

NAME Rolando Unit #2.  
Bench Levels & Cross Sections  
Class \_\_\_\_\_ Course \_\_\_\_\_ Party \_\_\_\_\_

157

W. H. Cough, Inc.  
San Diego, Cal.

1905

# FIELD NOTES

No. 403P

ESPECIALLY ADAPTED  
TO THE USE OF  
ENGINEERING STUDENTS

EUGENE DIETZGEN Co.

MANUFACTURERS

DRAWING MATERIALS

MATHEMATICAL AND SURVEYING INSTRUMENTS

MEASURING TAPES

CHICAGO SAN FRANCISCO NEW YORK  
NEW ORLEANS PITTSBURGH

RETURN TO  
Watson, Valle & Gough, Inc.  
508 Spreckels Bldg.  
San Diego, Calif.

MICROFILMED

DEC 30 1964

Unit 2.  
Rolando ~~Photography~~  
Bench Levels Pages 1-3

Cross Sections on.

Campo Drive	Pages 5-11
Mataro Street.	11-16
Alley Block 17	Page 17 <sup>Page 18-19</sup>
Easement Westline Blocks (14+15)	
Alley-Sa. End Block 15-	Page 20
Easement Block 16	" 21-22
" Block 12	" 23-25
Block 19	" 26
Alley Block 12	" 27-28.
Easement Block 13	" 29-30
" " 17	" 31-32
" " 18	" 33-34
Alley " 18	" 35

Rolando  
Bench Levels

		2,526	<sup>464.01</sup> 463.937	464.01
6.930	466.463		<sup>.604</sup>	
		1.845	459.533	T.P. Nail
9.273	461.378		<sup>.175</sup>	
		4.460	452.105	B.M.
0.820	456.565			
		7.835	455.745	
1.020	463.580			
			462.560	T.P. Nail
			<sup>.45</sup>	
		2.598	466.375	T.P. Nail in
6.413	468.973			
			<sup>.63</sup>	
		4.715	462.560	T.P. Nail in
4.097	467.275			
		5.430	463.178	T.P.
4.504	468.608			
		2.120	464.104	T.P.
6.670	466.224			
		6.500	459.554	T.P. Nail
5.825	466.054			
		2.422	460.229	T.P.
10.848	462.651			
		1.117	451.803	T.P.
9.260	452.920			
			443.66	B.M. Nail in

Δ Pipe Marked A.H.J.L. B.M. 46401

Street Marker N.W. Cor. Solita & Campa Drive.

Nail in Hub 75' NW. of N.W. Cor. Solita & Rolando Drive

N.E. Cor. Beacon & Solita.

Street Marker N.E. Cor. Lenore & Solita

Street Marker N.E. Cor. Beacon & Solita.

in Street Marker S.E. Cor. Beacon & Shannon

Telephone pole near Conc. Man. N.E. Cor. Lot 16 Blk 37  
on Highway at Horse Shoe Bend.

Aug 13, 1926  
E.P. Chilton  
H. Thompson  
J. Tigh

①

		10.365	439.204	B.M.
1.228	449.569			
		9.530	448.341	T.P. Hub
0.749	457.871			
		11.145	457.122	T.P.
2.052	468.267			
		4.665	466.215	466.20 B.M.
5.690	470.880			
		4.355	465.190	T.P. Hub P.C.
4.970	469.545			
		4.665	464.575	T.P. Hub Lots 9 & 10
5.230	469.240			
			464.01	B.M.
		8.438	443.670	443.660
0.878	452.108			
		11.390	451.230	
3.060	462.620			
		8.690	459.560	459.554
4.577	468.250			
		0.748	463.673	
5.763	464.421			
		5.495	458.658	
4.620	464.153			
		6.930	459.533	
2.526	466.463			

Set Nail in Hub Near S.E. Cor Blk 17.

Lots 7 & 8

Δ FGE. Iron Pipe

Δ ILLJ. Pipe.

B.M. at Horse shoe Bend. Circuit closed 0.9'

Nail S.E. Cor Beacon & Shannon.

		3.020	466.471	466.448
5.985	469.491			
		2.910	463.506	TP
5.810	466.416			
		2.540	460.606	B.M.
10.970	468.146			
		1.226	452.176	
10.930	453.402			
		0.777	442.472	TP
10.716	443.249			
		3.093	432.533	B.M.
9.020	435.626			
		1.655	426.606	TP
9.296	428.261			
		1.097	418.965	B.M.
11.010	420.062			
		4.158	409.052	T.P. Hub Post
1.980	413.210			
		9.927	411.23	B.M.
2.237	421.157			
		10.690	418.920	
1.084	429.610			
		11.440	428.526	T.P. Hub
0.762	439.966			

(3)

BM. N.E. Cor. Lenore & Sdita. Circuit Closes 0<sup>023</sup>

Nail in L.S. Post #109 on E. Boundary ✓

Set Nail in Hub near S.E. Cor. Block 12 ✓

Set Nail in hub 50' West lot stake 25 & 26 on Alamo.

Between 21 & 22

Set nail in hub in S.E. Cor. Blk. 18

S.E. Cor. Blk. 17

④

CAMPO DRIVE  
Cross Sections.

Aug. 13, 1926  
E.P. Chilton  
H. Thompson  
J. T. qt.

(5)

W

2+00

62.1  
34  
50°

62.2  
43  
25°

63.0  
35

64.3  
23  
25°

64.1  
24  
50°

+50

61.8  
47  
50°

63.0  
35  
25°

61.8  
47  
9°

61.6  
49

62.7  
38  
25°

64.2  
23  
50°

+30

61.2  
53  
50°

62.1  
44  
25°

62.8  
40

61.7  
48  
50°

62.8  
37  
25°

62.7  
28  
50°

1+00

60.1  
64  
50°

61.1  
55  
25°

61.8  
47

61.3  
52  
25°

62.0  
45  
50°

+80

59.3  
72  
50°

60.9  
50  
25°

61.8  
47

62.7  
38  
25°

61.5  
50  
38°

61.6  
49  
50°

+50

59.3  
72  
50°

60.3  
62  
25°

61.1  
59

61.9  
46  
25°

62.3  
47  
37°

60.7  
58  
50°

+20

Opposite Returns

58.1  
84  
50°

59.0  
75  
25°

60.2  
63

61.3  
52  
25°

Ret.

61.1  
54  
50°

0+00

South Line Solita Ave

6.904 466.510

Nail in street  
459.606 sign at  
Solita to Campo

57.3  
92  
50°

57.8  
92  
45°

58.2  
82  
25°

59.0  
75

60.5  
60  
25°

P.I.

60.7  
58  
45°

Ret.

60.1  
64  
50°

466.51

X

Went (6)

+65  
  
+50  
  
5+00  
  
+50  
  
4+00  
  
+50  
  
3+00  
  
2+50

6.855 463.838

3.527 462.983 T.P. Hub at lots 5+6

466.510

64.3 5 <sup>5</sup> 50°	64.8 5° 25°	64.7 4 <sup>1</sup>	64.9 4 <sup>2</sup> 25°	65.9 3 <sup>0</sup> 50°
64.3 5 <sup>5</sup> 50°	64.4 5 <sup>4</sup> 25°	64.8 5°	65.0 4 <sup>8</sup> 25°	65.6 4 <sup>3</sup> 50°
64.6 5 <sup>2</sup> 50°	64.4 4 <sup>1</sup> 25°	64.8 5°	64.4 5 <sup>1</sup> 25°	64.3 5 <sup>5</sup> 50°
65.1 4 <sup>7</sup> 50°	65.0 4 <sup>8</sup> 25°	64.9 4 <sup>2</sup>	64.4 5 <sup>1</sup> 25°	65.2 4 <sup>6</sup> 50°
64.7 5 <sup>1</sup> 50°	64.2 5 <sup>6</sup> 25°	64.3 5 <sup>5</sup>	64.3 5 <sup>5</sup> 25°	64.1 5 <sup>7</sup> 50°
64.0 5 <sup>8</sup> 50°	63.6 6 <sup>2</sup> 25°	63.9 5 <sup>9</sup>	64.0 5 <sup>8</sup> 25°	64.5 5 <sup>3</sup> 50°
63.5 3° 50°	63.4 3 <sup>1</sup> 25°	63.8 2 <sup>7</sup>	64.1 2° 25°	64.6 1 <sup>9</sup> 50°
63.0 3 <sup>5</sup> 50°	62.9 3 <sup>6</sup> 25°	64.0 2 <sup>5</sup>	64.4 2 <sup>1</sup> 25°	64.8 1 <sup>7</sup> 50°

H-1 469.8A

+



+ 88

7+63<sup>07</sup> P.C.

7+40 Lots 142 Rt. Blk. 14

7+05

6+90 S.L. Mataro  
5.29 470.64

4.488 465.35

S.E. Cor. Blk. H.  
T.P. P.I.

6+50 North Line Mataro Street.

6+30

6+00

469.838

64.3	65.0	64.6	66.6	65.0
6 <sup>3</sup>	5 <sup>6</sup>	6 <sup>0</sup>	4 <sup>0</sup>	5 <sup>6</sup>
50 <sup>0</sup>	25 <sup>0</sup>		25 <sup>0</sup>	50 <sup>0</sup>

64.6	64.6	64.6	65.2	64.5
6 <sup>0</sup>	6 <sup>0</sup>	6 <sup>0</sup>	5 <sup>2</sup>	6 <sup>1</sup>
50 <sup>0</sup>	25 <sup>0</sup>		25 <sup>0</sup>	50 <sup>0</sup>

64.4	64.6	64.9	65.3	65.2
6 <sup>3</sup>	6 <sup>0</sup>	5 <sup>1</sup>	5 <sup>3</sup>	5 <sup>1</sup>
50 <sup>0</sup>	25 <sup>0</sup>		25 <sup>0</sup>	50 <sup>0</sup>

63.4	64.1	64.8	65.1	64.6
7 <sup>3</sup>	6 <sup>5</sup>	5 <sup>8</sup>	5 <sup>5</sup>	6 <sup>0</sup>
50 <sup>0</sup>	25 <sup>0</sup>		25 <sup>0</sup>	50 <sup>0</sup>
	Ret.		Ret.	

63.0	63.6	64.0	64.8	65.8	65.4	64.8
7 <sup>6</sup>	7 <sup>0</sup>	6 <sup>0</sup>	5 <sup>8</sup>	4 <sup>8</sup>	5 <sup>2</sup>	5 <sup>8</sup>
50 <sup>0</sup>	40 <sup>0</sup>	25 <sup>0</sup>		25 <sup>0</sup>	40 <sup>0</sup>	50 <sup>0</sup>
	Ret.	P.I.	H-1	P.I.	Ret.	

470.64  
Aug. 14. 1926 ↑  
Aug. 13. 1926 ↓  
P.C.

62.6	63.3	64.4	65.3	64.8	64.9
7 <sup>0</sup>	6 <sup>5</sup>	5 <sup>6</sup>	4 <sup>5</sup>	5 <sup>0</sup>	5 <sup>0</sup>
50 <sup>0</sup>	40 <sup>0</sup>	25 <sup>0</sup>	25 <sup>0</sup>	40 <sup>0</sup>	50 <sup>0</sup>
	Ret.	P.I.	P.I.	Ret.	

62.9	64.3	64.5	65.4	65.1
6 <sup>2</sup>	5 <sup>5</sup>	5 <sup>3</sup>	4 <sup>1</sup>	4 <sup>1</sup>
50 <sup>0</sup>	25 <sup>0</sup>		25 <sup>0</sup>	50 <sup>0</sup>
	Ret.		Ret.	

63.4	64.3	64.7	65.2	65.1
6 <sup>6</sup>	5 <sup>5</sup>	5 <sup>1</sup>	4 <sup>6</sup>	4 <sup>1</sup>
50 <sup>0</sup>	25 <sup>0</sup>		25 <sup>0</sup>	50 <sup>0</sup>

H-1: 469.89

X ↓

10+09<sup>29</sup> P.C.

10+01<sup>87</sup> P.C.

7.24 470.41

+60

+30

9+10

8+73

8+43

8+18

470.64

7.47 463.17

Hub at 526

Wax (8)

65.3 64.7 63.8 63.4 64.4  
5<sup>1</sup> 6<sup>2</sup> 6<sup>4</sup> 7<sup>2</sup> 6<sup>0</sup>  
50° 40° 25° 13°

62.6 62.7 61.0  
7<sup>2</sup> 8<sup>2</sup> 9<sup>1</sup>  
16° 25° 50°

64.4 64.1 63.6  
6<sup>0</sup> 6<sup>3</sup> 6<sup>8</sup>  
50° 25°

62.3 61.1  
8<sup>1</sup> 9<sup>3</sup>  
25° 50°

H.I. - 470.41

65.0 65.7 64.0 63.8  
5<sup>0</sup> 5<sup>1</sup> 6<sup>0</sup> 6<sup>8</sup>  
50° 25° 13°

63.6 62.5  
7<sup>0</sup> 8<sup>1</sup>  
25° 50°

64.1 64.9 65.1 64.3  
6<sup>5</sup> 5<sup>7</sup> 5<sup>5</sup> 6<sup>3</sup>  
50° 25° 19°

63.5 63.3 64.1  
7<sup>1</sup> 7<sup>2</sup> 6<sup>5</sup>  
25° 40° 50°

66.1 64.8 64.1 65.3 65.7  
4<sup>5</sup> 5<sup>8</sup> 6<sup>5</sup> 5<sup>3</sup> 4<sup>2</sup>  
50° 25° 15° 7°

64.1 63.9 64.9 64.7  
6<sup>5</sup> 6<sup>7</sup> 5<sup>7</sup> 5<sup>9</sup>  
25° 34° 42° 50°

65.5 64.8 64.7  
5<sup>1</sup> 5<sup>8</sup> 5<sup>2</sup>  
50° 25°

64.5 64.6  
6<sup>1</sup> 6<sup>0</sup>  
25° 50°

64.9 64.6 65.1  
5<sup>7</sup> 6<sup>0</sup> 5<sup>5</sup>  
50° 25°

66.6 66.4 65.1 64.7  
4<sup>0</sup> 4<sup>2</sup> 5<sup>5</sup> 5<sup>2</sup>  
13° 25° 37° 50°

65.7 64.5 65.1  
5<sup>5</sup> 6<sup>1</sup> 5<sup>5</sup>  
50° 25°

64.9 64.6  
5<sup>7</sup> 6<sup>0</sup>  
25° 50°

H.I. 470.64

+ ↓

13+08

12+67

2.42 468.62

12+46

423

466.20 A Pt.  
466.18

12+05 Near Hub 849

11+52

11+08

10+92<sup>27</sup> P.C.C.

10+35<sup>54</sup> S.E. Cor. Block H.

470.41

63.2 62.6 61.1 59.1 53.4  
5.4 6.2 7.5 9.5 15.2  
50° 25° 75° 25° 50°

63.0 62.5 61.4 60.9 58.4 50.0  
5.6 6.1 7.2 7.1 10.2 18.8  
50° 25° 75° 13° 25° 50°

H.I. 468.62

64.2 64.3 62.1 61.0 58.2 51.6  
6.2 6.1 8.3 9.2 12.2 18.8  
50° 41° 25° 92° 25° 50°

62.8 62.2 60.4 59.4 56.6 48.7  
7.6 8.2 10.2 11.2 13.8 21.2  
50° 25° 10° 13° 25° 50°

63.3 62.4 60.6 57.3 49.4  
7.1 8.2 9.8 13.1 21.2  
50° 25° 25° 50°

63.7 62.8 61.4 58.1 51.4  
6.7 7.6 9.2 11.2 19.2  
50° 25° 25° 50°

63.6 65.0 63.6 61.6 58.9 56.5 50.7  
6.6 5.4 6.2 8.2 11.5 13.2 19.2  
50° 36° 25° 25° 33° 50°

64.6 63.4 62.7 63.2 62.2 61.0 57.9  
5.8 7.2 7.7 7.2 8.2 9.2 12.2  
50° 25° 13° 75° 8° 25° 50°

S.E. Cor. Block H.

H.I. 470.41

XJ

6257  
⑨

W 27 X ⑩

See next page for intersection of  
Rolando Drive & Campo Drive.

Aug 14, 1926

ERC

14+72<sup>95</sup> P.I.

63.5	63.5	64.1	62.6	62.2	60.7
5 <sup>1</sup>	5 <sup>1</sup>	4 <sup>5</sup>	6 <sup>0</sup>	6 <sup>4</sup>	7 <sup>9</sup>
25°	15°		16°	25°	50°
RI.					

14+28<sup>75</sup> Ret. S.W. Cor. Blk 15

63.7	63.4	62.3	62.0	59.7
4 <sup>9</sup>	5 <sup>2</sup>	6 <sup>3</sup>	6 <sup>6</sup>	9 <sup>9</sup>
50°	25°		25°	50°
	Ret.			

13+97

63.8	63.3	64.1	63.0	60.9	59.0
4 <sup>8</sup>	5 <sup>3</sup>	4 <sup>5</sup>	5 <sup>6</sup>	7 <sup>7</sup>	10 <sup>6</sup>
50°	35°	25°		25°	50°

13+60

63.9	63.3	62.6	62.5	61.5	60.6	56.6
4 <sup>7</sup>	5 <sup>3</sup>	6 <sup>0</sup>	6 <sup>1</sup>	7 <sup>1</sup>	8 <sup>0</sup>	12 <sup>3</sup>
50°	25°		11°	13°	25°	50°

13+30

63.6	63.6	62.4	61.8	59.2	56.4	54.2
5 <sup>0</sup>	5 <sup>0</sup>	5 <sup>2</sup>	6 <sup>2</sup>	9 <sup>4</sup>	12 <sup>3</sup>	14 <sup>4</sup>
50°	25°	11°	9°	25°	46°	50°

H-1 46862

X ✓



Mataro Street.

NORTH

Aug-16, 1926  
E.P. Chilton  
W. Thompson  
J. Tigh.

(12)

1+85

63.3	633	634	63.6	64.4
6 <sup>8</sup>	6 <sup>8</sup>	6 <sup>1</sup>	6 <sup>5</sup>	5 <sup>1</sup>
45°	20°		20°	45°
	Ret.		Ret.	

1+70 East Line Campo

64.3	64.3	64.3	63.7	64.1	64.1	64.3
5 <sup>8</sup>	5 <sup>8</sup>	5 <sup>8</sup>	6 <sup>1</sup>	6 <sup>5</sup>	6 <sup>2</sup>	5 <sup>8</sup>
45°	35°	20°		20°	35°	45°
	Ret.	P.I.		P.I.	Ret.	

1+20 West Line Campo

65.2	65.4	65.3	65.5	65.8	65.1	65.2
4 <sup>9</sup>	4 <sup>7</sup>	4 <sup>8</sup>	4 <sup>6</sup>	4 <sup>2</sup>	5 <sup>8</sup>	4 <sup>8</sup>
45°	35°	20°		20°	35°	45°
	Ret.	P.I.		P.I.	Ret.	

1+05

65.8	65.0	65.4	65.4	65.0
4 <sup>2</sup>	5 <sup>1</sup>	4 <sup>1</sup>	4 <sup>1</sup>	5 <sup>1</sup>
45°	20°		20°	45°
	Ret.		Ret.	

0+95

65.8	64.8	65.0	64.8	64.6
4 <sup>6</sup>	5 <sup>2</sup>	5 <sup>1</sup>	5 <sup>3</sup>	5 <sup>5</sup>
45°	20°		20°	45°

0+75

65.1	65.1	64.8	65.7	64.4
5 <sup>2</sup>	5 <sup>1</sup>	5 <sup>2</sup>	4 <sup>1</sup>	5 <sup>1</sup>
45°	20°		20°	45°

0+35

65.7	64.7	65.6	64.0	63.9
4 <sup>1</sup>	5 <sup>1</sup>	4 <sup>5</sup>	6 <sup>1</sup>	6 <sup>2</sup>
45°	20°		20°	45°

0+00 West Boundary of tract.

64.0	63.8	63.3	62.6	62.8
6 <sup>1</sup>	6 <sup>5</sup>	6 <sup>8</sup>	7 <sup>2</sup>	7 <sup>9</sup>
45°	20°		20°	45°

4.76 470.11

P.I. S.E. Cor.  
465.35 T.P. Blk. 14

H.L. 470.11

XV

4.45 456.42

8.90 451.97

T.P. Hub P.R.C.  
N.E. Line Mataro

Note: - for Intersection Rolando & Mataro  
See Cootes' Notes.

3+83<sup>02</sup> Sta to Ret. on South Line Mataro

3+50

3+00

2.08 460.87

11.32 458.79

2+50

2+14<sup>00</sup> P.C.

56.9	54.5	52.7	51.9	52.2
4°	6°	8°	9°	8°
45°	20°		20°	45°
	Ret.		Ret.	

56.9	55.3	54.0	53.2	53.9
4°	5°	6°	7°	7°
45°	20°		20°	45°

59.1	57.6	56.2	56.7	55.4
18°	33°	47°	42°	25°
45°	20°		20°	45°

H.I. 460.87

60.2	59.8	59.5	59.6	60.6
9°	10°	10°	10°	9°
45°	20°		20°	45°

62.1	61.9	61.6	61.8	62.9
8°	8°	8°	8°	7°
45°	20°		20°	45°

H.I. 470.11

+

Marta

8+50

48.3	51.9	55.1	57.1	59.3
12 <sup>00</sup>	9 <sup>2</sup>	6 <sup>0</sup>	4 <sup>0</sup>	1 <sup>0</sup>
45 <sup>0</sup>	20 <sup>0</sup>		20 <sup>0</sup>	45 <sup>0</sup>

8+00

48.1	51.1	54.5	56.4	58.6
13 <sup>0</sup>	10 <sup>0</sup>	6 <sup>0</sup>	4 <sup>1</sup>	2 <sup>5</sup>
45 <sup>0</sup>	20 <sup>0</sup>		20 <sup>0</sup>	45 <sup>0</sup>

7+50

47.2	47.1	50.0	51.8	55.0
18 <sup>0</sup>	14 <sup>0</sup>	11 <sup>1</sup>	9 <sup>3</sup>	6 <sup>1</sup>
45 <sup>0</sup>	20 <sup>0</sup>		20 <sup>0</sup>	45 <sup>0</sup>

9.47 461.07

H.I. 461.07

7+00

0.89 451.60

34.7	39.4	42.0	48.9	49.6
17 <sup>0</sup>	14 <sup>1</sup>	10 <sup>5</sup>	6 <sup>6</sup>	2 <sup>0</sup>
45 <sup>0</sup>	20 <sup>0</sup>		20 <sup>0</sup>	45 <sup>0</sup>

6+50

30.8	33.9	37.8	40.6	44.0
21 <sup>7</sup>	18 <sup>0</sup>	14 <sup>1</sup>	11 <sup>0</sup>	8 <sup>5</sup>
45 <sup>0</sup>	20 <sup>0</sup>		20 <sup>0</sup>	45 <sup>0</sup>

6+00

7.40 452.49

38.6	37.5	36.5	37.3	40.4
13 <sup>0</sup>	15 <sup>0</sup>	16 <sup>0</sup>	15 <sup>0</sup>	12 <sup>1</sup>
45 <sup>0</sup>	20 <sup>0</sup>		20 <sup>0</sup>	45 <sup>0</sup>

H.I. 452.49

5+50

11.33 445.09

T.R. Hob 7x8

47.4	45.0	43.4	41.2	39.5
9 <sup>0</sup>	11 <sup>1</sup>	13 <sup>0</sup>	15 <sup>0</sup>	16 <sup>0</sup>
45 <sup>0</sup>	20 <sup>0</sup>		20 <sup>0</sup>	45 <sup>0</sup>

4+93<sup>80</sup>

Approximate station Return on South Line  
 Matoro East of Intersection with Rolando.  
 456.42

55.7	51.7	48.4	46.6	44.7
0 <sup>1</sup>	4 <sup>1</sup>	8 <sup>0</sup>	9 <sup>0</sup>	11 <sup>2</sup>
45 <sup>0</sup>	20 <sup>0</sup>		20 <sup>0</sup>	45 <sup>0</sup>

Ret.

H.I. 456.42

X✓



Aug 16, 1926 (15)

OPC.

11+71<sup>13</sup> S.L. Alley

11+61<sup>13</sup> E. Alley

11+51<sup>13</sup> N.L. Alley

11+39

1.25 440.45

47  
11+06 OPP Ret. on left side

2.98 444.28

89  
10+57<sup>-</sup> P.R.C.

10+00

3.75 453.52

9+50

9+00

5.11 439.20  
439.17

12.22 441.30

11.30 440.77

B.M. Nail in Hub  
S.E. Cor. Blk. 17

T.P. Hub 11+12

T.P. Hub 18+12

19.1  
21.4  
45°

21.9  
18.6  
20°

25.7  
15.3

29.5  
11.0  
20°

35.1  
5.4  
45°

17.9  
22.6  
60°  
Ret.

21.0  
19.5  
26°

24.6  
15.9

28.6  
11.9  
20°

32.9  
7.6  
45°

20.9  
19.6  
45°

27.3  
18.2  
20°

24.2  
16.3

27.3  
13.2  
20°

32.5  
8.2  
45°

32.2  
8.3  
45°

24.7  
16.3  
26°

25.4  
15.1

26.3  
14.2  
20°

30.8  
9.1  
45°

H.I. 440.45

29.8  
14.5  
45°

32.0  
12.3  
20°  
Ret.

33.3  
11.2

34.3  
10.0  
20°

36.3  
8.0  
45°

H.I. 444.28

35.5  
18.0  
45°

37.0  
16.5  
20°

35.8  
14.7

40.1  
13.4  
20°

42.3  
11.2  
45°

41.7  
12.3  
45°

43.1  
10.4  
20°

45.4  
8.1

47.6  
5.9  
20°

50.1  
3.4  
45°

H.I. 453.52

45.5  
15.6  
45°

49.4  
11.7  
20°

51.3  
9.8

53.9  
7.3  
20°

55.3  
5.8  
45°

48.3  
12.8  
45°

51.9  
9.2  
20°

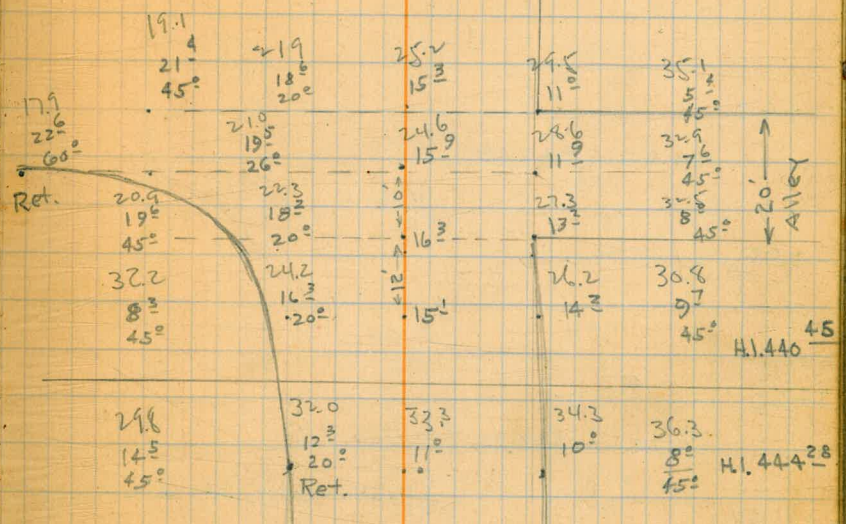
54.5  
6.6

56.5  
4.8  
20°

55.7  
2.4  
45°

H.I. 461.07

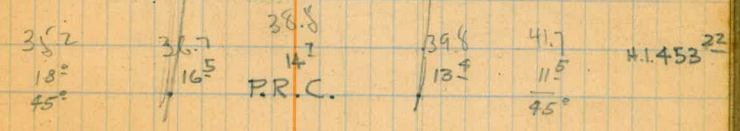
xv



Block 18

Block 17

Mataro



Aug 16, 1920  
E. P. Chilton  
H. Thompson  
J. Tigh.

2+66<sup>22</sup> W. Line. Motaro  
2+40  
1.25 440.45  
9.18 439.20 B.M.  
439.18  
2+00  
1+50  
1.22 448.36  
11.69 447.14 T.P. Hub  
A. & Alley  
1+27<sup>37</sup> Δ Pt. in Alley  
1+00  
2.23 458.83  
11.30 456.60  
0+50  
0+00 E.L. Rolando  
1.70 467.90  
466.20 B.M.

27.4 28.8 29.8  
13.1 12° 10.1  
10° 10°  
31.6 33.2 34.7  
8.9 7.8 5.8  
10° 10°  
H.I. 440.45  
37.0 37.9 38.7  
11.4 10.5 9.1  
10° 10°  
43.9 44.2 44.5  
4.5 4.3 3.9  
10°  
H.I. 448.36  
47.3 47.0 47.6  
11.5 11.8 11.2  
10° 10°  
50.3 50.7 51.2  
8.5 8.1 7.6  
10° 10°  
H.I. 458.83  
58.1 58.4 58.7  
9.8 9.5 9.2  
10° 10°  
61.6 61.9 62.2  
6.8 6.2 5.7  
10° 10°

Aug 16, 1926  
 E.P. Chilton  
 H. Thompson  
 S. Tigh.

5+00

65.6  
 4.5

+50

65.3  
 4.5

4.04 469.80

4.35 465.76 Hub 8 & 9

65.1  
 4.5

4+00 8 & 9

65.5  
 4.5

+50

65.6  
 4.4

3+00

65.3  
 4.1

+50

65.0  
 5.0

2+

64.6  
 5.2

+50

64.1  
 5.0

1+

63.4  
 6.6

+50

63.1  
 6.0

0+00

6.00 470.01

464.01 B.M. 1

470.01 ✓

10+25 S.W. Cor. Blk. 15

9+40

3.03 454.58

11.86 451.55

8+90

8+40

2.13 463.41

8.57 461.28 Hub 243

7+90

7+40

6+90 S.L. Mataro

6+50 N.L. Mataro

6+00

5+50

469.80

44.5  
121

59.0  
46

H.1 454.58

57.9  
55

61.0  
24

H.1 463.41

61.2  
86

64.5  
73

62.9  
69

63.7  
64

64.5  
53

65.7  
41

H.1 469.80

(2)  
Alley South End Block 15

Aug. 16, 1926

C.P.C.

(20)

+84<sup>93</sup> West Line Campo

61.1  
3<sup>0</sup>  
10<sup>0</sup>

60.7  
3<sup>4</sup>

60.2  
3<sup>10</sup>  
10<sup>0</sup>

+65

59.0  
5<sup>1</sup>  
10<sup>0</sup>

57.9  
6<sup>2</sup>

56.8  
7<sup>3</sup>  
10<sup>0</sup>

+50

55.1  
9<sup>0</sup>  
10<sup>0</sup>

53.7  
10<sup>2</sup>

51.6  
12<sup>5</sup>  
10<sup>0</sup>

10.36 464.10

H.I. 464.10

0.84 453.74

+34

50.2  
4<sup>4</sup>  
10<sup>0</sup>

50.0  
4<sup>6</sup>

49.4  
5<sup>2</sup>  
10<sup>0</sup>

0+00 West Boundary of tract.

454.58

42.5  
12<sup>4</sup>  
10<sup>0</sup>

41.7  
12<sup>2</sup>

41.6  
13<sup>0</sup>  
10<sup>0</sup>

H.I. 454.58

## Easement Block 16

 Aug. 16, 1926 (21)  
 E.P. Chilton  
 H. Thompson  
 J. Tigh

4+00		4.8	65.5
3+50	A	5.0	65.3
	5.01 470.34		
	4.55		465.33
3+00		4.5	65.4
+50	Lot Hub	4.5	65.4
+17	Lot Hub	4.6	65.3
2+00		3.7	66.2
+78		5.4	64.5
+50		6.0	63.9
1+00		7.6	62.3
+50		10.5	59.4
0+00		12.9	57.0
	4.53 469.88		
			465.35

0+00 = S.P.L. Waters ✓

BLK-16

		4.14	466.20 466.20 62.1
+68		7 <sup>2</sup>	62.1
+50		7 <sup>5</sup>	62.8
+25		5 <sup>6</sup>	64.7
0+00	Westward.	6 <sup>2</sup>	64.1
0+69		7 <sup>7</sup>	62.6
0+40	Eastward	5 <sup>9</sup>	64.4
0+00 5+30	End of Block	6 <sup>2</sup>	64.1
5+00		5.7	64.6
4+50		5.4	64.9

470.34

B.M. Δ F.G.E  
Hub on Campo

Hub on Rolando

0+00 = 5+30 = done 9-10-11 Blk. 16



## Easement Block 12

(23)

Aug 17, 1926  
 E.P. Chilton  
 H. Thompson  
 S. Tigh.

	7.61	453.54			
			10.74		445.93
4 + 45			13 <sup>2</sup>		43.5
+ 90			12 <sup>1</sup>		44.0
3 + 34 <sup>21</sup>	Hub 748		13 <sup>2</sup>		43.7
+ 80			10 <sup>6</sup>		46.1
+ 50			7 <sup>2</sup>		48.9
2 + 25			7 <sup>3</sup>		49.4
+ 74 <sup>21</sup> A			4 <sup>9</sup>		51.8
1 + 50			4 <sup>4</sup>		52.3
	3.41	456.67			
			11.31		453.26
+ 95 A			11 <sup>3</sup>		53.3
+ 50			10 <sup>3</sup>		54.3
0 + 00	S. L. Solita.		10 <sup>3</sup>		54.3
	1.94	464.57			
					462.63

9+01<sup>2+</sup> A 2<sup>3</sup> 56.9

+55 4<sup>5</sup> 54.7

8+40 7<sup>0</sup> 52.2

8+15 8<sup>8</sup> 50.4

11.07 459.23

5.38

448.16

+74<sup>77</sup> A S.L. Alley 5<sup>4</sup> 48.1

+64<sup>77</sup> N.Line Alley 4<sup>8</sup> 48.7

+41 6<sup>6</sup> 46.9

7+15 7<sup>4</sup> 46.1

+64<sup>21</sup> Hob 13414 7<sup>2</sup> 46.2

6+10 8<sup>7</sup> 44.8

+55 9<sup>2</sup> 44.8

5+00 9<sup>3</sup> 44.2

453.54

432.53 B.M.  
432.48

Along line between Lots 21 & 22

1+04	Hub	on Toledo.	8 <sup>2</sup>	435.4
	1.30	444.27		
		11.79		442.97
+50			11 <sup>5</sup>	426
+20			6 <sup>8</sup>	473
0+00 = 10+58 <sup>24</sup>			4 <sup>5</sup>	49.6
+84 <sup>60</sup>	Hub	24+25 Valencia St. Pl.	3 <sup>3</sup>	50.8
11+08 <sup>24</sup>			7 <sup>3</sup>	46.8
+78 <sup>24</sup>	A Hub		7 <sup>7</sup>	46.4
+58 <sup>24</sup>	Hub	21+22	4 <sup>5</sup>	49.6
	2.52	454.12		
		11.57		451.60
+50			11 <sup>6</sup>	51.6
+25			7 <sup>2</sup>	56.0
10+01 <sup>24</sup>	A Hub	20+21	5 <sup>4</sup>	57.8
9+51 <sup>24</sup>			4 <sup>1</sup>	59.1
	6.21	463.17		
		2.27		456.96

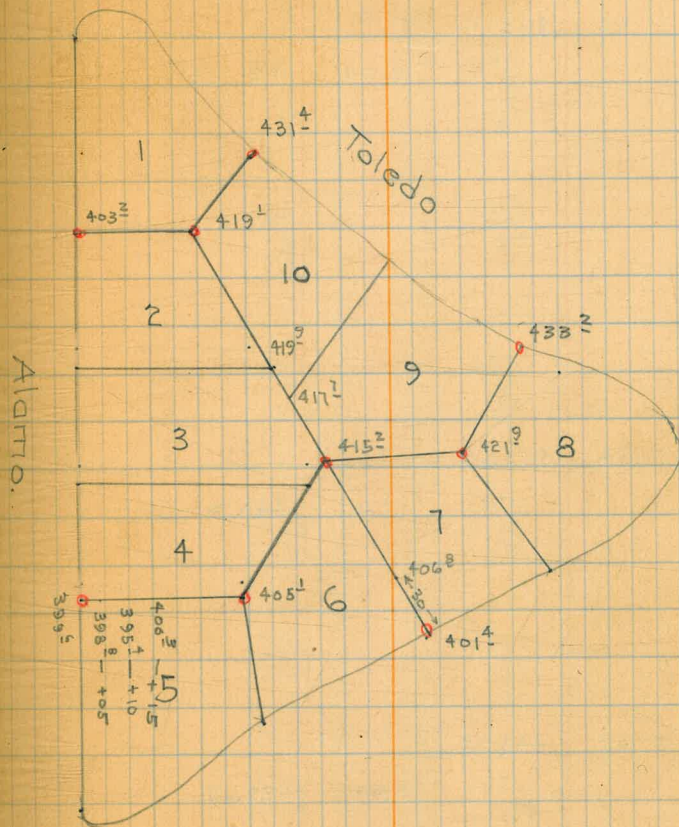
Block 19

		411.23 B.M.
1.94		411.21 <sup>2</sup>
	9 <sup>9</sup>	403 <sup>3</sup>
	12 <sup>8</sup>	400 <sup>3</sup>
	17 <sup>7</sup>	395 <sup>4</sup>
	14 <sup>3</sup>	398 <sup>8</sup>
	13 <sup>5</sup>	399 <sup>6</sup>
4.63	413.15	
	10.13	408 <sup>52</sup>
	13 <sup>5</sup>	405 <sup>1</sup>
	11 <sup>8</sup>	406 <sup>8</sup>
	17 <sup>3</sup>	401 <sup>4</sup>
	3 <sup>4</sup>	415 <sup>2</sup>
0.97	412.65	
	10.85	417.68
	10 <sup>8</sup>	417 <sup>7</sup>
	8 <sup>6</sup>	419 <sup>9</sup>
	9 <sup>4</sup>	419 <sup>1</sup>
	6 <sup>6</sup>	421 <sup>9</sup>
0.74	428.53	
	10.85	427.79
	7 <sup>2</sup>	431 <sup>4</sup>
	5 <sup>4</sup>	433 <sup>2</sup>
6.11	438.64	
		432.53

(26)

Aug. 17, 1926  
E.P. Chilton  
H. Thompson  
J. Tigh.

Block 19



Aug. 17, 1926 (27)  
 E.P. Chilton  
 H. Thompson  
 S. Figh.

+ 50

11.42 463.07

0.04 451.65

+ 22

+ 10

+ 00

11.54 451.69

1.20 440.15

+ 68

+ 45

11.67 441.35

0.89 429.68

+ 17

0+00 E.L. Adams St.

11.61 430.57

418.965 BM

55.9

7<sup>3</sup>5<sup>2</sup>

H.I. 463.07

49.8

1<sup>3</sup>5<sup>2</sup>

48.3

3<sup>0</sup>5<sup>2</sup>

46.1

5<sup>6</sup>5<sup>2</sup>

H.I. 451.69

40.1

1<sup>3</sup>5<sup>2</sup>

33.8

7<sup>4</sup>5<sup>2</sup>

H.I. 441.35

29.2

1<sup>4</sup>5<sup>2</sup>

24.4

6<sup>2</sup>5<sup>2</sup>

56.2

6<sup>9</sup>5<sup>2</sup>

49.8

1<sup>9</sup>5<sup>2</sup>

48.3

3<sup>4</sup>5<sup>2</sup>

45.7

6<sup>0</sup>5<sup>2</sup>

39.4

2<sup>0</sup>5<sup>2</sup>

34.0

7<sup>4</sup>5<sup>2</sup>

24.7

0<sup>3</sup>5<sup>2</sup>

25.0

5<sup>6</sup>5<sup>2</sup>
 24.0  
 17.0  
 7.4

2+20 West Line Valencia

1+85

61.6  
1.3  
5.0

60.3  
2.0  
5.0

H.1 463.07

61.3  
1.0  
5.0

60.4  
2.1  
5.0

J

## Easement Block 13

+50	Hub 7+8		9 <sup>2</sup>	59.5
+28			11 <sup>1</sup>	57.6
3+00			10 <sup>2</sup>	58.7
+78			8 <sup>4</sup>	60.3
	870	468.68		
		1.45		460.48
+50			1 <sup>4</sup>	60.5
2+00			2 <sup>6</sup>	59.3
+50			3 <sup>2</sup>	58.9
1+			7 <sup>2</sup>	54.9
+50			10 <sup>5</sup>	51.4
0+07			14 <sup>1</sup>	47.2
0+00	S.L. Solita		14 <sup>2</sup>	47.9
	9.76	461.93		
				452.175

Aug. 17, 1926 (29)  
 E.P. Chilton  
 H. Thompson  
 S. Tigh.

Hub 5+6

6+50	N.L. Matara	10 <sup>1</sup>	58.0
6+00		7 <sup>3</sup>	61.5
+50		6 <sup>5</sup>	62.2
5+00		6 <sup>0</sup>	62.7
+50	9+10	5 <sup>7</sup>	63.0
+33		4 <sup>8</sup>	63.9
+16		5 <sup>1</sup>	63.0
4+00		5 <sup>6</sup>	63.1
3+70		6 <sup>6</sup>	62.1

↓



Easement - Block 17

Aug. 20, 1926 (31)  
 E.P. Chilton  
 H. Thompson  
 S. Tigh.

3+32			3 <sup>0</sup>	59.9
3+22			3 <sup>0</sup>	60.5
2+99	4+15		3 <sup>5</sup>	60.0
	5.80	463.51		
		1.25		457.71
2+51	13+14		0 <sup>0</sup>	58.4
+96	12+13		4 <sup>0</sup>	54.4
1+36	11+12		9 <sup>0</sup>	49.8
1+00			12 <sup>1</sup>	46.9
+69	10+11		14 <sup>0</sup>	44.7
0+50			14 <sup>1</sup>	44.9
0+00	N. Line of Alley		11 <sup>1</sup>	47.3
	1.25	458.96		
		9.68		457.71
	1.19	467.39		
				466.20

406 546

T.P. 466 546

B.M. A.F.G.E.

		8.15		445.81	Ret.
0+70	Hub Rolando, lots 1+2		2 <sup>3</sup>	51.7	
0+50			4 <sup>6</sup>	49.4	
0+00 =	4+98 Westward		9 <sup>9</sup>	44.1	
0+55	Hub on Motara - lots 1+17		16 <sup>3</sup>	47.8	
0+00 =	4+98 Eastward		9 <sup>9</sup>	44.1	
4+98	Hub Lots 1-2-17		9 <sup>9</sup>	44.1	
4+89			9 <sup>9</sup>	45.0	
+65			4 <sup>1</sup>	49.6	
+50			1 <sup>9</sup>	52.1	
	1.58	453.96			
		11.13		452.38	
4+15	164 17 A		7 <sup>3</sup>	56.3	
+68			3 <sup>7</sup>	59.4	
3+53			3 <sup>6</sup>	59.9	

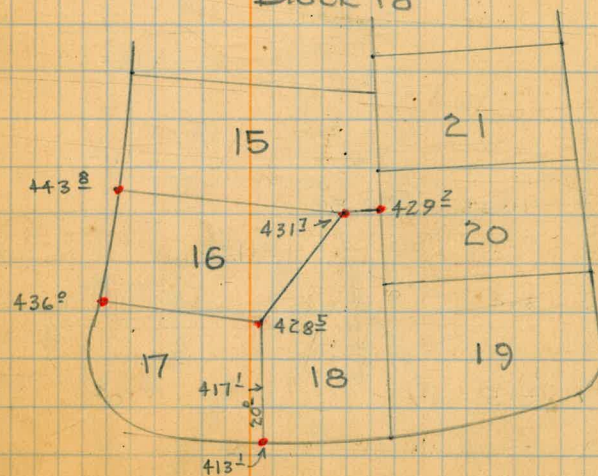
Easement Block 18

	10.72	451.29	0.78		440.57
6+75				1 <sup>1</sup>	40.3
6+55	29+30			3 <sup>1</sup>	38.0
6+09	28+29			8 <sup>2</sup>	32.5
	11.41	441.35	0.63		429.94
5+88				0 <sup>2</sup>	30.6
5+70				4 <sup>2</sup>	26.6
5+50	N.L. Alley			7 <sup>2</sup>	23.6
5+40	S.L. Alley			8 <sup>2</sup>	22.1
5+25	Drawl			10 <sup>2</sup>	20.2
4+90	26+27			5 <sup>2</sup>	25.1
	0.28	430.57	9.65		430.29
4+40	25+26 A			9 <sup>1</sup>	30.2
4+08	11+12			7 <sup>2</sup>	32.1
3+80	24+25			7 <sup>2</sup>	32.6
3+20	23+24 A			7 <sup>2</sup>	32.6
2+60	22+23 - 134 14			6 <sup>2</sup>	33.6
2+00	21+22			7 <sup>2</sup>	32.9
1+40	20+21			9 <sup>2</sup>	30.6
	9.77	439.94	0.89		430.17
1+18	Hub 15+18			0 <sup>2</sup>	30.2
+80				4 <sup>2</sup>	26.3
0+00	S.L. Block 18			22 <sup>1</sup>	9.0
	0.89	431.06	11.50		430.17
	2.47	441.67			439.20

(33)

Aug. 19, 1926  
E.P. Chilton  
H. Thompson  
J. Tigh.

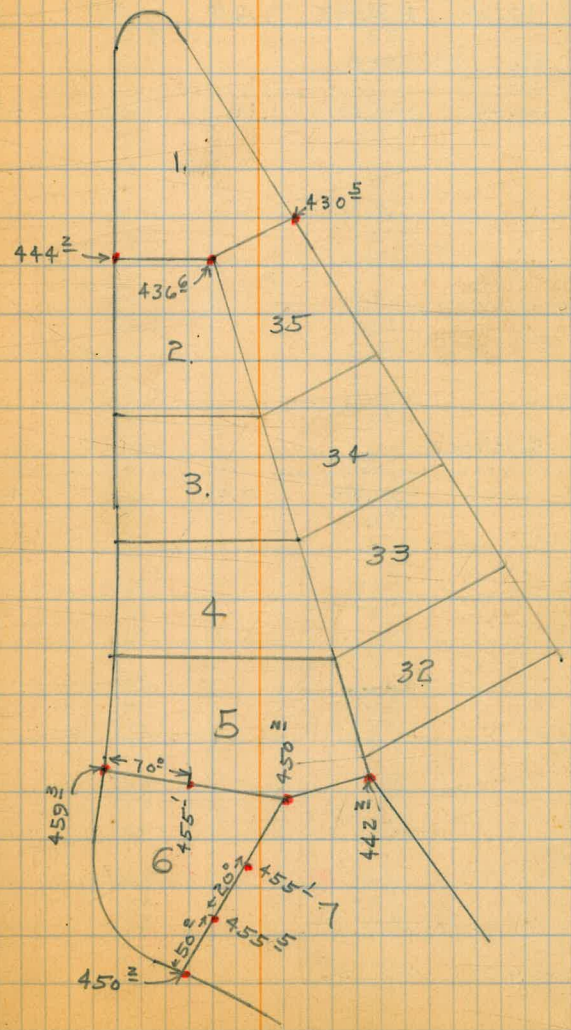
South End  
Block 18



North End Block 18

			440	452.17 BM. 452.11
	11.29	456.51		
			5.28	445.22
10+19	1+2+35		13 <sup>2</sup>	36.6
10+00			12 <sup>2</sup>	37.7
9+36	2+3		12 <sup>2</sup>	37.7
9+00			12 <sup>2</sup>	38.3
8+80			11 <sup>2</sup>	39.6
	10.35	450.50		
			11.14	440.15
8+66	3+4		11 <sup>2</sup>	40.2
8+01	4+5		10 <sup>2</sup>	40.7
7+36	5+7 A		9 <sup>2</sup>	42.2

451.29



Alley Block 18

			6.09	445.81 445.80	
2+28	E.L. Mataro	10.99	+51.89	1.67	440.90
2+00		10.49	442.57	1.75	432.08
+83					
+50					
1+18	\$ Block				
+65		11.68	433.83	0.41	422.15
+45					
+10					
+05					
0+00	W.L. Alario St.	3.60	422.56		

418,965

Ret.

34.6 7 <sup>8</sup> 5 <sup>e</sup>	33.6 8 <sup>8</sup> 5 <sup>e</sup>
30.6 3 <sup>2</sup> 5 <sup>e</sup>	26.0 4 <sup>8</sup>
26.0 5 <sup>8</sup> 5 <sup>e</sup>	26.8 7 <sup>8</sup> 5 <sup>e</sup>
23.4 10 <sup>4</sup> 5 <sup>e</sup>	24.5 8 <sup>6</sup> 5 <sup>e</sup>
22.1 11 <sup>7</sup> 5 <sup>e</sup>	23.5 10 <sup>8</sup> 5 <sup>e</sup>
18.4 4 <sup>3</sup> 5 <sup>e</sup>	19.3 3 <sup>2</sup> 5 <sup>e</sup>
14.6 7 <sup>8</sup> 5 <sup>e</sup>	15.0 7 <sup>4</sup> 5 <sup>e</sup>
12.6 10 <sup>4</sup> 5 <sup>e</sup>	12.3 10 <sup>3</sup> 5 <sup>e</sup>
11.2 11 <sup>4</sup> 5 <sup>e</sup>	11.4 11 <sup>2</sup> 5 <sup>e</sup>
412.8 9 <sup>8</sup> 5 <sup>e</sup>	12.4 9 <sup>7</sup> 5 <sup>e</sup>

Draw

H.I. 442.57

H.I. 433.83

Aug. 19, 1926. (35)  
E.P. Chilton  
H. Thompson  
J. Tigh.

B.M.

Alley Line

4085

8

36.88

140

176.88

184.88

WATSON, VALLE & COUGH