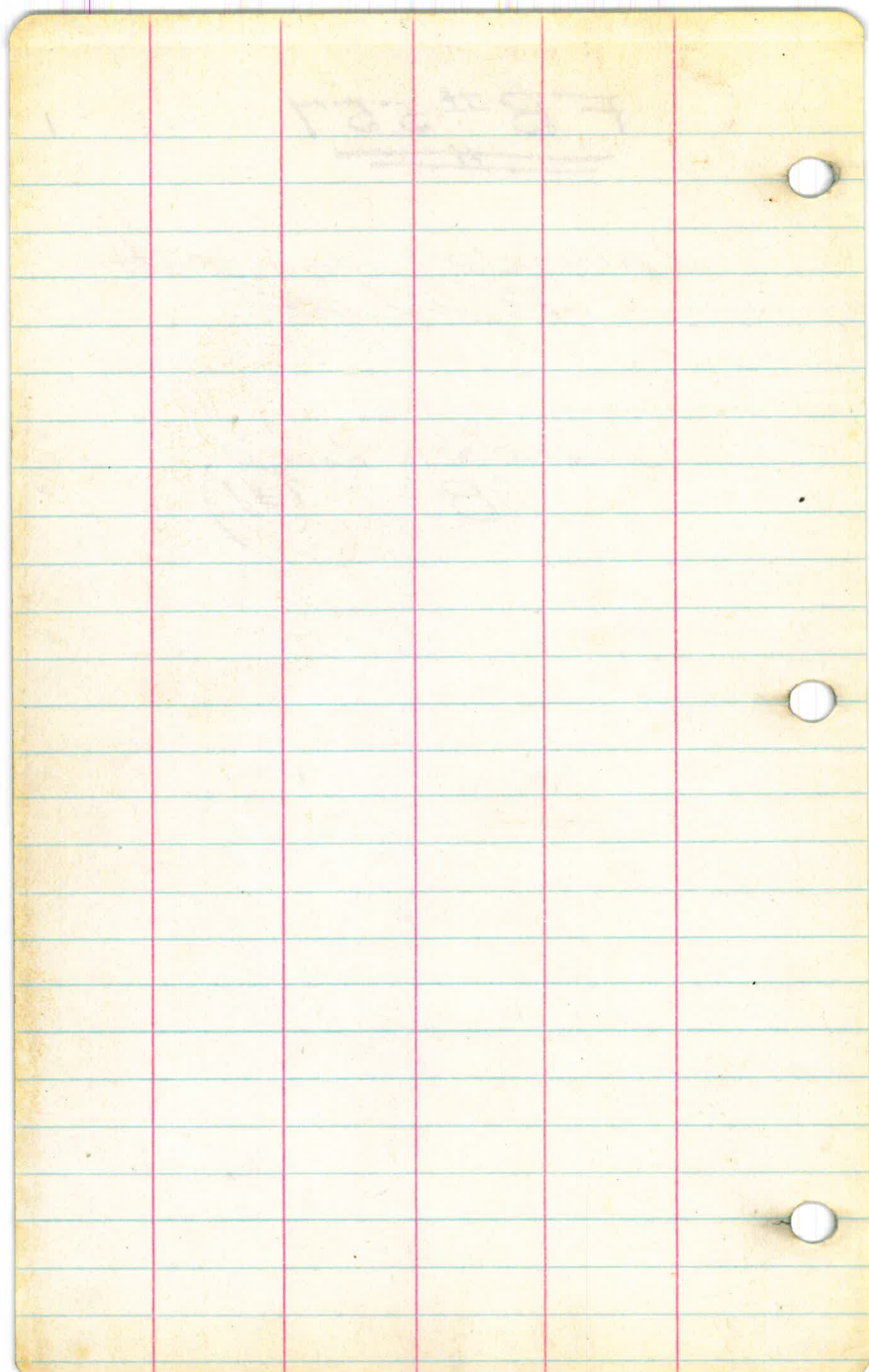


FB#557

1

Lakeside - San Vicente
Pipe Line

Random Line
"B" (#1)



Random Line #1

2

11-18-1926

Mrs. Getchum T

Soper H.C.

Bichet P.C.

Butzine P.F.

B

Random Line Starting
From a point on the north
end of Vine Street^{P.I.} in the
city of Lakeside, Calif - N.W.
to the County Bridge crossing
the San Diego River then follow
ing the County Road to a point
about 60 feet east of the County
Road opposite Road Stationing
387400 Marina Ave., which is Sta. "J"

Traverse was run to establish
a set of co-ordinates to calculate
a line to cross the San Diego
River - from North end of Vine
Street to Station "J" on Random
line - (28775 to Sta. J) ^{P.I.} _{pipeline} was necessary
on account of brush and trees in line)

B-C-D-E-F-G-H-I (are nails and tins)

(J+K) are 2" x 2" Red Wood hubs

calculated line was 57725 long and Bearing is
N 0° 54' 33" E. (We missed Sta. J 0.14' for line, hit in West,
and 0.28' for distance - when line was cleared, chained.

Sta	Dist	L	Defl	Bearing, Course
1	300.00			N20°12'40" E
B			57°10'	
	1968.49			N36°57'19" W
A	261.83		54°49'45"	S88°13' W
	28+75		82°44'20"	
				N9°02'45" W

Station
P.I. North End Vhe St

Distance Bearing Sht. Cas.

North

East

South

West

Station	Distance	Bearing	Sht. Cas.	North	East	South	West
A	261.83	S. 88° 13' N				8.15	261.70
B	1968.49	N 76° 37' W		1573.14			1183.30
C	300.00	N 20° 18' E		281.52	103.67		
D	4400.00	N. 1° 38' W		439.82			12.54
E	6000.00	N. 79° 46' E		461.20	383.80		
F	6000.00	N. 15° 13' E		578.26	157.48		
G	6000.00	N. 5° 25' W		597.32			
H	4400.00	N. 54° 40' E		254.47	358.95		
I	9000.00	N. 39° 44' E		692.13	575.30		
J	2968.5	N. 3° 15' E		296.40	16.83		
Totals	51672.1	S 0° 57' 28" E	S. 0.0158228	5174.96	5196.03	8.15	1514.18
		S	W 16.999875				
	115174.96	E 15° 96.03					
S	8.15	W 15° 14.18					
N = 5166.01		E = 81.85					
J 166.81							

(5)

Red Triangle
Random Line #0

"B"

1-10
Random Line
Lakeside San Vicente P.L. 601

1 Random Line

2
4

11-26

245 40
122 50

1-122°50'
2-245°40'

M.C.N 20°45' E

122°50'

1968 49

Wood Pole Trestle

360
140 41
500°41'
125°10'15"

1-125°10'20"
4-140°41'

2390

125°10'15"

261 83

905718

2 1/2" 120 1/4" b

10°54'32" E

0000

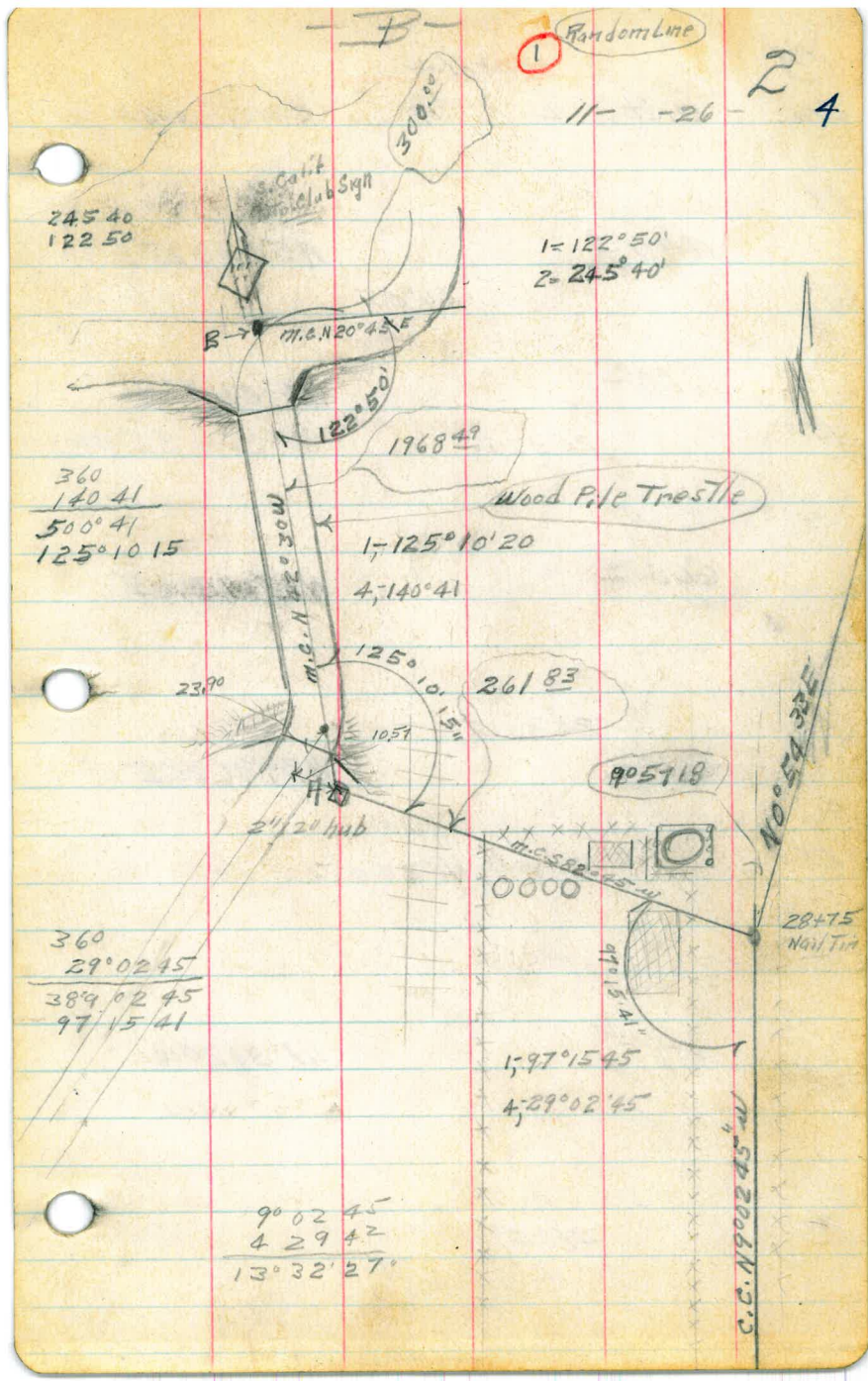
28475
Nail Tin

360
29°02'45"
389 02 45
97 15 41

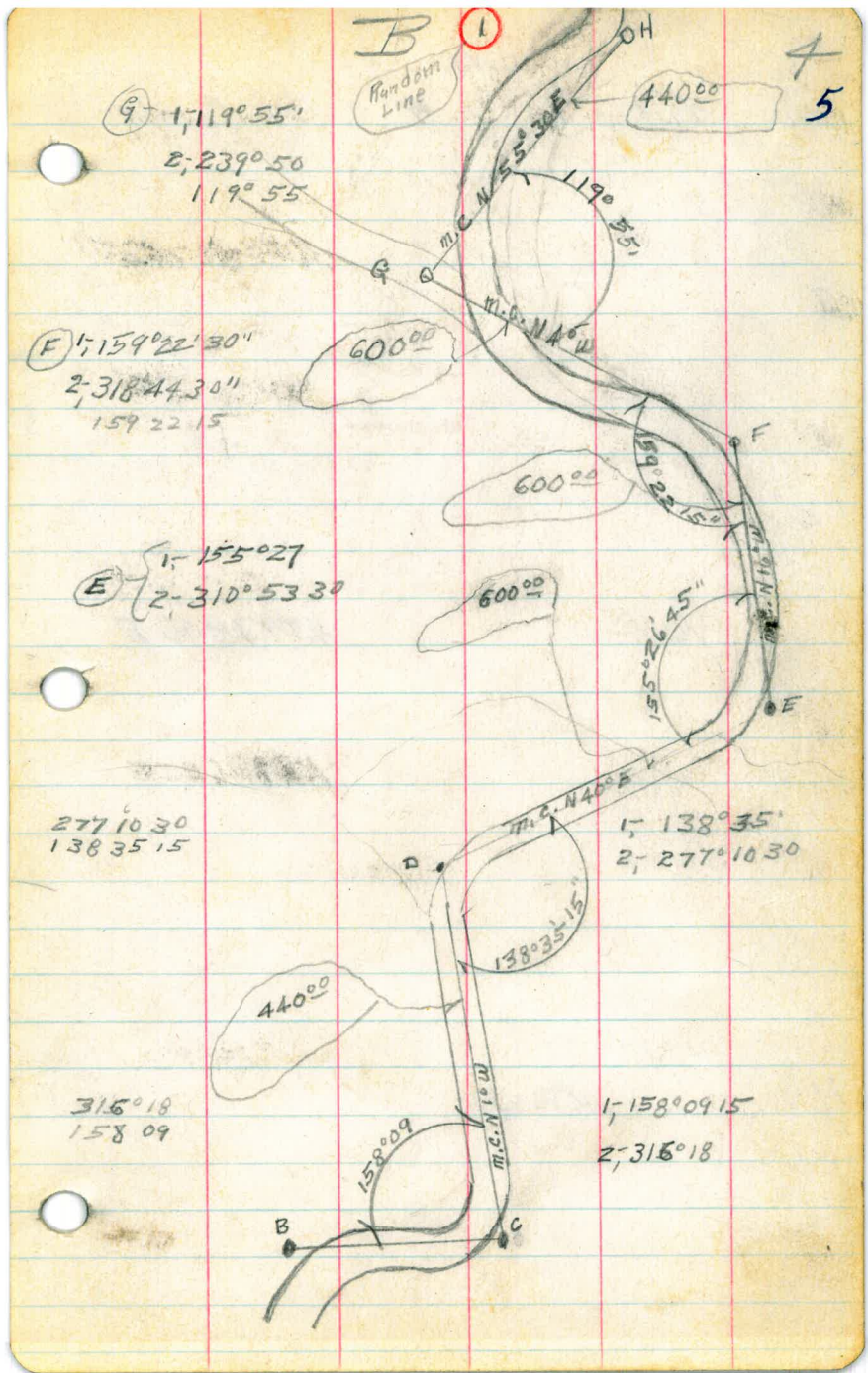
1-97°15'45"
4-29°02'45"

90 02 45
4 29 42
13°32'27"

S.C.N 19°02'45" W



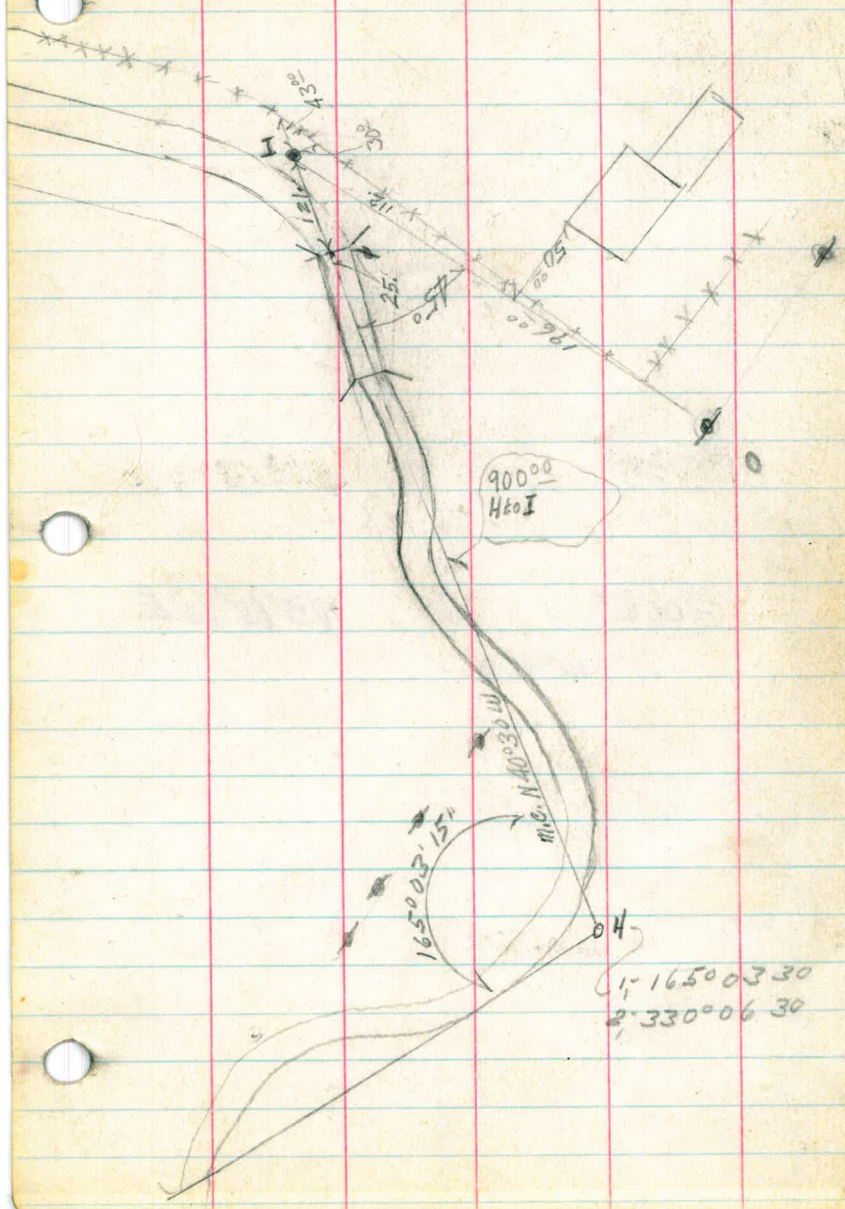
3	- defl -		
Sta.	Dist	L	R
			Calc. Course
H.	440 ⁰⁰		N54°40'25"E
G		60°05'	
	600 ⁰⁰		N5°24'35"W
F		20°37'45"	
	600 ⁰⁰		N15°01'31"E
E		24°33'15"	
	600 ⁰⁰		N39°46'25"E
D		21°51'	41°24'45"
	440 ⁰⁰		N11°38'20"W
C		21°51'	



Sta	Dist	L	Defl	Calc. Course
5 160° 02' 30"				
N 40° 30' E 330.06 I 65.03				
	900.00			N 39° 43' 40" E
H			14° 56' 45"	

B
①
Random
Line

66



900.00
Hoo I

165° 03' 15"

116° 30' 00"

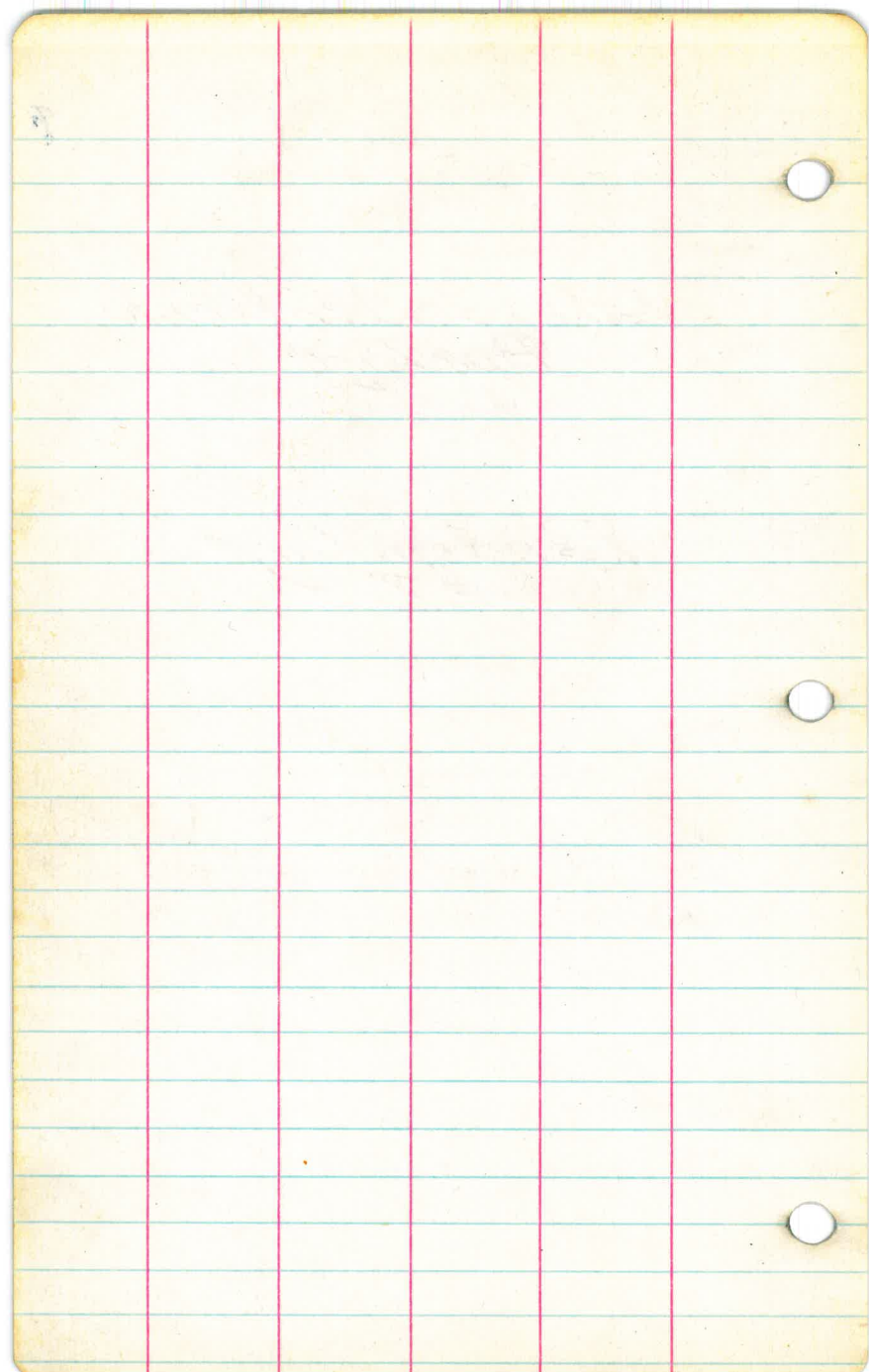
126° 00' 00"

04
1: 165° 03' 30"
2: 330° 06' 30"

Zeta	Dist	Defl		Calc. Course
		L	R	
✓				
	30064			N3°15'10"E
I		36°28'30"		

Lakeside San Vicente
Pipe Line

Random Line
#2



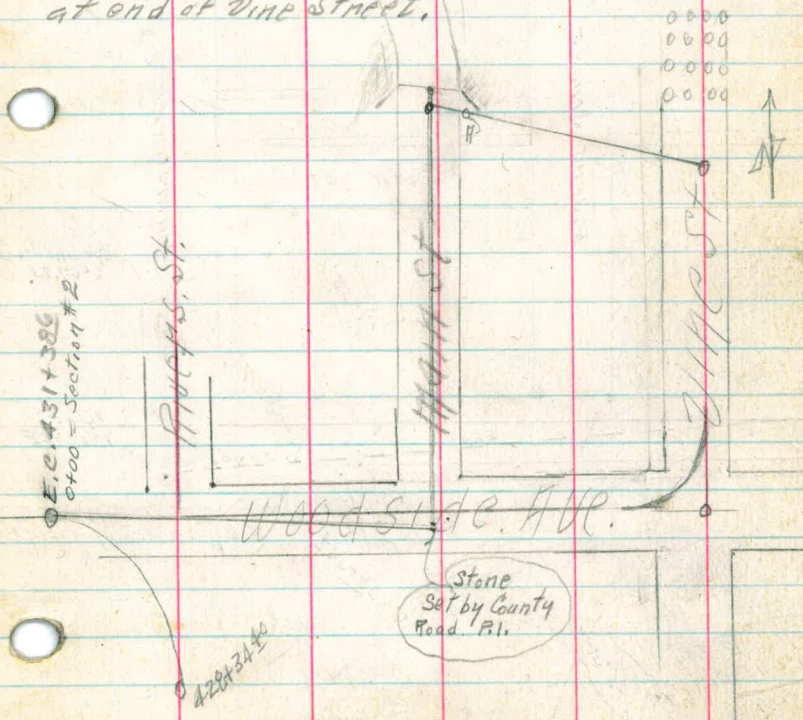
(B)

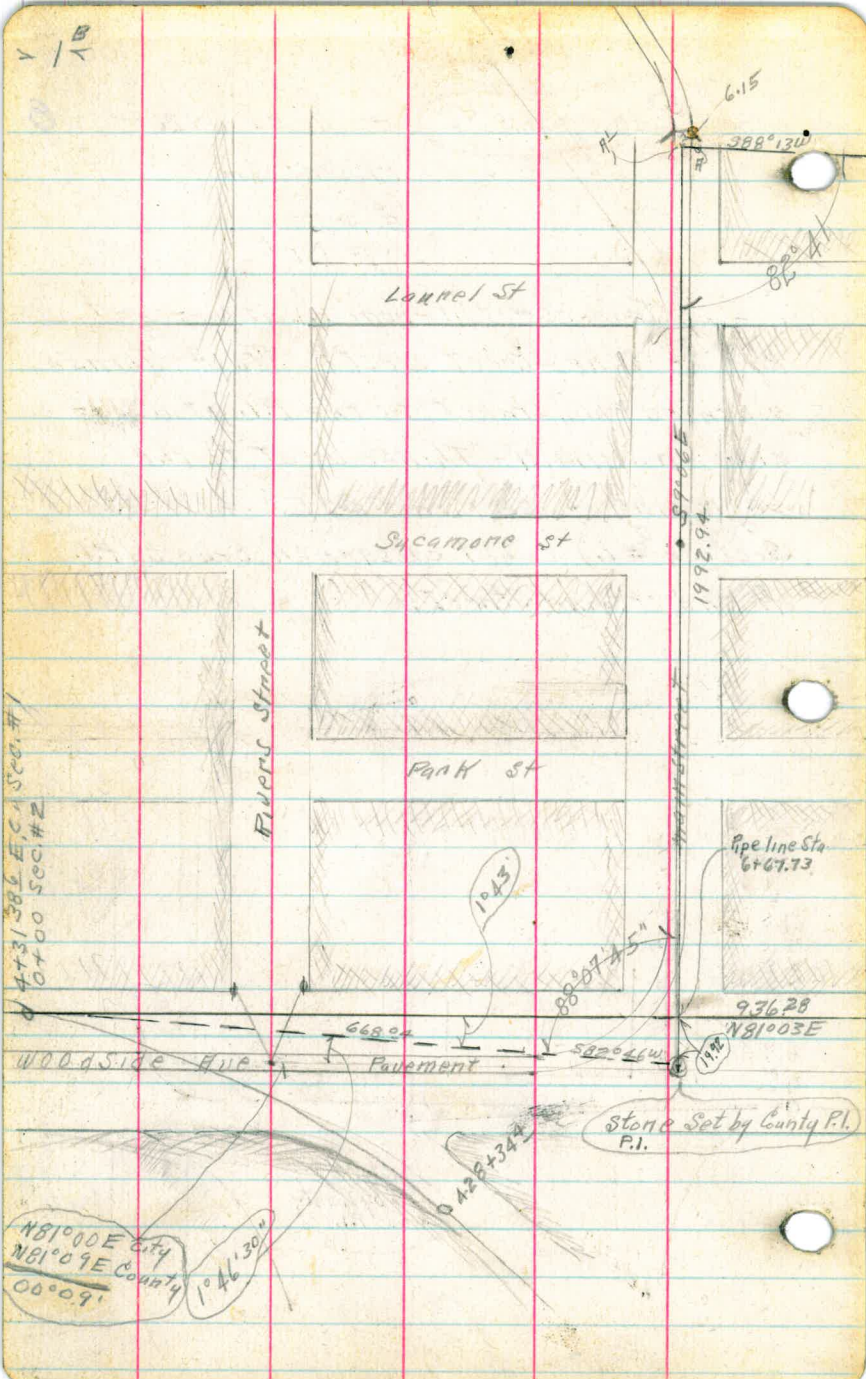
Random Line #2

- 11-24-1926 - 8

McGetchin T
Soper - H.C.
Bichet - R.C.
Butzine - R.F.

Traverse ran from P.I. at the north
end of Vine Street west to Sta. A - Thence
south on main street to the P.I. at Wood-
side and main - Thence west to the
beginning of section #2 (E.C. 431+386
Section #1.) to get closure on 6+00 to P.I.
at end of Vine Street.





NB1°00'E City
 NB1°09'E County
 00°09'

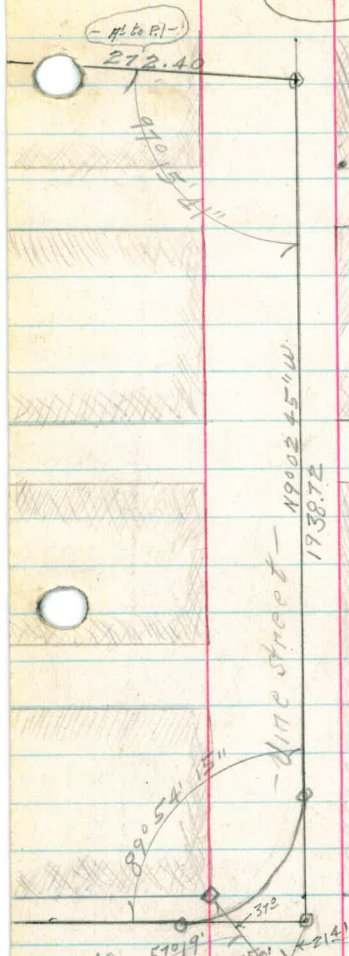
Stone Set by County P.I.
 P.I.

Random Line 2

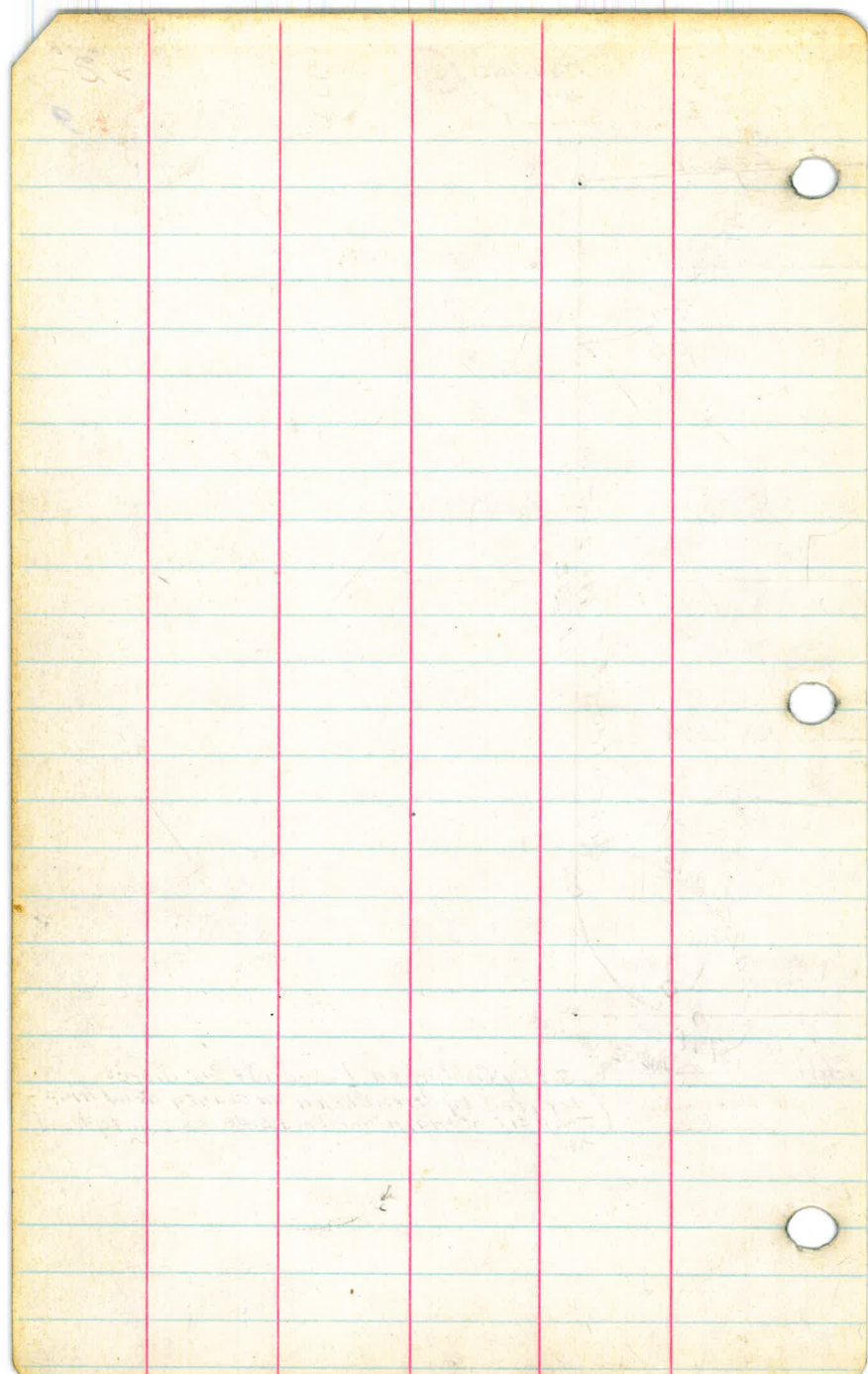
B

72

9



Set by sighting on Woodside and Rivers
 Located by ties shown on County Road map -
 Trans. E at main and Wood side on County Road
 Pl.



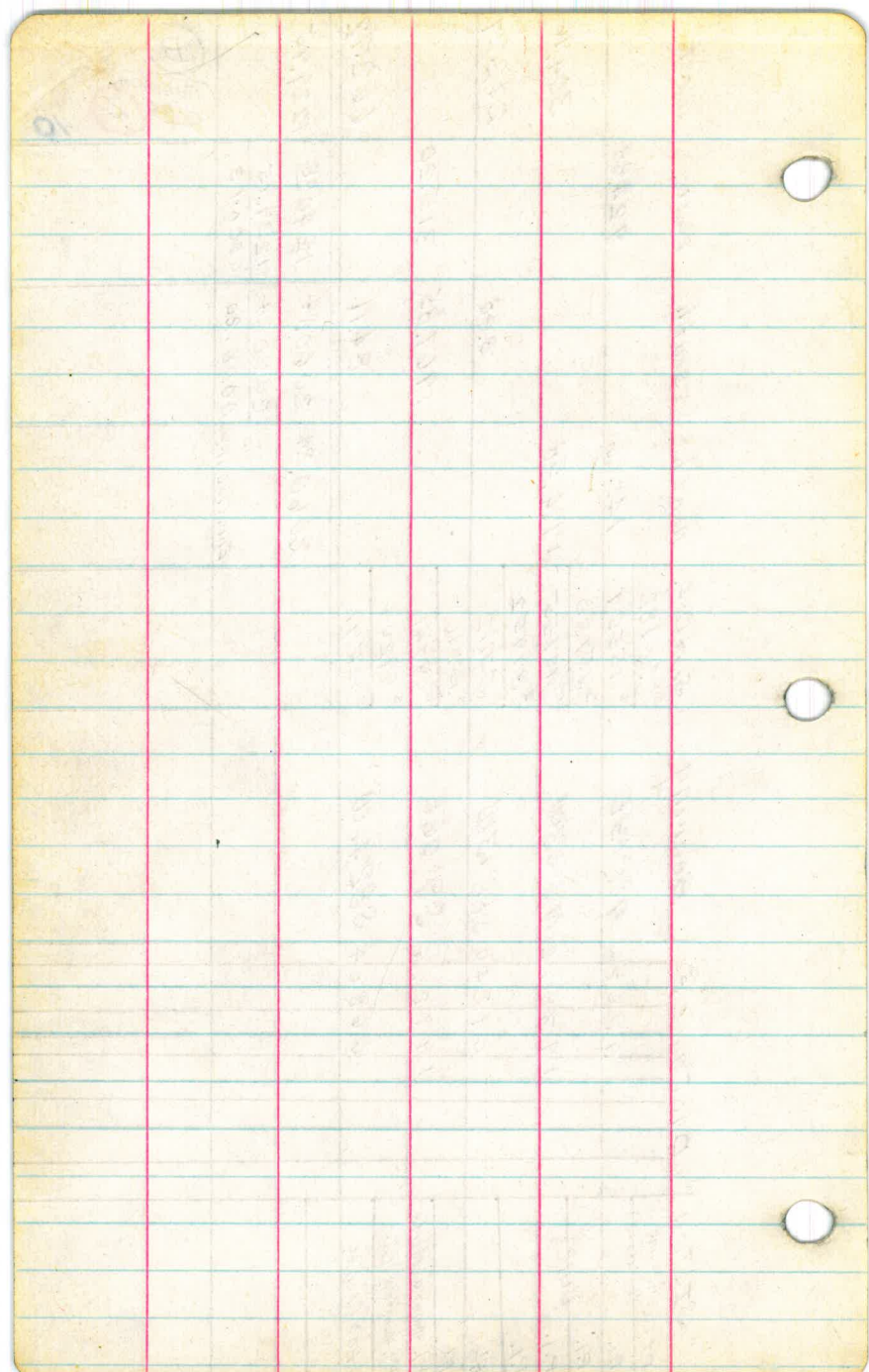
Station	Distance	Bearing	Smt Cos.	North	South	East	West
PT 00 Pipe line blowside			S. 98782				
P.I.	936.38	N 81° 03' E	E. 15557	145.66		924.88	
P.I.			S. 15730				304.96
P.I.	1938.72	N 90° 03' W	E. 98755	1914.58			
P.I.			S. 99952		8.48		272.27
P.I.	272.40	S 88° 13' W	E. 03112				
P.I.			S. 15816				
P.I. Main + blowside	1992.94	S 9° 06' E	E. 98741		1967.85	315.20	
P.I. Main + blowside			S. 99204		84.11		662.72
OT 00 Pipeline	668.04	S 82° 46' W	E. 12591				1239.95
				2060.24	2060.44	1240.08	
					2060.24	1239.95	
				Err. Closure	0000.80	0000.13	

(B)
Random
Line

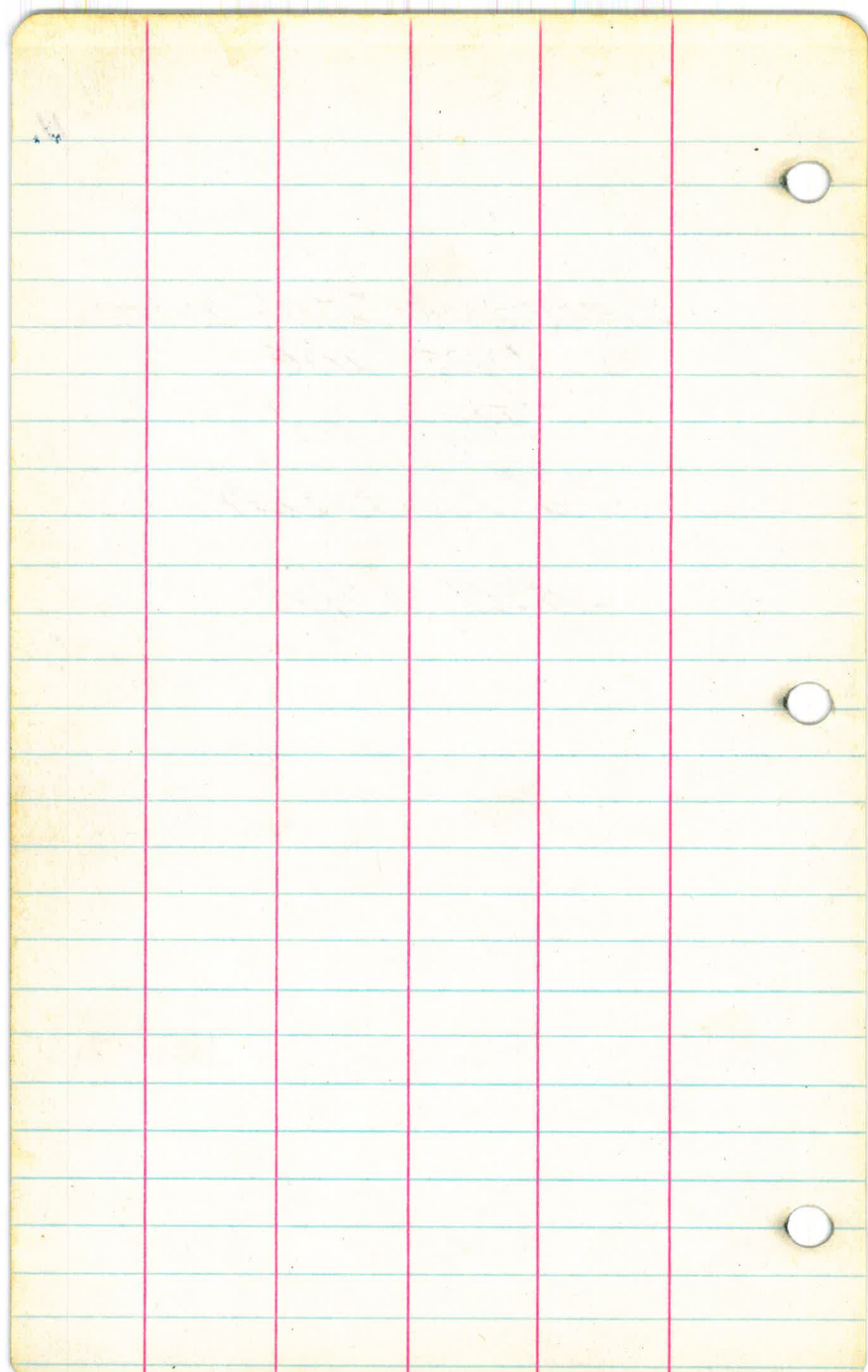
2

23

10



Lakeside San Vicente
Pipeline
Proposed
36" Lock Bar
Steel Pipe

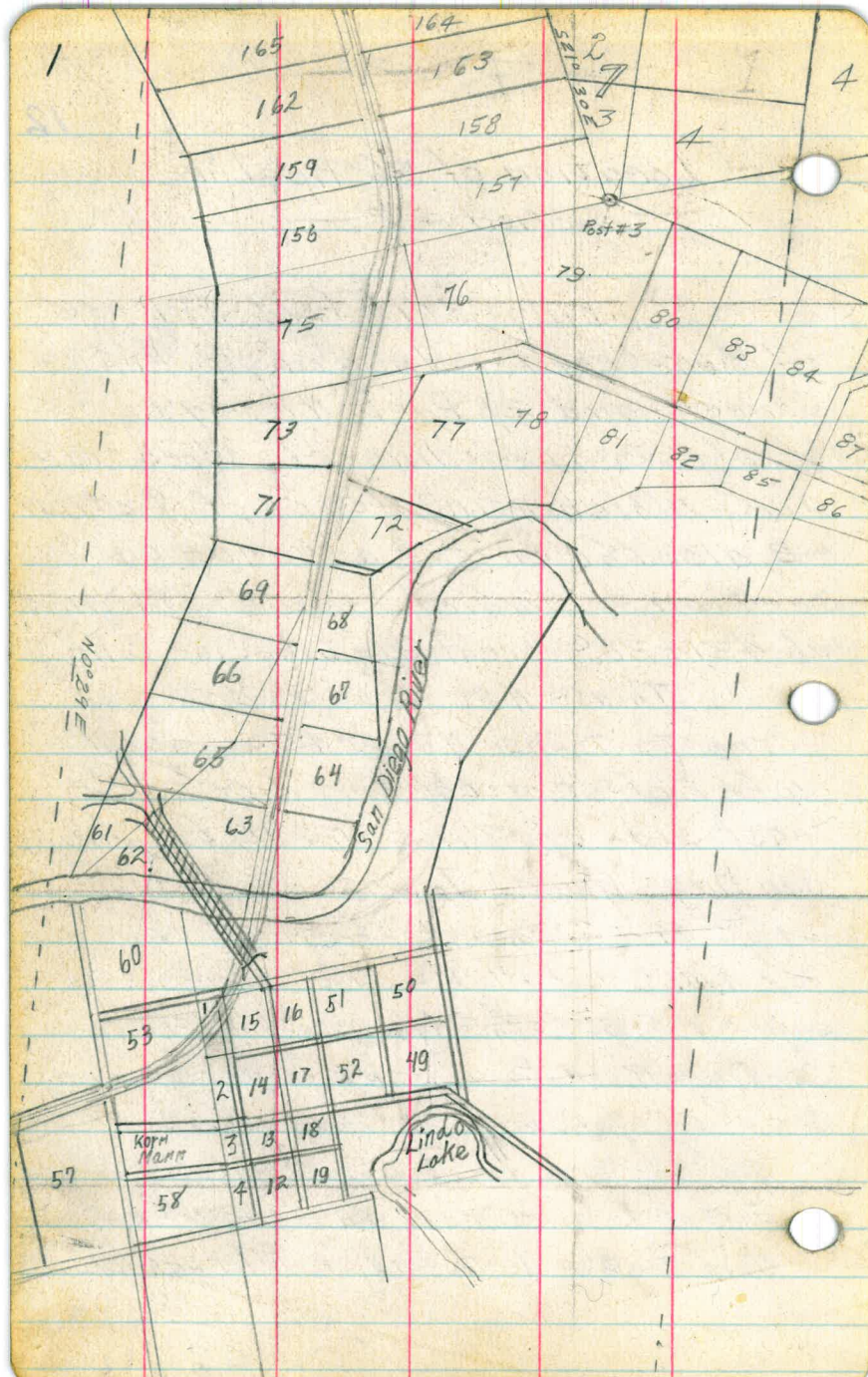


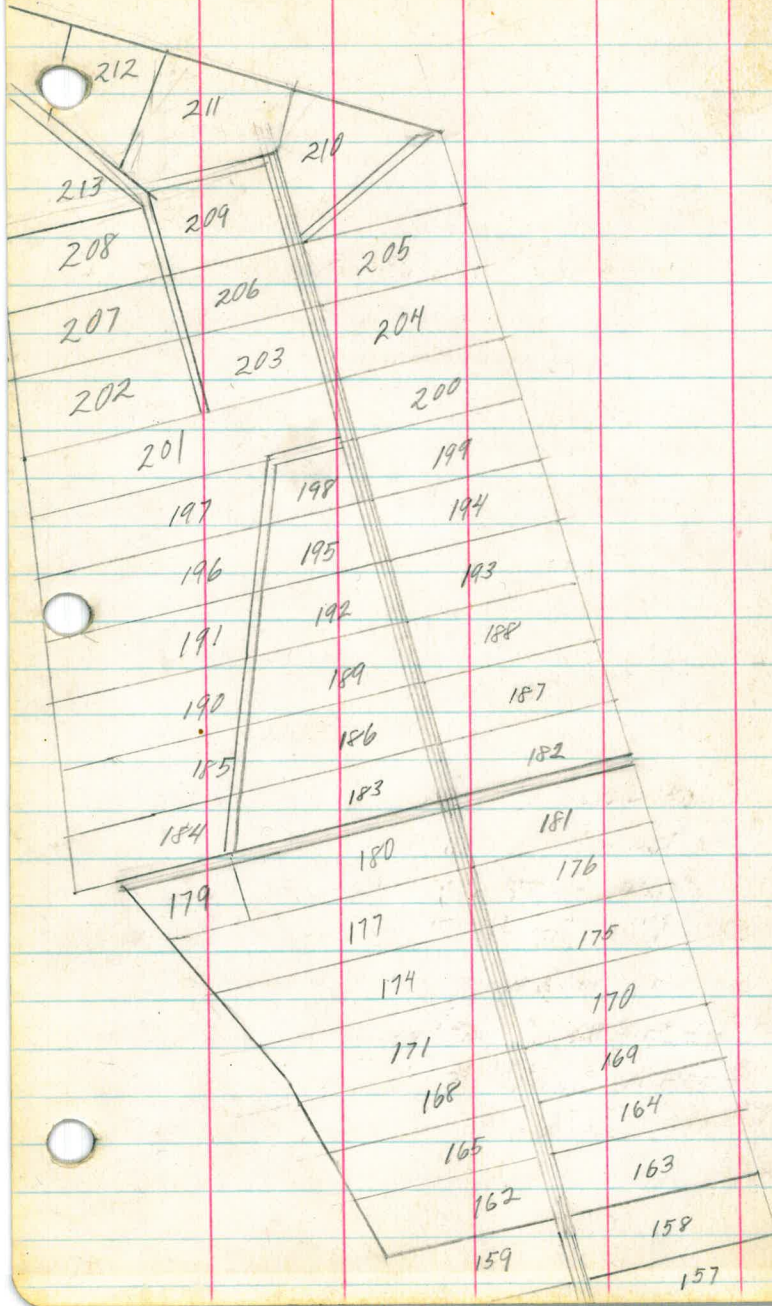
○ — Location of 36" Pipe Line
— Section #2 —

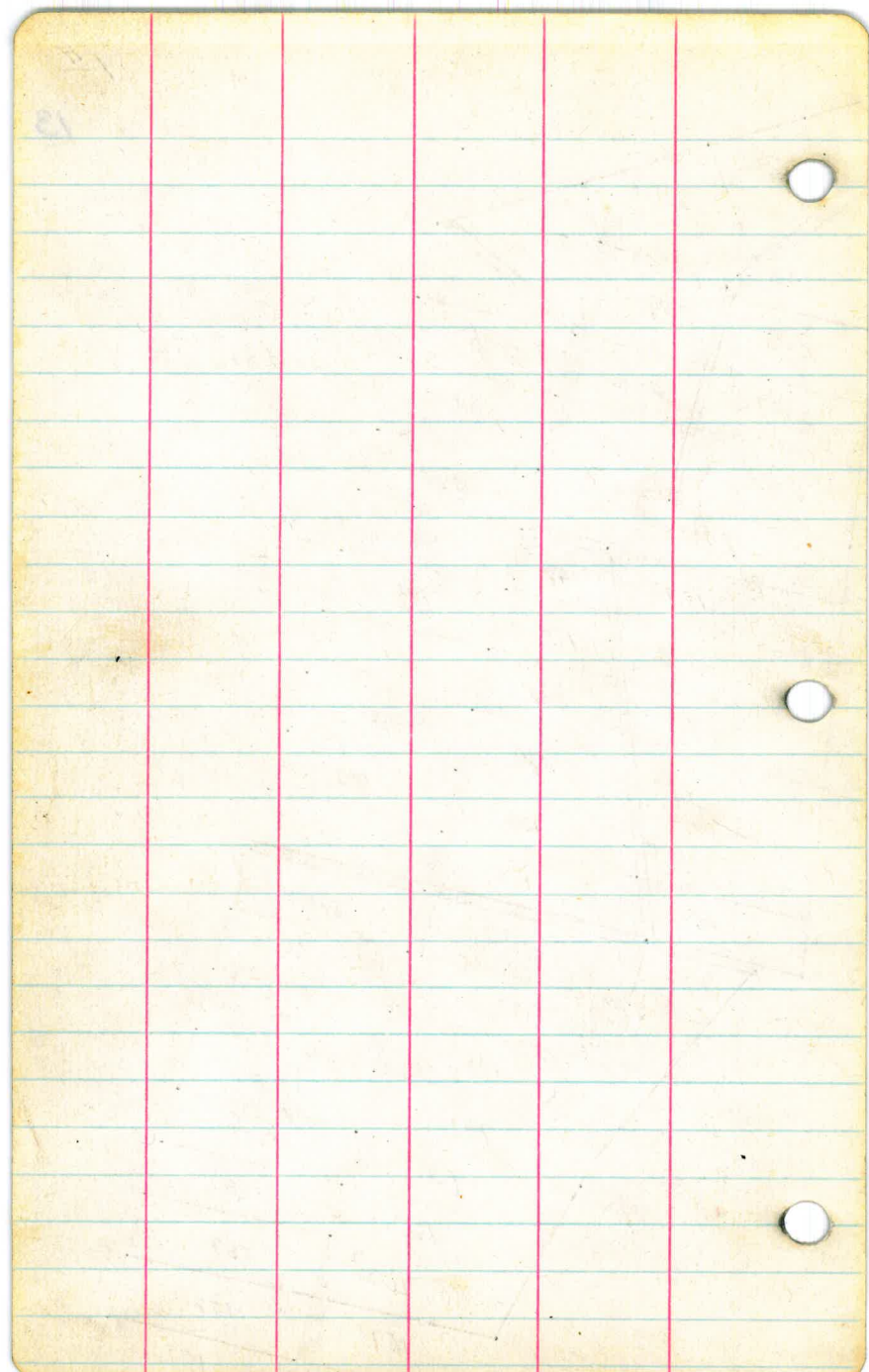
Starting 307.5 feet $S 81^{\circ} 03' W$ of the Intersection of Woodside and Rivers Street and 21 feet $N 8^{\circ} 57' W$ of the center line of Woodside ave. Which point = 0400 of Section #2, also the end of a curve on section #1 which has a stationing of $431+38.6$ (Located in Lakeside, Calif.)

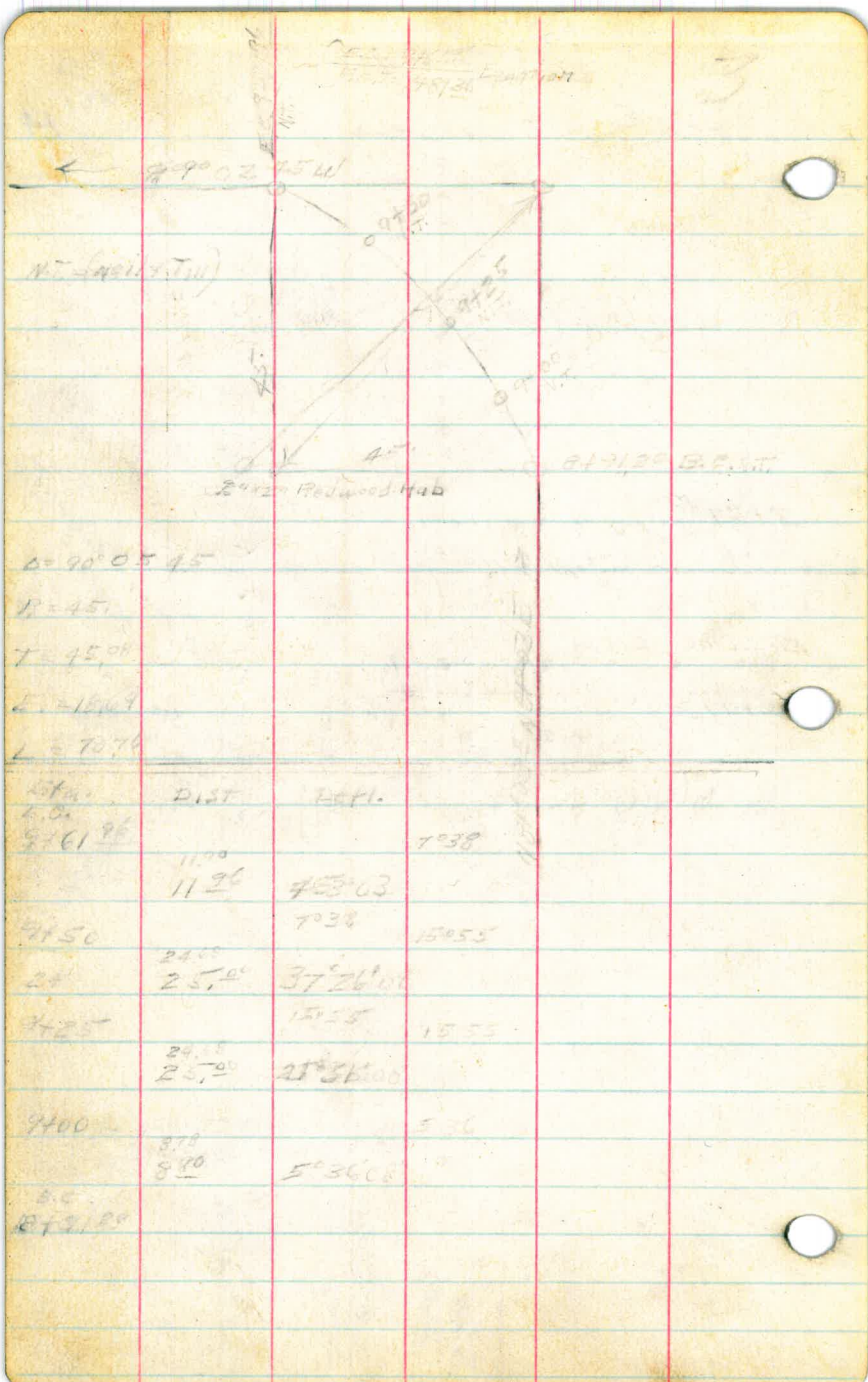
○ Thence $N 81^{\circ} 03' E$ to Vine Street — Thence $N 9^{\circ} 02' 45" W$ — about 10 feet west of the tree line on the east side of Vine Street to the San Diego River. To a point that is about 64^3 South and 18 feet west of the N.W. Cor. of Block #51 — where we angled $9^{\circ} 57' 30"$ to the right crossing the San Diego River to a point on Morena Ave. — then following the County Road Right of way about about 30 feet.

○ East of $\frac{1}{2}$ constructed Concrete Road to the North End of Morena Ave.





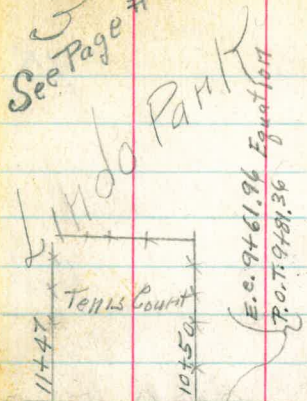




B

15

3
See Page #4

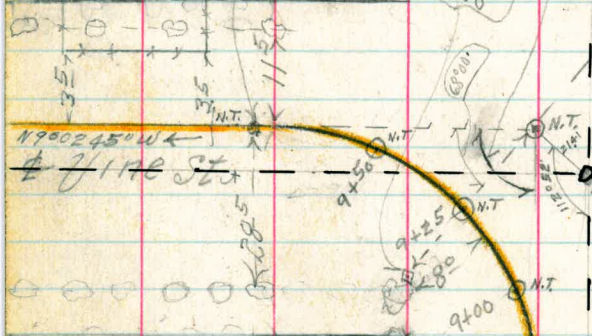


N.T. = 11411 * T11

1-89054
4-359037

P.P.P.I.
444-30.52
Old 4x4 Hub

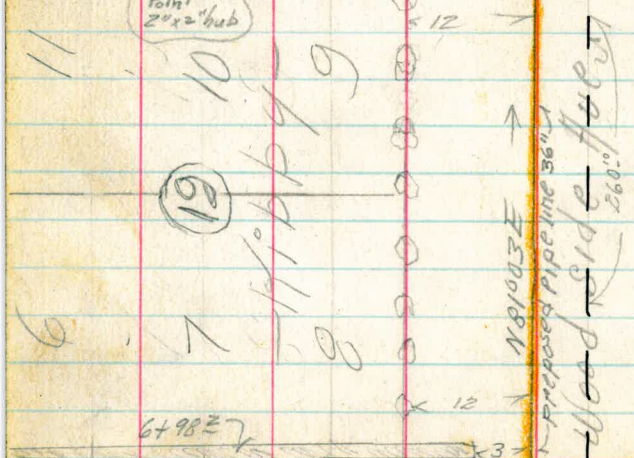
P.P.P.I.
2x2 Redwood hub
50' out



$\Delta = 90^{\circ}05'45''$
 $R = 45'$
 $T = 45.08$
 $L = 70.76$
 $EX = 18.69$

Radius Point
20' x 2' hub

N.T.
P.C. 8491.20



1- Proposed pipe line 36"
Wood ridge 260'

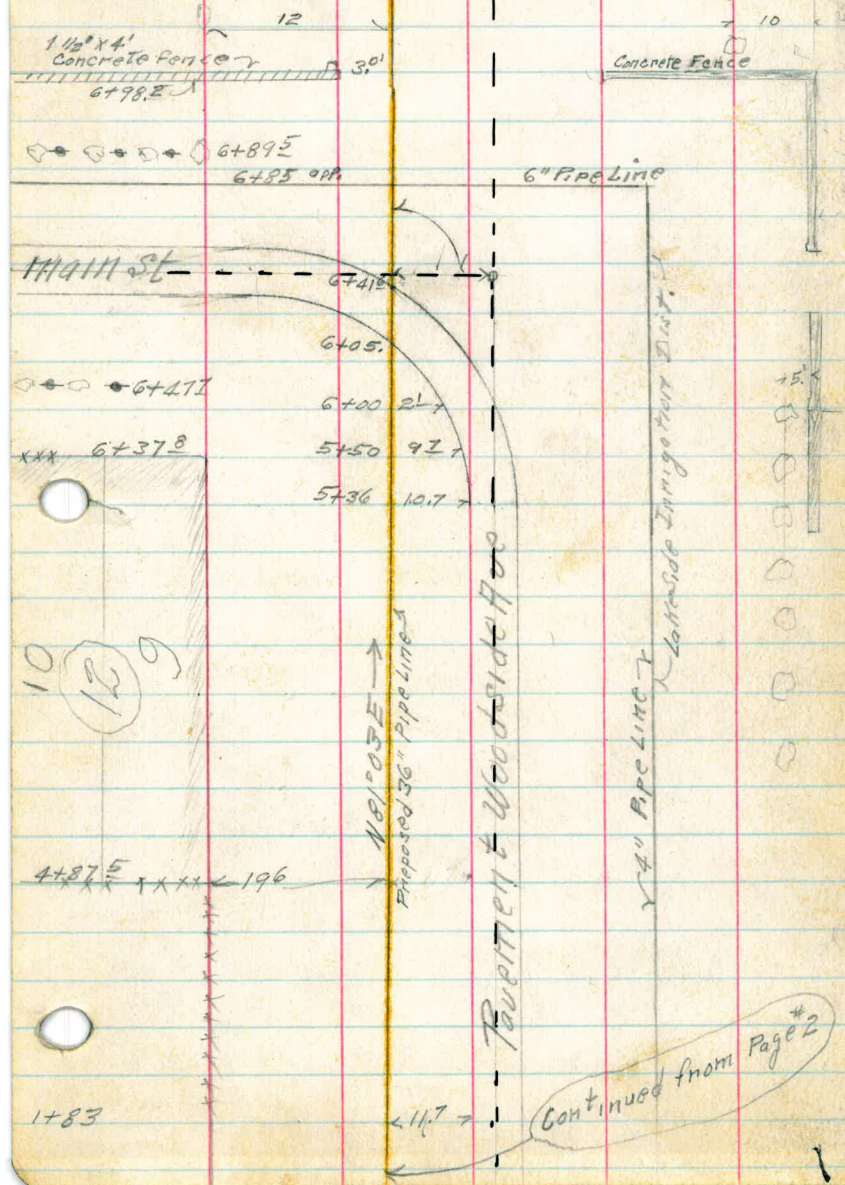
1 1/2 x 4 Concrete Fence

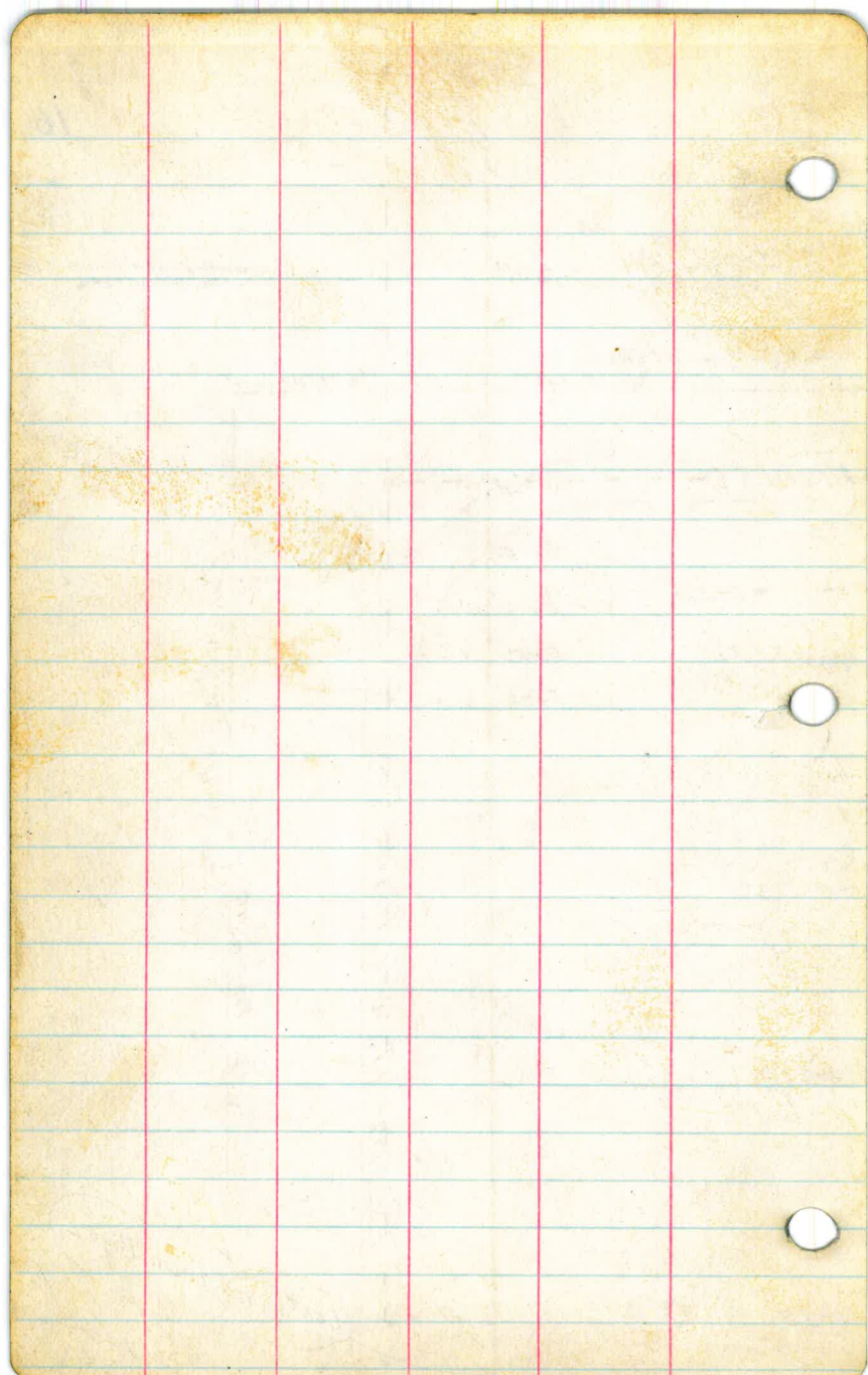
See Page #4

B

See Page #3
Bottom Page

4
16





5

B

2902

1 Hene Troet
Johnson

16

24+3165
24+0865

Iron Pipe
Prop. Line

20' by
Geo. Butler
Squaring
Iron Rods

14.5
35.72

Laurel St

4" Pipe Line

2 1/2" Pipeline

23+90

1854 23+83

~~170-12-11-11~~
~~171-12-11-11~~

17

28+40
23 83
4 57

2 1/2" Pipeline

Laurel St

1900R 45' W. 1/2

Proposed 36" Pipeline

5R

18+772

18+58

16

4" Pipeline

4" Pipeline

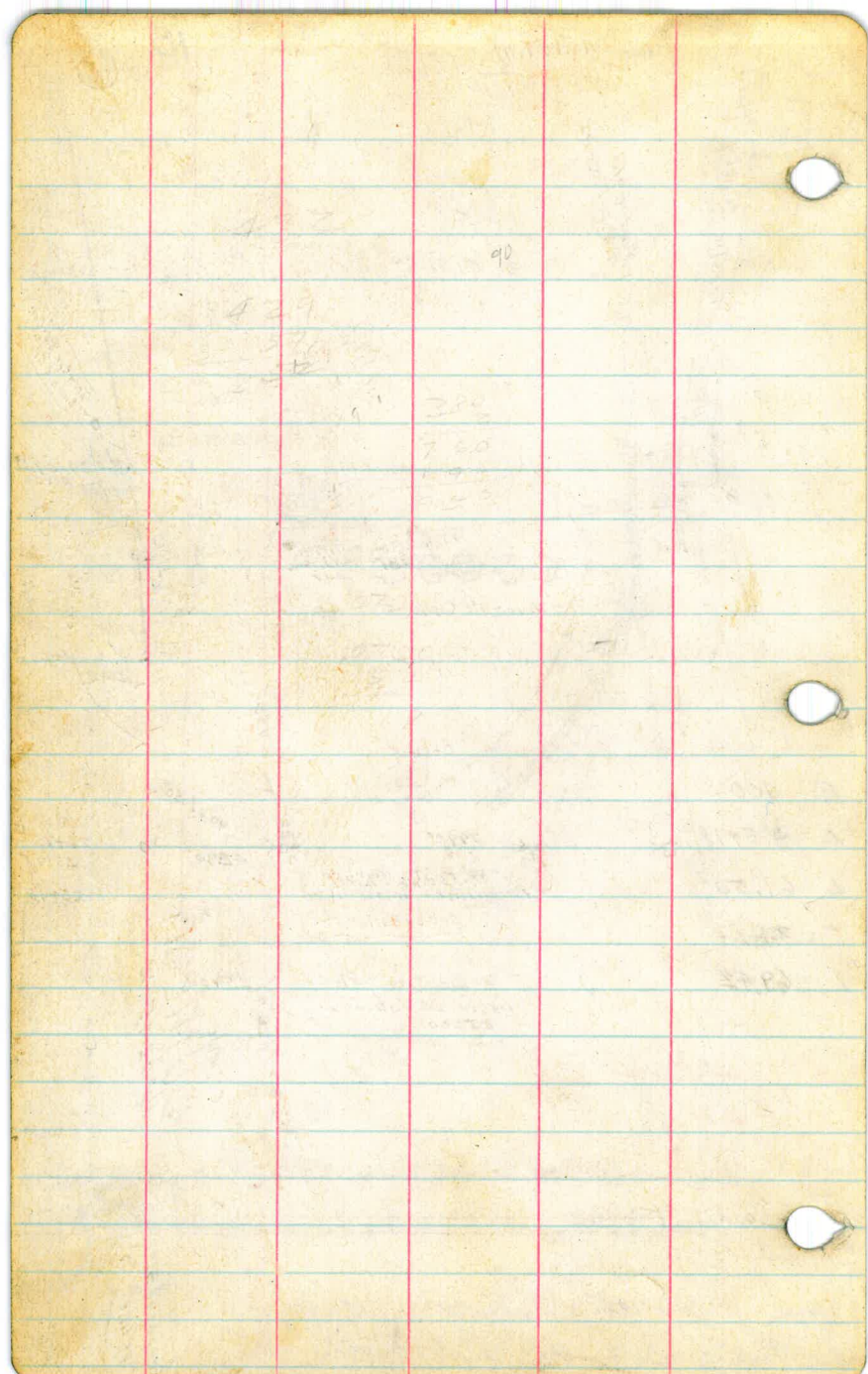
18+54

P.O.T. 17185-58
2" x 2" R.U. hub

18

Park

Lindo



B

19

Bearings and Distances shown on this tract are taken from Guarantee title

200' = 1"

2"x2" hub
63.57' 42+81.15

41-502
41-100
3" steel pipe
well casing, 40'
Irrigation Dist.
water at 8 ft.
sand 6 ft. deep

63
Portion of lots 64 Bought by Lakosilo Irrigation District. Bearings and Distances are taken from certified title as shown on E.C. Map #289 Valley Land Co. Map #289

Vine St. Board of Supervisors 12-5-1907

RAT. 3649082

5400714
534.57'

This tract was surveyed by Thomas King Engr. Lamesa Imp. Dist

42" Concrete Pile

20' hub
34+80
34+63 (Fence Crossing)

Superseded see p 41 + 42

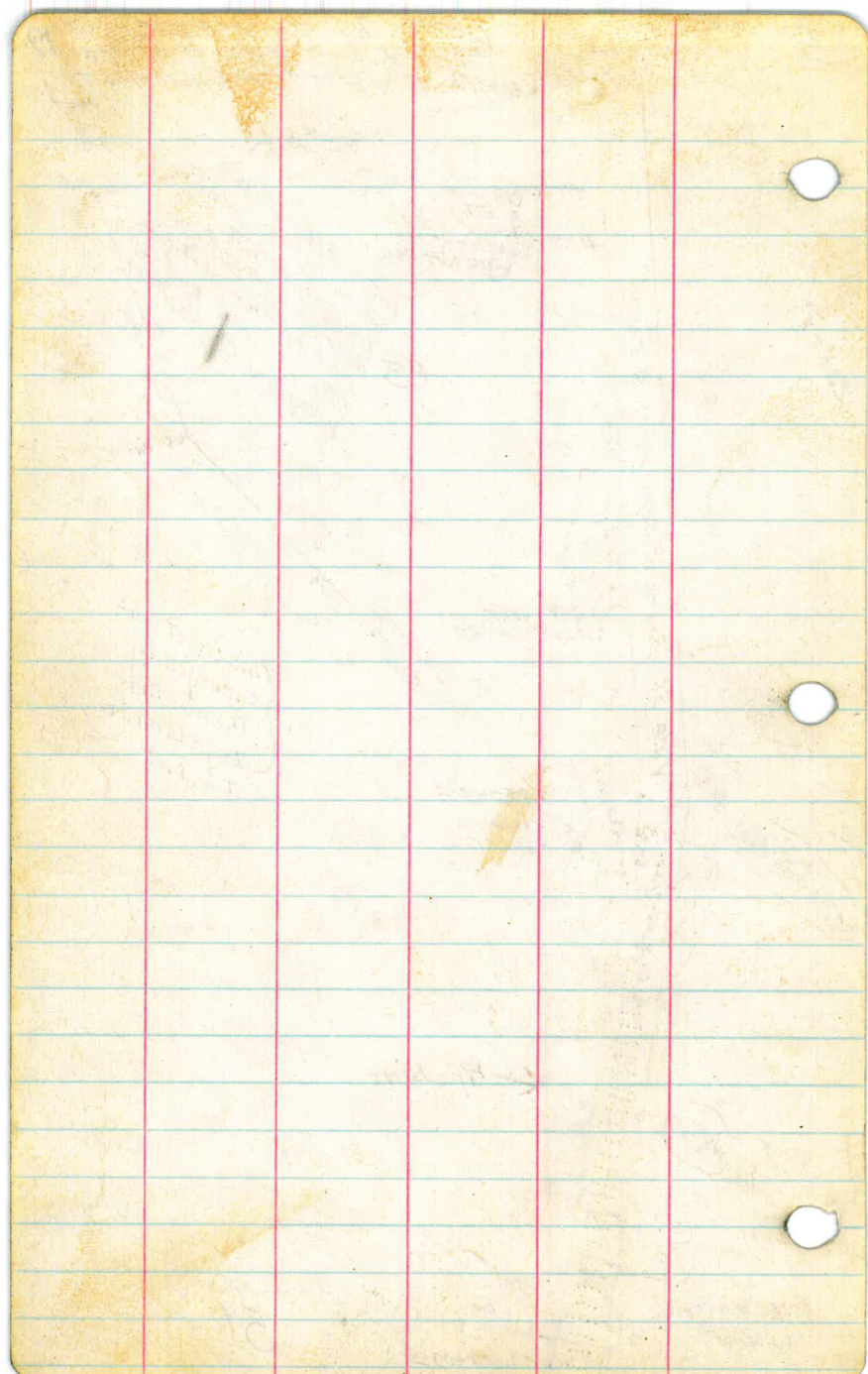
Plotted P.B.

← Pipeline

30' width
60' width

30+00
5" pipe
E.C. 29+0966

51

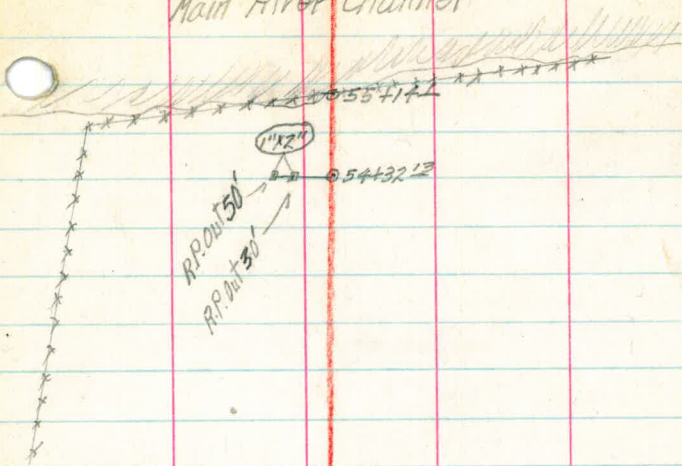


20-50
63-20
17-30

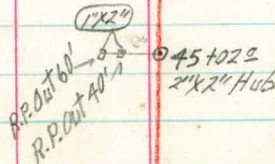
B
Main River Channel

8

20

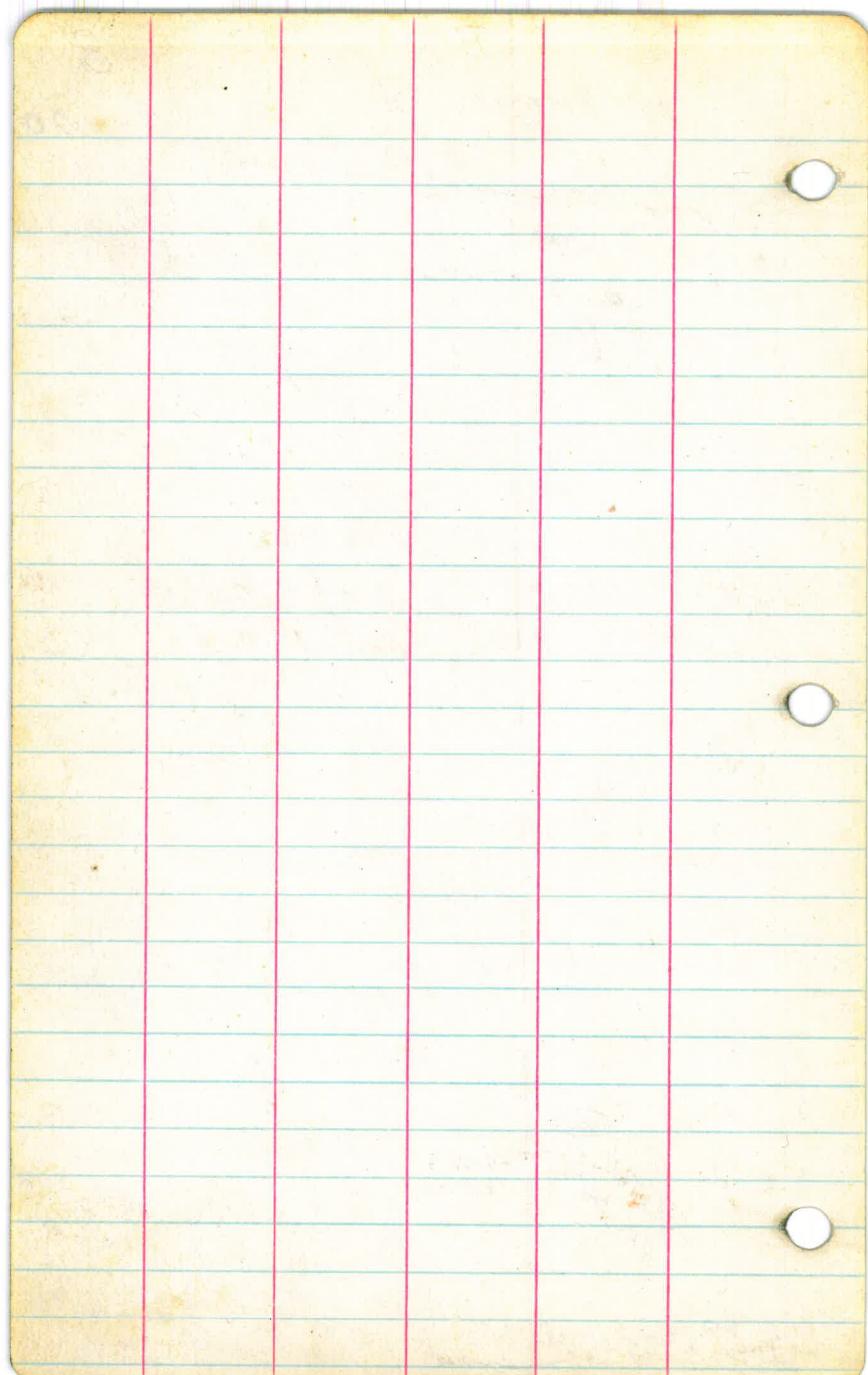


superceded
Rel P 43



Plotted RB





B

21
Site of old
House

River Channel

Concrete
Floor

63+20 22 62+40

Eucalyptus Trees
on R of W. line
of old Road

Schiller

County Road - Government

R.P. 1' x 2' 0+760
R.P. 1' x 2' 0+740

old 4' x 2" track

N.T. 160

61+14.41
P.O.T.

1-74+42
2-84+24

Old Road

old P.P. Grade

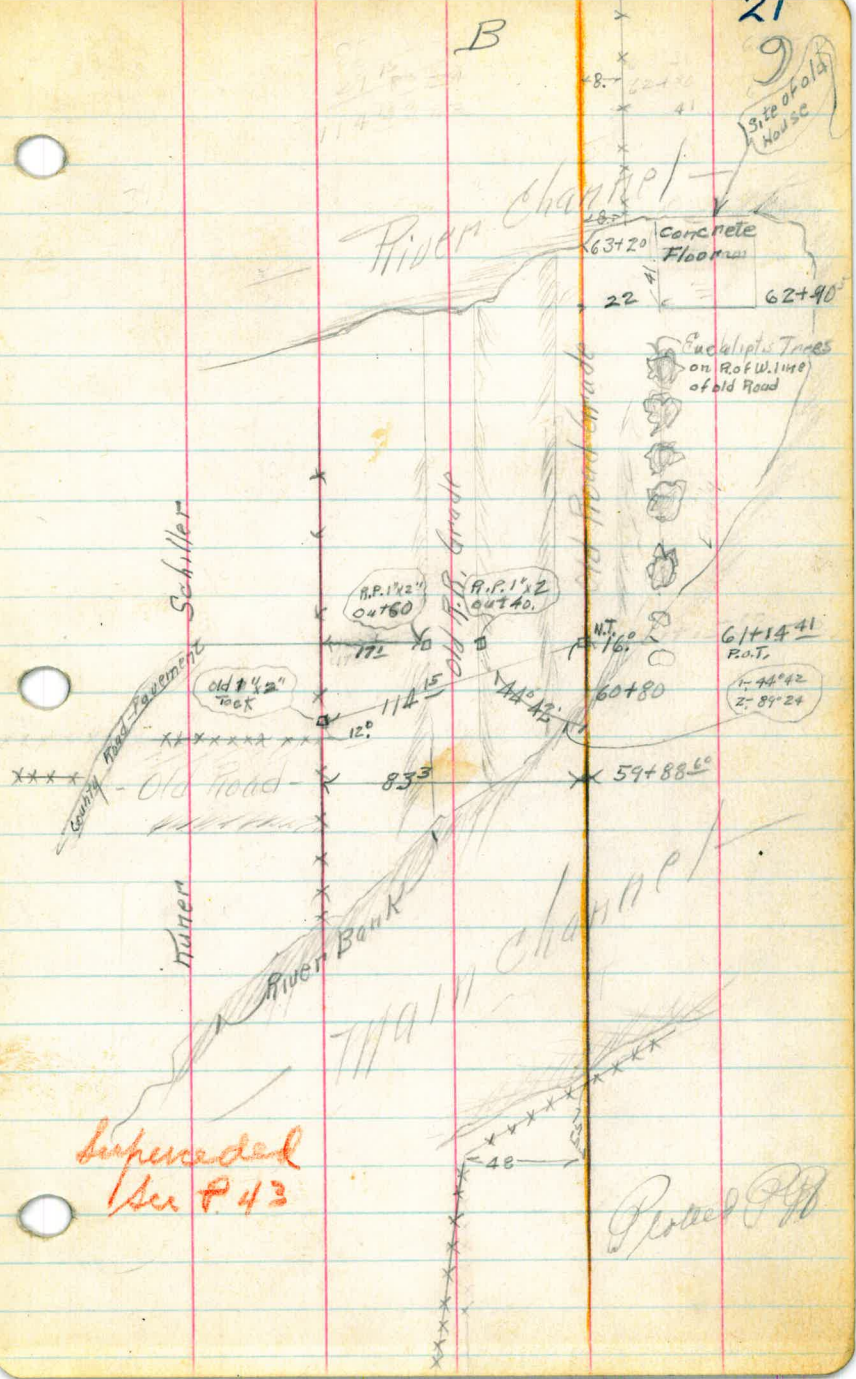
Müller

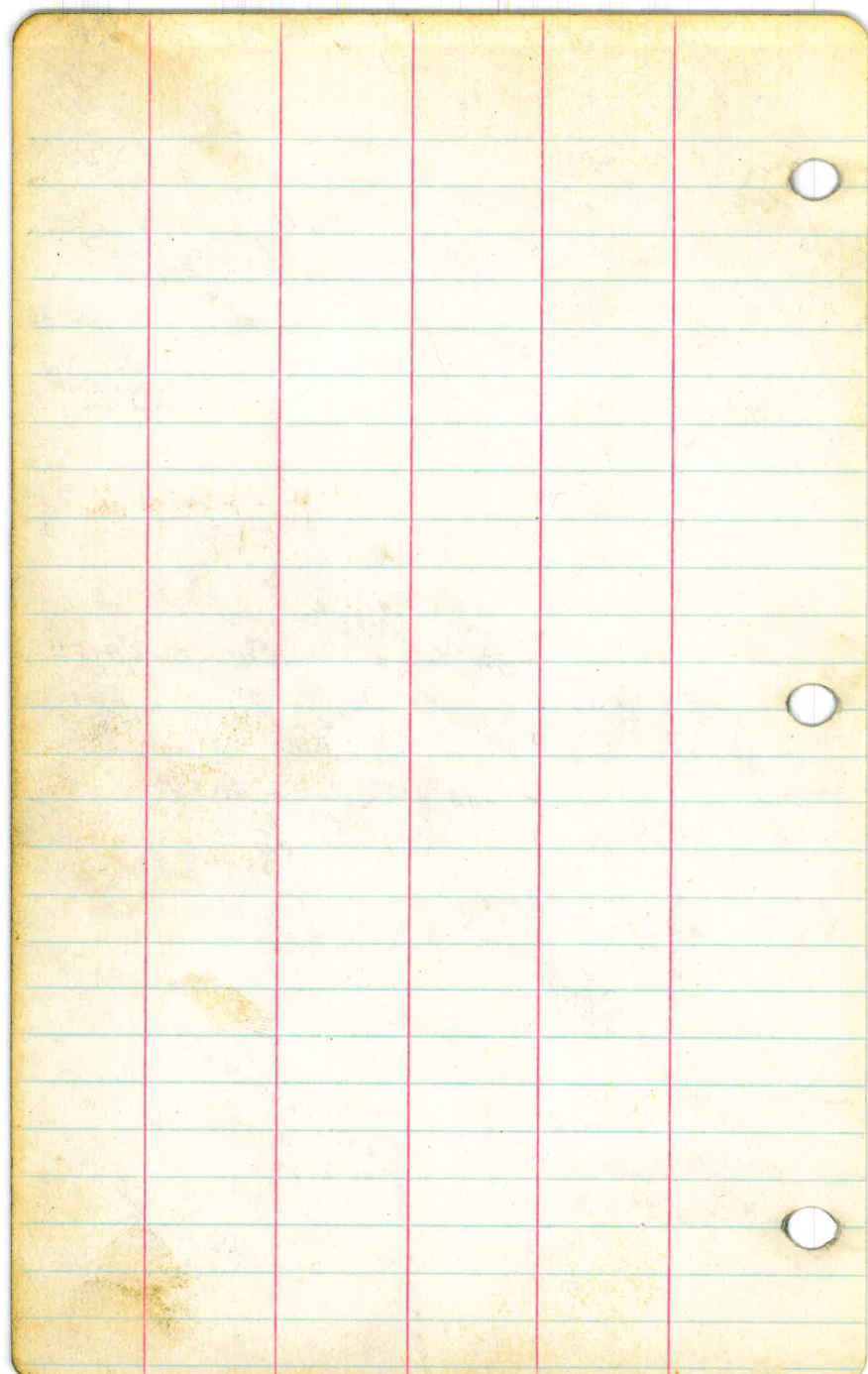
River Bank

channel

Superseded
See P. 43

Point P.P.





B

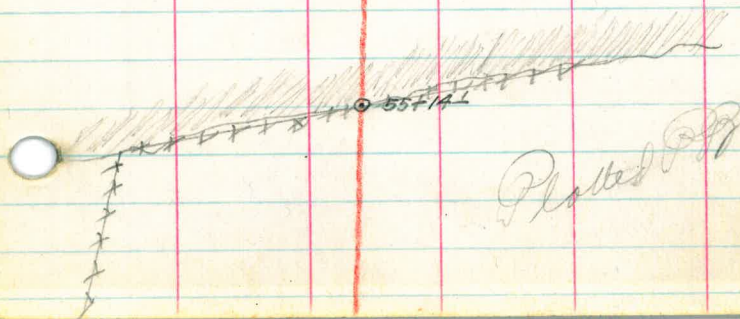
9

22

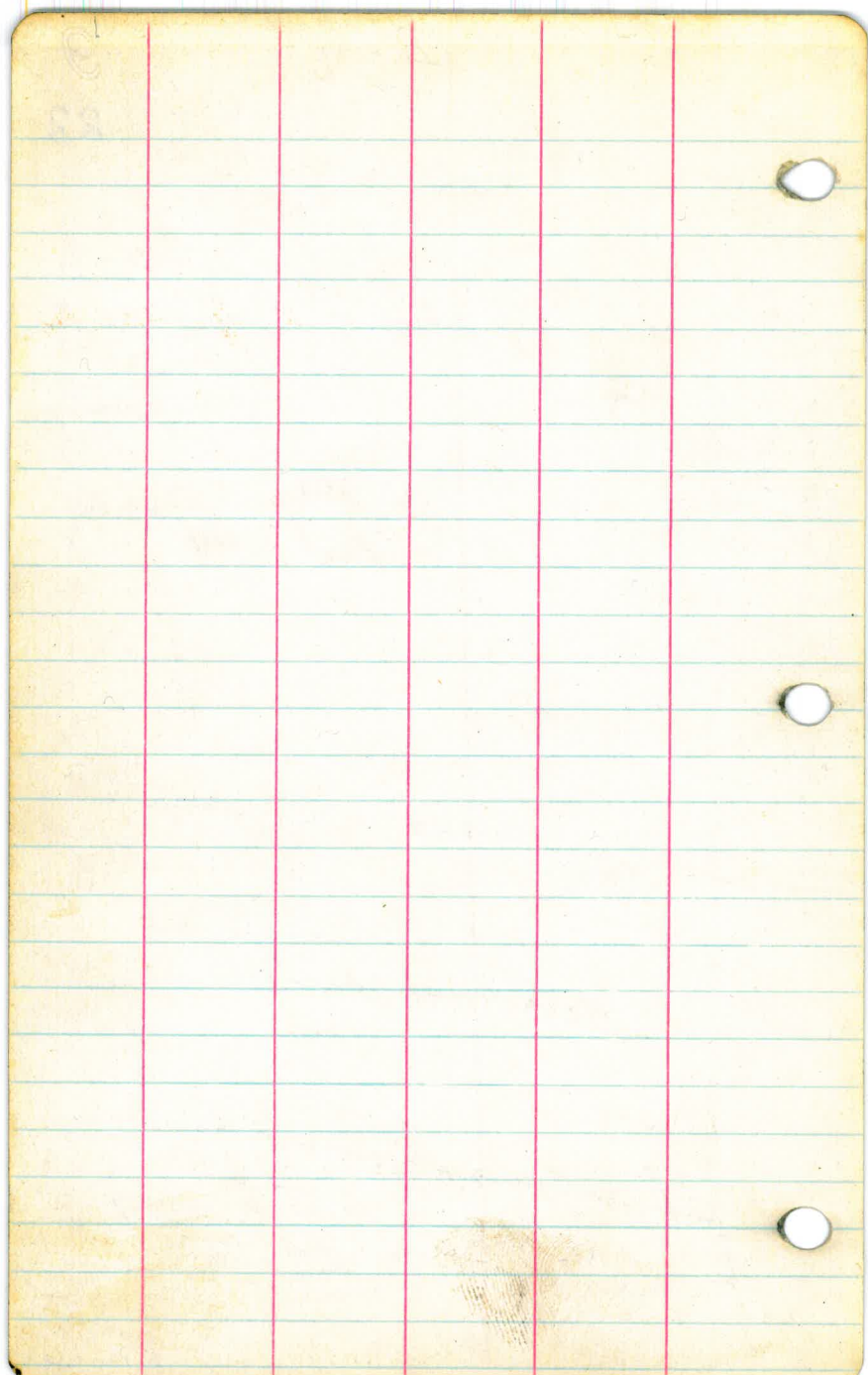
superceded
see P44



Main River Channel

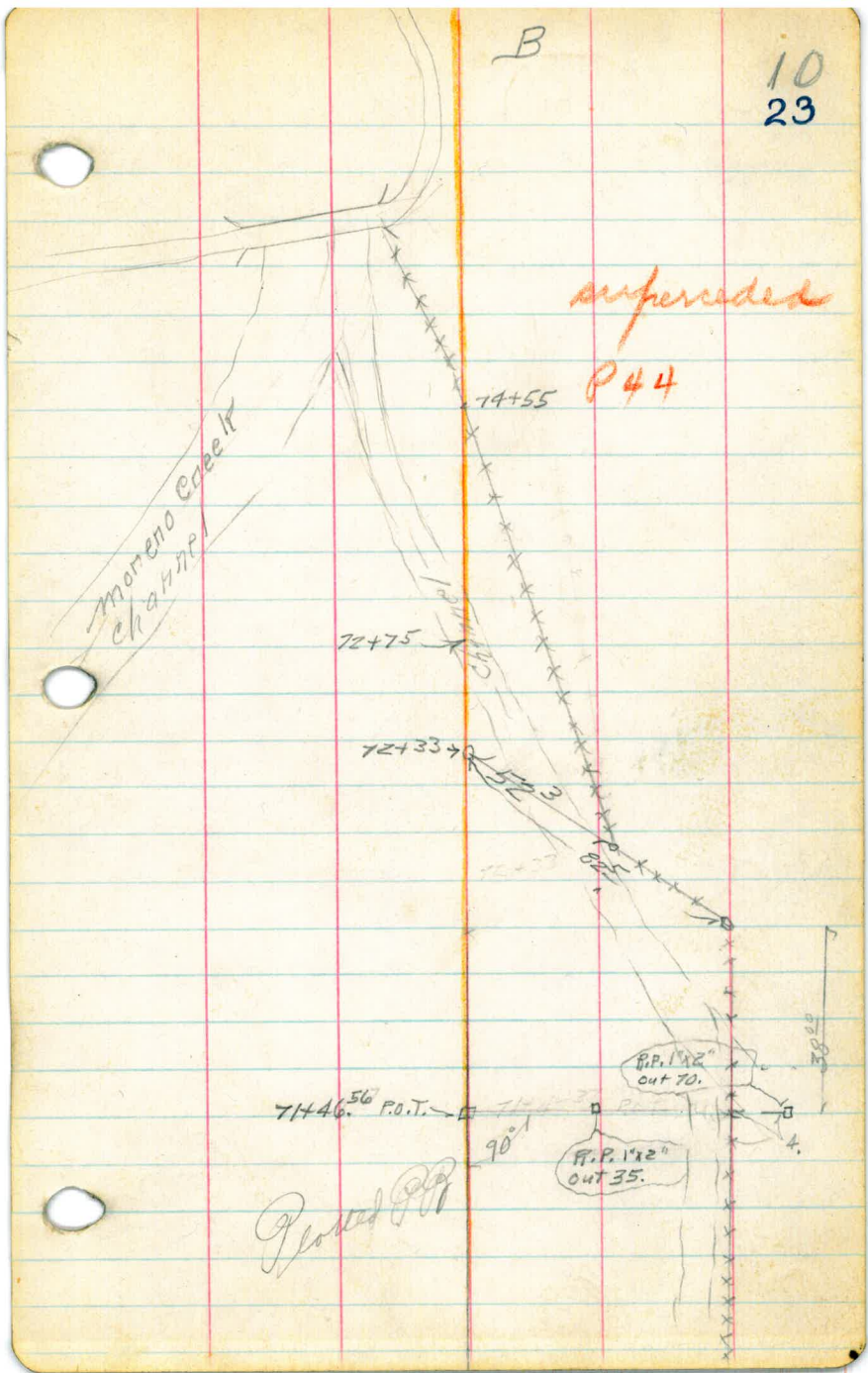


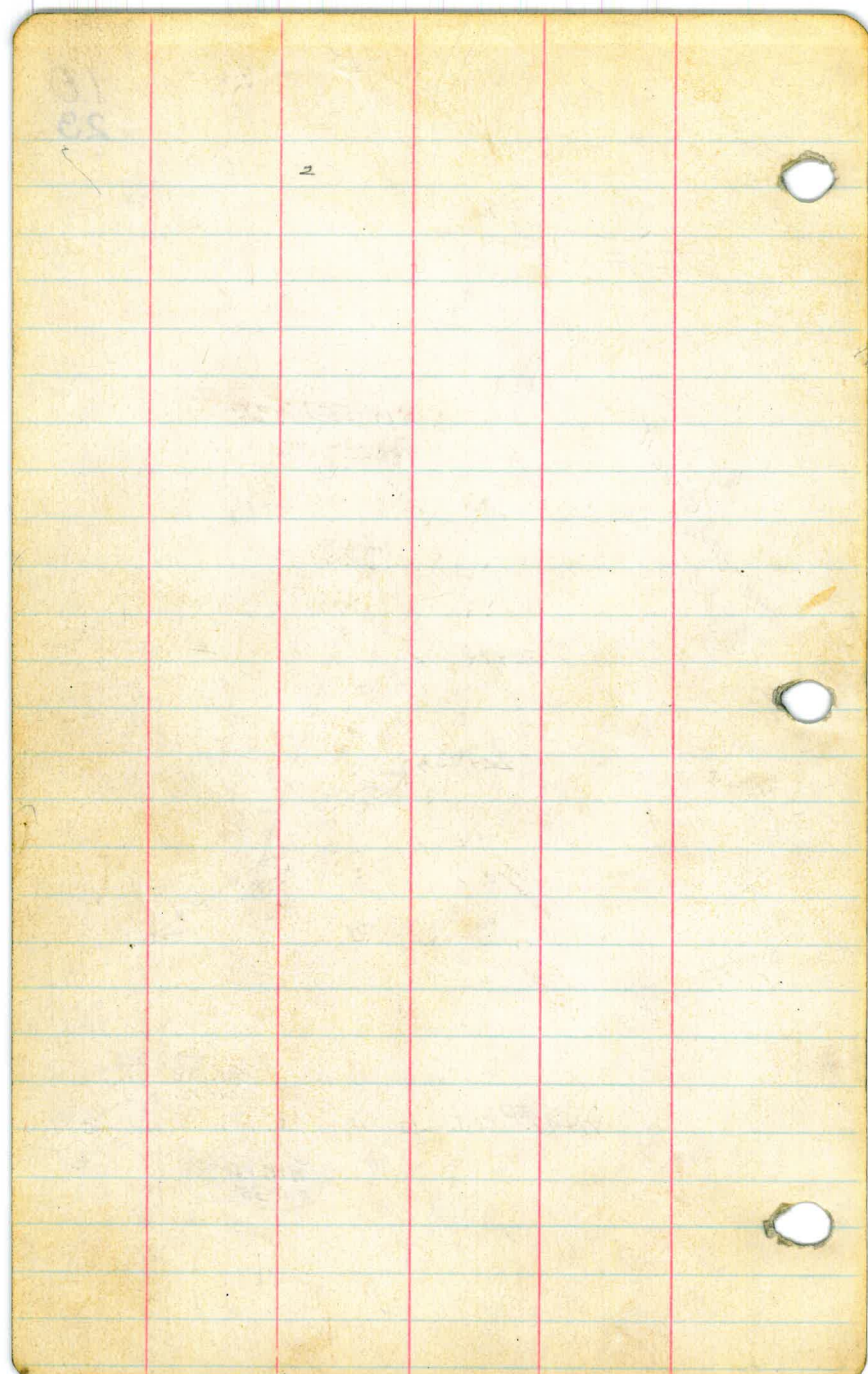
Plotted P44

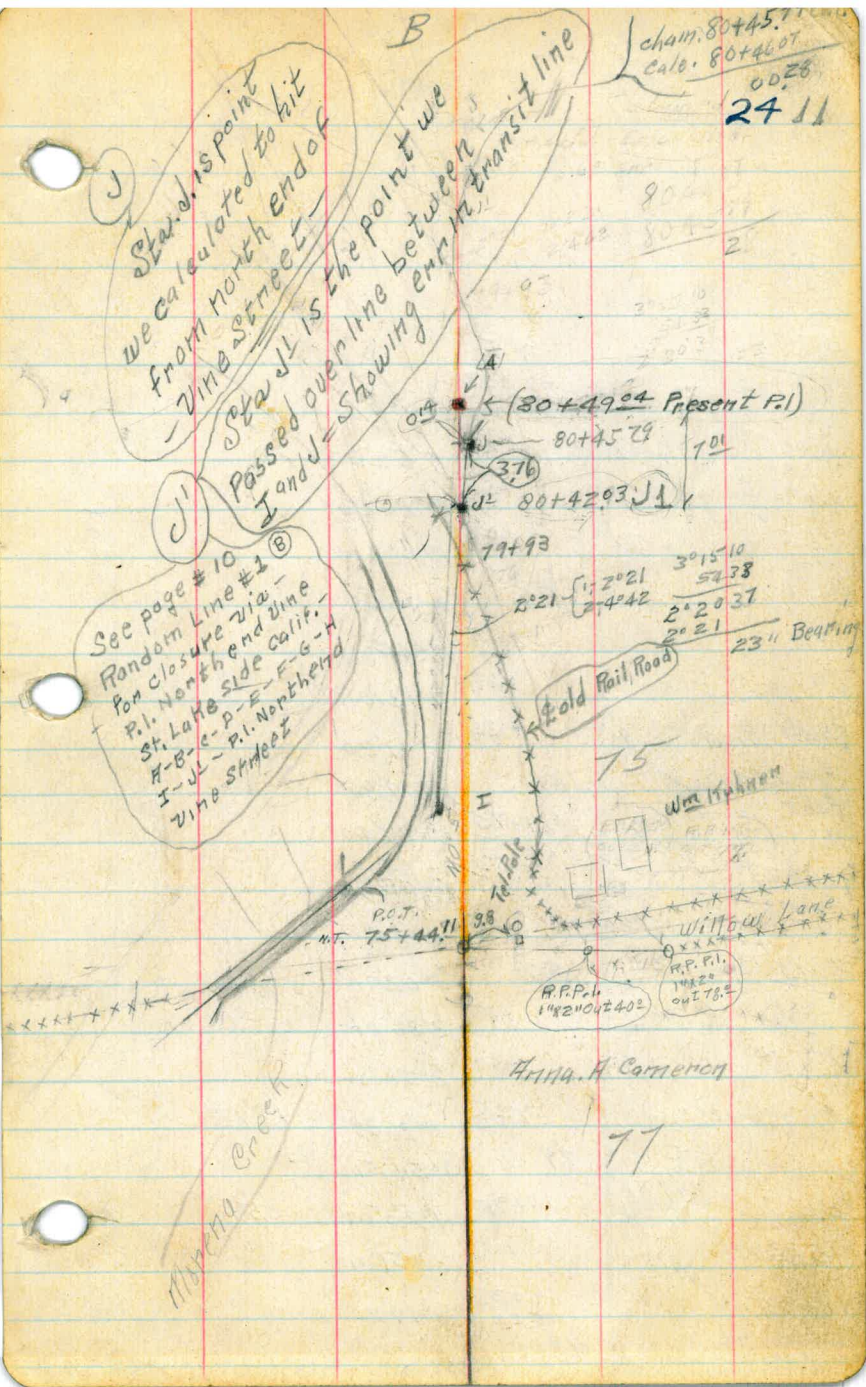


B

10
23







J
Star J is point
we calculated to hit
from north end of
vine street

J
Star J I is the point we
passed over line between
I and J - Showing error in
transit line

Sec page # 10
Random line # 1
For closure via
P.I. North end vine
st. Lake side Calif.
A-B-C-D-E-F-G-H
I-J-K-L - P.I. North end
vine street

cham. 80+45.71
calc. 80+46.07
00.28
24 11

(80+49.24 Present P.I.)

80+45.79

80+42.03

77+93

2°21'

3°15'10"

54°38'

2°20'31"

2°21'

23" Bearing

Gold Rail Road

75

Willow Lane

P.O.T.
N.T. 75+44.11

R.P.P.I.
1121012402

R.P.P.I.
1121012402
out 78.2

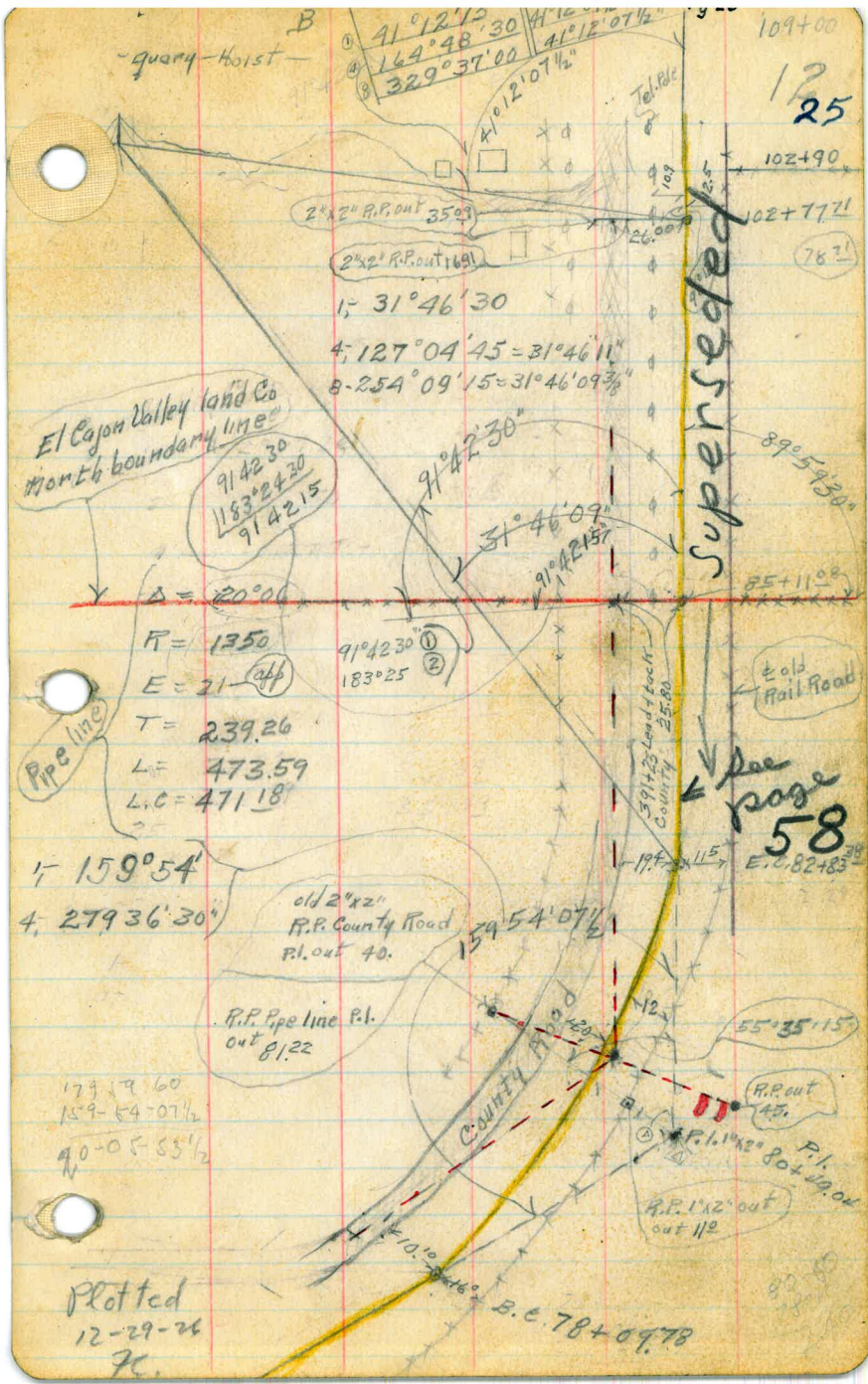
Anna A. Carronch

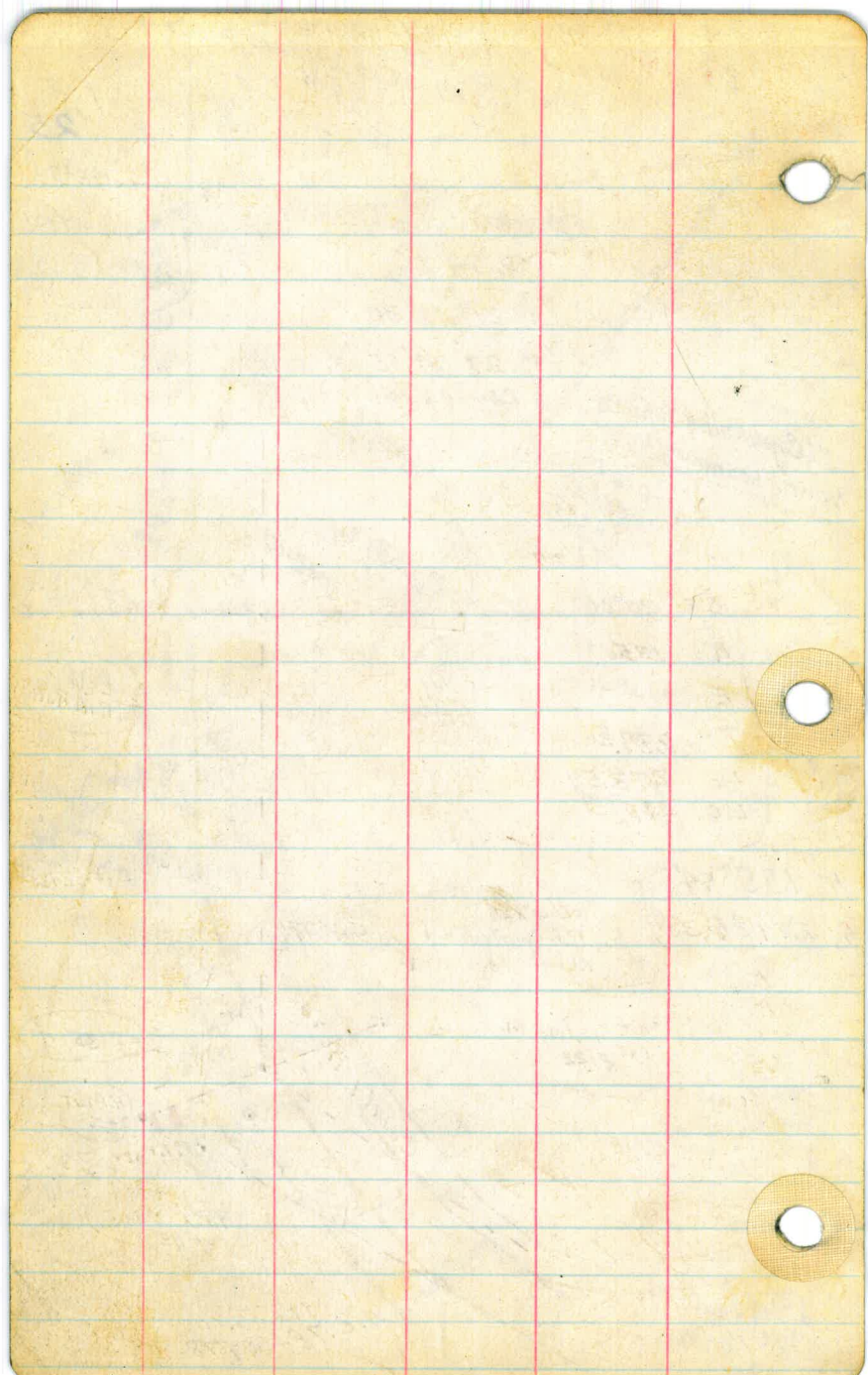
77

MURRAY CREEK

		82 83 38
		804904
81+50	chord	23434
81		
50+1072		7 11 24
82+53	1.03	
838	4 53 18	1 150
82+75	9 20 29	82+8338
		838=0°10'42"10"03
+75	8 49 40	+75
		9°52'20"
+25	8 18 15	+50
		9°20'30"
82	7 45 37	+25
		8°48'40"
+75	7 31 11	82
		8°16'50"
+50	6 41 22	+75
		7°45'
+25	6 22 33	+50
		7°13'10"
		+25
		6°41'20"
		81
		6°09'30"
		+75
		5°37'40"
		+50
		5°05'50"
		+25
		4°34'
		80
		4°02'10"
		+75
		3°30'21"
		+50
		2°58'31"
		+25
		2°26'39"
		79
		1°54'51"
		+75
		1°23'01"
		+50
		0°51'11"
		+25
		0°19'21"
		1522
		78+0978

Deflections
for 1350
foot Radius
Curve on pipe
line

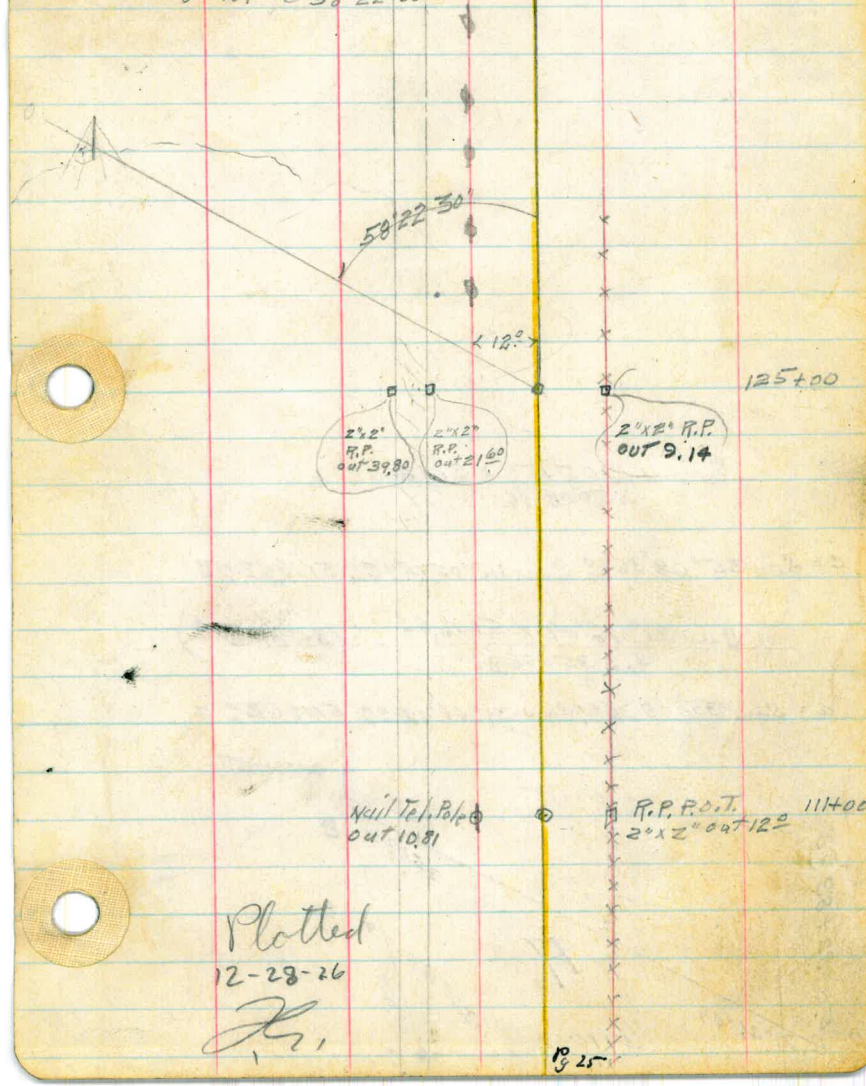




1- 58°22'45"

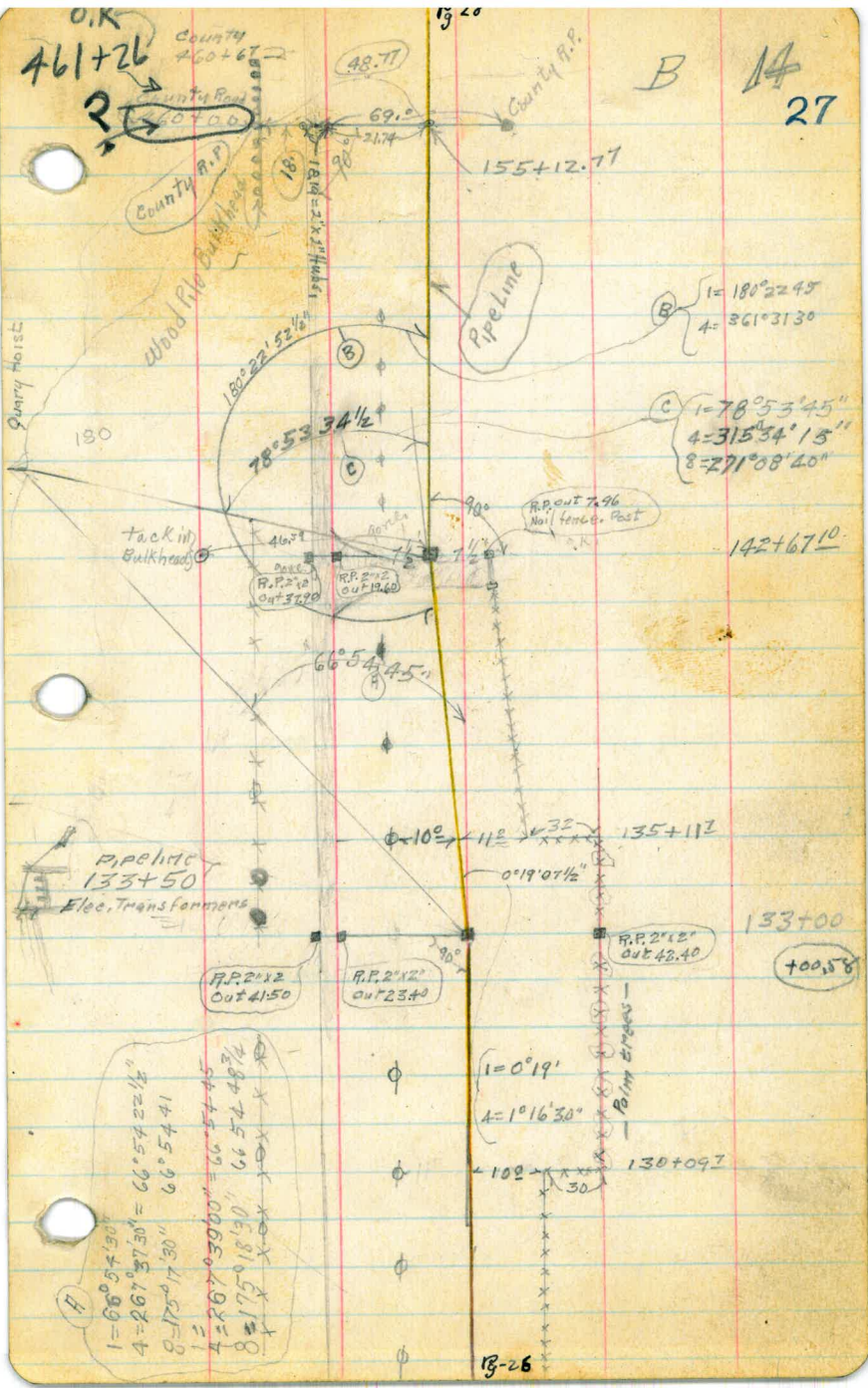
4- 233°30' = 58°22'30"

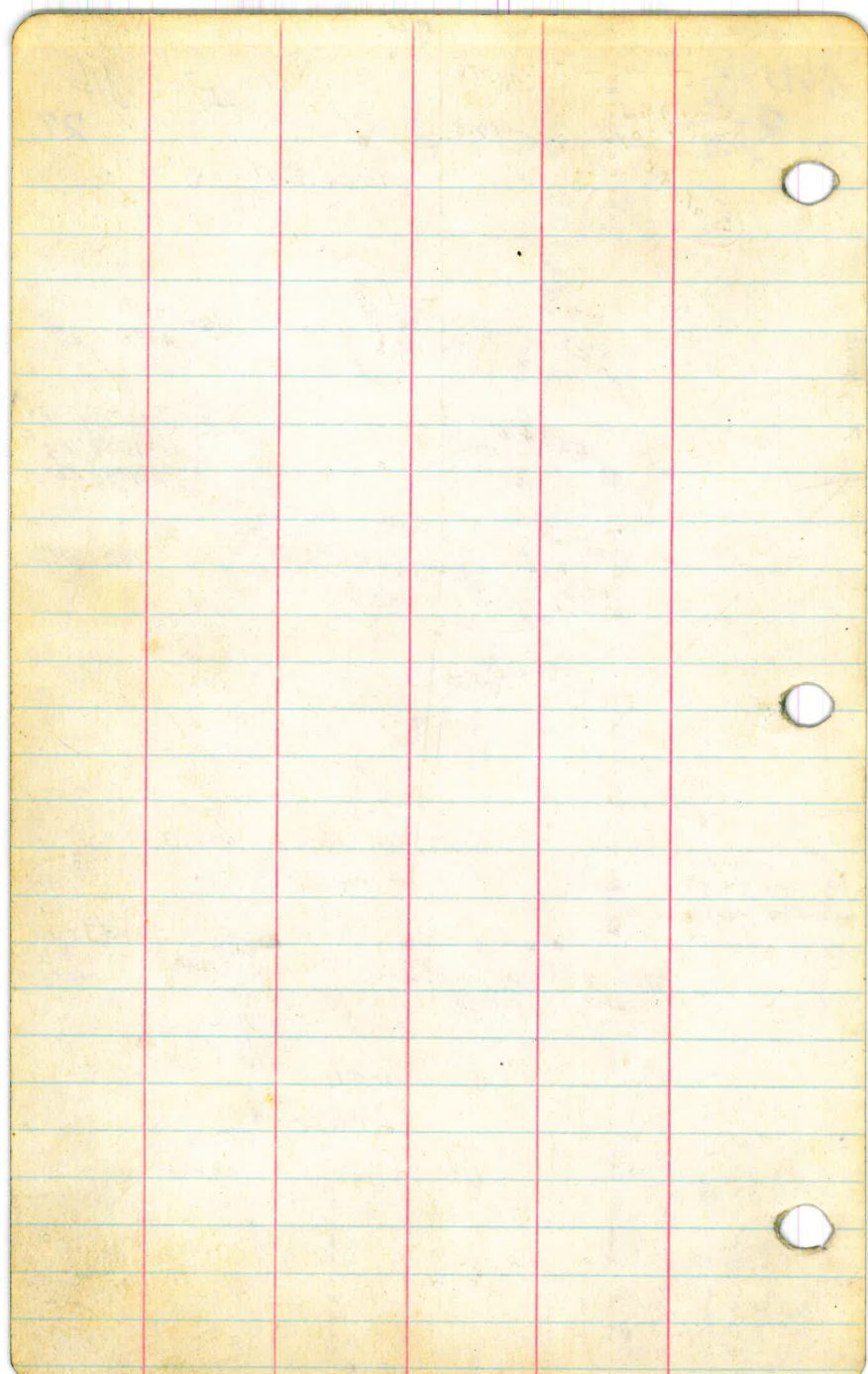
8- 107 = 58°22'30"



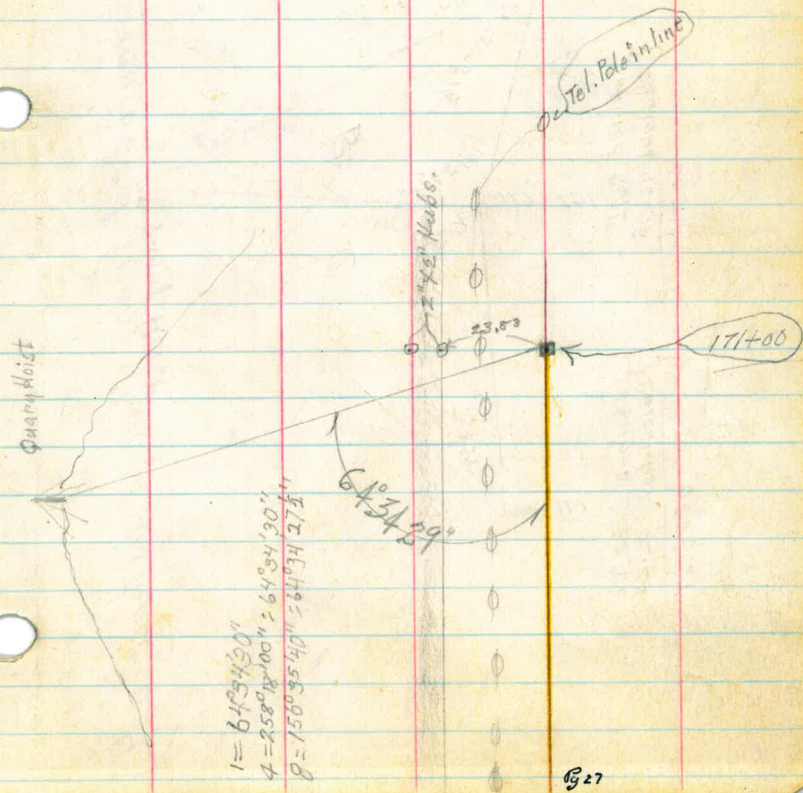
Plotted
12-28-26

[Signature]





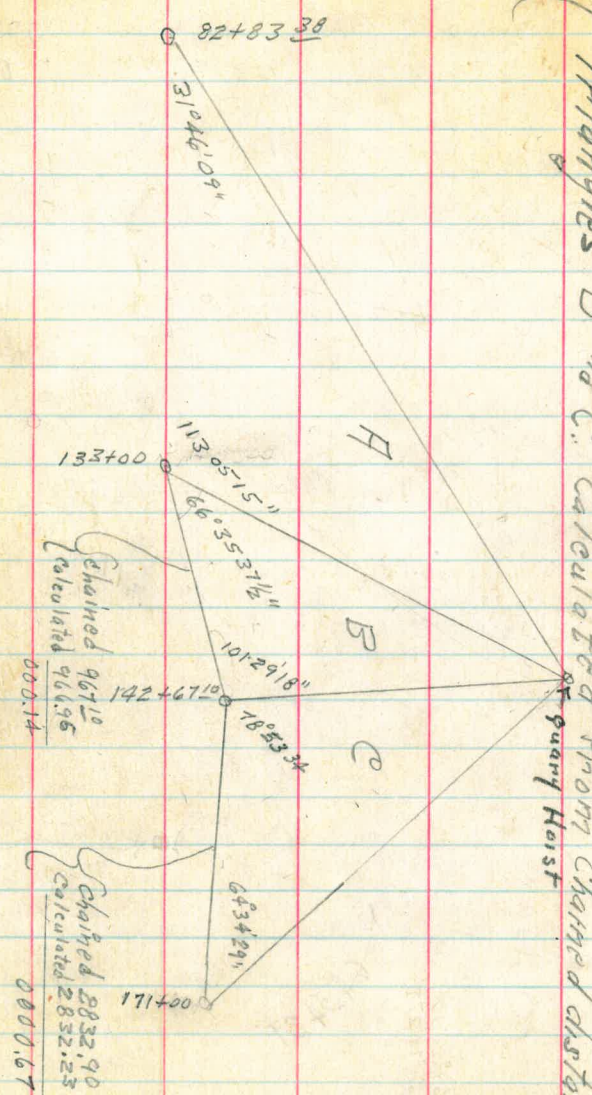
B 15
28



1 = 64° 34' 30"
4 = 258° 18' 00" = 64° 34' 30"
8 = 1500.35 1/2' = 64° 34' 30"

6927

Triangles B and C: Calculated from Chained distance (H)



Chained 967.10
Calculated 966.96
000.14

Chained 2832.90
Calculated 2832.23
000.67

(B)

Pipe Line
Lakeside to San Vicente

12-27-26

Van Horn
Drebert
Soper
Kanagy

Curve Data.

Curve between 177+61.24 and 183+05
 Radius = 600' T = 291.78' 25' Chords

Station	Degrees	
B.C. 177+61.24	0° 00'	
+75	0° 39'	
178+00	1° 50.5'	$\Delta = 57.52$ $R = 600$ $T = 291.78$ $LC = 547.52$
+25	3° 02'	
+50	4° 13.5'	
+75	5° 25'	
179+00	6° 36.5'	
+25	7° 48'	
+50	8° 59.5'	
+75	10° 11'	
180+00	11° 22'	
+25	12° 33.5'	
+50	13° 45'	
+75	14° 56.5'	
181+00	16° 08'	
+25	17° 19.5'	
+50	18° 31'	
+75	19° 42.5'	
182+00	20° 54'	
+25	22° 05.5'	
+50	23° 17'	
+75	24° 28.5'	
183+00	25° 40'	
E.C. +0580	25° 54'	

12-27-26
Van Horn
Drebert
Soper
Kanagy

36

Scale 1"=500'

Foresight on Mountain

80%
E.C. 201+
P.I. 201+02.36
B.C. 200+07.78
35.83

78%
E.C. 198+64.07
P.I. 198+
B.C. 197+81.85
197+24.85
30.87

Mag. N 20° W

Mag. N 31° 20' E

57° 52.5'
P.I. 183+05.80
180+53.02

B.C. 177+61.24

San Vicente Creek

Concrete Highway

Channel

175+50

172+97

172+42.6

6171+00

Backsight on 153

*Robert
Drebert*

Curve Data

Curve between 197+81.85 and 198+64.07

	Station	Degrees	$\Delta = 78^{\circ}31'$
B.C.	197+81.85	$0^{\circ}00'$	$R = 60'$
	198+00	$8^{\circ}40'$	$T = 49.02'$
	+25	$20^{\circ}35'$	$L.C. = 82.22$
	+50	$32^{\circ}32'$	
E.C.	+64.07	$39^{\circ}15.5'$	

Curve between 200+51.78 and 201+35.83

	Station	Degrees	$\Delta = 80^{\circ}16'$
B.C.	200+51.78	$0^{\circ}00'$	$R = 60'$
	+75	$11^{\circ}04.5'$	$T = 50.58'$
	201+00	$23^{\circ}01'$	$L.C. = 84.05$
	+25	$34^{\circ}57'$	
E.C.	+35.83	$40^{\circ}08'$	

Curve between 207+37.89 and 209+14.17

	Station	Degrees	$\Delta = 33^{\circ}39.5'$
B.C.	207+37.89	$0^{\circ}00'$	$R = 300'$
	+50	$1^{\circ}07'$	$T = 90.76'$
	+75	$3^{\circ}30'$	$L.C. = 176.28$
	208+00	$5^{\circ}53'$	
	+25	$8^{\circ}16'$	
	+50	$10^{\circ}40'$	
	+75	$13^{\circ}04'$	
	209+00	$15^{\circ}28'$	
	+14.17	$18^{\circ}50'$	

②

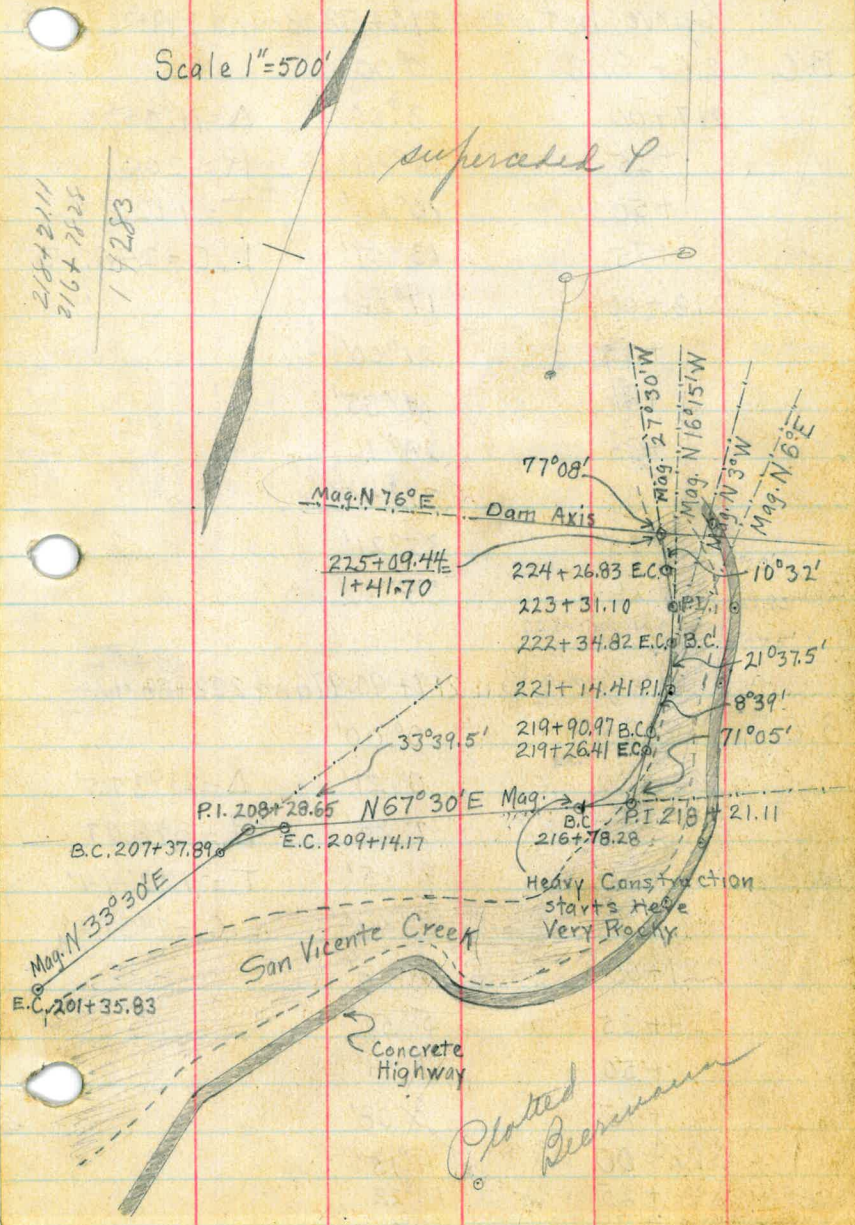
102.83

12-28-26
Van Horn
Drebert
Soper
Kanagy 32

Scale 1"=500'

superceded P

218+21.11
216+24.25
142.83



Curve Data

Curve between 216+78.28 and 219+26.41

B.C.	216+78.28	0°00'	
	217+00	3°06'	$\Delta = 71°05'$
	+25	6°41'	$R = 200'$
	+50	10°16'	$T = 142.83'$
	+75	13°57'	$L.C. = 248.13'$
	218+00	17°26'	
	+25	21°00'	
	+50	24°35'	
	+75	28°10'	
	219+00	31°45'	
	+25	35°21'	
E.C.	+26.41	35°32'	

Curve between 219+90.97 and 222+38.42 ³⁴⁸²

B.C.	219+90.97	0°00'	
	220+00	0°21'	$\Delta = 21°37.5'$
	+25	1°28'	$R = 646.07'$
	+50	2°35'	$T = 123.44'$
	+75	3°41'	$L.C. = 243.82'$
	221+00	4°48'	
	+25	5°55'	
	+50	7°01'	
	+75	8°08'	
	222+00	9°15'	
	+25	10°22'	
E.C.	+38.42	10°49'	

1-3-27
 Van Horn
 Drebert
 Soper
 Mackey
 Bisby

33

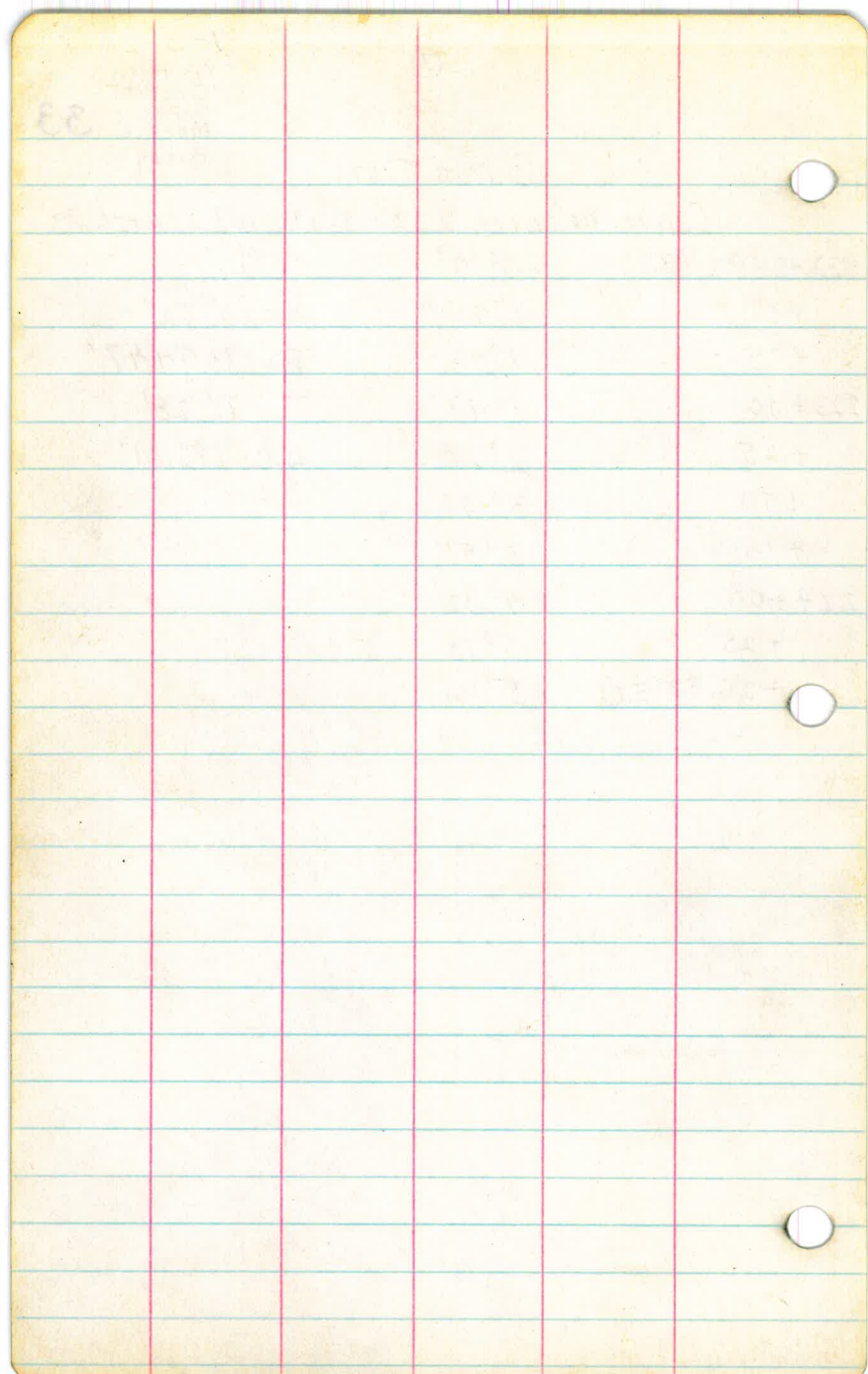
③

Curve Data

Curve between 222+34.82 and 224+26.83

222+34.82 (B.C)	0°00'	
+50	0°25'	$\Delta = 10^{\circ}32'$
+75	1°06'	$R = 1044.47'$
223+00	1°47'	$T = 96.28'$
+25	2°28'	$L.C. 192.01'$
+50	3°07'	
+75	3°51'	
224+00	4°32'	
+25	5°13'	
+26.83 (E.C)	5°16'	

90.97
 26.41
 64.56



ⓑ

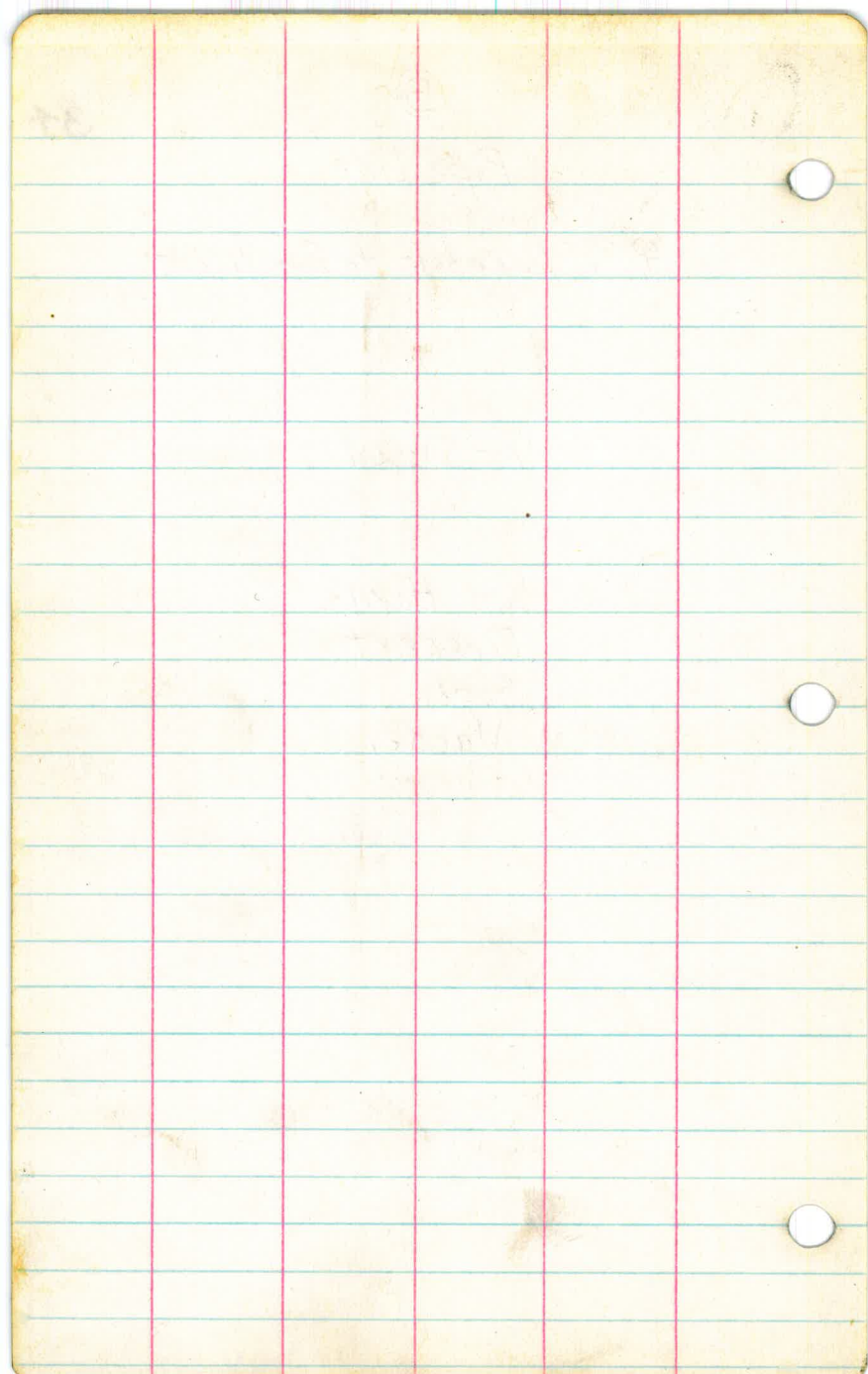
34

Pipe Line

R.P.'s Lakeside to San Vicente

1-3-27

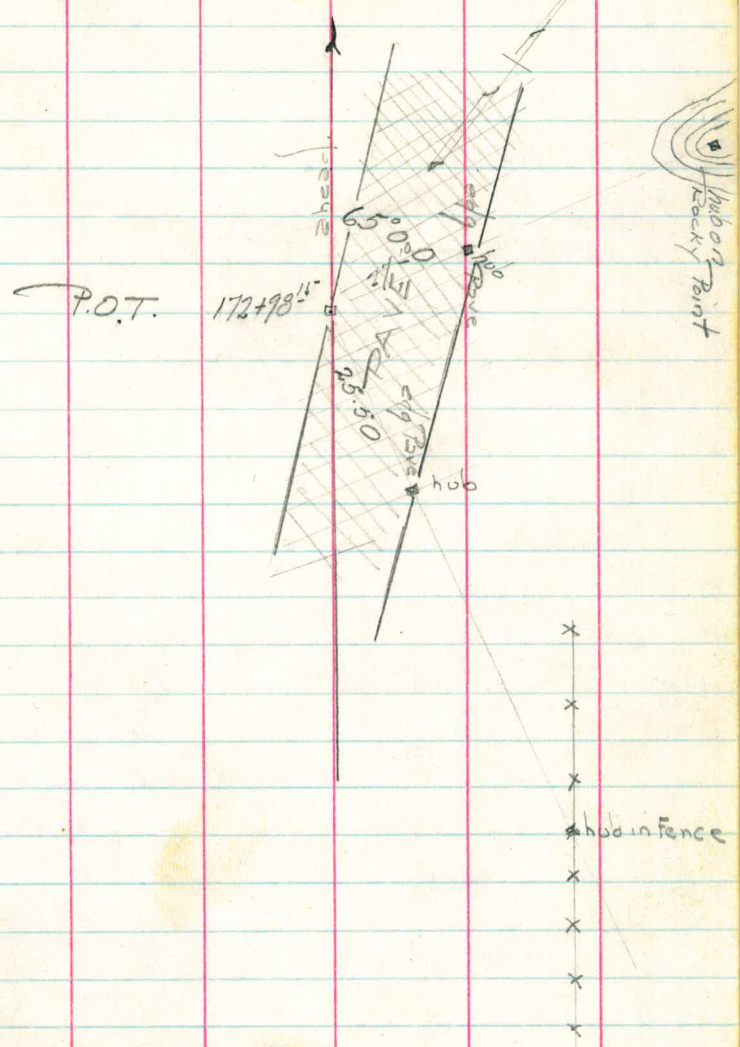
Van Horn
Drebert
Soper
Mackey



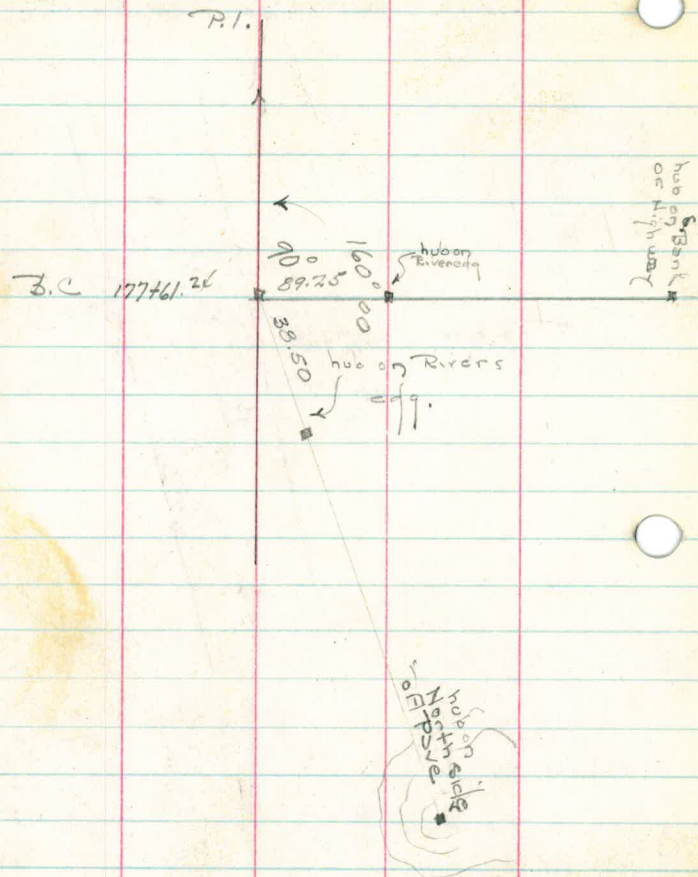
1-3-27
Van Horn
Graber
Soder
Mackey
Bisby

35

R.P.'s Lakeside to San Vicente Pipeline



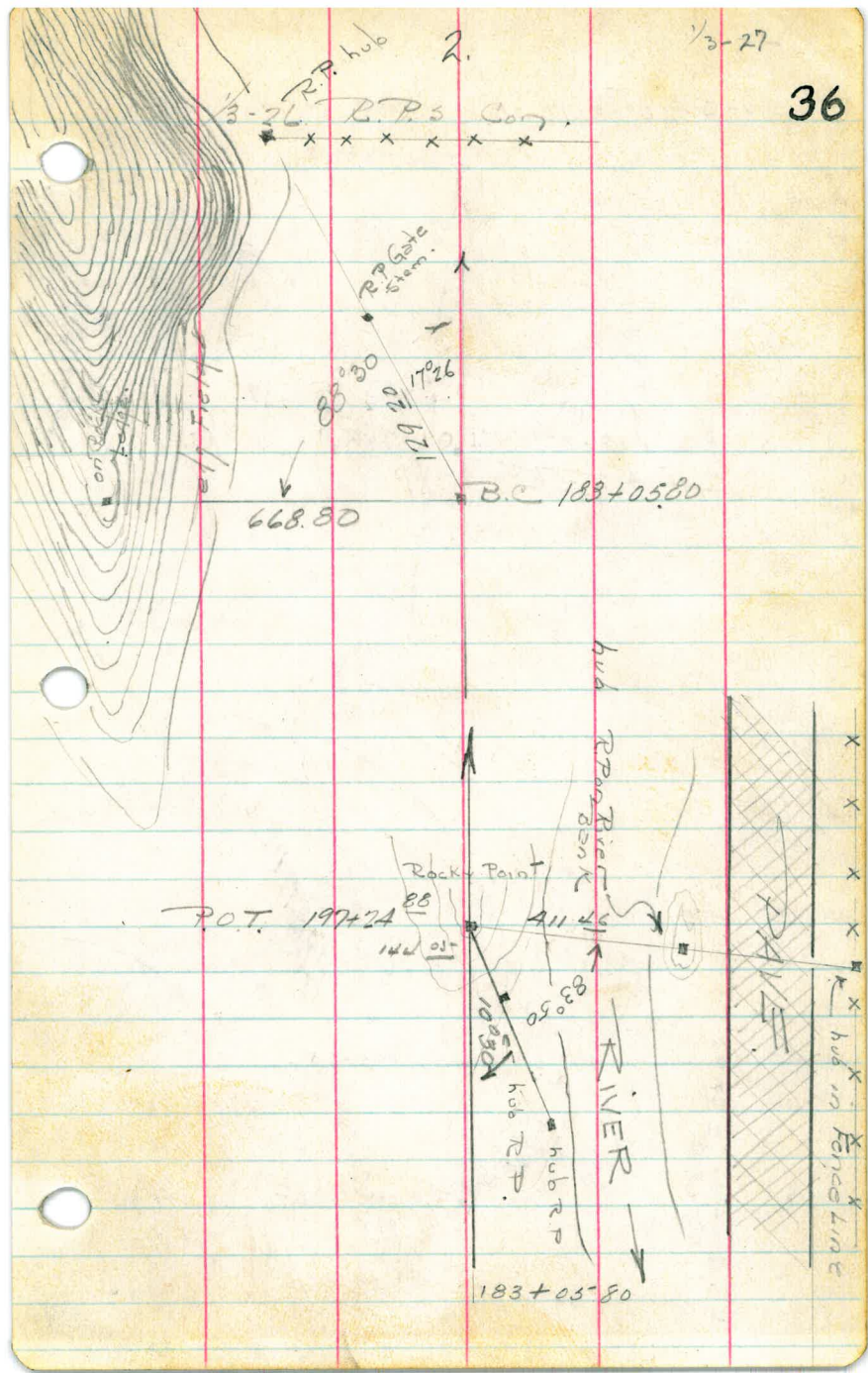
88 3-26 R.P.'s (Corr.)



1/3-27

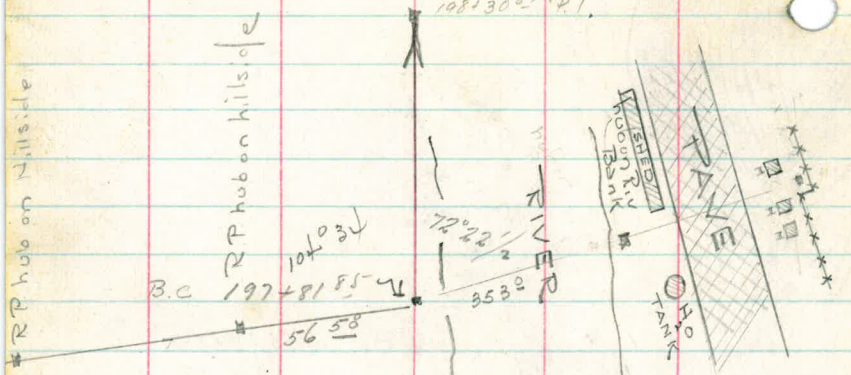
36

R.P. hub 2.
1/3-26 R.P.s Cont.



1-3-26 Con. R.P.

198+30.82 P.I.



hub R.P. →

201+02

hub on River Bank

166.24 Channel

R.P. 56.58 From B.C. 197+81.85

hub R.P. →

hub R.P.

35.33

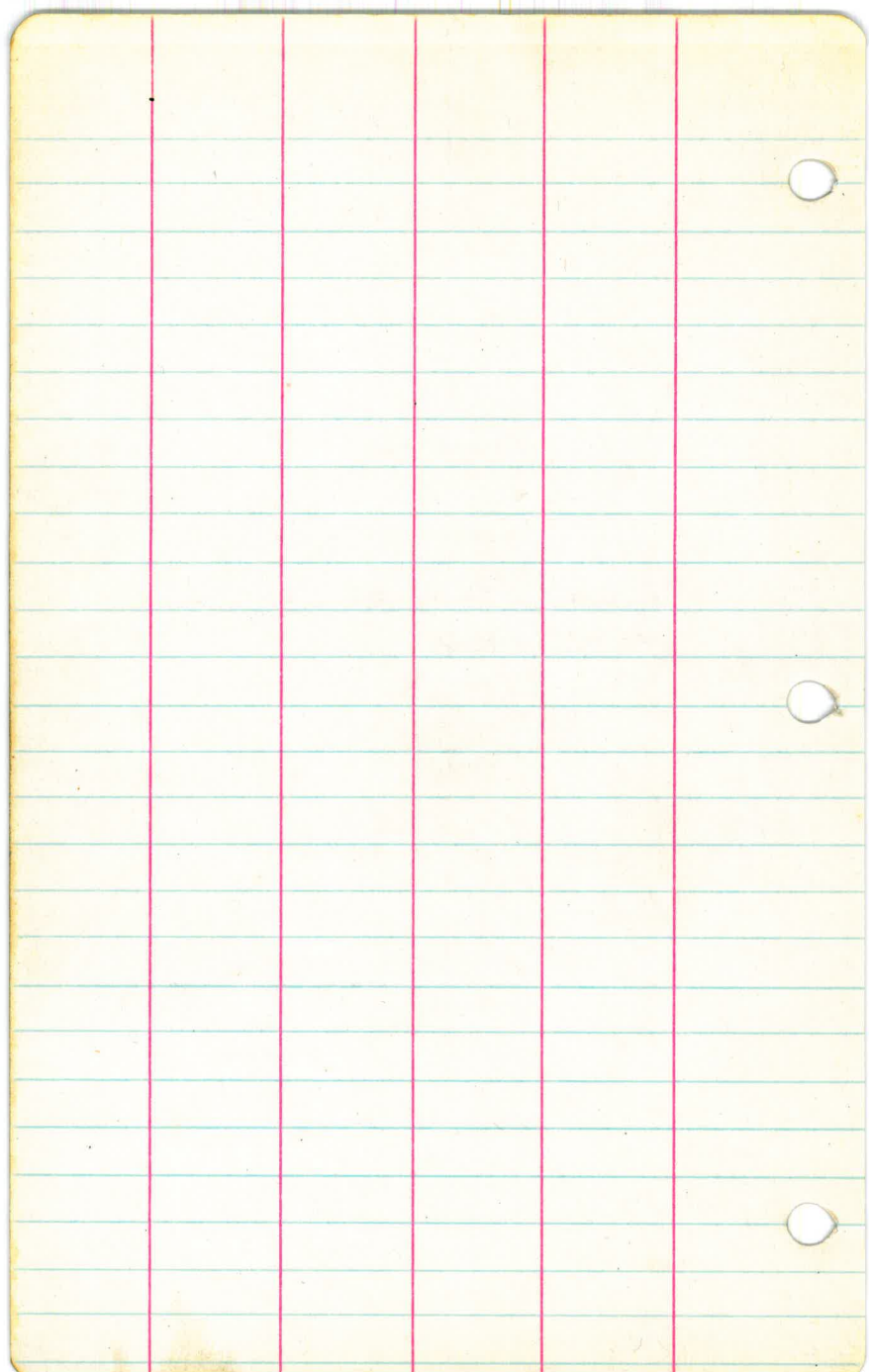
P.I. 198+30.82

E.C. 198+64.07

0.110

River

Reference Points For Line Change
sta 216+81.67 to Axis
11-15-27



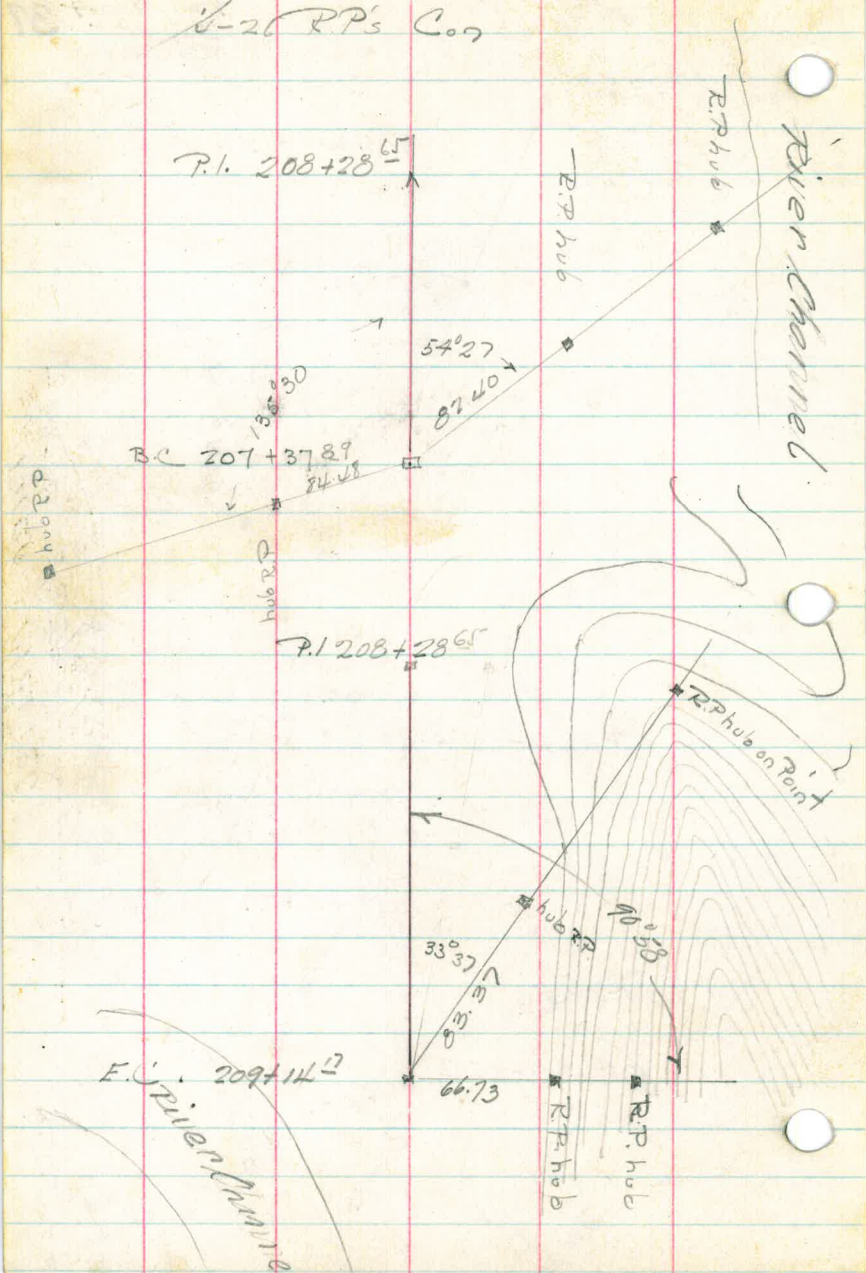
V-20 RPs Co.

P.I. 208+28.65

BC 207+37.89

P.I. 208+28.65

E. 209+14.12



Part 1 Same

38

15-27 R.P.s Cont

H.

RP hub on hillside

P.I. 218721

1615

19036

51508

8142

11700

10535

2500

2500

2500

2500

2500

2500

2500

2500

2500

2500

2500

2500

2500

2500

2500

2500

2500

2500

2500

2500

2500

2500

2500

B.C. 216781

Hudson Rock Point

Hub on Rock Point

P.O.T. 217695

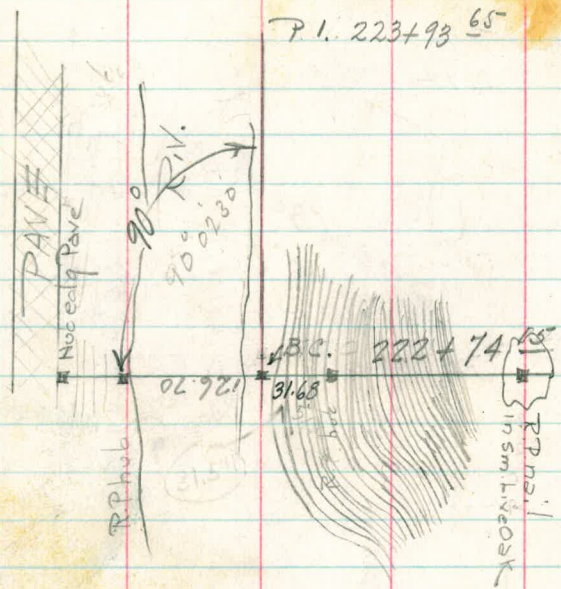
RIVER

River Channel

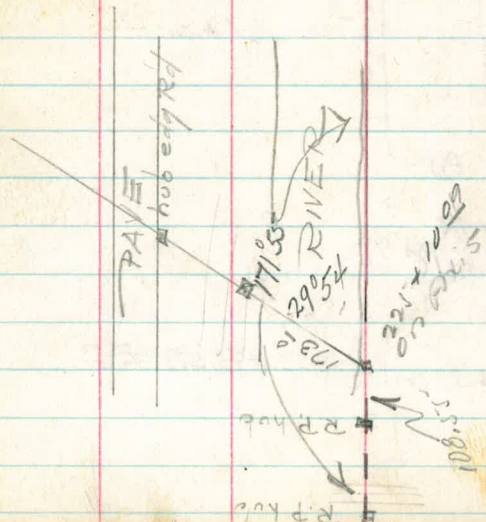
R.P. on

PIEMENT

P.I. 223+93.65



P.I. 222+93.65



①

Line Change

Pipeline - Lakeside to San Vicente

From Station 28+40¹⁶

to

Station

1-5-27

Van Horn - Inst.

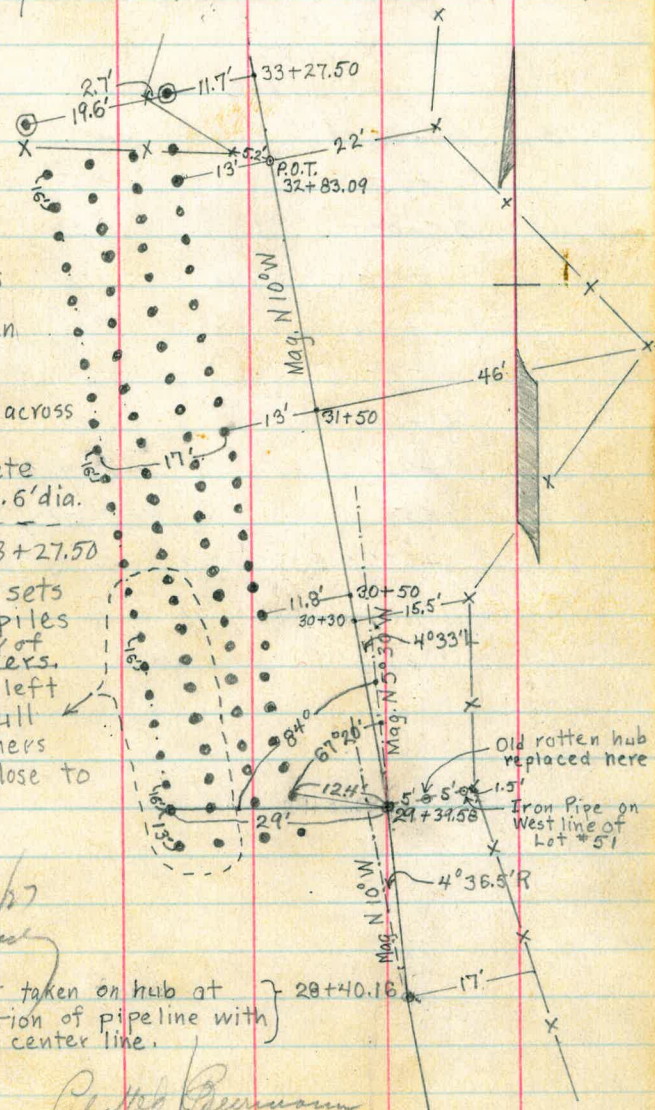
Drebert - Notes

Soper - Hd. Ch.

MacKey - Rx. Ch.

Distance		HI	Elev	
	28+40 ¹⁶	12-06 R 4-36 1/2 R	404.9	4.9 4.8 400.1
	N 25° 06 E		5.4	399.4
450'		1-32 R	4046-5.1	4.5
	N 3-38 E			400.1
1190		90° 00 W	405.1	5.0
	N 86-22 W		5.2	
101'		86-11 R	405.0	399.9
	N 0-11 W		4.4	
1275		75-03 R	412.6	12.0 3.7 400.6 = 399.7
	N 74-52 E			
1480		98-21 R	416.3	411.3 = 413.9 2.6 *
	S 6-47 E			
1050		39-56 R		8.1 4.9 408.2 = 410.9
	S 33-09 W		413.1	
475		22-23 L		4.8 5.0 408.3 = 411.4
	S 10-46 W		413.4	
760		19-11 R		7.2 4.1 406.2 = 409.8 3.6
	S 11-59 W		411.2	
365		36-09 R		8.2 5.3 403.1 = 411.1
	S 48-06 W		408.4	
860		19-15 R		5.5 5.0 402.9 = 407.9
	S 67-21 W		409.9	
455		77-26 L		7.5 4.8 400.4
	S 10-05 E	10-05	405.2	4.8 400.4

Line Change
 Pipe line - Lakeside to San Vicente.



All distances on piles taken to center.
 • wooden pile 1' across
 • concrete piers 3.6' dia.

To station 33+27.50 there are 24 sets of wooden piles and one pair of concrete piers. These piles left standing full length, others sawed off close to ground.

*Product Pipe
 Remains*

Backsight taken on hub at intersection of pipeline with railroad center line.

Clotted Reumann

Curve Data P.I. 35+57.75

Δ 12°46' R

R 1000

T 111.87

L.C. 222.82

B.C. 34+45.88

Defl. :

+75

0°50

35+00

1°33

+25

2°16

+50

3°00

+75

3°43

36+00

4°26

+25

5°09

+50

5°51

+68.70

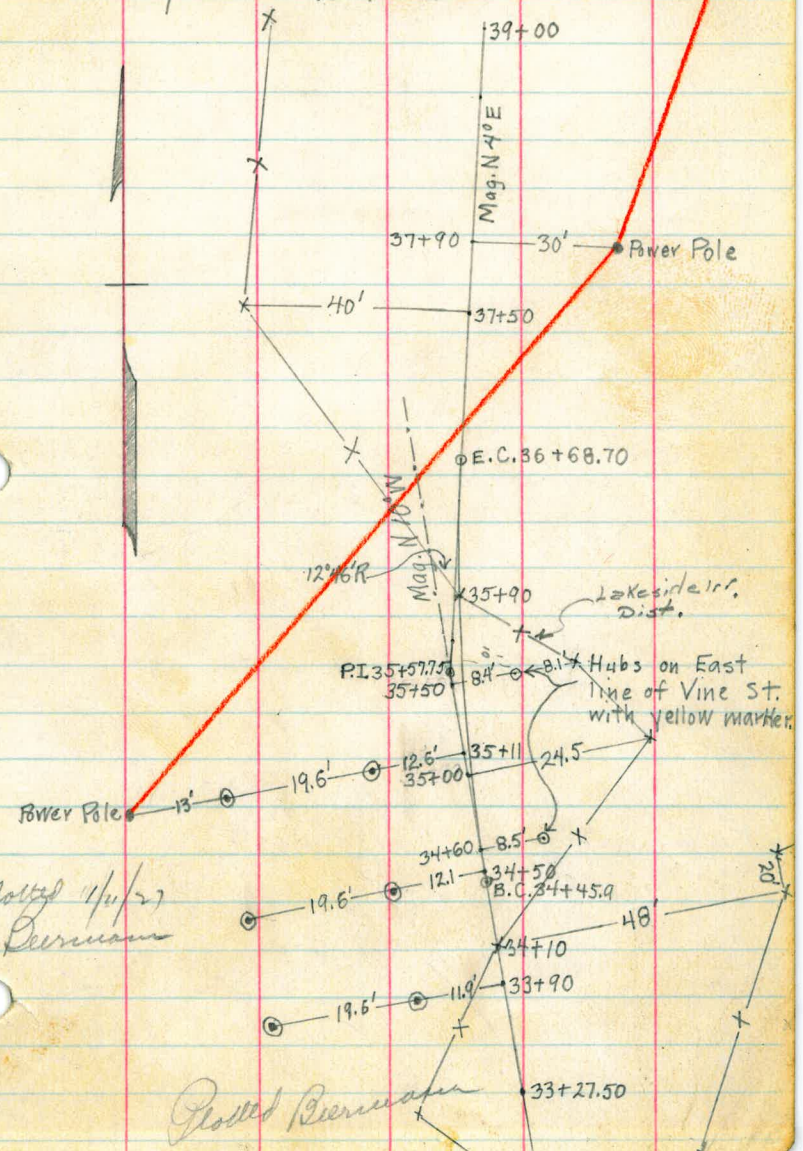
6°23

②

1-5-27
Van Horn
Drebert
Speyer
Mackey

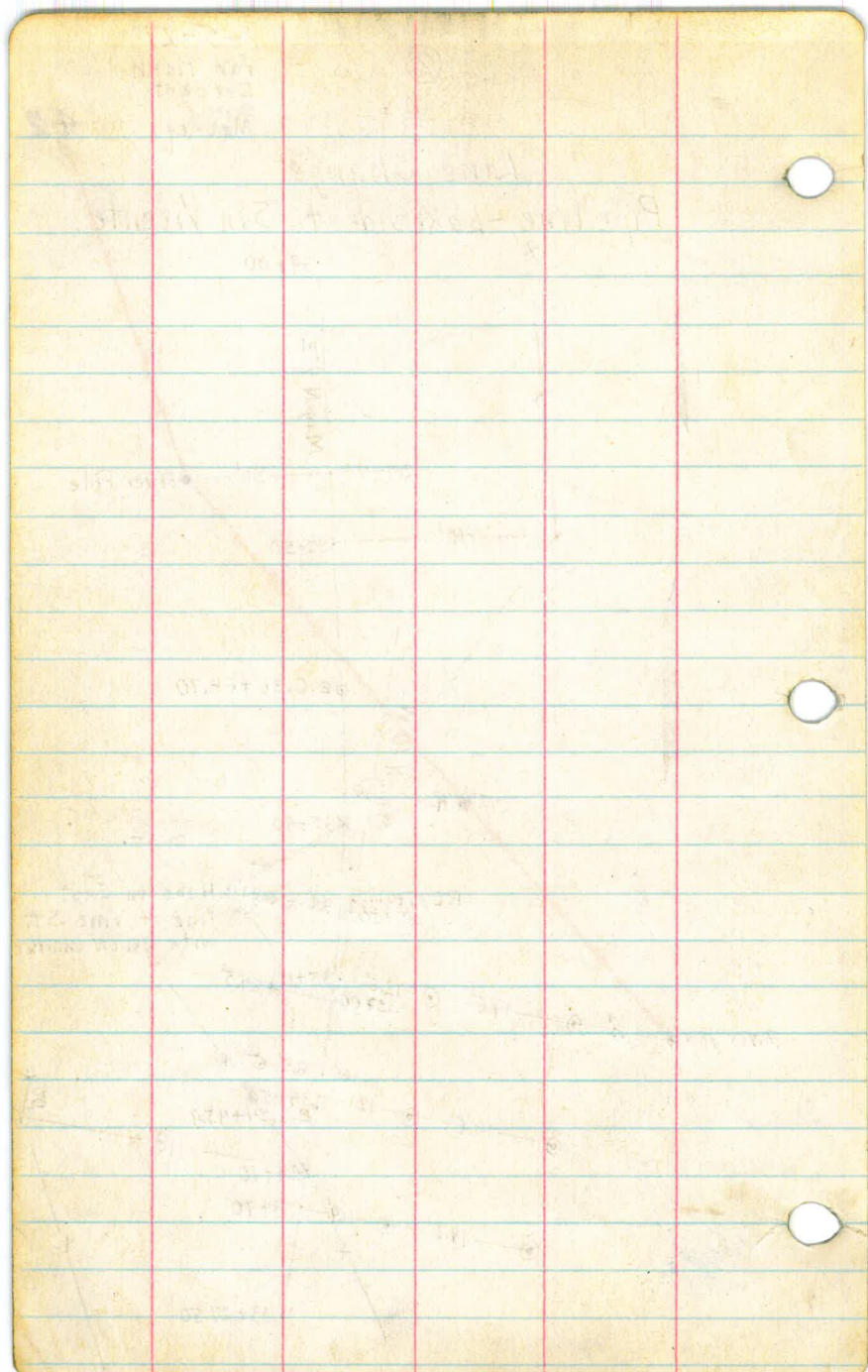
42

Line Change Pipe line - Lakeside to San Vicente.



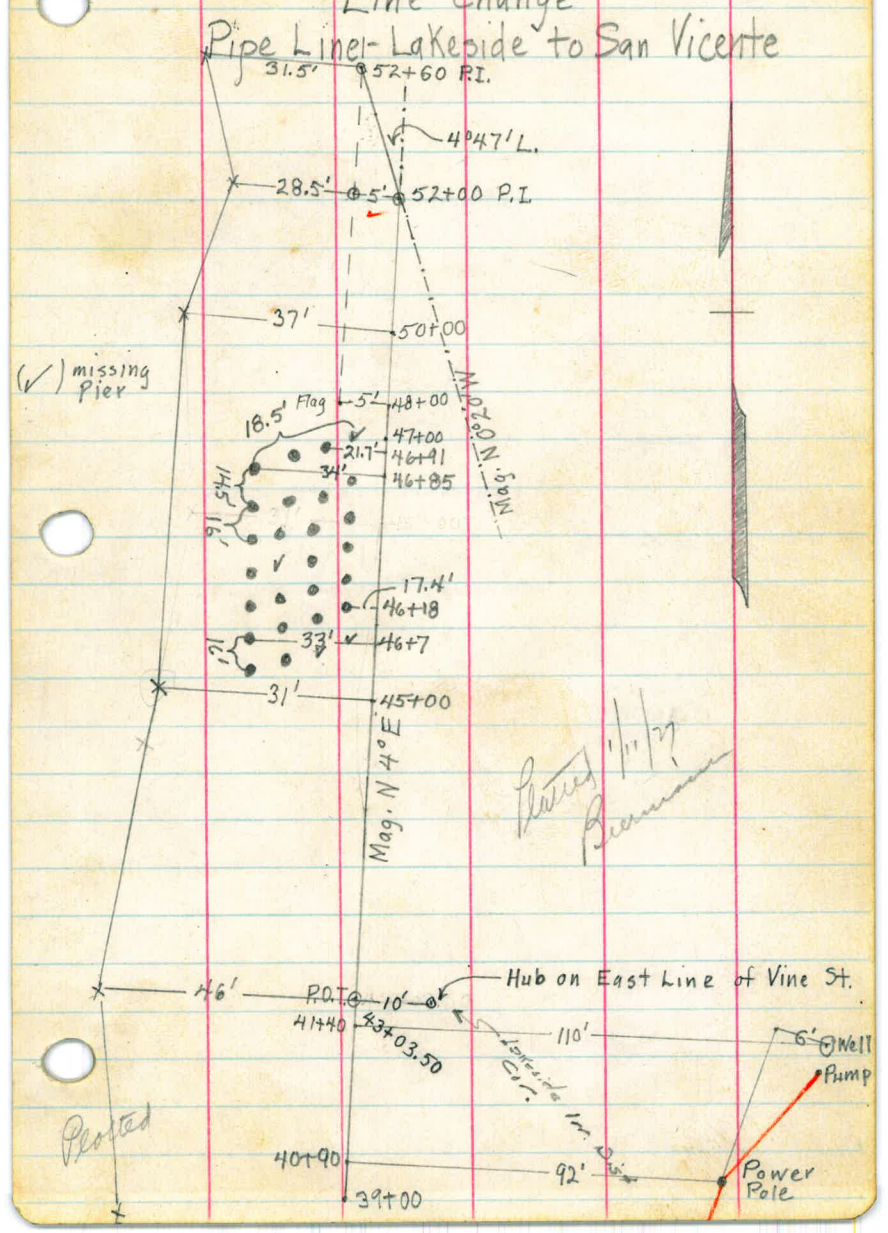
Plotted 4/1/27
Deermann

Plotted Deermann



1-6-27
 Van Horn
 Drebert
 Soper
 Mackey **73**

③
 Line Change
 Pipe Line - Lakeside to San Vicente



5-9.69
53-59.4
4-09.6

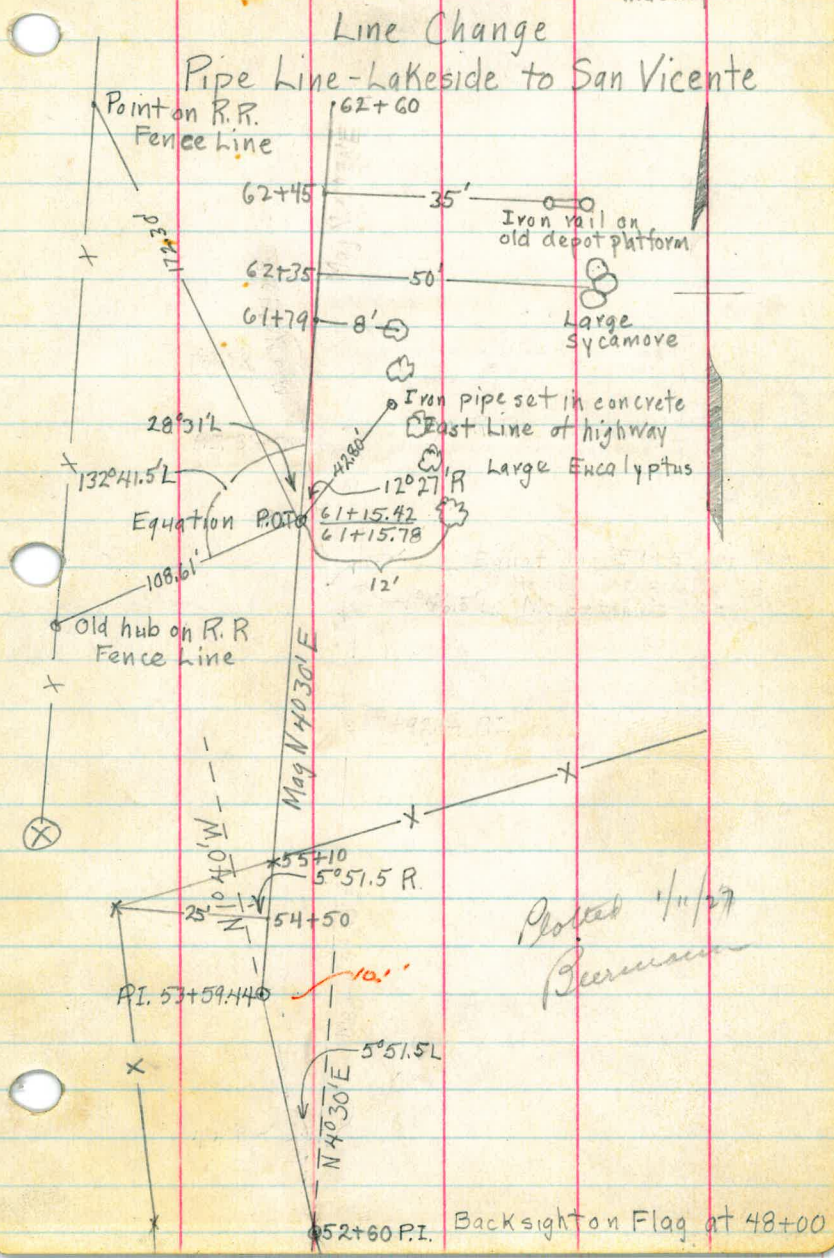
(4)

1-7-27
Van Horn
Drebert
Soper
Machey

44

Line Change

Pipe Line - Lakeside to San Vicente



78 46.8
16 02.9
2 49.9
31

274.4
157
493
380

74 44.7
71 07.2
37.1

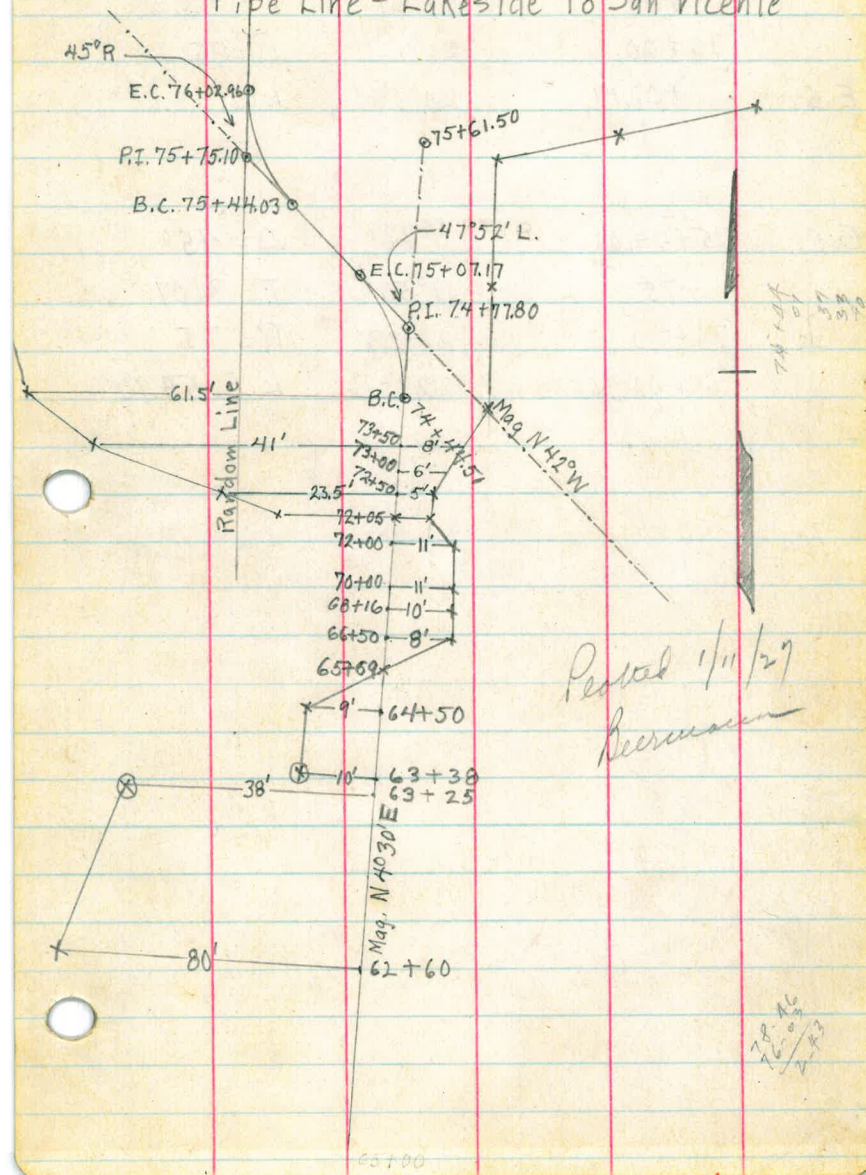
31
371
382
10113

Equation B.C. equals 78+09.78 on random.

1-7-27
Van Horn
Drebert
Super
Mackey

45

Line Change
Pipe Line - Lakeside to San Vicente



Curve Data

B.C.	74+44.51	0°00'	$\Delta = 47^{\circ}52'$
	+75	11°39'	$T = 33.29'$
	75+00	21°12'	$R = 75'$
E.C.	+07.17	23°56'	L.C. 62.66'

B.C.	75+44.03	0°00'	$\Delta = 45^{\circ}$
	+75	11°50'	$T = 31.07$
	76+00	21°23'	$R = 75$
	+02.96	22°30'	L.C. 58.90'

$N = 5174.96$
 $S = 8.15$
 5166.81
 North
 $E = 1596.03$
 $W = 1514.18$
 81.85

Station	Distance	Bearing	Sin Cos.	North	South	East	West
P.N. End West							
A	261.83	S 88° 13' W			8.15		261.70
B	1968.49	N 36° 57' W		1573.14			1183.30
B.	300.00	N 20° 13' E		281.52		103.67	
C	4400.00	N 1° 38' W		439.82			12.54
D	6000.00	N 39° 46' E		461.20		383.80	
E	6000.00	N 5° 13' E		578.96		157.48	
F	6000.00	N 5° 25' W		597.32			56.64
G	4400.00	N 54° 40' E		254.47		358.95	
H	9000.00	N 39° 44' E		692.13		575.30	
I	29688	N 3° 15' E	S. 05669	29640		16.83	
J			C. 99839				
Totals				5174.96	815	1596.03	1514.18

B

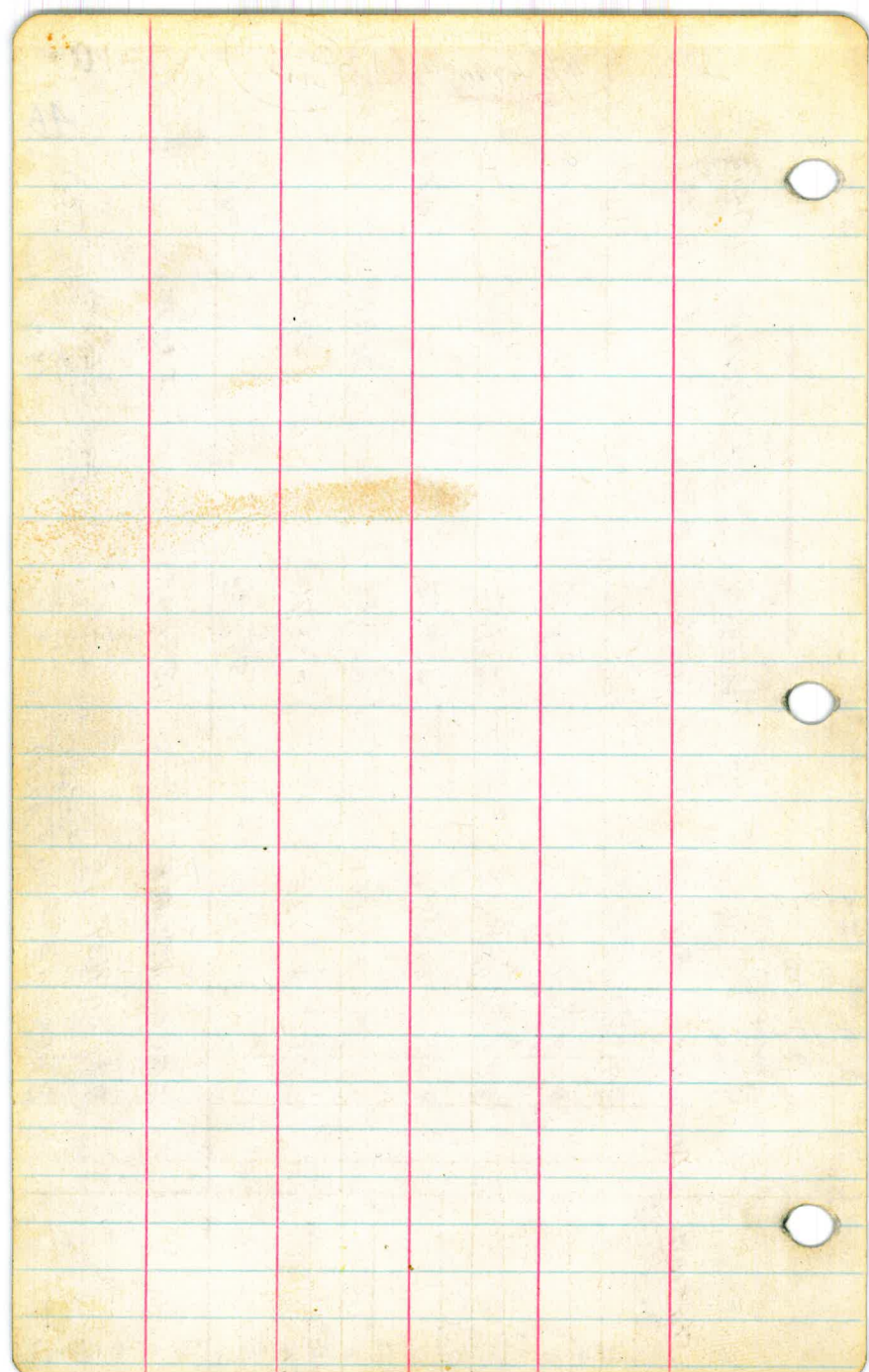
Red Triangle

1

Random Line

-10-

46



'B'

Line Change Sta 216+81.67
to 225+10.09 Lakeside
to San Vicente Pipe Line

1-12-27

Van Horn

see level notes for Profile

1-2-27
Van Horn
Dresser
3060
Mackey

Line Change sta 216+81.67
to sta 225+10.09 Lakeside to
San Vicente

Curve Data

B.C.	216+81.67	#	
	217+00	2°37	
	+25	6°13	469°46
	+50	9°49	R 200
	+75	13°25	T 139.44
	218+00	17°01	L.C 213.53
	+25	20°37	
	+50	24°13	
	+75	27°50	
	219+00	31°14	
	+25.2	34°53	

48

1-12-27

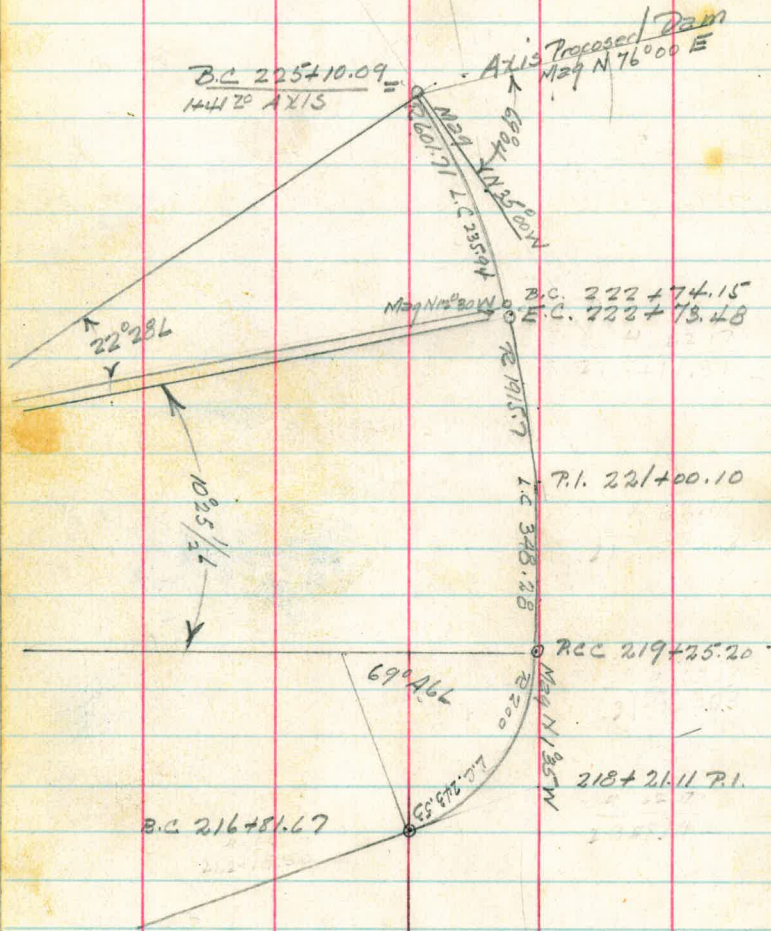
Line Change (Con)

Curve Data

P.C.C.	217+25.2	0	
	+50	0°22	
	+75	0°44	
	220+00	1°07	$\Delta 10^{\circ}25\frac{1}{2}L$
	+25	1°29	R 1915.66
	+50	1°52	T 174.90
	+75	2°15	L.C. 348.28
	221+00	2°38	
	+25	3°00	
	+50	3°23	
	+75	3°45	
	222+00	4°07	
	+25	4°30	
	+50	4°53	
E.C.	+73.48	5°13	
B.C.	222+74.15	0°00	
	223+00	1°14	
	+25	2°25	$\Delta 22^{\circ}28L$
	+50	3°36	R 601.71
	+75	4°48	T. 119.5
	224+00	5°59	L.C. 235.94
	+25	7°11	
	+50	8°22	
	+75	9°34	
	225+00	10°45	
	+10.09	11°14	

50a

1-12-26 (3)
Party same



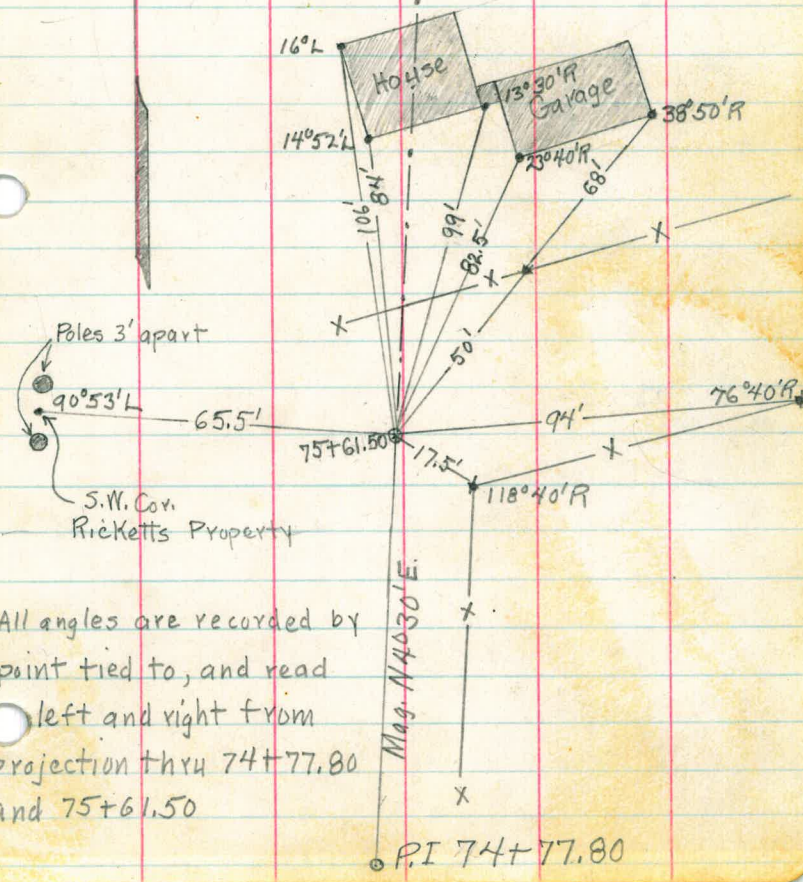
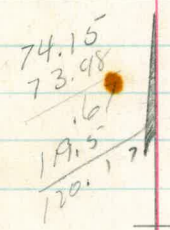
Robert
Bernard

1-8-27
Van Horn
Drebert
Soper
Mackey

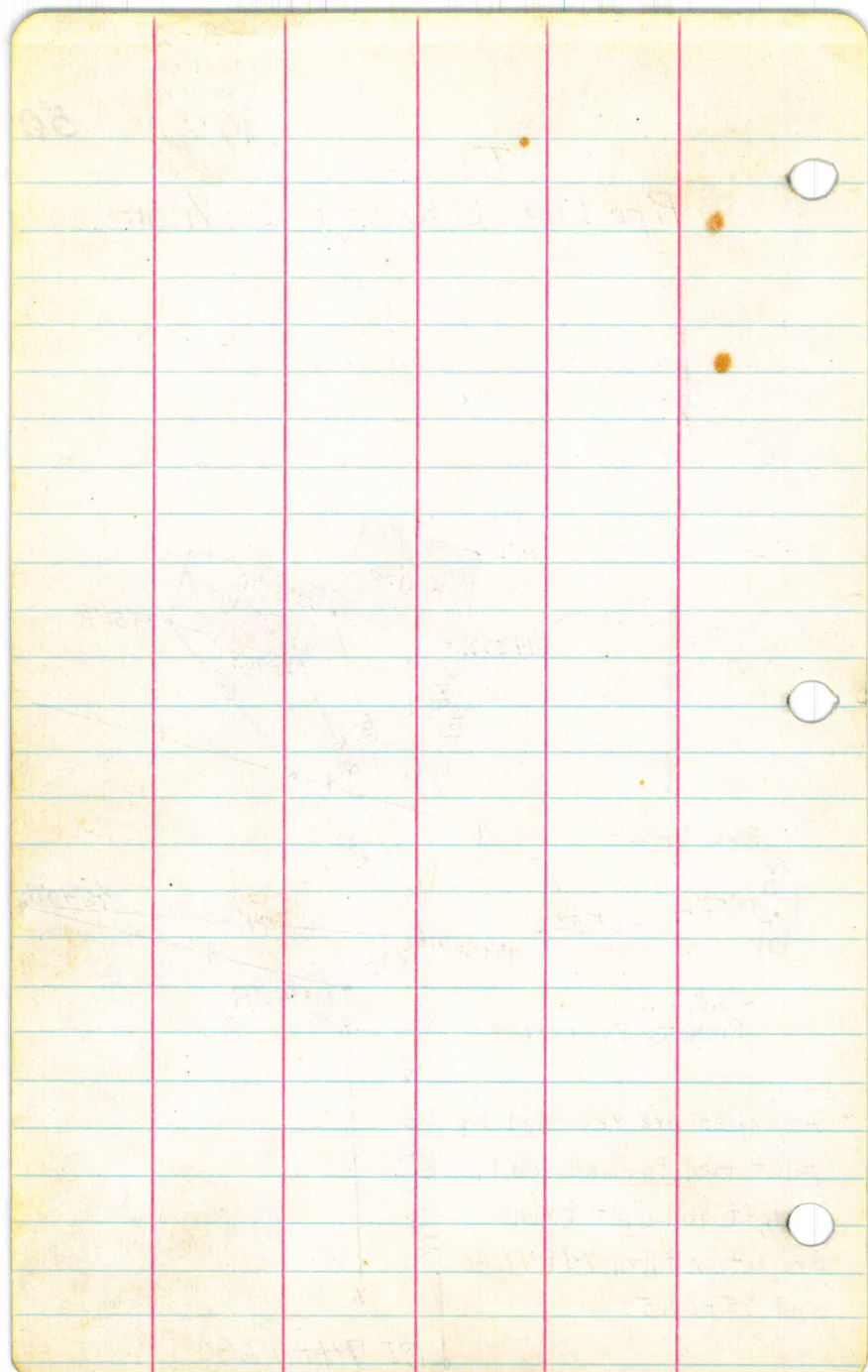
50

Ties

Pipe Line - Lakeside to San Vicente



All angles are recorded by point tied to, and read left and right from projection thru 74+77.80 and 75+61.50



(B)

Jan. 14, 1927 51

M. Glover,

L. Drebert

R. Bisbee,

R. Bush.

Ties to pipe line from township Cor.
at Foster

Transit on Tp. Cor. foresight on $\frac{1}{4}$ Cor. on
top of hill north of Tp. Cor.

Set straddlers on pipe line and intersected
pipe line and Tp. line.

Set up on point of intersection, foresight
on pipe line P.O.T. $216+60^{\frac{95}{}}$, backsight
on Tp. Cor.

Angle to right.

2)

(B)

52

1/4 Cor.

P.O.T.

208+36.80

208+28.68

216+60.95

P.O.T.

111° 16' 30"

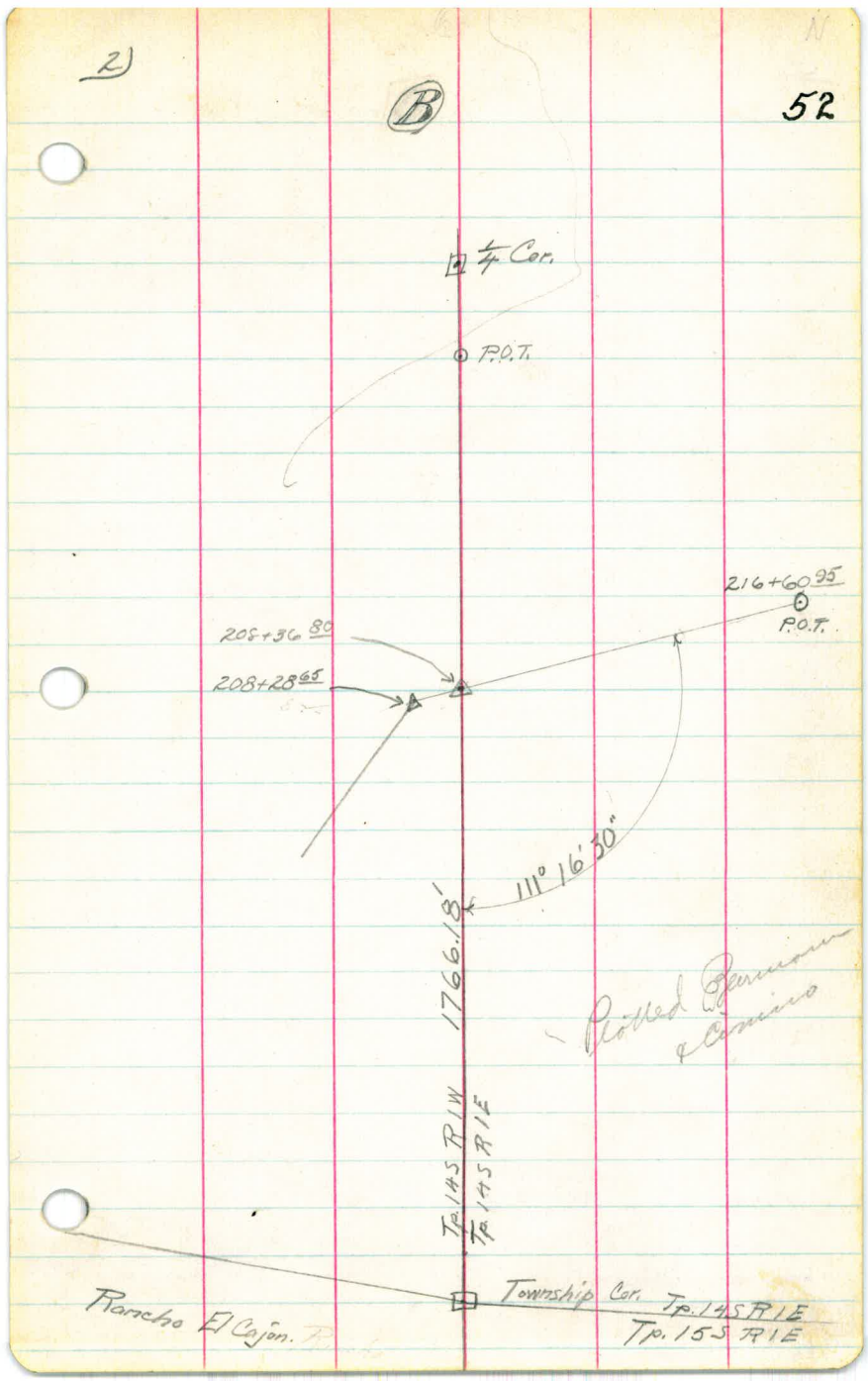
1766.18'

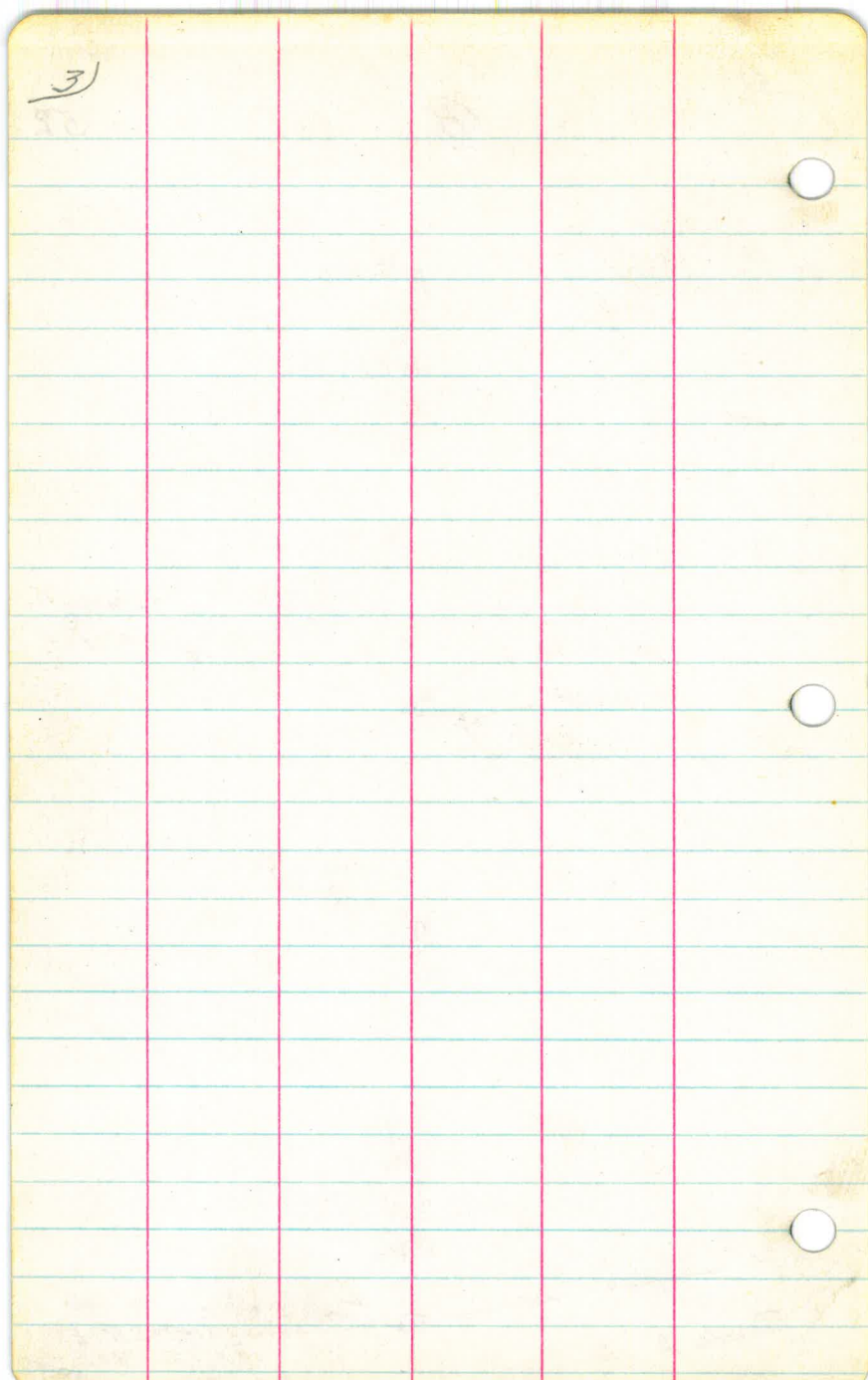
Tp. 145 R1W
Tp. 145 R1E

Plotted Perimeter
& Camino

Parroquia El Cajon. P.

Township Cor. Tp. 145 R1E
Tp. 155 R1E





4)

-B-

Jan. 14, 1927

53

N. Glover.

L. Drebert

R. Bisbee

R. Bush.

Tie to Pipe Line at Easter from
Township Cor.

Transit on Tp. Cor, foresight on flag
on fence corner on grant line west of
Tp. Cor.

Set straddlers on pipe line and
intersected pipe line with grant line.

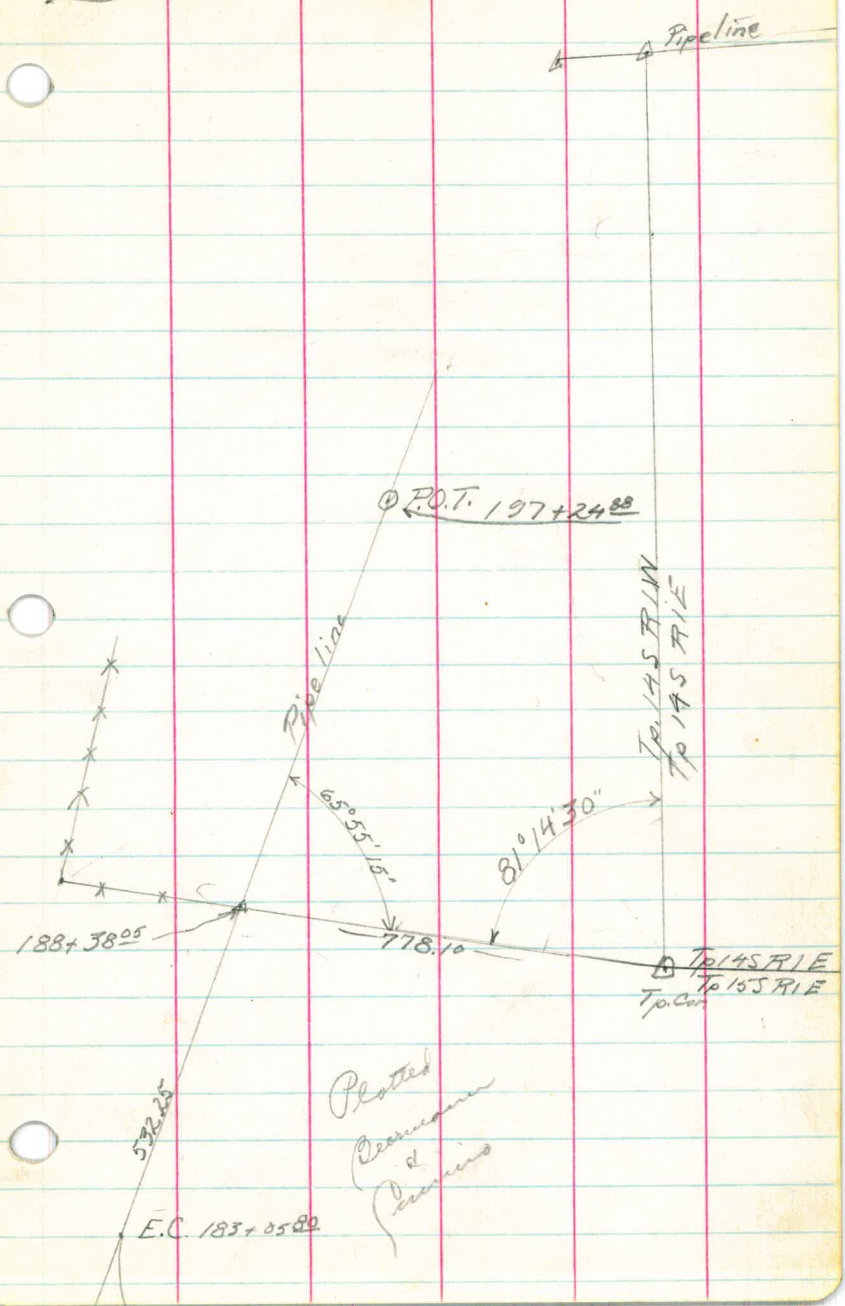
Set Transit on point of intersection,
foresight on P.O.T. or pipeline
backsight on Tp. Cor.

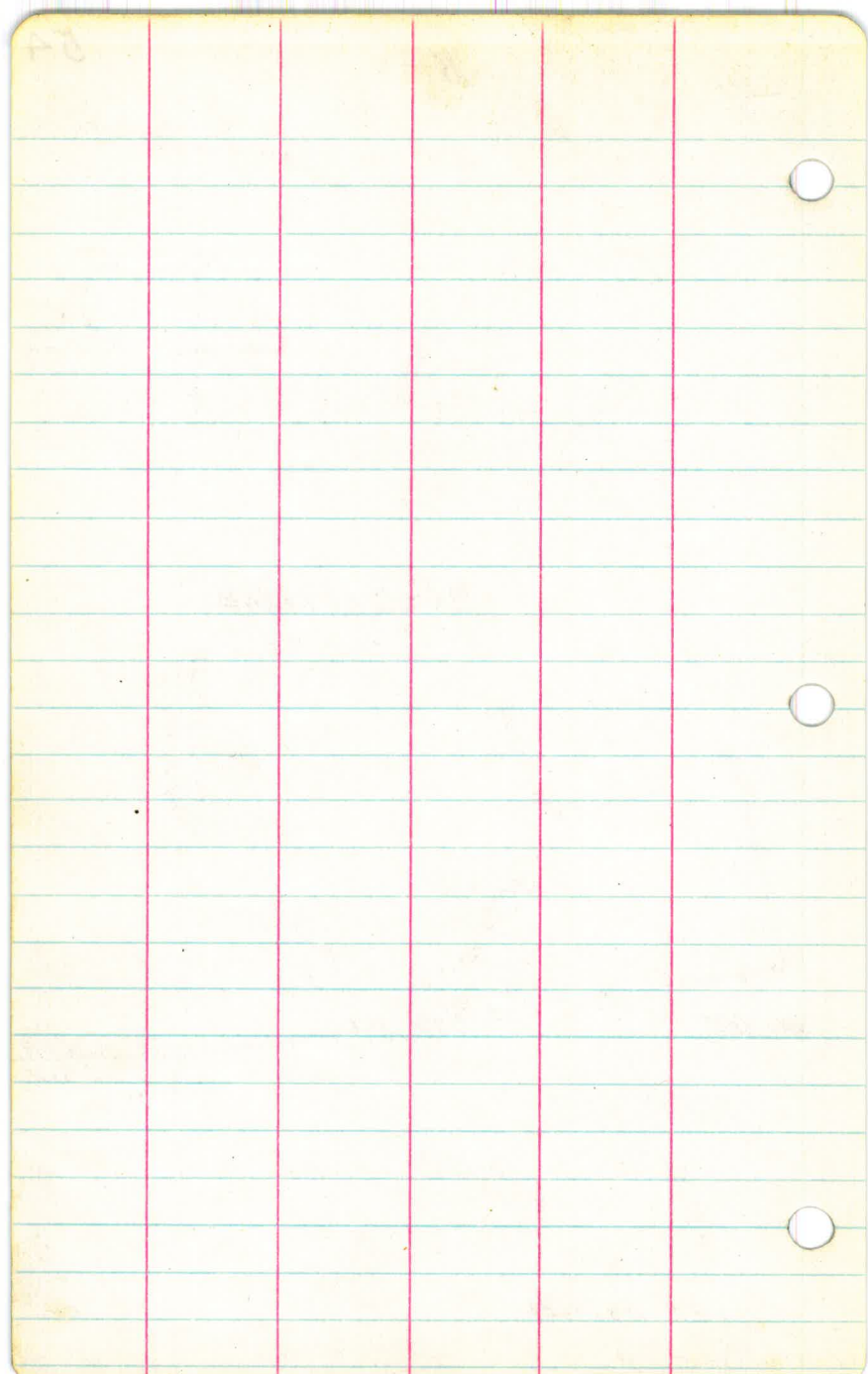
Angle to right

6

B

54



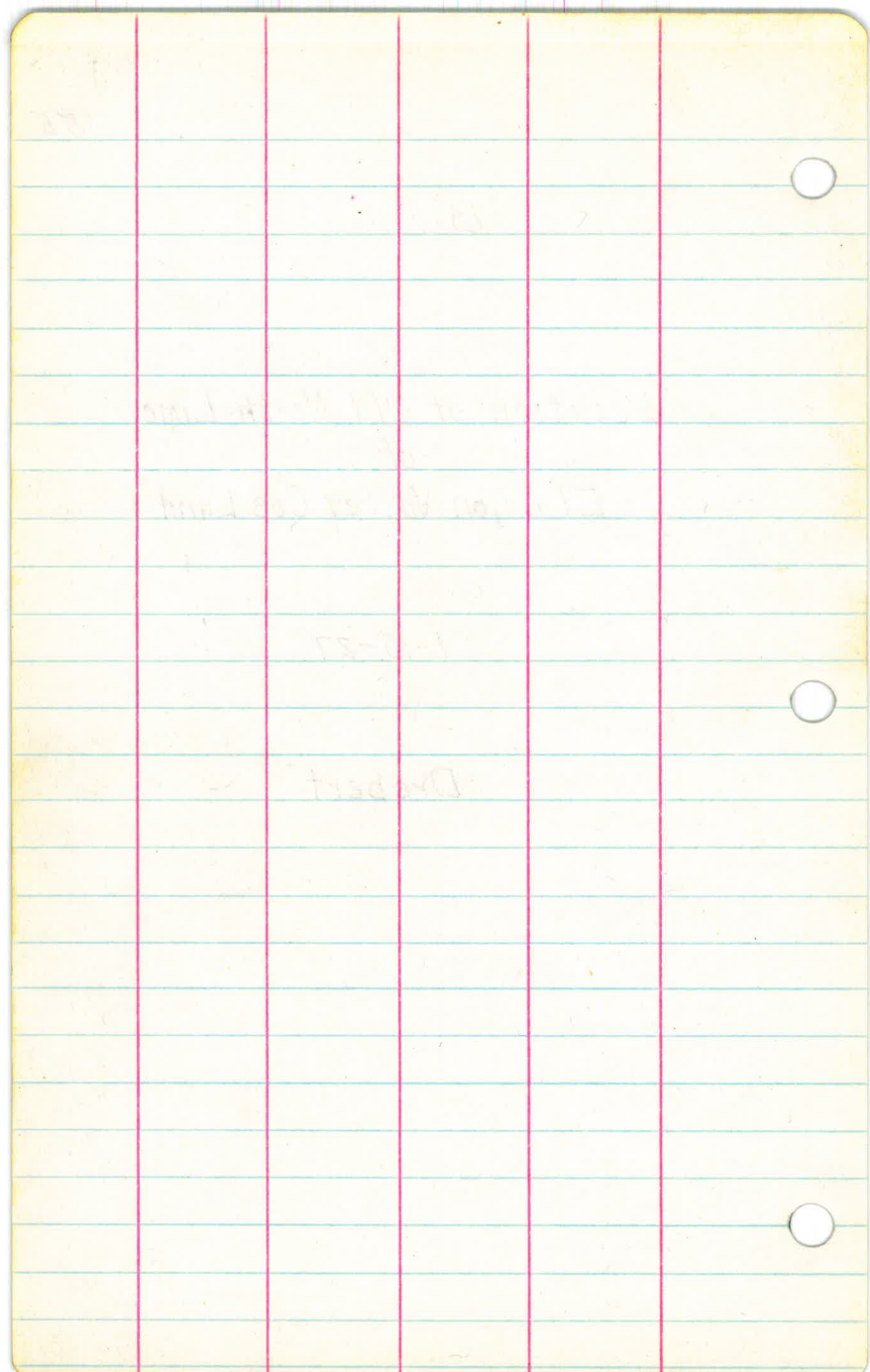


"B"

Location of Old North Line
of
El Cajon Valley Co's. Land.

1-15-27

Drebert

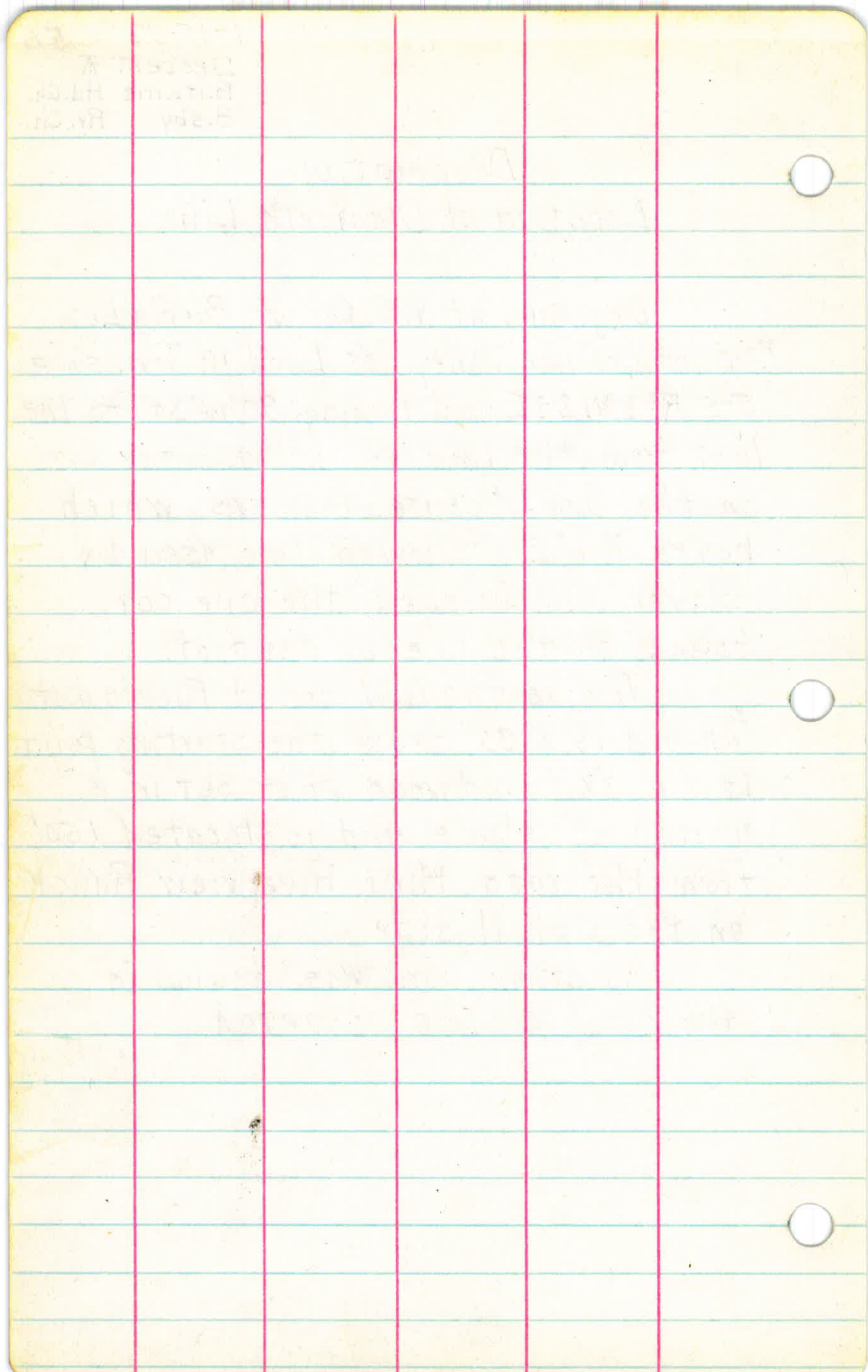


Description
Location of Old North Line

Beginning at N.E. Cor. of Pueblo Lot #210 of El Cajon Valley Co's. Land in Township 15-S. R. 1 W & 1 E and turning $80^{\circ}14'30''$ to the left from the line to the quarter cor. on the San Vicente dam axis, which bears $N1^{\circ}E$, followed line used by Glover and missed the one cor. found on the line by one foot.

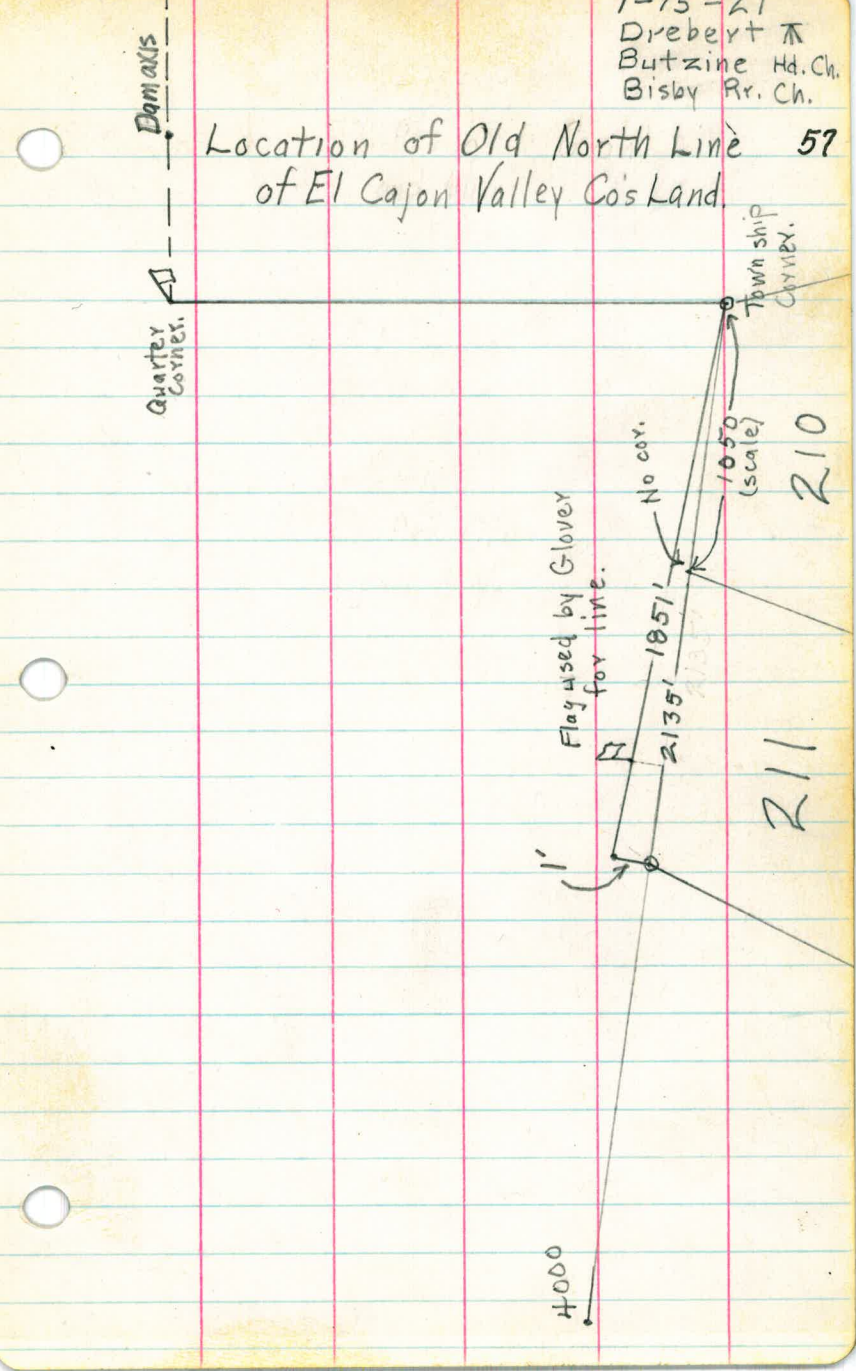
This is the N.W. cor. of Pueblo Lot #211 and is 2135' from the starting point. It is a 3'x3' redwood post set in a mound of stone and is located 150' from the road thru Riverview Ranch on the uphill side.

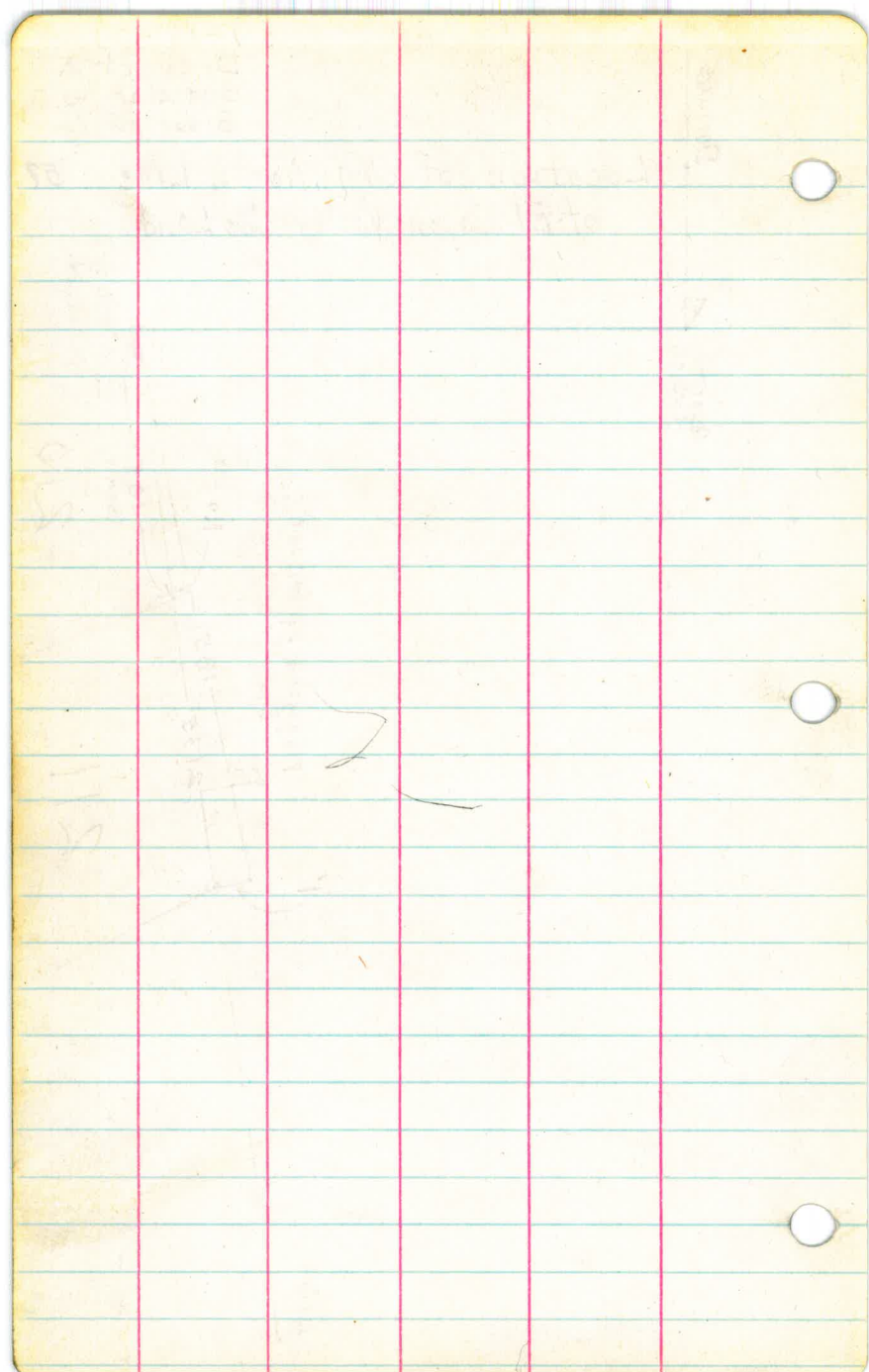
No other cor. was found in the 4000' of line covered.



1-15-27
Drebert ∇
Butzine Hd. Ch.
Bisby Pr. Ch.

Location of Old North Line of El Cajon Valley Co's Land 57





Continued from 58
page 25 Ferguson

Transit Notes of
Pipe Line Change
From Sta. 28+84.99
to 98+84.42 = 85+56.75 ahead.
And Location of
Offset Hubs + Reference
Points to San Vicente Dam.

1

32+50

32+00

31+50

31+00

30+50

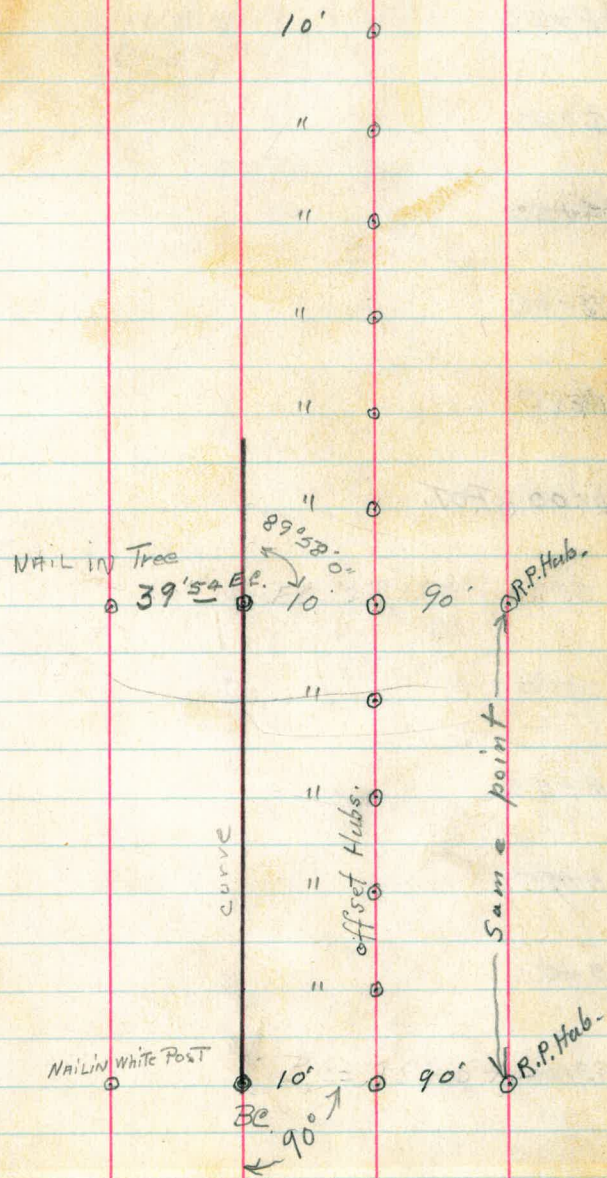
30+00

29+84 ²³	EC	28°37'45"	}	Δ 57°15'30" A
	C = 9.92			R. 100 FT
+75		25°47'08"		S.T. 54.59
	C = 24.935			L.A. 99.94
+50		18°37'25"		P.I. = 29+39.58
	C = 24.935			
+25		11°27'43"		
	C = 24.935			
29+00		4'18" 0"		
	C = 14.996			

28+84²⁹ B.C. of B³ Line = 28+84²⁹ P.O.T. B Line

H

591



2

38+50

38+00

37+50

37+00

36+50

36+00 ROT.

35+50

35+00

34+50

34+00

33+50

33+00

£

60

10'

•

"

•

"

•

"

•

"

•

"

•

"

•

off set Hubs

"

•

"

•

"

•

"

•

10'

•

3

over

43+00

42+65⁵⁰ = 6" Vitrified Pipe Sticking up in sand 18'

42+50

42+00

41+50

41+00

40+50

40+00

39+50

39+00

3

61

⊕

10' ⊕

" ⊕

" ⊕

" ⊕

" ⊕

" ⊕

" ⊕

" ⊕

" ⊕

offset Hubs.

4

47+00

46+50

46+00

45+50

45+00

44+50

44+00

See Intro on page
back of book

43+83.9'	EE	21°13'31"	= P.O.T. B'line 47+93.88
C = 8.84			Δ 42°29'10" Left.
+75		18°41'36"	R = 100 FT
C = 24.935			S.T. 38.875
+50		11°31'53"	L.A. 74.155
C = 24.935			
+25		4°22'10"	P.I. STA
C = 15.22			43+48.63 = 47+55
43+09.25	BC	09°00"	B'line

~~E~~

4

62



10'

"

"

"

"

"

"

"

"

"

"

10'

B.C

10'

R.P. Hub.
100'

R.P. Hub.
90'

EE

same point

R.P. Hub.
100'

R.P. Hub.
90'

Hub.

offset Hubs.

offset Hubs.

16' 90°

10'

10'

5-

53+00

52+50

52+00

51+50

51+00

50+50

50+00

49+50

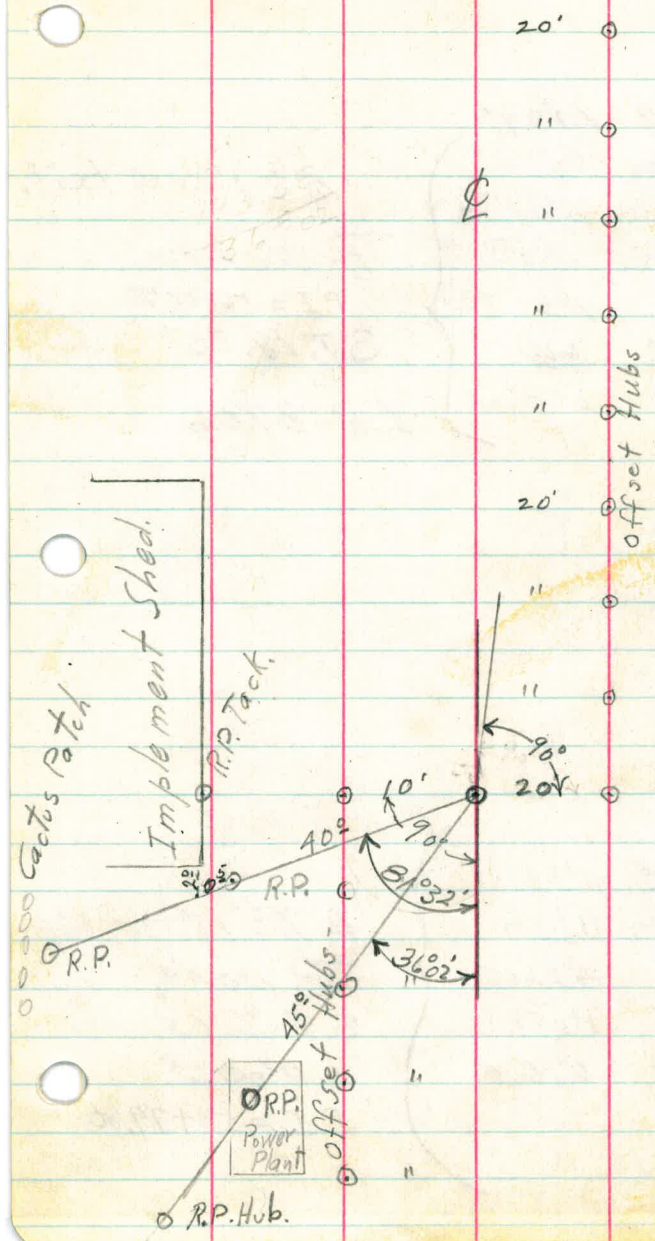
49+24⁸⁸/₁₀₀ P.I. 5°45' R.

49+00

48+50

48+00

47+50



180
111

36

6

57+50

57+06.74 E.C. 10°37'

C = 6.69

57+00

8°41'10"

C = 24.935 (29.92)

+75

10°31'27"

C = 5.32 (6.38)

56+69.58 B.C.

0°0'0"

Δ 21°14' Left.

R = 100 FT

P.I. = 56+88.43

ST. 18.75

L.A. 37.06

56+00

55+50

55+00

54+50

53+99.85 E.C. 11°39'15"

C = 24.79 (19.82)

53+75

4°22'06"

C = 15.81 (12.65)

53+59.72 B.C. 0°0'0"

Δ 23°18'30" Right

R = 100 FT

S.T. 20.63

L.A. 40.68

P.I. = 53+79.80

53+50

7

63+11 ²⁸	EA	18°47'30"	} Δ 37°35' Left. R = 100 FT. S.T. 34.03 L.A. 65.60 P.I. = 62+80.21
c = 11.77		(10.60)	
63+00		15°25'05"	
c = 24.935		(22+44)	
+75		8°15'21"	
c = 28.72		(25+85)	
62+46 ¹⁸	BC	0°0'	

62+00

61+50

61+00

60+50

60+00

59+50

59+00

58+50

58+00

8

$$68+60$$

$$68+00$$

$$67+50$$

$$67+00$$

$$66+84 \frac{61}{10} \text{ P.O.T.}$$

$$66+50$$

$$66+00$$

$$65+50$$

$$65+00$$

$$64+50$$

$$64+00$$

$$63+50$$

May 5-1927
J. M. F.
Glover
Lundy
Bush
MaToon.

R.P. Hub.

100'+

R.P. Hub.

90'

10'

10'

10'

10'

10'

10'

"

"

"

"

"

10'

90° →

P.O.T.

off set Hubs.

9

Sta.

74+50

74+17 P.O.T.

:

74+00

73+50

73+00

72+50

72+00

71+52 P.O.T

71+13

70+00

69+00

68+60

9

67

⊕

○ 10'

○ "

○ "

○ "

○ "

○ "

○ "

○ " ○

○ "

○ 10'

10

Sta

81+00

80+50

80+00

79+50

79+00

78+50

78+00

77+50

77+00

76+50

76+00

75+50

75+00

10

68

ϕ



10'

Sta	Δ	Offset	Lim.
86+22.495	E.C.	18°06'	$A = 36°12'$ Left. $R = 100'$ $S.T. = 32.69$ $L.A. = 63.18$ $P.I. = 85+92$
	$C_1 = 22.44$	(20.22)	
86+00		11°39'25"	
	$C_2 = 24.938$	(22.46)	
85+75		4°29'42"	
	$C_3 = 15.67$	(14.11)	
B.C. 85+59.31	B.C.	0.00	
85+50			
85+00			
84+50			
84+00			
83+50			
83+00			
82+50			
82+00			
81+50			

2

5-10'

2

0

5 11

5 11

5 11

2

1

2

0

0

0

0-10'

12

Sta.

92+50

92+00

91+50

91+00

90+50

90+00

89+50

89+00

88+50

88+00

87+50

87+00

86+50

£

12

70

⊙ -10'

⊙ "

⊙ "

⊙

⊙

⊙

⊙

⊙

⊙

⊙

⊙

⊙

⊙ -10'

13

Sta

C₁ = 24.94 (22.44)

98+25 1°12'22"

C₂ = 4.21 (3.79)

98+20²³ BC, 0°00'

98+00

97+50

97+00

96+50

96+00

95+50

95+00

94+50

94+00

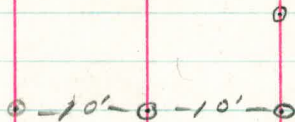
93+50

93+00 P.O.T.

13

71

2



•

•

•

•

•

•

•

•

•

•

•

10-

14				
Sta				
90+50				
90+00				
89+50				
89+00				
88+50				
88+00				
87+50				
87+00				
86+50				
86+00				
PT. 88+84.42 = 88+56.28 ahead.		18°13'45"	} Δ = 36°27'30" Right R = 100' S.T. = 32.94 L.A = 63.63	
C. = 9.42	(8.48)			
98+75	15°31'49"			
C. = 24.94	(22.44)			
98+50	8°22'06"			

⊕

10'

"

"

"

"

"

"

"

"

"

"

"

10'

Hubs:
offset

15

97+00

96+50

96+00

95+50

95+00

94+50

94+00

93+50

93+00

92+50

92+00

91+50

91+00

⊕

10'

"

"

"

"

"

"

"

"

"

"

"

10'

16

104+50

104+60

103+50

103+00

102+77 $\frac{71}{6}$

102+00

100+50

100+00

99+50

99+00

98+50

98+00

97+50

♀

16

74

"

"

"

"

10'

"

"

"

"

"

"

"

10'

Offset Hubs

17

Sta.

111+00 P.O.T.

+50

110+00

+50

109+00

+50

108+00

+50

107+00

+50

106+00

105+50

105+00

E

10'

"

"

"

"

"

"

"

"

"

"

"

10'

Offset

width

o

18

Sta.

+50

117+00

+50

116+00

+50

115+00

+50

114+00

+50

113+00

+50

112+00

111+50

2

18

76

-10'-

"

"

"

"

"

"

"

"

"

"

"

-10'-

Offset Line

19

Sta.

124+00

+50

123+00

+50

122+00

+50

121+00

+50

120+00

+50

119+00

+50

118+00

⊕

-10' ⊕

" ⊕

" ⊕

" ⊕

" ⊕

" ⊕

" ⊕

" ⊕

" ⊕

" ⊕

" ⊕

" ⊕

-10' ⊕

Offset
Line

20

Sta.

+50

130+00

+50

129+00

+50

128+00

+50

127+00

+50

126+00

+50

125+00 T.O.T.

124+50

Q

20
May-6-1927
J.M.F.
Glover 78
Lundy
Bush
Matson

-10'-o

" o

" o

" o

" o

" o

" o

" o

" o

" o

" o

o " o

-10'-o

Hubs.

offset

71

Sta.

137+00

+50

136+00

+50

135+00

+50

134+00

+50

133+00 P.I. $0^{\circ}19'7\frac{1}{2}''$ Left.

+50

132+00

+50

131+00

4

21

79

7'

"

"

"

"

"

"

"

7' 10'

"

"

"

"

hubs

off set



22

143+50

143+00

142+67 $\frac{10}{100}$ P.I. 0°22'52 $\frac{1}{2}$ " Right

142+00

141+50

141+00

140+50

140+00

139+50

139+00

138+50

138+00

137+50

Q

22

80

7'

"

"

"

"

"

"

"

"

"

"

Hubs.
off set

23

150+00

149+50

149+00

148+50

148+00

147+50

147+00

146+50

146+00

145+50

145+00

144+50

144+00

23

⊕

81

24

156+00

155+50

155+12 $\frac{27}{6}$ P.O.T.

155+00

154+50

154+00

153+50

153+00

152+50

152+00

151+50

151+00

150+50

24

82

⊕

10"

"

10"

offset hubs

⊕

⊕

⊕

25-

162+50

162+00

161+50

161+00

160+50

160+00

159+50

159+00

158+50

158+00

157+50

157+00

156+50

⊕

25-

83

10' ⊕

10' ⊕

" ⊕

" ⊕

" ⊕

" ⊕

" ⊕

" ⊕

" ⊕

" ⊕

" ⊕

" ⊕

" ⊕

offset Hubs.

26

169+00

168+50

168+00

167+50

167+00

166+50

166+00

165+50

165+00

164+50

164+00

163+50

163+00

2

26

84

10'

○

○

○

○

○

○

○

○

○

○

○

○

○

○

○

○

○

○

○

○

10'

Offset Hubs

+50

+25

173

+75

+50

+25

172

+75

+49³¹ B.C.

171 P.O.T.

+50

170

169+50

♀

o 23⁵ o 5⁰

o 24⁵ o 5⁵

o 24² o 6⁰

o 24² o 7⁵

o 9⁰

o 10⁰

o 10⁰

o 10⁰

County Highway

o 18³⁰ R.P. Kub
o 19⁶² R.P. Hub.

100⁰⁰

65⁺

R.P. Kub.

R.P. Hub.

10'

o

o

o

o

o

o

o

72
+75

176 +50

+25² E.C.

176

177 +75

176 +50

+25

175

174 + 87⁸⁶ B.C.

+50

174

173 + 90³⁰ E.C.

173 + 75

County Fare.

o	24°	o	5°
o	24°	o	6°
o	22°		
o	24°	o	5°
o	24°	o	5°
o	23°	o	5°
o	23°	o	5°
o	23°	o	4°
o	22°	o	4°
R.R. Hub.	24°	o	5°
o	24°	o	5°
R.R. Hub.	23°	o	4°
o	24°	o	5°

44°



R.R. Hub.

R.R. Hub.

24

4°

+50

179

+50^{SB} P.I.

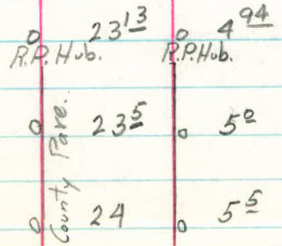
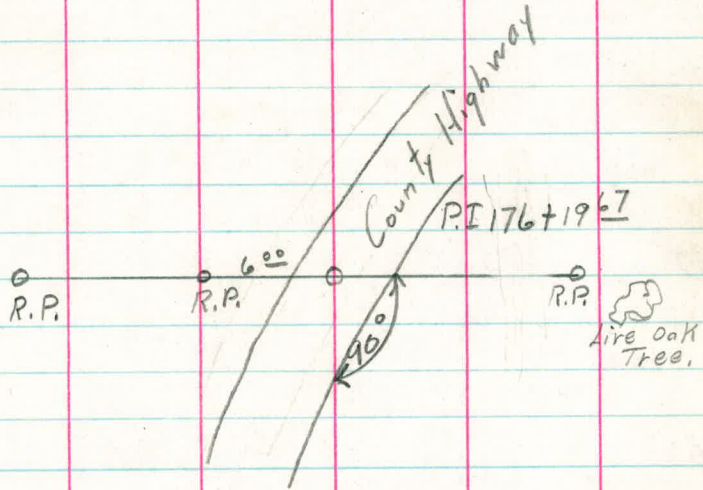
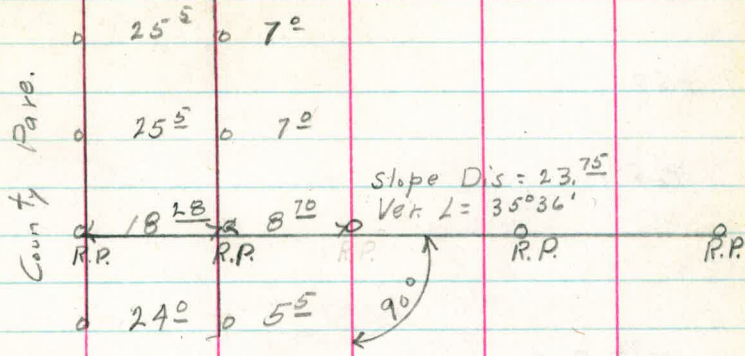
178+00

+42^{BB} E.C.

+25

177

⊥



1 +50

+25

184

+43⁷² B.C.

183

+50

182

+50

181

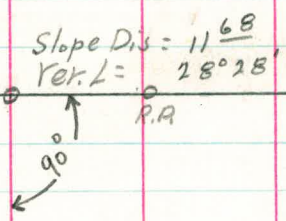
+50

180

+50

179

	24 ⁵		
	24 ⁵		
	24 ⁵		
	24 ³⁰	5 ⁶⁸	
R.R.		R.R.	R.R.
	24 ⁰	5 ⁵	
	24 ²	6 ⁰	
	24 ⁵	6 ⁰	
	24 ⁵	6 ⁰	
	25 ⁰	6 ⁰	
	25 ⁰	6 ⁵	
	25 ⁰	6 ⁵	
	25 ⁵	7 ⁰	
	25 ⁵	7 ⁰	



County Highway Pav.

+75

+50

+25

187

+75

+50

+25

186

+75

+50

+25

185

184+75

≠

Country High Way o Page.

- o 25³
- o 25²
- o 25¹
- o 25²
- o 25⁵
- o 25⁵
- o 25⁵
- o 25⁵
- o 25⁰
- o 25⁰
- o 25⁰
- o 25⁰
- o 25⁰

+50

19425

+50

+14⁵⁴ E.C.

190

+75

+50

+25

189

+75

+50

+25

188

≠

o 24⁵
o 24⁰
o 24⁰
o 24⁰
o 24⁰
o 24⁵
o 24⁵
o 25⁰
o 25⁰
o 25⁰
o 25⁵
o 25⁵
o 25⁵

County Highway Parc.

196

+73⁶⁸ P.I

+50

195700⁶⁸ P.O.T.

+50

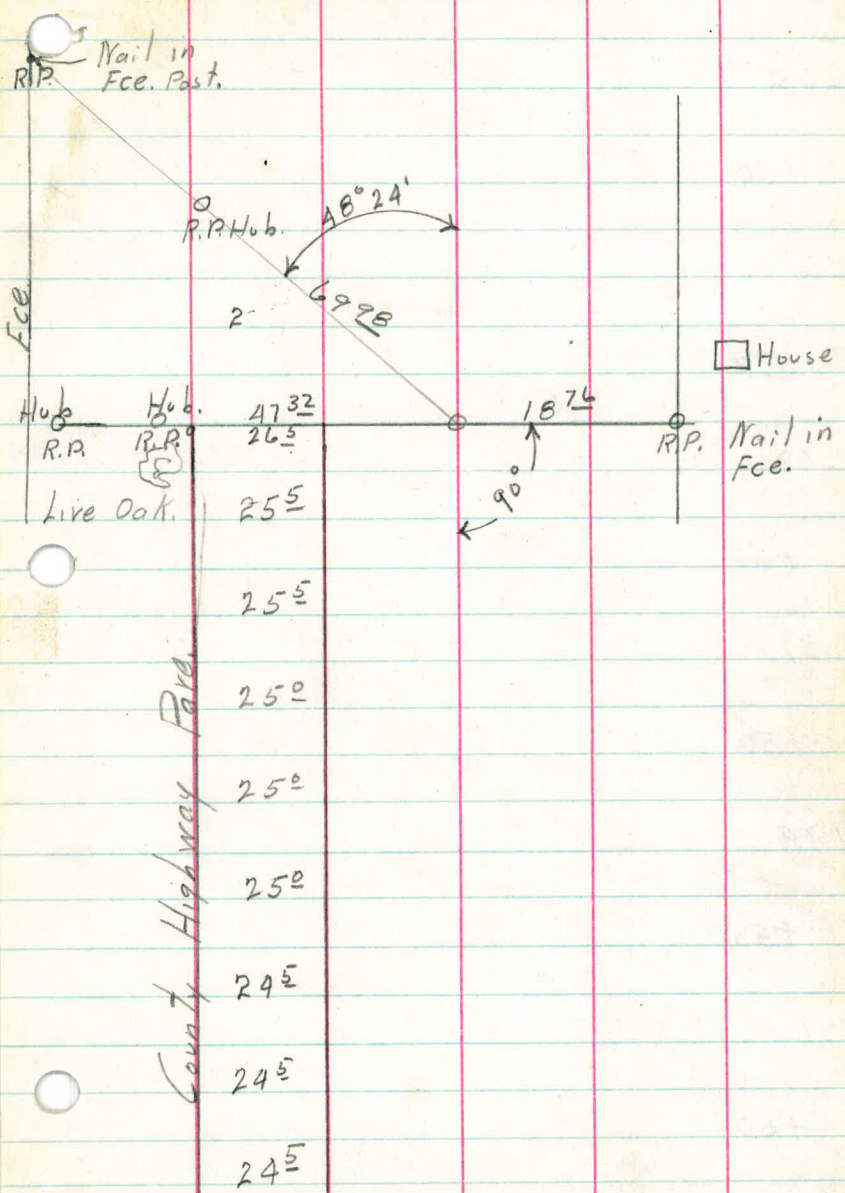
194

+50

193

+50

192



202

+50

201

+50

200

+50

199

+50

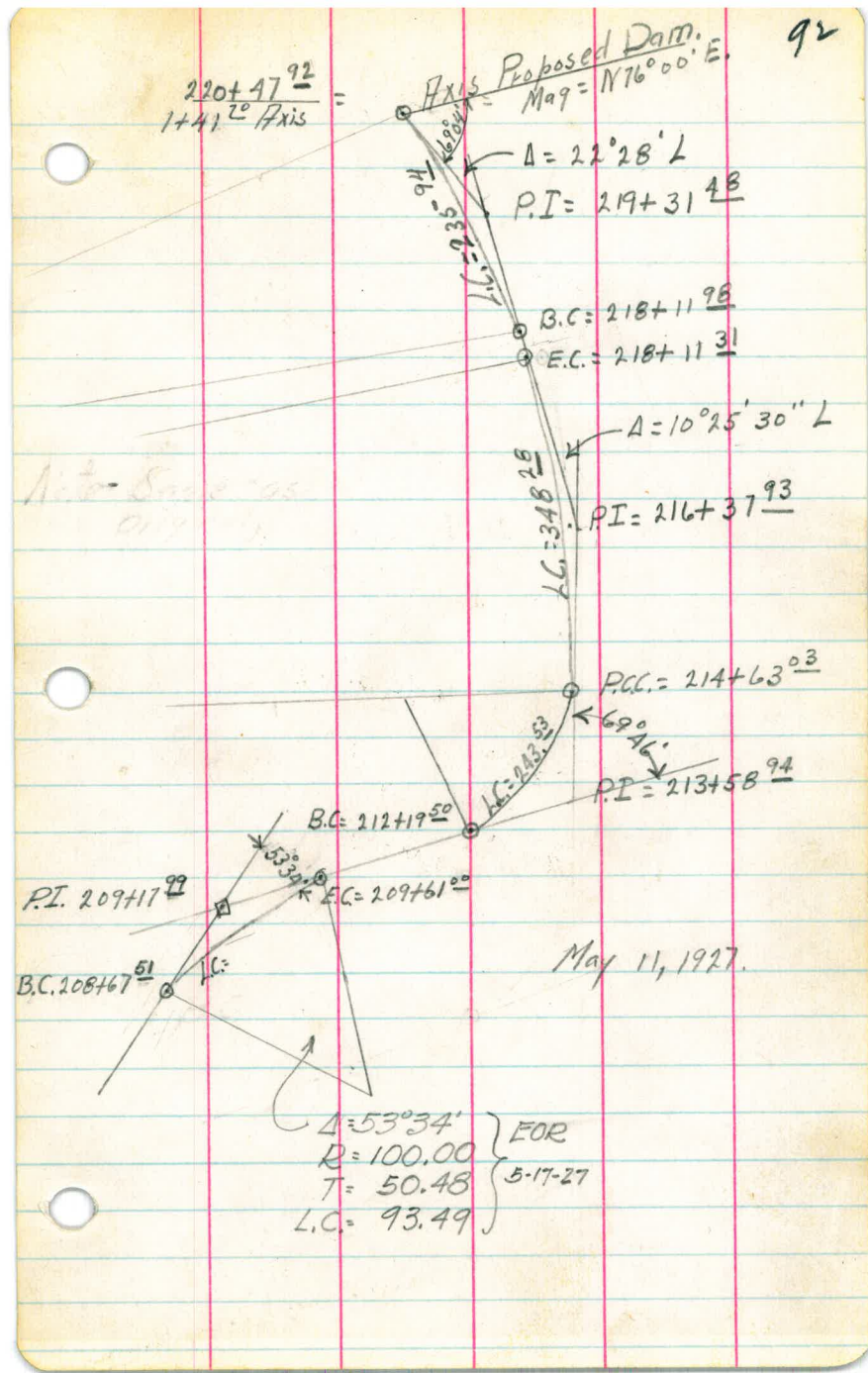
198

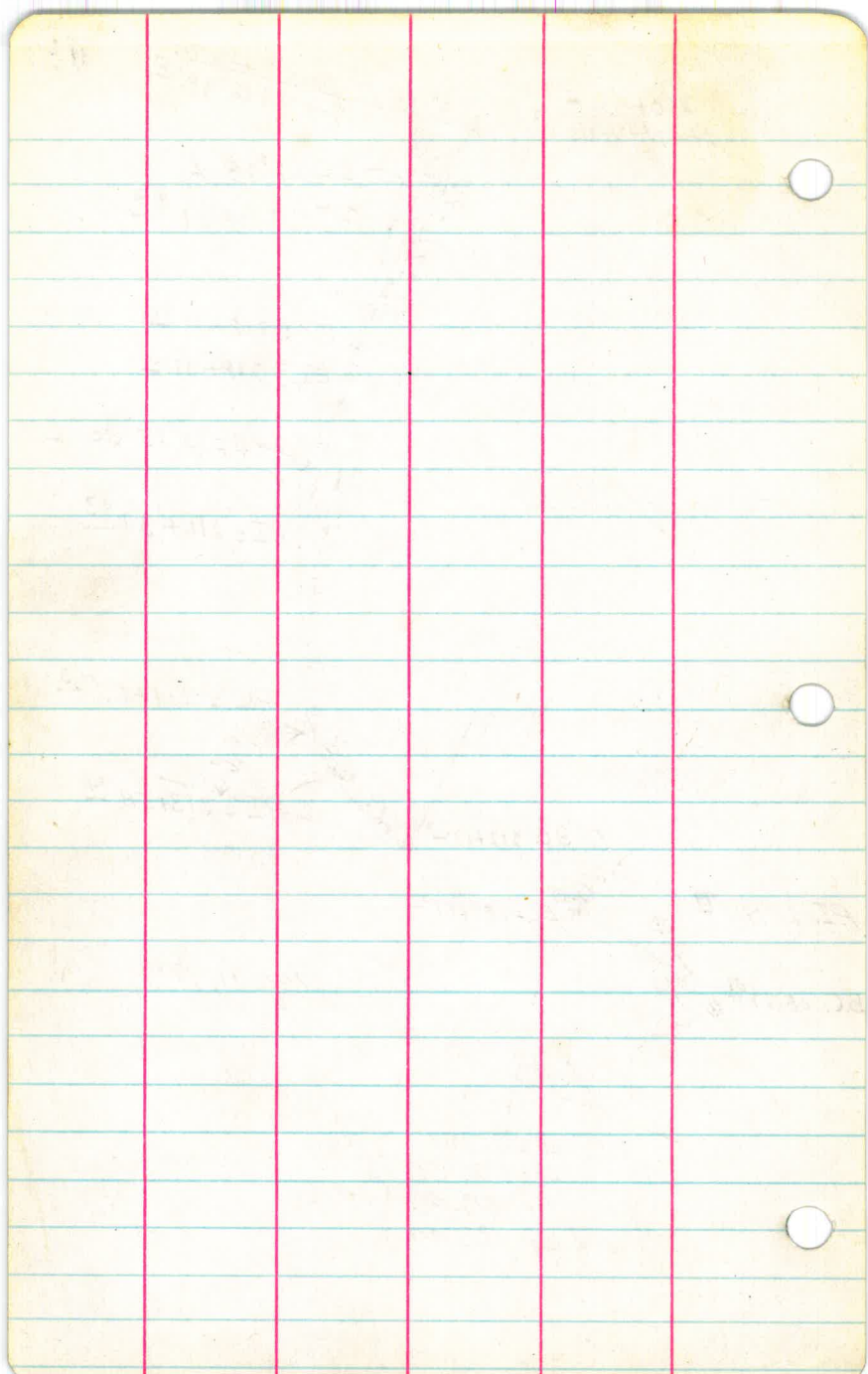
+50

197

+50

196

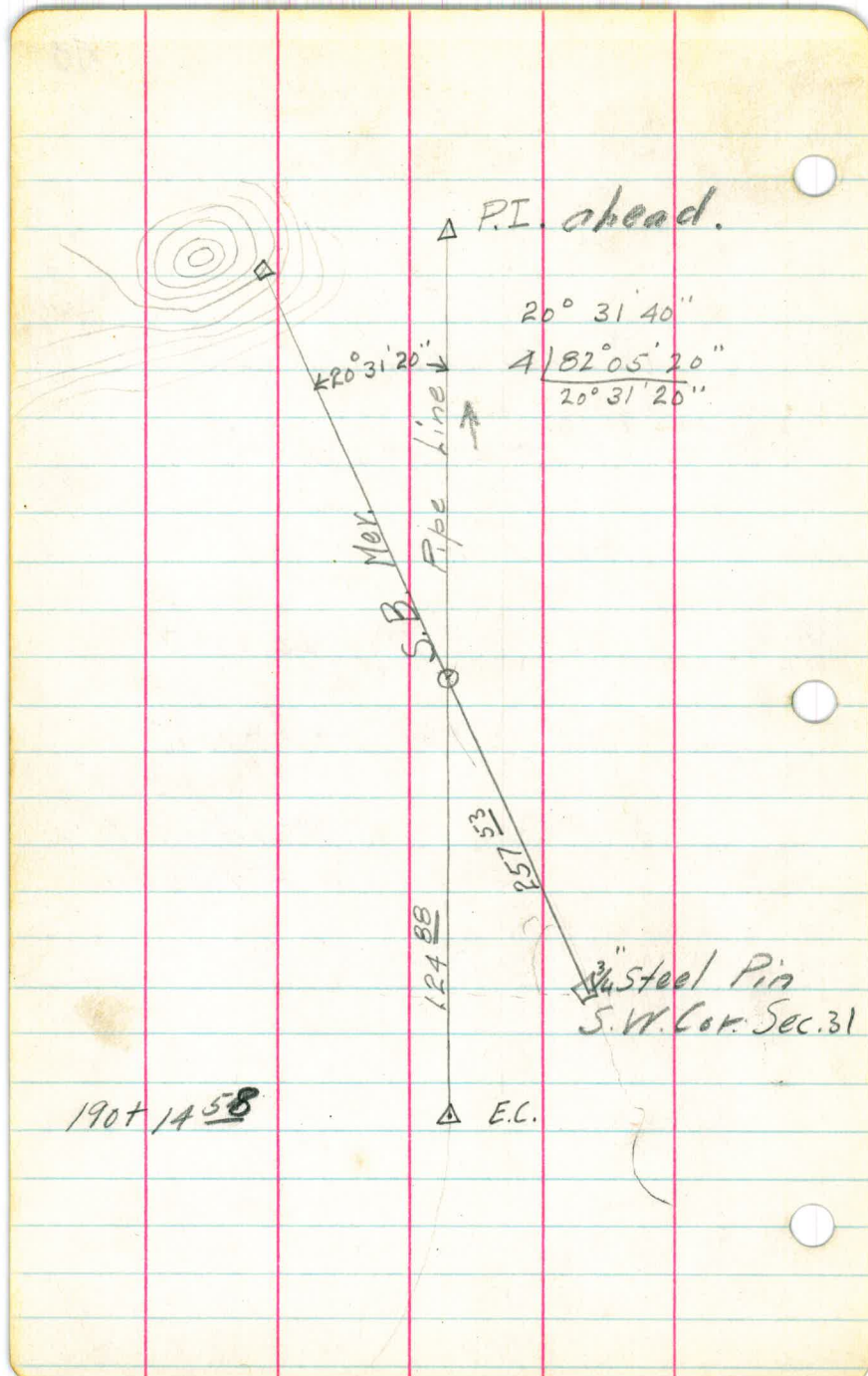




Intersection of
Pipe Line and S.B.
Meridian -

May 23, 1927

Party - Leach
Simpson
Clavert
Rauzer.

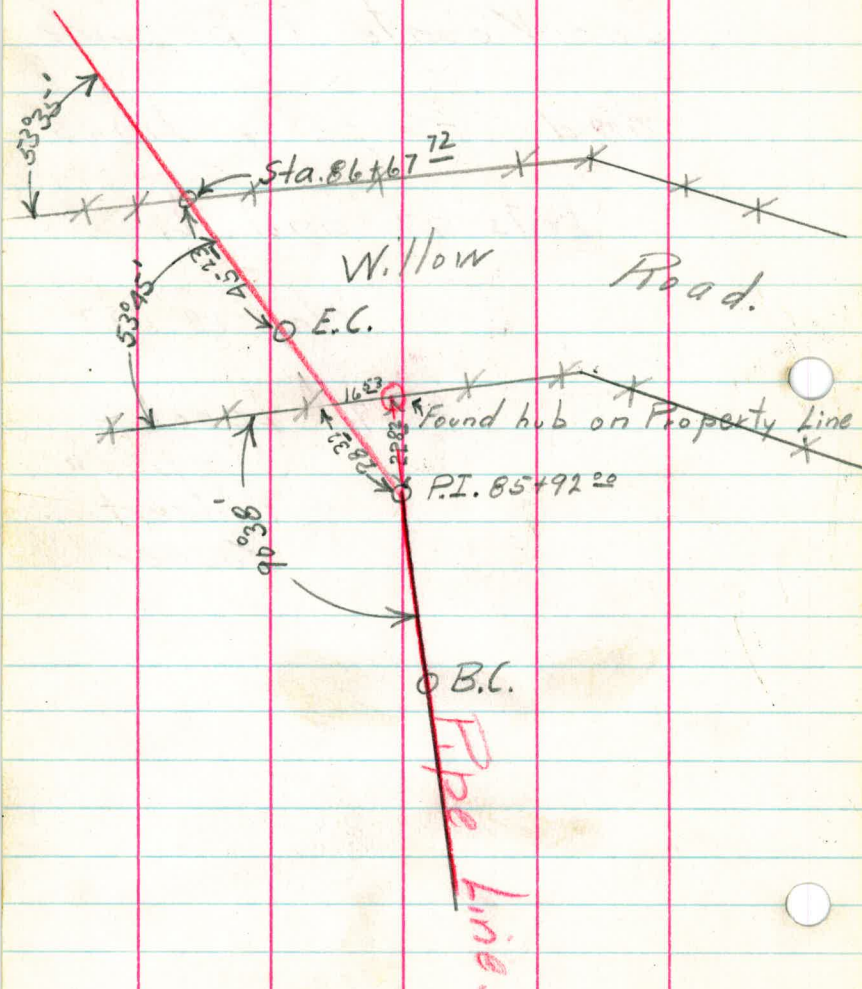


Intersections with
San Vicente Pipe Line
and Property Lines
lots 77 and 76.

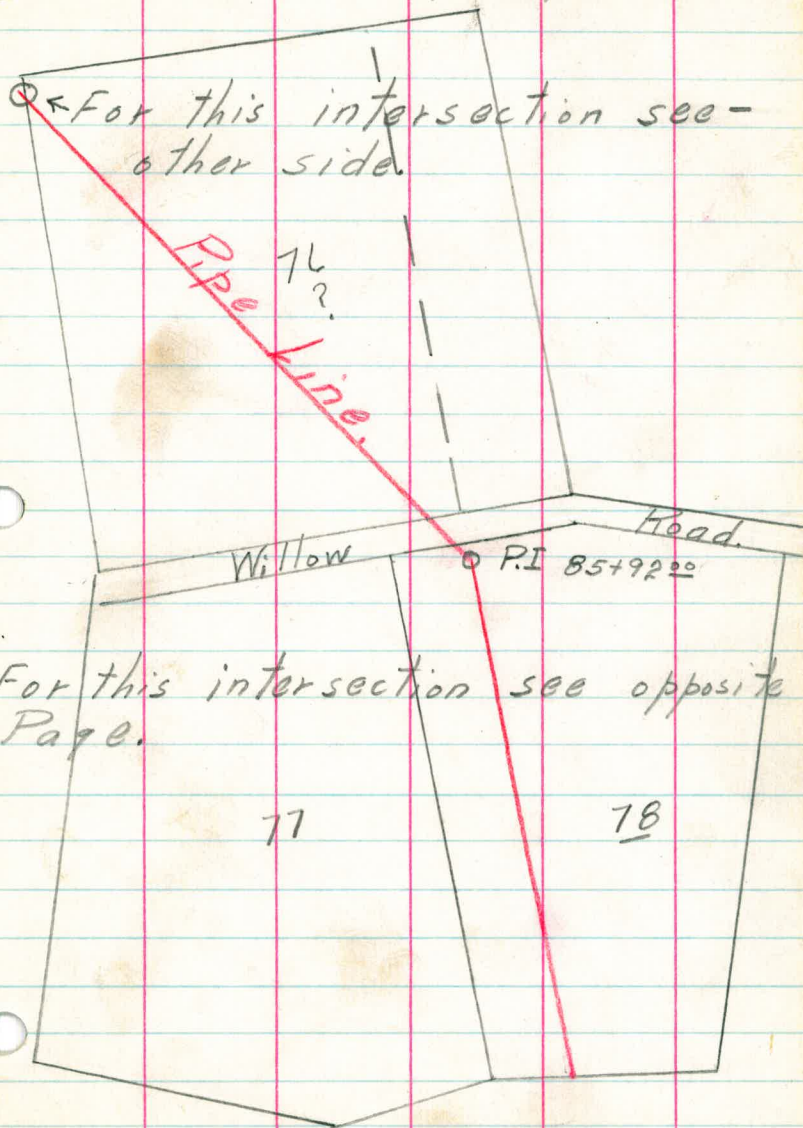
May 18, 1927.

Party - Leach
Simpson
Clarex.
Hauner.

Note - Angles and Distances measured to present fence line.



Intersections with Pipe Line and Property



For this intersection see other side

Pipe Line

76?

Willow

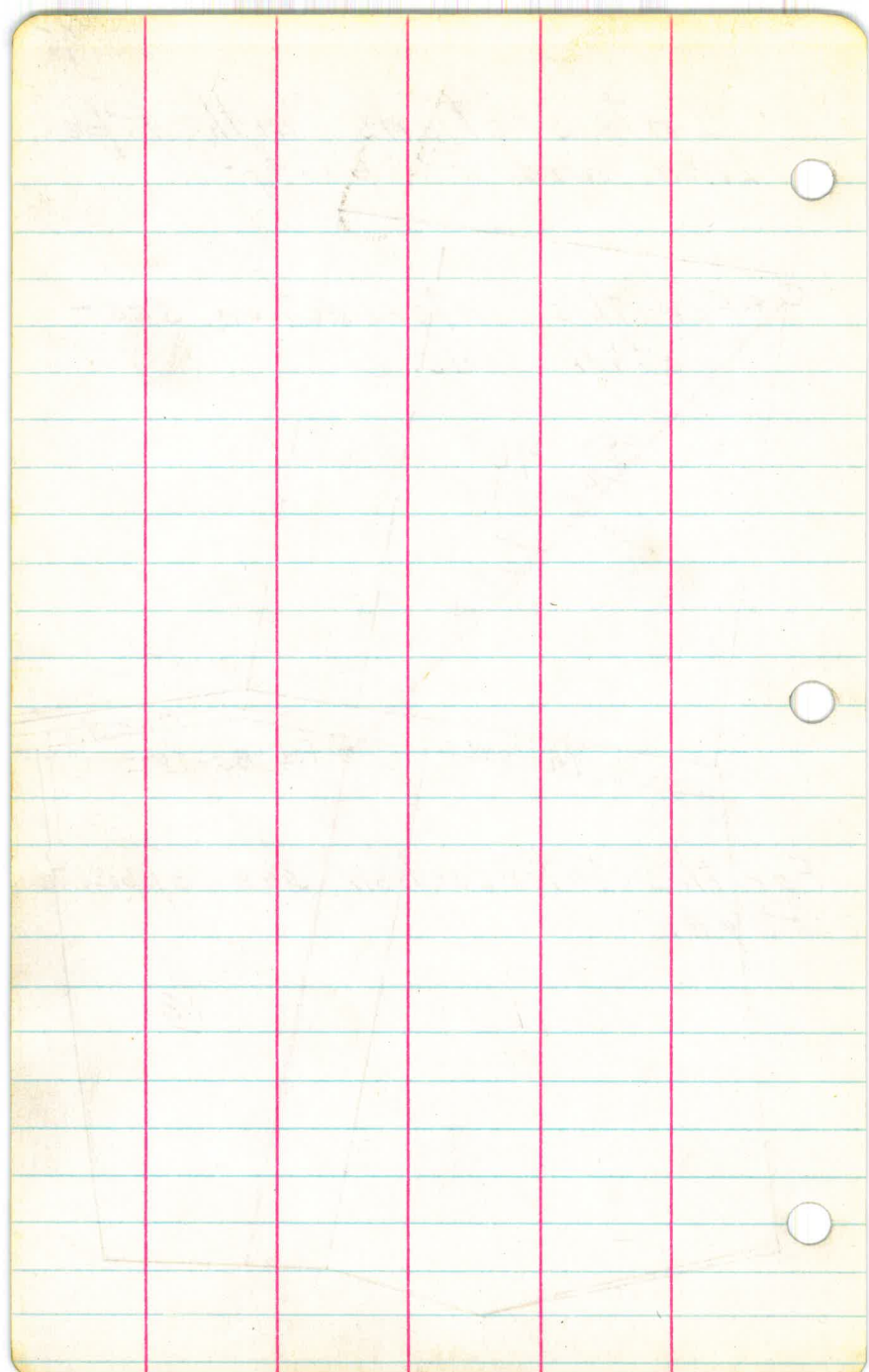
Road

P.I. 8549200

For this intersection see opposite Page.

77

78

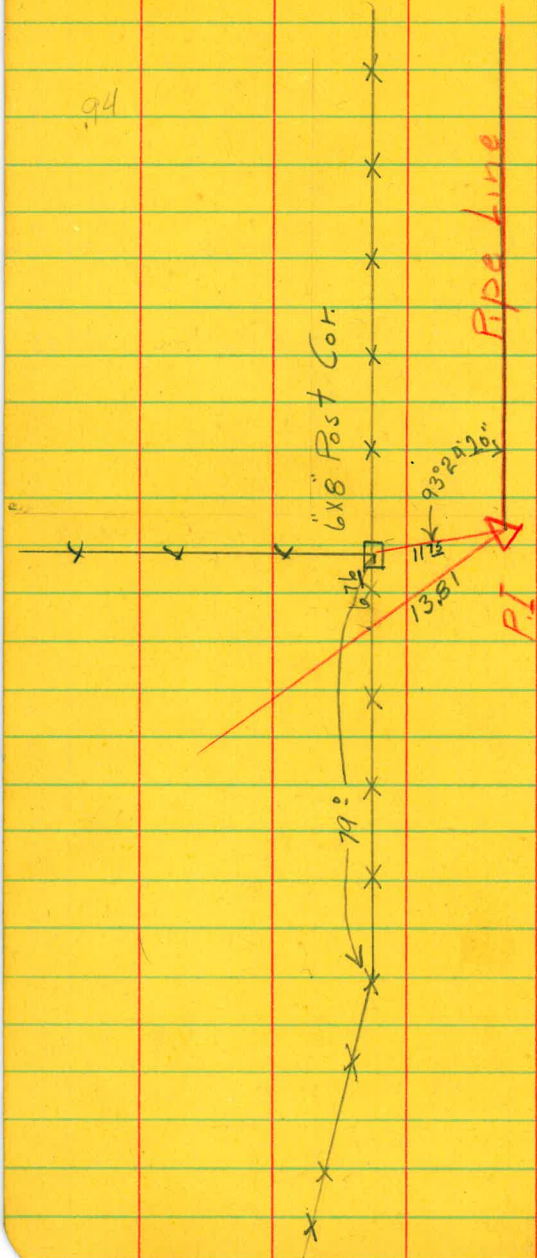


Intersections with Pipe
Line and Property Lines.

Party - Leach.
Simpson
Rauner.
Clarox.

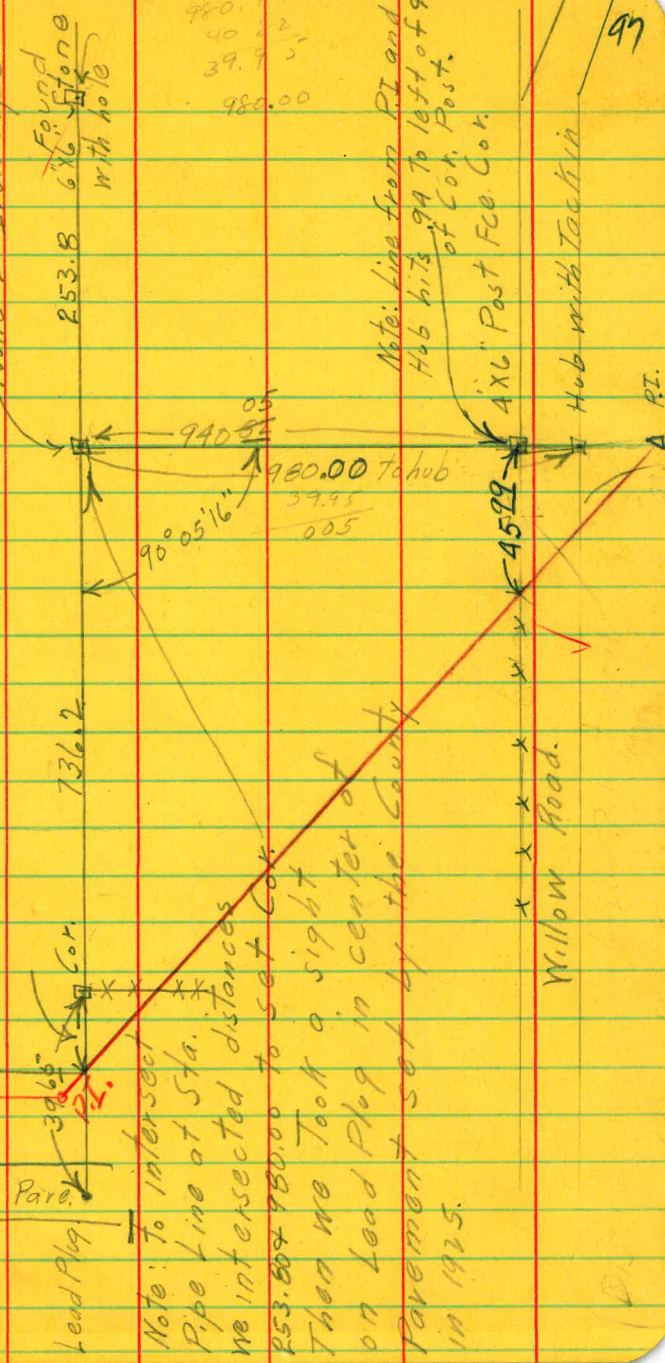
May 26, 1927.

94



Union Oil Co.

Note: These distances taken from Title of Mr. Ricketts



Note: To intersect Pipe Line at Sta. we intersected distances 253.80 & 980.00 to set Cor. Then we took a sight on Lead Plug in center of Pavement set by the County in 1925.

Note: line from P.I. and Hub hits 94 to left of 9 of Cor. Post. 4'x6\"/>

90°05'10"
 A 1360°20'05"
 90°05'16"

253.8 Found Stone with hole

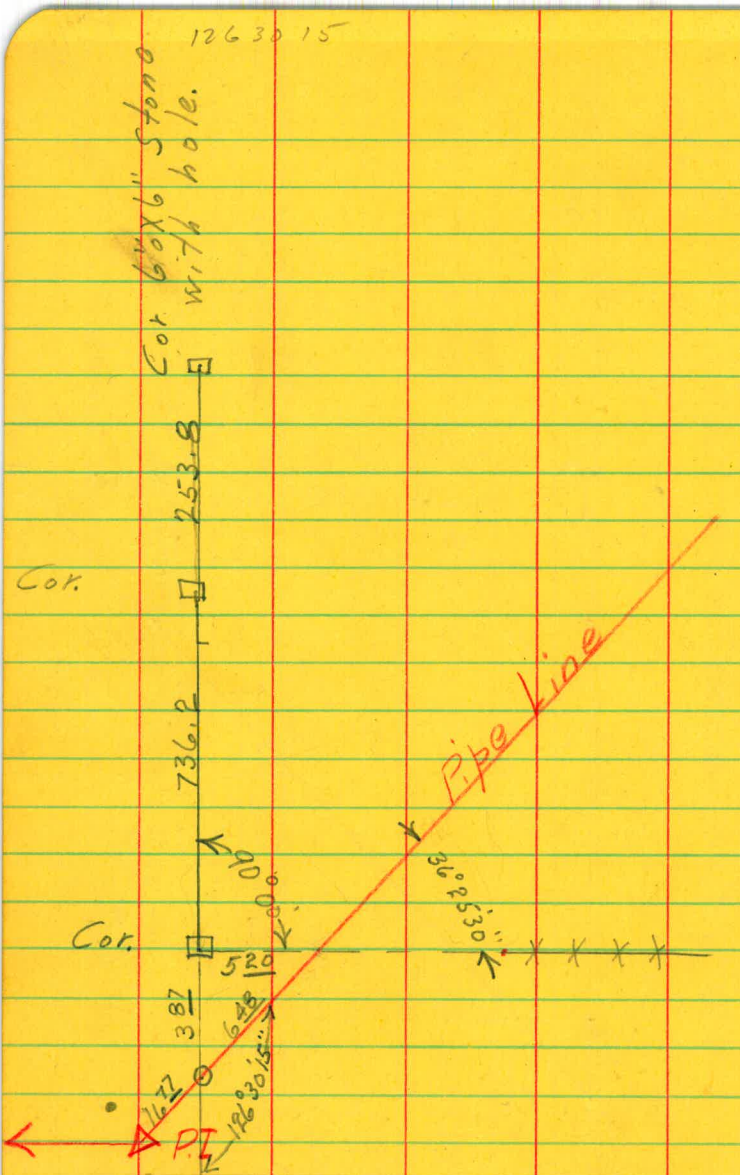
940.05
 980.00 to hub
 39.95
 005

45.99

980.00
 40.00
 39.95

1263015

Cor 6" X 6" Stone
with hole.



Lead Peg in Pav.

Lead Peg. in Pav.

May 11, 1927

All R.P.s

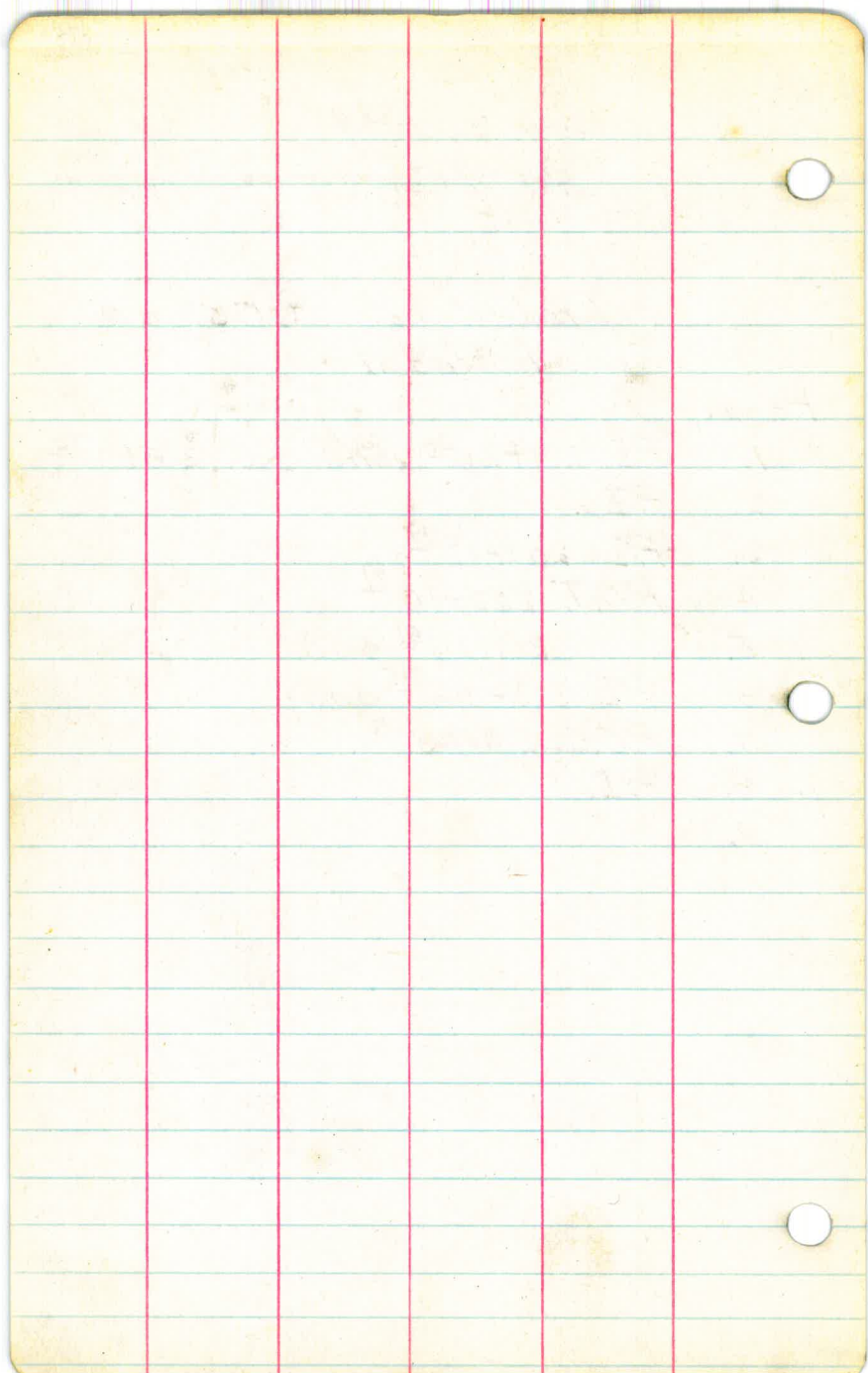
Party - 98

Leach.
Simpson.
Rauner.
Clavert.

Index for R.P.s on
Final location.

Page.

1. P.I. 219+31⁴⁸ and B.C. 218+11⁹⁸
2. P.I.
3. P.I. 209+17⁹⁹
4. P.O.T. 202+10⁷¹
5. 207+06⁸¹ and.
6. P.I. 213+58⁹⁵ and.
7. P.C.C. 214+63⁰³
8. P.I.
- 9.



E.C. 220+47⁹²

22°28'

P.I. 219+31⁴⁸

R.P. H.b.s. 29²

103°

R.P. H.b.

R.P. H.b.

90°

County Highway

B.C. 218+11⁹⁸

P.I. 219+31⁴⁸

90°02'

R.P. H.b.

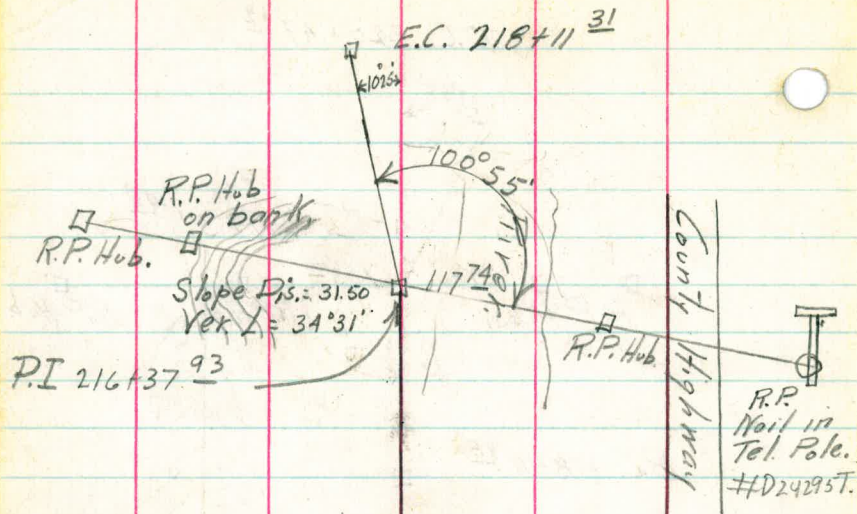
31⁵⁴

B.C. 218+11⁹⁸

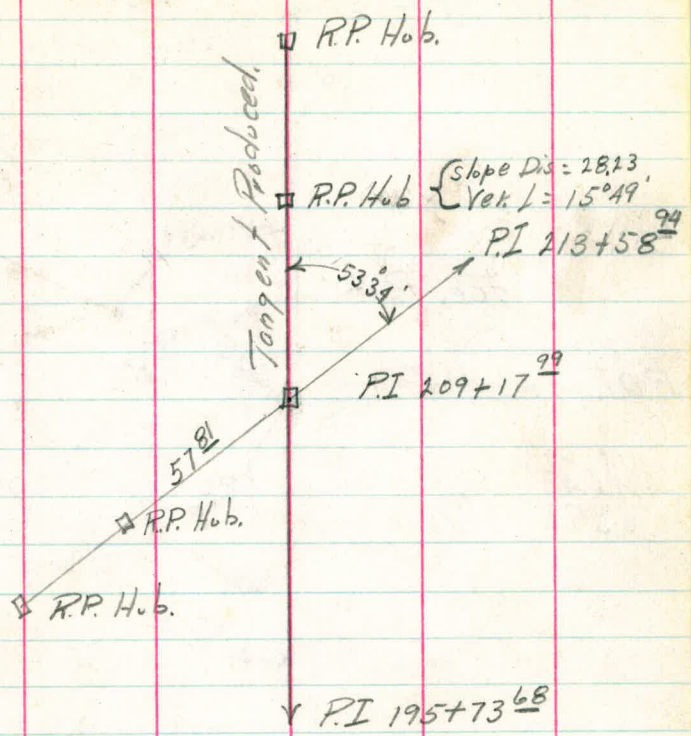
R.P. in sm. live oak



2

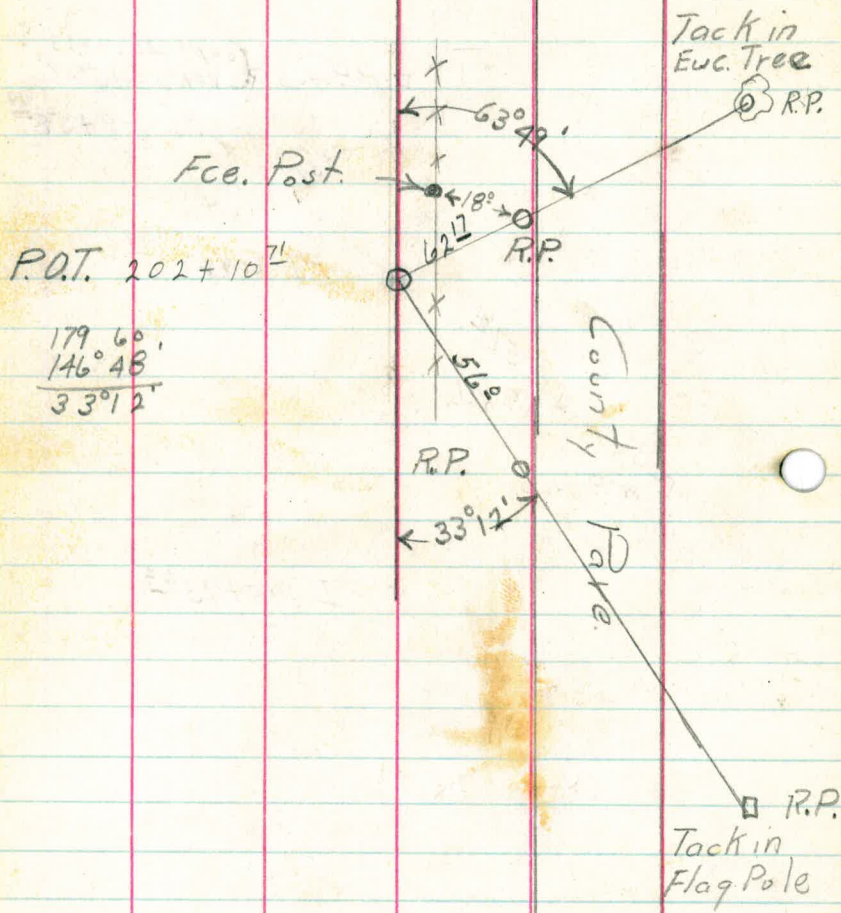


Note: also R.P. for P.C.C. 214+63⁰³



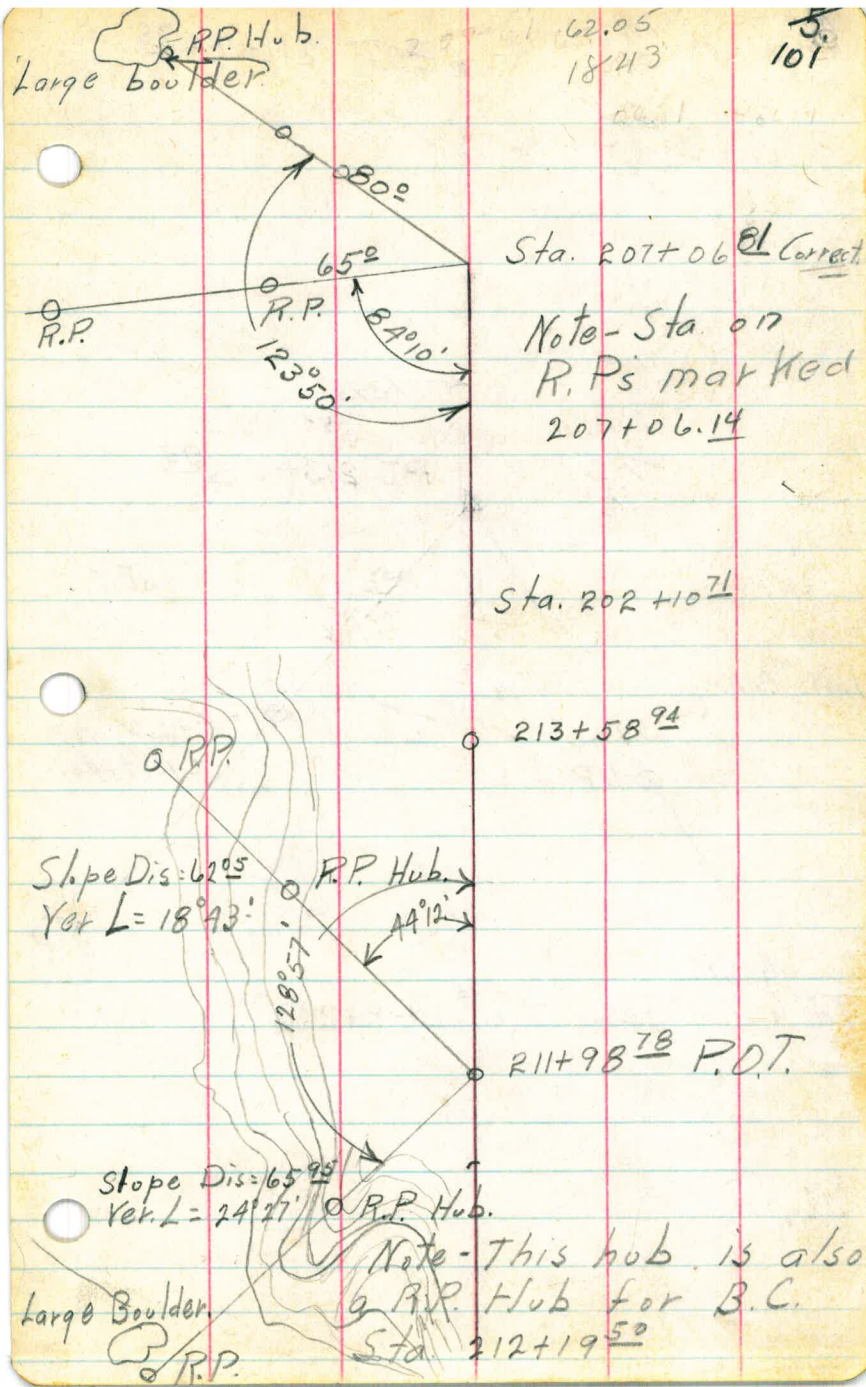
4.

P.O.T. 207+06^{1A}



$$\begin{array}{r} 179^{\circ} 60' \\ 146^{\circ} 48' \\ \hline 33^{\circ} 12' \end{array}$$

$$\begin{array}{r} 179 \\ 60 \\ \hline 129 \\ 5 \end{array}$$



Note: also R.P. for P.I. 216+37⁹³

P.I. 216+37⁹³
Tack in Tel. Pole
#D 24295T
R.P.

P.C.C. 214+63⁹³

154.89

90.15'

122.97'

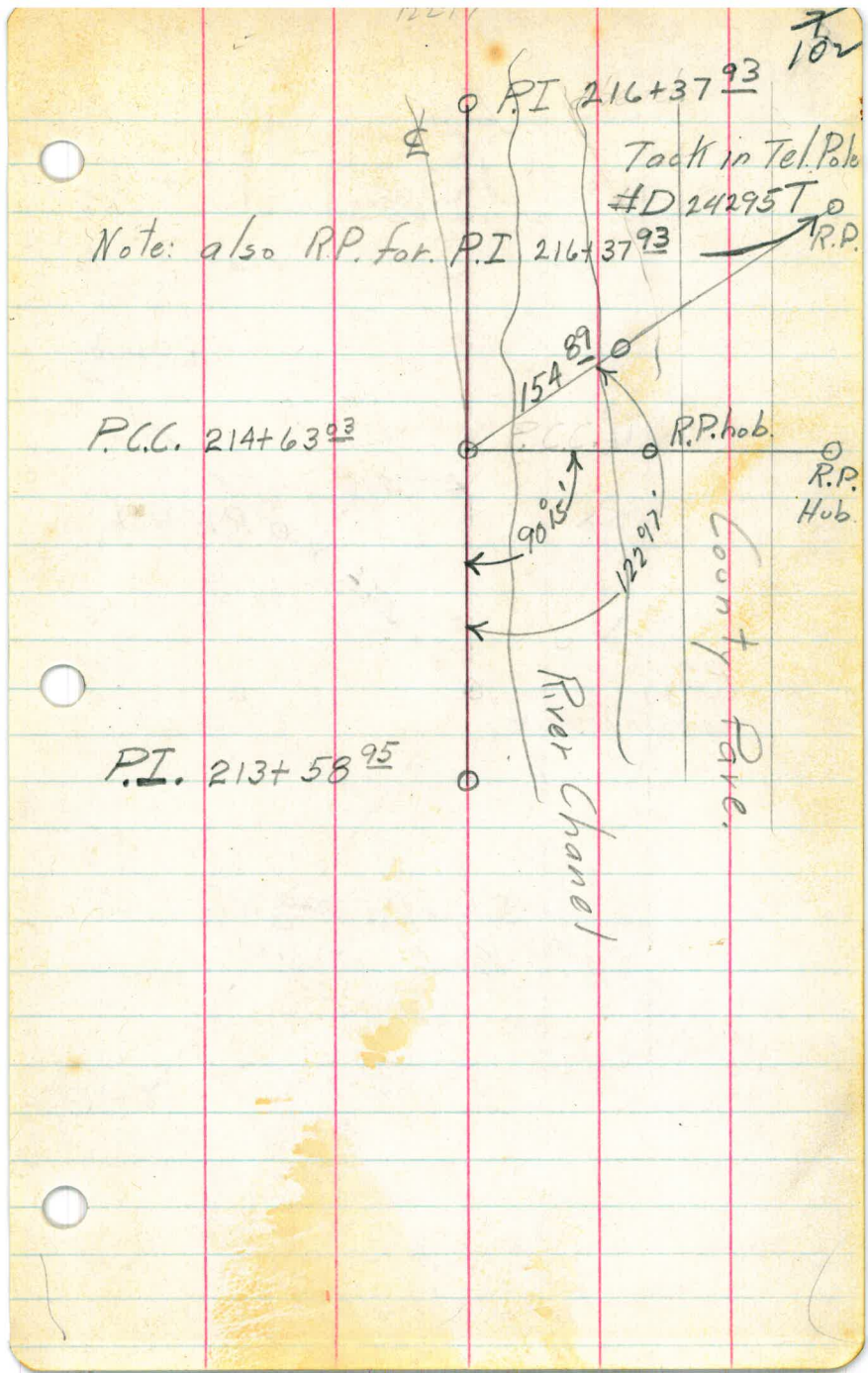
R.P. hob.

R.P. Hub.

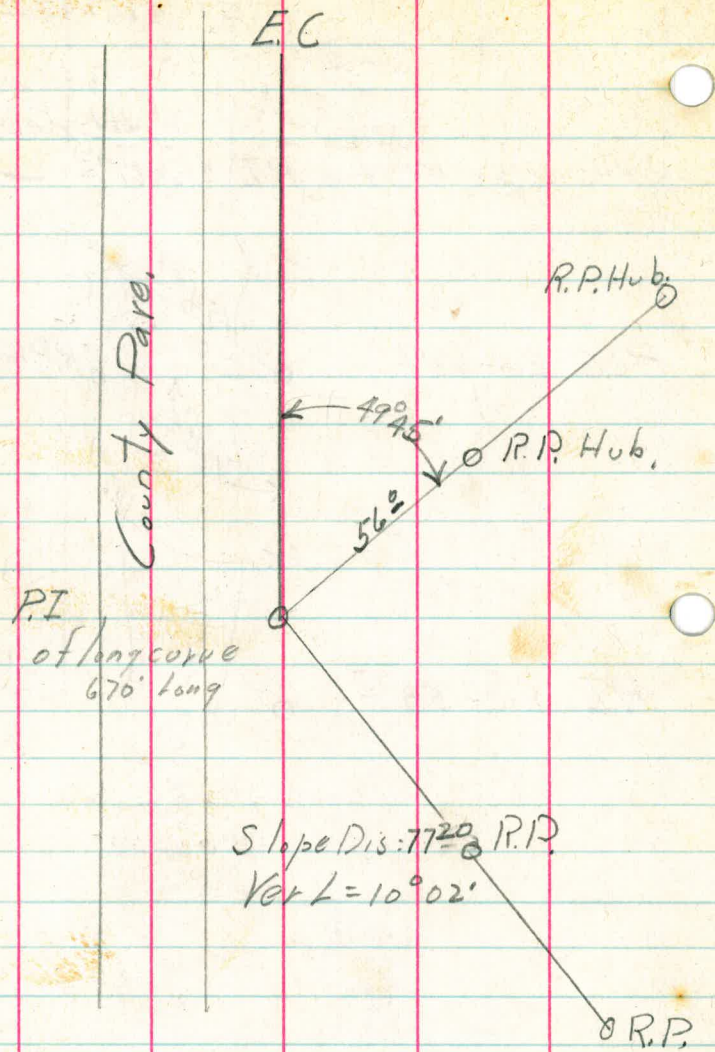
County Ave.

P.I. 213+58⁹⁵

River Channel



8.

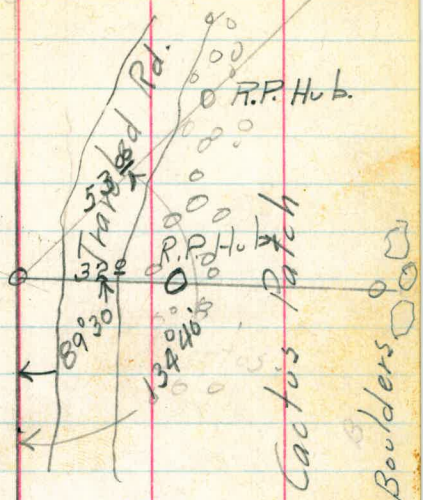


62+80²¹

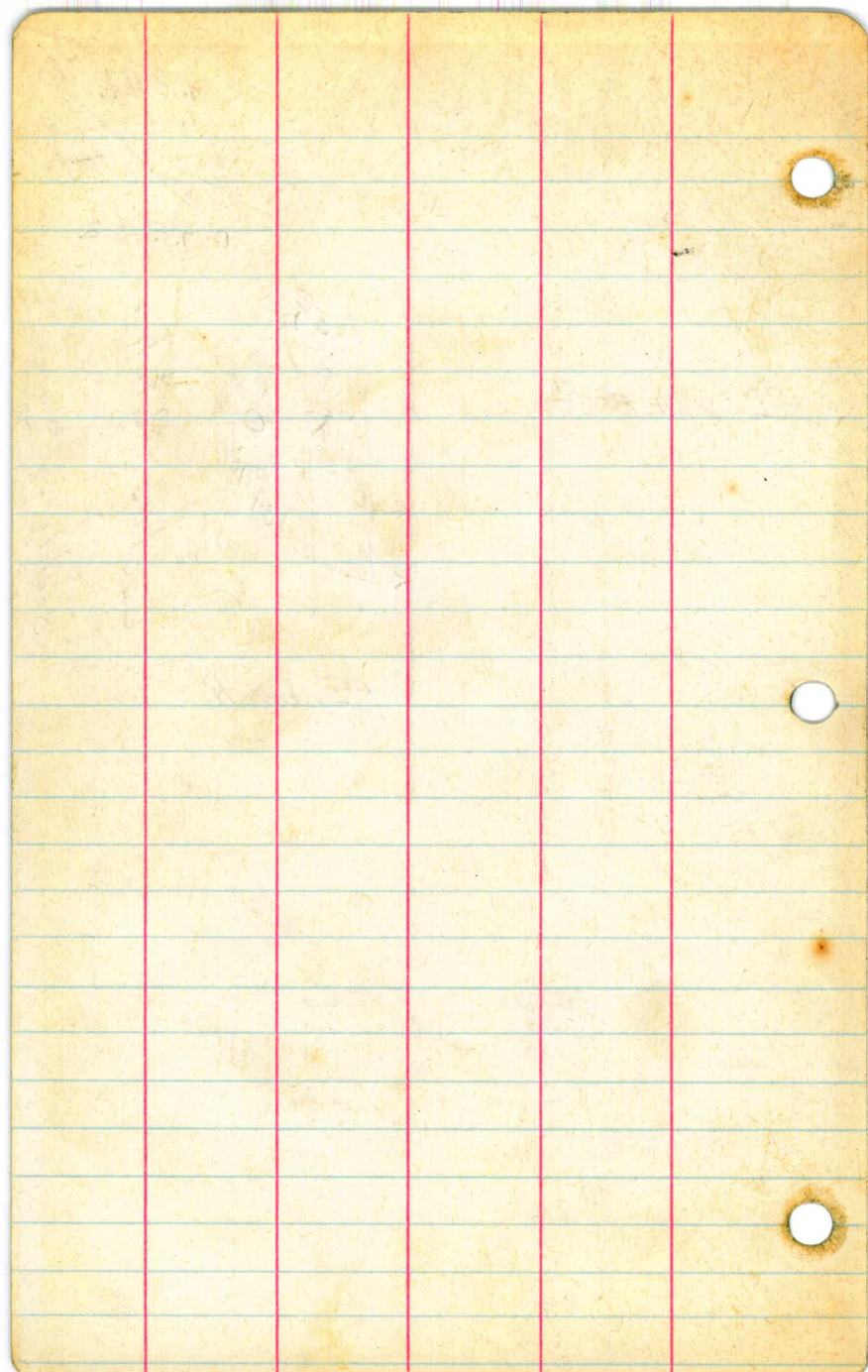
103 g.

R.P. Hub.

P.I. 62+80²¹



P.I. back.



San Vicente Pipe Line

Levels - Over $\frac{1}{2}$ and
Offsets from:

Sta. 98+20⁷⁹

to Sta. 177+42⁸⁸

May 18, 1927.

Leach - Notes

Simpson - π

Rauner - Rod.

Clavert. - "

Sta.	+	π	\pm	\pm E.I.	B.M.
37					
B.M.					414.06
	4.61	418.67			
98+20 ²⁹	B.C.		7.7	411.0	
+34 ²⁹			10.0	408.7	
198+52			10.6	408.1	
100+68			10.5	408.2	
+76			8.0	410.7	
$\frac{102+94^{22}}{85+56^{15}} =$	F.C.		7.4	411.3	
86+00			7.6	411.15	
+50			6.7	412.0	
87			5.8	412.9	
+50			5.9	412.8	
88			6.0	412.7	

10' offset
R.

24222

105

Offset-Offset/EI

B.M. On Tel. Pole
24222. EI = 414.06.

7.62 411.05

No Offsets in -

5.58 413.09

6.50 412.17

5.42 413.25

4.78 413.89

4.97 413.70

4.64 414.23

38

Sta + π ξ - ξ E.I. - B.M.

418.67

88+50 5.8 412.9

89 5.6 413.1

+50 5.3 413.4

90 4.8 413.9

+50 4.8 413.9

T.P. Offset Sta. 90+50 3.99 414.68

4.71 419.39

91 5.1 414.3

+50 5.2 414.2

92 5.3 414.4

+50 4.7 414.7

93 4.5 414.9

+50 4.40 415.0

10 Offset

106

Offset- Offset/EI

4.60 414.07

4.30 414.37

4.39 414.28

4.22 414.45

3.99 414.65

4.44 414.95

4.60 414.79

4.67 414.72

4.79 414.60

4.43 414.96

4.23 414.16

39

Sta.	+	π	£ -	£ E.I.
		419.39		
94			4.70	414.7
	+50		4.00	415.4
95			4.00	415.9
	+50		3.80	415.6
T.P. Offset Sta 95+50				
		3.39		416.00
	5.55	421.55		
96			5.9	415.7
	+50		5.7	415.9
97			5.7	415.9
	+50		5.5	415.1
98			5.5	415.1
	+50		5.5	415.1

Offset- Offset/EI

1017

4.10 415.29

3.72 415.67

3.42 415.97

3.39 416.00

5.28 416.27

4.80 416.75

4.56 416.99

4.06 417.19

4.27 417.28

4.09 417.46

40

Sta.	+	∓	∓ -	∓ . El.	B.M.
		421.55			
99			5.5	416.1	
	+50		4.6	417.0	
100			4.7	416.9	
	+50		4.3	417.3	
T.P. Offset Sta. 100+50					
	5.39	423.88	3.06	418.99	
101			6.40	417.5	
	+50		5.2	418.7	
102			5.65	418.23	
B.M. # 27 1/2 Co.					
	+50		5.5	418.4	
	+77 1/4		5.5	418.4	

Offset- Offset El.

~~4~~
108

3.87 417.68

3.64 417.91

3.40 418.15

3.06 418.49

5.27 418.61

5.13 418.75

4.96 418.90

Max. Med El. = 419.35

4.55 419.33

4.69 419.19

41

Sta.	+	π	\pm	\pm E.I.
		423.88		
103			5.1	418.8
	+50		5.1	418.8
104			4.9	419.0
	+50		4.55	419.33
105			4.1	419.8
	+50		4.0	419.9
T.P. Offset. Sta.	105+50		3.72	420.16
		5.87	426.03	
106			5.5	420.5
	+50		5.5	420.5
107			5.4	420.6
	+50		5.0	421.0

10' Offset.
Offset - Offset El.

5
109

4.81 419.07

4.53 419.35

4.38 419.50

3.94 419.94

3.84 420.04

3.72 420.16

5.48 420.55

5.39 420.64

5.40 420.63

5.26 420.77

Sta	+	T	-	EI
		426.03		
108			5.10	420.9
	+50		4.80	421.2
109			4.40	421.6
	+50		4.95	421.08
110			5.0	421.0
	+50		4.9	421.1
T.P. Offset Sta. 110+50			4.04	421.99
	378	425.77		
	+85		4.8	421.0
111			4.2	421.6
	+50		4.0	421.8
112			3.70	422.1

10' Offset.
- El.

6
110

4.97

4.97 421.06

4.75 421.28

4.54 421.49

4.36 421.67

4.36 421.67

4.04 421.99

3.70 422.07

3.50 422.27

3.14 422.63

113

Sta	+	π	-	\neq	El.
		425.77			
112+50			3.90		421.9
113			4.9		420.9
+50			4.4		421.4
114			4.6		421.2
+50			4.7		421.1
115			4.8		421.0
+50			4.7		421.1
T.P. Offset Sta 115+50			3.12		422.65
		5.19			427.84
116			5.5		422.3
+50			5.6		422.2
117			4.8		423.0

10' offset.

- El.

7
111

3.40 422.37

3.36 422.91

4.73 421.04

5.29 420.48

5.28 420.49

4.77 421.00

3.12 422.65

5.13 422.71

6.38 421.46

5.12 422.72

Sta.	+	T	-	El.	B.M.
		427.84			
117	+50		4.9	422.9	
118			4.6	423.2	
	+50		4.1	423.7	
119			3.8	424.0	
	+50		3.0	424.8	
120			3.9	423.9	
	+50		2.6	425.2	
T.P. Offset Sta. 120 to 50			2.64	425.20	
B.M.#	28 1/2 Co.		4.89	422.95	Corr. El. = 423.00
"	"			423.00	
	6.73	429.73			
121			3.3	426.4	
	+50		4.5	425.2	

10' Offset
- El.

8
112

5.94 421.90

4.75 423.09

3.87 423.97

3.47 424.37

3.02 424.82

3.07 424.77

2.64 425.20

Spike in Tol. Pole
12' Sta. 118+00

4.47 425.26

4.58 425.15

Sta.	+	π	-	EI.
(15)		429.73		
122			3.2	426.5
+50			4.2	425.5
123			2.6	427.1
T.P. Offset Sta. 123+50			4.09	425.64
-	5.07	430.71		
+50			5.3	425.4
124			4.6	426.1
+25			7.5	423.2
+50			7.15	423.56
+65			6.65	424.06
125			5.5	425.2
+50			4.8	425.9

10' Offset.
+ El.

9
113

4.29 425.44

4.13 424.90

4.09 425.64

4.94 425.77

4.80 425.91

7.21 423.50

4.94 425.77

4.14 426.57

(46)

Sta.	+	π	-	EI.
		430.71		
126			4.3	426.4
+50			4.0	426.7
127			3.2	427.5
+50			3.6	427.1
128			2.6	428.1
+50			3.2	427.5
T.P. Offset Sta. 128+50				3.25 427.46
	5.27	432.73		
129			8.2	426.7
+25			5.7	427.0
+50			6.3	426.4
130			5.6	427.1

10' Offset
- E1

78
114

4.48 426.23

3.83 426.88

3.37 427.34

3.66 427.05

3.14 427.57

3.25 427.46

6.40 426.33

6.40 426.33

5.51 427.22

(47)				±	
Sta.	+	π	-	EI	B.M.
		432.73			
130+50			5.0	427.7	
131			4.8	427.9	
B.M. #29 Co.			4.41	428.32	Corr. El. = 428.31
				428.31	
132					
	4.41	432.72			
+50					
131+50			4.0	428.7	
132.			4.6	428.1	
+50			4.3	428.4	
133			4.4	428.3	
+50			4.25	428.47	
134			4.5	428.2	
+50			4.4	428.3	
T.P. Sta. 134+50 (offset)			2.76	429.96	

10' Offset R.
- E1

115

4.88 427.85

4.91 427.82

Power Pole #

72866

4.20 428.52

4.38 428.34

4.11 428.61

7' Offset R.

3.93 428.79

3.60 429.12

3.50 429.22

2.76 429.96

(48)

Sta.	+	π	-	EI.
				429.96
	4.76	434.72		
135			6.3	428.4
+50			5.65	429.07
136			5.3	429.4
+50			5.19	428.8
137			5.4	429.3
+50			5.4	429.3
138			5.3	429.4
+50			5.05	429.67
139			5.0	429.7
+50			4.3	430.4
T.P. Offset Sta. 139+50			3.98	430.74

7' Offset R.

- El.

72
116

4.23 430.19

4.60 430.12

4.45 430.27

4.78 429.94

4.24 430.48

5.20 429.52

4.64 430.08

4.53 430.19

3.76 430.96

3.98 430.74

Sta.	+	π	-	ℰ.
				430.74
	5.48	436.22		
140			5.6	430.6
+50			5.8	430.4
141			5.5	430.7
+50			5.5	430.7
142			5.2	431.0
+50			4.3	431.9
+67 ¹⁰			4.6	431.6
+89			5.4	430.8
+95			6.6	429.6
143			7.1	429.1
+02	12" Gal. Iron Cul.		7.3	428.9
	Flow Line.			
+03	" " "		7.1	429.1

7° Offset.

- El.

+3
117

5.15 431.07

4.88 431.34

5.02 431.20

4.43 431.79

3.47 432.75

3.51 432.71

15° offset (L) of E.

7.97 428.25

6.05

Temporary Road

← 2⁵ →

Drainage
Left.

← 2⁰ →

Note: these Culverts
are under temporary
road.

Sta.	+	π	-	El.
		436.22		
143+50			7.8	428.4
+60			8.8	427.4
+70			7.0	429.2
144			7.2	429.0
+50			6.7	429.5
145			6.3	429.9
T.P. Offset Sta. 145+00			3.65	432.57
	5.34	437.91		
145+50			8.6	429.3
146			8.2	429.7
+50			7.8	430.1
147			9.2	428.7

15° Offset L.

- El.

14
118

4.10 432.12

Offset stake destroyed.

4.37 431.85

3.65 432.57

6.16 431.75

7.62 430.29

5.36 432.55

5.09 432.82

(51)

Sta	+	π	-	El.
		437.91		
147+50			8.0	429.9
148			7.7	430.2
+50			7.8	430.1
149			8.5	429.4
+50			7.8	430.1
150			7.7	430.2
T.P. Offset Sta.	150+00	2.89		435.02
	6.41	441.43		
+50			11.5	429.9
151			11.4	430.0
+50			11.1	430.3
152			10.1	431.3
B.M. #	30 1/2 Co	(437.89) Co El	4.77	436.66
				Corr. El. = 436.70

15° Offset L.

- El.

75
119

5.42 432.49

4.30 433.61

3.80 434.11

3.77 434.14

3.47 434.44

2.89 435.02

6.52 431.39

6.57 431.34

6.98 430.93

6.40 431.51

B.M. on Power Pole.

(52)				±
Sta.	+	π	-	El.
B.M#	30 1/2 Co.			436.70
	4.77	441.47		
152+50			9.15	432.32
153			11.6	429.9
+13			10.8	430.7
+50			6.75	434.72
154			6.0	435.5
+50			6.0	435.5
155			6.05	435.42
+12				
T.P. Offset Sta.		P.O.T. 155+12	5.67	435.80
	6.34	442.14		
155+12			7.0	435.1

15° offset L. of Φ

- El.

76
120

5.86 435.61

5.86 435.61

5.21 435.26

4.81 436.66

4.86 436.61

5.67 435.80

10° offset R. of Φ

5.70 435.77

(50)		±	
Sta	+	π	- E.I.
		442.14	
155+50			6.6 435.5
156			5.6 436.5
+50			6.0 436.1
157			6.7 435.5
+50			6.2 435.9
158			6.1 436.0
+50			5.9 436.2
159			5.0 437.1
+50			4.9 437.2
160			5.1 437.0
T.P. Offset Sta. 160			<u>4.98</u> 437.16
160+50	5.34	442.50	

10° Offset Rot #

- El.

17
121

5.78 436.36

6.24 435.90

6.88 435.26

6.46 435.68

6.30 435.84

5.98 436.16

5.70 436.44

5.15 436.99

5.06 437.08

4.98 437.16

54

Sta	+	T	-	EI.
		442.50		
160+50			5.2	437.3
161			5.1	437.4
+50			4.6	437.9
162			4.8	437.7
+50			4.8	437.7
163			4.6	437.9
+50			5.3	437.2
164			4.6	437.9
+50			4.1	438.4
165			4.0	438.5
T.P. Offset Sta 165			4.11	438.39
	6.17	444.56		

10° Offset R of Φ .

- E1.

~~18~~
122

5.01 437.99

5.02 437.98

4.81 437.69

4.87 437.63

4.23 438.27

4.42 438.08

4.93 437.57

4.37 438.13

4.24 438.26

4.11 438.39

(56)

±

Sta	+	∓	-	El.
		444.56		
165+50			6.5	438.1
166			6.5	438.1
+50			5.55	439.01
167			5.6	439.1
+50			5.1	439.5
168			4.4	440.2
+50			4.6	440.0
169			3.9	440.7
+50			3.9	441.2
170			3.0	441.6
T. P. Offset Sta. 170			3.03	441.53
	6.37	447.90		

10° Offset K of Φ .

- El.

19
123

6.58 437.98

6.18 438.38

5.83 438.73

5.36 439.20

5.27 439.29

4.74 439.82

4.34 440.22

3.86 440.70

3.40 441.16

3.03 441.53

(56)

Sta	+	T	-	E.I.
		447.90		
170+50			6.3	441.6
171			6.4	441.5
+49 ³¹ B.C.			6.9	441.0
+75				
172				
+25				
+50				
+75				
173				
+25				
T.P. Offset Sta. (68 offset) 173+25			1.27	446.63
	11.04	457.67		

10° Offset R. of Φ . ²⁰ Offset 124
- El. - El. El.

6.27 441.63

6.42 441.48

6.72 441.18

Offset Dis.

10° L Φ 5.25 442.65

10° L Φ 5.05 442.85

10° L Φ 4.76 443.14

9° L Φ 4.18 443.72

7° L Φ 3.46 443.44

6° L Φ 2.39 445.51

5° L Φ 1.27 446.63 24° L Φ 0.94

(51)

Sta.	+	π	-	EL.
		457.67		

173+50

+75

+90³⁰

174

+50

+87⁸⁶ BC

175

+25

+50

+75

176

+25

Offsets Lot # 21
125

- E1 - E1

5.0L	10.82	447.65	23 ⁵ L	9.60	448.07
4 ⁵ L	8.83	448.84	24°L	8.40	449.27
4 ⁹⁰ L	8.13	449.54	23°L	7.80	449.87
5°L	7.76	448.91	24°L	7.40	450.27
5°L	6.02	451.65	24°L	5.88	451.79
4 ²⁰ L	5.15	452.52	22 ⁹⁰ L	4.87	452.80
5°L	4.97	452.70	23°L	4.61	453.06
5°L	4.73	452.94	23 ⁵ L	4.02	453.65
5°L	4.55	453.12	23 ⁵ L	3.74	453.93
5.5L	4.48	453.19	24°L	3.65	454.02
5 ⁵ L	4.47	453.20	24 ⁵ L	3.57	454.10
			22°L	3.78	453.89

(58)

Sta	+	π	-	El.
		457.67		
176+50				
+75				
T.P. Offset Sta	(24' off.)			
	176+75	3.95		453.72
		4.08		457.80
177				
+25				
+42 ⁸⁸				
179+37 ⁹	Flow Line	8.51		449.29
181+37 ⁴	" "	9.15		448.65
B.M #22 Power Pole		7.57		450.23
# 73997				
		5.55		455.78
187+73	Flow Line	10.10		447.70

Offsets L of Φ $\frac{R2}{126}$
 E1 - 151

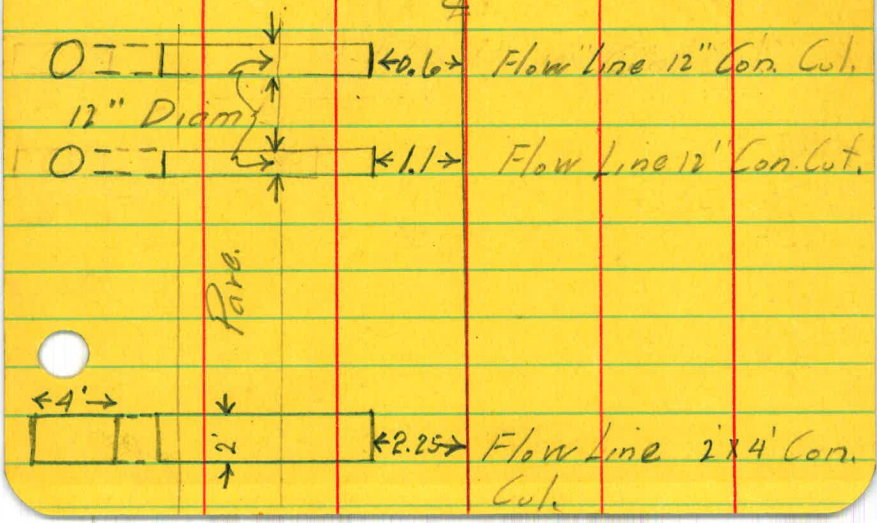
6° L 4.57 453.10 24° L 3.81 453.86

5° L 4.68 452.99 24° L 3.95 453.72

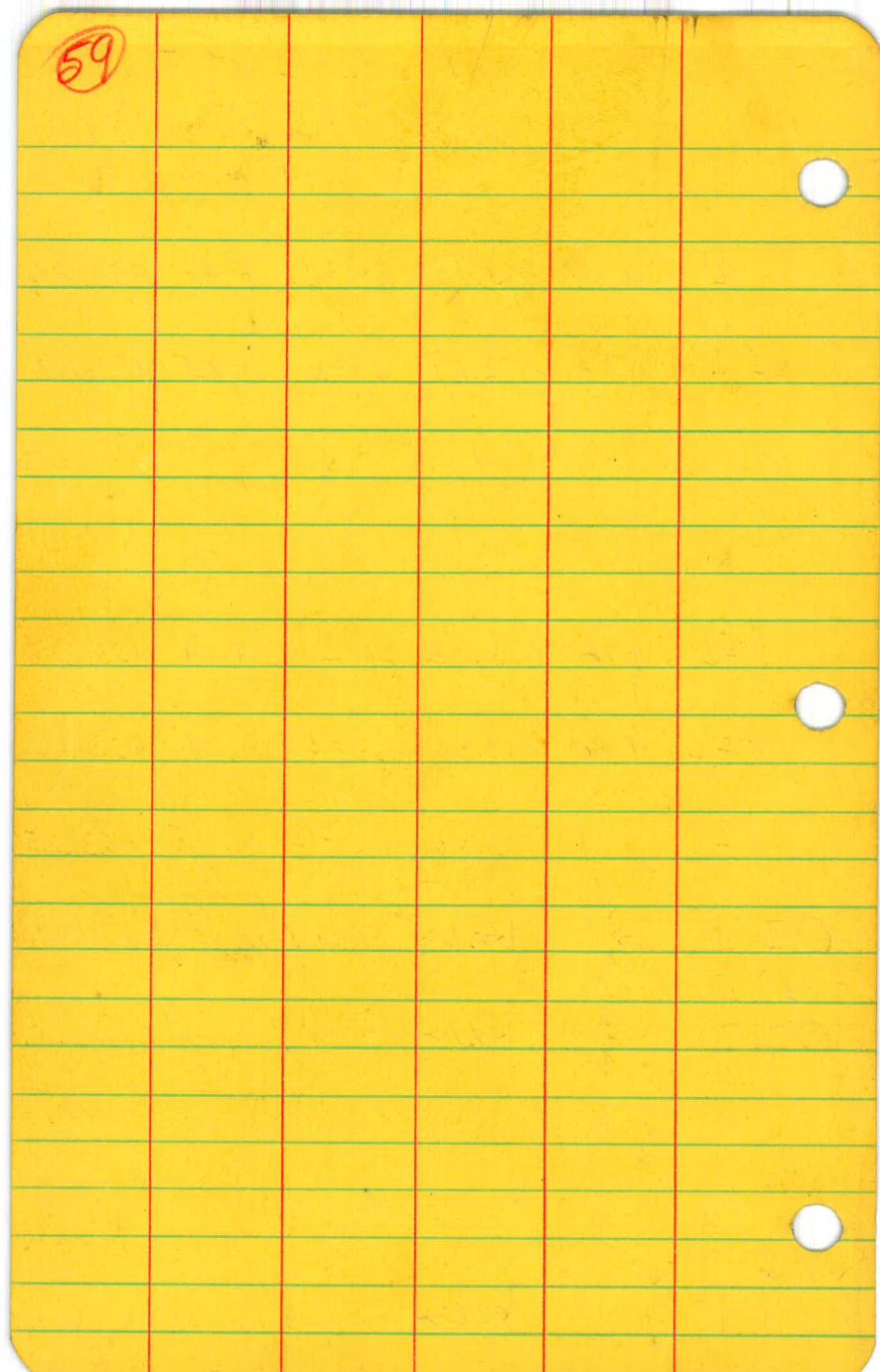
5° L 4.78 453.02 24° L 4.14 453.66

5° L 4.80 453.00 23° L 4.34 453.46

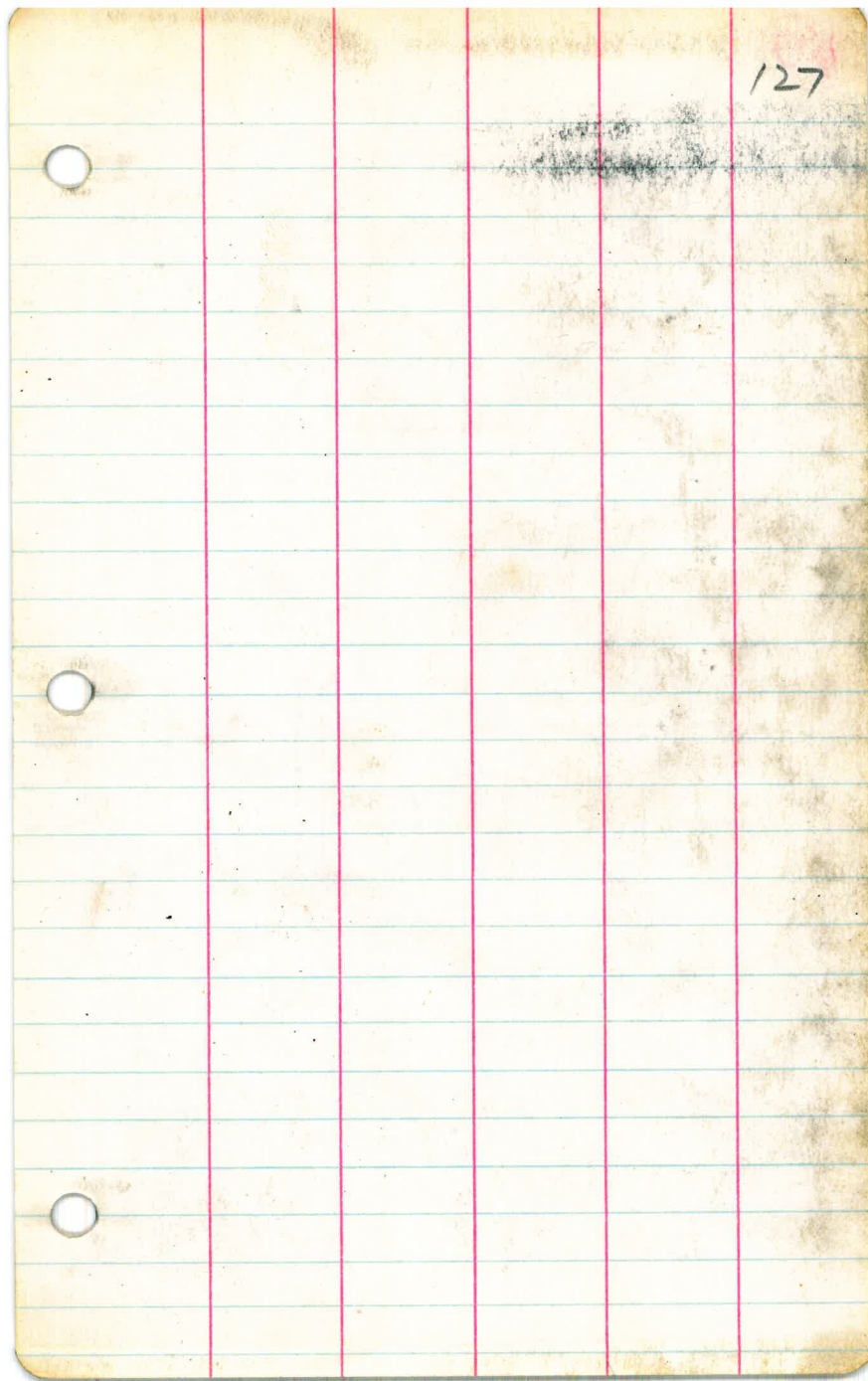
4° L 4.74 453.06 23° L 4.45 453.35



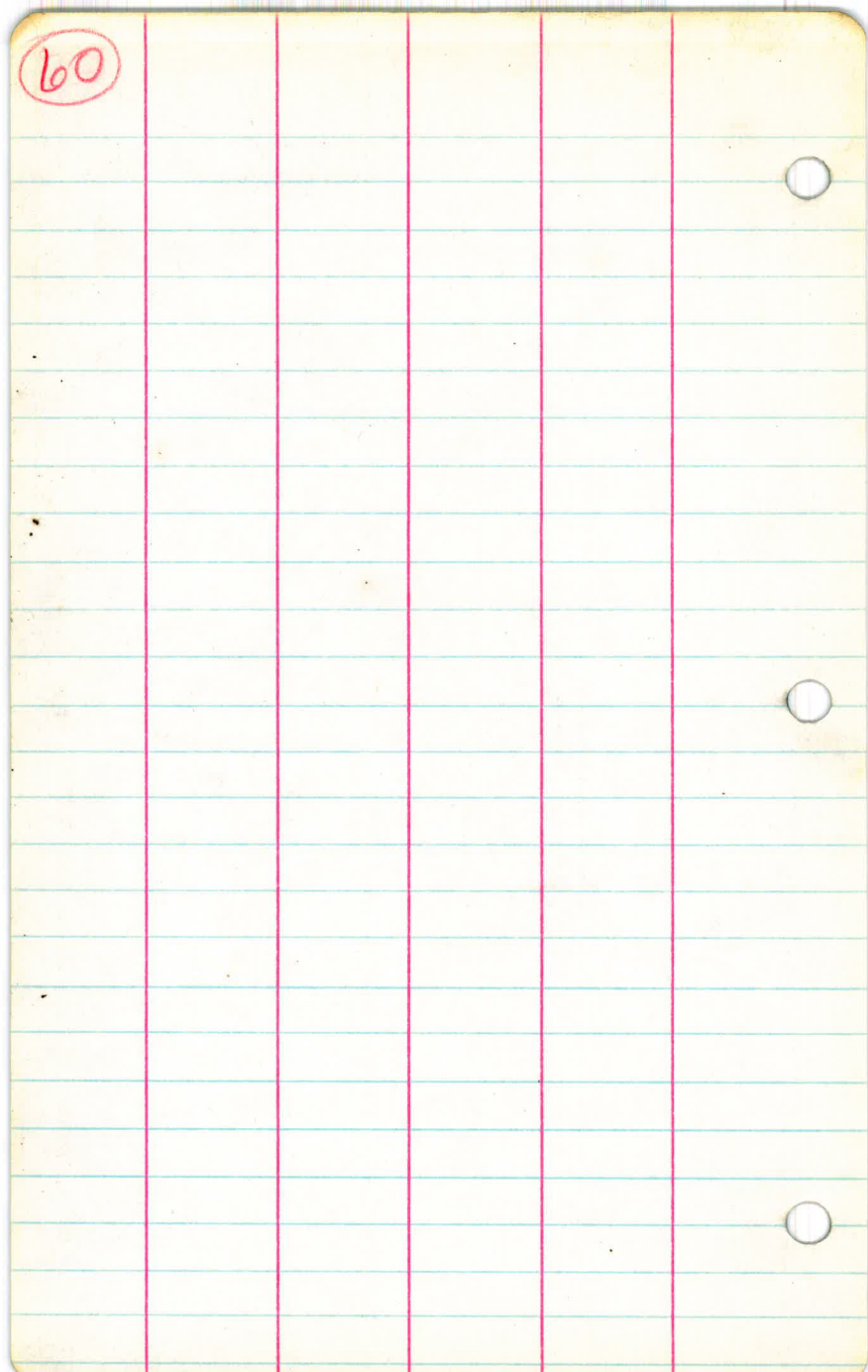
59



127



60



6

128

Sta.

+

H.L.

-

Elev.

(61)

7

Sta.

+

H.L.

-

Elev.

B-3 Line

129

April, 20, 1927

N. Glover
Andrews
Heffernan
Mottour

① Profile and Cross Sections
on Line change from Sta. 171+49³¹
to San Vicente Horn.

Cross Sections on right of
L are roughly estimated.

The Sections on the left
are accurate.

(8 Pages)

(62)

Sta.	+	H.I.	-	Elev	BM ^o
				442.61	#21
	5.64	449.25			
BC, 171+49.21			8.2	441.1	
172+00			6.2	443.0	
172+50			5.7	443.5	
173+00			2.9	446.3	
+50			1.0	448.2	
			1.33	447.92	T.P.
EC, 173+90.29	10.16	458.08	8.4	449.6	Top of rock 2' L of #73+50
174+00			8.0	450.0	
+50			6.4	451.6	
BC, 174+87.84			5.5	452.5	
175+00			5.4	452.6	
+50			5.3	452.7	

(23)

Sta.	+	H.I.	-	Elev	BM ^o
176+00			5.3	452.7	
176+35			4.89	453.19	T.P.
	3.69	456.88			
+50			3.3	453.5	
177+00			4.0	452.8	
EC 177+42 ³⁴			3.0	453.8	
+50			2.6	454.2	
178+00			1.8	455.0	
P.I. +50			2.9	453.9	
179+00			4.1	452.7	
+50			5.2	451.6	
180+00			4.1	452.8	
+50			4.4	452.5	
181+00			4.3	452.6	

Right. Edge of Pav.

L	E	R
453.1		Solid Rock
+0.4	452.7	464.7
6		+12.0 2 to 1 slope
461.1	461.1	Sid Rock
5.4	453.1	+8.0 2 to 1 slope
+33.06		
-0.45	453.5	Solid Rock
6		+5.0 2 to 1
452.9		
+0.1	452.8	Decomposed Granite
6		+2.3 + 12
453.0		
-0.8	453.8	Dec. Granite
0.7		+ 12
453.2		1 to 1 slope
-1.1	454.2	14
6		
453.0		
-2.0	455.0	+ 9
6		+ 20.0
452.8		+ 15.0
-1.1	453.9	1 1/2 to 1
8.6		16.0
452.2		
-0.5	452.7	+ 4.5 2 to 1
7.2		6
0.0	451.6	End of Cut
7.2		449.1
451.7		-2.5 T.S.
-1.1	452.8	5
6.8		453.8
451.7		+ 1.0
-0.8	452.5	7.0
7.0		+ 10.0
451.7		15
-0.9	452.6	452.8
6.4		+ 1.0
		7
		452.9
		+ 0.7
		456.120
		+ 3.5
		456.6
		+ 4
		15
		464.6
		+ 12
		17

(21)

Sta.	+	H.I.	-	Elev	BM ⁿ
		456.88			
181+50			4.2	452.6	
182+00			3.9	453.0	
+50			4.9	452.0	
			6.60	450.29	
	4.40	454.68		450.28	BM ⁿ 22
183+00			0.8	453.9	
BC. 183+43.72			2.3	452.4	
+50			3.6	451.1	
184+00			3.8	450.9	
+50			4.2	450.5	
185+00			4.7	449.9	
+50			3.2	451.5	
186+00			4.5	450.2	
+50			5.7	449.0	

L

Q

R

132

Right Edge Pav

$$\begin{array}{r} 457.6 \\ -1.0 \\ \hline 456.6 \end{array}$$

$$\begin{array}{r} 457.7 \\ -1.3 \\ \hline 456.4 \end{array}$$

$$\begin{array}{r} 457.4 \\ -0.6 \\ \hline 456.8 \end{array}$$

$$\begin{array}{r} 457.1 \\ -2.8 \\ \hline 454.3 \end{array}$$

$$\begin{array}{r} 457.2 \\ -1.2 \\ \hline 456.0 \end{array}$$

$$\begin{array}{r} 457.1 \\ 0.0 \\ \hline 457.1 \end{array}$$

$$\begin{array}{r} 456.9 \\ 0.0 \\ \hline 456.9 \end{array}$$

$$\begin{array}{r} 456.7 \\ +0.2 \\ \hline 456.9 \end{array}$$

$$\begin{array}{r} 455.2 \\ +0.3 \\ \hline 455.5 \end{array}$$

$$\begin{array}{r} 449.9 \\ -1.6 \\ \hline 448.3 \end{array}$$

$$\begin{array}{r} 449.6 \\ -0.6 \\ \hline 449.0 \end{array}$$

$$\begin{array}{r} 449.3 \\ +0.3 \\ \hline 450.0 \end{array}$$

452.6

453.0

452.0

453.9

452.4

451.1

450.9

450.5

449.9

451.5

450.2

449.0

+1.0

+0.5

+0.7

+6.0

+7.0

+7.0

0.0

450.9

449.9

451.5

450.2

449.0

2 to 1

+1.0

+5.0

2 to 1

2

8

5

3 to 1

449.9

451.5

450.2

449.0

Sta.	+	H.I.	-	Elev	
		454.65			
187+00			5.6	449.1	
+50			6.2	448.5	
188+00			6.4	448.3	
+50			6.3	448.4	
189+00			5.9	448.8	
+50			6.8	447.9	
EC. 190+132			6.47	448.21	T.P. on Aug. 28.
	6.03	454.24			
+50			5.8	448.9	
191+00			5.2	449.0	
+50			5.4	448.8	
192+00			5.4	448.8	
+50			4.8	449.4	
193+00			4.3	449.9	

L

Q

T 133

Right Edge Face,

449.1 - 0.0 7.2 449.0	449.1
448.9 + 0.5 7.2	448.5
448.9 + 0.6 7.1	448.3
449.0 + 0.6 7.1	448.4
448.0 + 0.2 6.5	448.8
448.9 + 1.0 6.2	447.9
448.8 + 0.6 5.7	448.2
448.8 + 0.4 5.6	448.4
448.8 - 0.2 5.8	449.0
448.7 - 0.1 6.0	448.8
448.8 0.0 6.1	448.8
448.9 - 0.5 6.2	449.4
448.9 - 1.0 6.3	449.9

(66)

Sta	+	Ht.	-	Elev
		454.24		
193+50			3.5	450.7
194+00			4.1	450.1
+50			3.4	450.8
196+00			3.3	450.9
+50			3.5	450.7
^{RI.} 195+73.05			3.7	450.5
196+00			4.2	450.0
+50			4.1	450.1
197+00			3.5	450.7
+50			2.9	451.3
			2.85	451.39
	6.24	457.63		
198+00			6.1	451.5
+50			5.7	451.9

T.P.
on edge
of para.
opposite
Sta 197+50

L

Q

FT

134

Right Edge Ave.

449.4

-1.3
6.4

450.7

12.2

449.3

-0.8
6.7

450.1

12.3

449.6

-1.2
6.8

450.8

449.6

-1.3
7.1

450.9

12.5

449.9

-0.8
7.3

450.7

450.1

-0.4
8.0

450.5

13.0

450.0

0.0
7.3

450.0

12.6

450.6

+0.5
7.1

450.1

451.0

+0.3
7.1

450.7

12.6

451.3

0.0
7.0

451.3

451.93

+0.4
6.9

451.53

12.4

452.2

+0.3
6.8

451.9

(67)

Sta.	+	H.I.	-	Elev
		457.63		
199+00			5.6	452.0
+50			5.2	452.4
200+00			5.0	452.6
+14 ²⁵	Edge of Tave		4.8	452.8
+50	on Tave		4.65	452.95
201+00	" "		4.56	453.07
+36 ⁰⁴	Edge of Rve		4.0	453.6
+50			4.1	453.5
202+00			3.6	454.0
+50			3.4	454.2
				457.39 T.P.
	844	459.83		
203+00			5.3	454.5
203+10 ⁰⁸	Edge of Bank (Top)		5.5	454.3

L
Right Edge Pav.

Q

FT 135

452.0	452.0
+0.35	
6.8	
452.6	
+0.2	452.4
5	
452.8	
+0.2	452.6
1.4	
0	
0	452.8

0	453.6
0	
453.1	
-0.4	453.5
2.8	

454.0

Left Edge of pave
453.2
-0.2
13.5

68

203+15	Edge of Water	8.5	451.3	
204+00	In river	8.5	451.3	
205+00	" "	8.2	451.6	
206+00		7.9	451.9	
206+17	Edge of Bank (Top)	6.0	453.8	
206+50		3.6	456.2	
207+00		3.7	456.1	
POI. +06.14		3.8	456.0	
+50		3.5	456.3	
208+00		3.4	456.7	
		3.37	456.46	T.P.
	4.76	461.22		
+50		4.7	456.5	

136

(E9)

	461.22		
BC, 208+66 ^{EF}		4.6	456.6
209+00		4.6	456.6
+58		1.7	459.3
EC, 209+60 ^{EF}		1.3	459.9
Old Q 214+00		2.0	459.2204
	4.92	456.36	B.M.
			Nail in hub
			20' N of
			Sta. 208+66 ^{EF}

— Profile Levels —

Proposed Line Changes

San Vicente Pipe Line

Starting Near Union Oil
yards. and running North etc

Field work - Hallock - Bush - Pinkard

A-15-1927

— — — — —



— 15 Sheets —



(70)	①		⊥		
	4.20	405.10			
T.P. on P.O.T.			3.75	400.90	
29+50			4.1	400.5	
29+00			4.3	400.3	
28+50			4.0	400.6	
28+00			4.0	400.6	
27+50			3.8	400.8	
Top of rail.			4.60	400.0	
27+00			3.7	400.9	
26+50			3.8	400.8	
26+00			3.9	400.7	
Point of Switch.			4.45	400.20	
25+50			4.0	400.6	
25+00			4.2	400.4	
24+52.54 E.C.			3.82	400.63	
24+50 P.O.S.T.			4.3	400.3	
24+30			4.9	399.7	
	4.94	404.65			
			5.52	399.71	T.P.
			5.03	400.30	
			4.95	400.28	
	5.01	405.23			
				400.22	

P.O.T. Sta. 29+60²² On ϕ Hub

Top of rail app. 27+30 (End of line)

Top of rail at point of switch app. 25+35

On Hub

On Red Head - ϕ Sta. 24+30²² New line (on R.R. Tie)

Sta. 27+00 Record Elev. = 400.22 (on ground)

Sta. 25+50 " " = 400.22 (on ground)

Top of Hub marked 28+40¹⁶ on marker
across street from N. E. Cor. of Union Oil Co.'s
yard - Lakeside.

B. 1 " Line

(71)	(2)		£	
	4.83	406.23		
T.P.			3.70	401.40
38+50			3.8	401.3
38+00			3.8	401.3
37+50			4.3	400.8
37+00			4.3	400.8
36+50			4.6	400.5
36+13 ⁷⁵	F.C.		4.8	400.3
			6.31	398.79
35+35 ²⁴	B.C		4.8	400.3
35+00			5.3	399.8
34+50			5.0	400.1
34+00			4.6	400.5
33+50			4.9	400.2
33+00			4.5	400.6
32+50			5.0	400.1
32+00			4.9	400.2
31+50			5.0	400.1
31+00			5.3	399.8
30+50			5.2	399.9
30+00			4.7	400.4
29+85			3.9	401.2
29+80			7.3	397.8
29+73			3.8	401.3
		405.10		

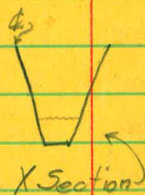
On Hub near ϕ 38+50

P.I. Hub \rightarrow 3558529

5' Rt. ϕ	= 7.3	397.8
5 1/2 "	= 7.2	397.9
5 "	= 7.3	397.8
4 1/2 "	= 7.5	397.6
4 "	= 7.5	397.6
3 1/2 "	= 7.2	397.9
2 1/2 "	= 7.2	397.9
3 1/2 "	= 7.3	397.8
3 "	= 7.2	397.9
2 1/2 "	= 7.2	397
4 "	= 7.6	397.5
" "	= 7.5	397.6
5' Rt. ϕ	= 7.5	397.6

Bottom of drain ditch

"B. 1" Line



Note. - ϕ is on lit. edge of ditch.
 bottom of ditch is 1 foot wide and side
 slopes are same for both sides

72

③

£

48+50		6.7	401.5
48+00		6.6	401.6
47+50		6.6	401.6
47+00		6.6	401.6
46+50		7.0	401.2
46+00		7.6	400.6

5.15 408.18

T.P. on P.I.		3.20	403.03
45+37 ² B.C		3.3	402.9
45+00		3.6	402.6
44+50		3.6	402.6
44+00		4.0	401.4
43+50		4.4	401.8
43+00		4.6	401.6
42+50		4.3	401.9
42+00		4.6	401.6
41+50		4.6	401.6
41+00		4.4	401.7
40+50		4.7	401.5
40+00		4.3	401.9
39+50		4.9	401.3
39+00		5.0	401.2

406.23

"B-2" line

P.I. Hub Sta. $45+60^{00}$ "B1" = $45+60^{00}$ "B2"
(See Page ⑥ for B2)

"B-1" line

(12)	(4)	£	
58+50		5.6	403.5
58+00		4.3	404.8
57+50		4.9	404.2
Set B.M.		3.72	405.43
57+00		4.6	404.5
56+50		4.7	404.4
56+00		5.1	404.0
	4.83	409.15	
T.P. on P.O.T.		3.86	404.32
55+00		3.6	404.6
54+50		3.9	404.3
54+00		4.3	403.9
53+50		5.8	402.4
53+00		6.0	402.2
52+50		5.4	402.8
52+00		4.7	403.5
51+50		4.7	403.5
51+00		5.2	403.0
50+50		5.8	402.4
50+00		5.8	402.4
49+50		6.3	401.9
49+00		6.4	401.8
		408.18	

④

141

Nail in large Catw'd Tree left 56+85

Hub ϕ 55+50

"B. 2" Line

(74)	⑤		£	
66+75			4.2	405.3
	4.63	409.53		
T.P.	→		5.19	404.90
66+50			5.8	404.3
66+00			4.7	405.4
65+50			4.4	405.7
65+00			4.3	405.8
64+50			4.9	405.2
64+00			4.8	405.3
63+50			4.6	405.5
63+00	P.O.T.		4.83	405.26
62+50			6.2	403.9
62+00			5.8	404.3
61+50			5.4	404.7
61+00			6.1	404.0
60+50			5.9	404.2
	7.41	410.09		
T.P.			6.47	402.68
60+00			6.7	402.4
59+50			7.6	401.5
59+25			6.0	403.1
59+00			6.9	402.2
		409.15		

⑤

142

On Hub near Φ 66+50

On Φ Hub

"B.2" Line

Hub near 60+00 Con left of Φ

(75)	⑥	£	
48+50		7.0	405.6
48+00		7.8	404.8
47+55	P.1.	8.08	404.57
47+00		8.8	403.8
46+50		9.1	403.5
46+00	"B.1"	9.5	403.1
	9.62	412.65	
45+60	²⁰ P.1.		403.03
<hr/>			
+69	5' lower		401.3
+65	1' lower		405.3
T.P.	P.O.T. "B ² "	3.20	406.33
70+20		2.6	406.9
70+00		5.8	403.7
69+50		6.0	403.5
69+20		6.3	403.2
69+00		4.5	405.0
68+50		5.3	404.2
68+00		4.7	404.8
67+80		3.5	406.0
67+50		4.0	405.5
67+00		5.6	403.9
		409.53	

407.15

⑥

143

On Hub

"B1" line



On Hub $45+60^{\circ}$ ^{PI.} "B1" = $45+60^{\circ}$ P.O.T. "B2"



Stream edge.

Top of Bank

On Hub $\&$ $70+50$



"B2" line

(76)	0		£	
	4.43	412.92		
57+90	P.1	T.P. →	5.87	408.49
57+69	³² B.C		6.0	408.3
57+00			6.0	408.3
56+50			5.8	408.5
56+00			5.7	408.6
55+50			5.6	408.7
55+00			5.4	408.9
54+50			5.3	409.0
54+00			5.2	409.1
53+38 ⁰⁰	P.1.		5.28	409.08
53+00			5.4	409.0
	5.8A	414.36		
T.P.	→		4.13	408.52
52+50			4.3	408.3
52+00			5.3	407.3
51+50			5.9	406.7
51+00			6.0	406.6
50+50			5.6	407.0
50+00			5.5	407.1
49+50			6.0	406.6
49+00			6.4	406.2
		412.65		

5749 144

T.P. on P.L. Hub 57+90⁰⁰

On Φ Hub

On Hub near Φ 52+50

"B-1" line

(77)	⊕		£	
66+50			5.5	407.4
66+00			5.4	407.3
65+50			5.5	407.4
65+00			5.7	407.2
64+50			5.9	407.0
64+00			6.1	406.8
		412.91		
	G.12	414.35		
T.P.	→		6.13	406.79
				408.23
63+50			6.4	406.5
63+00			6.8	406.1
62+50			7.4	405.5
62+00			7.1	405.8
61+80			4.4	407.9
61+50			4.3	408.0
61+16.99	E.C.		4.6	408.3
60+98.83	P.I.		4.72	408.20
60+79.88	B.C		5.0	407.9
60+50			5.2	407.7
60+00			5.0	407.9
59+50			4.7	408.2
58+50			4.7	408.2
58+00			4.0	408.9
58+10	E.C		4.0	408.9
		412.92		

Ⓟ

145

T.P. on Hub near G3+50 (on right)

"B1" line

78

①

£

		413.87	continued middle	
	1.80	415.31	Next page	
B.M. Set			1.26	412.07
				413.51
72+85			8.7	404.6
72+65			2.2	411.1
72+50			5.9	407.4
72+00			5.7	407.6
71+50			4.8	408.5
		413.33		
	3.15	414.77		
70+71 st	R.O.T. T.P. →		2.73	410.18
				411.62
70+50			2.7	410.2
70+00			2.6	410.3
69+50			2.2	410.7
69+			3.6	409.3
69+00			5.1	407.8
68+50			4.5	408.4
68+80			3.0	409.9
68+00			3.8	409.1
67+50			4.5	408.4
67+21 st	E.C.		5.2	407.7
66+90 th	P.I.		5.36	407.55
66+56 th	B.C.		5.5	407.4

412.91

⑨

146

B.M. Nail in Catwalk Rt. Sta. 72+65
← Waters edge.

0+00 Jetty line
T.P. on P.O.T. Hub (70+94.8) P.O.T. B⁺ =

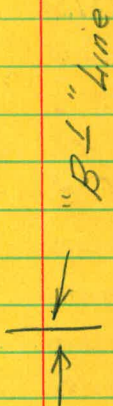
"B⁺" line

On P.O.T. Hub

(10)

147

On Hub
Streams edge
Approximate ϕ River



$70+94 \text{ ft } B^{\perp} = 0+00 \text{ Jetty line}$

(80)	(11)		£	
82+50			4.8	410.8
82+34			4.5	411.1
82+00			4.4	411.2
	4.28	415.60 417.04		
T.P.	→		3.12	411.32 412.76
81+50			3.2	411.2
81+00			3.1	411.3
80+50			3.5	410.9
80+00			3.9	410.5
79+50			4.5	409.9
79+00			5.6	408.8
78+75			7.8	406.6
78+50			6.9	407.5
78+25			4.5	409.9
78+00			6.1	408.3
77+75			6.7	407.7
77+50			4.1	410.3
77+00			3.8	410.6
		414.44 415.88		
T.P.	→		2.42	411.45 412.89
76+50		3.2		410.7
		415.31 413.87		

⑩

148

(On marker Xing 10" line)

on Hub Lt. $\$ 81+50$

"B" line

Nail in bag

(81)	(12)		£	
90+50			5.2	409.8
90+32 99 E.C.			4.8	410.2
	3.56	415.04 416.46		
B.M. Set	T.P. →		4.06	411.48 412.92
90+02 P.I.			4.79	410.75
89+50			4.7	410.8
89+00			4.6	410.9
88+50			4.6	410.9
88+00			4.5	411.0
87+50			4.4	411.1
	4.23	415.54 416.98		
T.P. →			4.29	411.31 412.75
87+00			4.4	411.2
86+50			4.5	411.1
86+00			4.5	411.1
85+50			4.5	411.1
85+00			4.4	411.2
84+88			4.4	411.2
84+50			4.5	411.1
84+00			4.5	411.1
83+50			4.7	410.9
83+00			4.8	410.8
		417.04		
		415.60		

(12)

149

Nail in Power Pole # 72670 120' ± ht. 90+02
On Hub

On Hub near $\$$ 97+00

"B" Line

(82)	(13)		£	
101			5.0	410.9
+50			4.9	411.0
100+00			5.1	410.8
99+50			5.1	410.5
99+00			4.8	411.1
98+50			4.7	411.2
98+00			4.6	411.3
97+50			4.7	411.2
97+00			5.1	410.8
96+50			6.1	409.8
96+00			6.0	409.9
95+50			6.2	409.7
	6.00	415.95		
		417.39		
T.P.	→		5.09	409.95
				411.39
95+00			5.1	409.6
94+50			5.1	409.9
94+00			5.2	409.8
93+50			4.9	410.1
93+00			4.6	410.4
92+50			4.4	410.6
92+00			4.1	410.9
91+50			4.1	410.9
91+00			4.5	410.5
		416.48		
		415.04		

③

150

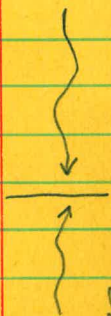
On Hub near ϕ 95+00

"B-1" line

76+50¹² "B-1" = 0+00 Jetty Line

Jetty line

Nail in log. Near 76+50 "B-1"



Equation - 102+94¹² "B-1" E.C. = 85+62²¹ P.O.T.
original line

"B-1" line

Nail in Tel. Pole (Angle) #29222

84

15

£

"B. 2" line

9.75

~~405.56~~
404.12

B.M.

1.80

~~415.31~~
413.87

~~413.51~~
412.07

B.M.

3+16

2.2

411.9

3+00

2.2

411.9

2+50

3.4

410.7

2+00

4.7

409.4

Jetty line

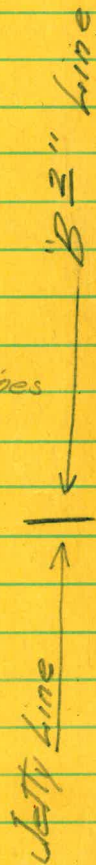
~~415.59~~
414.15

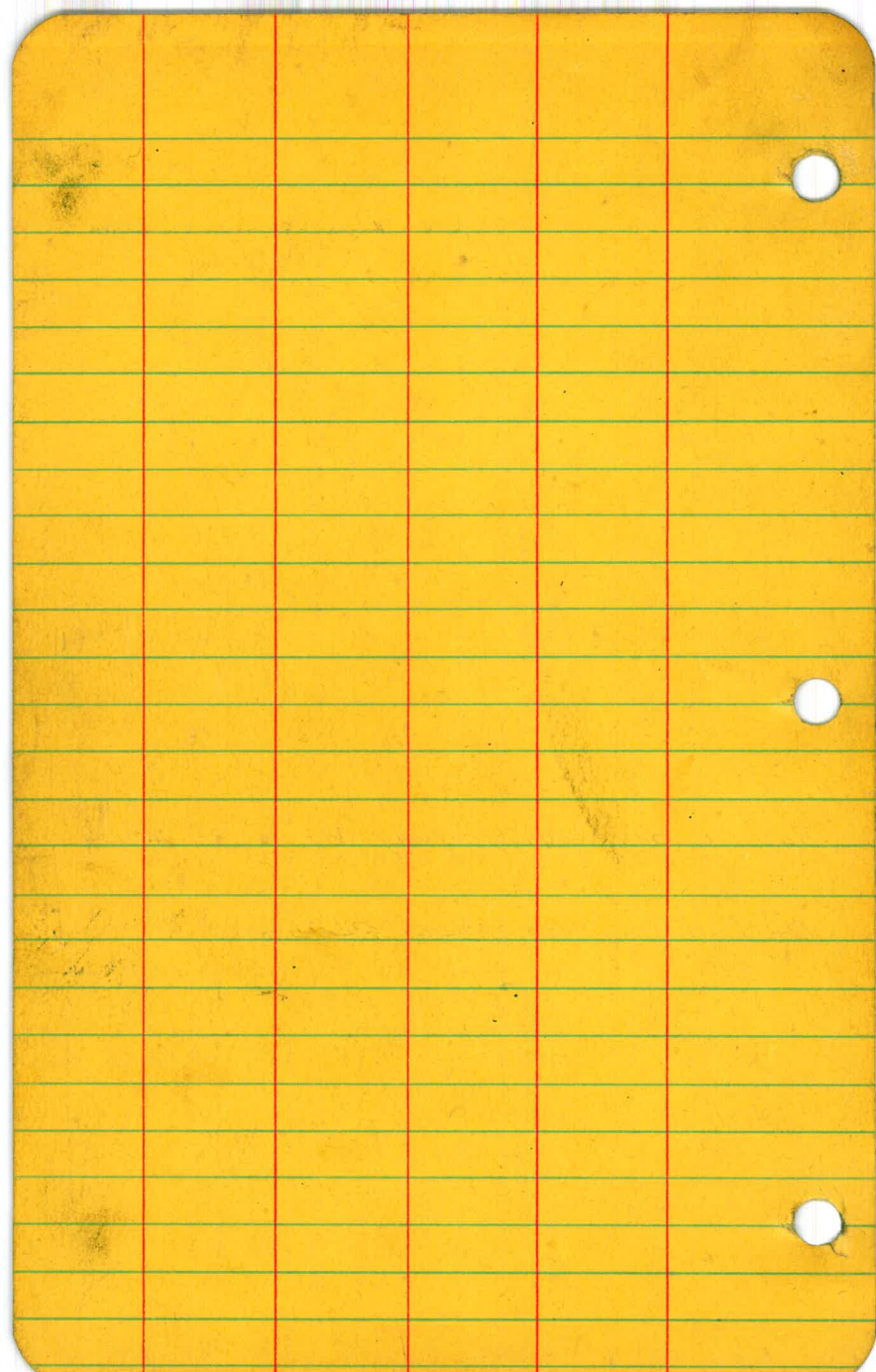
15

152

Hub in dry wash midway "B¹" & "B²" lines

Nail in Tree near 72+65 "B¹" line





W557