

357

*Navigation Engineers Office  
San Diego, Cal.*

1/1/11

TRANSIT

398

F.B. 357



TRAVERSE TABLE FOR TRANSIT BOOK.

From 1° to 90° for a distance of 100.

Degrees.	DEGREES.		½ DEGREE.		¼ DEGREE.		¼ 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	46.19	88.50	46.56	62
28	88.29	46.94	88.09	47.37	87.89	47.75	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	85.16	52.25	85.04	52.62	58
32	84.80	52.99	84.57	53.36	84.14	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.		½ DEGREE.		¼ DEGREE.		¼ DEGREE.		

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

Crocker Quality

TRANSIT BOOK



No. \_\_\_\_\_

MANUFACTURED BY

H. S. CROCKER CO.

SAN FRANCISCO AND SACRAMENTO  
CALIFORNIA

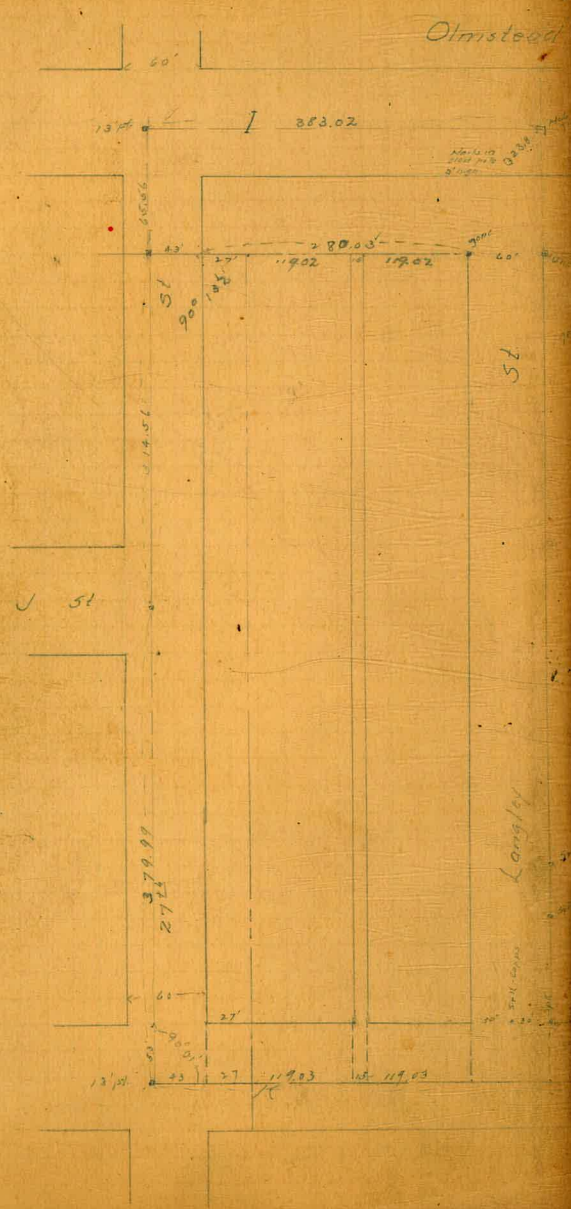
53.32

FROM  
LORING'S BOOK STORE  
SAN DIEGO, CAL.



Survey of  
Olmsted & Lowes Add

Davis  
Dunn  
Williams



1/3 of 50 St. should be made here  
in order to give the full its required width.

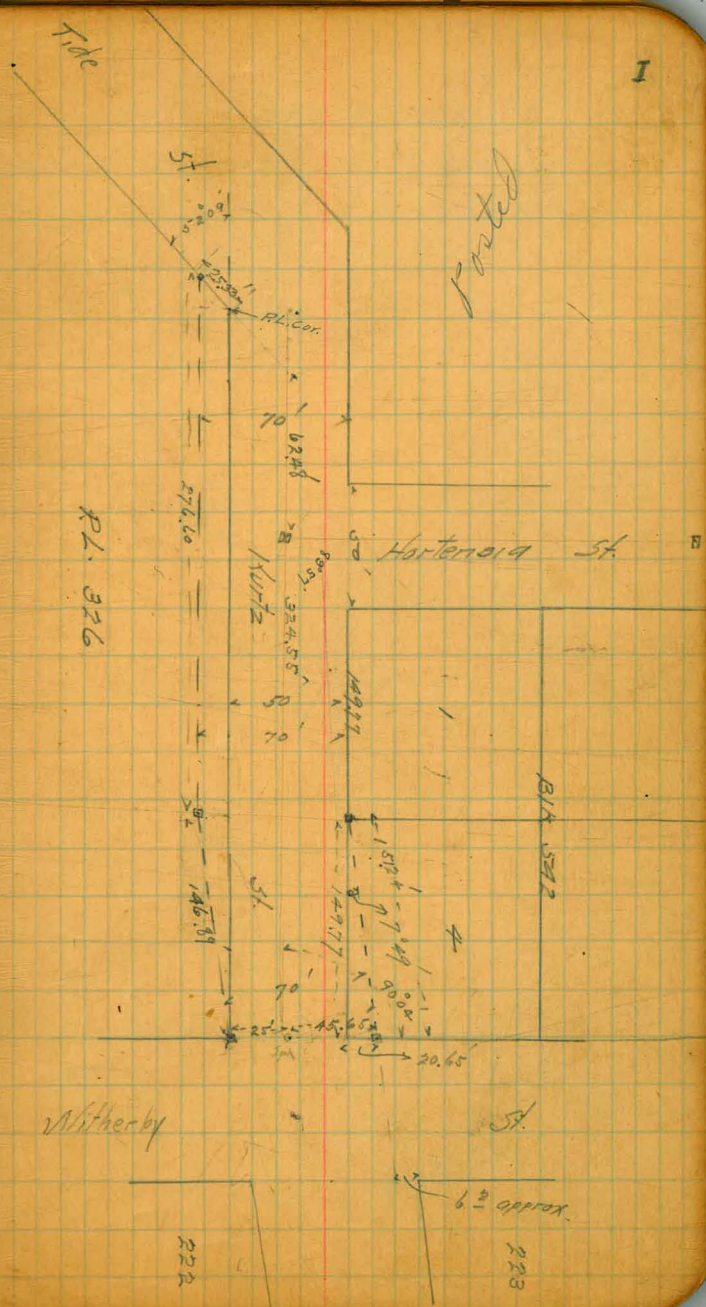
PLOTTED

66. 1



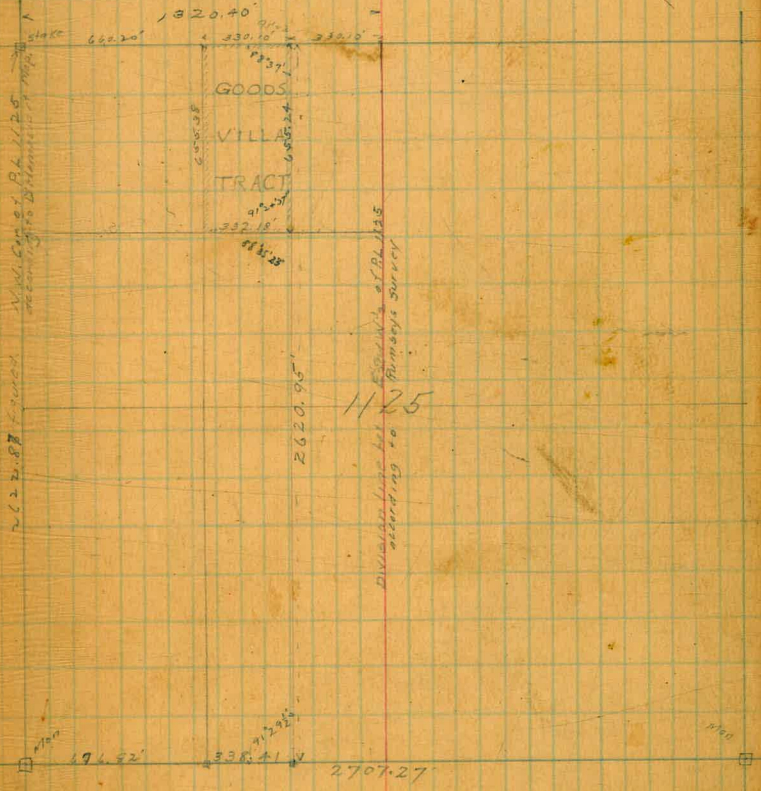
9  
21  
08  
Hatch  
Moore  
Churchman

Survey of the land to be acquired  
for the widening of Kurtz St.





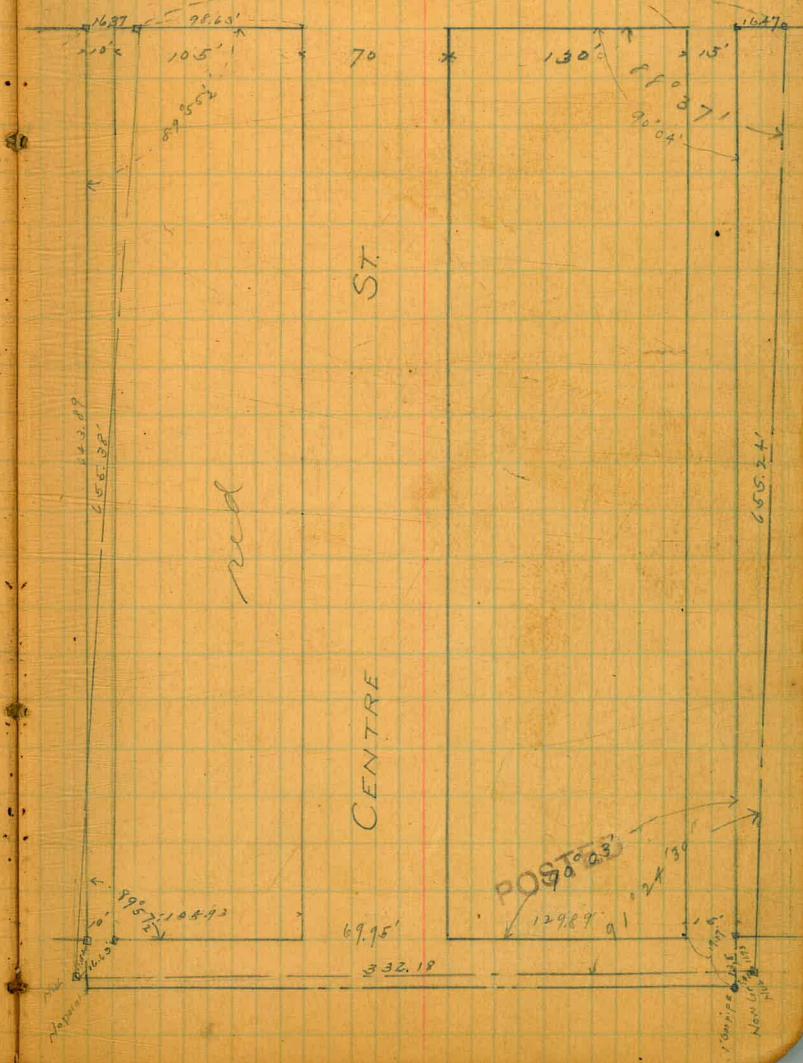
Survey of  $W\frac{1}{2}$  of  $NE\frac{1}{4}$  of  $NW\frac{1}{4}$  of R.L. 1125  
 Known as Goods Villa Tract. Survey made according to the  
 D'Hernecourt Map of University Heights and Rumsey's Survey  
 of Essex Place <sup>of</sup> <sup>the</sup> <sup>City</sup> <sup>of</sup> <sup>Cincinnati</sup>



POSTED



Plot showing difference between Survey made by  
 Crowell and Survey made according to d'Hemcourt  
 and Ramsey Surveys of <sup>of Davis</sup> <sup>Williams</sup> <sup>Denman</sup>  
 330.10





Plot showing measurements of south line of  
 Rebb's lots 1124-26 and 26 or north line of the

$\frac{12}{2}$  } Davis  
 $\frac{2}{2}$  } Williams  
 28 } Darran

City Park

1124

1125

1126

2601.46'

2707.27'

2675.82'

0° 54'

City

Park

POSTED

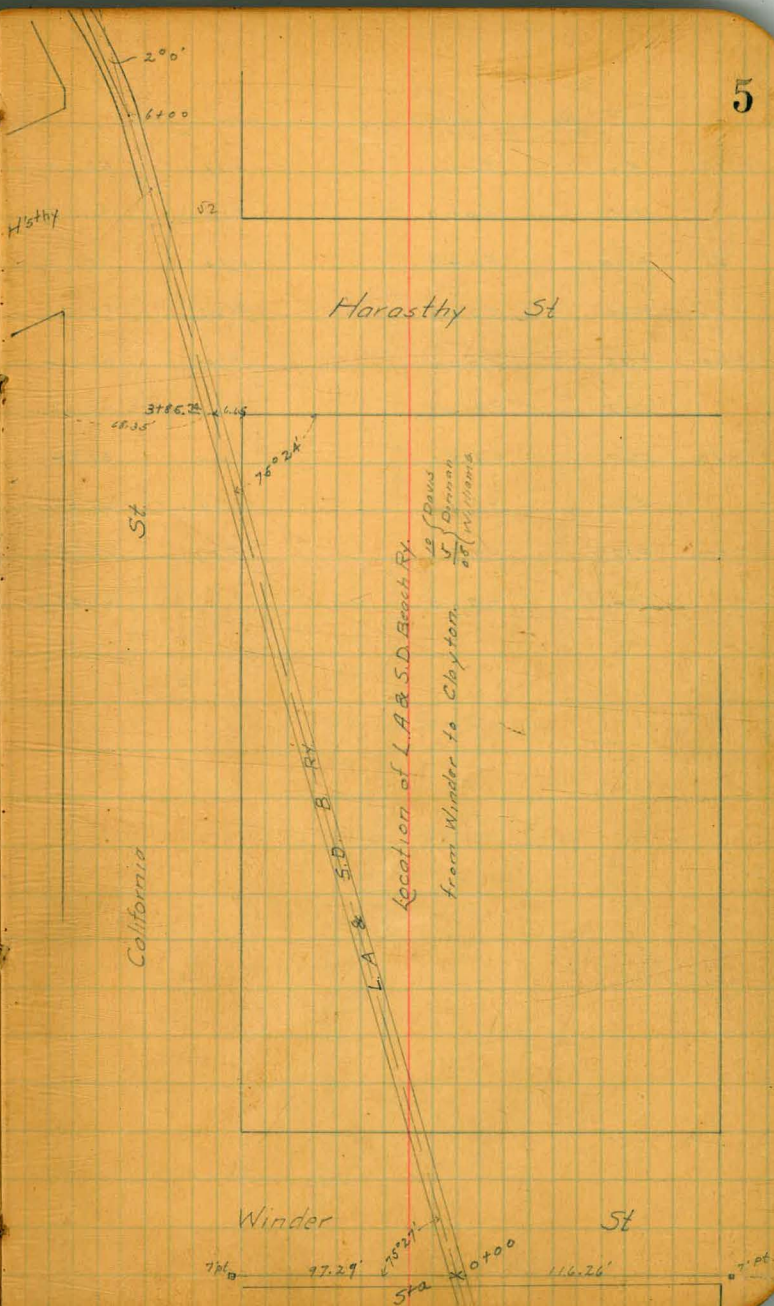
New York City Park

New York City Park



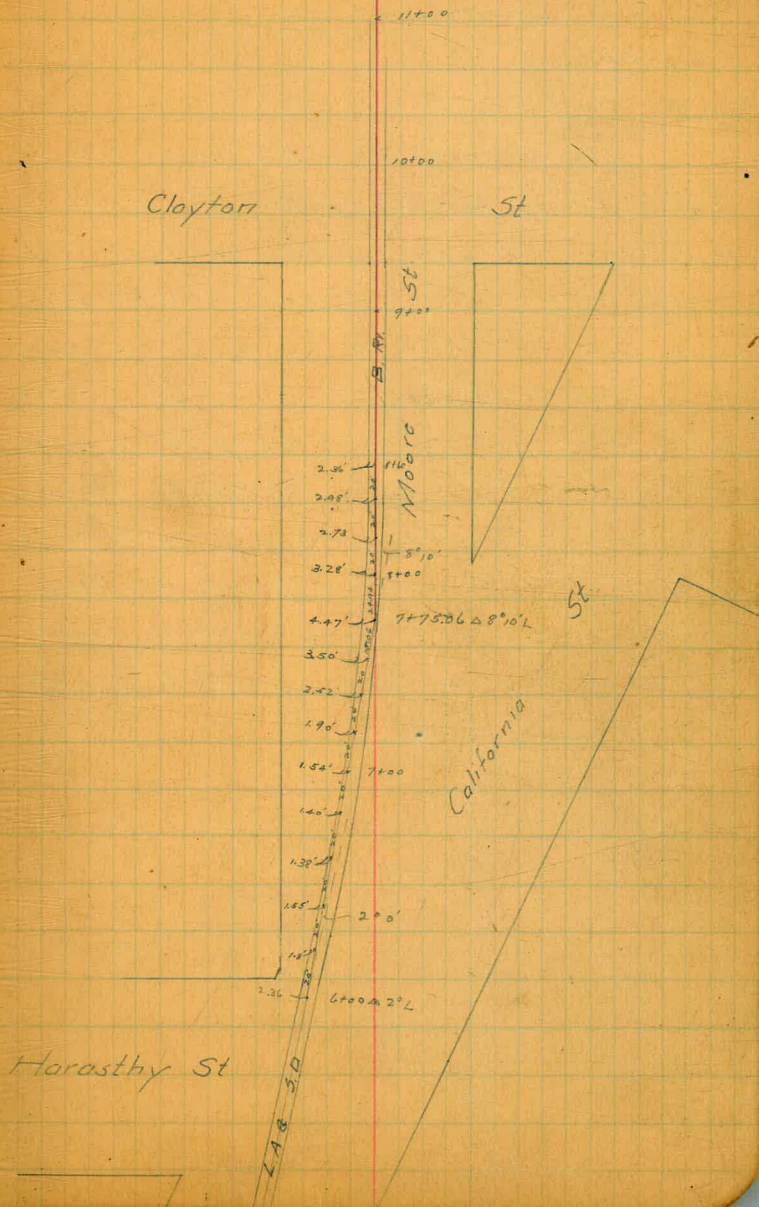
Levels over L.A. and S.D. Beach Ry. Winder to Clayton  
E. Rail

Sta	R.R.	Elev ft.	W.	R.R.	Elev
	3.37	51.61	51.24-56.61 (2nd High 5' peak)		
0+00-3.71 (Winder) +1.0		50.21		4.40	50.21
+50	3.85	50.76		3.89	50.72
1	3.27	51.34		3.24	51.27
+50	2.89	51.72		2.91	51.70
2	2.60	52.01		2.62	51.99
+50	2.35	52.26		2.37	52.24
3	2.21	52.40		2.24	52.37
+50	2.20	52.41		2.20	52.41
+53.74	2.22	52.37		2.26	52.35
4	2.33	52.28		2.34	52.27
+50	2.66	51.95		2.72	51.87
5	3.05	51.58		3.20	51.41
+50	3.30	51.31		3.52	51.07
6 A 2 L	3.47	51.14		3.80	50.81
T.P.	4.33	50.18	3.76	50.25	
+20	4.11	51.07		4.45	50.73
+40	4.16	51.03		4.52	50.66
+60	4.21	50.97		4.50	50.65
+80	4.30	50.88		4.62	50.56
7	4.38	50.80		4.71	50.47
+20	4.41	50.77		4.80	50.38
+40	4.49	50.69		4.87	50.31
+60	4.50	50.65		4.90	50.28





	E. Rail RR	H1 55.18 Elev.	W. Rail RR	Elev	
7	775.5	4.57	50.61	4.87	50.29
8		4.58	50.60	4.85	50.33
+20		4.69	50.49	4.92	50.26
+40		4.80	50.38	4.97	50.21
+60		4.92	50.26	5.02	50.14
9		5.09	50.09	5.16	50.02
+80		5.27	49.91	5.24	49.94
10		5.50	49.68	5.49	49.69
+100		5.77	49.41	5.83	49.35
11		6.05	49.13	6.10	49.08

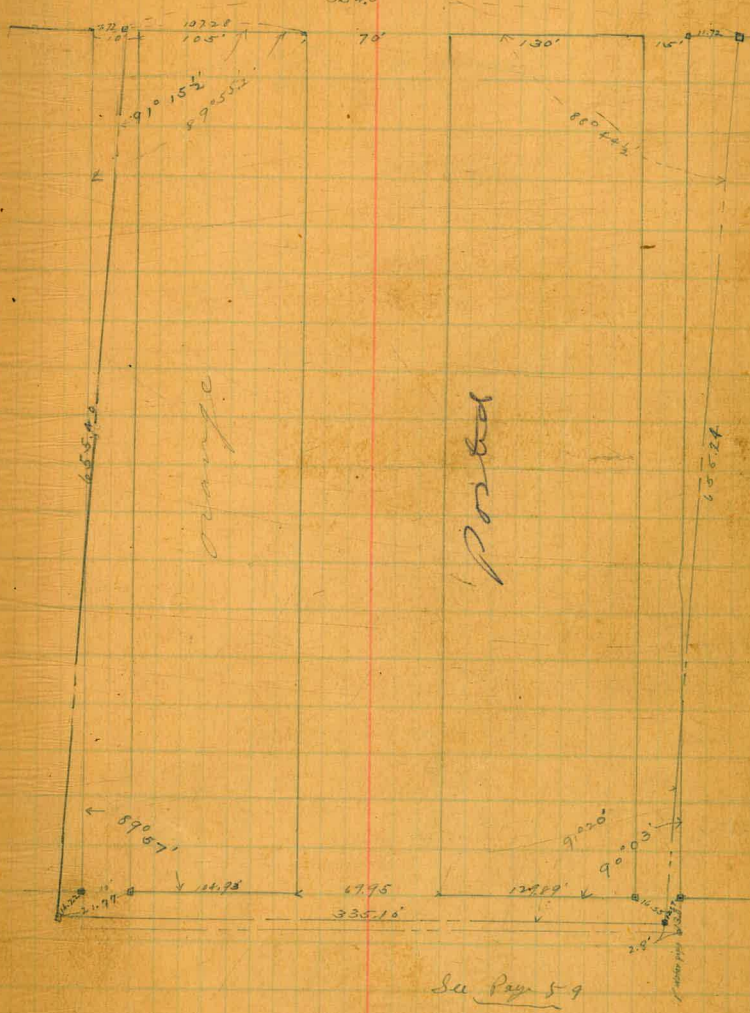








Survey of Goods Villa Tract starting from N.W. Cor. PL 1125  
 as shown on Map of Fillmore's Add. Surveyed by T. Shaw. 8  
 Giving each property owner their proportion of the Acre. and  
 giving ties to corners as surveyed by Crowell.





10 { Davis  
12 { Dinwiddie  
13 } at Williams

NW <sup>and</sup> NE Cors. P.L. 1125 Set according to  
Hammons Survey of No. line of P.L.

St

University

Ave.

519 21190 0  
5  
5

NW 1125

2672'

60 Nails in further parts

98 72 1/2 0 Nails in  
2 1/2 1/2 0 Nails in  
1 1/2 1/2 0 Nails in  
1 1/2 1/2 0 Nails in

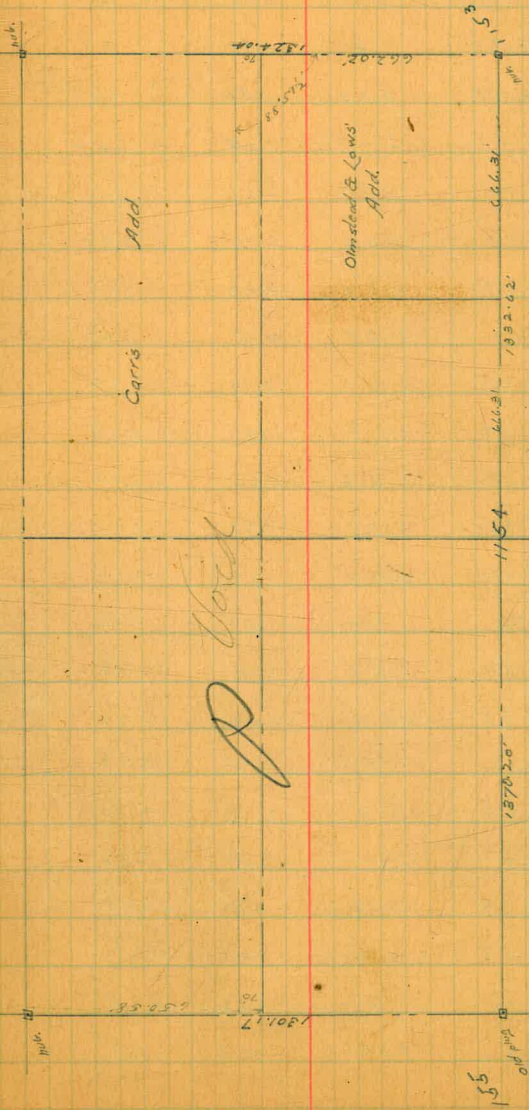
Richmond

Posted

Alborno St

NE 1125







Cut stakes for 7th St Storm drain from L to bay

Sta	Rod R.	Ground	Grade	±
0+00 N.L.L.	3.00	4.91	2.08	+ 2.83
+25	2.30	5.61	1.80	+ 3.31
+50	2.58	5.33	1.53	+ 3.80
+75	2.84	5.07	1.25	+ 3.82
1	3.94	2.97	0.97	+ 3.00
+25	3.87	4.04	0.70	+ 3.34
+50	4.57	3.34	0.42	+ 3.92
+75	4.52	3.39	0.15	+ 3.24
2	5.24	2.67	-0.13	+ 2.80
+25	5.27	2.64	-0.41	+ 3.05
+50	6.05	1.86	-0.68	+ 2.54
+75	5.52	2.39	-0.96	+ 3.35
3	5.47	2.44	-1.24	+ 3.68
+25	5.92	1.99	-1.51	+ 3.50
+50	6.32	1.59	-1.79	+ 3.38
+75	6.95	0.96	-2.07	+ 3.03
4	6.77	1.14	-2.34	+ 3.48
+25	6.28	1.63	-2.62	+ 4.25
+50	5.60	2.31	-2.89	+ 5.20
+75	6.24	1.67	-3.17	+ 4.84
5	6.68	1.23	-3.45	+ 4.68
+25	6.76	1.16	-3.72	+ 4.88
+50	12.22	-4.31	-4.00	-0.31

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1.24      7.91

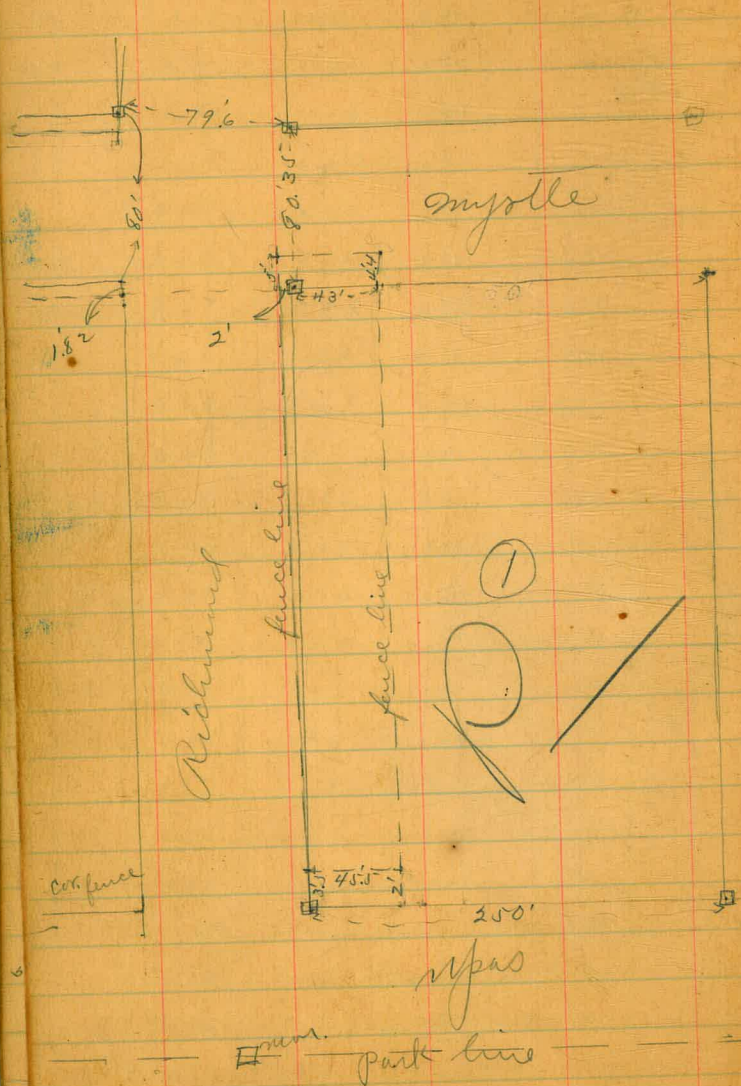
231  
361  
597

6.67 BM NE. 7xL  
5 BK 10/10

9.33	1.66	-3.17	+ 4.83
9.75	1.21	-3.45	+ 4.69
9.67	1.32	-3.12	+ 5.04
10.27	-4.25	-4.00	-0.29



Survey of Blk. ①



Nov. 14/08

W. L. Barber  
Rogers



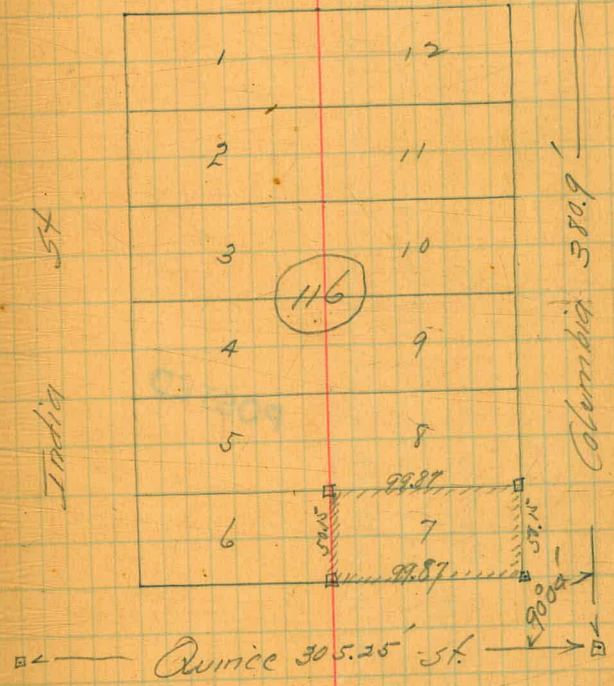
11 Hatch  
16 Moore  
28 Deziel

Survey of Lot 7 Blk. 116  
Middleton

Porter

P

Redwood 54



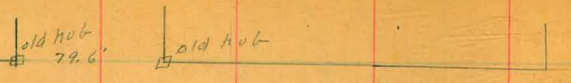
Indian 54

Columbia 380.9

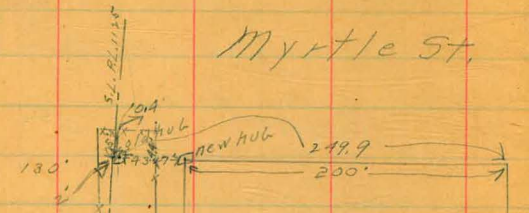
Quince 305.25



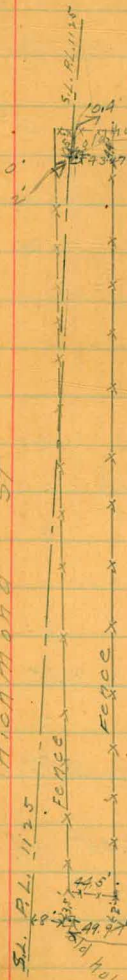
61



Myrtle St.

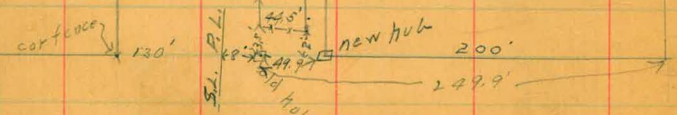


Richmond St

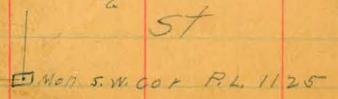


POSTED

Albert St



UP25  
Park Line



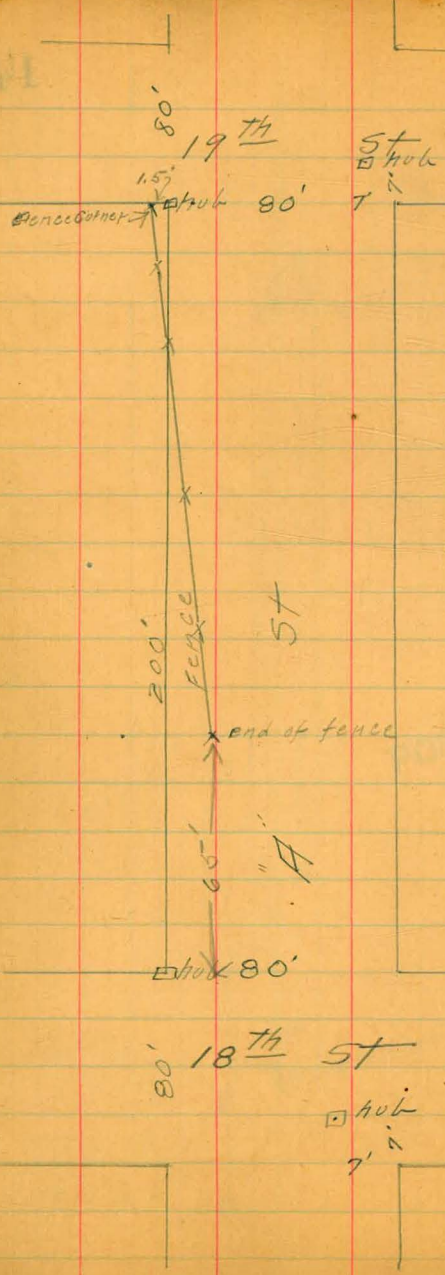
11/23/13

Dunster  
Spaw  
Thomas

14



Dumple  
Shaw  
Thomas

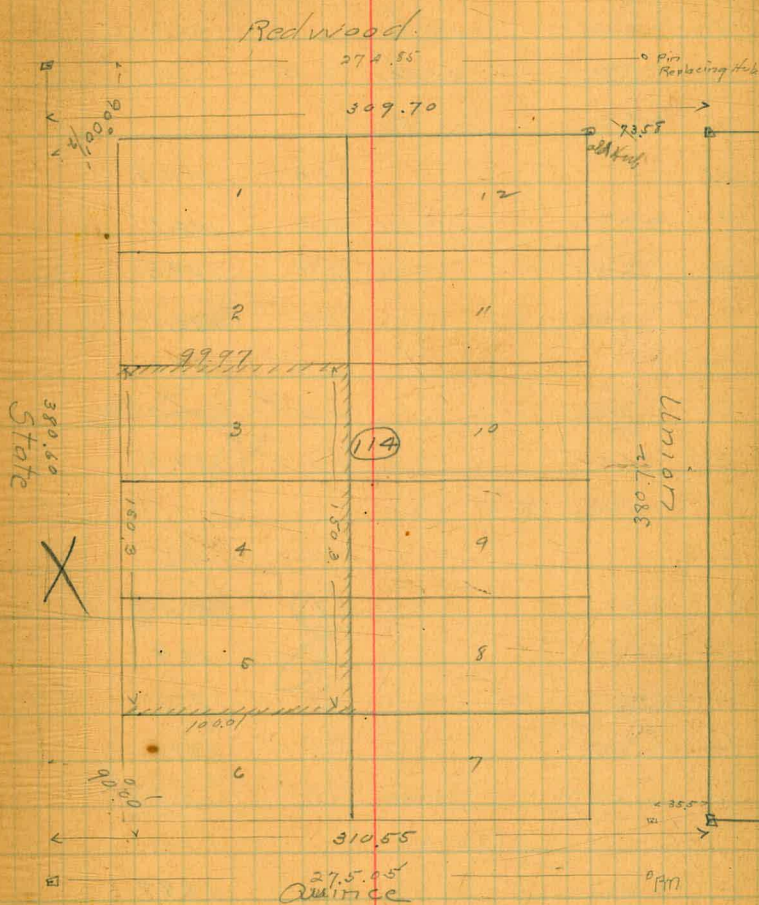




12 Hatch  
 17 More  
 28 Dejul

Survey of Lots 3, 4, 5, Blk 114  
 Middletown Add.

Line on State determined by Cr. Hubs on  
 Palm and Spruce. Checked on Sneedgrass.  
 Line on Redwood determined by Cr. Hubs  
 on India, Columbia and Horton Ave.  
 Line on Quince, by Cr. Hubs on  
 Columbia and Elk Cor. Union St.  
 Union St taken as shown by Hubs  
 on Elk Cor. on Quince and Redwood



312.5  
 274.55  
 309.70  
 380.50  
 380.72



12 Hatch  
21 snow  
58 Degree

X-section 30 ft.  
from Ivy to Laurel

nw 1/4	211	198.83	195.955
Bm	225	191.94	189.69
T.P.		NL Ivy	
W		1.4	190.5
cb		1.2	190.7
1/2		2.7	189.2
c		3.4	188.5
1/4		4.0	187.0
cb		4.2	187.7
E		4.9	187.0
		7' N	
E		10.4	181.5
cb		8	183.3
1/2		7	184.4
c		6.7	185.2
1/4		2.0	189.5
T.P.	0.57	179.64	179.37
		25' N	
E		10.8	168.8
cb		9.6	170.0
1/4		7.4	172.2
c		1.7	176.9
		32' N	
E	162.5 39.5	15.1	169.8 167.5

1635  
95% about  
opening

		179.64	
cb		13.2	189.6 166.4
1/2		8.4	171.8
c		1.2	178.4
		50' N	
E 1/4		5.2	174.4
cb		11.7	191.0 167.9
E	161.0 15 161.0 35 162.9 42.2	15.7	191.0 163.9 162.9
		75' N	
E	144.4 25 161.7 40 161.7 41.5	11.5	190.2 168.1
cb		6.4	173.2
1/4		0.4	179.8
		100' N	
E	171.8 20 164.2 20 162.0 49.5	4.4	195.3 175.2
cb		0.3	179.3
T.P.	-12.15	191.64	179.49
1/2		6.3	185.30
c		10.6	192.2
		75' N	
c		5.1	186.5
		50' N	
c		9.0	182.6
		32' N	
W 1/4		5.5	186.1
		25' N	
W 1/4		5.1	186.5



			191.64	
		125' N		
E	$\frac{1729}{35}$	$\frac{1675}{40}$	$\frac{1433}{51}$ tax	7.1
cb				4.7
1/4				0.3
		150' N		
E	$\frac{1550}{30}$	$\frac{1532}{20}$ tax		1.7
TP	1291	204.23		0.32
cb				11.2
1/4				7.5
C				3.7
1/4				2.8
		125' N		
W 1/4				4.2
C				16.9
		100' N		
W 1/4				4.6
cb				2.2
+7				1.8
W				+0.6
		75' N		
W 1/4				7.5
cb				4.3
+8				3.8
W				1.4

			204.23	
		50' N		
W 1/4				11.9
cb				7.0
+7				5.8
W				2.6
		25' N		
W cb				8.6
+7				7.8
W				4.3
		7' N		
W				7.0
+7				10.5
cb				10.7
		175' N		
E	$\frac{1715}{35}$ tax			10.4
cb				8.4
1/4				5.1
C				3.5
1/4				0.6
		200' N		
C				0.2
1/4				3.5
cb				5.0
E	$\frac{1951}{123}$ tax			7.6



	20423			
	225' N			
E	1987 for	4.0	200.2	
cb		1.6	203.6	
1/4		+0.5	204.7	
	250' N			
E	2011 for	1.2	203.0	
TP	1156	215.61	204.35	
cb		10.1	205.5	
1/4		8.3	207.3	
c		6.5	209.1	
1/4		5.5	210.1	
cb		2.7	212.9	
W		1.7	213.9	
	225' N			
W		2.0	213.6	
+4		2.9	212.7	
cb		3.5	212.1	
1/4		6.4	209.2	
c		9.0	206.6	
	200' N			
W 1/4		8.2	207.4	
cb		4.9	210.7	
+12		4.7	210.9	
W		3.7	211.9	

	21561			
	175' N			
W		6.4	210.2	
+4		6.4	209.2	
cb		7.1	208.5	
	150' N			
W		8.3	207.3	
cb		9.2	206.9	
	125' N			
W		10.9	204.7	
cb		9.0	206.6	
		11.3	203.6	
	275' N			
W		0.9	214.7	
cb		2.5	213.1	
1/4		4.1	211.5	
c		5.2	210.4	
1/4		6.5	209.1	
cb		8.1	207.5	
E	2042 for	9.9	205.7	
	7.5		209.3	
	300' N - St. Juniper		205.7	
			(3.6)	
			211.3	
E	2056 for	8.4	207.2	
	8.5		(4.1)	
cb		6.2	209.4	
1/4		5.3	210.3	
c		4.1	211.5	
1/4		3.8	212.8	



21561

cb		1.4	214.2
W		0.6	215.0
	S db. Juniper		
Tr.P	6.05	220.72	0.96
W		4.8	215.9
cb		6.2	214.5
1/4		7.4	213.3
C		8.4	212.3
1/2		9.6	211.1
cb		11.4	209.3
F	$\frac{19.80}{19.5}$ Toe	14.1	$\frac{211.0}{206.6}$ (4.4)
	S 1/4		
E	$\frac{19.50}{19.3}$ Toe	13.8	$\frac{210.9}{206.9}$ (4.0)
cb		11.0	209.7
1/4	X	9.0	211.7
C		7.9	212.8
1/4		6.8	213.9
cb		5.8	214.9
W		4.1	216.6
	C		
W		3.6	217.1
cb		5.5	215.2
1/4		6.8	213.8
C		8.0	212.7

20

22073

1/4		9.3	211.4
cb		10.6	210.1
E	$\frac{202.5}{18}$	12.2	$\frac{211.5}{208.5}$ (3.0)
	N 1/4		
E	$\frac{186.2}{27.8}$	14.0	$\frac{211.0}{206.7}$ (4.3)
cb		10.0	210.7
1/4		8.2	212.5
C		6.7	214.0
1/2		5.7	215.0
cb		4.5	216.2
W		3.2	217.5
	N db. Juniper		
W		3.0	217.7
cb		3.9	216.8
1/2	X	4.5	216.2
C		6.0	214.7
1/4		7.6	213.1
1/2		8.8	211.9
cb		9.3	211.4
	NL		
cb		9.2	211.5
1/4		7.0	213.7
C		5.5	215.2
1/2		4.3	216.4



22073		
cb	3.3	217.4
W	2.4	218.3
25' N		
W	1.8	218.9
cb	2.6	218.1
1/4	3.7	217.0
c	4.7	216.0
1/4	6.5	214.2
cb	10.3	210.4
50' N		
E 1/4	11.2	209.5
c	6.4	214.3
1/4	4.8	215.9
cb	3.3	217.4
W	1.9	219.3
75' N		
W	1.3	219.4
cb	3.3	217.4
1/4	5.5	215.2
c	7.9	212.8
1/4	10.4	210.3
100' N		
E $\frac{207.2}{10}$ $\frac{200.6}{22.5}$	11.2	215.6 209.5 (C)
cb	9.4	211.3

22073		
1/4	7.9	212.8
c	6.4	214.3
1/4	4.5	215.9
cb	3.2	217.2
W	1.0	219.7
125' N		
W	1.0	219.7
cb	2.6	218.1
1/4	4.5	216.2
c	7.4	213.3
1/4	8.5	212.2
cb	10.2	210.5
TP	$\frac{362}{203.8}$ $\frac{196.0}{12.0}$ $\frac{150}{25}$ $\frac{211.90}{27}$	12.47
E		4.2
E	$\frac{188.3}{10}$	9.0
cb		5.4
75' N		
E	$\frac{194.5}{43.5}$ $\frac{100}{25}$	10.5
cb		5.7
50' N		
E	$\frac{175.7}{15}$ $\frac{133.1}{45}$ $\frac{100}{25}$	7.2
E	$\frac{150.6}{47.5}$ $\frac{100}{25}$	7.9
NL Juniper		
E		7.2
E		7.9



211.90

Ncb Juniper

E  $\frac{183.0}{27.5}$  tax 9.2  $\frac{212}{202.7}$

155' N of Juniper

E  $\frac{933}{15}$   $\frac{1837}{51}$  tax 16.1 195.8

cb, 12.2 199.7

1/4 9.4 202.5

c 4.8 207.1

175' N

E  $\frac{1863}{27}$   $\frac{1853}{19}$  tax 17.5  $\frac{215.0}{194.4}$

cb, 12.2 199.7

1/4 9.2 202.7

c 5.4 206.5

200' N

E  $\frac{1917}{15}$   $\frac{1878}{30}$   $\frac{1874}{17}$  13.5  $\frac{213.9}{198.4}$

cb 6.7 205.2

1/4 0.2 211.5

225' N

E  $\frac{1947}{20}$   $\frac{1814}{40}$   $\frac{1884}{17}$  8.6  $\frac{219.7}{203.3}$

cb 0.5 211.4

250' N

E  $\frac{1911}{35}$   $\frac{1908}{40}$   $\frac{1874}{17}$  tax 3.3  $\frac{220.6}{208.6}$

T.P. 13.08 224.31 0.67 211.23

cb 9.2 215.10

22431

1/2 2.8 221.5

c 2.0 222.3

1/4 1.4 222.9

cb 2.1 221.2

W 0.5 223.8

225' N

E 1/2 4.2 220.1

c 2.5 221.8

1/4 2.3 222.0

cb 2.6 221.7

W 1.6 222.7

200' N

W 0.9 223.4

+5 2.8 221.5

cb 3.4 220.9

1/4 9.3 220.0

c 7.5 216.8

175' N

W 1.5 222.8

+5 4.0 220.3

cb 4.6 219.7

1/2 11.2 213.1



22431

155' N. of Juniper

W	4.5	219.8
cb	4.7	219.6
1/4	10.7	213.6

275' N

W	0.0	224.3
cb	1.0	223.3
1/4	0.1	224.2
c	1.2	223.1

1/4	2.0	222.3
cb	1.7	222.6
+6	5.5	218.8

E	$\frac{203.4}{15}$ $\frac{202.2}{29}$ $\frac{202.2}{29}$	10.5	$\frac{221.4}{19}$ 213.5
---	--	------	-----------------------------

290' N

E	$\frac{222.0}{11}$	9.6	$\frac{221.9}{12}$ 214.7
cb		1.4	222.9
1/4		0.9	223.4
c		1.1	223.2
1/4		0.3	224.0
cb		0.2	224.1
W		40.4	224.7

22431

300' N = SL Kalina

W		0.1	224.2	
cb		1.3	223.0	
1/4		1.5	222.8	
c		2.0	222.3	
1/4		2.4	221.9	
cb		3.1	222.2	
E		2.2	222.1	
T.P.	6.60	228.81	210	222.21

N. Kalina

W		1.8	227.0
cb		2.4	226.4
1/4		4.3	224.5
c		4.6	224.2
1/4		5.7	223.1
cb		5.3	223.5
E		4.7	224.1

5' N of Kalina

E		7.9	220.9
cb		6.9	221.9
1/4		6.4	222.4
+5		1.2	224.6
c		3.5	225.3
1/4		2.9	225.9
cb		2.2	226.6
W		0.7	228.1



228.51

25' N of Kalmia

W	0.2	228.6
cb.	1.8	227.0
1/4	2.0	226.8
C	1.9	226.9
1/4	11.8	217.0
+5	14.0	214.8
cb.	11.8	213.0
E	7.7	221.1

50' N

E	8.0	220.8
cb.	13.1	215.7
+6	13.7	215.1
1/4	11.0	217.8
C	4.1	224.7
+6	1.8	227.0
1/4	1.5	227.3
cb.	1.3	227.5
W	+0.6	229.4

75' N

W	+2.6	231.4
+4	+0.4	229.2
cb.	1.2	227.6
1/4	1.3	227.5

228.51

C	0.3	228.5
1/4	6.4	222.4
cb.	13.0	215.8
E	5.7	223.1

100' N

E	4.9	223.9
cb.	12.0	216.8
1/4	7.4	219.4
C	1.4	227.4

T.P.	7.52	235.94	0.69	228.13
+6			6.9	229.0
1/4			7.1	228.8
cb.			7.3	228.6
W			5.8	229.1
			5.2	220.7

125' N

W	6.9	229.5
cb.	6.2	229.7
1/4	6.5	229.4
C	6.8	229.1
1/4	6.2	229.7
1/4	8.6	227.3
cb.	14.2	221.7
+4	15.9	220.0
	11.0	224.9



23594

150' N of Kalmia

E	6.1	229.8
cb	6.3	229.6
1/4	6.2	229.7
c	6.1	229.8
1/4	5.7	230.2
cb	5.3	230.6
W	4.9	231.0

175' N

W	3.6	232.3
cb	4.2	231.7
1/4	5.1	230.8
c	4.9	231.0
1/4	5.1	230.8
cb	5.5	230.4
E	4.6	231.3

200' N

E	3.8	232.1
cb	4.3	231.6
	4.9	231.0
1/4	4.0	231.9
c	{ 3.5	232.1
	{ 4.5	231.4
1/4	3.9	232.0
cb	3.8	232.1
W	3.1	232.8

23594

225' N

W	2.2	233.7
cb	2.8	233.1
1/4	3.5	232.4
c	{ 3.5	232.4
	{ 3.0	232.9
1/4	3.9	232.5
cb	{ 3.8	232.1
	{ 2.9	233.0
E	2.6	233.3

250' N

E	1.5	234.4
cb	{ 1.5	234.1
	{ 2.9	233.0
1/4	2.1	233.8
c	{ 0.8	234.1
	{ 1.5	233.4
1/4	2.2	233.7
cb	2.2	233.7
W	1.3	234.6

275' N

W	0.6	235.3
cb	0.8	235.1
1/4	1.2	234.7
c	{ 1.3	234.6
	{ 0.8	235.1
1/4	1.2	234.7
cb	{ 1.7	234.2
	{ 0.8	235.1
E	0.5	235.4



48  
 23594  
 TP 590 241,35 046 235.78  
 E 3.9 236.5  
 cb { 5.4 236.0  
       6.4 235.0  
 1/4 5.6 235.8  
 e { 5.2 236.2  
       5.8 235.6  
 1/2 5.8 235.6  
 cb 3.9 235.5  
 W 5.0 236.4  
 BM Laurel-3<sup>d</sup> 4.74 236.64 236.62

P







720

735

Ash

St.

705

715

605

610

A

St.

St.

3rd



29

880

88.5

Beech

St.

86.5

87.0

720

73.5

Ash

St.



30

110.0

St.

107.0

88.5

St.

St.

3rd

108.0

Cedar

105.0

88.0

Beech



11

1100

~~1100~~ 138.5

~~138.5~~

Date

St Elm

St.

1080

1100 137.5

137.5

1115

114.5

1080

1100 1100

1100

Cedar

St

Date

St.

St

31

3rd



St.

1630

1645

St.

Fir

St.

1650

1615

1630

1635

4th

St.

1650

1615

1395

1395

1645

1635

Elm

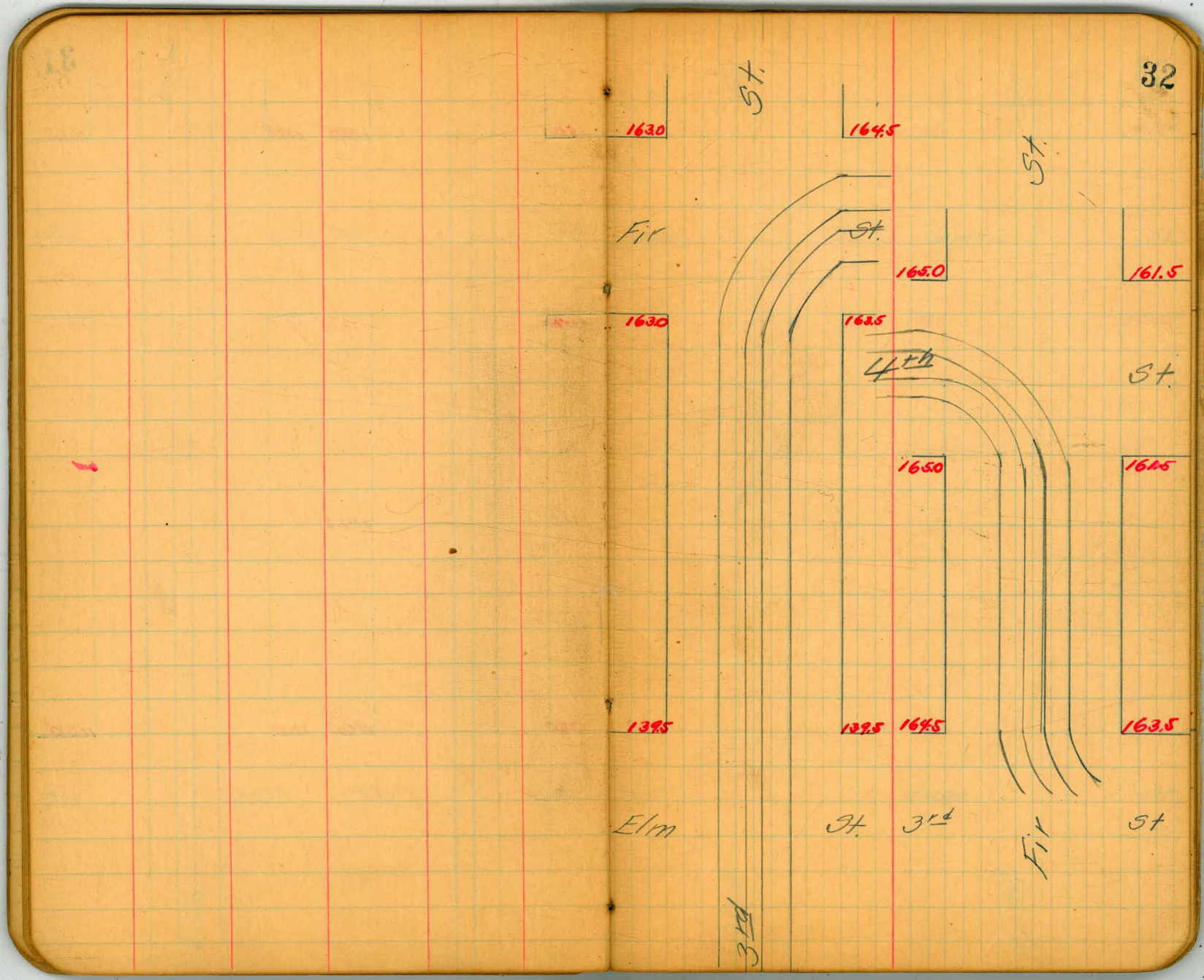
St.

3rd

Fir

St.

3rd





1830

St.

Grape

1800

1650

Fir

477

1830 1855

St.

St.

Hawthorn

1800 1945

1650 1830

St Grape

477

1955

1945

1830

St.

St.

33



205.5

st.

206.5 213.0

st.

214.0

ivy

st Juniper

st.

205.0

206.0 212.0

213.0

195.5

195.5 205.5

205.5

Hawthorn

st.

ivy

st

477

477



2280

St.

2260 2425

St.

2435

Kalmia

St.

Laurel

St.

2230

2240 2410

2420

2130

2140 2250

2260

Juniper

St.

Kalmia

St.

477

477



2505

st.

Maple

2520

2425

Laurel

44

2545 2620

st.

st.

Nutmeg

2530 2610

2435 2535

st

Maple

44

36

2630

st

262.0

2545

st



2650

57

Olive

2645

2630

Nutmeg

47h

2660 2665

57

St. Palm

2655 2665

2630 2660

St. Olive

47h

37

2675

St.

2675

2660

St.



St.

St.

2705

2690 2695

2680

St.

Redwood

St.

Quince

270.5

2690 2695

2680

2690

2675 2680

2665

St.

Quince

St.

Palm

477

477



BT

277.0

273.0

BT

39

273.0

Spruce

BT

276.0

272.5

272.5

BT

269.5

270.5

Redwood

BT

BT





2120

5<sup>th</sup>

2130 2505

5<sup>th</sup>

2515

2<sup>nd</sup>

5<sup>th</sup>

1<sup>st</sup>

5<sup>th</sup>

2730

2740 2520

2530

2760

2770 2720

2730

3<sup>rd</sup>

Spruce

5<sup>th</sup>

2<sup>nd</sup>

Spruce

5<sup>th</sup>

2760

2770



St.

2550

Thorn

2545

2515

Spruce

St /

St

2565 2585

St Upas

2560 2575

2530 2550

St Thorn

St /

41

2600

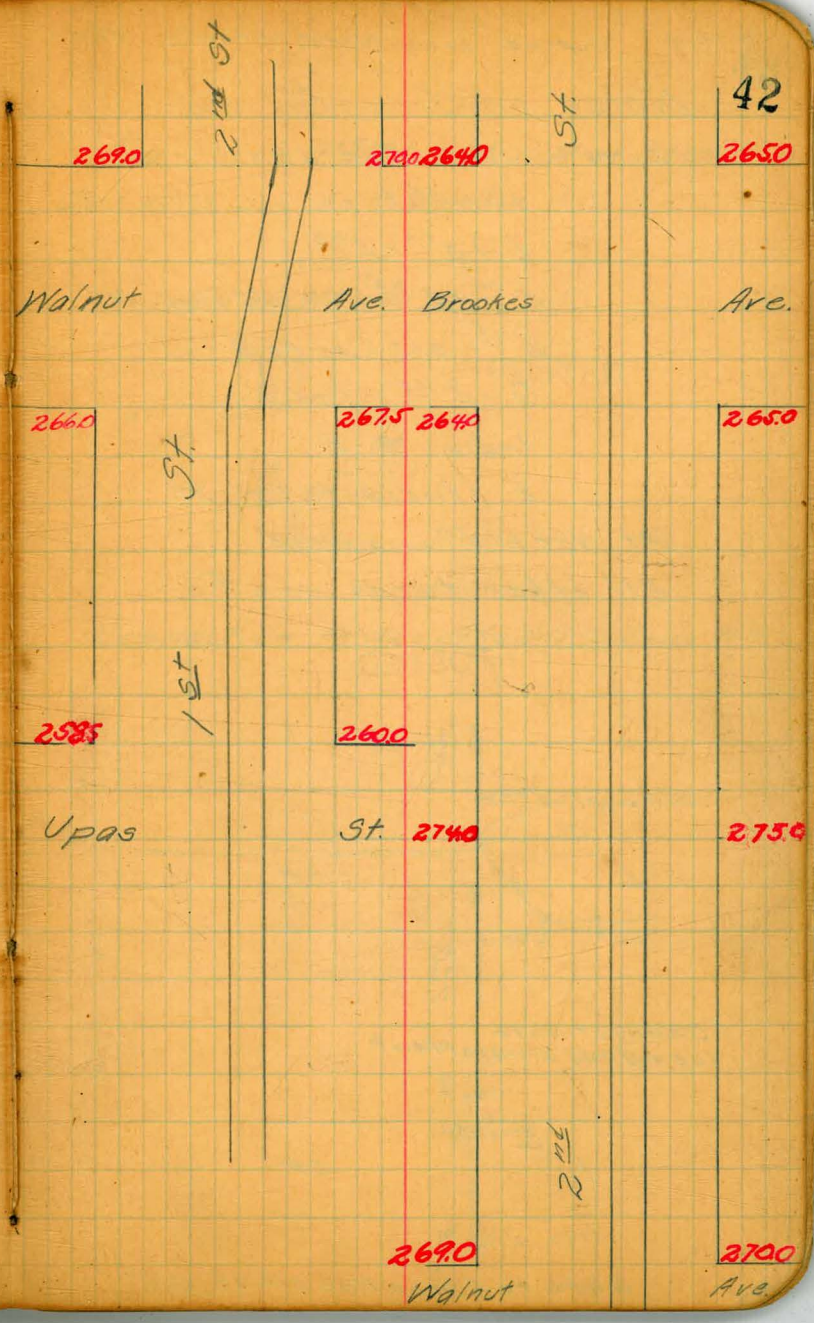
St

2580

2565

St







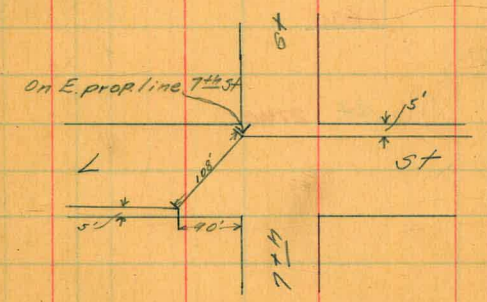
3/11/09 Copied from Notes of the Co. Mar. 11, 09

Notes on Union Oil Co

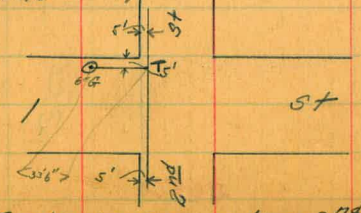
Pipe Line - Nat. Ave - 13  
 13 - Nat - L  
 L - 13<sup>th</sup> - 5<sup>th</sup>  
 5<sup>th</sup> - 2<sup>nd</sup> on old line  
 2<sup>nd</sup> - old line to G  
 G - 2<sup>nd</sup> - India  
 India - G - E  
 E - India - to Cal St.

At Nat & 13<sup>th</sup> is a bend  
 All other turns are T's

POSTED



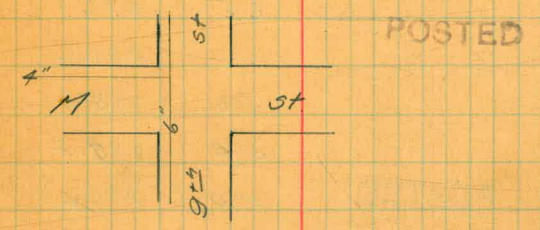
Connection to  
 Ice and Cold Storage Plant



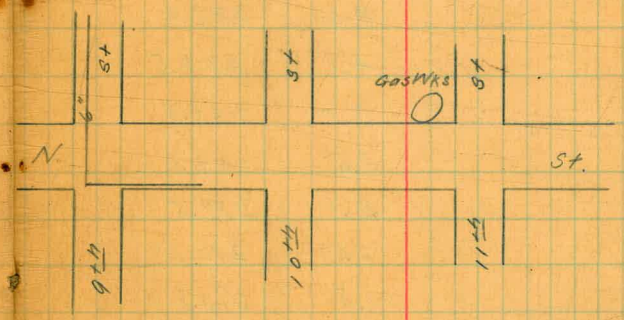
Gate to E prop line 2<sup>nd</sup> st 13'6"

Branch on 9<sup>th</sup> St is 6" to N st, then 4" to  
 Gas Wks and to Cuyamaca R.R.

Branch at 9<sup>th</sup> and M



Connection to Gas Wks. and Cuyamaca R.R.





3 Hatch Levels on Pt. 4<sup>H</sup>  
 30 Wood  
 109 Degil Broadway - 250 N.

860  
 10714 - Broadway 292.63 284.028  
 SW RR Spk Pal

N. Broadway	6.6	286.0
25'	6.1	286.5
38'	6.5	286.1
75'	6.0	286.6
100	5.6	287.0
175	5.4	287.2
131	5.0	287.6
160	3.2	289.2
163	3.5	289.1
175	4.6	288.0
200	4.7	288.5
220	3.5	288.8
250	3.5	289.1
275	3.1	289.5
290	2.5	290.1
300	1.8	290.8

POSTED



3 Hatch section of Chalmers st.  
 29 from India to State.  
 7 Churchman.

SE Cor

Off India 12.09  
 and Chalmers

80.38 68.29  
 EL India

N 11.2 69.2

cb 12.6 67.8

1/4 12.4 68.0

c 12.2 68.2

1/4 12.4 68.0

cb 12.8 67.6

S 11.7 **POSTED** 68.7

SE

S 8.9 71.5

cb 8.6 71.8

+4 12.8 67.6

1/4 12.2 68.2

c 11.8 68.6

1/4 12.1 68.3

cb 12.1 68.3

+5 11.1 69.3

+8 6.9 73.5

N 7.2 73.2

SE

N 5.5 74.9

+5 10.3 70.1

cb 10.3 70.1

1/4 10.7 79.7

80.38

45 8

C 10.1 70.3

+8 9.7 70.7

1/4 6.2 74.2

cb 6.5 73.9

S 8.1 72.3

50 E

S 7.5 72.6

9.0 **POSTED** 71.4

cb 9.0 71.4

1/4 9.3 71.1

C 3.8 76.6

1/4 6.9 73.5

cb 7.2 73.2

+10 6.8 73.6

N 3.3 77.1

75 E

N 1.3 79.1

3.2 77.2

cb 4.2 76.2

1/4 8.0 72.4

+7 10.0 70.4

C 10.3 70.1

1/4 9.9 70.5

cb 8.6 71.8

S 6.7 73.7



80.38

100' E

S	7.8	72.6
+7	5.5	74.9
S	4.7	75.7
+8	5.2	75.2
1/4	8.3	72.1
C	8.3	72.1
+9	7.4	73.0
1/4	4.8	75.6
+5'	2.7	77.7

125' E

S	7.2	73.2
S	4.1	76.3
1/4	3.5	76.9
C	4.6	75.8
1/4	4.3	76.1
+10'	2.8	77.6

150' E

3	6.1	74.3
+10	6.0	74.4
S	4.5	75.9
+2	1.8	78.6
1/4	2.2	78.2
C	1.6	78.8

80.38

164' E

S	5.1	75.3
	1.8	78.6
+8	3.4	77.0
	0.2	80.2
S	0.4	80.0
T.P. 125.2	92.65	0.22
	100' E	80.16

1/2+2'	11.1	81.6
S	11.0	81.7
N	11.8	80.9

125' E

N	8.8	83.9
+10'	8.7	84.0
S	13.0	79.7

150' E

N	5.8	86.9
+8	7.4	85.3
S	9.2	83.5
1/4	12.0	80.7

175' E

S	12.2	80.5
S	12.1	80.6
1/4	11.9	80.8
C	11.1	81.6
1/4	9.8	82.9

46



9268

+9	9.9	83.8
cb	6.0	86.7
N	3.1	89.6

200'E - Wt Columbia

N	0.8	97.9
cb	2.4	90.3
b	5.9	86.8
e	8.9	83.8
1/2	10.5	82.2
cb	11.3	81.4
S	10.2	82.5

TR	11.98	104.11	0.55	92.18
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El Columbia

S	10.4	93.7
cb	15.3	88.8
1/2	17.8	86.3
e	17.1	87.0
1/2	11.6	92.5
cb	7.5	96.6
N	4.6	99.5

25'E

N	3.3	101.8
cb	6.0	98.1
1/2	10.3	93.8

47

104.11

C	13.0	91.1
1/2	15.2	88.9
cb	16.3	87.8
S	10.4	93.7

50'E

S	11.3	92.8
+9	15.3	88.8
cb	16.5	87.6
1/2	12.0	92.1
a	9.4	92.7
1/2	6.5	97.6
cb	2.7	101.4

75'E

N cb	0.0	104.1
1/2	4.6	99.5
e	3.0	96.1
1/2	9.5	94.6
+8	10.2	93.9
cb	13.2	90.9
+4	14.1	90.0
S	7.8	96.3



104.11

100' E

S		5.0	99.1
cb		12.4	91.7
1/4		7.4	96.1
c		6.3	97.8
1/4		4.9	99.7
125' E			
N 1/4		3.7	100.4
o		5.2	98.9
1/4		10.6	93.5
cb		8.1	96.0
S		1.0	103.1

150' E

T.P. 685 110.72 0.24 103.87

50' E of Columbia

N 6.2 104.5

75' E

N 2.1 108.6

100' E

N 2.9 107.8

cb 6.6 104.1

125' E

N 1.9 108.8

cb 6.1 104.6

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110.72

150' E

N		1.1	109.6
cb		4.3	106.2
1/4		9.0	101.7
+10		14.5	96.2
cr		12.6	98.1
+9		12.4	98.3
1/4		10.1	100.6
cb		5.3	105.4
S		2.0	108.6

175' E

S		+1.2	111.9
cb		0.0	110.7
1/2		3.5	107.2
+7		5.1	105.6
c		8.3	102.4
1/4		11.5	99.2
cb		7.1	103.6
N		3.4	107.3

200' E - WL State

N		5.1	105.6
+9'		10.0	100.7
cb		8.1	102.6
1/4		5.8	104.9



	110.72		
C		5.2	105.5
1/4		0.5	110.2
TP	878	119.04	0.46
cb		5.8	113.2
S		4.6	114.6
		W Cb State	
S		3.1	115.9
cb		4.4	114.6
1/4		7.2	111.8
C		12.5	106.5
1/4		13.1	105.9
cb.		13.2	105.8
+9		16.3	102.7
N	bottom of ravine	16.2	102.8
		W 1/4 State	
N		13.8	105.2
+5		12.0	107.0
cb.		11.6	108.4
1/4		11.7	107.3
C		11.0	108.0
1/4		6.0	113.0
cb		3.0	116.0
S		1.0	118.0

	119.04		49
		Cr	
N		10.3	108.7
d		8.9	110.1
1/2		9.4	109.6
+10		9.5	109.5
C		7.7	111.3
1/2		2.8	116.2
d		0.5	118.5
TP	1043	129.17	0.30
S		7.5	113.7
		E 1/4	
S		4.0	125.2
d		7.6	121.6
1/2		10.0	119.2
C		15.6	113.6
1/4		15.3	113.9
+9'		14.6	114.6
cb		16.8	112.4
N		19.9	109.8
		E cb	
N		18.1	111.1
cb		14.0	115.2
1/4		11.6	117.6
C		12.9	116.3



129.17

1/4		7.9	121.3
cb		5.0	120.2
3		1.6	127.6
E.L. State			
5		+0.8	130.0
cb		1.9	127.3
1/4		6.1	123.1
c		8.4	120.8
1/4		8.7	120.5
+7		8.6	120.6
cb		12.2	117.0
N		16.4	112.8

or B.M.	114.0	77.48	66.08	B.P. SW
T.P.	1217	87.43	0.22	Middle
T.P.	1288	102.19	0.12	Chpt.
T.P.	1273	114.32	0.60	
T.P.	11.90	125.23	0.99	
		25.57 E		= Middletown Line or N
-15		11.5	113.7	
N		10.0	115.2	
+7		6.3	118.9	
+7.1		1.0	120.2	
T.P.	1206	136.16	1.03	124.20

cb		10.7	128.6	
1/4		9.9	126.4	
c		8.9	127.4	
1/4		8.1	128.2	
cb		4.7	131.6	
5		0.6	131.7	
T.P.	10.65	145.61	1.30	132.96
		.64 E		
5		2.0	143.6	
cb		8.2	137.4	
	76.17 E 0.75			Middletown Line
	35.57 N 14			
5		2.2	143.4	
cb		8.2	137.4	
1/4		12.0	133.6	
c		14.3	131.2	
1/4		15.7	129.9	
cb		18.2	126.7	
+8		21.2	124.4	
+8.1		26.7	118.9	
N		30.4	115.2	

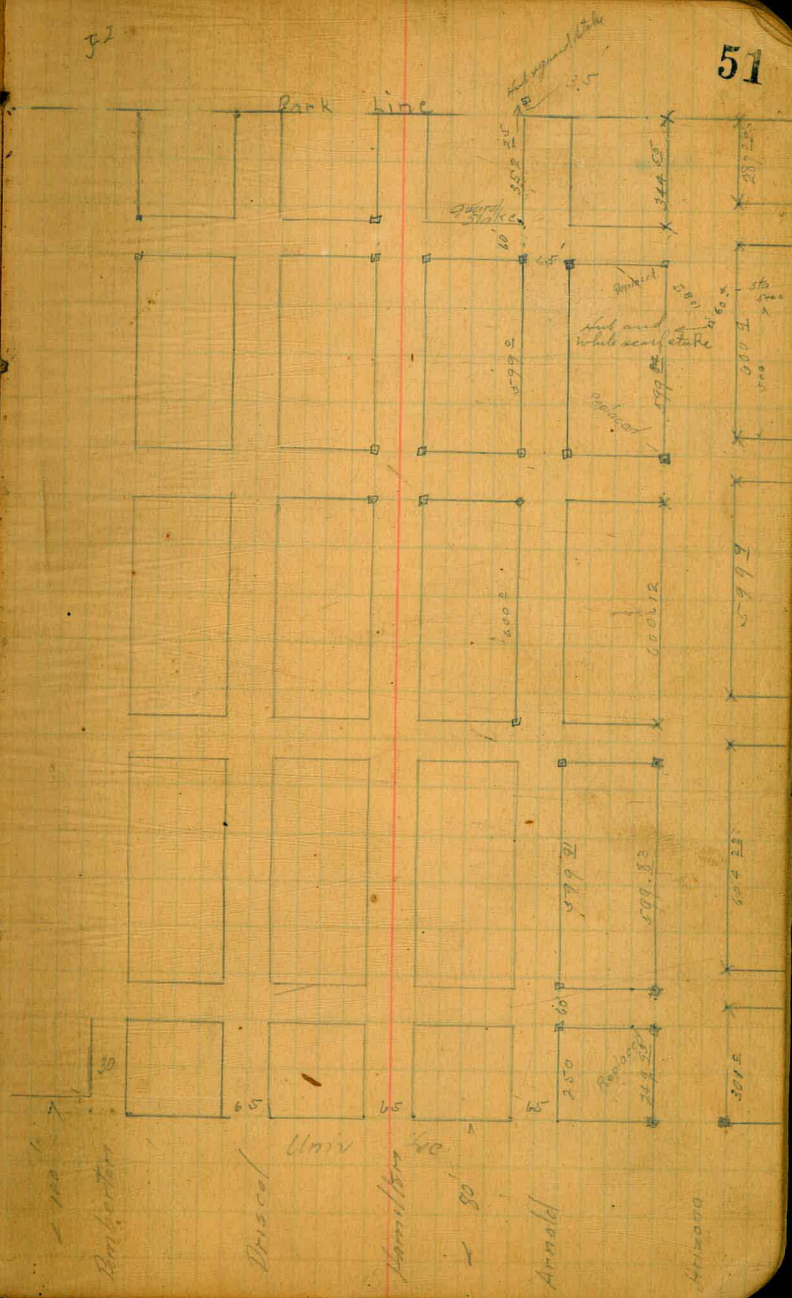


5  
 6  
 1899  
 Hatch  
 Mine  
 Thomas  
 Measurements on Park  
 Villa Tract

POSTED

52

51





The Points for West End

of Davis  
Williams  
Churchman

52

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35					

POSTED

28TH

UTAH

GRANADA

29TH

30TH

RAY

Note monuments set at every intersection except Utah & Lands

199.70  
200.54

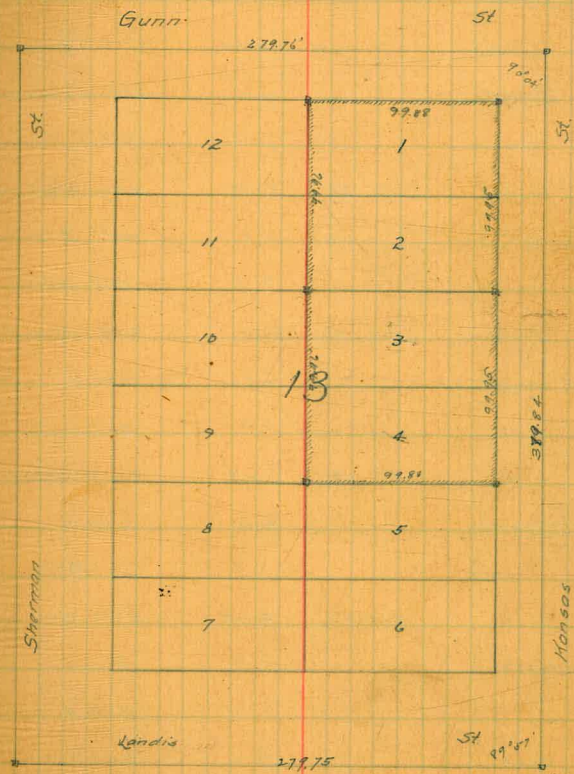


7 } Davis  
 26 } Williams  
 29 } Chace & son

Survey of Lots 1, 2, 3 & 4 Block 13 West End

POSTED

53





Levels for monuments in West End  $\frac{11}{30}$  (Dun  $\frac{270}{347.50}$  Miller)

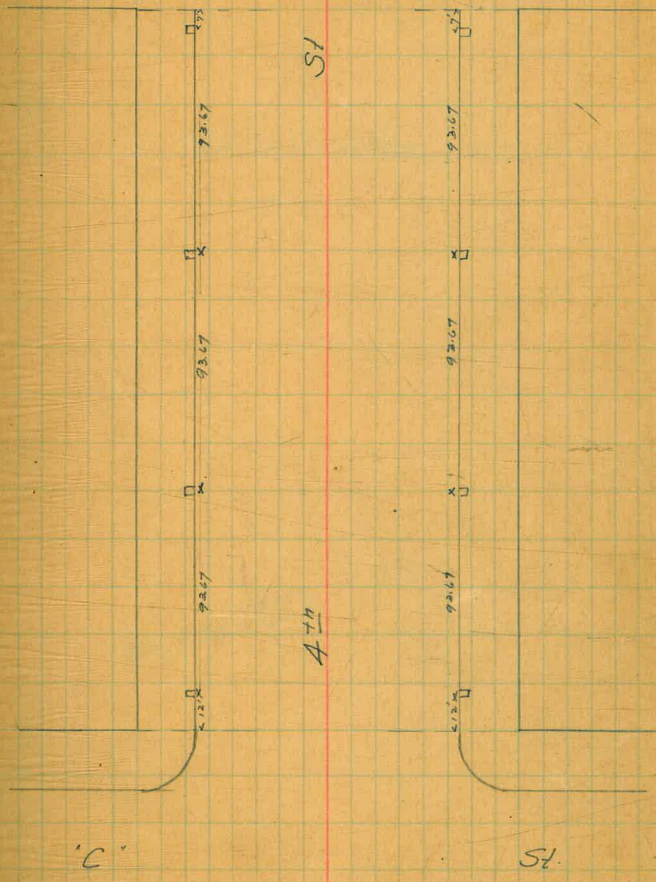
	+	141	-	
	2.71	358.34		355.63 2713420 3000
T.P.	2.72	350.47	10.59	347.75
Kan & Wightman			2.72	347.75
Sherman "			2.90	347.57
" Gunn			7.2	343.5
Kansas "			7.15	343.3
T.P.	3.57	345.89	8.15	342.32
Kansas & Landis			5.2	340.7
Sherman "			6.3	339.6
T.P.	4.13	343.42	6.60	339.29
Sherman & Dwight			6.60	336.8
Kansas "			6.3	337.1
T.P.	4.01	338.19	9.24	334.18
Kansas & Capps			5.6	332.6
Sherman "			6.7	331.5
T.P.	2.00	335.51	4.68	333.51
Sherman & Myrtle			3.9	331.6
Kansas "			5.5	330.0
" Upas			9.6	325.9
Sherman "			4.0	331.5
T.P.	5.22	339.70	1.03	334.48
Upas & Utah			7.1	330.6
" Idaho			7.9	329.8

Mjette & Idaho	6.6	333.1	
Utah	5.3	334.4	
T.P. 590	341.26	4.34	335.36
Capps & Utah	6.0	335.3	
" Idaho	7.7	332.6	
Dwight "	6.2	334.9	
" Utah	4.2	337.0	
T.P. 7.20	345.78	3.46	337.80
Landis & Utah	5.6	340.2	
" Idaho	5.1	340.7	
T.P. 7.10	359.26	2.62	343.14
Capps Idaho	6.0	344.2	
" Utah	6.3	343.9	
Wightman "	4.6	345.6	
" Idaho	6.0	344.2	



Location of Light Posts - 4<sup>th</sup> St B to C.  
 "B" St

F 5  
 12 (D.A.V.)  
 14 (K.I.I. 1000)  
 09 (Chowhan)

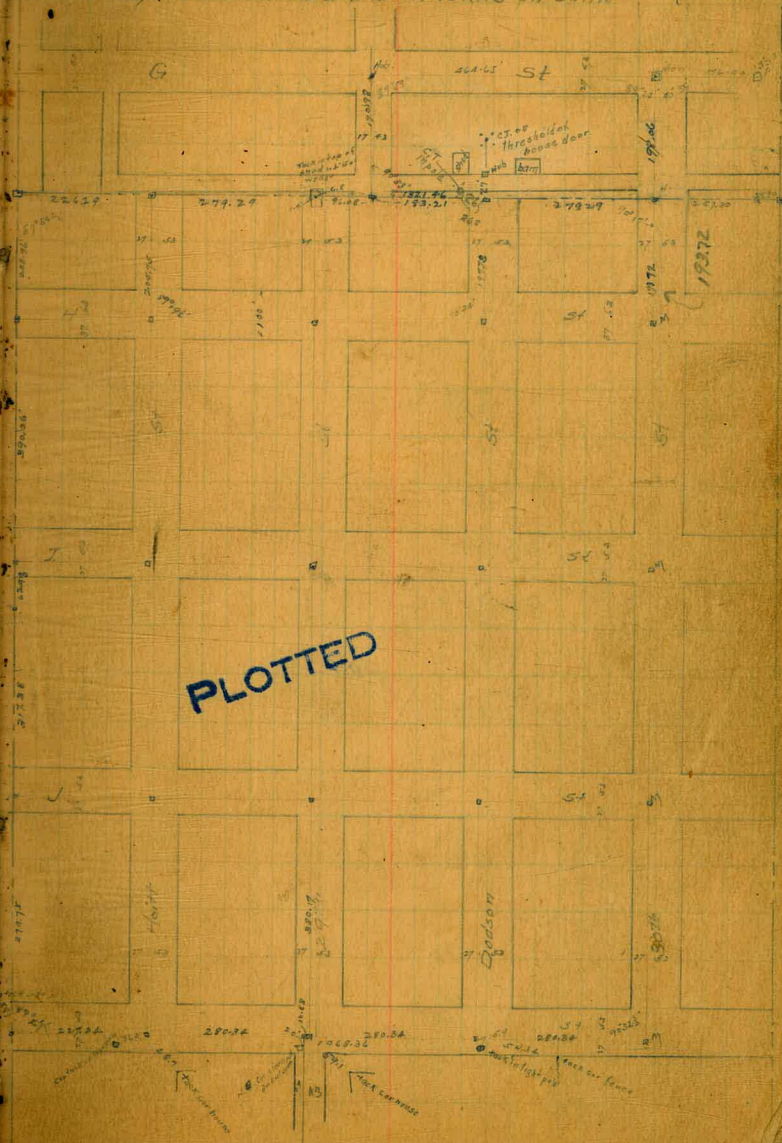




see Page 64

Resurvey of Horth's Add and the Points on same

1 Down  
10 W  
10 (over) 56



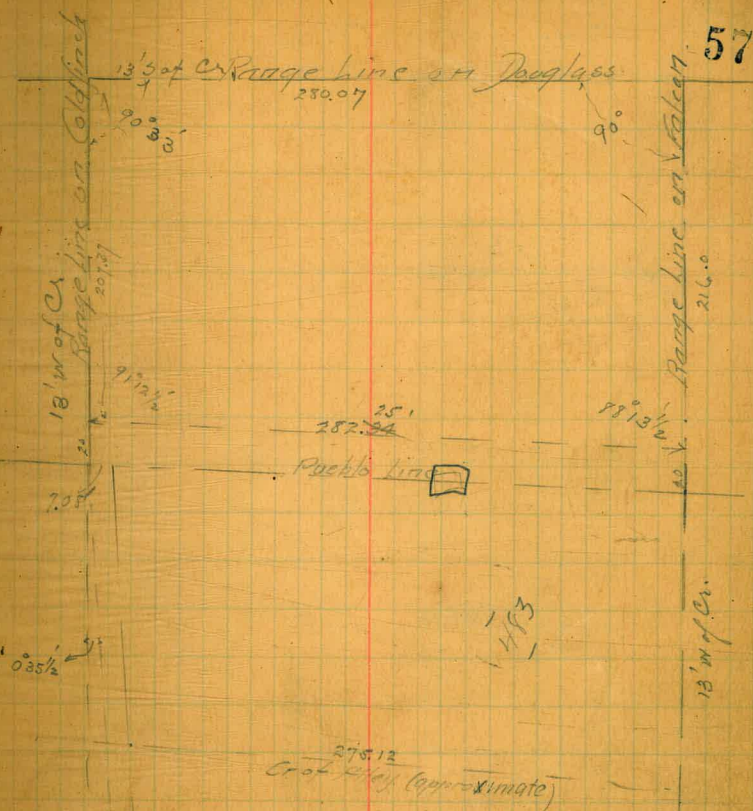
PLOTTED

280  
1-10  
1-10  
1-10



4/7 Hatch  
1/10 Butler  
Fitzpatrick

Measurements on Goldfinch  
and Falcon from Douglas  
south for description for opening  
of Falcon trough Blk 483

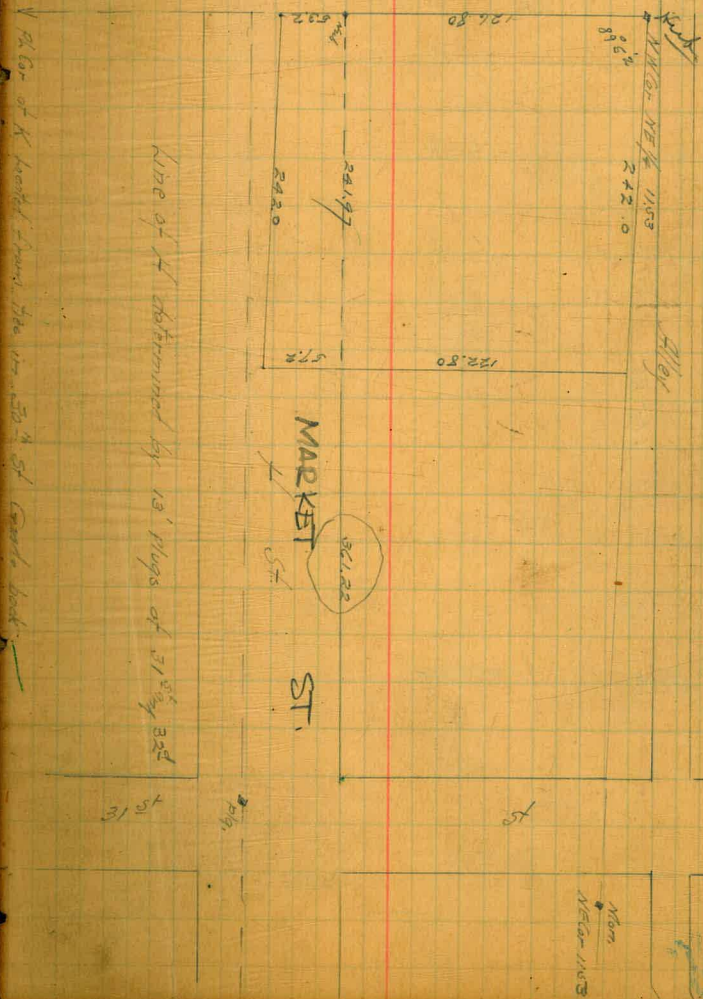




3/23/11

Measurements for opening of H St.  
between 30th and 31st  
Hatch Moore Rogers (sick)

See P 56

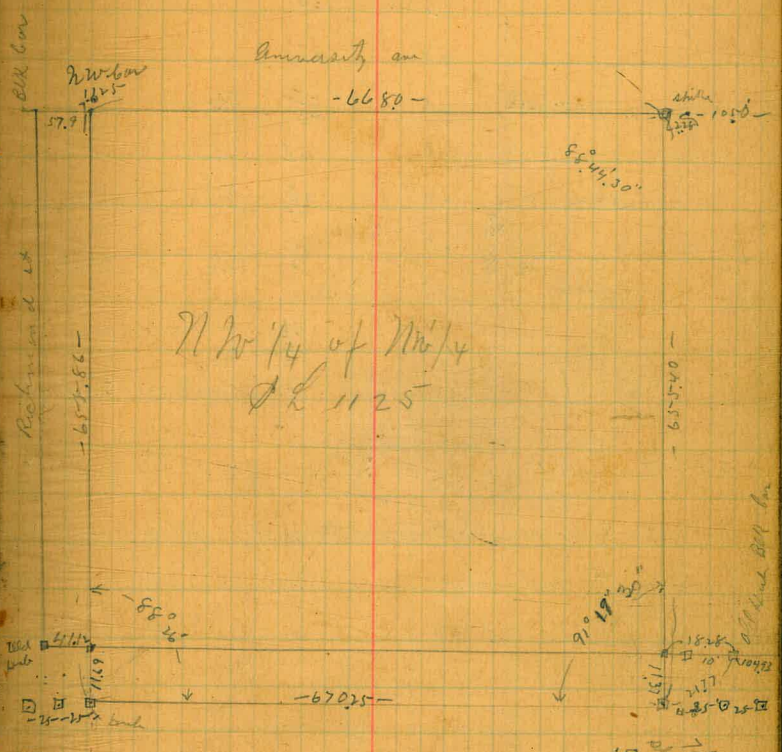
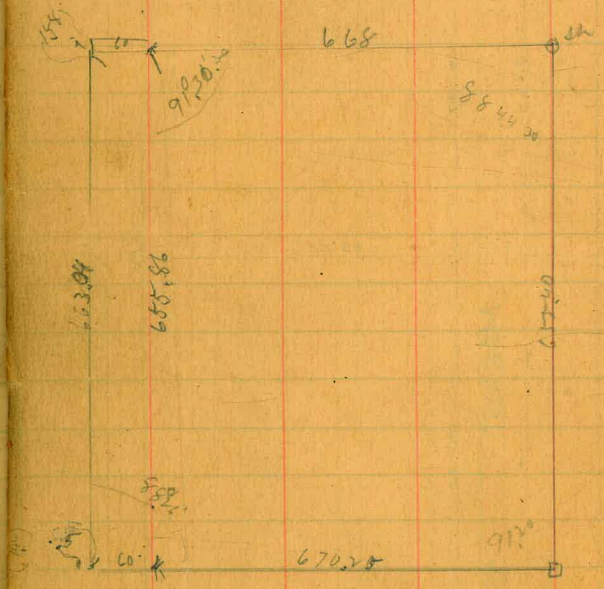




5  
8  
11

Blough  
Poma  
Fitzpatrick

Survey of NW 1/4 of NW 1/4 of PL 1125  
To show Robinson one off of it  
Starting from Survey on Page 8  
Subdividing the Paddle



NW 1/4 of NW 1/4  
PL 1125

(26235625-261155)

70 SW 1/4 PL 1125

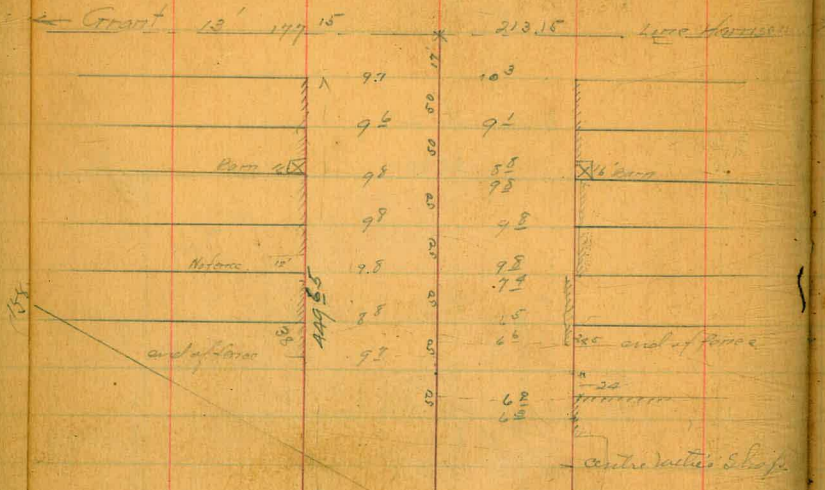
See Page 8



107 Hatch  
108 Moore  
109 Hall

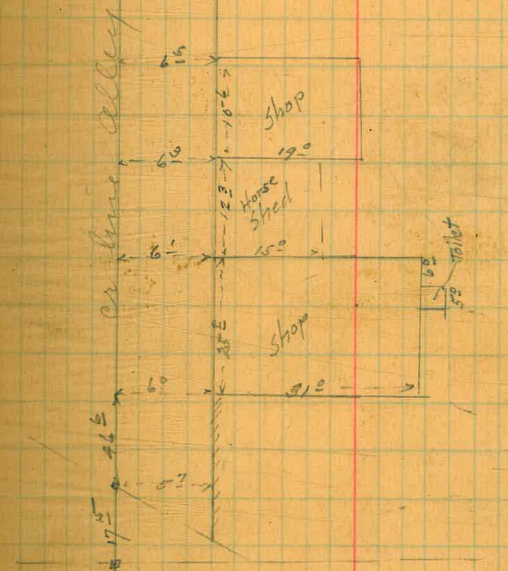
### Measurements in Block 177 Land - Tower Co.

Dower St.



← to Grant 141 26 → 212.76 to Harrison →

Center line of Alley takes midway between Grant and Harrison Avenue





2nd of 2nd  
P. 1125  
O'Neal tract

67055

1127

33510

Partition

Partition

Goods Wells tract

1121  
101  
101

Part 1 line

33510 5/8" x 130

Old Part 1 line  
34904

90°

1103  
101  
101

Part 1 line

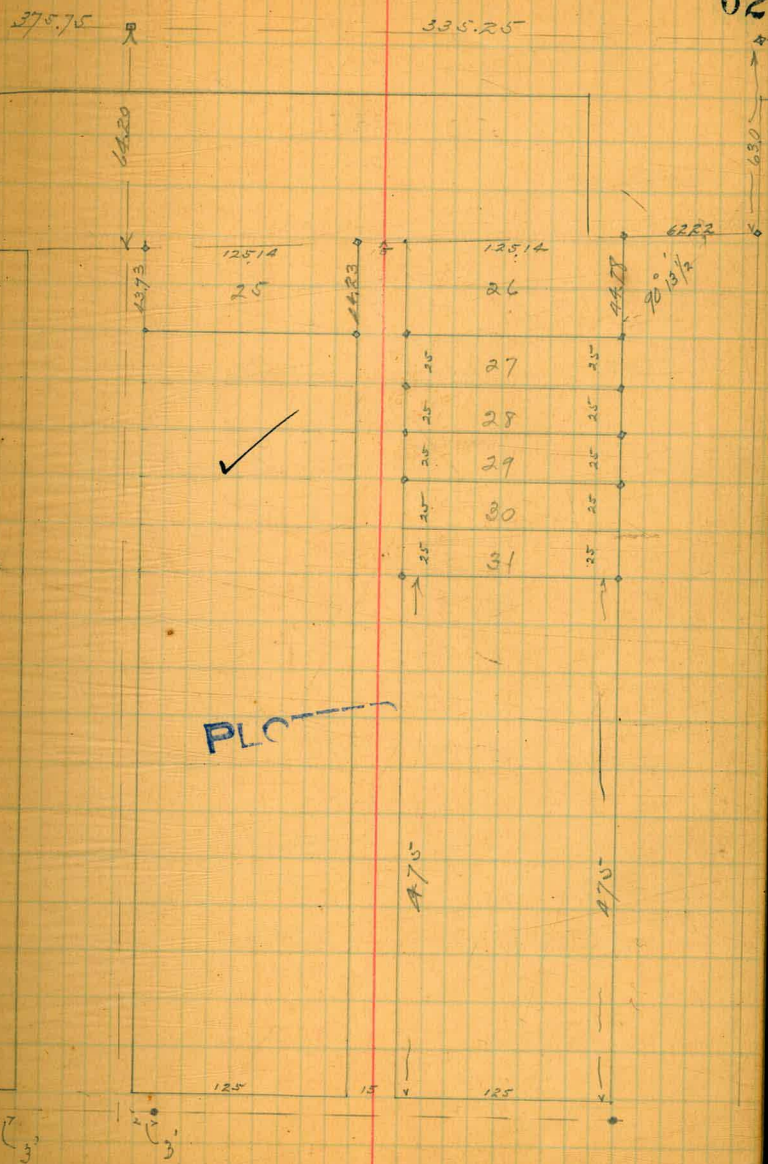
Old 2nd of 2nd  
P. 1125



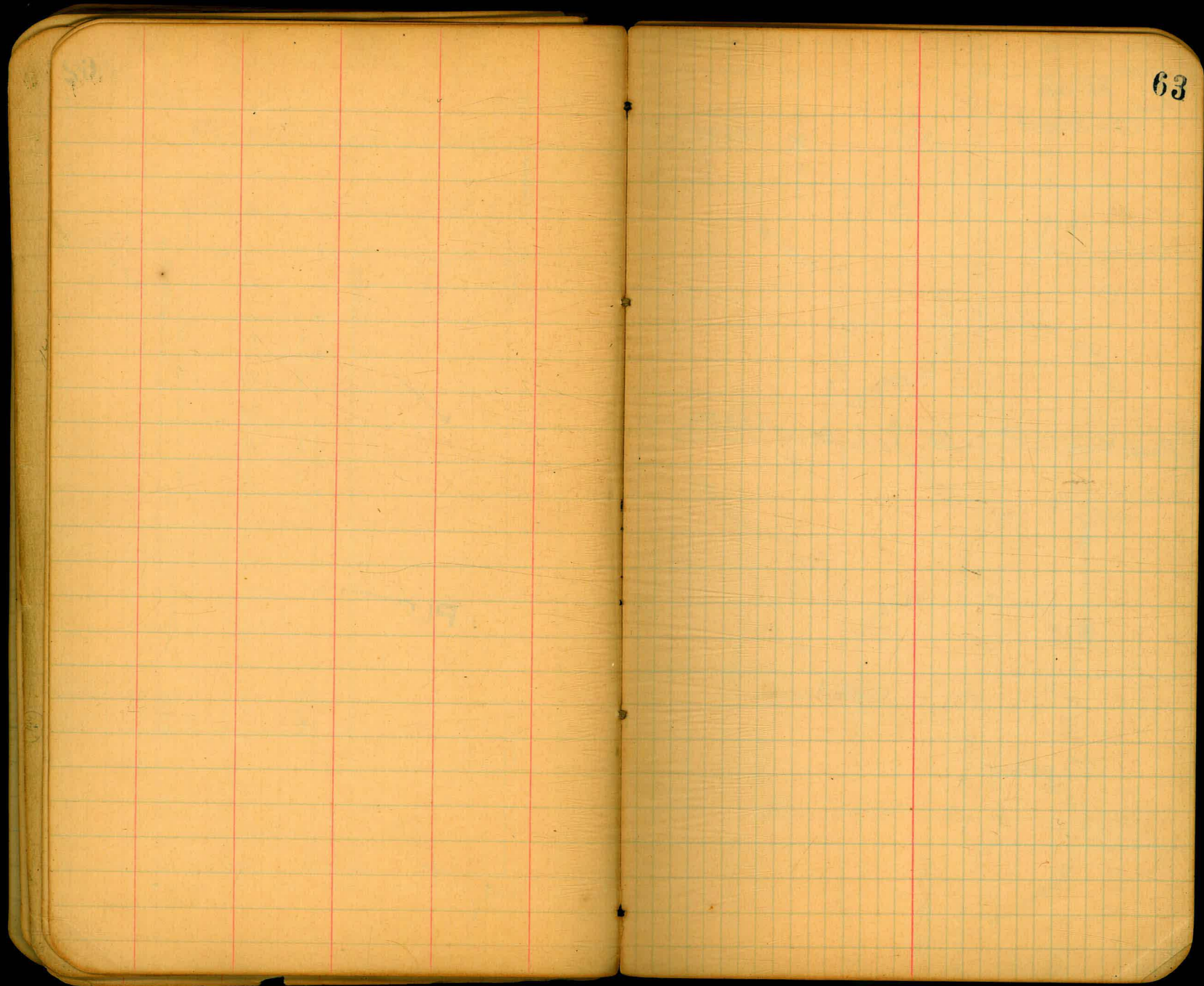
5/15 Hatched  
 more Survey lots 25, 27, 29  
 Hall 30, 31 Blk 51

Almstead & Louis Addr

also see sketch in front of book.





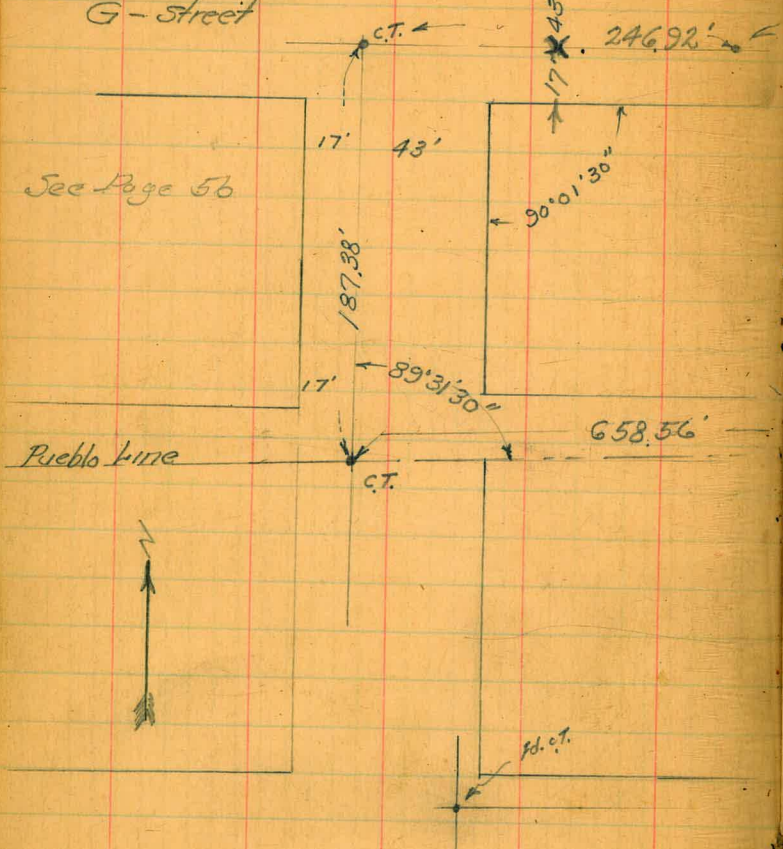


63



Tie Points  
Walker  
Bliss Feb-1940  
Isbell  
G-street

Ties Plotted 2-17-40  
c.s.K



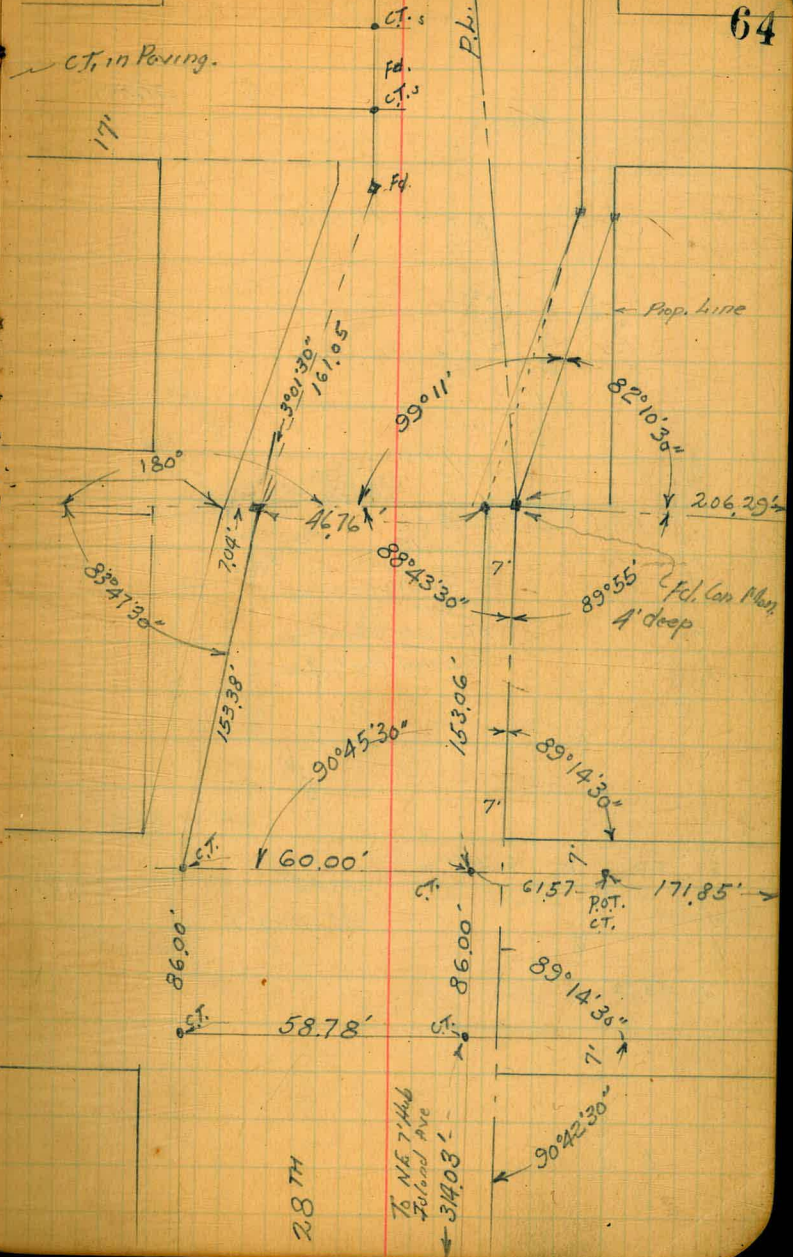
See Page 56

Pueblo Line



MARKET

27TH



C.T. in Paving.

Prop. Line

Cfd. Con. Man. A' deep

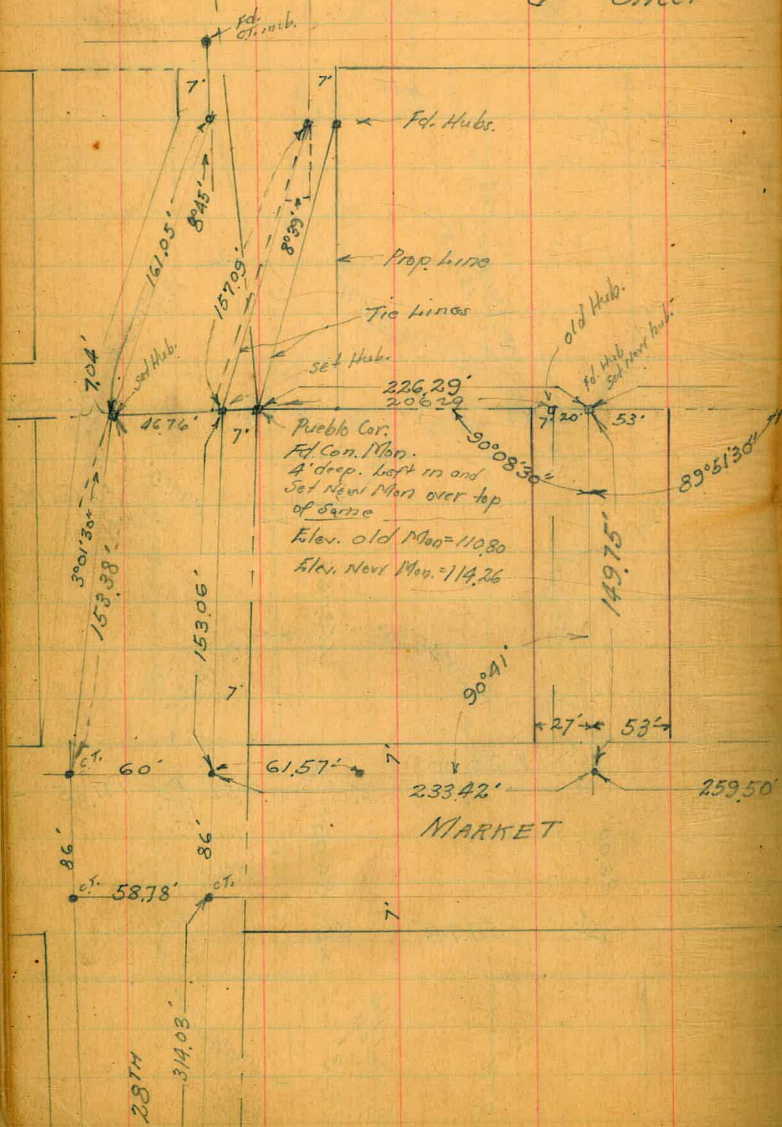
To NE 7th  
Island Ave  
3403'

28TH



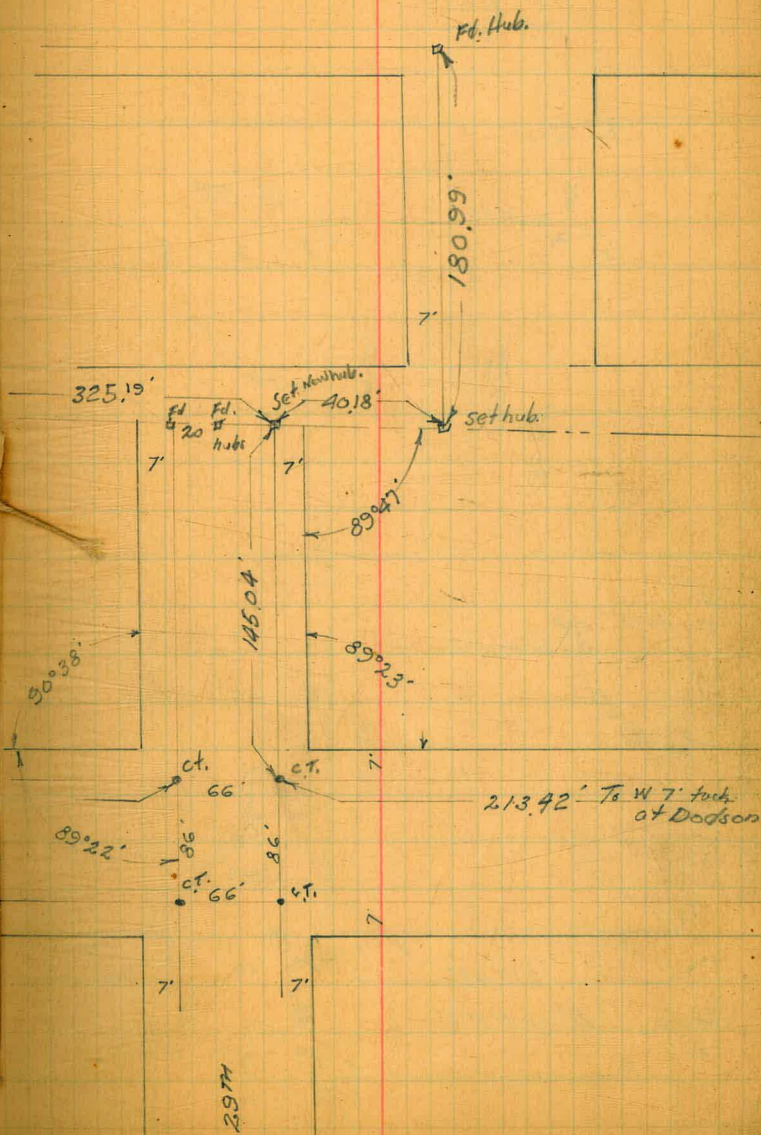
Indexed  
C.S.K.

G- Street

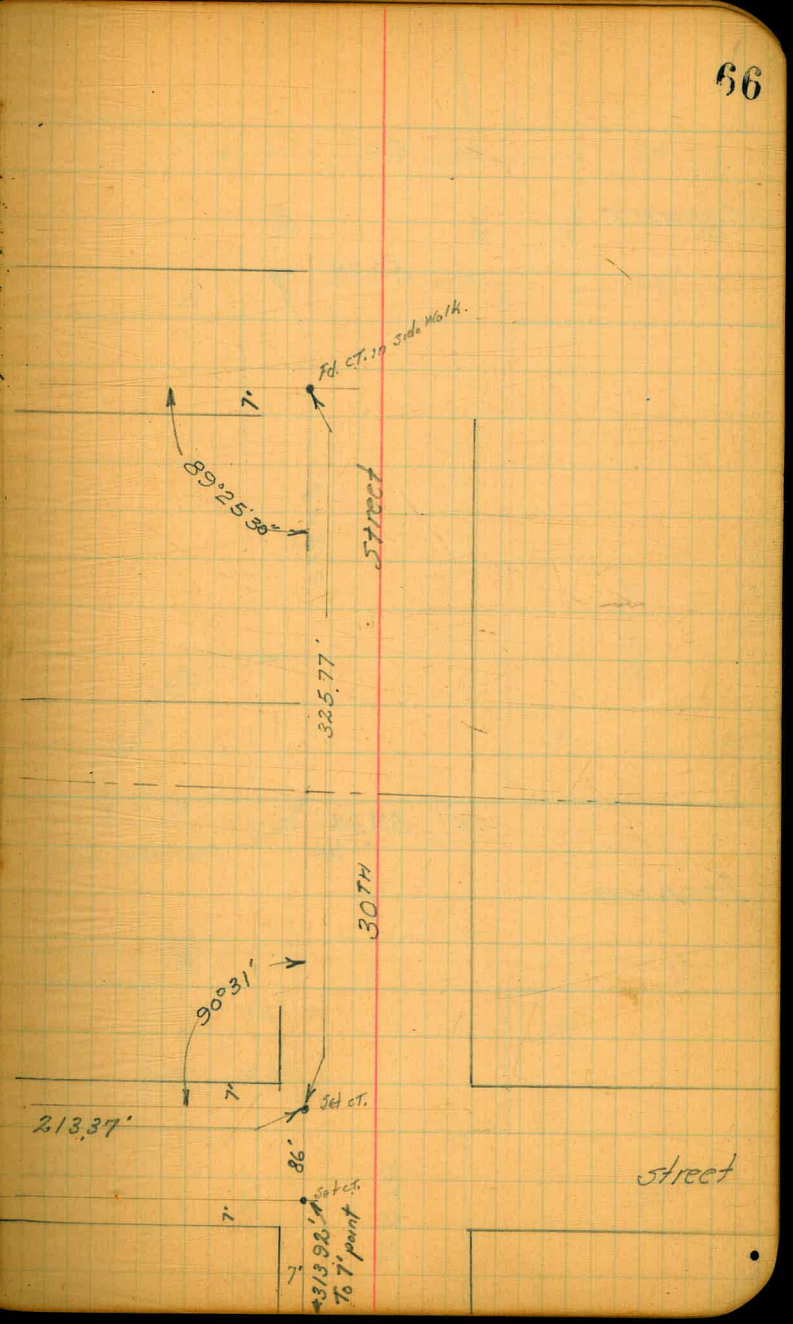
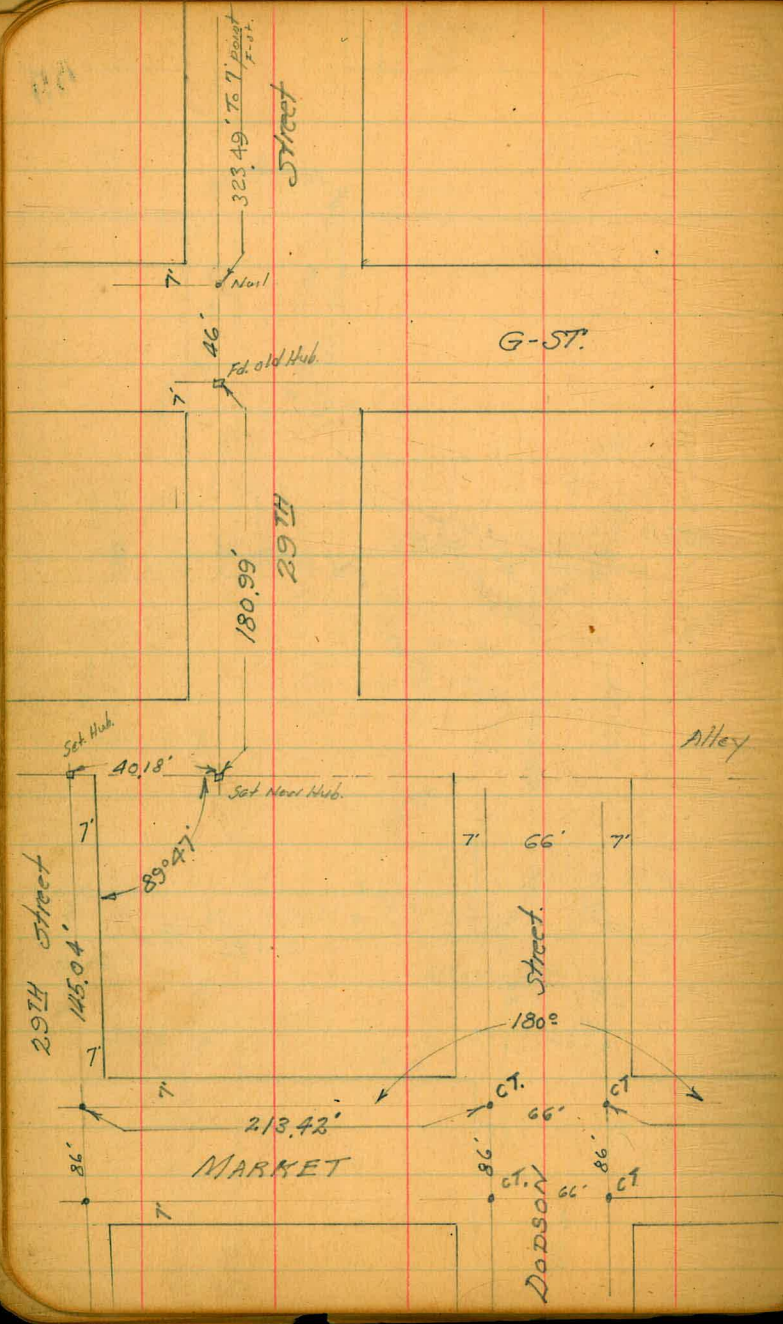


Ties plotted  
2-17-40  
C.S.K.

65









MARKET

86' 60' 86'

58.78'

314.03'

89°16'30"

ct. 54.34'

Hub

replaced Hub.

ISLAND

28TH

7  
67

29TH

Hub

7' 10 36'

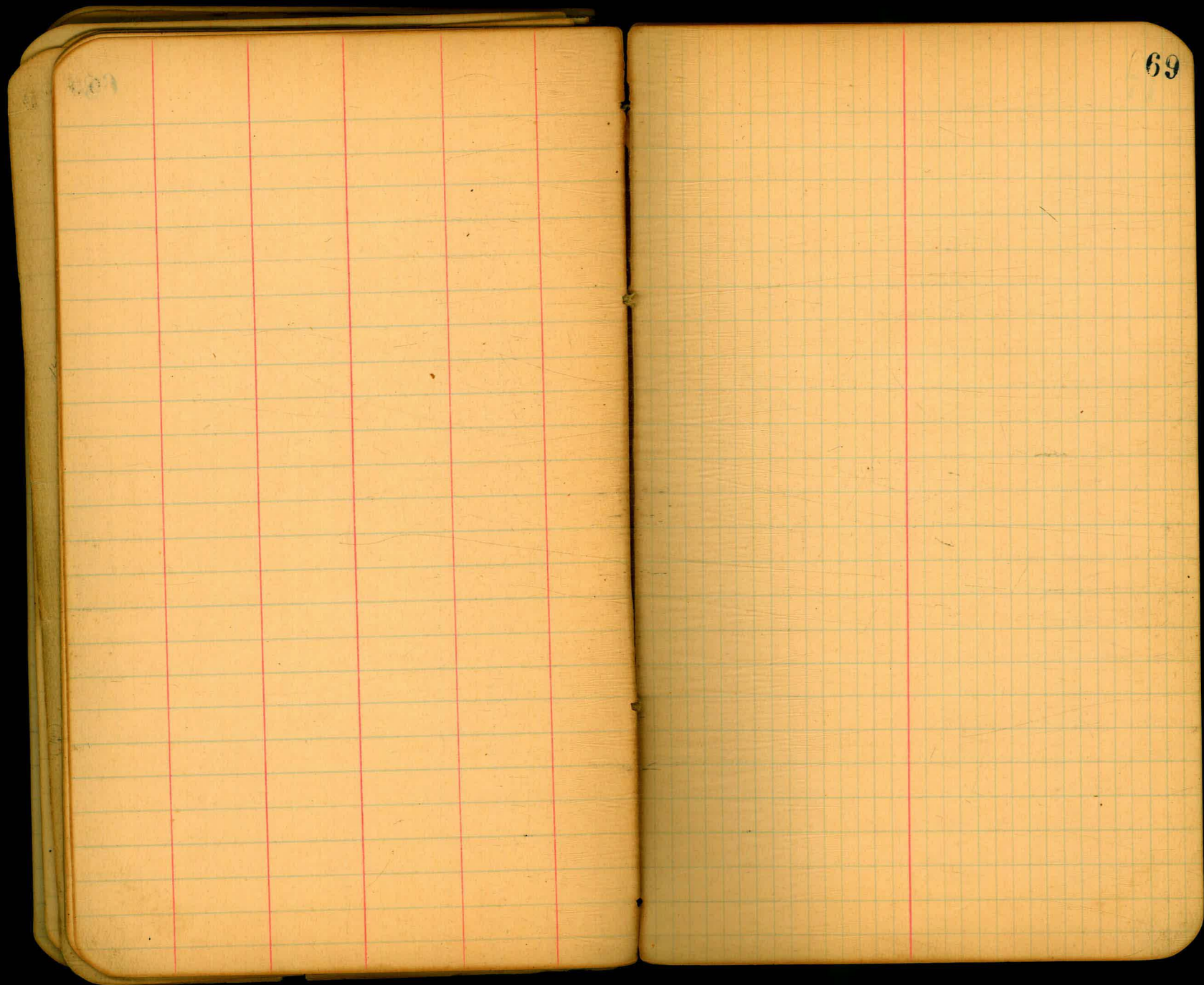
17' x 43'

HOITT



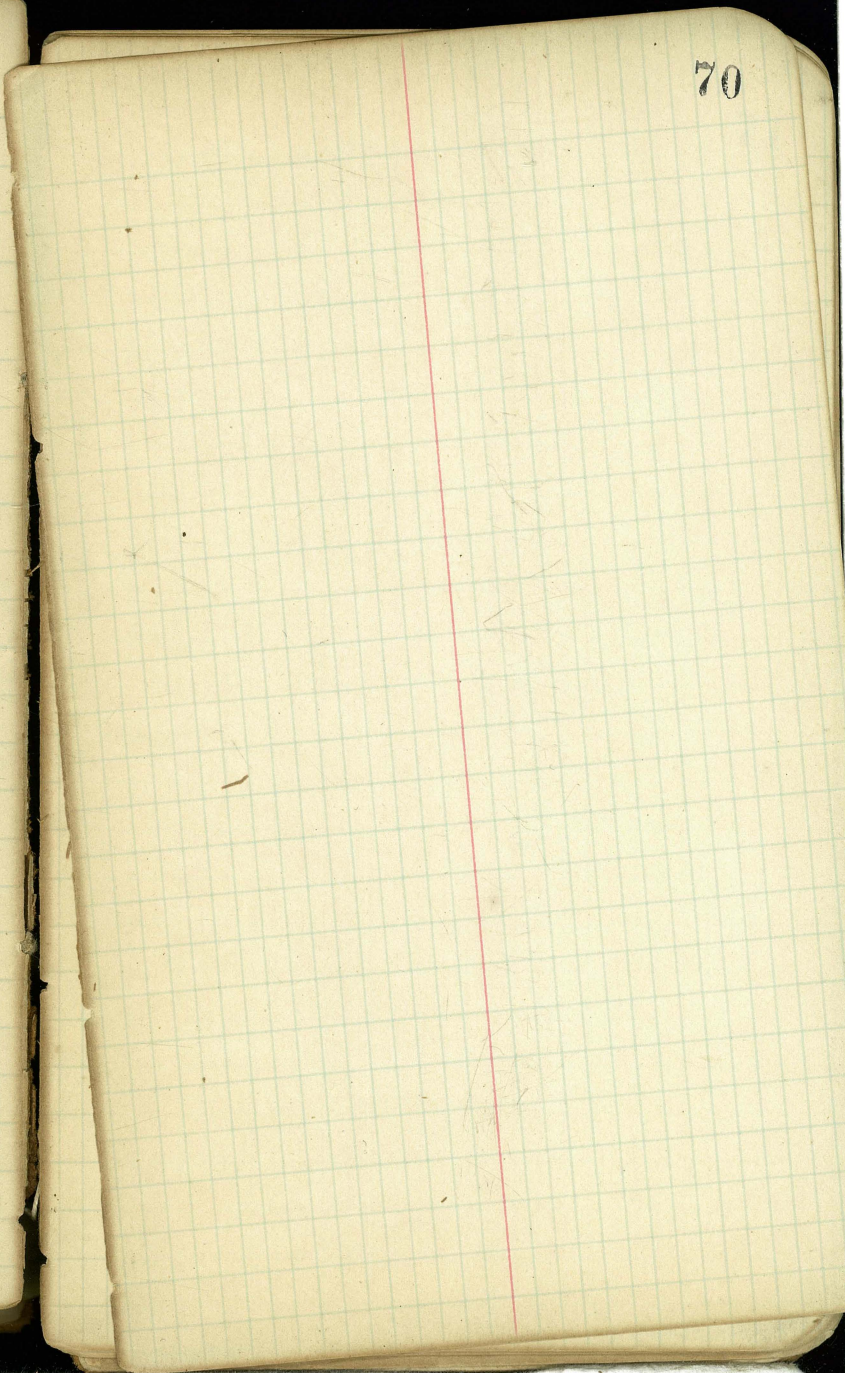
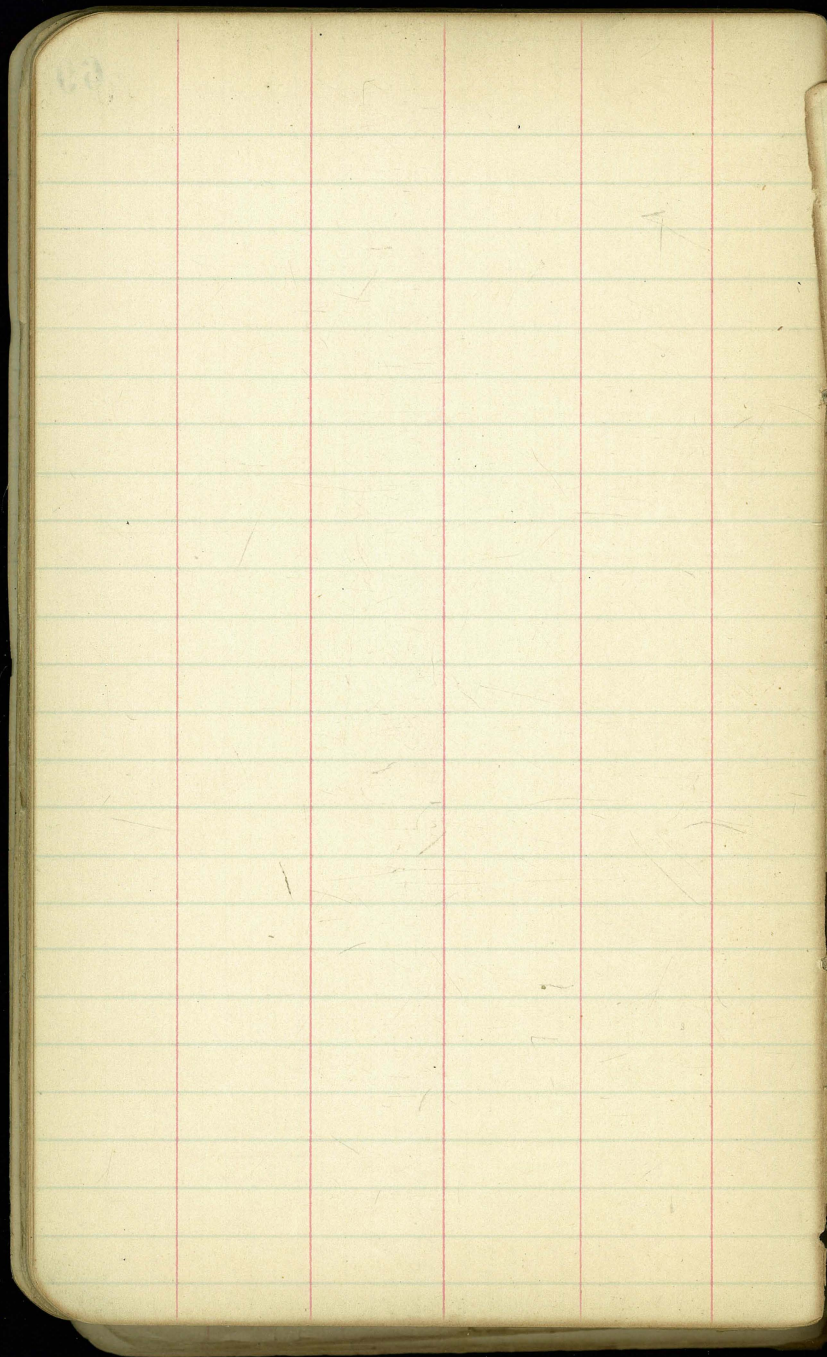
68





69







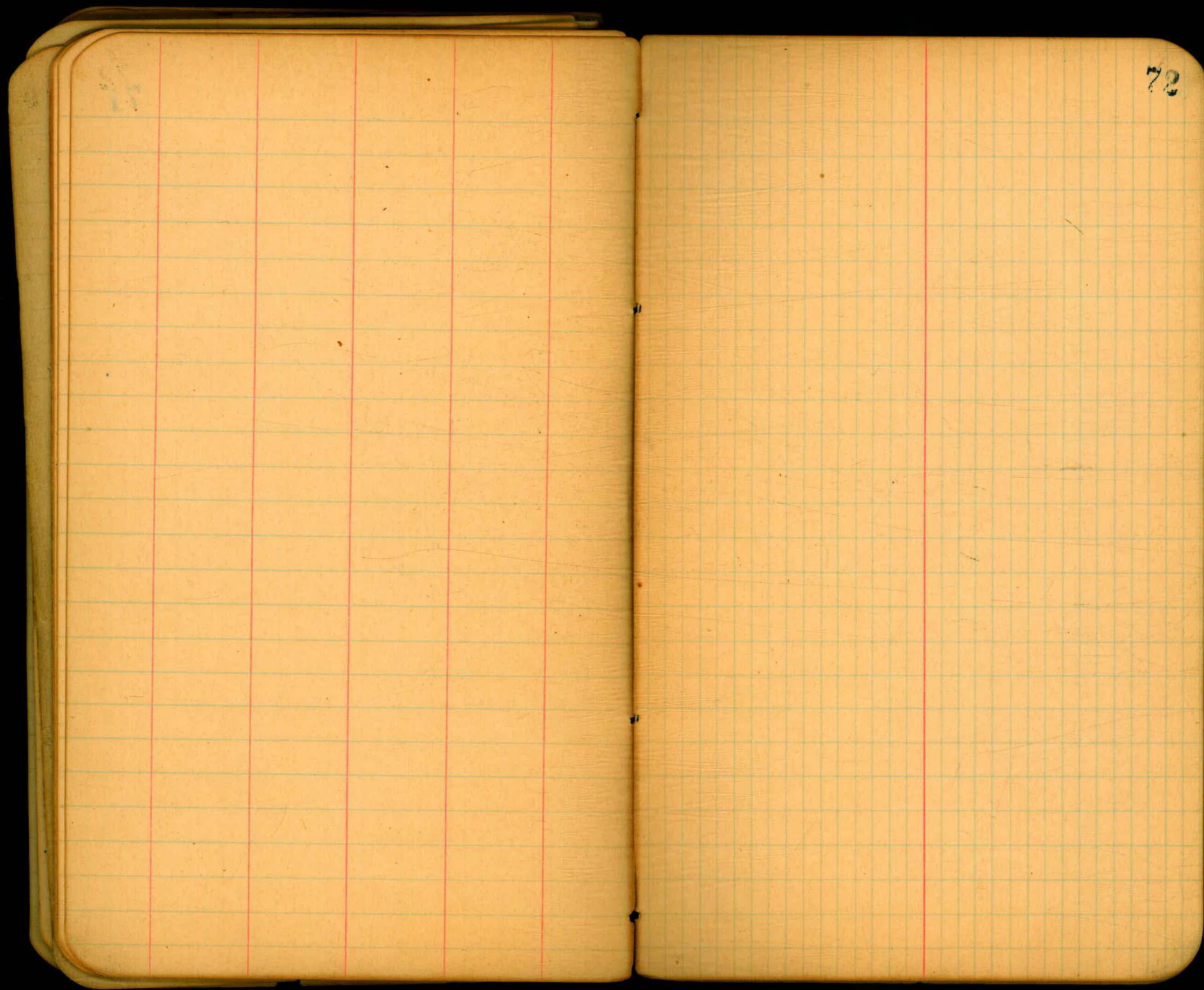


9  
21  
08

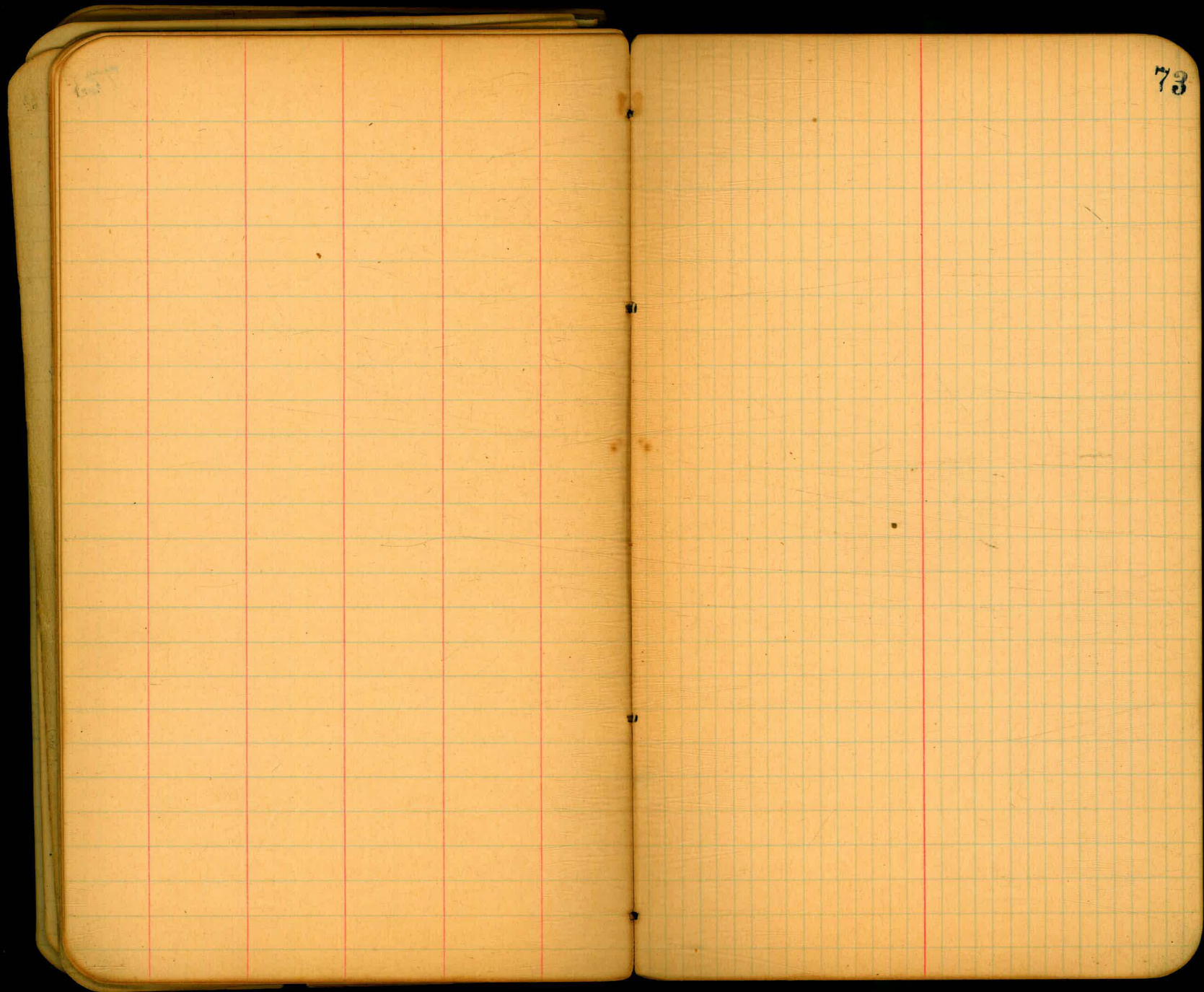
105

71



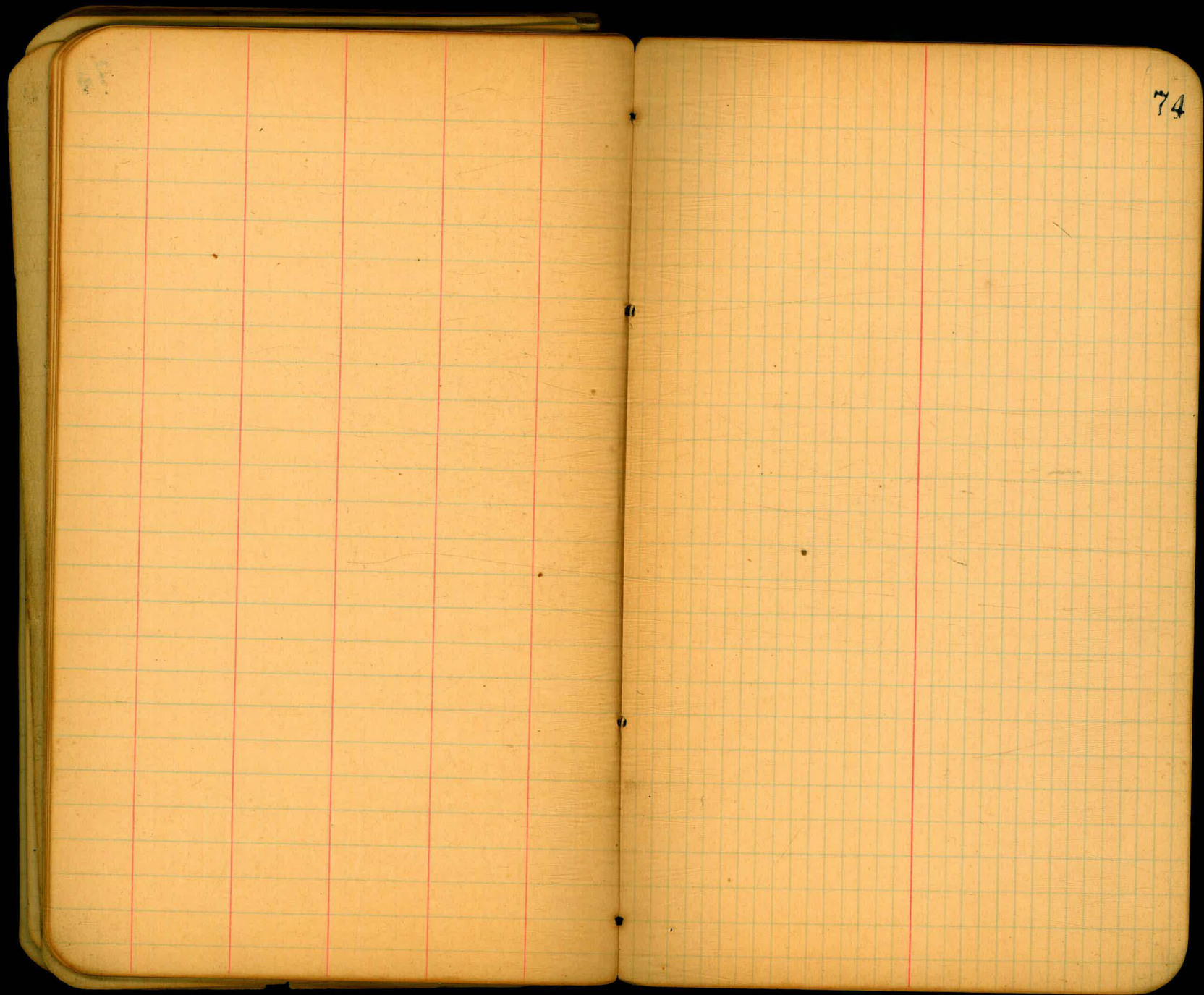






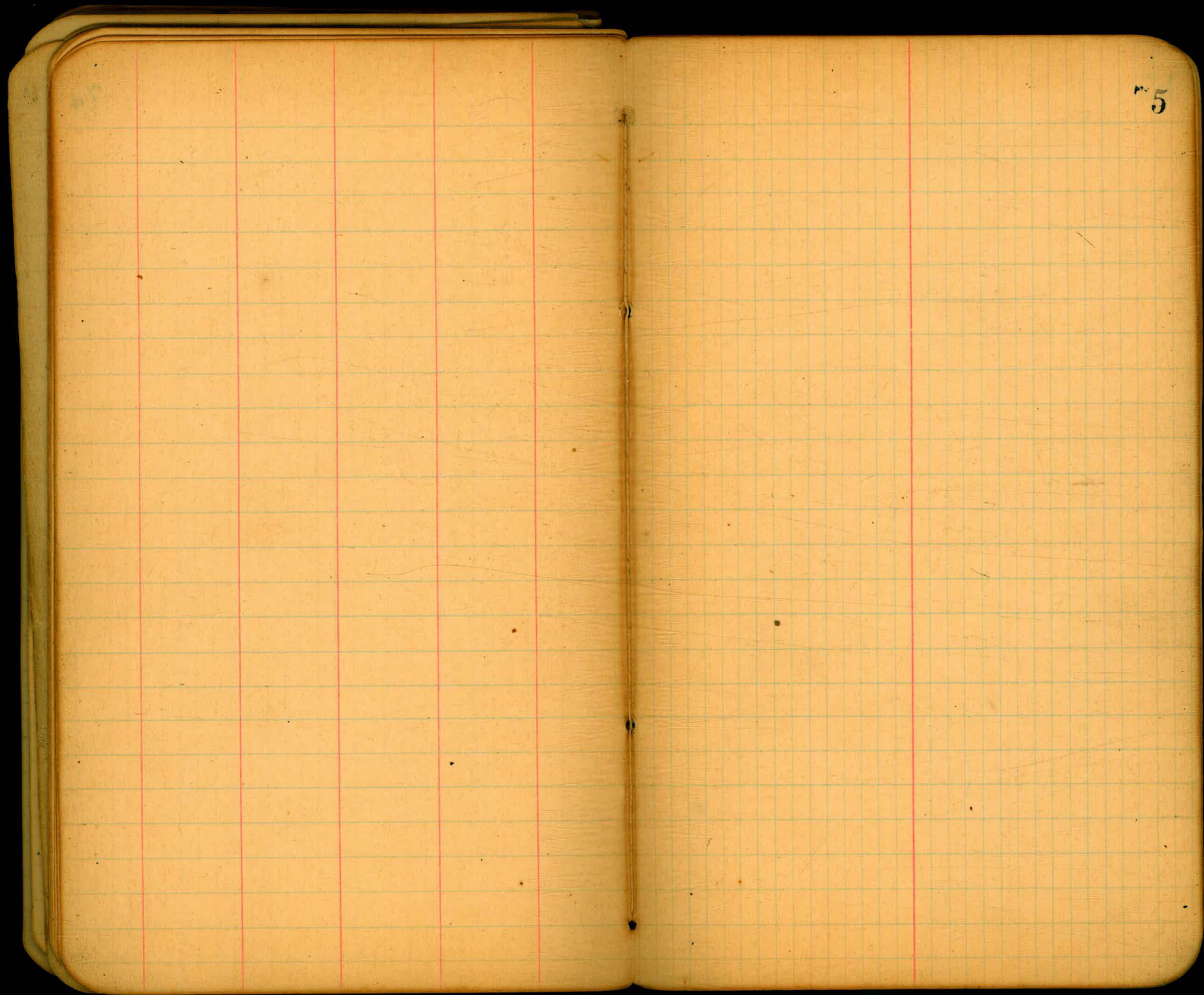
73





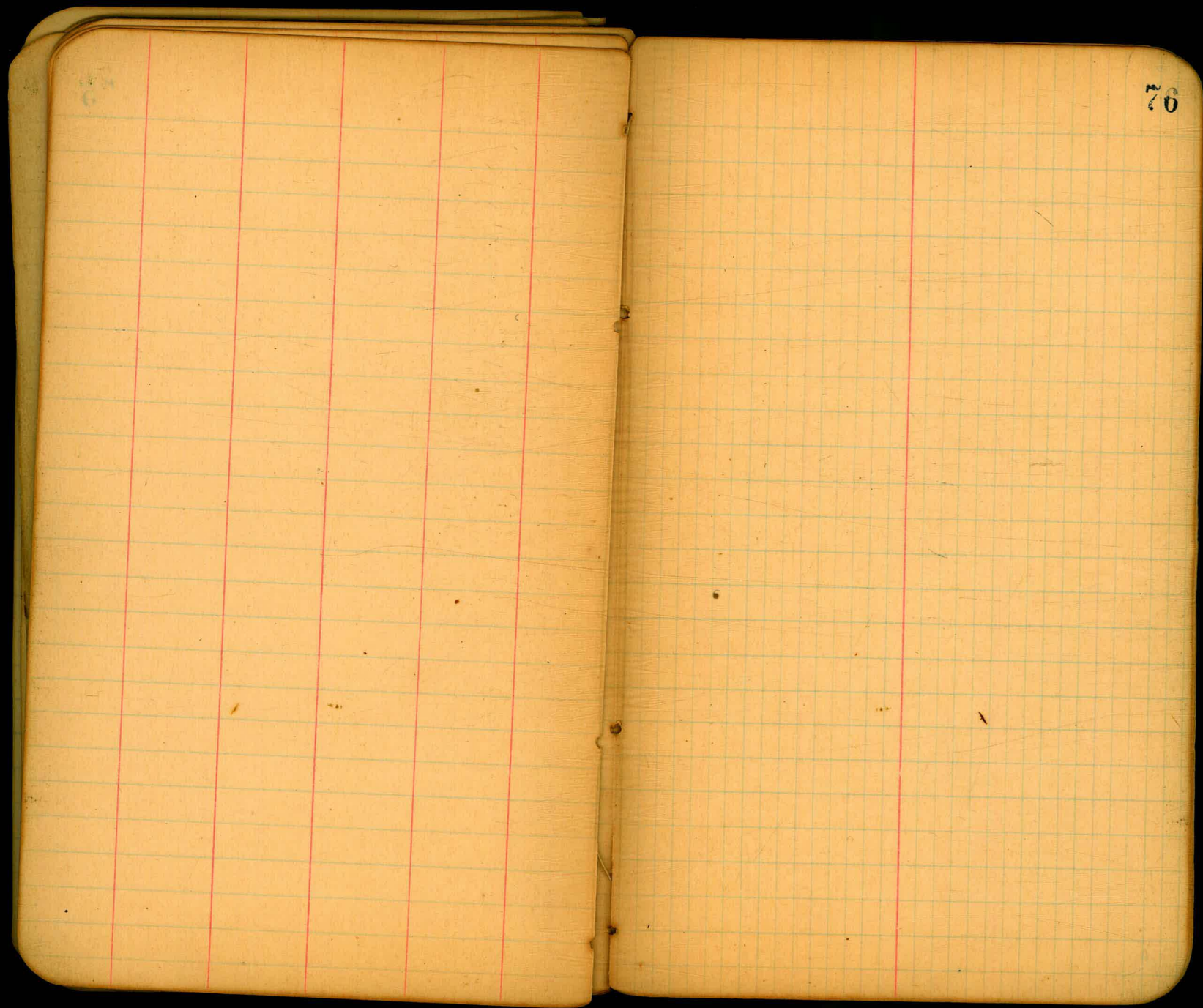
74





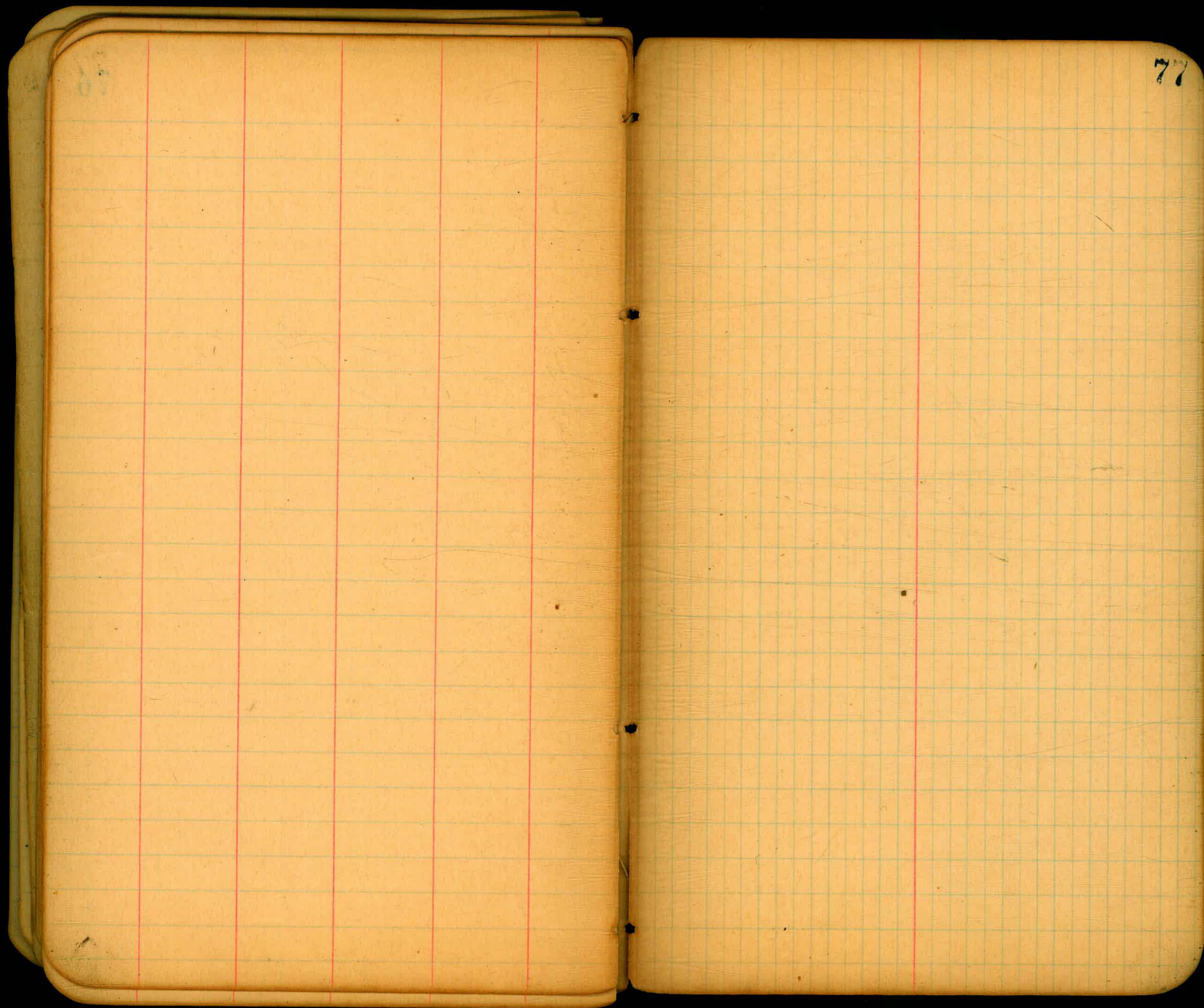
5





76











287A

A - HWBP		206.98
B - SEBP OUT		196.96
C - HEBP	<sup>old</sup> 175.98	170.05
I - SWBP		98.03
K - NEBP		85.96
Grand HWBP		51.00

9



Sangley  
239.4  
210

K { 155.5  
162.5  
156.5

474.5  
318.0

X 998

17.02  
9.80  
62.12

67.02  
53.32  
13.70

335  
202.35  
80.00  
264.04  
644.39

644.9 : 357.85 : 13.7 : 2

52.32  
6.96  
60.28  
6.00  
64.28

327.85  
13.

72.15 L 2

327.84  
3

327.35  
1.37

2291.45  
982.05

3273.5

644.4 ) 44896.90 16.96  
38664  
61829  
57996  
39330

100.00  
320.06  
76.0  
72.1  
9.0

50.00  
350.06  
409.66  
679.02

208.96

679.02 : 208.96 : 11.4 : 2

879.02 ) 208.96  
3574071123  
67902  
156820  
135909  
210160  
3706

76.10  
1.23  
74.97 at H 13.8

1064 1524 (12233)  
1064  
2600  
4200  
3400  
5128  
5072  
319  
2281  
1013303  
26.29  
1189077  
786411  
853388  
218411  
32411  
324121955

317.04  
53  
264.04

380.2  
103  
277.03

103.85  
216.09  
378.09  
108.46  
32  
208.72

643.15  
383.05  
260.10

188.67  
194.36

388.0  
10.3

280.03  
1.5

266.5  
102.8

265.13  
27

1238.03  
119.03

Lots 1-4-13/13

178.00  
558.58  
726.58  
784.87

108.96  
11.22  
127.42

0.0153222  
784.87

1100262  
148862  
572932  
1175864  
1002631  
11241928.477

17  
5  
7

240W  
70  
17.50

383.03  
27

383.03  
10

383.03  
1.5

383.03  
130.00

253.03  
1.5

238.03  
119.02

119.02  
119.02  
27.00  
15.00  
280.04  
43.00  
323.04  
285.04  
38.00

32  
280  
155  
28  
31  
25  
25  
285

633  
27.5  
36.3

4166 Home  
Mr Blair

80

20896  
19372  
10.28



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	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

Handwritten mathematical notes and calculations on the left page of the notebook. The page is filled with various numbers, fractions, and some diagrams. At the bottom, there is a small table with columns of numbers and some calculations. The text is written in cursive and is somewhat difficult to read due to the handwriting and the age of the paper.