

NAME MARILOU PARK

Class \_\_\_\_\_ Course \_\_\_\_\_ Party \_\_\_\_\_

---

---

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

1928

**241**  
**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

MICROFILMED  
DEC 30 1964

MARILOU PARK.

Sta.	+	H.I.	-	Elev.
13.M.				86.92
○	11.25	98.17		
			1.22	96.95
○	11.62	108.57		
			0.27	108.30
○	11.22	119.52		
			0.29	119.23
○	10.97	130.20		
			0.19	130.01
○	12.18	142.19		
			0.28	141.91
13.M.	11.71	153.62		
			0.05	153.57
○	11.27	164.84		
			0.22	164.62
○	11.28	175.90		
			0.23	175.67
○	10.71	186.38		
			0.92	185.46
	1.35	186.81		
13.M.			1.53	185.28
○			11.64	175.17
	0.14	175.31		
13.M.			2.06	173.25

Jan. 22 1927  
 Party. { O.J. Thompson  
 Anderson  
 de la Vaux

Top Conc. Man. Chollas Valley on Pueblo line  
 @ Sta. 68+20 - (See Book 181-Pg. 25)

Set Nail in Sign Post N.E. Corner BIK #4

Set Nail in Sign Post N.E. Corner BIK #13

Set Nail in Sign Post N.E. Corner BIK #14

Marilou Park Cont.

22

Sta.	+	H. I.	-	Elev.
		175.31		
0			11.27	164.04
	0.68	164.72		
B.M.			9.01	155.71

2" x 2" Hub S.E. Corner Block #14

X-sections on next page  
O.S.T

X-Sections

Hilltop Dr. from 41st St.

Sta. + H.I. - Elev  
164.72

Conc. Men.

0+00 = Intersection of 41st St. & Hilltop Dr.

0+30

0+50

1+00

1+50

B.M.

11.32 172.56

2+00

2+50

3+00

o

10.98 183.22

3+50

"Colorado" Westerly

South

d

North

Jan. 22, 1927

O.S. Thompson

3

Y

$\frac{17.1}{55.0}$   $\frac{14.9}{30.0}$  11.2  $\frac{10.3}{15}$   $\frac{7.9}{30}$   $\frac{5.7}{55}$

$\frac{16.1}{55}$   $\frac{14.0}{30}$  11.1  $\frac{10.8}{12}$   $\frac{8.9}{30}$   $\frac{6.1}{55}$

$\frac{15.5}{55}$   $\frac{13.5}{30}$  10.6  $\frac{10.0}{22}$   $\frac{9.1}{30}$   $\frac{6.3}{55}$

$\frac{13.8}{55}$   $\frac{11.7}{30}$  9.0  $\frac{8.3}{14}$   $\frac{6.1}{30}$   $\frac{2.9}{55}$

$\frac{10.3}{55}$   $\frac{7.9}{30}$   $\frac{4.6}{6}$  4.6  $\frac{3.8}{15}$   $\frac{0.5}{22}$   $\frac{+1.0}{30}$   $\frac{+4.3}{55}$

Set Nail 20' South Sta. 1+70 (Power Pole)

$\frac{14.5}{55}$   $\frac{11.2}{30}$   $\frac{10.1}{20}$   $\frac{8.0}{11}$  7.6  $\frac{8.1}{12}$   $\frac{4.0}{20}$   $\frac{1.1}{30}$   $\frac{+4.0}{55}$

$\frac{12.3}{55}$   $\frac{8.3}{30}$   $\frac{4.1}{9}$  4.0  $\frac{4.8}{10}$   $\frac{0.5}{16}$   $\frac{+2.2}{30}$   $\frac{+7.5}{55}$

$\frac{5.4}{55}$   $\frac{3.4}{30}$   $\frac{1.9}{14}$  2.1  $\frac{-2.0}{10}$   $\frac{+0.5}{16}$   $\frac{+2.7}{30}$   $\frac{+6.0}{55}$

$\frac{15.1}{55}$   $\frac{12.7}{30}$   $\frac{10.8}{10}$  11.0  $\frac{11.2}{8}$   $\frac{8.2}{14}$   $\frac{7.2}{30}$   $\frac{6.1}{55}$

# HILLTOP Dr. Cont.

Jan. 25 1927  
O.S. Thompson

Sta.	+	H.I.	-	Elev.	South	4	North						
		183.22											
4+00					8.6 / 55	7.0 / 30	6.6 / 14	8.3 / 8	8.0	8.2 / 16	5.2 / 12	5.1 / 30	4.5 / 55
4+50					5.9 / 55	4.9 / 30	4.4 / 11	5.7 / 9	5.6	5.8 / 6	5.0 / 8.0	4.9 / 30	4.4 / 55
5+00					4.6 / 55	4.0 / 30	4.4 / 9	4.3	4.3	4.3 / 8.0	4.1 / 14	4.4 / 30	5.5 / 55
5+60	East Prop. Line 40th St.				2.2 / 55	2.7 / 30	3.0 / 10	3.4	3.6	3.6 / 9	4.7 / 30	5.4 / 55	
6+00					1.2 / 55	1.7 / 30	2.2 / 8	2.6	2.6	2.6 / 8.0	3.9 / 30	4.9 / 55	← Readings fall in st. →
6+20	West Prop. Line 40th St.				2.7 / 55	2.0 / 30	1.8 / 10	2.3	2.0	2.0 / 15	3.4 / 30	4.6 / 55	
6+50	South Side of Sec. goes down E of St.				3.2 / 55	2.5 / 30	1.7	1.8	1.8	1.8 / 14	2.9 / 30	3.0 / 55	
7+00					0.5 / 55	0.9 / 30	1.4 / 14	2.0 / 10	2.3	3.0 / 16	3.2 / 30	3.6 / 55	
7+50					0.0 / 55	1.8 / 30	1.5 / 15	2.0 / 12	2.3	3.1 / 21	2.6 / 30	2.9 / 55	
8+00					3.1 / 55	3.2 / 30	3.3 / 16	4.4 / 9	4.5	4.6 / 5	4.9 / 18	4.3 / 30	5.5 / 55

15"  
1  
2.64 180.58  
1.54 182.12

Hilltop Dr.

5

Sta.	H.I.	Elev.
8+00	182.14	
9+00	E. Prop Line Alta Dr.	(Quail St.)
9+60	W. Prop Line Alta Dr.	
10+00		

South	4	North
$\frac{5.3}{55}$	6.6	$\frac{7.2}{55}$
$\frac{5.8}{30}$		$\frac{7.0}{30}$
$\frac{5.7}{15}$		$\frac{6.7}{19}$
$\frac{7.1}{55}$	8.2	$\frac{8.9}{14}$
$\frac{7.9}{30}$		$\frac{8.6}{30}$
$\frac{7.7}{13}$		$\frac{9.0}{55}$
$\frac{12.8}{55}$	10.3	$\frac{10.2}{8}$
$\frac{11.4}{30}$		$\frac{10.0}{19}$
$\frac{10.5}{21}$		$\frac{9.3}{30}$
$\frac{9.9}{13}$		$\frac{10.8}{55}$
$\frac{13.4}{55}$	11.2	$\frac{11.7}{30}$
$\frac{11.7}{30}$		$\frac{11.4}{55}$

10.96	171.16
2.01	173.17
6.91	172.16

ALTA Dr.  
Set Nail in Power Pole - S. Side Hilltop & W. Line

10+50		
11+00		
11+50		
12+00		
12+40	E. Prop. Line Penn. Ave.	(39th St.)
13+00	W. Prop. Line Penn. Ave.	

$\frac{3.3}{55}$	3.4	$\frac{3.9}{55}$
$\frac{3.6}{30}$		$\frac{3.3}{30}$
$\frac{3.2}{18}$		$\frac{2.4}{24}$
$\frac{5.5}{55}$	5.5	$\frac{4.4}{12}$
$\frac{5.5}{30}$		$\frac{4.7}{30}$
$\frac{5.0}{25}$		$\frac{6.7}{55}$
$\frac{10.5}{55}$	8.6	$\frac{8.3}{21}$
$\frac{9.8}{30}$		$\frac{7.8}{26}$
$\frac{8.8}{16}$		$\frac{8.0}{30}$
$\frac{8.8}{14}$	9.0	$\frac{8.8}{55}$
$\frac{14.0}{55}$	9.0	$\frac{11.2}{20}$
$\frac{12.2}{30}$		$\frac{10}{30}$
$\frac{11.8}{21}$		$\frac{9.7}{55}$
$\frac{9.5}{14}$	7.5	$\frac{7.7}{2}$
$\frac{11.0}{55}$		$\frac{8.5}{12}$
$\frac{9.8}{30}$		$\frac{7.7}{30}$
$\frac{8.5}{10}$		$\frac{10}{55}$
$\frac{7.3}{80}$	4.0	$\frac{3.6}{8}$
$\frac{11.0}{55}$		$\frac{4.4}{30}$
$\frac{5.3}{30}$		$\frac{4.3}{55}$
$\frac{4.7}{25}$		
$\frac{3.9}{14}$		

HILLTOP Dr. Cont.

O.J. Thompson  
Jan. 25-1927

6

Sta.	+	H.I.	-	Elev.	South	±	North
		173.17					
○			0.33	172.84			
	8.72	181.56					
13+50					8.1/55	8.1/35	7.9/21
					8.8/70	9.1	8.3/8
							7.6/22
							7.8/30
							9.6/55
14+00					7.7/55	6.6/30	5.9/24
					6.0/11	6.4	5.7/8
							5.0/14
							5.2/24
							6.2/30
							6.4/55
14+50					5.9/55	5.4/30	5.2/20
							5.0
							4.4/16
							4.0/30
							5.6/55
15+00					4.6/55	3.8/30	4.0/14
							4.9/11
							5.1
							4.4/17
							4.0/30
							5.4/55
15+50					4.2/55	5.3/30	6.3/14
							6.2
							6.1/7
							5.6/14
							5.9/30
							5.1/55
15+75					7.1/55	6.8/30	6.9
							6.5/6
							5.8/20
							5.4/30
							4.5/55
16+13	③ =	5.W Prop. Corner B/L #17			6.0/70	6.1/55	10.1/30
							11.9/19
							12.7/9
							11.0
							10.9/60
							11.7/16
							10.4/20
							8.3/30
							6.7/40
							5.8/55
○			8.10	173.46			
	0.57	174.03					
16+50					0.9/65	1.1/55	7.0/30
							9.9/19
							9.4/8
							10.2/2
							9.1
							9.6/15
							5.8/20
							3.1/30
							0.0/50
○			0.57	173.46			
	9.34	182.80					



"D" Street  
mm mm  
mm mm

380.49  
11.86  
35.23

O.V. Thompson  
Jan. 25, 1927

7

Sta.	+	H.I.	-	Elev.	North	±	South					
0-11.83		187.80			10.8/65	8.1/40	6.2/28	6.1/16	6.4	5.9/15	6.8/40	6.5/65
0+00					7.4/65	5.3/40	5.1/15		5.8	5.7/15	4.7/40	6.7/65
0+11.84						6.6/65	5.2/40		5.2	4.6/40	6.4/65	
0+50					3.7/65	5.1/40			4.0	5.1/40	4.4/65	
0+81					4.1/65	4.2/40			3.5	5.0/40	4.9/65	
1+21					7.2/65	4.0/40			3.8	3.6/40	3.7/65	
1+50					3.8/65	4.1/40	4.9/34	4.0		4.9/40	5.1/65	
2+01					8.4/65	7.1/40	6.9/31	6.3		5.7/40	6.7/65	
Alley												
2+16					9.6/65	7.8/40		7.3		6.5/40	6.4/65	
2+50						13.4/65	12.4/40	9.5		9.3/40	9.6/65	
0				12.07	170.73							
3+00	0.12	170.85			9.5/65	8.5/61	6.2/40	3.5		2.5/36	1.2/40	2.2/65

"D" Street - "X" Sections

7+32

8

Sta.	H.I.	Elev.	North	±	South
	170.85				
3+46	W. Prop Line Penn.		$\frac{18.8}{65}$	$\frac{14.4}{40}$ 9.1	$\frac{8.0}{18}$ $\frac{5.2}{40}$ $\frac{4.2}{41}$ $\frac{4.0}{65}$
3+60	North Side of Sec falls in Street			$\frac{15.7}{40}$ 11.7	$\frac{10.3}{16}$ $\frac{7.6}{40}$ $\frac{4.9}{65}$
3+97	E. Prop Line of Penn.		$\frac{12.1}{65}$ $\frac{14.1}{40}$	$\frac{11.7}{23}$ 10.8	$\frac{10.5}{14}$ $\frac{8.5}{40}$ $\frac{5.6}{65}$
4+22			$\frac{11.9}{65}$ $\frac{10.5}{40}$	$\frac{7.9}{25}$ 7.2	$\frac{7.6}{14}$ $\frac{6.2}{40}$ $\frac{5.4}{65}$
4+52	E. Prop Line Penn (South)		$\frac{7.4}{65}$ $\frac{5.3}{40}$	5.1	$\frac{5.0}{21}$ $\frac{4.2}{39}$ $\frac{3.4}{40}$ $\frac{3.7}{65}$
5+00			$\frac{1.4}{65}$ $\frac{0.9}{40}$	0.7	$\frac{0.6}{39}$ $\frac{0.0}{40}$ $\frac{0.0}{65}$
0		0.12 170.73			
	926 179.99				
5+50			$\frac{6.8}{65}$ $\frac{6.2}{40}$ $\frac{7.4}{23}$	7.1	$\frac{7.5}{10}$ $\frac{7.5}{27}$ $\frac{8.5}{37}$ $\frac{8.0}{40}$ $\frac{8.1}{65}$
6+00			$\frac{5.0}{65}$ $\frac{5.0}{40}$	5.8	$\frac{5.8}{18}$ $\frac{7.3}{40}$ $\frac{7.3}{65}$
6+50			$\frac{4.4}{65}$ $\frac{4.4}{40}$ $\frac{3.8}{36}$ $\frac{4.6}{30}$	5.0	$\frac{5.4}{12}$ $\frac{5.9}{22}$ $\frac{5.9}{40}$ $\frac{6.1}{65}$
7+00				$\frac{3.5}{65}$ $\frac{4.5}{40}$	5.7 $\frac{6.7}{40}$ $\frac{6.5}{65}$
7+32	W. Line ALTA Ave.		$\frac{3.3}{65}$ $\frac{2.4}{40}$ $\frac{5.6}{35}$ $\frac{5.5}{90}$	5.5	$\frac{5.4}{40}$ $\frac{6.8}{65}$

"D" Street Cont

Sta.	+	H.I.	-	Elev.	North	±	South
		179.99					
7+50					$\frac{4.3}{40}$	5.3	$\frac{6.2}{40}$
7+92	E. Prop. Line of "ALTA Dr."				$\frac{2.1}{65}$	5.4	$\frac{6.1}{40}$ $\frac{5.9}{65}$
8+50					$\frac{1.1}{65}$	4.4	$\frac{4.7}{40}$ $\frac{5.0}{18}$ $\frac{5.4}{40}$ $\frac{4.0}{65}$
9+00					$\frac{4.5}{65}$	3.8	$\frac{4.5}{40}$ $\frac{4.5}{24}$ $\frac{3.9}{37}$ $\frac{3.1}{40}$ $\frac{2.9}{65}$
①			3.73	176.26			
	5.05	181.31					
9+50					$\frac{1.9}{65}$	5.2	$\frac{5.4}{40}$ $\frac{4.5}{18}$ $\frac{5.4}{8}$ $\frac{4.6}{27}$ $\frac{4.7}{40}$ $\frac{2.9}{65}$
10+00					$\frac{6.5}{65}$	4.8	$\frac{5.7}{40}$ $\frac{5.0}{19}$ $\frac{3.9}{17}$ $\frac{4.6}{40}$ $\frac{4.5}{65}$
10+50					$\frac{5.6}{65}$	5.3	$\frac{6.2}{40}$ $\frac{6.1}{23}$ $\frac{4.6}{39}$ $\frac{4.1}{40}$ $\frac{3.6}{65}$
10+72	W. Prop. Line 40 <sup>th</sup> = "Clifton"				$\frac{6.2}{65}$	5.4	$\frac{5.9}{40}$ $\frac{4.8}{20}$ $\frac{5.4}{15}$ $\frac{3.8}{37}$ $\frac{2.6}{40}$ $\frac{4.3}{65}$
11+00	S. Portion of Sec. falls in street				$\frac{6.2}{65}$	5.0	$\frac{5.4}{40}$ $\frac{4.4}{40}$ $\frac{4.1}{65}$
11+32	E. Prop. Line 40 <sup>th</sup> = Clifton				$\frac{7.1}{65}$	3.8	$\frac{4.7}{40}$ $\frac{4.4}{31}$ $\frac{4.7}{14}$ $\frac{3.6}{16}$ $\frac{4.5}{40}$ $\frac{4.4}{65}$
11+50					$\frac{6.8}{65}$	4.3	$\frac{5.0}{40}$ $\frac{4.9}{15}$ $\frac{4.9}{40}$ $\frac{4.5}{65}$



"D" Street

Jan. 25 1927  
O.S. Thompson 11  
44

Sta.	+ H.I.	- Elev.	North	East	South
15+00	174.08		$\frac{12.6}{65}$ $\frac{9.3}{55}$ $\frac{7.7}{40}$	3.8	$\frac{0.0}{18}$ $\frac{+2.4}{28}$ $\frac{+3.0}{40}$ $\frac{+3.3}{65}$
15+50	6.16 179.30	0.94 173.14	$\frac{16.5}{65}$ $\frac{16.7}{40}$ $\frac{10.3}{28}$ $\frac{7.1}{12}$	6.1	$\frac{4.2}{12}$ $\frac{1.9}{25}$ $\frac{2.3}{40}$ $\frac{3.1}{65}$
16+00			$\frac{12.7}{65}$ $\frac{10.7}{40}$	6.0	$\frac{4.3}{40}$ $\frac{5.8}{65}$
16+50			$\frac{10.5}{65}$ $\frac{8.5}{40}$	6.8	$\frac{5.8}{11}$ $\frac{6.3}{40}$ $\frac{7.8}{65}$
16+62	W. Line 41st = "Colorado"		$\frac{9.8}{65}$ $\frac{7.8}{40}$	7.1	$\frac{6.8}{40}$ $\frac{8.3}{65}$

"C" Street

Jan. 26 1927  
O.V. Thompson  
13

Sta.	+ H.I.	- Elev.	South		<u>±</u>	North			
B.M.	141	186.69							
0+00	S.E. Corner	Block # 4			1.4	$\frac{1.6}{30}$			
0+30	N.E "	Block # 13	$\frac{1.9}{55}$	$\frac{1.9}{30}$	$\frac{1.9}{18}$	$\frac{0.8}{7}$	0.6	$\frac{2.3}{30}$	$\frac{2.7}{55}$
0+50			$\frac{2.6}{55}$	$\frac{2.5}{30}$			2.3	$\frac{3.0}{30}$	$\frac{4.2}{55}$
1+00				$\frac{2.6}{55}$	$\frac{2.9}{30}$		4.0	$\frac{5.3}{30}$	$\frac{6.6}{55}$
1+25			$\frac{3.5}{55}$	$\frac{4.4}{30}$	$\frac{4.1}{7}$	4.8	$\frac{4.3}{16}$	$\frac{5.5}{30}$	$\frac{7.7}{55}$
1+50			$\frac{9.8}{55}$	$\frac{8.4}{30}$		7.7	$\frac{7.8}{30}$	$\frac{8.1}{55}$	
2+00			$\frac{18.3}{55}$	$\frac{15.8}{30}$		12.5	$\frac{11.3}{30}$	$\frac{11.7}{55}$	
⊙									
	1.29	175.85		12.13	174.56				
2+50			$\frac{11.7}{55}$	$\frac{8.9}{30}$		4.5	$\frac{5.0}{30}$	$\frac{6.2}{55}$	
2+75			$\frac{14.7}{55}$	$\frac{11.1}{30}$		9.2	$\frac{9.8}{30}$	$\frac{9.6}{55}$	
⊙									
	0.29	164.77		11.37	164.48				

"C" Street

Jan. 26 1927  
O.S. Thompson  
13

Sta.	+	H.I.	-	Elev.	South	4	North
3700		164.77			9.1/55	6.1/30	2.6/30 2.1/55
3722						9.5	
			11.80	154.97			
3750	1.17	154.14			17.5/55	11.1/30	2.5/30 1.7/55
			12.14	142.00		7.8	
	0.55	142.55					
4700	Apx.	N.W. Corner	BIK. #13		18.9/55	17.3/30	10.7/30 11.7/55
			11.34	131.21		14.7	
	0.43	131.64					
4710		S.W. Corner	BIK # 4		8.4/55	11.5/30	4.3/30 4.3/55
						6.9	
4738		Bottom of Canyon	at N. Prop. Line		4.8/55	6.1/30	17.5/30 13.7/55
4747	Apx.	N.E. Corner	BIK #12		3.3/55	3.6/30	12.4/30 16.8/55
						9.8	
4772		S.E. Corner	BIK. #5		+2.1/55	1.1/30	8.8/30 11.9/55
			0.45	131.19		6.6	
	11.29	142.48					
5400					+0.9/55	+0.5/30	5.0/30 10.0/55
			0.01	142.47		2.5	
	11.13	153.60					

"C" Street

Sta.	+	H.I.	-	Elev	South	$\bar{z}$	14 North		
		153.60							
5+24					$\frac{1.2}{55}$		$\frac{10.0}{30}$	$\frac{14.8}{55}$	
5+50					<del><math>\frac{4.1}{55}</math></del>		<del><math>\frac{4.4}{30}</math></del>	<del><math>\frac{10.4}{55}</math></del>	
○			0.76	152.84					
	10.74	163.58			<del><math>\frac{5.4}{55}</math></del>		<del><math>\frac{11.6}{30}</math></del>	<del><math>\frac{18.4}{55}</math></del>	
6+00									
○			0.16	163.44					
	7.60	171.04							
6+50					$\frac{2.5}{55}$		$\frac{3.1}{30}$	$\frac{3.8}{20}$	
						9.4	$\frac{19.7}{30}$	$\frac{24.5}{42}$	$\frac{24.0}{55}$
									$\frac{23.0}{60}$
6+70					$\frac{2.1}{55}$		$\frac{2.9}{30}$		
						10.7	$\frac{19.2}{30}$	$\frac{19.5}{55}$	
7+00					$\frac{1.8}{55}$		$\frac{3.7}{30}$		
						9.3	$\frac{9.9}{30}$	$\frac{8.1}{55}$	
7+20					$\frac{2.8}{55}$		$\frac{3.1}{30}$		
						3.8	$\frac{3.3}{30}$	$\frac{2.1}{55}$	
7+50					$\frac{3.0}{55}$		$\frac{3.0}{30}$		
						3.1	$\frac{2.3}{30}$	$\frac{2.6}{55}$	
8+00					$\frac{2.6}{55}$		$\frac{2.6}{30}$		
						2.1	$\frac{1.9}{23}$	$\frac{1.3}{30}$	$\frac{3.8}{55}$
8+50.50	E. Line	Short	Ave.		$\frac{2.5}{55}$		$\frac{2.4}{30}$		
						3.4	$\frac{3.0}{23}$	$\frac{2.9}{30}$	$\frac{4.6}{55}$
8+90.50	W	"	"	"	$\frac{8.8}{55}$		$\frac{4.0}{30}$		
						3.5	$\frac{5.1}{30}$	$\frac{4.8}{55}$	



"C" Street

Sta.	+	H.I.	-	Elev.	South	←	North				
		171.02									
9+00	Apex	N.W. Corner	Block #12		$\frac{18}{55}$	$\frac{3.5}{30}$	3.4	$\frac{5.4}{30}$	$\frac{5.4}{55}$		
760	Apex	N.E.	" "	# 11	$\frac{3.9}{55}$	$\frac{5.0}{30}$	5.4	$\frac{7.3}{30}$	$\frac{8.5}{55}$		
10+00					$\frac{33}{55}$	$\frac{4.6}{30}$	$\frac{6.1}{18}$	5.9	$\frac{8.0}{30}$	$\frac{13.8}{55}$	
10+50					$\frac{48}{55}$	$\frac{5.4}{30}$	7.2	$\frac{10.2}{30}$	$\frac{16.8}{55}$		
0			11.68	159.34							
	6.96	166.30									
11+00					$\frac{1.0}{55}$	$\frac{0.0}{40}$	$\frac{2.7}{30}$	5.7	$\frac{10.7}{30}$	$\frac{17.6}{55}$	
0			11.89	154.41							
11+50	0.18	154.59			$\frac{+8.0}{55}$	$\frac{+6.7}{30}$	2.4	$\frac{11.9}{30}$	$\frac{19.0}{55}$		
0			11.97	142.62							
	0.50	143.12									
12+00					$\frac{19.4}{55}$	$\frac{+3.6}{30}$	7.7	$\frac{14.7}{30}$	$\frac{22.5}{55}$		
0			11.06	132.06							
	1.66	133.72									
12+20.66		S.W. Corner	Blk. # 6		$\frac{+8.5}{55}$	$\frac{+4.0}{30}$	3.4	$\frac{12.5}{30}$	$\frac{19.6}{55}$		
12+47	Apex	N.W. Corner	Blk. # 11		$\frac{+2.5}{55}$	$\frac{3.4}{30}$	11.1	$\frac{15.0}{30}$			
12+66								$\frac{11.1}{30}$			
12+71.66					$\frac{0.2}{55}$	$\frac{4.0}{42}$	$\frac{5.7}{30}$	8.5	$\frac{9.8}{17}$	$\frac{7.4}{30}$	$\frac{3.2}{55}$

"C" Street

Sta.	+	H.I.	-	Elev.	South		North					
13+00	Apex	133.74	N.E. Corner Bldg # 10		$\frac{0.2}{55}$	$\frac{1.1}{45}$	$\frac{+1.0}{36}$	$\frac{+1.0}{30}$	+4.0	$\frac{+7.6}{30}$	$\frac{+11.2}{55}$	
○			0.38	133.34								
		11.77		145.11								
○			0.33	144.78								
		11.36		156.14								
13+50					$\frac{11.4}{55}$	$\frac{6.0}{30}$			1.5	$\frac{+4.0}{30}$	$\frac{+3.5}{55}$	
○			0.60	155.54								
		10.31		165.85								
13+70					$\frac{10.0}{55}$	$\frac{7.8}{30}$			3.2	$\frac{2.9}{30}$	$\frac{4.0}{55}$	
○			0.27	165.58								
		9.99		175.57								
14+00					$\frac{10.3}{55}$	$\frac{8.6}{30}$			9.8	$\frac{11.0}{30}$	$\frac{12.0}{55}$	
14+50					$\frac{4.2}{55}$	$\frac{5.4}{30}$			6.8	$\frac{8.2}{30}$	$\frac{11.7}{55}$	
15+00					$\frac{1.4}{55}$	$\frac{2.6}{30}$			5.9	$\frac{8.0}{30}$	$\frac{11.8}{55}$	
15+50					$\frac{0.6}{55}$	$\frac{4.0}{30}$			7.9	$\frac{12.7}{30}$	$\frac{15.8}{55}$	
15+76.77	E. Line Vista St.				$\frac{1.7}{55}$	$\frac{5.7}{30}$			10.8	$\frac{10.9}{30}$	$\frac{20.0}{55}$	
○			11.71	163.86								
		6.28		170.14								
16+11.77	W. Line Vista St.				$\frac{+2.5}{55}$	$\frac{3.6}{30}$	$\frac{6.4}{18}$		7.9	$\frac{10.5}{18}$	$\frac{14.1}{30}$	$\frac{19.0}{30}$

"C" Street

Jan. 26 1927  
O.S. Thompson

17

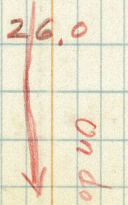
Sta.	+	H.I.	-	Elev.	South		North
16+50		170.14			$\frac{0.6}{55}$	$\frac{4.0}{30}$	9.8 $\frac{12.0}{17}$ $\frac{16.0}{30}$ $\frac{20.2}{55}$
17+00					$\frac{2.3}{55}$	$\frac{6.4}{30}$	9.8 $\frac{10.5}{17}$ $\frac{14.0}{30}$ $\frac{20.2}{55}$
		11.86		158.28			
	1.52	159.80					
17+45					$\frac{+2.3}{55}$	$\frac{2.1}{30}$	6.0 $\frac{13.3}{30}$ $\frac{19.0}{55}$
		11.24		148.56			
	1.02	149.58					
17+88					$\frac{+4.3}{55}$	$\frac{1.3}{30}$	9.8 $\frac{16.4}{30}$ $\frac{23.0}{55}$
		16.56		139.02			
	0.16	139.18					
18+00	Apx.	N.W. Corner		131K # 9	$\frac{12.0}{55}$	$\frac{+7.0}{30}$	3.0 $\frac{10.8}{30}$ $\frac{17.2}{55}$
18+12.65		S.W. Corner		131K # 8	$\frac{+6.8}{55}$	$\frac{0.0}{30}$	5.4 $\frac{5.9}{25}$ $\frac{14.3}{30}$ $\frac{21.8}{55}$

18+50

-18.0

19+00

-26.0



On down to  
Chollas Valley

Butler St.

Jan. 27, 1927  
O.J. Thompson  
18

Sta.	+	H.I.	-	Elev.	South	4	North
137.	0.51	154.08		153.57	Sign Post.	Aist. @	"Butler" St
0+00		H.E. Corner		Block # 4	$\frac{+3.4}{50}$	$\frac{-0.5}{25}$	$\frac{3.1}{21}$ 4.3 $\frac{8.8}{25}$ $\frac{14.6}{50}$
0+30		S.F. Corner		Block # 3	$\frac{+1.0}{50}$	$\frac{4.3}{25}$	$\frac{7.0}{21}$ 8.8 $\frac{13.6}{25}$ $\frac{18.4}{50}$
			11.88	142.20			
	1.08	143.28					
0+50					$\frac{+7.9}{50}$	$\frac{+3.0}{25}$	$\frac{+0.6}{20}$ 0.2 $\frac{2.8}{12}$ $\frac{5.9}{25}$ $\frac{9.1}{50}$
1+00					$\frac{4.4}{50}$	$\frac{1.5}{25}$	$\frac{4.1}{20}$ 5.5 $\frac{7.9}{12}$ $\frac{10.7}{25}$ $\frac{14.4}{50}$
1+50					$\frac{1.2}{50}$	$\frac{7.4}{25}$	$\frac{9.6}{19}$ 12.6 $\frac{16.3}{20}$ $\frac{17.3}{50}$
			11.77	131.53			
	0.30	131.81					
2+00					$\frac{+5.8}{50}$	$\frac{+1.0}{25}$	1 5.0 $\frac{6.8}{6}$ $\frac{9.6}{25}$ $\frac{12.7}{50}$
2+50					$\frac{+2.6}{50}$	$\frac{1.8}{25}$	$\frac{4.6}{21}$ 6.9 $\frac{8.6}{8}$ $\frac{10.9}{25}$ $\frac{17.0}{50}$
3+00					$\frac{+3.1}{50}$	$\frac{2.0}{25}$	$\frac{4.6}{18}$ 6.1 $\frac{7.9}{14}$ $\frac{10.2}{25}$ $\frac{18.6}{50}$
3+50					$\frac{+5.1}{50}$	$\frac{+2.0}{25}$	$\frac{+0.6}{19}$ $\frac{2.7}{15}$ 5.2 $\frac{10.0}{25}$ $\frac{16.6}{50}$
4+00					$\frac{+6.4}{50}$	$\frac{+3.2}{25}$	$\frac{+2.0}{20}$ $\frac{0.0}{15}$ 3.3 $\frac{8.2}{25}$ $\frac{11.8}{50}$
4+45					$\frac{5.3}{50}$	$\frac{3.7}{25}$	5.2 $\frac{9.0}{25}$ $\frac{11.0}{50}$

Butler St.

Sta.	+	H.I.	-	Elev.	South	±	North
		131.81					19
		11.89		119.92			
	1.34	121.26					
4+60	S.W. Corner	Bk. # 3			$\frac{3.7}{50}$	2.9	$\frac{7.7}{25}$
		12.02		109.24	$\frac{2.3}{25}$		$\frac{7.7}{50}$
	0.38	109.62					
5+00	Bottom	Creek			$\frac{8.7}{50}$	10.6	$\frac{12.1}{25}$
					$\frac{10.1}{25}$		$\frac{13.3}{50}$
5+11	S.E. Corner	Bk. # 2			$\frac{2.5}{50}$	7.8	$\frac{7.8}{25}$
		0.50		109.12	$\frac{5.0}{25}$		$\frac{7.0}{50}$
	11.28	110.40					
5+50					$\frac{+0.6}{50}$	+0.4	$\frac{1.4}{25}$
		0.41		119.99	$\frac{+0.3}{25}$		$\frac{2.0}{50}$
	11.63	131.62					
		0.37		131.25			
	10.88	141.13					
5+85					$\frac{7.5}{50}$	9.6	$\frac{10.4}{25}$
					$\frac{7.6}{25}$		$\frac{12.7}{50}$
6+00					$\frac{+0.2}{50}$	4.2	$\frac{8.6}{25}$
					$\frac{0.4}{25}$		$\frac{10.3}{50}$
6+40					$\frac{+6.8}{50}$	+2.0	$\frac{7.7}{25}$
					$\frac{+4.4}{25}$		$\frac{11.8}{50}$
7+00					$\frac{+11.2}{50}$	4.5	$\frac{13.1}{25}$
					$\frac{+8.2}{25}$		$\frac{21.4}{50}$
					$\frac{+4.6}{20}$		
					$\frac{+3.7}{13}$		
7+50					$\frac{+8.5}{50}$	2.0	$\frac{12.3}{25}$
					$\frac{+5.0}{25}$		$\frac{21.7}{50}$

"Butler" St.

Jan. 27 1927  
O. J. Thompson  
Ch

Sta.	+	H.I.	-	Elev.
		142.13		
○			2.64	139.49
8+00	6.80	146.29		
8+50				
8+90				
9+50				
10+00				
10+50				
○			11.34	134.95
	0.08	135.03		
11+00				
11+15				
○			11.53	123.50
	0.93	124.43		
11+50				
○			11.43	113.00
	11.8	114.18		

South  
main

8  
11

20  
North  
main

	$\frac{+2.6}{.50}$	$\frac{0.8}{.25}$	4.9	$\frac{6.0}{8.0}$	$\frac{11.7}{2.5}$	$\frac{24.4}{.50}$
	$\frac{1.0}{.50}$	$\frac{7.4}{.25}$	7.3		$\frac{15.1}{.25}$	$\frac{25.1}{.50}$
	$\frac{2.7}{.50}$	$\frac{5.4}{.25}$	11.1		$\frac{19.9}{.25}$	$\frac{24.8}{.50}$
	$\frac{2.4}{.50}$	$\frac{7.4}{.25}$	11.8		$\frac{16.2}{.25}$	$\frac{21.6}{.50}$
	$\frac{3.0}{.50}$	$\frac{7.6}{.25}$	11.1		$\frac{15.0}{.25}$	$\frac{19.0}{.40}$
	$\frac{8.5}{.50}$	$\frac{10.5}{.25}$	14.9		$\frac{14.3}{.25}$	$\frac{18.1}{.37}$
	$\frac{1.3}{.50}$	$\frac{1.7}{.25}$	5.4		$\frac{9.8}{.25}$	$\frac{18.2}{.50}$
	$\frac{2.5}{.50}$	$\frac{4.3}{.25}$	7.0		$\frac{11.7}{.25}$	$\frac{18.8}{.50}$
	$\frac{1.7}{.50}$	$\frac{5.6}{.25}$	8.7		$\frac{12.9}{.25}$	$\frac{15.6}{.50}$

"Butler" St.

Jan. 27 1927  
O. J. Thompson  
11 21

Sta.	+	H.I.	-	Elev.	South	±	North
○		114.18					
	2.87	105.24	11.81	102.37			
11+81.30		E. Line of Penn.			$\frac{+2.3}{50}$	$\frac{+0.1}{25}$	$\frac{6.8}{25}$
12+00		Bottom of Canyon			$\frac{11.2}{25}$	$\frac{13.4}{25}$	$\frac{15.4}{25}$
12+31.30		W. Line of Penn.			$\frac{2.9}{25}$	$\frac{1.1}{25}$	$\frac{+0.6}{25}$ $\frac{+2.3}{50}$
○			1.16	104.08			
○	11.58	115.66					
○			0.69	114.97			
	11.35	126.32					
12+50					$\frac{18.9}{50}$	$\frac{15.5}{25}$	$\frac{10.3}{25}$ $\frac{11.5}{50}$
12+60					$\frac{8.2}{50}$	$\frac{4.2}{25}$	$\frac{1.5}{25}$ $\frac{5.8}{50}$
○			0.18	126.14			
	10.28	136.42					
13+00					$\frac{6.4}{50}$	$\frac{7.2}{25}$	$\frac{12.6}{25}$ $\frac{17.1}{50}$
Temp. B.M.			10.49	125.93	→ Rock 15' Right	12+90 - 4:00 P.M.	1/27/27
	10.47	136.40					
13+30					$\frac{+3.0}{50}$	$\frac{3.7}{25}$	$\frac{14.2}{25}$ $\frac{18.9}{50}$
13+50					$\frac{+2.4}{50}$	$\frac{3.1}{25}$	$\frac{17.3}{25}$ $\frac{16.5}{40}$
14+00					$\frac{+5.4}{50}$	$\frac{1.1}{25}$ $\frac{3.0}{18}$ $\frac{5.5}{13}$	$\frac{14.0}{25}$ $\frac{18.8}{50}$





"Butler St

O.J. Thompson  
Jan. 28, 1927

23

Sta. + H.I. - Elev.  
9863

South

E

North

18+00  
○ 0.63 88.23 11.03 87.60

$\frac{0.6}{50}$   $\frac{47}{29}$   $\frac{7.7}{25}$

8.0

$\frac{9.9}{9}$

$\frac{11.5}{25}$

$\frac{13.6}{50}$

18+50

$\frac{1.97}{50}$

$\frac{43}{25}$

5.6

$\frac{6.3}{25}$

$\frac{8.0}{50}$

18+77 Apx. N.W. Corner BIK #8

$\frac{50}{50}$

$\frac{6.8}{25}$

7.8

$\frac{8.7}{25}$

$\frac{11.7}{50}$

18+91.20 S.W. Corner BIK #1

$\frac{6.4}{50}$

$\frac{7.4}{25}$

9.1

$\frac{10.3}{25}$

$\frac{13.5}{40}$

$\frac{16.5}{55}$   $\frac{18.8}{75}$

19+40+

14.9

19+90

20.5

20+15 Apx. & "Chollas" Road

19.5

O.S.T.

1/28/27

Apx. E. Percent Traveled Chollas Trail

# PENN. Ave

- Note -

All lot corners not indicated with circle were not found. Were set relative to other points found and distances measured to "Tie Lines" as shown

Jan. 28, 1927.  
O.S. Thompson

24

"B"

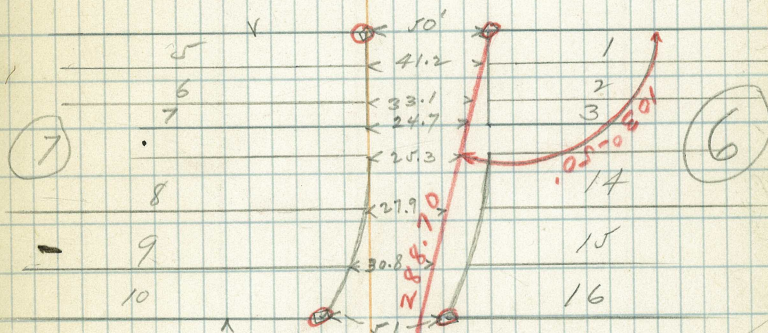
St.

- Note:
- ① Circles indicate old "x" found - No Tacks.
  - ② All Block Corners found = 2x2

Angles measured - Distances Chained

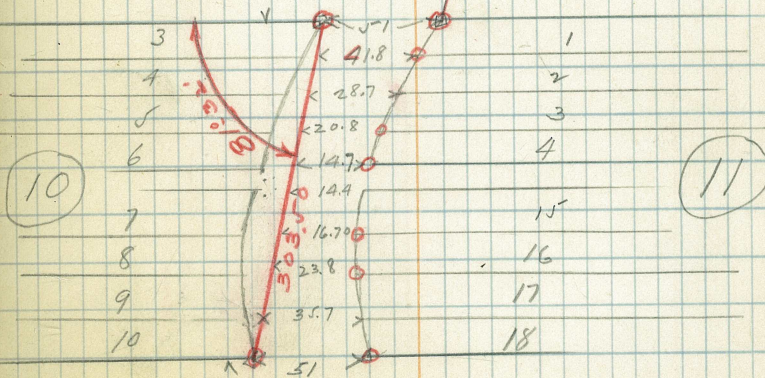
Butler 50

St.



"C" 60

St.



D 80

V























