

1

City Parks
Survey

F.B. 628

626

Table showing the difference of latitude and departure in running 80 chains at any course from 1 to 60 minutes.

Minutes.	Lks.	Minutes.	Lks.	Minutes.	Lks.
1	2½	21	49	41	95½
2	4½	22	51½	42	98
3	7	23	53½	43	100½
4	9½	24	56	44	102½
5	11½	25	58½	45	105
6	14	26	60½	46	107½
7	16½	27	63	47	109½
8	18½	28	65½	48	112
9	21	29	67½	49	114½
10	23½	30	70	50	116½
11	25½	31	72½	51	119
12	28	32	74½	52	121½
13	30½	33	77	53	123½
14	32½	34	79½	54	126
15	35	35	81½	55	128½
16	37½	36	84	56	130½
17	39½	37	86½	57	133
18	42	38	88½	58	135½
19	44½	39	91	59	137½
20	46½	40	93½	60	140

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Table for Running on Slopes.

In the following table the first column shows the angle, the second, the number of links to be added to a chain on the slopes, to make one chain, horizontal measurement.

Angle.	Cor. in links.	Angle.	Cor. in links.	Angle.	Cor. in links.	Angle.	Cor. in links.
°	°	°	°	°	°	°	°
4	0-24	11	1-88	18	5-14	25	10-54
5	0-38	12	2-24	19	5-76	26	11-26
6	0-55	13	2-63	20	6-42	27	12-24
7	0-76	14	3-06	21	7-11	28	13-37
8	0-98	15	3-53	22	7-85	29	14-34
9	1-24	16	4-02	23	8-64	30	15-47
10	1-55	17	4-56	24	9-47	35	22-07

City Engineer's Office

190+90.0
109+00.0
428.2

174.2

1+24.0

191+10.0
1+24
199+86

190+26
1+24
189+02

MICROFILMED

Index

Page 1	Line X = boundary line of Park	
" 19	Line A = Traverse line of Cañons	
" 23	" B = offset from A-14 - Right -	
" 24	" C = " " " " - Left -	
" "	" D = " " A 18 - Right	
" 26	" I = " " D 32 - " -	
" 27	" H = " " G 29	
" 28	" F = " " D 27	
" 29	" D = " " D 24	
" "	" C = " " D 21	
" 30	" A = " " D 14	
" "	" B = " " D 9	
" 31	" E = " " A 44	
" "	" F = " " A 20	
" 32	" G = " " A 26	
" "	" H = " " A 30	
" 33	" I = " " A 36	
" "	" J = " " A 40	
" 34	" K = " " A 43	
" 35	" L = " " A 45	
" 36	" M = " " L 3 & 6	
" "	" N = " " A 51	
" 38	" H = " " A 53	
" "	" F = " " N 20	
" 39	" F = " " N 15	
" "	" G = " " F 4	
" 40	" B = " " N 7	
" 41	" E = " " B 13	
" "	" D = " " B 8	
" "	" C = " " B 5	
" 42	" O = " " A 53	
" "	" P = " " A 60	

DRAW

links t

Angle

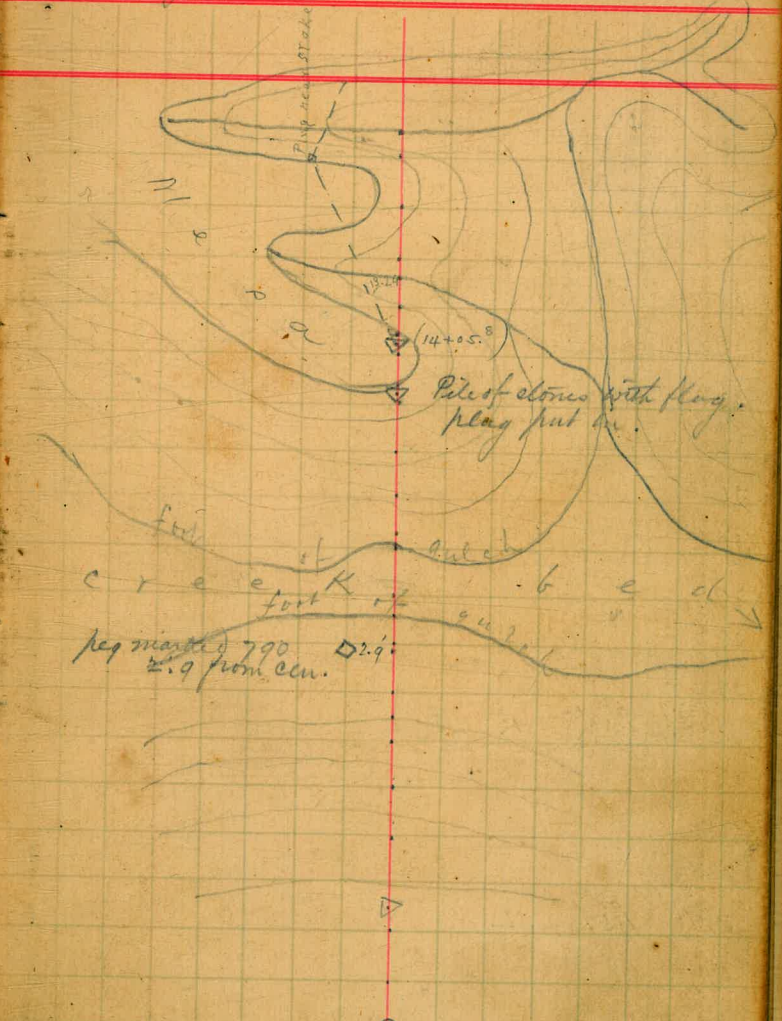
4
5
6
7
8
9
10

Line X being the perimeter
of the City Park.

Green

Aug 19th 1887 1 p.m. 1

Sta	V	R/L		
18	+50			
17	+60			
16	+25			
15	+25			
14	+25			
13	+25	R	(14+05.5)	
12	+25			
11	+25			
10	+25			
9	+25			
8	+25			
7	+25			
6	+25			
5	+25			
4	+25			
3	+25	L		
2	+25			
1	+25			
0	+25			



Starting from S.E. cor lot 1123 & turning 90°
R from a sight on N.E. cor of same lot, and
calling out East.

20.12
88.08

38
37
36
35
34
33
32
31
30
29
28
27
26
25
24
23
22
21
20
19
18

2044.8

(3179)

+37.7
26+00.7
1.52
(1.53)

R.

(26+06.4) N 90.00 E

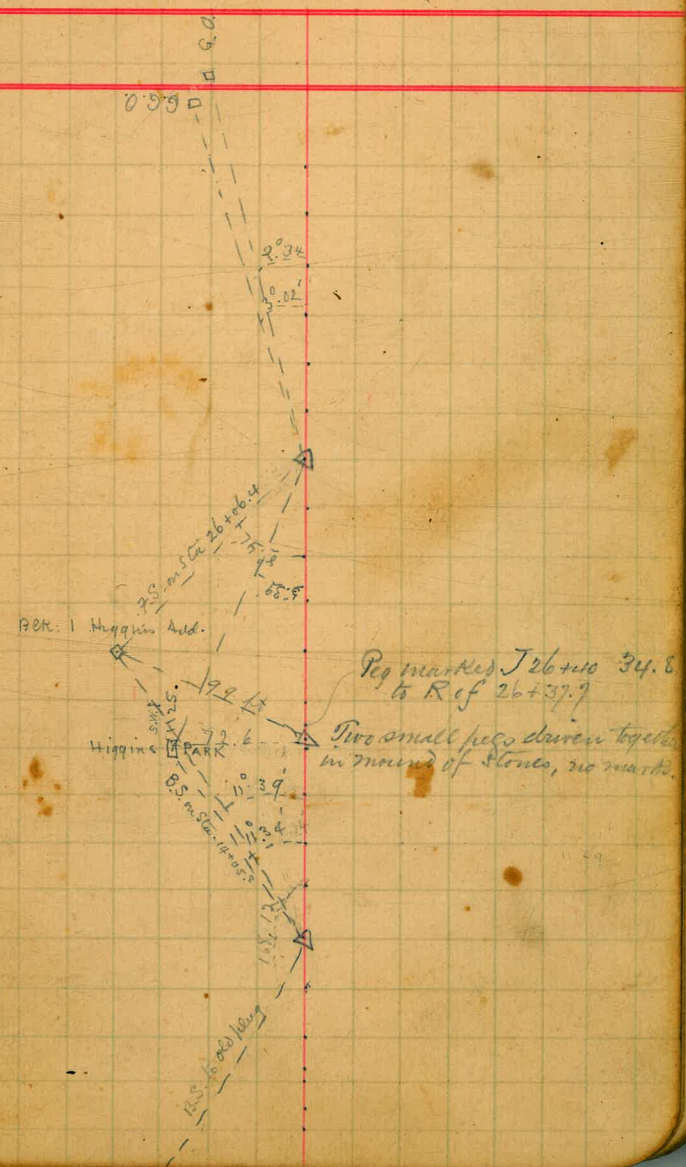
006.7
(100.4)

L

N 88.08 E

+20
+50

From station to gradient increase in distance



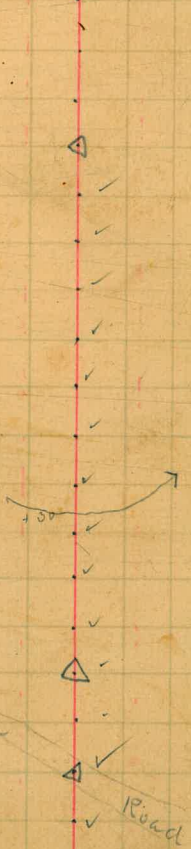
$$\begin{array}{r} 99.13 \\ 85.47 \\ \hline 85.47 \\ 85.47 \\ \hline 99.13 \end{array}$$

$$\begin{array}{r} 85.54 \\ 4.13 \\ \hline 90.07 \end{array}$$

$$\begin{array}{r} 100 \\ 100 \\ \hline 200 \end{array}$$

80	88.54	R	*	50.07W
79	88.54		=(+90.4)	
78	396			
77	396			
76	396			
75	4.13	R	*	85.47E
74	4.13		=(+95.2)	
73				
72				
71				
70				
69				
68				
67				
66				
65	2280			
64	2280			
63				
62				
61				
60				

▽ Mount of stone & pole
 marked N.E. cor. park.



$$\begin{array}{r} 96 + 92.4 \\ 86 + 53 \\ \hline 10 + 39.4 \end{array}$$

$$\begin{array}{r} 97 \\ 86 + 59.2 \\ \hline 10 + 40.8 \end{array}$$

1
100
+16.3
+08
9
+70
8
+90
*7
6

$$(*96 + 92.4)$$

5
4
+04.1

$$= (93 + 18.6)$$

2
+55
91
+05
+40
90

$$\begin{array}{r} 93 + 04.1 \\ 86 + 59.2 \\ \hline 6 + 14.1 \end{array}$$

9
8
7
+59.2 0.6

R

$$= (*86 + 53)$$

S 0.13 W

5
2
3
2
81

663.2
(662.6)

⊙ STAKE A W. cor Lot 13



△ Stake marked Lot 5 W.A.
on N.E. face.

△ Stake marked Lot 5 W.A.
on S.E. face

22

21

20

19

18

17

16 +50

16 +35

16 -425

14

13

12

11

110

9 +25.4

8

7 =91

6 +25.4

5

4

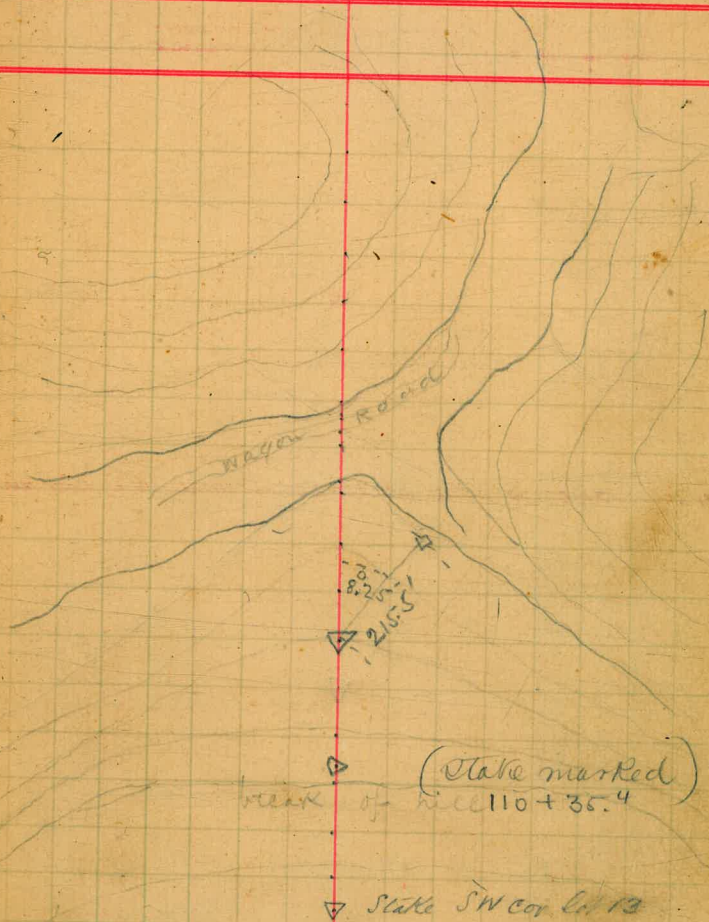
3

102

= 111+90

= 109+26

= 116+22.1

1140.8
(3936.6)

0 13
 2 37
 22 50
 22 11
 39

11 57
 22 50
 22 39

460
 3
 +65
 2
 1
 1299.2

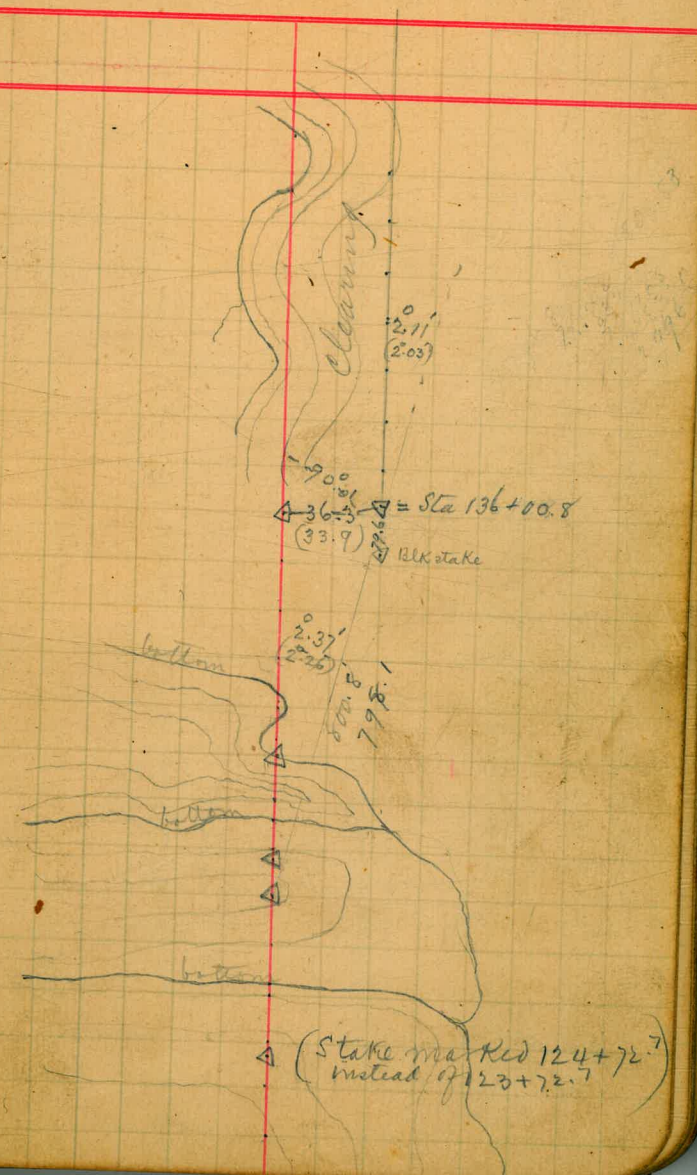
140
 9
 8
 7
 * 6 +00.8 20.11' (20.03) L * -133+87.7 S0.39W

5
 4
 3
 2
 1
 800.8

130
 +60
 9
 * 8 +75 20.57' (20.26) R * -125+89.6 S2.50W

7
 6 +10
 5
 +72.7
 * -122+62

123



1614.08
1584.89
1719

0 39
3 56
4 31
85.42
90.17

79.17
69.43

39
358
4.35
85.42
90.17

8

4
3 480

2

1

160 + 08. 85° 42' R = (158 + 89) N 69.43 W

9

8 440

7

6

5

4

3

2

1

150

* 9 3° 56' R = (147 + 82) S 4.35 W
8 + 50 (3° 53')

7

6

5

144

bottom of gully

Block 60
S 82° 27' E
Road

Road ∇ to City \rightarrow

(2 stakes marked 145)

5

4

3

$$= (184 + 77.9)$$

2

1

180

9

8

7

6

$$= (174 + 78.4)$$

5

4

3

2

1

170

9

8 + 50

$$= (167 + 29.7)$$

7

6

165

△

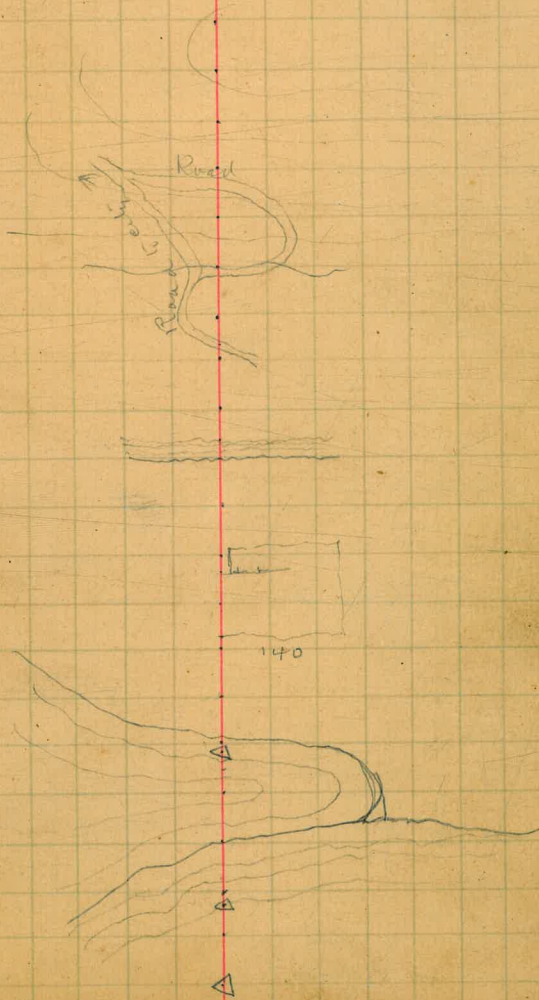
△

△

6
5
4
3
2
1
100
9 + 33
8
7 + 25
6
5 + 70
4
3 + 32
2
1 + 90
190
9
8 + 80
7
186

6556.0
(6556.8)
= (655 + 65.8)

= (174 + 77.6)



225+64.3
 13+20
 238+84.3

90.00
 N 59.43 W
 0.17

225+64.3
 224+36.2
 71+28.1

221+50
 220+22.1
 1.268
 222+59.5
 1+36.9
 221+22.4
 .6

11

+93
 +82
 7+21

* +64.3 90° 01' R = (224+36.2 N 0.17 E)

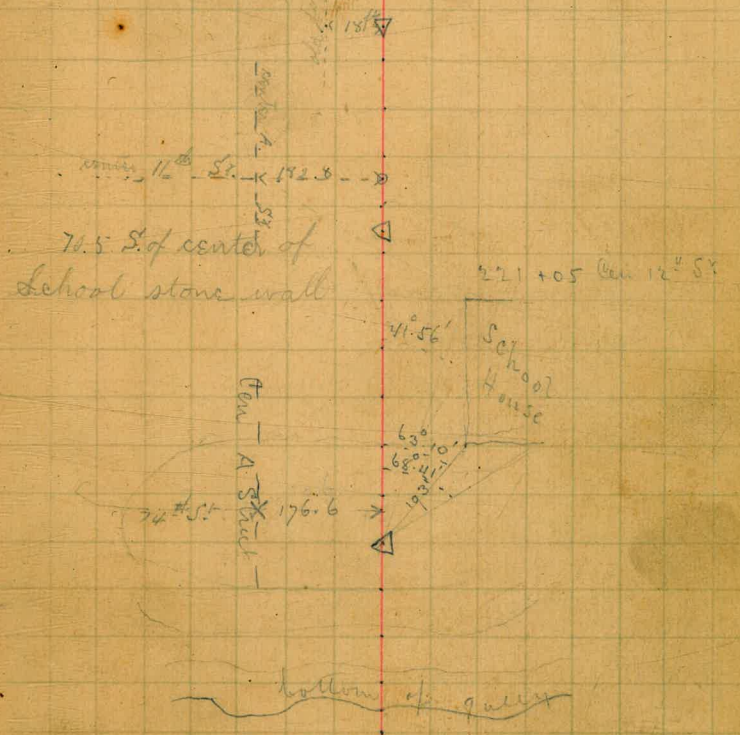
4
 3
 (459°)
 +50 = 220 + 23.1

220
 19
 18
 17
 16
 15 = (21+20)

14
 13
 12
 11 +50
 210
 9
 8
 207 - (205+74.8)

110.85
 21.64
 64.3
 26.2
 24.1

cross
 VAST
 old fence



228+64.3
13+20
238+84.3

37+38
75

12

8

7

6

5

4+10

3

2

1 +20
+90!

240

9

+84 90°.01 L

8

7

6

+84

5

4

3

2+25

+15

1+25

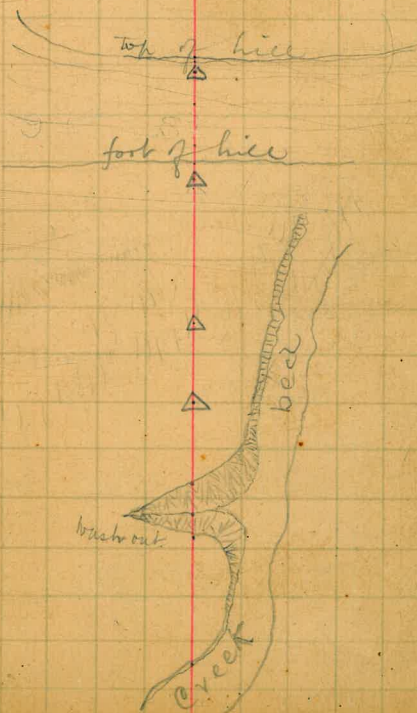
230

9

228+50

1020

238+84.3
1+28 1
237+56.2



N 89.43 W
 89.35
 08

450
 9 +08.8

8

7

6

5

4 +50

3

2 +45
 +10

1 +26

260

9

8

7

6

5

40

3

2 +60.5
 +50

1 +50

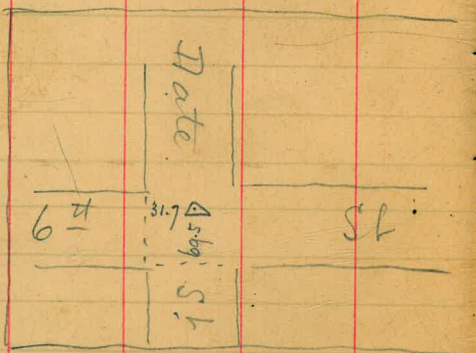
250

249

sq. 26

R

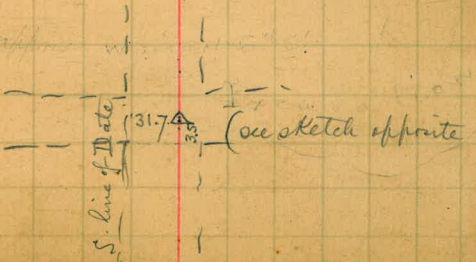
R



N 89.06 W

251 + 50
 1 + 28.1
 280 + 21.9

400



5280
31680

290

9

8

7

6

5

40

3

2

1

280

9

8

7

6

5

4

3

2

1 +40

270

6454.2



317
252+50
64+60

11
310
9
8
7
6
5+50
4
3
2
1
300
9
8
7
6
5
4
3
2
291

△

△ on plate

$$\begin{array}{r} 317+04.2 \\ 1+28-1 \\ \hline 315+76.7 \end{array}$$

17. +04.2 90.26' R on to N line of Park called
 16 N 90.00E - error .05'

15

14

13

12

11

10

9

368

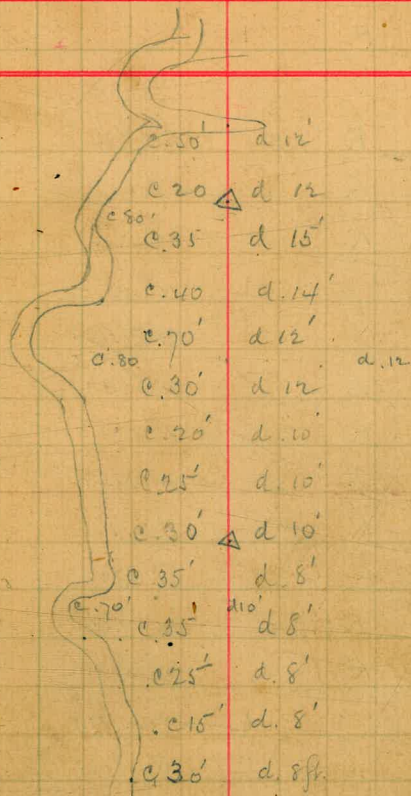


Transverse line of levels run
up Cañons in City park

Aug 27th 89

19

Sta	V	R	L	Courses
A 18 ⁺³⁰	8.59'	R		N 6° 43' E
A 17	1.45'		L	N 2° 46' W
A 16 ⁺³⁰	0.48'	R		N 0° 17' E
A 15	5.16'	R		N 5° 45' E N 4° 45' E
A 14	5.10'	R		N 5° 21' E N 4° 39' E
A 13 ⁺⁶⁰	9.03'	R		N 9° 28' E N 8° 32' E
A 12	12.02'	R		N 12° 29' E N 11° 31' E
A 11	24.11'	R		N 24° 20' E N 23° 40' E
A 10	3.38'	R		N 0° 31' W
A 9	1.13'	R		N 2° 56' W
A 8 ⁺⁵⁰	5.44'		L	N 9° 53' W
A 7	10.22'		L	N 14° 31' W
A 6	17.58'		L	N 22° 07' W
A 5	29.30'		L	N 33° 39' W
A 4	16.25'		L	N 20° 34' W
A 3	4.01'		L	N 2.09' W
A 2	2.16'	R		N 2° 08' E
A 1	5.23'	R		N 5° 15' E



Center of 11th & A Street with backsight
on Cen. of 11th

Sta	V	R	L		
A 39	27.42	R		N27°47'E	c40 d8
A 38	24.49	R		N24°54'E	c20 d8
A 37	16.17	R		N16°22'E	c40 d7
A 36	18.28		L	N0°05'E	c60' Δ d5
A 35	24.26		L	N5°53'W	c100 d12
A 34	16.17	R		N18°33'E	c60' Δ d13
A 33	28.02	R		N30°18'E	c30 d10
A 32	44.30	R		N46°46'E	c20 d8
A 31	19.13	R		N2°16'E	c5' Δ d5'
A 30	14.22	R		N.23°5'W	c30' d8'
A 29	15.42	R		N1°15'W	c20 d10
A 28	7.49	R		N9°08'W	c60' d10
A 27	0.08		L	N16°57'W	c45' Δ d10'
A 26	1.35		L	N18°24'W ²	c20' d10'
A 25	0.0	-	-	N16°49'W	c70' d15'
A 24	0.09		L	N16°58'W	c30' d12
A 23 ⁺⁵⁰	8.41	R		N8°08'W	c40' d12
A 22	14.33		L	N16°49'W	c25' Δ d12
A 21	15.32		L	N17°48'W	c20' d10
A 20	13.12		L	N15°28'W	c15 d10
A 19	13.32		L	N15°48'W	c30' d10

22-00
13+08
8+92

A	60	7.48	L	N27.02W	
A	59	1.42	L	N20.56W	
A	58	5.20	L	N24.34W	
A	57	16.23	L	N19.14W	
A	56	13.39	L	N16.30W	
A	55	10.45	L	N13.36W	
A	54	12.28	L	N15.19W	
A	53	17.07	L	N19.58W	
A	52	15.01	L	N17.52W	
A	51	13.57	L	N16.48W	
A	50	15.25	L	N18.16W	
A	49	30.02	L	N2.51W	X X
A	48	27.26	L	N0.15W	
A	47	27.35	L	N0.24W	
A	46	24.58	L	N2.73E	
A	45	23.47	L	N3.24E	X
A	44	0.40	R	N23.11E	
A	43	3.19	R	N31.50E	
A	42	9.20	R	N36.01E	
A	41	2.43	R	N29.14E	
A	40	26.26	R	N26.31E	

X Millag N44.5W
 V27.14.13

c 10' d 2'
 c 12' d 4'
 c 80' d 4'
 c 50' d 4'
 c 15' d 10'
 c 25' d 8'
 c 25' d 4'
 c 25' d 3'
 c 15' d 3'
 c 20' d 6'
 c 120' d 8'
 to bottom of canon 10' d 8'
 c 30' d 10'
 c 15' d 5'
 in Kilm bed
 18' up to Kilm bed depth 4' - then 14' up to Kilm bed + depth 5' to Chk bed.
 depth 1' from top. on edge of road left to Kilm bed.
 in Sand heap 3.5' above Kilm bed
 c 10' d 5'
 40' to bottom of canon. Kilm road
 depth 5'
 c 30' d 8'

A	81	4.32'		L	N8°45'W		c 40	d 6
A	80	4.06'		L	N8°19'W		c 40	d 8
A	79	4.21'	R		N0°08'E		c 60	d 8
A	78	14.06'	R		N9°53'E		c 20	d 8
A	77	12.2'	R		N7°49'E		c 30	d 6
A	76	20.43'	R		N4°13'W		c 30	d 6
A	75	18.38'	R		N6°18'W		c 35	d 5
A	74	15.48'	R		N9°08'W		c 40	d 5
A	73	14.57'	R		N9°59'W		c 30	d 3
A	72	14.22'	R		N10°34'W		c 10	d 4
A	71	21.53'		L	N24°56'W		c 20	d 4
A	70	22.52'		L	N3°03'W		c 45	d 5'
A	69	20.14'		L	N0°25'W		c 30	d 4'
A	68	19.58'		L	N0°09'W		c 40	d 2'
A	67	19.54'		L	N0°05'W		c 100	d 7'
A	66	17.27'		L	N2°22'E		c 25	d 6'
A	65	15.46'		L	N4°03'E		c 65	d 5'
A	64	1.30'		L	N18°19'E			
A	63	1.22'	R		N21°11'E		c 5	d 2'
A	62	18.44'	R		N19°49'E		c 150	d 5'
A	61	28.07'	R		N1°05'E		c 60	d 3'

Aug 29th

the creek has filled up by ice.

Courses

D	8	4.56x		L	N.46°36'E
D	7	2.10x		L	N.57°32'E
D	6	1.38x		L	N.52°04'E
D	5	46.59x	R		N.53°42'E
D	4	46.46	R		N.53°29'E
D	3	47.13	R		N.53°56'E
D	2	52.29	R		N.59°12'E
D	1	49.28	R		N.56°16'
D	0				

Sta² ⊙ A 18
Backsight on A 17

C	6	34.35x	R		N.58°25'W. N59°07'W
C	5	23.00x	R		N.70°W N70°42'W
C	4	98.21x		L	S 87°00'W S 86°18'W
C	3	107.39x		L	S 77°42'W S 77°00'W
C	2	115.52x		L	S 71°29'W S 70°47'W
C	1	134.15x		L	S 41°03'N S 50°21'W
C	0				

Sta ⊙ 14 A line
Backsight on A 10.

D 29	4.17 ⁰ x		L	N13°04'E	
D 28	< 12.38 ⁰ x		L	N4°48'E	△
D 27	< 33.12 ⁰ x		L	N17°21'E	△
D 26	< 26.50 ⁰ x		L	N28°43'E	
D 25	< 5.20 ⁰ x	R		N50°33'E	△
D 24	6.43 ⁰ x	R		N51°56'E	
D 23	34.40 ⁰ x	R		N45°18'E	△
D 22	27.30 ⁰ x	R		N38°03'E	
D 21	27.36 ⁰ x		L	N10°38'E	△
D 20	13.0 ⁰ x	R		N38°09'E	△
D 19	4.58 ⁰ x	R		N30°07'E	△
D 18	5.25 ⁰ x		L	N25°09'E	△
D 17	0.12 ⁰ x	R		N30°34'E	△
D 16	2.05 ⁰ x		L	N30°16'E	△
D 15	7.33 ⁰ x		L	N32°21'E	△
D 14	8.58 ⁰ x		L	N39°54'E	△
D 13	11.46 ⁰ x		L	N48°52'E	△
D 12	< 12.23 ⁰ x		L	N60°38'E	△
D 11	25.40 ⁰ x	R		N73°01'E	△
D 10	4.11 ⁰ x		L	N47°21'E	△
D 9	10.28 ⁰ x		L	N41°04'E	△

Aug 30. 89

Courses

I	2+60	2.12'	R	
I	2	1.53'	R	N77°44'E
I	1	5.00'	R	N77°25'E
Z	0.			N80°32'E
D	42	11.00'	L	N26°42'W
D	41	12.22'	L	N28°04'W
D	40	36.18'	L	N15°42'W
D	39	38.16'	L	N17°40'W
D	38	23.40'	R	N20°36'E
D	37	1.02'	L	N3°04'W
D	36	10.40'	L	N2°02'W
D	35	1.14'	L	N8°38'E
D	34	3.44'	L	N9°52'E
D	33	61.56'	L	N13°36'E
D	32	62.28'	R	N75°32'E *
D	31	60.28'	R	N73°29'E
D	30	51.45'	R	N67°49'E

Sta. \odot D32 (Mag. N60.30'E)
 offset from D line. back sight on D29
 *

see Green in reference to this -



H	3+50	90.40x	R	N31°20'E
H	3	86.03x	R	N35°57'E
H	2	83.58x	R	N38°02'E
H	1	89.53x	R	N32°07'E
H	0			

Sta \odot G4
 Offset from G6 line backsight on G3

G	7+20	32.55x	R	Mag. N20°56'W	from G3
G	7	32.20x	R	N36°00'W	
G	6	29.26x	R	N21°31'W	
G	5	20.19x	L	N24°25'W	
G	4	24.28x	L	N53°51'W	
G	3	19.04x	L	N58°00'W	
G	2	27.33x	L	N33°32'W	
G	1	22.26x	L	N14°28'W	
G	0			N9°22'W	

Sta \odot D29 Mag. N0.30'E
 Offset from Dline backsight on D27

E	6	20.30'	R		N25°04'W
E	5	26.44'	R		N18°50'W
E	4	20.16'	R		N25°18'W
E	3	17.34'	R		N28°00'W
E	2	97.30'		L	N45°34'W
E	1	98.05'		L	N46°09'W
E	0				

F	4+80	27.33'	R		Mag. 553.30 E from D27
F	4	37.00'	R		
F	3	38.13'	R		
F	2	95.12'	R		S67°27'E
F	1	112.31'	R		S50°08'E
F	0				

Sta. \odot D24
 Offset from D line - backlight on D23

Note - This line is chained from D26

Sta. \odot D27
 Offset from D line - backlight on D25

C	10	30.37 ^x	L	N37°24'W
C	9	34.20 ^x	L	N41°07'W
C	8	15.41 ^x	L	N22°28'W
C	7	22.10 ^x	L	N28°57'W
C	6	6.28 ^x	L	N6°47'W
C	5	12.52 ^x R		N0°19'W
C	4	20.59 ^x R		N7°46'E
C	3	53.05 ^x	L	N19°11'W
C	2	58.35 ^x	L	N18°41'W
C	1	62.04 ^x	L	N22°10'W
C	0			

△

△

△

Sta. ⊙ D 14

Effect from D line - backsight on D 13

D	4+25	33.35 ^x	L	N23°02'W Mag. N 37.30 W from D 21
D	4	33.43 ^x	L	N23°10'W
D	3	37.55 ^x	L	N22°22'W
D	2	35.52 ^x	L	N25°19'W
D	1	31.31 ^x	L	N20°58'W
D	0			

Sta. ⊙ D 21

Effect from D line. backsight on D 20

B	1	2+65	49°10'	x	L
B	1	2	56°58'	x	L
B	1	1	59°47'	x	L
B	0				

A'	7		1°52'	R	N7°31'W	
A'	6		12.32'	R	N3°09'E	
A'	5		19°54'	R	N10°31'E	
A'	4		50°27'	x	L	N4°23'W
A'	3		50°55'	x	L	N9°51'W
A'	2		57°31'	x	L	N10°27'W
A'	1		52°00'	x	L	N10°56'W
A'	0					

Sta \odot A'4
 Offset from A' line backsight on D9

Sta \odot D9
 Offset from D line - backsight on D7

Courses

F	5+70	50.37 ⁺	L	N69°01'W
F	5	57.32 ^x	L	N75°36'W
F	4	66.52 ^x	L	N85°16'W
F	3	64.44 ^x	L	N83°08'W
F	2	66.25 ^x	L	N84°49'W
F	1	64.20 ^x	L	N82°44'W
F	0			

E	6+70	44.02 ^x	R	N.47°21'W.
E	6	29.56 ^x	R	N.61°27'W
E	5	75.55 ^x	L	S.88°37'W
E	4	80.12 ^x	L	S.84°20'W
E	3	80.57 ^x	L	S.83°35'W
E	2	85.10 ^x	L	S.79°22'W
E	1	101.32 ^x	L	S.68°0'W
E	0			

Sta \odot A26
 Offset from A line, back sight on A22

Sta \odot A20 - Aug 31. 87
 Offset from A line back sight on A17

of Course

H	6.50	34° 32'		L	N65° 58' E
H	6	33° 26'	x	L	N67° 04' E
H	5	27° 32'	x	L	N72° 58' E
H	4	18° 46'	x	L	N81° 44' E
H	3	17° 30'	x	L	N83° 00' E
H	2	17° 22'	x	L	N.83° 08' E
H	1.	100° 25'	x R		S.79° 30' E
H	0				

G	8	38° 13'	x R		N32° 57' W
G	7	37° 31'	x R		N33° 39' W
G	6	37° 16'	x R		N33° 54' W
G	5	33° 34'	x R		N37° 36' W
G	4	31° 17'	x R		N39° 53' W
G	3	68° 35'		L	N71° 10' W Mag N84.30 W from A 30
G	2	62° 56'	x	L	N65° 31' W
G	1	76° 30'	x	L	N79° 05' W
G	0				

Sta. \odot A 36
 offset from A line Backsight on A 34

- See Green abt. this

Sta. \odot A 30 - course N 2° 30' W
 offset from A line - Backsight on A 27

J	3	102.16 ¹ _x	L	N70°26'W.
J	2	109.16 _x	L	N77°26'W.
J	1	111.25 _x	L	N79°35'W.
J	0			

Effect from A line - Backsight on A 40
 Sta 43 N 31°50'E

I	13	43.35 _x	R	N13°52'E
I	12	44.25 _x	R	N14°42'E
I	11	38.57 _x	R	N9°08'E
I	10	33.53 _x	R	N29°43'W
I	9	32.16 _x	R	N31°20'W
I	8	33.28 _x	R	N30°08'W
I	7	32.42 _x	R	N30°54'W
I	6	24.00 _x	R	N39°36'W
I	5	20.05 _x	R	N63°36'W
I	4	17.18 _x	R	N66°23'W
I	3	110.12 _x	L	N83°41'W
I	2	118.53 _x	L	S87°38'W
I	1	140.54 _x	L	S65°37'W
I	0			

Note. Sta 39 destroyed, this line claimed from it.
 Sta 40 - a 2631 E
 Effect from A line Backsight on A 36

K	13	33.35'x	L	N62°48'E	33°35'
K	12	25.00'x	L	N71°23'E	25°00'
K	11	43.41'x	L	N72°42'E	23°42'
K	10	25.08'x	L	S83°37'E	25°09'
K	9	23.51'x	L	S82°20'E	23°51'
K	8	23.16'x	L	S81°45'E	23°16'
K	7	23.37'x	L	S82°06'E	23°35'
K	6	21.34'x	L	S80°08'E	21°13' L Δ
K	5	18.14'x	L	S76°43'E	
K	4	18.47'x R		S58°29'E	8°42' R Δ
K	3	11.01'x R		S66°15'E	
K	2	70.54'x R		S77°16'E	Δ
K	1	67.19'x R		S80°51'E	
K	0				

J	8+50	not found - Cox flagman.			
J	8	86.43'x	L	N54°53'W	
J	7	86.31'x	L	N54°41'W	
J	6	89.02'x	L	N57°12'W	
J	5	92.30'x	L	N60°40'W	
J	4	98.46'x	L	N66°56'W	

Sta \odot 43 N. 31° 50' E
 Offset from line A. Backsight on A40

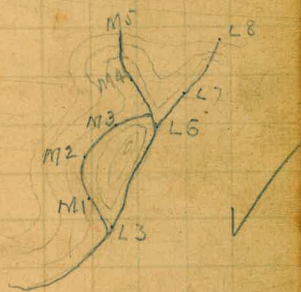
M	4	42.27	L		4.30
M	3	59.56	R		59.56 R
M	2	24.18	L		24.18
M	1	58.59	L		58.59 L
M	0				
M	5	43.26	L	N80°27'W	43.26
M	4	56.02	L	S86°57'W	56.02
L	8	27.45	L	N32°43'W	27.45
L	7	28.15	L	N35°13'W	28.15
L	6	32.03	L	N37°01'W	32.03
L	5	24.11	L	N29°09'W	24.11
L	4	26.19	L	N31°08'W	26.19
L	3	20.15	L	N25°18'W	20.15
L	+58	17.25	L	N22°23'W	17.25
L	1+50	109.26	R	S77°32'E	109.26 R
L	0				

Stopped in flatting

0=45A

Sta \odot 3
backsight on L'1

Sta \odot 6
Backsight on L'4



Sta \oplus 4.5
drop 10'
drop 4.5'

Sta \odot 4.5
Offset from A line Foresight on A 49-N44°55'W
without reworking.

Sep 1.57

N	10	19.56'	R	N51°10'E
N	9	24.41'	L	N33°14'E
N	8	21.22'	L	N36°33'E
N	7	22.20'	L	N35°35'E
N	6	24.02'	L	N33°53'E
N	5	23.17'	R	N57°55'E
N	4	24.16'	R	N58°54'E
N	3	15.41'	R	N50°19'E
N	2	54.36'	R	N34°38'E
N	1	47.15'	R	N27°17'E
M	7	8.45'	L	N78°22'E
M	6	3.30'	L	N83°37'E
M	5	4.39'	R	S88°14'E
M	4	10.05'	R	S82°48'E
M	3	103.55'	R	N87°07'E
M	2	99.38'	R	N82°50'E
M	1	104.09'	R	N87°21'E
M	0			N16.48 W

Sta. \odot A53
 offset from A line Backsight on A49

Sta. \odot A51
 offset from A line Backsight on A49

N	31	47.22 ¹ _x		L	N5°20'E	
N	30	12.11 ¹ _x	R		N52°42'E	△
N	29	14.03 ¹ _x	R		N40°31'E	△
N	28	46.39 ¹ _x		L	N26°28'E	△
N	27	47.22 ¹ _x		L	N25°45'E	
N	26	45.05 ¹ _x		L	N28°02'E	
N	25	12.33 ¹ _x	R		N73°07'E	△
N	24	21.43 ¹ _x	R		N82°17'E	△
N	23	35.18 ¹ _x	R		N60°34'E	△
N	22	33.44 ¹ _x	R		N59°00'E	△
N	21	29.59 ¹ _x	R		N25°16'E	△
N	20	5.48 ¹ _x	R		N4°43'W	△
N	19	14.30 ¹ _x		L	N10°41'W	△
N	18	15.03		L	N11°14'W	△
N	17	14.14		L	N10°25'W	
N	16	28.54		L	N3°49'E	△
N	15	7.10		L	N32°43'E	△
N	14	8.00		L	N31°53'E	△
N	13	7.00		L	N32°53'E	
N	12	6.39	R		N39°53'E	△
N	11	13.28	R		N46°42'E	

H	5	48.02'	x R		N14°10'E
H	4	41.45'	x R		N7°53'E
H	3	29.09'	x	L	N33°52'W
H	2	35.46'	x	L	N40°29'W
H	1	32.40'	x	L	N37°23'W
H	0				

4
3
2
1
0

N	33+60	26.26'	x R		N44°06'E
N	33	11.14'	x R		N28°54'E
N	32	35.02'	x	L	N17°40'E

Sta. \odot N²⁰
offset from N line backright on N19

Caution here on left - no stakes.

Sta. \odot N²³
offset from N line backright on N21

G	470	52.00'	R	S26°17'E
G	4	34.10'	L	S78°17'E
G	3	5.04'	L	S44°07'E
G	2	22.59'	R	S39°03'E
G	1	37.34'	R	S62°02'E
G	0			

F	12	22.0'	R	N65°28'E
F	11	28.82'	R	N72°20'E
F	10	28.15'	L	N43°28'E
F	9	29.25'	L	N42°18'E
F	8	25.39'	L	N46°04'E
F	7	25.14'	L	N46°29'E
F	6	29.01'	L	N42°42'E
F	5	8.41'	L	N71°43'E
F	4	22.50'	R	N80°24'E
F	3	23.45'	R	N81°19'E
F	2	30.50'	R	N88°24'E
F	1	24.51'	R	N57°34'E
F	0			

Sta \odot F₄
 Offset from Flim Backsight on F1

Sta \odot N15
 Offset from Nlim Backsight on N12

Sept 2nd 57

B	17	38.15 ^o x	R	S78°53'E
B	16	35.14 ^o x	R	S81°54'E
B	15	29.74 ^o x	R	S87°44'E
B	14	34.55 ^o x	R	N62°52'E
B	13	51.21 ^o x	L	N27°57'E
B	12	27.16 ^o x	L	N79°18'E
B	11	17.35 ^o x	L	N88°59'E
B	10	36.14 ^o x	L	S73°26'E
B	9	28.33 ^o x	L	S65°48'E
B	8	5.17 ^o x	L	S37°15'E
B	7	36.51 ^o x	R	S31°58'E
B	6	31.28 ^o x	R	S37°21'E
B	5	21.20 ^o x	R	S68°49'E
B	4	14.32 ^o x	R	S75°37'E
B	3	54.16 ^o x	R	N89°51'E
B	2	52.08 ^o x	R	N87°43'E
B	1	43.35 ^o x	R	N79°10'E
B	0			

Sta ^N 07
 offset from N line Backsighton N5

6	11° 06'		L	
5+56	35° 08'		L	
5	40° 16'		L	N26°06'E
4	34° 33'		L	N31°49'E
3	36° 04'	R		S77°34'E
2	44° 49'		L	N66°22'E
1	58° 33'		L	N60°38'E
C	0			
D	4	41.76	R	S78°21'E
D	3	51.06	R	S88°21'E
D	2	48.22	R	S85°37'E
D	1	53.03	R	N89°42'E
D	0			
E	4	35.26	R	N52°26'E
E	3	32.43	R	N50°43'E
E	2	32.34	R	N47°24'E
E	1	10.57		N54°17'00"E
E	0		L	Sta E (moved 13' in Elevation)

from 5+56 to Sta 6 = 45 ft

△

△

△

Sta ^{B5} 5
offset from Bline Backsight on B3 +

Sta ^{B8} 8
offset from Bline Backsight on B7

Sta ^{B13} 13
offset from Bline Backsight on B12

Courses

P 4	25.56 ¹ x	L	S77°53'W
P 3	22.35 ¹ x	L	S.81°14'W ✓
P 2	49.09 ¹ x	L	N.76°11'W
P 1	55.44 ¹ x	L	N.52°46'W
P 0			
O 7+70	12.33 ¹ x	L	N.76°39'W
O 7	13.49 ¹ x	L	N.77°55'W
O 6	13.08 ¹ x	L	N.77°11'W
O 5	37.49 ¹ x	R	N.64°06'W
O 4	32.31 ¹ x	R	N.69°24'W
O 3	81.57 ¹ x	L	S78°05'W
O 2	88.53 ¹ x	L	S71°09'W
O 1	100.41 ¹ x	L	S59°21'W
O 0			
10	13.47 ¹	L	N.0°16'W
9	37.05 ¹	L	old sta
9	39.22 ¹	L	new station 100ft from old sta
8	30.04 ¹	L	N.13°25'E
7+80	90.02 ¹	L	N.5°10'E
7	59.52 ¹	L	N.14°28'E
6+80	12.58 ¹	L	N.44°32'E
		L	N.44°22'E
		L	N.45°30'W

Sta A 60 ^{new} Selv 3rd 87
 offset from A line Backsight on A 57

Sta A 53 Mag
 offset from A line Backsight on A 49

new Sta
 from +80 to sta 8 = 32.75'
 7+80 being 100ft from the 6+80 Sta
 from 6+80 to sta 7 = 35.5 ft

B	4	32.57	L
B	3	29.54	L
B	2	27.23	L
B	1	20.05	L
B	0		

A	6	44.08 ¹ _x	R
A	5	48.56 ¹ _x	R
A	4	49.43 ¹ _x	R
A	3	49.11 ¹ _x	R
A	2	47.05 ¹ _x	R
A	1	43.00 ¹ _x	R
A	0		

Mag. ^{N5}N46.15W from P2

Effect from Pline Backsight on P2

P	10	25.30 ¹ _x	R	N0°41'E
P	9	30.31 ¹ _x	R	N5°42'E
P	8	35.14 ¹ _x	R	N24°49'W
P	7	29.37 ¹ _x	R	N31°26'W
P	6	37.43 ¹ _x	R	N60°03'W
P	5	21.35 ¹ _x	L	S82°14'W

Sta ^{P2} P2
Effect from Pline Backsight on A60

△

△

△

A	4+			
		angle not taken		
A	4	31.33' x	R	S74°26'E
A	3	38.45' x	R	S67°14'E
A	2	43.49' x	R	S62°10'E
A	1	44.25' x	R	S61°34'E
A	0			

Q	9	44.24' x	L	N29°37'E Mag. N12°30'E from Q4 x
Q	8	43.41' x	L	N30°20'E
Q	7	45.46' x	L	N28°15'E
Q	6	44.49' x	L	N29°12'E
Q	5	34.46' x	L	N39°15'E
Q	4	14.45' x	L	N74°01'E
Q	3	86.24' x	R	N88°46'E
Q	2	89.17' x	R	S88°21'E
Q	1	87.31' x	R	N89°53'E
Q	0			

Sta \odot Q4
offset from Q line Backsight on Q3

Sta \odot A66
offset from A line Backsight on A62

R 20	7.16x	L	N36°09'W
R 19	19.54x	L	N48°53'W
R 18	45.12x	L	N28°59'W
R 17	2.34x R	L	N16°13'E
R 16	26.34x	L	N13°39'E
R 15	27.14x	L	N12°59'E
R 14	7.28x	L	N40°13'E
R 13	10.42x	L	N36°59'E
R 12	3.15x R	L	N47°41'E
R 11	6.18x R	L	N50°44'E
R 10	1.54x R	L	N46°20'E
R 9	14.10x	L	N44°26'E
R 8	14.14x	L	N44°22'E
R 7	13.35x	L	N45°01'E
R 6	16.18x	L	N42°18'E
R 5	15.58x R	L	N58°36'E
R 4	17.46x R	L	N60°24'E
R 3	19.30x R	L	N62°08'E
R 2	24.40x R	L	N67°18'E
R 1	45.41x R	L	N42°38'E
R 0			

N36°09'W
N48°53'W

Stationed on 26+06.7.S. on 22 N Park
line.

R 19.47 at 22+06 line
R 74.04 to 26+06
R 24.59

Sta A 70
offset from A-line Backsight on A 62

T	5440	15.28	X	R	S75°49'E
T	5	17.11	X	R	S74°06'E
T	4	18.20	X	R	S75°57'E
T	3	17.19	X	R	S73°58'E
T	2	26.41	X	R	N88°43'E
T	1	52.09	X	R	N62°02'E
T	0				

S	9	73.24	X	L	N46°02'W
S	8	72.23	X	L	N47°03'W
S	7	72.21	X	L	N47°05'W
S	6	25.22	X	R	N60°34'W
S	5	30.20	X	R	N55°36'W
S	4	31.35	X	R	N54°21'W
S	3	82.53	X	L	N85°56'W
S	2	80.47	X	L	N83°50'W
S	1	82.31	X	L	N85°34'W
S	0				

Sta. A78
 offset from A line
 Backsight on A76
 Sept 5th 87



Moved back to A70.

Sta. A70
 offset from A line
 Backsight on A62

V	7	89° 51'	L	S 81° 15' W
V	6	91° 56'	L	S 79° 18' W from A 82
V	5	37° 53'	L	S 48° 15' W
V	4	84° 58'	L	S 86° 08' W
V	3	85° 42'	L	S 85° 24' W
V	2	90° 41'	L	S 80° 25' W
V	1	83° 07'	L	S 87° 59' W
V	0			

U	7+70	93° 44' x	L	N 83° 51' W
U	7	96° 05' x	L	N 86° 12' W
U	6	91° 30' x	L	N 81° 37' W
U	5	91° 52' x	L	N 81° 59' W
U	4	92° 56' x	L	N 85° 03' W
U	3	93° 37' x	L	N 83° 44' W
U	2	93° 30' x	L	N 83° 37' W
U	1	85° 48' x	L	N 75° 55' W
U	0			

moved back to Sta A 82 B.S. A 76

△

△

Sta. A 82
Backsight on A 76
offset from A line

Sta. A 78
Backsight on A 76
offset from A line

A	4	54.40	R
A	3	57.53	R
A	2	60.50	R
A	1	56.08	R
A	0		

W	11	32.20	R	
W	10	56.11	R	S73°41'E
W	9	9.30	R	S49°50'E
W	8	9.45	R	N73°59'E
W	7	8.58	R	N74°14'E
W	6	18.46	L	N73°27'E
W	5	20.57	L	N64°29'E
W	4	92.14	R	N62°18'E
W	3	92.16	R	N83°15'E
W	2	93.32	R	N83°17'E
W	1	91.48	R	N84°33'E
W	0			N82°49'E

Sta ^W4
 Offset from W line Backsight on A83

Sta ^A83
 Offset from A line Backsight on A76

$$\begin{array}{r} 5280 \\ 2680 \\ \hline 7920 \end{array}$$

$$\begin{array}{r} 5280 \\ 1320 \\ \hline 6600 \end{array}$$

5 Sam

$$\begin{array}{r} 224+25.5 \\ 15.8+89.0 \\ \hline 63746.5 \end{array}$$

5
244+50

S7

$$\begin{array}{r} 1866 \\ 7.92 \\ \hline 3232 \\ 16794 \\ 13062 \\ \hline 1477872 \\ 12.31 \\ 27 \\ \hline 15.0 \end{array}$$

$$\begin{array}{r} 6460 \\ 5280 \\ \hline 1180 \end{array}$$

$$\begin{array}{r} 225+643 \\ 16048 \\ \hline 65+56.3 \end{array}$$

12.3 5280 1180

5280 = 1180 12.3

$$\begin{array}{r} 123 \\ 3540 \\ 2360 \\ 180 \end{array}$$

$$\begin{array}{r} 5280) 145140 (2.7 \\ \underline{10560} \\ 39540 \\ \underline{36960} \end{array}$$

$$\begin{array}{r} 1280 \\ 86+19.2 \\ 41+40.8 \end{array}$$

$$\begin{array}{r} 224+35.5 \\ 1+76 \\ \hline 222+59.6 \end{array}$$

40

$$\begin{array}{r} 222+00.5 \\ 1+28.1 \\ \hline 210+72.4 \end{array}$$

$$\begin{array}{r} 223+78.2 \\ 1+28.1 \\ \hline 222+50.1 \end{array}$$

TRAVERSE TABLE FOR TRANSIT BOOK,
From 1° to 90° for a distance of 100.

Degrees.	DEGREES.		¼ DEGREE.		½ DEGREE.		¾ DEGREE.		Degrees.
	Lat.	Dep.	Lat.	Dep.	Lat.	Dep.	Lat.	Dep.	
0			100.00	0.44	100.00	0.87	99.99	1.31	81
1	99.98	1.75	99.98	2.18	99.97	2.62	99.95	3.05	80
2	99.94	3.49	99.92	3.93	99.91	4.36	99.88	4.80	79
3	99.86	5.23	99.84	5.67	99.81	6.10	99.79	6.54	78
4	99.76	6.98	99.73	7.41	99.69	7.85	99.66	8.28	77
5	99.62	8.72	99.58	9.15	99.54	9.58	99.50	10.02	76
6	99.45	10.45	99.41	10.89	99.36	11.32	99.31	11.75	75
7	99.25	12.19	99.20	12.62	99.14	13.05	99.09	13.49	74
8	99.03	13.92	98.97	14.35	98.90	14.78	98.84	15.21	73
9	98.77	15.64	98.70	16.07	98.63	16.50	98.56	16.93	72
10	98.48	17.36	98.40	17.79	98.33	18.22	98.25	18.65	71
11	98.16	19.08	98.08	19.51	97.99	19.94	97.90	20.36	70
12	97.81	20.79	97.72	21.22	97.63	21.64	97.53	22.07	69
13	97.44	22.50	97.34	22.92	97.24	23.34	97.13	23.77	68
14	97.05	24.19	96.92	24.62	96.81	25.04	96.70	25.46	67
15	96.58	25.88	96.48	26.30	96.36	26.72	96.25	27.14	66
16	96.13	27.56	96.00	27.98	95.88	28.40	95.76	28.82	65
17	95.63	29.24	95.50	29.65	95.37	30.07	95.24	30.49	64
18	95.11	30.90	94.97	31.32	94.83	31.73	94.69	32.14	63
19	94.55	32.56	94.41	32.97	94.26	33.38	94.12	33.79	62
20	93.97	34.20	93.82	34.61	93.67	35.02	93.51	35.43	61
21	93.36	35.84	93.20	36.24	93.04	36.65	92.88	37.06	60
22	92.72	37.46	92.55	37.86	92.39	38.27	92.22	38.67	59
23	92.05	39.07	91.88	39.47	91.71	39.87	91.53	40.27	58
24	91.35	40.67	91.18	41.07	91.00	41.47	90.81	41.87	57
25	90.63	42.26	90.45	42.66	90.26	43.05	90.07	43.44	56
26	89.88	43.84	89.69	44.23	89.49	44.62	89.30	45.01	55
27	89.10	45.40	88.90	45.79	88.70	46.17	88.50	46.56	54
28	88.29	46.95	88.09	47.33	87.88	47.72	87.67	48.10	53
29	87.46	48.48	87.25	48.86	87.04	49.24	86.82	49.62	52
30	86.60	50.00	86.38	50.38	86.16	50.75	85.94	51.13	51
31	85.72	51.50	85.49	51.88	85.26	52.25	85.04	52.62	50
32	84.80	52.99	84.57	53.36	84.34	53.73	84.10	54.10	49
33	83.87	54.46	83.63	54.83	83.39	55.19	83.15	55.56	48
34	82.90	55.92	82.66	56.28	82.41	56.64	82.16	57.00	47
35	81.92	57.36	81.66	57.71	81.41	58.07	81.16	58.42	46
36	80.90	58.78	80.64	59.13	80.39	59.48	80.13	59.83	45
37	79.86	60.18	79.60	60.53	79.34	60.88	79.07	61.22	44
38	78.80	61.57	78.53	61.91	78.26	62.25	77.99	62.59	43
39	77.71	62.93	77.44	63.27	77.16	63.61	76.88	63.94	42
40	76.60	64.28	76.32	64.61	76.04	64.94	75.76	65.28	41
41	75.47	65.61	75.18	65.93	74.90	66.26	74.61	66.59	40
42	74.31	66.91	74.02	67.24	73.73	67.56	73.43	67.88	39
43	73.14	68.20	72.84	68.52	72.54	68.84	72.24	69.15	38
44	71.93	69.47	71.63	69.78	71.33	70.09	71.02	70.40	37
45	70.71	70.71							36
Degrees.	Dep.	Lat.	Dep.	Lat.	Dep.	Lat.	Dep.	Lat.	Degrees.
	DEGREES.		¼ DEGREE.		½ DEGREE.		¾ DEGREE.		

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Handwritten notes and calculations on the left page of the notebook. Includes numbers like 26.26, 18800, 3520, 2640, 1880, 1329, 102.12, 171.51, 70.26, 18.2, 14.8, 86.52, 34.67, 79.2, 52.00, 26.40, 37.7, 86.52, 1.52, 26.40, 39.60, 46.14, 30.37, 160.08, 66, 224.88, 175.60, 11.41, 34.20, 45.76, 106+35.1, 79+96., 23.47, 106+35.3, 125+89.66.391, 44.05, 21.39, 23.16, 45.50, 21.39, 135.96, 125+89.6, 23.39, 79.04, 52.80, 45.16, 2.24, 125+89.6, 42.15.8, 3936.6, 299.2, 27+81, 188+70.8, 86+59.2, 1771.8.