

5

COUNTY

5

1
9
5
0

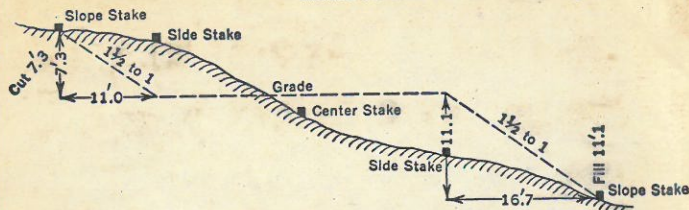
1950

ESCAMBIA
HILLSBOROUGH
JACKSON
LAKE
OKALOOSA
OSCEOLA
PINE LLAS
POLK
SANTA ROSA

5

DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING Roadway of any Width. Side Slopes $1\frac{1}{2}$ to 1.

In the figure below: opposite 7 under "Cut or Fill" and under .3 read 11.0, the distance out from the side stake at left. Also, opposite 11 under "Cut or Fill" and under .1 read 16.7, the distance out from the side stake at right.



Cut or Fill	Distance out from Side or Shoulder Stake										Cut or Fill
	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.0	0.2	0.3	0.5	0.6	0.8	0.9	1.1	1.2	1.4	0
1	1.5	1.7	1.8	2.0	2.1	2.3	2.4	2.6	2.7	2.9	1
2	3.0	3.2	3.3	3.5	3.6	3.8	3.9	4.1	4.2	4.4	2
3	4.5	4.7	4.8	5.0	5.1	5.3	5.4	5.6	5.7	5.9	3
4	6.0	6.2	6.3	6.5	6.6	6.8	6.9	7.1	7.2	7.4	4
5	7.5	7.7	7.8	8.0	8.1	8.3	8.4	8.6	8.7	8.9	5
6	9.0	9.2	9.3	9.5	9.6	9.8	9.9	10.1	10.2	10.4	6
7	10.5	10.7	10.8	11.0	11.1	11.3	11.4	11.6	11.7	11.9	7
8	12.0	12.2	12.3	12.5	12.6	12.8	12.9	13.1	13.2	13.4	8
9	13.5	13.7	13.8	14.0	14.1	14.3	14.4	14.6	14.7	14.9	9
10	15.0	15.2	15.3	15.5	15.6	15.8	15.9	16.1	16.2	16.4	10
11	16.5	16.7	16.8	17.0	17.1	17.3	17.4	17.6	17.7	17.9	11
12	18.0	18.2	18.3	18.5	18.6	18.8	18.9	19.1	19.2	19.4	12
13	19.5	19.7	19.8	20.0	20.1	20.3	20.4	20.6	20.7	20.9	13
14	21.0	21.2	21.3	21.5	21.6	21.8	21.9	22.1	22.2	22.4	14
15	22.5	22.7	22.8	23.0	23.1	23.3	23.4	23.6	23.7	23.9	15
16	24.0	24.2	24.3	24.5	24.6	24.8	24.9	25.1	25.2	25.4	16
17	25.5	25.7	25.8	26.0	26.1	26.3	26.4	26.6	26.7	26.9	17
18	27.0	27.2	27.3	27.5	27.6	27.8	27.9	28.1	28.2	28.4	18
19	28.5	28.7	28.8	29.0	29.1	29.3	29.4	29.6	29.7	29.9	19
20	30.0	30.2	30.3	30.5	30.6	30.8	30.9	31.1	31.2	31.4	20
21	31.5	31.7	31.8	32.0	32.1	32.3	32.4	32.6	32.7	32.9	21
22	33.0	33.2	33.3	33.5	33.6	33.8	33.9	34.1	34.2	34.4	22
23	34.5	34.7	34.8	35.0	35.1	35.3	35.4	35.6	35.7	35.9	23
24	36.0	36.2	36.3	36.5	36.6	36.8	36.9	37.1	37.2	37.4	24
25	37.5	37.7	37.8	38.0	38.1	38.3	38.4	38.6	38.7	38.9	25
26	39.0	39.2	39.3	39.5	39.6	39.8	39.9	40.1	40.2	40.4	26
27	40.5	40.7	40.8	41.0	41.1	41.3	41.4	41.6	41.7	41.9	27
28	42.0	42.2	42.3	42.5	42.6	42.8	42.9	43.1	43.2	43.4	28
29	43.5	43.7	43.8	44.0	44.1	44.3	44.4	44.6	44.7	44.9	29
30	45.0	45.2	45.3	45.5	45.6	45.8	45.9	46.1	46.2	46.4	30
31	46.5	46.7	46.8	47.0	47.1	47.3	47.4	47.6	47.7	47.9	31
32	48.0	48.2	48.3	48.5	48.6	48.8	48.9	49.1	49.2	49.4	32
33	49.5	49.7	49.8	50.0	50.1	50.3	50.4	50.6	50.7	50.9	33
34	51.0	51.2	51.3	51.5	51.6	51.8	51.9	52.1	52.2	52.4	34
35	52.5	52.7	52.8	53.0	53.1	53.3	53.4	53.6	53.7	53.9	35
36	54.0	54.2	54.3	54.5	54.6	54.8	54.9	55.1	55.2	55.4	36
37	55.5	55.7	55.8	56.0	56.1	56.3	56.4	56.6	56.7	56.9	37
38	57.0	57.2	57.3	57.5	57.6	57.8	57.9	58.1	58.2	58.4	38
39	58.5	58.7	58.8	59.0	59.1	59.3	59.4	59.6	59.7	59.9	39
40	60.0	60.2	60.3	60.5	60.6	60.8	60.9	61.1	61.2	61.4	40

NOTEBOOK # 5

H.T. Chittum, Jr.

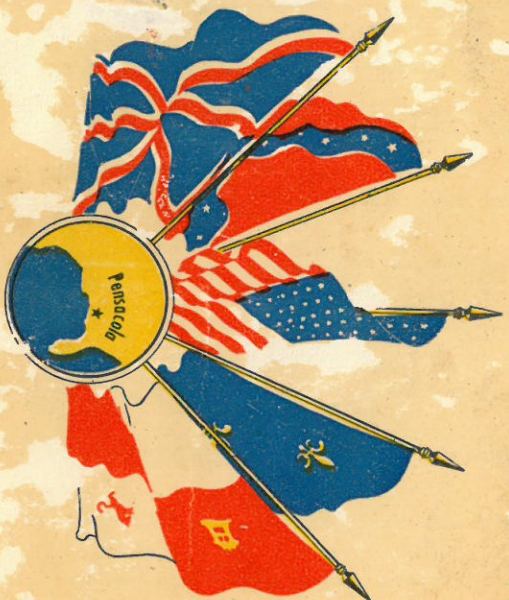
Box 631

FLA. GEOLOGICAL SURVEY

TALLAHASSEE, FLA.

The paper in this book No. 373 A
is made of 50% high grade rag stock
with a WATER RESISTING surface sizing.

Fiesta of the Five Flags



JUNE

JUNE 10

SACOTA, FLORIDA
MUNICIPAL ADVERTISING Bc 0

10

In
fro

Qu

Cut or
Fill

TRAV# 143

Hill Co

LEVELING From Co. BM to W-2008

Jan 20, 1950

Sunny & warm

STA	+S	HI	-S	EL.
Co BM	1.31	81.44		80.13
W-2008	14		3.47	77.97 PB.

center Sec 28 T 29S R 21E



96

TRAV # 144 H. 1 Co
LEVELING FROM BM D18 TO W-1825

Sta	+S	NS	-S	El.
D18	3.73	133.60		129.87
TP	2.65	132.42	3.83	129.77
W-1825	6.38		<u>4.91</u>	<u>127.51</u> 92.10
W-1825	<u>7.44</u>		<u>3.61</u>	<u>128.81</u> PB
	1.06		7.44	1.06 ✓

HR

PB	3.40	132.21		128.81
TP	<u>3.72</u>	133.49	2.44	129.77
D18	7.12		<u>3.60</u>	<u>129.89</u>
	<u>6.04</u>		6.04	1.08 ✓
	1.08			

JAN 20, 1950

NOT + Sunny

→ NW 1/4 NE 1/4 SW 1/4 SEC 28
T28S R22E.

TRAVEL 145

LEVELING FROM SADB M TO W-2011

STA	TS	HE	S	EL.
BM	3.03	85.14		82.11
TP	3.39	82.17	6.36	78.78
W-2011	6.42		1.81	80.36 CASG
LC	<u>8.17</u> 1.75		8.17	1.75 ✓

W-2011	1.91	82.27		80.36
TP	6.42	85.19	3.50	78.77
BM	8.33		3.07	82.12
	<u>6.57</u> 1.76		6.57	1.76 ✓

Nov 24, 1950

H. T. & Sunny

— FIRST HOUSE WEST OF 'Y' OF
W-MAIN ST. + W. Idwood Rd. RR. SPICE
IN BASE OF 8' OAK 114' RT(S) STA 641+66
Leesburg, Fla.

→ SW¹ NE Sec 27 T19S R24E

TRAV # 146

PINELLAS CO

LEVELING FROM TAMPA Bay to W-2007

JAN 26, 1950

NOT Y SUNNY

Sta	TS	HI	-S	EI.
Bay L.	11.45	11.45		0
W-2007			5.89	5.56
Pi				

TRAV # 147

Hil. Co.

JAN 26, 1950

LEVELING FROM Co. BM to W-1857

Sta	TS	HI	-S	EI.
Co. BM	2.81	82.94		80.13
W-1857			2.80	80.14
HL				

→ ABOUT 200' E OF CENTER SEC 28
T R

TRAV# 148
LEVELING FROM BM 8112 TO W-2021

Sta	+S	HI	-S	EL.
B112	5.98	46.01		40.03
TP ₁	6.13	46.81	5.33	40.68
TP ₂	6.41	50.86	2.36	44.45
TP ₃	3.47	44.03	10.30	40.56
W-2021	21.99		<u>3.24</u>	<u>40.79</u> calc.
IR	$\frac{21.23}{0.46}$		21.23	0.76 ✓

W-2021	3.15	43.94		40.79
TP ₁	10.33	50.89	3.38	40.56
TP ₂	2.89	46.57	7.21	43.68
TP ₃	4.49	46.00	5.06	41.51
B112	20.86		<u>6.00</u>	<u>40.00</u>
	<u>21.65</u>		21.65	0.79 ✓
	.79			

JAN 27, 1950 Not a Summary

→ SW 1/4 NE 1/4 Sec 3 T28S R20E

TRAY # 149

Polk co.

LEVELING TO FIND DIFF BETWEEN

Dopler well (NW + SE 4 30-30-28)

+ E of Strd #17.

Sta +S HZ -S EL.

Rd 2.29 - 194.36 192.07Cass 6.48 6.48 187.88 = Rd - 4.19
4.19 4.19

TRAVEL 150 Polk Co.
LEVELING FROM SRD BM #135 TO NEW HALL HILL W

Feb. 6, 1950

Hot & Sunny

STA	+S	HI	→	EL.
#135	^{2 3 2} 2.78	177.14	^{2 3 2}	174.36
TP ₁	10.55	180.84	6.85	170.29
TP ₂	7.84	188.28	0.40	180.44
TP ₃	0.31	178.63	9.96	178.32
TP ₄	0.53	175.69	3.47	175.16
TP ₅	9.11	172.83	11.97	163.72
TBM#1	31.12		0.30	172.53
	<u>32.95</u> 1.83		32.95	1.83 ✓

TBM#1	^{1 2 2} 0.27	172.80		172.53
TP ₁	12.00	175.73	^{2 3} 9.07	163.73
TP ₂	3.54	178.70	0.57	175.16
TP ₃	10.85	189.17	0.38	178.32
TP ₄	0.42	178.85	10.74	178.43
TP ₅	5.75	176.58	8.02	170.83
#135	32.83		2.22	174.36
	<u>31.00</u> 1.83		31.00	1.83 ✓

TRAV# 151

LEVELING FROM W-341 to W-1997

Feb. 8, 1950

Hot + Sunny

STA	+S	HI	-S	ELV.	
# W-341	2.45	224.96		222.51	PB
TP ₁ ^{PO}	0.50	213.73	11.73	213.23	
TP ₂	3.91	212.04	5.60	208.13	
TP ₃	4.36	205.87	10.53	201.51	
W-1997	11.22		4.54	201.33	
PO	<u>32.40</u>		32.40	21.18	✓
	21.18				

T.

W-1997	³ 4.51	205.84	²	201.33	
TP ₁	10.99	210.24	6.59	199.25	
TP ₂	9.93	219.76	0.41	209.83	
TP ₃	4.77	223.83	0.70	219.06	
W-341	30.20		1.30	222.53	
	<u>9.00</u>		9.00	21.20	✓
	21.20				

→ 1440' From N LINE, 1035' From W

LINE SEC 24 T29S R27E

1/4 mi N of W-341

TRAV# 152
LEVELING From BM Y17 to W-1800

Feb 10, 1950

Hot & sunny

Sta	+S	HI	-S	EI.
Y17	⁺ ₊ 5.31	150.49	⁺ ₊	145.18
TP1	3.19	148.32	⁺ ₊ 5.36	145.13
TP2	3.87	146.57	5.62	142.70
TP3	0.71	141.78	5.50	141.07
TP4	4.43	141.19	5.02	136.76
TP5	7.62	146.18	2.63	138.56
TBM#1			<u>2.92</u>	<u>143.26</u> →
TP6	3.75	147.07	2.86	143.32
TP7	3.36	145.21	5.22	141.85
TP8	<u>4.36</u>	<u>144.38</u>	5.19	140.02
W-1800	36.60		<u>3.56</u>	<u>140.82</u>
TBM#2	³ 41.18 4.58		<u>3.78</u>	<u>140.60</u> →
			41.18	4.58 ✓

Top CONC. BRIDGE RAIL AT bend of N. End W.

Side. about 3/4 mi. N. of US. Hwy 1492 ON
CUMBER Rd.

→ 1500'E + 300'S of NW cor Sec 10 T28S R24E

+ CUT IN CONC. STEP OF Pump HOUSE ON
W. SIDE OF CUMBER School

Feb, 10, 1950

HOT & Sunny

STA	+S	HI	-S	EL.
TBM #2	^{4 4 4} 3.70	144.30		140.60
TP ₁	4.76	145.47	^{4 3} 3.59	140.71
TP ₂	5.09	146.95	3.61	141.86
TP ₃	2.80	146.20	3.55	143.40
TBM #1			2.97	143.23
TP ₄	2.58	141.04	7.74	138.46
TP ₅	5.06	141.85	4.25	136.79
TP ₆	5.95	146.74	1.06	140.79
TP ₇	5.48	148.79	3.43	143.31
TP ₈	5.47	150.56	3.70	145.09
Y 17	40.89		5.40	145.16 (145.18)
	<u>36.33</u>		36.33	4.56 ✓
	4.56			

TRAVEL 153

LEVELING FROM USBM TT10GBL to W-967

Sta +S HI -S El.

TT10 7.45 173.15 165.70

TP 3.36 169.78 6.73 166.42

TP₂ 5.83 170.67 4.94 164.84

W-967 16.64 2.94 167.73 C.F.

14.61
2.03

14.61 2.03 ✓

Po

W-967 2.97 170.70 167.73

TP 5.36 170.20 5.86 164.84

TP₂ 7.43 173.53 4.10 166.10

TT10 15.76 7.79 165.74

17.75 17.75 1.99 ✓

1.99

Feb 13, 1950

Hot & sunny



NW COR SESE⁴ 34 T 21S R 27E

TRAVEL 154

LEVELING From BM N64¹ W - 965

Feb. 14, 1950

STA	+S	HI	-S	EI.
BM	^{4 5} 6.90	139.70	^{3 4}	132.8° →
TP ₁	11.75	150.54	0.91	138.79
TP ₂	6.15	155.62	1.07	149.47
TP ₃	1.56	145.94	11.24	144.38
TP ₄	7.39	147.99	5.34	140.60
TP ₅	1.28	144.05	5.22	142.77 TBM ₁
TP ₆	2.35	143.12	4.28	^{139.77} 140.77
TP ₇	5.05	139.70	8.47	134.65
TP ₈	9.69	145.56	3.83	135.87
W-	^{2 1} 52.12 44.83 7.29		^{140.09} 1.47 141.09	CF →
			44.83	7.29 ✓
W-	4.53	144.62		140.09 C.F.
TP ₁	5.65	140.86	9.41	135.21
TP ₂	3.62	143.16	1.32	139.54
TBM ₂			0.77	142.39
TP ₃	4.24	144.23	3.17	139.99
TBM ₁	18.04		1.47	142.76
	^{2 1} 15.32 2.67		15.37	2.67 ✓

BM is LEANING to SW about 20°

→ SE⁴ NW⁴ Sec 9 T32S R28E

TRAV# 154

TRAV #

RETRACE

Feb 14, 1950

Hot + sunny

STA	TS	HI	-S	EI.
	1 2			
TBMH	5.26	148.02	22 2	142.76
TP4	6.35	146.55	7.82	140.20
TP3	9.03	155.19	0.39	146.16
TP2	0.18	143.64	11.73	143.46
TP1	<u>4.72</u>	139.31	9.05	<u>134.59</u>
BM	25.54		<u>6.51</u>	<u>132.80</u>
	<u>35.50</u>		<u>35.50</u>	<u>9.96</u> ✓
	9.96			

09

TRAVEL 155
LEVLING FROM TBM #2 to W-1887

TBM #2	² 10.51	152.90		142.39
TP ₁	5.10	157.66	²³ 0.34	152.56
TP ₂	4.05	156.72	4.99	152.67
TP ₃	8.90	158.67	6.95	149.77
TP ₄	1.01	154.48	5.20	153.47
TP ₅	6.10	158.97	1.61	152.87
W-1887	<u>35.67</u> <u>23.50</u>		4.41	154.56 CF
PO	12.17		23.50	12.17 ✓

Feb 15, 1950

COLD + WINDY

→ ABOUT CENTER OF NET + NW + SE +
SEC 8 T32S R28E

W-1887	² 4.54	159.10		154.56
TP ₁	1.56	154.44	³ 6.22	152.88
TP ₂	5.42	158.70	1.16	153.28
TP ₃	7.64	157.49	8.85	149.85
TP ₄	5.63	158.45	4.67	152.82
TP ₅	0.20	151.71	6.94	151.51
TBM #2	<u>24.99</u> <u>37.15</u>		9.31	142.40
	12.16		37.15	12.16

El. 121.5

CON SEC 35 + 26 IS AT STA 466 + 48

BM # 46 RR spike 14" Pine 115' RT

STA 463 + 60 El. 122.86

BH 47 10" Pine 78' RT

STA 471 + 11 El. 114.93

Laughman INT. ON #25

BM # 40 14" Pine Stump

95' RT STA 555 + 36

El. 184.08

670 FT W E INT. RUNWAYS

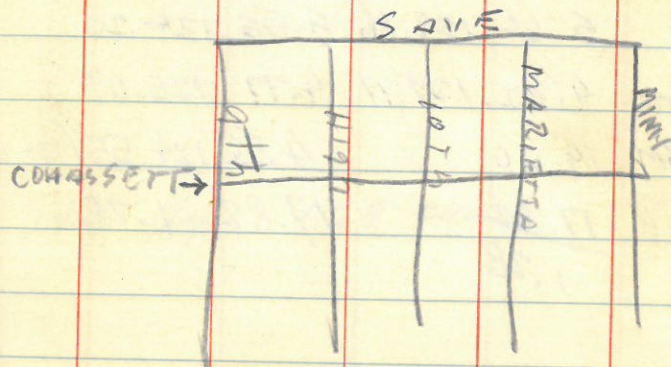
300 FT N

BM 124.55 (USED)

COR MARLETTA + SOUTH

227.11 E INT

216.50 AT 9th + COHASSETT



TRAY #156
LEVELING FROM USED BM 15 W-1689

Feb 20, 1950

Hot & Sunny

STA	TS	HI	S	EL.
USED BM	4.64	129.19	2.1	124.55
TP ₁	4.57	129.22	4.54	124.65
TP ₂	3.00	127.22	5.00	124.22
TP ₃	5.82	126.29	6.75	120.47
TP ₄	2.76	127.30	1.75	124.54
W-1689	20.79		4.03	123.27 C.F.
80	22.07		22.07	1.28 ✓
	1.28			
W-1689	4.40	127.67	2.3	123.27
TP ₁	1.91	127.79	1.79	125.88
TP ₂	3.11	129.25	1.65	126.14
TP ₃	5.66	129.86	5.05	124.20
TP ₄	4.02	129.11	4.77	125.09
USED BM	19.10		4.56	124.55 (124.55)
	17.82		17.82	1.28 ✓
	1.28			

→ PART OF E 1/2 SW 1/4 NE 1/4 Sec 4-30-27
S. SALRR. El. diff. 1.28 CHECK

W-1689 is 123.27 C.F.

El. diff 1.28 CHECK

TRAV #157

LENSING FROM INT. & MARICOPPA + SOUTH ST

L. WALES A W-1949

STA	+S	NE	-S	EL.
INT ²²	11.21	238.32		227.11
TP ₁	8.22	246.53	0.01	238.31
TP ₂	1.48	246.93	1.08	245.45
TP ₃	0.66	235.97	11.62	235.31
TP ₄	2.74	231.06	7.65	228.32
W-1949	24.31		5.12	225.94

PO $\frac{25.48}{1.17}$ $\frac{25.48}{1.17}$ ✓

W-1949 ²	5.10	231.04		225.94
TP ₁	7.31	235.71	2.64	228.40
TP ₂	11.77	246.98	0.50	235.21
TP ₃	0.91	246.30	1.59	245.39
TP ₄	0.40	237.59	9.11	237.19
INT	25.49		10.45	227.14 227.11
	$\frac{24.29}{1.20}$		24.29	1.20 ✓

Feb 21, 1950

HOT + SUNNY

El. DIFF. 1.17 CHECK

NW 1/4 NW 1/4 NE 1/4 SE 1/4 Sec 12 T30S R27E

W. 1949 IS 225.9

El. DIFF. 1.20 CHECK

TRAV #157

LEVELING FROM INT. & MARIETTA + SOUTH ST

L. WALES A W-1949

STA	+S	NE	-S	EL.
INT	²² 11.21	238.32		227.11
TP ₁	8.22	246.53	¹¹ 0.01	238.31
TP ₂	1.48	246.93	1.08	245.45
TP ₃	0.66	235.97	11.62	235.31
TP ₄	2.74	231.06	7.65	228.32
W-1949	24.31		<u>5.12</u>	<u>225.94</u>

PO $\frac{25.48}{1.17}$ $\frac{25.48}{1.17}$ ✓

W-1949 ² 5.10 231.04 ²¹ 225.94

TP₁ 7.31 235.71 2.64 228.40

TP₂ 11.77 246.98 0.50 235.21

TP₃ 0.91 246.30 1.59 245.39

TP₄ 0.40 237.59 9.11 237.19

INT $\frac{25.49}{24.29}$ $\frac{10.45}{24.29}$ $\frac{227.14}{1.20}$ 227.11
1.20 ✓

Feb 21, 1950

HOT + SUNNY

El. DIFF. 1.17 CHECK

NW COR NW 1/4 NE 1/4 SE 1/4 Sec 12 T30S R27E

W. 1949 IS 225.9

El. DIFF. 1.20 CHECK

TRAV # 158

LEVELING FROM US BM TO W-1754

Feb 22, 1950

Hot & Sunny

STA	+S	HI	-S	EL.
US BM	⁵ 0.87	163.37	⁵ 3	162.50
TP ₁	1.84	158.31	6.90	156.47
TP ₂	0.24	146.75	11.80	146.51
TP ₃	3.55	141.00	9.30	137.45
TP ₄	3.39	^{133.55} 134.55	10.84	130.16
TP ₅	9.55	^{132.74} 133.74	10.36	^{123.19} 124.19
TP ₆	10.31	^{141.66} 142.66	1.39	^{131.35} 132.35
TP ₇	8.89	^{150.08} 151.08	0.47	^{141.19} 142.19
TP ₈	6.97	^{154.19} 155.19	2.86	^{147.72} 148.72
W-1754	45.61		7.40	^{146.79} 147.79 →
	61.32		61.32	15.71 ✓
QO	15.71			

→ SWCOR SW⁴ SEC 18 T 30 S R 28 E

El. DIFF. 146.79 CHECK

W-1754	7.31	154.10		146.79
TP ₁	2.70	150.00	6.80	147.30
TP ₂	0.60	141.05	8.95	141.05
TP ₃	10.61		10.20	131.45
	25.95		25.95	15.34 ✓
	15.34			

Retrace to USBM

Feb 22, 1950

Hot & Sunny

Sta.	+S	HI	-S	El.
TP ₃	² 1.30	132.75		131.45
TP ₄	10.29	133.57	² 2 9.47	123.28
TP ₅	10.71	140.62	3.66	129.91
TP ₆	9.11	146.13	3.60	137.02
TP ₇	11.91	157.02	1.02	145.11
TP ₈	<u>8.52</u>	162.87	2.67	154.35
USBM	51.84		<u>0.25</u>	<u>162.62</u> (162.50)
	<u>20.67</u>		20.67	31.17 ✓
	31.17			

El. diff. 31.17 CHECK

TRAV # 159

LEVELING FROM USBM F20 to W-1920

Sta	+S	HE	-S	El.
F20	<u>4.94</u>	31.81		26.87
W-1920	<u>6.05</u>		6.05	<u>25.76</u>
RL	1.11			1.11 ✓

Feb 23, 1950

Cool + sunny

→ SW $\frac{1}{4}$ SW $\frac{1}{4}$ Sec 19 T29S R20E
 El. diff. 1.11 CHECK

24

TRAV #160

LEVELING FROM USGS PT. to W-1765

Sta to NE to El.

USGS PT 2.35 78.75 76.40

TP 5.02 79.84 3.93 74.82

TP 2.05 74.91 6.98 72.86

W-1765 9.42 4.01 70.90 →

14.92 14.92 5.50 ✓

5.50

Retrace to PT

W-1765 3.97 74.87 70.90

TP 6.90 79.36 2.41 72.46

TP 4.07 78.44 4.99 74.37

USGS PT 14.94 2.04 76.40

9.44 9.44 5.50 →

5.50

Feb 27, 1950

COOL & windy
& sunny

→ 1320' W + 500' N CENTER SEC 31-T30-R21

El. diff. 5.50 CHECK

El. diff. 5.50 CHECK

TRAV # 161
LEVELING FROM CITY BM TO W-1812

STA	+S	HI	-S	EI.
BM	<u>4.41</u>	12.89		8.48 →
W-1812	<u>4.15</u>		4.15	<u>8.74</u> GRND
	0.26			0.26 ✓

12

Feb 28, 1950

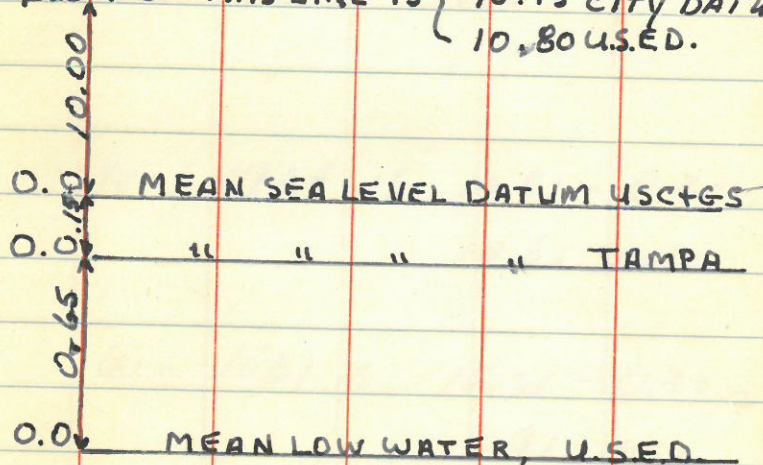
SUNNY + WARM

$$8.74 - 0.30 = 8.44 \text{ MSL}$$

→ SECN NW 1/4 - SW 1/4 Sec 17 T 29 R 19

EI. DIFF. 0.26 CHECK

ELEV. OF THIS LINE IS {
10.00 USCTGS
10.15 CITY DATUM
10.80 U.S.E.D.



TRAV# 162

LEVELING FROM City BM to W-1748

Sta +S HI -S EI

BM 5.39 14.74 9.35

TP. 5.31 16.43 3.62 11.12

W-1748 10.70

5.52 10.91 →

W-1631 9.84

6.22 10.21 →

0.86

9.84 0.86 ✓ →

Feb 28, 1920

Sunny & warm

SW 1/4 SE 1/4 NW 1/4 Sec 17 T29S R219E

EI. diff. 0.86 CHECK

W- 1748 is 10.91 - 0.30 =
10.61 msl

W- 1631 is 10.21 - 0.30 =
9.91 msl

TRAV# 103
LEVELING From City BM to W-1020

Sta +S HI -S EN

BM 3.44 22.99 19.55

W-1020 4.84 4.84 18.15 C.F

1.40

1.40 →

1st

Feb 28, 1950

Sunny + Warm

→ SW⁺ NE⁺ S₂₄ T₂₉ R₁₈ E

E₁ d₁ p₁ f₁ 1.40 CHECK

W-1020 is 18.15 - 0.30 =

17.85 MSL

TRAV #164
LEVELING FROM City BM to W-957

STA	+S	HI	-S	EL.
BM	<u>4.90</u>	11.05		6.15
W-957	<u>5.30</u>		(4.00 7.05)	Conc. B.
GRND	.40		5.30	<u>5.75</u>
			0.40	✓ →

RR

Feb 28, 1950

W-957 IS $5.75 - 0.30 = 5.45$ msl

$7.05 - 0.30 = 6.75$ msl

El. Diff. 0.40 CHECK

W-957 IS AT NENE SW 24-29-18

TRAY# 165
Leveling From City BM to W-1483

Sta	IS	HI	-S	El.
BM	<u>6.10</u>	23.50		17.40
W-1483	<u>3.37</u>		3.37	<u>20.13</u> 9 RND
	2.73			2.73

HP



Feb 28, 1950

W-1483 is 20.13 - 0.30 =
El. diff 2.73 CHECK 19.83 msl

SESW 24-29-18

TRAV #166

LEVELING FROM City BM to W-1504

Sta TS HI S El.

BM 6.26 56.25 49.99

TP₁ 5.43 59.87 1.81 54.44

TP₂ 5.79 60.28 5.38 54.49

TP₃ 12.04 71.20 1.12 59.16

W-1504 29.52 5.33 65.87 9RND.

16l 13.64 13.64 15.88
15.88

W-1504 5.31 71.18 65.87

TP₁ 1.05 60.21 12.02 59.16

TP₂ 5.47 59.96 5.72 54.49

TP₃ 1.91 56.35 5.52 54.44

BM 13.74 6.36 49.99

29.62 29.62 15.88 ✓ →
15.88

MARCH 1, 1950

Sunny & warm

→ NECON. NE⁺ NE⁺ NE⁺ Sec 6 T29S1219E

→ El. diff 15.88 check

W-1504 is 65.87 - .30 =
65.57 msl

Ed. diff. 15.88 CHECK

TRAV #167
LEVELING FROM USBM C40 TO W-1447

MAR. 1, 1950

NOT + SUNNY

STA	+S	HI	-S	EL.
C40	⁴ 1.85	44.67		42.82
TP1	4.83	41.27	³ 8.23	36.44
TP2	0.75	38.25	3.77	37.50
TP3	1.60	37.68	2.17	36.08
TP4	5.31	33.82	9.17	28.51
TP5	6.35	32.84	7.33	26.49
TP6	7.69	37.13	3.40	29.44
TP7	6.61	37.09	6.65	30.48
W-1447	34.99		3.54	33.55

GRND →

SW⁴ NW⁴ NW⁴ SW⁴ SEC 18 T28S R19E

~~44.26~~ 44.26 9.27 ✓ →

EL. D.F.F. 9.27 CHECK

9.27 TRAV #167 RETRACE

W-1447	² 3.72	37.27	⁴ 6.80	33.55
TP1	6.75	37.22	6.80	30.47
TP2	3.39	32.81	7.80	29.42
TP3	7.44	33.96	6.29	26.52
TP4	10.01	38.42	5.55	28.41
TP5	2.19	38.70	1.91	36.51
TP6	33.50		0.79	37.91

~~29.14~~
4.36

29.14 4.36 ✓ →

EL. D.F.F. 4.30 CHECK

TRAV# 167 RETRACE CONT.

MAR. 1, 1950

HOT + SUNNY

STA	+S	HI	-S	EI.
TP ₆	3.67	41.58		37.91
TP ₇	<u>8.30</u>	44.88	5.00	36.58
BMC 40	11.97		<u>2.04</u>	<u>42.84</u> (42.82)
	<u>7.04</u>		7.04	4.93 ✓
	4.93			

El. Diff. 4.93 CHECK

TRAV# 168

LEVELING FROM SRD BM# 34 to W-955

Sta	+S	NI	-S	EI
BM#34	7.80	173.01		165.21
TP ₁	2.86	172.45	3.42	169.59
TP ₂	2.71	168.10	7.06	165.39
TP ₃	3.53	166.91	4.72	163.38
TP ₄	2.23	161.08	8.06	158.85
TP ₅	9.92	167.68	3.32	157.76
TBM#1	5.80	171.59	1.89	165.79
TP ₆	1.01	169.19	3.41	168.18
TP ₇	5.51	169.61	5.09	164.10
TP ₈	9.25	178.66	0.20	169.41
TP ₉	1.43	180.00	0.09	178.57
TP ₁₀	0.08	171.02	9.00	170.94
TP ₁₁	0.28	159.85	11.45	159.57
TBM#2	5.52	154.72	10.65	149.20
TP ₁₂	7.46	161.96	0.22	154.50
TP ₁₃	3.40	160.94	4.42	157.54
TP ₁₄	6.19	164.13	3.00	157.94
W-995	74.98		3.44	160.69
	79.50		79.50	4.52

MARCH 13, 1950

sunny, breezy
tw ARM

RR SPIKE IN $\frac{1}{2}$ OF Black top Rd. 1 mi. E
St. Rd #35 SWCOR sec 18 T27S R24E

RR SPIKE IN SE COR Sec 18 T27S R24E
 $\frac{1}{2}$ OF Rd. AT CURVE

EI. diff. 4.52 check

TRAV. #168 Retrace

MAR. 13, 1950

SUNNY, WARM &

WINDY

STA	+S	HI	-S	EL.
W-955	3.43	164.12		160.69
TP ₁	3.17	161.29	6.00	158.12
TP ₂	4.26	161.96	3.59	157.70
TP ₃	0.31	154.55	7.72	154.24
TBM#2	10.73	159.94	5.34	149.21
TP ₄	11.33	171.20	0.07	159.87
TP ₅	9.15	180.30	0.05	171.15
TP ₆	0.15	179.01	1.44	178.86
TP ₇	0.80	170.12	9.19	169.82
TP ₈	5.19	169.89	5.42	164.70
TP ₉	3.60	172.38	1.11	168.78
TBM#1	1.92	167.70	6.60	165.78
TP ₁₀	3.44	161.07	10.07	157.63
TP ₁₁	8.15	166.88	2.34	158.73
TP ₁₂	4.59	168.06	3.41	163.47
TP ₁₃	6.99	172.54	2.51	165.55
TP ₁₄	3.51	173.30	2.75	169.79
BM#34			8.07	165.23 (165.21)

TRAV #169

OSC 202A CO

LEVELING FROM BM R59 to W-1882

MAR. 14, 1950

cloudy, breezy +

WARM

STA	+S	HI	-S	EL.
R59	5.80	80.43		74.63
TP ₁	4.87	80.28	5.02	75.41
TP ₂	4.68	79.63	5.33	74.95
TP ₃	4.71	80.32	4.02	75.61
W-1882	20.06		3.76	76.56
PB OS	16.82		2.45	77.87
	3.24		16.82	3.24 ✓
PB	2.44	80.31		77.87
TP ₁	4.07	79.68	4.70	75.61
TP ₂	5.40	80.31	4.77	74.91
TP ₃	5.05	80.68	4.68	75.63
R59			6.05	74.63

COOK GROVE ?

DE + AL DEAN

TRAV# 170

LEVELING FROM USGS PT to W-5

STA	+S	NE	-S	EI.
PT.	3.17	139.67		136.50
TP	5.14	137.34	7.47	132.20
W-5 [?] PO	8.31		(7.17 130.17)	→
GRND	13.57		6.10	131.24
	5.26		13.57	5.26 ✓

MAR 15, 1950.

CLEAR, WARM & WINDY

TOP Flange ON 8" CASING well IN NE COR

SEC 30 T31S R 25E

TRANS 171

LEVELING FROM USBM PG4 to W-981

Sta	TS	HI	→	EI.
PG4	4.85	100.01	6.7	95.16
TP1	2.66	97.82	4.85	95.16
TP2	2.80	95.41	5.21	92.61
TBM#1	6.03	95.59	5.85	89.56 →
TP3	2.32	94.88	3.03	92.56
TP4	3.84	95.35	3.37	91.51
TP5	4.47	96.66	3.16	92.19
TBM#2	5.44	97.04	5.06	91.60 →
TP6	5.68	98.50	4.22	92.82
TP7	8.70	102.65	4.55	93.95
TP8	10.33	108.71	4.27	98.38
TP9	10.24	113.38	5.57	103.14
TP10	3.10	109.49	6.99	106.39
W981	70.46	5.89	103.60 →	
	62.02	62.02	8.44 ✓	
	8.44			

3 1950

SUNNY & WARM

→ 110 yds SE MP 32, 7 POLE S. OF TRESTLE,
45.2' E.E. RAIL 5" ABOVE GRND.

RR bridge SPIKE IN beam ABOUT 18"
below FLOOR LEVEL ON wooden bridge
about 1/2 section line between Sec 15 & 22
T 32S R 28E NW COR OF bridge.

RR bridge SPIKE IN CATTLE GAP.

CONC. FLOOR R.H.

TRAV# 171 - RETROCE -

STA	+S	HI	-S	EI.
W-981	² 5.79	109.39		103.60
TP ₁	5.32	113.44	² 1.27	108.12
TP ₂	5.46	108.68	10.22	103.22
TP ₃	4.38	102.74	10.32	98.36 ✓
TP ₄	4.61	98.53	8.82	93.92
TP ₅	4.22	^{97.02} 96.42	5.73	^{92.80} 92.20
TBM#2	^{29.78} ^{41.72} 11.99		^{91.61} 5.41	^{91.01} 91.01
			41.77	12.59
TBM#1	5.09	96.70		91.61
TP ₆	3.13	95.47	4.36	92.34
TP ₇	3.59	95.03	4.03	91.44
TP ₈	3.04	95.69	2.38	92.65
TBM#1	7.21	96.83	6.07	89.62
TP ₉	4.65	98.40	3.08	93.75
USGS PT			4.15	94.25 (94.4)

Mulberry - Lakeview Ltd.

1434 + 00 culvert -

BM # 18

RR SPIKE BASE 20" OAK

135' LT. 1429 + 37

El. 134.73

BM # 19

BASE 10" OAK

110' LT. SK 1439 + 06

El. 136.29

BM # 20

15" Palm

El. 136.11

Rd. INT STA 222 + 03

El. 192.20 ϕ INT.

NAIL & CAP TOP 2 + 4 NUB

100' RT 214 + 00

El. 175.135

80' NAIL 15" Pine

125' LT. 229 + 25

El. 193.57

TRAV # 172
LEVELING FROM USGS BM to W-2139

MARCH 24, 1950

STA	TS	HI	-S	EI.
BM	7.02	222.72	22	215.70
TP ₁	3.30	220.46 218.77	5.56	217.16
TP ₂	4.28	219.77 217.63	5.97	214.49 215.26
TP ₃	2.37	219.63	3.51	216.26
W-2139	16.97		7.49	210.14 212.74
PB	21.93		6.89	210.74 212.74
	4.96		21.93	4.96

Retrace

PB	6.79	217.53		210.74
TP ₁	3.77	219.00	2.30	215.23
TP ₂	6.11	220.78	4.33	214.67
TP ₃	5.41	223.18	3.01	217.77
BM	22.08		7.46	215.72
	17.10		17.10	4.98 ✓
	4.98			

TRAV # 173
LEVELING FROM SRD BM # 18 to W-13

STA	+S	HI	-S	EL
#18	<u>5.13</u>	139.86		134.73
W-13	<u>6.34</u>		6.34	133.52 GRND.
PO	1.21			1.21 ✓

TRAVEL 174

LEVELING FROM USBM 466 TO W-258

Sta	IS	HI	-S	El.
466	³ 2 2.81	140.64		137.83 →
TP1	2.21	133.95 131.88	⁴ 2 8.90	131.74
TP2	4.59	132.88 131.25	6.66	127.29 126.98
TP3	4.27	132.25 130.32	4.90	127.98 126.60
TP4	3.72	131.32 128.60	4.65	127.60 124.84
TP5	<u>3.76</u>	<u>129.60</u>	5.48	125.84 123.18
TBM#1	21.36		<u>5.42</u>	124.18 →
	<u>36.01</u> 14.65		36.01	14.65 ✓
TBM#1	² 2 5.39	128.57	¹ 2 4.03	123.18
TP1	5.66	130.23	¹ 2 4.00	124.57
TP2	4.59	131.17	3.65	126.58
TP3	5.01	131.78	4.40	126.77
TP4	6.90	134.24	4.44	127.34
TP5	<u>9.01</u>	<u>140.96</u>	2.29	131.95
466	36.56		<u>3.13</u>	<u>137.83</u>
	<u>21.91</u> 14.65		21.91	14.65 ✓

This BM is NOT STAMPED with any NUMBER, BUT IS IN PROPER LOCATION FOR NO. 466

RR SPIKE IN Φ OF ST. RD #60 AT OLD TROLLEY CROSSING ABOUT 0.3 mi. E OF MULBERRY STA. CORONET MAP SHOWS

this point to be 126.7°

123.18
3.52

TRAV# 175
LEVELING From TBM#1 to W-258

Sta +S HI -S EL.

TBM#1 6.45 129.63 123.18

TP₁ 4.91 132.57 1.97 127.66

TP₂ 6.29 134.54 4.32 128.25

W-258 17.65 6.00 128.54 9 rods

CASg PG 10.28 4.99 129.55

6.37 10.28 6.37

CASg. 5.09 134.64 129.55

TP₁ 4.19 132.81 6.02 128.62

TP₂ 2.06 129.86 5.01 127.80

TBM#1 11.34 6.69 123.17

17.72 17.72 6.38 ✓

6.38

MAR 30, 1950

WINDY & COOL

6.60

→ SW cor SW 1/4 NW 1/4 Sec 6 T 30 S

R 24 E

TRAV # 176

LEVELING From USGS BM TT 67G To W-1628

STA	+S	HI	-S	EI.
TT 67G	1.48	17.99		16.51
TP ₁	7.50	19.75	5.74	12.25
TP ₂	5.76	23.70	1.81	17.94
W-1628	14.74		3.65	20.05 →
Corre. Floor	11.20		4.24	19.46
	3.54		11.20	3.54 ✓

SM

W-1628	3.66	23.71		20.05
TP ₁	1.60	19.53	5.78	17.93
TP ₂	6.25	18.45	7.33	12.20
TT 67G			1.95	16.50

APRIL 20, 1950 CLEAR + SUNNY

CONC. Pump BASE

TRAY # 177

LEVELING FROM US BM P27 to W-223

Sta	+S	HI	-S	El.
P27	3.11	21.66		18.55
TP ₁	1.13	15.18	7.61	14.05
TP ₂	4.07	14.60	4.65	10.53
W-223	8.31		4.32	10.28 →
Pres. GRND	16.58		6.20	8.40
OT. GRND	8.27		4.93	9.67
			16.58	8.27 ✓

W-223	4.65	14.93		10.28
TP ₁	3.93	14.89	3.97	10.96
TP ₂	6.16	16.55	4.50	10.39
TP ₃	5.22	21.73	0.04	16.51
TP ₄	19.96		3.19	18.56
	11.68		11.68	8.28 ✓
	8.28			

APRIL 24, 1950

C. clear + windg

TOP OF VALVE ON CONC. IN

El. diff. 8.27 check

18.550

8.275

10.275 ± .005

TRAV # 178

LEVELING From USBM T25 to W-577

APRIL 24, 1950 T 1000 WARM + WINDY

STA	+S	HI	-S	EI.
T25	2.80	17.43		14.63
TP ₁	3.72	11.77	9.38	8.05
TP ₂	11.43	19.35	3.85	7.92
TP ₃	5.54	21.44	3.45	15.90
TBM#1	23.49		3.31	18.13
	19.99 3.50		19.99	3.50 ✓
TBM#	3.44	21.57		18.13 →
TP ₁	3.17	19.22	5.52	16.05
TP ₂	3.17	11.22	11.17	8.05
TP ₃	10.78	17.37	4.63	6.59
T25			2.73	14.64

TOP OF GAS STORAGE TANK CAP SET IN CONG.
ABOUT 8' NW OF GULF BREEZE P.O.

TRAY # 178 (cont.)

APRIL 24, 1950

sunny & windy

STA	+S	HL	-S	EI.
TBM #1	^{4.5} 1.46	19.59		18.13
TP ₁	4.11	18.94	⁺ 4.76	14.83
TP ₂	6.18	22.92	2.20	16.74
TP ₃	1.76	18.35	6.33	16.59
TP ₄	6.66	21.81	3.20	15.15
TP ₅	2.82	18.42	6.21	15.60
TBM #2			<u>3.67</u>	<u>14.75</u>
TP ₆	3.74	17.49	4.67	13.75
TP ₇	4.30	17.46	4.33	13.16
TP ₈	5.47	19.49	3.44	14.02
TP ₉	5.40	21.74	3.15	16.34
TP ₁₀	10.07	30.68	1.13	20.61
TP ₁₁	<u>4.27</u>	26.10	8.85	21.83
W-577	56.24		<u>2.57</u>	<u>23.53</u>
92ND	<u>50.84</u>		<u>4.87</u>	<u>21.23</u>
	5.40 ✓		50.84	5.40 ✓

highest.

23.52 ±.02

TP casing. OF highest well.

MAY 31, 1950

ELV. ON Lower Test Well.

Trav # 178

RETRACE

STA	+S	#E	-S	EI.
TP ₁₁	^{5 6} 8.92	30.75		21.83
TP ₁₀	0.68	21.26	^{4 3} 10.17	20.58
TP ₉	3.07	19.36	4.97	16.29
TP ₈	3.37	17.62	5.11	14.25
TP ₇	4.56	17.58	4.60	13.02
TP ₆	4.56	18.77	3.37	14.21
TBM#2			3.95	14.82
TP ₅	5.68	21.70	2.75	16.02
TP ₄	3.49	18.59	6.60	15.10
TP ₃	6.01	22.87	1.73	16.86
TP ₂	2.25	18.92	6.20	16.67
TP ₁	4.62	19.51	4.03	14.89
TBM#1	47.21		1.34	18.12
	50.87		50.87	3.66 ✓
	3.66			

TRAV # 179
LEVELING FROM USBM P25 to W-565

STA	+S	HI	-S	EI.
P25	⁺ 6.08	89.64		83.56
TP1	2.53	87.59	⁶ 4.58	85.06
TP2	4.42	87.74	4.83	82.76
TP3	5.22	88.54	3.86	83.32
TP4	7.76	95.44	0.86	87.68
TP5	4.05	95.41	4.08	91.36
TP6	2.78	91.84	6.35	89.06
TP7	3.46	87.53	7.77	84.07
TP8	4.84	89.64	2.73	84.80
TP9	2.00	87.00	4.64	85.00

W-565 43.14
BS 45.13
TBM#1 1.99

9.89 77.11 92ND-

5.43 81.57

45.13 1.99 ✓

APRIL 26, 1950 sunny & windy

☐ CHISELED AT NW COR GUILDING SER. STA.

EI. 81.56 ± .01

TRAV #179—RETRACE —

4/26/50

STA	+S	HI	-S	EL.
TBM#1	³ 5.65	87.22		81.57
TP ₁	5.52	90.29	⁴ 2.45	84.77
TP ₂	3.71	87.63	6.37	83.92
TP ₃	6.61	91.70	2.54	85.09
TP ₄	5.08	94.52	2.26	89.44
TP ₅	4.23	95.61	3.14	91.38
TP ₆	0.69	90.34	5.96	89.65
TP ₇	3.73	87.53	6.54	83.80
TP ₈	3.81	86.80	4.54	82.99
TP ₉	5.62	89.28	3.14	83.66
TP ₁₀	<u>3.92</u>	88.98	4.22	85.06
P25	48.57		<u>5.40</u>	<u>83.58</u>
	<u>46.56</u>		46.56	2.01 ✓
	2.01			

W-565 is 77.1

TRAVEL 126
LEVELING FROM BAY LEVEL TO Egin OFFICERS COOP-

STA	+S	NI	-S	EL.
DF	0.90			
GRND	<u>0.65</u>	11.12		
TP ₁	0.26	11.12		
TP ₂	<u>7.35</u>	10.93		
WATER	<u>8.51</u>	<u>10.52</u>		
		<u>32.57</u>		
		<u>8.51</u>		
		<u>24.06</u>		

TOP ROTARY TABLE IS
24 FT ABOVE BAY LEVEL.

GROUND IS 22.3 FT. ABOVE BAY

Block 1
NECN LOT 11¹ LOT 3 Sec 30 T1S
223W

Sides:

1850' E OF BAYOU ON SLINE OF 30

2693' N

590' W

TRAV # 181

LEVELING FROM Bayou TARR TO W-560

Sta	+S	HI	-S	El.	
Water L.	10.73	10.73		0	
TP	6.74	17.07	0.40	10.33	
W-560			5.29	11.78	C.F.
ES					

MAY 1, 1950. NOT + SUNNY

= 11.8

TRAV # 181

LEVELING FROM Bayou TARR TO W-560

Sta	+S	HI	-S	El.
WATER L.	10.73	10.73		0
TP.	6.74	17.07	0.40	10.33
W-560			5.29	11.78 C.F.
ES				

MAY 1, 1950. NOT + SUNNY

= 11.8

TRAV # 182

LEVELING FROM BM H111 TO W-563

MAY 2, 1950

cloudy & windy

Sta	FS	HI	-S	EL.
H111	0.21	35.75		35.54
TP ₁	3.57	34.91	4.41	31.34
TP ₂	4.67	34.27	5.31	29.60
TP ₃	4.58	34.49	4.36	29.91
W-563	13.03		4.62	29.87 9 RND -
ES	<u>18.70</u> 5.67		18.70	5.67 ✓
W-563	4.46	34.33		29.87
TP ₁	5.50	35.20	4.63	29.70
TP ₂	4.50	35.95	3.75	31.45
H111	14.46		0.40	35.55
	<u>8.78</u> 5.68		8.78	5.68 ✓

W-563 has been pulled up, but
the ground elev. at approximate
location is 29.9-

Hillsborough

Eglin Field #1 - ABOUT CENTER SW

SEC 9, T2N R21W - 227.41

Eglin Field #2 - NENE NE 21-T1N R22W

154.38

Eglin Field #3 - SW NENE 27-2N-23N

203.99

Eglin Field #4 - SE NENE NW 18-15-23N

89.19

Eglin Field #5 - SW NE 15-1N-24N

179.45

Eglin Field #6 - S N SW SE 34-2N-25W

136.23

Eglin Field #7 - Bottom of SE SW 36-

1N-24W - 133.74

TRAV #183
LEVELING FROM USGS BM TT 226 to W-1774

May 22, 1950

Hot + windy

Sta	+S	HI	-S	EI.
BM	2.95	22.64		19.69
TR	2.11	13.59	11.16	11.48

TBM#1	5.06	7.64	5.95	
	18.80	18.80	13.74	
	13.74			



CONC. STEPS to BOATHOUSE N. of Bayou

Turn left

Retrace to BM

TBM#1	7.42	13.37		5.95
TR	11.22	22.68	1.91	11.46
BM	18.64		3.00	19.68
			4.91	13.73

TBM#1	4.62	10.57		5.95
TR	11.90	17.91	4.56	6.01

TBM#2			5.19	5.38
-------	--	--	------	------

TR	7.07	24.80	0.18	17.73
----	------	-------	------	-------

W-1774	23.59		2.48	22.32
--------	-------	--	------	-------



CONC. BASE

00	7.26		7.22	16.37
	16.37			

Retrace to TBM#1

Sta	+S	NE	-S	Elev.
W-1774	2.43	24.75		22.32
TP ₁	0.24	17.97	7.02	17.73
TP ₂	4.45	10.50	11.92	6.05
TBM#1			<u>4.56</u>	<u>5.94</u>

TRAV# 184

LEVELING FROM Bay Level to W-828

Sta	+S	HI	-S	Elev	
Bay L.	9.22	9.22		0.00	→
W-828	2.96		2.96	6.26	✓
Ca	6.26				

3:15 PM May 29, 1952 Windy & Hot.

Shore Garniers Bayou.

NE on SW⁴ NE⁴ Sec 6 T. 25. R. 23W

150 E of shore of Garniers Bayou

TRAV # 185
LEVELING FROM USC&GS TBM TO W-1824

STA +S HI -S EI.

TBM 7.81 140.20 132.39

TP₁ 11.11 150.77 0.54³ 139.66

TP₂ 10.39 161.09 0.07 150.70

TP₃ 5.15 166.15 0.09 161.00

TP₄ 11.04 173.60 3.59 162.56

TBM #1 45.50 (0.68 172.92) →

W-1824 $\frac{6.05}{39.45}$ 1.76 171.84 →

JK 8.05 39.45

W-1824 2.12 173.96 171.84

TP₁ 0.93 167.58 7.31 166.65

TP₂ 0.50 158.17 9.91 157.67

TP₃ 0.66 148.83 10.00 148.17

TP₄ 2.43 139.95 11.31 137.52

TBM 6.64 7.56 132.39

46.09 46.09

39.45

Hot & Sunny June 13, 1950

TOP FIRE PLUG IN FRONT OF PUMPHOUSE

CONC. STEP TO PUMPHOUSE (GRND)

450' N + 50' W OF QUARTER

SEC COR. SEC 7 + 8 T4N R10W

ABOUT 2800' N OF SEC COR OF SEC 7

TRAV #186

LEVELING FROM BM E44 TO W-1987

Sta	+S	HI	-S	EL.	
E44	3.11	92.64		89.53	→
TP ₁	0.66	85.27	8.03	84.61	
TP ₂	4.71	88.69	1.29	83.98	
TBM#1	+8.48		6.09	82.60	→
	-15.41		15.41	-6.93 ✓	
	-6.93 ✓				

TBM#1	0.28	82.88		82.60	
TP ₃	1.18	74.77	9.29	73.59	
TP ₄	7.92	74.00	8.69	66.08	→
W-1987	+9.38		2.01	71.99	
	-19.99		19.99	-10.61 ✓	
JL	-10.61 ✓				

RETRACE to BM E44

W-1987	3.64	75.63		71.99	
TP ₁	4.26	77.29	4.60	71.03	
TBM#2	+9.90		1.29	70.00	→
TP ₂	-15.80		11.20	66.09	
	-5.90 ✓		15.80	-5.90 ✓	

cloudy + warm

JUNE 14, 1950

ABOUT 0.7 mi. N. ALONG ST. RD. # 71 FROM
CROSSROADS AT SINK CREEK, FIA ON W. SIDE OF HWY.

RAIN 4:15 PM

BRIDGE SPIKE IN E STATE RD. # 71

OPPOSITE CURVE SIGN ABOUT 0.2 mi.

N. OF WOODEN BRIDGE AT SINK CREEK, FIA.

JUNE 15, 1950

NOT + SUNNY

TOP bolt BRIDGE OVER SINK CREEK ON

(71) NEAR OF W. SIDE

RR SPIKE IN C INT. AT + Rd. AT SINK
CREEK

TRAV. 186 CONT.

Sta	+S	HI	-S	Elv.
TP ₂	8.68	74.77		66.09
TP ₃	11.07	85.47	0.37	74.40
TBM#1	7.66	90.26	2.87	82.60
TP ₄	2.20	85.36	7.10	83.16
TP ₅	10.00	94.27	1.09	84.27
E44			4.75	89.52 (89.53)

STATE RD. #69 FROM CALHOUN CO. TO GRAND RIDGE

B.M. DESCRIPTION

BM#62	96.28	NAIL 1A 10" PINE	100' LT.	STA 600 + 90
" 63	116.23	" " 12" "	125 " "	614 + 10
" 64	135.17	" " SIDE 10" "	100 RT "	619 + 10
" 65	144.28	" " " 10" "	100 " "	629 + 20
" 66	151.93	" " " 14" "	150' LT "	639 + 60
" 67	192.59	" " ROOT 36" PECAN	150' " "	652 + 50
" 68	179.77	" " SIDE 10" PINE	100' LT "	660 + 90
" 69	178.57	" " " 12" "	125' " "	669 + 75
" 70	185.41	" " " 6" "	60 RT "	679 + 60
" 71	182.20	" " " 6" Pear Tree	80 LT "	687 + 70
" 72	180.90	" " " 8" PINE	100 LT "	699 + 30
" 73	186.24	" " " 10" OAK	160' " "	709 + 00
" 74	187.23	" " " 36" WALNUT	15' RT "	719 + 50
" 75	161.14	" " " 8" OAK	80' LT "	728 + 00
" 76	179.63	" " " 12" PINE	80 " "	740 + 10
" 77	177.31	" " ROOT 12" OAK	200' " "	749 + 75
" 78	196.04	" " SIDE 8" "	85' " "	759 + 25
" 79	201.69	" " ROOT 14" "	100' RT "	769 + 80
" 80	196.40	" " SIDE 24" "	125' " "	779 + 80
" 81	191.99	" " ROOT 30" PINE	70' " "	789 + 50

RD # 69 BM's CONT.

BMH 82	169.23	NAIL IN ROOT 24"	OAK	65' RT	STA 799+80
" " 83	169.21	" " SIDE 8"	PECAN	125' RT	" 810+90
" " 84	168.00	" " ROOT 48"	OAK	70 "	" 820+00
" " 85	165.73	" " SIDE 18"	PINE	85 "	" 830+75
" " 86	177.47	" " ROOT 12"	OAK	100 LT	" 840+00
" " 87	153.55	" " SIDE 12"	"	75 "	" 850+20
" " 88	179.15	" " " POWER	POLE	55 "	" 859+60
" " 89	182.64	" " " 8"	OAK	80 "	" 870+20
" " 90	175.10	" " " 8"	"	100 RT	" 880+00
" " 91	171.38	" " ROOT 20"	"	65 LT	" 890+20
" " 92	181.09	" " SIDE 10"	PINE	150 RT	" 901+15
" " 93	193.72	" " " 12"	OAK	70 "	" 910+40
" " 94	203.44	" " ROOT 36"	"	75 "	" 920+50
" " 95	185.15	" " SIDE 30"	"	70 LT	" 929+20
" " 96	159.17	" " " 10"	PINE	100 RT	" 940+15
" " 97	150.70	" " " 18"	OAK	95 "	" 950+30
" " 98	143.15	" " ROOT 14"	PECAN	60 "	" 959+15
" " 99	134.24	" " SIDE 6"	PINE	80 "	" 969+30
" " 100	125.32	" " " 8"	PECAN	75 LT	" 980+15

Rd # 69 BM's CONT.

BM # 101	124.26	NAIL IN SIDE 6" PINE	75' RT	STA 989+40
" " 102	124.32	" " 9" 6"	" 125' "	" 999+90
" " 103	128.98	" " 12"	" 75' "	" 1010+00
" " 104	133.91	" " ROOT 18" PEAR	70' "	" 1018+00

TRAY #187

LEVELING FROM SRD BM# 67 TO W-1872

STA	+S	HI	-S	EIV.
BM#	+4.66	197.25		192.59 →
W-1872	-4.76		4.76	192.49 GRND. →
JK	-0.10 ✓			-0.10 ✓

JUNE 16, 1950

CLEAR + BRIGHT

NAIL IN ROOT 36" PECAN 150' W STA 652+50 RD#69

NW COR SW 1/4 NW 1/4 SEC. 34 T3N R2W

TRAV # 188

LEVELING FROM SRO BM # 104 TO W-1873

STA +	+S	HI	-S	ELV
-------	----	----	----	-----

BM# 104	2.20	136.11		133.91
---------	------	--------	--	--------

W-1873	5.50		5.50	130.61 9RND
--------	------	--	------	-------------

JIC	-3.30		-3.30	✓
-----	-------	--	-------	---

JUNE 16, 1950

HOT + SUNNY

NAIL IN ROOT 18" PCEAN TO E STA 1018+00

SWCOR SW 1/4 SW 1/4 SEC 27 T4N R 8W

TRAV #189
LEVELING FROM USED BM C-12-27 to W-1781J - 1782 June 19, 1950 cloudy & warm

STA +S HI -S EL.

BM ^{5 6 5} 7.71 107.71 100.00 →

USED BM C-12-27 900 E OF CHATTAHOOCHEE

RIVER AT NEAL'S LANDING.

TP₁ 1.25 101.43 ^{5 3} 7.53 100.18

TP₂ 7.24 103.84 4.83 96.60

TP₃ 0.20 96.31 7.73 96.11

TP₄ 5.25 101.44 0.12 96.19

TP₅ 5.41 105.65 1.20 100.24

TBM #1 3.16 103.77 5.04 100.61 →

BRIDGE SPIKE IN ROOT OF 12" OAK AT JUNCTION OF

TP₆ 10.20 109.74 4.23 99.54

DIRT RD. IN NE 1/4 SEC 24 T 7 N R 8 W

TP₇ 10.91 120.52 0.13 109.61

TP₈ 0.24 119.36 1.40 119.12

TBM #2 1.93 117.43 →

RR SPIKE IN C. INT. + RDS ABOUT CENTER OF

TP₉ 4.53 120.09 3.80 115.56

SEC 24 T 7 N R 8 W

TP₁₀ 10.68 130.53 0.24 119.85

TP₁₁ 5.94 136.18 0.29 130.24

W-1781J 3.16 133.02 →

NE 1/4 SE 1/4 SEC 33 T 7 N R 8 W IN MULE

TP₁₂ 3.62 129.29 10.51 125.67

LOT,

TP₁₃ 8.46 136.65 1.10 128.19

TP₁₄ +84.80 1.23 135.42

-49.38
+35.42

-49.38 +35.42

TRAVEL 189 CONT.

JUNE, 19, 1950 cloudy + hot

Sta	+S	HI	-S	EL.
TBM#3		136.65	3.40	133.25 →
TP ₄	1.34	136.76		135.42
TP ₅	5.35	134.62	7.49	129.27
TP ₆	0.34	129.55	5.41	129.21
TP ₇	6.38	130.01	5.92	123.63
TP ₈	8.19	131.70	6.50	123.51

W-1782 +21.60 2.52 129.18 GRND →

JK -27.84 -27.84 -6.24 ✓

-6.24

RETRACE to BM

W-1782	³ 2.18	131.36		129.18
TP ₁	8.66	131.89	² 8.13	123.23
TP ₂	11.07	133.59	9.37	122.52
TP ₃	2.65	132.81	3.43	130.16
TP ₄	6.16	138.74	0.28	132.58

TBM#3 5.43 133.31

TP₅ 1.37 128.28 11.83 126.91

TP₆ 8.55 136.33 0.50 127.78

TP₇ +40.64 11.57 124.76

-45.06 -45.06 -4.42

BRIDGE SPIKE IN SIDE OF CORNER FENCE

POST AT RD INT. IN SE 1/4 SEC 33 T9N R8W

NE 1/4 NE 1/4 SEC 5 T6N R8W

TRAV #189 CONT.

JUNE 19, 1950 COOL + CLOUDY

TP ₁	³ 0.07	124.83	⁴ 124.76
TP ₂	4.59	119.88	⁵ ⁵ ⁴ 9.54 115.29
TP ₉	9.44	123.57	4.75 115.13
TBM#2			<u>6.11</u> 117.46
TP ₁₀	1.77	116.15	9.19 114.38
TP ₁₁	0.01	104.58	11.58 104.57
TBM#1			<u>3.95</u> 100.63
TP ₁₂	2.58	104.62	2.54 102.04
TP ₁₃	0.09	99.04	5.67 98.95
TP ₁₄	8.50	101.32	6.22 92.82
TP ₁₅	1.10	102.42	0.00 101.32
TP ₁₆	8.33	105.23	5.52 96.90
TP ₁₇	<u>3.30</u>	106.82	1.71 103.52
BM	-38.78		<u>6.84</u> 99.98
	<u>63.56</u>		-12.56 -24.78✓
	-24.78✓		

TRAV #190

LEVELING FROM Δ STA BUCKHORN T. GREENWOOD

STA	+S	HI	-S	EI	
Δ STA	^{56 5} 2.68	137.78		135.10	→
TP ₁	1.17	127.47	^{4 7 5} 11.48	126.30	
TP ₂	1.93	118.59	10.81	116.66	
TP ₃	1.11	109.55	10.15	108.44	
TP ₄	4.65	104.99	9.21	100.34	
TBM #1			<u>1.67</u>	<u>103.32</u>	→
TP ₅	4.33	108.39	0.93	104.06	
TP ₆	6.35	104.09	10.65	97.74	
TP ₇	10.88	114.02	0.95	103.14	
TP ₈	11.39	125.40	0.01	114.01	
TP ₉	9.71	135.06	0.05	125.35	
TBM #2			<u>2.83</u>	<u>132.23</u>	→
TP ₁₀	2.11	132.22	4.95	130.11	
TP ₁₁	1.32	124.57	8.97	123.25	
TP ₁₂	3.24	119.80	8.01	116.56	
TP ₁₃	8.30	126.67	1.41	118.39	
TP ₁₄	<u>1.31</u>	<u>122.27</u>	<u>5.73</u>	<u>120.96</u>	
TP ₁₅	+70.48		<u>10.40</u>	<u>111.87</u>	
	<u>-93.71</u>		<u>-93.71</u>	<u>-23.23</u>	✓
	<u>-23.23</u>				

JUNE 21, 1949

HOT + SUNNY

BUCKHORN TRIANGULATION ABOUT 2.5 mi.

W. OF STRD (90) AT GREENWOOD

AZIMUTH MK. BUCKHORN

BRIDGE SPIKE IN ROOT OF 30" OAK - WEST

SIDE OF WESTERNMOST OF 3 LARGE OAKS

TRAV #190 COM

JUNE 21, 1950

HIT + SUNNY

	+S	HI	-S	EI.
TP ₁₅	3.44	115.31		111.87
TP ₁₆	9.30	123.44	1.17	114.14
TP ₁₇	2.04	121.36	4.12	119.32
TP ₁₈	8.22	124.20	5.38	115.98
TP ₁₉	1.07	118.13	7.14	117.06
TP ₂₀	8.35	116.53	9.95	108.18
TBM#3	+32.42		12.97	113.66 →
TBM#4	-30.63		0.34	116.19 →
	+1.79 ✓		-30.63	+1.79 ✓

REF. MK. 'BANK' NO 1

" " 'BANK' NO 2

TBM#4	³ 3.60	119.79		116.19
TP ₂₁	8.24	126.75	³ 1.28	118.51
TP ₂₂	7.87	129.96	4.66	122.09
TP ₂₃	8.24	135.61	2.59	127.37
TP ₂₄	5.49	138.21	2.89	132.72
TP ₂₅	0.64	131.40	7.45	130.76
TP ₂₆	9.13	134.30	6.23	125.17
TP ₂₇	+43.21		10.74	124.06
	-35.34		35.34	+1.87 ✓
	+ 7.87			

JUNE 22, 1950

HIT + SUNNY

TRAV # 190 CONT.

STA	+S	HI	-S	EI.
TP27	2.23	126.29		124.06
TP28	6.19	129.42	3.06	123.23
TBM#5			4.18	125.24 →
TP29	6.13	132.77	2.78	126.64
TP30	9.64	140.30	2.11	130.66
TBM#6			2.66	137.64 →
TBM#7			10.12	130.18 →

+ MK IN BOTTOM STEP OF CHURCH IN SEC 33

SW 1/4 SEC 33 T6N. R9W

NAIL IN ROOT 55" WATER OAK (SRD BM#7)

RR BRIDGE SPIKE IN C OF RD # 69

AT INT.

SRD BM#7 = 137.52

TBM#6 = 137.64

AVE/L. = 137.58

Trail # 190 cont

JUNE 22, 1950 cloudy + warm

Sta	+S	NZ	-S	EN.
TBM#7	⁴ 7.08	137.32		130.74
TP ₃₁	1.73	133.07	⁶ 5.98	131.34
TP ₃₂	7.09	137.72	2.44	130.63
TP ₃₃	1.72	134.05	5.39	132.33
TBM#8			4.77	129.28 128.28
TP ₃₄	7.47	138.14	3.38	130.67
TP ₃₅	2.53	137.03	3.64	134.50
TP ₃₆	0.14	128.79	8.38	128.65
TP ₃₇	5.61	129.21	5.19	123.60
TP ₃₈	3.42	128.99	3.64	125.57
TP ₃₉	2.00	123.67	7.32	121.67
TBM#9			4.97	118.70 118.66
TP ₄₀	10.01	132.70	0.98	122.69
TP ₄₁	1.13	131.38	2.45	130.25
TP ₄₂	2.67	124.85	9.20	122.18
TBM#10			4.08	120.77 120.72
TP ₄₃	6.20	127.94	3.11	121.74
TP ₄₄	+58.80		3.33	124.61
	-64.43		-64.43	-5.63 ✓
	-5.63			

CORRECTED VALUE 12.12 12.12 12.12

CHISELED □ IN E. END N. HEADWALL OF CULVERT

2.3 mi. E OF GREENWOOD ALONG (69)

CHISELED □ IN E. END OF N. HEADWALL OF CULVERT

3.2 mi. E OF GREENWOOD ALONG (69)

CHISELED □ IN E. END OF N. HEADWALL OF CULVERT

3.7 mi. E OF GREENWOOD ALONG (69)

TRA # 190 CONT.

STA	+S	HI	-S	EL.
TP44	1.45	126.06		124.61
TP45	9.42	124.85	10.63	115.43
TP46	4.63	128.82	0.66	124.19
TP47	3.09	124.76	7.15	121.67
TBM#11	18.59		5.37	119.39
	-23.81		-23.81	-5.22 ✓
	-5.22			

TBM#11	6.04	125.43		119.39
TP48	8.77	132.51	1.69	123.74
TP49	9.25	140.60	1.16	131.35
TP50	0.96	137.87	3.69	136.91
TBM#12			5.91	131.96
				131.87

TP51	11.85	144.27	5.45	132.42
TP52	0.57	142.71	2.13	142.14
TBM#13	37.44		10.32	132.39
	24.44		24.44	13.00 ✓
	13.00			✓

June 22, 1950

NOT AS HILL

CHISELED □ IN E END N HEADWALL CULVERT

4.5 MI. E OF GREENWOOD ON (69)

CHISELED □ IN E END OF N HEADWALL CULVERT

5.0 MI. E OF GREENWOOD ON (69)

CHISELED □ IN S END OF E. HEADWALL CULVERT

5.35 MI. SE OF GREENWOOD ON (69)

TRAV # 190 CONT

STA	+S	HI	-S	EL.
TBM #13	^{7.9} 6.95	139.34		132.39
TP53	8.71	146.92	^{6.2} 1.13	138.21
TP54	0.04	145.84	1.12	145.80
TP55	0.07	134.22	11.69	134.15
TP56	6.67	133.22	7.67	126.55
TP57	7.46	137.99	2.69	130.53
TP58	0.36	129.50	8.85	129.14

TBM #14 9.69 129.09 10.10 119.40 ^{119.27}

TP59 8.95 137.25 0.79 128.30

TP60 2.92 135.14 5.03 132.22

TP61 0.69 128.36 7.47 127.67

TBM #15 10.14 129.30 9.20 119.16 ^{119.02}

TP62 2.93 130.03 2.20 127.10

TBM #16 5.85 131.16 4.72 125.31 ^{125.17}

TP63 0.17 124.58 6.75 124.41

TP64 1.02 114.69 10.91 113.67

TP65 7.73 116.70 5.72 108.97

TP66 80.35 1.34 115.36

97.38
17.03 ✓ 97.38 17.03 ✓

JUNE 23, 1950

NOT SUNNY WITH
WARM, GUSTY WIND

CHISELED □ IN S END OF E HEADWALL

CULVERT 6.25 MI. SE GREENWOOD

ON (69)

CHISELED □ IN S END OF E HEADWALL

CULVERT 6.75 MI. SE OF GREENWOOD ON (69)

CHISELED □ IN S END OF E HEADWALL

CULVERT 7.00 MI. SE GREENWOOD ON (69)

TRAV # 190 CONT

STA	+S	HT	→	ELV.	
TP66	4.28 ⁸	119.64	+ ⁸	115.36	
TP67	3.27	116.93	5.98 ⁸	113.66	
TP68	1.53	106.80	11.66	105.27	
TBM#17	8.79	107.51	8.08	98.72	98.75
TP69	9.27	115.90	0.88	106.63	
TP70	11.03	126.62	0.31	115.59	
TP71	8.59	135.15	0.06	126.56	
TP72	0.88	125.99	10.04	125.11	
TP73	1.59	116.91	10.67	115.32	
TBM#18	6.94	114.26	9.59	107.32	107.13
TP74	10.75	123.64	1.37	112.89	
TP75	4.83	125.00	3.47	120.17	
TBM#19			7.52	117.48	117.28
TP76	8.70	133.27	0.43	124.57	
TP77	0.45	129.10	4.62	128.65	
TP78			9.40	119.70	
TBM#20	3.97	122.18	10.89	118.21	117.99
TP79	84.87		7.60	114.58	
	85.65		85.65	0.78	✓
	78				

JUNE 27, 1950

HOT, SUNNY &

WINDY

CHISELED □ IN S. END OF E. HEADWALL
OF CULVERT 7.80 MI. S.E. GREENWOOD
JUST SOUTH OF DELLWOOD ON (69)

JUNE 28, 1950

HOT & SUNNY

CHISELED □ IN S. END E. HEADWALL
CULVERT 8.30 MI. S.E. GREENWOOD
ON (69)

CHISELED □ IN S. END E. HEADWALL
CULVERT 8.60 MI. S.E. GREENWOOD ON (69)

CHISELED □ IN S. END E. HEADWALL

CULVERT 9.00 MI. S.E. GREENWOOD ON (69)

TRAV. H. 190 CONT.

Sta	+S	NI	-S	El.
TP79	^{3 5 +} 0.72	115.30		114.68
TP80	3.30	110.09	^{4 5 3} 8.51	106.79
TP81	2.25	103.22	9.12	100.97
TBM#21	9.63	107.83	4.92	98.30 $\overrightarrow{98.07}$
TP82	11.21	118.87	0.27	107.66
TP83	0.68	111.92	7.63	111.24
TP84	3.15	104.10	10.97	100.95
TBM#22	4.82	104.14	4.78	99.32 $\overrightarrow{99.08}$
TP85	4.37	104.50	4.01	100.13
TP86	8.47	109.73	3.24	101.26
TP87	10.78	120.01	0.50	109.23
TBM#23	59.38		1.93	118.08 $\overrightarrow{117.82}$
	-55.88		-55.88	+3.50 ✓
	+3.50 ✓			

JUNE 28, 1950

CLOUDY, WINDY

WARM

CHISELED $\square$ IN S. END E. HEADWALL

CULVERT 9.50 MI. S.E. OF GREENWOOD

ON (69)

CHISELED $\square$ IN S. END E. HEADWALL

CULVERT 9.90 MI. S.E. OF GREENWOOD

ON (69)

R.R. SPIKE IN $\square$ INT OF RD. (69) + DIRT RD.

LEADING WEST INTO SEC. 33 T. 5N R. 3W

TRAV # 190 CONT

JUNE 29, 1950

NOTY SHANNY

STA	+S	NE	-S	EW	
TBM#23	5.58	123.66		118.08	
TP88	3.43	122.15	4.94	118.72	
TP99	0.28	114.80	7.63	114.52	
TP90	1.94	105.49	11.25	103.55	98.02
TBM#24	3.43	101.72	7.20	98.29	→
SRDBM#23	+14.66		5.40	96.32	=96.05
	-36.42		-36.42	-21.76	
	-21.76				

CHISELED ☐ IN S END E HEADWALL

CULVERT 10.80 MI. SE GREENWOOD

ON (C9)

SRDBM #23 IS A NAIL IN BASE

16" PINE ABOUT 75' E OF (C9) AT

STA 282+22 TBM#24 IS ABOUT

AT STA 282+55 -

END OF THE LINE

TRAVER 191

LEVELING FROM TBM#23 (TRAVER 190) TO W-1818

June 30, 1950

Hot & Sunny

STA	+S	HI	-S	EL.
TBM#23	² ₃ 0.52	118.34	³ ₃	117.82
TP1	0.57	110.22	8.69	109.65
TP2	7.28	111.15	6.35	103.87
TP3	11.14	122.21	0.08	111.07
TP4	5.16	126.85	0.52	121.69
TP5	0.82	118.75	8.92	117.93
TP6	<u>1.23</u>	113.97	6.01	112.74 →
W-1818	26.72		<u>1.68</u>	<u>112.29</u>
JK	-32.25		-32.25	-5.53 ✓
	<u>5.53</u>			

TP6	¹ ₁ 9.63	122.37	² ₁	112.74
TP3	1.10	122.79	0.68	121.69
TP4	0.25	111.43	11.61	111.18
TP3	6.51	110.62	7.32	104.11
TP2	<u>8.33</u>	118.55	0.40	110.22
TBM#23	25.82		<u>0.72</u>	<u>117.83</u>
	<u>20.73</u>		20.73	5.09
	<u>5.09</u>			

+ CUT IN CENTER E. STEP POST.

ZEPHAR CONNOR HOUSE

TRAV # 192

LEVELING FROM TBM # 22 (TRAV # 190) TO W-1813

JUNE 30, 1950

cloudy & warm

STA	+S	HI	-S	EL.
TBM #22	+5.72	104.80		99.08
W-1813	-6.13		-6.13	92.67
JK	0.41			-0.41

GRAD

TRAV # 193

LEVELING FROM TBM # 13 (TRAV # 190) TO W-1816 + W-1817

JUNE 30, 1950

cloudy & hot

STA	+S	HI	-S	EL.
TBM #13	6.72	139.01		132.29
TP ₁	3.98	135.66	7.33	131.68
TP ₂	4.67	135.99	4.34	131.32
TP ₃	1.83	132.73	5.09	130.90
TP ₄	2.97	132.90	2.80	129.93
TBM #1			2.57	130.33
TP ₅	4.95	133.65	4.20	128.70
TP ₆	7.87	139.15	2.37	131.28
TP ₇	3.37	135.90	6.62	132.53
TP ₈	5.57	134.09	7.38	128.52
TP ₉	41.93		4.48	129.61
	44.61		44.61	2.68
	2.68			

BRIDGE SPIKE IN ROOT OF OAK IN FRONT OF

SMALL HOUSE

TRAV # 193 CONT

STA	+S	HI	-S	EI.
TP ₉	² 4.01	133.62		129.61
TP ₁₀	0.82	123.91	^{2 2 2} 10.53	123.09
TP ₁₁	9.06	124.87	8.10	115.81
TP ₁₂	11.65	135.44	1.08	123.79
TP ₁₃	4.76	135.75	4.45	130.99
TP ₁₄	4.17	134.42	5.50	130.25
TBM#2	<u>1.50</u>	131.87	4.05	130.37 →
W-1816	<u>35.97</u>		<u>1.54</u>	<u>130.33</u> 9RND
JK	^{-35.25} +0.72		-35.25	+0.72
W-1916	^{2 1 4} 1.50	131.83		130.33
TBM#2	4.05	134.42	^{3 2 4} 1.46	130.37
TP ₁	5.49	135.72	4.19	130.23
TP ₂	4.94	135.49	5.17	130.55
TP ₃	0.69	125.63	10.55	124.94
TP ₄	11.03	127.06	9.60	116.03
TP ₅	7.99	133.87	1.18	125.88
TP ₆	<u>4.22</u>	132.74	5.35	128.52
TP ₇	39.91		<u>3.35</u>	<u>129.39</u>
	<u>40.95</u> 0.94		40.85	0.94 ✓

□ 2' DN CONC. IN FRONT OF TIN BLDG AT

+ RDS 2M N OF TWO EGG

TP ₁	³ 7.69	137.08	⁴ 3.92	129.39
TP ₂	4.91	138.07	3.92	133.16
TP ₃	2.52	133.66	6.93	131.14
TP ₁₀	5.12	133.06	5.72	127.94
TBM#1			<u>2.65</u>	<u>130.41</u>
W-1817 SK			<u>3.23</u>	<u>129.83</u>
TP ₁₁	7.04	136.96	3.14	129.92
TP ₁₂	2.47	135.52	3.91	133.05
TP ₁₃	<u>6.98</u>	138.70	3.80	131.72
TBM#13	36.73		<u>6.36</u>	<u>132.34</u> 132.29
	<u>33.78</u>		33.78	2.95✓
	2.95			

TRAV# 194

LEVELING FROM TBM#7 (TRAV#190) TO W-1795

July 3, 1950

cloudy & cool

STA	+S	HI	-S	EL.
TBM#7	5.02	135.26		130.24
TP ₁	7.39	138.99	^{5.3} 3.66	131.60
TP ₂	4.45	137.79	5.65	133.34
TP ₃	11.97	148.39	1.37	136.42
TP ₄	4.55	148.14	4.80	143.59
TBM#1	3.29	147.40	4.03	144.11 →
TP ₅	4.75	147.19	4.96	142.44
TP ₆	4.98	151.38	0.79	146.40
TP ₇	5.13	151.46	5.05	146.33
TBM#2			2.31	149.15 →
TP ₈	7.74	158.57	0.63	150.83
TP ₉	0.01	147.20	11.38	147.19
TP ₁₀	11.21	152.46	5.95	141.25
TP ₁₁	6.47	157.31	2.62	^{149.84} 150.84
TBM#3			5.53	^{150.78} 151.78 →
TP ₁₂	6.94	162.56	1.69	^{154.62} 155.62
TP ₁₃	-3.03	158.92	6.67	155.89
TP ₁₄	+86.93		1.35	^{156.59} 159.59
	-60.80		-60.80	+26.33 ✓

BRIDGE SPIKE IN ROOT CEDAR 0.5 MI. NE

TBM#7 ALONG GRADED RD.

BRIDGE SPIKE IN ROOT PECAN NW COR

+ RDS. AT SW COR SEC 27 T6N R9W

ABOUT 1.2 MI. N. OF TBM#7 (TRAV#190).

BRIDGE SPIKE IN CEDAR SW COR NW 1/4 SEC. 27

T6N R9W — ON E. FENCE LINE ALONG

GRADED RD.

TRAV# 194 -

Sta	+S	HI	-S	EL.
TP14	4.26 ^{1 2}	160.83		156.57
TBM#4	0.39	154.64	6.58 ²	154.25 →
TP15	5.21	156.44	3.41	151.23
TP16	5.94	154.86	7.52	148.92
W-1795	15.80		4.54	150.32 ^{9RND}
	<u>22.05</u> 6.25 ✓		22.05	6.25 ✓

JK

W-1795	4.15	154.47		150.32
TP1	7.07	156.84	4.70	149.77
TP2	4.33	155.65	5.52	151.32
TBM#4	15.55		1.39	154.26
	<u>11.61</u> 3.94 ✓		11.61	3.94 ✓

BRIDGE SPIKE IN COR. POST NW COR SEC
27 T6 N R 9 W - W. FENCE LINE
OF GRADED RD AT 'T' INT.

→ NW 1/4 NW 1/4 SEC 27 T6 N R 9 W



$$\frac{c}{a}$$

$$\frac{a^2}{b^2}$$

B)

B)

the
4ft.
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ft.,
A.

Buggy Wks. 14.95

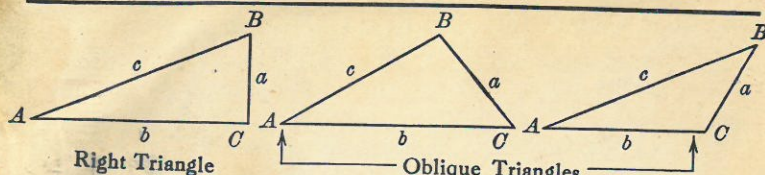
BM - 612-27
100.03

143.64
132.80
12.84

USED 212

(RALEY) 121 Barrancas Ave. 8-2714
#1800 1614 W. Garden (Ree line) 8-2196
1800 1016 M. DAVIS (Wiggins) 9169

TRIGONOMETRIC FORMULÆ

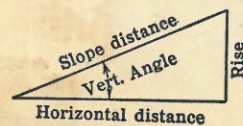


Solution of Right Triangles
For Angle A. $\sin = \frac{a}{c}$, $\cos = \frac{b}{c}$, $\tan = \frac{a}{b}$, $\cot = \frac{b}{a}$, $\sec = \frac{c}{b}$, $\csc = \frac{c}{a}$

Given a, b	Required A, B, c	$\tan A = \frac{a}{b} = \cot B$, $c = \sqrt{a^2 + b^2} = a \sqrt{1 + \frac{b^2}{a^2}}$
a, c	A, B, b	$\sin A = \frac{a}{c} = \cos B$, $b = \sqrt{(c+a)(c-a)} = c \sqrt{1 - \frac{a^2}{c^2}}$
A, a	B, b, c	$B = 90^\circ - A$, $b = a \cot A$, $c = \frac{a}{\sin A}$
A, b	B, a, c	$B = 90^\circ - A$, $a = b \tan A$, $c = \frac{b}{\cos A}$
A, c	B, a, b	$B = 90^\circ - A$, $a = c \sin A$, $b = c \cos A$

Given A, B, a	Required b, c, C	$b = \frac{a \sin B}{\sin A}$, $C = 180^\circ - (A + B)$, $c = \frac{a \sin C}{\sin A}$
A, a, b	B, c, C	$\sin B = \frac{b \sin A}{a}$, $C = 180^\circ - (A + B)$, $c = \frac{a \sin C}{\sin A}$
a, b, C	A, B, c	$A + B = 180^\circ - C$, $\tan \frac{1}{2}(A - B) = \frac{(a - b) \tan \frac{1}{2}(A + B)}{a + b}$ $c = \frac{a \sin C}{\sin A}$
a, b, c	A, B, C	$s = \frac{a + b + c}{2}$, $\sin \frac{1}{2}A = \sqrt{\frac{(s - b)(s - c)}{bc}}$ $\sin \frac{1}{2}B = \sqrt{\frac{(s - a)(s - c)}{ac}}$, $C = 180^\circ - (A + B)$
a, b, c	Area	$s = \frac{a + b + c}{2}$, $\text{area} = \sqrt{s(s - a)(s - b)(s - c)}$
A, b, c	Area	$\text{area} = \frac{b c \sin A}{2}$
A, B, C, a	Area	$\text{area} = \frac{a^2 \sin B \sin C}{2 \sin A}$

REDUCTION TO HORIZONTAL



Horizontal distance = Slope distance multiplied by the cosine of the vertical angle. Thus: slope distance = 319.4 ft. Vert. angle = $5^\circ 10'$. From Table, Page IX. $\cos 5^\circ 10' = .9959$. Horizontal distance = $319.4 \times .9959 = 318.09$ ft. Horizontal distance also = Slope distance minus slope distance times (1 - cosine of vertical angle). With the same figures as in the preceding example, the following result is obtained. $\cos 5^\circ 10' = .9959$. $1 - .9959 = .0041$. $319.4 \times .0041 = 1.31$. $319.4 - 1.31 = 318.09$ ft. When the rise is known, the horizontal distance is approximately: — the slope distance less the square of the rise divided by twice the slope distance. Thus: rise = 14 ft., slope distance = 302.6 ft. Horizontal distance = $302.6 - \frac{14 \times 14}{2 \times 302.6} = 302.6 - 0.32 = 302.28$ ft.