273

273

FIELD BOOK

Nov 30

W273

3820.03
3012.10
807.93

Our Leather Bound Engineers Note Books are carried in the following rulings:

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No. 382 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 4 x 4 to the inch, Center Line Red.

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THE FREDERICK POST CO.

ENGINEERING and DRAFTING SUPPLIES

IRVING PARK STATION

CHICAGO, ILL.

Indexed page 76 - 9/27/96 ~~~

INDEX

R/W thru Lots D, E, & 22
Paradise Crest Add.

For revised line from
Nat. ranch to Chollas see
page 7

8/25/30

Hill - notes
Elliot π ᵗʸ
Simpson Ch.
Walton "

Lot D
Lot E
Lot 22

Not used, located from previous
Pipe line survey
See page 7

New R/W W. Line
Pipeline

R/W 292.03 S.D. 1st M Pipe NW
W. Line Otay E. P/L
E Line Int M Pipeline
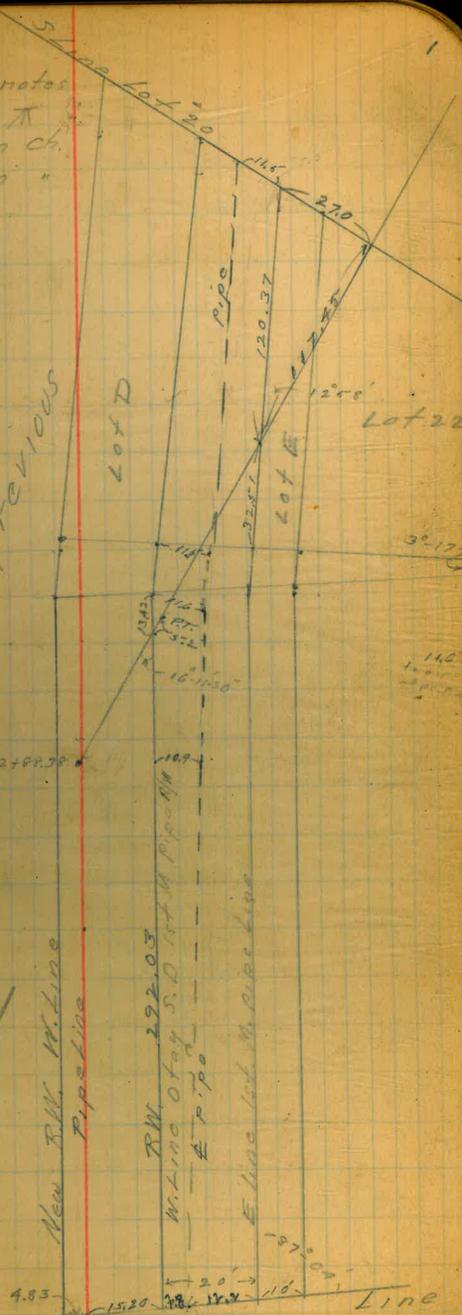
Nat. Ranch

Line

R/W thru lots D, E & 22
Paradise Crest Add.
& Lot #20

See Page #3

Lot 20

N

Denver

Mag hole

2"x2"hub

Pipe

From Japs map

Set hub

289.89
291.18

field

659.86

40'

90°03'11½

field

294.01 Japs map
298.38 (field)

89°51'8"

.50 field

270

115

1°2'58

3°13

1st M.P.L. R/W

Nat. Ranch L.

Found Conc. Mon.

field

108°12'

S.W. cor Paradise Crest

map 210

462.6

697.88 map
699.5 chained
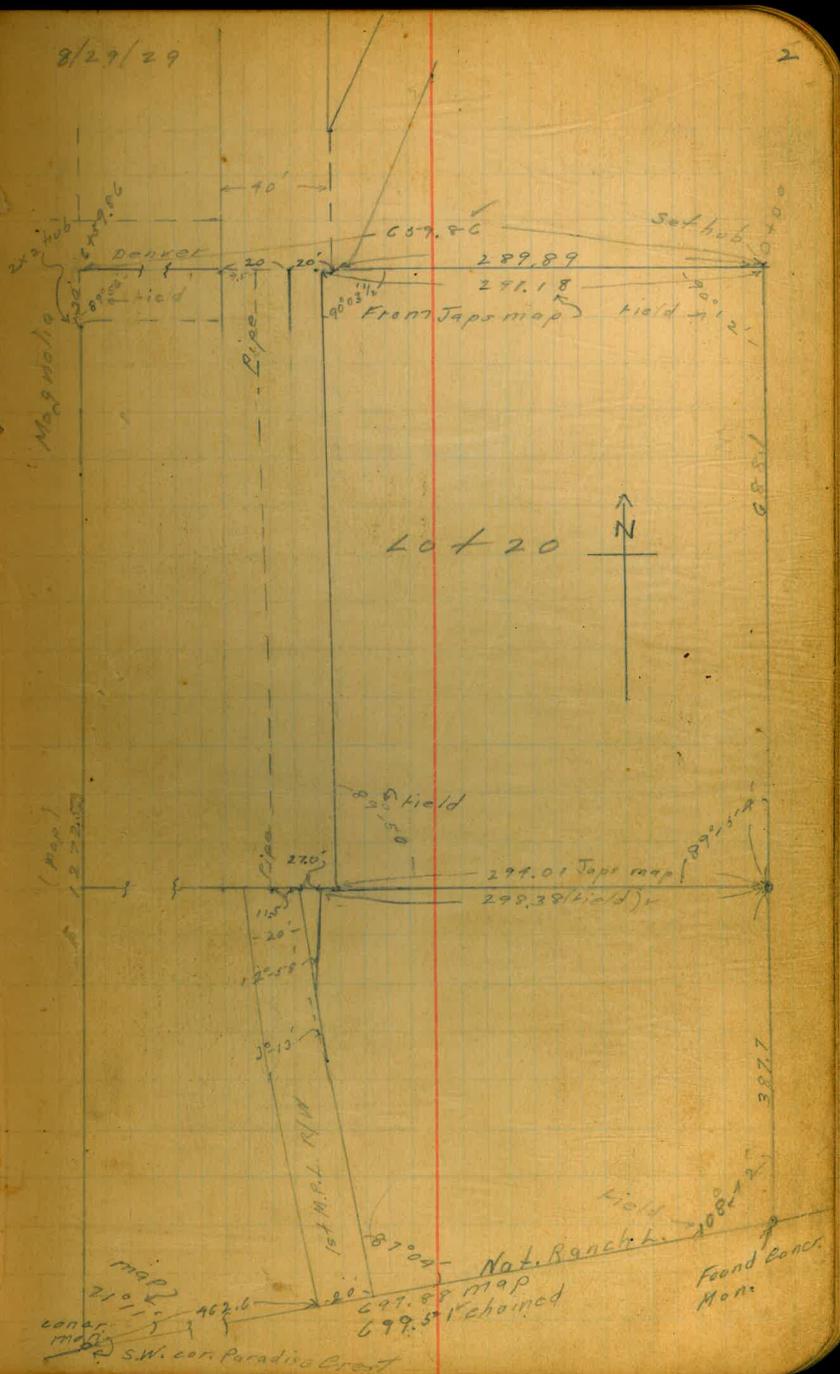
Proposed line change thro
Lots D, E, 22 & 20 at Nat. Ranch Line

11+65.36 ₵ Denver St.
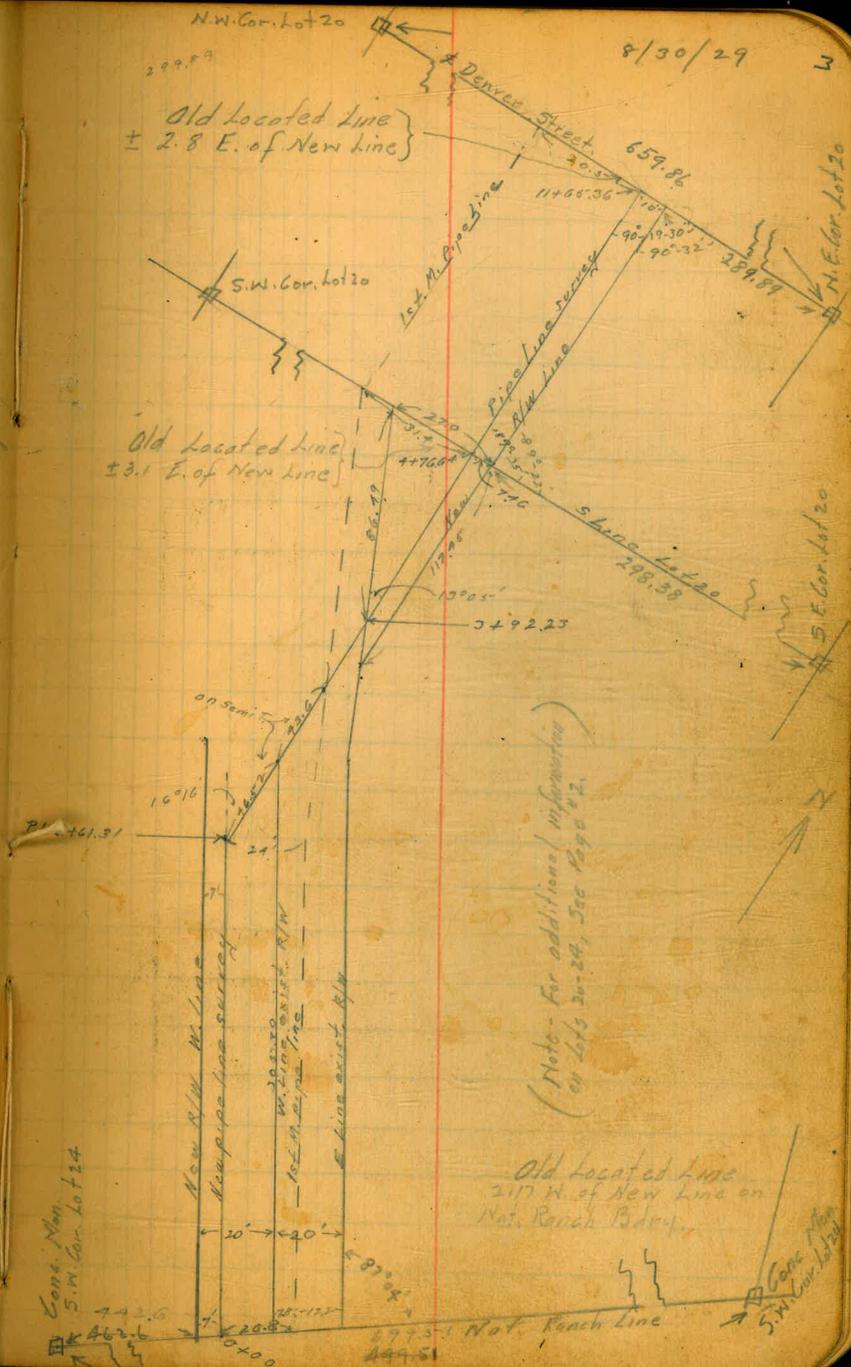
4+76.64 Intersec. S. Line Lot 20

3+62.21 P.T.

2+61.31   32-32-30
          16°-16' R

1+58.88 P.C.

0+00 Nat. Ranch line

Δ 16-16 R
D 8°
T 102.43
L 203.53
R 716.2'

N.W. Cor. Lot 20   8/30/29   3

299.89

Old Located Line
± 2.8 E. of New Line

₵ Denver Street   659.86

11+65.36

S.W. Cor. Lot 20

Old M. Pipe line

Old Located Line
± 3.1 E. of New Line

4+76.64

N.E. Cor. Lot 20   289.89

90°   19-30'
90°-32'

S. Line Lot 20   298.38

S.E. Cor. Lot 20

3+92.23

13°05'

N

16°16

P+461.31

(Note - For additional information
on Lots 20-24, See Page #2.)

Old Located Line
2.17 W. of New Line on
Nat. Ranch Bdry.

Cone. Mon.
S.W. Cor. Lot 24

Cone. Mon.
S.W. Cor. Lot 24

Nat. Ranch Line

Found hub'
S.W. cor.
Shaw Add

Found hub

172.9 ch.
173.37 Map

673.91 ch.
674.62 Map

℄ Boston
(Benston)

S. P/L

13°21'

set hub

3.5
set
hub

20'

20'

set hub

10'

R/W from Denver to Boston Ave,

Encima De San Diego

W. R/W Line

Exist. Pipe Line

℄ R/W Line

New Pipe Line

E. Line Lot 6

731.78

E. Denver St.

90°±

N.E. cor.
Lot 20

9.5'   10.5'   10'   10'

289.89

20'   20'

O.R - S.D. 2nd. Main Pipe Line
A² line from Nat. Ranch line to Chollas
See F.B # 270, p.55 for Divergence from Line "A"

Sta.	Deflec	Bear.	Mag.		
		N1°-00'E	N0°-30'E		
			P.T. +07.06	8°-08'	
635+10.39	P.T.		635+00	7°-43'	
			+75	6°-43'	
			+50	5°-43'	
			+25	4°-43'	Δ 16°16'R
634+09.19	16°-16'R P.I.		634+00	3°-43'	D 8°
			+75	2°-43'	T 102.43
			+50	1°-43'	L 203.33
633+07.06	P.C.		1 633+25	0°-43'	R 716.78
		N15°-16'W	N16° W		
631+48.20	30'-14" 1°-37' L	Nat. Ranch Line			
		N13°-39'W	N14°-30'W		
630+00	1°-41'-30" 0°-51' R				
		N14°-30'W			
		N14-21'W	Note this equation in course was made on the Nat ranch line in previous survey		

Foc 270/55 →

Parker
Hill   Rain   9/4/29
Elliot
Simpson
Walton

Note 9/2/29 & 9/3/29, Locating prop. lines.

Conel. Mon.
| Nat. Ranch line
S.W. cor. Paradise Creet
149.6   631+48.20

P.I. ⤷ 21'
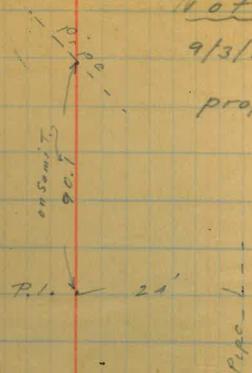
Note Stationing from Otay carried ahead.

Sta	Defloc	Bear	Mag.			
	1°02'-30	N0°-29'E	North			
643+13.55	0°-31 L					
636+24.86	P.O.T.	N1°-00'E	N0°-30'E			

645+68.1 2.5

House 10'

645+56 3.5

Pipe — 20.4 — 645+40

₵ Denver St | 643+13.55 | ← 20.5 | 90°-19'-30" | 299.89 | N.E. Cor. lot 20

Note Ties from page #3

S. Line lot 20 | ← 31.1 → 636+24.86 | 89°-35' | S. Line Lot 20 305.84 | S.E. Cor.

Pipe
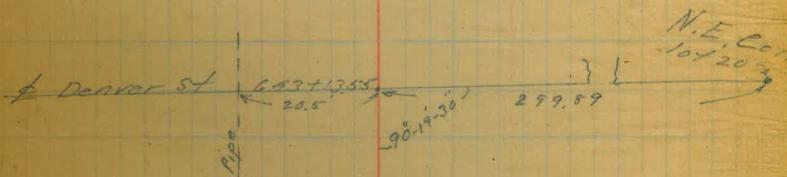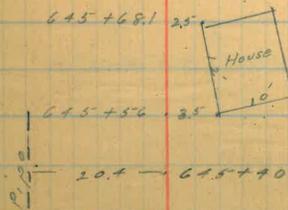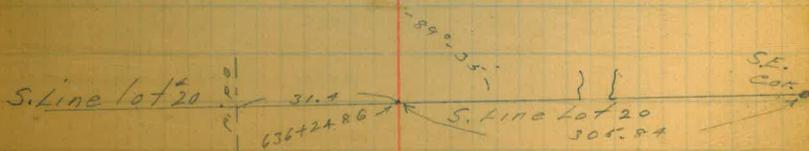
Sta.	Defloc	Bear	Mag.		
		N12-42W	N 13° W		
	0°-09'				
652+18.90	0°-04' R				
650+13.28	P.O.T. = P.I. of R/W				
		N12-46'W	N 13° W		
650+10.89	P.T.		PT. +10.80	6°-37½'	
			650+00	6°-12'	Δ 13°-15' L
			+75	5°-12'	D 8
	26-30-30		+50	4°-12'	T 83.25
649+28.43	13°-15' L		+25	3°-12'	R 716.78
			649+00	2°-12'	L 165.62
			+75	1°-12'	
			648+50	0°-12'	
648+15.18	P.C.				
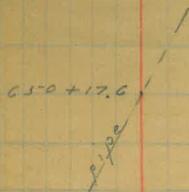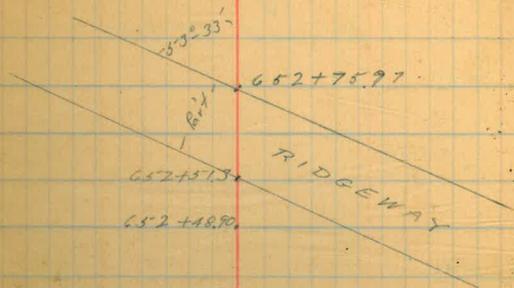
RIDGEWAY

652+75.97

15°-33'

6'-7'

652+51.3

652+18.90

651+21 — 9.3 — pipe

650+17.6

pipe

20.1

649+28.43 P.I.

pipe

Sta.	Defloc.	Bear.	Mag.		
		✓			
		N6°-39'W	N8°-15'W		
657+18.54	P.T.				
	12-06-30'			△ 6-03 R	
658+80.79	6°-03'R			D 8°	
				T 37.88	
				R 716.78	
658+42.91	P.C.			L 75.62	
657+16.71	Intersec ₵ Benston				

Parker   9/0/29
Hill
Elliot
Simpson
Walton

657+55.6   6x8 wood box
            stop valve

₵ Benston at
S.W. cor. Shaw Add.   173.45   N 23°-30'
            P.O.T. 657+16.71   ₵ Benston St

656+87 — 5.7

655+08 — 68 ⌀ air valve

Sta.	Deflec	Bear.	Mag
		↑	
		N 0°-29'W	N 1°-15'W
664+14.52 P.T.			
663+76.05	12-21, 6°-10 R		
663+37.11 P.C.			

Δ 6°-10' R
D 8
T 38.61
R 716.78
L 77.08

664+15 ~ 6.1

660+78 ~ 9' – Ⓢ 6" pepper tree

Ⓢ 660+40 5" fruit tree

660+28.5

0.9

Concr. wall
at W. P/L Woodman
width 8" av. ht. 1.5'
This wall extends
into st. as shown

←6'→ ←17'→ 659+81

Sta.	Defloc	Bear.	Mag.		
		N 22-21 W	N 3° W		
667+88.66 P.O.T.					
666+75.79 P.T.					
				P.T. +75.79	10°56'	Δ 21°5-2' L
666+2207 21°-5-2'L				+75 10°51'	D 20°
				+50 8°21'	T 55.61
				+25 5°51'	R 287.9
665+66.16 P.C.				667+00 3°21'	L 109.33
				665+75 0°51'	
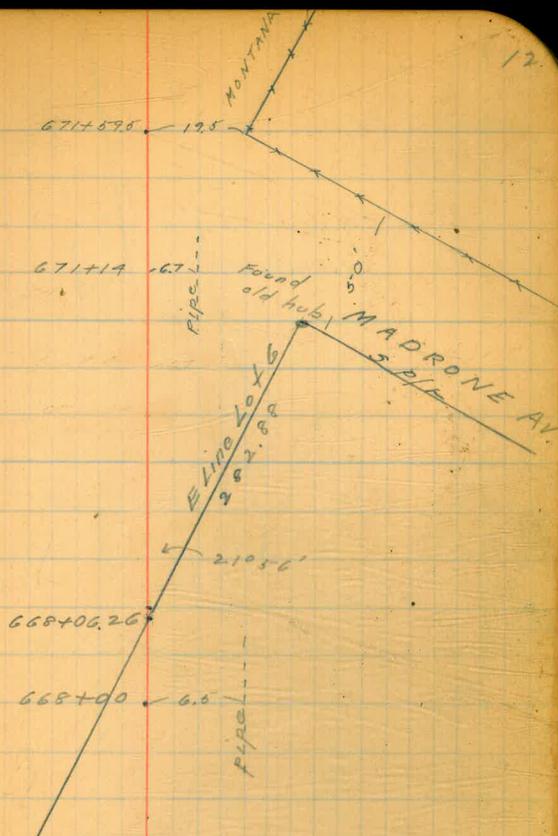
671+595 — 125 — MONTANA

671+14 -6.7 ---- Found old hub MADRONE AV.

Pipe E Line Lot 6 282.88 5 p/p

21°56'

668+06.26

668+00 -6.5

Pipe

665+65 -5.8 ⊙ air valve

Sta.	Deflec	Bear	Mag

N 22-21 W   N 3° W

7° 20'

P.I. 673+91.08

6.9   673+69
173

24'

24'   House

old fence

9'   673+46
4'

673+25   28   24

672+95   35   6.7
12° 20'

35   672+60

MONTANA

old fence

35.0   671+82.5

60

671+59.5   19.5

New fence

MADRONE

Sta.	Deflec.	Bear.	Mag.		

N29-41W   N30-30W

674+36.82 P.T.

	14-39-30			Δ 7°-20' L
673+91.08	7°-20' L			D 8°
				T 15.93
				R 716.78
				L 91.67

673+45.15 P.C.

Parker
Hill
Elliot
Simpson

House

26'
58   576-9 677+60

30

16.7 28 677+30

3.5 676+55

road 676+40

676+26   25

675+80 16.4

674+40 6.6

55 674+15

673+91.08 P.I. +6.3   17.3

House
(Page 13)
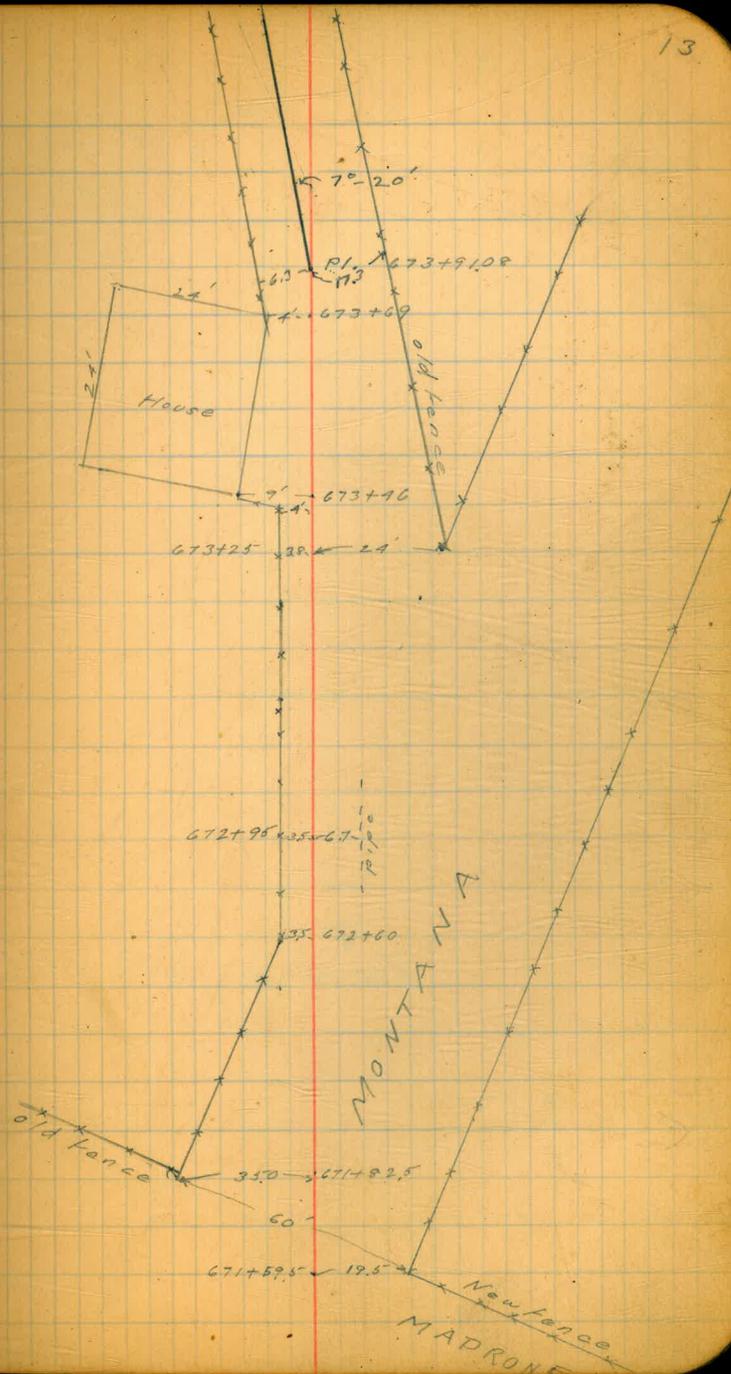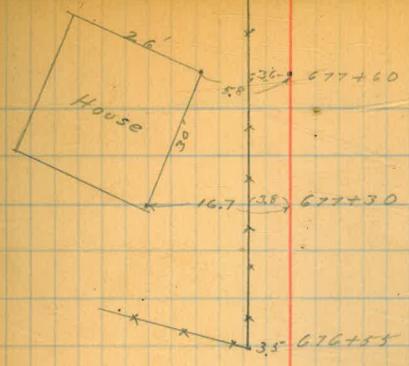
Note 9/6/29
to 9/11/29, cross
on Hodges to
San Dieguit conduit

Sta	Deflec	Bear	Mag.
683+54.00	P.O.T.	$A^2 = 68°$	
678+15.78	P.O.T.		

685+00 .75

681+59.5 — 16.5 W.P/u 65th

E P/L express

292°41' St.

683+86.73 / 65th St.

par't 683+54.00

681+50 — 6.5 pipe

68°32'30"

£ R.R. Track 679+36 .2

679+30.51 ← Bridge over pipe (wood)

679+23 12'

678+76 62" standpipe

68°33'

par't 678+55.1

IMPERIAL 678+35.88 AVE

Conc. Walk

S ØL Imperial Ave. 678+16.4

678+14 .37

678+11.3 6.6 16.3

Sta.   DeHee Bear. Mag.

9/12/29
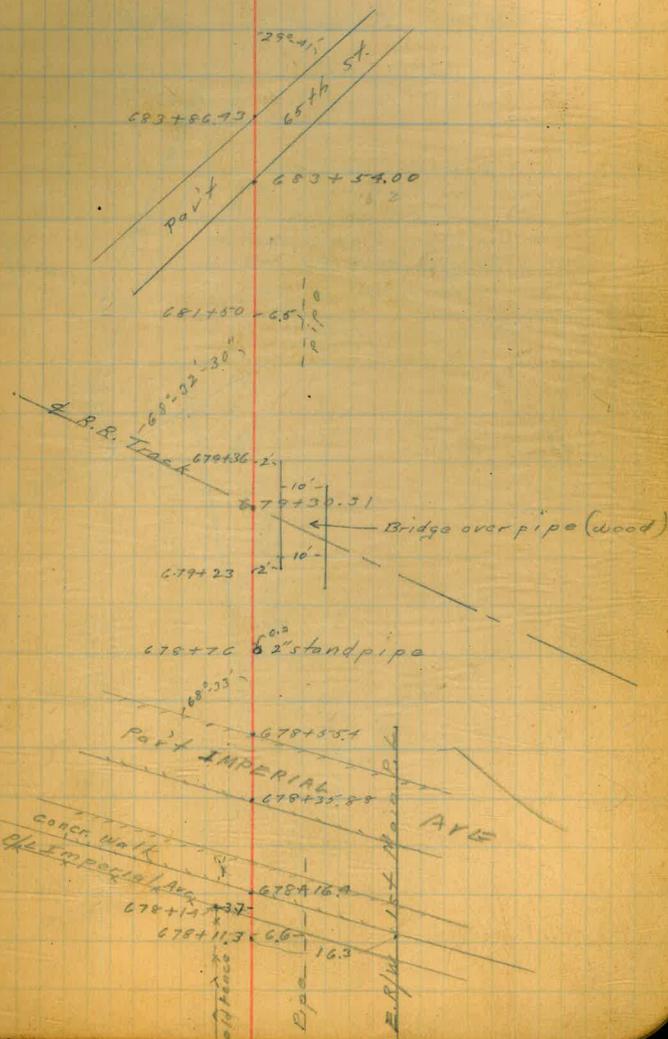
Note For alternate line requiring
    no additional R/W see page 37

688+86.3   SP/L Brooklyn Ave.

Note Using a 16° curve
    gives an external of
about 5' which throws line
outside of R/W, however as
an angle would also need
additional R/W, the 16° curve
was used.
    Curve data on page 17.

Abandoned

19°12'

P.I. 689+80.23

35°

19.00°

3.08

263.2 to W.P.I. 668+53

New Survey 62.02°

Found 2"x2" hub
at Cor.

CYPRESS LANE

BROOKLYN AVE.

39°60'20"

688+86.3

19.5

S P/L

Found
2"x2" hub

39.00

688+86.3

689+77   19.5
          16.0

25-5-5-4

688+61.5 Blow air valve
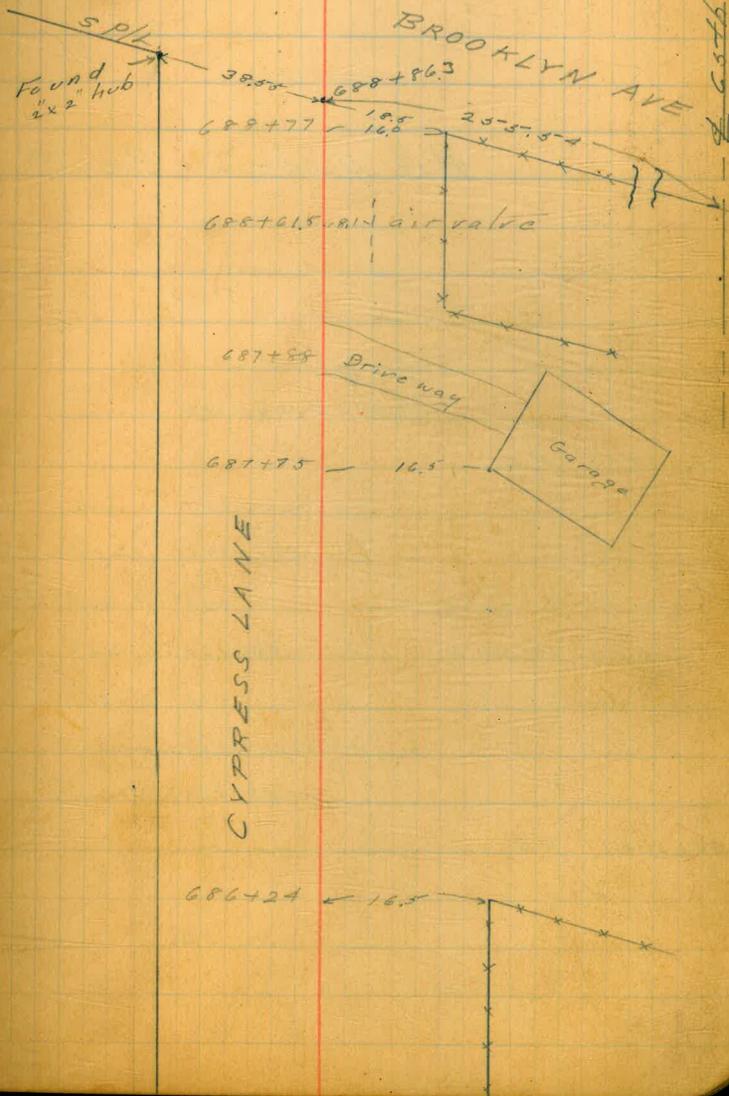
687+88   Drive way

687+75   16.5

Garage

BROOKLYN AVE

CYPRESS LANE

686+24   16.5

Sta.   Deflec. Bear.   Mag.

Not Used – See Page 39.

N48°58'W   N50-30W

690+39.47   P.C.

P.T. +39.47	9°-36'	Δ 19-12° L	
+25	8°-26½'	D 16°	
		T 60.76	
		R 359.26	
690+00	6°-26½'	L 120.00	
+75	4°-26½'		
+50	2°-26½'		
689+25	0°-26½'		

689+80.23   19°12' L

689+19.47   P.C.

692+43   7.2 / 26   10" concr. abut.
692+28   1.7
692+13   4.0
691+98   3.4
691+83   2.4
691+68   1.3
69+53   0.7
691+38   0.1
691+23   0.80   Trestle
691+08   1.5
690+93   2.5
690+78   3.7   8"x12" concr. blocks supporting sills
690+63   2.1 / 6.7   sand at concr. about 10" thick

690+25   6.7

689+75   7.7   Note Ties to pipe made from points on curve

689+35   7.55

Sta. Deflec. Bear. Mag.

old fence

1.7   697+25
697+06.8
6.5   697+00

696+75   9.7

road   696+58

2.8   695+38

3.4   694+38

10'

8.1   694+24

row eucalyptus trees

old fence

16'   3.3

10'   Garage   3.3   693+25

5+10'

6'   2.7   693+09

692+92.16   P.O.T.
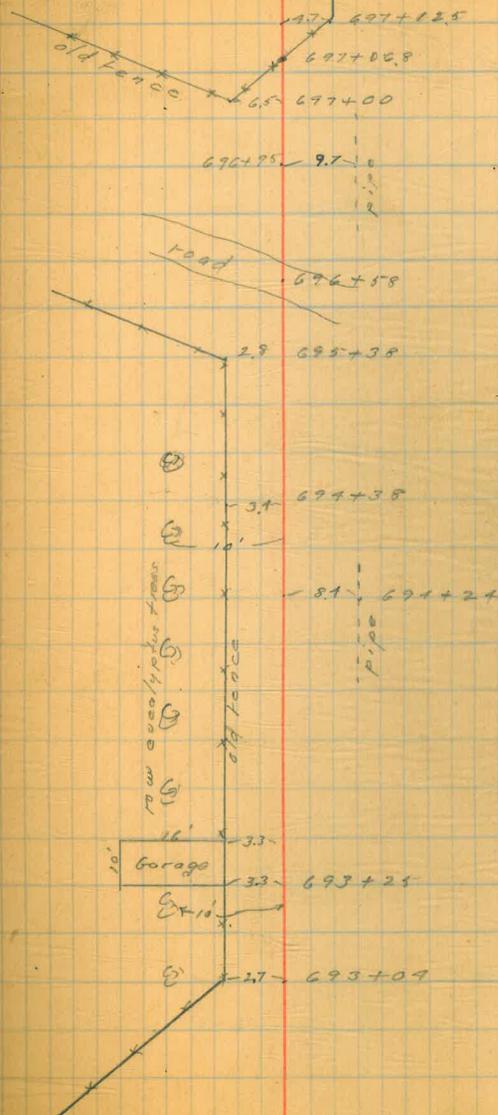
Sta	Deflec	Bear.	Mag.

700+18.25 P.O.T.

698+54.94 P.O.T.

702+95 ← 7.3 ⌐

701+95 ← 6.5 ⌐ pipe

41. 700+34.5

700+14
          17.0

700+02 ← 6.6 ◯ air valve

699+32

4" avocado tree ◯ 698+60
          2.7

698+50 ← 8.1 | pipe
          1.0

2" fruit tree ◯ 2. 698+14

Sta.	Deflec	Bear	Mag.

Note see alternate line
page #41

N5-9-41W N 61-30 W

703+79.63

21°-35½
703+46.09 10°-48' L

Δ 10°48'
D 16°
T 33.96
R 359.26
L 67.50

703+12.13 P.C.

N 18°53' W   N 5-0°-36 W

Parker
Hill
Elliot
Simpson

Note 9/13/27 crew
on revision at
Lantana Drive.

F.R.R. 4-2848

Pipeline tab ± T. 263rd
L+T
T Broadway 3' W

hub

Found City ref. hubs
to ℄ of St. at
angle pt.

℄ Bach

S. P/L

411.33

6C.35   703+84.13

60'

703+46.09

63rd St.

E P/L

old fence

S P/L, Bach

5.0'

P.I.
703+46.09

10°48'

BACH   AVE

15'

709+7 ?79   P.T.

N 37-10W

∆ 22-31 L
D 20°
T 57.32
R 287.94
∠ 112.5 E

709+19.53   22°-31 R

708+62.21   P.C.

706+50.05   P.O.T.
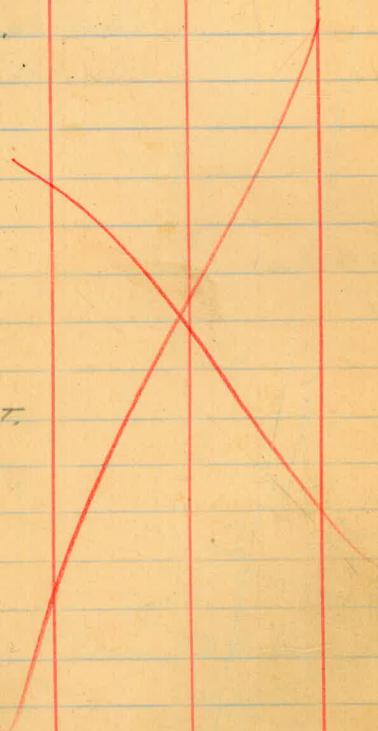
Concr. Manhole

on sen it.
709+1953 P.I.

708+15 — 4.7 —

707+00 — 6.8 —

706+40 — 6.8 —

705+00 — 7.0 —

Sta.	Detloc	Bear. Mag.			

Parker
Converse
Hill
Elliot
Simpson

N 20°-04'W

712+29.97 P.T.

711+77.10 17°-06'R Δ 17-06'R
D 16°
T 54.01
R 359.26
L 106.88

711+23.09 P.C.

713+35 —6.7

P.C. —7.4

7.09+79 —8.1 ⊙ air valve

Sta.   Deflec. Bear.   Mag.

N 51°09'W

718+29.72 P.T.

			PT +29.72	15° 32½'	Δ 31-05 L
		62-09½"	+25	14° 47'	D 32°
717+83.03	31°-05 L		718	10° 47'	T 50.45
			+75	6° 47'	R 181.40
717+32.58	P.C.		717+50	2° 47'	L 97.14

<u>Note</u> For alternate line
      that would require no
      additional R/W see back
      of book. A³ Line. Page #78

Note from P.I. at
sta. 717+83.03 used
previous alignment
along Water St.

717+83.03 P.I.

717+32 C

717+81
road
717+02

+5-7   10" concr. abut

+12 .3.5

+27 1.4   Trestle

717+12 0.1

+97 -0.1

+87 -1.2

+67 -2.3

715+52   10" concr. abut.

Sta.	Deflec.	Bear.	Mag.		
		N 10-59 E			
			P.T. +32.40	21°- 16'	
			+25	20 - 40½	
			724+00	18 - 40½	
			+75	16 - 40½	
724+32.40	P.T.		+50	14 - 40½	
			+25	12 - 40½	
			723+00	10 - 40½	Δ 42-32 R
723+06.10	12°-32'R		+75	8 - 40½	D 16°
			+50	6 - 40½	T 139.83
			+25	4 - 40½	R 359.26
			722+00	2 - 40½	L 265.83
721+66.57	P.C.		721+75	0°- 40½'	
		N 31-33 W			
719+78.07	P.T.				
					Δ 19-36 R
					D 29
719+41.97	19°-36'R				T 34.99
					R 199.70
					L 67.59
719+10.98	P.C.				

Sta.	Defloc	Bear.	Mag.		
		N 26-17 W			
			P.T. +95.21	15°-28'	
730+95.21	P.T.		+75	14°-21'	
			+50	12°-21'	
			+25	10°-21'	Δ 31-56 L
			730+00	8°-21'	D 16°
729+98.42	31°-56' L		+75	6°-21'	T 102.79
			+50	4°-21'	R 359.26
			+25	2°-21'	L 199.58
728+95.63	P.C.		729+00	0°-21'	
		N 5-09 E			
727+96.30	P.T.				
					Δ 8°-15' R
					D 12°
727+62.06	8°-15' R				T 34.50
					R. 478.34
					L 68.75
727+27.55	P.C.				
		N 3-06 W			
725+58.28	P.T.				
					Δ 14°-05' L
					D 16°
725+14.64	14°-05' L				T 44.38
					R 35.92
					L 88.02
724+70.26	P.C.				

Parker
Converse   9/20/29
Hill
Simpson
Walton

Sta.	Deflec. Bear. Mag.			
	N 58-12 W			
735+47.08	P.T.			
				Δ 31°-55' L
	63°-50'	P.T. +47.08	15°-5 7½	D 28°
734+92.19	31°-55' L	+25	12°-52	T 59.10
		735+00	9°-22	R 206.69
		+75	5°-52	L 113.99
734+33.09	P.C.	734+50	2°-22	

738+86 — 6.6

736+93 — 6.2

736+02.86 ← 6.1

FOURTH

Found 2"x2" hub

Found 2"x2" hub

P.T. 735+47.08

Found 2"x2" hub

4.5 — 735+92

WATER   ST.

4.1 — 735+15

W P/L Water St.

P.I. 734+92.19

P.C. 734+33.09
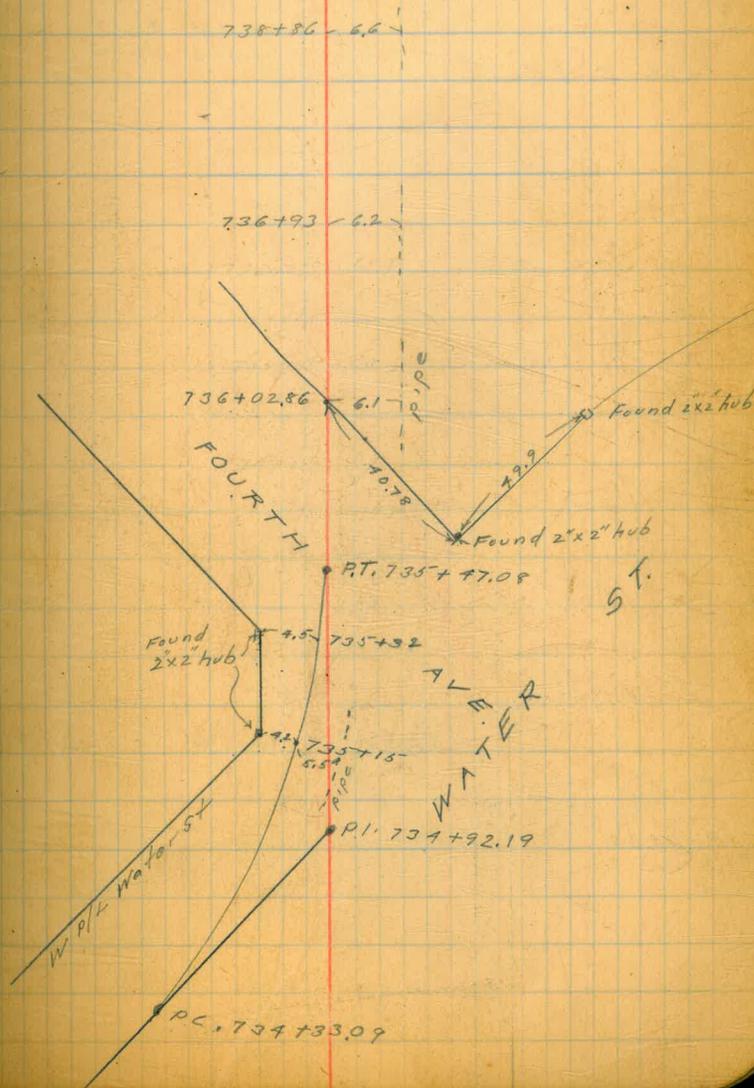
Sta.	Deflec.	Bear.	Mag.		
713+66.28	P.T.		P.T. +66.28 24°-01'		
			+50 21°-17'		
			+25 18°-17'	Δ 48°-08'	
			743+00 14°-17'	D 28°	
712+86.69	48°08 R		+75 11°-17	T 92.31	
			+50 7°-17'	R 206.68	
			+25 4°-17'	L 171.90	
			712+00 0°-17'		
741+94.38	P.C.				

N58°-42'W   N59°W

739+08.08

road

16
743+60 — 6.5 —
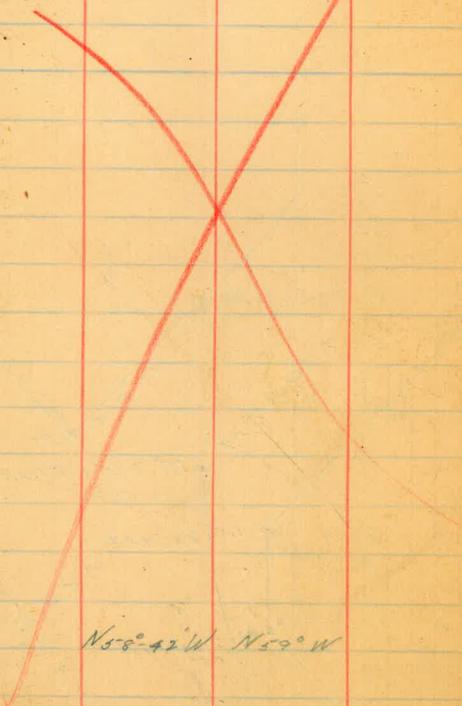
Ties from curve { 712+85 — 6.7

712+30 — 8.1

741+19 — 6.5 — air valve

740+50 — 6.7

road 740+35

to end
2"x2" hub

58°26'

739+08.08   W. Line Empire Add   99.69

Sta.	Defloo	Bear.	Mag.

N32-50W N32°W

747+66.97   P.T.

747+17.33   44-33, 22°16'L

746+65.76   P.C.

P.T. +66.97   11-08
+50   9-16
+25   6-31
747+00   3-46
+75   1°01'

Δ 22°-16' L
D 22°
T 51.57
R 262.04
L 101.21

N10-34W N12°-30W

748+15 - 7.0 @ air valve

road   747+85

16'-⊥
P.T. - 6.7

747+17 - 6.5 - (on curve)

P.C. - 6.5

746+52 - 6.5

745+60 - 5.9

744+72 - 6.6

744+22 - 6.6
16'
road
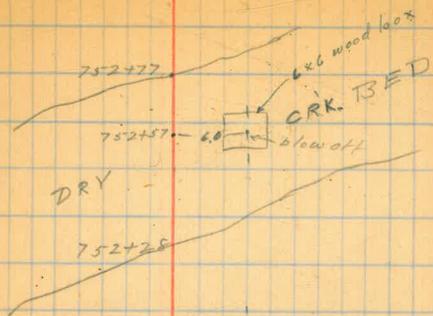
Sta.	Deflec.	Bear.	Mag.

N32-50W N32 W

718+98.58   P.O.T.

718+63.16   P.O.T.

752+77

6x6 wood post

752+57 — 6.0   CRK. BED
                blow off

DRY

752+28

75-1+97 — 6.8

750+53 — 6.0

719+60   road

719+00 — 6.1

Sta.   Detlea

758+11.68   P.O.T

751+21.03   P.O.T.

760+80 – 6.8

759+50 – 6.5

758+08 – 6.7

756+26 – 6.3

82°–13'

751+57.63

BROADWAY   EXT.   PAV'T.

752+990
Sta. on old
line   16.39   751+2103

107.6

P.C. park acre

754+00 – 6.9
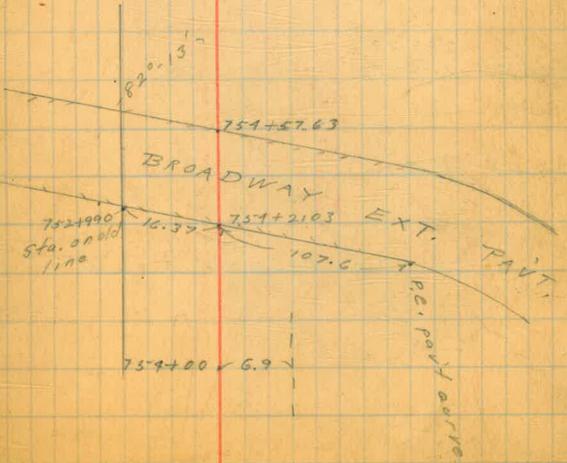
Sta.	Defloc	Bear	Mag				
		N55-30W	N57°W				
766+17.03	P.T.						
					Δ 8°26'		
765+82.01	16-52				D 12°		
	8°-26L				T 35.26		
765+16.75	P.C.				R 478.34		
					L 70.28		

Contd. from Page 49.

		N 48-01W					
763+49.88	P.T.				Δ 15°14L		
	38°28'				D 32°		
763+26.54	15°-14L				T 21.26		
					R 181.40		
763+02.28	P.C.				L 47.60		
		N32-50W	N33 W				

Parker
Converse
Hill
Simpson
Walton

9/21/29

-6.5 — 766+12

-6.5 — 765+11

air valve -6.8 — 761+09

-6.1 — P.T.

-7.0 — P.I.

pipe

762+98

762+50 6.5

Sta.	Defloc.	Bear.	Mag.		
		N 75-55W	N 76°W		
770+58.71	P.T.		P.T. +58.71	9°-42½'	
			+50	8°-40'	Δ 19°-25'
*	38°-5-9'				D 16°
770+18.95	19°-25L		+25	5-10'	T 41.14
					R 240.49
			770+00	2°-40'	L 80.90
769+77.81	P.C.				

7.4 770+10

10" Concr. abut. 6.7 +2.0 768+89

0.9 +83

10" concr. sill 3.5 +77

8"x12"
concr. blocks -2.9 +58

-2.2 +43

-1.3 +30

-1.5 +16

+0.9 bet. of draw

-1.4 768+03

Trestle

-2.6 +88

-3.3 +73

10" concr. sill -3.7 +59

10" concr. abut. -1.0 767+41
6.4
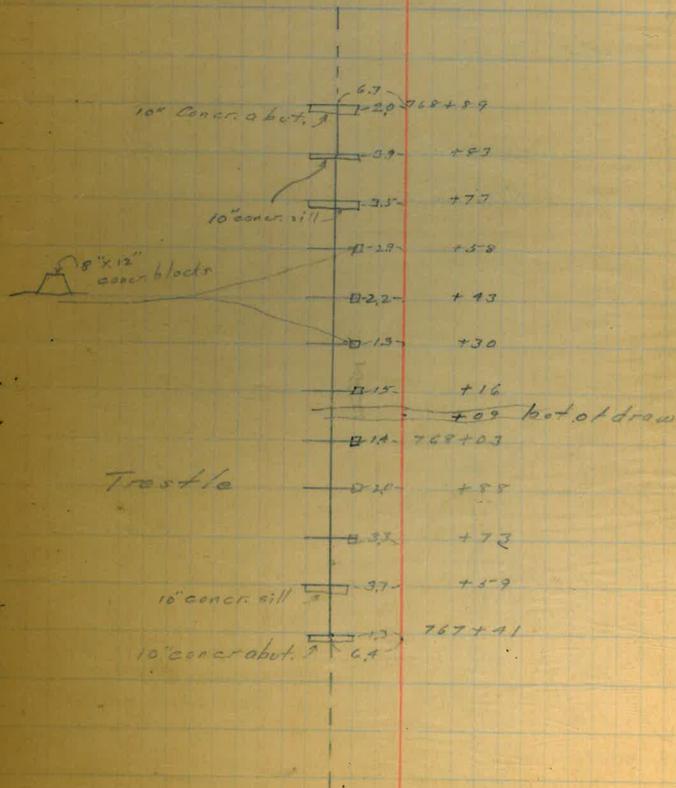
Sta	Deflec	Bear	Mag.		
		✓			
		N.75°40'W.			
774+75.18	0°15'R.				
		N.75°55'W.			

air valve 6.7 776+19

—7.0—59'—   Hub N.side old road

774+75.18   27.07   E. Line Balboa Add

Hub on
s.side old road
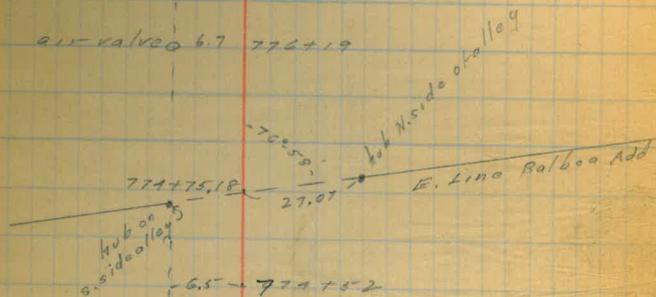
6.5 — 774+52

6.5 — 773+15

air valve 6.5 — 772+22

6.5 — 771+18

Sta.	Deflec.	Bear	Mag.		
			✓		
		N. 0° 09' E.	N. 0° 30' W		
779 + 16.79	P.T.				
					Δ = 75° 49'
					D = 26°
					R = 222.27
	151° 38'				T = 173.08
777 + 98.27	75° 49' R				L = 291.60
776 + 25.19	P.C.				
		N. 75° 40' W			

Right page:

	8.5	787 + 60
Air Valve	8.4	786 + 00
	8.4	784 + 58
	8.8	783 + 35
	8.9	781 + 85
	7.9	780 + 83
	8.5	779 + 80

776 + 25.19		7.6	779 + 16.79
+50	3 - 13.5		
+75	6 - 28.5		
777	9 - 43.5	6.7	778 + 75
+25	12 - 58.5		
+50	16 - 13.5		
+75	19 - 28.5		
778	22 - 43.5		
+25	25 - 58.5		
+50	29 - 13.5	10.1	778 + 25
+75	32 - 28.5		
779	35 - 43.5		
+16.79	37 - 54.5		

| | 12.1 | 777 + 15 |

Sept. 23, 1929.
Parker
Converse
Elliott
Walton
Clear + Warm
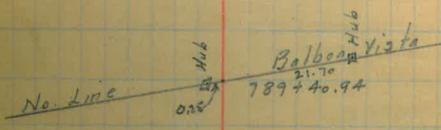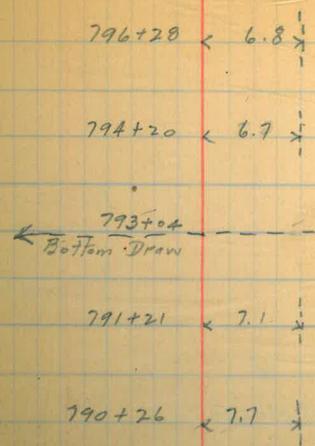
Sta.	Deflec.	Bear	Mag
802+09.66	P.T.		
801+67.67	55°36' 27°48'R.		
801+22.78	P.C.	✓	
		N 0°55' E	
801+03.96	P.T.		
800+56.50	19°16'LA		
800+07.63	P.C.		
799+45.00	P.O.T.		
797+18.13	P.O.T.	N.20°11'E	

801+22.78
+50 - 4-21
+75 - 8-21
802   - 12-21
+09.66 -13-54

$\Delta = 27°48'$
$R = 181.40$
$D = 32°$
$T = 44.89$
$L = 86.88$

$= 801 + 67.67 \ A^2 \ P.I. =$
$= 800 + 11.05 \ P.I. =$

$\Delta = 19°16'$
$R = 287.94$
$D = 20°$
$T = 48.87$
$L = 96.33$

800+07.63
+25 - 1-44
+50 - 4-14
+75 - 6-44
801   - 9-14
+03.96 -9-38

800+04
Sp. Property M. x Fence Cpellos Res.
799+97   < 6.5 Air Valve

797+50   < 6.4

Sept. 24. 1929
Parker
Converse
Elliott
Walton.
Clear + Warm

Sta	Deflec	Bear	Mag			

I have assumed a deflection angle here of 90° left.

 # 10/25/29

802+21.04 End of A² Line   **Equation —**

802+18.45 P.O.T.

N.28°43'E

802+09.⁶⁶ P.T.

(right page top)

8.79
09.66
18.45

₵ "D" Line

$= 800+66.20 \ \ "D" \ P.I. =$
$802+21.04 \ A^2$

$= 802+18.45 \ A^2 \ P.O.T. =$
$800+63.61 \ \ \ P.T.$

802+14.5   ₵ 24" W.J.   Pipe

A⁴ Line –An alternate line from Encanto
School to Balboa Vista, keeping within
Present 20' R/w and on E. Side Present W.S. Pipe

Sta.	Deflec.	Bear	Mag.	
			N. 48°54' W	
690+29.84	P.T.			
689+93.08 P.I.	48°26' 24°13' L			
689+54.16	P.C.			
			N. 24°41' W	
A⁴ 688+85° C.I. A² 688+85° P.O.T.	5° 0' R.			
			N. 29°41' W	
683+54° A² P.O.T.				

T.C. 689+54.16   Δ = 24°13'
        +75 – 3°20'   D = 32°
690 – 7°20'   R = 181.40
        +25 –11°20'   T = 38.92
P.T.   +29.84 –12°06.5   L = 75.68

Canyon	0.0 □	691+71.3
	0.0 □	691+56.5
		691+50
	0.0 □	691+41.5
Trestle	□ 0.0	691+27
	□ 1.3	691+11.5
	□ 2.6	690+97
	□ 3.0	690+82
10" Conc. Abut.	←2.7 6.2→	690+66 End Trestle
	6.6	690+29.84
N.E. Cor. Lot 22 Encanto Hts. Map # 1063	□ ←2.0 5.0→	689+64
		689+54.76 Line crosses Pipe
	2.5	689+37
	7.5	688+85
	7.4	685+00

Note –Abut. of
new Trestle at
Sta. 691+00
Length ± 100.0

Oct. 2, 1929.
Clear + Warm
Parker
Converse –π
Elliott
Walton
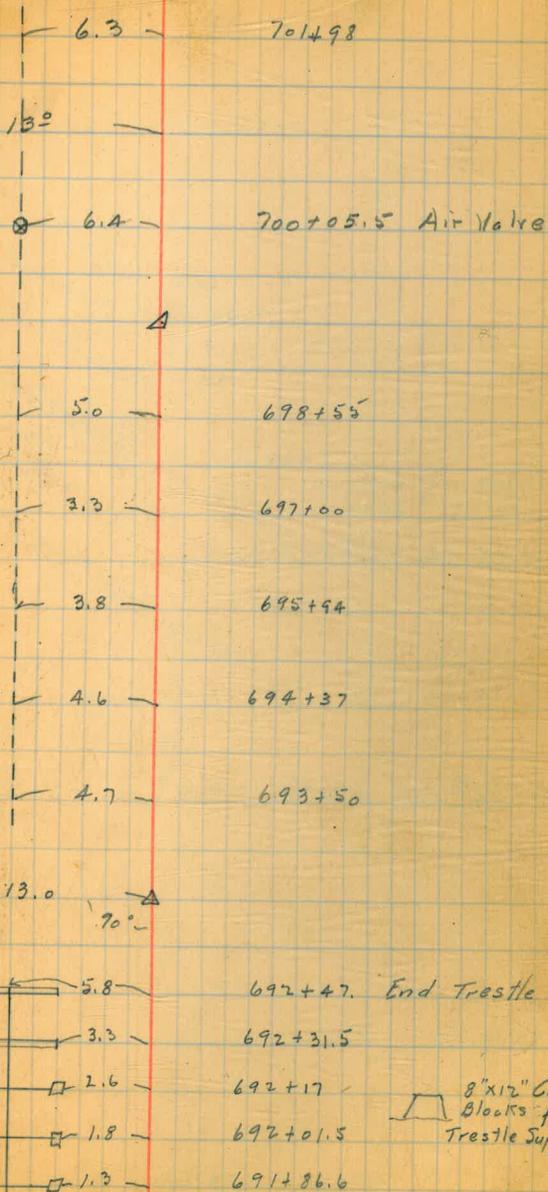
	— 6.3 — 701+98
A⁼ P.O.T. 700+18.25 ☐ — 13°	
	⊗ 6.4 — 700+05.5 Air Valve
699+01.12 P.O.T.	△
	— 5.0 — 698+55
	— 3.3 — 697+00
N.48°54'W	— 3.8 — 695+94
	— 4.6 — 694+37
	— 4.7 — 693+50
692+96.80 P.O.T.	A⁼ P.O.T. 692+93.16 ☐ 13.0 △ 90°
	5.8 — 692+47. End Trestle
Conc. Sill 1° Wide	3.3 — 692+31.5
	☐ 2.6 — 692+17 8"X12" Conc. Blocks for Trestle Supports
	☐ 1.8 — 692+01.5
	☐ 1.3 — 691+86.6

N. 59°42'W

703+84.34   P.T.

$\Delta = 10°48'$
$D = 16°$
$R = 359.26$
$T = 33.96$
$L = 67.50$

703+50⁸⁰ P.I   10°48' L.

703+16.84   P.C

N. 48°54'W

— 6.4 —   706+44

— 6.1 —   705+07

5' Sidewalk   704+63.9

704+60.1 End of Sidewalk
3.4

No. Edge

End Curb   4.25   704+48.7
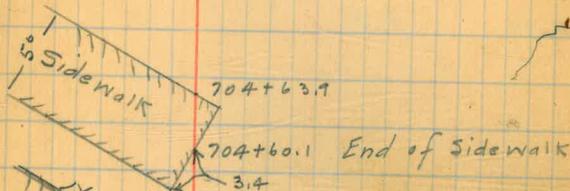
Back   Manhole for Gas Line
704+26   24"×24"

Pavement   P.T.

703+84.34

Ave.   5.7

50' Edge Pavement

— 7.6 —   Point on S. Tangent

A² P.I.
703+46.09

A² Line   95°24'

13.06   703+50⁸⁰ P.I.

— 5.4 —   702+98

713+01.84   P.O.T.   ↓
                        N.20°05'W   —6.7—   712+70

712+36.99   P.T.

                              Δ=17°19'
                              D=14°
711+75.78 P.I. 17°19'R.   R=410.28
                              T=62.48
                              L=123.69

                                            —6.0—   Point on S.T.
                                                  ▵
711+13.30   P.C.
                                                        711+77.10 13.15 711+75.78 P.I
                              ↓
                        N.37°24'W   Air Valve ⊗ 5.5 — 709+79   Line   Line

709+69.97   P.T.   ▵ Point on S.T.
                              Δ=22°18'   Conc.Manhole 6.2   —5.0—   709+19.53   14°
                              D=22°   Box   ◯ 7.0   ▵ Point on S.T.   ▵709+20.26
                              R=262.04   —4.5—   Point on S.T.
709+20.26 P.I. 22°18'R.   T=51.65
                              L=101.36   ▵ P.I.   —13°—
                                                          —1.0—   Point on S.T.   —13°—

708+68.61   P.C.
                        A² Line   13.0 — ▵ 708+68.61
                              N.59°42'W
                                                   —6.3—   Oct. 3. 1929.
                                                ⊗ 3.5 — — — 707+06.5   Clear + Cool.
                                            Stop Valve   Parker
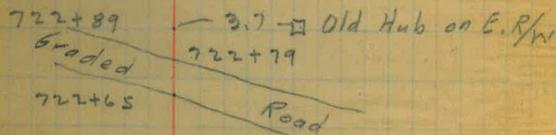   Converse ⫪
                                                                                           Elliott
                                                                                           Walton

Left page:
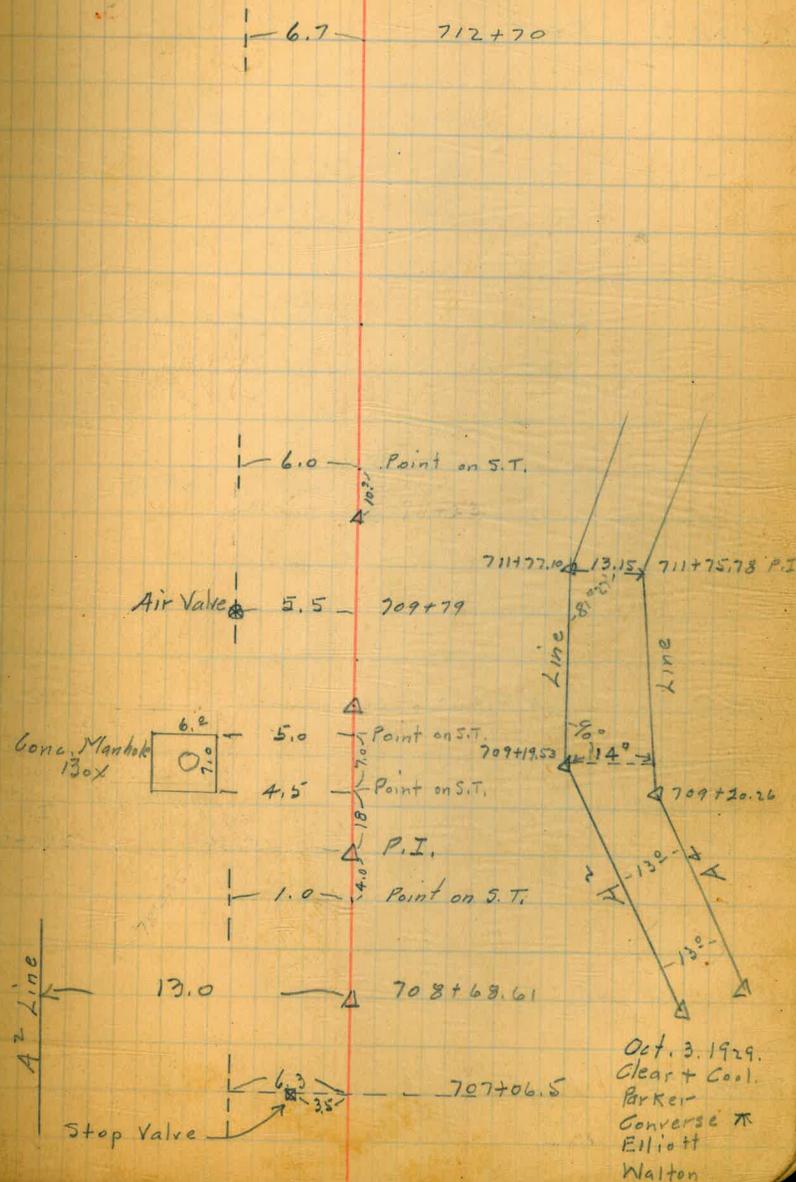
718 + 16 $\frac{03}{}$ P.O.T.

N. 20° 05' W

715 + 31.12   P.O.T.

713 + 01.84   P.O.T.

Right page:

Graded   718 + 18

718 + 04   Road

← 6.0 →   717 + 72

Fd. Old Hub   ← 16.2 →   717 + 30

717 + 24

Road

Graded   717 + 04

12" Conc. Abut.   ← 6.2 →   ← 3.5 →   716 + 54.5

← 2.5 →   716 + 39.5

Trestle #   ← 0.8 →   716 + 24.3

← 0.5 →   716 + 09.5

← Bottom — Canyon →   ← 0.3 →   ← 716 + 06

715 + 94.5   Abut. of new Trestle ± 715 + 68 to ± 716 + 34

← 1.0 →   715 + 79.5

← 2.7 →   715 + 64.9

12" Conc. Abut.   ← 4.5 →   715 + 49.6

← 6.6 →
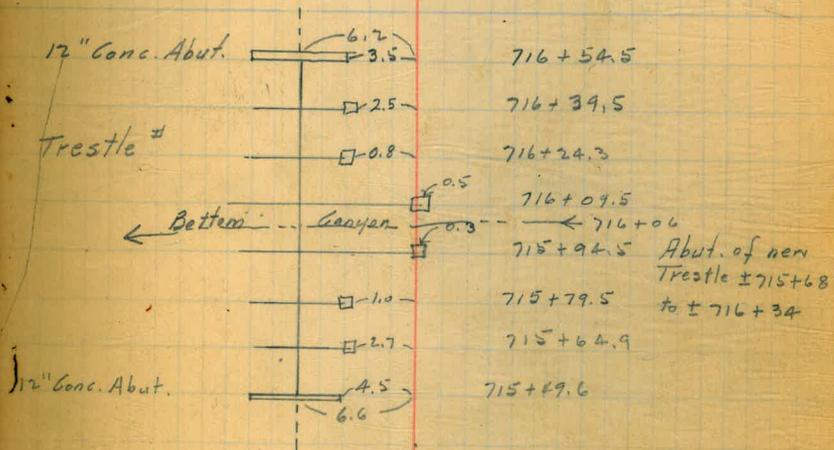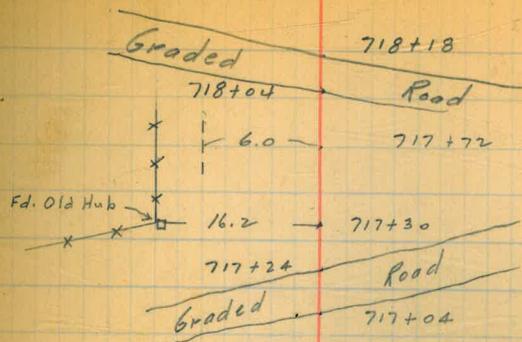
714 + 61   — 3.0 — 18" Euc. Tree

— 6.3 —   713 + 34

713 + 12   — 4.0 — 18" Euc. Tree

Left page:

N.3°12'W

725+09.56 P.T.

$\Delta = 16°53'$
$D = 16°$
$R = 359.26$
$T = 53.32$
$L = 105.52$

724+57.36 16°53'R

724+04.04 P.C.

722+89.57 P.O.T.

N.20°05'W

719+60.00 P.O.T.

718+16.03 P.O.T.

Right page:

6.5 — 725+75

3.5 — Old Hub on E. R/w

Oct. 4. 1929
Clear + Warm
Parker
Converse π
Elliott
Walton

41.9 / 79.00   P.I.

5.1 — Point on S.T.

Point on S.T. — 6.1 — 3.55 — Old Hub on E. R/w Line   724+15.83 P.O.S.T.

P.C.

Air Valve ⊗ 6.5 — 723+92

722+89 — 3.7 — Old Hub on E. R/w
Graded   722+79
722+65   Road
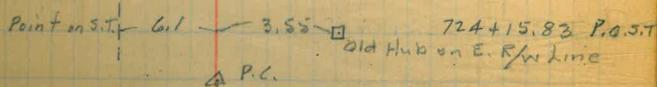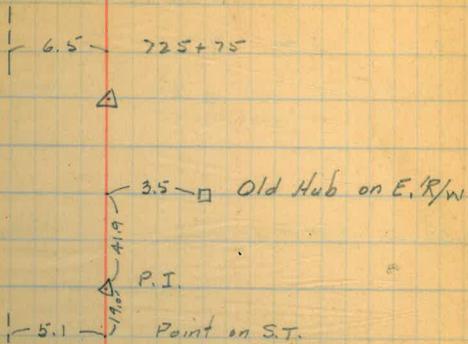
6.2 — 722+10

5.9   719+20

Old Hub. — 9.6   718+46.23

		N.26°53'W ✓	
730+29.36	P.T.		
			728+49.82 P.C.
			+75 -2-16
			729 -4-31
			+25 -6-46
			+50 -9-01
			+75 -11-16
729+42.43	32°19'L		730 -13-31
			+29.36 -16-09.5
728+49.82	P.C.		
		N.5°26'E ✓	
727+21.41	P.T.		
726+94.57	8°38'R		
726+67.45	P.C.		
		N.3°12'W	
725+09.56	P.T.		

Δ = 32°19'
D = 18°
R = 319.62
T = 92.61
L = 179.54

Δ = 8°38'
D = 16°
R = 359.26
T = 27.12
L = 53.96

Right page field sketch:

- 6.7 — 731+72
- 7.0 — 730+52
- P.T.
- 3.5 □ Old Hub on E. R/W — Point on S.T. (8.6')
- 6.0 — 729+37 Point on Curve
- Point on S.T.
- 6.7   3.5 □ Old Hub on E. R/W (6.0')
- P.C.
- 6.6 — 728+36
- P.T.
- 3.5 □ Old Hub on E. R/W (20.50')
- 5.0 — P.I. (21.12')
- 3.5 □ Old Hub on E. R/W
- P.C.

741+34.⁸⁰	P.O.T.			
		✓		
		N. 58°41'W		
735+43.58	P.T.			
		732+25.58 P.C.		
		+50	−1−13	
		+75	−2−28	Δ= 31°48'
		733	−3−43	D = 10°
	63−35	+25	−4−58	R = 573.69
733+89.00	31°48'L.	+50	−6−13	T = 163.42
		+75	−7−28	L = 318.00
		734	−8−43	E = 22.82
		+25	−9−58	
		+50	−11−13	
		+75	−12−28	
		735	−13−43	
		+25	−14−58	
		+43.58	−15−54	
732+25.58	P.C			
		N. 26°53'W		
730+29.36	P.T			

Air Valve ⊗ — 6.5 ~   740+96

Road
— 6.7 ~   740+11
          740+00
Empire Add.
W. Line   738+93.03
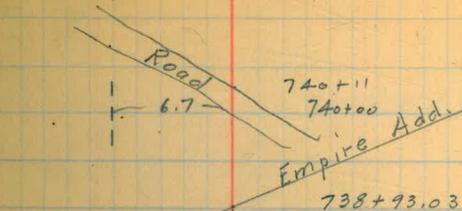
— 6.5 ~   738+64
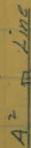
A² P.O.T.
736+02.86 |— 13.0 —| ?
A² 90°   90°

— 7.0 ~   735+70

— 6.2 ~   733+75

Air Valve ⊗ 7.0 ~   733+20

732+21   — 3.5 —□ Old Hub on E. R/W

747+40.24	P.T.		
746+85.53	44-34 22°17'L		$\Delta = 22°17'$ $D = 20$ $R = 287.94$ $T = 56.71$ $L = 111.42$ $E = 5.53$
746+28.82	P.C.		
		N.10°33'W ✓	
743+37.64	P.T.		
742+58.05	48°08'R	741+65.74 +75 -1-18 7+2 -4-48 +25 -8-18 +50 -11-48 +75 -15-18 743 -18-48 +25 -22-18 +37.64 -24-04	$\Delta = 48°08'$ $D = 28°$ $R = 206.68$ $T = 92.31$ $L = 171.90$
741+65.74	P.C.		
		N.58°41'W	
741+34.80	P.O.T.		

— 6.1 —   747+40

— 6.3 —   746+85.5 Point on Curve

Oct. 5. 1929.
Parker
Converse Π
Elliott
Walton

— 6.5 —   746+17

Aˣ Line   90° | 13° | 900

— 6.5 —   744+38
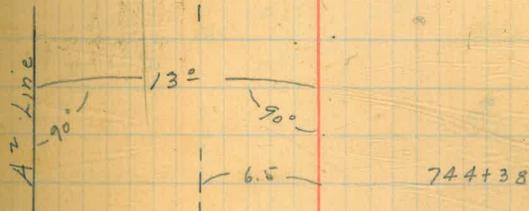
— 6.8 —   743+25

— 7.4 —   742+50

— 5.5 —   742+06
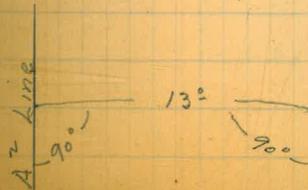
Aˣ Line   90° | 13° | 900

753+89.75   P.O.T.

748+50.29   P.O.T.

         N.32°50'W

748+23.97   P.O.T.

747+40.24   P.T.

← To S.D.

A² line   90°

757

x   2 8 3

S.Y.D.T

Line Revision

Pg. 44-46   sta 505+27.39
          to 510+46.73

F.B. #271 Pg. 2
      273 pg.

749+18.08
751+18.18
754+00.
755+74.18
762+19.86   B.C.
762+78.45

A⁴ 763+22.51 =
A² 763+49.88

Otay 2nd Main P.L.

Cement Mortar Lining

585+90
630+00 } F.B. # 270 pgs. 52-55

630+00
683+54 } F.B. # 273 pgs. 7-15

683+54
747+40$\frac{24}{}$ } F.B. # 273 pgs. 39-48

755+74.18
755+74.00

753+89.75   P.O.T.

748+50.29   P.O.T.

N. 32° 50' W

748+23.97   P.O.T.

747+40.24   P.T.

← To S.D.

| 6.5 ± | 755+07 |

Broadway Ext. Pavement

753+89.75

| 6.7 | 753+00 |

752+58

Canyon

752+31 B.O. on W.S.

← Bottom

752+18

| 6.2 | 751+17 |

13.0

90°

A^2 Line

900

749+36

Graded Road

749+24

| 6.6 | 748+63 |

| 6.1 | 747+92 |
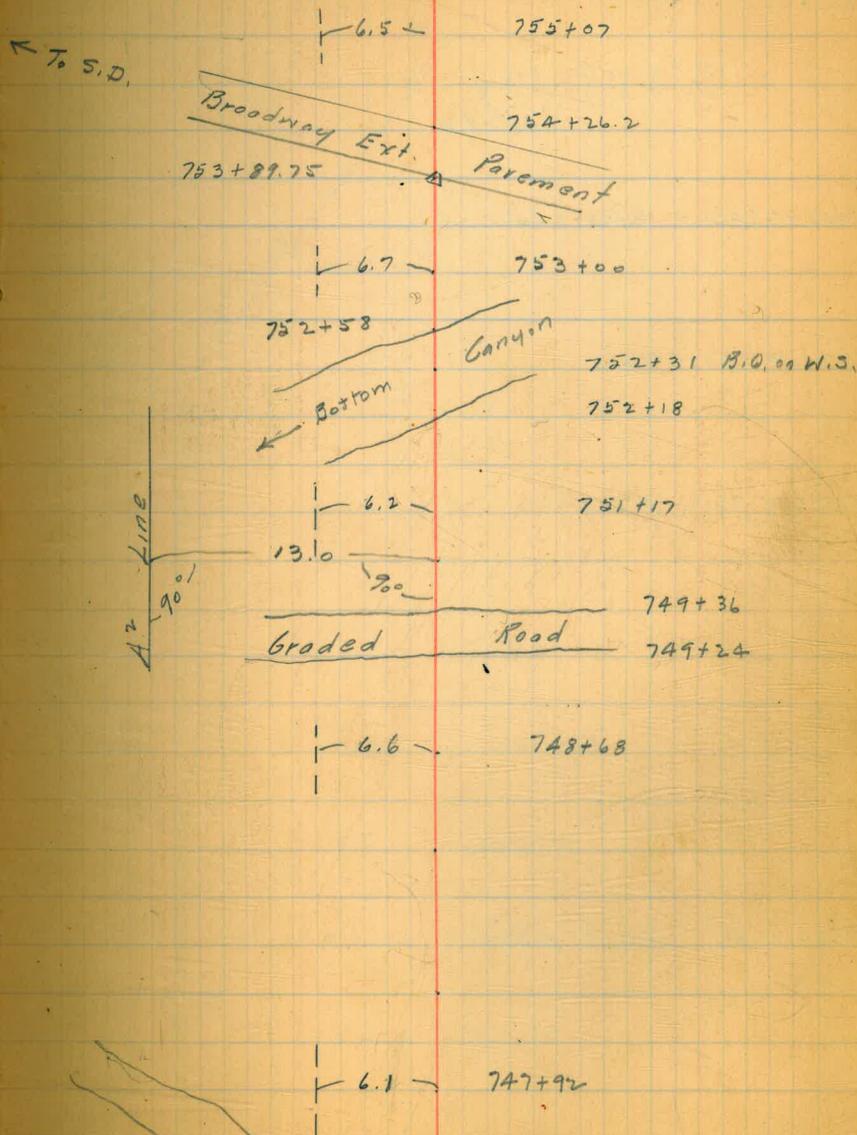
763+49.88 – A² P.T. =
763+22.51 – A⁴ P.O.T =   End of A⁴ Line

Equation –

N.48°04'W

762+78.45   P.T.

$A = 15°14'$
$D = 26°$
$R = 222.27$
$T = 29.72$
$L = 58.59$
$E = 2.09$

762+49.58 $\overset{30-28}{15°14'L}$

762+19.86   P.C.

758+12.56   P.O.T   N.32°50'W

753+89.75   P.O.T.

End of A⁴ Line

763+49.88 – P.T. – A² =
763+22.51 – P.O.T – A⁴ =
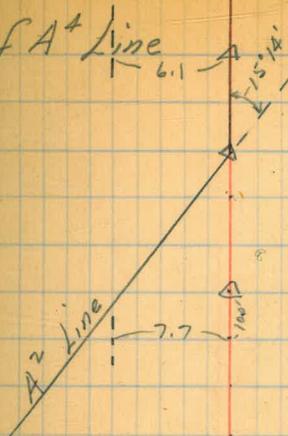
763+26.54 A² P.I =
762+98.25 A⁴ P.O.T =

762+78.45   P.T.

P.I – Nail.

762+19.86 P.C.

762+21

760+53

759+21

13.0

757+78

Stadia survey along Broadway Extension from   Hill - notes   4/2/40   57
Bonita Pipe Line at 45th & Broadway to 2nd Main Pipe Line.   Soper - 太
                                                              Brookes - rod

Pt. to pt.	Dist	Hor Δ	Vert Δ	H.I.	Elev.		
24+57.3 *							
Pt. 3 to 4 *	541.3 (542')	–	– 2°06'	5.2	170.0		
16+06.3							
Pt. 3 to 2C	309.7 (311')	–	– 3°13'	5.2	149.9	Shot back in hole from pt.3	*NB.* Elev's carried back from B.M. at 2nd Main & Bach St
19+16.0							
Pt. 2 to 3	836.0 (836')	–	– 0°16'	5.1	189.8		
14+30.9							
Pt. 2 to 2B	350.9 (351')	–	– 1°01'	5.1	187.5		
13+35.8							
Pt. 2 to 2A	258.8 (256')	–	– 1°30'	5.1	187.0	2A = ₵ 47th St	
10+80.0							
Pt. 1 to 2 *	840.7 (841')	–	+ 1°11'	4.8	193.7		
5+16.3 11.3							
Pt. 1 to 1A	272.0 (272')	–	+ 0°41'	4.8	179.6		
2+39.3 *							
Pt. 0 to 1	239.3 (240')	–	+ 3°13'	4.9	176.4	Pt. 0 = △ pt. of pipe line at 45th & Broadway Ext. (Hill top)	
Pt. 0	(202')	90° ± R	+ 0°49'	4.9	162.9 = El. pt 0	Tie to gate valve	

₵ Broadway Ext
Mag. B. N 75° E

— 10 —

Broadway
90°   45th St
2" Main   202   gate   Θ center at gate
valve 2.8 below
observed pt.

Pt. to Pt.	Dist.	Hor∆	Vert.∆	H.I.	Elev.
38+49.9					
Pt. 6 to 6B	210.8 (210')	–	+0°08'	4.8	160.9
37+66.3					
Pt. 6 to 6A	127.2 (132')	–	–11°03'	4.8	136.6
36+39.1					
Pt. 5 to 6 *	540.8 (541')	–	–1°05'	5.1	160.4
34+91.10					
Pt. 5 to 5C	392.8 (393')	–	–1°16'	5.1	161.9
33+94.4					
Pt. 5 to 5B	296.1 (297')	–	–3°19'	5.1	153.9
32+19.2					
Pt. 5 to 5A	120.9 (121')	–	–1°03'	5.1	160.7
30+98.3					
Pt. 4 to 5 *	641.0 (641')	–	+0°03'	5.0	170.6
29+47.2					
Pt. 4 to 4B	489.9 (490')	–	–0°45'	5.0	163.6
27+19.0					
Pt. 4 to 4A	261.7 (264')	–	–5°27'	5.0	145.0

Mag. B. N. 75° E

Pt. to Pt.	Dist.	Hor∠	Vert∠	H.I.	Elev.
46+52.0					
Pt. 9 to 9A	65.5 (66')	—	+5°16'	4.9	136.8
45+86.5					
Pt. 8 to 9 *	486.1 (487')	—	−2°38'	4.8	130.8
42+83.4					
Pt. 8 to 8B	183.0 (187')	—	−8°32'	4.8	126.7
41+29.2					
Pt. 8 to 8A	28.8 (32')	—	−18°34'	4.8	143.4
41+00.4					
Pt. 7 to 8 *	108.3 (109')	—	−4°42'	5.0	153.1
39+61.3					
Pt. 7 to 6D	30.8 (31')	—	−4°56'	5.0	159.3
39+92.1					
Pt. 6 to 7 *	353.0 (353')	—	+0°16'	4.8	162.0
39+24.1					
Pt. 6 to 6C	285.0 (285')	—	+0°39'	4.8	163.6

9A

2" W. Line

Mag. B. N. 76° E

Pt. 8

¢ port 54th St.

Pt. 6D

2" W Line

¢ Broadway Ext.

10'   10'   Main on 54th St.

1½" W. Line

0
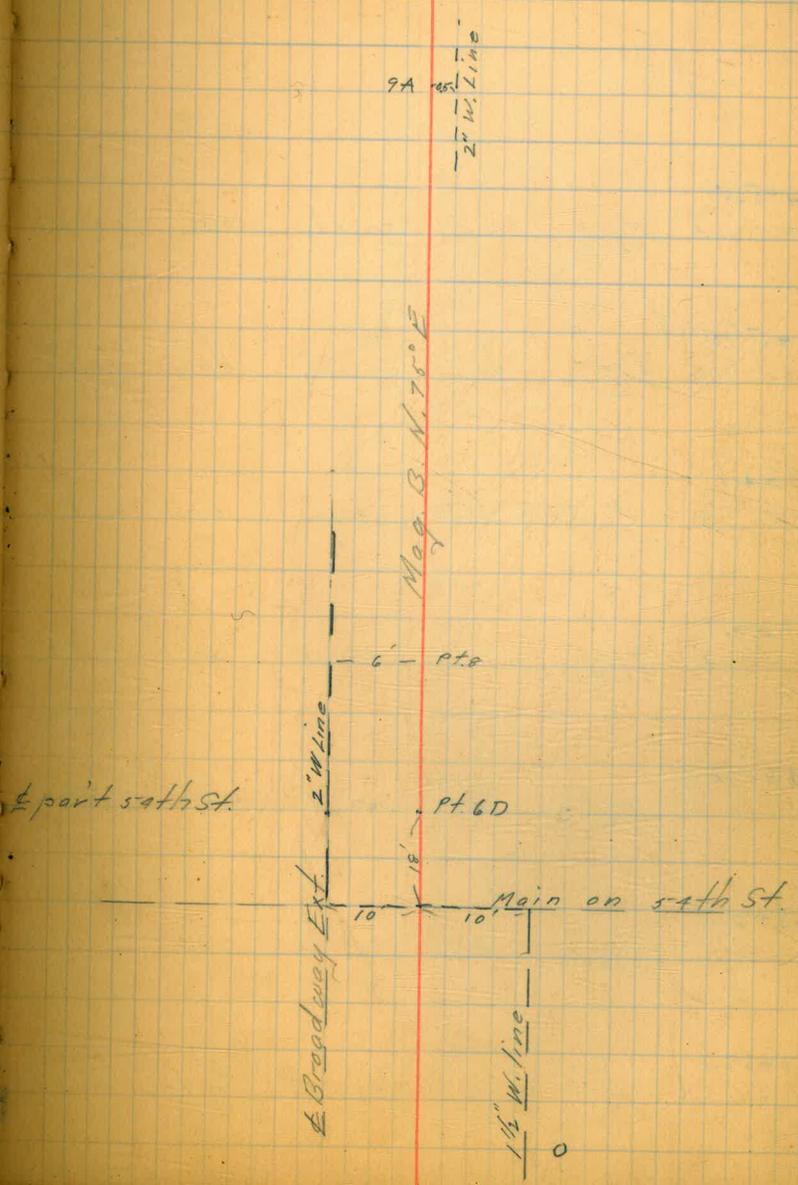
Pt. to Pt.	Dist	Hor.Δ	Vert.Δ	H.I	Elev.
56+50.9					
Pt. 11A to 12A	516.8 (517')	—	+1°02'	4.8	241.0
53+59.0					
Pt. 11A to 11B	224.9 (225')	90° L	+1°11'	9.8 rod 4.8 H.I	231.2
51+34.1					
Pt. 11 to 11A	52.5 (mean) (53')	90° R	+4°20	5.0	231.7
51+34.1					
Pt. 10 to 11	311.6 (317)	—	+7°35'	5.0	227.7
48+72.3					
Pt. 10 to 10A	49.8 (50')	—	+3°11'	5.0	189.1
48+22.5					
Pt. 9 to 10	236.0 (249')	—	+13°14	4.9	186.3
47+69.7					
Pt. 9 to 9B	183.2 (193')	—	+13°19'	4.9	175.6
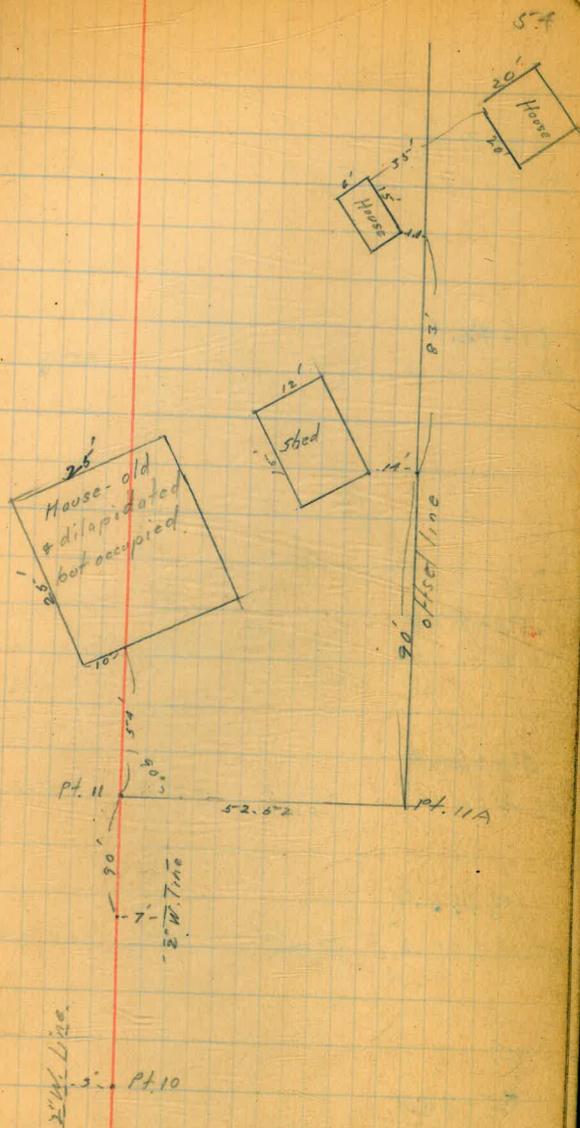
63+51.4 Pt. 13 to 14 *	= 519.5 (520')	~	+1°59'	4.8	271.6
60+42.6 Pt. 13 to 13 B	210.7 (211')	-	+2°17'	4.8	262.8
58+87.8 Pt. 13 to 13 A	55.9 (56')	-	+1°43'	4.9	256.1
58+31.9 Pt. 12 to 13 *	(181.0) (182')	90° R	+4°12'	4.8	254.4
56+50.9 Pt. 12A to 12 *	52.5 (meas.) (53)	90° L	+0°14'	4.8	241.2
55+83.9 Pt. 12A to 11 D	67.0 (69')	-	-9°46'	4.8	229.5
54+67.9 Pt. 12A to 11 C	183.0 (191')	-	-11°55'	10.8 Rod 4.8 H.I.	196.4
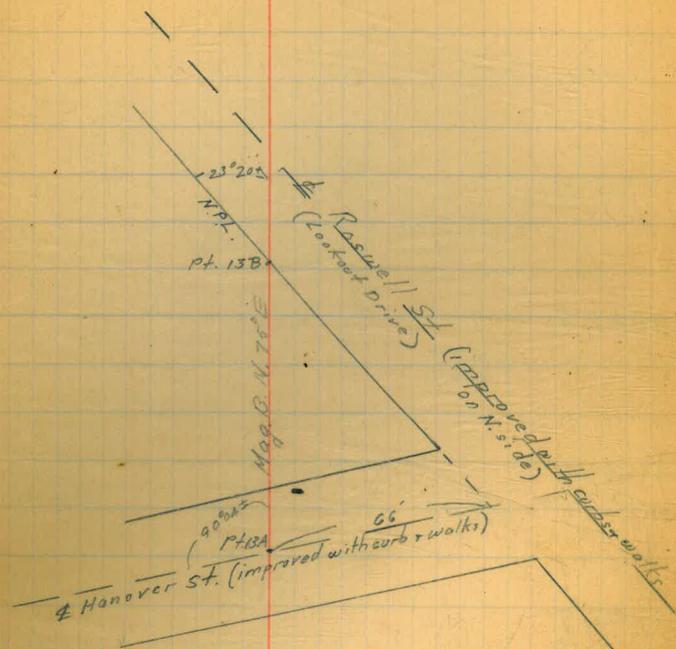
shot back

shot back into draw

Pt. to Pt	Dist.	Hor.Δ	Vert.Δ	H.I.	Elev.	
70+67.1						
15 to 15 B	236.0 (236')	—	−0°26'	4.7	257.2	Aproximate edge of Emerald Hills Golf Course.
69+68.5						
15 to 15 A	137.4 (140')	—	−7°55	4.7	239.9	
68+31.1						
14 to 15	479.7 (480')	—	−1°31'	4.9	258.9	
66+90.6						
14 to 14 E	339.2 (342')	—	−5°10'	5.9 rod 4.9 H.I.	240.2	20' lower 25' back
66+05.9						
14 to 14 D	251.5 (256')	—	−4°22'	4.9	252.4	
65+37.7						
14 to 14 C	186.3 (188')	—	−5°33'	10.9 rod 4.9 H.I.	247.7	15' lower 25' further
64+78.8						
14 to 14 B	127.4 (128')	—	−3°55'	4.9	263.1	
64+51.8						
14 to 14 A	100.9 (101')	—	−4°37'	4.9	263.8	Pt 14A = ₵ road = Beverly st.?

Mag. 13 N 76° E

Pt to Pt.	Dist.	Hor Δ	Vert Δ	H.I.	Elev
88+17.0					
17 to 17F	843.8 (844')	— ^	+0°51'	4.9	273.8
86+35.2					
17 to 17E	662.0 (664)	—	-3°15'	4.9	223.7	E side of golf course
85+29.5					
17 to 17D	556.3 (559')	—	-4°08'	4.9	221.0
84+47.9					
17 to 17C	474.7 (483')	—	-7°30'	4.9	198.8
82+57.3					
17 to 17B	284.1 (289')	—	-7°30'	4.9	223.9
81+63.8					
17 to 17A	190.6 (200')	—	-12°34'	4.9	218.8
79+73.2					
16 to 17*	394.2 (396')	—	-3°55'	4.9	261.2
75+79.0*					
15 to 16	747.9 (749')	—	+2°14'	4.7	288.1

Mag B. N 76° E

Pt to Pt	Dist	Hor Δ	Ver Δ	H.I.	Elev
97+40.4					
Pt. 21 to 22 *	46±.9 (465')	27°04'R	+1°00'	5.2	289.3
92+75.5					
Pt. 20 to 21 *	231 meas'	—	-2°29'	5.0	281.2
92+46.1					
19 to 20	287.0 (287')	35°30'L	-0°23'	6.2 rod / 5.2 H.I.	282.5
89+59.1					
18 to 19 *	23.4 meas	—	+3°39'	5.0	285.4
89+35.7					
17 to 18 *	962.5 (963')	—	+1°21'	4.9	283.9
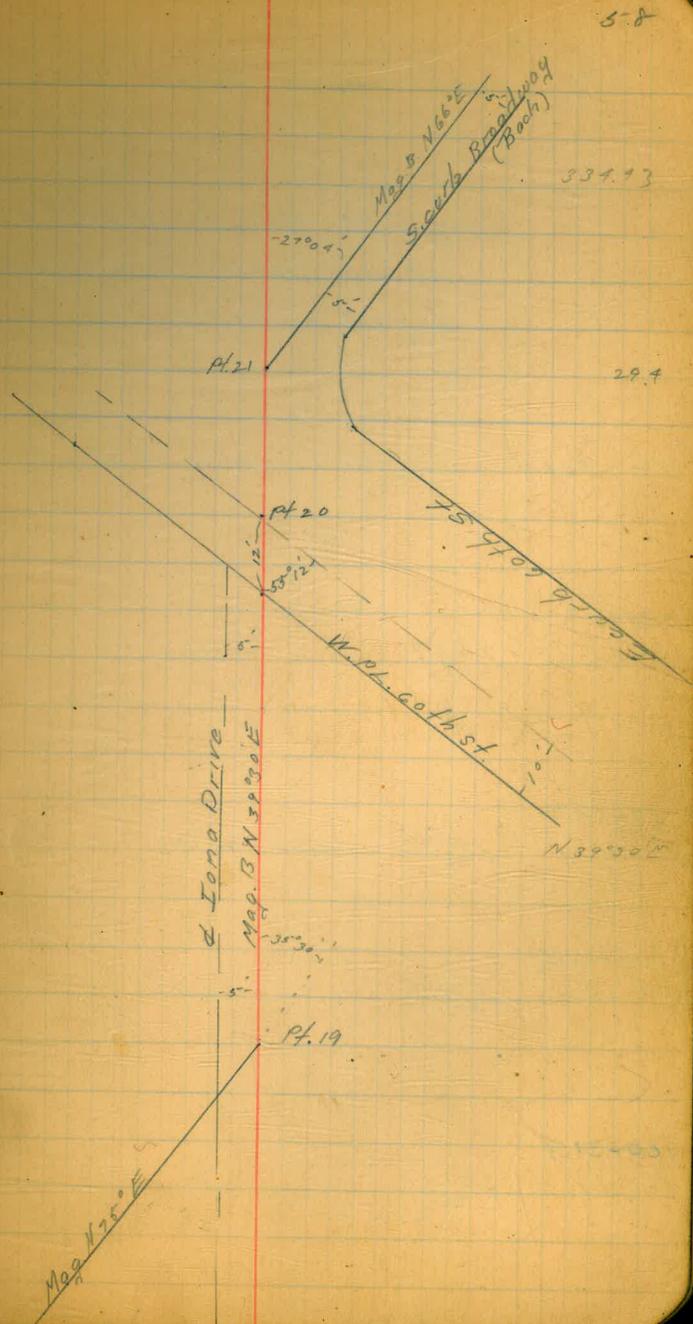
Pt. to Pt.	Dist	Hor∠	Vert∠	H.I.	Elev.			

Note S P.L. Broadway 2.5' S. of S. edge
of coner walk. Pipe line might be
layed in this space.

Pt. 26 ≈ 0.5 lower than fire plug at 03 + Broadway					El. 334.43			

109+72.2								
25 to 26	263.0 (263')	—	+0°08'	5.2	333.9			

107+09.2								
24 to 25	198.9 (199')	11°57'R	+1°38'	5.2	333.2			

105+10.3								
Pt 23 to 24	478.4 (479')	—	+2°02'	5.1	327.6			

100+31.9								
Pt. 22 to 23	291.5 (293')	—	+4°10'	5.2	310.6			

Mag. B. N7+30E

Pt. 26

0 to 2nd Main

Pt. 24

Loc. of Anode on Imperial Ave - Pipe   Line Sta. 276+00

Soil Conglomerate with adobe
& gravel predominating.

90°

250'   ANODE   250'

N

250'

paved road   16"   Imperial Ave

¢ 28" Main   93.5
pow line   pow pile

276+00
360'
900'
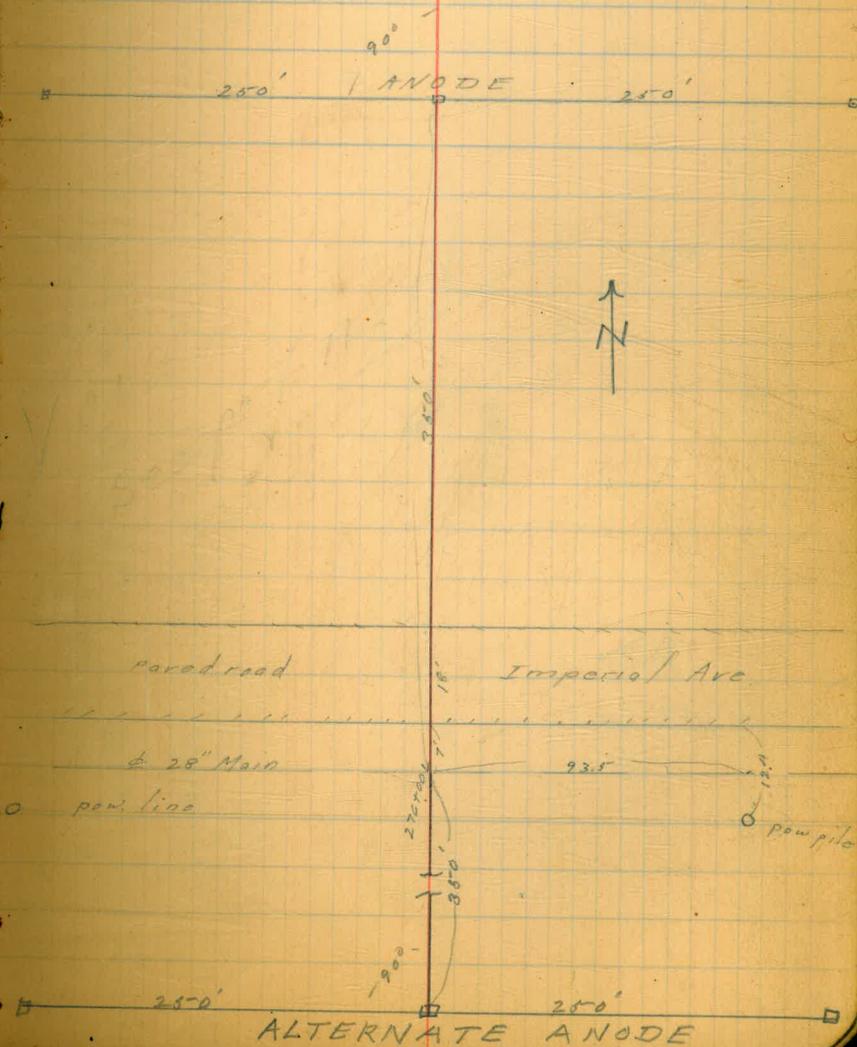
250-0   ALTERNATE ANODE   250'

Soil Top 2' solid adobe. Remainder
   adobe, sand & gravel.
For pow. line tie see Addition Map.

|←— 125' —| A N O D E |— 125' —→|

300'

N →

rectifier
230+00

90°

28" Main

SANTA ISABEL ST. Pav't.
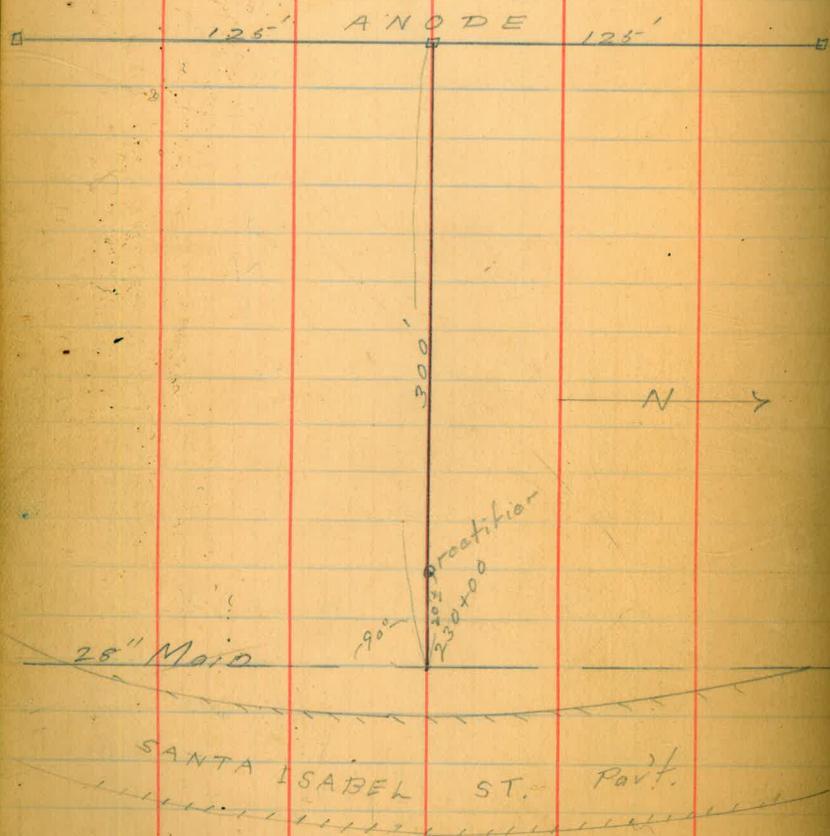
Loc. Anode at 201+75.

pow. pole

Airvalve #17
Sta. 197+25

Soil At center of
Anode in middle of draw
principally adobe. Sides
adobe & gravel

Void
see page 12

rectifier

air valve #16
Sta. 201+75

25'-0'

A N O D E

28" Main

N ↓
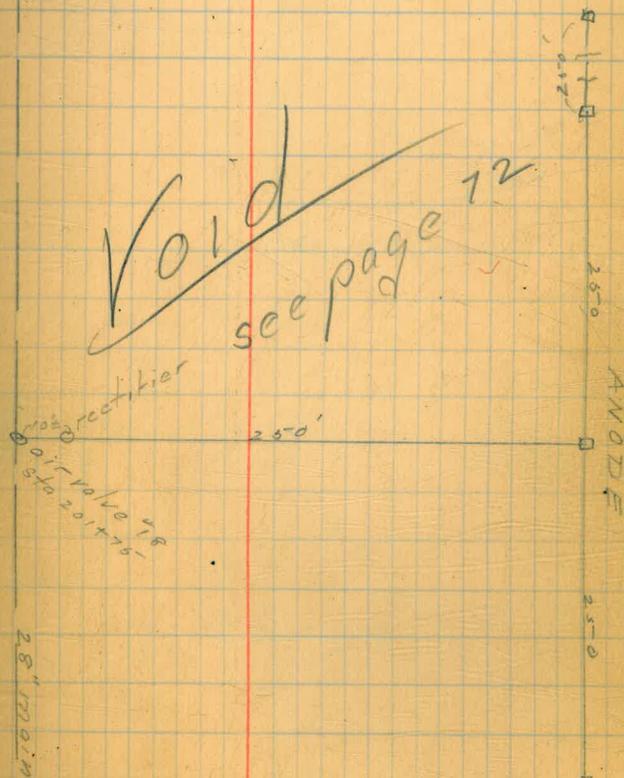
Anode & Alternate near △ Pt
at Sta 166+74.8

Soil Adobe & gravel.

void

ANODE

15-0'   15-0'

300'

10"─ valve "14
170+00

115 52

321

166+98   42.4   2915

300'
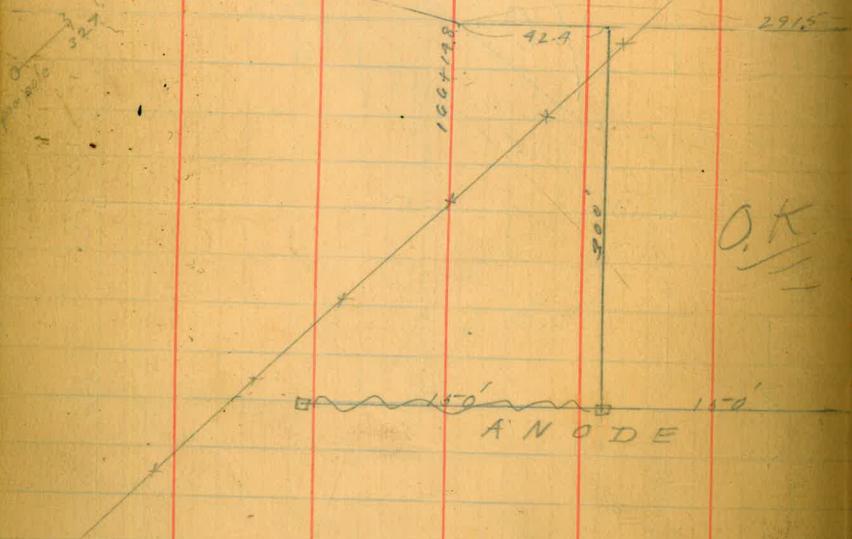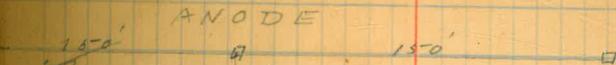
O.K.   3-28-45 Cable Relocation of March 1945 on page 75

15-0'   15-0'
ANODE

28" Main

← N

15-0'

Anode at sta. 105+50

ANODE

25-0'   90°
         90°

25-0'

300'

← N

1900'

air valve
sta. 105+50

28' main

445'
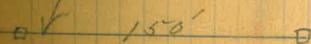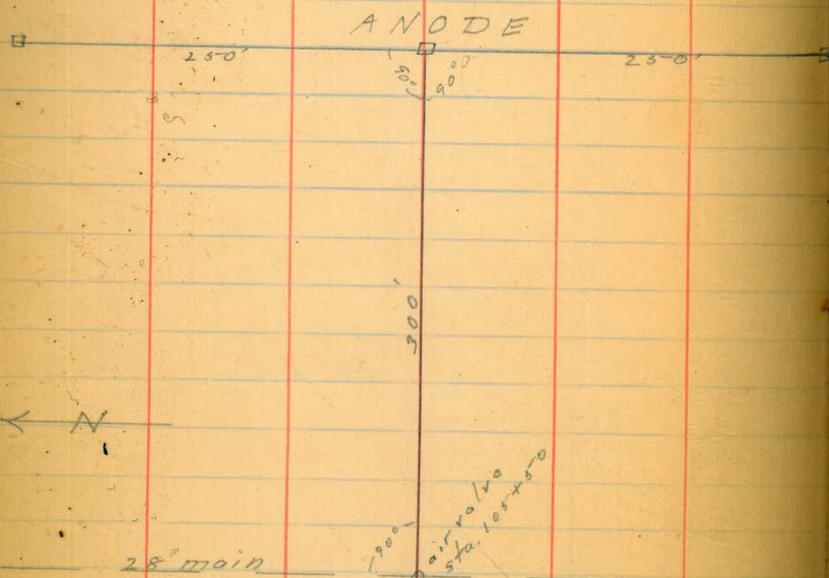
Soil sandy with large proportion of
gravel & rocks

300'

106'

power pole

Anode near sta. 50+00
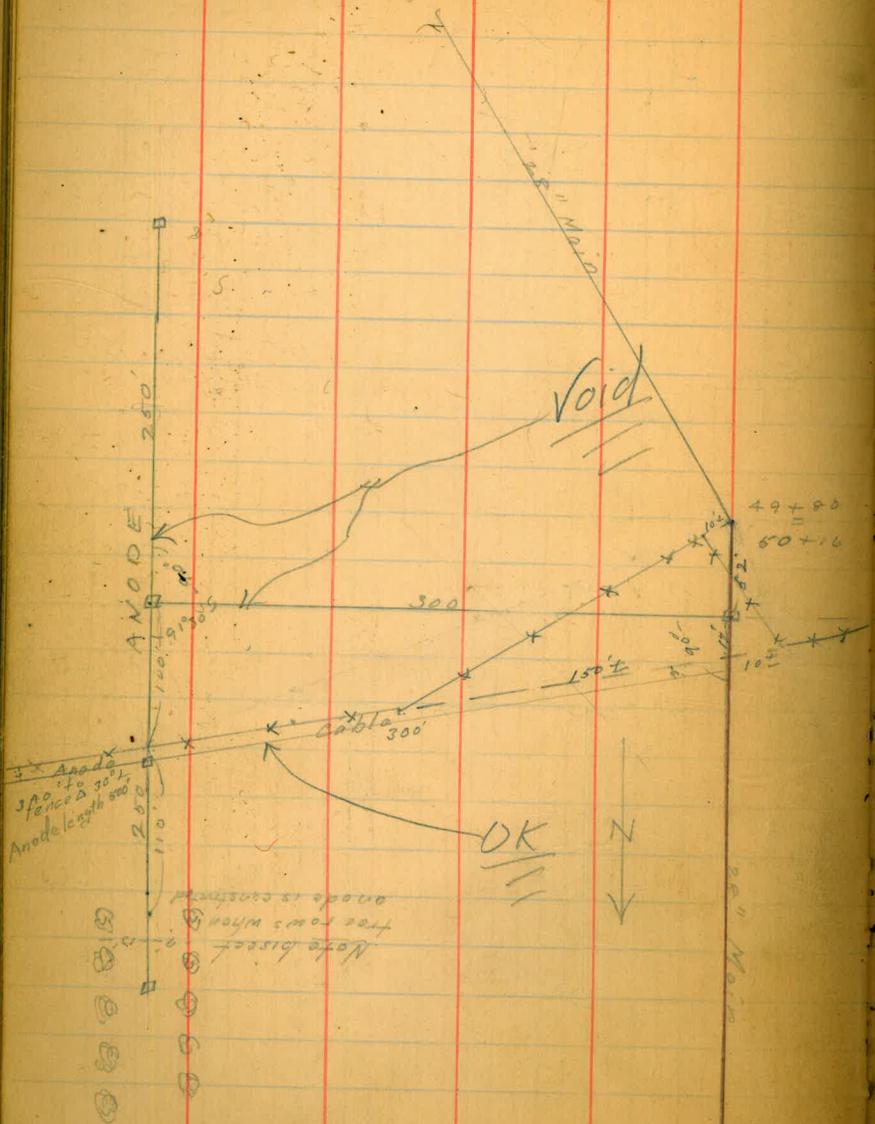
Soil sand in bottom
adoba, sand + rock N. of fence

1205' (stadia)

Note recommend bisection of
pipe line angle as shown on
drawing

Loc. of Anode at 32nd & Broadway

5.0'

5+77.0

2.79'

6.85'

4+2.6

C St
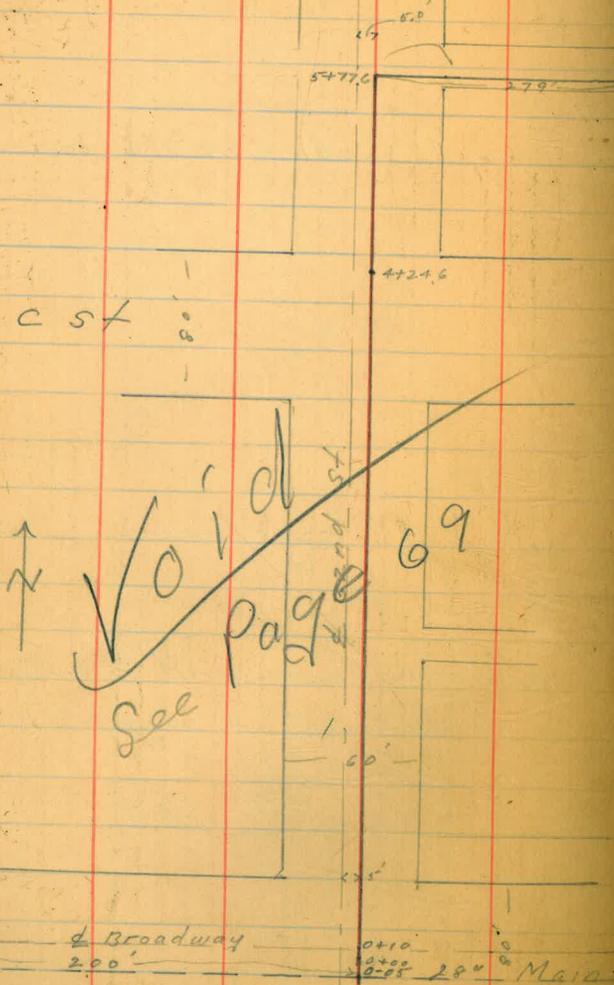
soil largely cemented sand & gravel

↑

Void

See page 69

Note recommend moving anode
1 block east

66'

75'

₵ Broadway
200'

0+10
0+00
0+05   28" Main

Loc. of Anode at 39th St. & Hilltop

Soil Red loam & gravel.
slight amount of adobe

VOid

See Page 74

BROADWAY

BOUNDARY

39TH ST.
(FORMERLY PENN)

E. end Anode

250'

3+38.5

Revised loc. of
Anode 3/12/41

39TH ST

60'

30'

HILLTOP ST.

28" MAIN

Air volve
Sta. 380+00.5

O pow. pole

Loc. of Anode of Market St. & Bonita Pipe Line

S. Line Market St

Air-valve #31
Sta. 325+25.

pow.pole
122'

74'

216'

N

Void
See page 70

594.55'

900'

300'

250'

S. Line of NW. 1/4 Lot 39

Soil Adobe

450'

250'

900'

250'

ANODES

94'

250'
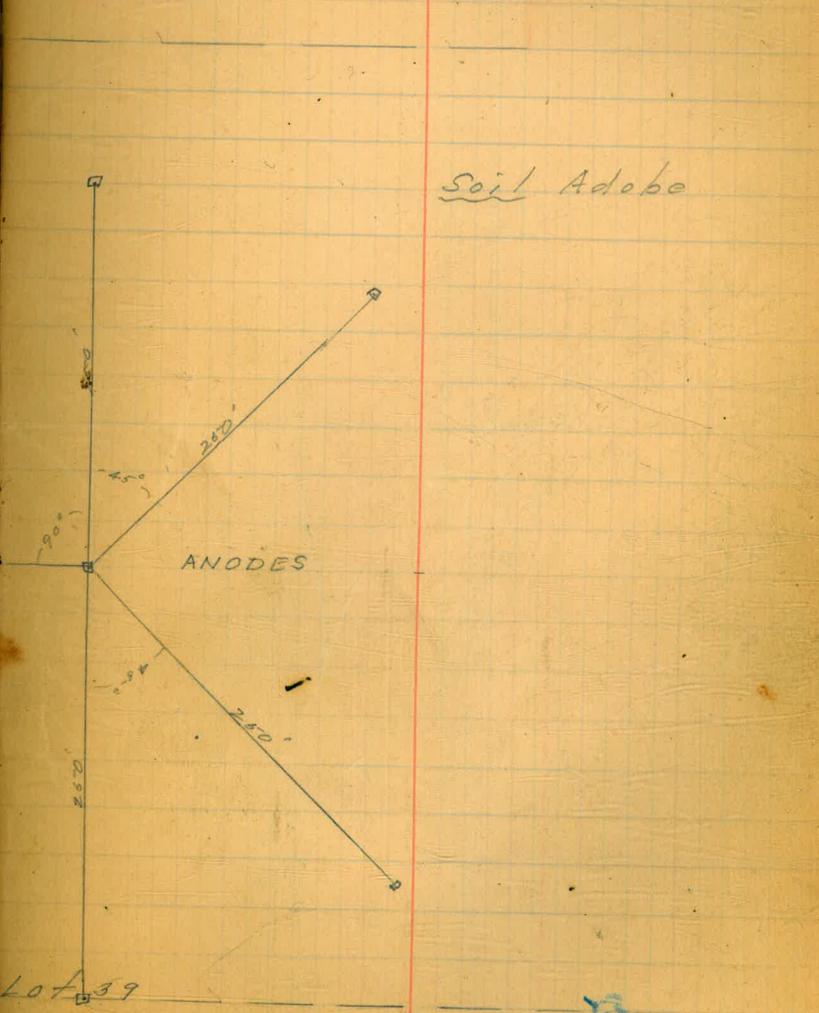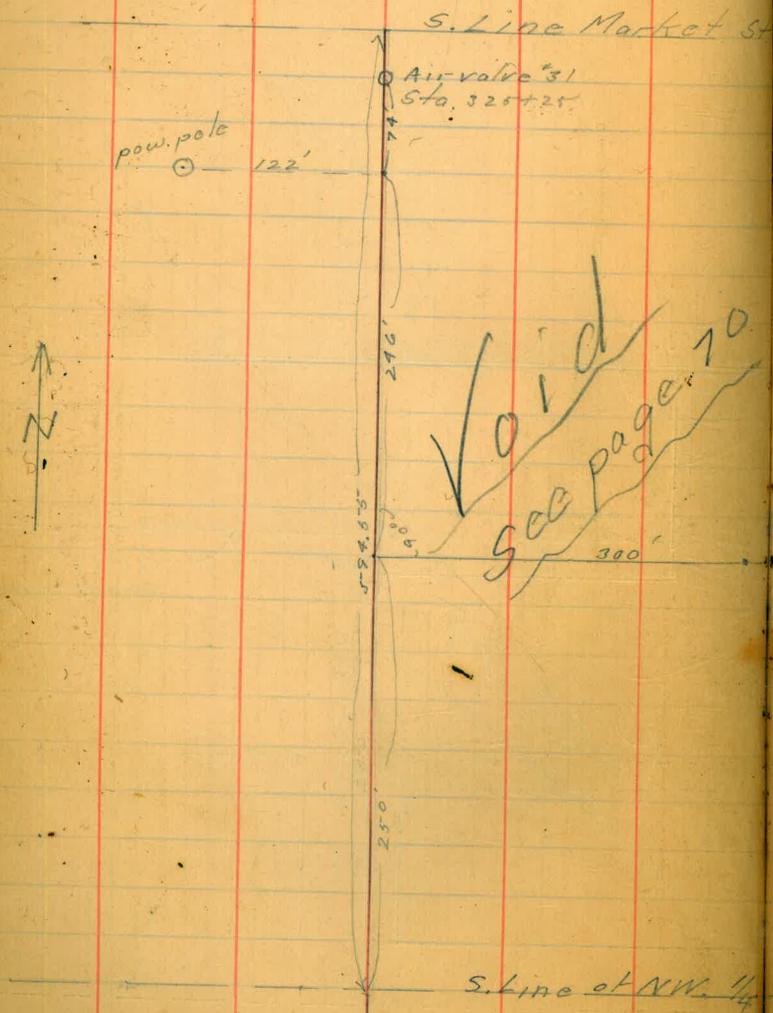
Loc. of Anode Churchward & Euclid Ave.

9/3/40 Hill
Soper
Brooks

Air valve ⊙ sta. 252+25

170'

90°

253+96

308'

77°±

🄴 Nonomo St.

46.18'

49.18' 🄴 pow. pole

🄴 Churchman St.

BONITA PIPE LINE

Void

See page 73

300'

N

ANODE

250'-0"

90°±

215'

250'

ALTERNATE ANODE

250'±

EUCLID AVE PART.

85'

20'

250'±

530.2'
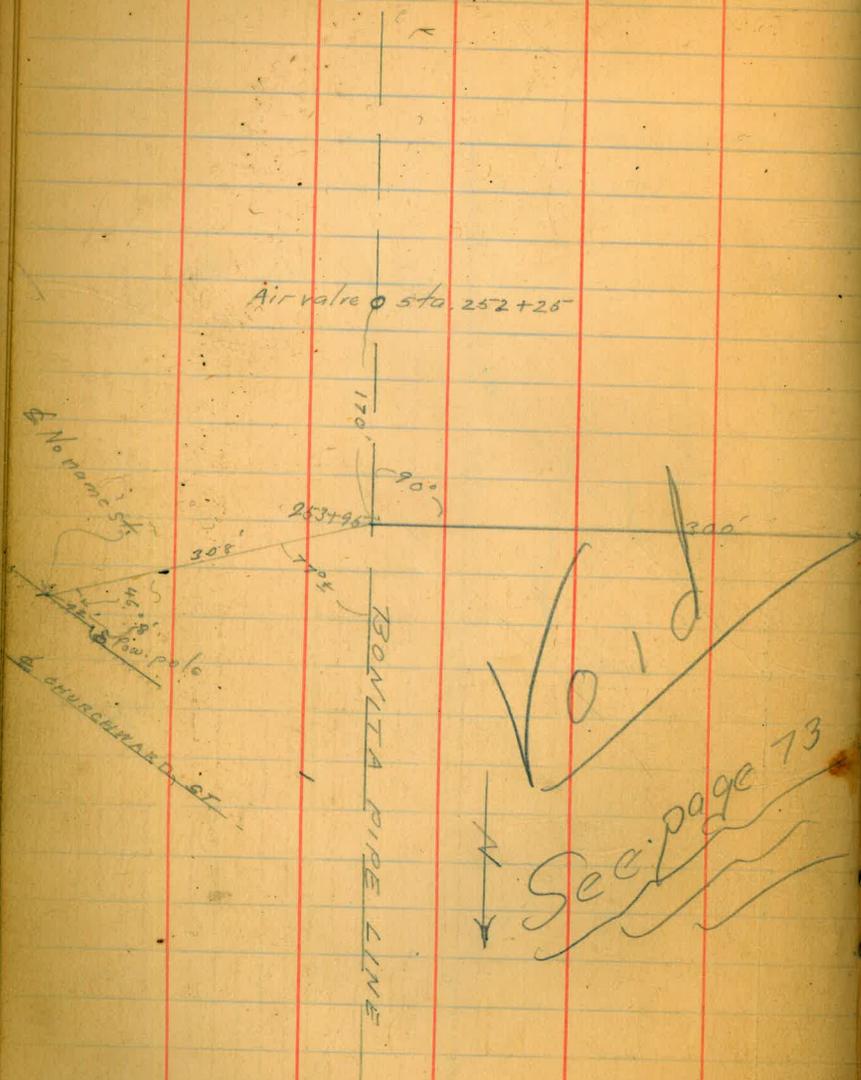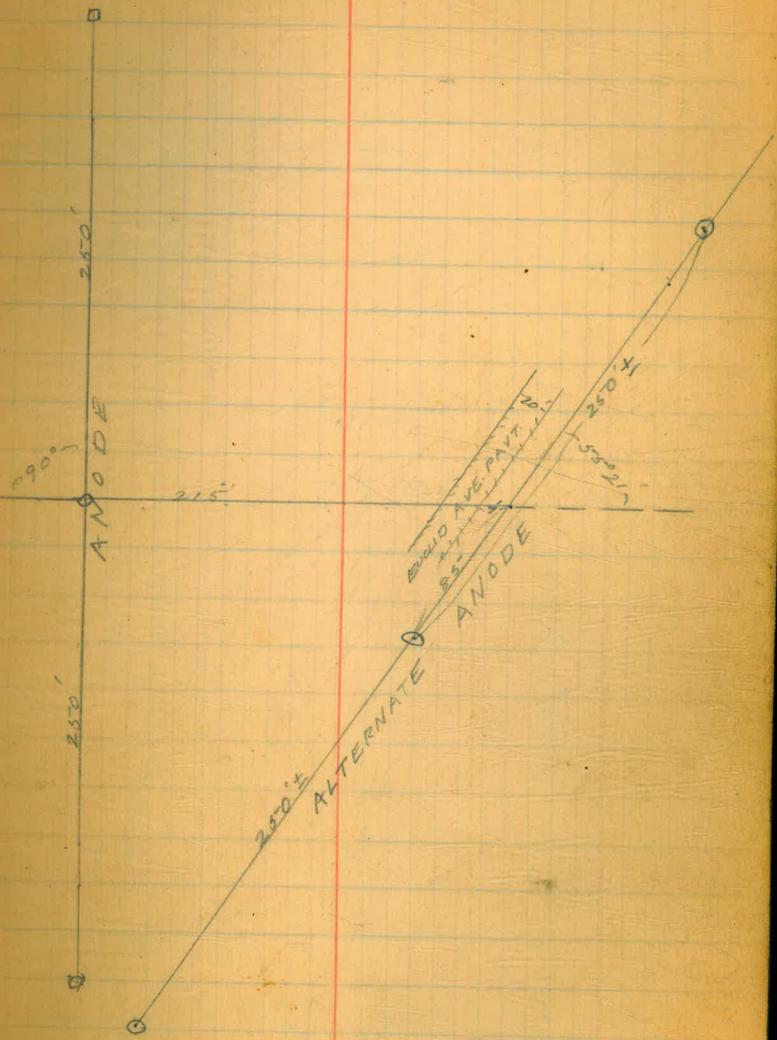
Loc. of Anode at 33rd & Broadway

ALLEY   ~250'   A N O D E   250'

Tel. pole *1.9

C St.

5'80'

33rd St.

5'   ℄ St.

air valve #2

℄ Broadway

Bonita Pipe Line   66'

S.P.L.

60'

Sta. 416+90 (from st. book)
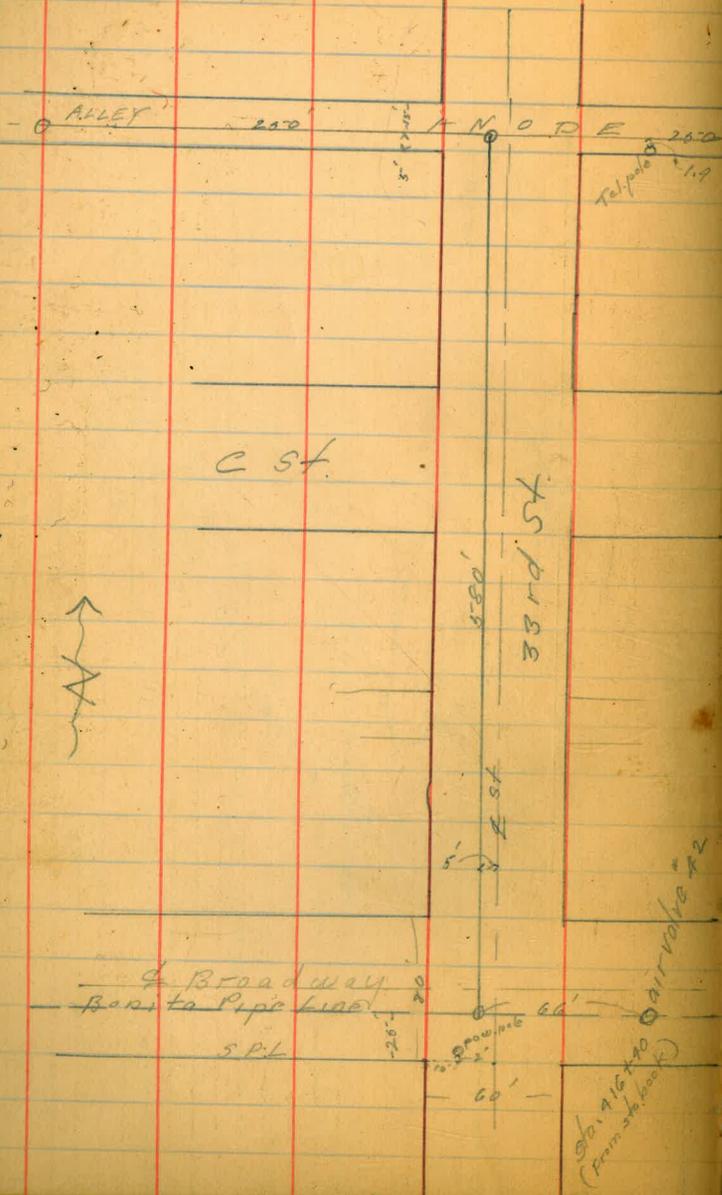
1.9 pow. + tel. pole

N.B. Make trench for anode 2' N. of loc. line to clear poles.

Relocation of Anode at 45th & Market St
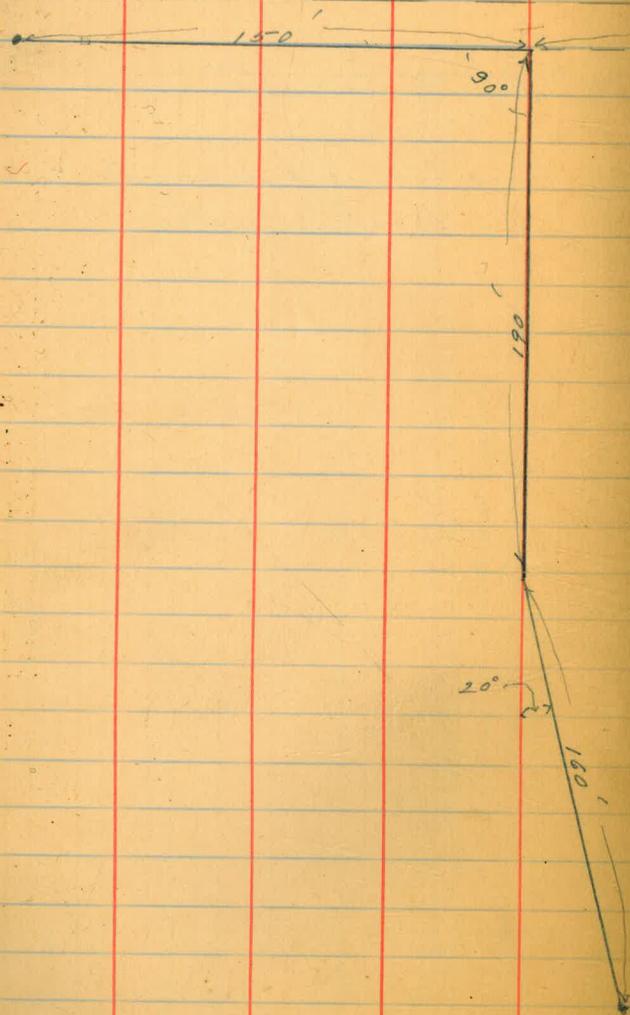
Hill
Soper
Brooks
Hodgeson

S. line of the N.W. 1/4 of Lot 39

150'

300'

900'

190

20°

160'
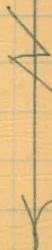
E. Benita Pipe Line

Relocation of Anode at Imperial Ave. & Bonita Pipeline Sta. 276+00

250' 100' 19°
900° 150'

350' (cable)

Void

See original Location
Page 60

Bonita 90° Pipe Line

Sta 276+00
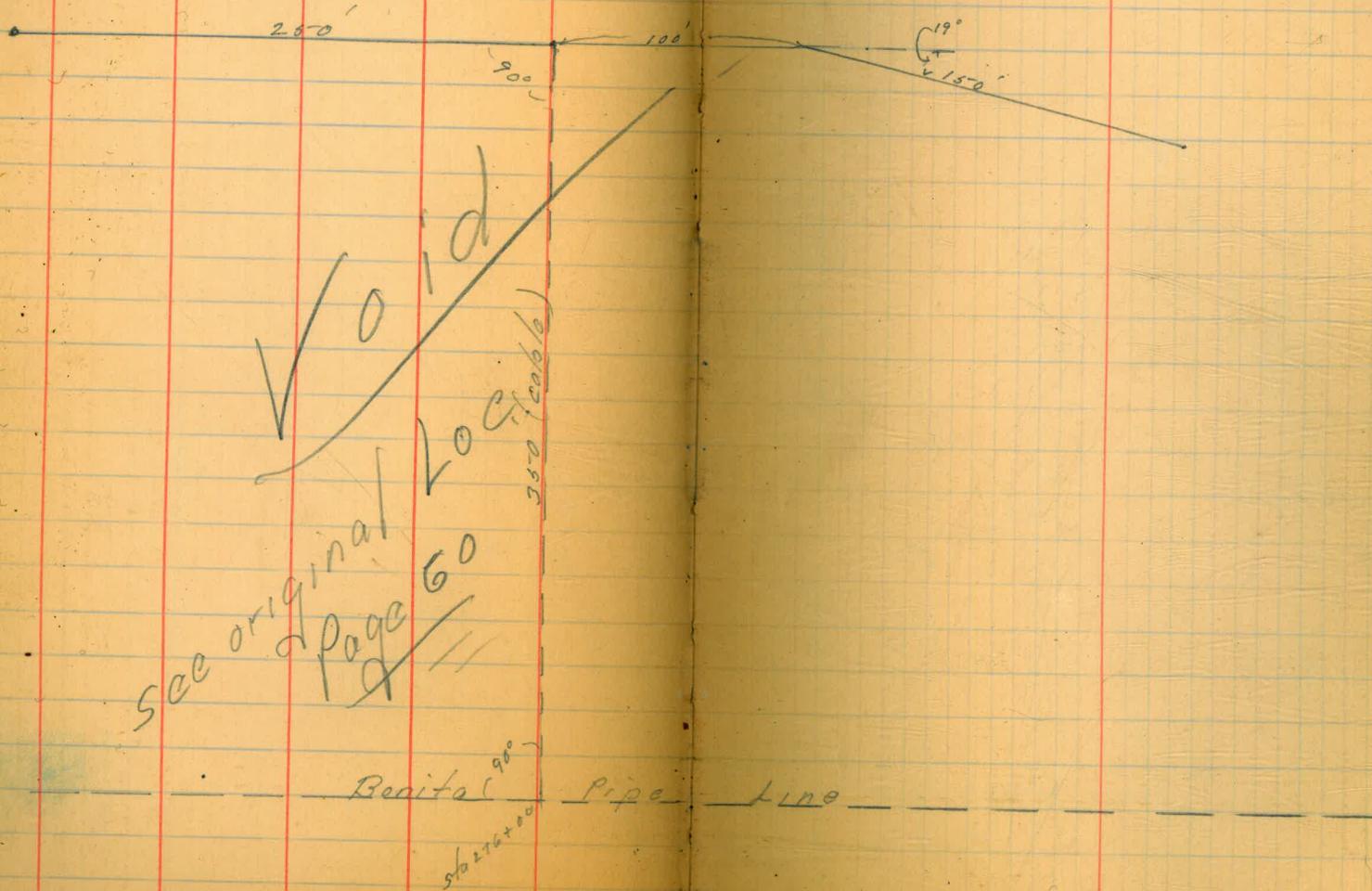
Loc. of Anode at Division St.

See Map 1687 Florence Resubdivision

Hill
Soper
Brooks
Hodgeson

N
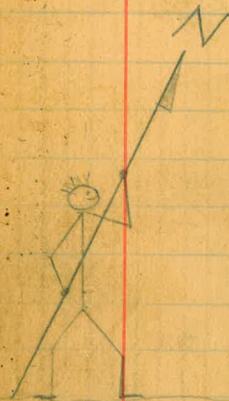
(See F.B. #789
Notes by Beatty)
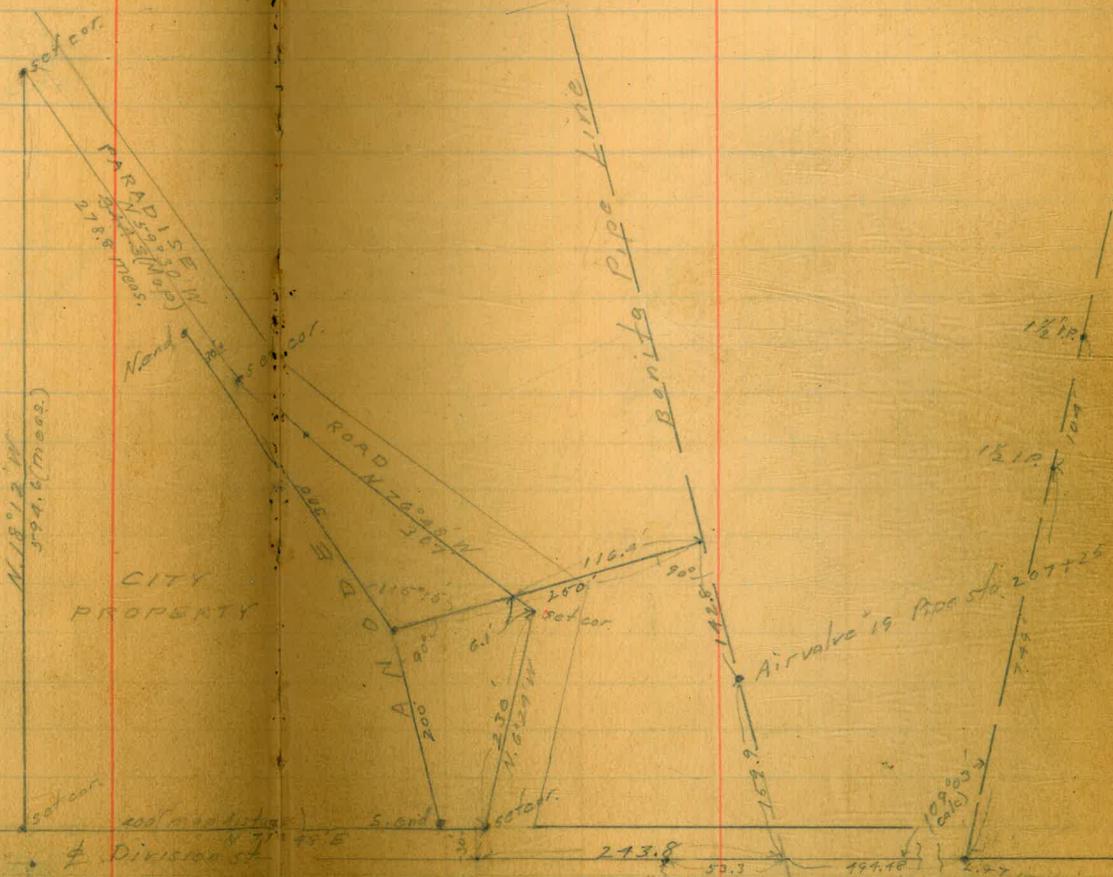
PARADISE W.
S 0° N 59° 30' W
278.8 (Meas.)

N 18° 12' W
594.6 (Meas.)

set cor.

set cor.

Nord

set cor.

CITY
PROPERTY

ROAD
N 76° 30' W
36.7

Benito Pipe Line

116.9°

90°

set cor.

116°.15

260

116.9°

90°

6.1'

Airvalve 19 Pipe Sta. 207+25

1½ Dia.

1½ Dia.

set cor.

N 0° 29' W

162.9

set cor.

200 (map distance)
N 71° 45' E

S. end

set cor.

213.8

50.3

194.48

¢ Division St.

X 19 Paradise rd
3+87 EZ

Lot 5 + 83 25
23.2734 6+68 45
11+30 ED

Location of anode at Churchward & No Name St (Relocation)

End of anode 11+50.8 Ram.

#4
2+71.6

5.75'

Begin anode #3 6+40.8

4.82

6.60'

2.64'

200'

260'

W. line Valencia Park Add.

BONITA — PIPE LINE

5.06'

#2
7+0.3

Anil. .26'
Sto. 252+25

cable

6.00'

#1
7+0.6"

10+00

157'

To San Diego

300' ±

No Name st

Pow. pole

CHURCHWARD   ST

3.20 ±

325'

289'

Relocation of Anode at 39th & Hilltop St

Hill
Soper
Hodgeson
Brooks

N

D ST.

39 ST. (Penn.)

4+99.35

250'

Anode

25-0'

3+52.3

80'

2+68.5

20'   40'

39 ST.

0+00

HILLTOP ST

Bonito Pipe Line
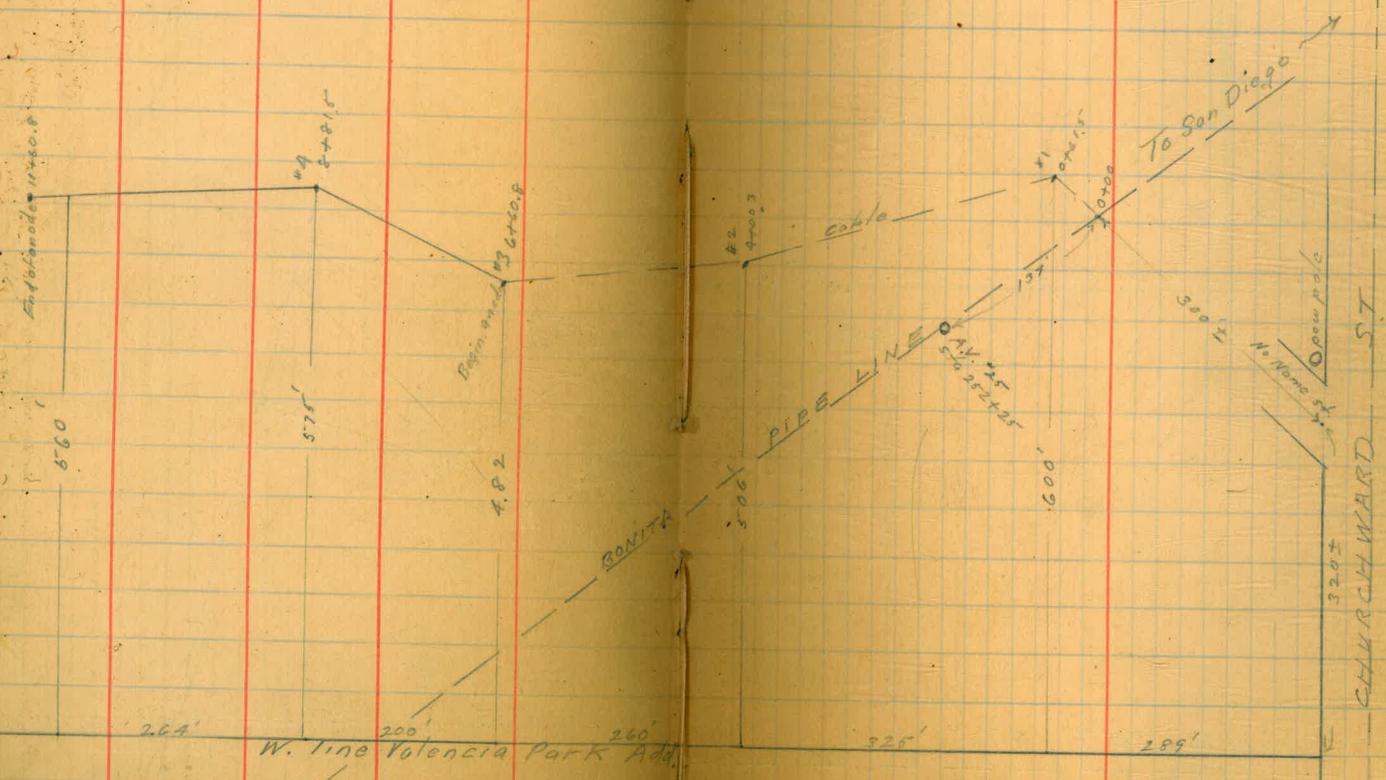
Hill
Soper
King
Stephens

CABLE RELOCATION FOR ANODE

NEAR Sta. 166+14.8

☐ 4"x 4" Post
Scribed "C" on East and
West face and 10.30 on the
North face

Fd. old nail

G4/4' H.S. 5-4-45

10.0'D

30 E

166+14.8

6850 — File No.3094.14C

← N

H.S.

EXISTING CABLE

Fd. old nail

☐ 12" x 12" CONC MON.

125' LHS

€ 28" BONITA STEEL MAIN

RELOCATED CABLE

300' H.S. 5-4-45

EXISTING ANODE
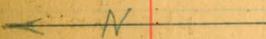
TIES City Property Line TO
R.S. 1046 Bonita Pipe Line
See Page 72 This book

9-25-46
clear-cool
(see Dist Files - 726 - 2863 + 3564 fa maps)
M.P.Y.

Nelson
Leonard
Phillips

ALTA
VISTA

Sta 8+77.52
END CITY
Proposed Rd

25.58

25.18

ARROYO
AVE. 6+54.06

16.54

Sta 0+40.52
RS 1046

41.05'
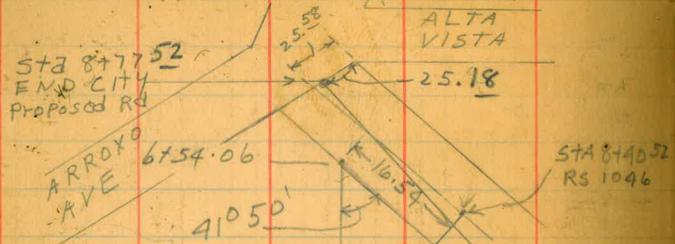
5+94.6

Fd HUB
& TACK
Set by HILL

6.3

NEW ANODE LINE

Paradise Rd R.S. 1046

Alignment Proposed City Rd
10-3-46   Nelson π
clear-cool AM   Leonard
Cloudy-cool PM Phillips π
               GRIFFIN

℄ OF ROAD PROPOSED
by City of S.D.

Δ= 36° 07' 30"
P.I 1+87 61

This point
not Found

Hub & TACK
P.O.T. 0+30.45
R.S. 1046

Fd Hub NO TACK
set by HILL

13.37

L. & TACK
Euclid Ave.

Fd Hub
set by HILL
NO TACK

399.15

CROSS
IN PVT.
0+0.0.
R.S. 1046

3/4" PIPE
R.E 469

Fd
1/2 IRON PIN

Lead
& TACK

L & TACK
58th

547.66

℄ DIVISION ST.

30

4-21-48

1130.60
F.RR.

57.22   90°
25.38   50.5±

3820.03'

1.00 From Lt T
to Prop line

0+30
1+4 Rd

749.01

25.38

0+00 City Proposed Rd
5.24' Rt of 0+00 R.S. 1046
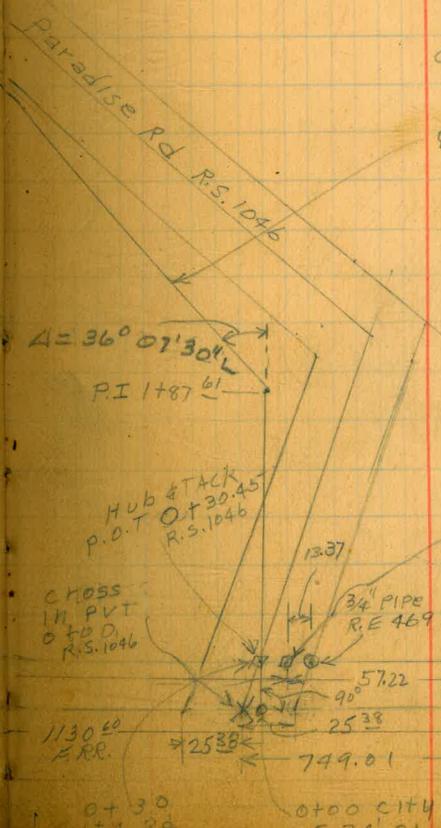
Rainey
June 23, 1947 Niemow
Baker

Bonito P.L.
Tie to anode cable on Los Alturas
Tract at Division Ave & Paradise Rd
TML

Elec. Cable
Guy Pole
↓158.37

6°37'30"

↓50.24

Δ = 45°44'

P.I.

79'±

Anode

Paradise Rd.

Division St.
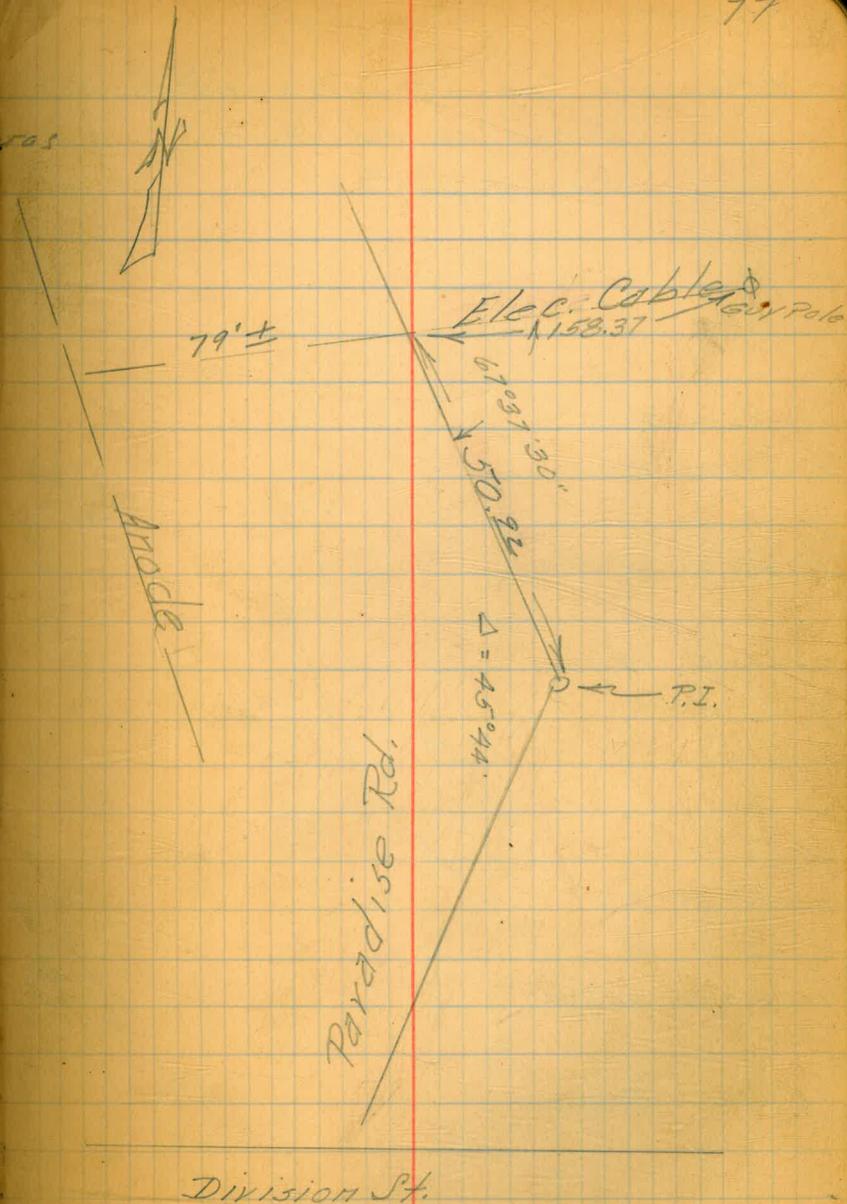
A³ Line -

Alternate line at Sutter & Water St's
Empire Addition

719+82.50	P.O.T.
=	
719+85.66	P.T.
719+36.33	28°-31' R
718+83.81	P.C.
718+13.39	P.T.
718+13.12	40°-00' L
717+76.72	P.C.

Δ 28°-31' R
D 28°
T 52.52
R 206.68
L 101.85

Δ 40°-00' L
D 60°
T 36.40
R 100.0
L 66.67

Hill
Elliot
Simpson

9/20/29

78

719+82.50 P.O.T.
=
719+85.66 P.T.

WATER STREET

719+36.33 P.I.

old fence

P.I. 718+13.12

SUTTER ST.

717+32.6
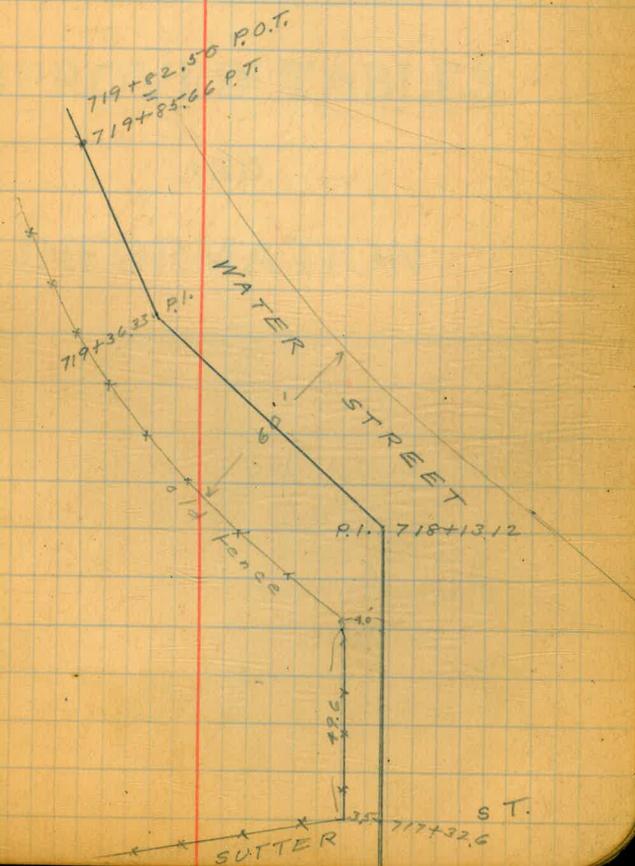
Soper — 6328 Brooklyn — Encanto
Brooks — 1330 G. St.

Alt 0.00 = 6.12 K.S.G.S.

S 0 M.W. 0° S = 6.12 + 4.55 = 10.67

$N 71°48' E$

$N 71°48' E$
$105.59 L$
$N 34°11' W$
$90°$ L
$S 55°49' W$
$72°42' R$
128 31
18 0
51 29

$S 55°49' W$
$64 45 R$
120 39
18 0
59 24

$N 59°30' W$
$N 34°1' W$
28°19

18 00
7401   8000
10559   70 24
1936

90 00
17019
7242

74901
1201
737.00

13.37
25.0 8
38.8 5

494.48
243.80
738.28

738.28
1130.28

494.48
243.8
738.28
400
1138.28

243.8
494.48
738.28

624.6
30
694.6

1148.26

2704
55.2
82.16

319440

820
250
570
90
660
318440