

1704

CHECKING SUBDIVISIONS
ONLY

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.
Copyright, 1914, by Eugene Dietzgen Co.

1704

CITY ENGINEER'S OFFICE

CHECKING SUBDIVISIONS

ONLY

INDEXED

to page 77
except pages { 35
42
43
68

This Field Book is manufactured of a High Grade 50% Rag Paper having a WATER RESISTING SURFACE, and is sewed with Bing Special Enamel Waterproof thread.

Made in U. S. A.

Talmadge Park Estates Unit 2 1-4

Andrew Jackson Tract 5-7

Fern Glen Colony 8-12

Hermosa Ter 13-21

Imig Park #2 22-24

Country Paradise Sty End 25

Chalcedony Terrace 26-27

Collwood Unit 1 28-34

Talmadge Park Estates Unit 3 35-39

Market Street Knolls 47-49

Pt. Loma Manor 50-

PARADISE HILLS 51-52

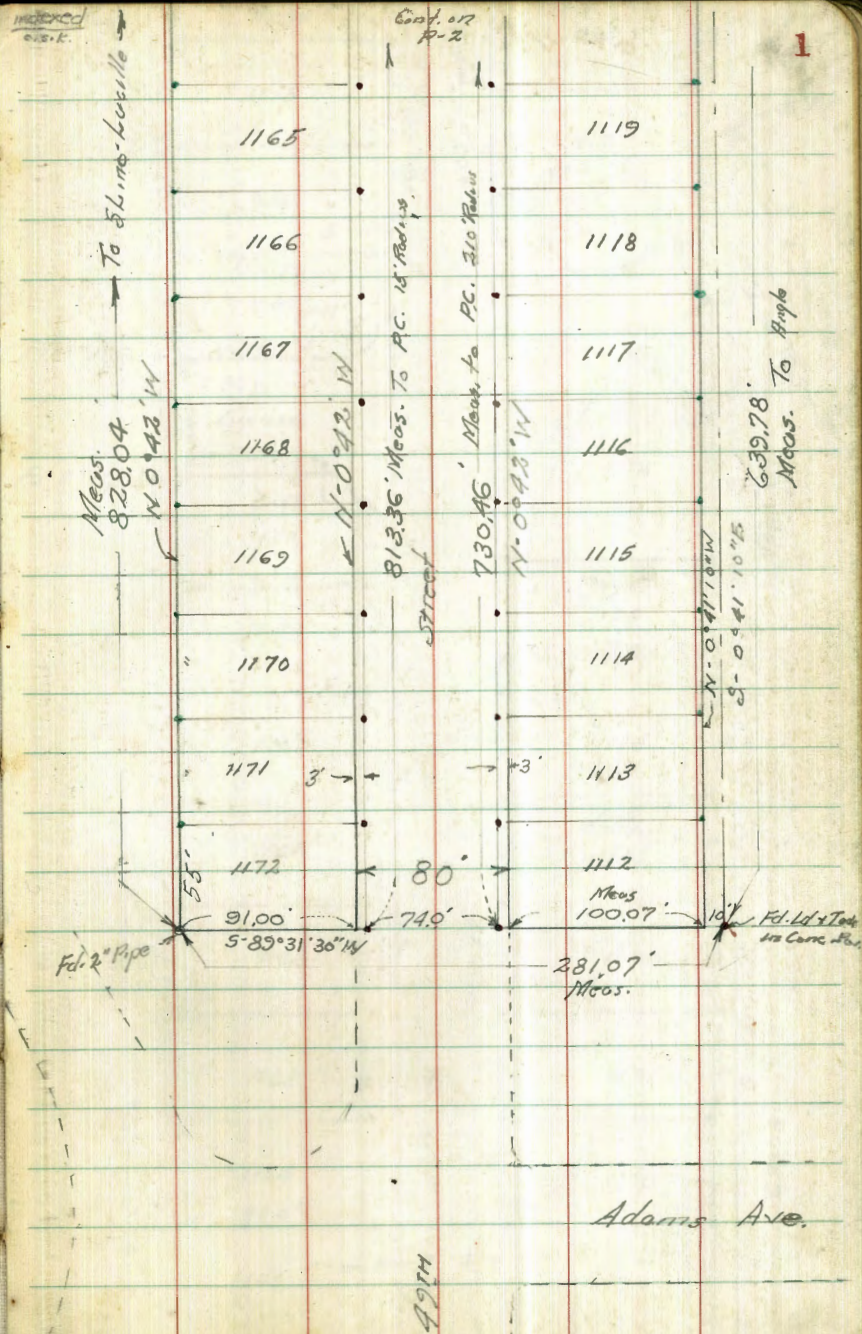
Draper Hts 60

Weston Terrace 61

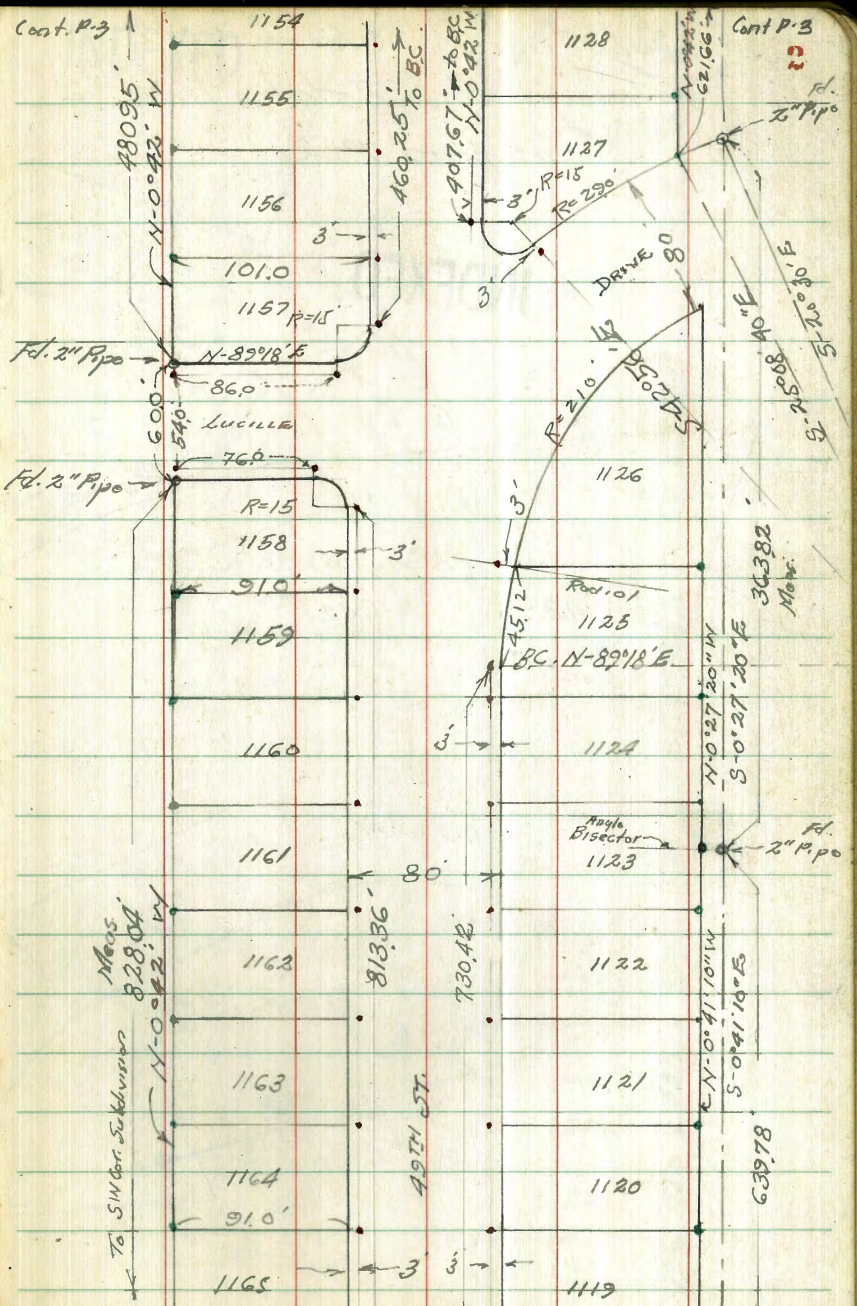
Walker FIELD Check - Subdivision
 Hardin Talmadge Park Estates
 H. H. H. to 1-28-46 Unit No 2 Map No -

- = Fd. l'd + Tack in Conc. Side Walk
- = Fd. 3/4" Iron Pipe l'd + Tack
- = Fd. 2" Pipe Filled with Conc.

INDEXED



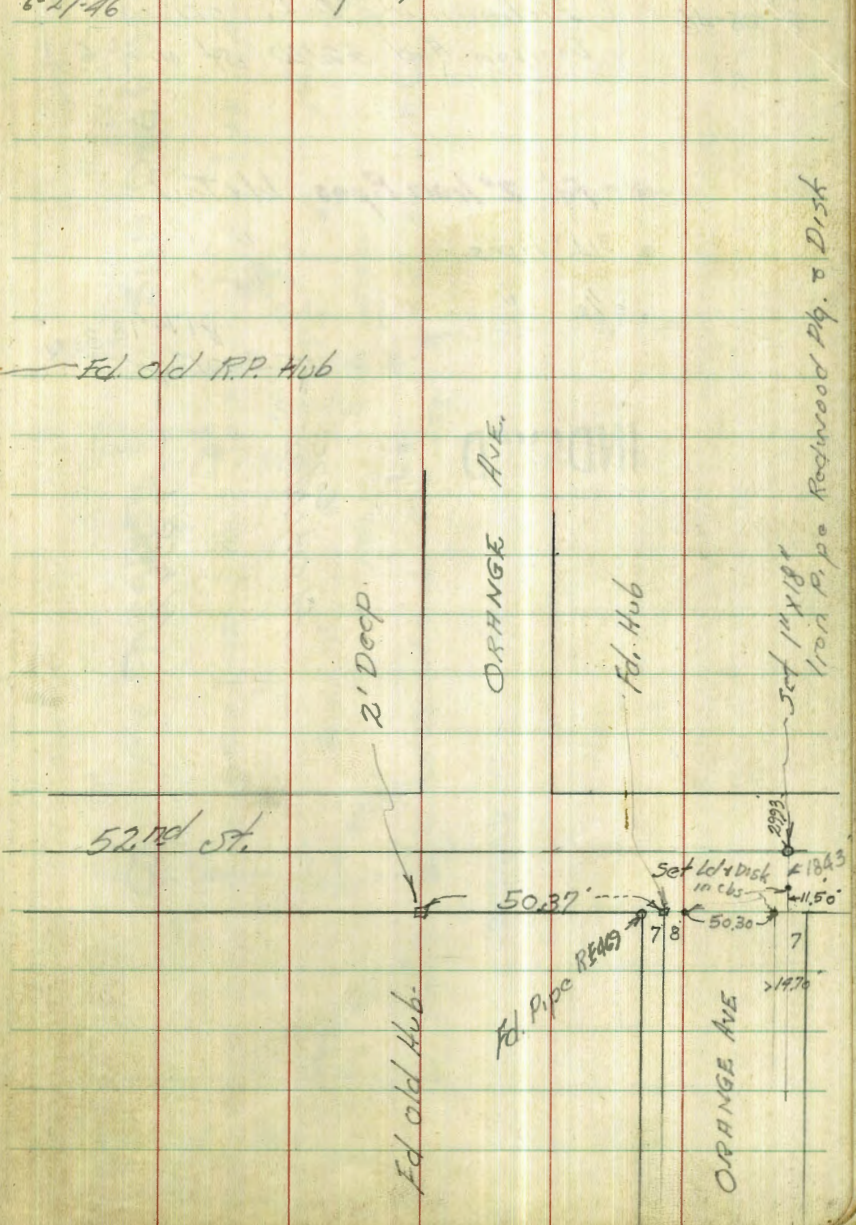
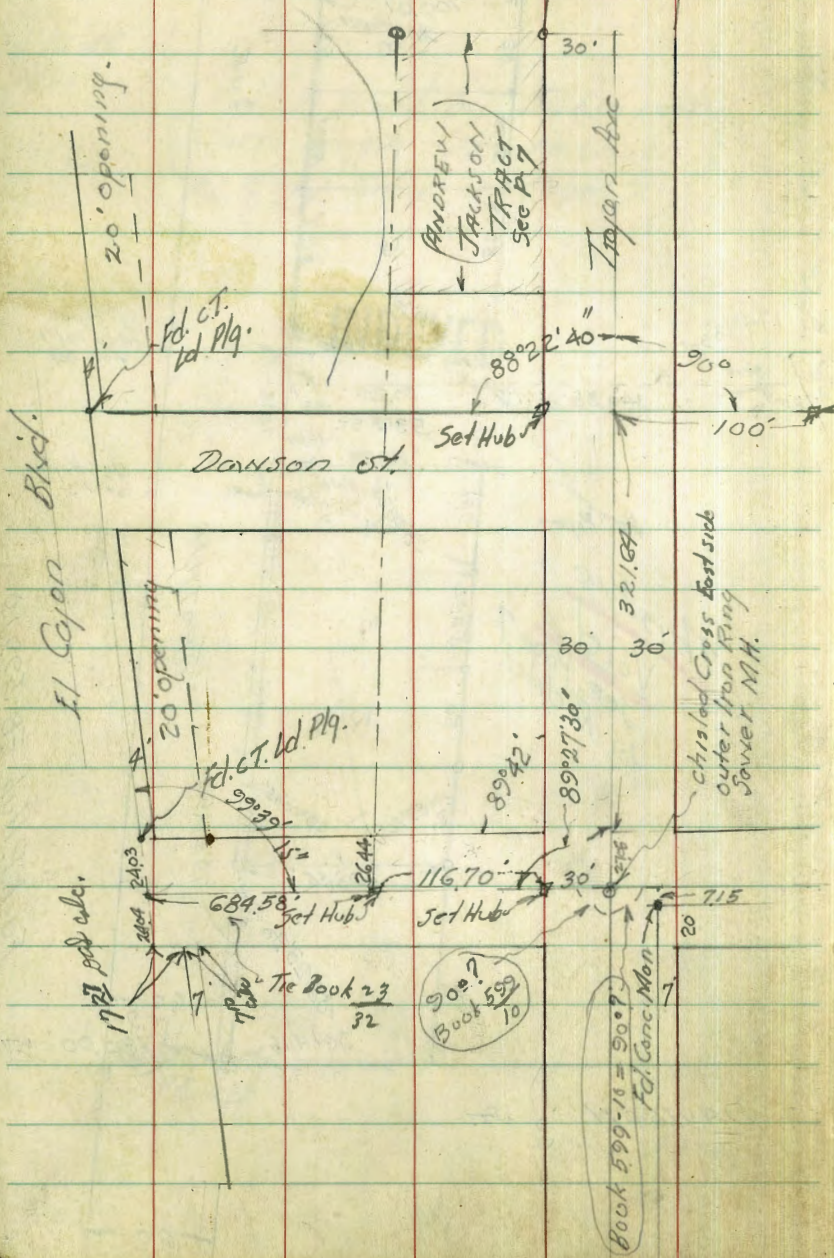
Cont. P. 3



Cont. P. 1

Walker
Handicks
Hunley
Carel
6-27-46

Preliminary Data
for Checking ANDREW JACKSON TRACT.
- on Page 7



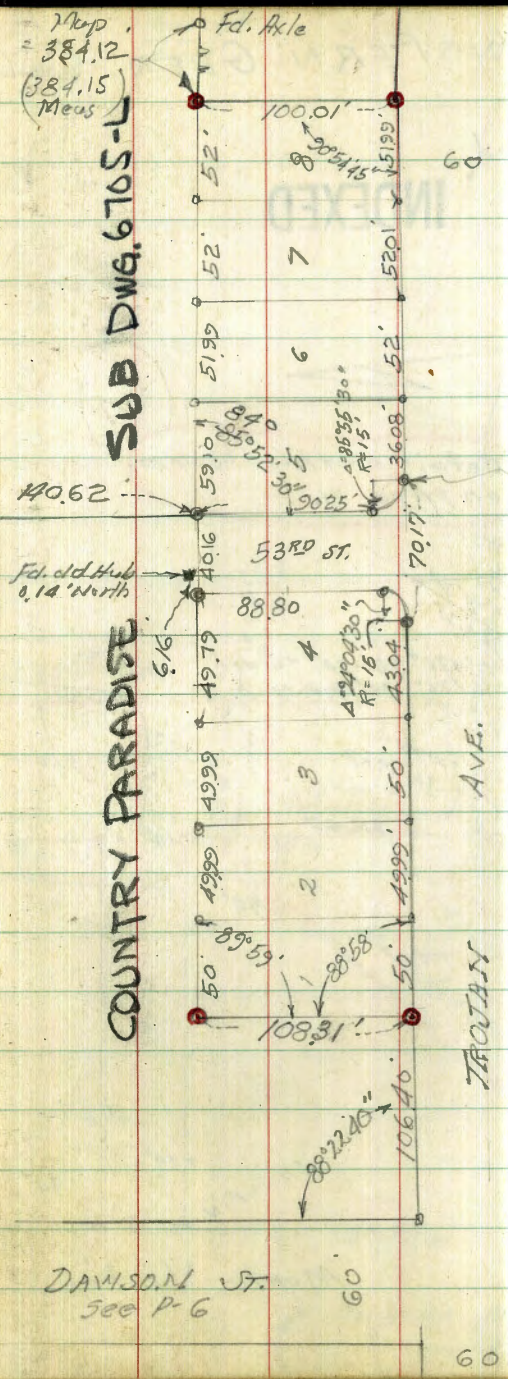
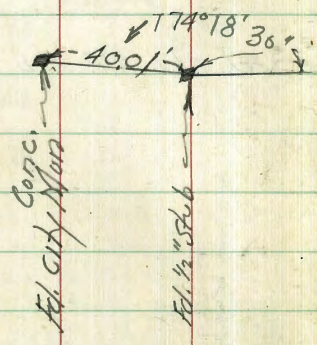
Walker RE-CHECK ANDREW JACKSON TRACT

Hendricks
Huntley
Care
6-28-46

(Preliminary Data 017
Danson And 52nd St on P-6)

- ⊙ = Fd. 2" Iron Pipes Id + Jack
- 3/4" Pipes " "
- 1/2" " " "

INDEXED



DAVISON ST.
see P-6

Indexed
C.S.K.

Check FERN GLEN COLONY

Indexed
C.S.K.

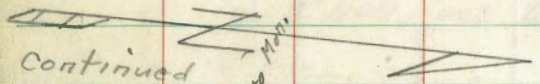
7-16-46

Summermeier
B 99
S. Allen 8

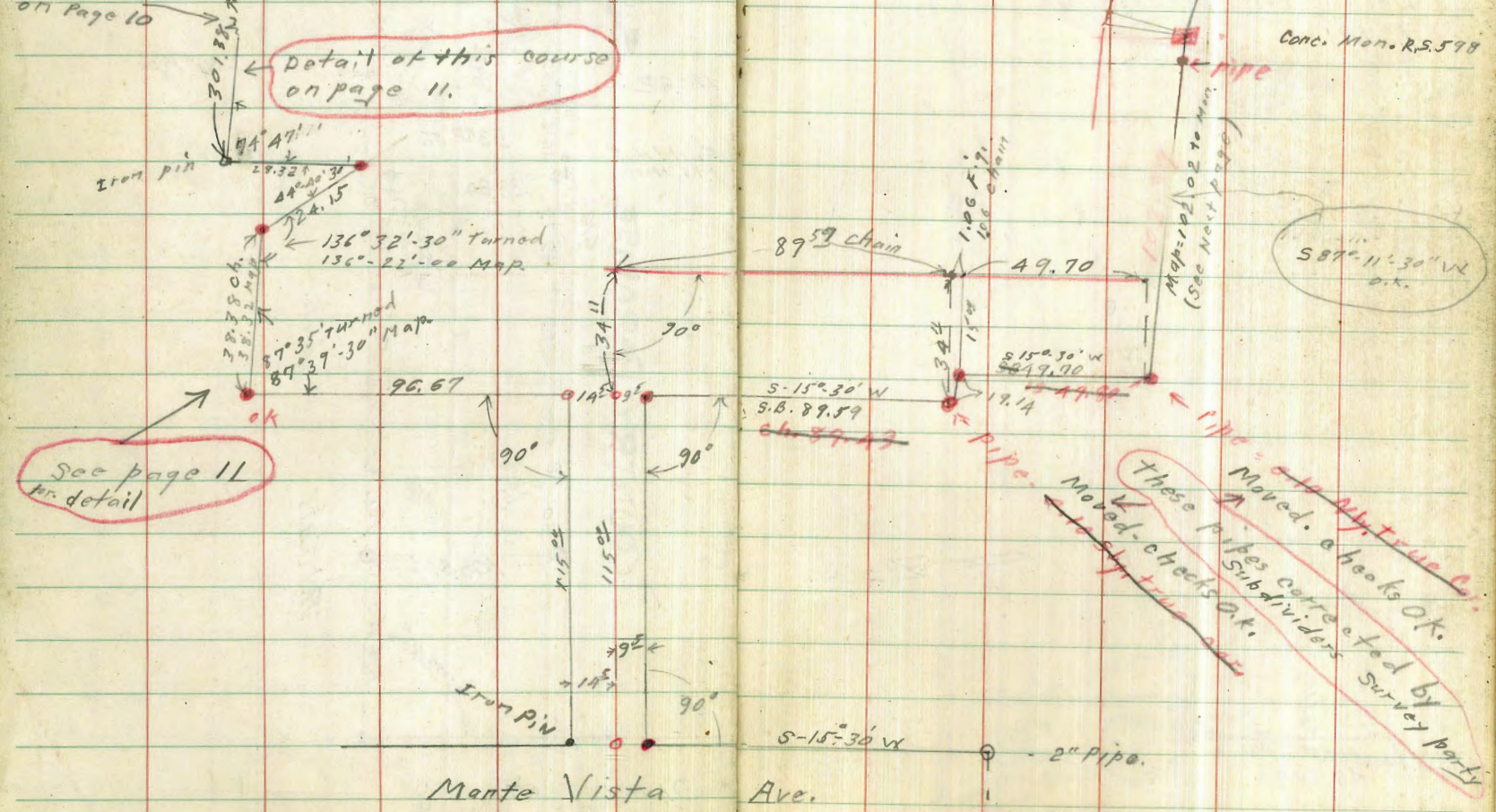
Conc. Mon.
• = pipe + disk

Base line in red

INDEXED



Detail of this course on page 11.



See page 11 for detail

~~These pipes corrected by field party~~
Moved. a hooks OK.
Moved. checks OK.
Subdividers Survey party

Mante Vista Ave.

2" Pipe.
So. Line Armas produced To west.

Conc. Mon. R.S. 598

587° 11' - 30" W
OK.

Continued on page 9

Map of 102 to Mon. (See next page)

87.59 chain

49.70

96.67

S-15° 30' W
S.B. 89.59

S 15° 30' W
S.B. 19.90

19.14

145° 09'

90°

90°

115.02

115.02

95°

115.02

90°

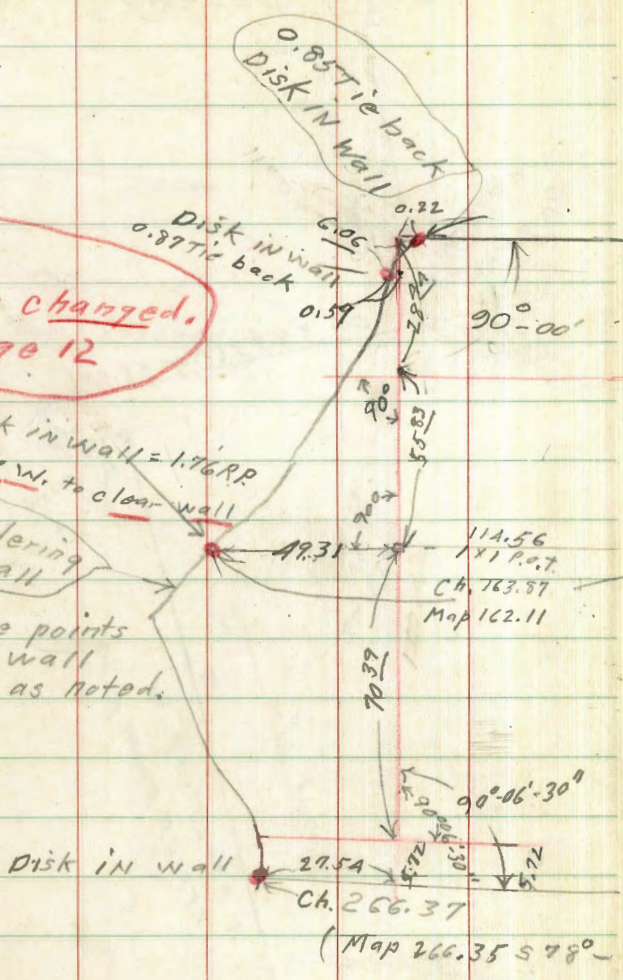
S-15° 30' W

2" Pipe.

Note:
This is changed.
See page 12

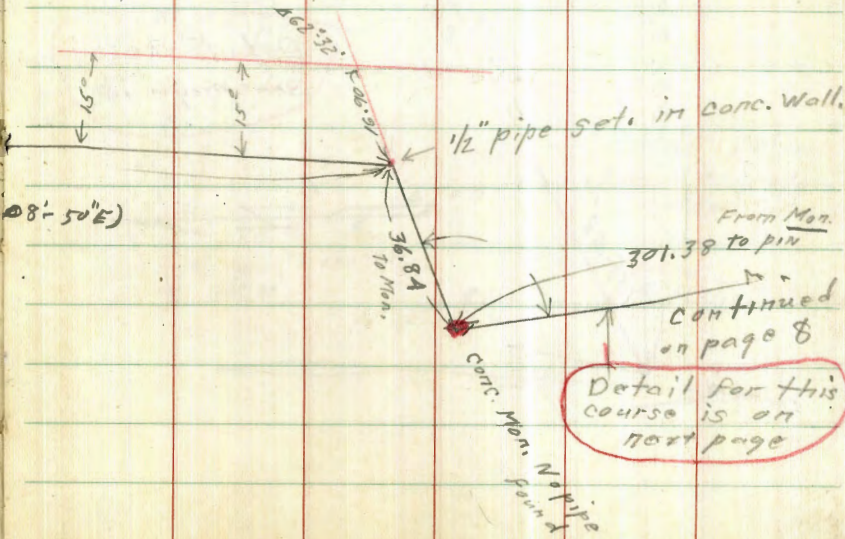
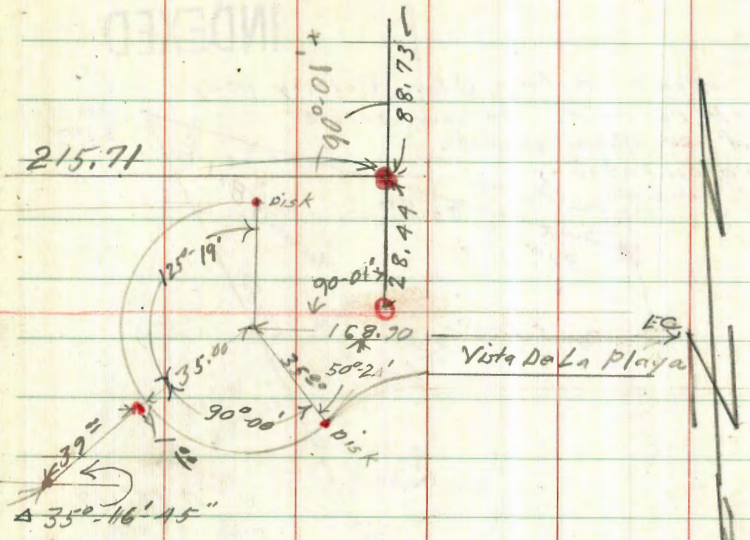
Disk in wall = 1.76 RP
Should be 122 W. to clear wall
Meandering sea wall

No traverse points set on sea wall excepting as noted.



Not to scale

215.71



Detail for this course is on next page

Fern Glen Colony
E. Aliga. Vista de La Playa.

INDEXED

Start @ Vista de La Playa + W.
Line Monte Vista. Back sight
on W. Line Monte Vista.

90° Rt. 142.29 to P.I.

Δ 35°-48' Rt.

R 84.50

T 27.29

L 52.80

Δ 24°-39'-40" Lt.

R 250

T 54.65

L 107.59

Δ 15°-31'-10" Rt.

R 200

T 27.25

L 54.17

Meas. 168.90 } To Barja Rad. point.
Map 168.91 }

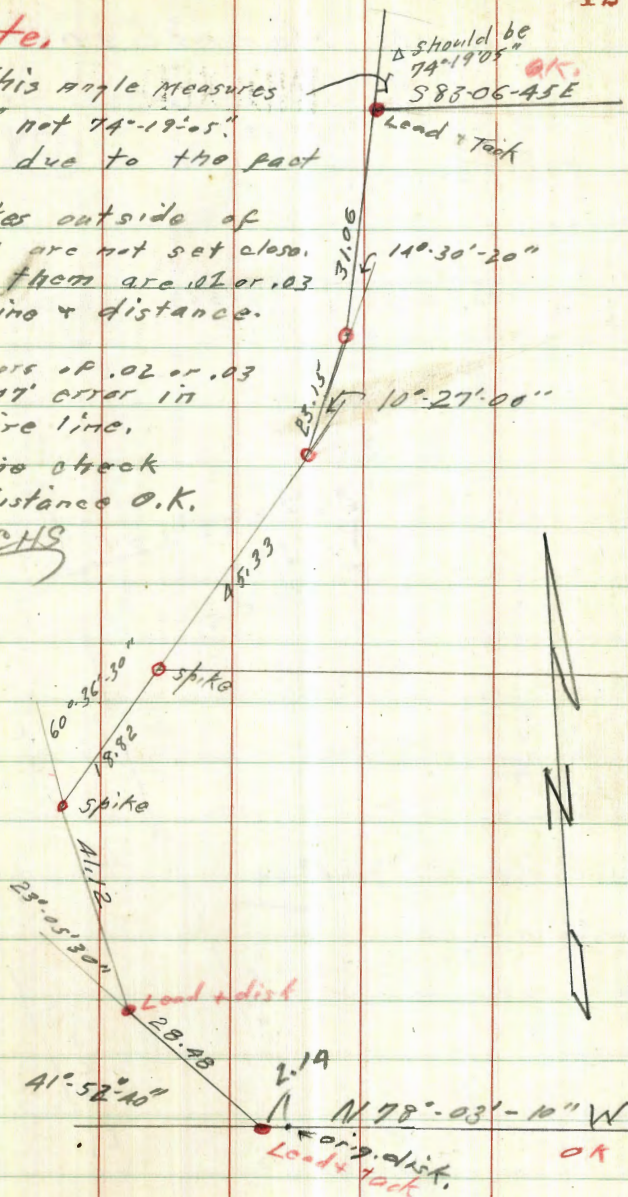
Note.

This angle measures
74°-12" not 74°-19'-05"
This is due to the fact
that spikes outside of
sea wall are not set close.
Most of them are .02 or .03
off for line & distance.

These errors of .02 or .03
throw 0'-07" error in
the entire line.

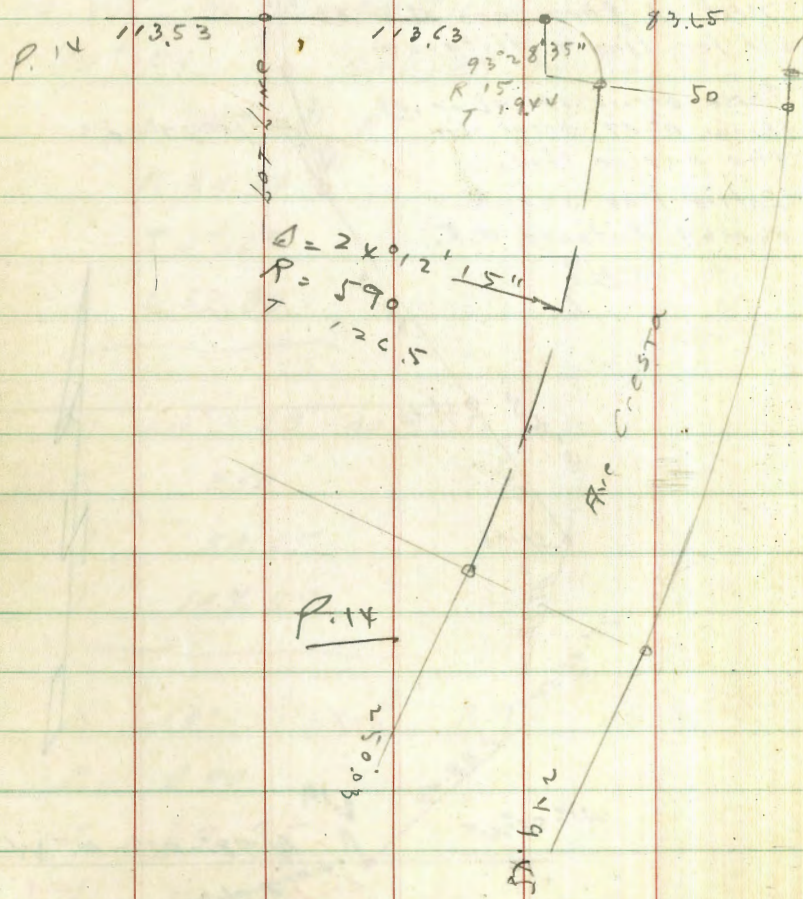
Entire line check
overall distance O.K.

CHS



check Hermosa Tan.
K.O. #8

o = 3/4" pipe

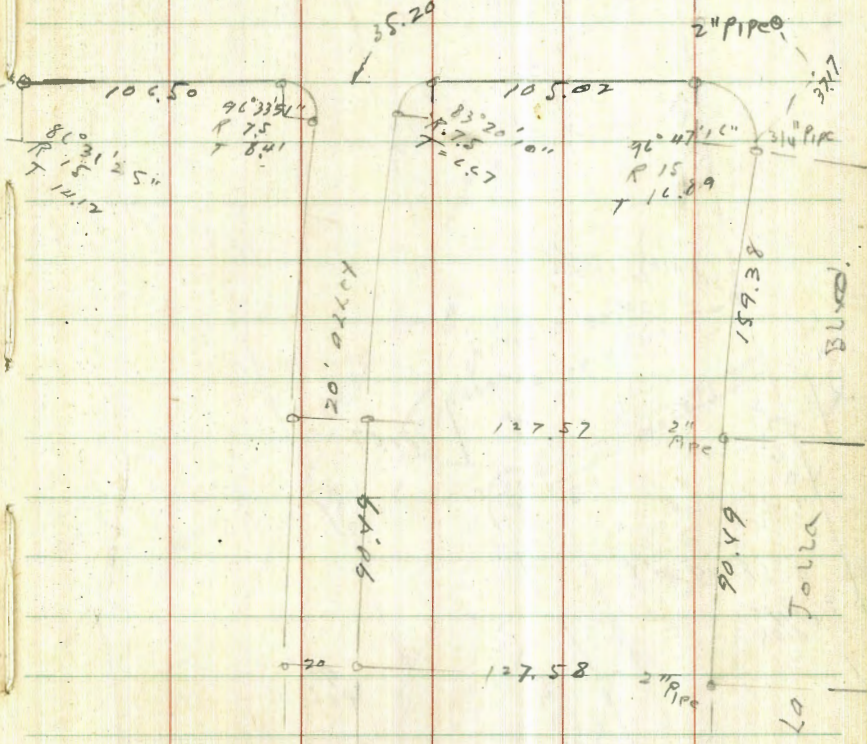


C. Moore
Santiago Meyer
W. N. 1900
B 999.

Indexed
C.S.K.

INDEXED

9-5-46

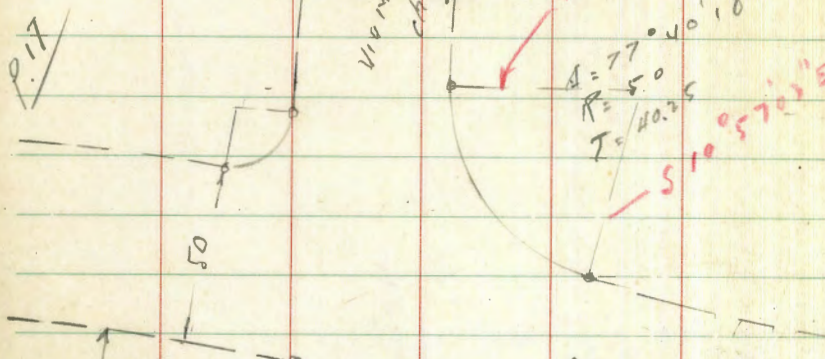


P 19

INDEXED

Hermosa Ter.

$\Delta = 53^{\circ} 36' 20''$
 $R = 37.44$
 $T = 184.39$



$\Delta = 14^{\circ} 58'$
 $R = 1075$
 $T = 141.24$

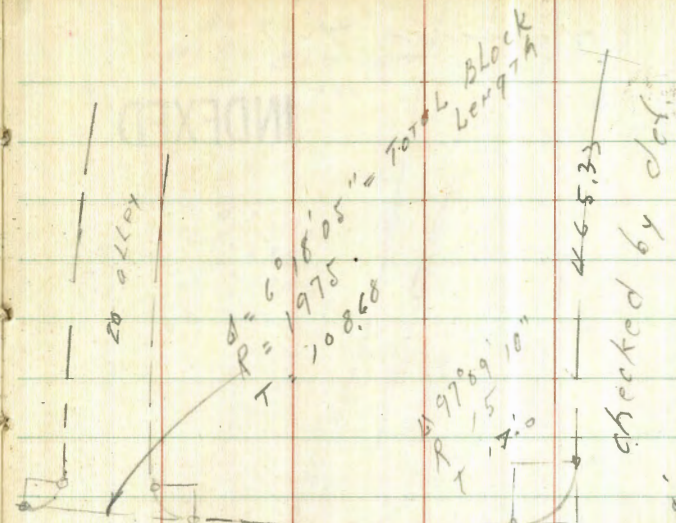
P.P.

Mesa
 $\Delta = 8^{\circ} 58' 10''$
 $R = 2025$
 $T = 306.77$

~~$118^{\circ} 08' E$~~
 ~~$N 72^{\circ} 19' 50'' E$~~
 ~~$8^{\circ} 58' 10''$~~

P.17

790.21



$\Delta = 60^{\circ} 05'$
 $R = 975$
 $T = 108.68$

$\Delta = 97^{\circ} 09' 10''$
 $R = 15$
 $T = 17.0$

checked by def.



$\Delta = 51^{\circ} 29' 48''$
 $R = 15$
 $T = 13.0$

109.31

$\Delta = 15^{\circ} 28'$

W.G.P. 3474.45 to Jolla Blvd.
0.4947 = 1"

20.53

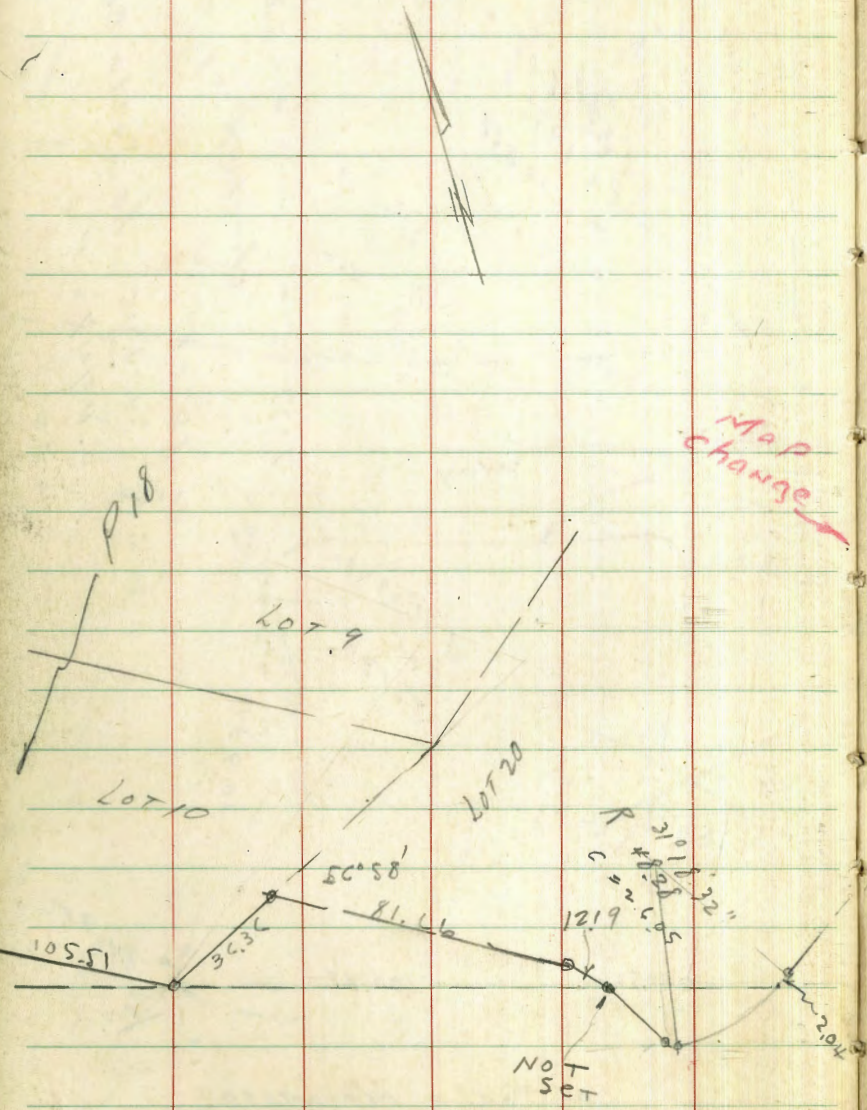
130.88

MON.

La Jolla Hermosa

Hermosa Ter

INDEXED



Map Change

$\Delta = 23^{\circ}24'$
 $WLR = 810$
 $T = 147.74$

17

$\Delta 781'48''$
 $WLR = 285.20$
 $T = 17.87$

$\Delta = 29^{\circ}10'$
 $WLR = 149.10$
 $T = 38.79$
 $L = 75.9$

$T = 20.0$
 $\Delta = 110^{\circ}27'48''$
 $R = 15$
 $C = 2.86$

$\Delta = 62^{\circ}06'17''$
 $R = 15$
 $T = 9.03$

$\Delta = 21^{\circ}42'05''$
 $T = 88.15$
 $R = 199.10$

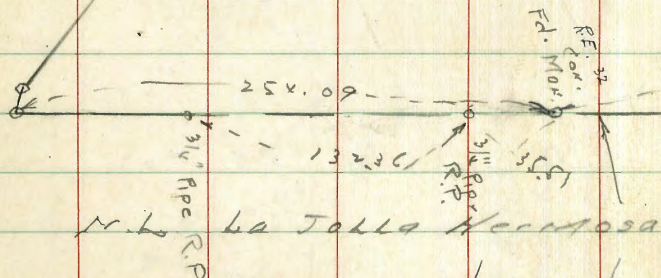
790.21

La Jolla Hermosa

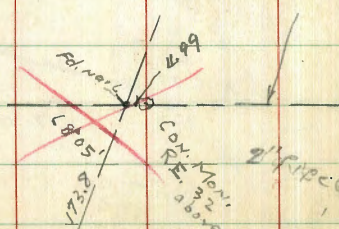
HERNANDEZ TCA

INDEXED

MEAN H.T. 61.16
POINTS
NOT SET



VOID
Sec P. 20



M.H.T. Baseline Fd. Com. Mon.
FB. 1410-13

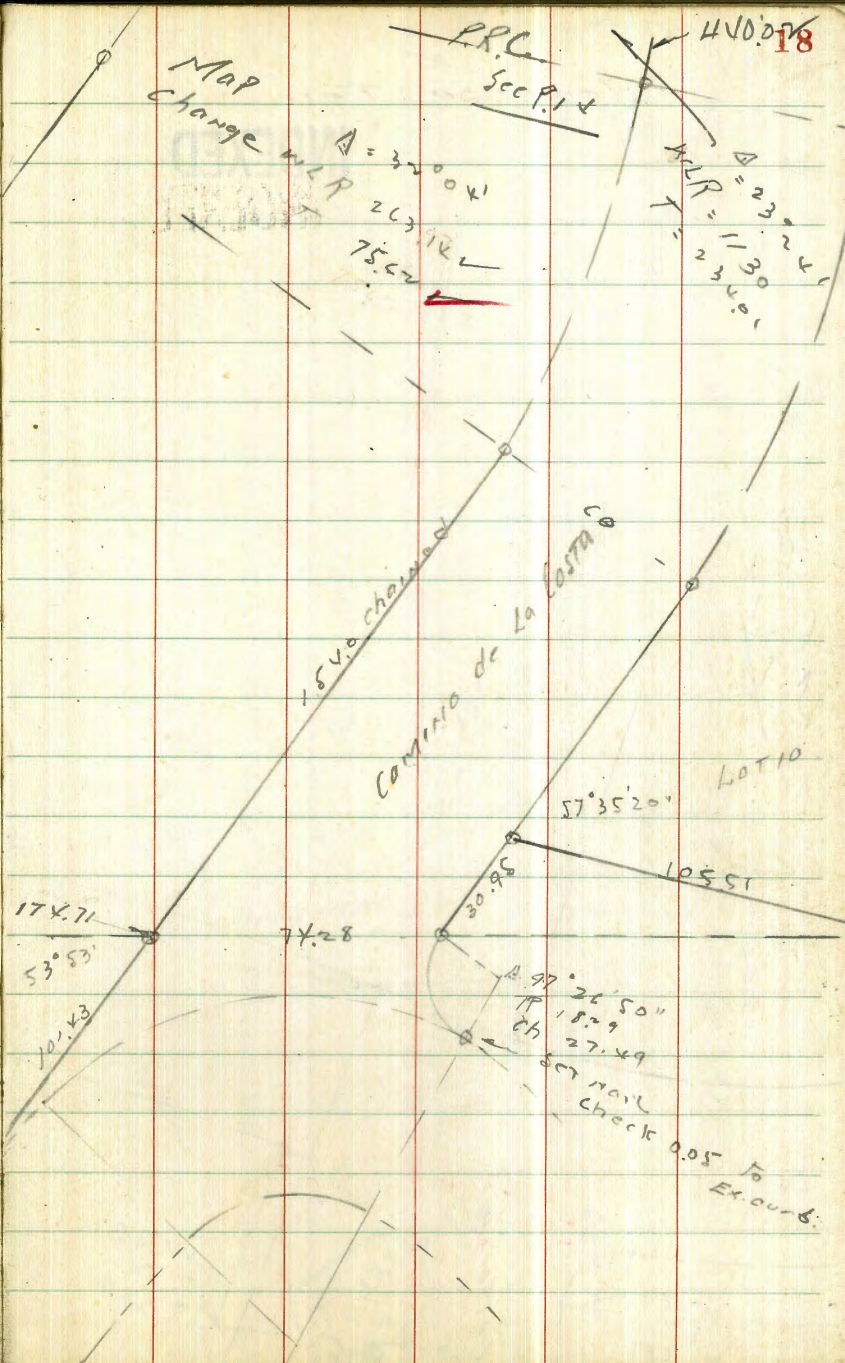
Map
change

$\Delta = 3200 \text{ W}$
 $\text{MLP} = 263.12$
 75.62

P.R.C.
Sec P. 14

H.V.O. 078

$\Delta = 2322 \text{ W}$
 $\text{MLP} = 130$
 235.01



Hermosa Twp.

INDEXED



Wby La Jolla Hermosa

Ed. 7x2 c.T. 80+00

BASELINE
M.H.T.

58
35.8
8.58

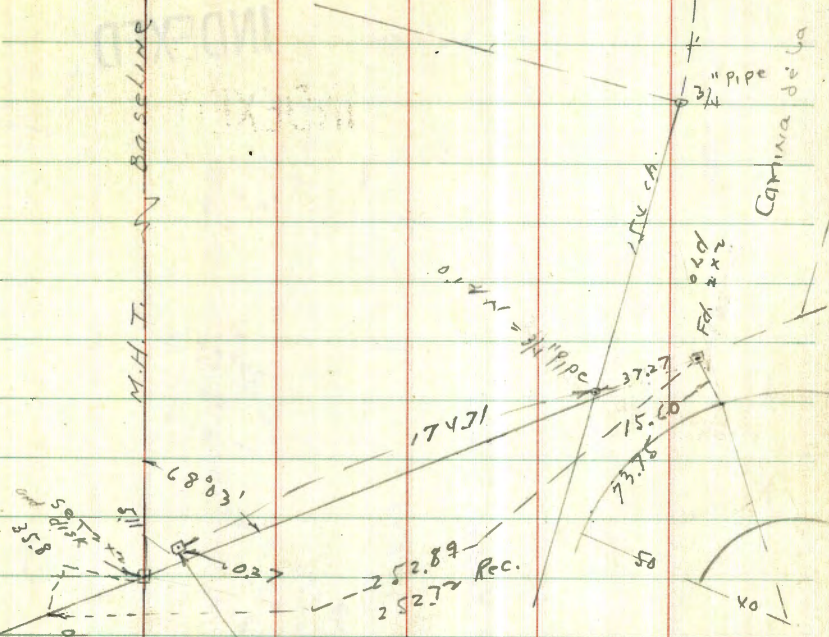
old Mon. gone

173.5

Map change
 $\Delta = 32^{\circ} 04'$
W.A.P. = 263.14
T = 75.62

20

Caprina de la Costa



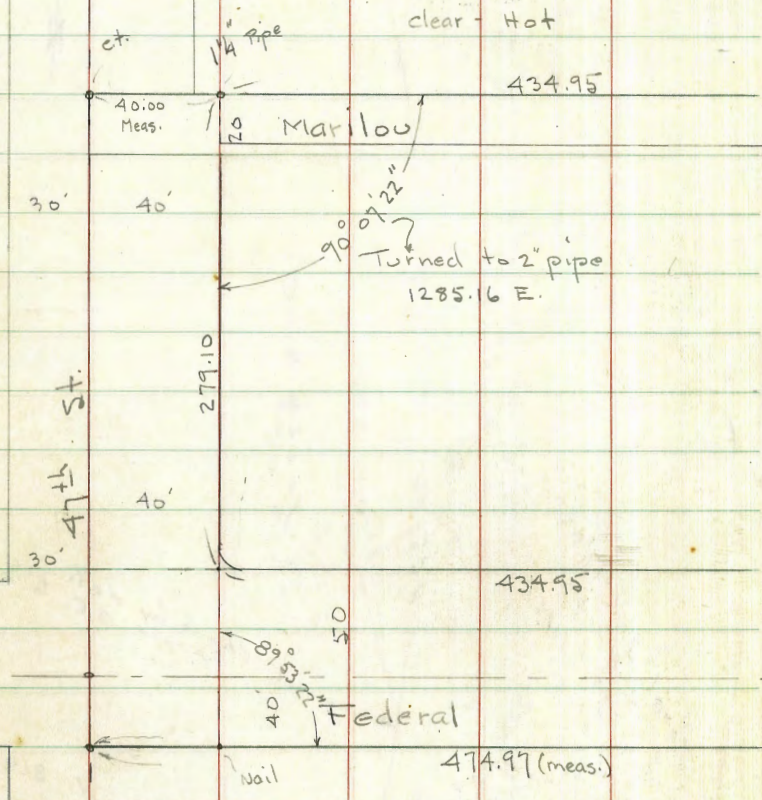
Glover Mon.
Now P.E. 32
35.8
5.11
40.91
40.95 = Glover

Ed. Cap. Map 73+1307 Δ #13 see E.S. 1410-13

Check Sub. - Imig Park # 2

INDEXED

10-10-46
Osborne - Hendricks
Hardin Beck
Warrel Greer.
clear - Hat



434.95

Turned to 2" pipe
1285.16 E.

434.95

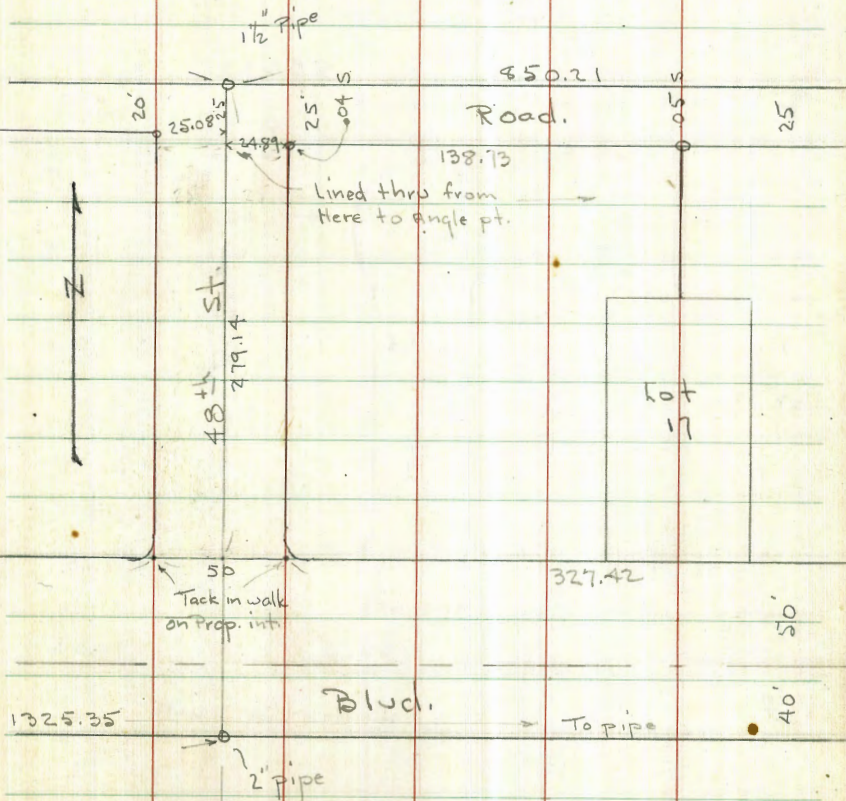
474.97 (meas.)

Indexed
C.S.K.

22

1/2" Pipes set at all Lot + Block Corners - unless otherwise noted - shown Thus - o

INDEXED



450.21

Road.

138.73

Lined thro from Here to angle pt.

48 1/2 St.
479.14

lot 17

327.42

50
Tack in walk on Prop. int.

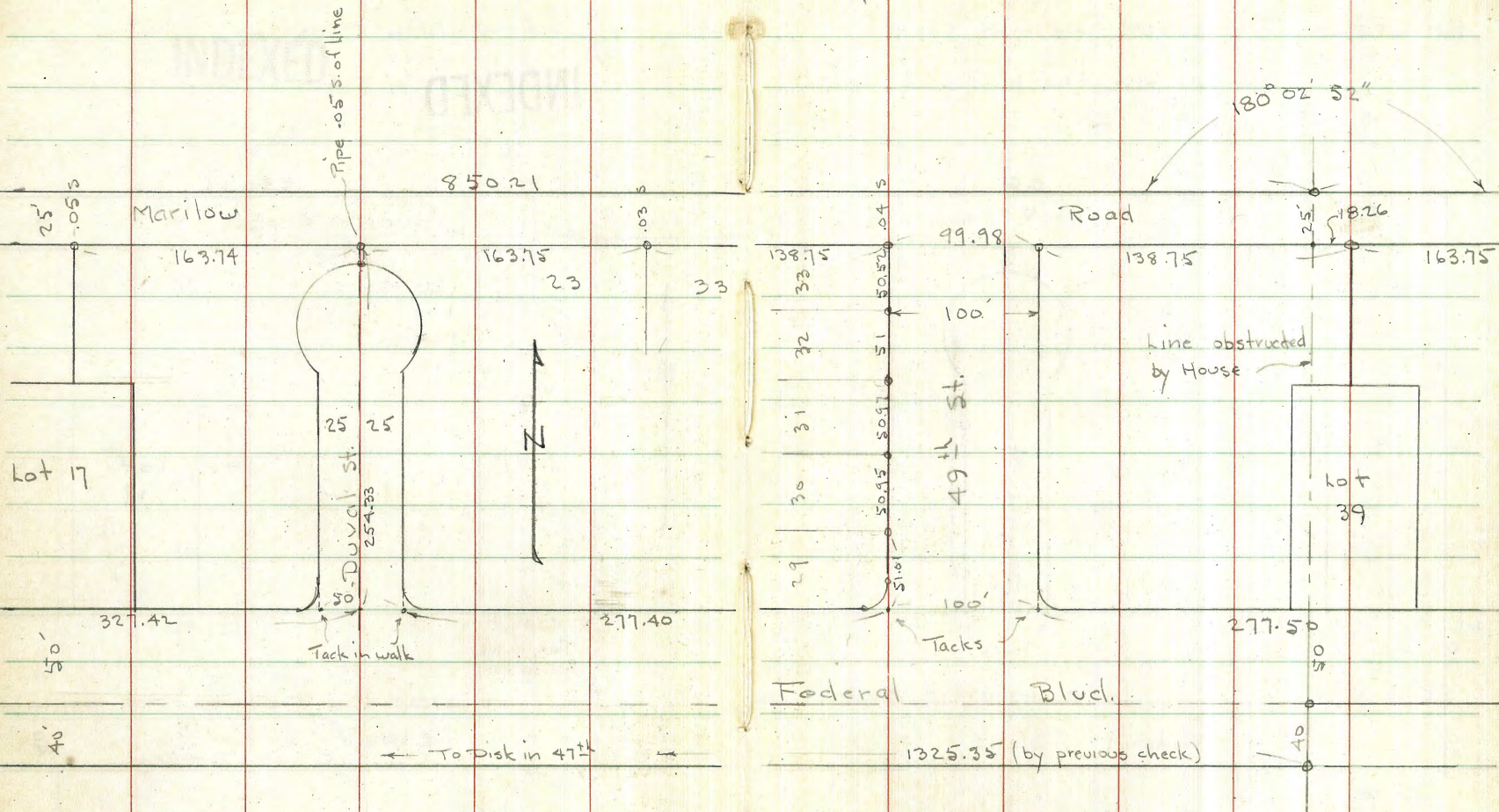
1325.35

Blud.

To pipe

2" pipe

Imig Park No. 2.

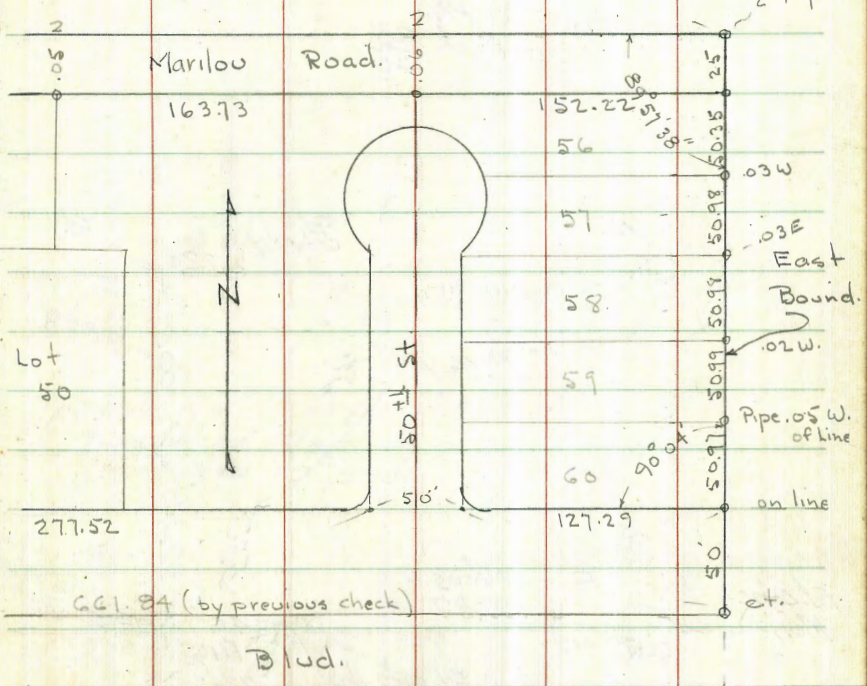
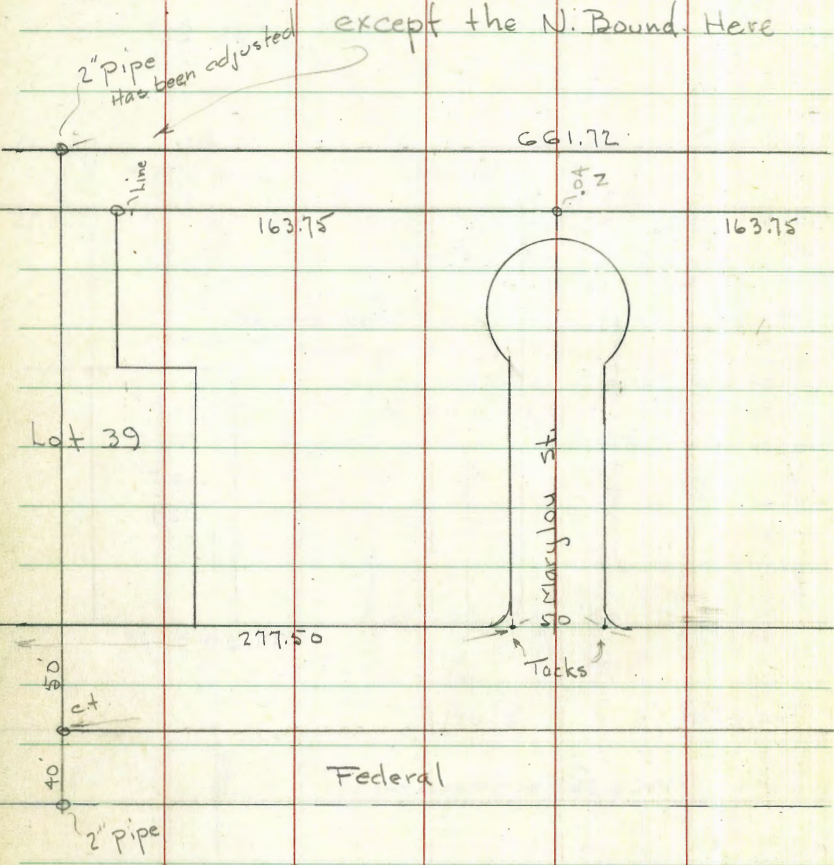


Note: Kanters set tacks in the walk on Prop. line intersections - along N.L. of Federal Blvd.

Imiq Park No. 2

All outside Boundaries are the same.

except the N. Bound. Here



checked various intermediate pipes on lot lines very well - distances not shown

Check Sub - Chalcedony Terrace
Sketch P. 26

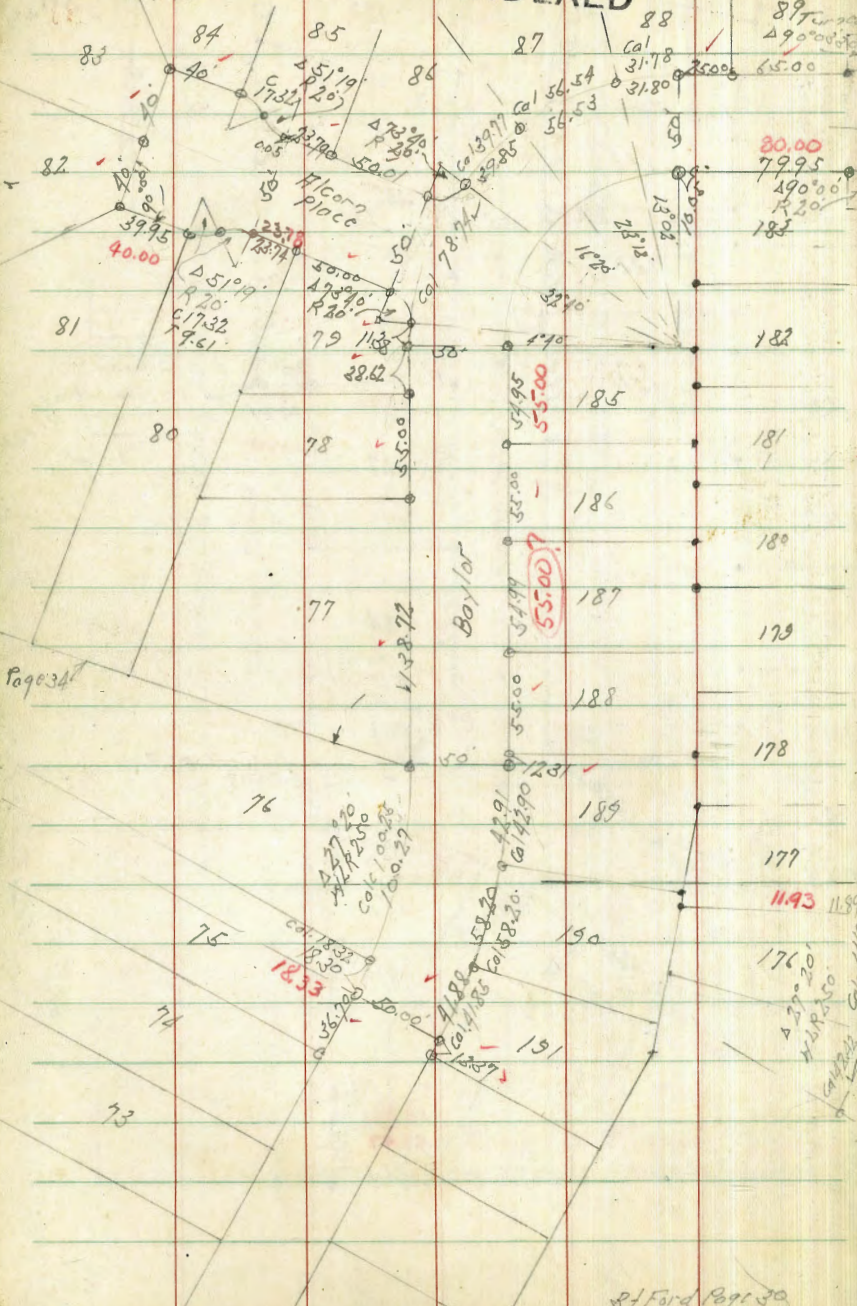
1-20-47

Osborne
Hardin
Worrell
Smith

720

W.O. 40

INDEXED



Cont Page 32

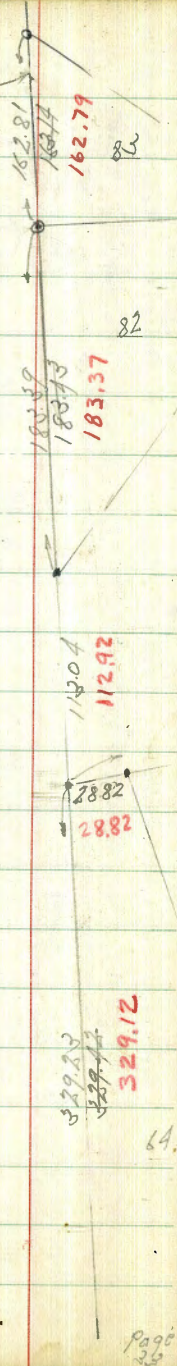
90.00	90.00	151	144	60.00	6497	112
70.00	60.00	152	143	60.00	6498	113
55.00	60.00	153	142	60.00	6499	114
55.00	60.00	154	141	60.00	6500	115
55.00	60.00	155	140	60.00	6501	116
55.00	60.00	156	139	60.00	6502	117
55.00	60.00	157	138	60.00	6503	118
55.00	60.00	158	137	60.00	6504	119
55.00	60.00	159	136	60.00	6505	120
55.00	60.00	160	135	60.00	6506	121
55.00	60.00	161	134	60.00	6507	122
55.00	60.00	162	133	60.00	6508	123
55.00	60.00	163	132	60.00	6509	124
55.00	60.00	164	131	60.00	6510	125
55.00	60.00	165	130	60.00	6511	126
55.00	60.00	166	129	60.00	6512	127
55.00	60.00	167	128	60.00	6513	128
55.00	60.00	168	127	60.00	6514	129
55.00	60.00	169	126	60.00	6515	130
55.00	60.00	170	125	60.00	6516	131
55.00	60.00	171	124	60.00	6517	132
55.00	60.00	172	123	60.00	6518	133
55.00	60.00	173	122	60.00	6519	134
55.00	60.00	174	121	60.00	6520	135
55.00	60.00	175	120	60.00	6521	136
55.00	60.00	176	119	60.00	6522	137
55.00	60.00	177	118	60.00	6523	138
55.00	60.00	178	117	60.00	6524	139
55.00	60.00	179	116	60.00	6525	140
55.00	60.00	180	115	60.00	6526	141
55.00	60.00	181	114	60.00	6527	142
55.00	60.00	182	113	60.00	6528	143
55.00	60.00	183	112	60.00	6529	144
55.00	60.00	184	111	60.00	6530	145
55.00	60.00	185	110	60.00	6531	146
55.00	60.00	186	109	60.00	6532	147
55.00	60.00	187	108	60.00	6533	148
55.00	60.00	188	107	60.00	6534	149
55.00	60.00	189	106	60.00	6535	150
55.00	60.00	190	105	60.00	6536	151
55.00	60.00	191	104	60.00	6537	152
55.00	60.00	192	103	60.00	6538	153
55.00	60.00	193	102	60.00	6539	154
55.00	60.00	194	101	60.00	6540	155
55.00	60.00	195	100	60.00	6541	156
55.00	60.00	196	99	60.00	6542	157
55.00	60.00	197	98	60.00	6543	158
55.00	60.00	198	97	60.00	6544	159
55.00	60.00	199	96	60.00	6545	160
55.00	60.00	200	95	60.00	6546	161
55.00	60.00	201	94	60.00	6547	162
55.00	60.00	202	93	60.00	6548	163
55.00	60.00	203	92	60.00	6549	164
55.00	60.00	204	91	60.00	6550	165
55.00	60.00	205	90	60.00	6551	166
55.00	60.00	206	89	60.00	6552	167
55.00	60.00	207	88	60.00	6553	168
55.00	60.00	208	87	60.00	6554	169
55.00	60.00	209	86	60.00	6555	170
55.00	60.00	210	85	60.00	6556	171
55.00	60.00	211	84	60.00	6557	172
55.00	60.00	212	83	60.00	6558	173
55.00	60.00	213	82	60.00	6559	174
55.00	60.00	214	81	60.00	6560	175
55.00	60.00	215	80	60.00	6561	176
55.00	60.00	216	79	60.00	6562	177
55.00	60.00	217	78	60.00	6563	178
55.00	60.00	218	77	60.00	6564	179
55.00	60.00	219	76	60.00	6565	180
55.00	60.00	220	75	60.00	6566	181
55.00	60.00	221	74	60.00	6567	182
55.00	60.00	222	73	60.00	6568	183

87 Ford Page 30

Colwood Unit 1
INDEXED

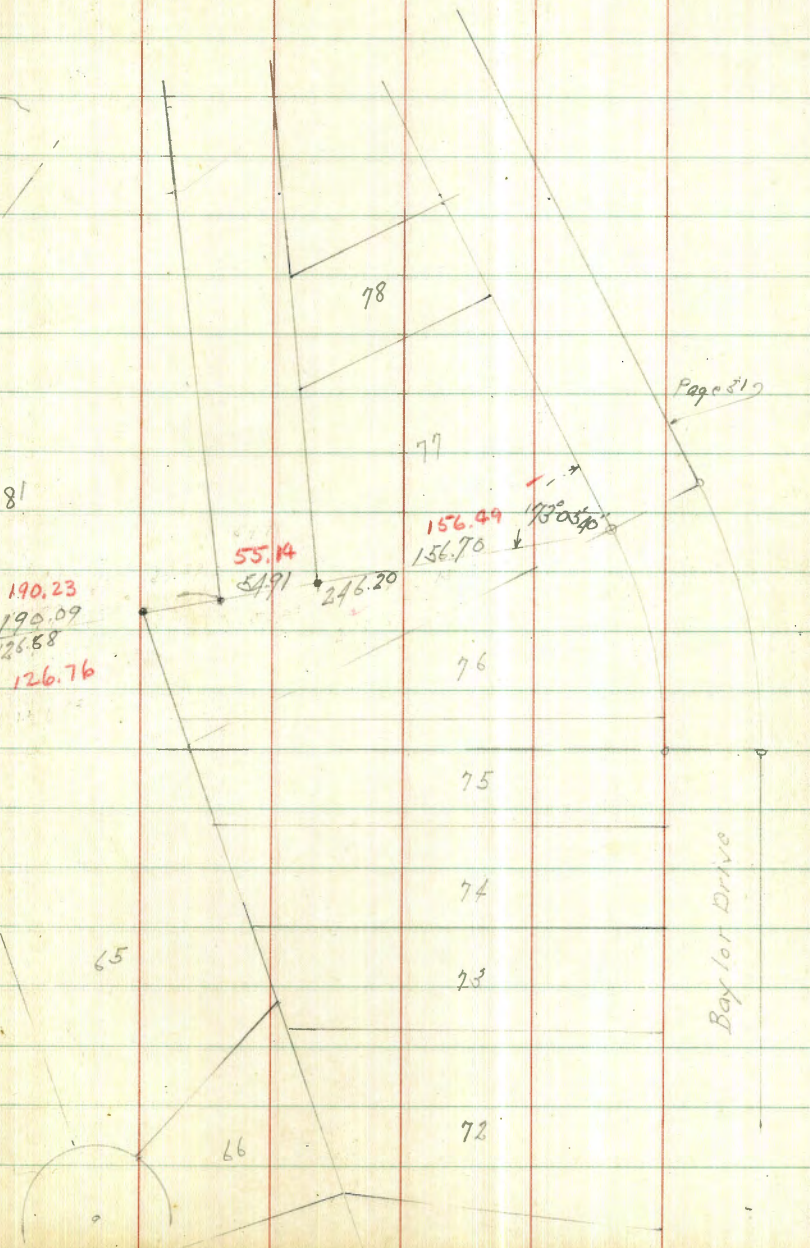
Page 32

CONLY Edge
Culvert



Page 33

34



The image shows an open notebook with two facing pages. Both pages are cream-colored and feature horizontal green lines for writing. Each page is also ruled with vertical red lines, creating a grid-like structure with four columns on each page. The pages are blank, with no handwriting or printed text. The notebook is bound in the center, and a dark cover is visible at the edges. The page number '34' is printed in the top left corner of the left page, and '35' is printed in the top right corner of the right page.

Check of Talmadge Park Estates
Unit 3

March 20-47

Sisson
McCoy
Waddel
Allen
H.A. #85

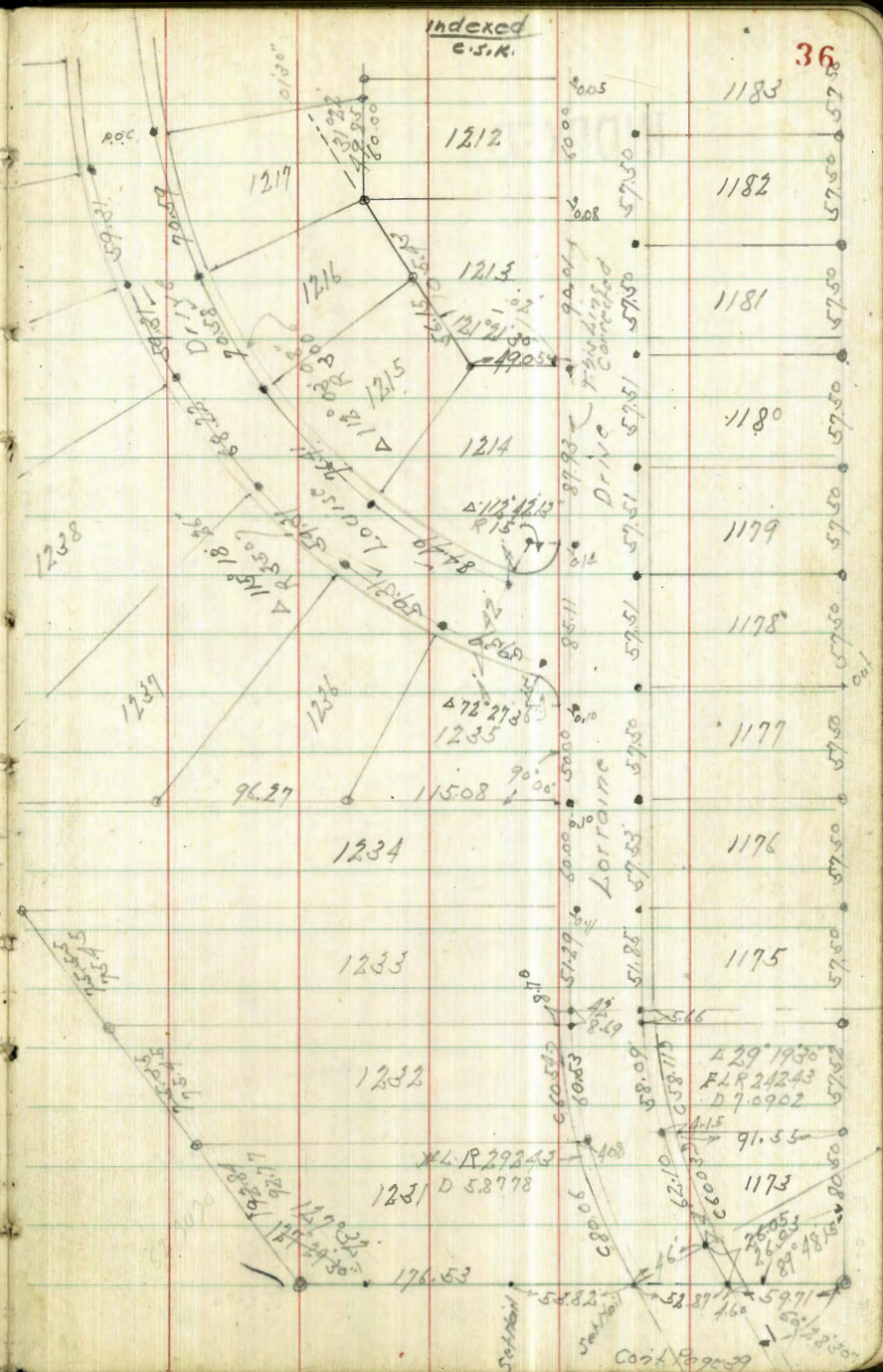
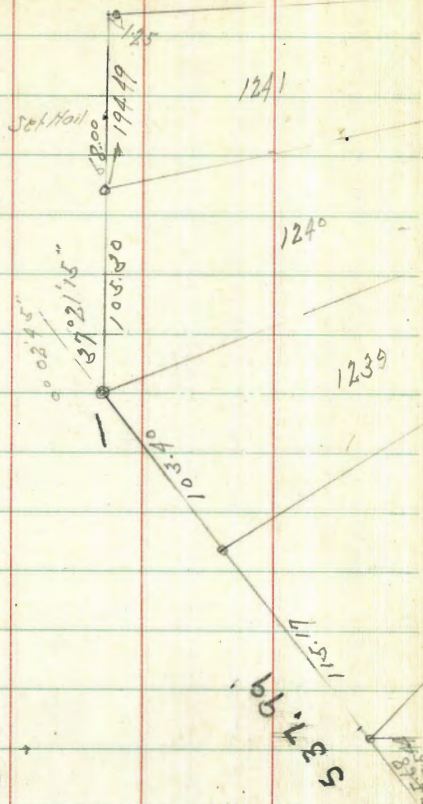
Indicates Points Found

- 1 1/2" Pipe Concr + Tack
- 1/2" Pipe Lead + Tack
- Lead + Tack in Conc Walk

April 1-47 Finish

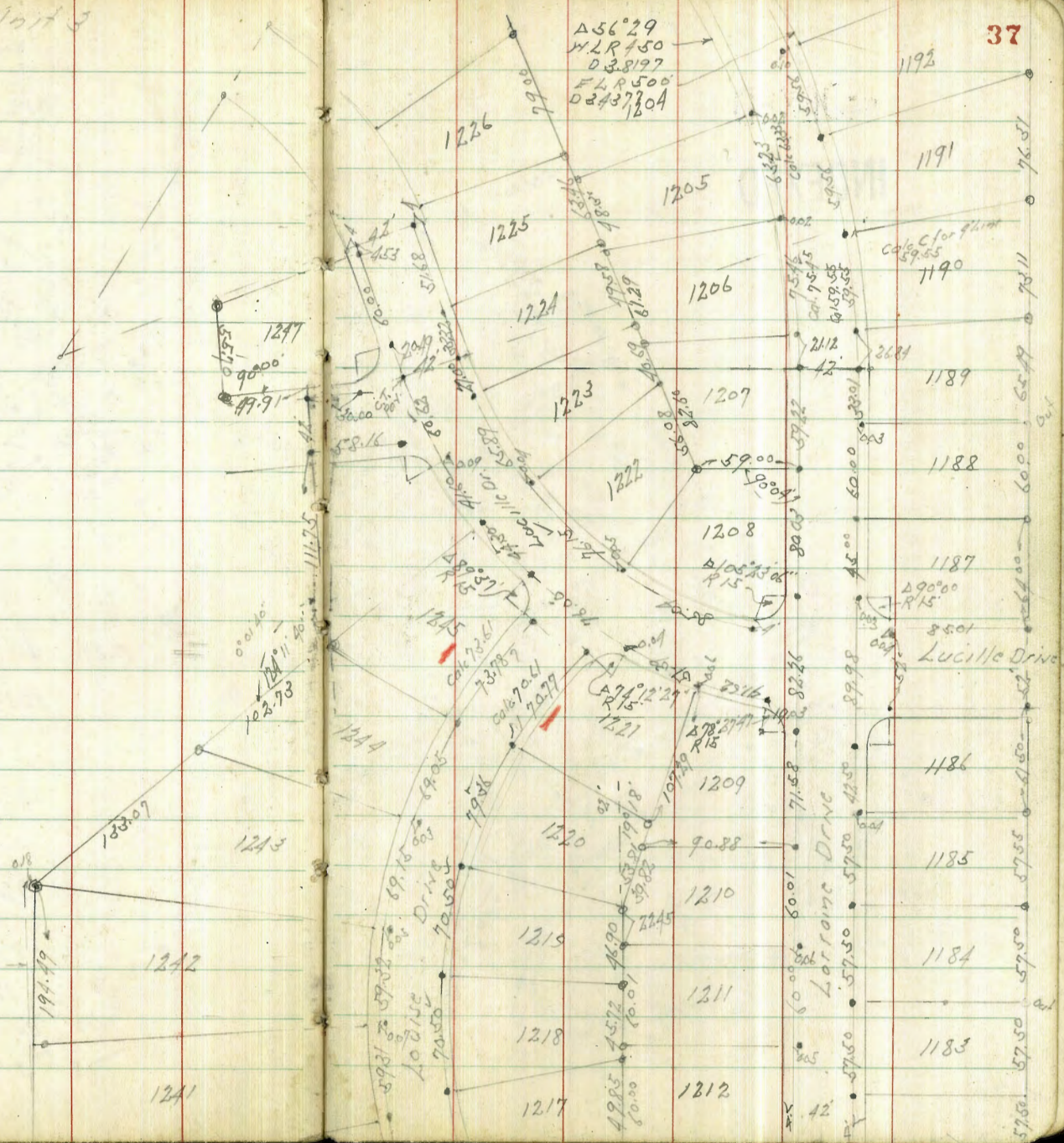
Sub F Coverl RE #2718

INDEXED

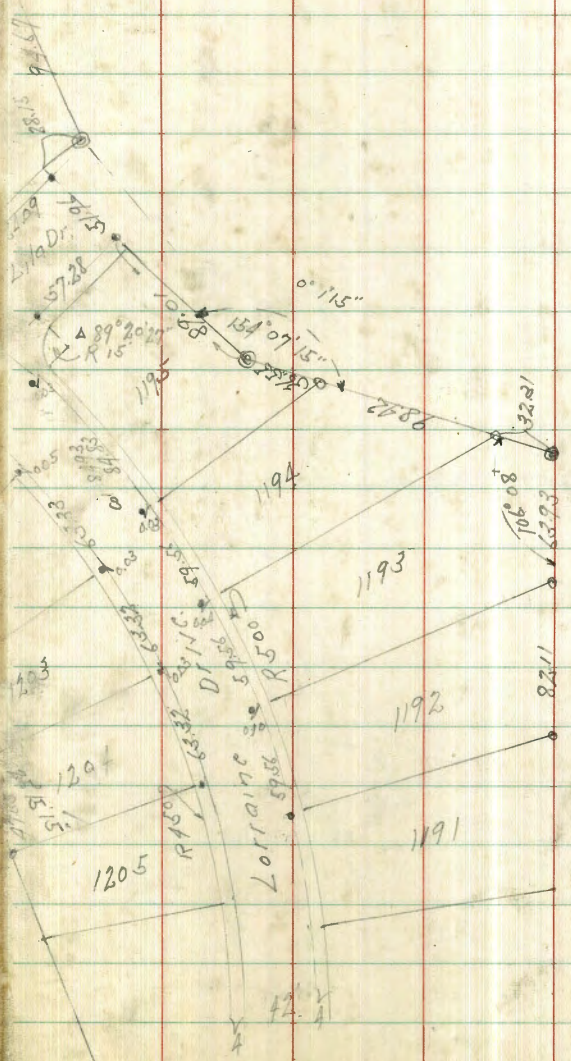
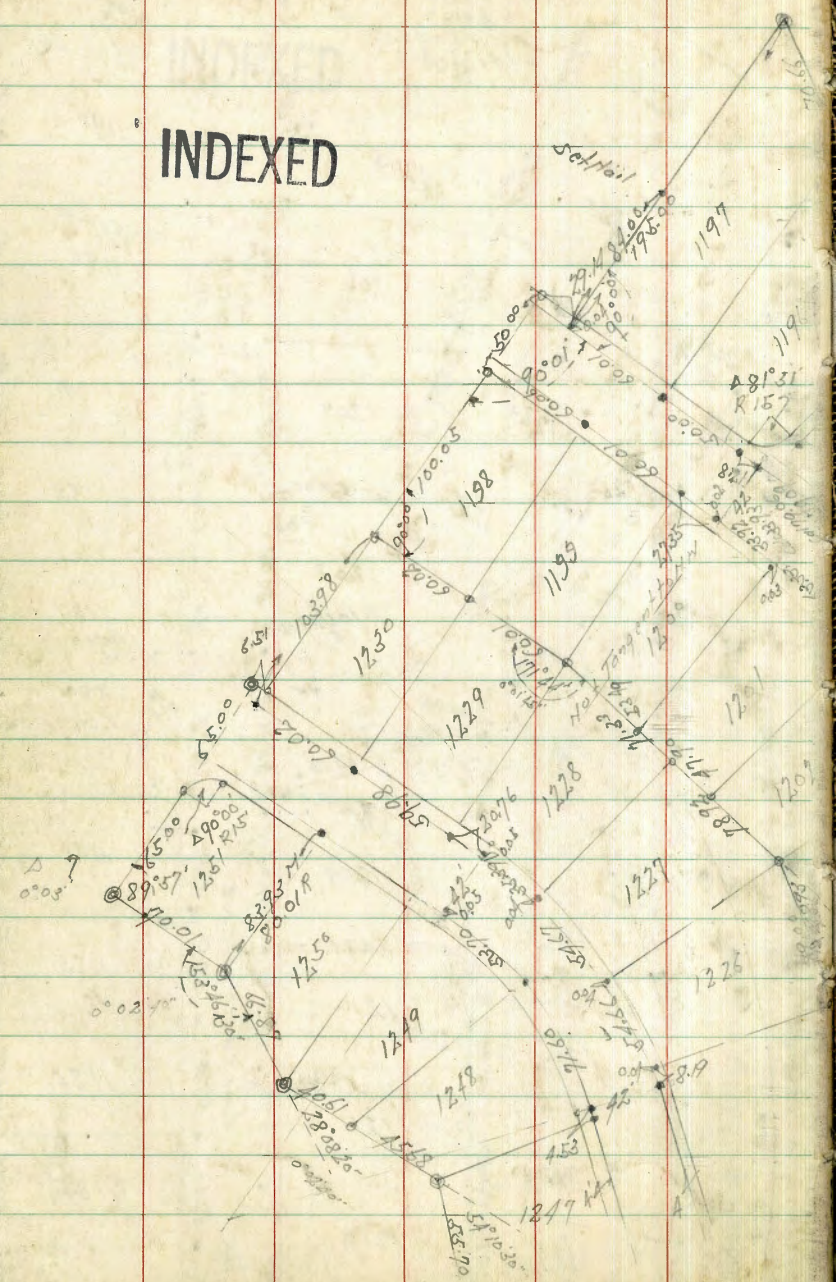


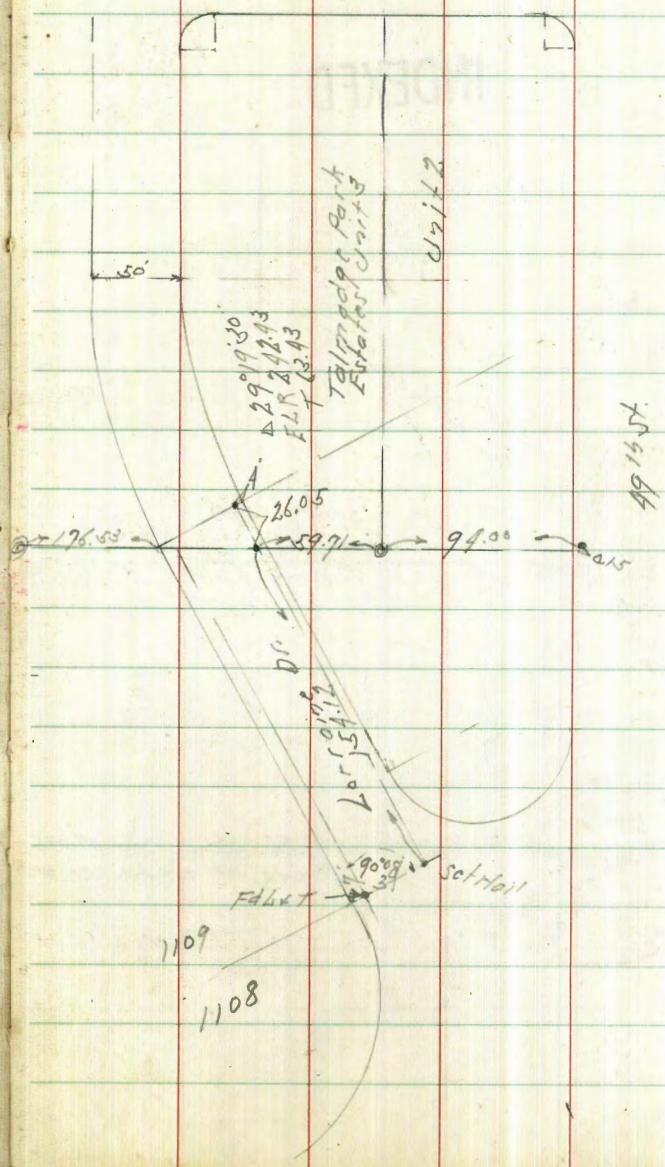
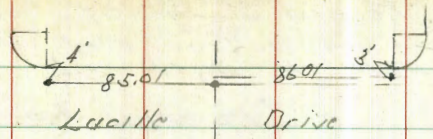
INDEXED

Prod. From South



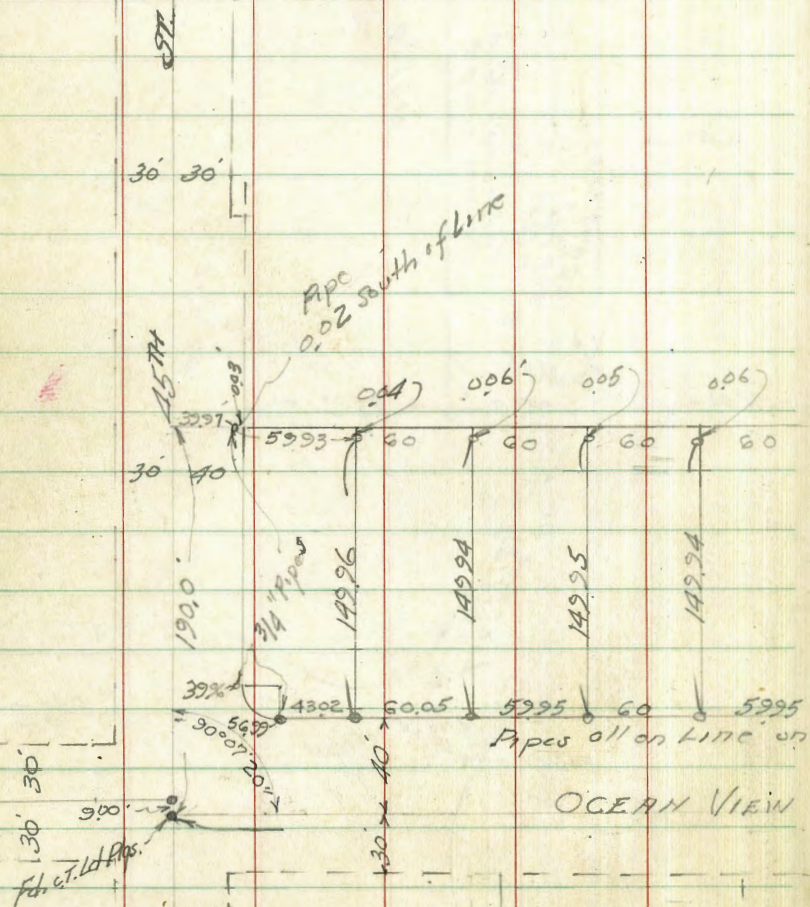
INDEXED





Field Check, Record of Survey
 North Side Ocean View Blvd
 from 45th to 46th St.
 of Imperial Ave.

INDEXED

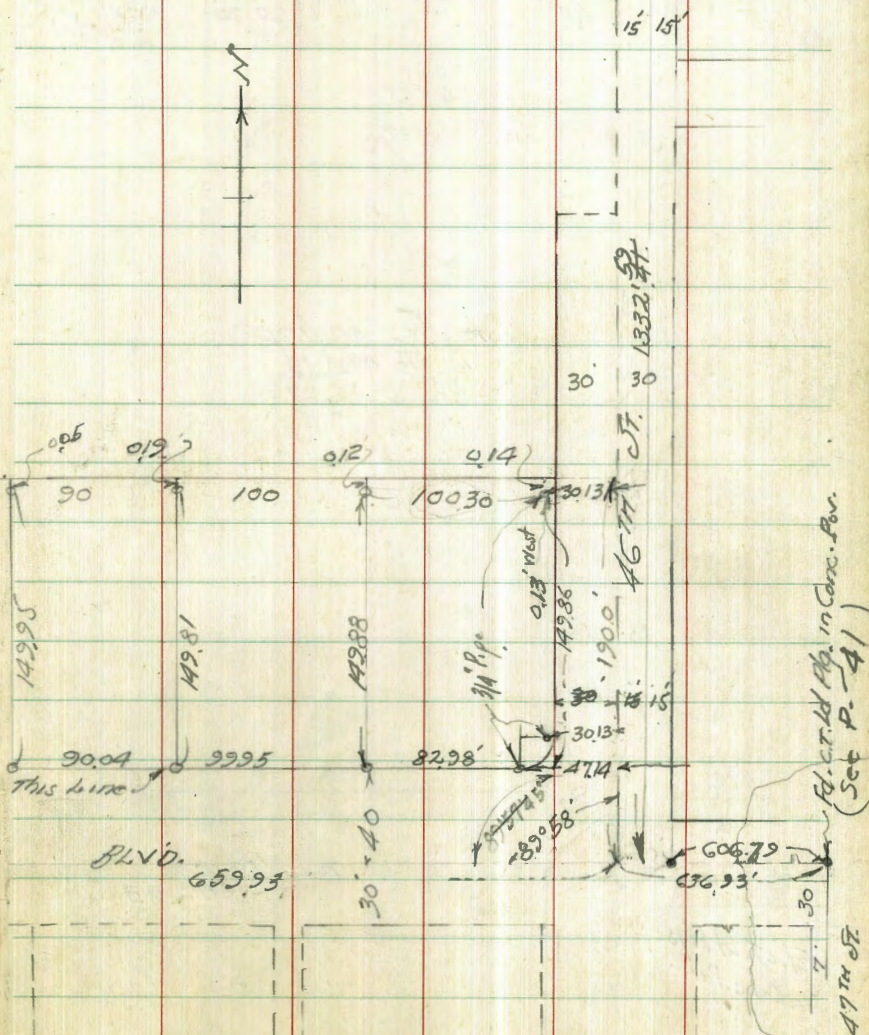


Walker
 Hendricks
 Becker
 Johnson
 5-2-47

Indexed
 C.S.K.

40

500 P-41 E. Pos. 7
 For Meas. Along this St. 0.46
 E Imp Ave



Ed. C. L. H. M. in Care. For.
 Set P-41

47th St.

Fd. ct. l.d. Plg.
in Conc. Pav.

330.83
67

Imperial

346.07
346.22

89°57'15" Turned
Fd. ct. l.d. Plg.
in Conc. Pav.

20' 20"

See PB 1551
Additional Ties

West side

Note Ties on Impi.
in Tie Book 19
26, 27, 28

1323.74

487.74

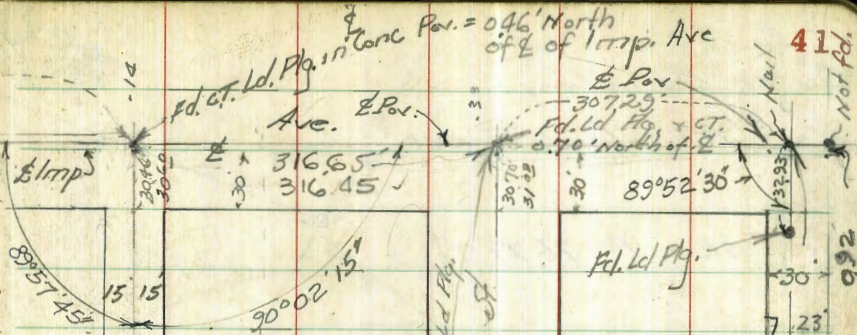
30' 40"

90°07'20"
30' 40'
30'

Ocean View
652.93

Fd. ct. l.d. Plg.
in Conc. Pav.

676.96



Fd. ct. l.d. Plg. in Conc. Pav. = 0.46' North of E of Impi. Ave

316.65
316.45

307.29
307.00

89°52'36"

41

0.92

ST

Franklin Ave

1380.00 Tie Street to c.t. l.d. Plg.
See FB 1744 for Additional Ties

1333.43 Meas.

15' 15"

30'

Fd. ct. l.d. Plg.
in Conc. Pav.

89°58'
90°02'

606.79 Meas.
630.93

90°03'15"
7'
23'

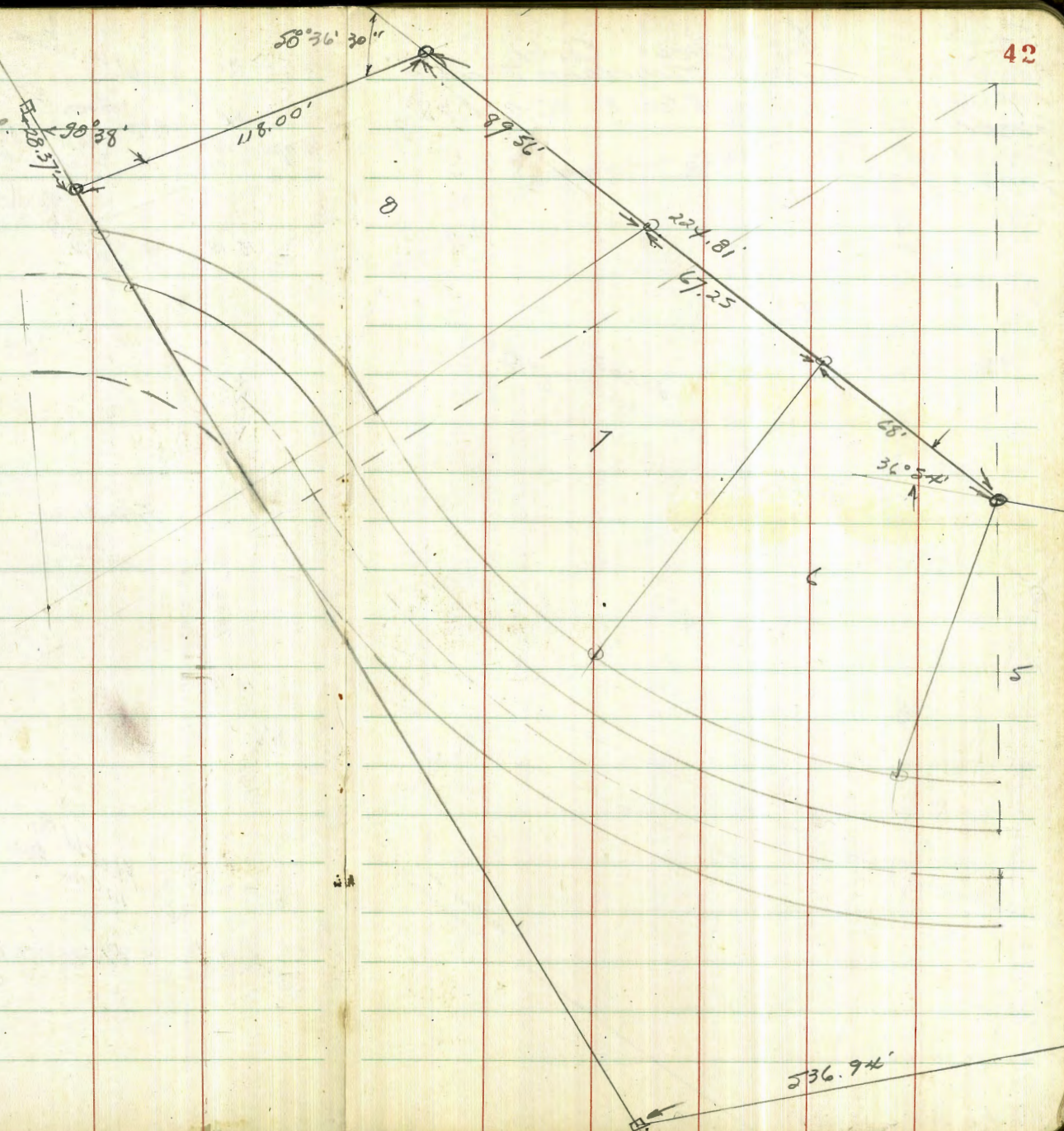
Fd. ct. l.d. Plg.

47TH

Re-check
Outer Boundary

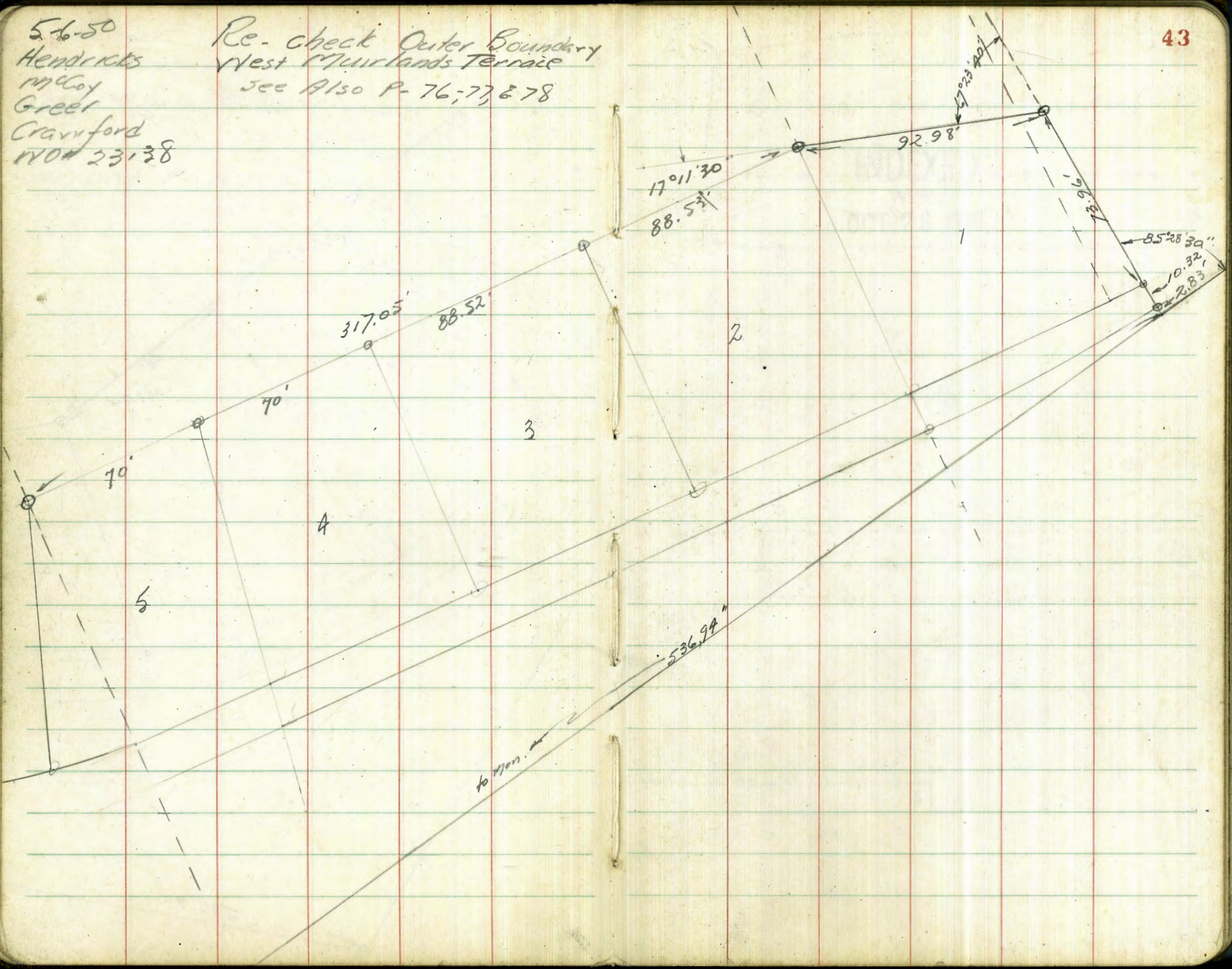
West Muirlands Terrace

See also P- 76, 77, 78



5-6-50
Hendricks
McCoy
Greer
Crawford
WON 23138

Re-check Outer Boundary
West Murlands Terrace
See Also P-76, 77 & 78



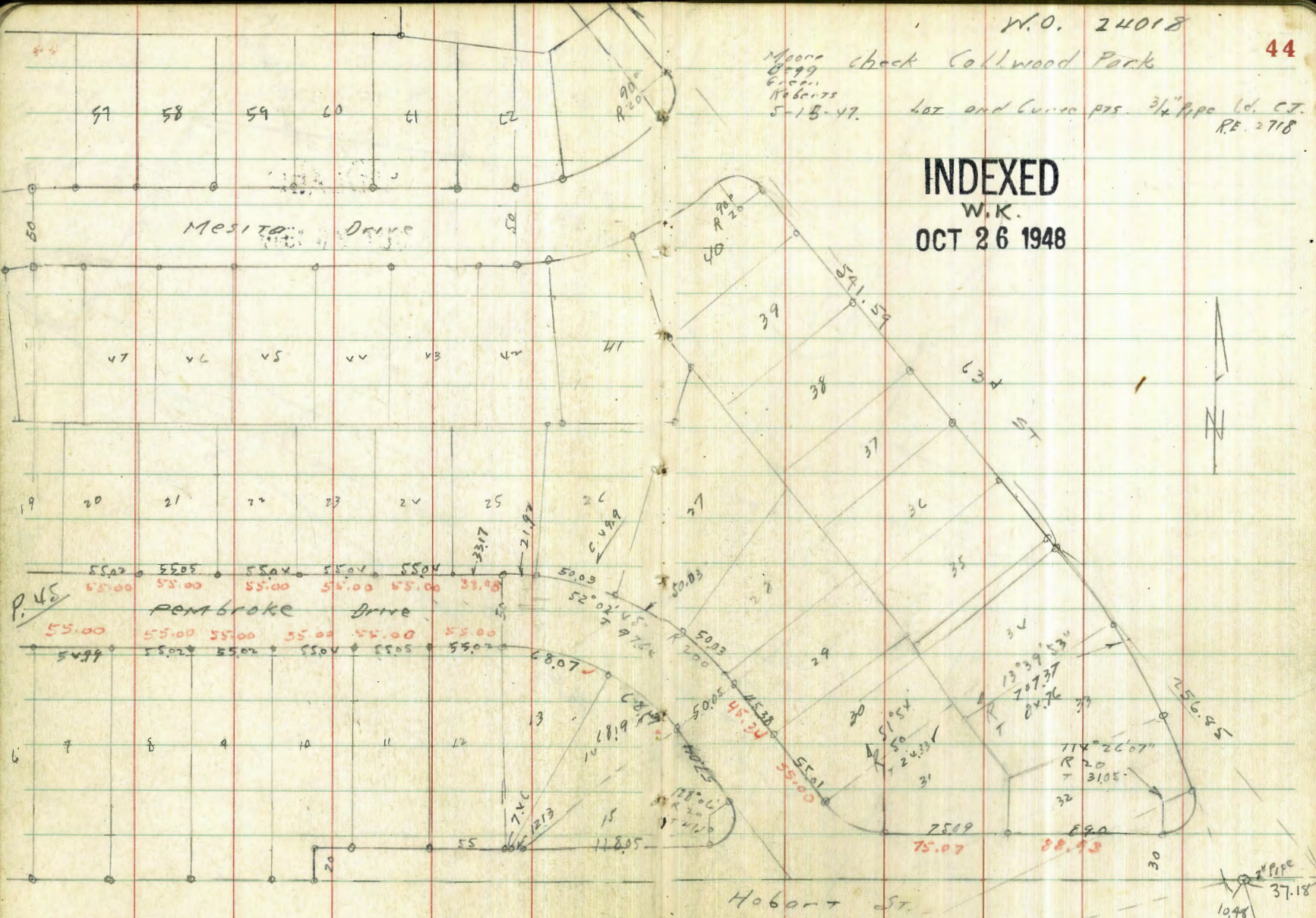
Moore check Callwood Park
5-15-47

Lot and Curso pps. 3/4" Pipe l.d. CT.
RE. 2718

INDEXED

W.K.

OCT 26 1948

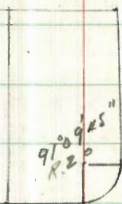


check Collwood Park

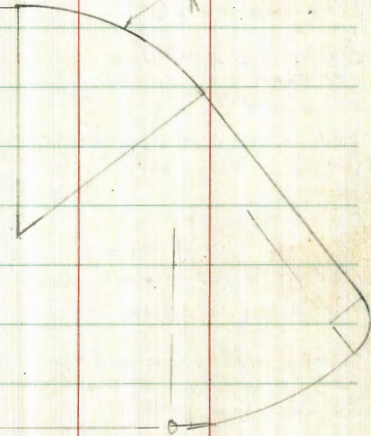
INDEXED

46

PONTIAC ST.



$\Delta = 52^{\circ} 2' 45''$
 $R = 120$

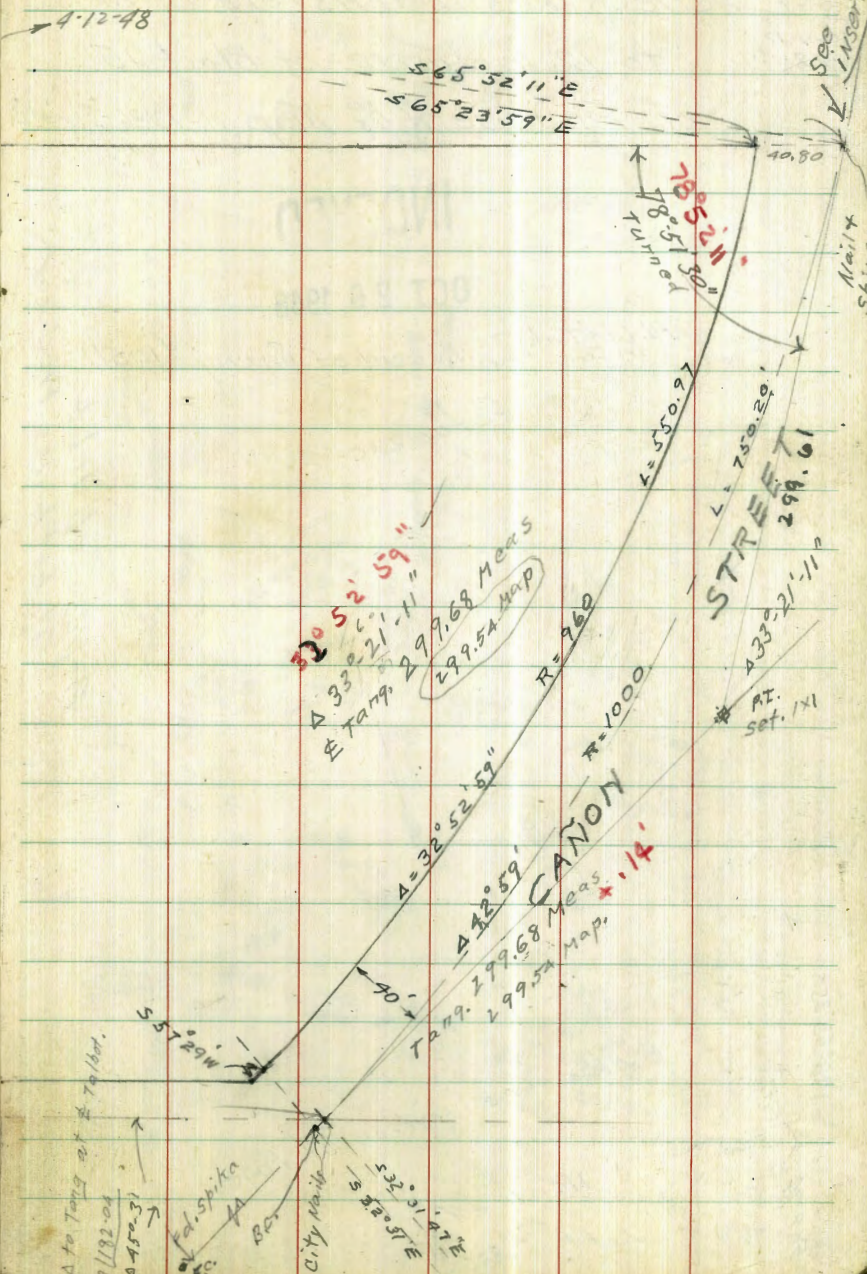
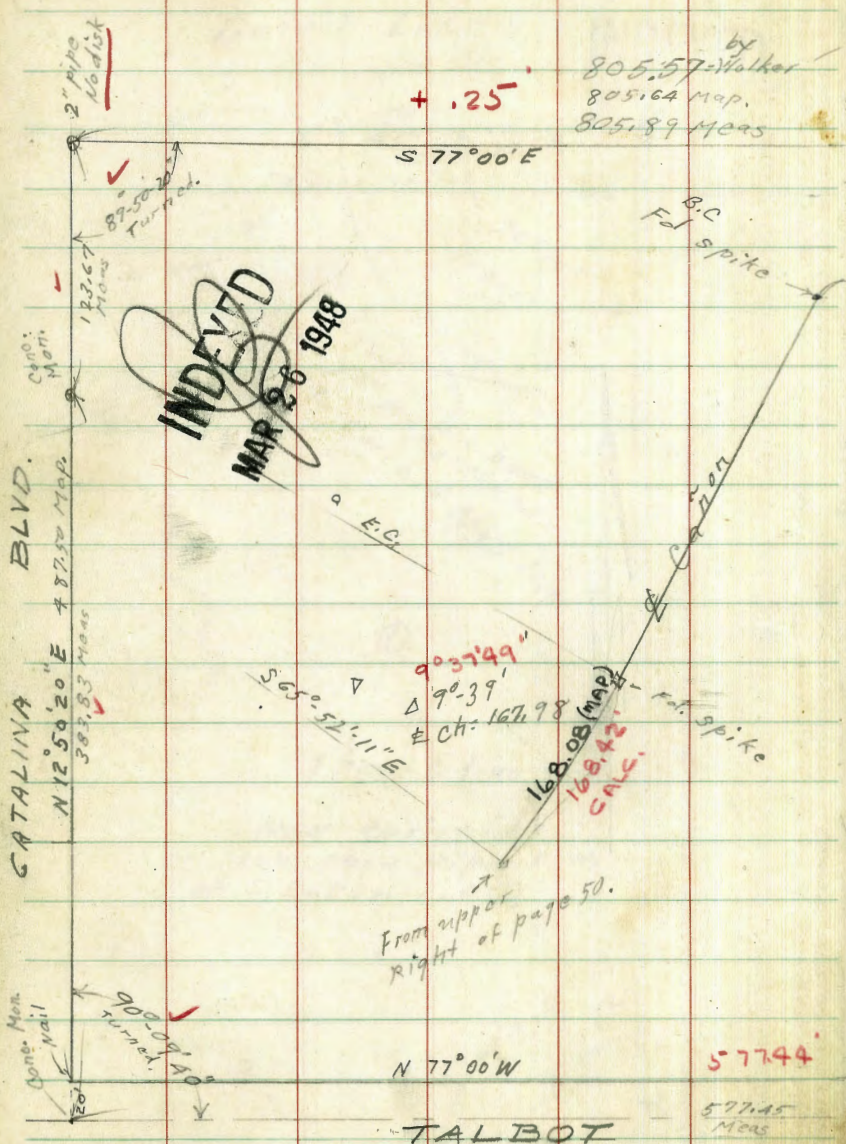


MESITA DC.

3/25/48

Subdivision Check Point Loma Manor

50



INDEXED
MAR 26 1948

+ .25'

by
805.57 Walker
805.64 Map.
805.89 Meas

4-12-48

S 77° 00' E

B.C.
Fd spike

9° 37' 49"
9° 39'
Ch: 167.98
565° 52' 11" E

168.08 (map)
168.42
CALC.
Fd. spike

From upper
Right of page 50.

N 77° 00' W

577.44'

TALBOT

577.15
Meas

30° 52' 59"
33° 21' 11"
E. Tang 299.68 Meas
299.54 Map

Δ = 32° 52' 59"
Δ = 42° 59'
TANG 299.68 Meas
299.54 Map
R = 1000
CANON

STREET
L = 750.29
299.61
AT.
Set. 1/1

At Tang at Talbot.
1182.04
450.31

S 57° 29' W
Fd. spike
B.C.
City Mail
35.5 E.S.
32.5 E.S.
37.5 E.S.

Walter
Henricks
Becker
Johnson
5-22-47

Paradise Hills
check Resubdivision of lots
1 to 12, Inclusive of Block 15
of Paradise Hills Map No 1936-Street A

INDEXED

OCT 26 1948

Fd. Ld + Tack
in Cont. Plan. Record of Survey #1051

Potomac

Rachel



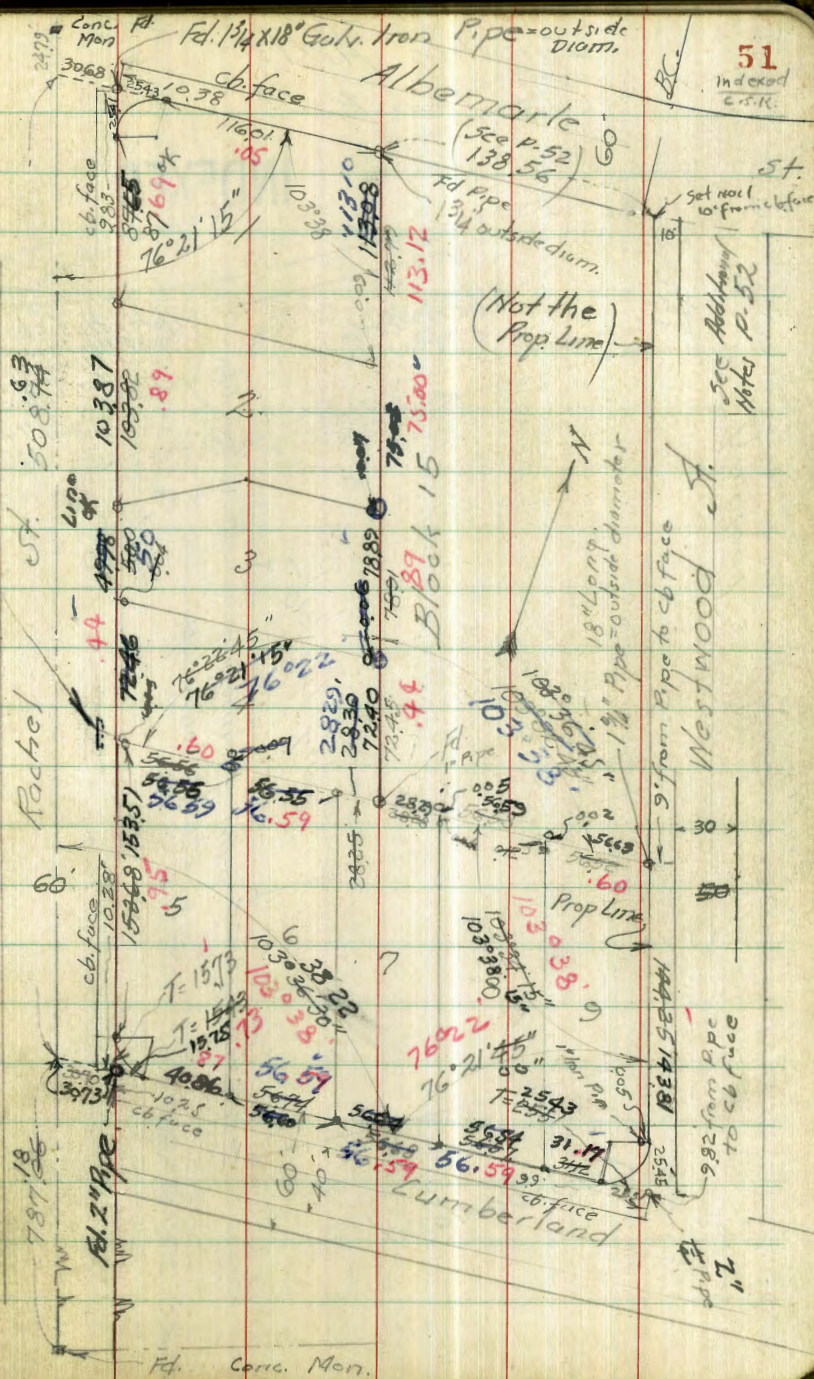
Albemarle Cont. on RT. Page

508.74
179° 58' 35"

116.91
76° 21'
103° 38'

Apogee of Inlck.
of Lot Lines Produced

RED FIGURES = SUB. MAP.



51
Indexed
25.11

ST.
Set nail
10' from c.b. face

See Address
Notes p. 52

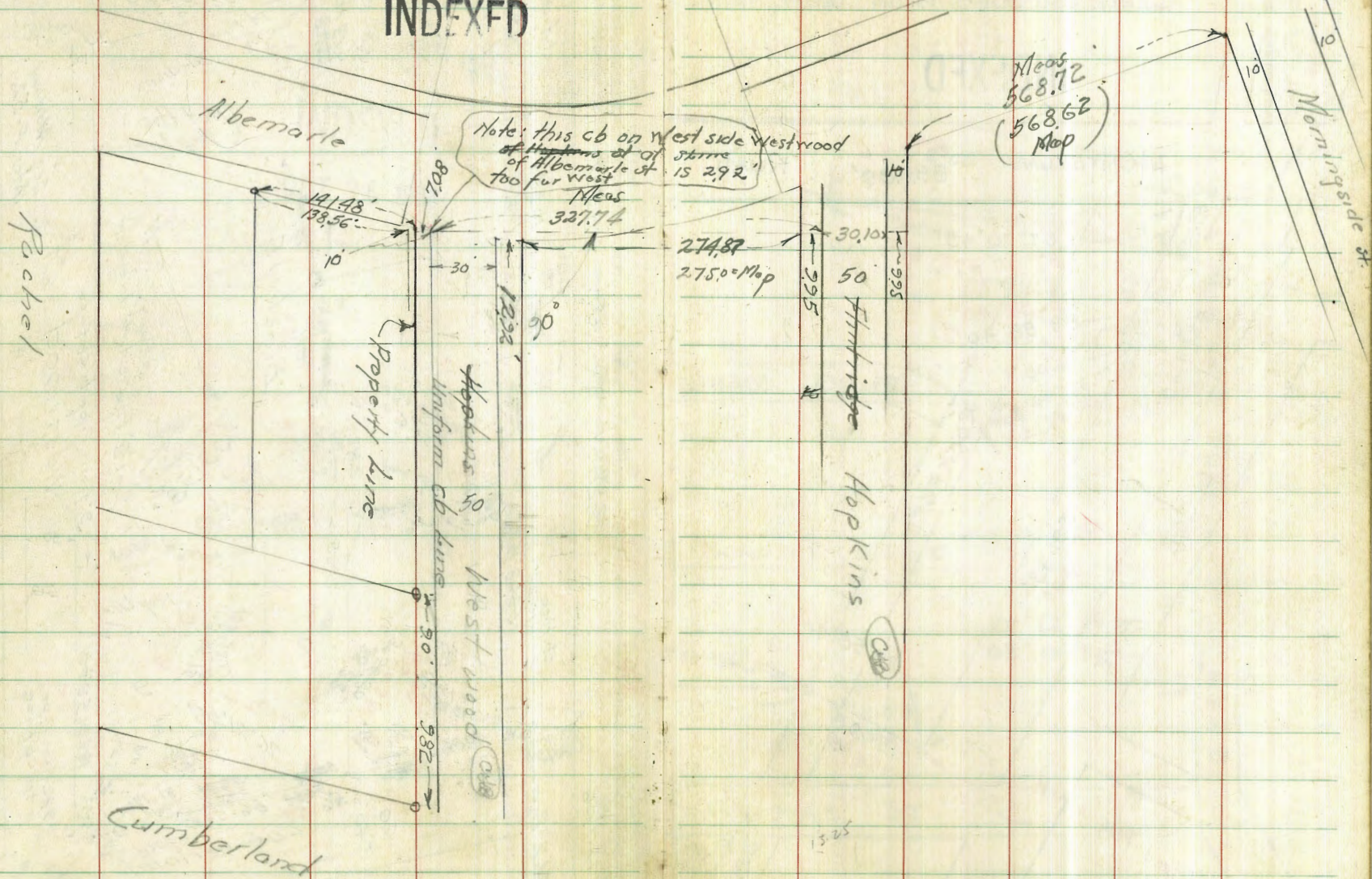
WOODSON

92' from PPC
TO c.b. face

Fd. Cont. Mon.

Paradise Hills
Cont. from p-51

INDEXED



OSBORNE

7-29-48 COLLWOOD PARK UNIT No 2

CHECK ON SUBDIVISION BOUNDARIES

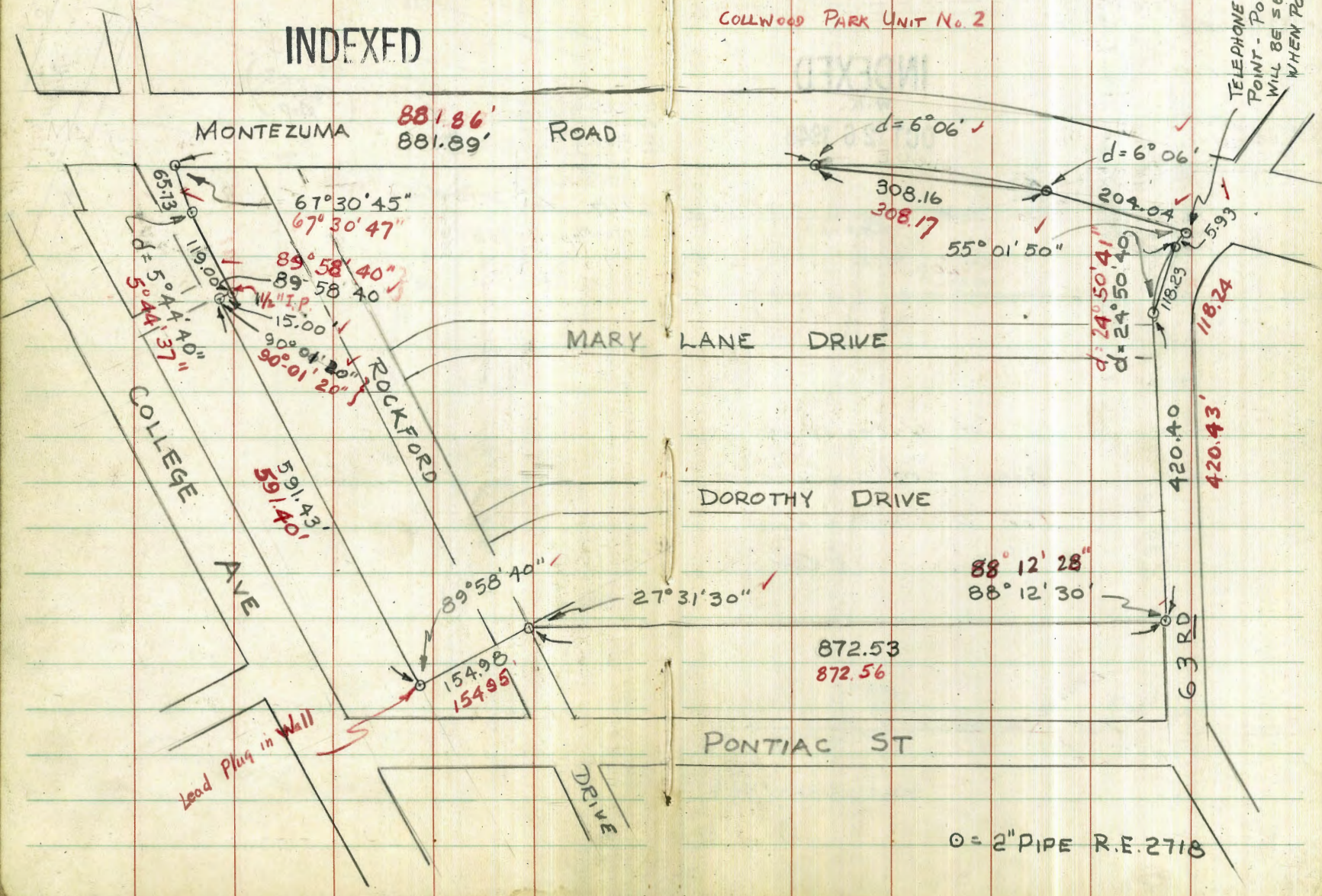
INDEXED

INDEXED
C.S.K.

INDEXED

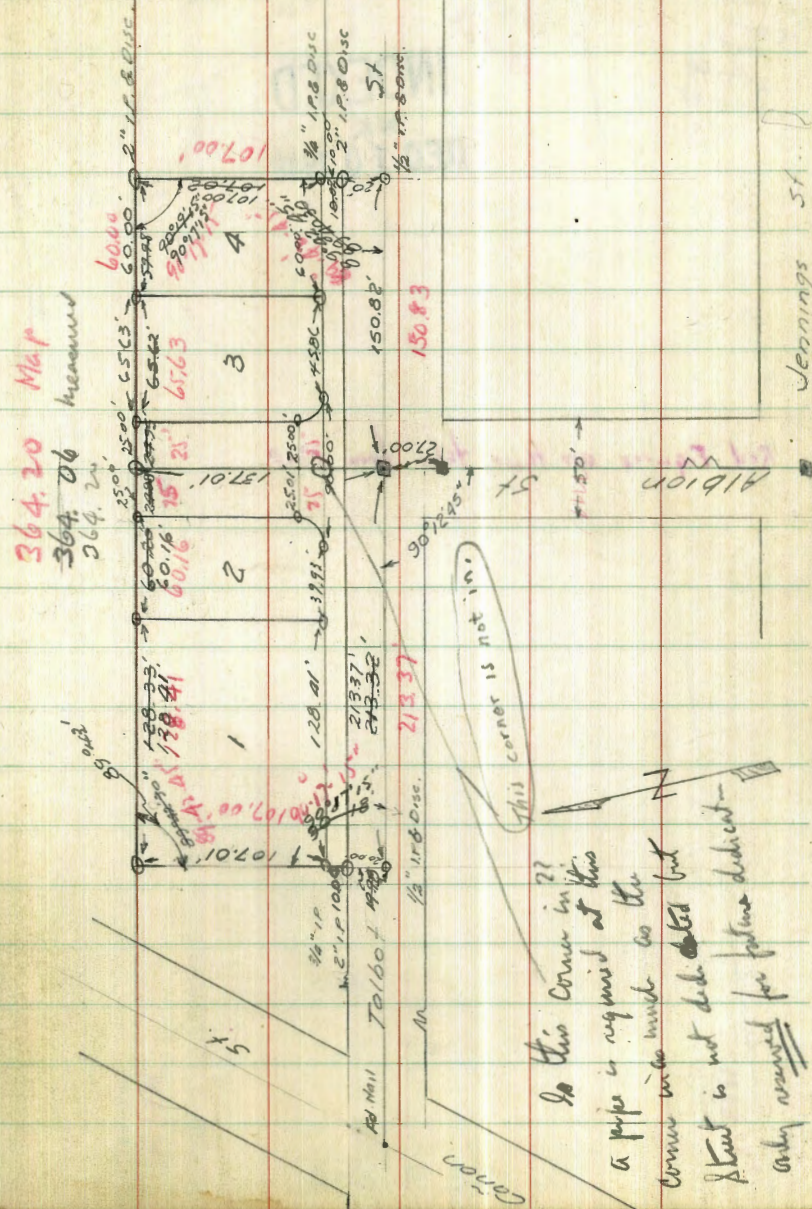
RED FIGURES ARE TAKEN FROM MAP OF
COLLWOOD PARK UNIT No. 2

TELEPHONE POLE OVER
POINT - POINT REFERENCED
WILL BE SET
WHEN POLE MOVED



12.3-48 Check Griffith Terrace
 Hendricks
 Bramby
 Greer
 Rorer
 W.O.#23087

INDEXED
 WK
 DEC 6 1948



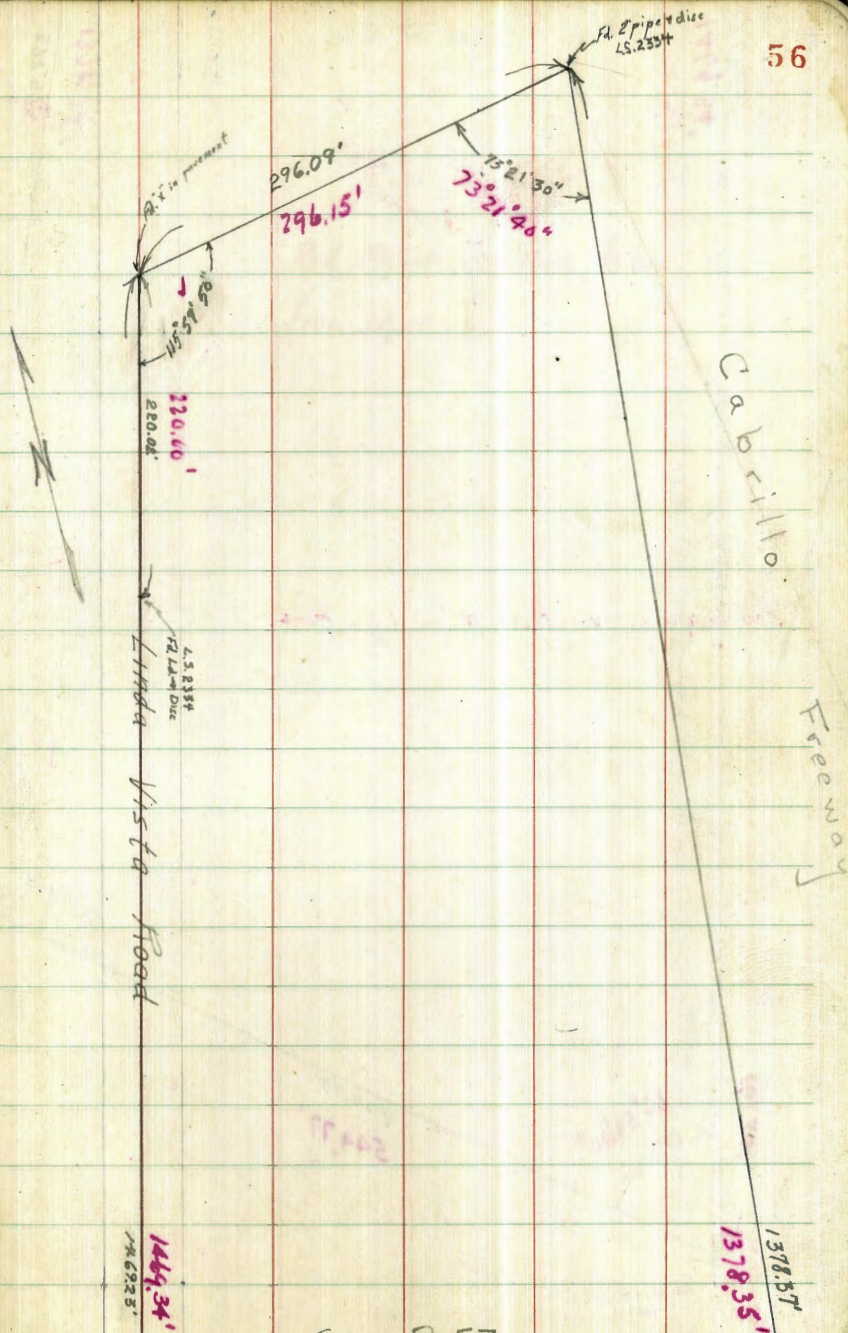
So this corner in this
 a pipe is required at this
 corner was made as the
 street is not dedicated but
 only reserved for future dedication

Check Cabrillo Mesa Unit No. 1

Roberts
W. Moore
Clark
Gregory
12-8-48
WA-23088

INDEXED
WK
DEC 10 1948

Red Figures are those taken from MAP



Red Figures are those taken
from MAP.

Cabri 110

Freeway

Al E Pipe + line
LS 1537

1378.37'

1378.35'

100' 40' 20"

544.75'

544.77'

63° 59' 40"

65° 59' 00"

161.34'

See P. 56

1469.34'

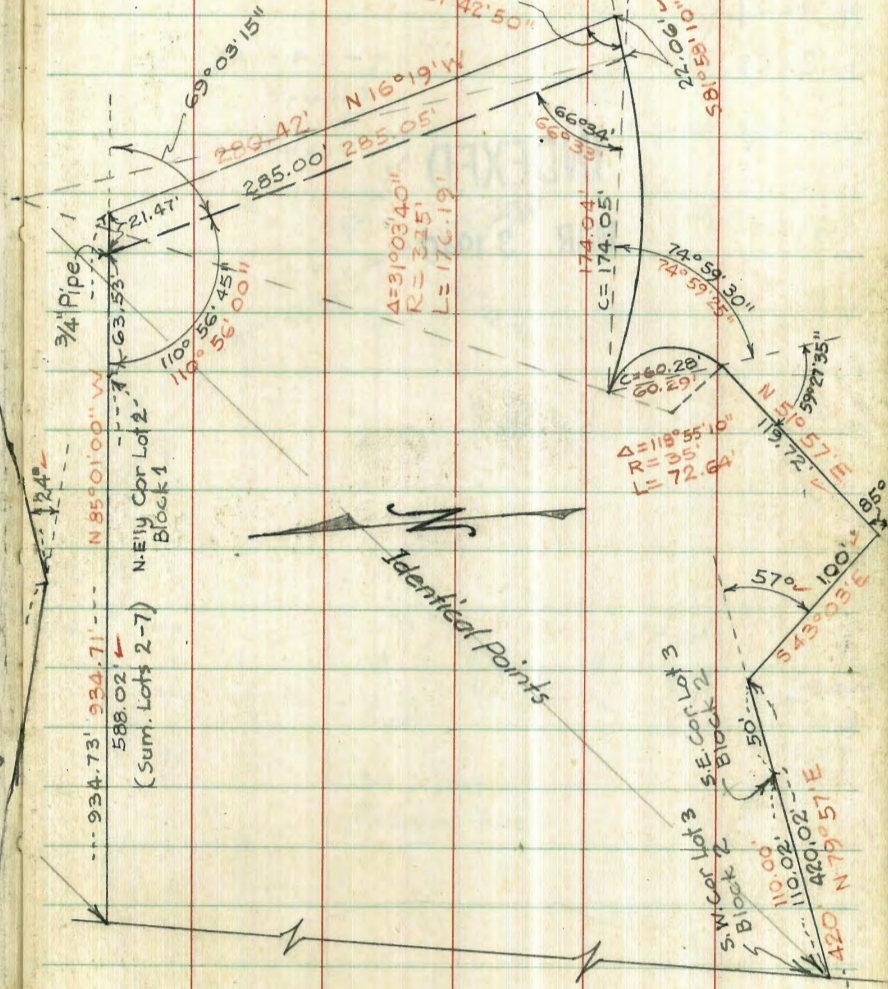
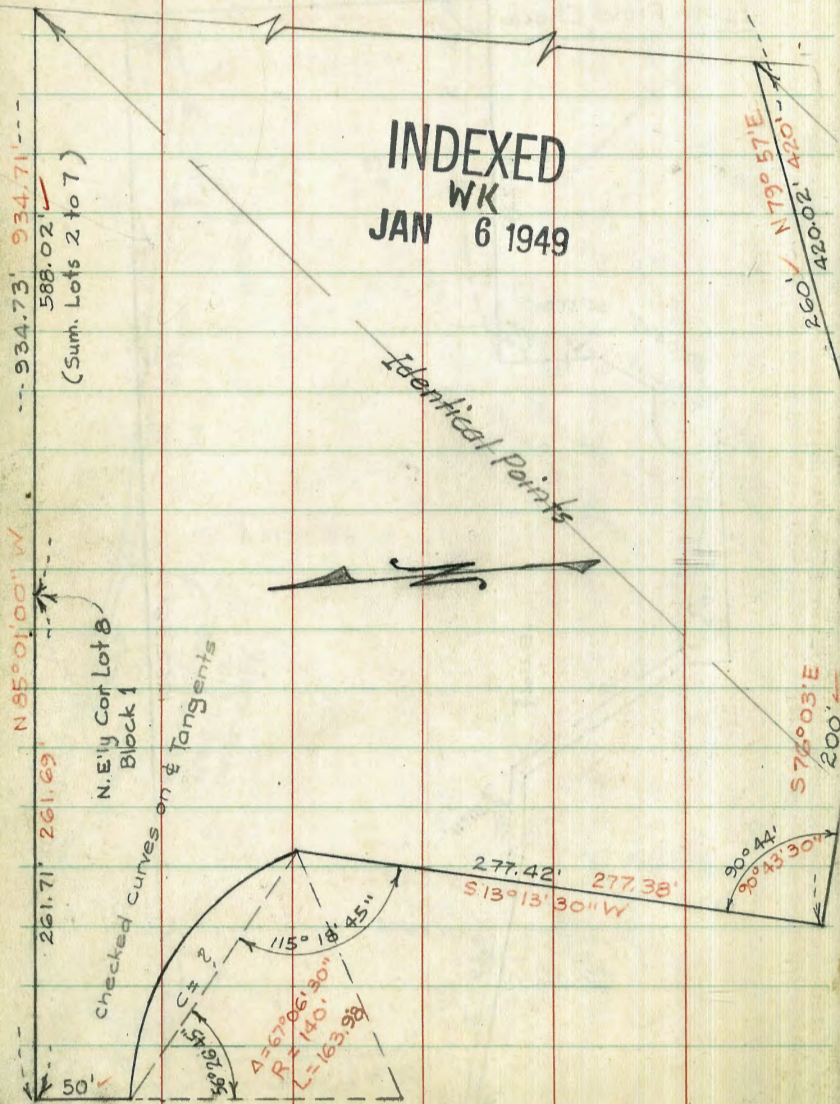
Linda Vista Road

161.34'

Al E Pipe + line
LS 1537

Figures in Black from Field Check.
 Figures in Red from Map
 Figures checked ✓ agree with Map.

INDEXED
 WK
 JAN 6 1949



Field Check of Draper Hts.

A Resub. of R. of S. Map. 1664

3237

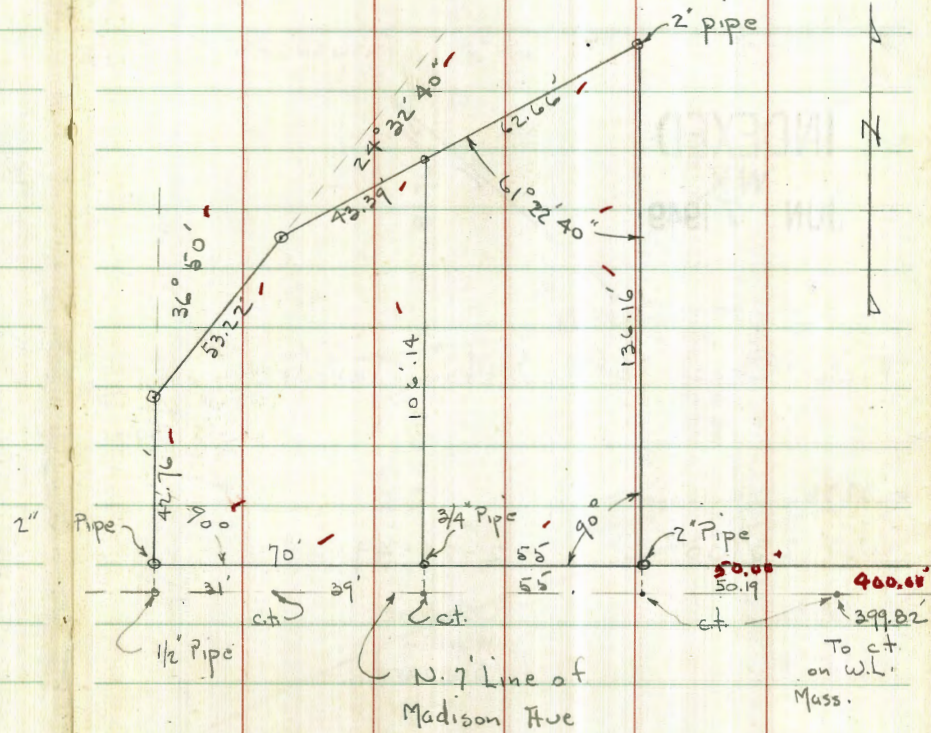
W.O. 22101

2-24-49

Osborne
Hardin
Shepard

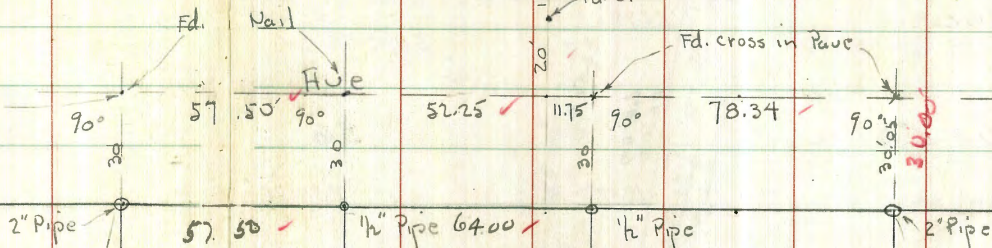
INDEXED

MAR 3 1949



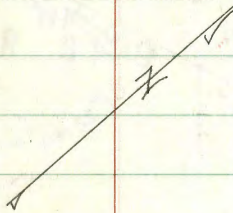
2x2 Hubs Shown

W Olive +
436.06 ✓



INDEXED

WK
JUN 7 1949



Field Check of Weston Terrace

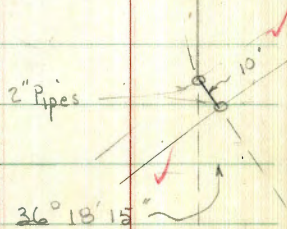
3238

W.O. 23100

2-24-49

Osborne
Hardin
Shepard

* Figures in red are from map.



209.11
209.10

92.51
92.44

71.76
71.68

49.73
49.70

70.00
69.92

79.22
79.25

119.65
119.70

57.50

1/2" Pipe 64.00

1/2" Pipe

2" Pipe

38

57.50

52.25

11.75

78.34

30.00

Fd. ct.

Fd. cross in Pavc

20

30

30

100x
100

91.37

81.76

64.72

58.15

1/2" Pipe

1/2" Pipe

1/2" Pipe

2" Pipes

110° 54' 15" ✓

110° 54' 16" ✓

.02 W. of line

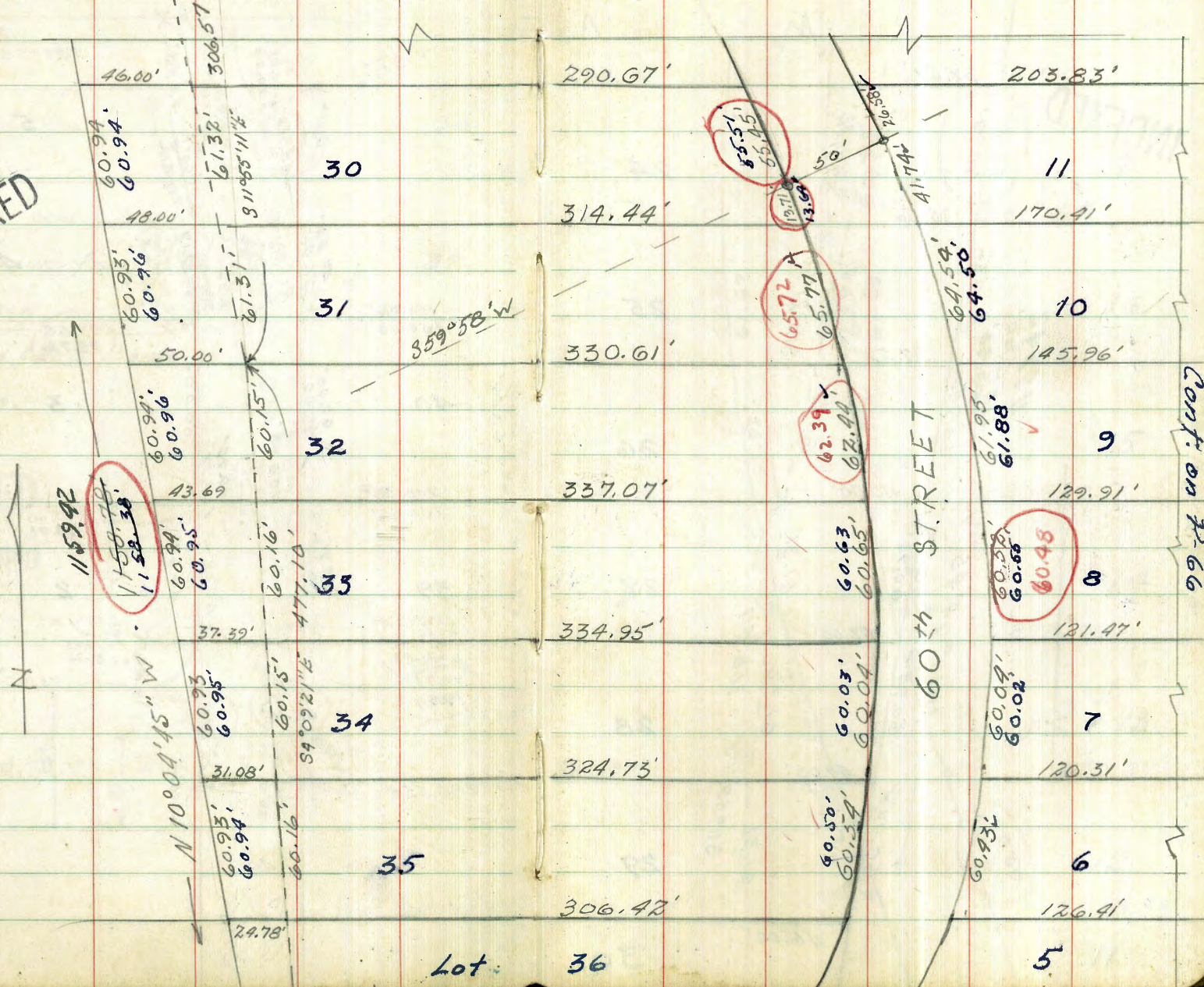
1/2" Pipe
.04 E of line

Fid. Nail

Map

± Ivanhoe E.

INDEXED

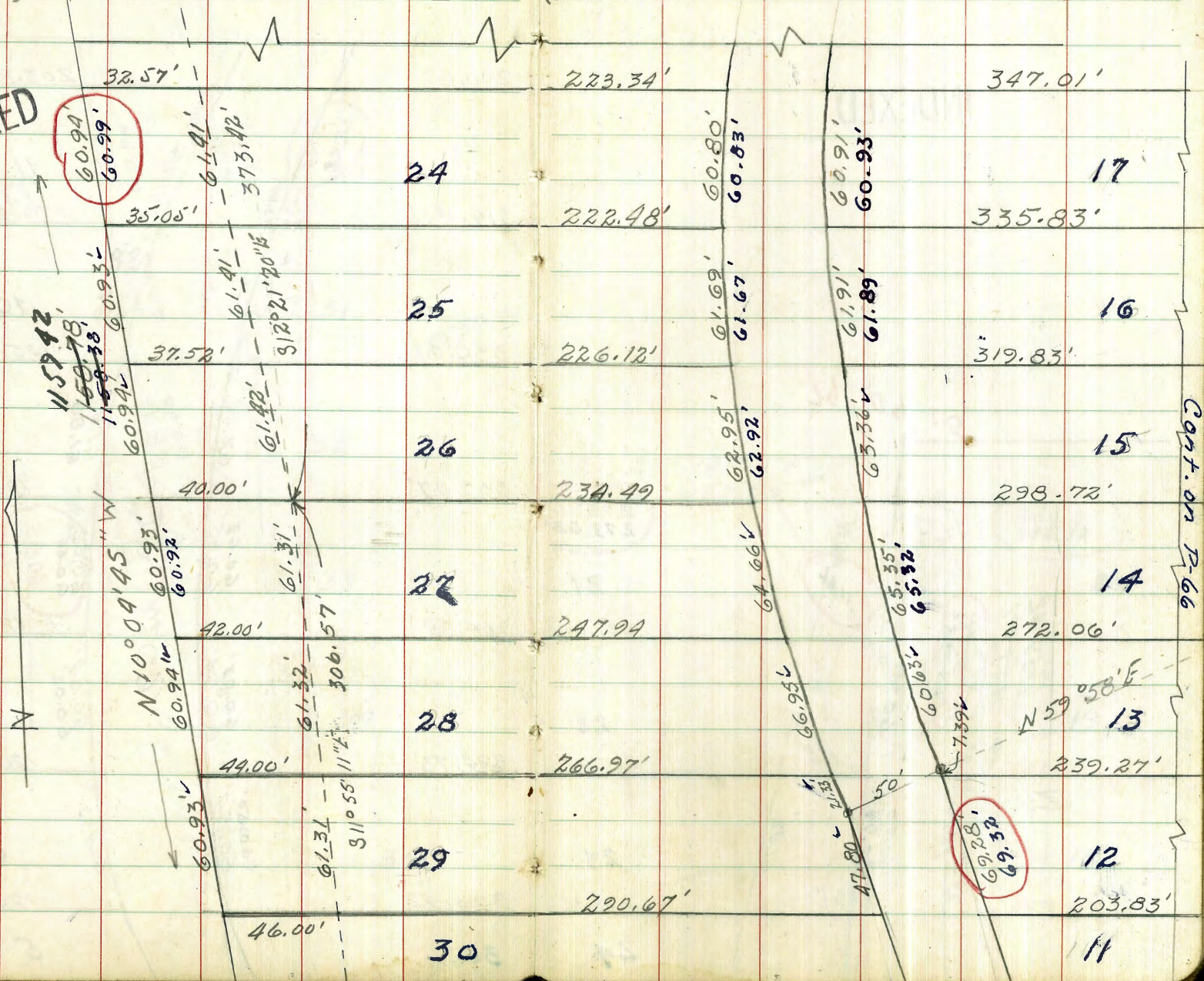


Cont. on P. 64

Lot: 36

Field Check
Cosgrove Terrace - 60th & ADAMS (Cont on P. 65)

INDEXED



60.94
60.99

1159.92
1159.78
1159.78
60.942

N 10° 04' 45\"/>

69.28
69.52

24

25

26

27

28

29

30

17

16

15

14

13

12

11

Cont. on P. 66

32.57'

35.05'

37.52'

40.00'

42.00'

44.00'

46.00'

223.34'

222.48'

226.12'

234.49'

247.94'

266.97'

290.67'

347.01'

335.83'

319.83'

298.72'

272.06'

239.27'

203.83'

60.80'
60.83'

61.69'
61.67'

62.95'
62.92'

64.66'
64.66'

66.95'
66.95'

60.91'
60.93'

61.91'
61.89'

63.36'
63.36'

65.35'
65.32'

60.63'
60.63'

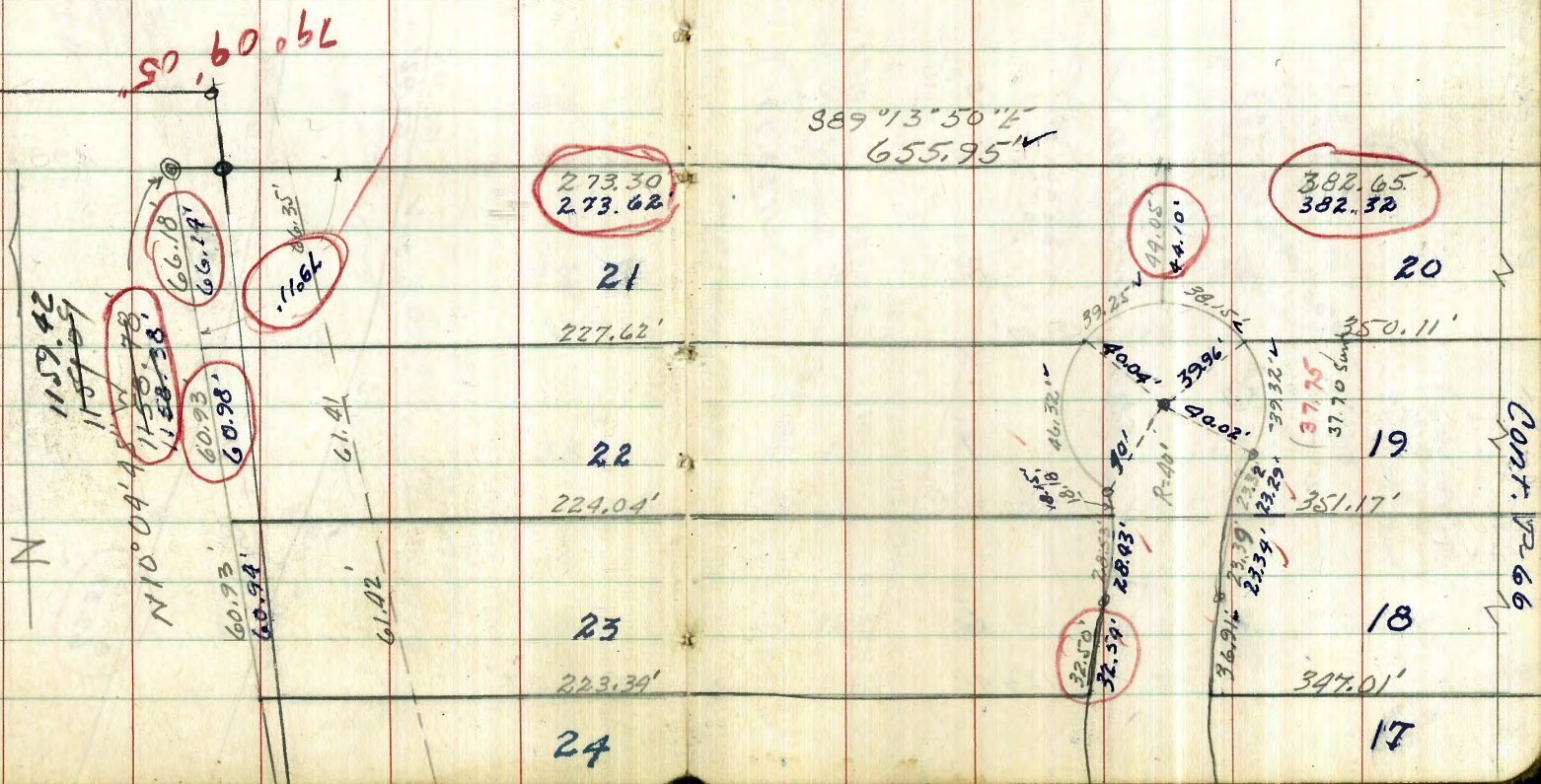
47.80'
47.80'

7.39'
7.39'

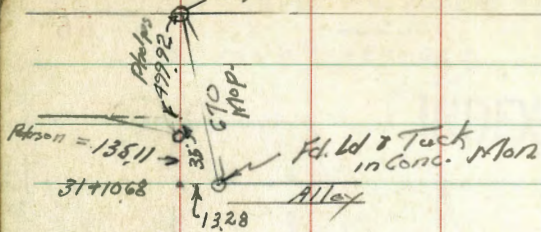
N 59° 58' E

Field Check
 Cosgrove Terrace - 60th & ADAMS

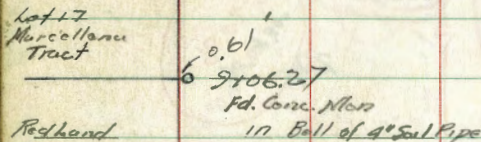
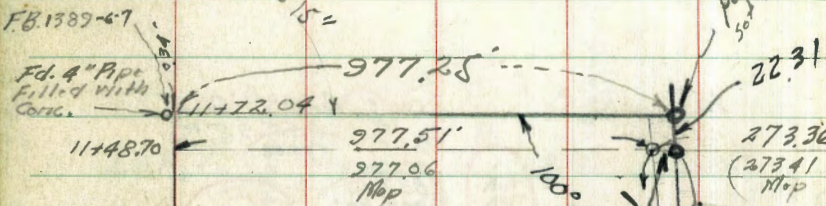
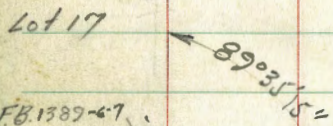
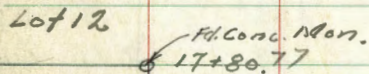
INDEXED



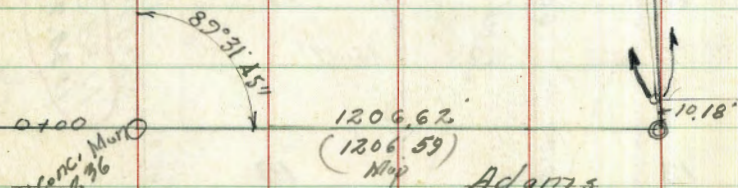
Pipe RE 1534



Montezuma Road



Redhand Gardens Mop #1751

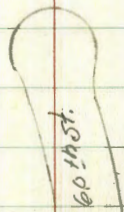
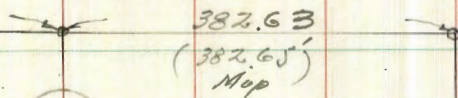


El Coma Drive

Arthur Street

Chook Coagrove Terrace

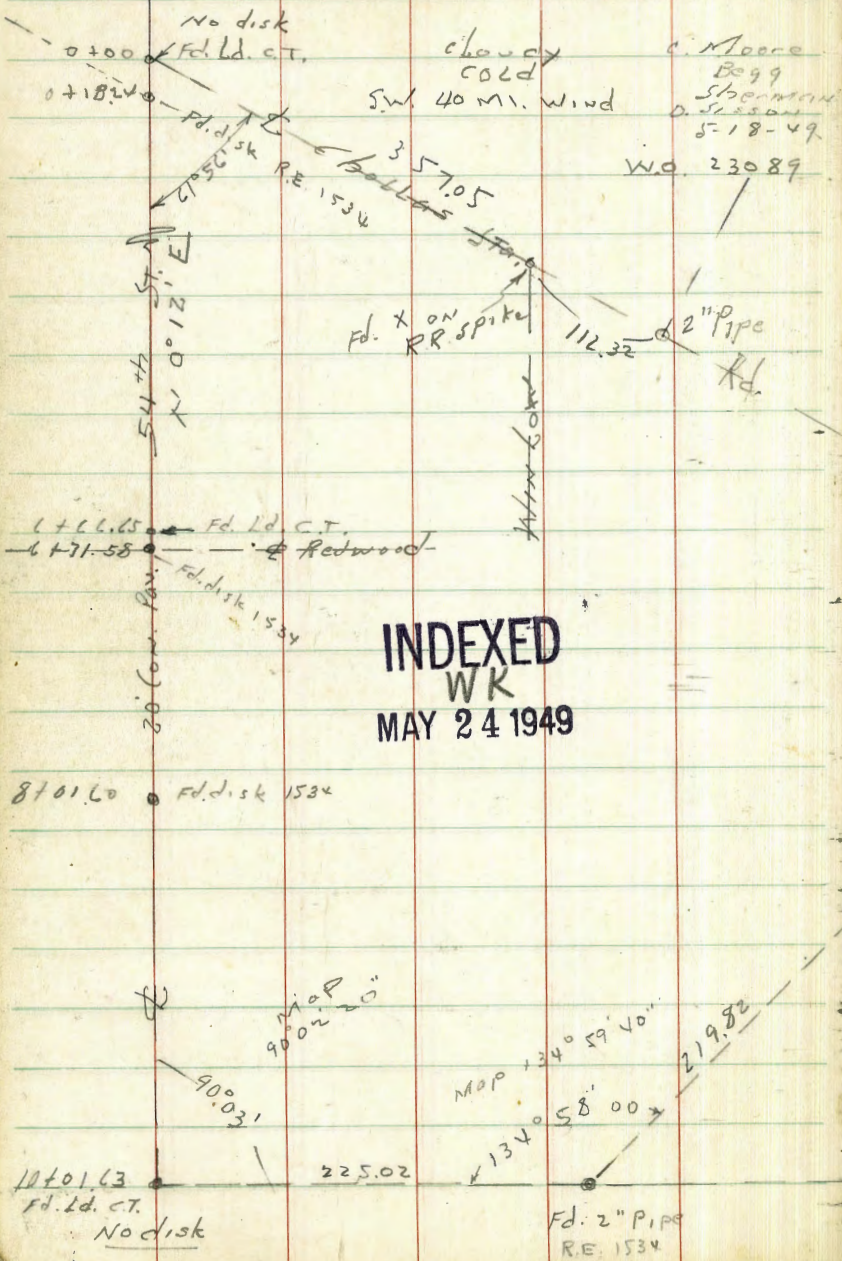
67



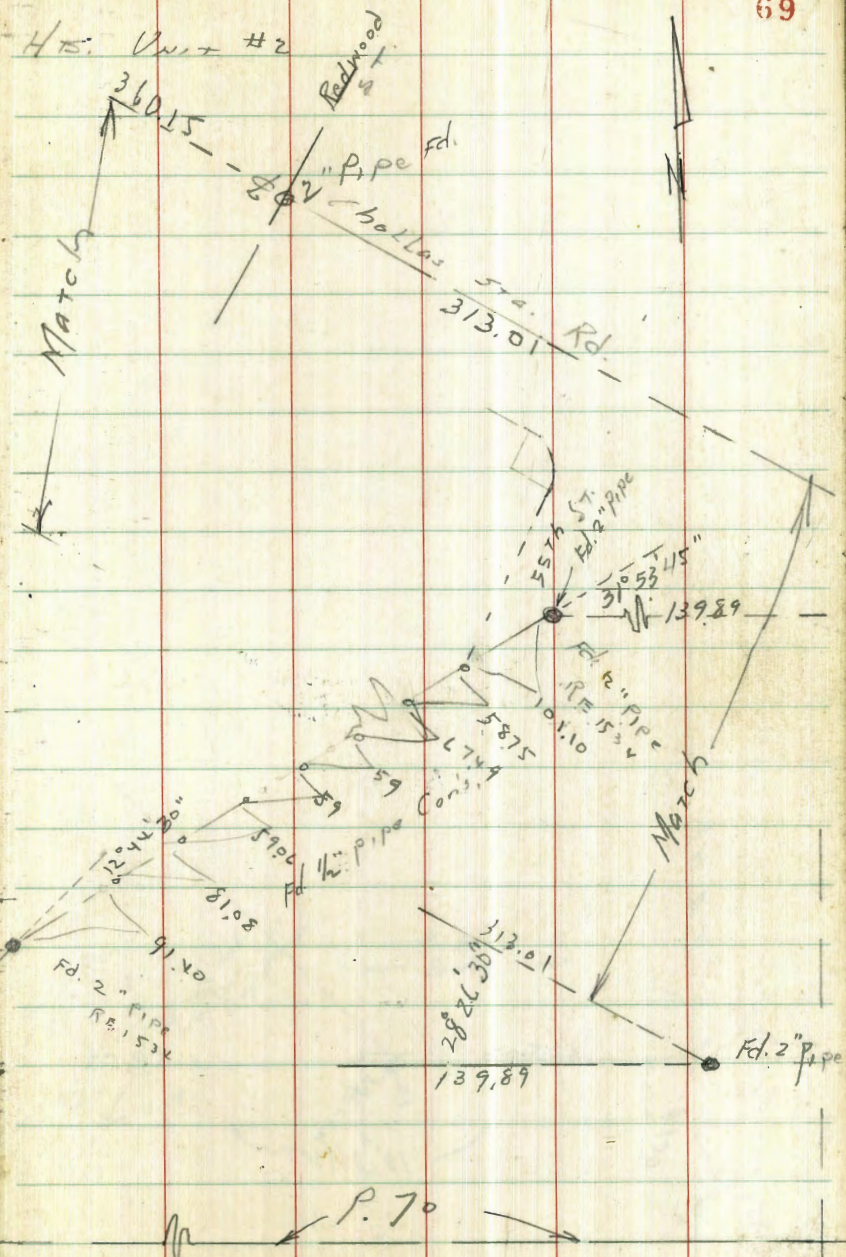
Ave

Extension Field check of Furber

H.S. Unit #2

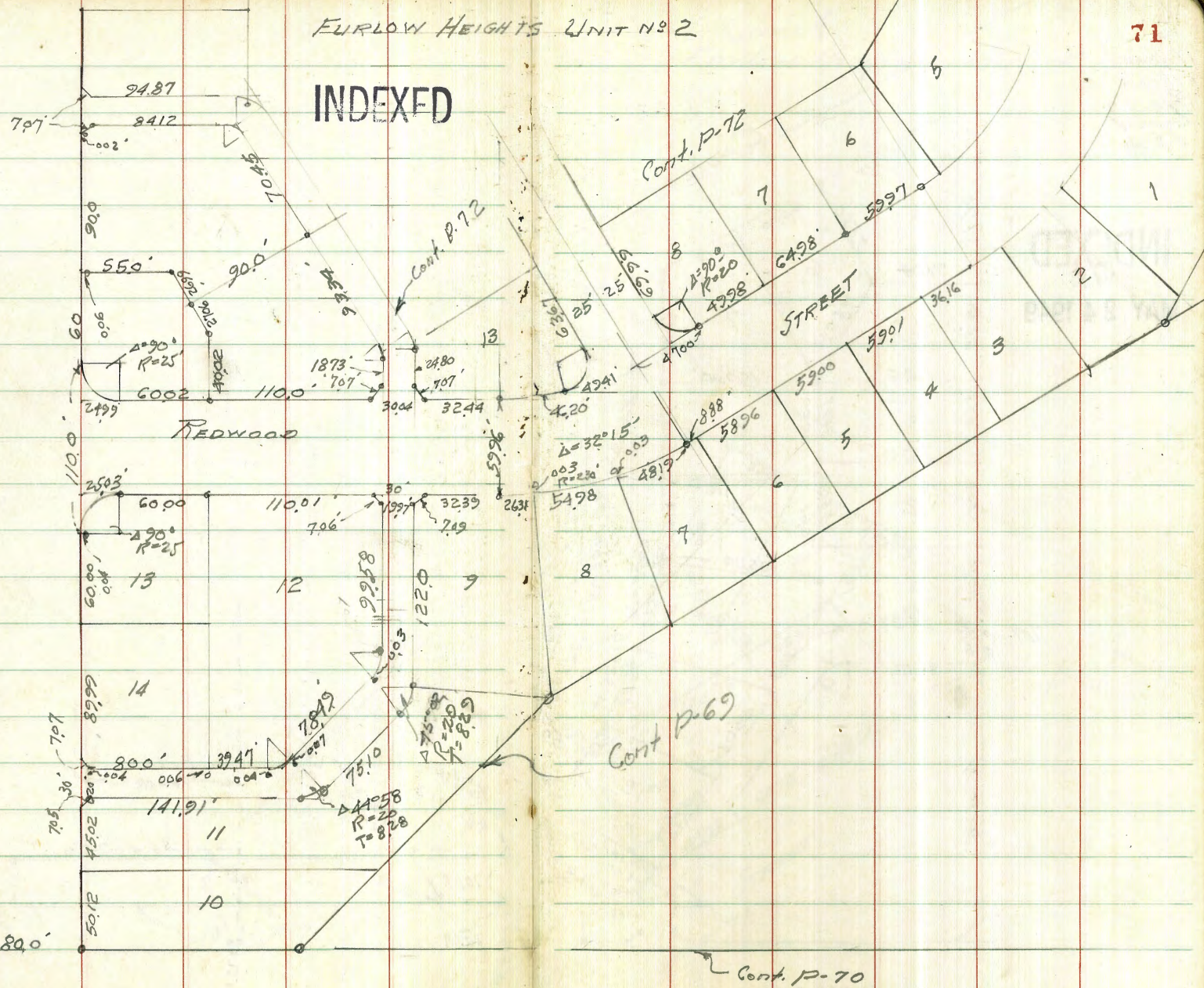


INDEXED
WK
MAY 24 1949



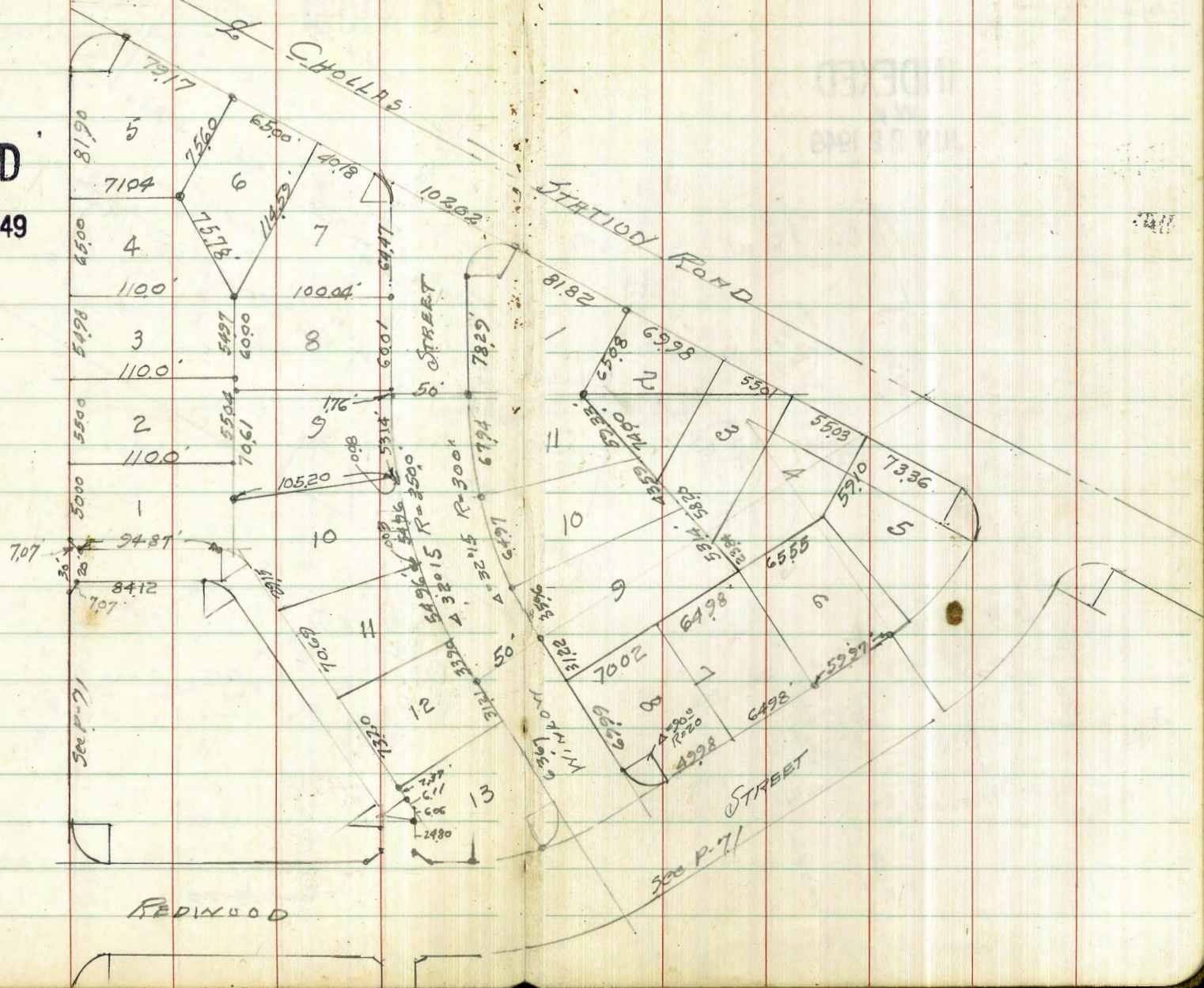
INDEXED

Walker
Johnson
Pope
Clowford
4-20-49



Walker
Johnson
Rope
Crowford
4-20-49

INDEXED
WK
MAY 24 1949



Field Check
Furlow Heights Unit No 2

72

D. Smith
W. Moore
J. Clark
F. Acuna

Field Check

No. 23110

75

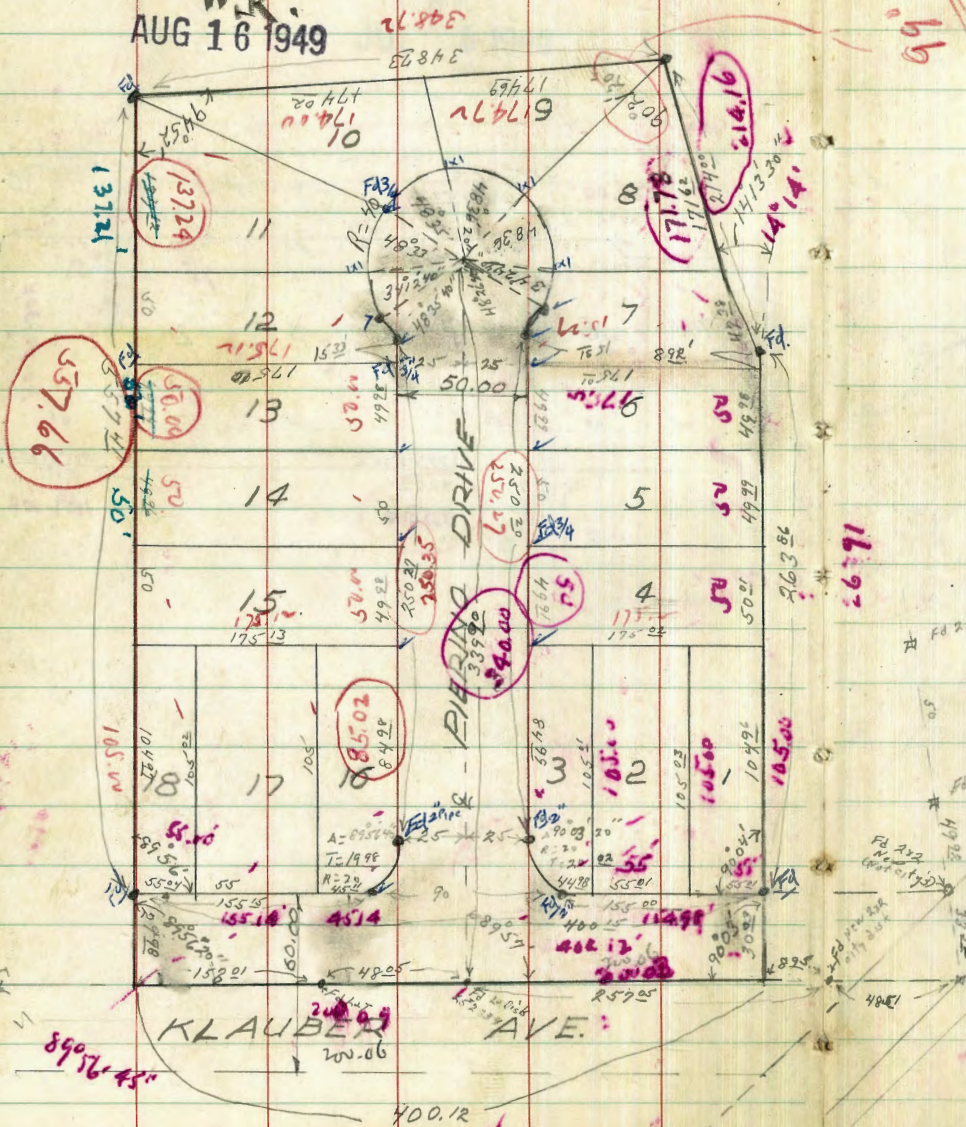
8-15-49

INDEXED

W.K.

AUG 16 1949

PIERINO TERRACE



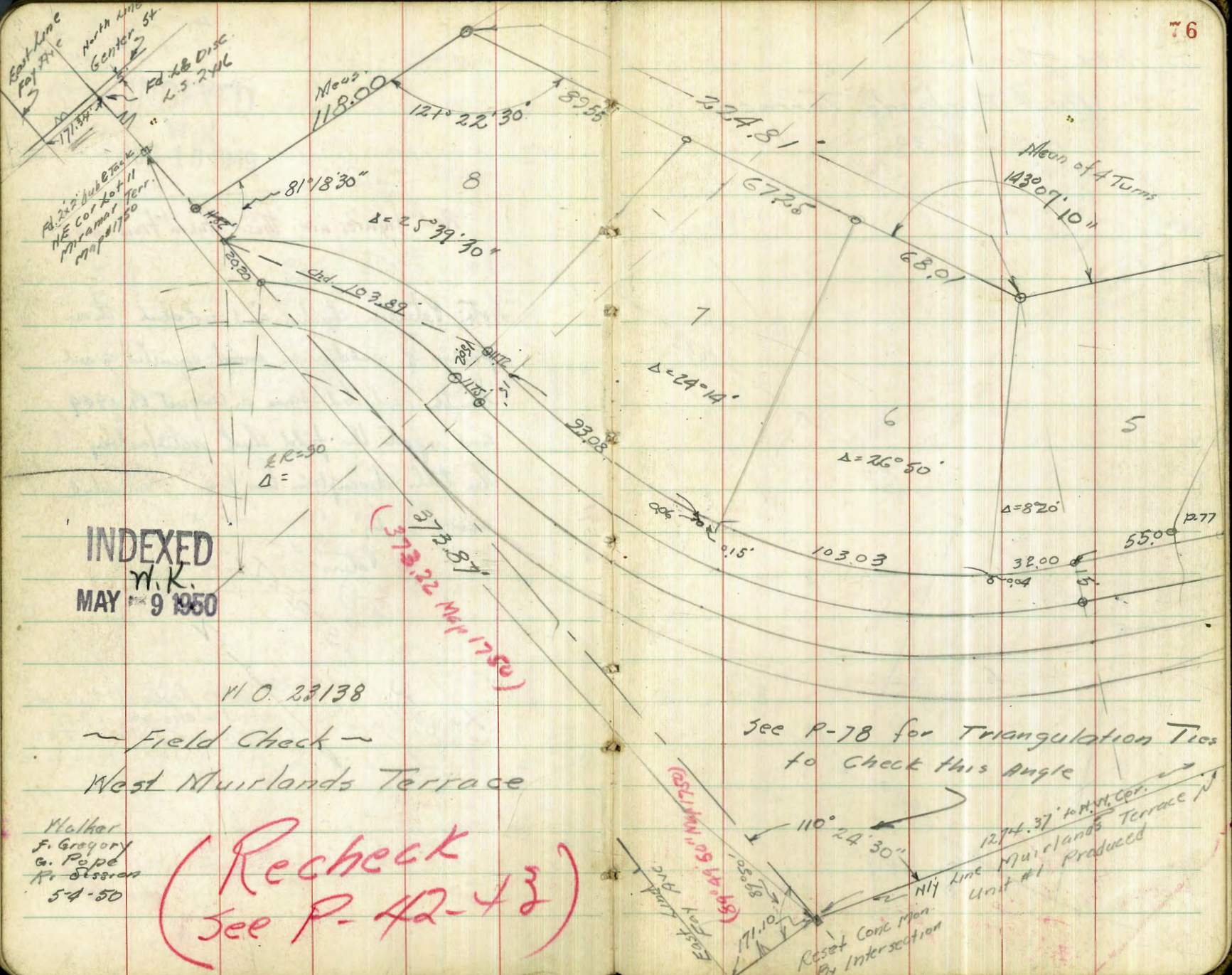
2" OD pipe
all others are 3/4" pipe

Red figures are those taken from map.

Note: Peterson checked and restaked the position of subdivision serial enclosed in red. Smith rechecked same on August 19, 1949 and reports the field check satisfactory. The title description has been examined accordingly by.

Peters

Note: Replaced those pts. marked in blue-ink. 3-7-55
W.D. Jacobs J.M.C.
(Set 222's where No pts. fig)



INDEXED
N.K.
MAY 9 1950

110.23138

Field Check
West Muirlands Terrace

Walker
F. Gray
G. Pope
R. Stinson
5-4-50

(Recheck
see P-42-43)

see P-78 for Triangulation Ties
to Check this Angle

Reset Conc Mon.
By Intersection

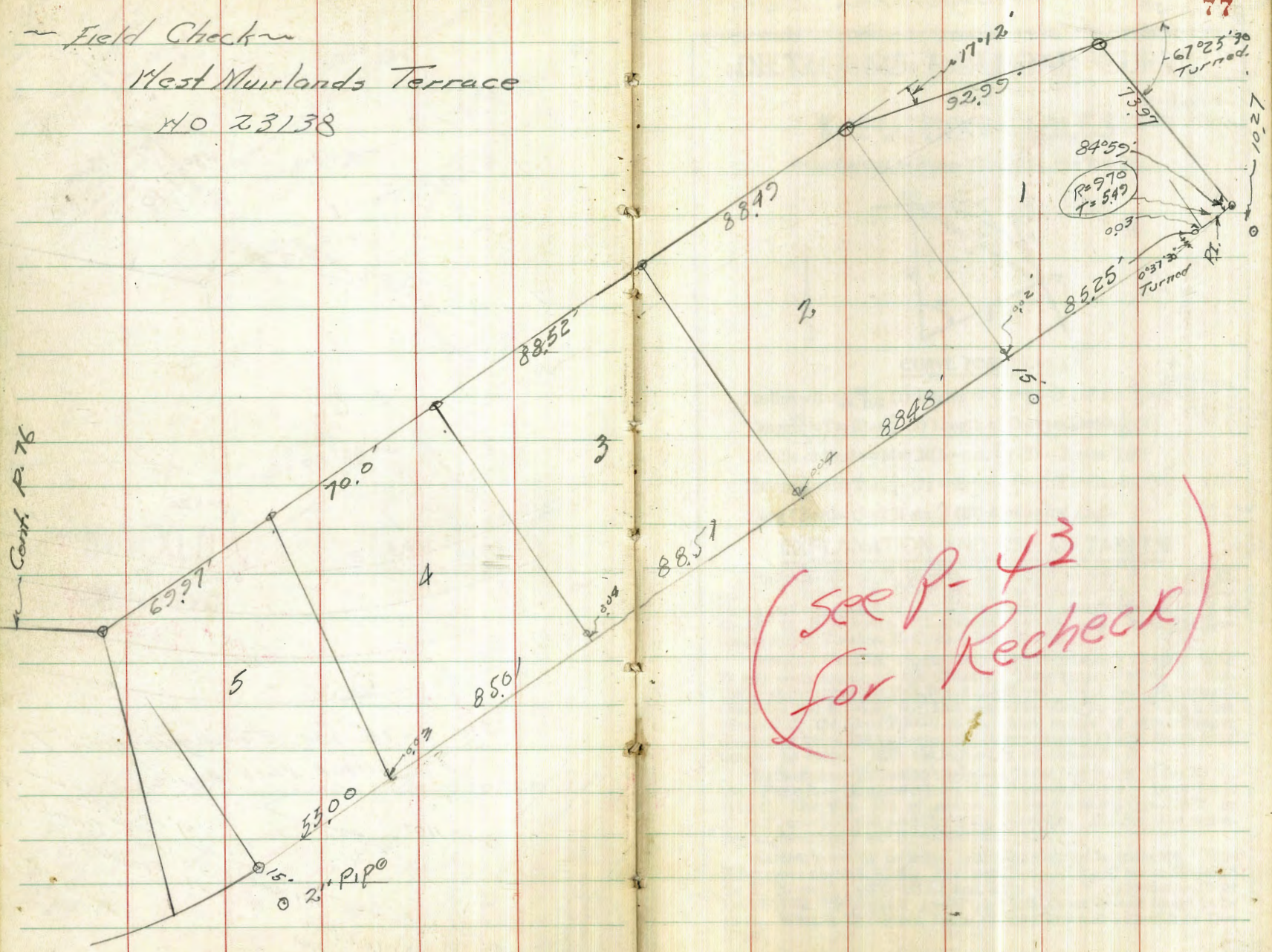
1214.37' to H.V. Cor.
Unit #1 Produced

Field Check

West Murlands Terrace

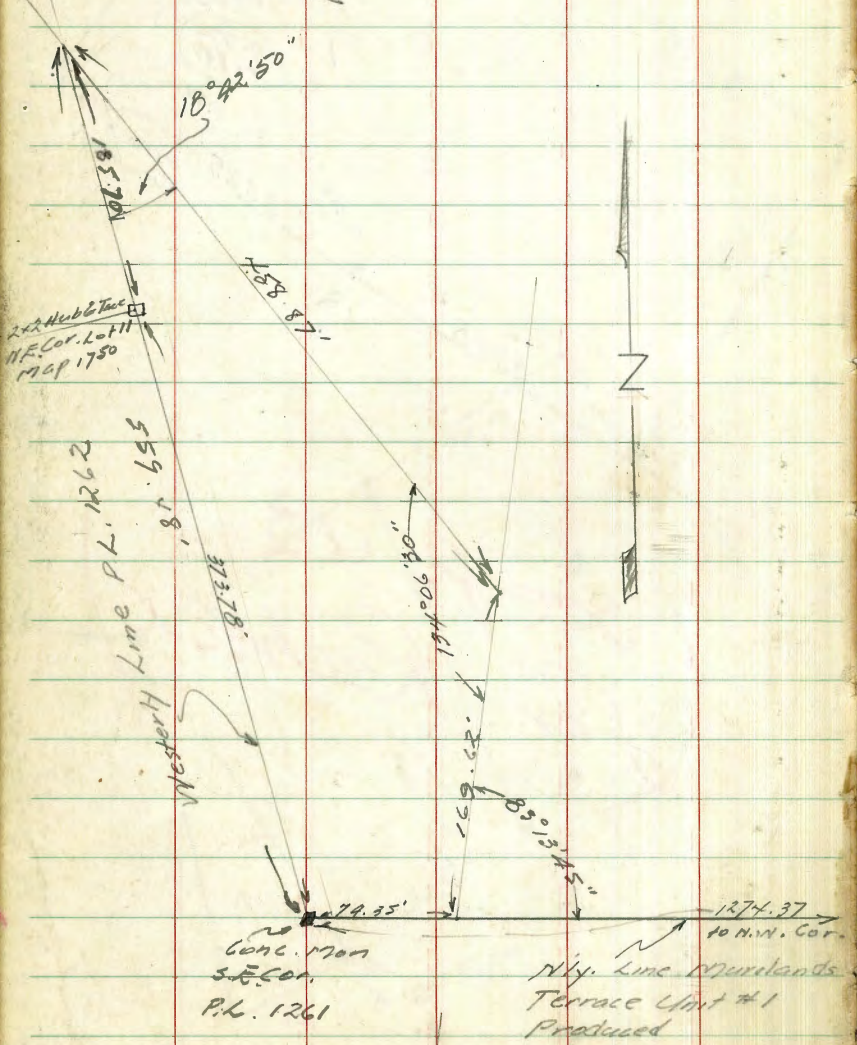
NO 23138

Cont. P. 76



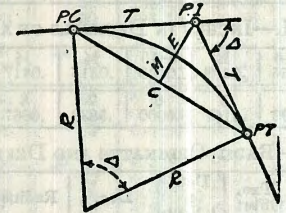
(see P-43
for Recheck)

78 5-10-50
 Hendrick's Cove used for checking
 1960y subdivision, West Murrlands
 Terrace
 Cranford
 W.O. # 23128 (P. 76)



DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES

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



CURVE FORMULAS

- Radius = $R = \frac{50}{\sin \frac{D}{2}}$ (1) Degree of Curve = D and $\sin \frac{D}{2} = \frac{50}{R}$ (2)
- Tangent = $T = R \tan \frac{\Delta}{2}$ (3) Length of Curve = $L = 100 \frac{\Delta}{D}$ (4)
- Middle ordinate = $M = R(1 - \cos \frac{\Delta}{2})$ (5) $= R \text{vers} \frac{\Delta}{2}$ (6)
- External = $E = T \tan \frac{\Delta}{4}$ (7) $= R \div \cos \frac{\Delta}{2} - R$ (8) $= R \text{exsec} \frac{\Delta}{2}$ (9)
- Long Chord = $C = 2 R \sin \frac{\Delta}{2}$ (10) $\Delta = \text{Central Angle}$

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 $\div 8\frac{1}{2} = 414.49$ 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 $\frac{54.50^2}{2 \times 688.26} = 2.16$ ft.

Deflections.—Deflection angle = $\frac{1}{2} D$ for 100 ft., $\frac{1}{4} D$ for 50 ft., etc. For c ft. = (in minutes) $.3 \times C \times D$ or = defl. for 1 ft. from Table III $\times C$. For Sta. 158 of above curve = $.3 \times 54.5 \times 8\frac{1}{2} = 136.2'$ 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 $8^\circ 20' = 960.6 \div 8\frac{1}{2} = 91.27$ 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 $D = 5^\circ 30'$.

89° 55' 40"
 179 51 32
 89° 55' 46"

32174
 5292
 27482
 138 58
 292

8306
 4534
 12840

8849
 17928

8846 30
 177-30-30
 54 + 8.15

5459
 11731
 8842 44

86
 33-26-30
 76 43-15

90-12-45

DISTANCES FROM CENTER OF ROADWAY FOR
 CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1½
 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.

MADE IN U.S.A.