

<sup>th</sup> Street Survey  
Washington St. Road.  
La Jolla R.R. in Old Town

398

TRANSIT

F.B. 131

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	2 1/3	21	49	41	95 2/3
2	4 2/3	22	51 1/3	42	98
3	7	23	53 2/3	43	100 1/3
4	9 1/3	24	56	44	102 2/3
5	11 2/3	25	58 1/3	45	105
6	14	26	60 2/3	46	107 1/3
7	16 1/3	27	63	47	109 2/3
8	18 2/3	28	65 1/3	48	112
9	21	29	67 2/3	49	114 1/3
10	23 1/3	30	70	50	116 2/3
11	25 2/3	31	72 1/3	51	119
12	28	32	74 2/3	52	121 1/3
13	30 1/3	33	77	53	123 2/3
14	32 2/3	34	79 1/3	54	126
15	35	35	81 2/3	55	128 1/3
16	37 1/3	36	84	56	130 2/3
17	39 2/3	37	86 1/3	57	133
18	42	38	88 2/3	58	135 1/3
19	44 1/3	39	91	59	137 2/3
20	46 2/3	40	93 1/3	60	140

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

TABLE FOR RUNNING ON SLOPES.

**MICROFILMED**

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

293 293  
7.30  
586  
1440  
1172  
2680

1700  
181251  
374.9  
363.9  
9613  
1324.2

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City Hall, San Diego, Cal.

30k  
0 30' +

60

.

40

0 Spk

Sargent

# Survey of 30<sup>th</sup> St

Pueblo Cor.

Jan 28, 1903

13' offset Hub

Webster St

Pueblo Line

Sargent St.

Center of Pueblo Line

T St.

Logan Ave

Cor of Pueblo

W ←

33.65' Hub

Hub Corner of Pueblo

Hub

Not Found

Hub on 13' Line

Center of Pueblo Line about 12' South of North Line of R St

Center of Pueblo Line

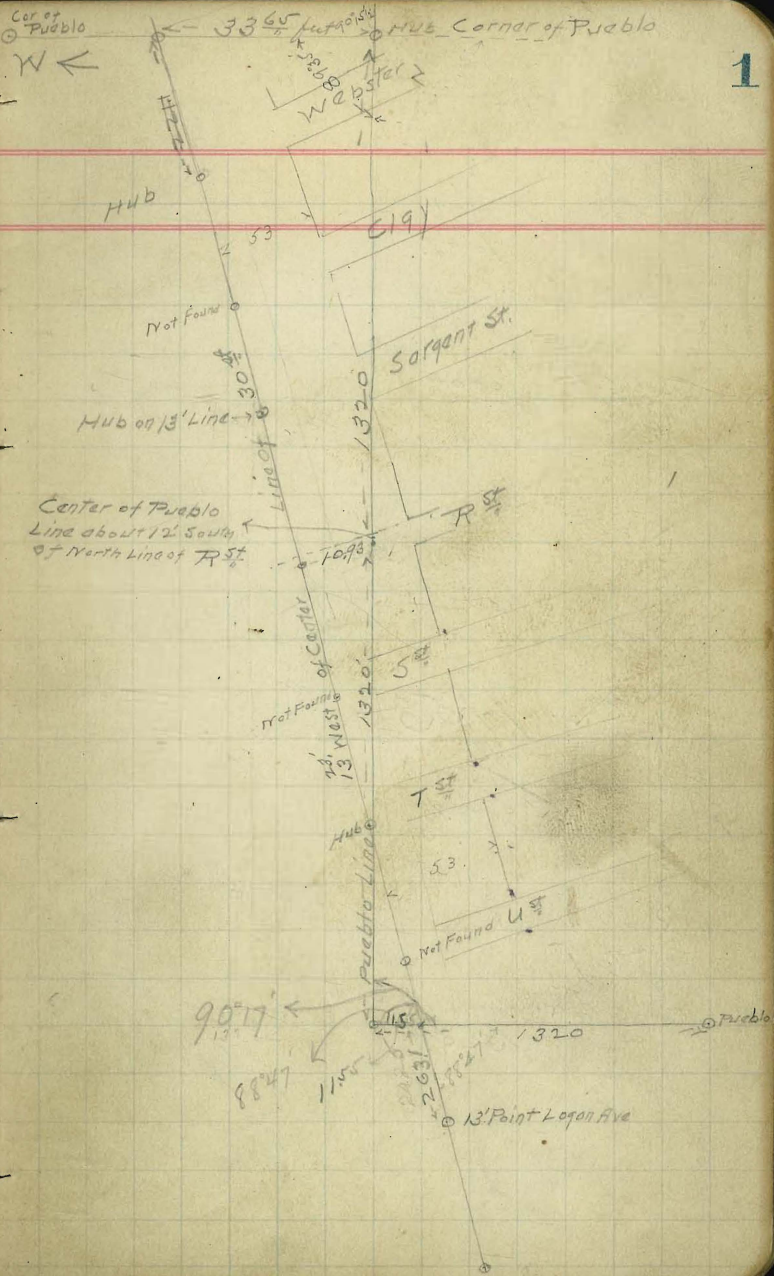
Not Found

Hub

Not Found

13' Point Logan Ave

1



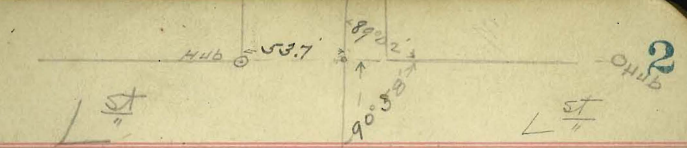
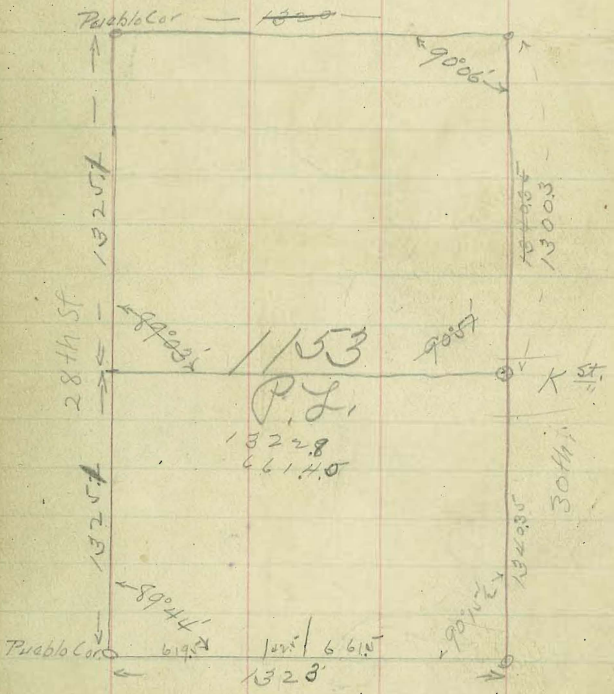
2/1/06

1280	973	2650
<u>371.15</u>	<u>371.15</u>	13200
1108.85	601.85	70215
847.3		<u>6205</u>
		13230
		6615
		<u>203</u>
		21

188.85  
180  
368.85

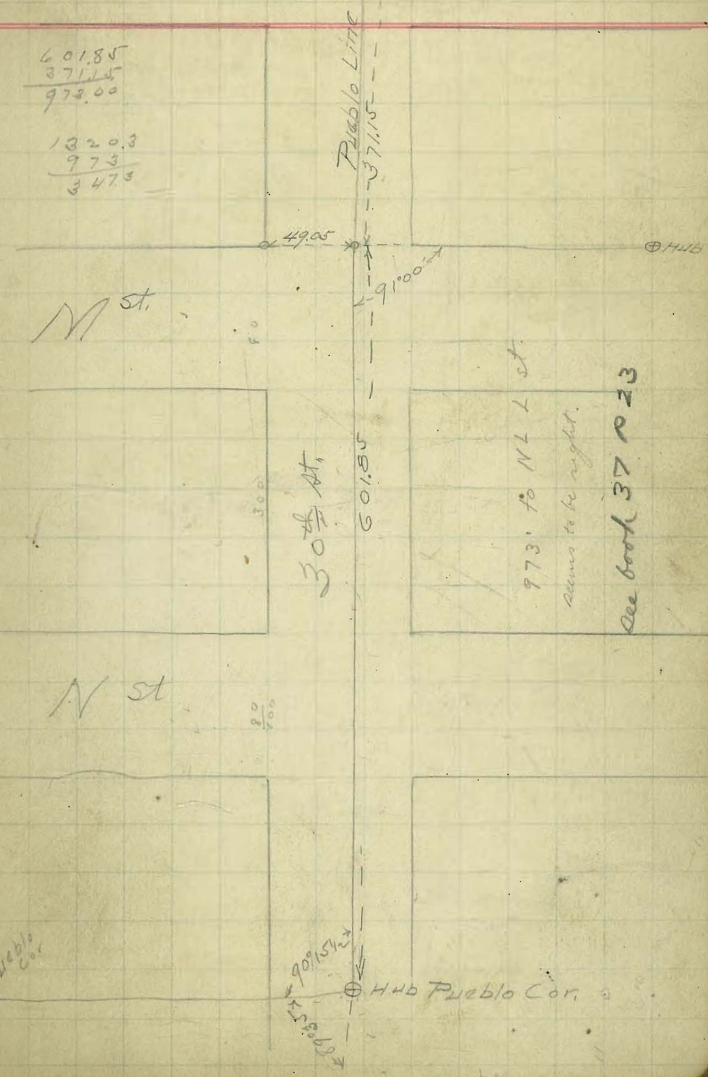
761.50  
190  
551.50  
95.925  
368.75

13230  
6615  
203  
21



601.85  
371.15  
973.00

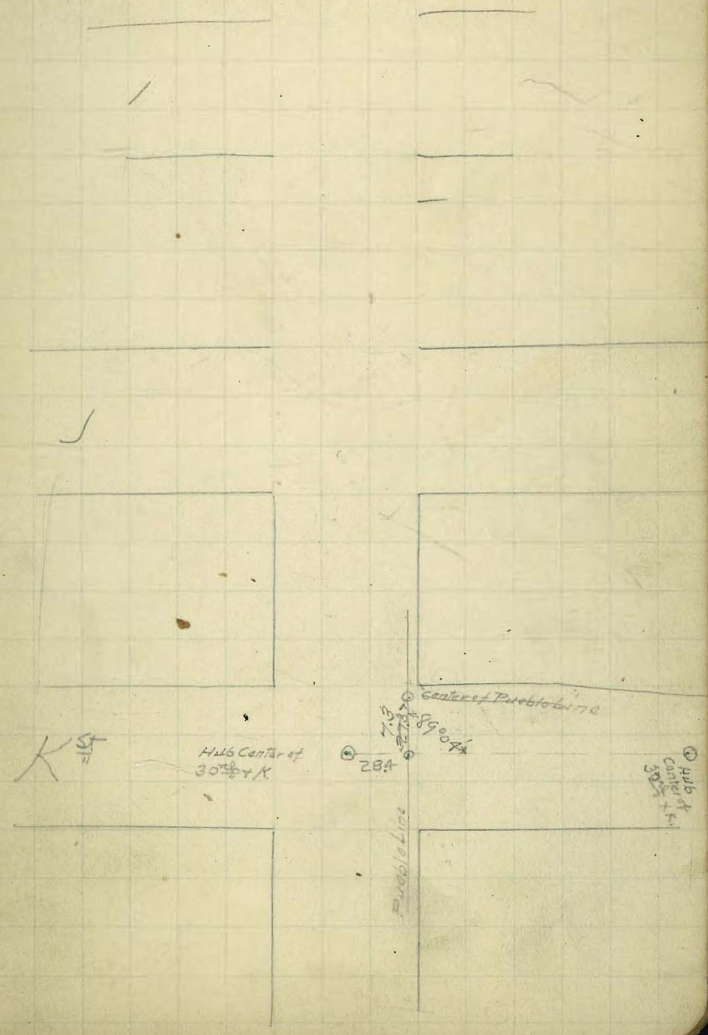
1320.3  
973  
3473



see book 37 p 23

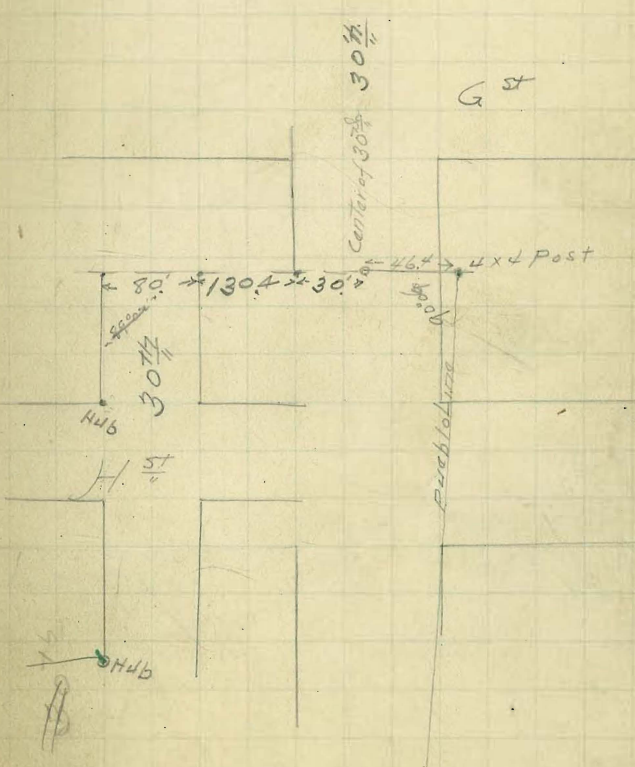
11/2

1320



2/3/04

70.2
171.8
<u>30</u>
141.8



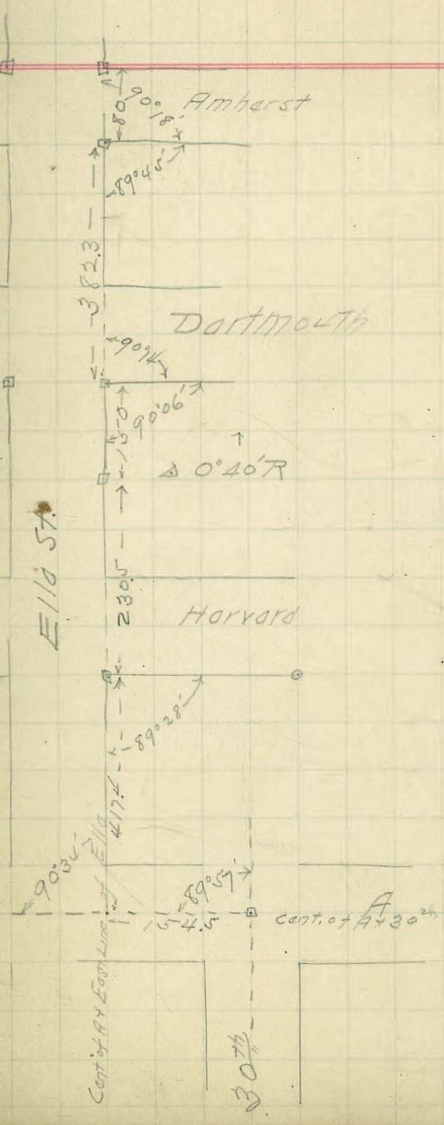
2/3/04

8954  
79  
9014  
8954  
58

9015

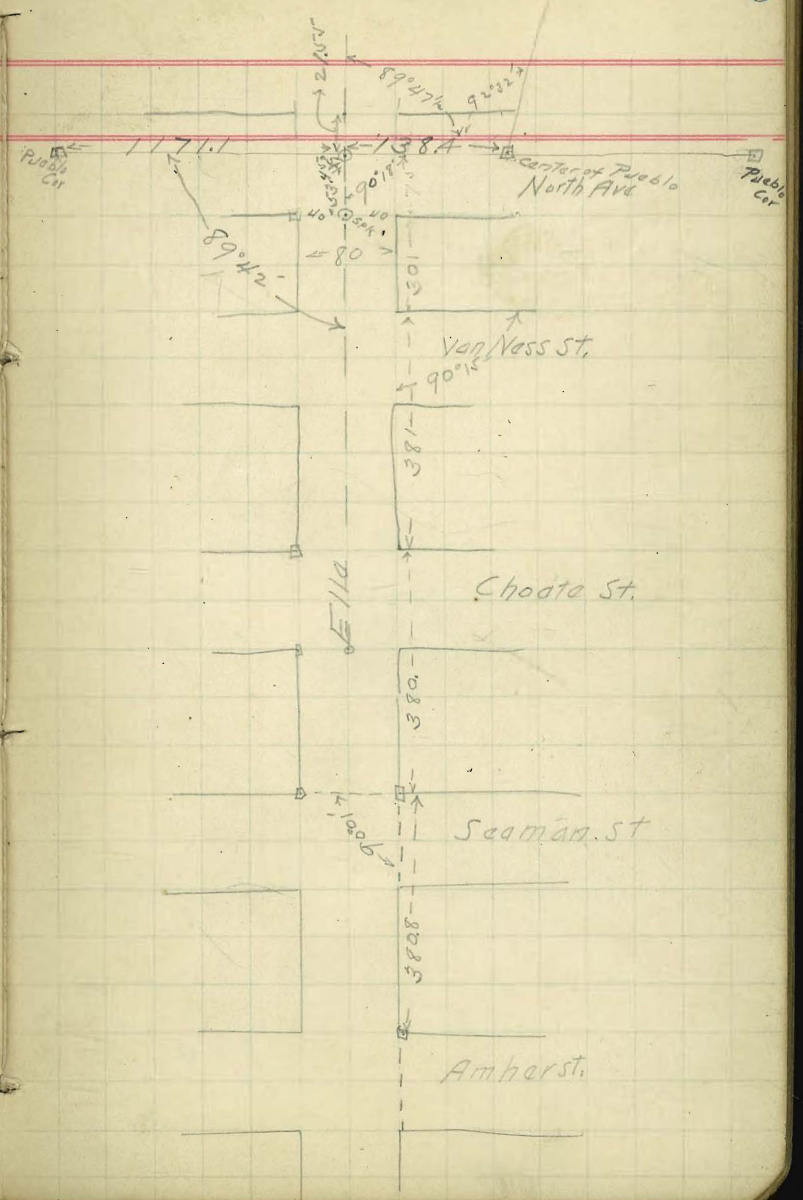
2622  
80  
3503

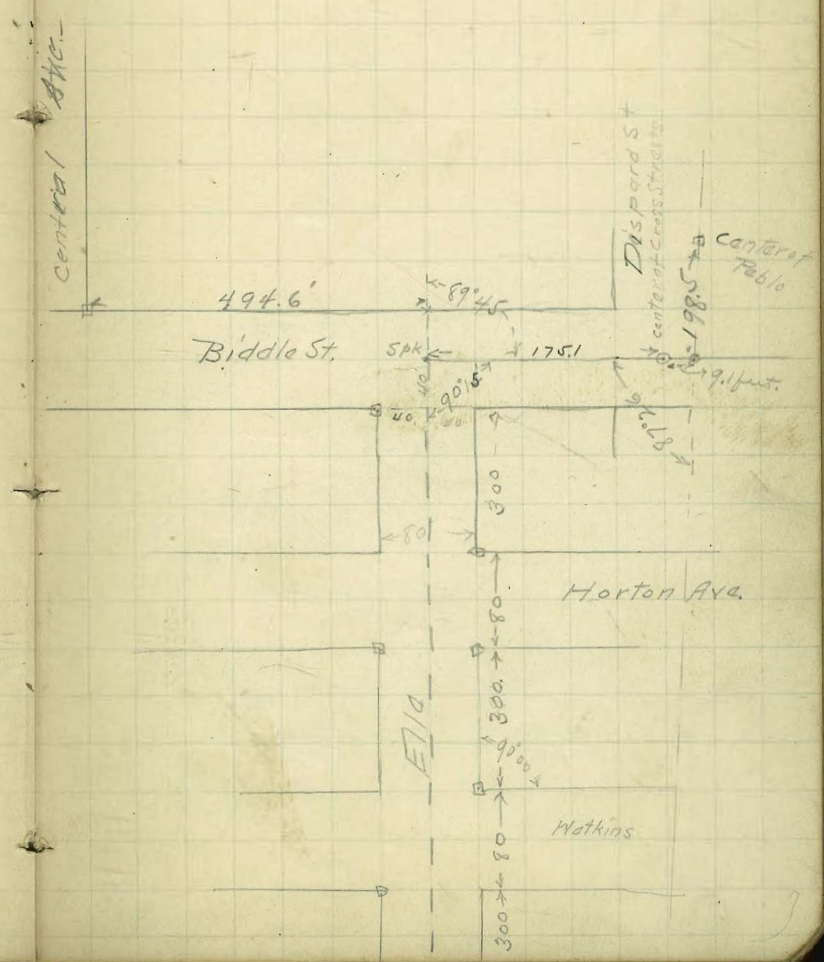
5





13495 75 1-89  
 1384 88 95  
 1171.1 2154 138.4

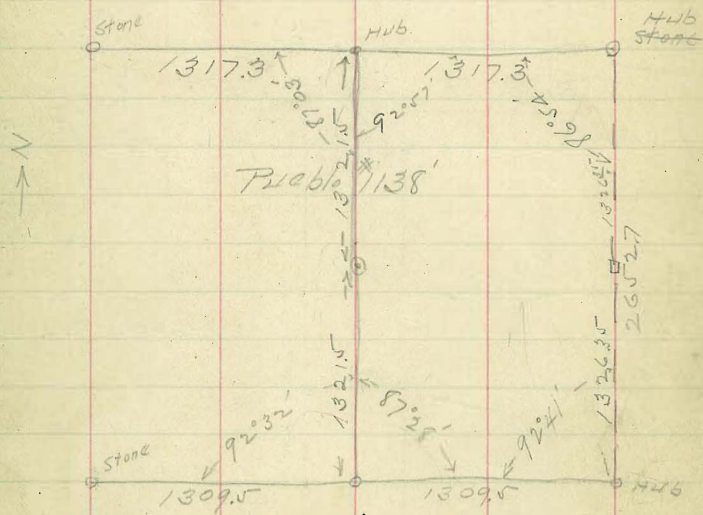




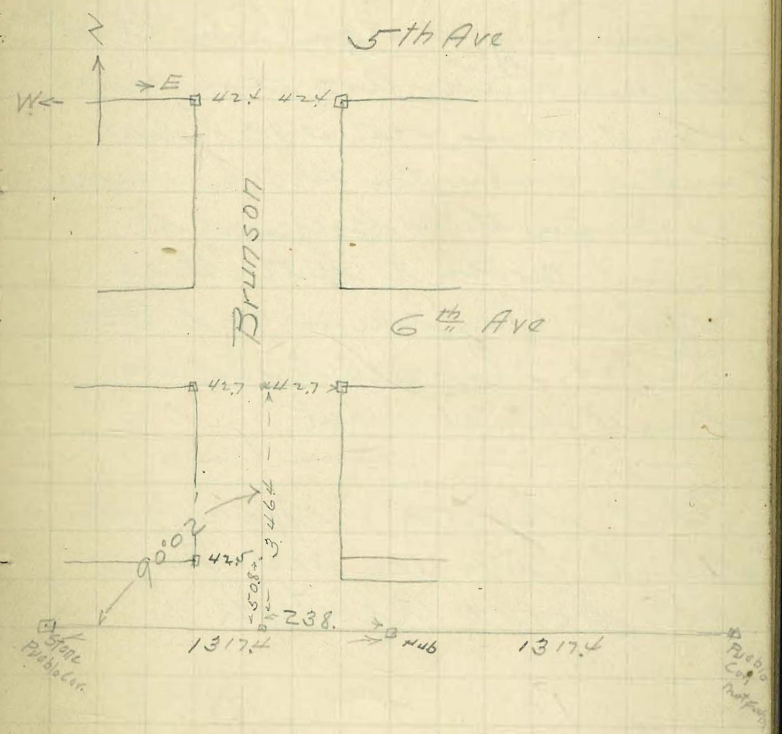
2/6/04

87.28  
92.07  
131.5  
267.19

8

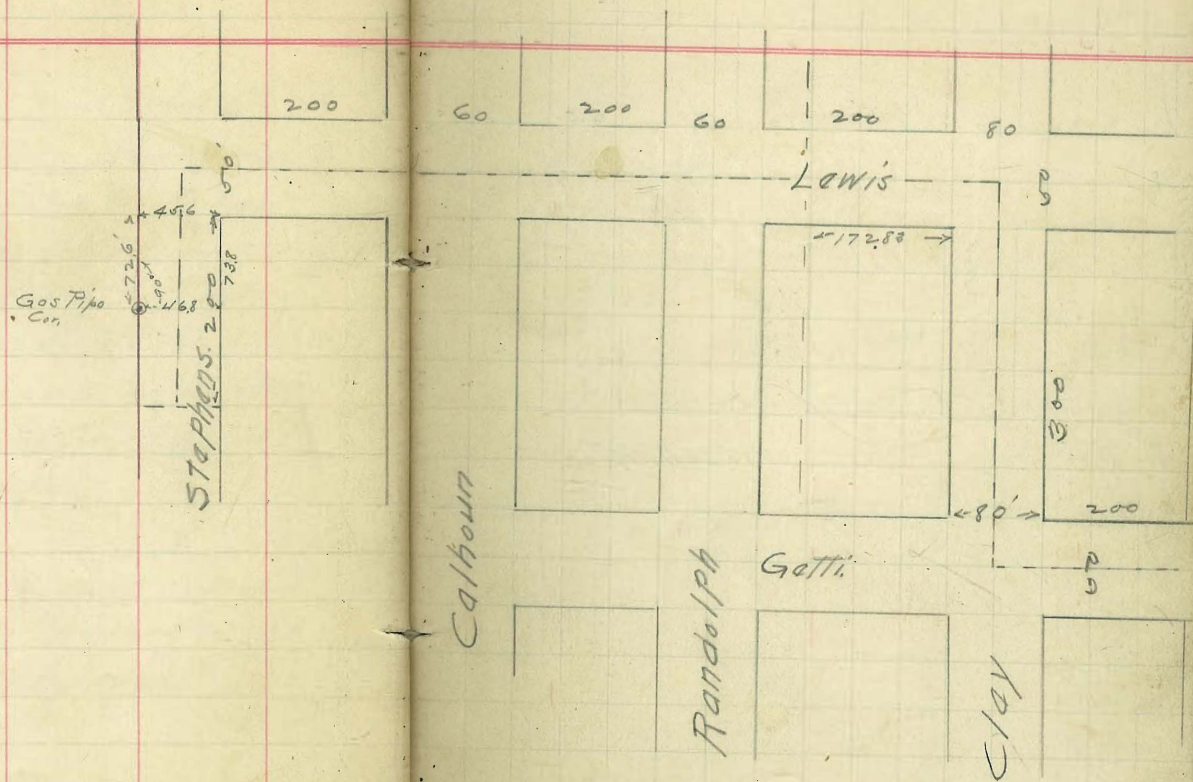


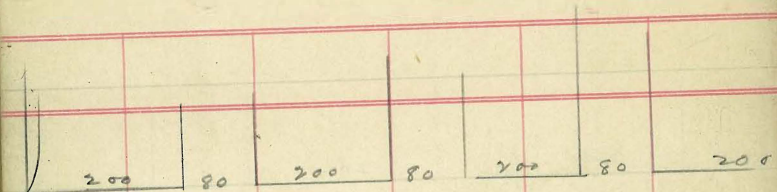
2/8/04 } Hutchison  
          } Ripley



Commencing at a point where 3<sup>rd</sup> St.  
intersects Univer. Ave, thence north  
612.2 ft. thence west at 90° to East  
end of Washington St. thence along  
Washington St. to Goldfinch St.  
thence north to Getti St. thence  
west to Clay, thence north to Clay  
Lewis, thence west to Stephens  
thence South 100 feet.

Also, Survey a road around  
the the cañon on Washington St.  
bet. Dove + Albatross





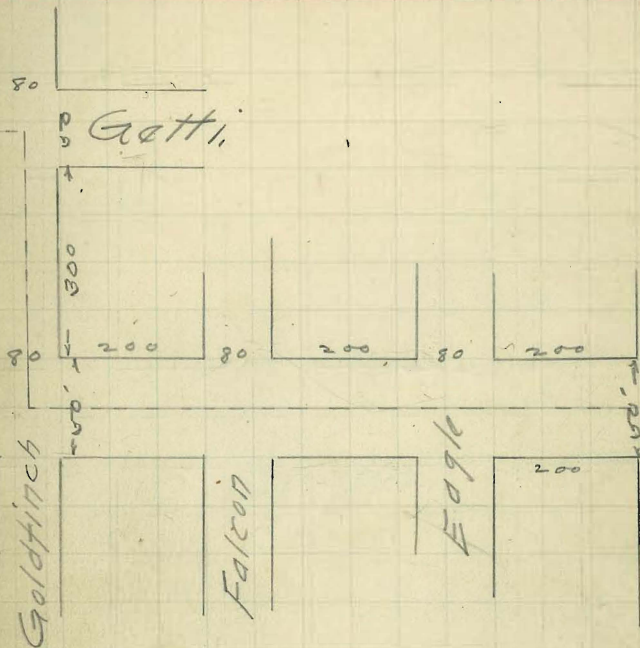
California

Jackson

Ibis

HAWK

Washington

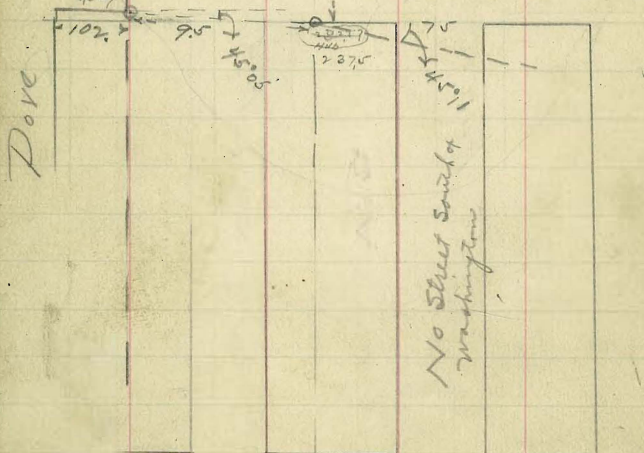
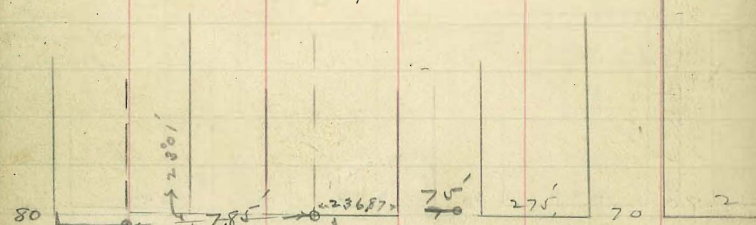


28.07 S  
51.0324 M  
N 20.00 m  
18.00 M  
44.70 C  
M 11.00 N  
N 11.00 N  
M 11.00 N  
44.70 C

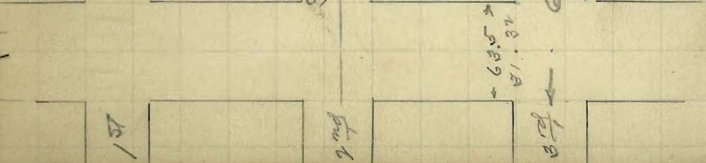
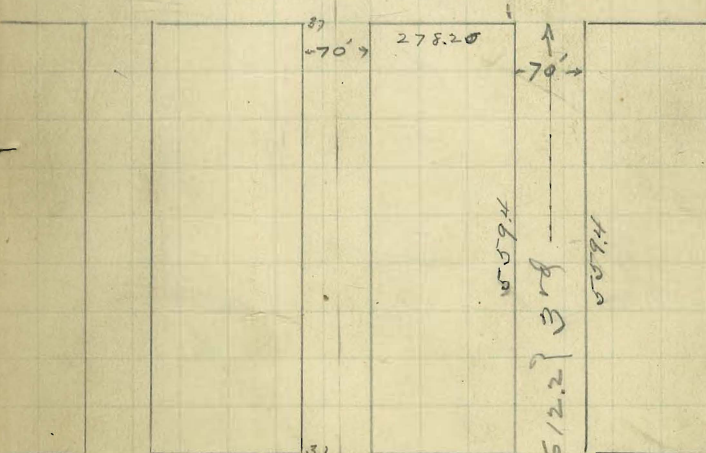
4/8/05  
Hutchinson  
Evans  
Westmore

6.229  
5.897  
71.55

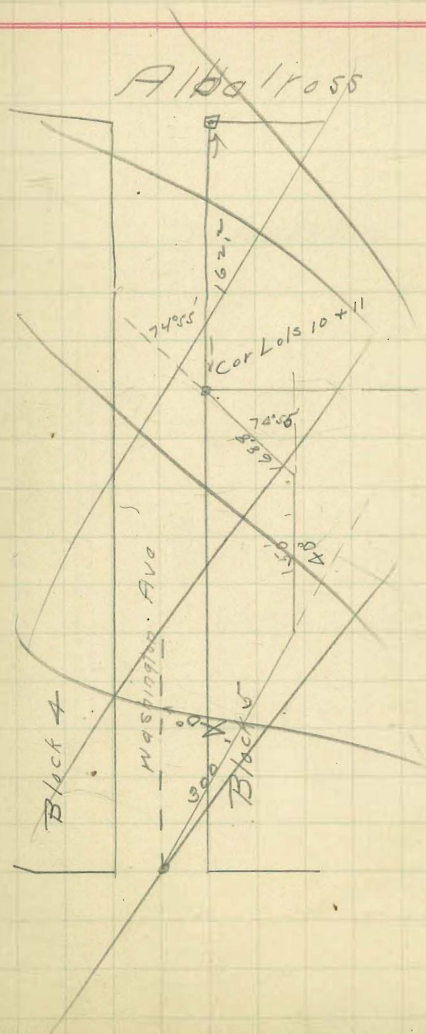
13

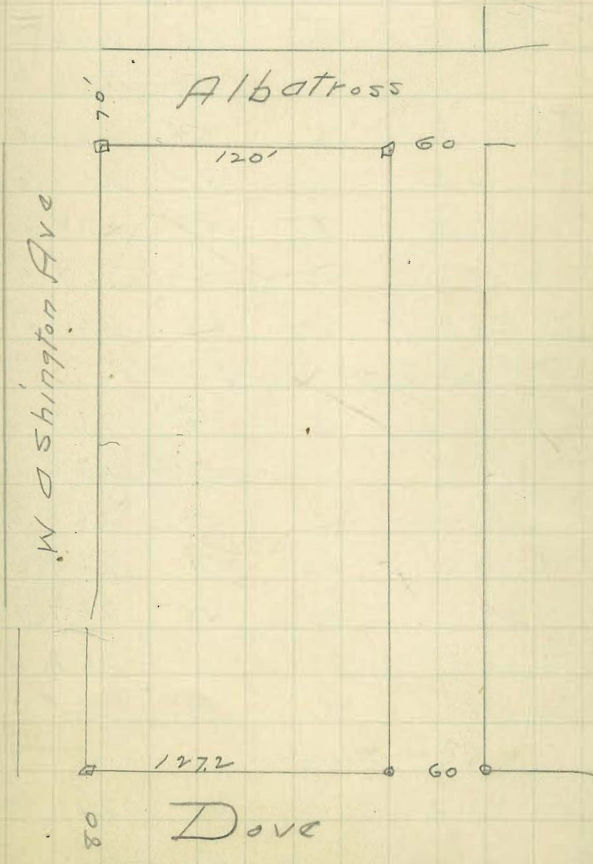


Washington









Line No. 2  
Dove Street.

16

Station	Reading	Temperature	Notes
	6.80	273.24	266.44
			So Line of Washington
East L		39	269.3
-		43	268.9
A		54	267.8
Ch		54	267.8
A		54	267.8
-		57	267.5
W.L.		61	267.1
			25' S of Washington
W.L.		60	267.2
-		51	268.1
A		50	268.2
Ch		56	267.6
A		55	267.7
-		62	267.0
E.L.		58	267.4
			50' S of
E.L.		64	266.8
-		67	266.5
A		65	266.7
			70' S of
Ch		62	267.0
A		58	267.4
-		65	266.7
W.L.		65	266.7
			75' S of
W.L.		78	265.7
-		75	265.7
A		73	265.9
Ch		72	265.8
A		75	265.7
-		75	265.7
E.L.		73	265.9
			100' S of
E.L.		72	265.8
-		74	265.8
A		72	266.0
Ch		72	266.0
A		67	266.5
-		60	267.2
W.L.		65	266.7

(127.2 So of Washington) No Line of Proposed St <sup>s</sup>			
W.L.	27324	8.6	264.6
-		7.2	266.0
+		7.0	266.2
ct.		7.2	266.0
+		5.4	267.8
-		6.4	266.8
E.L.		7.4	265.8
No Curt Line			
E.L.		7.0	266.2
-		6.8	266.4
+		6.8	266.4
ct.		7.3	265.9
+		6.8	266.4
-		6.9	266.3
W.L.		8.4	264.8
No 1/4 Line			
W.L.		8.0	265.2
-		8.1	265.1
+		7.0	266.2
ct.		7.1	266.1

+		6.9	266.3
-		7.2	266.0
East L		6.5	266.7
Center Line of proposed St,			
East L		6.4	266.8
-		7.1	266.1
+		7.0	266.2
ct.		6.9	266.3
+		7.1	266.1
-		8.4	264.8
W.L.		8.2	265.0
No 1/4 Line			
W.L.		9.0	264.2
-		8.7	264.5
+		7.9	265.3
ct.		6.5	266.7
+		6.8	266.4
-		7.7	266.0
E.L.		6.8	266.4

## Dove St.

So East Line			
East L	273.24	6.9	266.3
-		7.3	265.9
+		6.6	266.6
ct		6.0	267.2
+		7.6	265.6
-		8.4	264.8
W.L.		8.4	264.8

So Line			
W.L.		8.2	265.0
-		8.6	264.6
+		7.0	266.2
ct		6.4	266.8
+		6.7	266.5
-		6.5	266.7
East L		7.0	266.2

## Proposed Street

18

East Line of Dove (69.55 West of Alberta)			
W.L.	273.24	7.4	265.8
-		7.0	266.2
+		6.5	266.7
ct		6.4	266.8
+		6.8	266.4
-		6.9	266.3
So Line		7.0	266.2

67.5 West of Alberta			
So L.		6.5	266.7
-		7.0	266.2
+		6.5	266.7
ct		5.2	267.8
+		4.8	268.4
-		5.8	267.4
W.L.		6.9	266.3

650' West of Albatross			
M <sup>o</sup> Lm	27324	67	266.5
-		69	266.3
4		68	266.4
ct.		68	266.4
4		68	266.4
-		67	266.5
So Lm		54	267.8
625' West of			
So L.		57	267.5
-		65	266.7
4		62	267.0
ct.		54	267.8
4		59	267.3
-		67	267.0
M <sup>o</sup> Lm		52	268.0
600' West of			
M <sup>o</sup> Lm		62	267.0
-		62	267.0
4		58	267.4
ct.		55	267.7

-		57	267.5
-		64	266.8
So Lm		64	266.8
575' West of			
So L.		63	266.9
-		59	267.3
4		48	268.4
ct.		45	268.7
4		52	268.0
-		53	267.9
M <sup>o</sup> Lm		54	267.8
550' West of			
M <sup>o</sup> Lm		48	268.4
-		49	269.2
4		46	268.6
ct.		52	268.0
4		60	267.2
-		53	267.9
So Lm		45	268.7

	5-25' West of		
So L	77874	58	267.4
-		59	267.3
A		58	267.4
Ch		57	267.5
A		54	267.8
-		56	267.6
Mo L		58	267.4
	500' West of		
Mo L		62	267.0
-		59	267.3
A		56	267.6
Ch		57	267.5
A		57	268.2
-		51	268.1
So L		57	267.5
	475' West of		
Mo L		56	267.6
-		53	267.9
A		48	268.4
Ch		46	268.6

A	53	267.9
-	60	267.2
Mo L	61	267.1
	450' West of	
Mo L	57	267.5
-	57	267.5
A	42	269.0
Ch	41	269.1
A	42	269.0
-	43	268.9
So L	52	268.0
	425' West of	
Mo L	50	268.2
-	45	268.7
A	49	268.3
Ch	54	267.8
A	58	267.4
-	58	267.4
Mo L	59	267.3

400' West of

M <sup>o</sup> Line	27274	49	268.3
-		52	267.6
4		69	267.2
ct.		58	267.4
4		53	267.9
-		50	268.2
Re Line		57	268.0

375' West

Re Line		61	267.1
-		62	267.0
4		63	266.9
ct.		65	266.7
4		63	266.9
-		66	266.6
M <sup>o</sup> Line		68	266.4
592	272.78	638	266.86

350' West of Albations

M <sup>o</sup> Line	27278	95	263.3
-		81	264.7
4		72	265.6
ct.		69	265.9
4		65	266.3
-		65	266.3
Re Line		65	266.3

325' West of

Re Line		62	266.6
-		66	266.2
4		75	265.3
ct.		80	264.8
4		94	263.4
-		104	262.4
M <sup>o</sup> Line		119	260.9



300' WEST of			
M <sup>o</sup> Lms	272.78	14.2	258.6
-		11.7	261.1
A		10.0	262.8
Ch		8.6	264.2
A		7.5	265.3
-		7.2	265.6
SoL		6.6	266.2
275' WEST of			
SoL		6.2	266.6
-		6.7	266.1
A		7.2	265.6
Ch		7.9	264.9
A		9.1	263.7
-		10.6	262.2
M <sup>o</sup> Lms		12.8	260.0
250' WEST of			
M <sup>o</sup> Lms		7.2	265.6
-		7.1	265.7
A		6.4	266.4
Ch		7.0	265.8

A	5.8	267.0
-	5.6	267.2
SoL	5.5	267.3
225' WEST of		
SoL	4.8	268.0
-	5.2	267.6
A	5.0	267.8
Ch	5.0	267.8
A	5.2	267.6
-	4.7	268.1
M <sup>o</sup> Lms	5.0	267.8
200' WEST of		
M <sup>o</sup> Lms	3.6	269.2
-	3.3	269.5
A	3.5	269.3
Ch	3.8	269.0
A	3.6	269.2
-	3.4	269.4
SoL	3.3	269.5

175' West of			
No Line	27221	1.8	271.0
-		1.6	271.2
4		2.3	270.5
Ct.		2.4	270.4
4		1.7	271.6
-		1.4	271.4
M <sup>o</sup> Line		1.8	271.0
8.84	279.40	2.22	270.56
150' West of			
M <sup>o</sup> Line		6.9	272.5
-		7.0	272.4
4		7.1	272.3
Ct.		7.7	271.7
4		7.9	271.5
-		7.5	271.9
No L		7.0	272.4

125' West of		
No Line	6.6	272.8
-	6.8	272.6
4	7.3	272.1
Ct.	6.5	272.8
4	6.6	272.8
-	6.9	272.5
M <sup>o</sup> Line	6.7	272.7
100' West of		
M <sup>o</sup> Line	5.9	273.5
-	6.0	273.4
4	6.0	273.4
Ct.	6.0	273.4
4	5.9	273.5
-	5.9	273.5
No Line	5.8	273.6

## Proposed Street

24

75' West of			
No L	279.40	54	274.0
-		55	273.9
A		54	274.0
Et		55	273.9
A		53	274.1
-		52	274.0
M <sup>o</sup> L		53	274.1

50' West of			
M <sup>o</sup> Line		51	274.3
-		52	274.0
A		53	274.1
Et		51	274.3
A		52	274.2
-		51	274.3
No Line		50	274.4

25' West of		
No Line	48	274.6
-	49	274.5
A	49	274.5
Et	51	274.3
A	52	274.2
-	50	274.4
M <sup>o</sup> Line	51	274.3

(0) West Line of Albatross		
No L	45	274.9
-	45	274.9
A	45	274.9
Et	47	274.7
A	52	274.2
-	51	274.3
No Line	50	274.1

So Line of Proposed St.			
W.L.	279.40	53	274.1
-		51	274.3
4		49	274.5
Ch		52	274.2
4		51	274.3
-		49	274.5
E.L.		49	274.5
So Curt Line			
E.L.		44	275.0
-		47	274.7
4		51	274.3
Ch		53	274.1
4		49	274.5
-		50	274.4
W.L.		51	274.3

So 1/4 Line of		
W.L.	51	274.3
-	49	274.5
4	50	274.4
Ch	53	274.1
4	50	274.4
-	51	274.3
East L	49	274.5
Center Line		
East L.	46	274.8
-	47	274.7
4	48	274.6
Ch	49	274.5
4	46	274.8
-	48	274.6
West L	47	274.7

No 44 Line of		
W.L.	45	274.9
-	47	274.7
A	47	275.2
CX	45	274.9
A	44	275.0
-	43	275.1
East line	43	275.1
No Curt Line		
East S	40	275.4
-	41	275.3
A	42	275.2
CX	42	275.2
A	42	275.2
-	46	274.8
W.L.	45	274.9

No Line (120' So of Washington Albatross)		
W.L.	45	274.9
-	45	274.9
A	44	275.0
CX	43	275.2
A	43	275.2
-	39	275.5
W.L.	37	275.7
100' So of Washington		
W.L.	35	275.9
-	39	275.5
A	47	275.2
CX	48	275.1
A	44	275.0
-	45	274.9
E.L.	46	274.8

## 75' East Washington

M.L.	279.40	4.2	275.2
-		3.8	275.6
A		3.6	275.8
CT		3.3	276.1
A		3.4	276.0
-		3.5	275.9
East L		3.4	276.0

## 50' East

East R		2.5	276.9
-		2.5	276.9
A		2.6	276.8
CT		2.6	276.8
A		3.1	276.3
-		3.4	276.0
M.L.		3.8	275.6

## 25' East

M.L.	279.40	2.5	276.9
-		2.6	276.8
A		2.4	277.0
CT		2.1	277.3
A		1.6	277.8
-		1.8	277.6
E.L.		1.3	278.1

## 50' Line of Washington

E.L.		1.0	278.4
-		1.2	278.2
A		0.9	278.5
CT		1.1	278.3
A		1.5	277.9
-		2.1	277.3
West Line		2.2	277.2
		1.4	278.2

$$\begin{array}{r} 1305 \\ 60 \\ \hline 18800 \end{array}$$

$$\begin{array}{r} 244 \\ 232 \\ \hline 676 \end{array}$$

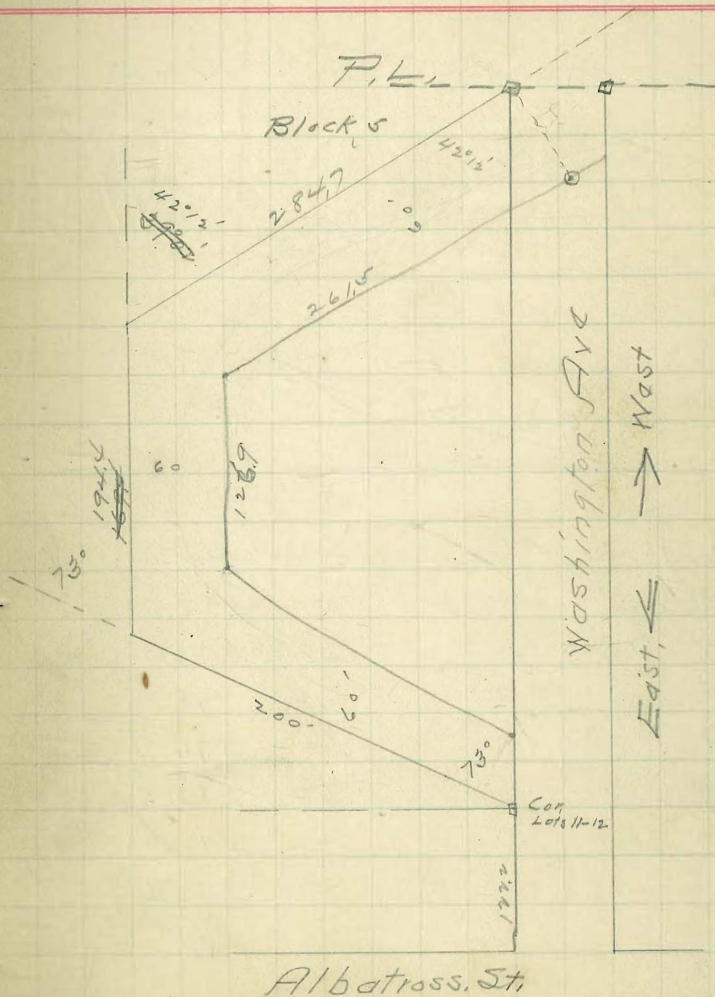
$$\begin{array}{r} 1744 \\ 676 \\ \hline 1268 \end{array}$$

$$\begin{array}{r} 2615 \\ 82 \\ \hline 2847 \end{array}$$

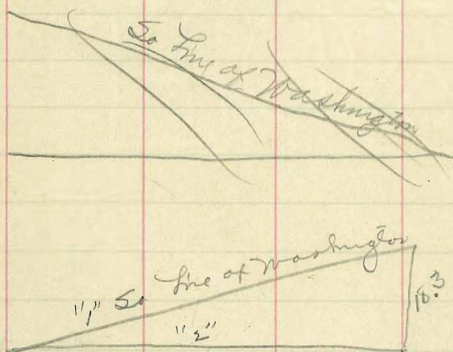
$$\begin{array}{r} 125 \\ 200 \\ \hline \end{array}$$

28

Canon Lms  
 2/24/05  
 Hatchson  
 Coant  
 Wetmore



1.52 279,78 278,26



	So Line of Washington		
(1)			
E.L.	279,78	5,0	274.8
-		4,3	275.5
4		4,4	275.4
CX.		5,1	274.7
4		6,2	273.6
-		7,0	272.8
M.L.		7,7	272.1

"2" Stat 0 on Inside Line

WEST Line	7,7	272.1
-	7,4	272.4
4	6,9	272.9
CX.	6,6	273.2
4	6,9	273.8
-	6,7	273.1
E.L.	5,8	274.0

0+327 Measured on Inside Line

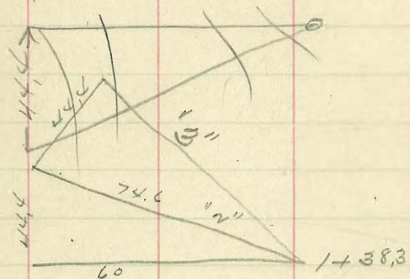
E.L.	6,7	273.1
-	6,3	273.5
4	6,9	273.8
CX	7,3	272.5
4	7,1	272.7
-	6,9	272.9
M.L.	7,9	272.8



0+57.7			
M.L.	279.78	9.3	270.5
-		8.0	271.8
4		6.9	272.9
Ct.		7.1	272.7
4		7.7	272.1
-		7.2	272.6
East		6.8	273.0
0+82.7			
E.L.		<del>61</del>	273.7
-		74	272.4
4		80	271.8
Ct.		84	271.4
4		86	271.2
-		86	271.2
M.L.		9.2	270.6

1+07.7			
M.L.		9.9	269.9
-		8.8	271.0
4		8.8	271.0
Ct.		9.4	270.4
4		8.6	271.2
-		7.8	272.0
E.L.		7.6	272.2
1+32.7			
E.L.		9.0	270.8
-		8.4	271.4
4		8.3	271.5
Ct.		8.9	270.9
4		10.4	269.4
-		11.1	268.7
M.L.		11.9	267.9

"1"	1+38.3		
M.L.		11.9	267.9
-		11.6	268.2
A		10.8	269.0
ct.		9.3	270.5
A		8.8	271.0
-		8.9	270.9
E.L.		9.0	270.8



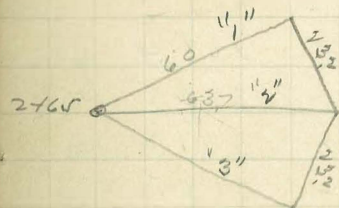
"2"	1+38.3	"74.6 <sup>wide</sup> <del>base</del> "	
(S.L.) So Line	279.78	9.1	270.7
-		9.8	270.5
A		9.9	269.9
ct.		10.5	269.3
A		11.5	268.3
-		11.4	268.4
M <sup>o</sup> Line		11.9	267.9

"3"	1+38.3		
M.L.		11.9	267.9
-		12.3	267.5
A		11.9	267.9
ct.		12.2	267.6
A		12.3	267.5
-		11.9	267.9
No L.		11.0	268.8
3.21	272.24	10.75	269.03

1+633			
So L	27224	44	267.8
-		49	267.3
A		52	267.0
ct		54	266.8
A		59	266.3
-		60	266.2
M <sup>o</sup> L		64	265.8
1+883			
M <sup>o</sup> L		97	262.5
-		82	264.0
A		73	264.9
ct		66	265.6
A		63	265.9
-		54	266.8
So L		46	267.6

2+133			
So L		58	266.4
-		61	266.1
A		64	265.8
ct		67	265.5
A		73	264.9
-		87	263.5
M <sup>o</sup> L		106	261.6
2+383			
M <sup>o</sup> L		88	263.4
-		84	263.8
A		71	265.1
ct		70	265.2
A		60	266.2
-		56	266.6
So L		52	267.0

2+633			
Dr L,		5,2	267.0
-		4,7	266.5
A		5,9	266.3
CX,		6,0	266.2
A		6,4	265.8
-		6,6	265.6
M <sup>o</sup> Lm		7,6	264.6
"1"	2+65		
M <sup>o</sup> L		7,3	264.9
-		6,4	265.8
A		6,3	265.9
CX,		5,7	266.5
A		5,6	266.6
-		5,3	266.9
Dr L,		4,5	267.7



"2" 2+65			
Dr L,		3,6	268.6
-		4,7	267.5
A		5,3	266.9
CX,		5,5	266.7
A		6,0	266.2
-		6,1	266.1
M <sup>o</sup> L		7,3	264.9
"3" 2+65			
M <sup>o</sup> L,		7,3	264.9
-		6,1	266.1
A		5,8	266.4
CX,		5,6	266.6
A		5,1	267.1
-		4,7	267.5
Dr L		4,5	267.7

2490

So L	272.24	3.8	268.4
-		4.7	267.5
A		5.0	267.2
Ch		4.7	267.5
A		4.8	267.4
-		6.3	265.9
M <sup>o</sup> L		6.8	265.7

315

M <sup>o</sup> Linc		5.7	266.5
-		5.0	267.2
A		4.3	267.9
Ch		4.5	267.7
A		4.8	267.4
-		4.8	267.4
So L		4.7	267.5

340

So L		4.8	267.4
-		4.0	268.2
A		4.7	267.5
Ch		4.9	267.3
A		5.4	266.8
-		5.4	266.8
M <sup>o</sup> L		5.4	266.8

365

M <sup>o</sup> L		6.5	265.6
-		6.0	266.2
A		5.7	266.5
Ch		5.3	266.9
A		4.4	267.8
-		4.1	268.1
So L		4.2	268.0

~~385~~ 390

So L.	27224	44	267.8
-		48	267.4
A		54	266.8
CX		57	266.5
A		61	266.1
-		71	265.1
M <sup>o</sup> L.		73	264.9

415

M <sup>o</sup> L.		83	263.9
-		69	265.3
A		60	266.2
CX		60	266.2
A		62	266.0
-		57	266.5
So L.		58	266.4

440

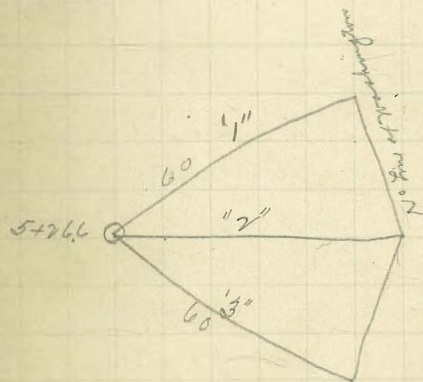
So L.		52	267.0
-		53	266.9
A		57	266.5
CX		67	265.5
A		71	265.1
-		78	264.4
M <sup>o</sup> L.		90	263.2

465

M <sup>o</sup> L.		106	261.6
-		97	262.5
A		81	264.1
CX		72	265.0
A		63	265.9
-		61	266.1
So L.		60	266.2

	490		
So. L.	63	265.9	
-	65	265.6	
A	7.2	265.0	
Ch.	7.8	264.4	
A	8.8	263.4	
-	10.6	261.6	
M. L.	11.5	260.7	
	515		
M. L.	13.0	259.2	
-	10.8	261.4	
A	8.9	263.3	
Ch.	7.7	264.5	
A	7.0	265.2	
-	6.4	265.8	
So. L.	6.4	265.8	

	"1"	5+266	
So. L.	6.1	266.1	
-	6.5	265.7	
A	6.9	265.3	
Ch.	8.2	264.0	
A	9.7	262.5	
-	11.2	261.0	
M. L.	14.0	258.2	



"Canon Line"

37

"2" 5+266			
M <sup>o</sup> L	272.24	133	258.9
-		11.2	261.8
4		9.7	262.5
ct.		7.9	264.3
4		6.9	265.3
-		6.4	265.8
SoL		6.2	266.0

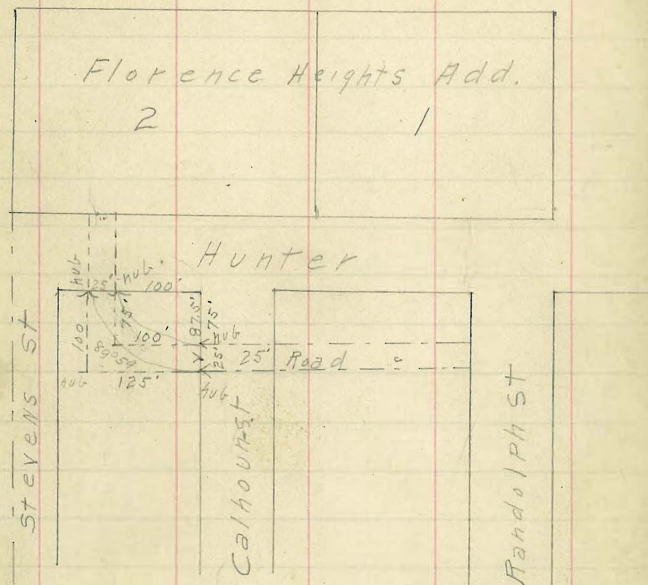
"3" 5+266			
SoL		6.7	266.0
-		6.4	265.8
4		6.7	265.5
ct.		7.5	264.7
4		8.6	263.6
-		10.1	262.1
M <sup>o</sup> L		10.9	261.3
		5.88	266.44



Survey for Proposed 25' St extending from  
w. line Calhoun St to S. line of Hunter

Dumble

Dorman 1/29/08  
Shaw



## Xsec of Intersection of Myrtle &amp; Indiana Sts.

B.M. spike SW Cor. Repres II + Indiana 300.98

2.46

303.44

7.06

296.38

7.93

303.81

old N.H. Myrtle

303.81

EL	11.0	292.5
Con. Curb	10.77	293.0
Gutter	11.6	292.2
1/4 2'	10.3	293.5
ER. East Track	10.3	293.5
WRW track	10.24	293.6
1/4 2' from	10.3	293.5
Gutter	10.3	293.5
cb	9.73	294.1
W/L	9.1	294.7

N.L. New Myrtle

W/L	5.2	298.6
cb	9.6	294.2
2' outside R	10.4	293.4
2' E Rail	10.6	293.2
cb	10.0	293.8
E Line	11.0	292.5

N.C. curb

EL	11.5	292.3
cb	10.2	293.6
2' E Rail	10.5	293.3

303.87

iW tail	10.4	293.4
cb	9.5	294.3
+5	8.0	295.8
WL	5.0	298.8
N 1/4		
WL	4.2	299.6
+13	6.1	297.7
cb	9.5	294.3
+2	10.5	293.3
iW tail	10.4	293.4
iE tail	10.5	293.3
cb	10.7	293.1
+7	10.2	293.6
EL	11.7	292.1
Center		
EL	12.1	291.7
+11	10.3	293.5
cb	10.2	293.6
iE tail	10.3	293.5
iW tail	10.4	293.4
Curb -3.0	10.3	293.5

	303.81		
cb		9.5	294.3
+9		3.9	299.9
WL		3.5	300.3
	S 1/4		
WL		3.0	300.8
+10		3.1	300.7
cb		9.8	294.0
+3'		10.7	293.1
2'W rail		10.4	293.4
1'E rail		10.2	293.6
cb		10.0	293.8
+10		10.8	293.3
EL		12.5	291.3
	S Curt		
EL		12.0	291.8
+8		10.8	293.0
cb		10.4	293.4
2'E rail		10.2	293.6
2'W rail		10.3	293.5
Curt -3		10.6	293.2
cb		9.8	294.0

	303.87		
+ 10		3.1	300.7
XL		2.7	301.1
	South Line		NEW Myrtle
WL		2.1	301.6
+ 10		3.1	300.7
cb		9.7	294.1
+ 3		10.9	292.9
i/w rail		10.3	293.5
i/rail		10.2	293.6
cb		10.3	293.5
+ 10		11.1	292.7
EL		12.1	291.7
	Sh old Myrtle		
EL		12.5	291.3
+ 11		10.9	292.9
cb		10.5	293.3
i/rail		10.4	293.4
Erail E.track		10.36	293.4
W/rail W.track		10.32	293.5
i/w rail		10.4	293.4
+ 2.5 foot wall		11.5	292.3

Yardage Figured  
 2/27/27  
 Book 7  
 Page 463

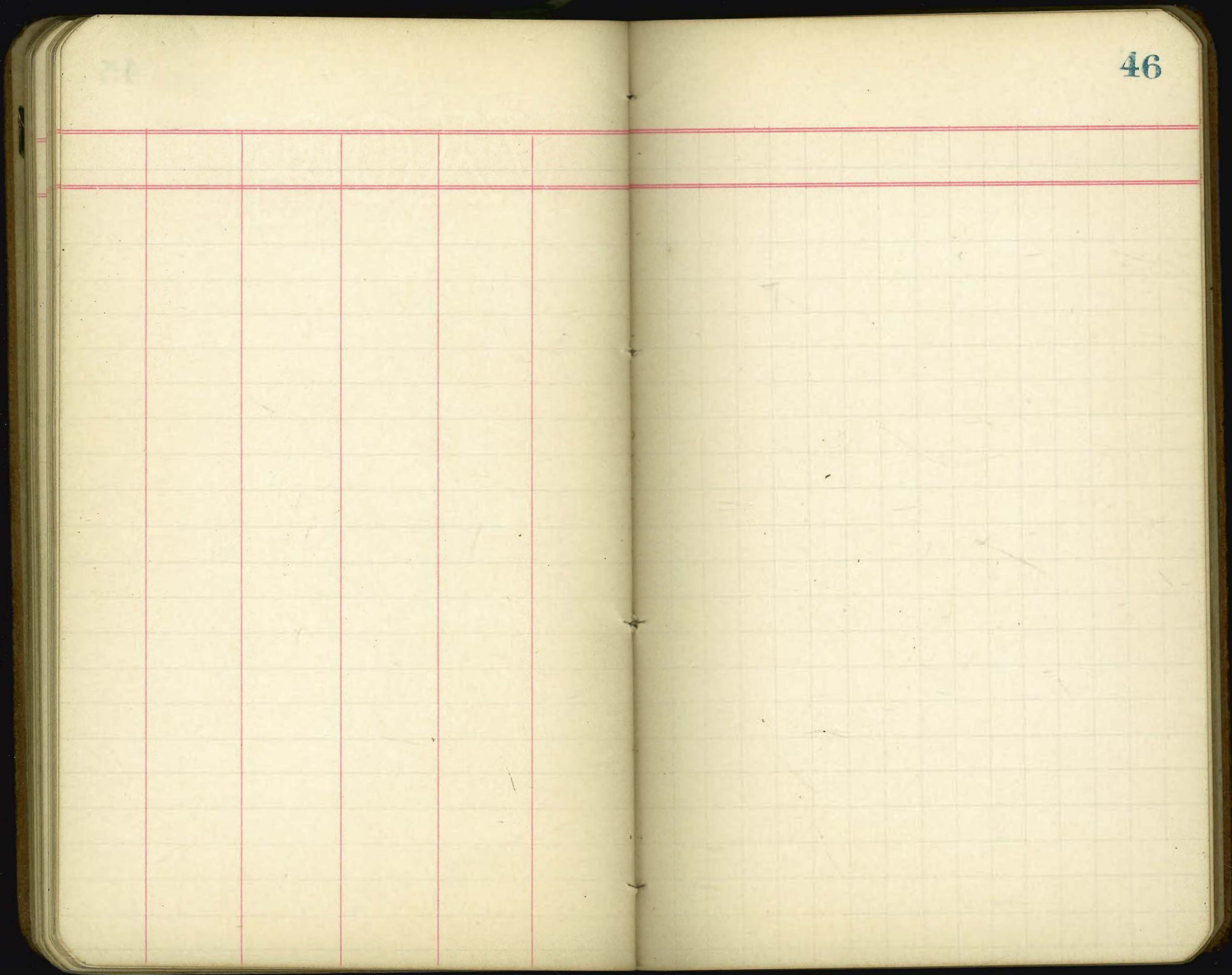
30387

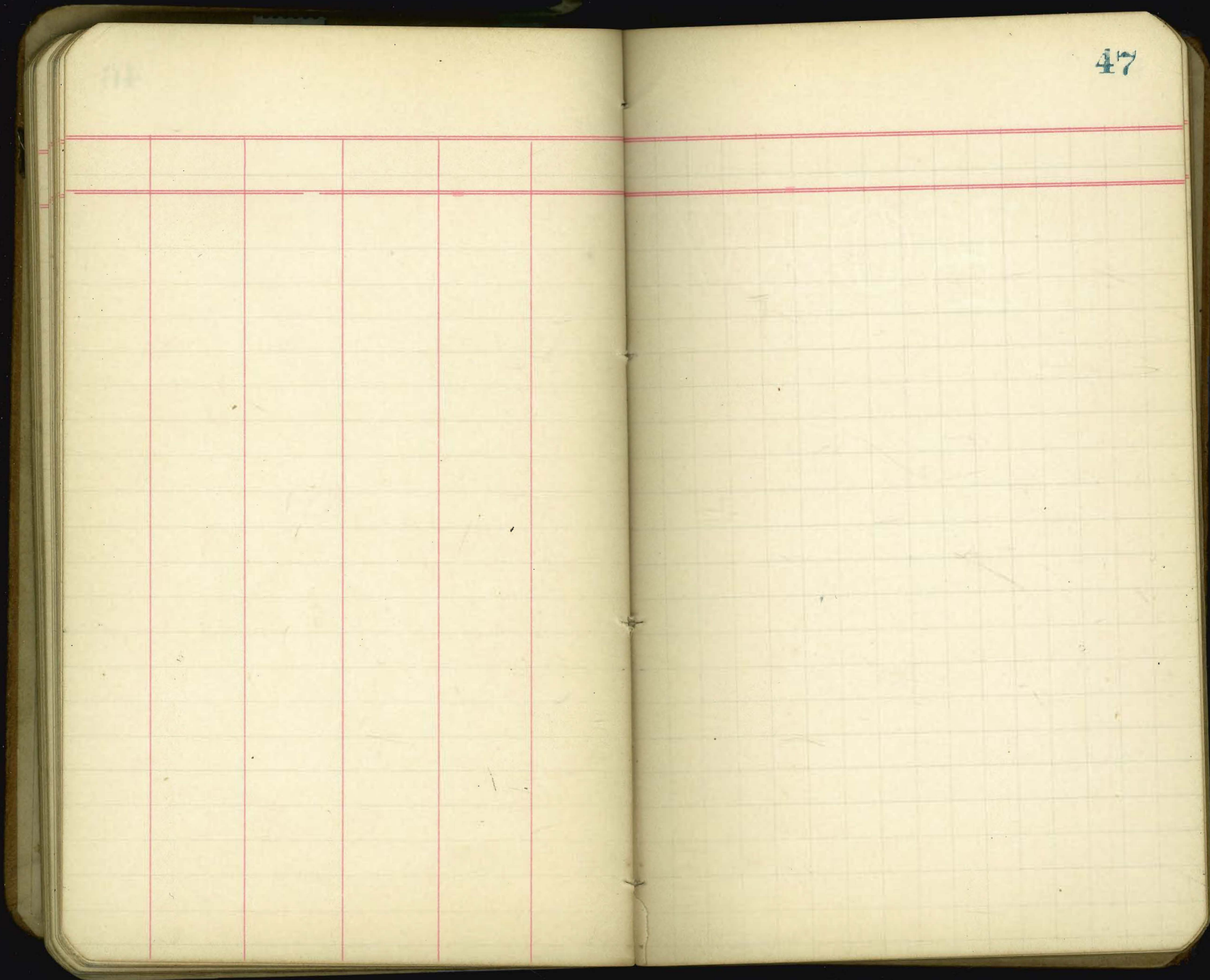
U		10.0	293.8
+ 13		3.2	300.6
WL		2.4	301.4
T.P. top	Hght. NE. Cor Indiana	Myrtle + 8.34	294.47

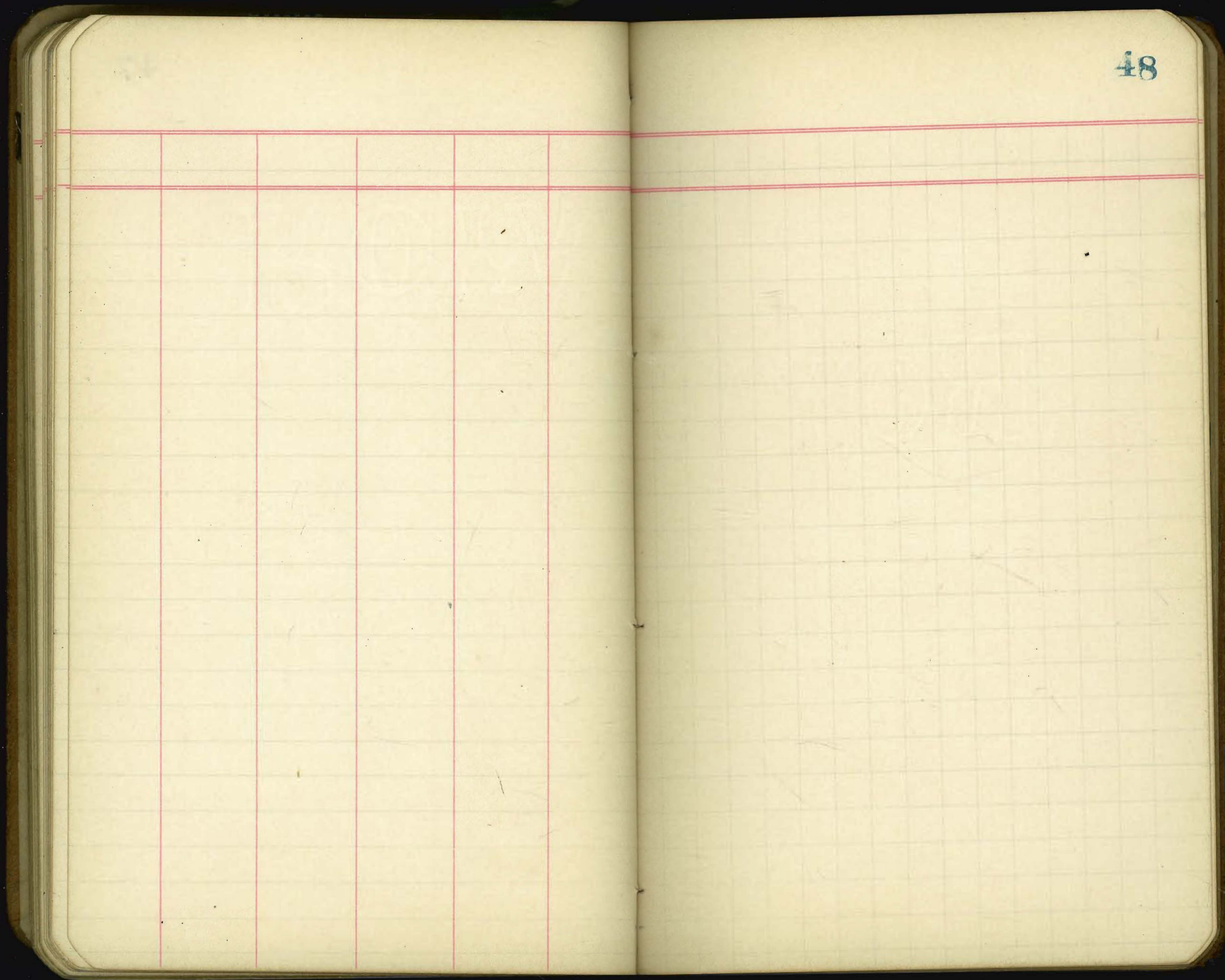






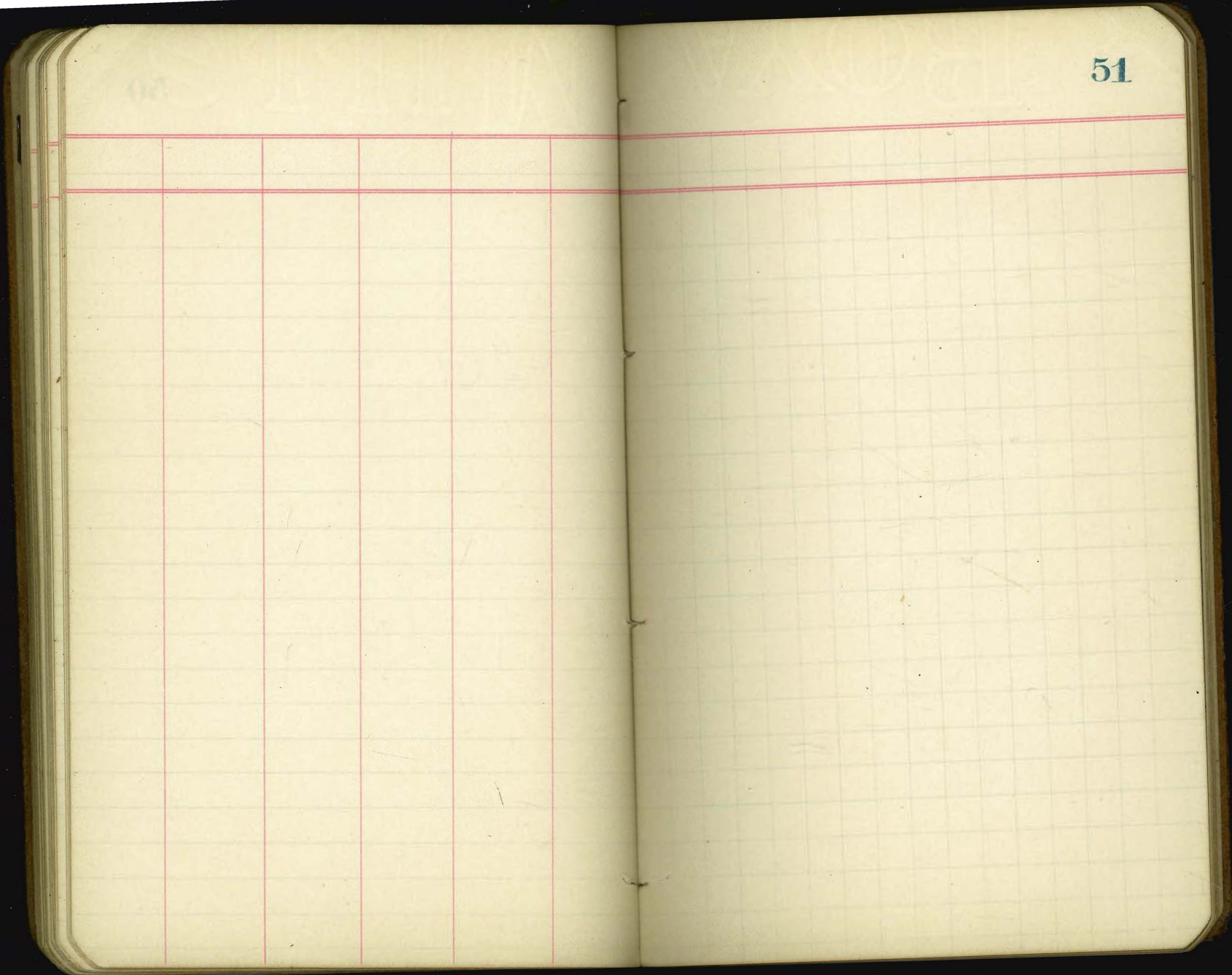






The image shows an open notebook with two pages. The left page is ruled with a vertical margin line on the left and a horizontal margin line near the top. Below these lines is a grid of 6 columns and 20 rows. The right page has a horizontal margin line near the top and a grid of 20 columns and 20 rows. The number '49' is printed in the top right corner of the right page. The notebook is bound in the center, and the pages are cream-colored.

The image shows an open notebook with two pages. The left page is a ledger page with a grid of 10 columns and 20 rows. The first column is significantly wider than the other nine columns. The right page is a standard grid page with 20 columns and 20 rows. The number '50' is printed in the top right corner of the right page. The notebook has a dark cover and is set against a black background.

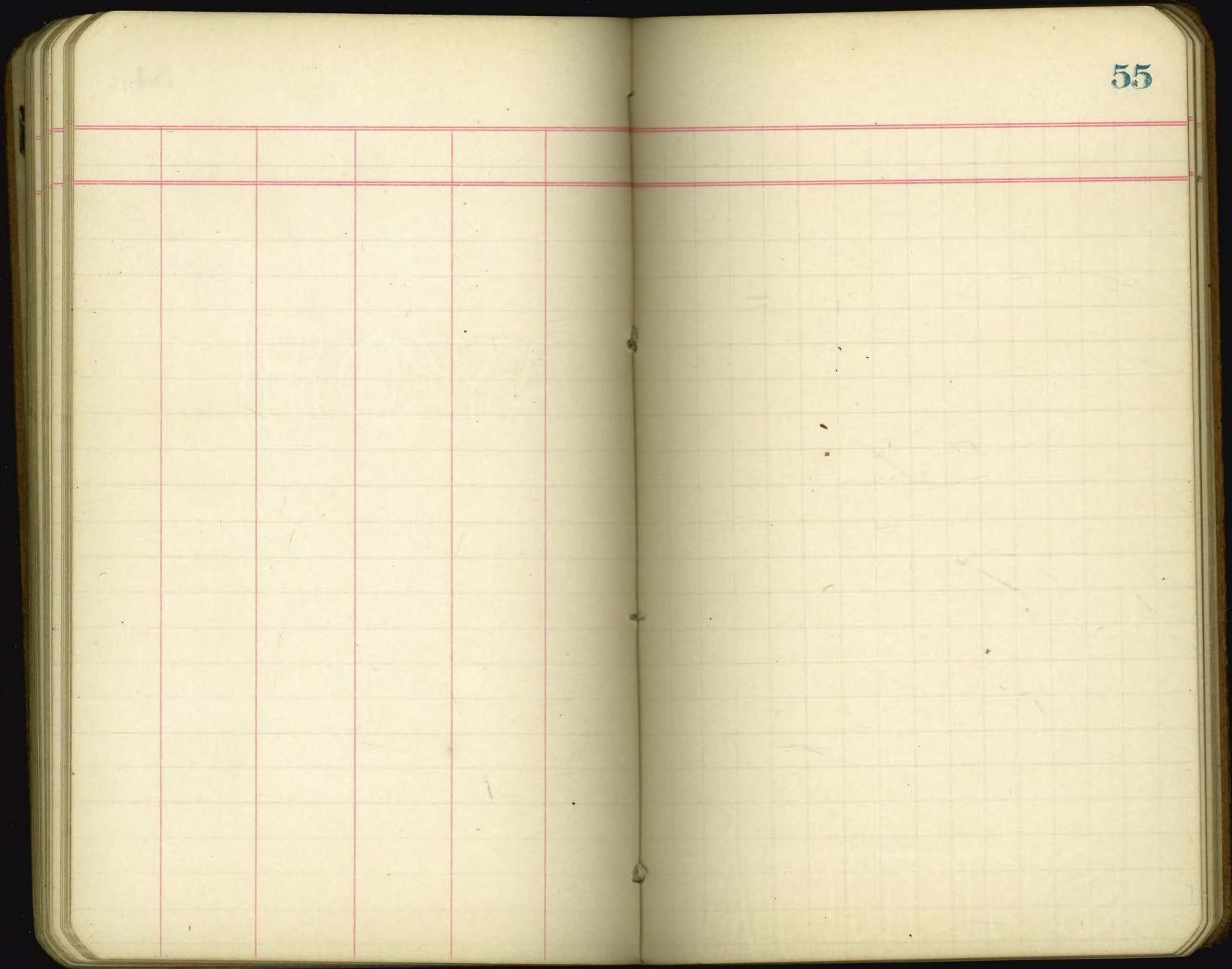


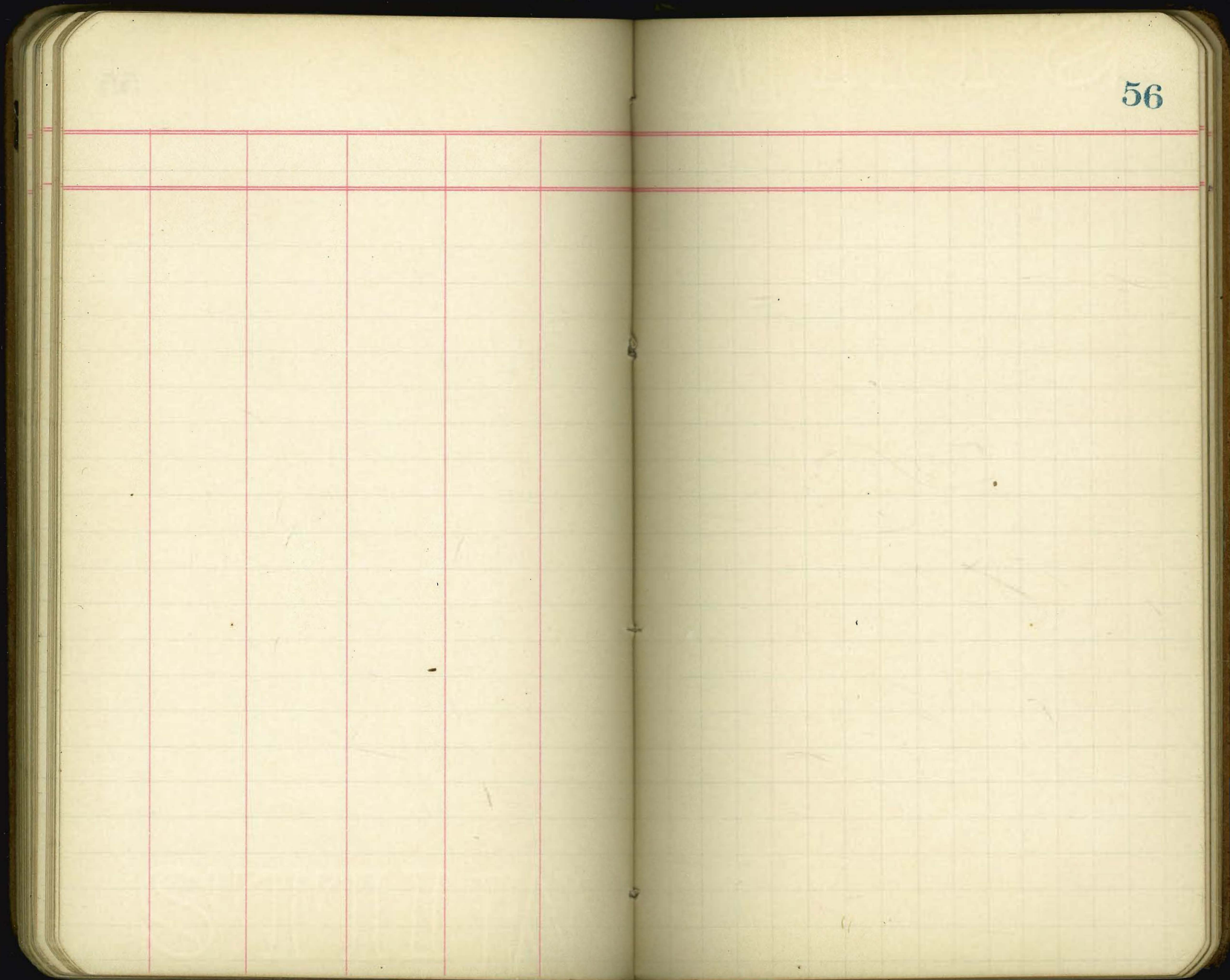
The image shows an open notebook with two pages. The left page is ruled with a grid of red lines, and the right page is ruled with a grid of blue lines. The number 52 is printed in the top right corner of the right page. The notebook is open to a blank page, and the pages are slightly aged and yellowed.















The image shows an open notebook with two pages. The left page is ruled with a grid of red lines, featuring a header section at the top. The right page is ruled with a grid of blue lines. The number 59 is printed in the top right corner of the right page. The notebook is placed on a dark background.

The image shows two pages from a notebook. The left page is numbered 55 and the right page is numbered 60. Both pages are ruled with a grid of red lines. The grid consists of 6 vertical columns and 20 horizontal rows. The lines are evenly spaced and cover most of the page area. The paper is a light cream color and shows some signs of age, such as slight discoloration and small dark spots. The notebook's binding is visible at the top and bottom edges.



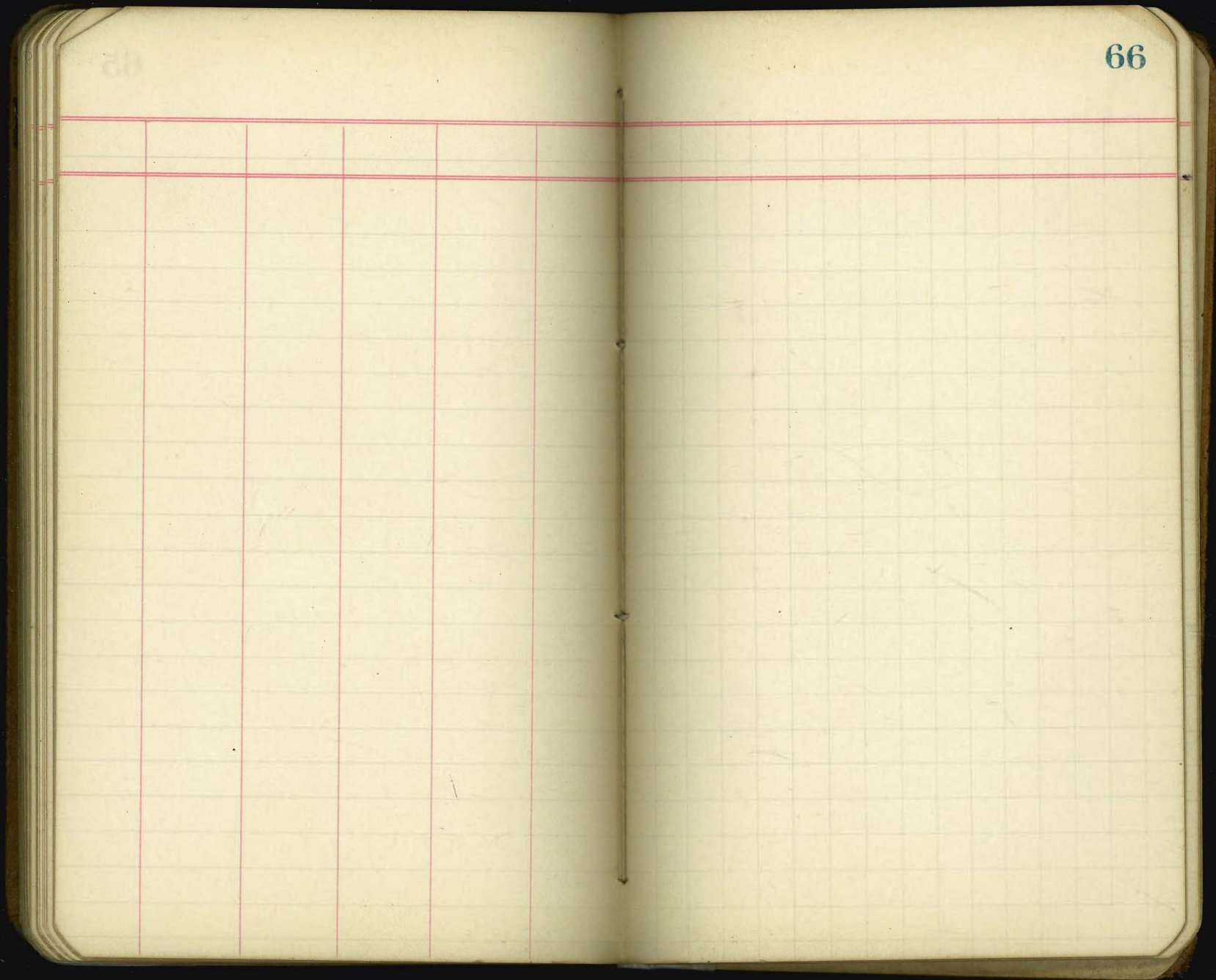


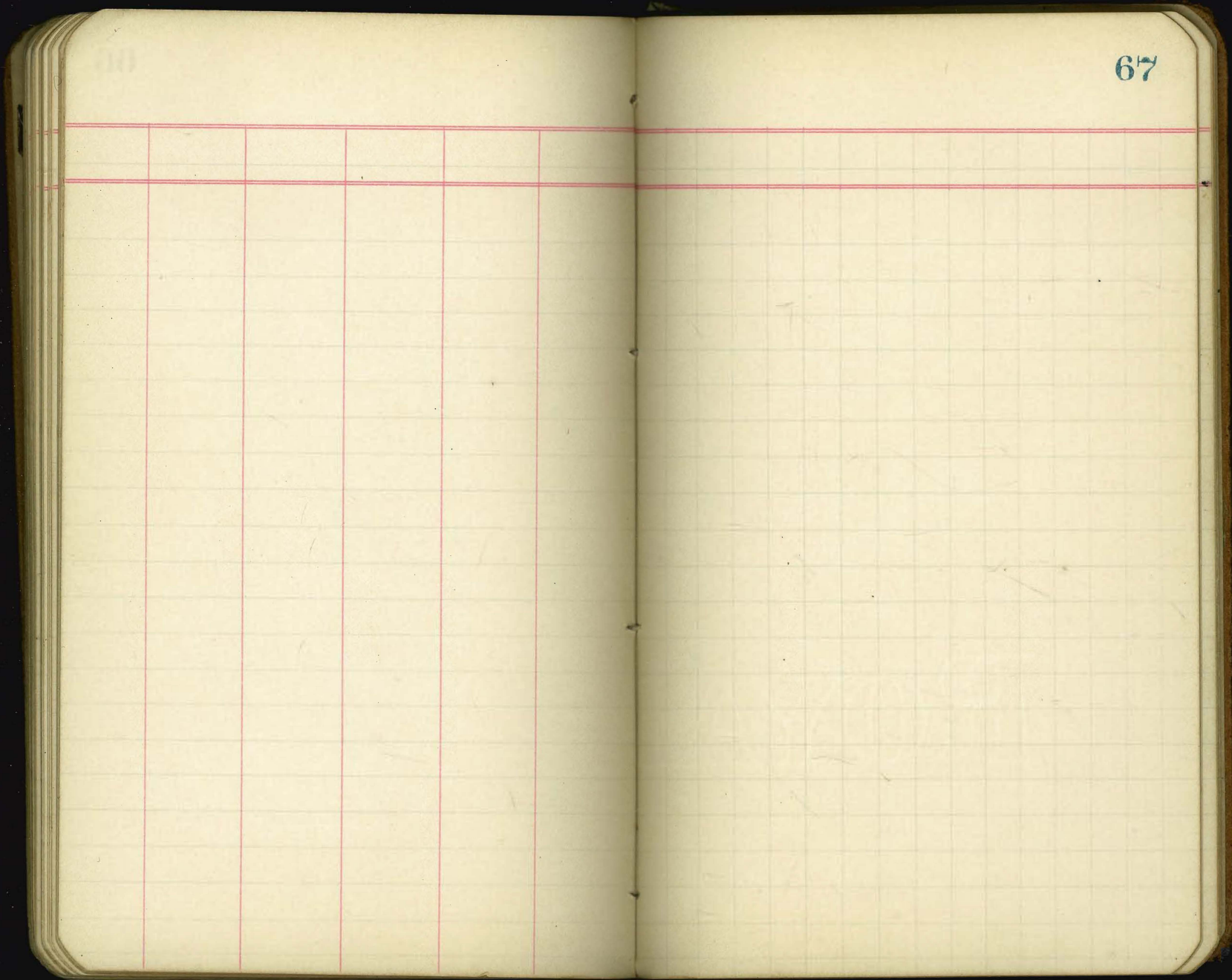


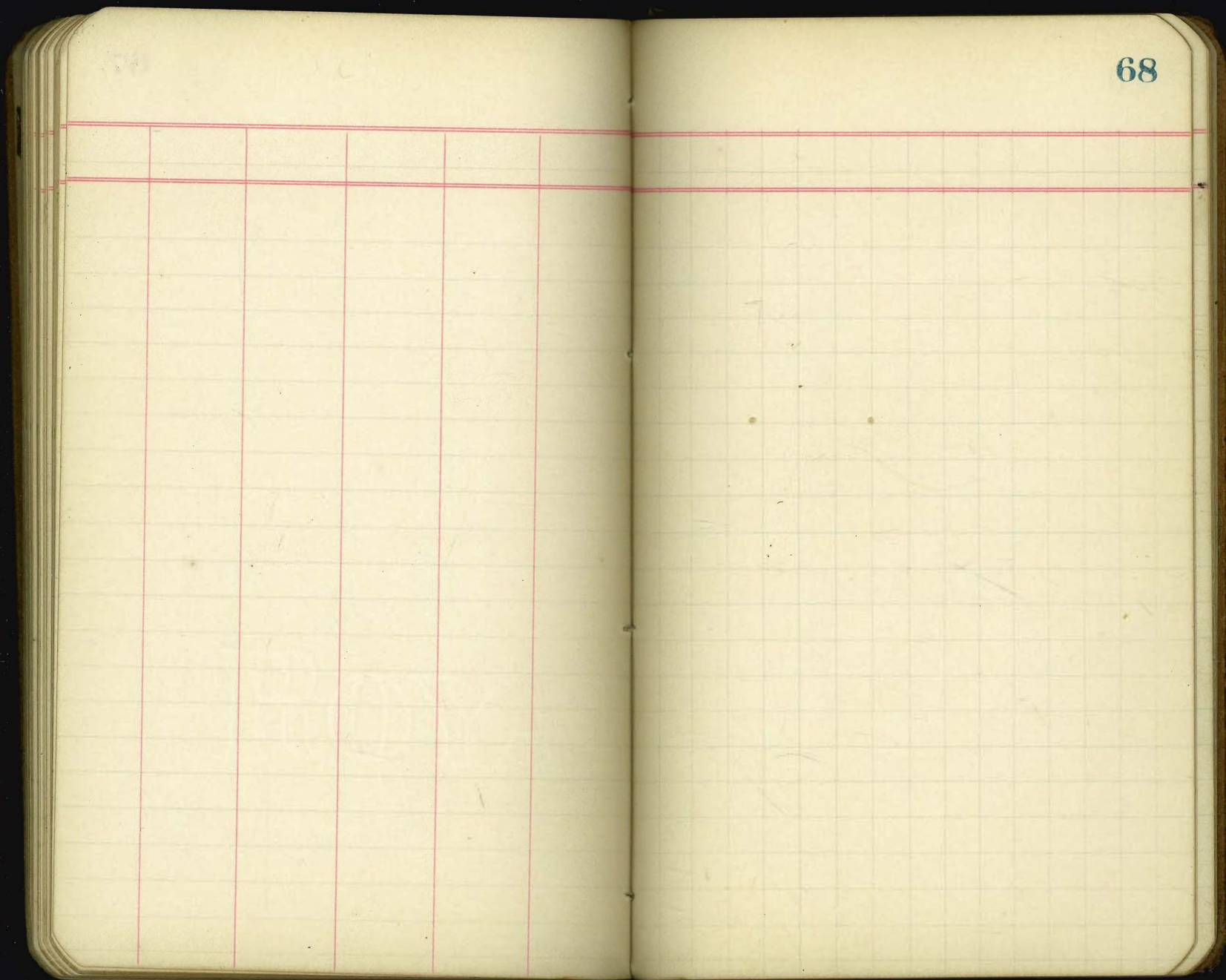


The image shows an open notebook with two pages. The left page is ruled with a grid of red lines, and the right page is ruled with a grid of blue lines. The number 64 is printed in the top right corner of the right page. The notebook is bound in the center, and the pages are slightly aged and yellowed.





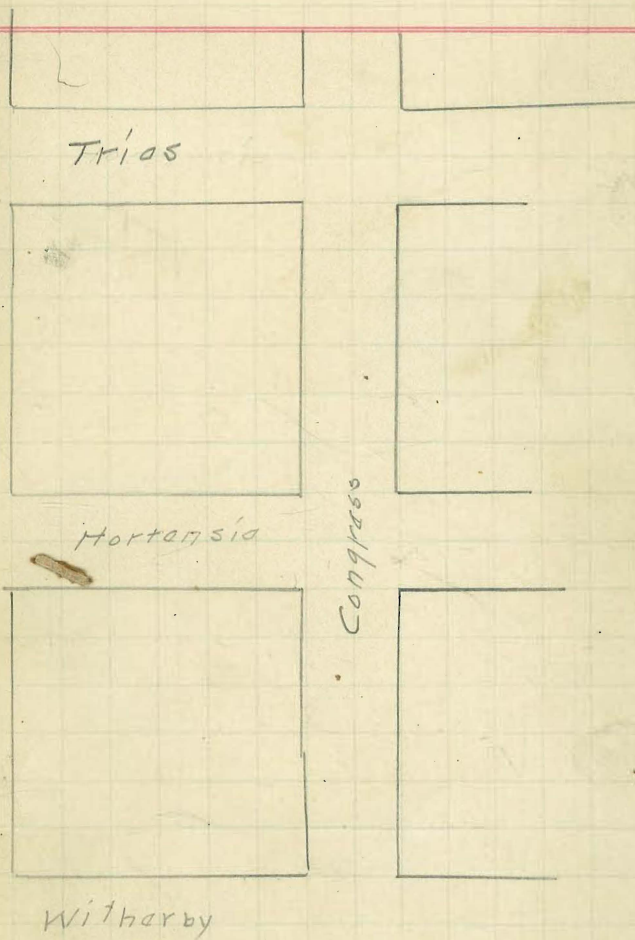
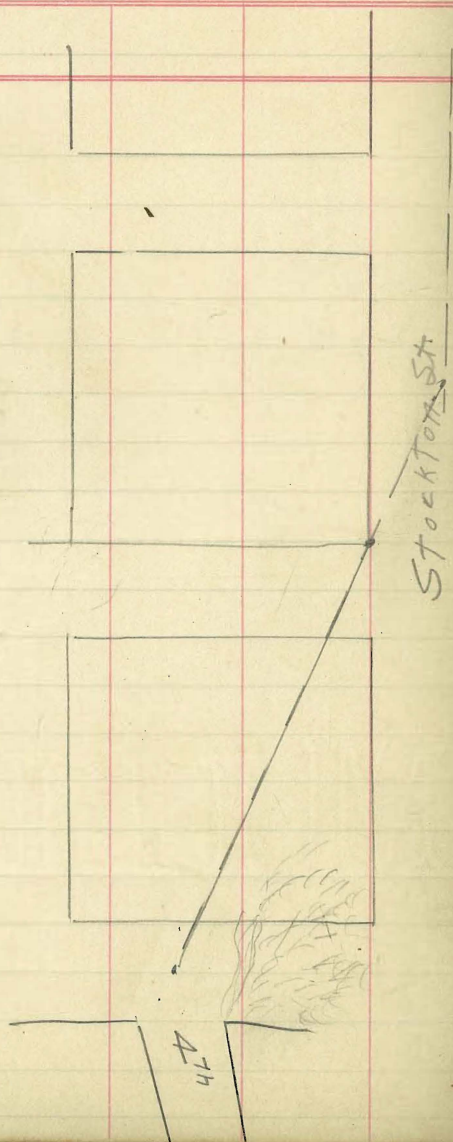


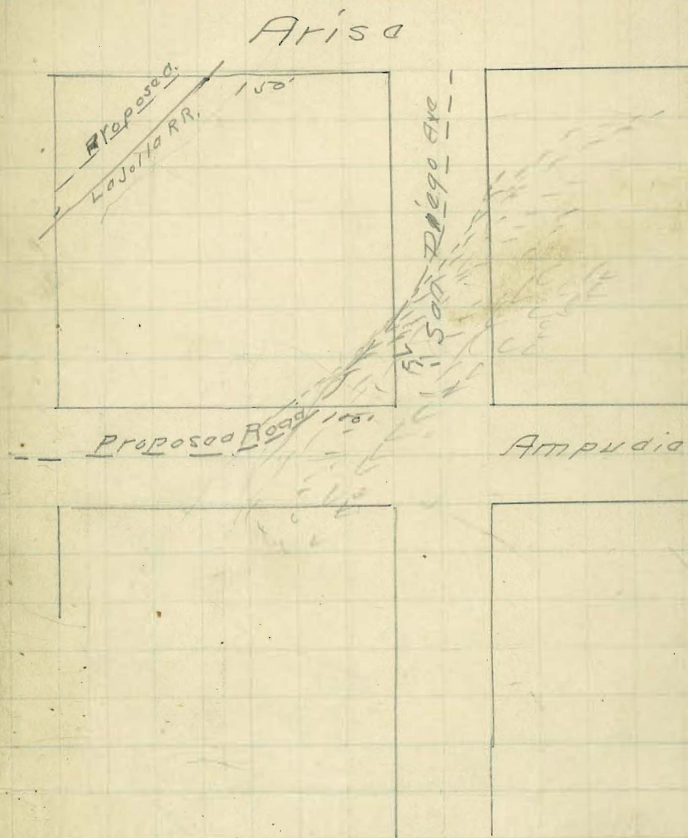
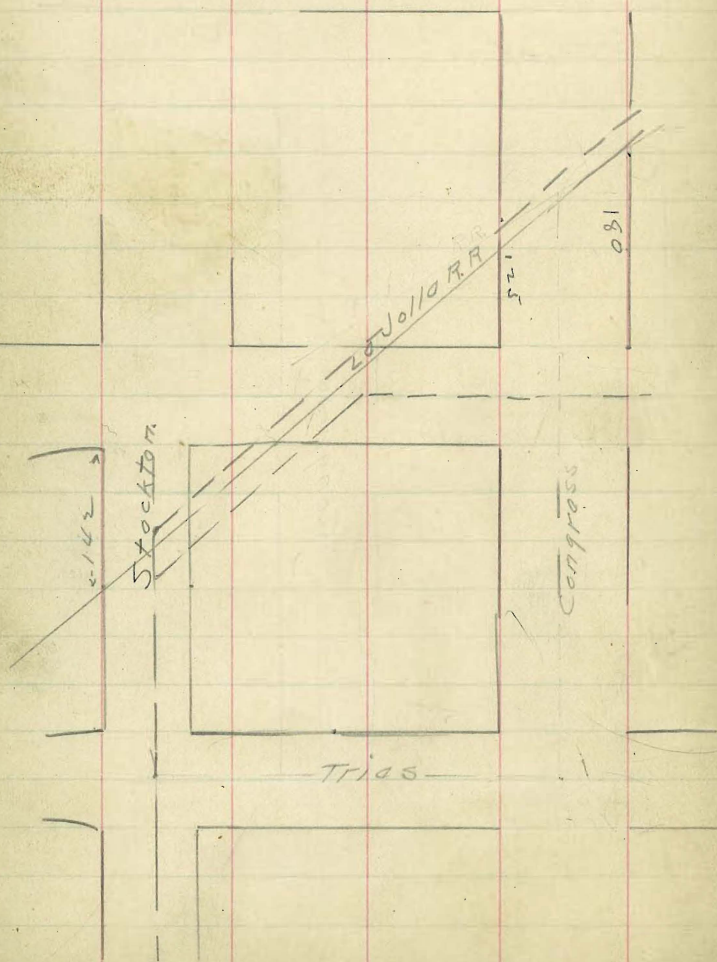












Aristo

Congress

Conde

San Diego Ave.

Proposed  
L. O. No. 70 - S. P.

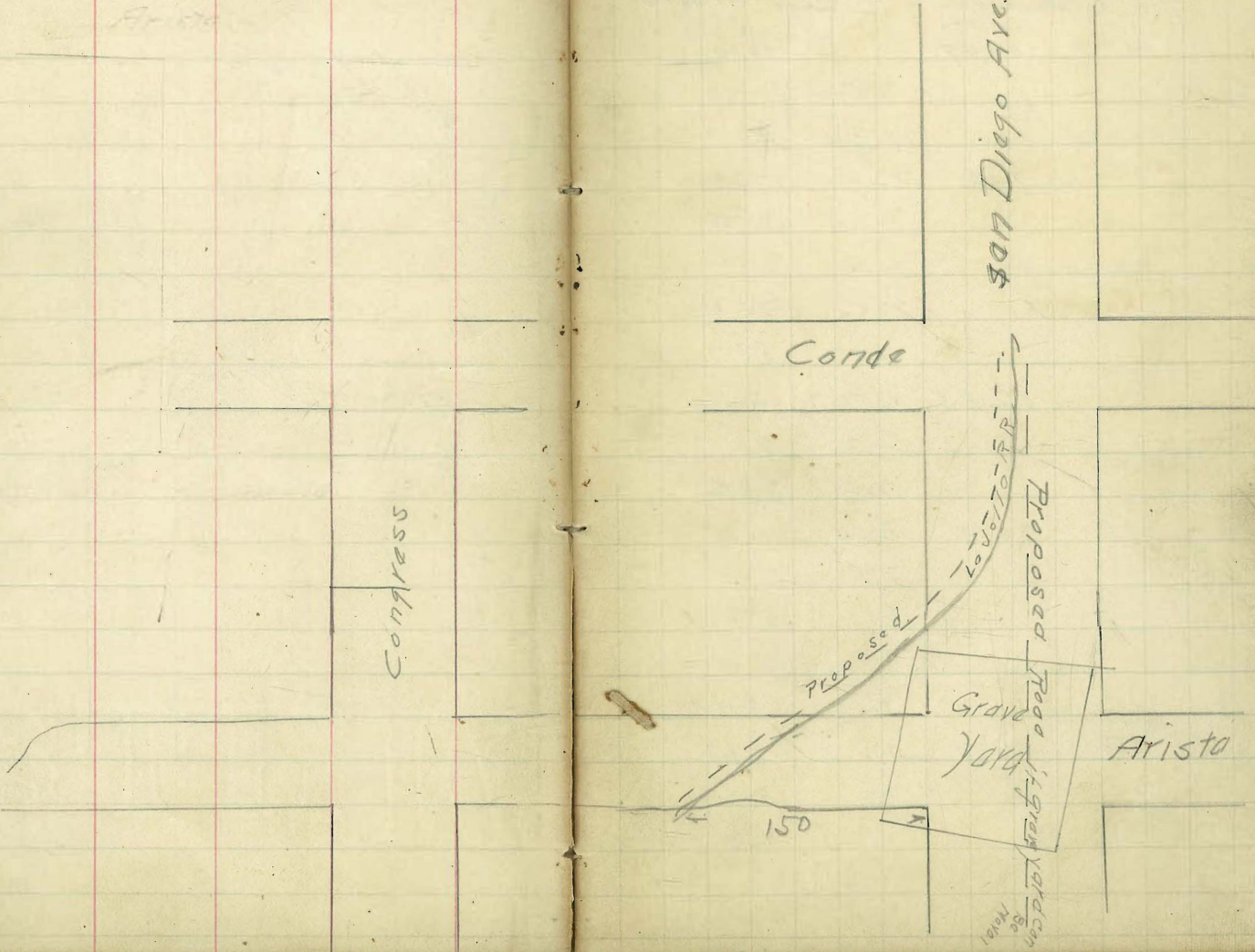
Proposed

Grave  
Yard

Aristo

150

Proposed  
L. O. No. 70 - S. P.



"C"  
Linda

6/4/04

74

	Assumed Elevation			
	4.49	104.49	100.00	
0			2.5	102.0
1			11.3	93.2
	2.14	94.37	12.26	92.23
2			7.0	87.4
3			10.2	84.2
4			10.8	83.5
5			10.7	83.7
	2.49	86.35	10.51	88.86
+60			4.3	82.0
6			7.2	79.2
	1.98	76.13	12.20	74.15
+60			7.7	68.4
7			8.1	68.0
8			8.2	67.9
9			8.1	68.0
	4.50	72.67	7.96	68.27
10			4.5	68.2
12			4.7	68.0
14			4.5	68.2
16			5.4	67.5

R	Slope	L
Down		
2.0	30' out	
1.0	30'	7.4 1.0 30 out
10'	30	1.0 30'
00	30	00 30.
00	30	

18

7267

4.7

68.0

445

68.22

"C"  
Alignment  
4/14/04

76

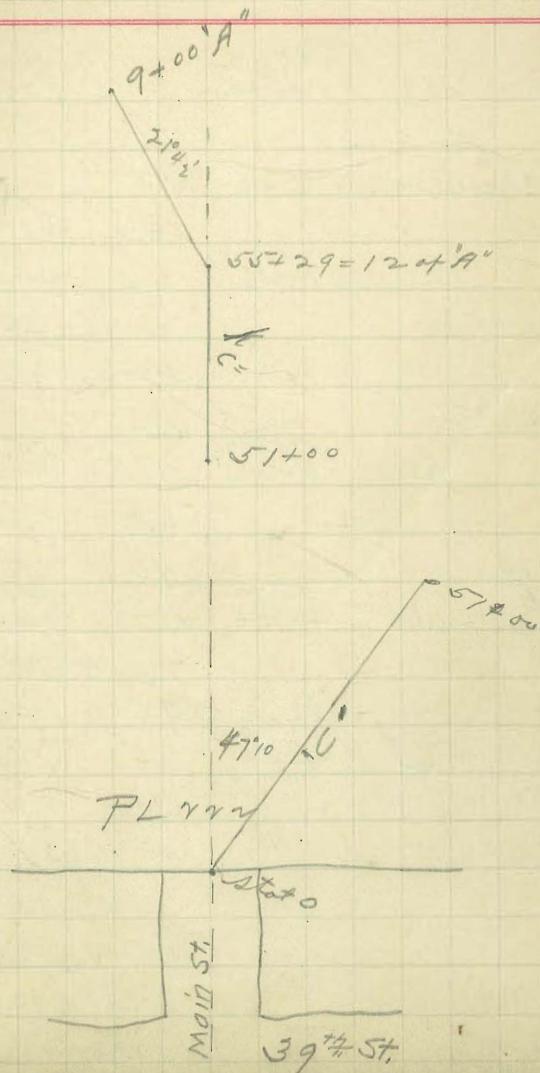
55+29 = Stat 12 of "A" Line

55+29 Δ 21°42' L

51+00 Δ 0°36' L

18 P.O.T.

0 Δ 47°10' R



"B" Line

2924

77

B.M.	6.72	77.02 <del>106.72</del>		70.30 <del>100.00</del>
0.			9.6	67.40
Wagon Road	8' R. 40.		5.0	72.0
+10			12.2	64.8
	1.87	66.76 <del>96.46</del>	12.13	64.89 <del>94.59</del>
+40			2.1	64.7
1			6.7	60.1
+70			11.6	55.2
	0.40	55.42 <del>55.12</del>	11.74	55.02 <del>84.72</del>
2			4.0	51.4
+70			9.6	45.8
I.P.	0.60	44.74 <del>74.24</del>	11.28	44.14 <del>73.84</del>
3			7.9	41.8
4			9.5	35.2
+80	2.60	34.83 <del>64.53</del>	12.51	32.23 <del>61.93</del>
+90			6.6	28.2
5			4.5	30.3
6			8.	26.8
+50			13.7	21.1
7			16.0	18.8
			15.6	19.2

Slope <sup>L</sup> down cut  
3.7-20'

3.3-20'

3.5-20'

3.0-40.

7.0 70.

Top of Rail To Jolla RR

1.0-40.

1.0-100.

4.0-100'

4.0-100.



8		3483 <del>4453</del> 27.90	10.5	24.3 24.05	
	3.85	<del>57.60</del>	10.78	53.75	
+60			2.3	25.6	
9			3.9	24.0	
+60			7.6	20.3	
10		17.76	11.9	16.0	
	1.45	<del>47.46</del>	11.58	16.32 <del>46.02</del>	
+25			5.8	12.0	
+55			11.2	6.6	
+65.6			9.46	7.3 <del>7.00</del>	
+70			10.7	7.6	
	2.16	10.29 <del>39.99</del>	9.63	8.13 <del>37.82</del>	
+90			10.2	0.1	
11			10.2	0.1	
12			12.3	-2.0	
Q.m.			116.4	-1.35 <del>48.35</del>	

L  
slope,  
BORN OUT.

4.0 100

1.3 - 100.

0.5 - 100

Top. of Rail St. Fd.

on Culvert at stat 105+15 of wallis notes  
Check.

"B"

6/14/04

79

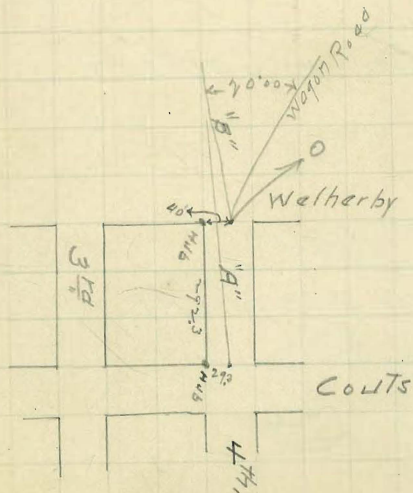
10+65.6 Center of St. Fe. RR

4+90.4 Center of La Jolla RR

4     $\Delta$     54°00    L

0     $\Delta$     1°00    L

to line Wetherby = start of "B" line



Line from Courts St.  
'A' June 11.

2200

80

Hull

13+89 Center of Santa Fe.

12 P.O.T.

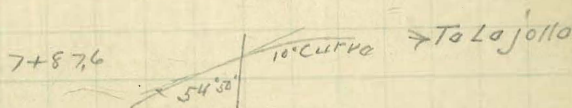
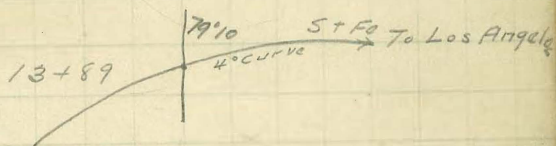
9 Δ 37°00 L

7+87.6 Center of La Jolla R.R.

7 Δ 75°00 L

0+07 Δ ~~1126~~ L

West line Courts St. 493 m<sup>m</sup> of ~~1126~~ R. Cor. = 0+07



"A"

6/14/64

81

R.M.		8076		7030	
0	10.46	<del>110.16</del>		<del>100.00</del>	Assume
1			1.7	79.0	
2			5.2	<del>78.8</del>	
				75.6	
			11.5	69.3	
3	1.99	70.15		68.16	
		<del>99.85</del>	12.60	97.86	
			7.7	62.5	
+35			8.6	61.6	
+85			11.5	58.7	
	0.66	59.60		<del>58.94</del>	
4		<del>89.30</del>	11.21	<del>88.64</del>	
			3.1	56.5	
+70			8.4	<del>86.2</del>	
5				51.2	
			11.5	49.1	
	1.00	48.42		77.8	
6		<del>78.12</del>	12.18	47.42	
			9.8	<del>77.62</del>	
+20				38.6	
			11.4	37.0	
	1.22	37.25		36.03	
7		<del>66.95</del>	14.09	<del>65.73</del>	
			4.1	33.2	
+75			8.7	28.6	
+87			6.8	30.4	
8			10.1	27.2	
+05			11.2	26.3	

M  
Hut 5, W. Cor, Center of ~~117~~  
Center of Wagon Road

Top of Rail.

9		3725		
		<del>6675</del>	134	23.9
		3095		25.08
	5.87	<del>6065</del>	12.17	54.78
+60			11.0	20.0
10			9.7	21.3
11			4.6	26.4
+50			3.5	27.5
12			3.5	27.5
13			11.4	19.6
	1.20	20.27		19.07
		<del>49.77</del>	11.88	<del>48.77</del>
<del>450</del>			7.5	14.8
+60			10.3	12.0
+75			12.7	10.1
		11.95		8.09
	3.26	<del>41.15</del>	12.18	37.79
+80			5.3	6.1
+89			3.5	27.9
+95			4.5	6.9
14			6.8	4.6
+10			11.1	00.3
15			12.0	+ 1.8

Goldmine

Butt

Block 46

Lots 21-22-23-24

25x100

Block 35

at Arnold + Cho

Top of Rail

Alkali Flat

386  
 23160

944) 6000 (63,7  
 5652  
 3480  
 2826  
 6520

3902  
 1931

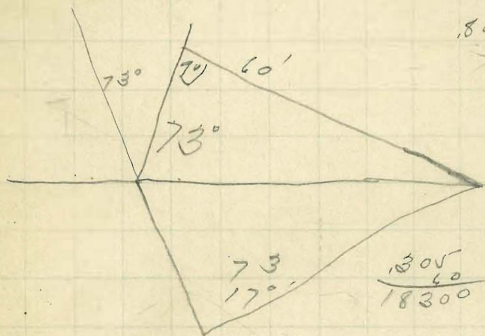
1354  
 60  
 21240

4212  
 2106

933) 6000 (64,3  
 5598  
 4020  
 3732  
 2880

174  
 60  
 4440

83  
 804) 6000 (746  
 5628  
 3720  
 316  
 5040

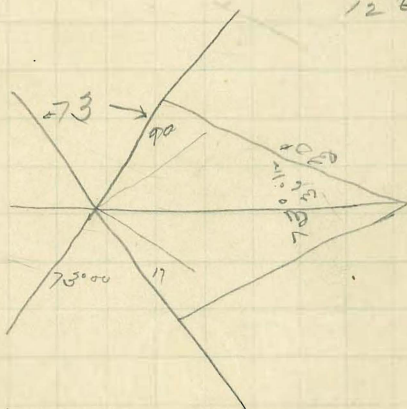


804) 3000 (373  
 2412  
 5880  
 5628  
 2520

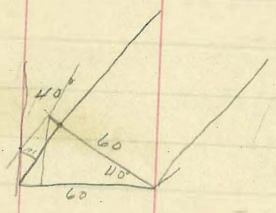
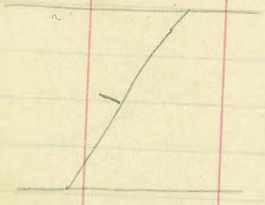
805  
 60  
 18300

12  
 11  
 12  
 12

90  
 3630  
 5330  
 73  
 12630



8726  
 9015  
 8945  
 9232  
 ---  
 000



14.00 / 23

$\frac{P}{H} = 1$

$\frac{R}{L}$

$\frac{B}{H} = 1$

766 / 4960

$\frac{H}{B} = 1$

$\frac{P}{H} = 1$

$\frac{R}{L}$

131

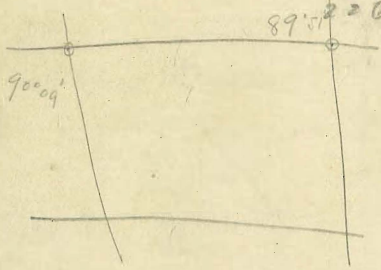
1320) 337.00  
 2640  
 7300  
 6600  
 7000  
 6600  
 4000

175  
 225  
 2425

330  
 140  
 13200  
 330  
 26200  
 114

235  
 114  
 1720  
 235  
 49590

6400  
 12800  
 20 38  
 320 32  
 700  
 689  
 3100



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

0027  
 1200  
 10  
 10

Return to City Engineers Office  
 City Hall, San Diego, Cal.  
 TRAVERSE TABLE FOR TRANSIT BOOK.

From 1° to 90° for a distance of 100.

Degrees.	DEGREES.		¼ DEGREE.		½ DEGREE.		¾ 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	89.29	45.01	63
27	89.10	45.40	88.90	45.79	88.70	46.17	88.50	46.56	62
28	88.29	46.95	88.09	47.33	87.88	47.72	87.67	48.10	61
29	87.46	48.48	87.25	48.86	87.04	49.24	86.82	49.62	60
30	86.60	50.00	86.38	50.38	86.16	50.75	85.94	51.13	59
31	85.72	51.50	85.49	51.88	85.26	52.25	85.04	52.62	58
32	84.80	52.99	84.57	53.36	84.34	53.73	84.10	54.10	57
33	83.87	54.46	83.63	54.83	83.39	55.19	83.15	55.56	56
34	82.90	55.92	82.66	56.28	82.41	56.64	82.16	57.00	55
35	81.92	57.36	81.66	57.71	81.41	58.07	81.16	58.42	54
36	80.90	58.78	80.64	59.13	80.39	59.48	80.13	59.83	53
37	79.86	60.18	79.60	60.53	79.34	60.88	79.07	61.22	52
38	78.80	61.57	78.53	61.91	78.26	62.25	77.99	62.59	51
39	77.71	62.93	77.44	63.27	77.16	63.61	76.88	63.94	50
40	76.60	64.28	76.32	64.61	76.04	64.94	75.76	65.28	49
41	75.47	65.61	75.18	65.93	74.90	66.26	74.61	66.59	48
42	74.31	66.91	74.02	67.24	73.73	67.56	73.43	67.88	47
43	73.14	68.20	72.84	68.52	72.54	68.84	72.24	69.15	46
44	71.93	69.47	71.63	69.78	71.33	70.09	71.02	70.40	45
45	70.71	70.71							
Degrees.	Dep.	Lat.	Dep.	Lat.	Dep.	Lat.	Dep.	Lat.	Degrees.
Degrees.	DEGREES.		¾ DEGREE.		½ DEGREE.		¼ DEGREE.		Degrees.

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