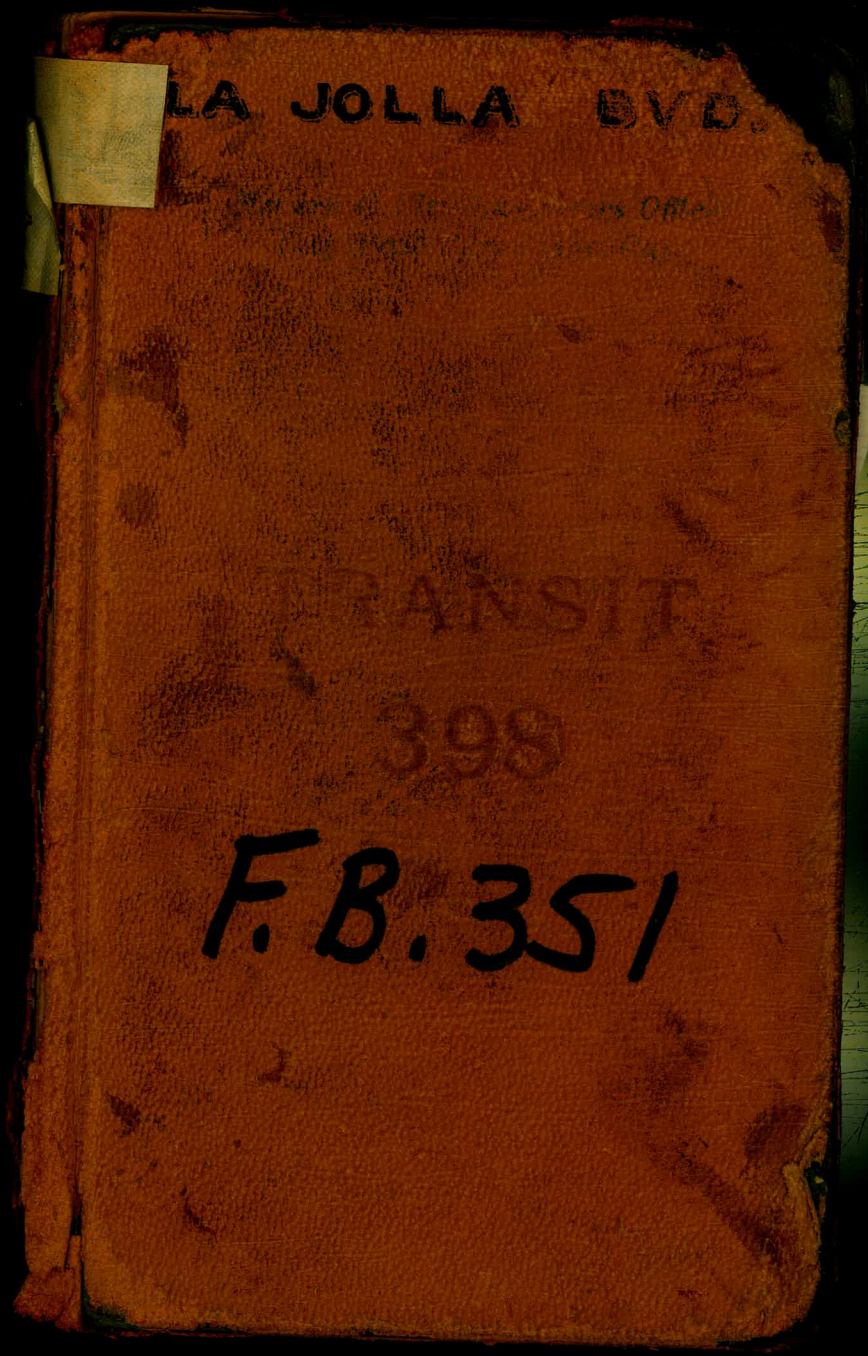
LA JOLLA BVD.
TRANSIT
393
F.B.351

FB # 351 (CONT.) PAGE

BLVD; INEEKS ADD'N. 50-51
NORTH. LEVELS

FT. STOCKTON BLVD. 52-58
SURVEY

BRICK CANYON RD. - 59

RD. from FRONT - 60-61
BETWEEN WALNUT
& LIPAS. LEVELS

GARNET & PENDLETON 68-70
BLVD. SURVEY

PROSPECT ST. at BEACH 71.
ROW. SURVEY

LOTS 2, 3, 4, BLK 41 - 72
LA JOLLA PARK.

CANYON BLVD. THROUGH - 73
BLK. 379

FB # 351 PAGE

BOULEVARD BETW. - 1-12
PEARL & BORDEN ST.
SURVEY

"B" LINE; TECOLOTE BR. 13-14
TO MORENA

ROAD CONNECTING 19-21
LA JOLLA WITH OLD
TOWN.

JEFFERSON ST. BETW. 23-25
TWIGGS & SMITH ST'S.

HOSPITAL GRADE; 26-29
HILL CREST DR. TO
CANON.

BOULEVARD from 30-44
THORN & ALBATROSS
DOWN BRICK YARD CAN-
YON.

ROAD FROM GOLDFINCH 45-
& MARKET to BRICKYARD 49
CANYON ROAD

TRAVERSE TABLE FOR TRANSIT BOOK.

From 1° to 90° for a distance of 100.

351

Degrees.	DEGREES. Lat.	DEGREES. Dep.	¼ DEGREE. Lat.	¼ DEGREE. Dep.	½ DEGREE. Lat.	½ DEGREE. Dep.	¾ DEGREE. Lat.	¾ DEGREE. Dep.	Degrees.
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	91.70	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	85.04	52.62	58
32	84.80	52.99	84.57	53.36	84.34	53.73	84.10	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		¼ DEGREE.		½ DEGREE.		¾ DEGREE.		

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City Hall, San Diego, Cal.

Crocker Quality

TRANSIT BOOK

No._____

_____

MANUFACTURED BY

H. S. CROCKER CO.

SAN FRANCISCO AND SACRAMENTO
CALIFORNIA

FROM
LORING'S BOOK STORE
SAN DIEGO, CAL.

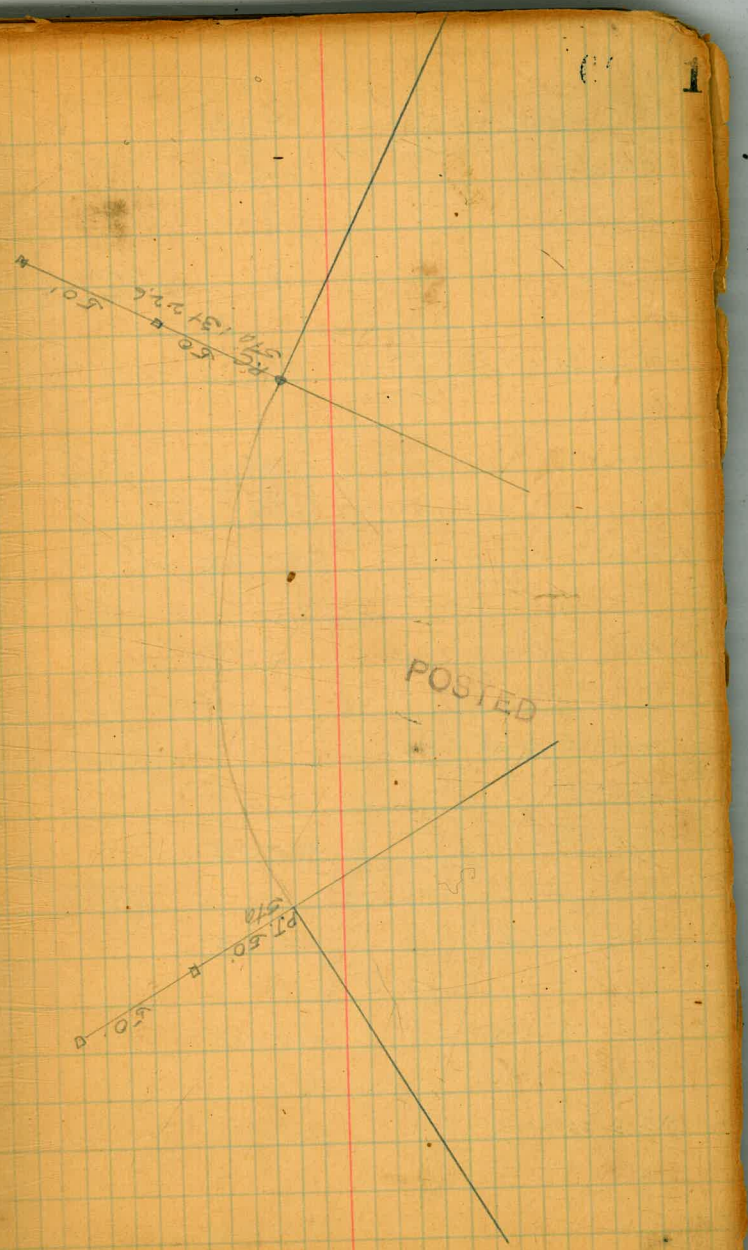
14.01 2.34

17.10
5.73
11.37

Opp. Foremans house Hardy's Cap. Tack
pole 3' above Ground 23.19
Hd. spk. pole Ground. 20.85

Bridge Cap. Tack 2' above grd. 13.90
Bridge Hd. spk pole. N. bridge grd. 11.44

9th pole top hill along fence W. of bridge
Hd spk. grd. 46.01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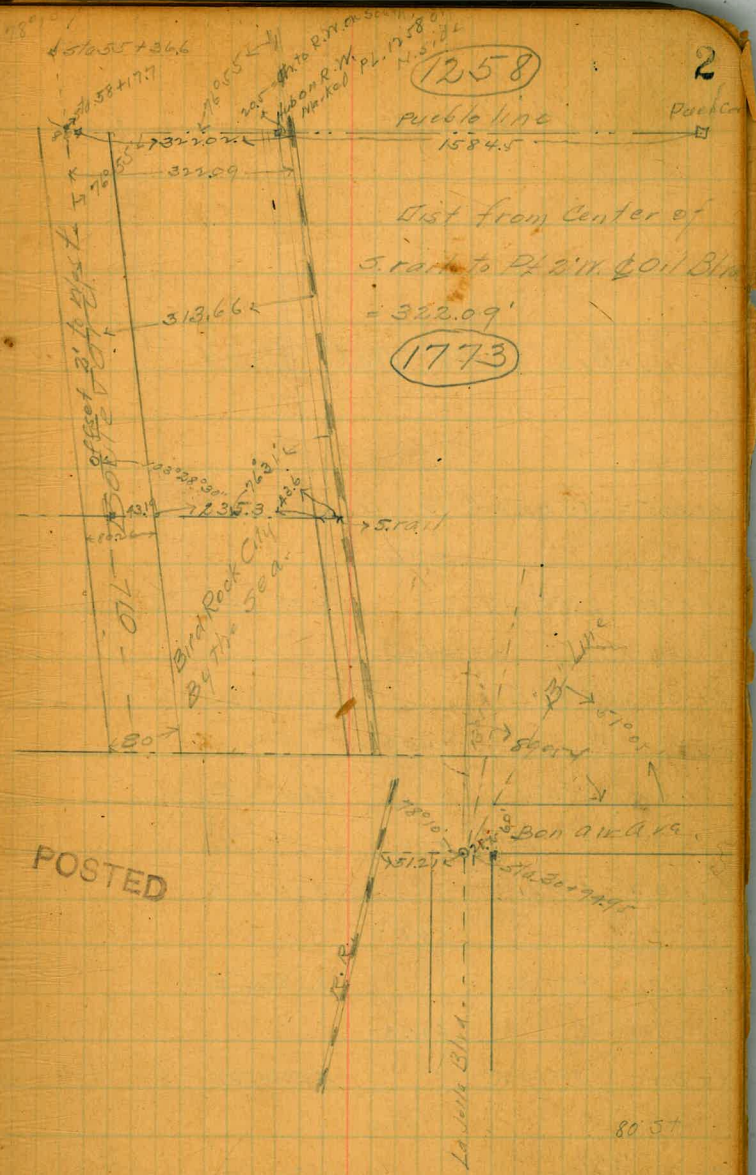
Survey of Boulevard from Int. Pearl & Borden St.

Sta.	Angle	Dist	Needle	
		Page 4		
76+20.5 △			S43°0'E.	
58+17.7				inter. Pueblo line & Oil Blvd. 2' West ℄
55+36.6 △	26°0'L		S43°0'E	= Oil Blvd.
51+00 △			S17°0'E.	
43+0 △			S17°0'E	
32+00	Wash	Bridge	S17°0'E	
30+94.95 △	13°14'R.			= Nihil Bon Air Ave. 51.21 from Ch. to P.
		688.45		
24+06.5 △			S30°15'E	
		1730.25		
6+76.25 △	89°48'L		S30°15'E.	
		58.95		
6+17.3 △	63°28 R.		N59°30'E.	
		168.1		
4+49.2 △	26°34 R.		N4°0'W.	
0+00			S30°30'E	



= Int. of Borden & Pearl St. Lavella 80 St

"A" Line

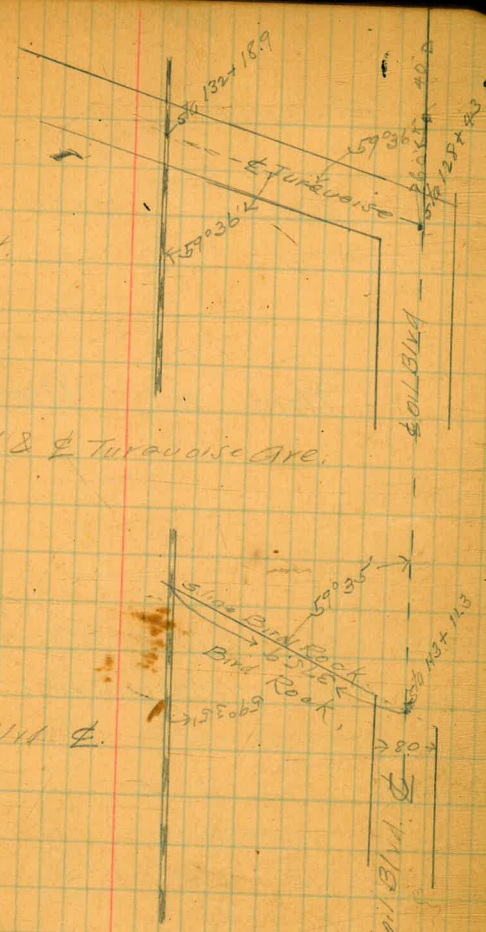
This Line Not Used

30+30.5 = 55+36.6 Main Line

		575.8		
24+54.7	2°50' L		S 43°0' E	2' W. ℄ Oil Blvd.
		354.7		
21+00 Δ	5°50' L		S 40°00' E	
		400		
17+00 Δ	10°0' L		S 34°15' E	
		500		
12+00 Δ	5°0' L		S 24°15' E	
		548.7		
6+51.3 Δ	19°0' L		S 19°15' E	Oil Blvd
		621.3		
0+30	89°54' R		S 59°45' W	along ℄ Bon Air St
		30.0		
0+00 "A" line			S 30°15' E	= Inter La Jolla Blvd & Bon Air

30+94.95 = 0+00 A. Line

Station	Angle	Dist.	Needle
146+99			
132+18.9			
128+43	59°36' L		N60°30' E
123+00 △			S60°0' E
113+24.7 △			
103+29.5	6°58' L		S60°15' E
99+00	10°0' L		S53°15' E
90+00			S43°15' E
84+80.5	0°03' R		S43°15' E
78+77			S43°0' E
78+47			



N line Bird Rock City By the Sea

△

S. end bridge

N. end bridge

La Jolla Blvd.

"B" Line

This was Used

.502 = 1'

27+85.7 Offset 2' W and Run South on Tang. Out Boulevard.

27+85.7 "B" line = 57+97 Main Line. 31366 from ℄ R.R. track P.T.

21+00 △

305.8 to N Rail

13+22.65 △ 31366 from ℄ R.R. track P.C. Curve to Left.

5+78.4 △ 27°05' L 518°30' E

4+30

0+00 △ 38°46' R. 58°30' W.

30+94.95 = 0+00 "B" line

0°39'
1°29'
2°19'
3°09'
4°0'
4°50'
5°40'
6°30'
7°21'
8°11'
9°01'
9°51'
10°41'
11°32'
12°14'30"

R. 3424.45

Length curve = 1463.0

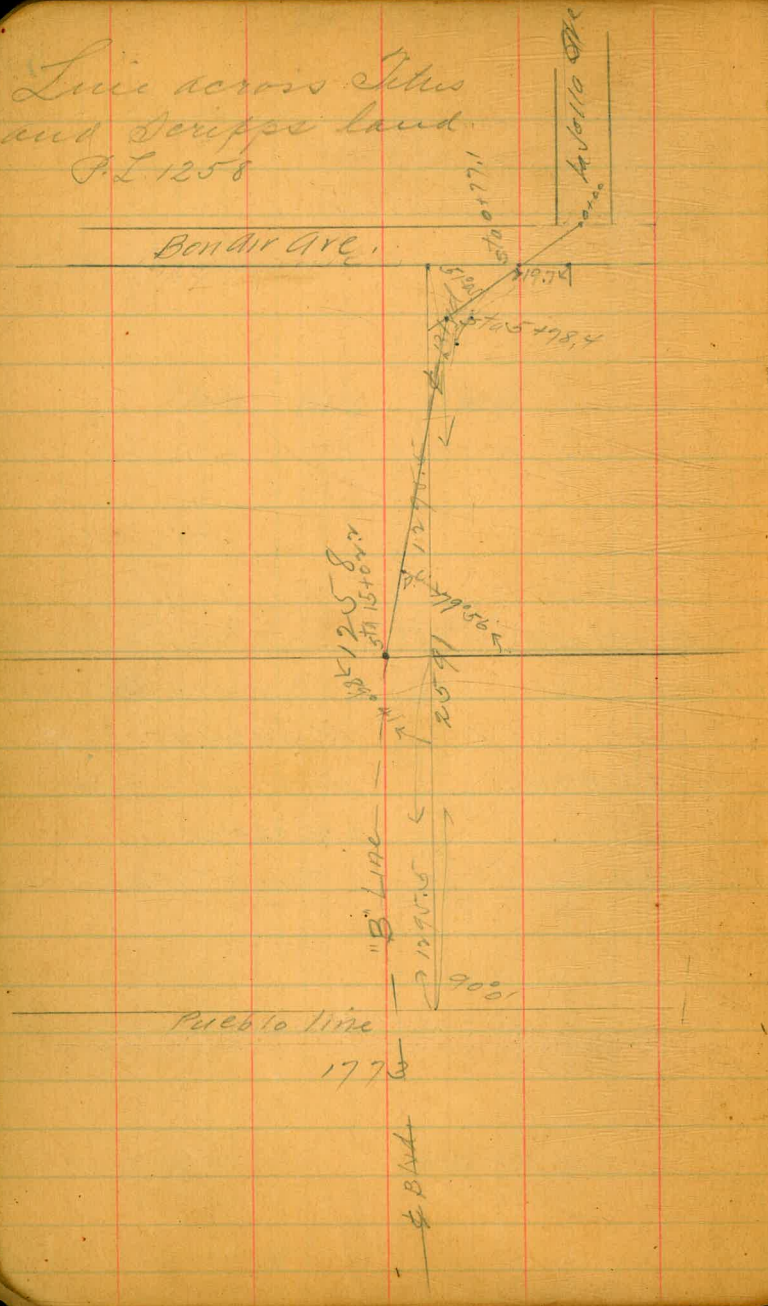
I Angle 24°29

Tang = 743.0

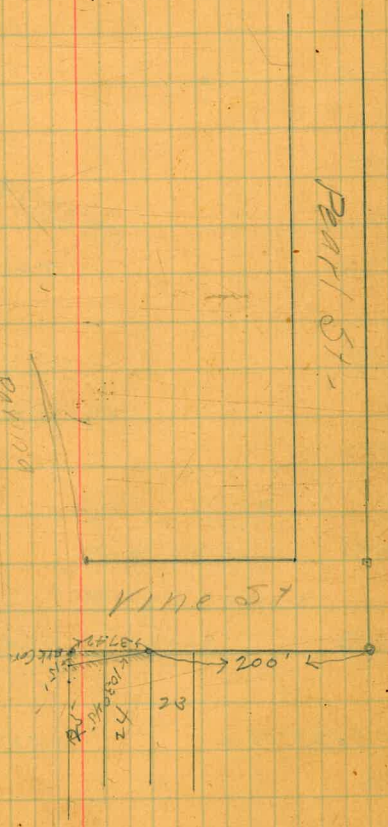
Wash - Culvert

N line Bon Air St.

Line across Titus and Scripps land.
P.L. 1258



Plat showing triangular piece of land to be deeded to Bldg Corp. by W E Nicholson



See page 15 for sketch

43+10.9 Continued page 17 inter W. line R.W. of Santa Fe Ry. Co.

35+35.5 Δ 10°11' R. N61°30'E N61°57'E

31+19

31+00 Δ

30+19.75 inter. Pueblo line

29+11.85

28+96.35 inter. N. line R.W. La Jolla Road with N. line Right of way, Posted.

26+00 Δ N60°0'E N60°46'E

19+60.9

18+88.2

18+44.3

11+76.5 Δ N60°0'E N60°46'E
POSTED

4+80.8 Δ 28°08' L. N32°30'E N33°07'E

3+96.2

3+72

0+0.0 Δ N61°15'E N61°15'E

R.W. So. Cal. Ry. Co. Sta 43+10.9

76°38'

X Fence on Rose Canon Road.

℄ R.R. Track. POSTED

E end bridge

20.6' wide.

W. end bridge

PT. L.C. 667.8

P.T. Rad. 1384.4

Tan lg = 340.68

PC. curve to right Δ 27°39

℄ R.R. Track.

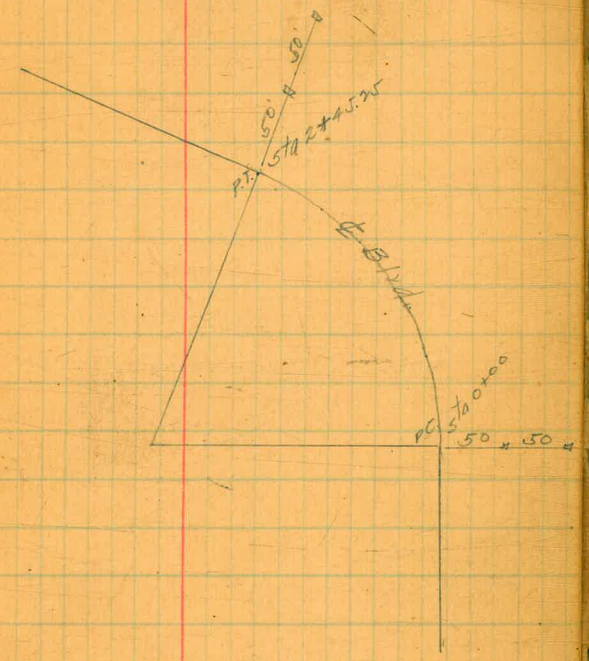
culvert

S. side Pendleton St. & Garnet St.

Backsight ℄ Garnet St.

"C" Line.

Curve at inter Turquoise & Oil Blvd.



50 c/l = 6° 04.5'
12° 09'
18° 13.5'
24° 18'
29° 98'

L.C = 245.18
R 235.72
Tang = 135.0
P.C curve to left Δ = 59°36

= P.T.

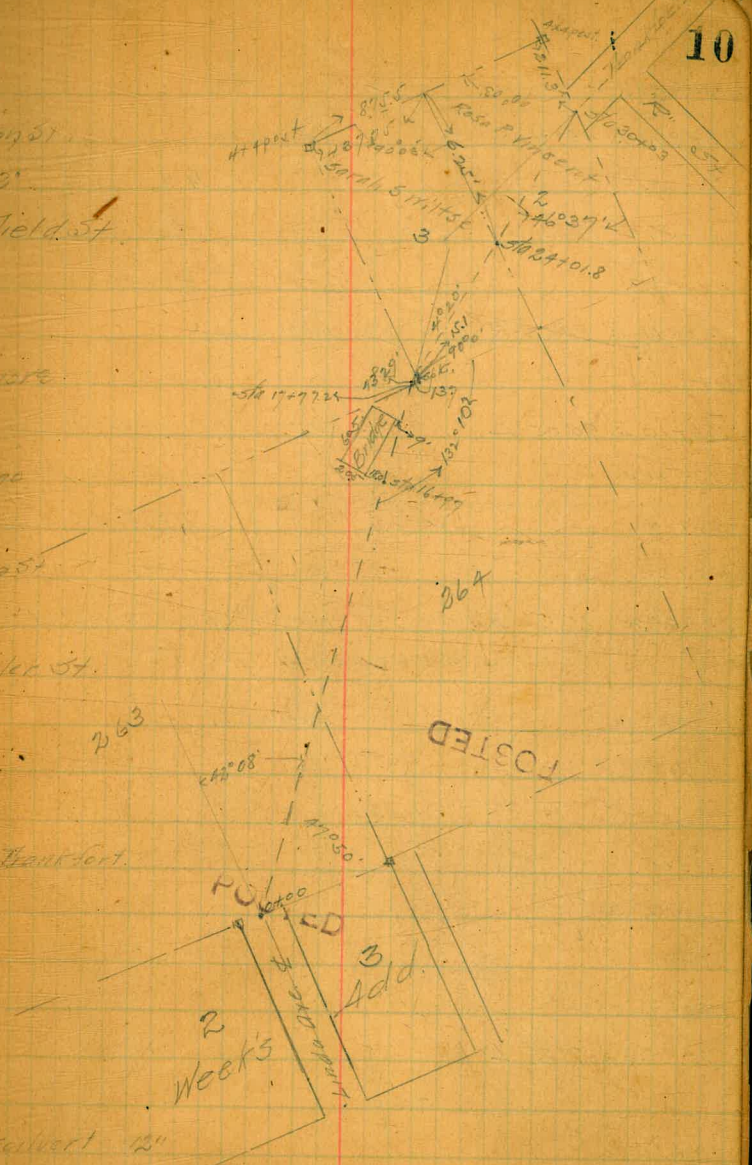
2+45.75 = 129+78.0 main line

0+00

0+00 "C" Line = 127+08.0 main line

109+00 △		1195		
103+07.2 △				S. side Madison St.
98+00				Culvert 12"
97+84 △	41°48' L		N48°15' W.	Inter. Baltimore & Field St.
93+74.3 △		1719.4		
85+35				Bridge
80+64.6	89°58' R.		N6°30' W.	Inter. Jelliff & Baltimore
		349.8		
77+14.8 △	89°56 L			Inter. Jelliff & Chicago
		1309.3		
64+05.5 △	90°02' R.			Inter. Miller & Chicago St.
		1048.5		
53+57 △	90°0' L		S83°45' W.	Inter. Frankfort & Miller St.
42+00 △		2354.0		
30+03 △	15°52' R.		N6°15' W.	Inter. N line Lot 2 & Frankfort
		1225.8		
17+77.2 △	4°20' R.		N22°00' W.	
11+45.7 △		1777.2	N26°30' W.	
7+90				Culvert 12"
0+00	42°08' R		N26°30' W.	
			N68°30' W.	

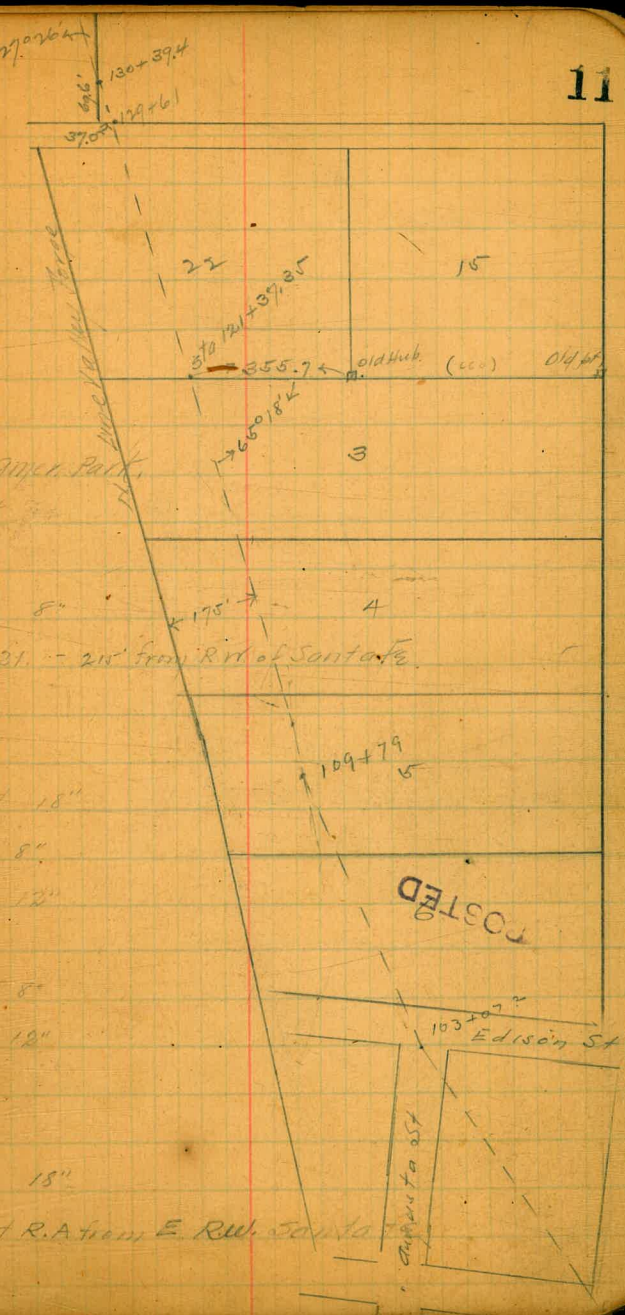
POSTED



0+00 = Center Linda Ave. at N. line Weeks Addn.

△ 47°50' to N. line Weeks Addn.

151+00 △					
143+82.0 △	49°40' L		S47°15' W.		
143+29.5				W side R. of W	
142+51.2		271.		℄ of Santa Fe Track	
141+73.5				E side R. of W. of Santa Fe	
141+11 △	21°53' R.		N83°15' W.		
1		501.0			
136+10 △	90°05' L.		S75°0' W	inter. ℄ Prined on 2 Stone Amer. Park.	
135+00					culvert
133+14		570.6		N.E. cor. Lot 4	
130+80					culvert 8"
130+29.4	27°56' R.		N14°45' W	intersect line b et Lot 4 & 21. - 215' from R.W. of Santa Fe	
128+85 △			~~N14°45' W.~~		
124+50					culvert 18"
121+50		1744.1			culvert 8"
119+00					culvert 12"
116+105 △					
115+90					culvert 8"
113+20					culvert 12"
112+95.3 △	7°03' L		N42°30' W		
		316.3			
110+20					culvert 18"
109+79 △	12°58' R.		N35°30' W.		Pt. 215' at R.A from E. R.W. Santa Fe



"B" Line from Tecolote bridge to Morena (Jellett & Baltimore)

58+87 = 80+64.6 Main Line at Baltimore & Jellett St.

19+54.3 39 22.8

23+73.4 = B Line 00

19+64.2 D 62°10' R. N6°15' W. 40' W of E. line

15+19.5

POSTED

0+20.4 42°08' L N68°45' W.

0+00 B.S. on Sta 11+45.7

POSTED

Morena

Inter Pueb Line

Baltimore St

Cor Lot

40' S of N line Baltimore

Sta 29+54.3

443.5'

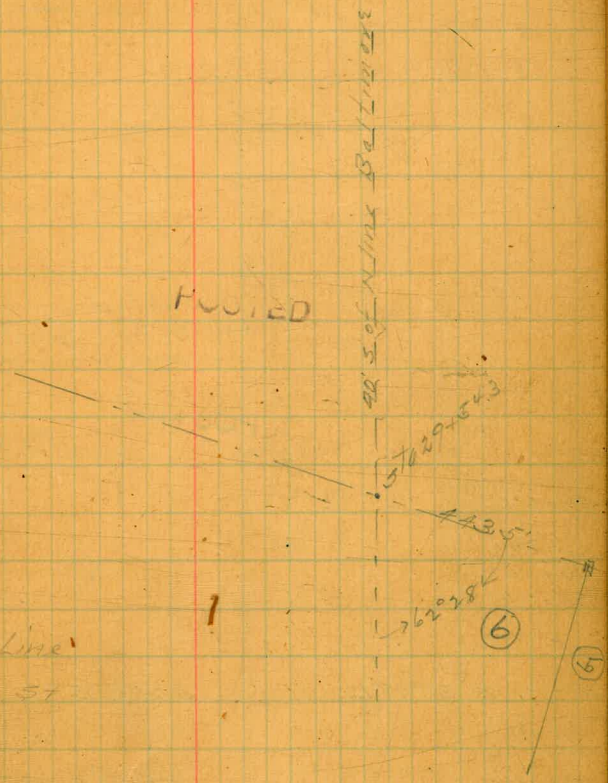
62°28'

6

5

POSTED

17+77.2 Main Line = 0+00 "B" Line



"C" Line La Jolla Blvd.

POSTED

39+67

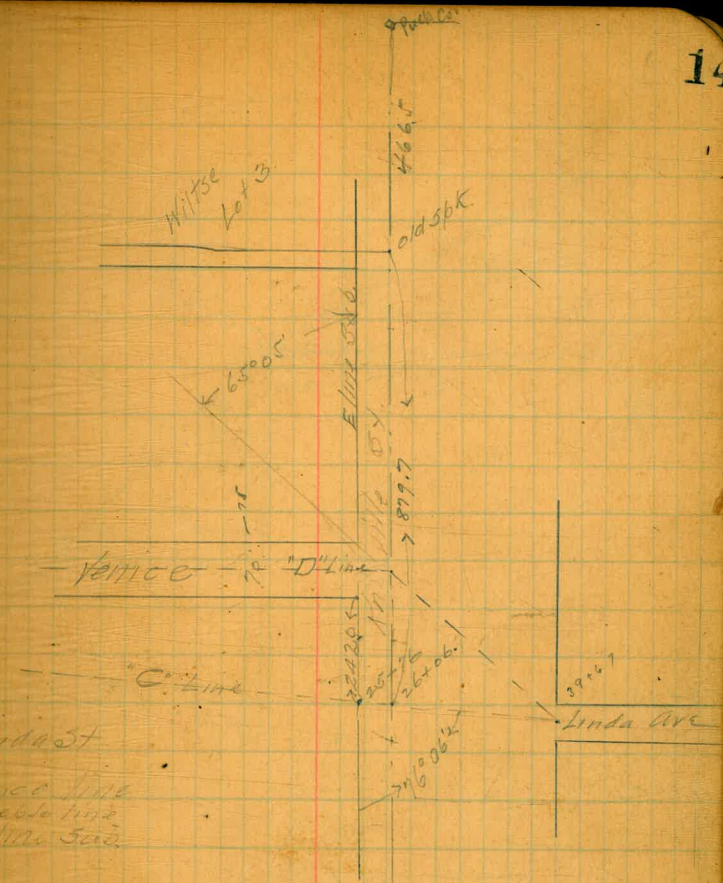
26+09.3
26+06.7
25+76

14+12 △ 22°19' L S54°45' E

8+11.4 S32°30' E P.T.

4+55 △ 26°08
Rad 1779.5
Tang 413.00
Exter 47.30
L.C. 811.4

0+00 P.C. to left



Linda St

Fence line
Pueblo line
Elm Sub

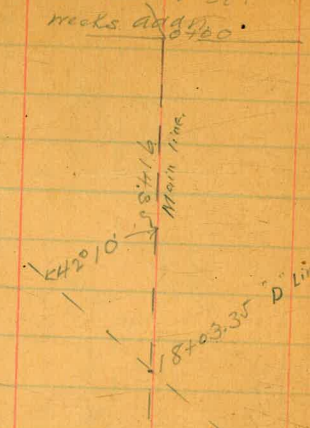
Inter. ℄ Venice Blvd & 50' from R.W. of Santa Fe

POSTED

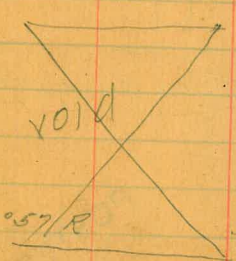
line fence

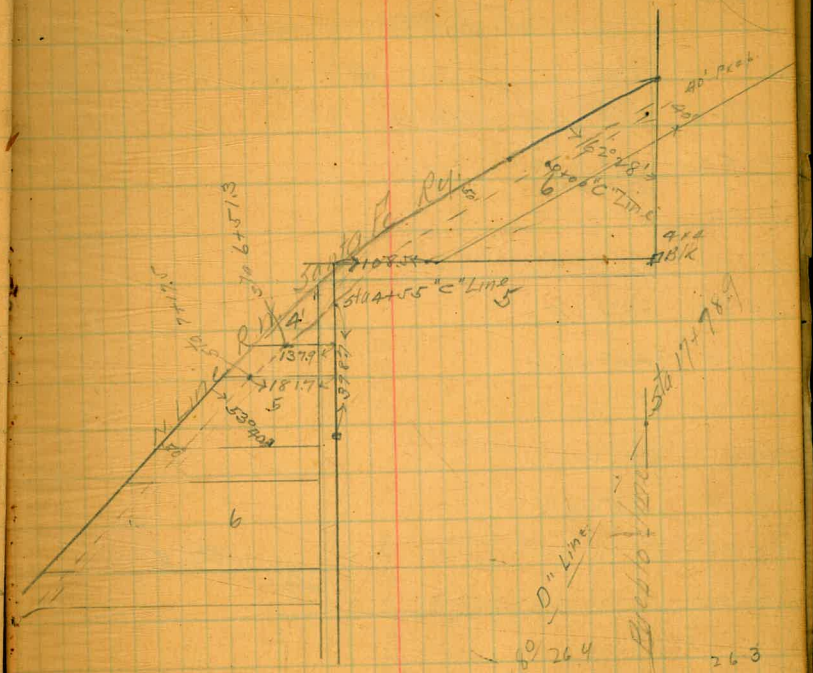
Sta 23+93.4 "B" Line = 0+00 "C" Line
10' W. of "B" line along Baltimore St

"D" Line La Jolla Blvd.



18+03.35			Inter. Main Line sta 9+14.35
11+60.1			Inter. Pueb. Line
26+15.5			Linda Ave.
17+78.9			Inter. Pueb. Line
11+60.1 △	24°57' R	543°30' E	
21+30.3			
0+00	36°11' L	568°30' E	





Pueblo line
E line prop. } reverse

POSTED

sta 14+12 "C" line = 0+00 "D" line

Backsight on Sta 8+11.4

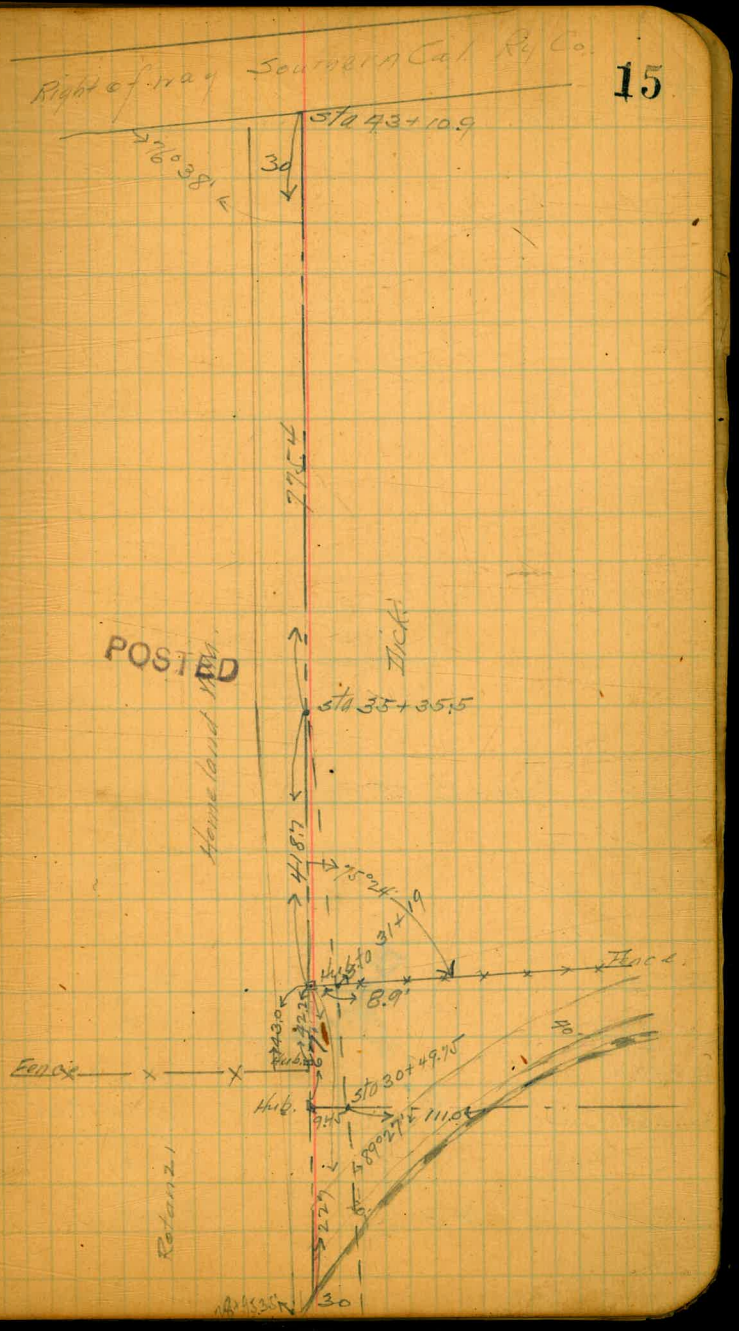
Survey of ℄ R.R. Track commence at Sta 38+95.35 = inter ℄ Blvd & ℄ R.R. Track

Fore sight on Sta 30+49.75

4+50	56° 16' R.
4+00	53° 29' R.
3+50	50° 22' R.
3+00	47° 05' R.
2+50	43° 53' R.
2+00	40° 39' R.
1+50	37° 21' R.
1+00	34° 01' R.
0+50	30° 30' R.
0+00	Sta 28+95

2+50	11° 52' R.
2+00	14° 33' R.
1+50	17° 46' R.
1+00	21° 01' R.
0+50	23° 58' R.
0+00	Sta 28+95

Commence at Sta 38+95 on Blvd line and curve to left. Backsight Sta 30+49.75



"E" line from P.C. curve on Baltimore St. to Venice St.

14+22.17 = 14+12 "C" line

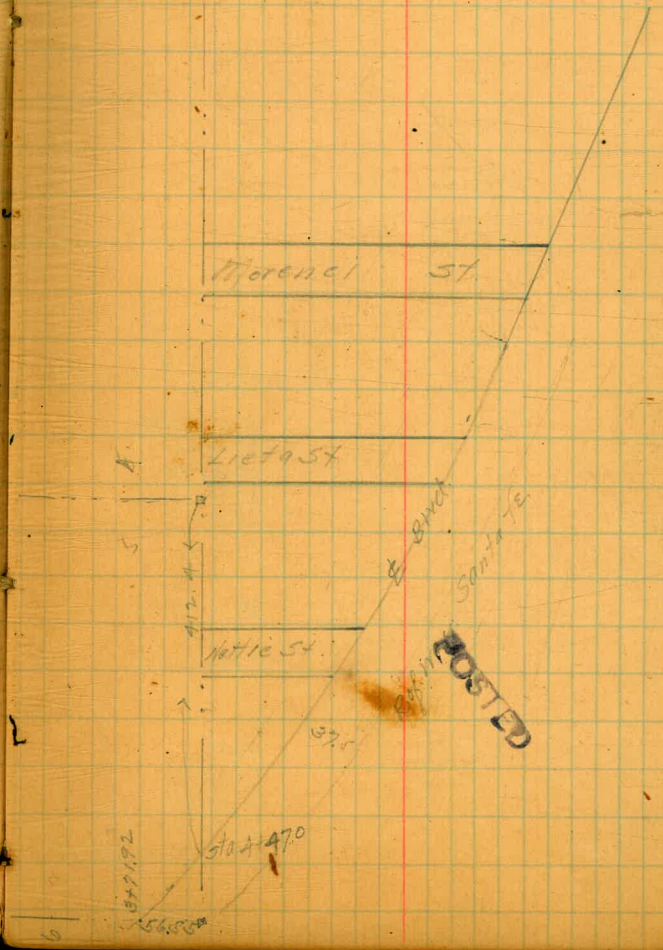
14+01 36°11' L.

8+17.35 P.T.

4+47.0 inter. Pueb. Line

3+71.92 = inter line bet 5 & 6 L.C. 817.35
R. 1792.0
T. 415.9
Δ 26°08

0+00 = 23+93 "B" Line. P.C. curve to left



POSTED

POSTED

Continued from page 7.

Survey La Jolla Blvd.

	P.T.
	L.C. 147.85
	R. 191.1
	T 77.85
	Δ 44°-0'
45+17.35	P.C.
44+21	℄ R.R. Track
43+48	S Side R.W. Santa Fe
42+92.1	P.T.
	L.C. 166.7
	R 286.6
	T. 85.80
	Δ 33°20'
41+25.4	P.C. Curve to R.

℄ Valley Forge Circle

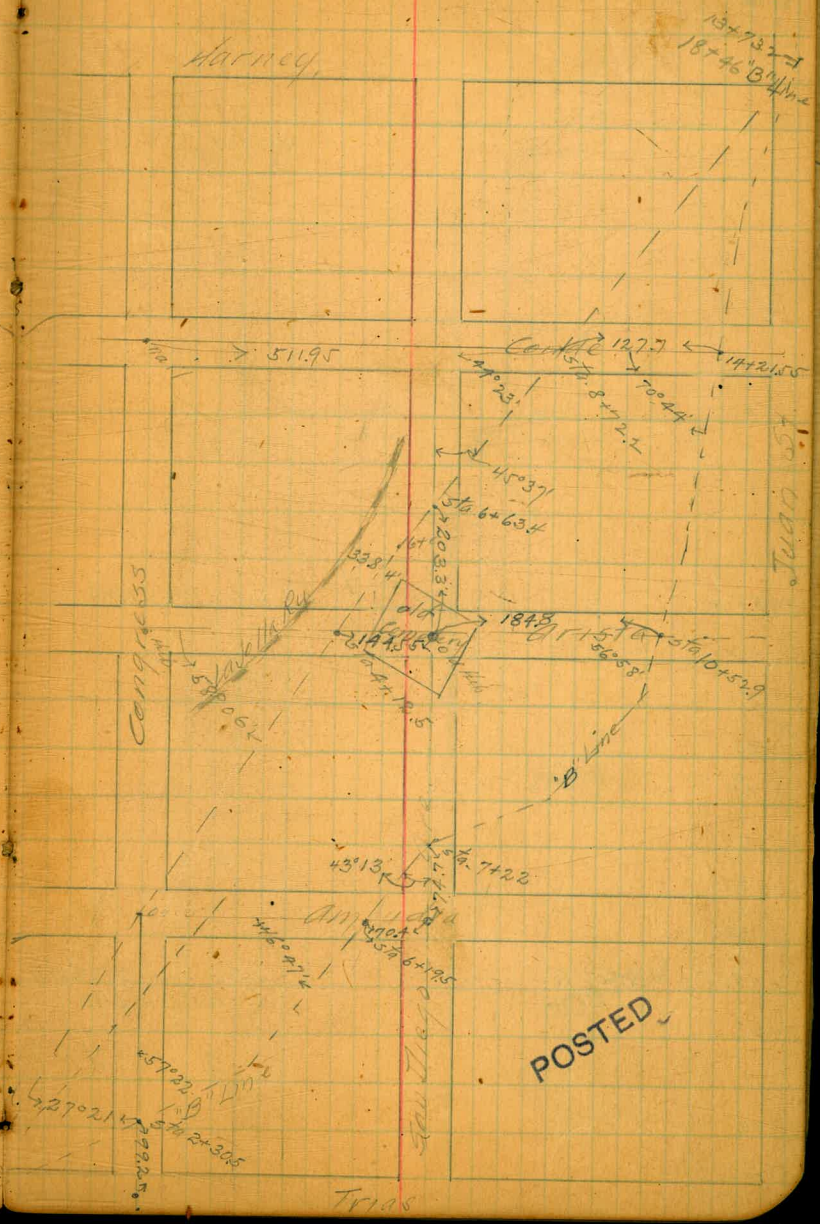
18

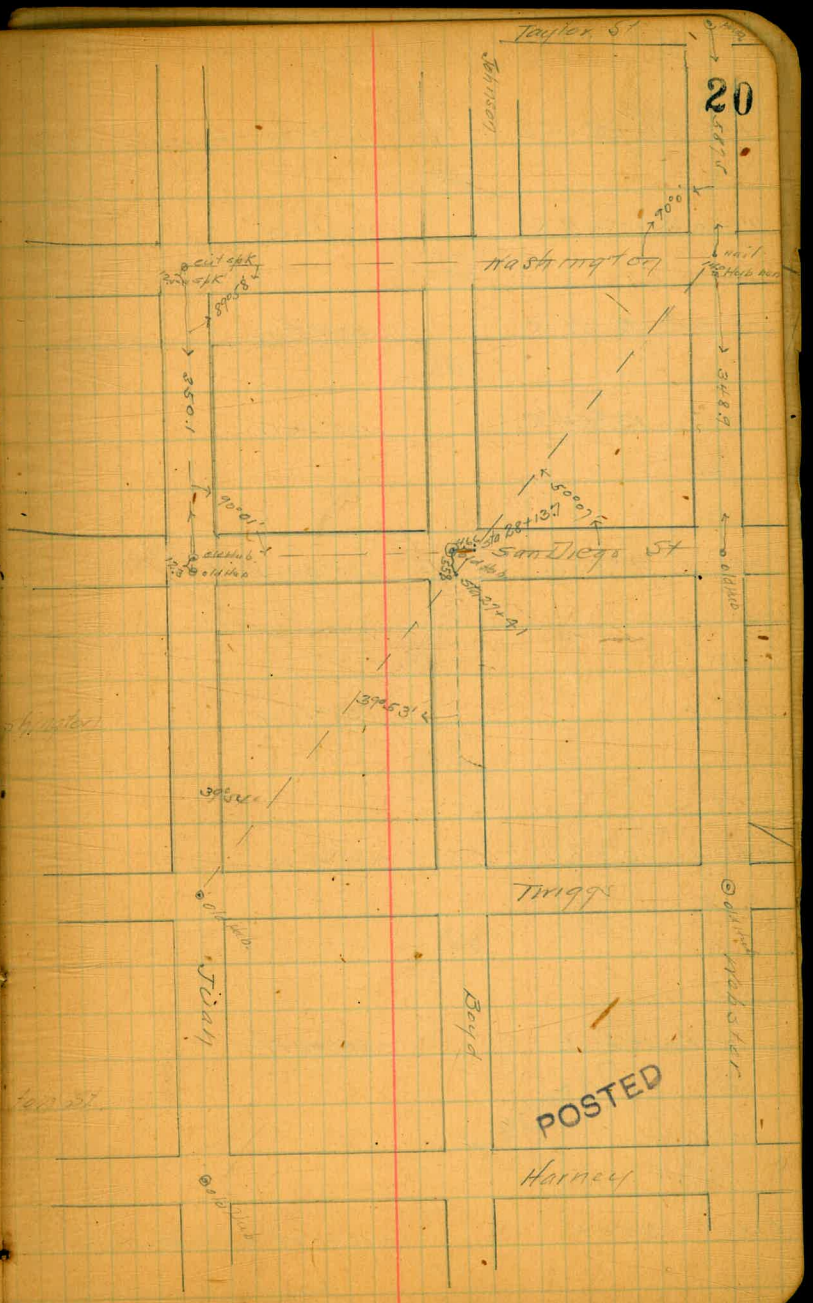
24

Road Connecting La Jolla Ave With Old Town

21				
20				
19				
18				
+22.9				inter. Juan & Twiggs
17				
16				
15				Hub
14				
+73.2	△ 45°35L.		N 65°35W.	inter. Juan & Harney
13				
12				
11		7.733		
10				
9				
8				
7				
6	△ 13°43'R.		N 23°0'W.	
+27.4				S.W. Cor. Graveyard
5				
4				
3				
+30.5				inter St ℄
2				
1				
0+00	4°30'R.		N 36°40'W.	

B.S. ℄ La Jolla Ave.




20
Taylor St
Washington
San Diego St
Troy St
Bond
Harney
POSTED

"B" Line thro Old Town

+46 = 13+73.2	42°44'L		N68°35'W	Harney & Juan
18		146		
17+00	10°49'R.		N26°0'W.	
16		70°		
15+00	12°37'R.		N26°50'W.	
14		185		
+15	13°54'R.		N49°30'W.	
13				
12		190'		
+35	27°40'L		N63°30'W	
11				
10				
+65			N35°45'W.	
9		375		
8				
+50	10°0'L.		N35°45'W.	
7				
6		350		
5				
4+00	14°21'L		N25°40'W	
3				
2		400		
1				
0+00	30°0'R.		N11°30'W	inter B Line Trias St & La Jolla Ave.

Foresight E La Jolla Ave.
N42°30'W

POSTED

+86 △ inter. Washington & Webster St

32

31

30

29

28

27

26

25

24

23

22

+95.7 △ 39°54' R. N. 28°45' W. Twigg & Juan Sts.

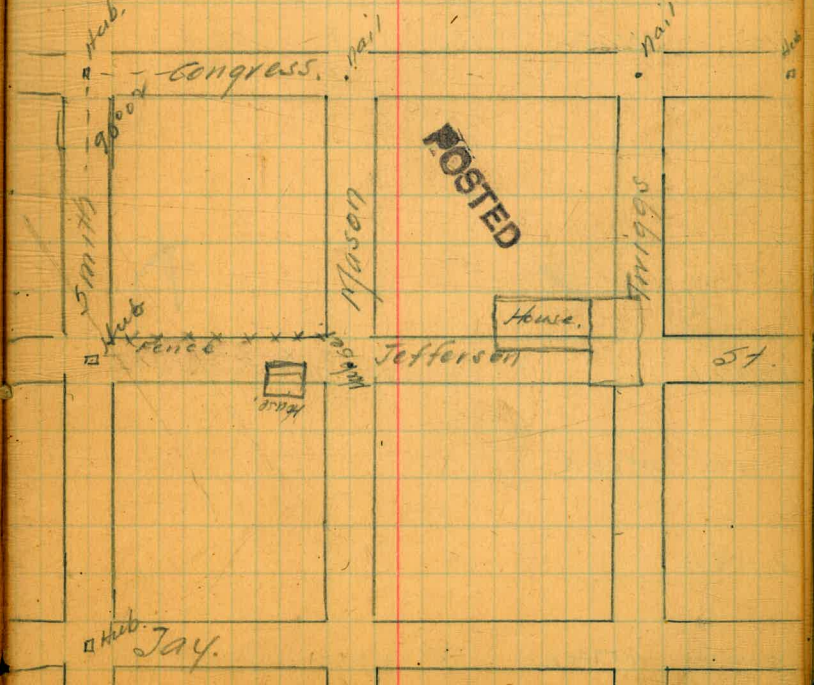
21

20

19

POSTED

Survey Jefferson St. between Trigg & Smith Sts.



Old Town Road

Sta		
		Setup Sta 3+15 sight on Sta 4+67.1
1	46° 07' L	17.8
2	4° 14' L	24.5
3	40° 48' R	57.5
4	58° 0' R	54.2
5	66° 56' R	34.2
6	80° 02' R	39.6
7	95° 03' R	7.50
8	119° 50' R	21.2
9	160° 31	4.7
10	63° 25'	18.0

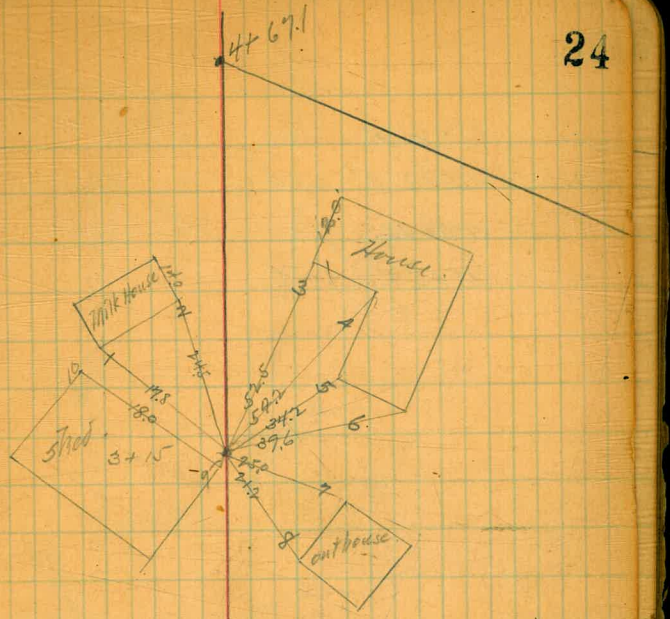
4+67.1

207.1

2+60 △ 4° 08' R

0+54 △

0+00 48° 30' L



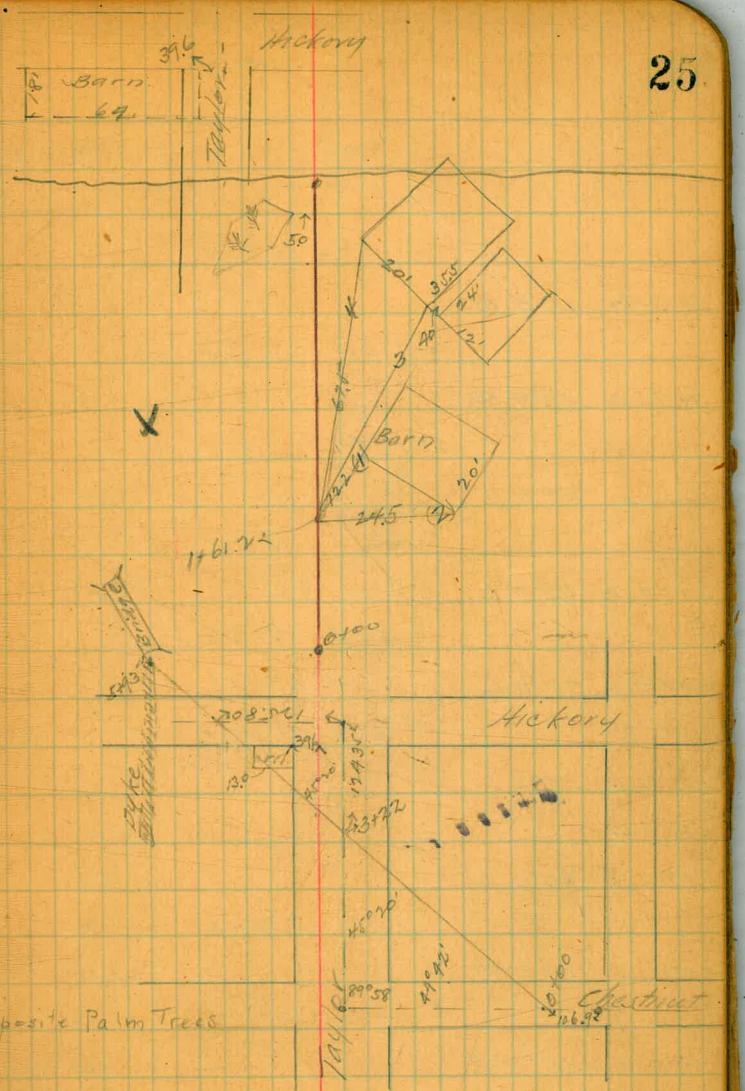
Inter. Short St & Chestnut

Inter. W Line Hickory & E Taylor St.
Fire sight on E Taylor at Chestnut St.

Old Town Road

station		distance	
1	6°02' R.	12.2	set at sta 1+62 Foresight on line ahead
2	115°10' R.	24.5	
3	11°40' R.		
4	1°42' R.	67.5	
5			
6			
5+93.			Center Dyke
4+98.89 △			
4+36.5 = barn			
3+22.0			inter Taylor St
2+50.75			
1+61.2 △			
0+00 △	44°42' R.		

This line is side line on S. side St.



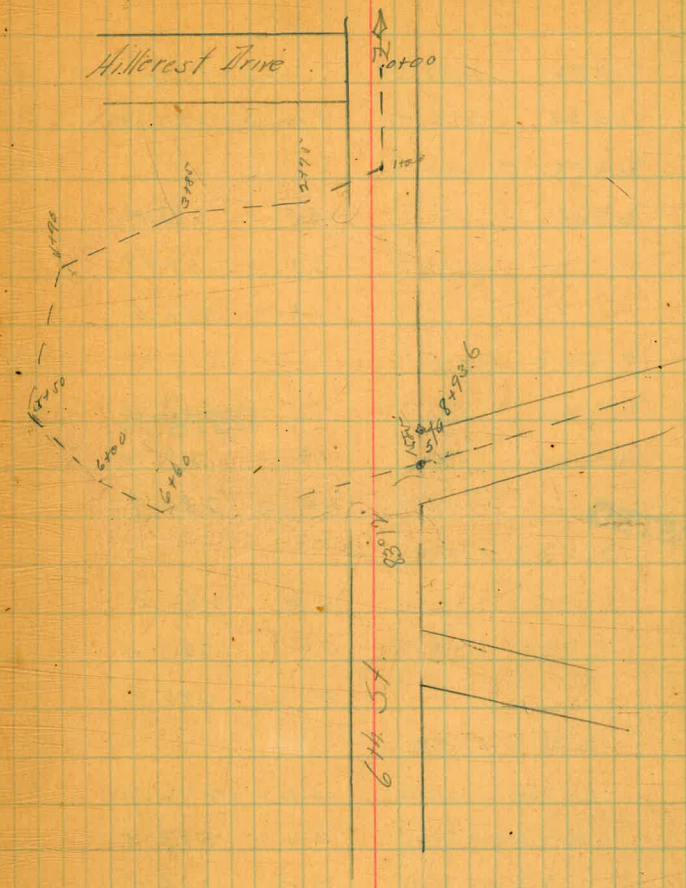
℄ Chestnut St 106.9 W. of inter. Short St & Chestnut

Backsight ℄ " " " "

Hospital Grade from Hillcrest Drive to road in Canon.

3-18

				N	S	E	W
			N 83° E				
8+60 △	15° 0' R.				217		2
		65	N 68 E	24		60	
7+95 △	50° 0' R.		N 18° E		241		67
		135		128		42	
6+60 △	45° 0' L.		N		369		104
		60	N 63 E	27		54	
6+00 △	15° 0' L.		N		396		155
		50.0	N 78° E	10		49	
5+50 △	70° 0' L.		N 8 E		416		207
		60.5	S 32 E		51	32	
4+90 △	35° 0' L.				365		239
4+50 △		105	S 3° W		105		5
3+85 △	60° 0 L				260		234
		110	S 63 W		50		98
2+75 △	12° 0' R.		S 51 W		210		136
		175	S 51 W		110	110	136
1+00 △	51° 0' R.		S 51 W		100		
		100	S		100		
0+00 =							



Inter Hillcrest Drive & 6th St.

Backsight ℄ E. 6th St.

Levels on road from Hillcrest drive to Road in canon. Readings ℄ & 20' each c.

	0.82	288.78		287.96 B.M.
T.P.	6.23	286.90	8.11	280.67
		0+00		
W			3.5	283.4
C.			2.8	284.1
E			1.3	285.6
		0+50		
E			1.5	285.4
C			1.9	285.0
W.			2.0	284.9
		1+00	ΔP.T.	
W.			3.6	283.3
C.			3.4	283.5
E			4.1	282.9
		1+00		
E			10.2	276.7
C			3.4	283.5
W			3.2	286.7
		1+20		
W			3.3	283.6
C			5.3	281.6
E			13.2	273.7

POSTED

B.M. Wash. & H. N.W. Cor. Hill 287.960

		1+50		
W.		286.90	11.6	275.3
T.P.	0.66	274.69	12.87	274.03
C.			4.7	270.0
E			10.2	264.5
T.P.	1.10	263.07	12.72	261.97
		2+00		
W			14.2	248.9
C			15.6	247.5
E			18.3	244.8
		2+08		
W			11.4	251.7
C			20.0	243.1
E			23.8	239.3
		2+50		
E			5.1	258.0
T.P.	12.15	275.02	0.20	262.87
C.			10.2	264.8
W.			6.9	268.1
		2+75		
W			-4.0	279.0
C.			5.7	269.3
E			15.0	260.0

POSTED

		3+00		
E.		275.07	17.5	257.5
C.			8.8	266.2
W.			3.2	271.8
T.P	2.04	264.16	12.90	262.12
		3+50		
W			7.9	254.2
C			15.9	248.3
E.			17.0	247.2
T.P	12.10	275.13	1.13	263.03
		3+85		
W.			1.6	273.5
C.			6.4	268.7
E			13.9	261.2
		4+00		
E			13.9	261.2
C.			4.1	271.0
W.			-3.5	278.6
		4+25		
W			-6.0	281.1
C.			1.2	273.9
E.			9.5	265.6

		4+50		
E		275.13	9.5	265.6
C			3.5	271.6
W.			-2.3	277.4
T.P	2.15	265.06	12.22	262.91
		5+00		
E.			14.8	250.3
C			12.3	252.8
W			10.2	254.8
T.P	0.20	253.01	12.25	252.81
		5+27		
W			6.7	246.3
C.			8.9	244.1
E.			11.3	241.7
		5+50 △ RT		
E. W			10.0	243.0
C			0.8	252.2
W S			-6.5	259.5
		6+00		
S			-4.8	257.8
C.		253.01	5.2	247.8
N.			14.1	238.9
T.P	4.35	245.78	11.98	241.83

	6+60 △ Pt.			
N		245.78	12.0	233.8
C.			3.6	241.2
S.			−4.7	250.5
	7+00			
S			5.8	240.0
C.			14.2	230.6
N			17.4	228.4
	7+12	= road.		
N			18.0	227.8
C.			17.1	228.7
S.			14.2	231.6
T.P.	1.99	235.67	12.10	233.68
B.M.			6.23	229.44
	7+50			
S.			6.7	229.0
C.			6.5	229.2
N			5.3	230.4
7+95	=1		7.2	228.5
8+00			7.2	228.5
8+60			7.9	227.8
9+00			9.0	226.7
T.P	1.90	228.59	8.98	226.69
9+50			3.4	225.2

10+00	228.6	5.3	223.3
+50		7.5	221.1
11+00		9.4	219.2

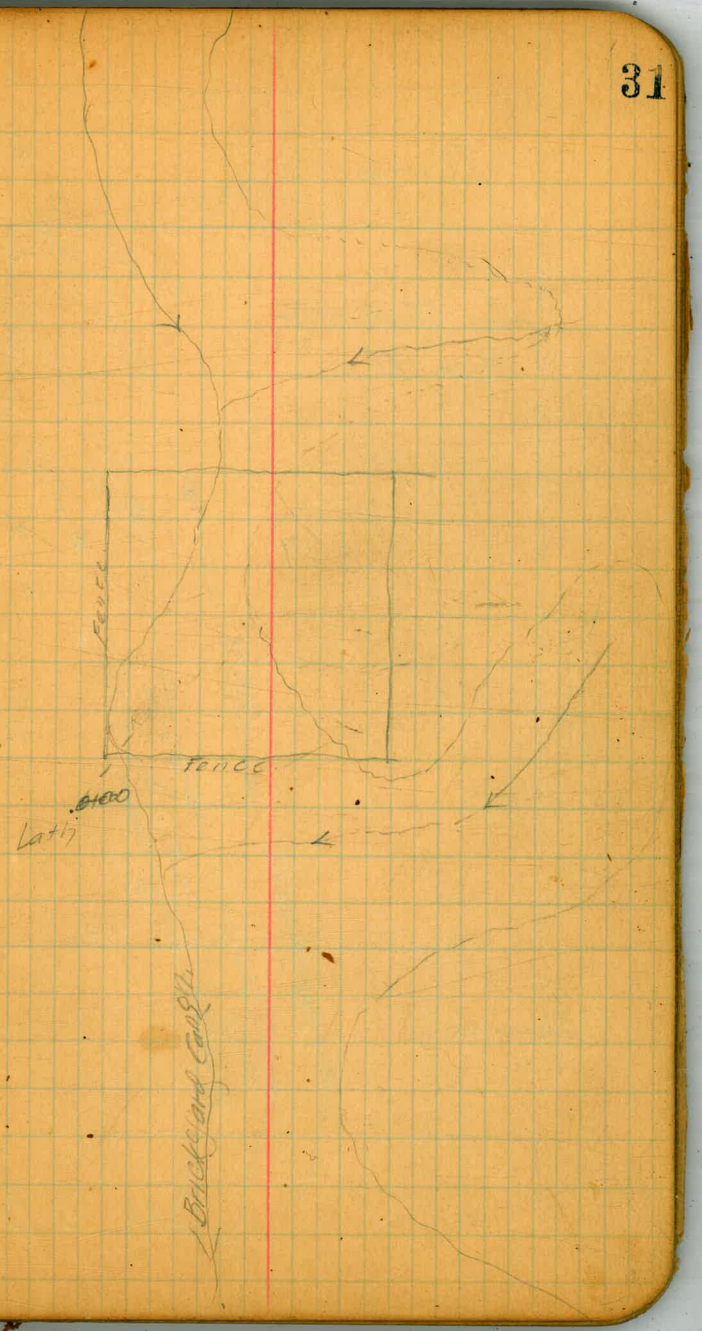
POSTED

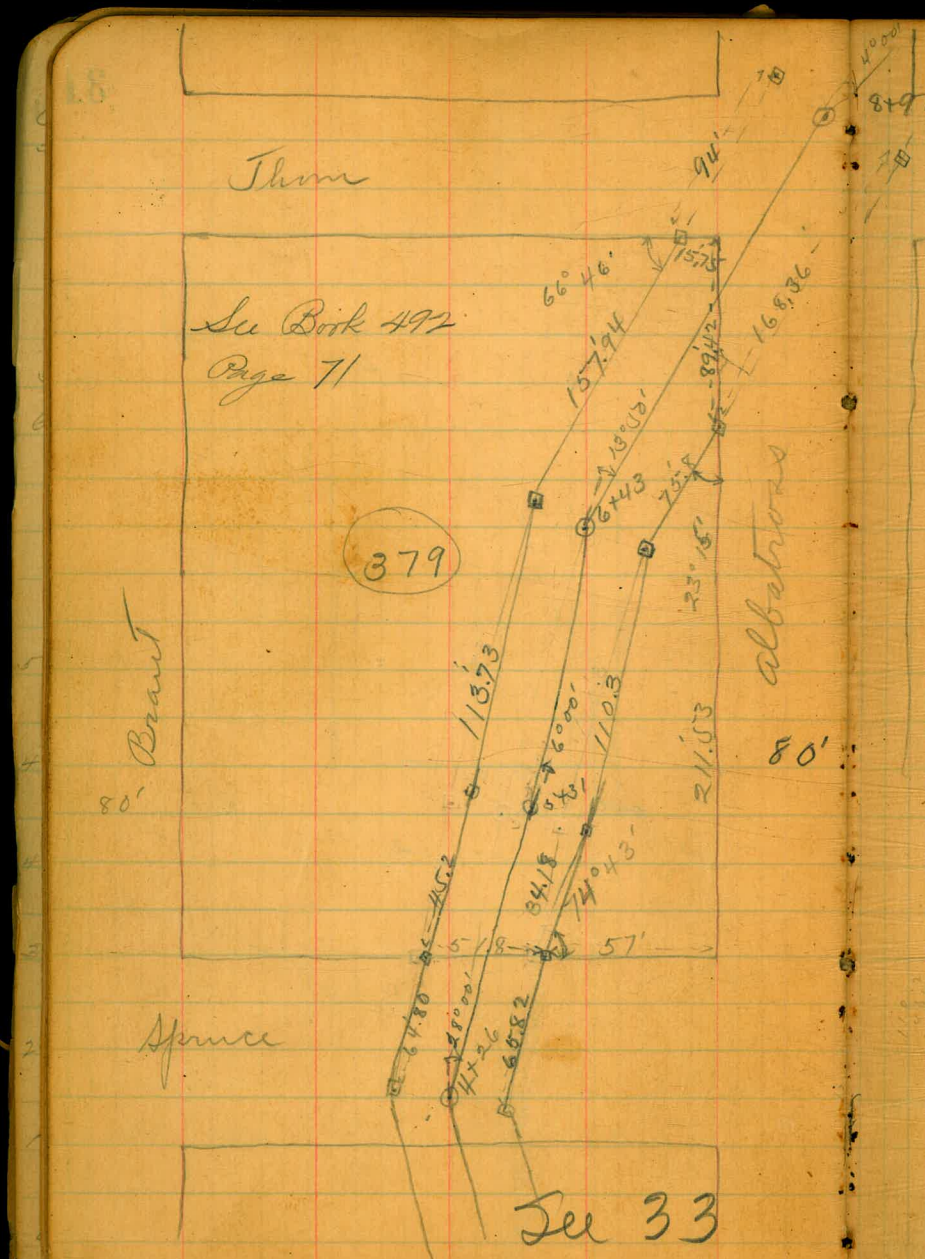
Boulevard from Thorn & Albatross down Brickyard Canon.

0+00

0+00 = PT on ℄ Albatross, 250'5 ℄
Upas St.

0+00 opp sta 21 Old Line





Nov. 1/10

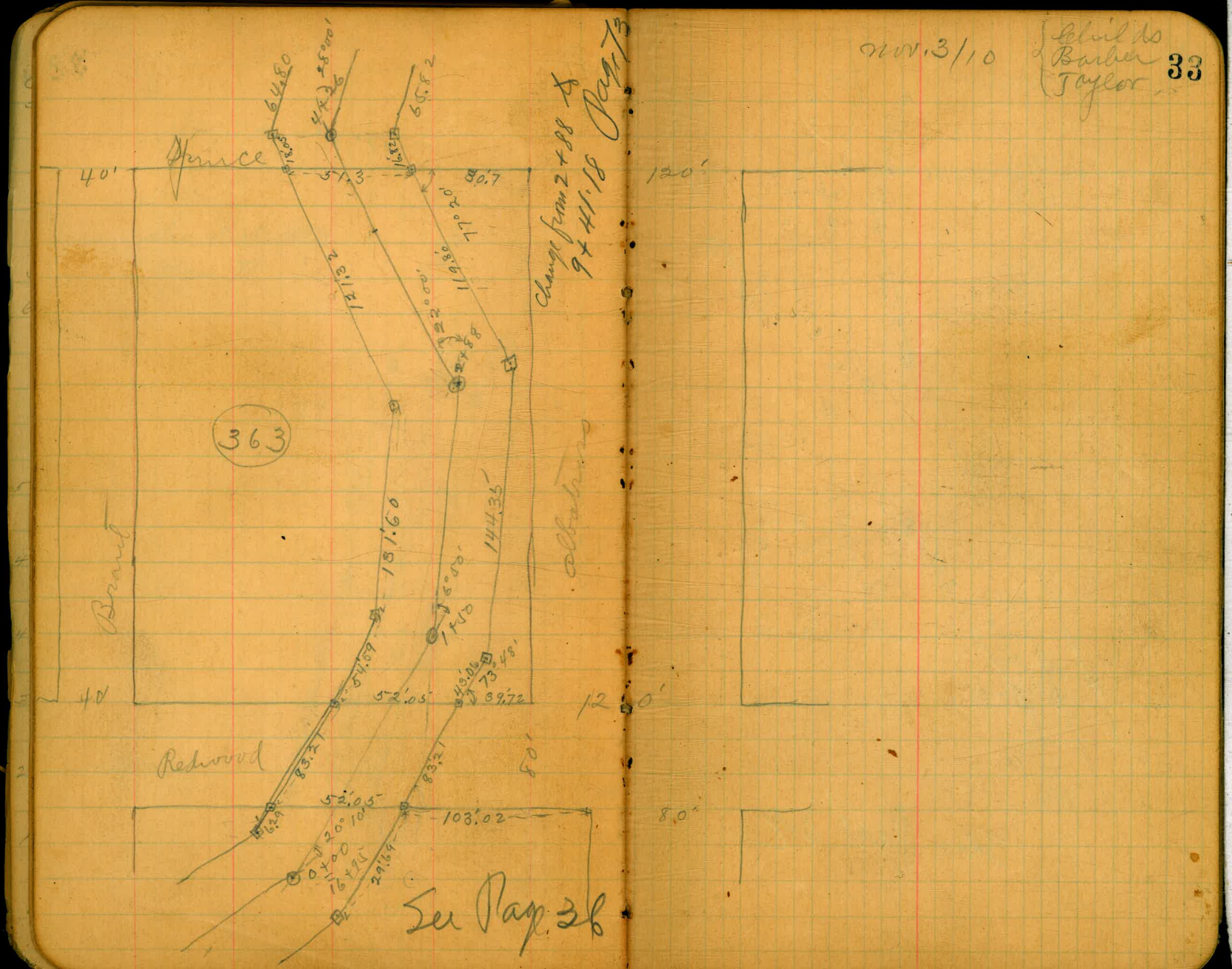
Childs
Barber
Taylor

17° 7'

148.5

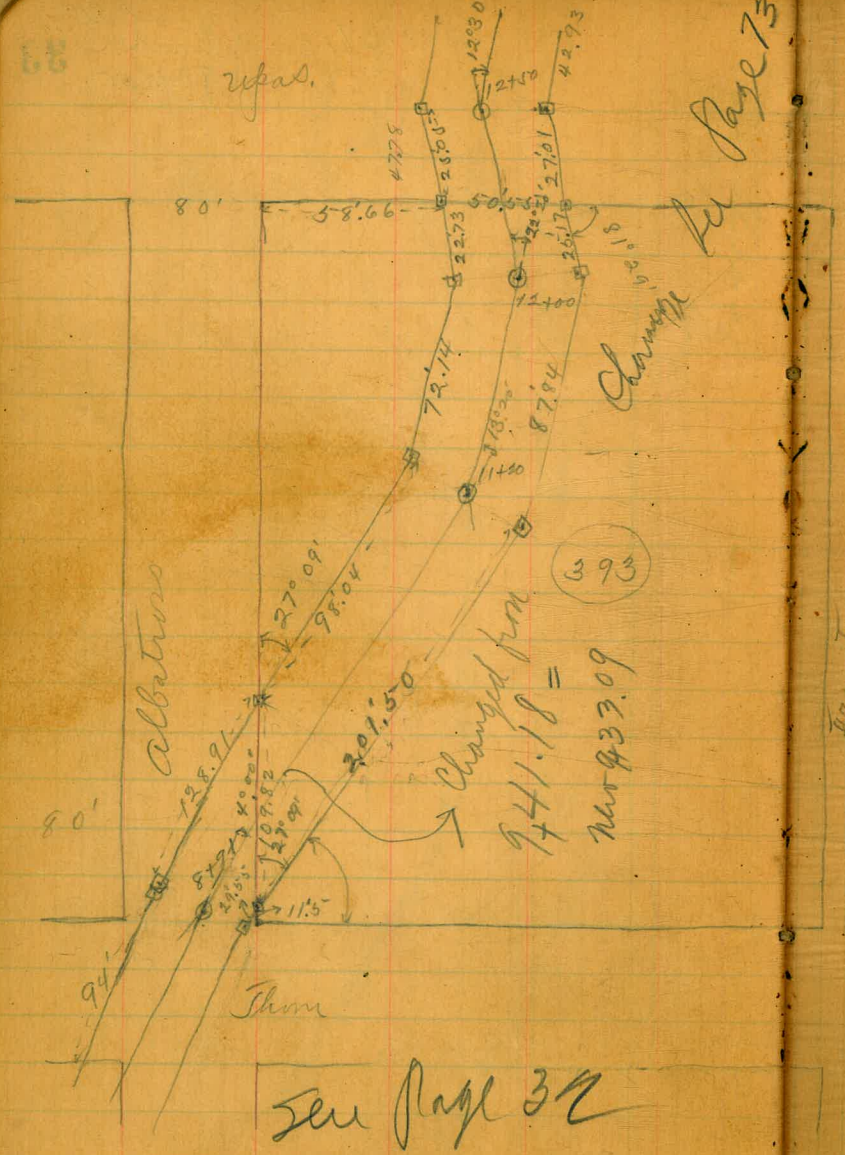
Nov. 3/10

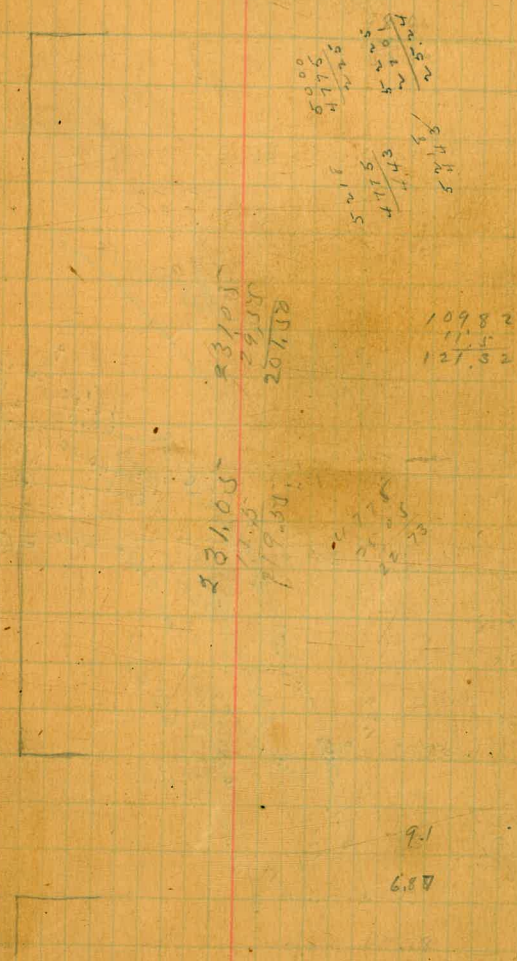
Elvidge
Barber
Taylor



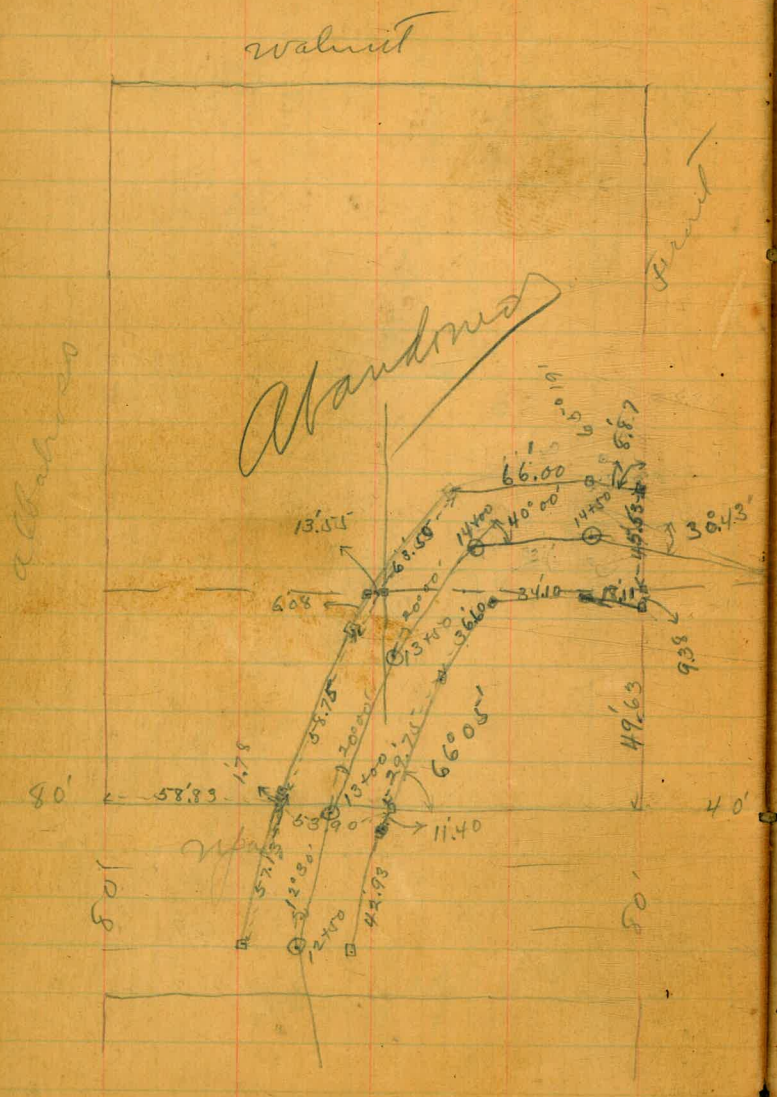
Nov, 5/10

Childs
Barber
Taylor



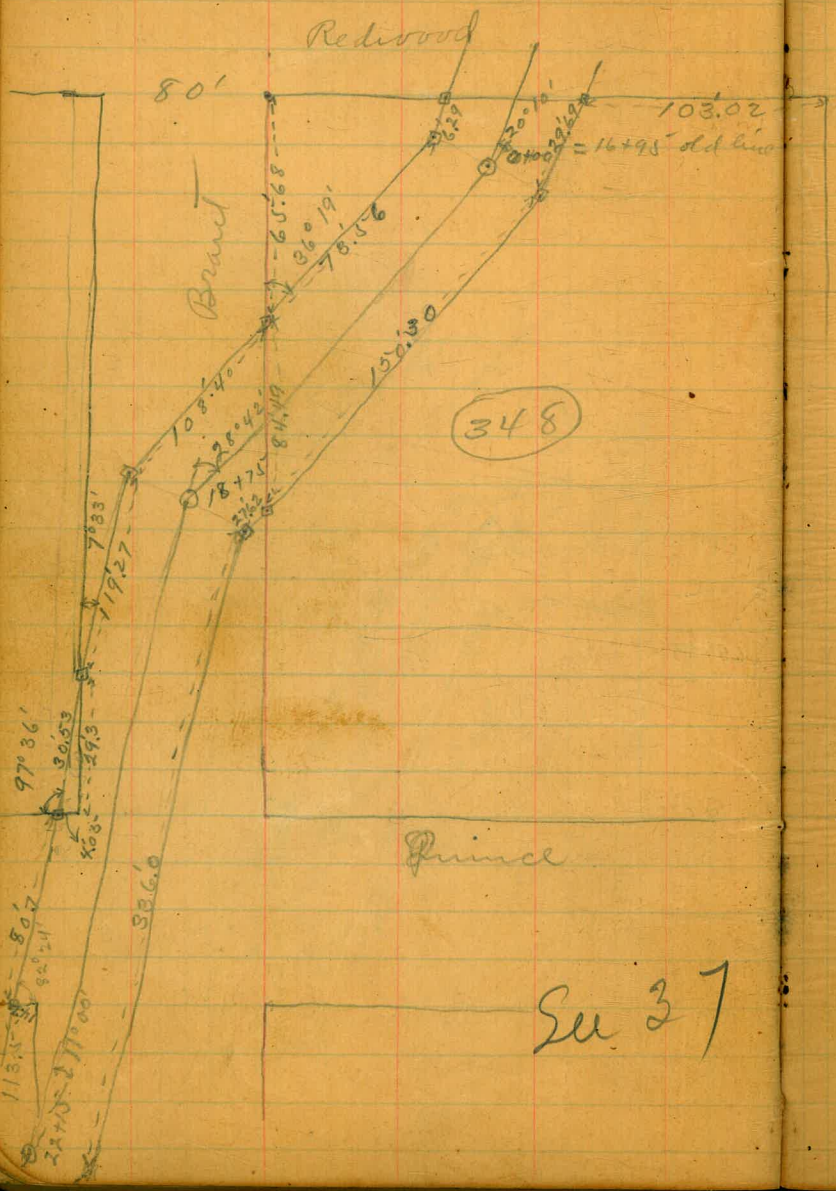


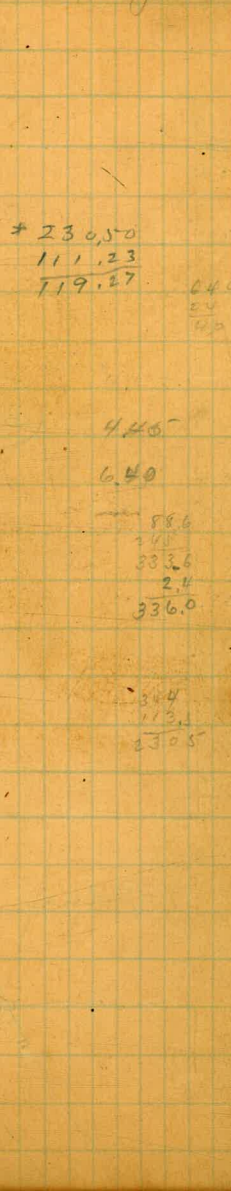
Nov. 9/10 { Childs Barbee Taylor



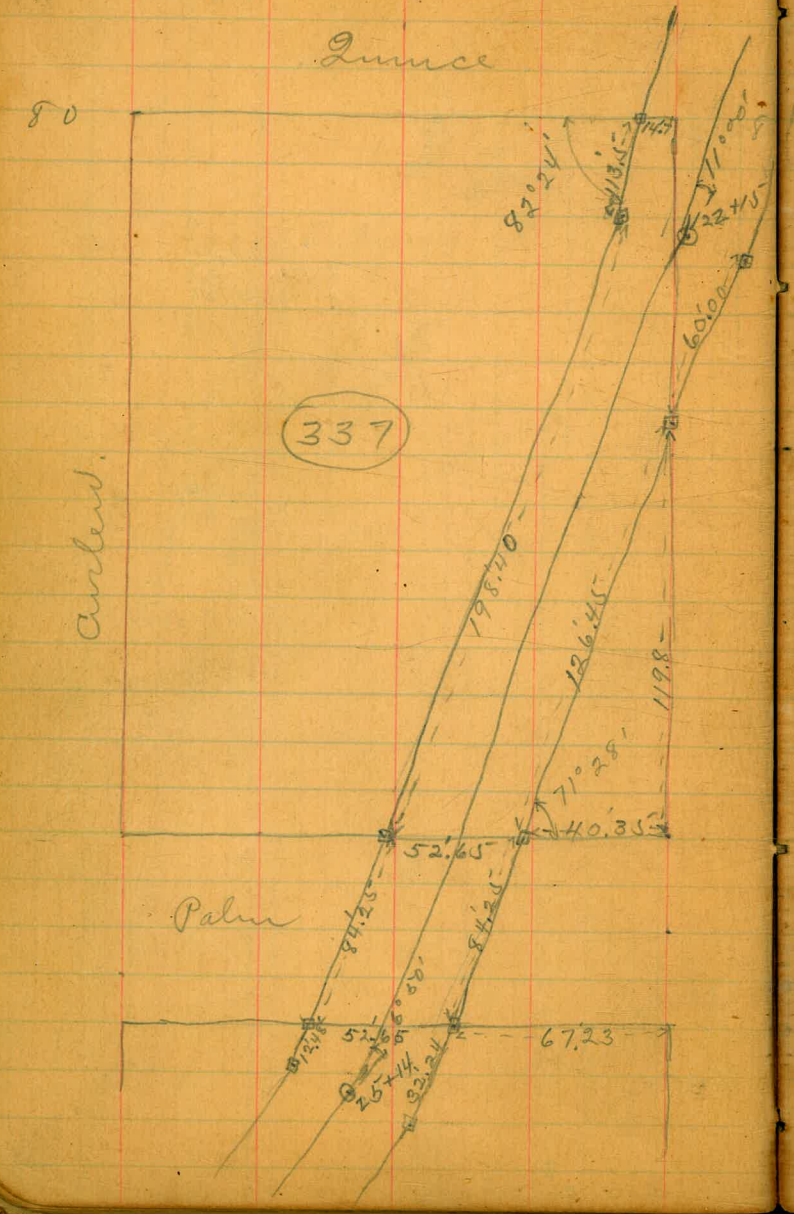
Nov. 11/10

Shields
Barbier
Taylor





Nov. 15/10 { Childs, Barber, Taylor



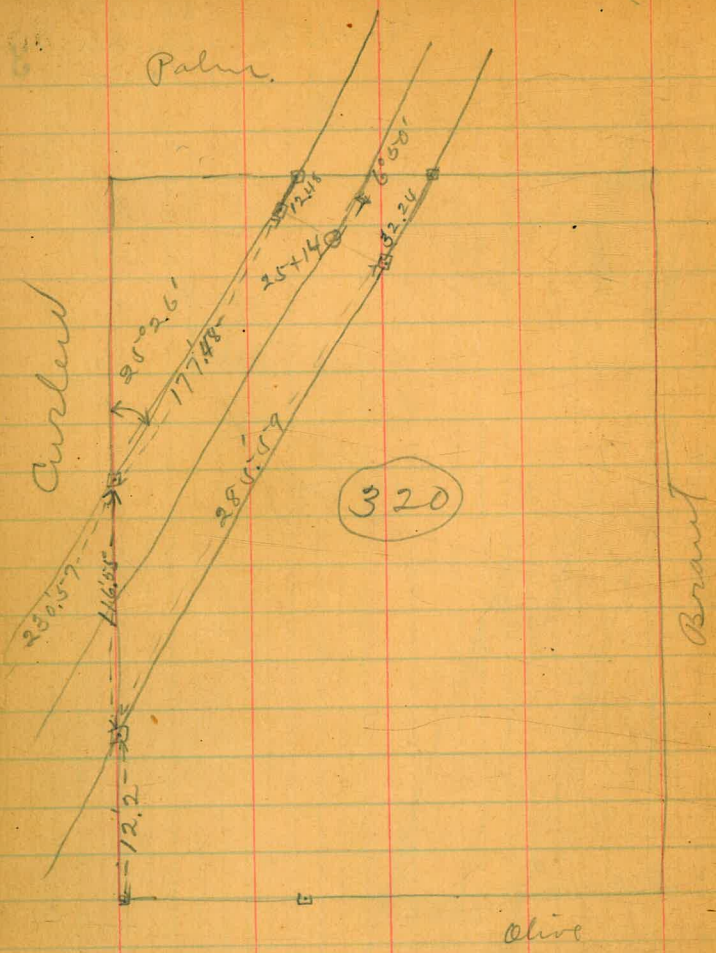
210.7
60
32.24
302.94

198.40
184.25
12.48
295.18

302.88

299
390
295.18

See 38

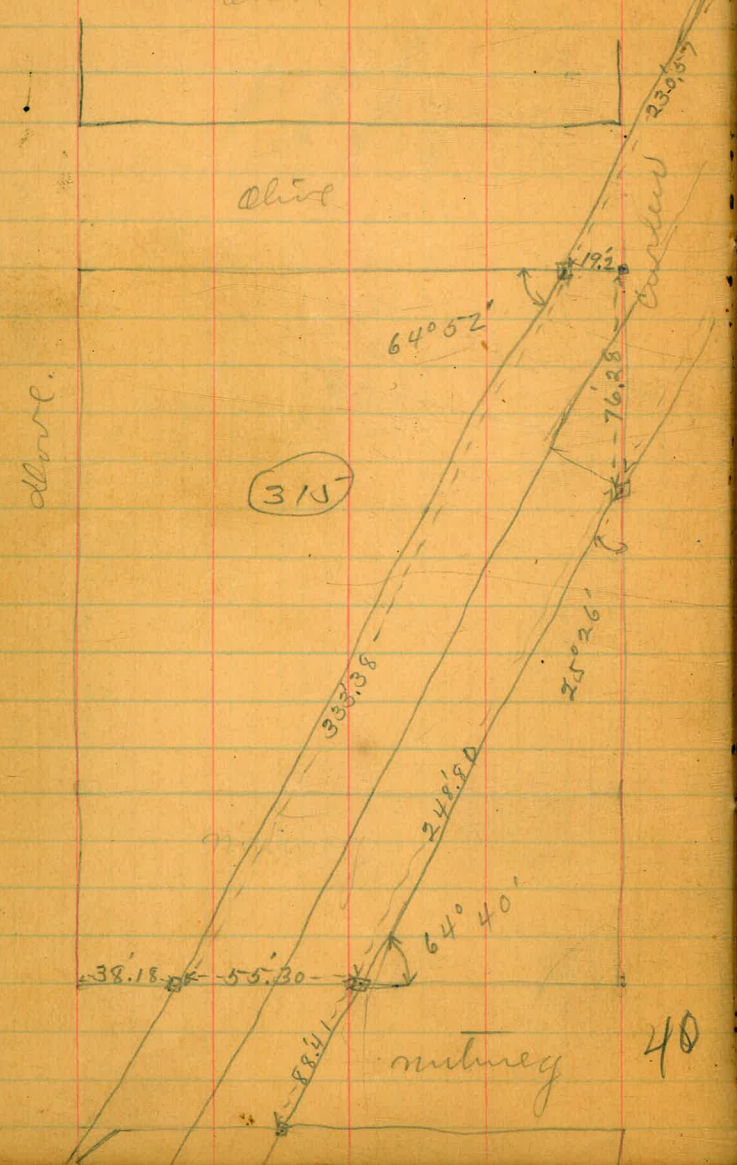


39

285.59
186.39

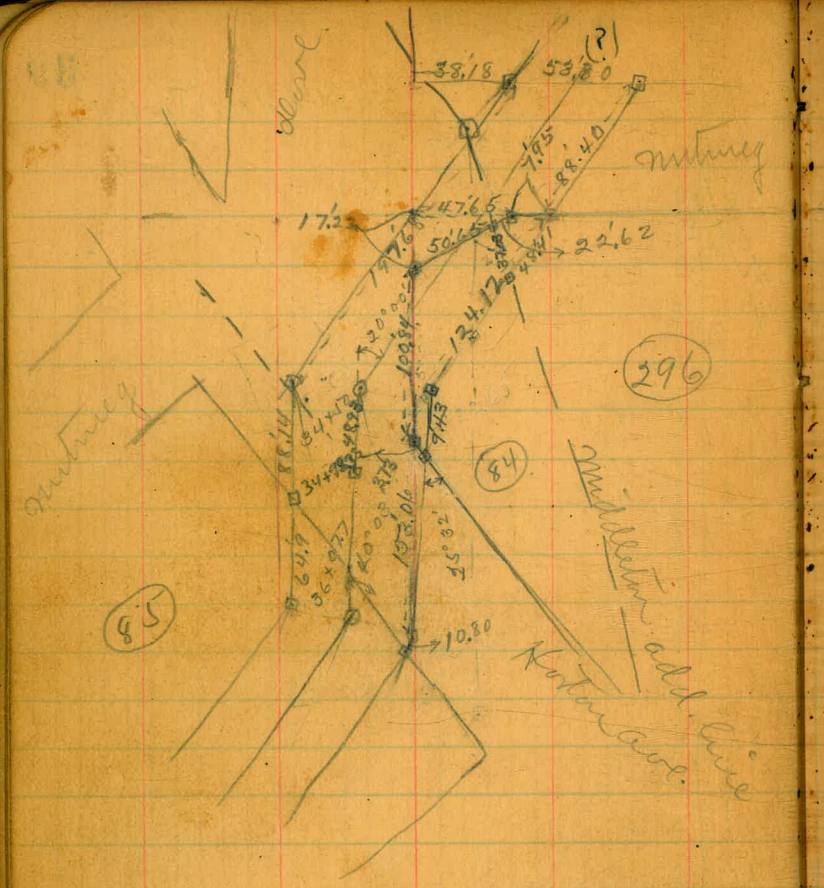
nov. 22/10

Clark
Barber
Taylor



285.59
186.39
248.81
88.41
124.27
933.47

1.5
4.39
Childs
Barber
Taylor
Nov. 23/10



See page 74

Nov. 25/10

Childs
Barber
Taylor

12.62
48.41
37.03

72.68
12.5
97.2

117.54
16.7
100.84

16.7

197.68
333.38
230.57
761.63
177.1
939.13

96.54
21
117.54

124.12
48.41
75.71

50.65
22.62
28.03

88.14
64.9
153.04

3.13
2.89
24

88.14
64.9
153.04
4.71

9.10
5.57
3.53

9.10
4.39
4.71

157.75
22.65
135.10

189.55 x
88.36 x
277.91
3.53
281.44

14.67
277.53

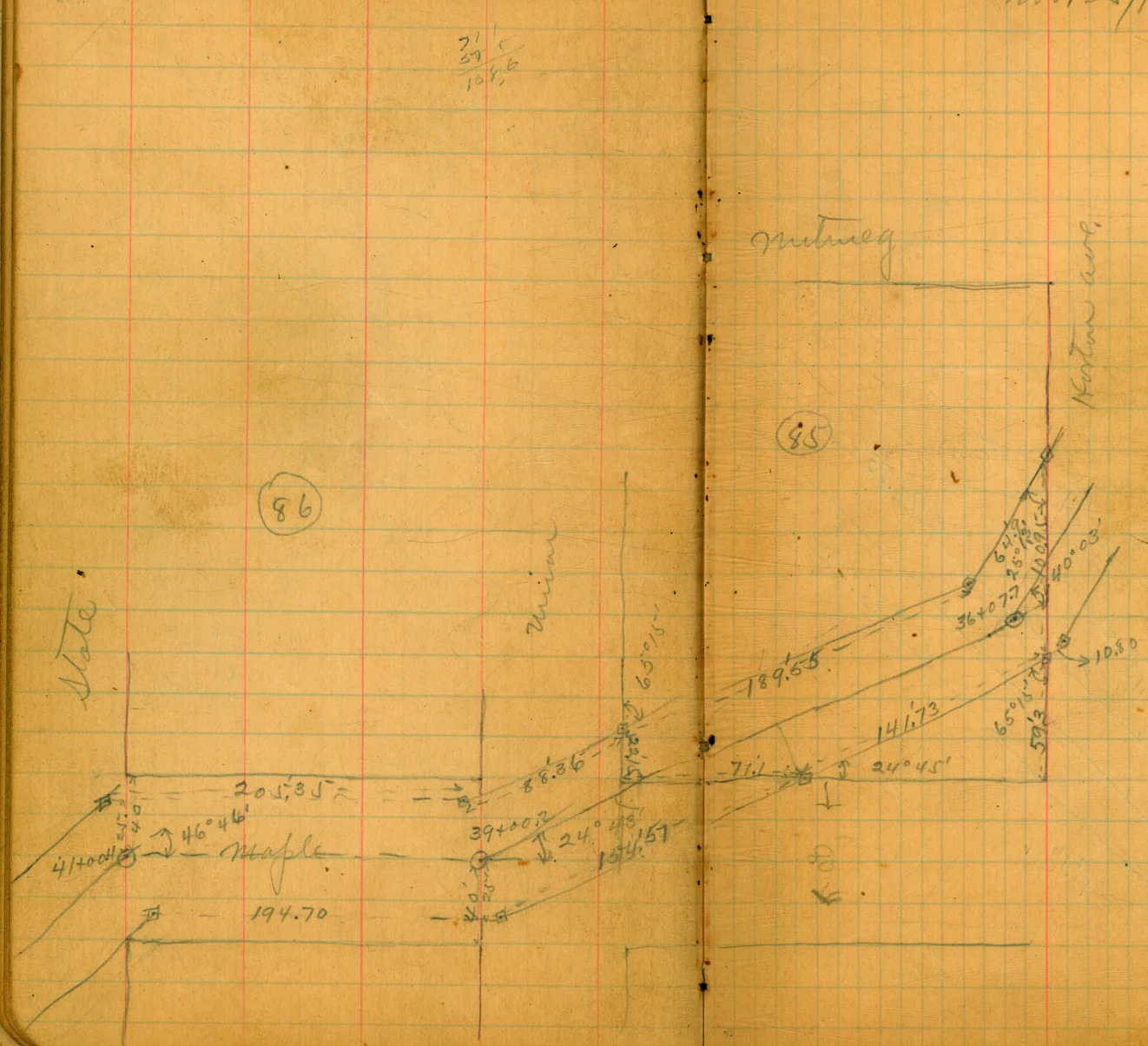
22.65
9.43
13.22
153.11
139.89

153.11
9.43
162.54
1.73
4.84

34.50
20 10.91
1439.09

2514
9.36
20 10.91
2946.91

Nov. 25/10 Childs Barber Taylor



108
296.33
307.1
141.73
154.60

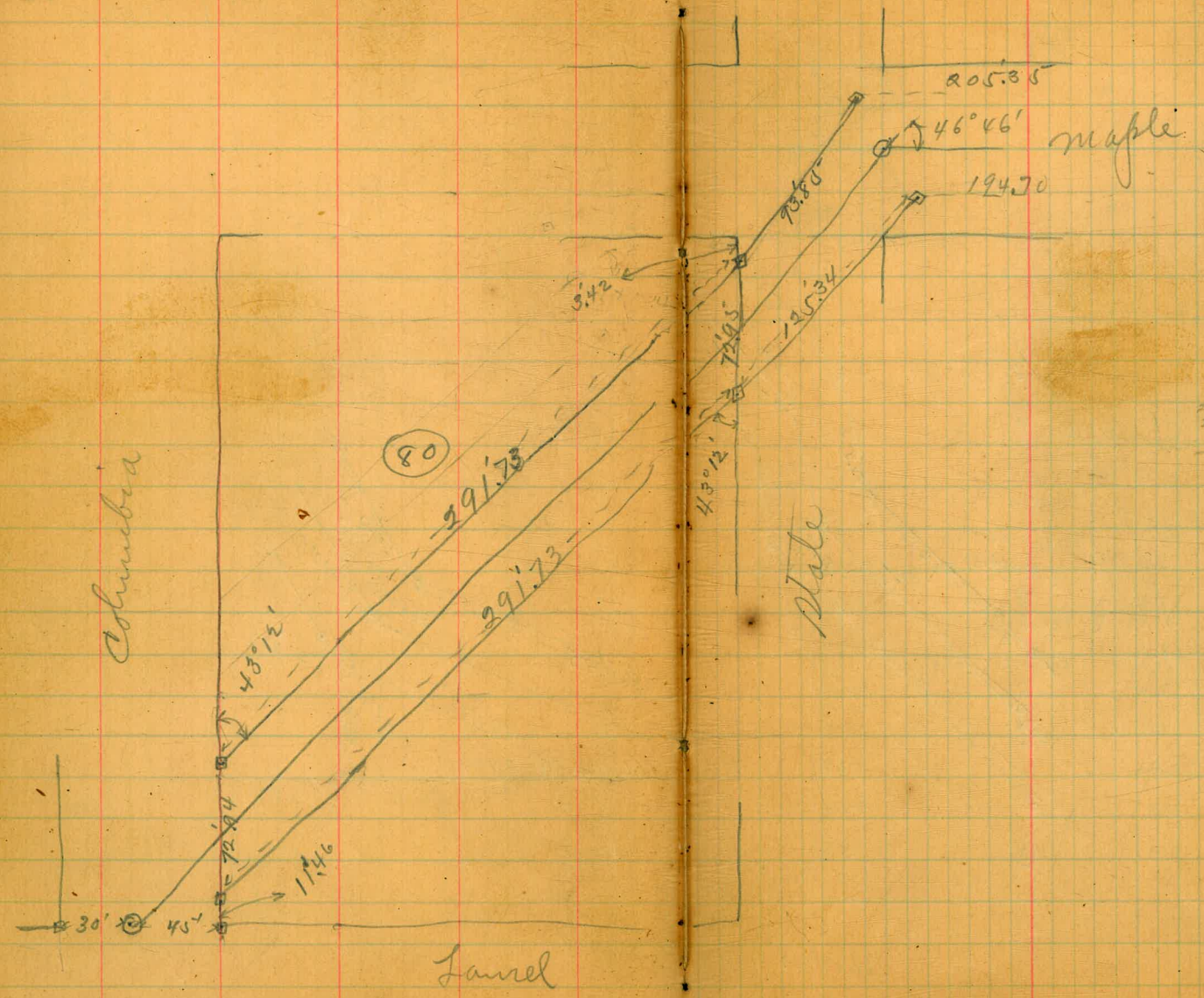
108.6
37.5
71.1

39+00

39 00.2
36 07.7
29.25

Nov. 28/10

Childs
Barber
Taylor



5.47

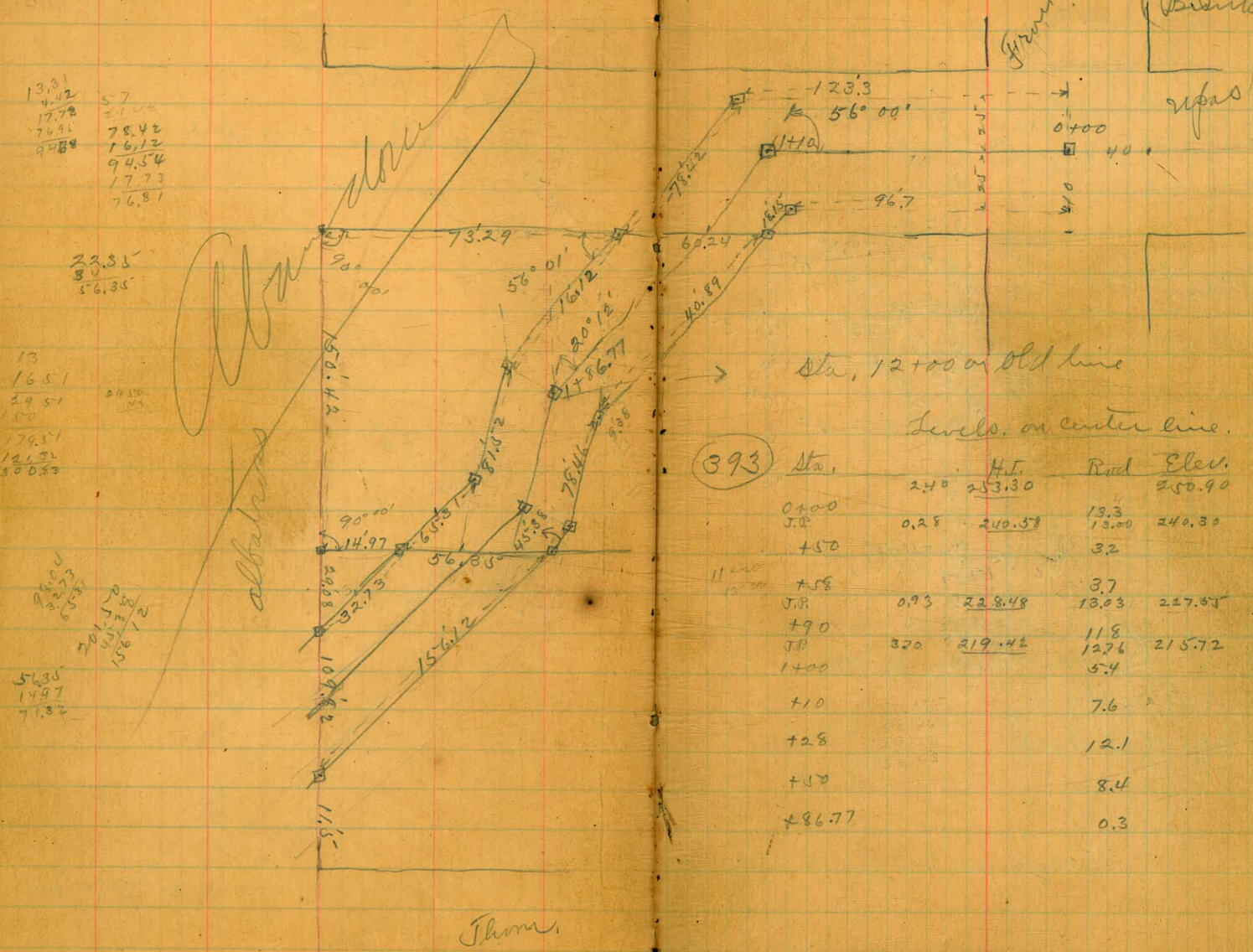
9.80
5.47
4.33
2.02
206.53

2.02
4.33
195.87

Change in road line through

Block 393. Dec. 12/10

Childs
Taylor
Bunker



Sta. 12+00 on old line

Levels on center line.

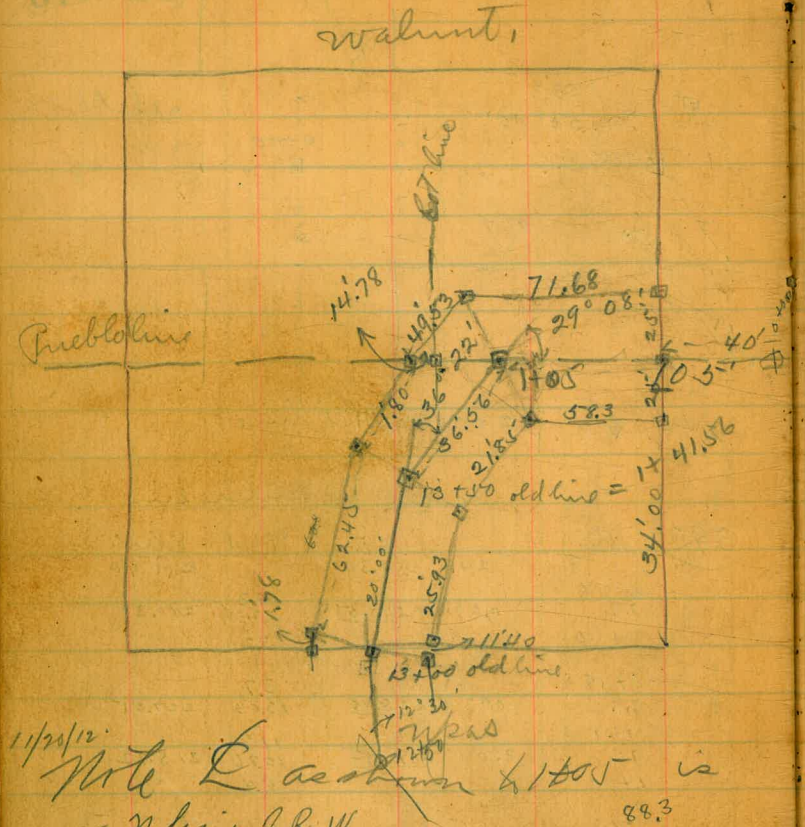
(393)

Sta.		H.I.	Rod	Elev.
	2.40	253.30		250.90
0+00			13.3	
J.P.	0.28	240.58	13.00	240.30
+50			3.2	
+58			3.7	
J.P.	0.93	228.48	13.03	227.55
+90			11.8	
J.P.	3.70	219.42	12.76	215.72
1+00			5.4	
+10			7.6	
+28			12.1	
+50			8.4	
+86.77			0.3	

Jan 30/11 { Childs
Taylor
~~H~~ Bunker

Levels in center line

Sta.		H.I.	Rod	Elev
J.P.	1.63	252.53		250.90
0+00			11.32	241.21
J.P.	-.04	241.17		
+44			2.7	238.5
+50			4.5	236.7
J.P.	5.60	234.53	12.24	228.93
+82			12.1	222.4
1+00			8.6	225.9
+05			7.2	227.3
+41.56			2.3	232.2
old sta. 13+50				



11/20/12
Note ℄ as shown to 1+05 is now N line of R.W.
Page 34 next

88.3

B.M. S.W. cor. Upas & First
Brass Plug El. 257.51

see page 60 for levels

Road survey from Goldfinch & Market to Sta. 36+07.7 on brick yard Canyon road.

apr. 17/11

{ Childs
Taylor
Brunker

Sta.			H.I.	Rod	Elev.
J.P.	14°46' R	0.55	232.98		232.43
0+00	center of Goldfinch			3.96	229.02
J.P.	+ north line of	0.00	220.61	12.37	220.61
+50	market			3.4	217.2
+60				5.7	214.9
+80				10.9	209.7
J.P.		6.80	215.21	12.20	208.41
1+00				11.9	203.3
+07				14.8	200.4
					-21.2
+16				15.5	199.7
+50				5.0	210.2
2+00				9.4	205.8
					-8.3
+20				9.9	205.3
+50				3.0	212.2
+60				0.4	214.8
J.P.		1.59	216.78	0.02	215.19
3+00				1.1	215.7
	34°35' L				+6.9
+30	bnb.			4.00	212.80
+50				5.2	211.6
4+00				11.3	205.5
J.P.		3.02	207.50	12.30	204.48
+50				8.2	199.3
					+2.4
+73				9.2	198.3
5+00				2.8	204.7
					+12.8
+06				1.1	206.4
+33				3.9	203.6
+50				9.3	198.2
J.P.		0.89	195.82	12.57	194.93
J.P. 6+00		0.60	183.61	12.81	183.01
				2.2	181.4

Sta.			H.I.	Rod	Elev.
J.P.		7.34	178.26	12.69	170.92
6+50				11.2	167.5
					-20.0
+57				15.3	163.0
+65				12.6	165.7
+86				5.6	172.7
7+00				2.6	175.7
J.P.		3.98	179.56	2.68	175.58
+28				0.4	179.2
+50				3.5	176.1
8+00				13.1	166.5
+35				11.9	167.7
J.P.		0.76	167.64	12.68	166.88
+50				0.8	166.8
+91				7.3	160.3
					-5.9
9+00				7.5	160.1
+50				5.1	162.5
10+00				3.0	164.6
					+6.9
+30	19°05' L bnb.			3.81	163.83
J.P.		9.55	164.38		
+50				1.6	162.8
11+00				9.8	154.6
J.P.		0.83	152.17	13.04	151.34
+50				5.9	146.3
					-4.1
12+00	In Osborn's road			12.3	139.9
J.P.		1.61	141.55	12.23	139.94
+18				2.5	139.1
+22				1.6	140.0
+28				4.7	136.9
+30				2.8	138.8

Cont. from page 45.

Sta.			H.I.	Rod	Elev.
			141.55		
12+50				1.9	139.7 +2.0
13+00				1.6	140.0
+50				2.3	139.2
14+00				4.2	137.4
+50				5.8	135.8
+82				11.5	130.1
15+00				8.7	132.9
+23				8.4	133.2
+50				11.8	129.8
J.P.		0.23	129.52	12.26	129.29
16+00				5.9	123.6
+50				8.0	121.5
+83				11.5	118.0
+91				13.2	116.3
17+00				12.2	117.3
+35	10° 30' R hub.			10.90	118.62
J.P.		3.80	122.42		
+50				3.5	118.9
18+00				4.0	118.4
+50				5.6	116.8
19+00				9.8 NG	112.6
+24				13.2	109.2
+29				13.6	108.8
+37				12.7	109.7
+50				11.6	110.8

1735 / 1110 / 1040 / 1000 / 6940 / 1030 / 1064 / 4120 / 4180 / 6592.0

April 18/11 { Childs, Taylor, Bunker

Sta.			H.I.	Rod	Elev.
			122.42		
20+00				11.6	110.8
+50	In old road.			10.6	111.8
+54				10.3	112.1
+60	52° 18' R hub.			8.50	113.9
21+00				9.4	113.0
+35				9.7	112.7
+50				7.9	114.5
+75				7.1	115.3 NG
22+00				9.2	113.2
+50				12.4	110.0
J.P.		0.82	111.29	11.95	110.47
23+00				3.8	107.5
+45				7.9	103.4
+50	In old road			8.3	103.0
24+00	In old road			9.8	101.5
+42				9.1	102.2
+50				9.4	101.9
25+00				11.2	100.1
+40	13° 59' L hub.			10.98	100.31
+50				11.9	99.4
26+00				14.5	96.8
+50				14.2	97.1
27+00				12.4	98.9
+50				11.1	100.2

Cont. from page 46

Sta.			H.I.	Rod	Elev.
T.P.		2.28	100.81	12.76	98.53
28+00				5.5	95.3
+34				6.6	94.2
+50				1.6	99.2
+73				4.7	96.1
+80	In old road			7.5	93.3
29+00				9.0	91.8
T.P.		2.45	90.26	13.00	87.81
+50				4.5	85.8
+69				6.1	84.2
30+00				7.2	83.1
+32				5.9	84.4
+50				5.6	84.7
31+00				5.4	84.9
+50	in old road			5.2	85.1
32+00	" " "			6.5	83.8
+50				6.1	84.2
+80	16° 37' L hub.	In old road		8.64	81.6
33+00				8.5	81.8
+50				11.5	78.8
+76				14.1	76.2
+81				15.4	74.9
+86				14.3	76.0
34+00				13.1	77.2
T.P.		1.22	78.60	12.88	77.38
+50				1.8	76.8

April 26/11 { Childs, Taylor, Bunker

Sta.		H.I.	Rod	Elev.
35+00		78.60	2.2	76.4
+50	In old road		2.9	75.7
36+00	" " "		4.6	74.0
+50	in old road		6.6	72.0
+79			8.8	69.8
+90			11.5	67.1
+96			9.5	69.1
37+00			6.4	72.2
+50			9.4	69.2
+82			11.4	67.2
+87			12.9	65.7
+91			11.7	66.9
38+00	In old road		10.1	68.5
+24			9.2	69.4
+32			8.0	70.6
+50			8.1	70.5
39+00			10.0	68.6
+42			9.1	69.5
+43			10.5	68.1
+50			10.9	67.7
+65			11.6	67.0
+68			9.9	68.7
+75			8.6	70.0

Cont. from page 47

Sta.		H.I.	Rod	Elev.
40+00		78.60	8.7	69.9
+28			10.1	68.5
+34			10.9	67.7
+50			10.9	67.7
41+00			12.5	66.1
+22	In old road		13.0	65.6
+50	" "		11.8	66.8
+67	9° 49' L hub: In old road 0.40	68.12	10.88	67.72
J.P. 42+00	" " "		2.2	65.9
+50	" " "		5.2	62.9
43+00	" " "		6.7	61.4
+50	" " "		6.7	61.4
+73			6.1	62.0
+81			9.1	59.0
44+00			10.3	57.8
+41			10.3	57.8
+48			12.9	55.2
+50			12.4	55.7
+55			7.3	60.8
45+00			5.3	62.8
+30			3.5	64.6
+33			7.0	61.1
+39			4.0	64.1

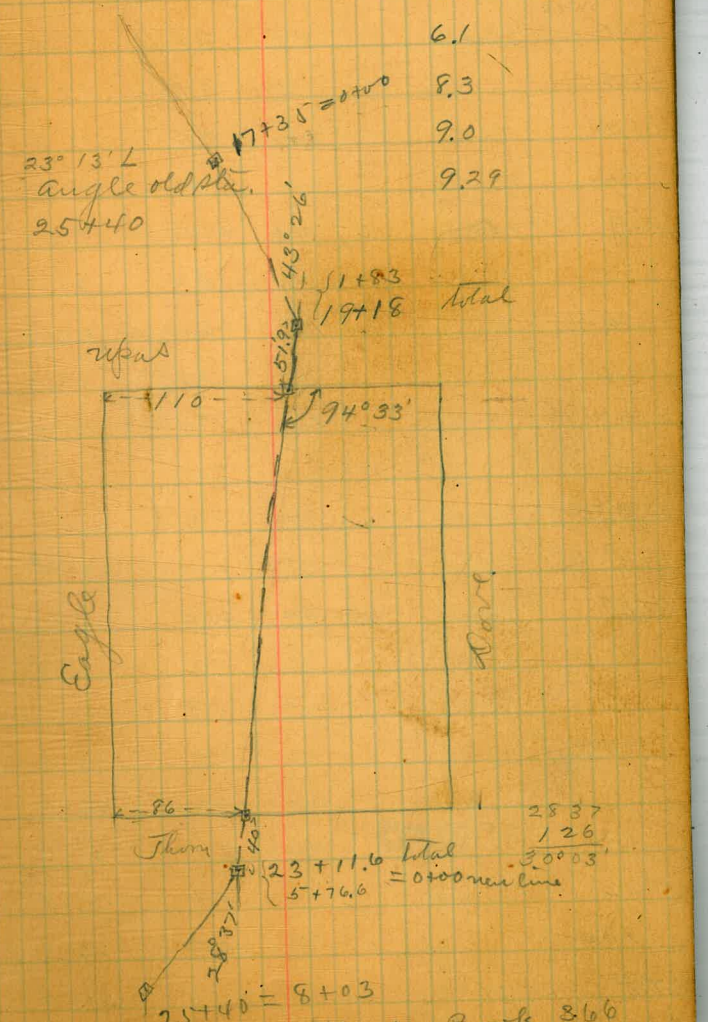
April. 27/11 { Clit[illegible] Taylor Bucher

Sta.		H.I.	Rod	Elev.
45+50		68.12	4.3	63.8
+66			5.1	63.0
46+00			6.1	62.0
+16			6.5	61.6
+21			9.1	59.0
+50			12.0	56.1
+59			11.4	56.7
+71			8.3	59.8
+73			6.9	61.2
+80			5.6	62.5
47+00			4.2	63.9
+45	15° 20' L hub. 3.37	68.82	2.67	65.4[illegible]
J.P. +50			3.4	65.4
48+00			1.8	67.0
+50			1.4	67.4
49+00			2.0	66.8
+50			2.1	66.7
50+00			2.1	66.7
+20.85	77° 16' R hub sta. 36+07.7 on brick yard canyon road.		1.37	67.4

Resurvey of Road of page 46 from Sta. 17+35 to Sta 25+40 July 11/11 Schields Taylor Burke

Sta.	0+00 = Sta 17+35 old line.	H.I.	Rod.	Elev.
0+00		120.68	2.06	118.62
+50			3.9	116.8
1+00			7.2	113.5
+10			8.1	112.6
+50			8.5	112.2
+83	43°26' R angle		9.90	110.8
+89			11.6	
2+00			10.0	
+34.9	So. line Yeas.		9.68	
+50			9.8	
3+00			10.8	
+50			12.3	
4+00			11.1	
+30			9.4	
+40			7.1	
+50			7.8	
+71			8.9	
+81			7.8	
5+00			7.8	
+36.62	No. line Thom.		7.05	
+50			6.4	
+76.62	28°37' R angle.		3.98	116.70
6+00	See page 61		10.1	

Sta.	H.I.	Rod	Elev.
T.P. 6+50	109.60	11.40	109.28
	0.32	3.4	
7+00		6.1	
+50		8.3	
8+00		9.0	
+03		9.29	



See Book 866 Page 4

Levels on Blvd. from N side Weeks Addn. North.

0+00 = N end Linda Ave & Weeks Addn.

B.M.	5.35	26.20		20.85	
	3.07	23.97	5.30	20.90	Hd. spk. 1st pole to Ducktown
0			7.0	17.0	
1			7.0	17.0	
2			6.1	17.9	
3			5.5	18.5	
4			4.2	19.8	
T.P.	8.38	27.90	4.45	19.52	
5			6.2	21.7	
6			6.4	21.5	
7			5.3	22.6	
+50			9.0	18.9	
8			9.0	18.9	
+50			5.2	22.7	
9			4.0	[illegible]	
T.P.	9.16	33.67	3.39	24.51	
+50			9.9	23.8	
10			8.8	24.9	
+50			8.4	25.3	
11			7.2	26.5	
+50			6.1	27.6	
12			5.9	27.8	
+50			10.9	22.8	
T.P.	1.26	23.20	11.73	21.94	

POSTED

		23.20			
13			5.3	17.9	
+50			7.8	15.4	
14			9.9	13.3	
+50			11.1	12.1	
15			12.6	10.6	
T.P.	5.30	17.10	11.40	11.80	
+50			7.4	9.7	
16			8.3	8.8	
+50			7.8	9.3	6.50 10.6
17			7.6	9.5	2.7 14.4
+20	Bottom ditch		12.1	5.0	2.8 14.3
+50			11.4	5.7	
+77.2			8.2	8.9	4.3 12.8
18			7.6	9.5	5.6 11.5
+50			7.1	10.0	
19			7.6	9.5	
+50			7.4	9.7	
20			7.3	9.8	
T.P.	5.19	15.22	7.07	10.03	
+50			5.4	7.8	
21			5.2	10.0	
+50			4.8	10.4	
22			4.6	10.6	
+50			4.9	10.3	

Approach to bridge

Bridge

POSTED

		15.72		
28			4.5	10.7
+50			3.6	11.6
T.P.	12.50	27.78	0.24	14.98
24			12.1	15.4
+50			9.4	18.1
25			6.5	21.0
+50			2.1	25.4
T.P.	12.10	38.77	0.81	26.67
26			9.2	29.6
+50			11.6	27.2
+95			11.0	27.8
27+10			7.1	31.7
+50			2.0	36.8
T.P.	12.65	50.82	0.60	38.17
28			3.6	47.2
T.P.	12.20	61.81	1.21	49.61
+50			POSTED	55.3
29			1.7	60.1
T.P.	10.60	70.42	1.99	59.82
+50			5.5	64.9
30+03			4.4	66.0
+50			6.5	63.9
31			8.6	61.8
450			7.1	61.3

32		70.42	8.2	62.2
T.P.	6.60	68.77	8.25	62.17
+50			6.5	62.3
33			5.3	63.5
+50			3.6	65.2
34			3.6	65.2
+50			4.9	63.9
35			POSTED	62.2
+50			8.0	60.8
36			9.5	59.2
+50			10.8	58.0
37			12.2	55.6
B.M.			3.36	65.41 Top of bottom boom at 19" post on Ck

Survey Ft Stockton Blvd.

17				
+50 △	7°0' L.		N58°0' W.	
16				
15				
+25 △	17°42' R.		N51°15' W.	
14				
+66.8				inter St. Ctrs.
13				
12				
+93.1 △	49°50' L		N69°0' W.	inter St. ctr.
11				
10+0 △	22°46' R.		N21°0' W.	
9				
+88 △	25°0' R.		N43°45' W.	
8				
7+00 △	39°30' R.		N68°45' W.	
6				
+45 △	13°12' R.		S71°45' W.	
5				
4				
3				
2				
1				
0+00 -	52°45' L.		S58°30' W.	inter Arista & Chestnut

POSTED

Transcribed to Book 355 page 32

Backsight ℄ Chestnut.

+50 △

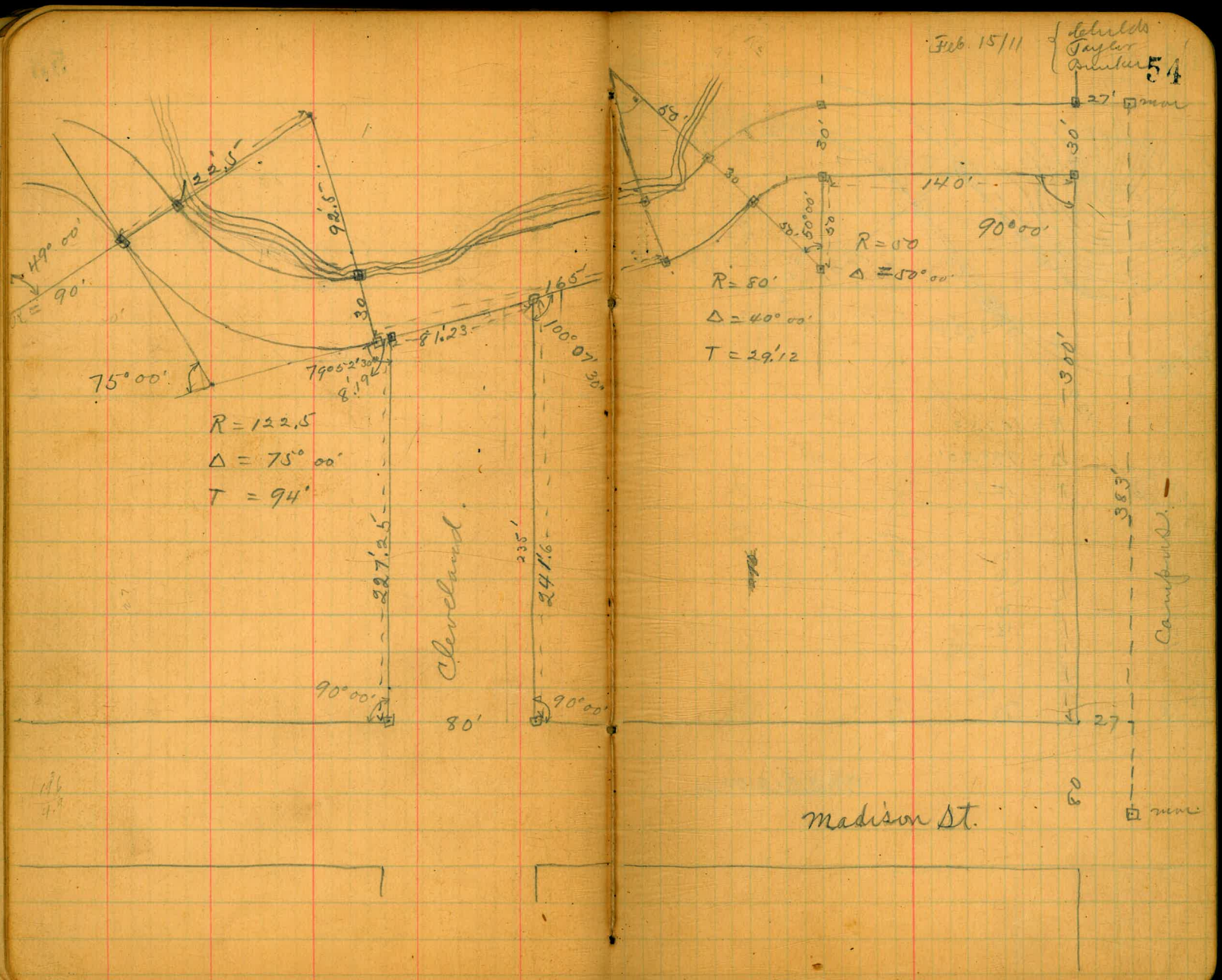
20

19

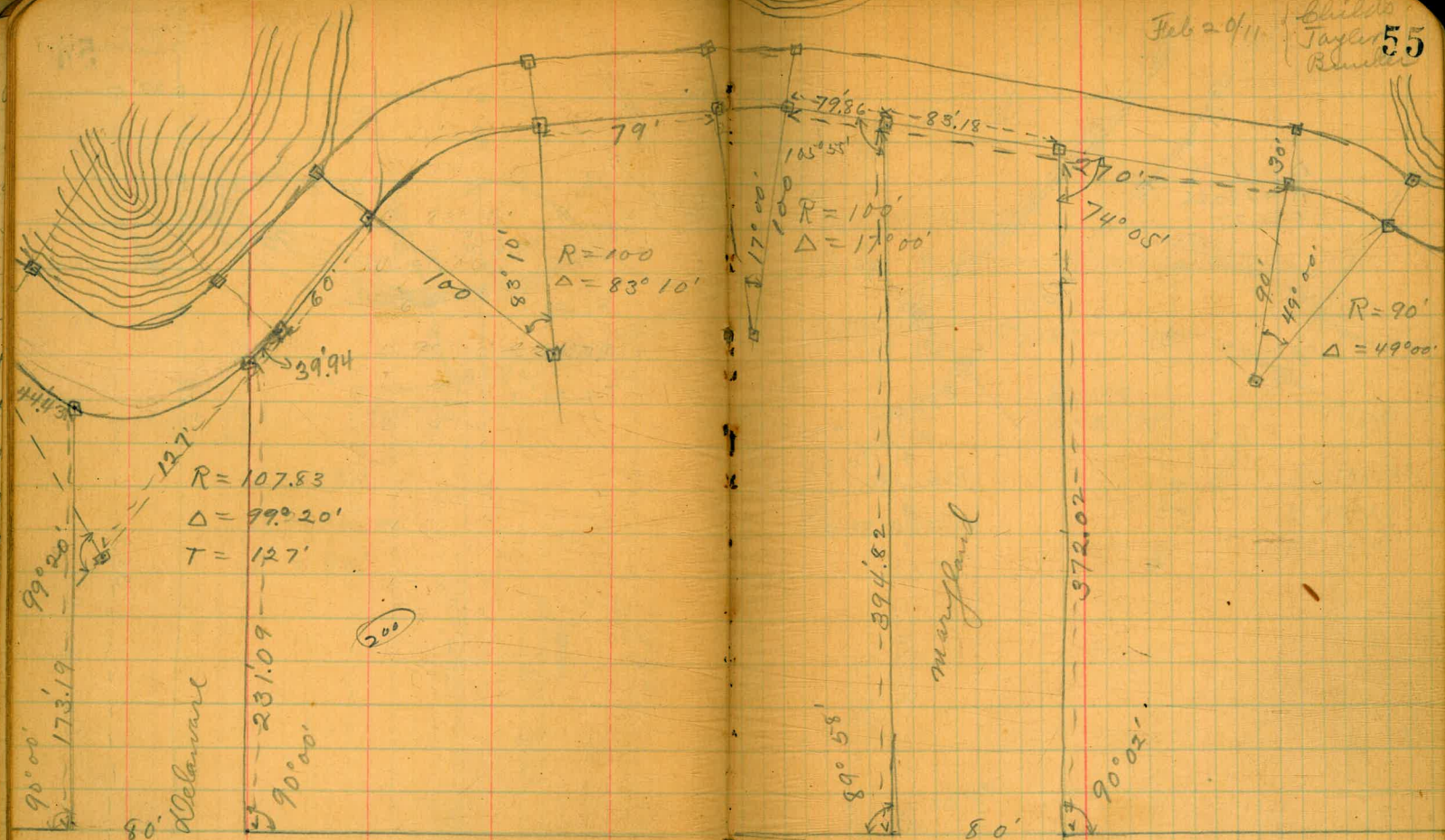
+50 △ 9°0' R. N 49°0' W

18

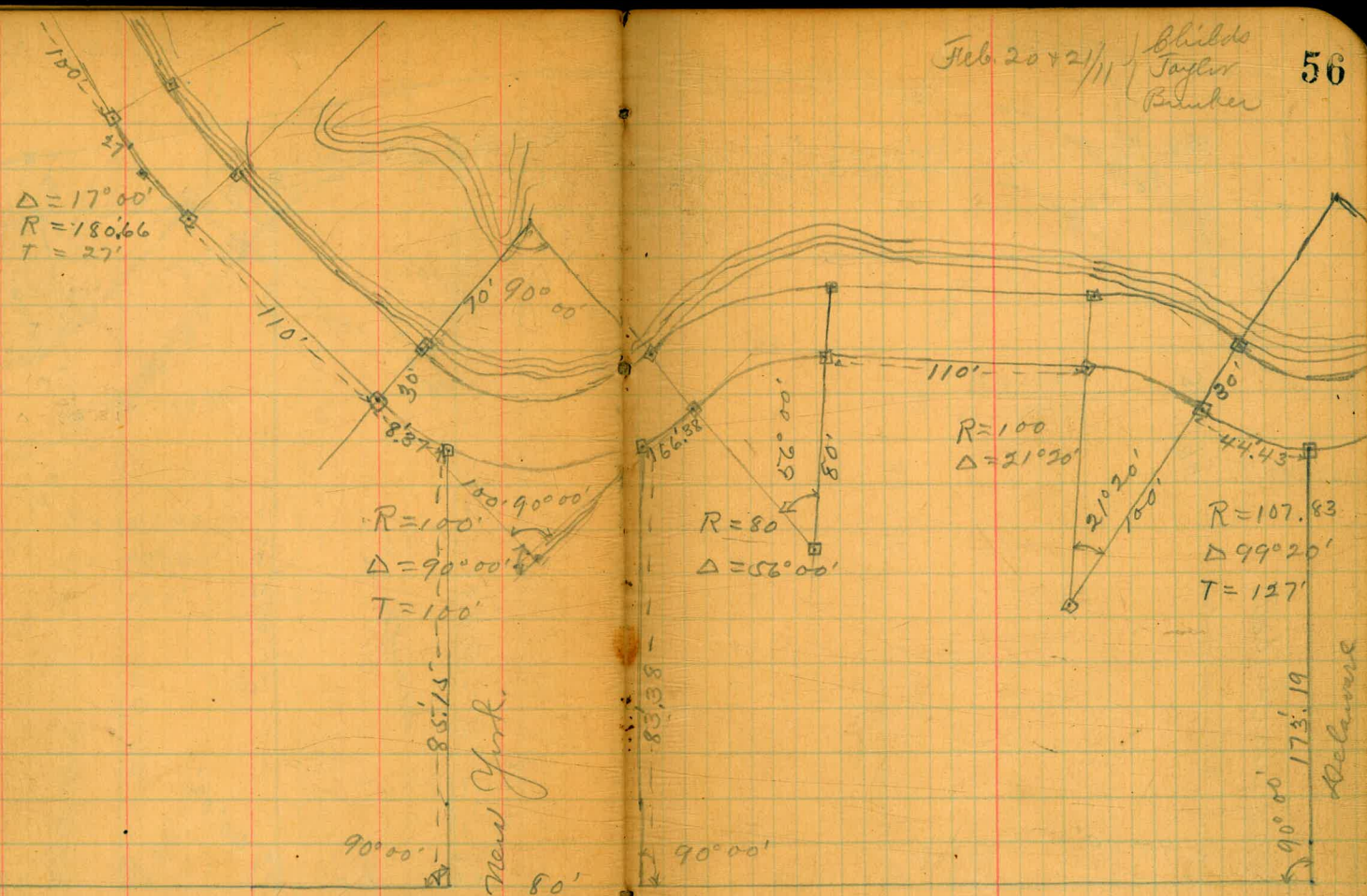
Feb. 15/11 { Childs, Taylor, Bunker



Feb 20/11 Childs Taylor Bender



Feb. 20 + 21/11 { Childs, Taylor, Bunker

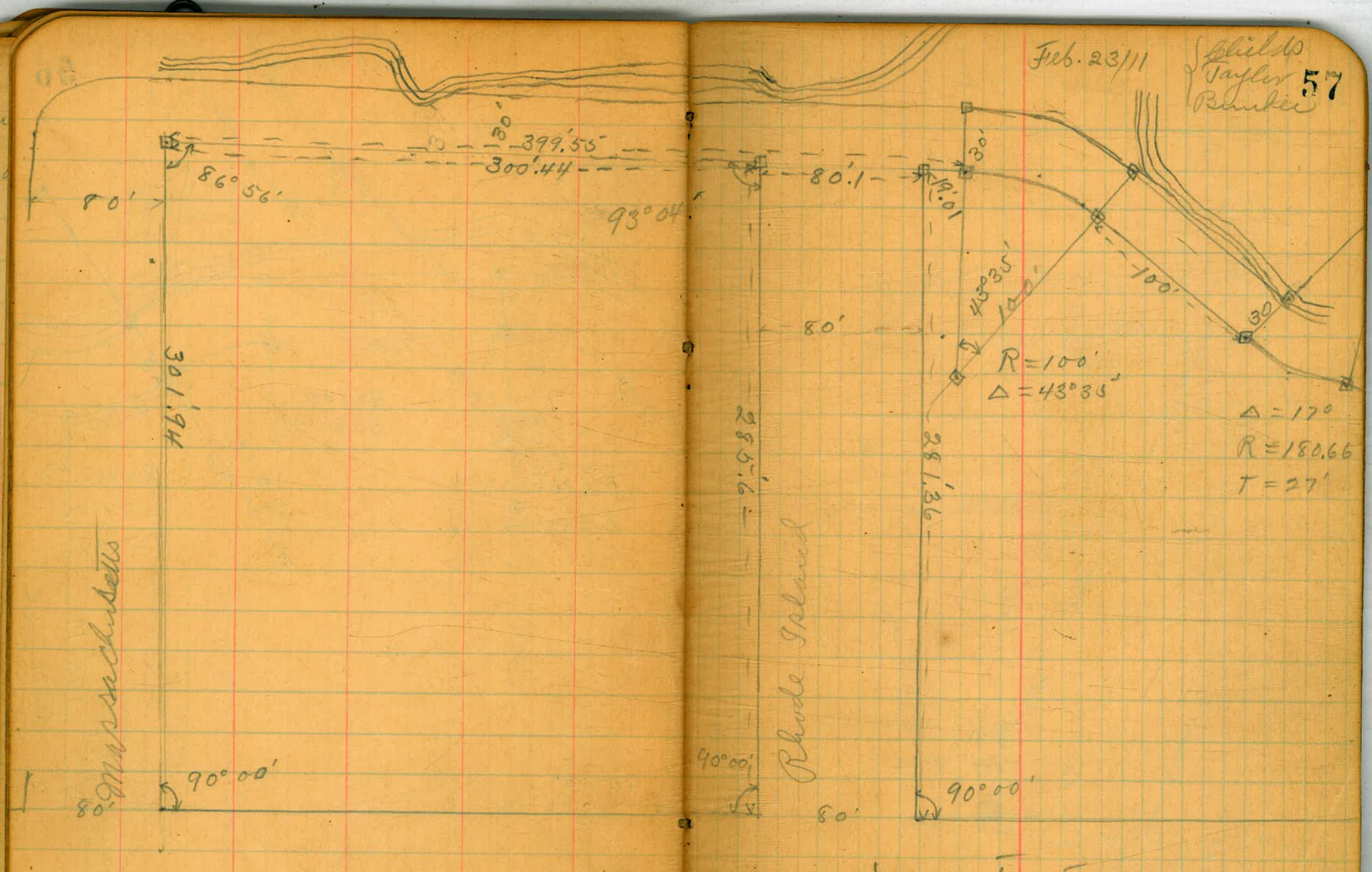


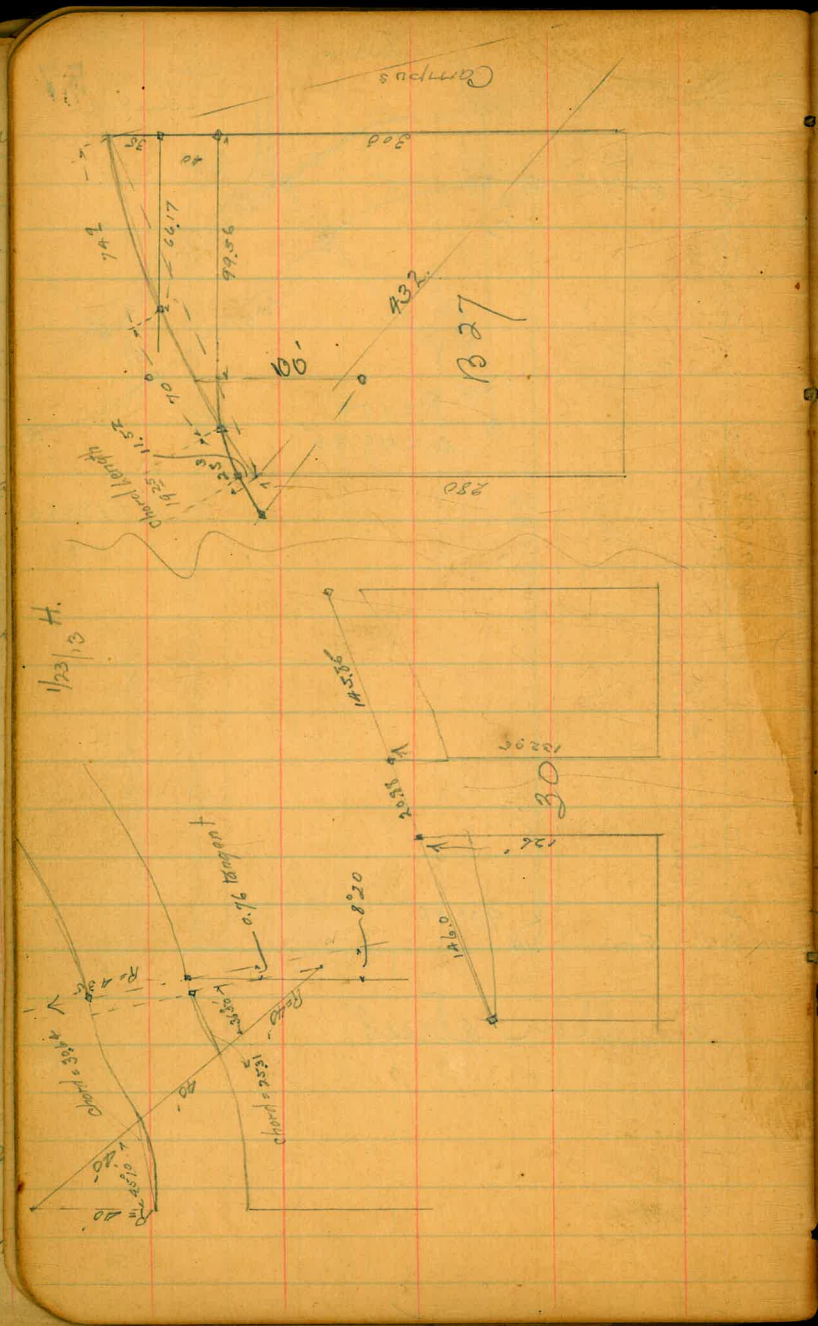
Madison street

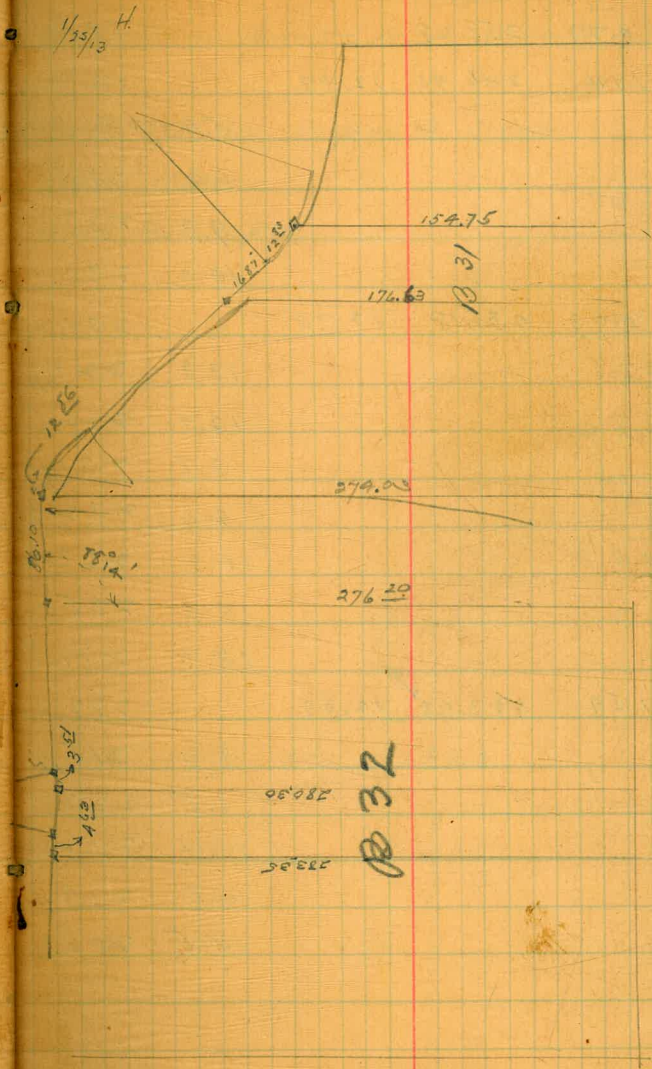
618
420
+51.5
89.35

Feb. 23/11

Shields
Taylor
Bunker




Campus
B 27
B 30
1/23/13 H.
chord length
chord = 30.64
chord = 25.31
0.76 tangent
8°20
146.0
145.86
132.96
280
432
300
66.17
99.56
74.2
11.52
19.25


1/25/13 H.
B 31
B 32
154.75
176.63
274.03
276.20
280.30
283.35

June 7th, 1912 Brick Canyon Road

	0.77	258.28	+		257.51
	1.14	246.95	12.47		245.81
				5.93	241.02
0+0				6.0	240.9
+40				9.3	237.6
+45				10.0	236.9
	0.93	235.18	12.70		234.25
+85				13.3	221.9
1+00				12.7	222.5
Δ +27.8				3.8	231.4
Δ +38.3				2.9	232.3
				11.9	223.3
Δ +88.3				10.0	225.2
2+14.3				13.7	221.5
	1.59	223.90 ✓	12.87		222.31
				8.3	215.6
Δ 2+38.3				1.5	222.4
				11.4	212.5
Δ 2+88.3				4.8	219.1
				15.5	208.4

B.M. Brass plug S.W. cor Upas & First

Curb S.E. cor. Upas & Front

Center Upas

West line Upas

257.51
0.77
258.28
12.47
245.81
1.14
246.95
12.70
234.25
0.93
235.18
12.87
222.31
1.59
223.90

Post opp. Sta. 1+88.3

Levels on road from Front
South see page 44 for
South & East line

Sta.		H.I.	Rod	Elev.
	3.91	245.12		241.21
0+00	center of Front		4.6	v40.5
+40	25' 20. of Pueblo line		7.52	v37.6
+58			11.0	v34.0
T.P.	1.59	233.34		233.75
+69			4.8	v30.5
+72			8.8	v26.5
T.P.	0.70	222.64	13.40	221.94
+98.3 angle			3.78	v18.9
1+20.15 angle.			0.70	v21.94
1+46.08 no. line rpas			5.22	v17.4
1+57.48 angle.			6.99	v15.65
1+64			9.9	v12.7
1+87.			12.4	v10.2
2+00.41			11.18	v11.5

upper line see page 44 & 35

Sta.		H.I.	Rod	Elev.
		245.12		
at Pueblo — See page 44			0.60	v44.5
line 0+00 - above 12+50 See page 34			11.37	233.75
+25' north			11.6	v33.5
+35' north			11.0	v34.1

bet. walnut & rpas.
diagram

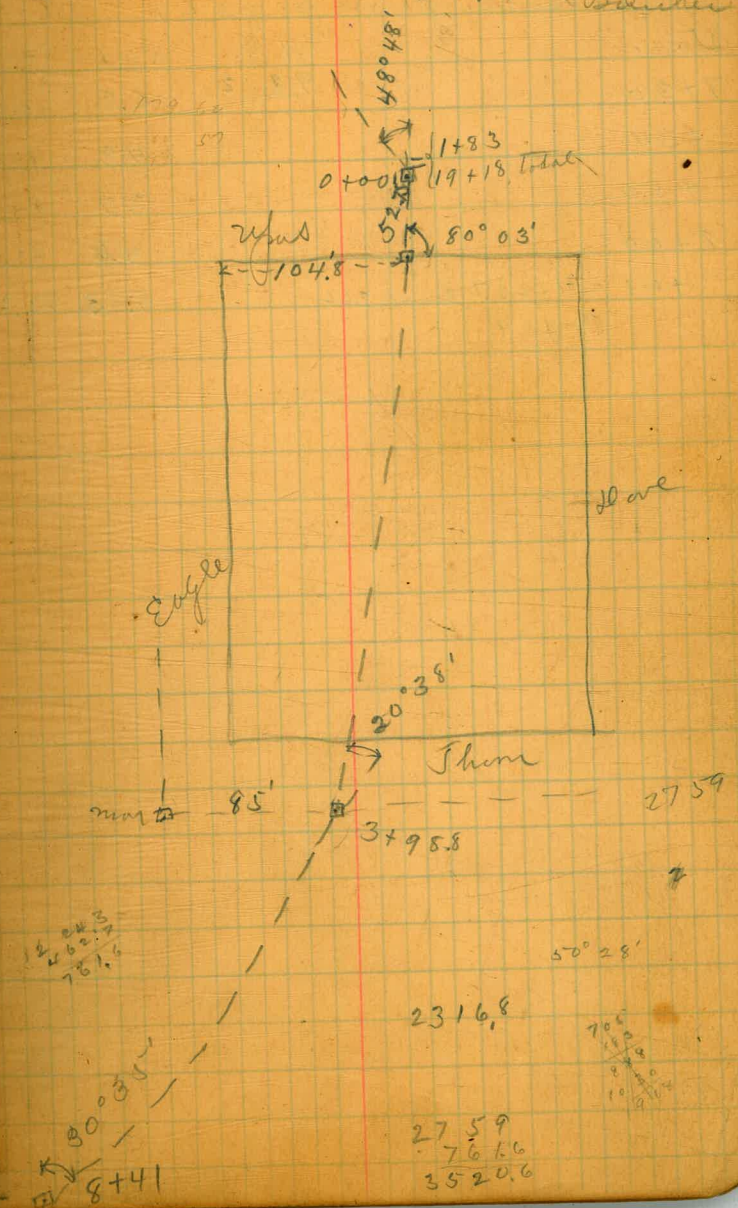
1+20.15
25.93
146.08
11.40
157
43.93

Resurvey from Sta. 1+83 on page 49 to Sta 4+62.7 ~~on~~

Book 366 page 4

Sta.	51° 12' R		H.I.	Rod	Elev.
T.P.		1.89	118.59		116.70
0+00	=1+83 on page 49			7.89	110.70
+50				7.7	110.9
+52.75				7.73	110.9
1+00				9.2	109.4
+50				10.8	107.8
2+00				11.4	107.2
+50				8.8	109.8
3+00				10.3	108.3
+50	In road			13.2	105.4
+68				13.2	105.4
+69				12.2	106.4
T.P.		0.98	107.14	12.43	106.16
+98.8	angle 20° 38' R.			1.95	105.2
4+00				2.1	105.0
+12				2.7	104.4
+30				4.8	102.3
+50	in Road			5.2	101.9
5+00				7.0	100.1
+50				8.2	98.9
6+00				9.3	97.8
+50				9.9	97.2
7+00				12.0	95.1
T.P.		3.30	98.12	12.32	94.82
+26				4.9	93.2

July 5/12 Childs Taylor Bunker



Cont. from page 61

Sta.		H.I.	Rod	Elev
7+30		98.12	6.8	91.3
+34			4.3	93.8
+50			3.9	94.2
8+00			4.6	93.5
+41	= 4+62.7 Book 366 page 4		5.83	92.29

July 5/12 | Childs Taylor Brewer

Levels from Garnet & Pendleton.

To				Blvd. Survey.
B.M.	9.89	44.89		35.00
0+00 = S. side Pendleton St.			7.9	37.0
0+50			2.0	42.9
1+00			0.3	44.6
1+50			0.7	44.2
2			4.5	40.4
+35			8.9	36.0
T.P.	2.32	39.02	8.19	36.70
2+60			8.2	30.8
3+00			10.9	28.1
+38			13.1	25.9
T.P.	0.29	26.93	12.38	26.64
3+72			7.5	19.4
Elev on rail			4.05	22.9
4+00			4.3	22.6
4+30			9.6	17.3
4+60			11.5	15.4
4+80.8			12.3	14.6
T.P.	2.33	16.26	13.00	13.93
5+00			2.6	13.7
+50			3.4	12.9
6			4.0	12.3
+50			4.1	12.2

		H.I.		
7+00		16.26	5.1	11.2
+50			6.1	10.2
8			6.6	9.6
				Nail in sq post opp Sta 8.
B.M.			6.35	9.91
+50			6.9	9.4
9			7.1	9.2
+50			6.8	9.5
10			6.7	9.6
T.P.	3.96	14.40	5.82	10.44
+50			5.7	8.7
11			5.7	8.7
+50			5.2	9.2
+76.5 = P.C.			4.8	9.6
12			4.6	9.8
+50			4.6	9.8
13			5.0	9.4
+50			5.3	9.1
14			5.4	9.0
+50			5.4	9.0
15			5.2	9.2
+50			5.0	9.4
16			4.7	9.7
T.P.	6.00	16.55	3.85	10.55
+50			6.7	9.9
17			6.8	9.8

		16.55		
17+50			7.1	9.5
18			7.4	9.2
+44.3	P.T.		6.4	10.1
+88			8.2	on N.H. Car. Bridge
P.T.			3.09	13.4 12.46
19			3.2	13.4 on bridge
+50			3.3	13.3 " "
+60.9			2.3	13.3
20			6.2	10.4
+50			7.6	9.0
21			7.8	8.8
+50			7.6	9.0
22			7.6	9.0
T.P.	4.90	13.85	7.60	8.95
+50			4.7	9.1
23			4.8	9.0
+50			4.7	9.1
24			4.8	9.0
+50			4.8	9.0
25			4.8	9.0
+50			4.6	9.2
26			4.2	9.6
+50			4.2	9.6
27			3.9	9.9
+50			3.8	10.0

28		12.85	3.9	9.9
T.P.	7.77	18.70	2.9.2	10.93
+50			8.0	10.70
29			5.9	12.8
S. rail			5.20	13.50
E.R.R. rail			5.15	13.55
N rail			4.88	13.82
+50			4.6	14.1
30			4.1	14.6
+50			2.4	16.3
31			0.9	17.8 Tel. N rail in sight by Tangent
B.M.	11.98	30.48	0.20	18.50
32			9.7	20.8
33			6.6	23.9
34			4.2	26.3
35			1.8	28.7
+35.5			1.2	29.3
T.P.	10.45	39.82	1.11	29.37
36			9.7	30.1
37			7.2	32.6
38			4.4	35.4
39			2.0	37.8
T.P.	9.84	47.68	1.38	38.44
40			8.3	39.4
41			6.2	41.5

Next page

POSTED

Culvert on Turquoise St.

BM	2.24	114.11		111.87
	2.23	104.17	12.17	101.94
N. end.			101.0	3.17
S. "			99.5	4.67

POSTED

Continued from Page 69

41+25.4		47.68	5.5	42.2
+50			5.5	42.2
42			4.3	43.4
+50			3.8	43.9
42+92.1			2.6	45.1
43			2.5	45.2
T.P.	10.86	57.60	0.94	46.74
+48			5.5	52.1
T.P.	9.37	65.67	13.0	56.30
44			7.0	
+05			6.0	
+10			4.7	
+21			3.7	62.0 ℄ Track
+32			5.3	60.4 Edge ditch
				50.4 Bot. "
+45			31	Edge ditch

+90	65.67	2.9
+92		0.9
+98		0.0
45		5.4
+12.35 P.C.		4.7
45+40		3.9
45+41		0.6
+50		1.1
46		4.3
+50		4.0
+60.2		3.8

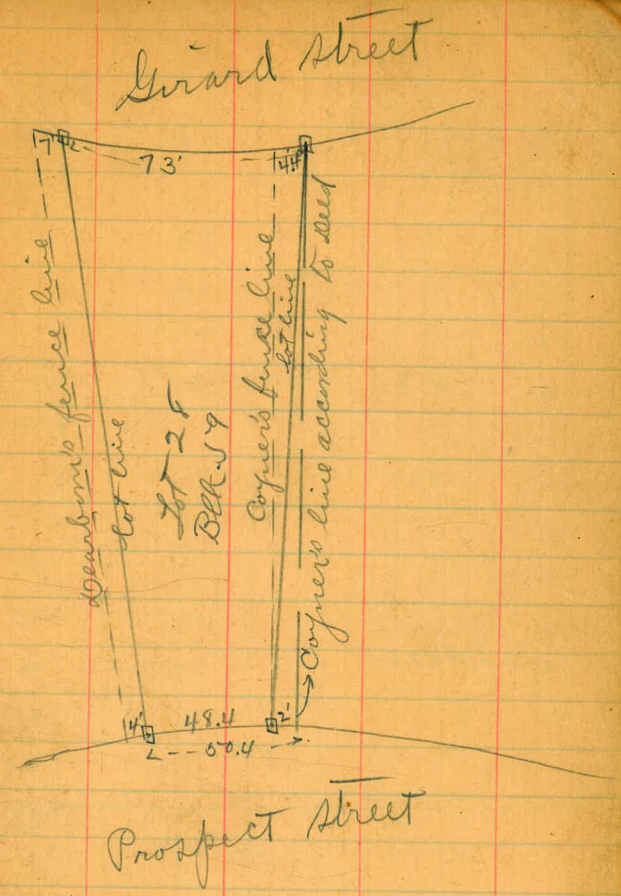
66.04 = B.M. on phone pole 10' S to 45'

Survey of Lot. 28 Blk 59
Tagolla park

Oct. 21. 1908

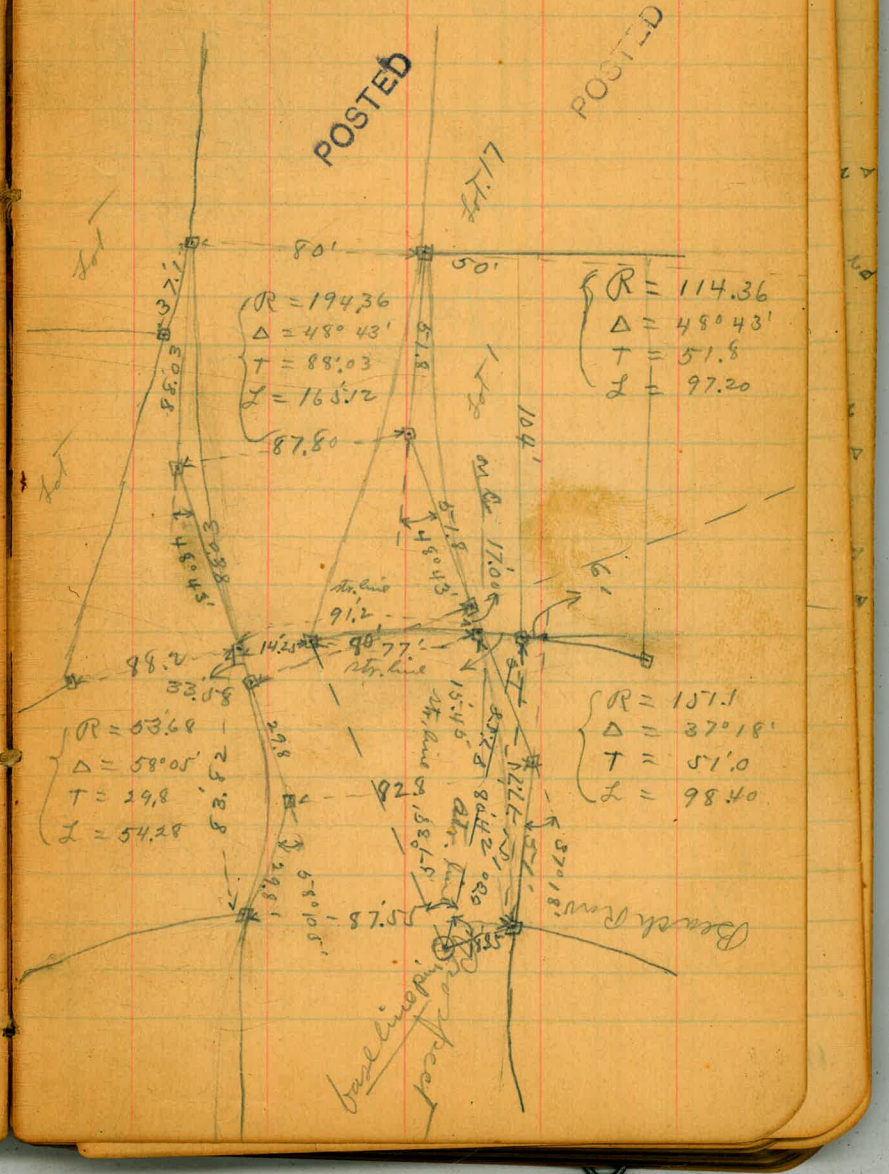
Childs
Barber
Rogers

Page 70½



Platted

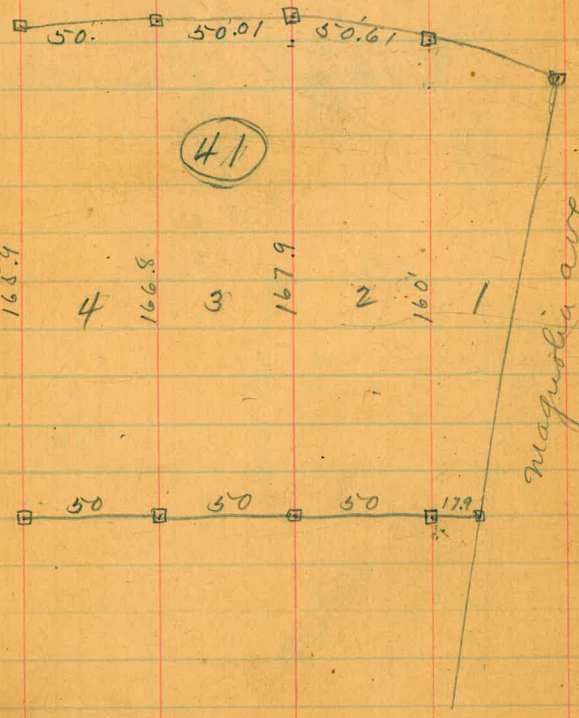
Survey for prospect St. at Beach Road



Mar. 28/11 { Childs
Taylor
Bunker

Survey of Lots 2, 3, & 4 Blk. 41 Lafolla Park.

Ichims

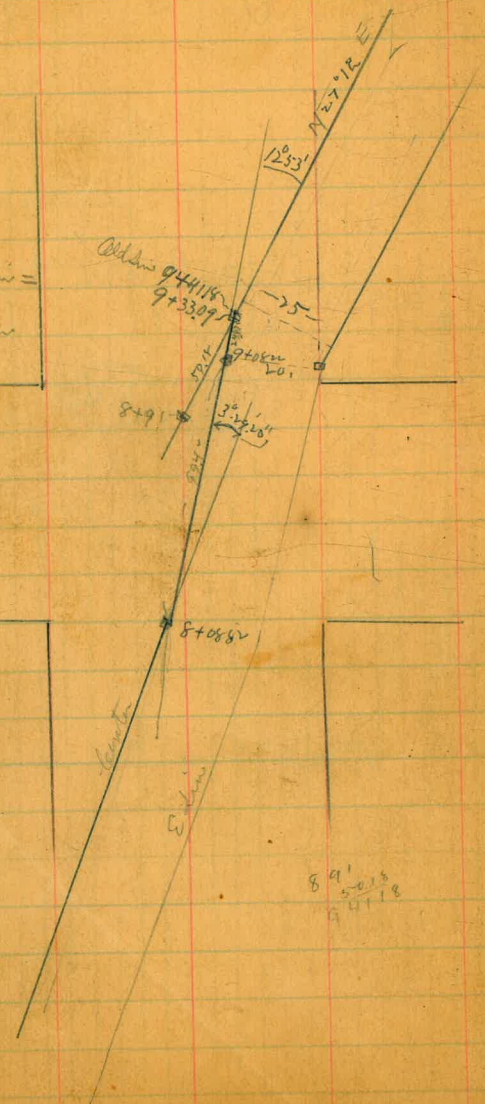


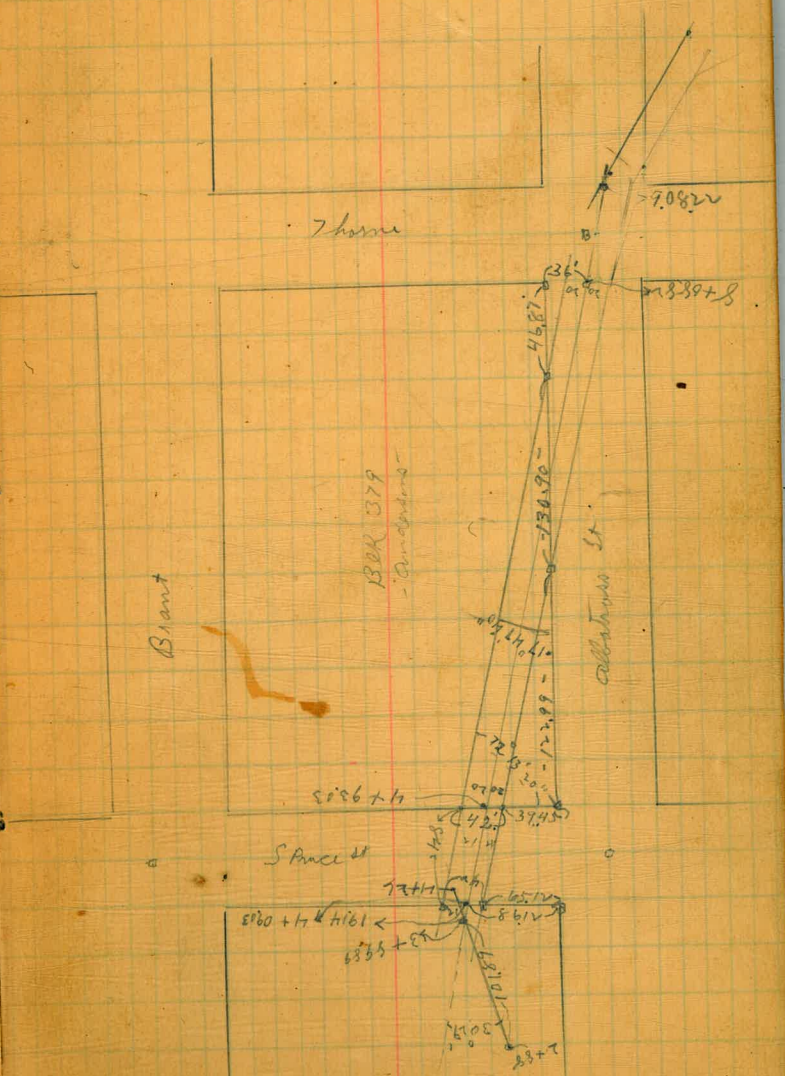
7/27/11 | Clough Dinner Fitzgerald | Change of Line of Canyon Blvd Through Blk 379

2+88 = 2+88

9+33.09 new line =

9+41.18 old line



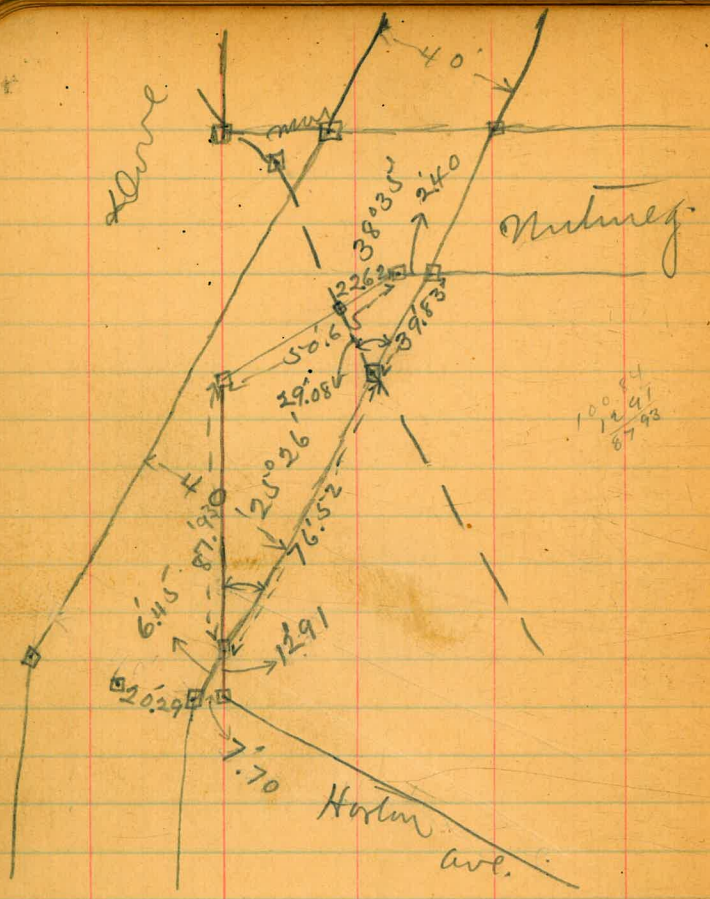


Return to Page 33.

Aug. 2/12 { Shields
Taylor
Allen

Survey for Boulevard

See page 40



Lot 4 Mary C. Morris
" 5 Catherine D. Appleby.
" 6 J.M. Asher Jr.
Allen Pueblo Lot 755

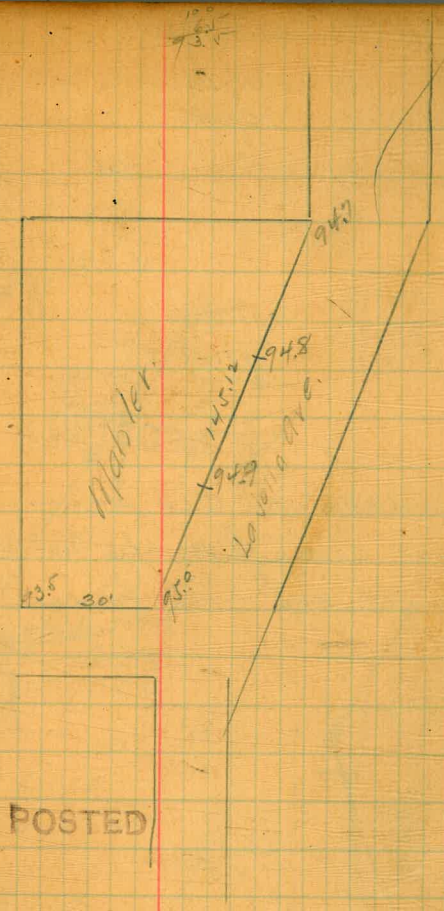
Assumed.

H.P.

100.00

94.7	94.8	94.9	95.0
5.30	5.2	5.1	5.0

7-14.08
Lockwood
Evans
Forward



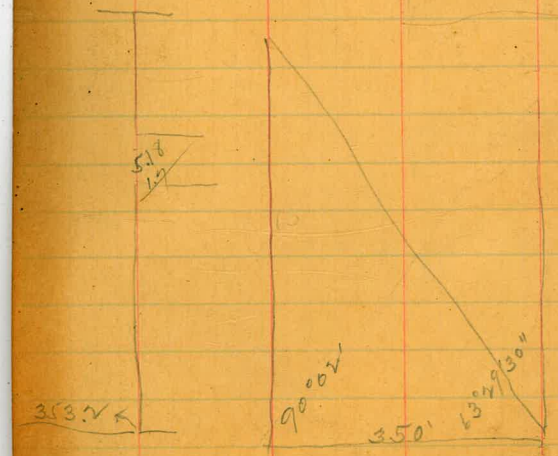
H.I. 100.0 #998

5.00 94.200
5.45 - 94.55
5.28 94.72

94.2
94.5

POSTED

Yardage on Old Town Dyke
East side Ave. = 7.6 Total 7648 - 12' wide
6' each side
from pt. 400' from bridge to W. end



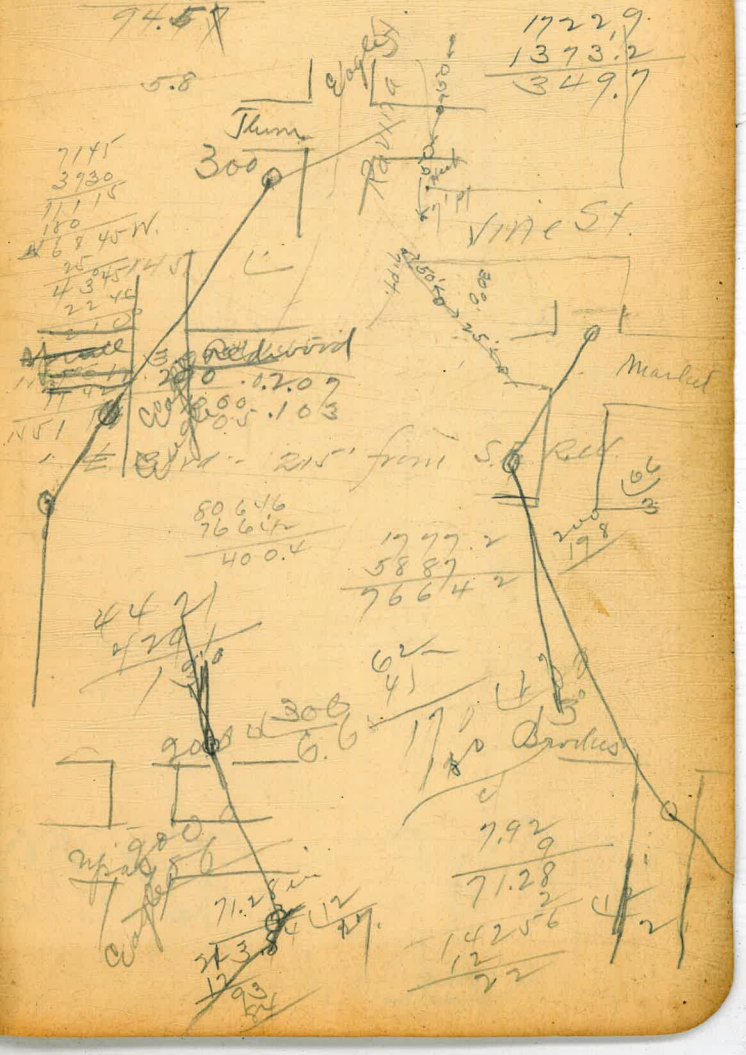
Look up deed of
Mrs. N. E. Nicholson or
" " "

Send deed to Coronado P.O.
Mr. Kritch

25
94.72
25
94.5

5.8

1722.9
1373.2
349.7



7145
3930
11115
180
6845 W.
25
4345
2245
2100

80646
76642
400.4

1777.2
5887
7664.2

4421
4291
130

62
45
170
180

7.92
9
71.28
2
14256
12
22

71.28

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