Office of City Engr
San Diego, Cal.

414

TRANSIT

F.B. 414

414

H. S. CROCKER COMPANY

DRAWING MATERIALS AND SURVEYING INSTRUMENTS

SAN FRANCISCO

TABLES FOR EXCAVATIONS AND EMBANKMENTS

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING

Roadway 18 Feet Wide. Side Slopes 1 to 1.
For Single Track Excavation.

"Copyright, 1895, by Kueffel & Esser Co."

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	0
1	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	1
2	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	2
3	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	3
4	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	4
5	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	5
6	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	6
7	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	7
8	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	8
9	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	9
10	19.0	19.1	19.2	19.3	19.4	19 5	19.6	19.7	19.8	19.9	10
11	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	11
12	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	12
13	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	13
14	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	14
15	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	15
16	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	16
17	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	17
18	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	18
19	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	19
20	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	20
21	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	21
22	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	22
23	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	23
24	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	24
25	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	25
26	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	26
27	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	27
28	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	28
29	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	29
30	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	30
31	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	31
32	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	32
33	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	33
34	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	34
35	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	35
36	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.

MICROFILMED
(C) 1964

Miscellaneous Notes.
Office of City Engineer
City Hall
San Diego, Cal.

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1972
2702
91.992
2702

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For 6th St. Lighting System

×	Home Telephone Lamp Post
●	Water Plug
○	Elec. Light Pole
✲	Hitching Post, + Fire alarm
⊗	Trolley Pole
–	water shut off
●○●	Home Tel. Pole
⊗	Elec. Lighting Pole
□	Water Meter M Hole

Water shut off

Stations on E side St.

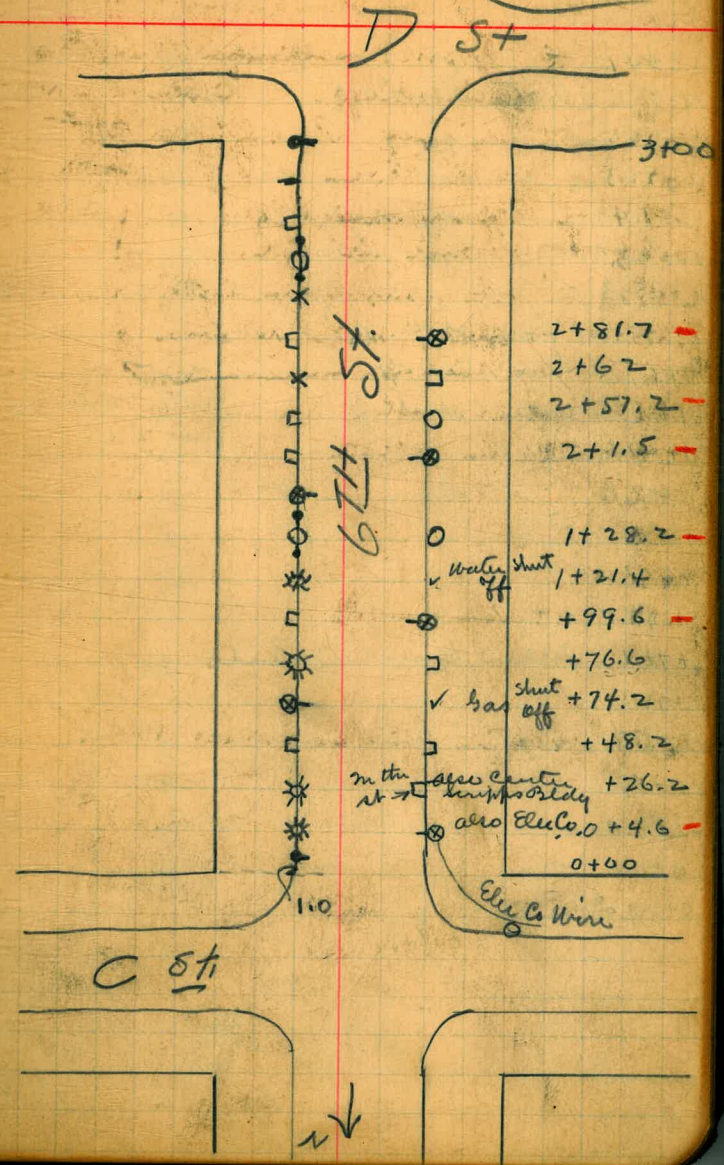
3+00	
2+71.3	
2+33.9	
2+27.8	
2+0.8	
1+93	
1+75.6	
1+63.4	Water meter
1+40.7	Water meter
+99.8	–
+80	–
+75.2	
+72.7	Water Meter
+51.6	
+39.4	–
+36.4	Water Meter Man Hole
+27	
+7.8	
0+00	

Note { The Sunset Tel Conduit is 20' W from E Prop Line of 6th St.
Home Conduit is 24' W from E Plane of 6th St.

Dec. 23/07

Butler Smith

1

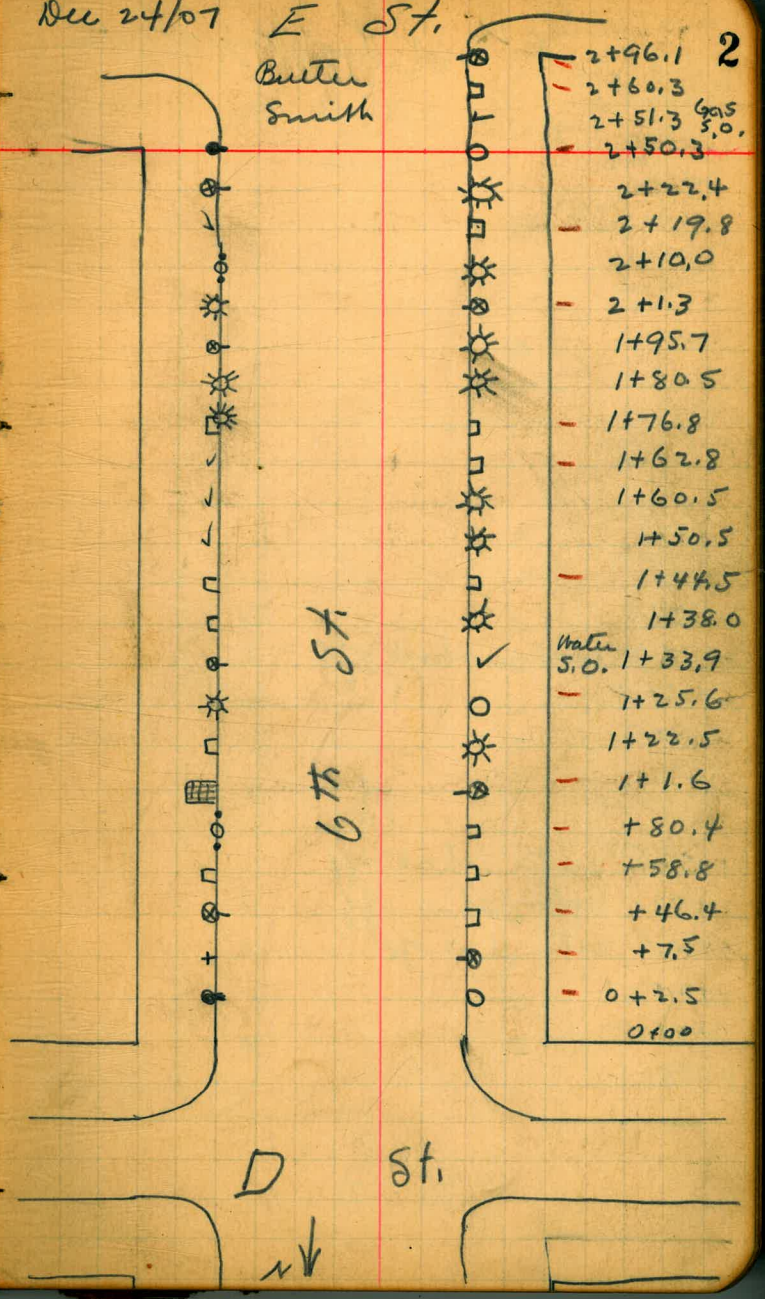


For 6th St. Lighting System

Dec 24/07

3+00	–
2+94.1	–
2+56.7	Water shut off.
2+25.6	–
2+22.3	
2+1.4	–
1+99.3	
1+75.3	–
1+73.2	Gas shut off
1+67.6	Gas shut off
1+52	water shut off
1+48.8	–
1+8.0	–
1+1.6	–
+99.6	
+87.0	–
+76.1	– Cellar Doors 6 ft wide
+72.8	–
+45.8	–
+5.6	–
0+3.0	– Fire Alarm Box
0+1.0	–
0+00	

Note { water meter Box is 2'x2' }



2+96.1	
2+60.3	
2+51.3	Gas 5.0.
2+50.3	–
2+22.4	
2+19.8	–
2+10.0	
2+1.3	–
1+95.7	
1+80.5	
1+76.8	–
1+62.8	–
1+60.5	
1+50.5	
1+44.5	–
1+38.0	
Water 5.0. 1+33.9	
1+25.6	–
1+22.5	
1+1.6	–
+80.4	–
+58.8	–
+46.4	–
+7.5	–
0+2.5	–
0+00	

For 6th St. Lighting System

3+00 —

2+77.6

2+74.2 water shut off

2+52.0 —

2+20.3 —

2+16.7 —

1+52.5 water shut off

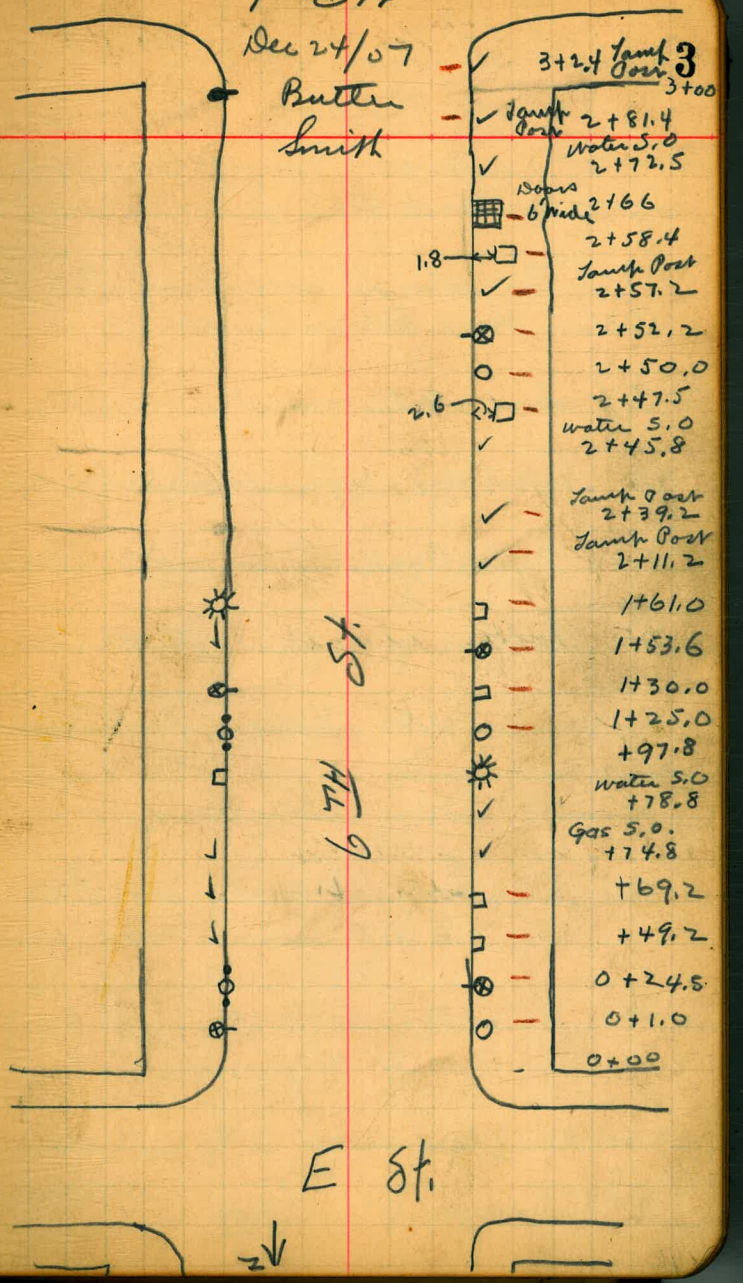
1+27 Water shut off

1+19.5 Water shut off

1+2.0 —

0+25 —

0+00



Castings Inspection of 30TH St.
Bridge Dec. 30 1907

20 Hip Castings Found Pin hole
$3\frac{13}{32}$" instead of $3\frac{15}{16}$"

$3\frac{13}{32}$" Pin hole is according to
Cotton Bros Blue Print

20 Top chord + Intermediate O.K.

20 Lower end Intermediate posts O.K.

20 Batter Posts O.K.

10 Roller shoes O.K.

10 Fixed end shoes O.K.

See tracing on Blue P.

C.E. Smith
Inspector

Found 1 casting with an 2" x 1/8 x 1/2 air hole

$2\frac{17}{32}$" Holes

$3\frac{25}{32}$ Holes instead of $3\frac{15}{16}$

Holes $3\frac{25}{32}$ instead of $3\frac{15}{16}$

Holes $3\frac{25}{32}$ instead of $3\frac{15}{16}$

(Hydrant on NE Cor 6th + F should be moved 18" to N or Lamp post should be 6" + 1/2 width of base further to south.

(N.E. Cor 6th + E Move post 9" + 1/2 width base or move hydrant 2 ft to N.

SE Cor 6th + D O.K.

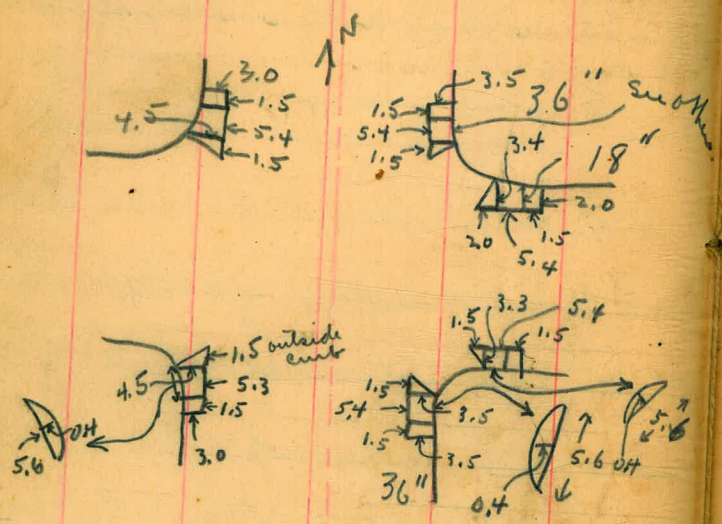
(N.E. Cor 6th + D move post 6" + 1/2 width base or move plug 2' to N.

S.E. Cor 6th C move post 1/2 width base N

42'-2" N. from ℄ Bar to ℄ Hyd

5th St. Gutter Bridges

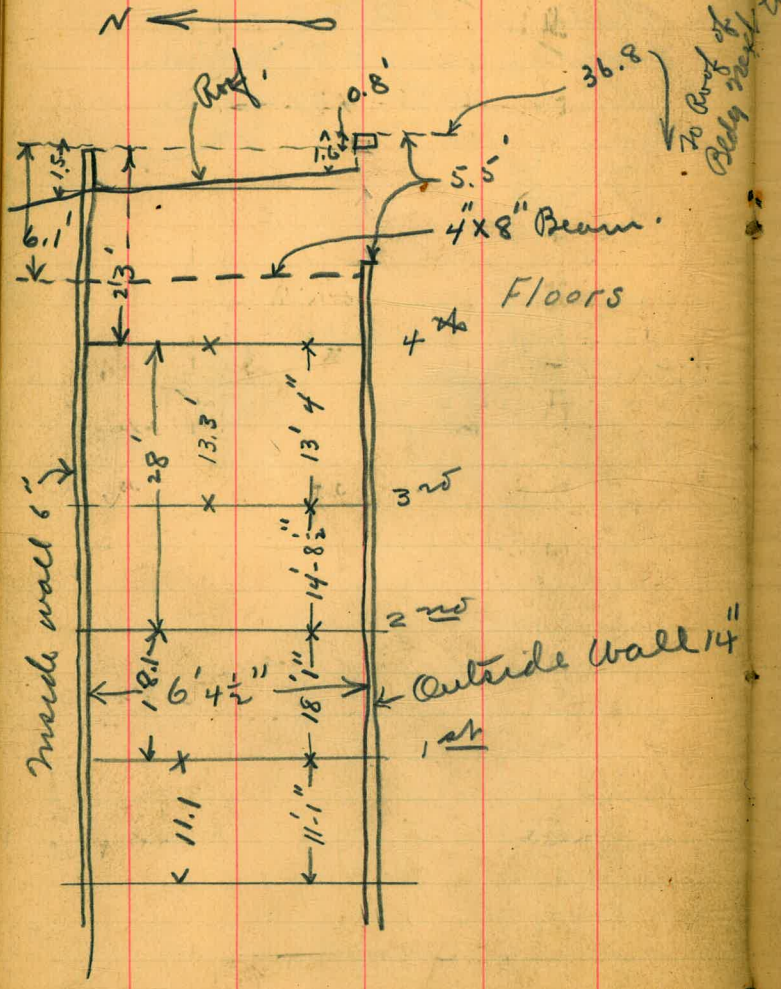
A St.

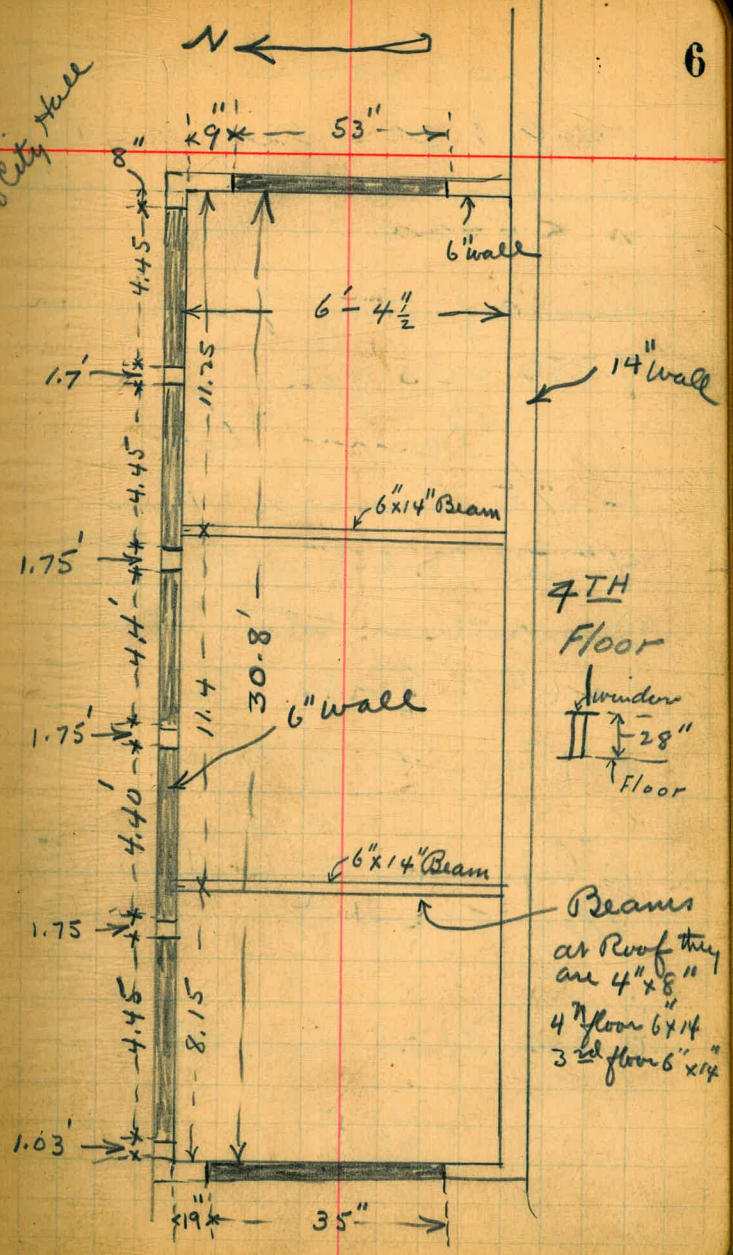


Paving D St.

Columbia + D S side water run across
State + D S " " "
Look up Front + D S side
" " 2nd + D

City Hall air Shaft





Point Loma Water Pipe Line

1908 Water Supply San Diego

Present consumption per 24 hrs
is 5 000 000 gal

Present capacity per 24 hrs
7 750 000 gal.

Point Loma

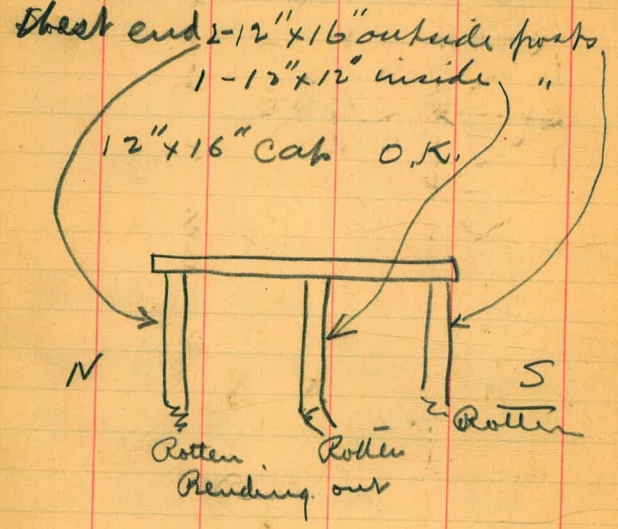
1- 6" to Roseville then
4" to Military Res. line "mean
Guardhouse Sta then
a 6" to Forts. this 6"
empties into a Reservoir

6" Pipe line to wireless sta
Elev. 372 ft ±

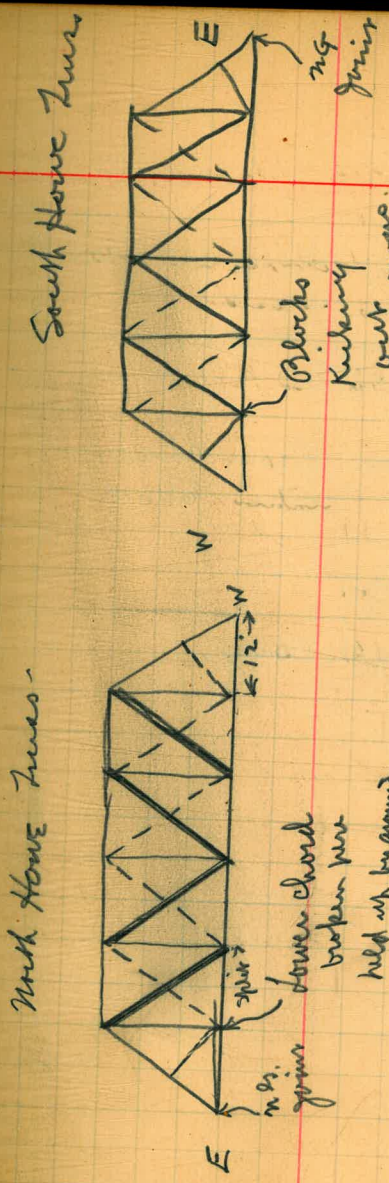
City Res. 372.0 Univ. Hts.

1908

Cemetary Road Bridge



East end cap is Ng.



New cap E end.
New lower chord N truss for ½ length Bridge
New bulkhead on W end.
Jack up & put new block at panel point
½ new chord 5 truss

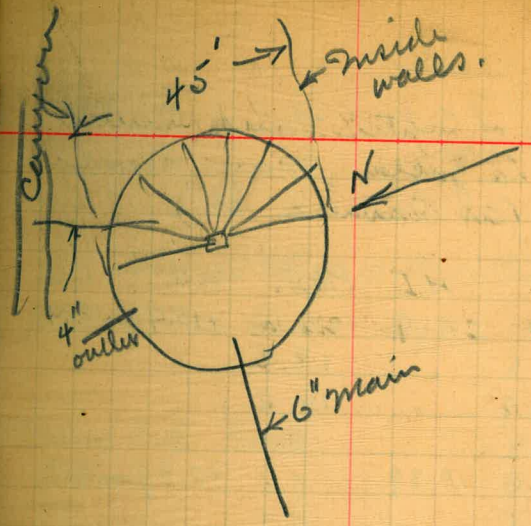
8 new blocks on lower chord.
new blocks upper chord

Paint Bridge

Joists 2 - 24ft. long.

Old La Jolla Reservoir

22 – 2"×8" joists
Wall 6.5 ft. high
Figure one half new joists
24 ft. of 6" pipe from inside of Reservoir to toe of slope N side
50 ft of 4" pipe for wash outlet.



Childs + Party
Apr. 27/08

Location of Septic Tank Outlet Pipe for La Jolla Main Sewer System (at Ravina St.)

Sta	Rod	HI	Elev.	B.S.
0+00	0.3	20.9	20.6	+10.9 on BM
+18.0	2.6		18.3	
+27.0	6.9		14.0	
+51.58	11.8		9.1	
+76.56	2.6	10.39	7.8	+0.39 on BM.
+81.56	4.5		5.9	
1+1.56	6.9		3.5	
1+51.56	10.9		-6.5	0.32 Elev Wp Sta
2+1.56	8.0	4.11	-3.9	-10.07 +3.79 on Wp 1+51.6 sta
2+51.56	10.8		-6.7	

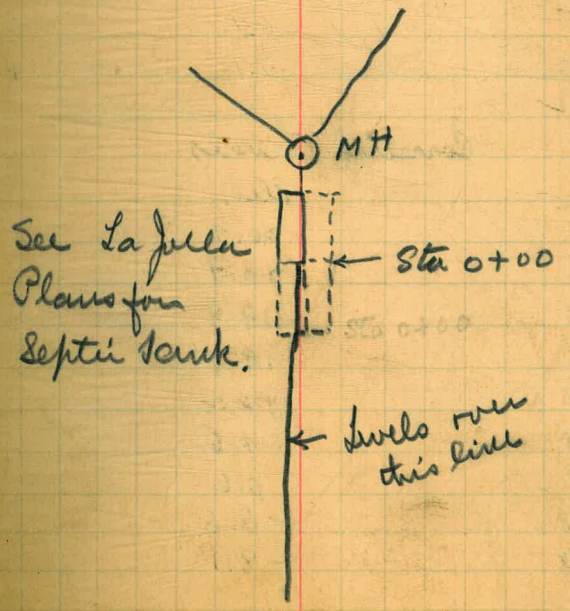
B.M assumed Eb. 10.0 iron Pin {Correct BM Eb = 6.55}

End of Prop. Present Septic Tank.

End of Prop. Tank.

Corrected Levels.

Sta	F.S.	HI	Elev.	B.M.	B.S.
0+00			17.15	✓ 6.55	+0.3
+18.0			14.85	✓	
+27.0			10.55	✓	
+51.58			5.65	✓	
+76.56			4.35	✓	
+81.56			2.45	✓	
1+1.56			0.05	✓	
1+51.56			-3.95	✓	
2+1.56			-7.35	✓	
2+51.56			-10.15	✓	



See La Jolla Plans for Septic Tank.

Location of Septic Tank Outlet Pipe for La Jolla Cathedral Rock Outlet

Sta	F.S.	H.I.	Rod	B.S.	Elev.	
0+00		30.36		0.36	30.0	Assumed BM This BM has correct Elev. 20.70
+5.0			0.4	0.4	30.0	Manhole
+36.58			1.2		29.2	End of Tank outside of wall
+56.58			1.3		29.1	" " " " " "
+67.58			8.7		21.5	
T.P.	12.10	H.I. 18.79		0.53	18.26	
+71.58			8.0		10.8	On beach
+78.58			8.9		9.9	78.58 +15 rock H' under sand Elev 8.1
T.P. 13	12.90	H.I. 9.10		3.21	5.89	Top of sand
1+28.58			6.4		2.7	
1+93.58			7.9		1.2	

See Plans for Cathedral Rock Septic Tank.

Corrected Levels.

Sta	Elev.
0+00	20.7
+5.0	20.7
+36.58	19.9
+56.58	19.8
+67.58	12.2
+71.58	1.5
+78.58	0.6
1+28.58	−6.6
1+93.58	−8.1

Conduit System or Pipe Line
to drain district at 15th & H St.

Drains 24 Acres

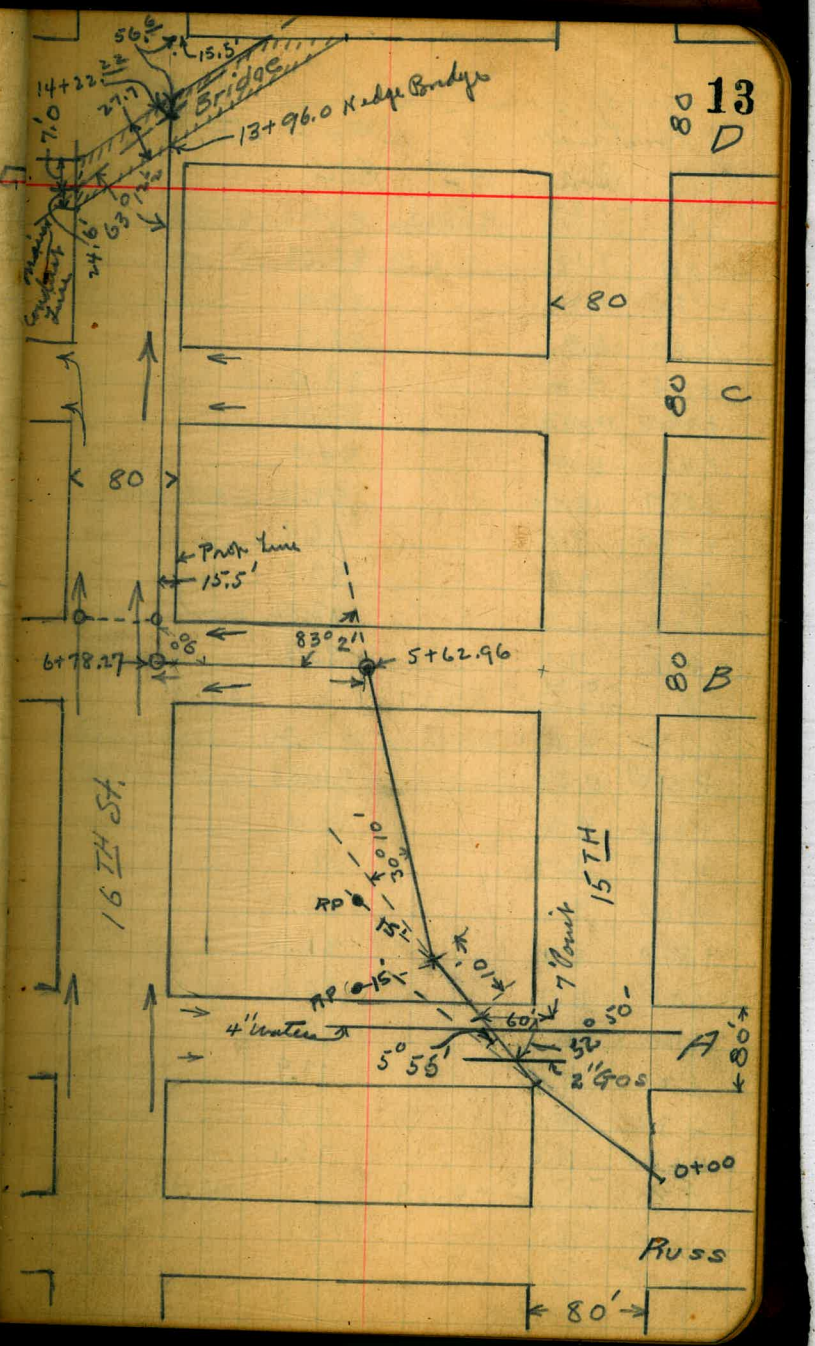
Catch Basins

6+78.27 manhole Line on ℄ B St.

2+21.24 30°10' R manhole

1+82.9 (4" water pipe parallel to A St.)
1+55.7 (2" Iron Pipe " " ")
1+29.2 5°55' R ℄ end Old Culvert

0+00 W End of Old Culvert 24" Vit Pipe



Levels over Pipe Line to Drain District at 15th + A sts.

Sta	Rod	HI	Elev.	
BM.	+1.89	95.22		93.33
0+00	7.14		88.08	
0+70	1.2		94.0	
1+00	6.9		88.3	
+24	7.2		88.0	
+29.2	11.93		83.29	
+46	11.2		84.0	
+55.7	10.46		84.76	
+58.0	9.8		85.4	
+81.0	7.9		87.3	
+82.9	9.3		85.82	
2+00	9.9		85.3	
T.P.	-10.21 +2.26	87.27		85.01
2+21.24	4.1		83.2	
+21.24	0.59		86.68	
+32.0	4.2		83.1	
+56.0	2.7		84.5	
+70.0	3.4		83.9	
+80.0	6.1		81.2	
3+00	6.7		80.6	
+20	7.7		79.6	
+21	9.4		77.9	
+70	10.5		76.8	
4+00	11.6		75.7	
T.P.	-12.83 +3.95	78.39		74.44
+27	4.6		73.8	
+55	5.1		73.3	
+60	4.4		74.0	

BM. S.E. Cor 15th + B spike in Pole
Bottom Pipe Inlet of Old Culvert,
Prop. line W line.

Approx E line St,
E end Old Culvert.

2" Gas Pipe Top of.

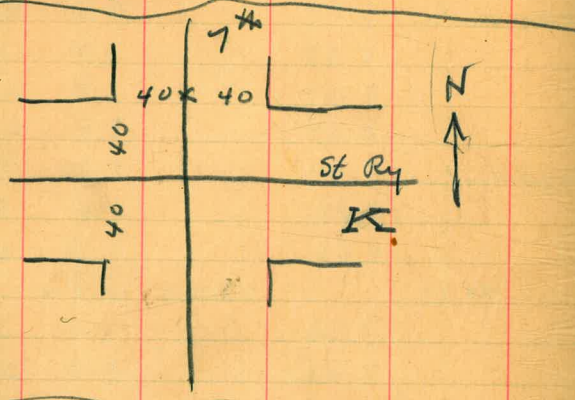
Top 4" water pipe

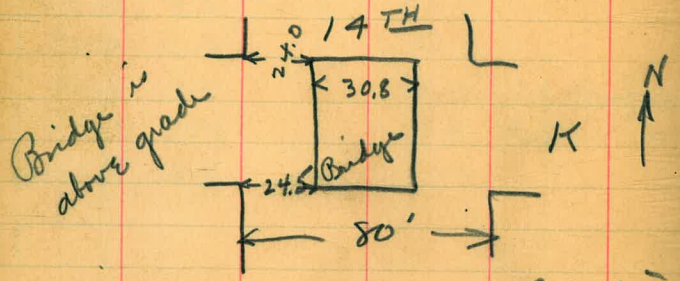
Manhole (In cut ditch)
Stake 6 ft. E. of manhole.

Sta	Rod	HI	Elev.		
5+00	3.9	78.39	74.5		
+10	4.7		73.7		
+62.96	5.0		73.4		Manhole
6+00	7.1		71.3		
+16.0	8.1		70.3		
+75.0	6.8		71.6		
+78.27	7.7		70.7		Manhole
7+00	8.7		69.7		
8+00	11.7		66.7		
T.P.	-12.20 +0.61	66.80		66.19	
9+00	3.3		63.5		
10+00	6.3		60.5		
11+00	7.9		58.9		
12+00	9.3		57.5		
13+00	10.3		56.5		
+96.0	10.8		56.0		Top Bridge at N edge
+96.0	24.9		41.9		Bottom " " " "
14+22.22	10.9		55.9		

K St. Paving

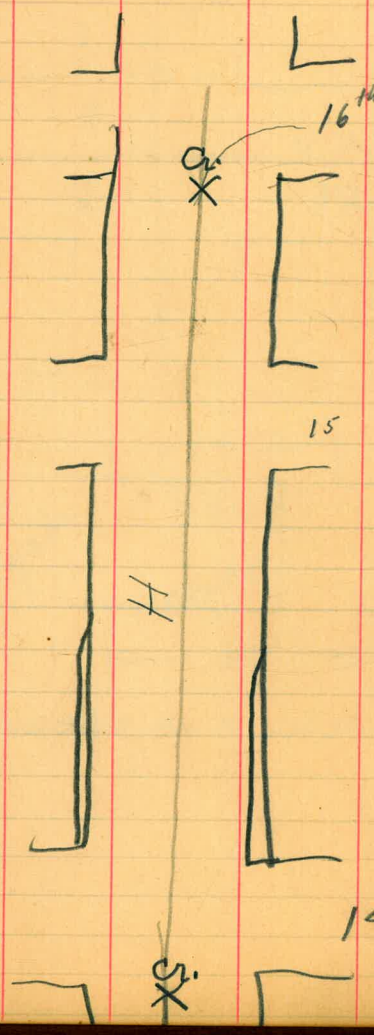
5 ½ K St. between 6 & 7 is paved with asphalt.





Sidewalks on K end at Prop. Lines

H St Car tracks



May 19/07 Bartlett Smith

Flush Tank.
~~Manhole~~ in center of alley bet. 1st and Albatross & South of Robinson is 37.5 ft. south of the South Curb line of Robinson St or is 25 ft. south of the south property line of Rob.

La Jolla Sewer

Notes about trenching

Sewer system has mostly a sandy soil. Some places is so pretty hard at the septic a soft sand rock is struck.

Prospect + State to Prospect + save his gravel in layer of about 1 ft thick

---

Prospect St. to Exchange big gravel
Exchange Pl. to Magnolia small.
On College St.

Gravel 8 loads per day or 12 Cy
No cost for gravel itself
Sand $2.00 Cy delivered
Cement delivered

For "D" St Lighting Syslem

- Home Telephone Lamp Post
- Water Plug
- Hitching Post
- Trolley Pole
- Waler shut Off
- Home Telephone Pole
- Elec. Lighting Pole
- Water Meter M. H.
- Elec. Light Pole
- Fire Alarm
- S. S Tel. Co

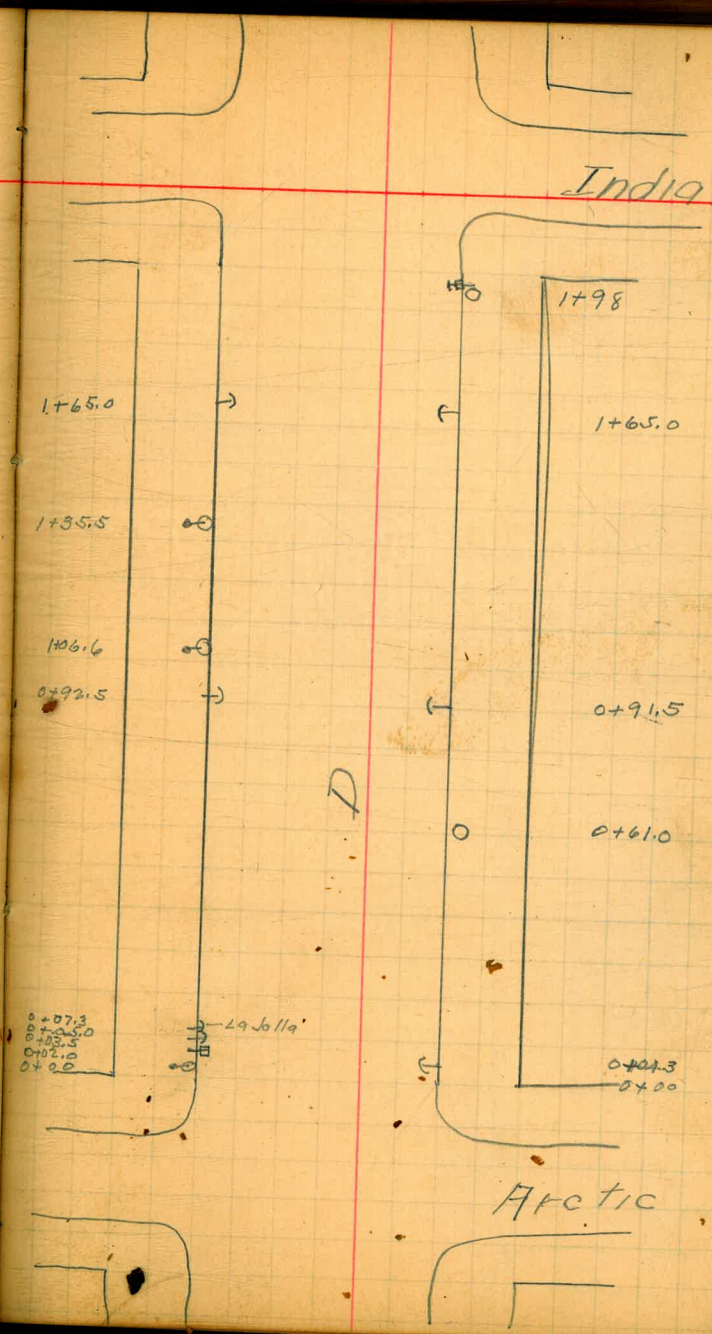
U.S. Mail
Gass shutoff
Guy Pole

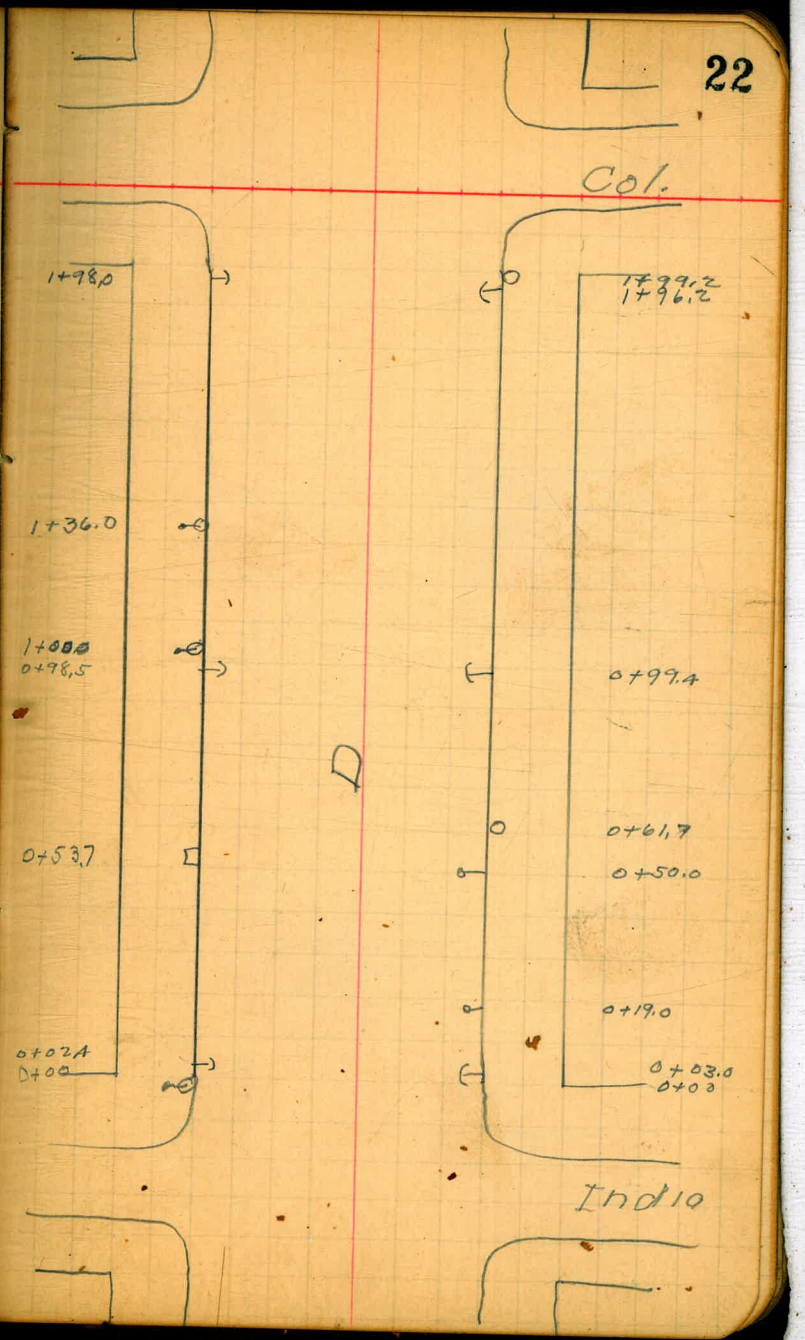
Arctic

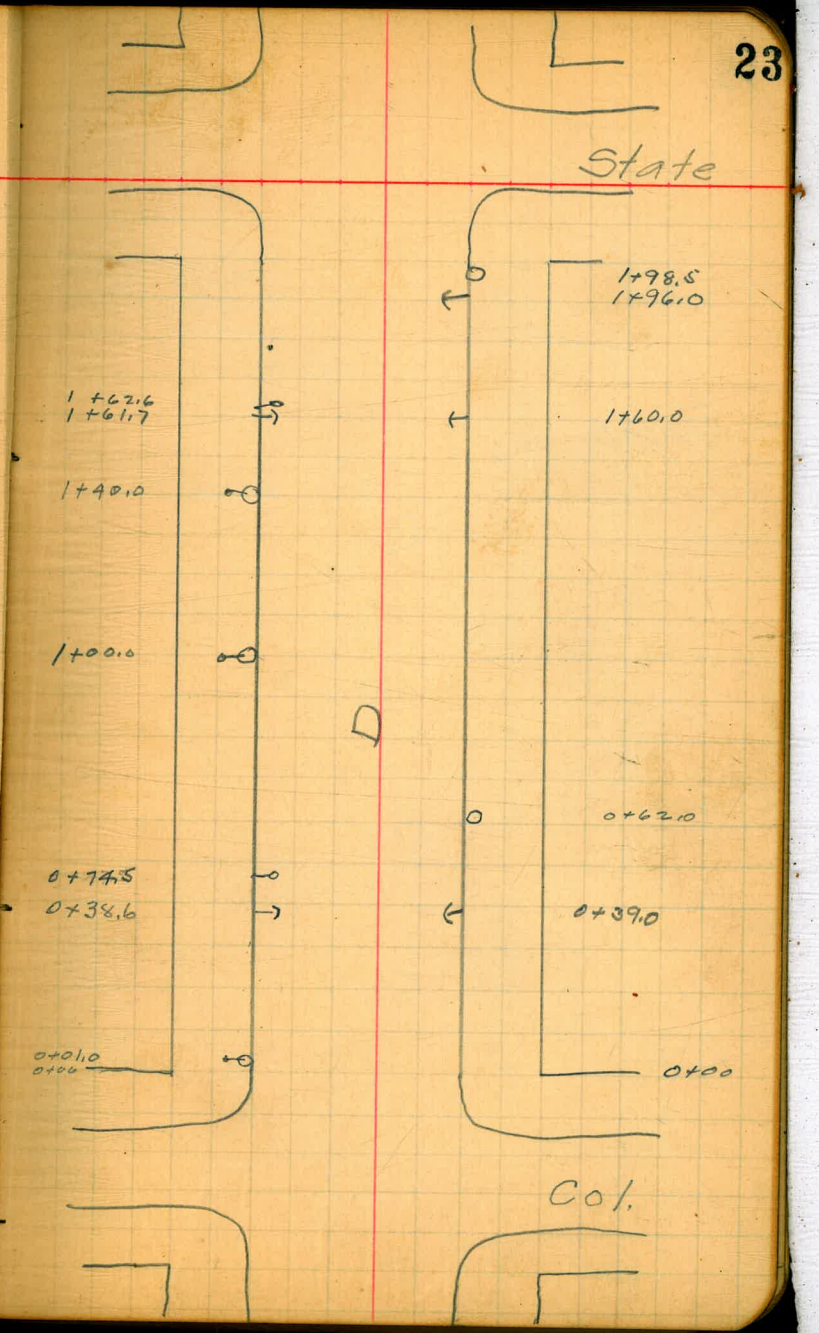
1+94.
1+88.4
La Jolla
1+75.0
Palm
1+52.5
Palm
1+33.8
1+32.0
End of Curb
Driveway
0+98.0
0+95.3
End of Curb
0+78.0
Palm
0+08.0
0+00

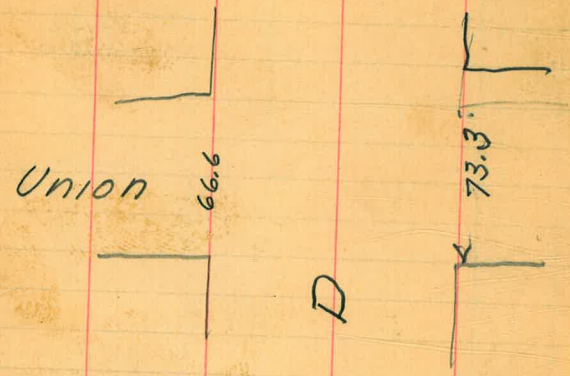
1+99.5
1+31.3
1+02.0
0+51.5
0+08.7
0+00

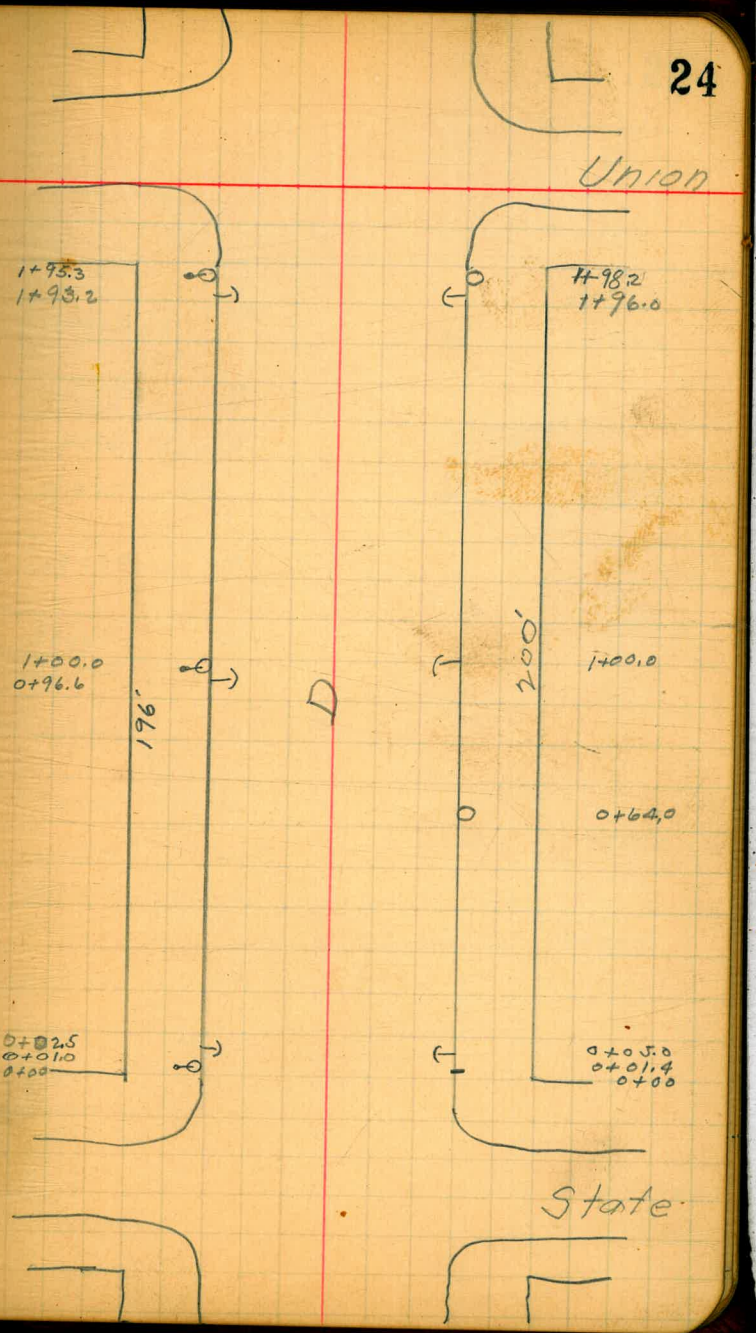
Cal

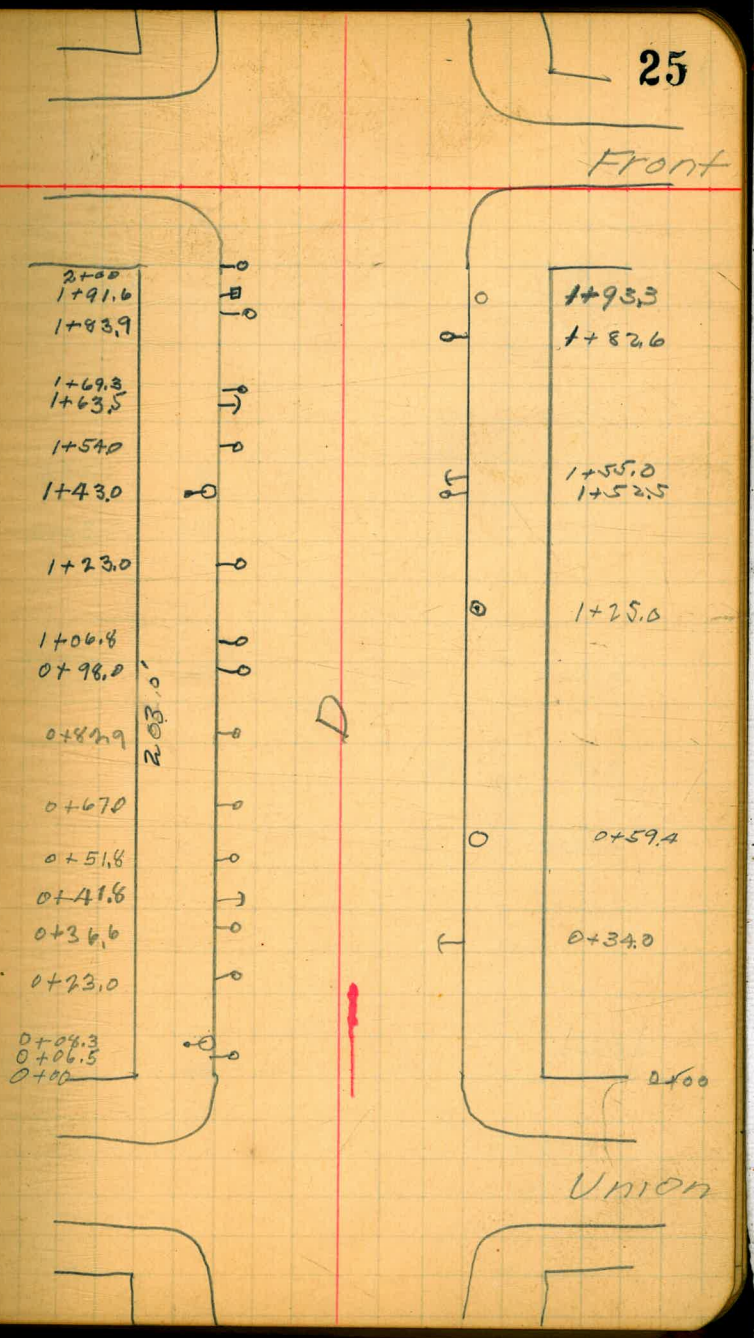

India
1+98
1+65.0
1+65.0
1+35.5
1+06.6
0+92.5
0+91.5
0+61.0
0+07.3
0+05.0
0+03.5
0+02.0
0+00
La Jolla
0+04.3
0+00
Arctic

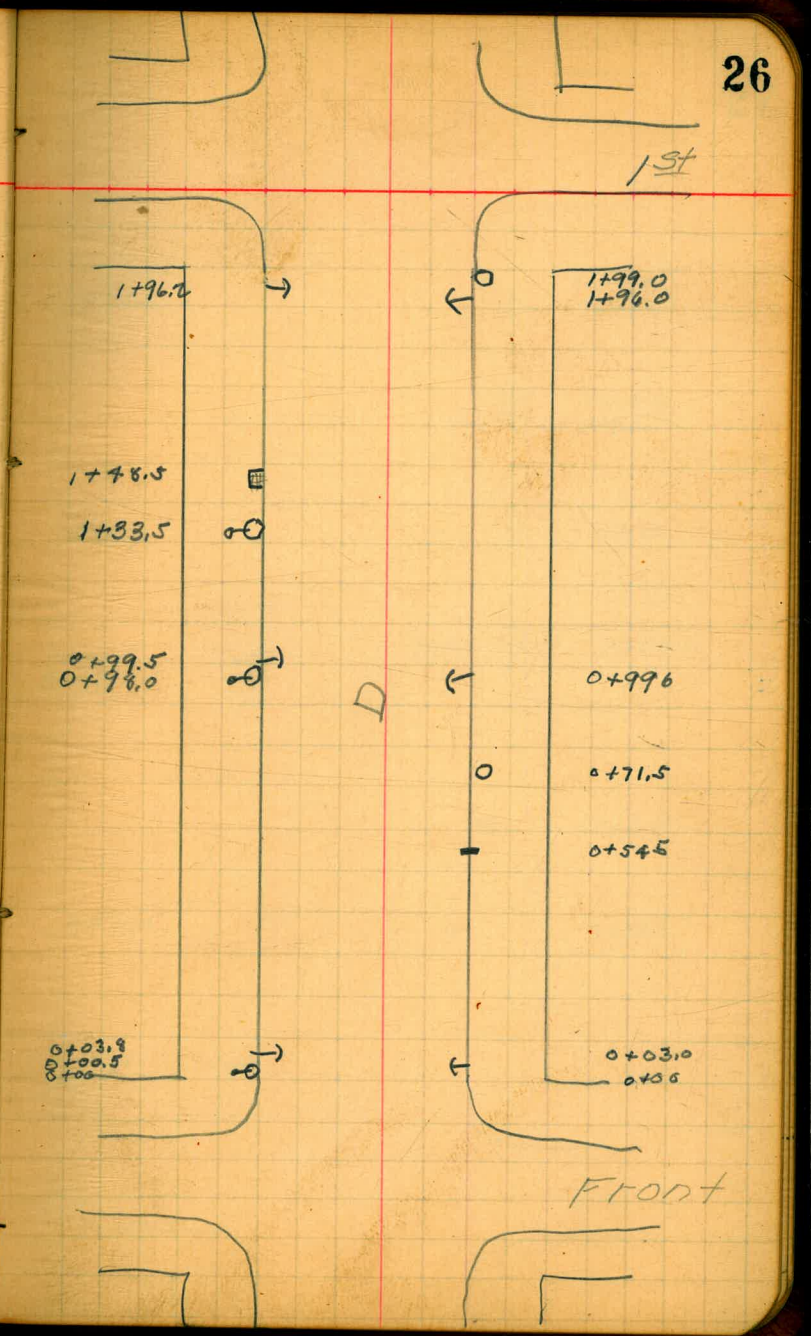

Col.
1+98.0
1+36.0
1+00.0
0+98.5
0+53.7
0+02.4
0+00
1799.2
1796.2
0+99.4
0+61.7
0+50.0
0+19.0
0+03.0
0+00
D
Indio

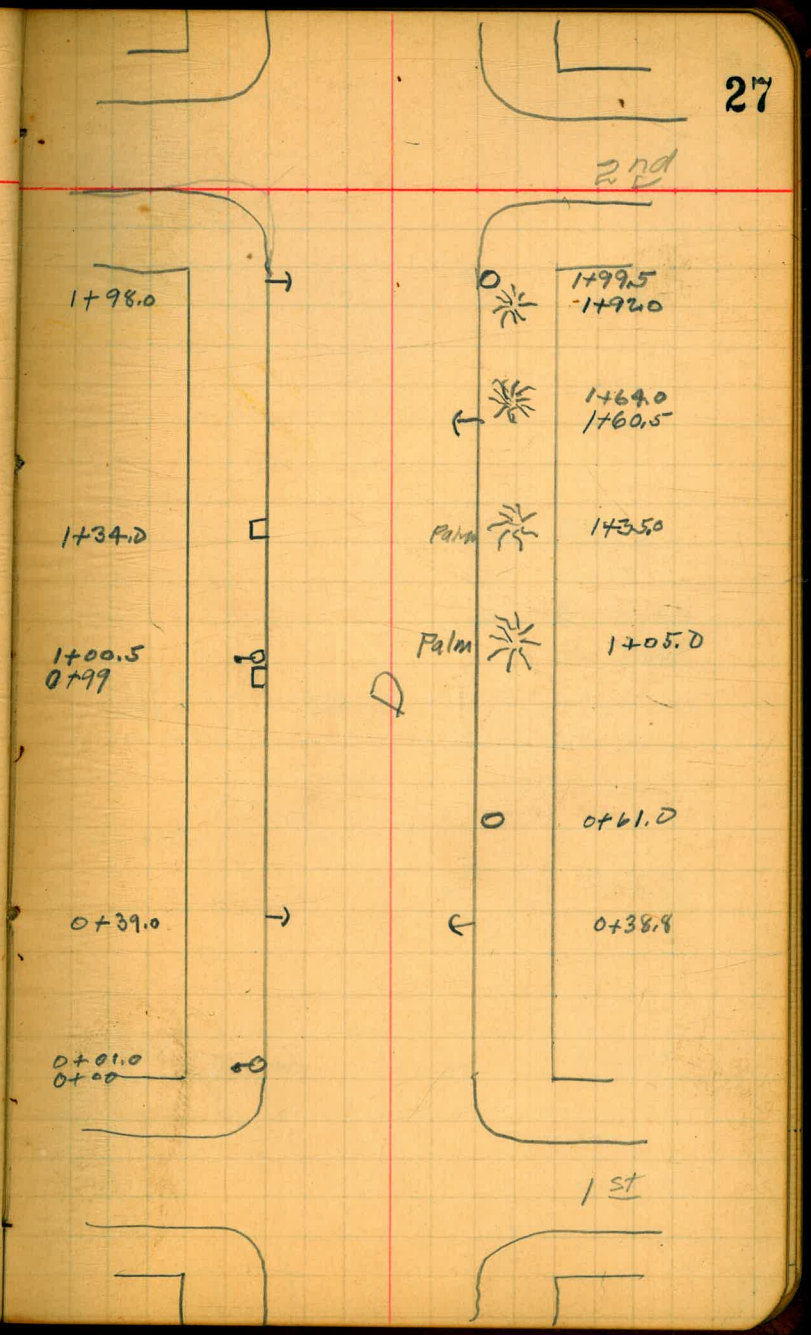

State
1+98.5
1+96.0
1+62.6
1+61.7
1+60.0
1+40.0
1+00.0
D
0+62.0
0+74.5
0+38.6
0+39.0
0+01.0
0+00
0+00
Col.

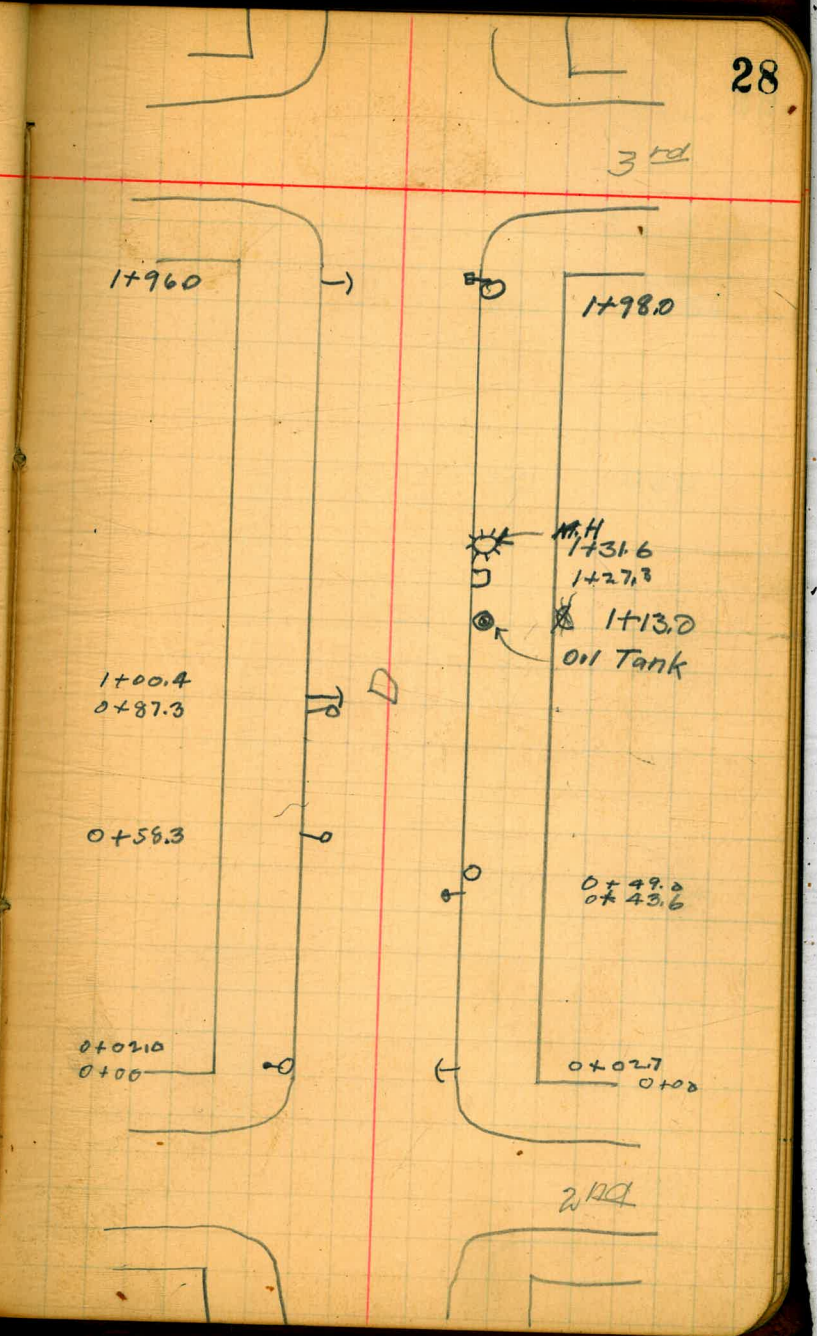

Union
66.6
73.3'
D

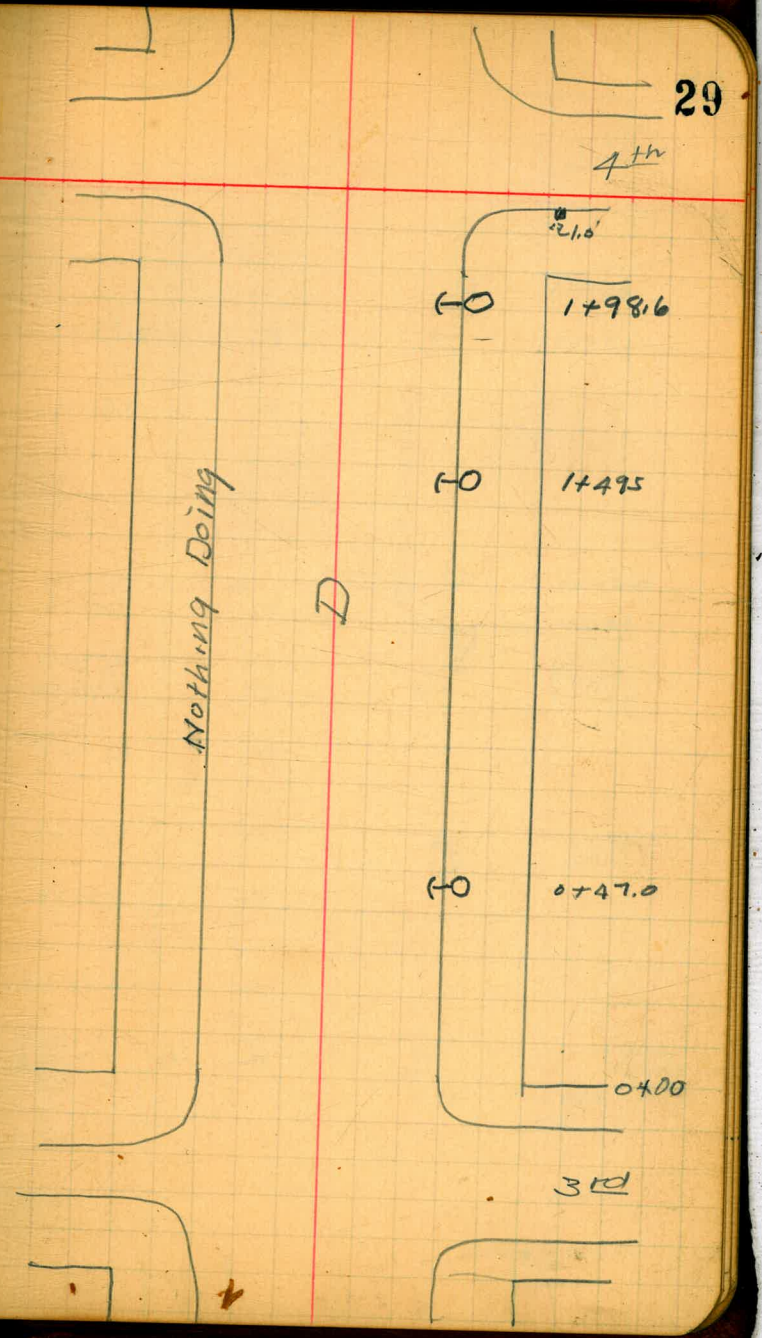

Union
1+95.3
1+93.2
1+00.0
0+96.6
196'
D
0+02.5
0+01.0
0+00
1+98.2
1+96.0
200'
1+00.0
0+64.0
0+03.0
0+01.4
0+00
State

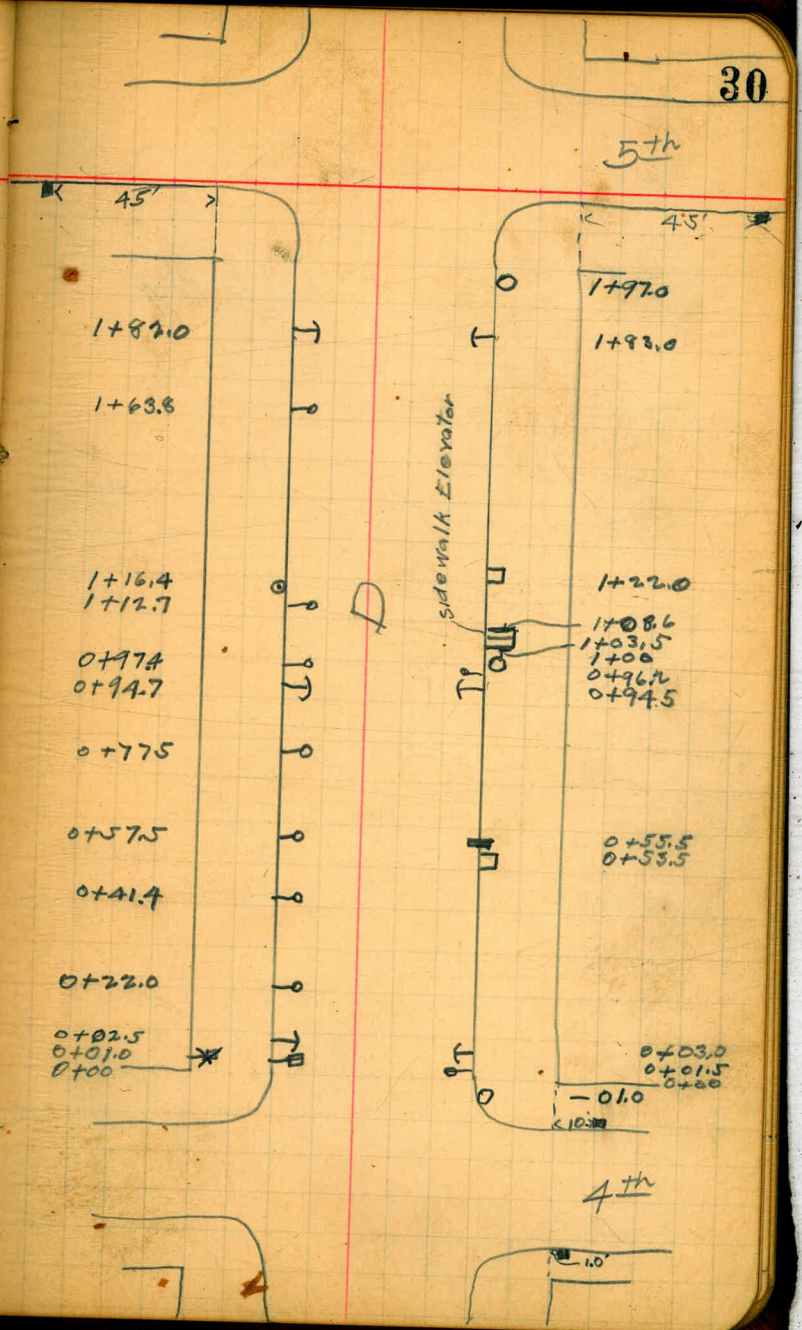

Front
2+00
1+91.6
1+83.9
1+69.3
1+63.5
1+54.0
1+43.0
1+23.0
1+06.8
0+98.0
0+87.9
0+67.0
0+51.8
0+41.6
0+36.6
0+23.0
0+08.3
0+06.5
0+00
203.0'
1+93.3
1+82.6
1+55.0
1+52.5
1+25.0
0+59.4
0+34.0
0+00
Union

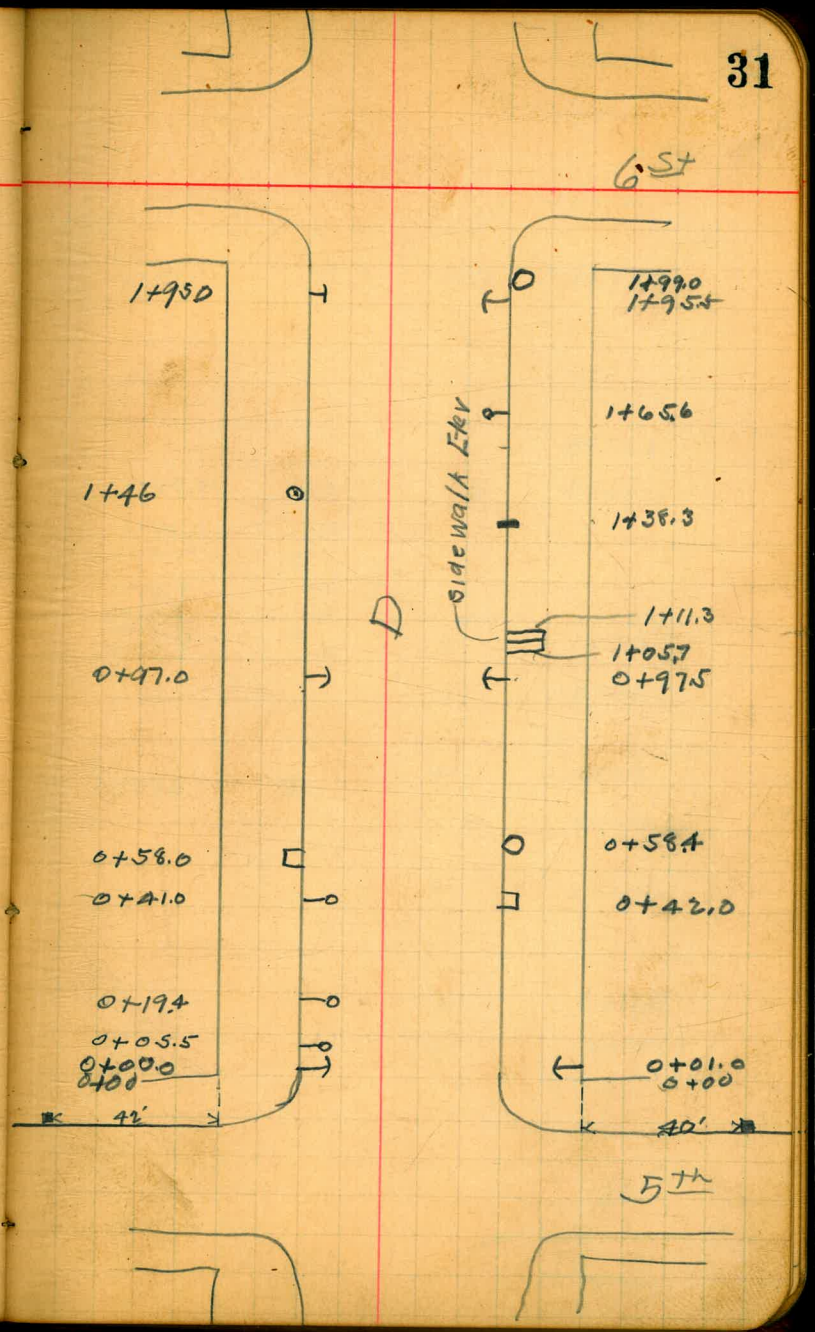

1st
1+96.2
1+78.5
1+33.5
0+99.5
0+98.0
0+03.9
0+00.5
1+99.0
1+96.0
0+996
0+71.5
0+545
0+03.0
0+00.6
D
Front

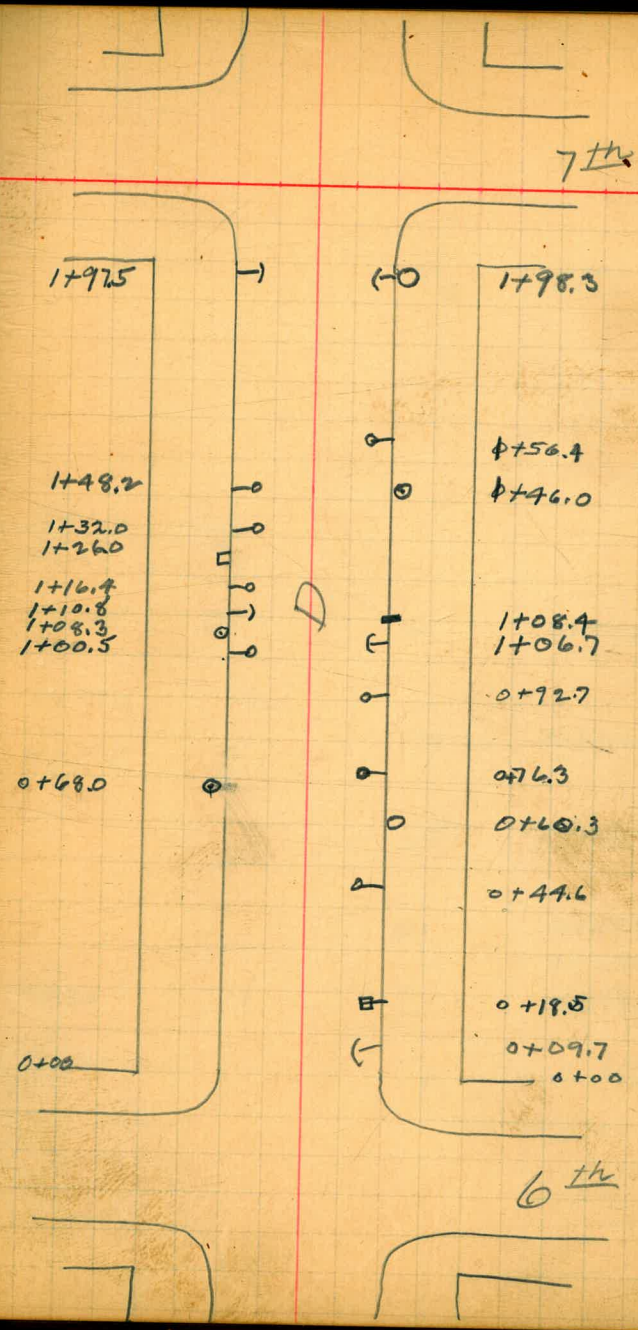

2nd
1+98.0
1+99.5
1+92.0
1+64.0
1+60.5
1+34.0
Palm
1+33.0
1+00.5
0+99
Palm
1+05.0
0+61.0
0+39.0
0+38.8
0+01.0
0+00
1st

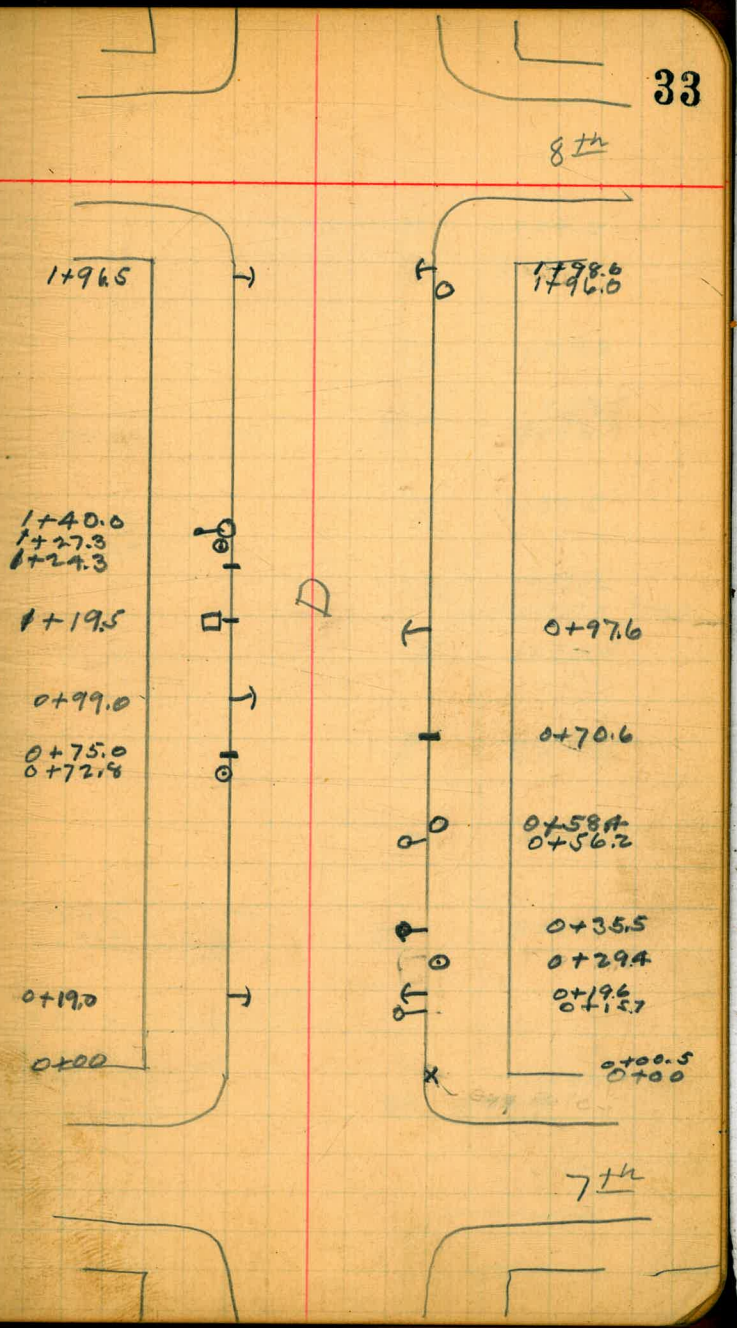

3rd
1+96.0
1+98.0
M.H
1+31.6
1+27.3
1+13.0
Oil Tank
1+00.4
0+87.3
0+58.3
0+49.0
0+43.6
0+02.10
0+00
0+02.7
0+02
2nd

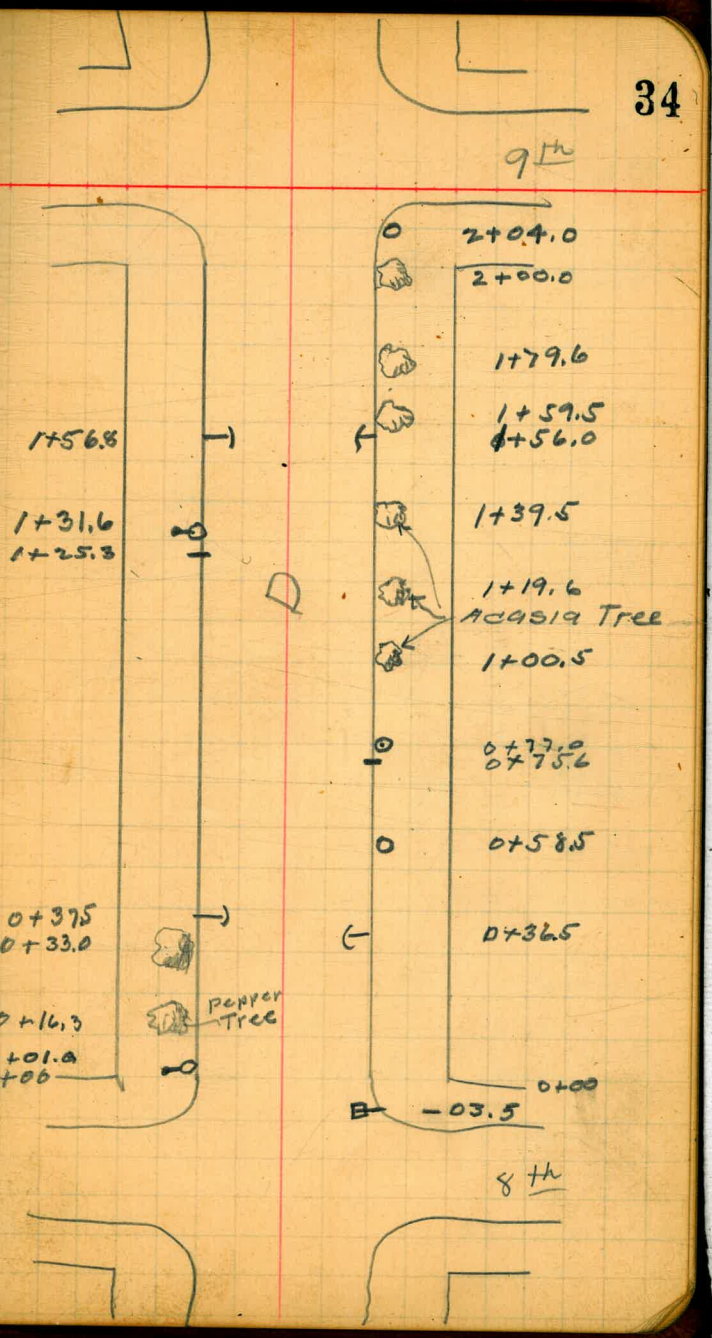

4th
21.0'
1+98.6
1+49.5
0+47.0
0+00
Nothing Doing
D
3rd

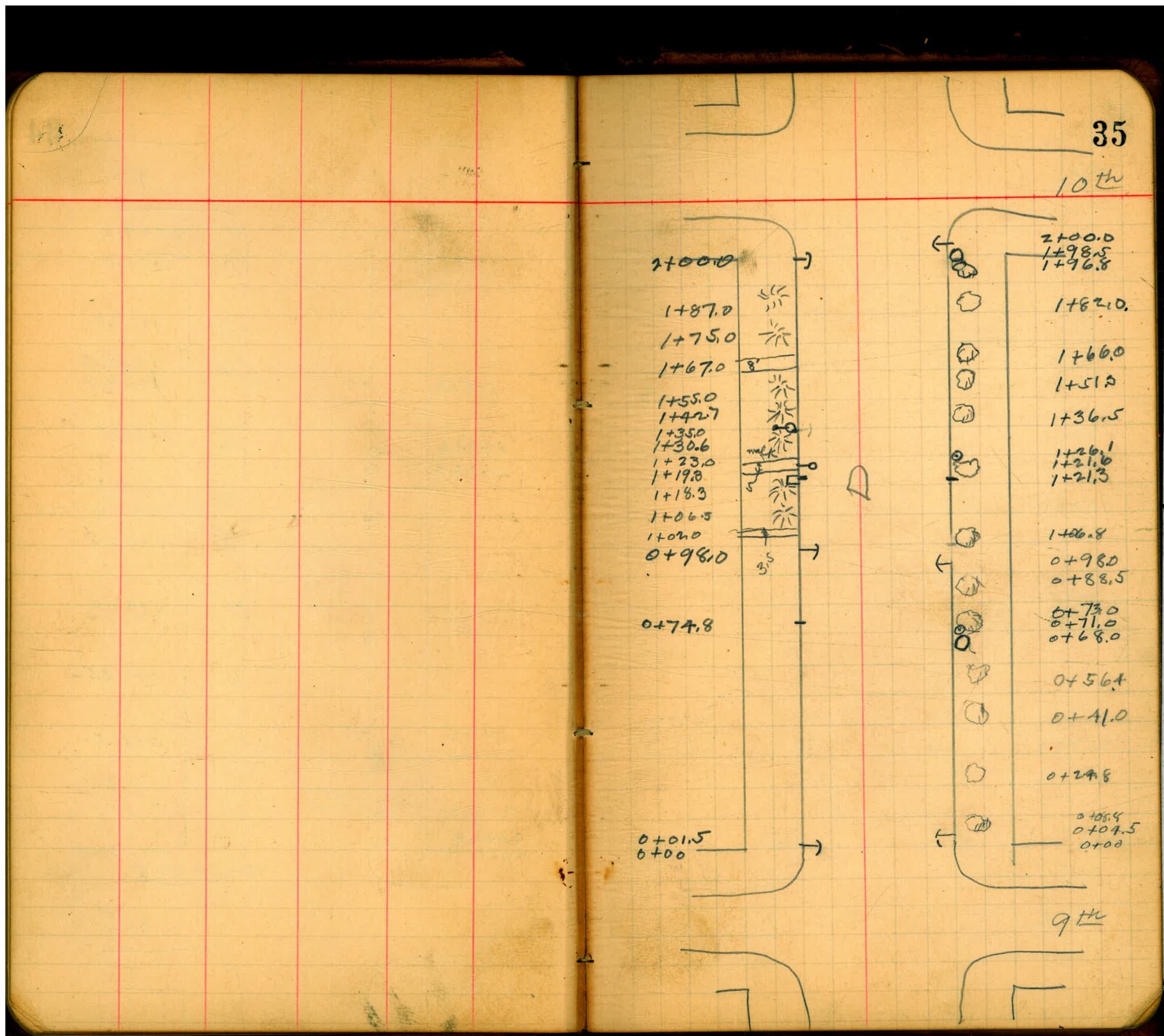

5th
45'
1+82.0
1+63.8
1+16.4
1+12.7
0+97.4
0+94.7
0+77.5
0+57.5
0+41.4
0+22.0
0+02.5
0+01.0
0+00
45'
1+97.0
1+93.0
Sidewalk Elevator
1+22.0
1+08.6
1+03.5
1+00
0+96.2
0+94.5
0+55.5
0+53.5
0+03.0
0+01.5
0+00
-01.0
10'
4th
1.0'

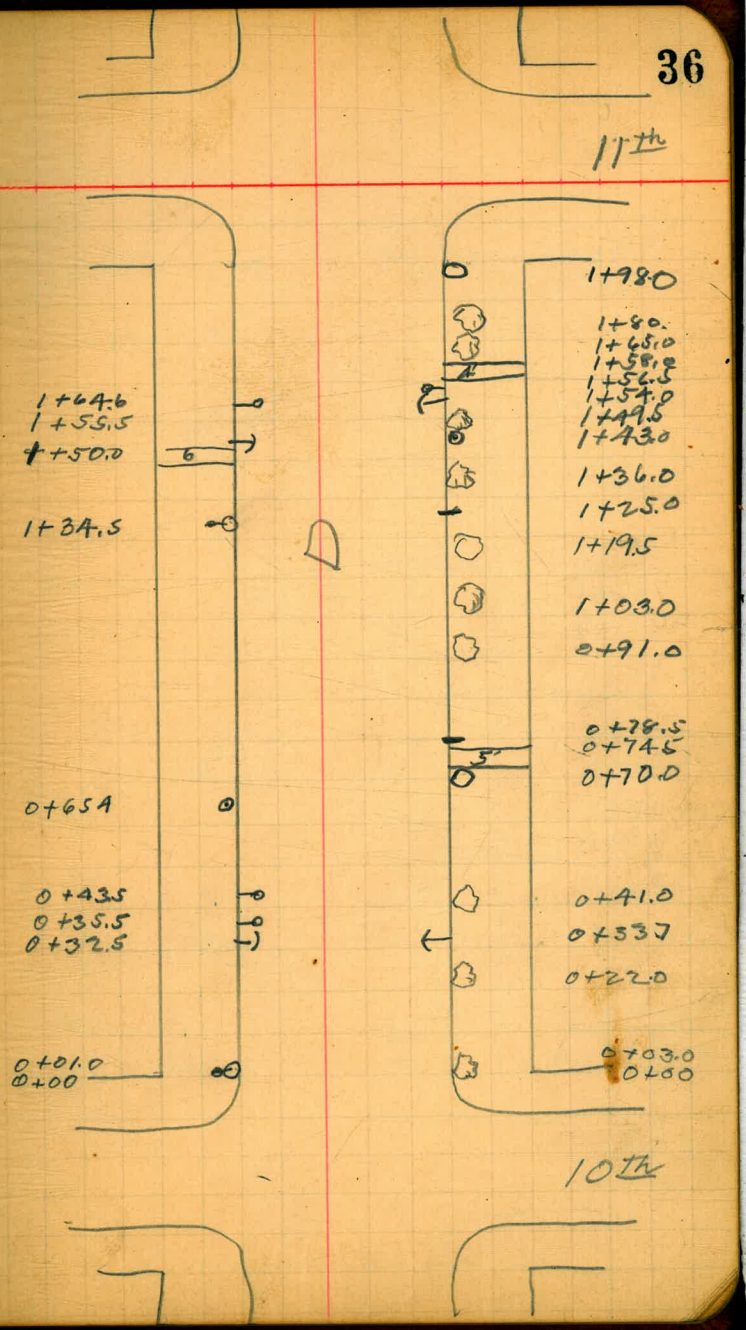

6 St
1+95.0
1+46
0+97.0
0+58.0
0+41.0
0+19.4
0+05.5
0+00.0
0+00
42'
1+99.0
1+95.4
1+65.6
1+38.3
1+11.3
1+05.7
0+97.5
Sidewalk Elev
0+58.4
0+42.0
0+01.0
0+00
40'
5 Th

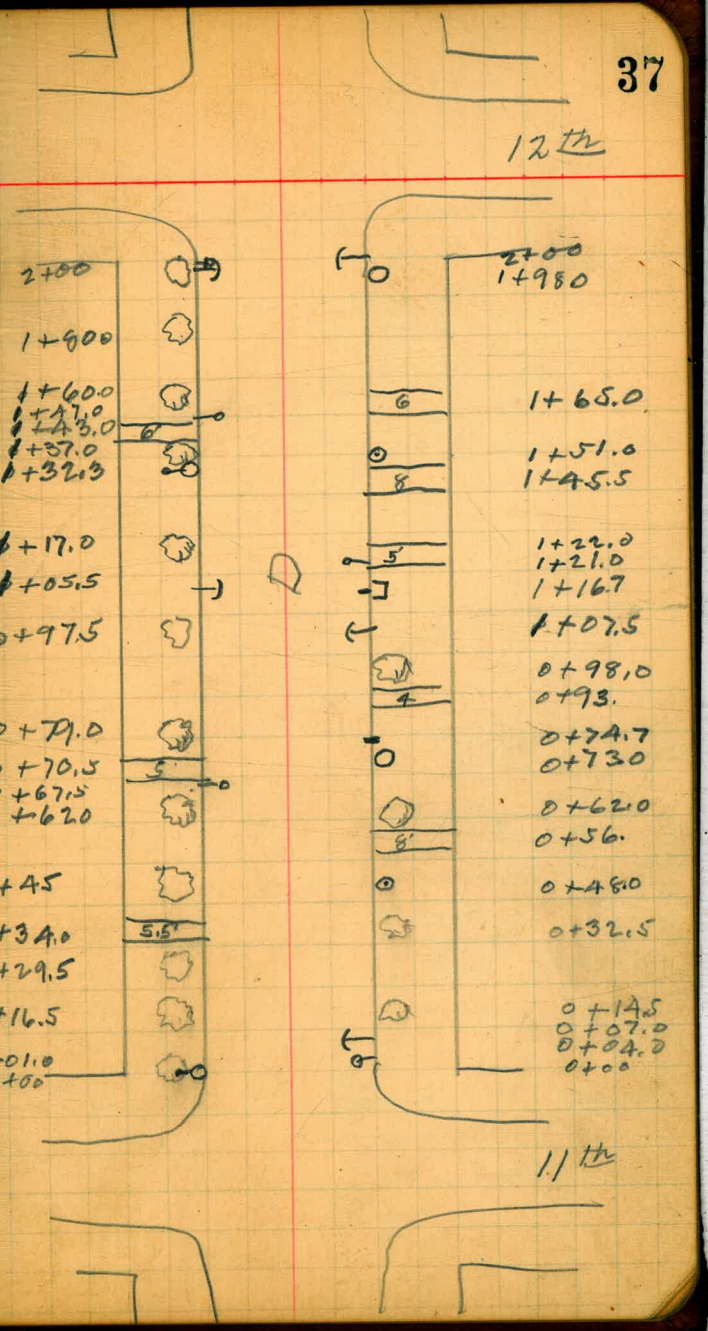

7th
1+97.5
1+48.2
1+32.0
1+26.0
1+16.4
1+10.8
1+08.3
1+00.5
0+68.0
0+00
1+98.3
0+56.4
0+46.0
1+08.4
1+06.7
0+92.7
0+76.3
0+60.3
0+44.6
0+18.5
0+09.7
0+00
6th


8th
1+96.5
1+40.0
1+27.3
1+24.3
1+19.5
0+99.0
0+75.0
0+72.8
0+19.0
0+00
1798.6
1796.0
0+97.6
0+70.6
0+58.4
0+56.2
0+35.5
0+29.4
0+19.6
0+15.7
0+00.5
0+00
7th


9th
2+04.0
2+00.0
1+79.6
1+59.5
1+56.8
1+56.0
1+39.5
1+31.6
1+25.3
1+19.6
Acacia Tree
1+00.5
0+77.0
0+75.6
0+58.5
0+37.5
0+33.0
0+36.5
Pepper Tree
0+16.3
0+01.0
0+00
-03.5
8th

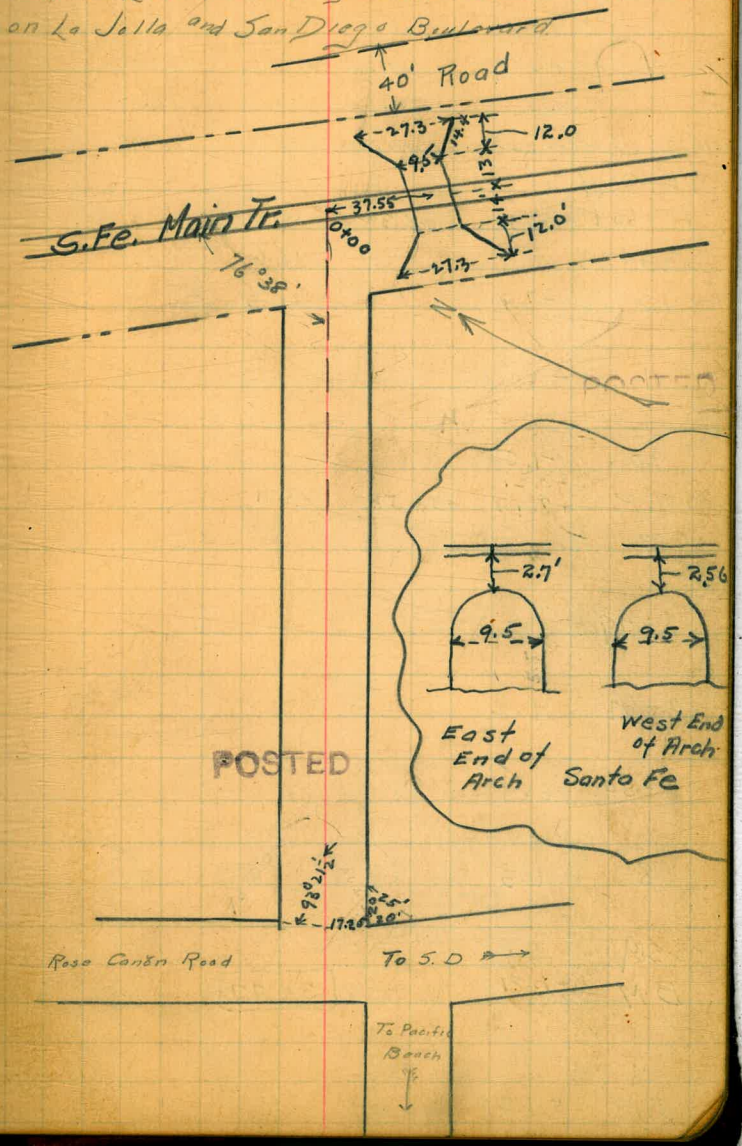

10th
2+00.0
1+87.0
1+75.0
1+67.0
1+55.0
1+42.7
1+35.0
1+30.6
1+23.0
1+19.8
1+18.3
1+06.5
1+02.0
0+98.0
0+74.8
0+01.5
0+00
8'
3.5
2+00.0
1+98.5
1+96.8
1+82.0
1+66.0
1+51.2
1+36.5
1+26.1
1+21.6
1+21.3
1+86.8
0+98.0
0+88.5
0+73.0
0+71.0
0+68.0
0+56.4
0+41.0
0+24.8
0+06.4
0+04.5
0+00
9th


11th
1+98.0
1+80.
1+65.0
1+58.5
1+56.5
1+54.0
1+49.5
1+43.0
1+36.0
1+25.0
1+19.5
1+03.0
0+91.0
0+78.5
0+74.5
0+70.0
0+41.0
0+33.7
0+22.0
0+03.0
0+00
1+64.6
1+55.5
1+50.0
1+34.5
0+65.4
0+43.5
0+35.5
0+32.5
0+01.0
0+00
10th


12th
2+00
1+900
1+60.0
1+43.0
1+37.0
1+32.3
1+17.0
1+05.5
0+97.5
0+79.0
0+70.5
0+67.5
0+62.0
0+45
0+34.0
0+29.5
0+16.5
0+01.0
0+00
6'
5'
5.5'
2+00
1+980
1+65.0
1+51.0
1+45.5
1+22.0
1+21.0
1+16.7
1+07.5
0+98.0
0+93.
0+74.7
0+73.0
0+62.0
0+56.
0+48.0
0+32.5
0+14.5
0+07.0
0+04.0
0+00
6'
8'
5'
4'
5'
11th

1/3/08 Smith, Davis, Donnan, Caltrans

Survey for Location of Bridge Under S.F. Track on La Jolla and San Diego Boulevard



12+00

12+43.8

12+86.4

Sta.	Rod	H.I.	Elev.		
	7.79	18.71			10.92 - B.M. Spk. pole at Mission Park Bridge Grand Ave.
	4.56	18.36	4.91	13.80	
	11.73	28.32	1.77	16.59	
U.S.G.S. B.M. Elev 25 ft.		Datum S.D	9.13	19.19	
12+86.4					
12+66.4	-10.1	28.32	18.2		
12+47.3	-9.7		18.6		
12	-7.4		20.9		
11	-4.1				
10	-1.5				
T.P.	-0.21 +8.47	36.58	28.11		
9					
8+79					
8+67	7.2				
8+50	6.9				
8	6.3				
7+29	5.1				
BM	-1.81		$\boxed{34.77}$		
7					
BM	+7.20	41.97			

Going West

POST

L or S C R or N

17.9 E +100 18.3 E +50 18.2 E 0 17.6 E +50 17.1 E +100

20.3 100 20.9 +50 20.3 +20 20.4 +16 19.3 +15 20.1 +13.3 20.9 0 20.3 +50 19.8 +100

23.2 +100 24.0 +50 24.2 +17 23.1 +16 23.6 +14.0 24.2 0 23.7 +50 23.3 +100

25.0 +100 26.3 +50 26.8 +17 25.7 +16 26.3 +15 26.8 0 25.9 +12 26.5 +14 25.9 +50 25.9 +100

28.0 +100 28.5 +50 28.8 0 28.5 +11 27.6 +17 26.8 +50 26.9 +82 27.8 +93 29.6 +100

POST

29.3 0 30.1 +28 27.4 +39 27.0 +50 26.2 +57 28.1 +69 29.9 +87 33.2 +100

29.4 0 31.0 +50 34.0 +100

29.7 0 29.2 +27 32.3 +61 34.6 +97 38.0 +100

30.2 +100 30.7 +50 30.3 0 29.5 +11 29.8 +46 35.6 +67 36.6 +69 38.8 +100

31.5 0 30.5 +14.0 30.6 +41. 34.5 +50 45.4 +100

Nail in top of post 40 ft N of Sta 7+50 ±

32.1 +100 32.3 +50 32.0 0 30.9 +14 31.0 +50 33.0 +100.

X sections for Road at St. Fe
La Jolla Boulevard

Davis
Colbath
Donnan
Smith

July 5/08

Sta	Rod	HI	Elev.	L or S	C	R or N
6		41.97		33.8/100 33.9/50	34.8/22 32.3/20 34.7/18 34.8/15 33.1/14 33.9/12	34.4/0 33.7/13 34.5/14 34.6/50 34/100
5				36.6/100 36.3/79 35.7/75 36.5/70 36.9/50 37.7/18	37.2/0 36.6/13 37.6/14 37.1/50 36.6/100	
4					39.2/100 38.0/50 39.1/17 39.4/0 38.4/14 39.0/15 38.3/50 38.7/100	
TP	−0.73 +10.14	51.38	41.24			
3					41.0/100 40.6/50 40.5/28 41.5/0 40.6/13 41.5/14 41.2/50 41.4/100	
2					43.6/100 43.1/50 42.5/19 43.4/0 42.5/14 43.3/15 44.1/50 44.8/100	
1					46.4/100 45.2/50 45.4/24 44.0/22 44.2/17 45.4/14 45.8/0 46.3/50 48.7/100	
0	In Santa Fe track on ℄					
	See page		for other X sections			
T.P.	−1.77 +11.94	61.55	49.61			
T.P.	−2.27 +3.75	63.03	59.28			
	+3.47	62.75				
	+11.58	70.86				

going west

POSTED

X sections along Santa Fe track at LS –

Sta	Rod	HI	Elev.
100 ft. N			
0	Same as for Road X sections on page 39+40		
+37.55 S	℄ S.Fe Culvert		
+72.0 S			
+92.0 S			
1+58.0 S			
2+00.5			
3+00 S			
4+00 S			

POSTED

West ℄ S.Fe East

Top Rail

48.2 +50 | 48.3 +30 | El. 62.4 +7.3 = 63.55 | 62.4 +7.0 | 51.9 +23 | 51.9 +50 | 53.2 100 | 57.6 200 | 62.7 270 | 67.7 (Road work) 300

46.5 +50 | 47.6 +32 | 61.7 +7.3 = 62.90 | 61.7 +7.0 | 49.6 +26 | 49.6 +50 | 49.8 +100 | 54.3 +200 | 59.7 +300

48.1 +50 | 46.4 +42 | 46.6 +14.0 | Four Arch 59.26 +14.0 | 61.7 +7.3 = 62.78 | Four Arch 59.68 +13.0 | 47.3 13.0 | 49.3 +50 | 50.6 +78 | 49.4 +84 | 49.2 100 | 52.3 200 | 59.1 300

48.5 +50 | 48.4 +30 | 61.5 +7.3 = 62.55

53.9 +50 | 56.2 +19 | 61.4 +7.3 = 62.52 | 49.9 +29.0 | 50.2 +50 | 52.5 (Road) +54 | 53.3 +76 | 49.7 +83 | 49.5 +100 | 50.7 +200 | 55.7 +300

58.5 +50 | 57.1 +41 | 58.9 +14 | 61.0 +7.3 = 62.15 | 60.7 +18 | 63.1 +39 | 66.8 +46 | 58.5 +55 | 59.1 +78 | 67.0 +83 | 62.1 +140 | 62.3 180 | 59.5 200 | 51.2 244 | 53.1 300

63.1 +210 | 61.0 +250 | 60.5 278 | 57.1 300

℄ 61.92 | 60.8 +7.0 | 60.8 +27 | 62.7 +43 | 65.1 +47 | 65.1 +53 | 60.7 +55 | 61.5 +79 | 66.7 +82 | 68.3 +110 | 66.6 +150

℄ 61.66 | 60.3 +7.0 | 58.4 +17 | 57.6 +40 | 59.0 +50 | 60.3 +55 | 60.9 +74 | 60.0 +80 | 63.9 +150 | 70.9 +250 | 74.7 +300

℄ 61.25 | 60.0 +7.0 | 57.5 +14.0 | 58.6 +50 | 60.0 +58 | 65.5 +150 | 70.9 +206 | 77.5 +277 | 80.5 +300

6th St. Lighting System

Location of Corner Posts.

C St. SE Cor 1' 8½" N of Prop Line
" SW " 1' 8½" " " " "

D St. NE Cor. on Prop Line
NW " " " "
S.E. " 1' N of Prop Line
S.W. " 1' " " " "

E St. N.E. Cor. on Prop Line
N.W " " " "
SE " 1' N of Prop Line
SW " 1' N of " "

F St. NE Cor on Prop Line
NW " " " "

The Electric Posts are 17"x17" at base
the arms project 20½" from center
of post

Smith July 8/08

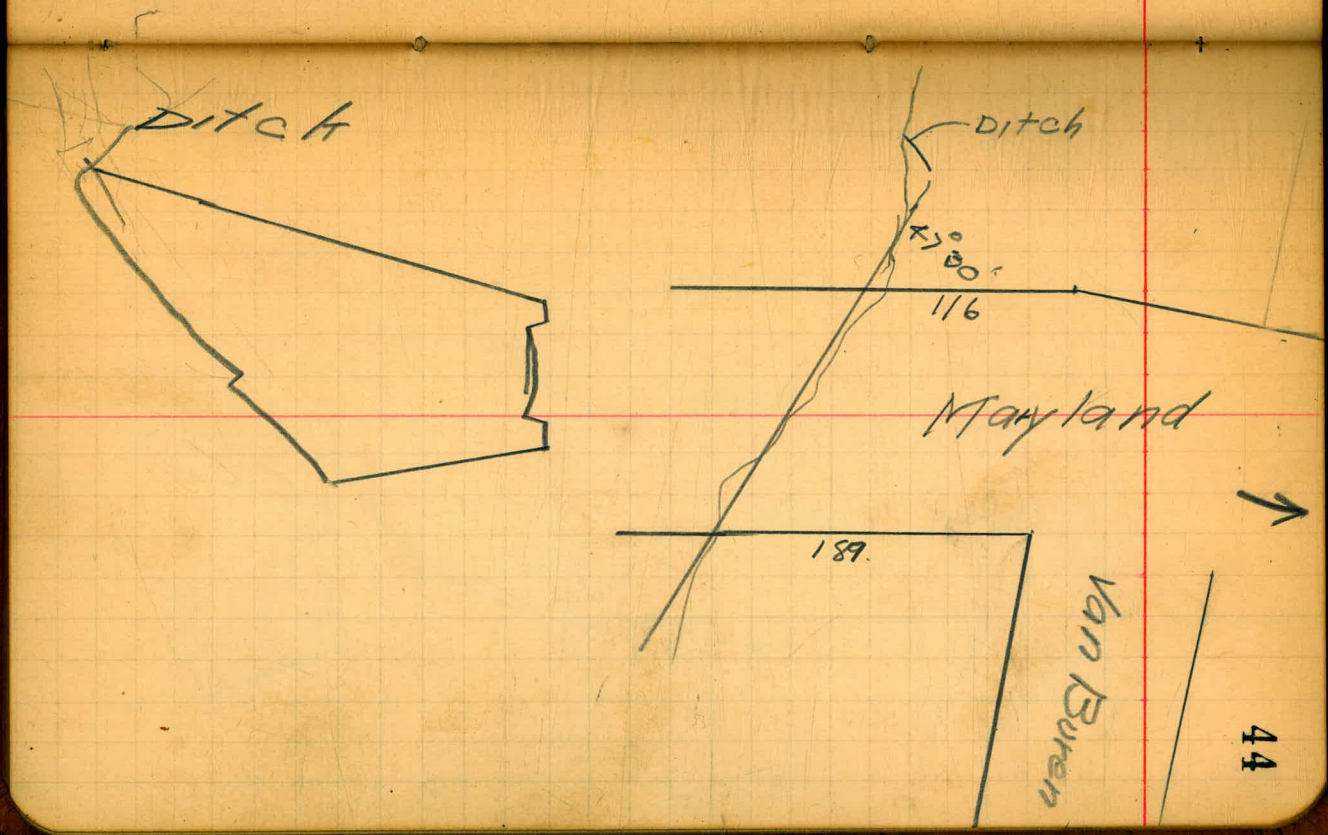
X-Sections for Cemetry Road from Sta 15+00 to Sta 19+0 taking in bridge for East branch of Cholla Creek. B.M. SPK top post end of S.E. wing of first bridge = 26.48

Deuckle
Shaw
Thomas
7/6/88

Sta	+R	H.I.	−R	Elev
B.M.	7.06	33.54		26.48
15+00			6.4	27.14
16+00			6.0	27.54
17+00			5.2	28.34
17+40			5.2	28.34
17+45			5.0	28.54
17+77 L3 W	End bridge		4.7	28.84
17+83 L6	center bridge		4.7	28.84
17+89 L9	E. end bridge		4.8	28.74
18+00			4.8	28.74
18+50			4.7	28.84
19+00			4.6	28.94

	south	center	North
	27.19 / 0		
	27.54 / 0		
	25.84 / 50	28.94 / 17	28.24 / 14 28.34 / 0 28.54 / 17 31.24 / 25 32.94
	24.34 / 100	24.54 / 55	27.94 / 15 28.34 / 0 28.84 / 25 25.74 / 35 27.84 / 40 28.54 / 51 24.54 / 80
	24.54 / 100	24.84 / 75	23.64 / 58 28.64 / 16 28.54 / 0 28.64 / 19 22.04 / 41 22.94 / 100
	24.44 / 90	21.09 / 50	20.04 / 16 27.14 / 15 on wing 28.84 / 12 28.84 / 0 29.14 / 13 27.24 / 17 on wing 21.34 / 18 21.14 / 50 21.64 / 100
	24.34 / 100	24.34 / 85	18.44 / 53 creek 19.24 / 15 creek 28.84 / 15 bridge 28.84 / 0 28.34 / 18 bridge 19.64 / 18 creek bed, 19.84 / 50 creek 19.44 / 100 creek bed
	24.14 / 90	17.44 / 76	20.54 / 15 26.24 / 14 wing 28.94 / 12 28.74 / 0 28.84 / 16 27.24 / 18 wing 20.74 / 18 22.44 / 50 24.64 / 100
	22.64 / 100	17.74 / 87	22.34 / 25 28.94 / 12 28.74 / 0 29.54 / 15 24.57 / 26 23.94 / 50
	23.34 / 50	24.44 / 22	28.44 / 13 28.84 / 0 28.84 / 14 25.54 / 21 25.54 / 50
	28.94 / 0		

These notes were put in book #40


Ditch
Ditch
N 30° E
116
Mayland
189
Van Buren

Tyler
Maryland
17383
15363
Ditch

Inspection

Pipe for University Hts Reservoir

Inspected Car Seaboard 43340 Flat
Jan 7 1909. 9-12ft length 36" CI Pipe

Paints No.	Wt. per length	
# 6	✓	5540
# 13	✓	5410
# 8	✓	5500
# 3	✓	5470
# 7	✓	5480
# 4	✓	5500
# 5	✓	5600
# 10	✓	5500
# 2	✓	5450
		49450 Total wt on car

Class B
9-36"

Inspected Car Illinois Central 67482 flat
Jan. 11, 1909. 9-12ft. lengths 36" CI pipe

# 57	✓	5540#
# 26	✓	5520
# 52	✓	5600
# 22		5500
# 25		5580
# 18	✓	5610
# 14		5520
# 9	✓	5610
# 27		5460
		49940 Total wt on car.

Class B
9-36"

C H Julian Contractor

(Pipe Mfg in Bessemer, Ala)
Jan 11, 1909. 9-12' lengths 36" CI pipe
Inspected car Illinois central 66630 flat

# 60	✓	5610#
# ~~843~~	✓	5590
# 62	✓	5540
# 63	✓	5580
# 54	✓	5600
# 58	✓	5450
# 59	✓	5610
# 55	✓	5600
# 56	✓	5500
		50080 Total wt on car

Class B
9-36"

Jan 12, 1909. 9-12' lengths 36" CI Pipe
Insp. Car G+S I R.R. #1475 flat

# 30	✓	5610#
# 32		5600
# 28	✓	5610
# 46	✓	5480
# 49	✓	5460
# 42	✓	5560
# 50	✓	5630
# 51	✓	5640
# 47		5520 = ?42 or 47?

9-36"

Inspection On Cars
Pipe for University Hts Reservoir

Jan 12/09 22 lengths 24" c.I Pipe
Inspected Car Ill. Central #69102 flat

#435	2750#
#424	2700#
#431	2730
#282	2840
#421	2790
#442	2780
#284	2750
#413	2860
#459	2780
#462	2780
#436	2760
#423	2770
#465	2770
#464	2760
#429	2800
#433	2810
#444	2850
#460	2850
#443	2800
#463	2790
#437	2740
#461	2830

22-24"

Jan 12/09 21 24" lengths I.C.RR #66782 — 24" CIP

#412	2730#
#336	2800
#408	2700
#335	2830
#406	2740
#414	2690
#185	2750
#405	2700
#401	2700
#416	2850
#413	2770
411	2780
414	2700
431	2750
434	2780
415	2780
426	2740
430	2830
441	2780
443	2750
340	2730

= #4080r308?

2740 broken?
2760 " 21-24"
2730 broken 21-24"
had 21 not 22

21 lengths 24" C.I.P.

Jan 12, 1909. #8092.
Car. Indianapolis Southern

#252	2770#
251	2750#
480	2810#
471	2790
482	2760
488	2760
487	2800
454	2750
486	2770
485	2750
484	2820
448	2790
489	2820
450	2800
458	2700
446	2790
451	2860
452	2740
449	2800
456	2850
	2750

21-24"

21-12' lengths 24" CIP

Jan 15 1909
Illinois Central 66116
Not inspected fully unloaded. 36" C.I.P.

44	5420	✓
33	5540	✓ on car ✓
61	5470	
53	5510	✓

other pipes were gone to reservoir?

Checked by Conway

39	5560
35	5590
31	5470
45	5500

8-36"

Pipe for Univ Hts Reservoir

Central of Georgia 10231 flat
8 lengths 36" C I P. Jan 16/1909

8-36"

19	5660
38	5440
21	5520
16	5400 ✓
20	5620
23	5470
17	5570
11	5520 ✓

24" Pipe full length.

#504	2710#
#501	2720
#507	2690
#502	2700
#500	2690

5-24"

12" Pipe full length

Wt.
972#
978
965
960
970
960
980
965
950
990
9690

Feb. 2/09.

1 length 36" Pipe

T 5570#

T 5480# Dickens Insp.
Tritch

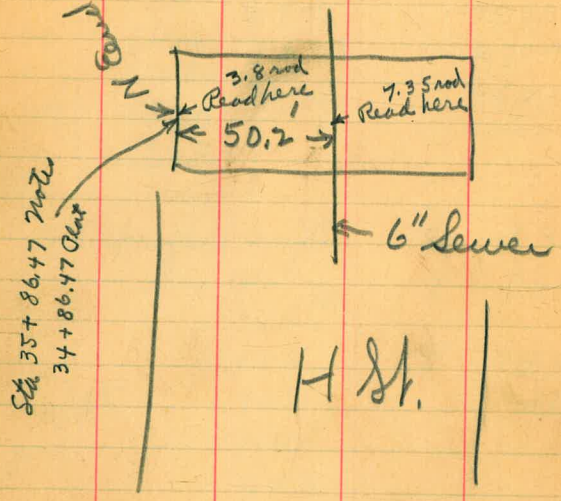
wt per 12' length =
wt per lin ft = 80.75#

Feb. 4 1909.

Sewer under H St Arch near 15th St.

7.35 Top Pipe
3.8
3.75 Top plank bulkhead on N end H St. Arch.

2.35 top ground to top sewer



Elev. Top plank bulkhead 23.00
3.80
26.80 HI
7.35
19.45 Elev top 6" sewer under H St Arch

Point Loma Homestead Water Consumption
Month Aug 1908.

23500	Cu. ft.
11500	
27000	
11700	
18700	
7800	
3700	
Total for Mo. 103900	cu ft.

Average per day 3464 Cu ft. = 25980 gal.

500 People including children and all at Main Bldgs of Point Loma Homestead.

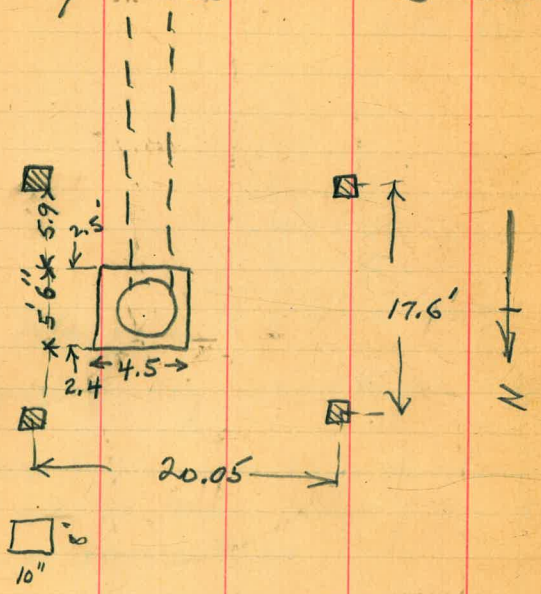
This gives 52 gal. per capita per day.

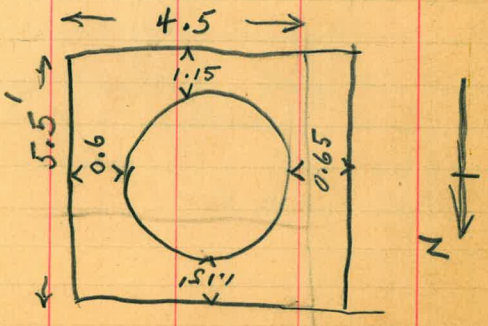
Per. Cap. S Diego Jan 1909 Max 79.6 gal. per day
S " " " Av. Daily 60.2 " " "
Feb. Max 65.0 " "
Av. Daily 58.9 " "

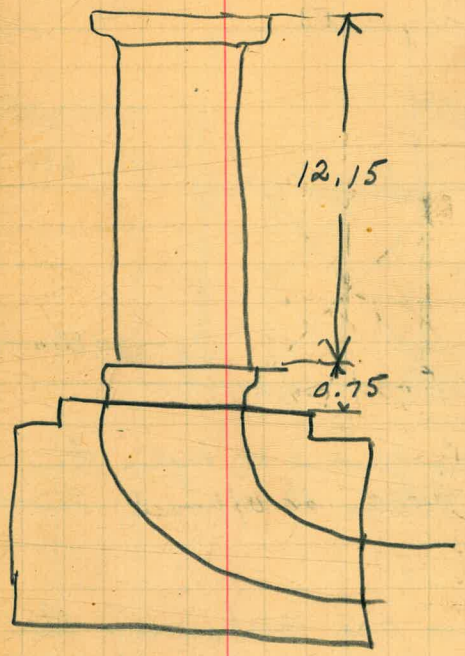
July 23, 1908.

Univ. Hts Reservoir

Location of inlet pipe for aerating table at new reservoir

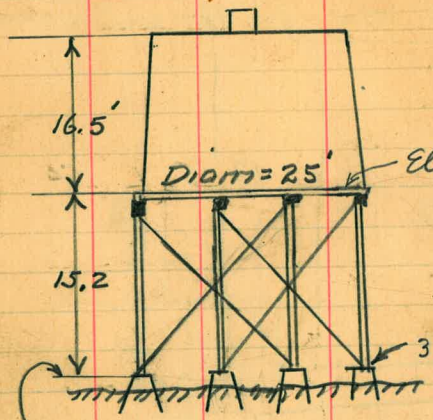




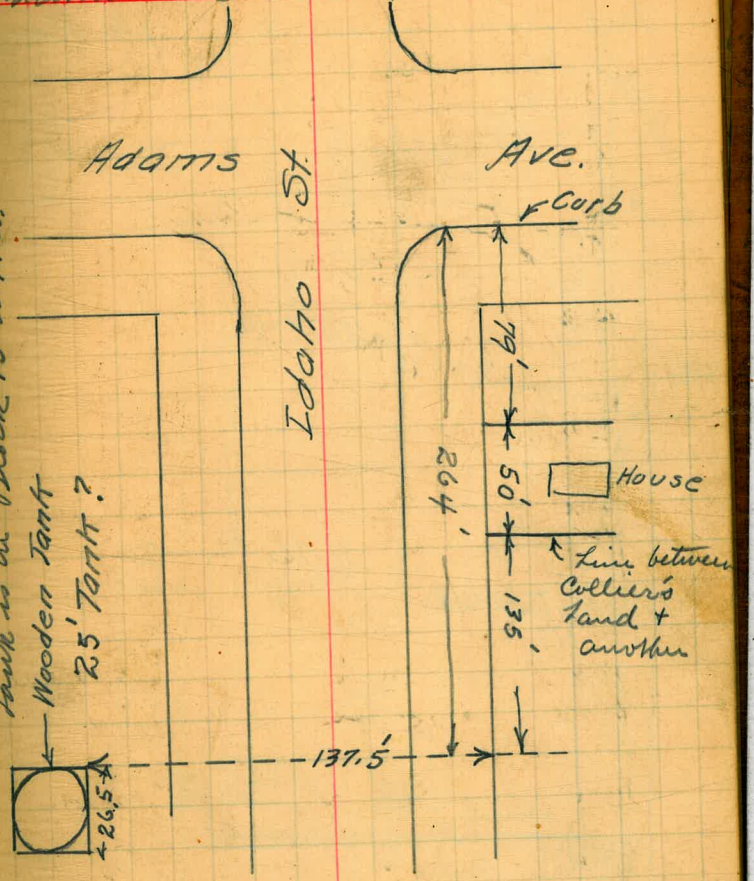


Location Tank On Idaho St. Nw Adams Ave.

Smith
Aug 20/09



This Elev is 1½' higher than center of Idaho St opposite Tank.



There are 30 houses that appear to be supplied from this tank

There are 17 houses close to tank.

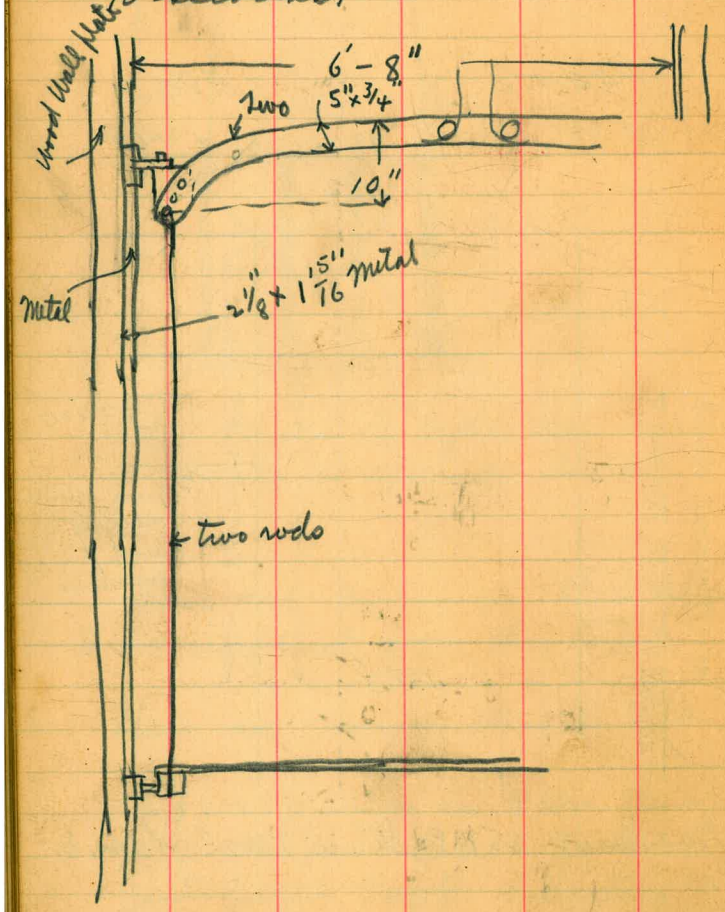
6ft x 25ft water in 8 Hrs. Pump at U. Hts Res - Byron Jackson Centrifugal Pump. 4" suction 4" discharge Supposed to run 500 RPM 20 running 936 R.P.M Calculated by pump man + myself

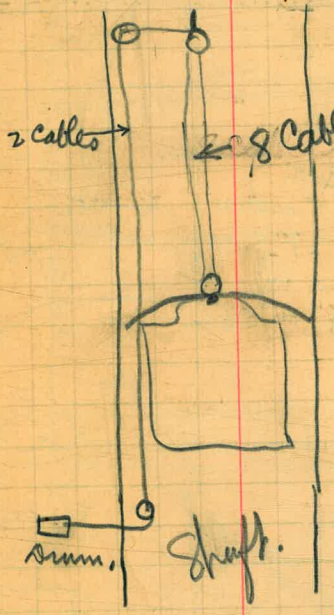
Gas Eng = 25 HP Sterne Bros Co of San D.

City Hall Elevator

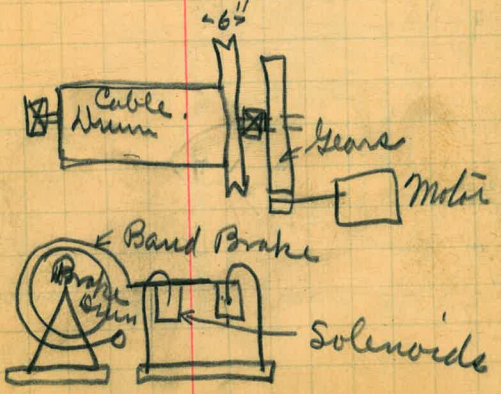
{H. A. Brown
C. E. Smith Aug 26/09

Trip from basement to 4th floor
70 seconds.



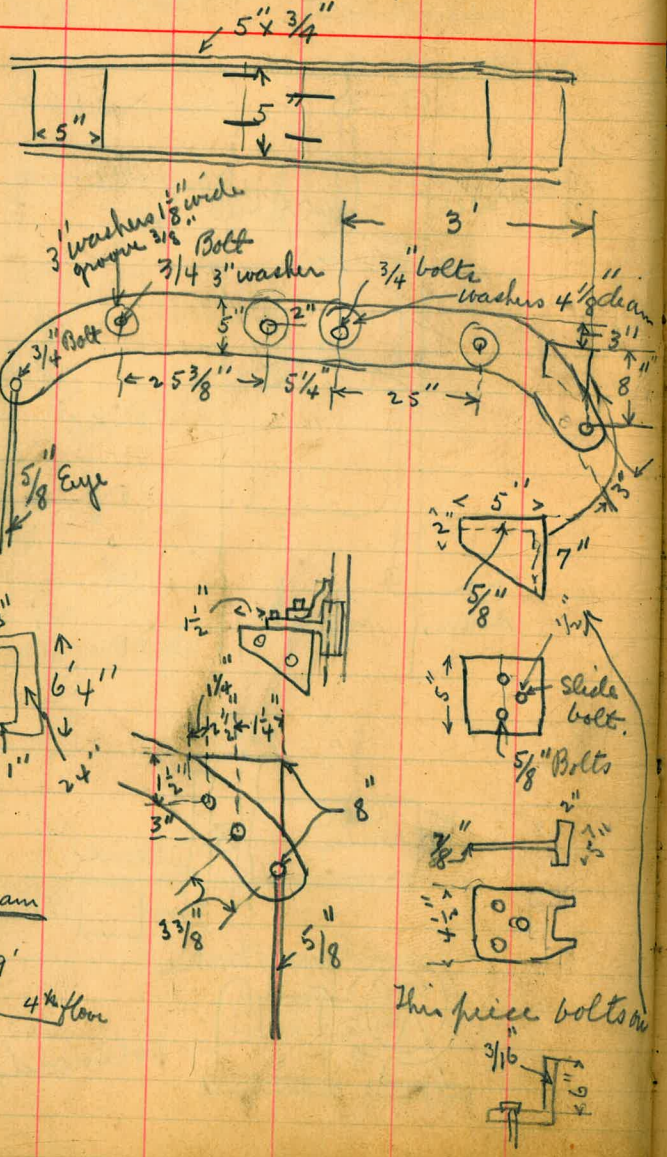


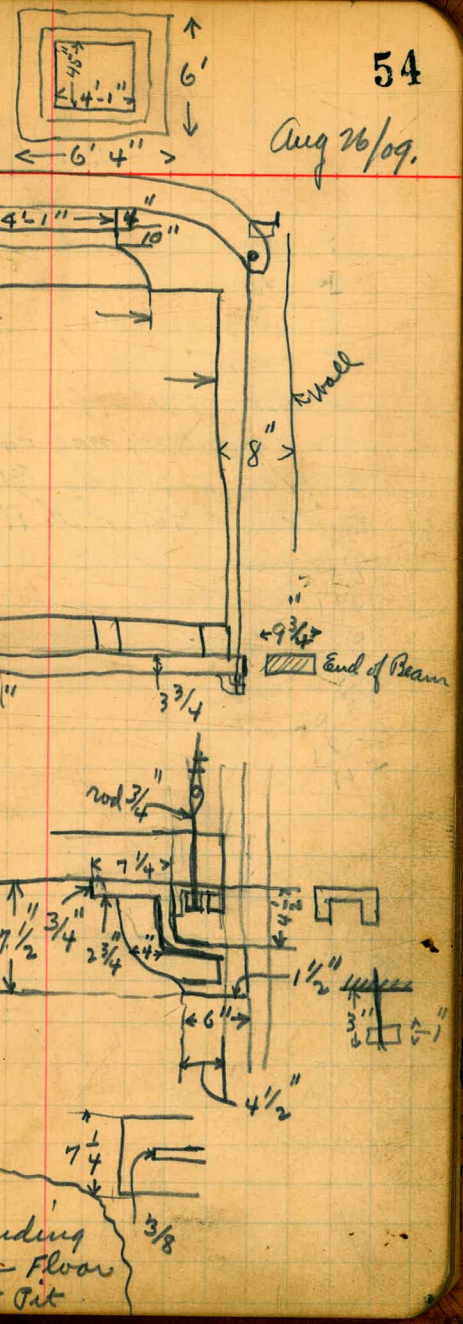
To be installed
after elevator



Aug 26/09.

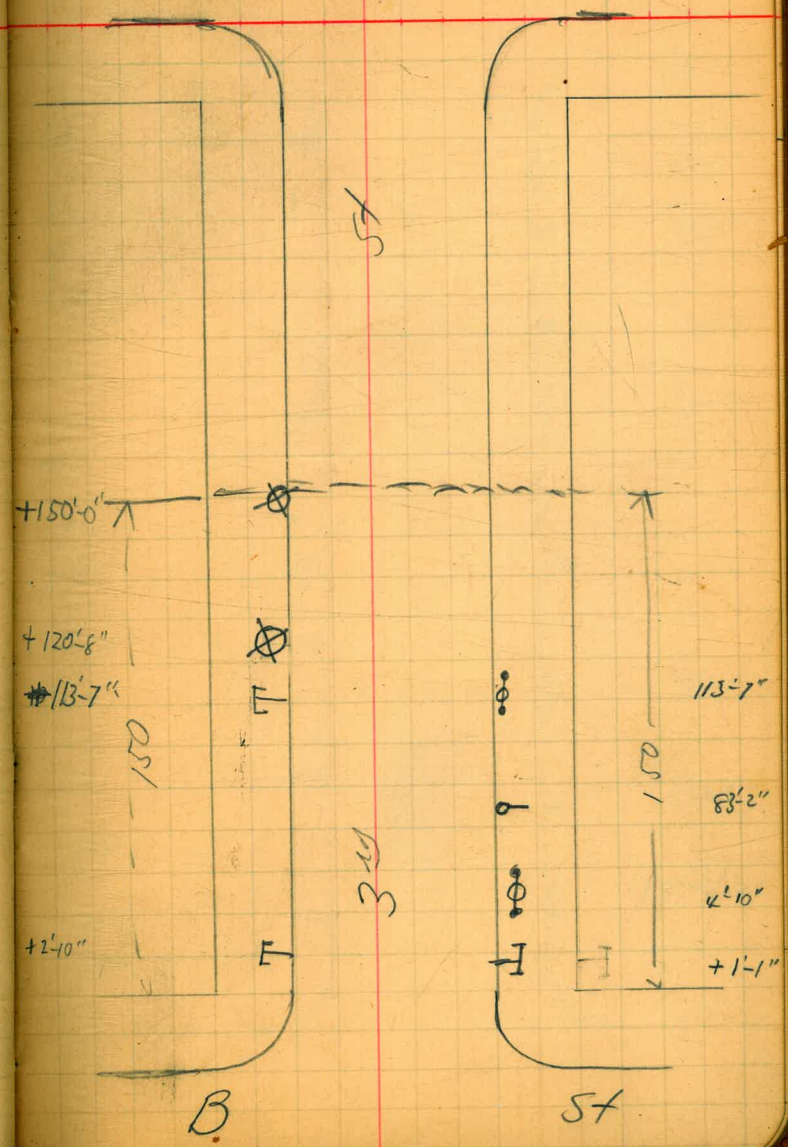
Sketch Details City Hall Elevator

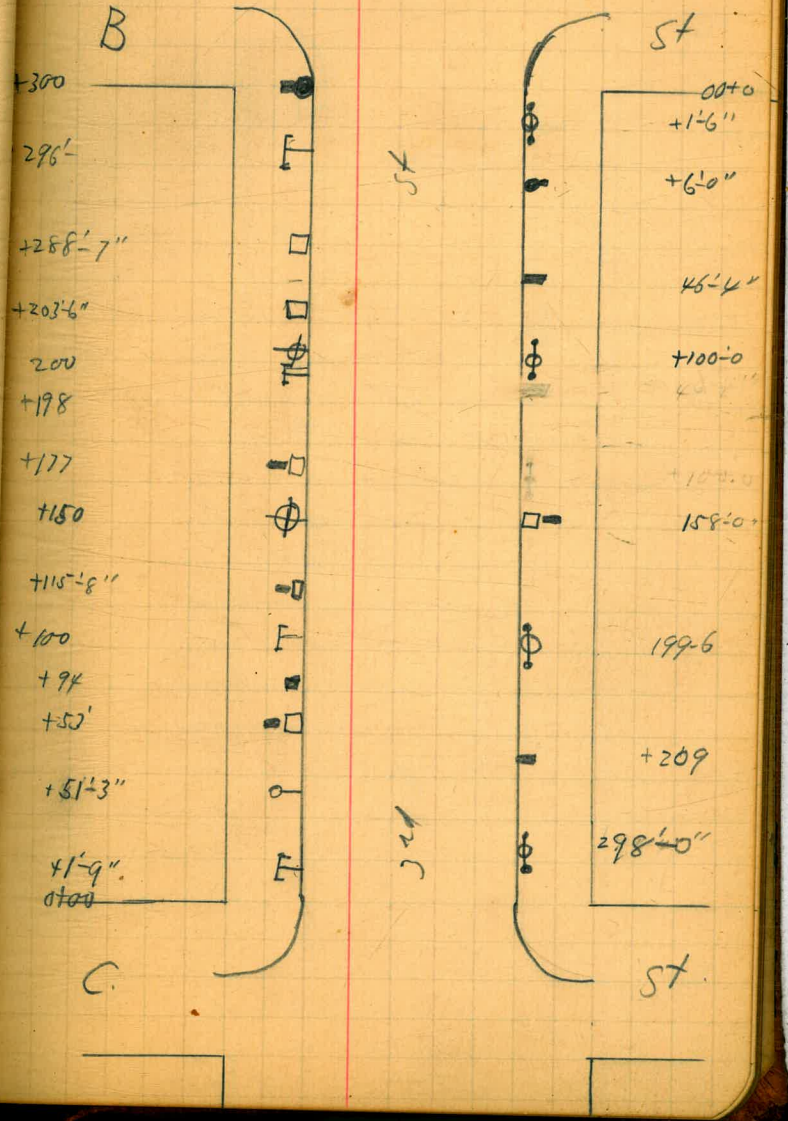


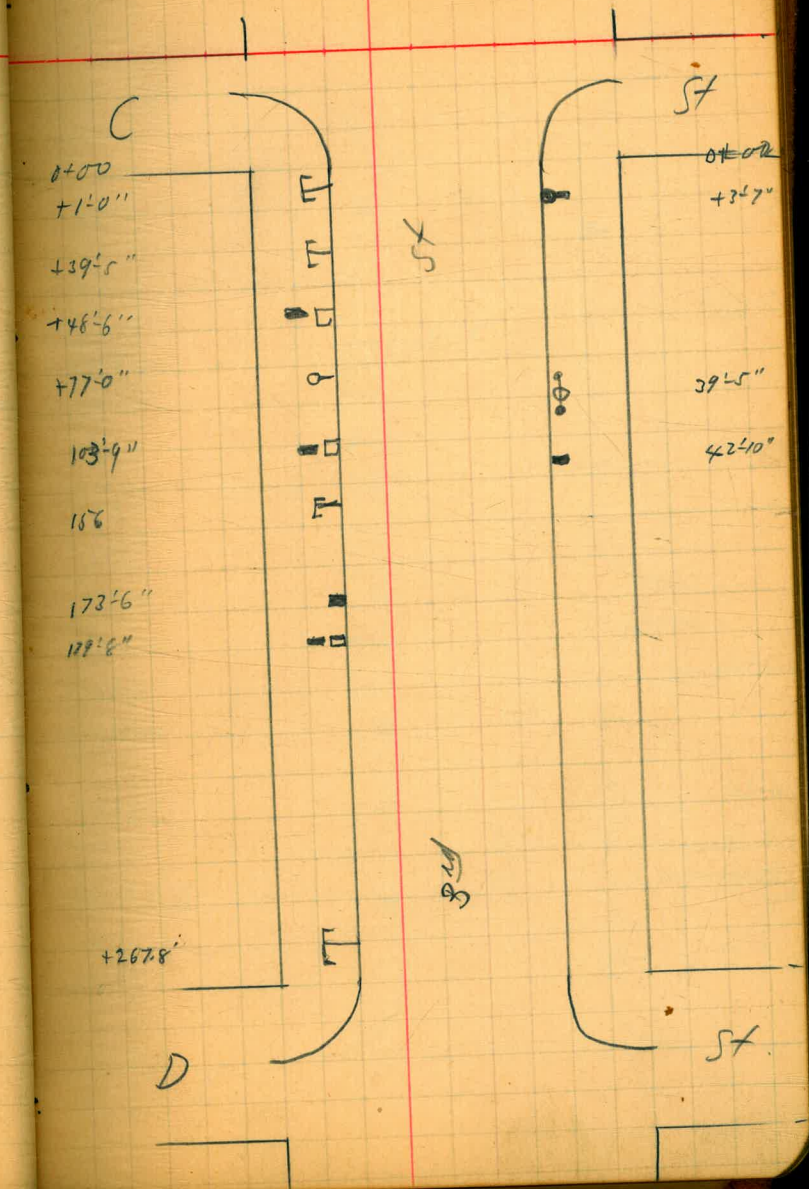


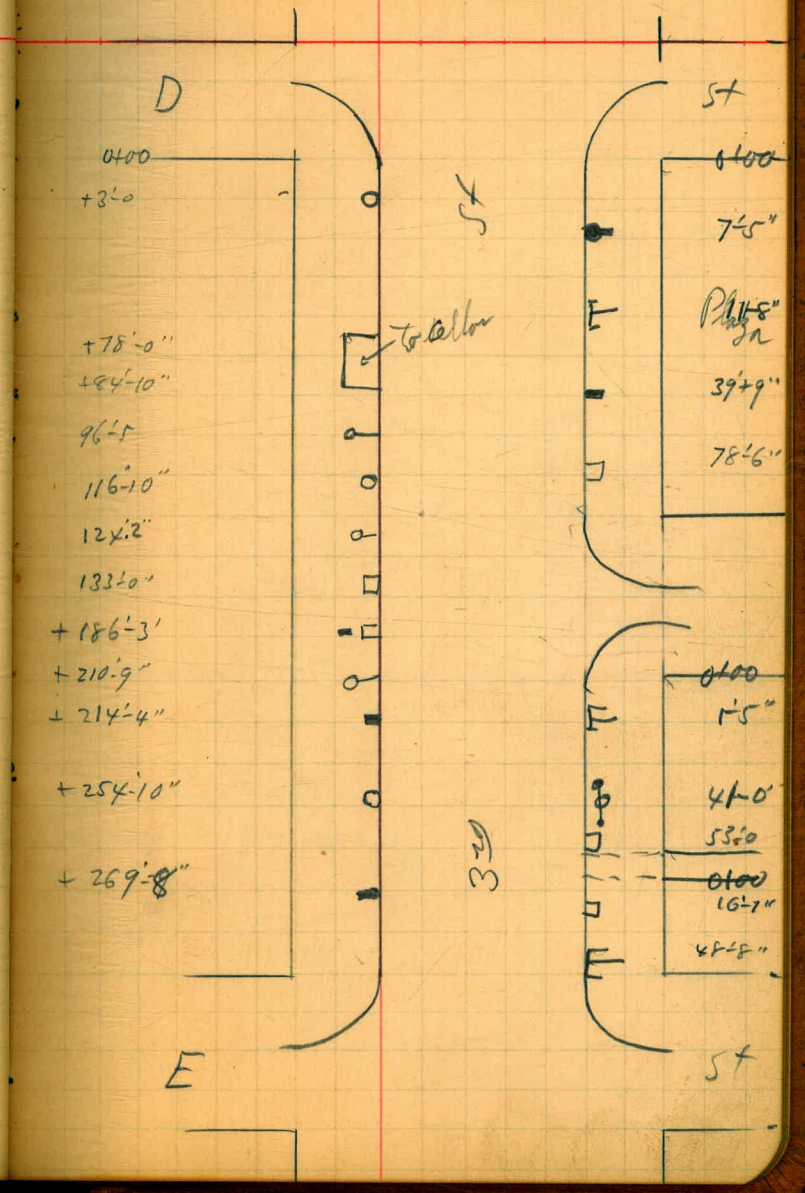
For 3rd St. lighting System.

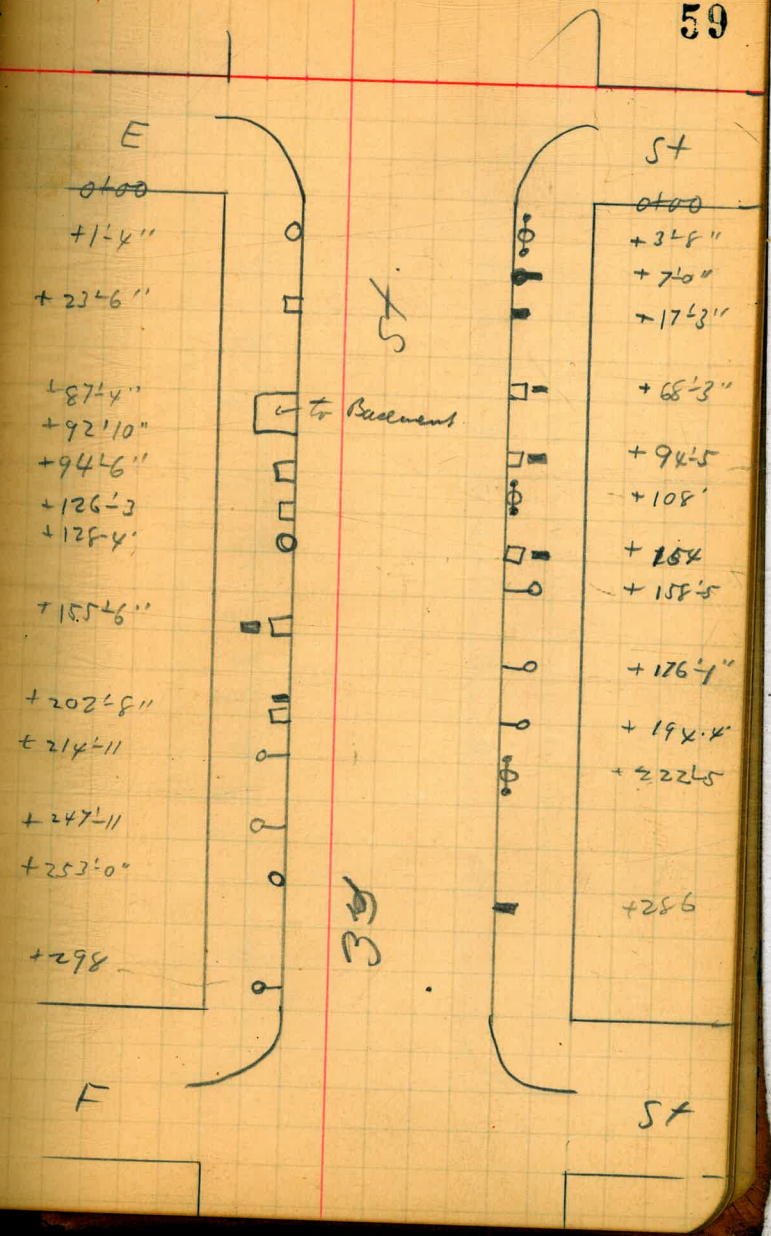
- X Home telephone lamp Post
- Water Plug
- Hitching Post
- T Trolley Pole
- Water shut off.
- Home telephone Pole
- Elec. Lighting Pole
- Water Meter M.H.
- Electric Light Pole
- Fire alarm
- S S Tel. Co Pole
- Tree

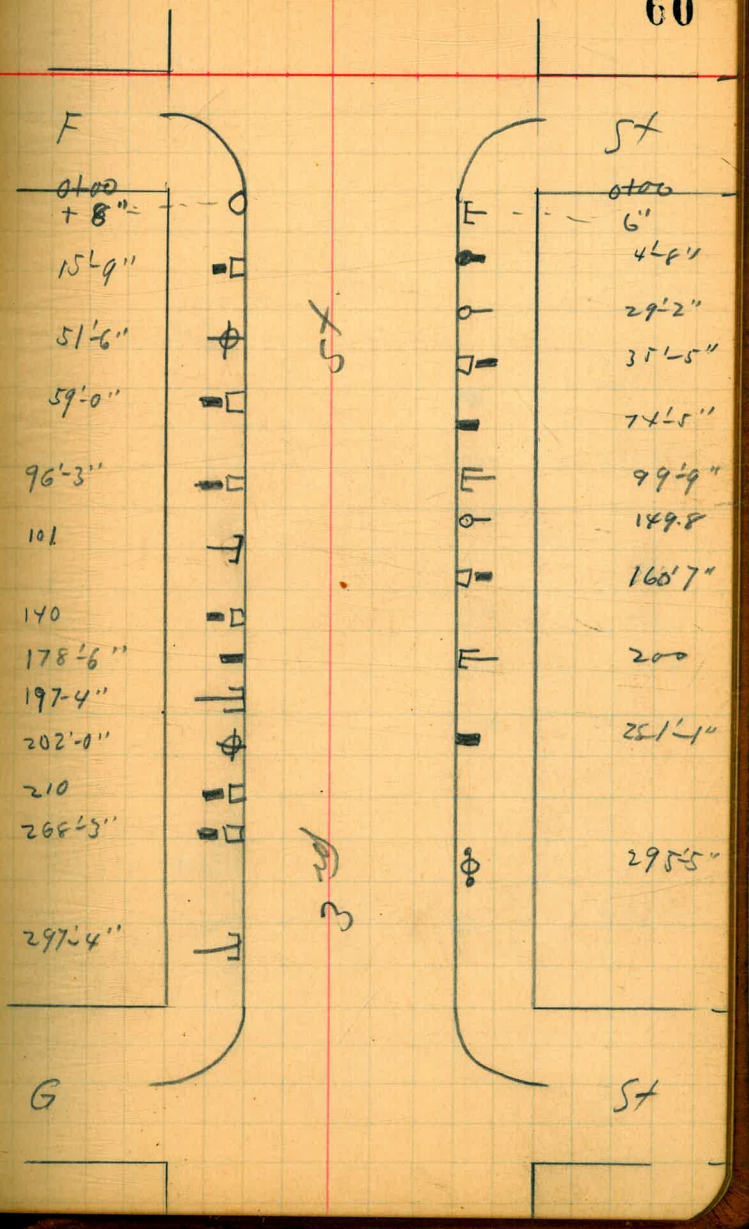


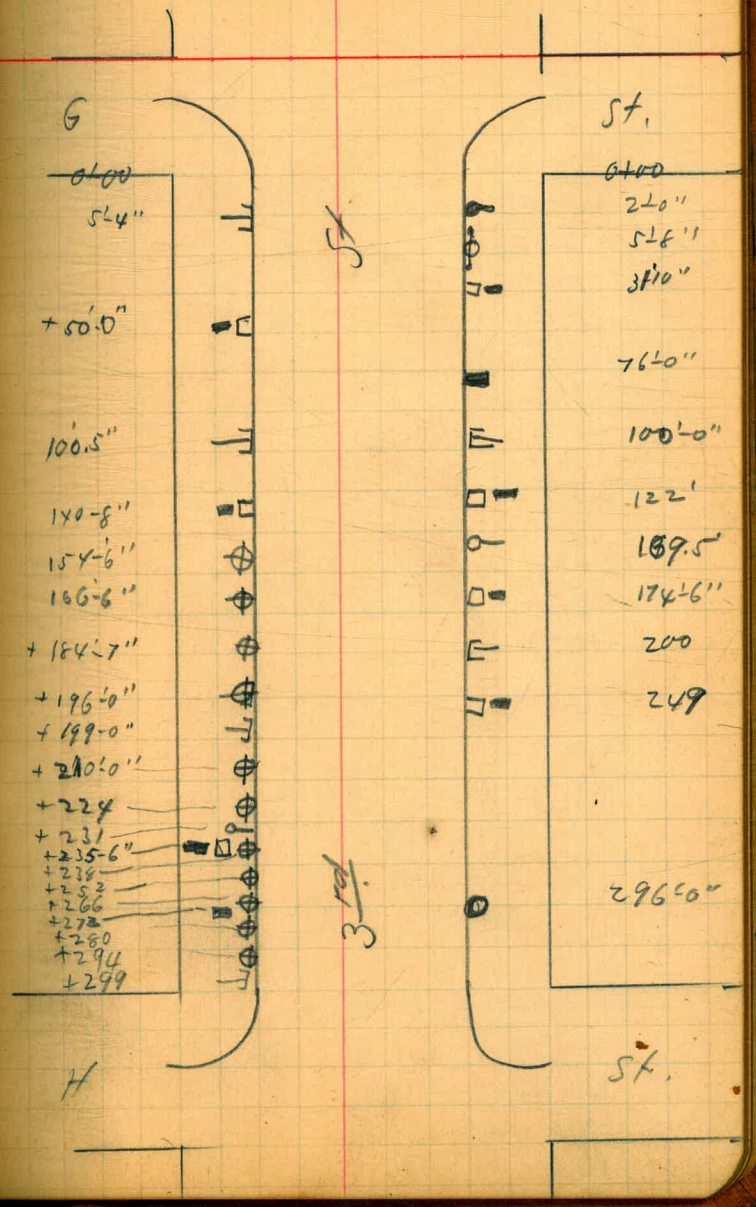

B
+300
296'-
+288'-7"
+203'-6"
200
+198
+177
+150
+115'-8"
+100
+94
+50'
+51'-3"
+1'-9".
0+00
C.
St
00+0
+1'-6"
+6'-0"
45'-4"
+100-0
158'-0"
199-6
+209
298'-0"
St.

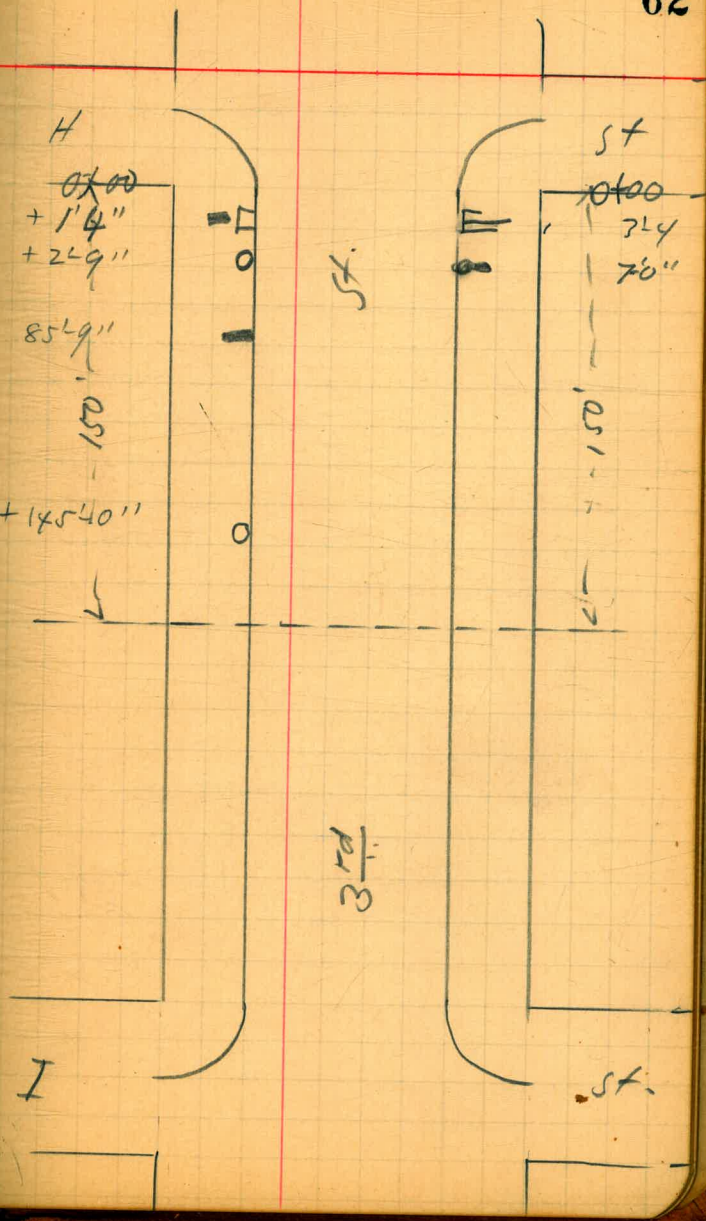

C
0+00
+1'-0"
+39'-5"
+48'-6"
+77'-0"
103'-9"
156
173'-6"
179'-8"
+267.8'
D
St
St
St
0+00
+3'-7"
39'-5"
42'-10"

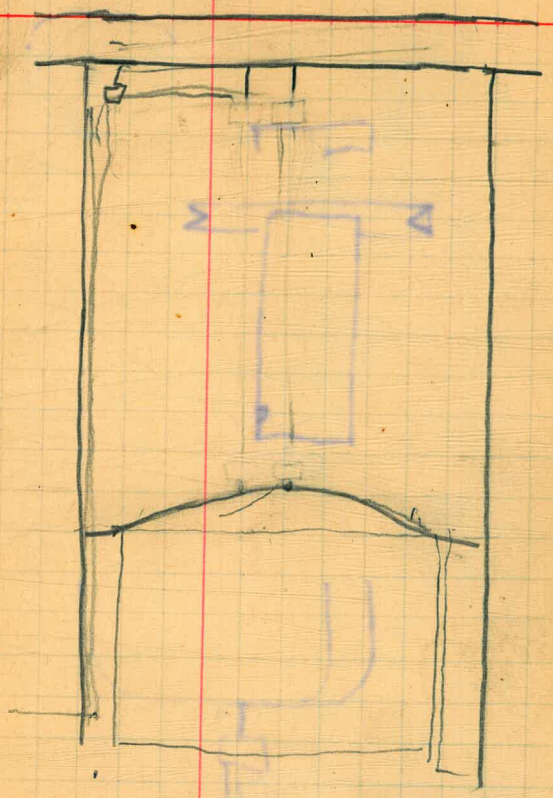

D
5th
0+00
+3'-0
+78'-0"
+84'-10"
96'-5
116'-10"
12X.2"
133'-0"
+186'-3'
+210'-9"
+214'-4"
+254'-10"
+269'-8"
to cellar
5th
3rd
E
5th
0+00
7'-5"
39'+9"
78'-6"
0+00
1'-5"
41'-0"
53'-0
0+00
16'-7"

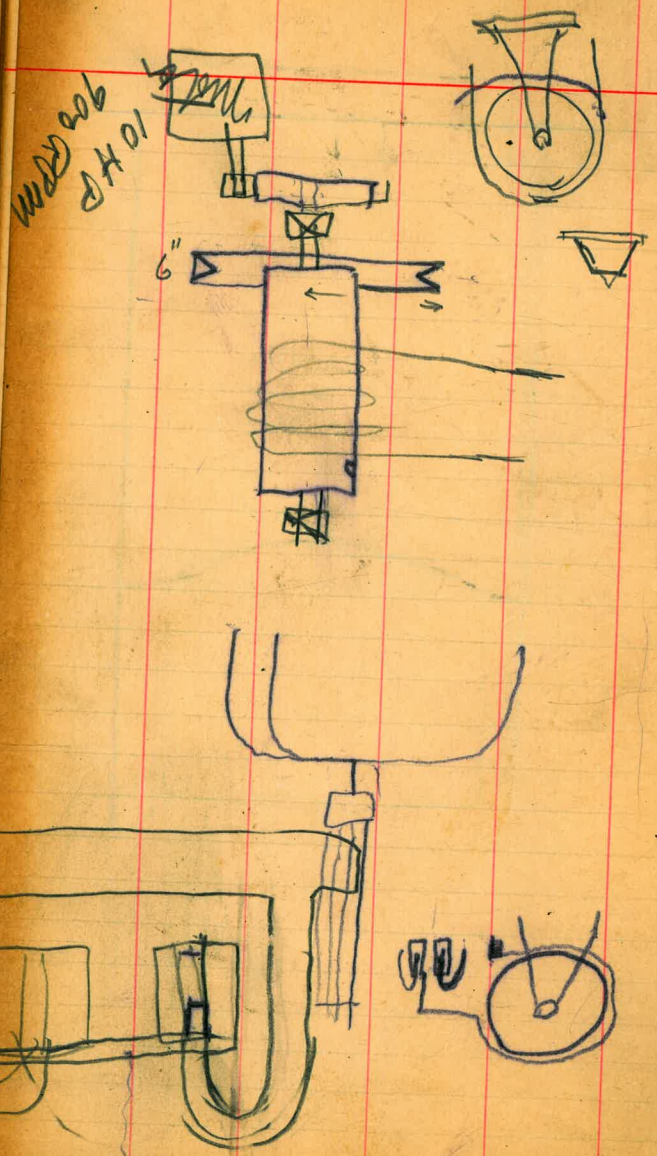

E
0+00
+1'-4"
+23'-6"
+87'-4"
+92'10"
+94'-6"
+126'-3
+128'-4"
+155'-6"
+202'-8"
+214'-11
+247'-11
+253'-0"
+298
F
St
to Basement
3 St
St
0+00
+3'-8"
+7'-0"
+17'-3"
+68'-3"
+94'-5
+108'
+154
+158'-5
+176'-1"
+194'-4"
+222'-5
+286
St


F
0+00
+ 8"
15+9"
51+6"
59+0"
96+3"
101
140
178+6"
197+4"
202+0"
210
268+3"
297+4"
G
5th
0+00
6"
4+8"
29+2"
35+5"
74+5"
99+9"
149.8
160+7"
200
251+4"
295+5"
5th
5th
3rd

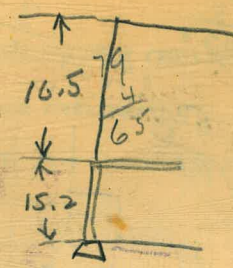

G
0+00
5'-4"
+50'-0"
100'-5"
140-8"
154'-6"
166'-6"
+184'-7"
+196'-0"
+199-0"
+210'-0"
+224
+231
+235-6"
+238
+252
+266
+272
+280
+294
+299
H
St.
3rd
St.
0+00
2'-0"
5'-8"
31'-10"
76'-0"
100'-0"
122'
169.5'
174'-6"
200
249
296'-0"
St.


H
0+00
+1'4"
+2'9"
85'9"
150'
+145'10"
I
St
St
0+00
3'4
7'0"
150'
3rd
St





51.58 ✓
25.
76.56
5
81.56
20
101.56
50
151.56
50
201.56
50
251.56

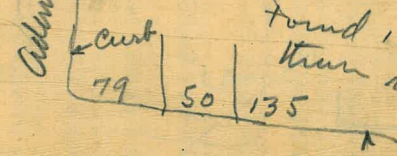


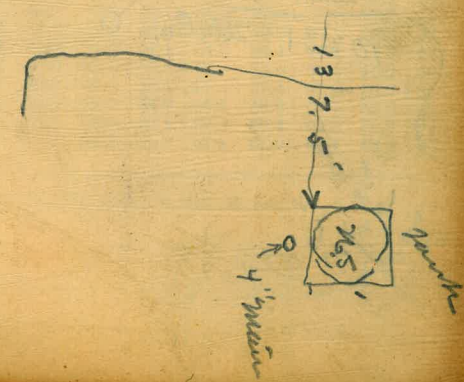
16 houses
12 near
14

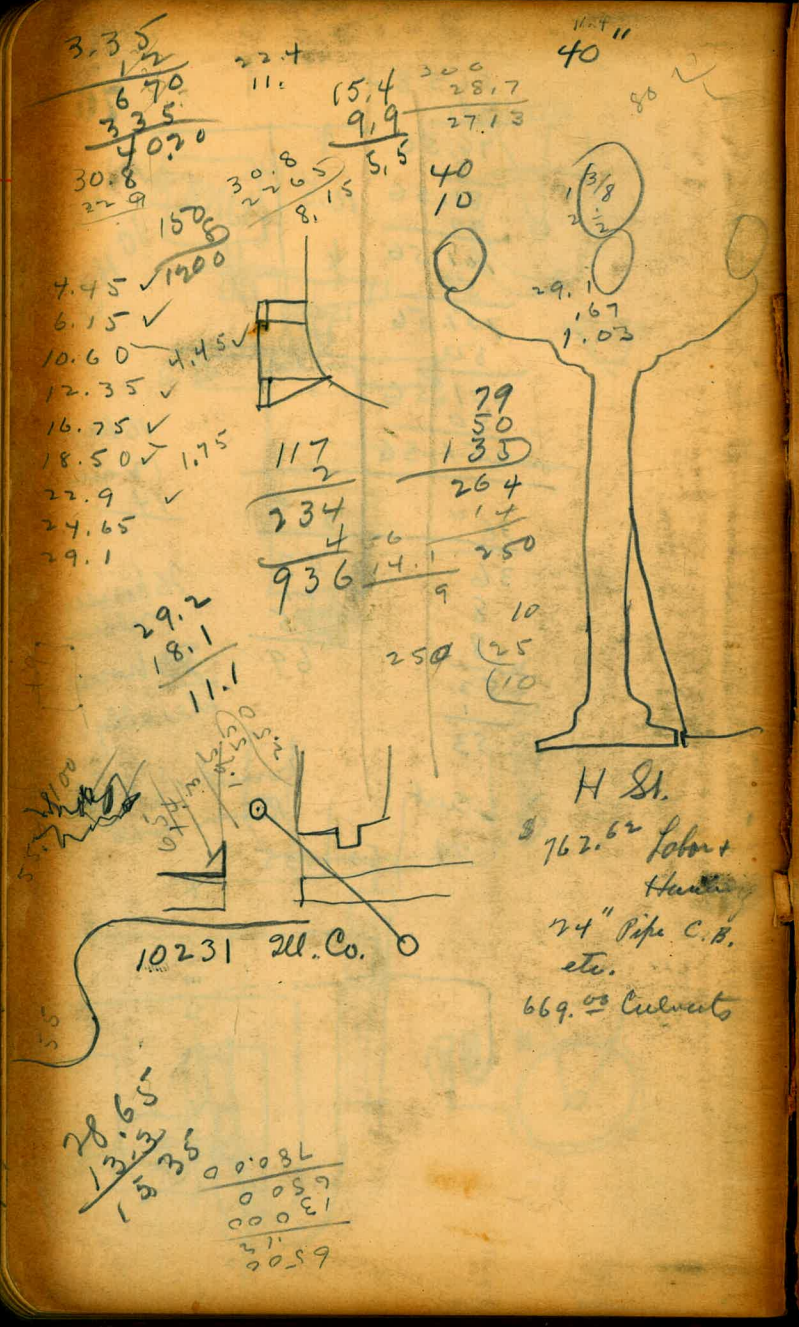
36"	24"
36	43
8	21
8	5
52	69
1	
53	

26 houses near
30 houses
Wherably near

Found 1½' higher than road







DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

For Single Track Embankment.

Roadway 14 feet wide. Side Slopes 1½ to 1.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	7.0	7.2	7.3	7.5	7.6	7.8	7.9	8.1	8.2	8.4	0
1	8.5	8.7	8.8	9.0	9.1	9.3	9.4	9.6	9.7	9.9	1
2	10.0	10.2	10.3	10.5	10.6	10.8	10.9	11.1	11.2	11.4	2
3	11.5	11.7	11.8	12.0	12.1	12.3	12.4	12.6	12.7	12.9	3
4	13.0	13.2	13.3	13.5	13.6	13.8	13.9	14.1	14.2	14.4	4
5	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7	15.9	5
6	16.0	16.2	16.3	16.5	16.6	16.8	16.9	17.1	17.2	17.4	6
7	17.5	17.7	17.8	18.0	18.1	18.3	18.4	18.6	18.7	18.9	7
8	19.0	19.2	19.3	19.5	19.6	19.8	19.9	20.1	20.2	20.4	8
9	20.5	20.7	20.8	21.0	21.1	21.3	21.4	21.6	21.7	21.9	9
10	22.0	22.2	22.3	22.5	22.6	22.8	22.9	23.1	23.2	23.4	10
11	23.5	23.7	23.8	24.0	24.1	24.3	24.4	24.6	24.7	24.9	11
12	25.0	25.2	25.3	25.5	25.6	25.8	25.9	26.1	26.2	26.4	12
13	26.5	26.7	26.8	27.0	27.1	27.3	27.4	27.6	27.7	27.9	13
14	28.0	28.2	28.3	28.5	28.6	28.8	28.9	29.1	29.2	29.4	14
15	29.5	29.7	29.8	30.0	30.1	30.3	30.4	30.6	30.7	30.9	15
16	31.0	31.2	31.3	31.5	31.6	31.8	31.9	32.1	32.2	32.4	16
17	32.5	32.7	32.8	33.0	33.1	33.3	33.4	33.6	33.7	33.9	17
18	34.0	34.2	34.3	34.5	34.6	34.8	34.9	35.1	35.2	35.4	18
19	35.5	35.7	35.8	36.0	36.1	36.3	36.4	36.6	36.7	36.9	19
20	37.0	37.2	37.3	37.5	37.6	37.8	37.9	38.1	38.2	38.4	20
21	38.5	38.7	38.8	39.0	39.1	39.3	39.4	39.6	39.7	39.9	21
22	40.0	40.2	40.3	40.5	40.6	40.8	40.9	41.1	41.2	41.4	22
23	41.5	41.7	41.8	42.0	42.1	42.3	42.4	42.6	42.7	42.9	23
24	43.0	43.2	43.3	43.5	43.6	43.8	43.9	44.1	44.2	44.4	24
25	44.5	44.7	44.8	45.0	45.1	45.3	45.4	45.6	45.7	45.9	25
26	46.0	46.2	46.3	46.5	46.6	46.8	46.9	47.1	47.2	47.4	27
27	47.5	47.7	47.8	48.0	48.1	48.3	48.4	48.6	48.7	48.9	27
28	49.0	49.2	49.3	49.5	49.6	49.8	49.9	50.1	50.2	50.4	28
29	50.5	50.7	50.8	51.0	51.1	51.3	51.4	51.6	51.7	51.9	29
30	52.0	52.2	52.3	52.5	52.6	52.8	52.9	53.1	53.2	53.4	30
31	53.5	53.7	53.8	54.0	54.1	54.3	54.4	54.6	54.7	54.9	31
32	55.0	55.2	55.3	55.5	55.6	55.8	55.9	56.1	56.2	56.4	32
33	56.5	56.7	56.8	57.0	57.1	57.3	57.4	57.6	57.7	57.9	33
34	58.0	58.2	58.3	58.5	58.6	58.8	58.9	59.1	59.2	59.4	34
35	59.5	59.7	59.8	60.0	60.1	60.3	60.4	60.6	60.7	60.9	35
36	61.0	61.2	61.3	61.5	61.6	61.8	61.9	62.1	62.2	62.4	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.