



# 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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# 1721

## CITY ENGINEER'S OFFICE

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.



'Biks 7-8-9+10 Loma Alta #1 40 to 59  
" " " " " SEE F.B.

X- Sec. Oliver Ave. - Ingraham to Jewell 2

X- Sec. Alley BIK. 51, Ocean Beach 9

Alley BIK. 3 - 1<sup>ST</sup> Add. to Ocean Spray 17  
bet Opal & Taurmaline

Alley returns BIK. 15 Bird Rock Add. 18  
bet. La Jolla Blvd. & Electric Ave.

X- Sec. Arosa St. - Soria to College 19

X- Sec. Newton Ave. - 32<sup>ND</sup> to 34<sup>TH</sup> & Alley BIK. 290, Seaman & Choates Add. 23 32

X- Sec. Newton Ave. - 36<sup>TH</sup> to 37<sup>TH</sup> 35

X- Sec. Banning, bet Catalina & San Clemente 40

" " Famosa Blvd., bet Whittier & San Clemente 44

Loma Alta #1, BIK. 9. 48

X- Sec. Whittier, Catalina to Whittier 49

Loma Alta #1, BIK. 9 SE'ly & SW'ly Alley 53  
N.W'ly & S.E'ly alley 56

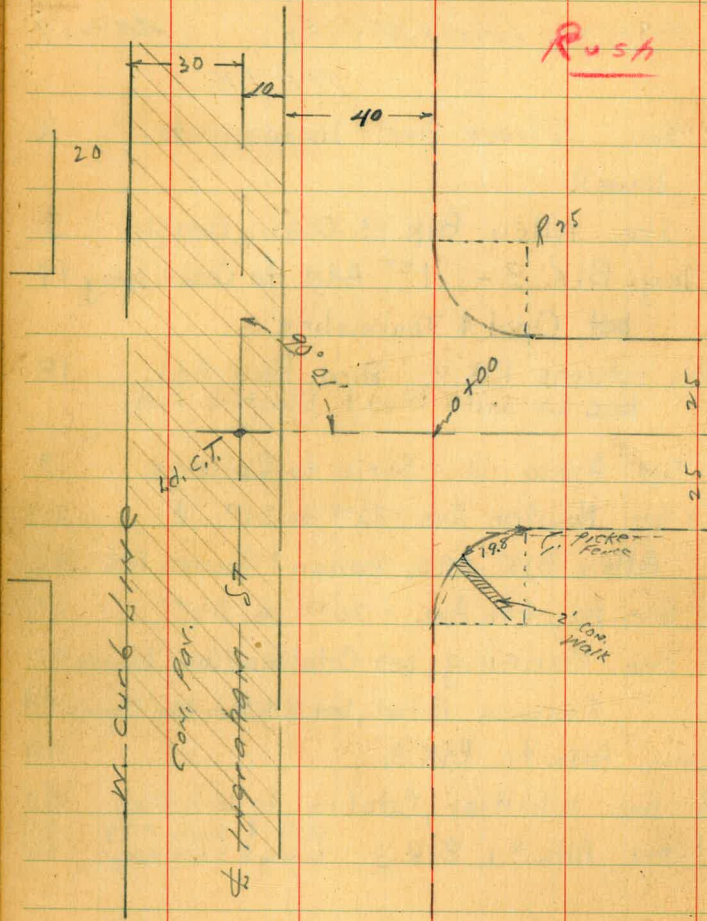


X sec. Oliver Ave.

Ingraham to Jewell

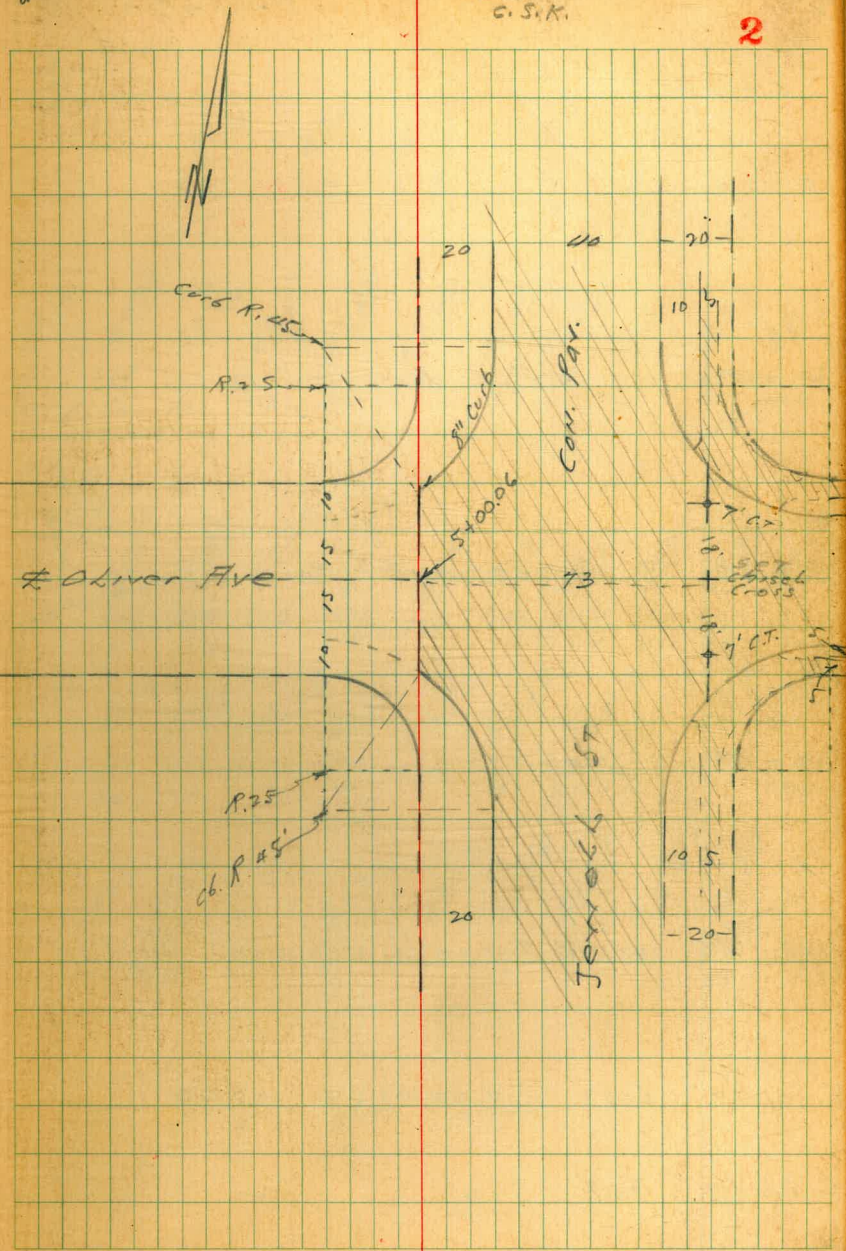
C. Maerck  
Johannessen  
W. Ent.  
8099  
C-29-K

Rush



Indexed  
C. S. K.

2





Oliver

LT = N

£

R = S

3

0-18

0-20

0-40 E. edge Pav.

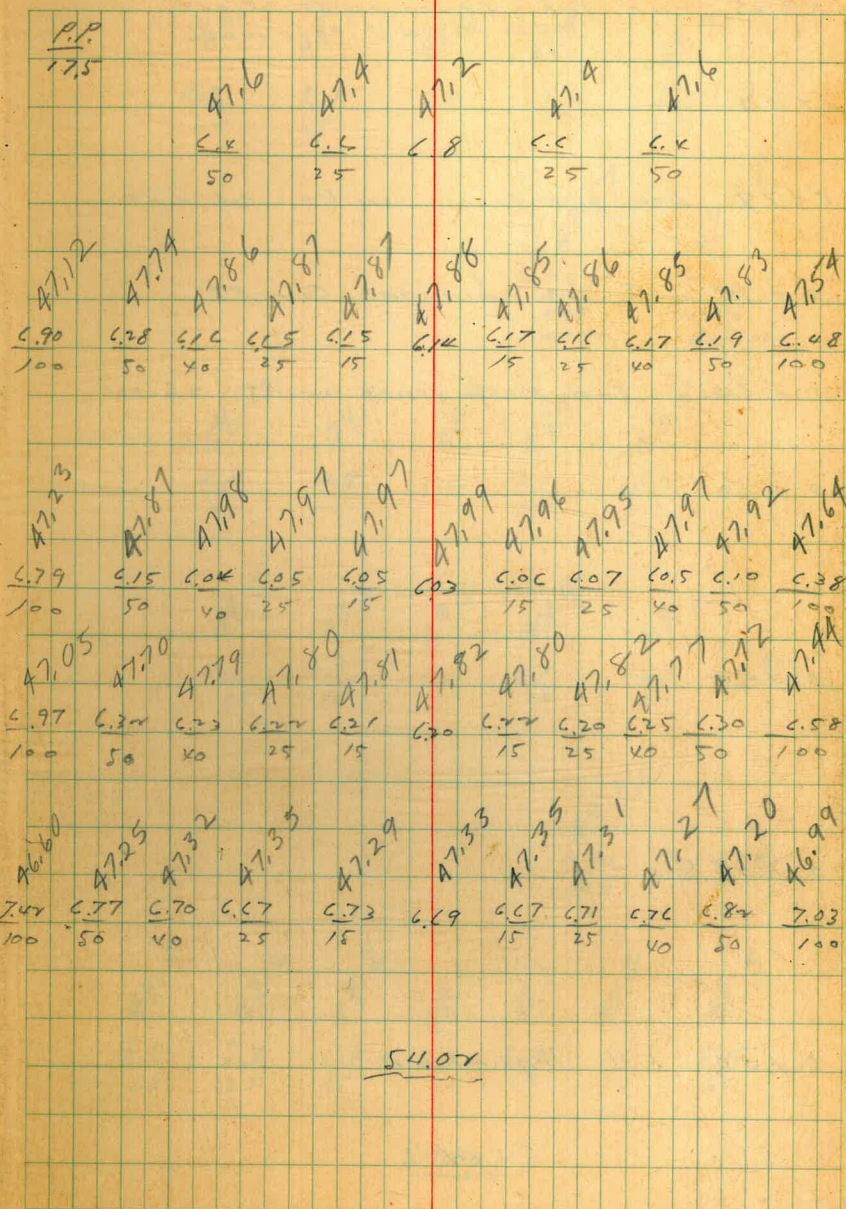
0-50 E Ingraham Pav.

0-65 Pav.

0-80 w. cb. Luce Ingraham Pav. 141 947.

TP £ Ld. C.T. 6.03 54.07 3.24 47.99 Oliver & Ingraham

£ Ld. C.T. 7.08 51.73 44.15 Reed & Ingraham



Reduced  
x 7.99  
1.84



1+27 Beg. Bush hedge on E7, 21 OUT

1+25 end picket fence on RT 26 OUT  
ALSO N. END TILE WALL

1+00

0+79 Beg. picket fence on RT 26 OUT

0+72 E 12' Sin. 900. Con. F.L.

0+64 End picket fence on RT 26 OUT

0+50

0+25

0+07.5

0+00 E.L. Ingraham

54.02

LT

E

RT

4

49.0	48.7	48.5	48.4	48.4
5.0	5.3	5.5	5.0	5.0
25	15		15	25

48.57	48.58
5.45	5.46
44.7	47.7
apron	Gov. FL.

49.2	49.1	48.9	48.9	48.8
4.8	4.9	5.1	5.1	5.2
25	15		15	25

49.6	49.5	49.0	48.9	49.0
4.5	4.5	5.0	5.1	5.0
25	15		15	25

Beg. Picket fence  
26

49.12
4.90
32.5

11' + dog  
2' Con. track

48.9	48.6	48.2	48.1	48.1	48.4	48.3
5.0	5.4	5.8	5.9	5.9	5.0	5.5
50	25	15		15	25	50

54.02



2+79

2+10 \$ do. 2' Com. Ribbons 7' wide overall and gar.

2+40

2+15 end hedge on LT. 70 out

T.P. 5.30 53.72 5.60 48.42

2+00

1+82 E.P.P. on LT. 17.5 out

1+50

54.02

LT

R

R

5

49.1	48.9	48.6	48.5	48.40	5.31
4.6	4.8	5.1	5.2	5.10	5.31
25	15		15	24.7	Com. walk

48.51	48.64
5.21	5.08
25	55
48.6	gar.

49.2	48.9	48.7	48.6	48.6	48.7
4.5	4.8	5.0	5.1	5.1	5.0
25	15		15	25	35

49.0	48.7	53.72	48.3	48.1	48.2
5.0	5.3	55	5.7	5.0	5.8
25	15		15	25	50

48.8	48.6	48.3	48.2	47.9	47.9
5.2	5.4	5.7	5.8	5.1	5.1
25	15		15	25	50

54.02



4724 W.L. Con. a pch 4 de. 900 Con

4700

3750

3728

3710 <sup>do.</sup> 2' Con. Ribb. do. 7' mid, Sen. 900.

3700

53.72

Lr

R

R

6

50.44	50.80
3.28	2.92
27	15
apch	900.

50.7	50.5	49.9	49.7	49.7	49.5
3.0	3.2	3.8	4.0	4.0	4.2
25	15		15	25	35

49.7	49.8	49.1	49.1	49.2	48.9
4.0	3.5	4.1	4.6	4.5	4.8
25	15		15	25	35

48.91

4.81	3' Con. wolf
25.2	

48.51

48.64

5.21	5.08
25.1	54.8
16.	900

49.2

49.0

48.6

48.6

48.3

48.4

4.5	4.7	5.1	5.1	5.4	5.3
25	15		15	25	35

53.72







check to 0-19.      7.93    44.17     $\frac{44.15}{0.02}$

T.P.    3.81    52.10    8.92    48.29

5+40 E Jewell

5+30 w 1/4 Jewell

57.21

Lt      †      Pt.      8

54.17    53.54    52.96    52.39    51.81  
 $\frac{3.04}{60}$      $\frac{3.67}{30}$     4.25     $\frac{4.82}{30}$      $\frac{5.40}{60}$

53.82    53.27    52.63    52.10    51.43  
 $\frac{3.39}{60}$      $\frac{3.94}{30}$     4.58     $\frac{5.11}{30}$      $\frac{5.78}{60}$

57.21



Cross Section Alley Block 51  
Ocean Beach  
Levels next page

Sept. 19-46

Sisson  
McCoy  
Haddel  
Allen

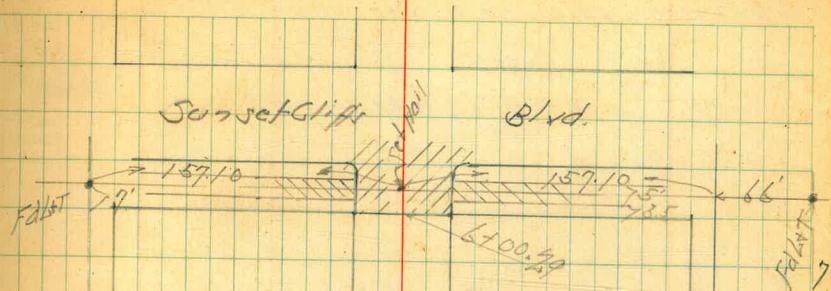
Work Order #230

Additional Notes  
Roberts 3-'50

Indexed

C.S.K.

9



Ally

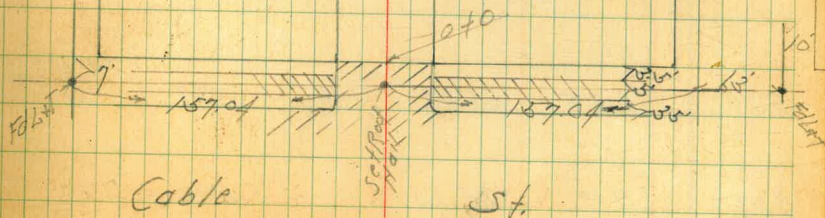
17'

10' x 10'

17'

Ally

Harrogate St





Cross Section Alley Block 57 Ocean Beach  
 From Cable to Sunset Cliffs  
 Between Niagara & Mariposa St

Sketch Page 9

+52	10' R of $\frac{1}{2}$ = H/4 Board Fence				
+50					
+44	5' R of $\frac{1}{2}$ - 2 + Fly 2 Hedge				
+25					
+31	9.6' R of $\frac{1}{2}$ = H/4 Power Pole				
+05	7' R of $\frac{1}{2}$ - 2 + Fly 2 Hedge				
0-40	E-L Cable St.				
0-12	E-Cb Line Cable				
BM	6.35	26.32	216	19.97	SF BP Niagara Cable
BM	7.12	23.13		16.01	NF BP Newport Cable

Checked  
 Feb 23, '50  
 John Firebaugh

Indexed  
 c.s.k.

St-N

A

st-5

10

		23.8	23.2	23.5	24.0	24.3	
5.4	10.4	5.4	5.6	5.6	5.4	5.2	
		22.9	22.7	22.7	22.9	23.5	23.5
5.4	10.4	5.4	5.6	5.6	5.4	5.2	5.2
		22.0	21.5	21.5	21.6	22.6	22.8
4.5	10.5	4.8	4.8	4.8	4.7	5.7	5.5
		21.52	21.29	21.02	21.31	21.69	
4.8	9.9	5.0	9.9	5.3	5.0	4.6	
		21.15	20.15	20.55	20.65	21.41	
5.7	11.6	5.9	11.6	5.7	5.6	4.9	

25.5  
 23.61  
 2.9  
 10.9  
 10.9  
 10.9  
 10.9  
 10.9  
 10.9

26.32



+63 12.8 Lt of 1/2 = Fly Picket Fence

+50 10' Rt of 1/2 = Fly Picket Fence

+45 9.8 Lt of 1/2 = Fly Calif House + Fly Picket Fence

+34

+26 10' Lt of 1/2 = Fly Calif Dwelling

+08

170

+95

+87 9.7 Rt of 1/2 = Fly Power Pole

+85 10' Rt of 1/2 = Fly Board Fence

+77

TP 5.97 29.58 2.71 23.61  
2632

23.9  
5.9

24.1  
5.9

24.2  
5.4

24.3  
5.6

25.0  
4.6

24.13

5.15  
1/6 = Fly Calif  
Conc Floor

23.96

5.69  
1/4 = Fly Conc  
Fprop

23.8  
5.8

23.7  
5.9

23.9  
4.5

24.9  
4.7

23.72

5.86  
1/6 = Fly Do Garage  
Conc Floor

23.61

5.97  
1/4 = Fly Conc  
Fprop

23.69  
5.88

23.58  
6.0

1/3 = Fly Do Garage  
Fly Conc  
Fprop

24.31  
5.27

2.4 = Fly Conc  
Fprop

25.28  
4.38

1/3 = Fly Garage  
Conc Floor

25.5  
4.2 = Fly Do Garage  
Board Floor

29.58



210 10.5 Rt of  $\frac{1}{2}$  = Fly Board Fence

+93 10.4 Rt of  $\frac{1}{2}$  = Fly Board Fence

+88

+73 9.7 Rt of  $\frac{1}{2}$  = Fly Board Fence

+72 9.5 Lt of  $\frac{1}{2}$  = Fly Board Fence

+67

+61 9.4 Lt of  $\frac{1}{2}$  = Fly Board Fence

9.4 Lt of  $\frac{1}{2}$  Beg in Bldg. ←

+50 9.3 Rt of  $\frac{1}{2}$  = Fly Board Fence 9.9 Rt = Fly Board Fence

+38 9.5 Lt of  $\frac{1}{2}$  = Fly Board Fence

+20 9.6 Rt of  $\frac{1}{2}$  = Fly Board Fence

+18 10. Rt of  $\frac{1}{2}$  = Fly Board Fence

+07

210 10. Rt of  $\frac{1}{2}$  = Fly Picket Fence

1+68

29.58

12

Lt.

Rt

Rt

26.64  
2.94  
1.5  
Garage  
Con. Floor

25.29  
1.99  
Garage  
Con. Floor

25.2  
1.4  
10

25.1  
1.5

25.0  
4.6  
6

25.6  
4.0  
10

24.93

4.65  
4.4  
Sly Hours  
off floor

24.63

1.95  
1.5  
32 Conc  
Landing

24.8  
4.8

24.9  
4.7  
6

25.7  
4.9  
10

23.9

5.7  
1.5  
Garage  
off floor

29.58



Lt

A

Rt

+99 9' Lt of  $\frac{1}{2}$  = WY Corq. Iron Fence  
 10' Lt of  $\frac{1}{2}$  = Fly Board Fence

+93

+85 11.7 Rt of  $\frac{1}{2}$  = Fly Lath Fence

+78 10' Lt of  $\frac{1}{2}$  = WY Board Fence

+59

+52 9.8 Rt of  $\frac{1}{2}$  = Sly Power Pole 10' Rt of  $\frac{1}{2}$  = WY Lath Fence

+50

+41

+25

TP 6.77 32.10 4.25 25.33

+22 9' Lt of  $\frac{1}{2}$  = Fly Board Fence

340

29.58

6.08	6.14	6.10	6.2	6.1	6.7
12.1 = Fly Do. Corq. Floor	11.7 = Fly Do. Floor	6.10 = Fly Do. Floor	6.2 = Fly Do. Floor	6.1 = Fly Do. Floor	6.7 = Fly Do. Floor
26.02	25.96	26.0	25.9	26.0	26.4
5.5	5.8	5.5	5.8	5.5	5.8
26.75	26.75	26.75	26.75	26.75	26.75
5.5	5.8	5.5	5.8	5.5	5.8
12.1 = Fly Do. Corq. Floor	11.7 = Fly Do. Floor	6.10 = Fly Do. Floor	6.2 = Fly Do. Floor	6.1 = Fly Do. Floor	6.7 = Fly Do. Floor
26.04	25.98	26.0	25.9	26.0	26.4
6.06	6.12	6.08	6.1	6.0	6.1
12.1 = Fly Do. Corq. Floor	11.7 = Fly Do. Floor	6.10 = Fly Do. Floor	6.2 = Fly Do. Floor	6.1 = Fly Do. Floor	6.7 = Fly Do. Floor
31.10	25.33	4.25	25.33	31.10	25.33
4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim
15.4	15.4	15.4	15.4	15.4	15.4
26.0	26.0	26.0	26.0	26.0	26.0
5.5	5.8	5.5	5.8	5.5	5.8
12.1 = Fly Do. Corq. Floor	11.7 = Fly Do. Floor	6.10 = Fly Do. Floor	6.2 = Fly Do. Floor	6.1 = Fly Do. Floor	6.7 = Fly Do. Floor
26.04	25.98	26.0	25.9	26.0	26.4
6.06	6.12	6.08	6.1	6.0	6.1
12.1 = Fly Do. Corq. Floor	11.7 = Fly Do. Floor	6.10 = Fly Do. Floor	6.2 = Fly Do. Floor	6.1 = Fly Do. Floor	6.7 = Fly Do. Floor
31.10	25.33	4.25	25.33	31.10	25.33
4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim
15.4	15.4	15.4	15.4	15.4	15.4
26.0	26.0	26.0	26.0	26.0	26.0
5.5	5.8	5.5	5.8	5.5	5.8
12.1 = Fly Do. Corq. Floor	11.7 = Fly Do. Floor	6.10 = Fly Do. Floor	6.2 = Fly Do. Floor	6.1 = Fly Do. Floor	6.7 = Fly Do. Floor
26.04	25.98	26.0	25.9	26.0	26.4
6.06	6.12	6.08	6.1	6.0	6.1
12.1 = Fly Do. Corq. Floor	11.7 = Fly Do. Floor	6.10 = Fly Do. Floor	6.2 = Fly Do. Floor	6.1 = Fly Do. Floor	6.7 = Fly Do. Floor
31.10	25.33	4.25	25.33	31.10	25.33
4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim
15.4	15.4	15.4	15.4	15.4	15.4
26.0	26.0	26.0	26.0	26.0	26.0
5.5	5.8	5.5	5.8	5.5	5.8
12.1 = Fly Do. Corq. Floor	11.7 = Fly Do. Floor	6.10 = Fly Do. Floor	6.2 = Fly Do. Floor	6.1 = Fly Do. Floor	6.7 = Fly Do. Floor
26.04	25.98	26.0	25.9	26.0	26.4
6.06	6.12	6.08	6.1	6.0	6.1
12.1 = Fly Do. Corq. Floor	11.7 = Fly Do. Floor	6.10 = Fly Do. Floor	6.2 = Fly Do. Floor	6.1 = Fly Do. Floor	6.7 = Fly Do. Floor
31.10	25.33	4.25	25.33	31.10	25.33
4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim
15.4	15.4	15.4	15.4	15.4	15.4
26.0	26.0	26.0	26.0	26.0	26.0
5.5	5.8	5.5	5.8	5.5	5.8
12.1 = Fly Do. Corq. Floor	11.7 = Fly Do. Floor	6.10 = Fly Do. Floor	6.2 = Fly Do. Floor	6.1 = Fly Do. Floor	6.7 = Fly Do. Floor
26.04	25.98	26.0	25.9	26.0	26.4
6.06	6.12	6.08	6.1	6.0	6.1
12.1 = Fly Do. Corq. Floor	11.7 = Fly Do. Floor	6.10 = Fly Do. Floor	6.2 = Fly Do. Floor	6.1 = Fly Do. Floor	6.7 = Fly Do. Floor
31.10	25.33	4.25	25.33	31.10	25.33
4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim	4.25 = Spher W. Hon. Rim
15.4	15.4	15.4	15.4	15.4	15.4
26.0	26.0	26.0	26.0	26.0	26.0
5.5	5.8	5.5	5.8	5.5	5.8
12.1 = Fly Do. Corq. Floor	11.7 = Fly Do. Floor	6.10 = Fly Do. Floor	6.2 = Fly Do. Floor	6.1 = Fly Do. Floor	6.7 = Fly Do. Floor

29.58



+70

+54

+50 10.1 Rt of  $\frac{1}{2}$  = Fly Board Fence

+43

+33 23<sup>3</sup> Rt of  $\frac{1}{2}$  to double Garage ←

+32

+31 9' Lt of  $\frac{1}{2}$  = Fly Corp. Iron Fence

+10 10.1 Rt of  $\frac{1}{2}$  = Fly Board Fence

+70

32.10

Lt Rt

14

27.48  
133.6 = Fly Board  
Conc. Floor

27.45  
133.5 = Fly Board  
Conc. Floor

27.29  
133.8 = Fly Board  
Conc. Floor

27.23  
133.8 = Fly Board  
Conc. Floor

27.0  
5.1 = Garage  
Dirt Floor

27.09  
5.1 = Garage  
Dirt Floor

26.7  
5.1 = Garage  
Dirt Floor

27.52  
158 = Fly Corp.  
Iron Fence

27.3  
48

26.8  
5.1 = Garage  
Dirt Floor

32.10

28.12  
398 = Garage  
Conc. Floor

28.09  
393 = Garage  
Conc. Floor

27.6  
45

28.91  
3.19 = Garage  
Conc. Floor

27.0  
5.1 = Garage  
Dirt Floor

28.45  
385 = Garage  
Conc. Floor

28.22  
388 = Garage  
Conc. Floor

28.1  
40



6+00.29 } 10' Rt of & End 6" Curb ←  
 J.W. Jansel Cliff Blvd.  
  
 TP 5.09 33.62 3.37 28.53  
 +70 7 Lt of 2 = Sly & Hedge  
 +59  
 +65 9' Rt of & Begin 6" Curb ←  
 +61 10' Rt of & End AC Drive ←  
 +52 98 Lt of 2 = Fly Board Fence  
 +50  
  
 +28 11' Rt of & Begin AC Drive ←  
  
 5+0 104 Lt of 2 = Fly Board Fence  
  
 +99  
 +87 106 Rt of 2 = Fly Board Fence  
 +80 102 Rt of 2 = Sly Power Pole  
 +74 106 Rt of 2 = Fly Board Fence  
 4+72

	Lt	R	Rt
	28.06	27.94	28.28
	535 10'-cb	568 10'-Gutter	534 10'-Gutter
		27.77	29.02
		585	460 10'
		33.62	512 10'-Cb
			Top 6' 26
	29.1		29.05
	30 35' d Garon 97 97' Dnt Floor		3.05 97 Top Cb
	28.8	28.4	3.36 106 AC Fly
	33 10	37	28.74
	28.0	28.0	28.71
	4/10	4/1	3.39 11 AC Fly
			28.57
			3.53 145' 160' 199' 60' 10' Floor
	27.39		
	4.71 1.5 Conc. 140' 14		



st

st

st

BM

1.57

32.05

SEBP  
Harrisburg  
+ Sandstone  
32.10

6+12.29 - Wcb Line Sunset Cliff Blvd.

33.62

27.90

572  
115-ab

27.50

612  
115-Gaiter

27.68

594

27.88

574  
115-Gaiter

28.21

571  
115-cb

33.62



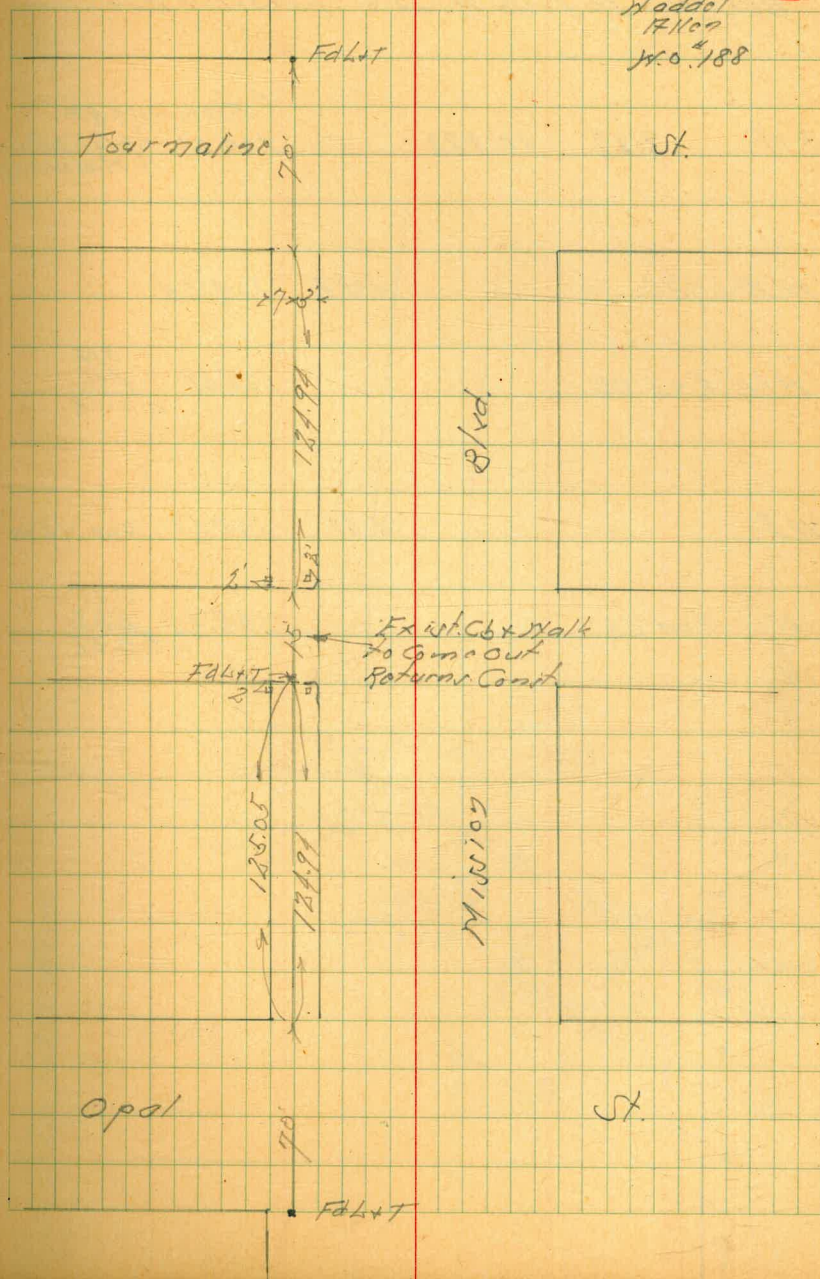
Alley Returns Block 3 1st Add. to  
Ocean Spray  
Between Opal & Tourmaline N C&L  
Mission Blvd

Staker offset 2' Back of Face Curb

indexed  
C.S.K.

Oct. 9-46  
Sisson  
McCoy  
Hoddel  
F. No.  
No. 188

17





Alley Returns Block 15 Bird Rock Add.  
 Start's Curb Line Midway St  
 Between LaSalle Blvd & Electric Ave

BM 8.88 10.888 <sup>Assumed FBP</sup>  
 100.00 LaSalle Blvd  
 & Midway St.

HH 86. 134 104.54

HH End Cb. 104.69 <sup>1.19</sup>  
<sub>1.06</sub>  
 00.13

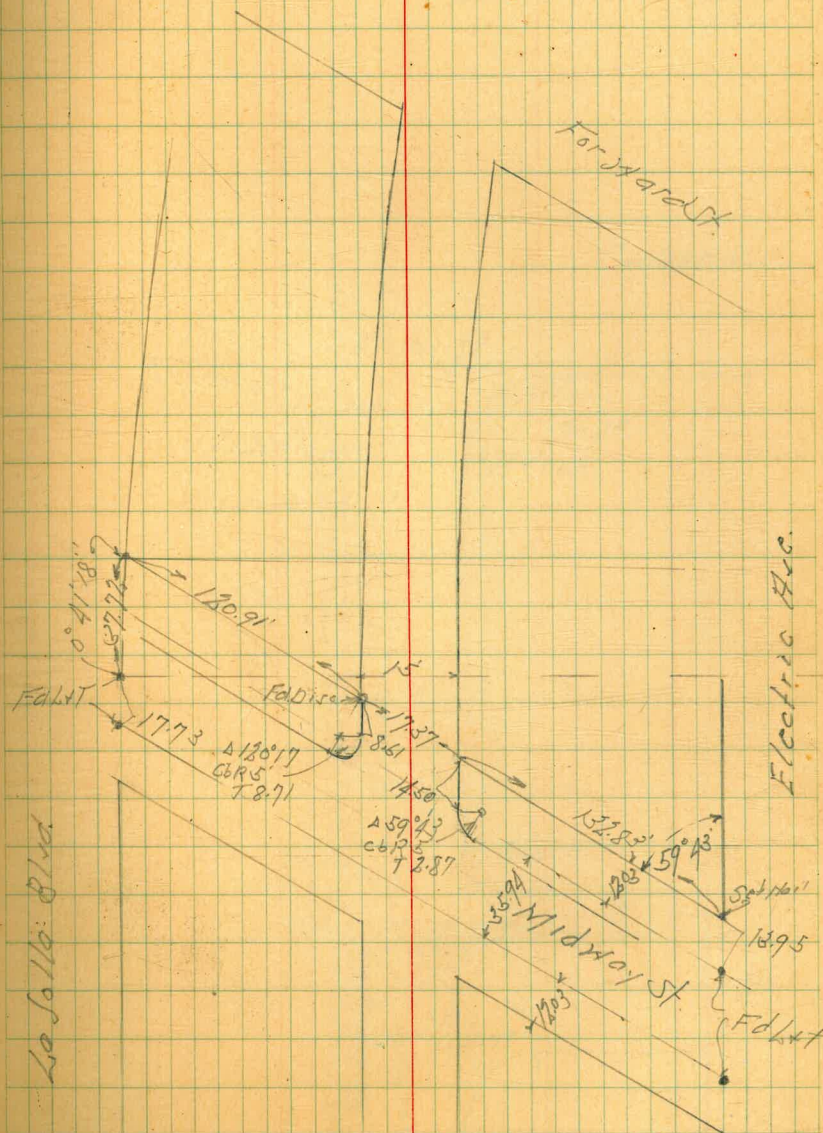
HI 3.60 105.28 Opp. End

HH End Cb 105.43 <sup>3.15</sup>  
<sub>2.82</sub>  
 00.58

Indexed  
 C.S.K.

Oct 9-46  
 S. 5507  
 Mc Coy  
 Hodder  
 Allen  
 No 187

18





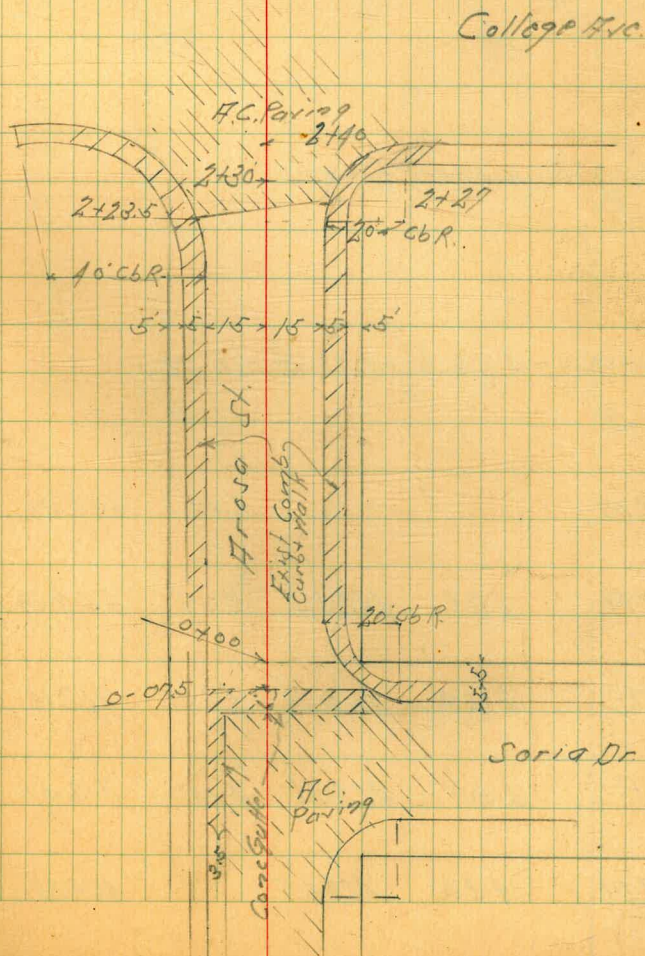
Cross Section Hroso St.  
Sorja Dr. to College Ave.  
Levels next page

Indexed  
e.s.k.

Oct. 11-46  
Sisson  
McCoy  
Haddel  
Allen

19

25.0 #21





Cross Section Across St.  
Soriano College Ave

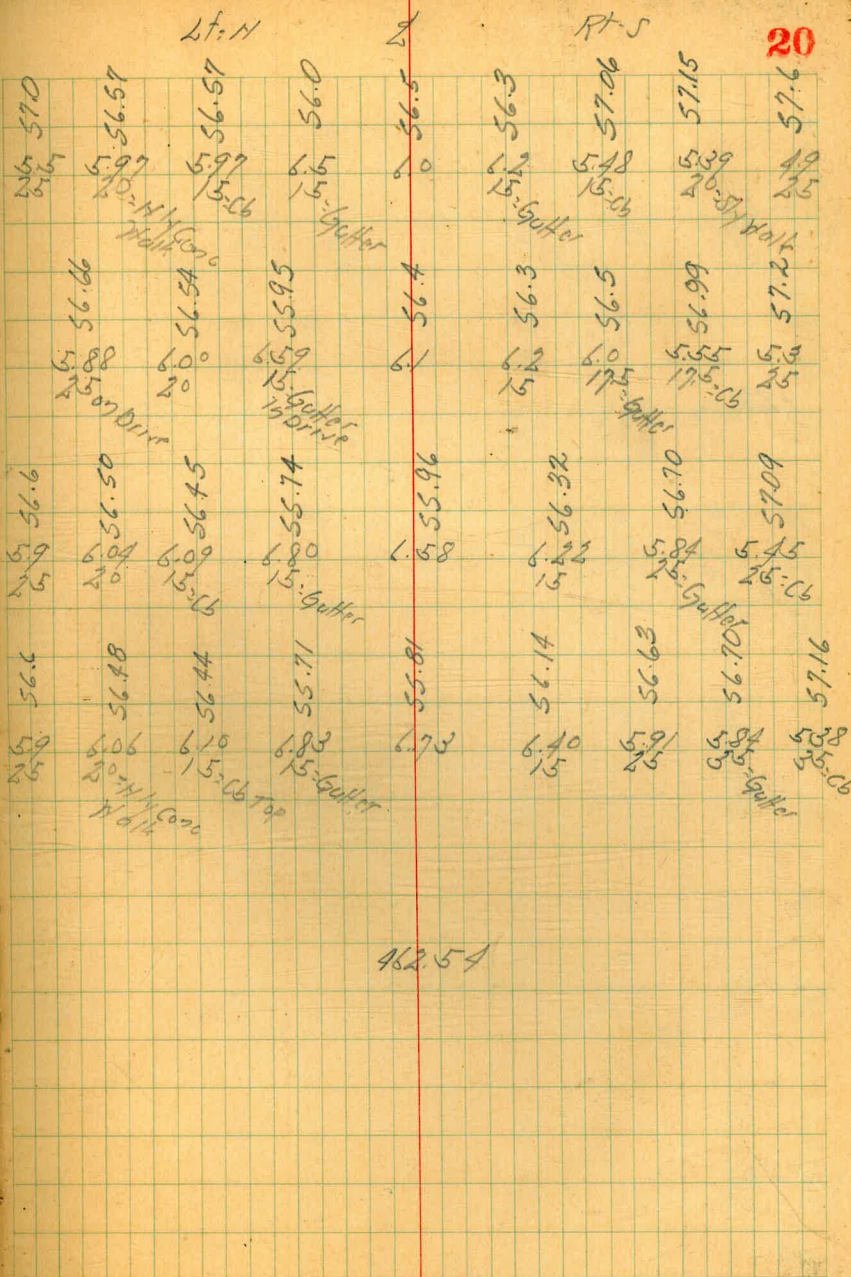
+10 = E6 E.C. on Rt

0+0 = E.L. Soriano Dr.

0-07.5 = ELY Paring

0+10 = E.Cb Line of Soriano Dr.

BM		6.15	456.39		SW 4 2/7 Arosast Soriano
TP	2.85	462.54	5.07	459.69	SE Top of Hyo Arosast Soriano 4 59.68
TP	2.57	464.76	6.67	462.19	
TP	3.35	468.86	11.9	465.51	
BM	4.38	469.65		465.27	N.W. 8 P El Capon College





Frosa St.

+50

+28

+0

+75

+50

0+25

462.54

4

4

Rt

21

57.2	57.2	57.1	57.0	57.0	57.0	57.0	56.2
57.2	57.2	57.1	57.0	57.0	57.0	57.0	56.2
56.62	56.86	57.18	57.00	57.00	57.00	57.21	56.80
56.62	56.81	57.13	56.95	56.95	57.14	57.14	56.78
56.2	56.3	56.6	56.4	56.4	56.3	56.3	55.9
56.8	57.1	57.1	57.4	57.4	56.9	56.9	56.5
56.4	56.7	57.1	57.0	57.0	56.7	56.7	56.3
57.16	57.33	57.64	57.44	57.44	57.63	57.63	57.28
57.22	57.10	57.66	57.54	57.54	57.75	57.75	57.39
57.6	57.7	57.9	57.7	57.7	58.2	58.2	57.8

462.54







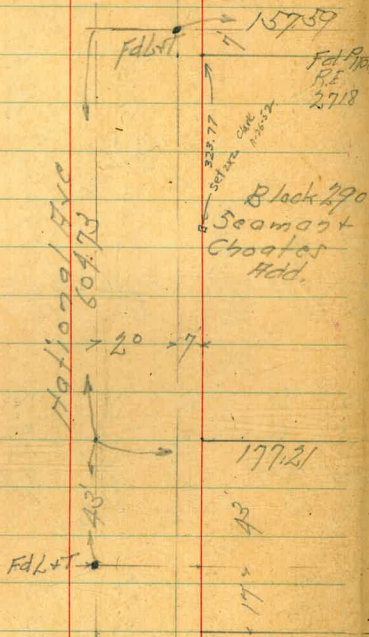
Cross Section Newton Hvc. 32<sup>nd</sup> to 34<sup>th</sup> St.  
 And Alley Block 290 Seaman + Choates Add.

Levels following pages

157.59  
 190.59  
 348.18

353.93

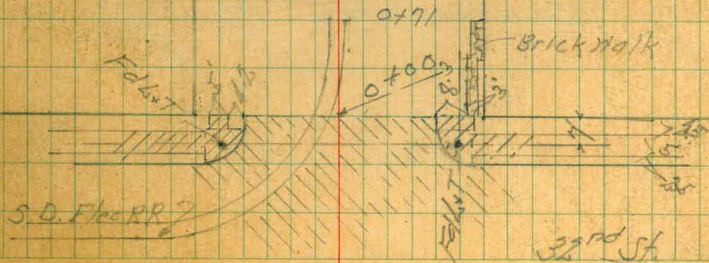
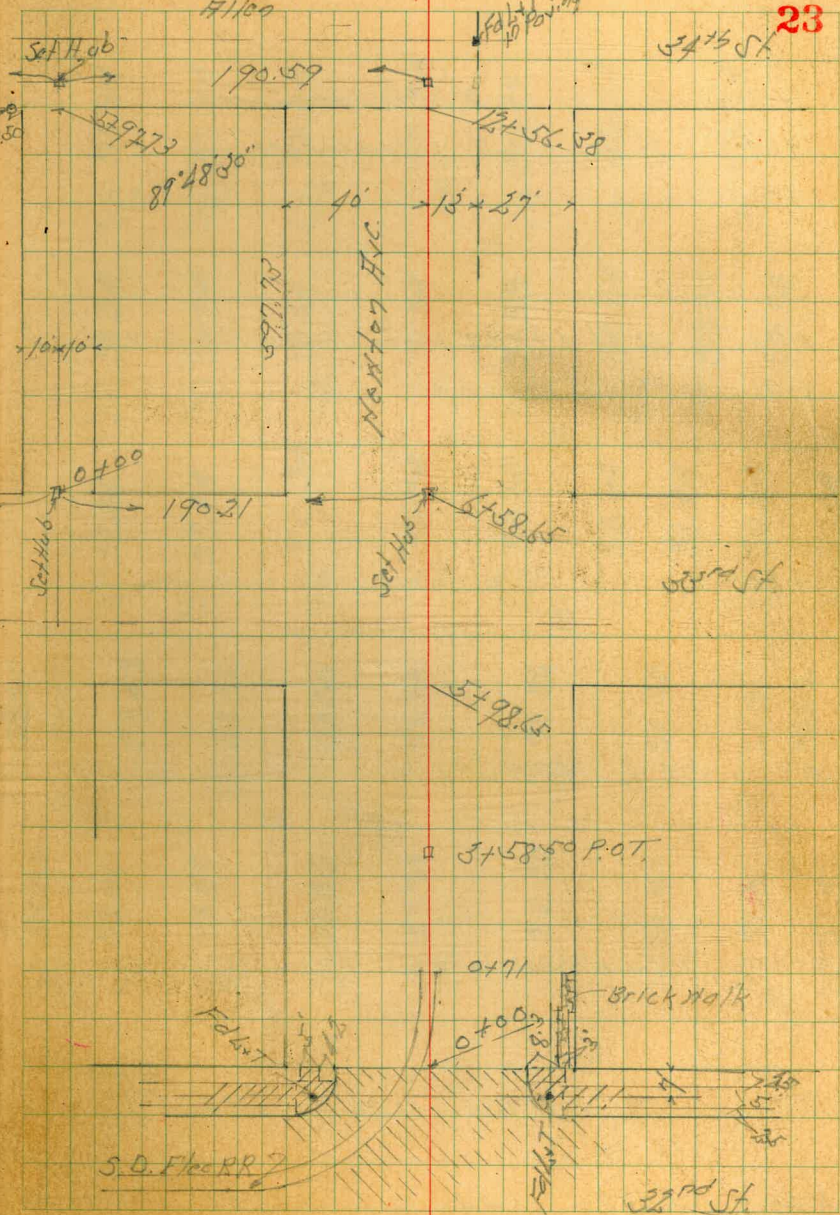
177.21  
 190.21  
 367.42  
 327.21  
 340.42



Nov. 1-46  
 Jrs 502  
 McCoy  
 Haddel  
 #1100

Indexed  
 E.S.R.

23





Cross Section Newton Ave.  
32nd St to 34th St.

+14	21' Lt of 1/2 = 2 3/8" Pepper Tree				
+02	21' Rt of 1/2 = 2 1/8" Pepper Tree				
+10					
+74	14' Lt of 1/2 = 0.8 Metal Anchor Pole Conc. Base				
+71	= Fly S.D. Elec. Spur				
+40					
0+0	= E.L. 32nd St				
0-10	= F.C.6 Line of 32nd St				
TP	1.76	57.14	596	55.38	N.W.B.P. National 3304
B.M.	0.32	61.34		61.02	N.W.B.P. National 732nd

Nov. 6-46  
S. 5509  
McCoy  
H 1107

H=11

H=5

24

54.64	54.47	53.69	53.40	53.50	53.38	52.96	52.42	52.91	52.69	50.88	50.64	50.04	49.84	49.54
26.5	26.7	26.5	26.4	26.4	26.7	26.8	26.7	26.8	26.8	26.8	26.8	26.8	26.8	26.8
40	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb
54.50	53.86	53.84	53.85	53.54	52.95	52.41	51.81	52.45	52.45	50.88	50.64	50.04	49.84	49.54
26.5	26.7	26.5	26.4	26.7	26.8	26.7	26.8	26.8	26.8	26.8	26.8	26.8	26.8	26.8
40	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb
54.50	53.86	53.84	53.85	53.54	52.95	52.41	51.81	52.45	52.45	50.88	50.64	50.04	49.84	49.54
26.5	26.7	26.5	26.4	26.7	26.8	26.7	26.8	26.8	26.8	26.8	26.8	26.8	26.8	26.8
40	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb
54.50	53.86	53.84	53.85	53.54	52.95	52.41	51.81	52.45	52.45	50.88	50.64	50.04	49.84	49.54
26.5	26.7	26.5	26.4	26.7	26.8	26.7	26.8	26.8	26.8	26.8	26.8	26.8	26.8	26.8
40	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb
54.50	53.86	53.84	53.85	53.54	52.95	52.41	51.81	52.45	52.45	50.88	50.64	50.04	49.84	49.54
26.5	26.7	26.5	26.4	26.7	26.8	26.7	26.8	26.8	26.8	26.8	26.8	26.8	26.8	26.8
40	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb
54.50	53.86	53.84	53.85	53.54	52.95	52.41	51.81	52.45	52.45	50.88	50.64	50.04	49.84	49.54
26.5	26.7	26.5	26.4	26.7	26.8	26.7	26.8	26.8	26.8	26.8	26.8	26.8	26.8	26.8
40	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb	26-cb

N.W.B.P.  
National  
3304

N.W.B.P.  
National  
732nd



+58 11' ht of  $\frac{1}{2}$  -  $\frac{1}{2}$  36" Pepper Tree Cluster

+20

+01 7' ht of  $\frac{1}{2}$  -  $\frac{1}{2}$  18" Pepper Tree Cluster

+20

+75

TP 6.66 55.71 8.09 49.05

+50

+34 22' ht of  $\frac{1}{2}$  -  $\frac{1}{2}$  36" Pepper Tree

+25

57.14

4

52.24	51.94	52.31	54.71	52.81	52.71	52.71	52.71	52.71	52.71
$\frac{1.9}{10}$	$\frac{6.1}{10}$	$\frac{6.4}{10}$	$\frac{1.0}{10}$	$\frac{6.9}{10}$	$\frac{6.8}{10}$	$\frac{6.8}{10}$	$\frac{6.8}{10}$	$\frac{6.8}{10}$	$\frac{6.8}{10}$
51.94	52.14	52.11	53.01	48.81	48.81	47.21	48.01	51.21	50.51
$\frac{1.5}{10}$	$\frac{6.8}{10}$	$\frac{1.9}{10}$	$\frac{1.2}{10}$	$\frac{6.9}{10}$	$\frac{6.9}{10}$	$\frac{6.8}{10}$	$\frac{6.7}{10}$	$\frac{6.8}{10}$	$\frac{6.5}{10}$
51.14	51.24	51.71	52.61	48.51	48.51	48.21	51.51	51.21	51.31
$\frac{6.0}{10}$	$\frac{6.8}{10}$	$\frac{1.0}{11}$	$\frac{6.6}{10}$	$\frac{7.2}{10}$	$\frac{7.2}{10}$	$\frac{7.0}{10}$	$\frac{6.9}{10}$	$\frac{6.5}{10}$	$\frac{6.4}{10}$
49.94	49.14	48.51	54.01	48.81	48.81	48.21	51.51	51.21	51.01
$\frac{7.7}{10}$	$\frac{7.8}{10}$	$\frac{6.8}{10}$	$\frac{6.7}{10}$	$\frac{6.9}{10}$	$\frac{6.9}{10}$	$\frac{6.8}{10}$	$\frac{6.9}{10}$	$\frac{6.5}{10}$	$\frac{6.4}{10}$
49.64	48.84	48.51	52.71	48.81	48.81	47.21	48.01	51.21	51.31
$\frac{7.5}{10}$	$\frac{8.2}{10}$	$\frac{7.2}{10}$	$\frac{6.8}{10}$	$\frac{6.9}{10}$	$\frac{6.9}{10}$	$\frac{6.8}{10}$	$\frac{6.7}{10}$	$\frac{6.8}{10}$	$\frac{6.4}{10}$
49.94	48.94	48.21	47.71	47.21	47.21	47.21	48.01	50.51	51.31
$\frac{7.3}{10}$	$\frac{8.7}{10}$	$\frac{7.0}{10}$	$\frac{6.8}{10}$	$\frac{6.8}{10}$	$\frac{6.8}{10}$	$\frac{6.8}{10}$	$\frac{6.7}{10}$	$\frac{6.5}{10}$	$\frac{6.4}{10}$
49.84	50.34	51.51	46.91	48.01	48.01	48.01	48.01	50.51	51.31
$\frac{7.8}{10}$	$\frac{6.8}{10}$	$\frac{6.9}{10}$	$\frac{6.8}{10}$	$\frac{6.7}{10}$	$\frac{6.7}{10}$	$\frac{6.7}{10}$	$\frac{6.7}{10}$	$\frac{6.5}{10}$	$\frac{6.4}{10}$
50.04	50.44	51.01	51.31	51.31	51.31	51.31	51.31	51.31	51.31
$\frac{7.7}{10}$	$\frac{6.7}{10}$	$\frac{6.4}{10}$	$\frac{6.4}{10}$	$\frac{6.4}{10}$	$\frac{6.4}{10}$	$\frac{6.4}{10}$	$\frac{6.4}{10}$	$\frac{6.4}{10}$	$\frac{6.4}{10}$

57.14

25







+98.65 = H.L. 33rd St

+50

5+0

TP 0.84 7.12 12.86 6.28

+75

+50

TP 0.87 19.14 13.05 18.27

+130

31.30

St

-5.0

12.1  
10.0 = H.H. Bottom  
Coomer

2.6

1.6  
6/10

4.82

6.2  
6/10

7.24

11.9  
6/10

11.94

17.2  
6/10

17.20

11.1  
6/10

0.02

1.7  
4/10

2.6

1.5  
4/10

5.32

1.8  
1/10

7.94

11.7  
10/10

13.94

5.7  
10/10

19.60

11.1  
10/10

0.92

6.2  
6/10

2.6

1.5  
6/10

5.32

1.8  
6/10

9.84

11.9  
6/10

16.24

11.9  
6/10

22.50

8.8  
6/10

1.02

6.1

2.5

1.6

5.52

1.6

10.64

8.5  
7/10

17.04

2.1

22.70

8.6  
6/10

1.22

5.9  
6/10

2.4

1.7  
8/10

5.62

1.5  
6/10

10.94

8.2  
6/10

17.74

1.4  
4/10

23.60

7.7  
6/10

1.02

6/10

2.4

1.7  
4/10

5.32

1.8  
4/10

10.94

8.7  
10/10

18.94

9.9  
4/10

24.30

7.0  
6/10

1.12

6/10

2.3

1.8  
8/10

5.32

1.8  
6/10

11.14

8.8  
6/10

19.74

10.6  
6/10

25.00

6.8  
6/10

27

31.30







750

870

765

750

7707

6795 =  $\frac{1}{2}$  7 Dyke

7.88

Lst.

St

Rt.

3.2

 $\frac{4.7}{10}$ 

3.6

 $\frac{4.6}{10}$ 

3.3

 $\frac{4.6}{10}$ 

1.5

 $\frac{6.4}{10}$ 

3.3

 $\frac{4.6}{10}$ 

6.3

 $\frac{1.1}{10}$ 

3.2

 $\frac{4.7}{10}$ 

3.3

 $\frac{4.6}{10}$ 

3.1

 $\frac{4.8}{10}$ 

1.8

 $\frac{6.1}{10}$ 

3.5

 $\frac{4.4}{10}$ 

6.7

 $\frac{1.2}{10}$ 

3.1

 $\frac{4.8}{10}$ 

3.2

 $\frac{4.7}{10}$ 

3.2

 $\frac{4.7}{10}$ 

1.8

 $\frac{6.1}{10}$ 

3.5

 $\frac{4.4}{10}$ 

6.8

 $\frac{1.1}{10}$ 

3.1

 $\frac{4.8}{10}$ 

2.9

 $\frac{6.0}{10}$ 

3.0

 $\frac{4.9}{10}$ 

2.0

 $\frac{6.5}{10}$ 

3.7

 $\frac{4.4}{10}$ 

6.8

 $\frac{1.1}{10}$ 

2.8

 $\frac{6.1}{10}$ 

2.9

 $\frac{6.0}{10}$ 

3.0

 $\frac{4.9}{10}$ 

2.1

 $\frac{6.5}{10}$ 

3.8

 $\frac{4.1}{10}$ 

6.9

 $\frac{1.0}{10}$ 

7.88



Newton Ave

+50

11+0

+50

IP 5.39 7.88 5.39 2.49

10+0

+50

9+0

7.88

LT

R

RT

30

$\frac{5}{10} 2.1$

$\frac{5}{10} 2.1$

$\frac{5}{10} 2.8$

$\frac{5}{10} 2.3$

$\frac{5}{10} 3.0$

$\frac{5}{10} 2.8$

$\frac{5}{10} 2.1$

$\frac{5}{10} 2.0$

$\frac{5}{10} 2.4$

$\frac{5}{10} 2.4$

$\frac{5}{10} 2.8$

$\frac{5}{10} 2.9$

$\frac{5}{10} 2.4$

$\frac{5}{10} 2.2$

$\frac{5}{10} 2.5$

$\frac{5}{10} 2.4$

$\frac{5}{10} 2.6$

$\frac{5}{10} 2.9$

$\frac{5}{10} 2.6$

$\frac{5}{10} 1.8$

$\frac{5}{10} 2.5$

$\frac{5}{10} 2.4$

$\frac{5}{10} 2.6$

$\frac{5}{10} 2.7$

$\frac{5}{10} 2.4$

$\frac{5}{10} 1.9$

$\frac{5}{10} 2.3$

$\frac{5}{10} 2.4$

$\frac{5}{10} 2.5$

$\frac{5}{10} 2.6$

7.88



BM

1.09

679

S.E.R.P.  
7/21/1970  
10/12/70  
6.82

+5638 = 11.341/10

+45

12+0

788

Lt

St

Rt

31

~~5.1~~ 2.8

1.88

2.5

2.6

1.88

2.9

1.92

2.8

~~5.1~~ 2.3

2.0

2.1

2.4

2.4

2.1

2.4

2.1

2.3

2.2

788







3+0

11.2  $\frac{2 \times 0.1}{2} = 11.1$  Tail pole

+50

2+0

+78

+63

1450

8.46

24

24

RT

33

$\frac{6.5}{10} 2.8$

$\frac{6.5}{10} 2.8$

$\frac{6.5}{10} 3.0$

$\frac{6.5}{10} 3.0$

$\frac{6.5}{10} 3.1$

$\frac{6.5}{10} 2.1$

$\frac{6.5}{10} 2.9$

$\frac{6.5}{10} 3.0$

$\frac{6.5}{10} 3.5$

$\frac{6.5}{10} 3.3$

$\frac{6.5}{10} 2.9$

$\frac{6.5}{10} 3.3$

$\frac{6.5}{10} 2.0$

7.6

0.9

16 = 14.1 Top  
Dyke

$\frac{6.5}{10} 6.0$

4.0

15 = 10.8  
5.1 Dyke

$\frac{6.5}{10} 3.3$

4.2

4.3

17 = 14.1  
Top Slope

6.1

2.4

10

$\frac{6.5}{10} 7.6$

7.9

0.6 = 1.5  
Dyke

7.7

0.8

6

$\frac{6.5}{10} 6.3$

3.4

10 = 5.1  
Slope

$\frac{6.5}{10} 3.4$

3.1

5.4

5.9

$\frac{6.5}{10}$

7.5

10 = 1.5  
Top  
Dyke

8.46



BM

1.75

6.80

SFBP  
10/10/01  
7371501  
6.82

+9773 - start line 24 1/2 ft

+97 10.8 ft of 1/2 = NY Tel Pole

+50

5+0

+57 11.2 ft of 1/2 = NY Tel Pole

+50

TP 5.56 8.55 5.47 2.99

4+0

3+50

8.46

Lt.

59

Rt.

34

1.9  
100

2.2  
100

2.3  
100

1.8  
100

1.9  
100

1.7  
100

2.5  
100

2.3  
100

2.1  
100

2.3  
100

2.5  
100

2.2  
100

2.2  
100

2.7  
100

2.3  
100

2.0  
100

2.9  
100

2.8  
100

2.9  
100

3.1  
100

3.1  
100

3.3  
100

3.3  
100

3.2  
100

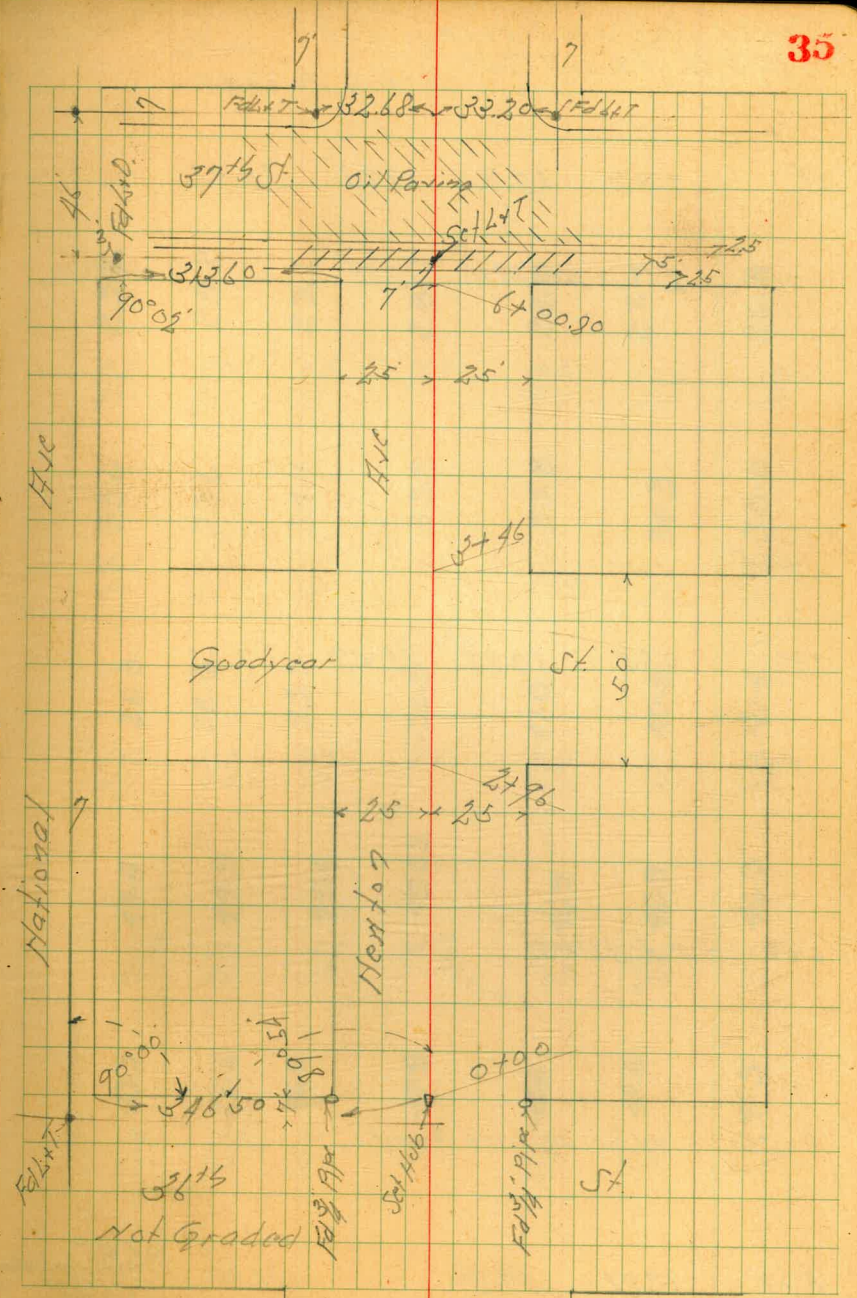
8.46



Cross Section Newton Ave.  
36th St to 37th St

Levels next page

Nov. 7-46  
S. Sloan  
McCoy  
Hill  
H.O. #230





Cross Section Newton Ave  
 36th St to 37th St  
 Sketch Page 35

TP 7.98 32.93 12.93 24.95

+35  $\frac{1}{2}$  = Section M.H. 1294 0.79.00

1+0

+55

TP 0.65 57.88 12.57 37.23

+30

0+0 = F.L. 36th St.

0-26 = 14' by 18' Dirt Road

BM 1282 49.80 36.98

S.F. 87  
 National Ave  
 436th St

42-11

20

pt. 5

36

8.0 10	29.6	8.0 10	29.6	8.0 10	29.6	8.0 10	29.6
8.7 15	29.2	8.7 15	29.2	8.7 15	29.2	8.7 15	29.2
8.8 15	29.1	8.8 15	29.1	8.8 15	29.1	8.8 15	29.1
9.2 15	28.7	9.2 15	28.7	9.2 15	28.7	9.2 15	28.7
9.9 15	28.0	9.9 15	28.0	9.9 15	28.0	9.9 15	28.0
10.5 15	27.4	10.5 15	27.4	10.5 15	27.4	10.5 15	27.4
11.1 15	26.8	11.1 15	26.8	11.1 15	26.8	11.1 15	26.8
11.6 15	33.6	11.6 15	33.6	11.6 15	33.6	11.6 15	33.6
12.2 15	33.6	12.2 15	33.6	12.2 15	33.6	12.2 15	33.6
13.0 15	34.1	13.0 15	34.1	13.0 15	34.1	13.0 15	34.1
13.8 15	33.3	13.8 15	33.3	13.8 15	33.3	13.8 15	33.3
14.6 15	33.8	14.6 15	33.8	14.6 15	33.8	14.6 15	33.8
15.4 15	34.3	15.4 15	34.3	15.4 15	34.3	15.4 15	34.3
16.2 15	35.8	16.2 15	35.8	16.2 15	35.8	16.2 15	35.8
17.0 15	36.8	17.0 15	36.8	17.0 15	36.8	17.0 15	36.8
17.8 15	38.6	17.8 15	38.6	17.8 15	38.6	17.8 15	38.6
18.6 15	39.9	18.6 15	39.9	18.6 15	39.9	18.6 15	39.9
19.4 15	39.9	19.4 15	39.9	19.4 15	39.9	19.4 15	39.9
20.2 15	41.0	20.2 15	41.0	20.2 15	41.0	20.2 15	41.0
21.0 15	40.8	21.0 15	40.8	21.0 15	40.8	21.0 15	40.8
21.8 15	40.4	21.8 15	40.4	21.8 15	40.4	21.8 15	40.4
22.6 15	44.4	22.6 15	44.4	22.6 15	44.4	22.6 15	44.4
23.4 15	44.9	23.4 15	44.9	23.4 15	44.9	23.4 15	44.9
24.2 15	45.4	24.2 15	45.4	24.2 15	45.4	24.2 15	45.4
25.0 15	45.83	25.0 15	45.83	25.0 15	45.83	25.0 15	45.83
25.8 15	46.9	25.8 15	46.9	25.8 15	46.9	25.8 15	46.9
26.6 15	46.9	26.6 15	46.9	26.6 15	46.9	26.6 15	46.9
27.4 15	46.9	27.4 15	46.9	27.4 15	46.9	27.4 15	46.9
28.2 15	46.3	28.2 15	46.3	28.2 15	46.3	28.2 15	46.3
29.0 15	43.9	29.0 15	43.9	29.0 15	43.9	29.0 15	43.9
29.8 15	45.6	29.8 15	45.6	29.8 15	45.6	29.8 15	45.6
30.6 15	46.9	30.6 15	46.9	30.6 15	46.9	30.6 15	46.9
31.4 15	47.9	31.4 15	47.9	31.4 15	47.9	31.4 15	47.9
32.2 15	48.6	32.2 15	48.6	32.2 15	48.6	32.2 15	48.6
33.0 15	48.6	33.0 15	48.6	33.0 15	48.6	33.0 15	48.6
33.8 15	48.3	33.8 15	48.3	33.8 15	48.3	33.8 15	48.3

49.80



Hoxton Ave.

TP 8.84 40.93 0.84 32.09

+96 = 1/2 Goodyear St.

+70

+30

+10

+75 Use 9.5 Culvert

+50

32.93

106 89  
118.54  
openditch

37

St.

St.

St.

23.3  
9.6  
5.0

23.0  
9.9  
5.5

22.8  
10.1  
5.5

22.5  
10.4

22.2  
10.7  
5.5

21.1  
11.8  
5.5

20.1  
12.8  
5.0

23.4  
9.5  
10.0

22.3  
10.6  
5.0

21.9  
11.0  
5.5

21.5  
11.4  
5.5

21.2  
11.7

20.6  
12.2  
5.5

20.6  
12.3  
5.5

19.9  
12.0  
5.0

19.1  
13.8  
10.0

22.4  
10.6  
5.5

21.7  
11.3  
5.5

21.4  
11.6  
5.5

21.6  
11.9

21.2  
11.7  
5.5

20.9  
12.0  
5.0

20.6  
12.3  
5.0

28.4  
10.6

28.4  
11.4  
5.5

28.5  
11.4  
5.5

29.0  
11.5

27.9  
11.6  
5.5

27.2  
11.5  
5.5

26.7  
11.6  
5.0

22.3  
10.6  
5.0

21.9  
11.0  
5.5

21.5  
11.4  
5.5

21.1  
11.8

20.7  
12.2  
5.5

20.5  
12.4  
5.5

20.0  
12.9  
5.0



+55

+50

+08

+0

+67 16 ft of 1/2 Sly Porcelain Plate

+46 FL Goodyear St.

+21 1/2 Goodyear St.

40.93

40  
40 36.9

46  
25 36.3

47  
46 35.9

59  
5 35.0

51  
5 34.8

46  
35 34.6

46  
10 34.4

527  
28 35.66

54  
10 35.5

57  
15 35.2

67  
15 34.2

72  
7 33.7

77  
15 33.2

78  
25 33.1

89  
10 32.8

56  
10 35.3

61  
15 34.8

71  
15 33.9

82  
8 32.7

87  
15 32.2

98  
15 31.1

101  
10 30.5

47  
10 34.2

66  
15 34.6

68  
10 34.1

84  
8 32.5

99  
15 30.9

104  
15 30.5

114  
10 29.6

40.93



B.M.

10.14 36.99

St BP  
National Ave  
436.15  
36.98

TP

0.11 47.13 0.83 47.02

St BP  
National  
437.15

+10.80 = 14 Curb Line 37.65

+00.80 = 14 37.65

+95

TP

7.38 47.85 0.46 40.47

+50

19 ft 1/2 = Sky Power Pole

+40

40.93

41

42

43

41.57	42.06	41.26	41.85	41.74	41.05	41.67	40.79	41.53	40.69
6.28 50-Gutter	5.79 50-Cb	6.59 25-Gutter	6.80 25-Cb	6.11-Cb	6.80 80-Gutter	6.18 25-Cb	7.06 25-Gutter	6.32 25-Cb	7.16 40-Gutter
		41.8	41.8	41.9	41.5	41.3			
		6.0 25	6.0 25	6.1	6.3 25	6.25 25			
		41.0	40.7	40.1	40.1	40.4	40.5		
		6.1 25	7.1 25	7.7	7.7 25	7.4 25	7.3 25		
	39.1	38.4	38.3	47.85	38.2	38.0	37.0		
	7.80 25	7.14 25	6.6		6.7 25	7.0 25	5.0 = 14 ft Power Pole		
38.4	37.2	36.7	36.3	36.4	36.3	36.2			
4.2 25	4.2 25	4.4 25	4.6	4.5 25	4.6 25	4.7 25			

40.93



Cross Section

Banning St. -  
Famosa Blvd

Bet. Catalina & San Clemente

Whittier + San Clemente

40

work order - 230,  
San Clemente

Sommermeier  
W. Moore  
Lesl. M.

Mar. 20, 1947  
Collier Park

Indexed  
C.S.K.

SEE FB 1769  
Page 6



3+49.67

Also F.B. 1769 - 6-16

35 35

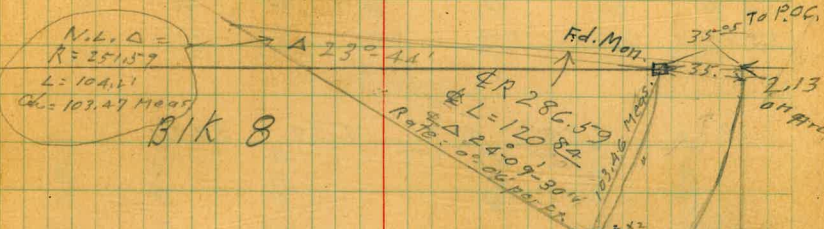
Catalina

234.77  
Meas.

Whittier

LT  
714  
Comp.  
P.V.

100  
Meas



Banning

chained

BIK 9

See P. 48

Famosa Blvd.

BIK 7



Fd. Mon.



# BANNING ST.

1+40 = 30 Lt. = End fence

1+25

0.94    60.91    1.39    59.97

0+80

S.D. O+E. Co. Pole

0+75 " 301387 H - J.R. 4881 14<sup>E</sup> Rt & Banning

0+48

0+25

30 Lt = start 2 strand Barb Wire fence

0+00 = So. line Catalina (Going south)

1.00    61.36    4.05    60.36

1/2 Stub    5.93    64.41    8.71    58.48    T.P.#4

S.E. 7' Tack Catalina + Valtaire    5.9    5.09    62.10

0.74    67.19    12.44    66.45

0.83    78.89    10.53    78.06

Balinast + Valtaire    2.09    88.59    —    86.50    N.W. B.P.

B.L. = & Banning

Lt  
East

Rt  
West

41

46.9

14.0  
80

57.7

3.2  
30

58.6

2.3  
15

59.7

1.2

60.91

60.1

0.8  
15

60.5

0.4  
30

60.9

0.0  
50

45.3

16.1  
80

54.0

7.4  
30

57.4

4.9  
15

60.5

0.9  
30

60.1

1.8  
30

55.8

5.6  
100

46.1

15.3  
80

57.0

4.4  
30

59.0

2.4

58.6

2.8  
30

52.4

7.0  
80

56.7

4.7  
30

56.4

5.0  
15

55.8

5.6

54.0

7.1  
15

52.0

2.4  
30

41.4

20.0  
50

44.7

16.7  
30

46.1

15.3  
15

47.0

14.4

61.36

46.7

14.7  
20

47.6

13.8  
30

49.1

12.3  
50



## BANNING ST.

2+75

2+35

T.P. 0.36 49.27 12.00 48.91

2+10

1+92 30 Lt. = End fence

1+80 30.2 Lt. = 3" conc. walk

1+72

1+56 30 Lt. = Start chicken wire fence.

1+50 53 Lt. = Sing. Car Conc. floor.

60.91

Lt.

B.L.

197

42

46.7

 $\frac{2.6}{50}$ 

49.8

 $\frac{+0.5}{30}$ 

52.9

 $\frac{8.0}{10}$ 

58.11

 $\frac{2.80}{30.2}$ 

57.87

 $\frac{3.08}{53}$ 

43.2

 $\frac{6.1}{30}$ 

49.3

 $\frac{0.0}{35}$ 

52.5

 $\frac{8.4}{30}$ 

57.9

 $\frac{3.0}{30}$ 

58.5

 $\frac{2.4}{30}$ 

41.3

 $\frac{8.0}{15}$ 

46.0

 $\frac{3.3}{30}$ 

50.7

 $\frac{10.2}{26}$ 

57.8

 $\frac{3.1}{15}$ 

58.2

 $\frac{3.7}{15}$ 

39.5

 $\frac{9.8}{15}$ 

43.5

 $\frac{4.2}{25}$ 

49.3

 $\frac{11.6}{15}$ 

57.8

 $\frac{3.1}{15}$ 

59.1

 $\frac{1.8}{15}$ 

38.5

 $\frac{10.8}{15}$ 

43.1

 $\frac{5.8}{49.27}$ 

49.8

 $\frac{12.1}{15}$ 

59.0

 $\frac{1.9}{15}$ 

60.4

 $\frac{0.5}{15}$ 

38.5

 $\frac{11.2}{30}$ 

42.9

 $\frac{6.2}{15}$ 

49.1

 $\frac{11.9}{30}$ 

59.6

 $\frac{1.3}{30}$ 

60.4

 $\frac{0.5}{30}$ 

38.1

 $\frac{11.3}{50}$ 

42.3

 $\frac{7.0}{50}$ 

48.6

 $\frac{12.3}{40}$ 

57.7

 $\frac{1.2}{50}$ 

60.4

 $\frac{0.5}{30}$ 

38.0

 $\frac{11.3}{50}$ 

42.3

 $\frac{7.0}{50}$ 

50.2

 $\frac{10.7}{50}$ 60.91



# BANNING ST

Mon. N.W.  
Banning + Famosa

4.25 23.35 B.M. #1

4+193 = N. Line Famosa Taken Along Line  
of Famosa.

4+03.9 90° to N.W. Cor. Banning + Famosa

T.P. 3.54 27.60 13.23 24.06

3+80

3+60

T.P. 0.34 37.29 12.32 36.95

3+25

3+05

49.27

B.L.

43

7.4 50	6.7 30	6.4 15	5.1 27.60	4.4 15	4.2 30
14.0 50	12.5 30	10.2 15	8.8	8.3 15	8.5 30
7.1 50	4.8 30	4.1 15	3.2 37.29	3.4 15	4.2 30
9.1 50	8.3 30	8.6 15	10.2	12.5 15	14.5 30
3.0 50	5.1 30	7.5 15	10.0	12.7 15	13.8 30
20.2	20.9	21.2	22.5	23.2	23.4
20.3		20.8	21.1	21.3	23.4
23.3	24.8	27.1	28.5	29.0	28.8
29.9	32.5	33.2	34.1	33.9	33.1
40.2	41.0	40.7	39.1	36.8	34.8
46.3	44.2	41.8	39.3	36.6	35.5
					33.9
					33.3

49.27



indexed  
c.s.R.

Cross Section Famosa Blvd.  
Sketch - P. 40

0+68

0+53

0+52 35' LT = End Rail fence

0+39

0+16 <sup>should be 0+18</sup>  
Taken at 90° to B.L.

0+00 taken on E. Line Whittier

0+00 =  $\Phi$  Famosa + E. Line Whittier

should be 0+00.48

caused by correction in E. Line Whittier

T.P.#4  
page 41

3.92 62.40

58.48

Whittier to San Clemente. 3/19/47 **44**

B.L. =  $\Phi$  Famosa Blvd.

56.8	57.1	50.0	48.5	46.0	45.4	44.9
$\frac{5.6}{30}$	$\frac{5.3}{35}$	$\frac{12.4}{15}$	13.9	$\frac{16.4}{20}$	$\frac{17.0}{35}$	$\frac{17.5}{30}$

58.4	57.5	57.7	51.1	50.1	48.5	49.3
$\frac{2.0}{35}$	$\frac{4.7}{30}$	$\frac{4.7}{13}$	11.3	$\frac{12.3}{6}$	$\frac{13.9}{35}$	$\frac{13.1}{65}$

58.9	59.4	57.8	57.7	57.6	52.2	50.8	52.0
$\frac{3.5}{30}$	$\frac{3.0}{35}$	$\frac{4.6}{25}$	$\frac{4.7}{17}$	4.8	$\frac{10.2}{11}$	$\frac{11.6}{35}$	$\frac{10.4}{30}$

58.9	59.1	58.4	58.8	59.3	55.7	56.2	58.1
$\frac{3.5}{30}$	$\frac{5.3}{35}$	$\frac{4.0}{17.5}$	3.6	$\frac{3.1}{17}$	$\frac{6.7}{26}$	$\frac{6.2}{35}$	$\frac{4.3}{45}$

start Rail Fence	58.6	58.8	59.2	59.7	56.4	56.2
$\frac{3.8}{39.4}$	$\frac{3.6}{20}$	3.2	$\frac{2.7}{25}$	$\frac{6.0}{32}$	$\frac{5.2}{37.36}$	

62.40



FAMOSA Blvd

2+60

2+44 35° Lt. End wire Pence

2+20

2+00

T.P. 0.55 39.32 11.32 38.77

1+50

1+00

T.P. 0.33 50.09 12.64 49.76

0+76 35° Lt. Start wire Pence

62.40

BL

45

36.3	37.1	38.2	37.6	35.9	32.3	30.0	28.2	27.7
$\frac{9.0}{50}$	$\frac{1.5}{35}$	$\frac{1.1}{20}$	$\frac{1.7}{35}$	3.4	$\frac{7.0}{20}$	$\frac{9.3}{35}$	$\frac{11.1}{50}$	$\frac{11.6}{65}$
30.3	29.5	28.2	27.2	26.5	26.0	26.0		
$\frac{9.0}{50}$	$\frac{9.8}{35}$	$\frac{11.1}{20}$	12.1	$\frac{12.8}{20}$	$\frac{13.3}{35}$	$\frac{18.3}{80}$		
	43.3		41.1	38.1	31.6	30.1	29.0	
	$\frac{4.0}{35}$		$\frac{1.8}{15}$	1.2	$\frac{7.7}{35}$	$\frac{9.2}{47}$	$\frac{10.3}{65}$	
	44.7	42.7	39.8	39.32				
	$\frac{5.4}{35}$	$\frac{7.4}{25}$	10.3					
	40.4	45.7	43.1	46.6	41.6	41.7		
	$\frac{1.7}{35}$	$\frac{4.4}{15}$	7.0	$\frac{3.5}{20}$	$\frac{8.5}{35}$	$\frac{8.4}{30}$		
56.7	52.4	48.8	46.3	45.0	43.5	41.6	41.7	
$\frac{5.7}{50}$	$\frac{10.0}{35}$	$\frac{13.6}{15}$	16.1	$\frac{17.4}{15}$	$\frac{18.9}{35}$	$\frac{17.8}{50}$		
				62.40				



FAMOSA Blvd.

4+42.56 = P.C. should be 4+43.04  
 $\begin{array}{r} 42.56 \\ 49 \\ \hline 89 \end{array}$

4+08.82 should be 4+09.30  
 $\begin{array}{r} 08.82 \\ 47 \\ \hline 54 \end{array}$

3+75.08 should be 3+75.56  
 W. Line Banning

3+50

3+00

T.P. 4.95 31.33 12.94 26.38

2+65

39.32

$\begin{array}{r} 11.0 \\ 35 \\ \hline 20.3 \end{array}$	$\begin{array}{r} 10.8 \\ 20 \\ \hline 21.0 \end{array}$	$\begin{array}{r} 7.7 \\ 23.6 \end{array}$	$\begin{array}{r} 6.2 \\ 7 \\ \hline 25.1 \end{array}$	$\begin{array}{r} 1.6 \\ 18 \\ \hline 29.7 \end{array}$	$\begin{array}{r} +2.0 \\ 30 \\ \hline 33.3 \end{array}$	$\begin{array}{r} +2.2 \\ 35 \\ \hline 33.5 \end{array}$
$\begin{array}{r} 7.9 \\ 35 \\ \hline 23.4 \end{array}$	$\begin{array}{r} 10.0 \\ 35 \\ \hline 21.3 \end{array}$	$\begin{array}{r} 10.0 \\ 20 \\ \hline 21.3 \end{array}$	$\begin{array}{r} 9.4 \\ 21.9 \end{array}$	$\begin{array}{r} 8.2 \\ 18 \\ \hline 23.1 \end{array}$	$\begin{array}{r} 9.5 \\ 35 \\ \hline 24.8 \end{array}$	$\begin{array}{r} 5.0 \\ 50 \\ \hline 26.3 \end{array}$
$\begin{array}{r} 7.9 \\ 35 \\ \hline 23.4 \end{array}$	$\begin{array}{r} 9.5 \\ 20 \\ \hline 21.8 \end{array}$	$\begin{array}{r} 8.9 \\ 22.4 \end{array}$	$\begin{array}{r} 7.1 \\ 35 \\ \hline 24.2 \end{array}$	$\begin{array}{r} 5.0 \\ 50 \\ \hline 25.4 \end{array}$		
$\begin{array}{r} 9.1 \\ 35 \\ \hline 25.2 \end{array}$	$\begin{array}{r} 8.3 \\ 19 \\ \hline 23.0 \end{array}$	$\begin{array}{r} 8.5 \\ 22.8 \end{array}$	$\begin{array}{r} 8.0 \\ 20 \\ \hline 23.3 \end{array}$	$\begin{array}{r} 7.2 \\ 35 \\ \hline 24.1 \end{array}$	$\begin{array}{r} 5.0 \\ 50 \\ \hline 25.4 \end{array}$	
$\begin{array}{r} 2.2 \\ 50 \\ \hline 29.1 \end{array}$	$\begin{array}{r} 4.2 \\ 35 \\ \hline 27.1 \end{array}$	$\begin{array}{r} 0.6 \\ 78 \\ \hline 24.7 \end{array}$	$\begin{array}{r} 7.1 \\ 24.2 \end{array}$	$\begin{array}{r} 7.0 \\ 35 \\ \hline 24.3 \end{array}$	$\begin{array}{r} 7.0 \\ 35 \\ \hline 24.3 \end{array}$	$\begin{array}{r} 5.0 \\ 50 \\ \hline 25.0 \end{array}$
$\begin{array}{r} 11.0 \\ 50 \\ \hline 28.3 \end{array}$	$\begin{array}{r} 12.0 \\ 35 \\ \hline 26.5 \end{array}$	$\begin{array}{r} 12.8 \\ 20 \\ \hline 26.1 \end{array}$	$\begin{array}{r} 13.2 \\ 31.33 \end{array}$	$\begin{array}{r} 13.4 \\ 15 \\ \hline 25.9 \end{array}$	$\begin{array}{r} 14.0 \\ 35 \\ \hline 25.3 \end{array}$	$\begin{array}{r} 13.5 \\ 50 \\ \hline 25.8 \end{array}$
			$\begin{array}{r} 39.32 \end{array}$			



FAMOSA Blvd.

orig B.M. N.W.B.P. Belinas + Voltaire (8650)	2.38	86.50	OK
10.82	88.88	1.50	78.06
12.45	77.56	0.08	67.11
T.P. #A PAI 8.71	67.19	—	58.48
B.M. #1 P.43 (should be 23.35)	7.97	23.36	

5+63.4 East line BIK.8 - produced.  
 ← should be 5+63.88

Def. 7°-29'-30"  
 5+17.5 Taken radial  
 ← 5+17.98

Def. 30°-44'-30" Lt.  
 4+80 Taken Radial  
 31.33  
 ← 4+80.48

Sommermeier  
 W Moore  
 Les. M

22.1	19.7	21.2	22.5	23.8	24.0	25.2
$\frac{9.2}{100}$	$\frac{11.6}{87}$	$\frac{10.1}{35}$	$\frac{8.8}{19}$	$\frac{7.5}{15}$	$\frac{7.3}{15}$	$\frac{6.1}{25}$
20.0	19.3	20.5	21.6	23.3	31.3	
$\frac{11.3}{80}$	$\frac{12.0}{65}$	$\frac{14.8}{35}$	$\frac{9.7}{10}$	8.0	$\frac{0.0}{25}$	
19.7	20.0	22.8	24.8	28.3	39.5	
$\frac{11.6}{65}$	$\frac{11.3}{35}$	$\frac{8.5}{15}$	$\frac{6.5}{6}$	3.0	$\frac{8.2}{25}$	
				31.33		



Fd. Mon.

BIK 9 Loma Alta #1

Also T.P. Book 13-P40.

" See 1721-P40

1769-P6

File  
 C-19  
 X-Set CATALINA Blvd  
 W.O 37.615  
 For recent survey 4-11-58  
 J.C.

Indexed

C.S.K.

Sommer Meyer 48

Wi Moore

L. Melton. 4-13-47

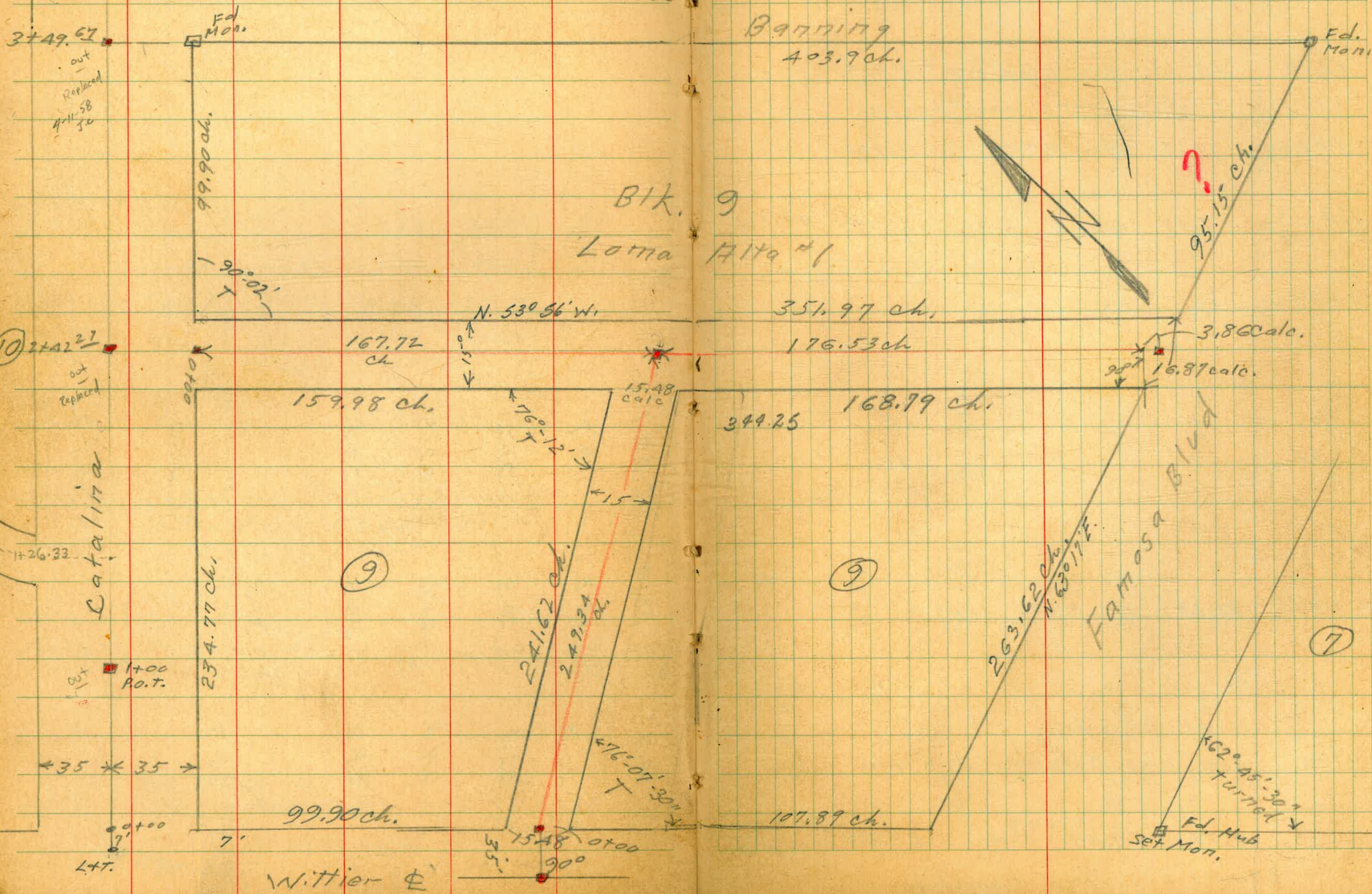
W.O. 230

F = turned  
ch = Chained

■ = Set Hub

BANNING  
403.96 ch.

BIK. 9  
Loma Alta #1





Cross section Whittier  
Sketch Page 40

Catalina to  
San Clemente

4-15-49

indexed  
C.S.K.

±

RT Sommermeyer  
W Moore  
Roberts 49

1+44 34.5 RT. = 3' wide conc. walk

1+16 28<sup>5</sup> LT. = Back Edge pole # P4190

1+15 37' LT = start wood fence

1+07.64 - 90° to Ctr. Alley on North

T.P. on 1/2  
Pt. 170764 71.9 64.27 2.46 56.78 BM#5

0+98

0+60

0+42 23' LT = 10" scrub tree

street has some oil + rock but  
it is no good

0+00 Ely. line Catalina con pau

0.76 59.24 — 58.48

0+00 = Ely. line Catalina

T.P.#4  
page 41

59.7	59.5	58.2	58.1	58.0	59.50	59.51
$\frac{4.6}{35}$	$\frac{4.8}{28}$	$\frac{6.1}{23}$	6.2	$\frac{6.3}{8}$	$\frac{4.77}{34.5}$ W.M.K.	$\frac{4.96}{35}$
58.5	57.0	56.8	56.7	59.1	59.1	
$\frac{4.8}{35}$	$\frac{7.3}{13}$	7.5	$\frac{7.6}{8}$	$\frac{5.2}{30}$	$\frac{5.2}{35}$	
60.5	56.8	55.9	64.27	55.8	57.8	58.6
$\frac{1.3}{35}$	$\frac{2.4}{25}$	$\frac{3.3}{8}$	3.0	$\frac{3.4}{10}$	$\frac{1.4}{25}$	$\frac{0.6}{35}$
55.9	55.0	52.0	51.8	52.1	54.2	58.7
$\frac{3.3}{35}$	$\frac{4.2}{26}$	$\frac{7.2}{18}$	7.4	$\frac{7.1}{11}$	$\frac{3.0}{15}$	$\frac{0.5}{35}$
52.0	50.1	49.9	50.2	49.4		
$\frac{7.2}{35}$	$\frac{2.1}{13}$	7.3	$\frac{7.0}{13}$	$\frac{7.8}{35}$		
47.6	47.59	46.92	46.92	46.83	47.50	47.7
$\frac{11.6}{35}$	$\frac{14.65}{15}$ Cl.	$\frac{12.32}{14.3}$ Cl.	12.32	$\frac{12.01}{14.3}$ Cl.	$\frac{11.74}{15}$ Cl.	$\frac{11.5}{35}$
			59.24			



Whittier

T.P. 5.09 68.60 0.76 63.51

2+62.63 = 90° to  $\Phi$  Farms 9

2+23.27 = 90° to Sly Cor. B/K, 9 35.6 2t. = End Fence

2+17 35.2 Rt. =  $\Phi$  3° wide Conc Walk1+78 34.9 Rt. =  $\Phi$  drive 2 Conc. Ribbons 7° overall

1+83

1+79 31° Rt. =  $\Phi$  7° wide <sup>conc.</sup> Apron + 7° wide conc drive  
64.27

Lt

 $\Phi$ 

Rt

30

59.1

 $\frac{5.2}{35}$ 

58.5

 $\frac{5.8}{35}$ 

58.7

 $\frac{5.6}{35}$ 

59.1

 $\frac{5.2}{35}$ 

59.6

 $\frac{4.7}{20}$ 

59.1

 $\frac{5.2}{20}$ 

59.0

 $\frac{5.3}{20}$ 

58.7

 $\frac{5.6}{20}$ 

60.1

4.2

59.3

5.0

59.0

5.3

58.6

5.7

60.7

 $\frac{3.6}{20}$ 

59.4

 $\frac{4.9}{17}$ 

59.3

 $\frac{5.0}{29}$ 

58.8

 $\frac{3.5}{25}$ 

61.6

 $\frac{2.7}{32}$ 

60.3

 $\frac{4.0}{35}$ 

60.30

 $\frac{3.79}{34.9}$ 

59.8

 $\frac{4.5}{35}$ 

63.0

 $\frac{1.3}{35}$ 

60.63

 $\frac{3.64}{35.2}$  $\frac{3.79}{34.9}$ 

Mean

Ribbons

59.71

 $\frac{4.56}{35}$ 

Drive

64.27



Whittier

4+15

4+00

34° LT = End of Wire Fence

3+65

35° RT start Wire Fence

3+40

3+03

23° ALT = Back Edge P. p. 10 # 4140

SCT. B.M.  
Wly. Cor.  
Mon. BIK 7.

12.90

3+01.99 = 90° to Wly. Cor. BIK #7

2+85

68.60

Lt.

Φ

RT.

51

52.8

 $\frac{15.8}{65}$ 

47.1

 $\frac{21.5}{53}$ 

60.9

 $\frac{7.7}{35}$ 

53.4

 $\frac{15.2}{35}$ 

62.7

 $\frac{5.9}{26}$ 

60.5

 $\frac{8.1}{14}$ 

62.8

 $\frac{5.8}{26}$ 

63.3

 $\frac{5.3}{20}$ 

62.9

 $\frac{5.7}{26}$ 

64.5

 $\frac{4.1}{20}$ 

64.3

 $\frac{4.3}{31}$ 

66.0

 $\frac{2.6}{35}$ 

64.3

 $\frac{4.3}{35}$ 

65.7

 $\frac{2.9}{35}$ 

66.0

 $\frac{2.6}{100}$ 

56.3

 $\frac{12.3}{35}$ 

59.7

 $\frac{8.7}{35}$ 

61.6

 $\frac{7.0}{21}$ 

60.7

 $\frac{7.9}{20}$ 

62.6

 $\frac{6.0}{20}$ 

61.5

 $\frac{7.1}{21}$ 

63.0

 $\frac{5.0}{20}$ 

62.4

 $\frac{6.2}{20}$ 

63.5

 $\frac{5.1}{35}$ 

63.0

 $\frac{5.6}{35}$ 

68.60



Whittier

12.03 23.34

check  
B.M. #1 PA3  
58 23.35Set. B.M. 2 H46 Ely  
End. Alley BIK 9.  
W. Line Fomesa.

6.13 29.27

B.M. # 6

T.P. 0.65 35.37 12.00 34.72

T.P. 0.68 47.12 12.83 46.44  
Mon. S.W. Cor-  
Whittier sex.  
+ San Clemente B.M.

3.59

A+99.99 (Map dist.) W. line San Clemente

A+65

T.P. 0.14 57.27 7.47 59.13

A+35

68.60

52

45.3

1.40

35

49.7

9.6

50

46.1

22.5

8.5

50.7

8.6

35

58.6

10.0

35

42.0

12.3

20

52.3

7.0

17

60.7

7.9

20

50.9

8.4

55.1

4.2

59.27

62.0

6.6

68.60

54.3

5.0

16

58.5

0.8

71

62.4

6.2

28

55.8

3.8

35

60.7

+1.9

35

63.1

5.5

30

63.1

9.5

35

60.3

+1.9

50

63.1

9.5

35



N. Ely + S. Wly. Alley BIK 9  
Loma Alta #1

0+94  $\left\{ \begin{array}{l} 8^{\text{th}} \text{ Rt.} = \text{start board fence} \\ \text{Joy in Bldg } 8^{\text{th}} \text{ Rt. End} + 9^{\text{th}} \text{ start.} \end{array} \right.$

0+76  $8^{\text{th}} \text{ Lt.} = \text{End double Gar. brick foundation}$

0+62  $3^{\text{rd}} \text{ Rt.} = \text{Ctr. } 36" \text{ Eucalyptus}$

0+58  $7^{\text{th}} \text{ Lt.} = \text{start } \overset{\text{double}}{\text{Gar. Brick foundation}}$   
S.W. Entrance - dirt floor

0+50

0+45  $7^{\text{th}} \text{ Rt.} = \text{End Fence } 11^{\text{th}} \text{ Rt.} = \text{start Frame House}$

0+25

0+02.5  $8^{\text{th}} \text{ Rt.} = \text{start Board Fence}$

0+00 = N. Ely line Whittier - Going N.E.

BM #5  
P. 49      9.38      66.16      —      56.78

Sketch P. 48  
LH

♀

RT  $\frac{\text{indexed}}{\text{C.S.A.}}$

53

61.2	60.6	60.1	60.4	59.6
$\frac{6.0}{8.4}$	$\frac{5.6}{7.5}$	6.1	$\frac{5.8}{4}$	$\frac{6.6}{7.5}$
63.1				
$\frac{3.1}{15.2}$				
Ctr. doors				
	62.1	61.6	61.6	60.9
	$\frac{2.1}{7.5}$	4.6	$\frac{4.6}{4}$	$\frac{5.3}{7.5}$
				$\frac{5.8}{11}$
	61.9	61.6	61.4	60.6
	$\frac{4.3}{7.5}$	4.6	$\frac{4.8}{7.5}$	$\frac{5.6}{7.5}$
60.8	60.9	59.5	59.7	
$\frac{5.4}{15}$	$\frac{5.3}{7.2}$	$\frac{6.7}{5}$	$\frac{6.7}{7.5}$	

66.16



1+75  
 T.P. 7.81 64.45 9.52 56.64  
 1+72 9<sup>L</sup> RT = End board fence  
 1+99E 8<sup>L</sup> Lt. = start pipe + wire fence  
 1+40 5<sup>E</sup> RT = ctr. 36" - 3 trunk Eucalyptus  
 1+38E 23 Lt. = End doub. Gar. Conc. floor  
 1+32  
 1+30 8<sup>L</sup> RT = Back P. pole # 2260  
 1+21 19<sup>L</sup> Lt. = start gar. conc. floor.  
 1+16 4<sup>E</sup> RT = ctr. 36" Eucalyptus  
 1+05 9<sup>L</sup> RT = End Frame Bldg.  
 1+00

66.16

LT.	E	RT
55.3	55.4	55.3
$\frac{8.9}{20}$	$\frac{9.0}{7.5}$	$\frac{9.1}{7.5}$
wire fence		
11.8	64.45	17.5
59.38	59.38	59.3
$\frac{6.78}{25}$	$\frac{6.78}{22}$	$\frac{6.78}{22}$
Floor	Apron	Apron
	58.7	58.2
	$\frac{7.5}{7.5}$	8.0
		58.4
		$\frac{7.8}{5}$
		57.8
59.37	59.37	59.1
$\frac{6.78}{19.2}$	$\frac{6.78}{18.2}$	$\frac{6.78}{18.2}$
Floor	Apron	Apron
	59.3	59.1
$\frac{6.9}{30}$	$\frac{6.9}{7.5}$	7.1
		59.1
		$\frac{7.1}{2}$
		58.5
		$\frac{7.7}{7.5}$

66.16



Set. B.M.  
Alley Int.  
2+49.34

2.37 62.08 BM #7

2+41.62 9<sup>B</sup> Rt. to Board shed  
S.W. Line cross Alley.

2+25

2+23.5 9<sup>Z</sup> Rt start ~~Board~~ shed

2+17.5 6<sup>o</sup> Rt ctr. 30<sup>o</sup> Eucalyptus

2+10 6<sup>E</sup> Rt. = ctr. 36<sup>o</sup> Eucalyptus

2+00 6<sup>o</sup> Rt. = Ctr. 36<sup>o</sup> Eucalyptus

64.45

		60.1	61.4	61.9
		$\frac{1.3}{7.5}$	3.0	$\frac{2.5}{7.5}$
	55.6	57.8	58.6	59.0
	$\frac{8.8}{30}$	$\frac{6.6}{7.5}$	5.8	$\frac{5.4}{7.5}$
54.9		55.1	55.8	57.1
$\frac{9.5}{20}$	$\frac{8.00}{18.5}$	$\frac{7.3}{7.5}$	8.6	$\frac{7.3}{7.5}$

64.45



N. W. 1/4 + S. Ely Alley BIK. 9.  
Loma Alta #1

0+90 13<sup>rd</sup> Rt. = L in fence

0+81 8<sup>th</sup> Rt. = L in fence.

0+60

0+33 6<sup>th</sup> Rt. = start wire fence.

0+20 2<sup>nd</sup> Rt. = ctr. scrub tree

0+15

0+00 = S. Ely Line Catalina.

BM #7 1.10 63.18 = 62.08  
P. 55

Lt.

Rt.

Rt. Indexed  
C.S.K.

56

	56.0	53.4	53.3	52.8	52.6	52.5
	$\frac{7.2}{30}$	$\frac{9.8}{7.5}$	9.9	$\frac{10.4}{5}$	$\frac{10.6}{7.5}$	$\frac{10.7}{25}$
	53.2	52.5	52.9	53.4	52.7	52.6
	$\frac{10.0}{30}$	$\frac{10.7}{15}$	$\frac{10.3}{7.5}$	9.8	$\frac{10.5}{3}$	$\frac{10.7}{7.5}$
	52.3	53.8	53.2	53.6	54.2	
	$\frac{10.9}{30}$	$\frac{9.4}{7.5}$	10.0	$\frac{9.6}{7.5}$	$\frac{9.0}{50}$	
		54.6	55.00	55.2		
		$\frac{8.6}{7.5}$	8.2	$\frac{8.0}{7.5}$		
		56.2	56.8	56.8		
	$\frac{7.0}{7.5}$		6.4	$\frac{6.4}{7.5}$		

63.18



Alley BIK. 9. Loma Alta #1

1+83 9<sup>2</sup> Rt. = End shed, start slat Fence

1+76 7<sup>2</sup> Rt. = start board shed

1.25 63.33 1.10 62.08

1+67.72 Alley  $\Phi$  Int.

1+60

1+37

1+25

1+15 17<sup>2</sup> Rt. = Fence

63.18

Lt.

$\Phi$

Rt.

52

62.2

$\frac{1.9}{35}$

62.5

$\frac{0.7}{7.5}$

62.1

1.1

61.5

$\frac{1.7}{7.5}$

61.3

$\frac{1.9}{7.5}$

60.8

2.4

60.5

$\frac{2.7}{7.5}$

61.8

$\frac{1.4}{30}$

59.8

$\frac{3.4}{7.5}$

58.8

4.4

57.5

$\frac{5.7}{7.5}$

55.4

$\frac{7.8}{30}$

59.9

$\frac{3.9}{12}$

58.3

$\frac{4.9}{6}$

57.3

$\frac{5.9}{4}$

56.2

7.0

55.8

$\frac{7.4}{7.5}$

60.9

$\frac{2.3}{30}$

57.1

$\frac{6.1}{7.5}$

55.2

8.0

54.6

$\frac{8.6}{7.5}$

54.2

$\frac{2.0}{20}$

63.18



Alley. BIK 9.

3+00

0.54 39.59 11.36 39.05

2+75

2+50

0.12 50.41 13.04 50.29

2+25

2+00 = Alley - 2x2 P.O.T.

1+85

63.33

LT

Φ

RT

58

33.1  
 $\frac{6.5}{50}$

34.1  
 $\frac{5.5}{7.5}$

35.2  
 $\frac{4.4}{39.59}$

37.1  
 $\frac{2.5}{7.5}$

38.6  
 $\frac{0.0}{28}$

37.1  
 $\frac{13.3}{50}$

37.4  
 $\frac{13.0}{7.5}$

38.3  
12.1

39.1  
 $\frac{11.3}{7.5}$

41.3  
 $\frac{9.1}{50}$

41.5  
 $\frac{8.9}{30}$

44.5  
 $\frac{5.9}{7.5}$

43.0  
 $\frac{5.4}{50.41}$

45.6  
 $\frac{4.8}{7.5}$

45.7  
 $\frac{4.7}{30}$

45.8  
 $\frac{17.5}{50}$

47.1  
 $\frac{16.2}{30}$

52.8  
 $\frac{10.5}{7.5}$

53.9  
9.4

53.9  
 $\frac{9.4}{9.5}$

53.5  
 $\frac{9.8}{7.5}$

52.6  
 $\frac{10.9}{30}$

52.3  
 $\frac{14.0}{50}$

53.6  
 $\frac{9.7}{3.5}$

60.7  
 $\frac{2.6}{12}$

61.3  
 $\frac{3.0}{7.5}$

61.1  
2.2

60.7  
 $\frac{2.6}{7}$

60.2  
 $\frac{3.1}{7.5}$

59.3  
 $\frac{4.0}{20}$

57.2  
 $\frac{6.1}{50}$

61.7  
 $\frac{1.6}{23}$

62.6  
 $\frac{0.7}{7.5}$

62.6  
0.7

62.3  
 $\frac{1.0}{6}$

61.0  
 $\frac{2.3}{7.5}$

60.9  
 $\frac{2.4}{20}$

63.33



Check B.M. #6  
Page 52.      10.33       $\frac{0.02}{29.24}$  ✓  
29.26      58.2924

3+48.11 { Taken on Nly. line Famosa  
          { @ Alley + Nly line Famosa

6<sup>th</sup> Rt. = End Wire Fence

3+44.25 90° to Nly line Famosa on Rt.

3+25

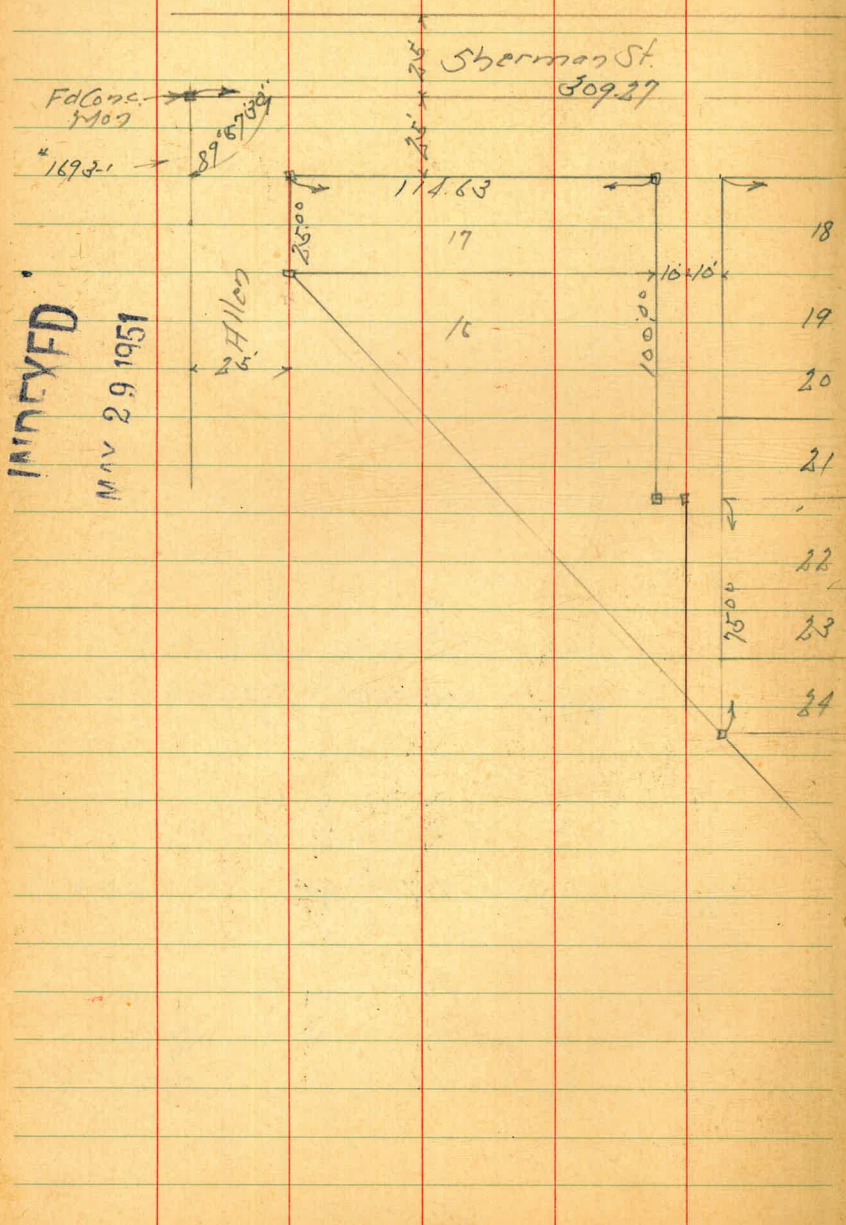
39.59

	28.1	29.3	31.3	
	$\frac{11.5}{8.44}$	10.3	$\frac{8.3}{8.44}$	
	28.3	29.1	29.9	33.0
	$\frac{11.3}{30}$	$\frac{10.5}{7.5}$	9.7	$\frac{6.6}{7.5}$
	30.4	31.4	32.5	34.2
	$\frac{9.2}{45}$	$\frac{8.2}{7.5}$	7.1	$\frac{5.4}{7.5}$
				$\frac{10}{33}$ 39.6

39.59

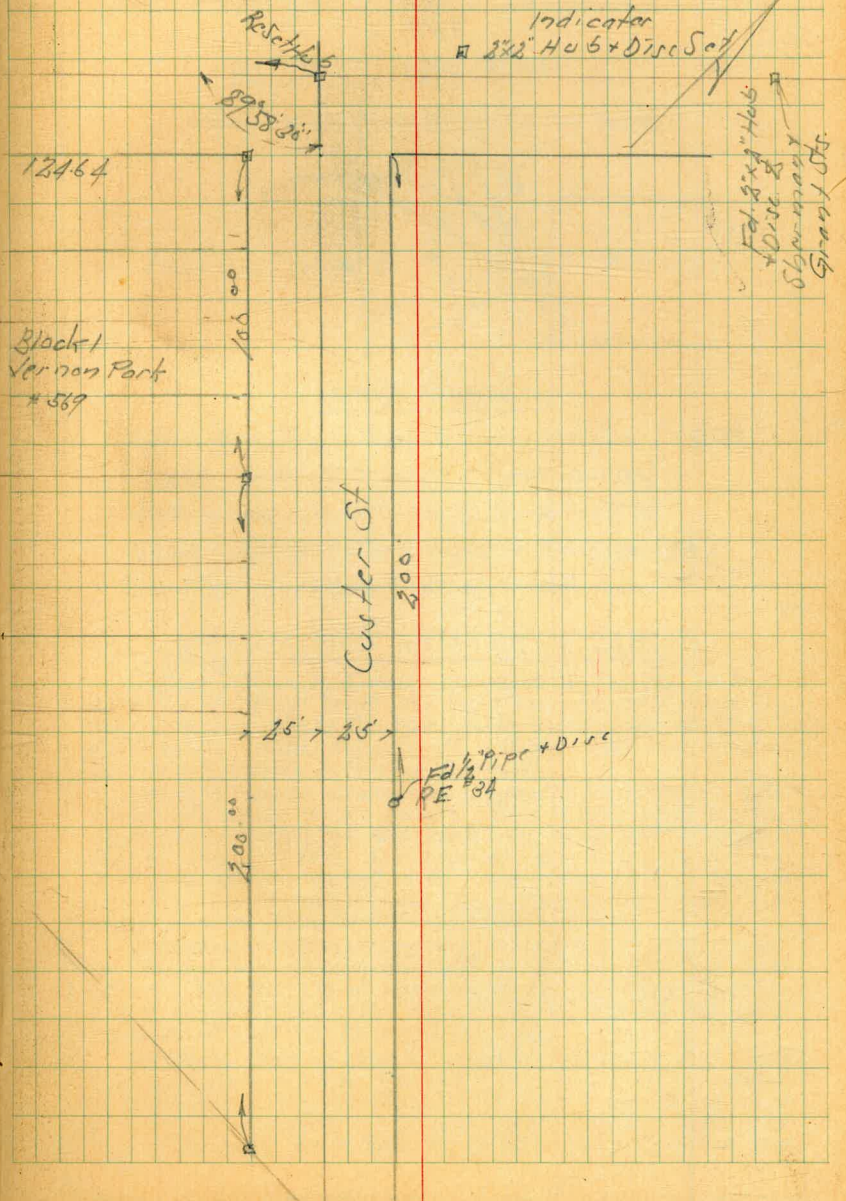


Survey Block 1 Vernon Park



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N.O. 20007  
# 1893 Pages 7-29  
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MAY 23 51  
H. Sisson  
Garber  
Roner  
Bertolucci  
Indicator  
# 282 Hu 6 x Disc Set



Block 1  
Vernon Park  
# 387

Custer St  
200

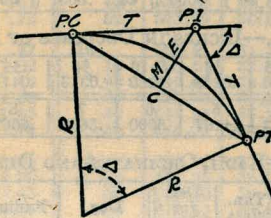
Fid 1/2" Pipe + Disc  
PE #34

Fid 1/2" x 19" Hole  
+ Disc &  
Obstruction  
Sherman St



# DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES

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### 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)  $= R + \cos \frac{\Delta}{2} - R$  (8)  $= R \text{exsec } \frac{\Delta}{2}$  (9)
- Long Chord— $C = 2 R \sin \frac{\Delta}{2}$  (10)  $\Delta$ —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  $1^\circ$  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 =  $158 - \text{Sta. P. C.} = 54.50$ , 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)  $.3 \times C \times D^\circ$  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 115.37. For from Table IV for  $1^\circ$  curve  $E = 960.6$  for  $8^\circ 20' = 960.6 \div 8\frac{1}{3} = 115.27$  and from Table V correction = .10 or  $E = 115.37$  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  $D = 5^\circ 30'$ .

33 RD

141.0  
LS 25.22

133.96 5+74.65 = Fence

17"  
57.54  
74.65

353.93

98.65  
5+17.11  
81.54

No. 1 3+57.57  
HOD 3+51.88

156.90

156.92



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  $41.9 + (20 - 16) \div 2$  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.

Handwritten calculations on the left page of the notebook, including:

- 28.25
- 429
- 370
- 59
- 336
- 93
- 398
- 350
- 79
- 757
- 305
- 3210
- 319
- 2891
- 539
- 2871
- 335
- 2874