Return to City Engineers Office
City Hall, San Diego, Cal

ADD.

TRANSIT

F.B. 343

FB# 343 PAGE

WASHINGTON St. 2-7
CAR LINE.

CURVE at 1st & SPRUCE - 8

ARGUELLO St. — 10-13
X-SECTION

INGLESIDE St. — 14-18
X-SECTION

ARDEN WAY; — 19-23
X-SECTION

B St., ARCTIC to — 24-33
14th GRADE for CAR-LINE.

M St. 10th to 18th — 34-35
CAR TRACK GRADES

13th; L to N for — 36
St. RY.

M. St. 14th to 15th. — 37
CURVES INTO CAR BARNS

NO OTHER ENTRIES.

TRAVERSE TABLE FOR TRANSIT BOOK.

From 1° to 90° for a distance of 100

343

Degrees.	DEGREES.		¼ DEGREE.		½ DEGREE.		¾ DEGREE.		Degrees.
	Lat.	Dep.	Lat.	Dep.	Lat.	Dep.	Lat.	Dep.	
0			100.00	0.44	100.00	0.87	99.99	1.31	89
1	99.98	1.75	99.98	2.18	99.97	2.62	99.95	3.05	88
2	99.94	3.49	99.92	3.93	99.91	4.36	99.88	4.80	87
3	99.86	5.23	99.84	5.67	99.81	6.10	99.79	6.54	86
4	99.76	6.98	99.73	7.41	99.69	7.85	99.66	8.28	85
5	99.62	8.72	99.58	9.15	99.54	9.58	99.50	10.02	84
6	99.45	10.45	99.41	10.89	99.36	11.32	99.31	11.75	83
7	99.25	12.19	99.20	12.62	99.14	13.05	99.09	13.49	82
8	99.03	13.92	98.97	14.35	98.90	14.78	98.84	15.21	81
9	98.77	15.64	98.70	16.07	98.63	16.50	98.56	16.93	80
10	98.48	17.36	98.40	17.79	98.33	18.22	98.25	18.65	79
11	98.16	19.08	98.08	19.51	97.99	19.94	97.90	20.36	78
12	97.81	20.79	97.72	21.22	97.63	21.64	97.53	22.07	77
13	97.44	22.50	97.34	22.92	97.24	23.34	97.13	23.77	76
14	97.03	24.19	96.92	24.62	96.81	25.04	96.70	25.46	75
15	96.59	25.88	96.48	26.30	96.36	26.72	96.25	27.14	74
16	96.13	27.56	96.00	27.98	95.88	28.40	95.76	28.82	73
17	95.63	29.24	95.50	29.65	95.37	30.07	95.24	30.49	72
18	95.11	30.90	94.97	31.32	94.83	31.73	94.69	32.14	71
19	94.55	32.56	94.41	32.97	94.26	33.38	94.12	33.79	70
20	93.97	34.20	93.82	34.61	93.67	35.02	93.51	35.43	69
21	93.36	35.84	93.20	36.24	93.04	36.65	92.88	37.06	68
22	92.72	37.46	92.55	37.86	92.39	38.27	92.22	38.67	67
23	92.05	39.07	91.88	39.47	91.71	39.87	91.53	40.27	66
24	91.35	40.67	91.18	41.07	91.00	41.47	90.81	41.87	65
25	90.63	42.26	90.45	42.66	90.26	43.05	90.07	43.44	64
26	89.88	43.84	89.69	44.23	89.49	44.62	89.30	45.01	63
27	89.10	45.40	88.90	45.79	88.70	46.17	88.50	46.56	62
28	88.29	46.95	88.09	47.33	87.88	47.72	87.67	48.10	61
29	87.46	48.48	87.25	48.86	87.04	49.24	86.82	49.62	60
30	86.60	50.00	86.38	50.38	86.16	50.75	85.94	51.13	59
31	85.72	51.50	85.49	51.88	85.26	52.25	85.03	52.62	58
32	84.80	52.99	[illegible]	[illegible]	84.34	[illegible]	[illegible]	54.10	57
33	83.87	54.46	83.63	54.83	83.39	55.19	83.15	55.56	56
34	82.90	55.92	82.66	56.28	82.41	56.64	82.16	57.00	55
35	81.92	57.36	81.66	57.71	81.41	58.07	81.16	58.42	54
36	80.90	58.78	80.64	59.13	80.39	59.48	80.13	59.83	53
37	79.86	60.18	79.60	60.53	79.34	60.88	79.07	61.22	52
38	78.80	61.57	78.53	61.91	78.26	62.25	77.99	62.59	51
39	77.71	62.93	77.44	63.27	77.16	63.61	76.88	63.94	50
40	76.60	64.28	76.32	64.61	76.04	64.94	75.76	65.28	49
41	75.47	65.61	75.18	65.93	74.90	66.26	74.61	66.59	48
42	74.31	66.91	74.02	67.24	73.73	67.56	73.43	67.88	47
43	73.14	68.20	72.84	68.52	72.54	68.84	72.24	69.15	46
44	71.93	69.47	71.63	69.78	71.33	70.09	71.02	70.40	45
45	70.71	70.71							
Degrees.	Dep.	Lat.	Dep.	Lat.	Dep.	Lat.	Dep.	Lat.	Degrees
	DEGREES		¾ DEGREE.		½ DEGREE.		¼ DEGREE.		

MICROFILMED
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Crocker Quality

TRANSIT BOOK

COMMUNI CONSENSU TRADE MARK PRIMO

No._____

MANUFACTURED BY

H. S. CROCKER CO.

SAN FRANCISCO AND SACRAMENTO
CALIFORNIA

FROM
LORING'S BOOK STORE
SAN DIEGO, CAL.

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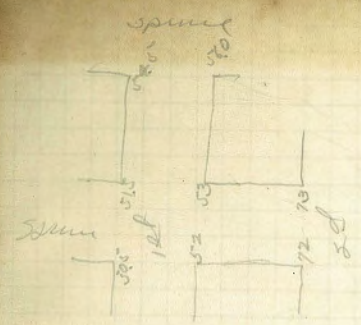


8/31/08 | 8/29/08 Hatch Moore Chinchman

Washington St Car Line

	3.74	288.88		285.14
P.C. } 6°				282.32
E.C.			6.09	282.79
P.C.			5.29	283.59
Prop Line			4.63	284.25
Cr.			4.63	284.25
Prop Line.			4.63	284.25
EC 75' R.			5.18	283.70
EC	0.48	283.00	6.36	282.52
			1.34	281.66
	2.02	282.81	2.21	280.79
			2.88	279.93
EL 1st			3.31	279.5
Cr 1st			3.56	279.25
WL 1st			3.81	279.00
50			4.06	278.75
100			4.36	278.45
150			4.66	278.15
200			4.96	277.85
250			5.26	277.55
275 EL Albatross			5.41	277.40
Cr. "			5.61	277.20
WL "			5.81	277.0
	0.90	278.30		277.40

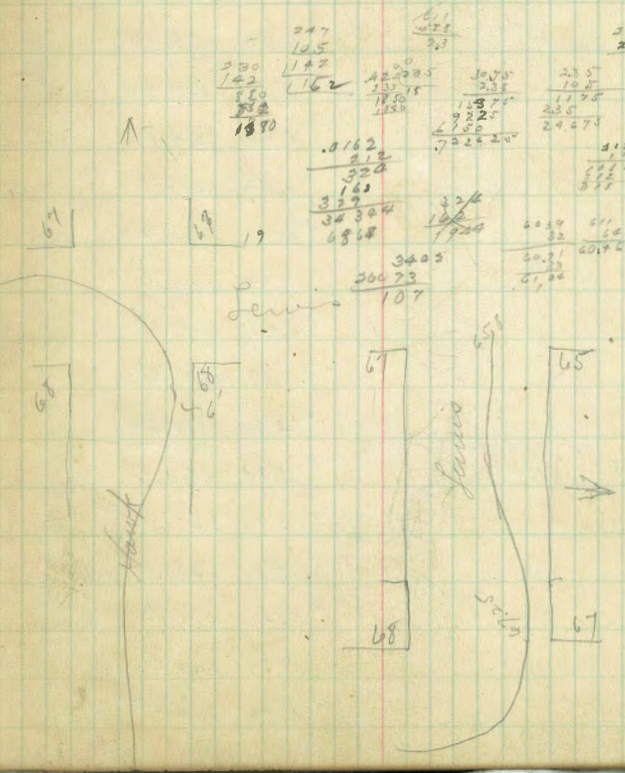
POSTED

9 Hatch
1 Moore
68 Churchman

		278.30		
50			4.63	273.67
100			7.96	270.34
150	2.05	269.05	11.30	267.0
180			4.05	265.0
200			5.35	263.7
220			6.45	262.6
240	"		7.25	261.8
275	El. Brant			260.8
	Cr "			259.9
	WL "			259.0
25				258.6
45				258.5
65				258.4
85				258.6
105				258.8
	1.67	266.66		264.99
155			7.11	259.55
205				260.39
226 2	P.C.		5.93	260.73
1			5.75	260.91
2	PL.		5.56	261.1
3			5.31	261.35
	Pt		5.06	261.60
	PC		4.34	262.32
1			4.09	262.57
2			3.84	262.82

E L	Eagle	262.5
W L		262.5
E	Falcon	265.0
W		265.5
E	Goldfinch	267.0
W		267.0
E	Hawk	262.5
W		261.5

S	Hawk	
N		262.5
S	Goth	269.1
N		269.5
S	Lewis	268.0
W		267.5
E	Ibis	266.0
W		267.0
E	Jackson	272.75
W		273.25
E	Ingalls	275.5
W		276.0
E	Hooker	277.0
W		277.0
E	Randolph	276.0
W		275.5
E	Gilmore	274.0
W		274.0
E	Stephens	276.5



		266.66		
3			3.59	263.07
4			3.34	263.32
EL.			3.16	263.5
Cr.			2.66	264.0
WL.	Dove		2.16	264.5
	3.83	269.33		265.50
50			5.33	264.0
100			5.83	263.50
150			6.33	263.0
200	= EL. Eagle		6.83	262.5
	Cr		6.83	262.5
	WL.		6.83	262.5
50			6.21	263.12
100			5.58	263.75
150			4.96	264.37
200	= EL. Falcon		4.33	265.0
	Cr		4.08	265.25
	WL.		3.83	265.5
50			3.45	265.88
100			3.08	266.25
150			2.70	266.63
200	= EL. Goldfinder	2.20 269.90	2.90	267.10
Cr			2.90	267.0
WL			2.90	267.0
59 = PC			4.23	265.67
EC			5.29	264.61
Hawk			6.52	263.48

		269.90		
Cr curve			7.35	262.55
NL Wash.			7.35	262.55
TP.	5.69	270.90	4.69	265.21
50			7.36	263.54
97			6.26	264.64
144 EC			5.23	265.67
BM.	4.72	273.37		268.65
200			6.47	266.9
250			5.37	268.0
SL Getti			4.27	269.1
Cr "				269.3
NL "			3.87	269.5
50			4.14	269.23
100			4.41	268.96
130 PC			4.58	268.79
			4.84	268.53
BM	4.77	273.42		268.65
			5.12	268.30
SL Lewis			5.42	268.0
Cr.			5.92	267.5
WL Hawk.			6.17	267.25
EC 106° Δ curve			6.56	266.86
BC. 9° Δ curve			6.87	266.55
EC (57 E of Ibis, 5.25		271.46	7.21	266.21
EL Ibis			5.66	265.8
Cr.			5.16	266.3
WL			4.66	266.8

57

464
25
489

472
426
46

6725
6.58
2146
6.725
57
5075
3625
.41325

1387
567
7.7

0.545
0.27

.075
145
.0725
.275

0545
165
2725
2725
545
84475

545
47
3815
2180
.25615

5075
2900
.34075

2175
29
31.17

150
79
71
1635

275
145
130

10545
42
1070
2180
.22890

7146
6686
46

9 Hatch
30 Moore
08 Deziel

		271.46		
50			3.28	268.18
100			1.90	269.56
150	7.55	278.49	1.52	270.94
200				
215 = El Jackdaw			5.74	272.75
WL "			5.24	273.25
50			4.72	273.77
100			4.19	274.30
150			3.66	274.83
235 = El Ingalls			2.99	275.50
Cr "			2.74	275.75
WL "	3.92	281.71	1.49	276.0
50			5.46	277.79 276.25
100			5.21	276.5
150			4.96	276.75
200 = El. Hooker			4.71	277.0
Cr "			4.71	277.0
WL "			4.71	277.0
50			4.96	276.75
100			5.21	276.50
150			5.46	276.25
200 = El. Randolph			5.71	276.0
Cr "			5.96	275.75
WL "	5.42	282.92	6.21	275.5

1792

280.92

50		5.80	275.12
100		6.17	274.75
150		6.55	274.37
200	= EL. Calhoun	692	274.0
	Cr "	692	274.0
	WL "	692	274.0
50		6.30	274.62
100		5.67	275.25
150		5.04	275.88
200	= EL. Stephens	4.42	276.5

— End —

7

775
321
096
246

4|25
625

755
375
75 875

755
24
15|4
12|3 75
30
25
20

777
317

10 Hatch
14 Moore
08 Degiel

Curve at 1st - Spruce

	160	256.60		255.00
N End				253.61
EC 300' R.			3.38	253.22
BC Spiral			3.68	252.92
CC 85' R.			3.99	252.61
Nl. Spruce			4.35	252.25
			4.23	252.37
EL 1st			4.10	252.50
CC Spiral	1218	368.38	0.40	256.20
EC			9.08	259.30
			6.10	262.28
			2.18	266.2
WL 2d				272.5

POSTED

793

9/11/08 Hatch, Moore, Churchman — Cross sections Arguello St.

Platted

BM	9.47	277.96		268.49
		Nt Sunset.		
W			9.5	268.5
cb			10.3	267.7
f/c			10.8	267.2
c			11.2	266.8
f/c			11.8	266.2
cb			12.2	265.8
E			12.8	265.2
		25' N.		
E			12.0	266.0
cb			11.3	266.7
f/c			10.8	267.2
c			10.4	267.6
f/c			9.9	268.1
cb			9.4	268.6
W			8.7	269.3
		50' N		
W			8.0	270.0
cb			8.6	269.4
f/c			9.2	268.8
c			9.7	268.3
f/c			10.2	267.8
cb			10.7	267.3
E			11.3	266.7

POSTED

NW Hub. Arguello Sunset Ang.

	75' N	
E	10.3	267.7
cb	9.8	268.2
f/c	9.5	268.5
c	9.1	268.9
f/c	8.6	269.4
cb	8.1	269.9
W	7.4	270.6
	100' N	
W	7.3	270.7
cb	7.9	270.1
f/c	8.1	269.9
c	8.7	269.3
f/c	9.1	268.9
cb	9.5	268.5
E	10.0	268.0
	125' N	
E	9.3	268.7
cb	8.9	269.1
f/c	8.5	269.5
c	8.2	269.8
f/c	7.7	270.3
cb	7.4	270.6
W	6.8	271.2

277.96

150 N

W	6.6	271.4
cb	7.1	270.9
1/4	7.5	270.5
c	7.8	270.2
3/4	8.2	269.8
cb	8.5	269.5
E	9.0	269.0

175 N.

E	7.9	270.1
cb	7.6	270.4
1/4	7.3	270.7
c	7.0	271.0
3/4	6.7	271.3
cb	6.4	271.6
W	5.9	272.1

200 N

W	5.4	272.6
cb	5.8	272.2
1/4	6.0	272.0
c	6.2	271.8
3/4	6.5	271.5
cb	6.8	271.2
E	6.9	271.1

277.96

225 N

E	6.1	271.9
cb	6.0	272.0
1/4	5.7	272.3
c	5.5	272.5
3/4	5.3	272.7
cb	5.0	273.0
W	4.4	273.6

250 N

W	3.7	274.3
cb.	4.2	273.8
1/4	4.5	273.5
c	4.8	273.2
3/4	5.0	273.0
cb	5.1	272.9
E	5.5	

275 N

E	4.5	273.5
cb	4.4	273.6
1/4	4.3	273.7
c	4.0	274.0
3/4	3.8	274.2
cb	3.3	274.7
W	2.8	275.2

277.96

300 N

W	2,4	275.6
cb	2,8	275.2
1/a	3,0	275.0
c	3,4	274.6
1/a	3,6	274.4
cb	3,8	274.2
E	4,1	273.9

325 N

E	3,5	274.5
cb	3,1	274.9
1/a	2.7	275.3
c	2,4	275.6
1/a	2,1	275.9
cb	1,8	276.2
W	1,5	276.5

350 N

W	0,4	277.6
cb	0,9	277.1
1/a	1.1	276.9
c	1,6	276.4
1/a	2,0	276.0
cb	2,3	275.7
E	2.7	275.3

277.96

T.P. 573	282.30	1.39	276.57

375 N

E	6.1	276.2
cb	5,8	276.5
1/a	5,6	276.7
c	5,1	277.2
1/a	4,8	277.5
cb	4,2	278.1
W	3.8	278.5

400 N

W	3,3	279.0
cb	3,3	279.0
1/a	3,8	278.5
c	4,1	278.2
1/a	4,6	277.7
cb	5.1	277.2
E	5,6	276.7

425 N

E	5,2	277.1
cb	4.7	277.6
1/a	4,4	277.9
c	4,1	278.2
1/a	3,9	278.4
cb	3.7	278.6
W	3,1	279.2

282.30

436± P.C.

W	3.1	279.2
cb	3.6	278.7
1/a	4.0	278.3
c	4.1	278.2
1/a	4.3	278.0
cb	4.7	277.6
E	5.2	277.1

461± N

E	5.1	277.2
cb	4.7	277.6
1/a	4.5	277.6
c	4.3	278.0
1/a	4.2	278.1
cb	4.0	278.3
W	3.8	278.5

486± N.

W	4.2	278.1
cb	4.2	278.1
1/a	4.0	278.3
c	4.1	278.2
1/a	4.4	277.9
cb	4.6	277.7
E	5.0	277.3

282.30

515± RT.

E	5.2	277.1
cb.	4.9	277.4
1/a	5.0	277.3
c	5.0	277.3
1/a	4.9	277.4
cb	5.0	277.3
W	5.0	277.3

535 N.

W	5.2	277.1
cb	5.2	277.1
1/a	5.1	277.2
c	5.1	277.2
1/a	5.2	277.1
cb	5.2	277.1
E	5.4	276.9

550 N

E	5.6	276.7
cb	5.6	276.7
1/a	5.6	276.7
c	5.5	276.8
1/a	5.4	276.9
cb	5.4	276.9
W	5.7	276.6

9/11/03 Platte Inglewide St. Cross-sections Churchman- Platted

Spk in Ble NE Inglewide - Summit Ave.

BM	2.51	285.45	282.94

Pl. Summit Ave.

E	2.6	282.9
cb	2.7	282.8
1/4	2.9	282.6
c	2.5	283.0
1/4	2.5	283.0
cb	3.1	282.4
W	3.2	282.3

75' N.

W	4.2	281.3
cb	4.2	281.3
1/4	4.0	281.5
c	3.8	281.7
1/4	3.8	281.7
cb	3.8	281.7
E	3.4	282.1

50' N

E	4.8	280.7
cb	5.1	280.4
1/4	5.0	280.5
c	5.0	280.5
1/4	5.4	280.1
cb	5.9	279.6
W	6.0	279.5

POSTED

Platted

285.80

575' N

W	6.2	276.1
cb	6.1	276.2
1/4	6.3	276.0
c	6.6	275.7
1/4	6.3	276.0
cb	6.1	276.2
E	6.4	275.9

600' N.

E	7.0	275.3
cb	6.4	275.9
1/4	6.8	275.5
c	7.3	275.0
1/4	6.9	275.4
cb	6.5	275.8
W	6.5	275.8

617.1' N. St. Hickory

W	8.2	274.1
cb	8.1	274.2
1/4	8.2	274.1
c	8.2	274.1
1/4	7.7	274.6
cb	7.4	274.9
E	7.6	274.7
BM	8.12	274.15

POSTED

Platted

274.22

285.45

100' N.

W		6,2	279.3
cb		6,1	279.4
1/a		6,0	279.5
c		5,8	279.7
1/a		6,0	279.5
cb	✓	6.6	279.5
E		5,0	280.5

125' N.

E		6,4	279.1
cb.		6,7	278.8
1/a		6,8	278.7
c	✓	6,9	278.6
1/a		7,2	278.3
cb		7.3	278.2
W		7.0	278.5

150' N

W		8,3	277.2
cb		8,1	277.4
1/a		7,9	277.6
c	✓	7,6	277.9
1/a		7,3	278.2
cb		7,0	278.5
E		6,6	278.9

285.45

175' N.

E		6,4	279.1
cb		7,4	278.1
1/a		7,6	277.9
c	✓	7,8	277.7
1/a		8,2	277.3
cb		8,5	277.0
W		8.7	276.8

500' N

W		8.8	276.7
cb		8,8	276.7
1/a		8,4	277.1
a	✓	8,0	277.5
1/a		8,0	277.5
cb		8,3	277.2
E		8.0	277.5

225' N

E		8,0	277.5
cb		8,4	277.1
1/a		8,4	277.1
c	✓	8,4	277.1
1/a		8,6	276.9
cb		9,2	276.3
W		9,4	276.1

285.45

250 'N

W	9.9	275.6
cb	9.6	275.9
1/a	9.1	276.4
c	8.7	276.8
1/a	8.6	276.9
cb	8.8	276.7
E	8.4	277.1

275 'N

E	8.1	277.4
cb	8.4	277.1
1/a	8.6	276.9
c	9.0	276.5
1/a	9.5	276.0
cb	10.1	275.4
W	10.4	275.1

300 'N

W	11.1	274.4
cb	10.8	274.7
1/a	10.3	275.2
c	9.8	275.7
1/a	9.7	275.8
cb	9.6	275.9
E	8.9	276.6

285.45

325 'N

E	9.5	273.8
cb	10.2	272.1
1/a	10.3	272.0
c	10.3	272.0
1/a	10.5	271.8
cb	10.8	271.5
W	11.0	271.3

350 'N

W	11.8	270.5
cb	11.5	270.8
1/a	11.1	271.2
c	10.9	271.4
1/a	10.7	271.6
cb	10.6	271.7
E	10.0	272.3

375 'N

E	10.5	271.8
cb	11.0	271.3
1/a	10.9	271.4
c	11.1	271.2
1/a	11.5	270.8
cb	12.3	270.0
W	12.6	269.7

		285.45		
TP	1.55	274.88	12.12	273.33
		400 N.		
E			0.8	274.1
cb			1.4	273.5
1/4			1.8	273.1
c			2.4	272.5
1/4			3.8	271.1
cb			5.0	269.9
W			6.2	268.7
		425 N		
W			7.6	267.3
cb			6.2	268.7
1/4			4.6	270.3
c			3.0	271.9
1/4			2.2	272.7
cb			1.9	273.0
E			1.2	273.7
		450 N.		
E			2.2	272.7
cb			3.0	271.9
1/4			3.1	271.8
c			3.6	271.3
1/4			4.8	270.1
cb			7.1	267.8
W.			8.9	266.0

		274.88		
		475 N		
W			11.6	263.3
cb			9.9	265.0
1/4			8.4	266.5
c			6.8	268.1
1/4			6.0	268.9
cb			5.2	269.7
E			4.2	270.7
		489 N. = 5th. Chestnut St.		
E			5.6	269.3
cb			7.2	267.7
1/4			8.1	266.8
c			8.9	266.0
1/4			10.4	264.5
cb			11.7	263.2
W			13.6	261.3
TP	5.66	267.90	12.64	262.24
		500 N		
W			8.0	259.9
cb			6.1	261.8
1/4			4.5	263.4
c			3.3	264.6
1/4			2.5	265.4
cb			1.7	266.2
E			0.3	267.6

267.90

525 N.

E	2.9	265.0
cb	4.5	263.4
1/4	5.2	262.7
c	6.2	261.7
1/4	7.5	260.4
cb	9.1	258.8
W	10.3	257.6

536.8 N. = ℄ of Intersection Ingleside - Witherby

W	12.0	255.9
cb	10.3	257.6
1/4	8.8	259.1
c	7.5	260.4
1/4	6.6	261.3
cb	5.8	262.1
E	4.1	263.8

550 N

E	5.4	262.5
cb	7.0	260.9
1/4	8.0	259.9
c	9.2	258.7
1/4	10.6	257.3
cb	11.6	256.3
+2'	11.7	256.2

267.90

572 N.

E	7.6	260.3
cb	9.2	258.7
1/4	10.6	257.3
c	11.0	256.9

597 N.

E	9.3	258.6
+8	10.6	257.3

622 N =

E	11.5	256.4

End of Curve

E	11.5	256.4	
	11.71	256.19	255.24

9 Hatch
21 Moore
68 Churchman

Cross section
Arden Way

Platted

B.M.	12.13	278.65		266.52
NW Sunset - Arden way			12.1	266.6
		40' N.		
W			11.0	267.7
cb			10.9	267.8
1/4			10.5	268.2
c			10.4	268.3
1/4			10.4	268.3
+ 3'			10.4	268.3
P.C. 0+00 = NE Cor Sunset - Arden way				
E			8.4	270.3
cb			8.9	269.8
1/4			9.1	269.6
c			9.5	269.2
1/4			9.6	269.1
cb			9.7	269.0
W			9.6	269.1
		25' N		
W			9.1	269.6
cb			8.8	269.9
1/4			8.8	269.9
c			8.6	270.1
1/4			8.1	270.6
cb			7.8	270.9
E			7.3	271.4

Posted

	278.65		
	50' N.		
E		6.6	272.1
cb		6.9	271.8
1/4		7.4	271.3
c		7.7	271.0
1/4		7.9	270.8
cb		8.3	270.4
W		8.5	270.2
	75' N		
W		7.4	271.3
cb		7.5	271.2
1/4		7.3	271.4
c		7.0	271.7
1/4		6.8	271.9
cb		6.4	272.3
E		5.9	272.8
	100 N.		
E		5.4	273.3
cb		6.0	272.7
1/4		6.2	272.5
c		6.5	272.2
1/4		6.5	272.2
cb		6.5	272.2
W		6.8	271.9

POSTED

278.65

125' N

W	6.9	271.8
cb	6.2	272.5
1/4	6.1	272.6
c	6.0	272.7
1/4	6.0	272.7
cb	5.8	272.9
E	5.6	273.1

150' N

E	5.6	273.1
cb	5.6	273.1
1/4	5.5	273.2
c	5.6	273.1
1/4	5.9	272.8
cb	6.4	272.3
W	6.9	271.8

175' N

W	6.4	272.3
cb	6.3	272.4
1/4	6.2	272.5
c	5.8	272.9
1/4	5.5	273.2
cb	5.2	273.5
E	5.2	273.5

278.65

200' N

E	4.7	274.0
cb	4.7	274.0
1/4	4.8	273.9
c	5.0	273.7
1/4	5.0	273.7
cb	5.1	273.6
W	5.3	273.4

225' N

W	4.9	273.8
cb	4.7	274.0
1/4	4.5	274.2
c	4.4	274.3
1/4	4.3	274.4
cb	4.2	274.5
E	4.0	274.7

350' N

E	3.8	274.9
cb	4.1	274.6
1/4	4.2	274.5
c	4.2	274.5
1/4	4.6	274.1
cb	4.4	274.3
W	4.6	274.1

278.65

279+ N P.T.

W	5.1	273.6
cb	4.8	273.9
1/4	4.8	273.9
c	4.5	274.2
1/4	4.3	274.4
cb	4.2	274.5
E	4.0	274.7

3+04 ±

E	4.1	274.6
cb	4.2	274.5
1/4	4.3	274.4
c	4.3	274.4
1/4	4.6	274.1
cb	4.9	273.8
W	5.1	273.6

3+29 ± P.C.

W	4.6	274.1
cb	4.5	274.2
1/4	4.2	274.5
c	4.0	274.7
1/4	3.6	275.1
cb	3.4	275.3
E	3.4	275.3

278.65

354 ± N.

E	3.0	275.7
cb	3.1	275.6
1/4	3.2	275.5
c	3.5	275.2
1/4	3.7	275.0
cb	3.7	275.0
W	3.5	275.2

379 ±

W	3.2	275.5
cb	2.8	275.9
1/4	2.6	276.1
c	2.4	276.3
1/4	2.2	276.5
cb	2.1	276.6
E	2.2	276.5

404 ±

E	1.9	276.8
cb	1.9	276.8
1/4	2.0	276.7
c	2.1	276.6
1/4	2.1	276.6
cb	2.2	276.5
W	2.4	276.3

278.65

479 ¼ N

W	1.7	277.0
cb	1.8	276.9
1/a	1.8	276.9
c	2.0	276.7
1/a	1.9	276.8
cb	2.0	276.7
E	1.9	276.8

454 ¼

E	3.8	274.9
cb	3.4	275.3
1/a	3.0	275.7
c	2.7	276.0
1/a	2.3	276.4
cb	1.9	276.8
W	1.7	277.0

479 ¼ N

W	3.4	275.3
cb	4.0	274.7
1/a	4.0	274.7
c	4.2	274.5
1/a	4.4	274.3
cb	4.9	273.8
E	6.0	272.7

278.65

T.P.	4.17	27709	573	27292

504 ¼

E	6.7	270.4
cb	6.3	270.8
1/a	6.0	271.1
a	5.7	271.4
1/a	5.6	271.5
cb	5.4	271.7
W	5.0	272.1

529 ¼

W	7.2	269.9
cb	7.7	269.4
1/a	8.1	269.0
c	8.2	268.9
1/a	8.5	[illegible].6
cb	8.7	26[illegible].4
E	8.8	268.3

(5+47.11) P.T

E	9.2	267.9
cb	9.3	267.8
1/a	9.2	267.9
c	9.2	267.9
1/a	9.2	267.9
cb	9.2	267.9
W	9.1	268.0

POSTED

277.09

SW Cor Hickory & Arden Way. 7th P.C.

50' R. Curve.

W	9.6	267.5
cb	9.5	267.6
1/4	9.4	267.7
c	9.2	267.9
1/4	9.3	267.8
cb	9.4	267.7
E	9.1	268.0

5th Hickory

W	9.6	267.5
cb	9.7	267.4
1/4	9.5	267.6
c	9.6	267.5
1/4	10.8	266.3
cb	11.7	265.4
E	12.1	265.0
BM check	2.93	279.16 279.22

POSTED

Posted

3493
604
603
.01 check

3.17 19.61 16.44 BM pg S. W. India

12.50 / 7.11 ✓ 6.11 ✓ 5.11 ✓ 4.11 ✓ 16.50 / 3.11 ✓ 17.00 / 2.61 17.50 / 2.11

H.I.

5.96 23.46 2.11 17.50

17.50 / 5.96 18.37 / 5.09 19.25 / 4.21 ✓ 20.12 / 3.34 21.00 / 2.46

9.00 29.93 2.53 20.93 ✓

21.75 / 8.18 ✓ 22.50 / 7.43 23.71 / 6.22 24.92 / 5.01 26.13 / 3.80 27.35 / 2.58

1644
560
2204 H.I.
626
21.78
13
3478 H.I.
071
34.07
690
40.97 H.I.

1250 / 9.54 ✓ 8.54 ✓ 7.54 ✓ 6.54 ✓ 5.54 ✓ 5.04 ✓ 4.54 ✓ 18.37 / 3.67 ✓ 19.25 / 2.79 ✓

20.12 / 1.92 ✓ 21.0 / 1.04 ✓ 21.75 / .29 ✓ 22.50 / 12.28 ✓ 23.71 / 11.07 ✓ 24.92 / 9.86 ✓ 26.13 / 8.65 ✓ 27.35 / 7.43 ✓

28.35 / 6.43 ✓ 29.35 / 5.43 ✓ 30.91 / 3.87 ✓ 32.48 / 2.30 ✓ 34.03 / 0.75 ✓ 35.60 / 5.27

.04 high except Wh. and Cr. Union .07

Check 7 Hatch
8 Mowry
09 Thomas

H.I.

9.61 36.07 26.46 BM. State

29.35 / 6.72 30.91 / 5.16 32.48 / 3.59 34.03 / 2.04 35.60 / 0.47

5.78 40.71 1.14 34.93 ✓

35.60 / 5.11

5 / 22 / 09 { Davis, Williams, Church

Grades for "B" St. Car Line - Arctic to 14th.

E. line Arctic	12.50
+50	13.50
1	14.50
+50	15.50
2 W.L. India	16.50
ctr "	17.00
E. line "	17.50
+50	18.37
1	19.25
+50	20.12
2 W.L. Columbia	21.00
ctr "	21.75
E. line "	22.50
+50	23.71 ✓
1	24.92
+50	26.13
2 W.L. State	27.35
ctr "	
E.L. "	29.35
+50	30.91
1	32.48
+50	34.03
2 W.L. Union	35.60
ctr "	

POSTED

6/26/09 Davis, Williams, Churchman

40.71

35.73 / 4.98 — 35.85 / 4.86 — 35.98 / 4.73 — 36.10 / 4.61

5.87 — 41.37 — 5.22 — 35.49 — 35.50

36.10 / 5.27 — 36.33 / 5.04 — 36.55 / 4.82 — 36.78 / 4.59 — 37.00 / 4.37

8.68 — 45.61 — 36.93 - SW 1st

37.75 / 7.86 — 38.50 / 7.11 — 39.25 / 6.36 — 40.00 / 5.61 — 40.75 / 4.86

41.25 / 4.36 — 41.75 / 3.86 — 42.44 / 3.17 — 43.13 / 2.48 — 43.81 / 1.80 — 44.50 / 1.11

40.96 Hi
242
38.54
961
48.15 Hi

35.73 / 5.23 — 35.85 / 5.11 — 35.98 / 4.98 — 36.10 / 4.86 — 36.33 / 4.63 — 36.55 / 4.41 — 36.78 / 4.18

37.0 / 3.96 — 37.75 / 3.21 — 38.50 / 2.46 — 39.25 / 8.90 — 40.0 / 8.15 — 40.75 / 7.40 — 41.25 / 6.90

41.75 / 6.40 — 42.44 / 5.71 — 43.13 / 5.02 — 43.81 / 4.34 — 44.50 / 3.65

.25 High to meet 1st truck

Check 7/8/09 Hatch, Moore, Thomas

36.93 / 11.22

average .04 high

E line Union	35.60
+50	35.73
1	35.85
+50	35.98
2 W.L Front	36.10
Ctr "	
E. line "	36.10
+50	36.33
1	36.55
+50	36.78
2 W.L. 1st	37.00
Ctr	
E. line 1st	37.75
+50	38.50
1	39.25
+50	40.00
2 W.L. 2d	40.75
Ctr "	41.25
E line "	41.75
+50	42.44
1	43.13
+50	43.81
2 W.L 3d	44.50
Ctr	

1.18 51.53 50.35 NW 4th

45.10 46.39 47.68 48.96 50.25
6.42 5.14 3.85 2.57 1.28

5.41 55.76 50.35

50.25
5.51

6542
402
6140

2.35 60.78 58.43

6136
402
6538

54.25 55.21 56.18 57.14 58.10
6.53 5.57 4.60 3.64 2.68

54
38
.16

61
25
36

5.14 63.57 58.43

58.10 58.70 59.30 59.90 60.50
5.47 4.87 4.27 3.67 3.07

4815
156
46.59
46.39
.02

4785
4768
.17

0.39 58.82 58.43

54.25
4.57

4.61 4.15
54.2 54.67

4815 WF
030
4785
765
5550
028
5522
1020
6542 ft

45.10 46.39 47.68 48.96 50.25 51.25 52.25
3.05 1.76 0.47 6.54 5.25 4.25 3.25

53.25 54.25 55.21 56.18 57.14 58.10 58.70
2.25 1.25 .29 9.24 8.28 7.32 6.72

59.30 59.90 60.50
6.12 5.52 4.92

50' E of 3d 0.20 high
100 0.17 "
150 0.16 "
200 0.36 low
WL 5th 0.45 "
EL. 0.33 "

no Stakes in this block

check 7/8/09 Hatch Moore Thomas

E. line 3d	45.10
+50	46.39
1	47.68
+50	48.96
2 W.L 4th	50.25
ctr	
E. line 4th	50.25
+50	51.25
1	52.25
+50	53.25
2 W.L 5th	54.25
ctr	
E. line 5th	54.25
+50	55.21
1	56.18
+50	57.14
2 W.L 6th	58.10
ctr	
E. line 6th	58.10
+50	58.70
1	59.30
+50	59.90
2 W.L 7th	60.5
Ctr	

7.46 68.82 61.36

8.00 7.60 6.50 7.05 6.50
60.82 61.22 62.32 61.77 62.32
60.6 61.00
40.3

5.20 4.80 4.15 3.20 1.85
63.62 64.02 64.67 65.62 66.97
23.35 64.85 .25
16.27 .72

7.30 74.25 66.95

6.50 6.30 5.85 4.60 2.80
67.75 67.95 68.40 69.65 71.45

6.18 67.54 61.36 - SE 7th

61.00 61.50 61.94 62.38 62.81 63.25 63.75
6.54 6.04 5.60 5.16 4.73 4.29 3.79

9.22 73.13 3.62 63.92 63.91

64.25 65.00 65.75 66.50 67.25 67.62 68.00
8.88 8.13 7.38 6.63 5.88 5.51 5.13

68.96 69.92 70.89 71.85
4.17 3.21 2.24 1.28

65.38 61.0 61.50 61.94 62.38 62.81 63.25 63.75 64.25 65.0
0.38 4.38 3.88 3.44 3.00 2.57 2.13 1.63 1.13 0.38

65.75 66.50 67.25 67.62 68.0 68.96 69.92 70.89
7.43 6.68 5.93 5.56 5.18 4.22 3.26 2.29

71.85 72.78 73.70
1.33 0.40 11.66

65
81.8
73.18 Ht
4
72.78
12.58
85.36 Ht

Check 7/8/09 Hatch Wood Thomas

E. line 7th	61.50
+50	61.94
1	62.38
+50	62.81
2 - W.L 8th	63.25
Ctr	
E. line 8th	64.25
+50	65.00
1	65.75
+50	66.50
2 = W.L 9th	67.25
Ctr	
E. line 9th	68.00
+50	68.96
1	69.92
+50	70.89
2 - W.L 10th	71.85
Ctr	72.78
E. line 10th	73.70

POSTED

Davis
Williams
Churchman

10.60 83.04 72.44

71.85 9.2 6.50 1.40 2.80 1.03
11.19 73.34 76.5 78.6 80.2

11.17 83.61 72.44

8.03 72.78 73.7 76.02 78.35 80.68 83.00
9.61 10.83 9.91 7.68 5.26 2.93 .61

12.08 95.09 83.01 SW 11th

9.87 4.83 2.65
85.22 90.26 92.44
84.08 87.11 90.13
1.14 3.15 2.31

7.00 101.19 0.90 94.19

5.66 2.16
95.53 99.03
93.16 96.18
2.37 2.85
3.69 101.17 97.48 12th

2.10 3.34 8.62 8.02
99.07 97.83 92.55 93.13
97.40 96.40 90.75 91.25
+1.67 +1.43 +1.80 +1.88
1.98 94.94 9.17 92.06

8.38 8.57 9.07 11.03 83.01
85.60 85.41 PVG 1
85.10 5.11
+0.50 +0.30

3.34 86.35 83.01

6.26 83.01
80.09 10.78
77.75 93.79 HI
2.34 1.018
92.775 HI
9.385
102.160 HI
4.63
97.53

8.00 8.50 8.03 91.05
9.79 8.79 5.76 2.74

94.08 97.10
8.08 5.06

K St Car POSTED

9.042
1.036
10.67

8.36 HI
1.32
8.04

E. line 10th 73.70

+50 9.24 76.02
1 7.01 78.35
+50 al high 4.55 +.68 80.68
W.L. 11th 3.36 83.00
Ctr 1.36 84.08
E.L. 11th 8.04 1.07 9.75 HI 0.36 85.00
+50 9.72 86.03
1 6.70 91.05
+50 3.67 94.08
W.L. 12th 0.65 97.10
Ctr 0.1 high
E.L. 12th 97.10
+50 2.50 95.25
1 7.29 93.40
+50 9.12 91.55
2 W.L. 13 0.13 high 10.97 89.70
Ctr "
E.L. 13 .15 high 89.70
+50 6.72 93.95
1 2.47 98.70
+50 6.11 104.81
2 W.L. 14 1.86 106.7
Ctr .56 107.7
E.L. 14 Ave. .32 2.18 1.86 108.7

72.50
77.75
83.00

11th
8.50 8.10 9.75 9.40 9.50
8.50 8.10 9.25 9.40 9.75

12th
97.48
2.56
100.04 HI
10.37
89.70
9.85
99.55
1.35
98.20
1.20
109.42 HI

97.10
2.94
95.25
4.77
93.40
6.67
91.05
8.49
89.70
10.34
89.70
9.85
93.95
5.60
98.70
1.35

102.45
6.91

106.7
2.72
107.70
1.77

9.042
1.036
10.67

10.067
2.42
9.25
10.33
10.856 HI

10.778
9.36
10.56

Checked by Hatch
Recorded by Thurman

12/13/09 Hatch Mord Thomas. Car line Stks 30" St.

B.M.	3.92	289.43		285.51
E.C. 67.87 S of SL. Jny.			5.73	283.70
58			5.15	284.28
105			4.46	284.97
SL Jny.			3.98	285.45
			4.49	284.94
WL Fern.			4.99	284.44
			6.08	283.35
E.C. on Fern = 134' S of Juniper			6.08	283.35
BM	7.22	292.95		285.73
100'	"	"	9.48	283.47
50			9.31	283.64
SL Juniper			9.15	283.80
50 N of Juniper			7.52	285.43
100 " "			5.90	287.05
BM	6.24	291.97		285.73
P.C.			4.07	287.90
PL. Right Curve. {Δ = 3°23½' R = 1146 St = 34.01'}			2.97	289.0
E.C.			2.85	289.12
+38	3.58	292.84	2.71	289.26
+88			3.39	289.45
1+38			3.21	289.63
1+88			3.03	289.81
2+38	3.46	293.46	2.84	290.0
2+88			3.70	289.76

289.0
284.2
4.8 (160
4.8 3

Stakes for Sidewalk Juniper

BM	6.25	291.98		285.73
SL Juniper			7.78	284.20
NL "			7.78	284.20
50			6.28	285.70
100			4.78	287.20
160 = PL.			2.98	289.0
34' N of PL.			2.86	289.12

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293.46

3+38			3.94	289.52
3+98			4.22	289.24
4+18			4.42	289.04
4+38			4.74	288.72
4+58			5.22	288.24
4+78			5.82	287.64
4+98			6.58	286.88
5+18			7.46	286.00
5+58	0.62	284.62	9.46	284.00
5+78			1.58	282.04
5+98			2.34	282.28
6+18			3.02	281.60
6+38			3.52	281.10
6+58			3.96	280.66
6+78			4.26	280.36
6+98			4.50	280.12
7+18	Curve at S. end of Bridge { Δ = 1°10' R = 1146 St = 11.67		4.62	280.00

12/21/09

	9.05	289.80		280.747 Mon. N. End Bridge
23 N of Bridge B.C. 5° Curve			4.99	279.81
50 " " "			4.92	
77 " " " EC. 5°			4.85	279.95
100 " " " = St. Olive			4.80	280.00
BMC,	7.31	288.06		280.747
St. Montana = Olive			8.06	280.0
Cr.			7.06	281.0
NL			6.06	282.0
67.5			1.32	286.78
TP	12.57	299.25	1.25	286.71
135			7.83	291.45
202.5			3.10	296.18
TP	9.10	307.12	1.26	298.02
270 = St. Palm.			6.22	300.9
Cr.			5.22	301.9
TP	6.12	310.71	2.53	304.59
NL	Palm.		7.81	302.9
54			6.39	304.32
108			4.97	305.74
162			3.55	307.16
216			2.13	308.58
270 = St. Burnice	1.68	311.68	.71	310.0
54			3.28	308.4
108			4.88	306.8
162			6.48	305.2
216			8.08	303.6

		12/31/07		
		311.68		
270 = SL.	9.80 Redwood	311.80	9.68	302.0
50			8.30	303.5
100			6.80	305.0
150			5.30	306.5
2			3.80	308.0
50			2.30	309.5
3	9.93	320.93	.80	311.0
50			8.43	312.5
4			6.93	314.0
50			5.43	315.5
5			3.93	317.0
50			2.43	318.5
6	= SL.		.93	320.0
	Cr		.68	320.25
Mon. Crane -	6.95	327.88	0.50	320.43
	Nt.		6.58	320.50
50			6.34	321.04
1			5.80	321.58
50			5.26	322.12
2			4.72	322.66
50			4.18	323.20
3			3.64	323.74
50			3.10	324.28
4			2.56	324.82
50			2.02	325.36

327.98

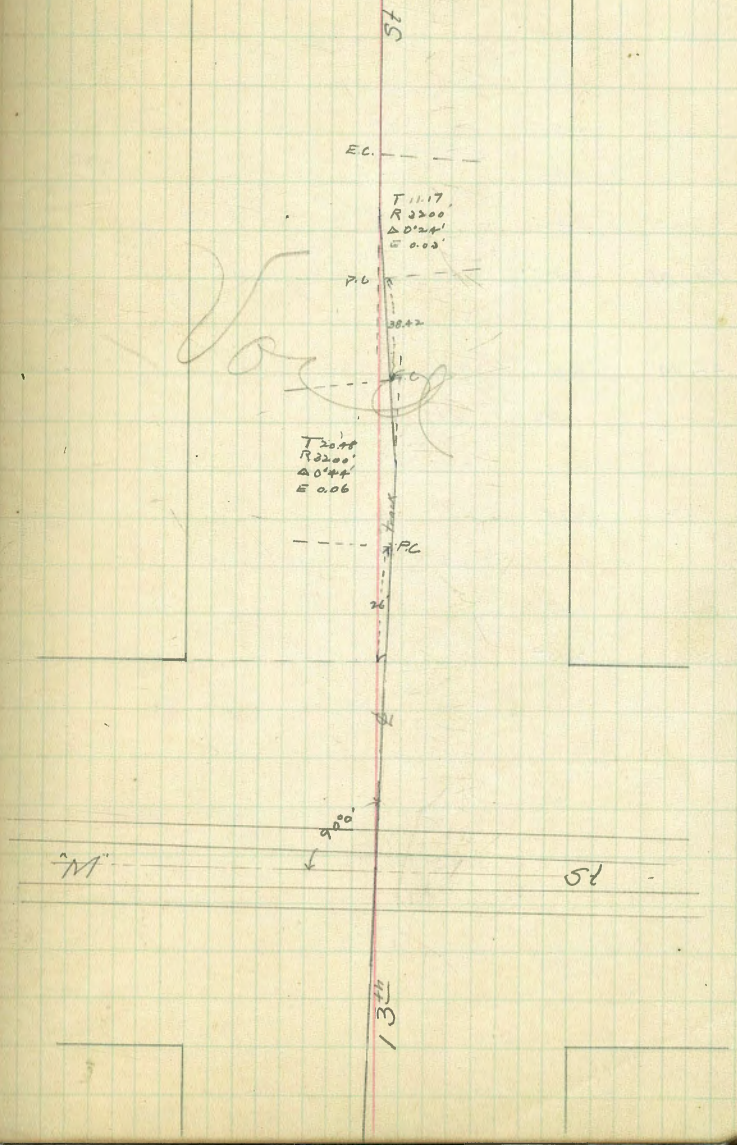
	1.46	325.92
50	0.92	326.46
6 = 34 llpas	0.38	327.0

Grades for Car Track - N'st 10th to 18th.

				7.48 B.M. at E 10th 3.09 10.57 M.					
W.L. 10th	7.57			7.00 .57 .25 6.82	6.72 3.85 4.37 4.15	6.55 4.27 4.27	6.37 4.2	6.20	
E.L. 10th	7.0 curve 6.90	7.10		5.70 4.87	5.30 5.37	4.70 5.87		7.05	
+50	6.72			7.48 4.11 11.59 M.	5.6	6.1			
1	6.55				7.50 4.09 4.34	7.20 4.3 4.15			
+50	6.37								
W.L. 11th	6.20	6.30		3.53 B.M. at E 11th 4.53 8.06 M.					
					8.72 3.36 3.61	4.20 2.86 4.11			
E.L. 11th	6.20	6.30							
+50	5.70	5.80		3.50 4.56 .25 4.81	3.37 4.69 .25 4.94	3.25 4.81 .25 5.06	3.12 4.94 .25 5.19	3.00 5.06 5.31	
1	5.20	5.30		3.53 4.03 7.56 M.					
+50	4.70	4.80			4.80 2.76	4.30 3.26	3.50 4.06		
W.L. 12th	4.20	4.30			3.37 4.19	3.25 4.31	3.12 4.44		
E.L. 12th	3.50	3.50		3.00 5.80 8.80 M.		3.0 5.80 .50 6.30	5.30 4.30 3.30		
+50	3.37								
1	3.25			7.37 M.	3.25 4.12	3.12 4.25	3.00 4.37		
+50	3.12					4.37 3.87			
W.L. 13th	3.00	3.00							
E.L. 13th	3.00								
+50	4.00								
1	5.00								
+50	6.0								
W.L. 14th	7.00								

		5.0	2.						
E.L. 14th	7.00	7.00			6.73 4.89 11.62 M. 4.39 7.23	7.0 4.82 6.22	7.15 4.67 5.17		
+50	7.15	7.16		7.2 4.52 5.01	7.4 4.36 4.86	7.61 4.21 4.71	7.76 4.06 4.56	7.92 3.90 4.40	
1	7.31	7.32		4.07 3.75 4.25	4.20 3.62 4.12				
+50	7.46	7.50		7.46 15.70 M.	8.20 7.50 8.00	8.70 6.00 6.50	11.20 4.50 5.00		
2	7.61	7.66		12.70 3.00 3.50					
+50	7.76	7.83		6.93 4.70 11.63 M.	7.00 4.63	7.16 4.47	7.33 4.30	7.50 4.12	7.66 3.97
3	7.92	7.99			7.83 3.5	7.99 3.6	8.16 3.47	8.33	
+50	8.07	8.16		6.93 4.40 11.33 M.	7.0 4.83	6.67 5.33	6.5 5.33	6.1 5.73	6.0 5.83
+9' W.L. 15th	8.20	8.30		5.46 5.65 14.11 M.	8.30 5.81	9.20 4.9	11.30 2.81	12.80 1.31	
E.L. 15th	8.20	8.30		6.93 4.54 11.47 M.	7.0 3.97	7.66 3.81	7.83 3.6	7.7 3.18	
+50	9.70	9.80		8.46 B.M. 6.80 15.26 M.	9.70 5.56	11.20 4.06	12.70 2.56	14.20 1.06	
1	11.20	11.30			12.70 2.46	11.30 3.9	9.8 5.46		
+50	12.70	12.80		36. 7.15 43.15 M.	34.40 8.75	35.40 7.75	37.15 6.0	38.90 4.25	
2 W.L. 16th	14.20	14.30		36.27 M. .17 24.70 1.60 26.30 M.	33.40 2.87	29.05 7.22	24.70 11.57		
E.L. 16th	16.20	16.30			20.85 5.75	38.90 6.82			
+50	20.50	20.62		36.00 9.72 45.72	40.65 5.07	42.40 3.32	43.35 2.37	44.20 1.52	
1	24.80	24.95		16.64 2.42 19.06 M.					
+50	29.10	29.27		36.00 2.92 38.92 M.	37.35 1.57	38.62 3.32	39.60 4.32	39.60 5.32	
2 W.L. 17th	33.40	33.60		9.65 29.27 1.27 30.54 M.	29.27 9.65	24.95 5.59	20.62 9.92		
Chr	34.40	34.60							
E.L. 17th	36.40	35.60							
+50	37.15	37.35							
1	38.90								
+50	40.65								
2 W.L. 18th	42.40	42.60							
Chr	43.45								
E.L. 18th	44.0								

Sketch of Curves put in on 10th St to make a right angle crossing at "M" St.



Grades on 13th L to N first St. Ry

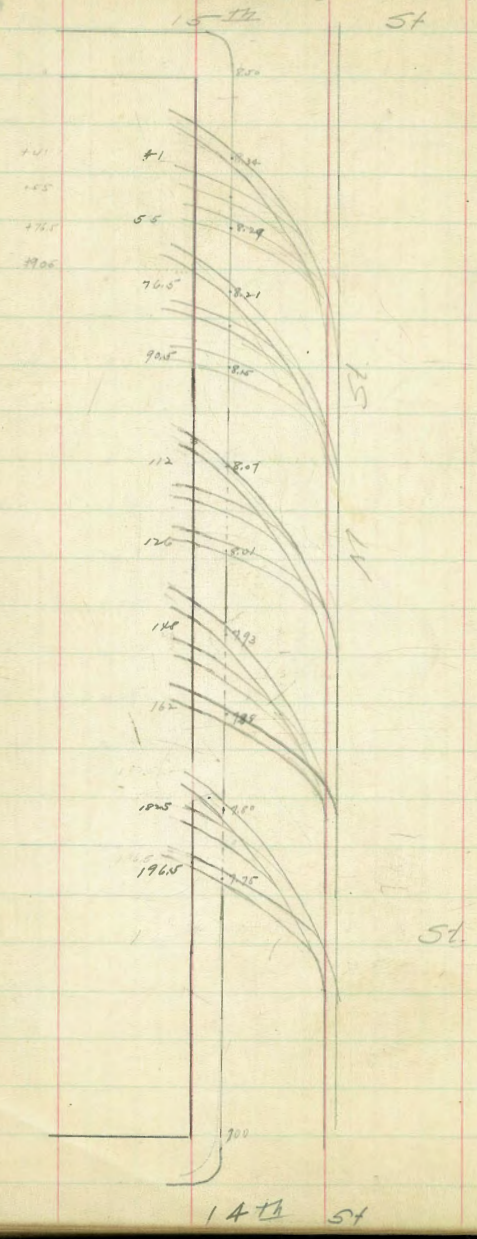
10 Davis
10 Williams
10 Hancock

Solid L	5.5		3.00 BROWER			
+50	5.08		4.37 / 7.37	3.83 / 3.54	3.42 / 3.95 / 4.45	
1	4.67					
+50	4.25			3.03 / 4.37 / 4.87	2.91 / 4.46 / 4.96	
2	3.83		4.05 / 3.32	2.93 / 4.54 / 5.04	3.24 / 4.13 / 4.63	3.16 / 4.21 / 4.71
+50	3.44		3.08 / 4.29			
3 NL M	3.0					
5L M	3.1	3.00				
+50	2.91	3.08				
1	2.83	3.16				
+50	2.75	3.24				
2	2.67	3.32				
+50	2.58					
NLN	2.50					

Track set at these grades.

Grades for Curves Running into Car Barns of 15 & M.
Note. Grades given are curb elevations.

Davis 11/16



846 B.M. N.E. 15 & M. Plg rt.
4.17
12.63 HT

8.34	8.28	8.21	8.15
4.29	4.35	4.42	4.48

8.46
4.13
12.59 HT

7.80	7.75
4.79	4.84

8.46
3.92
12.38 HT

8.07	8.01	7.93	7.88
4.37	4.37	4.45	4.50

India 16.44 - S.W plgrt.
Columbia 20.93 SW " "
State 26.46 " " " "
Union 34.93 " " " "
Front 35.50 " " " "
1st 36.93 " " " "
2d
3d 44.32 N.W " "
4th 50.35 N.W " "
5th 54.66 " " " "
6th 58.43 " " " "
7th 61.36 S.E " "
8th 63.91 " " " "
9th 66.95 S.W
10th 72.44 S.W
11 83.01 W.
12th 97.48 N.W.
13 90.42 NW
14- 107.41 NW

10 7.48 NE plg
11 6.44 spk NW
12-3.53 NE plg
13 2.00 NE plg

14-6.93 NE plg
15 8.46 NE plg
16-16.64 NE
17-36.00 NE
18-
19-

Published by H. S. CROCKER COMPANY, Stationers, Drawing Materials, and Mathematical Instruments, San Francisco.

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

MINUTES.	LKS.	MINUTES.	LKS.	MINUTES.	LKS.
1	2⅓	21	49	41	95⅔
2	4⅔	22	51⅓	42	98
3	7	23	53⅔	43	100⅓
4	9⅓	24	56	44	102⅔
5	11⅔	25	58⅓	45	105
6	14	26	60⅔	46	107⅓
7	16⅓	27	63	47	109⅔
8	18⅔	28	65⅓	48	112
9	21	29	67⅔	49	114⅓
10	23⅓	30	70	50	116⅔
11	25⅔	31	72⅓	51	119
12	28	32	74⅔	52	121⅓
13	30⅓	33	77	53	123⅔
14	32⅔	34	79⅓	54	126
15	35	35	81⅔	55	128⅓
16	37⅓	36	84	56	130⅓
17	39⅔	37	86⅓	57	133
18	42	38	88⅔	58	135⅓
19	44⅓	39	91	59	137⅔
20	46⅔	40	93⅓	60	140

TABLE FOR RUNNING ON SLOPES.

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

ANGLE	COR. IN LINKS	ANGLE	COR. IN LINKS	ANGLE	COR. IN LINKS	ANGLE	COR. IN LINKS
°		°		°		°	
4	0.24	11	1.88	18	5.14	25	10.54
5	0.38	12	2.24	19	5.76	26	11.26
6	0.55	13	2.63	20	6.42	27	12.24
7	0.76	14	3.06	21	7.11	28	13.37
8	0.98	15	3.53	22	7.85	29	14.34
9	1.24	16	4.02	23	8.64	30	15.47
10	1.55	17	4.56	24	9.47	35	22.07