

353

FRANSIT

398

F.B. 353

TRAVERSE TABLE FOR TRANSIT BOOK.

From 1° to 90° for a distance of 100.

Degrees.	DEGREES.		¼ DEGREE.		¼ DEGREE.		353		Degrees.
	Lat.	Dep.	Lat.	Dep.	Lat.	Dep.	Lat.	Dep.	
	0			100.00	0.44	100.00	0.87	99.99	
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	45.41	88.90	45.79	88.69	46.99	88.50	46.56	62
28	88.29	46.96	88.09	47.13	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	50.33	86.16	50.75	85.94	51.13	59
31	85.72	51.50	85.49	51.88	85.25	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.		¼ DEGREE.		¼ DEGREE.		

- P.L. COR. CTY. HOSP. MARYLAND ST. 33-34
- BLDGS AT LA JOLLA - 35
- DEPOT GROUNDS
- UNIVERSITY AVE, PAVING 36-42
- K ST, 6th to 7th — 43-44
- PAVING
- HAWK ST, P.L. to — 45
- BUSH ST.
- 15th ST. "N." to NAT- 46
- IONAL AVE, OPENING
- 32nd ST. GRAPE to P.L. 48-56
- NORTH OF "A" ST.
- BROADWAY AT 33rd, 34th 57
- & 35th

- THORN ST, BEAN to 29th. - 1
- 29th ST, THORN to UPMS
- MARYLAND ST, MEADE. - 2-4
- MARYLAND ST, VAN BUREN. 6-8
- CROSBY ST, HARRISON - 9
- to N. OPENING
- 4th ST. N. LINE to F. 10-11
- GUTTER
- 1st & GRAPE; DRAIN - 12
- H. ST 25th to 16th; LEVELS - 13-15
- E.L. PL 1138 - 16-18
- N.E. COR. PL 1151 19-21
- 1st ST. "I" to LAUREL 23-27
- ELEVATIONS
- GRAPE; SECOND to - 28-29
- FRONT; PIPE LINE
- K ST. CAR LINE — 32

564.43
9627
61070

3

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

ENGINEERING DEPARTMENT
CITY OF SAN DIEGO,
Crocker Quality

TRANSIT BOOK



No. _____

MANUFACTURED BY

H. S. CROCKER CO.

SAN FRANCISCO AND SACRAMENTO
CALIFORNIA

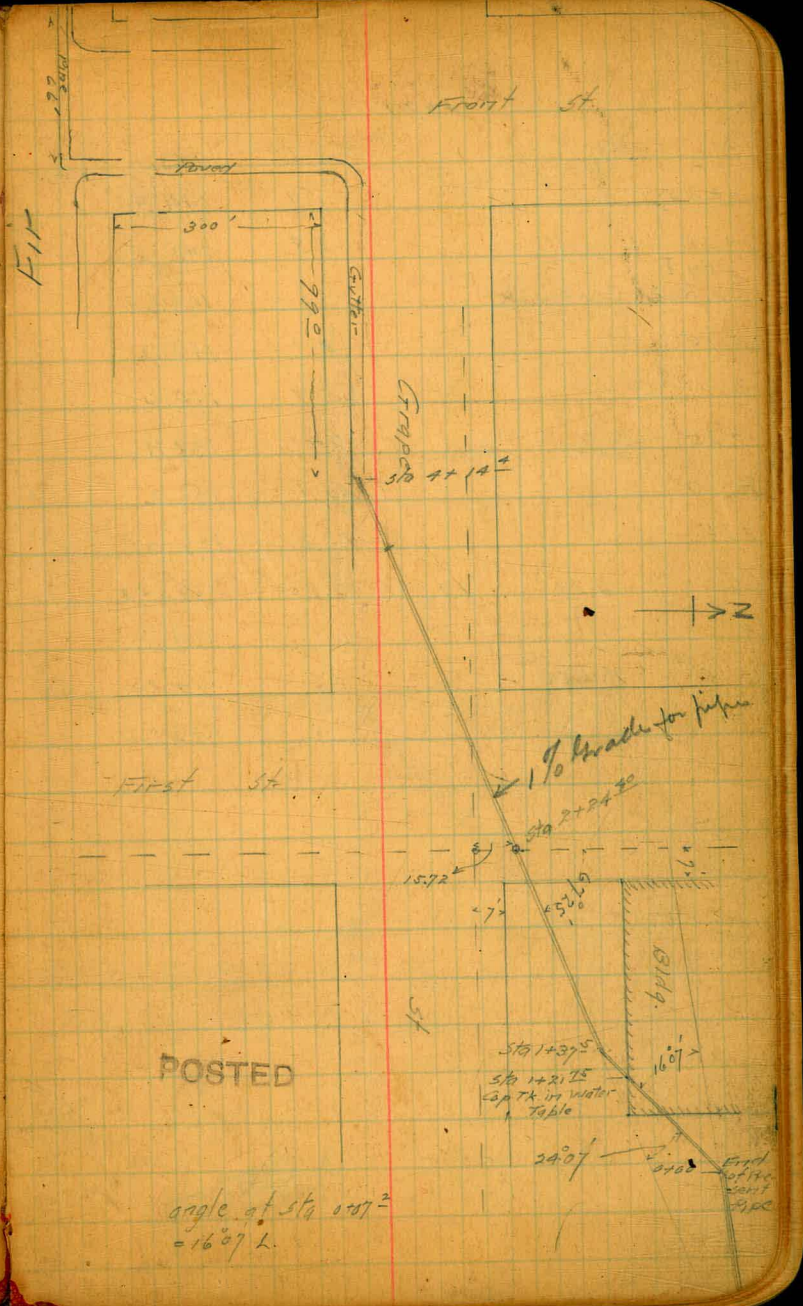
*FROM
LORING'S BOOK STORE
SAN DIEGO, CAL.*

6
7
0
8
0
8
0
5
7
4
2.5
4.5

ENGINEERING DEPARTMENT
CITY OF SAN DIEGO
TRANSIT BOOK
No. _____
MANUFACTURED BY
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SAN FRANCISCO AND SACRAMENTO
CALIFORNIA

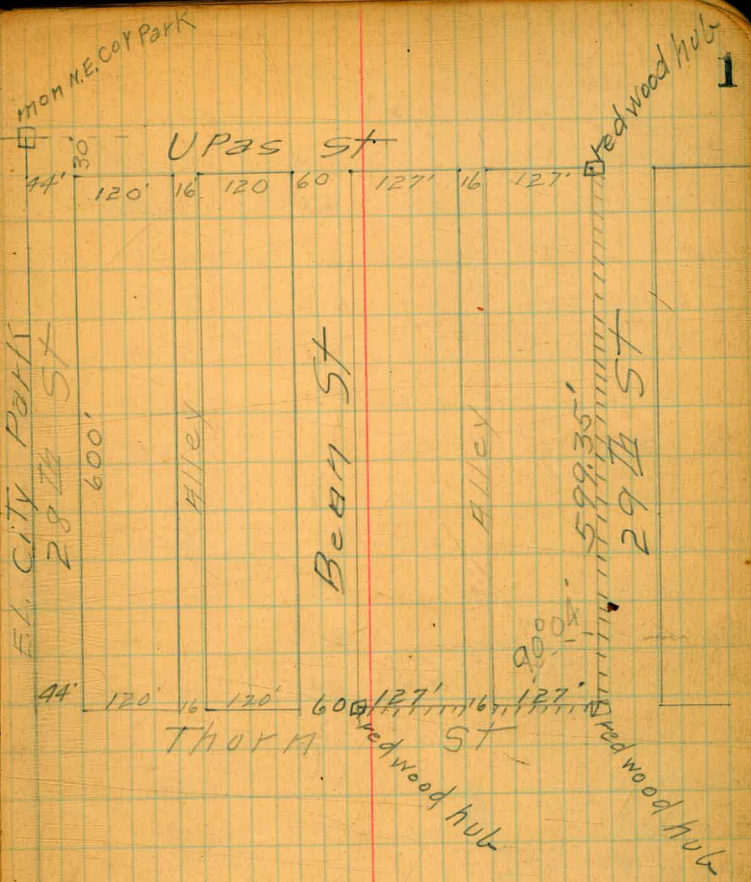
H. S. B.M.'s

16 th	NE	35.450
17	NW	37.477
18	NE	50.905
19	NW	67.329
20	SW	84.012
21	NW	101.900
22	"	114.929
24	"	127.943
25	"	156.951



14627

3		3.1	143.2
+25		1.9	144.4
+50		2.8	143.5
+57 I			
Top Rail Car track		29.2	143.35
+75		4.1	142.2
3		5.7	140.6
+25		7.9	138.9
+50		10.1	136.2
+75		13.3	133.0
TP	2.39	135.81	12.85
			132.42
"		6.1	129.7
+14.4	gutter	8.6	127.2
"	curb-	7.5	128.3



Survey of N.L. THORN ST
 Bean to 29th & of N.L. 29th
 THORN to UPAS.

30/22

9/25/08

POSTED

Dunkle
 Shaw
 Thomas.

Cross Section of Maryland St from No. line

Meade 1/2 100' So. of So. line Meade $\frac{2}{3}$ } Dours
 To determine amount of dirt dumped in sb. $\frac{58}{98}$ } Dawson
 Williams
 NW 1/4 1st Md. 2

0.91 346.29 345.38 0.91

6.37 341.41 11.25 335.04

N. Meade

L 24 339.0

Cl 30 338.4

2 4.2 337.2

C 4.5 336.9

2 5.3 336.1

Cl 6.0 335.4

N 6.6 334.8

No. Cl

N 7.6 333.8

Cl 6.6 334.8

2 6.2 335.1

C 5.4 336.0

2 5.1 336.3

Cl 4.4 337.0

E 5.6 335.8

T.P.

L 7.0 334.4

Cl 5.6 335.8

2 5.7 335.7

2 6.1 335.3

2 7.0 334.4

Cl 7.2 334.1

N 8.2 333.2

POSTED

$\frac{1}{4}$

W	9.4	332.0
cl	7.8	333.6
$\frac{1}{2}$	6.8	334.6
C	6.2	335.2
$\frac{3}{4}$	5.6	335.8
cl	6.0	335.4
E	7.3	334.1
	C	
E	6.8	334.6
cl	6.2	335.2
$\frac{1}{2}$	5.5	335.9
C	5.2	336.2
$\frac{3}{4}$	5.4	336.0
cl	6.8	334.6
+7	8.4	333.0
W	9.1	332.3
	$\frac{1}{4}$	
8° W - Tie Slope	10.4	331.0
W	8.2	333.2
+6	5.8	335.6
cl	4.2	337.2
$\frac{3}{4}$	4.0	337.4
C	3.6	337.8
$\frac{1}{4}$	4.3	337.1

+5	5.4	335.6
cl	6.4	335.0
E	7.2	334.2
	So Cl.	
E	7.7	333.7
cl	5.5	335.9
$\frac{1}{4}$	3.7	337.7
C	2.8	338.6
$\frac{1}{2}$	2.8	338.6
cl	2.3	339.1
W	6.5	334.9
8° W Tie	11.4	330.0
	S. L. Needs	
5° W Tie	10.6	330.8
W	9.4	332.0
cl	2.6	338.8
$\frac{1}{4}$	2.4	339.0
C	2.7	338.5
$\frac{1}{2}$	2.7	338.7
+10	3.0	338.4
cl	3.9	337.5
E	4.9	334.5

341.41

25' 50' Meade

4 E - Top Slope	8.1	333.3
E	6.7	335.7
+4	3.3	338.1
Cl	2.3	339.1
2	1.1	340.3
0	1.0	340.4
1/2	1.0	340.4
Cl	1.7	339.7
+6	4.7	336.7
W	10.1	331.3
3 W Top Slope	12.1	329.3
T.P. 958	344.62	1.37
	50' 50"	335.02
5' W - Top Slope	16.6	328.0
W	13.7	330.9
Cl	4.0	340.6
+3	2.9	341.5
1/2	3.3	341.3
U	2.6	342.0
1/4	2.5	342.1
Cl	2.5	342.1
+6	4.7	337.9
E	9.7	334.9
1 E - Top Slope	12.5	332.1

$$\frac{9}{28} \left\{ \begin{array}{l} \text{Dress} \\ \text{Dresses} \\ \text{W. Name} \end{array} \right.$$

344.6

68' 50"

4

2 E Top Slope	12.6	332.0
E	12.0	332.6
Cl	4.4	340.2
+7	1.6	343.0
1/2	1.3	343.3
U	1.6	343.0
1/2	3.6	341.0
Cl	8.2	336.4
W - Top Slope	16.8	327.8
	75' 50"	
W	16.9	327.7
+4	16.9	327.7
Cl	12.0	332.6
1/2	7.2	337.4
U	4.3	340.3
1/2	4.5	340.1
Cl	6.8	337.8
+11	12.0	332.6
E	12.6	332.0
+3 - Top Slope	13.3	331.3
T.P. 3.26	337.75	10.13
		334.47

POSTED

337.75

85' S. Meade

5

E - Top slope	7.3	330.5
Ch	3.8	334.0
$\frac{1}{2}$	3.0	334.8
C	4.2	333.6
$\frac{1}{2}$	6.2	331.6
Ch - Top slope	9.7	328.1
W	11.0	326.8

+95

W	11.5	326.3
Ch	10.4	327.4
$\frac{1}{2}$	10.2	327.6
C	9.1	328.7
$\frac{1}{2}$	7.1	330.7
Ch	8.7	329.1
E	7.6	330.2

+100

E	8.2	329.6
Ch	9.3	328.5
$\frac{1}{2}$	9.6	328.3
C	9.6	328.2
$\frac{1}{2}$	10.5	327.3
Ch	10.8	327.0
W	11.5	326.3

Cross Section of Maryland St. from S^o/₄ of Van Buren
to 45' S^o of S^o line of Van Buren to determine amount
of dirt dumped in St.

85
0.73

81 | Davis
82 | Williams
83 | Deacon
84

306.73

306.00 B.M. Ch stake at N. E. Cor. Md. and Van Buren

S^o/₄ Van Buren

E	2.2	304.5
Ch	2.9	303.8
$\frac{1}{2}$	3.5	303.2
C	3.9	302.8
$\frac{1}{2}$	4.1	302.6
Ch	5.8	300.9
W	8.6	298.1

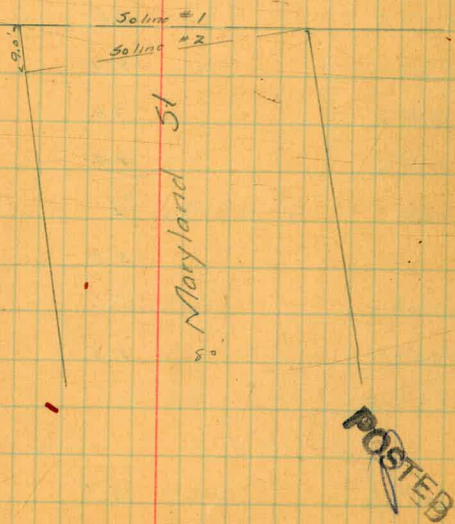
S^o Ch.

10' W	14.2	292.5
W	11.7	295.0
Ch	7.9	298.8
$\frac{1}{2}$	4.8	301.9
C	3.9	302.8
$\frac{1}{2}$	3.8	302.8
Ch	3.7	303.0
E	3.4	303.3

7' S^o of Ch

E	3.5	303.2
Ch	4.1	302.6
$\frac{1}{2}$	4.1	302.6
C	3.2	303.5
$\frac{1}{2}$	5.6	301.1

Van Buren Ave.



306.73

7'50" of Cl

W Cl	9.7	307.0
W.	13.8	393.9

5' line Van Buren #1

E	3.8	302.9
Cl	4.9	301.8
$\frac{1}{4}$	5.9	300.8
C	6.0	300.7
$\frac{1}{2}$	8.9	297.8
Cl	12.7	294.0

5' line Van Buren #2

$\frac{1}{2}$ E	3.8	302.9
C Cl	5.4	301.3
$\frac{1}{4}$	7.0	299.7
C	9.9	295.8

8'30" of SL #2

W E	4.8	301.9
+10	5.6	301.1
Cl	8.5	298.2
C	13.0	293.7

25'5."

E	5.7	301.0
+8	6.6	300.1
Cl	10.7	296.0

45'50"

E	6.8	299.9	
+6	8.7	298.0	
Cl	12.2	294.5	
TP 0.41	295.13	12.01	294.72

7'50" of Cl

15 W of W.L.	5.1	290.0
--------------	-----	-------

5' line Van B #1

20 W of W.L.	7.7	287.4
W.L.	3.9	291.2

5' line Van B #2

25 W of W.L.	12.9	282.2
W.L.	6.5	288.6
Cl	4.1	291.0
+9	3.9	291.2
W $\frac{1}{2}$	1.7	293.4

8'50"

W.L.	9.5	285.6
Cl	1.6	286.5
$\frac{1}{2}$	6.4	288.7

25'50"

E $\frac{1}{2}$	7.6	287.5
Cl	11.5	283.6

45'50"

E $\frac{1}{2}$	5.1	289.4
Cl	11.2	283.9

295.13

T.P. 0.20

13.06

8' 50" of S.L. #2

30' W. of W.L.

4.6

290.5

25' 50"

35' W. of W.L.

13.3

281.8

W.L.

5.7

289.4

Cl

4.5

290.6

W 4

2.6

292.5

45' 50"

W 7

4.7

290.4

Cl

9.7

285.4

W.

14.6

280.5

20' W. of W.L.

15.6

279.5

40 " " "

19.3

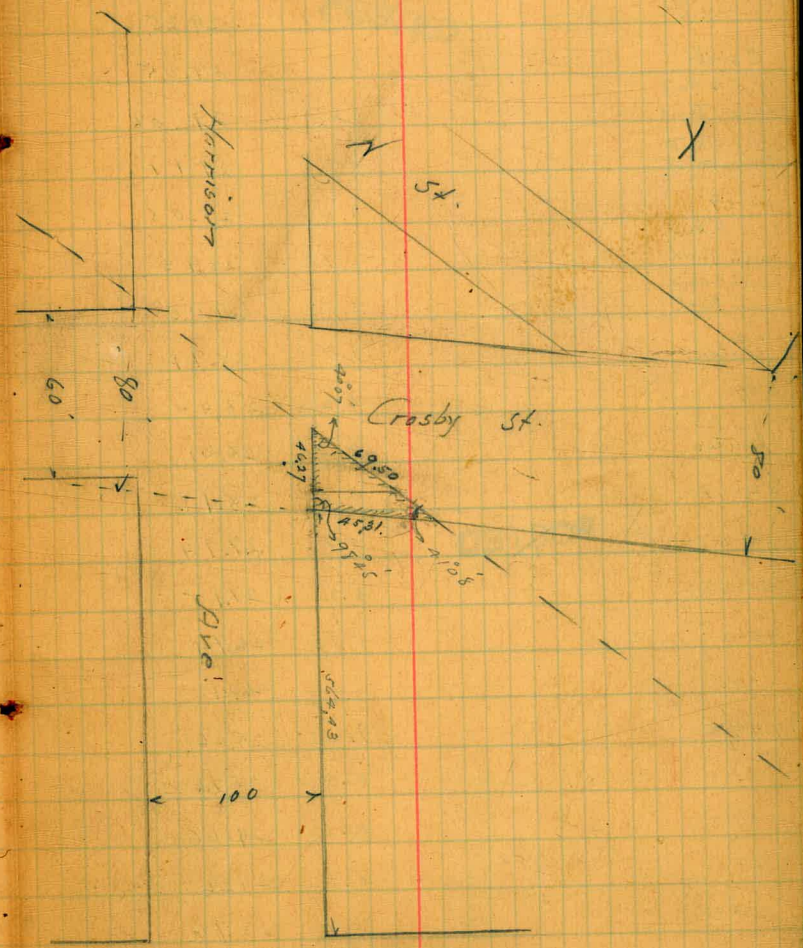
276.8

POSTED

12 Hater
7 Moore
58 Drazil

Survey of land to be obtained for
opening Crosby St. from Harrison Ave
to N St.

POSTED



Dewey. POSTED

LINE LEVELS on Gutter on

4th FROM North LINE F. south

10

S.W. Cor
4th & F.

B.M.	1.03	32.66	28.63
N. LINE F.		3.41	29.25
Curb		3.61	29.05
15.5 N Rail Inner track		3.60	29.06
22.1 S Rail Inner track		3.55	29.11
0+27		3.61	29.05
30.3 N. Rail South track		3.73	28.93
36.4 S Rail South track		3.66	29.00
0+40 Center		3.75	28.91
C 5/4		4.22	28.44
1 S curb LINE Butler		4.45	28.21
G S LINE		4.5	28.16
F 25 S		4.92	27.74
L 50 S		5.51	27.15
75 S		5.92	26.74
8 1+00		6.45	26.21
N 1+25		7.0	25.66
1+50		7.4	25.26
C 1+75		8.0	24.66
2+00		8.4	24.26
C 2+25		8.9	23.76
2+50		9.48	23.18

~~POSTED~~

~~POSTED~~

01

H. J

2+75

3266

9.96

22.70

3+00

10.53

22.16

11

18 1/2
 8 1/2
 03 Dec 1908

Drain at 1st and Grape

~~POSTED~~

SE 1st grape

2+	1371.	29.5	146.98	199.0	
31		0.01	138.68	8.31	139.67
	End of 12" Cement Pipe under 22	6.90			131.77
		0.43	144.43		144.0
		0.16	131.83	12.76	131.67
		0.96	119.72	13.07	118.76
	Top of Pipe on S. side Grape	10.85			108.87
	" " Cork on E side Front 100' E of Grape	10.82			108.93
	Ground elev. at property line on E side Front 100' E of Grape.	13.80			105.9
	T.P.	6.23	138.01		131.78
	0+00			6.4	131.80
	0+05			8.9	127.1
	0+47			10.5	127.5
	0+65			6.4	131.6
	0+75			6.2	131.8
	0+94			1.2	133.8
	1+20 Top of Footing of wall under Bldg.			1.8	
	T.P.	9.03	146.27	1.07	136.94
	1+21 75			5.0	141.3
	1+37 5 L 340' of R.			4.8	141.5
	+50			4.6	141.7
	+75			4.5	141.8

75' E of Front St

grade

12 Hatch Levels on Curbs on H St.
 3 Moore
 55 Denial from 25th - 16th

25th H.

BTM NW 2.35 157.30 156.95

WL 25th

50

Note: from 100' W of 25 to 275' W
 on North old curb is 8" North and higher
 than the adjoining curb and has 30"
 Cement gutter, 10" curb face.

100

150

200

T.P. 1.45 145.67 139.8 144.22

250

300

350

400

450

500

T.P. 0.55 133.89 123.3 133.34

550

600

EL 24th

WL "

50

100

150

T.P. 1.03 122.49 124.3 121.46

200

250

5

N

13

4

2.36 154.94 0.41

4.70 152.60 2.66

7.04 150.26 2.98

9.36 147.94 7.10

11.70 145.60 9.40

13.7 143.30 0.06

17.3 140.94 2.52

7.16 142.51 1.85

9.40 136.27 7.18

11.73 133.94 9.46

11.72

2.32 131.57

4.62 129.27 2.20

6.91 126.98 4.55

8.46 125.43 5.97

127.92

10.68 7.97

12.30 9.87

11.79

3.54

1.58

1.74

POSTED

POSTED

12 Hatch
10 Moore
18 Dezuel

122.49

250

300

350

402⁵ EL 22¹

WL 1

BM - 0.22

115.15

114.929

50

100

150

200 - EL 21¹

T.P. 0.55

103.59

12.11

103.04

WL 21¹

50

100

150

POSTED

T.P. 0.32

91.77

12.14

91.45

150

200 - EL 20¹

WL 20¹

50

100

T.P. 0.39

79.41

12.75

79.02

100

150

5

N

14

5.48

2.92

6.54

4.17

7.55

5.48

8.40

6.54

9.58

13.71

7.54

7.61

114.95 114.929

4.68

2.86

7.21

5.25

9.72

7.75

12.25 Return

12.10

10.22

3.71

16.0 Return

17.2

6.91

4.69

10.28

7.73

10.65

1.65

1.35 Return

4.80

7.76 Return

8.01

11.50

15.5 Return

1.89

4.71 Return

5.40

9.28

13.24

87.06

86.37

3.14

3.71

7.35

3.56

79.41
 200 = EL. 19th
 T.P. 0.90 68.00 12.31 67.10
 W.L. 19th
 50'
 100'
 150'

T.P. 0.35 55.35 13.06 53.00
 150'
 200 = EL. 18th
 W.L. 18th

50
 100
 150
 T.P. 2.21 44.57 12.99 42.36

200 = EL. 17th
 W.L. 17th
 50
 100
 150
 200 = EL. 16th

POSTED

1203 Return
 11.96 10.02
 364
 633 0.60 Return
 986 0.67
 4.81
 8.90
 12.98

0.89
 4.57 4.47
 5.38 5.40 Return
 5.46
 8.07 8.08
 10.67 10.67
 13.20 13.29

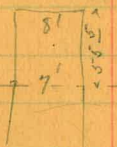
POSTED

5.13 5.15
 7.12 7.12 37.45
 7.70 7.62
 8.21 8.08
 8.67 8.60
 9.16 9.13 35.44 35.45
 9.12 9.12

B7M

Survey of E.L. Pl. 1138
P. 16-18

Magnetic bearing of Blk line of Eastern Adelt
Adelt is N 143° E



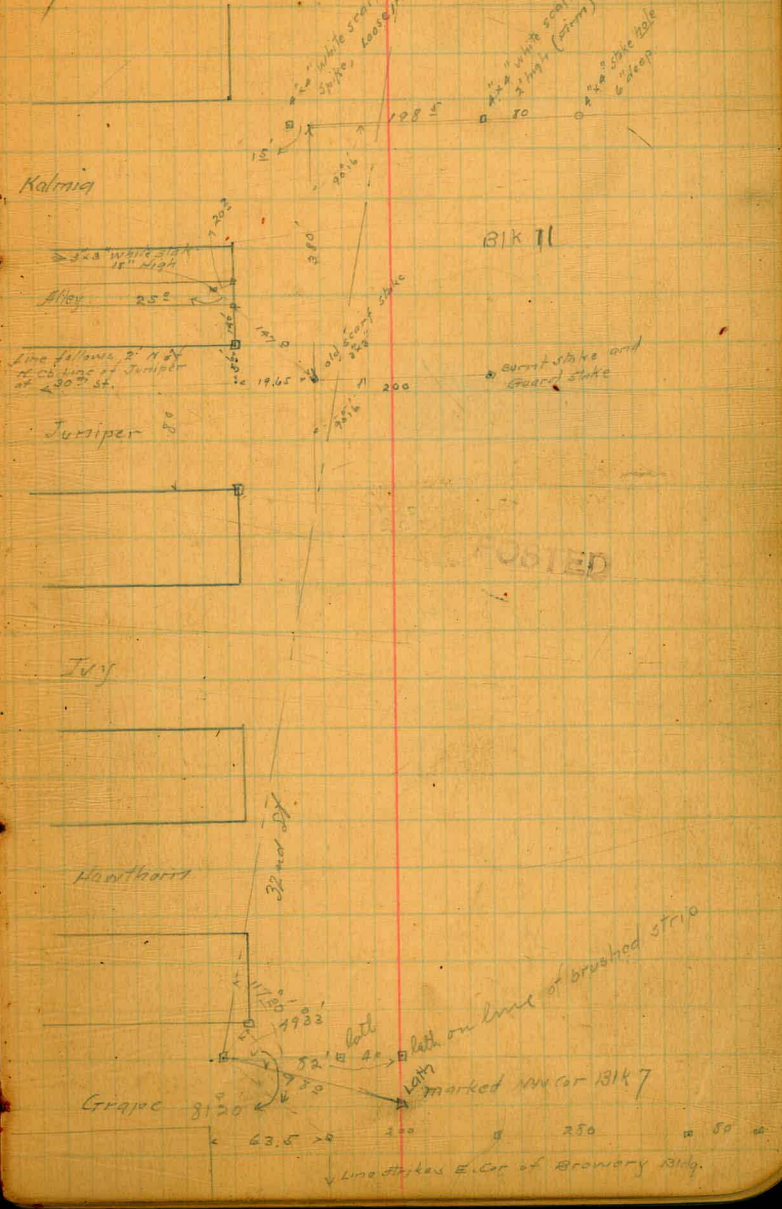
Running South
Blk line of Eastern Adelt
angles at NW cor Blk 7
1° 01' to the East

POSTED

3
15, 16
09

Hatch
Mound
Dezul

16



Blk Cos. A B 202

684
566
2

SpK

B 302

330

1128

1131

1127

1137

Nutmeg st

460 ft North
330 West
332

332

9016

2x2 scarf stake
pulled out

200

Blk B

200

Blk B

Nutmeg

450

Blk A

distinct old brushed line

Maple

2x2 scarf stake
pulled out

Blk B

2x2 stake hole

Laurel

Kalmia

0.65
80
1.2
to 2x2 scarf stake
to 2x2 scarf stake
to 2x2 scarf stake

Survey of NE Cor PL 1151

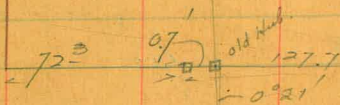
P 19-21

White Stake
probably NE Cor PL 1140

POSTED

Hub and white stake
marked SW 1/4 cor

140



Wheatons Hub 0.85

0.79

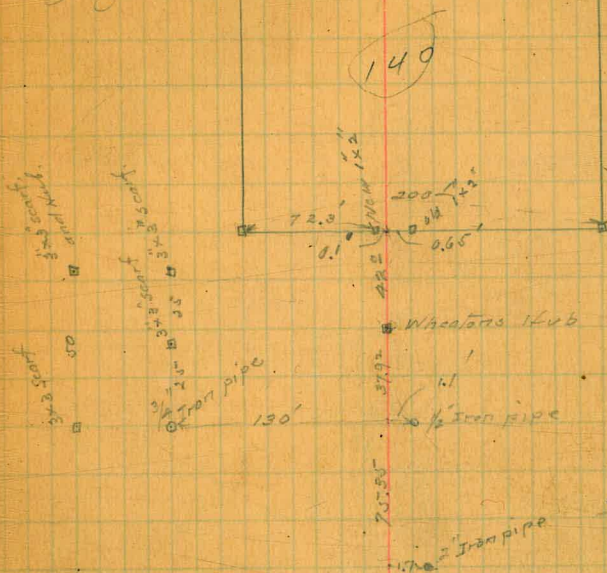
0.02

located cor
finally at wheatons
cor.

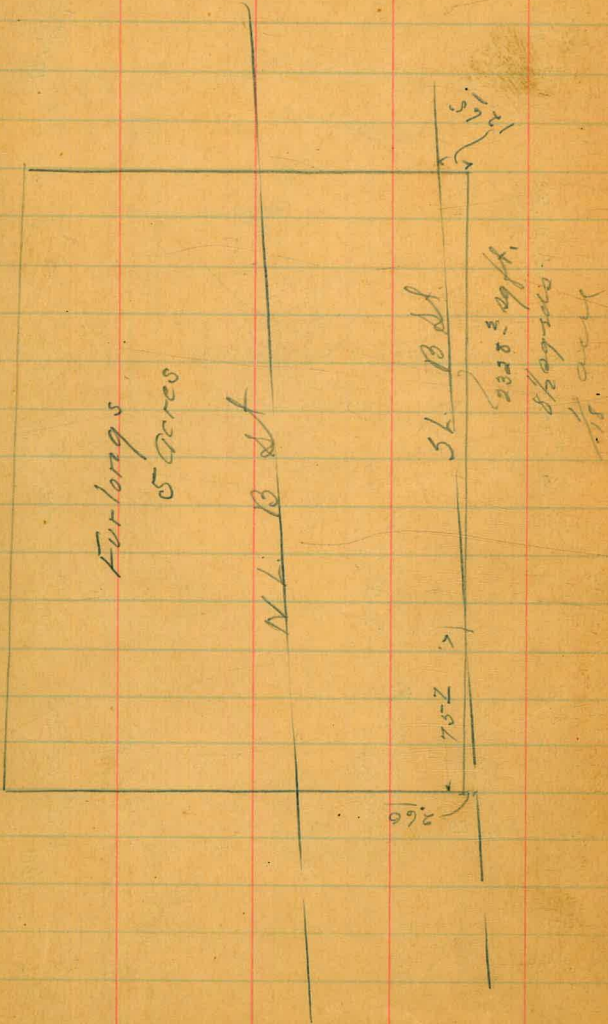
Hatch
Moor
Loguel

2
17-26
09.

19



Iron pipe SE PL 1151



Curb elevations on 1st St - I to Laurel $\frac{1}{2}$ Davis
 $\frac{6}{09}$ Churchman

	POSTED	11.93 B.M. SW 1st St
W.C. 1st 37' 50" of I	8.05	7.13
SW I - 1st St side	7.17	8.01
" " I - I " "	7.18	8.00
	H.I. 4.87 16.80	11.93
SW 1st H - 1st St side	4.87	11.91
SE " " " " "	5.39	11.41
NE " " " " "	5.23	11.47
N.W. " " " " "	4.87	11.93
Note - wooden curb on W. side of St from No. line H to 50' S. of G.		
	H.I. 4.14 18.62	11.93 B.M. SW 1st St
SW 1st G - 1st St side	4.12	14.50
SW " " G " "	4.13	14.49
SE " " 1st " "	5.18	13.44
SE " " G " "	5.20	13.42
NE " " G " "	5.17	13.45
NE " " 1st " "	5.15	13.47
N.W. " " 1st " "	4.14	14.48
N.W. " " G " "	4.16	14.46
	5.15 22.07	16.92 B.M. SW 1st St
SW 1st F - 1st St side	5.14	16.93
" " " 1st " "	5.13	16.74
N.W. 1st F - 1st St side	4.03	17.14
N.W. 1st " " 1st " "	4.10	17.97

	22.07	
NE 1st F - 1st St side	4.08	17.99
" " " " F " "	4.11	17.96
Note - Old bitumen return without curb at S.E. Cor. F St and bitumen walk and wooden curb for 100' - 50.		
	H.I. 5.80 30.34	24.54 B.M. SW 1st St
SW 1st E - 1st St side	5.80	24.54
" " " " 1st " "	5.80	24.54
SE " " 1st " "	4.89	25.45
" " " " E " "	4.88	25.46
NE " " E " "	3.84	26.50
" " " " 1st " "	3.90	26.42
N.W. " " 1st " "	4.91	25.43
N.W. " " E " "	4.91	25.43
Note - N.W. & NE returns of E. Store bitumen with concrete curbs		
Running north from N.W. Cor. E there is 100' of wood curb and bitumen walk		
" " " " NE " " " " " " " " " "		
	H.I. 5.91 37.46	31.55 B.M. SW 1st St
SW 1st D - 1st St side	6.05	31.41
SE " " " " " "	4.56	32.90
NE " " " " " "	3.96	33.50
N.W. " " " " " "	5.17	32.29
Note There is 250' of wood curb on W. side of St beginning at D St running north.		

E. Davis
12) Williams
09) Christman.

	5.21	H.I. 40.16	34.95 N.W. C
N.W. 1st & C - 1st side	5.21		34.95
N.E. " " " " " "	4.20		35.96
S.E. " " " " " "	4.31		35.85
S.W. " " " " " "	5.23		34.93

Note - Running south from S.E. Cor B of St there is 100' of wood curb - Curb is out on amount of tree from 18' 50' of S.W. Cor B to 22' 50' - 8' of curb will have to be laid.

	5.66	42.59	36.93 B.M. S.W. B
S.W. 1 x B - B of side	5.68		36.91
" " " " 1st " "	5.62		36.97
S.E. " " 1st " "	5.19		37.40
" " " " B " "	5.16		37.43

Note - Return at N.E. cor B covered - could get no elevations

No return at N.W. Cor B, Wood curb and bitumen walk running

North from N.W. Cor. From 111 to 130 of S.E. cor A - Curb is not in. Curb bet (S.E. cor. Y place where curb is out is in bad shape - Trees)

	5.69	53.66	47.97 B.M. SWA
S.W. Cor A - 1st St side	5.75		47.91
S.W. " " A " "	5.68		47.98
S.E. " " 1st " "	5.71		47.92
" " " " A " "	5.67		47.99
N.E. " " A " "	3.70		48.96
" " " " 1st " "	3.67		49.99
N.W. " " 1st " "	4.10		49.56
" " " " A " "	4.20		49.46

Note Skeleton return and wood curb at N.W. Cor A on St. 150' of wood curb running north from N.W. Cor then there is 50' of curb on St - then 100' of wood curb. Return at S.W. Cor of 1st St. Ash is bitumen with wood curb - Practically worn out. There is 100' of wood curb on E side of St running S. from S.E. Cor of St. Wood curb around return at N.W. Cor Ash.

	5.38	64.33	57.95 B.M.
N.W. Ash - Ash St side	5.20		57.93
" " " " 1st " "	5.39		57.92
N.E. " " - 1st " "	3.77		59.56
" " " " Ash " "	3.85		59.48
S.E. " " Ash " "	4.82		58.49
" " " " 1st " "	4.89		58.44

Note - Wood curb on W side of St bet Ash and Beech except 50' of joining

	4.67	H.I. 67.62	62.95 B.M.
Beech St			
N.W. Beech - Beech St side	4.68		62.94
" " " " 1st " "	4.63		62.92
N.E. " " " " " "	3.61		64.01
N.E. " " Beech " "	3.61		64.01
S.E. " " " " " "	4.64		62.98
S.E. " " 1st " "	4.65		62.97
S.W. " " " " " "	5.68		61.94
S.W. " " Beech " "	5.67		61.95

Note Commencing at 50' No. of N.W. Cor. Branch there is 150' of
Wood curb.

	MI		
6.29	74.19	6790	Brk. down Cedar
N.W. Cedar - Cedar St. side	6.29	67.90	
" " 1st " "	6.24	67.95	
S.E. " 1st " "	4.26	69.93	
N.E. " Cedar " "	4.22	69.97	
S.E. " Cedar " "	4.20	69.99	
S.E. " 1st " "	4.23	69.96	
S.W. " 1st " "	6.16	68.03	
S.W. " Cedar " "	6.20	67.99	

Note From 50' No. of N.W. Cor. Cedar to 150' No. there is wood curb.

From 150' " N.E. " " " 200' " " " " "	MI		
2.85	89.28	84.13	811
N.W. Date - 1st St. side	4.86	84.42	
" " Date " "	4.94	84.34	
S.W. " " " "	6.92	82.86	
S.W. " 1st " "	6.98	82.30	
S.E. " 1st " "	5.42	83.86	
" " Date " "	5.45	83.83	
N.E. " " " "	2.45	86.83	
" " 1st " "	2.39	86.89	

Note - Curb is bulged out and hollow from 47' No. of N.E. Cor. Date to 66' No.

Wood curb from 50' No. of N.W. Cor. Date to 200' No.

Wood curb from 100' No. of N.E. Cor. Date to 200' No.

Wood Curb around bitumen between Return and running 33' S. from S.E. Cor. Elm.

	MI		
2.00	114.79		112.93 Brk.
N.E. Elm 1st St. side	2.08	112.91	
" " Elm " "	2.08	112.91	
S.W. " 1st " "	8.04	106.95	
" " Elm " "	8.04	106.95	
N.W. " Elm " "	5.09	109.90	
" " 1st " "	5.00	109.99	
	MI		
0.88	138.35		137.47 Brk.
N.E. Fir 1st St. side	0.84	137.46	
" " Fir " "	1.03	137.32	
S.E. " " " "	4.43	133.92	
" " 1st " "	4.41	133.94	
S.W. " " " "	7.46	130.89	
" " Fir " "	7.42	130.93	
N.W. " " " "	4.39	135.96	
" " 1st " "	4.42	133.91	
	MI		
9.20	140.67		137.47
N.E. Fir - 0400	9.21	137.46	
0450	6.54	140.13	
7400	3.99	142.68	

146.67

1732	2.40	144.27
+30	1.95	144.72
+99-50	1.22	145.45
+99-N	1.69	144.98
2160	2.25	144.42
3400 S.E. Car Grape 1 st St side	2.69	143.98
S.E. Car Grape Grape St side	2.67	144.00
N.E. " " " "	2.69	143.98
" " " " 1 st " "	2.56	144.11
N.W. " " 1 st " "	5.72	140.95
" " " " Grape " "	5.72	140.95
S.W. " " " " "	6.09	140.58
S.W. " " 1 st " "	5.76	140.91
Note - Return of S.W. Grape is not completed + it cut out in Grape St side.		
3.88	168.38	164.50 B.M.
N.W. Haw. Haw. St side	3.88	164.50
" " " 1 st " "	3.85	164.50
S.W. " Haw. " "	6.90	161.48
" " " 1 st " "	6.88	161.50
S.E. " 1 st " "	3.89	164.49
" " " Haw. " "	3.88	164.50
NE " " " "	0.85	167.53
" " " 1 st " "	0.88	167.58

PO. 27

26

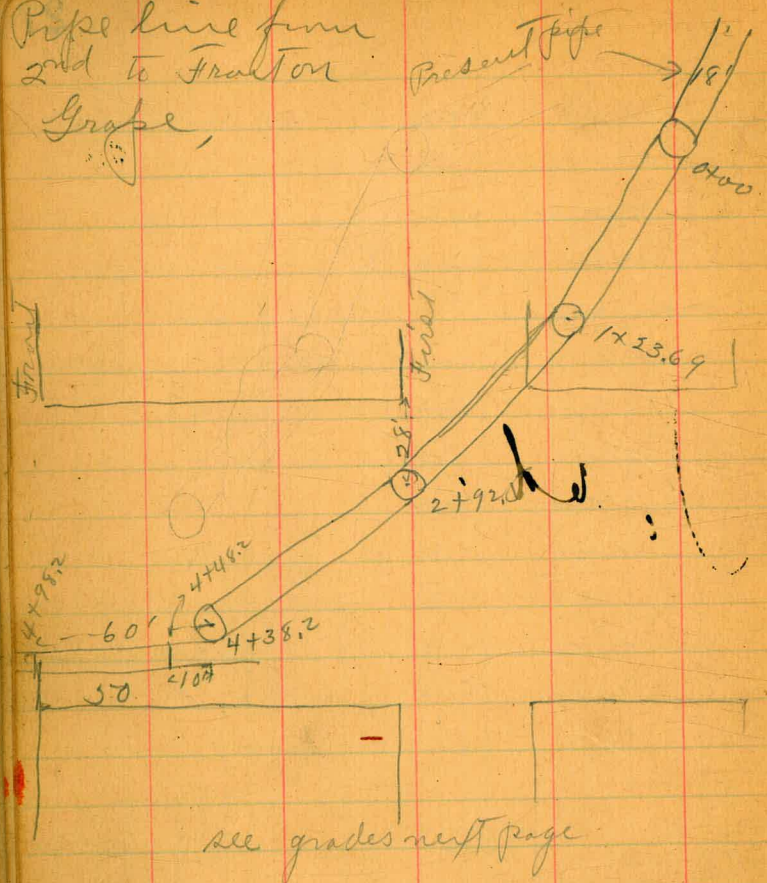
Note - from 100' No of N.E. Car Hawthorn to 150' No West curb.		
2.37	192.38	188.01 B.M.
N.W. Ny. 1 st St side	4.38	188.00
" " " Ny " "	4.45	187.93
S.W. " " " "	6.40	185.98
" " " 1 st " "	6.56	186.02
S.E. " " " "	3.44	188.94
" " " Ny " "	3.41	188.97
N.E. " " " "	1.43	190.95
" " " 1 st " "	1.39	190.99
2.97	204.27	200.90 B.M.
N.W. Juniper - J - st side	3.98	200.89
" " " 1 st " "	3.94	200.93
S.W. " " J " "	5.95	198.92
" " " 1 st " "	5.95	198.92
S.E. " " " "	3.96	200.91
" " " J " "	3.92	200.95
N.E. " " " "	1.97	202.95
" " " 1 st " "	1.98	202.97
4.64	216.15	211.51 B.M.
N.W. Kalmia - 1 st St side	4.67	211.48
" " " K - " "	4.74	211.41
S.W. " " " "	6.73	209.42
" " " " " "	6.74	209.41

1-17
216.15

S.E. Kad.	1st St side	5.22	210.93
" " "	K " "	5.18	210.97
N.E. "	K " "	3.20	212.95
" " "	1st " "	3.23	212.92
	6.10	228.10	222.00 B177 /
N.W. Laurel	1st St side	6.17	221.98
" " "	L " "	6.13	221.97
S.W. "	L " "	7.14	220.96
" " "	1st " "	7.18	220.92
S.E. "	1st " "	5.19	222.91
" " "	L " "	5.19	222.91
N.E. "	L " "	4.12	223.98
" " "	1st " "	4.18	223.72

POSTED

Pipe line from
2nd to Fraughton
Grave,



Nov. 9/09

Childs
Barber 28
Evans
Taylor

Plotted.

Nov. 9/09

Schultz
Barber
Taylor
Evans 29

Sta		H.L.	Rod	Sum	Grade	cut.
0+00	at. old pipe	141.61	10.38	131.23	131.25	0.0
+50			9.17	132.44	130.69	1.75
+81		147.13	12.54	134.59	130.35	4.24
1+23.69	angle		5.54	141.59	129.89	11.70
+50			5.15	141.99	129.60	12.39
+75			3.85	143.28	129.32	13.96
2+00			1.94	145.19	129.05	16.14
+25			3.78	143.35	128.77	14.58
+50			3.94	143.19	128.50	14.69
+75			5.80	141.33	128.22	13.11
+92.5	angle		6.43	140.70	128.00	12.70
3+25			9.69	137.44	126.36	11.08
+50		135.80	1.38	134.42	125.10	9.32
+75			4.54	131.26	123.84	7.42
4+00			8.14	127.66	122.59	5.07
+38.2	angle		11.53	124.27	120.67	3.60
+48.2			12.80	123.00	120.17	1.83
+98.2	End this front				116.00	

11.67
135.46 J.R.
03#
135.80

134.59
7.02
141.61

1/2 Hatch
6 Ave
10 Thomas

Sta 1469+62.5 = Intersection of 3° Curve with
NE Line of City

141.7 From Intersection Pt to Man. on North
26°09' Between NE Line of city and tangent to
Curve at Intersection.

1209+83.5^{17R} E.C. to Intersection with S. Line Pl 1340
= 1550¹⁵ 1, Intersection Station = 1425+33.5

50°09' Angle between S.L. 1340 and ϕ Rq.

Staking Intercept to S.E. Cor. = 10.20 (check)

Set stake on R of W. on west side of line

130.25' from Intersection

13.50' Angle between tangent to E. R of W Line and
NE Line 1340

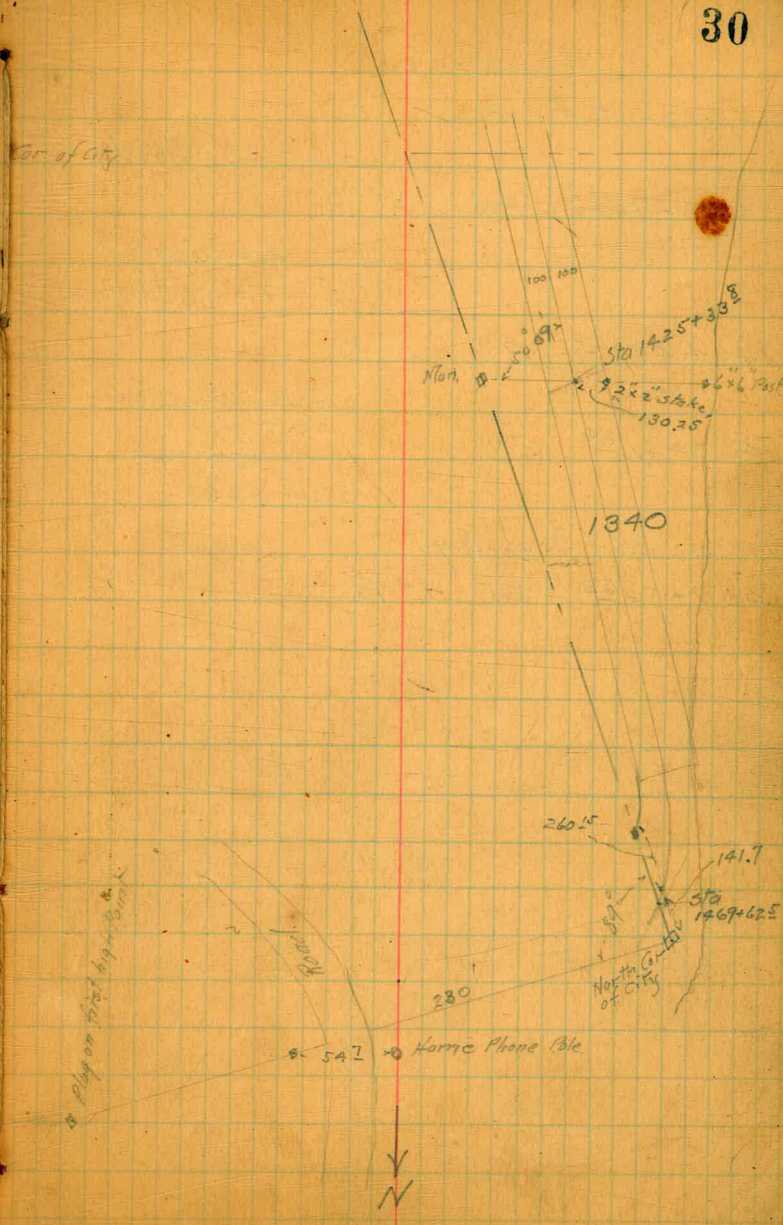
260¹⁵ Dist between intersections of ϕ and E Line
with City Line

225' Angle From Pt. opposite and 100' E.
of ϕ to intersection of E Line and
City Line, Dist between Pls = 433²⁰

53.6' N. Cor. City to Pt on W. Line

68°20' Angle NE Line 1340 to Pt on W. Line

30



Alignment

1472+92⁸⁷ ES.1470+94⁸⁷ EC 3° R.6-33' chords
 $\Delta = 3^{\circ}20'$ $\Delta = 26^{\circ}04'20''$

ST = 523.61 inc Spiral.

1464+59⁰⁵ BC 3° R.1462+61⁰⁴ BS

6-33' chords

 $\Delta = 3^{\circ}26'$

1°16' Total Def.

2°14' Back "

1452 Blvd crossing.

1409+83⁶³ EC 1° R.

4 Nalst
21 Mord
70 Thomas

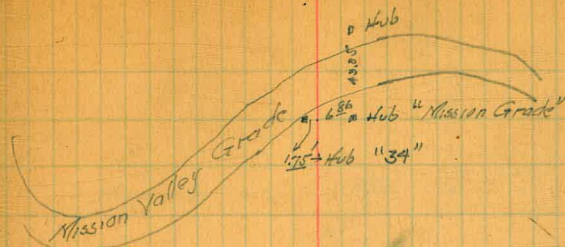
K. H. Carling

	N	S	N	S
			1	
Cr. 9y EL 10"	613 [✓]	633 [✓]	19.6	19.40
50	563 [✓]	573 [✓]	20.1	19.40
100	513 [✓]	523 [✓]	20.6	20.40
150	463 [✓]	473 [✓]	21.1	20.90
200 = WL 11"	520 [✓] 413 [✓]	488 [✓]	21.6	21.40
50	480 [✓] 2650	533 [✓]	21.47	21.27
100	545 [✓]		21.35	21.15
150	558 [✓]		21.22	21.03
200 = WL 12"	570 [✓]		21.10	20.90
Cr.	640 [✓]		20.40	20.10
EL, 12"	710 [✓]		19.70	19.30
50			17.57	17.50
100			16.05	15.70
150			14.22	
200 = WL 13"	667		12.40	

EL

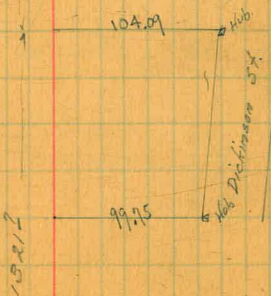
5/ Hatch
18/ Moore
11/ Hall

Sketch of a straight line
between Pueblo car's at
County Hospital and at 6th St.
produced to an intersection
with Maryland St.



33

Hub and guard "6th St Johnson"
Pueblo car on 6th St.



Pueblo Car near County Hospital

Maude Ave

13' Range line 217

7822

9022

Van Buren Ave

13' Range line

Maryland St

36" Hub and 3"x3" Guard Stake - white

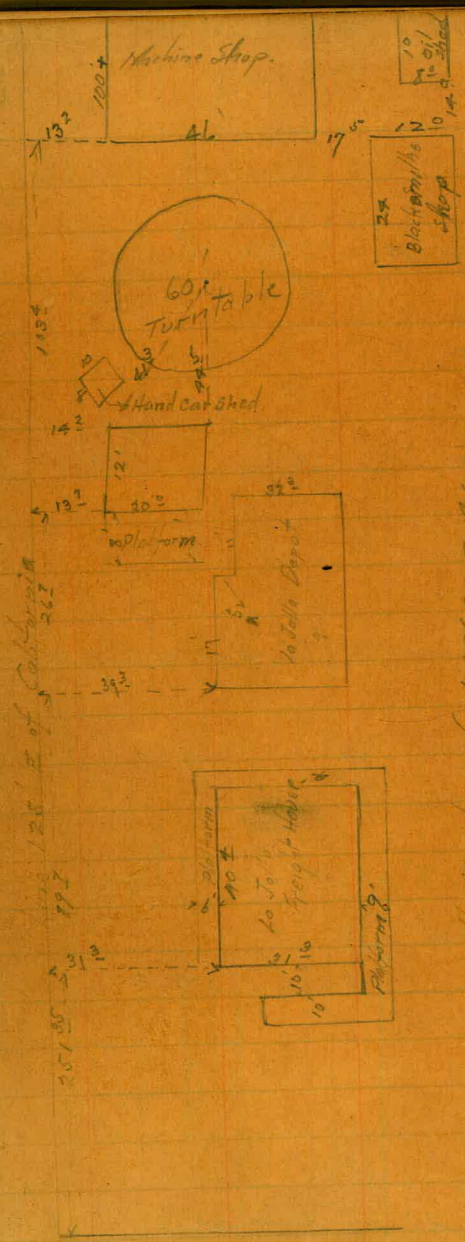
136'

1/2" stake "17" 210' 22' 23' old 1"x3" "357"

White Scarp Stake "L 18"



Hub. 217' Alley in BK 3



all tracks of LAWDEN are on
the tract.

Sketch of Blkgs. at Depot grounds
4/21, both same scale.

D St

17-05-30 R

8-32-45

R=500

L=149.15

T=75.13

.15026
5

75.130

47 67.93

44.66

4723.27

89.33

4812.60

149.15

4961.75

4812.60

37.29

48 49.89

37.27

48 87.18

37.27

49 24.47

37.29

49 61.76

.2967060

14544

1454

.2983058

5

4 149.15290

89.29

4 8-32-45

22 -

2-08-11

2-08-11

4-16-22

2-08-11

6-24-33

2-08-11

8-32-45

44

123-2
26-54

15.64
273.8
279.10



699372
 3929
 27503
 31432
 178
 103929
 31

20982
 383-5
 178.68
 60
 98.68

180
 177-45
 98
 87-45
 2-15

77
 77
 77

44
 18.48
 57.15

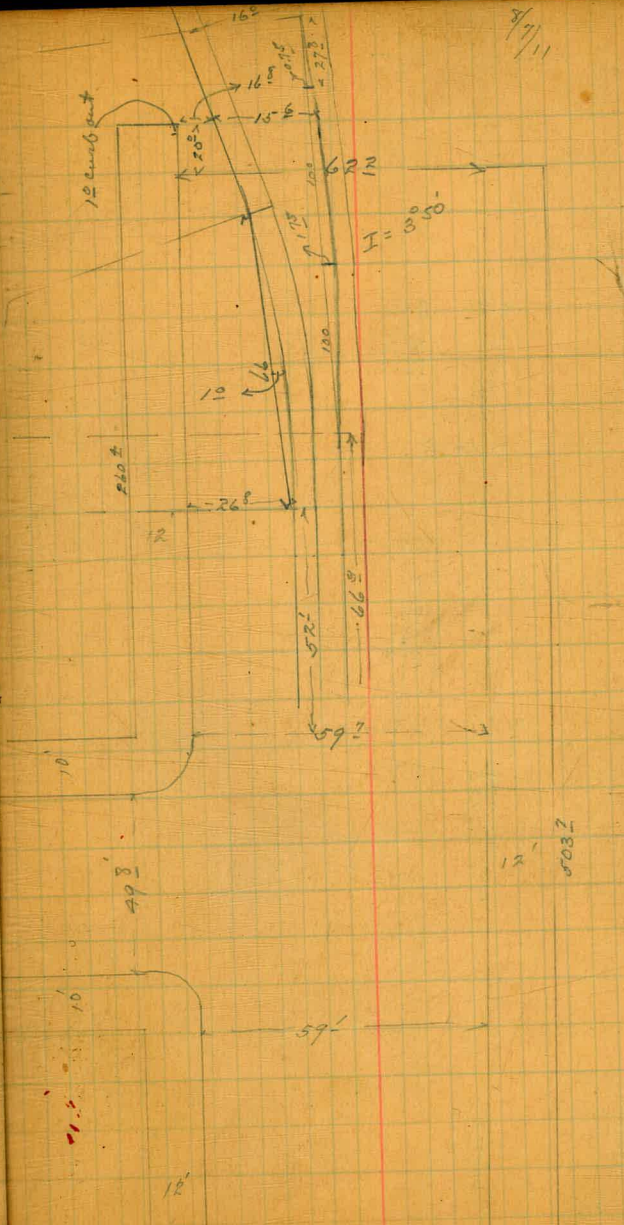
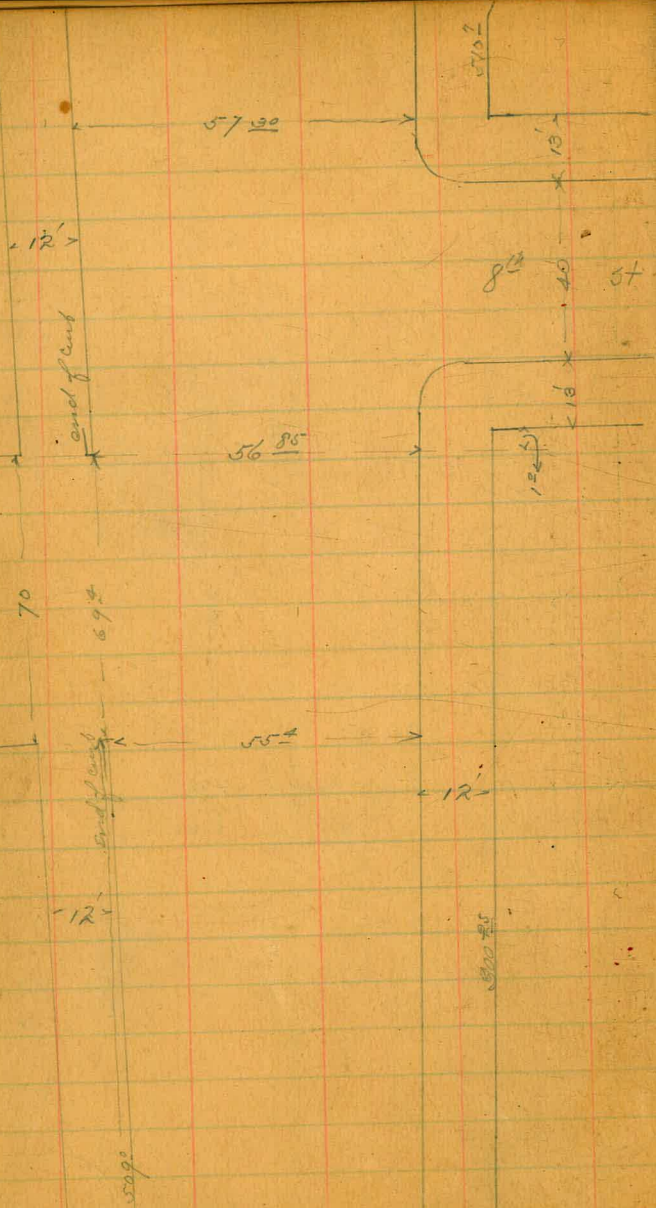
1.20178

186-41
 93-20-20

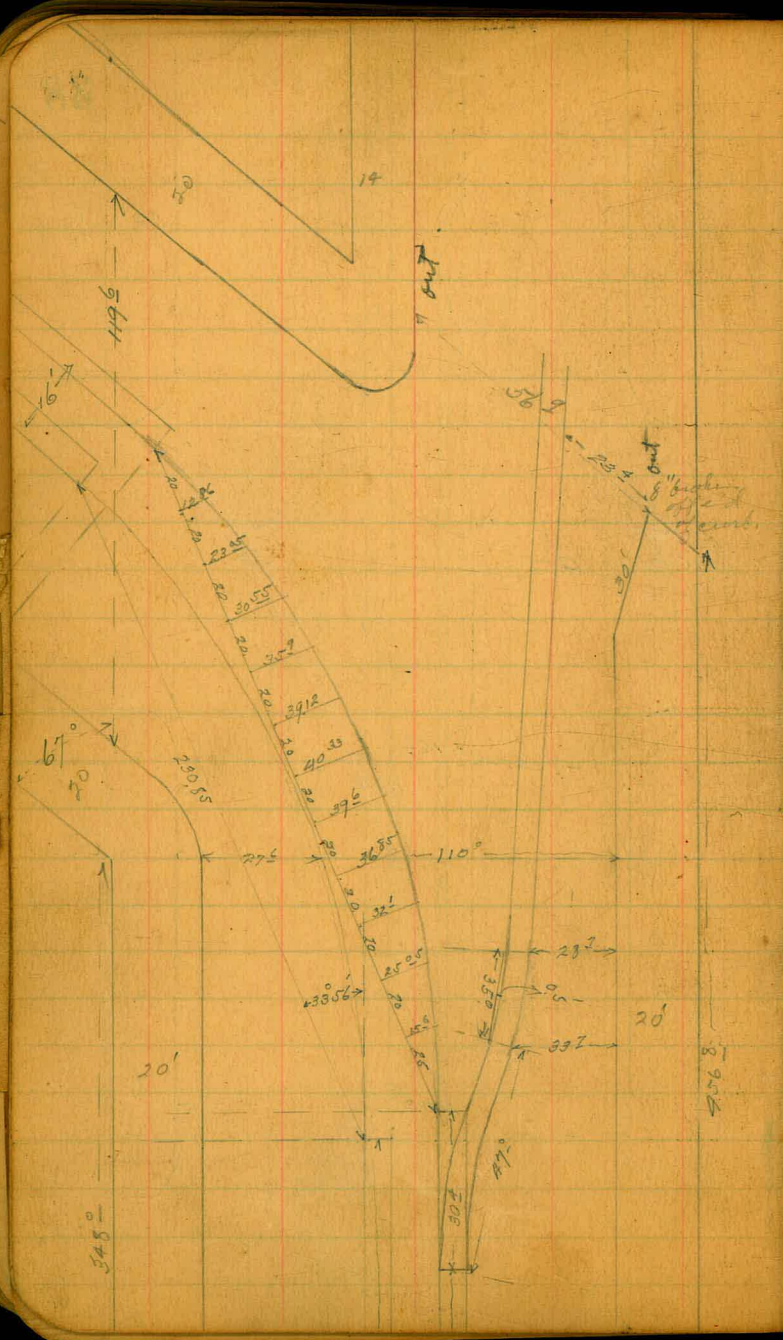
120-11
 89-37

300
 10.5
 310.5
 300
 57.82
 357.72

4/11



I = 3.50



8/11/11 Hetch Levels on Curb
 7 more Hall on Univ. Ave — 39

Station	Level	Notes
137 1/2 NW Univ. Ave - Bluff	301.73	
NW Cor U.A. & U.R. N. line Ave -	301.95	193
Return	301.82	206
W end return	301.71	217
48 W	301.18	270
98	300.68	320
148	300.13	375
198	299.55	433
248	299.03	485
298	298.49	541
348 = EL Richmond	297.98	590
Return	297.95	590
SE Return Richmond	297.95	593
EL	297.95	590
50 E	298.38	550
100	298.74	574
150	299.08	480
200	299.52	436
250	299.88	400
300	300.26	362
340	300.60	328
400	301.02	286
424 1/2 angle	301.23	265
456 1/2	301.46	242

1 low
 2 low
 3 low
 4 low
 5 low
 6 low
 7 low

308.88

NE Return WA-URB.	1.30	302.58
NH WA	1.34	302.54
50 N	1.00	302.88
76 " = NH WA.	0.70	303.18
NW Return Richmond	6.83	297.05
NW Cov "	6.94	296.94
50 W 308	298.94	7.47
		296.41
100 W	3.04	295.90
150	3.52	295.42
200	4.00	294.94
250	4.53	294.41
300	5.10	293.84
350	5.67	293.27
400	6.19	292.75
450	6.86	292.08
500	7.36	291.58
550	7.86	291.14
600 = EL Vermont	7.35	290.59
SE return "	8.35	290.59
EL "	8.33	290.61
50' E	7.75	291.16
100	7.26	291.68
150	6.70	292.24
200	6.15	292.79

298.94

250	5.67	293.27
300	5.10	293.84
350	4.57	294.37
400	7.04	294.90
450	3.44	295.50
500	2.91	296.03
550	2.31	296.63
600 = Wh. Richard	1.73	297.41
return "	1.75	297.89
TP 0.23	291.72	7.45
		291.49
SW Return Vermont	1.93	289.79
Wh Vermont	1.93	289.79
50 W	2.70	289.02
100	3.40	288.34
150	4.13	287.59
200	4.80	286.92
250	5.47	286.45
300	6.22	285.80
350 (Curbant 350-400)	6.92	284.80
400	7.63	284.09
450	8.24	283.48
	8.67	283.05
Wend of curb on Cleveland	8.26	283.46
50 E	7.72	284.00
99' E	7.15	284.54

291.72

150 E		6.70	285.02	
T.P.	251	287.07	716	
NW Cor 10 th W.		4.40	282.62	
50 W		4.22	282.85	
50 W	} curb out, 2K	4.14	282.93 ✓	
57.5 W		4.12	282.95 ✓	
100		4.10	282.97	
150		3.94	283.13	
200		3.78	283.29	
250		3.64	283.43	
260 = EH 9 th		3.57	283.50	
return		2.57	288.50	
SW Cor 10 th		5.02	282.05	
50 W	} <i>look up</i>	1.75	282.32	
100		1.50	282.57	
150		4.18	282.89	
200		3.90	283.17	
250		3.78	283.29	
300		3.77	283.30	
350		3.60	283.47	
7.72		5.00	288.54	353
400			4.92	283.62
450			4.76	283.78
508 = EH 8 th		4.60	283.94	
return		4.63	283.91	

288.54

NW Return 9 th		4.77	283.77
" Cor 9 th		4.75	283.76
50 W		4.68	283.86
100		4.50	284.04
150		4.34	284.20
200		4.22	284.32
260 = EH 8 th		4.04	284.50
W 8 th on Notch		4.11	284.43
50		4.22	284.12
100	4.11	288.03	462
150		4.77	283.76
200		4.48	283.55
250		4.73	283.30
300		4.94	283.09
350		5.03	283.00
400		5.10	282.93 OK
450		4.98	283.05 Hinge
500		4.77	283.26 S hinge
509		4.74	283.29 A hinge
SE return 6 th		4.54	283.49
SE Cor "		4.55	283.48
50 E		4.34	283.69
100		4.23	283.80
140 alley		4.11	283.92
160 "		4.17	283.86

	28803		
200	4.33	283.70	
250	4.78	283.30	
300 - W ^h 7 th	5.02	283.01	
return	5.02	283.01	
E return 7 th	5.02	283.01	
Cor "	4.98	283.05	
50 E	4.49	283.54	
100 E	3.92	284.11	
140 Alley	3.46	284.57	
160	3.57	284.52	
200	3.68	284.35	
250	3.92	284.11	
300 = W ^h 8 th	4.08	283.95	
return	4.08	284.95	
BM NW Cor ⁹²⁸ 6 th - ²⁹³²¹ W ^h	4.10	283.93	
SW return 6 th	8.73	281.48	
SW Cor "	8.67	284.54	
50 W	7.36	285.85	
100	5.70	287.31	
150	4.63	288.58	
200 E ^h 5 th	3.24	289.27	
return	3.32	289.89	
SW Cor 5 th (on 5 th)	3.37	289.84	
on W ^h	3.25	289.86	

	293.21		
NW Cor. on W ^h	3.22	289.99	
on 5 th	3.25	289.96	
NE " " "	3.23	289.98	
on W ^h	3.23	289.98	
50 E	4.76	288.45	
100	6.30	286.91	
103 } curb broken out			
112 } for driveway			
150	7.83	285.38	
198 } curb not laid	9.30	283.91	
200 }			

3/11
11/11
Match
11008
Hall

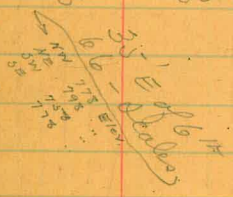
Levels on Paving on

510
1208
6982
SE cor 6th K East line 6th
Caving at curb 568
2' out 558
8' " 538
16⁶ " = 2' from rail 512
Rail 490

25' E of 6th
Curb 535
2' 526
8' 505
16⁶ 475
Rail 447

50' E
Curb 486
12' out 425
16⁶ 409
Rail 406

75'
Curb 458
2' out 463
8' 430
16⁶ 400
Rail 366



St from 6th to 7th

100'
Curb 413
2' 421
8' 383
16⁶ 355
Rail 322

125'
Curb 358
2' 373
8' 345
16⁶ 304
Rail 280

150'
Curb 317
2' 321
8' 298
16⁶ 263
Rail 235

175'
Curb 267
2' 280
8' 248
16⁶ 220
Rail 196

w/ 7/16

carb	225
2'	231
8'	210
166	177
Rail	155

8/14/11

Lotch
Moore
Hall

Measurements on Hawk St.
from Pueblo line to Bush St

Bush

13 line Falcon

13 line Goldfinch

13 line Hawk

Produced from Douglas my Lewis
line
2856
Pueblo
425

357.48

366.55

367.35

2856
2800

13 line
267

Plotted R.M.S.
9/22/11

16th St

5th

Line taken from 16th 17th

Book

15th St

line taken from K-M

1006

139 43

285 86

210 15

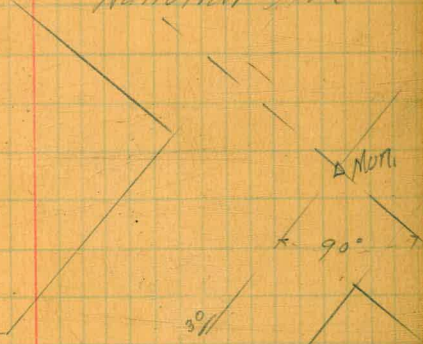
39 41 1/2

220 30

9/13 Hatch
11/11 Moore
Hall

46

Survey for opening
15th St from N to
National Ave.



5025

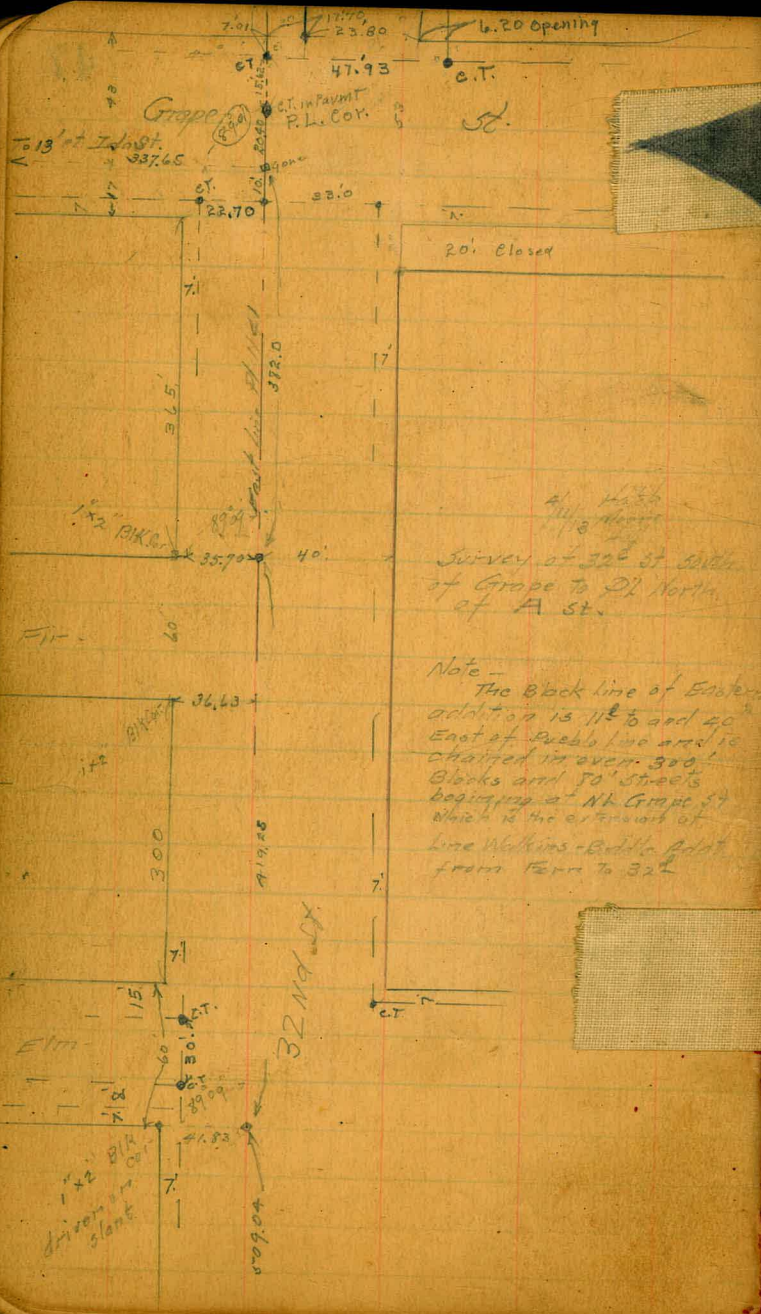
Plotted
9/19/11 P.M.G.

Mon B

7/18 Hatch
11/18 Tiger
11/18 Hall

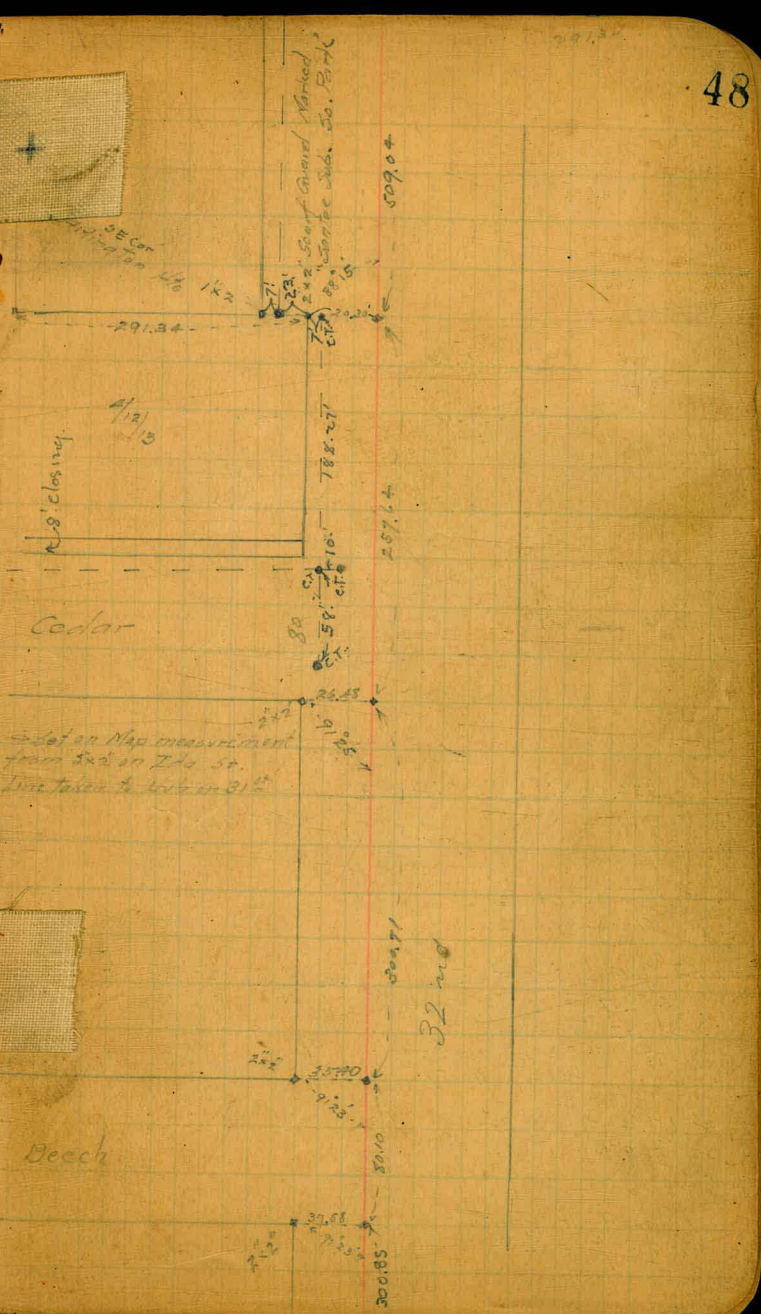
30 - 30 - 212.30 } Measurements on
30 - 31 660.25 } K St Between 30-31

47



Survey of 300 ft North
of Grape to 32 North
of A St.

Note -
The Block line of Eastern
add to a 15 1/2 to and 40
End of Pueblo line and is
chained in even 300'
Blocks and 50' Streets
beginning at Nk Grape St
which is the extension of
Line Watkins - Biddle Add
from Fern to 32



Cedar

Beech

Set on Map measurement
from 32nd to Ida St.
Line taken to 32nd in 31'

plus replaced - some trees

Juniper

4/1/18 North
Moore
Hall

To 2 - 661.87 -
Range line 31st St.

Ivy

Survey 32nd St
from Camp 54 North
to NE cor 1148

Hawthorn

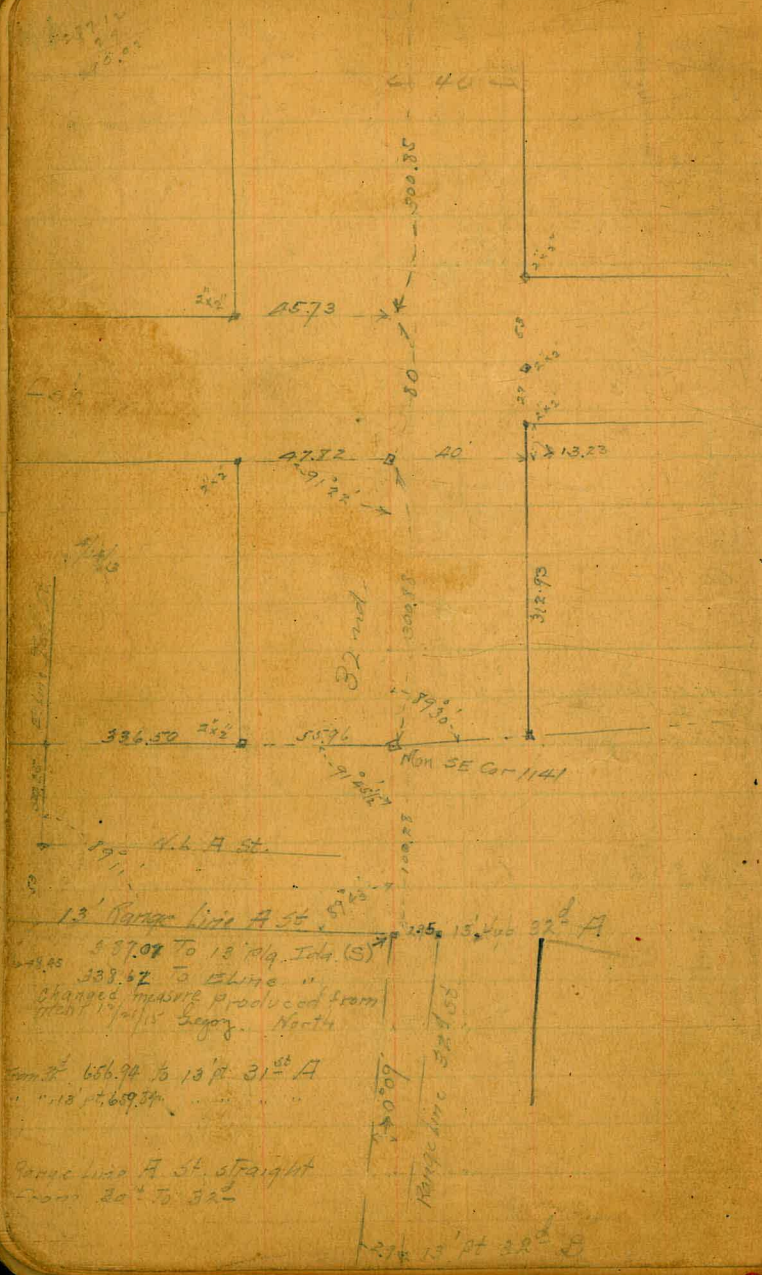
361.07
48.45
338.62

Grape

80.00
23.90
56.10

327.81
56.10
271.71

661.87
48.45
613.42

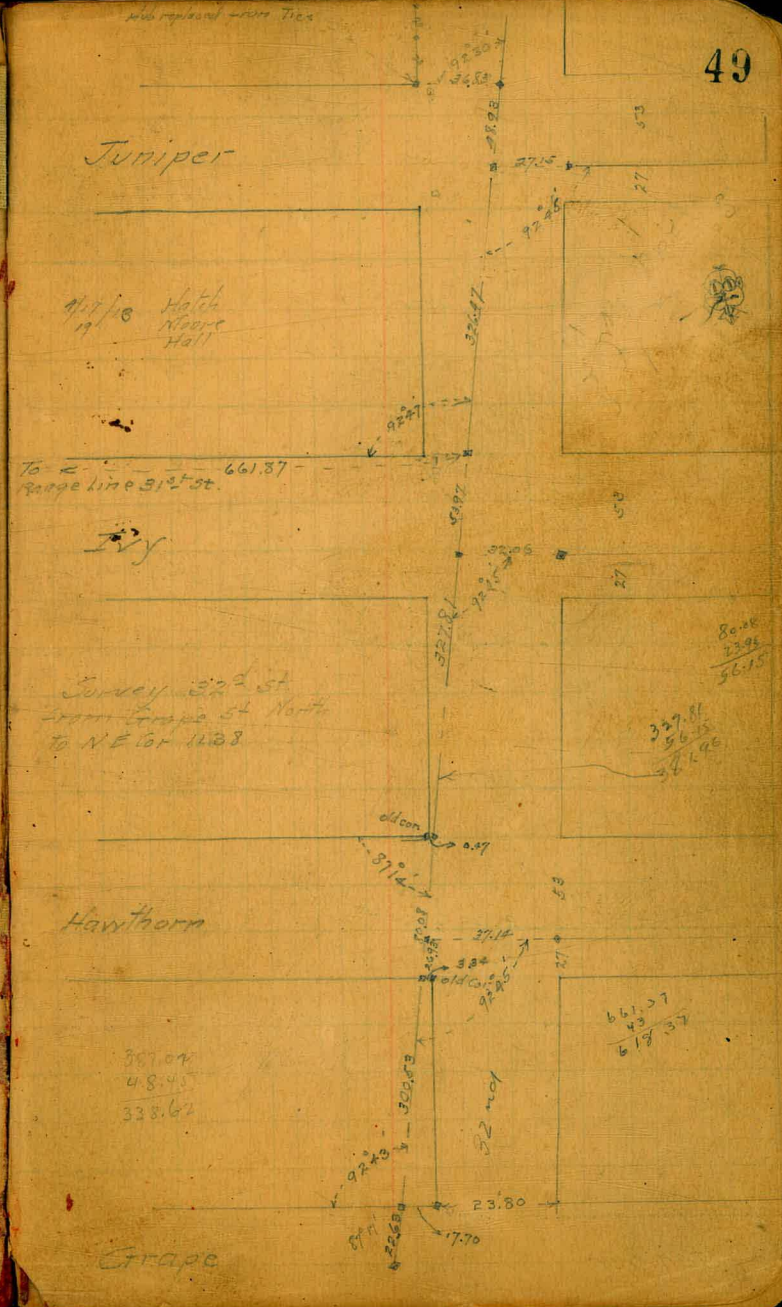


13' Range line A St
537.07 To 13' rd. Idm. (S)
338.62 To E line "
changed measure produced from
West 1/4 1/4 Sec. North
from 2 656.74 to 13' at 31st A
" 13' at 619.34

Range line A St. straight
from 20 to 32

100.00
Range line 31st St

13' at 31st B



4/1/18 North
Moore
Hall

To 2 - 661.87 -
Range line 31st St.

Survey 32nd St
from Camp 54 North
to NE cor 1148

Hawthorn

361.07
48.45
338.62

Grape

80.00
23.90
56.10

327.81
56.10
271.71

661.87
48.45
613.42

Range line A St. straight
from 20 to 32

100.00
Range line 31st St

13' at 31st B

Laurel

Laurel

Kalmia

Kalmia

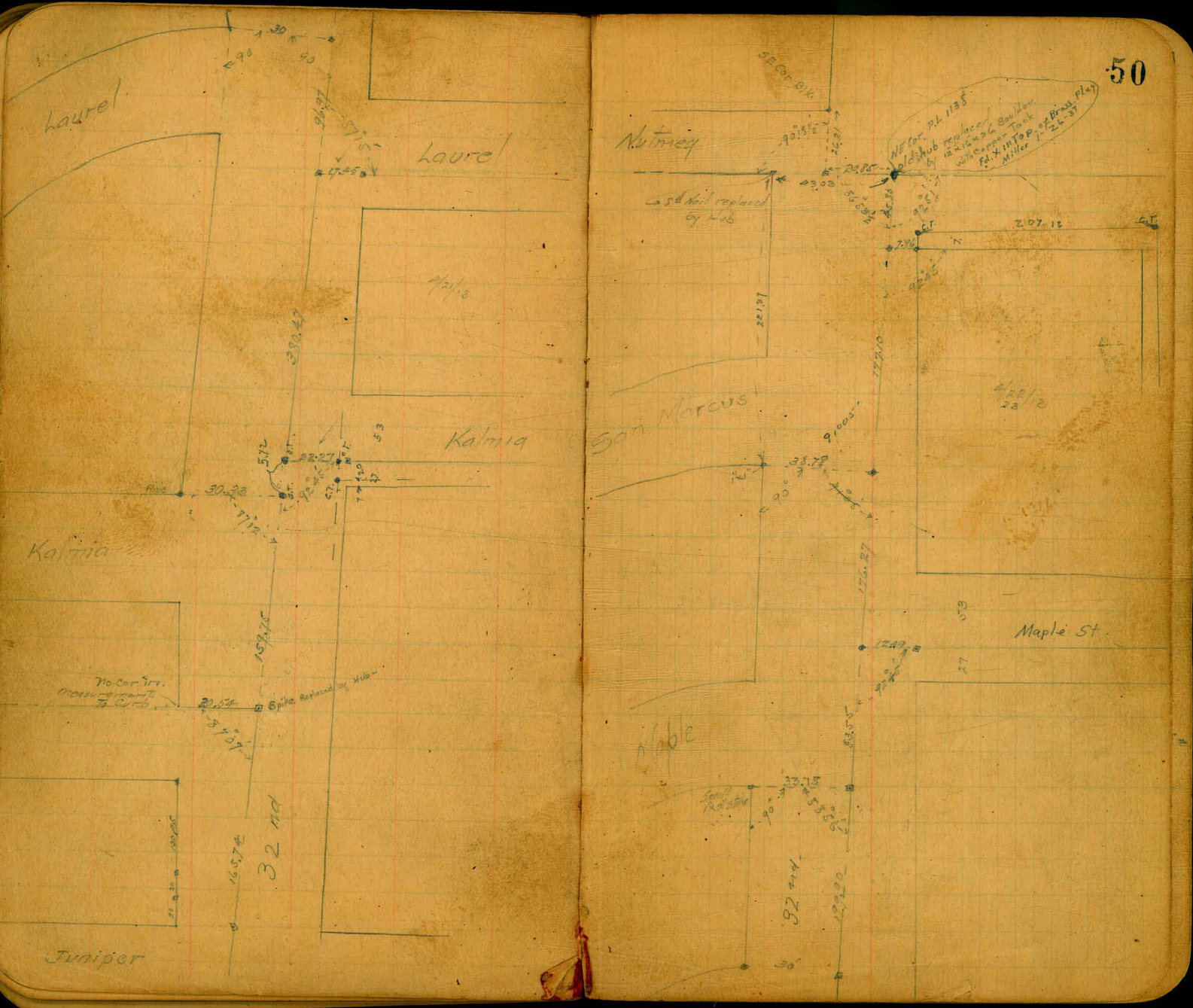
Juniper

Nutmeg

San Marcus

Maple

Maple St



NE Cor. PL 1138
 replaced by
 1 1/2" dia. 3/4" Spikes
 with Center Took
 F.A. IN TOP of Brass. Plug
 Miller 1-26-37

No Cor. Tr.
 measure made
 to C-14

32 m

92 m

4/20/12

27 059

Small
 Indenture

17300

50

1612

17210

1249

8305

17300

50

207.12

17210

9000

176.87

1249

8305

17300

50

2nd Nail replaced
 by Hub

Spike Replaced by Hub

SE Cor. PL 1138

9015

207.12

17210

9000

176.87

1249

8305

17300

50

1612

17210

9000

176.87

1249

8305

17300

50

1612

17210

9000

176.87

1249

8305

17300

50

1612

17210

9000

176.87

1249

8305

17300

50

1612

17210

9000

176.87

1249

8305

17300

50

1612

17210

9000

176.87

1249

8305

17300

50

1612

17210

9000

176.87

1249

8305

17300

50

1612

17210

9000

176.87

1249

8305

17300

50

1612

17210

9000

176.87

1249

8305

17300

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1612

17210

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176.87

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17300

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17210

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176.87

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17300

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17300

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1612

17210

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176.87

1249

8305

17300

50

1612

17210

9000

176.87

1249

8305

17300

50

1612

17210

9000

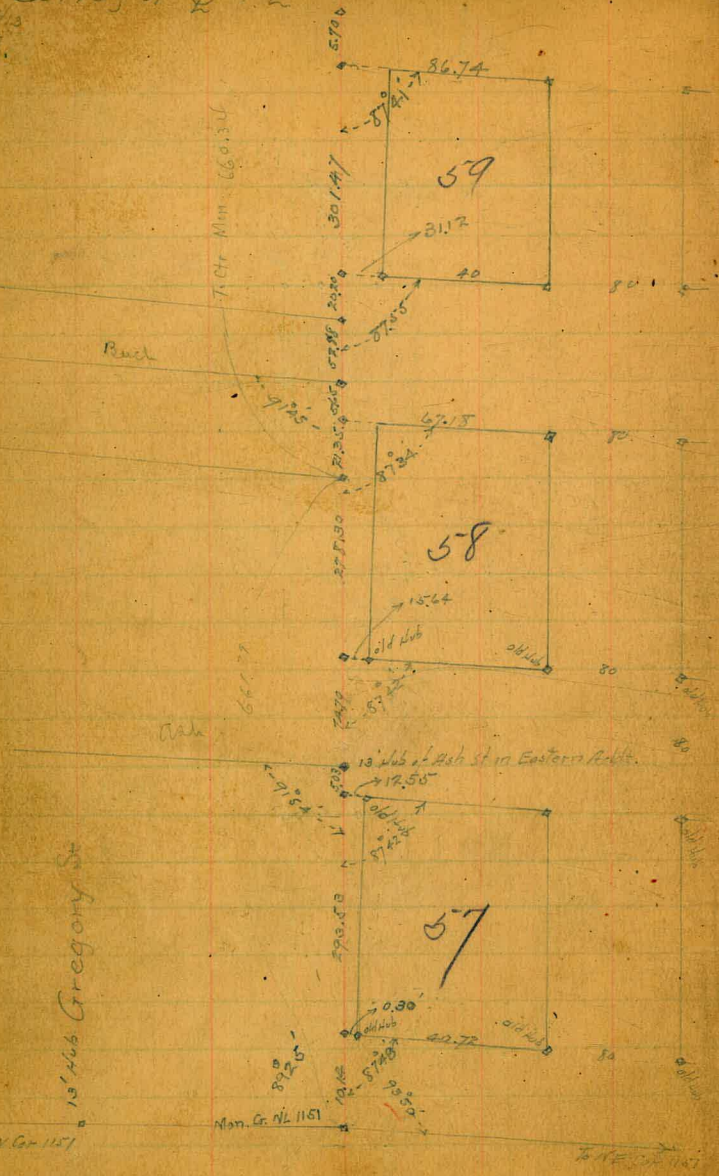
176.87

1249

8305

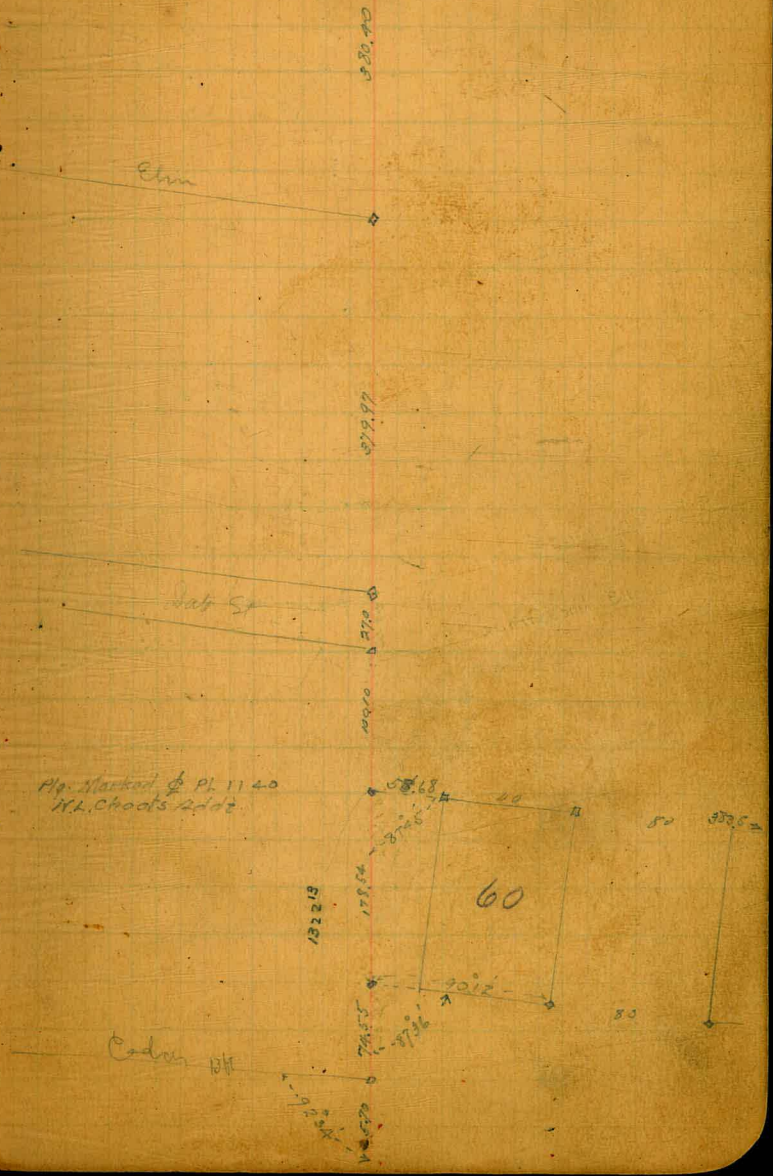
Survey of Q. Pl.

Apr 13
Litch
Moore
Hall



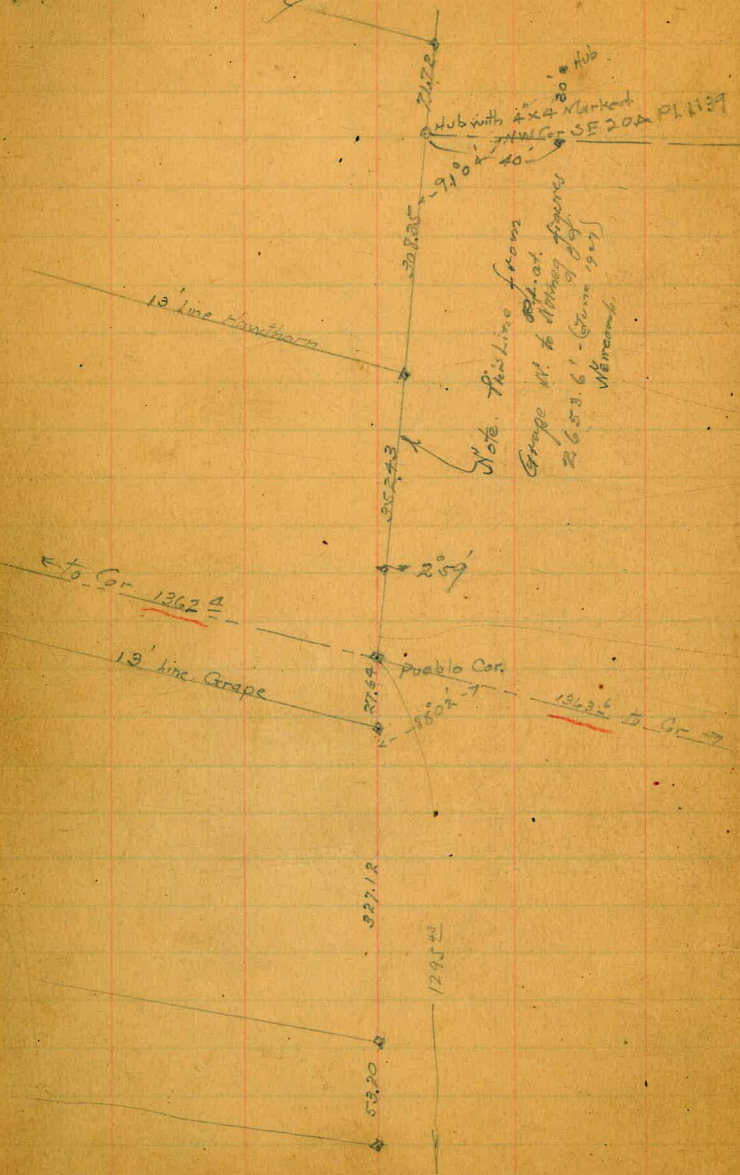
May 1913
Litch
Moore
Hall

51



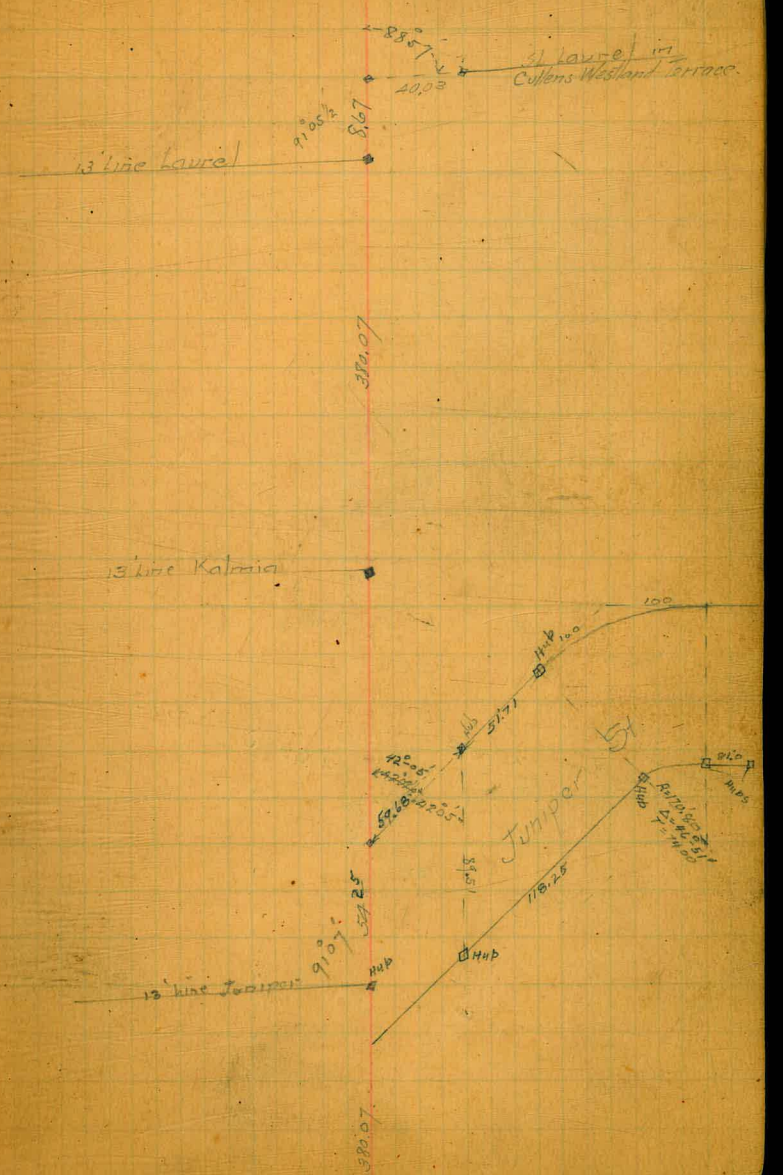
13 line Ivy

July 1913



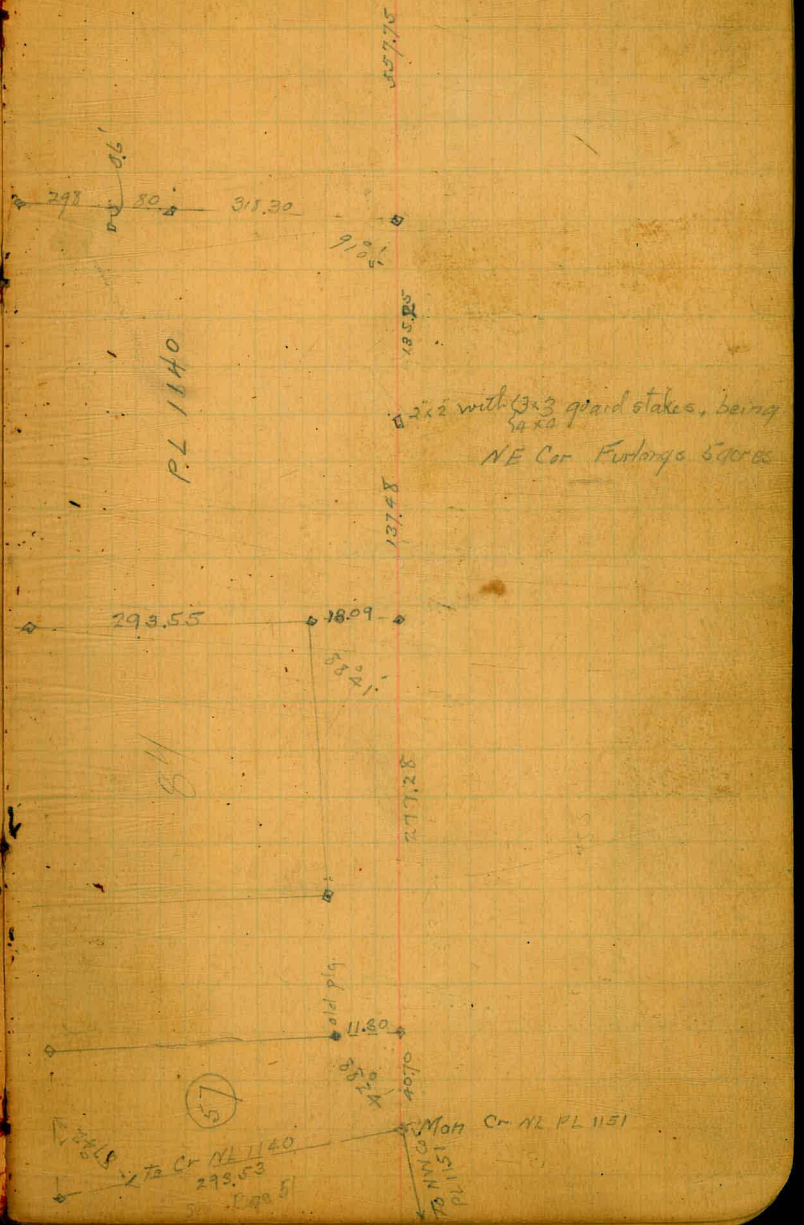
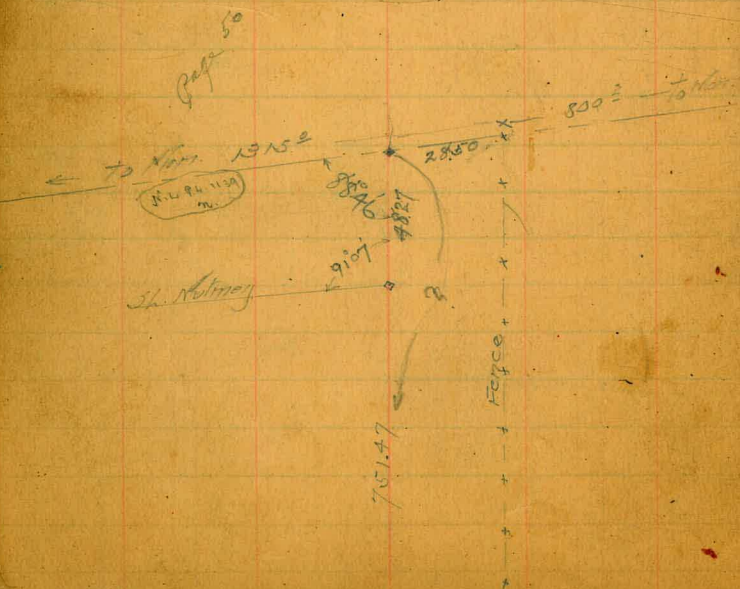
July 1913

52

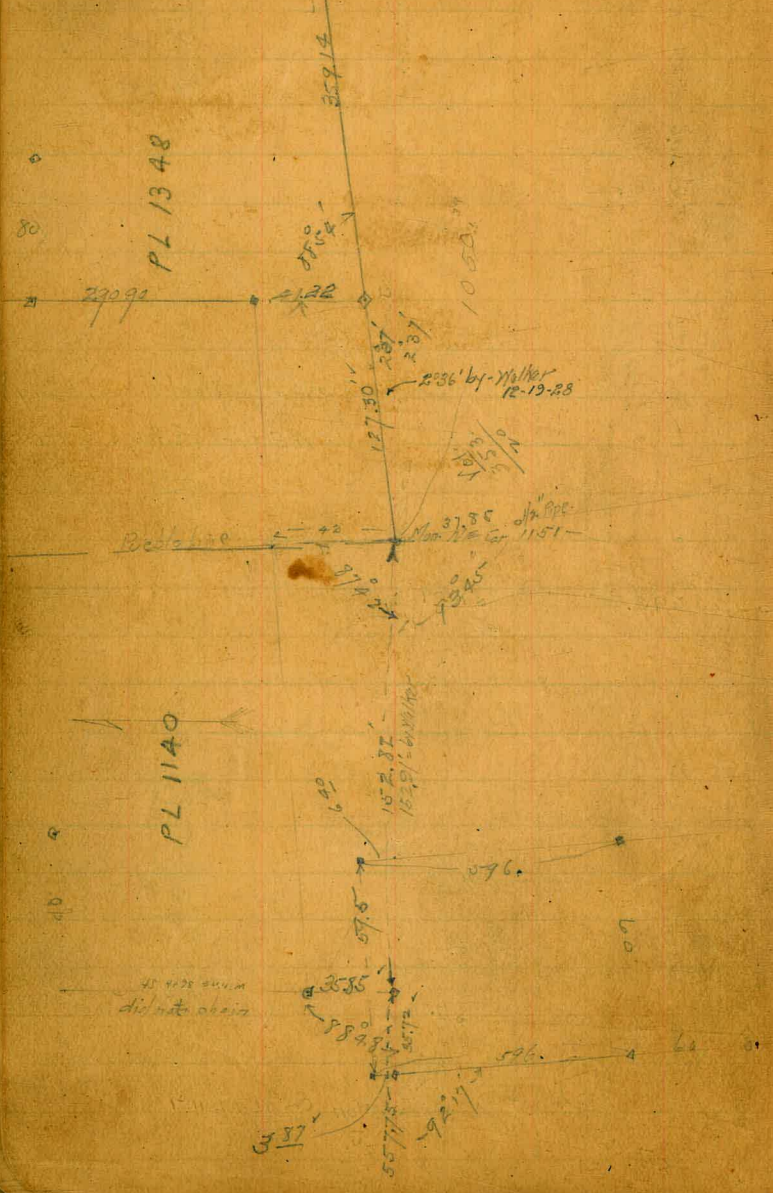


July 1913

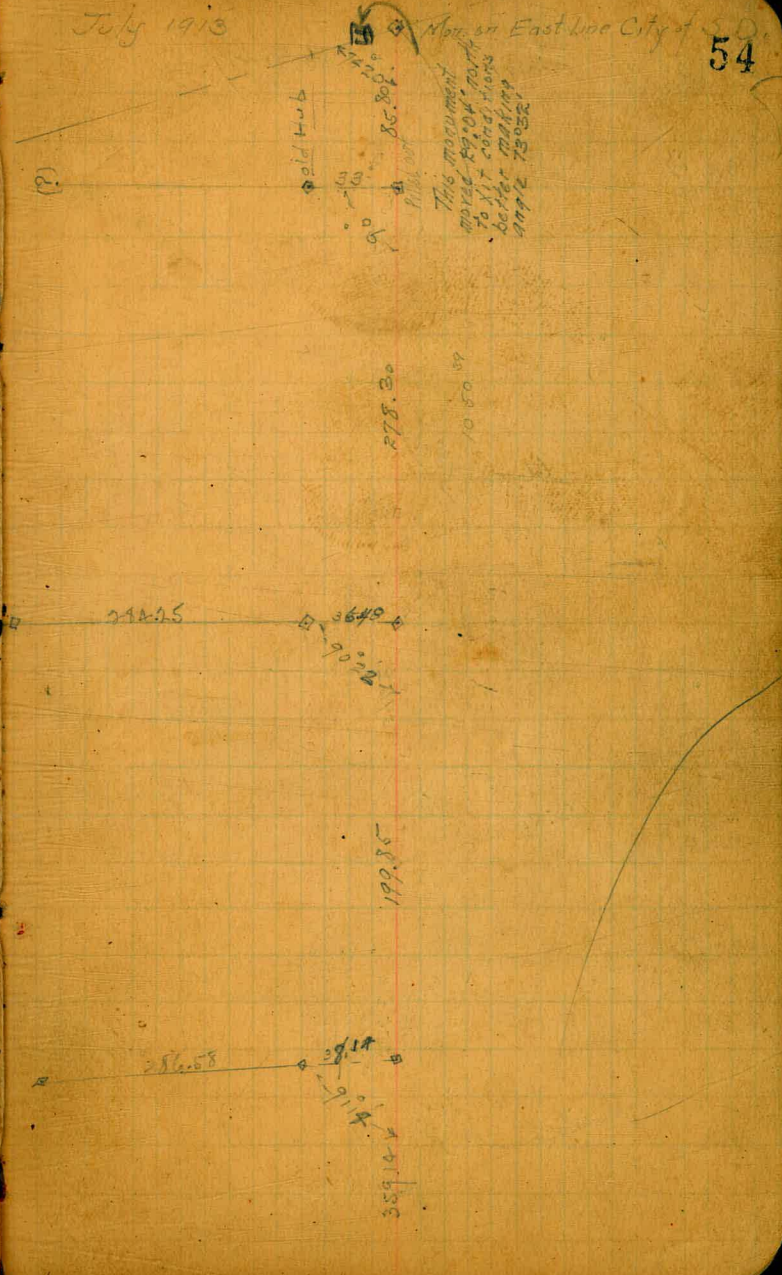
53



July 1913



July 1913



East line of City
From A to Nutmeg.

327.0

City
392.35

Bush 66.50 7306

A

396.6

185.20 7305.5

East =
396.6 =
my distance to
the conditions
all around

Probleme 23.37
44.70

55

Mon

157.25

713

166.0

Elem 7301

47.0

392.2

73.10

2.0

115.5 7309

Mon

395.73

530.5 Cedar

7301

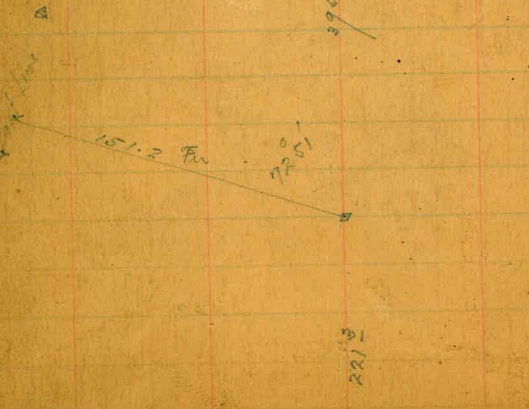
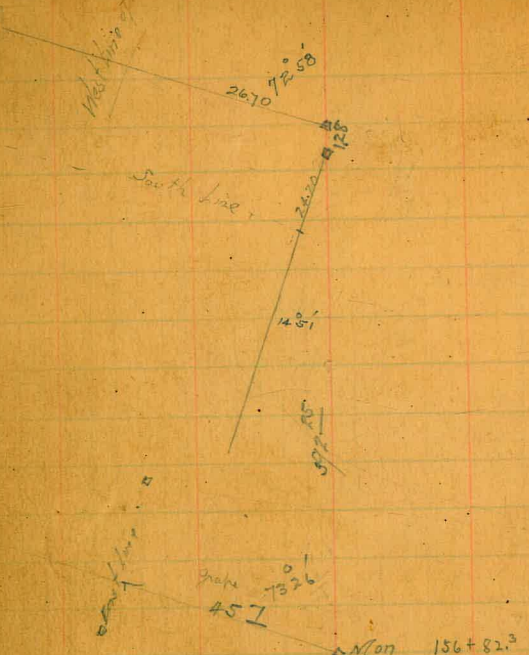
0.42

Morr.

1927

N. Pueblo 1139

Graded out
15 new R.W. Hwb 56



3.4 miles toward

1344
N. Mon.

7331
219 N. Mon.

372.82

216 N. Mon.
153.2

327.80

1343.54
map

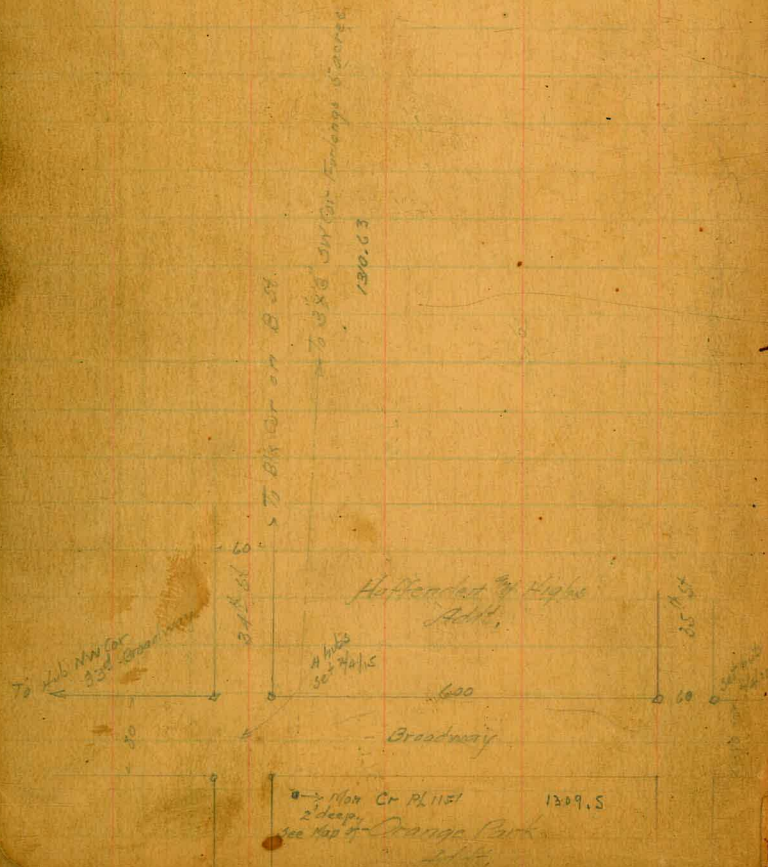
14.33

IVY

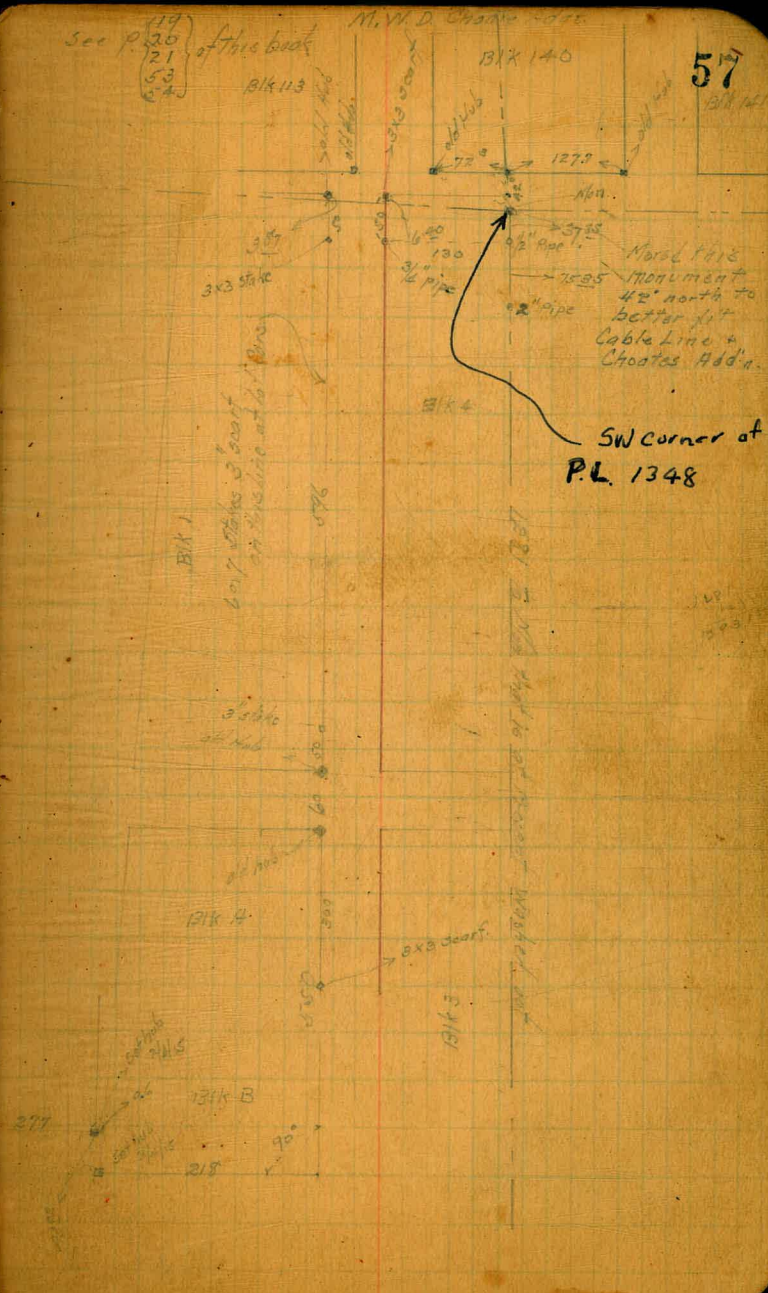
100.8
5. line of S. BK Culture
130.3
107

361.17

Lett. No. 115
 Moore Survey to establish North line Broadway
 at 32nd, 34th, 35th and South line of Cable
 line. Pkts. to enable Water Dept. to plant
 Pipe line on Broadway.



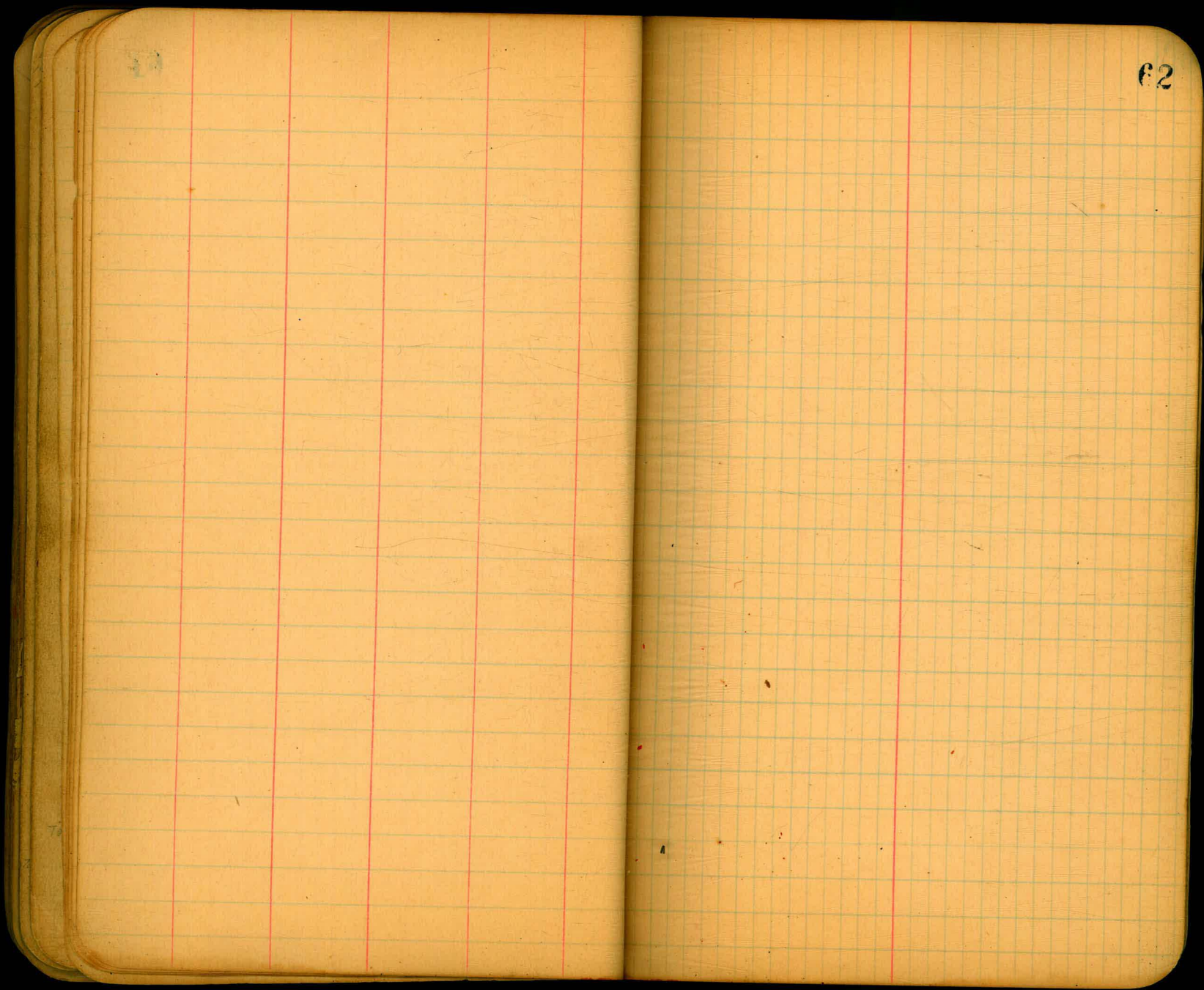
See P. 119, 120, 121, 123, 124 of this book
 Bk 113



58

59

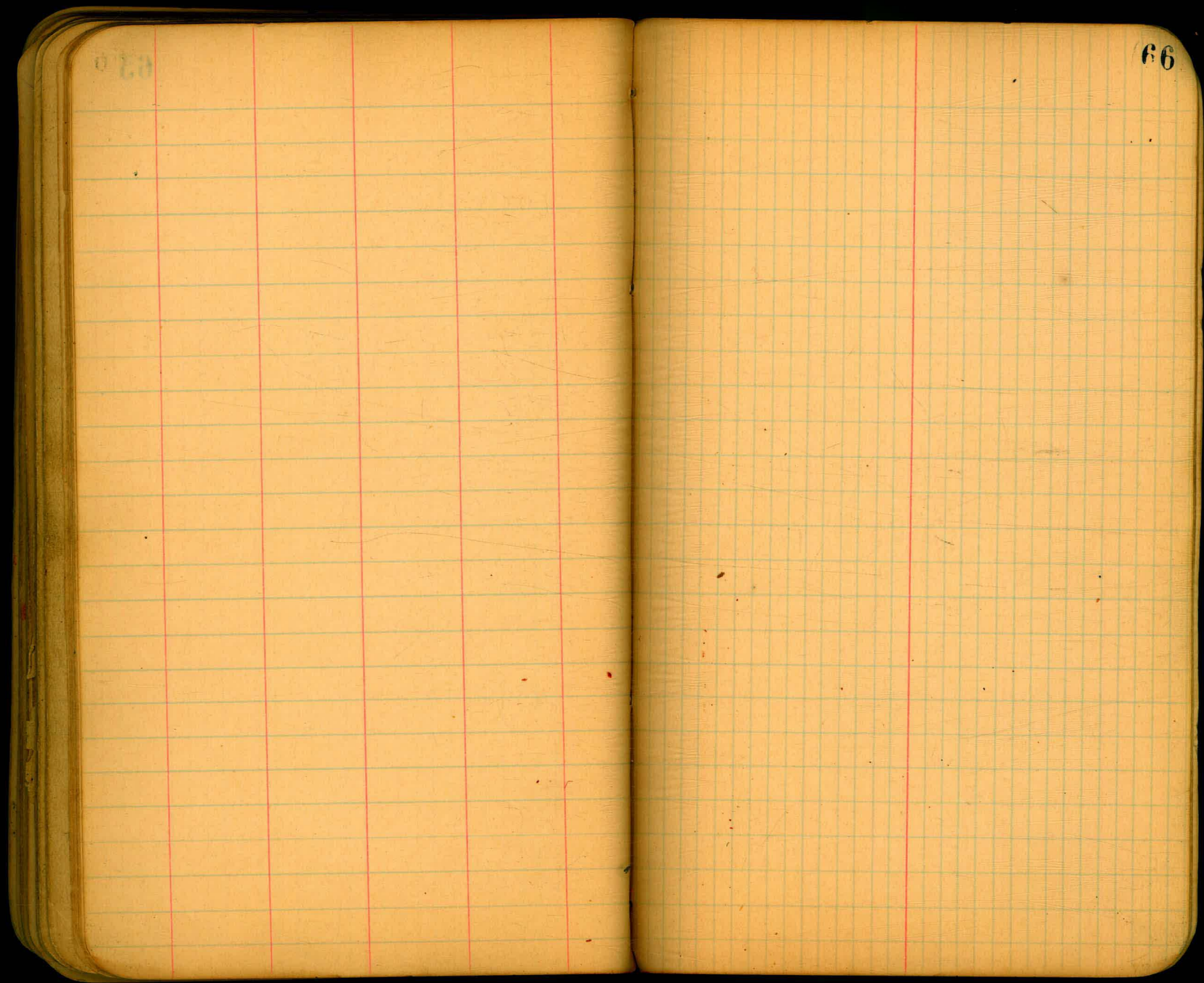
61



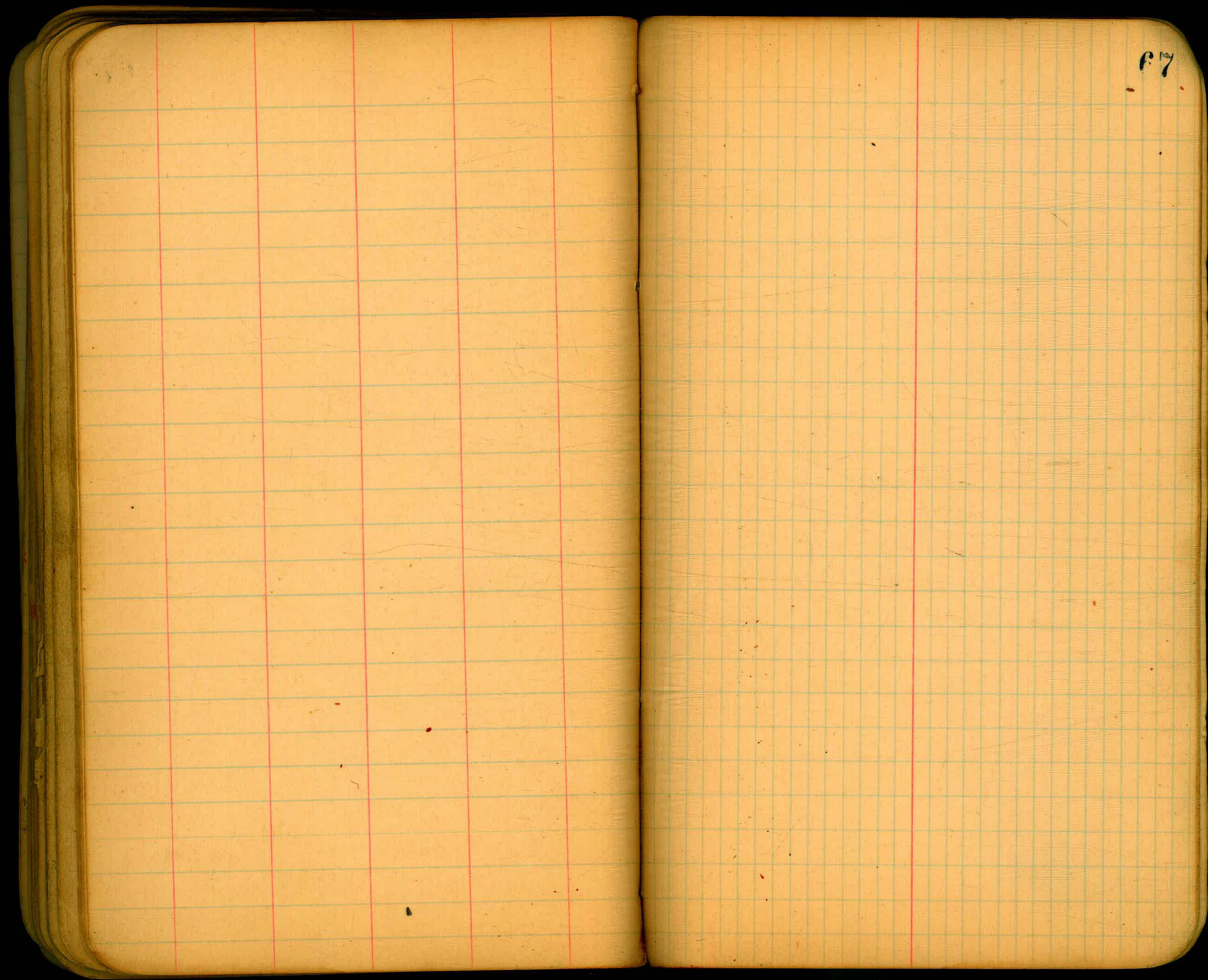


64

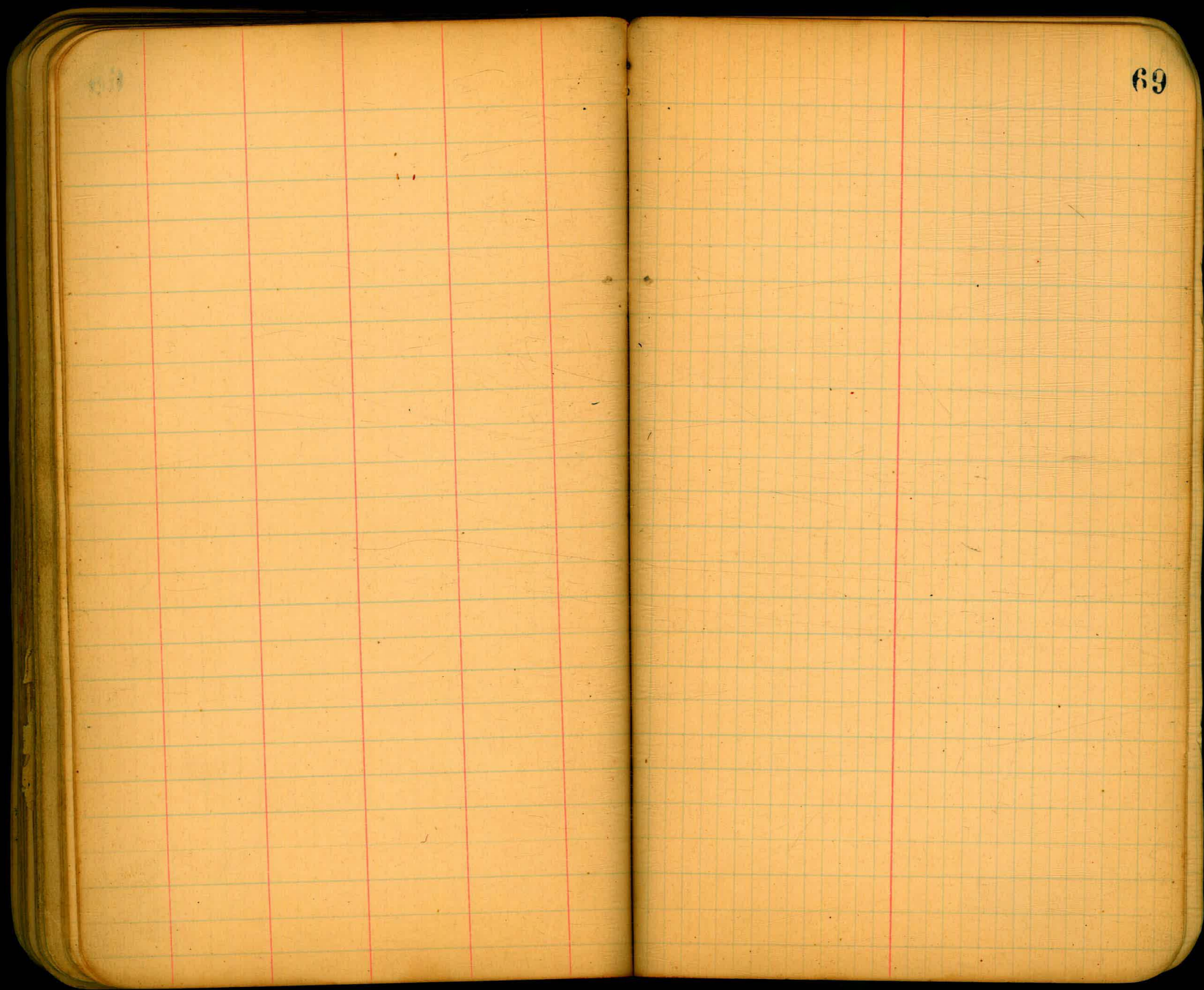
65



66

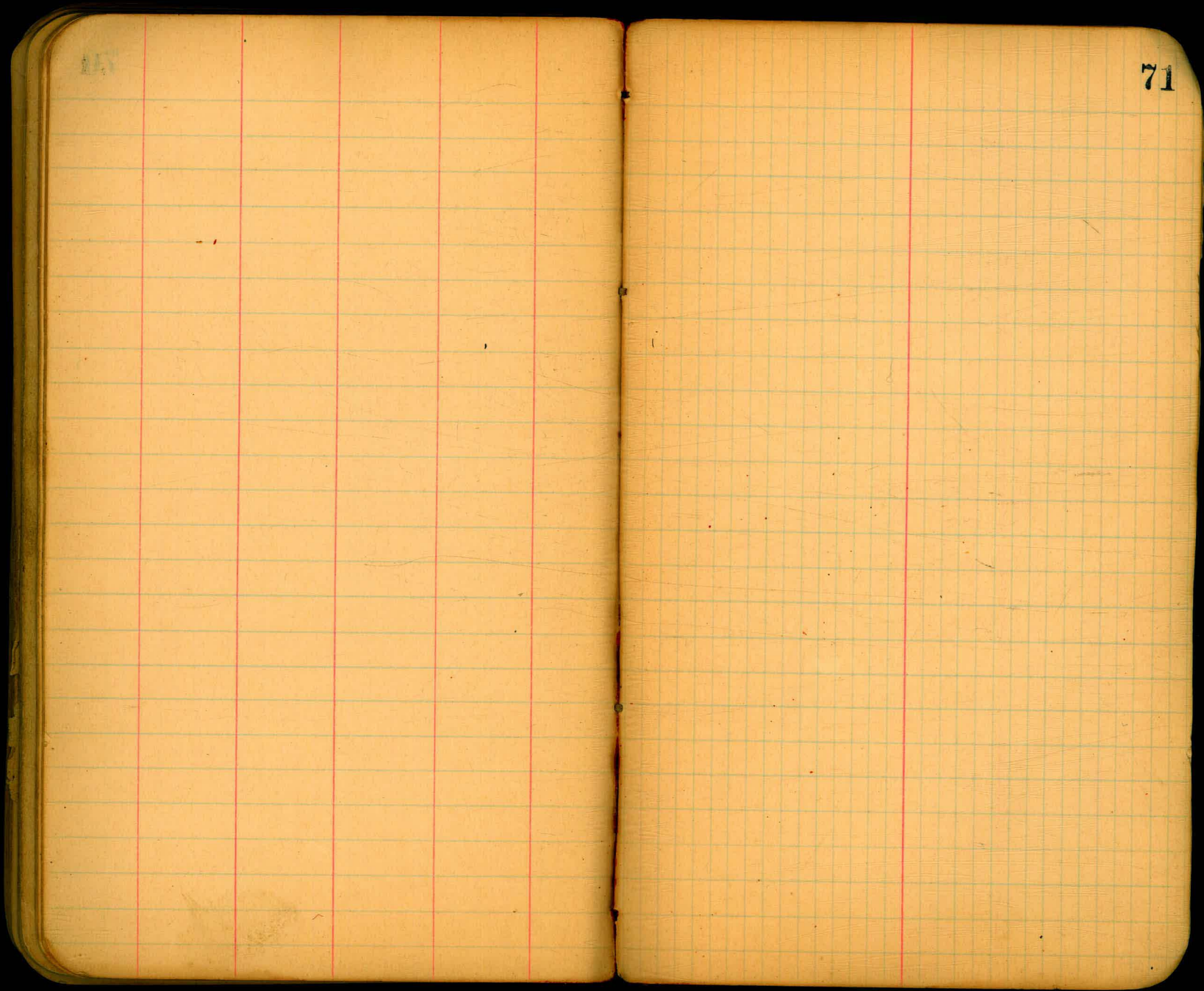


68

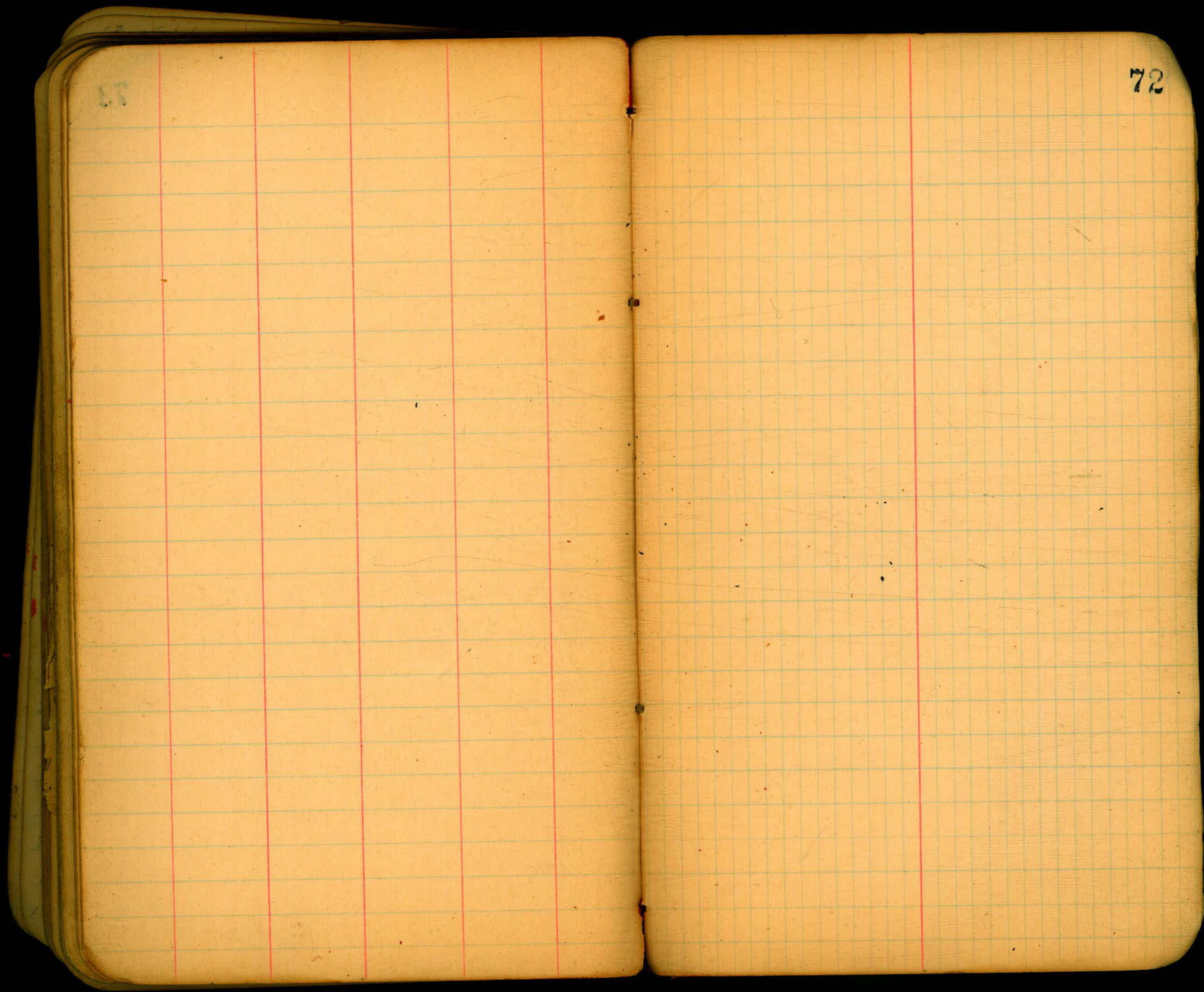


69

70

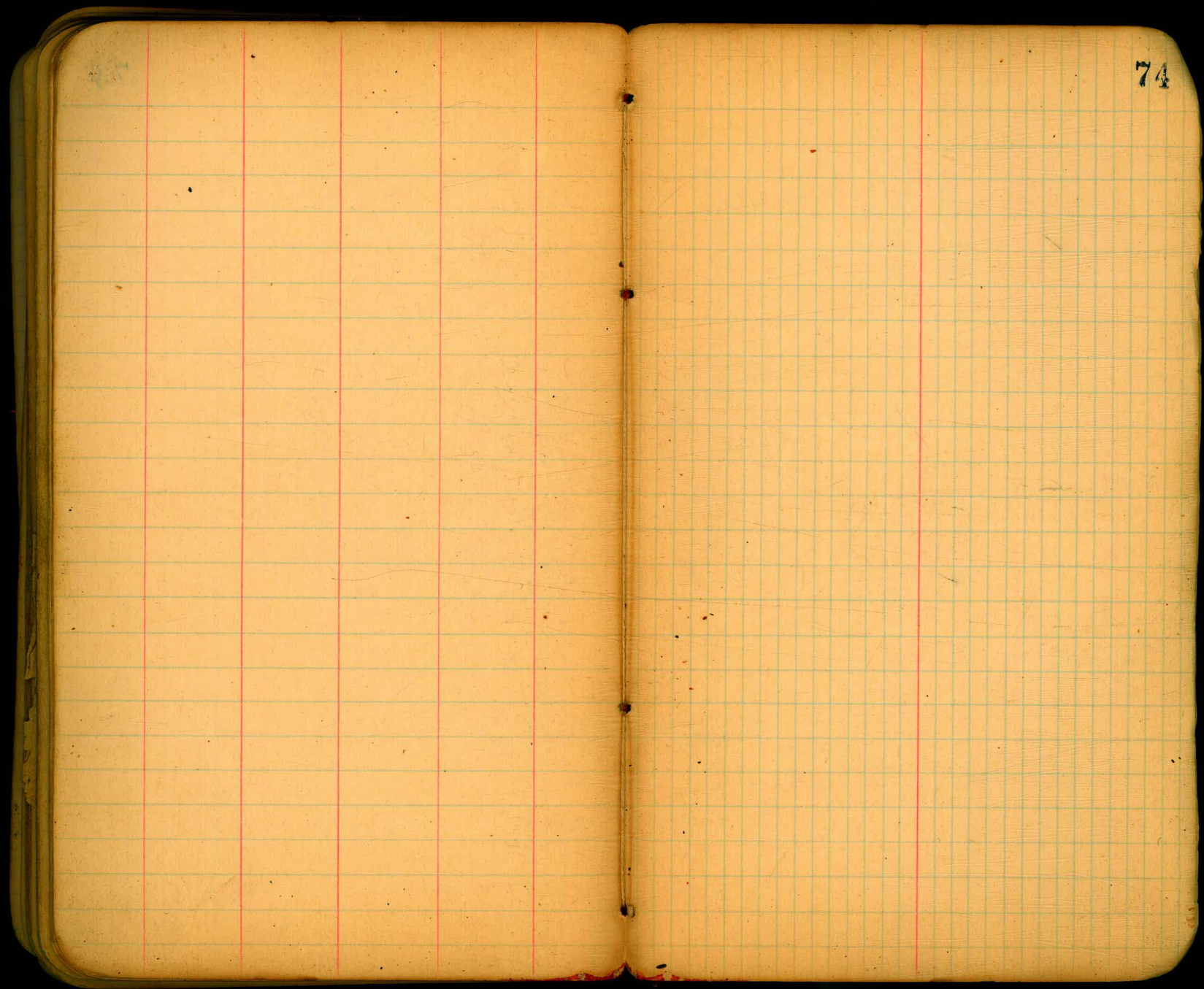


71

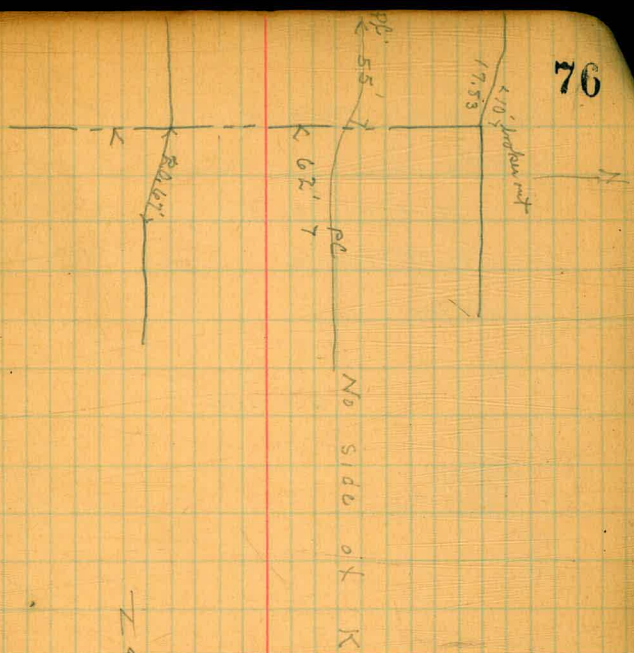


72

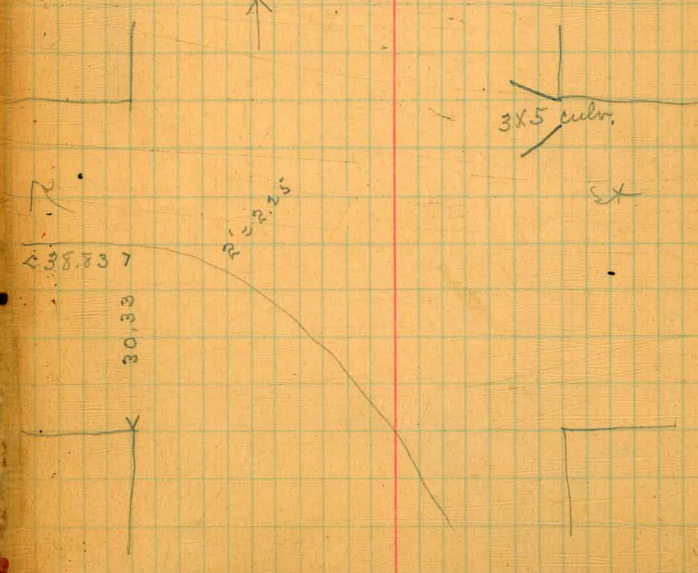
73



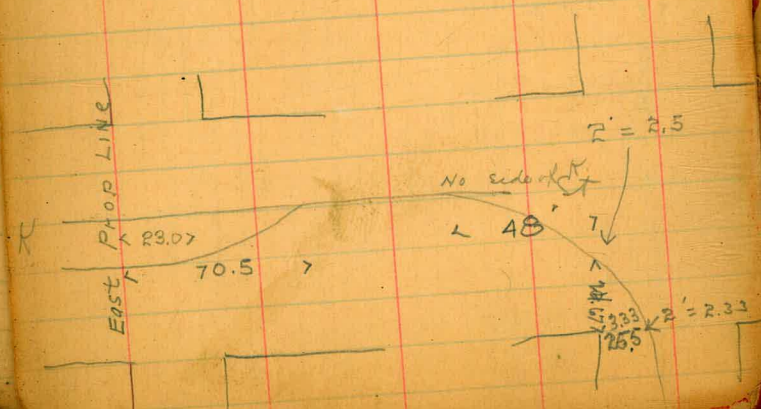
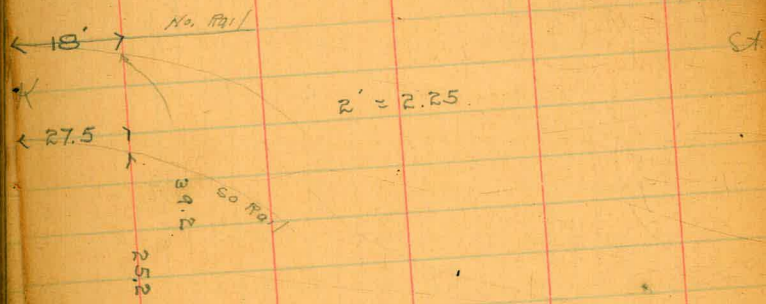
74



4.10' Judson Mt
17.53



2.7
4.58.83 7
P. 2.25



77

CURB OUT ^{So. side} 12.6 east of FL 13 to 17.6 east
 Returns out SE. SW. & NW. 14th & K
 broken SW. 15 & K.
 Curb out on side from 5' east to 18' east of 9th st

70
47
23

Returns out on 7th 8th 9th 10th - A + SE Trust
No curb bet 1st and 2nd No + So. Side
Returns out 7th 8th + SW 2nd
Note alley bet 1st + 2nd No Side

← 18

K

← 27

15.0 First St

H 11.93 S.W. plg Rt.

G 14.475 S.W. " "

F 16.92 S.W. " "

E -24.54 S.W. " "

D 31.55 S.W. " "

C 34.95 N.W. " "

B 36.93 S.W. " "

A 47.97 S.W. " "

9th 57.95 N.W. " "

Beech 62.95 N.W. " "

Madol 67.90 N.W. " "

Gate 84.43 N.W. " "

Iron 112.93 N.E. " "

St 137.47 N.E. " "

Maple 144.00 S.E. " "

Down 164.50 N.W. " "

N 186.01 N.W. " "

Pr 200.90 N.W. " "

Palmer 211.51 N.W. " "

Wet 222.00 N.W. " "

ENGINEERING DEPARTMENT,
CITY OF SAN DIEGO,
CALIFORNIA.

133.48
143.33
15.64
222.45

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	21	21	49	41	95
2	4	22	51	42	98
3	7	23	53	43	100
4	9	24	56	44	102
5	11	25	58	45	105
6	14	26	60	46	107
7	16	27	63	47	109
8	18	28	65	48	112
9	21	29	67	49	114
10	23	30	70	50	116
11	25	31	72	51	119
12	28	32	74	52	121
13	30	33	77	53	123
14	32	34	79	54	126
15	35	35	81	55	128
16	37	36	84	56	130
17	39	37	86	57	133
18	42	38	88	58	135
19	44	39	91	59	137
20	46	40	93	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
0		0		0		0	
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