

1959



**LEON
CO.**

LEVEL BOOK

No. 381

1
9
5
9

21

79.1.16 4533
A Record of Well
Elevations taken by ~

C.S. Schwank

&

Elliott A. Wharton

Summer 1959

Florida Geological
Survey

Po Drawer 631

Tallahassee, Florida.

Notebook 59-1

①

 Instrument: C. Schwenk
 Rod: Whitton
 June 24, 1959

STA.	BS(+)	HI	FS(-)	Elev.
Bm #1	1.33	218.69		217.36
Tp ₁	9.08	224.79	2.98	215.71
Tp ₂	6.68	223.86	7.61	217.18
Tp ₃ (w)	1.67	221.77	3.76	220.10
Tp ₄	4.70	219.72	6.75	215.02
Tp ₅ (w)	3.70	219.69	3.73	215.99
Tp ₆	1.04	214.45	6.28	213.41
Tp ₇	8.10	216.21	6.34	208.11
Tp ₈	8.70	221.41	3.50	212.71
Tp ₉	8.63	228.16	1.88	219.53
Tp ₁₀	5.66	228.02	5.80	222.36
Tp ₁₁	3.00	220.53	10.49	217.53
Tp ₁₂ (w)	10.40	223.29	7.64	212.89
Tp ₁₃	6.05	228.92	0.42	222.87
Tp ₁₄	1.26	224.08	6.10	222.82
Tp ₁₅	2.38	216.26	10.20	213.88
Tp ₁₆	9.30	218.16	7.40	208.86
Tp ₁₇	2.20	217.05	3.31	214.85
Tp ₁₈	2.17	216.94	2.28	214.71
Tp ₁₉ (w)	3.07	216.20	3.81	213.13
Tp ₂₀	11.02	226.27	0.95	215.25
Bm #1			8.75	217.52

$$\Sigma BS = 110.14$$

$$\Sigma FS = 109.98$$

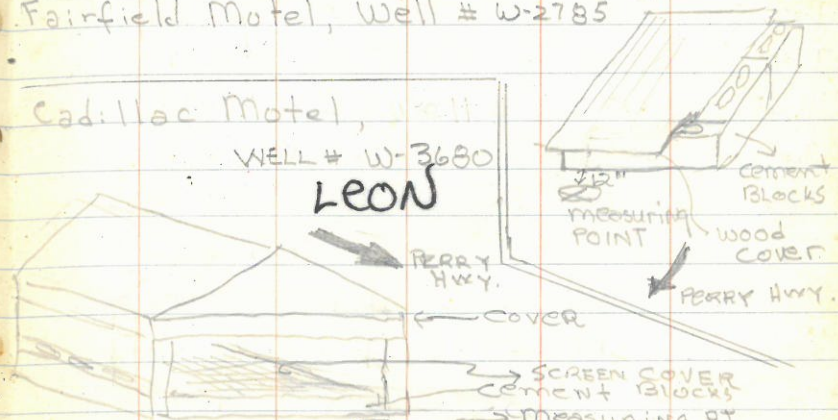
.16

$$0.16 = .16 \text{ ch.}$$

 S.R.D Bm.: Nail in base of Persimmon
 tree 290' Rt of center of barn

S. of Highway Patrol bldg., U.S. 27

Fairfield Motel, Well # W-2785



Fla. Hwy. Patrol Sta., Well # W-4175

closing Point

②

STA.	BS (4)	HI	FS (-)	ELEV.
Bm #1	6.39	115.09		108.70
TP ₁	0.54	106.36	9.27	105.82
TP ₂	11.50	107.74	10.12	96.24
TP ₃	0.81	107.19	1.36	106.38
TP ₄	0.68	100.79	7.08	100.11
TP ₅	5.57	105.74	0.62	100.17
TP ₆	0.98	95.76	10.96	94.78
TP ₇	2.46	86.25	11.97	83.79
TP ₈	3.57	78.05	11.77	74.48
TP ₉ (W)	11.58	80.50	9.13	68.92
TP ₁₀	11.90	89.43	2.47	78.03
TP ₁₁	11.60	100.76	0.77	89.16
TP ₁₂	4.05	104.21	0.60	100.16
TP ₁₃	10.40	105.03	9.58	94.63
TP ₁₄	4.38	109.06	0.35	104.68
TP ₁₅	10.50	113.16	6.40	102.66
Bm #1			4.64	108.52

$$\Sigma BS = 96.91$$

$$\Sigma FS = \underline{97.09}$$

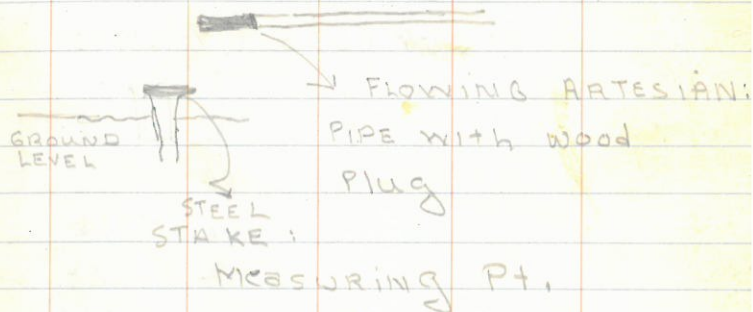
$$\text{Diff: } -18 = .18 \text{ ck}$$

 Instrument: Schwenk
 Rod: White Horse

June 25, 1959

STOUTAMIRE, WELL # W-3907

Leon



③ Wells for Sproul

STA.	BS (+)	HT	FS (-)	ELEV
B.M.	3.32	102.47		99.146
T	6.95	108.79	0.63	101.84
T	0.82	102.77	6.84	101.95
T	0.78	93.20	10.35	92.42
T	1.35	89.11	5.44	87.76
T	5.50	88.72	5.89	83.22
T	5.24	88.77	5.19	83.53
T	5.49	88.27	5.99	82.78
T	5.70	88.53	5.44	82.83
T	9.31	92.32	5.52	83.01
T	11.36	102.87	0.75	91.57
T	10.86	110.66	3.07	99.80
T	12.00	121.93	0.73	109.93
T	10.05	131.60	0.38	121.55
T	5.45	131.11	5.94	125.66
T	7.10	134.55	3.66	127.45
B			5.74	128.81
	5.31	134.50	5.36	129.19
			4.86	129.64
	5.38	136.93	3.95	130.55
	1.31	127.60	10.64	126.29
	1.07	118.09	10.58	117.02
	10.32	120.25	8.16	109.93
	10.34	130.06	0.53	119.72
	9.76	139.68	0.08	129.98

U.S.G.S Bm # "AT 10"

Instrument
Whitton

Rod: Schwenk

June 28 & 29, 1959

OCHLOCKNEE R. BRIDGE, SE Side Post

- Measuring Pt - Well No LA 14

Measuring Pt Well No LA 15

Measuring Pt Well No LA 10

(4)

STA

BS+	HI	FS-	ELEV
10.30	149.63	0.35	139.33
10.87	160.20	0.30	149.33
11.76	171.24	0.72	159.48
10.92	181.52	0.64	170.60
1.19	171.10	11.61	169.91
0.08	159.33	11.85	151.25
0.95	148.51	11.77	147.56
8.14	147.02	9.63	138.88
7.69	154.60	0.11	146.91
		1.82	152.78
0.87	147.43	8.04	146.56
7.96	152.85	2.54	144.89
9.24	156.88	5.21	147.64
11.40	167.76	0.52	156.36
9.54	177.14	0.16	167.60
2.37	176.41	3.10	174.04
1.82	166.58	11.67	164.74
0.75	155.85	11.46	155.10
0.91	146.84	9.92	145.93
2.31	137.95	11.20	135.64
7.13	133.08	12.00	125.95
3.04	126.88	9.24	123.84
1.55	116.97	11.46	115.42
1.04	106.13	11.88	105.09
3.85	98.14	11.84	94.29

PIPE - MEASURING PT - No - LA 16

- B.M. - Pepsi Cola Cap - Pole MIZDA

(5)

STA.	BS	HI	FS	ELEV
Tbm			7.12	91.02

— Culvert: Bm Established by
S.R.D. $\frac{1}{2}$ of Hwy., Center of
culvert.

Correct Elev = 94.99'

RUN FOR ROSS SPRAWL

(6)

STA	BS(+)	HI	FS(-)	ELEV.
Bm ₁	6.88	106.03		99.15
Tp ₁	10.92	116.15	0.80	105.23
Tp ₂	7.32	123.35	0.12	116.03
Tp ₃			2.06	121.29
Tp ₄	0.60	112.31	11.64	111.71
Tp ₅	2.92	105.69	9.54	102.77
Bm _{#1}			6.54	99.15

$$\Sigma BS = 28.64$$

$$\Sigma FS = 28.64$$

$$Diff = 0 = 0 \text{ ck} \checkmark$$

INSTRUMENT

Schwenk

Rod: w.h. #on

June 30, 1959

Well Elevation # LA-17

WELL RUN FOR

ROSS SPROUL

(7)

 Instrument:
 Schwenk
 Rod: Whitton

STA.	BS(+)	HI	FS(-)	ELEV
Bm#1	8.32	129.43		121.11
Tp1	11.87	139.93	1.37	128.66
Tp2	9.46	148.99	0.40	139.53
Tp3	11.22	159.63	0.58	148.41
Tp4	9.92	168.41	1.14	158.49
Tp5	9.37	177.04	0.74	167.67
Tp6	11.24	187.98	0.30	176.74
Tp7	7.10	194.94	0.14	187.84
			1.94	193.00
Tp8	0.24	188.08	7.10	187.84
Tp9	0.30	177.06	11.32	176.76
Tp10	2.10	168.06	11.10	165.96
Tp11	0.38	157.58	10.86	157.20
Tp12	0.73	146.94	11.37	146.21
Tp13	2.18	137.90	11.22	135.72
Tp14	1.94	129.25	10.59	127.31
Bm#1			8.36	120.89

 $\Sigma BS = 86.37$ $\Sigma FS = 86.59$

Diff: .22 = .22 CL

Disk # X-155 USC & GS Bm

well # L7

X-155 ERROR PROBABLY DUE
 TO HEAVY LOGGING TRACTOR
 DISTURBING INSTRUMENT
 ON LAST SHOT TO BM
 FOR CLOSURE

9

STA	BS(4)	HI	FS(-)	ELEV
Bm,	8.98	82.01		73.03
	8.50	89.64	0.87	81.14
	2.84	89.88	2.60	87.04
	5.40	83.52	11.76	78.12
	5.52	83.33	5.71	77.81
	5.66	84.51	4.48	78.85
	7.17	81.70	9.98	74.53
	3.38	79.83	5.25	76.45
			8.66	71.17
	7.96	84.28	3.51	76.32
	8.60	82.03	10.85	73.43
	5.32	83.02	4.33	78.70
	6.50	83.62	5.90	77.12
	8.25	85.56	6.31	77.31
	6.44	91.78	0.22	85.34
	0.60	80.91	11.47	80.31
			8.90	72.01

Elevation W-4638 - HIDDEN VALLEY MOTEL

ERROR
TOO GREAT
RE-RUN

(10)

STA	BS(4)	HI	FS(-)	ELEV.
Bm #1	8.80	81.83		73.03
	5.28	77.23	9.88	71.95
	5.53	77.94	4.82	72.41
Tbm	0.77	75.91	2.86	75.14
	9.90	83.43	2.38	73.53
	7.58	90.37	0.64	82.79
	10.88	100.61	0.64	89.73
Tbm	6.76	107.01	0.36	100.25
	9.05	115.74	0.32	106.69
	9.94	125.14	0.54	115.20
	8.80	133.10	0.84	124.30
	8.90	141.72	0.28	132.82
	8.76	149.84	0.64	141.08
	10.31	160.01	0.14	149.70
	8.15	167.49	0.67	159.34
			5.65	161.84
	2.18	158.37	11.30	156.19
	1.46	147.97	11.86	146.51
	1.58	137.84	11.71	136.26
	0.40	126.81	11.43	126.41
	0.18	115.47	11.52	115.29
	1.27	105.29	11.45	104.62
	1.00	96.01	10.28	95.01
	1.30	86.04	11.27	84.74

Disk Stamped S-155 Seaboard Airline
Railway

Cement Post (ROAD GUARD)

well Elev. #

(11)

STA	BS(+)	HI	FS(-)	ELEV
		86.04		
2.56		79.06	9.54	76.50
6.76		76.72	9.10	69.96
9.58		80.00	6.30	70.42
		8.78		71.22

- - - ELEV. CLOSURE
ERROR TOO LARGE
RE - RUN -

(12)

STA	BS(4)	HI	FS(-)	ELEV	Well
Bm #1	4.15	104.02		99.87	
			4.13	99.89	W-3302
	5.15	104.44	4.73	99.29	
	5.16		4.63	99.81	W-3230
	6.16	104.97	5.63	98.81	
			5.12	99.85	

$$\Sigma BS = 15.46$$

$$\Sigma FS = 15.48$$

$$Diff: 0.02 = 0.02 \text{ ch}$$

Instrument
Whitton
Rod: Schwenk
July 8, 1959

SE CORNER OF NATHAN MAYO BLDG
(OLD PORTION) ELEV OBTAINED
FROM BLDG ENGINEER

Well 3302: 40' to 045° from
SE CORNER OF N. MAYO BLDG
(BELOW MAN HOLE COVER)

Well 3230:



(13)

STA	BS(+)	HI	FS(-)	ELEV.
Bm #1	3.87	76.90		73.03
Tbm	9.40	85.99	0.31	76.59
	7.20	92.76	0.43	85.56
	2.70	83.60	11.86	80.90
	5.86	83.66	5.80	77.80
	5.03	83.51	5.18	78.48
	5.60	80.51	8.60	74.91
	2.42	81.16	1.77	78.74
			8.90	72.26
	3.32	80.86	3.62	77.54
Tbm			6.54	74.32
	8.13	84.35	4.64	76.22
	4.55	82.94	5.96	78.39
	5.30	83.18	5.06	77.88
	10.52	90.74	2.96	80.22
	0.42	85.80	5.36	85.38
	1.22	77.44	9.58	76.22
			4.25	73.19

$$\Sigma BS = 75.54$$

$$\Sigma FS = 75.38$$

$$.16 = .16$$

ck

Instrument:
Schwenk

Rod: Whitton

July 9, 1959

Disk Stamped S-155; Seaboard Airline Railway

NAIL IN RR TIES.

Well, Hidden Valley # W-4628

— NW Fence post, SE COR. Intersection US
90 & DIRT ROAD 0.2 mi W on US 90
FROM HIDDEN VALLEY MOTEL; NAIL
2 1/2 FEET FROM BASE OF POST.

(14)

STA	BS(+)	HI	FS(-)	ELEV
Bm#1	2.43	87.53		85.10

			1.42	86.11	-MP
Bm#1			2.43	85.10	

$$\Sigma BS = 2.43$$

$$\Sigma FS = 2.43$$

$$0 = 0 \text{ ch } \checkmark$$

$$\sqrt{215.00} = 15$$

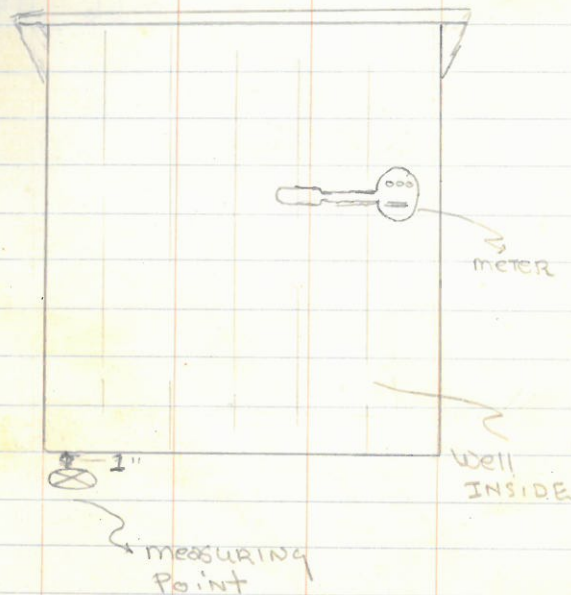
$$\begin{array}{r} 25 \\ 139 \\ 86 \\ \hline 216 \end{array}$$

Instrument: Whiton
Rod: Schwank

JULY 10, 1959

ELEV OF PICNIC ROAD & MAIN
ENTRANCE RD. INTERSECTION

ELEV OF KILLEARN GARDENS WELL
#W-3553



(15)

STA	BS(+)	HI	FS(-)	ELEV
Bm 1	0.07	114.51		114.44
	1.50	107.34	8.67	105.84
	0.98	97.40	10.92	96.42
	5.96	101.66	1.70	95.70
	9.04	101.64	9.06	92.60
	5.43	102.45	4.62	97.02
			4.75	97.70
	0.76	102.37	0.84	101.61
	9.15	103.44	8.08	94.29
	9.09	112.03	0.50	102.94
	6.92	115.14	3.81	108.22
			0.66	114.48

⌈ Schwenk
Rod: Whitton

Nail in telephone pole; Corner
of Tennessee & Woodward Sts

W-3494 Conrad Building
F.S. U.

MP. Asphalt out -
Side of fence
Surrounding Well

(16)

STA	BS+	HI	FS-	ELEV
Bm#1	4.17	71.86		67.69
Tp1	8.11	78.93	1.04	70.82
Tp2	9.61	87.59	0.95	77.98
Tp3	8.72	95.10	1.21	86.38
Tp4	2.14	91.23	8.45	86.65
			6.01	89.09
			6.01	85.22
Tp6	4.01	93.72	1.52	89.71
Tp7	1.01	84.08	10.65	83.07
Tp8	0.69	73.11	11.76	72.34
Bm#1			5.34	67.77

$$\Sigma BS = 38.46$$

$$\Sigma FS = 38.48$$

$$Diff = 0.02 = 0.02 \text{ ch}$$

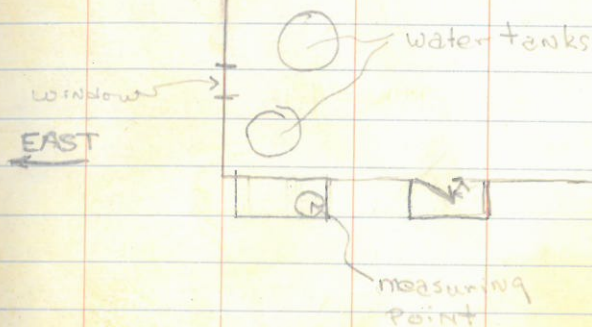
Whitton
Rod: Schwenk

S.R.D. Bm; INTERSECTION, E HWY 20 &
Hwy 90.

W-4921, ACROSS HW 20 FROM
FLORIDIAN COMPANY

W-4835 Located in Floridian Co.
Lab. East Corner.

W-4835:



(17)

STA	BS(+)	HI	FS(-)	ELEV
Bm #14	9.56	64.56		55.00
	1.78	55.78	10.56	54.00
	2.40	46.64	11.54	44.24
	4.82	46.46	5.00	41.64
	7.01	46.49	6.98	39.48
	2.78	42.20	7.07	39.42
	5.83	47.57	0.46	41.74
	5.12	49.22	3.47	44.10
	3.77	46.82	6.17	43.05
	4.43	46.16	5.09	41.73
Tbm			3.77	42.39
	1.23	44.62	2.77	43.39
	6.66	45.04	6.24	38.38
			4.12	40.92
	7.48	45.61	6.91	38.13
	5.39	46.47	4.53	41.08
	6.00	48.01	4.46	42.01
	4.72	48.55	4.18	43.83
	0.20	42.56	6.19	42.36
	7.61	46.91	3.26	39.30
	7.16	46.61	7.46	39.45
	7.20	50.35	3.46	43.15
	11.58	61.19	0.74	49.61
Bm #14			6.35	54.84

$$\Sigma BS = 112.73$$

$$\Sigma FS = 112.89$$

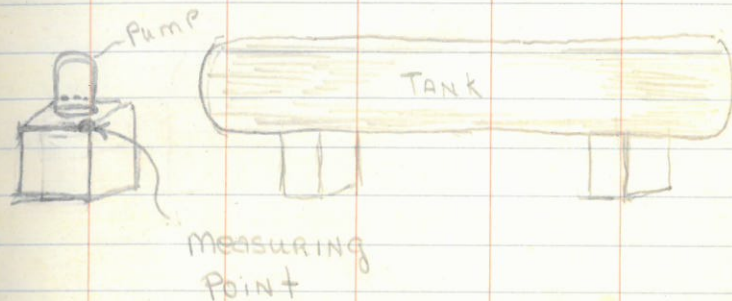
$$\text{Diff. } .16 = .16 \text{ ch}$$

Instrument: Schwenk
Rod: Whiffaw
July 14, 1959

County RD Bm: Nail in Base of
Slash Pine & MARKED with
white & black in plain sight, "Bm #14"

ON TOP of OPEN House Sign; L.D.
Singleton, Builder

Singleton Well # W-4803



(18)

STA	BS(+)	HI	FS(-)	ELEV
BM#11	5.59	70.28		64.69
Tp1	7.02	71.04	6.26	64.02
			4.06	66.98
Tp2	5.00	69.87	6.17	64.87
Tp3	5.07	70.29	4.65	65.22
BM#11			5.64	64.65

$$\Sigma BS = 22.68$$

$$\Sigma FS = 22.72$$

$$\text{Diff: } 0.04 = 0.04 \text{ Ch}$$

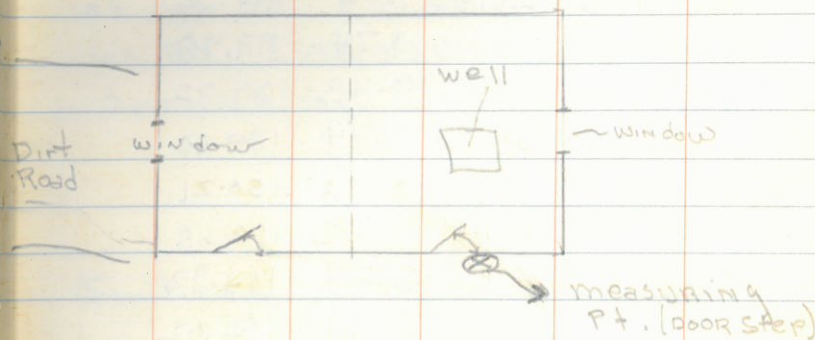
Instrument: Wh. Hon
Rod: Schwenk.

July 14, 1959

County RD Bm; Nail in Base of Sloss
Pine marked plainly Bm # 11.

AIRPORT WELL # W-4833

← 240' | State Rd # 371 A



well is 240 ft from
E of 371A

(19)

SULLIVAN

STA	BS(+)	HI	FS(-)	ELEV
Bm #1	2.31	75.34		73.03
	1.95	77.07	0.22	75.12
	3.90	76.55	4.42	72.65
	10.72	82.60	4.67	71.88
	10.00	92.02	0.58	82.02
	10.90	102.00	0.92	91.10
Tbm			4.49	97.51
	9.48	110.89	0.59	101.41
	10.63	120.52	1.00	109.89
	10.62	130.40	0.74	119.78
	10.22	140.14	0.48	129.92
	11.39	150.79	0.74	139.40
	11.09	161.30	0.58	150.21
	6.48	167.16	0.62	160.68
			5.24	161.92
	0.10	156.12	11.14	156.02
	0.78	144.96	11.94	144.18
	0.92	134.25	11.63	133.33
	0.56	123.30	11.51	122.74
	0.80	112.36	11.74	111.56
	0.73	101.53	11.56	100.80
	0.86	91.71	10.68	90.85
	0.13	81.64	10.20	81.51
	7.43	77.51	11.56	70.08

INSTRUMENT: Schwabach
ROD: Whitton

July 15, 1959

U.S.C. & G.S. Bm S-155; Disk
ON SEABOARD Airline RailwayTbm NAIL IN BASE of Telephone
Pole, NE CORNER of intersection
of US 30 & Dirt Road thru to
US 90. ESTABLISHED en route
to well by Whitton & Schwabach

Sullivan Well Elevation: W-3993

(20)

STA	BS (+)	HI	FS (-)	ELEV
	9.00	81.05	5.46	72.05
			8.18	72.87

$$\Sigma BS = 131.00$$

$$\Sigma FS = 131.16$$

$$\text{Diff } 0.16 = 0.16 \text{ cb.} \leftarrow$$

On Return ck. was made
 At previous Established Tbm.
 At this point survey was .08
 less than original Recorded
 Elevation, indicating well
 Elevation to be less than
 .08 off.

C.S.S., Jr.

(21)

STA	BS (+)	HI.	FS (-)	ELEV
TBM	2.16	99.67		97.51
	0.29	89.20	10.76	88.91
	3.51	83.08	9.63	79.57
	7.39	82.87	7.60	75.48
	10.69	93.26	0.30	82.57
	11.16	103.83	0.59	92.67
	10.47	113.79	0.51	103.32
	7.50	121.00	0.29	113.50
	0.60	110.50	11.10	109.90
			5.80	104.70
	11.12	121.02	0.60	109.90
	1.10	112.92	9.20	111.82
	0.29	101.65	11.56	101.36
	0.37	91.41	10.61	91.04
	0.94	81.88	10.47	80.94
	5.89	83.44	4.33	77.55
	9.08	91.37	1.15	82.29
	8.51	99.34	0.54	90.83
TBM			1.87	97.47
				97.57

$$\Sigma BS = 91.07$$

$$\Sigma FS = 91.11$$

$$\text{Diff } 0.04 = 0.04$$

cb. ✓

Whitton

Podischewich

July 16, 1959

Nail in base of telephone pole ---

See TBM Page 19

W-4008 - LAMBRETH

Well Bulled up
only APPROX Location
could Be made

ERROR: checked -

TRAVERSE NE
 (2) INTERSECTION OF US 27 & 19 FROM

STA	BS(4)	HI	FS(4)	ELEV
TBM #1	1.96	118.74		116.78
TBM #2			2.48	116.26
	0.77	105.98	11.05	105.21
	0.53	95.35	11.16	94.82
STA # I			8.07	87.28
	5.32	92.31	8.36	86.99
STA # II			6.90	85.41
	5.04	92.92	4.43	87.88
STA # III			7.58	85.34
STA # IV			7.58	85.34
	4.43	91.93	5.42	87.50
	4.97	92.18	4.72	87.21
	4.78	92.00	4.96	87.22
	4.96	91.78	5.18	86.82
TBM #3	3.73	92.01	3.50	88.28
	5.16	92.22	4.95	87.06
	4.92	92.04	5.10	87.12
	4.96	92.14	4.86	87.18
	5.60	92.89	4.85	87.29
	4.89	92.81	4.97	87.92
TBM #4	6.68	92.97	6.52	86.29
	5.26	93.05	5.18	87.79
	5.16	93.21	5.00	88.05
TBM #5			5.10	88.11

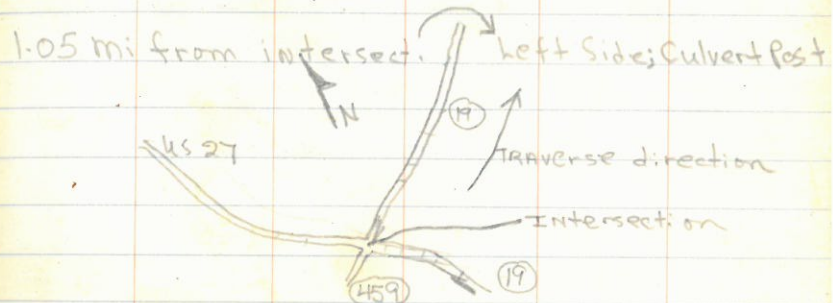
✕ Schwenk
 Rod: Whitton

July 20, 1959

Intersection of US 27 & 19; Sec 21
 T21S, R25E

Second Telephone Pole on left hand
 side of State 19 to Highway & TAVARES
 (NE off of US 27) Nail $\frac{1}{2}$ ft from Base
 ELEV: STA # I; 2 ft. Stake (5.5" Above W.L.)
 .15 mi from intersection on Rt. Side
 6" Above W.L. .30 mi from intersection, Rt.

5.5" Above W.L. .55 mi from intersect. Rt.
 15' S of Pole 279.50 mi " " Left.
 side of road. 5.2" Above W.L.



1.05 mi from intersect. Left Side; Culvert Post

STA # I (W.L. 15.32' BELOW CULVERT
 SURFACE) 1.75 mi from intersection

Telephone Post #298 (Nail in base of)
 2.35 mi from intersect. Left Side

(23) Jones # LJ3 TRAVERSE

STA	BS	HI	FS	ELFV
TBM-5	2.46	90.57		88.11
STA VI			8.48	82.09
	11.34	99.57	2.34	88.23
	8.34	107.62	0.29	99.28
TBM#6			9.46	98.16
	0.88	102.92	5.58	102.04
	1.04	103.33	0.63	102.29
	0.37	91.94	11.76	91.57
	9.13	96.95	4.12	87.82
	4.04	97.32	3.67	93.28
	2.37	92.36	7.33	89.99
	5.25	87.86	9.75	82.61
	5.34	87.71	5.49	82.37
	5.01	87.01	5.71	82.00
TBM#7	4.00	86.96	4.05	82.96
			6.46	80.50
STA VII			5.99	80.97

W. Whitt on
Rod Schwenk

July 21, 1959

Post 298

ACROSS RD FROM POST 298-
STAKE 5" ABOVE WL

- EXTREME END OF TOP OF STONE WALL
(SW OF J. PRAMER'S HOUSE)

Pine tree 12' NW OF Fence, 200' NE OF ^{WELL} LJ-3
MEASURING POINT LJ-3 WELL
ACROSS CANAL BRIDGE FROM LJ-3
STAKE 5.3" ABOVE WL

24 Roberts; LA 1 TRAVERSE

STA	BS	HI	FS	ELEV
TBM#5	4.80	92.91		88.11 Post 28
	6.75	96.54	3.12	89.79
	2.87	96.63	2.78	93.76
BM	8.05	98.71	5.97	90.66
	3.20	97.28	4.63	94.08
	4.88	91.93	10.23	87.05
STA VIII			8.27	83.66
	1.20	91.04	2.09	89.84
	2.54	89.89	3.69	87.35
			10.15	79.74
TBM#8			2.98	86.91
	5.54	94.17	1.26	88.63
	4.22	90.66	7.73	86.44
STA IX	1.06	89.60	10.18	80.48
	5.57	95.17	6.23	88.94
TBM#8	3.81	90.72		86.91
	5.44	89.58	6.58	84.14
			9.95	79.63

97.035

At Whittan
Rod Schwenk

July 21, 1959

{ JUNCTION FLA 19 & 455, US GS-BM
#8 ES, 1955, ELEV -
- { POND 125' S OF JUNCTION 19 & 455
(STAKE 6.0" ABOVE WL

WATER LEVEL STAKE 60' W OF FLA
19-ROAD- WL- 82.82'
Telephone Pole U-5, 50' W OF FLA 19

CANAL 450' W OF 19, 450 S OF
ROBERTS HOUSE, STAKE 500' above WL

MEASURING PT- LR 1, 70' S OF ROBERTS
HOME, 400' W OF FLA 19
Telephone Pole U-5

WATER LEVEL STAKE, 800' E OF
TELEPHONE POLE U-5 WL- 82.75

(25)

LU #1 TRAVERSE

STA	BS	HI	FS	ELEV
TBM#3	3.63	91.91		88.28
	7.03	93.80	5.14	86.77
			3.78	90.02

Whiton
Rod Schwenk
July 21, 1959

CULVERT POST W OF FLA 19

MEASURING POINT WELL LU-1
100' E OF FLA 19, .85 MI. FROM
INTERSECTION OF 19 & US 27

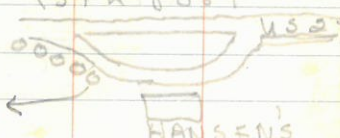
(26)

LJ1 & LJ2 TRAVERSE

STA	BS(4)	HI	FS(4)	ELEV
TBM 2	1.26	117.52		116.26
	11.88	119.07	10.33	107.19
	7.96	125.77	1.26	117.81
	0.30	117.03	9.04	116.73
	1.22	109.71	8.54	108.49
TBM #9	1.46	101.41	9.76	99.95
	1.38	94.07	8.72	92.69
			9.34	84.73
TBM #9	0.48	100.43		99.95
	2.75	95.64	7.54	92.89
	3.95	94.11	5.48	90.16
	4.69	93.67	5.13	88.98
TBM #10			2.02	91.65
	5.00	93.83	4.84	88.83
	4.35	91.14	7.04	86.79
STA #10			7.19	83.95
	10.55	99.56	2.13	89.01
	9.60	108.47	0.69	98.87
			4.06	104.41
TBM #10	4.74	96.39		91.65
			2.25	94.14

T. Schwenk

Rod. Wharton
July 23, 1959

S.R.D. Post Hansen's (5th post
from intersection  use 7
Hansen W.L. TBM9 ← HANSEN'S

Jane's Gate Post by barn near well
(Nail)

2' Stake in Canal across from LJ2
5" BELOW TOP = W.L.

Well LJ2 ELEVATION

Well LJ1 ELEVATION

(27)

LEON Co,

CRUSE

 X: wh: How
 Rod: Schwank
 July 27, 1959
 Sunny - Hot

STA	BS	HI	FS	ELFV
BM	0.30	170.30		170.00
	0.83	159.67	11.46	158.84
	1.42	149.85	11.24	148.43
	1.13	139.36	11.62	138.23
TBM	0.58	133.66	6.34	133.02
	0.56	122.41	11.75	121.85
	0.77	111.48	11.70	110.71
	1.29	101.08	11.69	99.79
	5.60	100.93	5.75	95.33
			8.92	92.01
	8.73	109.35	0.31	100.62
	10.35	118.70	1.00	108.35
	10.11	128.54	0.27	118.43
	9.77	137.85	0.46	128.08
	10.19	144.53	3.51	134.34
	11.18	155.50	0.21	144.32
	10.24	165.52	0.22	155.28
	7.70	172.68	0.54	164.98
BM			2.75	169.93

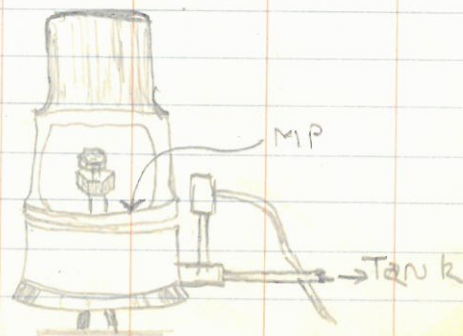
 $\Sigma BS = 90.75$ $\Sigma FS = 90.82$

Diff: .07 = 07 check

 NAIL IN PAVEMENT OF THARP
 ST - Just S. of Junction
 OF SKYLINE DRIVE - FROM FLANAGAN

 R/W MARKER - E. OF CRUSE DRIVEWAY
 OF THARP ST.

- CM - CRUSE W - 3968



(28)

MYRICK TRAVERSE

STA	BS(+)	HI	FS(-)	ELEV
BM #1	1.20	177.68		176.48
TP1	0.92	168.30	10.30	167.38
TP2	1.76	159.26	10.80	157.50
TP3	11.96	170.72	0.50	158.76
TP4	11.22	181.76	0.18	170.54
TP5	11.77	193.15	0.38	181.38
TP6	11.16	204.07	0.24	192.91
TP7	4.56	207.75	0.88	203.19
TP8	2.76	200.22	10.29	197.46
TP9	10.82	207.61	3.43	196.79
TP10	10.36	217.49	0.48	207.13
TP11	8.32	224.45	1.36	216.13
TP12	10.74	234.23	0.96	223.49
TP13	8.60	241.63	1.20	233.03
			7.08	234.55
TP14	0.46	231.79	10.30	231.33
			6.59	225.20
TP15	10.07	239.58	2.28	229.51
			2.44	237.14
TP16	5.71	235.22	10.07	229.51
TP17	6.74	241.49	0.67	234.55
TP18	0.87	231.34	11.02	230.47
TP19	0.14	220.29	11.19	220.15

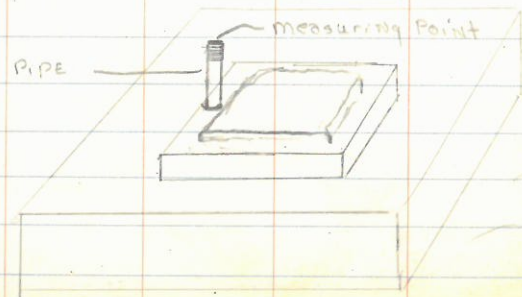
↑ Schwenk
Rod: White
July 27, 1959
SUNNY - Hot

Cement Post behind Junction of two
fences (Finch Residence) on Hilltop & Rosedale
Drives (See Diagram)



TBM₁ CORNER OF MYRICK & CROYDON DR
(STREET POST; TOP)

TBM₂ CULVERT (SECOND VALLEY OF CORRUGATED
PIPE UNDER CROYDON & HIGH RD. (NW SIDE)
Well ELEVATION (MYRICK) # W-3592



(29)

STA	BS(+)	HI	FS(-)	ELEV
TP20	0.04	211.41	8.92	211.37
TP21	1.78	201.53	11.66	199.75
TP22	11.70	206.60	6.63	194.90
TP23	1.01	195.96	11.65	194.95
TP24	1.16	185.77	11.35	184.61
TP25	0.91	175.63	11.05	174.72
TP26	1.04	165.43	11.24	164.39
TP27	8.68	166.15	7.96	157.47
TP28	10.77	176.48	0.44	165.71
Bm #1			0.00	176.48

$$\sum BS = 167.43 \quad 0.00 = 0.00 \text{ } \checkmark$$

$$\sum FS = 167.43$$

Described on Previous Page

30

BARRINEAU

STA	BS	HI	FS	ELEV
B.M.	2.03	135.05		133.02
Tp1	1.61	125.06	11.60	123.45
Tp2	1.22	114.87	11.41	113.65
Tp3	1.35	105.81	10.41	104.46
Tp4	0.83	95.23	11.41	94.40
Tp5	1.15	85.29	11.09	84.14
Tp6	0.87	74.43	11.73	73.56
TBM			9.74	64.69
Tp7	2.72	65.53	11.62	62.81
			4.95	60.58
Tp8	11.32	74.13	2.72	62.81
Tp9	10.69	84.84	0.78	73.35
Tp10	9.75	93.22	0.57	83.47
Tp11	9.65	102.20	0.67	92.55
Tp12	9.47	117.25	0.42	101.78
Tp13	9.69	120.57	0.37	110.88
Tp14	8.71	128.98	0.30	120.27
Tp15	6.46	134.93	0.51	138.47
B.M.			1.94	132.99

$$\Sigma BS = 87.52$$

$$\Sigma FS = 87.55$$

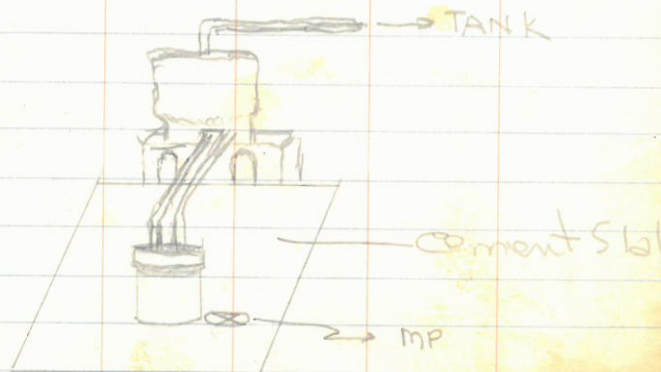
$$\text{Diff: } 0.03 = 0.03 \text{ ok}$$

X: Whitton
 Rod: Schwenz
 July 28, 1959
 SUNNY - HOT

(Bm Established on CRUCE TRAVERSE.
 R/w marker East of CRUCE Driveway)

Mon. Next Telephone Pole L-30, 34
 Junction of "Paul Barrineau" Rd & THARP
 Elev. of PAUL BARRINEAU WELL - 4072

- 1 ft ERROR IN MATH - CORRECTED



(31)

Speed TRAVERSE

STA	Bs(+)	HI	FS (-)	ELEV.
Bm #1	1.83	227.03		225.20
TP1	9.13	226.93	9.23	217.80
TP2	1.71	216.77	11.87	215.06
TP3 -	0.37	205.31	11.83	204.94
TP4	0.66	194.51	11.46	193.85
TP5	0.21	183.15	11.57	182.94
TP6	0.43	172.06	11.52	171.63
TBm1	0.38	162.98	9.46	162.60
TP7	0.36	152.20	11.14	151.84
TP8	3.32	143.74	11.78	140.42
TP9	9.38	152.20	0.92	142.82
TP10	11.90	164.86	0.04	152.16
TP11	10.50	174.04	0.52	163.54
TP12	10.23	183.38	0.89	173.15
TP13	11.10	194.30	0.18	183.20
TP14	11.32	205.36	0.33	193.97
TP15	9.80	214.58	0.52	204.78
TP16	8.82	222.33	1.07	213.51
TP17	8.53	230.76	0.10	222.23
TP18	9.95	240.13	0.58	230.18
TP19	3.46	242.25	1.34	238.79
TP20	7.22	240.97	8.50	233.75
TBm2	11.82	246.82	3.97	237.00
			1.37	247.45
TP21	1.24	239.22	10.84	237.98
				236.61

T: Schwenk
 Rod: Whitton
 July 29, 1959
 Sunny, Hot

See TBm2, Myrick TRAVERSE

STREET POST (TOP) PULLEN & Old
 Bainbridge

MP: Cement Supporting
 Pump.

Speed; Well # 3410

ERROR: Subtracted Double FS From
 ELEVATION INSTEAD of HI. (CORRECTED)

(32)

SPEED; CONTINUED

SCA

BS	HT	FS(-)	ELEV
9.49	244.25	4.46	234.76
1.72	239.33	6.64	237.61
0.92	229.77	10.42	228.85
0.30	218.45	11.62	218.15
0.54	208.35	10.64	207.81
1.64	198.07	11.92	196.43
0.52	186.94	11.65	186.42
0.15	175.81	11.28	175.66
1.25	166.53	10.53	165.28
1.44	159.00	8.97	157.56
0.18	149.96	9.28	149.72
4.49	143.99	10.40	139.50
11.50	155.21	0.28	143.71
10.04	164.97	0.28	154.93
11.96	176.69	5.24	164.73
11.36	187.49	0.56	176.13
11.00	198.05	0.44	187.05
9.42	206.57	0.90	197.15
10.80	216.09	1.28	205.29
11.74	226.92	7.91	215.10
8.90	227.09	6.73	218.19
		1.86	225.23

BM,

$$\Sigma BS = 263.04$$

$$\Sigma FS = 263.01$$

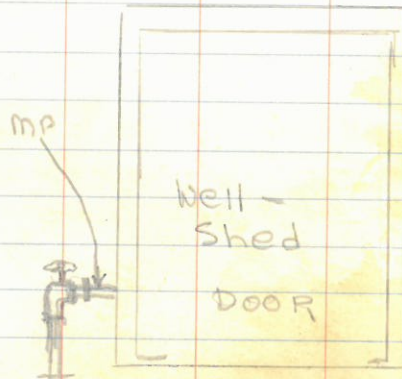
$$Diff. 0.03 = 0.03 \text{ ch}$$

33

STA	BS	HI	FS	ELEV	
BM	3.23	67.92		64.69	-
Tp 1	3.99	63.18	8.73	59.19	
Tp 2	10.74	72.86	1.12	62.06	
Tp 3	10.74	83.28	0.26	72.54	
Tp 4	7.54	90.43	0.39	82.89	
Tp 5	0.35	81.31	10.47	79.96	
Tp 6	11.41	90.86	0.86	79.45	
Tp 7	11.42	102.16	0.12	90.74	
Tp 8	9.73	111.57	0.32	101.84	
Tp 9	10.45	121.06	0.96	110.61	
Tp 10	10.64	131.54	0.16	120.90	
Tp 11	11.22	142.42	0.34	131.20	
Tp 12	10.10	152.22	0.30	142.12	
Tp 13	8.76	160.70	0.28	151.94	
Tp 14	7.94	168.52	0.12	160.58	
Tp 15	3.12	168.11	3.53	164.99	-
Tp 16	0.60	160.84	7.87	150.24	
Tp 17	0.38	150.80	10.42	150.42	
Tp 18	0.81	140.65	10.96	139.84	
Tp 19	0.66	130.99	10.32	130.33	
Tp 20	0.30	119.99	11.30	119.69	
Tp 21	0.35	108.49	11.85	108.14	
Tp 22	0.52	97.91	11.10	97.39	
Tp 23	1.93	91.50	8.34	89.57	

 T Whitton
 Rod: Schwenk

Gibson's Well # 4207



(34)

STA	BS	HI	FS	ELEV
TD 24	7.58	87.50	11.58	79.92
TD 25	1.10	86.22	2.38	85.12
TD 26	0.90	75.95	11.17	75.05
TD 27	1.43	66.47	10.91	65.04
TD 28	5.43	63.57	8.33	58.14
TD 29	7.50	62.97	2.10	61.47
BM			3.95	65.02

$$\Sigma BS = 160.87$$

$$\Sigma FS = 160.54$$

$$\text{Diff: } 0.33 = 0.33 \text{ chL}$$

(35)

HOLLIS TRAVERSE

STA	BS	HI	FS	ELEV
Bm ₁	2.69	60.92		58.24
TP#1	3.89	54.06	10.76	50.17
TP#2	4.32	53.60	4.78	49.28 ✓
TP#3	6.08	55.13	4.55	49.05 ✓
TP#4	3.78	54.37	4.54	50.59
TP#5	9.40	61.20	2.57	51.86
TP#6	3.76	58.07	6.89	54.31
			4.60	53.47 - W
TP#7	6.88	61.19	3.76	54.31
TP#8	2.60	54.39	9.40	51.79
TP#9	4.20	54.79	3.80	50.59 ✓
TP#10	4.56	53.56	5.79	49.00
TP#11	4.81	54.05	4.32	49.24
TP#12	10.90	61.05	3.90	50.15
Bm ₁			2.81	58.24

$$\Sigma BS = 67.87$$

$$\Sigma FS = 67.87$$

$$DIFF = 0$$

Whitton
Rod: Schwenk
August 3, 1959

USC & G SUR - BM - CHAIRES CROSS ROADS

3092 (HOLLIS MOTOR CT.)

MEASURING POINT:
CEMENT FOUNDATION
SUPPORTING TANK & PUMP
(NEXT TO SURFACE CASING)

(36)

AVALON TRAVERSE

STA	BS	HI	FS	ELEV
Bm ₁	4.27	128.14		123.87
	2.96	123.43	7.67	120.47
	3.38	116.77	10.04	113.39
			3.97	112.80
TPM ₁			3.54	113.23
	10.54	123.93	3.38	113.39
	7.26	127.73	3.46	120.47
			3.85	123.88

$$\Sigma BS = 28.41$$

$$\Sigma FS = 28.40$$

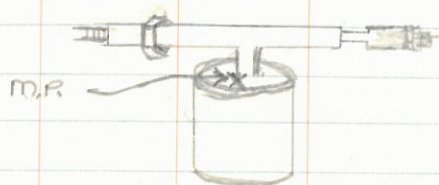
$$DIFF .01 = .01$$

K: Schwenk
Rod: wh: # 00

August 4, 1959

— AVALON Well # 3006

— Water pipe (top) 6' N of Northern-most
AVALON motel S. gn (AVALON motel)
Projects 1' from Ground level

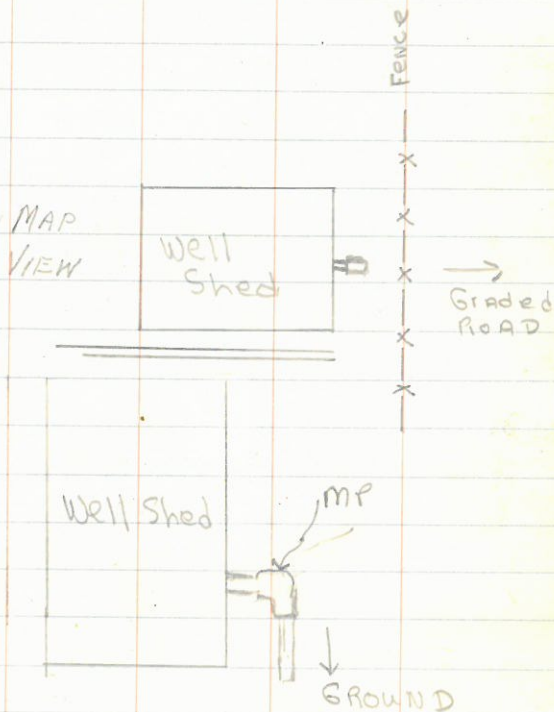


(37)

TAYLOR TRAVERSE

STA	BS	HI	FS	ELEV
Bm ₁	3.86	152.67		148.81
TP ₁	11.94	155.81	8.80	143.87
TP ₂	9.13	164.33	0.61	155.20
TP ₃	0.54	158.84	6.03	158.30
TP ₄	0.20	147.44	11.60	147.24
TP ₅	2.49	139.93	10.00	137.44
TP ₆	8.35	147.62	0.66	139.27
TP ₇	7.14	153.68	1.08	146.54
TBM	6.15	155.89	3.94	149.74
TP ₉	11.42	166.01	1.30	154.59
TP ₁₁	9.58	175.19	0.40	165.61
TP ₁₂	18.46	185.34	0.31	174.88
TP ₁₃	0.58	181.72	4.20	181.14
TP ₁₄	1.20	171.54	11.38	170.34
TP ₁₅	0.82	160.69	11.67	159.87
TP ₁₆	0.83	150.77	10.75	149.94
TP ₁₇	1.80	141.13	11.44	139.33
TP ₁₈	0.99	130.48	11.64	129.49
TP ₁₉	2.20	121.48	11.20	119.28
TP ₂₀	2.42	113.31	10.59	110.89
			6.50	106.81
TP ₂₁	10.64	121.53	2.42	110.89
TBM ₁			3.10	118.43
TP ₂₂	11.32	130.59	2.26	119.27

K. Schwenk
Rod: Whitton
August 5, 1959



RE TAYLOR Well # 3991 (Presently Howard residence)

Concrete post on US 90
Across from dirt, Graded Road
Leading to Howard residence.

(38)

TAYLOR Cont'd

STA	BS	HI	FS	ELEV
TP23	11.68	141.17	1.10	129.49
TP24	11.46	150.80	1.83	139.34
TP25	10.78	160.72	0.86	149.94
TP26	11.74	171.62	0.84	159.88
TP27	11.43	181.77	1.28	170.34
TP28	4.16	185.29	0.64	181.13
TP29	0.32	175.21	10.40	174.89
TP30	0.40	165.97	9.64	165.57
TP31	1.44	156.05	11.36	154.61
TP32	3.63	151.46	8.22	147.83
TP33	0.92	143.23	9.15	142.31
TP34	11.00	149.39	4.84	138.39
TP35	11.40	160.69	0.10	149.29
TP36	4.61	164.23	1.07	159.62
TP37	0.22	152.86	11.59	152.64
TP38	7.05	154.73	5.18	147.68
Bm 1			5.84	148.89

$$\Sigma BS = 216.30$$

$$\Sigma FS = 216.22$$

$$DIFF .08 = .08$$

39 GANDY & TROUSDALE

STA	BS	HI	FS	ELEV
TBM	11.85	173.95		162.60
Tp1	11.43	185.10	0.28	173.67
Tp2	10.91	195.85	0.16	184.94
Tp3	11.17	206.77	0.25	195.60
Tp4	10.37	216.74	0.40	206.37
Tp5	9.69	225.94	0.49	216.25
Tp6	11.69	236.96	6.67	225.27
Tp7	5.19	241.57	0.58	236.38
Tp9	0.80	233.41	8.96	232.61 ✓
Tp10	0.75	226.69	7.47	225.94 ✓
Tp11	0.82	216.41	11.10	215.59
Tp12	0.28	205.07	11.62	204.79
Tp13	0.06	193.49	11.64	193.43
TBM		6.67	186.82	
Tp14	1.48	184.39	10.58	182.91
Tp15	1.46	174.26	11.59	172.80
Tp16	9.05	172.77	10.54	163.72
Tp17	1.04	162.01	11.80	160.97
Tp18	0.82	155.78	7.05	154.96 -
Tp19	0.77	144.78	11.77	144.01
Tp20	0.38	134.33	10.83	133.95
Tp21	2.20	125.55	10.98	123.35
		3.73	121.82	
Tp22	11.39	135.71	1.23	124.32

T: Whitlow
 Rod: Schwenh
 August 6, 1959

~~Check for
error~~

TBM - CALLAWAY RD & US 27 STREET SIGN
 TBM -

GANDY'S WELL # 3205 *

TROUSDALE Well # 4209 *

* MEASURING POINTS ON OTHER
PAGE

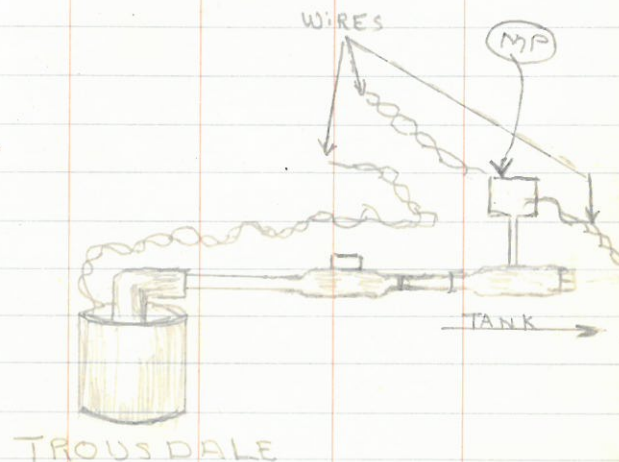
(40)

STA	BS	HI	FS	ELEV
Tp 23	11.26	146.83	0.14	135.57
Tp 24	9.81	156.46	0.18	146.65
Tp 25	10.20	165.10	1.56	154.90
Tp 26	10.48	174.21	1.37	163.73
Tp 27	11.58	184.39	1.40	172.81
Tp 28	10.46	193.37	1.48	182.91
Tp 29	11.68	204.99	0.06	193.31
Tp 30	11.64	216.44	0.19	204.80
Tp 31	11.15	226.74	0.85	215.59
Tp 32	7.80	233.73	0.81	225.93
Tp 33	9.08	241.68	1.13	232.66
Tp 34	0.98	237.35	5.31	236.37
Tp 35	0.76	226.55	11.56	225.79
Tp 36	1.02	217.31	10.26	216.29
Tp 37	0.85	207.26	10.90	206.41
Tp 38	0.26	195.93	11.59	195.67
Tp 39	0.20	185.20	10.93	185.00
Tp 40	0.22	173.95	11.47	173.73
TBM			11.30	162.65

$$\Sigma BS = 232.53$$

$$\Sigma FS = 232.48$$

$$\text{DIFF: } 0.05 \pm 0.05$$



(41)

BEVERLY

STA	BS	HI	FS	ELEV
BM	1.26	128.34		127.08
Tp 1	0.45	117.15	11.64	116.76
Tp 2	1.04	107.88	10.31	106.84
Tp 3	10.20	109.32	8.76	99.12
Tp 4	6.04	113.44	1.92	107.40
			4.70	108.74

$$\Sigma BS = 18.99$$

$$\Sigma FS = 37.33$$

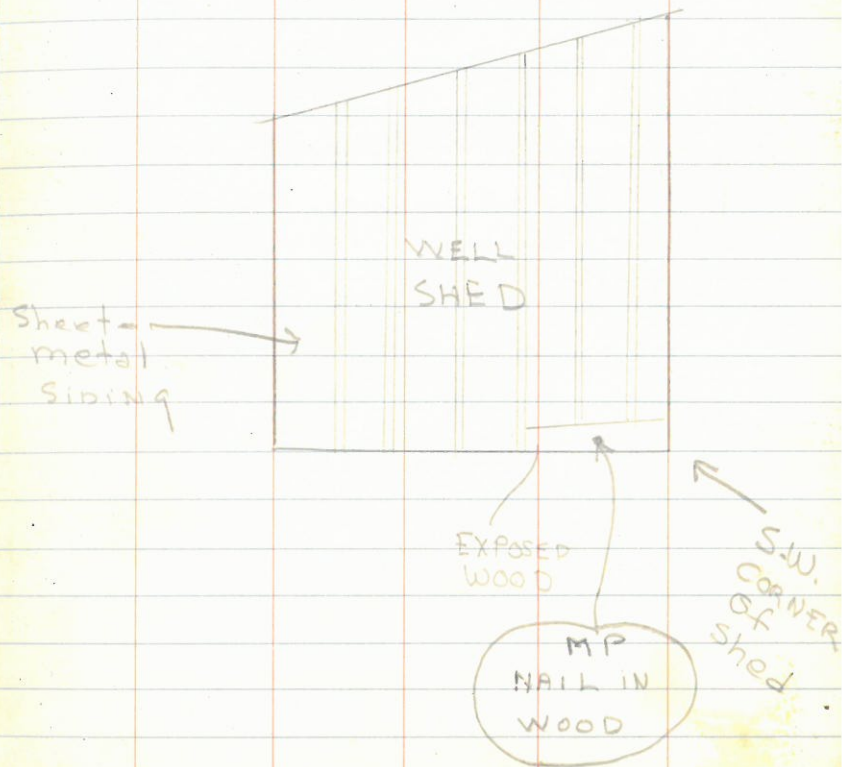
$$DIFF \ 18.34 = 18.34$$

T: Whittan
Rod: Schwenk
August 7, 1959

BM # REL 2

ARM OF LAKE

BEVERLY well # 3984 NAIL



(42)

BLOUNT

STA	BS	HI	FS	ELEV
Bm	8.03	76.88		68.85
Tp ₁	10.30	86.92	0.26	76.62
Tp ₂	6.52	93.05	0.39	86.53
			1.44	91.61

EBS - 24.85

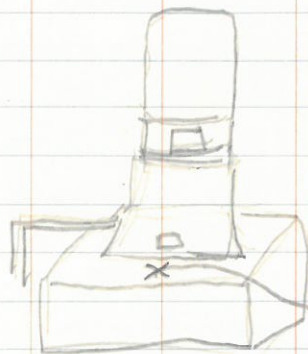
EFS - 2.09

DIFF 22.76 = 22.76

 K Schwenk
 Rod Whiffon
 Aug 10, 1959

TALQUIN ELEV OBTAINED AT DAM

W-3212


 mp
 ↓
 Cement

43 LUNA

	BS	HI	FS	ELEV
TBM.	7.98	107.06		99.08
TP1	6.23	112.81	0.48	106.58
TP2	11.51	124.25	0.07	112.74
TP3	11.76	135.39	0.62	123.63
TP4	11.89	146.83	0.45	134.94
TP5	9.13	155.42	0.54	146.29
TP6	11.25	166.11	0.56	154.86
TP7	9.72	171.74	4.09	162.02
TP8	7.56	179.17	0.13	171.61
TP9	4.08	179.61	3.64	175.53

2.78 176.83 -W-4026 - LUNA PLANTATION WELL

$\Sigma BS = 91.11$

$\Sigma FS = 13.36$

DIFF - 77.75 : 77.75

A. Whitton
Rod. Schwemke
Aug 10, 1959

- LAKE TAMONIA ELEV

MP: Concrete
Slab Supporting
Pump.

44 DICKEY

STA	BS	HI	FS	ELEV	
Bm,	4.12	176.61		172.49	
T ₁	10.06	180.91	5.76	170.85	
T ₂			5.71	175.20	W-3967
T ₃	5.80	176.65	10.06	170.85	
Bm,			4.15	172.50	

$$\Sigma BS = 19.98$$

$$\Sigma FS = 19.97$$

$$DIFF: .01 = .01$$

K: Schwenk
Rod. Whitton
Aug 10, 1959

Bm REL 3, 1954, 0.3 mi S ALONG
STATE Hwy 155 From W. B. Robinson
Dickey well
M.P.:

45

Ruiz

STA	BS	HI	FS	ELEV	
BM	4.66	90.30		85.64	SRD
TP1	11.49	101.24	0.35	89.95	
TP2	11.80	112.60	0.64	100.80	
TP3	4.18	116.70	0.08	112.52	
TP4	10.27	115.80	11.17	105.53	
TP5	10.05	125.79	0.06	115.74	
TP6	9.21	134.30	0.70	125.09	
TP7	9.94	143.67	0.57	133.73	
TP8	11.80	155.07	0.40	143.27	
TP9	7.79	162.72	0.14	154.93	
TP10	1.06	157.38	6.40	156.32	
TP11	0.45	146.78	11.05	146.33	
TP12	0.32	135.84	11.26	135.52	
TP13	9.89	138.61	7.12	128.72	
TP14	8.26	146.45	0.42	138.19	
TP15	2.52	140.29	8.68	137.77	
			2.35	137.94	-W-3320

 $\Sigma BS = 113.69$ $\Sigma FS = 61.39$ DIFF: $52.30 = 52.30$

T Whifton
Rod Schwenk
Aug 11, 1959

ELEV. 12' W of CL of BRIDGE ON US 90,
250 YD E of LEON Co LINE IN JEFFERSON Co

BERTHA Ruiz WELL 3320

MP: TOP of CASING

I N D E X



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LAKE CO. Wells & 22-26
LAKE LEVELS

A Record of lake-level
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ARE ON Next to last page.

