Calabasas Patrol Sta-J.N.8421-State Hwy Notes of Ventura Blvd from City Edy W'ly thru Sec 22 - T1N R17W.

Buena Vista St.-J.N.8426; Arrow Hwy-J.N.8382; Santa Fe Dam- U.S.Engr.Notes Sec.1,36,T1NR11W & Sec. 4,5,6,T1SR10W & Sec.31,32 T1NR10W. Taking Title Survey - F.E.S.W.61(CA-N16-301):1-45

BOOK 1047

1047:52

Preliminary

STATE OF CALIFORNIA DIVISION OF HIGHWAYS

Feather River & Pacific (16)

Co. LA Rt. 2 Sec. C Date 4-1-35 Page 2

Achtemeier

Station	Line	Lt.	Rt.	Bring	
328+22.44	B.C. "C" Line				Fd. L. + T.
				N 52°03'39" W. ✓	(Established bearing ahead is N 52°03'30" W. 1934 Sur. from L.O.)
322+11.21	E.C.		6°43'00"		Fd. L. + T. (This is beginning of 1934 Survey - Lib. 61. to Ven. Co.)
				N 58°46'39" W. ✓	
Random Point -			20°04'37"		Set R.H.
				N 78°51'16" W ✓	
Random Point -		—	10°56'22"		Set R.H.
				N 89°47'38" W ✓	
Random Point - EC not visible from BC			17°36'22"		Set R.H.
				S 72°36'00" W. ✓	
300+51.66	B.C.		6°32'07"		Fd. L. + T.
				S 66°03'53" W. ✓	
298+12.86	E.C.	5°37'~~38~~ 37"			Fd. L. + T.
				S 71°21'30" W. ✓	
Random Point - E.C. not visible from BC		21°32'37"			Set R.H.
				N 86°45'53" W ✓	
288+06.10	B.C.	1°42'00"			Fd. L. + T.

STATE OF CALIFORNIA

"C" Line

Station	Distance	Alignment Bearing	Curve Data (Common)	Deflections
	1012.27 P.T. to P.T.			
7+88.22 E.C.	334.79	S 62°26'30" W		This curve was not run in.
6+94.09 P.I. Lt.	188.50		R = 1500' Δ = 7°12' T = 94.37 L = 188.50 E =	
5+99.72 B.C.	599.72 694.09	S 69°38'30" W (from L.O.)		
0+00 Sec. "C"				

DIVISION OF HIGHWAYS

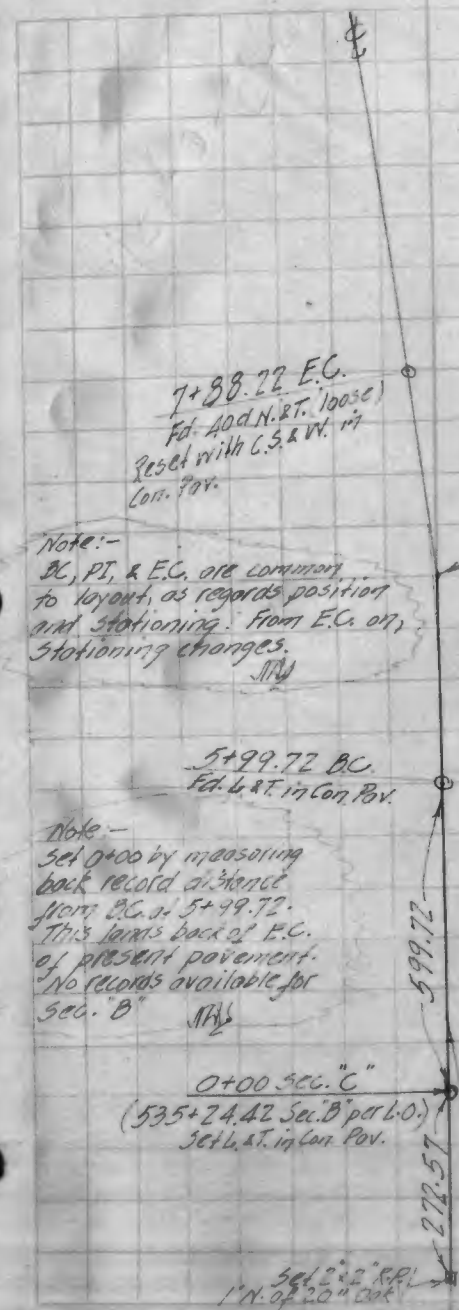
Co. LA Rt. 2 Sec. C

Date 11-26-34 Page 1

Soderblom & Party.

Fair

Soderblom	- Chief
Downs	- Transit
Smiles	- H.C.
Wells	- R.C.
Sorio	- Stakes



CALABASAS.

STATE OF CALIFORNIA

"C" Line

Station	Distance	Bearing
	1224.45	
27+01.19 P.O.T.	3344.78' Rt. to Rt.	S 62°26'30" W
	900.70	
18+00.49 P.O.T.		
	1012.27'	

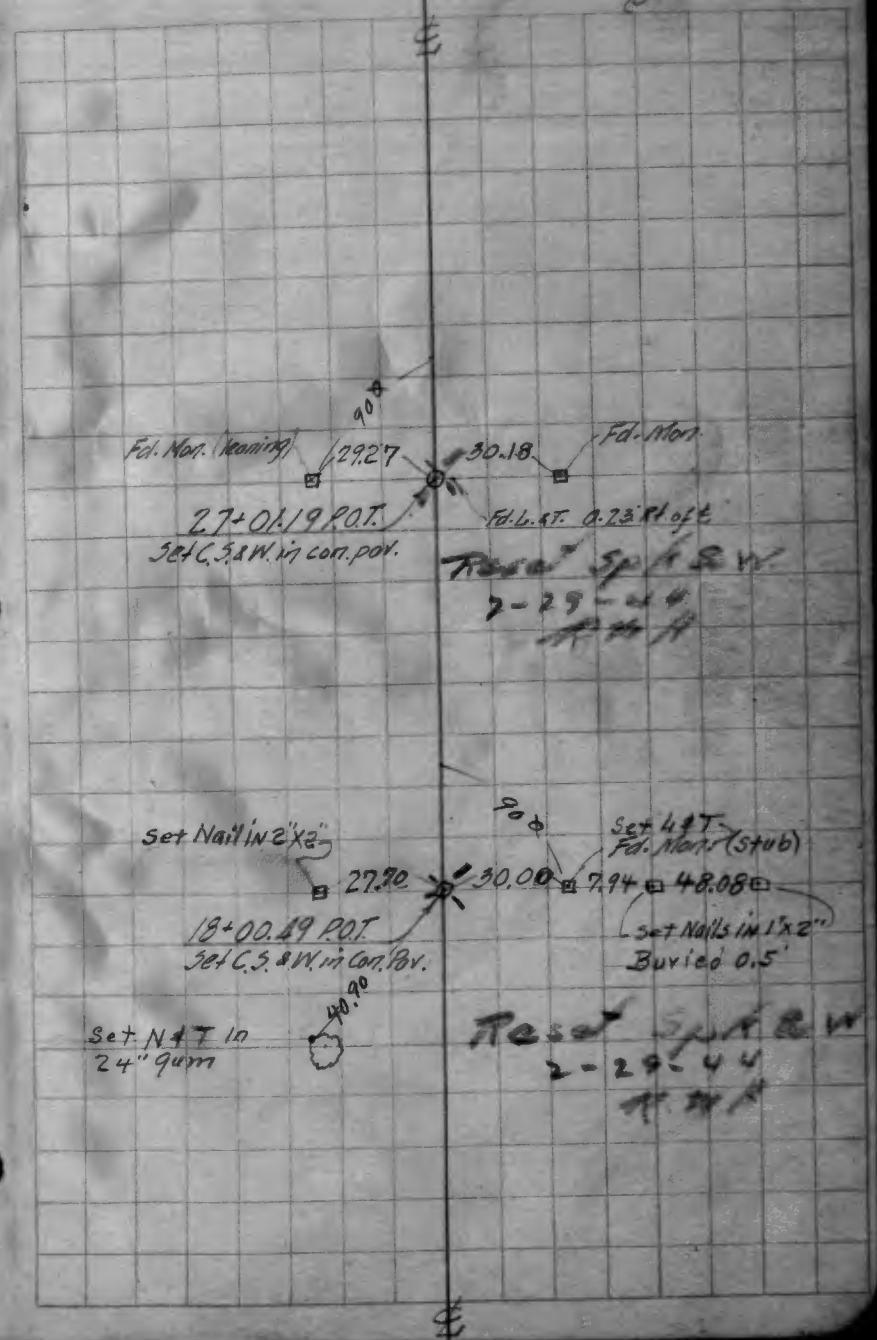
DIVISION OF HIGHWAYS

Co. LA Rt. 2 Sec. C

Date 11-26-34 Page 2

Soderblom & Party

18



STATE OF CALIFORNIA DIVISION OF HIGHWAYS

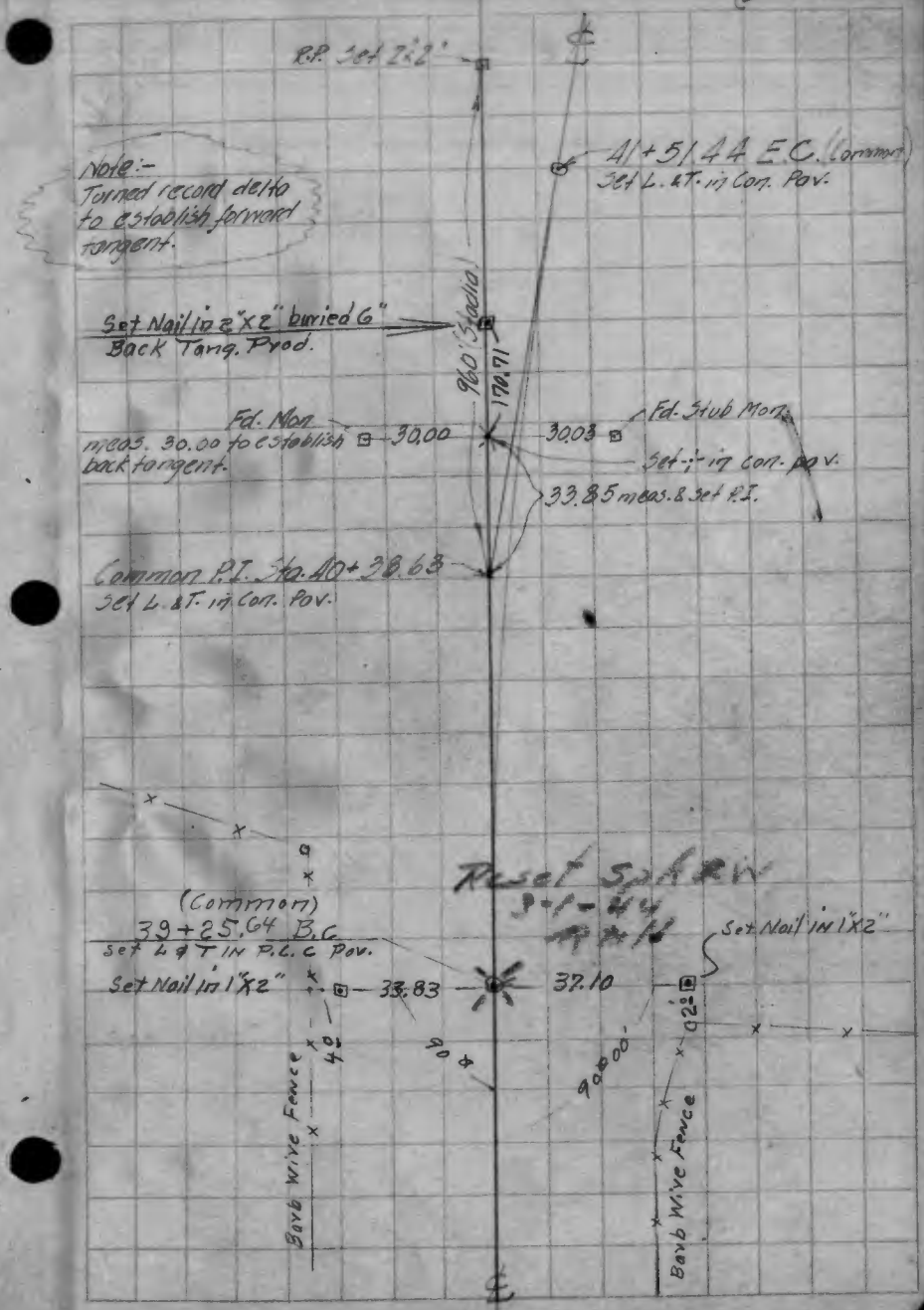
C Line

Alignment

Co. LA Rt. 2 Sec. 6 Date 11-26-34 Page 3

Soderblom & Party

Station	Distance	Bearing	Curve Data (Common)	Deflections
	322.22			
A1+51.44 E.C.	PI to PI			
	1054.82	S 69°04' W		
				A1+51.44 2°48'45"
				+50 2°47.7
				+25 2°29.0
				A1 2°10.3
			R=2300'	+75 1°51.6
40+38.63 P.I. Rt.	225.80		Δ=5°37'30"	+50 1°32.9
			T=112.99	+25 1°14.2
			L=225.80	A0 0°55.6
			E=	+75 0°36.9
	PI to PI			+50 0°18.2
				39+25.64 0°00'
39+25.64 BC	3344.78	S 62°26'30" W		
	1224.45'			



STATE OF CALIFORNIA

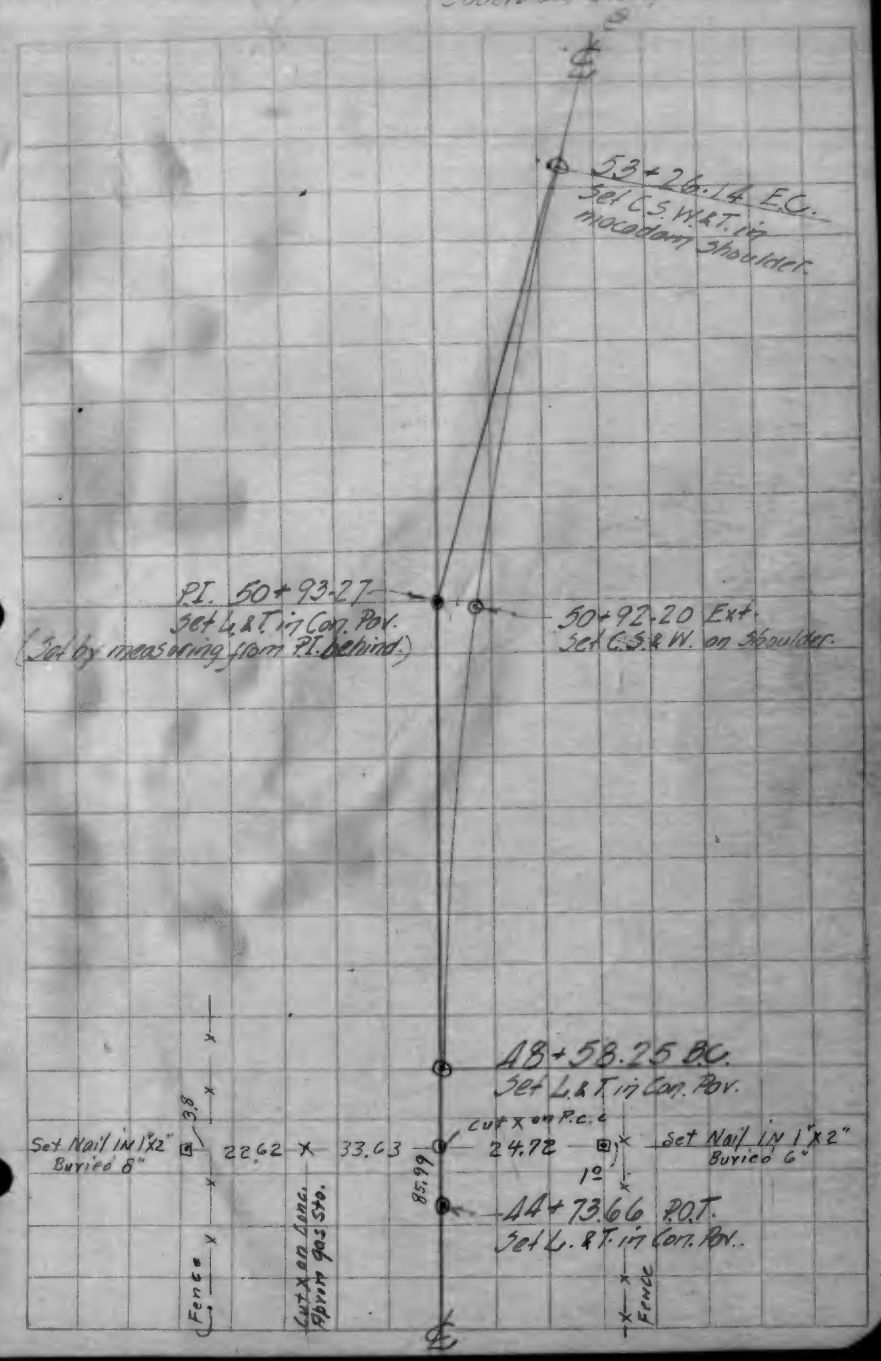
"C" Line

Station	Distance	Alignment Bearing	Curve Data	Deflections
			53+	26.14 6°42'07½"
	173.91			+25 6°41.1
				53 6°19.6
53+26.14 E.C.				+75 5°58.2
				+50 5°36.7
				+25 5°15.2
	578.59 P.I. to P.T.	S 81°29'15" W		52 4°53.7
				+75 4°32.2
				+50 4°10.7
				+25 3°49.3
			R = 2000'	51 3°27.8
50+93.27 P.I. Rt.	467.89		Δ = 13°24'15"	+75 3°06.3
			T = 235.02'	+50 2°44.8
			L = 467.89'	+25 2°23.3
			E = 13.76'	50 2°01.8
				+75 1°40.3
	1054.82' P.I. to P.T.	S 68°04' W		+50 1°18.8
				+25 0°57.4
				49 0°35.9
				+75 0°14.4
48+58.25 B.C.				48+ 58.25 0°00'
	384.59			
45+59.65 P.O.T.				
44+73.66 P.O.T.				
	372.27			

DIVISION OF HIGHWAYS

Co. LA Rt. 2 Sec. C Date 11-26-34 Page 4

Soderblom & Berry



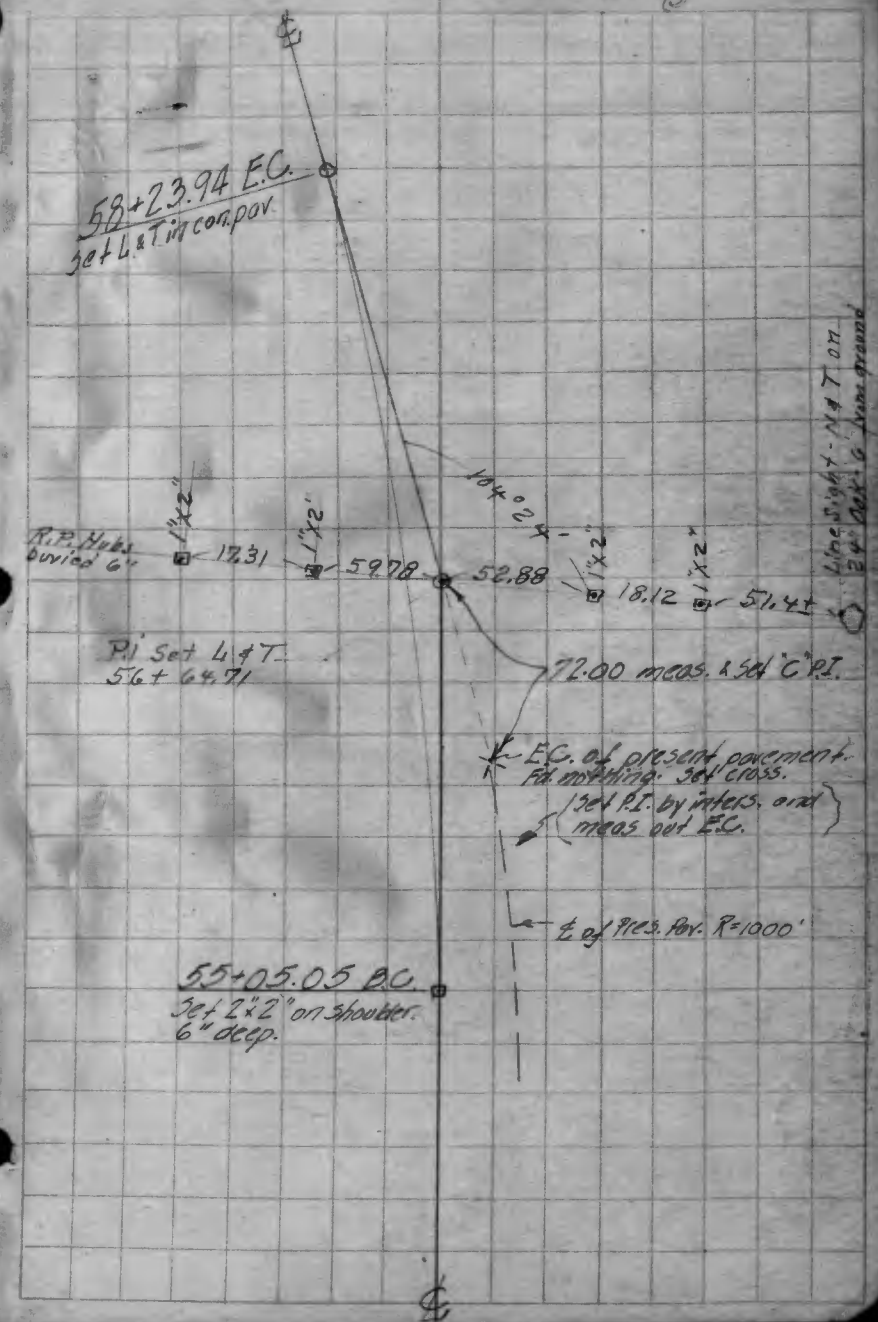
"C" Line — STATE OF CALIFORNIA — DIVISION OF HIGHWAYS — 21

Co. LA Rt. 2 Sec C — Date 11-28-34 Page 5

Soderbloom & Party

Alignment

Station	Distance	Bearing	Curve Data	Deflections
	646.4			
58+23.94 E.C.				
	935.00 P.T. to P.T.	S74°09'45"W		
				58+23.94 3°39'15"
				58 3°22.8'
				+75 3°05.6'
				+50 2°48.4'
			R=2500'	+25 2°31.2'
56+64.71 P.I. Lt.	318.89		Δ=7°18'30"	57 2°14.1'
			T=159.66'	+75 1°56.9'
			L=318.89'	+50 1°39.7'
			E=5.09'	+25 1°22.5'
				56 1°05.3'
	573.59 P.T. to P.T.	S81°28'15"W		+75 0°48.1'
				+50 0°30.9'
				+25 0°13.7'
55+05.05 B.C.				55+05.05 0°00'
	172.91			



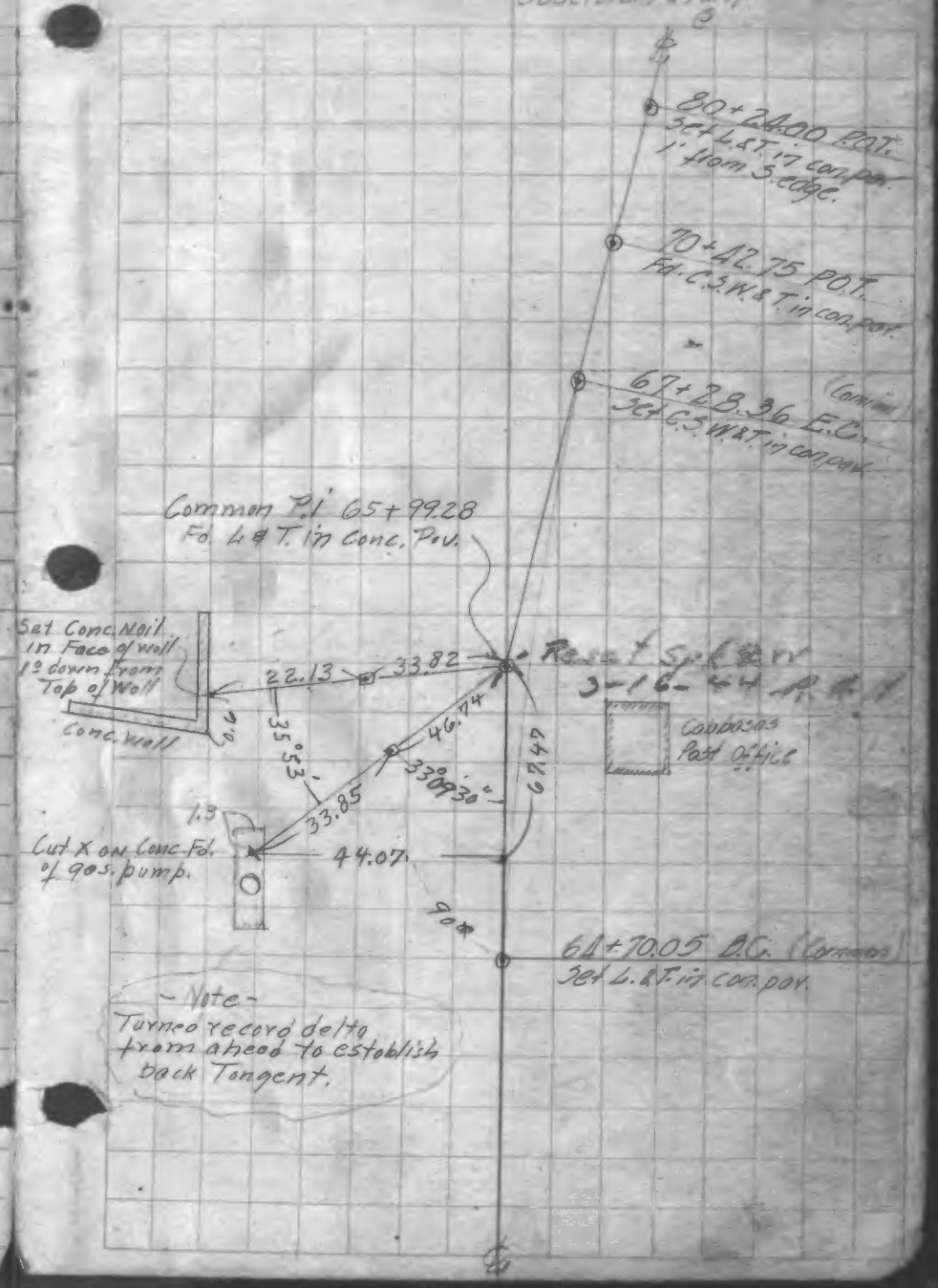
STATE OF CALIFORNIA DIVISION OF HIGHWAYS

23

Co. LA Rt. 2 Sec. C Date 11-29-34 Page 6

Soderblom & Party.

Station	Line Distance	Alignment Bearing	Curve Data (Common.)	Deflections
80+24.00 P.O.T.				
	98.25			
70+42.75 P.O.T.				
	34.39 P.T. to P.I.			
67+28.36 E.C.		179°05'45"W		
	1819.18			
			67+28.36	2°28'
			+25	2°26.1'
			67	2°11.8'
			+75	1°57.4'
			+50	1°43.1'
			R=3000' +25	1°28.8'
	258.31		Δ=4°56' 66	1°14.5'
65+99.28 P.I. Rt.			T=129.23 +75	1°00.1'
			L=258.31 +50	0°45.8'
	P.T. to P.I.		E= +25	0°31.5'
			65	0°17.2'
			+75	0°2.9'
64+70.05 B.C.	935.00	174°09'45"W	64+70.05	0°00'
	646.11			



- Note -
Turned record delta from ahead to establish back Tangent.

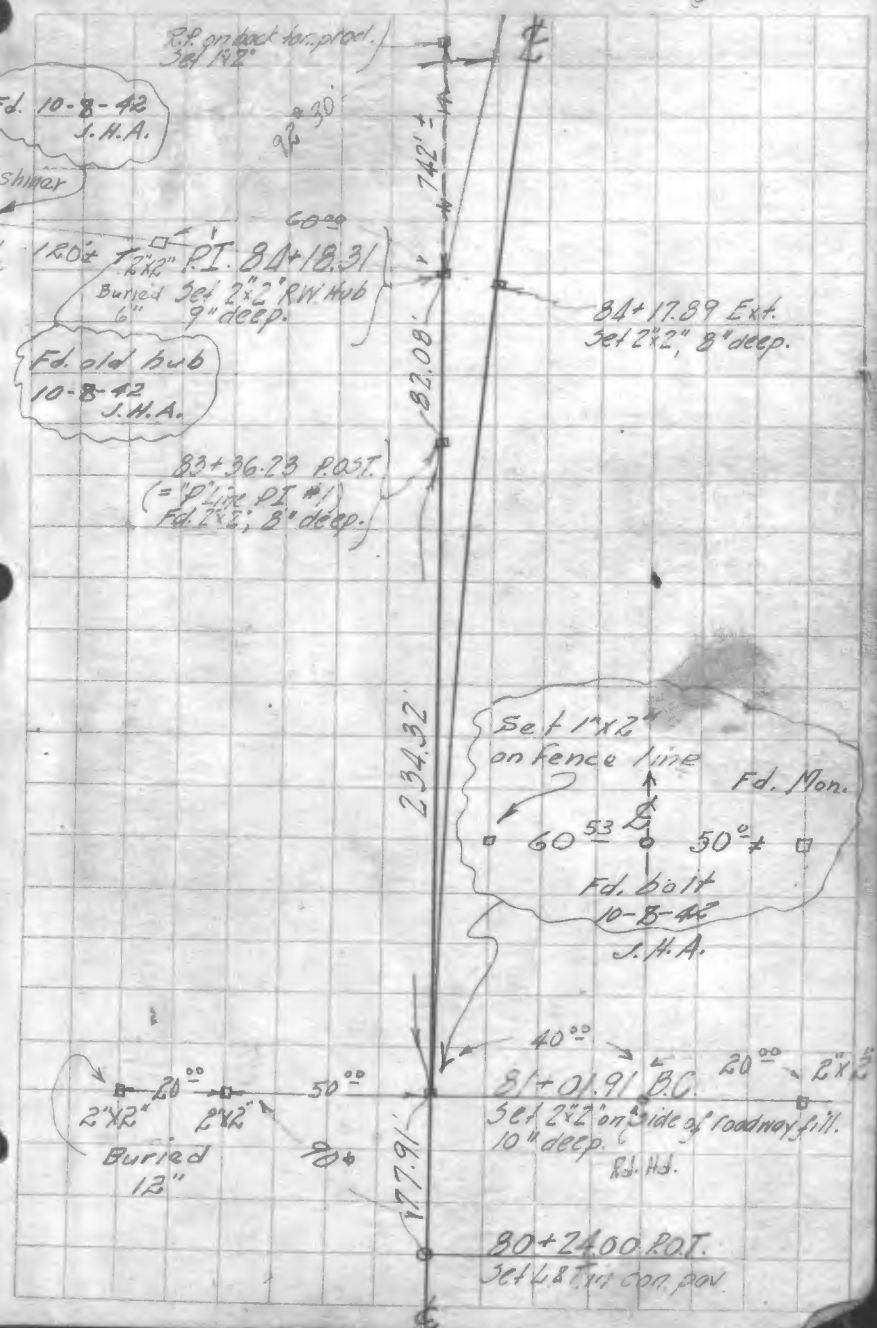
STATE OF CALIFORNIA DIVISION OF HIGHWAYS

Co. LA Rt. 2 Sec. C Date 11-28-34 Page 7

Soderblom & Party

Line

Station	Distance	Alignment Bearing	Curve Data	Deflection
	2600.00 P.T.	S 86°20'15" W		
				+75 2°42.6'
				+50 2°34.0'
			R = 5000'	+25 2°25.4'
82+18.31 P.I. Rt.			Δ = 7°14'30"	85 2°16.8'
			T = 316.40'	+75 2°08.2'
			L = 631.95'	+50 1°59.7'
			E = 10.00	+25 1°51.1'
				94 1°42.5'
				+75 1°33.9'
				+50 1°25.3'
	631.95 P.T. to P.T.			+25 1°16.7'
				83 1°08.1'
				+75 0°59.5'
	1819.18	S 79°05'45" W		+50 0°50.9'
				+25 0°42.3'
				82 0°33.8'
				+75 0°25.4'
				+50 0°16.5'
				+25 0°7.9'
81+01.91 B.C.			81+01.91	0°00'
	77.91'			
80+24.00 P.O.T.				



See Pg. 35 for Key Map & Index to pages for R/W. Survey

Pages	Contents
1	Title Pg.
2	Irwindale & Bonita
3	Irwindale vicinity of B.P. & L. Tower Line
4	Irwindale & Broadway
5	Broadway – Irwindale west to P.E.R.R.
6	Broadway – P.E.R.R. " " Basset
7	Bonita – Orange East " Irwindale Orange – Bonita to Broadway P.E. R.R. – " "
8	Bonita – Orange to Bleeker Basset – Bonita " Broadway
9	Bonita – Bleeker " Maine & Tr. 1916
10	Ties to inter sect Bonita & Maine
11	Broadway – Basset to Maine Maine – Broadway to Tract 1916
12	S.B.B.L. – Sect Cor 6 & 5 to ℄ Basset Basset – S.B.B.L. So. to Broadway
13	Arrow Highway Maine to 1st Ave W.
14	" " ℄ Pl. " Stewart Ave
15	" " Stewart Ave to P.I. near Rd Cor. #16
16	" " P.I. to Range Line
17-18	" " Tie to ℄ Gabriel
19	Tie to ℄ Sta Edison from ℄ Broadway
20	Range Line Arrow Highway No to Power Line
21	" " Power Line No to Meridian St
22	" " No from Meridian St (S.B.B.L.) S.B.B.L. Range Line East 2603'
23	S.B.B.L. 2603' E. of Range Line to Sect. 6-5
24	" Basset to Sect. Cor 5-4
25	" Sect Cor 5-4 to Motor Ave
26	Angular "Pile ups"
27	S.B.B.L. – Motor Ave to Irwindale & Tr. #8537
28	Bdry Rd Jauso de Duarte } from S.B.B.L. - 1800' No. Rd Jauso de Dalton }
29	Bdy Rd Jauso De Duarte & Dalton - A.T.&S.F.R.R. - 1800' So. of.
30	A.T.&S.F.R.R. Rd Line W. to E.S.C.
31	" " " " E.S.C. to E. Bdry Davis Add. to Duarte
32	" " " " E. Bdry Davis Addn. to Duarte W. to Highland
33	Section Line of Sect 31-32 No. from S.B.B.L. to A.T.&S.F.R.R.

U.S. [illegible] (Rev. 3-16-[illegible])

See Pg. [illegible] for Key Map & Index to pages for R/W. Survey

Pages	Contents
34	A.T.&S.F.R.R. [illegible] to Buena Vista
35	Buena Vista [illegible] F. So. to No Line Tr. No. 1
36	Angular "Pile Ups" on Davis Addn. to Duarte Tr.
37	Tie to Intersect ℄ Buena Vista & A.T.&S.F.
38	MAP showing index to pages
39 - 44	P.E.R.R. Claima Spur to Reliance Rock (a) from Bonita to Reliance Rock So. Ave (1800' No. of [illegible]
45 - 47	Additional information for establishment of R/W. of A.T.&S.F.R.R. Bradbury to Winston
48	J.R. Lotus Tr. No. 1 Portion S.W. of Meridian & Buena Vista
49	N.W. 1/4 of Sect 4 T. 1 S. R. 10 W.
52-55	Triangulation & Horizon Control line [illegible] at Impervious Barrow Investigation [illegible]
56 - 71	Control Line of Dam Axis
72 - 76	Line Change & ℄ Dam Axis from P.I. No. 1A to [illegible] Location of ℄ Spill and ℄ Levee's
77	LINE CHANGE of ℄ DAM – North from Broadway
78	Line Change ℄ Dam – P.I. 2B

F.B.1047-23

F.B.1047-2

U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)

RIGHT OF WAY SURVEY
FOR
SANTE FE DAM.

Legend
● - Points Found
● - Points set
Street ℄

Tape Std for Temp of 68°
K&E Transit No. 69324

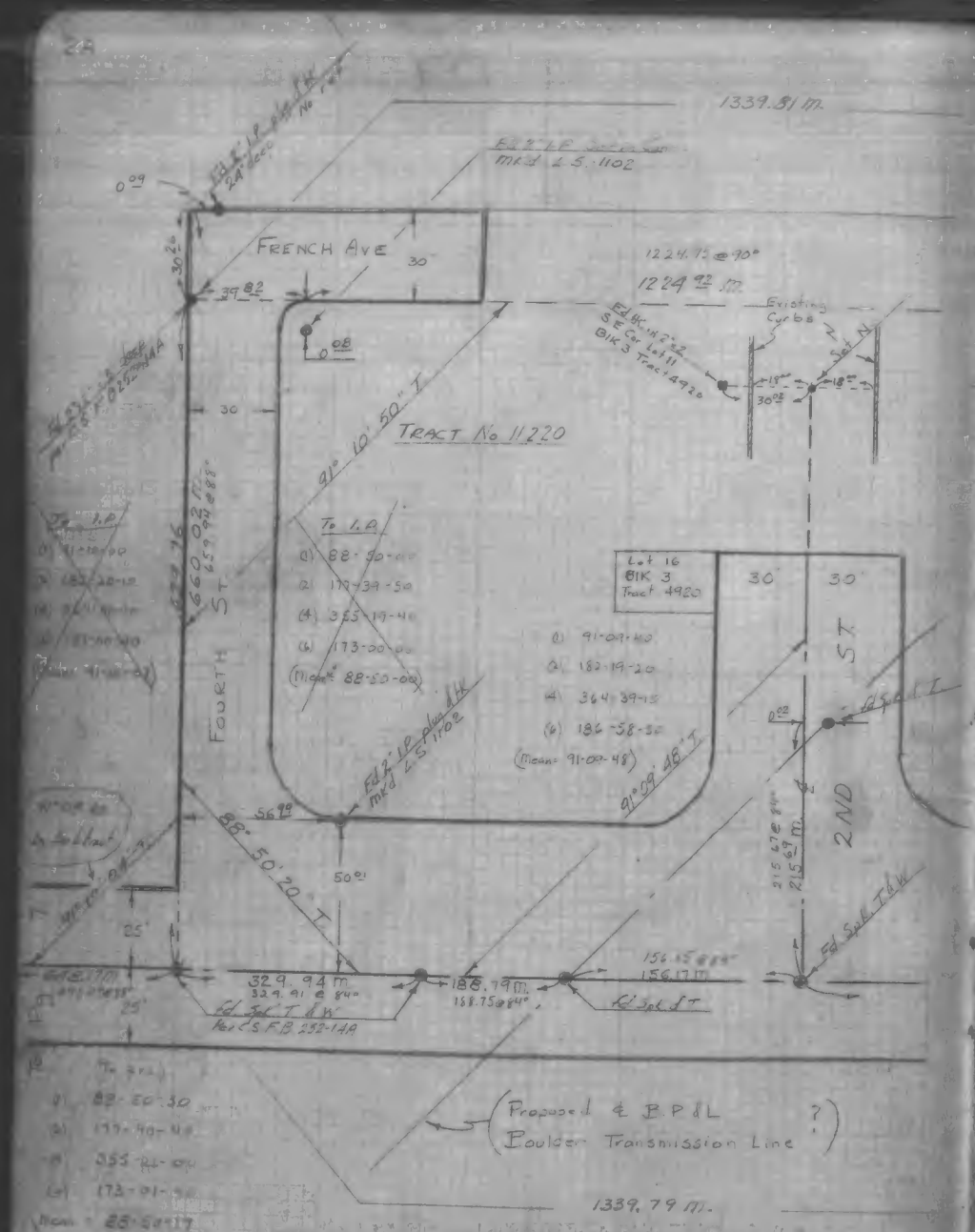
SEE PG 38 FOR KEY MAP & INDEX

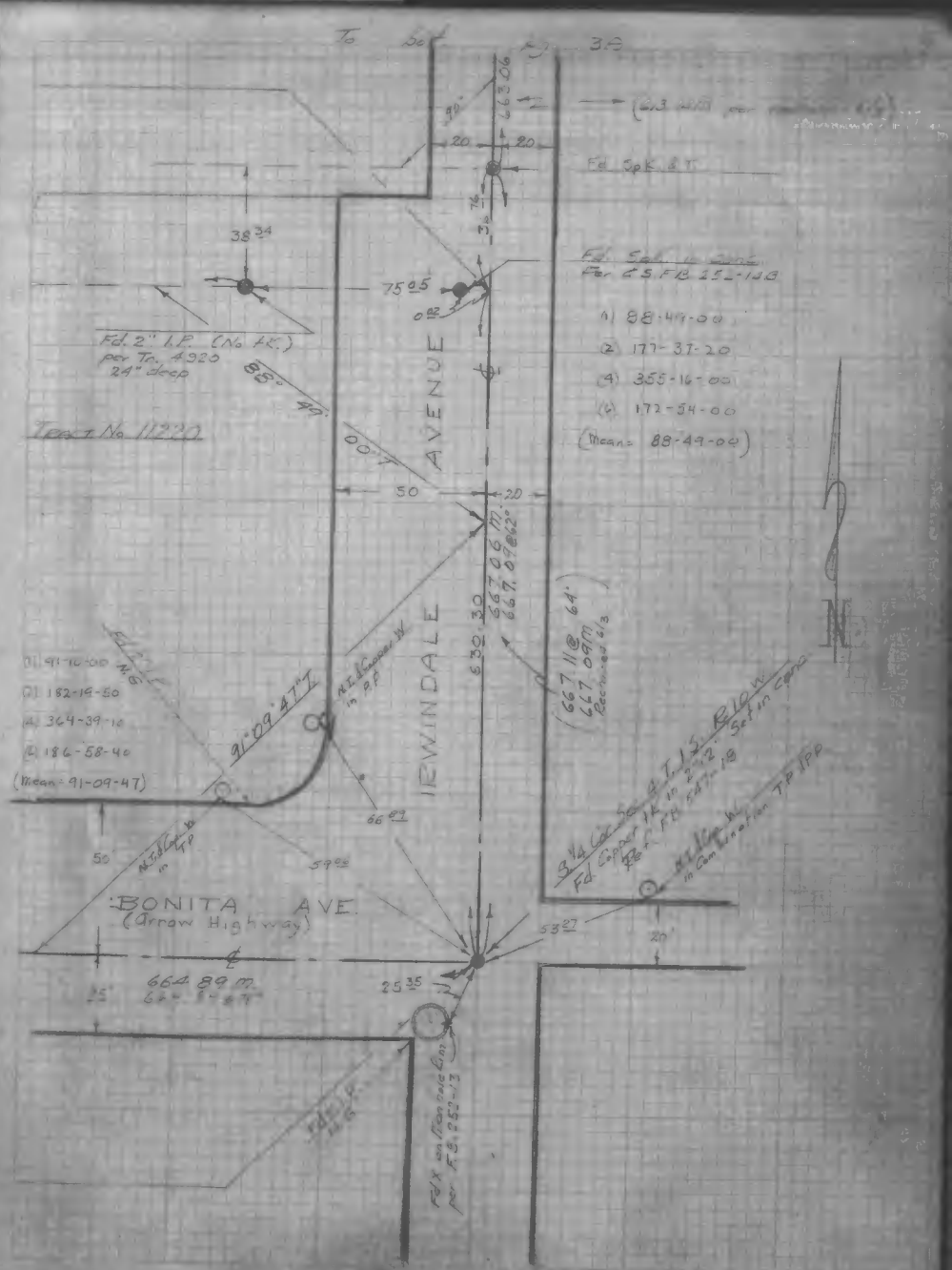
During entire survey visibility was very poor heat waves & haziness was always present.

Survey Started April 27, 1940
Survey Completed June 31, 1940

Bowman
Buckley
Bragunier
Bright

U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)





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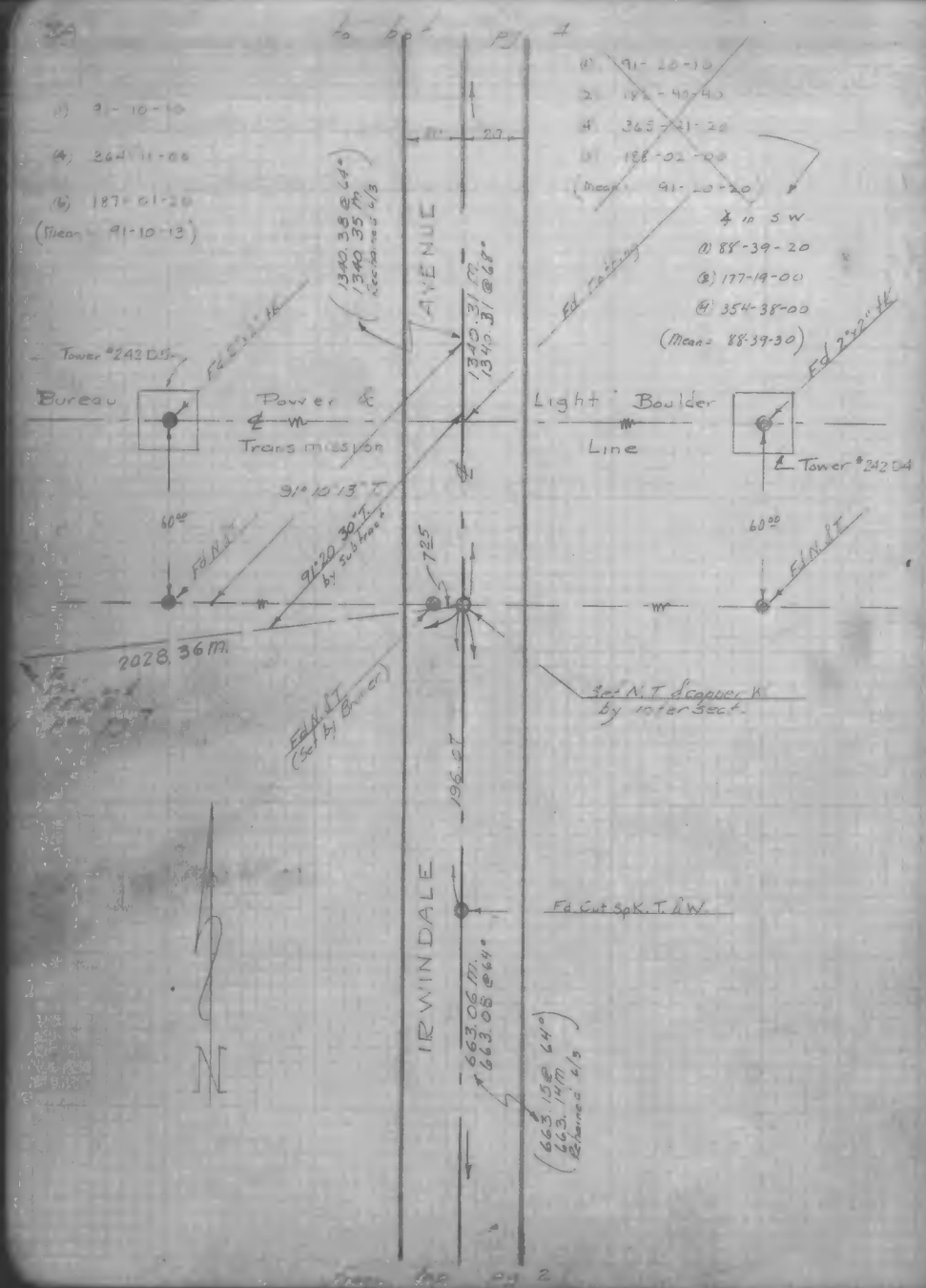
(CA-N 16-301)



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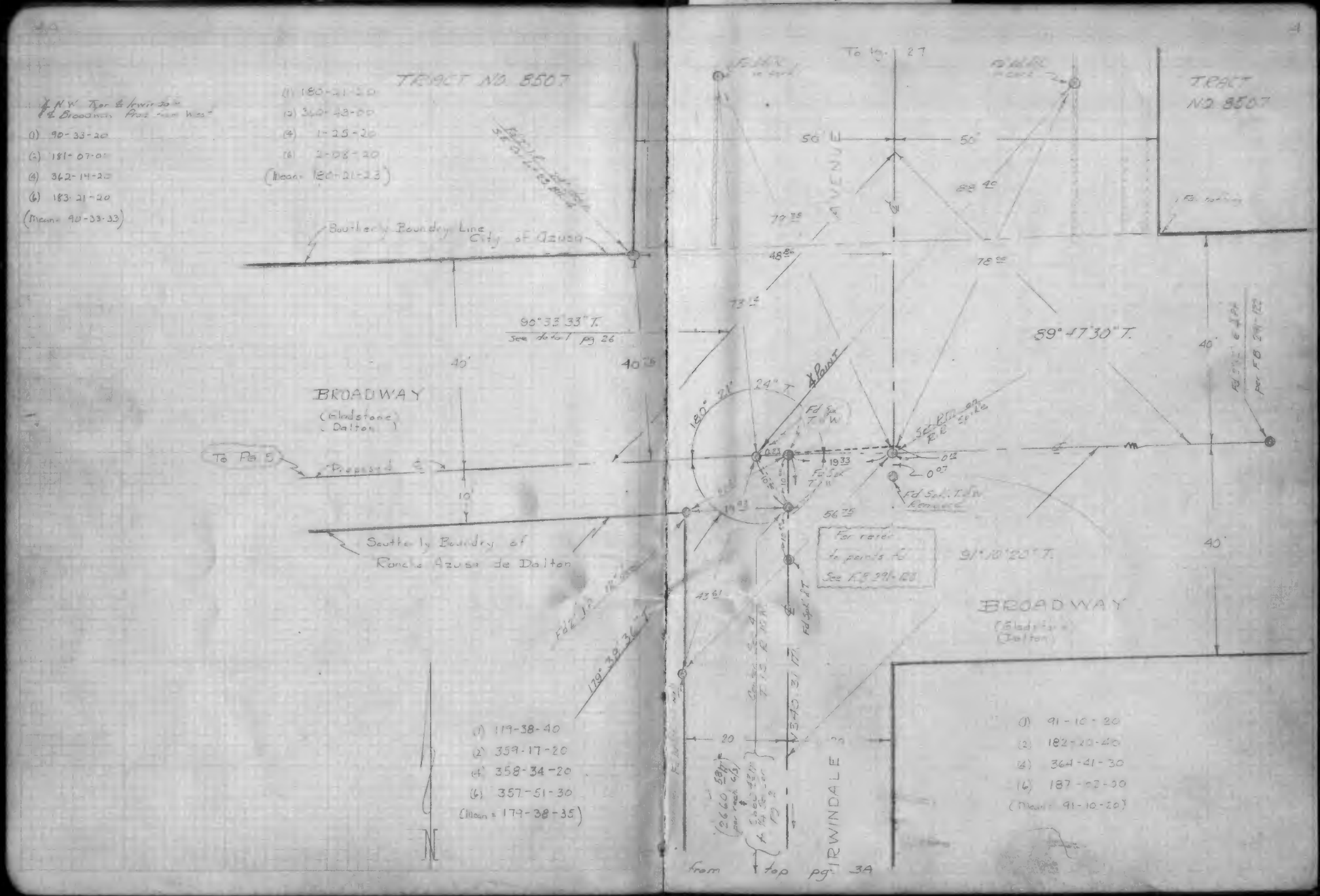
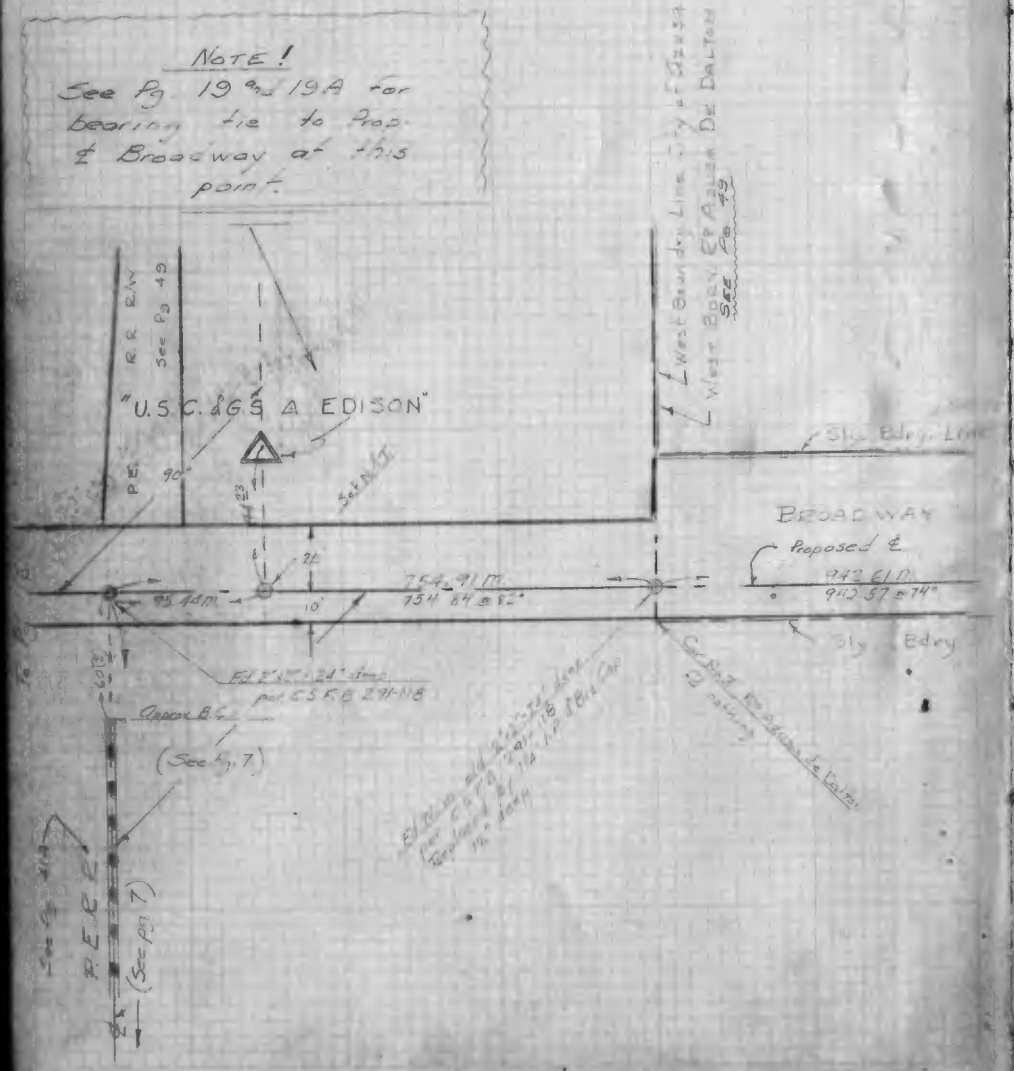
(CA-N 16-301)

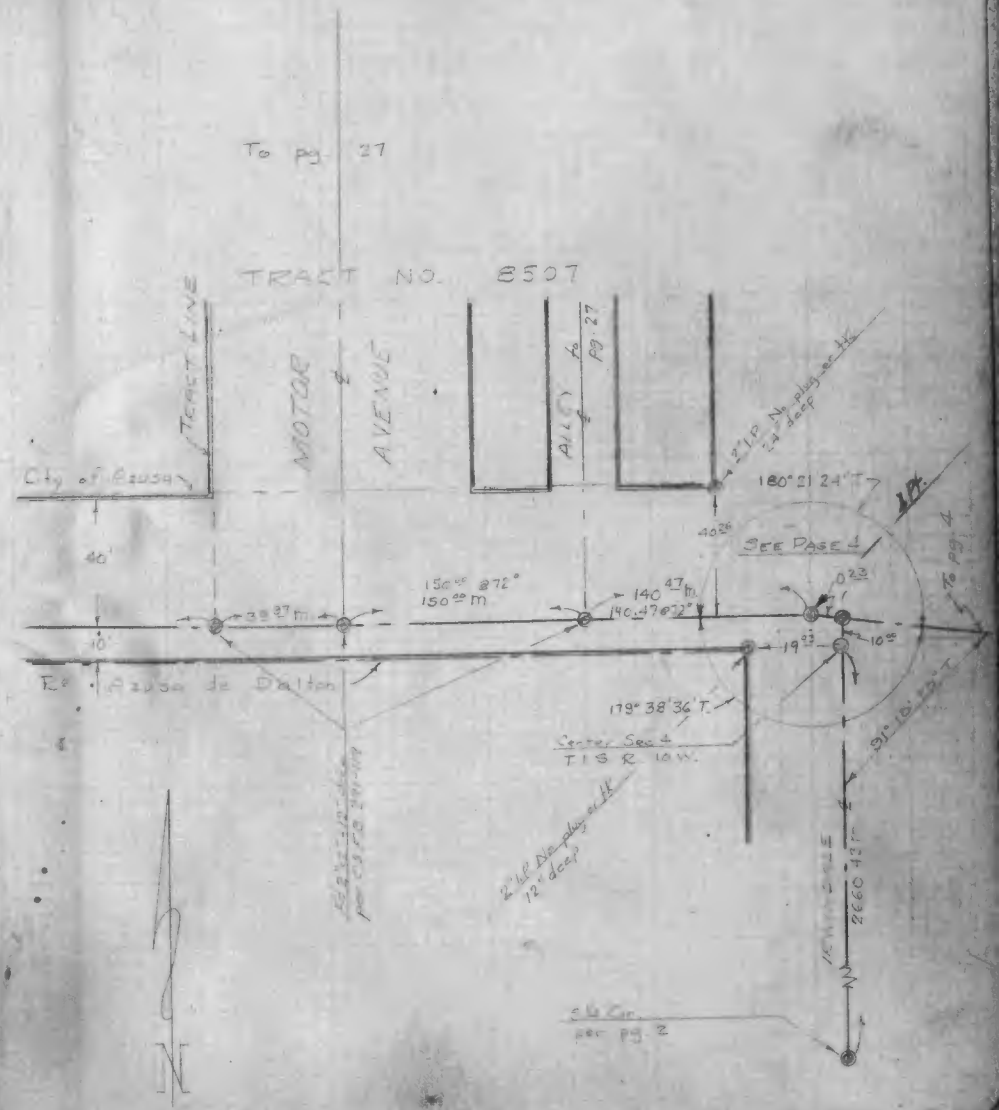


FB. 1047-31

U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)

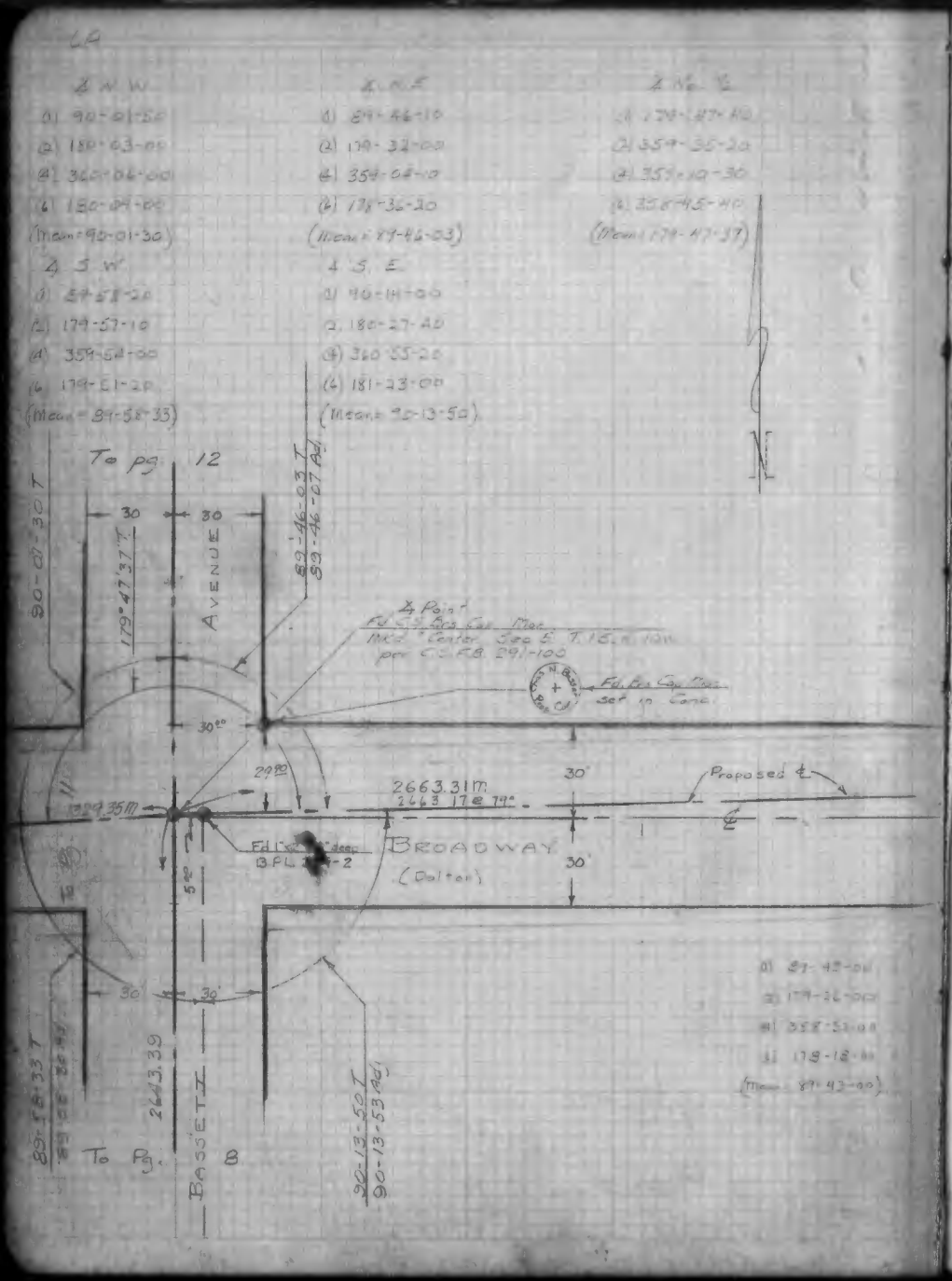
NOTE!
See Pg. 19 and 19A for bearing tie to Prop. ℄ Broadway at this point.

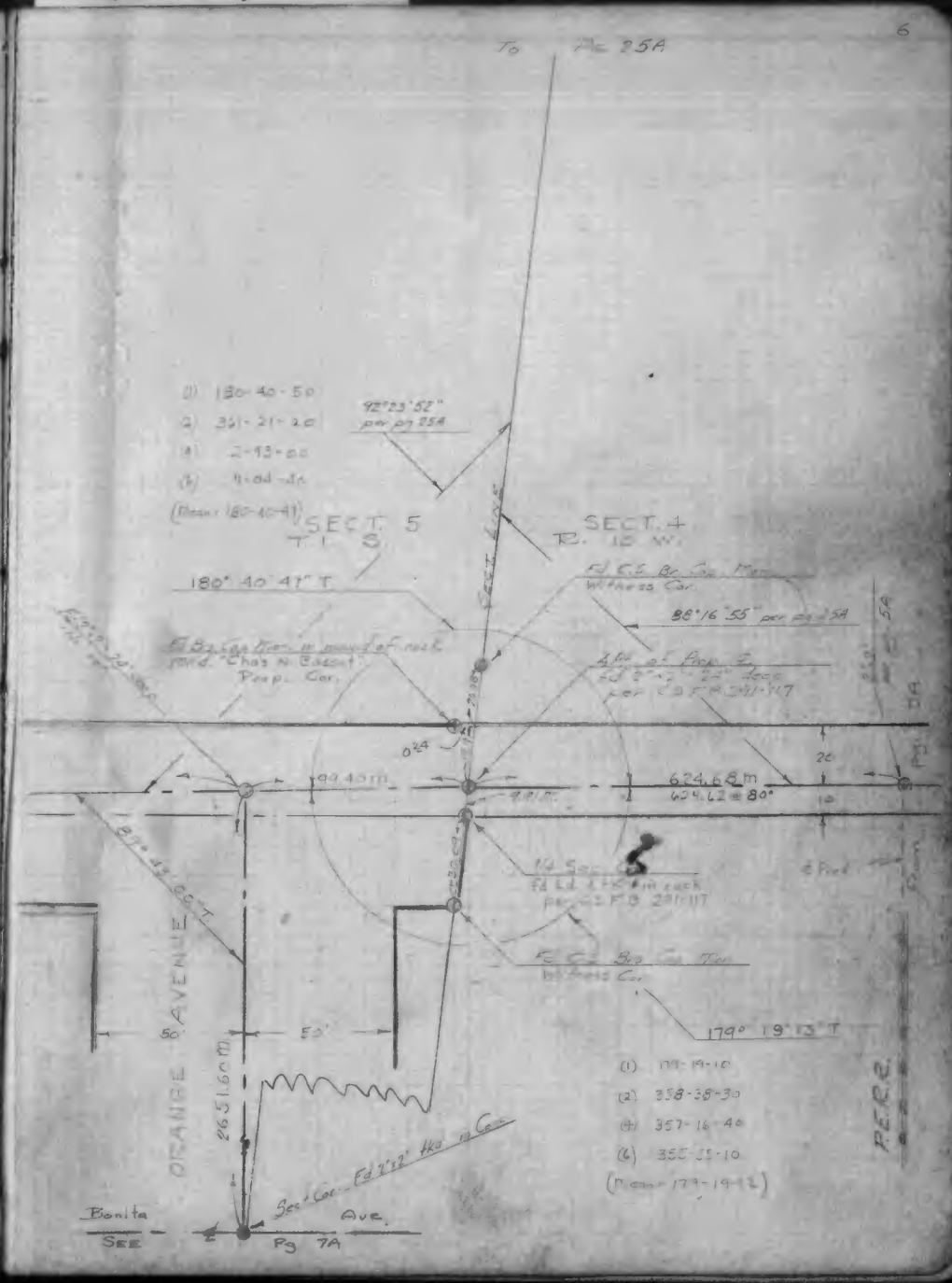




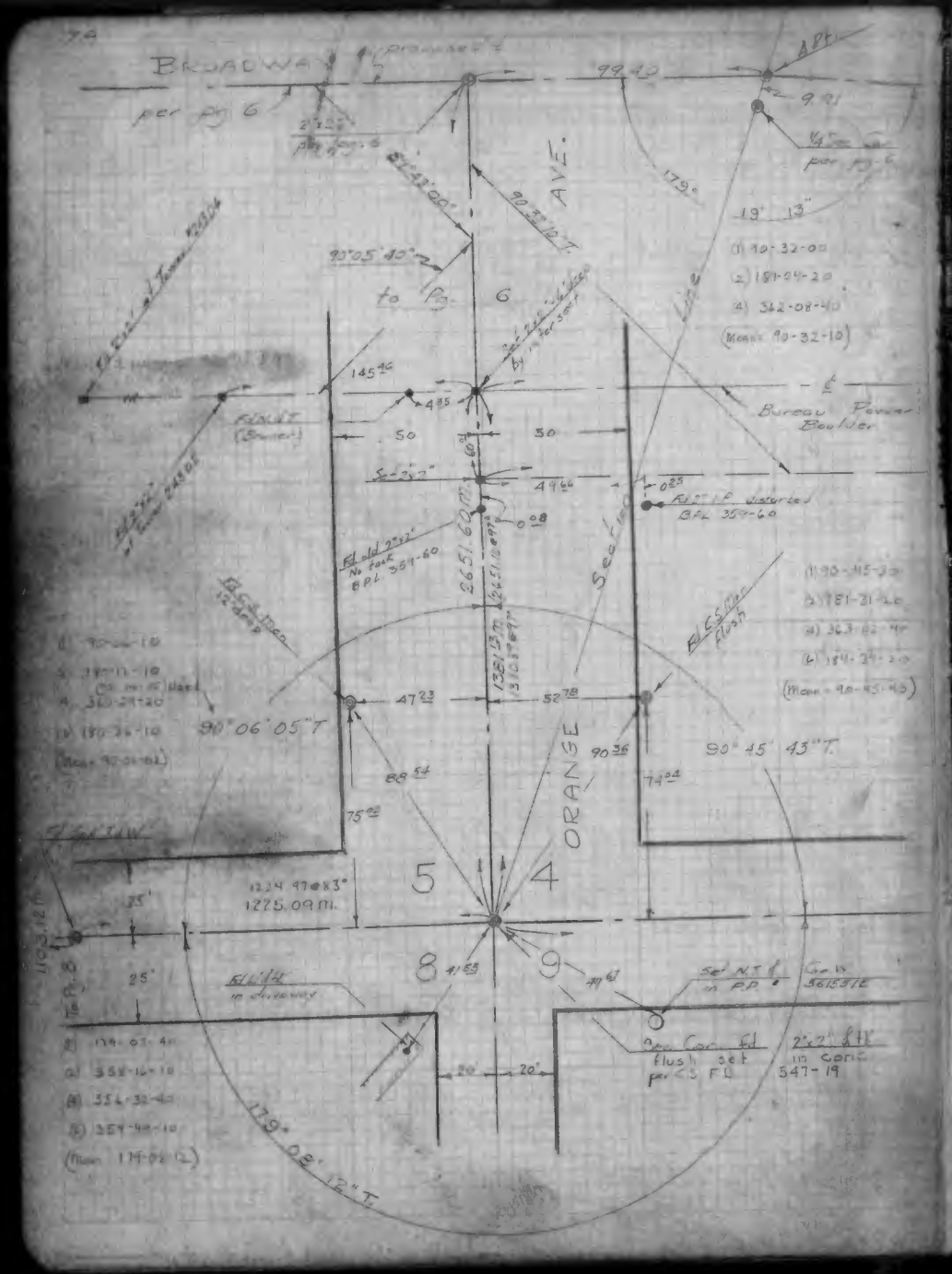
FB. 1047-33

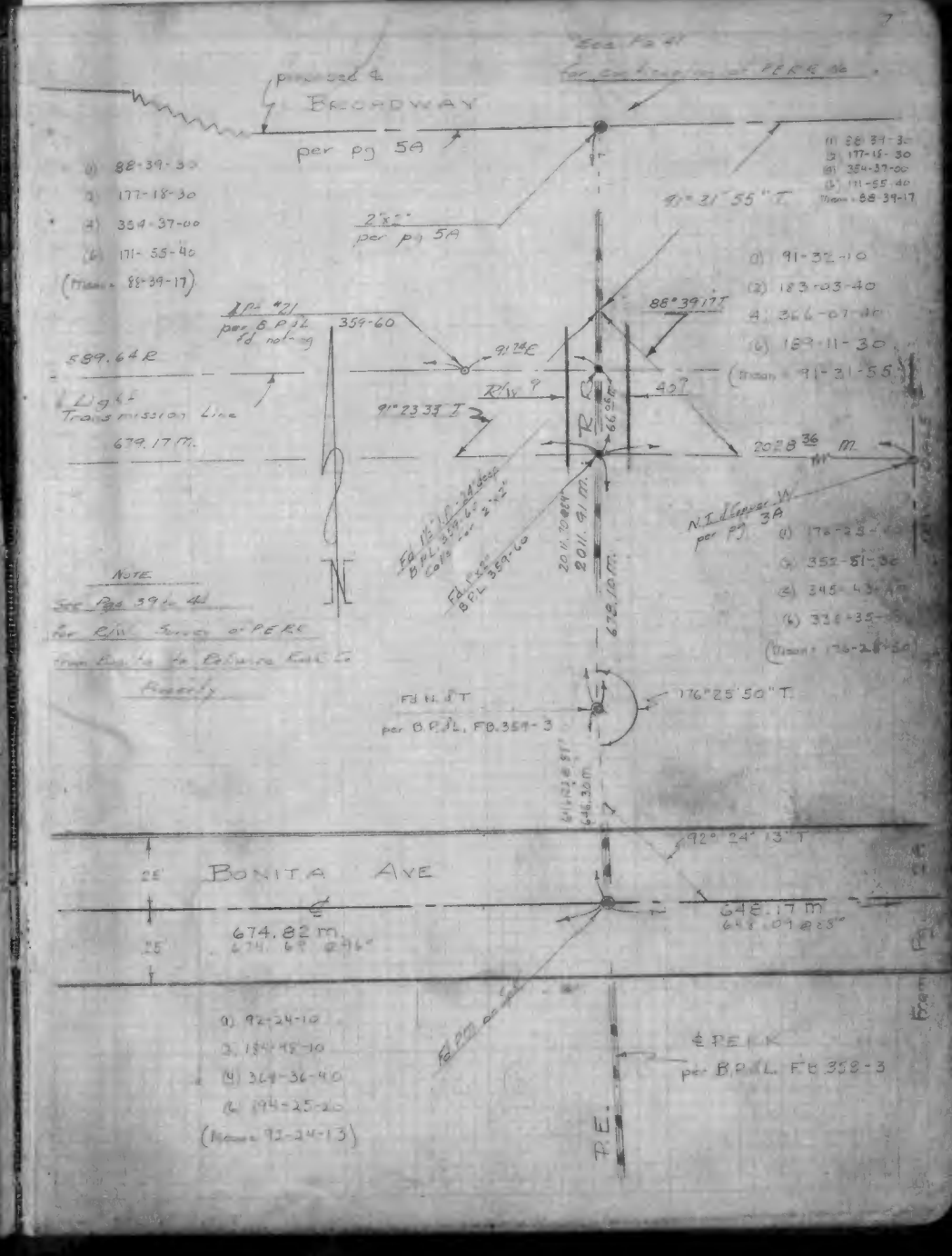
U.S. ENGRS. F.B.-S.F. 61
(CA-N 16-301)



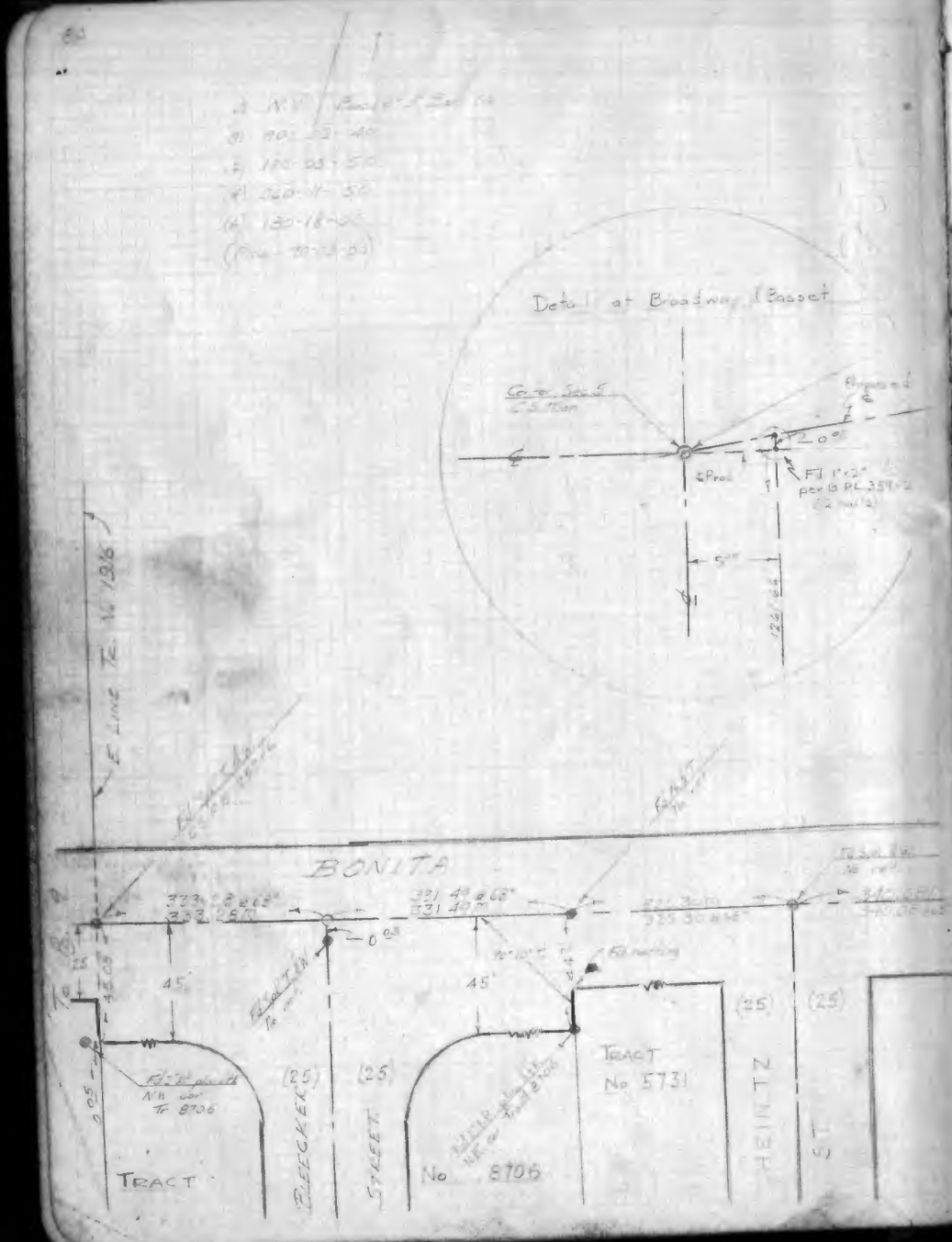


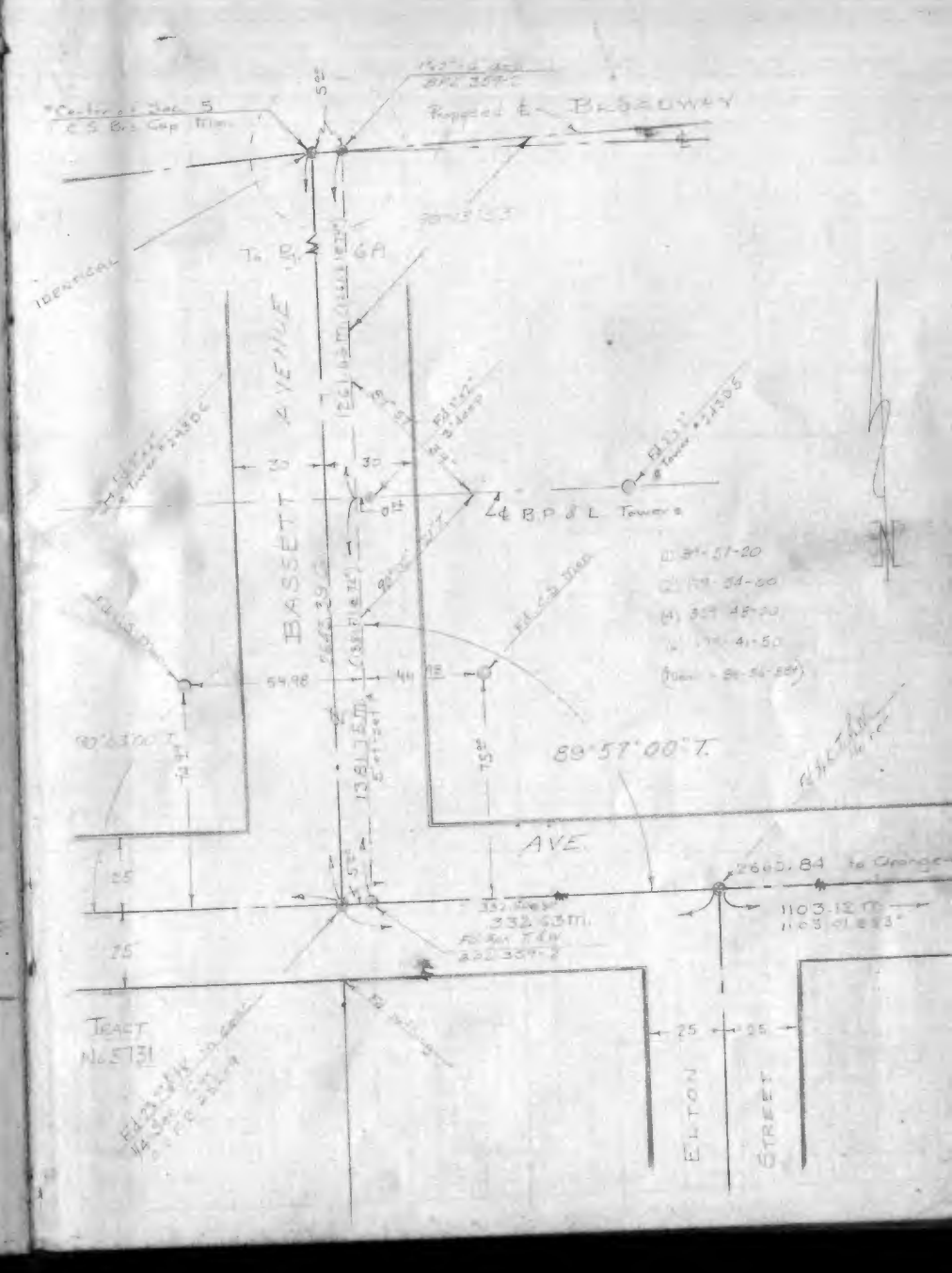
U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)





U.S. ENGRS. F.B.-S.F. 61
(CA-N 16-301)





U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)

TRACT

NO. 1916

BONITA AVE.

Angle Point
Cor No 15 Rancho
Azusa De Duarte
- Section Corner
Is 3.42' N.E. in conc.
F.E. 2.35' walk for Sec. 5/6

F.B.1047-41

F.B.1047-4

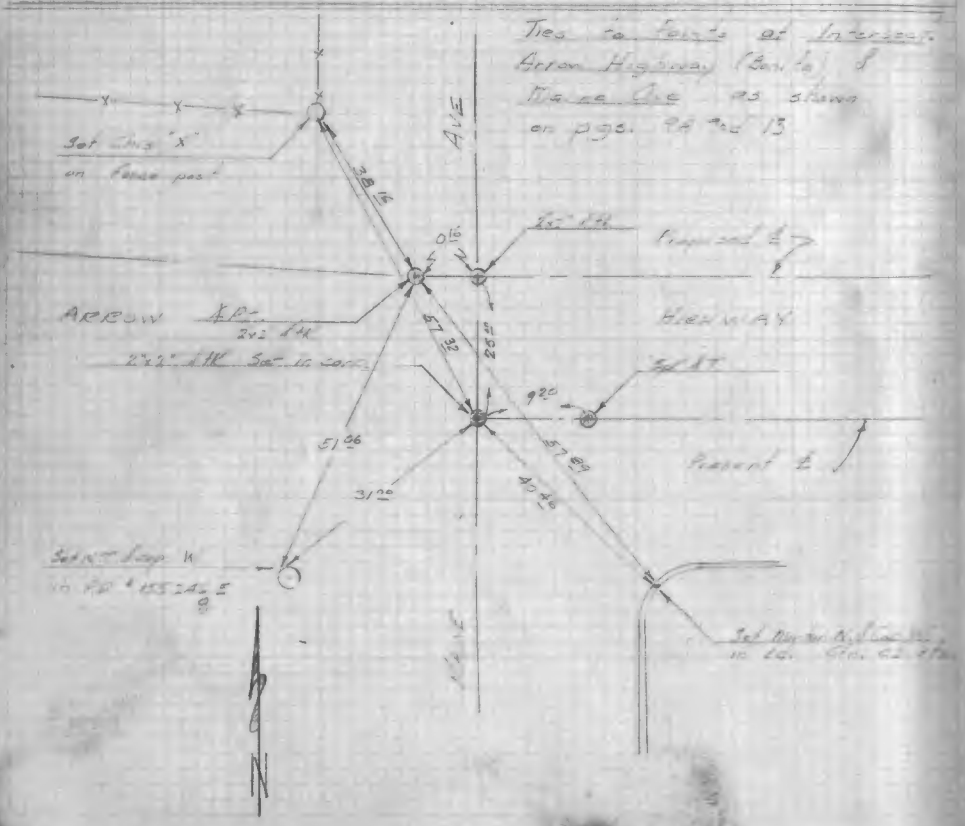
U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)

Angle Point UP

π at Sec. Cor. ℄ Rec. to ℄ Maine

∠ in N.E	Closing ∠
(1) 89-31-50	(1) 270-25-10
(2) 179-09-50	(2) 180-50-30
(3) 358-19-20	(3) 1-40-50
(4) 177-29-00	(4) 182-31-00
(Check = 89-31-50)	(Check = 270-25-10)

Ties to points at Intersect. Arrow Highway (Rec. to) & Maine Ave. as shown on pages 14 & 15



U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)

To pg. 12A.

Easterly Boundary
Rancho Azusa De Duarte

Fd Conc Mon & Spk
Found FA 64-78

62.01

79.36 M.

1/4 Sect Cor
Fd 3/4" IP & Hole - 1.5' deep
Per CS FB 465-177

26.17 M.

(30)

1314.55 M.

(30)

79.91 M.

Fd Conc Mon
per FA 65-78
This Mon N.G. loose

61.95

39.92

90° 23' 40" (Ac)
90° 23' 35" T.

Fd Conc Mon & Spk
12 deep Fn 131-5

180° 00' 00"

269° 36' 20" T.

(1) 90-23-40
(2) 180-47-00
(4) 361-34-20
(6) 182-21-20
(Mean 90-23-35)

(1) 269-36-30
(2) 179-13-00
(4) 358-25-20
(6) 177-38-00
(Mean: 269-36-20)

E Boey
Rancho Azusa De Duarte

1262.18 @ 90°
1262.36 M.

Prop. E/W

Prop. ℄

MAINE AVE

To Sec Cor 2644.85 M.

Prop. E/W

End of
Iron pipe
& Bent wire fence

40

29.2

40

30

Fd 2" IP & N per BPL 352-59
& P.C. 30+904+52.02
Under Tower No. 244 D.L.

90.3

70.8

Fd 2" IP
BPL 352-59

75.08 M.

29.6

39.3

Present ℄
of BP&L Trans Line

(1) 89-35-20
(2) 179-11-10
(4) 358-21-40
Mean of (2) & (4) = 89-35-30

89°35' 30" T.

77.98
77.93 M.

Wire fence

from top pg. 9A

To pg. 12

(30)

AVENUE

2643.58 M.

64

CS Con Center Sec 5
per pg 6A

Fd 2" IP & N
BPL 352-59

1329.35 M.

438

87

107

Fd 2" No rod

BROADWAY
(Dalton)

Prom. ℄

(30)

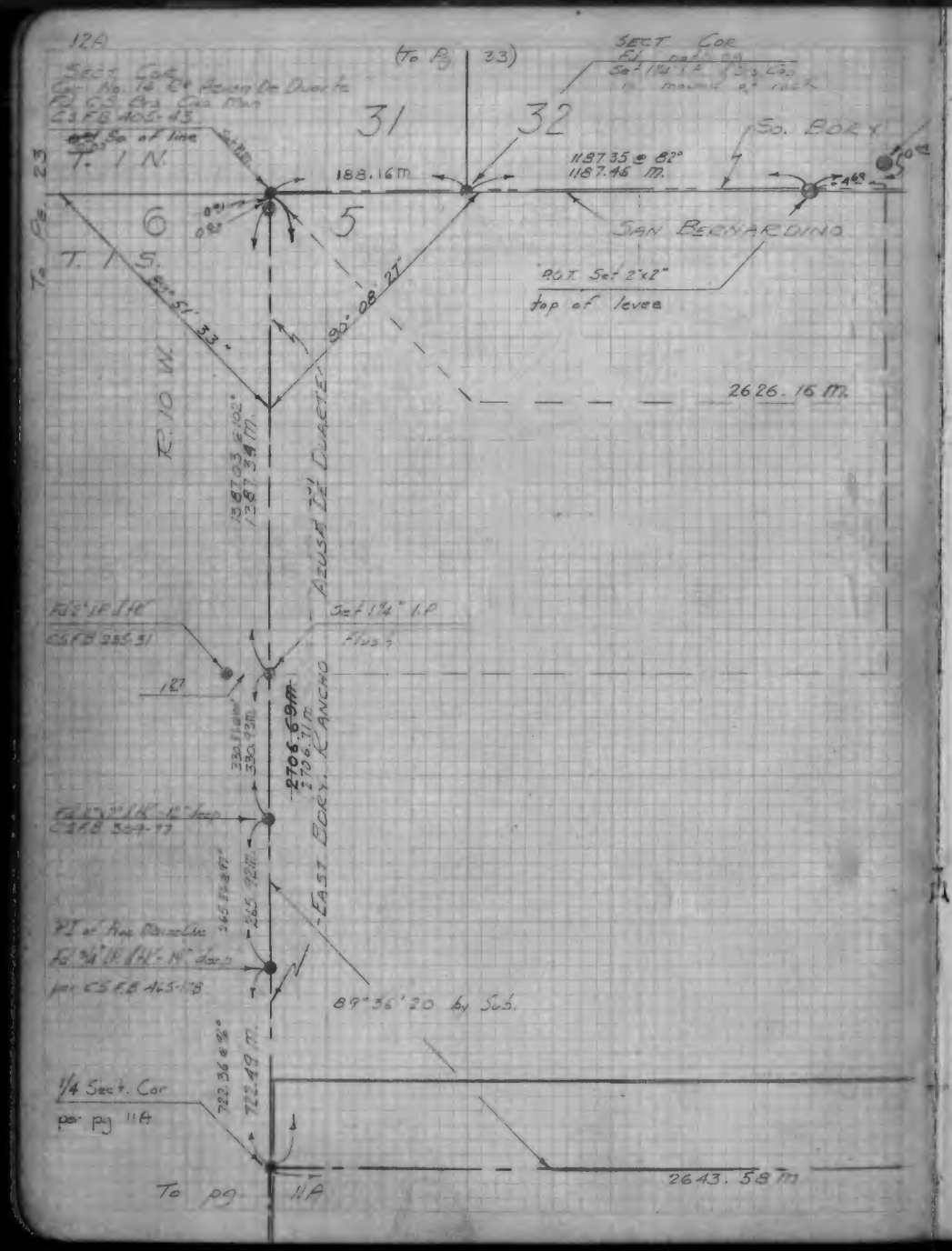
BASSETT

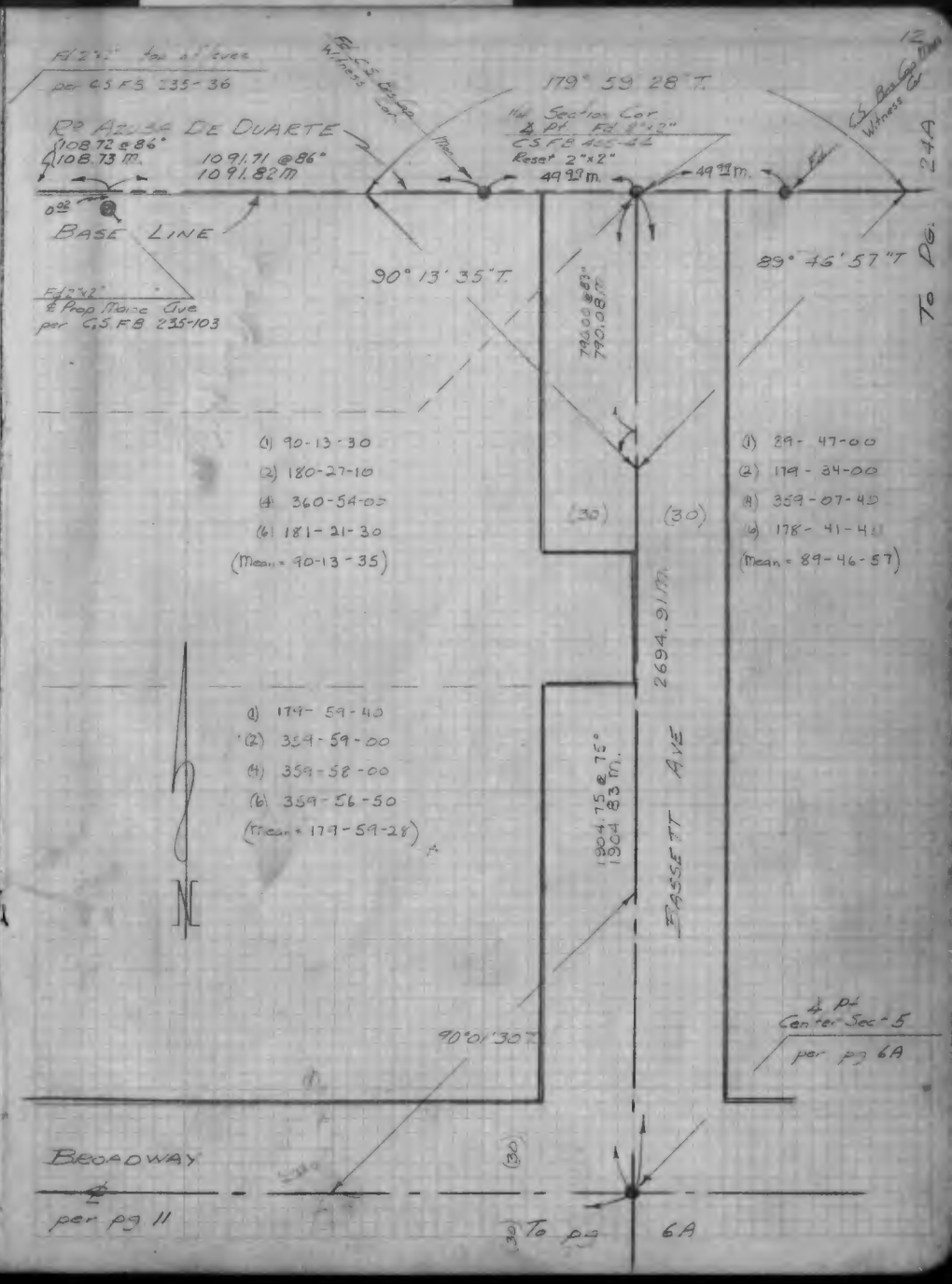
N

FB.1047-45

F.B.1047

U.S. ENGRS. F.B.-S.F. 61
(CA-N 16-301)

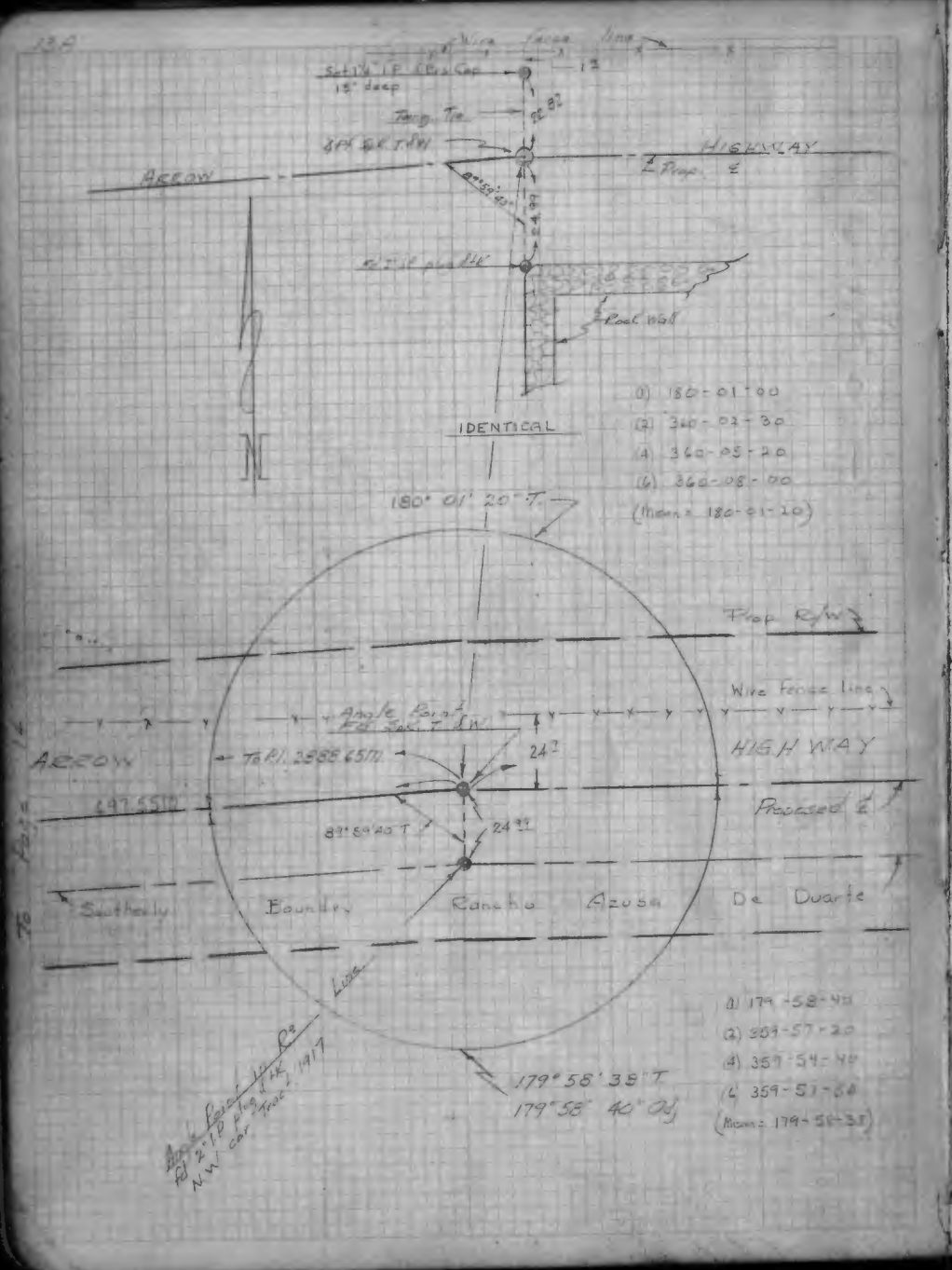


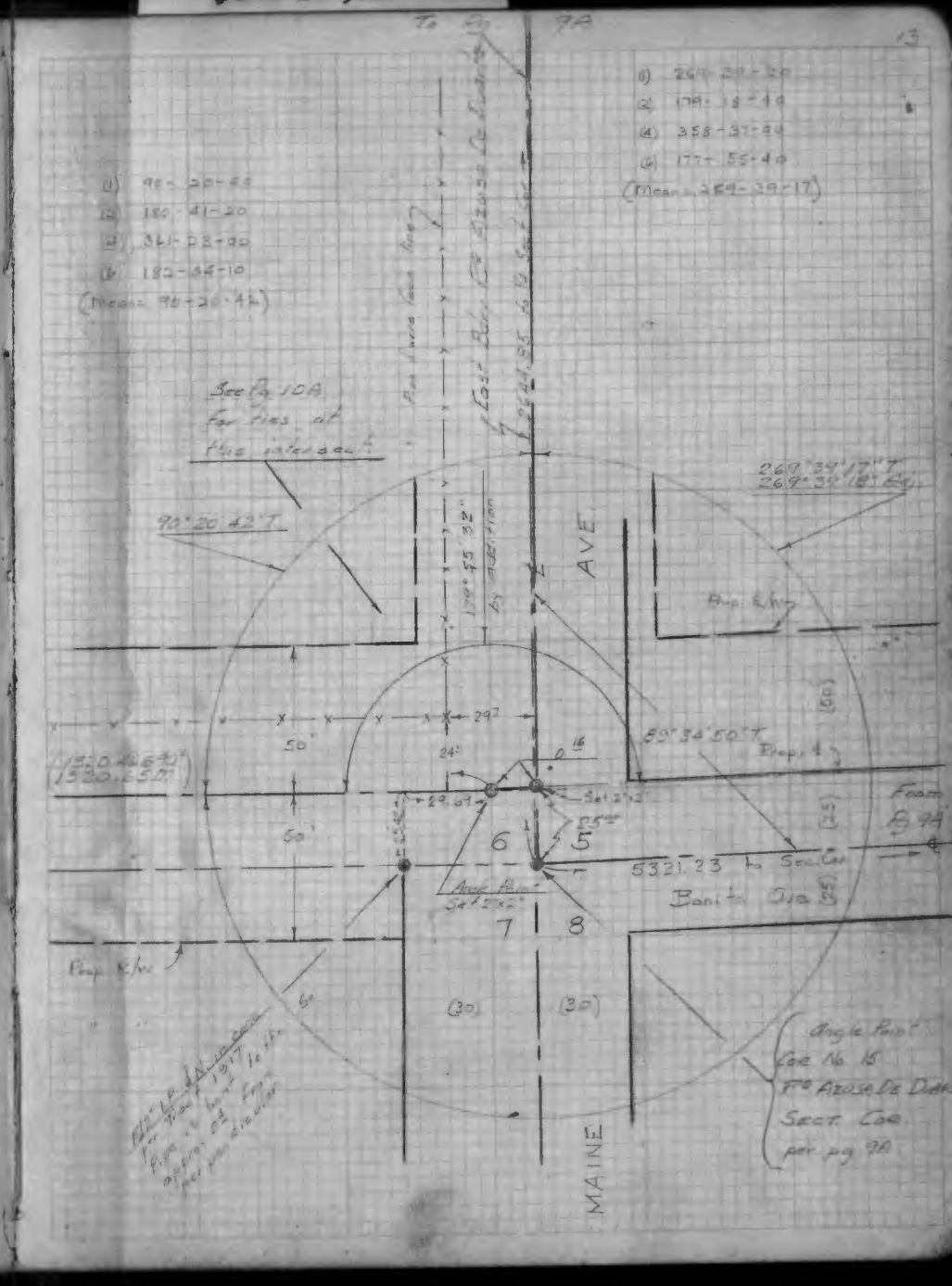


F.B.1047-47

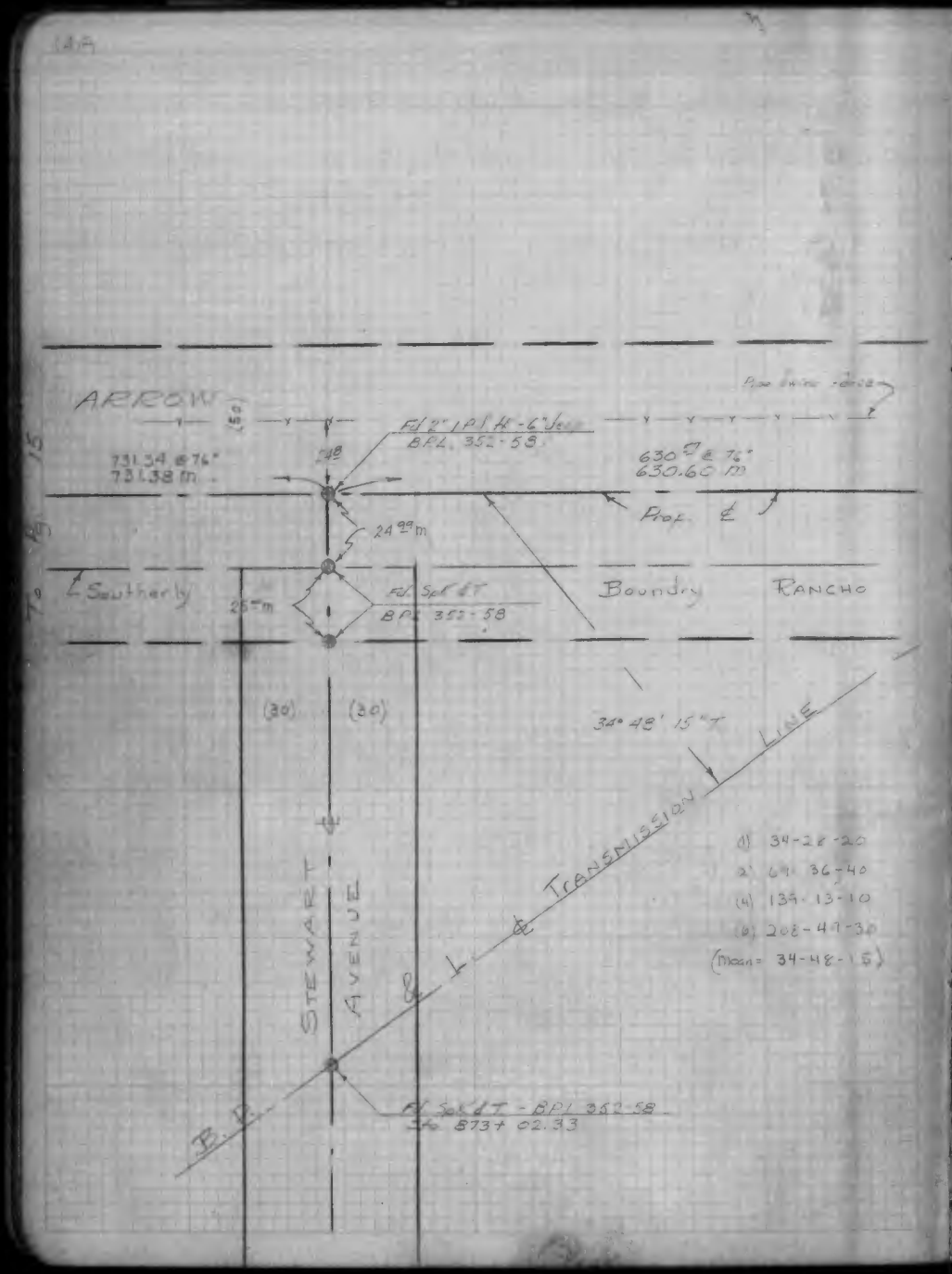
F.B.1047-4

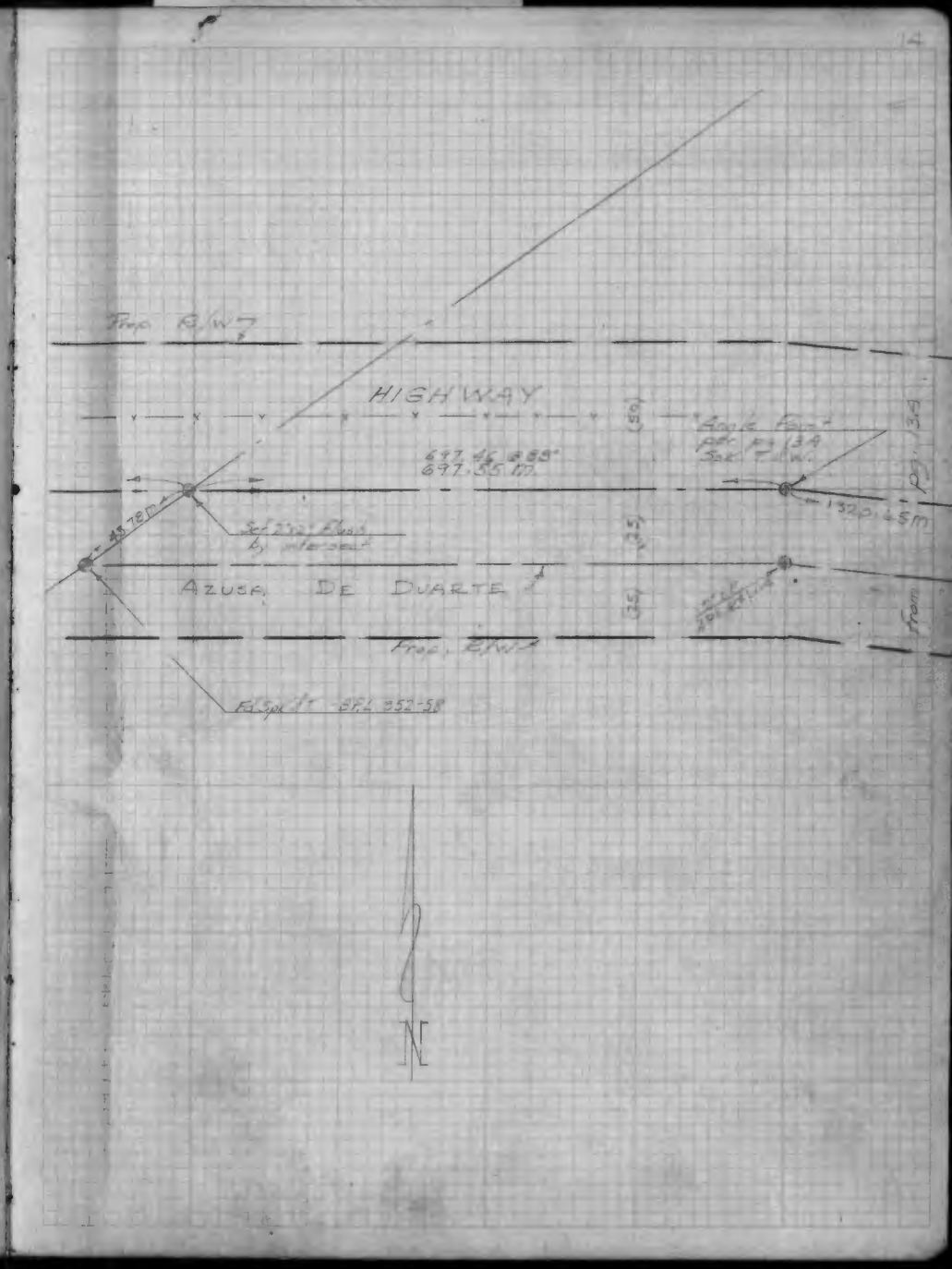
U.S. ENGRS.F.B.-S.F. 61
(SA-N 16-301)





U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)

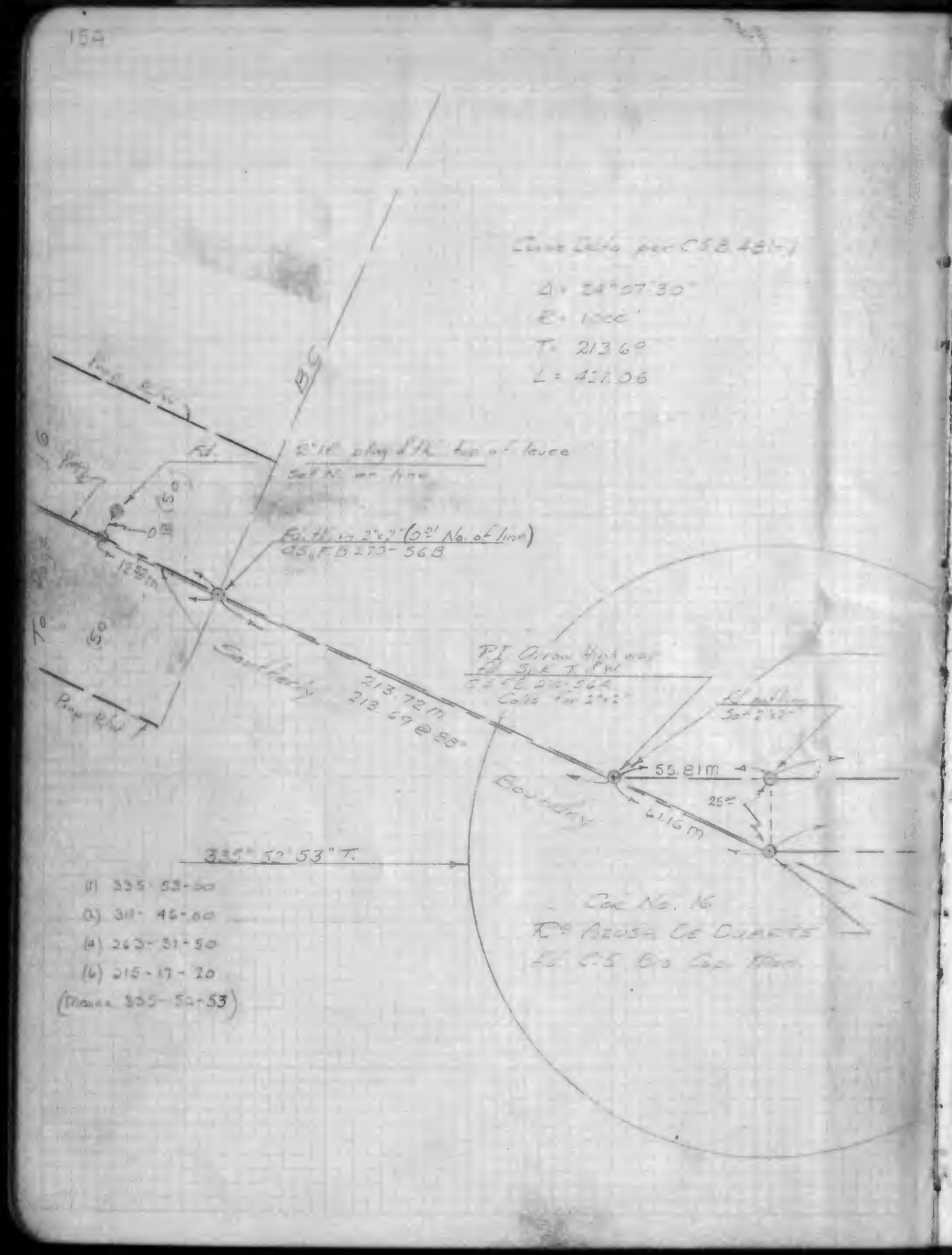


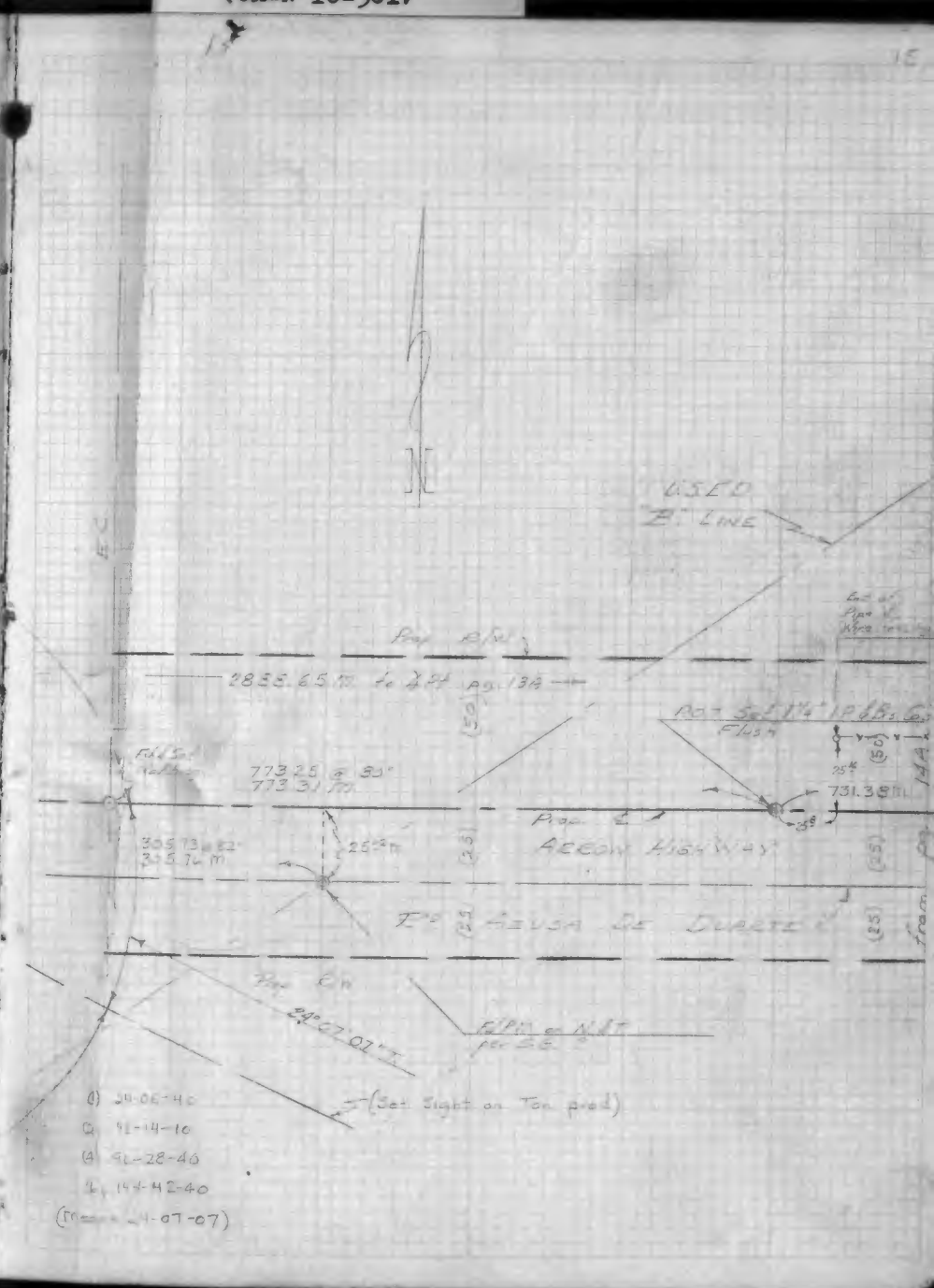


FB.1047-51

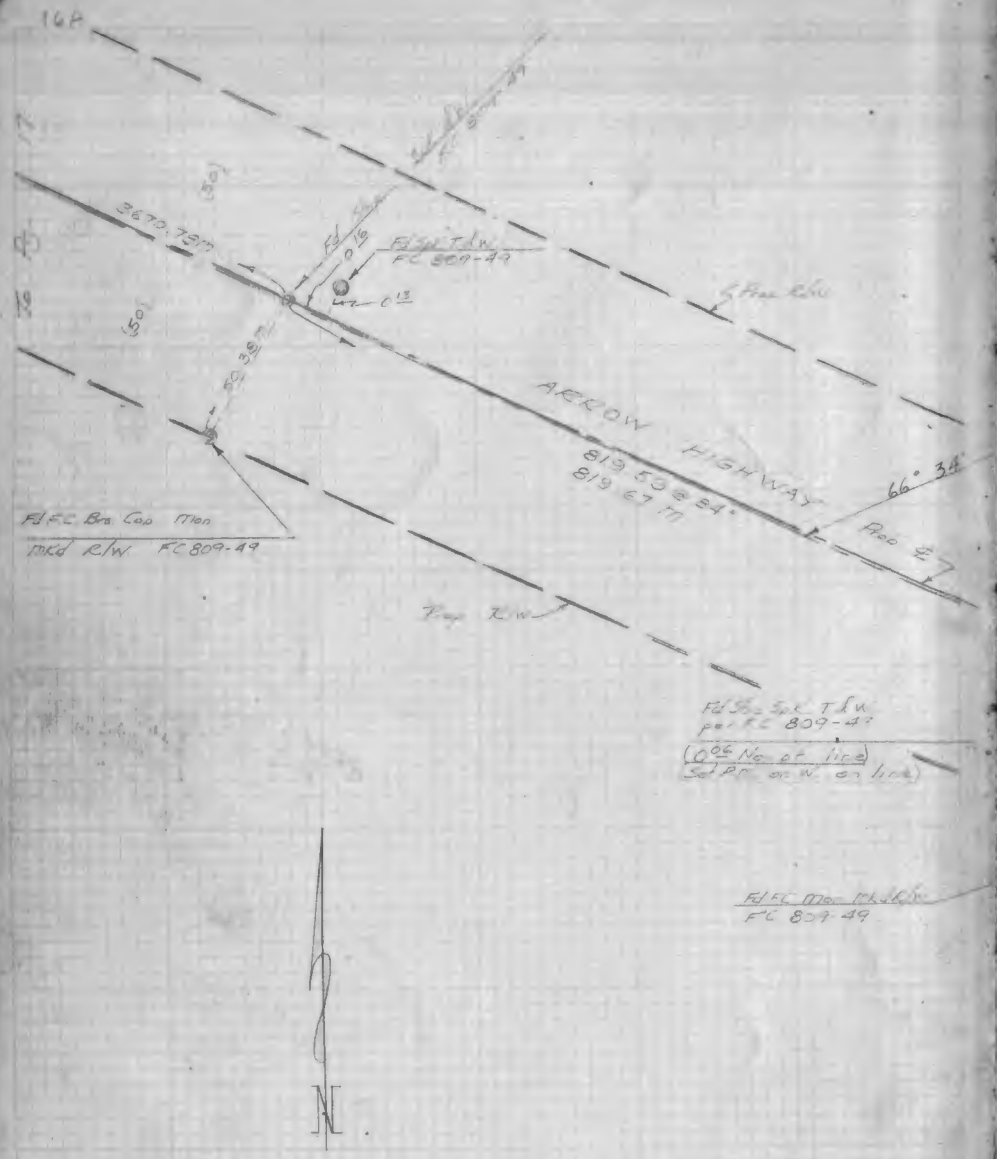
F.B.1047

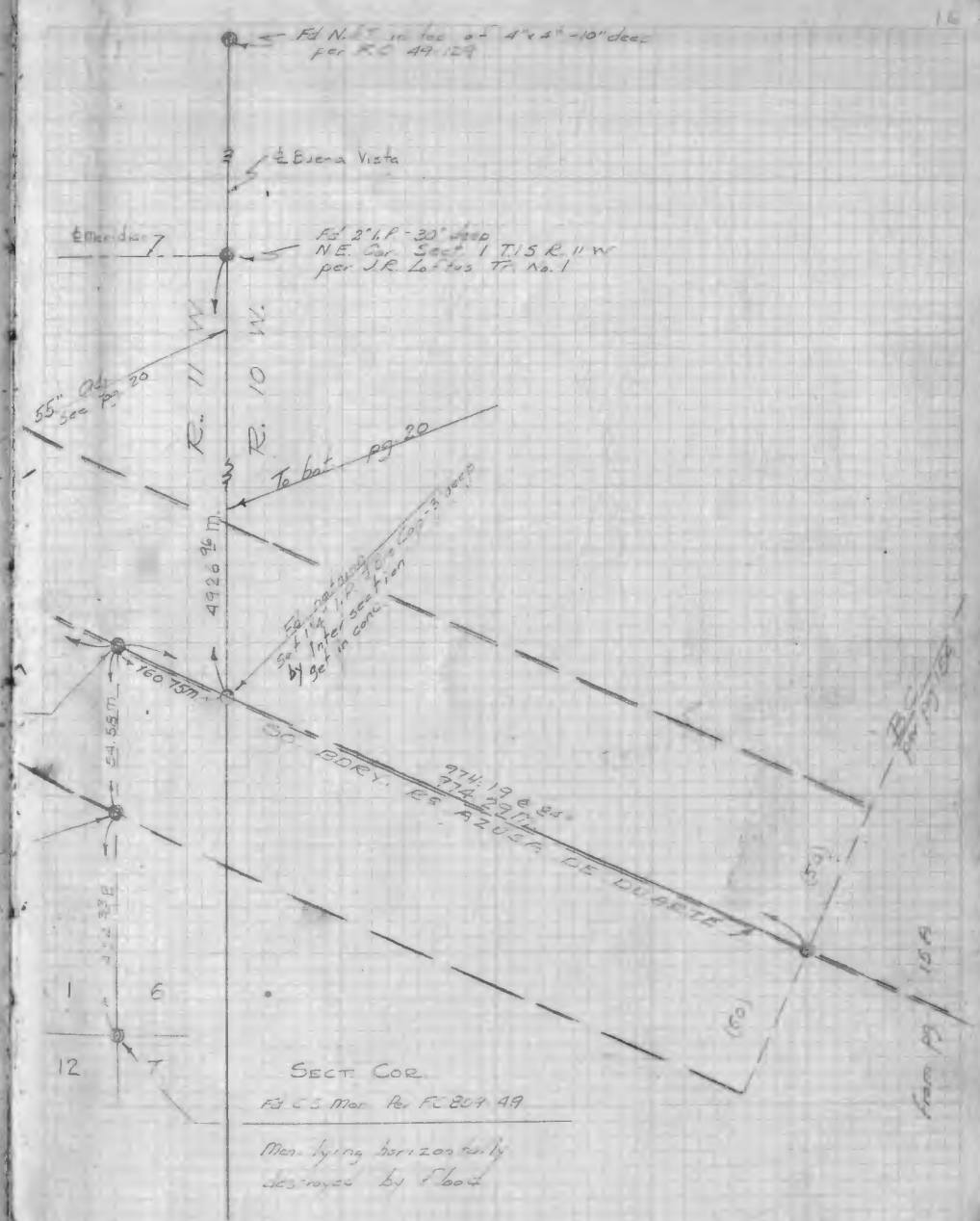
U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)





U.S. ENGRS. F.B.-S.F. 61
(CA-N 16-301)

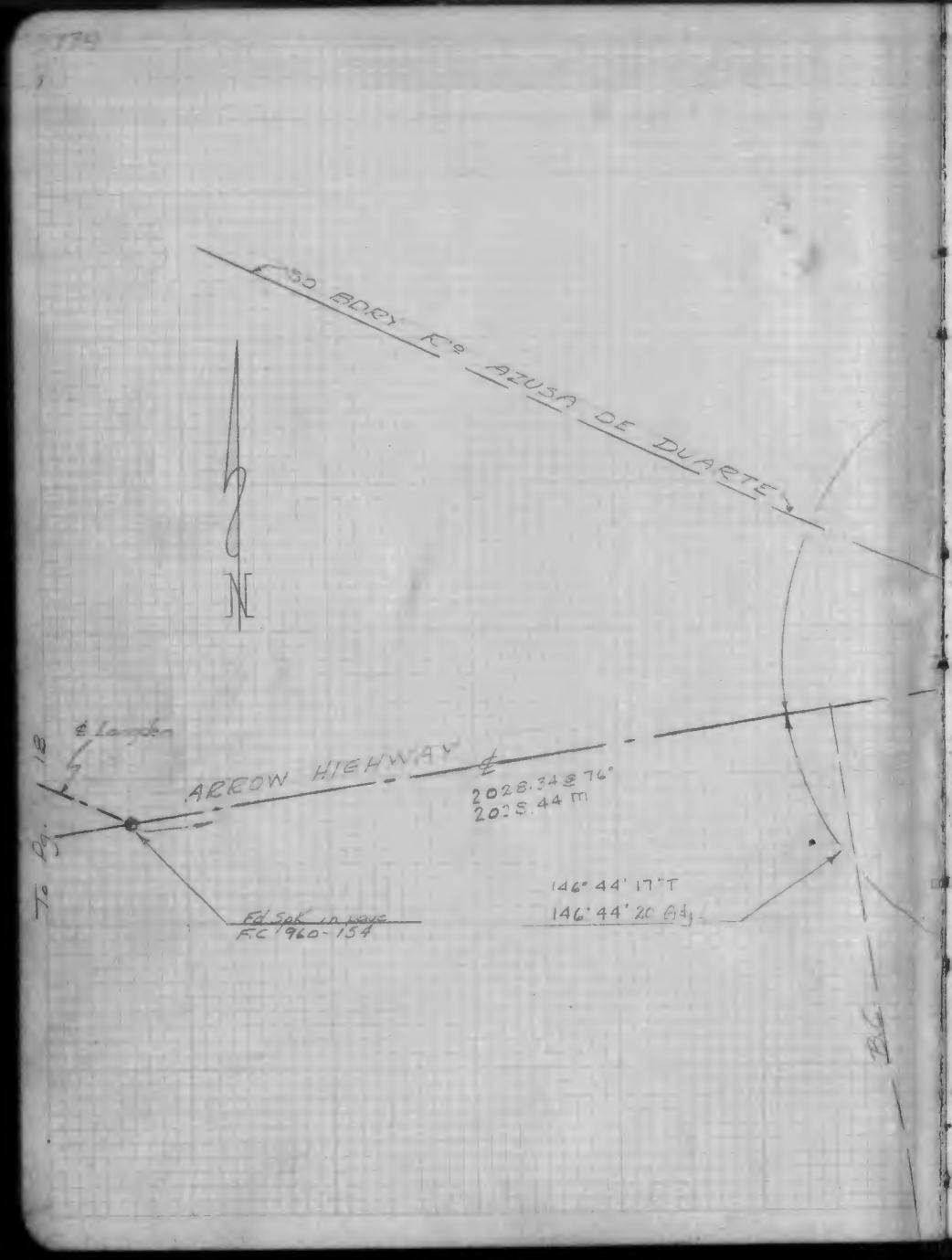




FB.1047-55

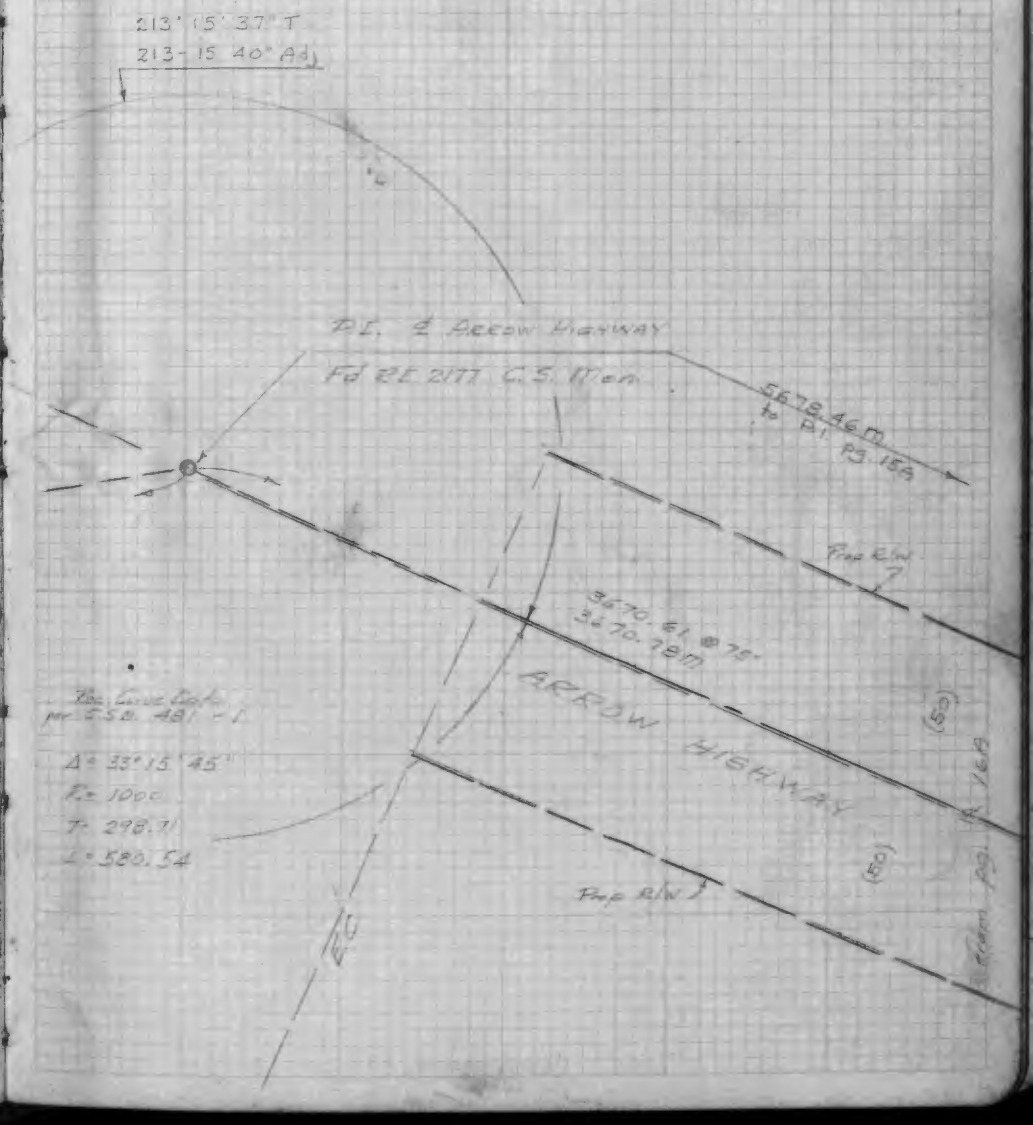
FB.1047-56

U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)



(1) 213-15-44
(3) 66-31-00
(4) 133-62-30
(2) 199-33-40
(Mean 213-15-37)

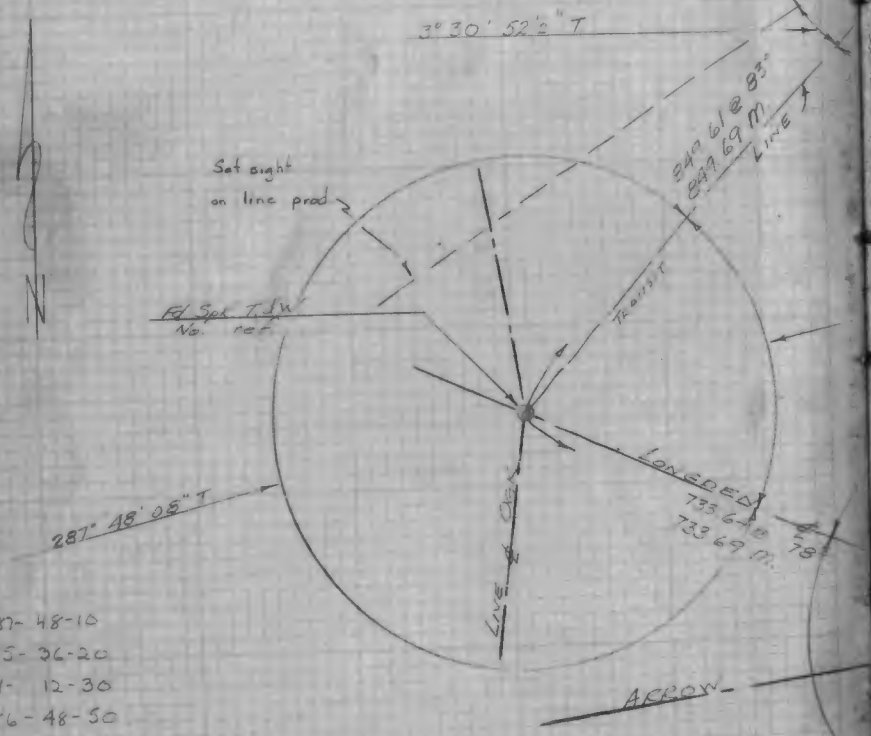
(1) 146-44-30
(2) 293-28-40
(4) 222-57-00
(6) 160-25-40
(Mean 146-44-17)



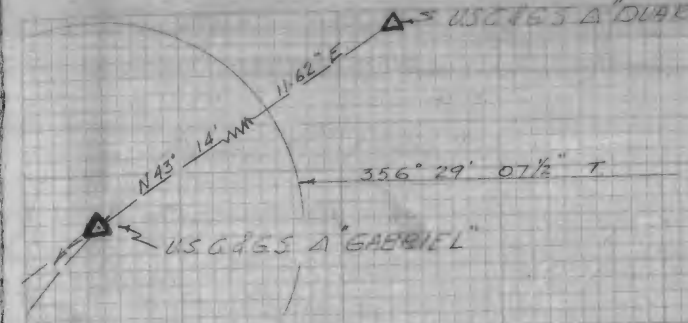
U.S. ENGRS.F.B.-S.F. 61
(OA-N 16-301)

End of ℄ 93 Road on Acron Highway
For Tie To △ "GABRIEL"

(1) 3-30-50
(2) 7-01-30
(4) 14-03-30
(Mean= 3-30-52½)



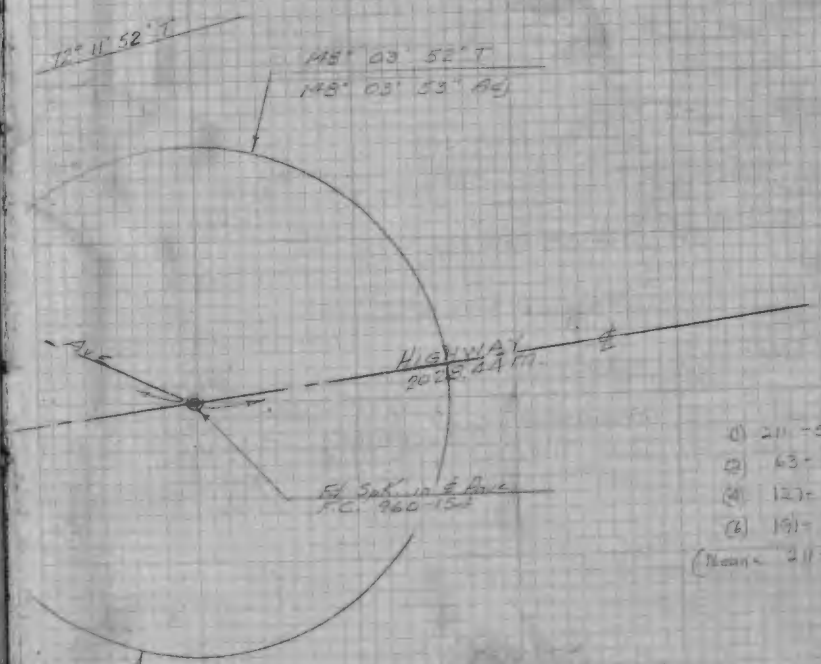
(1) 287-48-10
(2) 215-36-20
(4) 71-12-30
(6) 286-48-50
(Mean= 287-48-08)



(1) 356-29-10
(2) 352-58-20
(4) 345-56-30
(Mean= 356-29-07½)

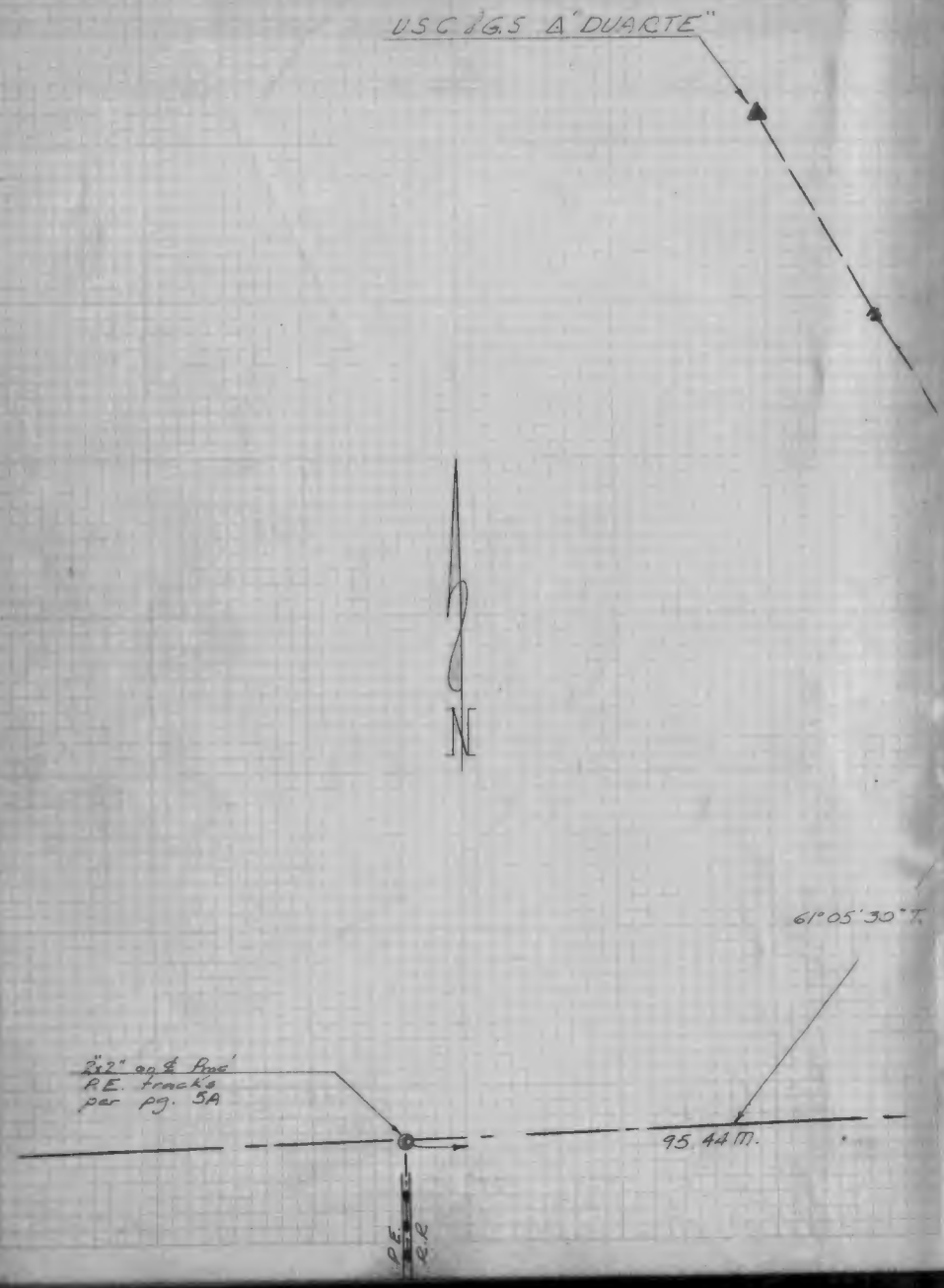
(1) 72-11-50
(2) 144-24-00
(4) 288-47-20
(6) 73-11-20
(Mean= 72-11-53)

(1) 148-04-00
(2) 296-08-00
(4) 232-15-30
(6) 108-23-10
(Mean= 148-03-52)



(1) 211-50-00
(2) 63-52-00
(4) 127-44-40
(6) 191-36-30
(Mean= 211-56-05)

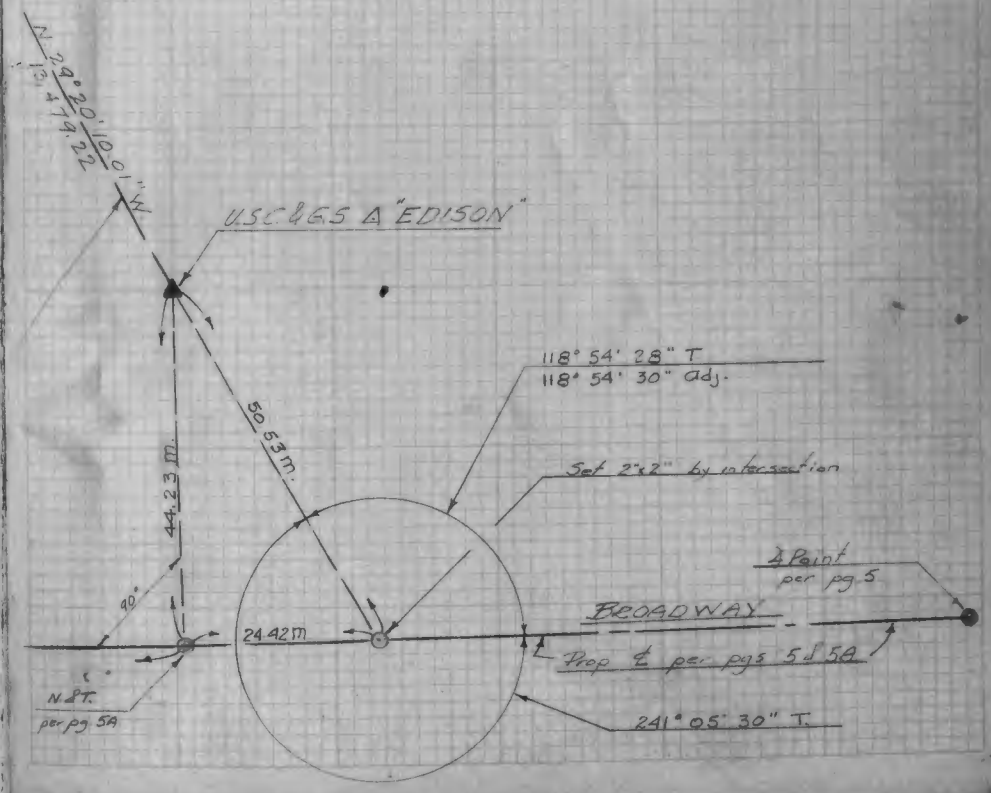
U.S. ENGRS. F.B.-S.F. 61
(CA-N 16-301)



(1) 241-05-30
(3) 122-11-00
(5) 244-22-00
(6) 6-32-40
(Mean = 241-05-30)

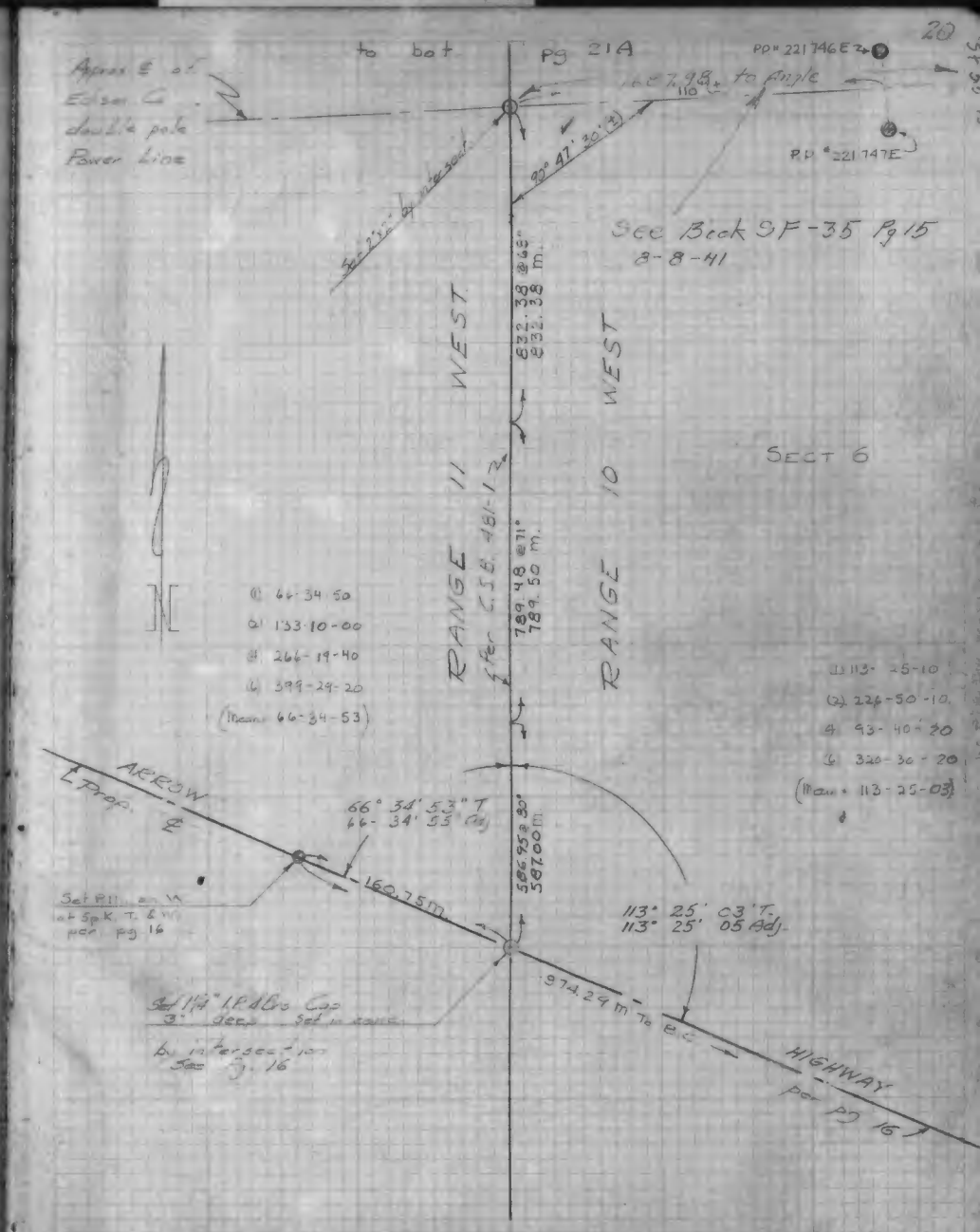
(1) 118-54-30
(2) 237-48-50
(4) 115-38-00
(6) 353-26-50
(Mean = 118-54-28)

(1) 61-05-30
(2) 122-11-00
(4) 244-22-10
(6) 366-32-50
(Mean = 61-05-30)

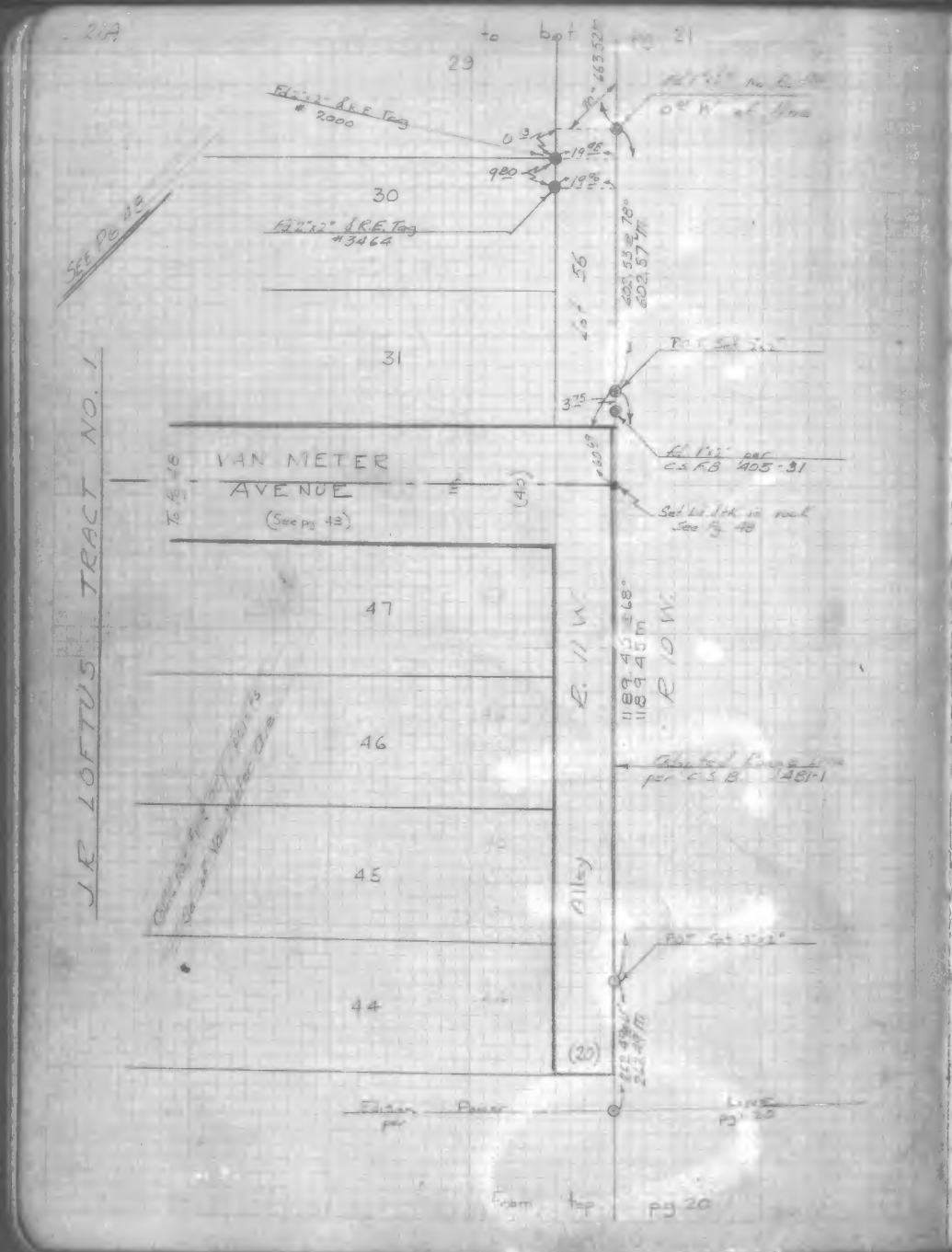


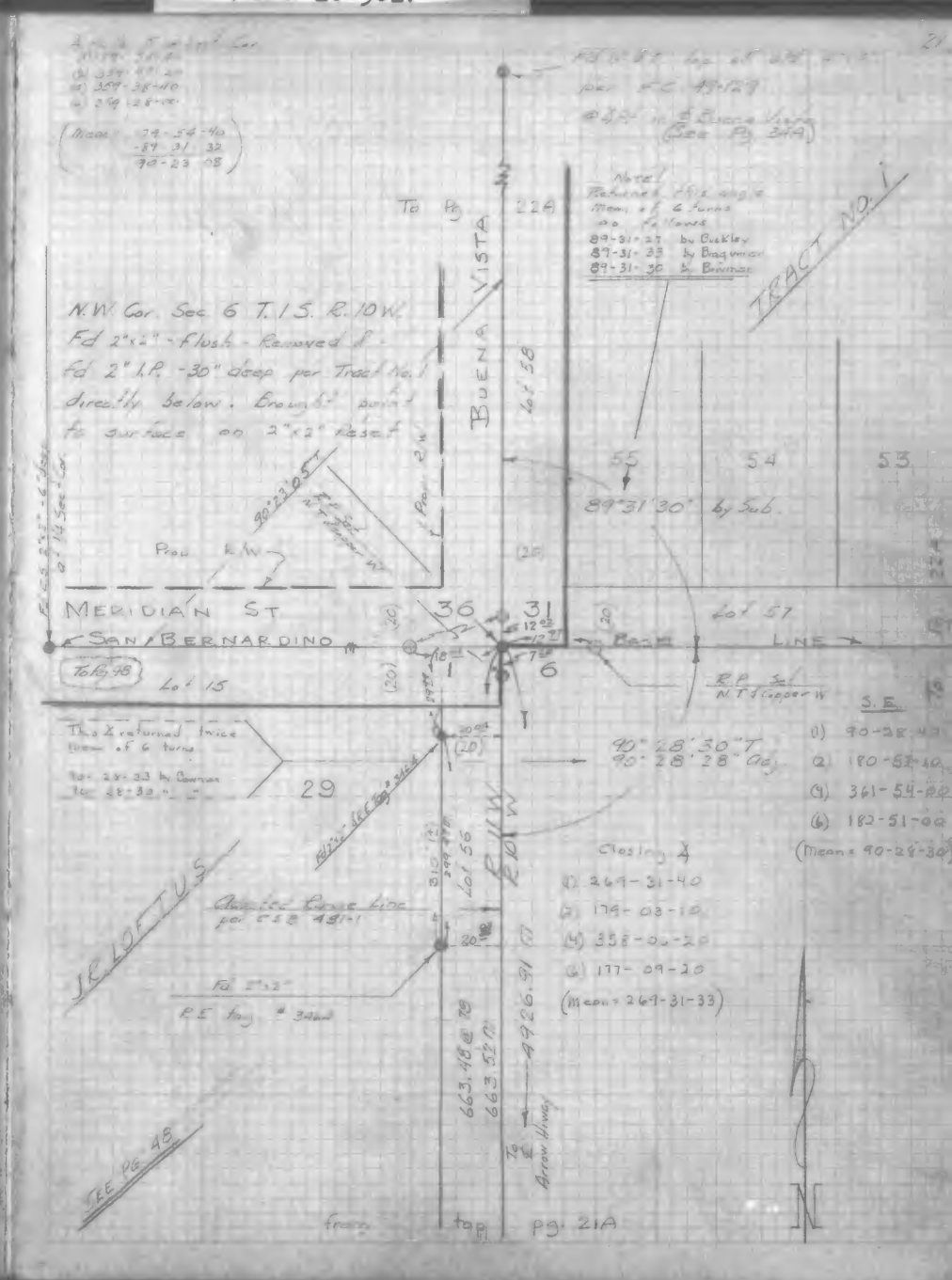
FB.1047-61

U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)



U.S. ENGRS. F.B.-S.F. 61
(CA-N 16-301)

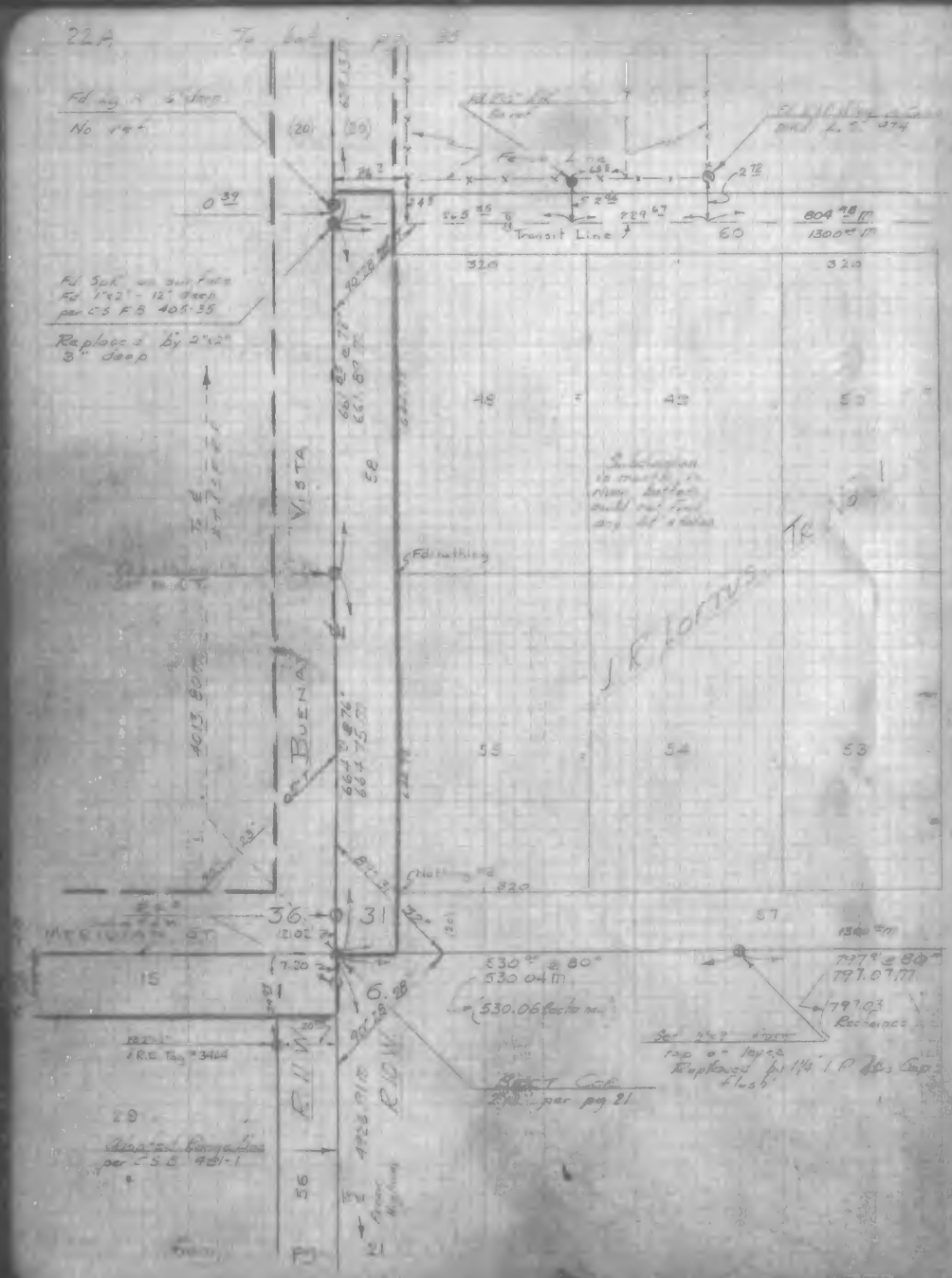


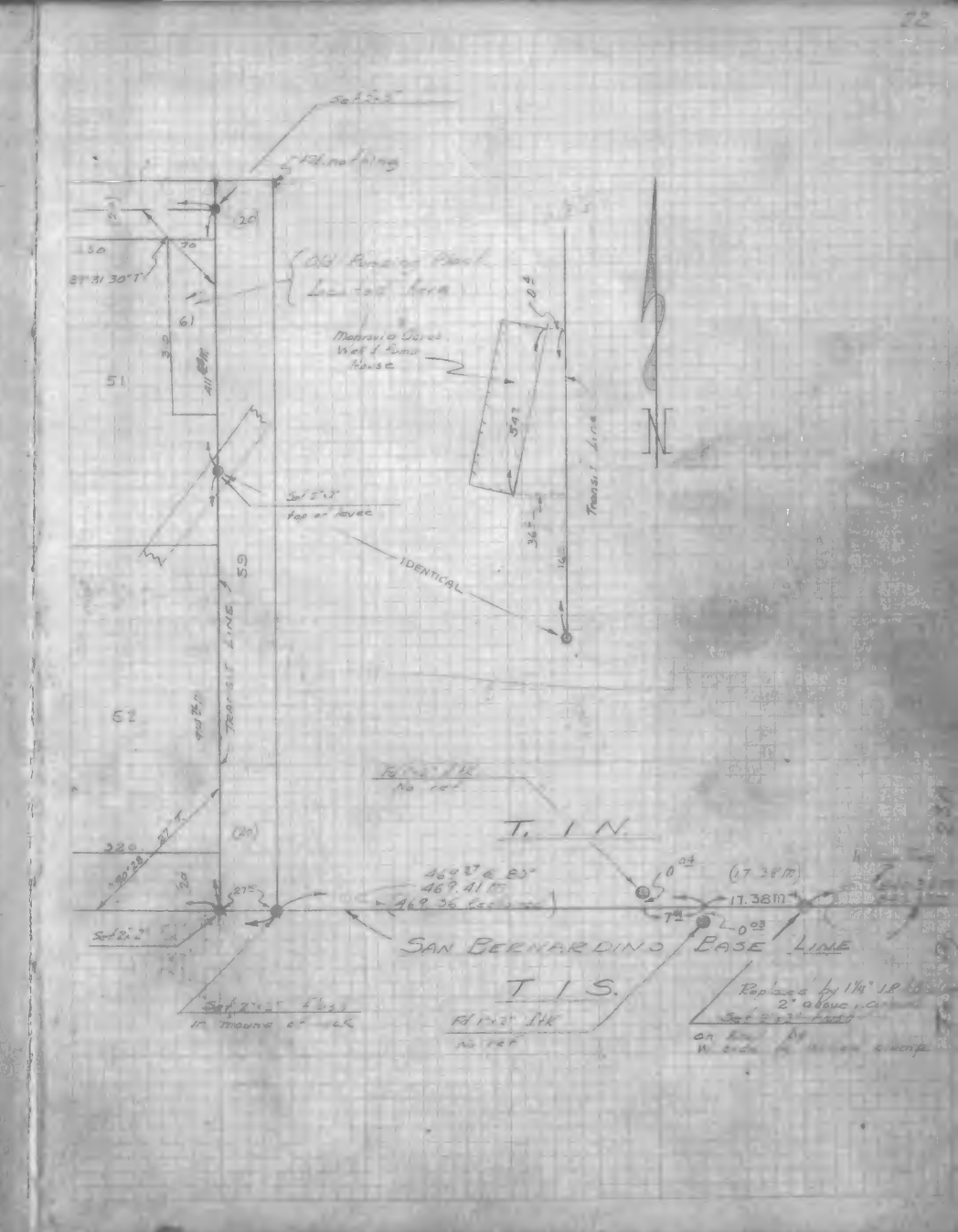


FB.1047-65

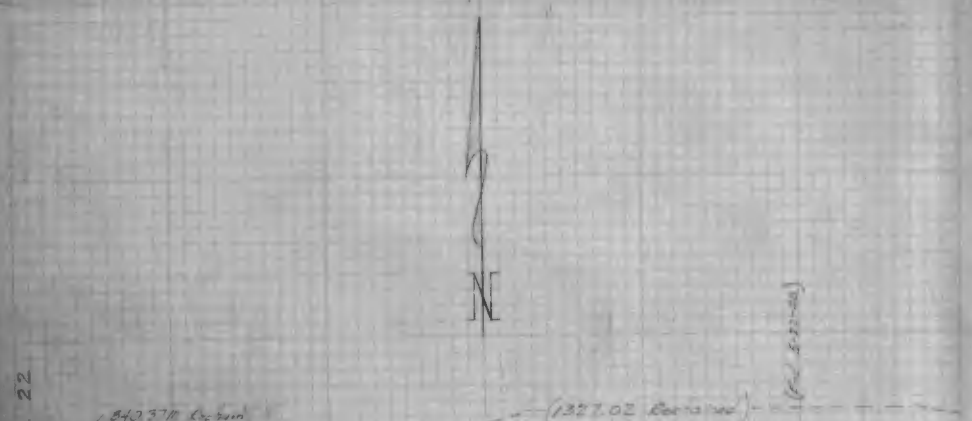
F.B.1047-

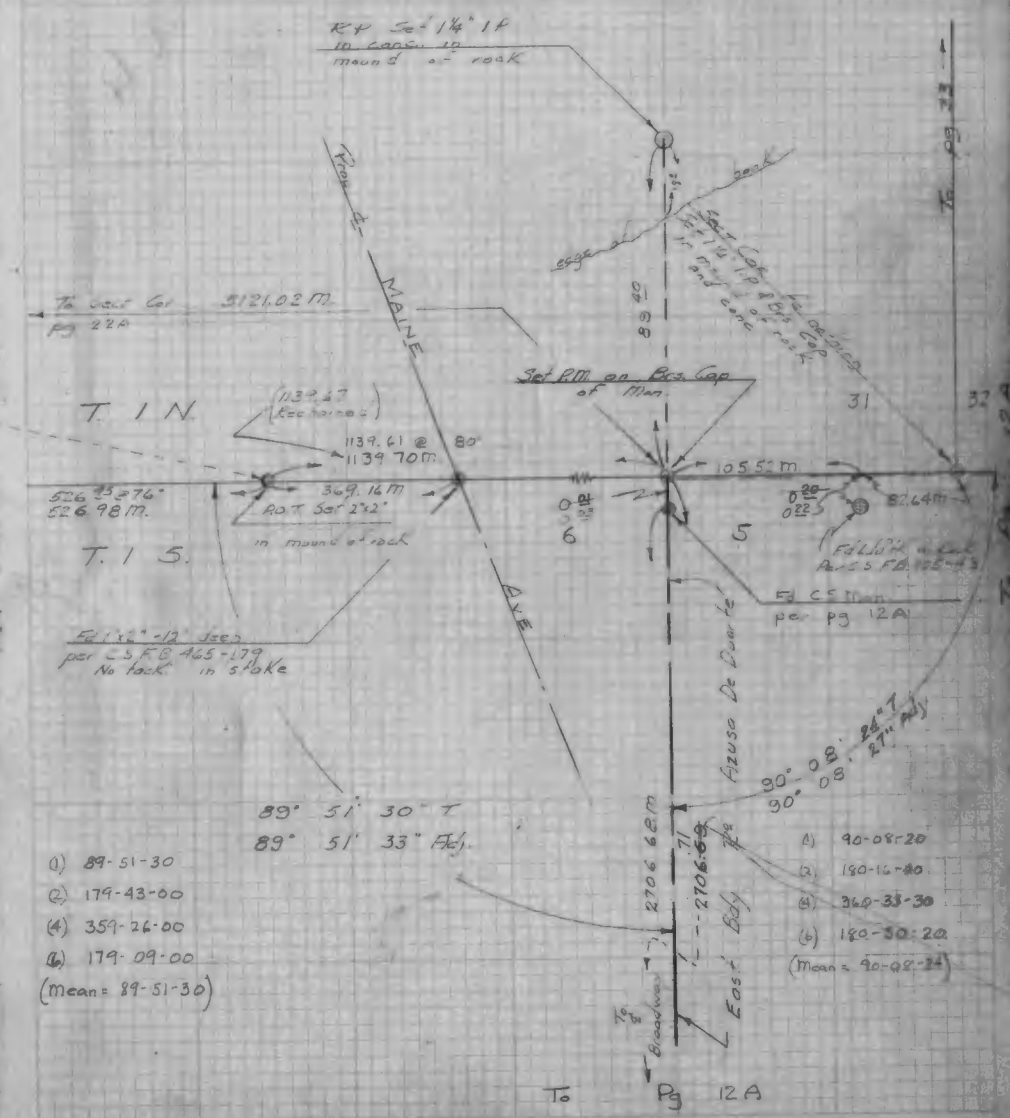
U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)





U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)





U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)

To Pg 28

East Bdry Rº Azusa De Duarte — West

4 Pt 8 14 Sect Cor
per FB 12

Pg 12

So Bdry Rº Azusa De Duarte

T 1 N

49.8°

1543.80 @ 69°
1543.76 m

T 1 S.

0.04

C.S. B.s Cap
Witness Cor

San Bernardino Base Line

Cor No 13 Rº Azusa De Duarte
Cor No 7 Rº Azusa De Dalton
Fd C.S. B.s Cap 10 Con
Per C.S.F.B. 235-37
C.S.F.B. 405-44

To Pg 12

N

Bdry Rº Azusa De Dalton

T 1 N

R 10 W

32

33

Fd C.S. B.s Cap N.E. Cor
per C.S.B. 48-1

2263.84 ft

So. Bdry Sub No 2 Azusa Land & Water Co

Wicks 9-16-41
Fd 9 OD

88.89 m
100.00 m

1220 02 @ 76°
1220.08 m

0.04

San Bernardino Base Line

To Pg 25A

Set 2"x2" top rock pile

5

4

Sect Cor =
Cor No 6 Rº Azusa De Dalton
Angle Point
Set 2"x2" Cor Post from W.L. Cor
point 6.0 s on line of Pocket 6
Sec C.S.B 48-1

T 1 S.

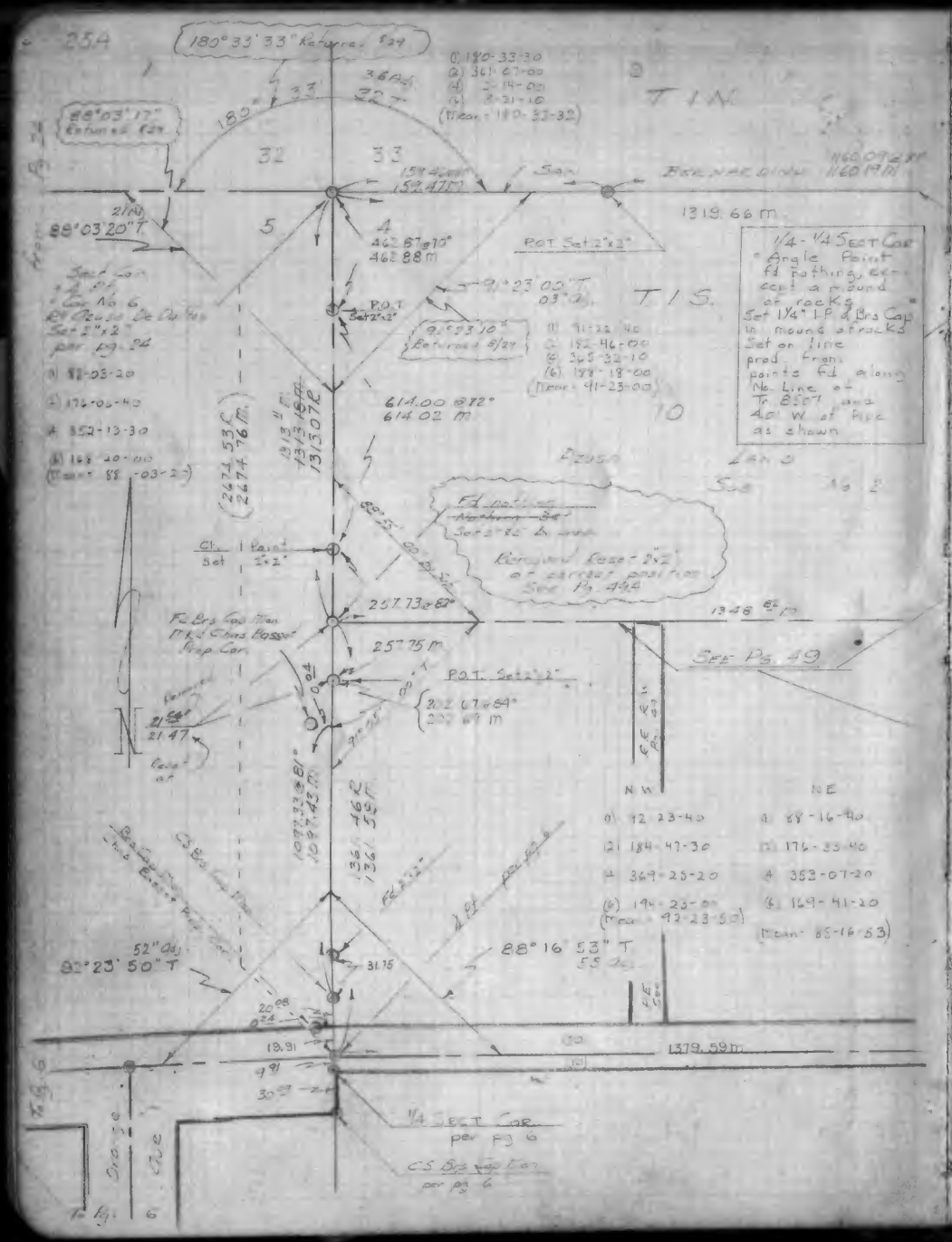
R. 10 W

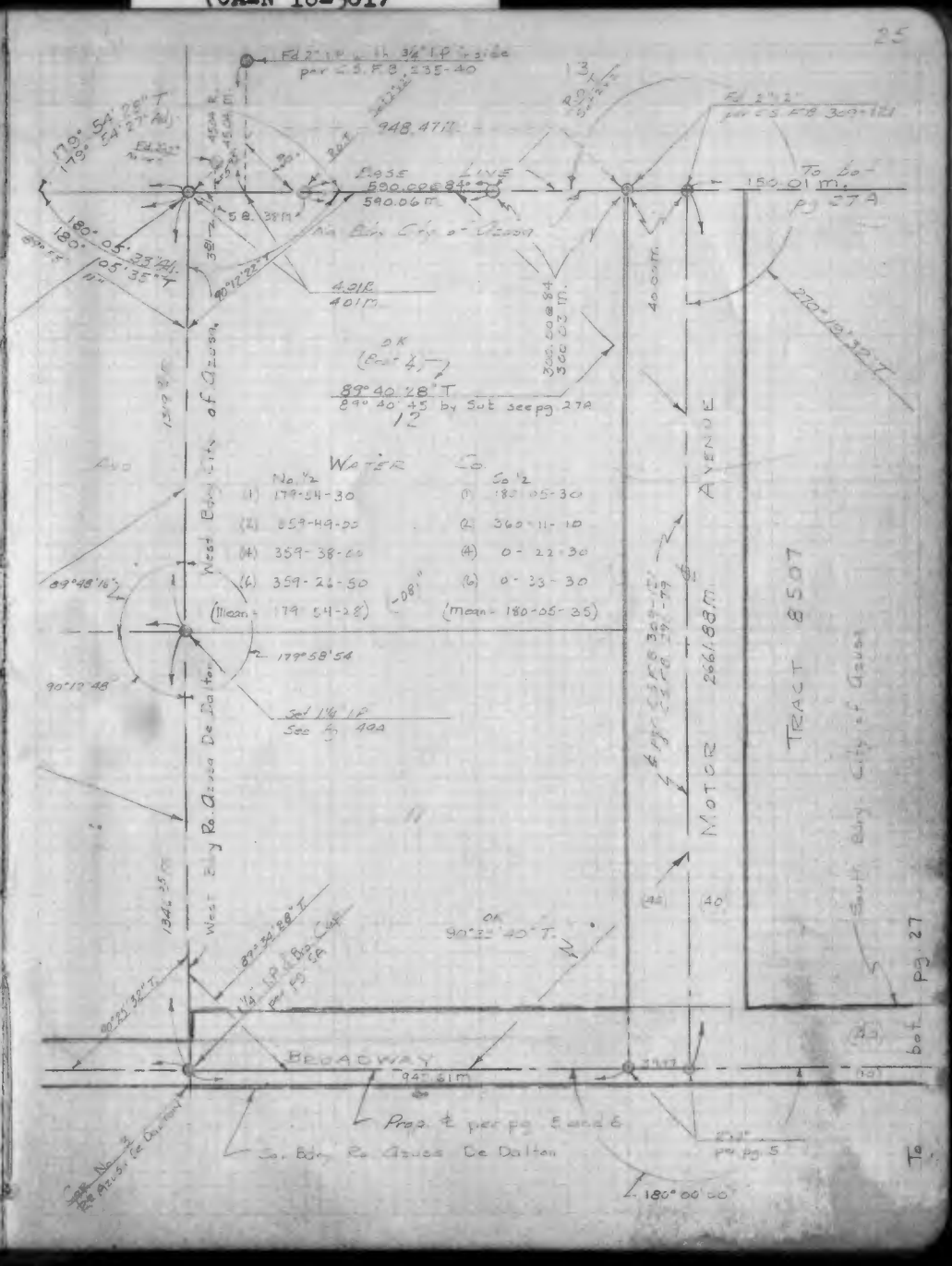
So. Bdry Sub No 2
Azusa Land & Water Co

Sect. Line

To Pg 25A

U.S. ENGRS. F.B.-S.F. 61
(CA-N 16-301)





U.S. ENGRS. F.B.-S.F. 61
(CA-N 16-301)

T @ ℄ Broadway & Motor

∡ N.W.	∡ N.E.
(1) 90-33-40	(1) 89-26-10
(2) 181-07-20	(2) 178-52-30
(4) 362-14-40	(4) 357-45-00
(6) 183-22-00	(6) 176-37-30
(Mean = 90-33-40)	(Mean 89-26-15)

T @ ℄ Motor & ℄ Roosevelt

∡ N.E.	∡ S.E.
(1) 90-00-00	(1) 90-00-00
(2) 180-00-00	(2) 180-00-00
(4) 360-00-00	(4) 360-00-00
(Mean = 90-00-00)	(Mean = 90-00-00)

T @ ℄ Motor & ℄ Paramount

∡ N.E.	∡ S.E.
(1) 89-59-00	(1) 90-00-50
(2) 179-58-00	(2) 180-01-40
(4) 359-56-00	(4) 360-03-20
(Mean = 89-59-00)	(Mean = 90-00-50)

T @ ℄ Motor & ℄ McKinley

∡ N.E.	∡ S.E.
(1) 89-58-20	(1) 90-01-30
(2) 179-56-50	(2) 180-03-10
(4) 359-53-10	(4) 360-06-50
(6) 179-49-40	(6) 180-10-10
(Mean = 89-58-17)	(Mean = 90-01-42)

T @ ℄ Motor & S.B.B.L.

∡ S.E.	∡ S.W.
(1) 90-19-10	(1) 89-40-20
(2) 180-38-20	(2) 179-21-10
(4) 361-17-00	(4) 358-42-00
(6) 181-55-30	(6) 178-02-50
(Mean = 90-19-15)	(Mean = 89-40-28)

N½ + S.E ¼

(1) 270-19-30
(2) 180-39-10
(4) 1-18-10
(6) 181-57-20
(Mean = 270-19-33)

T @ ℄ Irwindale & S.B.B.L.

∡ S.W.	Closing ∡
(1) 89-40-50	(1) 270-19-10
(2) 179-21-00	(2) 180-38-50
(4) 358-42-40	(4) 1-17-10
(6) 178-03-50	(6) 181-56-00
(Mean = 89-40-38)	(Mean = 270-19-20)

T @ ℄ Irwindale & ℄ McKinley

∡ S.W.	∡ N.W.
(1) 89-58-10	(1) 90-01-50
(2) 179-56-20	(2) 180-03-30
(4) 359-52-40	(4) 360-06-50
(Mean = 89-58-10)	(Mean = 90-01-42)

T @ ℄ Irwindale & ℄ Paramount

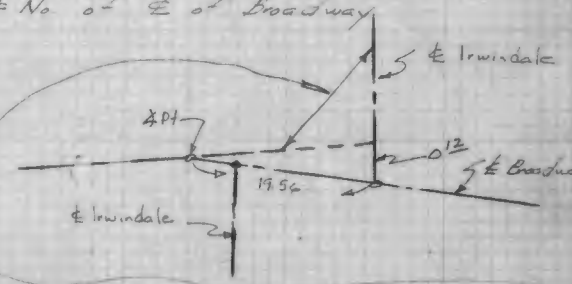
∡ S.W.	∡ N.W.
(1) 89-59-10	(1) 90-00-40
(2) 179-58-00	(2) 180-02-00
(4) 359-56-10	(4) 360-04-00
(Mean = 89-59-02)	(Mean = 90-01-00)

T @ ℄ Irwindale & ℄ Roosevelt

∡ S.W.	∡ N.W.
(1) 90-00-00	(1) 90-00-00
(2) 180-00-00	(2) 180-00-00
(4) 360-00-00	(4) 360-00-00
Mean = 90-00-00	Mean = 90-00-00

T on ℄ Irwindale & ℄ prod. of Broadway from West (No. from Broadway) which point is 0.12 No. of ℄ of Broadway

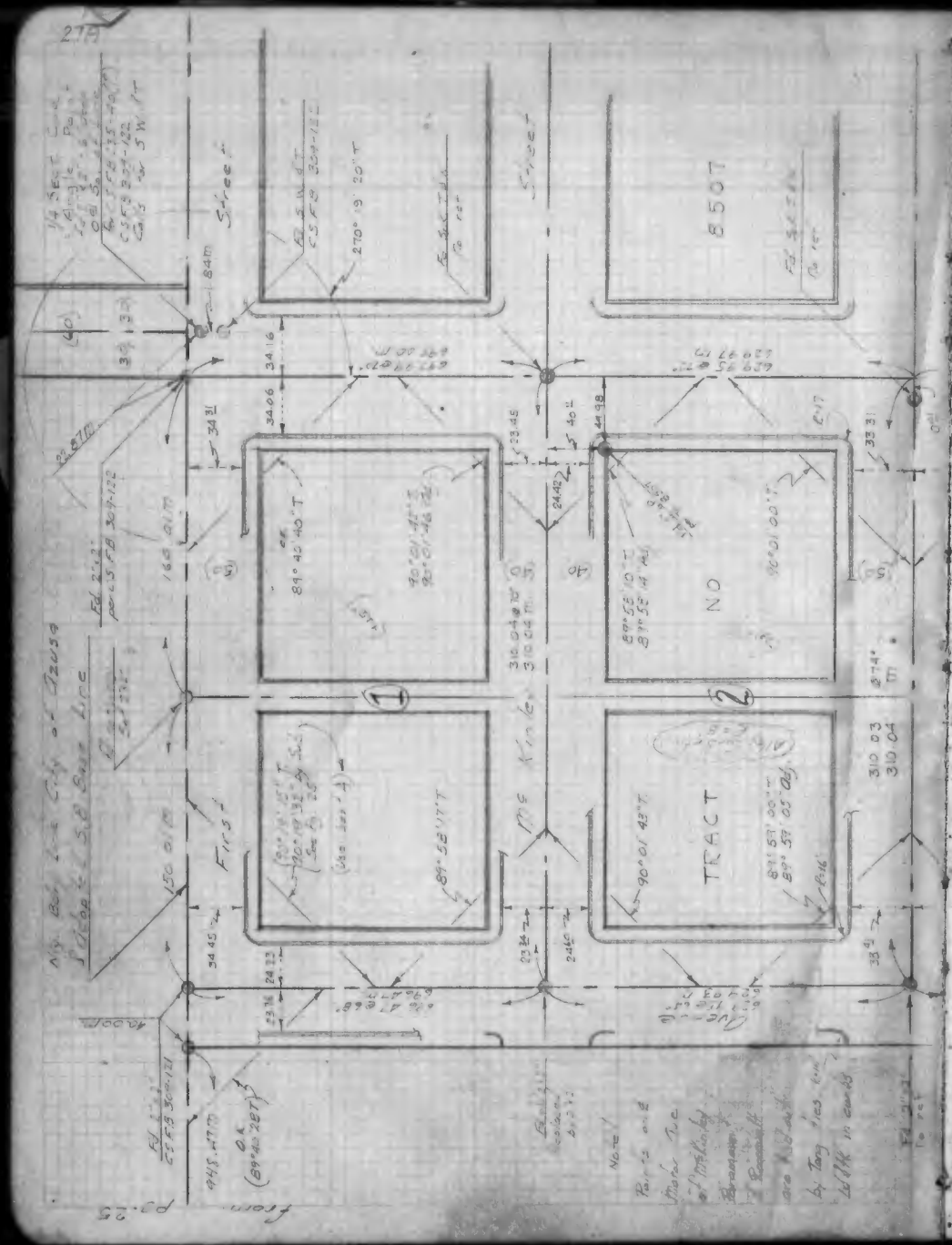
(1) 90-33-20
(2) 181-07-00
(4) 362-14-20
(6) 183-21-20
(Mean = 90-33-33)



T on ℄ Irwindale (No. from Broadway) and ℄ Broadway

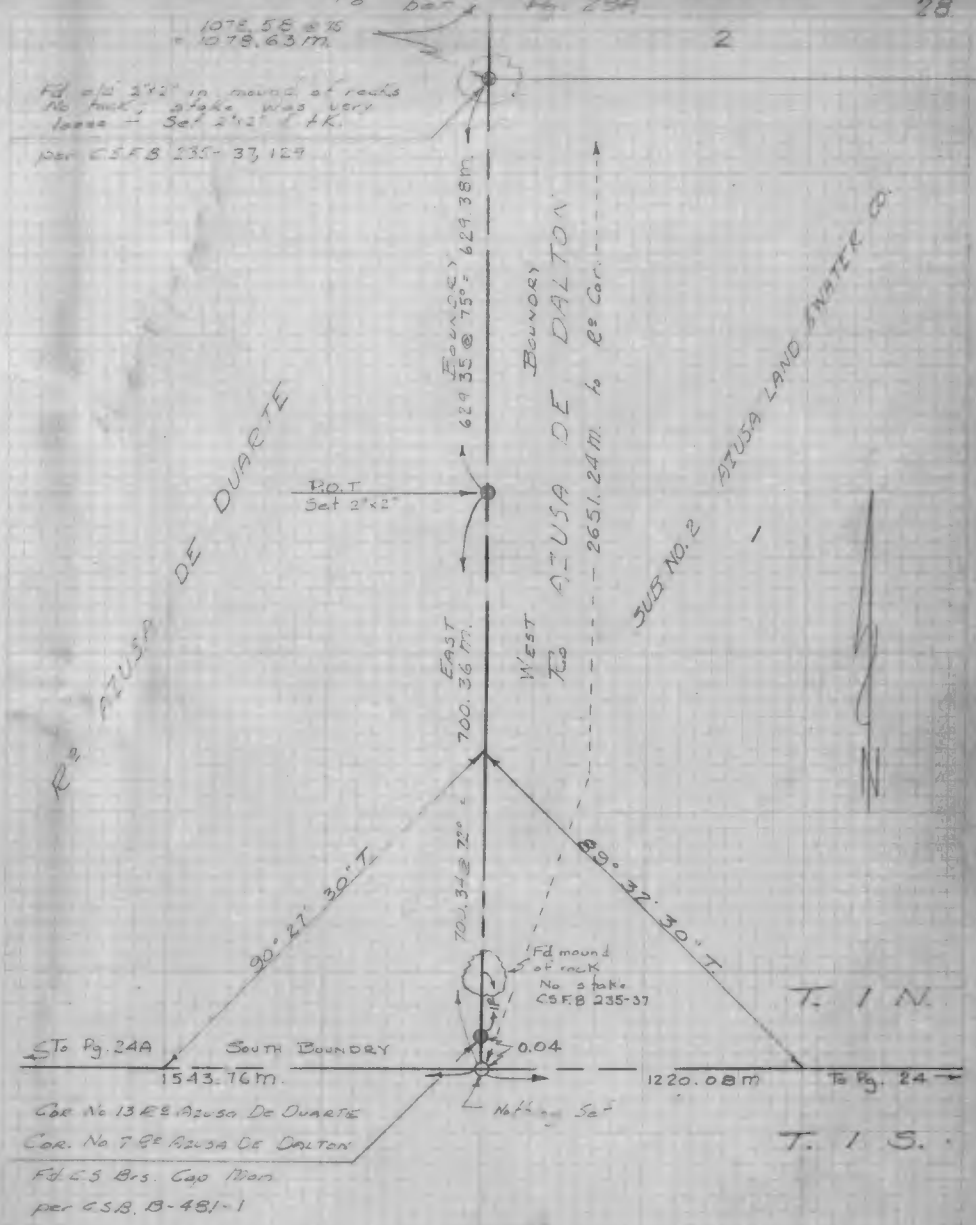
∡ N.E.	Closing ∡
(1) 89-47-20	(1) 270-12-30
(2) 179-35-00	(2) 180-24-50
(4) 359-10-00	(4) 360-50-00
(6) 178-45-00	(6) 181-15-00
(Mean = 89-47-30)	(Mean = 270-12-30)

U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)



U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)

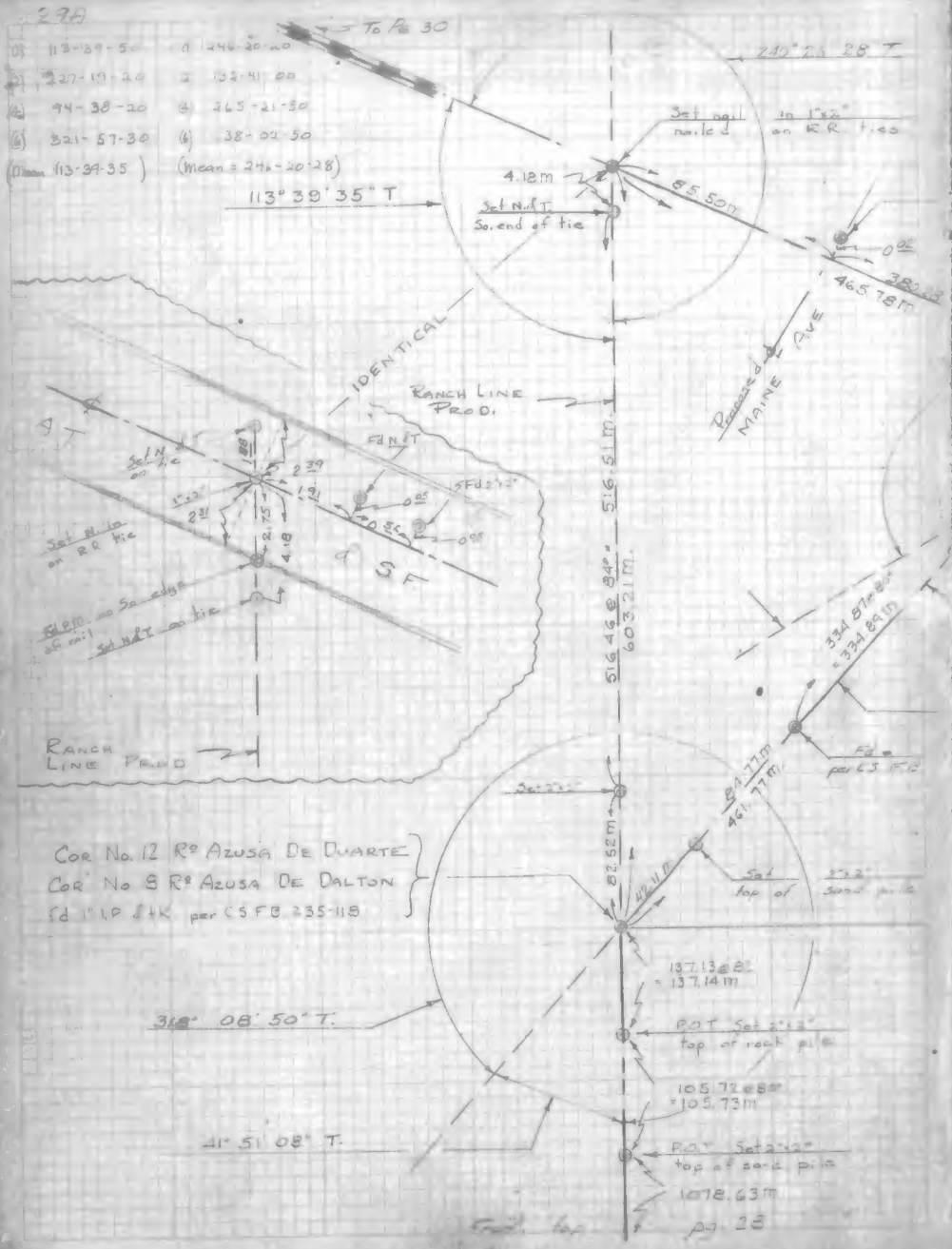
N. W.	N. E.
(1) 90-27-20	(1) 89-32-10
(2) 180-54-40	(2) 179-05-00
(4) 359-49-50	(4) 358-10-00
(6) 182-45-00	(6) 177-15-00
(Mean 90-27-30)	(Mean 89-32-30)



U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)

29A

(1) 113-39-50 (1) 246-20-00
(2) 227-19-20 (2) 132-41-00
(4) 94-38-20 (4) 265-21-50
(6) 321-57-30 (6) 38-02-50
(Mean 113-39-35) (Mean = 246-20-28)



Fwd. top pg. 28

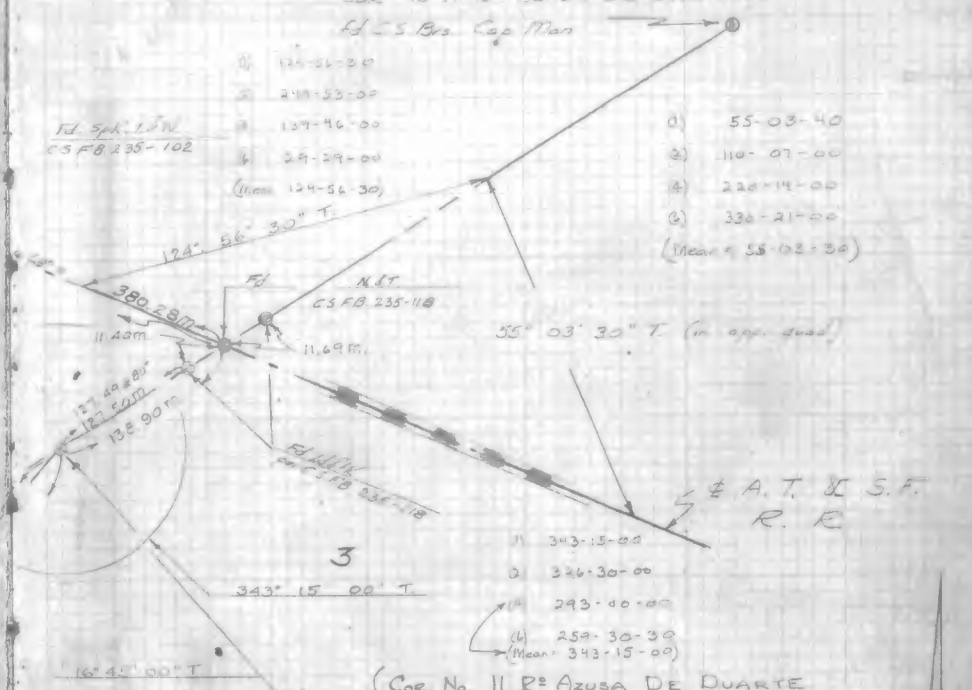
29

Cor. No 10 Rº Azusa De Duarte
Cor. No 11 Rº Azusa De Dalton
fd C.S. Brs. Cap Mon

(1) 126-26-30
(2) 210-53-00
(4) 139-46-00
(6) 28-29-00
(Mean 124-56-30)
124° 56' 30" T.

Fd Spk. 1.4' N. CS FB 235-102

(1) 55-03-40
(2) 110-07-00
(4) 220-14-00
(6) 330-21-00
(Mean = 55-03-30)



(1) 343-15-00
(2) 326-30-00
(4) 293-00-00
(6) 259-30-30
(Mean: 343-15-00)

Cor. No. 11 Rº Azusa De Duarte
Cor. No. 9 Rº Azusa De Dalton
fd 3/4" I.P. in mound of rock
C.S.F.B. 235-118

235-118
(1) 16-45-00
(2) 33-30-00
(4) 67-00-00
(6) 100-30-00
(Mean: 16-45-00)

2

(1) 41-51-00
(2) 83-42-10
(4) 167-25-00
(6) 251-06-50
(Mean = 41-51-08)

(1) 318-08-50
(2) 276-18-00
(4) 192-35-10
(6) 108-53-00
(Mean 318-08-50)

U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)

Return at ∡ of P.S.C. (Sta. 1/1)

No. ½	So. ½
(1) 192-00-00	(1) 167-58-40
(2) 24-00-00 (Est)	(2) 335-59-30
(4) 48-00-50	(4) 311-59-10
(6) 72-01-10	(6) 287-58-00
(Mean = 192-00-17)	(Mean = 167-59-40)

192° 00' 17" T
192° 00' 17" T
~~192° 00' 17" Adj~~

Set N & T on Tee

Set N & T on Tee Flag

Set N & T on Tee

(25) 700.09 Mean
~~700.06m~~

18.02m

2°

19.11m

2°

(25) A T & S F

To Sec. Line 18.20 17m

(80)

970.56 @ 7.4°
970.90m
970.88 @ 9.0°
970.98m
970.94 = Mean
Mean Dist.

167° 59' 47" T
167° 59' 40" T
167° 59' 43 Adj

POINT "A"
Used as K point
Trig. on mag. line level Exp. point

~~168° 00' 30" T~~

Mean of 4 Sets
= 168° 00' 48"

See R.E. Map
for Curve Data.
and R/W on curve

∡ No. ½

(1) 192-00-00
(2) 24-00-10
(4) 48-01-00
(6) 72-01-20
(Mean = 192-00-13)

∡ So. ½

(1) 168-59-50
(2) 335-59-20
(4) 311-58-40
(6) 287-58-00
(Mean = 167-59-40)

See Sec. Plan 3E-A
for Lines to E.S.C.

E.S.C. EQUA. 2034+92.15 = 2034+86.78
Fd 2.2.2" 6' deep

P.S.C. 2025+47.34
Fd 2" x 2" Flush

See top of pg 35?
for lines to P.S.C.

Mean of 4 Sets
= 191° 59' 12"

191° 50' 30" T

Set N & T on Tee
of flag platform

No. ½

(1) 191-59-30
(2) 23-59-00
(4) 47-58-00 (Mean = 191-59-30) Used
(6) 71-56-00 (Mean = 191-59-20)

So. ½

(1) 168-00-10
(2) 336-00-40
(4) 312-02-00 (Mean = 168-00-30) ← Used
(6) 288-03-40 (Mean = 168-00-36)

Return of Sets at P.S.C.
1st Set

No. ½	So. ½
(1) 191-59-20	(1) 168-00-40
(2) 23-58-20	(2) 336-01-20
(4) 47-56-40	(4) 312-02-40
(6) 71-55-30	(6) 288-04-20
(Mean = 191-59-10)	(Mean = 168-00-45)

N

1324.12 = Mean Trans. Dist.

1322.9 @ 8.4°
1324.06m
1324.17 @ 8.0°
1324.17m

A T & S F R R

(25)

(80)

8 in Pkt
pg. 29A

46.5.78m

8° Line

N.E.T.
per pg. 29

(80)

K° Line Find
to Pg. 29A

2nd Set at P.S.C.

No. ½	So. ½
(1) 191-59-20	(1) 168-01-20
(2) 23-59-10	(2) 336-02-30
(4) 47-57-50	(4) 312-03-10
(6) 71-56-30	(6) 288-03-50
(Mean 191-59-14)	(Mean 168-02-03)

3rd Set at P.S.C.

No. ½	So. ½
(1) 191-59-00	(1) 168-01-00
(2) 23-58-00	(2) 336-01-50
(4) 47-57-20	(4) 312-03-10
(6) 71-55-50	(6) 288-03-50
(Mean = 191-59-05)	(Mean 168-02-07)

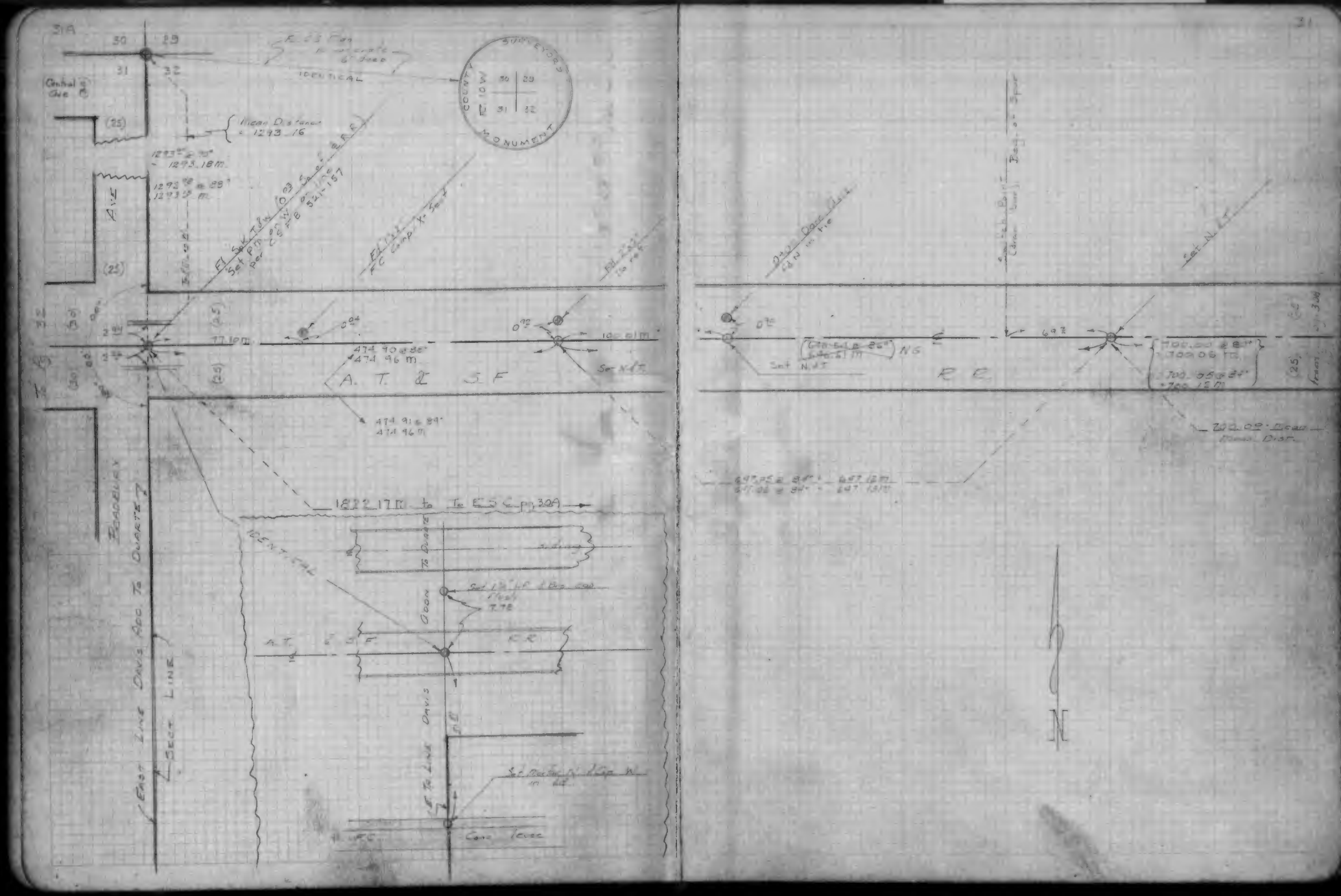
4th Set

No. ½	So. ½
(1) 191-59-20	(1) 168-01-00
(2) 23-58-40	(2) 336-01-00
(4) 47-57-10	(4) 312-03-40
(6) 71-55-20	(6) 288-03-00
(Mean = 191-59-13)	(Mean 168-02-05)

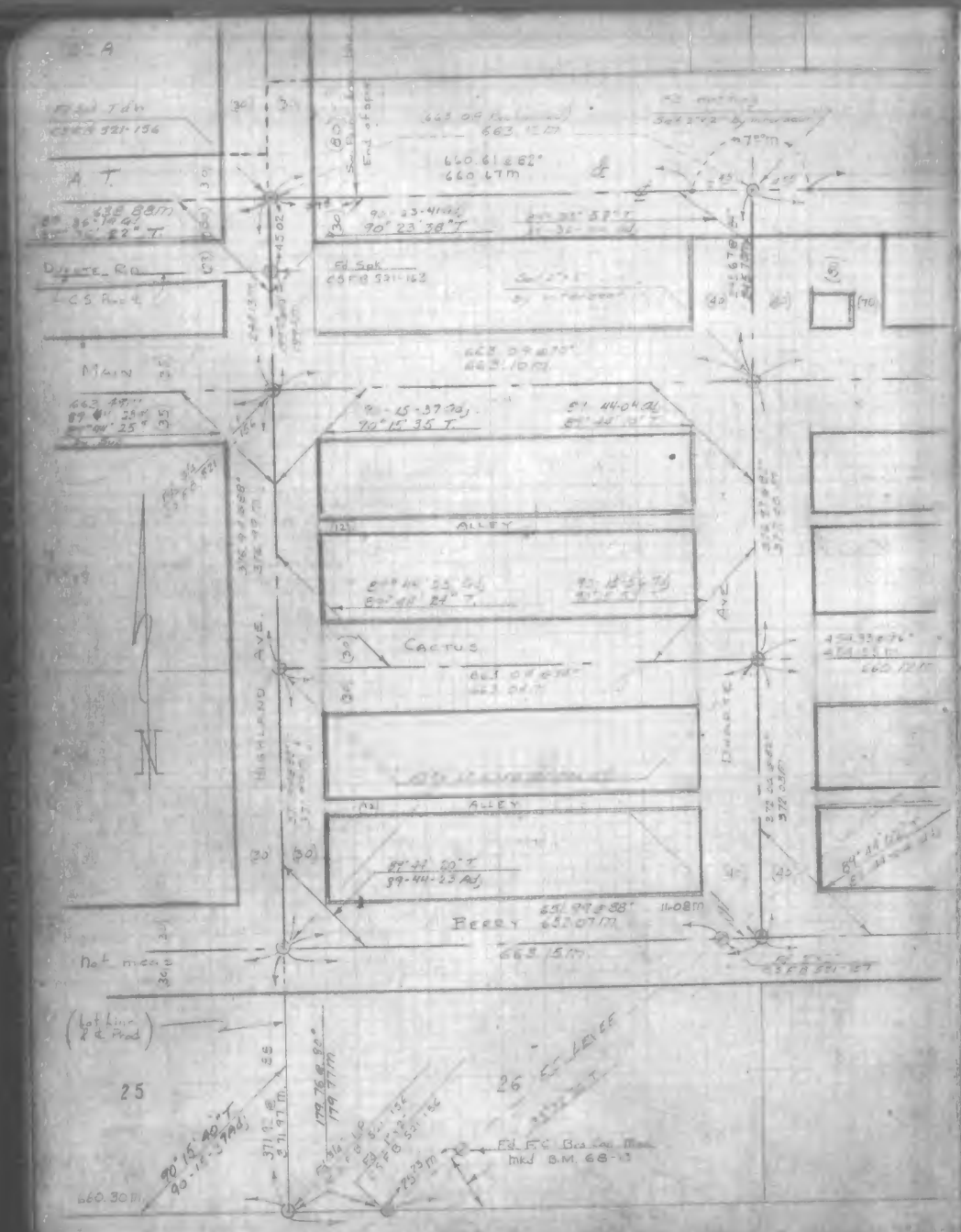
F.B.1047-83

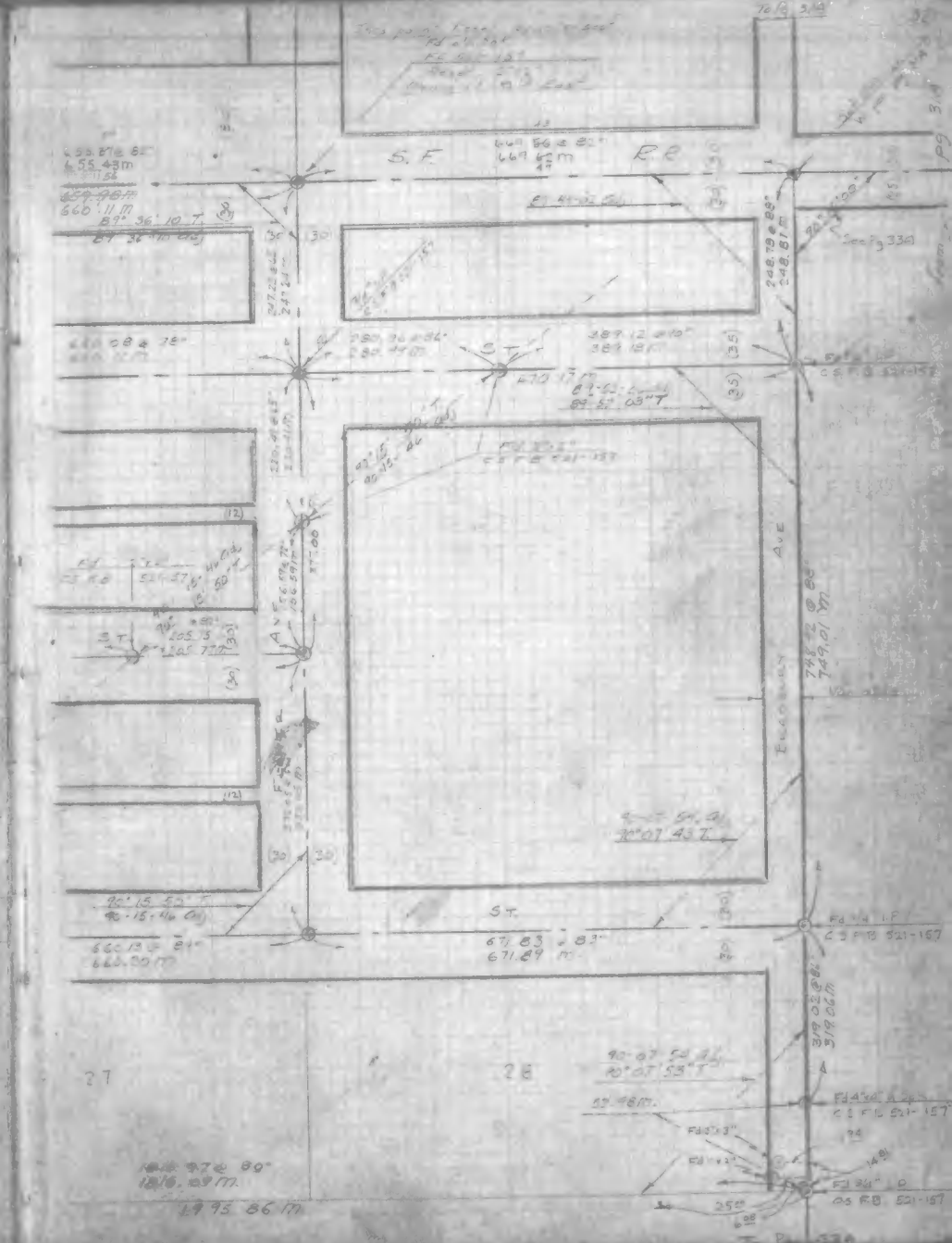
FB.1047-84

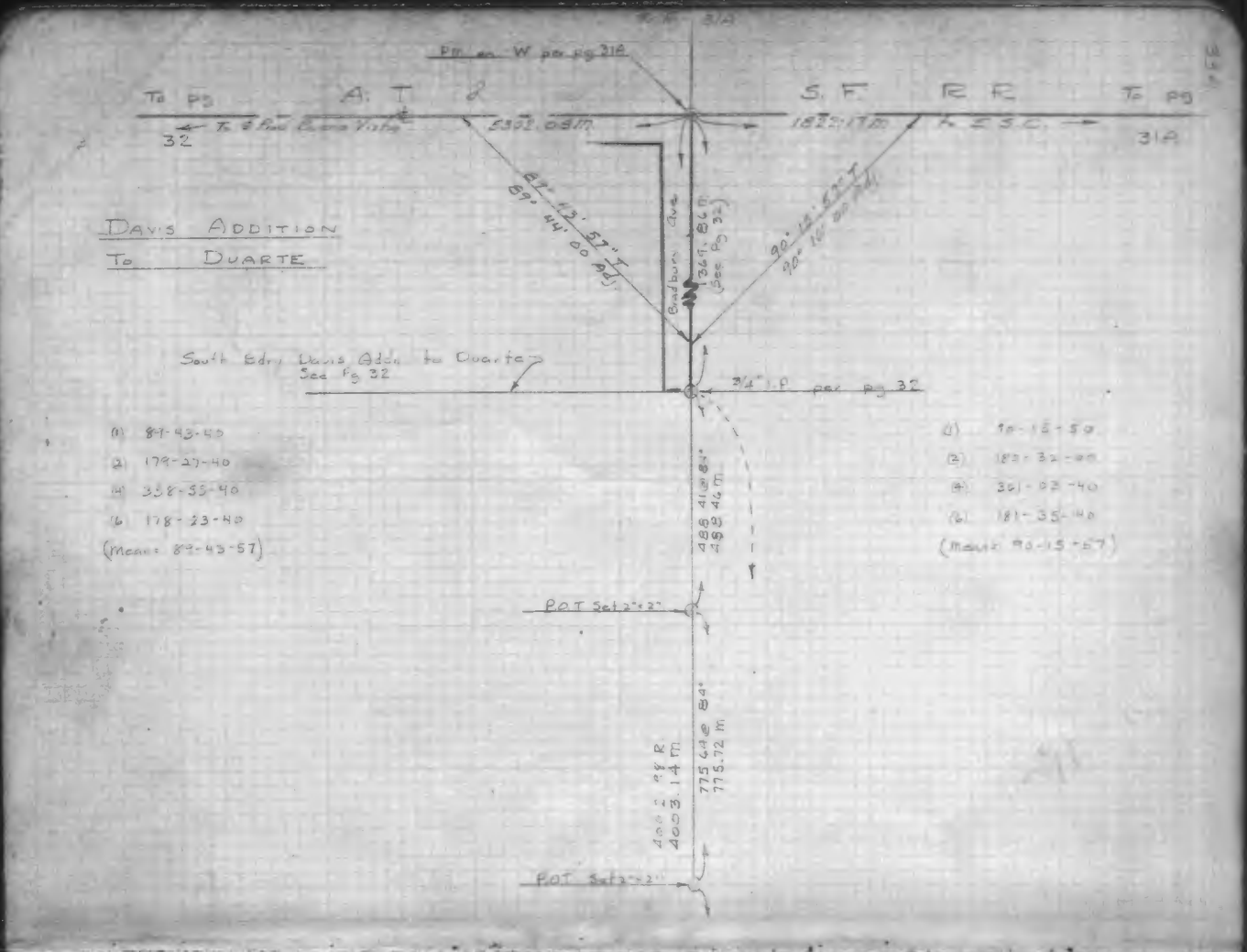
U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)

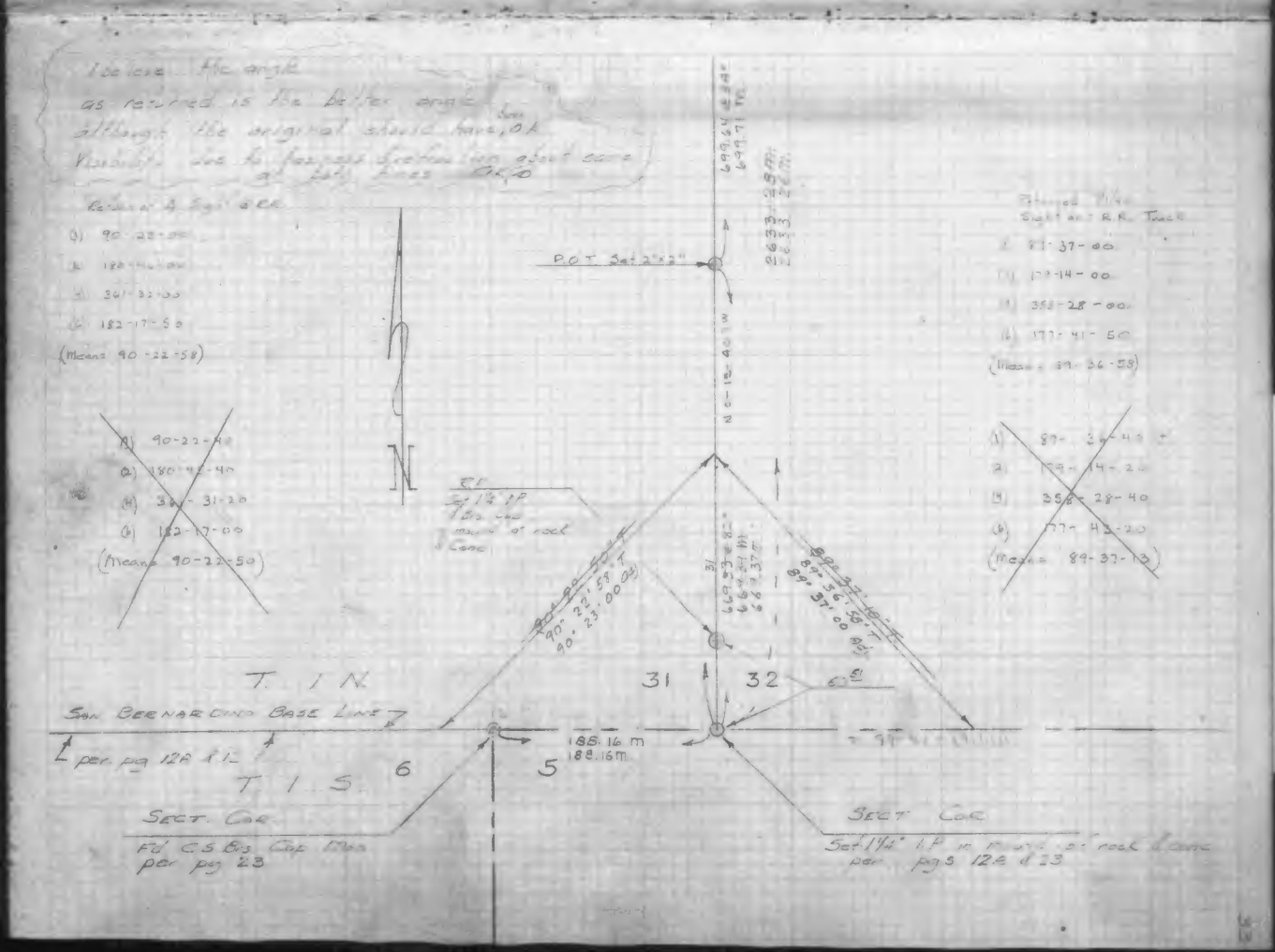


U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)









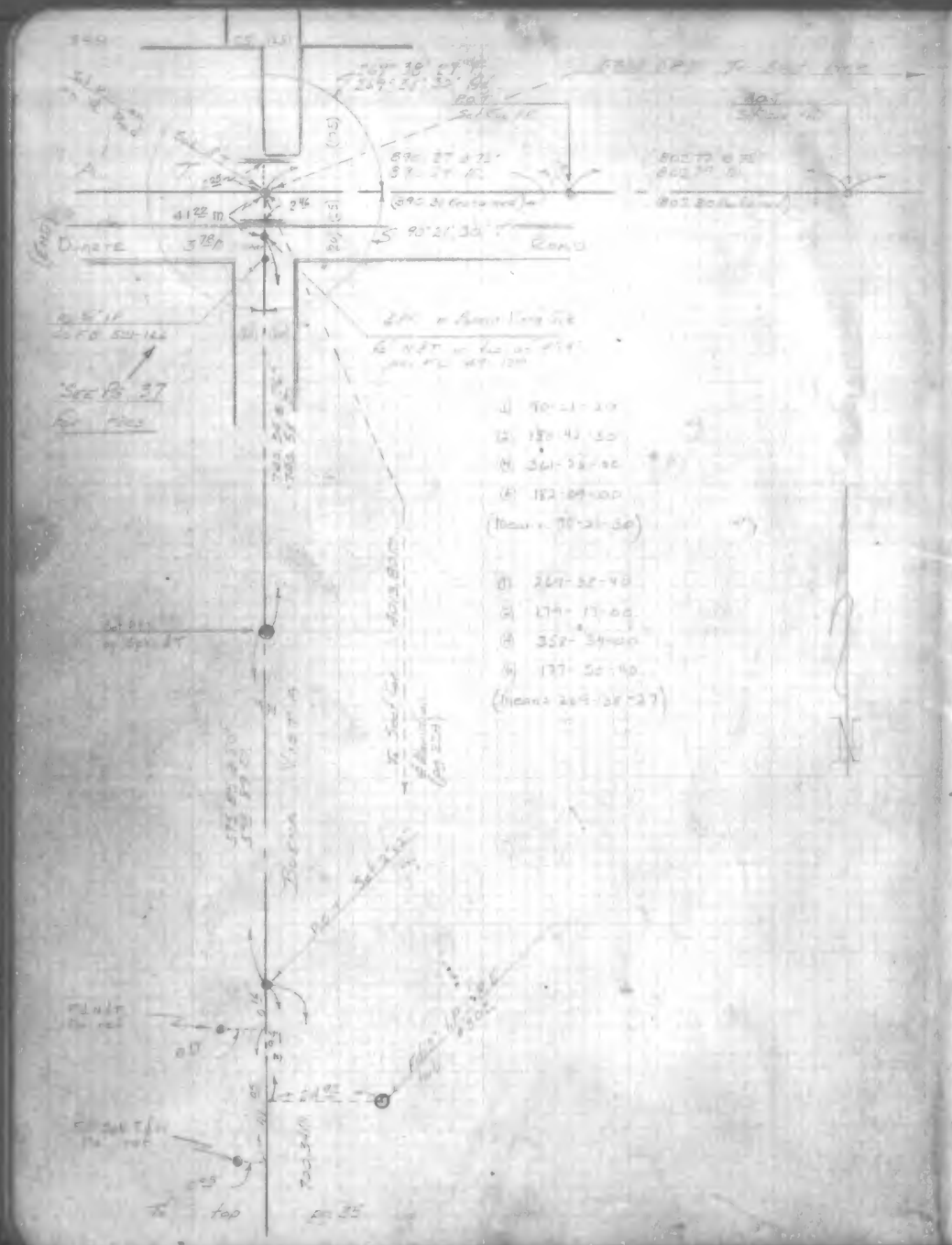
U.S. ENGRS. F.B.-S.F. 61
(CA-N 16-301)

FB.1047-87

F.B.1047-89

FB.1047-

U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)


Donate
Road
See FB 37
Main
Road
Road
Road

F.B.1047-91

F.B.1047-

U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)

TIES TO P.S.C.
& A.T.&S.F. R.R.
about 20' W. of West end
of R.R. bridge over San Gabriel River
See pg. 30

See SF 31-63

Orig. pin
destroyed
Set new ones

Set N.&T. on tie
or tie platform

Set Sig. & N.
Jts.
G.L.C.
Plot Mk.

9709.98

26.84
26.23

31.66

26.78

A.T.&S.F.
R.R. Bridge

R.R. Stem place
Set St. Sig. & N. Jts.

San Gabriel River

West Bank

P.S.C. 2025.07 34
per pg. 30

6 R.R. per pg. 30

TIES TO E.S.C. A.T.&S.F. R.R.
per pg. 30 A

Set N.&T.
No. end of R.R. tie

Set N.&T.
Sig. W.

4"x6" Blank Sig.
R.R. post

Set N.T.&Co. W.
T.P.
about 8' above
ground

Set 2½" Pipe
in Front of Post

61.80

10.55

18.55

A.T.&S.F. R.R.

19.11

970.24

34.15

E.S.C. Fd. 2'12" 6 Elev.
See pg. 30A

Set N.&T.
Sig. W.
about 8' above ground

Set N.&T.
So. end of R.R. tie

from bot. pg. 34A

WEST A

NOT
Set N.&T.

ELENA

Set N.&T. W.

Tie Set 3½
per pg. 22A

60

38

TK No. 49

JR 10 FT US

661.8900

(20) (20)

from top pg. 22A

FB. 1047-93

FB.1047

U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)

36A

Same Sights

Ton & Berry & Flower
∠ N.W.

(1) 90-15-40
(2) 180-31-20
(3) 361-02-20
(4) 181-33-40
(Mean 90-15-30)

Ton & RR (ASL) [illegible]
∠ S.W.

(1) 89-43-00
(2) 179-26-00 (-)
(4) 358-51-40
(6) 178-17-30
Mean 89-42-55

Ton & RR & Highland
∠ S.W.

Buckley
(1) 89-36-10
(3) 179-12-20
(4) 358-25-00
(6) 177-37-30
(Mean 89-36-15)

∠ S.W.
Finney
(1) 89-36-00
(3) 179-12-10
(4) 358-24-30
(6) 177-36-20
(Mean = 89-36-05) Used

Ton & Main Road to
40' offset to W. Tr. Line
∠ S.E.

(1) 90-08-50
(2) 180-17-40
(4) 360-35-20
(6) 180-53-00 +
Mean = 90-08-50

Ton & RR & Duarte
∠ S.W.

(1) 89-36-10
(2) 179-12-10
(4) 358-24-00
(6) 177-36-00
(Mean = 89-36-00)

Ton & RR & Flower
∠ S.W.

(1) 89-36-00
(2) 179-12-20
(4) 358-24-40
(6) 177-37-00
(Mean = 89-36-10)

Ton & Main & Highland
∠ S.E.

(1) 90-15-20
(2) 180-31-00
(4) 361-02-40
(6) 181-34-00
Mean = 90-15-40

Ton & Main & E. Tr. Line
∠ S.W.

(1) 89-51-40
(2) 179-44-00
(4) 359-28-00
(6) 179-12-20
(Mean 89-52-03) OK
~~Used 89-52-00~~
37A

Ton & Main & Flower
∠ S.E.

(1) 90-15-50
(2) 180-31-40
(4) 361-02-20
(6) 181-35-00
(Mean 90-15-50)

Ton & Duarte & Berry
∠ N.E.

(1) 89-44-00
(3) 179-28-00
(4) 358-56-20
(6) 178-24-10
(Mean = 89-44-02)

Ton & Berry & Flower
∠ N.W.

(1) 90-16-00
(2) 180-31-40
(4) 361-02-20
(6) 181-24-30
(Mean = 90-15-48)
Used 90-15-50

Ton & Berry & E. Tr. Line
∠ N.W.

(1) 90-07-40
(2) 180-15-20
(4) 360-30-40
(6) 180-46-00
(Mean = 90-07-40)

Ton & Highland & Berry
∠ N.E.

(1) 89-44-10
(2) 179-28-40
(4) 358-57-20
(6) 178-26-00
(Mean = 89-44-20)

Ton & Coston & Duarte
∠ N.E.

long short sights

(1) 89-[illegible]-40
(2) 179-[illegible]-00
(4) 358-53-20

∠ N.W.

(1) 90-15-50
(2) 180-31-50
(4) 361-03-30
(6) 181-35-20
(Means 90-15-83)

Ton & Highland & Coston
∠ S.E.

(1) 90-15-20
(2) 180-31-30
(4) 361-02-30
(6) 181-33-30
(Mean = 90-15-35)
90-15-36

∠ N.E.

(1) 89-44-10
(2) 179-28-40
(4) 358-56-30
(6) 178-26-20
(Mean = 89-44-20)

Ton & Highland & Duarte
∠ N.E.

(1) 89-44-00
(2) 179-28-10
(4) 358-56-10
(6) 178-25-00

Ton So. Tr. Line & & Prod of Highland
(Short Sights on & Highland)
∠ N.W.

(1) 90-15-00
(2) 180-30-30
(4) 361-01-00
(6) 181-31-40 (-)
(Means 90-15-15)
Apparently better ∠ sight longer sights

Both short sights
∠ N.E.

(1) 89-44-50
(2) 179-29-20
(4) 358-58-40
(6) 178-27-40
(Mean 89-44-37)

Ton & RR & Highland
∠ S.E.

(1) 90-23-40
(2) 180-47-20
(4) 361-34-20
(6) 182-23-30
(Mean = 90-23-35)

Ton & RR & Highland
∠ S.W.

(1) 89-46-20
(2) 179-12-40
(4) 358-25-20
(6) 177-38-10
(Mean 89-36-28)

∠ S.E.

(1) 90-23-40
(2) 180-47-20
(4) 361-34-40
(6) 182-21-50
Mean = 90-23-38

Ton & Highland & Main
∠ S.W.

(1) 89-44-20
(3) 179-28-40
(4) 358-57-00
(6) 178-25-10
(Mean 89-44-12)

∠ S.E.

(1) 90-15-40
(2) 180-31-20
(4) 361-02-20
(6) 181-33-20
(Mean 90-15-34)

Return of SE ∠ Main & Highland

(1) 90-15-40
(2) 180-31-20
(4) 361-02-20
(6) 181-33-40
(Mean = 90-15-37)

(90-15-35 Mean of 3 ∠s)

Ton So. Tr. Line & 40' offset to W. Tr. Line
∠ N.E.

(1) 89-50-40
(2) 179-41-40
(4) 359-33-40
(6) 179-05-30
(Mean = 89-50-55)

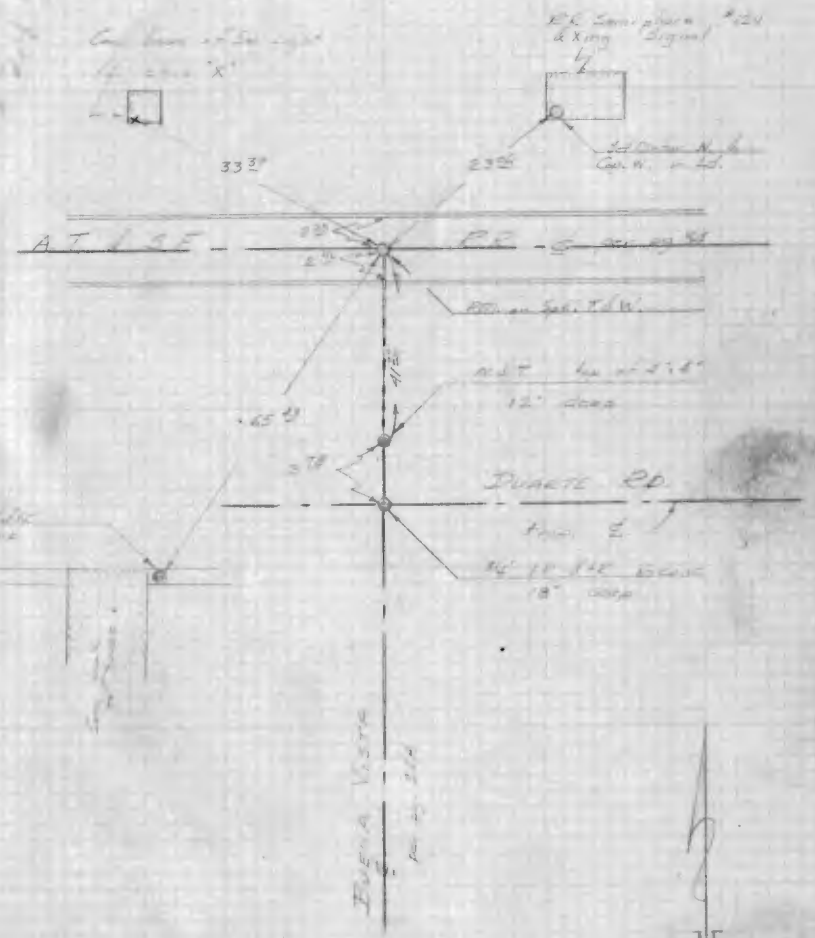
2nd Time
(1) 89-50-50
(2) 179-42-00
(4) 359-34-10
(6) 179-05-40
(Mean = 89-50-44)

Closing ∠
(1) 270-09-10
(2) 181-18-00
(4) 362-36-00
(6) 182-53-40
(Mean = 270-09-37)

F.B.1047-95

FB.1047-

U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)

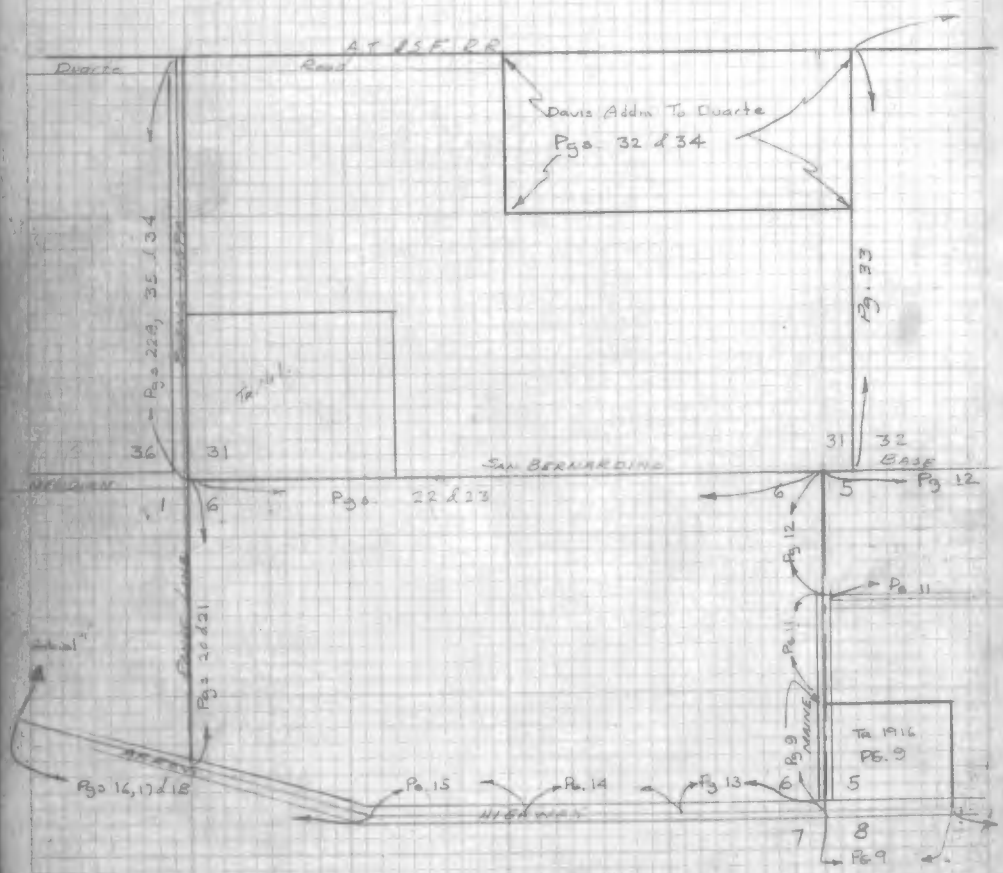


FB.1047-97

F.B. 1047-

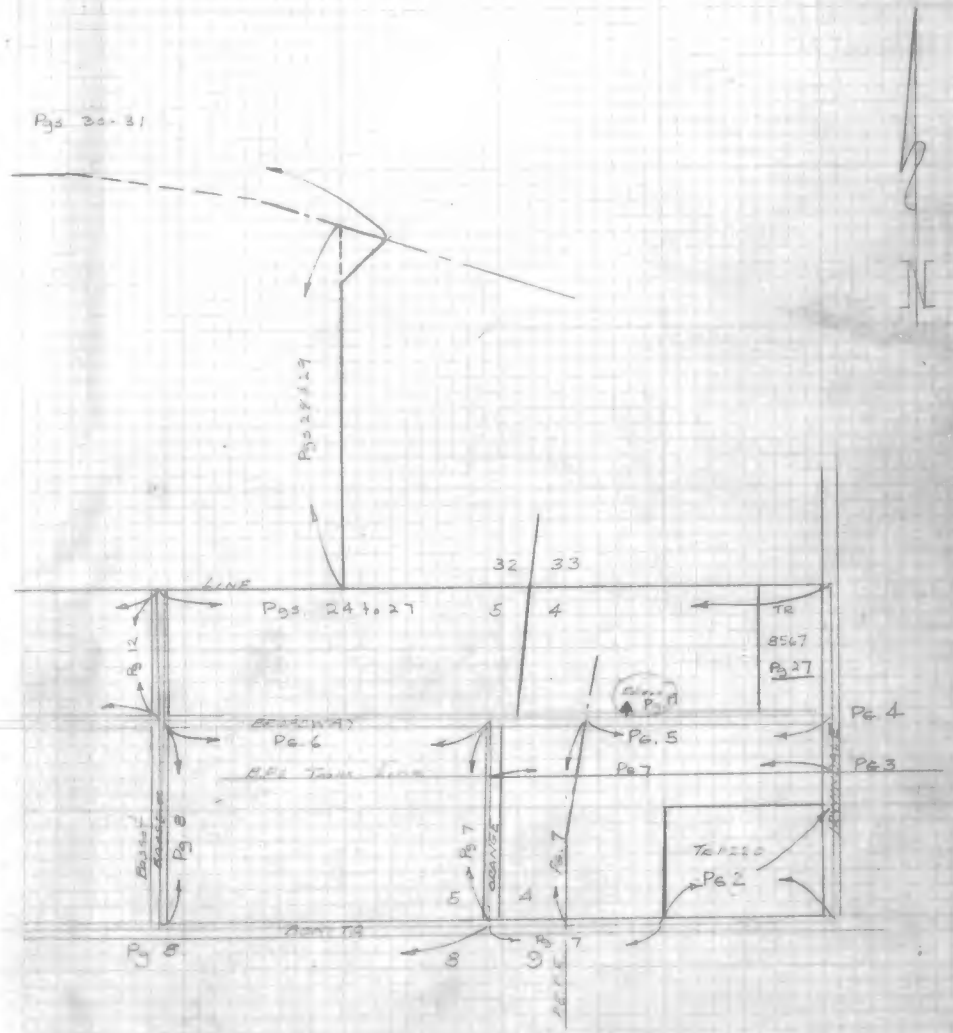
U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)

Lines Colored Blue are lines run in field



KEY MAP

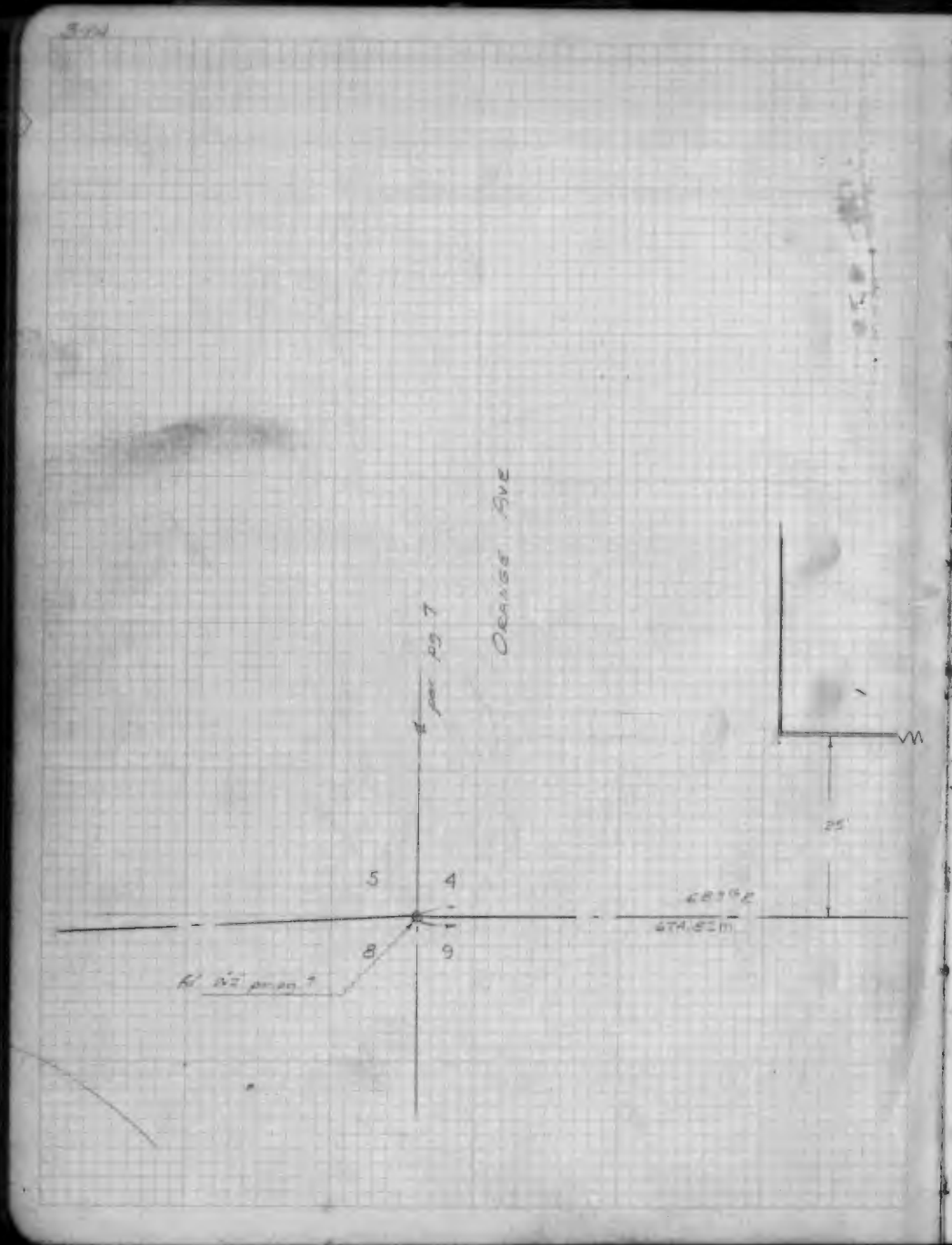
Showing index to Pages on various lines

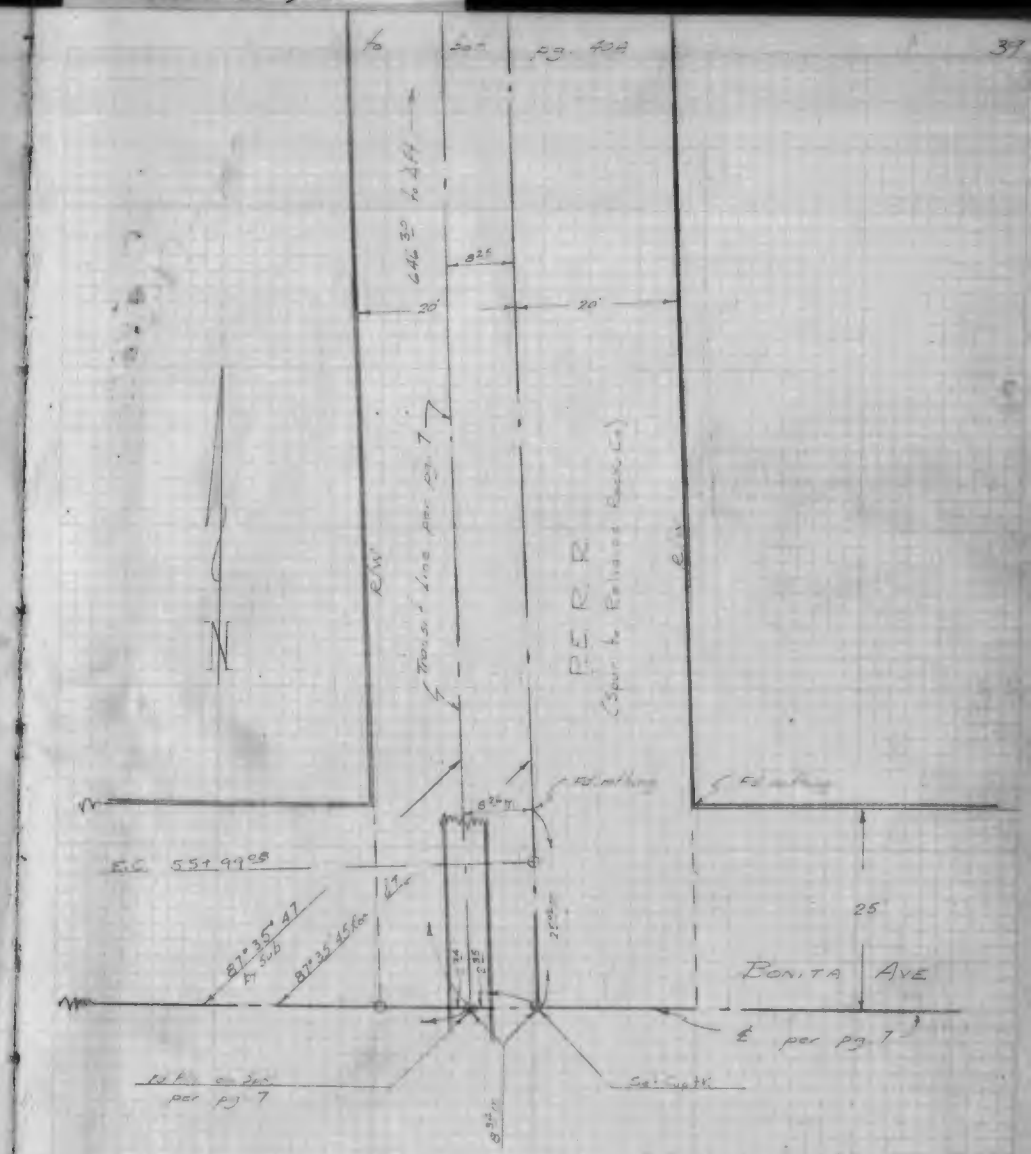


F.B.1047-99

FB.1047

U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)





F.B.1047-101

FB.1047-

U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)

Note!
℄ R/W is parallel to ℄ transit and 8.25 E. of same

20' 20'

Ed. railing

E.C. 63+28.71

Ed. 1.52 No 12" Dead 9.00 W. of Transit Line

122.66m

per Pg. 7

R/W

Line

170°25'50" per pg. 7

Rec. Curve Data
Δ = 3°35'
1°30' Curve
R = 3819.74
Arc = 235.89

Transit ℄ R.R.

116.25m

116.66m

20 20'

Ed. railing

Trolley Pole # 42693 R.
and center of pole is 8.25 E. of Transit Line & 116.90 So. of
B.C. 61+10.02

Ed. railing No 1.52

Ed. railing 1.52 ℄ R.R.
12" Dead 9.00 E.
of Transit Line

from top of pg. 39

8.25
to ℄ Track

20' 20'

Ed. 1.52
per pg 7

223.8m

Transit Line per Pg. 7

R/W

R.E.R.R.

67.8 per pg. 7

66+80 per R.R. Stationing
12" Corrugated Culvert

8.25
to ℄ Track

℄ R.R.

from top pg. 40A

F.B.1047-103

FB.1047-1

U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)

to Rt. side pg 41

Transit from Approx. 6 track

1) 92-31-00
2) 187-00-20
3) 18-05-00
Mean = 92-31-15

Rt. per pg. 6

92° 31' 15" T

20'

624.68

10'

22.5

Rt. nothing

0.0

12.5

Pl. Rd. rotten
Set 2"x2"

2"x2" per pg 5A

60.16

60.21

40'

604.50 m.

11.0

TRANSIT LINE Approx. 6 track per pg 7

P.E.R.R.

from top pg. 40

Rt. nothing
2"x2" -12" deep
on surface 6

BC 81+78.17
Rd rotten 2"x2" under tie
set N&T on tie

117.32 m

Rd 2"x2" 8 th. -12" deep

EC 82+78.17
Set 2"x2" Flush

Transit per pg.

91° 31' 65"

0.0

40.24

9.27

to Rt. side pg 42

BC 87+69.15
Rd rotten 1"x2" -12" deep
Set 2"x2" Flush

Trans.

40'

11.75

28.25

276.41 m.

2.28

2.24

P.E.R.R.

N

EC 84+92.25
Rd. rotten 2"x2"-12" deep
set 2"x2" Flush

Rt. Curve Data

Δ = 2° 54' 30"
Curve = 3°
R = 1909.91
T = 48.48

177° 07 02 T

48.25 m

Pl. Rd. rotten 2"x2" under tie
Set N&T on tie

BC 83+95.40
Rd rotten 1"x2" -12" deep
Set 2"x2" Flush

2.24

2.24

117.32 m

1) 177-07-10
2) 354-14-00
3) 348-28-10
Mean = 177-07-02

from top pg 41A

FB.1047-105

U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)

F.B.1047-10

T on Sec Cor 33/34 5/4

∠ S.E
1) 91-23-25
2) 182-46-40
3) 8-13-32-30
4) 181-19-00
Mean: 91-23-10"

∠ S.W
1) 88-03-20
2) 176-06-40
3) 180-00-15
4) 102-[illegible]-15
5) 148-20-20
Mean: 88-03-24

∠ N.W
1) 180-34-00
2) 321-07-40
3) 2-14-30
4) 3-21-20
Mean: 110-33-28

∠ N.E
1) 88-03-05
2) 176-06-20
3) 352-13-10
4) 148-19-40
Mean: 88-03-17

∠ N.E
1) 90-23-45
2) 180-33-30
3) 361-07-10
4) 2-14-15
5) 3-21-15
Mean: 180-33-31½

T on Sec Cor 32/33 5/4 Co. 5 & 8 BL

∠ S.W.
1) 89-55-15
2) 179-16-00
3) 359-32-10
4) 17-12-10
Mean: 89-33-02

∠ S.E
1) 90-12-20
2) 180-24-50
3) 269-[illegible]-20
4) 181-19-00
Mean: 90-12-20

∠ S.W OK
1) 89-52-00
2) 179-46-10
3) 359-32-30
4) 179-14-00
Mean: 89-32-10

∠ S.E OK
1) 90-12-20
2) 180-24-20
3) 269-49-20
4) 181-19-10
Mean: 90-12-22

T on No Sec Line & Co. Line

OK

∠ S.W.
1) 89-32-20
2) 179-[illegible]-10
3) 359-32-10
4) 302-19-10
5) 179-32-00
Mean: 89-32-10

∠ S.E
1) 90-23-50
2) 180-57-[illegible]
3) 321-[illegible]
4) 181-23-00
Mean: 90-23-[illegible]

T on Sec Cor 4 & 5 Co. 5 & 8 Co. Line

∠ N.W.
1) 90-23-40
2) 180-51-20
3) 361-42-00
4) 182-33-10
Mean: 90-23-32

∠ N.E
1) 89-34-30
2) 179-09-00
3) 358-17-40
4) 177-26-45
Mean: 89-34-28

T on Cor No. 4 Co. Ozusa De Dalton

∠ E ½
1) 179-58-55
2) 359-57-30
3) 359-55-35
4) 359-52-35
Mean: 179-58-56

∠ N.W
1) 89-48-10
2) 179-36-20
3) 359-12-40
4) 178-49-00
Mean: 89-48-10

∠ S.W.
1) 90-12-55
2) 180-25-40
3) 360-51-20
4) 181-16-50
Mean: 90-12-50

T on Cor No. 5 Co. Ozusa De Dalton

∠ S.E.
1) 91-05-20
2) 182-10-40
3) 364-21-20
4) 186-31-40
Mean: 91-05-17

∠ S.E
1) 91-05-10
2) 182-10-20
3) 364-20-45
4) 186-30-30
Mean: 91-05-05

Fred
1) 91-05-05
2) 182-10-00
3) 364-20-00
4) 186-30-00
Mean: 91-05-00

T S ¼ Sec Line and Brookhaven

∠ N.W.
1) 91-04-35
2) 182-09-00
3) 364-18-10
4) 186-33-10
Mean: 91-04-32
91-05-33

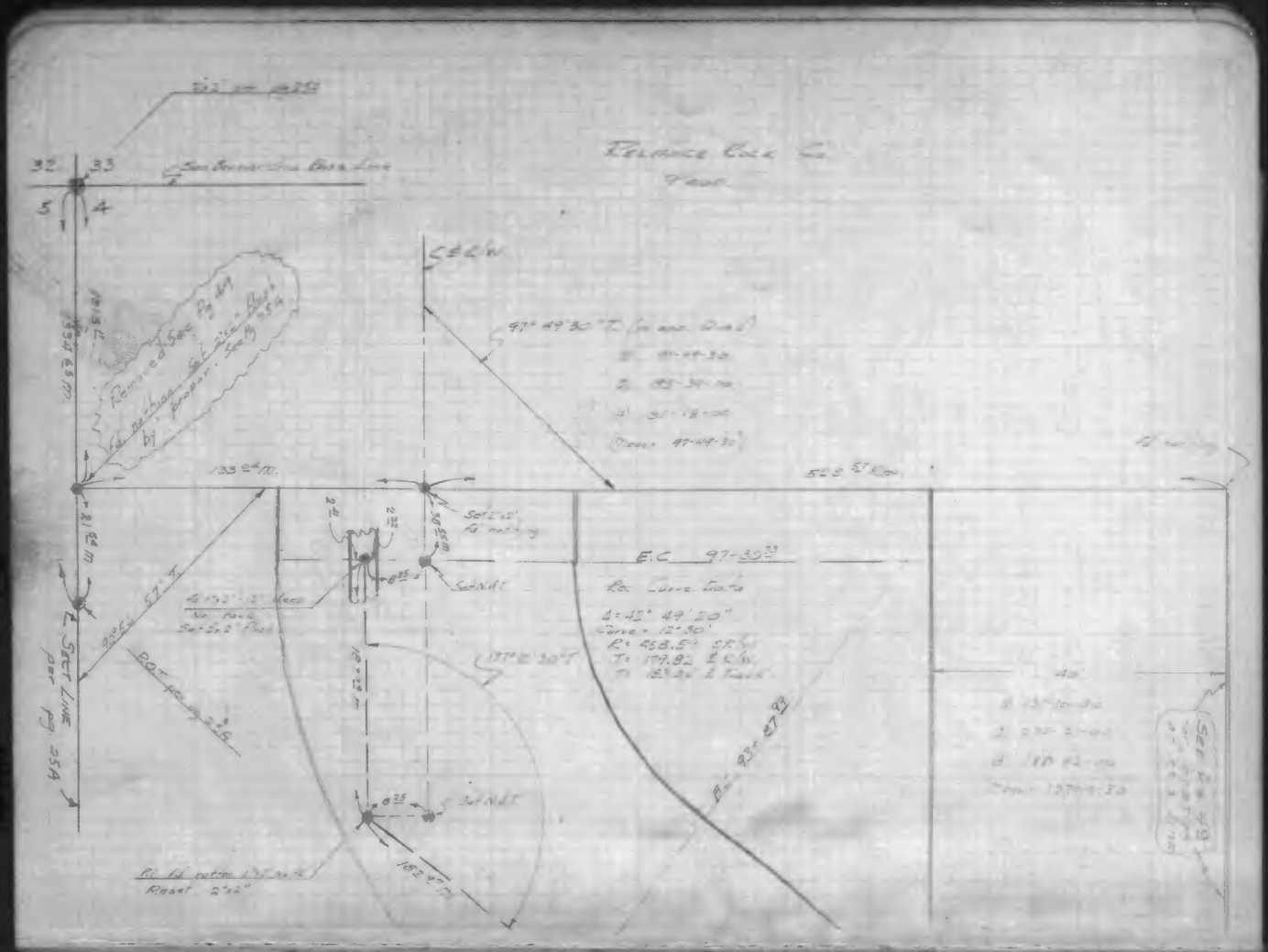
∠ N.E
1) 88-55-30
2) 177-52-55
3) 358-21-50
4) 178-32-35
Mean: 88-55-26
88-55-27

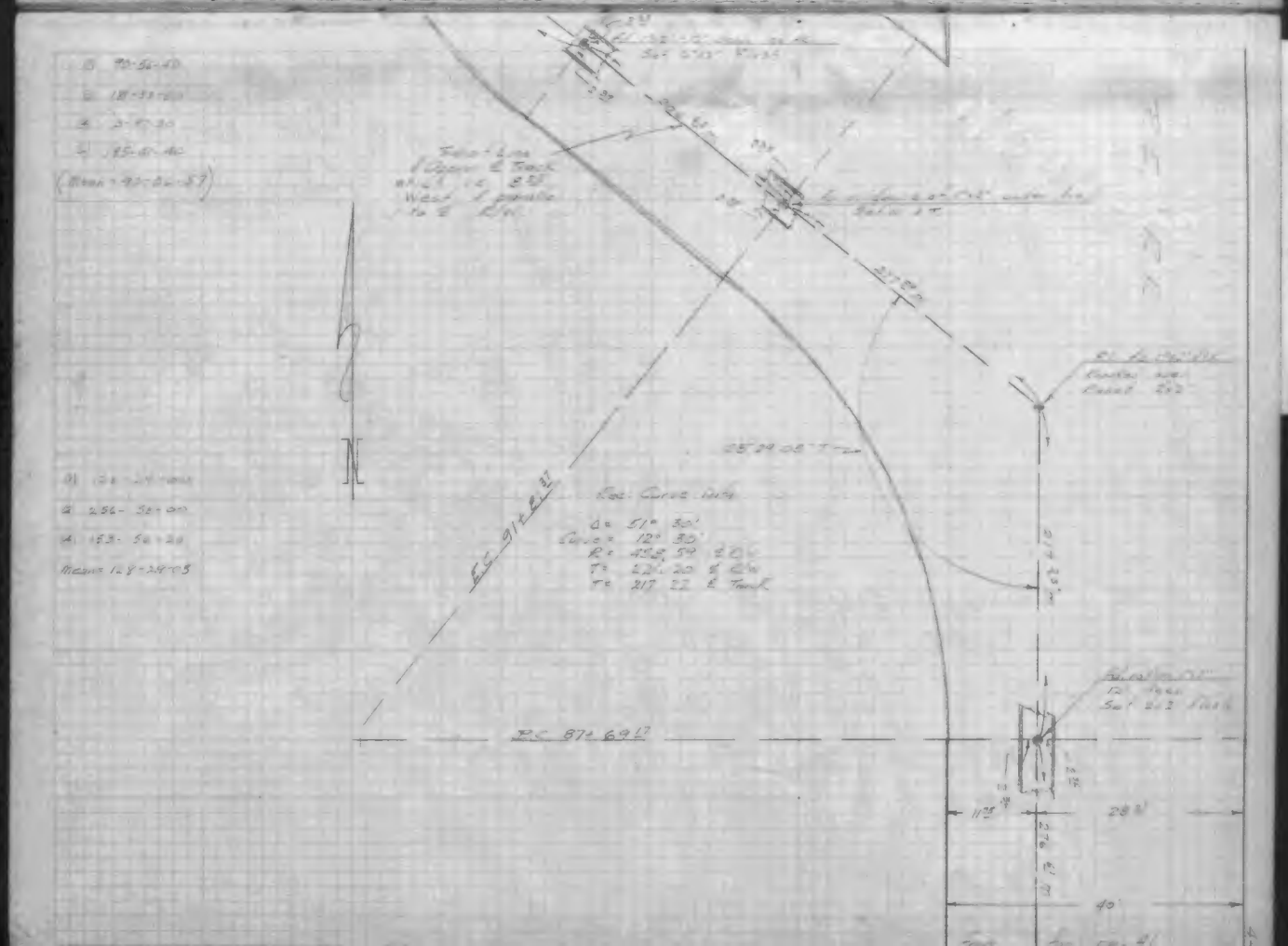
T on No Sec Line

∠ S.W
1) 89-33-45
2) 179-07-05
3) 358-14-30
4) 178-21-35
Mean: 89-33-34

Co Line

∠ S.E
1) 90-26-30
2) 180-52-15
3) 361-44-35
4) 182-36-10
Mean: 90-26-12
90-26-12
3) 3-21-10
4) 183-38-35
5) 5-13-10



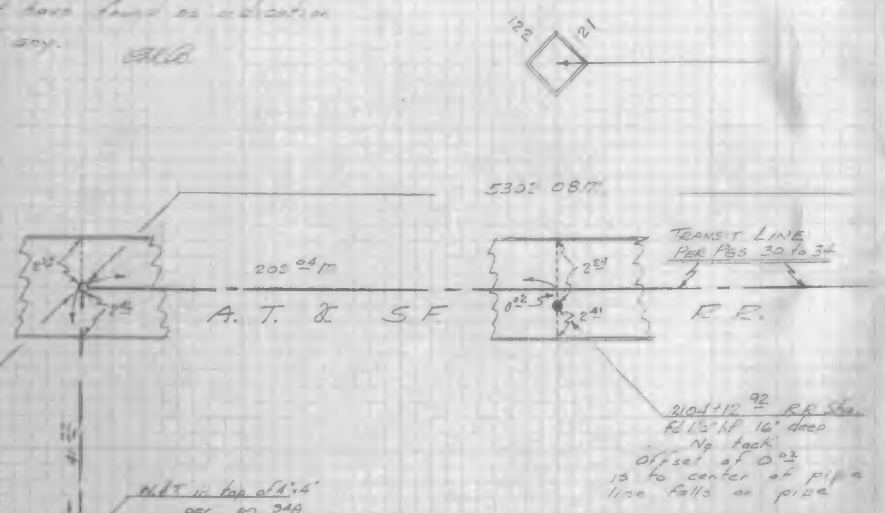


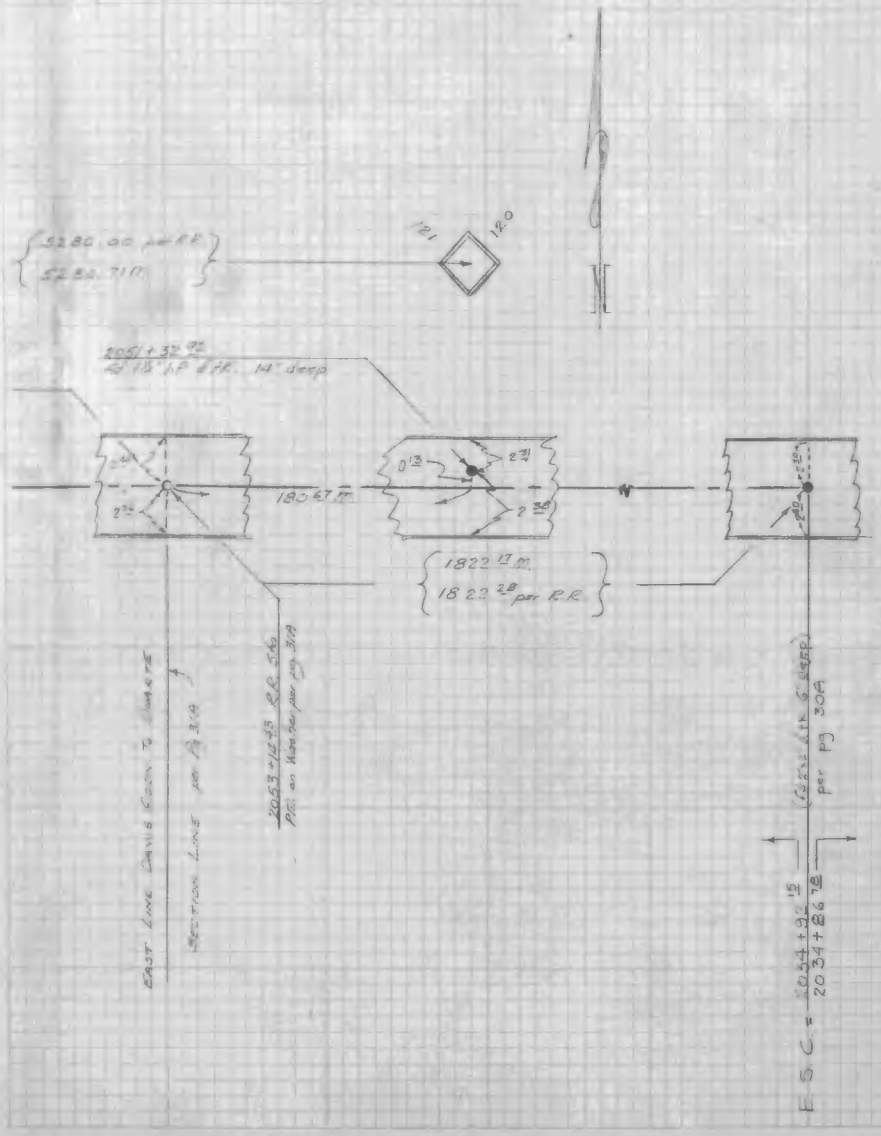
U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)

U.S. ENGRS.F.B.-S.F. 61
(CA-N 16-301)

DETAIL OF IRON PIPES
FOUND ALONG E. A.T.&S.F. R.R.
BUENA VISTA TO BAKERSFIELD

Note:
I have made a thorough search for monuments along A.T.&S.F.R.R. R/W. but have found no indication of any.
EBB





F.B. 1047-111

FB. 1047-111

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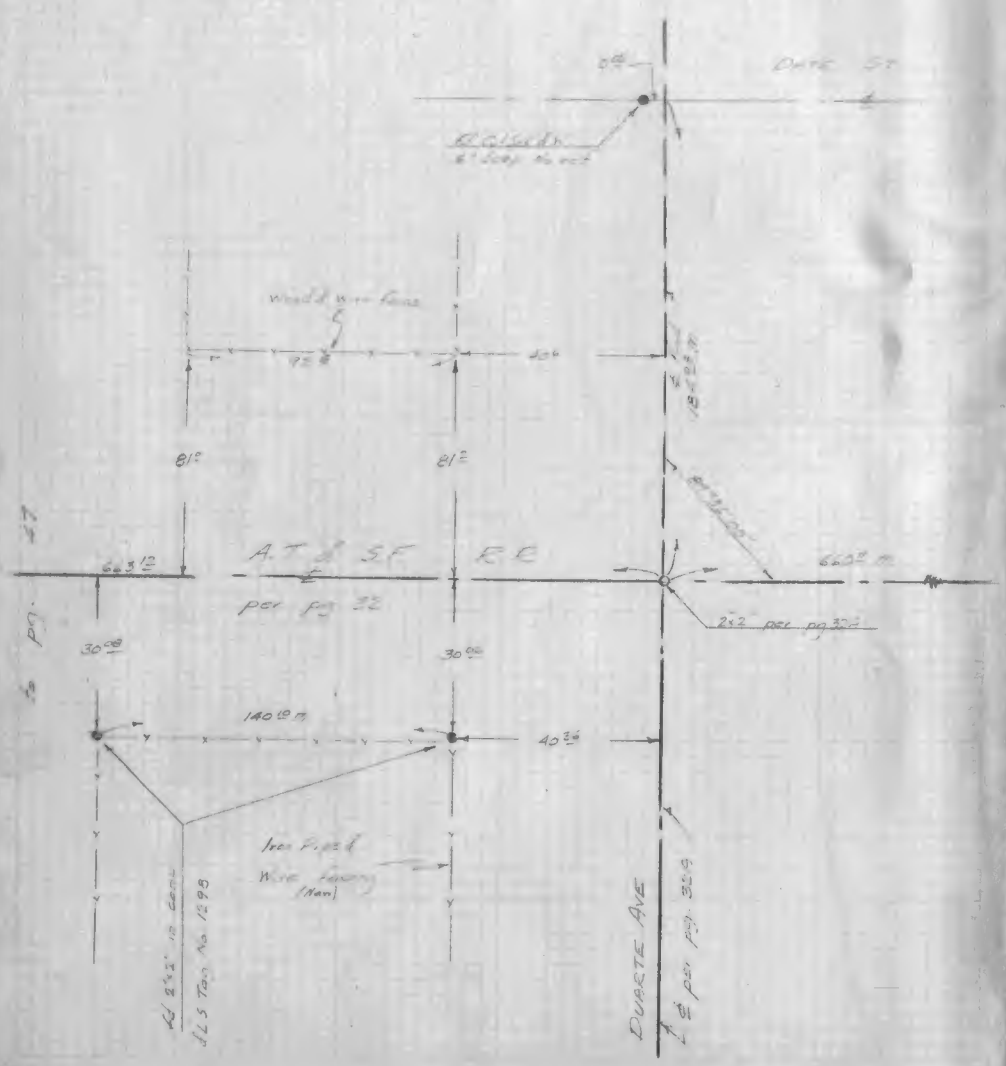
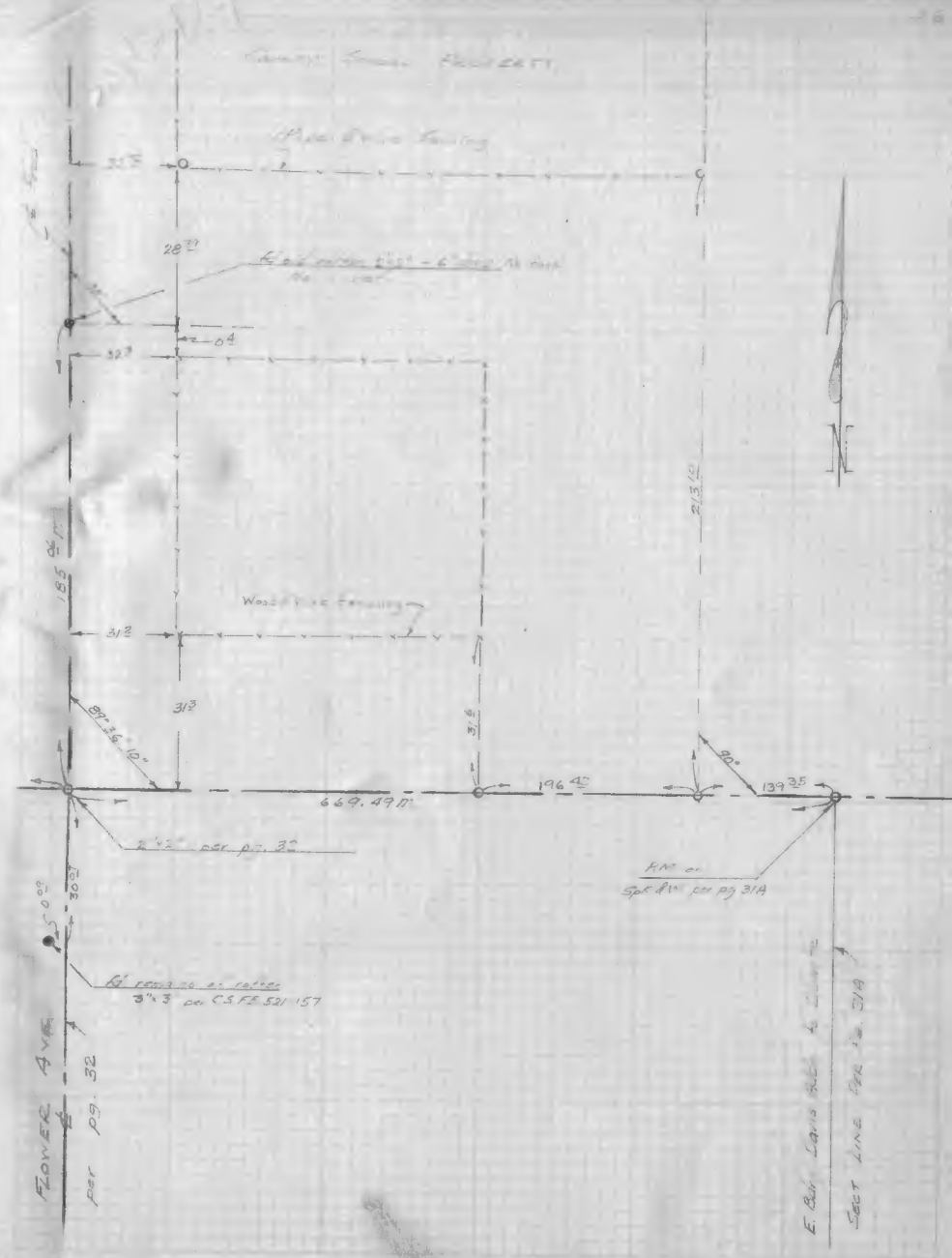
(CA-N 16-301)





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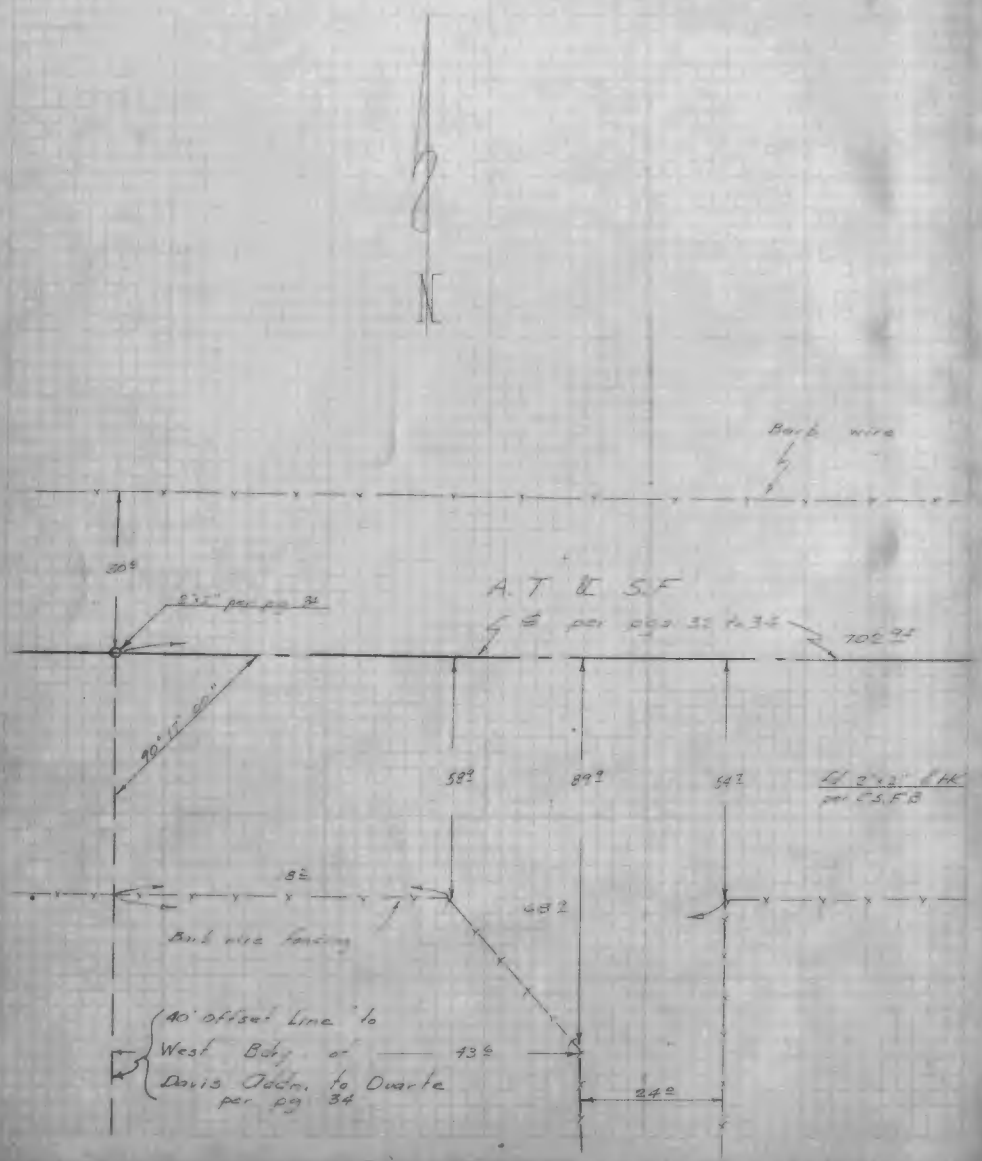
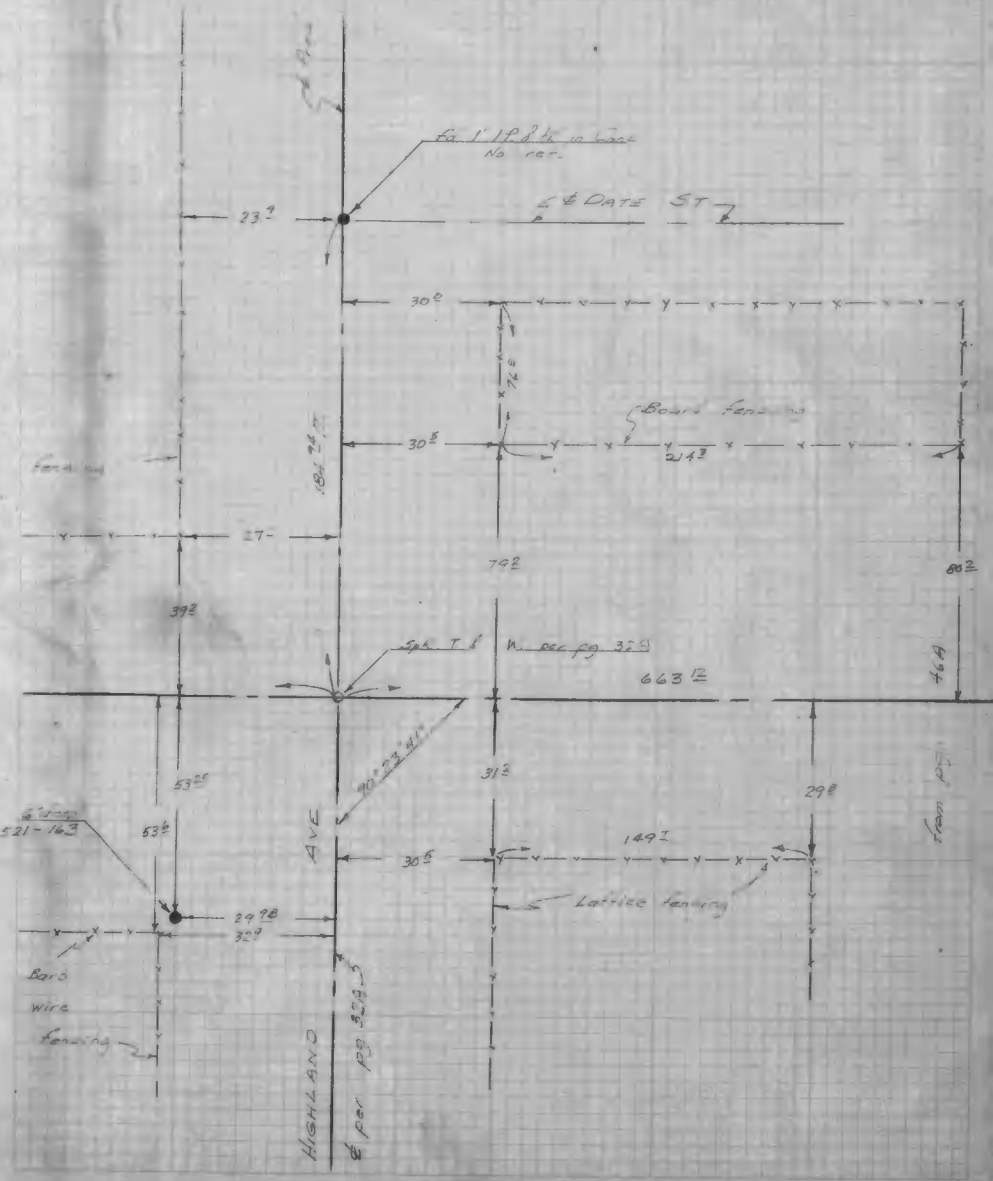
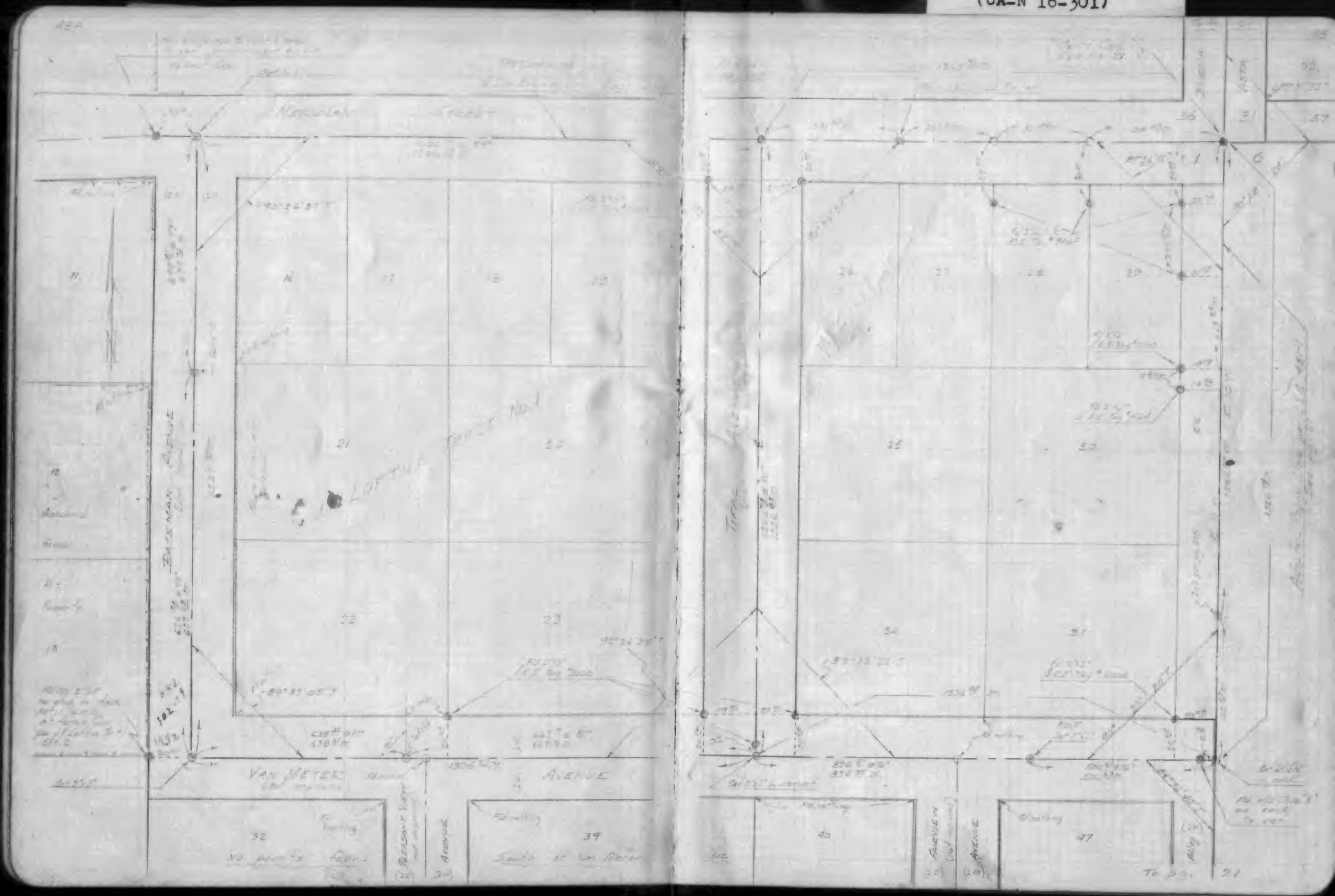
(CA-N 16-301)

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(CA-N 16-301)