

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and
SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

Distances from Center of Roadway for Cross-Sectioning
Roadway 16 feet wide. Side Slopes 1 on 1.
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	0
1	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	1
2	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	2
3	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	3
4	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	4
5	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	5
6	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	6
7	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	7
8	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	8
9	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	9
10	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	10
11	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	11
12	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	12
13	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	13
14	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	14
15	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	15
16	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	16
17	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	17
18	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	18
19	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	19
20	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	20
21	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	21
22	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	22
23	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	23
24	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	24
25	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	25
26	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	26
27	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	27
28	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	28
29	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	29
30	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	30
31	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	31
32	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	32
33	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	33
34	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	34
35	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	35
36	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	36
37	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	37
38	46.0	46.1	46.2	46.3	46.4	46.5	46.6	46.7	46.8	46.9	38
39	47.0	47.1	47.2	47.3	47.4	47.5	47.6	47.7	47.8	47.9	39
40	48.0	48.1	48.2	48.3	48.4	48.5	48.6	48.7	48.8	48.9	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be $30.6 + (20 - 16) \div 2$ or 2 ft. added to 30.6 = 32.6. For slopes of 1 on $1\frac{1}{2}$ see inside of back cover.

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This Field Book is manufactured of a High Grade 50% Rag Paper having a WATER RESISTING SURFACE, and is sewed with Bing Special Enamel Waterproof thread.

Made in U. S. A.



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Corner Sec. 34 to University

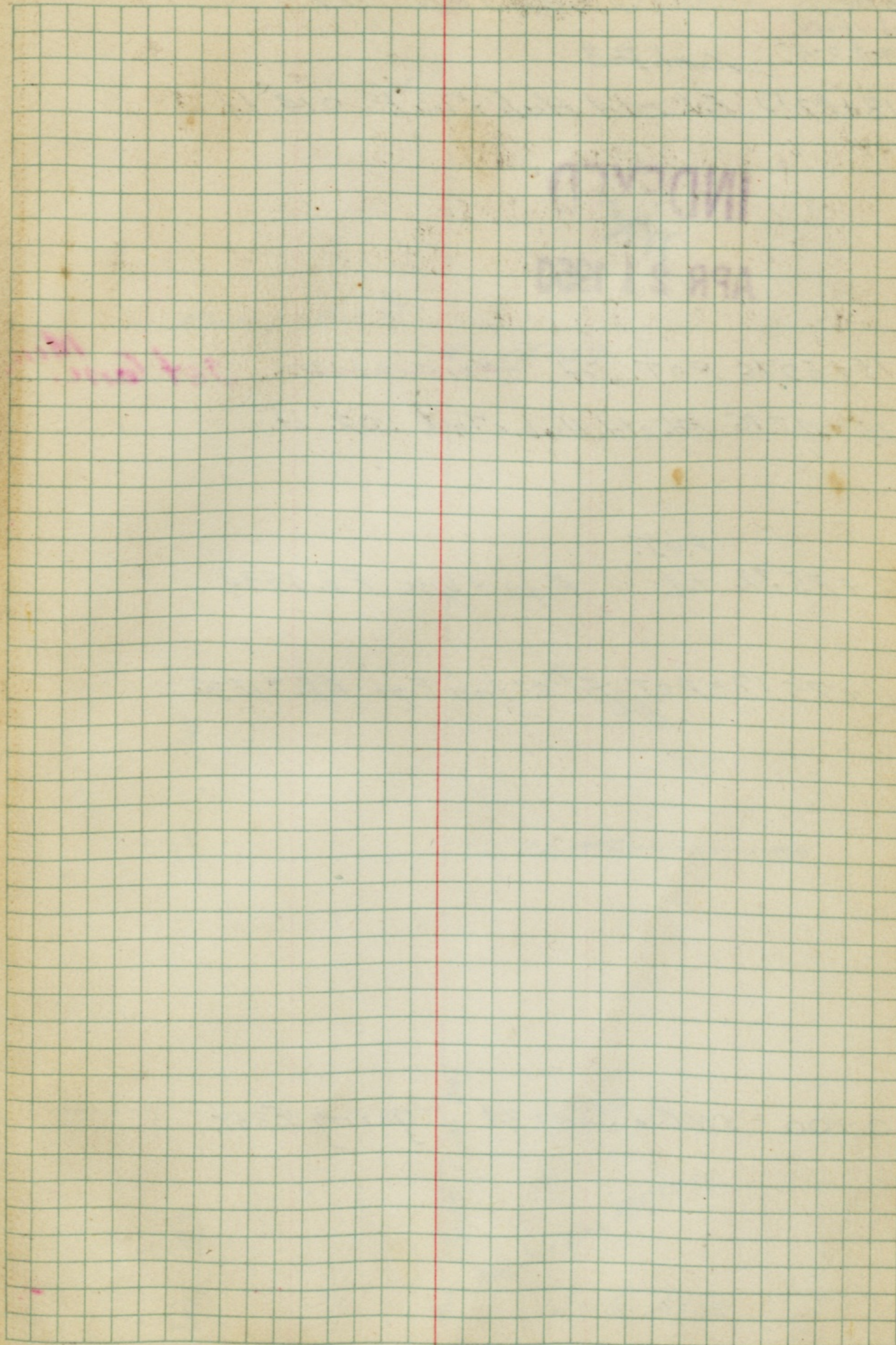
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TIES BALBOA VISTA SUBDIVISION ONLY BDY 13-14

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TIE POINTS BALBOA VISTA AREA 19-26

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Walker
 MS Coy
 Pope
 Crawford
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SURVEY SOUTH BOUNDARY
 SECTION 34

18+82.19 Fd. Old Hub & Tack 0.14 Lt.

INDEXED
 MK
APR 21 1950

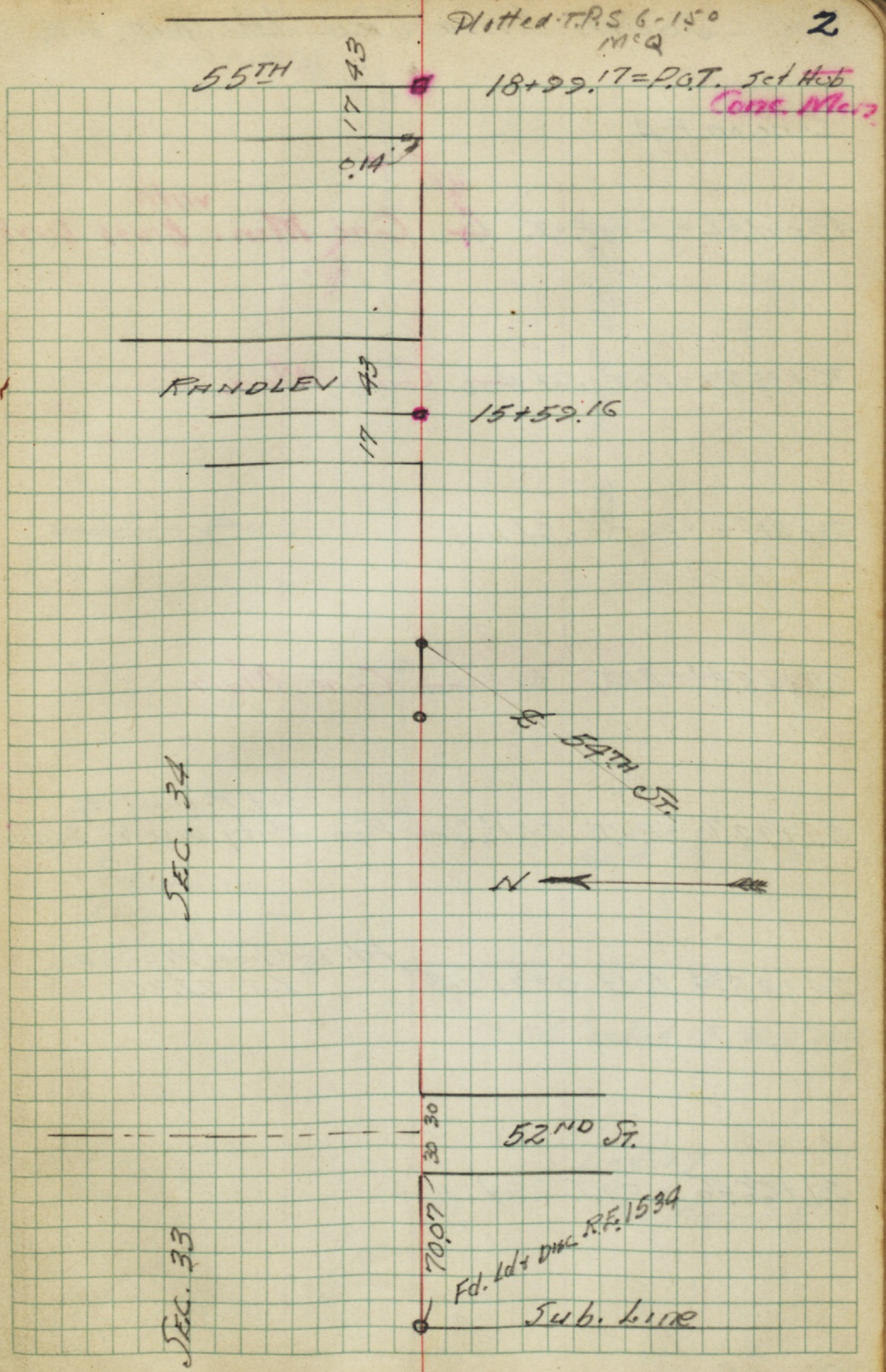
15+59.16 P.O.T. Set ~~2" x 10" Hub & Tack~~ set *conc. Marc.*

15+42.16 Fd. old Hub & Tack 0.2 Lt.

P.O.T.
 12+35.32 Fd. Pipe & Disc RE 1534

11+75.17 = P.O.T. Fd 2" Iron Pipe RE #1534

0+00 = SW Cor Sec. 34 going East.



South Line Sec. 34 going East.

Cont. on P-4

43+01.62 = Set P.O.T. Hub ^{with} Conc. Mon. Brass Disk

36+35.99 = P.O.T. Set Hub. Conc. Mon.

33+81.72 = P.O.T. Set Hub.

27+65.41 = P.O.T. Set Hub. Conc. Mon.

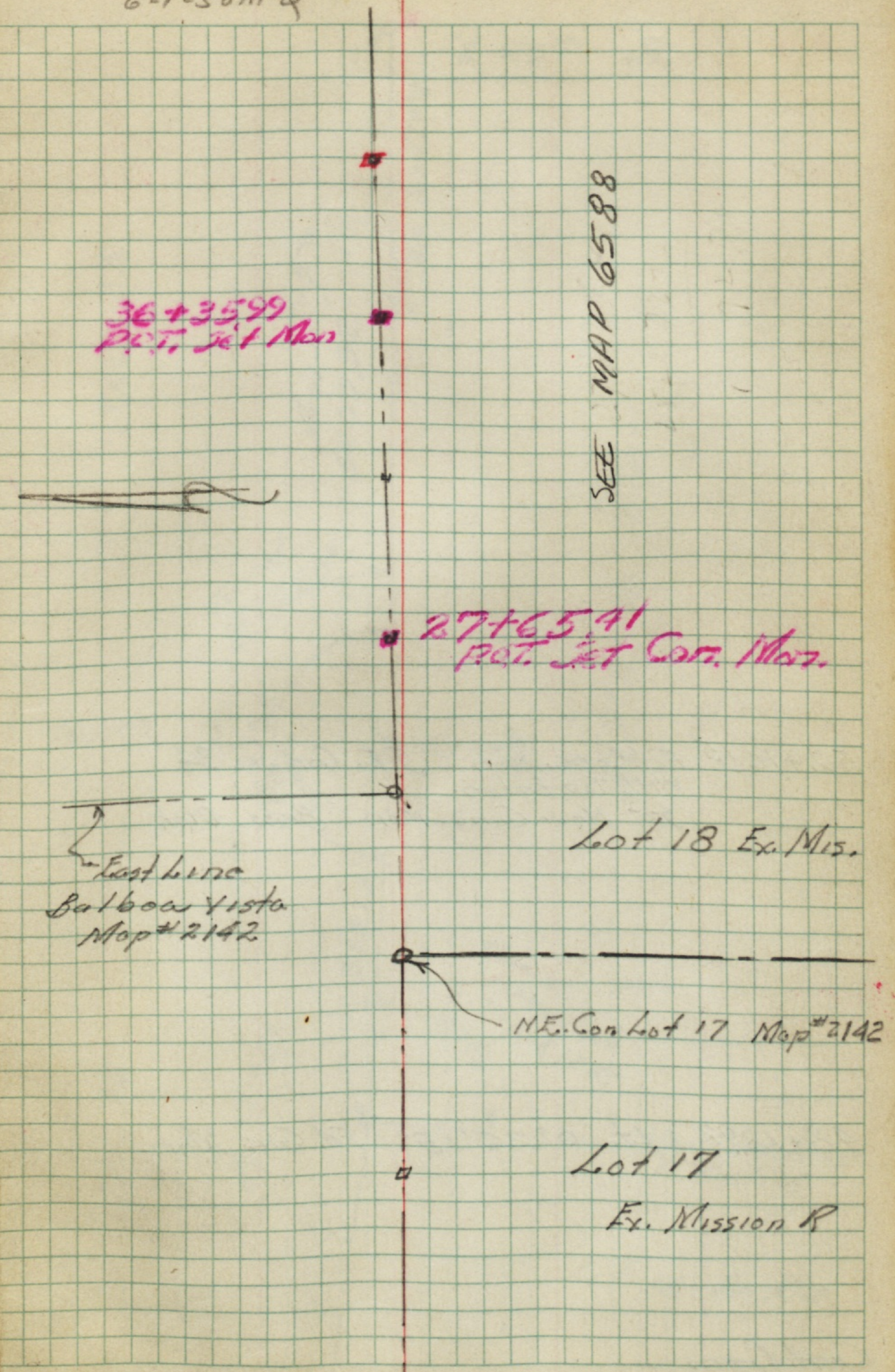
25+72.70 = P.O.T. Fd. 1 1/2" Iron Pipe ^{Set Redwood Plg.} & City Disc in Stone

24+85.34 Δ Lt $0^{\circ}21'40''$ Fd. 1 1/2" Iron Pipe & Disc. L.S. 2236

21+66.46 = P.O.T. Set Hub

Cont. from P-2

Plotted TDS
6-1-50 M^cQ



Walker SURVEY SOUTH LINE SECT 35
 Pope
 Crossford FROM 69TH ST. - WEST.
 Oct-1949 Cont. P-6

27+40.60 Fd. Pipe & Disc. L.S. 2.341 0.07 Lt.

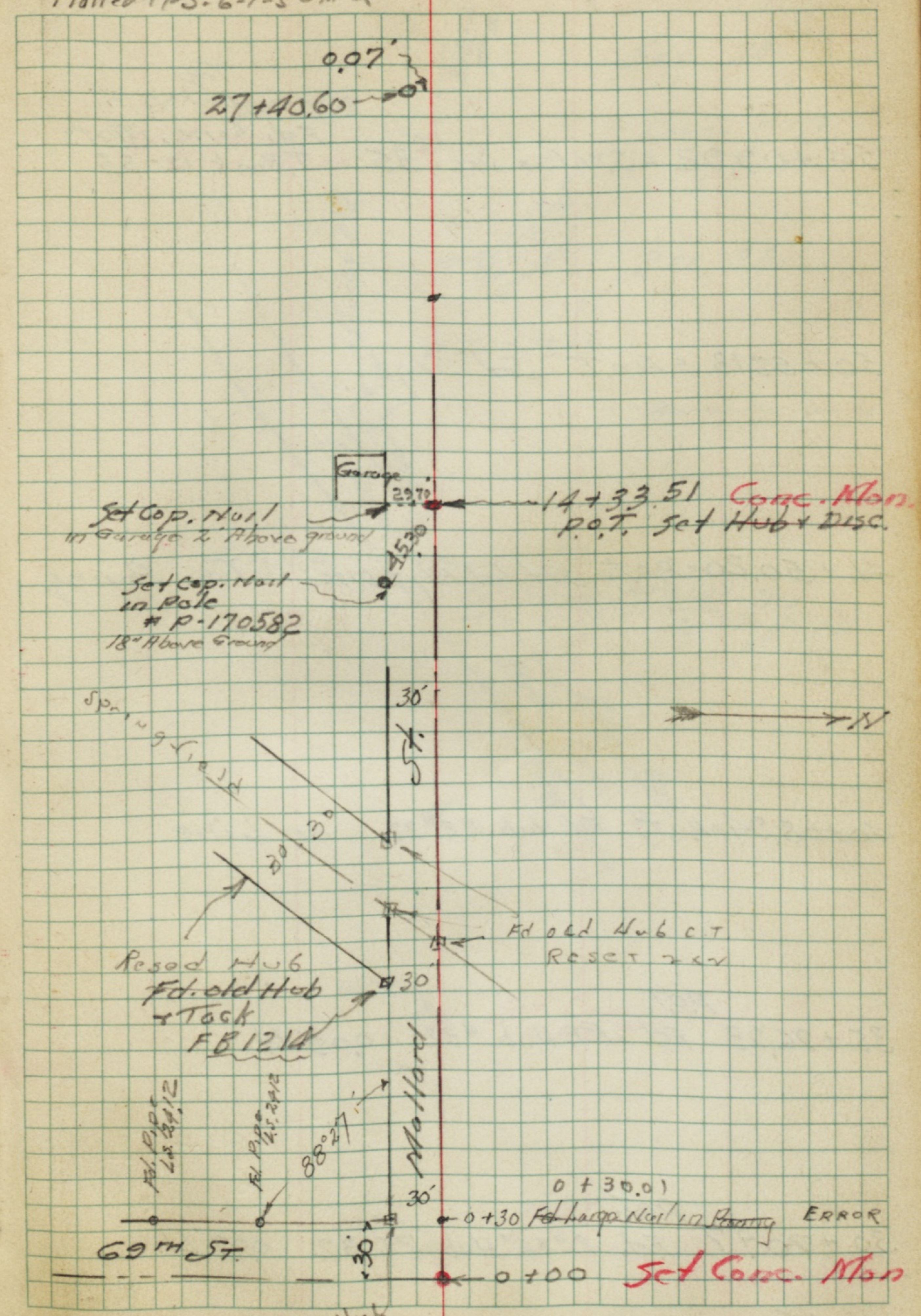
INDEXED
 MK
 APR 21 1950

20+28.82 = P.O.T. Set 1" RW

14+33.51 = P.O.T. Set Hub Conc. Mon.

0+00

Plotted TPS-6-1-50M'Q



set 2x2 Hub
 and disk
 2-8-50
 C.S.M.

Survey South Line SEC. 35
 Going West from 69th St.

54+09.92 = S.W. Cor Sec. 35
 Fd. Conc. Mon
 T. Book 12-55
 Top Broken off

50+53.13 = P.O.T. Set Stub.

41+50.20 = P.O.T. Set Led Plg & Disc. in Conc. Paving.

40+08.24 = P.O.T. Fd. Hub RE #32 on Line

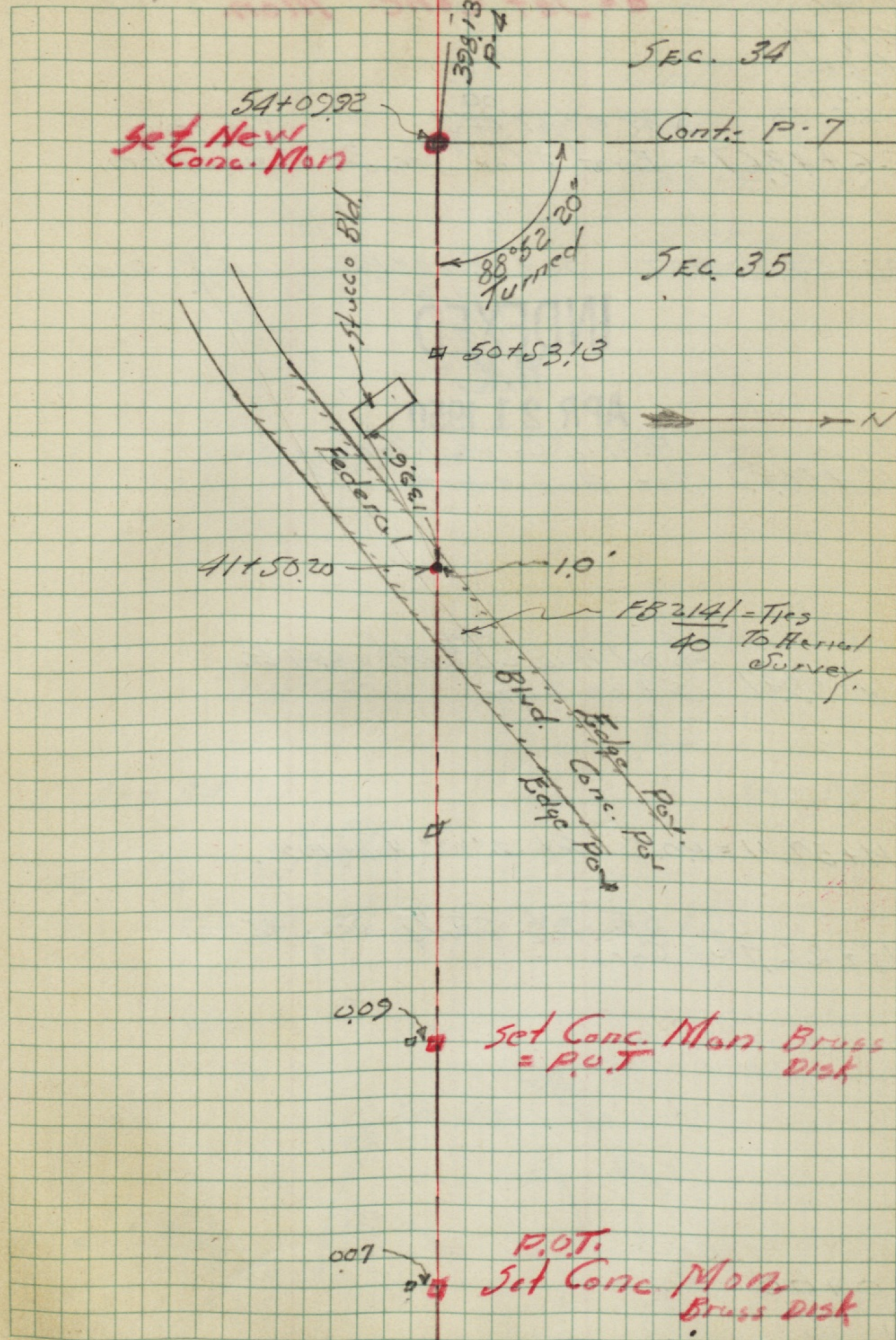
35+96.93 P.O.T. Fd. RE Hub #32 0.09 Lt.

30+70.47 P.O.T. Fd. 2" x 2" Hub RE 32 0.07 Lt.

Cont. from
 P. 5

Plotted TPS
 6-1-50
 m^cQ

Fd. Conc. Mon



Survey East Boundary Sec. 34

a = Set Conc. Mon.

Walker
F. Gregory
G. Pope
R. Sission
1-26-50

$\Delta R + 0^{\circ} 27' 15''$

26+4367 = East $\frac{1}{4}$ Cor Sec. 34 Set Hub Conc. Mon.

25+64.81 = P.O.T. Set 2" x 2" Redwood Hub & Disc.

INDEXED

W.K.

APR 21 1950

P.O.T. Conc. Mon.

16+50.49 Set Hub & Disc.

14+99.47 ^{Map} Fd. old Hub. L 5[#] 299 0.97 ft. Set on line

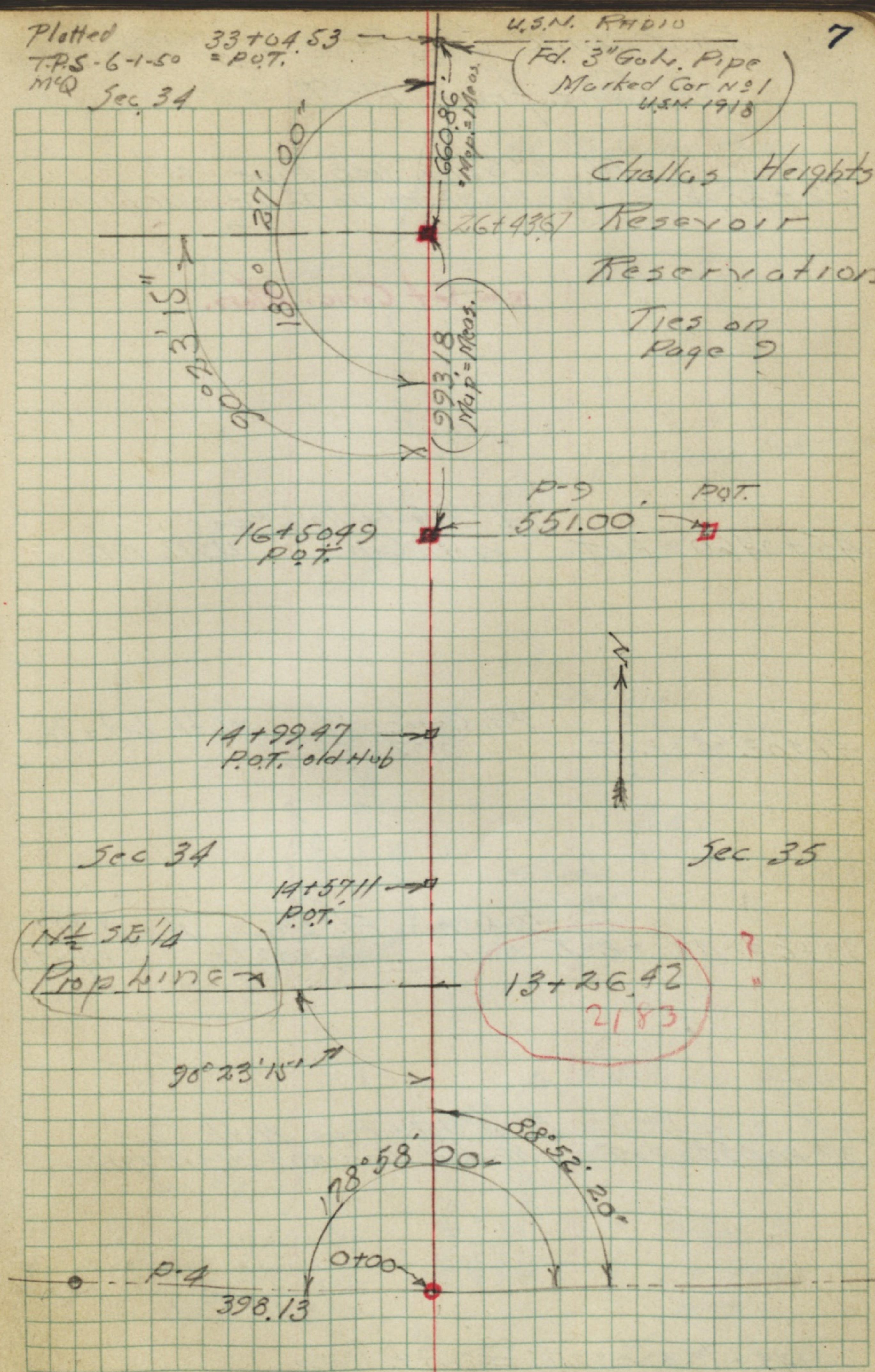
14+57.11 = P.O.T. Set 2" x 2" Hub & Disc.

13+26.42 = Cor. SE $\frac{1}{2}$ N $\frac{1}{2}$ SE $\frac{1}{4}$ Sec. 34

0+00

20-70-47
26-93-67
42-60

Plotted 33+04.53
T.P.S. 6-1-50 = P.O.T.
M¹⁰ Sec. 34



Challus Heights
Reservoir
Reservation
Ties on
Page 9

Sec 34

Sec 35

N $\frac{1}{2}$ SE $\frac{1}{4}$
Prop line

13+26.42
2183

20-70-47
26-93-67
42-60

East Line Sec. 34

Cont. from P-7

52+88.25 Fd. 2" Galv. Iron Pipe 0.05 Rt.
We straighten up to fit our line

□ = Set Conc. Mon.

45+04.60 = P.O.T. Fd. 3" Galv. Iron Pipe
With Cap U.S.N. 1918

41+02.68 = P.O.T. Fd. Conc. Mon With Ld. & Tk.
0.02 Rt

39+62.48 = P.O.T. Fd. Large Nail. Fd. 2" Galv. Pipe With
4.30 Lt. Wood Plg. & Tk.

33+04.53 = P.O.T. Fd. 3" Galv. Pipe With Cap
Marked Cor. NO. 1 U.S.N. 1918

26+43.67 = Δ 0° 27' 15" Rt.

Cont. from P-7

Plotted C.P.S. 6-1-50 M.S.

Cont. P-11

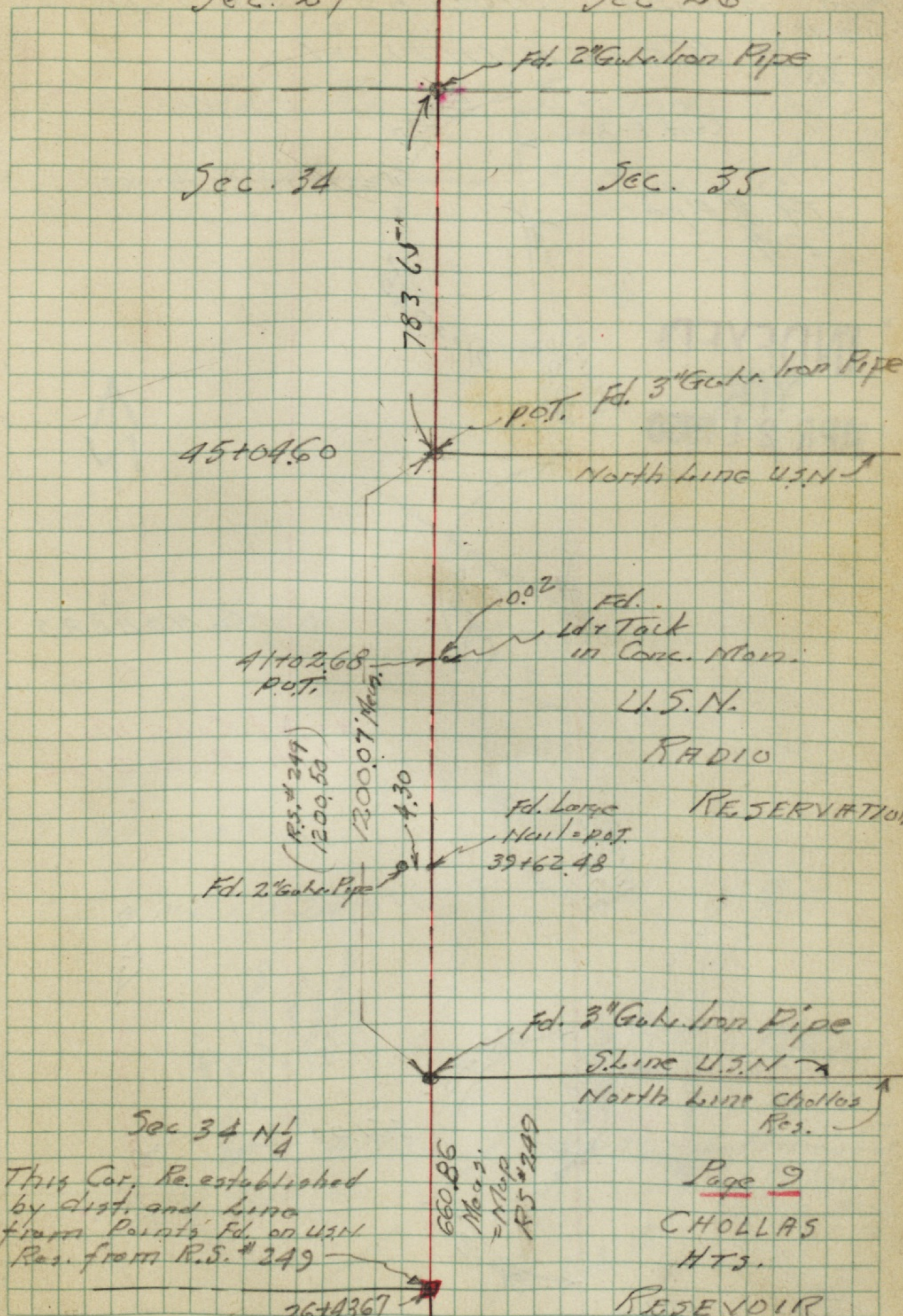
8

Sec. 27

Sec. 26

Sec. 34

Sec. 35



This Cor. Re. established by dist. and line from Point's Fd. on U.S.N. Res. from R.S. # 249

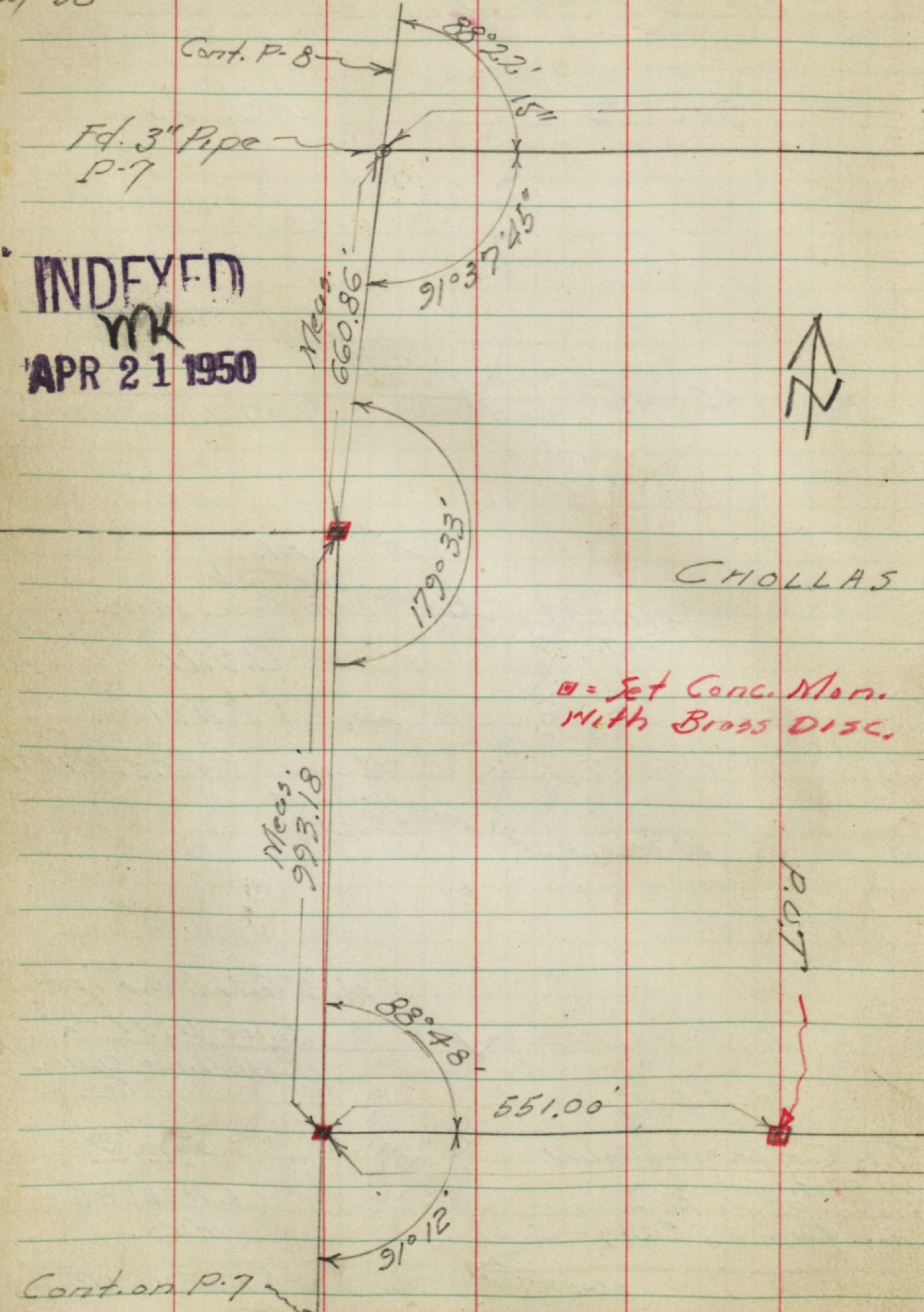
S.E. 1/4 SEC. 34

Page 9 CHOLLAS HTS. RESERVOIR RESERVATION P-9

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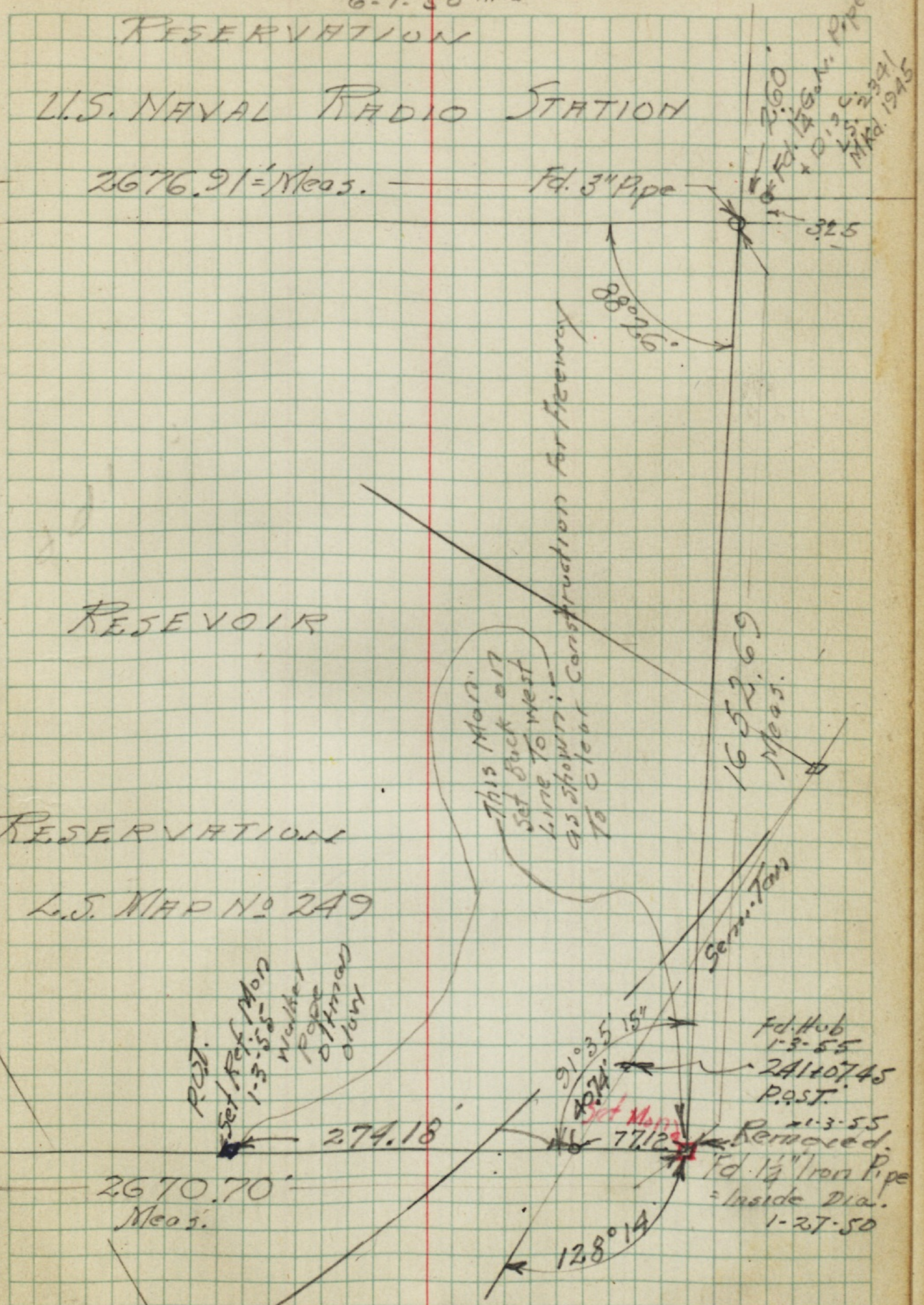
Walker
F. Gregory
G. Pope
R. Sissman
1-27-50

TIES ON CITY BOUNDARY
Around CHOLLAS RESERVOIR -
RESERVATION



INDEXED
YK
APR 21 1950

Plotted TFS
6-1-50 M.C.Q.



M
A
G
A
1

City Tie Points

Along East Line Sec. 27

Walker
Pope
Reissian
11-25-50
from NE Cor. Sec. 34
to Univ. Ave.

■ = Set Conc. Mon
With Brass Disc.

INDEXED
MK
NOV 27 1950

Fd. C.T. Ld. Plg.
177 Conc. Post.

13°37'
471.1 Ave
FB 1582-32

783.65
3043.18

3826.83

- Total from E University Ave
to NW Corner of US. Naval
Radio Station

Plotted T.P. 3757-3747

10-29-51 M^cQ

Meas.
384.87
471.1 Ave
Grade Book 157.3
FB 1582-32

Fd. C.T. Ld. Plg. 177 Conc. Post
Set City Eng. Disc.
30+43.18

30+28.18 = P.O.T.
Set Cop. Disc. + Ld. Plg.
177 Conc. Post.

25+53.55 = P.O.T.
Set Conc. Mon.

17+63.75 = P.O.T.
Set Conc. Mon.

13+61.49 = P.O.T.
Set Conc. Mon.

9+40.73 = P.O.T.
Set Conc. Mon.

4+45.81 = P.O.T.
Set Conc. Mon.

0+00
Fd. 2" Galv. Iron Pipe
R.F. 1534

Sec. 34

Sec 35
Cont. P-8

INDEXED

DEC 12 1950

Lot 19 Ex-Mission
Parcel "00"
L.S. 1575

0+50.03 = Nail in 100' Road (C.H.S. 12-5-50)

0+35.89 Set 2" x 10" Road Hub
Approx 15' South
of Paved Road
in Parking

0+00 = Set 1" x 1" Pine Stake

0-0.23 = Set Mon. on N.E. Cor. Redwood Village
Off Sommer Maye - 12-6-50

Cosgrove
Height
Map # 2595

1866.15
23
1866.38' 12

18+66.15
Fd. 2" Iron Pipe R.E. 1534

24
23
47

S.W. Cor Cosgrove Annex
15+01.24 = P.O.T.
Fd. 2" Iron Pipe
R.E. 1534

24
23
47

4+46.62 P.O.T.
Set Hub 2" x 10"
Road

1+82.33
Fd 1 1/2" Iron Pipe
L.S. 1575

0+35.89 = P.O.T.
Set 2" x 10" Road
Hub
in Parking

Redwood Village
Unit #3

0+00
Set Conc. Mon. Brass cap.
0-0.23 = N.E. Cor. Redwood
Village #3
C.H.S. 12/6/50

Clint Sommer Maye
12-5-51 Map
1255.61
C.H.S.

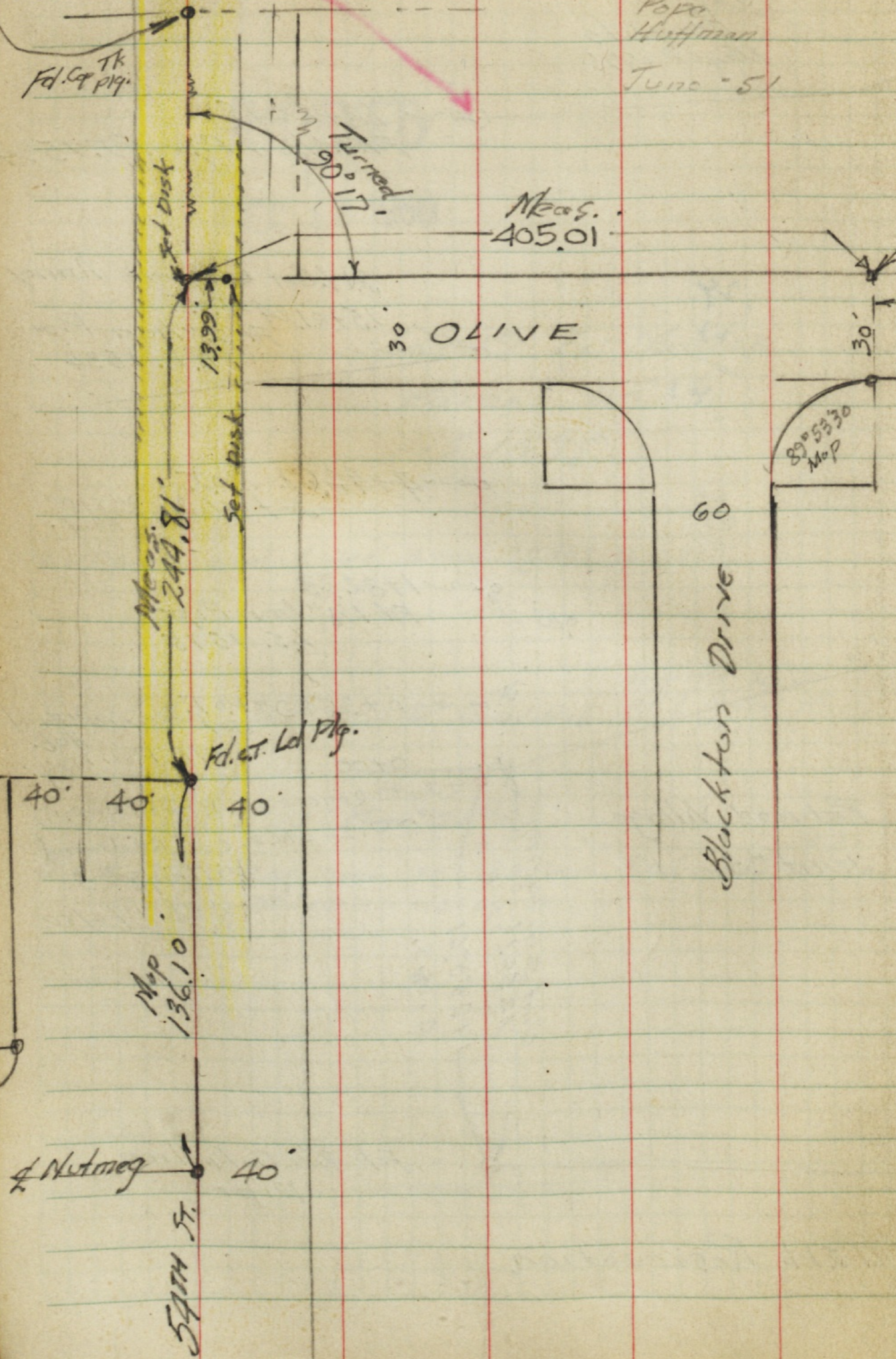
Fd 2 1/2 Galv Iron
Pipe

U.S.N. Reservation

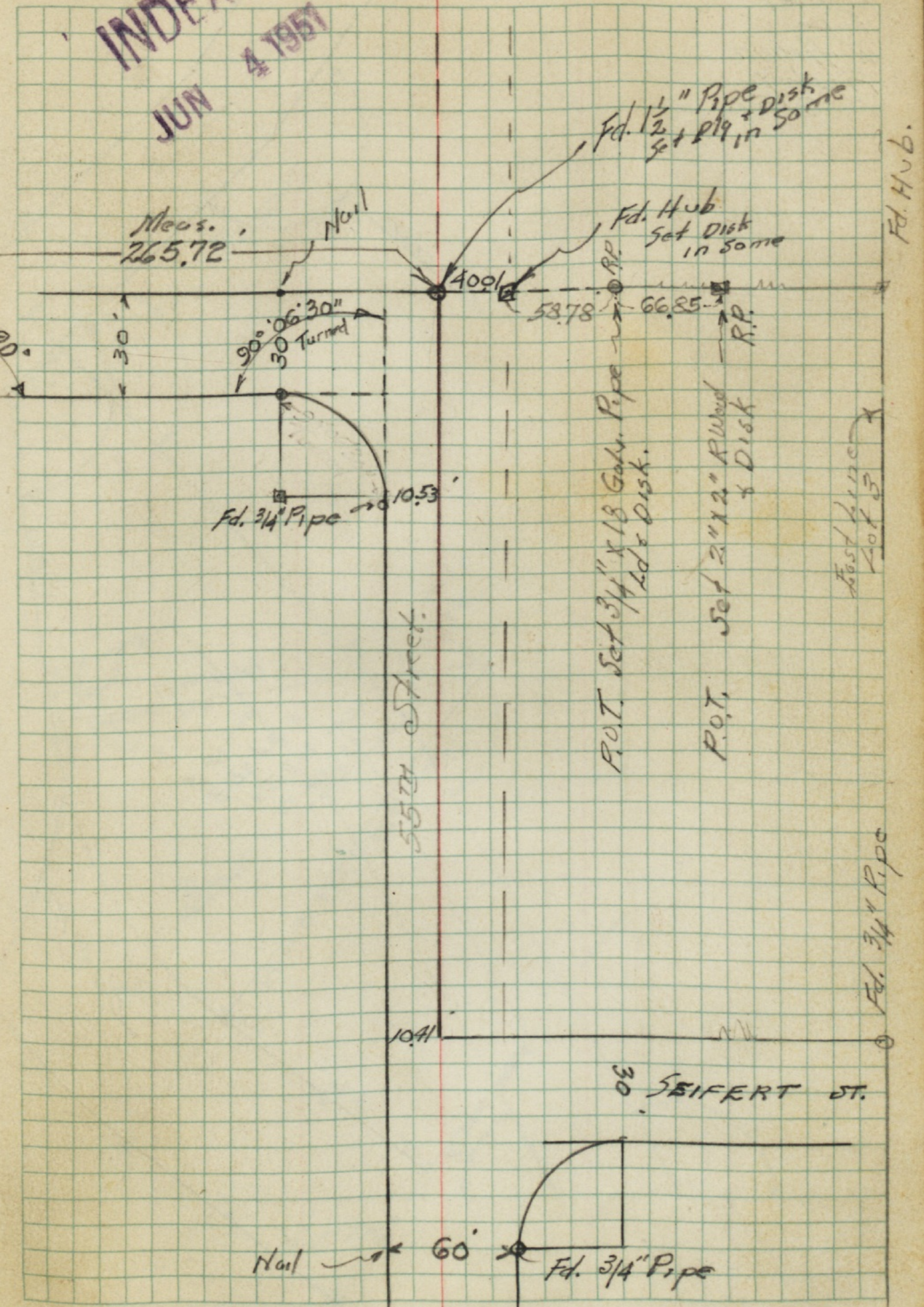
TIES ~ North Line Balboa Vista

SE. Cor Furlong's Unit No. 1

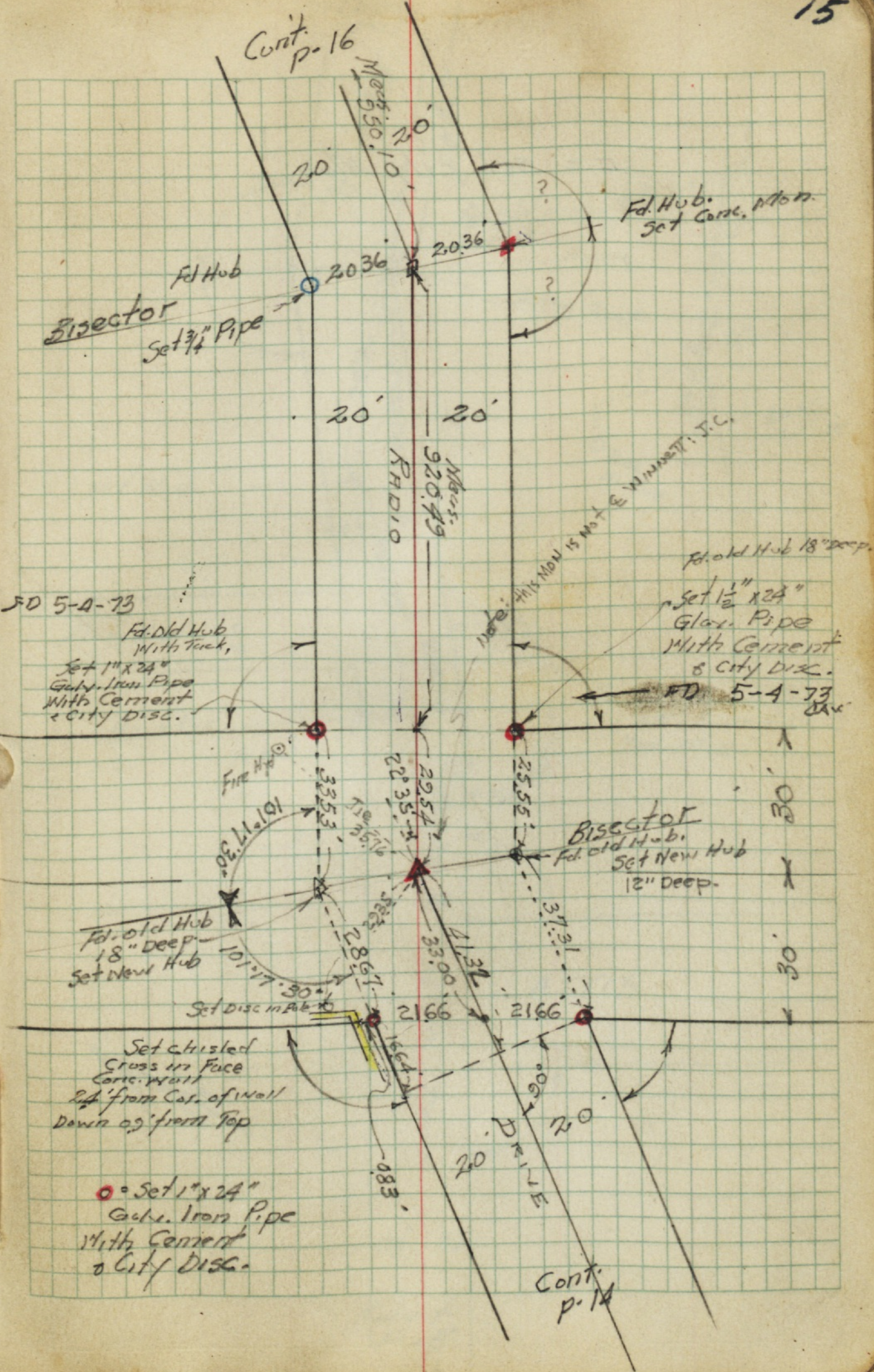
Walker
Papa
Huffman
June - 51



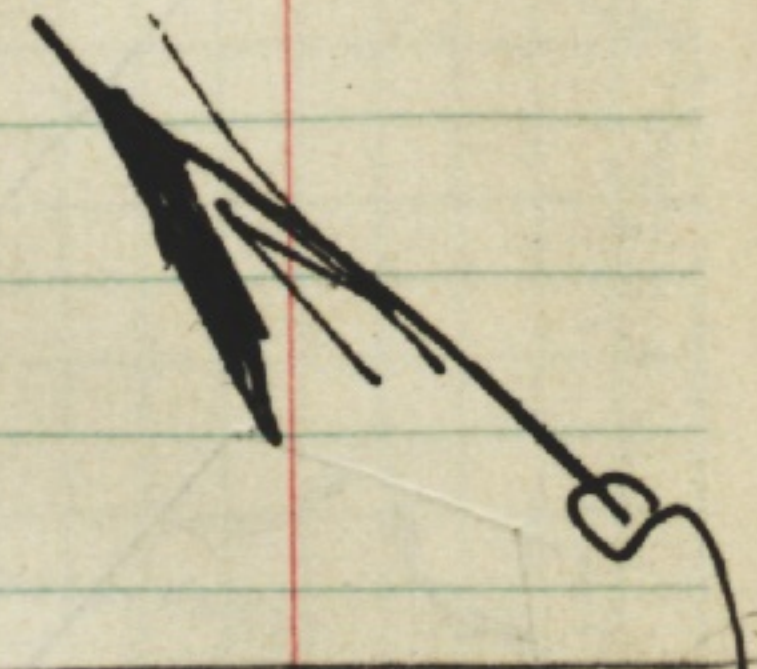
INDEXED
JUN 4 1951



Cont. p. 16



WINNETT



30'
30'

FD 5-4-73

Fid. Old Hub
With Tack,
Set 1" x 24"
Galv. Iron Pipe
With Cement
& City Disc.

Fid. Old Hub
18" Deep
Set New Hub

Set Christed
Cross in Face
Cone. Wall
24' from Cor. of Wall
Down 29' from Top

• Set 1" x 24"
Galv. Iron Pipe
With Cement
& City Disc.

Fid. Hub.
Set Conc. Mon.

Fid. Old Hub 18" deep.

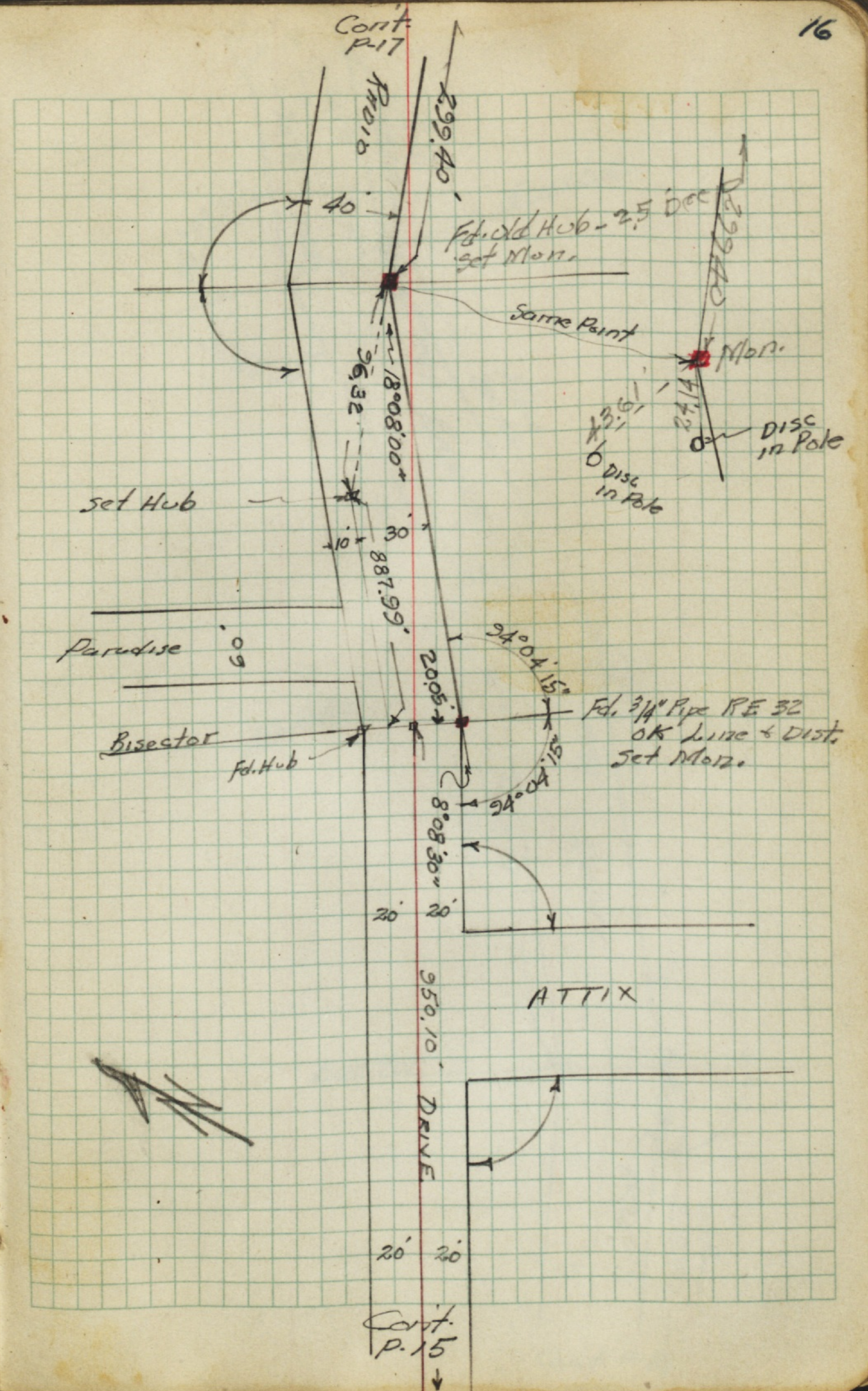
Set 1 1/2" x 24"
Galv. Pipe
With Cement
& City Disc.

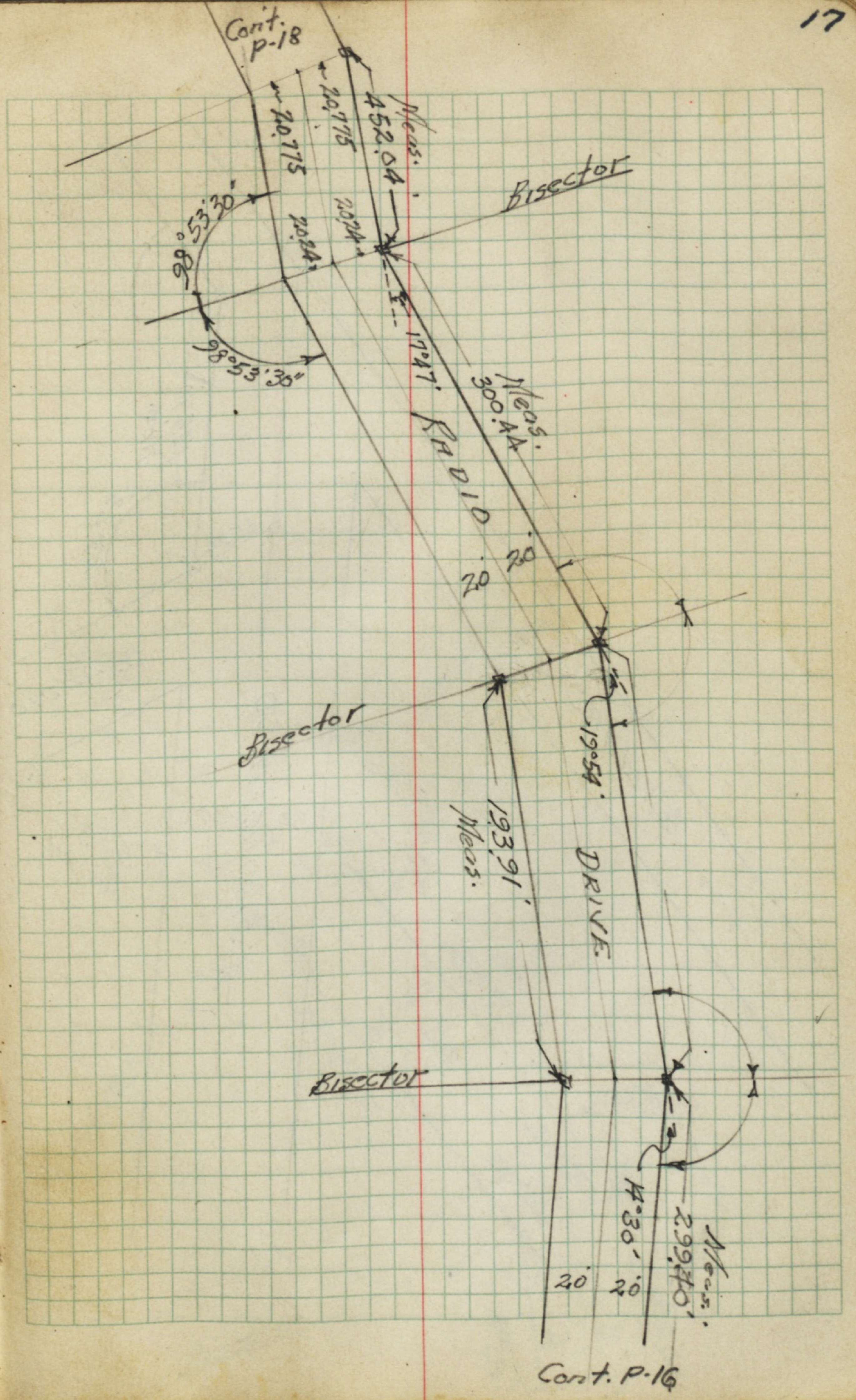
FD 5-4-73

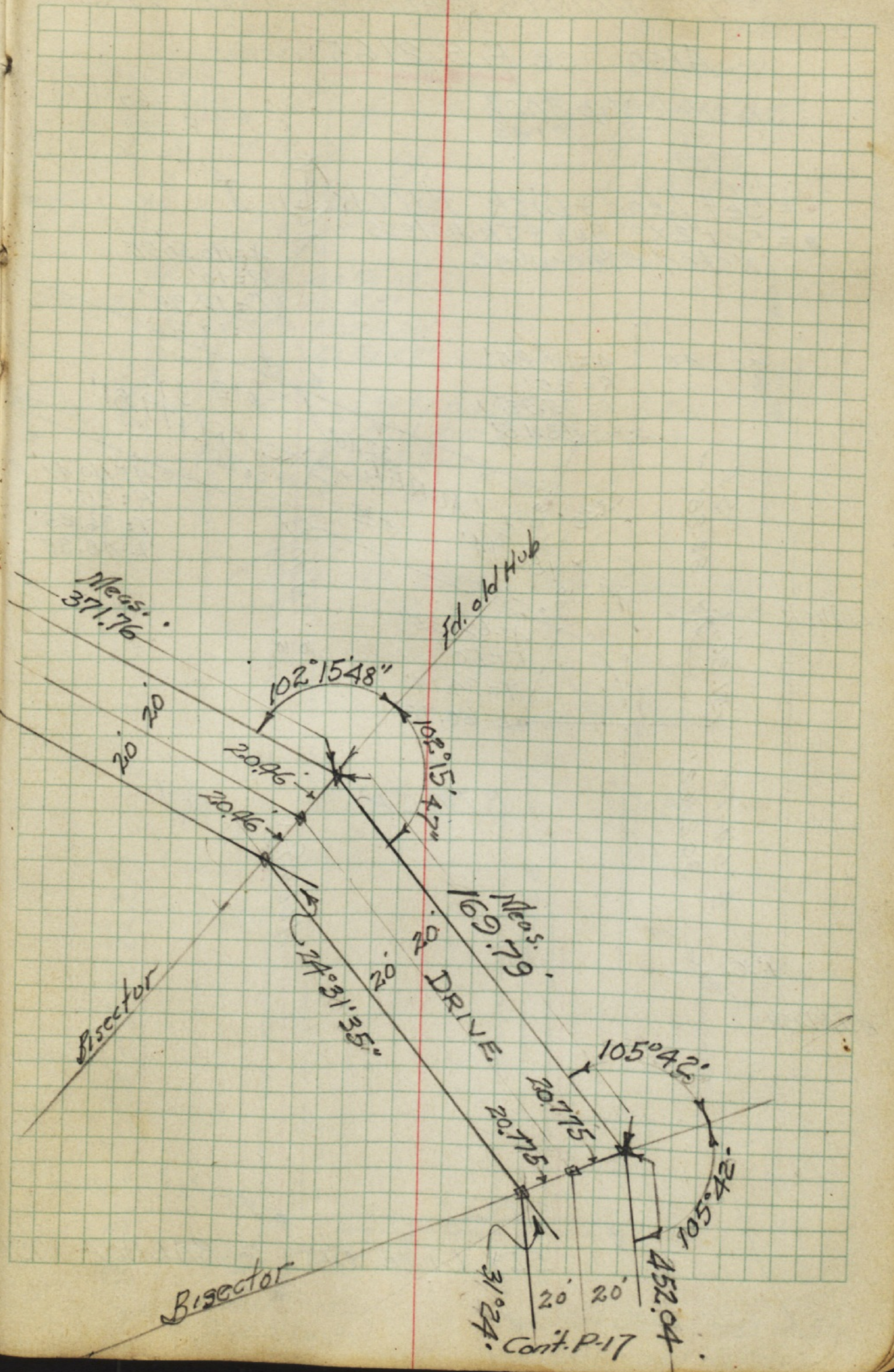
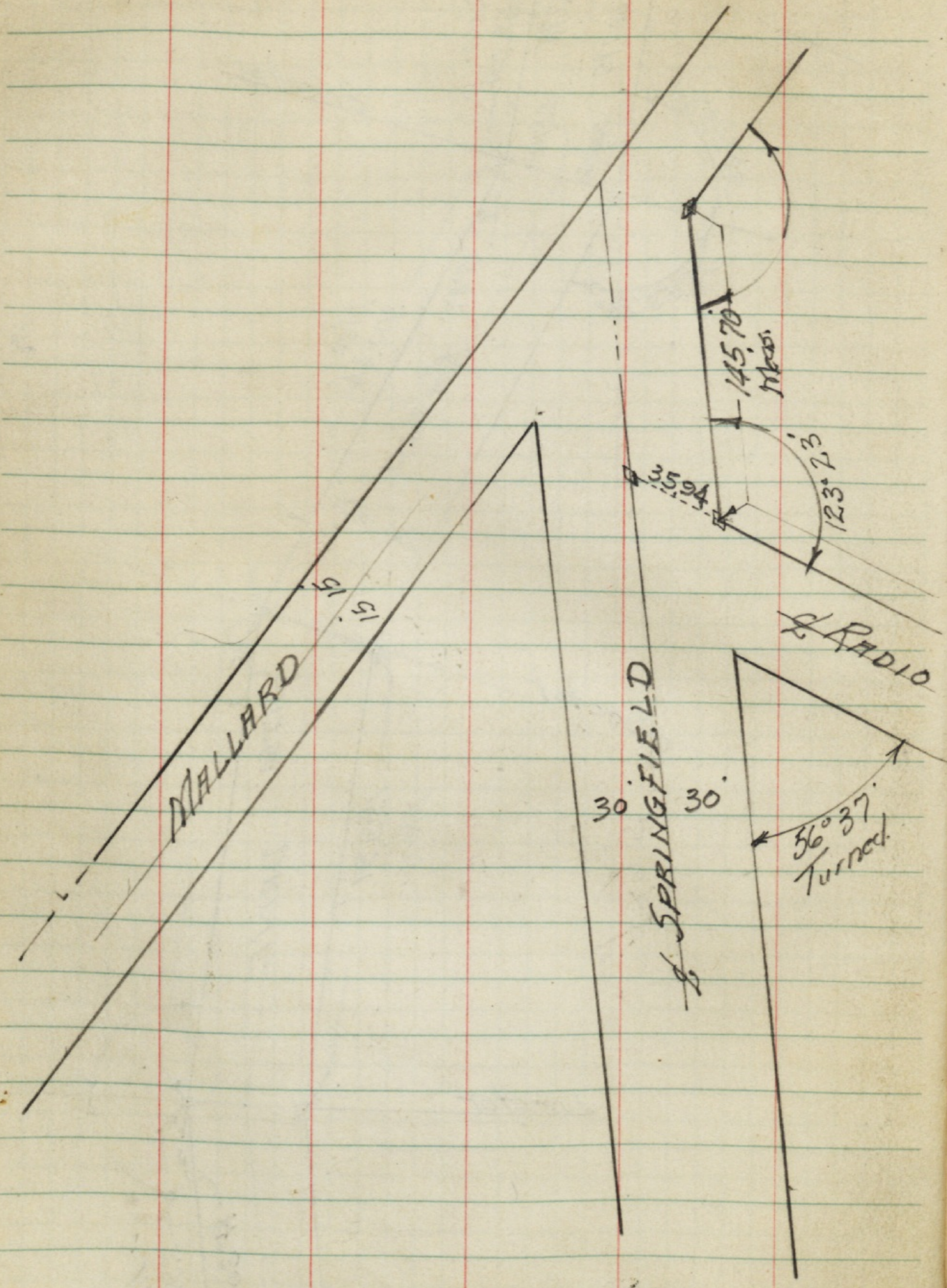
Bisector
Fid. Old Hub.
Set New Hub
12" Deep.

Cont. p. 14

■ = set city Mon.







Bisector

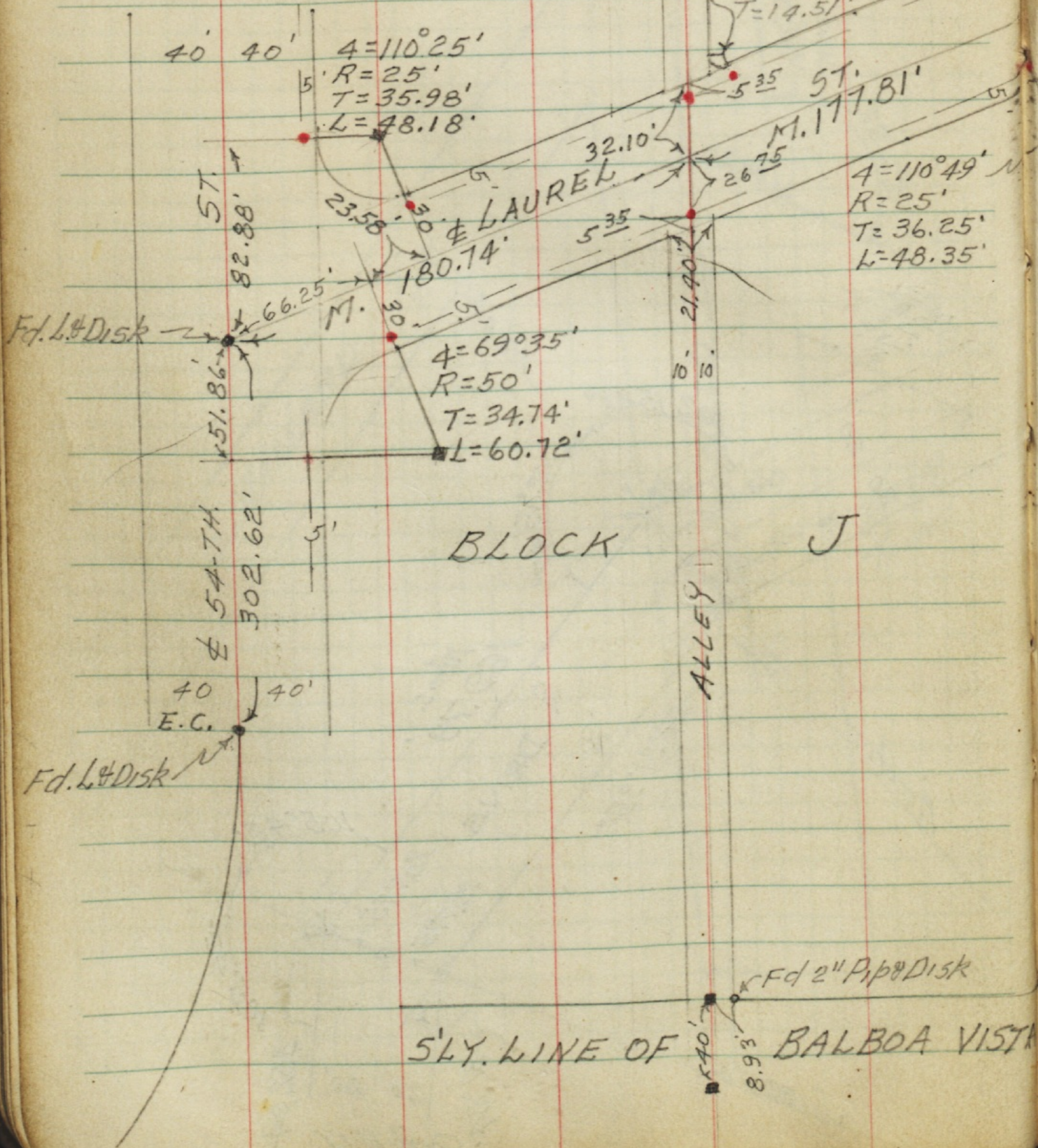
Cont. P. 17

TIE POINTS BALBOA VISTA AREA

Also See F.B. 2165

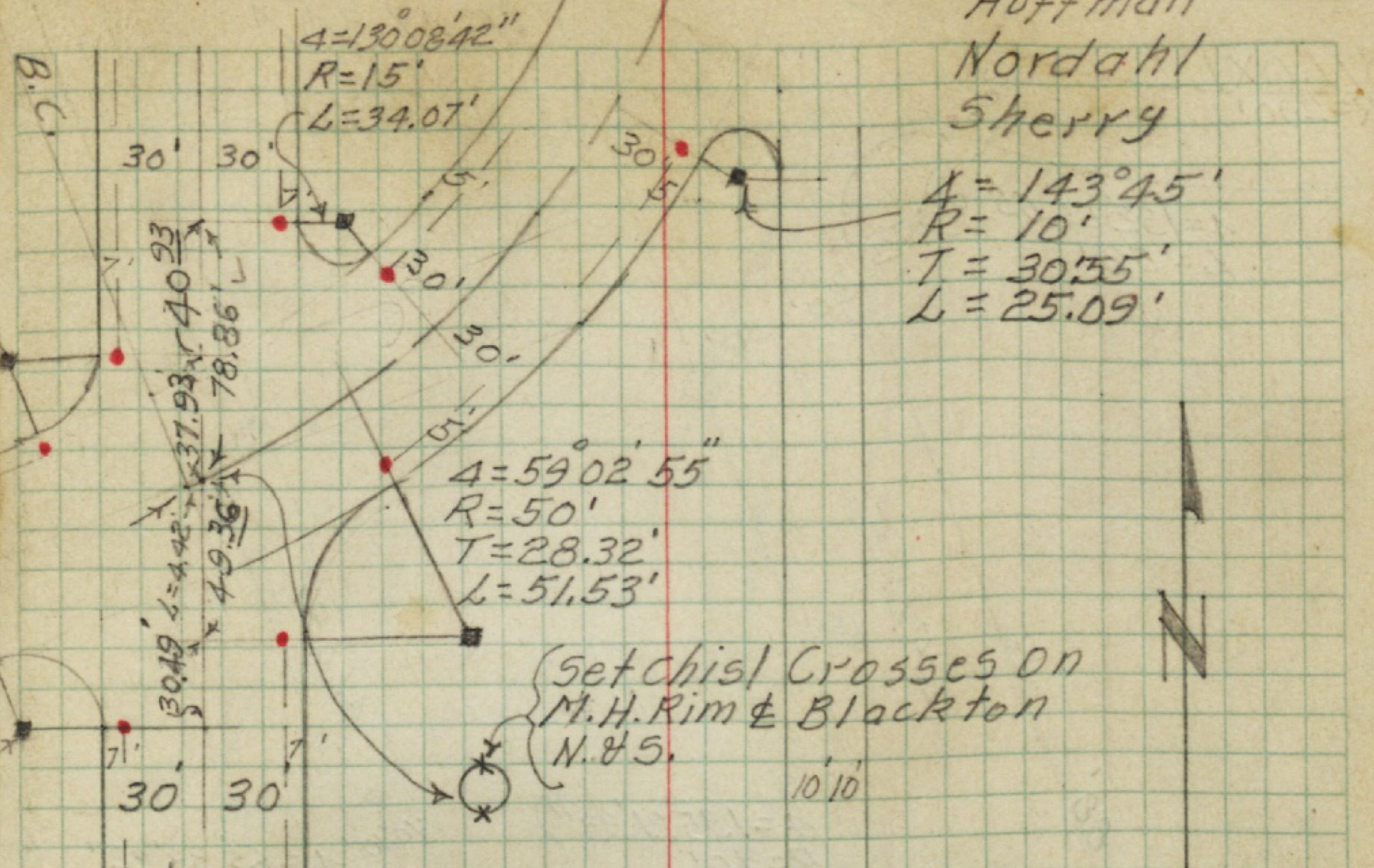
Ref. Map 3006
" " 2142

- = Set Lead & Disk BLOCK
- = Set "2x2" Hub & Tk, unless Noted otherwise

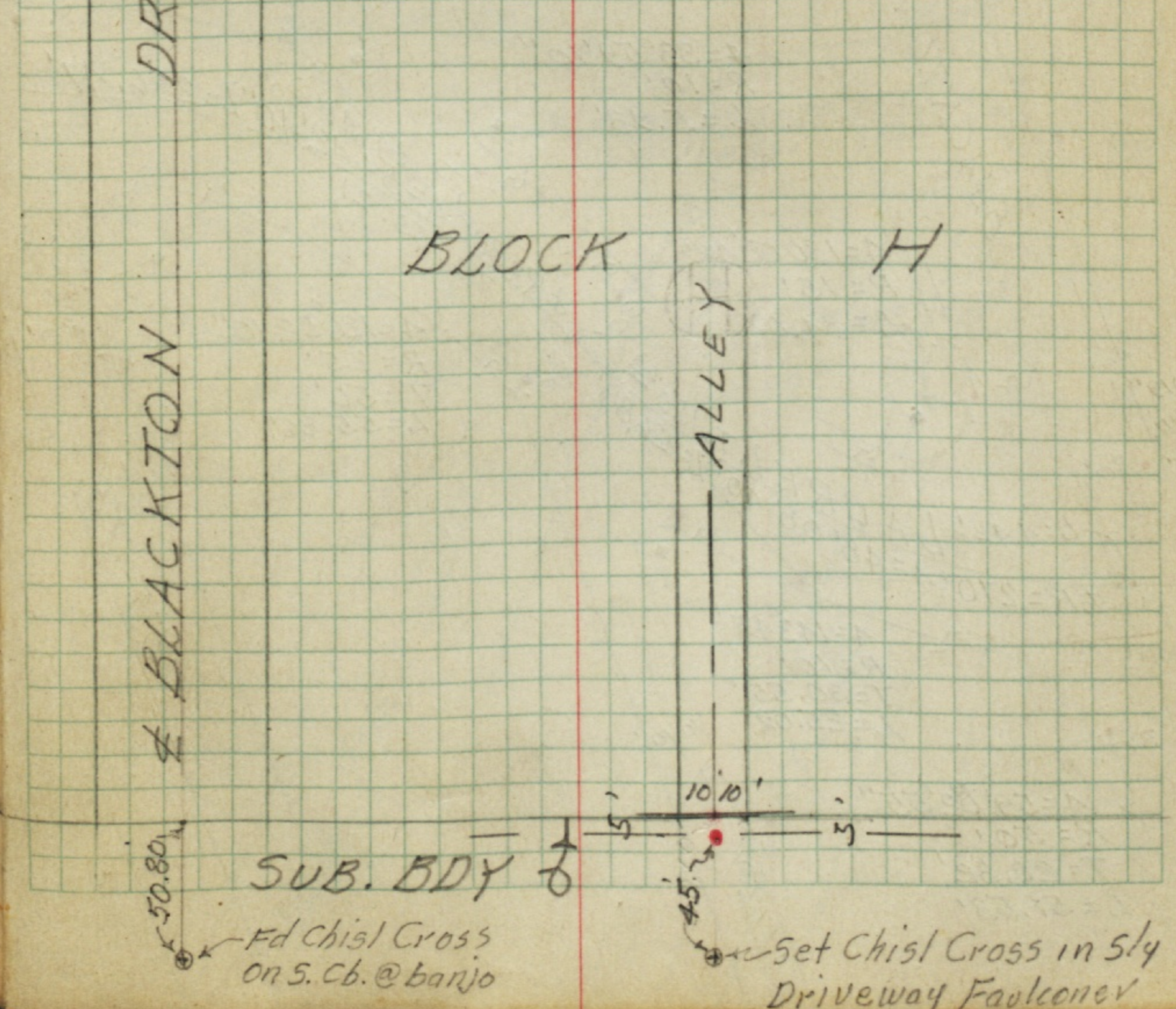


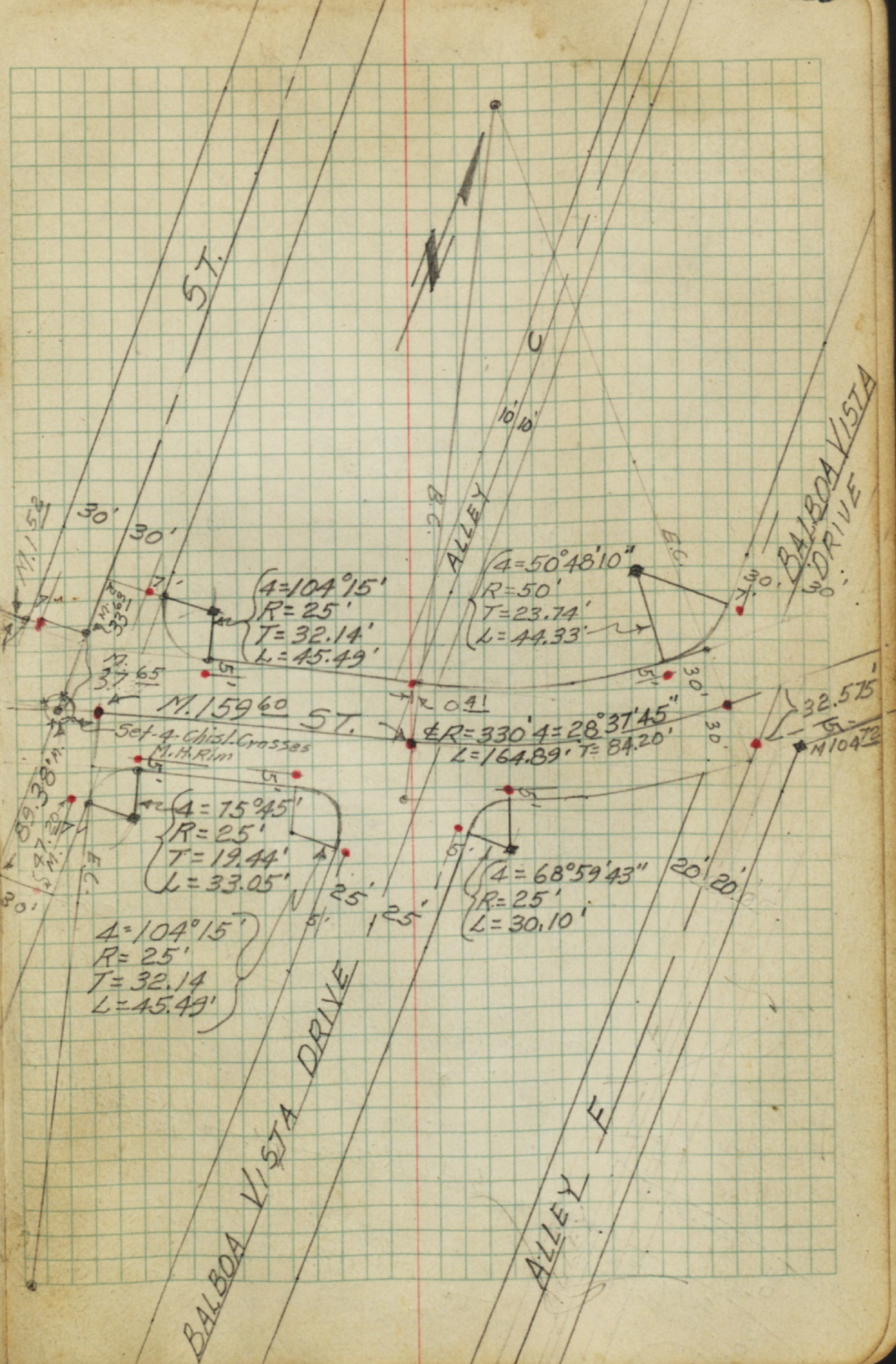
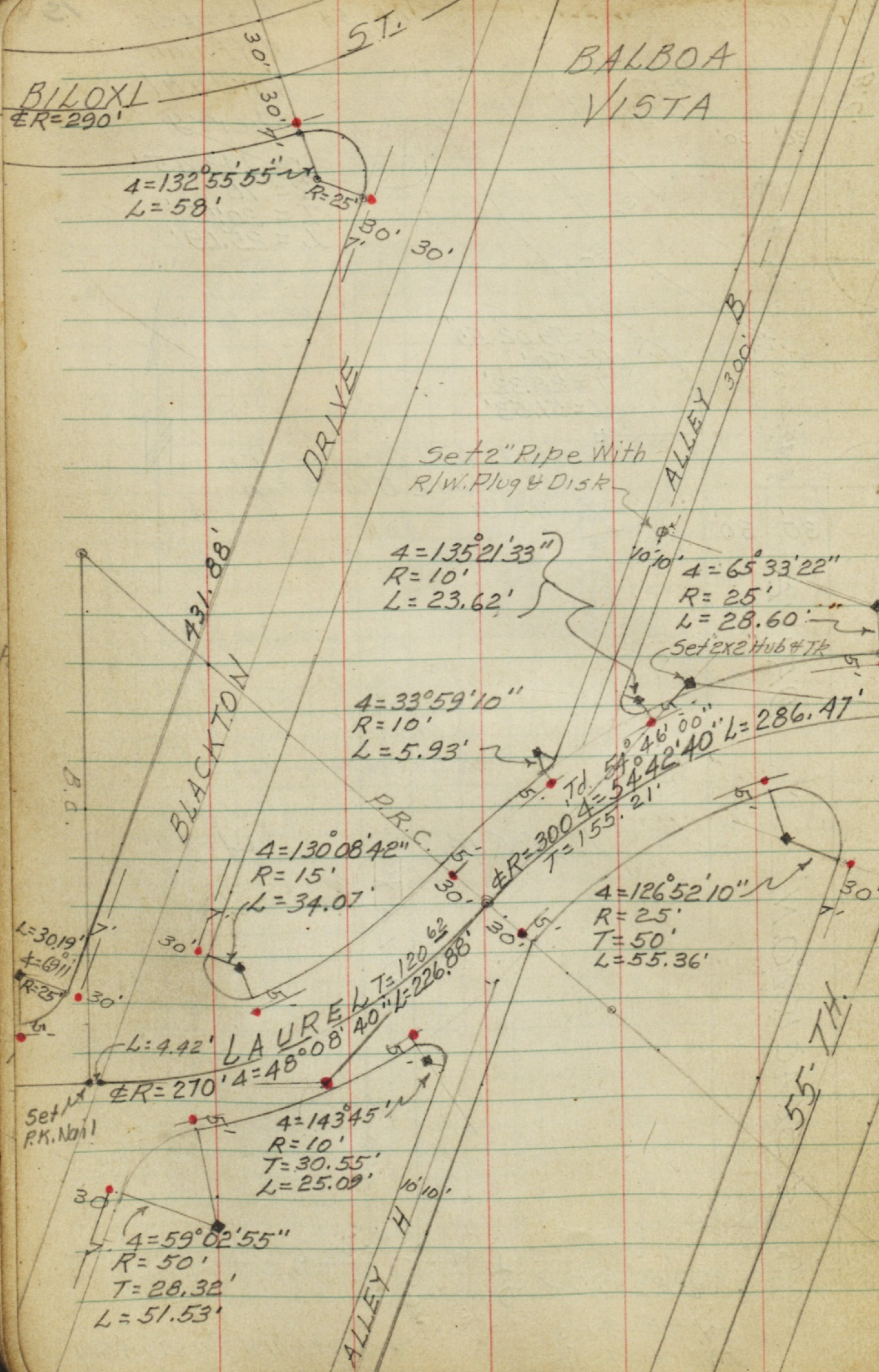
$4 = 48^{\circ}08'40''$ $\phi R = 270'$
 $\phi T = 120.62'$ $\phi L = 226.88'$

Sept. 54 Stamper
Huffman
Nordahl
Sherry



NOTE: For Levels This Area See G-325

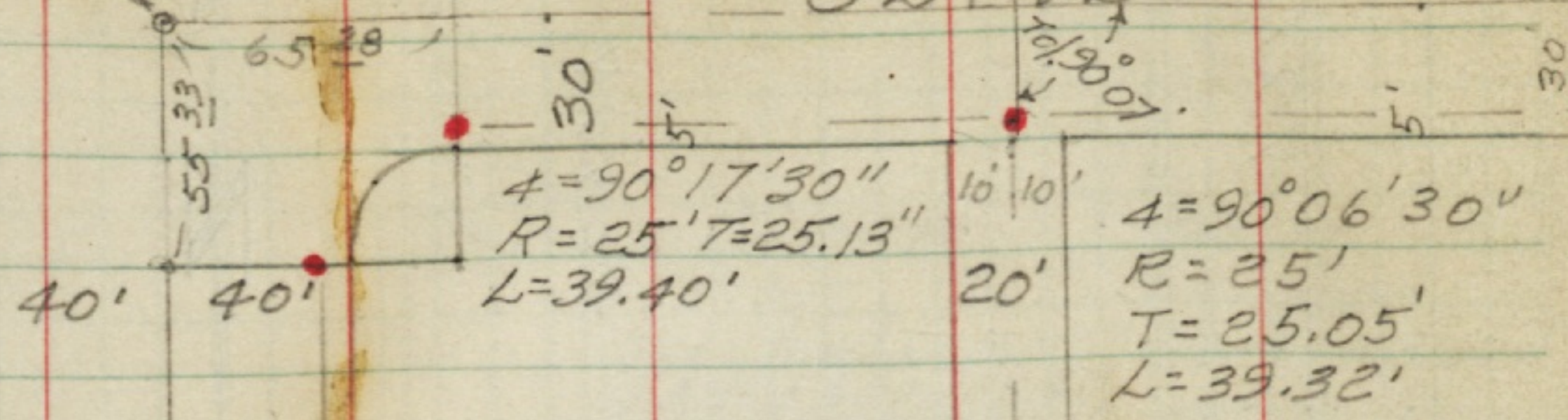




BALBOA VISTA

Ed. L. & Disk

OLIVE



BLOCK A

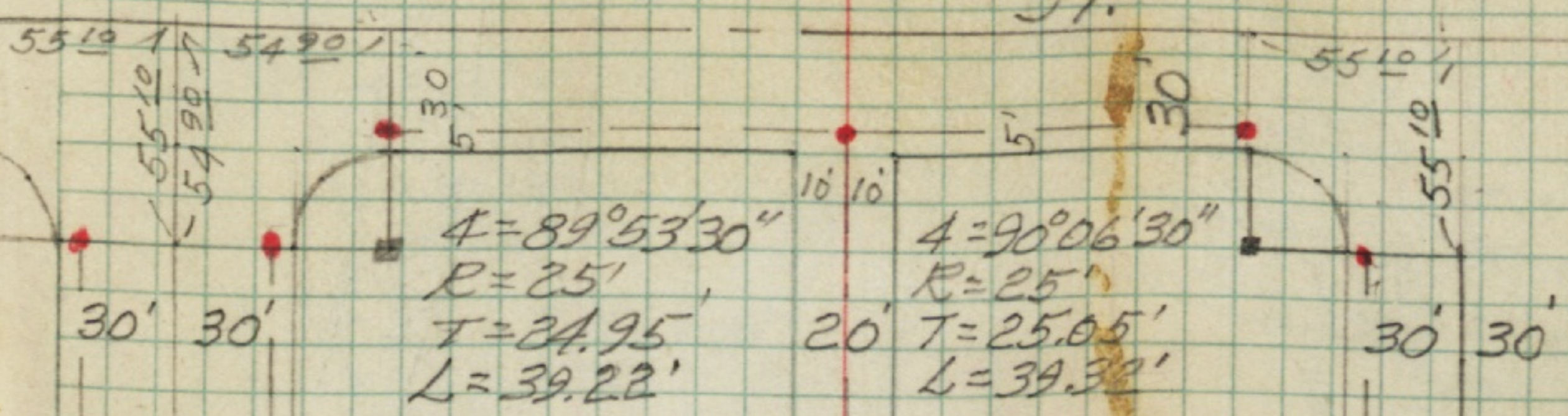
P.O.T.
 Set Christ Cross
 @ Alley Approx 475'
 Nly. of Nly Line of
 Biloxi St.

PP. N^o 584565-M

57.

54-T.H.

N 89° 53' 30" E



BLOCK B

BLACKTON DRIVE

ALLEY

30' 30'

55-T.H.

$\Delta = 89^\circ 53' 30''$
 $R = 25'$, $T = 24.95'$
 $L = 39.22'$

SEIFERT ST.
 $\Delta = 90^\circ 06' 30''$
 $R = 20'$
 $L =$

BALBOA

VISTA

30' 30'

55-TH

ST.

BLOCK

G

ART. 55.5649"

ALLEY N. 158.93'

89°45'30"

ALLEY M.

Set 4-Chisl

Crosses M.H. Rim

89°45'30"

M. 135'

Set 4-Chisl Crosses M.H. Rim.

30' 30'

$\Delta = 90^\circ 14' 30''$
 $R = 25'$ $T = 25.11'$
 $L = 39.38'$

FAULCONER

BALBOA VISTA

4-chisl Crosses on M.H. Rim

SLY. LINE OF

R.P. Hubs E.C.

BALBOA VISTA

P-21

Set Hub & Disk

E.C.

$\Delta = 76^\circ 33' 08''$
 $\Phi R = 200'$
 $\Phi T = 157.82'$
 $L = 267.22'$

Fd. P.I. Hub & TR.

Set Hub & Disk P.I.

BLOCK

$\Delta = 64^\circ 51'$
 $\Phi R = 375'$ $T = 238.21'$
 $L = 424.44'$

R.P. Hubs

R.P. Hubs

308.54'

$\Delta = 64^\circ 51'$
 $\Phi R = 225'$ $T = 142.93'$
 $L = 254.67'$

$\Delta = 89^\circ 45' 30''$ $R = 25'$
 $T = 24.89'$ $L = 39.16'$

ST.

SUB-BDY.

Re-Set N
11-15-54

Fd 1 1/2" Pipe
L.S. 2412

Fd 1 1/2" Pipe
city Disk

25

$\Delta = 79^\circ 26' 45''$
 $\Phi R = 160'$ $T = 132.94'$
 $L = 267.22'$

Set L&D

11-23-54
C.H.S.

Set Hub & Disk

Fd. 11/23/54
M.H.

20.34'

20.34'

100°33'15"

ELY LINE BALBOA VISTA SUB. BDY

Fd. P.I. Hub & TK



Set Disk in Pave
11/23/54
C.H.S.

ALLEY

P.R.C.

DRIVE

30'

30'

30'

30'

30'

30'

30'

30'

30'

30'

30'

30'

30'

30'

30'

30'

30'

30'

30'

30'

30'

30'

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