

~~Einzelband #3~~  
~~Eschscholzer #3~~

W

564-C



DIETZGEN

FIELD BOOK

# 5

No. 403 P

**MICROFILMED**

**JAN 13 1965**

MESSERSMITH

564-C

Sta.	Date	Sta. A.M.	Sta. P.M.	DISTANCE
1+00	11.23.41	47+00	69+19	EACH DAY
	11.24.41	AT LAKESIDE		
		A. 90+88		
		B. 125+314		
	11.25.41	129+00	129+00	4+00
	11.26.41	129+00	180+00	51+00
	11.27.41	180+00	251+00	71+00
	11.28.41	251+00	278+00	27+00
	11.29.41	278+00	307+00	29+00
	12.1.41	307+00	380+00	73+00
	12.2.41	380+00	443+00	73+00
	12.3.41	443+00	473+00	30+00
	12.4.41	245+00	296+00	51+00
	12.5.41	365+00	344+00	21+00
	12.6.41	344+00	324+90	19+10

(2)

Started to Running Line for 48" pipe  
for the city of SAN Diego California

Located steel pipe line

Stadia Survey for Pipe Line  
 From PI 418+83.58 (offset line)  
 to Murry Reservoir via tunnel  
 Bearing of Back Line taken as S83 42 30W  
 Angle left from prolongation 47° 21 30  
 Bearing of Line PI to I = S. 36° 21 W  
 Set off variation so Needle Points S 36° 21 W  
 Elev. of P.I. = 309.2

312.2  
 80  
 849.2 Fl. P.I.

St	BS.	Vert x	Diff. Elev.	F.S.	FS.
	Dist.			Stim.	Dist.
PI.					
# 1	460	-0° 57	8.2	36° 21'	462
# 2	570	-0° 40	6.3	36° 21'	570
# 3	475	-2° 17	18.7	36° 21'	475
# 4	544	-0° 26	4.1	33° 48'	546
# 5	485	-0° 58	8.2	33° 48'	485
# 6	407	-1° 45	12.3	16° 57'	406
# 7	536	-3° 09	29.6	347° 14'	536
				328 48	459

Vert x	Elev.	Bearing.
	309.2	
+1° 01	317.4	S. 36° 21 W
+0° 40	323.7	S. 36° 21 W.
+2° 16	342.4	S. 36° 21 W
+0° 27	346.5	S. 33° 48 W
+0° 58	354.7	S. 33° 48 W
+1° 44	367.0	S. 16° 57 W
+3° 10	396.6	S. 12° 46 E
		S. 31° 12 E

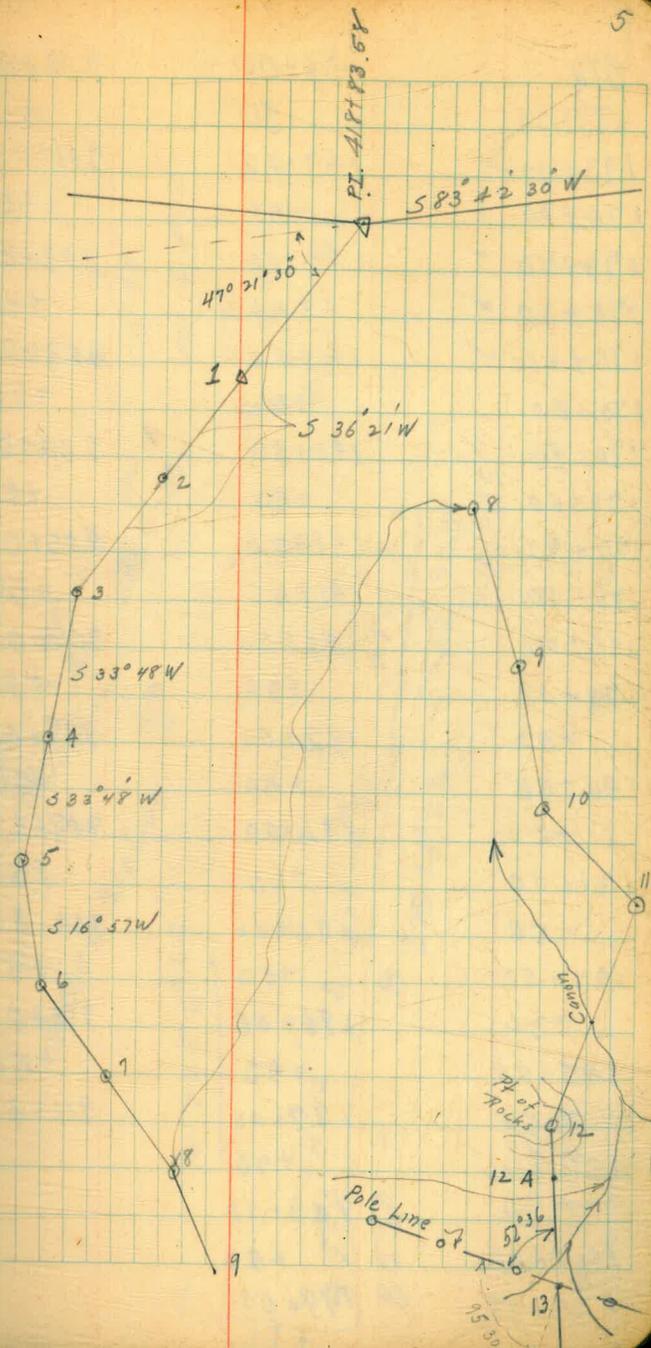
Remarks  
 PI for Curve  
 BC = 418 + 41.66  
 Mag. Brg. S 33 30 W

849.7  
 321.5  
 528.2

T at	BS	Vert <sup>x</sup>	Diff El.	F.S.	F.S.	F.S.	Diff	Mag. Brg.
# 7								S 31° 30 E
	459	-1° 39	13.3	328° 48	457	+1° 40	409.9	S 31° 12 E
# 8								S 18° 45 E
	712	-2° 00	24.9	340 54	714	+2° 01	434.8	S 19° 06 E
# 9								S 11° 33 E
	497	-2° 37	22.5	348 27	497	+2° 37	457.3	S 11° 33 E
# 10								S 41° 30 E
	418	-2° 49	20.6	318 30	416	+2° 50	477.9	S 42° E
# 11								S 2° E
	541	-1° 11	67.4	1° 53	543	+1° 13	545.3	S 1° 53 W 205 ft to Canon Level with # 11
# 12								S 1° 53 W
				1° 53 (276)		-1° 00		
(12 A)								Duo So.
	591	8° 13	83.8	359° 51	594	+8° 15		
# 13	<del>327.8</del>	<del>8° 13</del>	<del>83.8</del>	<del>359° 51</del>	<del>390</del>	<del>+8° 15</del>	629.1	
	384	9° 52		359° 51	390	+9° 52		S 0° 09 E

X with Pale Line

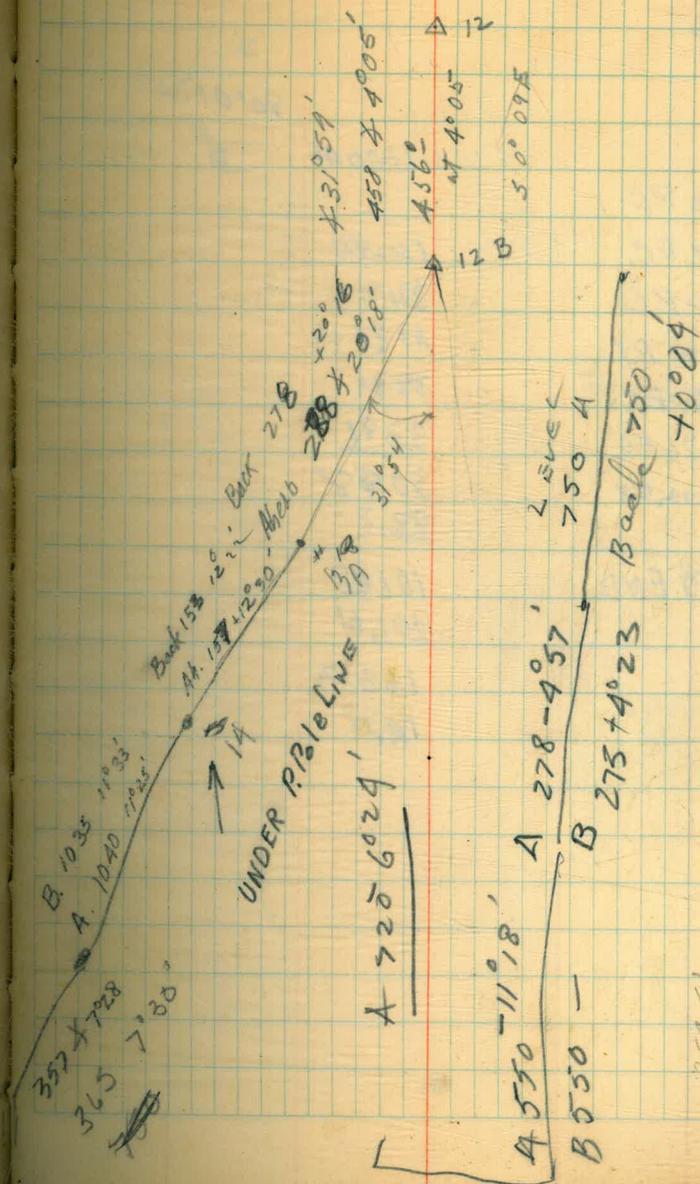
132 back from #13



$95^{\circ} 30'$   
 $52 \quad 36$   
 $\hline 148^{\circ} 06'$   
 $31 \quad 54$

Sta	196+00	200+00
173+50	50	+50
173+90	187+00	201+00
174+00	+50	+50
174+50	188+00	202+00
175+00	+50	+50
175+50	189+00	203+00
176+00	+50	+50
176+50	190+00	204+00
177+00	+50	+50
177+50	191+00	205+00
179+00	191+50	+50
179+50	192+00	206+00
179+00	+50	+50
+50	193+00	207+00
180+00	+50	+50
+50	194+00	209+00
181+00	+50	+50
+50	195+00	209+00
182+00	+50	+50
+50	196+00	210+00
183+00	+50	+50
+50	197+00	211+00
184+00	+50	
+50	199+00	
185+00	+50	
185+50	199+00	
	+50	

50+00  
50+50  
51+00  
51+50  
52+00



2-2-1942

Sta,

7790 To R.R. Track Dist

~~8590~~

90° 01' 30"

1+0046

155+7656 BC.

157+7299 E.C.

159+6800 B.C.

160+8000 P.I.

161-9523 E.C.

BC, 155+7654

E.C. 157+7299

P

209+50 END

11.94

34.71

4980 + 3

3884

23.91

50.98

23.30

101.63

201.61

16850

14.10

1594 9553  
1170 292  
9263  
553

159750

1+0647

16075647

Sta.	B.S.	I.I.	F.S.	Rod	Elev.
T.P. #22			4.53		2.25
⌘ 23	7.58	9.83			
T.P. #23	16.20		5.75		4.08
⌘ #24	9.40	11.48			
T.P. #24		11.56			
BC. 170+50 <sup>52</sup>					
P.T. #2A			2.76	2.76	8.72

P.C.

792  
279  
464

1049  
970  
-----  
279

8

T.P. 2.25  
+ 7.58  
⌘ 9.83  
- 5.75  
-----  
T.P. #23 4.08  
+ 4.40  
-----  
⌘ 11.48  
- 9.96  
-----  
T.P. 872  
10

169+50

~~As~~

15° 19

Dist

375.50

LEVELS BELT ST. (HARBOR FRONT)

From Book #2 Page #31

Sta.	B.S.	H.I.	I.S.	Rod	Elev.
		11.81			
207+00				9.0	2.1
+50				11.7	0.1
208+00				12.5	-0.7
+50				12.1	-0.3
209+00				11.2	+0.6
209+50	end of line			11.1	+0.7
TP #29			11.07		0.94

"A" Line

177+87 <sup>33</sup>	= A0+00 <sup>2</sup>	(16.2)	TP #25		12.17
A #1	3.70	16.17			
A0+00				3.7	12.5
A0+38	Top Rail on AT&SF R.R.			6.0	10.2
A0+50				7.6	8.6
A1+00				9.5	6.7
A1+38	Top Rail on A.C. R.R.			11.1	5.1
A+50				13.6	2.6
A2+00				8.8	7.4
A+50				9.7	6.5
A3+00				10.4	5.8
A+11	on top of curb			10.1	6.1
A+50				9.0	7.2
A4+00				8.5	7.7

11.81  
11.07  
- .74

12.47  
3.70  
- 16.17

Note Minus

Sta	B.S.	I.S.	F.S.	Rod	Flag
		(16.2)✓ 16.17			
A4+50				8.1	8.1
A5+00				8.2	8.0
A +50				8.1	8.1
A45+				8.1	8.1
T.P.#1		9.33 ✓	8.09		8.08 ✓
A#2	1.25	9.23			
A6+00				1.0	8.3
A6+15				0.9	8.4
A6+35				10.2	-0.9
A6+50				10.6	-1.3
A7+00				10.6	-1.3
A7+50				10.5	-1.2
A7+73 2/4				10.8	-1.5
A8+00				10.4	-1.1
A +50				11.8	-2.5
A9+00				12.0	-2.7
A +50				11.5	-2.2
A10+00				11.2	-1.9
A +50				10.4	-1.1
A11+00				10.0	-0.7
A +50				10.2	-0.9
A12+00				11.0	-1.7
A +50				10.5	-1.2
T.P.#2			9.62		-0.29

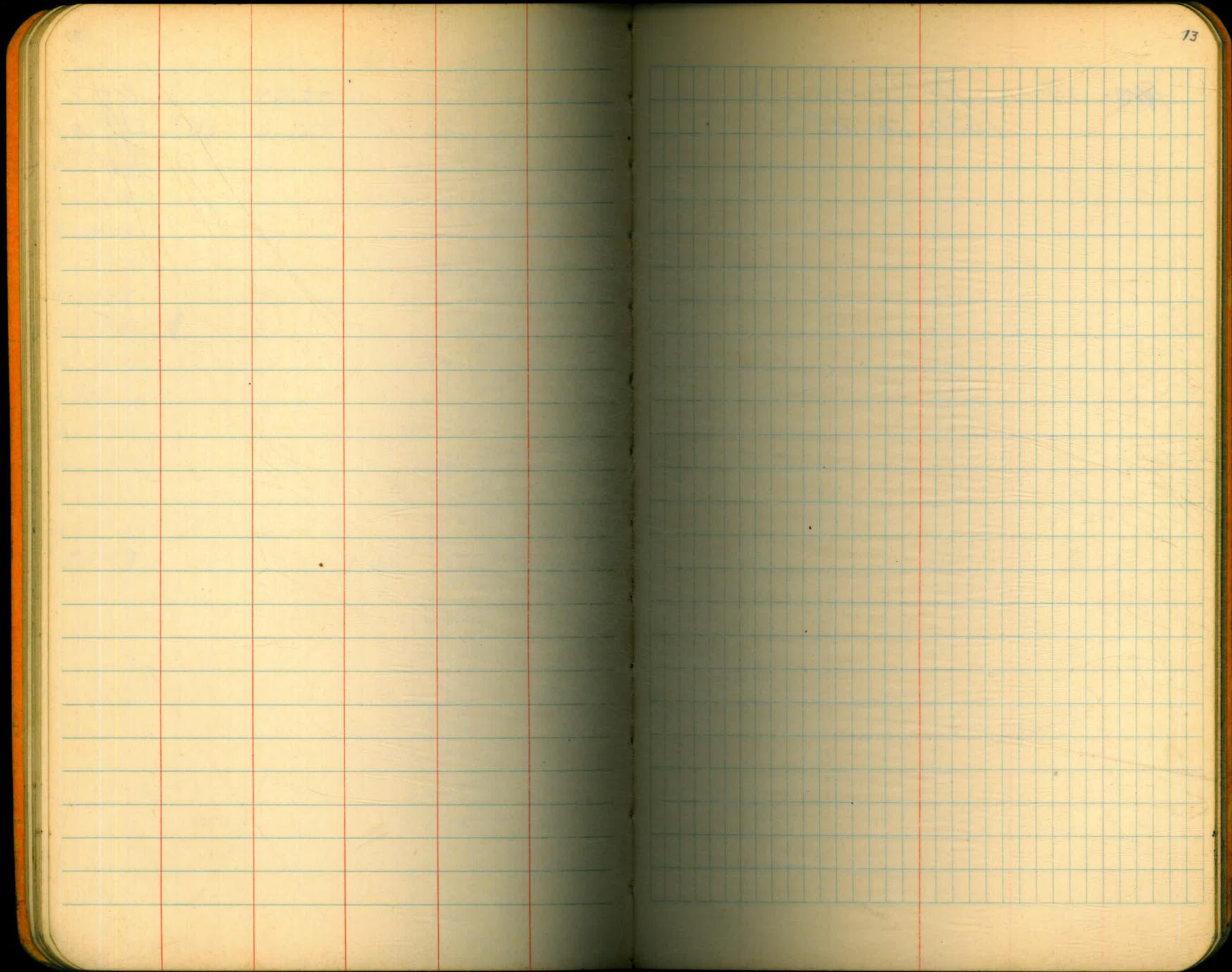
Correction.

Note Minus

16.19  
8.08  
8.08  
1.25  
9.33  
9.62  
9.62  
9.33  
-0.29

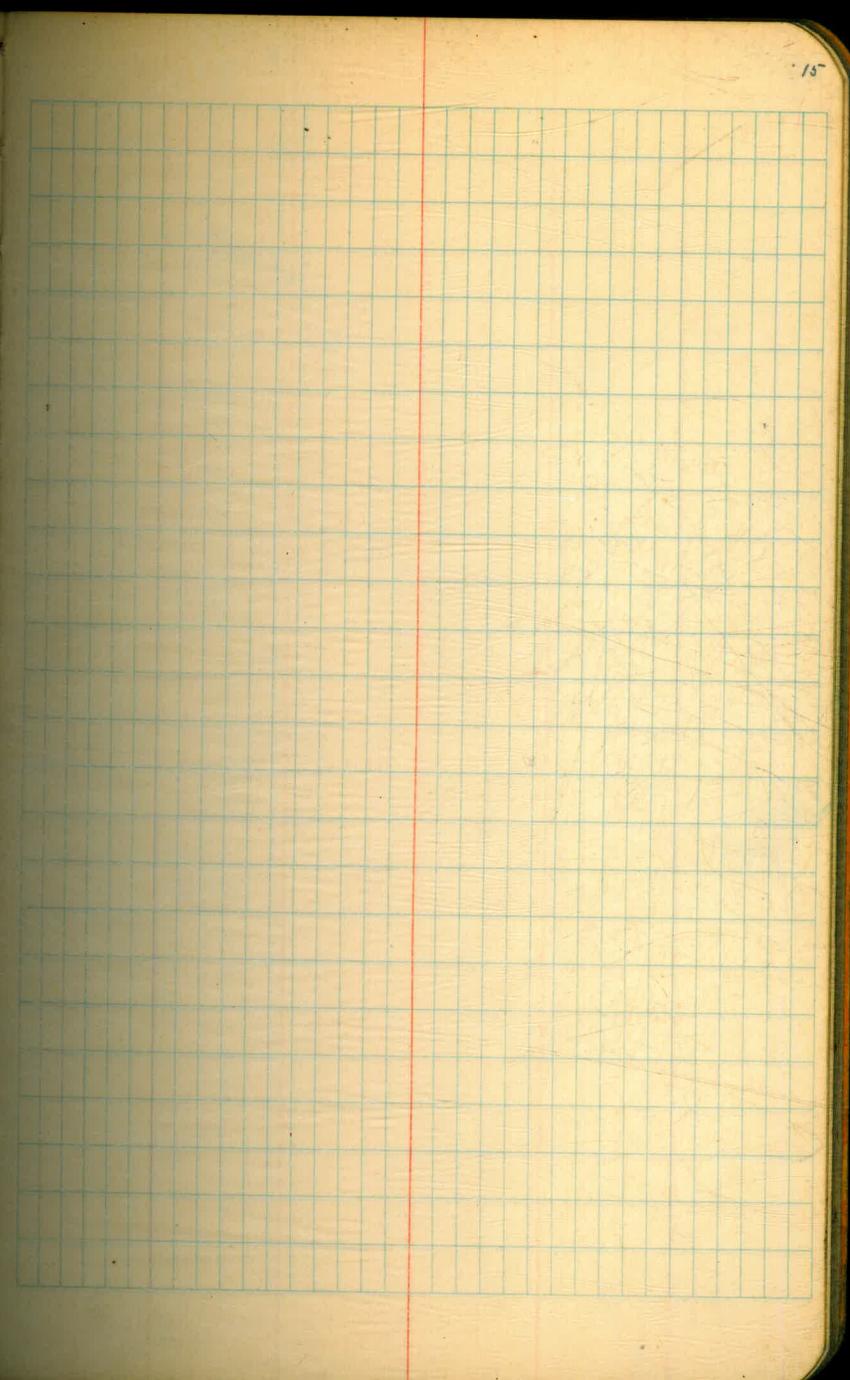
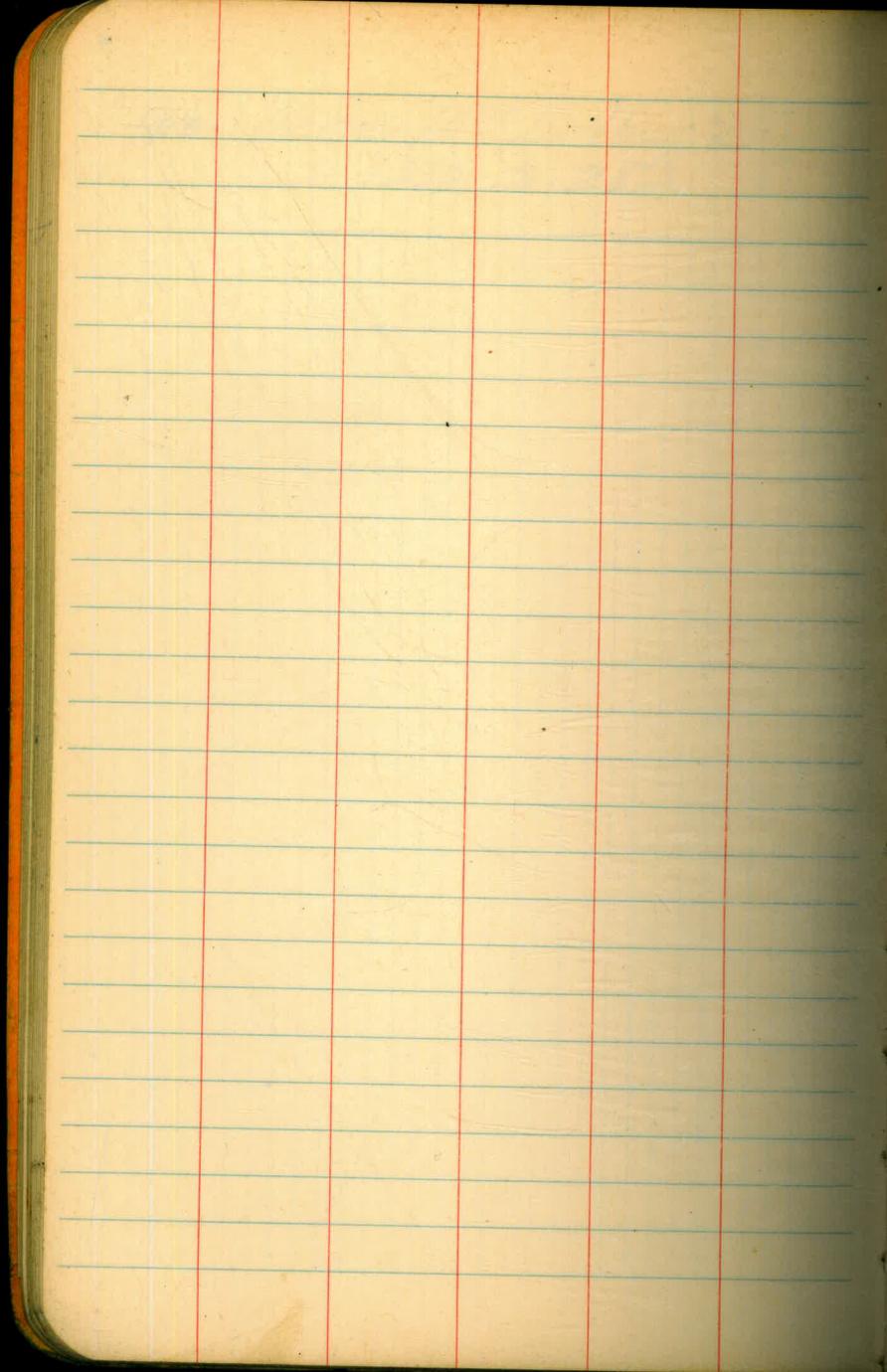
Sta	B.S.	Hi.	I.S.	Rod	Elev.
		-0.29			
TP #3	7.00	6.71 ✓			
A13+00				8.4	-1.7
A +50				7.2	-0.5
A14+00				5.7	+1.0
A +50				5.4	+1.3
A14+93				5.8	+0.9
A15+00	Δ			5.6	+1.1
A +50				5.8	+0.9
A16+00				6.2	+0.5
A +50				6.2	+0.5
A17+00				6.2	+0.5
A +50				5.7	+1.0
A18+00	"A" Line end			2.0	+4.7
TP #3		1.44			5.27 ✓

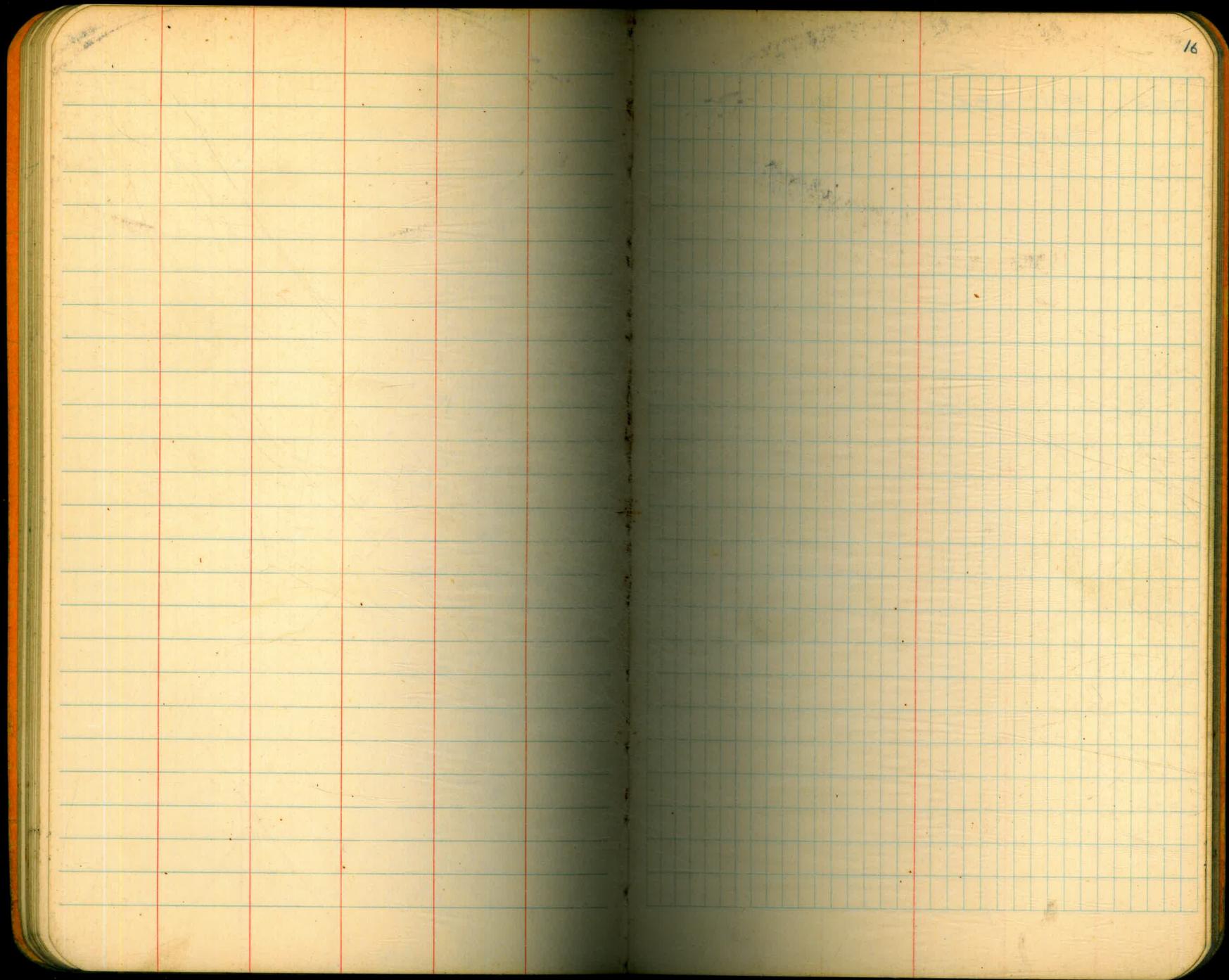
7.00
<u>0.29</u>
6.71
<u>1.44</u>
5.27



Mrs. Marie-MacArthur  
1430 S. 28<sup>th</sup>

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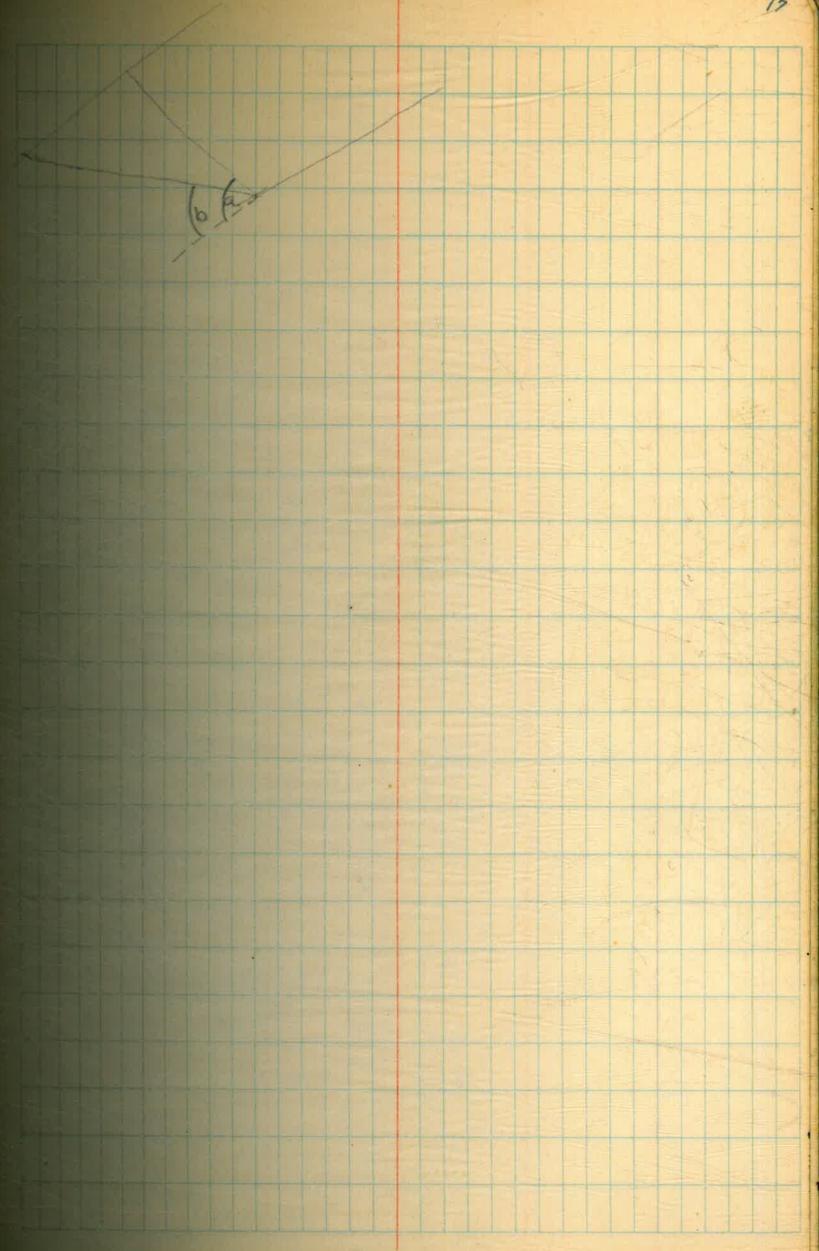
DISTANCE

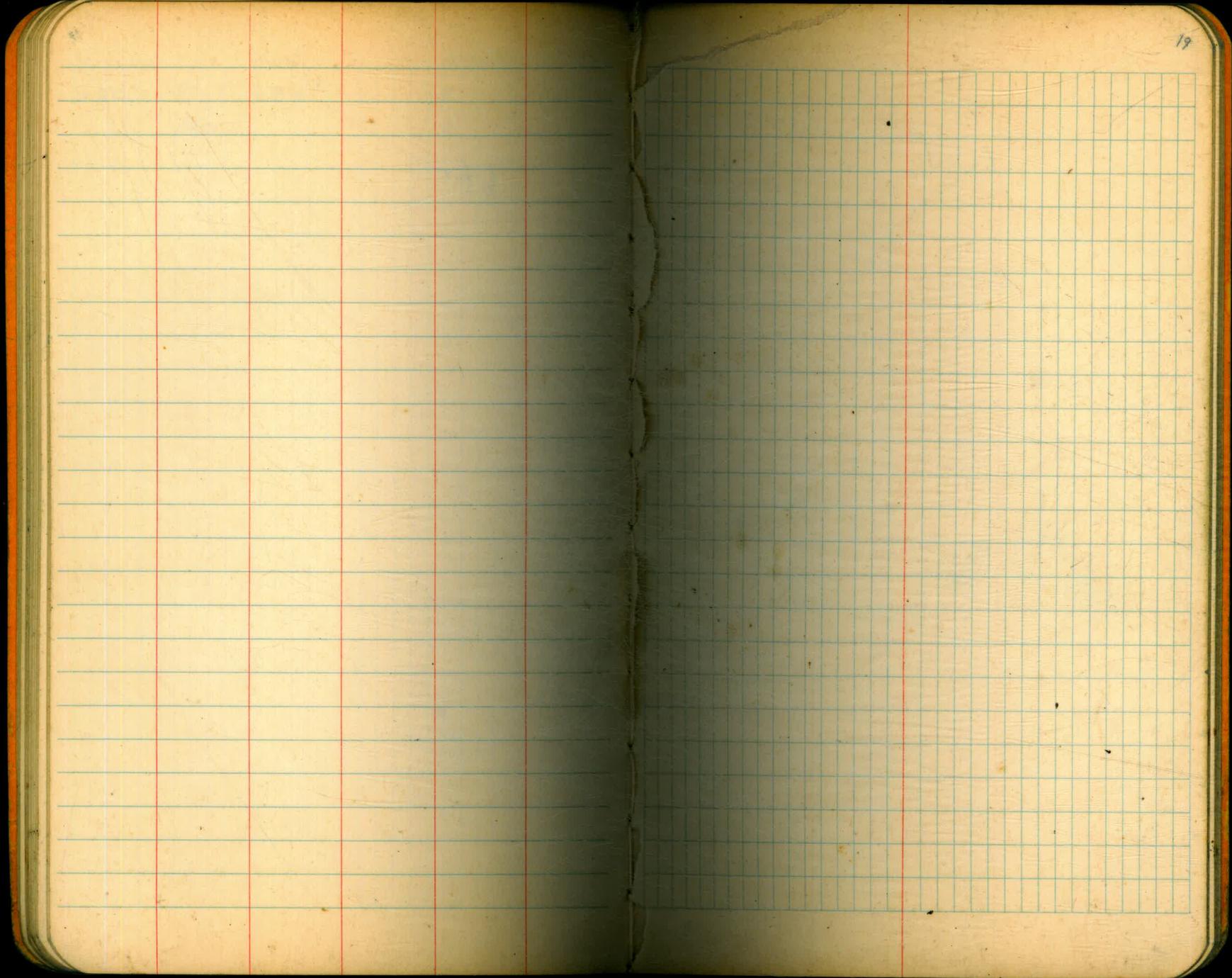
Vert

Azimuths diff in Elev.

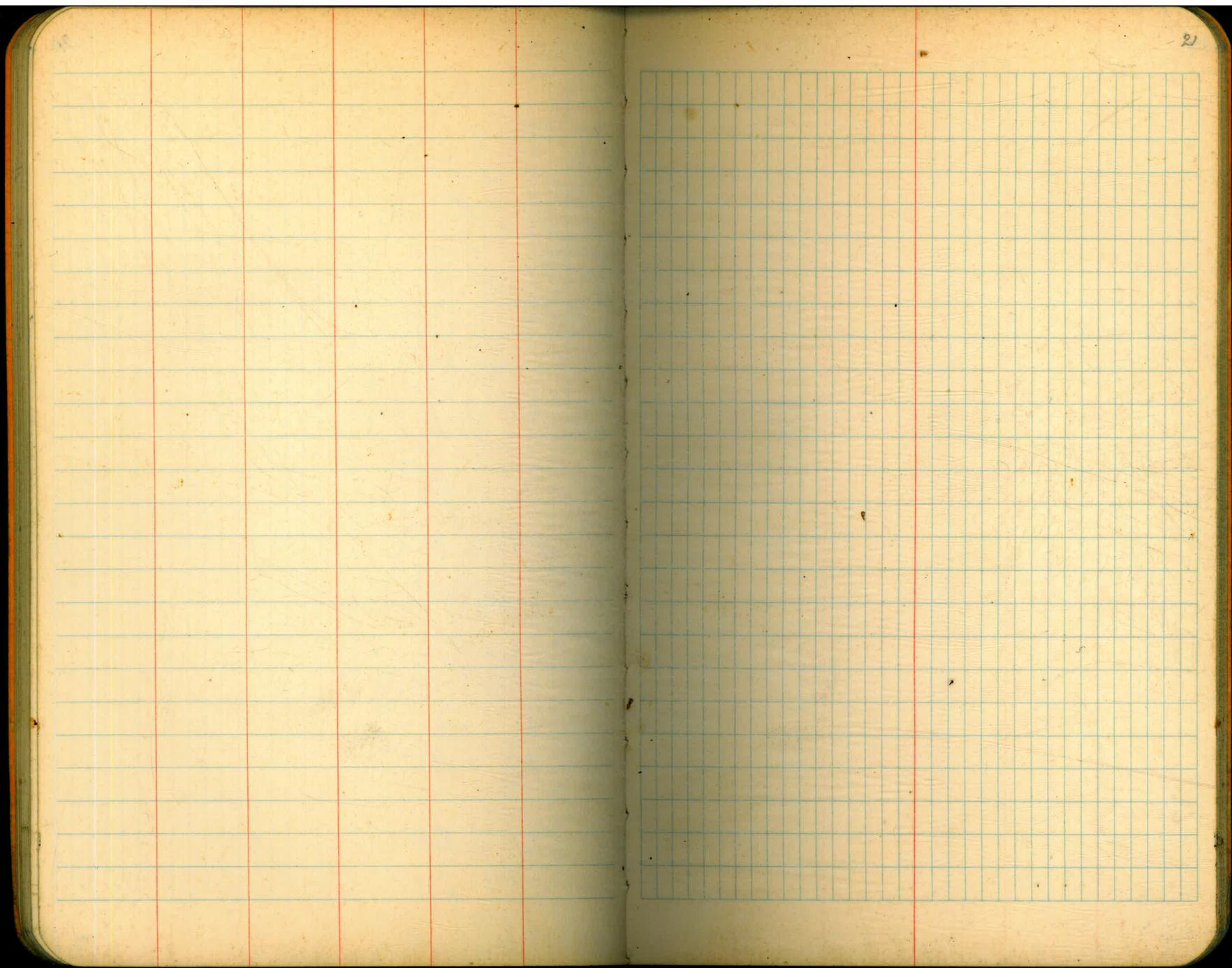
990'    Back    +34'  
          Ahead

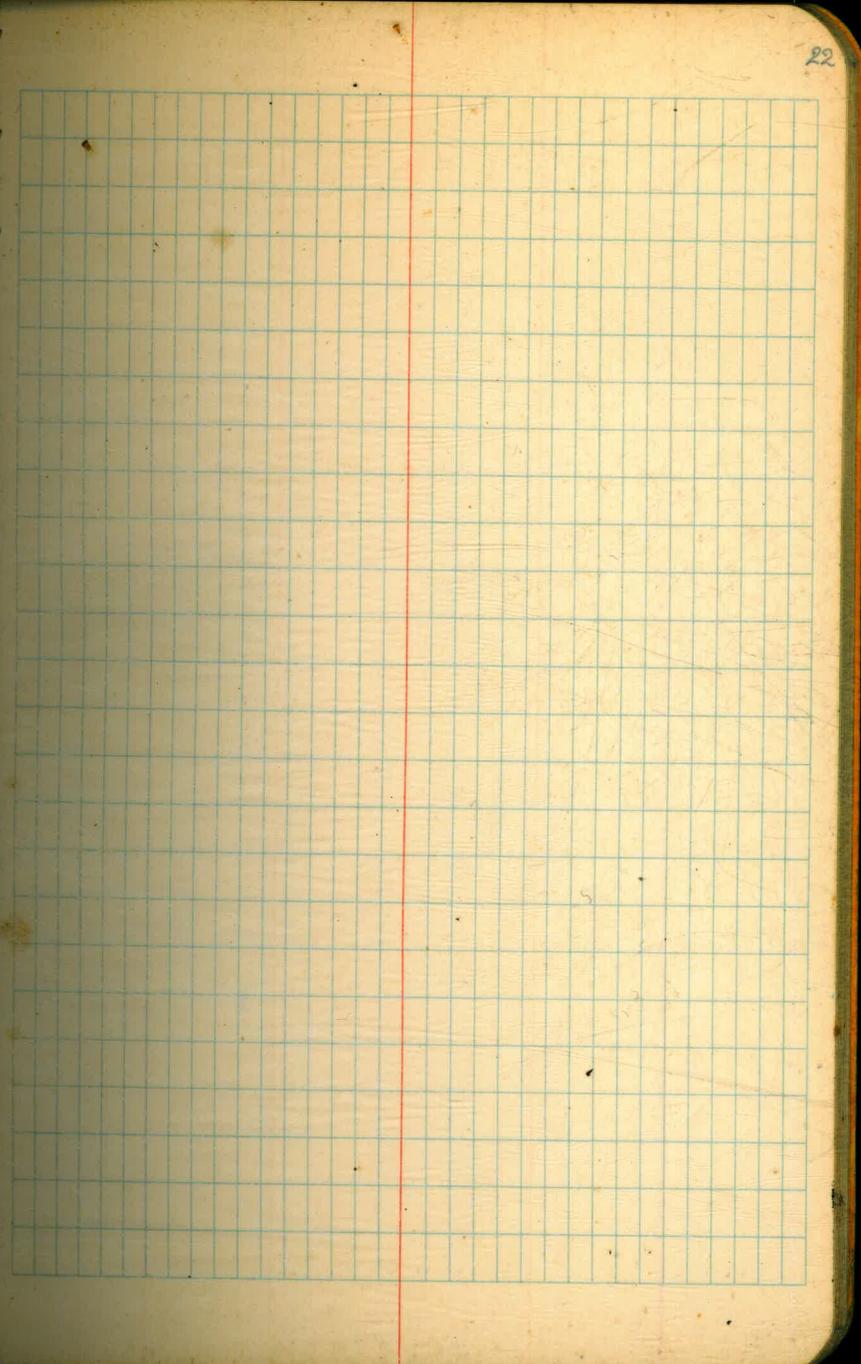
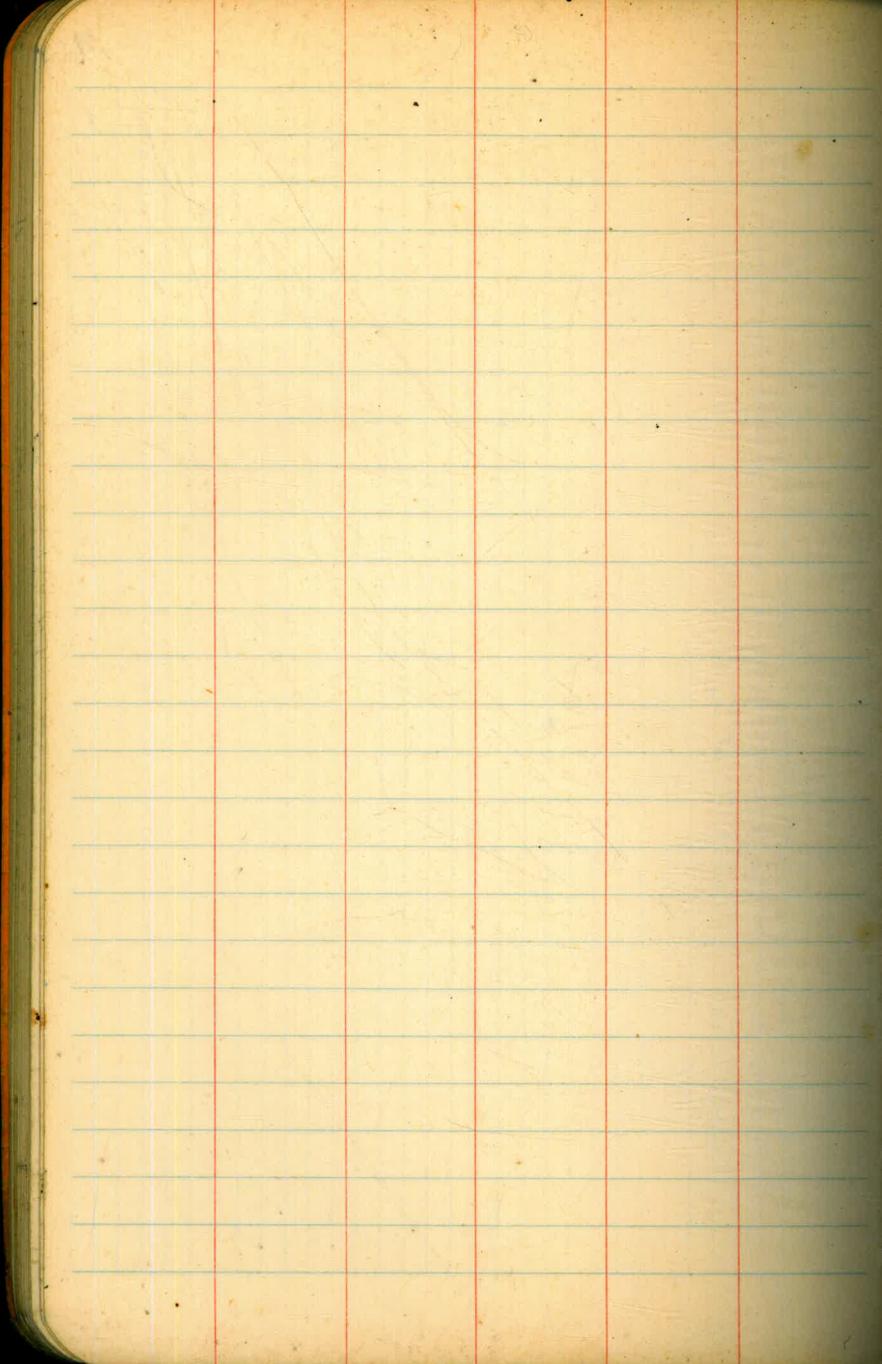
a.        9'  
b.

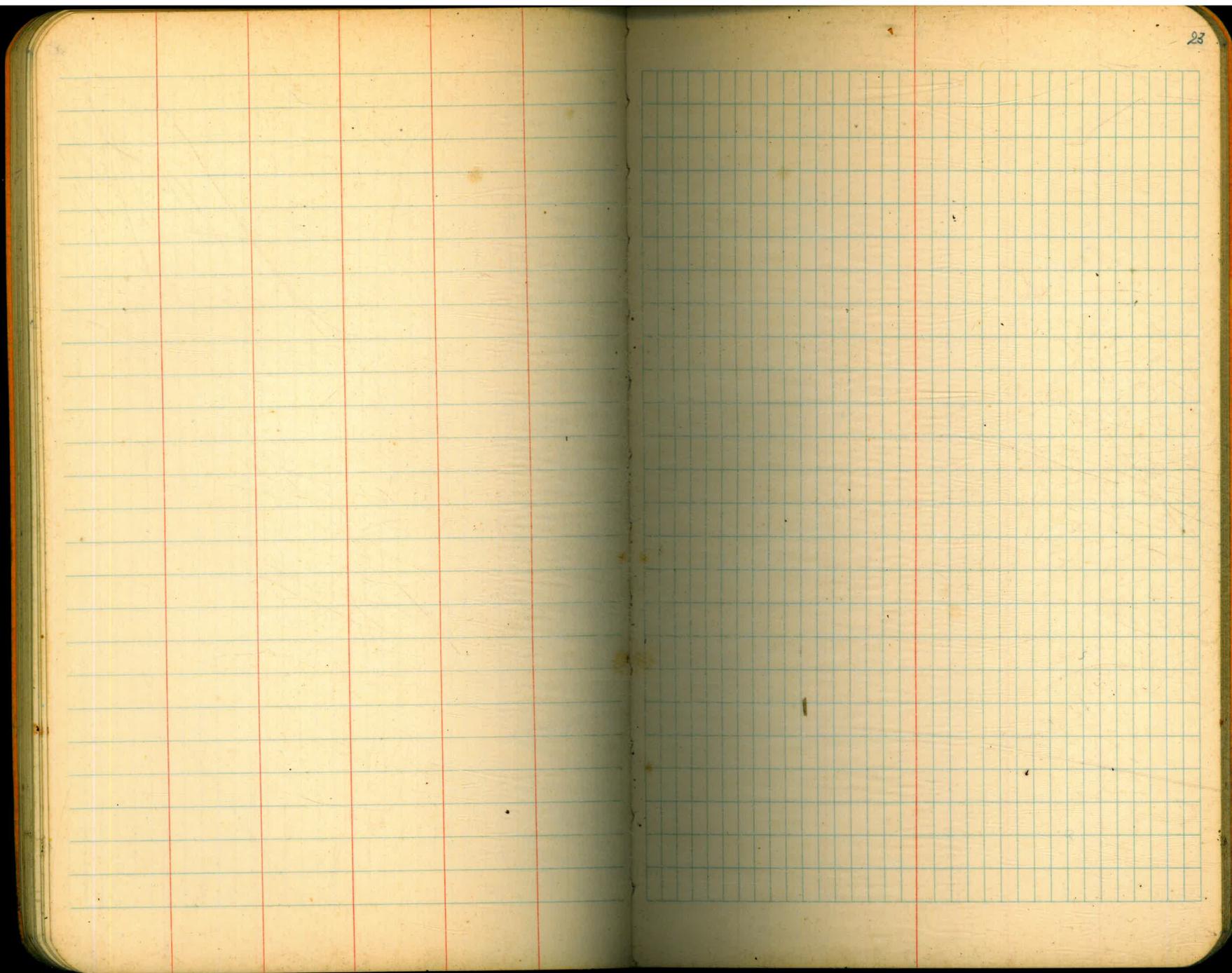


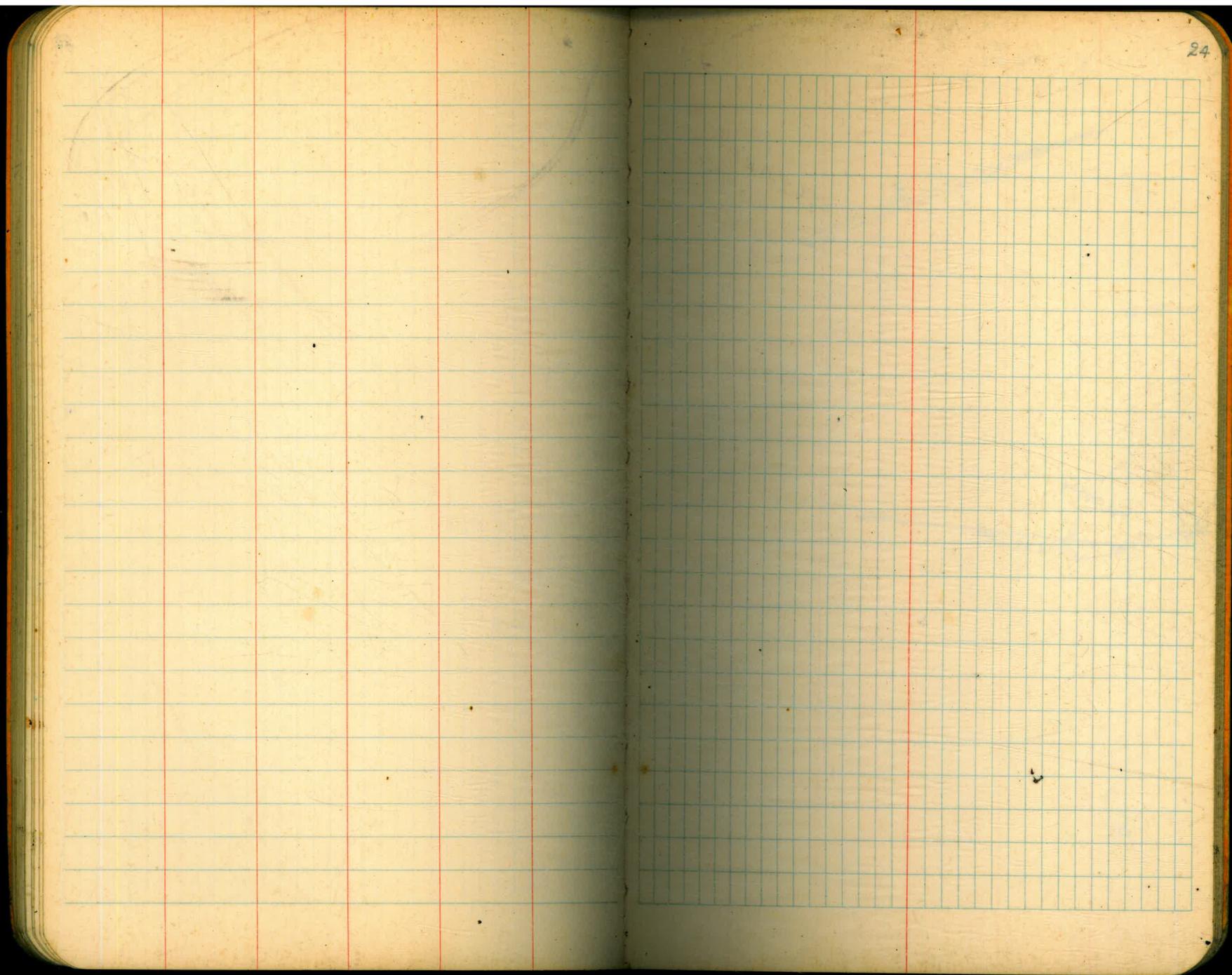






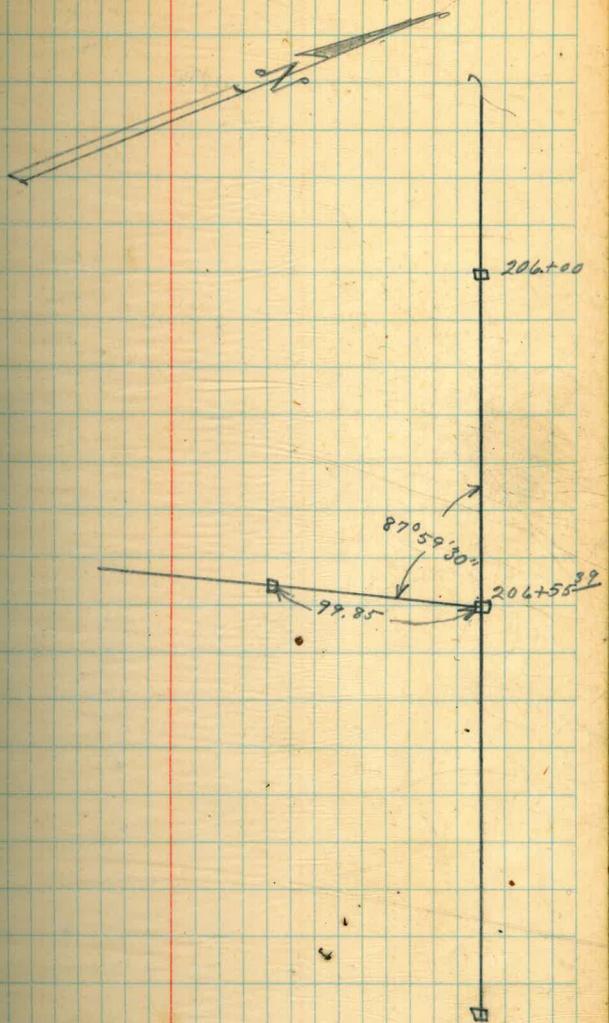




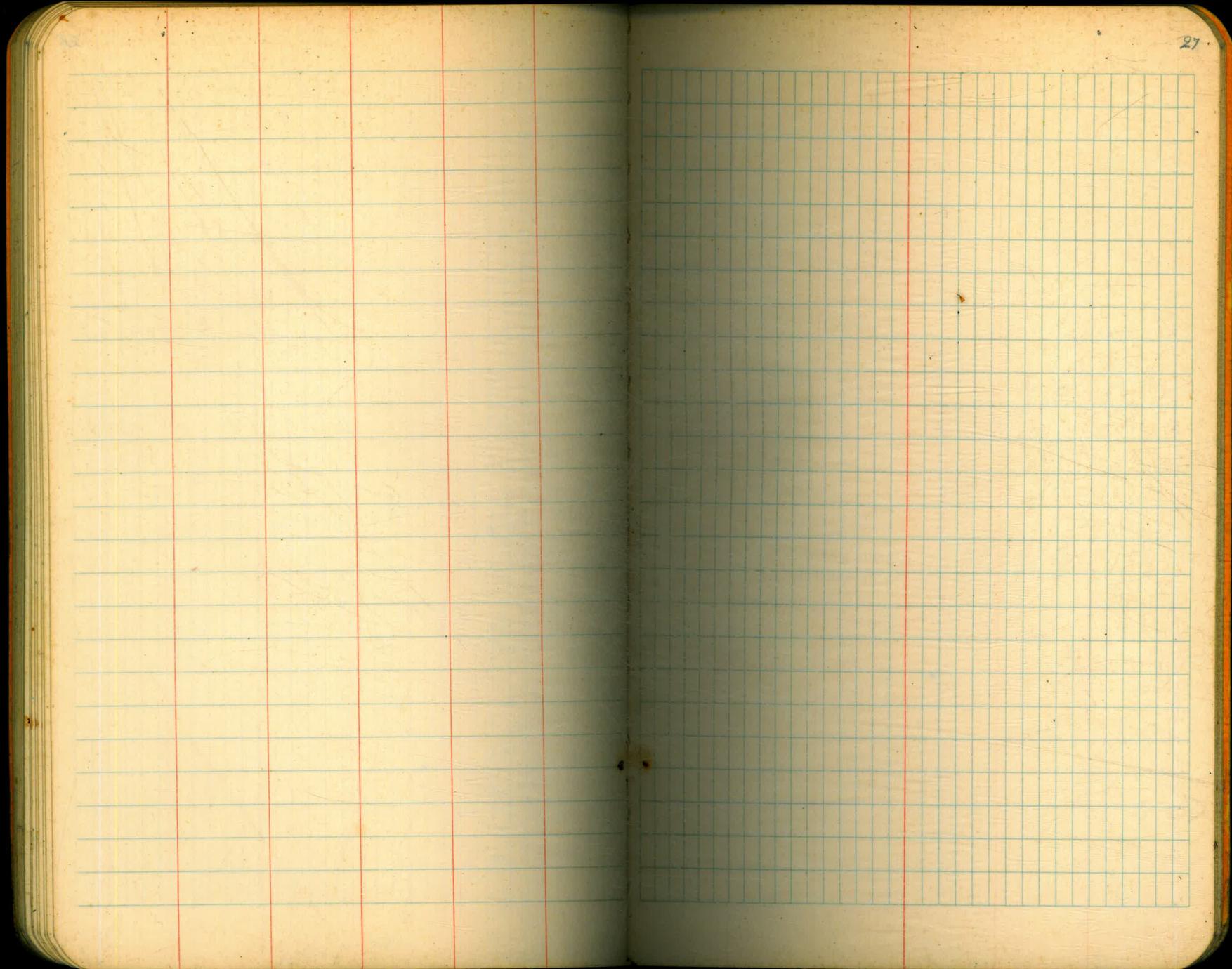


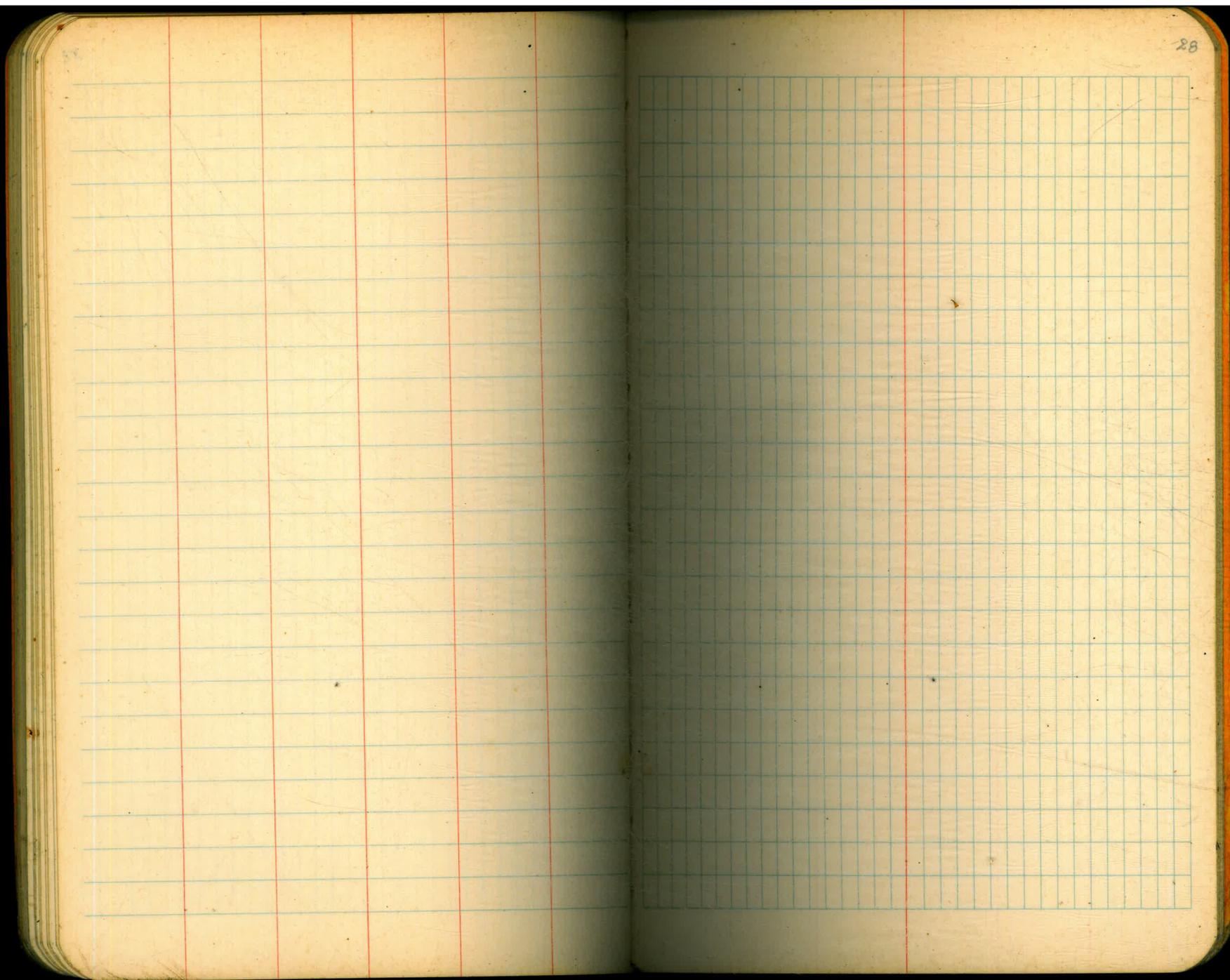
R.P.  
Pro  
130.62 to 4  
4.50 + 14.20

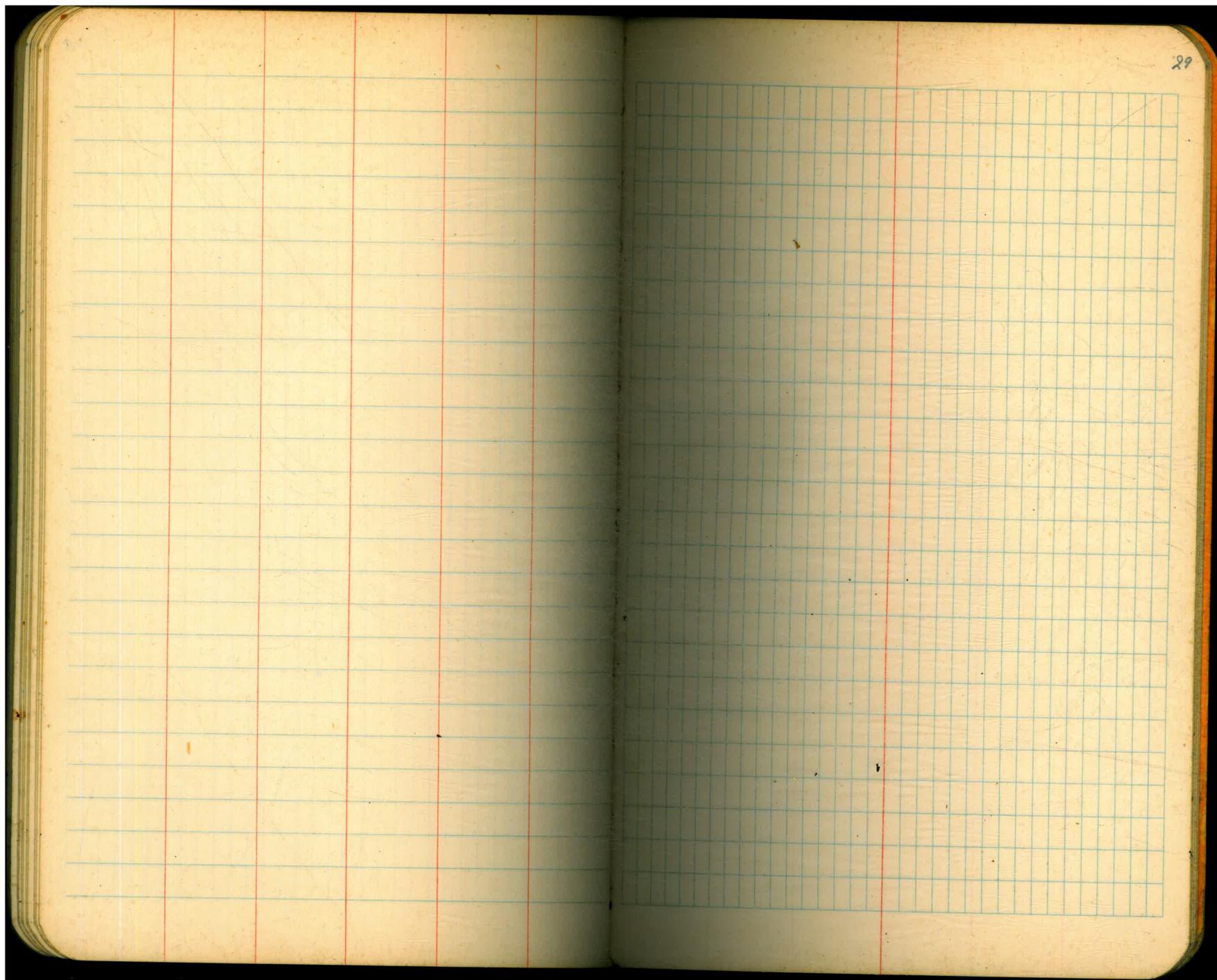
25

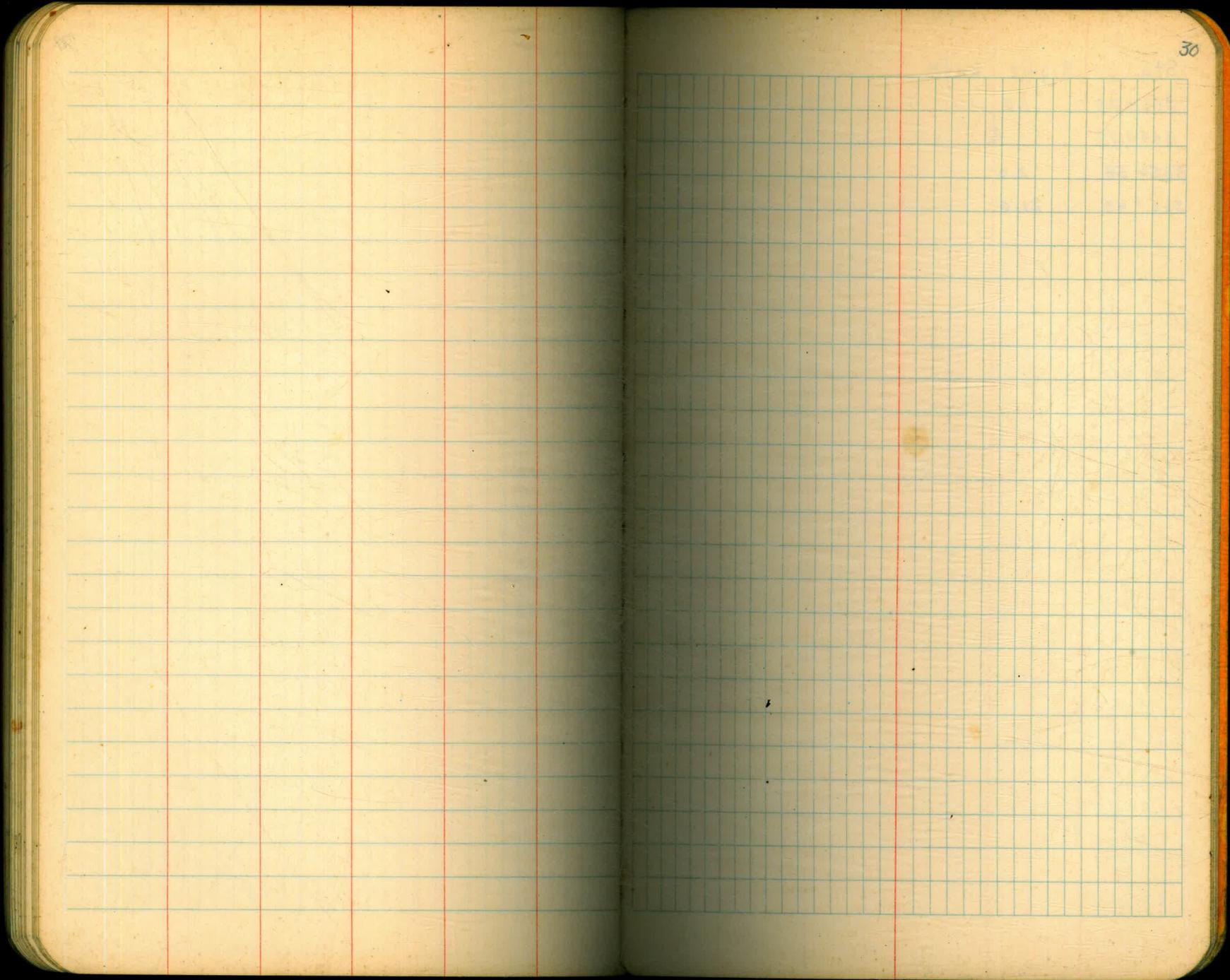












Sta. Right Left

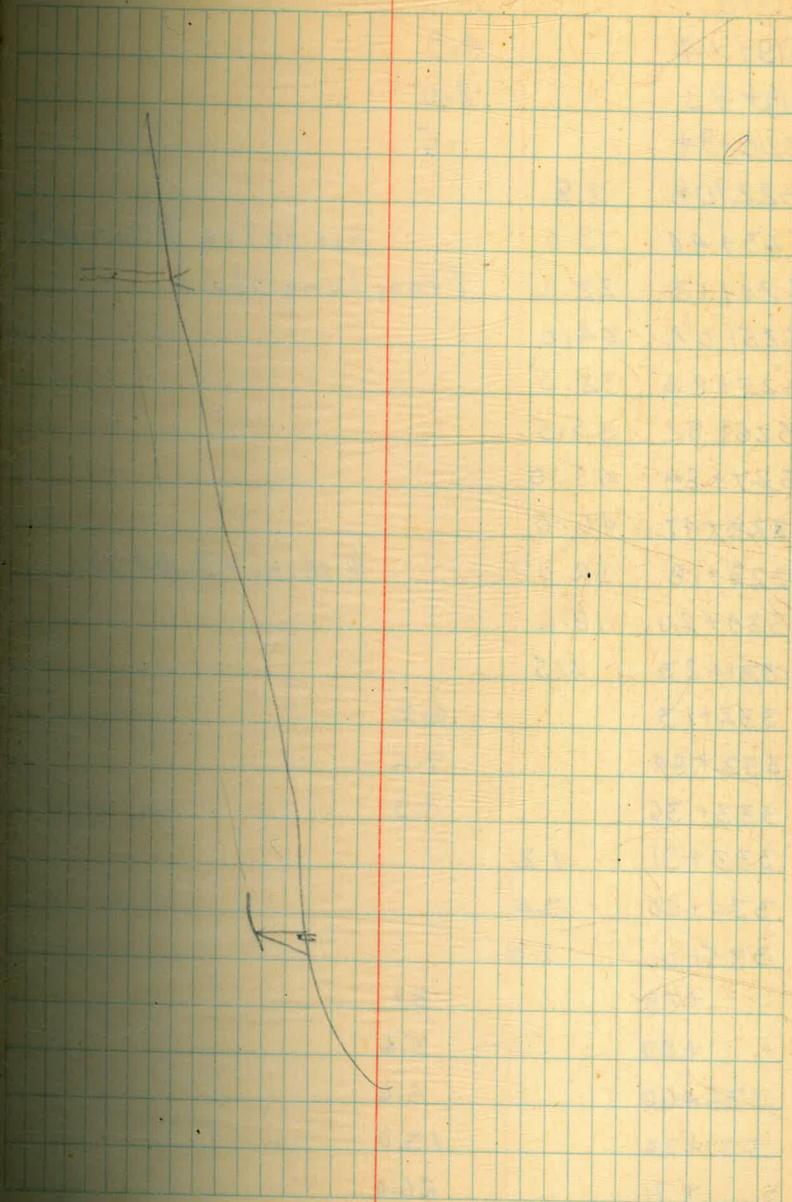
363+74 1.0

364+74  $\phi$

365+58 2.0

366+63 21.0

Sta.	Right	Left
338+21		43.5
338+87		59.8
339+53		39.9
339+88		23.4
340+45		2.4
+68	4.4	
341+31	14.2	
341+96. <sup>85</sup>	34.0	P.I.
342+59	13.0	
343+36		13.0
344+35		19.7
345+34		8.5
346+78	22.6	
347+93	19.6	
348+83	13.7	
349+85	16.6	
352+95	51.0	
354+31	37.4	
355+73	19.5	
357+31	8.8	
358+35	3.2	
359+42		.80
360+34	1.0	± M.H. + B.O. #26
361+59		2.8
362+82		.70

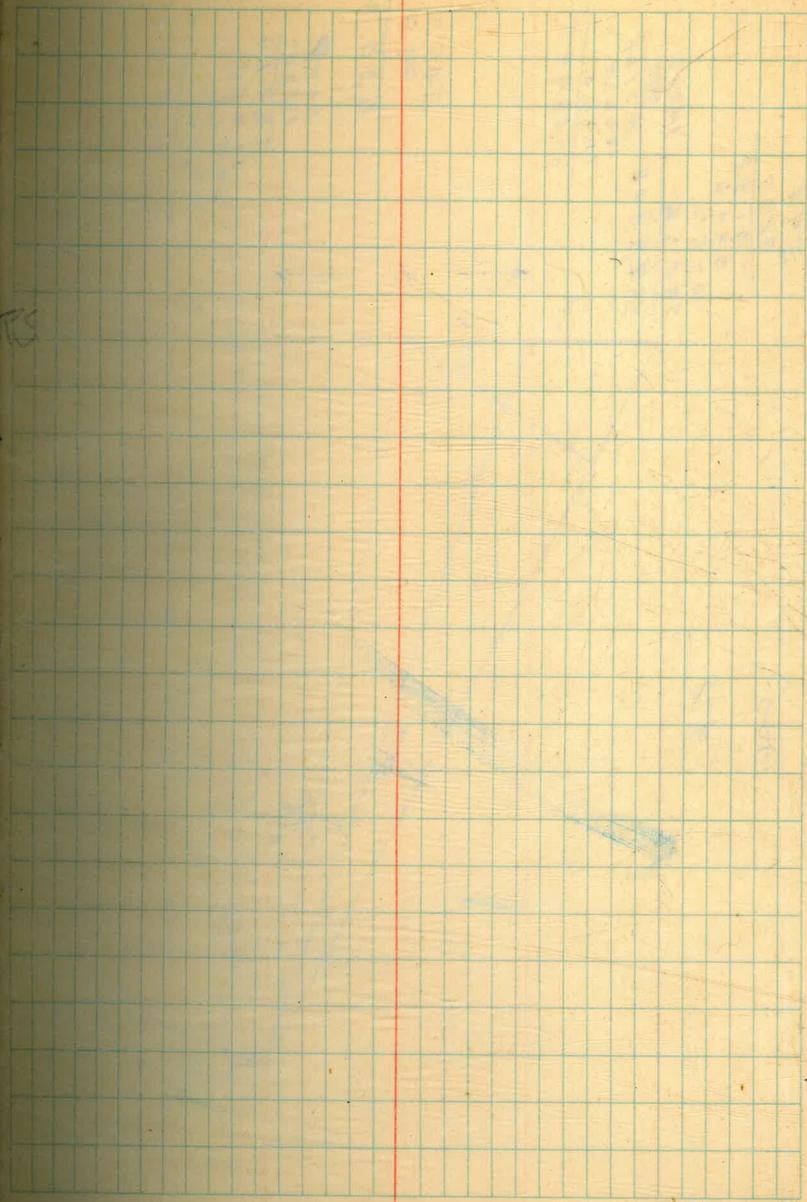


Sta.	Right	Left
319+14	4.9	4.9
319+89		8.0
320+94		.5
322+08	2.8	
323+40	19.0	
324+13	22.2	
325+04	34.0	
325+88	32.5	
326+82	35.5	
327+84	45.0	
328+47	40.0	
329+18	32.0	
330+20	18.6	
331+23	2.5	
332+13		6.2
332+84		7.2
333+36		3.9
333+91	1.2	
334+50	3.4	
335+00	7.0	
+48		3.1
+99	5.6	5.6
336+60		6.6
337+26		13.0
+71		26.0

Air valve Riser 15' High  
From long chord

Φ M.H. + B.O.# 27

STATION	DIST. FROM	DIST. FROM	DIST. FROM	DIST. FROM
	TO POWER POLE	TO GUY WIRE	TO TELE. POLE	TO GUY WIRE
166+16	12'			
168+10	14'	24'		
170+66	12'			
172+67			40'	25'
173+20	12'			
175+74	14'	3 TRANSFORMERS		
178+32	12'	12'	} 3 GIANT TRANSFORMERS	
178+45	12'			
180+22	14'			



1000

978

12

$$\begin{array}{r} 5.99 \\ 9897 \\ \hline 9158 \\ 3346 \\ \hline 4752 \\ 58468 \\ \hline 5878818 \end{array}$$

$$\begin{array}{r} 14292 \\ 999 \\ \hline 57168 \\ 128628 \\ 71960 \\ \hline 8489448 \end{array}$$

245.3

849

630.2

5828

1429

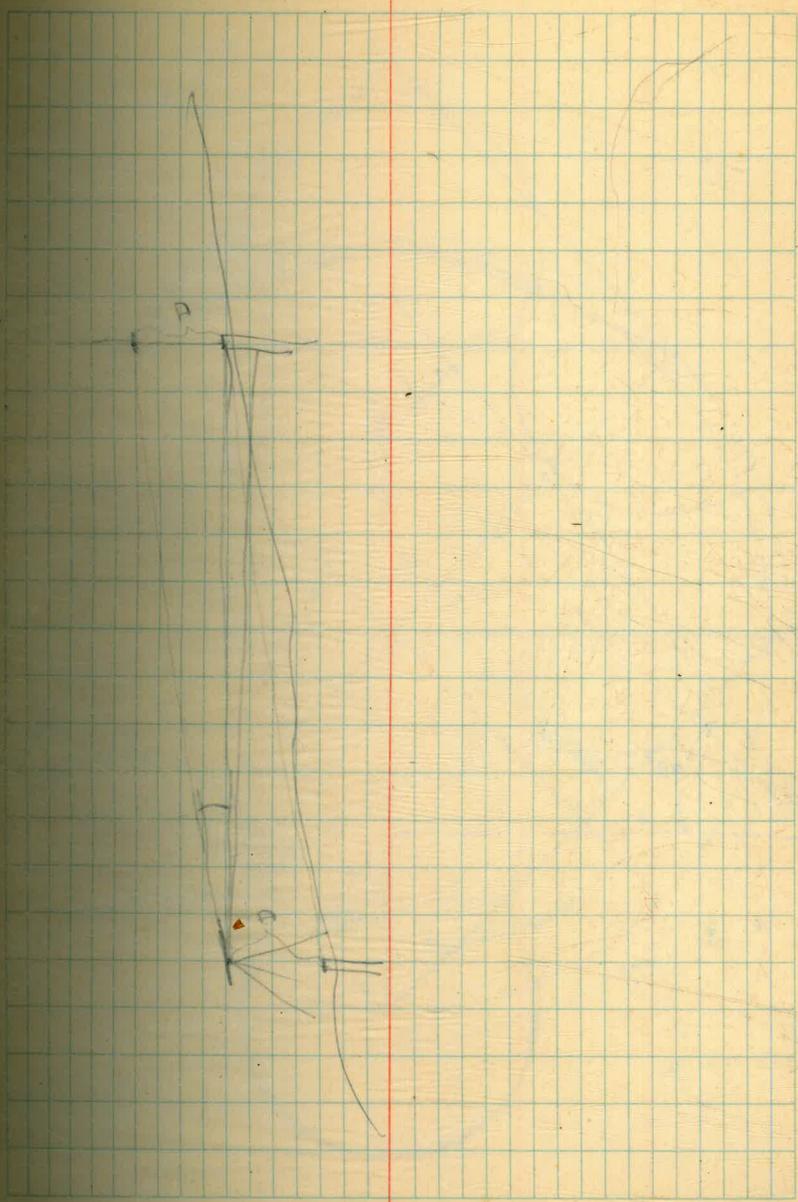
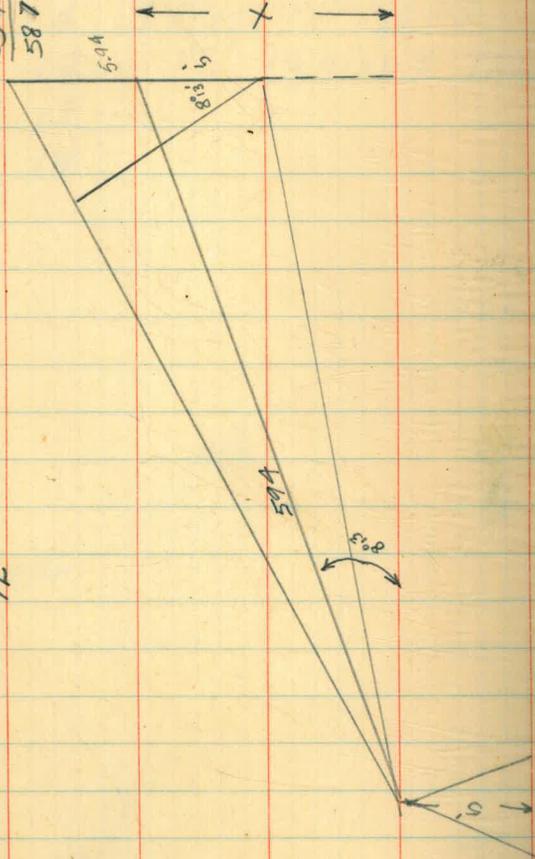
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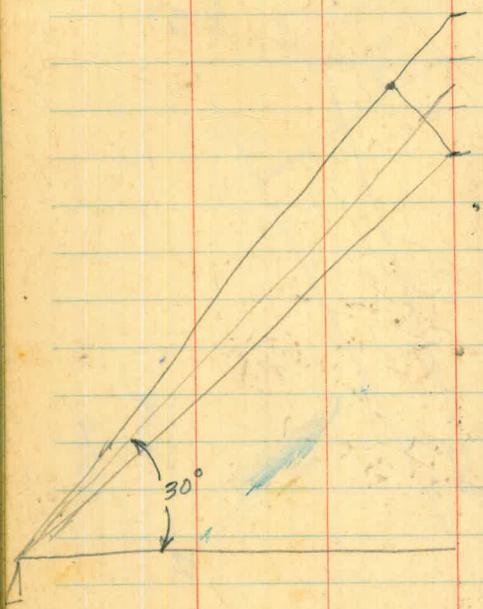
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23516

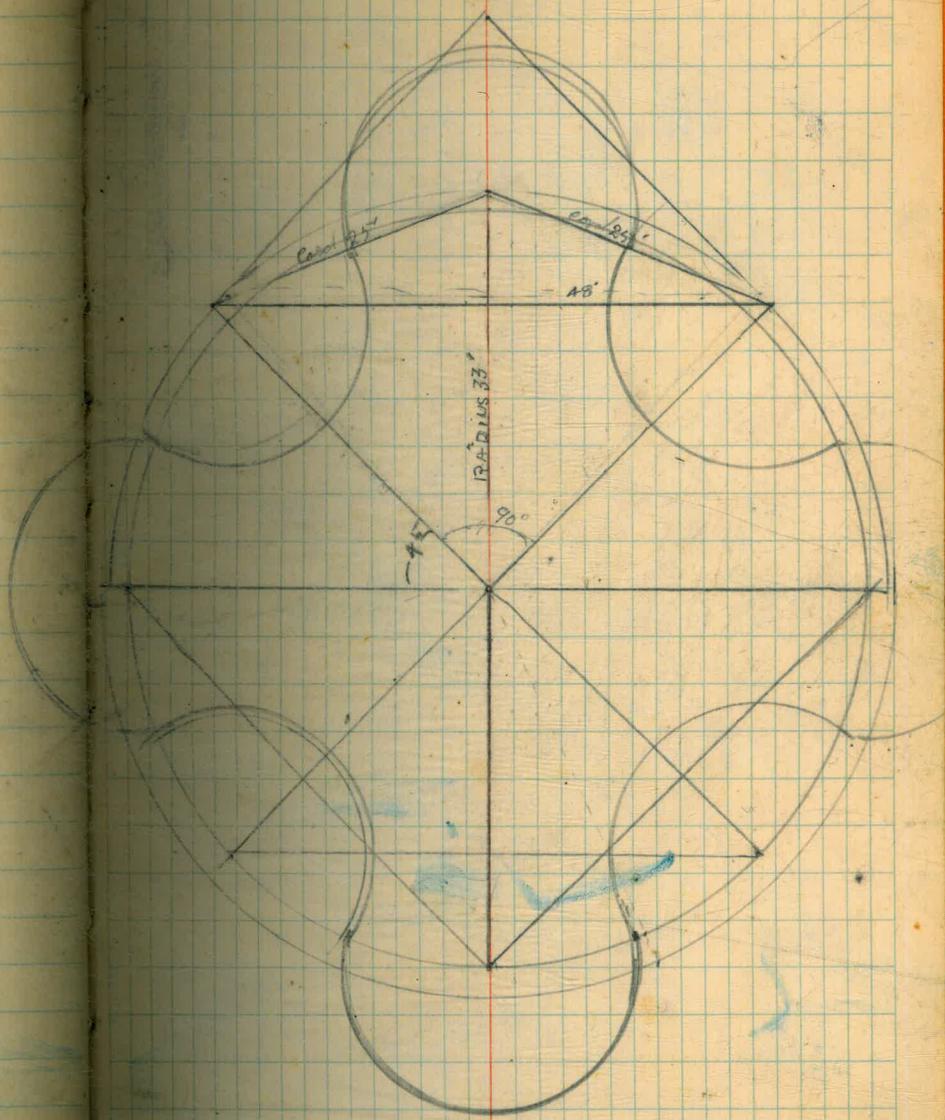
58229

8421091





300'



27  
 629.1  
 531.8 - HI  
 52.4  
 679.4

34  
 2  
 68  
 116  
 16  
 132

58025

983  
 981  
 10000  
 7289  
 2711  
 0000

49.59  
 24000  
 180700  
 16 0

17  
 26  
 43

36.2  
 8.5

44.7  
 48.7  
 1.7486  
 2922

0681

389.6  
 1948  
 3409  
 48.7  
 851  
 1925  
 5682  
 09

1.7486

87430  
 127925

456 e  
 105  
 983 | 1718.8873  
 983  
 7358  
 6881  
 4778  
 3932  
 8467  
 8847

569  
 909  
 2031

209 + 50  
 173 + 00

36 50

18 + 00

54 50