Notes Ck'd by	Survey of
Map No.	JN Tape Std °F
Office Work	Surveyed by
Checked	Notes Date
Date	Indexed

SAN GABRIEL CANYON ROAD (E. Fork)
(No. End) NORTH END

5-30	"P" Line	Ties on Section Lines from 204th St. E. thru Sec. 19, 30, 20, 29 T4N R8W to Big Pines Park.
31-79	"P" Line	From 204th St. E. thru Sec. 19, 30, 20, 29 T4N R8W to Big Pines Park.
81-89	B.M.	Bench Levels from Big Pines-Apple Tree Flats to 204th St. E. Nly.
91-224	B.M.	Trigometric Levels at North End.
225-236	Contr.	Loc. Triang. Control "5" points related to "P" line - Northern Section.
237-253	B.M.	Trigometric Levels from "P" points to Triang. "5" points - Northern Section.
225-256	Ties	Loc. B.M. #12 - tie to S.G. #11.

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403 Los Angeles County Engineering Bldg.

Microfilmed Feb 87

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F.B. _____ PG. _____

COPIES TO

SAN DIMAS

(REGIONAL OFFICE)

pages 5 thru 80

F.B. [illegible] Pg. 5

Map No.
Office Work
Checked
Date

Surveyed by L. V. S.
Notes L. V. S. Date 9-24-54
Indexed A. C. Johnson 4-25-55

SAN GABRIEL CANYON ROAD
(NORTH END)

J.N. 090711

SECTION LINES
(PORTION OF T.4N. R.8W.)

AND

"P" LINE
NORTH FM. BIG PINES HWY.

TO

204TH ST. E.

REF.
F.B. 137
F.B. 471
C.S.B. 160-2
F.B. 1616
C.S.B. 235 O

PARTY:
L. SMITH
R. DALE
M. WALSH
C. CROWE
M. WACKER

68
38

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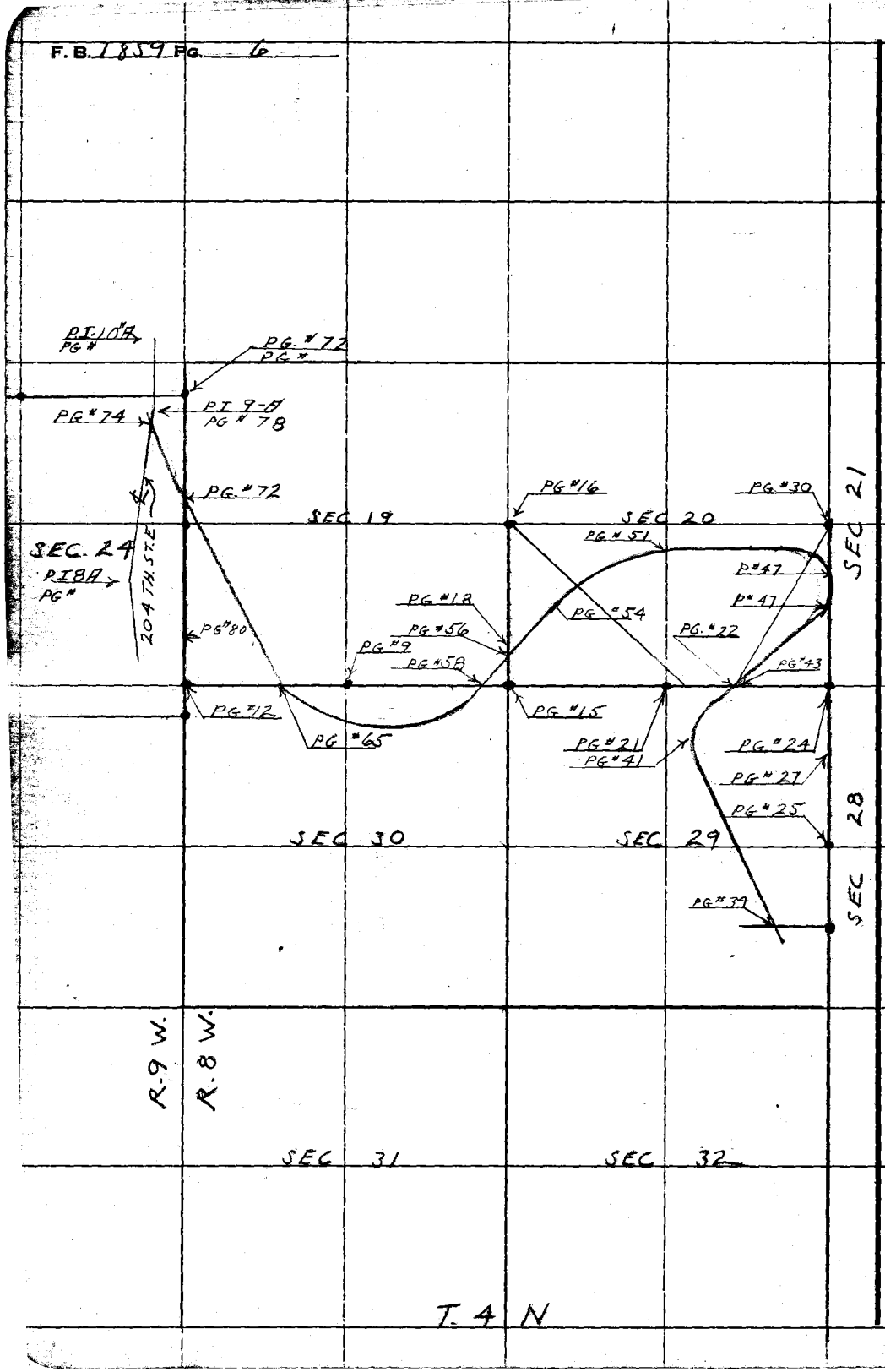
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

78F3088 247 4-53

F. B. 1859 PG. 6



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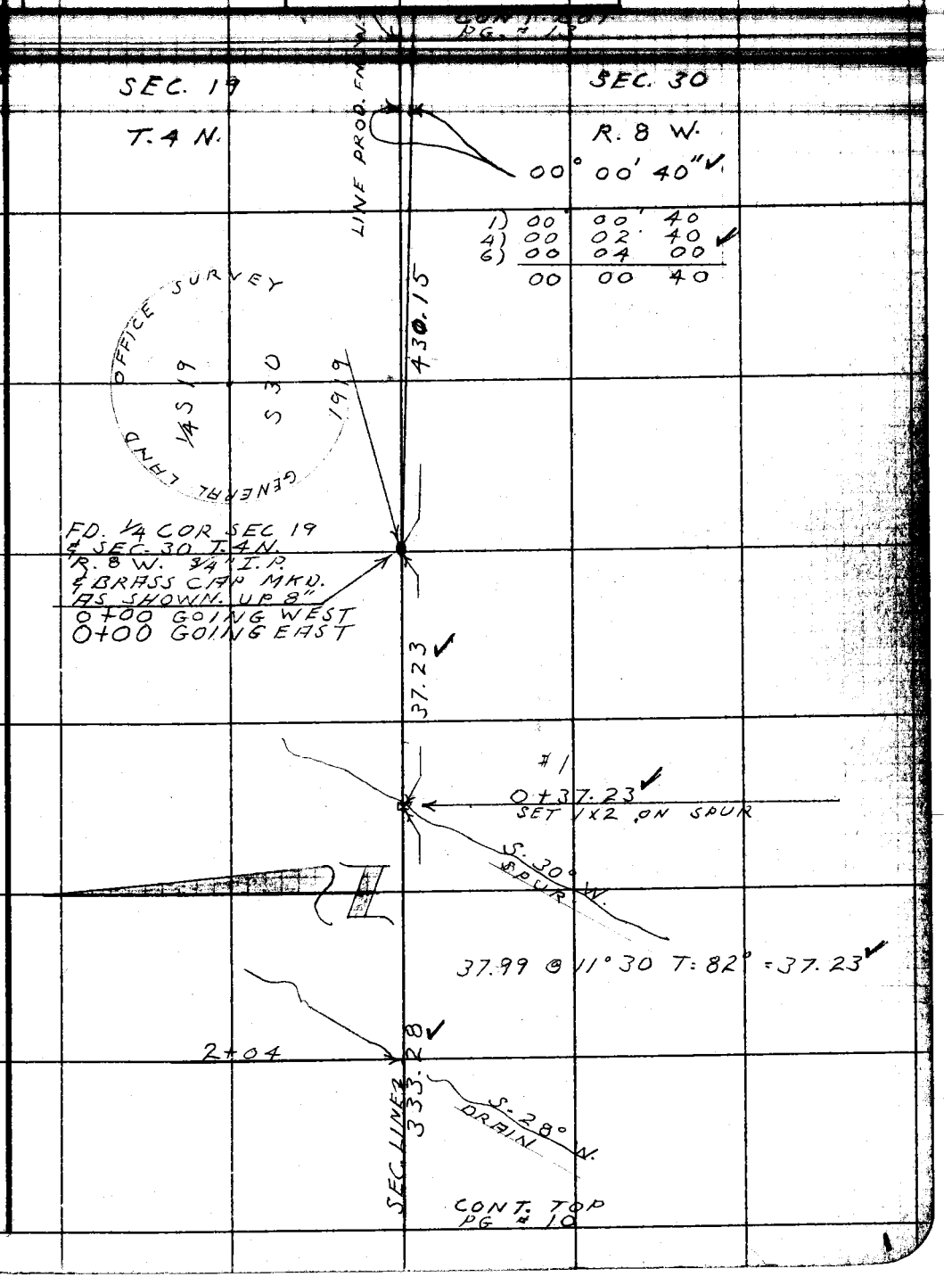
F. B. _____ PG. _____

Map No. _____
Office Work _____
Checked _____
Date _____

W. O. 11 Tape No. 13 St'd. 84 °F
Surveyed by L. V. SMITH
Notes L. V. S. Date 9-27-54
Indexed E. O. Johnson



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726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3095 247 4-53

F.B. 1859 PG. 10

CONT. BOT. PG #9

296.68 @ 7°11 T= 82° = 294.35
38.93 @ LEV. T= 88° 38.93
333.28

333.28

R.8 W.

#2
3+70.51
1X2 ON SPUR

S.25° W. SPUR

SEC. LINE

272.06 @ 18°06 T= 88° = 258.61
172.59 @ 16°53 T= 92° 165.16
65.24 @ 12°37 T= 90° 63.67
487.44

T. 4 N.

6+44

N.17° E. DRAIN

487.44

SEC. 30

N.45° W. MAIN DRAIN

SEC. 19

#3
8+57.95
1X2 ¾ N. ON SPUR

N.30° E. SPUR

259.14 @ 0°55' T= 90° = 259.12

259.12

#4
11+17.07
1X2 ¾ N. ON SPUR

N.26° E. SPUR

338.48

CONT. TOP PG #11

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F. B. _____ PG. _____

Map No. _____
Office Work _____
Checked _____
Date _____

W. O. [illegible] Tape No. [illegible] St'd. [illegible] °F
Surveyed by L. V. SMITH
Notes L. V. S. Date 9-54
Indexed A. O. Johnson

CONT. BOT. PG. # 10

145.51 @ 3°52 T=70° = 145.17
338.48

338.48

#5
14+55.55
SET 1X2 & N. W. SLOPE

40.14

40.14 @ LEV. T=70° = 40.14

R. 8 W.

#6
14+95.69
SET 1X2 & N. ON W. SLOPE

T. 4 N.

N. 43° E. DRAIN

380.64

263.29 @ 5°55' T=68° = 261.86
124.19 @ 16°58' T=80° = 118.78
380.64

16+87±

SEC. 30

#7
18+76.33
SET 1X2 & N. ON E. SIDE HILL

SEC. 19

299.98 @ 15°22' T=80° = 289.25
65.58 @ 27°37' T=82 = 58.11
347.36

347.36

CONT. TOP PG. # 12

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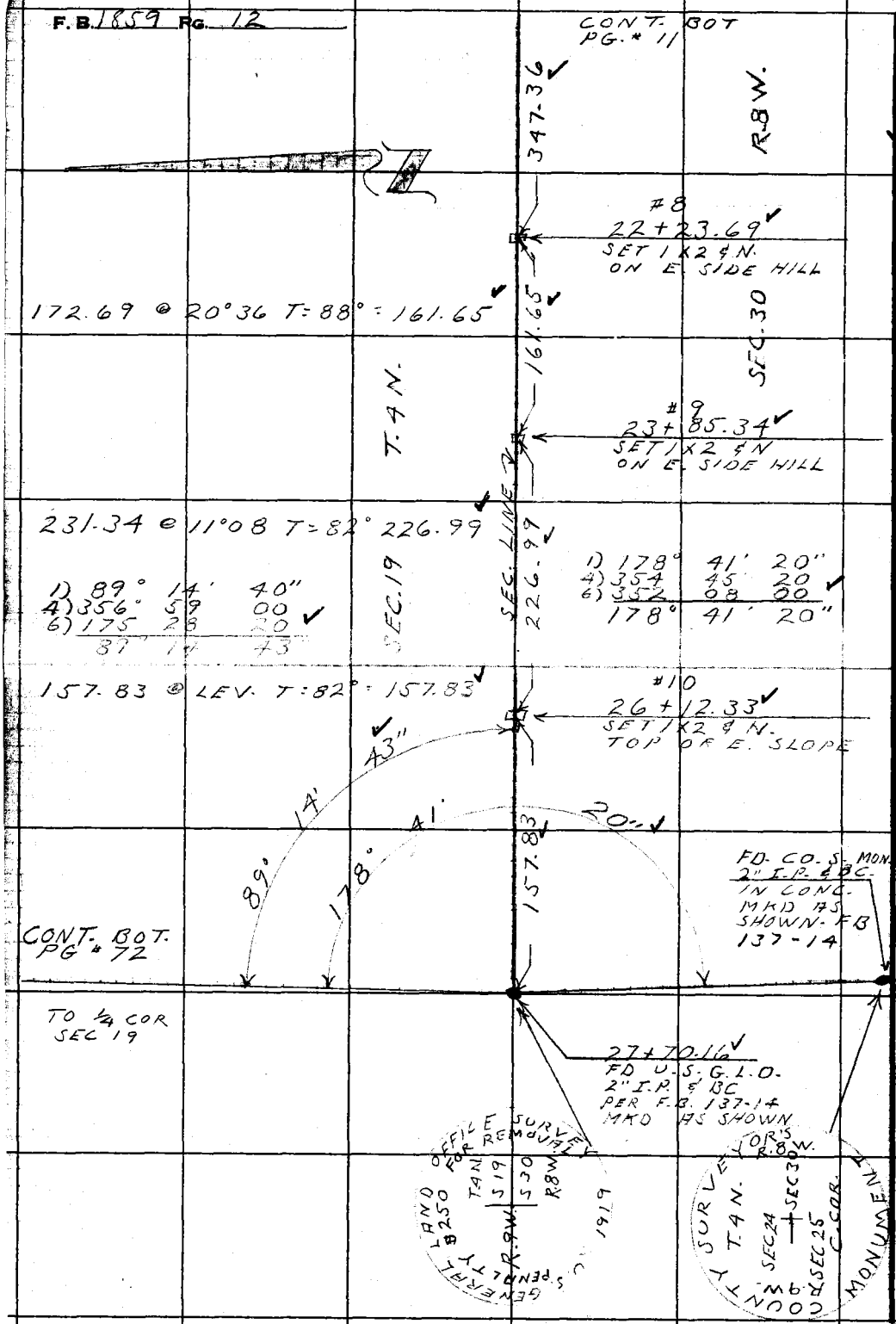
76F3095 247 4-53

F.B. 1859 PG. 12



W.S. 15, C-1

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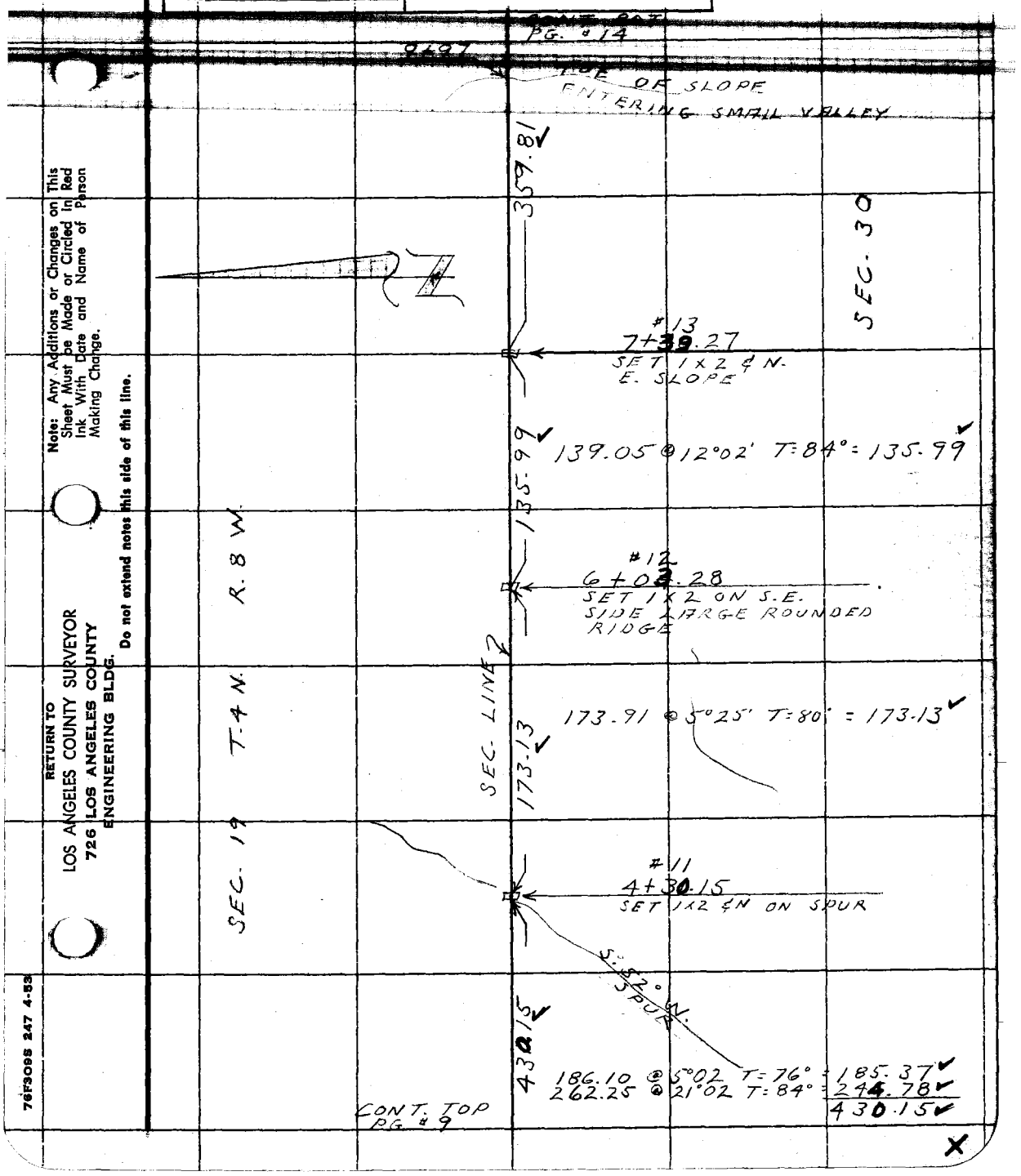
F. B. [illegible] PG. [illegible]

Map No.
Office Work
Checked
Date

W. O. [illegible] Tape No. [illegible] Sta. [illegible]
Surveyed by L. V. SMITH
Notes L. V. S. Date 9-54
Indexed E. C. Johnson



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726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3095 247 4-53

F.B. 1859 Pg. 14

CONT. BOT. PG. 15

320.87

#16
18+18.58
SET 1x2 & N.
W. SLOPE

230.22 @ 12°17' T=80° = 224.94
284.39 @ 6°41' T=88° = 282.47
507.41

E. EDGE STREAM BED & TOE OF SLOPE

15+10

N 35° W

W. EDGE DRY STREAM BED

14+06

R.8 W.

T.4 N

507.41

SEC. 30

SEC. 19

SEC. LINE

#15
13+10.17
SET 1x2 & N

141.41 @ 4°34' T=84° = 140.96
70.13 @ LEV. T=84° = 70.13
211.09

211.09

#14
~~11+00.00~~
SET 1x2 & N.
10+99.08

80.66 @ 20°13 T=80° = 75.69
294.58 @ 15°19 T=82° = 284.12
359.81

359.81

CONT. TOP PG. 13

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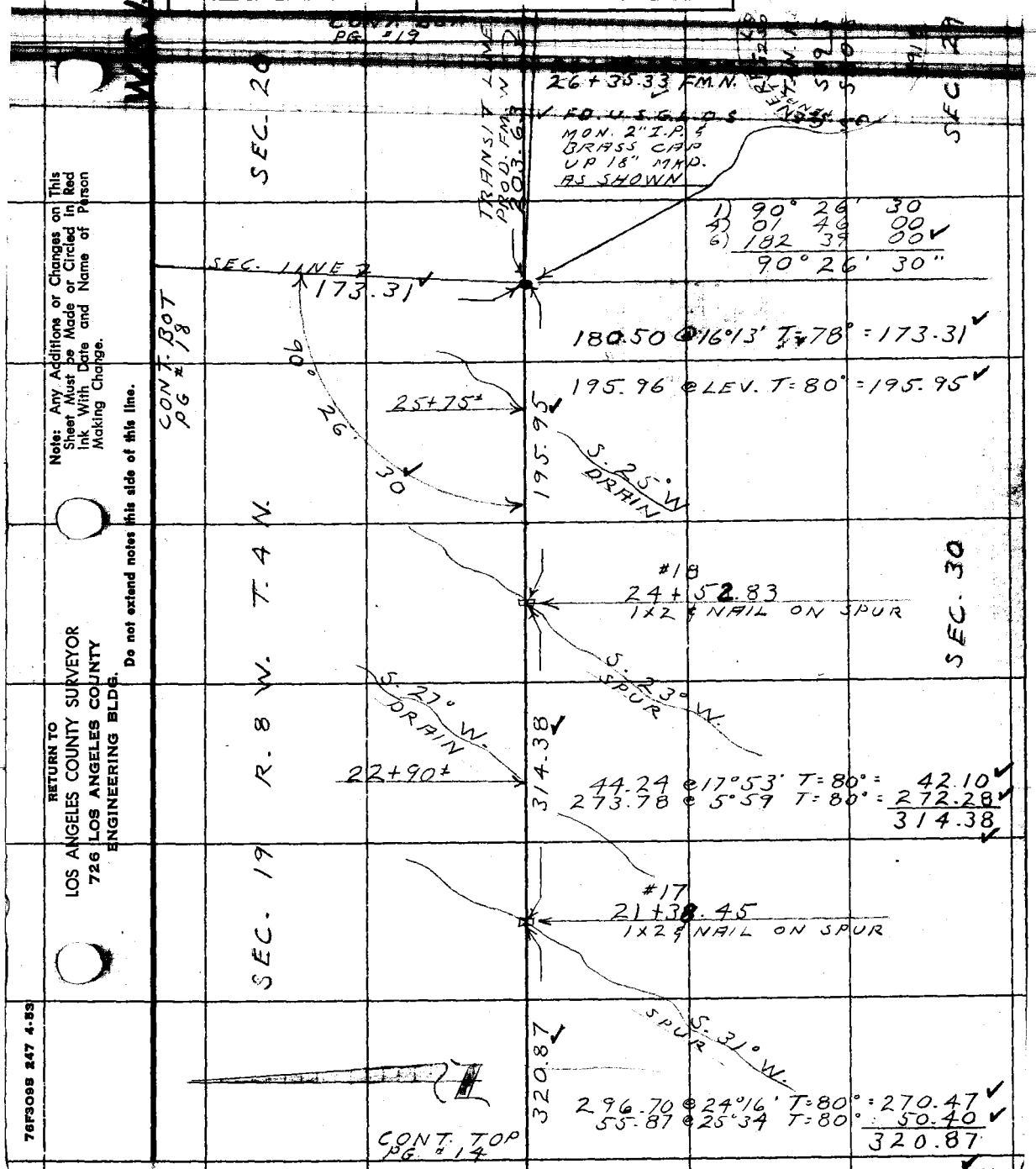
F.B. 1654 PG. 15

Map No.
Office Work
Checked
Date

W. O. 2.4 Tape No. 23 of 2
Surveyed by L. V. SMITH
Notes L. V. S Date 10-54
Indexed E. C. Johnson

OFFICE SURV. REMOVAL



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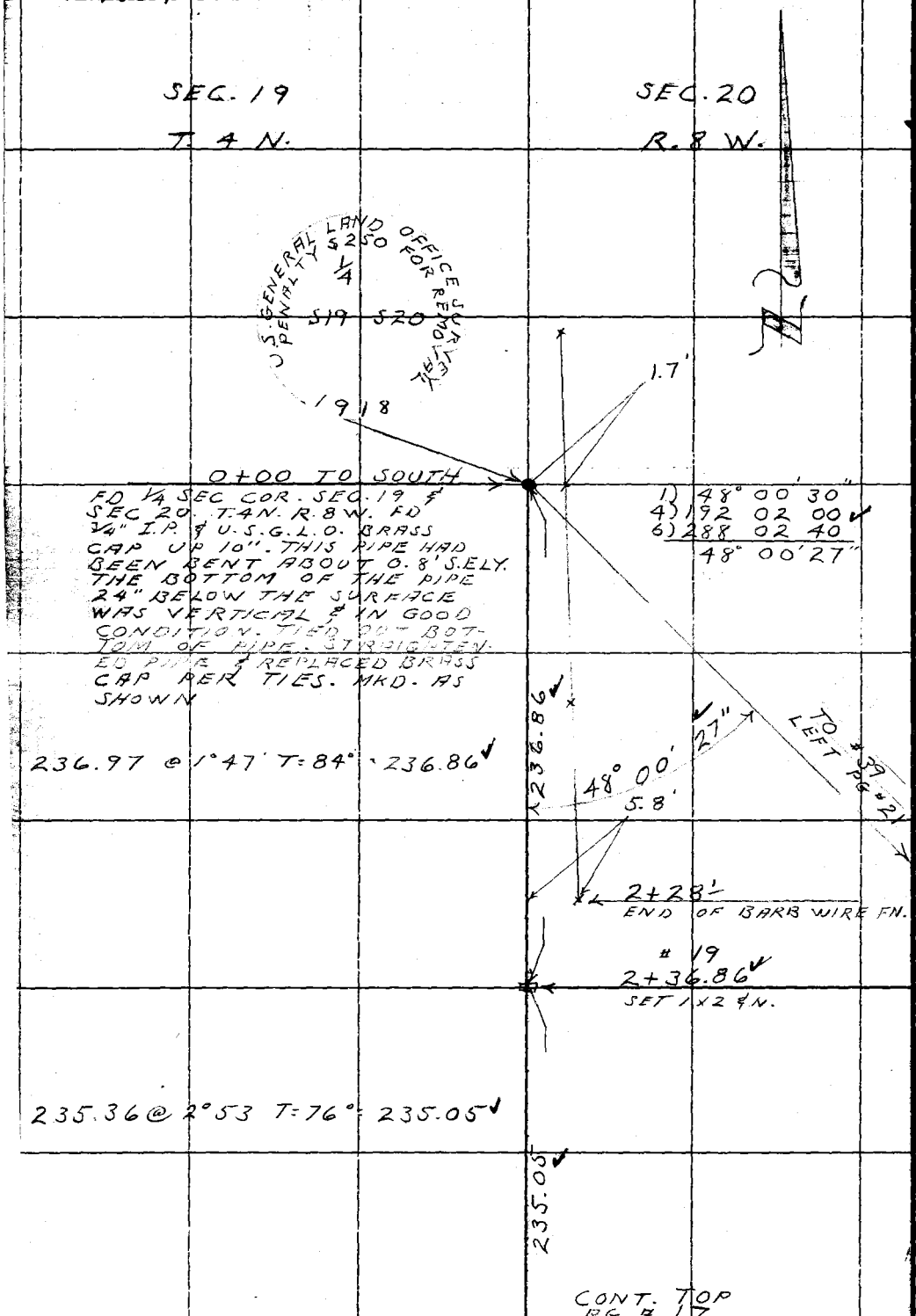
76F3098 247 4-53

F.B. 1859 PG. 16

W.S. 15, C-1



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Map No.
Office Work
Checked
Date

W. 6 07.11 Tape No. 93 St'd. 84 °F
Surveyed by L.V. SMITH
Notes L.V.S Date 10-54
Indexed C. Johnson

CONT. LOT PG #16

SEC. 19
T.4N.

SEC. 20
R.8W.

235.0

#20
4+71.91
SET 1x2 & N

DIRT RD.

343.26

138.29 @ 2°03 T=76° = 138.19
206.61 @ 7°00 T=82° = 205.07
343.26

12' DIRT RD.

3.0'

#21
8+15.17
SET 1x2 & N.

168.64

168.74 @ 1°58 T=82° = 168.64

#22
9+83.81
SET 1x2 & NAIL
ON EDGE OF BRK.

353.16

265.11 @ 22°13 T=78° = 245.42
111.19 @ 14°19 T=82° = 107.74
353.16

#23
13+36.97
SET 1x2 & NAIL
S. SLOPE

242.60

CONT. TOP PG #18

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726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F309S 247 4-53

F. B. 1859 Pg. 18

CONT. BOT.
PG #17

13+88±

S. 87° W.
DRAIN

100.69 @ 3°33 T: 84°: 100.50
142.72 @ 5°18 T: 76 142.10
242.60

242.60

#24
15+79.57
1X2 & NAIL
ON W. SLOPE

SEC. 19

SEC. 20

296.96 @ 11°10' T:76° = 291.32

291.32

N. 85° W.
RIDGE

#25
18+70.89
1X2 & NAIL
ON RIDGE

T. 4 N.

R. 8 W.

114.14 @ 2°39 T: 82° = 114.02

114.02

SEC. LINE

#26
19+84.91
1X2 & NAIL

181.29 @ LEV. T:78° = 181.28

181.28

#27
21+66.19
1X2 & NAIL

N. 76° W.
DRAIN

22+60'

295.83

223.95 @ 10°28' T: 82° = 220.22
74.30 @ 33°14 T: 82° = 62.15
13.46 @ LEV. T: 82° = 13.46
295.83

#28
24+62.02
1X2 & NAIL
ON RIDGE
BEARS W.

173.31

CONT. LEFT
PG #15

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Office Work _____
Checked _____
Date _____

W. O. _____ Tape No. 75 St'd. 84 °F
Surveyed by L. V. SMITH
Notes L. V. S. Date 10-13-54
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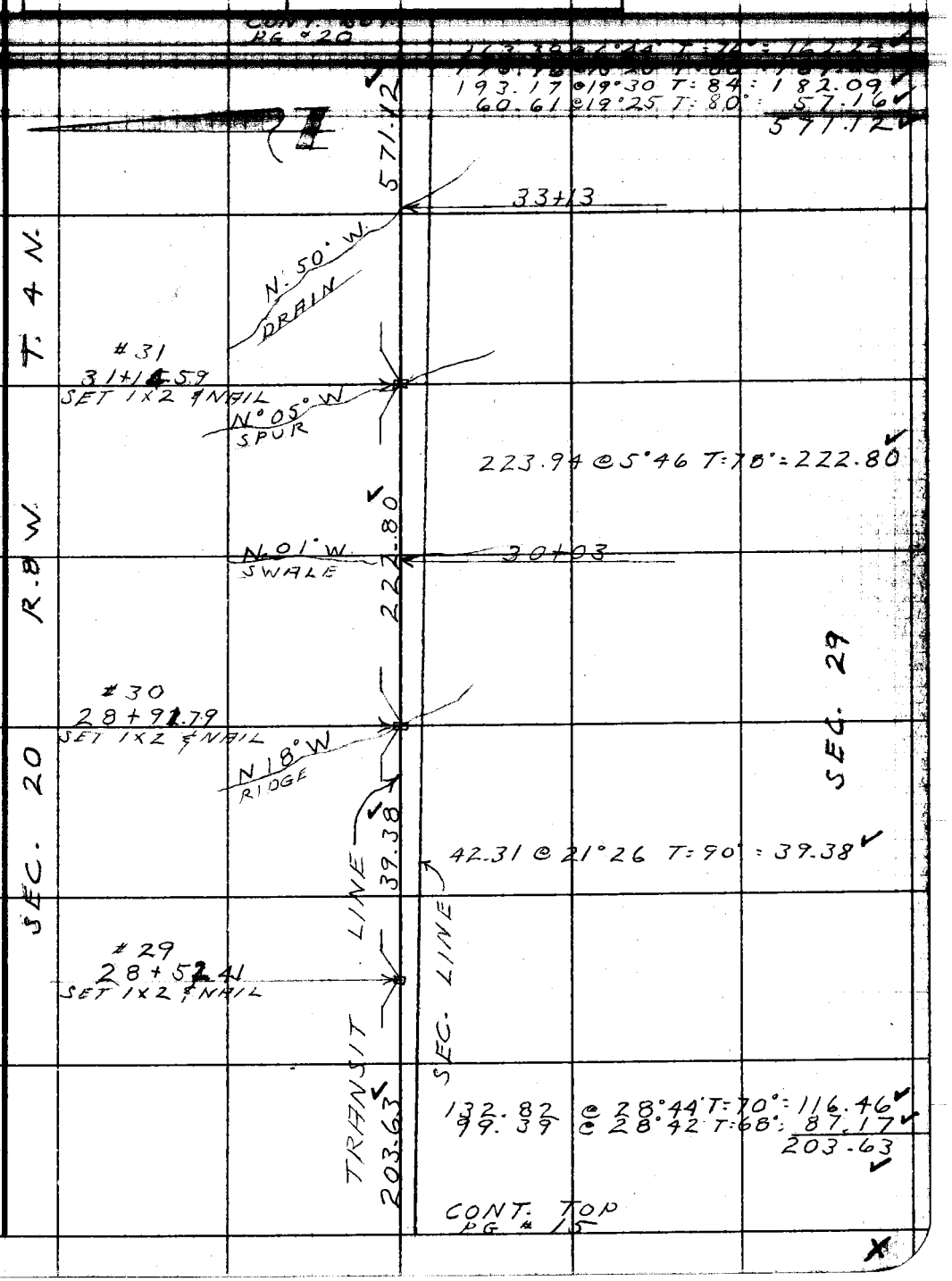

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76F3098 247 4-53

F.B. 1859 PG. 20

CONT. BOT. PG. # 21

404.09

#35
46+54.95
SET 1X2 & NAIL

243.98 @ 8°06 T=80° = 241.54

241.54

#34
44+13.41
SET 1X2 & NAIL

T. 4 N.

128.17 @ 13°25 T=82° = 124.67
298.16 @ 11°14 T=78° = 292.44
417.11

417.11

SEC. 29

#33
39+96.30
SET 1X2 & NAIL

R. 8 W.

DIRT ROAD 15' WIDE
TOP OF N. 10° W.

39+94.0
E. EDGE RD.

20

300.34 @ 1°00 T=84° = 300.29
10.30 @ LEV. T=84° = 10.30
310.59

310.59

SEC.

#32
36+85.71
SET 1X2 & NAIL

N. 45° W
SPUR

571.12

CONT. TOP PG # 19

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F.B. Pg.

Map No.
Office Work
Checked
Date

W. O. 1.11 Tape No. 93 St'd. 84 °F
Surveyed by L. V. SMITH
Notes L.V.S. Date 10-14-54
Indexed A. C. Johnson

CONT. BOT. PG #22

1) 42° 26' 00
2) 169 43 40
3) 204 55 40
42° 25' 57'

WITH 3/4" I.P. & CAP STAMPED S-5 L.V.S. 5-55

#39
55+51.78
SET 1X2 & NAIL

47.30 @ LEV. T=70° = 47.30
220.39 @ 5°51 T=78° = 219.23
266.53

N. 20° W. RIDGE

TO 1/4 COR. S.19 & S20 R.8W.

42° 25' 57"

266.53

707

52+91.67
1/4 COR SEC. 20 & 29
FD. U.S.G.L.O.S. MON. 3/4" I.P. & B.C. UP 15" MKD. AS SHOWN

6.42

#38
52+85.25
SET 1X2 & NAIL ON N. SLOPE

CONT. RIGHT PG-16

T. 4 N.

103.85

SECTION LINE

LAND OFFICE SURVEY FOR REMOVAL
U.S. GENERAL PENALTY $250
1/4 S 20
S 29
1919

SEC. 29

90.04 @ 12°52 T=70° = 87.77
16.08 @ LEV. T=70° 16.08
103.85

#37
51+81.40
SET 1X2 & NAIL ON W. SLOPE

SEC. 20

122.36

TRANSIT LINE

126.67 @ 14°58 T=70° = 122.36

#36
50+59.04
SET 1X2 & NAIL ON W. SLOPE

143.17 @ 1°40' T=70° = 143.10
270.77 @ 15°26' T=70 = 260.99
404.09

404.09

CONT. TOP PG #20

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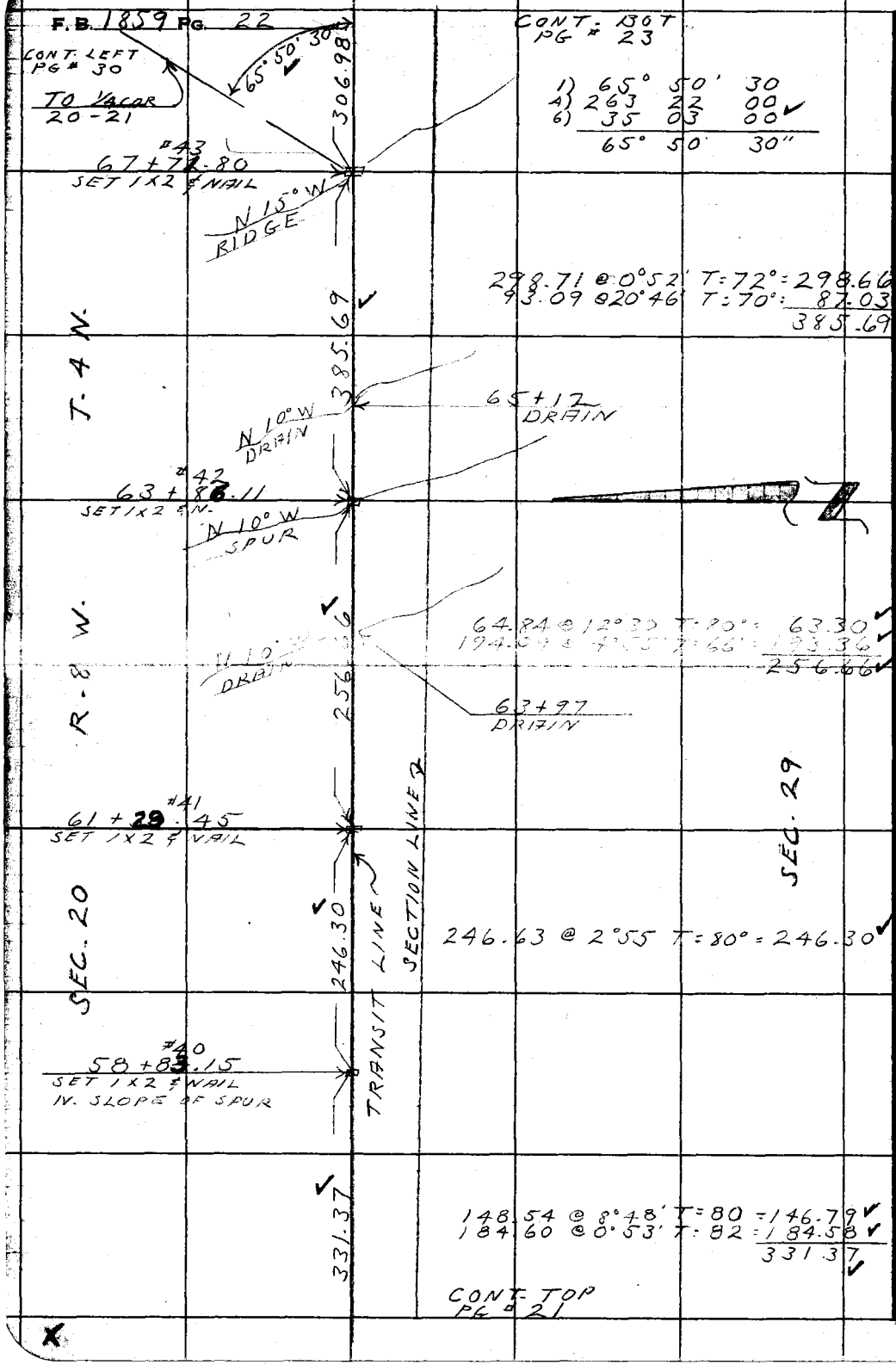
76F3098 247 4-53



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Checked _____
Date _____

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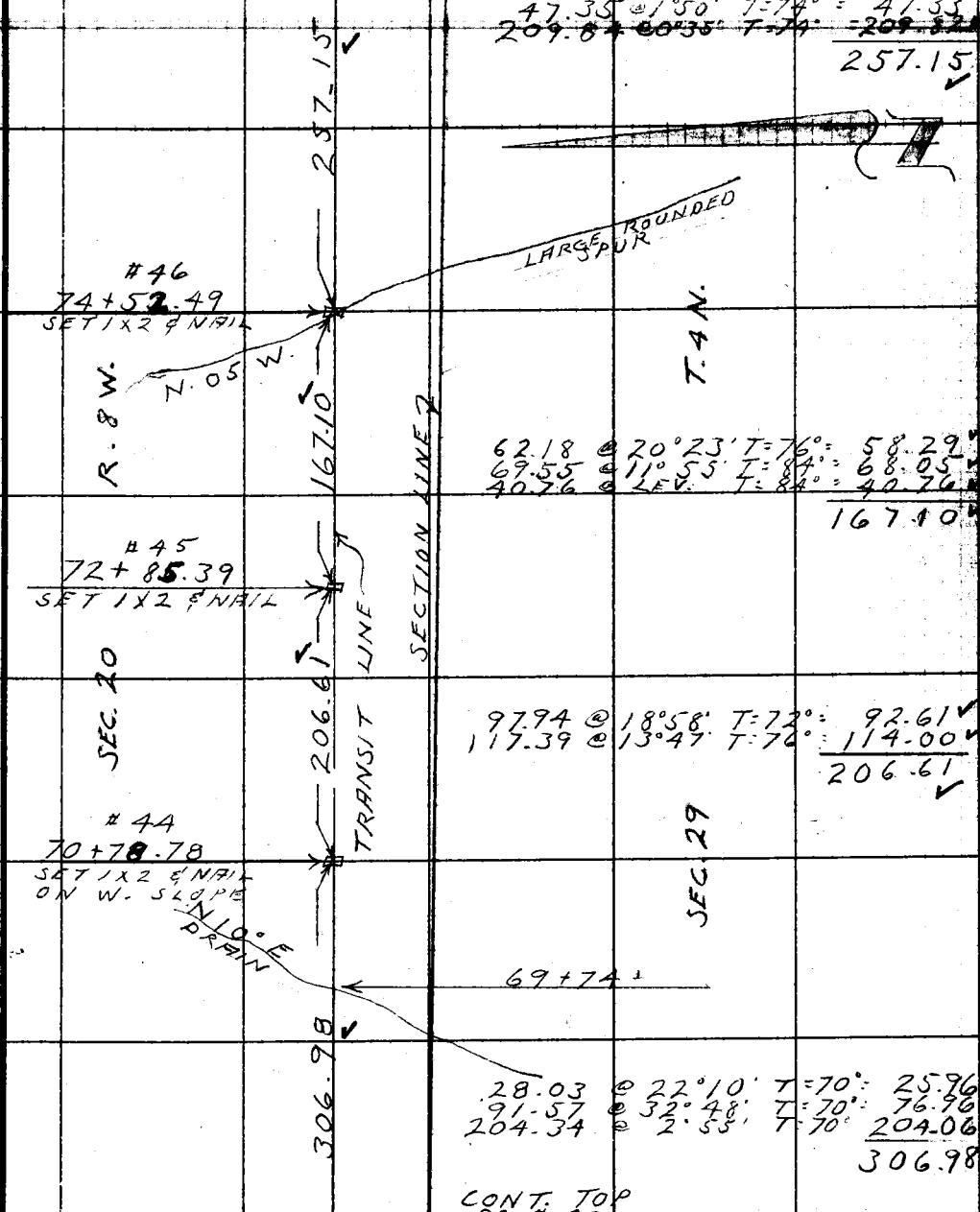
Surveyed by L. V. SMITH
Notes L. V. S Date 10-25-54
Indexed [illegible] C Johnson

CONT. LEFT
PG # 22

47.35 @ 1°50' T=74° = 47.33
209.84 @ 0°35' T=74° = 209.82
257.15



CONT. TOP
PG # 22

X

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726 LOS ANGELES COUNTY
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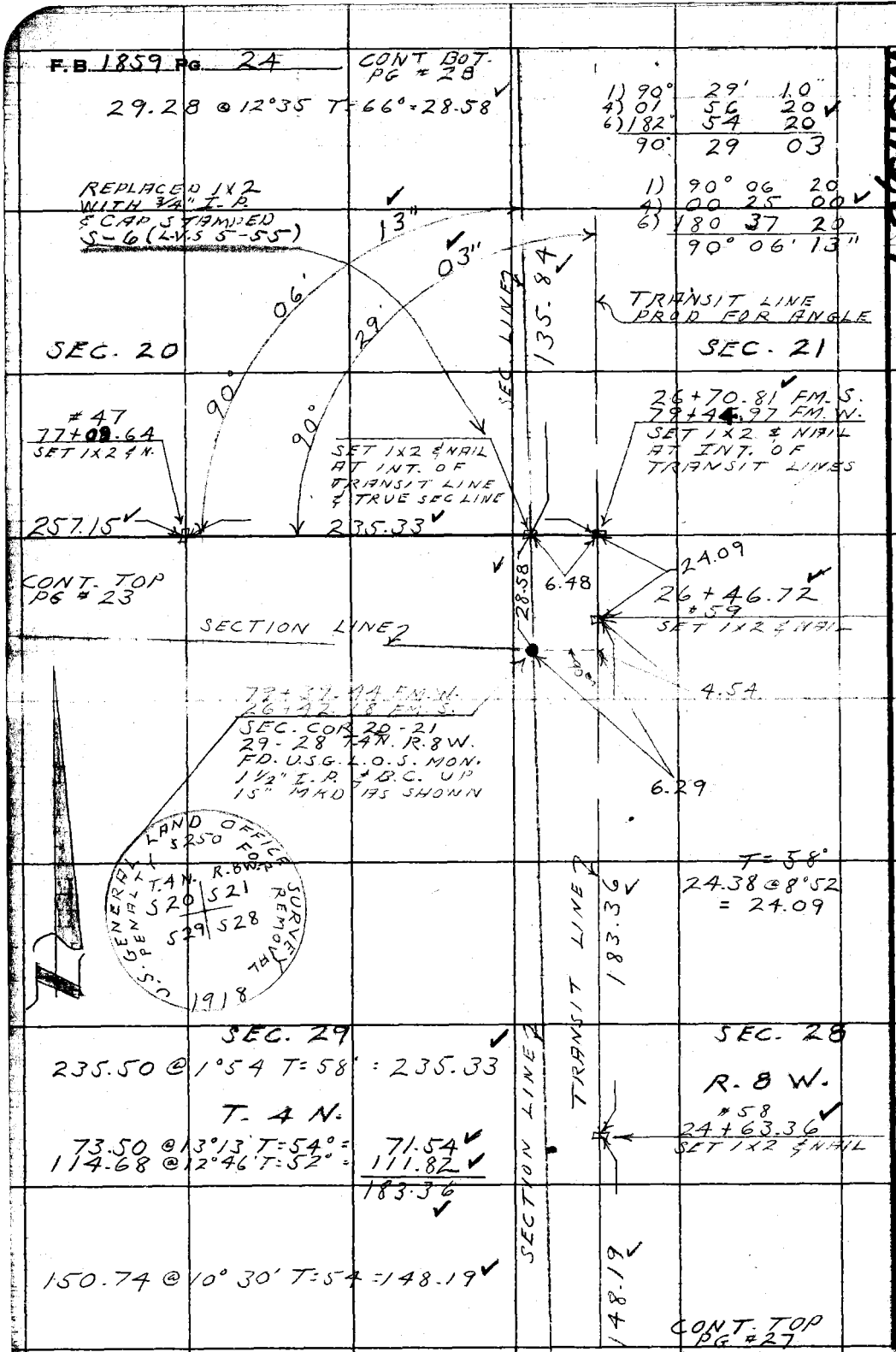
76F3095 247 4-53



W.S.15, C-1

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F. B. _____ PG. _____

Map No. _____
Office Work _____
Checked _____
Date _____

W. O. _____ Tape No. 73 St'd. 84 °F
Surveyed by L. V. SMITH
Notes L. V. S. Date 10-27-54
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PG. 4 22

IS LINE FM. 1/16 COR & 1/4 COR. PROD. TO NORTH

SECTION LINE

343.70

U.S. GENERAL LAND OFFICE SURVEY
PENALTY $250 FOR REMOVAL
1/4
S.29 | S.28

0+00 TO N. 1918

1/4 COR. S.29 & S.28
FD. U.S.G.L.O.S. B.C. MON IN CONC. UP 8". PER. FB. 471-149. MKD AS SHOWN

275.04	@ 6°32'	T=50°	= 273.19
160.32	@ 3°36'	T=60°	159.97
176.66	@ 4°46'	T=56°	176.02
84.92	@ 2°54'	T=62°	84.80
			693.98

693.98

SEC. 29 | SEC. 28

FD 2x2 & NAIL
P.O.T. #3 PER FB. 471-148-149

T. 4 N. | R. 8 W.

COUNTY SURVEYOR'S MONUMENT
T. 4 N.
R. 8 W.
29 | 28
1/16 COR. So

1/16 COR S.29 & S.28
FD STD CS. BRASS CAP MON. MKD. AS SHOWN PER. FB. 471-148

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726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3095 247 4-53

F.B. 1859 Pg. 26

CONT. BOT. PG. # 27

454.63

10+57.45
53
SET 1X2 & NAIL

66.08 @ 13°08 T=44° = 64.33

64.33

9+93.12
52
SET 1X2 & NAIL
O.N SMALL KNOB
OF RIDGE WHICH
BEARS N. 53° W.

55.84 @ LEV. T=46 = 55.83

55.83

SECTION LINE

9+37.29
51
SET 1X2 & N

SEC. 29

SEC. 28

299.11 @ 7°02 T=66° = 296.82
91.90 @ 8°24 T=46° = 90.89
387.71

387.71

N. 85° W.
SPUR

57+49.58
50
SET 1X2 & N.

T. 4 N.

R. 8 W.

206.05 @ 2°05 T=58° = 205.88

205.88

TRANSIT LINE

N. 85° W.
DRAIN

4+21

N. 85° W.
RIDGE

3+43.70
49
SET 1X2 & N

250.55 @ 8°05' T=62° 248.02
95.74 @ 1°54' T=62° 95.68
343.70

343.70

CONT. TOP PG # 25

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F. B. [illegible] PG. [illegible]

Map No.
Office Work
Checked
Date

W. O. [illegible] Tape No. [illegible] Sta. [illegible]
Surveyed by L. V. SMITH
Notes L. V. S. Date 10-27-54
Indexed A. C. Johnson

PG # 24

TRANSIT LINE

148.19

23+15.17
57
SET 1X2 & NAIL
ON SPUR

298.88 @ 17°25' T=56° = 285.13
123.03 @ 9°49' T=58° = 121.21
406.34

406.34

19+08.83
56
SET 1X2 & NAIL
ON SPUR

SEC. 29

SEC. 28

71.61 @ 9°04 T=58° = 70.70

SECTION LINE

70.70

18+38.13
55
SET 1X2 & NAIL
ON TOP OF SPUR.
SPUR BEARS NORTH

76.51 @ 7°50' T=52° = 75.78
202.50 @ 6°13' T=60° = 201.28
49.00 @ LEV. T=58° = 48.99
326.05

326.05

T. 4 N.

R. 8 W.

15+12.08
54
SET 1X2 & NAIL
ON W. SLOPE

14+04

106.76 @ 19°13' T=46° = 100.78
298.51 @ 22°19' T=48° = 276.08
79.03 @ 10°10' T=52° = 77.77
454.63

454.63

N. 47° W.
DRAIN

CONT. BOT
PG # 26

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726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3095 247 4-53

F.B. 1859 PG. 28

CONT. BOT PG # 29

SEC. 20
T. 4 N.

SEC. 21
R. 8 W.

127.52 @ 4°31 T=54° =127.10

127.10

5+73.07
#63
SET 1X2 & NAIL

LINE

125.85 @ LEV. T=54° =125.83

125.83

SECTION

4+47.24
#62
SET 1X2 & NAIL

65.07 @ 14°37 T=58° =62.96

62.96

3+84.28
#61
SET 1X2 & NAIL

223.52 @ 10°20' T=64° =219.86

219.86

1+64.42
#60
SET 1X2 & NAIL

138.19 @ 10°32 T=62° =135.84

135.84

CONT. TOP PG # 24

N

RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

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F. B. ____ PG. ____

Map No. ____
Office Work ____
Checked ____
Date ____

W. O. ____ Tape No. ____ Std. ____ °F
Surveyed by L. V. SMITH
Notes L.V.S. Date 11-8-54
Indexed A. C. Johnson

CONT. BOT.

SECTION LINE

337.28 ✓ 172.80 @ LEV. T:58° = 172.77 ✓
167.95 @ 11°35' T:68° = 164.51 ✓
337.28 ✓

SEC. 20

SEC. 21

4.0'

2.0'

13+89
FO. HAND PILED
MOUND OF ROCK

13+87.13 ✓
#66
SET 1x2 & NAIL
ON SMALL SPUR

13+21±
TOE OF SLOPE
LEAVING FLAT

232.56 ✓
233.49 @ 5°01 T:56° = 232.56 ✓

11+54.57 ✓
#65
SET 1x2 & NAIL

T. 4 N.

R. 8 W.

9+11±
TOE OF SLOPE
ENTER BIG JOHN FLAT

454.40 ✓
298.79 @ 13°20 T:56° = ~~290.69~~ ✓
164.02 @ 3°21' T:50 = 163.71 ✓
~~454.40~~ ✓

7+00.17 ✓
#64
SET 1x2 & NAIL

127.10

CONT. TOP
PG #28

X

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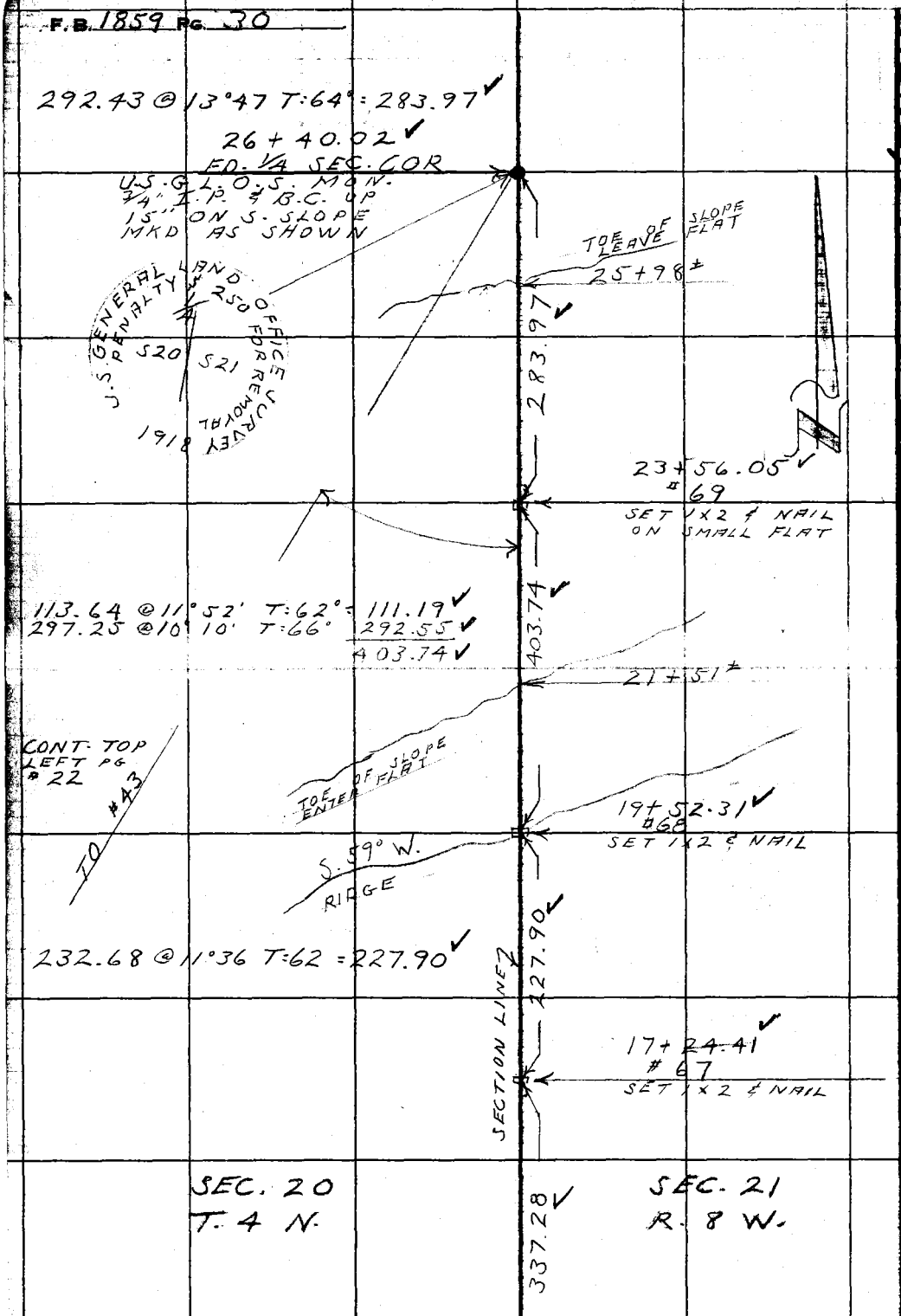
RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3OS 247 4-53

F.B. 1859 PG. 30

W.S. 15, C-1



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726 LOS ANGELES COUNTY
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F. B. [illegible] PG. [illegible]

Map No.
Office Work
Checked
Date

W. O. [illegible] Tape No. [illegible] Sp'd. [illegible] °F
Surveyed by L. V. SMITH
Notes L. V. S. Date 11-17-54
Indexed [illegible]
4-25-55

SAN GABRIEL CÑ. ROAD

NORTH END "P" LINE

(FROM BIG PINES PARK NORTH)
(TO 204TH. ST. EAST)

PARTY
L. V. SMITH
R. C. DALE
M. A. WALSH JR.
C. V. CROWE
M. E. WACKER

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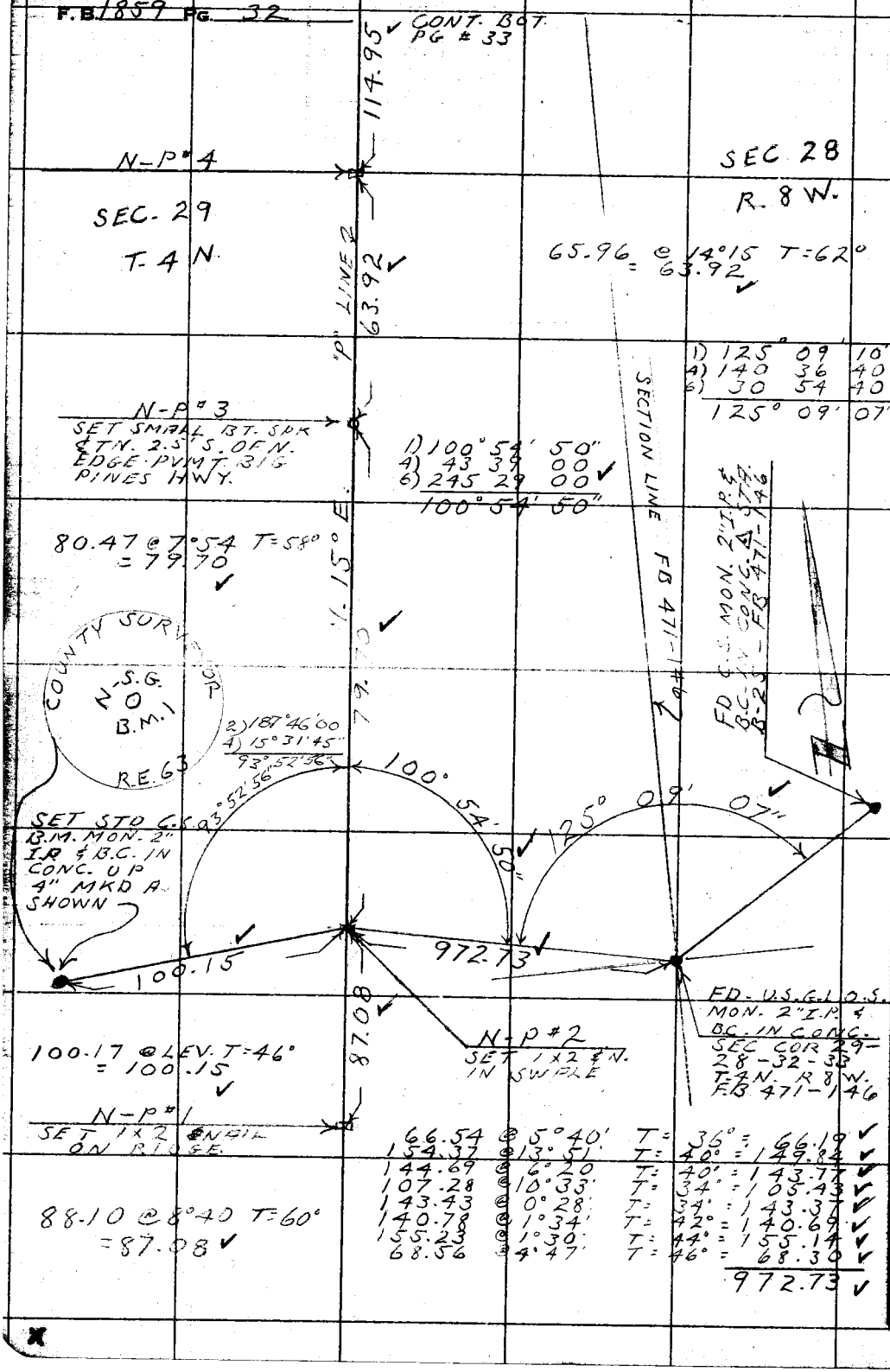
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3098 247 4-53

F.B. 1859 PG. 32



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726 LOS ANGELES COUNTY
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F.B. [illegible] PG. 33

Map No.	W. O. [illegible] Tape No. [illegible] Std. [illegible] °F
Office Work	Surveyed by L. V. SMITH
Checked	Notes L. V. S. Date 11-19-54
Date	Indexed

CONT. BOT PG # 34

COUNTY SURVEYOR
N.-S.G.
B.M. 2

122.37

N-P #8
SET 1X2 & NAIL

R.E. 63

SET STD. C.S.B.M. MON. 2" I.P. & B.C. IN CONC. UP 3" IN SMALL SADDLE MKD AS SHOWN

150.00 49° 16' 30"

134.00

135.86 @ 9°27 T=66° = 134.00

153.81 @ 12°45 T=68° = 150.00

N-P #7
SET 1X2 & NAIL
TOP OF RIDGE

1) 49° 16' 30"
4) 197 06 00
49° 16' 30"

N 15° E

161.18

88.34 @ 4°42 T: 70° = 88.03
73.26 @ 3°01 T: 70° = 73.15
161.18

N-P #6
SET 1X2 & NAIL

"P" LINE 2

180.82

89.64 @ 18°49 T=70° = 84.84
99.40 @ 15°03 T=70° = 95.98
180.82

N-P #5
SET 1X2 & NAIL
N. SIDE OF DRAIN

114.95

121.62 @ 19°02 T=60°
= 114.95

CONT. TOP PG # 32.

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LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3095 247 4-53

F.B. 1859 PG. 34

CONT. BOT. PG # 35

W.S. 15, C-1

RETURN TO
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726 LOS ANGELES COUNTY
ENGINEERING BLDG.
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N. 15 E.

158.19

N-P#11
SET 1x2 & NAIL

72.20 @ 26°57 T=60°=64.35

271.48 @ 7°39 T=68°=269.03

1) 104° 38' 50"
4) 58 35 20
6) 267 53 00
104° 38' 50"

50"

64.35

104°

"P" LINE

N-P#10
SET 1x2 & NAIL
BY INTERSECTION
W. SEC LINE &
"P" LINE

269.03

142.92

1/16 COR. S.
SEC 29-28
T.4N. R.8W.
FD. C.S. MON.
MKD AS SHOWN
PER FB 471-151-148

B.P.R.C. #22A
FD 3x3 N. & TN.
UP 5" NO
MARKING.
FB 471-151

69.91

B.P.R.C. #22B
FD 3x3 N. & TN.
UP 5" NO MARKING.
FB 471-152

SURVEYOR
COUNTY
T.4N.
R.8 29-28
1/16 COR. S.
MONUMENT

143.22 @ 3°35' T=64°=142.92

N-P#9
SET 1x2 & NAIL

74.05 @ 19°14 T=60°
= 69.91

123.81 @ 8°41 T=64°=122.37

122.37

CONT. TOP PG # 33

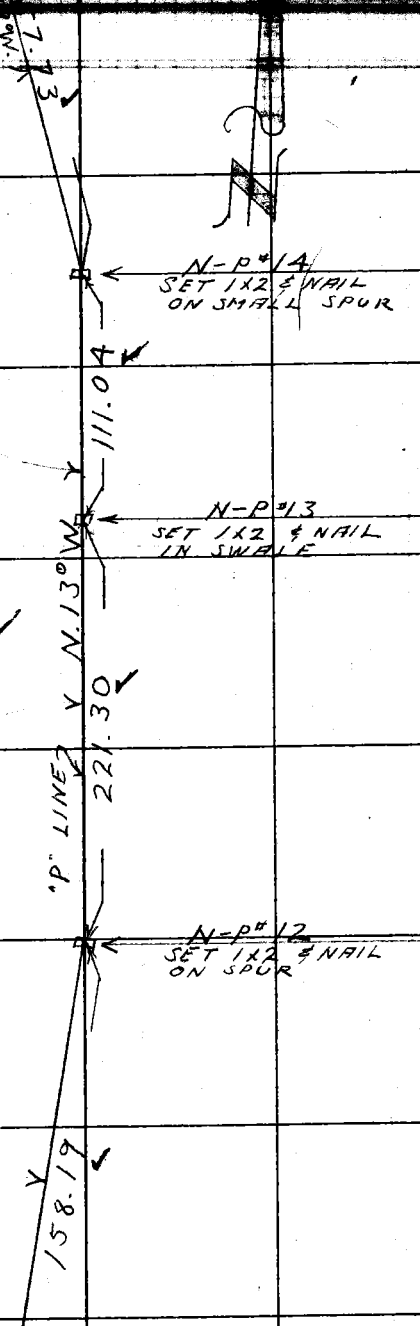
F. B. ____ PG. ____

Map No. ____
Office Work ____
Checked ____
Date ____

W. O. ____ Tape No. ____ St'd. ____ °F
Surveyed by L. V. SMITH
Notes L. V. S Date 11-22-54
Indexed B. C. Johnson

CONT. BOT PG. 36

263.41 @ 11°57' T=66°=257.73



1) 164° 44' 50"
4) 298 59 00
6) 268 28 30
164° 44' 45"

112.64 @ 9°39' T=70=111.04

224.41 @ 9°30' T=66°=221.30

1) 151° 13 00
4) 244 52 00
6) 187 18 00
151° 13' 00"

166.07 @ 17°42 T=66°=158.19

CONT. TOP PG. 34

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RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3095 247 4-53

F.B. 1859 PG. 36

CONT. BOT. PG # 37

127.69 N.35° W.

N-P#18
SET 1X2 & NAIL

151.84 @ 4°55 T=72°
= 151.27

50"

121.27

N-P#17
SET 1X2 & NAIL

1) 173° 33' 50
4) 334 15 20
6) 321 23 00
173° 33' 50"

33'

13°

219.53

220.51 @ 5°23 T=72° = 219.53

N-P#16
SET 1X2 & NAIL
ON SOUTH SLOPE

122.67 @ LEV. T=68° = 122.66

N. 29° W.

122.66

N-P#15
SET 1X2 & NAIL
ON SPUR

"P" LINE

257.73

CONT. TOP PG # 35

X

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F. B. _____ PG. _____

Map No. _____
Office Work _____
Checked _____
Date _____

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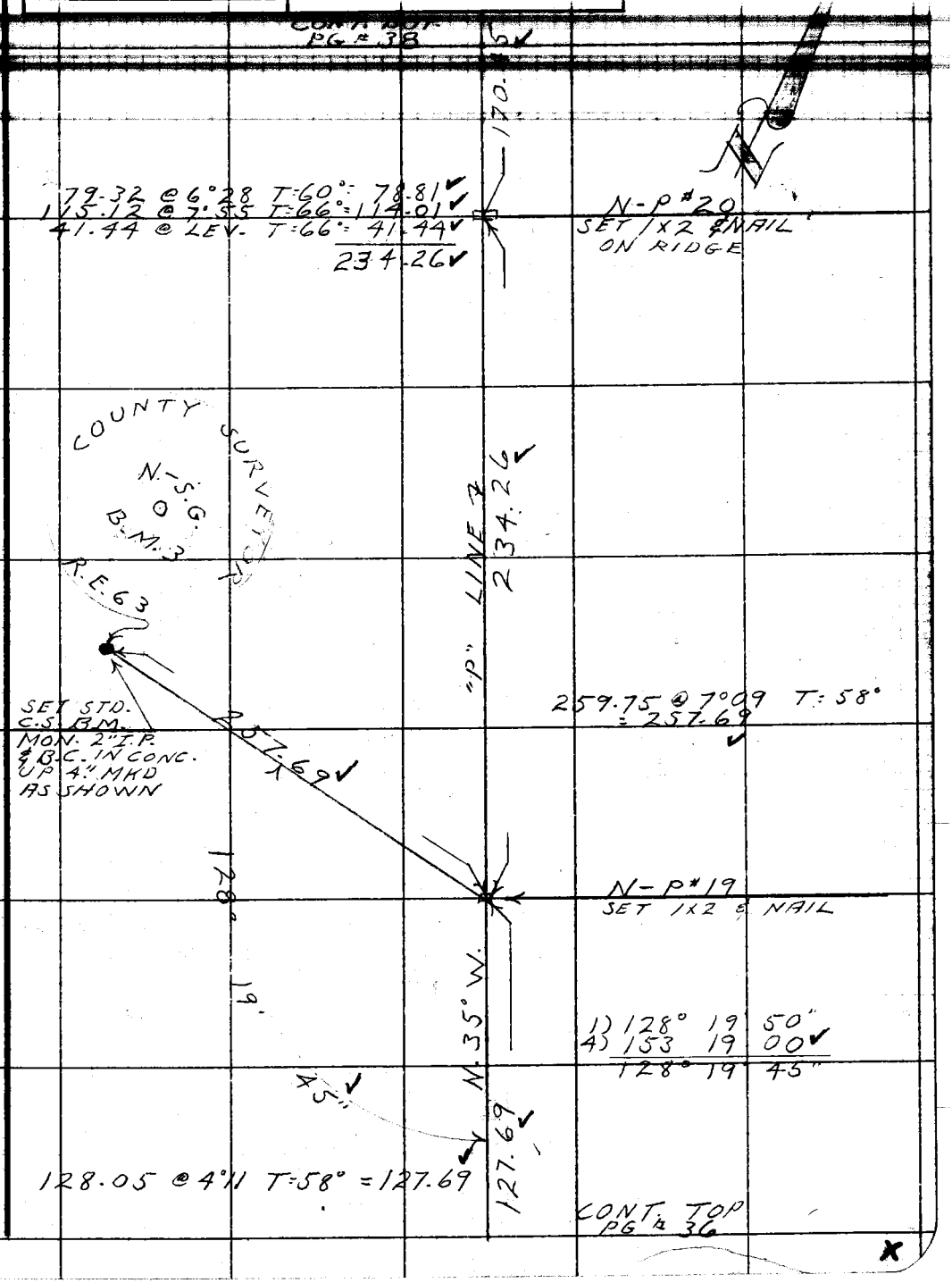
Notes L. V. S. Date 11-29-54
Indexed X C Johnson



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RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3098 247 4-53

F.B. 1859 PG. 38

CONT BOT
PG # 39

196.82

N-P #25
SET 1X2 & NAIL

43.53 @ 7°38 T=78° = 43.14

43.14

N-P #24
SET 1X2 & NAIL
ON SPUR

84.36 @ 4°04 T=72° = 84.14

84.14

N-P #23
SET 1X2 & NAIL

176.00 @ 3°57' T=76° = 175.57

"P" LINE

175.57

N-P #22
SET 1X2 & NAIL

100.33 @ 24°15 T=60° = 91.46

N. 35° W.

91.46

N-P #21
SET 1X2 & NAIL
N.W. SLOPE

24.53 @ 9°41' T=68° = 24.18
75.24 @ 20°15' T=68° = 70.58
81.56 @ 21°51' T=60° = 75.69
170.45

170.45

CONT. TOP
PG # 37

RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.
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F. B. [illegible] PG. [illegible]

Map No.
Office Work
Checked
Date

W. O. Tape No. Sp'd. °F
Surveyed by
Notes Date
Indexed A. C. Johnson

CONT. BOT. PG # 40

52.44 @ 7°56' T=32°
= 51.92 ✓

N-P # 29
SET 1X2 & NAIL

286.09 @ 7°09' T=34°
= 283.78 ✓

N-P # 28
SET 1X2 & NAIL
ON RIDGE

29.98 @ LEV. T=74°
= 29.98 ✓

N-P # 27
SET 1X2 & NAIL

N-P # 26
SET 1X2 & NAIL

N. 16 W. 51.92 ✓

283.78 ✓

29.98 ✓

N. 35° W. 118.52 ✓

"P" LINE 196.82 ✓

121.01 @ 11°38 T=78° = 118.52 ✓

196.83 @ LEV. T=78° = 196.82 ✓

161°

42' 37" ✓

1) 161° 42' 40
4) 286 50 40 ✓
6) 250 15 40
161° 42' 37"

CONT. TOP
PG # 38

X

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726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3098 247 4-53

F.B. 1859 PG. 40

CONT. BOT.
PG # 41

96.28

N-P# 34
SET 1X2 & NAIL

139.74 @ LEV. T=38° = 139.70

139.70

N-P# 33
SET 1X2 & NAIL

53.07 @ 21°53 T=36° = 49.23
30.24 @ 9°39 T=36° = 29.80
79.03

79.03

N-P# 32
SET 1X2 & NAIL

178.31 @ 4°50' T=36° = 177.62

N. 16° W.

177.62

N-P# 31
SET 1X2 & NAIL

98.31 @ 24°41' T=36° = 89.30

"D" LINE

89.30

N-P# 30
SET 1X2 & NAIL

51.92

CONT. TOP
PG # 39

X

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LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
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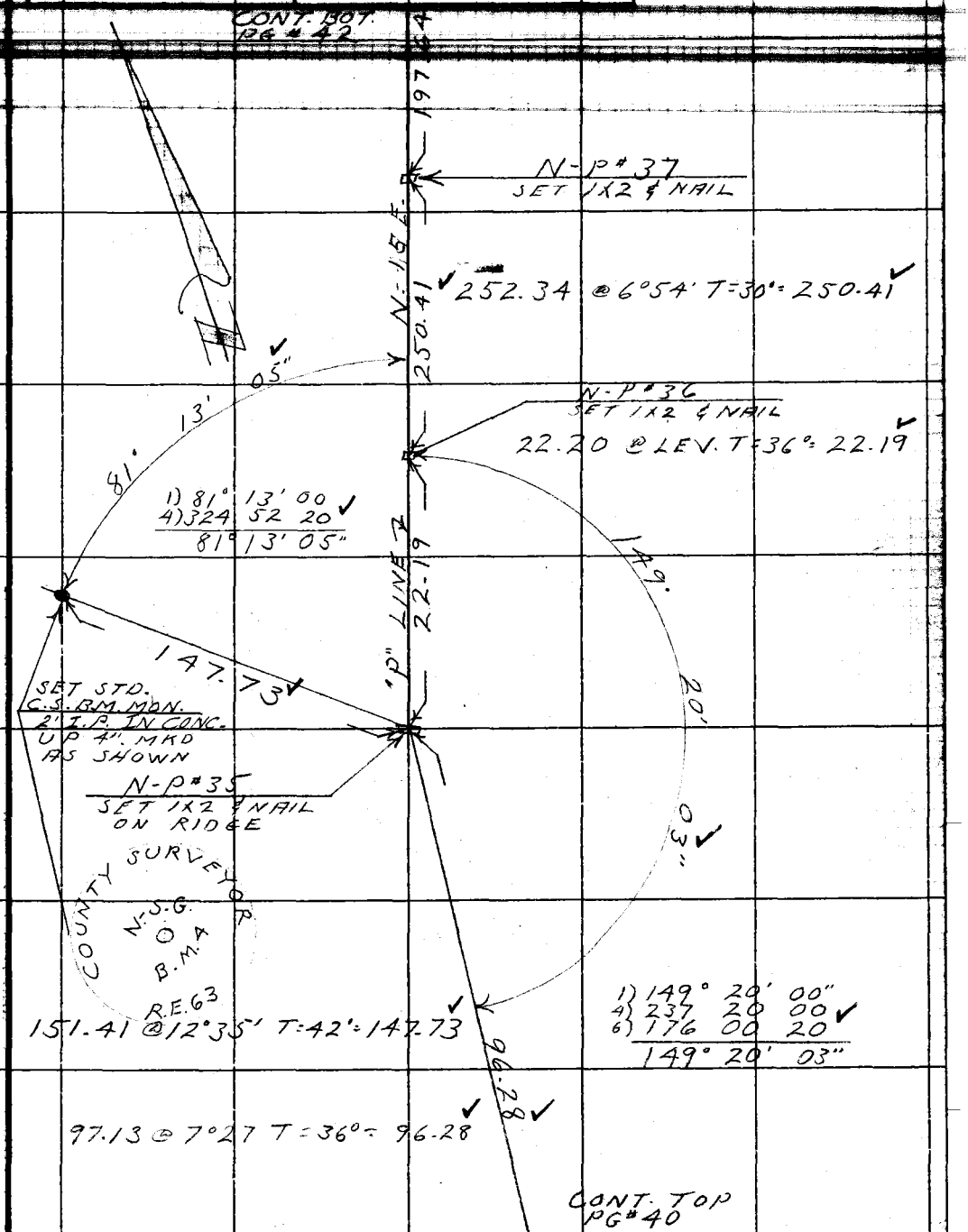
F.B. _____ PG. _____

Map No. _____
Office Work _____
Checked _____
Date _____

W. O. [illegible] Tape No. [illegible] St'd. [illegible] °F
Surveyed by L. V. SMITH
Notes L.V.S. Date 11-30-54
Indexed [illegible] Johnson



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RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3095 247 4-53

F.B. 1859 PG. 42

CONT. BOT. PG # 43

73.88 @ 20°11 T=36° = 69.32

69.32

N-P # 40
SET 1X2 & NAIL

197.52 @ 10°34' T=38° = 194.11

N. 49° E.

194.11

TO N-P #68 CONT. RIGHT PG. # 50

N-P #39
SET 1X2 & NAIL ON N. SLOPE

56°48'47"

66.79 @ 7°55'
T=40° = 66.13

66.13

N-P #38
SET 1X2 & NAIL ON RIDGE

1) 56° 48' 50"
4) 227 15 20
6) 340 52 40
56° 48' 47"

"P" LINE

197.64

1) 145° 52' 30"
4) 223 29 20
6) 155 13 40
145° 52' 17"

197.72 @ 0°50° T=34° = 197.64

CONT. TOP PG # 41

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LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
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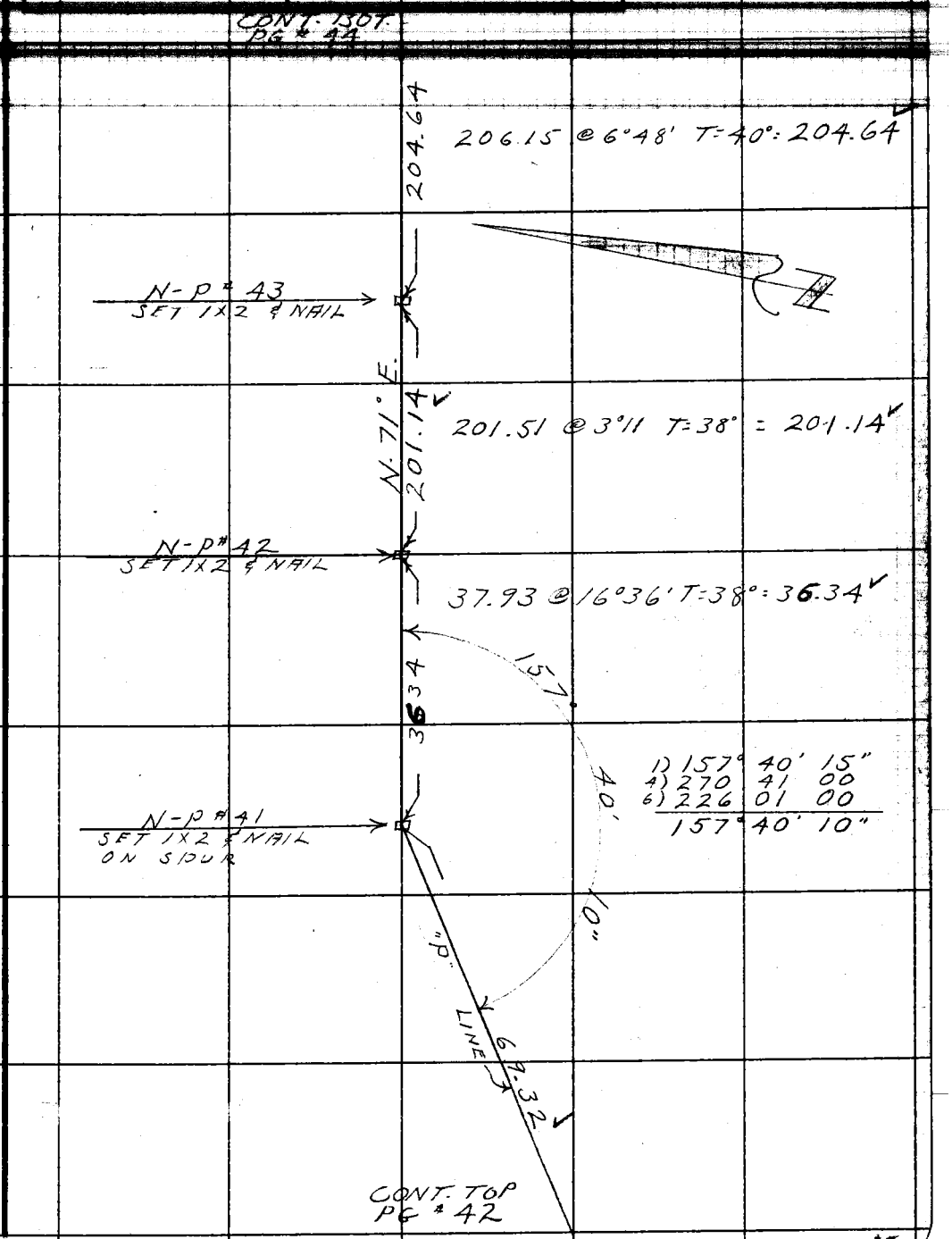
Map No.
Office Work
Checked
Date

W. O. Tape No. 93 St'd. 84 °F
Surveyed by L. V. SMITH
Notes L. V. S Date 11-30-54
Indexed A. C. Johnson



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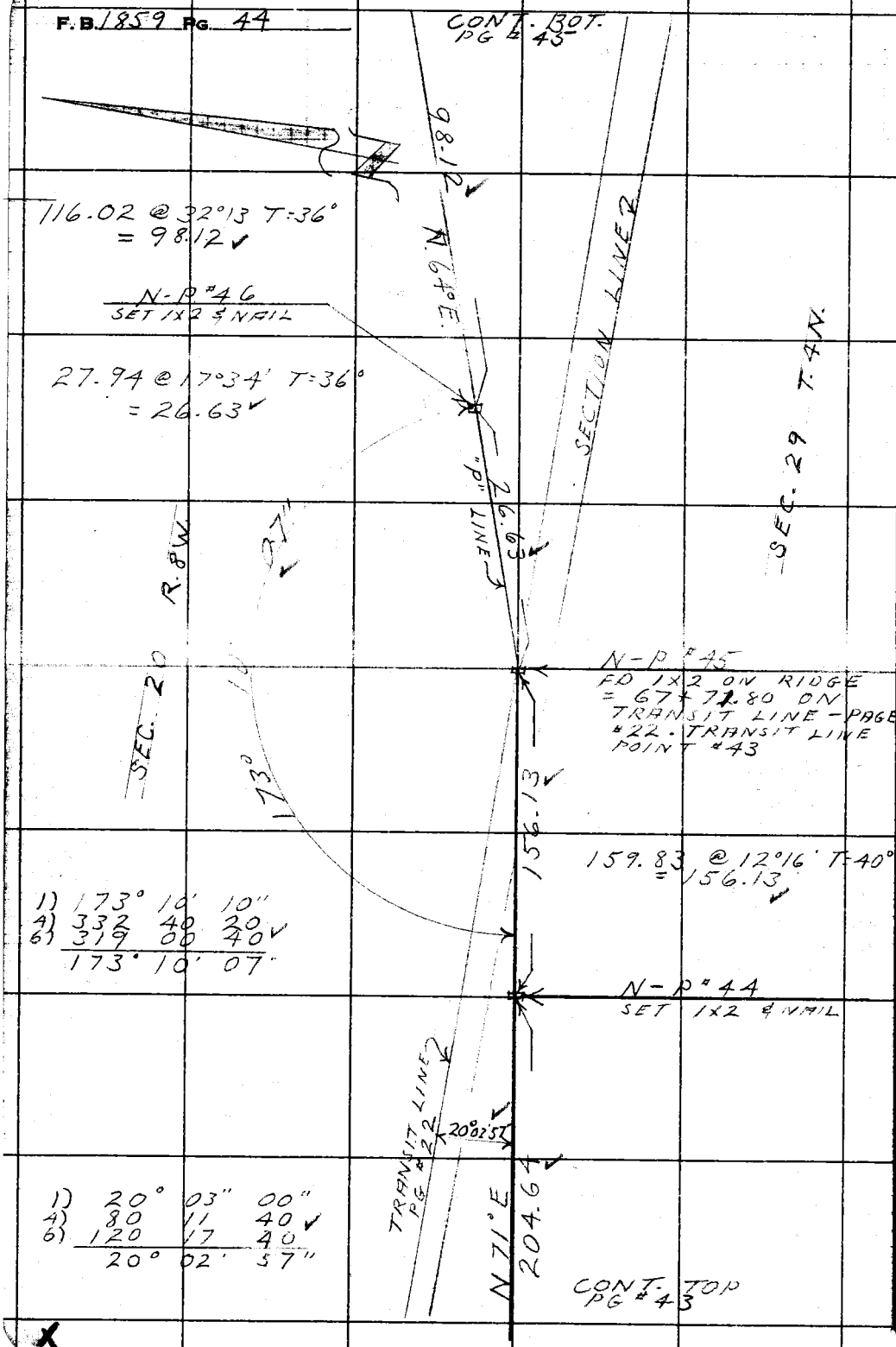
RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3095 247 4-53

F.B. 1859 PG. 44



RETURN TO
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725 LOS ANGELES COUNTY
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F. B. _____ PG. _____

Map No. _____
Office Work _____
Checked _____
Date _____

W. O. [illegible] Tape No. [illegible] Srd. [illegible] °F
Surveyed by L. V. SMITH
Notes L.V.S Date 12-1-54
Indexed _____

CONT. FROM PG # 46

97.63 @ 16°57' T=40° = 93.37

93.37

N. 46 E.

160° 54' 50"

N-P #50
SET 1X2 & NAIL
ON RIDGE

201.57

202.77 @ 6°07' T=44° = 201.57

1) 160° 54' 50"
4) 283 39 20
6) 245 29 00
160° 54' 50"

N-P #49
SET 1X2 & NAIL

"P" LINE

104.08

105.73 @ 10°03' T=46 = 104.08

N-P #48
SET 1X2 & NAIL

N. 64 E.

273.17

273.61 @ 3°00' T=44° = 273.17

N-P #47
SET 1X2 & NAIL

98.12

CONT. TOP
PG # 44

Note: Any Additions or Changes on This Sheet Must be Made or Circled In Red Ink With Date and Name of Person Making Change.

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RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3088 247 4-53

F.B. 1859 PG. 46

CONT. BOT.
PG # 47

76.69
N-21 E.

155°

50

27"

N-P #55
SET 1 x 2 & N.

52.27

52.37 @ 3°16 T: 46°
= 52.27

N-P #54
SET 1X2 & NAIL

77.72

81.75 @ 18°01 T: 52
= 77.72

N-P #53
SET 1X2 & NAIL

96.21

97.20 @ 8°06 T: 46°
= 96.21

N-P #52
SET 1X2 & NAIL

252.72

257.81 @ 11°20 T: 48°
= 252.72

N-P #51
SET 1X2 & NAIL

93.37

LINE B

"P"

N. 45° E.

1) 155° 50' 30"
4) 263 21 30
6) 215 02 40
155° 50' 27"

236.40 @ LEV. T=54°
= 236.35

35

236

SET STD. C.S.
B.M. MON.
2" I.R. IN CONC.
UP 4"

1) 51° 00 10
4) 204 00 20
51° 00' 05"

51° 00 05"

SURVEYOR

COUNT

N.S.G.
B.M.5

R.E. 63

CONT. TOP
PG # 45

RETURN TO
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726 LOS ANGELES COUNTY
ENGINEERING BLDG.
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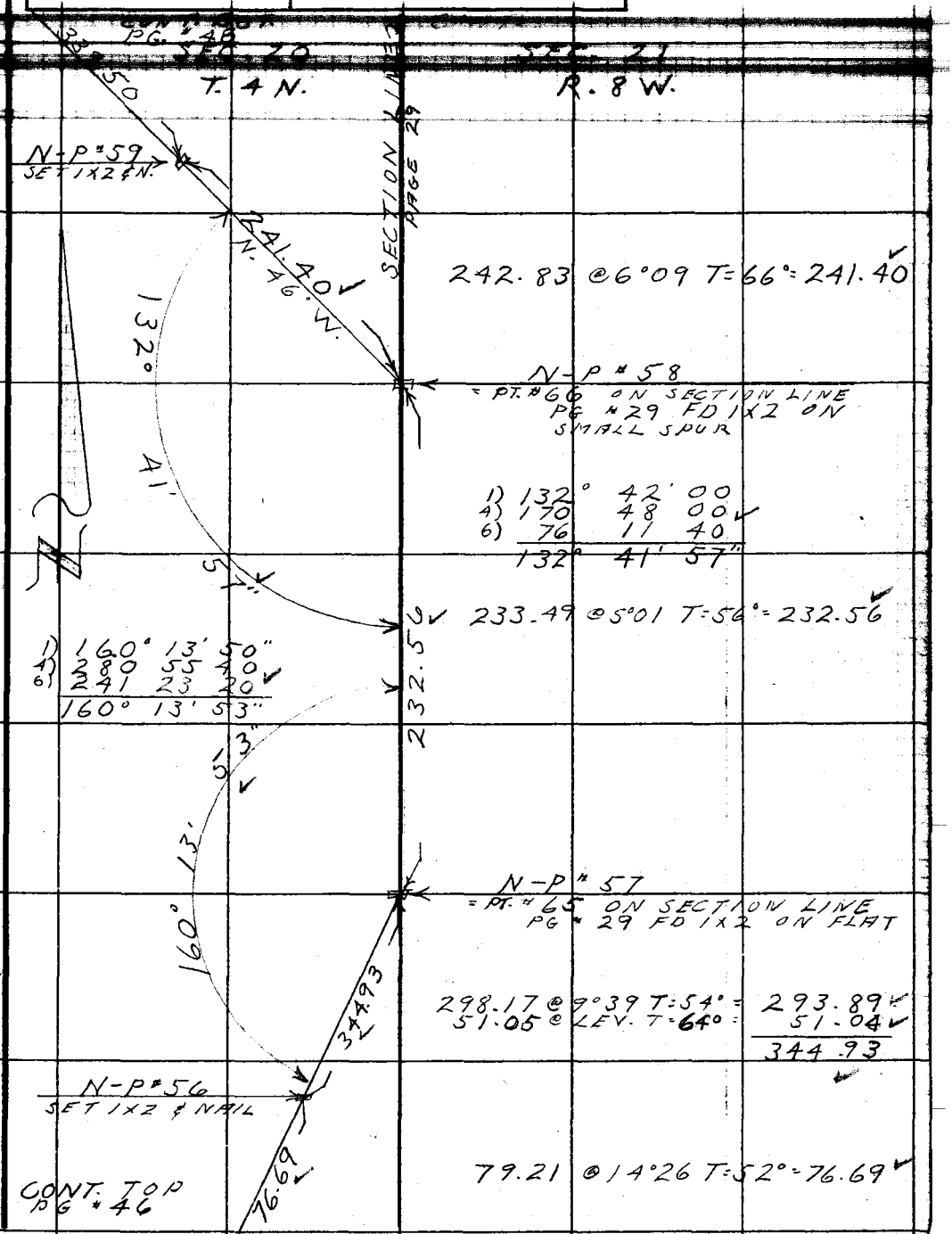
F. B. [illegible] PG. 47

Map No.
Office Work
Checked
Date

W. O. [illegible] Tape No. [illegible] Sta. [illegible]
Surveyed by L. V. SMITH
Notes L. V. S. Date 12-2-54
A. C. Johnson
Indexed



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RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3098 247 4-53

F.B. 1859 PG. 48

CONT. TOP
PG # 49

158.38 @ 4°44' T=48° = 157.80
186.53 @ 3°53' T=48° 186.06
343.86

343.86

N-P #62

173.47' @ 2°12 T=48° = 173.30'

'P' LINE

173.30

74.13 @ LEV. T=46° = 74.11

N-P #61
SET 1X2 & NAIL

74.11

73°

1) 73° 53 40
4) 295 34 30
73° 53 38

SET [illegible]
MON. [illegible]
S.C. IN CONC.
UP 4". IN SMALL
SADDLE

N. 66° W.

38"

267.98 @ 10°12 T=46°
= 263.67

263.67

COUNTY SURVEYOR
N-S.G.
B.M.6
R.E.63

30"

40'

N-P #60
SET 1X2 & NAIL
ON SPUR

1) 160° 40' 20"
4) 282 42 00
6) 244 03 00
160° 40' 30"

160°

339.50

108.82 @ 5°07' T=64° = 108.38
231.15 @ LEV. T=62° = 231.12
339.50

CONT TOP
LEFT PG #47

RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

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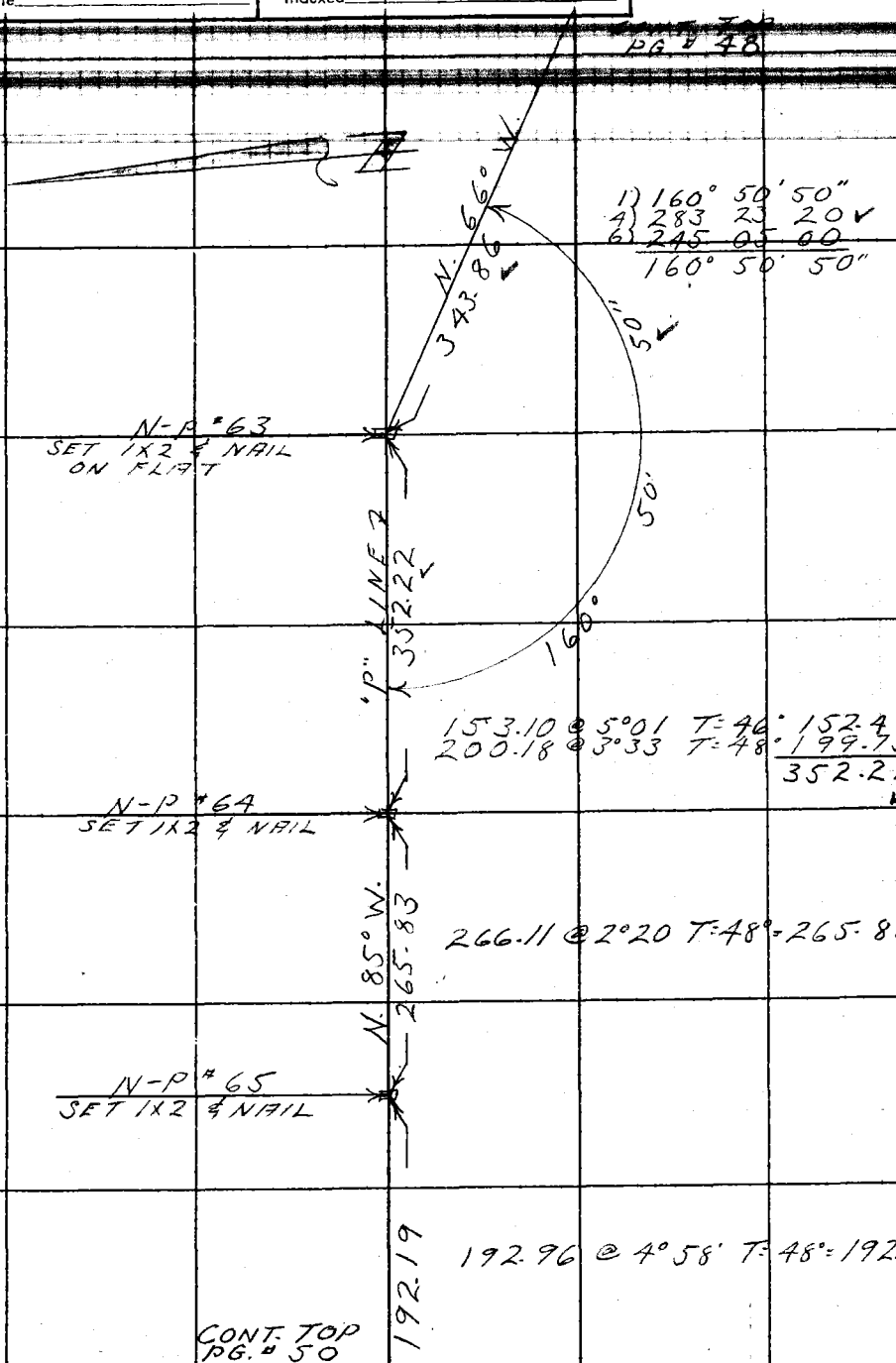
Note: Any Additions or Changes on This Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

F. B. ____ PG. ____

Notes Chk'd by: KRM
Map No.
Office Work
Checked
Date

Survey of [illegible]
W. O. [illegible] Tape No. [illegible] of [illegible]
Surveyed by L. V. SMITH
Notes L. V. S. Date 12-3-54
Indexed R. C. Johnson

CONT. TOP PG. # 48



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RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3098 247 4-53

F.B. 1859 PG. 50

CONT. BOT.
PG # 49

192.19

N-P # 66
SET 1X2 & NAIL

108.66 @ LEV. T=48° 108.63
150.97 @ 1°18 T=48° 150.89
259.52

259.52

N-P # 67
SET 1X2 & NAIL

TO N.P. #38
CONT. LEFT
PG. 52

184.42

184.42

'P' LINE

N-P # 68
SET 1X2 & NAIL

165-48 @ 5°28 T=52° = 164.70

N. 85° W.

164.70

31' 00"

103°

N-P # 69
SET 1X2 & NAIL

1) 103° 30' 50
4) 54 03 40
6) 261 06 00
103° 31' 00"

215.43

CONT. TOP
PG. # 51

RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

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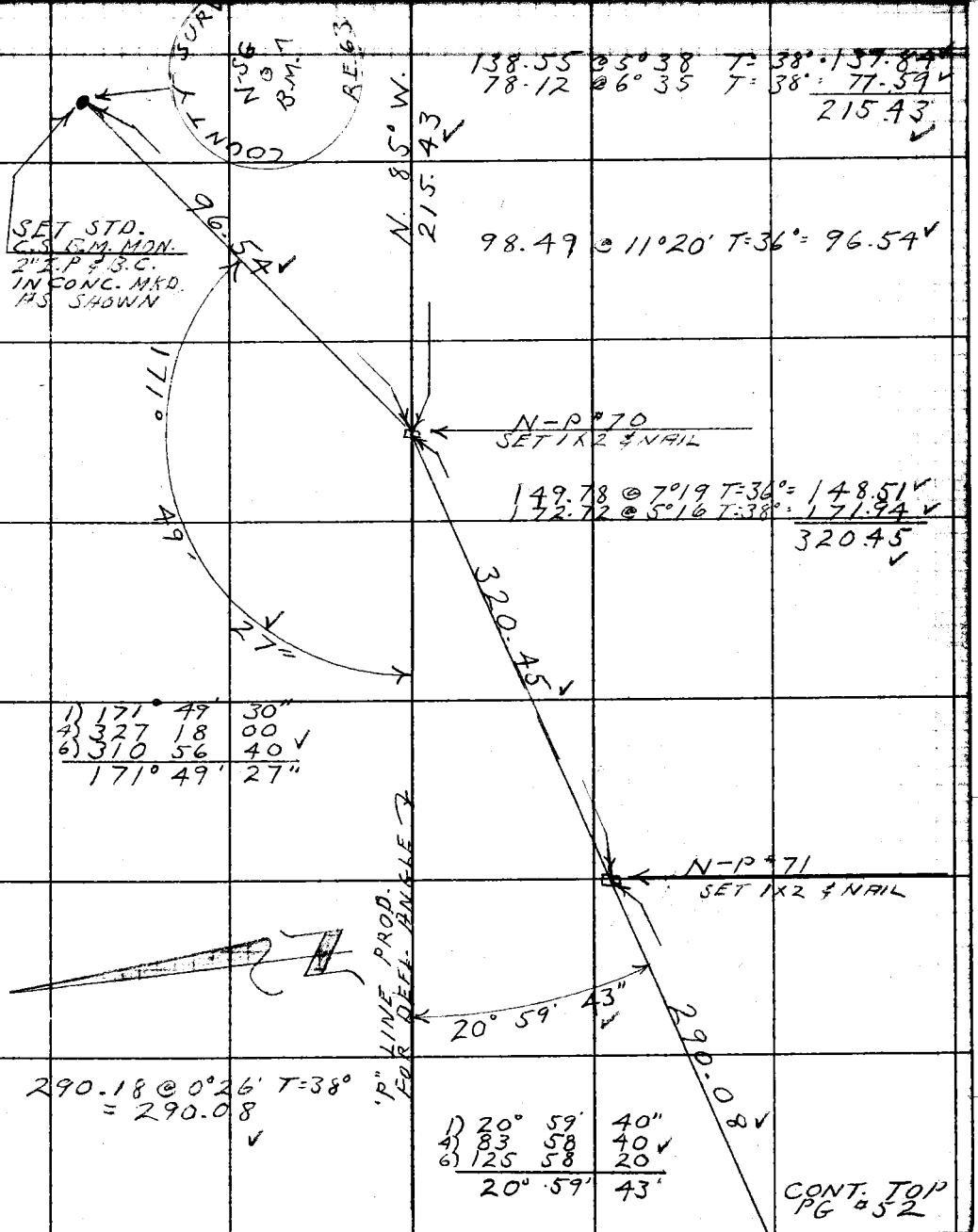
F. B. _____ PG. _____

Map No. _____
Office Work _____
Checked _____
Date _____

W. O. _____ Tape No. _____ St'd. _____ °F
Surveyed by A. V. SMITH
Notes _____ Date 12-12-54
Indexed _____

CONT. BOT.



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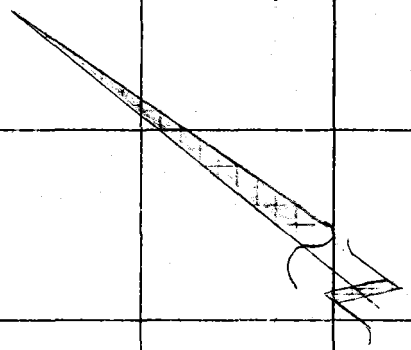
RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76FS098 247 4-53

F.B. 1859 PG. 52

CONT. BOT. PG # 51



S. 73 W.

290.08

27"

49'

171°

N-P #72
SET 1X2 & NAIL

187.90 @ 4°15 T=50° = 187.34

"P" LINE
187.34

N-P #73
SET 1X2 & NAIL

1) 171° 49' 30"
4) 327 18 00
6) 310 56 40
171° 49' 27"

124.27 @ LEV. T=50° = 124.24

S. 65° W.
124.24

N-P #74
SET 1X2 & NAIL

233.50 @ 1°44 T=58° = 233.35

233.35

CONT. TOP PG # 53

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726 LOS ANGELES COUNTY
ENGINEERING BLDG.
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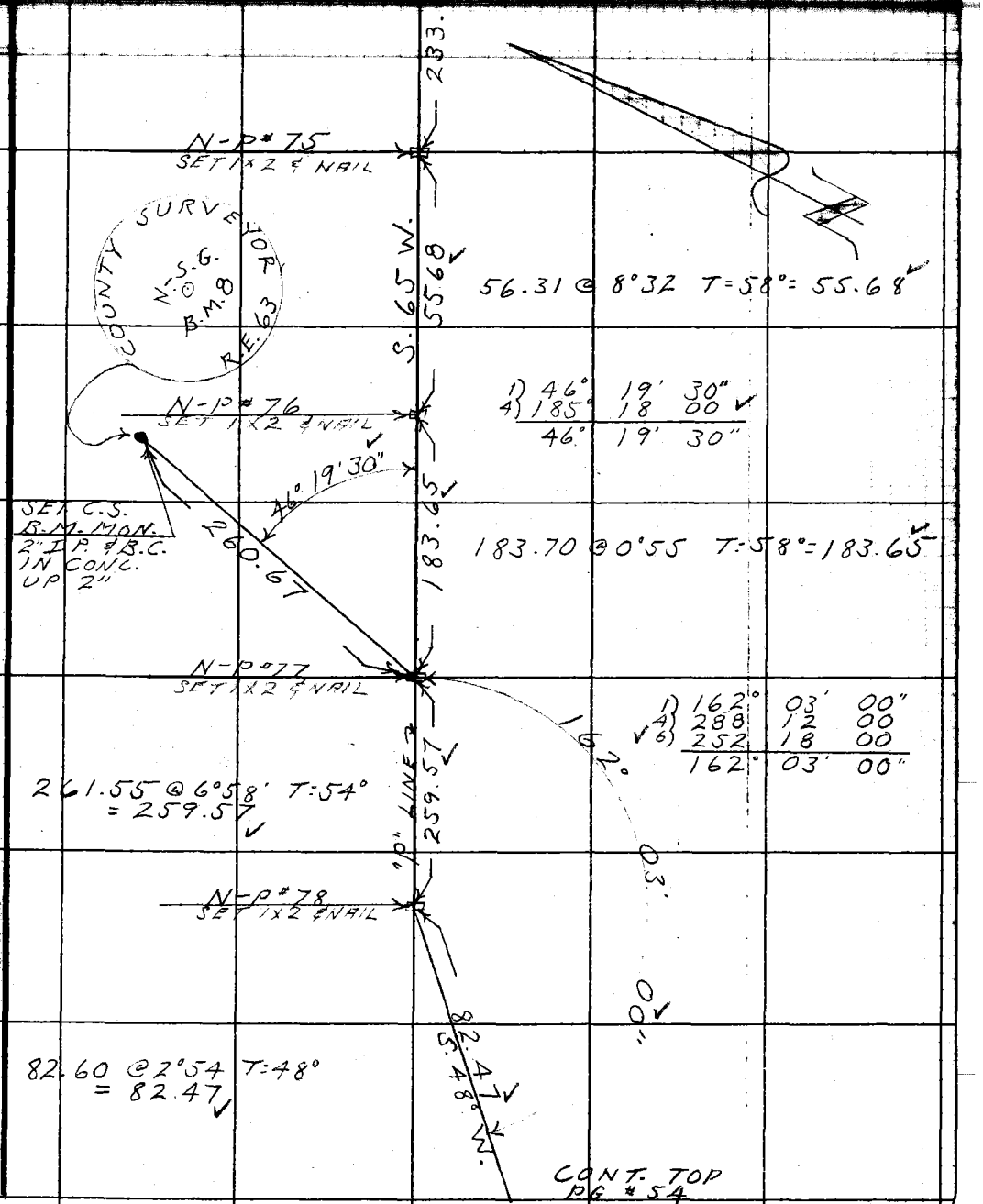
Notes Ck'd by KRM
Map No.
Office Work
Checked
Date

Survey of [illegible]
W. O. [illegible] Tape No. [illegible] Sl. [illegible]
Surveyed by L. Y. SMITH
Notes L. Y. S. Date 12-13-54
Indexed A. C. Johnson

F. B. [illegible] Pg. 53



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LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3095 247 4-53

F.B. 1859 PG. 54

CONT. BOT
PG # 53

82.47

N-P # 79
SET 1x2 & NAIL

298.51

298.68 @ 1°27 T=52°=298.51

N-P # 80
SET 1x2 & NAIL

S. 48 W.

99.47

100.90 @ 9°35' T=52'= 99.47

N-P # 81
SET 1x2 & NAIL
E. EDGE OF DIRT
ROAD

26.13

26.14 @ LEV. T=44°= 26.13

N-P # 82
SET 1x2 & NAIL
W. EDGE OF
DIRT ROAD

173°

04'

17"

184.40

S. 41° W.

1)	173°	04'	20"
4)	352	17	20
6)	3.18	25	40
	173°	04'	17"

192.79 @ 16°55 T=44°=184.40

CONT. TOP
PG # 55

RETURN TO
LOS ANGELES COUNTY SURVEYOR
720 LOS ANGELES COUNTY
ENGINEERING BLDG.

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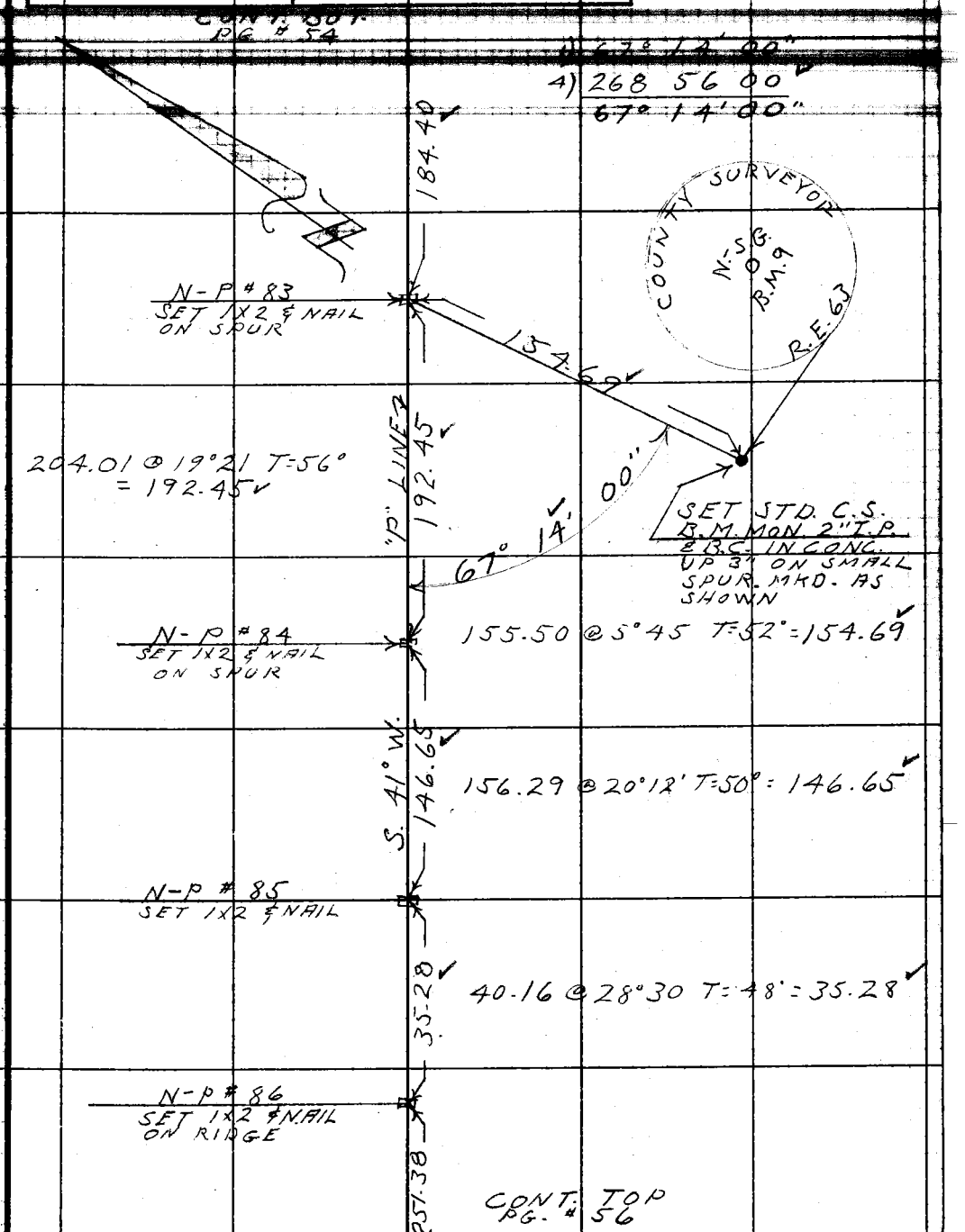
F. B. ____ PG. 55

Map No. ____
Office Work ____
Checked ____
Date ____

W. O. ____ Tape No. ____ Std. ____
Surveyed by L. V. SMITH
Notes L. V. S. Date 12-14-54
Indexed A. C. Johnson



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RETURN TO
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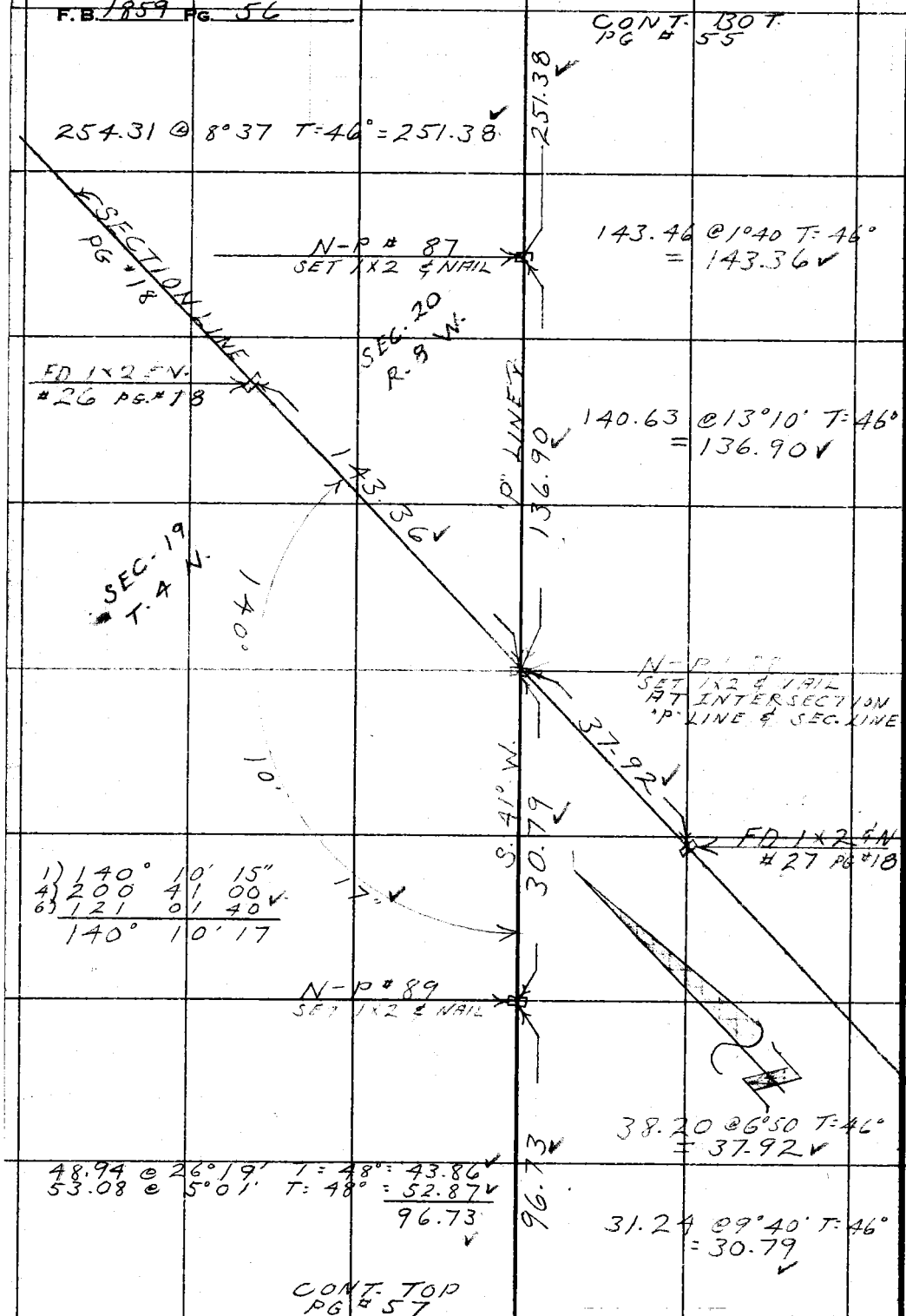
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3095 247 4-53

F.B. 1859 PG. 56



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726 LOS ANGELES COUNTY
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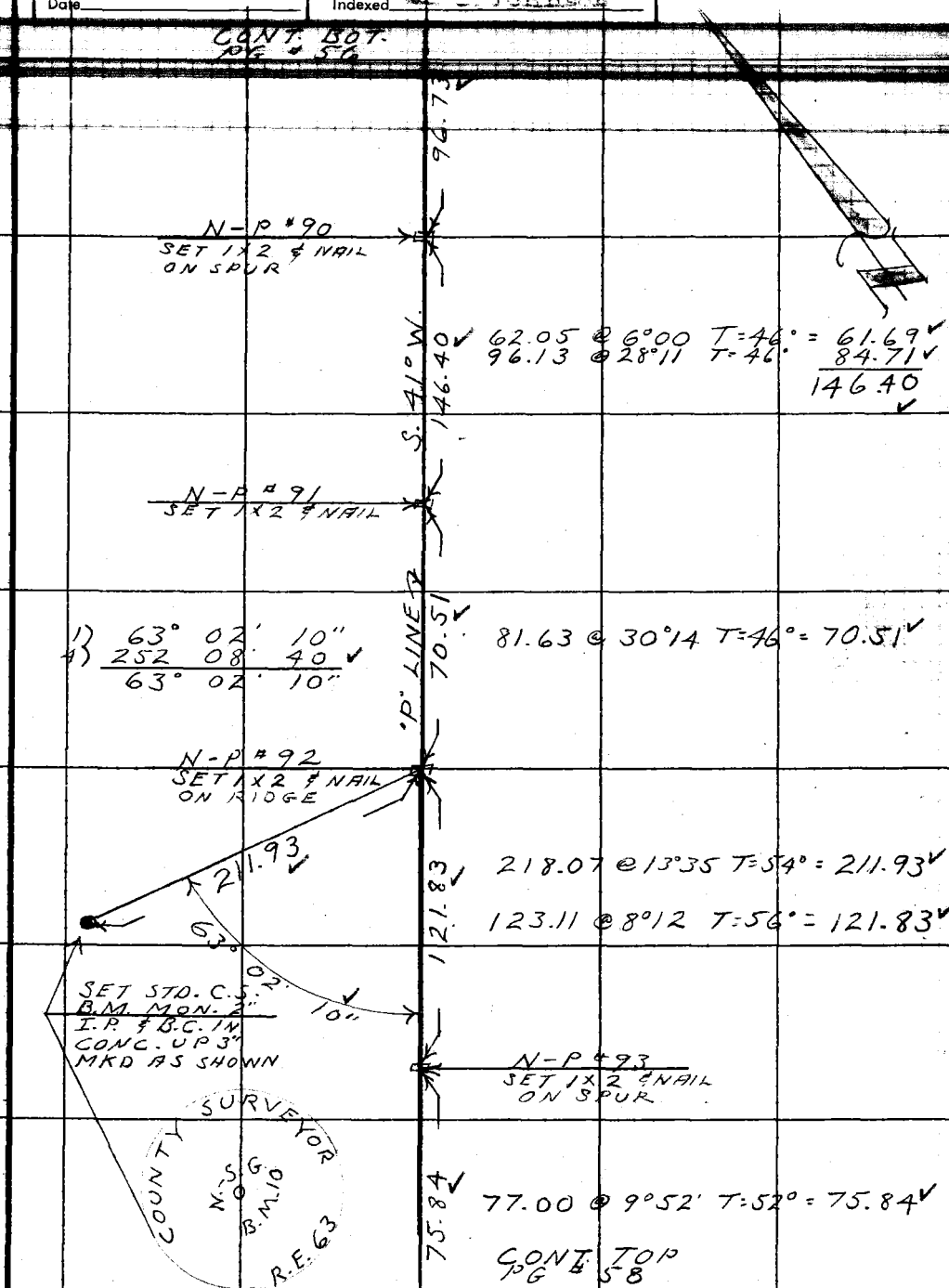
F.B. [illegible] Pg. [illegible]

Map No. _____
Office Work _____
Checked _____
Date _____

W. O. [illegible] Tape No. 73 St'd. 84 °F
Surveyed by L. V. SMITH
Notes L. V. S. Date 12-15-54
Indexed [illegible] Johnson



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ENGINEERING BLDG.

76F3098 247 4-53

F.B. 1859 PG. 58

CONT. BOT.
PG # 57

1) 49° 43' 30"
4) 198 54 20
6) 298 21 40
49° 43' 37"

SEC. 19

R. 8 W.

N-P #94
SET 1X2 & NAIL

49°

43'

37"

75.84

126.52 @ 14°38 T=50 = 122.39

122.39

S. 41° W.

74.41 @ 20°51 T=50 = 69.52
15.11 @ LEV. T=50 15.11
84.63

22°

16

#18
FD. 1X2 & NAIL ON SPUR. PER PG #15

N-P #95
SET 1X2 & NAIL AT INTERSECTION OF "P" LINE & SECTION LINE

84.63

89.17 @ 1°26 T=52°
= 89.12

89.12

#17
FD 1X2 & NAIL ON SPUR. PER PG #15

SECTION LINE
SEE PG #15

"P" LINE

SEC. 30

T. 4 N.

N-P #96
SET 1X2 & NAIL

189.06 @ 8°16 T=50 = 187.06
46.85 @ 24°17 T=54 = 42.70
229.76

75.42

76.53 @ 9°42 T=54°
= 75.42

N-P #97
SET 1X2 & NAIL

198.21 @ 15°21 T=56° = 191.10

191.10

CONT. TOP
PG # 59

RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
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F. B. [illegible] PG. 59

Map No.
Office Work
Checked
Date

W. O. [illegible] Tape No. [illegible] Sp'd. [illegible] °F
Surveyed by L. V. SMITH
Notes L. V. S. Date 12-16-54
A. C. JOHNSON
Indexed

CONT. BOT.
PG # 58

191.1

N-P # 98
SET 1X2 & NAIL

"P" LINE

34.55

37.80 @ 23°54' T=56° = 34.55

N-P # 99
SET 1X2 & NAIL

S. 41° W.

210.21

226.52 @ 21°51 T=54° = 210.21

N-P #100
SET 1X2 & NAIL
IN BOTTOM OF
CANYON

171.23

174.32 @ 10°45 T=54° = 171.23

N-P # 101
SET 1X2 & NAIL

86.31

94.24 @ 23°39 T=46° = 86.31

CONT. TOP
PG # 60

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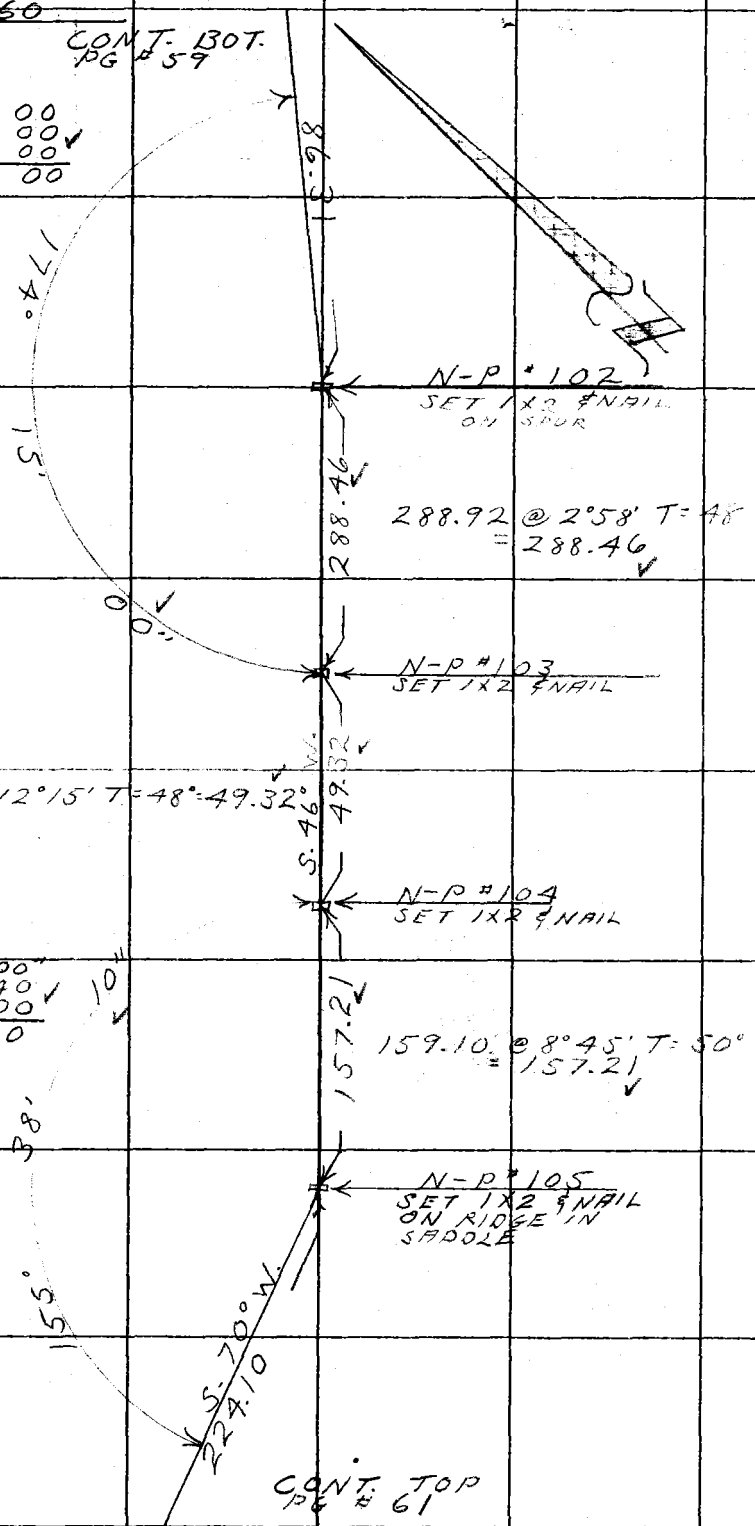
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76FS095 247 4-53

F.B. 1859 PG. 60

CONT. BOT. PG # 59

1)	174°	15'	00
4)	337	00	00 ✓
6)	325	30	00
	174°	15'	00



1)	155°	38'	00"
4)	262	32	40 ✓
6)	213	49	00
	155°	38'	10

CONT. TOP PG # 61

RETURN TO
LOS ANGELES COUNTY SURVEYOR
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F.B. Pg.

Map No.
Office Work
Checked
Date

W.O. 11 Tape No. 93 St'd. 54 °F
Surveyed by L. V. SMITH
Notes L.V.S Date 12-20-54
Indexed

CONT. BOT. PG # 60

225.87 @ 7°05 T=50° = 224.10

224.

N-P # 106
SET 1X2 & NAIL

S. 70° W.

104.79

109.70 @ 17°09 T=38° = 104.79

1) 41° 49' 10"
4) 167 16 40
41° 49' 10"

N-P # 107
SET 1X2 & NAIL

195.72 @ 4°29 T=40°
=195.06

195.06

227.60

"P" LINE

228.47 @ 4°50' T=46°
= 227.60

41° 49' 10"

SET STD. C.S. B.M.
MON. 2" I.P. IN CONC.
UP 3" MKD AS SHOWN

COUNTY SURVEYOR
N-56
0
B.M. 11
R.E. 63

N-P # 108
SET 1X2 & NAIL

1) 159° 20' 20"
4) 277 21 20
6) 236 02 20
159° 20' 23"
23

71.55

71.86 @ 5°16 T=56° = 71.55

20'

159°

N-P # 109
SET 1X2 & NAIL
ON RIDGE

N. 88° W.

151.65

153.86 @ 9°40 T=56° = 151.65

CONT TOP
PG # 62

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RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3095 247 4-55

F.B. 1859 PG. 62

CONT. BOT
PG # 61

"P" LINE
151.65

N-P # 110
SET 1X2 & NAIL

N. 88° W.
73.67

75.92 @ 13°57 T=58° = 73.67

N-P # 111
SET 1X2 & NAIL

243.89 @ LEV. T=60° = 243.89

243.

50"

1) 151° 24' 50
4) 245 39 20
6) 188 29 00
151° 24' 50"

24'

151°

N-P # 112
SET 1X2 & NAIL

182.39

182.42 @ LEV. T=62° = 182.39

N-P # 113
SET 1X2 & NAIL

N. 60°
93.71

93.73 @ LEV. T=54° = 93.71

CONT. BOT.
PG # 63

RETURN TO
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726 LOS ANGELES COUNTY
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Map No.
Office Work
Checked
Date

W. O. 7.11 Tape No. 13 St'd. 84 °F
Surveyed by L. V. SMITH
Notes L. V. S. Date 4-7-55
Indexed R. D. Johnson

CONT. BOT
PG # 64

24.20 @ ELEV. T:60 = 24.20
322.51

322.5

N-P #116
SET 1X2 & NAIL

N. 48° W.

190.61 @ 22°04 T:60°
= 176.62

176.62

1) 168° 07 40"
4) 312 30 20
6) 288 45 40
168° 07' 37"

168°

07'

37"

N-P #115
SET 1X2 & NAIL
ON RIDGE

235.90

241.19 @ 11°58° T:54°
= 235.90

N-P #114
SET 1X2 & NAIL

93.71

CONT. BOT.
PG # 62

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RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76FSOGS 247 4-53

F.B. 1859 PG. 64

CONT. BOT. PG # 65

217.15 @ 15°14 T = 66° = 209.50

209.50

N-P #119
SET 1x2 & NAIL FLUSH

199.96 @ LEV. T = 60° = 199.93

199.93

N-39°30' W.

N-P #118
SET 1x2 & NAIL FLUSH

1) 64° 34' 10
4) 258 16 00
64° 34 00

1) 171° 40' 40"
4) 326 42 40
6) 310 04 00
171° 40' 40"

200.44 @ 11°02 T = 62°
= 196.71

196.71

64° 34' 00"

171° 40' 40"

159.63

N-P #117
SET 1x2 & NAIL ON SPUR

160.18 @ 4°40 T = 64°
= 159.63

322.51

N 48° W

CONT. TOP PG # 63

COUNTY SURVEYOR
N-S.G.
O
B.M. 12
R.E. 63

SET STD. C.S. B.M. MON. 2" I.P. IN CONC. MKD AS SHOWN

RETURN TO
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726 LOS ANGELES COUNTY
ENGINEERING BLDG.

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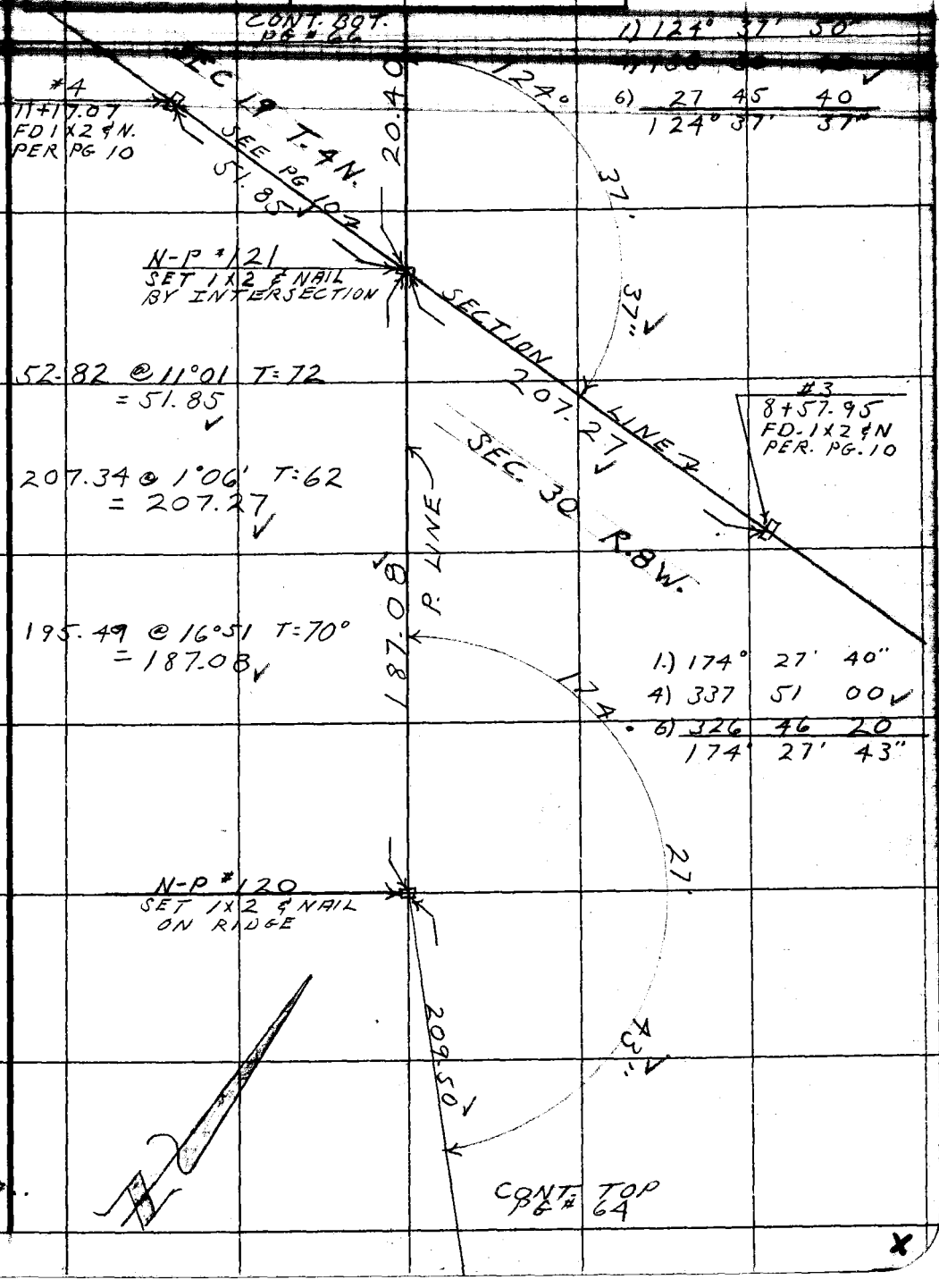
F. B. 1050 PG. 65

Map No.	W. 6.7.11 Tape No. 73 St'd. 84 °F
Office Work	Surveyed by L. V. SMITH
Checked	Notes L. V. S. Date 4-8-55
Date	Indexed A. C. Johnson



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726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3095 247 4-53

F.B. 1859 PG. 66

CONT. BOT. PG # 67

67.14

N-P #126
SET 1X2 & NAIL

108.84 @ 9°49' T=64°
= 107.24

107.24

N-P #125
SET 1X2 & NAIL

194.24 @ 3°08 T=66°
= 193.93

193.93

N-P #124
SET 1X2 & NAIL

202.03 @ 7°07 T=72° : 200.45

N-34°

200.45

N-P #123
SET 1X2 & NAIL

132.59 @ 13°13' T=66° = 129.06

"P" LINE

129.06

N-P #122
SET 1X2 & NAIL

20.40 @ LEV. T=72° = 20.40

20.40

CONT. TOP PG # 65

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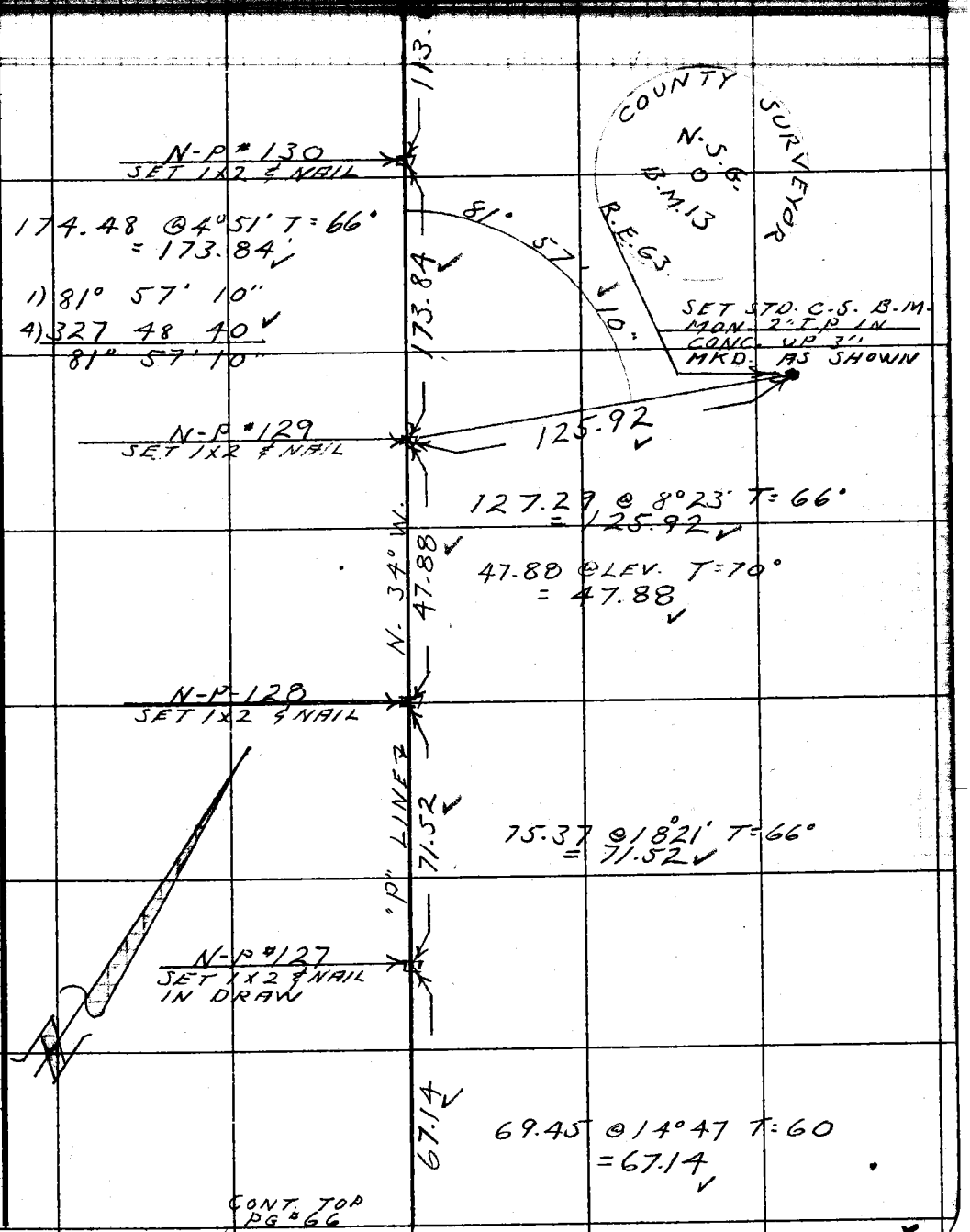
Map No.
Office Work
Checked
Date

W. O. 87-11 Tape No. 13 St'd. 84 °F
Surveyed by L.V. SMITH
Notes L.V.S. Date 5-12-55
Indexed A. C. Johnson

CONT. BOT. PG #67



CONT. TOP PG #66

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726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3095 247 4-53

F.B. 1859 PG. 68

CONT. BOT
PG #69

S8.94

N-P #133

70.58 @ 23°19 T=68°
= 64.81

N 25°30' W.

188.49

N-P #134

174.99 @ 33°43' T=68°
= 145.54

45.54

N-P #133
SET 1X2 & NAIL
ON RIDGE

81.58 @ 20°39' T=66°
= 76.33

76.33

N-P #132
SET 1X2 & NAIL

1) 171° 14' 40"
4) 324 58 40
6) 307 28 00
171° 14' 40"

253.79 @ 12°55' T=68°
= 247.34

247.34

N-P 131
SET 1X2 & NAIL

113.69 @ 1°44 T=66°
= 113.63

113.63

CONT. TOP
PG #67

171° 14' 40"

40"

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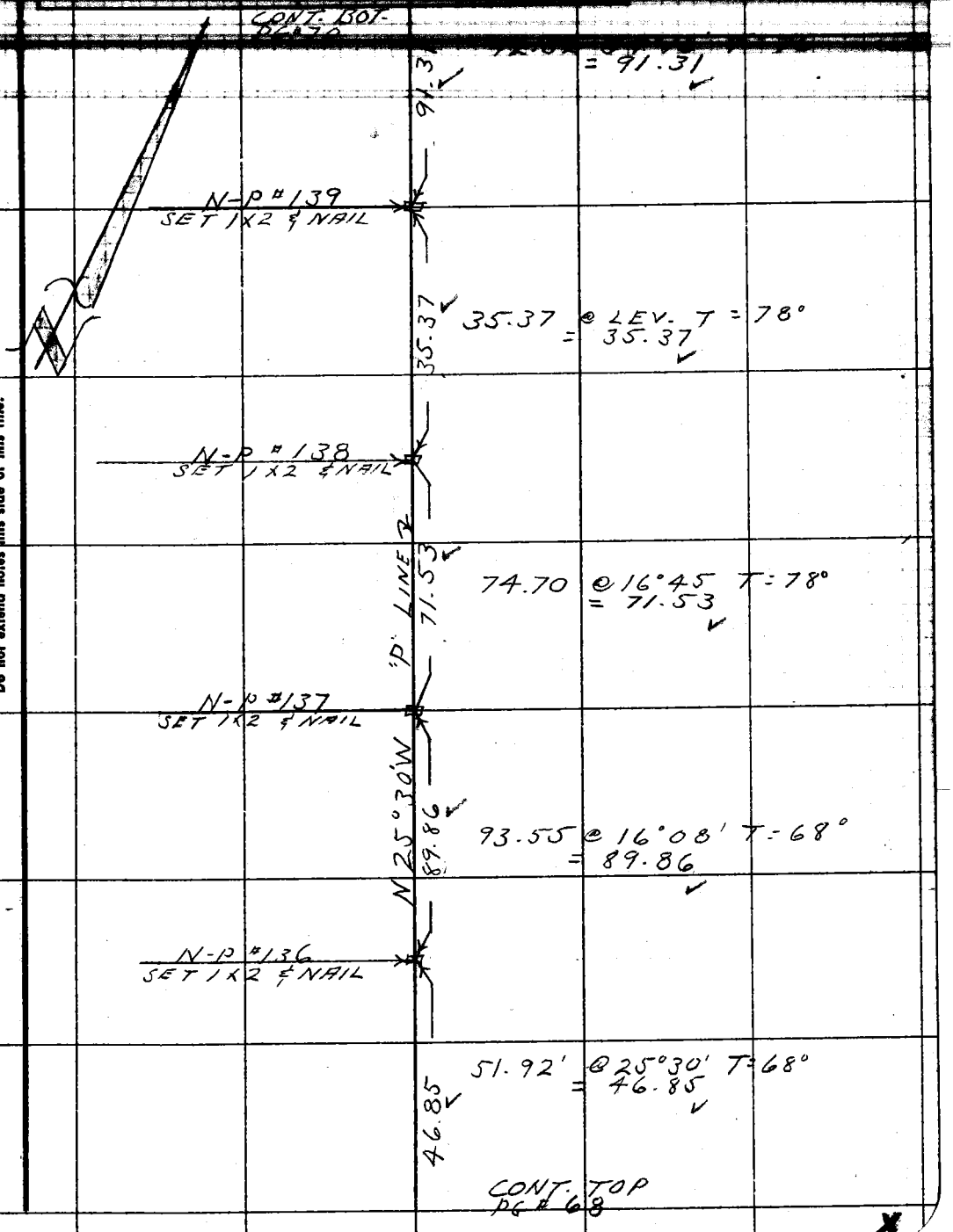
Map No.
Office Work
Checked
Date

W. O. 0807.11 Tape No. 13 St'd. 84 °F
Surveyed by L. V. SMITH
Notes L. V. S. Date 4-11-55
Indexed A. C. Johnson



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RETURN TO
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726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3098 247 4-53

F.B. 1859 PG. 70

CONT. BOT. PG. # 71

169.66 @ 16° 46' T=74° = 162.44
25.12 @ 8° 28' T=72° = 24.85
187.29

241.37

N-P #144
SET 1X2 & NAIL

COUNTY SURVEYOR
N.S.G. 0
B.M. 14
R.E. 63

1) 23° 52' 10"
4) 95 29 00
23° 52' 15"

187.29

212.09

SET STD. C.S. MON. IN CONC. UP 2" MKD. AS SHOWN

23° 52' 15"

N-P #143
SET 1X2 & NAIL

18.16 @ LEV. = 18.16
61.84 @ 24°14 = 56.39
74.55
T=74° 74.54

"P" LINE

74.54

N-P #142
SET 1X2 & NAIL

15.96 @ LEV. T=70° = 15.96
197.64 @ 7°02" T=70° = 196.13
212.09

N 25° 30' W.

240.72

240.94 @ 2°25' T=76°
= 240.72

N-P #141
SET 1X2 & NAIL

72.68

81.42 @ 26°47' T=74°
= 72.68

N-P #140
SET 1X2 & NAIL

91.31

CONT. TOP PG # 69

X

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726 LOS ANGELES COUNTY
ENGINEERING BLDG.

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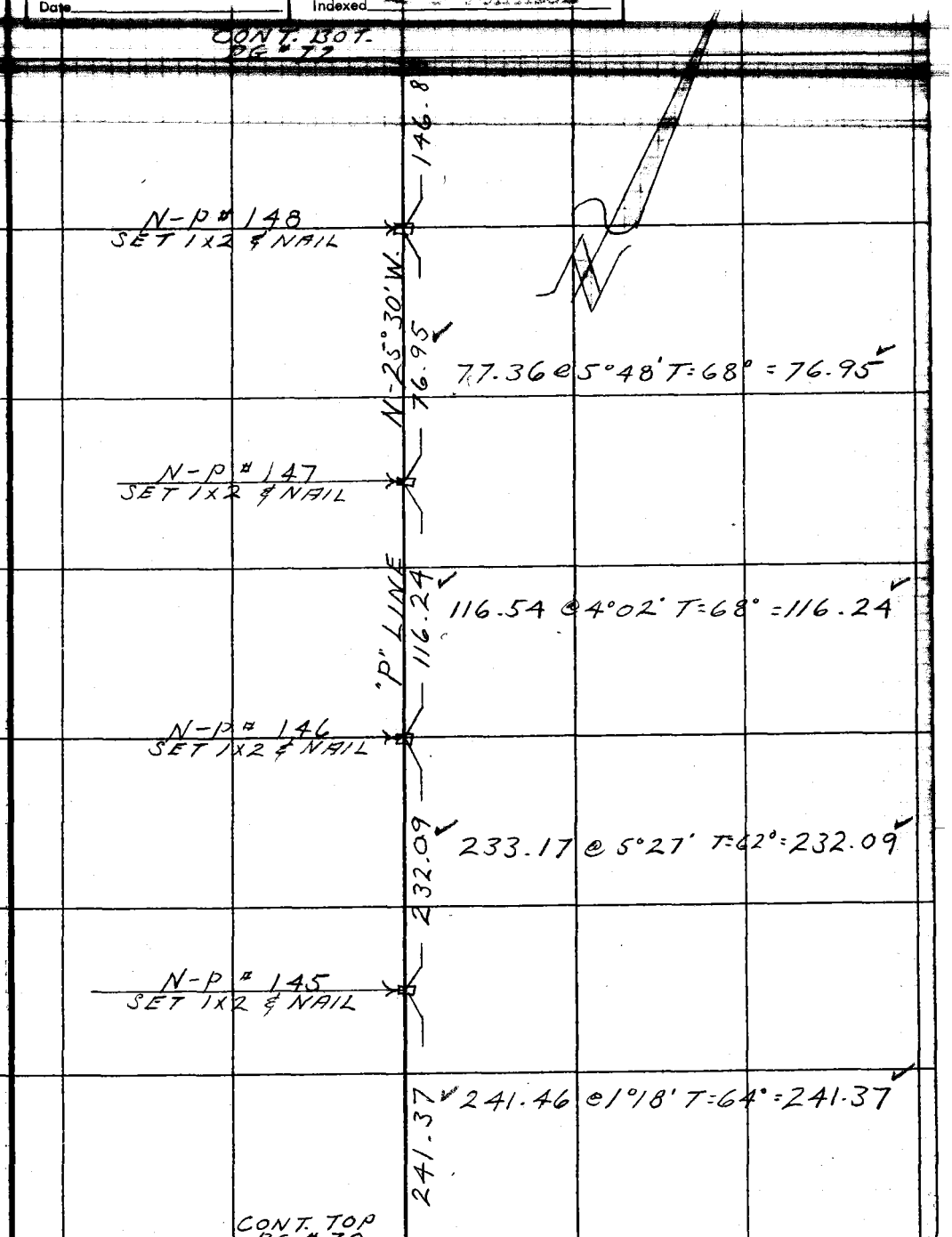
F.B. [illegible] PG. 71

Map No.
Office Work
Checked
Date

W. O. 87-11 Tape No. 13 St'd. 84 °F
Surveyed by L. V. SMITH
Notes L. V. S. Date 4-15-55
Indexed B. D. Johnson



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RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3095 247 4-53

F.B. 1859 PG. 72

CONT. BOT. PG # 73

W.S. 15, C-1

154.43 @ 3°57 T=48° = 154.02

203-11 @ LEV T=66° = 203.09

COUNTY SURVEYOR N-S.G. B.M. 15 R.E. 63

N-P # 151
SET 1X2 & NAIL

203.09

SET. STD. B.M. MON. IN. CONC. UP 2" MKD AS SHOWN

84° 20' 25"

154.02

89° 36' 50"

26° 25' 10"

212.62

SEE PG # 78

SEC 13

SEC. COR 13-24-19
C. COR.
FD. STD. BC. MON IN CONC. UP 8"
FB 137-13

224.74 @ 18°52' T=52° = 212.62

N-P # 150
SET 1X2 & NAIL

SEC. 24 R.9W.

1) 89° 36' 50"
4) 358 27 20
6) 177 41 00
89° 36' 50"

27.96 @ 8°48' T=54° = 27.62

1) 84° 20' 20"
4 337° 21 40
84° 20' 25"

27.62

1) 26° 25' 10"
4) 105 40 40
6) 158 31 00
26° 25' 10"

86.39 @ 11° 51' T=68° = 84.54
46.49 @ 20°16 T=50° = 43.60
128.14

N-P # 149
SET 1X2 & NAIL
INTERSECTION OF "P" LINE & SECTION LINE

158.06

50"

47'

SET 1X2 & N

128.14

SEC 19 R.8W. T.4N.

N. 25° 30' W.

169.62 @ 21°15' T=56 = 158.06

149.25 @ 10°16' T=54° = 146.83

146.83

179°

FD 1/4 COR.
SEC. 19 R.8W.
U.S.G.L.O.S. MON. 3/4" I.P. & B.C. UP 8" IN CONC.
FB 137-45
CSB 160-2

"P" LINE

1) 179° 47' 50"
4) 359 11 00
6) 358 47 00
179° 47' 50"

CONT. RIGHT PG # 12

CONT. TOP PG # 71

RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

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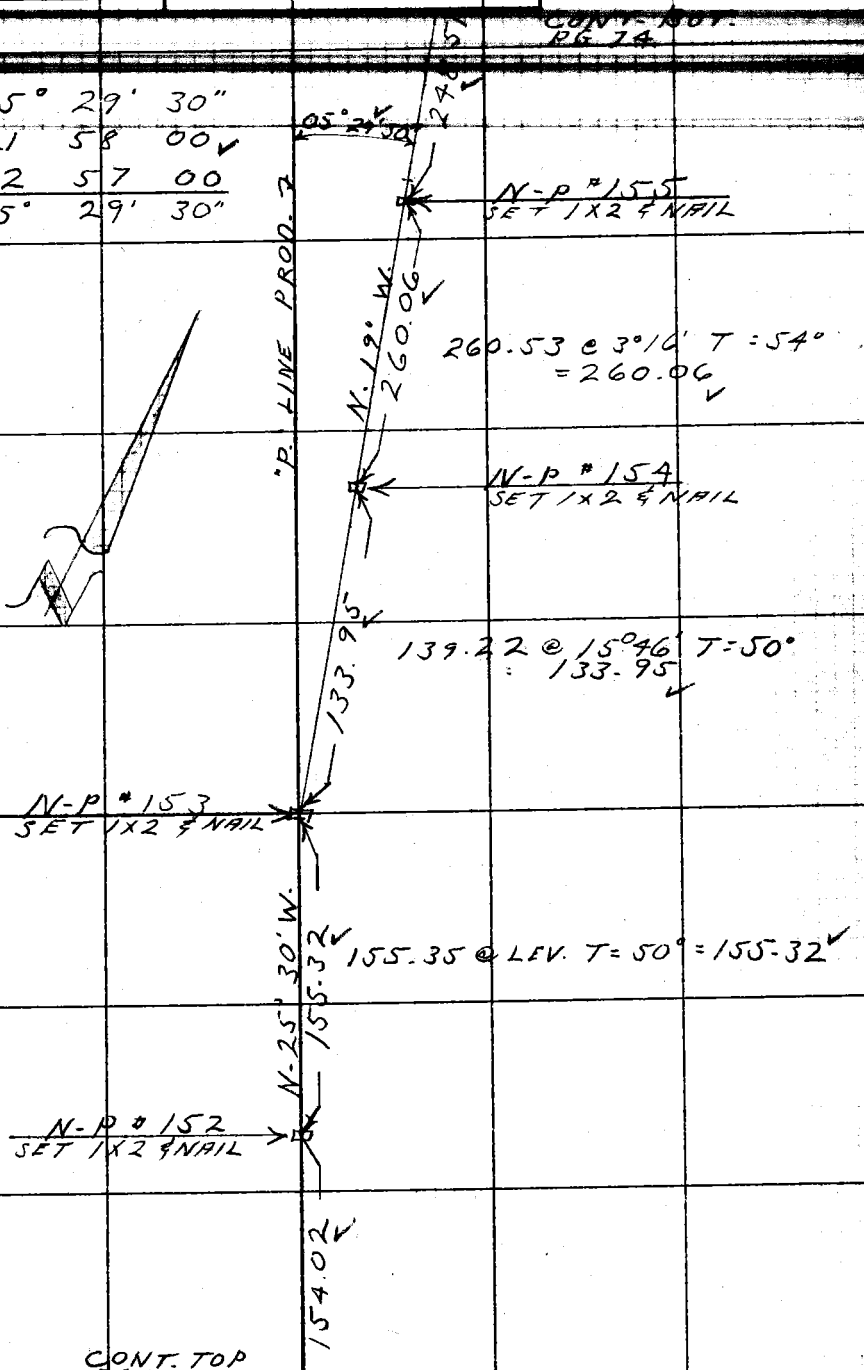
F.B. [illegible] PG. [illegible]

Map No.
Office Work
Checked
Date

W. O. [illegible] Tape No. [illegible] St'd. [illegible] °F
Surveyed by L. V. SMITH
Notes L. V. S. Date 4-19-55
Indexed [illegible] Johnson

CONT. BOT. PG 74

1) 05° 29' 30"
4) 21 58 00
6) 32 57 00
05° 29' 30"



CONT. TOP PG # 72

Note: Any Additions or Changes on This Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

Do not extend notes this side of this line.

RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

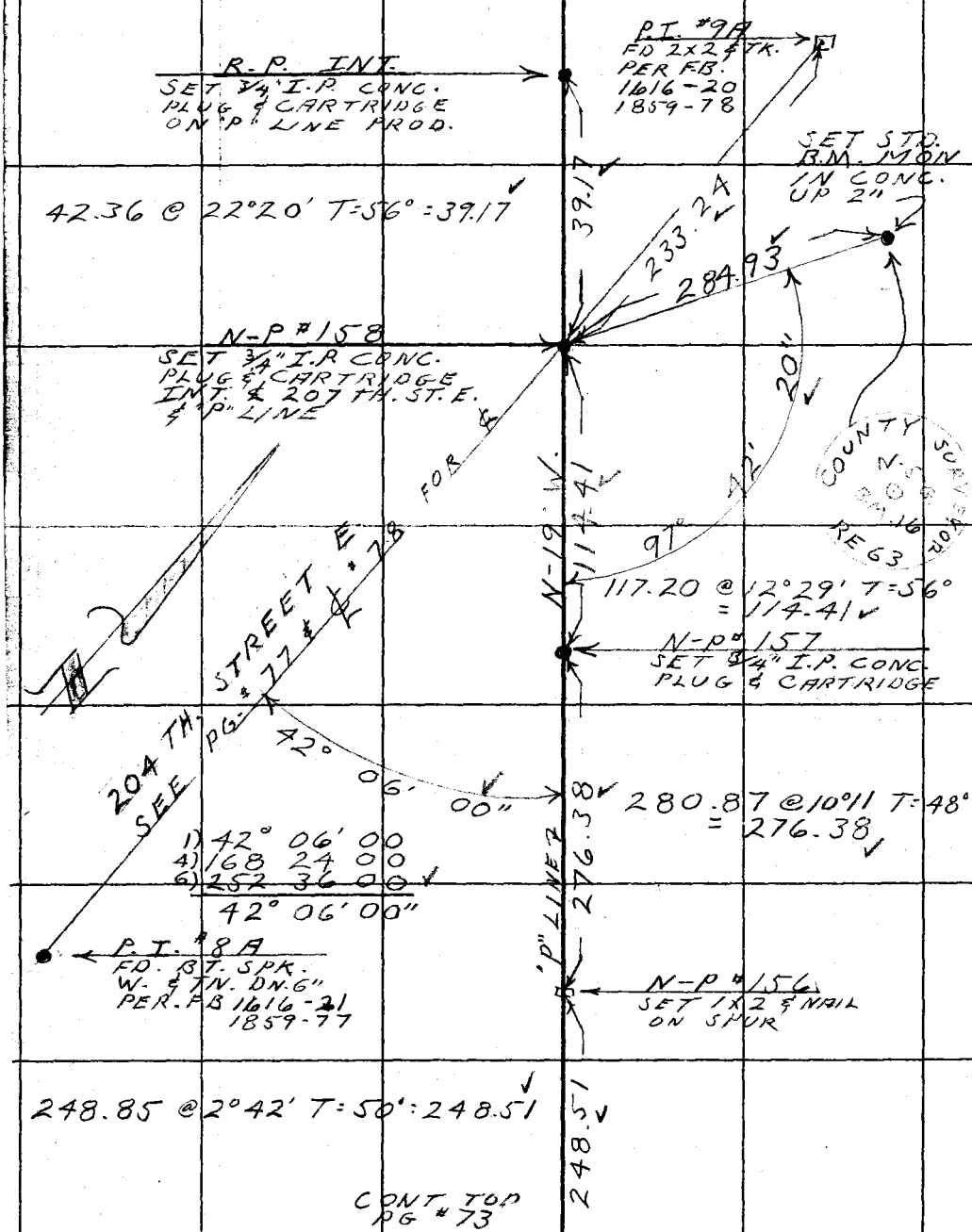
76F3098 247 4-53

F.B 1859 PG 74

62.16 @ 5°21 T=58° = 61.88
172.05 @ 5°02 T=56° = 171.36
233.24

1.) 97° 42' 20"
4) 30° 49' 20
97° 42' 20"

284.96 @ LEV T=66 = 284.93



RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.
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F.B. Pg.

Map No.
Office Work
Checked
Date

W. 87.11 Tape No. 93 St'd. 84 °F
Surveyed by L.V. SMITH
Notes L.V.S. Date
Indexed A. C. Johnson

J.N. 0307.11

SAN GABRIEL CÑ. ROAD

RETRACEMENT 204 ST.E.

FM. P.I. #6 TO P.I. #10A

REF.
F.B. 1616
C.S.B. 2350

PARTY
SMITH
DALE
CROWE
WACKER

Note: Any Additions or Changes on This Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

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RETURN TO
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726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3O9S 247 4-53

RETURN TO
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726 LOS ANGELES COUNTY
ENGINEERING BLDG.

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Do not extend notes this side of this line.

F.B. 1859 PG. 76

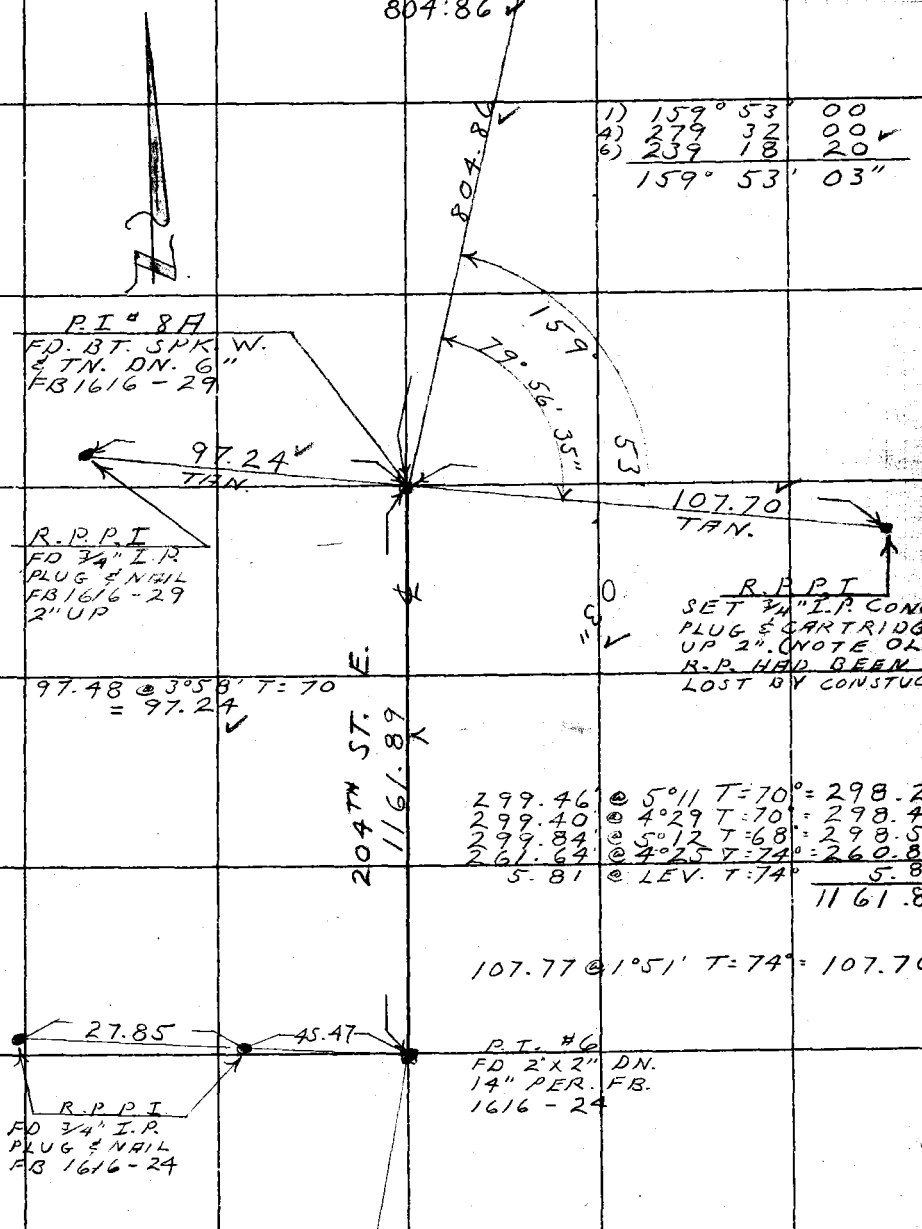
F. B. [illegible] Pg. [illegible]

Map No.
Office Work
Checked
Date

W. O. [illegible] Tape No. 78 St'd. [illegible] °F
Surveyed by L. V. SMITH
Notes L. V. S. Date 5-55
Indexed R. C. Johnson

[illegible] PG. 78

[illegible]
298.96 @ 5°39' T=66° = 297.48
299.85 @ 6°03 T=66° = 298.15
112.54 @ 2°55' T=68° = 112.38
804.86



1) 159° 53' 00
4) 279 32 00
6) 239 18 20
159° 53' 03"

299.46 @ 5°11 T=70° = 298.21
299.40 @ 4°29 T=70° = 298.45
299.84 @ 5°12 T=68° = 298.58
261.64 @ 4°25 T=74° = 260.84
5.81 @ LEV. T=74° 5.81
1161.89

107.77 @ 1°51' T=74° = 107.70

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RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3098 247 4-53

F.B. 1859 PG. 78.
CONT. BOT.
PG #79

W.S. 15, C-1

127.08 @ 22°54' T=66° = 117.05

114.98 @ 11°45' T=80° = 112.57
131.12 @ 19°30' T=84° = 123.60
183.29 @ 13°40 T=56° = 178.07
414.24

SEC. 13

122.81 @ 5°42
T=72° = 122.19

136.27

COUNTY SURVEYORS
T.4N.
SEC 13
R.9W.
SEC 19
SEC 24
C. COR.
MONUMENT

FD. CLOSING CORNER
C.S. MON. 2" I.P. & B.C.
IN CONC. PER FB.
137-13
MKD. AS SHOWN

20"
37'
89°

R.P. ℄ &
SEC. LINE
INT. SET 3/4"
I.P. CONC.
PLUG &
CARTRIDGE
UP 2"

414.24

SEE PG.
#72 FOR
ANGLE

117.05

122.19

SEC LINE

R.P. SEC. LINE
INTERSECTION
SET 3/4" I.P. CONC.
PLUG & CARTRIDGE

℄ & SEC. LINE INT.
SET 1x2 & V. DY
INT.

FD 1/4 SEC. COR.
C.S. MON. 2" I.P.
IN CONC. PER
FB. 137-13
MKD. AS SHOWN

℄ 204 TH. ST. E

141.82

1) 89° 37' 20
4) 358 29 20
6) 177 44 00
89° 37' 20"

COUNTY SURVEYORS
T.4N.
SEC 13
R.9W.
SEC 24
1/4 SEC COR.
MONUMENT

47"

142.02 @ 2°56 T=72°
= 141.82

P.I. #9A
FD 2" x 2" & NAIL
DN. 4" FB.
1616-20

70.73

18.69

03'

R.P.P.I.
FD. 3/4" I.P.
PLUG & NAIL
FB 1616-20

1) 158° 03' 50"
4) 272 15 20
6) 228 22 40
158° 03' 47"

804.86

158°

SEC 24

CONT. TOP
PG #77

RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.
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F. B. [illegible] PG. 79

Map No.
Office Work
Checked
Date

W. O. [illegible] Tape No. [illegible] Sta. [illegible]
Surveyed by L. V. SMITH
Notes L.V.S. Date 5-55
Indexed R. C. Johnson

Note: Any Additions or Changes on This Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

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RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

R.P.P.I #10A
FD 1" I.P. PLUG & NAIL
F.B. 1616 -19

13.36

P.I #10A
FD. NOTHING
SET 3/4" I.P.
DN 1' RECORD
DISTANCE PER
R.P.'S & RECORD
FM. FD. B.C.

45.95

13.36 @ LEV. T=78 = 13.36

45.95 @ LEV. T=78° = 45.95

81.13 @ LEV T=70 = 81.12

81.12

204 TH. ST. E.

B.C.
FD 1 X 2 & NAIL
F.B. 1616 -19

136.27

136.38 @ 2°10' T=72
= 136.27

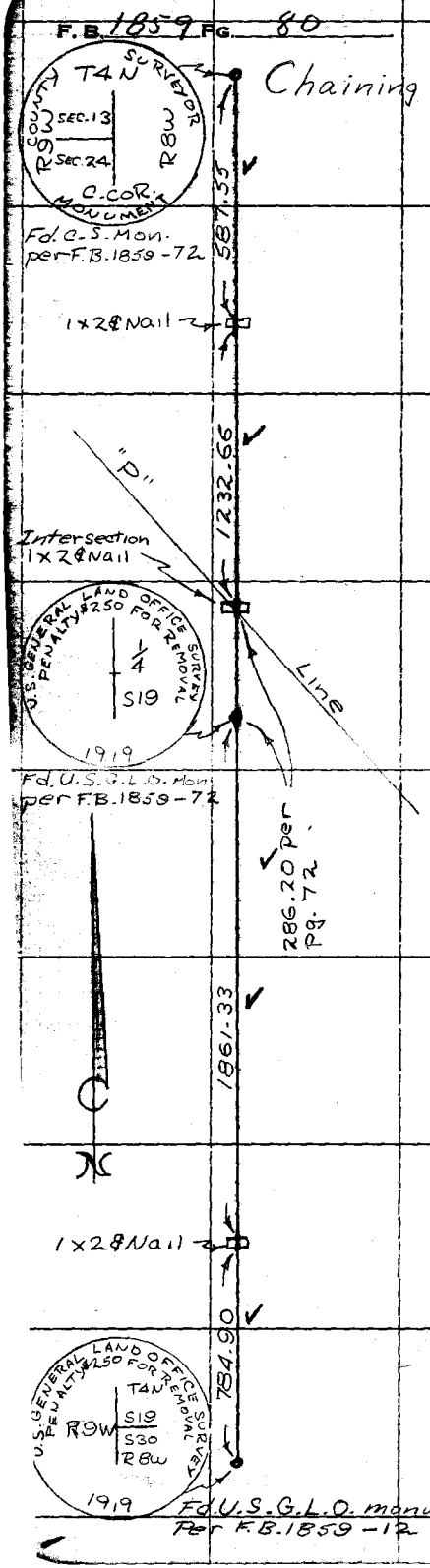
76F3098 247 4-53

X

F.B. 1859 PG. 80

W.S.15, C-1

Chaining East Line Sec. 24



77.62 @ 7°47' = 76.89 ✓
T=56
40.88 @ 23°25' = 37.50 ✓
T=56
217.20 @ 2°07' = 217.00 ✓
T=52
207.33 @ 4°21' = 206.68 ✓
T=50
49.49 @ 0°00' = 49.48 ✓
T48
587.55 ✓

22.57 @ 0°00' = 22.56 ✓
T=48
70.74 @ 17°44' = 67.36 ✓
T48
299.11 @ 0°00' = 299.04 ✓
T46
44.51 @ 27°51' = 39.34 ✓
T=46
158.51 @ 25°19' = 143.27 ✓
T=64
94.22 @ 0°00' = 94.21 ✓
T=64
286.32 @ 4°23' = 285.44 ✓
T=64
231.72 @ 20°23' = 217.18 ✓
T=66
68.33 @ 19°51' = 64.26 ✓
T68
1232.66 ✓

32.85 @ 0°00' = 32.85 ✓
T=64
141.07 @ 0°00' = 141.05 ✓
T=64
95.23 @ 6°07 = 94.68 ✓
T=66
241.12 @ 3°55' = 240.53 ✓
T=64
213.71 @ 10°01' = 210.42 ✓
T64
183.22 @ 23°02' = 168.59 ✓
T=64
286.75 @ 10°14' = 282.15 ✓
T=60
163.10 @ 6°44' = 161.96 ✓
T62
291.40 @ 12°26' = 284.52 ✓
T=60
47.66 @ 14°42' = 46.09 ✓
T=60
65.61 @ 11°36' = 64.27 ✓
T=80
135.56 @ 8°03' = 134.22 ✓
T=80
1861.33 ✓

217.33 @ 4°45' = 216.57 ✓
T=80
49.89 @ 0°00' = 49.89 ✓
T78
224.19 @ 2°56' = 223.89 ✓
T=78
156.21 @ 4°48' = 155.66 ✓
T=82
139.56 @ 5°37 = 138.89 ✓
T=82
784.90 ✓

RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

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Profile Notes Rad. Plotted Job No. Division No. F. B. Pg.

X-Sec. Notes Chkd. Checked Survey by L.V. SMITH Notes L.V.S. Date

No. Date Date Map No. Date 5-20-55

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726 LOS ANGELES COUNTY ENGINEERING BLDG.

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SAN GABRIEL CANYON ROAD
(NORTH END)

J.N. 0907.11

BENCH LEVELS
FROM
U.S.G.S. B.M. 1863
TO
N.S.G.B.M. #1

STATION	B.S.	H.I.	F.S.	ELEV.

PARTY
L. SMITH
R. DALE
C. CROWE
M. WALSH
M. WACKER

76L298 307 4-50

76L298 307 4-50

PLEASE RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY ENGINEERING BLDG.

NOTE: ANY ADDITIONS OR CHANGES ON THIS SHEET MUST BE MADE OR CIRCLED IN RED INK, WITH DATE AND NAME OF PERSON MAKING CHANGE.

Do not extend notes this side of this line.

STATION	B. S.	H. I.	F. S.	ELEV.	
USGS #1863	4249	6179 389		6175 140	U.S.G.S. B.M. 1863 ELEV. = 6175.140 BIG PINES - APPLE TREE FLAT 20' SOUTH OF ROAD. FD 2" I.P. & B.C. IN CONC. Co. SUR. MON. STAMPED ELEV. 6175 LB. 647-203
T.P.	7870	6185 067	2192	6177197	
T.P.	4925	6184 816	5176	6179 891	
T.P.	0313	6174 610	10 519	6174 297	
T.P.	0336	6165 194	9 752	6164 858	
T.P.	0131	6155 643	9 682	6155 512	
T.P.	1020	6147 187	9 476	6146 167	
T.P.	0725	6139 586	8 326	6138 861	
T.P.	0638	6128 229	11 995	6127 591	
T.P.	0403	6118 584	10048	6118 181	
T.P.	5649	6115 283	8950	6109 634	
B.M. W18	0790	6115 786	0287	6114 996	B.M. "W 18" C.S. 862 ELEV. = 6115.002 BIG PINES PARK. E. END CAMP Mc-KI-WAN-15 TOP OF PLUG IN BRASS CAP SET IN CONC. MARKED STA. B-17. LB 647-204
T.P.	3975	6108158	11603	6104 183	
T.P.	5602	6103 349	10411	6097 747	
T.P.	2970	6101 689	4630	6098 719	
T.P.	2784	6093 090	11 383	6090 306	
T.P.	6367	6092 432	7025	6086 065	
T.P.	5715	6097 849	0298	6092 134	
T.P.	0925	6092 399	6375	6091 474	

Profile
Plotted ____ No. ____
Date ____ X-Sec.
Checked ____ No. ____
Date ____

Job No. 0907.11 Division No. ____ Notes Red. ____
Date ____
Notes Chkd. ____
Date ____

Survey of SAN GABRIEL CN. RD.
Survey by L.V.SMITH Notes L.V.S.
Indexed L. O. Johnson Date ____

Pg. 82
1859

76L298 307 4-50

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LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY ENGINEERING BLDG.

NOTE: ANY ADDITIONS OR CHANGES ON THIS SHEET MUST BE MADE OR CIRCLED IN RED INK, WITH DATE AND NAME OF PERSON MAKING CHANGE.

Do not extend notes this side of this line.

STATION	B. S.	H. I.	F. S.	ELEV.		
		6092399				
T. P.	12 170	6102 164	2 405	6089994		
T. P.	9 905	6111 719	0 350	6101814		
T. P.	9 179	6120403	0 495	6111224		
T. P.	11 500	6131 134	0 769	6119634		
T. P	10 623	6136037	5 720	6125414		
T. P.	5 977	6141904	0 110	6135927		
CS 870 B.M. W. 26	2 627	6140 733	3 798	6138106	BM "W 26" C.S. 870 ELEV. 6138 [illegible] BIG PINES - JACKSON LAKE, EAST END. WEST OF WARMING HOUSE. E. END [illegible] BRASS CAP IN CONCRETE L-B 647-[illegible]	
T. P.	0988	6130908	10 813	6129920		
T. P.	4 431	6128 971	6 368	6124540		
T. P.	4 790	6128 593	5 168	6123803		
T. P.	8 851	6134 381	3 063	6125530		
T. P.	9 788	6143 969	0 200	6134181		
T. P.	10 721	6154 354	0 336	6143633		
T. P.	11 556	6165 420	0 490	6153864		
T. P.	6 460	6169 972	1 908	6163512		
T. P.	4 490	6171 072	3 390	6166582		
T. P.	0 260	6165 611	5 721	6165351		
T. P.	1 450	6155 848	11 213	6154398		
		OVER				

Profile Notes Red. Plotted Job No. Division No.
X-Sec. Notes Chkd [illegible] Checked Survey by L. V. SMITH Notes L. V. S. Date
No. Date [illegible] Date Map No. [illegible] Date
F. B. 1059 PG. 83

76L298 307 4-50

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726 LOS ANGELES COUNTY ENGINEERING BLDG.

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Do not extend notes this side of this line.

STATION	B. S.	H. I.	F. S.	ELEV.		
					1928 USGS BEI. —	6150.77
		6155 848				
U.S.G.S. B.M. 1865	0222	6149 512	6558	6149 290	U.S.G.S. B.M. 1865 ELEV. 6149.295 ✓ BIG PINES. 0.2 MI. W. OF W. END OF JACKSON LAKE & 250' ± W. OF ENTRANCE TO Y.M.C.A. CAMP JUNIPERRO SERRA RAILROAD SPIKE IN 40" PINE TREE. W. SIDE OF ROAD. L.B. 647-206	
T.P.	0357	6141352	8517	6140995		
T.P.	0588	6131439	10501	6130851		
T.P.	0602	6122081	9960	6121479		
T.P.	10845	6125883	7043	6115038		
T.P.	11545	6136799	0629	6125254		
T.P.	4947	6141079	0667	6136132		
T.P.	9330	6144327	6082	6134997		
C.S. 982 STA. B-24	0363	6144438	0252	6144075	C.S. 982 STA. B-24 ELEV. 6144.084 ✓ BIG PINES - SEC. COR. COMMON TO SEC. 29-28-32-33 T.4N. R.8W. U.S.G.L.O.S. BRASS CAP MON. IN CONC. = STA. 24 L.B. 647-235	
T.P.	6119	6141100	9457	6134981		
T.P.	1578	6135645	7033	6134067		
T.P.	0451	6124702	11394	6124251		
T.P.	0527	6113840	11389	6113313		
T.P.	0535	6102292	12083	6101757		
T.P.	0651	6091960	10983	6091309		
T.P.	0229	6080246	11943	6080017		
T.P.	0633	6068962	11977	6068329		

F.B. 7859 Pg. 84 Job No. 0907-11 Division No. ___ Notes Red. ___ Plotted ___ Profile ___
Survey of SAN GABRIEL CN. RD. Date ___ Date ___ No. ___
Survey by L.V. SMITH Notes L.V.S. Notes Chkd. ___ Checked ___ X-Sec. ___
Indexed L. C. Johnson Date ___ Date ___ Date ___ No. ___

76L298 307 4-50

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726 LOS ANGELES COUNTY ENGINEERING BLDG.

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Do not extend notes this side of this line.

STATION	B. S.	H. I.	F. S.	ELEV.		
		6068962				
T. P.	1335	6060713	9584	6059378		
T. P.	6078	6061602	5189	6055524		
B.M. N-SG 1	0901	6061371	1132	6060470	B.M. N-S.G. #1	
T. P.	5193	6060714	5850	6055521		
T. P.	10765	6071351	0128	6060586		
T. P.	11106	6081929	0528	6070823		
T. P.	11173	6092993	0109	6081820		
T. P.	11482	6104058	0417	6092576		
T. P.	11575	6114773	0860	6103198		
T. P.	11620	6126234	0159	6114614		
T. P	11341	6135942	1633	6124601		
T. P.	6240	6141092	1090	6134852		
T. P.	6643	6144444	3291	6137801		
C.S. 982 STA. B24	0294	6144394	0344	6144100	C.S. 982 - STA B-24 ELEV. 61[illegible] BIG PINES - SEC. COR. COMMON T[illegible] 29-28-32-33 T.4N. R.8W. U.S.G.L.[illegible] BRASS CAP MON. IN CONC. STA [illegible] LB 647-235	
T. P.	1541	6139341	6594	6137800		
T. P.	0930	6129330	10941	6128400		
T. P.	3301	6121128	11503	6117827		
T. P.	10791	6131862	0057	6121071		

Profile Notes Red. Plotted Job No. Division No.
X-Sec. Notes Chkd. Checked Survey by Notes Date
No. Date Date Map No. Indexed Date
F. B. 1859 Pg. 85

76L298 307 4-50

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726 LOS ANGELES COUNTY ENGINEERING BLDG.

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Do not extend notes this side of this line.

STATION	S. S.	H. I.	F. S.	ELEV.		
		6131862				
T. P.	10677	6141537	1002	6130860		
T. P.	8676	6149703	0510	6141027		
U.S.G.S. B.M 1865			0377	6149326	U.S.G.S. B.M. 1865 BIG PINES. 0.2 W. OF W. END OF JACKSON LAKE & 250'± W. OF ENTRANCE TO Y.M.C.A. CAMP JUNIPERO SERRA RAILROAD SPIKE IN 40" PINE TREE W. SIDE OF ROAD LB 647-206	ELEV. 6149.295 ✓

Profile
Plotted ____ Date ____ No. ____
X-Sec.
Checked ____ Date ____ No. ____
Notes Red. ____ Date ____
Notes Chkd. ____ Date ____
Job No. 090211 Division No. ____
Survey of SAN GABRIEL CN. RD.
Survey by L.V. SMITH Notes L.V.S.
Indexed C. Johnson Date ____
1859 86

Profile Notes Red. Plotted Job No. Division No. F. B. 1 [illegible] PG. 87

X-Sec. Notes Chkd W.O. Brush Checked Survey by L.V. SMITH Notes L.V.S. Date 5-10-50

No. Date 6-24-55 Date Map No. [illegible] Date

BENCH LEVELS

FROM

T.B.M. 42+00 (204TH ST.E.)

TO

N.S.G. B.M. #16

STATION	B. S.	H. I.	F. S.	ELEV.

PARTY
L. SMITH
V. ANDERSON
M. E. WACKER
R. J. WALSH

NOTE: ANY ADDITIONS OR CHANGES ON THIS SHEET MUST BE MADE OR CIRCLED IN RED INK, WITH DATE AND NAME OF PERSON MAKING CHANGE.

PLEASE RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY ENGINEERING BLDG.

Do not extend notes this side of this line.

76L298 307 4-50

76L298 307 4-50

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LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY ENGINEERING BLDG.

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Do not extend notes this side of this line.

STATION	B. S.	H. I.	F. S.	ELEV.	Based on U.S.G.S. 1928 Adj. [illegible]
TBM 42+00	220	4853 44		4851 24	T.B.M #42+00 ELEV 4851.24 (UNADJ.) F.B 1616 PG #46 204TH. ST. E. (E. SIDE) AT 4200± NLY OF BIG PINES RD. BT. SPK IN W. SIDE P.P. (NO NUMBER) AT 54' ELY. OF ℄ STA. 42+00 ON 204TH ST. E.
T.P.	015	4842 15	11 44	4842 00	
T.P.	054	4830 82	11 87	4830 28	
T.P.	007	4821 15	9 74	4821 08	
T.P.	041	4811 61	9 95	4811 20	
T.P.	122	4805.43	7 40	4804 21	
T.P.	002	4794 15	11 30	4794 13	
T.P.	036	4784 25	10 26	4783 89	
T.P.	020	4774 79	9 66	4774 59	
T.P.	033	4764 93	10 19	4764 60	
T.P.	055	4755 18	10 30	4754 63	
T.P	506	4751 18	9 06	4746 12	
T.B.M 54+80	924	4752 08	8 34	4742 84	T.B.M #54+80 ELEV. 4742.84 (UNADJ.) F.B. 1616 PG #48 204TH ST. E. (W. SIDE) AT P.I. 9-A-NEAR CONC. CYSTERN AT 1 MI NLY. OF BIG PINES RD. BT. SPK. IN E. SIDE OF P.P. #325462 E. 60'± WLY. OF ℄ STA. 54+80 ON 204TH ST. E.
T.P.	517	4745 64	11 61	4740 47	
T.P	719	4751 97	0 86	4744 78	N.S.G.B.M #16 ELEV = 204TH. ST. E. & GRAND VIEW CANYON 284.93' N. ELY OF N-P #158 FB 1859-74 150± ELY OF CONC CYSTERN SET STD. B.M. MON. IN CONC. UP 2" STAMPED N.S.G.B.M #16 FB 1859-74
N.S.G.B.M #16	229	4752 49	1 77	4750 20	

Profile
Plotted No.
Date
X-Sec.
Checked No.
Date
Notes Red.
Date
Notes Chkd.
Date
Division No.
Job No. 09071
Survey of SAN GABRIEL CN RD.
Survey by L.V. SMITH
Notes L.V.S.
Indexed C. Johnson
Date
F.B. 1859 PG. 88

76L298 307 4-50

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STATION	B. S.	H. I.	F. S.	ELEV.		
		4752 49				
T.B.M. 54+80			9 63	4742 86	T.B.M. #54+80 ELEV. 4742.84 (UNADJ.) FB. 1616 PG #48 204 TH. ST. E. (W. SIDE) AT P.I. 9-A NEAR CONC. CYSTERN. AT 1 MI. NLY. BIG PINES RD. BT. SPK. IN E. SIDE OF P. #325462E. 60± WLY. OF ℄ STA 5+8 ON 204TH. ST. E.	

Profile Notes Red. ____ Plotted ____ Job No. ____ Division No. ____

X-Sec. Notes Chkd. [illegible] Checked ____ Survey by [illegible] Notes [illegible] Date [illegible]

No. ____ Date [illegible] Date ____ Map No. ____ [illegible] Date ____

F. B. 1859 PG. 89

F. B. 1859 Pg. 90 Job No. 090711 Division No. _____ Notes Red. _____ Plotted _____ Profile

Survey of SAN GABRIEL CN. RD. Date _____ Date _____ No. _____

Survey by L.V. SMITH Notes L.V.S. Notes Chkd. _____ Checked _____ X-Sec.

Indexed _____ Date _____ Date _____ Date _____ No. _____

STATION	B. S.	H. I.	F. S.	ELEV.

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Checked	Notes L. V. S. Date 12-54
Date	Indexed A. C. Johnson

SAN GABRIEL CANYON RD.
(NORTH END)

J.N. 0907.11

TRIGNOMETRIC LEVELS

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TRANSIT AT	STATION	F.B.	PG	H.I.
Sight on	Vertical Angle	Horizontal Distance	Vertical Distance	Curvature Correction	Difference Elevation	Adjusted Diff. Elev.

76F3098 247 4-53

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TRANSIT AT STATION C.S. 982 STA. B-24 F.B. 1859 PG. 32 H.I. + 2.93

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P#2	-5.00	- 4° 56' 20 - 4° 54' 40 4-55-30	972.73	- 85.89			
	-6.00	- 4-52 40 - 4 51 00 4-51-50	972.73	- 85.84			
AT STATION N-P#2 FB 1859 PG 32 H.I. + 4.45							
STA B-24	-4.00	+ 4-59-00 + 5-00 00 + 4-59-30	972.73	+ 85.41			
	-3.00	+ 4-55-20 + 4 56 20 + 4-55-50	972.73	+ 85.36			
N-P#1	-4.00	+ 8-22-40 8 23 20 8 23 00	87.08	+ 13.28			
	-5.00	+ 9-01-00 + 9-03-00 + 9-02-00	87.08	+ 13.29			

F.B. 1859 Pg 32

76F3098 247 4-53

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TRANSIT AT STATION N-P#2 F.B. 1859 PG. 32 H.I. 4:45

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-SG BM#1	-1.00	- 00 52-20					
		00 50 20					
SIDE SHOT		00 51 20	100.15	+1.95			
	-2.495	LEVEL	100-15	+1.955			
N-P#3	-11.00	- 2 - 27-40					
		- 2 25 20		-9.95			
		- 2 - 26-30	79.70				
	-12.00	-01 - 44-40					
		-01 42 00					
		-01 - 43-20	79.70	-9.95			
⊼	AT STATION N-P#1 FB 1859 PG#32 H.I. 4.79						
N-P#2	-11.00	- 4 - 42-00					
		- 4 - 40 - 00					
		- 4 - 41 - 00	87.08	-13.34			
	-12.00	- 4 - 02 - 20					
		- 4 - 00 - 20					
		- 4 - 01 - 20	87.08	-13.33			

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TRANSIT AT STATION N-5 GBM #2 F.B. 1859 PG. 32 H.I. + 4.08

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #2	-6.035	LEVEL	100.15 ✓	-1.955 ✓			
	-5.00	-00-37-00					
SLOPE STAT		-00 35 40					
		-00-36-20 ✓	100.15 ✓	-1.98 ✓			
X	AT	STATION	N-P #3	FB 1859	PG 32	H.I. +5.04	
N-P #2	-3.00	+ 5-39-00					
		+ 5 40 00					
		+ 5-39-30 ✓	79.70 ✓	+9.94 ✓			
	-4.00	+ 6-21-20					
		+ 6-23-00					
		+ 6-22-10 ✓	79.70 ✓	+9.94 ✓			
N-P #4	-12.00	- 8-20-00					
		- 8-18-00		-16.30 ✓			
		- 8-19-00 ✓	63.92 ✓				
	-11.00	- 9-12-20					
		- 9 10 20					
		- 9-11-20 ✓	63.92 ✓	-16.30 ✓			

F.B. 1859 PG. 94

76F309S 247 4-53

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TRANSIT AT STATION N-P #4 F.B. 1859 PG. 32 H.I. 4.88

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #3	-4.00	+13-37-00					
		+13-37-20					
		+13-37-10 ✓	63.92 ✓	+16.37 ✓			
	-5.00	+14-27-40					
		+14-27-20					
		+14 27 30 ✓	63.92 ✓	+16.36 ✓			
N-P-#5	-4.00	-18-03-00					
		-18-02-40		-36.57 ✓			
		-18-02-50 ✓	114.95 ✓				
	-3.00	-18-29-20					
		-18-29-20					
		-18-29-20 ✓	114.95 ✓	-36.56 ✓			
N-P #6	-1.00	+2-34-00					
		+2-33-40					
		+2-33-50 ✓	295.77 ✓	+17.12 ✓			
	-2.00	+2-45-40					
		+2-45-20					
		+2-45-30 ✓	295.77 ✓	+17.13 ✓			

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F.B. PG

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TRANSIT AT STATION N-P-#5 F.B. 1859 PG. 33 H.I. 4.57

Sight on	Rod	Vertical Angle	Horizontal Distance	Vertical Distance	Curvature Correction	Difference Elevation	Adjusted Diff. Elev.
N-P-#4	3.00	+16-59-20					
		+16-59-20					
		+16-59-20	114.95	+36.68			
	5.00	+17-53-40					
		+17-53-20					
		+17-53-30	114.95	+36.68			
N-P#6	5.00	+16-39-00					
		+16-39-00					
		+16-39-00	180.82	+53.65			
	6.00	+16-56-00					
		+16-56-00					
		+16-56-00	180.82	+53.62			
TRANSIT AT STA. N-P#6 F.B. 1859 PG. 33 H.I. 4.53							
N-P#5	7.00	-15-48-20					
		-15-48-00					
		-15-48-10	180.82	-53.65			
	8.00	-15-30-40					
		-15-30-40					
		-15-30-40	180.82	-53.65			

F.B. 1859 PG. 34

76F3098 247 4-53

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TRANSIT AT STATION N-P#6 F.B. 1859 PG. 33 H.I. 4.53

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P-4	-3.00	-3 - 34 - 40					
		-3 - 35 - 00					
		-3 - 34 - 50	295.77	-16.98			
	-7.00	-2 - 48 - 40					
		-2 - 48 - 40					
		-2 - 48 - 40	295.77	-16.99			
N-P#7	-5.00	+4° - 34 - 40					
		+4° 34 - 40					
		+4 - 34 - 40	161.18	+12.44			
	-6.00	+4 - 55 - 20					
		+4 - 55 40					
		+4 - 55 - 30	161.18	+12.42			
TRANSIT AT STA. N-P#7 F.B. 1859 PG. 33 H.I. 4.89							
N-P#6	-5.00	-4° - 22 - 20					
		-4° - 22 - 20					
		-4 22 20	161.18	-12.43			
	-7.00	-3° - 39 - 40					
		-3 - 39 - 40					
		-3 - 39 - 40	161.18	-12.42			

Map No. ____
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Notes L.V.S. Date 12-54
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TRANSIT AT STATION N-P#7 F.B. 1859 PG. 33 H.I. 4.89

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P-#8	-5.00	- 9°-12-20					
		- 9 - 12 - 40					
		- 9 - 12 - 30	134.00	-21.83			
	-6.00	- 8° - 47 - 40"					
		- 8 - 48 - 20					
		- 8° 48 - 00	134.00	-21.85			
N-SG BM#2	-11.00	- 10° 06 00"					
SIDE SHOT		- 10 - 06 - 00					
		10° 06 00	150.00	-32.85			
	-12.00	- 9° - 43 - 20					
		- 9° - 43 - 20					
		9° - 43 - 20	150.00	-32.81			
TRANSIT AT STA. N-SG. B.M.#2 F.B. 1859 PG. 33 H.I. 4.60							
N-P#7	-4.00	+ 12° 08' 00"					
		+ 12 - 07 - 40					
		+ 12 - 07 - 50	150.00	+ 32.84			
SIDE SHOT	-5.00	+ 12 - 29 - 20					
		+ 12 - 29 - 20					
		+ 12 - 29 - 20	150.00	+ 32.82			

F.B. 1859 PG. 33

76F3095 247 4-53

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TRANSIT AT STATION N-P# 8 **F.B.** 1859 **PG.** 33 **H.I.** 4.60

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. El.
N-P#7	-4.00	+ 9-00-00					
		+ 9-00-00					
		9-00-00	134.00	+21.82			
	-5.00	+ 9-25-00					
		+ 9-25-00					
		9-25-00	134.00	+21.82			
N-P#9	-6.00	- 7-55-20					
		- 7-55-20					
		- 7-55-20	122.37	-18.43			
	-5.00	- 8°-23-00					
		- 8° 23-00					
		- 8° 23-00	122.37	-18.43			
TRANSIT AT STA. N-P#9 F.B. 1859 PG. 34 H.I. 4.68							
N-P#8	-2.00	+7°-20-00					
		+7° 20-00					
		+7-20-00	122.37	+18.43			
	-3.00	+7-48-00					
		+7-48-00					
		+7-48-00	122.37	+18.44			

Map No. ____
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TRANSIT AT STATION N-P-#9 F.B. 1859 PG. 34 H.I. + 4.68

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #10	-6.00	-18°-41-20					
		-18-41-20					
		-18-41-20 ✓	69.91 ✓	-24.97 ✓			
	-5.00	-19-25-00					
		-19-25-20					
		-19-25-10 ✓	69.91 ✓	-24.97 ✓			
TRANSIT AT STA. N-P #10 F.B. 1859 PG 34 H.I. 4.92							
N-P #9	-3.00	+18-15-20					
		+18-15-00					
		+18-15-10 ✓	69.91 ✓	+24.98 ✓			
	-4.00	+18-58-40					
		+18-58-40					
		+18-58-40 ✓	69.91 ✓	+24.96 ✓			
N-P #11	-6.00	-25-38-20					
		-25-38-20					
		-25-38-20 ✓	64.35 ✓	-31.97 ✓			
	-5.00	-26-21-00					
		-26-21-20					
		-26-21-10 ✓	64.35 ✓	~~-32.06~~ -31.96			

F.B. 1859 PG 100

76F3098 247 4-53

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TRANSIT AT STATION N-P #10 F.B. 1859 PG. 34 H.I. 4.92

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #12	-2.00	+ 3°-38-00					
		+ 3-37-40					
		+ 3-37-50 ✓	222.54 ✓	+17.04 ✓			
	-3.00	+ 3-53-20					
		+ 3-53-00					
		+3-53-10 ✓	222.54 ✓	+17.04 ✓			
TRANSIT AT STA. N-P #11 F.B. 1859 PG. 34 H.I. 4.67							
N-P-10	-1.00	+23-44-20					
		+23-44-00					
		+23-44-10 ✓	64.35 ✓	+31.97 ✓			
	-2.00	+24-28-40					
		+24-28-40					
		+24-28-40 ✓	64.35 ✓	+31.97 ✓			
N-P #12	-3.00	+16-41-00					
		+16-41-00					
		+16-41-00 ✓	158.19 ✓	+49.08 ✓			
	-4.00	+17-01-20					
		+17-01-00					
		+17-01-10 ✓	158.19 ✓	+49.09 ✓			

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TRANSIT AT STATION N-P#12 F.B. 1859 PG. 35 H.I. +4.88

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction −	+ Difference Elevation −	Adjusted Diff. Elev.
N-P#10	-6.00	-4°-06-40					
		-4°-07-00					
		-4-06-50	222.54	-17.13			
	-5.00	-4°-22-20					
		-4-22-20					
		-4-22-20	222.54	-17.13			
N-P#11	-6.00	-16-53-20					
		-16-53-20					
		-16-53-20	158.19	-49.15			
	-5.00	-17-12-00		-49.10			
		-17-12-20	158.19				
		-17-12-10					
N-P#13	-6.00	-9-06-20					
		-9-06-00					
		-9-06-10	221.30	-36.58			
	-5.00	-9°-20-40					
		-9°-20-40					
		-9°-20-40	221.30	-36.54			

F.B. 1859 PG. 102

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TRANSIT AT STATION N-P #12 F.B. 1859 PG. 35 H.I. 4.88

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. El.
N-P-14	-2.00	-3°-48-00					
		-3-48-20					
		-3-48-10	332.34	-19.21			
	-1.00	-3°-58-00					
		-3-58-00					
		-3-58-00	332.34	-19.17			
TRANSIT AT STA. N-P #13 F.B. 1859 PG 35 H.I. 4.85							
N-P #12	-2.00	+8°-39-40					
		+8-39-20					
		+8-39-30	221.30	+36.55			
	-3.00	+8-53-40					
		+8-53-20					
		+8-53-30	221.30	+36.47			
N-P #14	-3.00	+7-56-40					
		+7-57-20					
		+7-57-00	111.04	+17.36			
	-4.00	+8-28-20					
		+8-28-40					
		+8-28-30	111.04	+17.40			

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TRANSIT AT STATION N-P14 F.B. 1859 PG. 35 H.I. + 5.16

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P12	-1.00	+2 -35-20					
		+2 -35- 20					
		+ 2 -35- 20	332.34	+19.19			
	-2.00	+ 2- 45 - 20					
		+ 2-45 20					
		+ 2 - ~~35~~ 45 - 20	332.34	+19.16			
N-P13	-3.00	- 9 -57- 20					
		- 9 -57- 20					
		- 9-57 · 20	111.04	-17.33			
	-4.00	- 9-26-40					
		9-27-20					
		9-27-00	111.04	-17.32			
N-P15	-5.00	-11° 49 20					
		-11 49 20					
		-11 - 49 - 20	257.73	-53.79			
	-4.00	-12 - 02 - 00					
		-12 - 02 - 40					
		-12 - 02 - 20	257.73	-53.81			

F.B. 1859 PG. 104

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TRANSIT AT STATION N-P #15 F.B. 1859 PG. 36 H.I. 4.99

Sight on	Rod	+ Vertical Angle −	Horizontal Distance	+ Vertical Distance −	+ Curvature Correction	+ Difference Elevation −	Adjusted Diff. Elev.
N-P14	-3.00	+ 11 -22 -20					
		+ 11 -22 -40					
		+ 11 - 22 - 30 ✓	257.73 ✓	+53.84 ✓			
	-4.00	+ 11 - 35 - 00					
		+ 11 -35 -20					
		+ 11 35 10 ✓	257.73 ✓	+53.83 ✓			
N-P #16	-4.700	LEVEL	122.66 ✓	+ 0.29 ✓			
	-6.00	+ 0° - 36 - 00					
		+ 0 - 36 - 20					
		+ 0 - 36 - 10 ✓	122.66 ✓	+ 0.28 ✓			
TRANSIT AT STA. N-P #16 FB 1859 PG 36 H. I. 4.73							
N-P #15	-5.030	LEVEL	122.66 ✓	− 0.30 ✓			
	-4.00	- 0 - 28 - 20					
		- 0 - 28 - 40					
		- 0 - 28 - 30 ✓	122.66 ✓	− 0.29 ✓			

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W. O. ____ Tape No. ____ St'd. ____ of
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TRANSIT AT STATION N-P #16 F.B. 1859 PG. 36 H.I. 4.73

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #17	-4.00	+5-02-00					
		+5-02-20					
		+5-02-10	219.53	+20.05			
	-5.00	+5-18-00					
		+5-18-00					
		+5-18-00	219.53	+20.10			
TRANSIT AT STA. N-P #17 F.B. 1859 PG. 36 H.I. 4.56							
N-P #16	-6.00	-4-51-40					
		-4-52-00					
		-4-51-50	219.53	-20.12			
	-5.00	-5-07-00					
		-5-06-40					
		-5-06-50	219.53	-20.09			
N-P #18	-6.00	-4-14-20					
		-4-14-40					
		-4-14-30	151.27	-12.66			
	-5.00	-4-37-20					
		-4-37-20					
		-4-37-20	151.27	-12.67			

F.B. 1859 PG. 106

76F3098 247 4-53

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TRANSIT AT STATION N-P #20 F.B. 1859 PG. 37 H.I. 4.70

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #19	-4.00	-2-26-00					
		-2-26-00					
		-2-26-00	234.26	-9.25			
	-5.00	-2-11-20					
		-2-11-40					
		-2-11-~~40~~ 30"	234.26	-9.26			
N-P #24	-5.00	-9-08-40					
		-9-08-40					
		-9-08-40	521.62	-84.27			
	-6.00	-9-02-20					
		-9-02-40					
		-9-02-30	521.62	-84.31			

TRANSIT AT STA. N-P #21 F.B. 1859 PG 38 H.I. 4.845

N-P #22	-4.00	-23-46-20					
		-23-46-40					
		-23-46-30	91.46	-39.44			
	-3.00	-24-18-00					
		-24-17-40					
		-24-17-50	91.46	-39.44			

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TRANSIT AT STATION N-P #22 F.B. 1859 PG. 38 H.I. 4.75

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #21	-1.00	+ 21-20-00					
		+ 21-20-00					
		+ 21-20-00	91.46	+39.47			
	-2.00	+ 21-52-20					
		+ 21-52-20					
		+ 21-52-20	91.46	+39.47			
N-P #23	-3.00	+ 3-08-20					
		+ 3-08-20					
		+ 3-08-20	175.57	+11.38			
	-4.00	+ 3-27-40					
		+ 3-28-00					
		+ 3-27-50	175.57	+11.38			
TRANSIT AT STA N-P #23			EB 1859		PG 38	H.I. 4.685	
N-P #22	-3.00	-4-15-40					
		-4-16-00					
		-4-15-~~20~~ 50	175.57	-11.41			
	-4.00	-3-56-20					
		-3-56-20					
		-3-56-20	175.57	-11.~~34~~ 41			

F.B. 1837 PG. 110

76F3098 247 4-53

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TRANSIT AT STATION N-P #18 F.B. 1859 PG 36 H.I. 4.88

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #17	-3.00	+ 4 -05-20					
		+ 4 -05-20					
		+ 4 -05-20	151.27	+12.69			
	-4.00	+ 4 -28-00					
		+ 4 -28-20					
		+ 4 -28-10	151.27	+12.70			
N-P #19	-5.00	- 4 -22-20					
		- 4 -22-20					
		- 4 -22-20	127.69	- 9.88			
	-4.00	- 4 -49-40					
		- 4 -50-00					
		- 4 -49-50	127.69	- 9.91			

TRANSIT AT STA. N-P #19 FB 1859 PG 37 H.I. 4.99

N-P #18	-4.00	+ 3 -58-40					
		+ 3 -58-40					
		+ 3 -58-40	127.69	+9.87			
	-5.00	+ 4 -25-20					
		+ 4 -25-20					
		+ 4 -25-20	127.69	+9.87			

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TRANSIT AT STATION N-P#19 F.B. 1859 PG 37 H.I. + 4.99

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction −	+ Difference Elevation −	Adjusted Diff. Elev.
N-P#20	-5.00	+ 2 - 17 - 20					
		+ 2 - 17 - 00					
		+ 2 - 17 - 10	234.26	+9.34			
	-6.00	+ 2 - 32 - 20					
		+ 2 - 32 - 00					
		+ 2 - 32 - 10	234.26	+9.37			
N-S.G. B.M.-3	-5.00	- 7 - 02 - 40					
SIDE SHOT		- 7 - 03 - 00					
		- 7 - 02 - 50	257.69	-31.84			
	-6.00	- 6 - 49 - 40					
		- 6 - 50 - 00					
		- 6 - 49 - 50	257.69	-31.88			
TRANSIT AT STA. N-S.G. B.M.3			F.B. 1859	PG. 37	H.I. 4.34		
N-P#19	-2.00	+ 6 - 31 - 40					
		+ 6 - 31 - 40					
		+ 6 - 31 - 40	257.69	+31.85			
SIDE SHOT	-3.00	+ 6 - 44 - 00					
		+ 6 - 44 - 00					
		+ 6 - 44 - 00	257.69	+31.76			

F.B. 1859 PG 100

76F309S 247 4-53

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TRANSIT AT STATION N-P"23 **F.B.** 1859 **PG.** 38 **H.I.** 4.685

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P-"24	-3.00	+3 42 00					
		+3 42 00					
		+3-42-00 ✓	84.14 ✓	+7.12 ✓			
	-4.00	+ 4 - 22 - 40					
		+ 4 - 22 - 40					
		+ 4 - 22 - 40 ✓	84.14 ✓	+7.12 ✓			
TRANSIT ON STA. N-P"24 FB 1859 PG 38 H.I. 4.530							
N-P"20	-4.00	+9 - 06 - 40					
		+9 - 06 - 20					
		+9 - 06 - 30 ✓	521.62 ✓	+84.16 ✓			
	-5.00	+9 - 12 - 40					
		+9 - 12 - 40					
		+9 - 12 - 40 ✓	521.62 ✓ ~~561.62~~	+84.12 ✓			
N-P"23	-6.00	- 3 - 51 - 20					
		- 3 - 51 - 00					
		- 3 - 51 - 10 ✓	84.14 ✓	-7.14 ✓			
	-5.00	- 4 - 31 - 40					
		- 4 - 32 - 00					
		- 4 - 31 - 50 ✓	84.14 ✓	-7.14 ✓			

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TRANSIT AT STATION N-P #24 F.B. 1859 PG 38 H.I. + 4.530

Sight on	-Rod	+ Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	+ Difference Elevation	Adjusted Diff. Elev.
N-P #25	-6.00	- 5 - 09 - 20					
		- 5 - 09 - 40					
		- 5 - 09 - 30	43.14	-5.36			
	-5.00	- 6 - 29 - 00					
		- 6 - 28 - 40					
		- 6 - 28 - 50	43.14	-5.37			
TRANSIT AT STA. N-P #25 F.B. 1859 PG. 38 H.I. 4.730							
N-P #24	-4.00	+ 6 - 07 - 00					
		+ 6 - 06 - 40					
		+ 6 - 06 - 50	43.14	+5.35			
	-5.00	+ 7 - 24 - 40					
		+ 7 - 24 - 40					
		+ 7 - 24 - 40	43.14	+5.34			
N-P 26	-5.080	LEVEL	196.82	-0.35			
	-4.00	- 00 - 18 - 40					
		- 00 18 - 40					
		- 00 - 18 - 40	196.82	-0.34			

F.B. 1859 PG. 112

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TRANSIT AT STATION N-P #25 F.B. 1859 PG. 38 H.I. 4.730

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #27	-2.00	+3 -57-40					
		+3 -57-40					
		+3 -57-40	315.34	+24.57			
	-3.00	+4 -08-40					
		+4 -09-00					
		+4 -08-50	315.34	+24.60			
TRANSIT AT STA. N-P 26 FB 1859 PG 39 H.I. 4.720							
N-P #25	-4.370	LEVEL	196.82	+0.35			
	-3.00	-00-24-20					
		-00 24-40					
		-00-24-30	196.82	+0.32			
N-P #27	-4.00	+11 -31-40					
		+11 -31-40					
		+11 -31-40	118.52	+24.89			
	-5.00	+11 -59-20					
		+11 -59 00					
		+11 -59-10	118.52	+24.88			

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TRANSIT AT STATION N-P-27 F.B. F.B.1859 PG. 39 H.I. + 4.215

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P-25	-6.00	-4-08-20					
		-4-08-40					
		-4-08-30	315.34	-24.61			
	-5.00	-4-19-00					
		-4-19-00					
		-4-19-00	315.34	-24.58			
N-P-26	-6.00	-11-01-20					
		-11-01-40					
		-11-01-30	118.52	-24.87			
	-5.00	-11-29-00					
		-11-29-20		-24.86			
		-11-29-10	118.52				
N-P-28	-7.860	LEVEL	29.98	-3.64			
	-6.00	-3-32-00					
		-3-32-20					
		-3-32-10	29.98	-3.63			

F.B. 1859 PG. 114

76F3095 247 4-53

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TRANSIT AT STATION N-P #28 F.B. 1859 PG 39 H.I. + 4.640

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #27	-0.990	LEVEL	29.98 ✓	+3.65 ✓			
	-2.00	+1 -55-20					
		+1 -55-00					
		+1 -55-10	✓ 29.98 ✓	+3.64 ✓			
N-P #29	-6.00	- 6-40-20					
		- 6-40-40					
		- 6-40-30	✓ 283.78 ✓	-34.57 ✓			
	-5.00	- 6-52-40					
		- 6-53-00					
		- 6-52-50	✓ 283.78 ✓	-34.60 ✓			
TRANSIT AT STA N-P #29 F.B. 1859 PG 39 H.I. 4.795							
N-P #28	-2.00	+ 6-23-40					
		+ 6-23-40					
		+ 6-23-40	✓ 283.78 ✓	+34.60 ✓			
	-3.00	+ 6-35-20					
		+ 6-35-20					
		+ 6-35-20	✓ 283.78 ✓	+34.58 ✓			

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F.B. [illegible] PG. 175

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TRANSIT AT STATION N-P #29 F.B. 1859 PG. 39 H.I. 4.795

Sight on	-Rod	+ Vertical Angle -	Horizontal Distance	+ Vertical Distance -	+ Curvature Correction	+ Difference Elevation -	Adjusted Diff. Elev.
N-P #30	-6.00	-7-11-20					
		-7-11-40					
		-7-11-30	51.92	-7.75			
	-5.00	-8-17-00					
		-8-17-20					
		-8-17-10	51.92	-7.76			
N-P #35	-6.00	-2-19-40					
		-2-19-40					
		-2-19-40	633.85	-26.97			
	-5.00	-2-25-00					
		-2-25-20		-26.98			
		-2-25-10	633.85				
TRANSIT AT STA. N-P #30 F.B. 1859 PG. 40 HI = 4.560							
N-P #29	-4.00	+7°52-20					
		+7-52-20					
		+7-52-20	51.92	+7.74			
	-5.00	+8-56-40					
		+8-57-00					
		+8-56-50	51.92	+7.73			

F.B. 1859 PG. 116

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TRANSIT AT STATION N-P#30 F.B. 1859 PG. 40 H.I. + 4.560

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P#31	-6.00	-23-41-20					
		-23-41-40					
		-23-41-30 ✓	89.30 ✓	-40.62 ✓			
	-5.00	-24-13-20					
		-24-13-40					
		-24-13-30 ✓	89.30 ✓	-40.62 ✓			
TRANSIT AT N-P#31 F.B. 1859 PG. 40 H.I. = 4.580							
N-P#30	-3.00	+23-37-40					
		+23-37-20					
		+23-37-30 ✓	89.30 ✓	+40.64 ✓			
	-4.00	+24-09-40					
		+24-09-40					
		+24-09-40 ✓	89.30 ✓	+40.64 ✓			
N-P#32	-6.00	-5-08-40					
		-5-08-40					
		-5-08-40 ✓	177.62 ✓	-17.43 ✓			
	-5.00	-5-27-20					
		-5-27-20					
		-5-27-20 ✓	177.62 ✓	-17.38 ✓			

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TRANSIT AT STATION N-P#32 F.B. 1859 PG. 40 H.I. + 4.435

Sight on	Rod	+ Vertical Angle −	Horizontal Distance	+ Vertical Distance −	+ Curvature Correction	+ Difference Elevation −	Adjusted Diff. Elev.
N-P#31	-2.00	+4-49-40					
		+4-49-20					
		+4-49-30	177.62	+17.43			
	-3.00	+5-08-20					
		+5-08-40					
		+5-08-30	177.62	+17.42			
N-P#33	-11.00	+21-23-20					
		+21-23-00					
		+21-23-10	79.03	+24.39			
	-12.00	+22-01-20					
		+22-01-40		+24.41			
		+22-01-30	79.03				
TRANSIT AT STA.		N-P# 33	F.B. 1859	PG. 40	H.I. = 4.750		
N-P#32	-12.00	-12-15-40					
		-12-16-00					
		-12-15-50	79.03	-24.43			
	-11.00	-12-56-40					
		-12-57-00					
		-12-56-50	79.03	-24.42			

F.B. 1859 PG. 18

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TRANSIT AT STATION N-P #33 F.B. 1859 PG. 40 H.I. + 4.750

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #34	-1.920	LEVEL	139.70 ✓	+2.83 ✓			
	-3.00	+0-27-00					
		+0-26-40					
		+0-26-50 ✓	139.70 ✓	+2.84 ✓			
TRANSIT AT STA.			N-P #34	F.B. 1859	PG 40	H.I. = 4.555	
N-P #33	-7.390	LEVEL	139.70 ✓	-2.83 ✓			
	-6.00	-0-34-20					
		-0-34-40					
		-0-34-30 ✓	139.70 ✓	-2.84 ✓			
N-P #35	-3.00	+5-58-00					
		+5-58-20					
		+5-58-10 ✓	96.28 ✓	+11.63 ✓			
	-4.00	+6-33-20					
		+6-33-20					
		+6-33-20 ✓	96.28 ✓	+11.62 ✓			

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TRANSIT AT STATION N-P#35 F.B. 1859 PG. 41 H.I. + 4.665

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P#29	-3.00	+2-17-00					
		+2-17-00					
		+2-17-00	633.85	+26.95			
	-4.00	+2-22-00					
		+2-22-20					
		+2-22-10	633.85	+26.89			
N-P#34	-5.00	-6-41-20					
		-6-41-20					
		-6-41-20	96.28	-11.63			
	-4.00	-7-17-00					
		-7-17-20					
		-7-17-10	96.28	-11.65			
N.S.G. BM#4	-6.00	-12-11-20					
		-12-11-20					
		-12-11-20	147.73	-33.25			
	-5.00	-12-33-40					
		-12-34-00					
		-12-33-50	147.73	-33.26			

F.B. 1859 PG. 120
SIDE SHOT

76F309S 247 4-53

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TRANSIT AT STATION N-P #35 F.B. 1859 PG. 41 H.I. + 4.665

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P#36	-4.410	LEVEL	22.19 ✓	+0.25 ✓			
	-3.00	-3-37-20					
		-3-37-20					
		-3-37-20 ✓	22.19 ✓	+0.26 ✓			
TRANSIT AT STA N.S.G.B.M. 4 F.B. 1859 PG. 41 H.I. 4.035							
N-P#35	-4.00	+12°-40-00					
		+12°40 00					
		+12-40-00 ✓	147.73 ✓	+33.24 ✓			
SIDE SHOT	-5.00	+13-02-40					
		+13 02 30	147.73 ✓	+33.26 ✓			
		13°02' 35"					
TRANSIT AT STA. N-P #36 F.B. 1859 PG 41 H.I. 4.235							
N-P#35	-4.480	LEVEL	22.19 ✓	-0.24 ✓			
	-3.00	-3°48 20					
		-3°48-40	22.19 ✓	-0.24 ✓			
		-3-48-30 ✓					

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F.B. 1859 PG. 121

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TRANSIT AT STATION N-P #36 F.B. 1859 PG. 41 H.I. + 4.235

Sight on	-Rod	+ Vertical Angle -	Horizontal Distance	+ Vertical Distance -	+ Curvature Correction	+ Difference Elevation -	Adjusted Diff. Elev.
N-P #37	-6.00	-6-48-40					
		-6-49-00					
		-6-48-50	250.41	-31.68			
	-5.00	-7-02-40					
		-7-02-20					
		-7-02-30	250.41	-31.69			
TRANSIT AT STA. N-P #37 F.B. 1859 PG. H.I. 4.555							
N-P #36	-2.00	+6-38-40					
		+6-38-20					
		+6-38-30	250.41	+31.73			
	-3.00	+6-52-20					
		+6-52-00					
		+6-52-10	250.41	+31.73			
N-P #38	-1.270	LEVEL	197.64	+3.29			
	-3.00	0-30-40					
		0-30-20					
	+	0-30-30	197.64	+3.31			

F.B. 1859 PG. 122

76F3098 247 4-53

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TRANSIT AT STATION N-P#38 F.B. 1859 PG. 42 H.I. + 4.940

Sight on	Rod	+ Vertical Angle −	Horizontal Distance	+ Vertical Distance −	+ Curvature Correction	+ Difference Elevation −	Adjusted Diff. Elev.
N-P#37	8.225	LEVEL	197.64 ✓	−3.28'			
	6.00	0-38-40					
		0-38-40					
		0-38-40	✓ 197.64 ✓	−3.28'			
N-P#39	6.00	6-56-20					
		6-56-40					
		6-56-30	✓ 66.13 ✓	−9.11'			
	5.00	7-48-00					
		7-48-00					
		7-48-00	✓ 66.13 ✓	−9.12'			
TRANSIT AT STA. N.P #39 FB 1859 PG 42 H.I. 4.325							
N-P#38	6.00	+9-16-40					
		+9-16-20					
		+9-16-30	✓ 66.13 ✓	+9.12'			
	5.00	+8-25-20					
		+8-25-20					
		+8-25-20	✓ 66.13 ✓	+9.11'			

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TRANSIT AT STATION N-P #39 F.B. 1859 PG. 42 H.I. + 4.325

Sight on	-Rod	+ Vertical Angle -	Horizontal Distance	+ Vertical Distance -	+ Curvature Correction	+ Difference Elevation -	Adjusted Diff. Elev.
N-P #40	-6.00	-10-14-20					
		-10-14-40					
		-10-14-30	194.11	-36.75			
	-5.00	-10-31-40					
		-10-32-00					
		10-31-50	194.11	-36.76			
N-P #41	-1.00	-3°-08-40					
		-3° 08-40					
		-3-08-40	263.43	-11.15			
	-2.00	-2-55-20					
		-2-~~25~~ 55-20					
		-2-~~25~~ 55-20	263.43	-11.13			
TRANSIT AT STA N-P #40 F.B. 1859 PG H.I. 4.330							
N-P #39	-2.00	+10-04-00					
		+10-03-40					
		+10-03-30	194.11	+36.78			
	-3.00	+10-21-00					
		+10-20-40					
		+10-20-50	194.11	+36.77			

F.B. 1859 PG. 124

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TRANSIT AT STATION N-P 40 F.B. 1859 PG. H.I. 4.330

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P 41	-4.00	+20-01-20					
		+20-01-20					
		+20-01-20 ✓	69.32 ✓	+25.59 ✓			
	-5.00	+20-44-20					
		+20-44-20					
		+20-44-20 ✓	69.32 ✓	+25.58 ✓			
TRANSIT AT N-P #41, F.B. 1895 PG. 43 H.I. 4.30							
N-P #39	-1.00	+1°-37-00					
		+1° 37 00					
		+1-37-00 ✓	263.43 ✓	+11.16 ✓			
	-2.00	+1-50-20					
		+1-50-00					
		+1-50-10 ✓	263.43 ✓	+11.17 ✓			
N-P #40	-6.00	-19-20-20					
		-19-20-40					
		-19-20-30 ✓	69.32 ✓	-25.60 ✓			
	-5.00	-20-04-20					
		-20-04-40					
		-20-04-30 ✓	69.32 ✓	-25.60 ✓			

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TRANSIT AT STATION #41 F.B. 1859 PG. 43 H.I. + 4.730

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P#42	-6.00	-16-07-40					
		16-08-00					
		-16-07-50	36.34	-11.78			
	-5.00	-17-34-40					
		-17-34-40					
		-17-34-40	36.34	-11.78			
N-P43	-5.00	-5°-42-00					
		5 42 20					
	-	5 42 10	237.48	-23.99			
	-4.00	5-56-20					
		5 56 40					
	-	5-56-30	237.48	-23.99			
TRANSIT AT STA. N-P # 42 F.B. 1859 PG. 43 H.I. 4.46							
N-P#41	-3.00	+15-53-20					
		+15 53 00					
		+15-53-10	36.34	+11.80			
	-4.00	+17 19 20					
		+17-19-40					
		+17-19-30	36.34	+11.80			

F.B. 1859 PG. 126

76F3098 247 4-53

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TRANSIT AT STATION N-P #42 F.B. 1859 PG. #43 H.I. 4.46

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #43	-2.00	-4-11-20					
		-4-11-20					
		-4-11-20	201.14	-12.27			
	-3.00	-3-54-20					
		-3-54-40					
		-3-54-30	201.14	-12.28			
TRANSIT AT STA. N-P #43 F.B. 1859 PG. #43 H.I. 4.53							
N-P #41	-1.00	+4-57-00					
		+4-57-00					
		+4-57-00	237.48	+24.10			
	-2.00	+5-11-00					
		+5-10-40					
		+5-10-50	237.48	+24.06			
N-P42	-2.00	+2-46-40					
		+2 46 40					
		2-46-40	201.14	+12.29			
	-3.00	+3-03-40					
		+3 03 20					
		3-03-30	201.14	+12.28			

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TRANSIT AT STATION N-P#43 F.B. 1859 PG. 43 H.I. + 4.53

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P#44	-3.00	- 7 - 05 00					
		- 7 - 04 - 40					
		- 7 - 04 - 50	204.64	-23.89'			
	-4.00	- 6 - 48 - 40					
		- 6 48 20					
		- 6 - 48 - 30	204.64	-23.90			
N-P#45	-1.00	+ 0 - 58 - 20					
		+ 0 58 00					
		+ 0 - 58 - 10	360.77	+9.63'			
	-2.00	+ 1 - 08 - 00					
		+ 1 - 07 - 40					
		+ 1 - 07 - 50	360.77	+9.65'			
TRANSIT AT STA. # 44 F.B. 1859 PG. # 44 H.I. + 4.36							
N-P#43	-3.00	+ 6 - 17 - 20					
		+ 6 - 17 - 40					
		+ 6 17 30	204.64	+23.92			
	-4.00	+ 6 - 34 - 20					
		+ 6 34 00					
		+ 6 - 34 - 10	204.64	+23.93'			

F.B. 1859 PG. 128

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TRANSIT AT STATION N-P #44 F.B. 1859 PG. 44 H.I. 4.36

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #45	-3.00	+11-38-40					
		+11-38-40					
		+11-38-40	156.13	+33.54			
	-4.00	+12-00-20					
		+12-00-00					
		+12-00-10	156.13	+33.55			
TRANSIT AT STA. N-P #45 F.B. 1859 44 H.I. 4.38							
N-P #43	-2.00	-1°54'00					
		1-54-20					
		1-54-10	360.77	-9.61			
	-3.00	-1°44-20					
		-1-44-20					
		-1-44-20	360.77	-9.57			
N-P #44	-5.00	-11-54-40					
		-11-55-00					
		-11-54-50	156.13	-33.56			
	-6.00	-11-33-40					
		-11-33-40					
		-11-33-40	156.13	-33.56			

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TRANSIT AT STATION N-P #45 F.B. 1859 PG. #44 H.I. + 4.38

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #46	-5.00	-19° 37' 40"					
		-19 38 20					
		-19-38-00	26.63	-10.12			
	-6.00	-17-42-00					
		-17 42 40					
		-17-42-20	26.63	-10.12			
N-P #48	-5.00	-8°-31'-00"					
		-8-30-40					
		-8-30-50	397.92	-60.19			
	-6.00	-8-22-20					
		-8 22 00		-60.16			
		-8-22-10	397.92				
TRANSIT AT STA. N-P #46 F.B. 1859 PG #44 H.I. 4.47							
N-P #45	-1.00	+14°-01-20					
		+14 01 40					
		+14-01-30	26.63	+10.12			
	-2.00	+16 02 00					
		+16-02-20					
		+16-02-10	26.63	+10.12			

F.B. 1859 PG. 130

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TRANSIT AT STATION N-P #46 **F.B.** 1859 **PG.** #44 **H.I.** 4.47

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #47	-5.00	-32 -07-20					
		-32 07 20					
		-32-07-20 ✓	98.12 ✓	-62.13 ✓			
	-6.00	-31-42 00					
		-31 42 00					
		-31-42-00 ✓	98.12 ✓	-62.13 ✓			
TRANSIT AT STA. N-P #47 F.B. 1859 PG. #45 H.I. 4.65							
N-P #46	-2.00	+31-11-00					
		+31 11 40					
		+31-11-20 ✓	98.12 ✓	+62.05 ✓			
	-3.00	+31-36-40					
		+31 37 00					
		+31 36 50 ✓	98.12 ✓	+62.05 ✓			
N-P #48	-1.00	+1-47-00					
	-1.00	+1 46 40					
		+1-46-50 ✓	273.17 ✓	+12.14 ✓			
	-2.00	+1 58 40					
		+1 58 40					
		+1-58-40 ✓	273.17 ✓	+12.08 ✓			

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TRANSIT AT STATION N-P"48 F.B. 1859 PG. 45 H.I. 4.58

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P"45	-1.00	+8-05-20					
		+8-05-20					
		+8 05 20	397.92	+60.13			
	-2.00	+8-13-40					
		+8 13 20					
		+8-13-30	397.92	+60.10			
N-P"47	-5.00	-2-26-20					
		-2 26 40					
		-2-26-30	273.17	-12.07			
	-6.00	-2-13-40					
		-2 13 40					
		-2-13-40	273.17	-12.05			
N-P"49	-3.00	+9-39-20					
		+9-39-40					
		+9-39-30	104.08	+19.29			
	-4.00	+10-11-20					
		+10-11-20					
		+10-11-20	104.08	+19.29			

F.B. 1859 PG. 132

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TRANSIT AT STATION N-P #49 F.B. 1859 PG. #45 H.I. 4.55

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #48	-5.00	-10-16-00					
		-10-16-20					
		-10-16-10	104.08	-19.31			
	-6.00	-9-43-40					
		-9-44-00					
		-9-43-50	104.08	-19.30			
N-P #50	-2.00	+5-15-00					
		+5-15-00					
		+5 15 00	201.57	+21.07			
	-3.00	+5-32-00					
		+5-32-00					
		+5-32-00	201.57	+21.08			
TRANSIT AT STA. #N-P-50 F.B 1859 PG. #50 H.I. 4.69							
N-P #49	-5.00	-5-52-40					
		-5-53-20					
		-5-53-00	201.57	-21.08			
	-6.00	-5-36-20					
		-5-36-20					
		-5-36-20	201.57	-21.09			

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TRANSIT AT STATION N-P#50 F.B. 1859 PG. 45 H.I. + 4.69

Sight on	-Rod	+ Vertical Angle -	Horizontal Distance	+ Vertical Distance -	+ Curvature Correction	+ Difference Elevation -	Adjusted Diff. Elev.
N-P#51	-5.00	-17-08-00					
		-17-08-20					
		-17-08-10	93.37	-29.10			
	-6.00	-16-34-40					
		-16-35-00					
		-16-34-50	93.37	-29.11			
N-P#55	-5.00	-3-46-40					
		-3-46-40					
		-3-46-40	572.29	-38.10			
	-6.00	-3-40-20					
		-3-40-40		-38.07			
		-3-40-30	572.29				
TRANSIT AT STA. N-P 51 F.B. 1859 PG#46 H.I. 4.38							
N-P#50	-3.00	+16-32-00					
		+16-31-40					
		+16-31-50	93.37	+29.09			
	-4.00	+17-05-20					
		+17-05-20					
		+17-05-20	93.37	+29.08			

F.B. 807 PG. 134

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TRANSIT AT STATION N-P #51 F.B. 1859 PG. #46 H.I. 4.38

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #52	-5.00	-11-33-00					
		-11-33-20					
		-11-33-10	252.72	-52.28			
	-6.00	-11-20-20					
		-11-20-00					
		-11-20-10	252.72	-52.28			
TRANSIT AT STA. #52 F.B. 1859 PG #46 H.I. 4.67							
N-P #51	-2.00	+11-06-40					
		+11-06-40					
		+11-06-40	252.72	+52.30			
	-3.00	+11-19-40					
		+11-19-40					
		+11-19-40	252.72	+52.30			
N-P #53	-1.00	+6-17-20					
		+6-17-20					
		+6-17-20	96.21	~~+13.98~~ 14.27			
	-2.00	+6-52-40					
		+6-52-20					
		+6-52-30	96.21	~~+13.98~~ 14.27			

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TRANSIT AT STATION N-P #53 F.B. 1859 PG. #46 H.I. + 4.44

Sight on	-Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N-P #52	-5.00	- 8-06-40					
		- 8-06-40					
		- 8-06-40	96.21	-14.27			
	-6.00	- 7-31-20					
		- 7-31-40					
		- 7-31-30	96.21	-14.27			
N-P #54	-2.00	+ 16-24-40					
		+ 16-24-40					
		+ 16-24-40	77.72	+25.33			
	-3.00	+ 17-05-40					
		+ 17-05-20					
		+ 17-05-30	77.72	+25.34			
N.S.G. B.M. #5	1.630	LEVEL	236.35	+2.81			
	-3.00	+ 00-20-00					
		+ 00-20-00					
		+ 00-20-00	236.35	+2.82			

F.B. 1859 PG. 136

SIDE SHOT

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TRANSIT AT STATION N-SGBM'5 F.B. 1859 PG. #46 H.I. 4.30

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #53	-7.150	LEVEL	236.35 ✓	-2.85 ✓			
SIDE SHOT	-4.00	-0-44-20					
		-0-44-20					
		-0-44-20 ✓	236.35 ✓	-2.75 ✓			
TRANSIT AT STA N-P #54 F.B. 1859 PG # H.I. 4.74							
N-P #53	-5.00	-17-53-20					
		-17-53-20					
		-17-53-20 ✓	77.72 ✓	-25.35 ✓			
	-6.00	-17-13-20					
		-17-13-20					
		17-13-20 ✓	77.72 ✓	-25.33			
N-P #55	-4.00	+3-11-00					
		+3-11-20					
		+3 11 10 ✓	52.27 ✓	+3.65 ✓			
	-5.00	+4-16-40					
		+4-17-00					
		+4-16-50 ✓	52.27 ✓	+3.65 ✓			

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TRANSIT AT STATION N-P#55 F.B. 1859 PG. #46 H.I. 4.59

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P#50	-1.00	+3-26-40					
		+3-26-40					
		+3-26-40	572.29	+38.04			
	-2.00	+3-32-40					
		+3-32-40					
		+3-32-40	572.29	+38.04			
N-P#54	-5.00	-3-31-40					
		-3-32-00					
		-3-31-50	52.27	-3.63			
	-6.00	-2-26-20					
		-2-26-00					
		2-26-10	52.27	-3.63			
N-P#56	-5.00	-14-15-40					
		-14-16-00					
		-14-15-50	76.69	-19.91			
	-6.00	-13-33-20					
		-13-33-40					
		13-33-30	76.69	-19.90			

F.B. 1859 PG. 138

76F3098 247 4-53

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TRANSIT AT STATION N-P #56 **F.B.** 1859 **PG** #47 **H.I.** 4.73

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #55	-5.00	+14-45-00					
		+14-45-20					
		+14-45-10 ✓	76.69 ✓	+19.92 ✓			
	-6.00	+15-26-20					
		+15-26-40					
		+15 26 30 ✓	76.69 ✓	+19.91 ✓			
N-P #57	-6.00	-7-11-40					
		-7 11 40					
		-7 11 40 ✓	344.93 ✓	-44.81 ✓			
	-5.00	-7 21 20					
		-7 21 40					
		-7 21 30 ✓	344.93 ✓	-44.81 ✓			

TRANSIT AT STA N-P #57 F.B. 1859 PG #47 H.I. 4.83

N-P #56	-1.00	+6-46-20					
		+6-46 40					
		+6-46-30 ✓	344.93 ✓	+44.81 ✓			
	-2.00	+6-56-00					
		+6 56 20					
		+6-56-10 ✓	344.93 ✓	+44.79 ✓			

Map No. ____
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W. O. ____ Tape No. ____ St'd. ____ of
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TRANSIT AT STATION N-P#57 F.B. 1859 PG. 47 H.I. 4.83

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P#58	-1.00	+4-24-40					
		+4-24-40					
		+4-24-40	232.56	+21.77			
	-2.00	+4-39-20					
		+4-39-20					
		4 39 20	232.56	+21.77			
TRANSIT AT STA. N-P#58 F.B. 1859 PG. 47 H.I. 4.73							
N-P#57	-5.00	-5-17-00					
		-5-17-20					
		-5-17-10	232.56	-21.~~69~~ 79			
	-6.00	-5-02-20					
		-5-02-40					
		-5-02-30	232.56	-21.~~69~~ 79			
N-P#59	-5.00	-6-03-00					
		-6 03 20					
		-6 03 10	241.40	-25.87			
	-6.00	-5-49-20					
		-5-49-00					
		-5-49-10	241.40	-25.~~77~~ 87			

F.B. 1859 PG. 140

76F3098 247 4-53

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TRANSIT AT STATION N-P #59 **F.B.** 1859 **PG** #47 **H.I.** 4.73

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #58	-4.00	+5-55-20					
		+5-55-20					
		+5-55-20	241.40	+25.77			
	-5.00	+6-09-40					
		+6-09-40					
		+6-09-40	241.40	+25.79			
N-P #60	-5.00	-0-52-40					
		-0-53-00					
		-0-52-50	339.50	-5.49			
	-6.00	-0-43-00					
		-0-43-20		-5.53			
		-0-43-10	339.50				

TRANSIT AT STA. N-P #60 FB 1859 PG #48 H.I. 4.82

N-P #59	-5.00	+0-58-00					
		+0-58-00					
		+0-58-00	339.50	+5.55			
	-6.00	+1-07-40					
		+1-07-40					
		+1-07-40	339.50	+5.50			

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TRANSIT AT STATION N.P. #60 F.B. 1859 PG. #48 H.I. 4.82

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N.P. #61	-5.00	- 9-59-20					
		- 9-59-00					
		- 9-59-10	263.67	-46.61			
	-6.00	- 9-46-20					
		- 9-46-40					
		- 9-46-30	263.67	-46.61			
TRANSIT AT STA. N.P. #61 F.B. 1859 PG. #48 H.I. 4.84							
N.P. #60	-1.00	+9-12-40					
		+9-12-40					
		+9-12-40	263.67	+46.60			
	-2.00	+9-25-00					
		+9 25 20					
		+9-25-10	263.67	+46.58			
N.P. #62	-5.00	-1-57-40					
		-1-58 00					
		-1-57-50	183.30	-6.10			
	-6.00	-1-38-20					
		-1-38 20					
		-1-38-20	183.30	-6.12			

F.B. 1859 PG. 142

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TRANSIT AT STATION N.P. #61 **F.B.** 1859 **PG** 48 **H.I.** 4.84

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-SG B.M. 6	-5.086	LEVEL	74.11 ✓	-0.25 ✓			
SIDE SHOT	-4.00	-0-49-20					
		-0-49-40					
		-0-49-30 ✓	74.11 ✓	-0.23 ✓			
TRANSIT AT STA. N-SG B.M. #6 F.B. 1859 PG #48 H.I. 4.56							
N-P #61	-4.307	LEVEL	74.11 ✓	+0.25 ✓			
SIDE SHOT	-6.00	+1-17-20					
		+1-17-20					
		+1 17 20 ✓	74.11 ✓	+0.23 ✓			
TRANSIT AT STA. N.P. #62 F.B. 1859 PG. 48 H.I. 4.72							
N-P #61	-2.00	+1-07-00					
		+1-07-00					
		+1-07-00 ✓	173.30 ✓	+6.10 ✓			
	-3.00	+1-26-40					
		+1-27-00					
		+1-26-50 ✓	173.30 ✓	+6.10 ✓			

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TRANSIT AT STATION N-P #62 F.B. 1859 PG. 48 H.I. 4.72

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P#63	5.00	-4-18-40					
		-4-18-20					
		-4-18-30	343.86	-26.19			
	6.00	-4-08-20					
		-4-08-40					
		-4-08-30	343.86	-26.18			
TRANSIT HI STA N-P #63 F.B. 1859 PG 49 H.I. 4.87							
N-P#62	4.00	+4-12-40					
		+4-12-40					
		+4-12-40	343.86	+26.19			
	5.00	+4-22-20					
		+4-22-40					
		+4-22-30	343.86	+26.18			
N-P#64	3.00	-4-26-40					
		-4-26-40					
		-4-26-40	352.22	-25.51			
	4.00	-4-17-00					
		-4-17-00					
		-4-17-00	352.22	-25.51			

F.B. 1859 PG. 44

76F3098 247 4-53

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TRANSIT AT STATION N-P #64 F.B. 1859 PG. 49 H.I. + 4.82

Sight on	-Rod	+ - Vertical Angle	Horizontal Distance	+ - Vertical Distance	+ Curvature Correction	+ - Difference Elevation	Adjusted Diff. Elev.
N-P #63	-3.00	+3-49-40					
		+3-49-40					
		+3-49-40	352.22	+25.39			
	-4.00	+4-00-20					
		+4-00-20					
		+4-00-20	352.22	+25.48			
NP #65	-1.00	-2-58-40					
		-2-58-20					
		-2-58-30	265.83	-10.00			
	-2.00	-2-46-00					
		-2-45-40		-10.01			
		-2-45-50	265.83				
TRANSIT AT STA. N-P 65 F.B. 1859 PG 49 H.I. 4.51							
N-P #64	-2.00	+1-35-40					
		+1-35-20					
		+1-35-30	265.83	+9.90			
	-3.00	+1-48-20					
		+1-48-40					
		+1-48-30	265.83	+9.90			

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F.B. 104 PG. 145

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TRANSIT AT STATION N-P 65 F.B. 1895 PG. 49 H.I. + 4.51

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P 66	-5.00	-4-47-20					
		-4 47 40					
		-4-47-30	192.19	-16.60			
	-6.00	-4-30-00					
		-4-30-00					
		-4-30-00	192.19	-16.62			
TRANSIT AT STA. N-P 66 F.B. 1895 PG. 50 H.I. 4.79							
N-P 65	-2.00	+4-07-20					
		+4-07-40					
		+4-07-30	192.19	+16.65			
	-3.00	+4-25-00					
		+4-25-20					
		+4-25-10	192.19	+16.64			
N-P 67	-3.00	-1-55-40					
		-1-55-40					
		-1-55-40	259.52	-6.95			
	-4.00	-1-42-40					
		-1-42-40					
		-1-42 40	259.52	-6.96			

F.B. 1897 PG. 14

76F3098 247 4-53

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TRANSIT AT STATION N-P #67 **F.B.** 1859 **PG.** 50 **H.I.** 4.87

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #66	-3.00	+1-05-40					
		+1-05-40					
		+1-05-40	259.52	+6.83			
	-4.00	+1-19-40					
		+1-19-20					
		+1-19-30	259.52	+6.87			
N-P #68	-3.00	-4-23-20					
		-4-23-00					
		-4-23-10	184.42	-12.28			
	-4.00	-4-05-20					
		-4-05-20					
		-4-05-20	184.42	-12.31			

TRANSIT AT STA. N.P. 68 F.B. 1859 PG. 50 H.I. 4.79

N-P #67	-3.00	+3-16-20					
		+3-16-20					
		+3-16-20	184.42	+12.33			
	-4.00	+3-34-40					
		+3-34-20					
		+3-34-30	184.42	+12.31			

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TRANSIT AT STATION N-P 68 F.B. 1859 PG. 50 H.I. + 4.79

Sight on	Red	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #69	-5.00	-5-10-00					
		-5-10-20					
		-5-10-10	164.70	-15.11			
	-6.00	-4-49-40					
		-4-50-00					
		-4-49-50	164.70	-15.13			
TRANSIT AT STA. N-P 69 F.B. 1859 PG. 50 H.I. + 4.71							
N-P #68	-4.00	+5°-00-00					
		+5-00-00					
		+5-00-00	164.70	+15.12			
	-5.00	+5-20-40					
		+5-20-40					
		+5-20-40	164.70	+15.12			
N-P 70	-5.00	-6-10-00					
		-6-10-00					
		-6-10-00	215.43	-23.57			
	-6.00	-5-54-00					
		-5-54-00					
		-5-54-00	215.43	-23.55			

F.B. 1859 PG. 148

76F3098 247 4-53

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TRANSIT AT STATION N-P 70 F.B. 1859 PG. 51 H.I. 4.58

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P 69	-3.00	+5-49-40					
		+5-49-20					
		+5-49-30	215.43	+23.56			
	-4.00	+6-05-00					
		+6-05-20					
		+6-05-10	215.43	+23.55			
N-P 71	-5.00	-6-11-20					
		-6-11-40					
		-6 11 30	320.45	-35.18			
	-6.00	-6-01-20					
		-6-01-40					
		-6-01-30	320.45	-35.24			
N.S.G. B.M. #7	-1.00	+10-35-20					
		+10-35-00					
		+10 35 10	96.54	+21.62			
SIDE SHOT	-2.00	+11-09-00					
		+11-09 20					
		+11-09-10	96.54	+21.61			

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F.B. 1859 PG. 149

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TRANSIT AT STATION N-S.G.B.M.7 F.B. 1859 PG. 51 H.I. + 4.23

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P 70	-5.00	-12-10-20					
		-12 10 20					
SIDE SHOT		-12 10 20	96.54	-21.59			
	-6.00	-11-36-20					
		-11-36-40					
		-11-36-30	96.54	-21.60			
TRANSIT AT STA. N-P 71 F.B. 1859 PG. 51 H.I. + 4.74							
N-P 70	-1.00	+5-35-40					
		+5-35-40					
		+5-35-40	320.45	+35.13			
	-2.00	+5-46-20					
		+5-46-20					
		+5-46-20	320.45	+35.13			
N-P 72	-2.00	+ 0-09-40					
		+ 0 09 20					
		+ 0-09-30	290.08	+3.54			
	-3.00	+ 0-21-20					
		+ 0 21 20					
		+ 0 21 20	290.08	+3.54			

F.B. 1859 PG. 150

76F309S 247 4-53

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TRANSIT AT STATION N-P #72 F.B. 1859 PG 52 H.I. + 4.86

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P 71	-5.00	-0-39-40					
		-0-39-40					
		0 39 40	290.08	-3.49			
	-6.00	-0-28-00					
		-0 27 40					
		-0-27-50	290.08	-3.49			
N-P 73	-5.00	-3-48-20					
		-3-48-40					
		-3-48-30	187.34	-12.61			
	-6.00	-3-30-20					
		-3 30 40		-12.63			
		-3-30-30	187.34				
TRANSIT AT STA. N-P 73 F.B. 1859 PG #52 H.I. 4.72							
N-P 72	-1.00	+2-42-00					
		+2-42-00					
		+2-42-00	187.34	+12.55			
	-2.00	+3 01 00					
		+3 01 00					
		+3-01-00	187.34	+12.59			

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F.B. 1859 PG. 151

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TRANSIT AT STATION N.P. #73 F.B. 1859 PG. #52 H.I. 4.72

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P-74	-5.00	-2-00-00					
		-2-00 20					
		-2 00 10	124.24	-4.62			
	-6.00	-1 32 20					
		-1 32 40					
		-1 32 30	124.24	-4.62			
TRANSIT AT STA N-P 74 F.B. 1859 PG. 52 H.I. 4.79							
N-P 73	-1.00	+0 -24-00					
		+0 24 00					
		0 24 00	124.24	+4.66			
	-2.00	+0-51-40					
		+0 52 00					
		+0 51 50	124.24	+4.66			
N-P75	-1.00	+ 1-09-20					
		+ 1-09-20					
		+1 09 20	233.35	+8.50			
	-2.00	+ 1-23-40					
		+ 1-24 00					
		+ 1-23-50	233.35	+8.48			

F.B. 1859 PG. 152

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TRANSIT AT STATION N-P#75 F.B. 1859 PG. 53 H.I. + 4.62

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P#74	-5.00	-2-00-20					
		-2-00 20					
		-2-00-20	233.35	-8.55			
	-6.00	-1-45-40					
		-1-45 20					
		-1-45-30	233.35	-8.54			
N-P#76	-2.00	+5-28-00					
		+5 28 00					
		+5 28 00	55.68	+7.95			
	-3.00	+6-29-00					
		+6-29-00		+7.95			
		+6-29-00	55.68				

TRANSIT AT STA. N-P#76 F.B. 1859 PG#53 H.I. 4.81

N-P#75	-5.00	-7-57-20					
		-7 57 00					
		-7 57 10	55.68	-7.97			
	-6.00	-6-56-20					
		-6-56-20					
		-6-56-20	55.68	-7.97			

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F.B. ____ PG. ____

RETURN TO
LOS ANGELES COUNTY SURVEYOR
726 LOS ANGELES COUNTY
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TRANSIT AT STATION N-P"76 F.B. 1859 PG. 53 H.I. + 4.81

Sight on	-Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N-P"77	-4.32	LEVEL	183.65	+0.49			
	-6.00	+ 0 -31 -20					
		+ 0 -31 40					
		+ 0 -31 30	183.65	+0.49			
TRANSIT AT STA. N-P" 77 F.B. 1859 PG"53 H.I. + 4.70							
N-P"76	-5.21	LEVEL	183.65	-0.51			
	-4.00	- 0 -22 -00					
		- 0 -22 -00					
		- 0 -22 -00	183.65	-0.48			
N-P"78	-3.00	+ 6 -38 -40					
		+ 6 -38 -40					
		+ 6 -38 -40	259.57	+31.94			
	-4.00	+ 6 -51 -40					
		+ 6 52 00					
		+ 6 -51 -50	259.57	+31.95			

F.B. 1859 PG. 154

76F3095 247 4-53

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TRANSIT AT STATION N-P#77 F.B. 1859 PG 53 H.I. + 4.70

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-S.G. B.M. 8	-5.00	-2-11-20					
		-2-11-20					
		-2-11-20	260.67	-10.26			
	-6.00	-1-58-20					
		-1-58-20					
		-1-58-20	260.67	-10.28			
TRANSIT AT STA. N.S.G. BM-8 F.B. 1859 PG 53 H.I. 4.60							
N.P.77	-2.00	+1-41-00					
		+1-41-00					
		+1-41-00	260.67	+10.26			
	-3.00	+1-54-00					
		+1-54-20					
		+1-54-10	260.67	+10.26			
TRANSIT AT STA. N-P#78 F.B. 1859 PG#53 H.I. 4.83							
N-P#77	-5.00	-6-59-20					
		-6-59-20					
		-6-59-20	259.57	-31.99			
	-6.00	-6-47-00					
		-6-47-00					
		-6-47-00	259.57	-32.05			

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Surveyed by L.V.S.
Notes
Indexed L. C. Johnson

F.B. 1859 PG. 155

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TRANSIT AT STATION N-P #78 F.B. 1859 PG. #53 H.I. + 4.83

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #79	-5.00	-2-34-40					
		-2 34 40					
		2-34-40	82.47	-3.88			
	-6.00	-1-53 00					
		-1-53-00					
		-1-53-00	82.47	-3.88			
TRANSIT AT STA N-P #79 F.B. 1859 PG #54 H.I. 4.58							
N-P #78	-3.00	+1-37-00					
		+1-37-00					
		+1-37-00	82.47	+3.91			
	-4.00	+2-18-40					
		+2-19-00					
		+2-18-50	82.47	+3.91			
N-P 80	-5.00	-1-14-00					
		-1-14 20					
		-1-14 10	298.51	-6.86			
	-6.00	-1-03-00					
		-1-03 00					
		-1 03 00	298.51	-6.89			

F.B. 1859 PG. 156

76F3098 247 4-53

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TRANSIT AT STATION N-P"80 F.B. 1859 PG. 54 H.I. + 4.58

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P"79	-5.00	+1-23-00					
		+1 23 20					
		+1-23-10	298.51	+6.80			
	-6.00	+1-35-00					
		+1 35 00					
		+1-35-00	298.51	+6.83			
N-P"81	-2.00	+8 07 40					
		+8 08 00					
		+8 07 50	99.47	+16.79			
	-3.00	+8-41-40					
		+8-42-00					
		+8-41-50	99.47	+16.80			
TRANSIT AT STA. N-P"81 F.B. 1859 PG. 54 H.I. 4.32							
N-P"80	-5.00	-9-12-00					
		-9-12 20					
		-9-12-10	99.47	-16.80			
	-6.00	-8-38-40					
		-8-38-40					
		-8-38-40	99.47	-16.80			

Map No.
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W.O. Tape No.
Surveyed by L.V. SMITH
Notes L.V.S. Date 4-28-55
Indexed K. C. Johnson

F.B. 1859 PG. 157

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TRANSIT AT STATION N-P"81 F.B. 1859 PG. #54 H.I. 4.32

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P"82	4.040	LEVEL	26.13	+0.28			
	3.00	-2-16-00					
		-2-16-20					
		-2-16-10	26.13	+0.28			
TRANSIT AT STA. N-P"82 FB 1859 PG 54 H.I. 4.65							
N-P"81	4.925	LEVEL	26.13	-0.27			
	4.00	-2-00-40					
		-2-01-00					
		-2-00-50	26.13	-0.27			
N-P 83	5.00	-16-27-40					
		-16-28-00					
		-16-27-50	184.40	-54.85			
	6.00	-16-11-20					
		-16-11-20					
		-16-11-20	184.40	-54.88			

F.B. 1859 PG. 158

76F3099 247 4-53

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TRANSIT AT STATION N-P #82 F.B. 1859 PG. #54 H.I. + 4.65

Sight on	-Rod	+ Vertical Angle	Horizontal Distance	+ Vertical Distance	+ Curvature Correction	+ Difference Elevation	Adjusted Diff. Elev.
N-P 86	-4.00	-4-51-20					
		-4-51 00					
		-4-51-10	558.78	-46.79			
	-5.00	-4-45-20					
		-4-45 20					
		-4 45 20	558.78	-46.83			
TRANSIT AT STA N-P #83 FB 1859 PG. 55 H.I. 4.14							
N-P #82	-3.00	+16-13-40					
		+16 14-00					
		+16-13-50	184.40	+54.82			
	-4.00	+16-31-40					
		+16-31-40					
		+16-31-40	184.40	+54.86			
N-P #84	-5.00	-19-08-00					
		-19 08 00					
		-19 0800	192.45	-67.62			
	-6.00	-18-51-40					
		-18-52-00					
		-18-51-50	192.45	-67.61			

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Indexed

F.B. 1859 PG. 159

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TRANSIT AT STATION N.P. #83 F.B. 1859 PG. 55 H.I. 4.14

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N.S.G. BM #9	-1.00	+5-24-00					
		+5-24-00					
		+5-24-00	154.69	+17.76			
	-2.00	+5-46-20					
		+5-46-20					
		+5-46-20	154.69	+17.78			
TRANSIT AT STA. N.S.G. B.M. 9 F.B. 1859 PG. 55 H.I. 4.48							
N-P #83	-3.00	-7-05-00					
		-7-04-40					
		-7-04-50	154.69	-17.73			
	-4.00	-6-42-40					
		-6-42-20					
		-6-42-30	154.69	-17.71			
TRANSIT AT STA N-P #84 F.B. 1859 PG. 55 H.I. 4.39							
N-P-83	-1.00	+18-26-20					
		+18-26-40					
		+18-26-30	192.45	+67.56			
	-2.00	+18-42-40					
		+18-43-00					
		+18-42-50	192.45	+67.58			

F.B. 1859 PG. 160

76F3098 247 4-53

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TRANSIT AT STATION N-P #84 F.B. 1859 PG. #55 H.I. + 4.39

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N.P. #85	-1.00	+20-17-40					
		+20-17-40					
		+20-17-40	146.65	+57.62			
	-2.00	+20-38-00					
		+20-38-00					
		+20-38-00	146.65	+57.61			
TRANSIT AT STA. N-P #85 F.B. 1859 PG #55 H.I. 4.27							
N-P #84	-3.00	-21-53-00					
		-21-53-20					
		21-53-10	146.65	-57.64			
	-4.00	-21-32-40					
		-21-32-40					
		-21-32-40	146.65	-57.63			
N-P #86	-4.00	+26-56-00					
		+26-56-20					
		+26-56-10	35.28	+18.20			
	-5.00	+28-12-40					
		+28-12-40					
		+28-12-40	35.28	+18.20			

Map No.
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W.O. [illegible] Tape No. [illegible] Sr. [illegible]
Surveyed by L.V. SMITH
Notes L.V.S. Date 4-24-65
Indexed A. C. Johnson

F.B. 1859 PG. 161

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TRANSIT AT STATION N-P86 F.B. 1859 PG. 55 H.I. + 4.96

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P82	-2.00	+4-28-40					
		+4-28-40					
		+4-28-40	558.78	+46.72			
	-3.00	+4-35-20					
		+4-35-00					
		+4-35-10	558.78	+46.78			
N-P85	-5.00	-27-13-00					
		-27-12-40					
		-27-12-50	35.28	-18.18			
	-6.00	-25-57-40					
		-25-58-00					
		-25-57-50	35.28	-18.22			
N-P87	-3.00	-9-01-40					
		-9-01-40					
		-9-01-40	251.38	-37.98			
	-4.00	-8-48-20					
		-8-48-40					
		-8-48-30	251.38	-37.99			

F.B. 1859 PG. 162

76F3098 247 4-53

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TRANSIT AT STATION N-P #86 F.B. 1859 PG. 55 H.I. + 4.96

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #92	-5.00	-00-50-40					
		-00-51-00					
		-00-50-50 ✓	732.71	-10.88 ✓			
	-6.00	-00-47-20					
		-00-47-00					
		-00-47-10 ✓	732.71	-11.09 ✓✓			
Transit at Sta. N-P #87 F.B. 1859 Pg-56 H.I. 5.02							
N-P 86	-4.00	+8-20-40					
		+8-20-40					
		+8-20-40 ✓	251.38 ✓	+37.89 ✓			
	-3.00	+8-07-40					
		+8-07-40					
		+8-07-40 ✓	251.38 ✓	+37.92 ✓			
N-P #88	-5.00	-13-11-00					
		-13-11-20					
		-13-11-10 ✓	136.90 ✓	-32.05 ✓			
	-6.00	-12-47-40					
		-12-48-00					
		-12-47-50 ✓	136.90 ✓	-32.08 ✓			

Map No.
Office Work
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Date

W. O. [illegible] Tape No. [illegible] Sta.
Surveyed by L.V. Smith
Notes L.V.S. Date 4-29-55
Indexed R. C. Johnson

F.B. [illegible] PG. 163

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TRANSIT AT STATION N-P"88 F.B. 1859 PG. 56 H.I. 4.95

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P"87	-4.00	+ 12-48-40					
		+ 12-49-00					
		+ 12-48-50	136.90	+32.09			
	-5.00	+ 13-12-20					
		+ 13-12-40					
		+ 13-12-30	136.90	+32.08			
N-P"89	-5.00	- 9-41-00					
		- 9-41-20					
		- 9-41-10	30.79	-5.31			
	-6.00	- 7-52-00					
		- 7-52-20		-5.31			
		- 7-52-10	30.79				
Transit at Sta N-P"89 F.B. 1859 Pg-56 HI 4.83							
N-P"88	-2.00	+ 4-34-20					
		+ 4-34-20					
		+ 4-34-20	30.79	+5.29			
	-3.00	+ 6-25-00					
		+ 6-25-20					
		+ 6-25-10	30.79	+5.29			

F.B. 1859 PG. 164

76F309S 247 4-53

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TRANSIT AT STATION N-P #89 F.B. 1859 PG. 56 H.I. + 4.83

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #90	-2.00	-18-35-20					
		-18-35-40					
		-18-35-30 ✓	96.73 ✓	-29.71 ✓			
	-3.00	-18-03-20					
		-18-03-00					
		-18-03-10 ✓	96.73 ✓	-29.70 ✓			
Transit at Sta N-P #90 F.B. 1859 Pg #57 H.I. 4.29							
N-P #89	-1.00	+15-17-20					
		+15-17-20		+29.73 ✓			
		+15-17-20 ✓	96.73 ✓				
	-2.00	+15-50-20					
		+15-50-20		+29.73 ✓			
		+15-50-20 ✓	96.73 ✓				
T.P.	-1.00	+5-54-20					
		+5-54-20		+9.67 ✓			
		+5-54-20 ✓	61.69				
	-2.00	+6-49-20					
		+6-49-20					
		+6-49-20 ✓	61.69	+9.67 ✓			

Map No. ____
Office Work ____
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Date ____

W.O. ____ Tape No. ____ Sta. ____
Surveyed by L.V. Smith
Notes L.V.S. Date 4-29-55
Indexed C. Johnson

F.B. ____ PG. ____

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TRANSIT AT STATION T.P F.B. _____ PG. _____ H.I. + 5.10

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P#90	-4.00	- 9-54-20					
		- 9-54-40					
		- 9-54-30 ✓	61.69	-9.68			
	-5.00	- 9-00-20					
		- 9-00-40					
		- 9-00-30 ✓	61.69	-9.68			
N-P#91	-1.00	+ 25-03-20					
		+ 25-03-00					
		+ 25-03-10 ✓	84.71	+ 43.70			
	-2.00	+ 25-35-20					
		+ 25-35-40		+ 43.67			
		+ 25-35-30 ✓	84.71				
Transit at Station N-P#91 F.B. 1859 Pg-57 HI 4.94							
T.P	-4.00	- 27-49-20					
		- 27-49-20		-43.76			
		- 27-49-20 ✓	84.71				
N-P91	-3.00	- 28-20-20					
		- 28-20-40					
		- 28-20-30 ✓	84.71	- 43.75			

F.B. 1859 PG. 166

76F309S 247 4-53

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TRANSIT AT STATION N-P#91 F.B. 1859 PG. 57 H.I. + 4.94

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P#92	-4.00	+ 29-27-20					
		+ 29-27-00					
		+ 29-27-10 ✓	70.51 ✓	+ 40.76 ✓			
	-5.00	+ 30-04-00					
		+ 30-04-00					
		+ 30-04-00 ✓	70.51 ✓	+ 40.76 ✓			
Transit at Station N-P#92 F.B. 1859 Pg. 57 H.I. 5.01							
N-P#86	-5.00	+ 00-49-40					
		+ 00-49-20					
		+ 00-49-30 ✓	732.71	+ 10.54 56 ✓			
	-6.00	+ 00-53-00					
		+ 00-53-00					
		+ 00-53-00 ✓	732.71	+ 10.31 ✓			
N-P 91	-5.00	- 30-02-20					
		- 30-02-40					
		- 30-02-30 ✓	70.51 ✓	- 40.77 ✓			
	-6.00	- 29-26-00					
		- 29-26-20					
		- 29-26-10 ✓	70.51 ✓	- 40.78 ✓			

Map No.
Office Work
Checked
Date

W. O. Map No. Sta.
Surveyed by L V Smith
Notes L V S Date 4-29-55
Indexed C. Johnson

F.B. PG.

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TRANSIT AT STATION N-P#92 F.B. 1859 PG. 57 H.I. + 5.01

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P#93	-5.00	- 7-56-20					
		- 7-56-40					
		- 7-56-30	121.83	-16.99			
	-6.00	- 7-28-20					
		- 7-28-20					
		- 7-28-20	121.83	-16.97			
NSG BM10	-5.00	-13-25-20					
		-13-25-40					
		-13-25-30	211.93	-50.58			
	-6.00	-13-10-00					
		-13-10-20		-50.58			
		-13-10-10	211.93				
Transit at Station			NSG BM#10	FB 1859	Pg-57	HI 4.80	
N-P92	-3.00	+12-57-20					
		+12-57-40					
		+12-57-30	211.93	+50.57			
	-4.00	+13-13-00					
		+13-13-00					
		+13-13-00	211.93	+50.57			

F.B. 1859 PG. 168

76F3098 247 4-53

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TRANSIT AT STATION N-P93 F.B. 1859 PG. 57 H.I. + 4.79

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P92	-1.00	+6-10-00					
		+6-10-20					
		+6-10-10	121.83	+16.96			
	-2.00	+6-37-40					
		+6-38-00					
		+6-37-50	121.83	+16.95			
N-P 94	-5.00	-9-54-20					
		-9-54-40					
		-9-54-30	75.84	-13.46			
	-6.00	-9-10-40					
		-9-10-40					
		-9-10-40	75.84	-13.46			
Transit at Station N-P#94 F.B. 1859 Pg 58 HI 4.54							
N-P#93	-1.00	+7-27-20					
		+7-27-40					
		+7-27-30	75.84	+13.47			
	-2.00	+8-12-20					
		+8-12-20					
		+8-12-20	75.84	+13.48			

Map No.
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W. O. Map No. Sta.
Surveyed by L V Smith
Notes L V S Date 4-29-55
Indexed C. Johnson

F.B. PG.

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726 LOS ANGELES COUNTY
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TRANSIT AT STATION N-P#94 F.B. 1859 PG. 58 H.I. + 4.54

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P#95	-5.00	-15-20-20					
		-15-20-20					
		-15-20-20	122.39	-34.03			
	-6.00	-14-54-00					
		-14-54-20					
		-14-54-10	122.39	-34.03			
Transit at Station N-P#95				FB 1857	Pg 58	H.I. 4.38	
N.P#94	-2.00	+14-30-20					
		+14-30-20					
		+14-30-20	122.39	+34.04			
	-3.00	+14-56-00					
		+14-56-20					
		+14-56-10	122.39	+34.03			
N-P96	-3.00	+1-11-00					
		+1-11-00					
		+1-11-00	89.12	+3.22			
	-4.00	+1-50-00					
		+1-50-00					
		+1-50-00	89.12	+3.23			

F.B. 1859 PG. 170

76F3098 247 4-53

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720 LOS ANGELES COUNTY
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Note: Any Additions or Changes on This [illegible] Made or Circled in Red [illegible] and Name of Person [illegible].

TRANSIT AT [illegible] 3.90

Sight on	-Red	± [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Adjusted Diff. [illegible]
N-P#95	-5.00	-1-21-40					
		-1-22-00					
		-1-21-50 ✓	89.12 ✓	-3.22			
	-6.00	-00-43-00					
		-00-43-20					
		-00-43-10 ✓	89.12 ✓	-3.22			
N-P#97	-5.00	-9-40-40					
		-9-40-40					
		-9-40-40					
		-9-40-40 ✓	75.42 ✓	-13.96			
	-6.00	-8-54-20					
		-8-54-20					
		-8-54-20 ✓	75.42 ✓	-13.92			
Transit at Station N-P#97 FB 1859 Pg 58 H.I. 4.10							
N-P#96	-2.00	+8-55-20					
		+8-55-20					
		+8-55-20 ✓	75.42 ✓	+13.94			
	-3.00	+9-39-40					
		+9-39-20					
		+9-39-30 ✓	75.42 ✓	+13.94			

Map No. ____
Office Work ____
Checked ____
Date ____

W.O. [illegible] Tape No. ____ Sta. ____
Surveyed by L.V. Smith
Notes [illegible] Date 5-2-53
Indexed C. Johnson

F.B. 1070 Pg. 171

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TRANSIT AT STATION N-P 97 F.B. 1859 PG. 58 H.I. + 4.10

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P 98	-5.00	-15-12-00					
		-15-12-20					
		-15-12-10	191.10	-52.83			
	-6.00	-14-55-20					
		-14-55-20					
		-14-55-20	191.10	-52.83			
N-P102	-5.00	-6-52-20					
		-6-52-00					
		-6-52-10	693.40	-84.44			
	-6.00	-6-47-20					
		-6-47-40					
		-6-47-30	693.40	-84.48			
Transit at Station N-P 98 F.B. 1859 P. 59 H.I. 4.26							
N-P97	-1.00	+14-33-00					
		+14-33-20					
		+14-33-10	191.10	+52.87			
	-2.00	+14-49-40					
		+14-50-00					
		+14-49-50	191.10	+52.86			

F.B. 1859 PG. 112

76F3095 247 4-53

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TRANSIT AT STATION N-P 98 F.B. 1859 PG. 59 H.I. + 4.26

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P 99	-5.00	-20-42-00					
		-20-42-00					
		-20-42-00	34.55	-13.80			
	-6.00	-20-44-00 ?					
		-20-44-20					
		-20-44-10	34.55	14.82 ?			
Transit at Station N-P 99 FB 1859 Pg 59 HI 4.35							
N-P 98	-1.00	+16-48-40					
		+16-48-40					
		+16-48-40	34.55	+13.79			
	-2.00	+18-19-00					
		+18-19-20					
		+18-19-10	34.55	+13.79			
N-P 100	-5.00	-22-02-40					
		-22-02-40					
		-22-02-40	210.21	-85.77			
	-6.00	-21-48-20					
		-21-48-40					
		-21-48-30	210.21	-85.76			

Notes Ck'd by
Map No.
Office Work
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W.O. 0907 Tape No. Sr'd. of
Surveyed by L.V. Smith
Notes Date 5-7-53
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TRANSIT AT STATION N-P#100 F.B. 1859 PG. 59 H.I. + 4.68

Sight on	-Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P#99	-2.00	+21-34-40					
		+21-34-20					
		+21-34-30	210.21	+85.80			
	-3.00	+21-48-20					
		+21-48-20					
		+21-48-20	210.21	+85.78			
N-P101	-1.00	+8-39-40					
		+8-40-00					
		+8-~~30~~ 39-50	171.23	+29.77			
	-2.00	+8-59-00					
		+8-59-20					
		+8-59-10	171.23	+29.76			
Transit at Station N-P#101 F.B. 1859 Pg 59 H.I. 4.56							
N-P100	-5.00	-9-43-40					
		-9-43-20					
		-9-43-30	171.23	-29.79			
	-6.00	-9-24-20					
		-9-24-20					
		-9-24-20	171.23	-29.80			

F.B. 1859 PG. 174

76F309S S&E #247. 8-54

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Transit at Station N-P#101 F.B. 1859 Pg - 59 H.I. + 4.56

Sight On	-Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N-P#102	-3.00	+22-50-40					
		+22-50-20					
		+22-50-30 ✓	86.31 ✓	+37.92 ✓			
	-4.00	+23-23-40					
		+23-23-40					
		+23-23-40 ✓	86.31 ✓	+37.90 ✓			

Transit at Station N-P#102 FB 1859 Pg 60 H.I. 4.25

N-P97	-1.00	+6-40-40					
		+6-40-40					
		+6-40-40 ✓	693.40 ✓	+84.43 ✓			
	-2.00	+6-46-00					
		+6-45-40					
		+6-45-50 ✓	693.40 ✓	+84.49 ✓			
N-P101	-4.00	-23-49-40					
		-23-50-00					
		-23-49-50 ✓	86.31 ✓	-37.87 ✓			
	-5.00	-23-16-20					
		-23-16-40					
		-23-16-30 ✓	86.31 ✓	-37.88 ✓			

Notes Ck'd by
Map No.
Office Work
Checked
Date

Survey of
W. O. 8907.11 Tape No. Std. °F
Surveyed by L. V. Smith
Notes Date
Indexed C. Johnson

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Transit at Station N.P.#102 F.B. 1857 Pg 60 H.I. 4.25

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N.P.103	-5.00	-2-39-20					
		-2-39-20					
		-2-39-20 ✓	288.46 ✓	-14.13 ✓			
	-6.00	-2-27-20					
		-2-27-20					
		-2-27-20 ✓	288.46 ✓	-14.12 ✓			
TRANSIT AT STA. N.P.#103 F.B. 1857 PG 60 H.I. 4.36							
N-P#102	-1.00	+2-08-40					
		+2-08-20					
		+2-08-30 ✓	288.46 ✓	+14.15 ✓			
	-2.00	+2-20-40					
		+2-20-20					
		+2-20-30 ✓	288.46 ✓	+14.16 ✓			
N-P#104	-2.00	+9-03-00					
		+9-02-40					
		+9-02-50 ✓	49.32 ✓	+10.21 ✓			
	-3.00	+10-09-40					
		+10-10-00					
		+10-09-50 ✓	49.32 ✓	+10.20 ✓			

F.B. 1857 PG. 176

76F309S S&E #247. 8-54

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Transit at Station N-P104 F.B.1859 Pg. 60 H.I. 4.34

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev
N-P#103	-5.00	-10-57-40					
		-10-57-40					
		-10-57-40	49.32	-10.21			
	-6.00	-9 51-40					
		-9 51 20					
		-9 51 30	49.32	-10.23			
N-P#105	-1.00	+8-42-20					
		+8-42-40					
		+8-42-30	157.21	+27.42			
	-2.00	+9-04 00					
		+9-04-20					
		+9-04 10	157.21	+27.43			

TRANSIT AT STA. N-P#105 F.B.1859 PG #60 H.I. 4.68

N-P-104	-5.00	-9-48-00					
		-9-48-00					
		9-48-00	157.21	-27.47			
	-6.00	-9-26-20					
		-9-26 40					
		-9-26-30	157.21	-27.46			

Map No.
Office Work
Checked
Date

W.O. Tape No. SPd.
Surveyed by L.V.S. Date 5-3-55
Notes
Indexed

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Transit at Station N-P #105 FB. 1559 Pg #60 H.I. 4.68

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ - Difference Elevation	Adjusted Diff Elev.
N-P #106	-5.00	-6-42-00					
		-6-42-20					
		-6-42-10	224.10	-26.66			
	-6.00	-6-27-20					
		-6-27-20					
		-6-27-20	224.10	-26.68			
TRANSIT AT STA. N-P #106 FB. 1859 PG. #61 H.I. 4.52							
N-P #105	-2.00	+6-08-20					
	-	+6-08-40					
		+6-08-30	224.10	+26.64			
	-3.00	+6-24-00					
		+6-24-00					
		+6-24-00	224.10	+26.66			
NP/07	-5.00	-17-07-40					
		-17-08-00					
		-17-07-50	104.78	-32.78			
	-6.00	-16-37-40					
		-16-37-40					
		-16-37-40	104.78	-32.77			

F.B. 1859 Pg. 178

76F309S S&E #247. 8-54

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Transit at Station N.P. #106 F.B. 1859 Pg #61 H.I. 4.52

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	± Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N.P. #109	-5.00	- 0-42-40					
		-0 42-40					
		- 0-42-40	✓403.94	-5.49'			
	-6.00	- 0-34-40					
		-0 35-00					
		- 0-34-50	✓403.94	-5.57'			
TRANSIT AT STA. N.P. #107 F.B. 1859 PG #61 H.I. 4.53							
N.P. #106	-3.00	+16-37 00					
		+16 36 40					
		+16-36 50	✓104.78	+32.79			
	-4.00	+17-06-40					
		+17-06 40					
		+17-06 40	✓104.79	+32.79'			
N.P. #108	-1.00	+4°-28-00					
		+4-28-00					
		+4-28-00	✓227.60✓	+21.31'			
	-2.00	+4-43-00					
		+4-42 40					
		+4-42-50	✓227.60✓	+21.30'			

Map No. ____
Office Work ____
Checked ____
Date ____

W.O. ____ Tape No. ____ Sr'd. ____
Surveyed by L. V. Smith Date 5-3-55
Notes ____
Indexed E. C. Johnson

F.B. ____ Pg. ____

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Transit at Station N-P°107 F.B. 1859 Pg # 61 H.I. 4.53

Sight on	Rod	+ Vertical / - Angle	Horizontal Distance	+ Vertical / - Distance	+ Curvature Correction	+ Difference / - Elevation	Adjusted Diff. Elev
N-S-G-BM.11	-1.00	+3-50-40					
		+3 50 40					
		+3 50 40	195.06	+16.64			
	-2.00	+4-07-40					
		+4-07-40					
		+4 07 40	195.06	+16.61			
TRANSIT AT STA. N.S.G B.M.11 F.B. 1859 PG #61 H.I. 4.44							
N-P°107	-5.00	-4-41-40					
		-4 42 00					
		-4-41-50	195.06	-16.59			
	-6.00	-4-24-20					
		-4-24-20					
		-4-24-20	195.06	-16.59			
TRANSIT AT STA. N-P°108 F.B. 1859 PG 61 H.I. 4.40							
N-P107	-5.00	-5-12-20					
		-5-12 20					
		-5-12-20	227.60	-21.34			
	-6.00	-4-57-00					
		-4-57 20					
		-4-57-10	227.60	-21.32			

F.B. 1859 PG. 180

76F309S S&E #247. 8-54

4 475

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Transit at Station N-P #108 F.B. 1859 Pg #61 H.I. 4.40

Sight on	-Rod	+Vertical -Angle	Horizontal Distance	+Vertical -Distance	+Curvature Correction	+Difference -Elevation	Adjusted Diff. Elev.
N-P #109	-2.00	+2 -48-00					
		+2 48 00					
		+2 48 00	71.55	+5.90			
	-3.00	+3-35-20					
		+3-35-20					
		+3-35-20	71.55	+5.89			
TRANSIT AT STA. N-P 109 F.B. 1859 PG #61 H.I. 4.58							
N-P106	-5.00	+0-50-40					
		+0 50 40					
		+0-50-40	403.94	+5.53			
	-6.00	+0-58-40					
		+0-58-40					
		+0-58-40	403.94	+5.47			
N-P108	-5.00	-4-23-00					
		-4-23-00					
		-4-23-00	71.55	-5.90			
	-6.00	-3-35-20					
		-3-35 40					
		-3-35-30	71.55	-5.91			

Map No.
Office Work
Checked
Date

W. O. [illegible] Tape No. Std. of
Surveyed by L.V. SMITH
Notes L.V.S. Date 5-3-55
Indexed B. O. Johnson

F.B. PG.

33 39

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Transit at Station N-P#109 FB1859 Pg 61 H.I. 4.58

Sight on	Rod	+ Vertical / - Angle	Horizontal Distance	+ Vertical / - Distance	+ Curvature Correction	+ Difference / - Elevation	Adjusted Diff. Elev.
N-P#110	-5.00	- 9°-33-20					
		- 9-33-40					
		- 9-33-20	151.65	-25.95			
	-6.00	- 9-10-40					
		- 9-11-00					
		- 9-10-50	151.65	-25.93			
TRANSIT AT STA N-P#110 FB.1859 PG#62 H.I. 4.47							
N-P#109	-3.00	+ 9-09-20					
		+ 9-09-20					
		+ 9-09-20	151.65	+25.91			
	-4.00	+ 9-32-00					
		+ 9-32-00					
		+ 9 32 00	151.65	+25.94			
N-P#111	-5.00	-14-02-00					
		-14-02-20					
		-14-02-10	73.67	-18.95			
	-6.00	-13-18-20					
		-13-18-40					
		-13-18-30	73.67	-18.96			

F.B. 1859 PG. 182

76F309S S&E #247. 8-54

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Transit at Station N-P #111 F.B. 1859 Pg #62 H.I. 4.48

Sight on	-Rod	+Vertical -Angle	Horizontal Distance	+Vertical -Distance	+Curvature correction	+Difference -Elevation	Adjusted Diff Elev.
N-P #110	-1.00	+11-50-40					
		+11-50 40					
		+11 50 40	73.67	+18.93			
	-2.00	+12-35-20					
		+12 35 20					
		+12-35-20	73.67	+18.93			
N-P112	-5.00	- 0-36-40					
		- 0-37-00					
		- 0 36-50	243.85	-3.13			
	-6.00	- 0-22-40					
		- 0-23 00		-3.14			
		- 0-22-50	243.85				

TRANSIT AT STA. N-P #112 F.B. 1859 PG. #62 H.I. 4.62

N-P #111	-1.475	LEVEL	243.85	+3.14			
	-3.00	+ 0-22-00					
		+ 0-22-00					
		+ 0-22-00	243.85	+3.18			

Map No.
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Date

W.O. [illegible] Tape No. St'd. [illegible]
Surveyed by L.V. SMITH
Notes L.V.S. Date 5-5-55
Indexed [illegible] Johnson

F.B. PG.

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Transit at Station N-P #112 F.B. 1895 Pg 62 HI 4.62

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-P #113	-4.220	LEVEL	182.39	+0.40			
	-3.00	-0-22-40					
		-0-22-40					
		-0-22-40	182.39	+0.42			
N-P #115	-1.00	+5-12-00					
		+5-12-00					
		+5-12-00	512.00	+50.22			
	-2.00	+5-18-40					
		+5-18-40					
		+5-18-40	512.00	+50.22			
TRANSIT AT STA. N-P # 113 F.B. 1895 PG 62 H.I 4.23							
N-P #112	4.660	LEVEL	182.39	-0.43			
	-3.00	-0-30-40					
		-0-30-40					
		-0-30-40	182.39	-0.~~40~~ 39			
N-P #114	-5.430	LEVEL	93.71	-1.20			
	-4.00	-0-51-20					
		-0-51-20					
		-0-51-20	93.71	-1.17			

F.B. 1857 PG. 184

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TRANSIT AT STATION N-P#114 F.B. 1895 PG # 63 H.I. 4.06

SIGHT ON	ROD	+ VERTICAL - ANGLE	HORIZONTAL DISTANCE	+ VERTICAL - DISTANCE	+ CURVATURE CORRECTION	+ DIFFERENCE - ELEVATION	ADJUSTED DIFF. ELEV.
N-P#113	2.88	LEVEL	93.71	+1.18			
	-4.00	+0-41-00					
		~~+0-40-40~~					
		+0-40-50	93.71	+1.17			
N-P#115	-2.00	+11-43-00					
		+11-43-20					
		+11-43-10	235.90	~~+50.99~~ +51.00			
	-3.00	+11-57-20					
		+11-57-20					
		+11-57-20	235.90	+51.01			
TRANSIT AT STATION N-P#115 F.B. 1895 PG # 63 H.I. 4.65							
N-P#112	-5.00	-5-34-20					
		-5-34-00					
		-5-34-10	512.00	-50.28			
	-6.00	-5-27-20					
		-5-27-20					
		-5-27-20	512.00	-50.25			

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TRANSIT AT STATION N-P #115 FB 1859 PG 63 H.I. 4.65

SIGHT ON	ROD	+VERTICAL ANGLE	HORIZONTAL DISTANCE	+VERTICAL -DISTANCE	+CURVATURE CORRECTION	+DIFFERENCE -ELEVATION	ADJUSTED DIFF. ELEV.
N-P #114	-5.00	-12-07-40					
		-12 08 00					
		-12 07 50	235.90	-51.05			
	-6.00	-11-54-00					
		-11 54 00					
		-11-54-00	235.90	-51.06			
NP #116	-5.00	-21-54-40					
		-21-54-00					
		21-54-40	176.62	-71.39			
	-6.00	-21-37-40					
		-21-37-40					
		-21 37-40	176.62	-71.38			
N-P #117	-5.00	-9-26-20					
		-9-26-20					
		-9-26-20	499.13	-83.33			
	-6.00	-9-20-00					
		-9-20-00					
		-9-20-00	499.13	-83.38			

F.B. 1859 PG. 186

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Transit at Station N-P#116 F.B. 1859 Pg. 63 H.I. 4-33

Sight on	-Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev
N-P#115	-4.00	+21-53-20					
		+21-53-20					
		+21-53-20	176.62	+71.29			
	-5.00	+22-10-00					
		+22-10-00					
		+22-10-00	176.62	+71.29			
N-P#117	-5.00	-2-00-40					
		-2-00-40					
		-2-00-40	322.51	-11.99			
	-6.00	-1-50-00					
		-1-50-00		-11.99			
		-1-50-00	322.51				

TRANSIT AT STATION N-P#117 F.B. 1859 PG. #64 H.I. 4.91

N-P#115	-3.00	+9-15-40					
		+9 15 40					
		+9 15 40	499.13	+83.30			
	-4.00	+9-21-40					
		+9 22 00					
		+9-21-50	499.13	+83.22			

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Notes L. V. S. Date 5-4-55
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Transit at Station N-P #117 FB. 1859 Pg 64 H.I. 4.91

Sight On	- Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev
N-P #116	-1.00	+ 1 - 25 - 20					
		+ 1 - 25 - 20					
		+ 1 - 25 - 20	322.51	+11.92			
	-2.00	+ 1 - 36 - 00					
		+ 1 - 36 - 20					
		+ 1 - 36 - 10	322.51	+11.93			
N-P #118	-3.00	- 11 - 21 - 20					
		- 11 - 21 - 00					
		- 11 - 21 - 10	196.77	-37.59			
	-4.00	- 11 - 05 - 00					
		- 11 - 04 - 40					
		- 11 - 04 - 50	196.71	-37.61			
N-P #120	-1.00	+ 1 - 25 - 20					
		+ 1 - 25 - 00					
		+ 1 - 25 - 10	606.14	+18.93			
	-2.00	+ 1 - 31 - 00					
		+ 1 - 30 - 40					
		+ 1 - 30 - 50	606.14	+18.93			

F.B. 1857 Pg. 186

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Transit at Station N-P #117 F.B. 1859 Pg #64 H.I. 4.91

Sight On	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff Elev
N.S.G. B.M. 12	-5.00	-5-02-40					
		-5-03-00					
		-5-02-50	159.63	-14.19			
	-6.00	-4-41-00					
		-4-41-20					
		-4-41-10	159.63	-14.18			
TRANSIT AT STA. N.S.G. B.M. #12 F.B. 1859 PG #64 H.I. 4.34							
N-P #117	-4.00	+4-57-20					
		+4-57-20					
		+4-57-20	159.63	+14.18			
	-5.00	+5-18-40					
		+5-19-00					
		+5-18-50	159.63	+14.19			
TRANSIT AT STA. N-P #118 F.B. 1859 PG #64 H.I. 4.63							
N-P #117	-1.00	+9-47-20					
		+9-47-20					
		+9-47-20	196.71	+37.57			
	-2.00	+9-55-00					
		+9-55-20					
		+9-55-10	196.71	+37.03			

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Transit at Station N-P #118 FB 1859 Pg #64 HI 4.63

Sight On	Rod	+ Vertical / - Angle	Horizontal Distance	+ Vertical / - Distance	+ Curvature Correction	+ Difference / - Elevation	Adjusted Diff. Elev.
N-P #119	-4.16	LEVEL	199.93	+0.47			
	-3.00	- 0-19-00					
		- 0-19-20					
		- 0-19-10	199.93	+0.52			
TRANSIT AT STA.			N-P #119	FB. 1859	PG # 64	H. I. 4.62	
N-P #118	-5.12	LEVEL	199.93	-0.50			
	-4.00	- 0-19-00					
		- 0-19-20					
		- 0-19-10	199.93	-0.49			
N-P #120	-2.00	+ 14-18-40					
		+ 14-18-40					
		+ 14-18-40	209.50	+56.06			
	-3.00	+ 14-34-00					
		+ 14-34-00					
		+ 14-34-00	209.50	+56.06			

F.B. 1859 PG. 190

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Transit at Station N-P #120 FB 1859 Pg #65 H.I. 4.78

Sight on	-Rod	+Vertical -Angle	Horizontal Distance	+Vertical -Distance	+Curvature Correction	+Difference -Elevation	Adjusted Diff. Elev.
N-P #117	-5.00	-1-46-00					
		-1-46-00					
		-1-46-00	606.14	-18.92			
	-6.00	-1-40-00					
		-1-40-00					
		-1-40-00	606.14	-18.86			
N-P #119	-5.00	-14-54-40					
		-14-55-00					
		-14-54-50	209.50	-56.02			
	-6.00	-14-39-20					
		-14-39-40					
		-14-39-30	209.50	-56.02			
N-P #121	-5.00	-17-14-00					
		-17-14-20					
		-17-14-10	187.08	-58.26			
	-6.00	-16-57-40					
		-16-58-00					
		-16-57-50	187.08	-58.29			

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Transit at Station N-P #121 F.B. 1859 Pg #65 H.I. 4.67

Sight On	Rod	+Vertical -Angle	Horizontal Distance	+Vertical -Distance	+Curvature Correction	+Difference -Elevation	Adjusted Diff. Elev.
N-P #120	-2.00	+16-33-20					
		+16-33-20					
		+16-33-20 ✓	187.08 ✓	+58.28 ✓			
	-3.00	+16-49-40					
		+16-50-00					
		+16-49-50 ✓	187.08 ✓	+58.26 ✓			
N-P #122	-1.655	LEVEL	20.40 ✓	+3.01 ✓			
	-3.00	+3-47-20					
		+3-47-00					
		+3-47-10 ✓	20.40 ✓	+3.02			
TRANSIT AT STA. N-P #122 F.B. 1859 PG # 66 H.I. 4.89							
N-P #121	-7.905	LEVEL	20.40 ✓	-3.01 ✓			
	-6.00	-5-19-40					
		-5-20-00					
		-5-19-50 ✓	20.40 ✓	-3.01 ✓			

F.B. 1859 PG. 192

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TRANSIT AT STATION N-P #122 F.B. 1895 PG # 66 H.I. 4.89

SIGHT ON	-ROD	+VERTICAL -ANGLE	HORIZONTAL DISTANCE	+VERTICAL -DISTANCE	+CURVATURE CORRECTION	+DIFFERENCE -ELEVATION	ADJUSTED DIFF. ELEV
N-P#123	-5.00	-12-28-20					
		-12-28-40					
		-12-28-30	129.06	-28.66			
	-6.00	-12-03-40					
		-12-03-40					
		-12-03-40	129.06	-28.69			
TRANSIT AT STA. N-P #123 F.B. 1895 PG # 66 H.I. 4.60							
N-P#122	-1.00	+10-59-00					
		+10-59-00					
		+10-59-00	129.06	+28.65			
	-2.00	+11-24-40					
		+11-24-40					
		+11-24-40	129.06	+28.65			
N-P#124	-5.00	-7-56-40					
		-7-56-20					
		-7-56-30	200.45	-28.36			
	-6.00	-7-40-00					
		-7-39-40					
		-7-39-50	200.45	-28.37			

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TRANSIT AT STATION N-P #124 F.B. 189[illegible] PG. 66 H.I. 4.84

SIGHT ON	ROD	+ VERTICAL - ANGLE	HORIZONTAL DISTANCE	+ VERTICAL - DISTANCE	+ CURVATURE CORRECTION	+ DIFFERENCE - ELEVATION	ADJUSTED DIFF. ELEV.
N-P #123	-1.00	+ 6-58-20					
		+ 6-58-00					
		+ 6-58-10	200.45	+28.34			
	-2.00	+ 7-15-40					
		+ 7-15-20					
		+ 7-15-30	200.45	+28.37			
N-P #125	-5.00	- 2-46-40					
		- 2-46-40					
		- 2-46-40	193.93	-9.57			
	-6.00	- 2-28-20					
		- 2-28-40					
		- 2-28-30	193.93	-9.54			

TRANSIT AT STA. N-P #125 F.B. 189[illegible] PG. 66 H.I. 4.72

N-P 124	-1.00	+ 1-42-20					
		+ 1-42-20					
		+ 1-42-20	193.93	-9.49			
	-2.00	+ 2-00-40					
		+ 2-00-20					
		+ 2-00-30	193.93	-9.52			

F.B. 189 PG. 174

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TRANSIT AT STATION N-P#125 F.B. 1895 PG# 66 H.I. 4.72

SIGHT ON	-ROD	+ VERTICAL - ANGLE	HORIZONTAL DISTANCE	+ VERTICAL - DISTANCE	+ CURVATURE CORRECTION	+ DIFFERENCE - ELEVATION	ADJUSTED DIFF. ELEV.
N-P#126	-5.00	- 9-25-00					
		- 9-25-20					
		- 9-25-10	107.24	-18.07			
	-6.00	- 8-54-00					
		- 8-54-00					
		- 8-54-00	107.24	-18.07			
N-P#128	-3.00	- 3-28-00					
		- 3-28-00					
		- 3-28-00	245.90	-13.18			
	-4.00	- 3-14-00					
		- 3-14-00		-13.17			
		- 3-14-00	245.90				

TRANSIT AT STA. N-P#126 F.B. 1895 PG# 66 H.I. 4.65

N-P#125	-2.00	+ 8-10-00					
		+ 8-10-00					
		+ 8-10-00	107.24	+18.04			
	-3.00	+ 8-41-40					
		+ 8-41-20					
		+ 8-41-30	107.24	+18.04			

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TRANSIT	AT	STATION	N-P #126	F.B. 1895	PG #66	H.I. 4.65	
SIGHT ON	-R00	+VERTICAL -ANGLE	HORIZONTAL DISTANCE	+VERTICAL -DISTANCE	+CURVATURE CORRECTION	+DIFFERENCE -ELEVATION	ADJUSTED DIFF. ELEV.
N-P #127	-3.00	-16-18-20					
		-16-18-40					
		-16-18-30 ✓	- 67.14 ✓	-17.99 ✓			
	-4.00	-15-31-20					
		-15-31-40					
		-15-31-30 ✓	67.14 ✓	-18.00 ✓			
TRANSIT AT STA.		N-P #127	F.B. 1895	PG. 67	H.I. 4.69		
N-P #126	-2.00	+12-50-40					
		+12-50-40					
		+12-50-40 ✓	67.14 ✓	~~-17.96~~ 18.00			
	-3.00	+13-39-40					
		+13-39-20					
		+13-39-30 ✓	67.14 ✓	~~-17.99~~ 18.01			
N-P #128	-2.00	+15-43-40					
		+15-43 20					
		+15-43 30 ✓	71.52 ✓	~~+22.79~~ .83			
	-3.00	+16-28-00					
		+16-28-00					
		+16-28-00 ✓	71.52 ✓	+22.83 ✓			

F.B. 1859 PG. 126

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TRANSIT AT STATION N-P 128 F.B. 1895 PG. # 67 H.I. 4.69

SIGHT ON	-ROD	+VERTICAL -ANGLE	HORIZONTAL DISTANCE	+VERTICAL -DISTANCE	+CURVATURE CORRECTION	+DIFFERENCE -ELEVATION	ADJUSTED DIFF. ELEV.
N-P#125	-1.00	+2-12-20					
		+2 12-20					
		+2 12-20	245.90	+13.16			
	-2.00	+2-26-20					
		+2-26-20					
		+2-26-20	245.90	+13.16			
N-P#127	-5.00	-17-28-40					
		-17-29-00					
		-17-28-50	71.52	-22.83			
	-6.00	-16-45-20					
		-16-45-40					
		-16-45-30	71.52	-22.85			
N-P#129	-4.170	LEVEL	47.88	+0.52			
	-3.00	-1-23-40					
		-1-23-40					
		-1-23-40	47.88	+0.52			

Map No.
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TRANSIT AT STATION N-P#129 F.B. 859 PG#67 H.I. 4.57

SIGHT ON	ROD	+VERTICAL -ANGLE	HORIZONTAL DISTANCE	+VERTICAL -DISTANCE	+CURVATURE CORRECTION	+DIFFERENCE -ELEVATION	ADJUSTED DIFF. ELEV.
N-P#128	-5.090	LEVEL	47.88	-0.52			
	-4.00	-1-18-20					
		-1-18-20					
		-1-18-20	47.88	-0.52			
N-P#130	-2.00	+4-21-40					
		+4-21-20					
		+4-21-30	173.84	+15.82			
	-3.00	+4-41-20					
		+4-41-20					
		+4-41-20	173.84	+15.83			
N-S-G	-5.00	-7-54-00					
BM#13		-7-54-20					
		-7-54-10	125.92	-17.91			
	-6.00	-7-27-00					
		-7-27-20					
		-7-27-10	125.92	-17.90			

F.B. 859 PG. 190

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Transit at Station N-S-G B.M #13 F.B. 1859 Pg #67 H.I. 4.53

Sight on	-Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference Elevation	Adjusted Diff Elev
N-P#129	-1.00	+6-31-20					
		+6-31-20					
		+6-31-20 ✓	125.92 ✓	+17.93 ✓			
	-2.00	+6-57-20					
		+6-57-00					
		+6-57-10 ✓	125.92 ✓	+17.89 ✓			

TRANSIT AT STATION N-P#130 F.B. 1859 PG #67 H.I. 4.71

N-P#129	-6.00	-4-48-00					
		-4-47 40					
		-4-47-50 ✓	173.84 ✓	-15.88 ✓			
	-5.00	-5-07 00					
		-5-07 20					
		-5-07-10 ✓	173.84 ✓	-15.86 ✓			
N-P#131	-5.00	-2-20-00					
		-2-19 40					
		-2-19-50 ✓	113.63 ✓	-4.91 ✓			
	-4.00	-2-50-20					
		-2-50-00					
		-2-50-10 ✓	113.63 ✓	-4.92 ✓			

Map No.
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F.B. PG. 190

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Transit at Station N-P #130 F.B. 1859 Pg #67 H.I. 4.71

Sight On	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N-P#133	-1.00	+10-18-00					
		+10-18-20					
		+10-18-10	437.30	+83.20			
	-2.00	+10-25-00					
		+10-25-20					
		+10-25-10	437.30	+83.12			
TRANSIT AT STATION N-P #131 F.B. 1959 PG# 68 H.I. 4.85							
N-P#130	-1.00	+0-30-00					
		+0-30-20					
		+0-30-10	113.63	+4.85			
	-2.00	+1-00-20					
		+1-00-40					
		+1-00-30	113.63	+4.85			
N-P#132	-1.00	+12-41-20					
		+12-41-20					
		+12-41-20	247.34	+59.54			
	-2.00	+12-55-00					
		+12-55-00					
		+12-55-00	247.34	+59.57			

F.B. 1859 PG. 200

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Transit at Station N-P#132 F.B.1859 Pg#68 HI 4.29

Sight on	-Rod	+Vertical -Angle	Horizontal Distance	+Vertical -Distance	+Curvature Correction	+Difference -Elevation	Adjusted Diff. Elev
N-P#131	-6.00	-13-09-00					
		-13-09-20					
		-13-09-10	247.34	-59.51			
	-5.00	-13-28-00					
		-13-27-40					
		-13-27-50	247.34	-59.93			
N-P#133	-3.00	+19-41-00					
		+19-41-00					
		+19-41-00	76.33	+28.60			
	-4.00	+20-20-00					
		+20-20-20					
		+20-20-10	76.33	+28.58			

TRANSIT AT STATION N-P#133 F.B. 1859 PG#68 H.I. 4.71

N-P#130	-6.00	-10-37-00					
		-10-37-20					
		-10-37-10	437.30	-83.28			
	-5.00	-10-45-00					
		-10-45-00					
		-10-45-00	437.30	-83.31			

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Transit at Station N-P #133 F.B. 1859 Pg 68 H.I. 4.71

Sight On	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N-P #132	-6.00	-19-42-00					
		-19-41-40					
		-19-41-50 ✓	76.33 ✓	-28.62 ✓			
	-5.00	-20-21-00					
		-20-21-20					
		-20-21-10 ✓	76.33 ✓	-28.61 ✓			
N-P #134	-6.00	-32-56-20					
		-32-56-40					
		-32-56-30 ✓	145.54 ✓	-95.59 ✓			
	-5.00	-33-13-00					
		-33-13-20					
		-33-13-10 ✓	145.54 ✓	-95.60 ✓			
N-P #139	-6.00	-11-51-00					
		-11-51-00					
		-11-51-00 ✓	453.96 ✓	-96.54 ✓			
	-5.00	-11-57-20					
		-11-57-20					
		-11-57-20 ✓	453.96 ✓	-96.41 ✓			

F.B. 1857 Pg. 202

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Transit at Station N-P#134 F.B. 1859 Pg 68 H.I. 4.27

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N-P#133	-4.00	+ 33-13-00					
		+ 33-13-20					
		+ 33-13-10 ✓	145.54 ✓	+ 95.58 ✓			
	-3.00	+ 32-56-00					
		+ 32-56-00					
		+ 32-56-00 ✓	145.54 ✓	+ 95.54 ✓			
N-P#135	-6.00	- 24-11-20					
		- 24-11-00					
		- 24-11-10 ✓	64.81 ✓	- 30.84 ✓			
	-5.00	- 24-55-40					
		- 24-56-00					
		- 24-~~56~~ 55-30	64.81 ✓	- 30.86 ✓			

TRANSIT AT STATION N-P# 135 F.B. 1859 PG# 68 H.I. 4.27

N-P#134	-1.00	+23-06-00					
		+23-06-00					
		+23-06-~~10~~ 00"	64.81 ✓	+ 30.91 ✓			
	-2.00	+ 23-51-20					
		+ 23-51-00					
		+ 23-51-10 ✓	64.81 ✓	+ 30.93 ✓			

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Transit at Station N-P #135 F.B. 1859 Pg. #68 HI 4.27

Sight on	Rod	+ Vertical / - Angle	Horizontal Distance	+ Vertical / - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev
N-P#136	-6.00	-22-30-40					
		-22-31-00					
		-22-30-50 ✓	46.85 ✓	-21.15 ✓			
	-5.00	-23-33-00					
		-23-33-20					
		-23-33-10 ✓	46.85 ✓	-21.15 ✓			
TRANSIT AT STATION N-P#136 F.B. 1859 PG. #69 H.I. 4.66							
N-P#135	-1.00	+20-31-00					
		+20-30-40					
		+20-30-50 ✓	46.85 ✓	+21.19 ✓			
	-2.00	+21-35-00					
		+21-35-00					
		+21-35-00 ✓	46.85 ✓	+21.19 ✓			
N-P#137	-4.00	+16-08-00					
		+16-08-20					
		+16-08-10 ✓	89.86 ✓	+26.66 ✓			
	-5.00	+16-43-20					
		+16-43-00					
		+16-43-10 ✓	89.86 ✓	+26.65 ✓			

F.B. 1859 PG. 204

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TRANSIT AT STATION N-P#137 F.B. 1895 PG #69 H.I. 4.40

SIGHT ON	-ROD	+VERTICAL -ANGLE	HORIZONTAL DISTANCE	+VERTICAL -DISTANCE	+CURVATURE CORRECTION	+DIFFERENCE -ELEVATION	ADJUSTED DIFF. ELEV.
N-P#136	-5.00	-16-11-20					
		-16-11-20					
		-16-11-20 ✓	89.86 ✓	-26.69 ✓			
	-6.00	-15-35-40					
		-15-35-20					
		-15-35-30 ✓	89.86 ✓	-26.68 ✓			
N-P#138	-3.00	+15-41-00					
		+15-41-00					
		+15-41-00 ✓	71.53 ✓	+21.48 ✓			
	-4.00	+16-25-20					
		+16-25-20					
		+16-25-20 ✓	71.53 ✓	+21.48 ✓			

TRANSIT AT STATION N-P#138 F.B. 1895 PG #69 H.I. 4.20

N-P#137	-5.00	-16-09-00					
		-16-09-20					
		-16-09-10 ✓	71.53 ✓	-21.52 ✓			
	-6.00	-15-24-40					
		-15-25-00					
		15-24-50 ✓	71.53 ✓	-21.52 ✓			

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TRANSIT AT STATION N-P#138 F.B. 18 PG. 69 H.I. 4.20

SIGHT ON	ROD	+ VERTICAL - ANGLE	HORIZONTAL DISTANCE	+ VERTICAL - DISTANCE	+ CURVATURE CORRECTION	+ DIFFERENCE - ELEVATION	ADJUSTED DIFF. ELEV.
N-P#139	-1.215	LEVEL	35.37	+2.98			
	-3.00	+2-54-00					
		+2-53-40					
		+2-53-50	35.37	+2.99			
TRANSIT AT STATION N-P#139 F.B. 1395 PG. #69 H.I. 4.29							
N-P#133	-1.00	+11-36-00					
		+11-36-20					
		+11-36-10	453.96	+96.50			
	-2.00	+11-42-40					
		+11-42-40					
		+11-42-40	453.96	+96.39			
N-P#138	-7.275	LEVEL	35.37	-2.99			
	-6.00	-2-03-40					
		-2-04-00					
		-2-03-50	35.37	-2.98			
N-P#140	-4.00	-9-19-20					
		-9-19-40					
		-9-19-30	91.31	-14.70			
	-5.00	-8-42-20					
		-8-42-40					
		-8-42-30	91.31	-14.70			

F.B. 1659 PG. 206

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TRANSIT AT STATION N-P# 140 F.B. 1895 PG #70 H.I. 4.19

SIGHT ON	-ROD	+VERTICAL -ANGLE	HORIZONTAL DISTANCE	+VERTICAL -DISTANCE	+CURVATURE CORRECTION	+DIFFERENCE -ELEVATION	ADJUSTED DIFF. ELEV.
N-P#139	-3.00	+ 8-27-20					
		+ 8-27-20					
		+ 8-27-20 ✓	91.31 ✓	+14.76 ✓			
	-4.00	+ 9-04-20					
		+ 9-04-40					
		+ 9-04-30 ✓	91.31 ✓	+14.77 ✓			
N-P#141	-5.00	-26-42-20					
		-26-42-20					
		-26-42-20 ✓	72.68 ✓	-37.37 ✓			
	-6.00	-26-04-40					
		-26-04-40					
		-26-04-40 ✓	72.68 ✓	-37.38 ✓			
N-P 144	-5.00	-2-32-40					
		-2-32-40					
		-2-32-40 ✓	575.23 ✓	-26.37 ✓			
	-6.00	-2-26-00					
		-2-26-20					
		-2-26-~~20~~ 10"	575.23 ✓	-26.28 ✓			

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TRANSIT AT STATION N-P#141 F.B. 1895 PG 70 H.I. 4.33

SIGHT ON	ROD	+ VERTICAL - ANGLE	HORIZONTAL DISTANCE	+ VERTICAL - DISTANCE	+ CURVATURE CORRECTION	+ DIFFERENCE - ELEVATION	ADJUSTED DIFF. ELEV.
N-P#140	-2.00	+25-41-20					
		+25-41-40					
		+25-41-30	72.68	+37.30			
	-3.00	+26-20-00					
		+26-20-00					
		+26-20-00	72.68	+37.30			
N-P#142	-3.00	-2-58-00					
		-2-58-20					
		-2-58-10	240.72	-11.16			
	-4.00	-2-44-00					
		-2-44-20					
		-2-44-10	240.72	-11.17			
TRANSIT AT STATION N-P#142 F.B. 1895 PG 70 H.I. 4.37							
N-P#141	-1.00	+1°53-00					
		+1-53-00					
		+1-53-00	240.72	+11.29			
	-2.00	+2-07-20					
		+2-07-20					
		+2-07-20	240.72	+11.29			

F.B. 1859 PG. 208

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TRANSIT AT STATION N-P #142 F.B. 1895 PG. 70 H.I. 4.37

SIGHT ON	-ROD	+ VERTICAL - ANGLE	HORIZONTAL DISTANCE	+ VERTICAL - DISTANCE	+ CURVATURE CORRECTION	+ DIFFERENCE - ELEVATION	ADJUSTED DIFF. ELEV.
N-P #143	-10.00	-17-52-20					
		-17-52-00					
		-17-52-10 ✓	74.54 ✓	-29.66 ✓			
	-11.00	-17-08-40					
		-17-09-00					
		-17-08-50 ✓	74.54 ✓	-29.63 ✓			
TRANSIT AT STATION N-P #143 F.B. 1895 PG. 70 H.I. 4.65							
N-P #142	-6.00	+22-36-20					
		+22-36-20					
		+22-36-20 ✓	74.54 ✓	+29.69 ✓			
	-7.00	+23-13-40					
		+23-13-20					
		+23-13-30 ✓	74.54 ✓	+29.64 ✓			
N-P #144	-4.00	+15-23-40					
		+15-23-20					
		+15-23-30 ✓	187.29 ✓	+52.21 ✓			
	-5.00	+15-41-00					
		+15-40-40					
		+15-40-50 ✓	187.29 ✓	+52.23 ✓			

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TRANSIT AT STATION N-P 144 FB 1859 Pg 70 HI 4.43

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff Elev.
NP 140	-1.00	+ 2-13-40					
		+ 2-13-40					
		+ 2-13-40	575.23	+25.81			
	-2.00	+ 2-20-00					
		+ 2-20-00					
		+ 2-20-00	575.23	+25.87			
NP-143	-5.00	- 15-26-20					
		- 15-26-20					
		- 15-26-20	187.29	-52.30			
	-6.00	- 15-09-40					
		- 15-09-40					
		- 15-09-40	187.29	-52.32			
NP-145	-5.00	- 1-35-20					
		- 1-35-20					
		- 1-35-20	241.37	-7.27			
	-6.00	- 1-21-00					
		- 1-21-00					
		- 1-21-00	241.37	-7.26			

F.B. 1859 PG. 210

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Transit at Station N-P 144 F.B. 1859 Pg 70 HI 4.43

Sight on	-Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N-S-G BM #14	-5.00	-5-53-20					
		-5 53 00					
		-5 53 10	212.09	-22.42			
	-6.00	-5-37-00					
		-5 36-40					
		-5-36-50	212.09	-22.42			
TRANSIT AT STATION N-S-G B.M. 14 F.B. 1859 PG #70 H.I. 4.37							
N-P #144	-4.00	+5-55-20					
		+5-55-40					
		+5-55-30	212.09	+22.38			
	-5.00	+6-11-40					
		+6-11-40					
		+6-11-40	212.09	+22.39			
TRANSIT AT STATION N-P #145 F.B. 1859 PG. 71 H.I. 4.07							
N-P144	-1.00	+0-59-20					
		+0 59 40					
		+0 59 30	241.37	+7.25			
	-2.00	+1-13-20					
		+1-13-20					
		+1-13-20	241.37	+7.22			

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Transit at Station N-P #145 F.B. 1859 Pg 71 H.I. 4.07

Sight on	-Rod	+Vertical - Angle	Horizontal Distance	+Vertical - Distance	+Curvature Correction	+Difference Elevation	Adjusted Diff. Elev.
N-P#146	-5.00	-5-21-40					
		-5-21-40					
		-5-21-40	232.09	-22.71			
	-6.00	-5-07-00					
		-5-07-00					
		-5-07-00	232.09	-22.71			
TRANSIT AT STATION N-P #146 F.B. 1859 PG #71 H.I. 4.53							
N-P#145	-1.00	+4-43-20					
		+4-43-20					
		+4-43-20	232.09	+22.70			
	-2.00	+4-58-00					
		+4-58-00					
		+4-58-00	232.09	+22.70			
N-P#147	-5.00	-3-54-40					
		-3-54-20					
		-3-54-30	116.24	-8.41			
	-6.00	-3-25-00					
		-3-25-00					
		-3-25-00	116.24	-8.41			

F.B. 1859 PG. 212

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TRANSIT AT STATION N-P#147 F.B. 1859 PG.# 71 H.I. 4.30

SIGHT ON	-ROD	+VERTICAL -ANGLE	HORIZONTAL DISTANCE	+VERTICAL -DISTANCE	+CURVATURE CORRECTION	+DIFFERENCE -ELEVATION	ADJUSTED DIFF. ELEV.
NP#146	-3.00	+3-29-00					
		+3-29-00					
		+3-29-00	116.24	+8.38			
	-4.00	+3-58-20					
		+3-58-20					
		+3-58-20	116.24	+8.37			
N-P#148	-5.00	-5-58-00					
		-5-58-00					
		-5-58-00	76.95	-8.74			
	-6.00	-5-13-20					
		-5-13-40					
		-5-13-30	76.95	-8.74			

TRANSIT AT STATION N-P#148 F.B. 1859 PG.# 71 H.I. 4.11

N-P#147	-4.00	+6-24-20					
		+6-24-00					
		+6-24-10	76.95	+8.75			
	-5.00	+7-08-00					
		+7-08-00					
		+7-08-00	76.95	+8.74			

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TRANSIT AT STATION N-P #148 F.B. 1859 PG.# 71 H.I. 4.11

SIGHT ON	ROD	+ VERTICAL - ANGLE	HORIZONTAL DISTANCE	+ VERTICAL - DISTANCE	+ CURVATURE CORRECTION	+ DIFFERENCE - ELEVATION	ADJUSTED DIFF. ELEV.
N-P #149	-5.00	-10-28-00					
		-10-28-20					
		-10-28-10	146.83	-28.02			
	-6.00	-10-05-40					
		-10-06-00					
		-10-05-50	146.83	-28.04			
TRANSIT AT STATION N-P #149 F.B. 1859 PG# 72 H.I. 4.39							
N-P 148	-1.00	+9-31-20					
		+9-31-20					
		+9-31-20	146.83	+28.02			
	-2.00	+9-54-00					
		+9-54-00					
		+9-54-00	146.83	+28.02			
N-P #150	-5.00	-8-36-40					
		-8-37-00					
		-8-36-50	27.62	-4.79			
	-6.00	-6-35-00					
		-6-34-40					
		-6-34-50	27.62	-4.80			

F.B. 1859 PG. 214

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TRANSIT AT STATION N-P #150 F.B. 1859 PG 72 H.I. 4.26

SIGHT ON	-ROD	+ VERTICAL - ANGLE	HORIZONTAL DISTANCE	+ VERTICAL - DISTANCE	+ CURVATURE CORRECTION	+ DIFFERENCE - ELEVATION	ADJUSTED DIFF. ELEV.
N-P #149	-1.00	+3-10-00					
		+3-10-00					
		+3-10-00	27.62	+4.79			
	-2.00	+5-14-00					
		+5-13-40					
		+5-13-50	27.62	+4.79			
N-P #151	-5.00	-18-27-20					
		-18-27-40					
		-18-27-30	212.62	-71.71			
	-6.00	-18-13-00					
		-18-13-20					
		-18-13-10	212.62	-71.73			
N-P #152	-5.00	-9-27-00					
		-9-27-00					
		-9-27-00	366.64	-61.77			
	-6.00	-9-18-00					
		-9-18-00					
		-9-18-00	366.64	-61.78			

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TRANSIT AT STATION N-P #151 F.B. 1859 PG 72 H.I. 4.44

SIGHT ON	-ROD	+ VERTICAL - ANGLE	HORIZONTAL DISTANCE	+ VERTICAL - DISTANCE	+ CURVATURE CORRECTION	+ DIFFERENCE - ELEVATION	ADJUSTED DIFF. ELEV.
N-P #150	-2.00	+18-03-00					
		+18-03-00					
		+18-03-00 ✓	212.62 ✓	+71.73 ✓			
	-3.00	+18-18-00					
		+18-18-00					
		+18-18-00 ✓	212.62 ✓	+71.76 ✓			
N-P #152	-1.00	+ 2-24-40					
		+ 2-24-40					
		+ 2-24-40 ✓	154.02 ✓	+9.93 ✓			
	-2.00	+ 2-47-20					
		+ 2-47-20					
		+ 2-47-20 ✓	154.02 ✓	+9.94 ✓			
N.S.G. B.M. 15	-4.330	LEVEL	203.09 ✓	+0.11 ✓			
	-3.00	-0-22-20					
		-0-22-20					
		-0-22-20 ✓	203.09 ✓	+0.12 ✓			

F.B. 1859 PG. 216

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Transit at Station N-S-G.B.M. 15 F.B. 1859 Pg #72 H.I. 4.53

Sight on	- Rod	+ VERTICAL - ANGLE	HORIZONTAL DISTANCE	+ VERTICAL - DISTANCE	+ CURVATURE CORRECTION	+ DIFFERENCE - ELEVATION	ADJUSTED DIFF. ELEV.
N-P#151	-4.630	LEVEL	203.09 ✓	-0.10 ✓			
	-6.00	+0-22-20					
		+0-22-40					
		+0-22-30	✓ 203.09 ✓	-0.14 ✓			

TRANSIT AT STATION N-P#152 F.B. 1859 PG. #73 H.I. 4.70

N-P#150	-1.00	+9-00-00					
		+9-00-20					
		+9-00-10	✓ 366.64 ✓	+61.79 ✓			
	-2.00	+9-09-20					
		+9-09-20					
		+9-09-20	✓ 366.64 ✓	+61.79 ✓			
N-P#151	-6.00	-3-12-40					
		-3-12-40					
		-3-12-40	✓ 154.02 ✓	-9.94 ✓			
	-5.00	-3-35-00					
		-3-35-00					
		-3-35-00	✓ 154.02 ✓	-9.95 ✓			

Map No.
Office Work
Checked
Date

W. O. [illegible] Tape No. Std. of
Surveyed by L. V. [illegible]
Notes [illegible] Date 5-6-55
Indexed [illegible] C. Johnson

F.B. PG.

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TRANSIT AT STATION N-P#152 F.B. 959 — PG 73 H.I. 4.70

SIGHT ON	-ROD	+VERTICAL -ANGLE	HORIZONTAL DISTANCE	+VERTICAL -DISTANCE	+CURVATURE CORRECTION	+DIFFERENCE -ELEVATION	ADJUSTED DIFF. ELEV.
N-P#153	-6.00	-0-20-00					
		-0-20-20					
		-0-20-10	155.32	-2.21			
	-5.00	-0-41-20					
		-0-41-40					
		-0-41-30	155.32	-2.18			
TRANSIT AT STATION N-P#153 F.B. 1857 — PG 13 H.I. 4.54							
N-P#152	-2.330	LEVEL	155.32	+2.21			
	-1.00	-0-30-00					
		-0-29-40					
		-0-29-50	155.32	+2.19			
N-P#154	-6.00	-15-19-40					
		-15-20-00					
		-15-19-50	133.95	-38.18			
	-5.00	-15-43-40					
		-15-43-40					
		-15-43-40	133.95	-38.18			

F.B. 1859 PG. 218

76F309S S&E #247. 8-54

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TRANSIT AT STATION N-P# 153 F.B. 1859 PG # 73 H.I. + 4.54

Sight on	-Rod	+Vertical -Angle	Horizontal Distance	+Vertical -Distance	+Curvature Correction	+Difference -Elevation	Adjusted Diff. Elev.
N-P#156	-6.00	-0-50-40					
		-0-50-40					
		-0-50-40	642.52	-10.93			
	-5.00	-0-56-00					
		-0-56-00					
		-0-56-00	642.52	-10.93			

TRANSIT AT STATION N-P#154 F.B. 1859 PG. # 73 H.I. 4.72

N-P#153	-2.00	+14-49-40					
		+14-49-40					
		+14-49-40	133.95	+38.18			
	-3.00	+15-13-40					
		+15-13-40					
		+15-13-40	133.95	+38.18			
N-P#155	-2.00	+2-37-00					
		+2-37-00					
		+2-37-00	260.06	+14.61			
	-3.00	+2-50-00					
		+2-50-20					
		+2-50-10	260.06	+14.60			

Map No.
Office Work
Checked
Date

W. O. [illegible] Tape No. Sta. of
Surveyed by L. V. SMITH
Notes L.V.S. Date 5-9-55
Indexed [illegible] C. Johnson

F.B. PG.

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TRANSIT AT STATION N-P #155 F.B. 1859 PG. #73 H.I. + 4.49

Sight on	-Rod	+Vertical -Angle	Horizontal Distance	+Vertical -Distance	+Curvature Correction	+Difference -Elevation	Adjusted Diff. Elev.
N-P #154	-6.00	-2-53-00					
		-2-53-20					
		-2-53-10	260.06	-14.62			
	-5.00	-3-06-40					
		-3-07-00					
		-3-06-50	260.06	-14.66			
N-P #156	-1.00	+2-06-00					
		+2 06 00					
		+2 06 00	248.51	+12.60			
	-2.00	+2-19-40					
		+2-20-00					
		+2-19-50	248.51	+12.60			
TRANSIT AT STATION N-P #156 F.B. 1859 PG. #74 H.I. 4.69							
N-P #153	-1.00	+0-38-40					
		+0-38-40					
		+0-38-40	642.52	+10.92			
	-2.00	+0-43-40					
		+0-44-40					
		+0-44-10	642.52	+10.95			

F.B. 1859 PG. 220

76F309S S&E #247. 8-54

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TRANSIT AT STATION N-P# 156 F.B. 1859 PG. #74 H.I. + 4.69

Sight on	-Rod	+Vertical -Angle	Horizontal Distance	+Vertical -Distance	+Curvature Correction	+Difference -Elevation	Adjusted Diff. Elev.
N-P# 155	-6.00	-2-36-20					
		-2-36-20					
		-2-36-20	248.51	-12.62			
	-5.00	-2-50-00					
		-2-50-00					
		-2-~~25~~ 50'.00	248.51	-12.61			
N-P# 157	-6.00	-9-51-00					
		-9-51-00					
		-9-51-00	276.38	-49.30			
	-5.00	-10-03-20					
		-10-03-40					
		-10-03-30	276.38	-49.33			
N-P# 158	-6.00	-10-43-20					
		-10-43-40					
		-10-43' ~~50~~ 30"	390.79	-75.33			
	-5.00	-10-52-40					
		-10-52-40					
		-10-52-40	390.79	-75.41			

Map No.
Office Work
Checked
Date

W.O. [illegible] Tape No. Std.
Surveyed by L.V. SMITH
Notes L.V.S. Date 5-9-55
Indexed E. C. Johnson

F.B. [illegible] PG. 221

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TRANSIT AT STATION N-P # 157 F.B. 1859 PG. 74 H.I. + 4.68

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N-P#156	-1.00	+9-22-00					
		+9-22-00					
		+9-22-00	276.38	+49.27			
	-3.00	+9-46-20					
		+9-46-40					
		+9-46-30	276.38	+49.29			
N-P#158	-6.00	-12-11-00					
		-12-10-40					
		-12-10-50	114.41	-26.02			
	-5.00	-12-40-20					
		-12-40-40					
		-12-40-30	114.41	-26.05			

TRANSIT AT STATION N-P # 158 F.B. 1859 PG. 74 H.I. 5.72

N-P #156	-3.00	+10-31-00					
		+10-31-20					
		+10-31-10	390.79	+75.29			
	-4.00	+10-39-20					
		+10-39-40					
		+10-39-30	390.79	+75.27			

F.B. 1859 PG. 222

76F309S S&E #247. 8-54

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TRANSIT AT STATION N-P N-P #158 F.B. 1859 PG. 74 H.I. 5.72

SIGHT ON	ROD	+VERTICAL -ANGLE	HORIZONTAL DISTANCE	+VERTICAL -DISTANCE	+CURVATURE CORRECTION	+DIFFERENCE -ELEVATION	ADJUSTED DIFF. ELEV.
N-P #157	-1.00	+10-33-00					
		+10-32-40					
		+10-32-50 ✓	114.41 ✓	+26.02 ✓			
	-2.00	+11-02-00					
		+11-02-00					
		+11-02-00 ✓	114.41 ✓	+26.02 ✓			
N-S-G BM #16	-4.915	LEVEL	284.93 ✓	+0.80 ✓			
	-6.00	+0-14-00					
		+0-14-00					
		+0-14-00 ✓	284.93 ✓	+0.88 ✓			

TRANSIT AT STATION N.S.G. BM #16 F.B. 1859 PG. #74 H.I. 4.88

N-P #158	-5.320	LEVEL	284.93 ✓	-0.84 ✓			
	-4.00	-0-16-00					
		-0-16-00					
		-0-16-00 ✓	284.93 ✓	-0.85 ✓			

Map No. ____ Sfd. ____
Office Work ____
Checked ____
Date ____

W.O. ____ Tape No. ____ Sfd. ____
Surveyed by L.V.C. Date 5-9-55
Notes ____
Indexed ____

F.B. ____ Pg. ____

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TRANSIT AT STATION N-P #38 F.B. 1857 PG. #42 H.I. 4.67

SIGHT ON	ROD	+VERTICAL -ANGLE	HORIZONTAL DISTANCE	+VERTICAL -DISTANCE	+CURVATURE CORRECTION	+DIFFERENCE -ELEVATION	ADJUSTED DIFF. ELEV.
N-P #68	-6.00	- 6·52·40					
		- 6·52·40					
		- 6·52·40 ✓	2619.85	-317.34			
	-5.00	- 6·54·00					
		- 6·54·20					
		- 6·54·10 ✓		-317.50			
TRANSIT AT STATION N-P #68					F.B. 1859	PG. #50	H.I. 4.53
N-P #38	-6.00	+ 6·56·00					
		+ 6·56·00					
		+ 6·56·00 ✓		+317.11			
	-5.00	+ 6·54·20					
		+ 6·54·40					
		+ 6·54·30 ✓		+316.95			

F.B. 1859 PG. 224

F. B. _____ PG. _____

Map No. _____
Office Work _____
Checked _____
Date _____

W. O. [illegible] Tape No. _____ Std. _____ °F
Surveyed by L. V. SMITH
Notes L. V. S. Date 5-16-55
Indexed A. C. Johnson 6-6-55

SAN GABRIEL CN. ROAD

LOCATION OF "S" POINTS

BY ANGLES

FROM "P" LINE POINTS

J.N. 0907.1

PARTY
L.V. SMITH
R.C. DALE
V.B. ANDERSON
M.E. WACKER
R.J. WALSH

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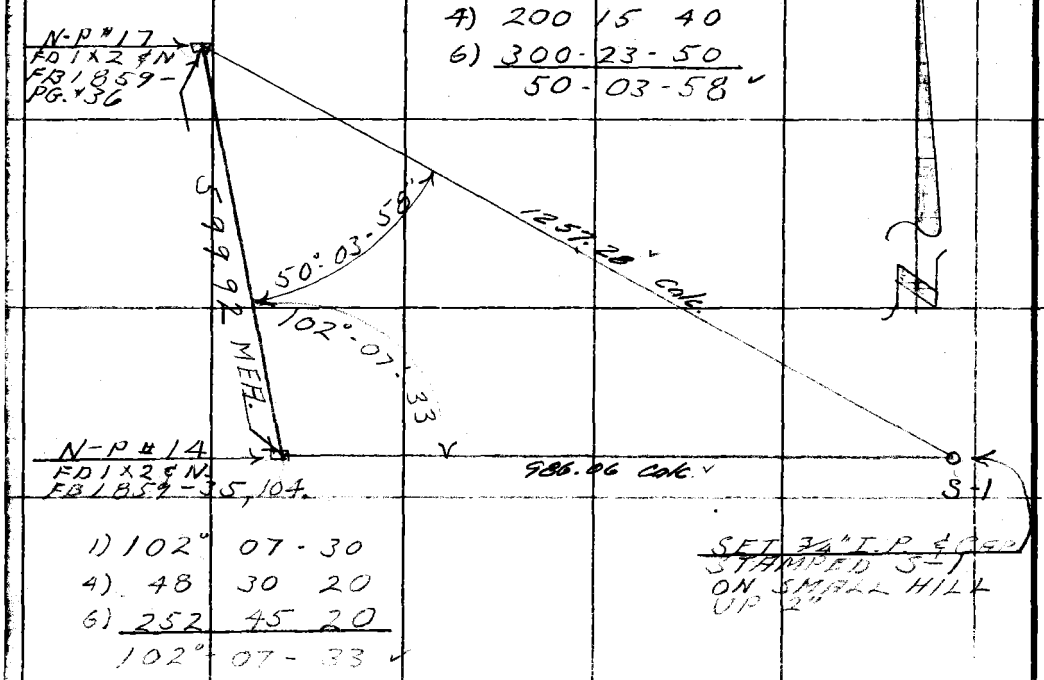
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F309S S&E #247. 8-54

F.B. 1859 PG. 226

S-1

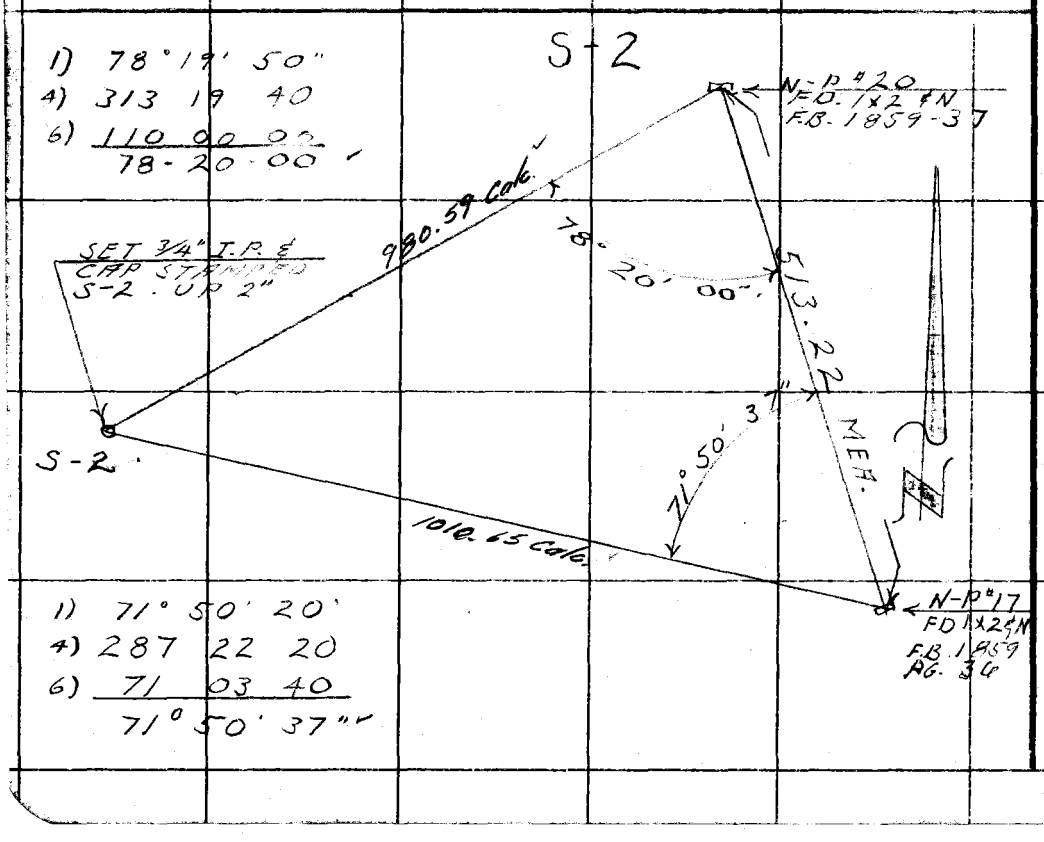
1) 50-04-00
4) 200 15 40
6) 300-23-50
50-03-58 ✓



1) 102° 07-30
4) 48 30 20
6) 252 45 20
102°-07-33 ✓

S-2

1) 78°19'50"
4) 313 19 40
6) 110 00 00
78-20-00 ✓



1) 71° 50' 20'
4) 287 22 20
6) 71 03 40
71° 50' 37" ✓

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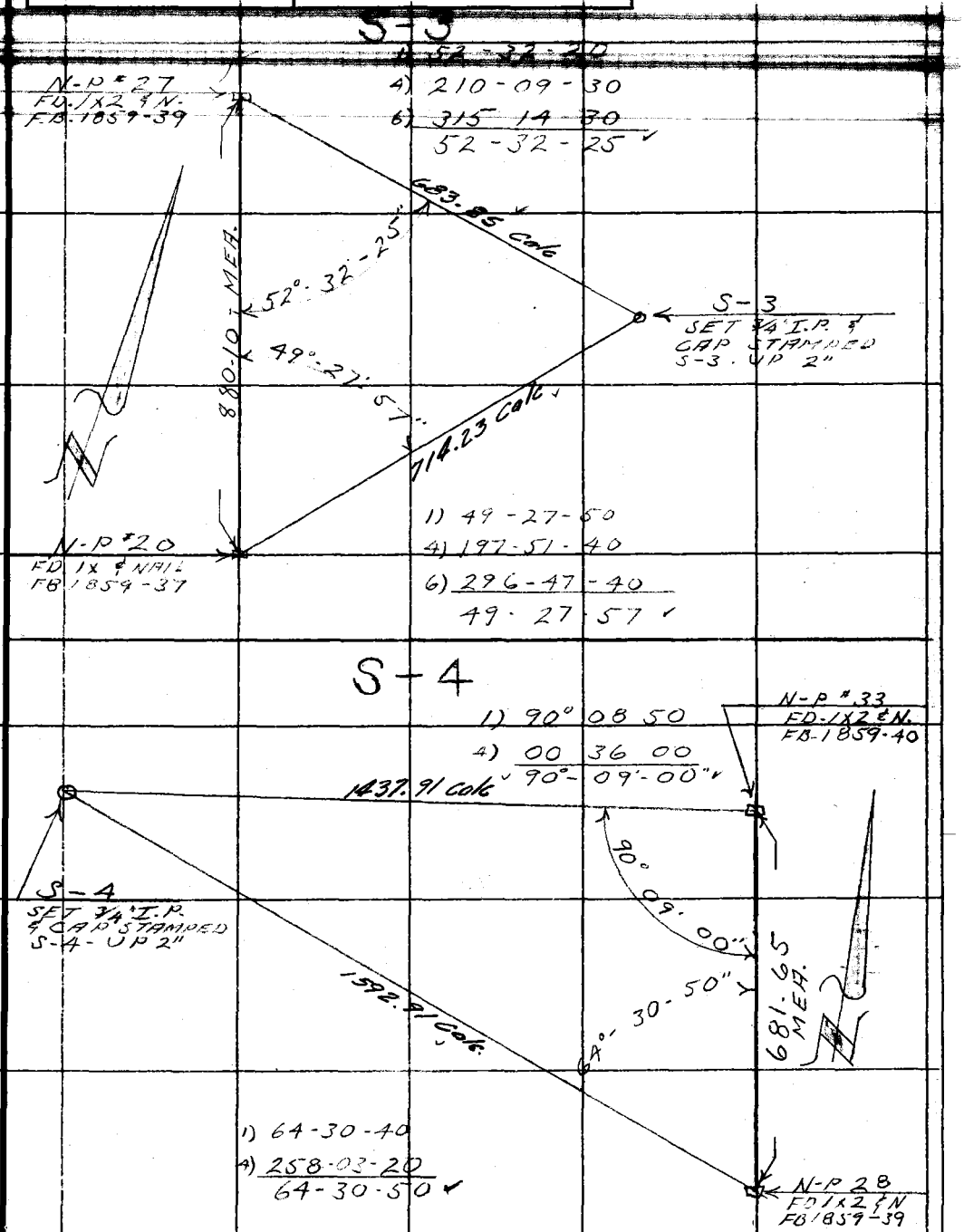
F. B. _____ PG. _____

Map No. _____
Office Work _____
Checked _____
Date _____

W. O. _____ Tape No. _____ Std. _____ °F
Surveyed by L. V. SMITH
Notes L. V. S. Date 5-16-55
Indexed R. C. Johnson



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726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F309S S&E #247. 8-54

F.B. 1859 PG. 228

S-5

N

1220.02 MEA.

TRANSIT LINE

#39 = S-5
55+51.78
3/4" I.P. & CAP
STAMPED S-5
FB 1859-21

N-P # 45
67+71.80
PD 1x2 & NAIL
FB 1859-44

S-6

P. LINE

N-P # 58
PI # 66 ON
SEC. LINE
1x2 & NAIL
FB 1859-29.47

SECTION LINE

13.58.55 MEA.

S-6
REPLACED 1x2 & N
AT INT. OF TRANSIT
LINE & TRUE SEC.
LINE FB 1859-24
WITH 3/4" I.P. &
CAP STAMPED S-6

N

TRANSIT LINE
F.B. 1859 PG # 24

28.58

SEC. COR
FB. 1859-24

S.20	S.21
S.29	S.28

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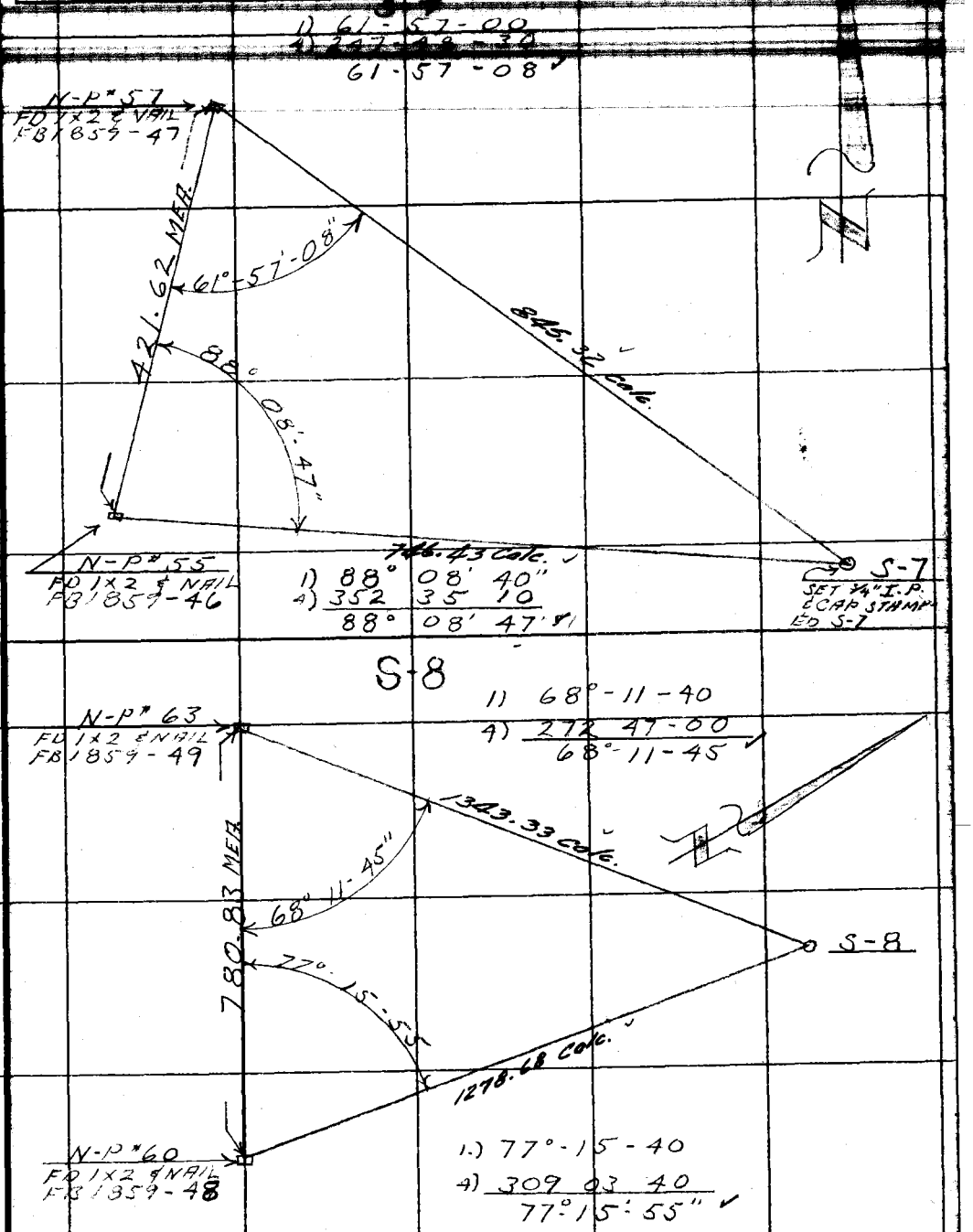
F. B. _____ PG. _____

Map No. _____
Office Work _____
Checked _____
Date _____

W. O. 77 Tape No. _____ Std. _____
Surveyed by L. V. SMITH
Notes L. V. S. Date 5-19-55
Indexed E. C. Johnson



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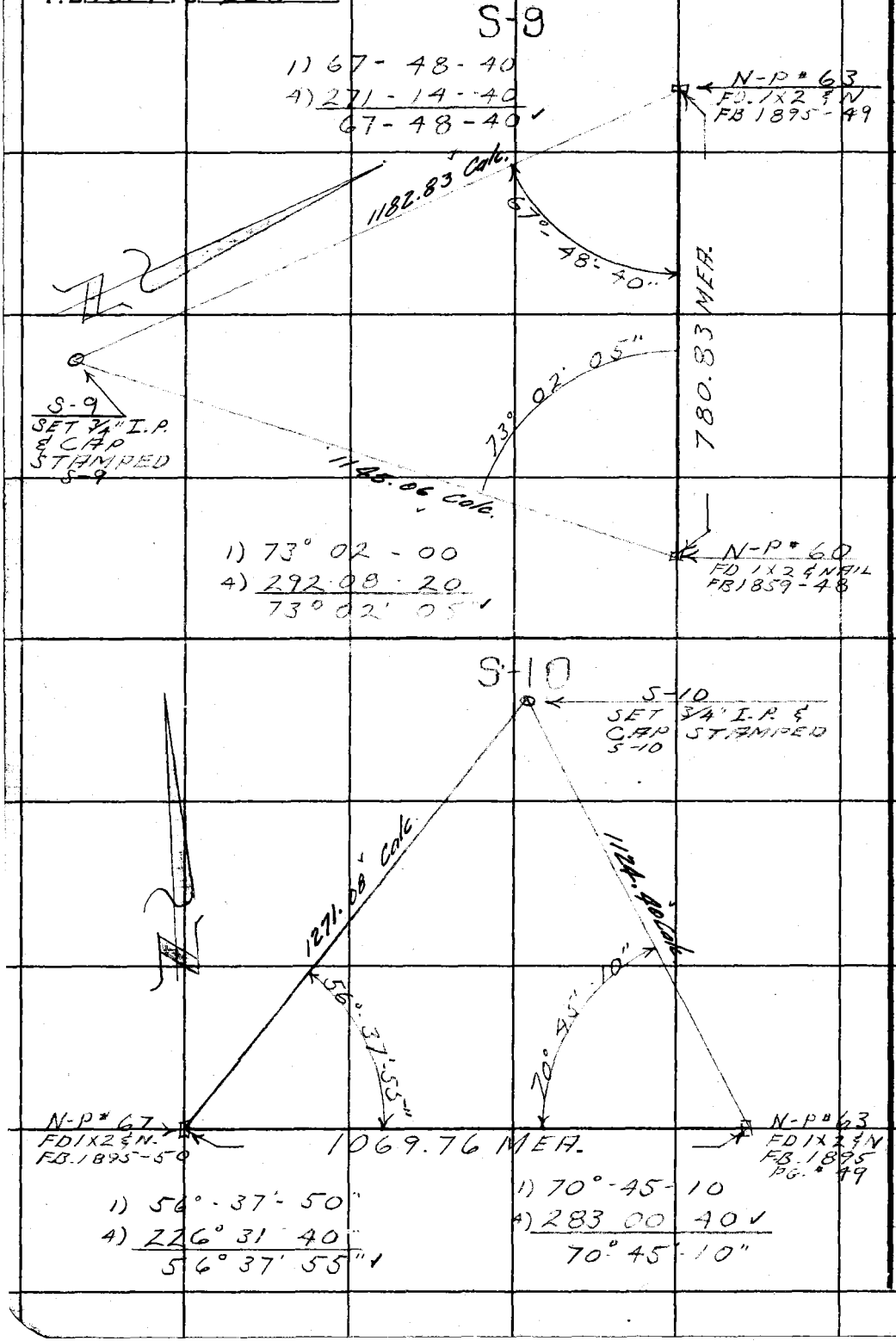
76F3095 S&E #247. 8-54

F. B. 1857 Pg. 230



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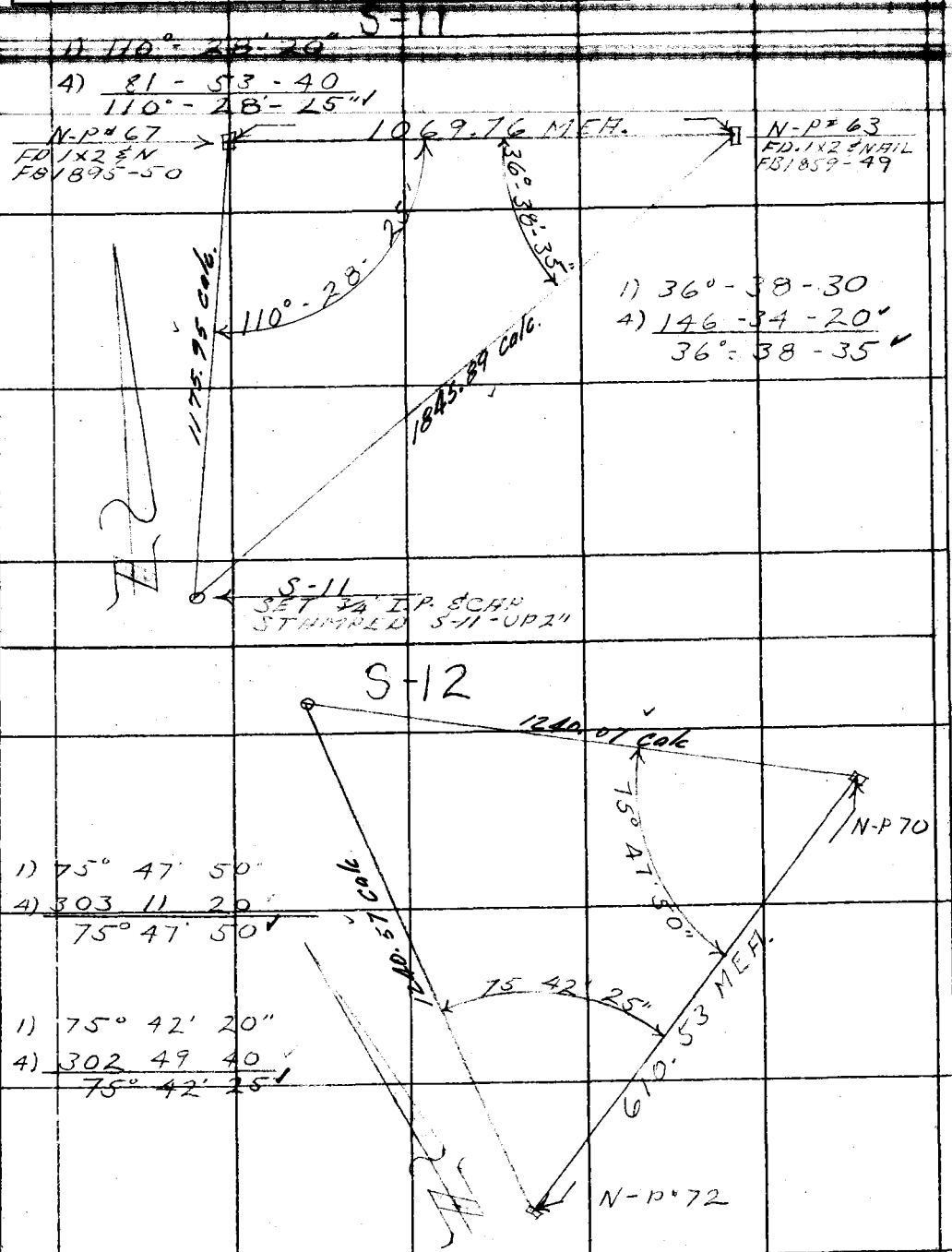
F. B. _____ PG. _____

Map No. _____
Office Work _____
Checked _____
Date _____

W. O. [illegible] Tape No. _____ Std. _____ °F
Surveyed by L. V. [illegible]
Notes L. V. S. Date 5-23-55
Indexed E. C. [illegible]



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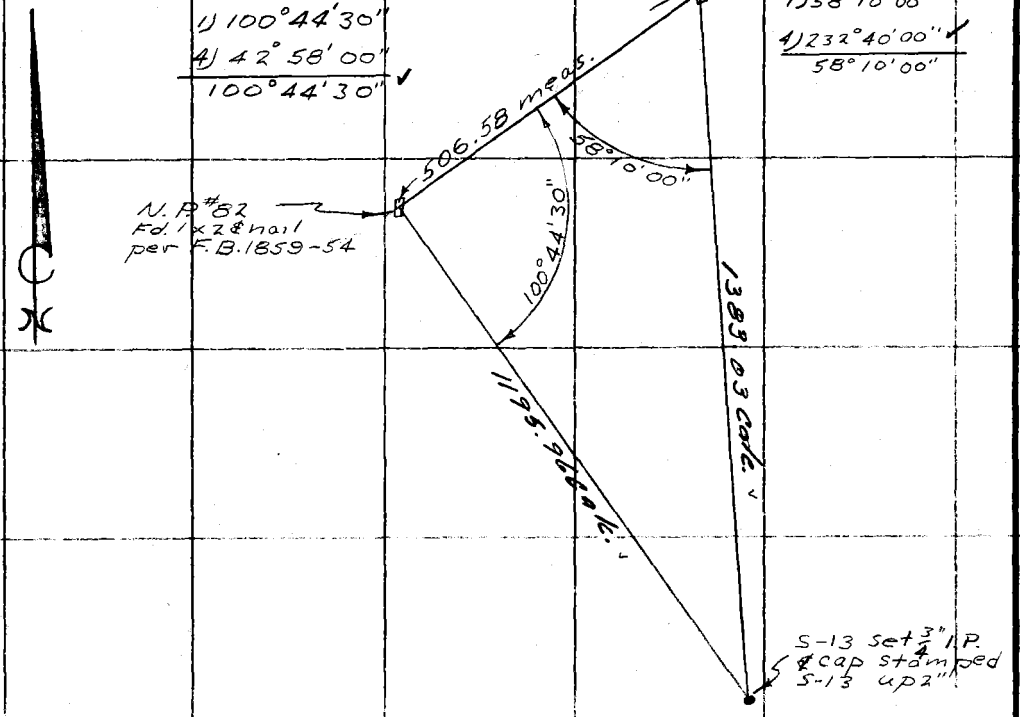
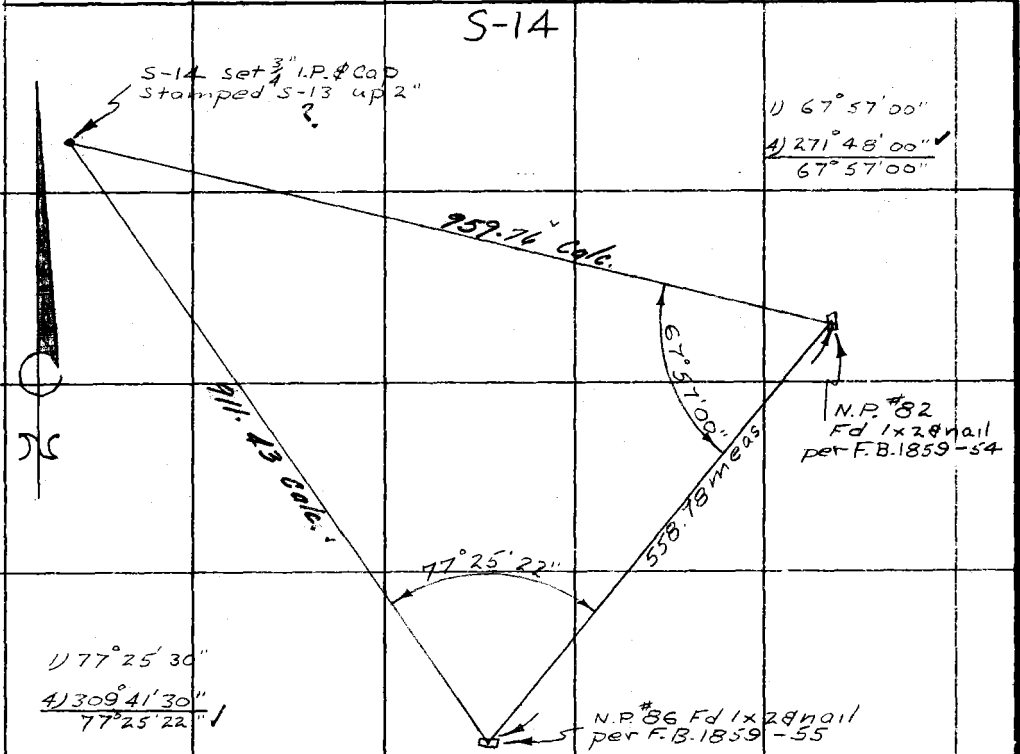
76F309S S&E #247. 8-54

F.B. 1859 Pg. 232

S-13



S-14



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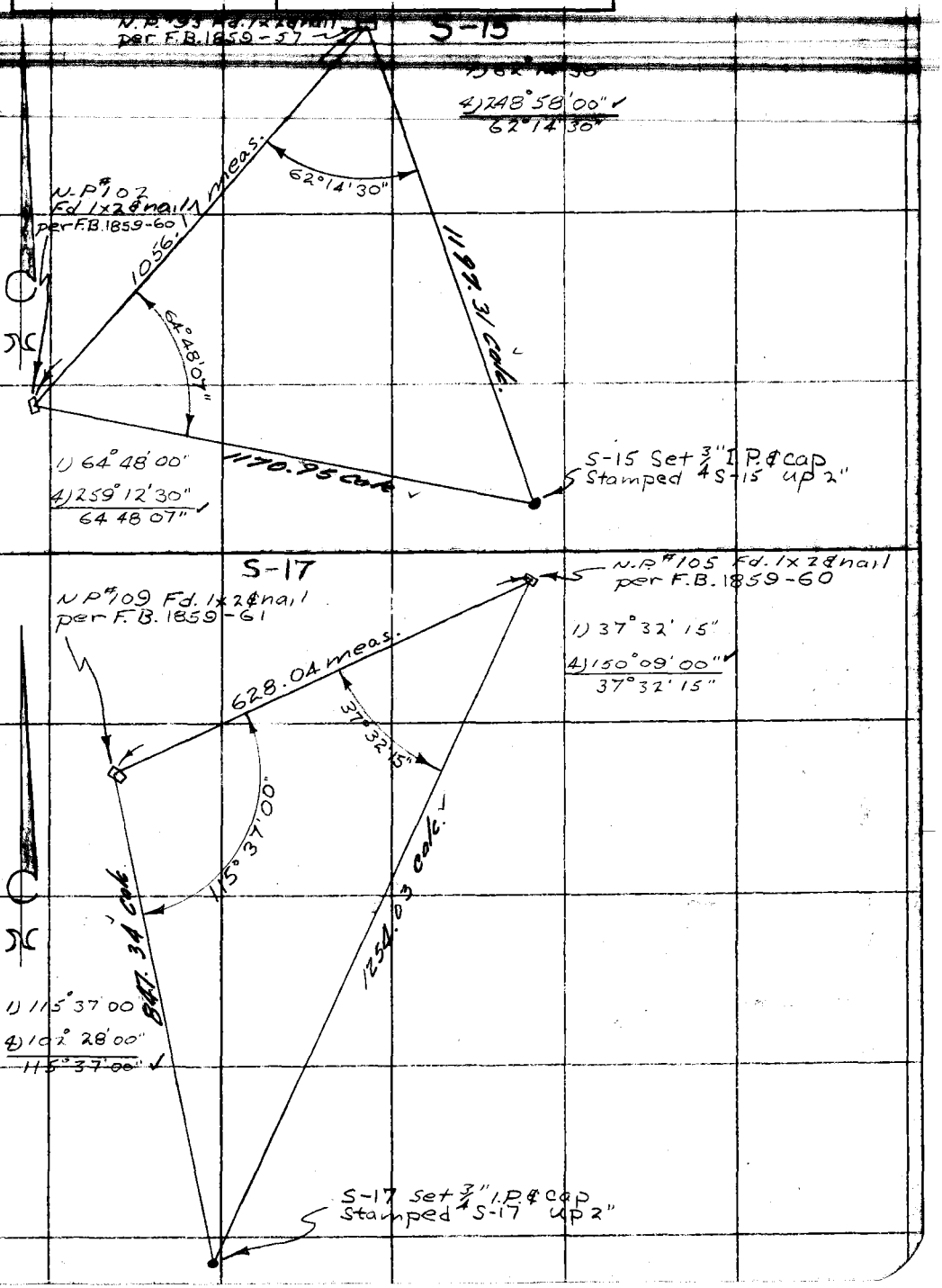
F. B. 1850 Pg. 222

Map No.
Office Work
Checked
Date

W. O. 8767 Tape No. Std. °F
Surveyed by L. V. Smith
Notes Uharriet Date 5-26-55
Indexed J. C. Johnson



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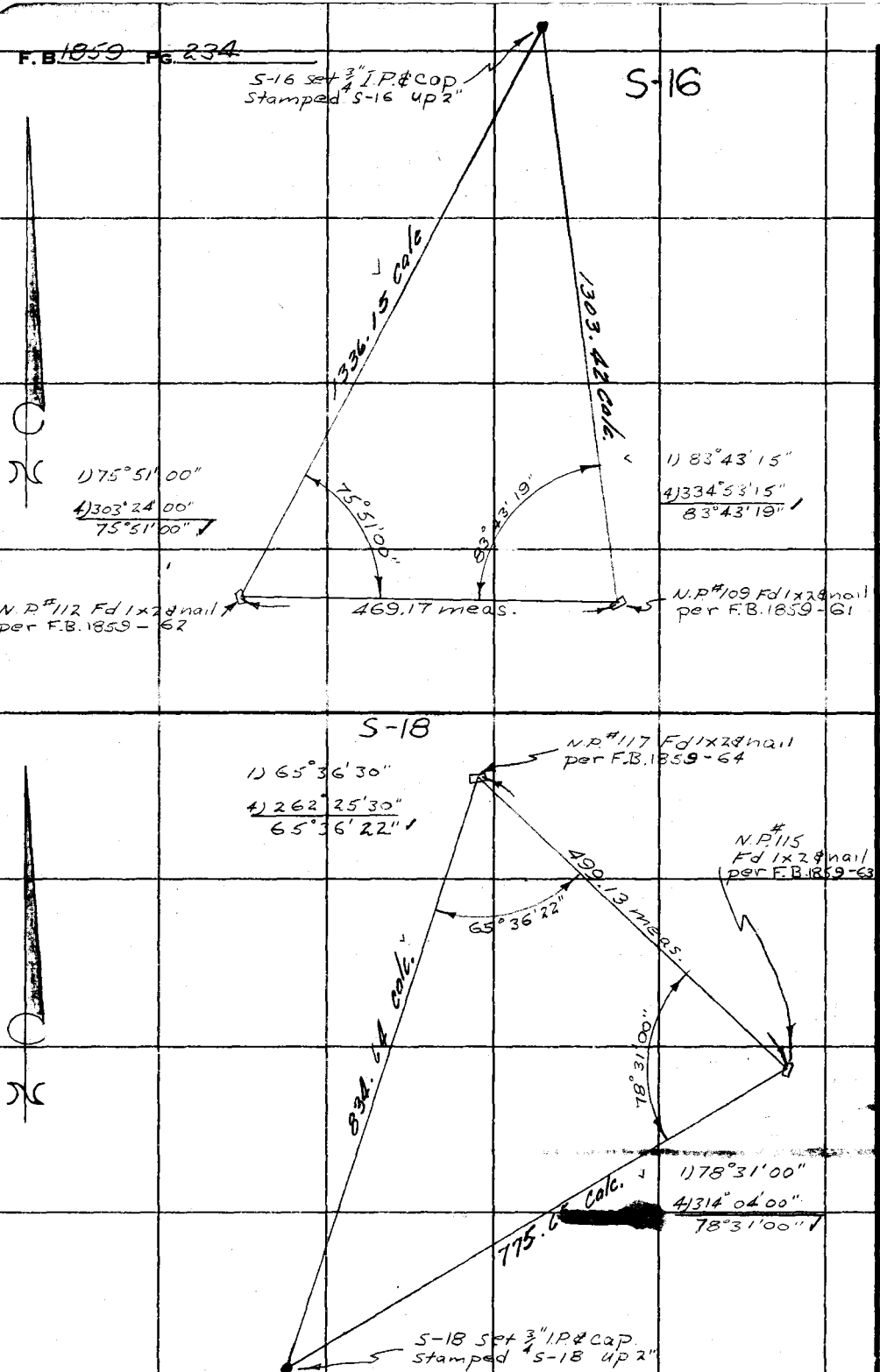
76F309S S&E #247. 8-54

F.B. 1859 PG. 234



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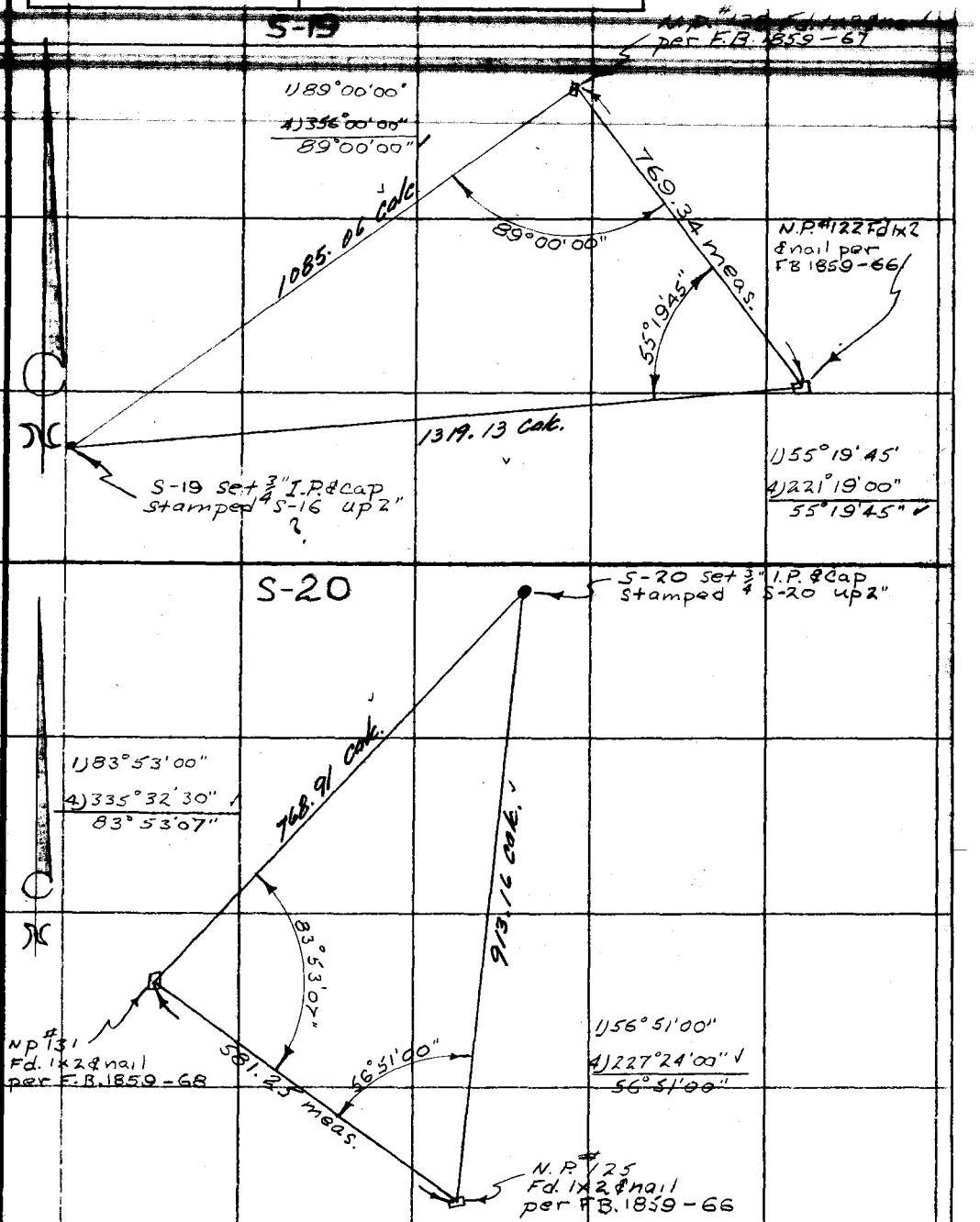
Name Chk'd by [redacted]	Survey of [illegible]
Map No.	W. O. [illegible] Tape No. Std.
Office Work	Surveyed by L.V. Smith
Checked	Notes Uharriet Date 5-27-55
Date	Indexed [illegible]

F. B. Pg.



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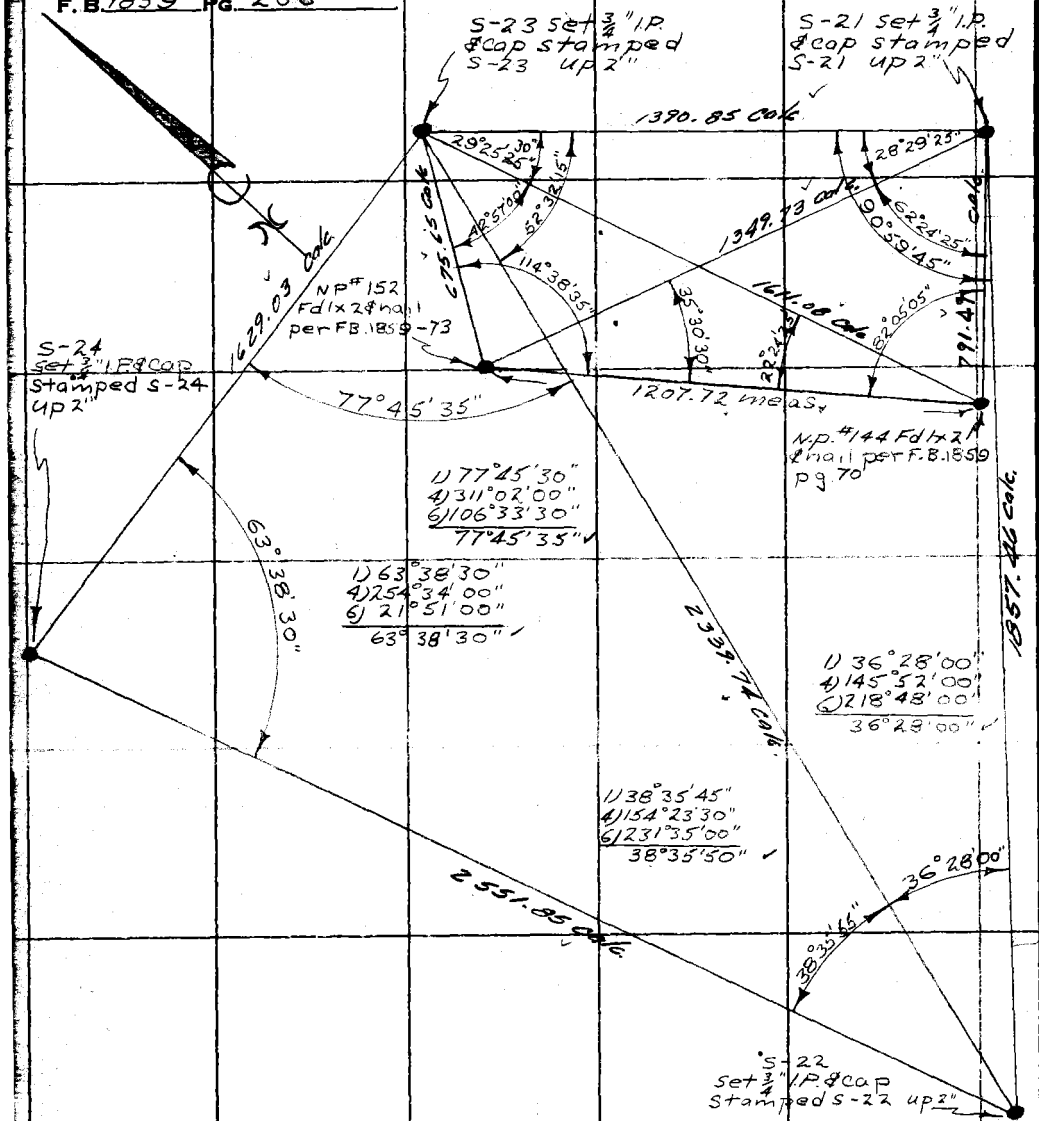
76F309S S&E #247. 8-54

F.B. 1839 Pg. 236



1) 28°29'30" 4) 113°57'45" 6) 170°56'30" 28°29'25"	1) 62°24'30" 4) 249°37'30" 6) 14°26'30" 62°24'25"	1) 90°59'45" 4) 03°59'00" 6) 185°58'15" 90°59'42"	1) 114°38'30" 4) 98°34'30" 6) 327°51'30" 114°38'35"	1) 35°30'30" 4) 142°02'00" 6) 213°03'15" 35°30'32"
1) 52°32'15" 4) 210°09'00" 6) 315°13'30" 52°32'15"	1) 42°57'00" 4) 171°48'00" 6) 257°42'00" 42°57'00"	1) 29°25'30" 4) 117°42'00" 6) 176°32'30" 29°25'25"	1) ~~22°24'~~30" 4) 89°37'30" 6) 134°26'30" 22°24'25"	1) 82°05'00" 4) 328°20'15" 6) 132°30'30" 82°05'05"

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F. B. 1050 PG. 227

Map No.	W. O. 2-11 Tape No. Sta.
Office Work	Surveyed by L. V. S.
Checked	Notes L. V. S. Date 5-16-55
Date	Indexed A. C. Johnson 6-6-55

SAN GABRIEL CÑ. ROAD

J.N. 0907.11

TRIGNOMETRIC LEVELS

FROM

"P" LINE POINTS

TO

"S" POINTS

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76F309S S&E #247. 8-54

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TRANSIT AT STATION N-P #14 F.B. 1859 PG 35 H.I 5.10

SIGHT ON	-ROD	+ VERTICAL - ANGLE	HORIZONTAL DISTANCE	+ Vertical - distance
S-1	-7.00	+ 6-17-00		
		+ 6-16-40		
		+ 6-16-50	986.06'	+ 106.62'
	-8.00	+ 6-20-00		
		+ 6-19-40		
		+ 6-19-50	986.06'	+ 106.49'

TRANSIT AT STATION N-P #17 F.B. 1859 PG. 36 H.I 4.94

S-1	-7.00	+ 6-26-40		
		+ 6-26-20		
		+ 6-26-30	1257.28'	+ 139.89'
	-8.00	+ 6-29-00		
		+ 6-28-40		
		+ 6-28-50	1257.28'	+ 139.76'
S-2	-9.00	- 4-16-40		
		- 4-17-00		
		- 4-16-50	1010.65'	-79.71
	-8.00	- 4-20-00		
		- 4-20-20		
		- 4-20-10	1010.65'	-78.68

F.B. 1859 PG 238

76F3098 S&E #247. 8-54

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TRANSIT AT STATION N-P#20 F.B-1859 PG. 37 H.I. 5[illegible]

SIGHT ON	-ROD	+VERTICAL -ANGLE	HORIZONTAL DISTANCE	+VERTICAL -DISTANCE	+CURVATURE CORRECTION	+DIFFERENCE -ELEVATION	ADJUSTED DIFF. ELE[illegible]
S-2	-9.00	-3-38-20					
		-3-38-40					
		-3-38-30	980.59	-66.34			
	-8.00	-3-41-40					
		-3-42-00					
		-3-41-50	980.59	66.29			
S-3	-4.00	+3-05-40					
		+3-05-20					
		+3 05 30	714.23	39.65			
	-5.00	+3-10-40					
		+3 10-20					
		+3-10-30	714.23	39.69			

TRANSIT AT STATION N-P#27 F.B.1859 PG.39 H.I. 4.80

S-3	-5.00	+8-44 20					
		+8-43-40					
		+8-44-00	683.85	104.91			
	-6.00	+8-49-00					
		+8-49-00					
		+8-49-00	683.85	104.93			

Map No.
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W.O. [illegible] Tape No. Sta.
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Notes L.V.S. Date 5-18-55
Indexed E. C. Johnson

F.B. [illegible] PG. [illegible]

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TRANSIT AT STATION N-P 28 F.B. 1859 PG. 39 H.I. 5.04

SIGHT ON	ROD	+VERTICAL -ANGLE	HORIZONTAL DISTANCE	+VERTICAL -DISTANCE	+CURVATURE CORRECTION	+DIFFERENCE -ELEVATION	ADJUSTED DIFF. ELEV.
S-4	-9.00	-7-07-00					
		-7-07-20					
		-7-07-10	1592.91	-202.92			
	-8.00	-7-08-20					
		-7-08-40					
		-7-08-30	1592.91	-202.54			
TRANSIT AT STATION N-P 33 F.B. 1859 PG. 40 H.I. 5.07							
S-4	-9.00	-4-52-00					
		-4-52-20					
		-4-52-10	1437.91	-126.43			
	-8.00	-4-54-20					
		-4-55-00					
		-4-54-40	1437.91	-126.48			
TRANSIT AT STATION N-P 45 F.B. 1859 PG. 44 H.I. 4.62							
S-5	-9.00	-2-27-40					
		-2-28-00					
		-2-27-50	1220.02	-56.88			
	-8.00	-2-30-40					
		-2-31-00					
		-2-30-50	1220.02	-56.94			

F.B. 1859 Pg. 240

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TRANSIT AT STATION S-5 F.B. 1859 PG. 21 H.I. 4.72

SIGHT ON	-ROD	+VERTICAL -ANGLE	HORIZONTAL DISTANCE	+VERTICAL -DISTANCE	+CURVATURE CORRECTION	+DIFFERENCE -ELEVATION	ADJUSTED DIFF. ELEV
N-P #45	-6.00	+2-43-40					
		+2-43-00					
		+2-43-20	1220.02	- 56.73			
	-5.00	+2-41-00					
		+2-40-20					
		+2-40-40	1220.02	- 56.78			

TRANSIT AT STATION S-6 F.B. 1859 PG. #24 - H.I. 5.01

N-P #58	-6.00	-5-29-40					
		-5-30-00					
		-5-29-50	1358.55	- 131.68			
	-5.00	-5-32-00					
		-5-32-20					
		-5-32-10	1358.55	- 131.61			

TRANSIT AT STATION N-P 58 F.B. 1859 PG. 47 H.I. 4.77

S-6	-2.00	+5-24-40					
		+5-24-20					
		+5-24-30	1358.55	- 131.39			
	-3.00	+5-27-20					
		+5-27-00					
		+5-27-10	1358.55	131.[illegible]			

Map No. ____
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Notes L. V. S. Date 5-19-55
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F. B. 1859 PG. 241

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TRANSIT AT STATION			N-P "55	F.B. 1859	PG 47		H.I. 4.90
SIGHT ON	-ROD	+VERTICAL -ANGLE	HORIZONTAL DISTANCE	+VERTICAL -DISTANCE	+CURVATURE CORRECTION	+DIFFERENCE ELEVATION	ADJUSTED DIFF. ELEV.
S-7	-8.00	+1-34-20					
		+1-34-00					
		+1-34-10	746.43	17.35			
	-9.00	+1-38-40					
		+1-38-20					
		+1-38-30	746.43	17.29			
TRANSIT AT N-P "57				F.B. 1859	PG. 47		H.I. 4.95
S-7	-7.00	+5-41-00					
		+5-41-20					
		+5-41-10	845.32	82.12			
	-8.00	+5-45-40					
		+5-45-20					
		+5-45-30	845.32	82.19			
TRANSIT AT N-P "60				FB 1859	PG "48		H.I. 4.73
S-8	-2.00	+13-29-20					
		+13-28-40					
		+13-29-00	1278.68	309.32			
	-3.00	+13-32-00					
		+13-31-40					
		+13-31-30	1278.68	309.44			

F.B. 1859 PG. 242

76F309S S&E #247. 8-54

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TRANSIT AT STATION N-P #60 FB. 1859 - PG 48 - H.I. 4.73

SIGHT ON	-ROD	+VERTICAL -ANGLE	HORIZONTAL DISTANCE	+VERTICAL -DISTANCE	+CURVATURE CORRECTION	+DIFFERENCE -ELEVATION	ADJUSTED DIFF. ELEV
S-9	-9.00	-1-33-20					
		-1-33-20					
		-1-33-20	1145.06	- 35.37			
	-8.00	-1-36-20					
		-1-36-40					
		-1-36-30	1145.06	- 35.42			

TRANSIT AT STATION N-P # 63 F.B. 1859 PG # 49 H.I. 4.65

S-8	-4.00	+16-06-00					
		+16-05-40					
		+16-05-50	1343.33	388.31			
	-5.00	+16-08-00					
		+16-07-40					
		+16-07-50	1343.33	388.16			
S-9	-3.00	+2-01-20					
		+2-01-20					
		+2-01-20	1182.83	43.41			
	-4.00	+2-05-00					
		+2-04-40					
		+2-04-50	1182.83	43.62			

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Surveyed by L.V.S.
Notes L.V.S.
Indexed
Date 5-29-55
C. Johnson

F.B. 1910 PG. 242

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TRANSIT AT STATION N-P#63 FB 1859 PG. 49 H.I. 4.65

SIGHT ON	-ROD	+VERTICAL -ANGLE	HORIZONTAL DISTANCE	+VERTICAL -DISTANCE	+CURVATURE CORRECTION	+DIFFERENCE -ELEVATION	ADJUSTED DIFF. ELEV.
S-10	-2.00	+15-12-00					
		+15-11-40					
		+15-11-50	1124.40	308.08			
	-3.00	+15-15-00					
		+15-14-40					
		+15-14-50	1124.40	308.14			
S-11	-9.00	-0-31-20					
		-0-31-20					
		-0-31-20	1845.89	-21.17			
	-8.00	-0-33-00					
		-0-33-00					
		-0-33-00	1845.89	-21.07			

TRANSIT AT STATION N-P#67 F.B. 1859 PG 50 H.I. 4.87

S-10	-5.00	+16-07-20					
		+16-07-00					
		+16-07-10	1271.08	367.22			
	-6.00	+16-09-20					
		+16-09-00					
		+16-09-10	1271.08	367.02			

F.B. 1859 PG. 244

76F309S S&E #247. 8-54

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TRANSIT AT STATION N-P # 67 F.B. 1859 PG #50 H.I. 4.87

SIGHT ON	-ROD	+VERTICAL -ANGLE	HORIZONTAL DISTANCE	+VERTICAL -DISTANCE	+CURVATURE CORRECTION	+DIFFERENCE -ELEVATION	ADJUSTED DIFF. ELEV
S-11	-3.00	+ 1-45-00					
		+ 1-44-40					
		+ 1-44-50	1175.95	37.74			
	-4.00	+ 1-47-40					
		+ 1-47-40					
		+ 1-47-40	1175.95	37.71			

TRANSIT AT STATION N-P # 70 F.B. 1859 PG #51 H.I. 4.91

S-12	-2.00	+9-39-00					
		+9-38-40					
		+9-38-50	1240.07	213.70			
	-3.00	+9-41-00					
		+9-40-40					
		+9-40-50	1240.07	213.45			

TRANSIT AT STATION N-P # 72 F.B. 1859 PG. # 52 H.I. 4.91

S-12	-2.00	+11-04-00					
		+11-03-40					
		+11-03-50	1240.57	245.49			
	-3.00	+11-06-40					
		+11-06-20					
		+11-06-30	1240.57	245.49			

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Survey of Sta. Tenants
W.O. Tape No. Sta.
Surveyed by L.V.S. Date 5-78
Notes
Indexed L. C. Johnson

F.B. 1910 PG.

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TRANSIT AT STATION N.P.#78 F.B. 1859 PG. 53 H.I. 5.01

SIGHT ON	-ROD	+VERTICAL -ANGLE	HORIZONTAL DISTANCE	+VERTICAL -DISTANCE	+CURVATURE CORRECTION	+DIFFERENCE -ELEVATION	ADJUSTED DIFF. ELEV.
S-13	-5.00	+5° 58' 45" +5° 58' 15" +5° 58' 30" ✓	1383.03 ✓	144.76 ✓			
	-6.00	+6° 01' 00" +6° 01' 30" +6° 01' 15" ✓	1383.03 ✓	144.88 ✓			

TRANSIT AT STATION N.P.#82 F.B. 1859 PG. 54 H.I. 4.90

S-13	-5.00	+6° 36' 30" +6° 37' 00" +6° 36' 45" ✓	1195.96 ✓	138.54 ✓			
	-6.00	+6° 39' 30" +6° 39' 30" +6° 39' 30" ✓	1195.96 ✓	138.51 ✓			
S-14	-5.00	-2° 34' 00" -2° 33' 30" -2° 33' 45" ✓	959.76 ✓	-43.05 ✓			
	-4.00	-2° 36' 30" -2° 36' 00" -2° 36' 15" ✓	959.76 ✓	-42.75 ✓			

TRANSIT AT STATION N.P.#86 F.B. 1859 PG. 55 H.I. 4.85

S-14	-5.00	+0° 15' 00" +0° 15' 30" +0° 15' 15" ✓	911.43 ✓	3.89 ✓			
	-4.00	+0° 12' 15" +0° 12' 45" +0° 12' 30" ✓	911.43 ✓	4.16 ✓			

F.B. 1859 PG. 246

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TRANSIT AT STATION N.P. #93 F.B. 1859 PG. 57 H.I. 4.75

SIGHT ON	-ROD	+VERTICAL -ANGLE	HORIZONTAL DISTANCE	+VERTICAL -DISTANCE	+CURVATURE CORRECTION	+DIFFERENCE -ELEVATION	ADJUSTED DIFF. ELEV.
S-15	-5.00	+6° 55' 30" +6° 56 00" +6° 55' 45" ✓	1197.31 ✓	145.26 ✓			
	-4.00	+6° 52' 30" +6° 52' 30" +6° 52' 30" ✓	1197.31 ✓	145.11 ✓			

TRANSIT AT STATION N.P. #102 F.B. 1859 PG. 60 H.I. 4.85

S-15	-5.00	+13° 49' 00" +13° 49' 30" +13° 49' 15" ✓	1170.95 ✓	287.91 ✓			
	-4.00	+13° 46' 00" +13° 46' 30" +13° 46' 15" ✓	1170.95 ✓	287.83 ✓			

TRANSIT AT STATION N.P. #105 F.B. 1859 PG. 60 H.I. 4.88

S-17	-5.00	+1° 35' 00" +1° 35' 30" +1° 35' 15" ✓	1254.03 ✓	34.63 ✓			
	-4.00	+1° 32' 30" +1° 33' 00" +1° 32' 45" ✓	1254.03 ✓	34.72 ✓			

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TRANSIT AT STATION N.P.#109 F.B. 1859 PG. 61 H.I. 4.86

SIGHT ON	-ROD	+VERTICAL -ANGLE	HORIZONTAL DISTANCE	+VERTICAL -DISTANCE	+CURVATURE CORRECTION	+DIFFERENCE -ELEVATION	ADJUSTED DIFF. ELEV.
S-17	-5.00	+4°31'30" +4°32'00" +4°31'45" ✓	847.34 ✓	66.98 ✓			
	-4.00	+4°27'30" +4°28'00" +4°27'45" ✓	847.34 ✓	66.99 ✓			

TRANSIT AT STATION N.P.#109 F.B.1859 PG.61 H.I. 4.86

S-16	-5.00	+4°12'45" +4°13'00" +4°12'52" ✓	1303.42 ✓	95.91 ✓			
	-4.00	+4°10'00" +4°10'30" +4°10'15" ✓	1303.42 ✓	95.91 ✓			

TRANSIT AT STATION N.P.#112 F.B.1859 PG. 62 H.I. 4.74

S-16	-6.00	+6°13'00" +6°13'15" +6°13'07" ✓	1336.15 ✓	144.33 ✓			
	-5.00	+6°10'00" +6°10'00" +6°10'00" ✓	1336.15 ✓	144.11 ✓			

F.B. 1859 PG. 248

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TRANSIT	AT STATION N.P.#115			F.B.1859	PG. 63	H.I. 4.95	
SIGHT ON	-Rod	+ Vertical − Angle	Horizontal Distance	+ Vertical − Distance	+ Curvature Correction	+ Difference − Elevation	Adjusted Diff. Elev.
S-18	-5.00	+14°39'00" +14°39'00" +14°39'00" ✓	775.~~8~~65 ✓	202.~~6~~71 ✓			
	-4.00	+14°35'30" +14°35'30" +14°35'30" ✓	775.~~8~~65 ✓	202.~~7~~87 ✓			
TRANSIT	AT STATION N.P.#117			F.B.1859 PG64		H.I. 5.00	
S-18	-5.00	+18°55'00" +18°55'00" +18°55'00" ✓	834.64 ✓	286.03 ✓			
	-4.00	+18°51'15" +18°51'30" +18°51'22" ✓	834.64 ✓	286.05 ✓			
TRANSIT	AT STATION NP#122			FB 1859 PG 66		HI. 4.87	
S-19	-5.00	+8°02'45" +8°03'00" +8°02'52" ✓	1319.13 ✓	186.38 ✓			
	-4.00	+8°00'00" +8°00'00" +8°00'00" ✓	1319.13 ✓	186.26 ✓			

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W. O. [illegible] Maps No. Std.
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Notes Uhdrriet Date 5-27-55
Indexed [illegible] C. Johnson

F.B. [illegible] PG. 240

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TRANSIT		AT STATION	N.P.#128	F.B. 1859	PG. 67	H.I. 5.16	
SIGHT ON	-Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
S-19	-9.00	+13° 58' 30" +13° 58' 00" +13° 58' 15" ✓	1085.06 ✓	266.11 ✓			
	-8.00	+13° 55' 00" +13° 54' 30" +13° 54' 45" ✓	1085.06 ✓	265.94 ✓			
TRANSIT		AT STATION	N.P.#125	F.B. 1859	PG. 66	H.I. 5.11	
S-20	-5.00	-0° 13' 30" -0° 13' 30" -0° 13' 30" ✓	913.16 ✓	- 3.48 ✓			
	-4.00	-0° 17' 00" -0° 17' 00" -0° 17' 00" ✓	913.16 ✓	- 3.41 ✓			
TRANSIT		AT STATION	N.P.#131	F.B. 1859	PG. 68	H.I. 5.15	
S-20	-5.00	-0° 08' 30" -0° 09' 00" -0° 08' 45" ✓	768.91 ✓	- 1.81 ✓			
	-4.00	-0° 13' 00" -0° 13' 00" -0° 13' 00" ✓	768.91 ✓	- 1.76 ✓			

F.B. 1859 PG. 250

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TRANSIT AT STATION N.P.#144 F.B. 1859 P.G. 70 H.I. 4.52

SIGHT ON	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
S-21	-5.00	+1° 56' 30" +1° 57' 00" +1° 56' 45" ✓	791.49 ✓	26.41 ✓			
	-4.00	+1° 52' 30" +1° 52' 30" +1° 52' 30" ✓	791.49 ✓	26.43 ✓			
S-23	-5.00	+0° 54' 00" +0° 54' 30" +0° 54' 15" ✓	1611.08 ✓	24.95 ✓			
	-4.00	+0° 51' 30" +0° 52' 00" +0° 51' 45" ✓	1611.08 ✓	24.77 ✓			
TRANSIT AT STATION N.P.#152				F.B. 1859 PG. 73		HI. 4.61	
S-21	-5.00	+7° 07' 15" +7° 07' 30" +7° 07' 22" ✓	1349.73 ✓	168.27 ✓			
	-4.00	+7° 04' 45" +7° 05' 00" +7° 04' 52" ✓	1349.73 ✓	168.28 ✓			
S-23	-5.00	+13° 53' 00" +13° 53' 30" +13° 53' 15" ✓	675.65 ✓	166.66 ✓			
	-4.00	+13° 48' 00" +13° 48' 15" +13° 48' 07" ✓	675.65 ✓	166.59 ✓			

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W. O. 5507 Maps No. Sta.
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F. B. 1010 PG. 71

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TRANSIT AT STATION S-23 FB 1859 PG 236 H.I. 4.38

SIGHT ON	-Rod	+Vertical - Angle	Horizontal Distance	+Vertical - Distance	+Curvature Correction	+Difference - Elevation	Adjusted Diff. Elev.
S-22	-5.00	+3°22'00" +3°21'45" +3°21'52" ✓	2339.74 ✓	136.93 ✓			
	-4.00	+3°20'30" +3°20'00" +3°20'15" ✓	2339.74 ✓	136.82 ✓			

TRANSIT AT STATION S-21 FB 1859 PG 236 H.I. 4.17

S-22	-5.00	+4°10'00" +4°10'00" +4°10'00" ✓	1857.46 ✓	134.49 ✓	?		
	-4.00	+4°09'00" +4°09'00" +4°09'00" ✓	1857.46 ✓	134.94 ✓			

TRANSIT AT STATION S-23 FB 1859 PG 236 HI. 4.25

S-24	-5.00	+1°18'00" +1°18'00" +1°18'00" ✓	1629.03 ✓	36.22 ✓			
	-4.00	+1°17'00" +1°17'00" +1°17'00" ✓	1629.03 ✓	36.74 ✓			

F.B. 1859 PG. 252

76F309S S&E #247. 8-54

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726 LOS ANGELES COUNTY
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Do not extend notes this side of this line.

TRANSIT AT STATION			S-22	F.B. 1859	PG 236	H.I. 4.28	
SIGHT ON	-Rod	+ vertical - Angle	Horizontal Distance	+ vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
S-24	-5.00	-2°14'30" -2°14'30" -2°14'30" ✓	2551.85 ✓	-100.61 ✓			
	-4.00	-2°16'00 -2°16'30" -2°16'15" ✓	2551.85 ✓	-100.91 ✓			

Map No.
Office Work
Checked
Date

W.O. Topo No. Sta.
Surveyed by L.V. Smith
Notes Uharriet Date 6-1-55
Indexed C Johnson

F.B. 10th PG. 2[illegible]

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F.B. _____ PG. _____

F. B. 1950 PG. 755

Map No.
Office Work
Checked
Date

Surveyed by Dougherty
Notes Dougherty Date 12-9-55
Indexed C/Johnson
12-16-55

J.N 0907.11

San Gabriel Canyon Road.

Location of BM#12 With Ref.

To S.G. Line

12-9-55

Dougherty
Bowles
Sandoval
King
Fulton.

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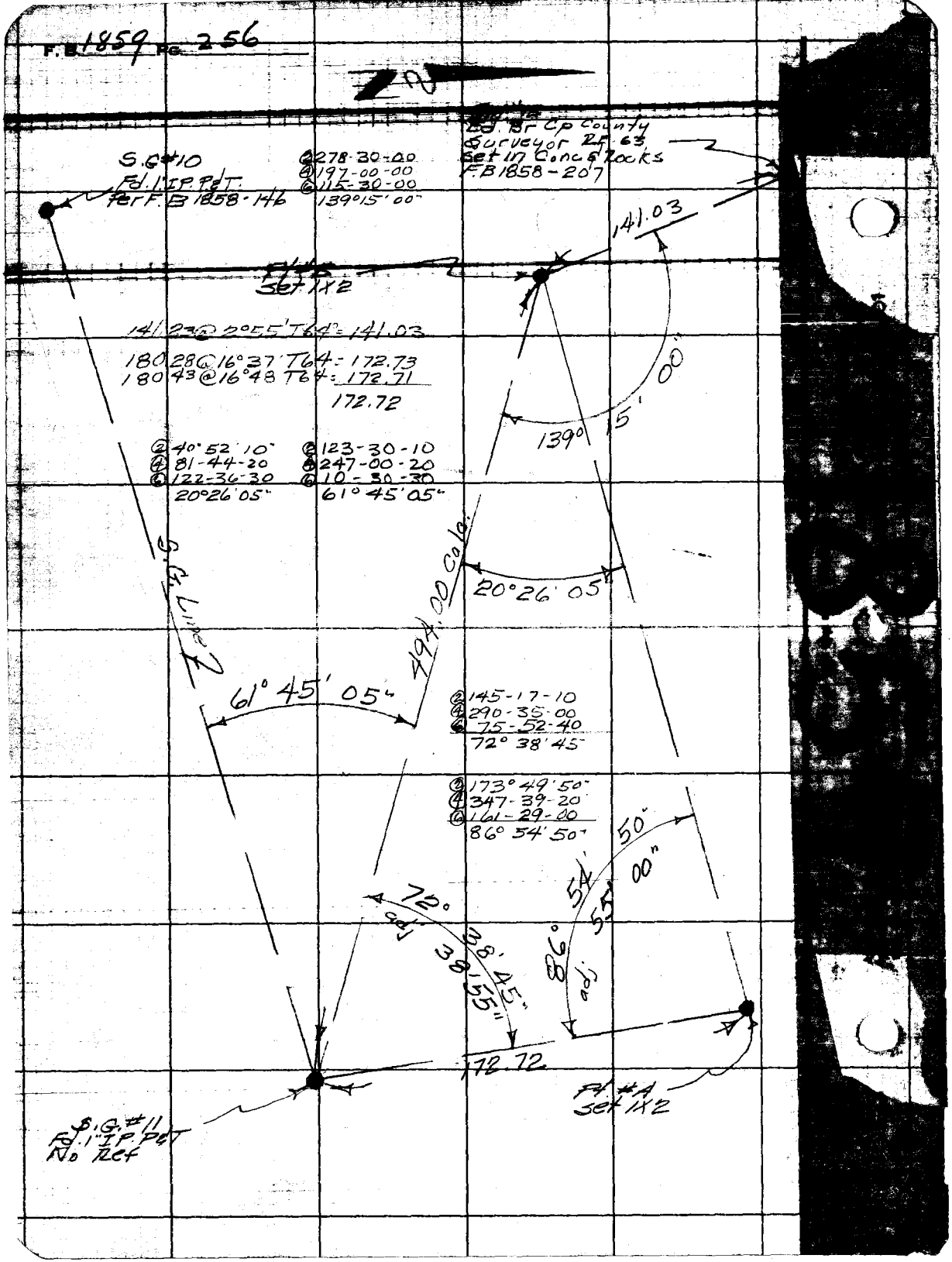
76F3095 S&E #247. 8-54

F.B. 1859 Pg. 256