

1605

EXCISE
FEDERAL

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and
SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

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

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

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

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1605

CITY ENGINEER

ENGINEERING DEPARTMENT
CITY OF SAN DIEGO,
CALIFORNIA.

The paper stock of this book is made of a high grade 50% rag paper having a water resisting surface. This book is sewed with Bing Special Enamel Waterproof Thread.

Made in U. S. A.

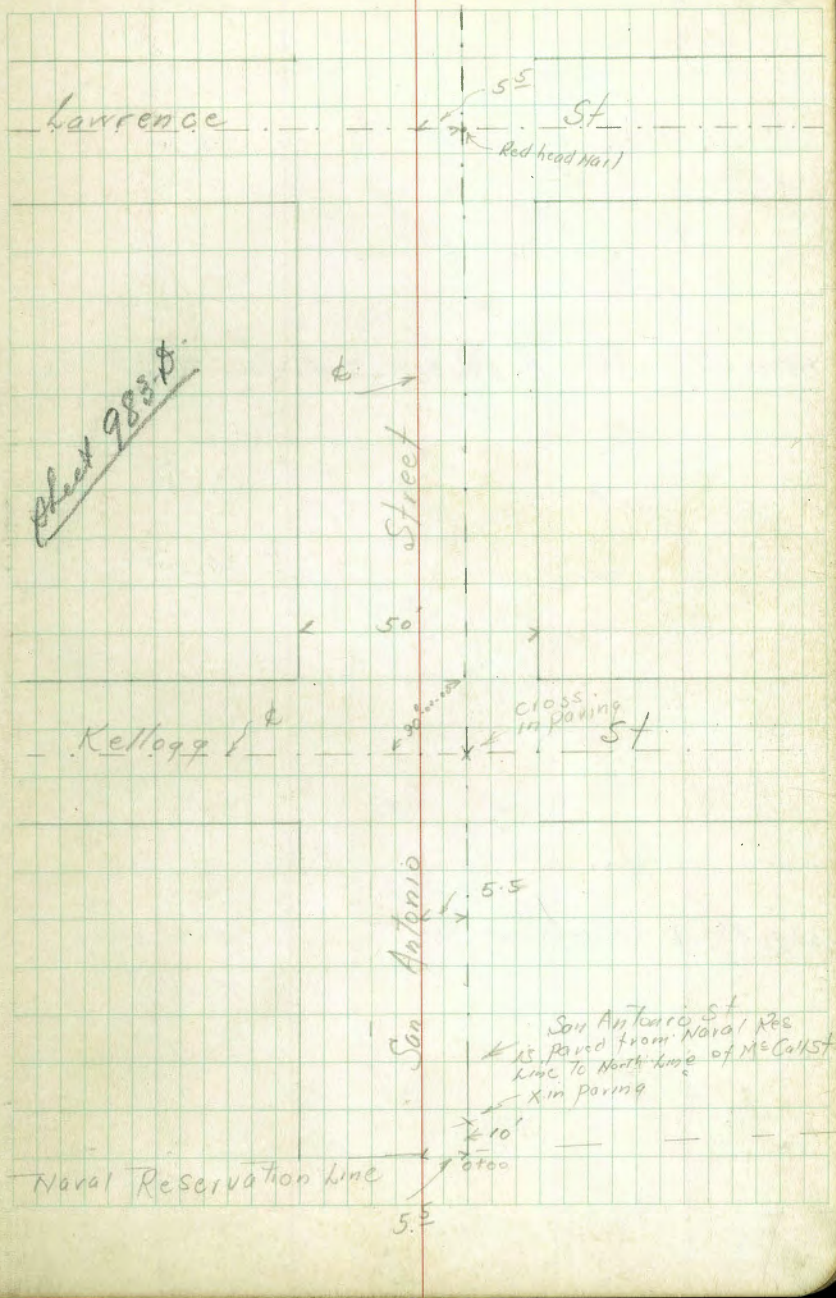
Bliss
Sewer
G. Farrow
5-12-41

Alignment Point Loma Trunk Sewer

5+40.21 @ Lawrence St

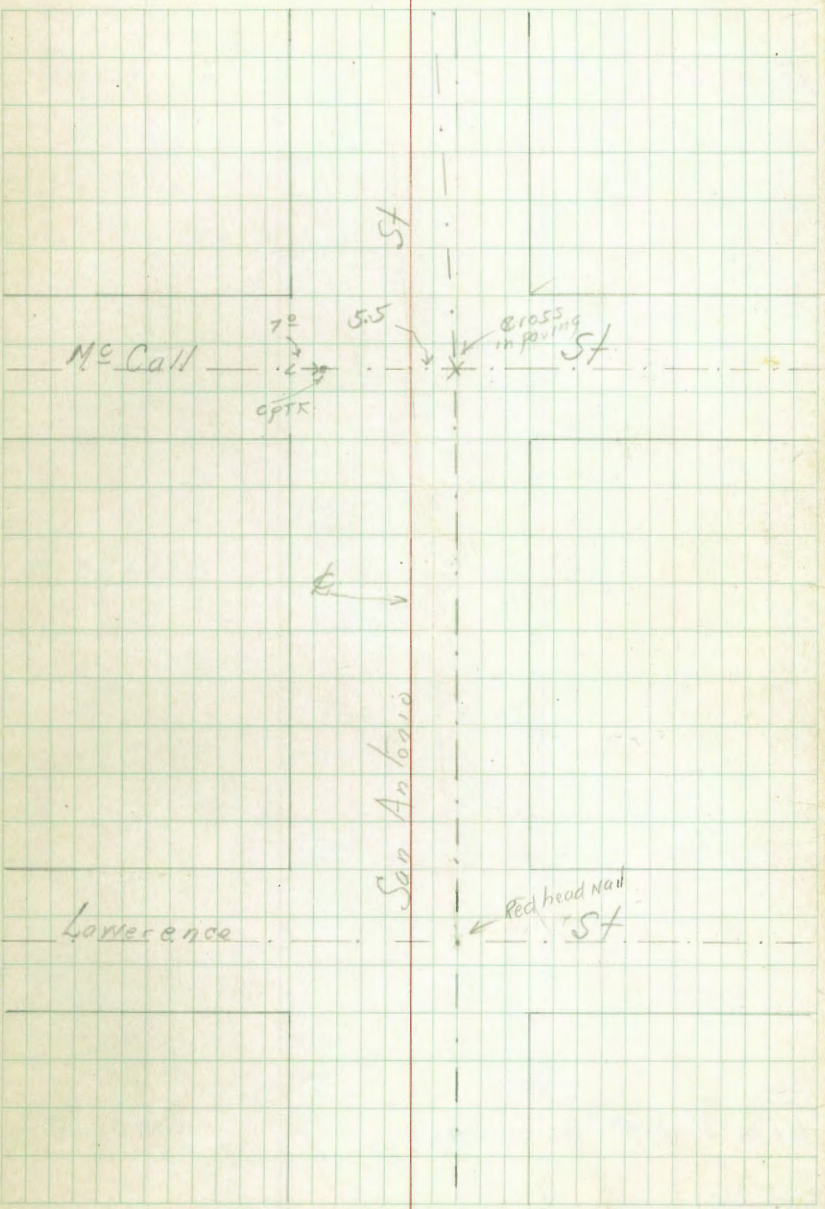
1+90.85 @ Kellogg St

0+00



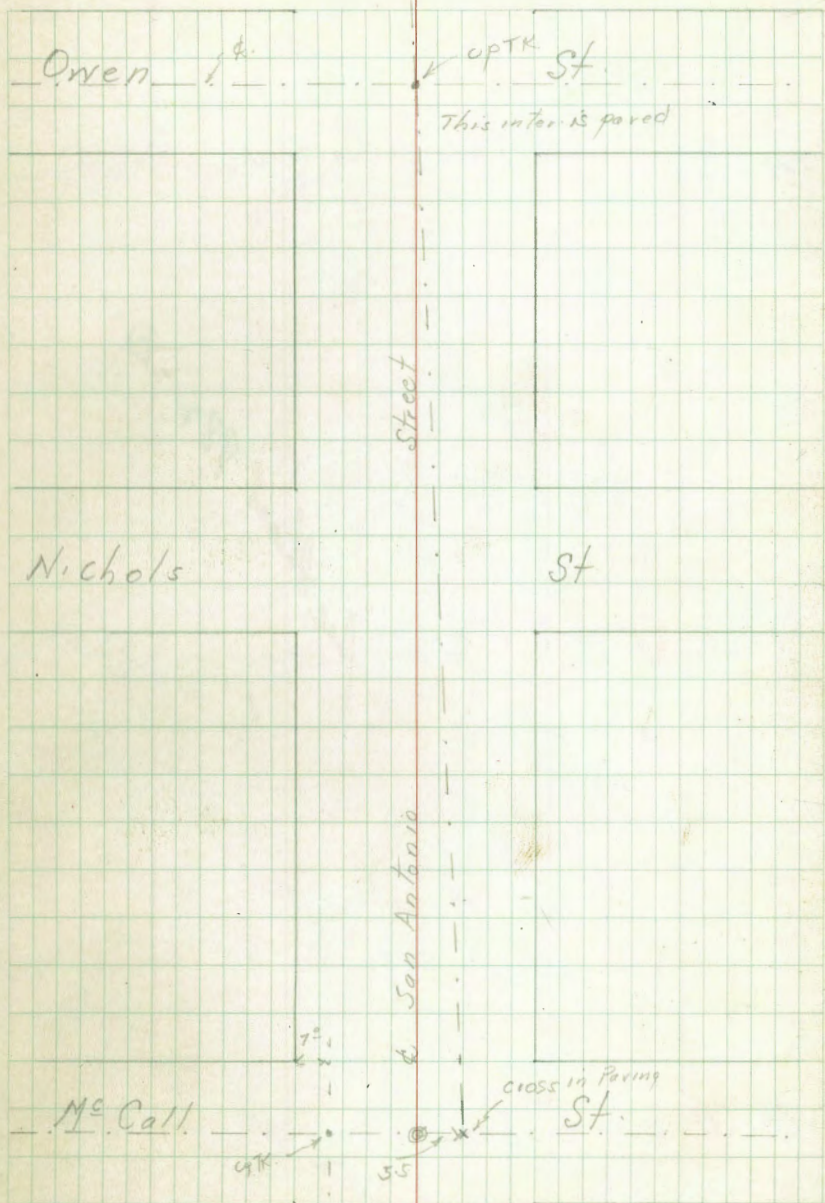
8+90 L² 1. Lt 0-27-90" @ McCall St

5+90 21 @ Lawrence St



15+90 ²³ L. RT 0-28'-20"

8+90 ¹⁹ L. Lt 0-27'-40"

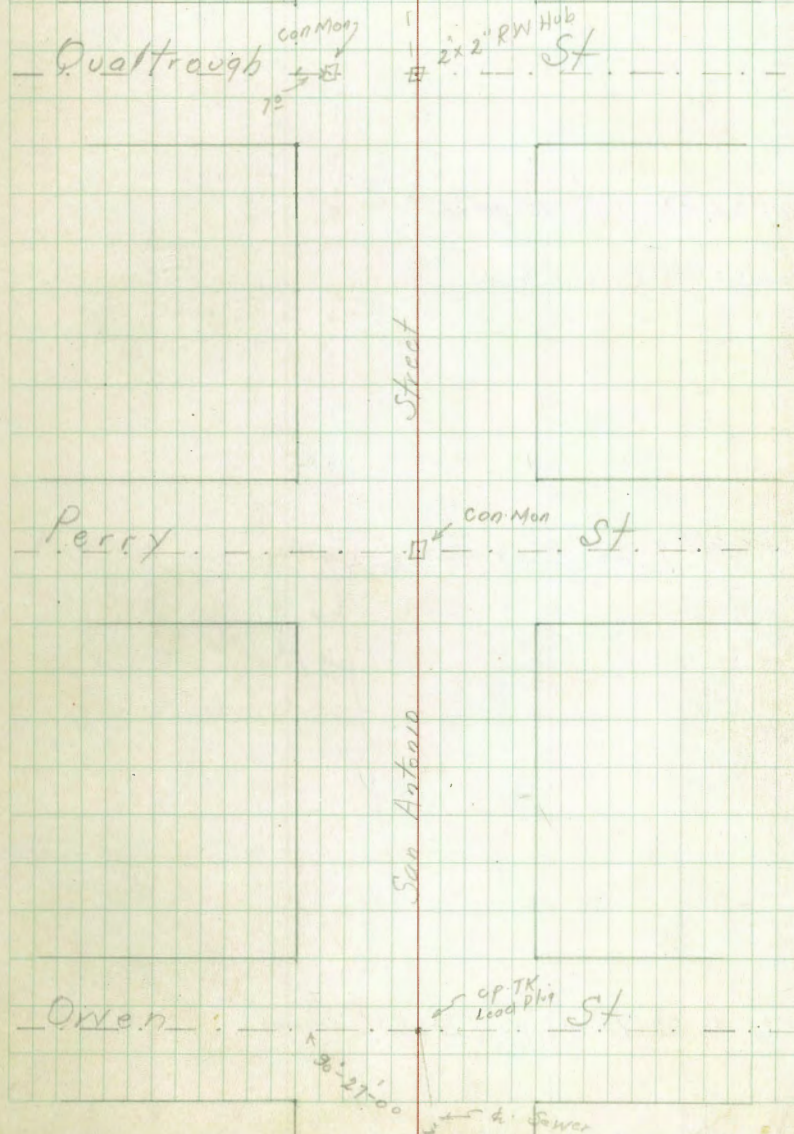


22+30.58 L. 3°-17'-00" Lt. to Quattrough

19+40.41 to Perry St

15+90.23 L. Rt 0-28'-20" to Owen St

See about 982-D



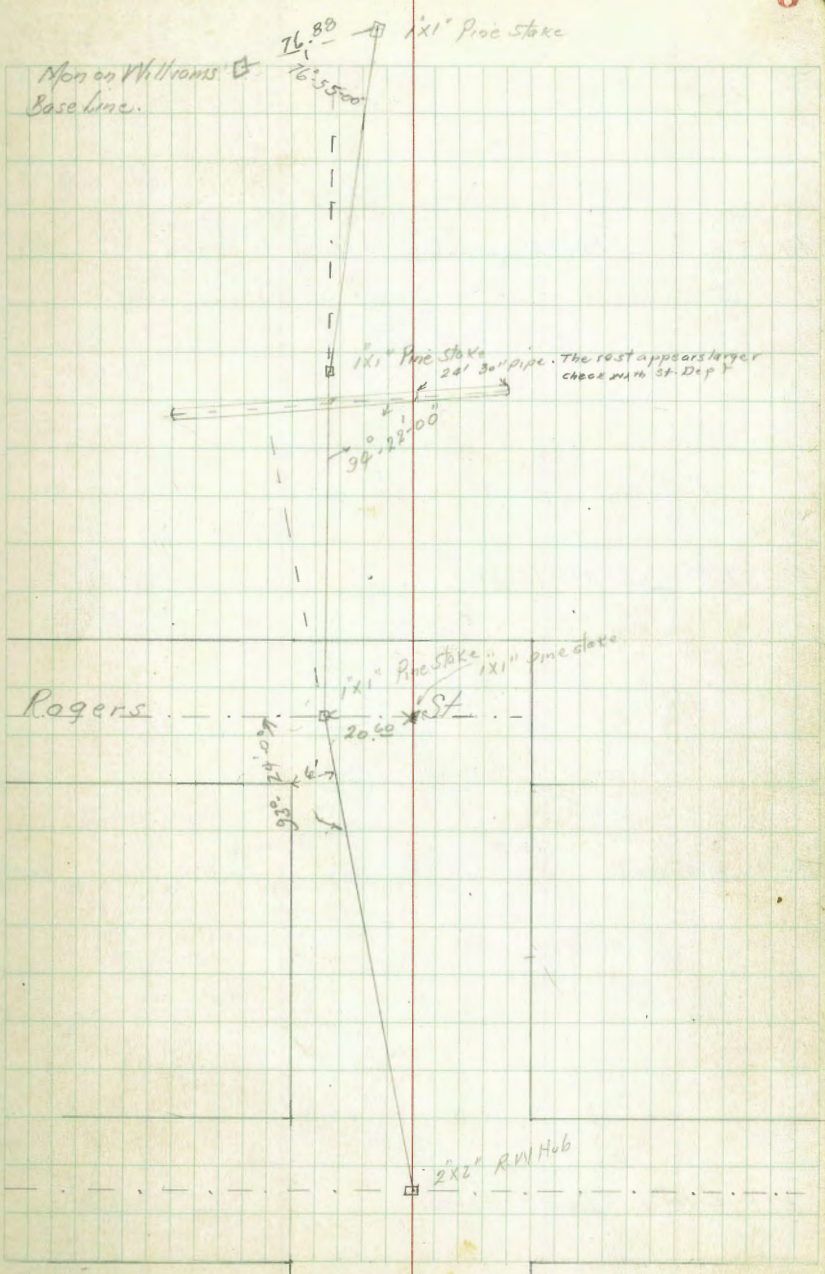
37+14.25 L. Rt 23°-37'-00"

30+83.99 L. Rt 10°-29'-30"

30+54.63 @ 30" culvert

26+41.61 L. Rt 103°-59'-30" @ Rogers

22+90.58 L. 3°-17'-00" Lt @ Qualtough

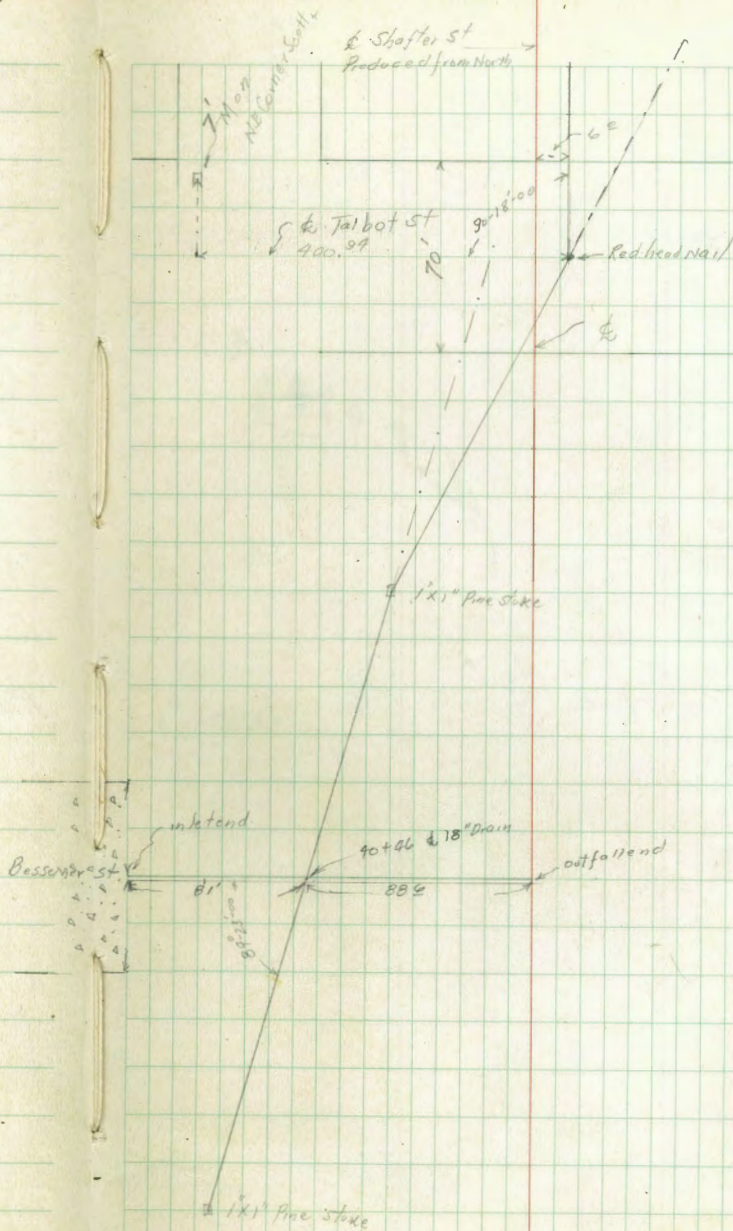


49+48.18 L Lt 90°-55'-00" to Talbot

46+39.85 L Rt 17°-15'-00"

40+96 to 18" Drain

37+14.35 L Rt 28°-37'-00"



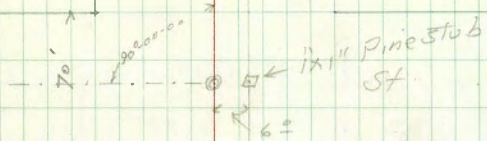
56+95⁵⁴ & Addison

Sheet 984

54+88²³ & Canon Road

P.O.T. 54+13.8

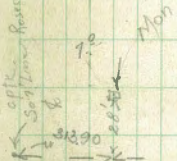
Addison



Canyon



oplc
Sgt
Lime
Pavement



400 94

Redhead Nail
in Paving

62+35.37 & Carleton St L 4 89-58-00

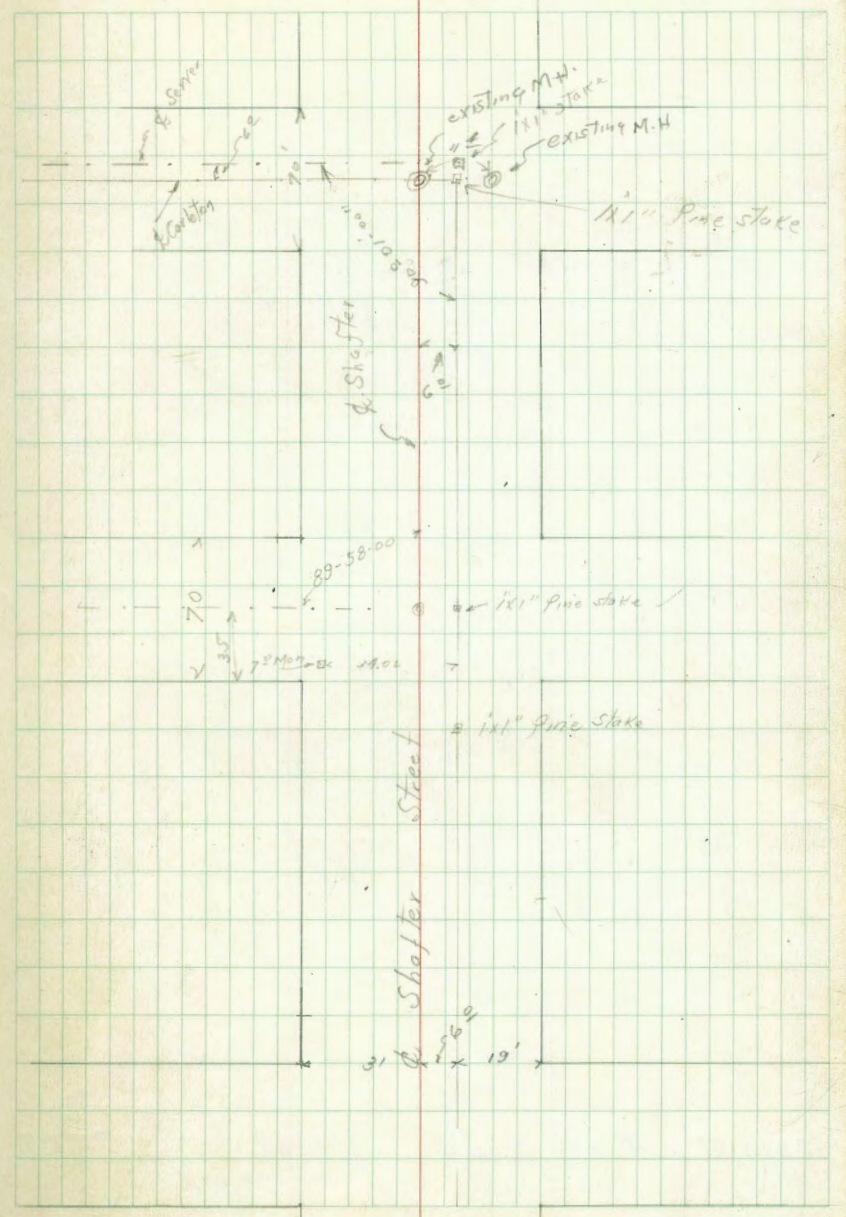
59+65.41 & Byron

P.O.T. 59+13.85

60+13.85

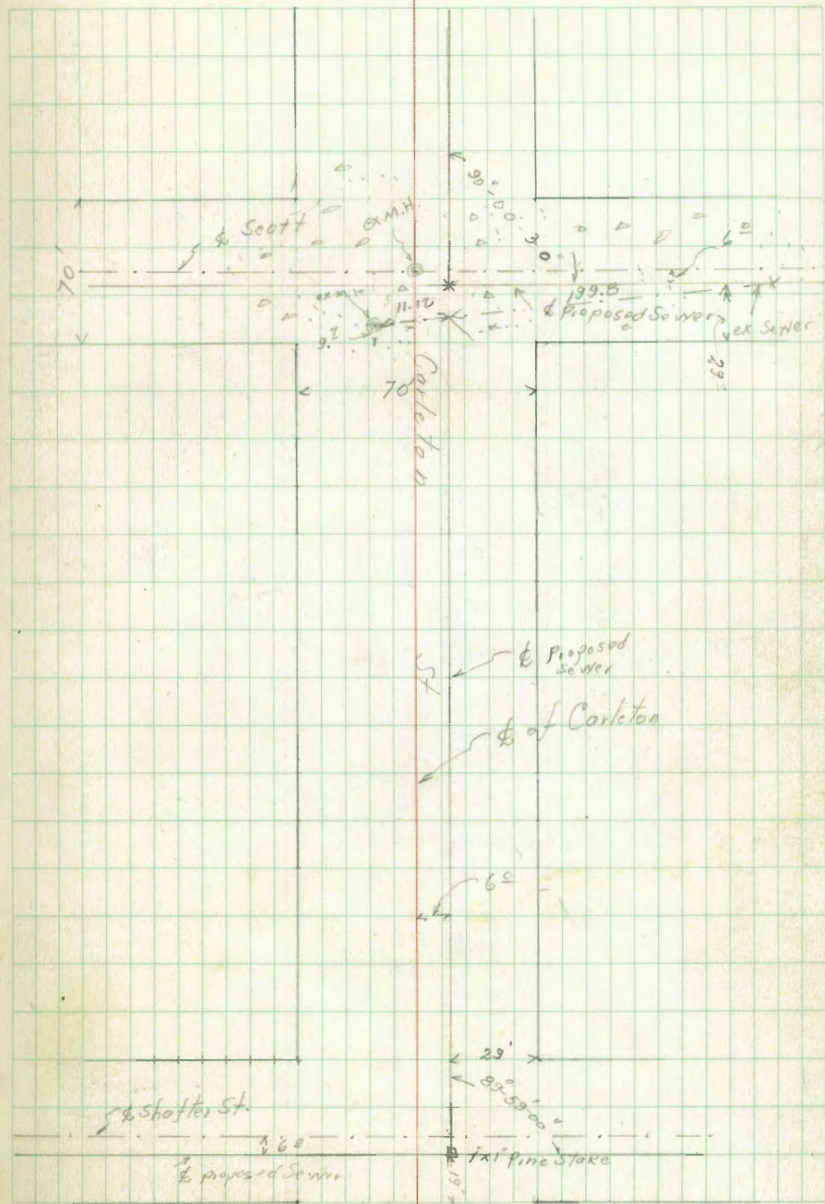
89-58-00

8



66+11.22 L. Rt. 90°-00' 30" to Scott + Carleton

65+92.27 ins. ex. Sewer



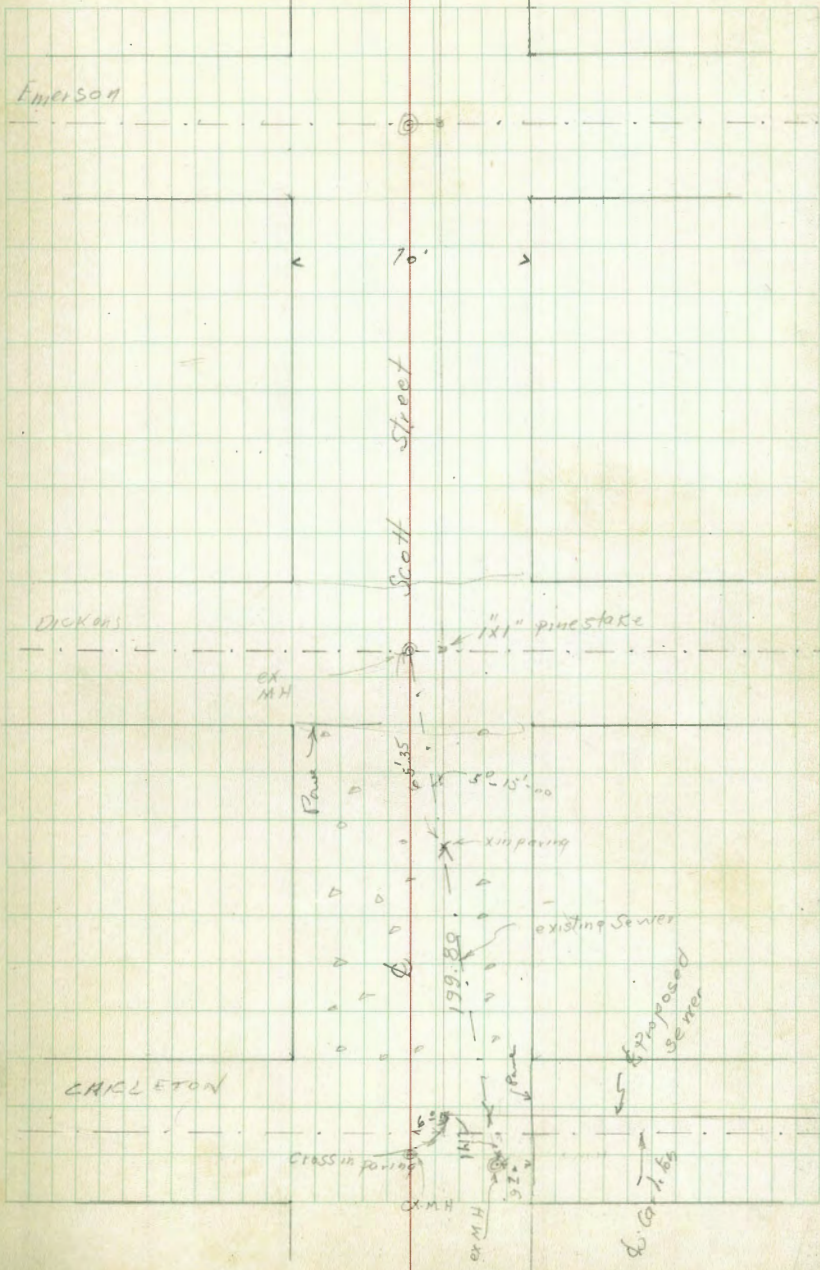
62+41.37 L. Lt. 89°-59-00

7745 ²³ Emerson

68775 ²⁸ Dickens

Sheet 980-D

68710 ²⁹ info. of existing Sewer on Scott North of Carlton



79+55.34 to Hugo

76+05.62 to Garrison

74+15.66 to Fenelon

Hugo

• 1x1" pine stake

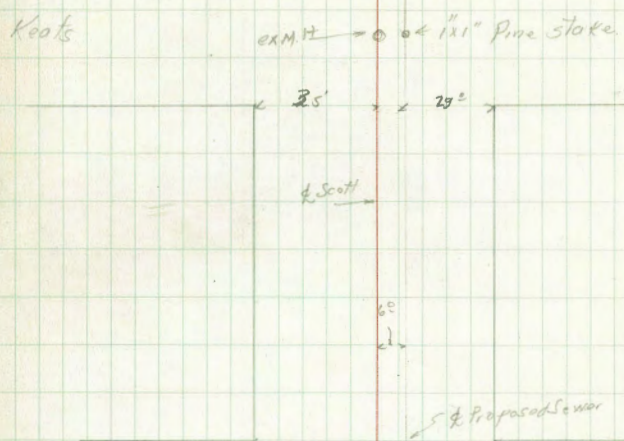
Garrison

• 1x1" pine stake

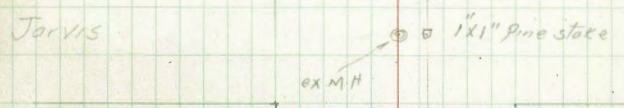
Fenelon

• 1x1" Pine Stake

87+65.40 & Keats



84+25.56 & Jarvis



82+25.34 & Ingo

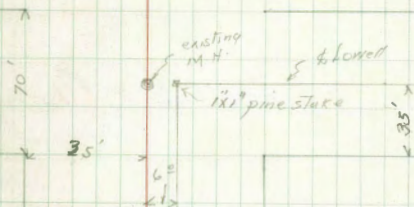


907 35 9, L. Rt 90°-00-00 & off Lowell

979-D

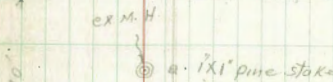
877 65 40 & Keats

Keats



SCOTT

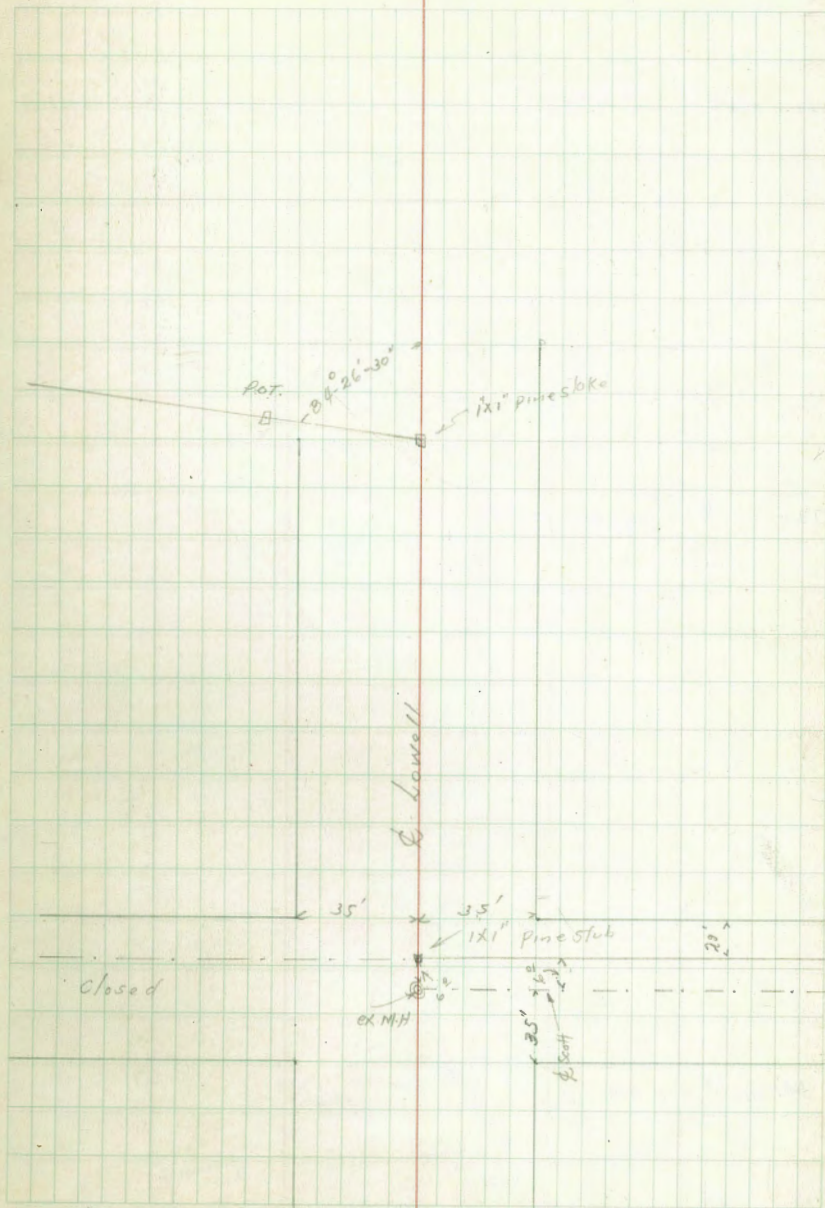
Keats



See Line Change $\frac{1605}{28}$

94+11.56 L Lt $89^{\circ}26'30''$

90+35.91 L Rt $90^{\circ}00'00''$



106 + 99 ¹³ P.O.T.

99 + 22 ⁹⁷ P.O.T.

94 + 64 ⁷⁶ P.O.T.

1X1" Pine Stake

1X1" Pine stake

1X1" Pine Stake

Sewer
to Lowell

81.260

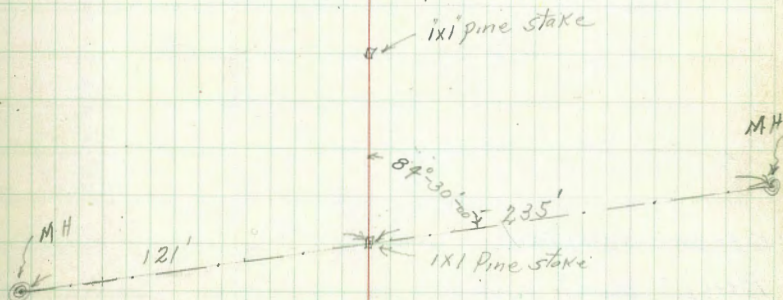
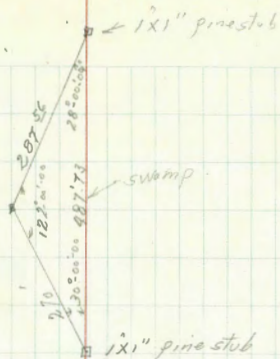
1X1" Pine Stake

123+87 ⁷³

119+00

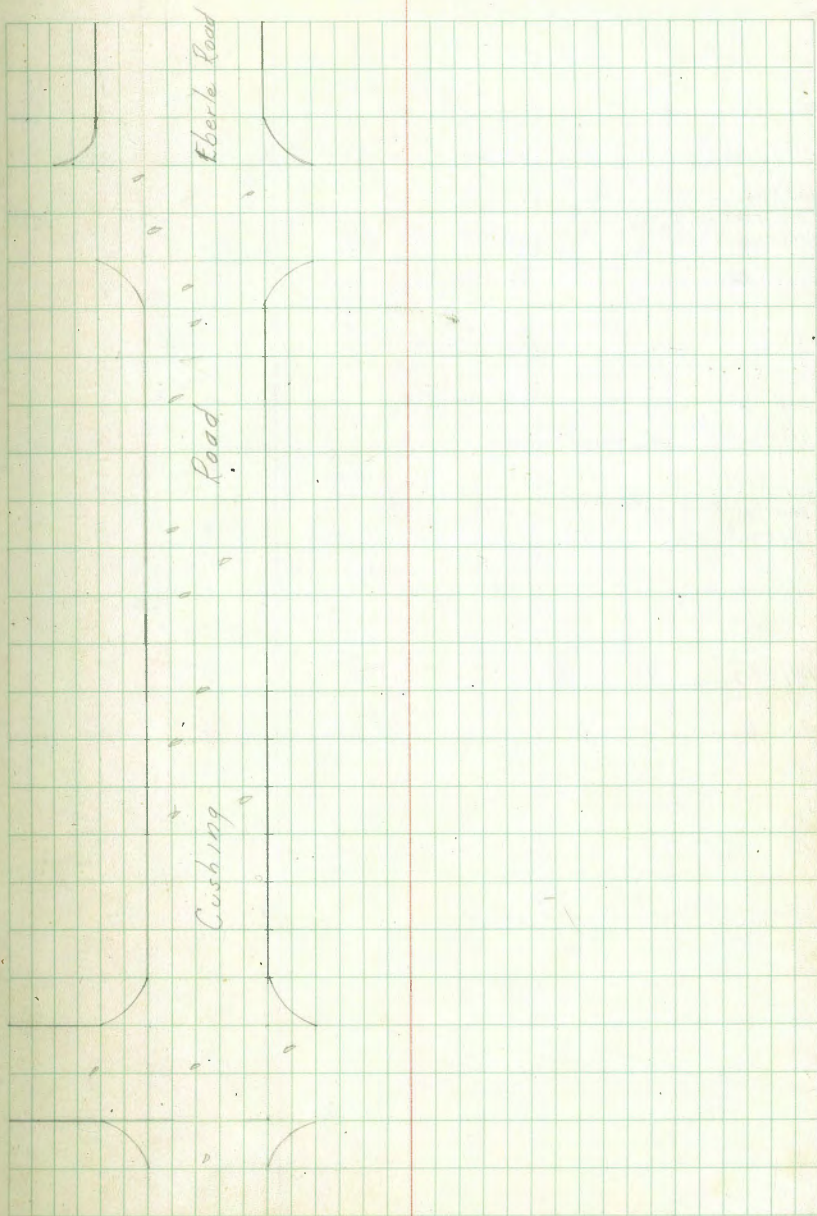
114+14 ⁹² P.O.T.

113+11 ³² E. Storm Drain + Sewer



124+64 End of Fence

124+62^a End of Paving



195+66.87 & Dewey Road

195+51 - Acacia Tree

195+45.5 int 2" Water Main

195+95 Bldg on Rt.

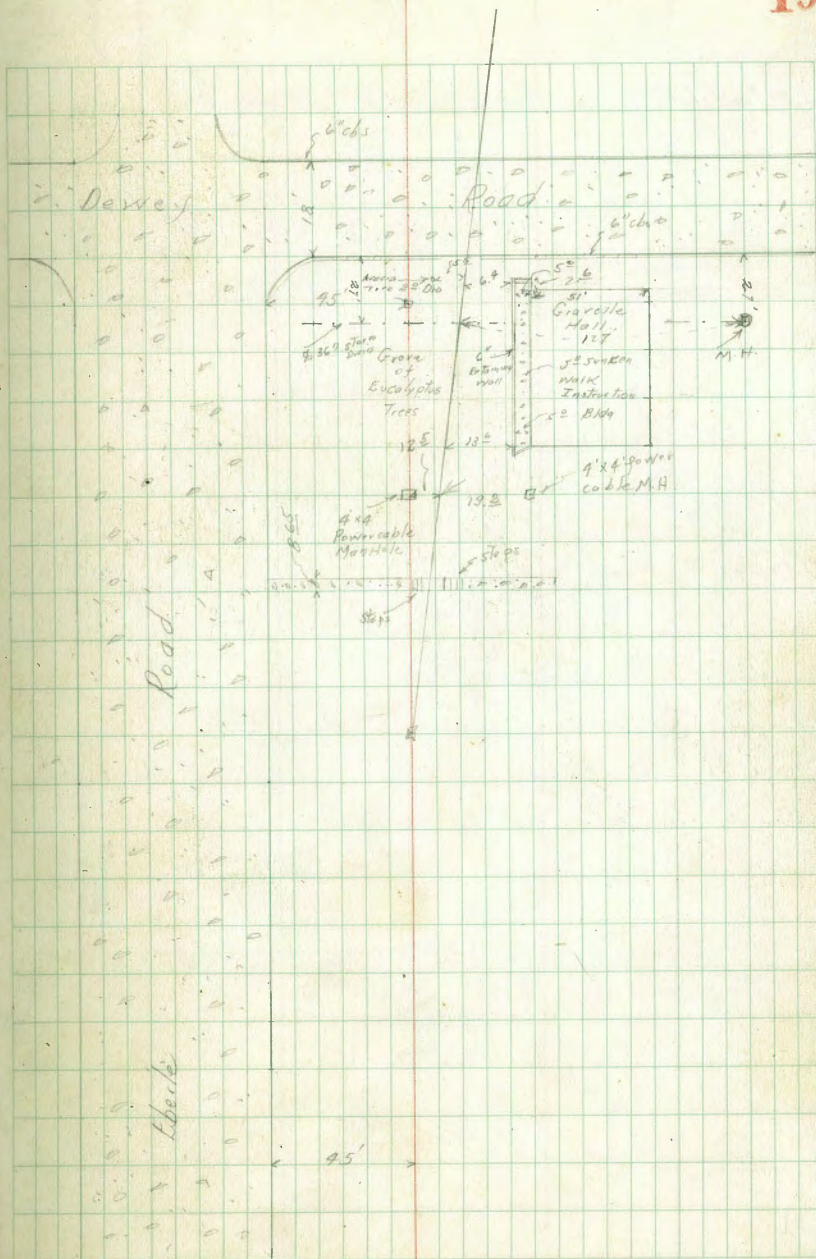
195+30.5 1976 install 36" Sewer + Storm Drain

144+23.80 mt. power cable

144+00 S N Side Can. Work

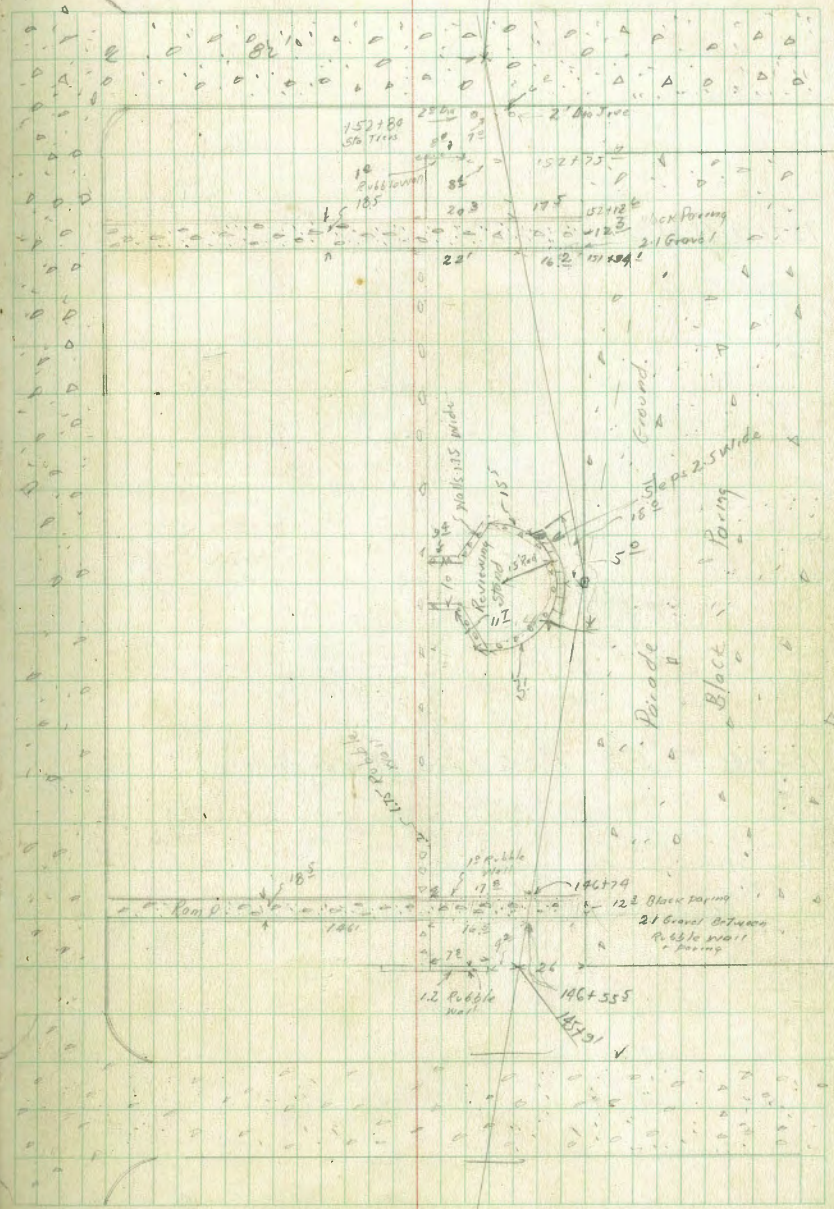
143+91.2 S " " "

141+00 L: Rt 4° 00' 30" 1x1" Stake



153+00⁷⁹ L. R. & Porter Road 5° 01' 30" X in paving

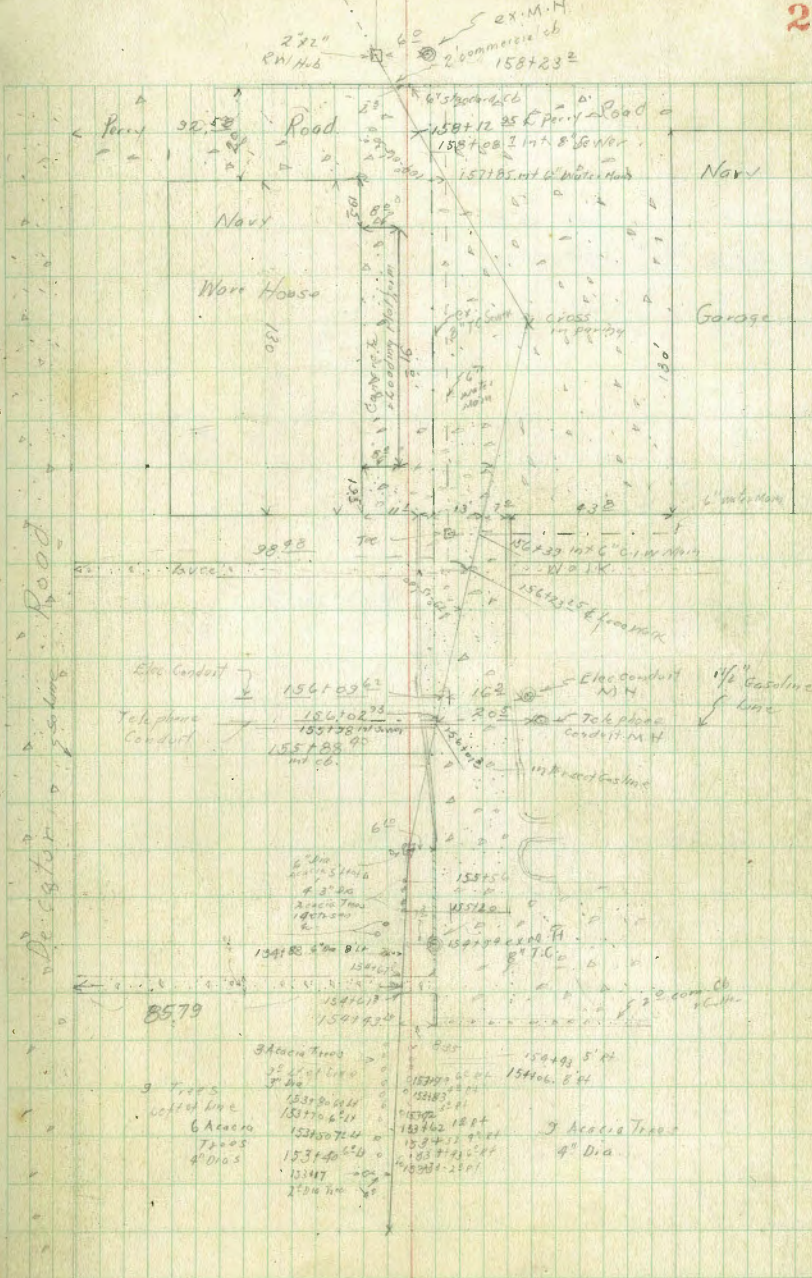
149+53⁵⁵ L. R. 7° 42' 20" 11" gine stake



158+33.58 L Rt 74° 01' 45" 2x2" Pine Hub

157717 L Rt 24° 45' 40" x in paving

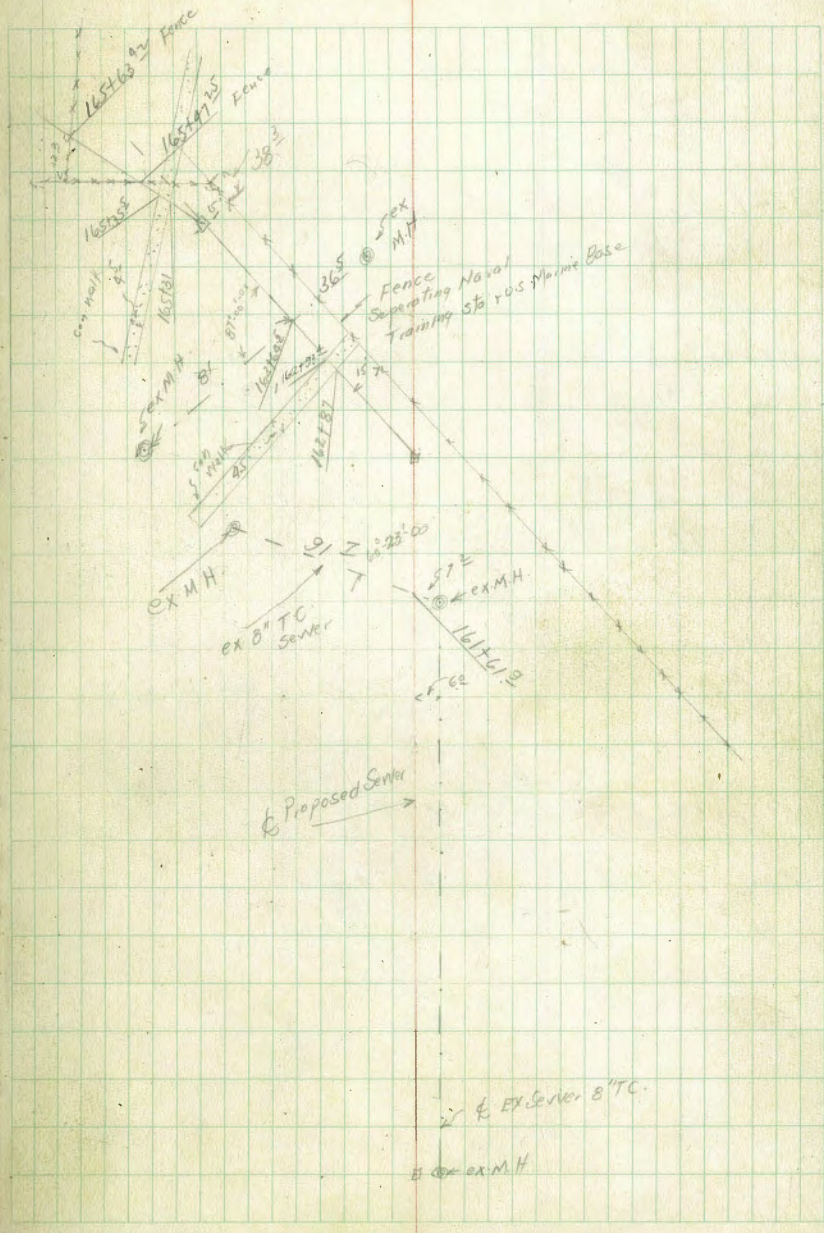
155+66.89 L Rt 9° - 29' - 30" 1x1" pine stake



164 + 76.68 L 15° 59' 05"

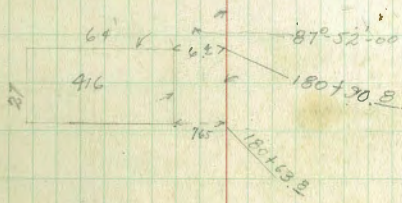
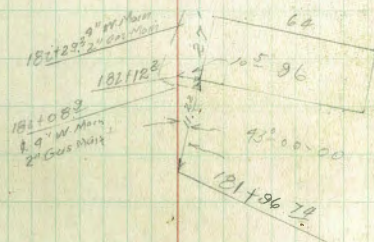
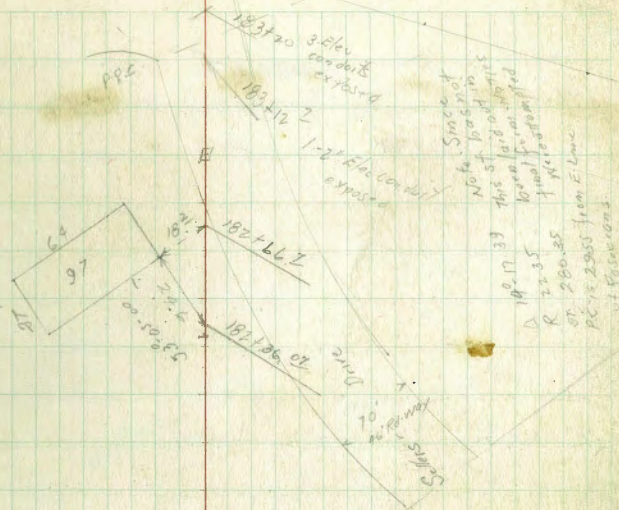
161 + 84.92 L 14° 57' 21.05"

158 + 33.54 L.R. 14° 01' 45"



ex 8" TC Sewer
ex M.H.

182+77⁰⁵ P.O.T. XVI' stat.



196746 89 $\frac{1}{2}$ MIDWAY
 Ingra ham (Causeway) Spike set by state Hi-Way

18749 49

189432 56 L Rt $49^{\circ}-39'-00''$

Spike & Ingra ham
 Poserans set
 by state Hi-Way

Poserans
 57.32
 Sec. FR 1969 PPS
 004 Men Pueblo Car

run on
 15' offset

Note
 Poserans
 12 100' wide

Wood nail in paving

184421 2E Edge
 of paving approx

189411.22 R4 Nail

183414

ex B' TC
 center

3127
 493.58500

Bliss
Summer 1894
G. Farron
6/27/91

Line Change from old L 94+11.56
East on Lowell + North through Naval Training Sta

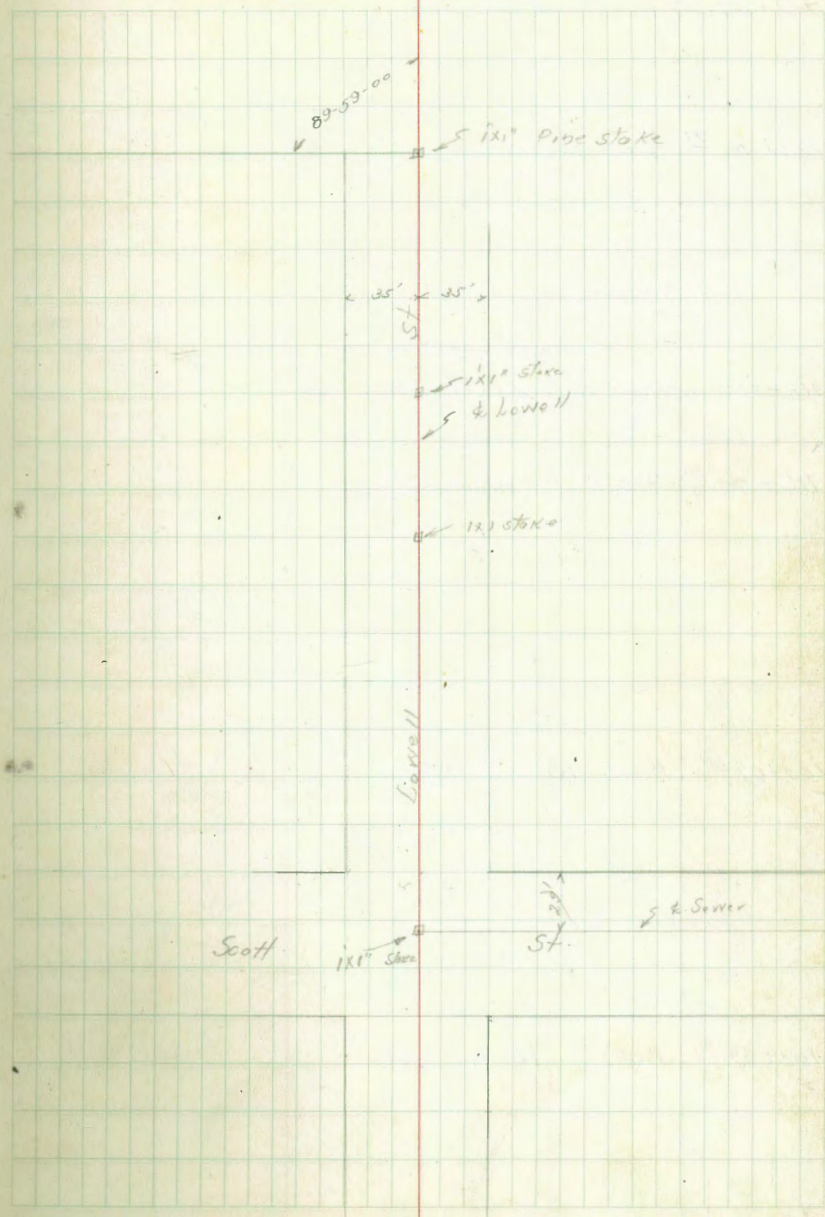
100+77.73 L Lt 89° 59' 00" 1x1" pine stake

95+50 P.O.T. 1x1" stake

94+11.56 old L Now P.O.T.

90+35.42 L 90° 00' 00" Rt. to Lowell + 6'S to Scott

16.84
73.15 } 0' 59' Lt. 28



131+09.67 L. Rt. $5^{\circ}33'11''$

123+90 ⁹² P.O.T. 1x1" stake

118+57 ¹⁰ intersect ex Sewer & Storm Drain 66"

116+90 ⁸⁵ P.O.T. 1x1" pine stake

109+67 ³⁰ P.O.T. 1x1" pine stake

103+89 ⁹⁶ P.O.T. 1x1" pine stake

6550
112 00
179 59

29

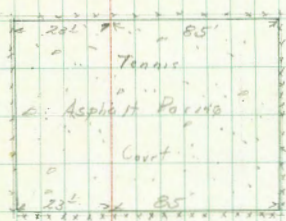
271.40
112° 05' 00"
125.20

151+25[±] N Edge Tennis Court

150+01[±] S Edge Tennis Court

146+63[±] P.O.T. Approx. E. Rowlett Road Pro. East. 1X1 Slope

136+09[±] E. Warden Road. Pro. East. P.O.T. Approx. with 100' slope



□

□

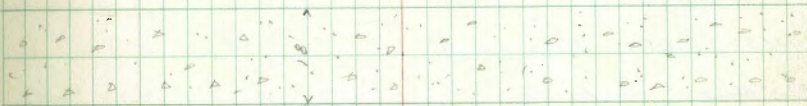
152+09.56 L Lt 90°-01-00.
 152+07.56 S Edge of paved parade Ground A.C. paving

151+82.4 $\frac{4}{2}$ Deney Road 18' wide Concrete Paving. No curbs

151+45.30 int 36" Storm Drain

Parade Ground
 A.C. Paving

90-01-00 →
 R Head
 Nail in Paving



90° 04' 00"
 Storm Drain
 212.30

90-06-30
 210.30

ex. Miton
 Storm Drain

155724.29 L: RT 90°-00'-30"

155719E W Edge A.C. Paved Parade Ground

155702 W Edge Concrete Driveway Entering Parade Ground from Driveway Road

154796 E " " " " " " " " " "

153757.35 W Edge Concrete Driveway

153741.35 E Edge Concrete Drive entering parade Ground from Driveway Road

152709.56 L: L 90°-01'-00"

S. Line Casting

100.75
57.00

Dist. 500

47

A.C. Paving

Parade Ground

Edge of Paving
Parade Ground

Sewer

Sewer

90°-00'

R. Head Nail
in paving

162+55 18" Dia Tree 1.6 ft. E
 162+96 B N. Ch. Porter Road
 162+37 B E Porter Road
 162+28 B S. Ch. Porter Road
 162+21 15" Dia Tree 9.5 ft. to d.

161+93⁹⁰ N. Edge Rubble Wall

161+31³⁵ S. Edge Rubble Wall

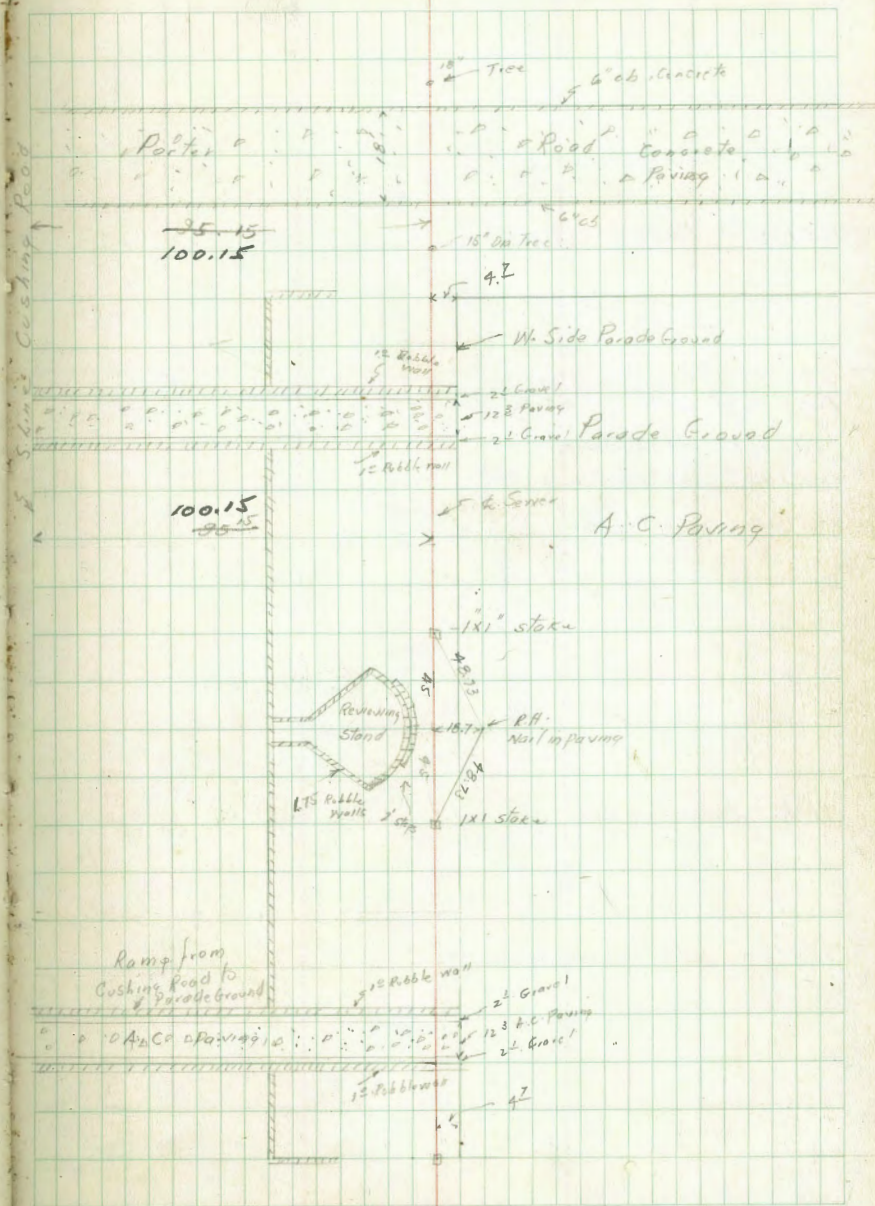
159+36⁶⁸ L. Rt. 22°-33'-55"

158+87²⁵ L. Lt. 45°-07'-50"

158+39²³ L. Rt. 22°-33'-55"

156+03⁸⁵ N. Edge of Rubble Wall

155+85⁴ S. Edge Rubble Wall



165+90¹³ L. Lt 14° 05' 00

165+50³³ L. Rt 14° 05' 00

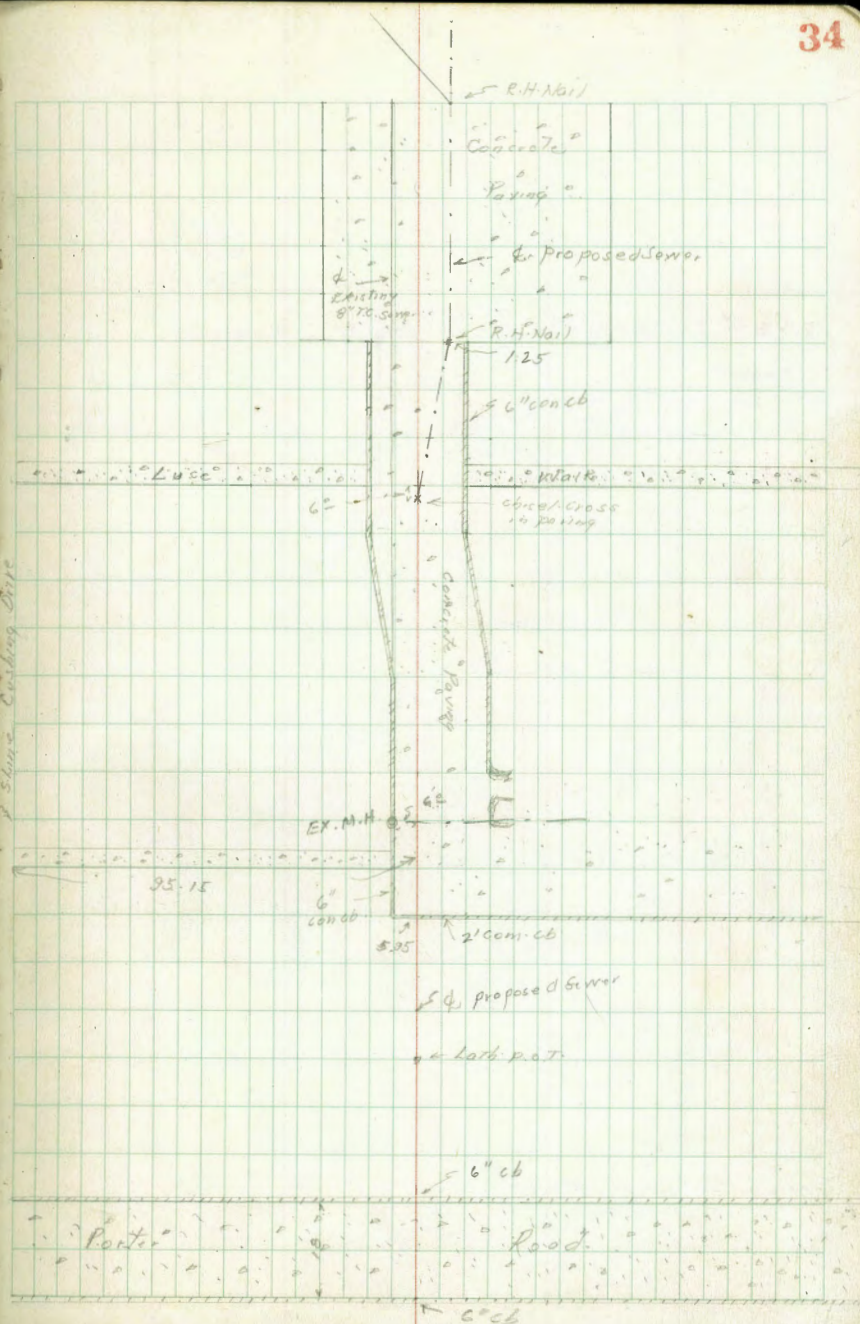
165+46² int. ch. conduit

165+39[±] int Telephone cable

165+38 Gasline line

163+86[±] Back edge con. cb.

163+13⁵⁰ p.o.t. lot with tack is top

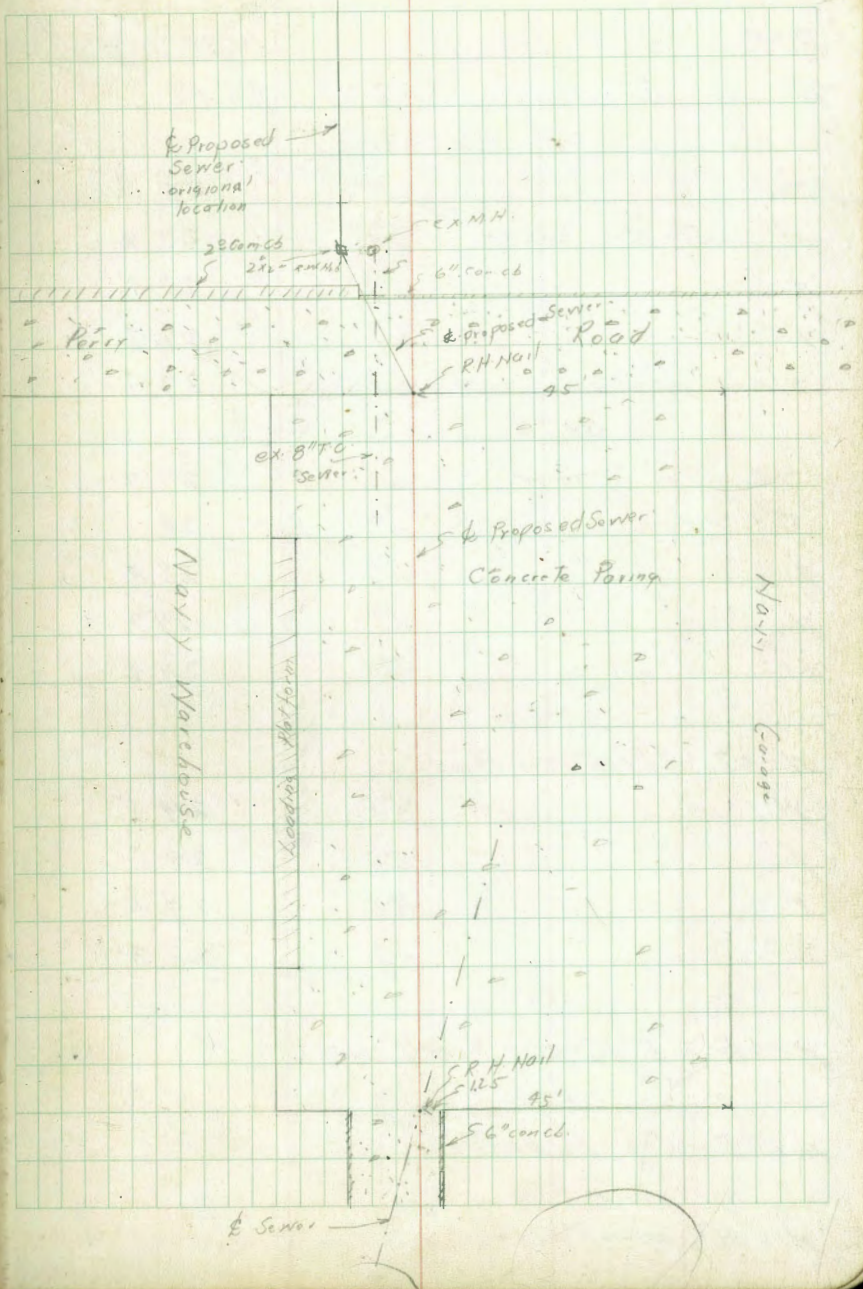


167+70²² = 158+33⁵⁹ L Rt. 25° 53' 00"

167+59⁰⁸ int. C'cb
167+56² int 8" 70 sewer

167+20⁰² L Lt. 25° 55' 00"

165+90¹³ L Lt. 19° 03' 00"



Cross Section Alley Block 2 Sterling Park
Chico St. to Pacific Ave

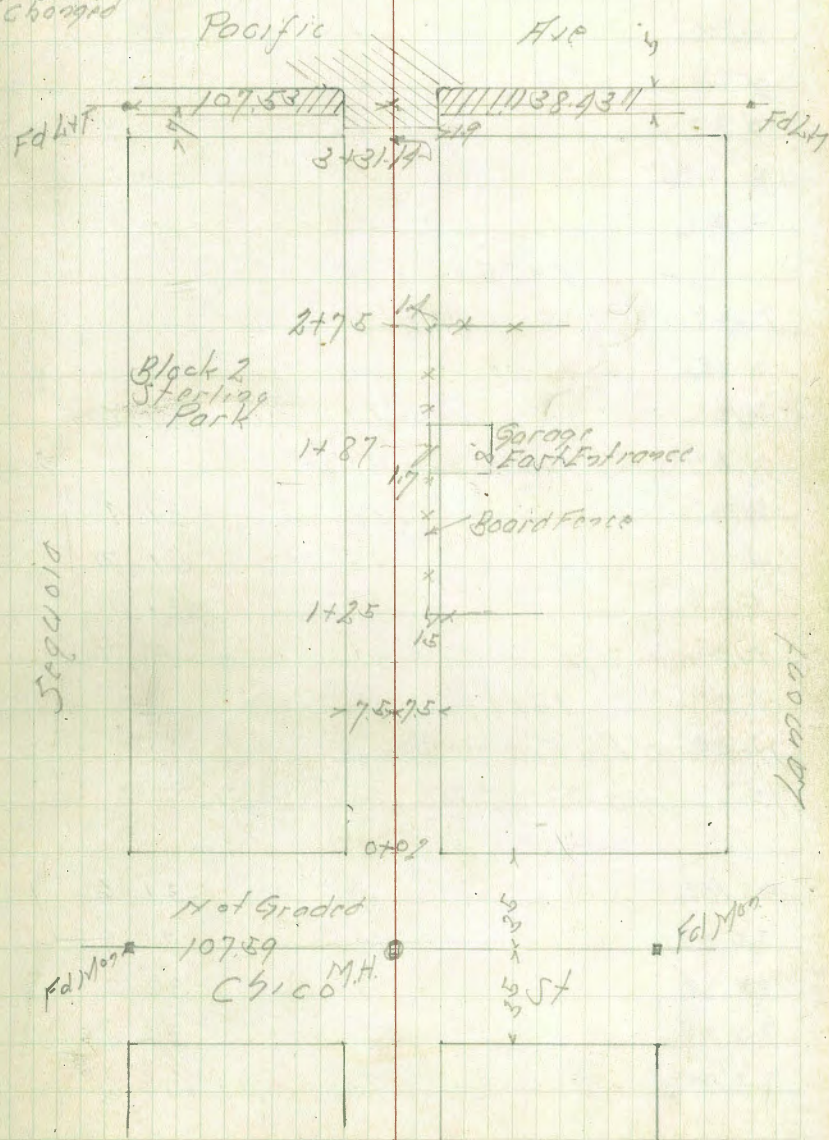
BM	364	3874	35.10	N 72 W Pacific to front
TP	378	3445	8.07	30.67
	0+0 - 1/2 Chico St			
-10		6.0		28.5
M	5/4 Wire Fence			
		6.3		28.2
S		6.4		28.1
F		6.7		27.8
+10		6.8		27.7
	0+25			
-10		6.6		27.9
F		6.0		28.5
S		5.7		28.8
M		5.7		28.8
+10		5.3		29.2
	0+53			
M	0.7 - 5 Fly Shed Wire Fence ✓			
		5.0		29.5
S		5.0		29.5
F		5.1		29.4
+10		6.2		28.3
	0+85			
M	0.5 - 1/2 Fly Shed Wire Fence ✓			
	0+80			
M	0.5 - 1/2 Power Pole ✓			
	0+84			
M	1/2 Wire Fence ✓			

Indexed
LM

Used at
35.28.7300
changed

July 29. 41 36

Sisson
North 6107
24 Moor



3445

170

-10	4.8	29.7
F	47	29.8
g	46	29.9
H	44	30.1
+10	41	30.4

1425

F+1.5 = Sly Board Fence ✓

1152

-10	29	31.6
+11 = S Fly Frame Bldg		✓
H	31	31.4
g	33	31.2
F	34	31.1
+10	38	30.7

1768

H-0.9: H Fly Frame Bldg ✓

TP 10.53 42.10 288 31.57

210

-10	10.5	31.6
F	10.3	31.8
g	9.9	32.2
H	9.7	32.4
+10	9.5	32.6

4210

2140

-10	8.9	33.2
H	9.1	33.6
g	9.1	33.0
F	9.4	32.7
+10	9.6	32.5

370

-10	7.6	34.5
F	8.1	34.0
g	8.3	33.8
H	8.0	34.1
+10	7.4	34.7

3712

-10	7.8	34.9
H	7.6	34.5
g	7.9	34.2
F	7.5	34.6
+10	7.0	35.1

3431/4 = S-L Pacific Ave

F Top Cb	5.00	37.10
F Gutter on Porch	5.16	36.94
g " "	5.37	36.73
H Gutter " "	4.92	37.18
H Top Cb	4.65	37.45

42.10

S. C. Line Pacific

W	0.7	Paving	5.49	36.61	
L	"	"	5.66	36.44	
E	"	"	5.80	36.30	
TP	8.84	50.48	0.46	41.64	
TP	9.98	41.55		31.57	
BM			6.44	35.11	N. E. 7' 21" Pacific Lamont 35.10
BM	12.27	47.37		35.10	N. E. 7' 21" Pacific Lamont
BM			1.98	45.39	S. W. 2478 So Pacific Kessell 45.31
BM	0.53	50.90		50.37	N. E. 8' Grand Pacific Lamont
TP	3.34	44.47	9.77	41.13	
TP	2.01	41.78	4.70	39.77	
BM			6.68	35.10	N. E. 7' 21" Pacific Lamont

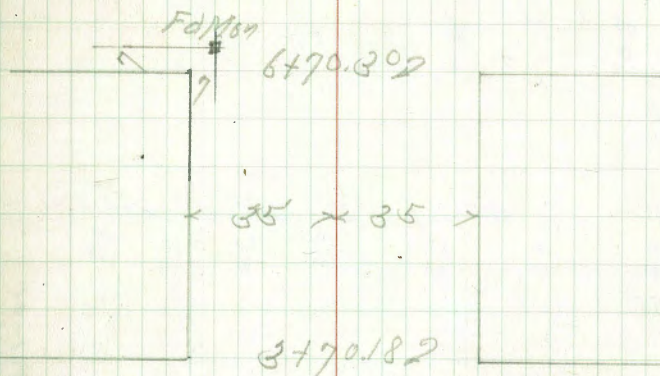
Cross Section Emerson St
Rosecrans to Evergreen.

Indexed
LM

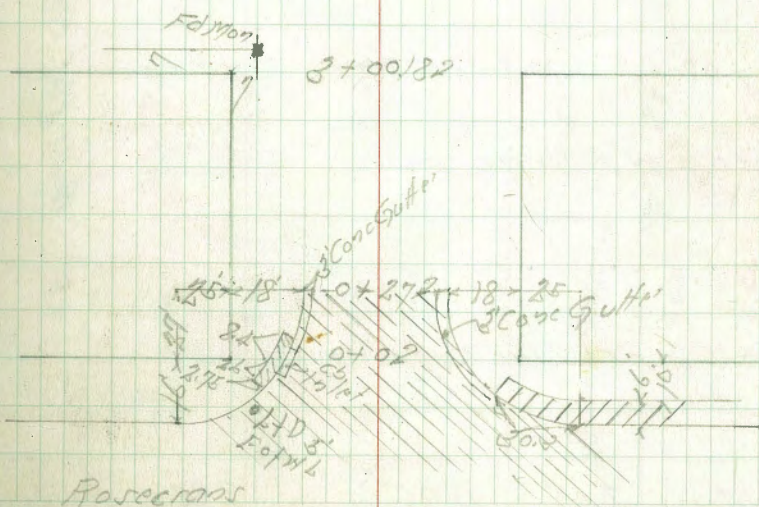
39

July 29, 41
Sisson
Hortgren
H Moore

Evergreen



Locust



4+00.5

3+95.8

3+70.8 - WL Locust

3+65 31' ht of 2 - Sky Power Pole

3+52.8 - WCB

3+35.8 - L Locust

3+18.8 - TCB Locust

1928

	LT	RT	RT
	13.8	13.8	13.60
	6.5	6.5	6.5
	13.3	13.3	13.68
	6.0	6.0	6.0
	13.4	13.4	13.5
	6.5	6.5	6.5
	12.3	12.3	12.3
	6.0	6.0	6.0
	12.9	12.9	12.9
	6.4	6.4	6.4
	13.2	13.2	13.2
	6.1	6.1	6.1
	12.8	12.8	12.8
	6.5	6.5	6.5
	12.3	12.3	12.3
	6.5	6.5	6.5
	12.8	12.8	12.8
	6.5	6.5	6.5
	12.5	12.5	12.5
	6.8	6.8	6.8
	12.7	12.7	12.7
	6.5	6.5	6.5
	13.0	13.0	13.0
	6.0	6.0	6.0
	12.9	12.9	12.9
	6.4	6.4	6.4
	11.9	11.9	11.9
	6.4	6.4	6.4
	12.8	12.8	12.8
	6.5	6.5	6.5
	12.6	12.6	12.6
	6.7	6.7	6.7
	11.9	11.9	11.9
	6.5	6.5	6.5
	12.2	12.2	12.2
	6.7	6.7	6.7
	12.6	12.6	12.6
	6.7	6.7	6.7
	11.6	11.6	11.6
	6.7	6.7	6.7
	12.2	12.2	12.2
	6.9	6.9	6.9
	12.3	12.3	12.3
	6.7	6.7	6.7
	11.7	11.7	11.7
	6.5	6.5	6.5
	12.0	12.0	12.0
	6.7	6.7	6.7
	11.4	11.4	11.4
	6.9	6.9	6.9
	12.1	12.1	12.1
	6.8	6.8	6.8
	11.8	11.8	11.8
	6.5	6.5	6.5
	11.1	11.1	11.1
	6.5	6.5	6.5
	11.5	11.5	11.5
	6.8	6.8	6.8
	11.4	11.4	11.4
	6.9	6.9	6.9

1928

5+0

4+93

4+81 = 2 7' - 2 Ribbon Core Dr. on H. Ribbon 2' W. d.

4+71 196' Lt of 2 = 54 P. W. + 140' P. d.

4+52

4+50

4+28 = 2 7' - 2 Ribbon Core Dr. on H. Ribbon 2' W. d.

1928

149
44
85

147
46
19

147
46
6

146
47

148
45
16

145
48
19

148
45
17

150
44
84

1496 ✓
132
35-2 3' Core
Walk

1494 ✓
424
33-2 2 1/2' Rib Core
on 1st

1449 ✓
422
35-2 2 1/2' Core
Walk

141
55
82

140
53
19

140
52
82

139
51

140
52

136
57
14

139
51
17

137
55
84

1425 ✓
502
35-2 7' 2 1/2' Core Dr
1928

LT

LT

RT

6403

640

5780

5777

5770 22.6 Lit of 1/2 Sky Power Pale

5x50

5x50

1928

4

4

pt

1735

19.2
36.7 - 23.6
Holk

17.2

21.6

17.3

21.0

17.5

18.0

17.0

21.0

17.3

20.0

17.7

18.0

17.1

17.7

17.5

17.8

18.4

20.0

17.70

15.8
34.2 - 24.4
Holk

16.78

15.50
37.7 - 24.4
Holk

16.22

15.06
36.5 - 24.4
Holk

16.0

21.6

16.1

21.0

16.1

21.0

16.1

21.0

16.1

21.0

16.3

21.0

16.8

21.0

16.1

21.0

16.3

21.0

19.28

Lt Lt Rt

BM 1.88 25.13 ^{5.9.87} Evergreen
Foliation 25.11

6+70.30 = FL Evergreen

6+45

TP 8.94 27.01 1.21 18.07

1928

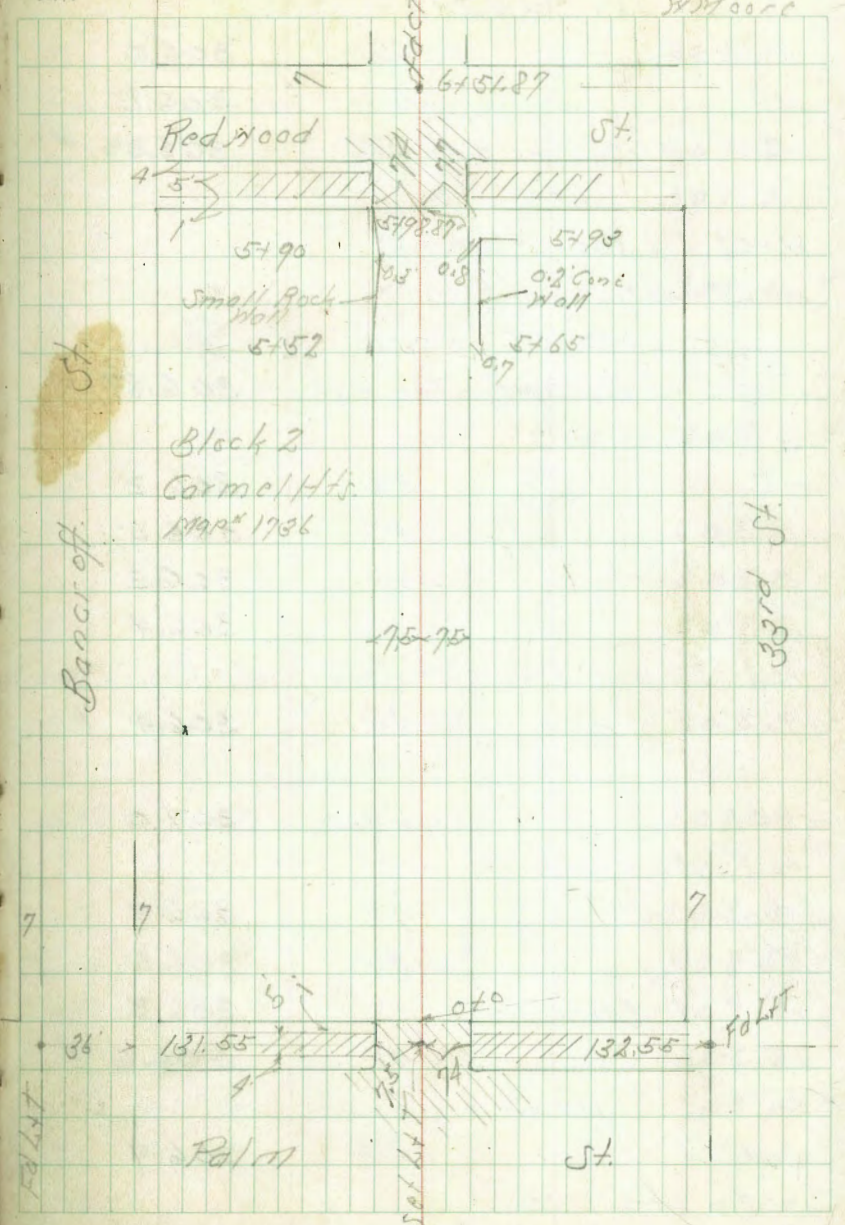
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78 55	75 17	72 8	79 3	76	73 7	76 14	71 7	71 5
184	187	191	181	187	190	184	189	193
86 55	83 7	79 8	84 3	82	83 7	86 11	81 7	77 5
				27.01				

Cross Section Alley Block 2 Carmel Hts
From Palm St to Redwood St.

BM	5.61	309.64	304.03	N.E. BP Palm St 3rd St
BM		4.56	305.08	N.E. BP Palm St Bancroft
TP	5.97	311.23	4.38	305.26
		0-10 = N.C. Linc Palm		
N on Pav 179		6.33	304.90	
L " "		6.28	304.95	
F " "		6.27	304.96	
		0+0 = N.L. Palm St		
E Top Cb		5.47	305.76	
E Gutter on Pav 179		5.86	305.37	
L " "		6.07	305.16	
N " "		5.74	305.49	
W Top Cb		5.56	305.67	
		0+09		
-2.5 = S.E. Cor Stucco House		5.0	306.2	✓
N		5.5	305.7	
L		5.8	305.4	
F		5.5	305.7	
+4.3 = S.W. Cor Stucco House		5.3	305.9	✓
		0+35		
E -4.3 = N.W. Cor Stucco Ho.				✓
		0+45		
-8.3 = Garage Conc Floor		4.24	306.99	✓
-5.4 = N.W. Conc Apron		4.74	306.49	✓
F		5.1	306.1	

Indexed
LM

Aug 7-41 46
Sisco
North Star
W Moore



Plot 8-9-41 GRH

Bancroft St

33rd St

Fault

Palm St

3/1/23

L		5.2	306.0	
H	= H F Co, Stucco H	5.1	306.1	
-2.5	= S/4 25 Conc Walk	4.88	306.35 ✓	
	0+50			
H-0.2	Sly Picket Fence	✓		
H+0.5	H/4 Porter Pole	✓		
	0+65			
E-2.0	Garage Conc Floor	4.36	306.87 ✓	
	0+70			
-5		5.0	306.2 ✓	
H		4.7	306.5	
L		5.0	306.2	
F		4.8	306.4	
+0.2	Sly Wire Fence	✓		
+1.0		4.8	306.4 ✓	
	1+0			
-1.0		4.2	307.0	
-0.2	Wire Fence			
F		4.3	306.9	
L	H/4 Picket Fence	✓	4.7	306.5
H	Sly Lath	✓	4.7	306.5
+5		4.6	306.6 ✓	
	1+50			
-1.0		4.3	306.9 ✓	
-0.2	Lath Fence			

3/1/23

H		4.1	307.1	
+0.8	Sly Porter Pole	✓		
L		4.0	307.2	
F		3.9	307.3	
+0.2	Wire Fence			
+1.0		3.8	307.4 ✓	
F	5.84	313.70	3.37	307.86
	2+0			
-1.0	H/4 Wire Fence	✓	5.1	308.6 ✓
-1.1	Sly Lath	✓		
F		5.4	308.3	
L		5.7	308.0	
H		6.1	307.6	
+0.2	Lath Fence	✓		
+1.0		6.2	307.5	
	2+2.5			
H+0.3	25 Conc Walk	5.67	308.03 ✓	
	2+3.2			
-1.0		5.4	308.3	
H		5.2	308.5	
L		5.0	308.7	
F		5.0	308.7	
+1.2	25 Conc Walk	5.00	308.70 ✓	

3/3/70			
	2+50		
-1.4	= Lath Fence ✓		
F		4.7	309.0
L		5.0	308.7
+6.1	= Wly Power Pole		
W	= Wly Lath Fence	5.1	308.6
+10		5.3	308.4
	2+54		
F-4.0	= 2' 4" Conc Walk	4.80	308.90 ✓
	2+56		
W-10.5	= 2' Garage Conc Floor	4.99	308.71 ✓
	2+65		
W	= Sly Picket Fence		
	2+67		
W-0.5	= 2' Conc Walk	4.83	308.87 ✓
	3+0		
-10	✓	4.3	309.4 ✓
W	= Wly Picket Fence		
W	= Sly Lath ✓	4.2	309.5
L		4.0	309.7
F		3.7	310.0
+1.6	= Lath Fence		
+10		3.7	310.0
	2+50		
-10		3.3	310.4 ✓
-1.7	= Lath Fence		

3/3/70			
F		3.2	310.5
L		3.1	310.6
+6.2	= Wly Power Pole ✓		
+7.4	= Lath Fence ✓		
W		3.3	310.4
+10		3.5	310.2 ✓
	3+67		
W-0.4	= 2' 3" Conc Walk	2.85	310.85 ✓
	3+69		
W-0.1	= Top 0.2 Conc Wall For Fence Base	2.90	311.00 ✓
	4+0 = Wly 0.2 Conc Wall on W		
-10		2.7	311.0 ✓
-0.2	= Top 0.2 Conc Wall	2.16	311.54 ✓
-0.1	= Sly Picket Fence ✓		
W		2.4	311.3
L		2.1	311.3
F		2.3	311.4
+1.8	= Lath Fence		
+10		2.3	311.4 ✓
TP	6.55	318.13	2.12
	4+21		311.58
E-2.2	= 2' Conc Walk	6.08	312.05 ✓

318.13

4+50

-10		5.9	312.2	✓
-1.8 = Lat ^h Fence				
F		5.7	312.4	
L		5.7	312.4	
H		5.8	312.3	
+0.2 = Picket Fence	✓			
+10		5.9	312.2	✓

4+75

-10		5.1	313.0	✓
H		4.9	313.2	
+1.0 = Wly Power Pole	✓			
L		4.9	313.2	
F		4.8	313.3	
+10		5.4	312.7	✓

5+0

-10		4.5	313.6	✓
-1.2 = Lat ^h Fence				
F		4.5	313.6	
L		4.6	313.5	
H		4.6	313.5	
+0.1 = Wly Picket Fence				
+10		4.6	313.5	✓

5+49

H = Wly Lat^h Fence ✓

318.13

5+50

-10		4.0	314.1	✓
H		3.6	314.5	
L		3.8	314.3	
F		3.6	314.5	
+1.2 = Wly Lat ^h Fence	✓			
+10		3.9	314.2	✓
TP	4.92	319.45	3.60	314.53

5+57

F-1.3 = Wly Conc Apron	5.02		314.43	✓
F-4.3 = Top of Conc Floor	4.95		314.50	✓

5+70

-3.2 = Wly From House	5.0		314.5	-
F	4.9		314.6	
L	4.9		314.6	
H	5.0		314.5	
+1.6 = Fly Stucco House	4.8		314.7	✓

5+90

H	5.2		314.3	
L	5.6		313.9	
F	5.6		313.9	
-0.8 = Top of Conc Wall	4.87		314.58	✓
+3.2 = Wly From House	5.5		314.0	-

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LM

319.45

5498.87 = S.L. Redwood.

E Top cb	6.65	312.80	✓
E Gutter on Pavlog	6.70	312.75	✓
L " "	6.96	312.49	✓
W Gutter " "	6.70	312.75	
W Top cb	6.40	313.05	

6408.87 = S Cb Line Redwood

W on Pavlog	7.05	312.40	✓	
L " "	7.13	312.32	✓	
E " "	7.25	312.20	✓	
TP	4.06	316.70	6.81	312.64
BM		5.03	311.67	

H.W.R.P.
Redwood
311.67
311.61

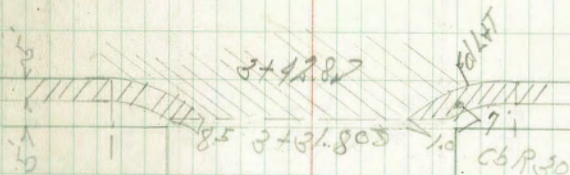
Cross Section Sequoia St
Chico St to Pacific Beach Drive

50

Aug. 7. 41

Survey
H.W.R.P.
W.M.P.

Pacific Beach Drive



375 375

Sequoia St

0 x 0 2

Chico

Fd 1109

ST

Cross Section Sequoia St.
Chico St to Pacific Beach Drive
Sketch Page 50

1+50

1+0

0+50

0+0 = H.L. Chico

0-35 = L Chico

0-70 = S.L. Chico

BM 6.73 41.83

8-8-1941 CBH Profile # 1357

35.10

NE 7' LHT
Pacific
La Mesa

377	372	368	368	353	349	344	344
5.0	4.6	5.0	5.0	6.5	6.9	7.4	7.4
37.5	37.5	20	15	20	20	37.5	50
364	361	354	348	343	338	333	327
5.0	5.7	6.4	7.0	7.5	8.0	8.5	9.1
37.5	37.5	20	14	20	20	37.5	50
355	352	344	336	332	328	321	316
5.0	6.6	7.4	8.2	8.6	9.0	9.7	10.4
37.5	37.5	20	15	20	20	37.5	50
346	342	334	328	324	318	315	308
5.0	7.6	8.4	9.0	9.4	10.0	10.3	11.0
37.5	37.5	20	15	20	20	37.5	50
342	337	330	324	320	313	310	306
5.0	8.3	8.8	9.4	9.8	10.5	10.8	11.4
37.5	37.5	20	15	20	20	37.5	50
325	320	324	315	315	309	305	301
5.0	9.0	9.4	10.0	10.3	10.9	11.6	11.7
37.5	37.5	20	15	20	20	37.5	50
				41.83			
							29.7
							12.1
							50
							2.4

3742.80 = S.Cb Line Pacific Beach Driv

3732.80 = S.L Paving + Cbs + Walk Pacific Beach Dr.

370

3750

3729 = 1/2 B' Core

270

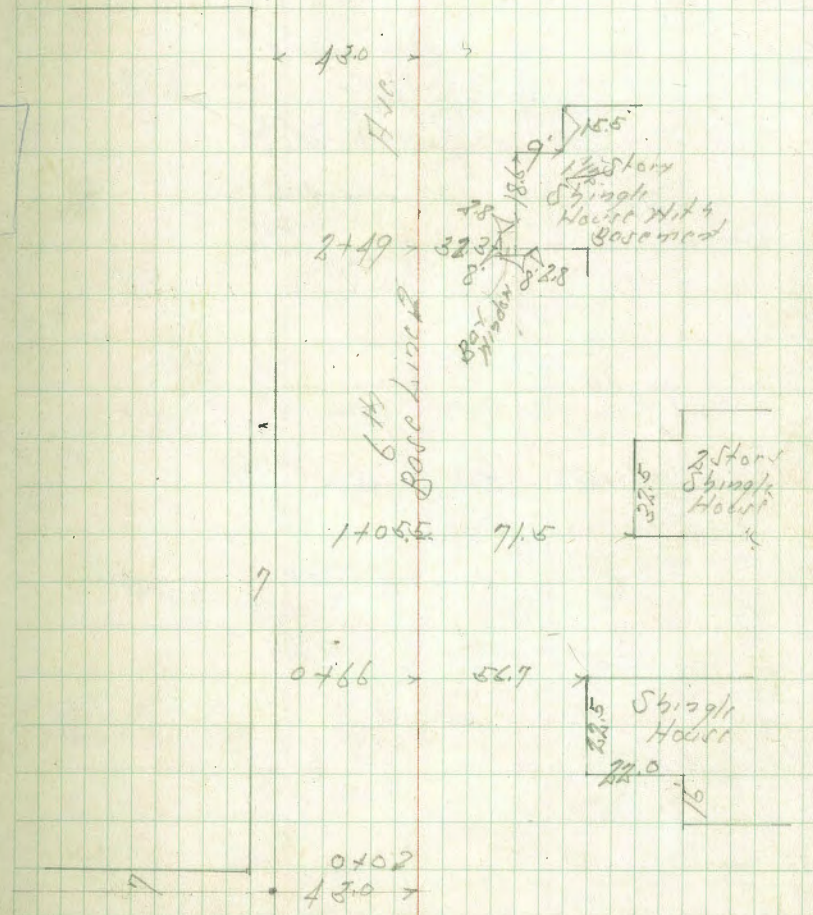
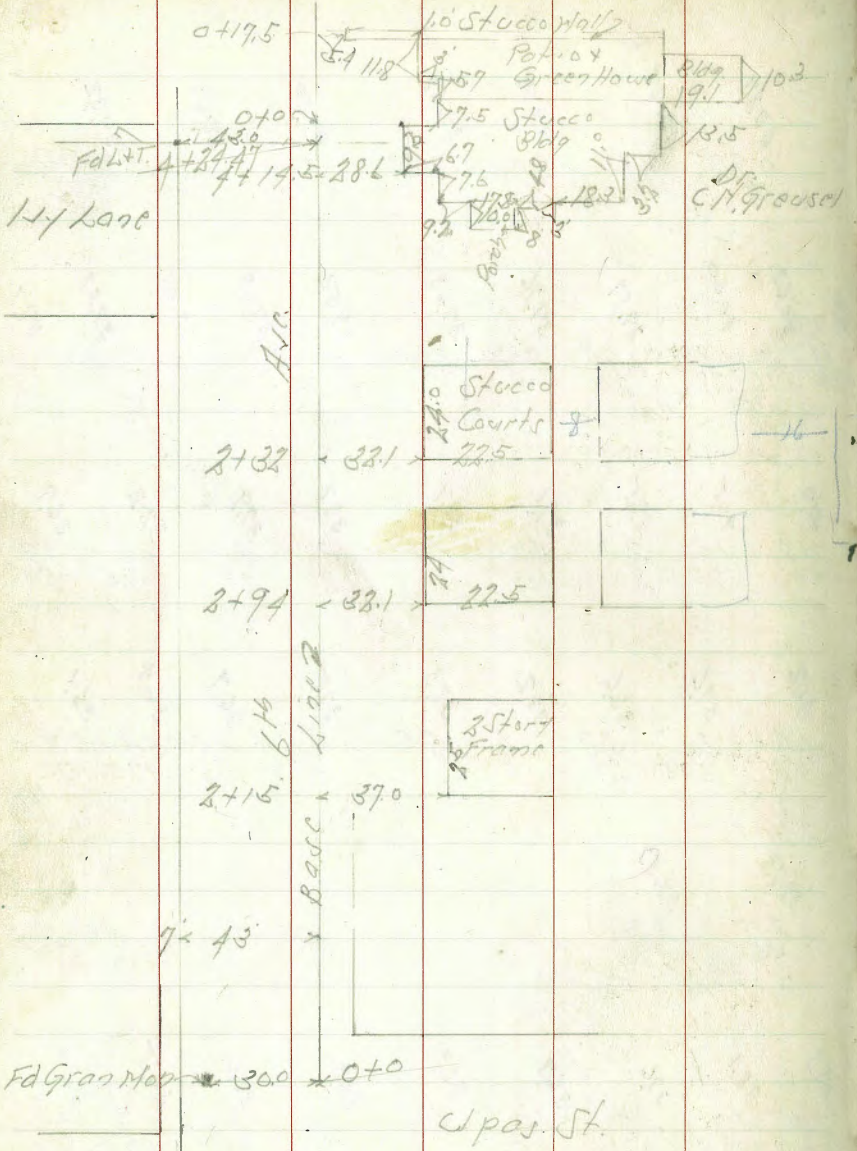
41.83

410	4063	4000	3987	3976	3968	3952	3928	3901	3957	397
08 375	125 375	133 275	196 20	207 10	215	201 10	255 20	287 275	276 20	271 375
410	405	395	391	387	382	379	372	372	369	
500	375	375	375	375	375	375	375	375	375	375
402	396	386	382	379	375	367	364	361		
16 50	28 375	22 20	26 15	25	20	19 15	19 375	19 50	19 50	
3973	3957	3957	3957	3957	3957	3957	3957	3957	3957	3957
210 45	226 375	226 375	226 375	226 375	226 375	226 375	226 375	226 375	226 375	226 375
689	381	376	369	363	356	356	356	356	356	356
229 50	375	375	375	375	375	375	375	375	375	375
41.83										

6th Ave House Locations on East Side
Upas St to Pennsylvania Ave.

Aug. 19-41
S. W. M. G.
H. M. G.

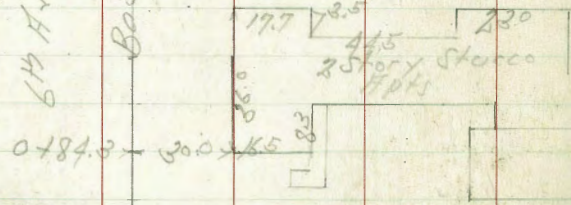
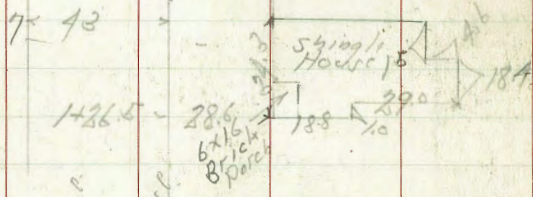
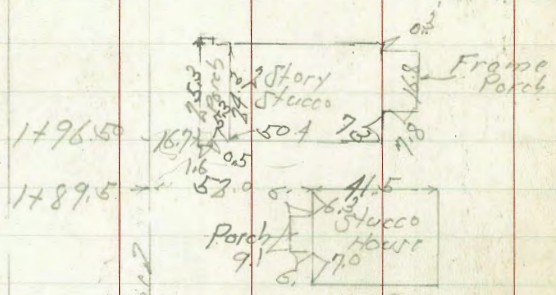
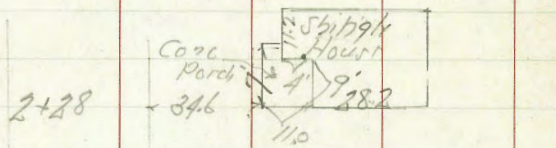
Produced From
Brookers
A.C.



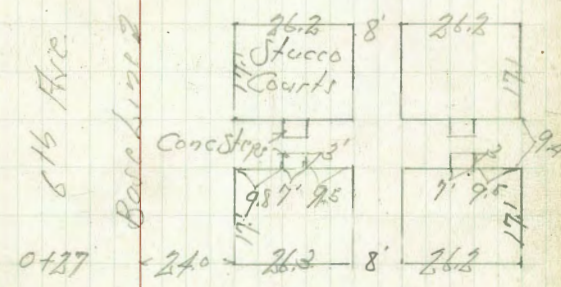
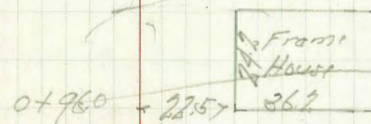
By Lane

6th Ave House Locations on East Side
Up to St to Pennsylvania Ave

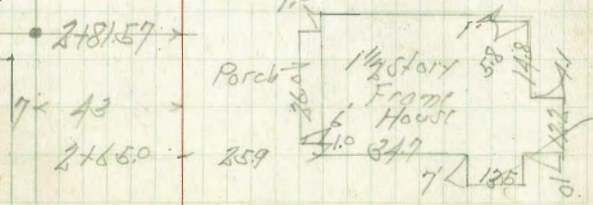
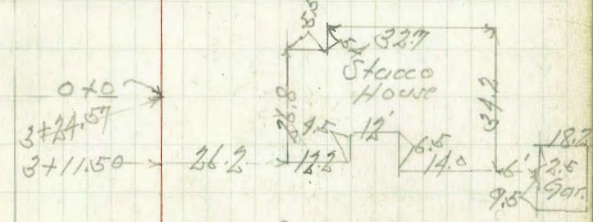
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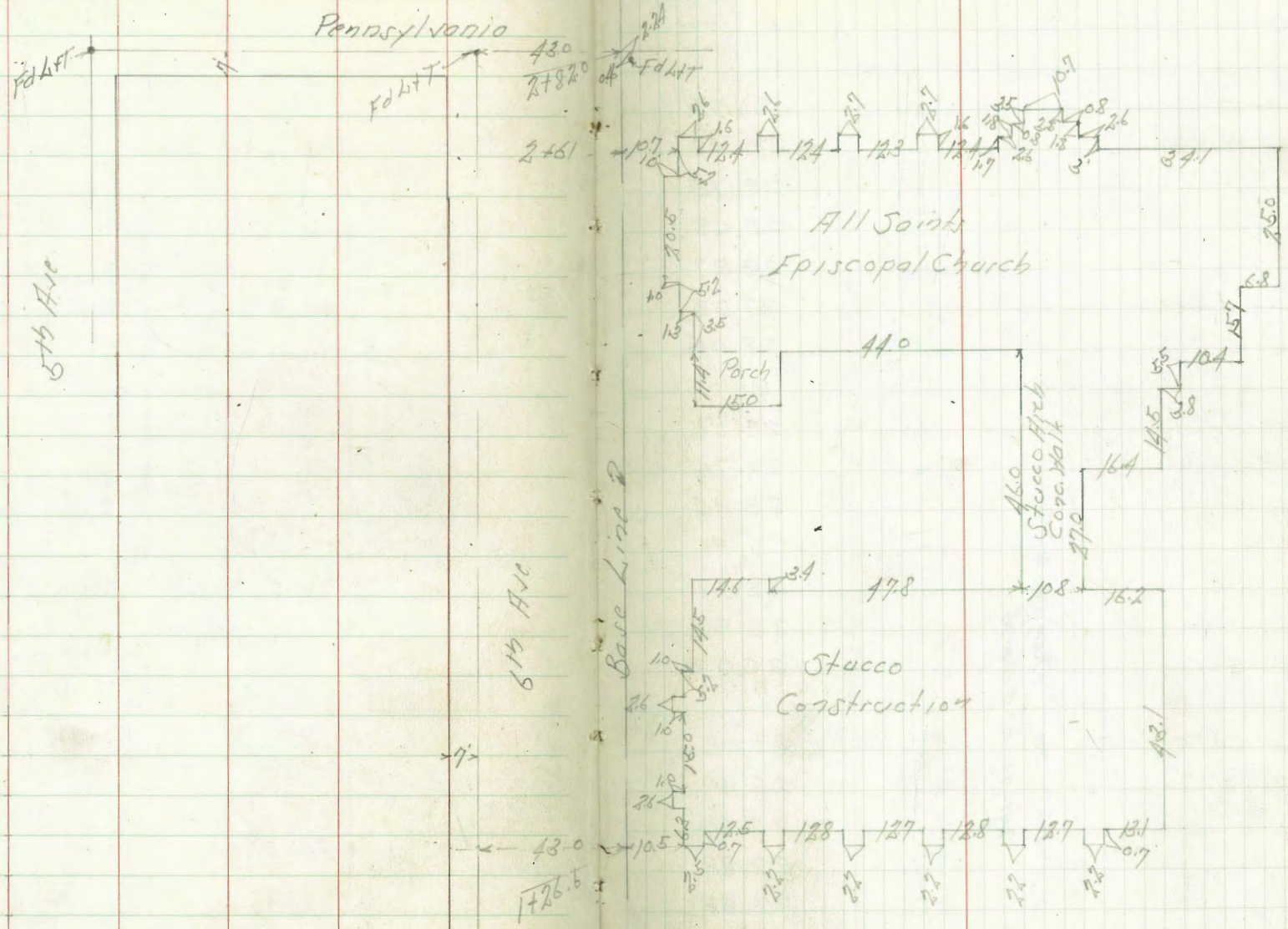


Brooker
Ave



Anderson
Place



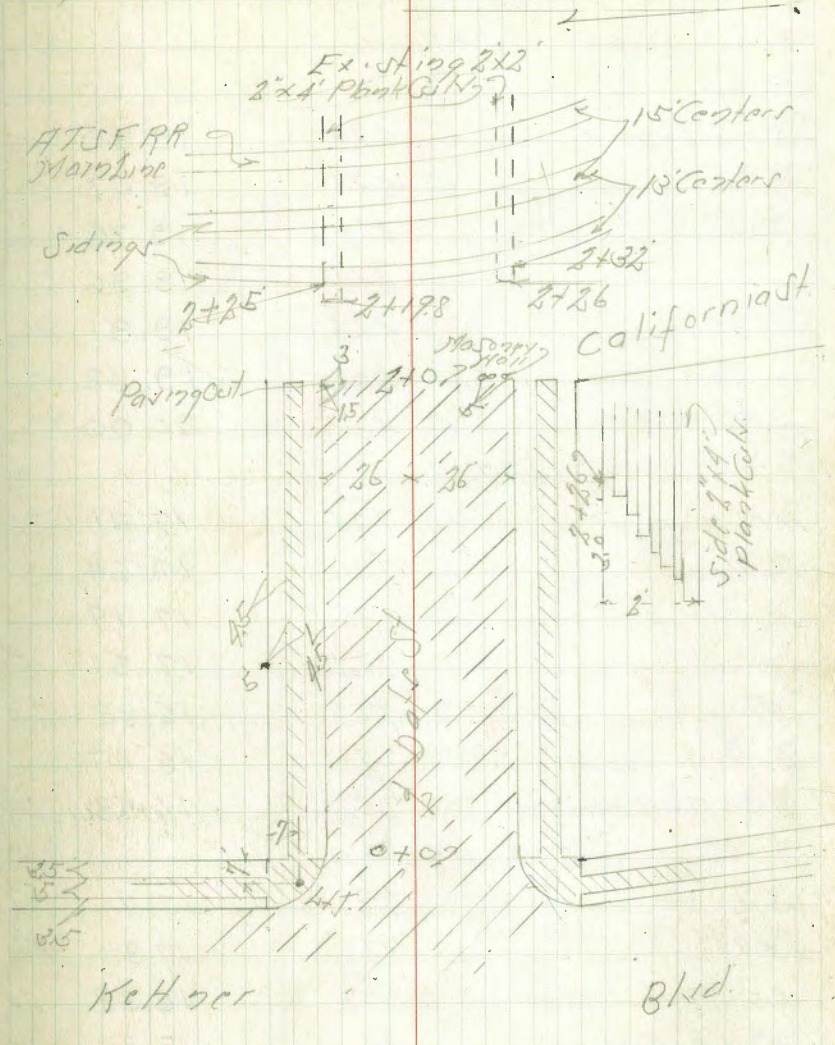


Cross Section Data St.
 Kettner Blvd. to H.T.S.F.R.R. Tracks Indexed
 LM

80' W. Id
 14' 0" S
 13' 1/4
 Sept 6. 41 56
 Sisson
 Hor

B.M	324	3229	2905	H.M.B.P Data St Kettner
	0 + 0 - H L Kettner			
H Cb Top	3.24		29.05	
Gutter	3.82		28.47	
1/4	3.59		28.70	
1/2	3.66		28.63	
3/4	4.02		28.27	
Gutter	4.71		27.58	
S Cb Top	4.35		28.06	
	0 + 50			
S Cb Top	7.12		25.17	
Gutter	7.55		24.74	
1/4	6.83		25.46	
1/2	6.48		25.81	
3/4	6.60		25.69	
Gutter	6.79		25.50	
H Cb Top	6.20		26.09	
	1 + 0			
H Cb Top	9.24		23.05	
Gutter	9.80		22.49	
1/4	9.49		22.80	
1/2	9.40		22.89	
3/4	9.72		22.57	
Gutter	10.39		21.90	
S Cb Top	9.93		22.36	

Red. 7 Plot - on Profile 230
 9-11-41 C.B. Hough



3229
TP 3.59 24.45 11.43 20.86

1+50

Scb Top 4.94 19.51
Gutter 5.38 19.07
1/4 4.69 19.76
1/2 4.49 19.96
1/4 4.54 19.91
Gutter 5.03 19.42
Hcb Top 4.45 20.00

1+97

Hcb Top 7.24 17.21
Gutter 7.81 16.64
1/4 7.26 17.19
1/2 7.14 17.31
1/4 7.50 16.95
Gutter 7.98 16.47
Scb Top = Cb Broken 7.52 16.93

2+0 = 1/4 imp.

SL 6.8 17.7
+9 7.2 17.3
Cb Top Susken 8.07 16.38
Gutter Ground 9.4 15.1
+8 = Sky Paving 8.06 16.39
1/4 7.65 16.80
1/2 7.34 17.11

21.45

1/4 7.45 17.00
Gutter 8.00 16.45
Cb Top 7.40 17.05
+9 7.1 17.4
H/L 5.9 18.6

2+03

H/L 6.0 18.5
+5 7.0 17.5
+9 7.3 17.2
Cb 10.2 14.3
+7 10.0 14.5
+8 7.8 16.7
1/4 6.9 17.6
1/2 6.7 17.8
1/4 7.0 17.5
+5 8.5 16.0
Cb 9.2 14.3
+3 8.8 15.7
+5 7.2 17.3
SL 7.0 17.5

2+12

SL 7.5 17.0
+9 7.5 17.0
+12 10.2 14.3
Cb 10.8 13.7

2445

7A	4.8	19.7
7	5.2	19.3
7A	5.6	18.9
Cb	10.6	13.9
+4	6.9	17.6
NL	6.1	18.4

2+19.8

NL	6.0	18.5
+7	7.7	16.8
Cb	10.5	14.0
+9	6.0	18.5
7A	5.8	18.7
7	6.6	17.9
7A	7.8	16.7
Cb = 5 1/2 x 2 1/2 Cuts Flow Line	10.96	13.49
Cb Top Cut	8.6	15.9
SL	8.7	15.8

2+23

SL	8.0	16.5
Cb	8.1	16.4
7A	8.1	16.4
7	8.1	16.4
7A	8.0	16.5
+6	8.2	16.3
Cb	10.9	13.6

2445

+6	8.6	15.9
NL	7.8	16.7
2+26		
NL	8.6	15.9
Cb = Top Cut	8.7	15.8
Cb = 1 1/2 x 2 1/2 Cuts Flow Line	11.06	13.39

7A	8.1	15.4
7	8.0	15.5
7A	7.9	16.6
Cb	8.1	16.4
S	7.8	16.7
2+25 on SCB - Fly Rail AT SF RR		
2+32 on XCB		

S Top Rail	7.14	17.31
7	7.02	17.43
N	6.91	17.54
TP	11.23	32.65
	3.03	21.42

BM

8.60

29.05

N18P
Dotted
Kettner
29.05

Check Tie Points

OLNEY + BALBOA.

9-15-52

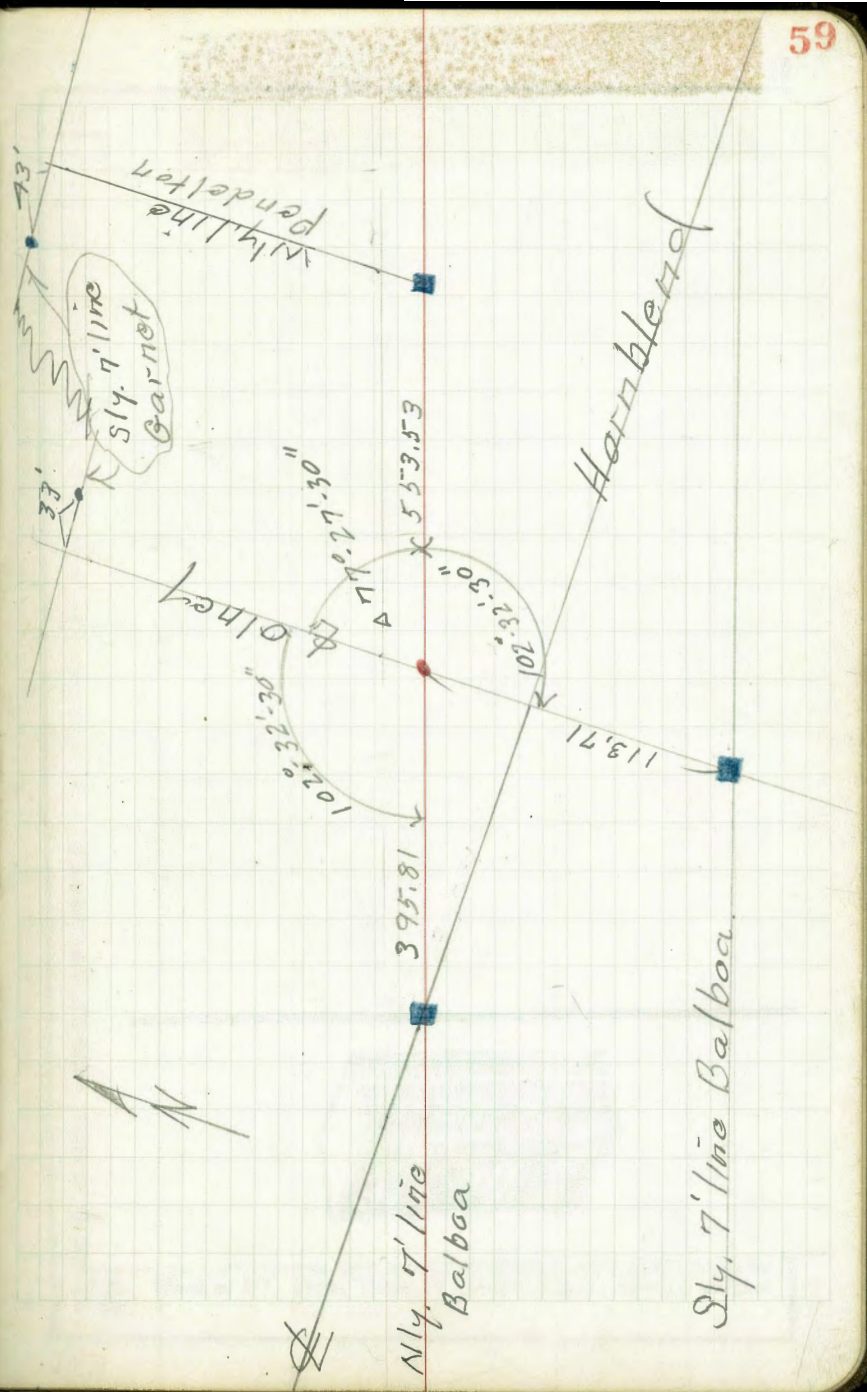
C.H.S.
Begg
Oltman
Johns

- denotes found conc. mon
- " " Lead tack
- " set large P.K. nail.

Points shown as found are
from T.P. book #20 page 3

All distances shown here
were chained - 9-15-52

All angles shown are as
turned - 9-15-52.



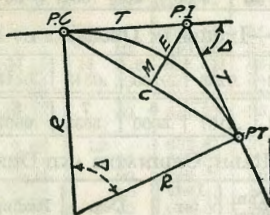
Check of Points

Balboa & Olney,
for Mr. Shaw.
Set 1 point, other
Points were in and
all he had to do
was dig them up
after running them
out as per. $\frac{T.P. 20}{3}$



DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES

Copyright, 1914, by Eugene Dietzgen Co., New York City



CURVE FORMULAS

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

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

$$\text{Middle ordinate} = M = R(1 - \cos \frac{\Delta}{2}) \quad (5) = R \text{vers} \frac{\Delta}{2} \quad (6)$$

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

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

EXPLANATION AND USE OF TABLES

Stations.—Given P. I. = Sta. 161 + 60.35 to find Sta. of P. C. and P. T. $\Delta = 62^\circ 10'$ $D = 8^\circ 20'$. From Table IV for 1° curve $T = 3454.1$ and $\div 8\frac{1}{3} = 414.49$ ft. From Table V correction = .36 or $T = 414.85$ ft. P. C. = Sta. P. I. - $T = 157 + 45.50$. Also from (4) $L = 746.00$ and P. T. = Sta. P. C. + $L = 164 + 91.50$.

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

Deflections.—Deflection angle = $\frac{1}{2} D$ for 100 ft., $\frac{1}{4} D$ for 50 ft., etc. For c ft. = (in minutes) $.3 \times C \times D^\circ$ or = defl. for 1 ft. from Table III $\times C$. For Sta. 158 of above curve = $.3 \times 54.5 \times 8\frac{1}{3} = 136.2'$ or $2^\circ 16.2'$, or = $2.50 \times 54.5 = 136.2'$ from Table III. For Sta. 159 deflection angle = $2^\circ 16.2' + 8^\circ 20' \div 2 = 6^\circ 26.2'$, etc.

Externals.—May be found in similar manner to tangents. Thus E for curve above is 91.37. For from Table IV for 1° curve $E = 960.6$ for $8^\circ 20' = 960.6 \div 8\frac{1}{3} = 91.27$ and from Table V correction = .10 or $E = 91.37$ ft. Or suppose $\Delta = 32^\circ$ and E is measured and found to be 42 ft. What is D ? From Table IV $E = 230.9$ and $\div 42 = 5.5$ or $D = 5^\circ 30'$.

3.00
1.00
1.00
4.00

2055
92.55
2181.50

5000 = 90.18
7000 = 160.65.91

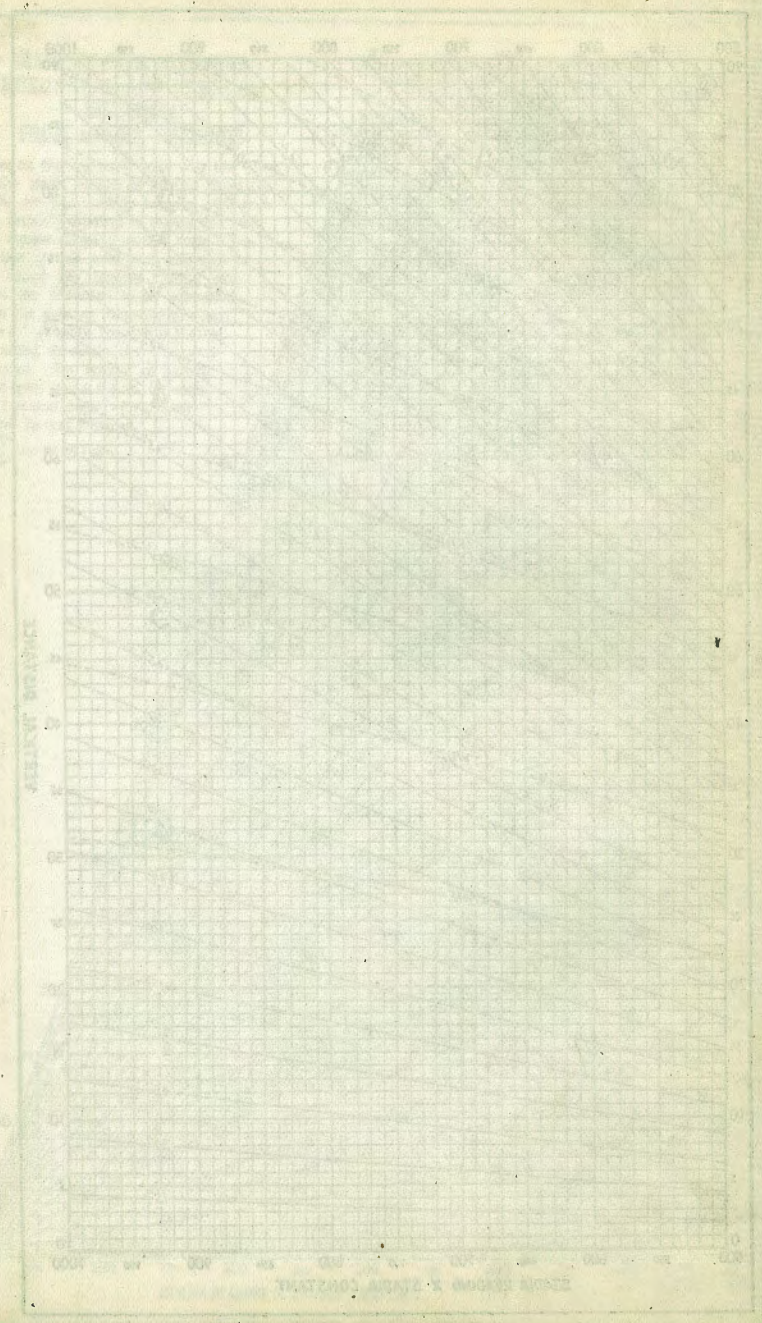
91
19.0
19.4
119.8

16/400

16780.94
90 33
15790 11
3 56 87

41° 39' 00"

9.8
79
9.5
263



502 W2276-

5430

(L.S. 2236)

33.53
84
117.53

47
14

18.7

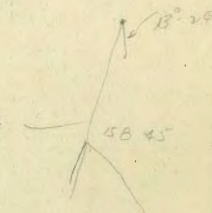
76.57

166400

165 74.25

13° 24' 00"

21° 15' 00"



1617849

1 031

162787.02

177-50

21-15

58-45

1617849

1 085

162787.4

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1 1/2

For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.2	8.3	8.5	8.6	8.8	8.9	9.1	9.2	9.4	0
1	9.5	9.7	9.8	10.0	10.1	10.3	10.4	10.6	10.7	10.9	1
2	11.0	11.2	11.3	11.5	11.6	11.8	11.9	12.1	12.2	12.4	2
3	12.5	12.7	12.8	13.0	13.1	13.3	13.4	13.6	13.7	13.9	3
4	14.0	14.2	14.3	14.5	14.6	14.8	14.9	15.1	15.2	15.4	4
5	15.5	15.7	15.8	16.0	16.1	16.3	16.4	16.6	16.7	16.9	5
6	17.0	17.2	17.3	17.5	17.6	17.8	17.9	18.1	18.2	18.4	6
7	18.5	18.7	18.8	19.0	19.1	19.3	19.4	19.6	19.7	19.9	7
8	20.0	20.2	20.3	20.5	20.6	20.8	20.9	21.1	21.2	21.4	8
9	21.5	21.7	21.8	22.0	22.1	22.3	22.4	22.6	22.7	22.9	9
10	23.0	23.2	23.3	23.5	23.6	23.8	23.9	24.1	24.2	24.4	10
11	24.5	24.7	24.8	25.0	25.1	25.3	25.4	25.6	25.7	25.9	11
12	26.0	26.2	26.3	26.5	26.6	26.8	26.9	27.1	27.2	27.4	12
13	27.5	27.7	27.8	28.0	28.1	28.3	28.4	28.6	28.7	28.9	13
14	29.0	29.2	29.3	29.5	29.6	29.8	29.9	30.1	30.2	30.4	14
15	30.5	30.7	30.8	31.0	31.1	31.3	31.4	31.6	31.7	31.9	15
16	32.0	32.2	32.3	32.5	32.6	32.8	32.9	33.1	33.2	33.4	16
17	33.5	33.7	33.8	34.0	34.1	34.3	34.4	34.6	34.7	34.9	17
18	35.0	35.2	35.3	35.5	35.6	35.8	35.9	36.1	36.2	36.4	18
19	36.5	36.7	36.8	37.0	37.1	37.3	37.4	37.6	37.7	37.9	19
20	38.0	38.2	38.3	38.5	38.6	38.8	38.9	39.1	39.2	39.4	20
21	39.5	39.7	39.8	40.0	40.1	40.3	40.4	40.6	40.7	40.9	21
22	41.0	41.2	41.3	41.5	41.6	41.8	41.9	42.1	42.2	42.4	22
23	42.5	42.7	42.8	43.0	43.1	43.3	43.4	43.6	43.7	43.9	23
24	44.0	44.2	44.3	44.5	44.6	44.8	44.9	45.1	45.2	45.4	24
25	45.5	45.7	45.8	46.0	46.1	46.3	46.4	46.6	46.7	46.9	25
26	47.0	47.2	47.3	47.5	47.6	47.8	47.9	48.1	48.2	48.4	26
27	48.5	48.7	48.8	49.0	49.1	49.3	49.4	49.6	49.7	49.9	27
28	50.0	50.2	50.3	50.5	50.6	50.8	50.9	51.1	51.2	51.4	28
29	51.5	51.7	51.8	52.0	52.1	52.3	52.4	52.6	52.7	52.9	29
30	53.0	53.2	53.3	53.5	53.6	53.8	53.9	54.1	54.2	54.4	30
31	54.5	54.7	54.8	55.0	55.1	55.3	55.4	55.6	55.7	55.9	31
32	56.0	56.2	56.3	56.5	56.6	56.8	56.9	57.1	57.2	57.4	32
33	57.5	57.7	57.8	58.0	58.1	58.3	58.4	58.6	58.7	58.9	33
34	59.0	59.2	59.3	59.5	59.6	59.8	59.9	60.1	60.2	60.4	34
35	60.5	60.7	60.8	61.0	61.1	61.3	61.4	61.6	61.7	61.9	35
36	62.0	62.2	62.3	62.5	62.6	62.8	62.9	63.1	63.2	63.4	36
37	63.5	63.7	63.8	64.0	64.1	64.3	64.4	64.6	64.7	64.9	37
38	65.0	65.2	65.3	65.5	65.6	65.8	65.9	66.1	66.2	66.4	38
39	66.5	66.7	66.8	67.0	67.1	67.3	67.4	67.6	67.7	67.9	39
40	68.0	68.2	68.3	68.5	68.6	68.8	68.9	69.1	69.2	69.4	40

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

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