.5 | 2.0 |
| L | 5.5 | 2.0 |
| E | 5.2 | 2.3 |
| +10 | 7.5 | 0.0 |
| +25 | 5.7 | 1.8 |

+40 on old Road Bed, has Angles to S.D. Bed, P.P.?
 +47 = S.D. Bed

T.P. 5.125 7.580 5.010 2.46

147+00

| | | |
|------|-----|-----|
| -10' | 6.6 | 1.0 |
| E | 5.0 | 2.6 |
| L | 5.6 | 2.0 |
| M | 5.5 | 2.1 |
| +10 | 5.5 | 2.1 |

148+00

| | | |
|-----|-----|-----|
| -10 | 5.9 | 1.7 |
| M | 5.9 | 1.7 |
| L | 5.9 | 1.7 |
| E | 5.2 | 2.4 |
| +10 | 6.4 | 1.2 |

7.58

| | | |
|--|-----|-----|
| +25 | 5.7 | 1.9 |
| +10 | 2.4 | 5.2 |
| +17 = S.D. Bed. L.H. + S.D. Bed. P.P.? | 2.0 | 5.6 |

149+00

| | | |
|------|-----|-----|
| E-10 | 6.2 | 1.4 |
| E | 6.4 | 1.2 |
| +5 | 5.0 | 2.6 |
| L | 4.7 | 2.9 |
| M | 5.1 | 2.5 |
| +10 | 5.1 | 2.5 |

150+00

| | | |
|--|-----|-----|
| -10 | 5.0 | 2.6 |
| M | 5.0 | 2.6 |
| L | 4.9 | 2.7 |
| E | 4.9 | 2.7 |
| +10 | 6.5 | 1.1 |
| +25 | 5.1 | 2.5 |
| +40 | 2.1 | 5.5 |
| +47 = S.D. Bed. L.H. + S.D. Bed. P.P.? | 1.9 | 5.7 |

151+00

| | | |
|-----|-----|-----|
| -10 | 5.9 | 1.7 |
| E | 4.2 | 3.4 |
| L | 4.9 | 2.7 |
| M | 5.1 | 2.5 |
| +10 | 5.1 | 2.5 |

152+00

27

7.58

| | | | |
|----------------------|--------------|------|------|
| -10 | | 4.8 | 2.8 |
| N | | 4.8 | 2.8 |
| L | | 4.9 | 2.7 |
| E | | 5.0 | 2.6 |
| +10 | | 5.1 | 2.5 |
| +25 | | 4.4 | 3.2 |
| +40 | | 2.5 | 5.1 |
| +47 = L old Road Bed | | 2.0 | |
| TP | 4.76 | 8.16 | 4.18 |
| | 153+00 = PVT | | 3.40 |
| -47 = L old Road Bed | | 2.9 | 5.2 |
| -40 | | 3.5 | 4.6 |
| -25 | | 6.0 | 2.1 |
| -10 | | 6.0 | 2.1 |
| E | | 4.9 | 3.2 |
| L on Hub | | 4.94 | 3.22 |
| N | | 5.3 | 2.8 |
| +10 | | 5.3 | 2.8 |
| | 154+00 | | |
| -10 | | 5.0 | 3.1 |
| N | | 5.0 | 3.1 |
| L | | 4.6 | 3.5 |
| +45 | | 4.7 | 3.4 |
| E | | 5.7 | 2.4 |
| +10 | | 5.7 | 2.4 |
| | 155+00 | | |

8.16

28

| | | |
|--------------------------|--------|-----|
| -47 = L old RR + SD BRR? | 3.0 | 5.1 |
| -25 | 4.3 | 3.8 |
| -10 | 5.3 | 2.8 |
| E | 5.1 | 3.0 |
| +8 | 4.3 | 3.8 |
| L | 4.7 | 3.4 |
| N | 4.9 | 3.2 |
| +10 | 4.9 | 3.2 |
| | 156+00 | |
| -10' | 4.4 | 3.7 |
| N | 4.4 | 3.7 |
| L | 4.1 | 4.0 |
| E | 4.3 | 3.8 |
| +10' | 4.3 | 3.8 |
| | 157+00 | |
| -47 = L old RR + SD BRR? | 3.8 | 5.3 |
| -25 | 4.5 | 3.6 |
| -10 | 4.7 | 3.4 |
| E | 4.2 | 3.9 |
| +10 | 3.3 | 4.8 |
| L | 5.0 | 3.1 |
| N | 4.8 | 3.3 |
| +10 | 4.8 | 3.3 |
| | 157+50 | |
| -10 | 7.2 | 0.9 |
| N | 7.2 | 0.9 |

8.16

6.64

29

| | | | | |
|------|--------|-----|-----|-----|
| M+20 | | | 52 | 29 |
| ♀ | | | 47 | 34 |
| E | | | 52 | 29 |
| +10 | | | 52 | 29 |
| +10 | | | 35 | 46 |
| T.P. | 3765 | 664 | 428 | 388 |
| | 157+70 | | | |
| -10 | | | 35 | 31 |
| E | | | 47 | 19 |
| +15 | | | 33 | 33 |
| ♀ | | | 35 | 31 |
| +25 | | | 47 | 19 |
| M | | | 61 | 05 |
| +10 | | | 61 | 05 |
| | 158+00 | | | |
| -10 | | | 62 | 04 |
| M | | | 62 | 04 |
| ♀ | | | 50 | 16 |
| +20 | | | 36 | 30 |
| E | | | 34 | 32 |
| +15 | | | 58 | 08 |
| | 158+50 | | | |
| -15 | | | 43 | 23 |
| E | | | 58 | 13 |
| ♀ | | | 68 | -02 |
| M | | | 62 | 04 |

| | | | | | | |
|-----|--------|--|--|--|-----|-----|
| +15 | | | | | 62 | 04 |
| | 159+00 | | | | | |
| -15 | | | | | 67 | -01 |
| M | | | | | 67 | -01 |
| ♀ | | | | | 78 | -12 |
| +35 | | | | | 85 | -19 |
| E | | | | | 69 | -03 |
| +15 | | | | | 69 | -03 |
| | 159+50 | | | | | |
| -15 | | | | | 84 | -18 |
| E | | | | | 84 | -18 |
| ♀ | | | | | 69 | -03 |
| M | | | | | 61 | 05 |
| +15 | | | | | 61 | 05 |
| | 160+00 | | | | | |
| -15 | | | | | 59 | 07 |
| M | | | | | 59 | 07 |
| ♀ | | | | | 70 | -04 |
| E | | | | | 87 | -21 |
| +10 | | | | | 102 | -36 |
| +20 | | | | | 115 | 49 |
| | 160+50 | | | | | |
| -15 | | | | | 75 | -09 |
| E | | | | | 63 | 03 |
| ♀ | | | | | 50 | 16 |
| M | | | | | 54 | 12 |

6.64

| | | | |
|-----|--------|-----|-----|
| 000 | | | |
| +15 | | 5.4 | 12 |
| | 160+25 | | |
| -35 | | 6.6 | 00 |
| -25 | | 4.4 | 22 |
| W | | 4.3 | 23 |
| L | | 5.2 | 14 |
| E | | 4.0 | 26 |
| +15 | | 5.9 | 07 |
| | 161+00 | | |
| -15 | | 5.7 | 09 |
| E | | 5.5 | 11 |
| +15 | | 3.5 | 31 |
| L | | 4.2 | 24 |
| W | | 6.8 | -02 |
| +15 | | 6.8 | -02 |
| | 161+20 | | |
| -15 | | 3.2 | 34 |
| W | | 6.4 | 02 |
| L | | 6.4 | 02 |
| E | | 4.5 | 21 |
| +15 | | 4.5 | 21 |
| | 161+35 | | |
| -15 | | 6.6 | 00 |
| E | | 6.8 | -02 |
| L | | 5.7 | 09 |
| +15 | | 4.9 | 17 |

6.64

30

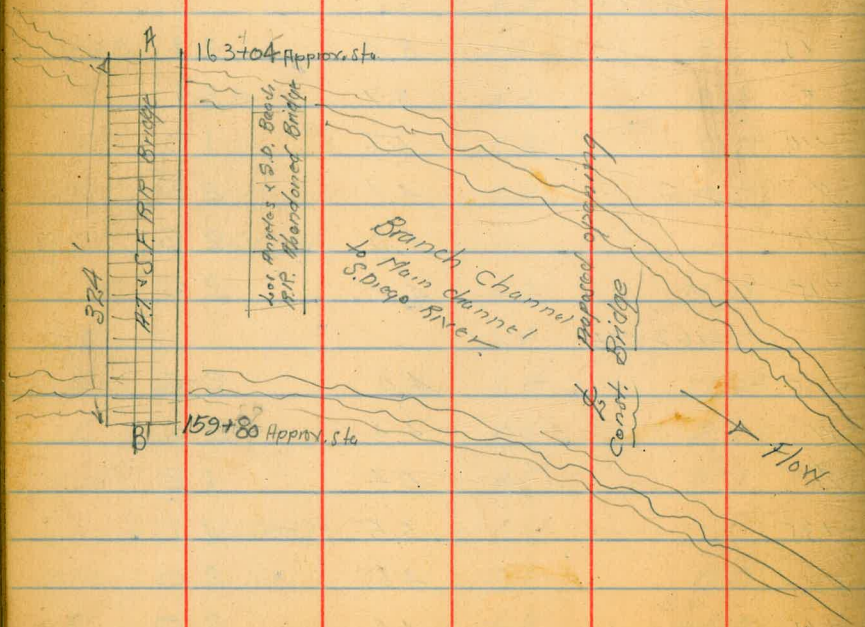
| | | | |
|-----|--------|-----|-----|
| +35 | | 3.1 | 35 |
| W | | 2.8 | 38 |
| +15 | | 2.8 | 38 |
| | 161+50 | | |
| -15 | | 3.3 | 33 |
| W | | 3.3 | 33 |
| L | | 3.9 | 27 |
| +45 | | 6.8 | -02 |
| E | | 8.4 | -18 |
| +15 | | 8.4 | -18 |
| | 162+00 | | |
| -15 | | 8.7 | -21 |
| E | | 8.7 | -21 |
| +10 | | 5.6 | 10 |
| L | | 4.1 | 25 |
| W | | 4.0 | 26 |
| +15 | | 4.0 | 26 |
| | 162+15 | | |
| -15 | | 4.0 | 26 |
| W | | 4.0 | 26 |
| L | | 5.4 | 12 |
| +35 | | 5.5 | 11 |
| E | | 4.6 | 20 |
| +15 | | 4.6 | 20 |
| | 162+75 | | |
| -15 | | 4.4 | 22 |

6.64

| | | |
|-----|-----|----|
| E | 4.4 | 22 |
| L | 4.0 | 26 |
| M | 4.3 | 23 |
| +15 | 4.3 | 23 |

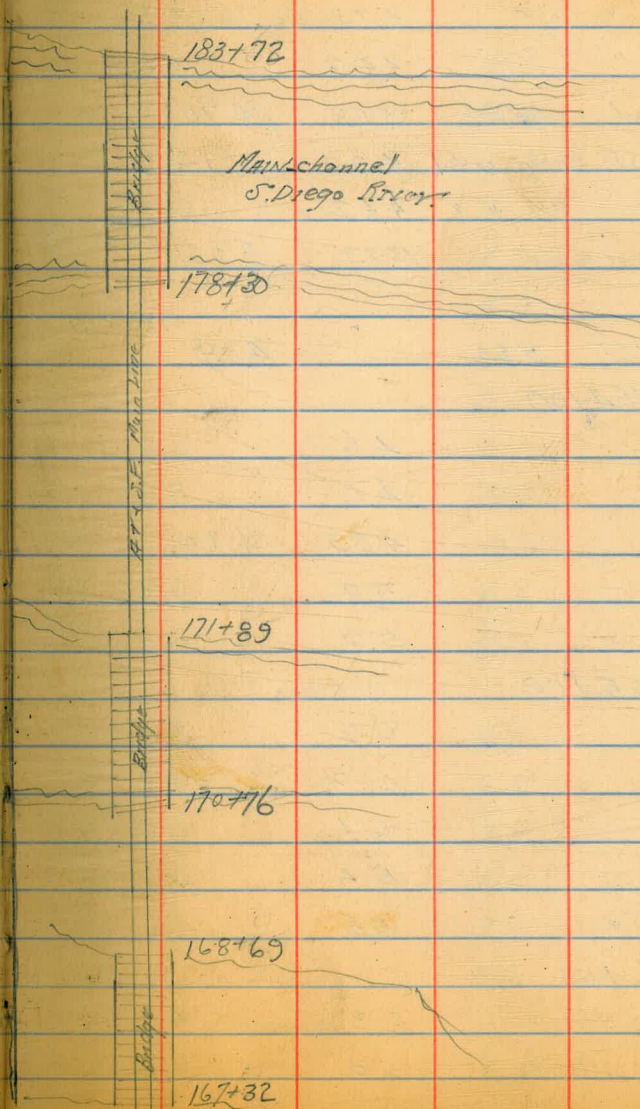
163+00

| | | |
|-----|-----|----|
| -15 | 3.4 | 32 |
| M | 3.4 | 32 |
| L | 3.0 | 36 |
| E | 1.6 | 50 |
| +15 | 1.6 | 50 |



6.64

| | | | | |
|-------------------------------------|------|-------|------|-------|
| TP | 8.00 | 12.88 | 176 | 4.88 |
| A | | | | |
| Southwest AT & SF RR Bridge on Rail | | | 150 | 11.38 |
| B | | | | |
| N " " " " " " " " | | | 2.40 | 10.48 |



31

For continuation
Levels see P-37

| | | | | | | | |
|---------------------------------|------|-------|-------|--------|-----|--|--|
| T.P. | 6.13 | 18.23 | 0.785 | 12.100 | L | | |
| 167+28 on AT&SF Bridge on Rail | | | 5.69 | 12.54 | W | | |
| 168+65 " " " " " | | | 5.29 | 12.94 | +15 | | |
| 170+77 " " " " " | | | 4.73 | 13.50 | | | |
| 171+85 " " " " " | | | 4.42 | 13.81 | -15 | | |
| T.P. | 6.21 | 18.91 | 5.53 | 12.70 | W | | |
| 178+26 on AT&SF Bridge on Rail | | | 4.30 | 14.61 | L | | |
| 183+68 " " " " " | | | 4.42 | 14.49 | +10 | | |
| T.P. on Rock Pt. of Nend Bridge | | | 12.99 | 5.92 | E | | |

For Chk. on this T.P. See P-27

T.P. on P-31

| | | | | | | | |
|-----------|--------|------|------|-------|--|--|--|
| | 4.765 | 9.64 | | 4.885 | | | |
| | 164+00 | | | | | | |
| -15 | | | 4.6 | 5.0 | | | |
| E | | | 4.6 | 5.0 | | | |
| L on Hub. | | | 4.89 | 4.75 | | | |
| W | | | 5.0 | 4.6 | | | |
| +15 | | | 5.0 | 4.6 | | | |
| | 165+00 | | | | | | |
| -15 | | | 6.2 | 3.4 | | | |
| W | | | 6.2 | 3.4 | | | |
| L | | | 6.1 | 3.5 | | | |
| E | | | 5.5 | 4.1 | | | |
| +15 | | | 5.5 | 4.1 | | | |
| | 166+00 | | | | | | |
| -15 | | | 6.3 | 3.3 | | | |
| E | | | 6.3 | 3.3 | | | |

| | | | | | | | |
|--|--|--|--|--|--------|-----|-----|
| | | | | | | 5.8 | 3.8 |
| | | | | | | 6.1 | 3.5 |
| | | | | | | 6.1 | 3.5 |
| | | | | | 167+00 | | |
| | | | | | | 5.3 | 4.3 |
| | | | | | | 5.3 | 4.3 |
| | | | | | | 5.6 | 4.0 |
| | | | | | | 6.3 | 3.3 |
| | | | | | | 4.9 | 4.7 |
| | | | | | | 4.9 | 4.7 |
| | | | | | 168+00 | | |
| | | | | | | 4.1 | 5.5 |
| | | | | | | 4.1 | 5.5 |
| | | | | | | 5.9 | 3.7 |
| | | | | | | 5.0 | 4.6 |
| | | | | | | 4.8 | 4.8 |
| | | | | | | 4.8 | 4.8 |
| | | | | | 169+00 | | |
| | | | | | | 4.8 | 4.8 |
| | | | | | | 4.8 | 4.8 |
| | | | | | | 5.5 | 4.1 |
| | | | | | | 3.8 | 4.8 |
| | | | | | | 3.7 | 4.9 |
| | | | | | | 5.6 | 4.0 |
| | | | | | 170+00 | | |
| | | | | | | 6.0 | 3.6 |

9.64

| | | | | |
|------|--------|-------|------|------|
| E | | 6.4 | 32 | |
| +40 | | 3.5 | 61 | |
| L | | 4.4 | 52 | |
| +15 | | 5.6 | 40 | |
| W | | 5.0 | 46 | |
| +15 | | 5.0 | 46 | |
| | 171+00 | | | |
| -15 | | 4.6 | 50 | |
| W | | 4.6 | 50 | |
| +15 | | 5.5 | 41 | |
| L | | 4.3 | 53 | |
| +30 | | 6.3 | 33 | |
| E | | 4.7 | 49 | |
| +15 | | 4.5 | 51 | |
| T.P. | 4.87 | 10.24 | 4.27 | 5.37 |
| | 171+50 | | | |
| -15 | | 4.9 | 53 | |
| L | | 4.9 | 53 | |
| +20 | | 5.6 | 46 | |
| +40 | | 6.5 | 37 | |
| L | | 5.2 | 50 | |
| +5 | | 4.0 | 62 | |
| +32 | | 2.3 | 79 | |
| W | | 5.3 | 49 | |
| +15 | | 5.5 | 47 | |

172+00 = P.O.T.

10.24

33

| | | | |
|-----------|--------|------|------|
| -15 | | 4.5 | 57 |
| W | | 3.4 | 68 |
| +10 | | 2.3 | 79 |
| +20 | | 2.8 | 74 |
| +35 | | 5.5 | 47 |
| L on Hub. | | 6.09 | 4.15 |
| +30 | | 4.4 | 58 |
| +40 | | 5.2 | 50 |
| E | | 5.0 | 52 |
| +15 | | 4.5 | 57 |
| | 172+50 | | |
| -15 | | 4.7 | 57 |
| E | | 4.9 | 53 |
| +25 | | 4.3 | 59 |
| L | | 4.9 | 53 |
| +25 | | 6.0 | 42 |
| +35 | | 4.8 | 54 |
| W | | 2.7 | 7.5 |
| +10 | | 1.8 | 8.4 |
| | 173+00 | | |
| -15 | | 2.6 | 7.6 |
| W | | 4.4 | 58 |
| +20 | | 5.3 | 49 |
| L | | 4.4 | 58 |
| E | | 4.3 | 59 |
| +15 | | 3.9 | 6.3 |

174+00

| | | |
|------|-----|-----|
| -15' | 4.2 | 6.0 |
| E | 4.2 | 6.0 |
| L | 4.4 | 5.8 |
| W | 4.3 | 5.9 |
| +15 | 4.6 | 5.6 |

175+00

| | | |
|-----|-----|-----|
| -15 | 4.2 | 6.0 |
| W | 4.2 | 6.0 |
| L | 4.2 | 6.0 |
| +35 | 3.6 | 6.6 |
| E | 3.9 | 6.3 |
| +10 | 4.3 | 5.9 |
| +15 | 4.7 | 5.5 |

176+00

| | | |
|-----|-----|-----|
| -15 | 4.0 | 6.2 |
| E | 4.0 | 6.2 |
| +15 | 3.3 | 6.9 |
| L | 3.8 | 6.4 |
| W | 4.4 | 5.8 |
| +15 | 4.6 | 5.6 |

T.P. 8.78 8.965 2.06 8.18 Nails 10
Fence Post
opp 176+00

177+00

| | | |
|-------|-----|-----|
| -50 W | 6.7 | 2.2 |
| -40 | 5.4 | 3.5 |
| -10 | 4.2 | 4.7 |

W
L
E
+15

177+55

| | | |
|-----|-----|-----|
| -20 | 3.1 | 5.8 |
| E | 4.3 | 4.6 |
| L | 5.4 | 3.5 |
| +10 | 7.8 | 1.1 |
| W | 7.8 | 1.1 |
| 730 | 7.7 | 1.2 |

177+75

| | | |
|-----|-----|-----|
| -30 | 7.0 | 1.9 |
| W | 8.3 | 0.6 |
| +25 | 8.8 | 0.1 |
| L | 8.3 | 0.6 |
| +20 | 8.5 | 0.4 |
| +30 | 5.3 | 3.6 |
| E | 5.6 | 3.3 |
| +15 | 8.1 | 0.8 |
| +30 | 6.6 | 2.3 |

177+85

| | | |
|-----|-----|-----|
| -30 | 7.7 | 1.2 |
| -25 | 8.7 | 0.2 |
| -10 | 7.2 | 1.7 |
| E | 7.5 | 1.4 |

8.96

| | | |
|--------|-----|-----|
| +25 | 9.1 | -02 |
| L | 8.9 | 00 |
| +10 | 9.1 | 02 |
| N | 7.8 | 11 |
| +15 | 6.8 | 21 |
| +30 | 7.4 | 15 |
| 178+00 | | |
| -30 | 8.2 | 07 |
| N | 8.2 | 07 |
| L | 8.7 | 02 |
| E | 8.6 | 03 |
| +30 | 8.0 | 09 |
| 178+25 | | |
| -30 | 9.6 | -07 |
| E | 9.7 | -08 |
| L | 9.6 | -07 |
| +30 | 8.8 | 01 |
| N | 7.8 | 11 |
| +10 | 6.3 | 26 |
| +20 | 5.8 | 31 |
| +30 | 5.7 | 32 |
| 178+50 | | |
| -30 | 5.2 | 37 |
| N | 5.2 | 37 |
| +20 | 5.2 | 37 |
| +35 | 6.9 | 20 |

8.96

35

| | | |
|--------|------|-----|
| L | 10.0 | -11 |
| +20 | 10.7 | -18 |
| E | 11.6 | -27 |
| +30 | 11.7 | -28 |
| 178+62 | | |
| -30 | 12.0 | -31 |
| E | 11.4 | -25 |
| +35 | 8.8 | 01 |
| L | 4.4 | 45 |
| N | 4.8 | 41 |
| +30 | 5.5 | 34 |
| 178+80 | | |
| -30 | 5.3 | 36 |
| N | 5.3 | 36 |
| +15 | 5.3 | 36 |
| L | 4.6 | 43 |
| +40 | 4.6 | 43 |
| E | 6.6 | 23 |
| +15 | 10.6 | -17 |
| +30 | 11.0 | -21 |
| 179+00 | | |
| -40 | 6.6 | 23 |
| -30 | 4.9 | 45 |
| E | 4.4 | 45 |
| L | 4.7 | 42 |
| N | 5.3 | 36 |

| | | | |
|-----|--------|-----|------|
| +30 | | 5.2 | 3.7 |
| | 179+65 | | |
| -30 | | 8.9 | 0.0 |
| -15 | | 6.3 | 2.6 |
| M | | 6.2 | 2.7 |
| L | | 5.6 | 3.3 |
| E | | 5.3 | 3.6 |
| +30 | | 5.3 | 3.6 |
| | 179+90 | | |
| -30 | | 5.1 | 3.8 |
| E | | 5.0 | 3.9 |
| L | | 5.8 | 3.1 |
| +10 | | 8.4 | 0.5 |
| M | | 9.0 | -0.1 |
| +30 | | 8.1 | 0.8 |
| | 180+15 | | |
| -30 | | 7.8 | 1.1 |
| M | | 7.8 | 1.1 |
| L | | 8.1 | 0.7 |
| E | | 9.2 | -0.3 |
| +15 | | 5.5 | 3.4 |
| +30 | | 5.0 | 3.9 |
| | 180+30 | | |
| -50 | | 5.7 | 3.2 |
| -20 | | 9.0 | -0.1 |
| E | | 8.4 | 0.5 |

| | | | |
|-----|--------|-----|------|
| L | | 7.8 | 1.1 |
| M | | 7.7 | 1.2 |
| +30 | | 8.2 | 0.7 |
| | 180+75 | | |
| -30 | | 9.0 | -0.1 |
| M | | 9.0 | -0.1 |
| L | | 8.8 | 0.1 |
| E | | 8.9 | 0.0 |
| +30 | | 8.8 | 0.1 |
| | 181+00 | | |
| -30 | | 8.4 | 0.5 |
| E | | 8.2 | 0.7 |
| L | | 8.3 | 0.6 |
| M | | 8.5 | 0.4 |
| +30 | | 9.1 | -0.2 |
| | 182+00 | | |
| -30 | | 8.7 | 0.2 |
| M | | 8.2 | 0.7 |
| L | | 8.0 | 0.9 |
| M | | 8.3 | 0.6 |
| +30 | | 8.3 | 0.6 |
| | 182+35 | | |
| -30 | | 8.6 | 0.3 |
| E | | 8.8 | 0.1 |
| L | | 8.8 | 0.1 |
| +25 | | 7.0 | 1.9 |
| M | | 7.4 | 1.5 |

| | | | |
|-----|--------|-----|-----|
| +30 | | 8.2 | 07 |
| | 182+50 | | |
| -30 | | 9.1 | -02 |
| M | | 9.4 | -05 |
| +20 | | 7.7 | 12 |
| L | | 7.7 | 12 |
| +30 | | 8.2 | 07 |
| E | | 8.3 | 06 |
| +30 | | 8.8 | 01 |
| | 182+70 | | |
| -30 | | 8.7 | 02 |
| E | | 8.2 | 07 |
| +25 | | 8.2 | 07 |
| L | | 9.5 | -06 |
| M | | 9.6 | -07 |
| +30 | | 6.7 | 22 |
| | 182+85 | | |
| -30 | | 5.4 | 55 |
| M | | 6.5 | 24 |
| +10 | | 8.5 | 04 |
| L | | 9.6 | -07 |
| E | | 9.0 | -01 |
| +30 | | 8.7 | 02 |
| | 182+90 | | |
| -30 | | 8.7 | 02 |
| E | | 9.2 | -03 |

| | | | |
|----------------------|-----------------------|-------|------------------------------------|
| +30 | | 9.2 | -03 |
| L | | 5.5 | 34 |
| M | | 3.2 | 57 |
| +30 | | 1.8 | 71 |
| T.P. | 8.99 13.74 | 3.910 | 5.05 |
| | 183+00 | | |
| -40' = top Gait Dyke | | 1.0 | 127 |
| M | | 6.3 | 74 |
| L | | 8.6 | 51 |
| +20 | | 9.5 | 42 |
| E | | 14.1 | -04 |
| +30 | | 14.1 | -04 |
| | cht. TP on Gait P. 32 | 7.87 | 5875 |
| | 183+10 | | 592 = Rock Elev. 0.045 = Error. |
| -30 | | 14.1 | 04 |
| -20 | | 10.7 | 30 |
| E | | 8.0 | 57 |
| +30 | | 7.3 | 64 |
| L | | 5.7 | 80 |
| M on Gait Dyke | | 0.7 | 130 |
| +25' | | 0.7 | 130 |
| +30' | | 1.3 | 124 |
| | 183+20 | | |
| -60 | | 6.8 | 69 |
| M on Gait Dyke | | 0.7 | 130 |
| L " " " | | 0.8 | 129 |

| | | |
|-----------------------|------|------|
| E | 5.8 | 7.9 |
| +30 | 7.9 | 5.8 |
| 183+247 = POT on Hubs | | |
| 183+30 | | |
| -40 | 6.2 | 7.5 |
| -10 = top East Dyke | 1.2 | 12.5 |
| E = " " " | 0.9 | 12.8 |
| E " " " | 0.8 | 12.9 |
| H | 5.0 | 8.7 |
| +30 | 7.1 | 6.6 |
| 183+40 | | |
| -30 | 6.8 | 6.9 |
| H | 7.4 | 6.3 |
| E | 5.4 | 7.3 |
| E on East Dyke | 0.6 | 13.1 |
| +45 " " " | 0.7 | 13.0 |
| +50 | 1.6 | 12.1 |
| 183+60 | | |
| -30 | 3.8 | 9.9 |
| E | 7.1 | 6.6 |
| E | 7.1 | 6.6 |
| +75 | 7.3 | 6.4 |
| H | 8.9 | 4.8 |
| +70 | 10.7 | 3.0 |
| +30 | 10.7 | 3.0 |
| 183+75 | | |

| | | |
|--------|------|-----|
| -30' | 10.9 | 2.8 |
| H | 10.4 | 3.3 |
| E | 8.9 | 4.8 |
| +25 | 7.4 | 6.3 |
| E | 7.1 | 6.6 |
| +30 | 6.9 | 6.8 |
| 183+90 | | |
| -40 | 7.2 | 6.5 |
| E | 10.3 | 3.4 |
| E | 10.4 | 3.3 |
| H | 11.0 | 2.7 |
| +30' | 10.8 | 2.9 |
| 184+00 | | |
| -30' | 10.7 | 3.0 |
| H | 11.1 | 2.6 |
| E | 10.4 | 3.3 |
| E | 10.3 | 3.4 |
| +30' | 10.7 | 3.0 |
| 185+00 | | |
| -30' | 8.2 | 5.5 |
| E | 8.2 | 5.5 |
| E | 8.3 | 5.4 |
| H | 8.9 | 4.8 |
| +30' | 8.9 | 4.8 |
| 185+75 | | |
| -30 | 8.3 | 5.4 |

13.74

13.74

39

| | | |
|--------|------|-----|
| N | 8.2 | 55 |
| L | 8.6 | 51 |
| E | 8.1 | 56 |
| +30 | 8.1 | 56 |
| 186+00 | | |
| -30 | 8.1 | 56 |
| E | 8.6 | 51 |
| +30 | 9.7 | 40 |
| L | 13.0 | 07 |
| +30 | 9.8 | 39 |
| N | 8.6 | 51 |
| +30 | 8.3 | 54 |
| 186+20 | | |
| -30 | 8.4 | 53 |
| -15 | 8.8 | 49 |
| N | 11.2 | 25 |
| +25 | 17.1 | -34 |
| L | 17.1 | -34 |
| +20 | 14.8 | -11 |
| +40 | 9.2 | 45 |
| E | 8.9 | 4.8 |
| +30 | 9.1 | 46 |
| 186+40 | | |
| -30 | 9.7 | 40 |
| E | 9.6 | 41 |
| +10 | 10.1 | 3.6 |

| | | |
|---------------------|------|------|
| +40 | 17.1 | -34 |
| L = Bottom Slough | 22.2 | -8.5 |
| N = " " | 22.0 | -8.3 |
| +10 | 17.5 | -3.8 |
| +30 | 13.3 | 0.4 |
| 186+60 | | |
| -40 = Bottom Slough | 22.0 | -8.3 |
| N " " | 22.0 | -8.3 |
| L | 14.5 | -0.8 |
| +40 | 10.2 | 3.5 |
| E | 9.8 | 3.9 |
| +30 | 9.8 | 3.9 |
| 187+00 | | |
| -30 | 9.5 | 4.2 |
| E | 9.5 | 4.2 |
| L | 9.9 | 3.8 |
| +25 | 9.6 | 4.1 |
| N | 13.5 | 0.2 |
| +15 | 17.5 | -3.8 |
| +40 = Bottom Slough | 22.0 | -8.3 |
| 187+15 | | |
| -30 | 13.6 | 0.1 |
| N | 9.2 | 4.5 |
| +25 | 9.7 | 4.0 |
| L | 9.7 | 4.0 |
| E | 9.4 | 4.3 |

13.74

187+35

| | | | |
|------|--|-----|----|
| -30' | | 9.2 | 45 |
| W | | 9.5 | 42 |
| E | | 9.6 | 41 |
| E | | 9.5 | 42 |
| +30 | | 9.5 | 42 |

See Alignment Book

188+00 Note: For location of Buildings

| | | | |
|-----|--|-----|----|
| -30 | | 9.3 | 44 |
| E | | 9.3 | 44 |
| E | | 9.3 | 44 |
| W | | 9.3 | 44 |
| +30 | | 9.3 | 44 |

| | | | | |
|------|------|-------|------|------|
| T.P. | 2.33 | 18.81 | 7.26 | 6.48 |
|------|------|-------|------|------|

189+00 - P.O.T.

| | | | |
|-----------|--|------|-----|
| -20 | | 4.8 | 40 |
| W | | 4.8 | 40 |
| E on Hub. | | 4.95 | 386 |
| E | | 4.0 | 48 |
| +20 | | 3.5 | 53 |

190+00

| | | | |
|-----|--|-----|----|
| -20 | | 3.7 | 51 |
| E | | 3.7 | 51 |
| E | | 3.8 | 50 |
| W | | 4.8 | 40 |
| +20 | | 4.8 | 40 |

191+00

8.81

40

| | | | |
|-----|--|-----|----|
| -20 | | 5.1 | 37 |
| W | | 5.1 | 37 |
| E | | 4.6 | 42 |
| E | | 3.8 | 50 |
| +20 | | 3.8 | 50 |

192+00

| | | | |
|-----|--|-----|----|
| -15 | | 4.3 | 45 |
| E | | 4.4 | 44 |
| +25 | | 5.0 | 38 |
| E | | 4.4 | 44 |
| W | | 4.7 | 41 |
| +15 | | 5.0 | 38 |

| | | | | |
|------|------|------|------|------|
| T.P. | 1.73 | 7.58 | 2.96 | 5.85 |
|------|------|------|------|------|

192+50

| | | | |
|-----|--|-----|----|
| -15 | | 5.2 | 24 |
| W | | 5.0 | 26 |
| +30 | | 3.3 | 43 |
| E | | 3.3 | 43 |
| E | | 3.8 | 38 |
| +15 | | 3.8 | 38 |

193+00

| | | | |
|-----|--|-----|-----|
| -15 | | 4.0 | 36 |
| E | | 4.0 | 36 |
| E | | 3.9 | 37 |
| +15 | | 3.8 | 38 |
| W | | 6.0 | 1.6 |

7.58

7.58

41

| | | | | | | | |
|-------|--|-----|-----|------|--------|-----|-----|
| +15 | | 6.2 | 1.4 | -15 | | 4.1 | 3.5 |
| | 193+50 | | | E | | 5.9 | 1.7 |
| -15 | | 5.3 | 2.3 | +10 | | 7.3 | 0.3 |
| M | | 5.3 | 2.3 | +25 | | 5.5 | 2.1 |
| L | | 4.6 | 3.0 | L | | 5.0 | 2.6 |
| E | | 3.9 | 3.7 | M | | 5.3 | 2.3 |
| +15 | | 3.9 | 3.7 | | 195+50 | | |
| | 194+00 | | | -15 | | 5.2 | 2.4 |
| -147' | old Road bed - on Los Angeles & S.D. B.R.R. | 1.1 | 6.5 | M | | 5.2 | 2.4 |
| -137' | | 2.7 | 4.9 | L | | 5.3 | 2.3 |
| 15' | | 3.9 | 3.7 | E | | 5.9 | 1.7 |
| E | | 4.1 | 3.5 | +15 | | 7.5 | 0.1 |
| +35 | | 4.9 | 2.7 | | 196+00 | | |
| L | | 5.8 | 1.8 | -15' | | 6.7 | 0.9 |
| M | | 5.1 | 2.5 | E | | 5.5 | 2.1 |
| +15 | | 5.3 | 2.3 | L | | 5.2 | 2.4 |
| | 194+50 | | | M | | 5.0 | 2.6 |
| -15 | | 4.7 | 2.9 | +15 | | 5.0 | 2.6 |
| M | | 4.7 | 2.9 | | 196+50 | | |
| L | | 6.0 | 1.6 | -15 | | 5.7 | 1.9 |
| +5 | | 7.0 | 0.6 | M | | 5.7 | 1.9 |
| +30 | | 6.2 | 1.4 | L | | 5.0 | 2.6 |
| +40 | | 5.5 | 2.1 | E | | 5.5 | 2.1 |
| L | | 4.6 | 3.0 | +15 | | 5.6 | 2.0 |
| +15 | | 3.7 | 3.9 | | 197+00 | | |
| | 195+00 | | | -15 | | 5.6 | 2.0 |

7.58

| | | |
|-----|-----|----|
| E | 5.6 | 20 |
| L | 5.6 | 20 |
| W | 6.4 | 12 |
| +15 | 6.3 | 13 |

197+50

| | | |
|-----|-----|----|
| -15 | 6.5 | 11 |
| W | 6.6 | 10 |
| L | 6.7 | 09 |
| E | 6.7 | 09 |
| +15 | 6.7 | 09 |

| | | | | |
|------|------|------|------|------|
| T.P. | 6.41 | 7.22 | 6.77 | 0.81 |
|------|------|------|------|------|

198+00

| | | |
|-----|-----|----|
| -15 | 6.5 | 07 |
| E | 6.5 | 07 |
| L | 6.8 | 04 |
| W | 6.1 | 11 |
| +15 | 6.1 | 11 |

199+00

| | | |
|-----|-----|----|
| -15 | 5.5 | 17 |
| W | 5.5 | 17 |
| L | 5.4 | 18 |
| E | 5.6 | 16 |
| +15 | 5.6 | 16 |

200+00

| | | |
|-----|-----|----|
| -15 | 5.5 | 17 |
| E | 5.5 | 17 |
| +30 | 6.2 | 10 |

7.22

| | | |
|-----|-----|----|
| L | 5.2 | 20 |
| +15 | 4.9 | 23 |
| W | 5.3 | 19 |
| +15 | 5.3 | 19 |

200+50

| | | |
|-----|-----|----|
| -15 | 4.6 | 26 |
| W | 4.6 | 26 |
| L | 4.7 | 25 |
| +25 | 4.4 | 28 |
| E | 5.3 | 19 |

| | | | |
|------------------------------|------|------|-----------------------------|
| +4 = top RR Turnout NLY Rail | 4.60 | 2.62 | Vitrified Product Siding |
|------------------------------|------|------|-----------------------------|

201+00

| | | |
|---------------|------|-----|
| -15 | 4.7 | 25 |
| E | 4.7 | 25 |
| L on NLY Rail | 4.15 | 307 |
| L on ground | 4.7 | 25 |
| W | 5.0 | 22 |
| +15 | 5.0 | 22 |

201+50

| | | |
|---------------|------|-----|
| -10 | 4.6 | 26 |
| W | 4.6 | 26 |
| +6 = NLY Rail | 3.62 | 360 |
| +25 | 5.0 | 22 |
| L | 5.1 | 21 |
| E | 5.3 | 19 |
| +10 | 5.3 | 19 |

42

201+65

| | | |
|-----|-----|----|
| -15 | 5.2 | 20 |
| E | 5.2 | 20 |
| L | 5.1 | 21 |
| +18 | 2.3 | 49 |
| W | 3.2 | 40 |
| +10 | 4.0 | 32 |

201+85

| | | |
|-----|-----|----|
| -10 | 3.4 | 38 |
| W | 3.0 | 42 |
| L | 2.2 | 50 |
| +35 | 5.2 | 20 |
| E | 5.7 | 15 |
| +15 | 5.8 | 14 |

202+00

| | | |
|-----|-----|----|
| -15 | 4.3 | 29 |
| E | 4.2 | 30 |
| +40 | 2.1 | 51 |
| L | 2.9 | 43 |
| W | 3.0 | 42 |
| +10 | 3.0 | 42 |

202+50

| | | |
|-----|-----|----|
| -10 | 3.8 | 34 |
| W | 3.9 | 33 |
| L | 2.9 | 43 |
| E | 3.0 | 42 |

+10

3.0 42

203+00

| | | |
|-----|-----|----|
| -10 | 3.3 | 39 |
| E | 3.3 | 39 |
| L | 3.6 | 36 |
| W | 3.6 | 36 |
| +10 | 3.6 | 36 |

203+50

| | | |
|-----|-----|----|
| -10 | 3.4 | 38 |
| W | 3.4 | 38 |
| L | 3.5 | 37 |
| E | 3.8 | 34 |
| +10 | 3.8 | 34 |

TP 3.13 7.90 2.45 4.77

Chk. on SWK & P. Juan & Taylor 3.30 4.60

+3.2 = BM

0.12 = difference 112 BMs

B.M. LEVELS from Juan & Taylor

to Kurtz and TRHS st.

| | | |
|---------|------|-----------|
| 3.30 | 8.02 | 4.72 |
| TP 3.87 | 8.76 | 3.13 4.89 |
| TP 4.47 | 6.78 | 6.45 2.31 |
| | | 4.30 2.48 |
| | | 4.81 |

B.P. SW

Juan & Taylor

on current

W Taylor

on Santa Fe

on Pcy by

Sta 209+00

P.C. Hub &

211+06.24

214+37.04 = P.T. Hub

on Pcy

by 217+00 L

21 Pcy

by Sta 225+00

P.O.T. 214ub

228+00

TP 6.45 6.32 6.91 -0.13

TP 4.17 4.92 5.57 0.75

4.63 0.79

492

| | | | | | |
|-------------------------------|-----|-----|------|------------------|-----------------------|
| T.P. | 331 | 342 | 481 | 0.11 | Pay by \$ \$233+00 |
| T.P. | 626 | 728 | 240 | 1.02 | on Pay by \$241+00 |
| chk. on L. Mon. Trias + Kurtz | | | 2.59 | -231 | |
| | | | | <u>-234</u> | |
| | | | | 0.03 = Error | |
| | | | | -234 = Above 81% | |

204+00

44
T.P. on cube 4
Page 43

| | | | |
|------|------|-----|----|
| 3.88 | 8.77 | 489 | |
| -10 | | 50 | 38 |
| E | | 50 | 38 |
| S | | 51 | 37 |
| N | | 50 | 38 |
| +10 | | 50 | 38 |

205+00

| | | | |
|-----|--|----|----|
| -10 | | 54 | 34 |
| N | | 54 | 34 |
| S | | 50 | 38 |
| E | | 47 | 41 |
| +10 | | 42 | 46 |
| +20 | | 52 | 36 |

205+50

| | | | |
|-----|--|----|----|
| -10 | | 52 | 36 |
| E | | 56 | 32 |
| +25 | | 58 | 30 |
| S | | 44 | 44 |
| +25 | | 46 | 42 |
| N | | 56 | 32 |
| +10 | | 56 | 32 |

206+00

| | | | |
|-----|--|----|----|
| -10 | | 53 | 35 |
| N | | 53 | 35 |
| +25 | | 60 | 28 |
| S | | 60 | 28 |

8.77

| | | |
|--------|-----|----|
| E | 50 | 38 |
| +10 | 4.8 | 40 |
| 207+00 | | |
| -10 | 4.8 | 40 |
| E | 4.7 | 41 |
| L | 5.2 | 36 |
| M | 5.0 | 38 |
| +10 | 5.0 | 38 |

207+50

| | | |
|-----|-----|----|
| -10 | 5.2 | 36 |
| M | 5.2 | 36 |
| L | 4.9 | 39 |
| E | 4.6 | 42 |
| +10 | 5.2 | 36 |

208+00

| | | |
|-----|-----|-----|
| -10 | 7.7 | 1.1 |
| E | 6.1 | 27 |
| +20 | 5.2 | 36 |
| L | 4.8 | 40 |
| M | 4.8 | 40 |
| +10 | 4.8 | 40 |

208+50

| | | |
|-----|-----|----|
| -10 | 5.0 | 38 |
| M | 5.0 | 38 |
| L | 5.2 | 36 |
| +25 | 6.4 | 24 |

8.77

| | | |
|--------|------|----|
| E | 7.3 | 15 |
| +10 | 7.8 | 10 |
| 209+00 | | |
| -10 | 8.2 | 06 |
| E | 8.2 | 06 |
| +25 | 7.2 | 16 |
| L | 6.47 | |

45

2.30
 2.31 = TP P44
 0.01 = Error

435 6.66

2.31 = Above TP

| | | |
|------|-----|----|
| L+25 | 3.8 | 28 |
| M | 2.7 | 39 |
| +10 | 2.7 | 39 |

209+50

| | | |
|-----|-----|----|
| -10 | 3.4 | 32 |
| M | 3.4 | 32 |
| +25 | 3.9 | 27 |
| L | 4.0 | 26 |
| +25 | 4.5 | 21 |
| +35 | 6.6 | 00 |
| E | 5.7 | 09 |
| +20 | 4.2 | 24 |

210+00

| | | |
|-----|-----|----|
| -20 | 6.0 | 06 |
| E | 6.5 | 01 |
| +25 | 4.2 | 24 |
| L | 4.0 | 26 |

6.66

+25 4.5 21

W 4.0 26

+10 4.0 26

Σ10+50

-10 4.9 17

W 4.9 17

+20 3.8 28

Σ 4.1 25

+15 3.8 28

E 4.9 17

+20 6.6 0.0

Σ11+0624 = P.C. 1st

All sections
on Radial 1122

-20 6.2 0.4

E 5.0 16

+20 4.0 26

Σ on Hub. 4.18 2.48

W 4.0 26

+10 4.0 26

Σ11+50

-10 4.2 24

W 4.2 24

Σ 4.3 23

E 4.7 19

+20 6.0 0.6

Σ12+00

-10 4.9 17

6.66

E 4.6 20

Σ 4.6 20

W 4.2 24

+10 4.2 24

Σ12+50

-10 4.4 22

W 4.7 19

+25 6.8 -0.2

Σ 5.5 11

E 4.8 18

+10 4.4 22

Σ13+00

-10 4.7 19

E 4.3 23

Σ 4.5 21

+20 4.5 21

W 6.2 0.4

+10 5.2 14

Σ13+50

-10 5.5 11

W 4.9 17

Σ 4.3 23

+30 4.2 24

E 5.2 14

+10 6.3 0.3

Σ14+00

42

6.66

| | | |
|-----|-----|------|
| -10 | 7.5 | -0.9 |
| E | 7.0 | -0.4 |
| +15 | 5.4 | 1.2 |
| +30 | 5.5 | 1.1 |
| Z | 4.6 | 2.0 |
| M | 4.6 | 2.0 |
| +10 | 4.6 | 2.0 |

Z1A+50

| | | |
|-----|-----|------|
| -10 | 5.9 | 0.7 |
| M | 5.9 | 0.7 |
| +40 | 4.9 | 1.7 |
| Z | 7.2 | -0.6 |
| +15 | 8.5 | 1.9 |
| +30 | 6.6 | 0.0 |
| E | 6.9 | -0.3 |
| +10 | 6.2 | 0.4 |

Z15+00

| | | |
|-----|-----|------|
| -10 | 6.6 | 0.0 |
| E | 6.9 | -0.3 |
| +25 | 7.4 | -0.8 |
| Z | 6.6 | 0.0 |
| +20 | 5.4 | 1.2 |
| M | 5.4 | 1.2 |
| +10 | 5.4 | 1.2 |

Z15+50

| | | |
|-----|-----|-----|
| -10 | 6.4 | 0.2 |
|-----|-----|-----|

6.66

| | | |
|-----|-----|------|
| M | 6.4 | 0.2 |
| +25 | 7.1 | -0.5 |
| Z | 6.8 | -0.2 |
| E | 6.4 | 0.2 |
| +10 | 6.4 | 0.2 |

Z16+00

| | | |
|-----|-----|------|
| -10 | 6.3 | 0.3 |
| E | 6.5 | 0.1 |
| Z | 6.5 | 0.1 |
| M | 7.3 | -0.7 |
| +10 | 7.5 | -0.9 |

Z16+50

| | | |
|-----|-----|-----|
| -10 | 6.6 | 0.0 |
| M | 6.6 | 0.0 |
| Z | 6.4 | 0.2 |
| E | 6.3 | 0.3 |
| +10 | 6.6 | 0.0 |

Z17+00

| | | |
|-----|-----|------|
| -10 | 7.5 | -0.9 |
| E | 7.7 | -1.1 |
| Z | 6.9 | -0.3 |
| M | 6.3 | 0.3 |
| +10 | 6.3 | 0.3 |

TP 6.22 6.07 6.81 - 0.15 ^{on pay} by Z 217+00

Z17+61.90 = F.C.

| | | |
|-----|-----|------|
| -10 | 7.7 | -1.6 |
|-----|-----|------|

47

607

| | | | |
|----------|--------|-----|-----|
| W | | 27 | -17 |
| L on Hab | | 734 | -13 |
| E | | 25 | -15 |
| +10 | | 25 | -15 |
| | 217+70 | | |
| -10 | | 7.9 | -19 |
| E | | 7.9 | -19 |
| L | | 7.8 | -18 |
| W | | 77 | -17 |
| +10 | | 77 | -17 |
| | 217+82 | | |
| -10 | | 3.4 | 27 |
| W | | 34 | 27 |
| L | | 3.3 | 28 |
| E | | 40 | 21 |
| +10 | | 40 | 21 |
| | 218+55 | | |
| -10 | | 37 | 24 |
| E | | 37 | 24 |
| L | | 41 | 20 |
| W | | 39 | 22 |
| +10 | | 39 | 22 |
| | 219+00 | | |
| -10 | | 43 | 18 |
| W | | 43 | 18 |
| L | | 43 | 18 |

607

| | | | |
|-----|--------|-----|-----|
| E | | 37 | 24 |
| | 220+00 | | |
| -10 | | 37 | 24 |
| E | | 37 | 24 |
| L | | 4.5 | 16 |
| W | | 52 | 09 |
| +10 | | 52 | 09 |
| | 221+00 | | |
| -10 | | 51 | 10 |
| W | | 51 | 10 |
| L | | 47 | 14 |
| E | | 43 | 18 |
| +10 | | 43 | 18 |
| | 222+00 | | |
| -10 | | 4.8 | 13 |
| E | | 50 | 11 |
| L | | 50 | 11 |
| W | | 55 | 06 |
| +10 | | 55 | 06 |
| | 223+00 | | |
| -10 | | 5.6 | 0.5 |
| W | | 56 | 0.5 |
| L | | 4.9 | 1.2 |
| E | | 47 | 1.4 |
| +10 | | 47 | 1.4 |
| | 224+00 | | |

48

6.07

| | | | | |
|-----|--------|-----|-----|----------------------|
| -10 | | | 4.8 | 13 |
| E | | | 4.8 | 13 |
| ♀ | | | 5.2 | 09 |
| Y | | | 5.5 | 06 |
| +10 | | | 5.5 | 06 |
| | 225+00 | | | |
| -10 | | | 5.9 | 02 |
| Y | | | 5.9 | 02 |
| ♀ | | | 5.4 | 07 |
| E | | | 5.3 | 08 |
| +10 | | | 5.3 | 08 |
| TP | 415 | 488 | 534 | 073 |
| | 226+00 | | | on Peg by Sta 225+00 |
| -10 | | | 4.4 | 05 |
| E | | | 4.4 | 05 |
| ♀ | | | 4.8 | 01 |
| Y | | | 4.9 | -00 |
| +10 | | | 4.9 | 00 |
| | 227+00 | | | |
| -10 | | | 4.4 | 05 |
| Y | | | 4.4 | 05 |
| ♀ | | | 5.1 | -02 |
| E | | | 4.8 | 01 |
| +10 | | | 4.8 | 01 |
| | 228+00 | | | |
| -10 | | | 4.4 | 05 |

4.88

49

| | | | | |
|----------|--------|--|------|-----|
| E | | | 4.4 | 05 |
| ♂ on Hub | | | 4.61 | 027 |
| Y | | | 4.7 | 02 |
| +10 | | | 4.7 | 02 |
| | 229+00 | | | |
| -10 | | | 4.4 | 05 |
| Y | | | 4.4 | 05 |
| ♀ | | | 4.5 | 04 |
| E | | | 4.4 | 05 |
| +10 | | | 4.4 | 05 |
| | 230+00 | | | |
| -10 | | | 5.0 | -01 |
| E | | | 5.0 | -01 |
| ♀ | | | 4.9 | 00 |
| Y | | | 4.8 | +01 |
| +10 | | | 4.8 | +01 |
| | 231+00 | | | |
| -10 | | | 5.6 | -07 |
| Y | | | 5.6 | -07 |
| ♀ | | | 5.3 | -04 |
| E | | | 5.1 | -03 |
| +10 | | | 5.1 | -03 |
| | 232+00 | | | |
| -10 | | | 5.2 | -03 |
| E | | | 5.2 | -03 |
| ♀ | | | 5.1 | -02 |

4.88

3.19

50

| | | | | | |
|------------|--------|------|------|----------------------------------|------------|
| μ | | | 5.5 | -0.6 | +25 |
| +10 | | | 5.5 | -0.6 | μ |
| | 233+00 | | | | +5 |
| -10 | | | 5.0 | -0.1 | +10 |
| μ | | | 5.0 | -0.1 | |
| σ | | | 4.8 | +0.1 | -10 |
| σ_0 | | | 4.4 | 0.5 | μ |
| +10 | | | 4.4 | 0.5 | +2 |
| TP | 3.06 | 3.19 | 4.75 | 0.13 | +7 |
| | 234+00 | | | on Feb by σ Sto 233+00 | +30 |
| -10 | | | 3.5 | -0.3 | +40 |
| σ_0 | | | 3.5 | -0.3 | σ |
| σ | | | 3.4 | -0.2 | E |
| μ | | | 3.4 | -0.2 | +10 |
| | 235+00 | | | | |
| -25 | | | 2.0 | +1.2 | -10 |
| -20 | | | 4.3 | -1.1 | σ_0 |
| μ | | | 3.8 | -0.6 | σ |
| σ | | | 4.0 | -0.8 | +10 |
| σ_0 | | | 3.4 | -0.2 | +30 |
| +15 | | | 3.4 | -0.2 | +38 |
| | 235+75 | | | | μ |
| -15 | | | 4.0 | -0.8 | +3 |
| σ | | | 4.0 | -0.8 | +10 |
| σ_0 | | | 4.0 | -0.8 | |
| +15 | | | 4.3 | -1.1 | -10 |

| | |
|--------|------|
| 5.3 | -2.1 |
| 4.3 | -1.1 |
| 2.2 | +1.0 |
| 2.2 | +1.0 |
| 236+00 | |
| 2.4 | +0.8 |
| 2.4 | +0.8 |
| 2.3 | +0.9 |
| 4.2 | -1.0 |
| 5.4 | -2.2 |
| 4.4 | -1.2 |
| 4.3 | -1.1 |
| 4.1 | -0.9 |
| 4.1 | -0.9 |
| 236+50 | |
| 4.1 | -0.9 |
| 4.1 | -0.9 |
| 4.7 | -1.5 |
| 5.3 | -2.1 |
| 4.4 | -1.2 |
| 2.1 | +1.1 |
| 2.3 | +0.9 |
| 2.6 | +0.6 |
| 4.0 | -0.8 |
| 237+00 | |
| 5.2 | -2.0 |

| | | |
|--------|----|------|
| Y | 44 | -1.2 |
| +10 | 25 | +0.7 |
| +25 | 25 | +0.7 |
| +30 | 43 | -1.1 |
| 2 | 55 | -2.3 |
| +10 | 53 | -2.1 |
| +20 | 44 | -1.2 |
| 5 | 45 | -1.3 |
| +10 | 45 | -1.3 |
| 237+50 | | |
| -10 | 45 | -1.3 |
| 5 | 45 | -1.3 |
| +25 | 46 | -1.4 |
| +30 | 52 | -2.0 |
| 2 | 54 | -2.2 |
| +10 | 45 | -1.3 |
| +20 | 24 | +0.8 |
| +35 | 26 | +0.6 |
| Y | 54 | -2.2 |
| +10 | 56 | -2.4 |
| 238+00 | | |
| -10 | 52 | -2.0 |
| Y | 56 | -2.4 |
| +15 | 47 | -1.5 |
| +22 | 28 | +0.4 |
| +38 | 26 | +0.6 |
| +45 | 44 | -1.2 |

| | | |
|--------|----|------|
| 2 | 50 | -1.8 |
| +10 | 57 | -2.5 |
| +25 | 47 | -1.5 |
| 5 | 46 | -1.4 |
| +10 | 46 | -1.4 |
| 238+50 | | |
| -10 | 46 | -1.4 |
| 5 | 46 | -1.4 |
| +20 | 46 | -1.4 |
| +35 | 58 | -2.6 |
| 2 | 46 | -1.4 |
| +5 | 47 | -1.5 |
| +12 | 27 | +0.5 |
| +26 | 26 | +0.6 |
| +35 | 47 | -1.5 |
| Y | 56 | -2.4 |
| +10 | 53 | -2.1 |
| 239+00 | | |
| -10 | 56 | -2.4 |
| Y | 56 | -2.4 |
| +15 | 49 | -1.7 |
| +25 | 32 | 00 |
| +38 | 32 | 00 |
| +45 | 47 | -1.5 |
| 2 | 51 | -1.9 |
| +10 | 60 | -2.8 |

3.19

| | | | | |
|-----|---------|-------------------|---------------|--------------------------------------|
| +20 | | 5.2 | -2.0 | |
| E | | 4.8 | -1.6 | |
| +10 | | 4.8 | -1.6 | |
| TP | | 5.47 | -2.28 | B.M. 60th Con. Mon T.M.S. Kutz |
| | | | -2.34 | |
| | | | 0.06 = f. 101 | |
| | 547 | 3.13 ^v | -2.34 | above BM |
| | 233+450 | | | |
| -10 | | 5.2 | -2.1 | |
| E | | 5.2 | -2.1 | |
| +20 | | 5.2 | -2.1 | |
| +40 | | 6.2 | -3.1 | |
| 2 | | 5.4 | -2.3 | |
| +12 | | 4.5 | -1.4 | |
| +16 | | 3.6 | -0.5 | |
| +25 | | 3.4 | -0.3 | |
| +28 | | 4.3 | -1.2 | |
| Y | | 5.7 | -2.6 | |
| +10 | | 6.0 | -2.9 | |
| | 240+65 | | | |
| -10 | | 4.5 | -1.4 | |
| Y | | 4.5 | -1.4 | |
| +10 | | 4.1 | -1.0 | |
| +14 | | 3.1 | 00 | |
| +25 | | 3.1 | 00 | |
| +35 | | 4.7 | -1.6 | |
| 2 | | 5.3 | -2.2 | |

3.13

52

| | | | | |
|----------------------|-----|------|------|-----------------------------------|
| E | | 5.3 | -2.2 | |
| +10 | | 5.3 | -2.2 | |
| | | | | 240+75 |
| -10 | | 3.7 | -0.6 | |
| E | | 3.7 | -0.6 | |
| 2 | | 3.7 | -0.6 | |
| Y | | 2.4 | +0.7 | |
| +10 | | 2.4 | +0.7 | |
| TP | 857 | 3.55 | 2.15 | 0.98 |
| | | | | 241+35 = 2 old paving on tide st. |
| -10 on paving | | | 8.75 | +0.80 |
| Y " " | | | 8.68 | 0.87 |
| 2 " " | | | 8.53 | 1.02 |
| E " " | | | 8.40 | 1.15 |
| +10 " " | | | 8.33 | 1.22 |
| | | | | 241+50 |
| -10 " | | | 8.26 | 1.29 |
| E | | | 8.40 | 1.15 |
| +45 at end sec. line | | | 8.83 | 0.72 |
| +45 on " " | | | 8.45 | 1.10 |
| 2 | | | 8.40 | 1.15 |
| Y | | | 8.3 | 1.3 |
| +20 | | | 11.1 | -1.5 |
| | | | | 241+64 |
| -10 | | | 11.7 | -2.1 |
| Y | | | 11.0 | -1.4 |

This section only
Parallel to
Tide st.

| | | |
|---------------|------|-------|
| +12 | 9.8 | -0.2 |
| +25 | 10.6 | -1.0 |
| $\frac{d}{2}$ | 8.1 | +1.5 |
| E_2 | 8.1 | +1.5 |
| +10 on Box | 8.63 | +0.92 |
| 241+72 | | |
| -10 | 8.0 | 1.6 |
| E_2 | 8.1 | 1.5 |
| +30 | 10.7 | -1.1 |
| $\frac{d}{2}$ | 11.5 | -1.9 |
| +20 | 11.7 | -2.1 |
| +30 | 11.1 | -1.5 |
| +38 | 10.8 | -1.2 |
| +48 | 10.3 | -0.7 |
| \mathcal{W} | 11.2 | -1.6 |
| +10 | 11.8 | -2.2 |
| 241+80 | | |
| -10 | 11.9 | -2.3 |
| \mathcal{W} | 11.3 | -1.7 |
| +3 | 9.8 | -0.2 |
| +12 | 10.0 | -0.4 |
| +20 | 11.2 | -1.6 |
| +30 | 11.6 | -2.0 |
| $\frac{d}{2}$ | 11.8 | -2.2 |
| E_2 | 11.6 | -2.0 |
| +20 | 8.2 | +1.4 |

| | | | |
|-------------------------------------|------|-------|------------|
| 242+10 | | | |
| -10 | | 11.7 | -2.1 |
| E_2 | | 11.7 | -2.1 |
| $\frac{d}{2}$ | | 11.7 | -2.1 |
| +30 | | 11.5 | -1.9 |
| +37 | | 10.2 | -0.6 |
| +48 | | 10.1 | -0.5 |
| \mathcal{W} | | 11.6 | -2.0 |
| \mathcal{W} on 6" Gas Main | | 9.53 | +0.02 |
| +10 | | 11.5 | -1.9 |
| 242+60 Section Parallel to Car Line | | | |
| -10 | | 10.7 | -1.1 |
| \mathcal{W} | | 9.1 | +0.5 |
| +10 | | 8.9 | +0.7 |
| +15 | | 10.0 | -0.4 |
| $\frac{d}{2}$ | | 10.5 | -0.9 |
| E_2 | | 9.7 | -0.1 |
| +10 | | 9.2 | +0.4 |
| T.P. | 1144 | 19.32 | 1.67 7.88 |
| T.P. | 786 | 23.36 | 3.78 15.54 |
| 242+97 Section Parallel to Car Line | | | |
| -10 | | 8.6 | 21.8 |
| E_2 | | 3.2 | 20.2 |
| $\frac{d}{2}$ | | 3.4 | 18.0 |
| \mathcal{W} | | 8.1 | 15.3 |
| +10 | | 8.8 | 14.5 |



| | 243+04.2 | N.Y. Rail Car Line Section Parallel to Rail | | | | |
|-------------------------------------|----------|---|-------|--|------|------|
| 200' H. 100' W. 65' Rt. L on Rail | 11.73 | 15.27 | 16.67 | -10 | 3.8 | +1.8 |
| L | 8.03 | 6.69 | 4.17 | Y | 3.6 | 2.0 |
| " | 11.73 | 15.27 | 16.67 | L | 3.5 | 2.1 |
| 65' H. L " " | 15.27 | 21.84 | | E | 3.4 | 2.2 |
| 112' Lt. Dep. Tackle work on Rail | 8.26 | 23.62 | | +10 | 3.4 | 2.2 |
| 200' Lt. 243+18 | 8.19 | 26.55 | | | | |
| E | 2.6 | 20.8 | | | | |
| L | 5.0 | 18.4 | | -10 | 4.0 | 1.6 |
| Y | 7.5 | 15.9 | | E | 4.0 | 1.6 |
| T.P. 3.64 144.5 | 12.55 | 10.81 | | L | 4.5 | 1.1 |
| T.P. 3.44 561 | 12.28 | 2.17 | | Y | 4.8 | 0.8 |
| 243+60 Section Parallel to Car Line | | | | +10 | 4.8 | 0.8 |
| -10 | 5.8 | -0.2 | | | | |
| Y | 5.2 | +0.4 | | -10 | 4.8 | 0.8 |
| +10 | 6.3 | -0.7 | | Y | 4.8 | 0.8 |
| L | 6.8 | -1.2 | | L | 4.4 | 1.2 |
| E | 6.2 | -0.6 | | E | 3.7 | 1.9 |
| +10 | 5.4 | +0.2 | | +10 | 3.0 | 2.6 |
| 243+75 Section Parallel to Car Line | | | | | | |
| -10 | 6.5 | -0.9 | | -10 | 3.7 | 1.9 |
| E | 7.0 | -1.4 | | E | 3.2 | 2.4 |
| L | 8.0 | -2.4 | | L on Hub | 4.54 | 1.07 |
| +10 | 7.7 | -2.1 | | Y | 4.8 | 0.8 |
| +45 | 5.8 | -0.2 | | +10.00 N.Y. edge paving | 4.69 | 0.92 |
| Y | 5.5 | +0.1 | | | | |
| +10 | 6.2 | -0.6 | | 245+92.6 = N.Y. edge paving Section on N.Y. Paving | | |
| 243+83 Section Parallel to Car Line | | | | 75' Rt. L on Paving | 4.69 | 0.92 |
| | | | | 50' L " " | 5.00 | 0.61 |

244+50 Section Rt. A to B

| | | |
|-----|-----|-----|
| -10 | 4.0 | 1.6 |
| E | 4.0 | 1.6 |
| L | 4.5 | 1.1 |
| Y | 4.8 | 0.8 |
| +10 | 4.8 | 0.8 |

245+00

| | | |
|-----|-----|-----|
| -10 | 4.8 | 0.8 |
| Y | 4.8 | 0.8 |
| L | 4.4 | 1.2 |
| E | 3.7 | 1.9 |
| +10 | 3.0 | 2.6 |

245+54¹⁰ = BC

| | | |
|-------------------------|------|------|
| -10 | 3.7 | 1.9 |
| E | 3.2 | 2.4 |
| L on Hub | 4.54 | 1.07 |
| Y | 4.8 | 0.8 |
| +10.00 N.Y. edge paving | 4.69 | 0.92 |

245+92.6 = N.Y. edge paving Section on N.Y. Paving

| | | |
|---------------------|------|------|
| 75' Rt. L on Paving | 4.69 | 0.92 |
| 50' L " " | 5.00 | 0.61 |

| | | | | |
|------------------|--------|------|------|------|
| 25' R+ L on Pav | | | 4.89 | 0.72 |
| L " " | | | 4.65 | 0.96 |
| +25 | | | 4.36 | 1.25 |
| +50 | | | 4.33 | 1.28 |
| +75 | | | 4.41 | 1.20 |
| | 246+50 | | | |
| L on Pav | | | 3.73 | 1.88 |
| L " " | | | 4.65 | 0.96 |
| W' Drive | | | 4.49 | 1.12 |
| T.P | 4.01 | 6.03 | 3.59 | 2.02 |
| | 247+00 | | | |
| W on Pav | | | 5.28 | 0.75 |
| L " " | | | 4.66 | 1.37 |
| L " " | | | 4.17 | 1.86 |
| | 247+45 | | | |
| L | | | 3.9 | 2.1 |
| L | | | 4.5 | 1.5 |
| +38 on ch | | | 4.74 | 1.29 |
| +38 " Gut on Pav | | | 5.23 | 0.80 |
| W " Pav | | | 4.89 | 1.14 |
| | 247+53 | | | |
| W on Pav | | | 4.84 | 1.19 |
| +12 " " | | | 3.22 | 0.81 |
| +12 cb. | | | 4.70 | 1.33 |
| +23 | | | 4.5 | 1.5 |
| +30 | | | 6.0 | 0.0 |

| | | | | |
|------------|--------|--|------|-------|
| L | | | 6.5 | -0.5 |
| L | | | 6.5 | -0.5 |
| +10 | | | 6.5 | -0.5 |
| | 248+00 | | | |
| -10 | | | 8.6 | -2.6 |
| L | | | 8.8 | -2.8 |
| L | | | 9.2 | -3.2 |
| +8 | | | 9.2 | -3.2 |
| +17 | | | 4.7 | +1.3 |
| +27 on ch | | | 4.76 | +1.27 |
| +28 " Gut | | | 5.31 | +0.72 |
| W on Pav | | | 4.63 | +1.40 |
| | 248+50 | | | |
| W " " | | | 4.48 | 1.55 |
| +37 on Gut | | | 5.27 | 0.76 |
| +37 " cb. | | | 4.66 | 1.37 |
| +45 | | | 4.6 | +1.4 |
| L | | | 6.9 | -0.9 |
| +5 | | | 9.3 | -3.3 |
| L | | | 9.3 | -3.3 |
| +11 | | | 9.3 | -3.3 |
| | 249+00 | | | |
| -10 | | | 9.5 | -3.5 |
| L | | | 9.5 | -3.5 |
| +33 | | | 9.5 | -3.5 |
| +40 | | | 4.5 | +1.5 |

| | | | | |
|----------------------|--------|------|------|-------|
| 2 on top cb. | | | 456 | +1.47 |
| " " Gut on Pav. | | | 516 | 0.87 |
| W " " | | | 443 | 1.60 |
| | 349+50 | | | |
| W | | | 463 | 1.40 |
| +30' = Pav. Atlantic | | | 425 | 1.78 |
| 2 on Pav. | | | 475 | 1.28 |
| +9 " " at Gut. | | | 428 | 1.04 |
| +9 " cb. | | | 433 | 1.70 |
| +18 | | | 42 | 1.8 |
| +29 | | | 8.9 | -2.9 |
| E ₀ | | | 9.2 | -3.2 |
| +10 | | | 9.3 | -3.3 |
| T.P. | 502 | 6.79 | 426 | 1.77 |
| | 250+00 | | | |
| -10 | | | 10.8 | -4.0 |
| E ₀ | | | 10.8 | -4.0 |
| +15 | | | 9.8 | -3.0 |
| +25 | | | 47 | +2.2 |
| +32 = top E cb. | | | 486 | 1.93 |
| +32 on Gut | | | 534 | 1.25 |
| 2 on Pav. | | | 512 | 1.67 |
| +15 " " | | | 491 | 1.88 |
| +46 = W Gut. | | | 552 | 1.27 |
| +46 on W cb. | | | 479 | 2.00 |
| W " W | | | 475 | 2.04 |

| | | | | | |
|---------------------|--------|--|--|------|------|
| +4 | | | | 3.8 | +3.0 |
| +15 | | | | 9.9 | -3.1 |
| | 250+50 | | | | |
| -10 | | | | 9.9 | -3.1 |
| W | | | | 4.5 | +2.3 |
| +10 on W cb. | | | | 4.77 | 2.02 |
| +10 " Gut on Pav. | | | | 5.51 | 1.28 |
| +40 " Pav. | | | | 4.77 | 2.02 |
| 2 " " | | | | 4.81 | 1.98 |
| +23 " " Gut. | | | | 5.45 | 1.34 |
| +23 on cb. | | | | 4.73 | 2.06 |
| +32 | | | | 4.8 | +2.0 |
| +40 | | | | 9.8 | -3.0 |
| E ₀ | | | | 10.2 | -3.4 |
| +10 | | | | 10.2 | -3.4 |
| | 251+00 | | | | |
| -10 | | | | 10.5 | -3.7 |
| E ₀ | | | | 10.4 | -3.6 |
| +5 | | | | 10.1 | -3.3 |
| +15 | | | | 4.6 | +2.2 |
| +23 = top E cb. | | | | 4.62 | 2.17 |
| +23 = E Gut on Pav. | | | | 5.31 | 1.48 |
| 2 on Pav. | | | | 4.57 | 2.22 |
| +345 = W Gut | | | | 5.47 | 1.32 |
| +34 = W cb. on cb. | | | | 4.73 | 2.06 |
| +43 | | | | 4.7 | 2.1 |

| | | | |
|-----|--|------|------|
| W | | 94 | -2.6 |
| +10 | | 10.2 | -3.4 |

2.51+50

| | | | |
|-----------------------------------|--|------|-------|
| -10 | | 10.2 | -3.4 |
| W | | 10.1 | -3.3 |
| +10 | | 4.6 | +2.2 |
| +18 = top W cl. | | 4.64 | +2.15 |
| +18 = W Gut. | | 5.37 | 1.42 |
| Q on Box | | 4.53 | 2.26 |
| +30 = E. Gut | | 5.20 | 1.59 |
| +30 = E. top cl. | | 4.54 | 2.25 |
| +40 at Blvd. West King Lumber Co. | | 4.6 | 2.2 |

2.52+06.52

| | | | |
|---------------------------------|------|------|-------|
| E | | 4.5 | 2.3 |
| +12.5 = E. edge boring | | 4.41 | 2.38 |
| Q on " | | 4.42 | 2.37 |
| +37.5 "Wedge " | | 5.13 | 1.66 |
| W | | 5.4 | 1.4 |
| +10 | | 10.0 | -3.2 |
| TP | 4.43 | 6.62 | 4.60 |
| Chk. & Mon. BM. King + Tide St. | | 9.02 | -2.40 |

$$\frac{2.34 - BM}{0.06}$$

57

58

59

58

Walker
J. M. Bliss

CROSS SECTIONS ATLANTIC ST. 100' Wide

From sta. 283+86.52 = BC

to sta. 350+00

1447

57

B.M. of Mon.
Beam + 24' to 46'
Back 1780-70

Sly. of Emery

8.77 14.47
→ 283+86.52 = BC

5.70

√ 285+50

5.2

9.2

| | | | | | |
|-----|----------|------|----------|------|------|
| Y | 5.7 | 8.7 | +20 | 4.5 | 9.9 |
| +13 | 5.7 | 8.7 | +40 | 4.5 | 9.9 |
| +38 | 4.2 | 10.2 | 2 | 2.9 | 11.5 |
| +41 | 5.0 | 9.4 | +5 | 4.8 | 9.6 |
| 2 | 5.9 | 8.5 | +25 | 5.8 | 8.6 |
| +10 | 5.5 | 9.0 | +32 | 7.0 | 7.4 |
| +17 | 4.2 | 10.2 | Y | 16.3 | -1.9 |
| +30 | 3.4 | 11.0 | +20 | 17.5 | -3.1 |
| E | 3.0 | 11.4 | | 17.7 | -3.3 |
| | √ 284+50 | | √ 285+75 | | |
| E | 3.7 | 10.7 | -20 | 14.1 | 0.3 |
| 2 | 5.9 | 8.5 | Y | 14.1 | 0.3 |
| +10 | 6.0 | 8.4 | +28 | 14.0 | 0.4 |
| +15 | 4.9 | 9.5 | +40 | 4.6 | 9.8 |
| Y | 6.5 | 7.9 | 2 | 4.2 | 10.2 |
| +8 | 16.7 | -2.3 | +33 | 2.9 | 11.5 |
| +20 | 17.6 | -3.2 | +38 | 4.3 | 10.1 |
| | | | E | 4.3 | 10.1 |
| | √ 285+00 | | √ 286+00 | | |
| -20 | 17.9 | -3.5 | E | 3.4 | 11.0 |
| Y | 17.1 | -2.7 | +32 | 4.0 | 10.4 |
| +5 | 16.3 | -1.9 | 2 | 6.8 | 7.6 |
| +18 | 6.5 | 7.9 | +13 | 7.3 | 7.1 |
| 2 | 6.1 | 8.3 | +15 | 14.0 | 0.4 |

Plotted A-5-50-

| | | |
|---|------|-----|
| N | 14.0 | 04 |
| +20 | 14.0 | 04 |
| ✓ 286+75 | | |
| -20 | 14.0 | 04 |
| N | 14.0 | 04 |
| -37 | 14.0 | 04 |
| +38 | 11.1 | 33 |
| 1/2 | 7.6 | 68 |
| +23 | 5.1 | 93 |
| E | 4.3 | 101 |
| Note: for location 816. 17 Intersection Beard St. See Book 1280-14 | | |
| E | 5.0 | 94 |
| +22 | 6.5 | 79 |
| 1/2 | 8.0 | 64 |
| +5 | 13.6 | 08 |
| N | 14.0 | 04 |
| +20 | 14.2 | 02 |

✓ 286+75

| | | | | |
|------|------|------|------|------|
| -20 | 13.8 | 06 | | |
| N | 13.8 | 06 | | |
| 1/2 | 13.6 | 08 | | |
| +5 | 8.4 | 60 | | |
| +25 | 6.6 | 78 | | |
| E | 5.9 | 85 | | |
| T.P. | 5.14 | 9.66 | 9.95 | 4.57 |

✓ 287+00

| | | |
|-----|-----|-----|
| -10 | 0.1 | 9.5 |
| E | 1.7 | 7.9 |
| +20 | 2.3 | 7.3 |
| +40 | 4.0 | 5.6 |
| +45 | 9.0 | 0.6 |
| 1/2 | 9.0 | 0.6 |
| N | 8.9 | 0.7 |
| +20 | 8.9 | 0.7 |

✓ 287+50

| | | |
|-----|-----|-----|
| -20 | 8.6 | 10 |
| N | 8.6 | 10 |
| 1/2 | 8.6 | 10 |
| +17 | 8.8 | 0.8 |
| +20 | 4.1 | 5.5 |
| E | 2.9 | 6.7 |
| +10 | 1.3 | 8.3 |

✓ 288+00

| | | |
|-----|-----|-----|
| -10 | 3.3 | 6.3 |
| E | 5.1 | 4.5 |
| +20 | 5.0 | 4.6 |
| +22 | 8.4 | 1.2 |
| 1/2 | 8.4 | 1.2 |
| N | 8.5 | 1.1 |
| +20 | 8.5 | 1.1 |

✓ 288+50

| | | |
|-----|-----|-----|
| -20 | 8.2 | 1.5 |
|-----|-----|-----|

| | | |
|-----|-----|----|
| W | 8.2 | 14 |
| L | 8.0 | 16 |
| +45 | 7.6 | 20 |
| +47 | 5.9 | 37 |
| E | 5.1 | 45 |

289+00 Note For Re Cross Section Sec 138⁵ - Rep 30
 289+00 1.515 + 156.25

| | | |
|-----|-----|----|
| -26 | 5.0 | 46 |
| -10 | 6.2 | 34 |
| E | 6.0 | 36 |
| +25 | 7.1 | 25 |
| L | 7.4 | 22 |
| W | 7.9 | 17 |
| +20 | 8.1 | 15 |

289+50

| | | |
|-----|-----|----|
| -20 | 8.0 | 16 |
| W | 7.7 | 19 |
| L | 6.9 | 27 |
| E | 6.3 | 33 |
| +20 | 6.0 | 36 |

290+00

| | | |
|-----|-----|----|
| -20 | 4.7 | 49 |
| E | 4.9 | 47 |
| L | 6.0 | 36 |
| W | 7.3 | 23 |
| +20 | 7.7 | 19 |

290+50

| | | |
|-----|-----|----|
| -20 | 7.4 | 22 |
| W | 6.9 | 27 |
| L | 5.5 | 41 |
| E | 2.5 | 61 |
| +20 | 2.0 | 66 |

291+00

| | | |
|-----|-----|----|
| -20 | 1.2 | 84 |
| E | 2.2 | 74 |
| L | 5.0 | 46 |
| W | 7.1 | 25 |
| +20 | 7.6 | 20 |

291+25

| | | |
|-----|-----|----|
| -20 | 7.6 | 20 |
| W | 7.2 | 24 |
| L | 5.0 | 46 |
| E | 2.6 | 70 |
| +20 | 1.8 | 78 |

291+40

| | | |
|-----|------|-----|
| -20 | +3.5 | 131 |
| E | +3.5 | 131 |
| +23 | +3.5 | 131 |
| L | -5.3 | 43 |
| W | 7.2 | 24 |
| +20 | 7.7 | 19 |

291+50 - P.O.C

| | | |
|-----|-----|----|
| -20 | 7.7 | 19 |
|-----|-----|----|

966
For Re Cross Section 1385

| | | | | |
|-----|--------|-------|------|-------|
| N | | | 72 | 24 |
| +20 | | | 65 | 31 |
| g | | | +3.5 | 131 |
| +38 | | | +3.5 | 131 |
| TP | 742 | 14.75 | 2.33 | 17.33 |
| E | | | 55 | 92 |
| +20 | | | 55 | 92 |
| | 291+60 | | | |
| -20 | | | 50 | 97 |
| E | | | 52 | 95 |
| +25 | | | 5.8 | 89 |
| +35 | | | 2.9 | 123 |
| g | | | 22 | 125 |
| +24 | | | 26 | 121 |
| N | | | 124 | 23 |
| +20 | | | 127 | 20 |
| | 291+65 | | | |
| -20 | | | 126 | 21 |
| -10 | | | 126 | 21 |
| N | | | 94 | 53 |
| +13 | | | 27 | 120 |
| g | | | 29 | 118 |
| +13 | | | 68 | 89 |
| E | | | 52 | 95 |
| +20 | | | 49 | 98 |
| | 291+75 | | | |

1475

63

| | | | |
|------|--------|-----|------|
| -20' | | 48 | 99 |
| E | | 53 | 94 |
| g | | 60 | 87 |
| +8 | | 57 | 90 |
| +15 | | 29 | 11.8 |
| +42 | | 24 | 123 |
| N | | 27 | 7.0 |
| +20 | | 120 | 17 |
| | 291+90 | | |
| -15 | | 24 | 123 |
| N | | 24 | 123 |
| +10 | | 32 | 115 |
| +20 | | 59 | 88 |
| g | | 56 | 91 |
| E | | 53 | 94 |
| +20 | | 50 | 97 |
| | 292+00 | | |
| -20 | | 50 | 97 |
| E | | 53 | 94 |
| g | | 59 | 88 |
| +46 | | 39 | 88 |
| N | | 41 | 106 |
| g | | 24 | 123 |
| +15 | | 24 | 123 |
| | 292+50 | | |
| -20 | | 56 | 91 |

Note: from station 291+90 to 292+00. Fill is Not Surfaced. With Dragoon says that 5' of Graveling Will finish the Job.

1975

For the Cross Section No 1385

1975

50

| | | | | | |
|--------|-----|----|--------|-----|-----|
| N | 55 | 92 | E | 4.9 | 98 |
| S | 52 | 95 | +20 | 4.7 | 100 |
| E | 54 | 93 | 295+00 | | |
| +20 | 52 | 95 | -20 | 4.9 | 98 |
| 293+00 | | | E | 5.3 | 94 |
| -20 | 4.8 | 99 | S | 5.9 | 88 |
| E | 52 | 95 | N | 6.1 | 86 |
| S | 54 | 93 | +20' | 6.8 | 84 |
| N | 53 | 94 | 295+50 | | |
| +20 | 56 | 91 | -20' | 6.1 | 86 |
| 293+50 | | | N | 5.8 | 89 |
| -20 | 6.1 | 86 | S | 5.3 | 94 |
| N | 59 | 88 | E | 5.1 | 96 |
| S | 59 | 88 | +20 | 5.5 | 92 |
| E | 56 | 91 | 296+00 | | |
| +20 | 53 | 94 | -20' | 5.8 | 89 |
| 294+00 | | | E | 5.5 | 92 |
| -20' | 5.3 | 94 | S | 5.0 | 97 |
| E | 54 | 93 | N | 5.6 | 91 |
| S | 5.8 | 89 | +20 | 5.9 | 88 |
| N | 6.1 | 86 | 296+50 | | |
| +20 | 6.2 | 85 | -20' | 5.8 | 89 |
| 294+50 | | | N | 5.4 | 93 |
| -20 | 6.0 | 87 | S | 5.4 | 93 |
| N | 5.6 | 91 | E | 5.7 | 90 |
| S | 5.0 | 97 | +20' | 5.9 | 88 |

14.75

For Pt Cross Sec. Sec 1328

| | | | | |
|------|--------|-----|----|--|
| | 297+00 | | | |
| -20' | | 6.3 | 84 | |
| E | | 6.4 | 83 | |
| L | | 5.8 | 89 | |
| N | | 5.8 | 89 | |
| +20 | | 5.8 | 89 | |

| | | | | |
|------|--------|-------|-----|------|
| T.P. | 519 | 13.31 | 663 | 8.12 |
| | 298+00 | | | |
| -20 | | 4.8 | 85 | |
| N | | 5.0 | 83 | |
| L | | 5.3 | 80 | |
| E | | 5.3 | 80 | |
| +20 | | 5.3 | 80 | |

| | | | | |
|------|--------|-----|----|--|
| | 299+00 | | | |
| -20' | | 5.1 | 82 | |
| E | | 5.0 | 83 | |
| L | | 4.7 | 86 | |
| N | | 4.6 | 87 | |
| +20 | | 4.7 | 86 | |

| | | | | |
|-----------|------------------|------|-----|--|
| | 299+44.23 = E.C. | | | |
| -20 | | 4.9 | 84 | |
| N | | 4.9 | 84 | |
| L on Hub. | | 5.11 | 820 | |
| E | | 4.6 | 87 | |
| +20 | | 4.6 | 87 | |

300+00

13.31

| | | | | |
|------|--------|-----|----|----|
| | 301+00 | | | |
| -20' | | 5.0 | 83 | 65 |
| E | | 5.2 | 81 | |
| L | | 5.2 | 81 | |
| N | | 5.3 | 80 | |
| +20 | | 5.3 | 80 | |

| | | | | |
|------|--------|-----|----|--|
| | 302+00 | | | |
| -20' | | 4.8 | 85 | |
| N | | 4.5 | 88 | |
| L | | 4.6 | 87 | |
| E | | 4.8 | 85 | |
| +20' | | 4.8 | 85 | |

| | | | | |
|-----|--------|-----|----|--|
| | 303+00 | | | |
| -10 | | 4.7 | 86 | |
| E | | 4.8 | 85 | |
| L | | 5.3 | 80 | |
| N | | 5.4 | 89 | |
| +10 | | 5.4 | 89 | |

| | | | | |
|-----|--------|-----|----|--|
| | 304+00 | | | |
| -10 | | 4.8 | 85 | |
| N | | 4.8 | 85 | |
| L | | 4.8 | 85 | |
| E | | 5.4 | 79 | |
| +10 | | 5.4 | 79 | |

| | | | | |
|------|--------|-------|------|------|
| T.P. | 348 | 12.76 | 4.03 | 9.28 |
| | 304+00 | | | |
| -10 | | 3.6 | 9.1 | |

12.76
For PC Cross Sec Sec 1385

12.76

| | | |
|--------|-----|----|
| E | 3.7 | 90 |
| L | 4.4 | 83 |
| N | 4.3 | 84 |
| +10 | 4.3 | 84 |
| 305+00 | | |
| -10 | 4.6 | 81 |
| N | 4.4 | 83 |
| L | 4.3 | 84 |
| E | 4.2 | 85 |
| +10 | 4.2 | 85 |
| 306+00 | | |
| -10 | 4.6 | 81 |
| L | 4.7 | 80 |
| L | 4.3 | 84 |
| N | 4.6 | 81 |
| +10 | 4.6 | 81 |
| 307+00 | | |
| -10 | 5.1 | 76 |
| N | 5.0 | 77 |
| L | 4.6 | 81 |
| E | 4.6 | 81 |
| +10 | 4.6 | 81 |
| 308+00 | | |
| -10 | 5.2 | 75 |
| E | 5.1 | 76 |
| L | 5.1 | 76 |

| | | |
|---------------|------------|-----------|
| N | 4.8 | 7.9 |
| +10 | 4.9 | 7.8 |
| 309+00 = POT. | | |
| -10 | 5.1 | 7.6 |
| N | 5.1 | 7.6 |
| L on Hub | 5.10 | 7.66 |
| E | 4.9 | 7.8 |
| +10 | 4.8 | 7.9 |
| 310+00 | | |
| -10 | 4.9 | 7.8 |
| E | 5.0 | 7.7 |
| L | 5.6 | 7.1 |
| N | 5.4 | 7.3 |
| +10 | 5.3 | 7.4 |
| 311+00 | | |
| -10 | 5.3 | 7.4 |
| N | 5.5 | 7.2 |
| L | 5.0 | 7.7 |
| E | 4.6 | 8.1 |
| +10 | 4.5 | 8.2 |
| TP | 7.13 15.14 | 4.75 8.01 |
| 312+00 | | |
| -10 | 6.9 | 8.2 |
| E | 6.9 | 8.2 |
| L | 6.7 | 8.4 |
| N | 6.9 | 8.2 |

66

15.14

26.79

67

| | | | |
|-----|---|-----|-------|
| +10 | | 7.0 | 81 |
| | 313+00 | | |
| -10 | | 6.6 | 85 |
| W | | 6.4 | 87 |
| L | | 6.4 | 87 |
| E | | 6.0 | 91 |
| +10 | | 6.2 | 89 |
| | 314+00 | | |
| -10 | | 5.0 | 101 |
| E | | 4.8 | 103 |
| L | | 5.3 | 98 |
| W | | 5.4 | 97 |
| +10 | | 5.4 | 97 |
| | 315+00 | | |
| -10 | | 5.3 | 98 |
| W | | 5.2 | 99 |
| L | | 5.0 | 101 |
| E | Pr Cross Sec 1385 | 4.3 | 108 |
| +10 | page 34 | 4.2 | 109 |
| | 315+56.25 = POT = Quince Sec FB 1385-3A | | |
| -10 | | 4.0 | 111 |
| E | | 4.3 | 108 |
| L | | 4.8 | 103 |
| W | | 4.9 | 102 |
| +10 | | 5.1 | 100 |
| TP | 1376 26.79 | 111 | 140.3 |

| | | | | |
|-----------|------------------|--------|-------|-------------------------------------|
| TP | 1114 | 26.52 | 141 | 2538 |
| | | | 6.02 | 30.50 30.65 = BM 0.15 = Elev. |
| | 3.72 | 17.75 | 14.03 | = TP Elev on lower 14 Page |
| | ↓ | 316+00 | | |
| -10 | | | 6.8 | 10.9 |
| W | | | 6.8 | 10.9 |
| L | | | 6.8 | 10.9 |
| E | | | 6.7 | 11.0 |
| +10 | | | 6.1 | 11.6 |
| | ↓ | 317+00 | | |
| -10 | | | 5.4 | 12.3 |
| E | | | 5.6 | 12.1 |
| L | | | 5.8 | 11.9 |
| W | | | 6.0 | 11.7 |
| +10 | | | 6.0 | 11.7 |
| | ↓ | 318+00 | | |
| -10 | | | 4.9 | 12.8 |
| W | | | 4.8 | 12.9 |
| L | | | 5.0 | 12.7 |
| E | | | 4.8 | 12.9 |
| +10 | | | 4.9 | 12.8 |
| | 318+73 = B.C. 54 | | | See Book 1332 Page 7 |
| -10 | | | 4.2 | 13.5 |
| E | | | 4.2 | 13.5 |
| L on Hub. | | | 4.22 | 13.53 |

1775

| | | |
|-----|-----|------|
| Y | 4.1 | 13.6 |
| +10 | 4.1 | 13.6 |

Note: for Cross Sections Bet. Sta 218+73 and Sta 339+63
See Book 1332-2-8

3.45 13.55

Sta. Juniper = 339+63

10/10
20' obs.
15' 4.5

N.S. 6P
Juniper until
Book 1332-2

| | | |
|---------------|------|-------|
| E | 2.6 | 10.9 |
| cb. | 3.53 | 10.02 |
| E Gut on Pav. | 4.17 | 9.38 |
| 1/4 | 4.32 | 9.33 |
| 1/2 | 4.30 | 9.25 |
| 3/4 | 4.57 | 8.98 |
| cb. | 4.99 | 8.56 |
| Y | 4.65 | 8.90 |
| +10 | 4.85 | 8.70 |

340+00

| | | |
|-----|-----|------|
| -10 | 5.0 | 8.5 |
| Y | 4.9 | 8.6 |
| cb. | 4.5 | 9.0 |
| 1/2 | 4.2 | 9.3 |
| 1/4 | 4.1 | 9.4 |
| 1/2 | 4.0 | 9.5 |
| cb. | 3.1 | 10.4 |
| E | 3.1 | 11.4 |

340+50

| | | |
|---|-----|------|
| E | 1.5 | 12.0 |
|---|-----|------|

13.55

| | | |
|-----|-----|------|
| cb. | 3.0 | 10.5 |
| 1/2 | 4.0 | 9.5 |
| 1/4 | 4.2 | 9.3 |
| 1/2 | 5.0 | 8.5 |
| cb. | 4.9 | 8.6 |
| Y | 5.3 | 8.2 |
| +5 | 5.3 | 8.2 |

341+00

| | | |
|-----|-----|------|
| -10 | 5.5 | 8.0 |
| Y | 5.2 | 8.3 |
| cb. | 5.2 | 8.3 |
| 1/4 | 4.9 | 8.6 |
| 1/2 | 4.6 | 8.9 |
| 1/4 | 4.6 | 8.9 |
| cb. | 3.9 | 9.6 |
| E | 2.7 | 10.8 |

341+50

| | | |
|-----|-----|------|
| E | 3.4 | 10.1 |
| cb. | 4.4 | 9.1 |
| 1/2 | 4.7 | 8.8 |
| 1/4 | 4.9 | 8.6 |
| 1/2 | 5.2 | 8.3 |
| cb. | 5.4 | 8.1 |
| Y | 5.6 | 7.9 |
| +10 | 5.5 | 8.0 |

342+00

| | | |
|---------------|-----|-----|
| -10 | 5.4 | 81 |
| W | 5.1 | 84 |
| cb. | 4.9 | 86 |
| $\frac{1}{2}$ | 5.0 | 85 |
| $\frac{1}{2}$ | 5.1 | 84 |
| $\frac{1}{2}$ | 4.6 | 89 |
| cb. | 3.8 | 97 |
| E. | 2.7 | 108 |
| 342+50 | | |
| E. | 3.4 | 101 |
| cb. | 4.4 | 91 |
| $\frac{1}{2}$ | 4.5 | 90 |
| $\frac{1}{2}$ | 4.6 | 89 |
| $\frac{1}{2}$ | 4.6 | 89 |
| cb. | 4.9 | 86 |
| W | 5.1 | 84 |
| +10 | 5.4 | 81 |
| 343+00 | | |
| -10 | 5.1 | 84 |
| W | 4.9 | 86 |
| cb. | 5.0 | 85 |
| $\frac{1}{2}$ | 4.5 | 90 |
| $\frac{1}{2}$ | 4.9 | 86 |
| $\frac{1}{2}$ | 4.3 | 92 |
| cb. | 4.2 | 93 |
| E. | 4.3 | 92 |

| | | |
|---------------|-----|-----|
| 343+50 | | |
| -5 | 4.0 | 95 |
| E. | 4.0 | 95 |
| cb. | 3.8 | 97 |
| $\frac{1}{2}$ | 4.2 | 93 |
| $\frac{1}{2}$ | 4.2 | 93 |
| $\frac{1}{2}$ | 4.8 | 87 |
| cb. | 5.2 | 83 |
| W | 5.2 | 83 |
| +10 | 5.4 | 81 |
| 344+00 | | |
| -10 | 4.2 | 93 |
| W | 4.4 | 91 |
| cb. | 4.5 | 90 |
| $\frac{1}{2}$ | 4.2 | 93 |
| $\frac{1}{2}$ | 3.1 | 104 |
| $\frac{1}{2}$ | 3.0 | 105 |
| cb. | 2.5 | 110 |
| E. | 2.5 | 110 |
| +5 | 2.1 | 114 |
| 344+50 | | |
| -5 | 0.8 | 127 |
| E. | 0.8 | 127 |
| cb. | 1.5 | 120 |
| $\frac{1}{2}$ | 2.4 | 111 |
| $\frac{1}{2}$ | 3.0 | 105 |

1355

| | | | | |
|-----|--------|-------|------|-------|
| 7 | | | 4.0 | 9.5 |
| cb | | | 4.5 | 9.0 |
| M | | | 4.6 | 8.9 |
| +10 | | | 4.6 | 8.9 |
| TP | 3.93 | 14.75 | 2.69 | 10.86 |
| | 345+00 | | | |
| -10 | | | 6.4 | 8.4 |
| M | | | 6.2 | 8.6 |
| cb | | | 4.5 | 10.3 |
| 7 | | | 5.0 | 9.8 |
| 2 | | | 4.0 | 10.8 |
| 7 | | | 3.0 | 11.8 |
| cb | | | 1.7 | 13.1 |
| E | | | 1.4 | 13.4 |
| +5 | | | 1.4 | 13.4 |
| | 345+50 | | | |
| -5 | | | 1.9 | 12.9 |
| E | | | 1.8 | 13.0 |
| cb | | | 1.9 | 12.9 |
| 7 | | | 2.9 | 11.9 |
| 2 | | | 2.5 | 11.3 |
| 7 | | | 4.5 | 10.3 |
| cb | | | 4.6 | 10.2 |
| M | | | 5.1 | 9.7 |
| +10 | | | 5.6 | 9.2 |
| | 346+00 | | | |

14.79

70

| | | | | |
|-----|----------|------------------|-----|------|
| -10 | | | 5.3 | 9.5 |
| M | | | 4.9 | 9.9 |
| cb | | | 4.6 | 9.2 |
| 7 | | | 3.5 | 11.3 |
| 2 | | | 3.6 | 11.2 |
| 7 | | | 4.2 | 10.6 |
| cb | | | 4.0 | 10.8 |
| E | | | 3.5 | 11.3 |
| +5 | | | 3.4 | 11.4 |
| | 346+43.7 | NEW HAWTHORNE ST | | |
| -5 | | | 3.9 | 10.9 |
| E | | | 4.0 | 10.8 |
| cb | | | 4.7 | 10.1 |
| 7 | | | 5.0 | 9.8 |
| 2 | | | 5.2 | 9.6 |
| 7 | | | 4.8 | 10.0 |
| cb | | | 4.6 | 10.2 |
| M | | | 4.8 | 10.0 |
| +10 | | | 4.8 | 10.0 |
| | 346+83.7 | NEW HAWTHORNE | | |
| -5 | | | 5.0 | 9.8 |
| M | | | 5.0 | 9.8 |
| cb | | | 5.0 | 9.8 |
| 7 | | | 5.0 | 9.8 |
| 2 | | | 5.1 | 9.7 |
| 7 | | | 5.1 | 9.7 |

| | | |
|------------------------------|-----|-----|
| cb | 50 | 98 |
| E | 47 | 101 |
| +12 = Bourg | 493 | 99 |
| 347+23' = S. to Hawthorne st | | |
| -5' | 47 | 101 |
| E | 46 | 102 |
| cb | 46 | 102 |
| $\frac{1}{2}$ | 43 | 105 |
| $\frac{1}{2}$ | 40 | 108 |
| $\frac{1}{2}$ | 49 | 99 |
| cb | 41 | 107 |
| W | 45 | 103 |
| +5' | 48 | 100 |
| 347+40 | | |
| -5' | 36 | 112 |
| W | 32 | 116 |
| +12 | 33 | 115 |
| cb | 57 | 91 |
| +10 | 25 | 123 |
| $\frac{1}{2}$ | 37 | 111 |
| $\frac{1}{2}$ | 41 | 107 |
| $\frac{1}{2}$ | 45 | 103 |
| cb | 46 | 102 |
| E | 41 | 107 |
| +5' | 42 | 106 |

347+53

| | | |
|---------------|----|-----|
| -5' | 43 | 105 |
| E | 44 | 104 |
| cb | 48 | 100 |
| $\frac{1}{2}$ | 48 | 100 |
| $\frac{1}{2}$ | 47 | 101 |
| $\frac{1}{2}$ | 43 | 105 |
| cb | 48 | 100 |
| W | 50 | 98 |
| +5' | 49 | 99 |
| 348+00 | | |
| -5' | 56 | 92 |
| W | 54 | 94 |
| cb | 50 | 98 |
| $\frac{1}{2}$ | 50 | 98 |
| $\frac{1}{2}$ | 52 | 96 |
| $\frac{1}{2}$ | 49 | 99 |
| cb | 45 | 103 |
| E | 43 | 105 |
| +5' | 44 | 104 |
| 348+50 | | |
| -5' | 47 | 101 |
| E | 47 | 101 |
| cb | 49 | 99 |
| $\frac{1}{2}$ | 49 | 99 |
| $\frac{1}{2}$ | 50 | 98 |
| $\frac{1}{2}$ | 50 | 98 |

1479

| | | |
|---------------|----|-----|
| cb. | 51 | 97 |
| H | 52 | 96 |
| +5 | 51 | 97 |
| 349+00 | | |
| -5 | 56 | 92 |
| H | 55 | 93 |
| cb. | 55 | 93 |
| $\frac{1}{2}$ | 54 | 94 |
| $\frac{1}{2}$ | 55 | 93 |
| $\frac{1}{2}$ | 52 | 96 |
| cb. | 52 | 96 |
| E | 47 | 101 |

349+50

| | | |
|---------------|----|----|
| E | 55 | 93 |
| cb. | 58 | 90 |
| $\frac{1}{2}$ | 60 | 88 |
| $\frac{1}{2}$ | 60 | 88 |
| $\frac{1}{2}$ | 66 | 82 |
| cb. | 68 | 80 |
| H | 70 | 78 |
| +5 | 70 | 78 |

350+00

| | | |
|---------------|----|----|
| -5 | 73 | 75 |
| H | 72 | 76 |
| cb. | 69 | 79 |
| $\frac{1}{2}$ | 63 | 85 |

1479

| | | | | |
|-----------------------|-------|-------|------|------------|
| $\frac{1}{2}$ | | | 6.3 | 85 |
| $\frac{1}{2}$ | | | 6.3 | 85 |
| cb. | | | 6.4 | 84 |
| E | | | 6.3 | 85 |
| TP | 10.89 | 12.70 | 5.98 | 8.81 |
| TP | 12.39 | 31.99 | 0.10 | 12.60 |
| TP | 13.86 | 44.18 | 0.67 | 31.32 |
| cht. sv. BP GAFFE 1/2 | | | 0.15 | 440.3 |
| | | | | 4402=0M |
| | | | | 0.01=Error |

TOP
TIRE MARK
S.E. GAFFE
ATLANTIC O.

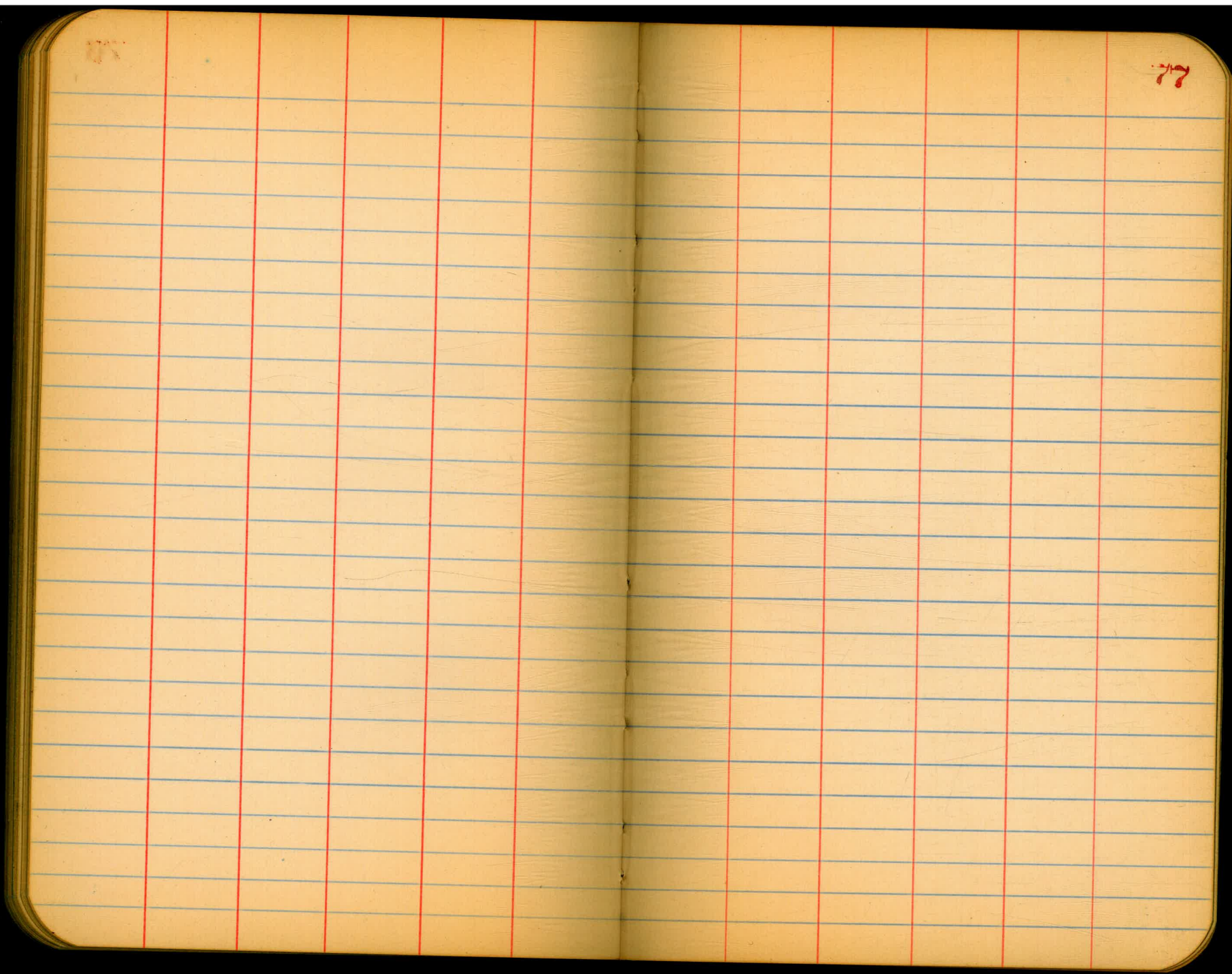
Sea Book 1395

Page 2

72

1870

75



75

77

5

78

2-1-30.

W. H. H. S.
D. H. H. S.
W. H. H. S.CHECK LEVELS
ATLANTIC ST Extension
from Juan & Taylor
to 0+00

| | | | | | |
|--|-------|-------|------|--------------------|-------|
| | 3.30 | 8.02 | | 4.72 | |
| T.P. | 2.75 | 7.64 | 3.13 | 4.89 | |
| T.P. | 5.83 | 8.61 | | 4.86 | 2.78 |
| T.P. | 5.63 | 13.59 | | 4.65 | 3.96 |
| Hub. 183+00 Page 409 | | | | 0.60 | 12.99 |
| Hub 183+297 | | | | 4.20 | 9.36 |
| T.P. | | | | 8.43 | 5.16 |
| Chk. Nails in Base Post opp. 176+00 P.34 | | | | 1.07 | 8.29 |
| 172+00 | | | | T.P. on R. Hub 543 | 9.68 |
| T.P. | | | | 5.11 | 4.25 |
| T.P. | 2.79 | 7.65 | 4.82 | 4.86 | |
| T.P. | 3.37 | 7.72 | 3.30 | 4.35 | |
| Chk. on Hub 153+00 P.28 | | | | 4.41 | 3.31 |
| T.P. | 5.01 | 6.95 | 5.78 | 1.94 | |
| Chk. on E. Hub 143+00 P.26 | | | | 4.61 | 2.34 |
| T.P. | 7.29 | 6.80 | 7.44 | -0.49 | |
| T.P. | 3.52 | 5.53 | 4.79 | 2.01 | |
| Chk. on Hub 132+00 P.24 | | | | 5.32 | 0.21 |
| T.P. | 4.07 | 3.66 | 5.94 | -0.41 | |
| T.P. | 5.70 | 2.83 | 5.53 | -1.87 | |
| Chk. 12468 Hub P.22 | | | | 5.14 | -1.31 |
| T.P. | 4.83 | 7.07 | 1.59 | 2.24 | |
| T.P. | 4.91 | 6.81 | 5.17 | 1.90 | |
| T.P. | 4.77 | 6.53 | 5.05 | 1.76 | |
| T.P. | 5.08 | 6.39 | 5.22 | 1.31 | |
| T.P. | 4.69 | 6.48 | 4.60 | 1.79 | |
| T.P. | 11.12 | 12.85 | 4.75 | 1.73 | |

B.P.M.

July 12

Taylor

on Hill

at Santa Fe St

N.W. Taylor St.

12.85

79

| | | | | | |
|--|-------|-------|------|-------|--|
| Chk. on ^{SH} Gen. Man. Jettette & Capilla Blvd. | 1.31 | 11.54 | | | |
| T.P. | 6.21 | 9.19 | 9.87 | 2.98 | |
| T.P. | 5.20 | 10.63 | 3.76 | 5.43 | |
| T.P. | 4.94 | 10.97 | 4.60 | 6.03 | |
| T.P. | 1.94 | 10.61 | 2.30 | 8.67 | |
| Chk. on Hub EC. 51+53.97 P.21 | | | 4.15 | 6.46 | |
| T.P. | 5.39 | 10.73 | 5.27 | 5.34 | |
| Chk. on PC Hub 41+97.06 P.18 | | | 4.74 | 3.99 | |
| T.P. | 5.44 | 12.25 | 3.92 | 6.81 | |
| T.P. | 5.08 | 13.40 | 2.93 | 8.32 | |
| Chk. on Hub 26+29.97 P.11 | | | 4.51 | 8.89 | |
| T.P. | 4.99 | 14.21 | 4.18 | 9.22 | |
| Chk. on ^{B.P.M.} Man. | | | 3.75 | 10.26 | |
| T.P. | 6.14 | 16.39 | 3.96 | 10.25 | |
| Chk. on EC. Hub | | | 4.21 | 12.18 | |
| T.P. | 12.83 | 22.60 | 6.62 | 9.77 | |

Chk. on U.S.G.S. B.M. Ballou & Rose Canyon 3.15
19.45 Page 1
19.31
0.14 = diff.

889
1075
+ 186

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 level, the side stake and slope stake, lower target by this amount if cut, elevate if fill. Add this amount to cut or fill and distance in table. Set up rod at this point and line of sight should cut target.

**IMPROVED TABLES
AND
INFORMATION**

TABLE No. 2.

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

DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

Distance of slope stake from side or shoulder stake for any width roadway, slope $1\frac{1}{2}$ 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 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.

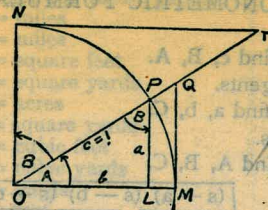


TABLE II
TRIGONOMETRIC FORMULÆ.

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

$$R = OB = c = 1$$

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

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

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

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

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

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

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

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

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

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

$$\sin \frac{1}{2} A = \sqrt{\frac{1 - \cos A}{2}} \quad \cos \frac{1}{2} A = \sqrt{\frac{1 + \cos A}{2}}$$

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

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

USGS 1931
Grand Center NE Cor. Main Inside Prop. 12.123
Can. Mail
Marens & side current # 263 Witness Pole 6' 11" - 13826

1437 1076
1277 1133
265 293
17725
4303
13420

2091
717
1300

1620
118
1570
787
7.87

900
472
518 on 872
188

675
986
139

430
391

1044
1189

745
302
143

417
493
1026

644
238
570

745
136
419
319

557
203
354
337
1109
705
746
417
1163

1137
1137
137
392
417
509

5250 615
2102 64190
830 786 305
646 599 487
1184 187

790
330
460

900
270
715

67
125

347 + 16.17
73
346 43 17

ENC. RING DEPARTMENT,
CITY OF SAN DIEGO,
CALIFORNIA.