Notes Ck'd by
Map No.
Work

Survey of
JN Tape Std °F
Surveyed by
Notes Date
Indexed

F.B. 2219 Pg

Job	Description
0	Index
8	"P" Line at camp site near Oat Mt. Summit.
0	B.M. Levels from Golden State Hwy. at Pico Cyn. Rd. Sly to Newhall C-5.
77	Photo Cont. Horizontal angles for control and trigonometric control from Pico Cn. Rd. to summit of Santa Susana Mts. N. of Oat Mountain Lookout.
95	Sec. Lines Sec. 7, T3N R16W, & E. line Sec. 12 & 13 in T3N R17W.
04	Ties Additional ties of "P" line to Geodetic Control Triangulation at Newhall C-4, D-4 and T-2.
21	Profile Check profile lines at N-6; N-16; N-18; P.I. #7-Pico Cyn. Rd.
33	Prof. Check profile lines bet. N-21 & N-24; N-37 & N-38 on Sheet #10.
50	Prof. Check profile between N-14 & N-16.

Microfilmed July '86

Notes Ck'd by		Survey of Chatsworth-Newhall Rd	F. B. 2219 Pg. 5
Map No.		W. O. Tape No. St'd, °F	
Office Work		Surveyed by W. S. Cowherd	
Checked		Notes W.S.C. Date 1-9-56	
Date		Indexed A. C. Johnson 2-15-56	

CHATSWORTH – NEWHALL RD.

P-LINE NOTES

STARTING AT A POINT ON PICO CN RD APPROXIMATELY 1 MILE WEST OF INTERSECTION OF STATE HWY 99 AND PICO CN RD THENCE SOUTHERLY TO TUNNEL SITE AT SUMMIT OF SANTA SUSANA MTS. SAID SITE BEING 2000'± NORTHERLY OF OAT MT. LOOKOUT

JN-0911.04

JAN-56

FB-2219

PARTYS

W. S. COWHERD
J. TERRANOVA
R. STRADER
V. HUCKABY
A. FREEMON

L. V. SMITH
V. CROWE
R. BOWERS JR.
H. AUSTIN

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76F3098 S&E #247. 8-54

F.B. 2219 Pg. 6

TABLE OF CONTENTS

Pages 11	To 20	P-LINE NOTES (N-1 TO N-36)
21	" 25	SECTION LINE - S. LINE SEC. 5. T.3N. R.16.W.
26		SECTION LINE - E. LINE SEC 5. T.3.N R14W.
27	" 28	S. BDY RANCHO SAN FRANCISCO & TIE TO P-LINE
29	" 70	BENCH LEVELS FROM N-1 TO N-35
71	" 124	HORIZONTAL & VERTICAL CONTROL ALONG N-LINE FROM N-35 TO N-59
125	" 152	T- POINTS FROM T-2 TO T-20
153	" 171	GEODETIC △ STATIONS USED TO TIE IN N & I POINTS TO △ NET
172	177	S. LINE SECTION 8 T.3N. R.16.W

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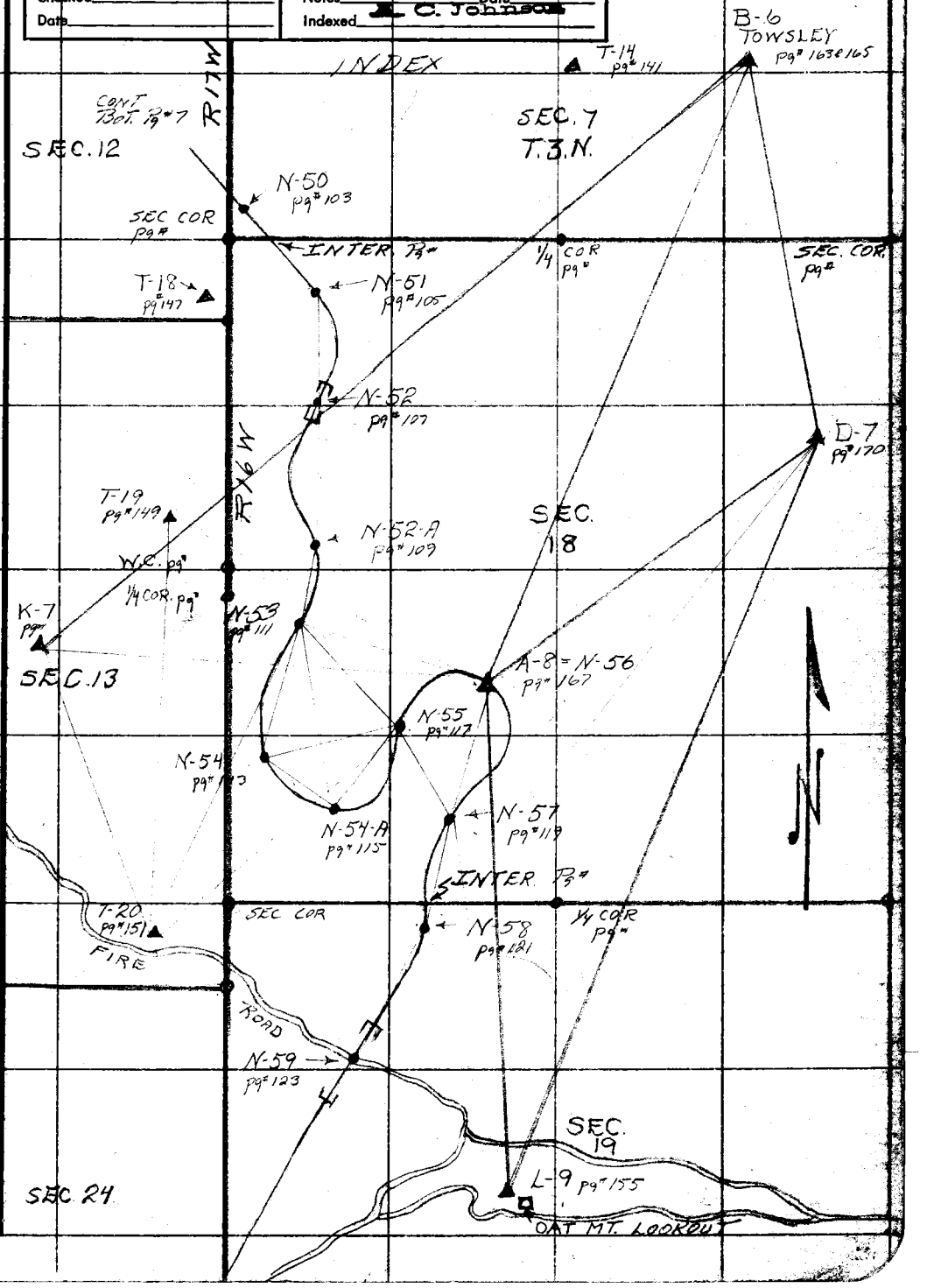
Checked	Notes Date
Date	Indexed C. Johnson

F.B. 2219 Pg. 7



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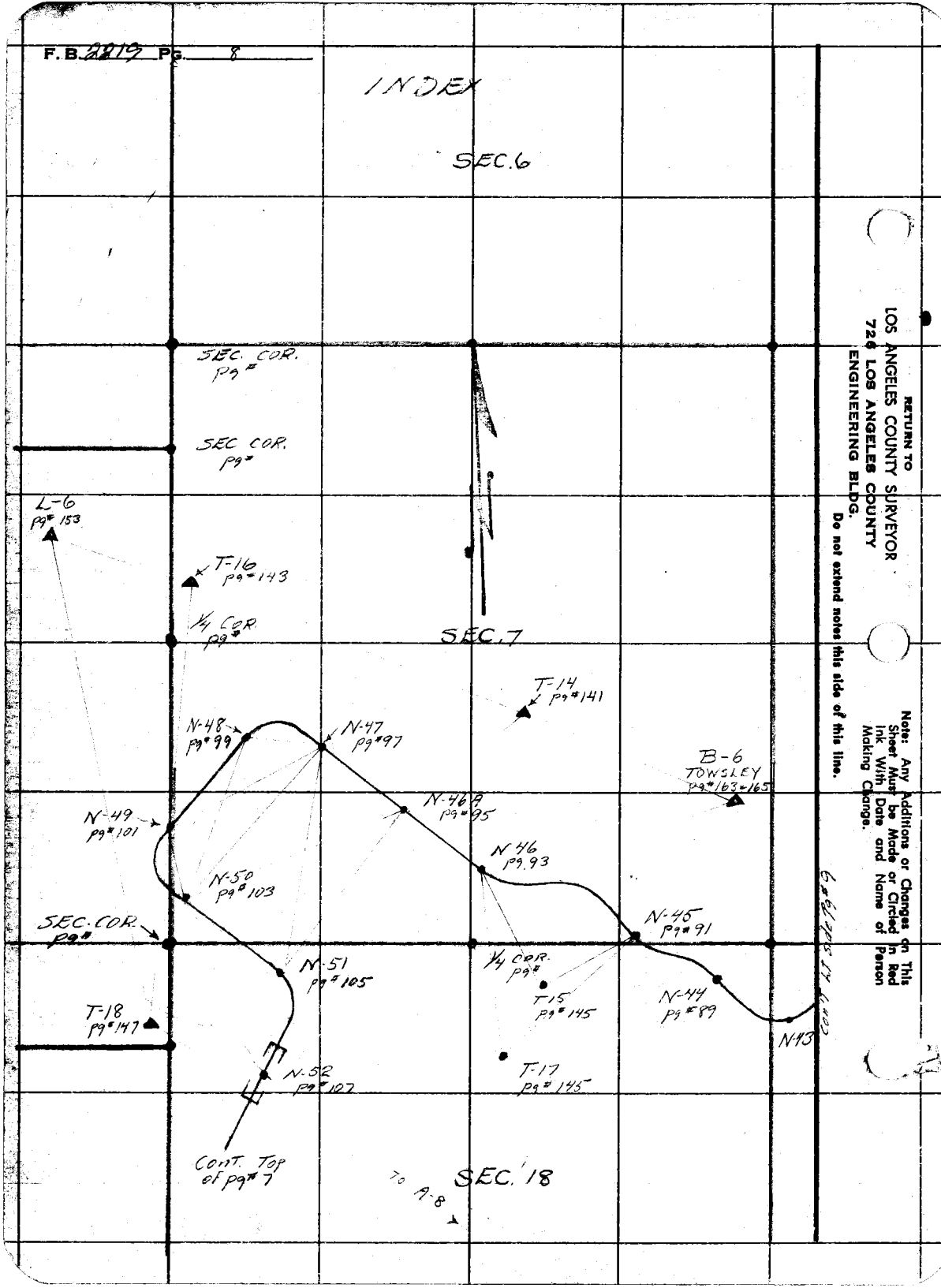
76F309S S&E #247. 8-54

F.B. 2219 Pg. 8


INDEX
SEC. 6
SEC. COR. Pg#
SEC COR. Pg#
L-6 Pg# 153
T-16 Pg# 143
1/4 COR Pg#
SEC. 7
T-14 Pg# 141
N-48 Pg# 99
N-47 Pg# 97
B-6 TOWSLEY Pg# 163-165
N-49 Pg# 101
N-46 R Pg# 95
N-46 Pg. 93
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N-45 Pg# 91
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T-15 Pg# 145
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N-43
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Cont. Top of Pg# 7
SEC. 18
To A-8
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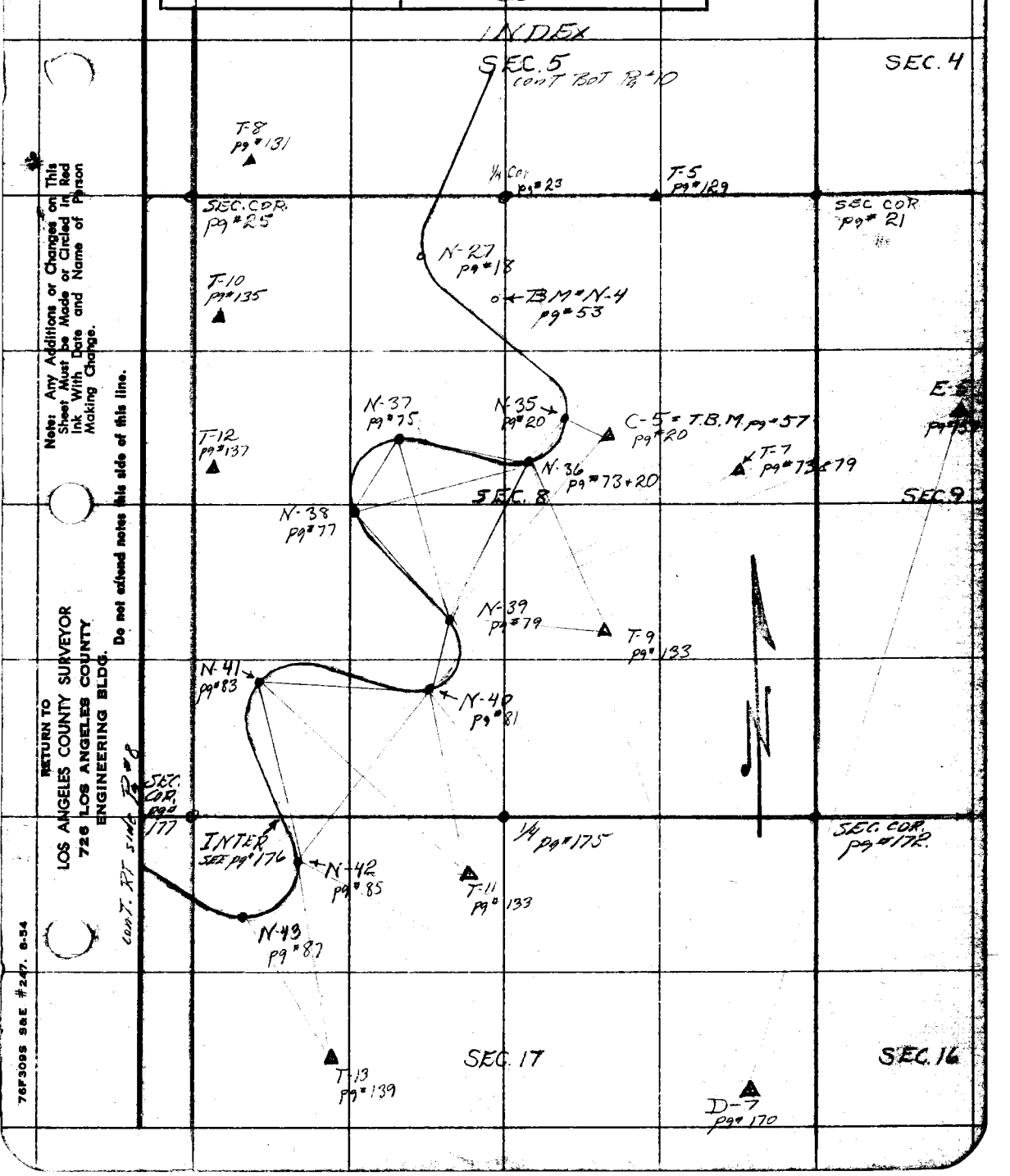
Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	W. O. 2911-C4 Tape No. St'd. °F
Office Work	Surveyed by W. S. Cowherd
Checked	Notes W.S.C. Date
Date	Indexed J. C. Johnson

F.B. 2219 Pg. 9



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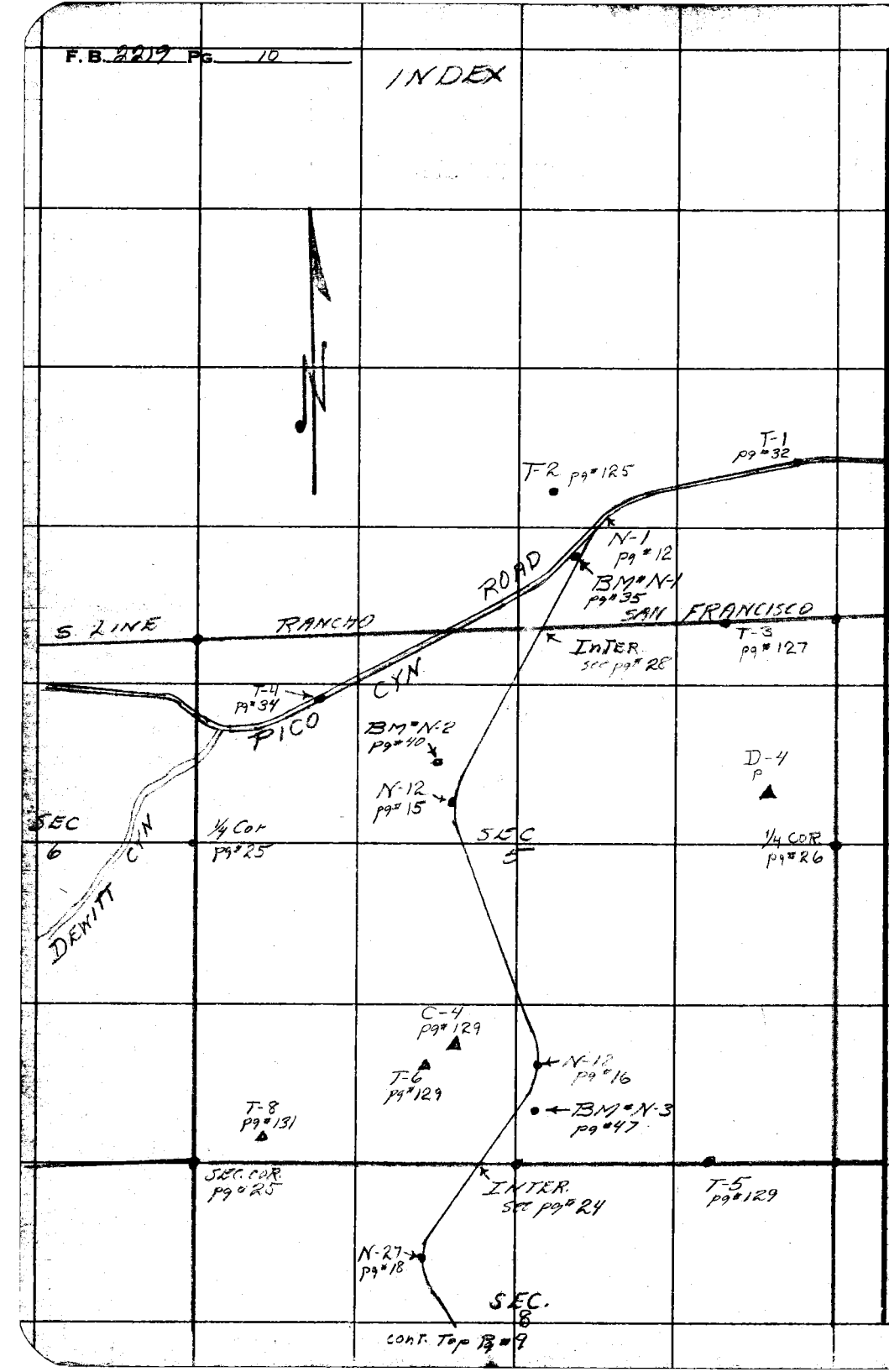
76F309S S&E #247. 6-54

F.B. 2219 Pg. 10

INDEX



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Notes Ck'd by Miller	Survey of Chatsworth - Newhall Rd
Map No.	W. O. 09404 Tape No. 105 St'd. 84 °F
Office Work	Surveyed by W.S. Cowherd
Checked	Notes W.S.C. Date 1-24-56
Date	Indexed C. Johnson

F.B. 2219 Pg. 11

NS.63-D3

BoT Pg #12

300.12 @ 1-45 T50 = 299.91 ✓
227.39 @ 0-00 T56 = 227.35 ✓
226.11 @ 0-00 T56 = 226.07 ✓
753.33 ✓

P-LINE NOTES

753.33 ✓

PI #9
Fd 3/4" IP dn 18"
no plug refilled
with conc. & cartridge
Per FB 658-150-151

29° 15' 175°

292.52 ✓

S 52-30 W mag.

P-LINE
208.32 ✓
S 20-00 W mag.

N-1
Set ship spk W & Tin
Flush

ROAD

20° 04' ✓

141°

208.35
208.50 @ 2-09 T64
= 208.32 ✓

157.64

157.70 @ 1-38 T52 = 157.61 ✓
197.98 @ 0-00 T64 = 197.95 ✓
355.56 ✓

292.55 @ 0-00 T70 = 292.52 ✓

355.56 ✓

CN

05° 45' ✓

152°

PI #8
Fd 3/4" IP
Flush Per
FB 658-150

PICO

1418.56 rec

To PI #7

(2)	305	30	00	(2)	294	08	40	(2)	350	59	50
(4)	251	00	20	(4)	228	17	00	(4)	341	59	40
(6)	196	30	30 ✓	(6)	162	25	50 ✓	(6)	332	59	20 ✓
	152	45	05 ✓		147	04	20 ✓		175	29	55 ✓

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SEE BOT. Pg. 13

76F3095 S&E #247. 8-54

F.B. 2819 PG. 12

T-54

292.72	@	1-12	=	292.60 ✓
176.52	@	0-0	=	176.49 ✓
168.09	@	0-0	=	168.06 ✓
132.56	@	0-0	=	132.53 ✓
				769.68 ✓

(2)	65	05	50
(4)	130	12	00
(6)	195	18	00 ✓
	32	33	00 ✓

WS 63-D3

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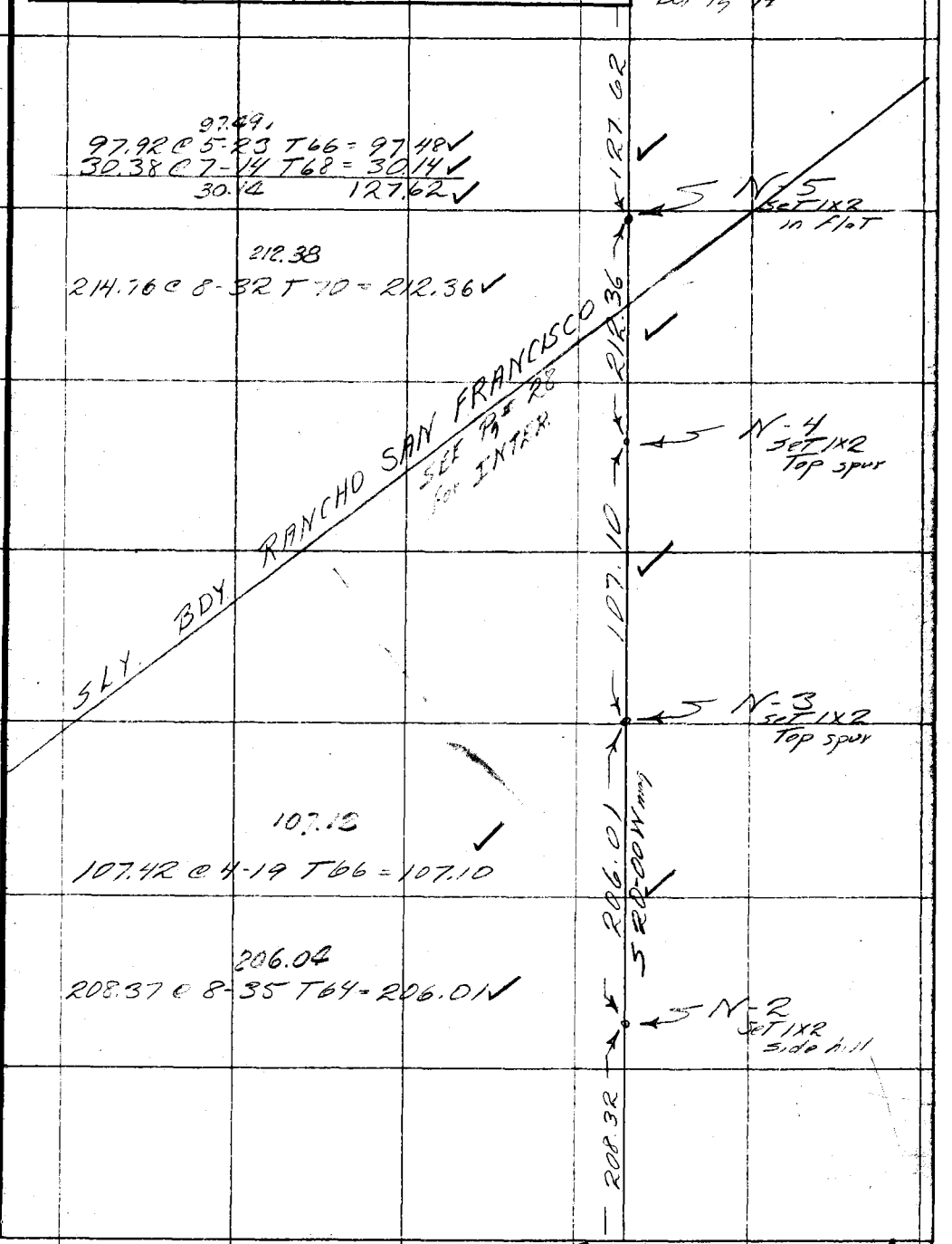
Notes Ck'd by Miller	Survey of Chatsworth-Newhall Rd	F.B. 2219 Pg. 13
Map No.	W. O. 0907.11 Tape No. 105 St'd. 84 °F	
Office Work	Surveyed by W.S. Cowherd	
Checked	Notes W.S.C. Date 1-9-56	
Date	Indexed C. Johnson	

Bot Pg # 14



LT side Pg # 11

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76F309S S&E #247. 8-54

Bot Pg #15

F.B. 8219 Pg. 14

263.15.
265.57 @ 7-44 T66 = 263.12 ✓

263.12 ✓

N-9
Set 1x2
Top spur

239.49
251.70 @ 17-55 T66 = 239.46 ✓

239.46 ✓

Rechained by W.S.C 2-9-56
197.31 @ 10-43 T56 = 193.83 ✓

N-8
Set 1x2
side hill

194.87
~~197.39 @ 9-10 T66 = 194.85~~ ✓

193.83 ✓ ~~194.85~~ ✓ S 20-00 W

N-7
Set 1x2
side hill

113.41
113.71 @ 4-10 T68 = 113.40 ✓
250.37 @ 3-35 T66 = 249.85 ✓
363.25 ✓
249.88

363.25 ✓

N-6
Set 1x2
side hill

127.62

Top Pg #13

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Notes Ck'd by Miller	Survey of Chatsworth - Newhall Rd
Map No.	W. O. 0902.11 Tape No. 105 St'd. 84 °F
Office Work	Surveyed by W. S. Cowherd
Checked	Notes W.S.C. Date 1-10-56
Date	Indexed A. C. Johnson

F.B. 2219 Pg. 15

W563-D4

Bot Pg 16

282.38 ✓
282.42

N-14 set 1x2 Top spur

S 31-40 E mag

185.13 ✓

N-13 set 1x2 side hill

(2) 101 27 40
(4) 202 55 20
(6) 304 23 00 ✓
50 43 50 ✓

188.76

N-12 set 1x2 in flat

Rechained by W.S.C. 2-9-56

T66
292.81 @ 29-05 = 255.86
26.52 @ 0-0 = 26.52
282.38

24.57

~~34.20 @ 44-04 T68 24.57~~ ✓
~~284.58 @ 25-01 T68 257.85~~ ✓
~~282.42~~ ✓

257.88

167.40 ✓

50 43 50 ✓

N-11 set 1x2 Top spur

Set 1x2 on prod Top spur

185.74 @ 4-33 T66 = 185.13 ✓

185.15

170.37 ✓

S 20°-30' W mag

124.67

T-66
127.67 @ 12-27 = 124.66 ✓
67.74 @ 18-50 = 64.10 ✓
188.76 ✓

64.11

N-10 set 1x2 Top ridge

169.67 @ 9-21 T66 = 167.40 ✓

167.42

178.99 @ 17-50 T66 = 170.37 ✓

170.39

263.12

Top Pg #14

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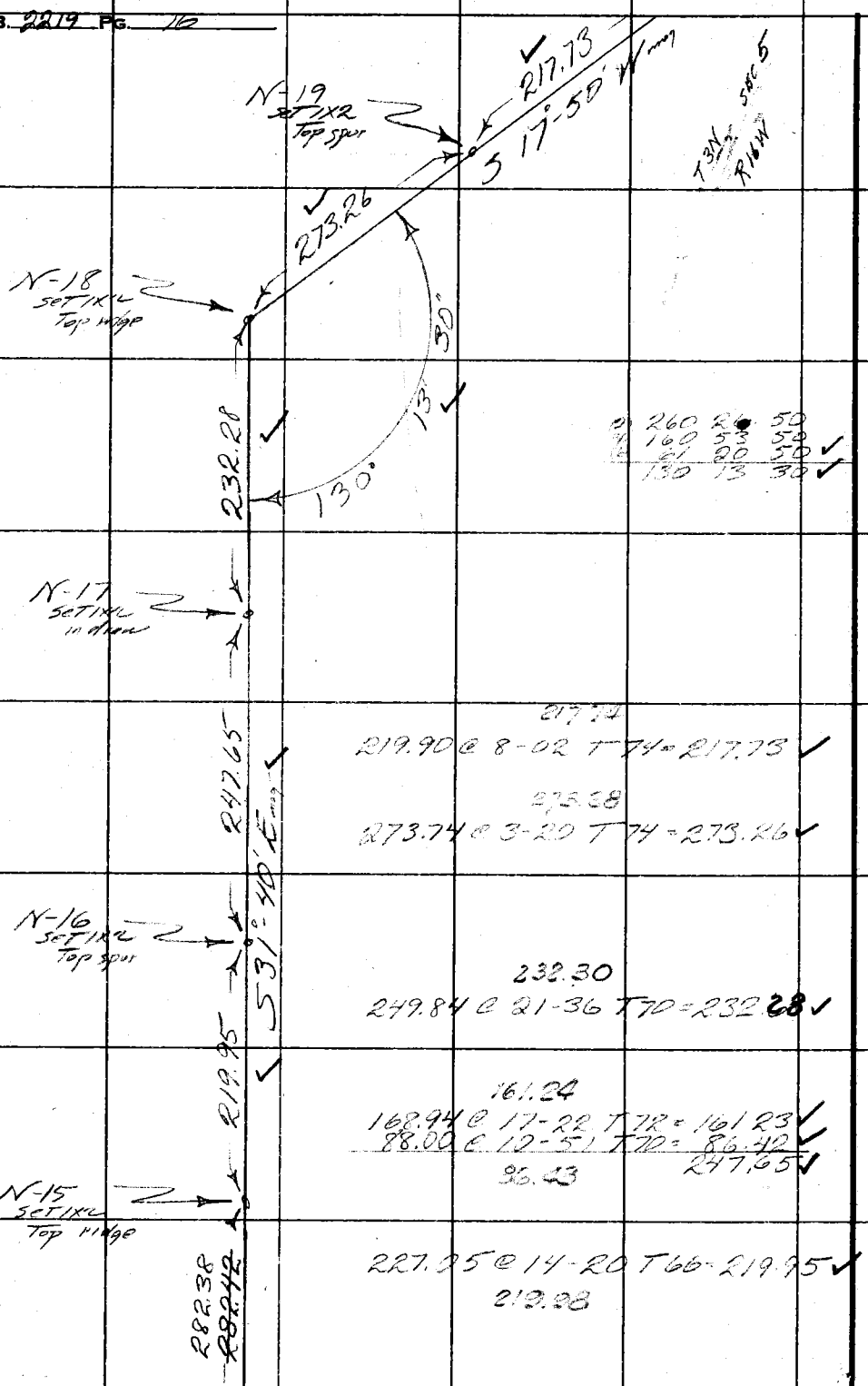
76F309S S&E #247. 8-54

Bot Pg 17

F. B. 2219 Pg. 16



260	26	50	
160	53	50	
61	20	50	
130	13	30	

217.74

219.90 @ 8-02 T 74 = 217.73

273.28

273.74 @ 3-20 T 74 = 273.26

232.30

249.84 @ 21-36 T 70 = 232.28

161.24

168.94 @ 17-22 T 72 = 161.23

88.00 @ 10-51 T 70 = 86.42

86.43

247.65

227.05 @ 14-20 T 66 = 219.95

219.98

Top Pg 15

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Notes Ck'd by Miller	Survey of Chatsworth - Newhall Rd.
Map No.	W. O. 090711 Tape No. 105 St'd. 84 °F
Office Work	Surveyed by W. S. Cowherd
Checked	Notes W.S.C. Date 1-12-56
Date	Indexed A. C. Johnson

F. B. 2219 Pg. 17

Bot Pg #18

182.79 @ 13-04 T68 = 178.04 ✓
178.06

178.04 ✓

N-23
Set 1x2
Top spur

T-68
13.50 @ 0-00 = 13.50 ✓
231.65 @ 23-53 = 211.79 ✓
211.81 225.29

225.29 ✓

N-22
Set 1x2
Top spur

252.54 @ 2-27 T70 = 252.29 ✓
252.31.

252.29 ✓

S 17°50' W

N-21
Set 1x2
Top spur

260.04 @ 15-00 T70 = 251.16 ✓
251.18

251.16 ✓

N-20
Set 1x2
Side hill

217.73

Top Pg #16

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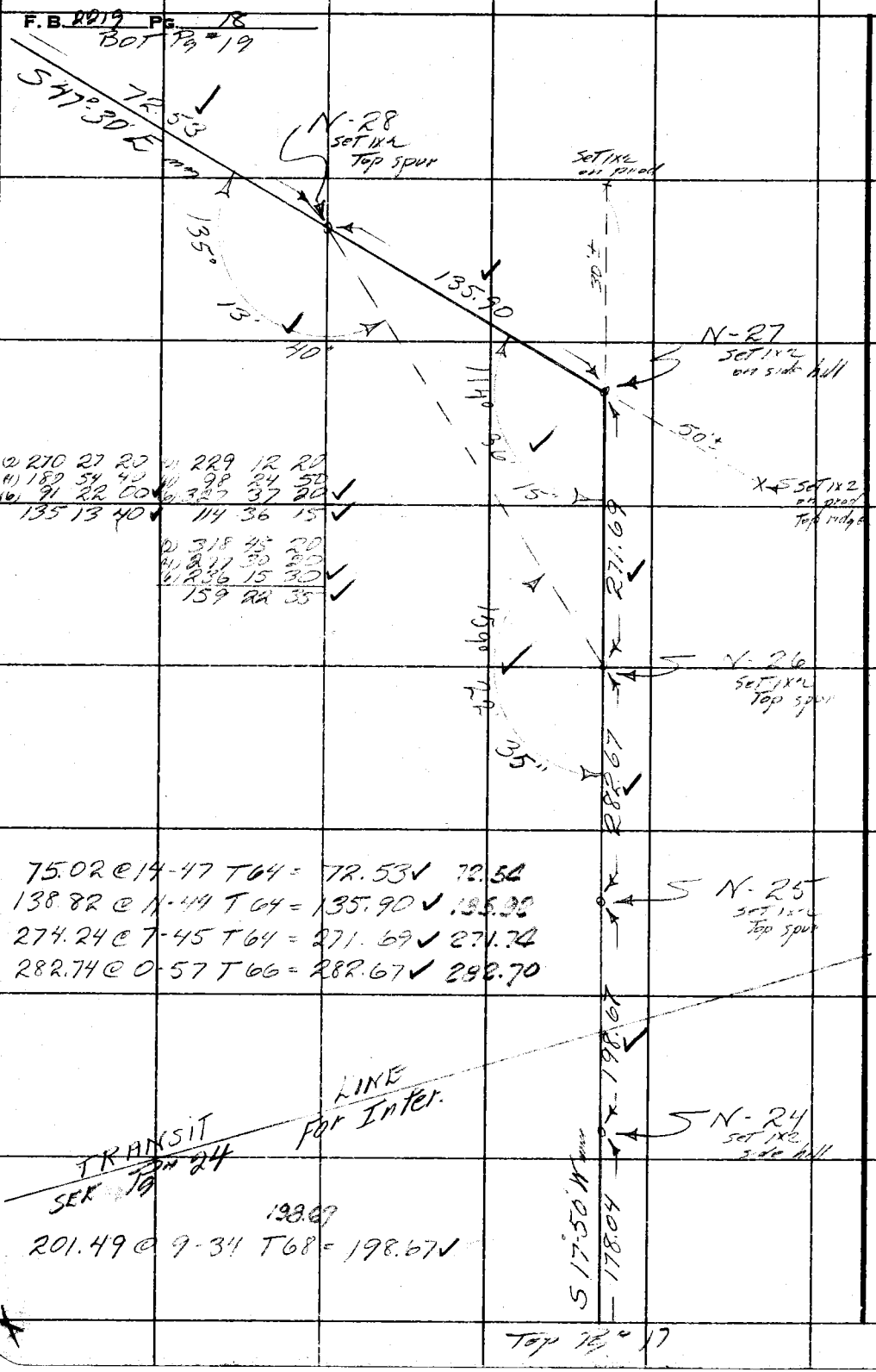
76F309S S&E #247. 6-54

F.B. 2019 Pg. 18

Bot Pg # 19



(2) 270 27 20
(4) 189 54 40
(6) 91 22 00
135 13 40

(2) 229 12 20
(4) 98 24 50
(6) 327 37 20
114 36 15

(2) 318 45 20
(4) 297 30 20
(6) 236 15 30
159 22 35

75.02 @ 14-47 T64 = 72.53 ✓ 72.54
138.82 @ 11-44 T64 = 135.90 ✓ 135.90
274.24 @ 7-45 T64 = 271.69 ✓ 271.74
282.74 @ 0-57 T66 = 282.67 ✓ 282.70

198.67
201.49 @ 9-34 T68 = 198.67 ✓

Top Pg # 17

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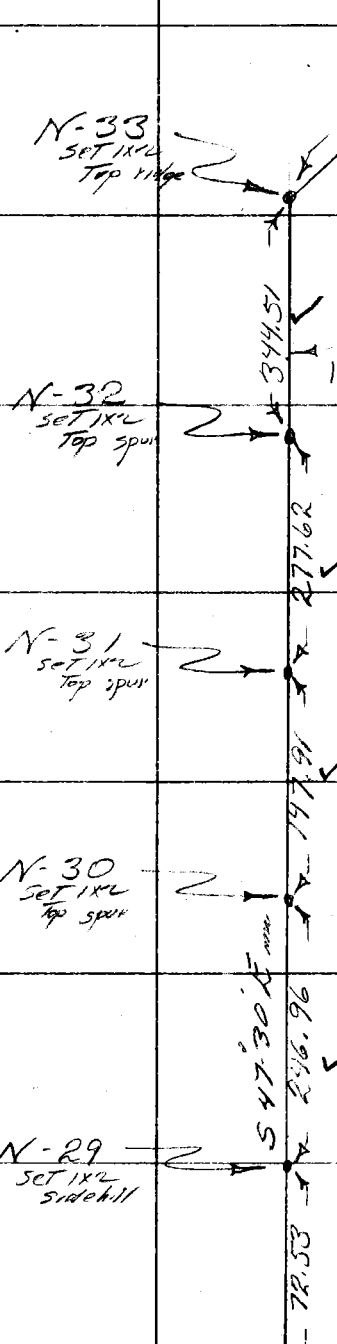
Notes Ck'd by Miller	Survey of Chatsworth - Newhall Rd
Map No.	W. O. 0290-1 Tape No. 105 Std. 84 °F
Office Work	Surveyed by W. S Cowherd
Checked	Notes WSC Date 1-16-56
Date	Indexed R. C. Johnson

F. B. 2019 Pg. 19

Bot Pg 20



2	307	54	40
3	255	49	20
6	203	44	00
	153	57	20

203.63

218.00 @ 20-55 T 50 = 203.58
299.92 @ 1-24 T 52 = 299.77
503.35

299.93
233.68
252.99 @ 22-32 T 52 = 233.63
122.68 @ 25-19 T 54 = 110.88
344.51

118.90
277.68
283.50 @ 11-38 T 50 = 277.62

147.93
153.78 @ 15-50 T 48 = 147.91

247.02
249.67 @ 8-21 T 48 = 246.96

Top Pg 18

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75F3095 SAE #247. 8-54

F.B. 2219 Pg. 20

Transit at	Sight on	HI	ROD	± Vertical Angle	Horizontal Distance	+ Vertical Distance	+ Difference Elv.	ADJUSTED DIFF. ELEV.
N-35	C-5	4.99	10.00	+5°15'20"	267.40'	+24.60	+19.59	
"	N-36	"	10.00	+5 15 20				
				-1 02 00	570.73'	-10.68	-15.64	
				-1 01 40				
				-1 01 50				
C-5	N-35	4.70	10.00	-3 03 20	267.40'			
"	C-4	"	"	-3 03 20				
				-3 03 20				
"	D-4	"	"	-2 59 20				
				-2 59 00				
				-2 59 10				
				-3 06 00				
				-3 05 40				
				-3 05 50				

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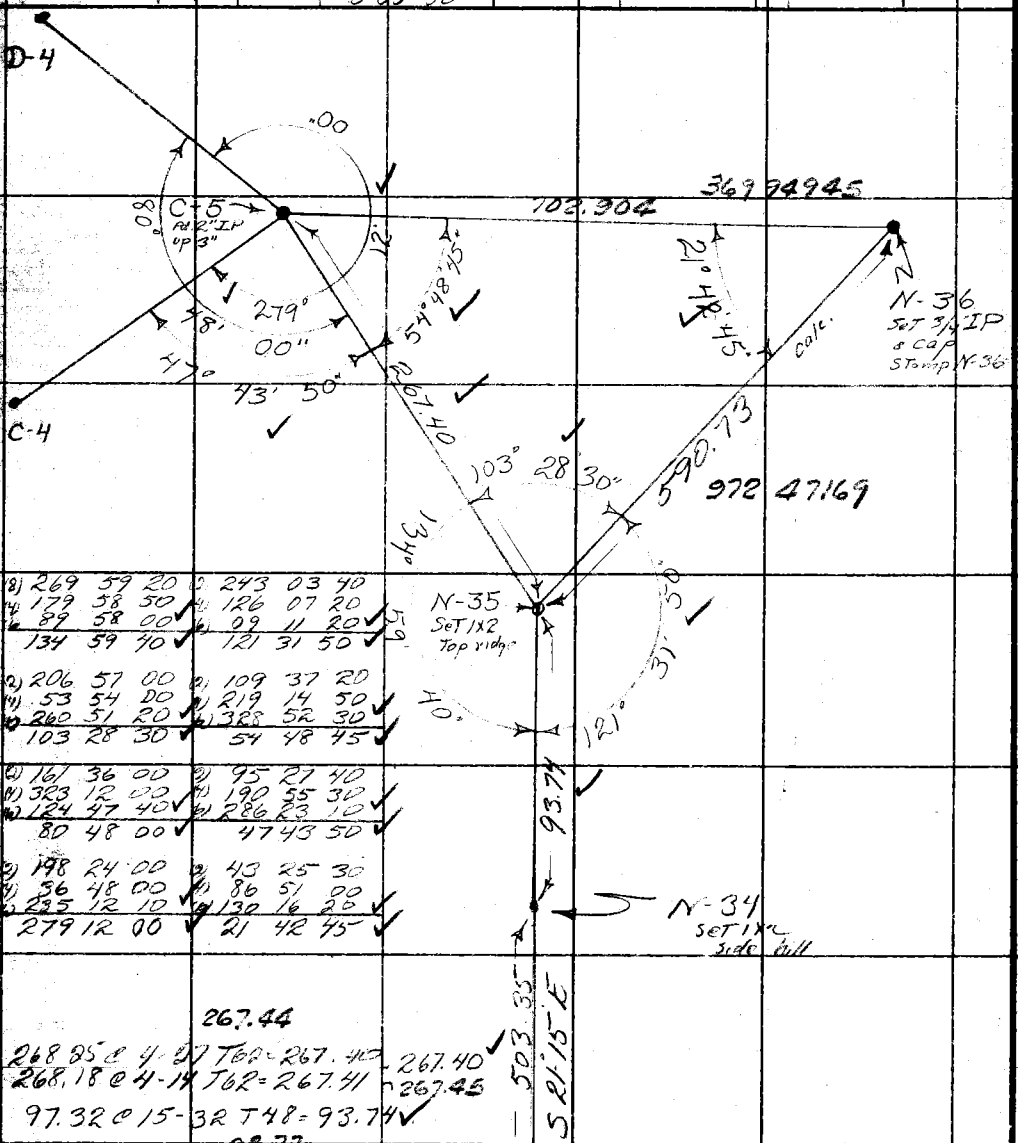

8)	269 59 20	8)	243 03 40		
4)	179 58 50	4)	126 07 20		
2)	89 58 00	2)	09 11 20		
	134 59 40		121 31 50		
2)	206 57 00	2)	109 37 20		
11)	53 54 00	11)	219 14 50		
10)	260 51 20	10)	328 52 30		
	103 28 30		54 48 45		
2)	161 36 00	2)	95 27 40		
11)	323 12 00	11)	190 55 30		
10)	124 47 40	10)	286 23 10		
	80 48 00		47 43 50		
2)	198 24 00	2)	43 25 30		
11)	36 48 00	11)	86 51 00		
10)	295 12 10	10)	130 16 20		
	279 12 00		21 42 45		

267.44

268.85 @ 4-27 T62 = 267.40 — 267.40

268.18 @ 4-14 T62 = 267.41 — 267.45

97.32 @ 15-32 T48 = 93.74

~~93.77~~

Top Pg. 19

Notes Ck'd by Miller	Survey of SECTION LINES
Map No.	W. O. 2302 Tape No. 105 St'd. 84 °F
Office Work	Surveyed by W.S. Cawthorne & L.V. Smith
Checked	Notes W.S.C Date 1-1-56
Date	Indexed A. C. Johnson

F.B. 2817 Pg 21

NOTE

TRANSIT LINE ALONG S. BDY. OF SEC. 5 T3N. R16W. ALSO S½ OF EAST LINE OF SEC. 5 T3N. R16W. AND TOPO. CALLS ALONG SAID LINE

Ref to Pg 22

W.S. 6-3-54

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235.47
238.48 @ 9-07 T56 = 235.43

100.25 T58
181.03 @ 7-07 = 100.23
289.13 @ 15-37 = 278.41
278.46 378.64

235.43 LINE

525 Trends (495.) NORTH

TRANSIT

R-2 Set 1x2 Top Spur

146.00
146.14 @ 2-29 T58 = 145.98
58.07 @ 23-56 T58 = 53.40
53.41

200' (198)

ROAD

DIRT

S 32° E (N 85)

378.64

T3N R16W Sec 5

DRY CREEK

185' (185)

S 32° E (N 85)

Fd LIVE OAK 4" Dia. Blazed & Scribed Per L.S. 20-24

R-1 Set 1x2

N 89°00' W meas

Fd 3" IP up 3' in Rock on Bluff

145.98

(S 53°30' W 110.22)

S 58°30' W

40"

40°22'40"

153.40

92°

(49.6)

45

98.76

R-1 Set 1x2 Top Bluff

88.88

161.92

187.64

Set 1x2 on post

DRY CREEK S.R. (S.E.)

Fd 2" IP in Stone mound (covered with 10" of silt from creek) at S.W. base of rock bluff. S.W. COR. of SEC. 4 T3N. R16W. per L.S. 20-24. Made search at rec. bk. & dis. from Live Oak no evidence fd.

(2) 184 25 20
(1) 368 50 40
(6) 193 15 50
92 12 40 187.67

196.40 @ 17-09 T58 = 187.64
98.78 @ 0-0 T52 = 98.76
88.88

170.25 @ 17-58 T60 = 161.98
161.95

76F3098 SAE #247. 8-54

Bot Pg # 23

F.B. 2219 Pg. 22

189.15

196.24 @ 15-27 T52 = 189.11 ✓
195.51 @ 5-28 T48 = 194.57 ✓
383.68 ✓
194.62 ✓

T-56
281.46 @ 16-05 = 270.39 270.44
31.55 @ 16-06 = 30 30.31
300.

T-52
89.32 @ 22-04 = 82.76 ✓ 82.78
295.46 @ 16-32 = 283.18 ✓
365.94 ✓
283.24

383.68 ✓

R-7 Set 1x2 5ly side of Wash

LINE

300.69 ✓

Top of Spur
1740 TRENDS
(1716.) NORTH

R-6 = T-5 Set 3/4" IP & cap up 1" Top of spur SEE pg # 129

365.94

CROSS WASH 1440 no Gov. CALL

235.59 @ 7-17 T-56 = 233.65 ✓ 233.70
134.25 @ 3-27 T-54 = 133.98 ✓ 134.01
367.63 ✓

R-5 Set 1x2 Top low spur

TRANSIT

251.07 @ 3-28 T54 = 250.56 ✓
250.61

367.63 ✓

N & E (N & E)

1095 LEAVE CANON
(1221)

R-4 Set 1x2 Toe spur

73N. SEC 8
R.16.W

250.56 ✓

N & E (N & E)

830 ENTER CANON
(858)

R-3 Set 1x2 Top spur low spur

N 89°00' W

235.43

Top Pg # 21

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

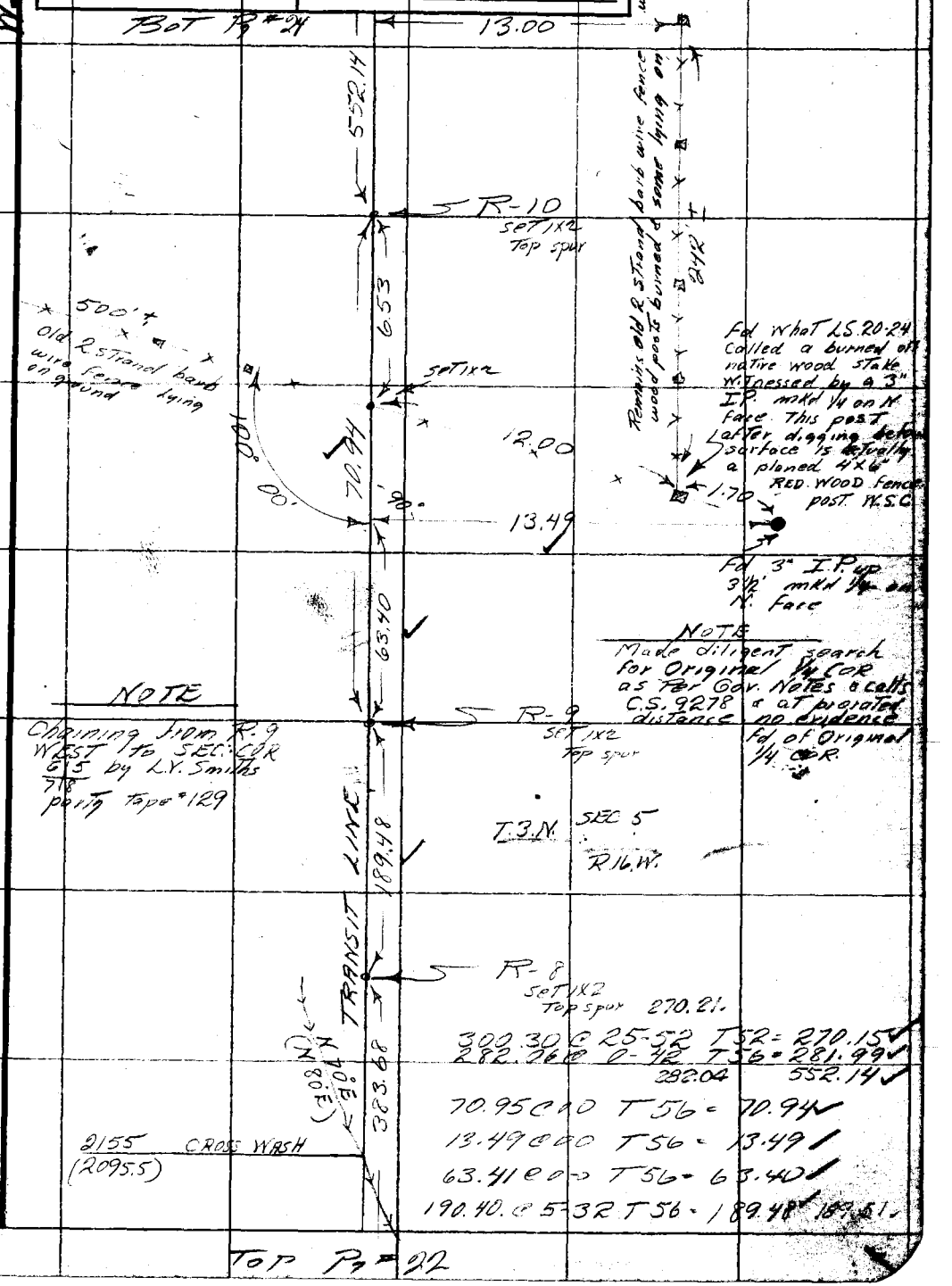
Do not extend notes this side of this line.

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

Notes Ck'd by Miller	Survey of SECTION LINES
Map No.	W. O. 03020 Tape No. 105 St'd. 84 °F
Office Work	Surveyed by W. S. Cowherd & L.V. Smith
Checked	Notes W.S.C Date 1-31-56
Date	Indexed C. Johnson

F.B. 2219 Pg. 23

WS63-D4



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Do not extend notes this side of this line.

RETURN TO
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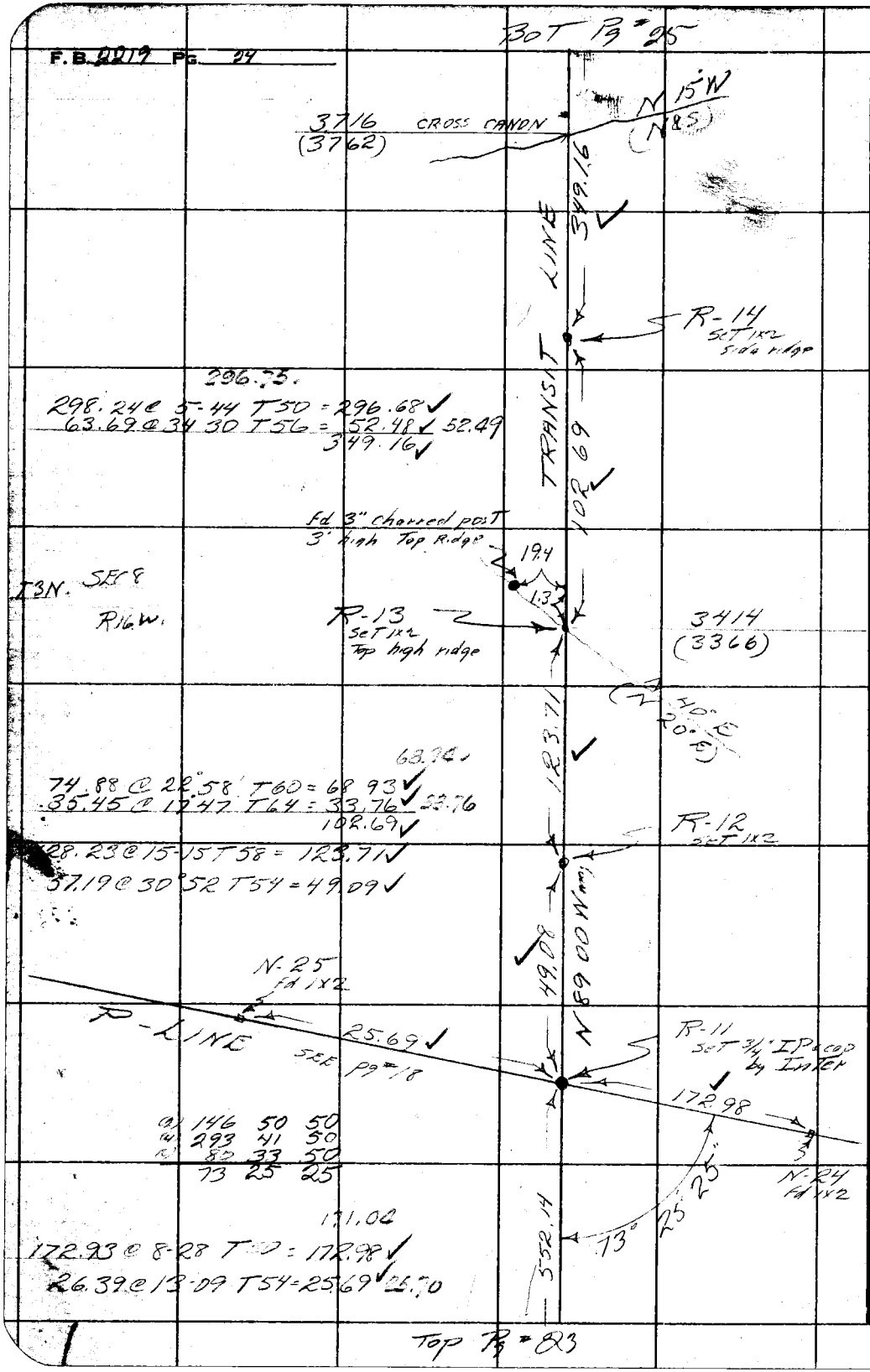
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F309S S&E #247. 8-54



WS 63-D4

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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.

Notes Ck'd by Miller	Survey of SECTION LINES	F.B. 2219 Pg. 25
Map No.	W. O. 0302.04 Tape No. 129 St'd. 84 °F	W.S. 63
Office Work	Surveyed by L.V. Smith	
Checked	Notes W.S.C Date 1-31-56	
Date	Indexed C. Johnson	

W.S. 63-D4

90° 57' 40 ✓

SEC. COR 52+36.14 from EAST
Fd 4x4" HEWN GRANITE
MON. up 10" HOLE in TOP
MKD 5 on NE 7 on SW
8 " SE 6 " NW
Per FB 658-29

TRUE SEC. LINE TO 1/4 COR →

Fd 1/4 SEC. COR MKd as shown
Per FB 658-31

(2) 181 55 00
(4) 363 50 30
(6) 185 45 45 ✓
90 57 40 ✓

126.03

R-18
SET 1x2

201.40

N 89° 00' W mag

R-17
SET 1x2

N 20 W
(N 85)

SUMMIT of 4900
RIDGE (4950)

4890 OLD 2 STrand Barb WIRE FENCE

508.22 ✓

R-16
SET 1x2
Top sharp ridge

4400
no Gov. Call

S 53° E

T3N. SEC 5
R16W.

534.75 ✓

TRANSIT LINE

R-15
SET 1x2

349.16

126.05 ✓
160-40 @ 38-12 T56 = 126.03 ✓
225.62 @ 26-46 T56 = 201.40 ✓
201.44

34.14 @ 0-0 T52 = 34.13 ✓
248.67 @ 12-49 T54 = 242.42 242.47
232.23 @ 3-47 T52 = 231.67 231.73
508.22 ✓

281.33 @ 26-14 T54 = 252.30 ✓
294.22 @ 16-13 T52 = 282.45 ✓
534.75 ✓

COUNTY SURVEYOR
R.16.W.
T.3.N.
1/4 COR.
SEC 6
SEC 5
RE 2177

Top Pg° 24

282

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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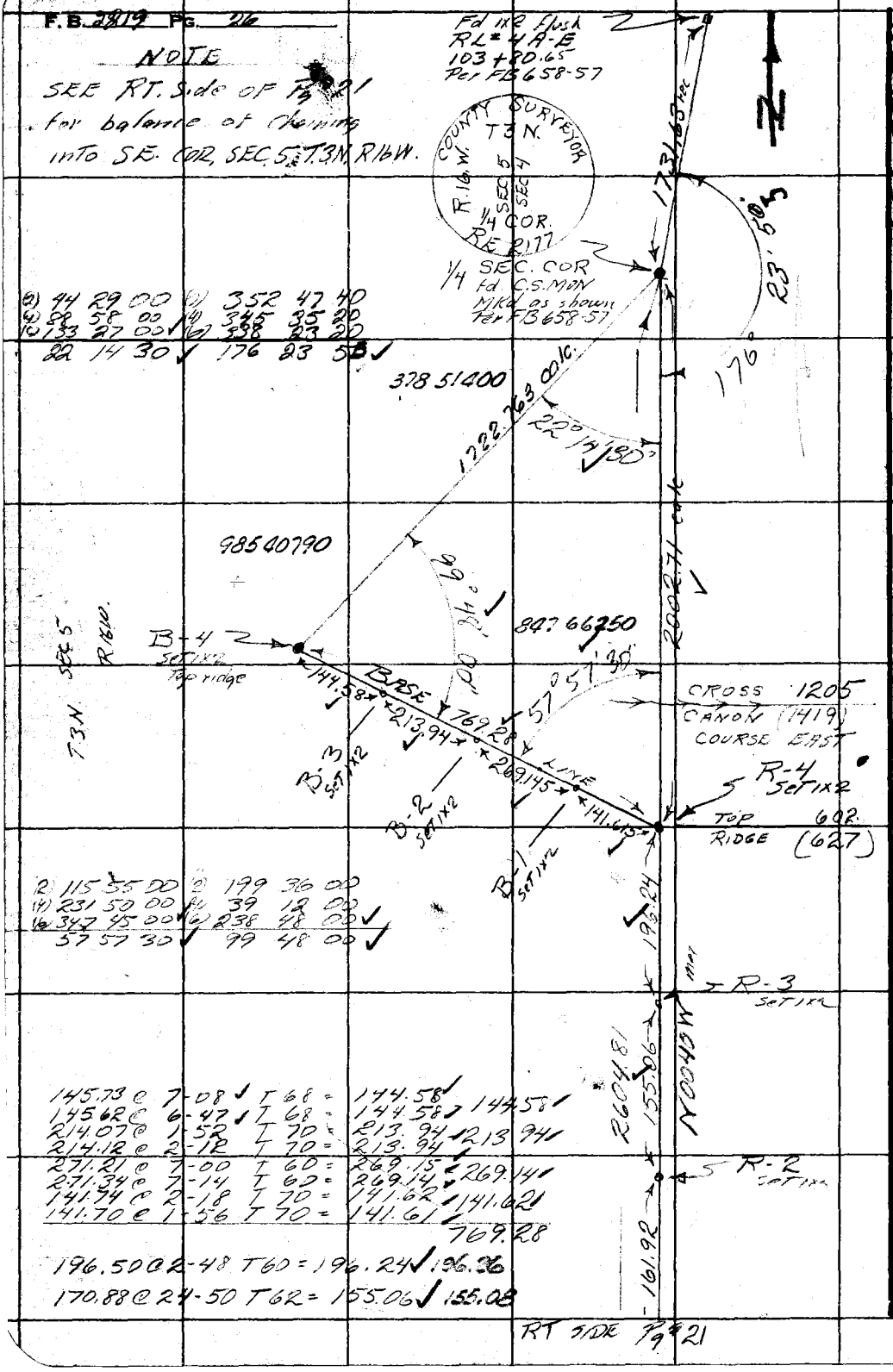
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F309S S&E #247.-84

F.B. 2819 PG. 26

NOTE

SEE RT. Side of Pg 21 for balance of Chaining into SE. COR, SEC. 5, T.3N, R16W.



(2) 44 29 00 (1) 352 47 40
(4) 88 58 00 (4) 345 35 20
(6) 133 27 00 (6) 338 23 20
22 14 30 176 23 50

(2) 115 55 00 (2) 199 36 00
(4) 231 50 00 (4) 39 12 00
(6) 347 45 00 (6) 238 48 00
57 57 30 99 48 00

145.73 @ 7-08 T 68 = 144.58 144.58
145.62 @ 6-47 T 68 = 144.58
214.07 @ 1-52 T 70 = 213.94 213.94
214.12 @ 2-12 T 70 = 213.94
271.21 @ 7-00 T 60 = 269.15 269.14
271.34 @ 7-14 T 60 = 269.14
141.74 @ 2-18 T 70 = 141.62 141.62
141.70 @ 1-56 T 70 = 141.61
769.28

196.50 @ 2-48 T 60 = 196.24 196.36
170.88 @ 24-50 T 62 = 155.06 155.08

RT SIDE Pg 21

W.S. 63-1.4

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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.

Notes Ck'd by Miller	Survey of CHATSWORTH-NEHALL RD
Map No.	W. 08/1.04 Tape No. 129 St'd. 84 °F
Office Work	Surveyed by L.V. SMITH
Checked	Notes L.V.S. Date 1-25-56
Date	Indexed C. Johnson

F. B. 2219 Pg. 27

NOTE

S. BDY. of RANCHO SAN FRANCISCO & TIE TO P-LINE

FD. 2" I.P. & PLUG WITH COPPER TUBE IN CTR. NAIL .06' S. OF CTR OF TUBE PER C.S.B-1818

239.38 @ 4°01 T=52° = 238.74 ✓

238.79

238.74 ✓

R-1 SET 1X2 & NAIL ON RIDGE

295.89

300.82 @ 10°23' T=52° = 295.83 ✓
36.03 @ 17°55' T=52 34.27 ✓
330.10 ✓

34.28

330.10 ✓

R-2 SET 1X2 & NAIL ON SPUR

248.68 @ 10°05 T=52° = 244.79 ✓

244.84

244.79 ✓

FD. 2" I.P. NO PLUG UP 14" 5.0' 4.5'

R-3 SET 1X2 & NAIL ON SPUR

112.93

115.69 @ 12°33' T=58' = 112.91 ✓
217.12 @ 6°07 T=58 215.84 ✓
328.75 ✓

215.88

328.75 ✓

R-4 SET 1X2 & NAIL

156.61 ✓

158.53 @ 8°56' T=56° = 156.59

13.5'

156.59 ✓

FD. 2" I.P. CHARRED PLUG NO NAIL UP 0.2' 5.9'

R-5 SET 1X2 & NAIL

18.55 @ LEV. T=58° = 18.55 ✓

18.55 ✓

RANCHO SAN FRANCISCO S. LINE

SEC. 5 T. 3 N. R. 16 W.

X

Top Pg 28

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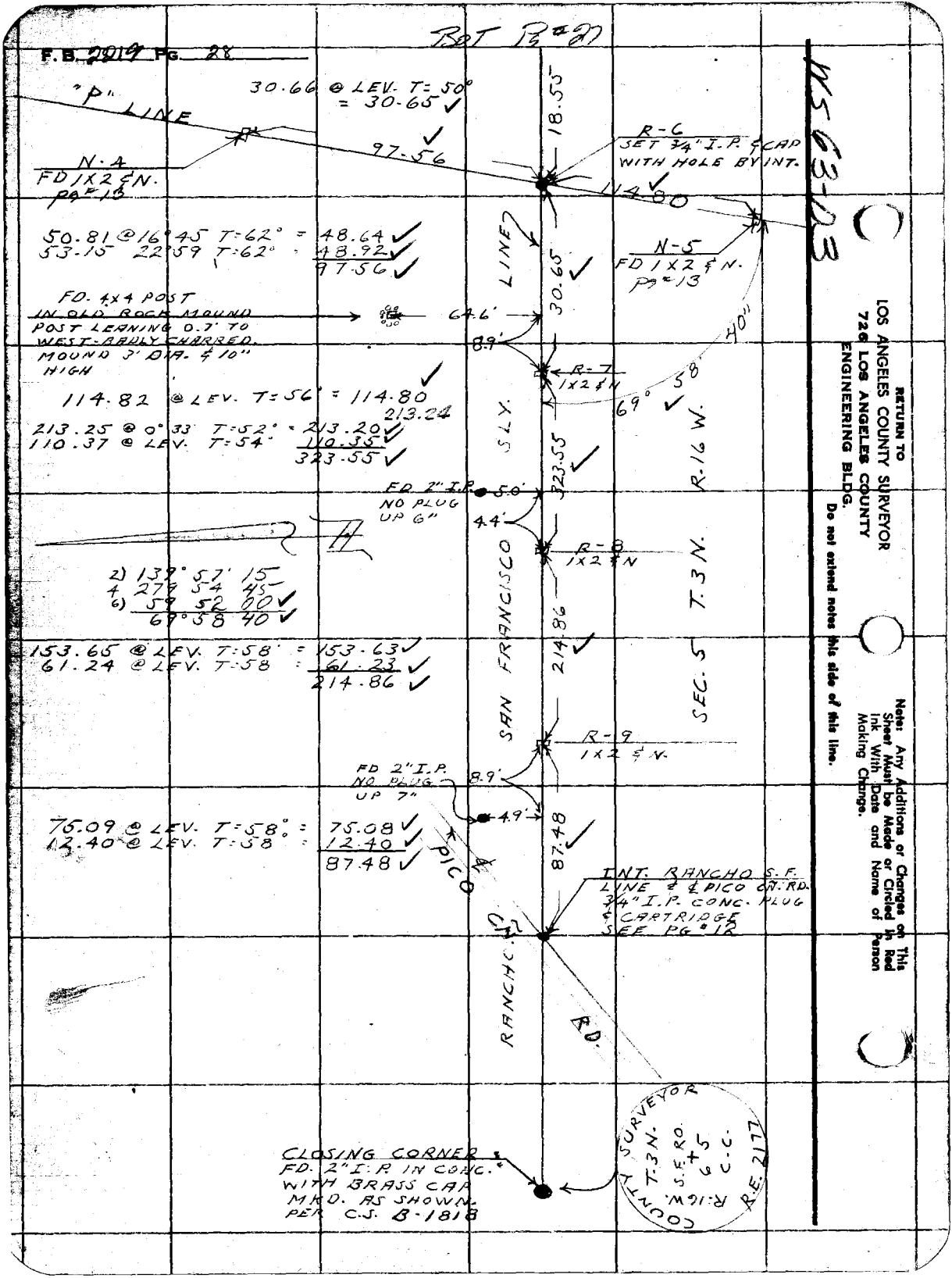
726 LOS ANGELES COUNTY
ENGINEERING BLDG.

76F3098 S&E #247. 8-54



F.B. 2019 PG. 28
BOT PG #27
WS 63-23
"P" LINE
30.66 @ LEV. T=50° = 30.65
97.56
18.55
R-6
SET 3/4" I.P. & CAP WITH HOLE BY INT.
114.80
N-4
FD 1X2 & N.
PG #13
N-5
FD 1X2 & N.
PG #13
50.81 @ 16°45 T=62° = 48.64
53.15 22°59 T=62° = 48.92
97.56
LINE
30.65
FD. 4X4 POST IN OLD ROCK MOUND POST LEANING 0.7' TO WEST-BADLY CHARRED. MOUND 3' DIA. & 10" HIGH
64.6'
8.9'
40"
R-7
1X2 & N
69° 58'
114.82 @ LEV. T=56° = 114.80
213.24
213.25 @ 0°33 T=52° = 213.20
110.37 @ LEV. T=54° 110.35
323.55
SLY.
323.55
R-16 W.
FD 2" I.P. NO PLUG UP 6"
5.0'
4.4'
R-8
1X2 & N
2) 139° 57' 15
4 279 54 45
6) 59 52 00
69° 58 40
T. 3 N.
SAN FRANCISCO
214.86
153.65 @ LEV. T=58° = 153.63
61.24 @ LEV. T=58° = 61.23
214.86
SEC. 5
R-9
1X2 & N.
FD 2" I.P. NO PLUG UP 7"
8.9'
4.9'
87.48
75.09 @ LEV. T=58° = 75.08
12.40 @ LEV. T=58° = 12.40
87.48
PICO
INT. RANCHO S.F. LINE & ℄ PICO CN. RD. 3/4" I.P. CONC. PLUG & CARTRIDGE SEE PG #12
RANCHO CN.
RD.
CLOSING CORNER FD. 2" I.P. IN CONC. WITH BRASS CAP MKD. AS SHOWN PER C.S. B-1818
COUNTY SURVEYOR
T. 3 N.
S.F. RD.
6+5
C.C.
R.E. 2177
RETURN TO
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726 LOS ANGELES COUNTY
ENGINEERING BLDG.
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NOTES RED. JOB NO. 0911.04 SURVEY OF CHATSWORTH - NEWHALL RD. F. B. 2219 Pg. 2

DATE SURVEY BY L. V. SMITH

NOTES CHKD. NOTES BY L. V. S. DATE 2-29-56

DATE INDEXED A. C. Johnson DATE 5-2-56

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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LOS ANGELES COUNTY SURVEYOR
725 LOS ANGELES COUNTY ENGINEERING BLDG.

765420 S & E-853 4-54

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION

CHATSWORTH NEWHALL ROAD

J.N. 0911.04

BENCH LEVELS

FROM GOLDEN STATE HWY. AND PICO CANYON ROAD SLY. ALONG "P" LINE TO N-35 AND Δ PT. NEWHALL C AND RETURN

FEB. 1956

L. V. SMITH
C. V. CROWE
R. C. BOWERS JR.
H. E. AUSTIN

76S420 Z-353 4-54

PLEASE RETURN TO
LOS ANGELES COUNTY SURVEYOR
725 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

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
STATE HWY 13-F-40	1328.294				1328.294	STATE HWY B.M. NO 13-F-40 ELEV.=1328294
	7215		6.839			INTERSECTION GOLDEN STATE HWY &
	1335.509	+4.679	+4.680			LYONS AVE. N. E. COR. FD. STATE HWY.
	2536		2159			BRASS CAP IN CONC. STAMPED B.M.
T.P.	1332.973				1332.974	13-F-40
	11.830		11.612	11.859		
	1344.803	+10.869	+10.861	+10.858		
	0961		0.751	1.001		
T.P.	1343.842				1343.843	
	10319		10.054			
	1354.161	+9.763	+9.766	+9.7		
	0556		0.288			
T.P	1353.605				1353.609	
	11.090		10.825			
	1364.695	+10.236	+10.240			
	0.854		0.585			
T.P	1363.841				1363.849	
	9.684		9.444			
	1373.525	+6.027	+6.022	+6.027		
	3.657		3.422			
T.P.	1369.868				1369.876	
	2050		1.821	2.064		
	1371.918	-8.589	-8.581	-8.581		
	10.639		10.402	10645		
T.P.	1361.279				1361.295	
	1.028		0.831			
	1362.307	-10.240	-10.242			
	11268		11.073			
T.P.	1351.039				1351.055	

JOB NO. 0911-04 SURVEY OF CHATSWORTH-NEWHALL RD. NOTES RED.
SURVEY BY L.V. SMITH DATE
NOTES BY L.V.S. DATE 2-7-56 NOTES CHKD.
INDEXED R. C. Johnson DATE DATE

F.B. 2219 PG. 30

765420 S & E-353 4-54

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LOS ANGELES COUNTY SURVEYOR
725 LOS ANGELES COUNTY ENGINEERING BLDG.

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NOTES RED. JOB NO. 0911.04 SURVEY OF CHATSWORTH-NEWHALL RD.
DATE SURVEY BY L.V.S. SMITH
NOTES CHKD. NOTES BY L.V.S. DATE 2-7-56
DATE INDEXED C. Johnson DATE
F.B. 2219 Pg. 31

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1351.039				1351.059	
	1.091		0.690			
	1352.130	- 9.791	-9.788			
	10.882		10.478			
T.P.	1341.248				1341.267	
	1.203		0.955			
	1342.451	-10.482	-10.485			
	11.685		11.440			
T.P.	1330.766				1330.785	
	1.699		1.436			
	1332.465	- 6.028	-6.029			
	7.727		7.465			
T.P.	1324.738				1324.757	
	2.308		1.960			
	1327.046	- 2.780	-2.781			
	5.088		4.741			
	1321.958				1321.977	
	6.786		6.383			
	1328.744	+1.904	+1.900			
	4.882		4.483			
U.S.2066	1323.862				1323.881	U.S. 2066 ELEV. = 1324.335 T.B.M. NEWHALL, 3.0 mi WEST OF, 1800' WEST OF CROSSING AT NEW HIGHWAY, NORTH SIDE OF ROAD AND IN LINE WITH FENCE LINE. NORTH, 3" IRON PIPE FILLED WITH CONCRETE, SMALL COPPER TUBE IN CENTER OF. NOTE - THIS PIPE HAS PROBABLY BEEN RUN OVER BY HEAVY EQUIPMENT AS IT IS JUST OFF THE SHOULDER OF THE ROAD. L.V.S.
	8.205		7.966			
	1332.067	+5.006	+5.003			
	3.199		2.963			
T.P.	1328.868				1328.887	
	7.118		6.868			
	1335.986	+3.810	+3.812			
	3.308		3.056			
T.P	1332.678				1332.699	

768420 S & E-353 4-54

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JOB NO. 09.11.04 SURVEY OF CHATSWORTH-NEWHALL RD. NOTES RED. DATE
SURVEY BY L.V.SMITH NOTES CHKD.
NOTES BY L.V.S. DATE 3-7-55 DATE
INDEXED A.C. Johnson DATE

F.B. 2219 Pg. 32

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1332.678				1332.699	
	6.641		6.482			
	1339.319	+4.794	+4.796			
	1847		1686			
T.P.	1337.472				1337.495	
	7.191		7.271			
	1344.663	+4.256	+4.255			
	2935		3016			
T.P.	1341.728				1341.751	
	6445		6.295			
	1348.173	+2.707	+2.712			
	3.738		3583			
T.P.	1344.435				1344.463	
	6779		6.505			
	1351.214	+3.472	+3.470			
	3307		3035			
T.P.	1347.907				1347.935	T.B.M. R.I.#7 ELEV. = =T-1 GOLDEN STATE HIGHWAY & PICO CN ROAD. 0.7 MILES WEST OF INTERSECTION AT P.I.#7 ON PICO CN. ROAD. NORTH EDGE OF PVMT. DN. 0.7' BELOW SURFACE. 3/4" I.P. PLUG & NAIL
	5729		5.596			
	1353.636	+0.745	+0.749			
	4984		4.847			
T.B.M.R.I.#7	1348.652				1348.684	
=T-1	7148		7003			
	1355.800	+6.728	+6.726			
	0420		0.277			
U.S.2067	1355.380				1355.412	U.S.2067 ELEV. = 1355.384 T.B.M. NEWHALL 3/4 MI. WEST OF, 0.7 MI. WEST OF CROSSING OF NEW HIGHWAY. 300 FT. SOUTH EAST OF CREAM COLORED SHACK IN GROVE OF OAK TREES. 40' SOUTH OF ROAD. CONCRETE POST WITH BRONZE TABLET STAMPED R-1-1929. PAINTED U.S. 1355.6 B.M.
	6.331		6.182			
	1361.711	+5.821	+5.825			
	0510		0.357			
T.P.	1361.201				1361.237	

76S420 S & E-353 4-54

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

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Do not extend notes this side of this line

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1361.201				1361.237	
	6.742		6.552			
	1367.943	+4.500	+4.501			
	2242		2051			
T.P.	1365.701				1365.738	
	8.810		8.603			
	1374.511	+5.720	+5.719			
	3090		2.884			
T.P.	1371.421				1371.458	
	4.289		4.223			
	1375.710	-2.451	-2.452			
	6740		6675			
T.B.M. P.I. #8	1368.970				1369.007	T.B.M. P.I. #8 ELEV. = GOLDEN STATE HIGHWAY & PICO CN. ROAD 0.9± MILES WEST OF INTERSECTION OF AT P.I. #8 ON PICO CN. ROAD. 15' NORTH OF NORTH EDGE OF PVMT. 3/4" I.P. PLUG & NAIL FLUSH WITH GROUND. FB 2219-11
	10.601		10.358			
	1379.571	+6.511	+6.512			
	4.090		3.846			
T.P.	1375.481				1375.519	
	5.279		4.982			
	1380.760	+0.436	+0.435			
	4.843		4547			
N-1	1375.917				1375.955	SPK. W. & TN. AT INTERSECTION OF P. LINE & ℄ OF PICO CANYON ROAD. FLUSH WITH PVMT. FB 2219-11
	4.048		3.892			
	1379.965	+1.848	+1.846			
	2200		2.046			
B.M. N-1	1377.765				1377.803	B.M. N-1 ELEV. = GOLDEN STATE HIGHWAY & PICO CN. ROAD 1 MILE WEST OF INTERSECTION OF 210'± WLY. OF N-1 7' NORTH OF 18" OAK TREE SOUTH SIDE OF ROAD. 0.5' N. OF FENCE. A STD. L.A. CO. ENG. B.M. MON. 2" I.P. & B.C. IN CONC. UP 2" STAMPED B.M. N-1
	3.493		3.097			
	1381.258	-1.627	-1.624			
	5120		4721			
T.B.M. P.I. #9	1376.138				1376.179	T.B.M. P.I. #9 ELEV. = GOLDEN STATE HIGHWAY & PICO CN. ROAD 1.05± MILE OF INTERSECTION OF AT P.I. #9, 2'± N. OF SOUTH EDGE OF PVMT. ON 15" 3/4" I.P. CONC. PLUG & CARTRIDGE FB 2219-11

NOTES RED. _____ JOB NO. 0911.04 SURVEY OF CHATSWORTH-NEWHALL RD.
DATE _____ SURVEY BY L.V. SMITH
NOTES CHKD. _____ NOTES BY L.V.S. DATE 2-8-56
DATE _____ INDEXED C. Johnson DATE

F.B. 2219 PG. 33

765420 S & E-353 4-54

PLEASE RETURN TO
LOS ANGELES COUNTY SURVEYOR
725 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

JOB NO. 08//.04 SURVEY OF CHATSWORTH-NEWHALL R NOTES RED
SURVEY BY L.V.SMITH DATE NOTES CHKD.
NOTES BY L.V.S. DATE 12-8-56
INDEXED K. C. Johnson DATE

F.B. 2219 Pg. 34

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1376.138				1376.179	
	8.327		8.172			
	1384.465	+6.363	+6.361			
	1.964		1811			
T. P.	1382.501				1382.542	
	7368		7.123			
	1389.869	+6.024	+6.021			
	1 344		1.102			
T. P.	1388.525				1388.566	
	8 866		8.769			
	1397.391	+8.403	+8.403			
	0 463		0.366			
T. P.	1396.928				1396.969	
	7.859		7.589			
	1404.787	+5.129	+5.130			
	2 730		2459			
T. P.	1402.057				1402.099	
	8.932		8.965			
	1410.989	+8.520	+8.518			
	0412		0447			
T.B.M. P.I.#10 = T-4	1410.577				1410.619	T.B.M. P.I. #10 ELEV. = T-4 GOLDEN STATE HIGHWAY & PICO CR. ROAD 1.31 MILES WEST OF INTERSECTION OF, AT P.I. #10 SOUTH SIDE OF ROAD. I.S. S.W. OF P.P. #649787E. ¾" I.P. PLUG & NAIL FLUSH. FB 2219-12
	0.660		0.484			
	1411.237	-8.060	-8.059			
	8.720		8543			
T. P.	1402.517				1402.560	
	2899		2.664			
	1405.416	-4.384	-4.386			
	7 283		7050			
T. P.	1398.133				1398.176	

765420 S & E-353 4-54

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

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Do not extend notes this side of this line

NOTES RED. JOB NO. 9111.04 SURVEY OF CHESTNUT-NEWHALL RD.
DATE SURVEY BY L.V. SMITH
NOTES CHKD. NOTES BY L.V.S. DATE 2-8-56
DATE INDEXED C. Johnson DATE

F.B. 2219 Pg. 35

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1398.133				1398.176	
	0.685		0.467			
	1398.818	-7.935	-7.935			
	8.620		8402			
T.P.	1390.198				1390.241	
	0680		0.511			
	1390.878	-7.445	-7.441			
	8.125		7.952			
T.P.	1382.753				1382.800	
	1.123		0.916			
	1383.876	-4.988	-4.989			
	6.111		5905			
B.M. N-1	1377.765				1377.812	B.M. N-1 ELEV. = GOLDEN STATE HWY & PICO CN. ROAD 1 ½ MILE WEST OF INTERSECTION OF 1 210' E'LY OF N-1 & 7' NORTH OF 48" OAK TREE, SOUTH SIDE OF ROAD, 0.5' N. OF FENCE. A STD. L.A.CO. ENG. B.M. MON. 2" I.P. & B.C. IN CONC. UP 2" STAMPED B.M. N-1
	7.030		7.185			
	1384.795	+6.445	+6.441			
	0.585		0.744			
N-2	1384.210				1384.257	1x2 & NAIL FB 2219-13
	11.758		11.339			
	1395.968	+10.061	+10.063			
	1 697		1 276			
T.P.	1394.271				1394.320	
	9 050		8.938			
	1403.321	+6.787	+6.785			
	2 263		2153			
T.P.	1401.058				1401.107	
	9 883		10.185			
	1410.941	+8.797	+8.796			
	1.086		1.389			
T.P.	1409.855				1409.904	

76S420 S & E-353 4-54

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Do not extend notes this side of this line

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1409.855				1409.904	
	9.140		9.408			
	1418.995	+4.637	+4.637			
	4503		4771			
N-3	1414.492				1414.541	1X2 & NAIL F.B. 2219-13
	11.640		11.474			
	1426.132	+11.128	+11.127			
	0.512		0.347			
N-4	1425.620				1425.669	1X2 & NAIL FB 2219-13
	1.137		0.753			
	1426.757	-10.153	-10.152			
	11.290		10905			
T.P.	1415.467				1415.517	
	0.900		0.662			
	1416.367	-9.981	-9.979			
	10.881		10.641			
T.P.	1405.486				1405.538	
	0.991		0.535			
	1406.477	-9.306	-9.305			
	10.297		9840			
T.P.	1396.180				1396.233	
	8246		8.213			
	1404.426	-2.650	-2.650			
	10.896		10.863			
R-6	1393.530				1393.583	INTERSECTION "P" LINE & SOUTH LINE
	3460		3.130			RANCHO SAN FRANCISCO, 3/4" GALV. PIPE &
	1396.990	+1.008	+1.008			CAP WITH HOLE. F.B. 2219-28
	2.452		2.122			
N-5	1394.538				1394.591	

JOB NO. 0911.04 SURVEY OF CHATSWORTH-NEWHALL RD NOTES RED.
SURVEY BY L.V. SMITH DATE
NOTES BY L.V.S. DATE 2-9-56 NOTES CHKD.
INDEXED A. C. Johnson DATE DATE

F.B. 2219 PG. 36

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NOTES RED. JOB NO. 0911.04 SURVEY OF CHATSWORTH-NEWHALL RD.
DATE SURVEY BY L.V.SMITH
NOTES CHKD. NOTES BY L.V.S. DATE 2-9-56
DATE INDEXED C. Johnson DATE

F.B. 2219 Pg. 37

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1394.538				1394.591	
	6.587		6.286			
	1401.125	+ 4.466	+ 4.469			
	2.121		1.817			
T.P.	1399.004				1399.060	
	8.102		7.807			
	1407.106	+ 6.170	+ 6.170			
	1.932		1.637			
N-6	1405.174				1405.230	1X2 & NAIL FB 2219-14
	10.415		10.500			
	1415.589	+10.170	+10.170			
	0.245		0.330			
T.P.	1415.344				1415.400	
	11.945		11.908			
	1427.289	+10.906	+10.906			
	1.039		1.002			
T.P.	1426.250				1426.306	
	5.919		6.206			
	1432.169	+ 2.174	+ 2.174			
	3.745		4.032			
N-7	1428.424				1428.480	1X2 & NAIL F.B. 2219-14
	11.831		11.754			
	1440.255	+10.740	+10.740			
	1.091		1.014			
T.P.	1439.164				1439.220	
	11.395		11.623			
	1450.559	+10.058	+10.062			
	1.337		1.561			
T.P.	1449.222				1449.282	

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JOB NO. 0911.04 SURVEY OF Chatsworth-Newhall Rd. NOTES RED. DATE
SURVEY BY L.V. Smith NOTES CHKD
NOTES BY C.V. Crowe DATE 2-10-56 DATE
INDEXED A.C. Johnson DATE

F.B. 2219 Pg. 38

Do not extend notes this side of this line

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN.	ADJ. ELEV.	DESCRIPTION
	1449.222				1449.282	
	10.244		10.425			
	1459.466	+ 9.983	+ 9.981			
	0.261		0.444			
T.P.	1459.205				1459.265	
	10.168		10.271			
	1469.373	+ 8.165	+ 8.165			
	2.003		2.106			
N-8	1467.370				1467.430	1X2 + nail FB 2219-14
	11.126		11.348			
	1478.496	+10.766	+10.766			
	0.360		0.582			
T.P.	1478.136				1478.196	
	11.351		11.524			
	1489.487	+ 9.939	+ 9.937			
	1.412		1.587			
T.P.	1488.075				1488.135	
	11.789		11.843			
	1499.864	+11.521	+11.522			
	0.268		0.321			
T.P.	1499.596				1499.657	
	10.475		10.624			
	1510.071	+ 9.865	+ 9.862			
	0.610		0.762			
T.P.	1509.461				1509.522	
	10.909		11.046			
	1520.370	+10.638	+10.638			
	0.271		0.208			
T.P.	1520.099				1520.160	

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NOTES RED. JOB NO 2911. SURVEY OF Chatsworth-Newhall Rd
DATE SURVEY BY L. V. Smith
NOTES CHKD. NOTES BY C. K. Crewe DATE 2-10-56
DATE INDEXED. C. Johnson DATE

F.B. 2219 Pg. 39

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1520.099				1520.160	
	9.693		9.949			
	1529.792	+ 9.316	+ 9.313			
	0.377		0.636			
T.P.	1529.415				1529.476	
	9.54		9.643			
	1538.962	+ 9.079	+ 9.078			
	0.468		0.565			
T.P.	1538.494				1538.555	
	5.793		6.183			
	1544.287	+ 4.711	+ 4.710			
	1.082		1.473			
N-9	1543.205				1543.266	1X2 & nail F.B. 2219-14
	9.500		9.653			
	1552.705	+ 8.932	+ 8.932			
	0.568		0.721			
T.P.	1552.137				1552.198	
	10.252		10.500			
	1562.389	+ 9.605	+ 9.610			
	0.647		0.890			
T.P.	1561.742				1561.808	
	10.612		11.261			
	1572.354	+ 10.272	+ 10.274			
	0.340		0.987			
T.P.	1572.014				1572.082	
	9.191		9.071			
	1581.205	+ 8.297	+ 8.293			
	0.894		0.778			
N-10	1580.311				1580.379	1X2 & nail F.B. 2219-15

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JOB NO. 09111.04 SURVEY OF Chatsworth Newhall Rd NOTES RED.
SURVEY BY A.Y. Smith DATE
NOTES BY C.V. Crowe DATE 2-10-56 NOTES CHKD.
INDEXED ~~L.C. Johnson~~ DATE DATE
F.B. 2219 Pg. 40

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1580.311				1580.379	
	1.153		1.088			
	1581.464	-10.681	-10.685			
	11.834		11.773			
T.P.	1569.630				1569.698	
	0.523		0.426			
	1570.153	-11.121	-11.122			
	11.644		11.548			
T.P.	1558.509				1558.577	
	0.381		0.446			
	1558.890	-11.341	-11.342			
	11.722		11.788			
T.P.	1547.168				1547.236	
	0.500		0.665			
	1547.668	-10.446	-10.449			
	10.946		11.114			
T.P.	1536.722				1536.790	
	0.632		0.493			
	1537.354	-9.976	-9.976			
	10.608		10.469			
N-11	1526.746				1526.814	1X2 ∅ nail F.B. 2219 - 15
	6.125		6.663			
	1532.871	-3.287	-3.282			
	9.412		9.945			
B.M. N-2	1523.459				1523.532	B.M. N-2 ELEV. = GOLDEN STATE HIGHWAY & PICO CÑ. RD. 1.1 ± MI WLY. FROM INTERSECTION, 5 1500' ± SLY FM. PICO CÑ. RD, ON A SMALL SPUR, 160' ± WLY FM. N-11 - F.B. 2219-15, A COUNTY ENGINEER B.C. & 2" I.P. IN CONC. STAMPED B.M. N-2. UP 2"
	0.449		0.895			
	1523.908	-10.563	-10.563			
	11.012		11.458			
T.P.	1512.896				1512.969	

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NOTES RED. JOB NO. 2911.04 SURVEY OF CHESTNUT PATH - NEWHALL RD.
DATE SURVEY BY L.V.S. SMITH
NOTES CHKD. NOTES BY L.V.S. DATE 2-14-56
DATE INDEXED C. JOHNSON DATE

F.B. 2219 PG. 41

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1512.896				1512.969	
	1.226		0.685			
	1514.122	-10.343	-10.342			
	11.569		11.027			
T.P.	1502.553				1502.627	
	0.877		0.538			
	1503 430	-6.223	-6.221			
	7.100		6.759			
N-12	1496.330				1496.406	1X2 4' NAIL FB 2219-15
	11.686		11.523			
	1508.016	+11.211	+11.211			
	0.475		0.312			
T.P.	1507.541				1507.617	
	11 341		11.675			
	1518882	+10.477	+10.476			
	0864		1.199			
T.P.	1518.018				1518.094	
	11.530		11.269	11.486		
	1529.548	+11.011	+11.000	+11.007		
	0.519		0.269	0.479		
T.P.	1529.029				1529.105	
	11.167		11.386			
	1540.196	+10.755	+10.758			
	0.412		0.628			
T.P.	1539.784				1539.863	
	11.152		10.785			
	1550936	+8.670	+8.674			
	2.482		2111			
N-13	1548.454				1548.537	1X2 4' NAIL F.B. 2219-15

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B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1548.454				1548.537	
	11.950		11.885			
	1560.404	+11.439	+11.434			
	0.511		0.451			
T-P.	1559.893				1559.976	
	11.490		11.380	11.363		
	1571.383	+4.679	+4.690	+4.692		
	6.811		6.690	6.671		
N-14	1564.572				1564.667	1 X 2 & NAIL FB 2219 - 15
	11.766		11.479	11.610		
	1576.338	+11.246	+11.240	+11.236		
	0.520		0.239	0.374		
T-P.	1575.818				1575.914 ×	
	11.740		11.845			
	1587.558	+11.397	+11.394			
	0.343		0.451			
T-P.	1587.215				1587.308	
	11.072		11.265			
	1598.287	+9.966	+9.965			
	1.106		1.300			
T-P.	1597.181				1597.273	
	11.310		11.411			
	1608.491	+10.899	+10.899			
	0.411		0.512			
T-P.	1608.080				1608.172	
	11.132		10.739			
	1619.212	+10.126	+10.125			
	1.006		0.614			
T-P.	1618.206				1618.297	

JOB NO. 091 SURVEY OF CHATSWORTH - NEWHALL RD NOTES RED.
SURVEY BY L.V. SMITH DATE
NOTES BY L.V.S. DATE 2-14-56 NOTES CHKD.
INDEXED A. C. Johnson DATE DATE

F.B. 2219 PG. 42

76S420 S & E-353 4-54

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NOTES RED. JOB NO. 0211.04 SURVEY OF CHATSWORTH-NEWHALL RD.
DATE SURVEY BY L.V.S. SMITH
NOTES CHKD. NOTES BY L.V.S. DATE 2-14-56
DATE INDEXED E. C. Johnson DATE

F.B. 2219 PG. 47

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1618.206				1618.297	
	10 679		11.020			
	1628.885	+ 10.019	+ 10.022	10.021		
	0 660		0.998			
T.P.	1628.225				1628.318	
	11.033		11.188			
	1639.258	+ 10.068	+ 10.071			
	0965		1.117			
T.P.	1638.293				1638.386	
	11 893		11.924			
	1650.186	+ 11.534	+ 11.538			
	0.359		0.386			
T.P.	1649.827				1649.920	
	11.509		11.267			
	1661.336	+ 10.805	+ 10.808			
	0 704		0.459			
T.P.	1660.632				1660.725	
	11.598		11.223			
	1672.230	+ 10.619	+ 10.621			
	0 979		0.602			
T.P.	1671.251				1671.344	
	11.016		11.309			
	1682.267	+ 9.596	+ 9.598			
	1.420		1711			
T.P.	1680.847				1680.940	
	11.643		11.522			
	1692.490	+ 10.695	+ 10.695			
	0.948		0.827			
T.P.	1691.542				1691.635	

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B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1691.542				1691.635	
	11.532		11.249			
	1703.074	+10.977	+10.977			
	0.555		0.272			
T.P.	1702.519				1702.612	
	7.410		7.108			
	1709.929	+3.645	+3.644			
	3.765		3.464			
N-15	1706.164				1706.256	1X2 & NAIL F.B. 2219-16
	0.470		0.325			
	1706.634	-11.168	-11.168			
	11.638		11.493			
T.P.	1694.996				1695.088	
	0674		0.890			
	1695.670	-10.536	-10.537			
	11.210		11.427			
T.P.	1684.460				1684.551	
	0.528		0.317			
	1684.988	-11.114	-11.111			
	11.642		11.428			
T.P.	1673.346				1673.437	
	0.540		0.723			
	1673.886	-10.859	-10.859			
	11.399		11.582			
T.P.	1662.487				1662.578	
	0693		0.392			
	1663.180	-11.155	-11.155			
	11.848		11.547			
N-16	1651.332				1651.423	1X2 & NAIL F.B. 2219-16

JOB NO. 0911.04 SURVEY OF CHATSWORTH-NEWHALL RD. NOTES RED.
SURVEY BY L.V. SMITH DATE
NOTES BY L.V.S. DATE NOTES CHKD.
INDEXED A. C. Johnson DATE DATE

F.B. 2219 PG. 44

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NOTES RED. JOB NO. 0911-04 SURVEY OF CHATSWORTH-NEWHALL RD.
DATE SURVEY BY L.V.S. SMITH
NOTES CHKD. NOTES BY L.V.S. DATE 2-15-56
DATE INDEXED C. Johnson DATE

F.B. 2219 PG. 10

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1651.332				1651.423	
	0.280		0.384			
	1651.612	-11.261	-11.261			
	11.541		11.645			
T.P.	1640.071				1640.162	
	0.495		0.466			
	1640.566	-11.094	-11.093			
	11.589		11.559			
T.P.	1628.977				1629.068	
	0.701		0.680			
	1629.678	-10.346	-10.342			
	11.047		11.022			
T.P.	1618.631				1618.722	
	1.740		1.937			
	1620.371	-9.273	-9.274			
	11.013		11.211			
T.P.	1609.358				1609.448	
	11.583		11.671			
	1620.941	+11.158	+11.157			
	0.425		0.514			
T.P.	1620.516				1620.606	
	9538		9.432			
	1630.054	+8.707	+8.708			
	0831		0724			
T.P.	1629.223				1629.313	
	11.293		11.482			
	1640.516	+10.646	+10.648			
	0647		0834			
	1639.869				1639.959	

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JOB NO. 0911.04 SURVEY OF CHATSWORTH-NEWHALL RD. NOTES RED. DATE
SURVEY BY L.V.S. SMITH
NOTES BY L.V.S. DATE 2-15-56 NOTES CHKD. DATE
INDEXED A. C. Johnson DATE

F.B. 2219 Pg. 46

Do not extend notes this side of this line

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1639.869				1639.959	
	11.651		11.908			
	1651.520	+11.385	+11.384			
	0.266		0.524			
T.P.	1651.254				1651.343	
	11.534		11.725			
	1662.788	+11.272	+11.272			
	0.262		0.453			
T.P.	1662.526				1662.615	
	10.200		10.690			
	1672.726	+9.820	+9.820			
	0.380		0.870			
N-18	1672.346				1672.435	1X2 & NAIL F.B. 2219 - 16
	0320		0.452			
	1672.666	-11.026	-11.025			
	11.346		11.477			
T.P.	1661.320				1661.409	
	0632		0.736			
	1661.952	-10.688	-10.687			
	11.320		11.425			
T.P.	1650.632				1650.721	
	10.700		10.521			
	1661.332	+6.829	+6.827			
	3871		3694			
N-19	1657.461				1657.550	1X2 & NAIL F.B. 2219 - 16
	0.704		0.800			
	1658.165	-11.032	-11.032			
	11.736		11.832			
T.P.	1646.429				1646.518	

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LOS ANGELES COUNTY SURVEYOR
725 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

NOTES RED. JOB NO. 0911.04 SURVEY OF CHATSWORTH-NEWHALL RD.
DATE SURVEY BY L.Y. SMITH
NOTES CHKD. NOTES BY L.V.S. DATE 2-15-56
DATE INDEXED C. Johnson DATE

F.B. 2219 Pg. 17

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1646.429				1646.518	
	0.750		0.874			
	1647.179	-10.101	-10.097			
	10.851		10.971			
T.P.	1636.328				1636.417	
	0.592		0.762			
	1636.920	-8.343	-8.344			
	8.935		9.106			
N-20	1627.985				1628.074	1X2 ⅝" NAIL FB 2219-17
	11.848		11.747			
	1639.833	+11.449	+11.450			
	0.399		0.297			
T.P.	1639.434				1639.523	
	11.924		11.611			
	1651.358	+11.155	+11.152			
	0.769		0.459			
T.P.	1650.589				1650.678	
	11.580		11.801			
	1662.169	+4.066	+4.064			
	7.514		7.737			
B.M. N-3	1654.655				1654.744	B.M. N-3 ELEV.= GOLDEN STATE HWY & PICO CN. RD. 1.±MI. S.WLY OF INT. OF LYON CANYON ON A SMALL SADDLE 150.± ELY OF N-21 FB 2219-17 A STD COUNTY ENGINEER B.M. B.C. IN CONC. STAMPED B.M. N-3. UP 4"
	11.915		11.965			
	1666.570	+11.586	+11.589			
	0.329		0.376			
T.P.	1666.241				1666.330	
	10.976		11.226			
	1677.217	+10.432	+10.432			
	0.544		0.794			
	1676.673				1676.762	

768420 S & E-353 4-54

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

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Do not extend notes this side of this line

JOB NO. 2211-04 SURVEY OF CURTIS WORTH NEWHALL & NOTES RED. DATE
SURVEY BY L.V.S. SMITH
NOTES BY L.V.S. DATE 2-16-56 NOTES CHKD
INDEXED E. C. Johnson DATE DATE

F.B. 2219 Pg. 48

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1676.673				1676.762	
	11.042		11.182			
	1687.715	+7.824	+7.825			
	3.218		3.357			
T.P.	1684.497				1684.586	
	9.413		9.216			
	1693.910	+8.430	+8.429			
	0.983		0.787			
N-21	1692.927				1693.016	1X2 & NAIL F.B. 2219 - 17
	0.648		1.029			
	1693.575	-9.683	-9.685			
	10.331		10.714			
T.P.	1683.244				1683.333	
	9.343		9.499	9.390		
	1692.587	-0.368	-0.358	-0.361		
	9.711		9.857	9.751		
N-22	1682.876				1682.965	1X2 & NAIL F.B. 2219 - 17
	11.874		11.731			
	1694.750	+11.340	+11.340			
	0.534		0.391			
T.P.	1694.216				1694.305	
	10.541		10.879			
	1704.757	+10.342	+10.342			
	0.199		0.537			
T.P	1704.558				1704.647	
	11.020		11.259			
	1715.578	+10.793	+10.794			
	0.227		0.465			
	1715.351				1715.440	

76S420 S & E-353 4-54

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NOTES RED. JOB NO. 02111.04 SURVEY OF CARTWRIGHT-NEWHALL RD.
DATE SURVEY BY L.V.S. SAMUELL
NOTES CHKD. NOTES BY L.V.S. DATE
DATE INDEXED C. Johnson DATE

F.B. 2219 Pg. 49

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1715.351				1715.440	
	11.879		11.649			
	1727.230	+10.231	+10.230			
	1.648		1.419			
T.P.	1725.582				1725.671	
	11.712		11.814			
	1737.294	+11.483	+11.486			
	0.229		0328			
T.P.	1737.065				1737.154	
	11.639		11.967			
	1748.704	+10.341	+10.338			
	1.298		1.629			
T.P.	1747.406				1747.495	
	11.471		11.672			
	1758.877	+11.203	+11.204			
	0.268		0.468			
T.P.	1758.609				1758.698	
	11.704		11.820			
	1770.313	+11.235	+11.236			
	0.469		0.584			
T.P.	1769.844				1769.933	
	10.873		10.542			
	1780.717	+ 9.276	+ 9.274			
	1.597		1268			
N-23	1779.120				1779.209	1X2 & NAIL F.B. 2219-17
	0.397		1.006			
	1779.517	+10.222	-10.226			
	10.619		11.232			
	1768.898				1768.987	

768420 S & E-353 4-54

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JOB NO. 0911.04 SURVEY OF CHATSWORTH - NEWHALL NOTES RED
SURVEY BY L.V.S.M.T.H. DATE
NOTES BY L.V.S. DATE 2-16-56 NOTES CHKD.
INDEXED K.C. Johnson DATE DATE

F.B. 2219 Pg. 50

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1768.898				1768.987	
	0.747		0.915			
	1769645	-10.318	10.322			
	11.065		11.237			
T.P.	1758.580				1758.669	
	0.443		0.316			
	1759.023	-11.390	-11.390			
	11.833		11706			
T.P.	1747.190				1747.279	
	0.620		0.369			
	1747.810	-7.070	-7.071			
	7690		7.440			
N-24	1740.120				1740.209	1X2 ⅝" NAIL F.B. 2219-18
	11.707		11.779			
	1751.827	+11.462	+11.460			
	0.245		0.319			
T.P.	1751.582				1751.671	
	11.498		11.310			
	1763.080	+10.425	+10.425			
	1.073		0.885			
T.P.	1762.007				1762.096	
	5.767		5.994			
	1767.774	+2.602	+2.604			
	3.165		3.390			
R-11	1764.609				1762.698	¾" GALV. PIPE & CAP AT INTERSECTION OF RANDOM LINE & "P" LINE F.B. 2219-24
	9.572		9.737			
	1774.181	+8.928	+8.926			
	0.644		0.811			
N-25	1773.537				1773.626	1X2 ⅝" NAIL F.B. 2219-18

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Do not extend notes this side of this line

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1773.537				1773.626	
	10.910		10.639			
	1784.447	+ 9.219	+ 9.219			
	1691		1.420			
T. P.	1782.756				1782.845	
	3.169		2.955			
	1785.925	-4.874	-4.875			
	8.043		7.830			
N-26	1777.882				1777.971	1X2 & NAIL F.B. 2219 - 18
	10.430		10.588			
	1788.312	+10.195	+10.196			
	0.235		0392			
T. P.	1788.077				1788.166	
	11.762		11.940			
	1799.839	+ 11.183	+ 11.182			
	0.579		0.758			
T. P.	1799.260				1799.349	
	11.707		11.760			
	1810.967	+ 4.873	+ 4.877			
	6.834		6.889			
T.P.	1804.133				1804.222	
	11.301		11.205			
	1815.434	+ 9.754	+ 9.754			
	1.547		1.451			
N-27	1813.887				1813.976	1X2 & nail F. B. 2219 - 18
	10.895		11.052			
	1824.782	+10.437	+10.436			
	0.458		0.616			
T.P.	1824.324				1824.413	

NOTES RED. JOB NO. 0911.04 SURVEY OF Chatsworth-Newhall Rd.
DATE SURVEY BY A.V. Smith
NOTES CHKD. NOTES BY C.V. Crowe DATE 2-17-56
DATE INDEXED. C. Johnson DATE

F.B. 2219 Pg. 57

765420 S & E-353 4-54

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725 LOS ANGELES COUNTY ENGINEERING BLDG.

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JOB NO. 0911.04 SURVEY OF Chatsworth-Newhall Rd NOTES RED. DATE
SURVEY BY L.K. Smith
NOTES BY C.K. Crowe DATE 2-17-56 NOTES CHKD. DATE
INDEXED A.C. Johnson DATE
F.B. 2219 Pg. 52

Do not extend notes this side of this line

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1824.324				1824.413	
	10.912		10.807			
	1835.236	+ 8.902	+ 8.902			
	2.010		1.905			
T.P.	1833.226				1833.315	
	10.863		10.955			
	1844.089	+ 7.309	+ 7.309			
	3.554		3.647			
N-28	1840.535				1840.624	1X2 ¢ Nail F.B. 2219-18
	0.832		0.860			
	1841.367	-10.446	-10.447			
	11.278		11.307			
T.P.	1830.089				1830.178	
	0.181		0.268			
	1830.270	-11.374	-11.375			
	11.555		11.643			
N-29	1818.715				1818.804	
	7.289		7.218			1X2 ¢ NAIL F.B. 2219-19
	1826.004	- 3.082	- 3.084			
	10.371		10.302			
T.P.	1815.633				1815.722	
	5.069		5.038	5.107		
	1820.702	- 6.340	- 6.330	- 6.331		
	11.409		11.368	11.438		
T.P.	1809.293				1809.382	
	0.447		0.329			
	1809.740	-11.290	-11.290			
	11.737		11.619			
T.P.	1798.003				1798.092	

76S420 S & E-353 4-54

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B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1798.003				1798.092	
	8.792		9.056			
	1806.995	- 1.624	- 1.624			
	10.616		10.680			
B.M. N-4	1796.379				1796.468	B.M. N-4 ELEV. = GOLDEN STATE HWY & LYON CANYON, 1/2 MILE WLY. ON N SIDE OF LYON CN. 300' ± NLY DOWN SPUR FM. N-31 F.B. 2219-19. A STD. COUNTY ENGINEER B.M. MON. IN CONC. UP 4"
	11.450		11.507			
	1807.829	+10.798	+10.949			
	0.502		0.558			
T.P.	1807.327				1807.416	
	11.448		11.584			
	1818.775	+11.038	+11.038			
	0.410		0.546			
T.P.	1818.365				1818.454	
	11.578		11.673			
	1829.943	+11.300	+11.301			
	0.278		0.372			
T.P.	1829.665				1829.754	
	11.983		11.924			
	1841.648	+11.733	+11.734			
	0.250		0.190			
T.P.	1841.398				1841.487	
	11.713		11.670			
	1853.111	+10.000	+10.001			
	1.713		1.669			
T.P.	1851.398				1851.487	
	11.308		11.232			
	1862.706	+ 3.075	+ 3.075			
	8.233		8.157			
N-30	1854.473				1854.562	1X2 & nail F.B. 2219 - 19

NOTES RED. JOB NO 09.11.04 SURVEY OF Chatsworth-Newhall Rd
DATE SURVEY BY L.K. Strand
NOTES CHKD. NOTES BY C.K. Crane DATE 2-17-54
DATE INDEXED. C. Johnson DATE

F.B. 2219 Pg. 53

765420 S & E-353 4-54

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JOB NO. 0911.04 SURVEY OF Chatsworth-Newhall Rd. NOTES RED. DATE
SURVEY BY L.K. Smith NOTES CHKD. DATE
NOTES BY C.K. Crowe DATE 2-17-56
INDEXED A. C. Johnson DATE
F.B. 2219 Pg. 54

Do not extend notes this side of this line

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1854.473				1854.562	
	11.204		11.292			
	1865.677	+11.005	+11.006			
	0.199		0.286			
T.P.	1865.478				1865.567	
	11.617		11.659			
	1877.095	+11.414	+11.413			
	0.203		0.246			
T.P.	1876.892				1876.981	
	11.562		11.488			
	1888.454	+11.054	+11.054			
	0.508		0.434			
T.P.	1887.946				1888.035	
	11.247		11.303			
	1899.193	+ 9.587	+ 9.589			
	1.660		1.714			
N-31	1897.533				1897.622	1 x 2 4 nail FD. 2219-19
	1.955		1.995			
	1899.488	- 8.948	- 8.950			
	10.903		10.945			
T.P.	1888.585				1888.674	
	0.391		0.346			
	1888.976	-11.017	-11.016			
	11.408		11.362			
T.P.	1877.568				1877.657	
	0.445		0.402			
	1878.013	-10.975	-10.974			
	11.420		11.376			
T.P.	1866.593				1866.682	

76S420 S & E-353 4-54

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NOTES RED. JOB NO. 0911.04 SURVEY OF Chatsworth-Newhall Rd.
DATE SURVEY BY L.K. Smith
NOTES CHKD. NOTES BY C.K. Crowe DATE 2-17-56
DATE INDEXED C. Johnson DATE

F.B. 2219 PG. 55

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1866.593				1866.682	
	0.402		0.563			
	1866.995	-11.029	-11.029			
	11.431		11.592			
T.P.	1855.564				1855.653	
	0.423		0.272			
	1855.987	-10.361	-10.362			
	10.784		10.634			
T.P.	1845.203				1845.292	
	2.763		2.340			
	1847.966	-3.945	-3.945			
	6.708		6.285			
N-32	1841.258				1841.347	1x2 & NAIL F.B. 2219-19
	11.529		11.692			
	1852.787	+11.273	+11.274			
	0.256		0.418			
T.P.	1852.531				1852.620	
	11.000		11.466			
	1863.531	+10.814	+10.813			
	0.186		0.653			
T.P.	1863.345				1863.434	
	11.360		11.230			
	1874.705	+10.807	+10.808			
	0.553		0.422			
T.P.	1874.152				1874.241	
	11.454		11.705			
	1885.606	+8.205	+8.205			
	3.249		3.500			
T.P.	1882.357				1882.446	

765420 S & E-353 4-54

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JOB NO. 0911.04 SURVEY OF Chatsworth - Newhall Rd. NOTES RED
SURVEY BY L. K. Smith DATE NOTES CHKD
NOTES BY L.V.S. DATE INDEXED E. C. Johnson DATE DATE

F.B. 2219 Pg. 56

Do not extend notes this side of this line

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1882.357				1882.446	
	9.888		9.576			
	1892.245	+1.632	+1.631			
	8.256		7.885			
N-33	1883.989				1884.078	1X2 ℄ NAIL F.B. 2219-19
	11.173		11.095			
	1895.162	+10.484	+10.485			
	0.689		0.610			
T.P.	1894.473				1894.562	
	11.547		11.815			
	1906.020	+11.359	+11.359			
	0.188		0.456			
T.P.	1905.832				1906.921	
	11.545		11.703			
	1917.377	+11.332	+11.333			
	0.213		0.370			
T.P.	1917.164				1917.253	
	11.905		11.834			
	1929.069	+11.605	+11.602			
	0.300		0.232			
T.P.	1928.769				1928.858	
	11.199		11.574			
	1939.968	+8.240	+8.243			
	2.959		3.331			
T.P.	1937.009				1937.098	
	11.416		11.549			
	1948.425	+11.205	+11.204			
	0.211		0.345			
T.P.	1948.214				1948.303	

765420 S & E-353 4-54

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NOTES RED _____ JOB NO 0911.04 SURVEY OF CHATSWORTH-LAKE WHEEL RD.
DATE _____ SURVEY BY L.V.S. SMITH
NOTES CHKD _____ NOTES BY L.V.S. DATE 2-20-56
DATE _____ INDEXED _____ C. Johnson DATE _____

F.B. 2219 Pg. 57

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1948.214				1948.303	
	8.342		8.467			
	1956.556	+ 6.465	+ 6.465			
	1.877		2.002			
N-34	1954.679				1954.768	1x2 ⅝ NAIL F.B. 2219 - 20
	11.532		11.299			
	1966.211	+10.902	10.904			
	0.630		0375			
T.P.	1965.581				1965.670	
	11.580		11.434			
	1977.161	+8.640	+ 8.637			
	2.940		2.797			
T.P.	1974.221				1974.310	
	8.036		8.141			
	1982.257	+ 5.799	+ 5.799			
	2.237		2.342			
N-35	1980.020				1980.109	1x2 ⅝ NAIL F.B. 2219-20
	8.462		8.143			
	1988.482	+ 7.445	+ 7.441			
	1.017		0702			
T.P.	1987.465				1987.554	
	11.943		11.749			
	1999.408	+10.701	10.701			
	1.242		1.047			
T.P.	1998.166				1998.255	
	3.782		3.438			
	2001.948	+ 1.509	+ 1.508			
	2.273		1930			
T.B.M. C-5	1999.675				1999.764	T.B.M. C-5 ELEV.= GOLDEN STATE HWY & PICO CN. ROAD 1.1± MI S.W. OF INTERSECTION, ON A HIGH RIDGE BETWEEN LYON CANYON & TOWNSLEY CN. 2" I.P. IN BLACK TOP ELEV. TAKEN ON W. EDGE OF PIPE. PIPE UP 0.3±' F.B. 2219-20

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JOB NO. 0211.04 SURVEY OF CHATSWORTH-NEWHALL RD. NOTES RED
SURVEY BY L.V. SMITH DATE
NOTES BY L.V.S. DATE NOTES CHKD.
INDEXED K.C. Johnson DATE

F.B. 2219 Pg. 58

Do not extend notes this side of this line

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1999.675				1999.764	
	0.325		0.594			
	2000.000	-10.475	-10.477			
	10.800		11.071			
T.P.	1989.200				1989.289	
	0.399		0.502			
	1989.599	-11.400	-11.402			
	11.799		11.904			
T.P.	1977.800				1977.889	
	0.287		0.429			
	1978.087	-11.148	-11.149			
	11.435		11.578			
T.P.	1966.652				1966.741	
	0.251		0.400			
	1966.903	-11.020	-11.020			
	11.271		11.420			
T.P.	1955.632				1955.721	
	0.383		0.540			
	1956.015	-10.906	-10.906			
	11.289		11.446			
T.P.	1944.726				1944.815	
	0.864		0.645			
	1945.590	-11.147	-11.150			
	12.011		11.795			
T.P.	1933.579				1933.668	
	0.623		0.439			
	1934.202	-11.003	-11.004			
	11.626		11.443			
	1922.576				1922.665	

76S420 S & E-353 4-54

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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.

Do not extend notes this side of this line

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1922.576				1922.665	
	0.578		0.759			
	1923.154	-10.715	-10.713			
	11.293		11.472			
T.P.	1911.861				1911.950	
	1.547		1.409			
	1913.408	-10.009	-10.011			
	11.556		11.420			
T.P.	1901.852				1901.941	
	0.254		0.332			
	1902.106	-11.461	-11.459			
	11.715		11.791			
T.P.	1890.391				1890.480	
	1.291		1.123			
	1891.682	-10.611	-10.611			
	11.902		11.734			
T.P.	1879.780				1879.869	
	0.599		0.958			
	1880.379	-10.692	-10.691			
	11.291		11.649			
T.P.	1869.088				1869.177	
	0.227		0.306			
	1869.315	-11.573	-11.573			
	11.800		11.879			
T.P.	1857.515				1857.604	
	0.353		0.400			
	1857.868	-11.486	-11.482			
	11.839		11.882			
T.P.	1846.029				1846.118	

NOTES RED. JOB NO. 0911.04 SURVEY OF CHATSWORTH-NEWHALL RD.
DATE SURVEY BY L.V. SMITH
NOTES CHKD. NOTES BY L.V.S. DATE 2-21-56
DATE INDEXED A. C. Johnson DATE

F.B. 2219 PG. 59

769420 S & E-353 4-54

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JOB NO. 8211.04 SURVEY OF Chatsworth-Newhall Rd. NOTES RED.
SURVEY BY L.V.S. DATE
NOTES BY L.V.S. DATE 2-21-56 NOTES CHKD.
INDEXED A. C. Johnson DATE DATE

F.B. 2219 Pg. 60

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1846.029				1846.118	
	1.138		0.909			
	1847.167	-10.664	-10.659			
	11.802		11.568			
T.P.	1835.365				1835.454	
	0.495		0.685			
	1835.860	-10.854	-10.854			
	11.349		11.539			
T.P.	1824.511				1824.600	
	1.432		1.165			
	1825.943	-10.058	-10.058			
	11.490		11.223			
T.P.	1814.453				1814.542	
	0.435		0.320			
	1814.888	-11.262	-11.262			
	11.697		11.582			
T.P.	1803.191				1803.280	
	0.329		0.513			
	1803.520	-10.873	10.870			
	11.202		11.383			
T.P.	1792.318				1792.407	
	0.831		0.634			
	1793.149	-10.589	-10.589			
	11.420		11.223			
T.P.	1781.729				1781.818	
	1.654		1.526			
	1783.383	-10.182	-10.182			
	11.836		11.708			
	1771.547				1771.636	

76S420 S & E-353 4-54

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NOTES RED. JOB NO. 0911.04 SURVEY OF CHRISWORTH-NEWHALL
DATE SURVEY BY L.V.S. SMITH
NOTES CHKD NOTES BY L.V.S. DATE 2-21-56
DATE INDEXED C. Johnson DATE

F.B. 2219 PG. 61

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1771.547				1771.636	
	0.297		0.364			
	1771.844	-11.292	-11.292			
	11.589		11.656			
T.P.	1760.255				1760.344	
	0.254		0.488			
	1760.509	-11.360	-11.360			
	11.614		11.848			
T.P.	1748.895				1748.984	
	0.441		0.357			
	1749.336	-10.715	-10.714			
	11.156		11.071			
T.P.	1738.180				1738.269	
	0.238		0.540			
	1738.418	-11.244	-11.244			
	11.482		11.784			
T.P.	1726.936				1727.025	
	0.224		0.355			
	1727.160	-11.071	-11.070			
	11.295		11.425			
T.P.	1715.865				1715.954	
	0.377		0.643			
	1716.242	-10.918	-10.920			
	11.295		11.563			
T.P.	1704.947				1705.036	
	0.254		0.447			
	1705.201	-11.163	-11.163			
	11.417		11.610			
T.P.	1693.784				1693.873	

765420 S & E-353 4-54

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JOB NO. 0214.04 SURVEY OF CHATSWORTH-NEWHALL RD NOTES RED
SURVEY BY L.V.S. SMITH DATE
NOTES BY L.V.S. DATE 2-21-56 NOTES CHKD
INDEXED E. C. Johnson DATE

F.B. 2219 Pg. 62

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1693.784				1693.873	
	0.331		0.222			
	1694.115	-11.132	-11.131			
	11.463		11.353			
T.P.	1682.652				1682.741	
	0.258		0.439			
	1682.910	-11.342	-11.341			
	11.600		11.780			
T.P.	1671.310				1671.399	
	0.335		0.554			
	1671.645	-11.298	-11.299			
	11.633		11.853			
T.P.	1660.012				1660.101	
	0.201		0.334			
	1660.213	-11.187	-11.189			
	11.388		11.523			
T.P.	1648.825				1648.914	
	0.254		0.407			
	1649.079	-11.079	-11.079			
	11.333		11.486			
T.P.	1637.746				1637.835	
	0.243		0.273			
	1637.989	-10.994	-10.994			
	11.237		11.267			
T.P.	1626.752				1626.841	
	1.378		1.523			
	1628.130	-10.182	-10.181			
	11.560		11.704			
T.P.	1616.570				1616.659	

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Do not extend notes this side of this line

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1616.570				1616.659	
	1.553		1.163			
	1618.123	-9.377	-9.379			
	10.930		10.542			
T.P.	1607.193				1607.282	
	1.814		1.970			
	1609.007	-9.697	-9.695			
	11.511		11.665			
T.P.	1597.496				1597.585	
	0.525		0.395			
	1598.021	-10.890	-10.889			
	11.415		11.284			
T.P.	1586.606				1586.695	
	1.133		0.981			
	1587.739	-10.371	-10.368			
	11.504		11.349			
T.P.	1576.235				1576.324	
	0.334		0.569			
	1576.569	-10.667	-10.668			
	11.001		11.237			
T.P.	1565.568				1565.657	
	0.462		0.715			
	1566.030	-10.777	-10.773			
	11.239		11.488			
T.P.	1554.791				1554.880	
	0.511		0.628			
	1555.302	-11.270	-11.273			
	11.781		11.901			
T.P.	1543.521				1543.610	

NOTES RED _____ JOB NO. 0911.04 SURVEY OF CHATSWORTH-NEWHALL RD
DATE _____ SURVEY BY L.V.SMITH
NOTES CHKD. _____ NOTES BY L.V.S. DATE 2-24-56
DATE _____ INDEXED C. Johnson DATE _____

F.B. 2219 PG. 63

76S420 S & E-353 4-54

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B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1543.521				1543.610	
	0.340		0.482			
	1543.861	-11.088	-11.088			
	11.428		11.570			
T.P.	1532.433				1532.522	
	0.592		0.470			
	1533.025	-10.842	-10.847			
	11.434		11.317			
T.P.	1521.591				1521.680	
	0.182		0.391			
	1521.773	-10.771	-10.773			
	10.953		11.164			
T.P.	1510.820				1510.909	
	0.611		0.745			
	1511.431	-10.968	-10.966			
	11.579		11.711			
T.P.	1499.852				1499.941	
	0.380		0.304			
	1500.232	-10.709	-10.709			
	11.089		11.013			
T.P.	1489.143				1489.232	
	0.301		0.549			
	1489.444	-11.093	-11.089			
	11.394		11.638			
T.P.	1478.050				1478.139	
	0.227		0.637			
	1478.277	-10.760	-10.762			
	10.987		11.399			
T.P.	1467.290				1467.379	

JOB NO. 0911.04 SURVEY OF CHATSWORTH-NEWHALL RD NOTES RED.
SURVEY BY L.V. SMITH DATE
NOTES BY L.V.S. DATE 2-24-56 NOTES CHKD.
INDEXED A. C. Johnson DATE DATE

F.B. 2219 PG. 64

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NOTES RED. JOB NO. 2911.04 SURVEY OF CHATSWORTH-NEWHALL RD
DATE SURVEY BY L. V. SMITH
NOTES CHKD. NOTES BY L.V.S. DATE 2-27-56
DATE INDEXED C. Johnson DATE
F. B. 2219 Pg. 65

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1467.290				1467.379	
	0.980		0.808			
	1468.270	-10.209	-10.213			
	11.189		11.021			
T.P.	1457.081				1457.170	
	0.279		0.468			
	1457.360	-10.820	-10.816			
	11.099		11.284			
T.P.	1446.261				1446.350	
	0.924		0.808			
	1447.185	-10.507	-10.507			
	11.431		11.315			
T.P.	1435.754				1435.843	
	0.803		0.604			
	1436.557	-10.835	-10.837			
	11.638		11.441			
T.P.	1424.919				1425.008	
	0.910		1.068			
	1425.829	-10.521	-10.518			
	11.431		11.586			
T.P.	1414.398				1414.487	
	0.648		0.829	0.700		
	1415.046	-6.961	-6.967	-6.966		
	7.609		7.796	7.666		
T.P.	1407.437				1407.526	
	4.455		4.742			
	1411.892	-5.820	-5.821			
	10.275		10.563			
T.P.	1401.617				1401.706	

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JOB NO. 0811.04 SURVEY OF CHRISMARTH - NEWHALL RD. NOTES RED. DATE
SURVEY BY L.V. SMITH NOTES CHKD. DATE
NOTES BY L.V.S. DATE 2-27-56 DATE
INDEXED C. Johnson DATE

F.B. 2219 Pg. 66

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1401.617				1401.706	
	3.151		3.377			
	1404.768	-2.219	-2.223			
	5.370		5.600			
T.P.	1399.398				1399.487	
	3 110		3.387			
	1402.508	-4.777	-4.776			
	7.887		8163			
T.P.	1394.621				1394.710	
	0 813		1.092			
	1395.434	-9.984	-9.982			
	10.797		11.074			
T.P.	1384.637				1384.726	
	1 308		1.131			
	1385.945	-5.283	-5.284			
	6.591		6.415			
T.P.	1379.354				1379.443	
	6.159		6.340			
	1385.513	+3.829	+3.828			
	2.330		2512			
T.B.M."1	1383.183				1383.272	T.B.M."1" ELEV. IN LYON CANYON 0.5± MI. W. OF GOLDEN STATE HWY. S.W. COR. OF LEAN-TO ON W. SIDE OF BARN. BT. SPK. UP 8"
	1.043		1.234			
	1384.226	-5.658	-5.658			
	6.701		6.892			
T.P.	1377.525				1377.614	
	5.439		5.656			
	1382.964	+0.556	+0.554			
	4.883		5.102			
T.P.	1378.081				1378.170	

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B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1378.081				1378.170	
	1.634		1.805			
	1379.715	-7.391	-7.390			
	9.025		9.195			
T.P.	1370.690				1370.779	
	6.472		6.153			
	1377.162	-3.971	-3.974			
	10.443		10.127			
T.P.	1366.719				1366.808	
	2.203		1.983			
	1368.922	-5.307	-5.306			
	7.510		7.289			
T.P.	1361.412				1361.501	
	0.790		0.910			
	1362.202	-10.855	-10.857			
	11.645		11.767			
T.P.	1350.557				1350.646	
	0.652		0.527			
	1351.209	-8.860	-8.861			
	9.512		9.388			
T.P.	1341.697				1341.786	
	2.105		2.310			
	1343.802	-4.071	-4.069			
	6.176		6.379			
T.P.	1337.626				1337.715	
	3.008		2.824			
	1340.634	-1.930	-1.927			
	4.938		4.751			
T.B.M. #2	1335.696				1335.785	T.B.M. #2 ELEV = LYON CANYON 0.2 MI W. OF GOLDEN STATE HWY. 1/2" BOLT FOR GATE IN N. WLY GATE POST. BOLT UP 6" IN N. SIDE OF 6"x8" POST

NOTES RED. ____ JOB NO. 0911.04 SURVEY OF CHATSWORTH-NEWHALL RD.
DATE ____ SURVEY BY L.V.SMITH
NOTES CHKD. ____ NOTES BY L.V.S DATE 2-27-55
DATE ____ INDEXED C. Johnson DATE ____

F.B. 2219 PG. 67

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JOB NO. 0911.04 SURVEY OF CHATSWORTH-NEWHALL NOTES RED. DATE
SURVEY BY L.V.S. SMITH
NOTES BY L.V.S. DATE 2-28-56 NOTES CHKD. DATE
INDEXED A.C. Johnson DATE

F.B. 221 Pg. 68

Do not extend notes this side of this line

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1335.696				1335.785	
	7.479		7.363			
	1343.175	-3.125	-3.127			
	10.604		10.490			
T.P.	1332.571				1332.660	
	1.114		1.282			
	1333.685	-7.107	-7.106			
	8.221		8388			
T.P.	1325.464				1325.553	
	3.819		4.030			
	1329.283	-4.643	-4.643			
	8.462		8.673			
T.P.	1320.821				1320.910	
	4.215		3.960			
	1325.036	-2.032	-2.029			
	6.247		5 989			
T.P.	1318.789				1318.878	
	2.891		2.657			
	1321.680	-2.053	-2.053			
	4.944		4710			
T.B.M.#3	1316.736				1316.825	T.B.M. #3 LYON CANYON, 400' ± W. OF GOLDEN STATE HWY. 9' SOUTH OF DIRT ROAD. LG. BT. SPK. IN NE SIDE OF P.P. 5579992. UP 0.4'
	3.395		3.234			
	1320.131	-6.800	-6.799			
	10.195		10.033			
T.P.	1309.936				1310.025	
	1.363		1.163			
	1311.299	-7.504	-7.502			
	8.867		8.665			
T.P.	1302.432				1302.521	

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B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1302.432				1302.521	
	5.117		4.875			
	1307.549	+0.354	+0.353			
	4.763		4.522			
T.P.	1302.786				1302.875	
	5.130		4.986			
	1307.916	+0.682	+0.683			
	4.448		4.303			
T.P.	1303.468				1303.557	
	4.311		4.098			
	1307.779	-1.565	-1.563			
	5.875		5.661			
T.P.	1301.904				1301.992	
	3.849		3.619			
	1305.753	-2.382	-2.383			
	6.231		6.002			
T.P.	1299.522				1299.610	
	3.573		3.450			
	1303.095	-2.755	-2.756			
	6.328		6.206			
T.P.	1296.767				1296.855	
	3.720		3.563			
	1300.487	-2.734	-2.738			
	6.454		6.301			
T.P.	1294.033				1294.121	
	4.009		3.866			
	1298.042	-1.378	-1.380			
	5.387		5.246			
T.P.	1292.655				1292.744	

NOTES RED. JOB NO. 0111.04 SURVEY OF CHATSWORTH-NEWHALL RD.
DATE SURVEY BY L.V.S. SMITH
NOTES CHKD. NOTES BY L.V.S. DATE 2-28-56
DATE INDEXED. C. Johnson DATE

F.B. 2219 PG. 69

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JOB NO. 0211-04 SURVEY OF CHATSWORTH-NEWHALL NOTES RED:
SURVEY BY L.V. SMITH DATE
NOTES BY L.V.S. DATE 2-28-56 NOTES CHKD.
INDEXED A. C. Johnson DATE DATE

F.B. 2219 Pg. 70

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
	1292.655				1292.744	
	4.518		4.379			
	1297.173	-0.145	-0.147			
	4.663		4.526			
T.P.	1292.510				1292.599	
	4.970		4.835			
	1297.480	+2.021	+2.023			
	2.949		2.812			
T.P.	1294.531				1294.620	
	8.042		7.895			
	1302.573	+3.792	+3.787			
	4.250		4.108			
T.P.	1298.323				1298.412	
	7.560		7.401			
	1305.883	+5.542	+5.541			
	2.018		1.860			
T.P.	1303.865				1303.954	
	8.150		7.963			
	1312.015	+7.027	+7.023			
	1.123		0.940			
T.P.	1310.892				1310.981	
	8.128		8.103			
	1319.020	+7.648	+7.648			
	0.480		0.455			
T.P.	1318.540				1318.629	
	10.164		10.315			
	1328.704	+9.665	+9.667			
	0.499		0.648			STATE HWY B.M. NO. 13-F-40 ELEV. 1328.294 INTERSECTION GOLDEN STATE HWY & LYONS AVE. N.E. COR. STATE HWY BRASS CAP IN CONC. STAMPED B.M. 13-F-40
STATE HWY 13-F-40	1328.205				1328.294	

Notes Ck'd by	Survey of CHATSWORTH-NEWHALL RD.
Map No.	W.O. 0911-04 Tape No. St'd. °F
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Date	Indexed C. Johnson

F. B. 2219 Pg. 11

CHATSWORTH - NEWHALL RD.

J.N. 0911.04

HORIZONTAL & VERTICAL SURVEY CONTROL

TRIANGULATION & TRIGNOMETRIC LEVELS OF "T" & "N" POINTS SLY. FROM PICO CÑ. RD. TO SUMMIT OF SANTA SUSANA MTS. 2000'± NLY OF OAT MT. LOOKOUT

MARCH '56

PARTY
L.V. SMITH
V.C. CROWE
R.C. BOWERS
H.E. AUSTIN

PARTY
W.S. COWHERD
J. TERRANOVA
R. STRADER
V. HUCKABY
A. FREEMON

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76F309 S&E #247. 8-54

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Map No.	W. O. 0911.04 Tape No. St'd. 84 °F
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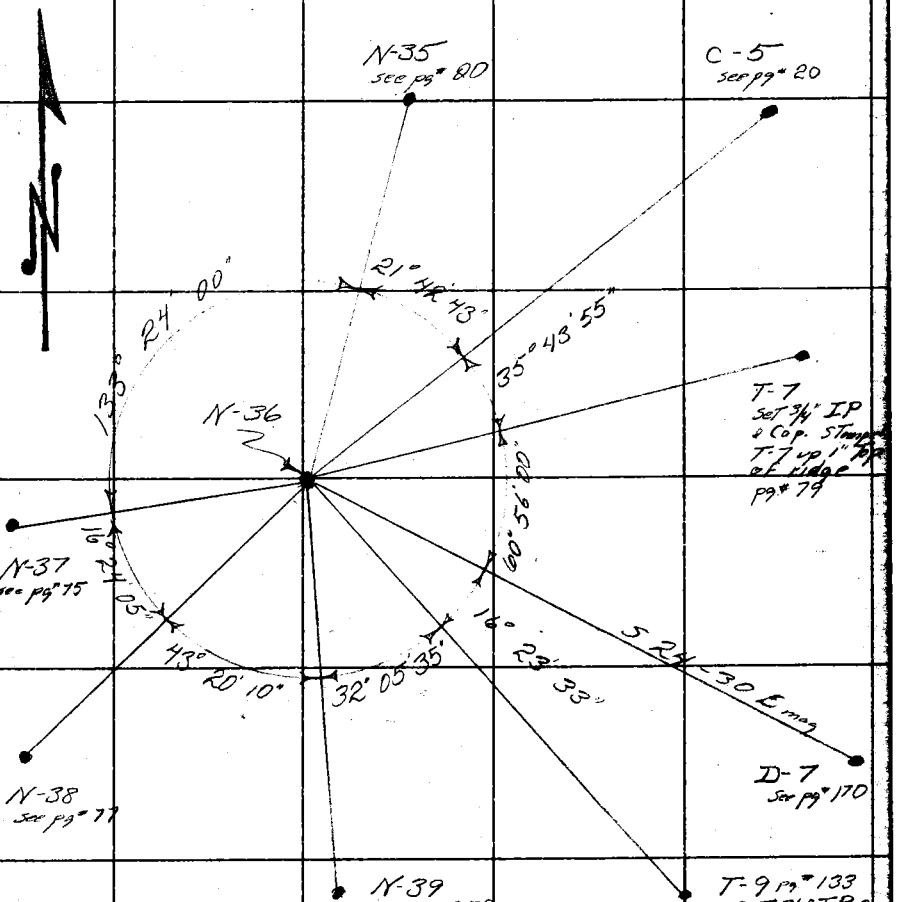
Checked	Notes W.S.C. Date 3/5/56
Date	Indexed C. Johnson 5-2-56

F. B. 2219 Pg. 73

W.S. 63-D4

N-36

SeT 3/4" I.P. & Cap Stamped N-36 up 1" Top of low approx. in center of SEC. 8. T.3.N. R.16.W.



(2)	43	25	30	(2)	71	27	40				
(4)	86	51	00	(4)	142	55	40				
(6)	130	16	20	(6)	214	23	40				
	21	42	43		35	43	55				
(2)	121	52	00	(2)	32	47	20	(2)	64	11	00
(4)	243	44	00	(4)	65	34	20	(4)	128	22	20
(6)	365	36	00	(6)	98	21	20	(6)	192	33	30
	60	56	00		16	23	33		32	05	35
(2)	86	40	10	(2)	32	48	00	(2)	266	48	10
(4)	173	20	30 +	(4)	65	36	10	(4)	173	36	00
(6)	260	01	00 −	(6)	98	24	30	(6)	80	24	00
	43	20	10		16	24	05		133	24	00

TRANSIT AT STATION F.B. PG H.I.+

Sight + Vertical Horizontal + Vertical + Curvature + Difference Adjusted
on Rod - Angle Distance - Distance Correction - Elevation Diff. Elev.

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TRANSIT AT STATION N-36 F.B. 2219 PG 73 H.I. + 4.91 Elev = 1964.51

Sight on	Rod	+ Vertical Angle −	Horizontal Distance	+ Vertical − Distance	Curvature Correction	+ Difference − Elevation	Adjusted Diff. Elev.
N-35	5.00	+ 1° 30' 40"	590.73	+ 15.58		+ 15.49	
C-5	10.00	+ 3 16 20	702.90	+ 40.19		+ 35.10	
T-7	5.00	− 0 39 40	1346.58	+ 15.54		+ 15.63	
T-7	10.00	− 0 26 40	1346.58	+ 10.51		− 15.60	
D-7	5.00	+ 6 04 40	5,964.43	+ 634.78		+ 634.69	
T9	5.00	+ 0 34 40	1870.35	+ 18.86		+ 18.77	
T9	10.00	+ 0 43 40	1870.35	+ 23.76		+ 18.67	
N39	5.00	+ 6 15 00	1476.63	+ 161.72		+ 161.63	
N38	10.00	+ 5 47 40	1560.11	+ 158.32		+ 153.23	
N38	10.00	+ 5 44 20	1560.11	+ 156.79		+ 151.70	

F.B. 2219 PG. 74

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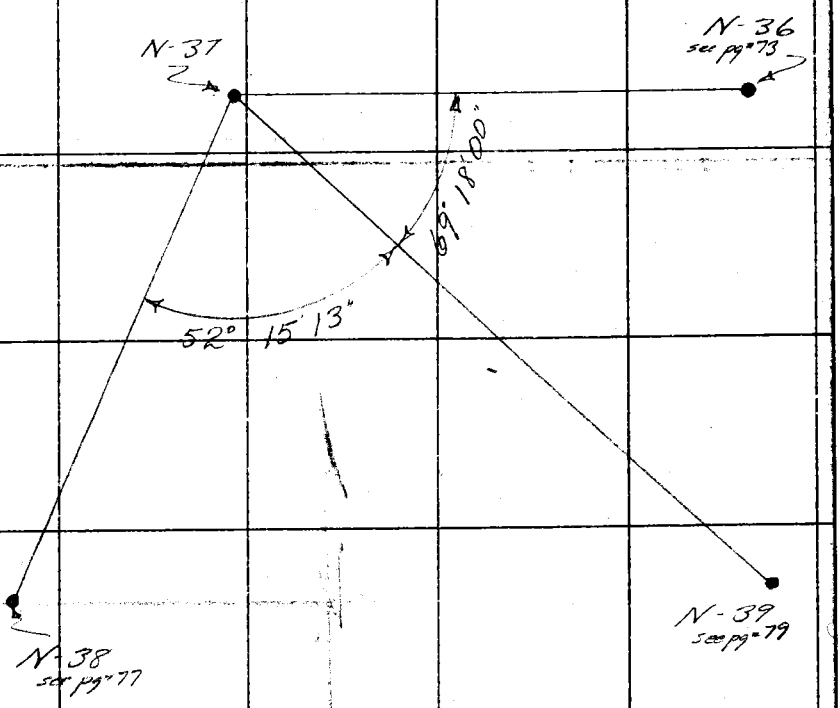
Checked	Notes W.S.C Date 3/5/56
Date	Indexed A. C. Johnson

F. B. 2819 Pg. 75

N-37

Set 3/4" IP & Cap Stamped N-37 up 1" on Top of Rocky spur 2800'± North - 1300'± E. of S.E. Cor. Sec. 7. T.3.N. N side of small side Canyon N.W'ly of Towsley Cyn. R.16.W.



(2)	138	36	00	(2)	104	30	20
(4)	277	12	00	(4)	209	00	40
(6)	55	48	00	(6)	313	31	20
	69	18	00		52	15	13

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

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TRANSIT AT STATION N-37 F.B. 2219 PG 75 H.I. +3.92 Elev = 2082.83

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+Difference - Elevation	Adjusted Diff. Elev.
N-36	10.00	- 5 14 00	1226.10	- 118.30		- 118.38	
		- 5 14 00					
		- 5 14 00					
N-39	10.00	+ 2 05 00	1363.41	+ 49.66		+ 43.58	
		+ 2 05 10					
N-38	10.00	+ 4 32 00	516.94	+ 40.99		+ 34.91	
		+ 4 32 00					
		+ 4 32 00					

F.B. 2219 Pg. 76

Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	W. O. 091104 Tape No. ____ St'd. ____ °F
Office Work	Surveyed by W. S. Cowherd
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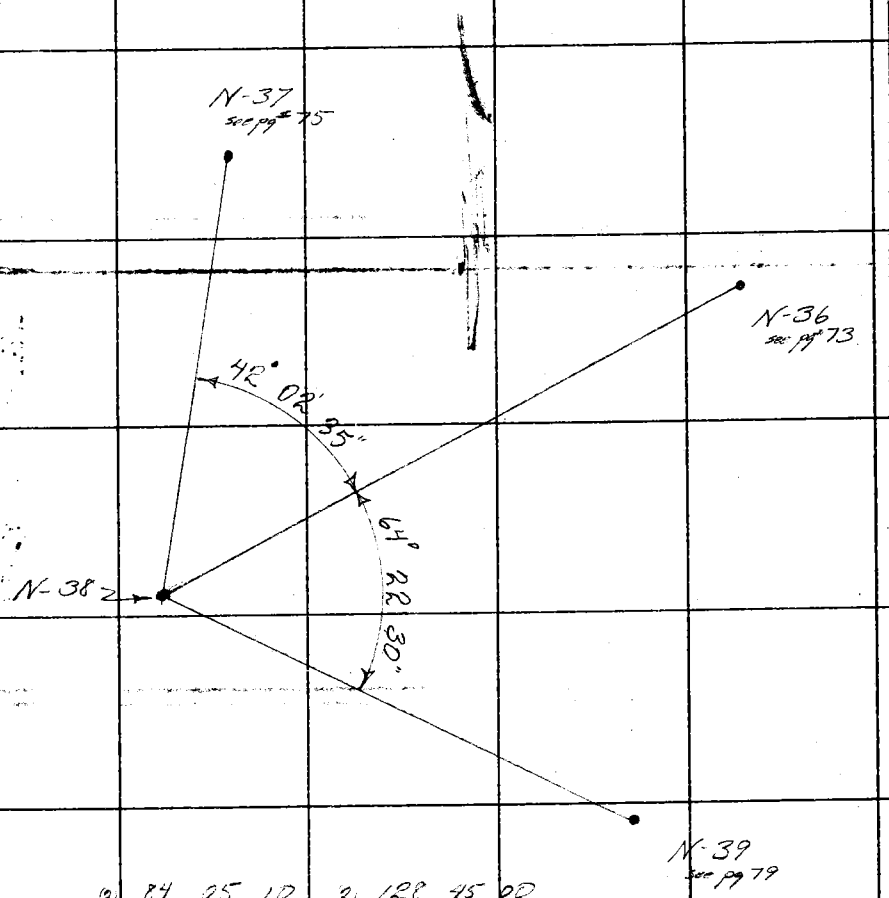
Date	Indexed E. C. Johnson

F. B. 2019 PG. 77

WS 63-D4

N-38

Set 3/4" I.P. & Cap stamped N-38 up 1" on top of spur N. side of small side Canyon N. Wly of Towsley Cyn. N. 2100'± & E. 1200'± of S.E. COR. SEC. 7 T. 3N R. 16W.



(2)	84	05	10	(2)	128	45	00
(4)	168	10	10	(4)	257	30	00
(6)	252	15	20	(6)	26	14	50
	42	02	35		64	22	30

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

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TRANSIT AT STATION N-38 F.B. 2219 PG 77 H.I. + 4.15 Elev: 2117.82

Sight on	-Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+Difference - Elevation	Adjusted Diff. Elev.
N-37	10.00	+ 3° 14' 00" = 3° 14' 00"	516.942	- 29.20		- 35.05	
N-36	10.00	+ 5° 24' 20" = 5° 24' 00"	1560.11	-147.55		- 153.40	
N-39	10.00	+ 0° 44' 80" = 0° 44' 30"	1123.93	+14.50		+ 8.65	

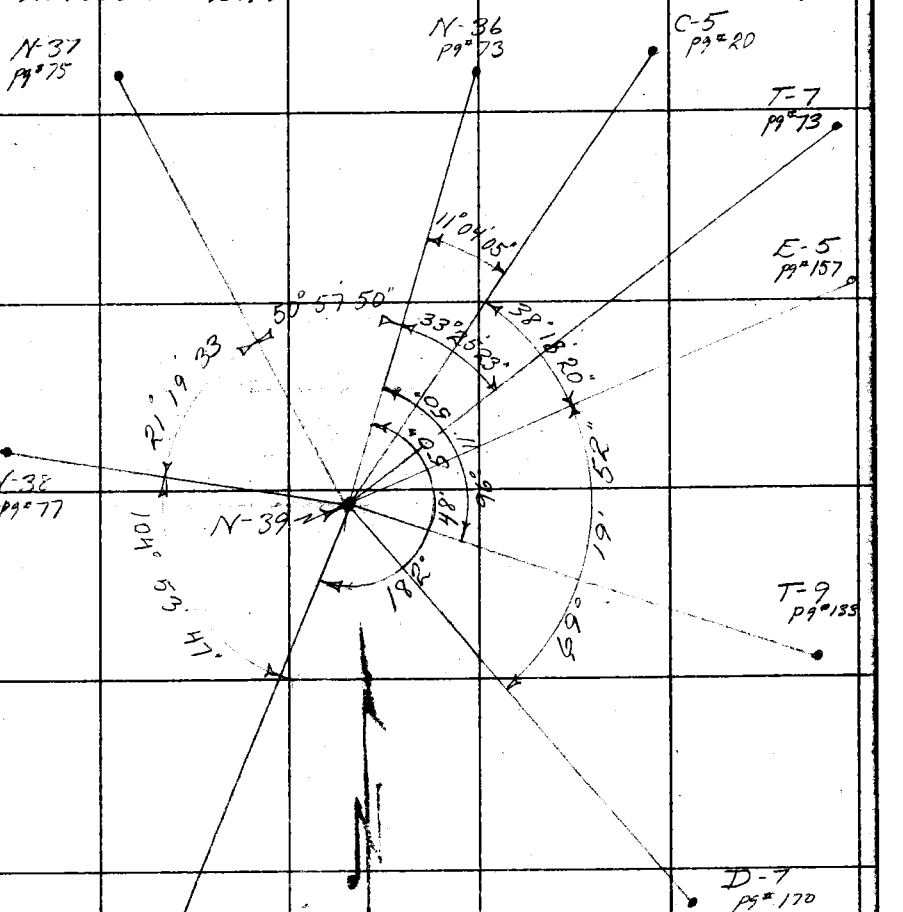
F.B. 2182 Pg. 10

Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	W. O 09110 Tape No. St'd. °F
Office Work	Surveyed by W.S. Cowherd
Checked	Notes WSC Date 3/5/56
Date	Indexed C. Johnson

F. B. 2019 Pg. 79

N 39

Set 3/4" IP & Cap Stamped N-39 up 1" on side of ridge S. side of small Canyon N.W'ly of Topsley Cyn. N. 1500'± & E. 1900'± of S.E. Cor. SEC. 7, T.3N. R.16W.



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TRANSIT AT STATION F.B. Pg. H.I.+

Sight on Rod	+ Vertical Angle	+ Horizontal Distance	+ Vertical Curvature	+ Correction	- Difference Elevation	Adjusted Diff. Elev.
(2) 4	22 08 10	76	36 40	(2) 4	138 39 50	(2) 4	192 23 40
(4) 4	44 16 20	153	13 20	(4) 4	277 19 20	(4) 4	24 47 20
(6) 6	66 24 20	229	50 00	(6) 16	55 59 10	(6) 16	217 11 00
	11 04 05	38	18 20		69 19 52		26 11 50
(2) 4	365 37 40	(2) 4	209	47 40	(2) 4	66 50 40	
(4) 4	11 15 20	(4) 4	59	35 00	(4) 4	133 41 20	
(6) 6	16 53 20	(6) 6	269	22 40	(6) 6	200 32 20	
	182 48 50		104	53 47		33 25 23	
(2) 4	48 39 00	(2) 4	101 55 30				
(4) 4	85 18 10	(4) 4	203 51 20				
(6) 6	127 57 20 -	(6) 6	305 47 00				
	21 19 33		50 57 50				

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TRANSIT AT STATION N-39 F.B. 2219 PG. 79 H.I. + 4.60 Elev: 2126.56

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N-38	10.00	- 0 10 00 - 0 10 20 - 0 10 10	1123.93	3.32		- 8.72	
N-37	10.00	- 1 37 00 - 1 37 20 - 1 37 10	1363.41	38.55		- 43.95	
N-36	10.00	- 6 04 00 - 6 04 00 - 6 04 00	1476.63	156.94		- 162.34	
G-5	10.00	- 3 20 00 - 3 20 00 - 3 20 00	2092.43	121.87		- 127.27	
E-5	12.00	- 3 51 20 - 3 51 00 - 3 51 10	6393.73	430.59		- 437.99	
D-7	12.00	+ 5 20 40 + 5 21 00 + 5 20 50	4987.43	466.82		+ 459.42	
T-9	5.00	- 8 07 40 - 8 07 40 - 8 07 40	999.55	142.75		- 143.15	
T-9	10.00	- 7 51 00 - 7 50 40 - 7 50 50	999.55	137.76		- 143.16	
N-40	10.00	+ 13 22 20 + 13 22 00 + 13 22 10	527.75	125.43		+ 120.03	
T-7	5.00	- 4 24 20 - 4 24 00 - 4 24 10	2305.62	177.52		- 177.92	
T-7	10.00	- 4 16 40 - 4 16 40 - 4 16 40	2305.62	172.46		- 177.86	

F.B. 2219 PG. 80

Notes Ck'd by	Survey of *Chatsworth - Newhall Rd*
Map No.	W. O *0911.04* Tape No. St'd. °F
Office Work	Surveyed by *W. S. Cowherd*
Checked	Notes *W. S. C.* Date *3-7-56*
Date	Indexed *A. C. Johnson*

F. B. *2219* PG. *81*

TRANSIT AT STATION | F.B. | PG. | H.I.+

Sight on | + Rod | + Vertical Angle | + Vertical Horizontal Distance | + Vertical - Distance | + Curvature Correction | + Difference - Elevation | Adjusted Diff. Elev.

N-40

SeT ¾" I.P. & Cap stamped N-40 up 1" on S. side of Firebreak on top of burm which is 3' above constructed Firebreak N. 950'± & E. 1900'± of S.E. COR. SEC. 7, T. 3 N., R. 16 W.

					(2) 86 37 20 (2)			133 45 00
					(4) 173 15 00 4			267 30 00
					(6) 259 52 40 (6)			41 15 20
					43 18 47			66 52 33

(6) 146 05 20	(2) 85 18 40	(2) 268 13 20 (2)	151 26 00
(4) 292 10 50	(4) 170 37 00	(4) 176 26 50 (4)	302 52 20
(6) 78 16 00	(6) 255 55 30	(6) 84 40 00 (6)	94 18 30
73 02 40	42 39 15	134 06 40	75 43 05

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TRANSIT AT STATION N 40 F.B. 2219 PG. 81 H.I. + 4.01 Elev 2246.49

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N 39	10.00	- 12 11 40 - 12 11 40 - 12 11 40	527.75	114.05		- 120.04	
E 5	12.00	- 4 38 40 - 4 38 40 - 4 38 30	6767.52	549.46		- 557.45	
D 7	12.00	+ 4 07 20 + 4 07 40 + 4 07 30	4780.66	344.78		+ 336.79	
N 42	10.00	+ 4 39 40 + 4 39 20 + 4 39 30	1770.34	144.30		+ 138.31	
N 41	10.00	+ 1 02 40 + 1 02 20 + 1 02 30	1328.49	24.16		+ 18.17	
T 11	5.00	- 4 53 20 - 4 53 00 - 4 53 10	1388.43	118.69		- 119.68	
T 11	10.00	- 4 41 20 - 4 41 00 - 4 41 10	1388.43	113.81		- 119.80	

F.B. 2219 Pg. 82

Notes Ck'd by	Survey of Chatsworth-Newhall Rd
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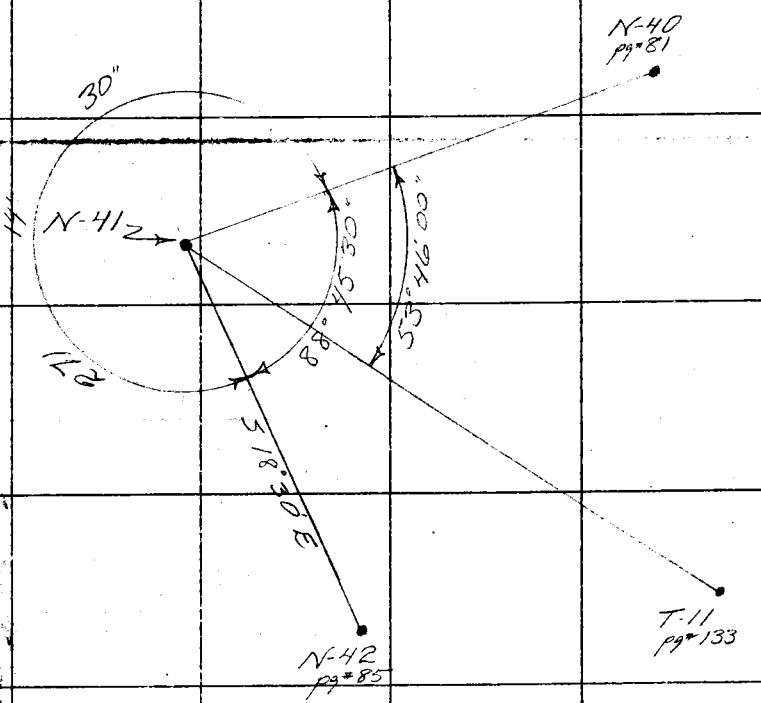
Office Work	Surveyed by W.S. Cowherd
Checked	Notes W.S.C Date 3/7/56
Date	Indexed A. C. Johnson

F. B. 2214 Pg. 83

N-41

Set 3/4" I.P. & Cap stamped N-41 up 1" on N. Ely side of Firebreak on top of burm 2' above constructed Firebreak N. 600'± & E. 650'± of SE. COR. SEC. 7. T.3N. R16W.



(2)	107	32	00	(2)	177	30	50				
(4)	215	04	00	(4)	355	02	00				
(6)	322	36	10	(6)	172	33	00	-	(2)	182	29 00
	53	46	00		88	45	30				

TRANSIT AT STATION F.B. PG H.I. +

Sight on	+ Vertical Angle	Horizontal Distance	+ Vertical Distance	+ Curvature Correction	+ Difference Elevation	Adjusted Diff. Elev.
Rod						

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TRANSIT AT STATION N-41 F.B. 2219 PG 83 H.I. +4.33 Elev. 2264.29

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+Difference - Elevation	Adjusted Diff. Elev.
N-40	10.00	- 0 32 40 - 0 32 40 - 0 32 40	1328.49	11.85		- 17.52	
N-42	10.00	+ 5 58 40 + 5 58 40 + 5 58 40	1200.13	125.67		+ 120.00	
T-11	5.00	- 4 42 00 - 4 42 00 - 4 42 00	1668.10	137.14		- 137.81	
T-11	10.00	- 4 31 40 - 4 31 20 - 4 31 30	1668.10	132.01		- 137.68	

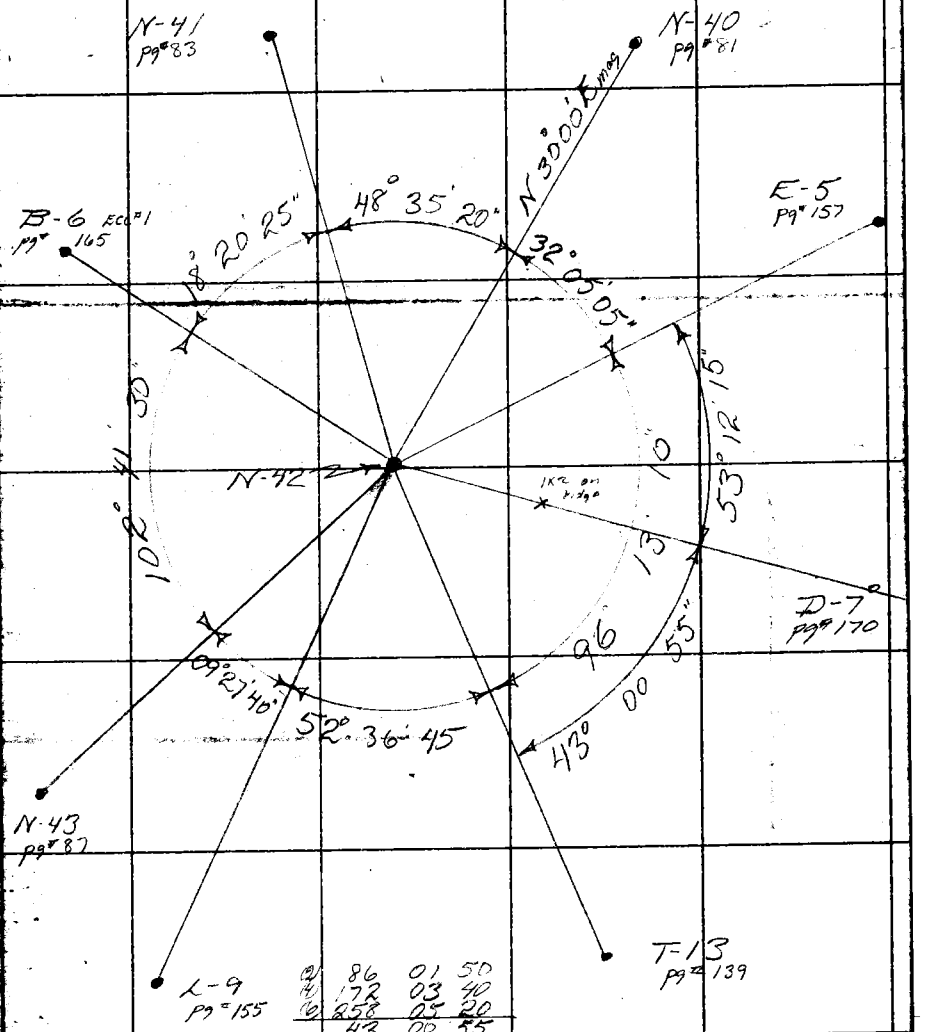
F.B. 2219 PG. 84

Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	W. 0091104 Tape No. St'd. °F
Office Work	Surveyed by W.S. Cowherd
Checked	Notes W S C Date 3-10-56
Date	Indexed A. C. Johnson

F.B. 2219 Pg. 85

N 42

Set 3/4" I.P. & Cap. Stamped N-42 up 2" Top Ridge W. side Towsley Cyn. S. 450'± & E. 1000'± of the S.E. Cor. Sec. 7, T.3N.R.16W.



STATION	F.B. PG H.I.+
+ Vertical Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.

TRANSIT AT

Sight on	-Rod																							
(2)	106	24	30	(2)	105	13	20	(2)	18	55	00	(2)	205	23	00
(4)	212	49	00	(4)	210	26	50	(4)	37	50	20	(4)	50	45	50
(6)	319	13	30	(6)	315	40	20	(6)	56	45	40+	(6)	256	09	00
	53	12	15		52	36	45		09	27	40		102	41	30

Sight on															
(2)	36	40	40	(2)	97	10	30	(2)	64	10	00	(2)	192	26	20
(4)	73	21	30	(4)	194	21	20	(4)	128	20	20	(4)	24	52	40
(6)	110	02	30	(6)	291	32	10	(6)	192	30	30	(6)	217	19	00
	18	20	25		48	35	20		32	05	05		96	13	10

Sight on															
(2)	86	01	50												
(4)	172	03	40												
(6)	258	05	20												
	43	00	55												

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TRANSIT AT STATION N-42 F.B. 2219 PG 85 H.I. +4.69 Elev. 238.20

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
B-6	10.00	+ 12 57 20					
		+ 12 57 40					
		+ 12 57 30	2182.46	+ 502.19		+ 496.88	
N-41	10.00	- 5 28 20					
		- 5 28 30	1200.19	- 114.98		- 120.29	
		- 4 10 00					
N-40	10.00	- 4 10 00					
		- 4 10 00	1770.94	- 133.16		- 138.47	
		- 4 48 00					
E-5	12.00	- 4 48 00					
		- 4 48 00	8202.222	- 688.76		- 696.07	
		- 3 32 20					
T-13	10.00	- 3 32 00					
		- 3 32 10	1816.61	- 112.26		- 117.57	
		+ 8 42 00					
L-9	12.00	+ 8 42 00					
		+ 8 42 00	8788.97	+ 1344.90		+ 1337.59	
		+ 3 44 20					
N-43	10.00	+ 3 44 40					
		+ 3 44 30	697.05	+ 45.59		+ 40.28	

F.B. 2219 PG 86

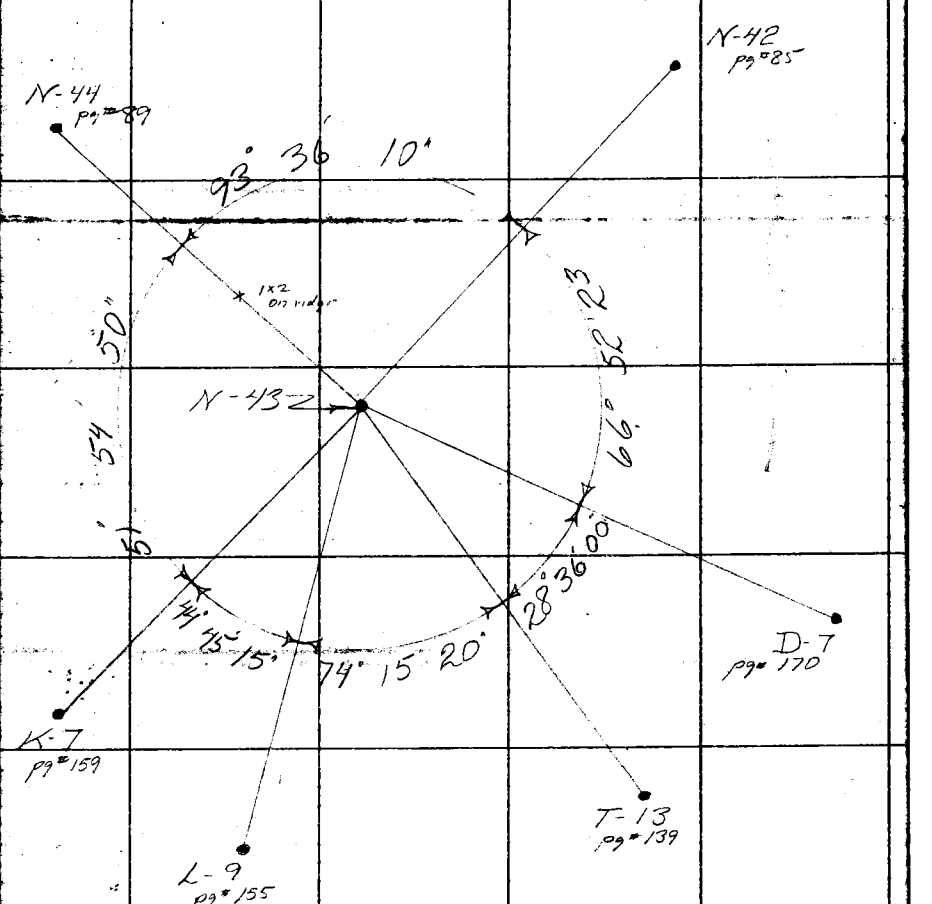
Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	W. O. 0911.04 Tape No. St'd. °F
Office Work	Surveyed by W.S. Cowherd
Checked	Notes W.S.C. Date 3-9-56
Date	Indexed K. C. Johnson

F. B. 2219 Pg. 87

WS 63-D4

N-43

Set 3/4" I.P. & Cap. Stamped N-43 flush top of ridge N. side TOWSLEY CYN. S. 950'± & E 400'± of S.E. COR. SEC. 7. T.3N. R.16.W.



TRANSIT AT	STATION	F.B.	F.G.	H.I. +
Sight on	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
(2) 133 44 40	(2) 57 12 00					
(4) 267 29 20	(4) 114 23 50					
(6) 41 14 20	(6) 171 35 50					
66 52 23	28 36 00					
(2) 148 30 40	(2) 89 30 30	(2) 103 49 30	(2) 187 12 20			
(4) 297 01 20	(4) 179 01 00	(4) 207 39 20	(4) 14 24 40			
(6) 85 32 00	(6) 268 31 30	(6) 311 29 00	(6) 201 37 00			
74 15 20	44 45 15	51 54 50	93 36 10			

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TRANSIT AT STATION N-43 F.B. 2219 PG 87 H.I. + 4.93 Elev = 2424.31

Sight on	Rod	+ Vertical Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N-42	10.00	- 2 53 00					
		- 2 53 00					
		- 2 53 00	697.05	- 35.10		- 40.17	
D-7	12.00	+ 1 59 00					
		+ 1 59 00					
		+ 1 59 20	4817.88	+ 167.29		+ 160.22	
T-13	10.00	- 5 25 00					
		- 5 25 20					
		- 5 25 10	1612.40	- 152.97		- 158.04	
L-9	12.00	+ 9 09 00					
		+ 9 09 20					
		+ 9 09 20	8303.61	+ 1338.28		+ 1331.21	
K-7	12.06	+ 8 37 00					
		+ 8 37 20					
		+ 8 37 10	8193.63	+ 1242.01		+ 1234.88	

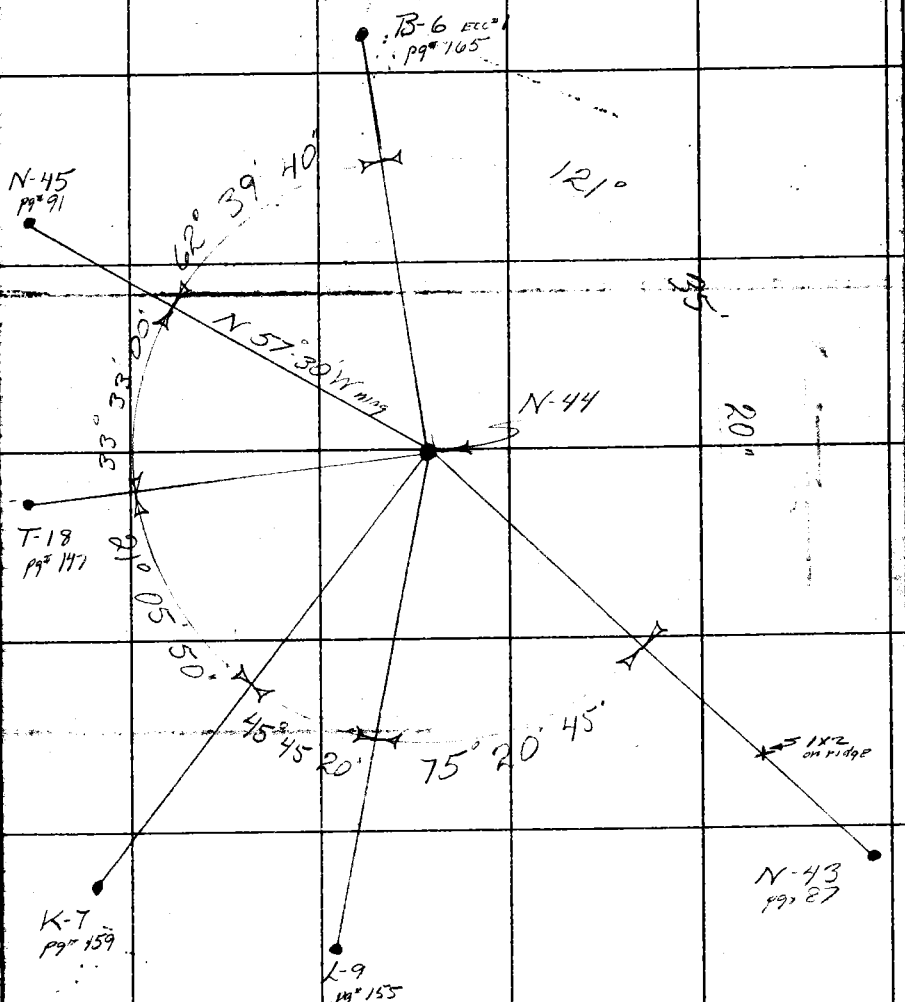
F.B. 2219 PG. 88

Notes Ck'd by	Survey of Chatsworth - Newhall Rd
Map No.	W. O. 2911.04 Tape No. St'd. °F
Office Work	Surveyed by W. S. Cowherd
Checked	Notes W.S.C. Date 3-9-56
Date	Indexed C. Johnson

F. B. 2219 Pg. 89

N-44

Set 3/4" IP & Cap Stamped N-44 up 1" Top of Spur N. side TOWSLEY CYN. S. 300'± & W. 425'± of the S.E. COR. SEC. 7. T.3N. R.16W.



TRANSIT AT STATION F.B. PG. H.I. +	+ Vertical Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
Sight on Rod	(2) 125 19 20		(2) 243 10 30		(2) 150 41 20	
	(4) 250 38 40		(4) 126 21 10		(4) 301 22 50	
	(6) 15 58 00		(6) 09 32 00		(6) 92 04 20	
	62 39 40		121 35 20		75 20 45	
	(2) 91 30 40		(2) 42 11 20		(2) 67 06 00	
	(4) 183 01 10		(4) 84 23 00		(4) 134 12 00	
	(6) 274 32 00		(6) 126 34 50		(6) 201 18 00	
	45 45 20		21 05 50		33 33 00	

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TRANSIT AT | STATION N-44 | F.B. 2219 | PG 39 | H.I. +4.15 | Elev = 2502.58

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	±Difference - Elevation	Adjusted Diff. Elev.
N-45	10.00	+ 1 34 00 + 1 34 00 + 1 34 00	713.65	+19.59		+13.74	
B-6	10.00	+ 13 34 00 + 13 34 00 + 13 34 00	1574.54	+380.11		+374.26	
K-9	12.00	+ 8 24 40 + 8 24 40 + 8 24 40	8318.01	+1229.95		+1222.10	
K-7	12.06	+ 8 48 40 + 8 48 40 + 8 48 30	7531.76	+1167.10		+1159.19	
T-18	10.00	+ 6 14 00 + 6 14 00 + 6 14 00	4934.65	+538.98		+533.13	

F.B. 2219 PG. 40

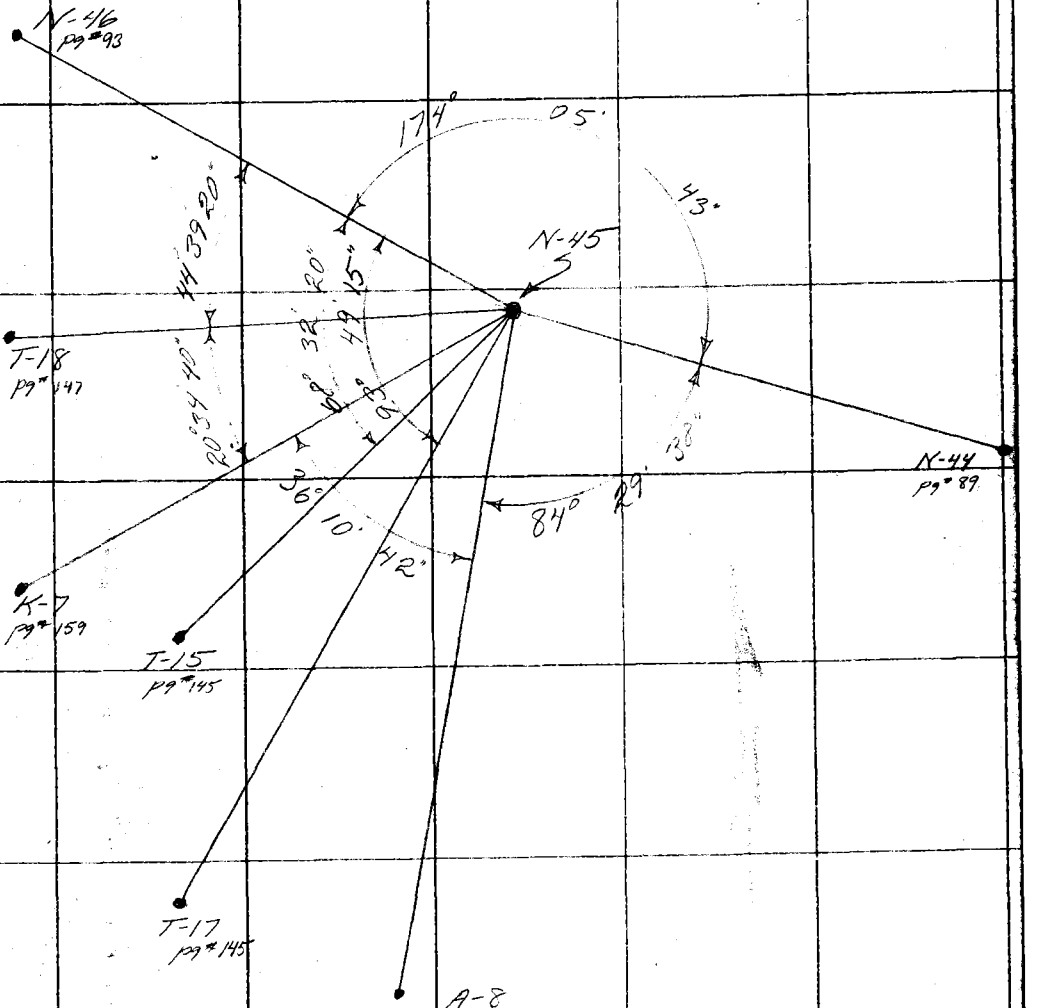
Notes Ck'd by	Survey of Chatsworth - Newhall Rd
Map No.	W. O. 091104 Tape No. St'd. °F
Office Work	Surveyed by W.S. Cowherd
Checked	Notes W.S.C Date 3/19/56
Date	Indexed J. C. Johnson

F.B. 2219 Pg. 91

WS 63-104

N-45

Set 3/4" IP & Cap. Stamped N-45 up 1" Top of spur N. side TOWNSLEY CYN. N. 50'± & W. 1000'± of the S.E. COR. SEC. 7, T.3N. R.16.W.



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(2)	89	18	40	(2)	348	11	30	(2)	137	04	40	(2)	187	38	40		
(4)	178	37	20+	(4)	336	23	00	(4)	274	09	20	(4)	15	17	00		
(6)	267	56	10	(6)	324	34	20	(6)	51	14	00	(6)	202	55	30		
	44	39	20		174	05	43		68	32	20		93	49	15		

(2)	168	59	00	(2)	78	21	20+	(2)	41	09	10+						
(4)	337	58	40	(4)	144	42	50	(4)	82	18	40-						
(6)	146	57	50	(6)	217	04	10	(6)	123	28	30						
	84	29	38		36	10	42		20	34	40						

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TRANSIT AT STATION N-45 FB 2219 PG 91 HI 4.70 Elev = 2515.85

SIGHT ON	ROD	+ VERTICAL - ANGLE	HORIZONTAL DISTANCE	+ VERTICAL - DISTANCE	+ CURVATURE CORRECTION	+ DIFFERENCE - ELEVATION	ADJUSTED DIFF. ELEV.
N-44	10.00	- 0 41 20 - 0 41 00 - 0 41 10	713.65	- 8.55		- 13.85	
T-15	10.00	- 19 08 40 - 19 09 00 - 19 08 50	1127.61	- 391.51		- 396.81	
T-17	10.00	- 5 41 20 - 5 41 00 - 5 41 10	2349.71	- 233.96		- 239.26	
N-46	10.00	+ 1 12 40 + 1 13 00 + 1 12 50	1202.09	+ 25.47		+ 20.17	
T-18	10.00	+ 6 52 00 + 6 52 00 + 6 52 00	4357.69	+ 524.77		+ 519.47	
A-8	12.00	+ 8 45 20 + 8 44 30 + 8 44 50	4372.51	+ 672.34		+ 665.04	
K-7	12.06	+ 9 10 00 + 9 10 20 + 9 10 10	7142.43	+ 1152.91		+ 1145.55	

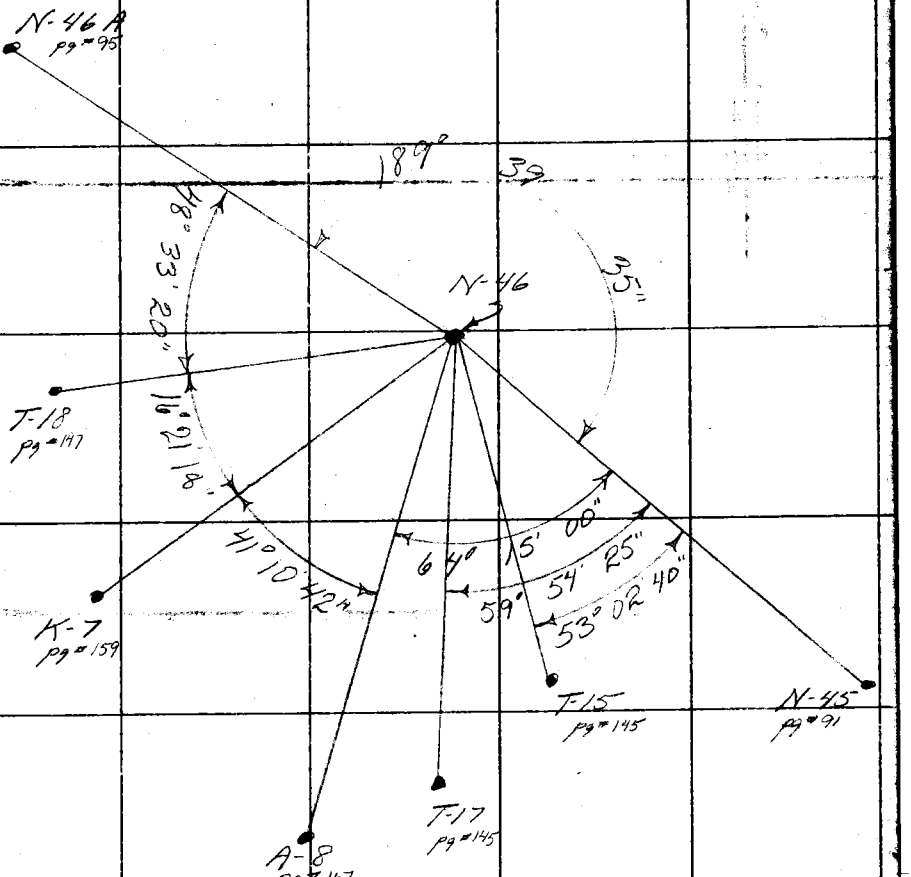
F.B. 2814 PG. 42

Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	W. O 0911104 Tape No. St'd. °F
Office Work	Surveyed by W. S. Cowherd
Checked	Notes W.S.C Date 3/21/56
Date	Indexed C. Johnson

F. B. 2219 Pg. 93

N-46

Set 3/4" IP & Cap stamped N-46 up 1" Top of spur N. side Towsley Cyn. N. 550'± & W. 1000'± of the S.E. Cor. Sec. 7. T3N. R16W



TRANSIT AT	STATION	F.B.	PG	H.I.+				
Sight on	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.		
Rod	(2) 82 21 30		(2) 32 42 40		(2) 97 06 40		(2) 19 19 00	
	(4) 164 43 00		(4) 65 25 10		(4) 194 13 10		(4) 38 38 20	
	(6) 247 04 10		(6) 98 07 50		(6) 291 19 50		(6) 57 57 20	
	41 10 42		16 21 18		48 33 20		189 39 35	
	(2) 106 05 20		(2) 119 48 50		(2) 128 30 00			
	(4) 212 10 40		(4) 239 37 40		(4) 257 00 00			
	(6) 318 16 00		(6) 359 26 40		(6) 25 30 00			
	53 02 40		59 54 25		64 15 00			

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NS. 63-04

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TRANSIT AT STATION N 46 F.B. 2219 PG 93 H.I. + 4.89 Elev = 2536.12

Sight on	-Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N-46A	10.00	+ 2 48 00 + 2 48 30 + 2 48 15	625.57	+ 30.64		+ 25.53	
N-45	10.00	- 0 44 00 - 0 43 00 - 0 43 30	12.02.096	+ 15.21		- 20.38	
T-15	10.00	- 17 25 00 - 17 24 50 - 17 24 55	1313.260	- 411.94		- 417.05	
T-17	10.00	- 5 21 20 - 5 21 00 - 5 21 10	2709.72	- 253.89		- 259.00	
A-8	12.00	+ 7 48 00 + 7 48 00 + 7 48 00	4758.46	+ 651.83		+ 644.72	
K-7	12.06	+ 9 33 00 + 9 33 20 + 9 33 10	6727.86	+ 1132.23		+ 1125.06	
T-18	10.00	+ 7 58 30 + 7 58 40 + 7 58 35	3602.99	+ 504.85		+ 499.74	

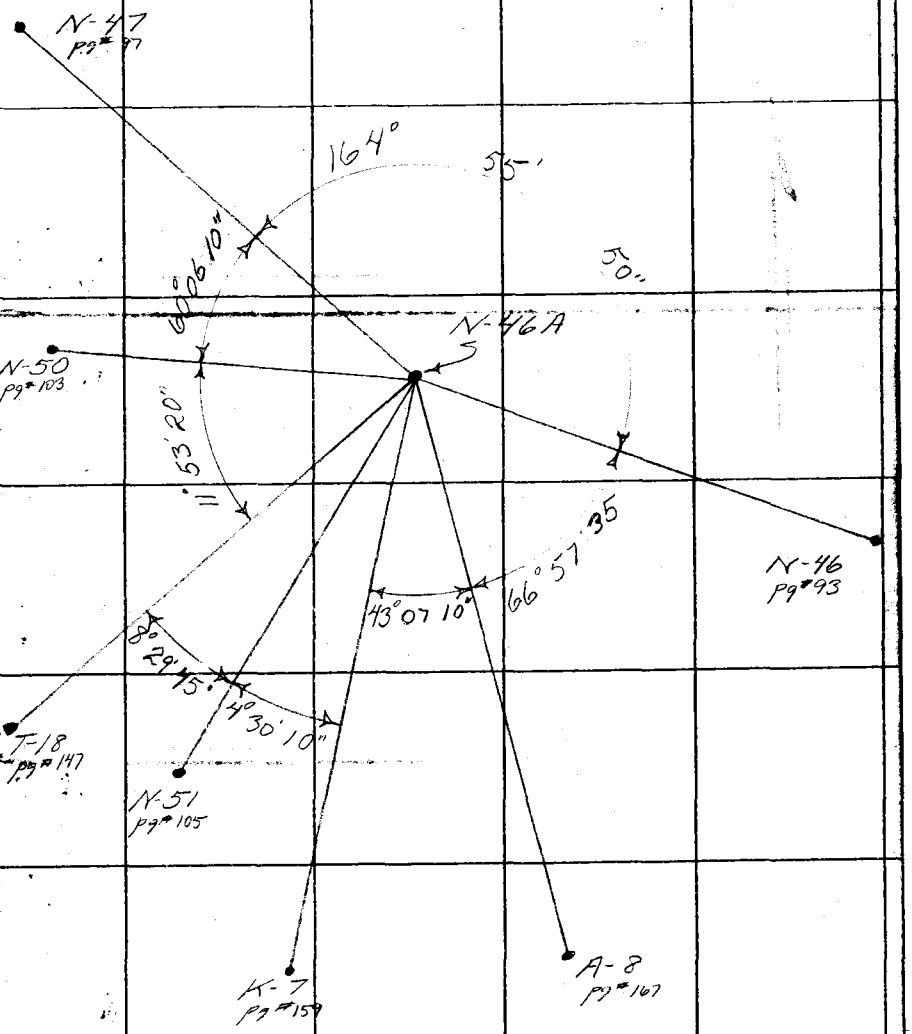
F.B. 2219 Pg. 94

Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	W. O. 291104 Tape No. St'd. °F
Office Work	Surveyed by W.S. Cowherd
Checked	Notes W.S.C. Date 3/19/56
Date	Indexed C. Johnson

F.B. 2219 Pg. 95

N 46A

SET 3/4" I.P. & Cap stamped N-46A up 2" Top of spur N. side TOWSLEY CYN. N. 1000'± & W. 2650'± of the S.E. COR. SEC. 7. T.3N. R.16.W.



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

				(2)	133	55	00+	(2)	86	14	10	(2)	9	00	20
				(4)	267	50	20	(4)	172	28	40	(4)	18	00	40
				(6)	41	45	30	(6)	258	43	00	(6)	27	01	00
					66	57	35		43	07	10		04	30	10
(2)	16	59	30	(2)	23	46	40	(2)	120	12	20	(2)	329	51	40
(4)	33	59	00	(4)	47	33	20	(4)	240	24	40	(4)	299	43	20
(6)	50	58	30	(6)	71	20	00	(6)	360	37	00	(6)	269	35	10
	8	29	45		11	53	20		60	00	10		164	55	50

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TRANSIT AT STATION N-46A F.B. 2219 PG 95 H.I. +4.55 Elev = 2561.60

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+Difference - Elevation	Adjusted Diff. Elev.
		- 1 50 40					
N-46	10.00	- 1 50 40	625.57	- 20.15		- 25.60	
		- 1 50 40					
		+ 7 10 40					
A-8	12.00	+ 7 11 00	Note - Poor sighting conditions on A-8 Due To background blending in with A-8				
		+ 7 10 50					
		+ 9 41 40					
N-7	12.06	+ 9 41 40	6487.38	+ 1108.26		+ 1100.75	
		+ 9 41 40					
		+ 5 45 40					
N-51	10.00	+ 5 46 00	2488.95	+ 251.23		+ 245.78	
		+ 5 45 50					
		+ 8 28 50					
T-18	10.00	+ 8 28 00	3223.27	+ 479.80		+ 472.95	
		+ 8 28 00					
		+ 2 27 00					
N-50	10.00	+ 2 27 00	2526.47	+ 108.22		+ 102.87	
		+ 2 27 10					
		+ 1 58 00					
N-47	10.00	+ 1 58 00	1010.77	+ 34.71		+ 29.26	
		+ 1 58 00					

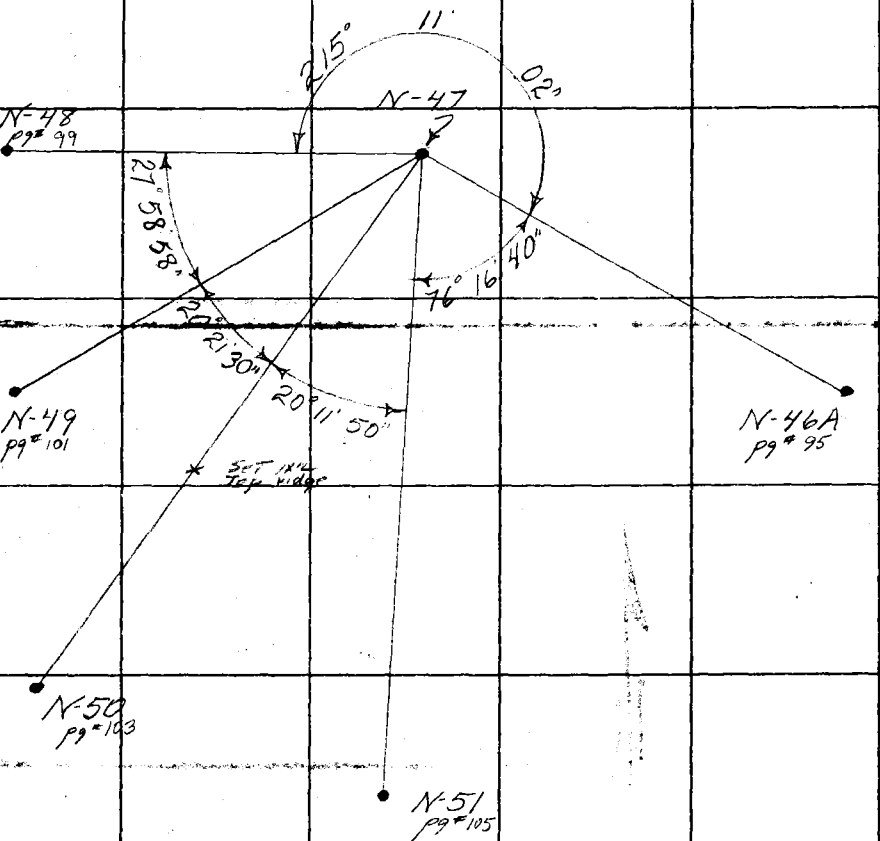
F.B. 2219 PG. 96

Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	W. O. 091104 Tape No. Std. °F
Office Work	Surveyed by W.S. Cawherd
Checked	Notes W.S.C Date
Date	Indexed A. C. Johnson

F. B. 2219 Pg. 97

N-47

Set 3/4" I.P. & Cap stamped N-47 up 1" Top of spur N. 1700'± & E. 1800'± of the S.W. COR. SEC. 7 T.3.N. R.16.W.



															(2)	152	33	20
															(4)	305	06	40
															(6)	97	40	00
																76	16	40
Sight on	(2)	40	23	50	(2)	40	43	00	(2)	55	58	00	(2)	70	22	00
	(4)	80	47	20	(4)	81	26	00	(4)	111	55	50	(4)	[illegible]	44	10
	(6)	121	11	00	(6)	128	09	00	(6)	167	53	30	(6)	211	06	20
		20	11	50		20	21	30		27	58	55		215	11	02

TRANSIT AT: STATION F.B. PG H.I.+

Rod + Vertical + Curvature + Difference Adjusted
- Angle - Distance Correction - Elevation Diff. Elev.

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TRANSIT AT STATION N-47 F.B. 2219 PG 97 H.I. +4.46

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N-46A	10.00	- 1 21 00 - 1 21 30 - 1 21 00	1010.77	23.82		- 29.36	
N-51	10.00	+ 5 01 00 + 5 01 00 + 5 01 30	2526.85	222.18		+ 216.64	
N-49	10.00	+ 3 16 00 + 3 16 00 + 3 16 00	1956.36	111.66		+ 106.12	
N-48	10.00	+ 5 31 00 + 5 31 20 + 5 31 10	711.26	68.73		+ 63.19	

F.B. Pg. 98

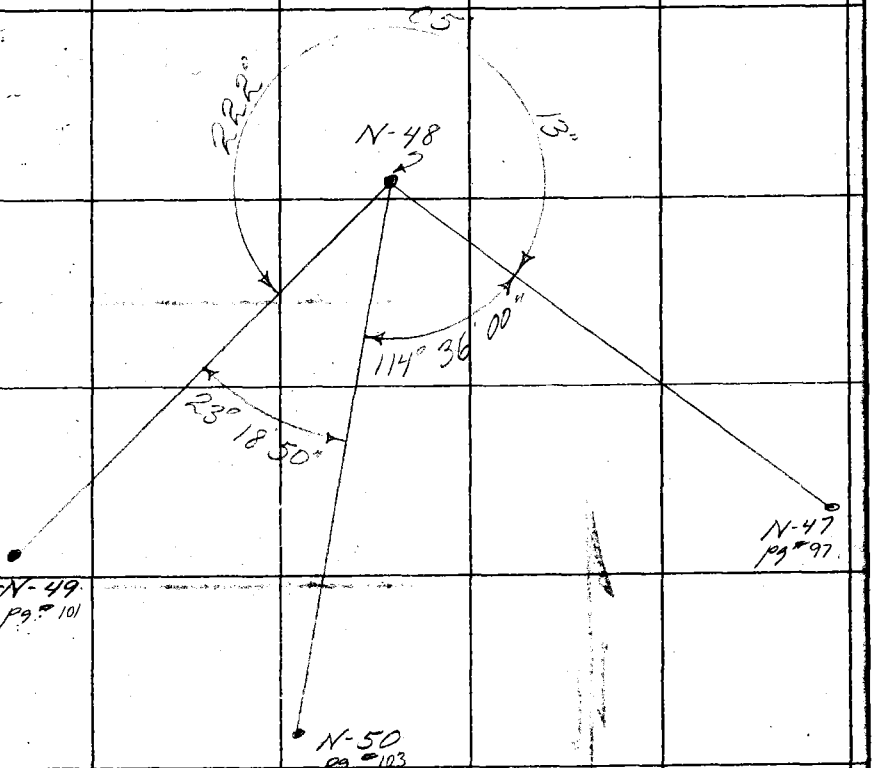
Notes Ck'd by	Survey of Chatsworth - Newhall Rd
Map No.	W. O. 09H04 Tape No: St'd. °F
Office Work	Surveyed by W. S. Cowherd
Checked	Notes W.S.C Date 3/20/56
Date	Indexed A. C. Johnson

F. B. 2219 PG. 99

WS 63-D4

N-48

Set 3/4" IP & Cap. Stamped N-48 up 1" Top of spur. N. 1750'± & E. 1050'± of the S.W. COR SEC. 7 T.3N. R.16W.



TRANSIT AT	STATION	F.B.	PG	H.I.+		
Sight on	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
Rod	(2) 229 12 00		(2) 46 37 40		(2) 444 10 40	
	(4) 98 24 00		(4) 93 15 20		(4) 168 21 00	
	(6) 327 35 50		(6) 139 53 00		(6) 252 31 20	
	114 36 00		23 18 50		222 05 13	

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TRANSIT AT STATION N-48 F.B. 2219 PG 99 H.I. + 4.71

Sight on	Rod	+ Vertical Angle -	Horizontal Distance	+ Vertical Distance -	Curvature Correction +	Difference Elevation -	Adjusted Diff. Elev.
N-47	10.00	- 4 40 00					
		- 4 40 00					
		- 4 40 00	711.26	58.06		- 63.35	
N-50	10.00	+ 0 29 20					
		+ 0 29 30	1811.22	15.46		+ 10.17	
N-49	10.00	+ 2 01 00					
		+ 2 01 50					
		+ 2 01 10	1369.54	48.29		+ 43.00	

F.B. 2219 PG. 100

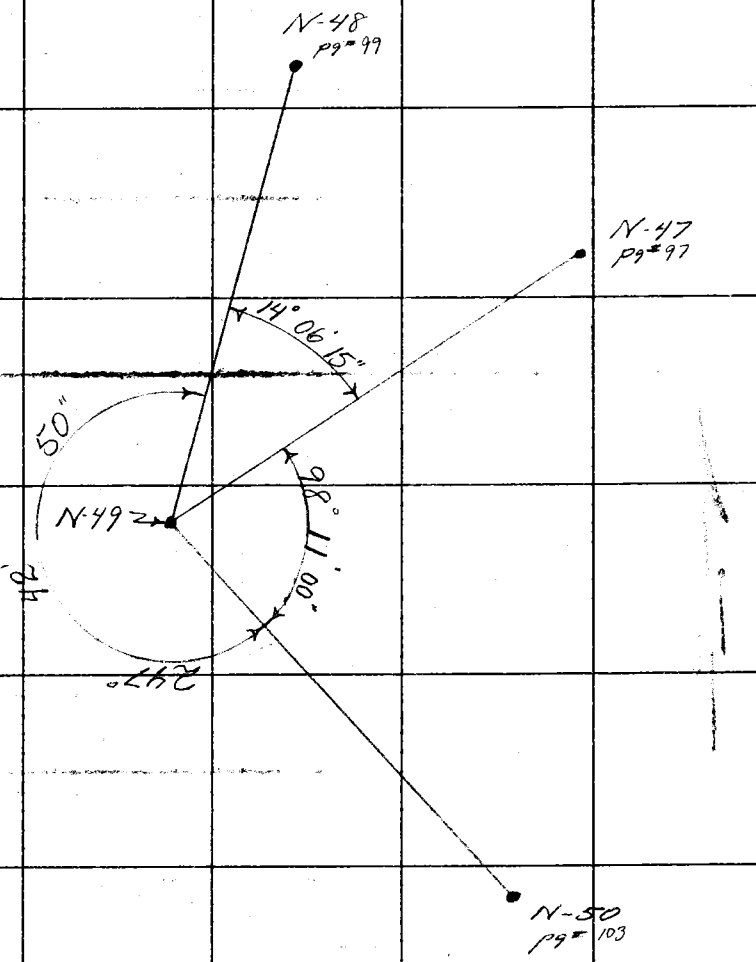
Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	W. O. 091104 Tape No. St'd. °F
Office Work	Surveyed by W. S. Cowherd
Checked	Notes W. S. C Date
Date	Indexed A. C. Johnson

F. B. 2219 Pg. 101

WS. 63-CA

N 49

Set 3/4" I.P. & Cap. Stamped N-49 Flush Top of spur N.800'± & W.25'± of The S.W. COR. SEC. 7. T.3.N. R.16.W.



TRANSIT AT	STATION	F.B.	PG	H.I.+							
Sight on	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.					
-Rod	(2) 28	12	40	(2) 190	22	00	(2)	135	25	40-	
	(4) 56	25	00	(4) 32	44	00	(4)	270	51	20	
	(6) 84	37	20	(6) 229	06	00-	(6)	46	17	00	
	14	06	15	98	11	00		247	42	50	

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TRANSIT AT STATION N-49 F.B. 2219 PG 101 H.I. + 4.72

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N-48	10.00	- 1 35 00					
		- 1 34 40					
		- 1 34 50	1369.54	37.79		- 43.07	
N-47	10.00	- 2 58 00					
		- 2 57 40					
		- 2 57 50	1956.36	101.26		- 106.54	
N-50	10.00	- 2 02 20					
		- 2 02 00					
		- 2 02 10	774.70	27.54		- 32.82	

F.B. 2219 PG. 102

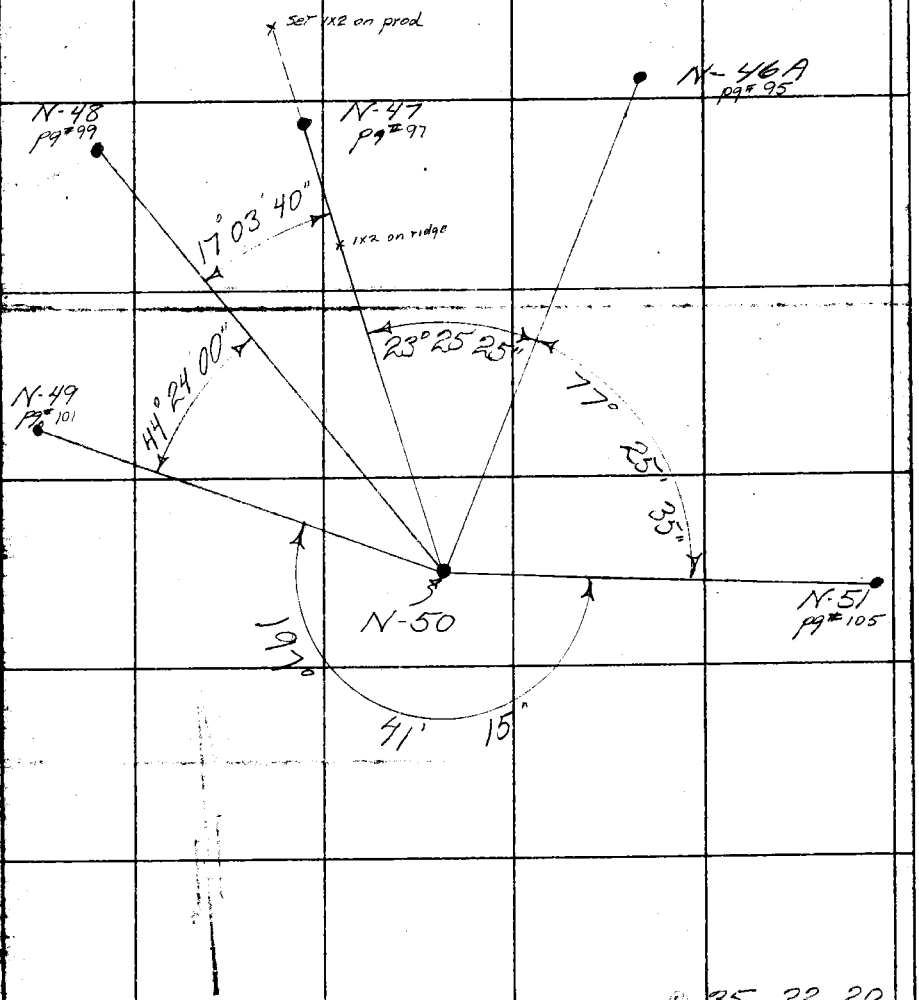
Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	W. O. 0911-04 Tape No. ____ St'd. ____ °F
Office Work	Surveyed by W. S. Cowherd
Checked	Notes W. S. C. Date 3/21/56
Date	Indexed A. C. Johnson

F. B. 2219 PG. 103

WS.63-CA

N-50

Set 3/4" IP & Cap stamped N-50. up 1" Top of spur. N. 100'± & E. 100'± of the S.W. Cor. SEC. 7 T3N. R.16W.



TRANSIT AT	STATION	F.B.	PG	H.I.+													
Sight on	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature - Correction	+ Difference - Elevation	Adjusted Diff. Elev.											
														(2)	35	22	20
														(4)	70	44	50
														(6)	106	07	20
															197	41	15
	-Rod	(2) 88 48 00	(2) 34 07 20	(2) 46 51 00	(2) 154 51 10												
		(4) 177 36 00	(4) 68 15 00	(4) 93 41 40	(4) 309 42 20												
		(6) 266 24 20	(6) 102 22 20	(6) 140 32 30	(6) 104 33 20												
		44 24 00	17 03 40	23 25 25	77 25 35												

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TRANSIT AT STATION N-50 F.B. 2219 PG. 103 H.I. + 4.90

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N-49	10.00	+ 2 47 40 + 2 48 00 + 2 47 50	774.70	37.85		+ 32.75	
N-48	10.00	- 0 10 00 - 0 09 40 - 0 09 50	1811.22	5.18		- 10.28	
N-46A	10.00	- 2 13 20 - 2 13 00 - 2 13 10	2526.47	97.92		- 103.02	
N-51	10.00	+ 9 28 20 + 9 28 20 + 9 28 20	888.24	148.20		+ 143.10	

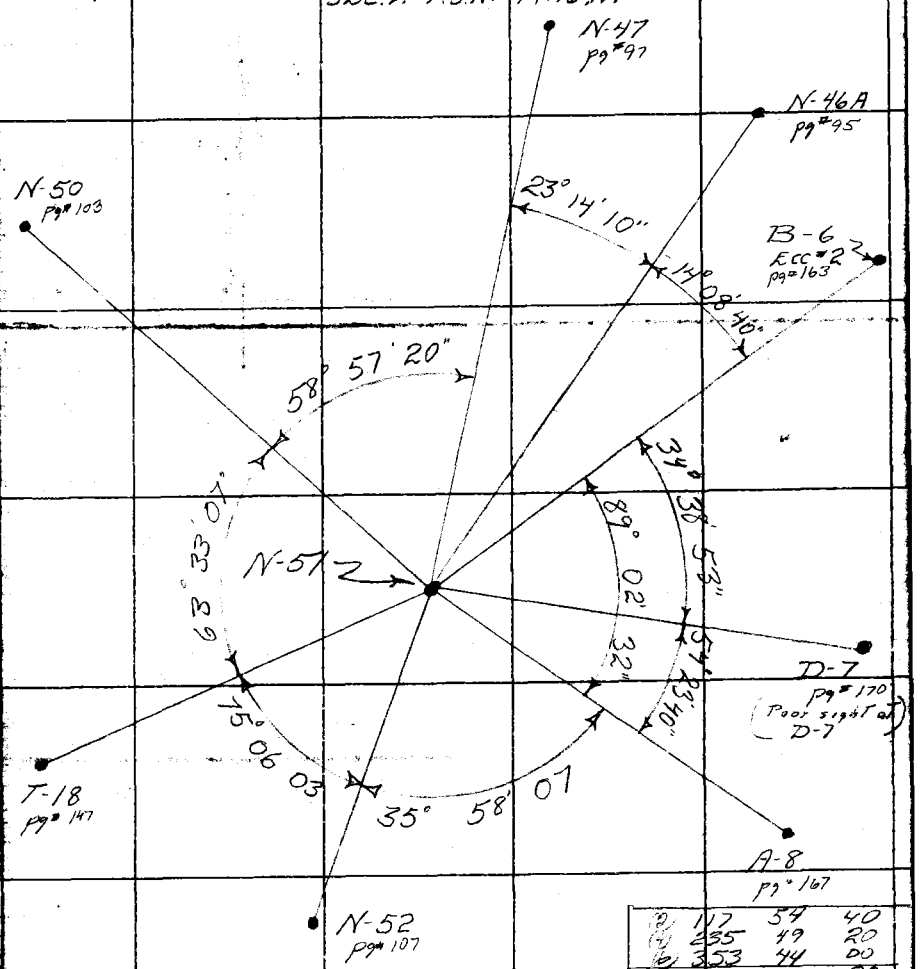
F.B. 2219 PG. 104

Notes Ck'd by	Survey of Chatsworth - Newhall Rd
Map No.	W. O. 0911.04 Tape No. St'd. °F
Office Work	Surveyed by W. S. Cowherd
Checked	Notes W.S.C Date 3/22/56
Date	Indexed C. Johnson

F. B. 2219 Pg. 105

N-51

Set 3/4" I.P. & Cap Stamped N-51 up 1" Top of Spur S. 550' ± & E. 700' ± of the S.W. COR. SEC. 7. T.3N. R.16W.



TRANSIT AT	STATION	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
Sight on	-Rod						
		(2) 28 17 20	(2) 69 18 00	(2) 108 47 20	(2) 46 28 20		
		(4) 56 34 40 +	(4) 138 35 40	(4) 217 34 40	(4) 92 56 10		
		(6) 84 52 00 -	(6) 207 53 20	(6) 326 22 00	(6) 139 25 00		
		14 08 40	34 38 53	54 23 40	23 14 10		
		(2) 150 12 10	(2) 127 06 10	(2) 178 05 10	(2) 71 56 10		
		(4) 300 24 20	(4) 254 12 20	(4) 356 10 10	(4) 143 52 30		
		(6) 90 36 20	(6) 21 18 40	(6) 174 15 10	(6) 215 48 40		
		75 06 03	63 33 07	89 02 32	35 58 07		
					(2) 117 54 40		
					(4) 235 49 20		
					(6) 353 44 00		
					58 57 20		

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TRANSIT AT STATION N-51 F.B. 2219 PG 105 H.I. + 4.96

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N-50	10.00	− 8 50 40					
		− 8 50 40	888.24	138.21		− 143.25	
N-46A	10.00	− 5 32 00					
		− 5 31 40	2488.95	241.00		− 246.04	
B-6 Ecc-2	12.00	+ 1 03 20					
		+ 1 03 40	4352.52	80.41		+ 73.37	
		+ 1 03 30					
D-7	12.00	− 1 15 20	(Poor sight on D-7 ?)				
		− 1 15 20					
		− 1 15 20					
A-8	12.00	+ 5 45 20					
		+ 5 45 40					
		+ 5 45 30	3769.45	380.12		+ 373.08	
		+ 5 47 00					
N-52	10.00	+ 2 47 20					
		+ 2 47 10	929.12	127.04		+ 122.00	
T-18	10.00	+ 15 25 40					
		+ 15 25 20					
		+ 15 25 30	845.70	233.34		+ 228.30	
N-47	10.00	− 4 47 40					
		− 4 47 20					
		− 4 47 30	2526.85	211.82		− 216.86	

F.B. 2219 PG. 106

76F3095 S&E #247. 8-54

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WS 63-C4

TRANSIT AT STATION F.B. PG H.I.+

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
	② 106	50					
	④ 213	30					
	⑥ 320	30					
53		25	07				
	① 214	30					
	③ 189	30					
	⑤ 104	30					
137		26	20				
	① 52	52	55				
	③ 158	52	55				
	⑤ 263	52	55				
335		21	30				
	① 141	53	40				
	③ 212	53	40				
	⑤ 283	53	40				

	② 96	55	30				
	④ 195	55	30				
	⑥ 290	55	30				
48		27	45				
	① 170	38	00				
	③ 341	38	00				
	⑤ 151	38	00				
85		19	00				

Notes Ck'd by
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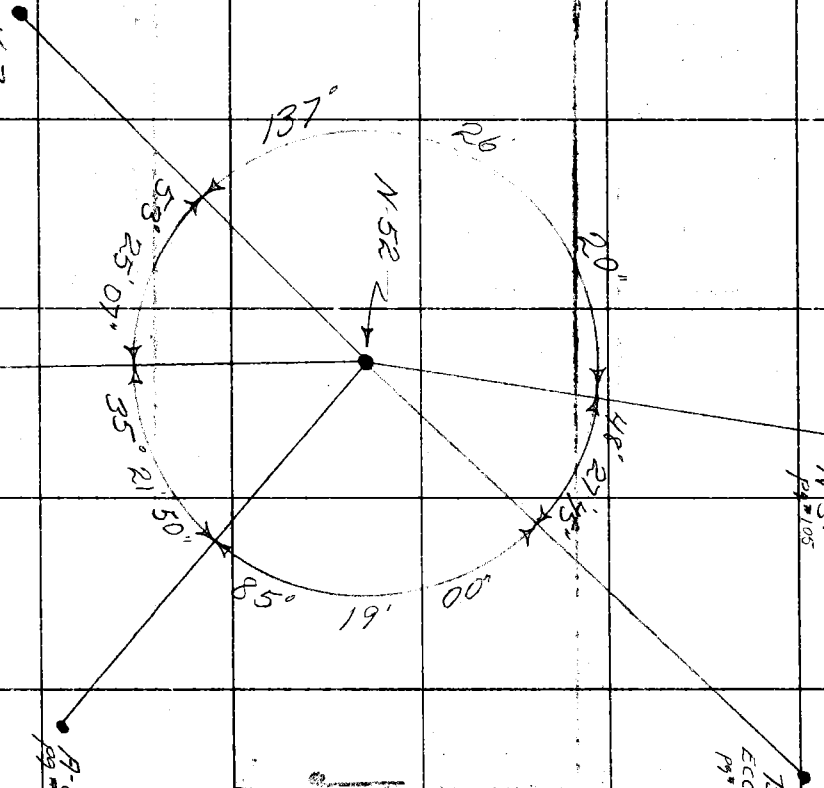
Office Work
Checked
Date

Survey of Chester A. Newell Rd
W. O. 7811 Type No. St'd. of
Surveyed by W.S.C. Combined Date 3/23/54
Notes
Indexed C. Johnson

F.B. 2819 Pg. 107



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TRANSIT AT STATION N-52 F.B. 2218 PG 107 H.I. + 4.80

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N-51	10.00	- 7 11 00					
		- 7 10 40	929.12	117.05		- 122.25	
		- 7 10 50					
B-6 Ecc #1	10.00	- 0 45 40					
		- 0 45 20	5061.52	67.00		- 72.20	
		- 0 45 30					
A-8	12.00	+ 4 49 20					
		+ 4 49 20	3066.48	258.55		+ 251.35	
		+ 4 49 10					
N-52A	10.00	- 1 57 40					
		- 1 57 20	1317.17	45.04		- 50.24	
		- 1 57 30					
K-7	12.06	+ 12 43 20					
		+ 12 43 20	3276.98	739.83		+ 732.57	
		+ 12 43 20					

F.B. 2218 PG. 108

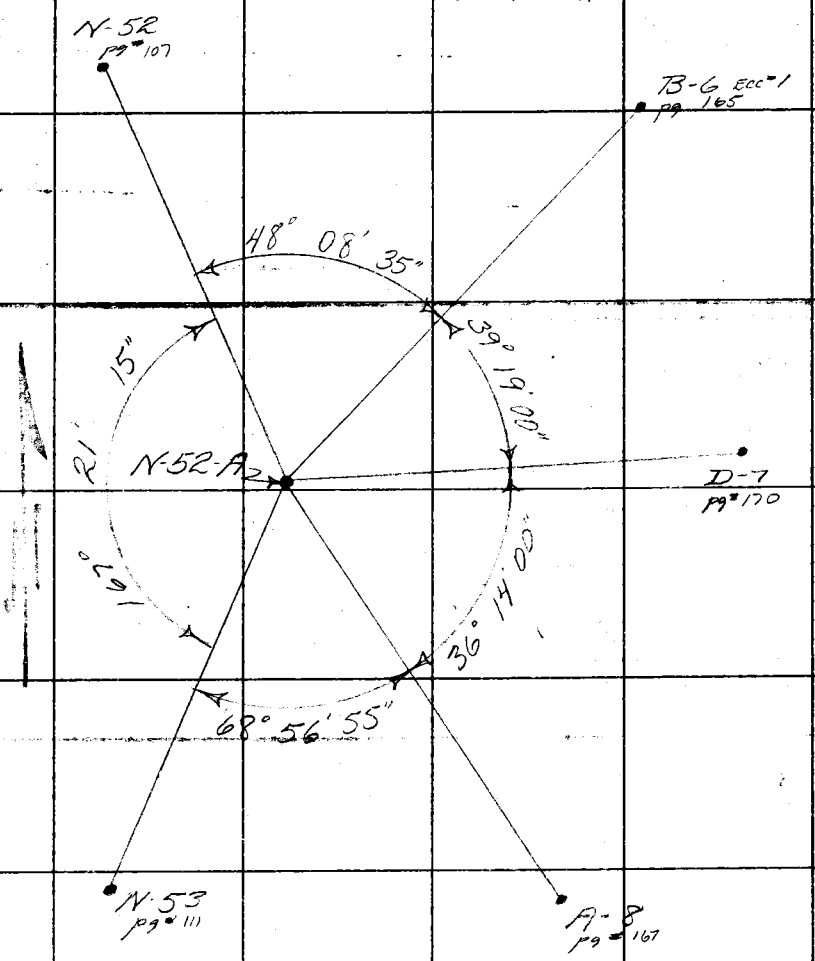
Notes Ck'd by	Survey of Chatsworth - Newhall Rd
Map No.	W. O. 0911.04 Tape No. St'd. °F
Office Work	Surveyed by W. S. Cowherd
Checked	Notes W.S.C. Date 3/16/56
Date	Indexed C. Johnson

F. B. 2219 Pg. 109

WS 63 C5

N 52 A

Set 3/4" I.P. & Cap stamped N-52A up 1" Top of spur N. 2500'± & E. 400'± of the S.W. COR. SEC. 18. T.3N. R.16W.



																(2)	96	17	10
																(4)	192	34	20
																(6)	288	51	40
																	48	08	35
TRANSIT AT	STATION	F.B.	PG	H.I. +															
Sight on	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.													
-Rod																			
	(2)	78	38	10	(2)	72	28	00	(2)	137	53	40	(2)	334	42	20			
	(4)	157	16	00	(4)	144	56	00	(4)	275	47	40	(4)	309	25	00			
	(6)	235	54	00	(6)	217	24	20	(6)	53	41	30	(6)	284	07	40			
		39	19	00		36	14	00		68	56	55		167	21	15			

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TRANSIT AT STATION N-52A F.B. 2219 PG 109 H.I. + 4.02

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N-52	10.00	+ 2 26 20					
		+ 2 26 00	1317.17	56.04		+ 50.06	
		+ 2 26 10					
B-6	10.00	- 0 09 20					
ESC.		- 0 09 00	5844.45	15.58		- 21.56	
		- 0 09 10					
D-7	12.00	- 1 40 20					
		- 1 40 20					
		- 1 40 00					
A-8	12.00	+ 8 15 00					
		+ 8 15 00					
		+ 8 15 00	2133.24	309.31		+ 301.33	
		+ 6 29 40					
N-53	10.00	+ 6 29 20					
		+ 6 29 30	485.05	55.19		+ 49.21	

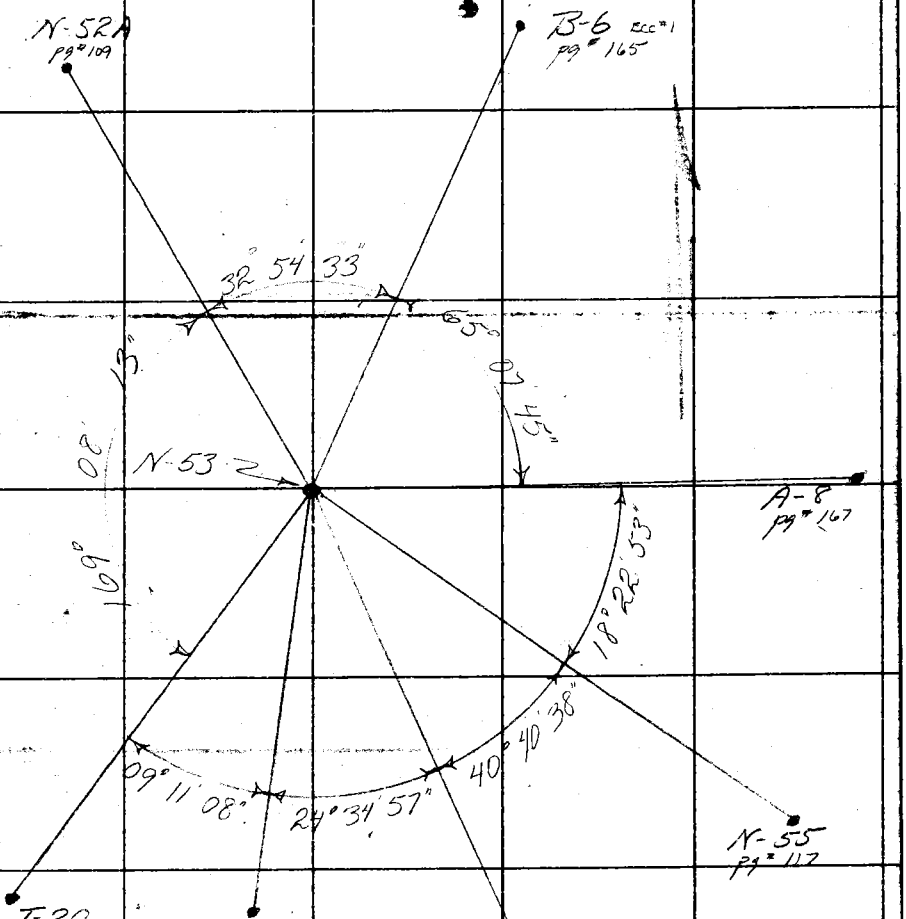
F.B. 2219 PG. 110

Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	W.O. 0911-04 Tape No. St'd. °F
Office Work	Surveyed by W. S. Cowherd
Checked	Notes W.S.C. Date 3/16/56
Date	Indexed A. C. Johnson

F. B. 8219 PG. 111

N-53

Set 3/4" I.P. & Cap stamped N-53 up 1" Top of spur N. 2000'± & E. 200'± of the S.W. COR. SEC. 18. T. 13.N. R. 16.W.



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

(2)	65	49	10	(2)	130	15	40	(2)	36	45	40+
(4)	131	38	20	(4)	260	31	00	(4)	73	31	40
(6)	197	27	20	(6)	30	46	30	(6)	110	17	20
	32	54	33		65	07	45		18	22	53
(2)	81	21	20	(2)	49	10	00	(2)	18	22	20	(2)	338	16	40
(4)	162	42	40	(4)	98	20	00	(4)	36	44	40-	(4)	316	33	00
(6)	244	03	50-	(6)	147	29	40	(6)	55	06	50-	(6)	294	49	20
	40	40	38		24	34	57		09	11	08		169	08	13

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TRANSIT AT STATION N-53 F.B. 2219 PG 111 H.I. +4.56

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+Difference - Elevation	Adjusted Diff. Elev.
N-55	10.00	+ 8 16 00					
		+ 8 16 00					
		+ 8 16 00	1402.69	203.80		+ 198.36	
N-52A	10.00	- 5 09 00					
		- 5 09 40					
		- 5 09 30	485.05	43.79		- 49.23	
B-6 loc.	10.00	- 0 36 00					
		- 0 36 00					
		- 0 36 00	6245.70	65.41		- 70.85	
A-8	12.00	+ 7 21 00					
		+ 7 21 00					
		+ 7 21 00	2010.64	259.55		+ 252.11	
N-54A	10.00	+ 4 26 00					
		+ 4 26 40					
		+ 4 26 35	1471.50	114.30		+ 108.86	
N-54	10.00	+ 2 49 00					
		+ 2 49 55					
		+ 2 49 55	723.79	35.79		+ 30.35	
T-60	10.00	+ 14 36 00					
		+ 14 36 25					
		+ 14 36 10	2286.13	595.61		+ 590.17	

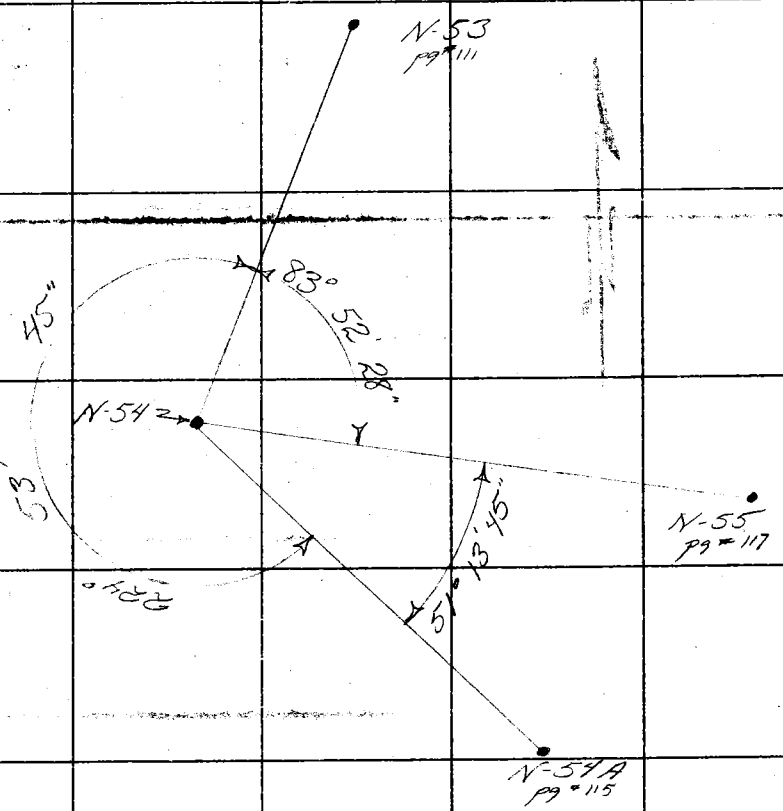
F.B. 2219 PG. 112

Notes Ck'd by	Survey of Chatsworth - Newhall Rd
Map No.	W. O. 0911.04 Tape No. ____ St'd. ____ °F
Office Work	Surveyed by W. S. Cowherd
Checked	Notes W. S. C. Date 3/26/56
Date	Indexed C. Johnson

F. B. 2219 Pg. 113

N-54

SET 3/4" I.P. & Cap stamped N-54 up 1" Top of Spur. N. 1275'± & E. 25'± of the S.W. COR. SEC. 18. T.3N. R.16W.



TRANSIT AT	STATION	F.B.	FG	H.I. +								
Sight on	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.						
-Rod												
	(2) 167	45	00	(2) 102	27	30	(2) 89	47	30			
	(4) 335	30	00	(4) 204	55	00	(4) 179	35	00			
	(6) 143	14	50	(6) 307	22	20	(6) 269	22	30			
	83	52	28	51	13	45	224	53	45			

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TRANSIT AT STATION N 54 F.B. 2219 PG 113 H.I. +4.42

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+Difference - Elevation	Adjusted Diff. Elev.
N 53	10.00	- 1 58 20					
		- 1 58 00					
		- 1 58 10	723.79	24.89		- 30.47	
N 55	10.00	+ 7 43 40					
		+ 7 43 40					
		+ 7 43 40	1281.25	173.86		+ 168.28	
N 54A	10.00	+ 5 33 00					
		+ 5 32 50					
		+ 5 32 55	867.26	84.25		+ 78.67	

F.B. 2219 PG. 114

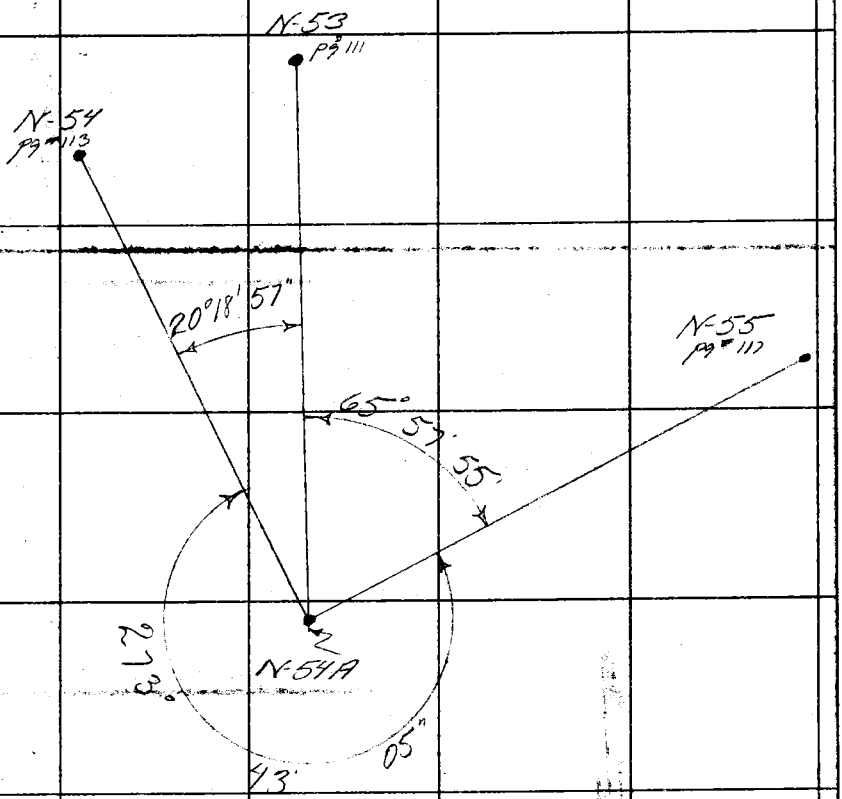
Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	W. O. 0911 Tape No. St'd. °F
Office Work	Surveyed by W. S. Cowherd
Checked	Notes W. S. C. Date 3/26/56
Date	Indexed C. Johnson

F. B. 8819 Pg. 115

WS.63-C5

N-54A

Set 3/4" IP & Cap Stamped N-54A up 2" Top of Spur. N. 600'± & E. 450'± of the S.W. COR. SEC. 18 T.3N. R.16W.



TRANSIT AT	STATION	F.B.	PG	H.I.+									
Sight on	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.							
-Rod													
(2)	40	37	50	(2)	131	55	50	(2)	187	26	10		
(4)	81	15	40	(4)	263	51	40	(4)	14	52	20		
(6)	121	53	40	(6)	35	47	30	(6)	202	18	20		
	20	18	57		65	57	55		273	43	05		

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TRANSIT AT STATION N-54A F.B. 2219 PG 115 H.I. + 4.24

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N-54	10.00	- 4 48 00					
		- 4 47 50					
		- 4 47 55	867.26	72.80		- 78.56	
N-53	10.00	- 4 01 10					
		- 4 01 20	1471.50	103.43		- 109.19	
		- 4 01 15					
		+ 5 26 40					
N-55	10.00	+ 5 27 00					
		+ 5 26 50	1001.05	95.46		+ 89.70	

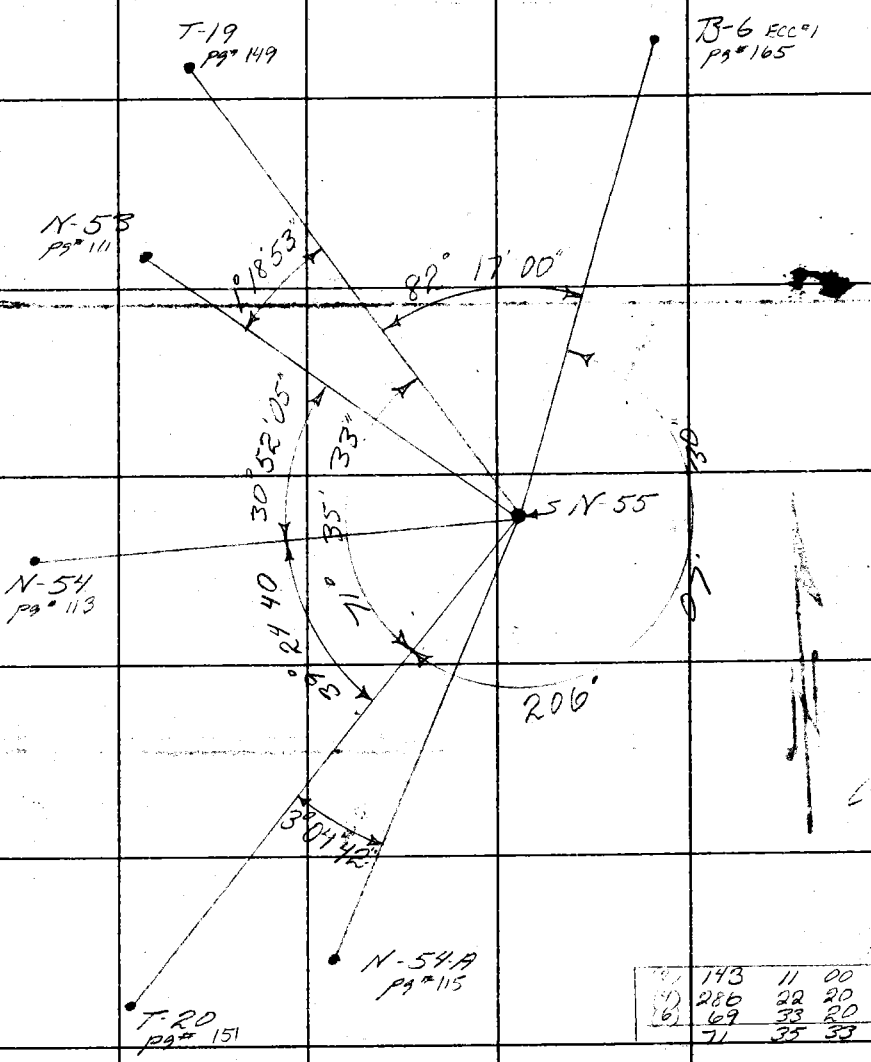
F.B. 2219 Pg. 116

Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	W. O. 0911.04 Tape No. ... St'd. ... °F
Office Work	Surveyed by W.S. Cowherd
Checked	Notes W.S.C. Date
Date	Indexed A. C. Johnson

F. B. 2219 Pg. 117

N 55

Set 3/4" IP & Cap stamped N-55, up 1" Top of spur N 1100'± & E. 1300'± of the S.W. Cor. SEC. 18, T.3N, R.16W.



(8)	143	11	00
(4)	286	22	20
(6)	69	33	20
	71	35	33

TRANSIT AT	STATION	F.B.	PG	H.I.+							
Sight on	+ Vertical Angle	Horizontal Distance	+ Vertical Distance	+ Curvature Correction	+ Difference Elevation	Adjusted Diff. Elev.					
-Rod	(2) 61	44	00	(2) 6	09	20	(2) 164	34	00-		
	(4) 123	28	20	(4) 12	18	40+	(4) 329	[illegible]	00		
	(6) 185	12	40	(6) 18	28	10	(6) 133	42	00		
	30	52	05	3	04	42	82	17	30		
	(2) 2	38	00-	(2) 52	14	50	(2) 78	49	20-		
	(4) 5	15	40	(4) 104	30	00	(4) 157	38	40		
	(6) 7	53	20	(6) 156	45	00	(6) 236	27	40		
	1	18	53	206	07	30	39	24	40		

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TRANSIT AT STATION N-55 F.B. 2219 PG 117 H.I. + 4.52 Elev. 3127.52

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
F19	10.00	+ 2 00 00					
		+ 2 00 00	2228.60 ✓	+77.88		+ 73.34	
N54-A	10.00	- 4 48 00					
		- 4 48 30	1,001.05	-84.21		- 89.69	
F20	10.00	+ 3 38 40					
		+ 3 39 00					
		+ 3 38 50	2339.88	+ 397.74		+ 392.26	
N54	10.00	- 7 14 40					
		- 7 14 20	1,281.25	- 162.81		- 168.29	
B-6	10.00	- 2 26 20					
Ecc. = L		- 2 25 40					
		- 2 25 50	6244.57	- 265.06		- 270.54	
		- 2 51 00					
N53	10.00	- 7 50 40					
		- 7 50 50	1402.69	- 193.32		- 198.80	

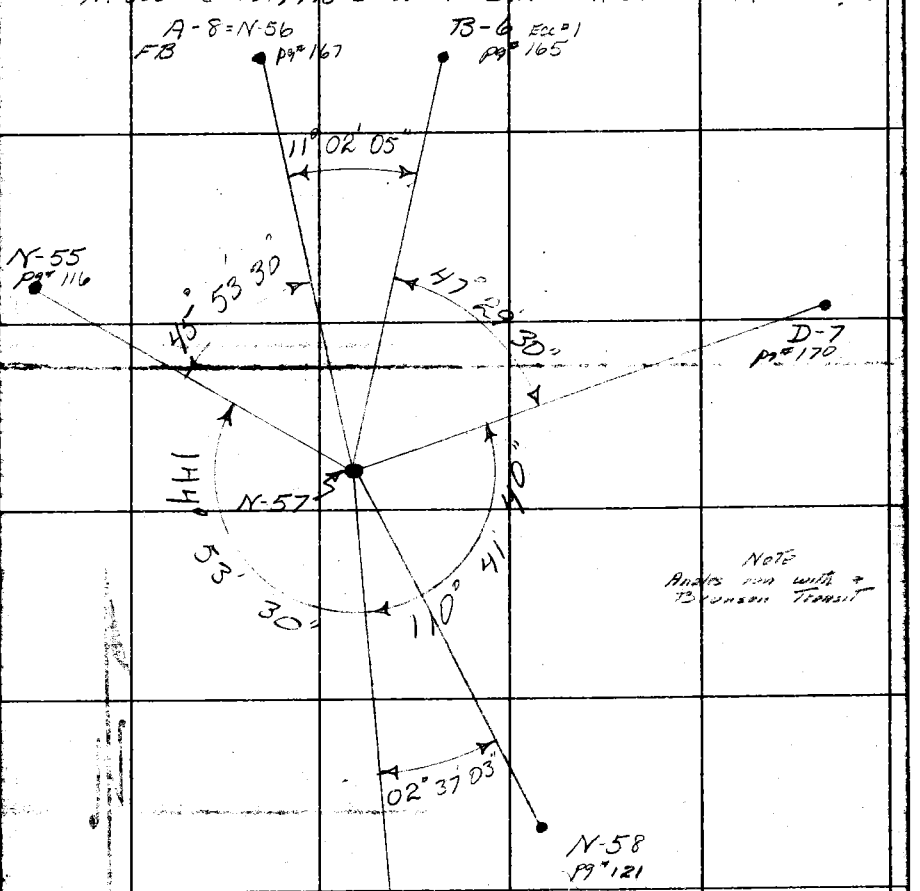
F.B. 2219 :: Pg. 117

Notes Ck'd-by	Survey of Chatsworth-Newhall Rd
Map No.	W. O. 0911.04 Tape No. St'd. °F
Office Work	Surveyed by W.S. Cowherd
Checked	Notes W.S.C. Date 3/15/56
Date	Indexed K. C. Johnson

F. B. 8219 Pg. 119

N-57

Set 3/4" IP & Cap - Stamped N-57 up 2" Top of spur N. 300'± & E. 1975'± of the S.W. COR SEC. 18. T.3N. R.16W.



Note
Angles run with a Brunson Transit

STATION	F.B.	PG	H.I. +								
+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.						
TRANSIT AT	Sight on	-Rod									
	(2) 221	23 30	(2)	289	47 10	(2)	5	14	[illegible]		
	(4) 82	46 40	(4)	219	34 00	(4)	10	28	10		
	(6) 304	10 20	(6)	149	21 00	(6)	15	42	20		
	110	41 40		144	53 30		6	37	03		
	(2) 91	47 00	(2)	22	04 00	(2)	94	59	10		
	(4) 183	34 10	(4)	44	08 20	(4)	189	58	00		
	(6) 275	21 00	(6)	66	12 30	(6)	284	57	00		
	45	53 30		11	02 05		47	29	30		

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TRANSIT AT STATION N-57 F.B. 2219 PG 119 H.I. + 4.74 Elev = 3224.72

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
A-8	12.00	- 1 59 00 - 1 58 40 - 1 58 50	1062.71	- 36.75		- 44.01	
B-6 Ec #1	10.00	- 3 04 40 - 3 04 20 - 3 04 30	6739.16	- 362.03 ✓		- 367.29	
D-7	12.00	- 4 08 00 - 4 07 40 - 4 07 50	8743.12	- 631.40		- 638.66	
L-9	12.00	+ 9 05 00 + 9 05 00 + 9 08 00	3180.67	+ 508.51		+ 501.25	
? N-59	10.00	+ 4 46 40 + 4 46 40 + 4 46 40	1668.90	+ 139.49 ✓		+ 134.23 ✓	

"Note" should be N-58

F.B. 2219 PG 120

Notes Ck'd by	Survey of Chatsworth - Newhall Rd
Map No.	W. O. 091104 Tape No. St'd. °F
Office Work	Surveyed by W.S. Cowherd
Checked	Notes W.S.C Date 3-15-56
Date	Indexed A. C. Johnson

F. B. 2219 Pg. 121

W5 G3-D5

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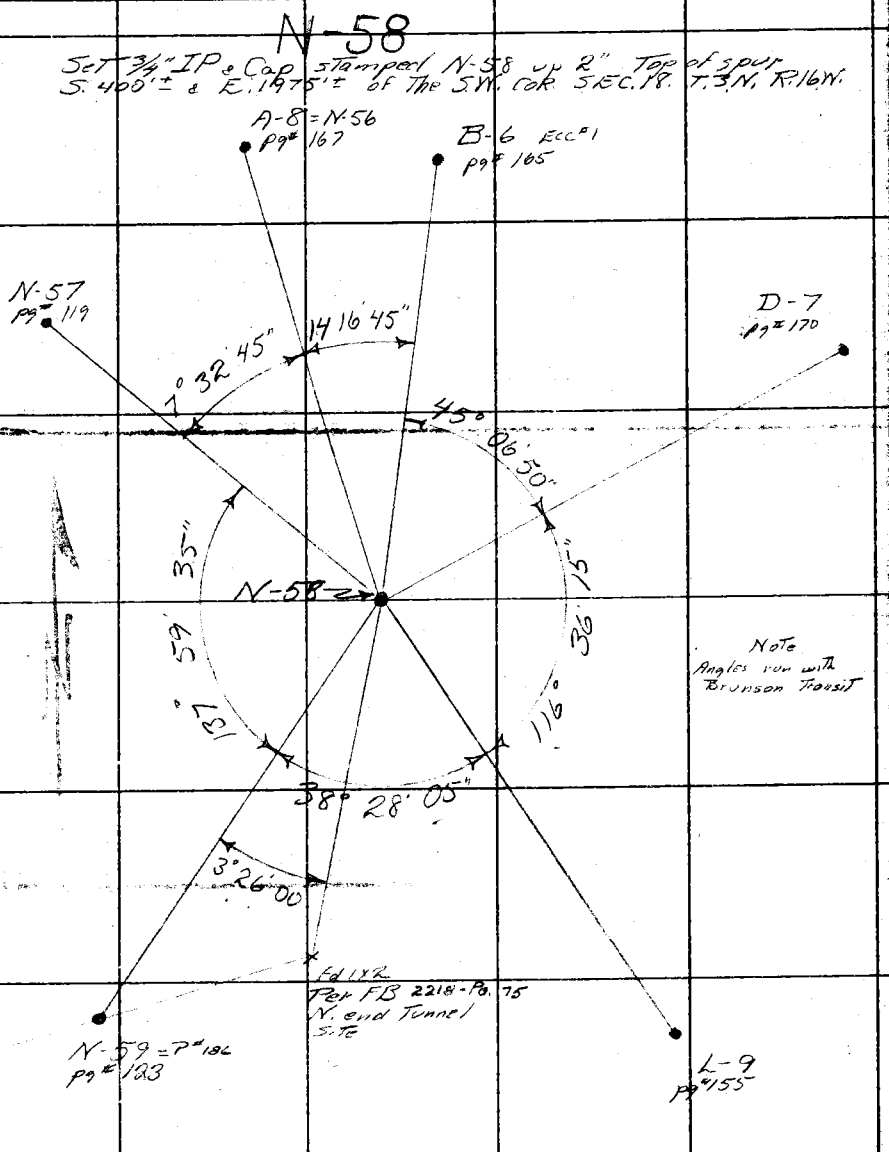
TRANSIT AT	STATION	F.B.	PG	H.I.+		
		+ Vertical	Horizontal	+ Vertical	+ Curvature	+Difference
		- Angle	Distance	- Distance	Correction	- Elevation
Sight on	-Rod					



(2)	15	05	40	(2)	28	33	40	(2)	90	13	50	(2)	233	12	40
(4)	30	11	20	(4)	57	07	20	(4)	180	27	30	(4)	106	25	20
(6)	45	16	40	(6)	85	40	40	(6)	270	41	00	(6)	339	37	40
	7	32	45		14	16	45		45	06	50		116	36	15

(2)	76	56	20	(2)	275	59	20	(2)	6	52	00
(4)	153	52	30	(4)	191	58	20	(4)	13	44	00
(6)	230	48	30	(6)	107	57	40	(6)	20	36	10
	38	28	05		137	59	35		3	26	00

76F309S S&E #247. 8-54

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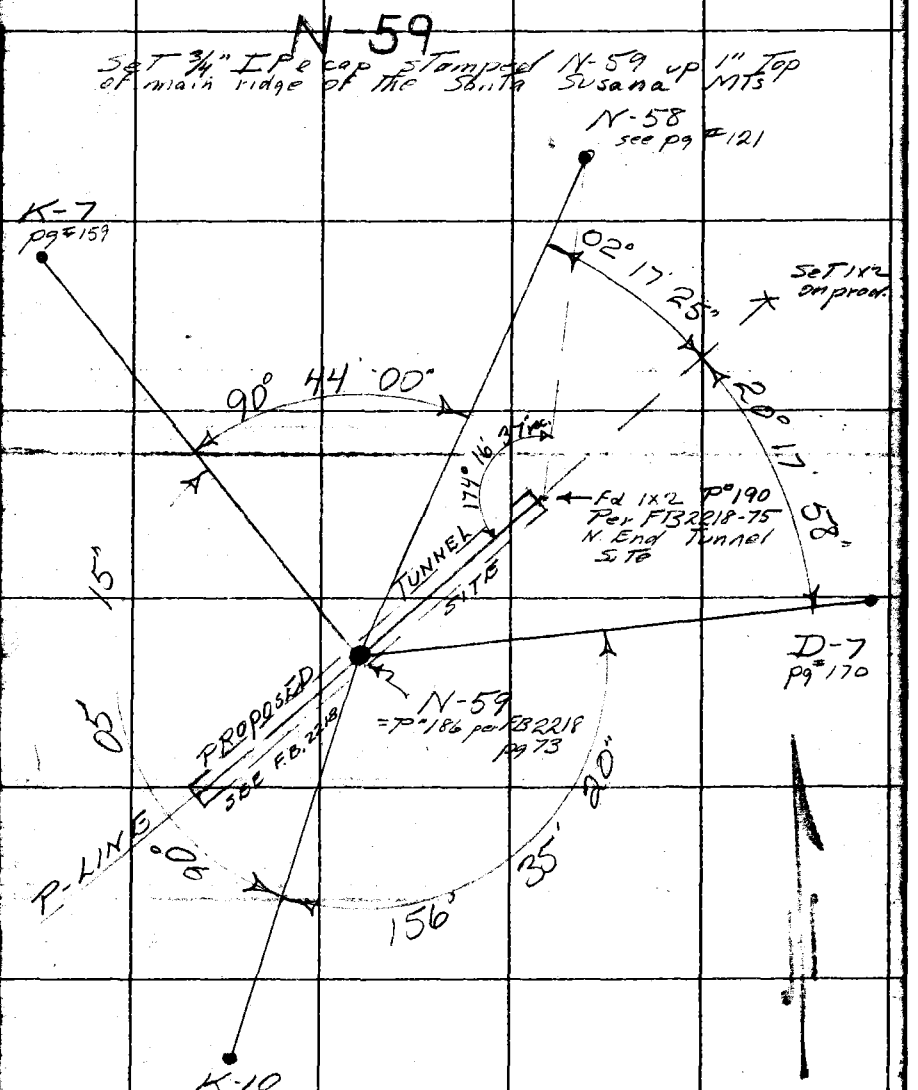
TRANSIT AT STATION N-58 F.B. 2219 PG 121 H.I. + 4.21 = Elev = 3288.32

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N-57	10.00	- 4 00 20 - 4 00 00 - 4 00 10	826.71	- 57.84		-63.63	
A-8	12.00	- 3 02 40 - 3 02 40 - 3 02 40	1876.73	- 99.82		-107.61	
B-6 Ecc'l	10.00	- 3 14 40 - 3 14 00 - 3 14 30	7499.65	- 424.77		- 430.56	
D-7	12.00	- 4 24 40 - 4 24 00 - 4 24 30	9033.92	- 696.44		-704.23	
N-59	5.00	+ 10 30 00 + 10 30 00 + 10 30 00	960.16	+ 177.96		+ 177.17	
L-9	12.00	+ 10 42 40 + 10 42 30	2355.12	+ 445.36		+ 437.57	

F.B. 2219 Pg. 120

Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	W. O. 19H-04 Tape No. St'd. °F
Office Work	Surveyed by W. S. Cowherd
Checked	Notes W. S. C. Date 3/29/56
Date	Indexed A. C. Johnson

F. B. 8219 Pg. 123



																(2)	4	34	50
																(4)	9	09	40
																(6)	13	44	30
																	2	17	25
(2)	180	10	40	(2)	181	28	00	(2)	313	10	40	(2)	40	36	00				
(4)	360	21	00	(4)	362	56	00	(4)	266	21	20	(4)	81	11	50				
(6)	180	31	30	(6)	184	24	00	(6)	219	31	40	(6)	121	47	50				
	90	05	15		90	44	00		156	35	20"		20	17	58				

TRANSIT AT STATION F.B. PG H.I.+

Sight on Rod + Vertical Horizontal + Vertical + Curvature + Difference Adjusted
Angle Distance + Distance Correction - Elevation Diff. Elev.

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TRANSIT AT STATION N-59 F.B. 2219 PG 123 H.I. +4.81 Elev= 3465.25

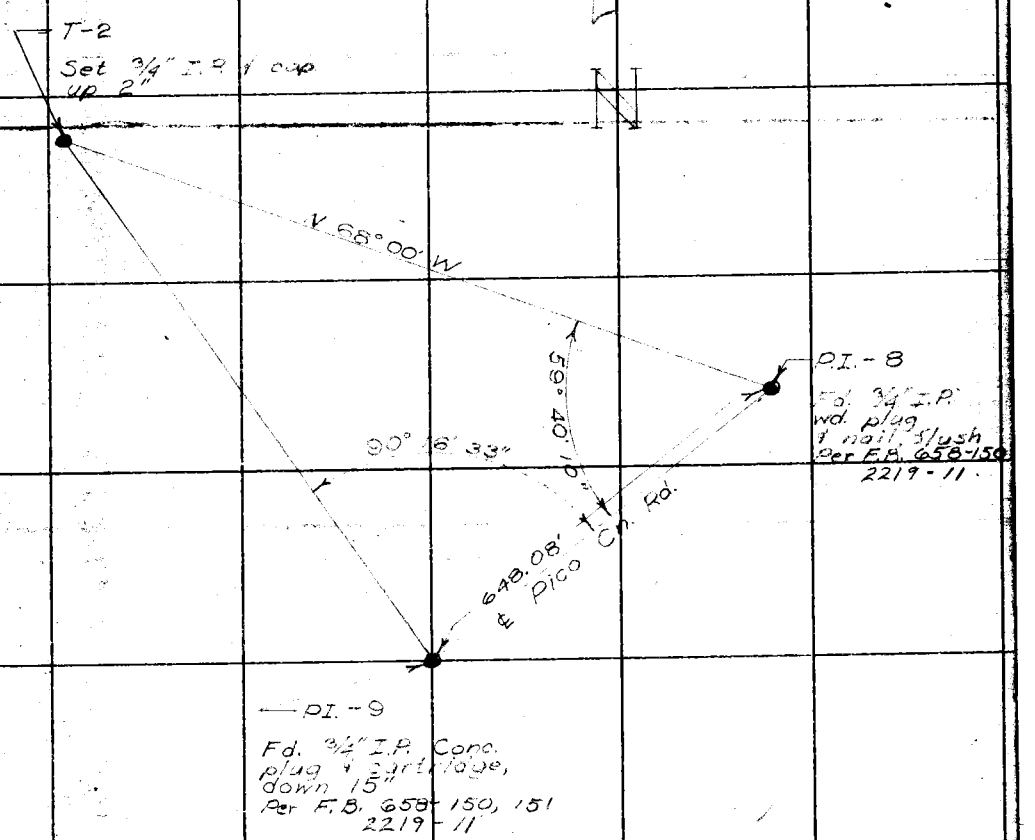
Sight on	+ Vertical Rod	+ Vertical Angle	Horizontal Distance	± Vertical Distance	+ Curvature Correction	± Difference Elevation	Adjusted Diff. Elev.
N-58	10.00	10 09 00					
		10 09 20					
		10 09 10	960.16	-171.94		-177.13	
D-7	12.00	5 02 20					
		5 02 20					
		5 02 20	9912.85	-874.04		-881.23	
K-10	10.00	5 59 40					
		6 00 00					
		5 59 50	5468.70	-574.52		-579.71	

F.B. 2219 PG. 124

Notes Ck'd by	Survey of Chatsworth-Newhall Rd.
Map No.	W. O. 0911.04 Tape No. St'd. °F
Office Work	Surveyed by L.V. Smith
Checked	Notes C.V. Crowe Date 2-29-56
Date	Indexed A. C. Johnson

F. B. 2219 PG. 125

T-2



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TRANSIT AT STATION PI-8 F.B. 2219 PG 11 H.I. + 5.07

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
T-2	-1.00	+ 3° 07' 30" + 3° 07' 00" + 3° 07' 15"	1294.03	+70.52		+74.59	
T-2	-6.00	+ 3° 20' 30" + 3° 20' 00" + 3° [illegible] 15"	1294.03	+75.46		+74.53	
TRANSIT AT STATION PI-9 F.B. 2219 PG. 11 H.I. + 6.45							
T-2	-1.00	+ 3° 11' 30" + 3° 11' 00" + 3° 11' 15"	1116.92	+62.20		67.65	
T-2	-6.00	+ 3° 27' 00" + 3° 27' 00" + 3° 27' 00"	1116.92	+67.34		67.79	

F.B. 2219 PG. 12a

PI-9 to T-2

2)	116	20	10
4)	238	50	30
6)	355	01	00
	59°	40'	10"

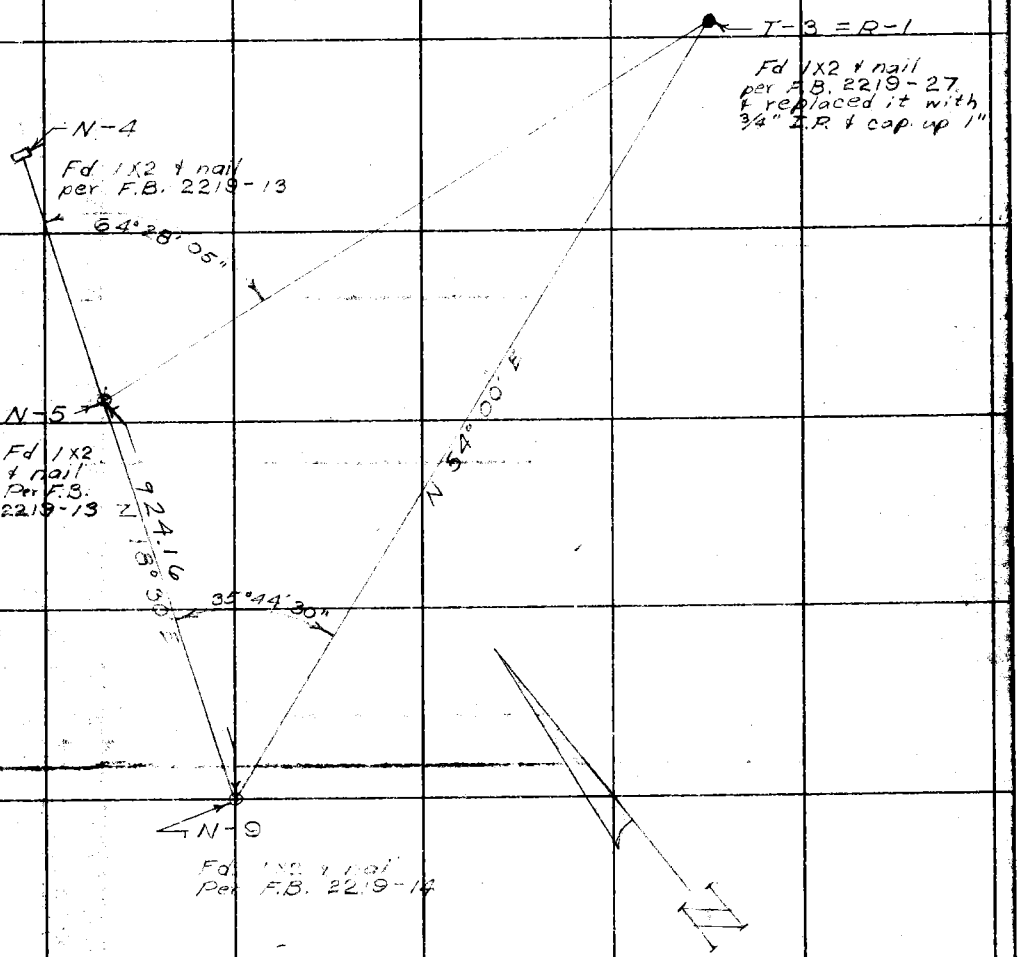
T-2 to PI-8

2)	180	33	15
4)	001	06	30
6)	181	39	15
	90°	16'	33"

Notes Ck'd by	Survey of Chatsworth-Newhall Rd. 0911.04
Map No.	W. O. Tape No. St'd. °F
Office Work	Surveyed by L. V. Smith
Checked	Notes C. V. Crowe Date 2-29-56
Date	Indexed A. C. Johnson

F. B. 2219 Pg. 127

T-3



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TRANSIT AT STATION N-5 F.B. 2219 PG 13 H.I. +4.95

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+Difference - Elevation	Adjusted Diff. Elev.
T-3	-7.00	+ 8° 28' 00" + 8° 28 30" + 8° 28' 15"	1123.18	167.28		+165.23	
T-3	-5.00	+ 8° 21' 30' + 8° 21' 30				+164.97	
		+ 8° 21' 30"	1123.18	165.02			
TRANSIT AT STATION N-9 F.B. 2219 PG. 14 H.I. +4.70							
T-3	-1.00	+ 0° 26' 00 + 0° 25' 30 + 0° 25' 45"	1735.05	13.00		+16.70	
T-3	-6.00	+ 0° 35' 30' + 0° 36' 00" + 0° 35' 45"	1735.05	18.04		16.74	

F.B. 2219 PG. 128

N-5
N-4 to T-3

2)	128	56	00
4)	257	52	30
2)	128	48	30
	64°	28'	05"

N-9
N-4 to T-3

2)	71	29	00
4)	142	58	00
2)	214	57	00
	35°	44'	30"

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Checked	Notes W.S.C. Date 3-2-56
Date	Indexed C. Johnson

F. B. 2219 Pg. 189

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P.B. _____ Pg. _____ H.I.+ _____

TRANSIT AT	STATION	+ Vertical	Horizontal	+ Vertical	+ Curvature	±Difference	Adjusted
Sight			Angle	Distance	- Distance	Correction	- Elevation	Diff. Elev.
on	Rod							

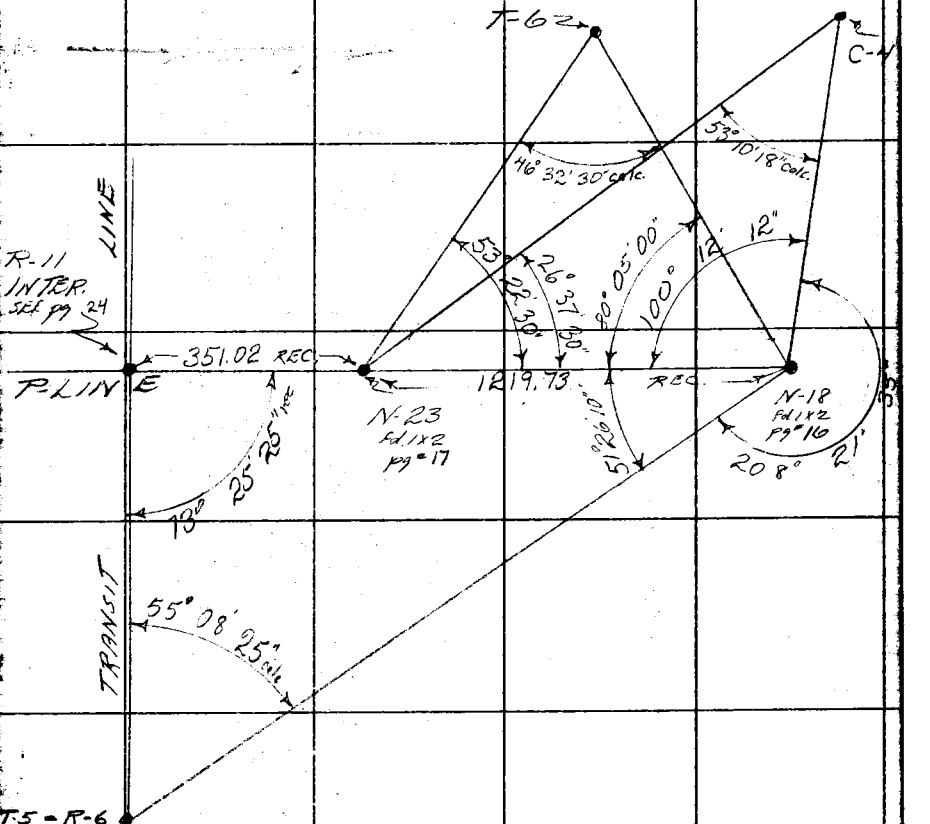
T-6

Set ± 3/4" I.P. & Cap Stamped T-6 up 1" on Top of low spur 1400'± Wly of N-18

NOTE
Tie to Geodetic Control Pt. C-4
From P-LINE Pts N-18 & N-23

T-5

Set 3/4" I.P. & Cap Stamped T-5 up 1" on Top of Spur on South BDY of SEC. 5. T.3N. R.16W. 1700'± WEST of S.E. COR. SEC 5



(2)	102	52	20	(2)	160	10	10	(2)	106	44	50	(2)	53	14	50		
(4)	205	44	30	(4)	320	20	00	(4)	213	30	00	(4)	106	30	30		
(6)	308	37	00	(6)	120	30	00	(6)	320	15	10	(6)	159	45	00		
	51	26	10		80	05	30		53	22	30		26	37	30		
(2)	200	24	20														
(4)	40	48	40 +														
(6)	241	13	10														
	100	12	12														

(2) 56 43 10
20° 21 35

76F3095 S&E #247. 8-54

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TRANSIT AT STATION N-18 F.B. 2219 PG 129 H.I. + 4.90

Sight on	Rod	+ Vertical Angle -	Horizontal Distance	+ Vertical Distance	+ Curvature Correction	- Difference Elevation	Adjusted Diff. Elev.
T-5	5.00	- 1° 32' 00"					
		- 1° 32' 00"					
		- 1° 32' 00"	1834.70	49.11		-49.21	
T-5	10.00	- 1° 22' 20"					
		- 1° 22' 40"					
		- 1° 22' 30"	1834.70	44.04		-49.10	
T-6	5.00	+ 4° 32' 20"					
		+ 4° 32' 40"					
		+ 4° 32' 30"	1349.25	107.18		+107.08	
T-6	10.00	+ 4° 45' 00"					
		+ 4° 45' 20"					
		+ 4° 45' 10"	1349.25	112.18		+107.08	
C-4	12.00	+ 9° 44' 00"					
		+ 9° 44' 20"					
		+ 9° 44' 10"	682.86	117.17		+110.07	
C-4	6.00	+ 9° 15' 00"					
		+ 9° 15' 00"	682.86	111.21		+110.11	
TRANSIT AT STA N-23 FB 2219 PG 129 HI + 5.02							
T-6	5.00	+ 0° 01' 00"					
		+ 0° 01' 00"					
		+ 0° 01' 00"	1655.71	0.48		+0.38	
T-6	10.00	+ 0° 11' 20"					
		+ 0° 11' 20"	1655.71	5.46		+0.36	
C-4	6.00	+ 0° 09' 40"					
		+ 0° 09' 30"	1499.70	4.14		+3.04	
C-4	12.00	+ 0° 23' 20"					
		+ 0° 23' 20"	1499.70	10.18		+3.08	
TRANSIT AT STA R-11 FB 2219 PG 129 HI + 4.92							
T-5	5.00	- 5° 23' 40"					
		- 5° 23' 40"					
		- 5° 23' 40"	1496.78	141.34		-141.42	
T-5	10.00	- 5° 12' 00"					
		- 5° 12' 00"					
		- 5° 12' 00"	1496.78	136.22		-141.30	

F.B. 2219 PG. 130

Notes Ck'd by	Survey of Chatsworth-Newhall Rd.
Map No.	W. O. 0911.04 Tape No. St'd. °F
Office Work	Surveyed by L.V. Smith
Checked	Notes C.V. Crowe Date 3-2-56
Date	Indexed C. Johnson

F. B 2219 Pg. 131

T-8

299° 58' 30"

NEWHALL C-4
Fd. 2" I.P. + spk.
in asphalt up 1"
per F.B.

N

60°02'05"

N 41°02'35" W

271° 47' 28"

88° 12' 30"

T-8
Set ¾" IP
+ cap up 1"

3° 45' 30"

NEWHALL C-5
Fd. 3" I.P. in asphalt
1ft 3"
per F.B.

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TRANSIT AT STATION T-8 F.B. 2219 PG. 131 H.I. + 4.75

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
C-4	-1.00	- 6° 46' 30"					
		- 6° 47' 00"					
		- 6° 46' 45"	2145.52'	- 255.05		- 251.30'	
C-5	-1.00	- 0° 35' 30"					
		- 0° 35' 30"					
		- 0° 35' 30"	3531.38'	- 36.47		- 32.76'	
TRANSIT AT		STATION - NEWHALL C-4		F.B.	PG.	H.I. + 4.79	
T-8	-10.00	+ 6° 47' 00"					
		+ 6° 47' 00"					
		+ 6° 47' 00"	2145.52'	+ 255.20		+ 249.99'	
C-5	-10.00	+ 3° 07' 30"					
		+ 3° 07' 30"					
		+ 3° 07' 15"	4074.32'	+ 222.34		+ 217.13	
TRANSIT AT		STATION C-5		F.B.	PG.	H.I. + 4.66	
T-8	-10.00	+ 0° 37' 30"					
		+ 0° 37' 00"					
		+ 0° 37' 15"	3531.38'	+ 38.27		+ 32.93	
C-4	-12.00	- 2° 57' 30"					
		- 2° 57' 00"					
		- 2° 57' 15"	4074.32'	210.26		- 217.60	

F.B. 2219 PG. 132

C-4 to C-5

2) 176 25 00
4) 358 50 00
6) 169 15 00
88° 12' 30"

C-5 to C-4

2) 183 35 00
4) 007 00 00
6) 190 44 45
271° 17' 28"

C-5 to T-8

2) 120 04 00
4) 240 08 15
6) 360 12 30
00° 02' 05"

T-8 to C-5

2) 239 56 00
4) 119 58 00
6) 359 48 00
299° 58' 00"

T-8 to C-4

2) 63 31 00
4) 127 02 00
6) 190 33 00
31° 45' 30"

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Map No.	
Office Work	
Checked	
Date	

Survey of Chatsworth - Newhall Rd
W. O. 0914.0 Tape No. ____ St'd. ____ °F
Surveyed by W. S. Cowherd
Notes W.S.C. Date 3/15/56
Indexed K. O. Johnson

F. B. 2219 Pg. 133

TRANSIT AT STATION ____ F.B. ____ Pg ____ H.I.+ ____

Sight	+ Vertical Angle	Horizontal Distance	+ Vertical Curvature	+ Difference - Distance Correction	Adjusted Elevation
on Rod					Diff. Elev.

T-9

Set 3/4" I.P. & cap, Stamped T-9 Flush Top of Spur. N. 1080'± & E. 2900'± of the SE. COR. SEC. 7. T.3N. R.16W.

N-36 pg 73

(2) 103 25 10
4 206 50 30
16 310 15 40
51 42 35

51' 42' 35"

N-39 pg 79

T-9

T-11

Set 3/4" I.P. & cap, Stamped T-11 up 2" Top of Spur. S. 350'± & E. 2000'± of the SE. COR. SEC. 7. T.3N. R.16W.

N-40 pg 81

50° 30' 55"

N-41 pg 83

2 101 02 00
4 202 03 40
303 05 20
50 30 55

T-11

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TRANSIT AT STATION T-9 F.B. 2219 PG 133 H.I. + 4.38

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N 39	10.00	+ 8 28 00					
		+ 8 28 00					
		+ 8 28 00	999.55	+ 128.79		+ 143.17	
N 36	10.00	- 0 24 40					
		- 0 24 20					
		- 0 24 30	1870.35	- 13.33		- 18.95	

TRANSIT AT STATION T-11 FB 2219 PG 133 HI 4.80

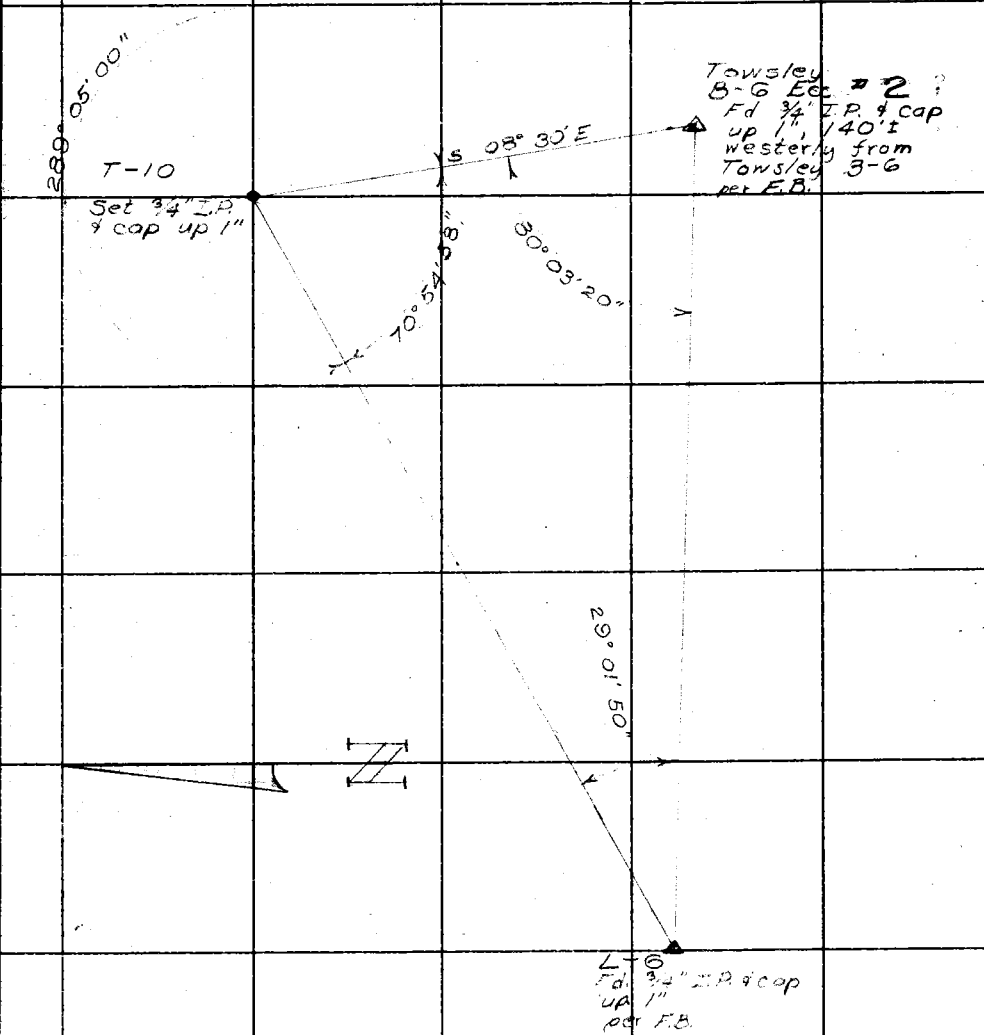
SIGHT ON	ROD	+ VERTICAL - ANGLE	HORIZONTAL DISTANCE	+ VERTICAL - DISTANCE	+ CURVATURE CORRECTION	+ DIFFERENCE - ELEVATION	ADJUSTED DIFF. ELEV.
N 41	10.00	+ 4 53 40					
		+ 4 53 20					
		+ 4 53 30	1668.10	+ 142.76		+ 137.56	
N 40	10.00	+ 5 08 00					
		+ 5 08 00					
		+ 5 08 00	1388.43	+ 124.73		+ 119.53	

F.B. 2219 PG. 134

Notes Ck'd by	Survey of Chatsworth-Newhall Rd.
Map No.	W. O. 0911.04 Tape No. St'd. °F
Office Work	Surveyed by L.V. Smith
Checked	Notes C.V. Crowe Date 3-5-56
Date	Indexed C. Johnson

F. B. 2219 PG. 135

T-10



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TRANSIT AT STATION T-10 F.B. 2219 PG. 135 H.I. 4.78'

SIGHT ON	ROD	± VERTICAL - ANGLE	HORIZONTAL DISTANCE	± VERTICAL + CURVATURE CORRECTION = DISTANCE	+ DIFFERENCE - ELEVATION	ADJUSTED DIFF. ELEV.
B-6 Ecc #2	-12.00	+ 12° 42' 30"				
		+ 12° 43' 00"				
		+ 12° 42' 45"	3017.81	680.63	-673.41	
L-6	-12.17	+ 5° 29' 00"				
		+ 5° 28' 30"				
		+ 5° 28' 45"	6125.32	587.52	+580.13	

TRANSIT AT STATION L-6 F.B. P.G. H.I. 5.26'

T-10	-10.00	- 5° 22' 00"				
		- 5° 22' 30"				
		- 5° 22' 15"	6125.32	-575.84	-580.58	
B-6 Ecc #2	-12.00	+ 0° 58' 00"				
		+ 0° 57' 30"				
		+ 0° 57' 45"	5876.89	98.73	+91.99	

TRANSIT AT STATION B-6 Ecc #2 P.G. H.I. 4.88'

L-6	-12.17	- 0° 51' 00"				
		- 0° 51' 00"				
		- 0° 51' 00"	5876.89	87.19	-94.48	
T-10	-10.00	-12° 29' 00"				
		-12° 29' 30"				
		-12° 29' 15"	3017.81	-668.34	-673.46	

B6-Ecc#2 to L-6

2)	141	50	00
4)	283	40	00
6)	95	28	45
	70°	54'	58"

L-6 to B-36 Ecc#2

2)	218	10	00
4)	376	20	00
6)	294	30	00
	289°	05'	00"

T-10 to B-6 Ecc #2

2)	58	03	30
4)	116	07	00
6)	174	11	00
	29°	01'	50"

B-6 Ecc. #2 to T-10

2)	301	56	30
4)	243	58	00
6)	185	49	15
	330°	58'	12"

L-6 to T-10

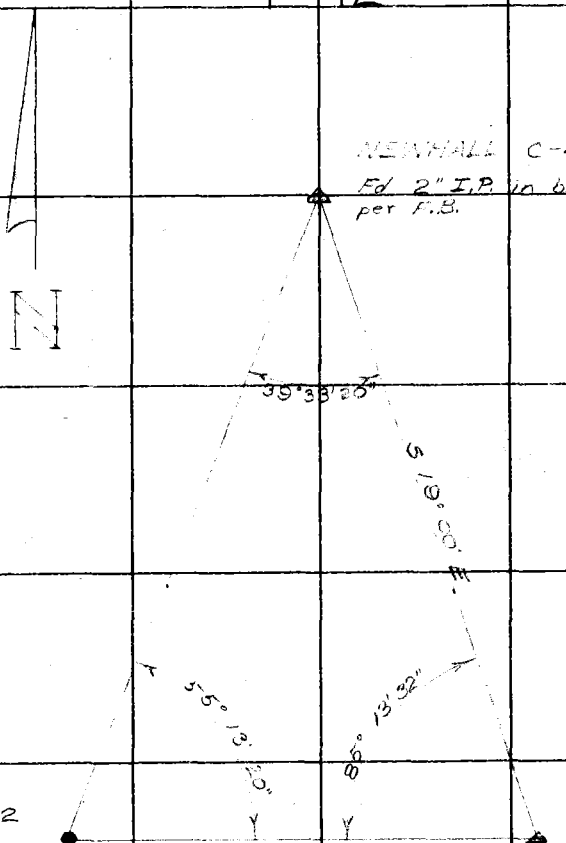
2)	160	06	30
4)	320	13	15
6)	120	20	00
	80°	03'	20"

F.B. 2219 PG. 136

Notes Ck'd by	Survey of Chatsworth Newhall Rd.
Map No.	W. O. 09 11.04 Tape No. St'd. °F
Office Work	Surveyed by L. V. Smith
Checked	Notes C. V. Crowe Date 3-5-56
Date	Indexed A. C. Johnson

F. B. 2219 Pg. 132

T-12



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TRANSIT AT STATION NEWHALL C-4 F.B. PG. H.I. +4.79

SIGHT ON	ROD	+ VERTICAL - ANGLE	HORIZONTAL DISTANCE	+ VERTICAL - DISTANCE	+ CURVATURE CORRECTION	+ DIFFERENCE - ELEVATION	ADJUSTED DIFF. ELEV.
C-5	-10.00	+ 3° 07' 30"					
		+ 3° 07' 00"					
		+ 3° 07' 15"	4074.32	282.14		+216.93	
T-12	-10.00	+ 9° 10' 30"					
		+ 9° 10' 00"					
		+ 9° 10' 15"	4943.26	+798.05		792.84	

TRANSIT AT STATION T-12 F.B. 2219 PG. H.I. + 4.84

C-5	-1.00	- 10° 24' 30"					
		- 10° 25' 00"					
		- 10° 24' 45"	3158.87	-580.47		- 576.63	
C-4	-1.00	- 9° 09' 30"					
		- 9° 10' 00"					
		- 9° 09' 45"	4943.26	- 797.29		793.45	

TRANSIT AT STATION NEWHALL C-5 F.B. PG. H.I. + 4.84

T-12	-10.00	+ 10° 25' 00"					
		+ 10° 25' 30"					
		+ 10° 25' 15"	3158.87	580.95		- 573.61	
C-4	-12.00	- 2° 57' 30"					
		- 2° 57' 00"					
		- 2° 57' 15"	4074.32	210.26		217.60	

C-5 to T-12

2	78	06	30
4	158	13	15
6	237	20	00
	39°	33'	20

T-12 to C-5

2	331	26	00
4	201	46	30
6	122	20	00
	320	26	40

C-4 to C-5

2	110	26	30
4	220	53	00
6	331	20	00
	55°	13'	20"

C-5 to C-4

2	249	33	00
4	139	06	30
6	28	39	00
	304°	46'	35"

T-12 to C-4

2	170	27	00
4	340	54	00
6	151	31	15
	85°	13'	32"

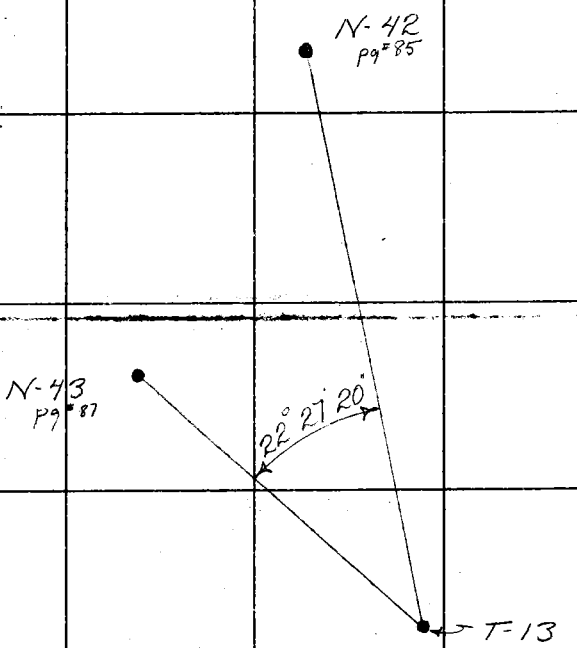
F.B. 2219 Pg. 138

Notes Ck'd by	Survey of Chatsworth - Newhall R
Map No.	W. O. 091104 Tape No. ____ St'd ____ °F
Office Work	Surveyed by W. S. Gawhera
Checked	Notes W.S.C Date 3-9-56
Date	Indexed C. Johnson

F. B. 2219 Pg. 139

T-13

Set 3/4" I.P. & Cap Stamped T-13. up 2" Top Ridge N. side of Towsley Lyn. S 2200'± & E 1600'± of S.E. COR. SEC. 7. T.3. R.16.W.



(2)	44	54	40
(4)	89	49	20
(6)	134	44	20-
	22	27	20

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

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TRANSIT AT STATION T-13 F.B. 2219 PG 139 H.I. + 4.59

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N-43	10.00	+ 5 46 00 + 5 46 20 + 5 46 10	1612.40	+ 162.91		+ 157.50	
N-42	10.00	+ 3 52 00 + 3 52 00 + 3 52 22	1816.61	+ 122.78		+ 117.37	

F.B. 2212 PG. 140

Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	W. O. 091104 Tape No. St'd. °F
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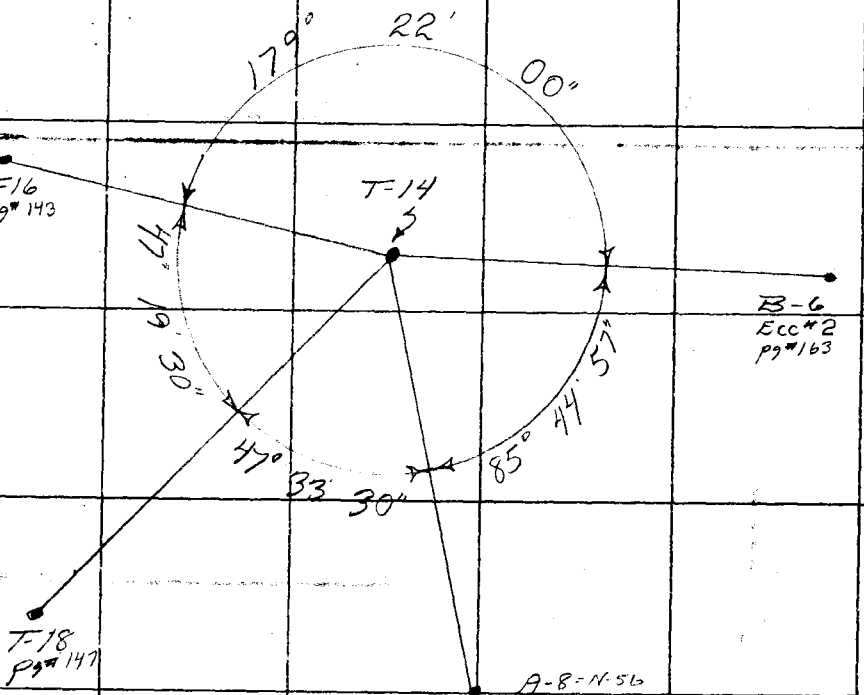
Checked	Notes W.S.C. Date 3/20/56
Date	Indexed C. Johnson

F. B. 8819 PG. 141

T-14

Set 3/4" I.P. & Cap stamped T-14 up 1" Top of main ridge N. side TOWSLEY CYN. N. 1550'± & W. 2000'± of the S.E. COR. SEC. 7 T.3N. R.16W.



TRANSIT AT STATION F.B. PG. H.I.+

Sight on	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
(2)	171 30 00	(2) 95	07 00	(2)	94 39 00	(2) 358 44 00
(4)	342 59 50	(4) 190	14 00	(4)	189 18 00	(4) 357 28 00
(6)	154 29 40	(6) 285	21 00	(6)	283 57 00	(6) 356 12 00
	85 44 57	47	33 30		47 19 30	179 22 00

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TRANSIT AT STATION I-14 F.B. 2219 PG 141 H.I. + 4.61 Elev = 2844.60

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
B-6	12.00	+ 1 38 20					
ECL=2		+ 1 38 40					
		+ 1 38 30	1527.18	+ 43.77		+ 36.38	
T-18	10.00	+ 2 49 00					
		+ 2 49 20					
		+ 2 49 10	3986.11	+ 196.31		+ 190.92	
A-8	12.00	+ 3 30 00					
		+ 3 30 00					
		+ 3 30 00	5616.39	+ 343.51		+ 336.12	
T-16	10.00	- 1 54 40					
		- 1 54 00					
		- 1 54 20	3186.68	- 106.02		- 111.41	

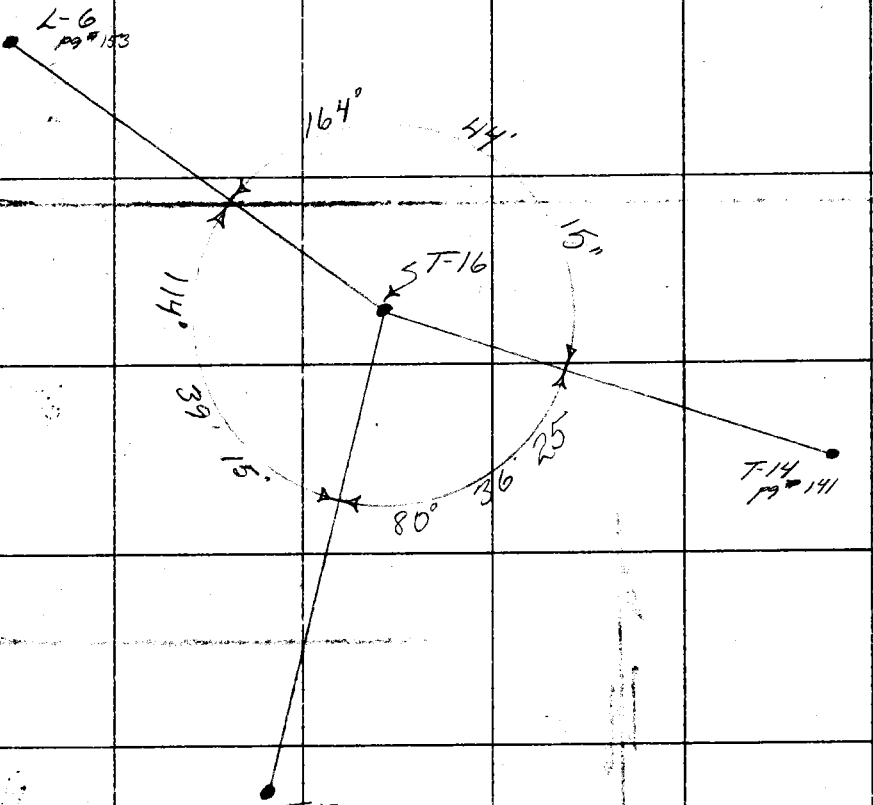
F.B. 2219 PG. 142

Notes Ck'd by	Survey of Chatsworth - Newhall Rd
Map No.	W. O. Tape No. St'd. °F
Office Work	Surveyed by W. S. Cowherd
Checked	Notes W. S. C. Date 3/20/56
Date	Indexed C. Johnson

F. B. 2219 Pg. 143

T-16

Set 3/4" I.P. & Cap stamped T-16 up 1" on Top of ridge. N. 2300'± & E. 150'± of the S.W. COR. SEC. 7. T.3.N. R.16.W.



TRANSIT AT	STATION	F.B.	PG	H.I.+			
Sight on -Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.	
	(2) 229 18 30		(2) 161 13 00		(2) 329 28 30		
	(4) 98 37 00		(4) 322 26 00		(4) 298 57 00		
	(6) 327 55 20		(6) 123 38 30		(6) 268 25 30		
	114 39 15		80 36 25		164 44 15		

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TRANSIT AT STATION T-16 F.B. 2219 PG 143 H.I. +4.62 Elev = 2733.63

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
T-14	10.00	+ 2 05 00					
		+ 2 05 00	3186.68	+115.92		+110.54	
		+ 2 05 00					
T-18	10.00	+ 5 54 40					
		+ 5 54 20	2970.57	+ 307.42		+302.04	
		+ 5 54 30					
L-6	12.17	+ 3 00 20					
		+ 3 00 20	1197.82	+ 62.89		+ 55.34	
		+ 3 00 20					

F.B. 2219 PG. 144

Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	W. O. 09114 Tape No. St'd. °F
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Checked	Notes W.S.C Date 3/8/56
Date	Indexed A. C. Johnson

F. B. 2219 Pg. 145

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

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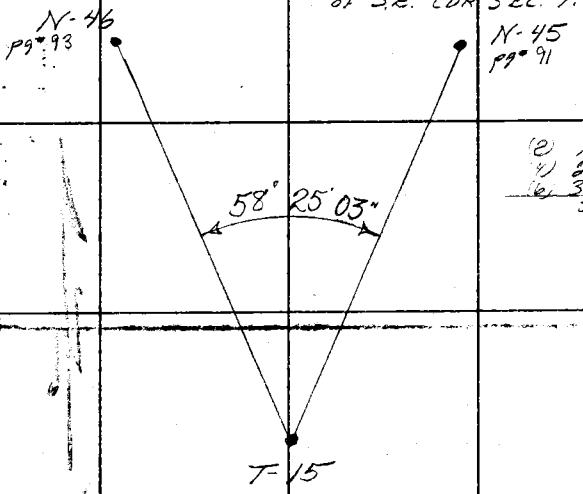
T 15

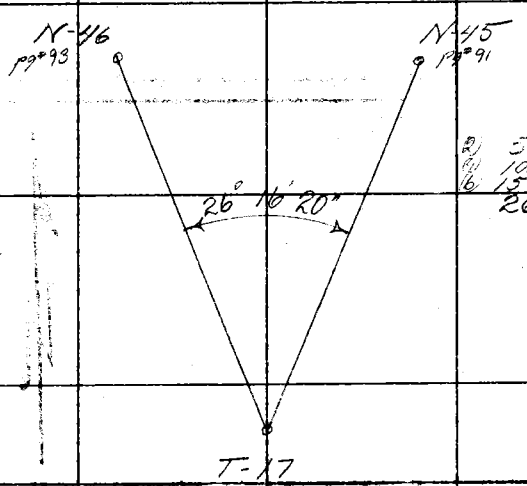
Set 3/4" I.P. & Cap stamped T-15 up 1" Top of Low Knoll in Bot. of TOWSLEY CYN. S. 550'± & W. 2000'± of S.E. COR SEC. 7. T.3N. R.16W.



(2)	116	50	00
(4)	233	40	20
(6)	350	30	20
	58	25	03

T-17

Set 3/4" I.P. & Cap stamped T-17 up 1" Top of spur South side TOWSLEY CYN. S 1950'± & W 2400'± of S.E. COR. SEC. 7 T.3N. R.16W.



(2)	52	32	40
(4)	105	05	20
(6)	157	37	50+
	26	16	20

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TRANSIT AT STATION I-15 F.B. 2219 PG 145 H.I. +4.61 Elev. 2119.06

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+Difference - Elevation	Adjusted Diff. Elev.
N-46	10.00	+ 17 50 40	1313.26	+ 422.77		+417.38	
		+ 17 50 40					
N-45	10.00	+ 19 38 00	1127.61	+402.20		+396.81	
		+ 19 37 40					
		+ 19 37 50					

TRANSIT AT STATION I-17 FB 2219 PG 145 HI = 4.81 Elev = 2276.83

N-46	10.00	+ 5 34 40	2709.72	+ 264.50		+259.11	
		+ 5 34 20					
		+ 5 34 30					
N-45	10.00	+ 5 56 00	2349.71	+ 244.32		+239.18	
		+ 5 56 20					
		+ 5 56 10					

F.B. 2219 PG. 146

Notes Ck'd by
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Survey of Chatsworth - Newhall Rd
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F. B. 2219 Pg. 197

T-18

Set 3/4" I.P. & Cap stamped T-18 2' on top of ridge, S. 5.75 ft & W. 100.1 ft of the S.W. CDR. SEC. 7. T3.N. R.16W.

L-6 pg# 153
T-16 pg# 143
T-14 pg# 141
N-46 pg# 95
N-46 pg# 93
B-6 ECC-2 pg# 163
N-45 pg# 91
N-51 pg# 105
N-44 pg# 89
A-8-N-56 pg# 167

17°25'00"
52°04'15"
03°33'53"
8°01'50"
80°31'13"
13°02'30"
5°11'45"
57°58'25"
56°38'25"
2030
30.05"

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F.B. Pg
H.I.+

TRANSIT AT STATION	+ Vertical - Angle	Horizontal Distance	+ Vertical + Curvature - Distance	Correction	+ Vertical + Curvature - Elevation	Diff. Elev.	Adjusted
Sight	2 104 08	20+	2 34		50 10		
	4 208 17	00	4 69		40 00		
	6 312 25	30	6 104		30 00		
	52 04	15	17		25 00		
Rod	2 7 08	00-	2 16		43 40	2 01 02 30	2 26 05 00
	4 14 15	40	4 33		27 20	2 02 05 00	4 52 10 00
	6 21 23	20	6 50		11 00	2 03 07 20	6 78 15 00
	03 33	53	8		21 50	00 31 13	13 02 30
Sight	2 10 23	30	2 113		12 50	2 15 56 10	4 06 26 10
	4 20 47	00	4 226		25 40	4 231 52 20	92 52 30
	6 31 10	20	6 339		38 30	6 347 48 30	139 18 30
	05 11	43	56		36 25	57 38 05	203 13 05

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TRANSIT AT STATION T-18 F.B. 2219 PG 147 H.I. + 4.33 Elev = 3035.90

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N-46	10.00	7 49 00					
		7 49 20					
		7 49 10	3602.99	494.79		-500.46	
N-45	10.00	6 44 40					
		6 44 40	4357.69	515.34		-521.01	
N-44	10.00	6 07 00					
		6 07 00					
		6 07 00	4934.65	527.36		-533.03	
L-6	12.17	3 46 00					
		3 45 50					
		3 45 55	3637.10	-239.36		-247.20	
T-16	10.00	5 42 40					
		5 42 40					
		5 42 40	2970.57	-297.08		-302.75	
T-14	10.00	2 40 00					
		2 40 10	3986.11	-185.85		-191.52	
N-46A	10.00	8 17 20					
		8 17 00					
		8 17 10	3223.27	469.43		-475.10	
B-6	12.00	1 39 00					
EQ°2		1 38 40					
		1 38 50	5154.84	-148.24		-155.91	
N-51	9.00	14 49 00					
		14 49 00					
		14 49 00	845.70	223.79		-228.46	
A-8	12.00	+ 2 05 40					
		+ 2 06 00					
		+ 2 05 50	5710.06	+207.99		+200.32	

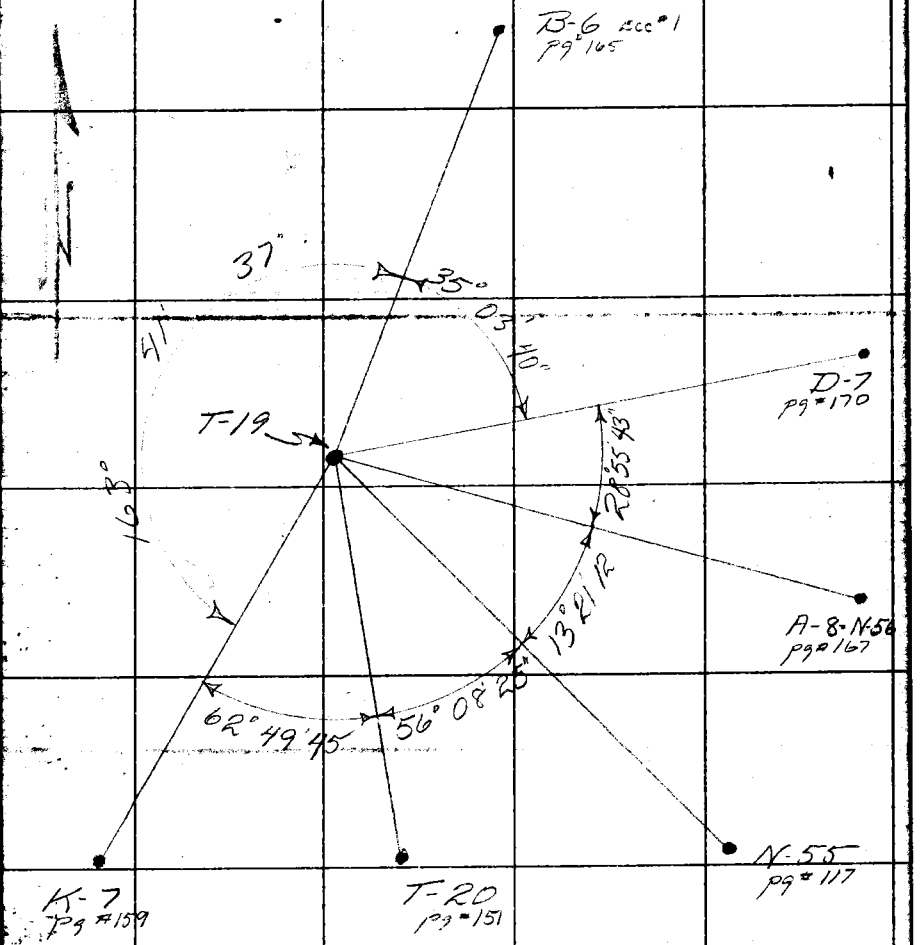
F.B. 2212 PG 148

Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	W. O. 0911-04 Tape No. St'd. °F
Office Work	Surveyed by W. S. Cowherd
Checked	Notes W.S.C. Date 3/16/56
Date	Indexed A. C. Johnson

F. B. 2219 Pg. 149

T-19

Set 3/4" IP & Cap stamped T-19 up 1" Top of ridge N. 2450'± & W. 400'± of the S.W. COR SEC. 18 T.3.N. R.16.W.



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

(2)	70	07	30-	(2)	57	51	40	(2)	26	42	20
(4)	140	14	40	(4)	115	43	00-	(4)	53	24	50
(6)	210	22	00-	(6)	173	34	20+	(6)	80	07	10
	35	03	40		28	55	43		13	21	12
(2)	112	16	40	(2)	125	39	40	(2)	327	23	20
(4)	224	33	40-	(4)	251	19	10	(4)	294	46	40
(6)	336	50	20	(6)	16	58	30	(6)	262	09	40
	56	08	25		62	49	45		163	41	37

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TRANSIT AT STATION T-19 F.B. 2219 PG. 149 H.I. + 4.82 T-19 = 3200.22

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
B-6	10.00	- 3 02 40					
face 1		- 3 02 20	6342.16	- 337.00		- 342.18	
		- 3 02 30					
D-7	12.00	- 3 17 40					
		- 3 17 20	10,572.72	- 608.08		- 615.52	
		- 3 17 30					
A-8	12.00	- 0 15 00					
		- 0 15 00	2794.83	- 12.19		- 19.37	
		- 0 15 00					
N-55	0.00	- 2 00 00					
		- 1 59 40	2228.60	- 77.71		- 72.89	
		- 1 59 50					
T-20	10.00	+ 6 55 00					
		+ 6 55 20	2673.41	+ 324.44		+ 319.26	
		+ 6 55 10					
K-7	12.06	+ 12 54 20					
		+ 12 54 40	2048.37	+ 469.45		+ 462.21	
		+ 12 54 30					

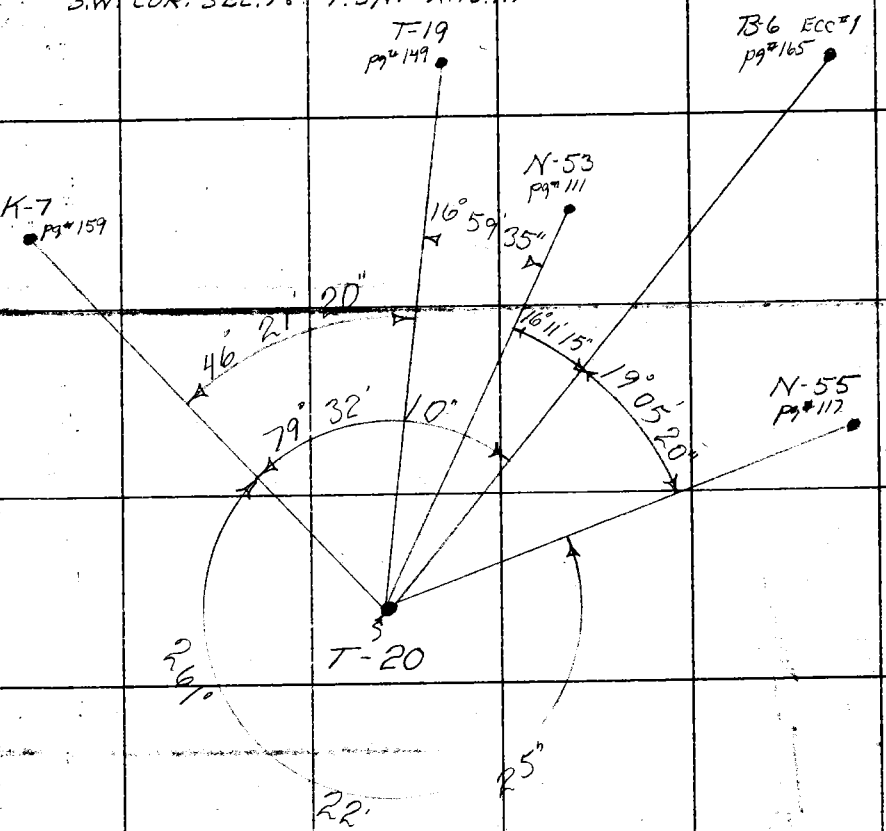
F.B. 2214 Pg. 150

Notes Ck'd by	Survey of Chatsworth - Newhall Rd
Map No.	W. O. 0911.04 Tape No. St'd. °F
Office Work	Surveyed by W. S. Cowherd
Checked	Notes W. S. C. Date 3/13/56
Date	Indexed A. C. Johnson

F. B. 8219 PG. 151

T-20

Set 3/4" IP & cap Stamped T-20 Flush Top of ridge N. side of FIREBREAK S. 50'± & W. 850'± of the S.W. COR. SEC. 18 T. 3 N. R. 16 W.



TRANSIT AT	STATION	F.B.	PG	H.I.+													
Sight on	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.											
							(2)	92	42	40	(2)	38	10	40	(3)	162	45	00
							(4)	185	25	20	(4)	76	21	10	(4)	325	29	40
							(6)	278	08	00	(6)	114	32	00	(6)	128	14	20
								46	21	20		19	05	20		261	22	25
							(2)	159	04	20	(2)	33	59	00	(2)	32	22	30
							(4)	318	08	40	(4)	67	58	20	(4)	64	45	00
							(6)	117	13	00	(6)	101	57	30	(6)	97	07	20
								79	32	10		16	59	35		16	11	15

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TRANSIT AT STATION I-20 F.B. 2219 PG 151 H.I. + 4.95 Elev 3519.83

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
		− 6 42 40					
T-19	10.00	− 6 43 00					
		− 6 42 50	2673.41	− 314.71		-319.76	
		+ 3 24 00					
K-7	12.06	+ 3 23 40					
		+ 3 23 50	2518.29	+ 142.49		+ 142.38	
		− 14 22 30					
N-53	10.00	− 14 22 30					
		− 14 22 30	2286.13	- 585.92		- 590.97	
		− 4 28 00					
B-6	10.00	− 4 28 40					
Acc#1		− 4 28 30	8408.65	- 658.08		-663.13	
		− 9 24 00					
K55	10.00	− 9 24 20					
		− 9 24 10	2339.88	- 387.48		-392.53	

F.B. 2219 PG. 152

Notes Ck'd by	Survey of Chatsworth - Newhall Rd
Map No.	W. O. 0911-04 Tape No. St'd. °F
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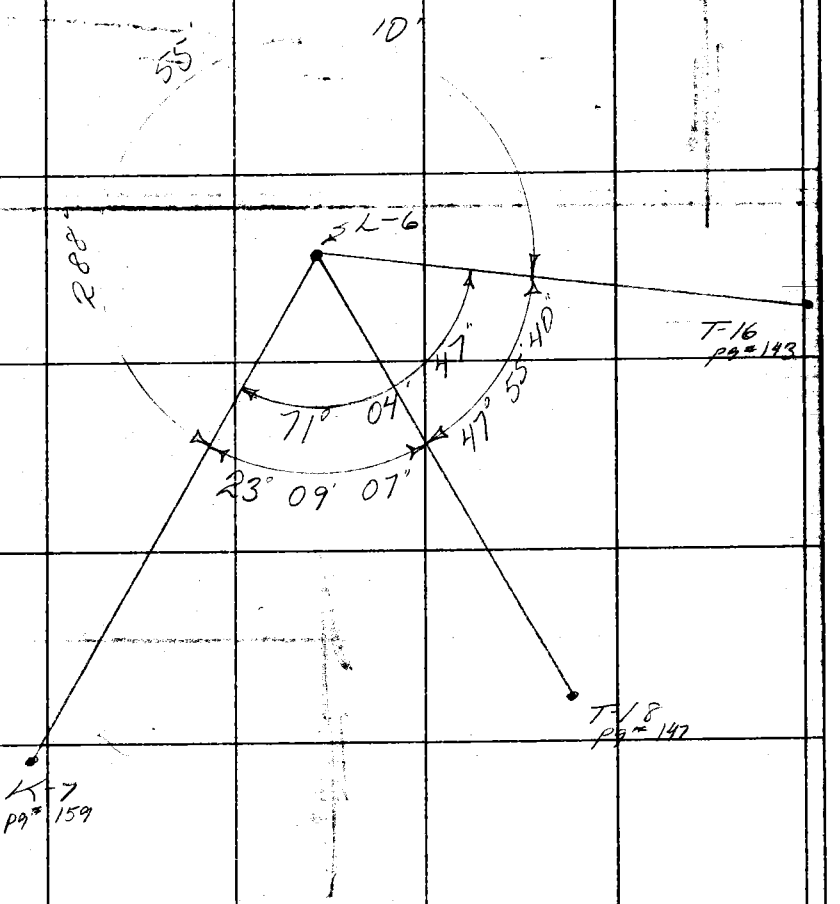
Checked	Notes W.S.C Date 3/15/56
Date	Indexed C. Johnson

F. B. 2219 PG. 153

L-6

Fd 3/4" IP & Cap (not stamped) up 2" Top of ridge at Oil Well Site PER F.B.



TRANSIT AT	STATION	F.B.	PG	H.I.+		
Sight on	+ Vertical + Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
-Rod	(2) 95 51 20	(2) 46 18 10	(2) 142 09 30	(2) 217 50 20		
	(4) 191 42 40	(4) 92 36 20	(4) 284 19 00	(4) 75 40 40		
	(6) 287 34 00	(6) 138 54 40	(6) 66 28 40	(6) 293 31 00		
	47 55 40	23 09 07	71 04 47	288 55 10		

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TRANSIT AT STATION L-6 F.B. 2219 PG 153 H.I. +5.03 El. 2780.62'

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
T-16	10.00	- 2 25 20					
		- 2 24 40					
		- 2 25 00	1197.82	- 50.55		- 55.52	
T-18	10.00	+ 3 57 40					
		+ 3 57 40					
		+ 3 57 40	3637.10	+ 251.85		+ 246.88	
M-7	12.06	+ 7 45 20					
		+ 7 45 40					
		+ 7 45 30					

F.B. 2219 PG 153

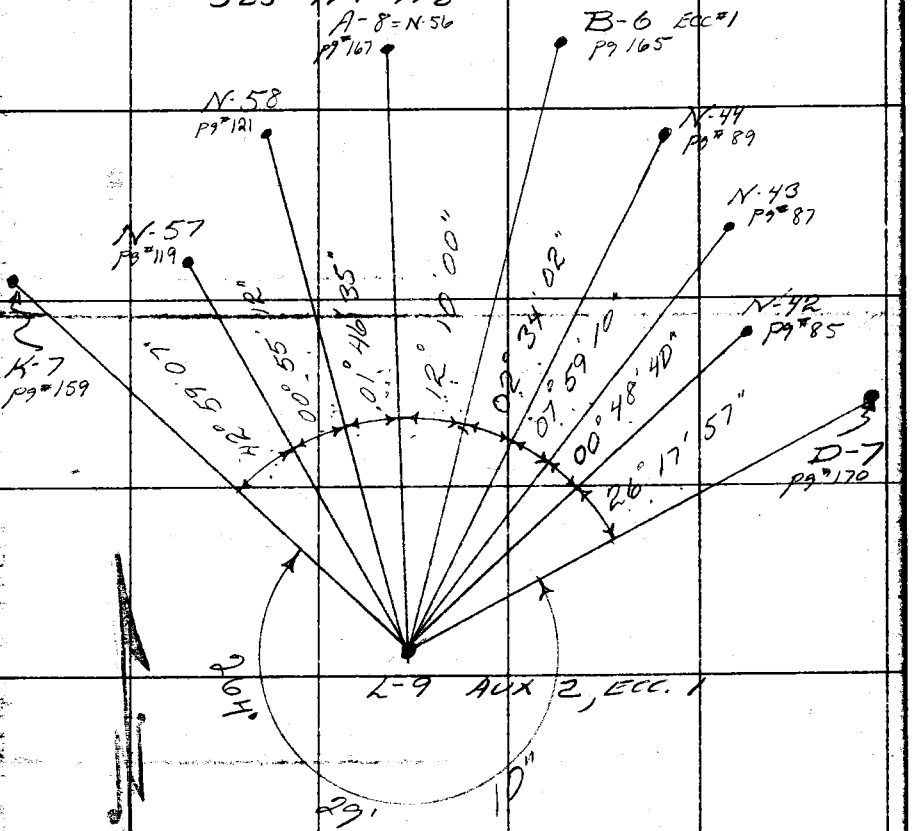
Notes Ck'd by
Map No.
Office Work
Checked
Date

Survey of Chatsworth-Newhall Rd
W. O. 09804 Tape No. St'd. °F
Surveyed by W.S. Cawhead
Notes W.S.C Date 3/28/56
Indexed K. C. Johnson

F. B. 2219 Pg. 153

PICO L 9 AUX 2 ECC #1

Fd 2" I.P. filled with macadam & 20# SPK. up 2" on TOP OF CAT MT. NW¼ of LOOKOUT TOWER PER F.B. 525-117-118



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TRANSIT AT STATION ____ F.B. ____ PG ____ H.I. + ____

Sight on Rod	+ Vertical Angle	+ Horizontal Distance	+ Vertical Curvature Correction	+ Difference = Distance	Adjusted Elevation	Diff. Elev.
(2)	85 58 00	(2) 01 50 20	(2) 03 33 00		24 20 00	
(4)	171 56 20	4 03 40 50	4 07 06 20		48 40 00	
(6)	257 54 40	4 05 31 10	6 10 39 40		73 00 00	
	42 59 07	00 55 12	01 46 35		12 10 00	
(2)	15 58 20	(2) 01 37 20	(2) 52 35 40		168 58 20	
(4)	31 56 40	(4) 03 14 40	(4) 105 11 40		337 56 50	
(6)	47 54 50	(6) 04 51 50	(6) 157 47 40		506 55 00	
	07 59 10	0 48 40	26 17 57		264 29 10	

(2)	05	08	10
(4)	10	16	20
(6)	15	24	10
	02	34	02

76F3095 SAE #247. 8-54

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TRANSIT AT STATION L-9 F.B. 2219 PG 155 H.I. +4.62 Elev 3740.87

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+Difference - Elevation	Adjusted Diff. Elev.
K-7	10.00	0 33 20					
		0 33 00					
		0 33 10	6204.47 ?	- 52.86		- 65.24	
N-57	10.00	8 52 20					
		8 52 00					
		8 52 10	3180.67	-496.34		- 501.72	
N-58	10.00	10 24 20					
		10 24 00					
		10 24 10	2355.12	- 432.36		-437.74	
A-8	12.00	7 15 40					
		7 15 20					
		7 15 30	4229.30	- 538.66		- 546.04	
B-6 Ec #1	10.00	5 03 40					
		5 03 20					
		5 03 30	9763.85	- 864.24		- 869.62	
N-44	10.00	8 21 20					
		8 20 40					
		8 21 00	8318.01	- 1220.88 ✓		-1226.26 ✓	
N-43	10.00	9 06 00					
		9 05 40					
		9 05 50	8102.22	- 1297.36		- 1302.74	
N 42	10.00	8 39 40					
		8 39 20					
		8 39 30	8788.97	- 1338.36		- 1343.74	
D-7	12.00	6 17 20					
		6 17 00					
		6 17 10					

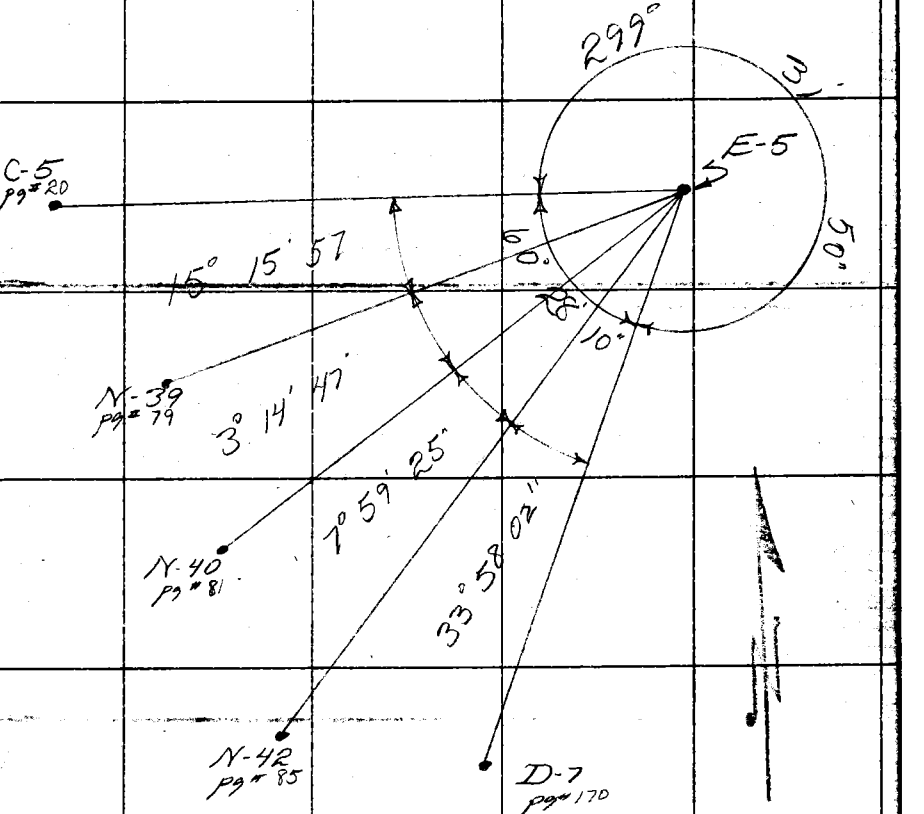
F.B. 2219 PG. 156

Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	W. O. 0911.04 Tape No. St'd. °F
Office Work	Surveyed by W. S. Cowherd
Checked	Notes W. S. C. Date 3/30/56
Date	Indexed C. Johnson

F. B. 2219 Pg. 157

E-5

Fd 2" IP up 6" filled with macadam & 20" spk.
Top of hill PER F.B.



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

												(2)	120	56	20	(2)	06	29	30
												(4)	241	52	40	(4)	12	59	00
												(6)	362	49	00	(6)	19	28	40
													60	28	10		03	14	47
(2)	239	03	50	(2)	15	58	50	(2)	67	56	00	(2)	30	31	50				
(4)	118	07	20	(4)	31	57	40	(4)	135	52	10	(4)	61	03	40				
(6)	357	11	00	(6)	47	56	30	(6)	203	48	10	(6)	91	35	40				
	299	31	50		7	59	25		33	58	02		15	15	57				

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TRANSIT AT STATION E-5 F.B. 2219 PG 157 H.I. +4.41 Elev 1691.18 ~

Sight on	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+Difference - Elevation	Adjusted Diff. Elev.
D-7	12.00	+ 7 48 20					
		+ 7 49 00					
		+ 7 48 40	6576.00	+ 902.10		+ 894.51	
N-40	10.00	+ 4 44 00					
		+ 4 44 20					
		+ 4 44 10	6767.52	+ 560.69		+ 555.10	
N-42	10.00	+ 4 51 40					
		+ 4 52 20					
		+ 4 52 00	8202.22	+ 698.37		+ 692.78	
N-39	10.00	+ 3 56 00					
		+ 3 57 00					
		+ 3 56 30	6393.73	+ 440.55		+ 434.96	
C-5	10.00	+ 3 38 40					
		+ 3 39 20					
		+ 3 39 00	4925.41	+ 312.20		+ 306.61	

F.B. 2219 PG. 208

Notes Ck'd by	Survey of Che Tsuoo'ah - Newhall Rd
Map No.	W. O. 9114-24 Tape No. St'd. 68 °F
Office Work	Surveyed by W. S. Cowherd
Checked	Notes W. S. C. Date 3
Date	Indexed E. C. Johnson

F. B. 2219 Pg. 159

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TRANSIT AT STATION _____ F.B. _____ Pg. _____ H.I. + _____

Sight + Vertical Angle - Rod Reading | Horizontal Distance | + Vertical Curvature - Distance Correction | + Difference - Elevation | Adjusted Diff. Elev.

K-7

Fd 2" IP flush filled with mercury & 20" nail on top of dividing ridge PER. F.B.

L-6 pg# 158

N-46A pg# 95

N-52 pg# 107

B-6 Ecc=2 pg# 163

B-6 Ecc=1 pg# 165

N-46 pg# 93

N-45 pg# 91

N-44 pg# 89

T-19 pg# 149

N-43 pg# 82

A-8=N-56 pg# 167

N-59 pg# 123

L-9 pg# 155

T-20 pg# 151

K-10 pg# 161

36° 54' 10"
5° 00' 30"
1° 12' 50"
2° 08' 50"
1° 26' 00"
4° 32' 32"
4° 40' 38"
3° 07' 53"
3° 51' 13"
23° 52' 53"
34° 35' 47"
8° 21' 45"
0° 07' 10"
54° 29' 04"

(2)	73	48	20	(2)	10	01	00	(2)	16	43	30	(2)	81	45	30	(2)	9	05	00
(4)	147	34	40	(4)	20	02	00	(4)	33	27	00	(4)	163	31	00	(4)	18	10	10
(6)	221	23	00	(6)	30	03	00	(6)	50	10	30	(6)	245	16	30	(6)	27	15	10
	36	54	10		05	00	30		08	21	45		40	52	45		4	32	32
(2)	02	25	40	(2)	04	17	40	(2)	02	52	00	(2)	09	21	10	(2)	18	30	30
(4)	04	51	20	(4)	08	35	20	(4)	05	43	50	(4)	18	42	10	(4)	37	01	00
(6)	07	17	10	(6)	12	53	00	(6)	08	35	40	(6)	28	03	10	(6)	55	31	00
	01	12	50		02	08	30		01	26	00		04	40	32		189	15	15
(2)	06	15	40	(2)	07	42	30	(2)	47	46	00	(2)	69	11	30		00	14	20
(4)	12	31	30	(4)	15	25	00	(4)	95	31	40	(4)	138	23	10		00	28	40
(6)	18	47	20	(6)	23	07	20	(6)	143	17	10	(6)	207	34	40		00	43	00
	03	07	53		03	51	13		23	52	53		34	35	47		00	07	10

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TRANSIT AT STATION K-7 F.B. 2219 PG 159 H.I. +4.78 Elev = 366.41

Sight on	-Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
L-6	12.17	7 39 20 7 39 20 7 39 20					
N-46A	10.00	9 36 00 9 36 00 9 36 00	6487.38	-1097.26		-1102.48	
N-46	10.00	9 29 00 9 27 40 9 28 50	6727.86	-1123.51		-1128.73	
N-52	10.00	12 32 00 12 31 40 12 31 50	3876.98	-728.32		-733.54	
B-6 ECC-2	12.00	5 24 00 5 23 40 5 23 50	8217.69	-776.40		-783.62	
N-45	10.00	9 06 00 9 05 40 9 05 50	7142.43	-1143.68		-1148.90	
N-44	10.00	8 44 40 8 44 20 8 44 30	7531.76	-1158.13		-1163.35	
T-19	10.00	12 36 00 12 35 40 12 35 50	2048.37	-457.76		-462.98	
N-43	10.00	8 33 40 8 33 20 8 33 30	8193.63	-1233.08		-1238.30	
A-8	12.00	6 06 40 6 06 20 6 06 30	4440.32	-475.19		-482.41	
L-9	12.00	+ 00 38 20 + 00 38 00 + 00 38 10	6204.47	+68.89		+61.67	
T-20	10.00	3 08 20 3 08 00 3 08 10	2518.29	-137.98		-143.20	
K-10	10.00	6 06 40 6 06 20 6 06 30	7206.26	-771.19			

F.B. 2219 PG. 160

Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	W. O. 0911.04 Tape No. St'd. °F
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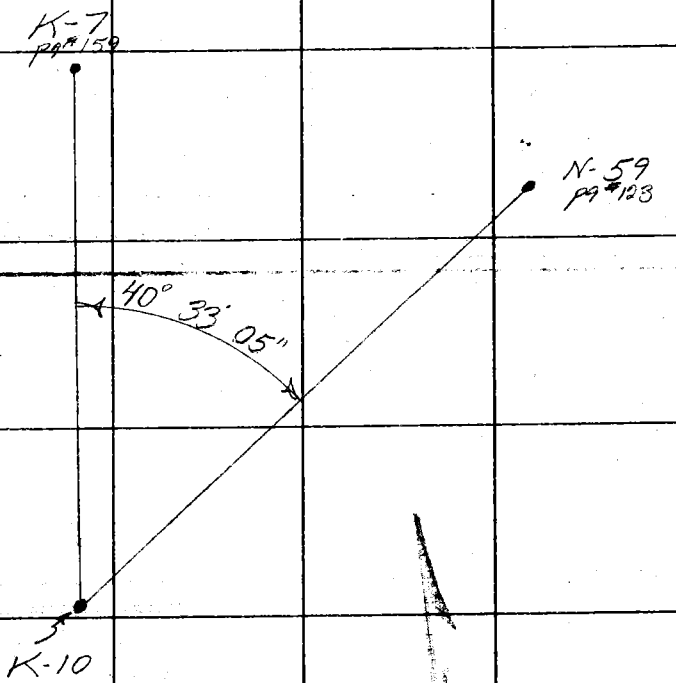
Checked	Notes W.S.C. Date 4/2/56
Date	Indexed A. C. Johnson

F. B. 2219 Pg. 161

K-10

Fd 2" I.P. filled with macadam & 20" nail Flush on Top of hill PER. FB



(2)	81	06	10
(4)	162	12	20
(6)	243	18	30
	40	33	05

TRANSIT AT STATION F.B. PG H.I.+

Sight on	+ Vertical - Rod	Horizontal - Angle	+ Vertical - Distance	+ Curvature - Correction	+ Difference - Elevation	Adjusted Diff. Elev.

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TRANSIT AT STATION K-10 F.B. 2219 PG 161 H.I. + 5.17 Elev = 2887.44

Sight on	+ Rod	+ Vertical Angle	Horizontal Distance	+ Vertical Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev. A
N-59	2.80	+ 6 00 20					
		+ 6 00 30	5468.33	+ 575.01		+ 577.38	
		+ 6 00 10					
K-7	10.00	+ 6 10 30					
		+ 6 10 10	7206.26	+ 778.96		+ 774.13	

F.B. 2219 PG. 162

Name Chkd by
Map No.
Office Work
Checked
Date

Survey of Chatsworth-Newhall Rd
W. O. 9111-4 Tape No. St'd. °F
Surveyed by W. S. Cowherd
Notes W.S.C. Date 3/23/56
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F. B. 2219 Pg. 123

B-6 (ECC. #2)

TOWSLEY B-6

Fd 3/4" IP & cap up 1" W/y PER. F/B (U.S.G.S. Δ Mon.)

T-14 pg # 141

181° 14'

B-6 ECC #2

Δ 48° 59' 21.25"

1138.548

B-6 USGS Δ F/B

T-18 pg # 147

37° 14' 37"

88° 14' 00"

99° 59'

10° 16' 38"

31° 01' 33"

0° 43' 15.22"

N-51 pg # 105

K-7 pg # 159

A-8-N-56 pg # 167

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F.B.

STATION

TRUST AT

Sheet No. Vert. Ang. Horizontal Vertical Curvature Differences Elevation

Check Red Angle Distance Correction Elevation Dist. Elev.

										(2)	92	33	20	(2)	362	28	20
										(4)	41	06	30	(4)	364	56	40
										(6)	61	39	40	(6)	367	25	00
											10	16	38		181	14	10
(2)	68	29	10	(2)	199	58	00	(2)	06	28	00	(2)	62	03	00		
(4)	136	58	20	(4)	399	56	00	(4)	12	56	00	(4)	124	06	10		
(6)	205	20	40	(6)	599	54	00	(6)	19	24	00	(6)	186	09	20		
	34	14	37		99	59	00		03	14	00		31	01	33		

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TRANSIT AT STATION B-6 Ecc #2 F.B. 2219 PG 163 H.I. +5.16 Adj' Elev = 2880.46

Sight on	Rod	± Vertical Angle	Horizontal Distance	± Vertical Difference	+ Curvature Correction	± Difference = Elevation	Adjusted Diff. Elev.
A-8	12.00	+ 03 04 20					
		+ 03 04 20	5710 .06	+ 306.47		+ 299.63	
		+ 03 04 20					
K-7	12.06	+ 05 28 40					
		+ 05 28 30	8217.69	+ 787.65		+ 780.75	
N-51	10.00	- 00 55 10					
		- 00 54 40	4352.52	- 69.54		- 74.38	
		- 00 54 55					
T-18	10.00	+ 01 45 50					
		+ 01 46 00	5154.84	+ 158.87		+ 154.03	
		+ 01 45 55					
T-14	10.00	- 01 12 00					
		- 01 11 10	1527.18	- 31.80		- 36.64	
		- 01 11 35					
		- 05 29 20					
B-6	5.00	- 05 28 20	138.55	- 13.29		- 13.13	
		- 05 28 50					

F.B. 2219 PG. 164

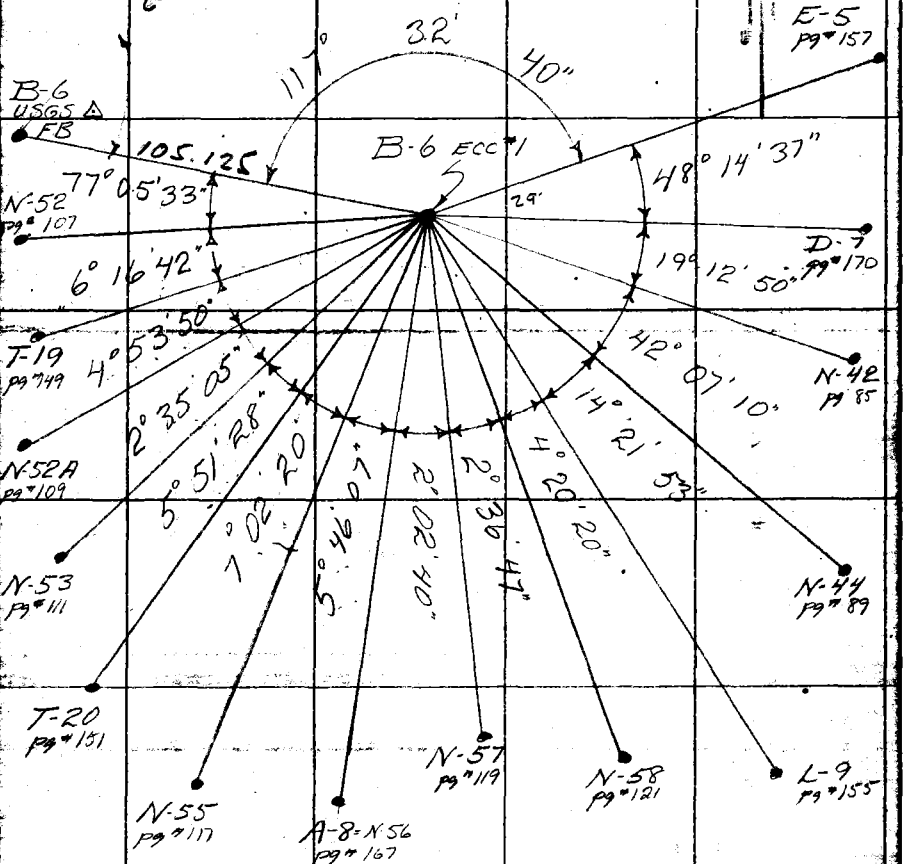
Name Check by
Map No.
Office Work
Checked
Date

Survey of Chatsworth-Newhall Rd
W. O. 0911.04 Tape No. Std. °F
Surveyed by W. S. Cowherd
Notes W.S.C. Date 3/21/56
Indexed C. Johnson

F. B. 2219 Pg. 165

B-6 ECC #1

Fd 3¼" IP & cap up 1" Ely of A (USGS Δ Mon) TOWNSLEY B-6 PER. F.B.



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F.B.

TRANSIT AT STATION

(2)	28	33	50	(2)	87	14	20	(2)	38	25	40	(2)	96	29	20
(4)	57	27	40	(4)	16	28	40	(4)	10	51	10	(4)	192	58	30
(6)	86	21	20	(6)	25	43	00	(6)	15	17	00	(6)	289	27	40
	14	21	53		42	07	10		19	12	50		48	14	37
(2)	4	05	20	(2)	8	40	40+	(2)	5	13	40	(2)	11	32	20
(4)	8	10	40	(4)	17	21	20+	(4)	10	27	10	(4)	23	04	40
(6)	12	16	00	(6)	26	02	00+	(6)	15	40	40	(6)	34	36	40
	2	02	40		4	20	20		2	36	47		5	46	07
(2)	12	33	20+	(2)	5	10	10	(2)	11	43	00	(2)	14	04	50-
(4)	25	06	40	(4)	10	20	20	(4)	23	26	00	(4)	28	09	20+
(6)	37	40	10	(6)	15	30	30	(6)	35	08	50	(6)	42	14	00
	6	16	42		2	35	05		5	51	28		7	02	20
(2)	9	47	40	(2)	2	35	05	20	(2)	154	11		10		
(4)	19	35	20	(4)	5	10	10	40	(4)	308	20		10+		
(6)	29	23	00	(6)	345	16	00		(6)	102	33		20		
	4	53	50		117	32	40			77	05		33		

78F3095 S&E #247. 8-54

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TRANSIT AT STATION B-6 Ecc #1 F.B. 2219 PG 165 H.I. +4.77 Adj. Elev. 2888.27

Sight on	Rod	Reduction	Horizontal Distance	+ Vertical = Distance	+ Curvature Correction	+ Difference = Elevation	Adjusted Elev.
N-42	10.00	− 12 42 20					
		− 12 42 00					
		− 12 42 10	2077.22	-468.23		-473.46	
N-44	10.00	− 13 11 00					
		− 13 11 00	1501.12	-351.62		-356.85	
N-58	10.00	+ 3 18 40					
		+ 3 19 20					
		+ 3 19 00	7499.65	+434.62		+429.39	
N-57	10.00	+ 3 09 10					
		+ 3 09 30					
		+ 3 09 20	6739.16	+371.53		+366.30	
A-8 = N-56	12.00	+ 1 16 20					
		+ 1 16 20					
		+ 1 16 20	5699.73	+329.20		+321.97	
N-55	10.00	+ 0 30 30					
		+ 0 30 15					
N-53	10.00	+ 0 40 40					
		+ 0 40 30					
		+ 0 40 35	6244.57	+273.10		+267.87	
N-52A	10.00	+ 0 15 00					
		+ 0 15 00					
		+ 0 15 00	6245.70	+73.58		+68.35	
N-52	10.00	+ 0 51 00					
		+ 0 51 20					
		+ 0 51 10	5844.45	+25.50		+20.27	
F-19	10.00	+ 3 07 00					
		+ 3 07 20					
		+ 3 07 10	5061.52	+75.34		+70.11	
F-20	10.00	+ 4 31 00					
		+ 4 31 20					
		+ 4 31 10	6342.16	+345.64		+340.41	
L-9	10.00	+ 5 06 00					
		+ 5 06 00					
		+ 5 06 00	8408.65	+664.65		+659.42	
D-7	12.00	− 2 20 40					
		− 2 20 30					
		− 2 20 35	6498.56	-265.90		-273.13	
E-5	12.00	− 7 33 00					
		− 7 33 40					
		− 7 33 50	8770.79	-1162.05		-1169.28	
B-6 Δ	5.00	+ 5 09 30					
		+ 5 09 30					
		+ 5 09 30	105.13	+9.49		+9.26	

F.B. 2219 Pg. 166

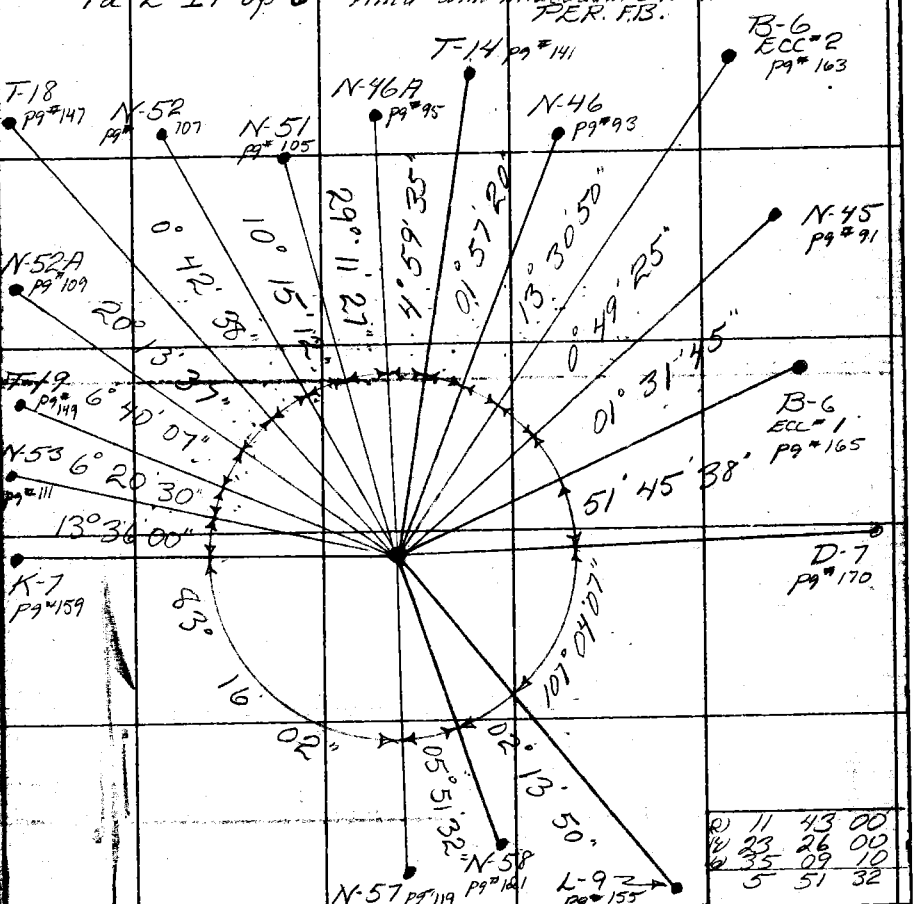
Maps Ck'd by
Map No.
Office Work
Checked
Date

Survey of Chatsworth - Newhall Rd
W. O. 09 11.04 Tape No. St'd. °F
Surveyed by W. S. Cowherd
Notes W. S. C. Date
Indexed R. C. Johnson

F. B. 2219 PG. 161

A-8 = N 56

Fd 2" IP up 6" filled with macadam & 20 nail PER. F.B.



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F.B. _____ H.I. _____ PG. _____

TRANSIT AT STATION _____ + Vertical Horizontal + Vertical + Distance + Rotation Adjusted + Distance + Elevation Diff. Elev.

Sight on	Rod	+ Angle	Distance																				
2	1	166	32	00	2	4	27	40	2	214	08	10	2	103	31	10	2	11	43	00
4	2	333	04	10	4	8	55	20	4	68	18	20	4	207	02	30	4	23	26	00
6	4	139	36	10	6	13	23	00	6	282	24	40	6	310	33	50	6	35	09	10
	7	83	16	02		2	13	50		107	04	07		51	45	38		5	51	32
2	1	27	12	00	2	12	41	10	2	13	20	20	2	40	27	10				
4	2	54	24	00	4	25	22	00	4	26	40	30	4	80	54	40+				
6	4	81	36	00	6	38	03	00	6	40	00	40	6	121	21	40-				
	7	13	36	00		6	20	30		6	40	07		80	13	37				
2	1	1	25	20	2	20	30	20+	2	58	22	50	2	9	59	10				
4	2	2	50	30	4	41	00	40	4	116	45	40+	4	19	58	00				
6	4	4	15	50+	6	61	31	10	6	175	08	40	6	29	57	30-				
	7	00	42	38		10	15	12		29	11	27		1	59	35				
2	3	54	40	2	27	01	30	2	1	38	50	2	3	03	30					
4	7	49	20	4	54	03	10	4	3	17	40	4	6	07	00					
6	11	44	00	6	81	05	00	6	4	56	30	6	9	10	30					
		01	57	20	13	30	30		0	49	25		1	31	45					

76F3095 S&E #247. 8-54

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TRANSIT AT STATION A-8=N-56 F.B. 2219 PG 167 H.I. +4.49 Elev. 3180.84

Sight On	Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+Difference - Elevation	Adjusted Diff. Elev.
K-7	10.00	+ 6 15 00					
		+ 6 15 20	4440.32	+ 486.51		+481.00	
		+ 6 15 10					
N-53	10.00	- 7 00 00					
		- 7 00 00	2010.64	- 247.07		-245.58	
		- 7 00 20					
T-19	10.00	+ 0 29 00					
		+ 0 29 40	2794.83	+ 23.98		+18.47	
		+ 0 29 30					
N-52A	10.00	- 7 55 00					
		- 7 54 40	2133.24	-296.54		-302.05	
		- 7 54 50					
T-18	10.00	- 1 56 40					
		- 1 56 60	5710.06	- 193.58		-199.09	
		- 1 56 30					
N-52	10.00	- 4 35 00					
		- 4 35 10	3066.48	- 245.97		-251.48	
		- 4 35 20					
N-51	10.00	- 5 35 00					
		- 5 35 10	3769.45	- 368.68		-374.19	
		- 5 35 20					
N46A	10.00	- 7 03 20					
		- 7 03 20	4968.34	- 614.93		-619.44	
T-14	10.00	- 3 23 00					
		- 3 23 00	5616.39	- 332.04		-337.55	
		- 7 40 00					
N46	10.00	- 7 39 40					
		- 7 39 50	4758.46	- 640.32		-645.83	
B-6 Esc#2	12.00	- 2 57 00					
		- 2 56 40	5710.06	- 293.98		-301.49	
		- 2 56 50					
N45	10.00	- [illegible] 35 40					
		- [illegible] 35 20	4372.51	-660.63		-666.14	
		- [illegible] 35 30					
B-6 Esc#1	10.00	- 3 11 40					
		- 3 11 20	5699.73	- 317.83		-323.34	
		- 3 11 30					
D-7	12.00	- 4 06 00					
		- 4 05 40					
		- 4 05 50					
K-9	12.00	+ 7 26 00					
		+ 7 26 20					
		+ 7 26 10					

SEE PG# 169

F.B. 2219 Pg. 168

76F309S S&E #247. 8-54

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TRANSIT AT STATION A-8-N-56 F.B. 2219 PG 167 H.I. + 4.49

Sight on	-Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.
N-58	10.00	+ 3 26 40					
		+ 3 27 00					
		+ 3 26 50					
N-57	10.00	+ 2 39 40					
		+ 2 40 00					
		+ 2 39 50					

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

Survey of Chatsworth-Newhall Rd
W. O. Tape No. Sr'd. °F
Surveyed by W. S. Cowherd
Notes Date 4/2/56
Indexed C. Johnson

F.B. 2219 PG. 169

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TRANSIT AT STATION _____ F.B. _____ PG _____ H.I.+ _____

Sight on Rod	+ Vertical - Distance	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff. Elev.

F.B. 2214 PG. 172

Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	W. O. 091104 Tape No. St'd. °F
Office Work	Surveyed by W. S. Cowherd
Checked	Notes W. S. C Date 4-4-56
Date	Indexed C. Johnson

F. B. 2219 Pg. 171

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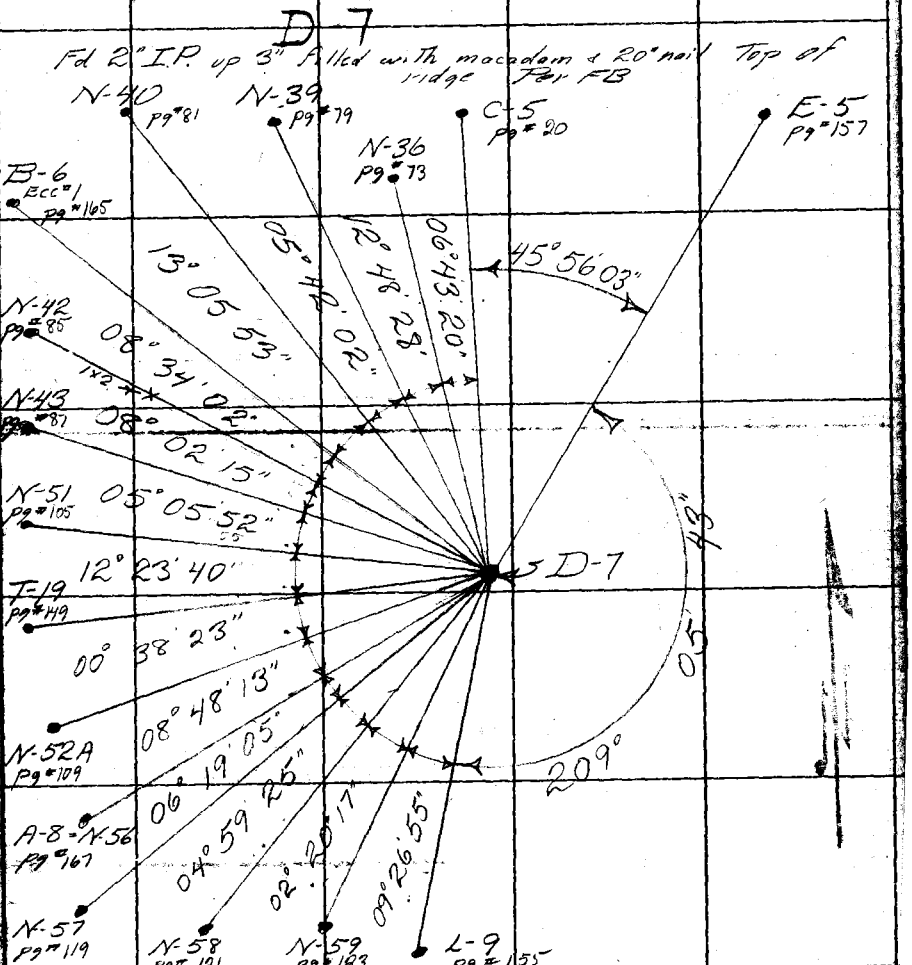
F.B. ____ PG ____ H.I. + ____

TRANSIT AT STATION ____

Sight on	+ Vertical Angle	Horizontal Distance	+ Curvature - Distance	+ Vertical Angle	Correction - Elevation	Adjusted Diff. Elev.
N-40 pg #81	(2) 18 53 50	(2) 4 40 40	(2) 9 58 50	(2) 12 38 10		
	(4) 37 47 30	(4) 9 21 10	(4) 19 57 30	(4) 25 16 10		
	(6) 56 41 30	(6) 14 01 40	(6) 29 56 30	(6) 37 54 30		
	09 26 55	02 20 17	04 59 25	06 19 05		
N-39 pg #79	(2) 17 36 20	(2) 01 16 40	(2) 24 47 20	(2) 10 11 50		
	(4) 35 12 40	(4) 02 33 20 +	(4) 49 34 40	(4) 20 23 30		
	(6) 52 49 20	(6) 03 50 20	(6) 74 22 00	(6) 30 35 10		
	08 48 13	00 38 23	12 23 40	05 05 52		
C-5 pg #20	(2) 16 04 40-	(2) 17 08 00	(2) 26 11 50	(2) 11 04 00+		
	(4) 32 09 00	(4) 34 16 00	(4) 52 23 30	(4) 22 48 00+		
	(6) 48 13 30	(6) 51 24 10	(6) 78 35 20	(6) 34 12 10		
	08 02 15	08 34 02	13 05 53	05 42 02		
E-5 pg #157	(2) 25 37 00-	(2) 13 26 40	(2) 91 52 00	(2) 418 11 20		
	(4) 51 13 50	(4) 26 53 20	(4) 183 44 10	(4) 116 22 50		
	(6) 76 50 40	(6) 40 20 00	(6) 275 36 20	(6) 174 34 20		
	12 48 28	06 43 20	45 56 03	209 05 43		



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TRANSIT AT STATION D-7 F.B. 2219 PG 170 H.I. + 4.54

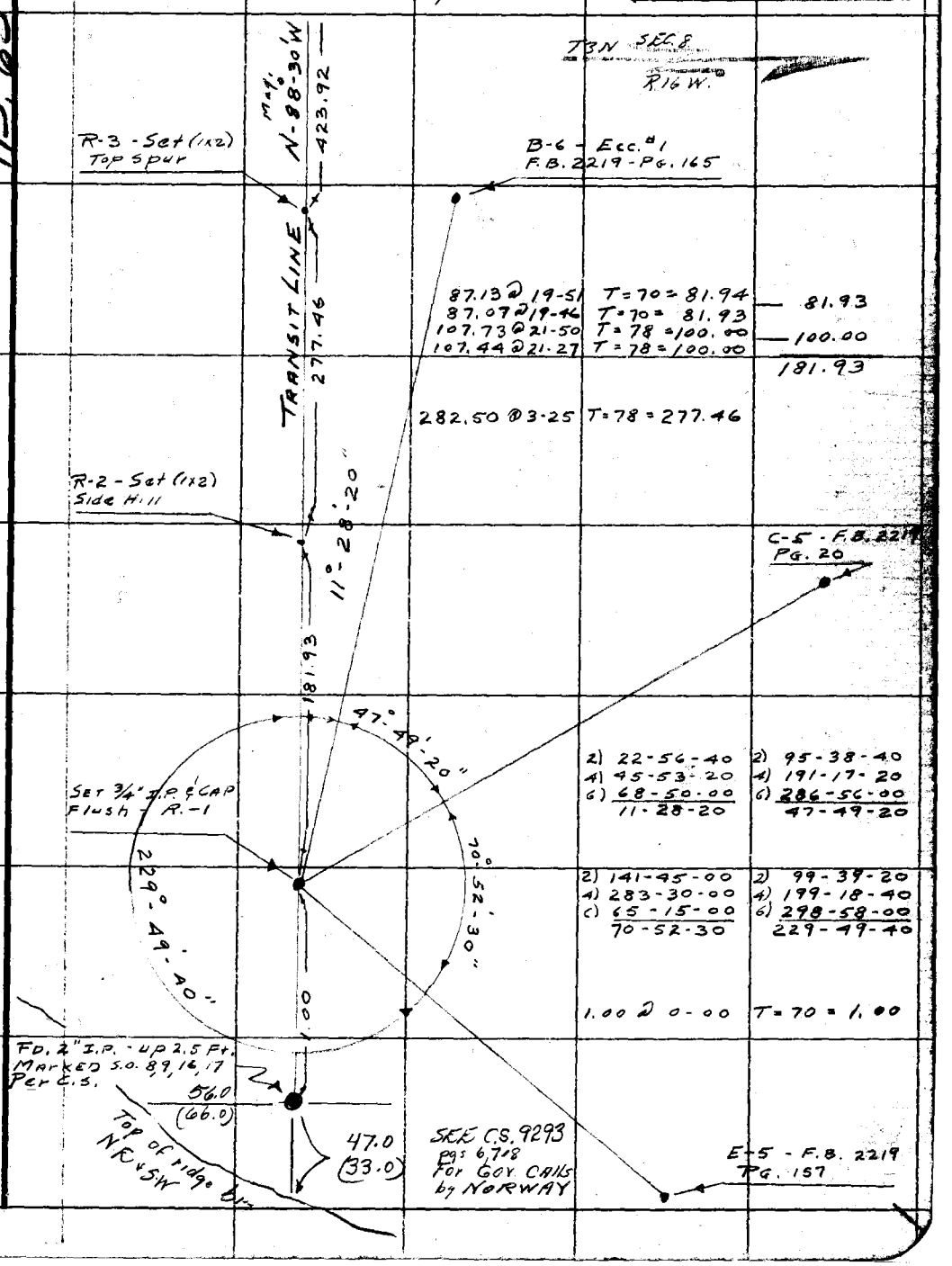
Sight on	-Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+Difference - Elevation	Adjusted Diff. Elev.
L-19	12.00	+ 6 20 00					
		+ 6 20 20					
		+ 6 20 10					
N-59	10.00	+ 5 05 20					
		+ 5 05 40					
		+ 5 05 30	9912.85	+ 883.24		+877.78	
		+ 4 28 20					
N-58	10.00	+ 4 28 40					
		+ 4 28 30	9033.92	+ 707.02		+701.56	
		+ 4 11 00					
N-57	10.00	+ 4 11 40					
		+ 4 11 30	8743.12	+ 640.78		+635.32	
A-8 = N-56	12.00	+ 4 10 00					
		+ 4 10 20					
		+ 4 10 10	8238.29	+ 600.57		+593.11	
I-19	10.00	+ 3 20 00					
		+ 3 20 20					
		+ 3 20 10	9861.87	+ 574.87		+569.41	
		+ 1 43 00					
N-52A	10.00	+ 1 43 20					
		+ 1 43 10	9999.88	+ 300.19		+294.73	
		+ 1 18 00					
N-51	10.00	+ 1 18 20					
		+ 1 18 10	9841.76	+ 223.88		+218.36	
N-43	10.00	- 1 51 40					
		- 1 51 30	4817.08	- 156.29		-161.75	
		- 7 42 00					
E-5	12.00	- 7 41 40					
		- 7 41 50					
		+ 8 26 20					
B-6 Acc=1	10.00	+ 8 26 40					
		+ 2 26 30	6498.58	+ 277.11		+271.65	
		- 4 00 40					
N-40	10.00	- 4 00 20					
		- 4 00 30	4780.66	- 335.00		- 340.46	
		- 5 13 20					
N-39	10.00	- 5 13 00					
		- 5 13 10	4987.43	- 455.60		- 461.06	
		- 6 01 40					
N-36	10.00	- 6 01 20					
		- 6 01 30	5841.84	- 616.58		- 622.04	
C-5	10.00	- 5 34 20					
		- 5 34 00					
		- 5 34 10					

F.B. 2219 PG 172

Notes Ck'd by	Survey of SECTION LINES	F.B. 2219 Pg. 172
Map No.	W. O. 0302.01 Tape No. 105 St'd. 84 °F	"NOTE"
Office Work	Surveyed by W.S. Cowheid	TRANSIT LINE
Checked	Notes J.T. Date 3-28-56	NEAR SO. BDY. SEC. 8
Date	Indexed A. C. Johnson	T.3.N. R.16.W.

WS 63-D4

CON'T. BT. Pg. 173



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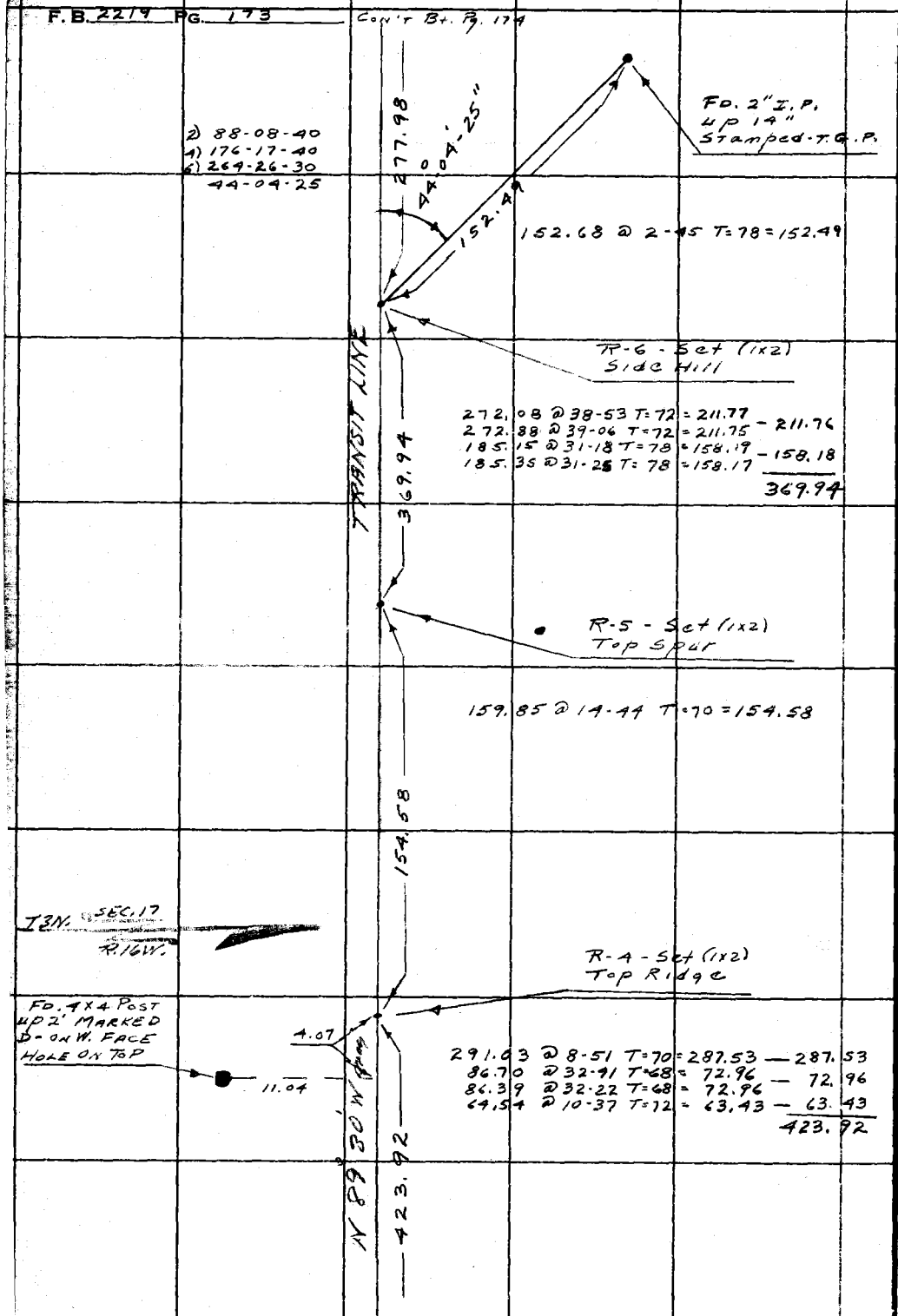
F.B. 2219 PG. 173

Con't Bt. Pg. 174



Con't Top Pg. 172

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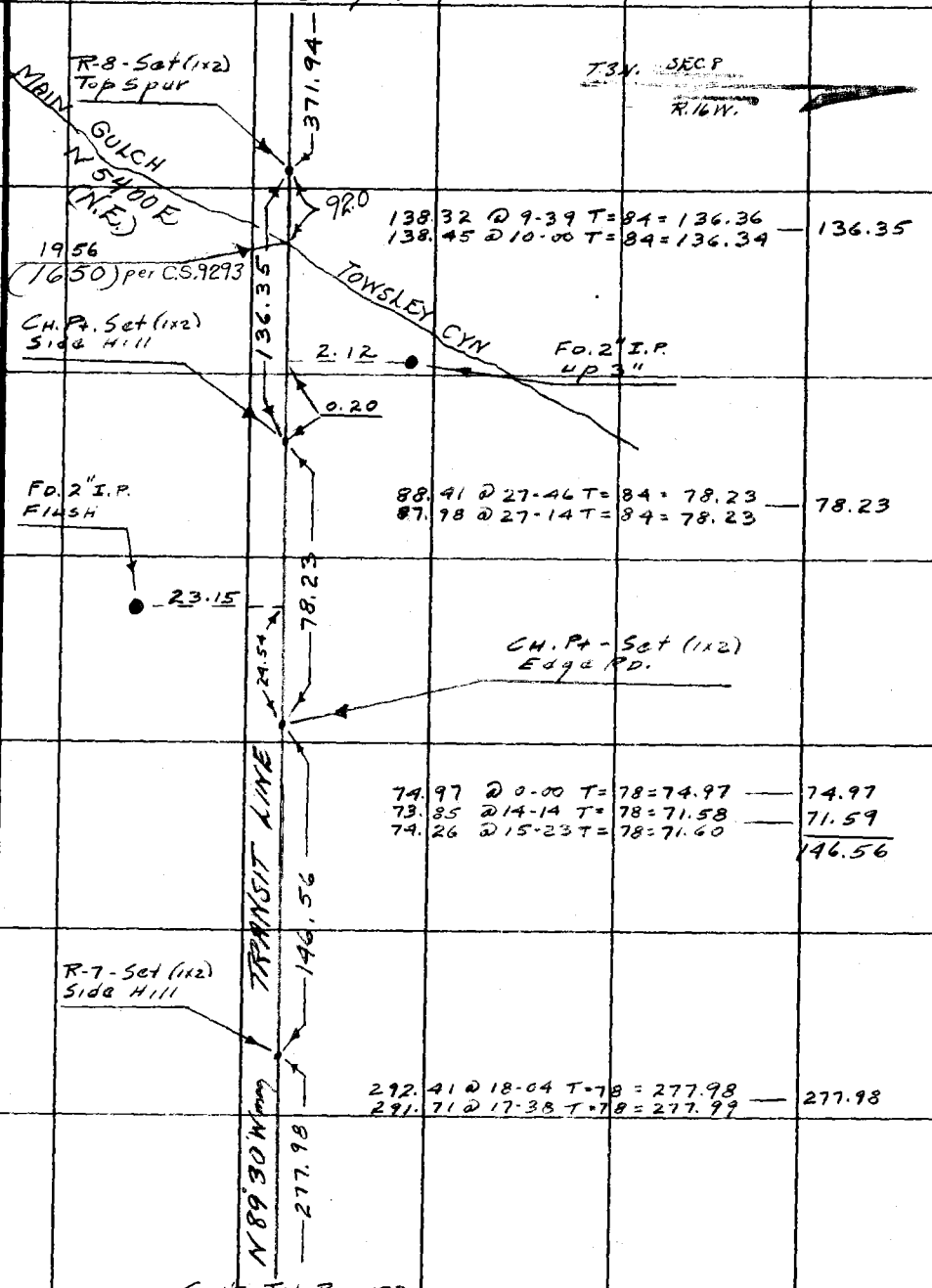
N5.63-D4

Notes Ck'd by	Survey of SECTION LINES
Map No.	W. O. 03020 Tape No. 105 St'd. 84 °F
Office Work	Surveyed by W. S. COWHERD
Checked	Notes J.T. Date 4-3-56
Date	Indexed C. Johnson

F. B. 2219 PG. 174

CON'T BT. Pg. 175



CON'T Top Pg. 173

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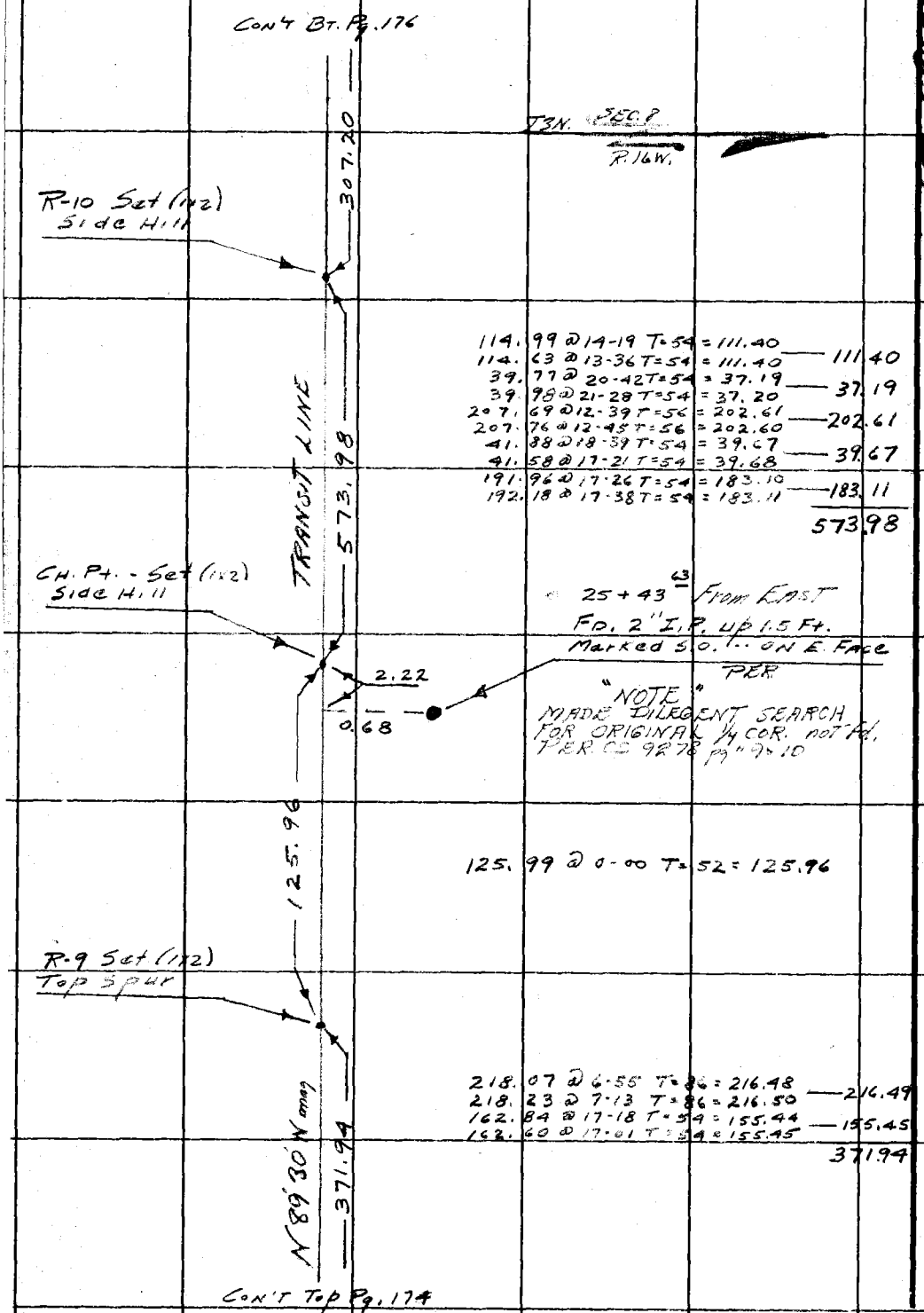
F.B. 2219 PG. 175



114.99 @ 14-19 T=54 = 111.40 — 111.40
114.63 @ 13-36 T=54 = 111.40
39.77 @ 20-42 T=54 = 37.19 — 37.19
39.98 @ 21-28 T=54 = 37.20
207.69 @ 12-39 T=56 = 202.61 — 202.61
207.76 @ 12-45 T=56 = 202.60
41.88 @ 18-39 T=54 = 39.67 — 39.67
41.58 @ 17-21 T=54 = 39.68
191.96 @ 17-26 T=54 = 183.10 — 183.11
192.18 @ 17-38 T=54 = 183.11
573.98

25 + 43.63 From EAST
FD. 2" I.P. up 1.5 Ft.
Marked S.O. -- ON E. Face
PER

"NOTE"
MADE DILEGENT SEARCH
FOR ORIGINAL 1/4 COR. not Fd.
PER CS 9278 pg "9 & 10

125.99 @ 0-00 T=52 = 125.96

218.07 @ 6-55 T=86 = 216.48 — 216.49
218.23 @ 7-13 T=86 = 216.50
162.84 @ 17-18 T=54 = 155.44 — 155.45
162.60 @ 17-01 T=54 = 155.45
371.94

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Notes Ck'd by	Survey of SECTION LINE
Map No.	W. O. 0282.01 Tape No. 80 St'd. 84 °F
Office Work	Surveyed by W. S. Cowherd
Checked	Notes J.T. Date 4-6-56
Date	Indexed C. Johnson

F.B. 2219 Pg. 176

M.S. 63-24

Con't Bk. Pg. 177

2) 220-28-20
1) 80-56-20
6) 301-24-30
110-14-05

N-41
F.B. 2219 Pg. 83

R-13-Set (1x2) By Intersection - Side Hill

884.795

648.60

N-42
F.B. 2219
Pg. 85

T2N. SEC. 8
R.14W

110°14'05"

524.995

R-12-Set (1x2) Top spur

243.96 @ 25-54 T=50 = 219.41		219.395
243.73 @ 25-48 T=50 = 219.38		
166.14 @ 29-45 T=60 = 144.21		144.22
165.99 @ 29-39 T=60 = 144.23		
164.32 @ 10-47 T=60 = 161.39		161.38
164.20 @ 10-36 T=60 = 161.37		
		524.995

TRANSIT LINE

390.89

203.95 @ 2-16 T=48 = 203.74		~~203.76~~
204.03 @ 2-38 T=48 = 203.76		
125.93 @ 1-46 T=50 = 125.84		125.85
125.99 @ 2-18 T=50 = 125.86		
61.30 @ 0-00 T=50 = 61.29		61.29
		390.89
137.53 @ 6-42 T=58 = 136.57		136.58
137.94 @ 6-19 T=58 = 136.59		
137.96 @ 6-49 T=76 = 136.97		136.96
138.25 @ 7-49 T=76 = 136.96		

R-11-Set (1x2) Top spur

226.06 @ 7-59 T=74 = 223.86		223.86
225.94 @ 7-46 T=74 = 223.86		
162.44 @ 21-26 T=76 = 151.20		151.20
162.00 @ 21-02 T=76 = 151.20		
		648.60
164.16 @ 17-10 T=52 = 156.82		156.81
164.17 @ 17-32 T=52 = 156.80		
87.63 @ 25-42 T=52 = 78.94		78.93
88.08 @ 26-20 T=52 = 78.92		
75.70 @ 19-12 T=48 = 71.47		71.46
75.88 @ 19-36 T=48 = 71.46		
		307.20

N 89°30' W (mag.)

307.20

Con't. Top Pg. 175

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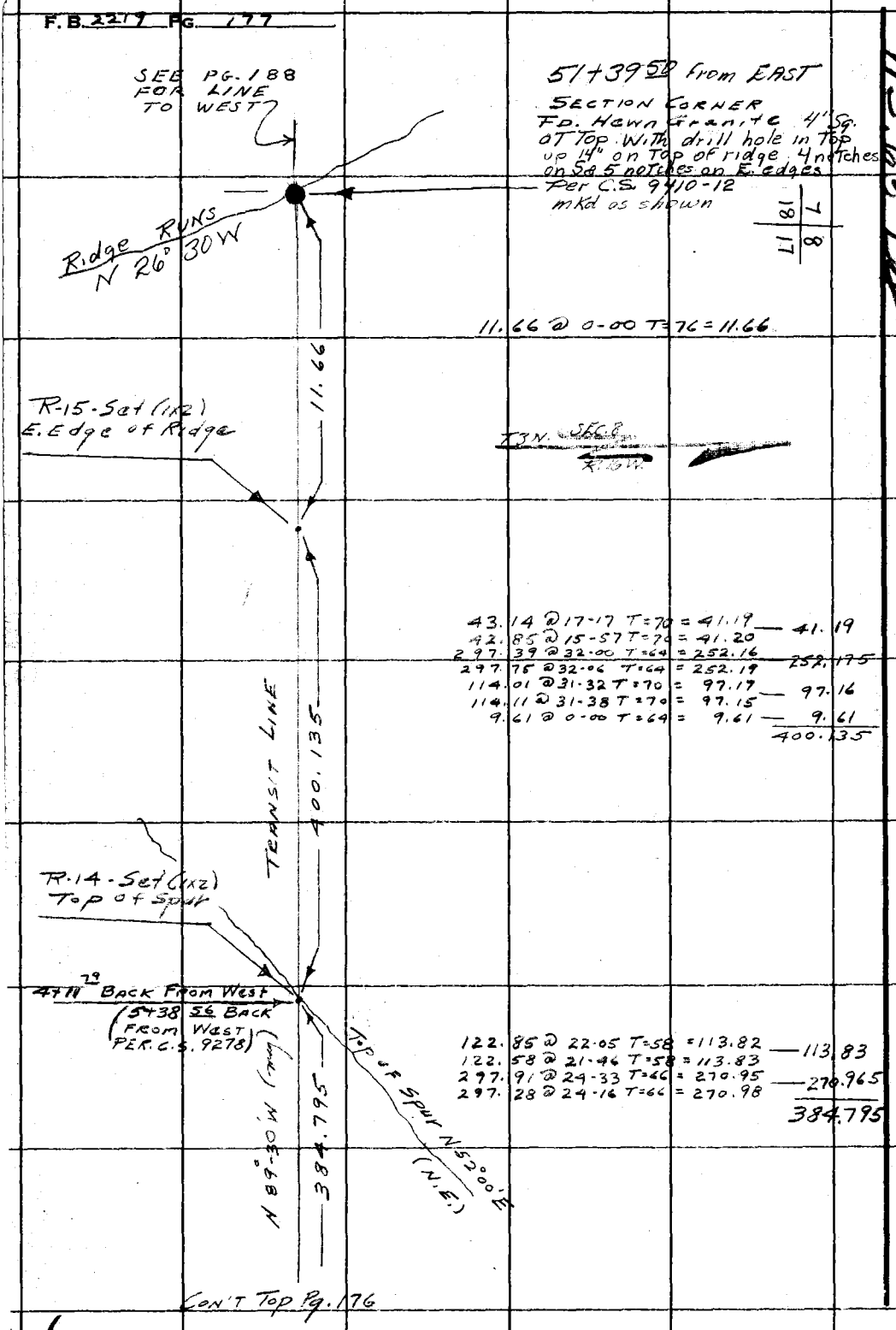
76F3095 S&E #247. 8-54

F.B. 2219 PG. 177



RS 63-104

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720 LOS ANGELES COUNTY
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Notes Ck'd by	Survey of SECTION LINES
Map No.	W.O. 0302.01 Tape No. 103 St'd. 84 °F
Office Work	Surveyed by L.V. SMITH
Checked	Notes L.V.S. Date 6-5-56
Date	Indexed R. C. Johnson 6-27-56

F.B. 2219 PG. 178

SECTION LINES

J.N. 0302.01

THE SOUTH AND WEST LINES OF SEC. 7
T. 3 N. R. 16 W. AND EAST LINE OF SEC. 12
T. 3 N. R. 17 W. AND PART OF EAST LINE SEC. 13
T. 3 N. R. 17 W.

JUNE 1956

REF.

C.S. 9410
C.S. 8177
R.S. 60-19

PARTY

L. SMITH
C. CROWE
R. BOWERS
H. AUSTIN
M. WACKER

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76F3088 247 4-59

F.B. 2219 PG. 179

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R. 17 W. R. 16 W.

SEC. 7
T. 3 N.

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PG. 186

SEC. 18

W.C. PG. PG 187

SEC. 13

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Date	Indexed C. Johnson

F. B. 2219 Pg. 180

63-C4

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RETURN TO
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N.W. COR SEC. 7
CLOSING CORNER
FD 4"X4" GRANITE MON.
WITH HOLE IN TOP - UP 9"
MARKED 7 ON S. FACE
1 ON WEST FACE, 6 ON N.
FACE & CC 7 ON E FACE
S NOTCHES ON S. & 1 NOTCH
ON N.
PG. 658-22 CS 9410-8
C.S. B 1248

1X2 ENBIL
ON LINE PROD.
FM. S.

00° 03' 22"

2) 00° 07' 00"
4) 00 13 30
6) 00 20 15
00° 03' 22"

SEC. 1 T. 3N. R. 17 W.

WITNESS CORNER
FD 4"X4" GRANITE MON.
UP 18" HOLE IN TOP
MARKED 7 ON N.E FACE;
W.C. ON S.E., 12 ON S.W.,
1 ON N.W. 5 NOTCHES ON
S EDGE & 1 NOTCH ON N.
EDGE. MON. ON LOW SHUR,
MOOND OF ROCK AROUND BASE
FB 658-23 & CS 9410-C
C.S. B. 1248

198' REC.

NOTHING SET AT
CORNER - VERY STEEP
& ROCKY

341.40

34.69 @ 14°12 T=58° = 33.62
299.41 @ 39°41 T=58° = 230.37
105.48 @ 42°46 T=54° = 77.41
341.40

SEC. 7 T. 3 N. R. 16 W.

S-1
SET 1X2 EN
ON RIDGE

RIDGE
N.68E.

SECTION LINES

SEC. 12 T. 3N. R. 17W.

568.19

214.23 @ 23°28 T=76° = 196.50
293.92 @ 12°48 T=70° = 286.59
106.99 @ 37°18 T=70° = 85.10
568.19

CONT TO A
PG. 181

76F3095 SBE #247. 8-54

F.B. 2219 Pg. 181

CONT. 130T
PG 180

S 68-19

S-2
SET 1X2 ¶ NAIL

11.25

FD 3" I.P.
PUNCHED S.O. 21
UP 30" PER C.S. 8177
LINE ON W. EDGE
OF PIPE.

165.87 @ 34°13 = 137.16
T: 72° = 137.15

137.16

SECTION LINE

SEC. 12
T. 3N. R. 17 W.

SEC. 7
T. 3N. R. 16 W.

S-3
SET NAIL ON
FD 4x4 REDWOOD
POST UP 24"

0.40

FD 3" I.P.
PUNCHED S.O. 20
UP 30" PER C.S. 8177
ON LINE

137.69 @ 30°25' T:74°: 118.73
193.66 @ 19°39' T:62°: 182.35
299.80 @ 18°22 T:64° 284.49
134.34 @ 42°52 T:58° 98.44
684.01

684.01

0.45

FD. 4x4
REDWOOD POST
UP 18" ON LINE

S-4
1X2 ¶ N
ON RIDGE
RIDGE BEARS
S. 74° E.

0.30

FD 3" I.P.
PUNCHED S.O. 19
UP 30" PER C.S. 8177
ON LINE

154.50

CONT. TOP
PG 182

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Date	Indexed C. Johnson

F. B. 2219 PG. 182

WS 63-C4

CONT. BOT PG. # 181

SEC. 7

T-3 N. R. 16 W.

68.96 @ 27°18' T=58°: 61.27
122.22 @ 40°17' T=72°: 93.23
154.50

SECTION LINE 154.50

1/4 SEC. COR. ON W. BDRY. OF SEC. 7 T.3N. R.16W. FD. GRANITE MON. 4" SQ. AT TOP, MKD 1/4 ON N.-7 ON E. & 12 ON W. FACES UP 10" PER. CS 9410-5 & C.S. 8177

47'±

2)	00	04	00
4)	00	08	00
6)	00	12	00
	00	02	00

0° 02' 00"

S. 65° E.

N.W. BRANCH OF TOWSLEY CR.

SEC. 12

T. 3 N. R. 17 W.

920.99

186.42 @ 2°50' T=76°: 186.18
227.43 @ 17°14 T=70°: 217.20
300.40 @ 11°34 T=68 = 294.27
121.10 @ 16°56 T=62 = 115.83
109.38 @ 10°34 T=60 = 107.51
920.99

SET 1X2 & NAIL ON LINE PROD FM. NORTH

CONT. TOP PG # 183

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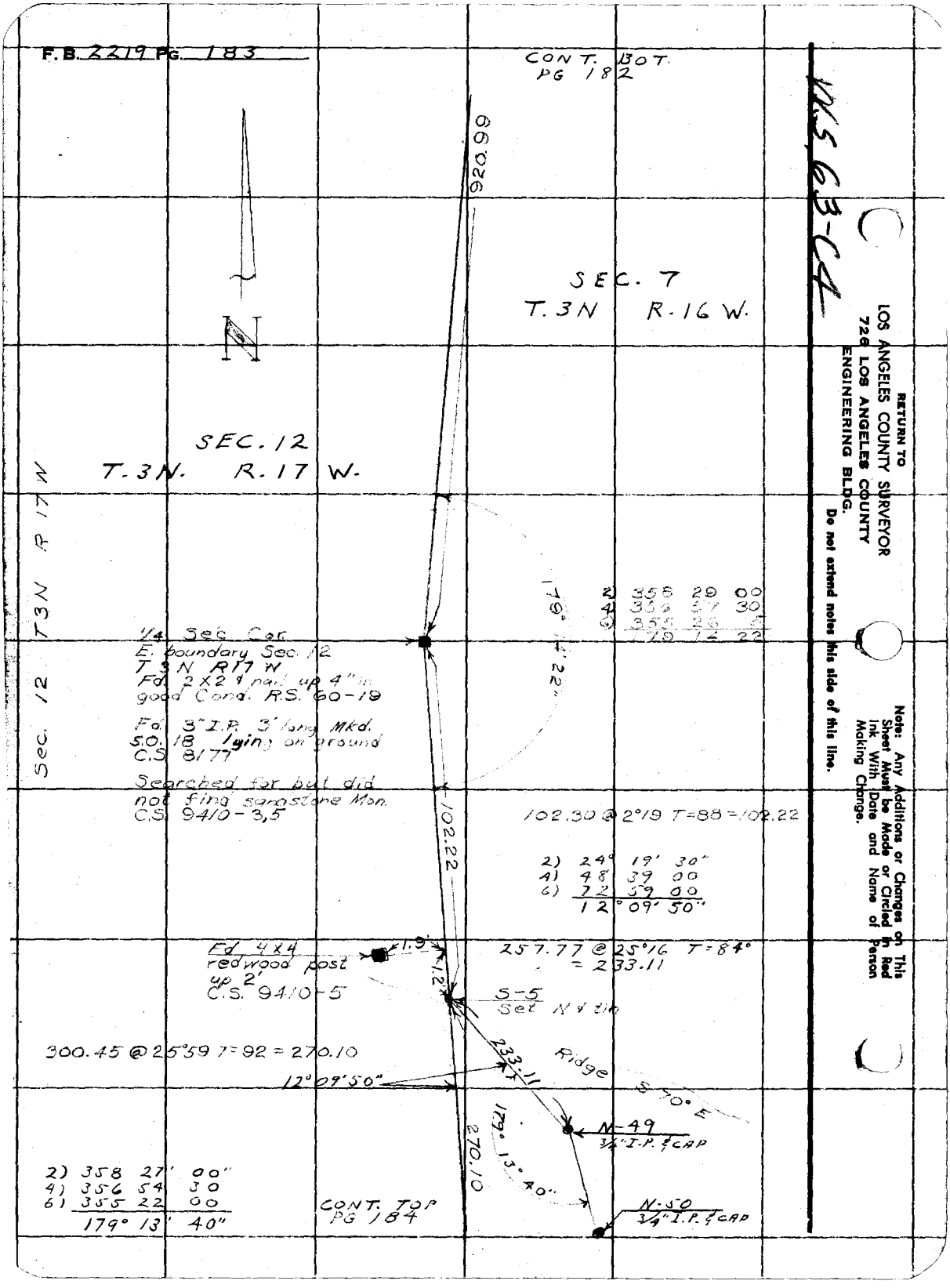
76F309S S&E #247. 8-54

F.B. 2219 PG. 183



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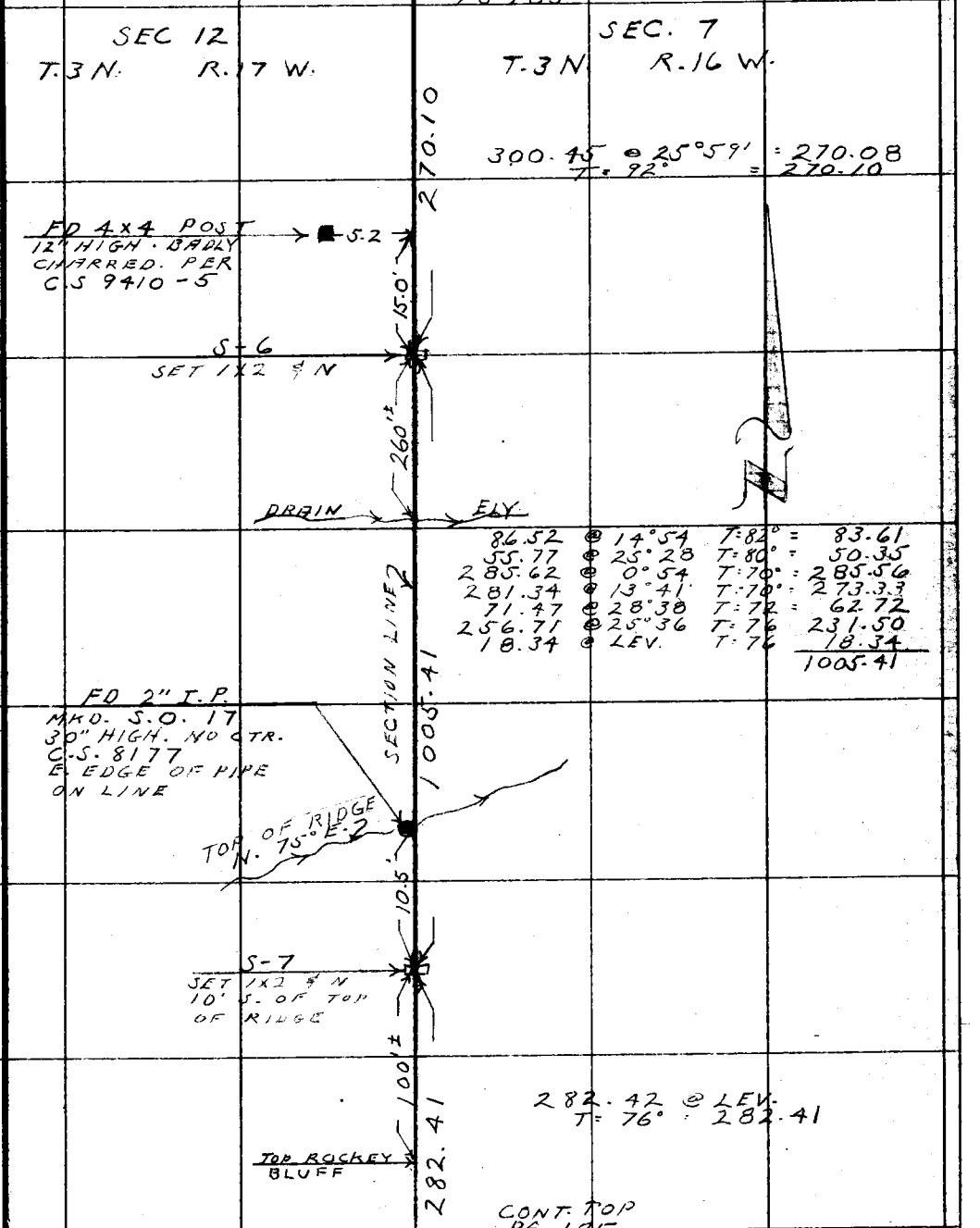
Notes Ck'd by	Survey of SECTION LINES
Map No.	W. O. 0302-01 Tape No. 67 St'd. 84 °F
Office Work	Surveyed by L. V. SMITH
Checked	Notes L. V. S Date APRIL '56
Date	Indexed C. Johnson

F. B. 2219 PG. 184

CONT. BOT. PG 183



CONT. TOP PG 185

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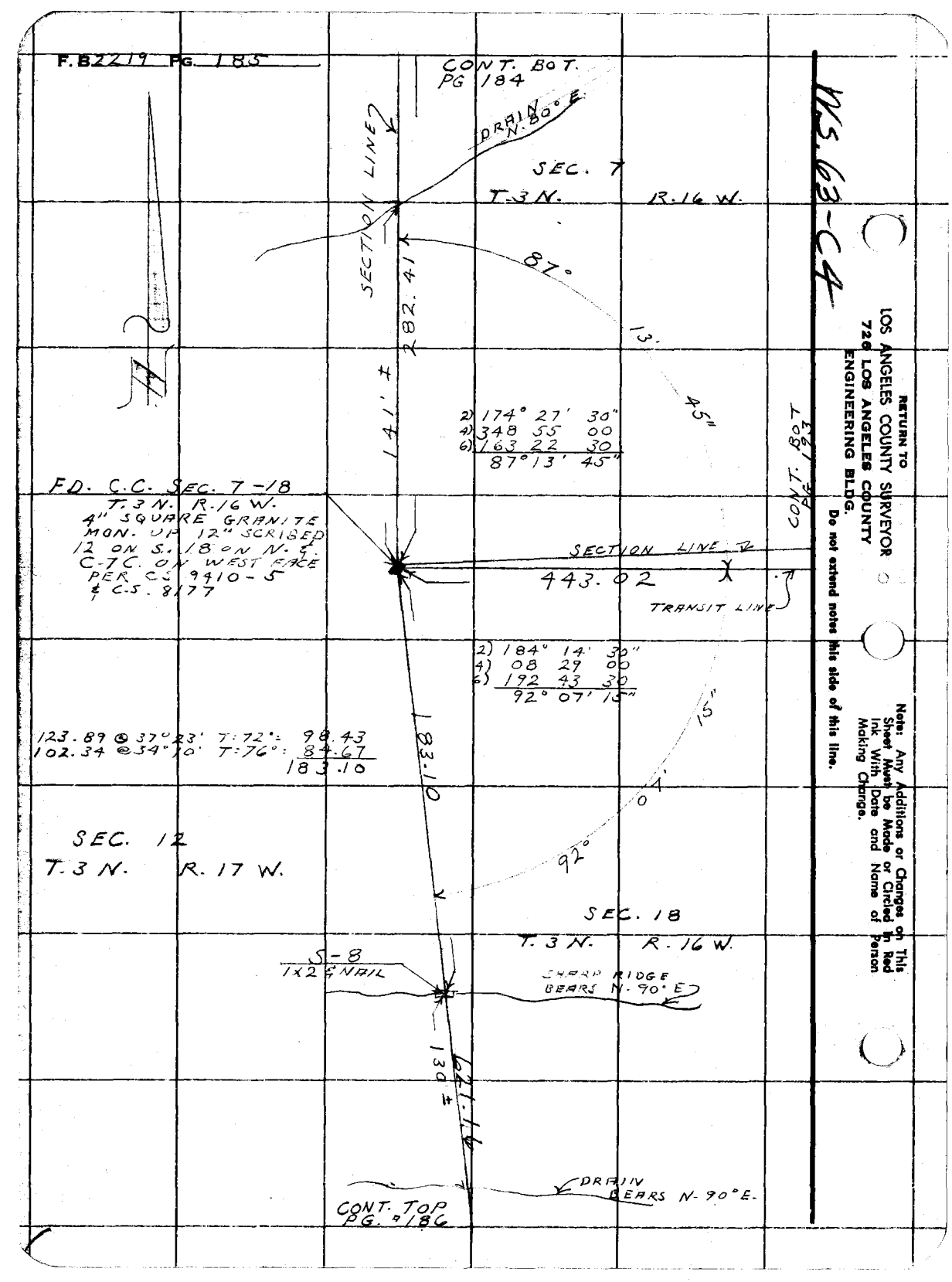
76F309S S&E #247. 8-54

F.B 2219 Pg. 183



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LOS. 63-C4

Notes Ck'd by	Survey of SECTION LINES
Map No.	W. 0382.01 Tape No. 103 St'd. 84 °F
Office Work	Surveyed by L.V. SMITH
Checked	Notes L.V.S. Date 6-56 C. Johnson
Date	Indexed

F.B. 2219 Pg. 186

SEC. 12

CONT. BOT. PG 185

300.31 @ 0°26' T: 86° = 300.30
22.55 @ LEV. T: 82° = 22.55
300.51 @ 6°56 T: 82° = 298.31
621.16

SEC 18
T. 3N. R. 16 W.

621.16

2.43

S-9
SET 1X2 E.N.

8.09

FD. 2" I.P. WITH 2X2 PLUG & NAIL UP 10" PER RS. 60-19 SET AS N.E. COR SEC 13 T.3N. R.17W. BY G.C. WILLIAMS.

109.55 @ 28°28' = 96.31
T=80° = 96.31

96.31

S-10
SET 1X2 E.N. ON RIDGE S.73°E

215.19 @ 38°52 T=78° = 167.54
214.38 @ 37°02 T: 68° = 171.12
338.66

SEC. 13
T-3 N. R. 17 W.

338.66

CONT. TOP PG. 187

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76F3095 SSE #247. 8-54

F.B. 2219 PG. 187

CONT. BOT. PG 186

WG. 63-C5

SEC. 13
T. 3 N. R. 17 W.

338.66

HIGH ROCKY BLUFF

80'±

S-11
1X2 & NAIL

160'±

SEC. 18
T 3 N. R. 16 W.

262.58 @ 8°25' T:60 = 259.71
242.13 @ 23°05' T:68 = 222.71
482.42

DRAIN N. 60° E.

DRAIN S. 55° E.

482.42

S-12
1X2 & NAIL ON SPUR

N. 73° E.

SPUR

2) 124° 24' 00"
4) 248 48 00
6) 13 12 00
62° 12' 00"

90.30 @ 16°24 T:70° = 86.62
287.92 @ 23°44 T:76° = 263.55
350.17

350.17

S-13
1X2 & NAIL

N 71° 30 E.

SPUR

62° 12' 0...

CONT. BOT PG 188

203.00 @ ELEV. T:76° = 202.99
291.47 @ 22°26 T:70° = 269.38
79.93 @ 29°16 T:68° = 69.72
542.09

542.09

TO S.E. COR

W.C. 1/4 COR SEC. 13
T. 3 N. R. 17 W.
FD C.S.B.C. MON. IN CONC.
F.B. 1109-42A
R.S. 60-19

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Office Work	Surveyed by L.V. SMITH
Checked	Notes L.V.S. Date 6-13-56
Date	Indexed A. C. Johnson

F.B. 2219 PG. 188

WS. 63-D4

2) 300° 19' 00"
4) 240 37 30
6) 180 56 15
150° 09' 22"

SECTION COR.
FD HEWN GRANITE
MON 4" SQUARE. HOLE
IN TOP. UP 14"
4 NOTCHES ON S. EDGE
& 5 NOTCHES ON E EDGE
7 ON N.W. FACE, 8 ON
N.E, 18 ON S.W. & 17
ON S.E. FACE.
C-S-9412
C-S 8177
FB 2219-177

51.48 @ 16°26 T = 82° = 49.38
59.17 @ 37°53 T = 80° = 46.70
250.88 @ 29°08 T = 84° = 219.16
315.24

2) 51 21 30
4) 102 43 15
6) 154 05 00
25° 40' 50"

SEC 8

SEC 17

SEC 18

SEC. 7
T. 3 N.
R. 16 W.

TRANSIT LINE
FM. EAST PER
PAGE 177

150°
09'
22"

SECTION LINE
TRANSIT LINE
315.24

25° 40' 50"

R-16
SET 1x2 & NAIL

TO W.C. 1/4 COR
SEC 13

198±
354.38

DRAIN
S-15 W.

CONT. TOP
PG 189

CONT.
RIGHT
PG. 187

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76F3098 247 4-53

F.B. 2219 Pg. 189

CONT BOT PG 188

298.58 @ 3°12 T=56° = 298.06
71.45 @ 37°58 T=56° = 56.32
354.38

354.38

R-16 W

SECTION LINE

R-17
SET 1X2 & NAIL ON SHOR

RIDGE S. 19° W.

225.93 @ 4°03 = 225.37
T= 70° = 225.35

TRANSIT LINE

225.35

SEC 18

N-44
FD ¾" GALV. I.P. & CAP STAMPED N-44

R-18
SET 1X2 & NAIL ON SHALE RIDGE

2.9

T. 3 N.

FD 2" I.P. UP 28" MARKED S.O. 11 PLER C.S. 8177 SEARCHED FOR SANDSTONE SAT BY E.T. WRIGHT C.S. 9410-13 FD NOTHING

3.4

35° 02' 15"

49.74

49.74 @ LEV T=74°=49.74

2) 70° 04' 30"
4) 140 09 00
6) 210 13 30
35° 02' 15"

SEC. 7

R-19
SET 1X2 BY INTER-SECTION.

93.18 @ 27°02' = 83.00
T=74° = 82.99

82.99

N-45
FD ¾" GALV. I.P. & CAP STAMPED N-45

111.23

CONT TOP PG 190

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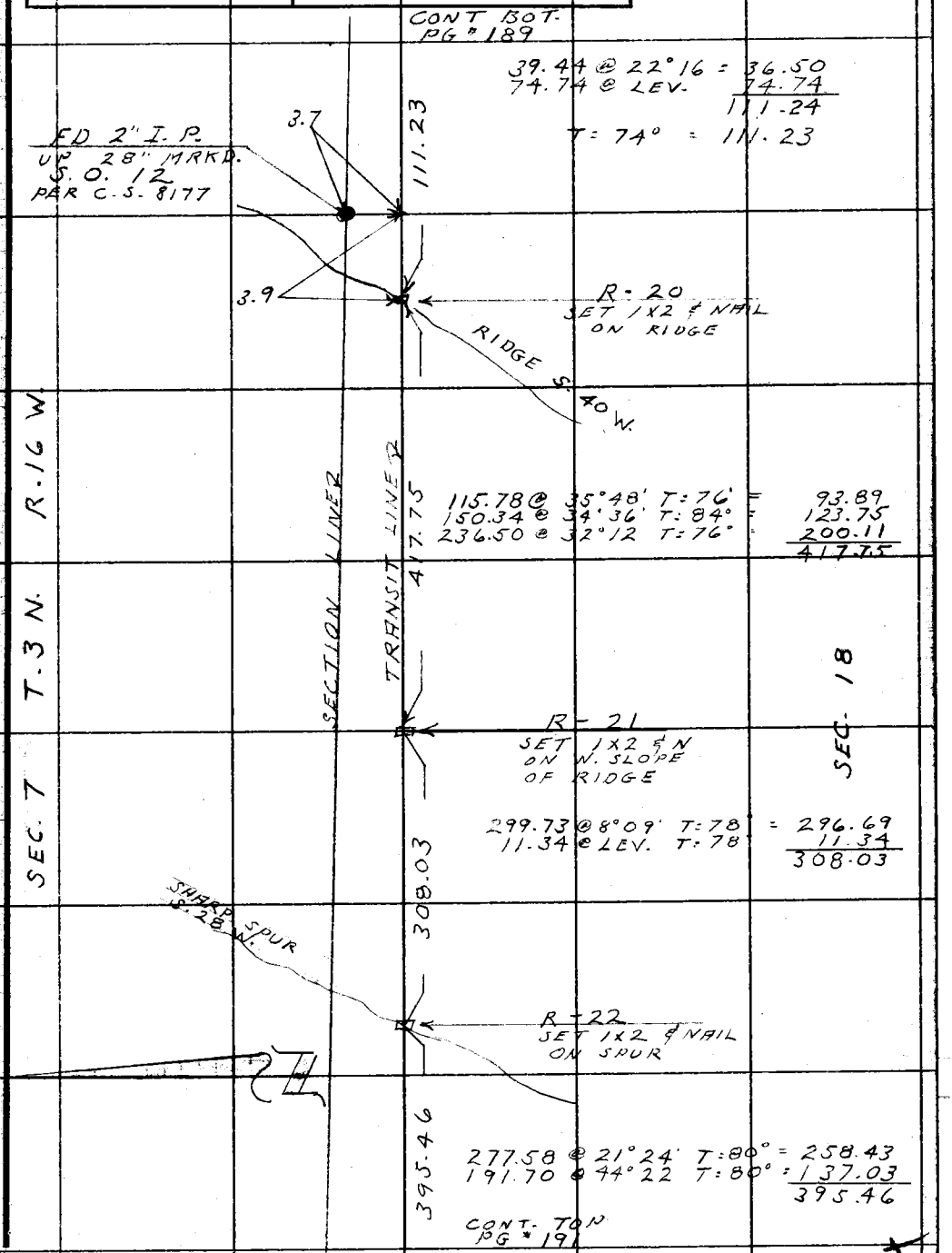
Map No.	0302-01 W. O. Tape No. 103 St'd. 84 °F	
Office Work	Surveyed by L.V. SMITH	
Checked	Notes L.V.S. Date 6-14-56	
Date	Indexed A. C. Johnson	



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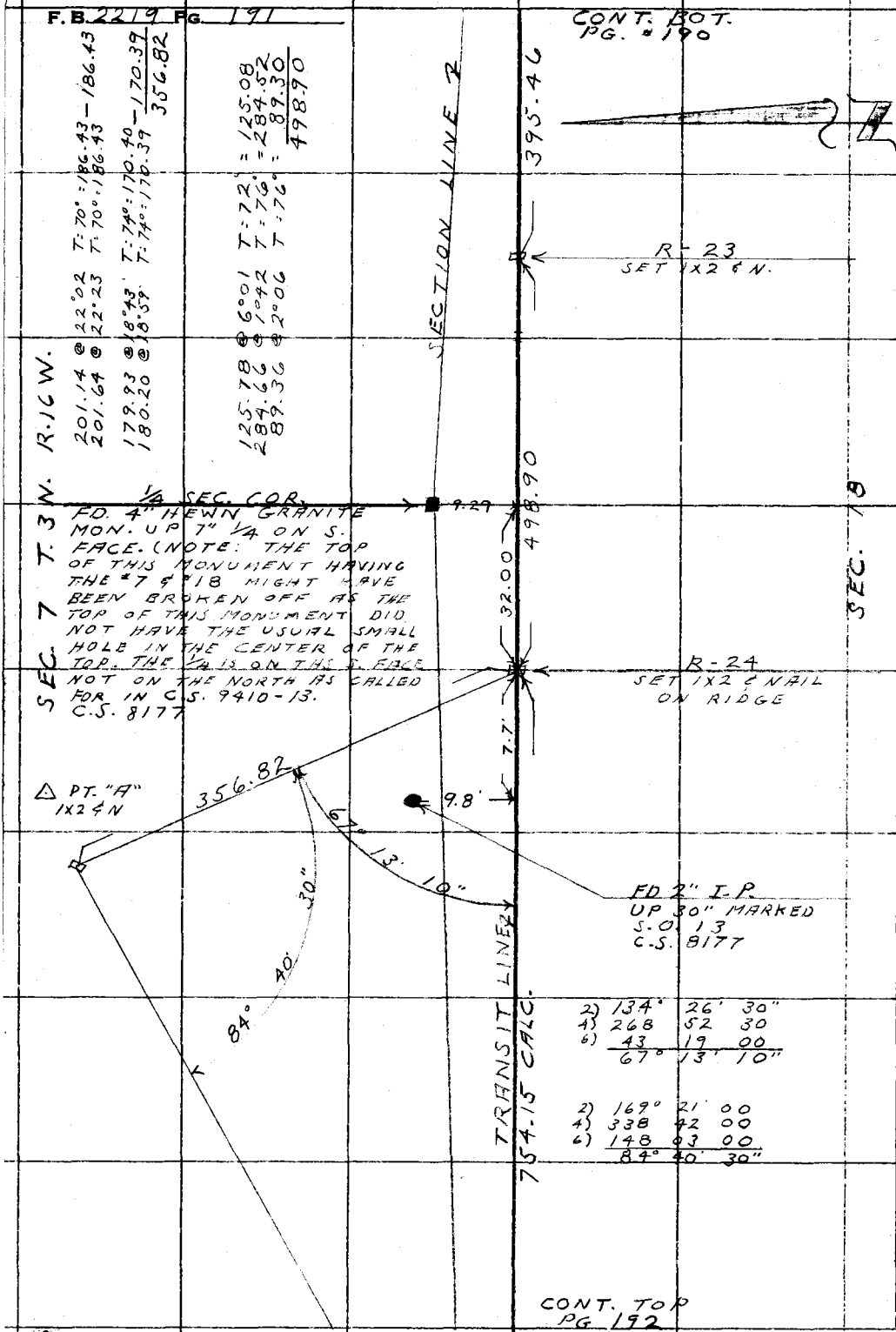
76F309S S&E #247. 8-54

F.B. 2219 PG. 191



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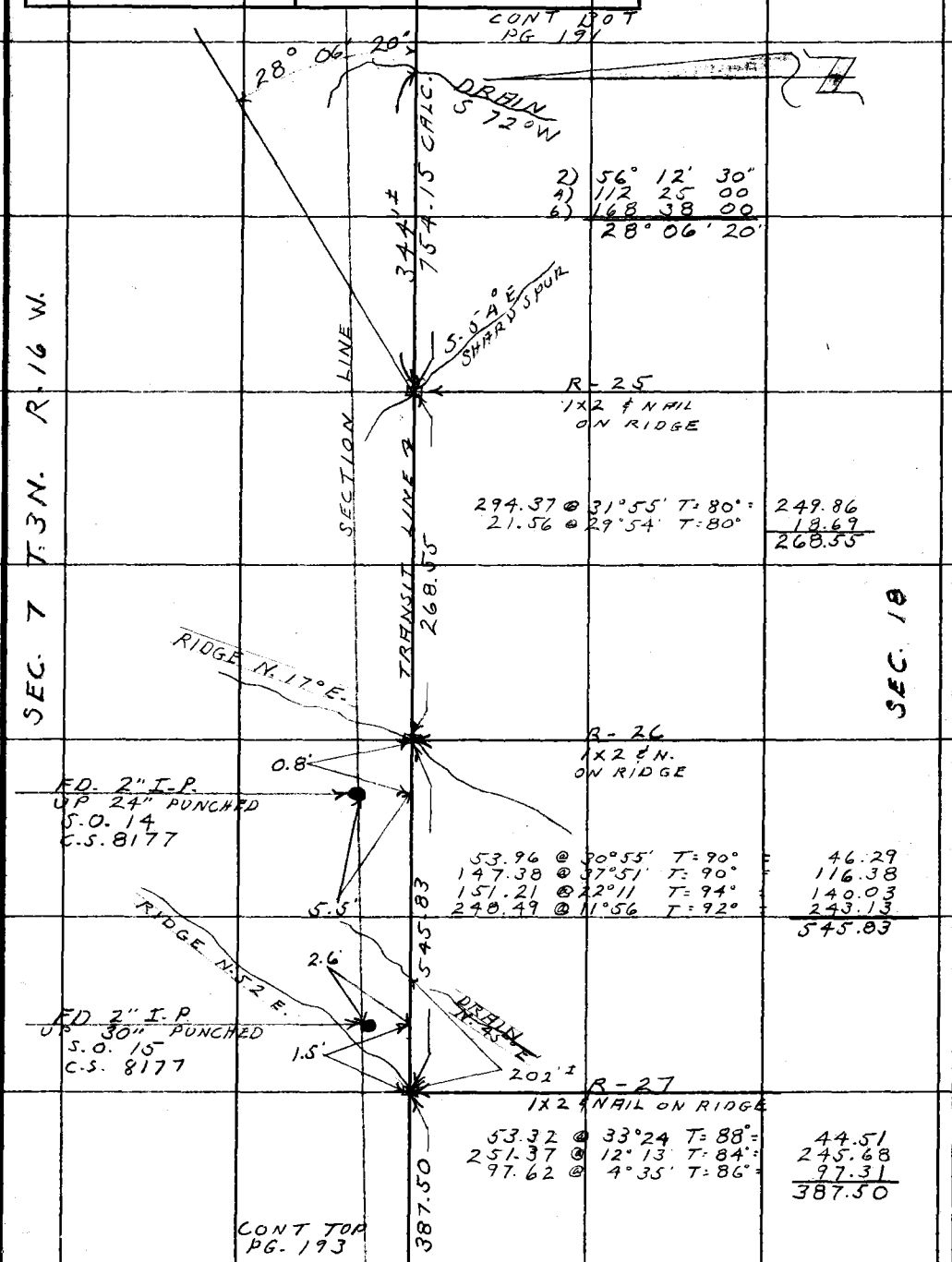
Office Work	Surveyed by L. V. SMITH
Checked	Notes L. V. S. Date 6-'56
Date	Indexed C. Johnson

F. B. 2219 Pg. 192



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76F309S S&E #247. 8-54

F.B. 2219 PG. 193

CONT BOT PG 192

63° 41' 15"

DRAIN N 60 E

2) 127° 22' 30"
4) 254 45 00
6) 22 07 30
63° 41' 15"

387.50

170'±

263.21

N-51
FD ¾" I.P. & CAP STAMPED N-51

R-28
SET 1X2 & NAIL BY INTERSECTION

270.73 @ 13°32 T=86°
= 263.21

SECTION LINE

TRANSIT 63.58

67.53 @ 28°14' T=90° = 59.50
4.08 @ LEV. T=90° 4.08
63.58

N-50
FD ¾" I.P. & CAP STAMPED N-50

R. 16 W.

T. 3 N.

SEC. 7

RIDGE N. 40° E.

SEC. 18

R-29
SET 1X2 & NAIL ON RIDGE. FD 2" I.P. 3' LONG ON THE GROUND DN. HILL FM. LINE MARKED S.O. 16

206.04 @ 6°19' T=90° = 204.80
169.30 @ 13°06 T=86° = 164.89
73.70 @ 5°44 T=92° = 73.33
443.02

443.02

CONT. RIGHT PG. 185

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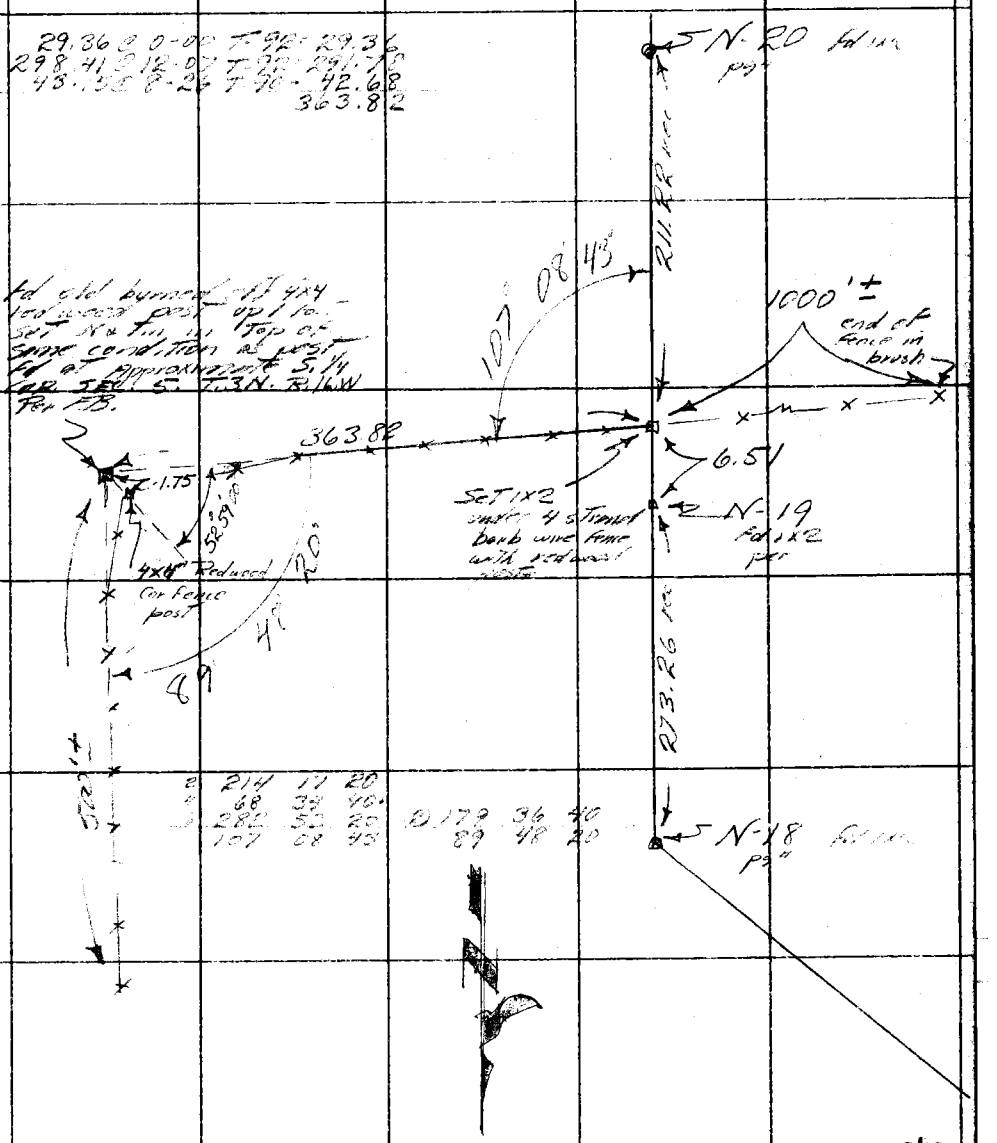
Notes Ck'd by	Survey of Chatsworth - Newhall Rd
Map No.	W. O. 0911.04 Tape No. 80 St'd. 84 °F
Office Work	Surveyed by W.S. Cowherd
Checked	Notes W.S.C Date 5-16-56
Date	Indexed A. C. Johnson 7-8-56

F.B. 2219 Pg. 195

Note
Location of 4 strand barb wire fence in relation to P-lines



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Map No.	W. O. 0911.04 Tape No. St'd. °F
Office Work	Surveyed by R.C. Dale
Checked	Notes RCD Date 6-29-56
Date	Indexed E. C. Johnson 7-5-56

F. B. 2219 PG. 197

CHATSWORTH NEWHALL ROAD

JN 0911.04

JUNE 1956

ADDITIONAL TIES TO GEODETIC NET AT PICO CN RD.

REF.

FB 2219-125, 129

PARTY

R.C. Dale
C.H. Morrison
W.E. Dale

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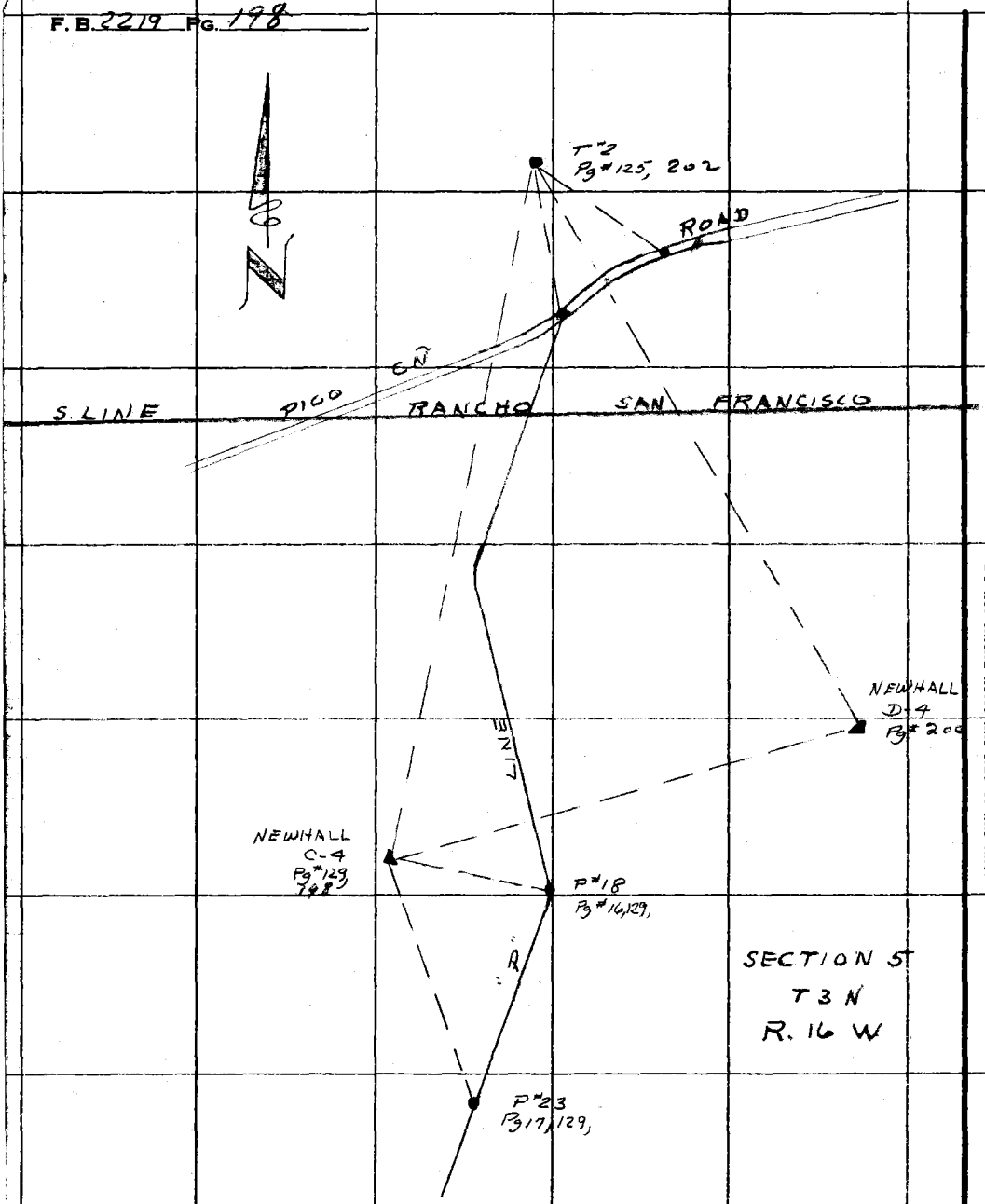
F. B. 2219 Pg. 198



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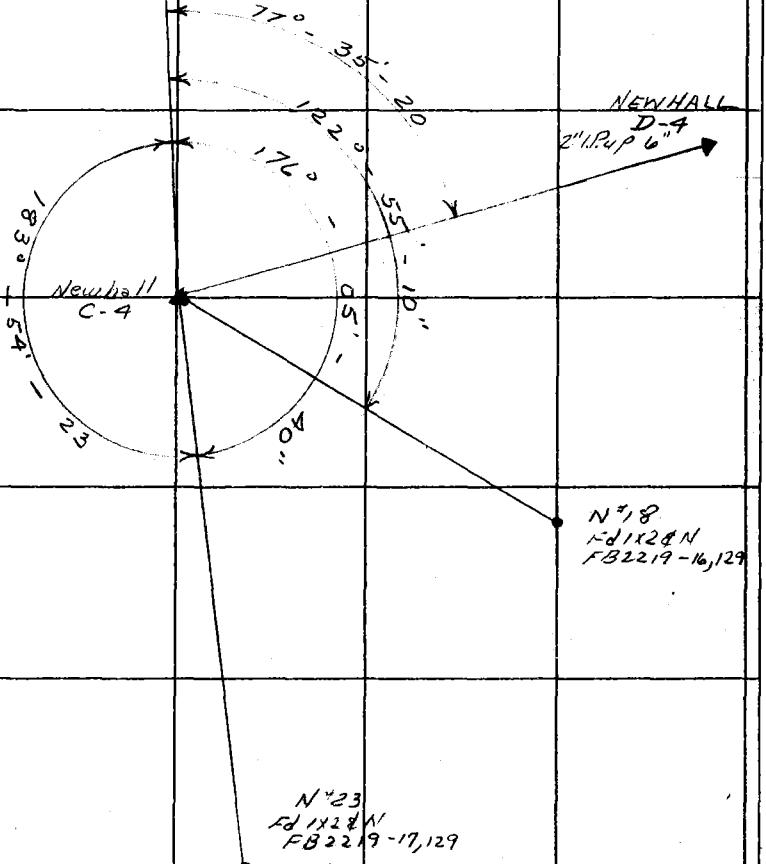
Map No.	W. O. 09110-01 Tape No. St'd. °F
Office Work	Surveyed by F.C. Dale
Checked	Notes R C D Date 6-29-56
Date	Indexed C. Johnson

F. B. 2219 Pg. 199

NEWHALL C-4

Fd 2" I.P., Asphalt Plug & Spk. Top of Spur up 3"
Per FB 2219-129

T-2
Fd ¾" I.P. & Cap
Per FB 2219-125



T-2 To D-4	T-2 To N°18	T-2 To N°23	N°23 To T-2
2) 155-10-40	2) 245-50-20	2) 352-11-20	2) 07-48-50
4) 310-21-20	4) 131-40-40	4) 344-22-40	4) 15-37-30
6) 105-32-00	6) 17-31-00	6) 336-34-00	6) 23-26-20
77° 35' 20"	122° 55' 10"	176° 00' 40"	183° 54' 23"

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726 LOS ANGELES COUNTY
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75F3095 SAE #247. 8-54

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Transit at Station NEWHALL C-4 FB Pg" HI = 4.94

Sight on	+ Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature correction	+ Difference - Elevation	Adjusted Dif Elevation
T-2	-1.00	-5-20-40					
		-5-20-20					
		-5-20-30					
D-4	-5.00	-1-59-50					
		-2-00-00					
		-1-59-55					

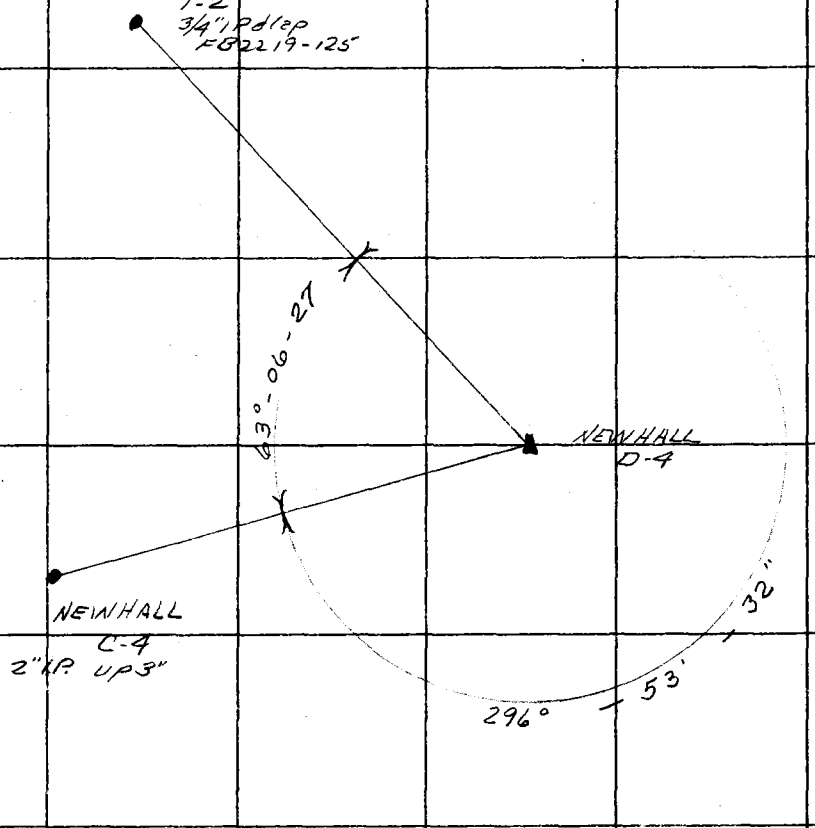
F.B. 2219 PG. 200

Notes Ck'd by	Survey of Chatsworth Newhall Rd
Map No.	W. O. 22104 Tape No. St'd. °F
Office Work	Surveyed by R.C. Dale
Checked	Notes R.C.D Date 6-29-56
Date	Indexed A. C. Johnson

F. B. 2219 PG. 201

NEWHALL D-4

2" I.P. Asphalt Plug & Spk up 6" Top of Ridge



C-4 To T-2	T-2 To C-4
2) 126-12-50	2) 233-46-50
4) 252-25-40	4) 107-34-10
6) 18-38-40	6) 391-21-10
63°-06'-27"	296°-53'-32"

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76F3095 S&E #247. 8-54

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Transit at Station NEWHALL D-4 F.B. Pg # HI = 442

Sight on	+ Vertical - Rod	- Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature Correction	+ Difference - Elevation	Adjusted Diff Elevation
T-2	-3.00	-4-11-30					
		-4-11-20					
		-4-11-25					
	-10.00	-4-05-20					
		-4-05-20					
		-4-05-20					
C-4	-1.00	+0-55-00					
		+0-55-20					
		+0-55-10					

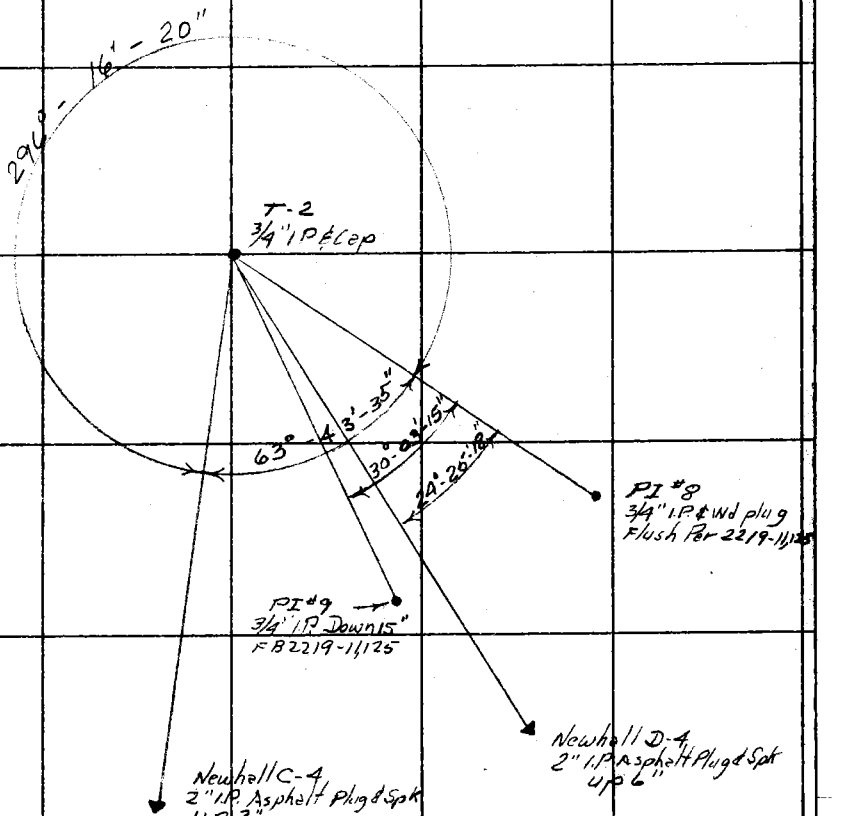
F.B. 2219 PG. 202

Notes Ck'd by	Survey of Chatsworth Newhall Rd
Map No.	W. O. 09 11.04 Tape No. St'd. °F
Office Work	Surveyed by R.C. Dale
Checked	Notes R.C.D Date 6-29-56
Date	Indexed A. C. Johnson

F. B. 2219 PG. 203

T-2

3/4" I.P. & Cap on Low Spur Tg FB2219-125



PI 8 To D-4	PI 8 To PI 9	PI 8 To C-4	C-4 To PI 8
2) 48-50-40	2) 60-06-20	2) 127-27-10	2) 232-32-40
4) 97-41-00	4) 120-13-00	4) 254-54-20	4) 105-05-20
6) 146-31-50	6) 180-19-30	6) 22-21-30	6) 337-38-00
24°-25'-18"	30°-03'-15"	63°-43'-35"	296°-16'-20"

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Transit at Station T-3 FB 2219 Pg #125 H/I 4.70

Sight on	- Rod	+ Vertical - Angle	Horizontal Distance	+ Vertical - Distance	+ Curvature correction	+ Difference - Elevation	Adjusted Diff Elevation
D-4	-5.00	+4-09-50 +4-10-00 +4-09-55					
C-4	-5.00	+5-16-00 +5-16-20 +5-16-10					

F. B 2219 Pg. 2e

Notes Ck'd by G9111	Survey of Chatsworth-Newhall Rd. F. B. 2219 PG. 209
Map No.	JN 0911.04 Tape Std °F
Office Work	Surveyed by L.V. Smith
Checked	Notes C.V. Crowe Date 2-28-57
Date	Indexed I. C. Johnson 1-8-57

CHATSWORTH - NEWHALL ROAD

CROSS SECTION

at

N-6

on

SHEET #11

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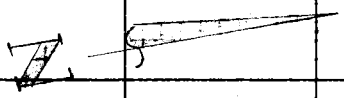
76F3095 - SAE #247 1-56

F. B. 2219 Pg. 210



1+80.51 R

1+50 R

1+00 R

90° 00'

0+50 R

N-6 = 0+00
Fd 1X2 ϕ N.
F.B. 2219-14

N-5
Fd. 1X2 ϕ N.
F.B. 2219-13

N-4
Fd. 1X2 ϕ N.
F.B. 2219-13

0+50 L

1+00 L

1+50 L

2+00 L

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STATION	B. S.	H. I.	F. S.	ELEV.	MAP ELEV.	DIFF.	HOR. ADJ.	ADJ. DIFF.	X-SECTION AT N-6 LINE AT 90° TO "P" LINE
N-6									N-6
0+00 ℄	5.96	1411.19		1405.23					1X2 & N. per F.B. 2219-14 Elev. 1405.23 per Aerial Photo. Spec. book.
0+36 R			11.9	1399.3	1400	+0.7			Bot. of Cñ.
0+40 R			10.9	1400.3					Top of Brk.
0+50 R			10.90	1400.29					
0+88 R			10.3	1400.9					Tow of S/p.
1+00 R			5.95	1405.24	1407.5	+2.3	1.5		
T.P.	11.46	1422.61	0.04	1411.15					1X2
T.P.	11.10	1433.62	0.09	1422.52					1X2
1+50 R			4.52	1429.10	1431.5	+2.4	1.5		
T.P.	9.52	1442.79	0.35	1433.27					1X2
1+66 R			6.9	1435.9	1438	+2.1			Top of Brk.
1+80.51 R			3.65	1439.14	1440	+0.9			Top of ridge
T.P.	0.55	1433.77	9.57	1433.22					1X2
T.P.	9.61	1432.02	11.36	1422.41					1X2
T.P.	8.32	1428.68	11.66	1420.36					1X2
0+50 L			11.37	1417.31	1422	+4.7	1.0		Brk. in grade
T.P.	11.16	1439.65	0.19	1428.49					1X2
T.P.	12.15	1451.62	0.18	1439.47					1X2
1+ 00 L			6.49	1445.13	1442	-3.1	1.0		
T.P.	12.35	1463.73	0.24	1451.38					1X2

Profile No. ____ Notes Red ____ Plotted ____ Job No. ____ Division No. ____ F.B. 2219 Pg. 211
X-Sec. No. ____ Date ____ Date ____ Survey of Chatsworth - Newhall Road
Notes Chkd. Galli Checked ____ Survey by L. V. Smith Notes C. V. Crow Date 12-28-56
Date May 29, 1957 Date ____ Map No. ____ Indexed G. Johnson Date ____

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F.B. 2219 PG. 2/2 Job No. Division No. Notes Red. Plotted Profile
Survey of Chatsworth - Newhall Rd. Date Date No.
Survey by L.V. Smith Notes C.V. Crowe Notes Chkd Checked X-Sec.
Indexed C. Johnson Date 12-29-56 Date Date No.

STATION	B. S.	H. I.	F. S.	ELEV.				Description.
		1463.73						
T.P.	10.11	1473.72	0.12	1463.61				1X2
1+50 L			10.20	1463.52	1461	-2.5		
1+84 L			2.0	1471.7	1471	-0.7		Top of ridge.
2+00 L			5.48	1468.24	1474	+5.8	3	
T.P.	0.18	1462.09	11.81	1461.91				1X2
T.P.	0.31	1450.29	12.11	1449.98				1X2
T.P.	0.28	1438.42	12.15	1438.14				1X2
T.P.	8.38	1436.84	9.96	1428.46				1X2
N-4			11.18	1425.66				N-4 1X2 ⊀ N. per F.B. 2219-13 Elev. 1425.67' per Aerial Photo. Spec. book.

Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	JN 2911.04 Tape Std °F
Office Work	Surveyed by L.V. Smith
Checked	Notes C.V. Crowe Date 1-2-57
Date	Indexed A. O. Johnson

F. B. 2219 PG. 213

CHATSWORTH - NEWHALL ROAD

PROFILE

between

N-16 and N-18

on

SHEET #11

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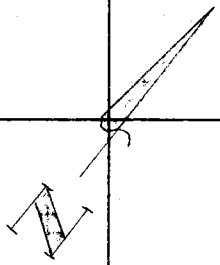
F. B. 2219 Pg. 214



N-16 = 0+00
Fd 1X2 & N.
F.B. 2219-16

0+50

1+00

1+50

2+00

N-17 = 2+47.64
Fd. 1X2 & N.
F.B. 2219-16

2+50

3+00

3+50

4+00

4+50

N-18 = 4+79.91
Fd. 1X2 & N.
F.B. 2219-16

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STATION	B. S.	H. I.	F. S.	ELEV.	MAP ELEV.	DIFF.	HOR ADJ.	ADJ. DIFF.	PROFILE ON "P" LINE FM. N-16 TO N-18 FB
N-16 0+00	031	1651 73	-	1651 42	-				N-16 ELEV. = 1651.42 FB 2219 - 44 FD 1x2 & NAIL ON SPUR PER. FB. 2219 - 16
T.P.	008	1640 24	11 57	1640 16					1x1
0+42			08	1639 4	1641	+1			BRK. IN GRADE
0+50			221	1638 03	1638	—		—	1x2
0+84			66	1633 6	1628	-5	1		BRK IN GRADE
T.P.	030	1628 40	1214	1628 10					1x2
1+00			059	1627 81	1621	-7	2	5	1x2
1+35			123	1616 1	1603	-13	1		BRK. IN GRADE
T.P.	016	1616 40	1216	1616 24					1x2
1+50			1112	1605 ~~68~~ 28	1597	-8	2	6	1x2 & BRK. IN GRADE
T.P.	024	1604 49	1215	1604 25					1x2
T.P.	044	1593 19	1174	1592 75					1x2
1+83			34	1589 8	1579	-11	1		BRK IN GRADE
1+88			70	1586 2	1579	-7	1		BOT. SMALL DRAIN
1+93			56	1587 6					BRK IN GRADE
2+00			548	1587 71	1577	-10	1	9	1x2 TOP SMALL NOSE
2+11			88	1584 4	1577	-7	1		BRK. IN GRADE
2+19			127	1580 5	1577	-3	1		" " "
2+24			126	1580 6					" " "

Profile No. ____ Notes Red ____ Plotted ____ Job No. 0911.04 Division No. ____ F.B. 2219 Pg. 215

X-Sec. No. ____ Date ____ Date ____ Survey of CHATSWORTH-NEW

Notes Chkd. ____ Checked ____ Survey by L.V. SMITH Notes L.V.S. Date ____

No. ____ Date ____ Date ____ Map No. ____ Index Johnson Date ____

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B. 2219 PG. 2/6 Job No. _____ Division No. _____ Notes Red _____ Platted _____ Profile
Survey of CHATSWORTH - NEWHALL ROAD Date _____ No. _____
Survey by L.K.S. Notes L.K.S. SMITH Notes Chkd _____ Checked _____ X-Sec.
Indexed E. C. Johnson Date _____ Date _____ No. _____

STATION	B. S.	H. I.	F. S.	ELEV.	MAP ELEV.	DIFF.	HOR. ADJ.	ADJ. DIFF.	
		1593 19							
2+26			146	1578 6	1578	—			BOT DRAIN
2+30			127	1580 5	1578	-2	1		BRK. IN GRADE
N-17 2+47.64			1073	1582 4					1X2 & N.
2+50			1046	1582 73					1X2
2+66			83	1584 9	1579	-6	1	5	BOT. BRK.
T.P.	11 52	1604 20	051	1592 68					1X2
3+00			835	1595 85	1588	-8	-1	7	1X2 & N
T.P.	11 69	1615 65	024	1603 9					1X2
3+30			124	1603 3	1594	-9	1		BRK. IN GRADE
3+50			761	1608 04	1598	-10	1	9	1X2
T.P.	12 24	1627 73	016	1615 49					1X2
4+00			402	1623 71	1618	-6	2	4	
T.P.	11 81	1639 44	010	1627 63					1X2
T.P.	12 28	1651 57	015	1639 29					1X2
T.P.	11 66	1662 80	043	1651 14					1X2
4+50			701	1655 79	1646	-10	2	8	1X2
T.P.	11 60	1674 35	005	1662 75					
N-18 4+79.91			186	1672 49					N-18 ELEV = 1672.435 FB-2219-46 FD 1X2 & NAIL ON TOP OF SMALL KNOB PER FB 2219-16

Notes Ck'd by	Survey of Chatsworth-Newhall Rd. F. B. 2219 PG. 217
Map No.	JN 09111.04 Tape Std °F
Office Work	Surveyed by L.V. Smith
Checked	Notes C.V. Crowe Date 1-4-57
Date	Indexed C. Johnson

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CHATSWORTH - NEWHALL ROAD.

CROSS SECTION

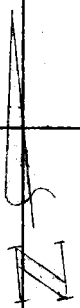
at

PI # 7, PICO CN. RD.

on

SHEET # 12

F. B. 2219 Pg. 218



3+00 R

2+50 R

2+00 R

1+50 R

1+00 R

0+50 R

PI-7 = 0+00
Fd 3/4" I.P. plug & N. dn 11"
F.B. 2219-11

0+50 L

1+00 L

1+50 L

2+00 L

2+50 L

3+00 L

3+50 L

4+00 L

CN. RD.

PICO

℄

PI-8
Fd 3/4" I.P. plug & N. ft.
F.B. 2219-11

139° 37' 35"

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STATION	B. S.	H. I.	F. S.	ELEV.	MAP ELEV	DIFF	HOR. ADJ.	ADJ. DIFF	"X-SECTION AT P.I. #7 AT ANGLE OF 73° 37' 30" TO P.I. #8
P.I. #7 0+00	1 60	1350 28		1348 68					T.B.M. P.I. #7 ELEV. 1348.684 F.B. 2219-32. GOLDEN STATE HWY & PICO CN. ROAD. 0.7' MILES W. OF INTERSECTION AT P.I. #7 ON PICO CN. RD. N. EDGE OF PVMT DN. 0.9'. 3/4" I.P. PLUG & N.
0+01.5 R			0 73	1349 55					N. EDGE PVMT.
0+06 R			0 7	1349 6					TOP BRK.
0+14 R.			4 1	1346 2	1347.5	+1.3			BOT. BRK.
0+50 R.			7 75	1342 53	1344.5	+2.0			1X2
0+86 R.			9 5	1340 8	1343.5	+2.7			BRK. IN GRADE
1+00 R.			9 27	1341 01	1343.0	+2.0			1X2
1+35 R			8 8	1341 5					BRK. IN GRADE
1+50 R			9 21	1341 07	1341.5	+0.4			1X2
T.P.	7 92	1346 24	11 96	1338 32					1X2
2+00 R.			8 55	1337 69	1340.5	+2.8			1X2
2+50 R.			10 49	1335 75	1338.3	+2.6			1X2
3+00 R			11 30	1334 94	1337.5	+2.6			
T.P.	11 63	1357 68	0 19	1346 05					ROCK
0+21.5 L			8 33	1349 35					S. EDGE PVMT.-BOT. CUT.
T.P.	10 81	1368 28	0 21	1357 47					1X2
0 +29 L			7 5	1360 8	1354 0	-6.8	2	4.8	Top of CUT.
T.P.	12 00	1380 23	0 05	1368 23					1X2

Notes Red ____ Checked ____ Job No. 0911.04 Division No. ____ F.B. 2219 Pg. 219
Date ____ Date ____ Survey of CHATSWORTH - NEWHALL RD
X-Sec. ____ Notes Chkd. ____ Checked ____ Survey by L.V. SMITH Notes L.V.S. Date 1-3-57
No. ____ Date ____ Date ____ Map No. ____ Indexed Johnson Date ____

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F.B. 2219 PG. 220 Job No. 2811.04 Division No. Notes Red. Plotted
Survey of CHATSWORTH-NEWHALL RD. Date Date No.
Survey by L.V. SMITH Notes R.C. BOWERS Notes Chkd Checked X-Sec.
Indexed K. C. Johnson Date Date Date No.
Profile

STATION	B. S.	H. I.	F. S.	ELEV.	MAP ELEV.	DIFF HOR ADJ.	ADJ. DIFF		
		1380 23							
L. 0+50			964	1370 59	1362	[7] -8.6	1.5	7.1	
L. 0+67			26	1387 6	1371	-6.6	1.5	5.0	BRK. IN GR.
T.P.	12 07	1392 19	011	1380 12					1X2
L. 1+00			380	1388 39	1385	[8] -3.4	1.5	1.9	
T.P.	11 61	1403 75	005	1392 14					1X2
L. 1+42			14	1402 4	1405	+2.6			BRK. IN GR.
T.P.	11 58	1415 19	014	1403 61		[9] +2.1			1X2
L. 1+50			881	1406 38	1408.5				
T.P.	11 69	1426 80	008	1415 11					1X1
T.P.	11 86	1438 53	013	1426 67					1X2
L. 2+00			341	1435 12	1434	[10] -1.1			
T.P.	11 94	1450 17	030	1438 23					1X2
L. 2+27			35	1446 7	1445	-1.7			TOP OF SPUR.
T.P.	12 04	1459 68	253	1447 64		[11]			1X2
L. 2+50			1236	1447 32	1448	+0.7			1X2
L. 12' R			89	1450 8					TOP SMALL SPUR
L. 2+75			93	1450 4		[12]			BRK IN GRADE
L. 3+00			869	1450 99	1452.5	+1.5			1X2 ON TOP OF SPUR
L. 3+19			89	1450 8		[13]			BRK IN GRADE
L. 3+50			479	1454 89	1455.5	+0.6			1X2 ON TOP OF SPUR

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STATION	B. S.	H. I.	F. S.	ELEV.	MAP ELEV. DIFF. HOR. ADJ. ADJ. DIFF.	
		145968				
T.P.	1 43	1461 07	0 04	145964		1X2
L. 4+00			0 62	146045	1462.5 +2	1X2
T.P.	0 08	1449 25	11 90	144917		1X2
T.P.	0 17	1437 31	12 11	143714		1X2
T.P.	0 32	1425 55	12 08	142523		1X2
T.P.	0 42	1414 04	11 93	141362		1X2
T.P.	0 31	1402 32	12 03	140201		1X2
T.P.	0 30	1390 54	12 08	139024		1X2
T.P.	0 14	1378 98	11 70	137884		1X2
T.P.	0 33	1367 22	12 09	136689		1X2
B.M. U.S. 2067			11 83	135539		U.S. 2067 ELEV=1355.384 FB 2219-32 T.B.M. NEWHALL 3.4 MI WEST OF 0.7 MI WEST OF CROSSING OF GOLDEN STATE HWY. 40' S. OF ROAD. CONCRETE 10"SQ UP 6" WITH BRONZE TABLET STAMPED R-1 1929
					Points Tested - 14	
					Av. error 2.3	

Profile Notes Red ____ Plotted ____ Job No. 0911-04 Division No. ____ F.B. 2219 Pg. 221

No. ____ Date ____ Date ____ Survey of CHATSWORTH NEWHALL ROAD

X-Sec. Notes Chkd. ____ Checked ____ Survey by L.V. SMITH Notes L.V.S. Date 1-4-57

No. ____ Date ____ Date ____ Map No. ____ Indexed ____ Date ____

Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	JN 0911.04 Tape Std °F
Office Work	Surveyed by L. V. Smith
Checked	Notes C. V. Crewe Date 1-9-57
Date	Indexed L. O. Johnson

F. B. 2219 PG. 223

JAN 17 '57

CHATSWORTH - NEWHALL ROAD

PROFILE

between

N-21 and N-24

on

SHEET #10

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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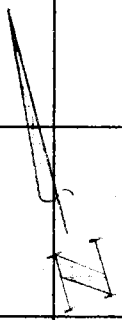
76F3095 SAE #247 1-56

F. B. 2219 Pg. 224



N-21 = 0+00
Fd. 1x2 d N.
F.B. 22/9-17

0+50

1+00

1+50

2+00

2+50

[illegible] 1+52.29
Fd. 1x2 [illegible] N.
F.B. 22/9-17

3+00

3+50

4+00

4+50

N-22 = 4+77.59
Fd. 1x2 d N.
F.B. 22/9-17

5+00

5+50

6+00

6+50

[illegible] = 6+55.52
Fd. 1x2. N.
F.B. 2219-18

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76L298 S & E #307 9-54

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Do not extend notes this side of this line.

STATION	B. S.	H. I.	F. S.	ELEV.	Map Elev.	Diff	Hor Adj	Adj Diff +-	Profile on "P" Line From N 21 Southwest To N 24 Sheet #10
N-21									N-21 Elev 1693.02 Per FB 2219.48
0+00	1.21	1694.23		1693.02					Fd 1x2 Top Spvr FB 2219-17
1+16			2.97						Top Break
T.P.	0.81	1683.13	11.91	1682.32					
T.P.	0.50	1672.29	11.34	1671.79					1x2 Sidehill
0+50	1.56	1668.59	5.26	1667.03	1669	+2			
T.P.	0.92	1661.53	7.98	1660.61					
T.P.	1.09	1651.11	11.51	1650.02					
T.P.	2.14	1641.41	11.84	1639.27					
1+00			5.44	1635.97	2 1636	—			1x2 Break
T.P.	3.33	1632.62	12.12	1629.29					
1+20			10.12	1622.50	1623	—			Bot. Drain
1+38			1.99	1630.63	1624	-6	4		Break
T.P.	11.29	1643.74	0.17	1632.45					
1+50			6.53	1637.21	3 1635	-2			1x2 Sidehill
T.P.	11.65	1654.88	0.51	1643.23					
T.P.	11.92	1666.63	0.17	1654.71					
1+93			5.09	1661.54					Break
2+00			2.47	1664.16	4 1665	+1			1x2 Sidehill
T.P.	11.03	1677.61	0.05	1666.58					
T.P.	10.91		0.41	1677.20					

Profile Notes Red. ____ Plotted ____ Job No. 0911.04 Division No. 1 F. B. 2219 PG. 225
No. ____ Date ____ Date ____ Survey of Chatsworth Newhall Rd
X-Sec. Notes Chkd. ____ Checked ____ Survey by R.C. Dale Notes RCD Date 1-9-57
No. ____ Date ____ Date ____ Map No. ____ Indexed Johnson Date ____

76L298 S & E #307 9-54

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Do not extend notes this side of this line.

F. B. 2219 Pg. 226 Job No. 0911.04 Division No.
Survey of Chatsworth Newhall Rd
Survey by RC Dale Notes RCD
Indexed E C Johnson Date
Profile Plotted No.
X-Sec. Date
Notes Red. Date 1-9-57
Notes Chkd. Checked
Date Date No.

STATION	B. S.	H. I.	F. S.	ELEV.	Map Elev	Diff	Mer Adj	Diff Adj +-	Profile on "P" Line From N-21 Southwest to N-24 Sheet # 10
		1688.11							
2+32			9.31	1678.80	1676	-3	2		Top Break
2+50			4.96	1683.15	1681	-2			1X2 Top Spur
N-22 2+52.29	10.30	1693.24	5.17	1682.94					N-22 Elev 1682.97 FB 2219-48 Fd 1X2 Top Spur FB 2219-17
2+94			8.04	1685.20	1692	+7	2		Head of Drain
3+00			6.21	1687.03	1693	+6	2		1X2 Sidehill
T.P.	12.28	1705.18	0.34	1692.90					
T.P.	11.17	1716.25	0.10	1705.08					
3+50			3.98	1712.27	1716	+4	2		1X2 Sidehill
T.P.	11.33	1727.01	0.57	1715.68					
T.P.	11.90	1738.03	0.88	1726.13					
T.P.	11.08	1748.72	0.39	1737.64					
4+00			6.18	1742.54	1744	+2			1X2 Sidehill
T.P.	11.67	1760.02	0.37	1748.35					
T.P.	12.18	1771.74	0.46	1759.56					
4+38			5.71	1766.03	1766	—			Break
4+50	8.56	1780.20	0.10	1771.64	1774	+2			1X1 Sidehill
N-23 4+77.58			0.86	1779.34					N-23 Elev 1779.21 FB 2219-49 Fd 1X2 Top Spur FB 2219-17
4+94			4.77	1775.43	1769	-6	4		Break
5+00			9.05	1771.15	1764	-7	4		1X1 Sidehill
T.P.	0.85	1769.39	11.66	1768.54					

76L298 S & E #307 9-54

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Do not extend notes this side of this line.

STATION	B. S.	H. I.	F. S.	ELEV.	Map Elev	Diff	Hor Adj	Adj Diff + -	Profile on "P" Line From N-21 Southwest To N 24 Sheet #10
		1769.39							
T.P.	1.53	1759.24	11.68	1757.71					
T.P	0.07	1747.80	11.51	1747.73					
5+50	0.76	1736.46	12.10	1735.70	1733	-3	3		1x1 Sidehill
5+65			9.12	1727.34	1727	—			Break
T.P.	7.92	1733.13	11.25	1725.21					
5+93			10.96	1722.17					Bot. Drain
6+00			9.96	1723.17	1726	+3	2		1x1 Sidehill
T.P.	9.70	1742.82	0.01	1733.12					
6+50			2.92	1739.90	1740	—			1x1 Sidehill
N-24									N-24 Elev=1740.21 Per FB 2219-50
6+55.52			2.58	1740.34					Fd 1x2 Top Spur Per FB 2219-18

Points Tested — 13
Av. Error — 2.6

Profile Notes Red. ____ Plotted ____ Job No. 0911.04 Division No. ____ F. B. 2219 Pg. 227
No. ____ Date ____ Date ____ Survey of Chatsworth Newhall Rd
X-Sec. Notes Chkd. ____ Checked ____ Survey by R.C. Dele Notes RCD Date 1-9-57
No. ____ Date ____ Date ____ Map No. ____ Date ____

Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	W. O. 0911.0* Tape No. 103 St'd. 86 °F
Office Work	Surveyed by L.V. Smith
Checked	Notes C.V. Crowe Date 1-10-57
Date	Indexed K. C. Johnson

JAN 17 '57

F. B. 2219 Pg. 229

CHATSWORTH - NEWHALL ROAD

PROFILE

between

N-37 and N-38

on

SHEET #10

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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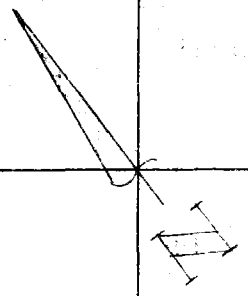
ENGINEERING BLDG.

76F3095 247 4-58

F. B. 22/9 Pg. 230



N-37 = 0+00
Fd. ¾" I.P. & cap
F.B. 22/9-75

0+55.94

1+00

1+50

2+00

2+19.76

2+50

3+00

3+26.87

3+50

4+00

4+50

5+00

N-38 = 5+16.94
Fd. ¾" I.P. & cap
F.B. 22/9-77

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ENGINEERING BLDG.
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76L298 S & E #307 9-54

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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.	Map Elev	Diff	Hor Adj	Adj Diff +-	Profile From N-37 To N-38 sheet #10
N-37									N-37 Elev = 2082.83 sheet #10
0+00	0.03	2082.86		2082.83					Fd 3/4" I.P. Top Spur FB 2219-76
0+12			7.95	2074.91					Top Break
T.P.	3.47	2075.59	10,74	2072.12					
T.P.	1.42	2065.82	11.19	2064.40					
T.P.	1.39	2055.94	11.27	2054.55					
T.P.	1.67	2046.15	11.46	2044.48					
T.P.	2.19	2037.44	10.90	2035.25					
T.P.	0.41	2026.64	11.21	2026.23					
T.P.	8.13	2024.18	10.59	2016.05					
0+56.94	9.77	2023.60	10.35	2013.83	2019	+5	3	2	1x2 Break. No even station set. Slope Constant to here & out
T.P.	0.10	2012.19	11.51	2012.09					
T.P.	0.14	2001.13	11.20	2000.99					
T.P.	0.91	1990.81	11.23	1989.90					
T.P.	1.90	1980.97	11.74	1979.07					
T.P.	6.43	1976.48	10.92	1970.05					
1+00			2.30	1974.18	1970	-4	3		1x2 Side Hill
T.P.	1.06	1966.26	11.28	1965.20					
T.P.	0.49	1955.41	11.34	1954.92					
1+50			16.68	1938.73	1933	-6	3		1x2 N. Side Draw
1455			18.20	1937.21					Bot. Draw
1466			9.84	1945.57	1943	-2	3		Creek

Profile Notes Red. Plotted. Job No. 29110 Division No. Chatsworth Newhall Rd.
No. Date. Date. Survey of
X-Sec. Notes Chkd. Checked. Survey by: LFC Date Notes RCD Date 1-14-57
No. Date. Date. Map No. Checked Johnson Date
F. B. 2219 Pg. 231

76L298 S & E #307 9-54

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F. B. 2219 Pg. 232 Job No. 29-11-04 Division No. Notes Red. Plotted
Survey of Baldwin Hills Rd Date 1-14-57 Date No. X-Sec.
Survey by R.C. Dale Notes F.C.D. Checked
Indexed A. C. Johnson Date Date Date No.
Profile

STATION	B. S.	H. I.	F. S.	ELEV.	NBD ELEV	DIFF	HOR ADJ	ADJ DIFF	Profile From N 37 To N 38 Sheet #10
		1955 41							
T.P.	10.03	1965.25	0.19	1955 22					
2+00	11.49	1975.79	0.95	1964.30	1963	4 -1			1x2 Sidehill
2+19.76			2.79	1973.00					1x2 Top Low Spur
2+46			9.64	1966.15	1959	-7	3		Break
2+50			13.40	1962.39					N Side Draw 1x2
2+55			15.40	1960.39	1960.7	5 —			Bot. Draw
2+59			10.00	1965.79					Break
T.P	12.07	1987.32	2.54	1975.25					
T.P.	11.72	1998.80	0.24	1987.08					
3+00	12.06	2010.84	0.02	1998.78	1998	4 —			1x2 Sidehill
3+18			1.04	2009.80	2005	-5	2		Top of Spur
3+26.87	11.63	2021.83	0.64	2010.20					1x2 Top Spur
3+50			7.59	2014.24					1x2 Ledge Draw
3+52			6.30	2015.93	2014	7 -1			Bot. Draw
T.P.	11.41	2033.07	2.17	2021.66					
3+72			2.98	2030.09	2028	-2			Top Break
T.P.	11.50	2044.55	0.02	2033.05					
T.P.	12.08	2055.76	0.87	2043.68		8			
4+00			7.94	2047.82	2052	+4	3		1x2 Sidehill
T.P.	11.44	2066.00	1.20	2054.56					

76L298 S & E #307 9-54

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STATION	B. S.	H. I.	F. S.	ELEV.	Map Elev	Diff	Hor Adj	Adj Diff	Profile From N37 To N38 Sheet #10
		2066.00							
T.P	11.62	2077.14	0.48	2065.52					
T.P	11.37	2088.50	0.51	2076.63					
4+50	11.20	2097.84	1.36	2086.64	2087	9 —			1x2 Sidehill
4+59			5.74	2092.10					Break
T.P	12.24	2108.89	1.19	2096.65					
T.P	10.48	2119.09	0.28	2108.61					
5+00 N-38			8.44	2110.65	2109	10 2			1x2 Sidehill N-38 Elev 2117.82 Sheet #10
5+16.94			1.11	2117.98					Fd 3/4 IP Top Spur FB 2219-77-78

Points Tested - 10
Av. Error - 2.3'

Profile Notes Red. ____ Plotted ____ Job No. 0911.04 Division No. ____ F. B. 2219 Pg. 233
No. ____ Date ____ Date ____ Survey of Chatsworth Newhall Rd.
X-Sec. Notes Chkd. ____ Checked ____ Survey by RC Dale Notes RCD Date 1-14-57
No. ____ Date ____ Date ____ Map No. ____ Inspector Johnson Date ____

Notes Ck'd by	Survey of Chatsworth Newhall Rd
Map No.	JN 0911.09 Tape Std °F
Office Work	Surveyed by R.C. Dale
Checked	Notes R.C.D Date 1-22-57
Date	Indexed L. C. Johnson 1-28-57

F. B. 2219 PG. 235

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76F3095 S&E #247 1-56

CHATSWORTH - NEWHALL ROAD

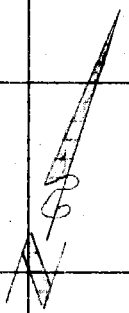
PROFILE

BETWEEN

N-14 AND N-16

SHEET 11

F. B. 2219 PG. 236



3+02.36
N-14
Fd 1x2 B N
FB 2219-15

4+50

4+00

3+50

3+00

2+50

2+19.95
N-15
Fd 1x2 B N
FB 2219-16

2+00

1+50

1+00

0+50

0+00
N-16
Fd 1x2 B N
FB 2219-16

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76L298 S & E #307 9-54

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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.					Profile From N16 North on ℄ Line To N14 Sheet 11
0+00 N-16	9.66	1661.08		1651.42					N-16 Elev-1651.42 Per Sheet 11 Fd 1x2 d N Top Spur FB2219-16
0+50	11.91	1664.01	8.98	1652.10	1646	-6	3		1x2 Sidehill E side Spur
1+00			11.58	1652.43	1644	1 -8	1.5		1x2 Break
T.P.	11.15	1675.07	0.09	1663.92					
1+50			1.54	1673.53	1676	2 +2.5			1x2 Sidehill
T.P.	11.40	1686.12	0.35	1674.72					
T.P.	11.99	1697.11	1.00	1685.12					
T.P.	11.95	1708.70	0.36	1696.75					
2+00			8.38	1700.32	1699	3 -1			1x2 Sidehill
2+11			3.46	1705.24					Break S Side Ridge -
N-15 2+19.95			2.45	1706.25					N-15 Elev 1706.26 Sheet 11 Fd 1x2 d N Top Ridge FB2219-16
2+22			2.45	1706.25					Break N Side Ridge
T.P.	1.02	1697.91	11.81	1696.89					
T.P.	1.10	1687.04	11.97	1685.94					
2+50			7.36	1679.68	1684	+ +4	3		1x2 Small Break
T.P.	1.01	1676.01	12.04	1675.00					
T.P.	6.58	1665.08	11.51	1664.50					
T.P.	0.48	1654.43	11.13	1653.95					
T.P.	0.86	1643.62	11.67	1642.76					
3+00			10.66	1632.96	1635	+2			1x2 Sidehill
T.P.	0.50	1632.69	11.43	1632.19					

Profile Notes Red. ____ Plotted ____ Job No. 0911.04 Division No. ____ F. B. 2219 Pg. 237
No. ____ Date ____ Date ____ Survey of Chatsworth Newhall Rd
X-Sec. Notes Chkd. ____ Checked ____ Survey by R.C. Dale Notes R.C.D. Date 1-22-57
No. ____ Date ____ Date ____ Map No. ____ Indexed Johnson Date ____

76L298 S & E #307 9-54

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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.

F. B. 2219 Pg. 238 Job No. 22104 Division No. Notes Red. Plotted
Survey of Centerline Profile & X-Sec. Date 1-22-54 Date No.
Survey by R. C. Dale Notes R.C.D. Chkd. Checked
Indexed K. C. Johnson Date Date Date No.

STATION	B. S.	H. I.	F. S.	ELEV.			
		1632.69					Profile from N-16 Northerly Line To N-14 Sheet 11
T.P.	0.72	1621.40	12.01	1620.68			
3+19			3.62	1618.78			Break
T.P.	0.44	1609.99	11.85	1609.55			
3+50	0.75	1599.30	11.44	1598.55	1600	+1.5	1x2 Bot. Break Small Drain
3+65			4.90	1594.40			Top Break above Drain
T.P.	1.44	1589.20	11.54	1587.76			
3+82			4.65	1584.65			Break
T.P.	1.31	1578.99	11.34	1577.46			
4+00			6.92	1571.85		7	1x2 Break
4+16	0.53	1568.32	10.98	1567.79	1568	—	Break
4+22			5.58	1562.74			Bk - Top
4+24			1.64	1563.68			Break above Drain
4+50			7.81	1560.51	1560	8 —	1x2 Side hill
4+76			6.82	1561.50			Break
5+00			3.69	1564.38	1564	4 —	S Side & Top Small Spur
5+02.53 = N-14			3.70	1564.62			N-14 Elev 1564.62 Found a N Top Bolt in Top of Wall 0.1 W of N-15

Notes Ck'd by	Survey of Chatsworth Newhall Rd
Map No.	JN 9911.04 Tape Std °F
Office Work	Surveyed by R.C. Dale
Checked	Notes R.C.D. Date 1-16-57
Date	Indexed K. C. Johnson

F. B. 2219 PG. 239

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CHATSWORTH- NEWHALL ROAD

PROFILE

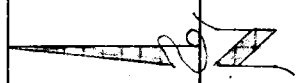
BETWEEN

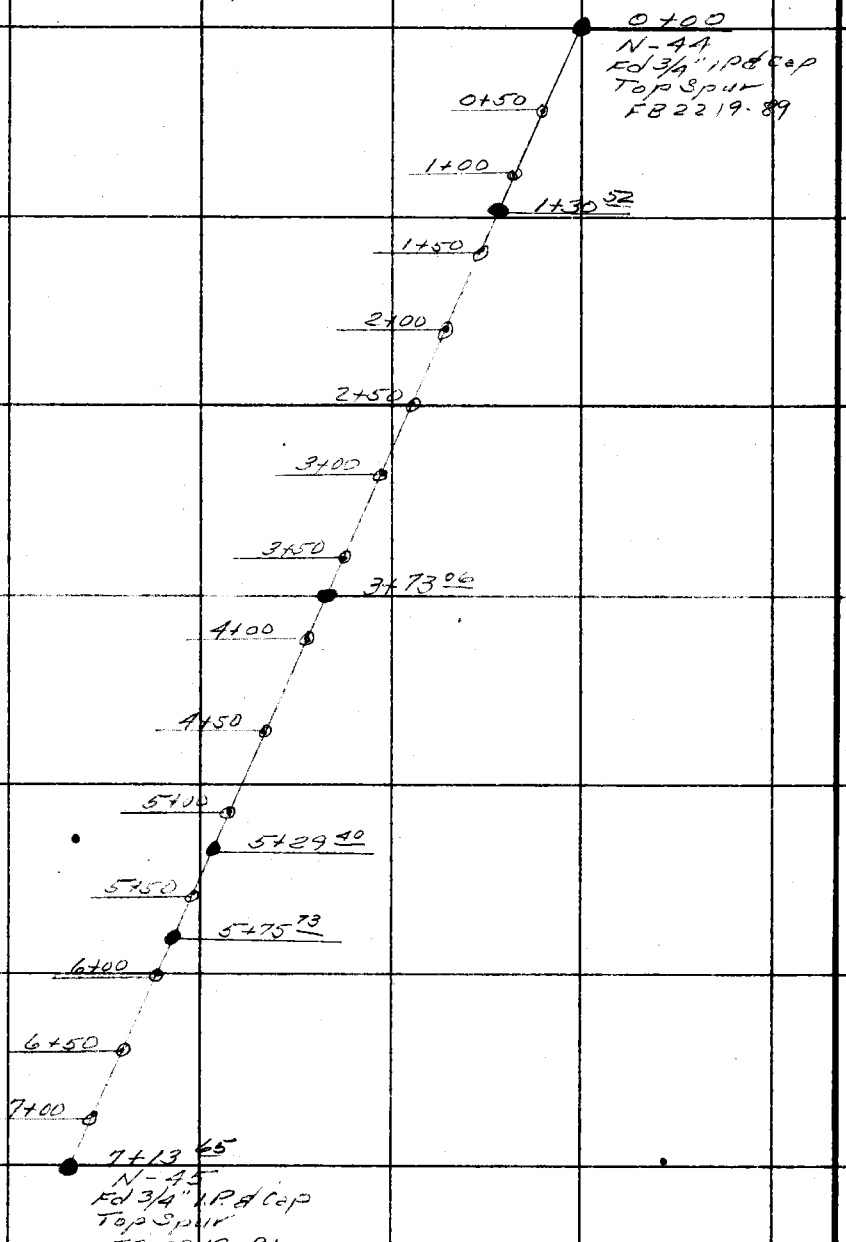
N-44 AND N-45

SHEET 9

76F3098 S&E #247 1-56

F. B. 2219 Pg. 240





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76L298 S & E #307 9-54

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Profile No.____ Date____ Notes Chkd.____ Date____
X-Sec. No.____ Date____ Notes Rod.____ Plotted____ Date____ Checked____ Date____ Map No.____ Date____
Job No. 29W04 Division No.____ Survey of Chatsworth Newhall Rd. Survey by R.C. Dale Notes Chkd. Date 1-21-57 Indexed Johnson Date____
F. B. 2219 Pg. 241

STATION	B. S.	H. I.	F. B.	ELEV.					
									Profile From N 44 Northwest To N 45 Sheet #9
0+00 TBM "N44	1 65	2504 23		2502 58					3/4" IP Perm FB. 2219-89
TP	0 75	2494 28	10.70	2493 53					
TP	1 02	2484 06	11.24	2483 04					
TP	1.21	2474 17	10.10	2472 96					
TP	0 38	2462 81	11.74	246243					
0+50			2.76	2460 05	2459	1			1x1 side hill
TP	0 34	2451 29	11.86	2450 95					
T.P.	0 70	2440 23	11.76	2439 53					
	0 70	2429 67	11.26	2428 97					
0+85			3.30	2426 37	2426	—			bot. brk.
T.P.	0 49	2418 42	11.74	2417 93					
1+00			1 15	2417.27	2417	—			1x1 side hill.
T.P.	0 83	2407 64	11 61	2406 81					
T.P. 1+30.5±	0 52	2398 32	9 84	2397 80					1x2 side hill
1+50			10 59	2387 73	2383.5	4	3		1x2 " "
T.P.	0 06	2386 70	11 68	2386 64					
T.P.	0 03	2375 03	11 70	2375 00					
T.P.	0 44	2363 53	11 94	2363 09					

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STATION	B. S.	H. I.	F. S.	ELEV.					Profile From N.44 Northwest To N45 Sheet 9
	0 44	2363 53							
2+00			9 95	2353 58	2351	2.5	3		1x2 side hill
T.P.	0 46	2352 17	11 82	2351 71					
T.P.	0 48	2341 35	11 30	2340 87					
2+28			8 22	2333 13	2326	7	3		top brk. E. side draw
T.P.	1 26	2330 90	11 71	2329 64					
2+41			11 06	2319 84					bot. brk.
2+88			12 50	2318 40					top E brk drain
2+50			15 21	2315 69					E side bot, draw
2+53			15 80	2315 10	2312.5	2.5			bot, draw
2+57			12.00	2318 90					top W. brk draw
T.P.	11 85	2342 66	0.09	2330 81					
3+00			0.42	2342 24	2340	2			1x2 side hill.
T.P.	11 86	2354 51	0.01	2342 65					
T.P.	11 28	2365 21	0 58	2353 93					
T.P.	11 72	2376 82	0.11	2365 10					
T.P.	11 62	2388 03	0.41	2376.41					
3+50			9 77	2378 26	2377.5	1			1x2 side hill.
T.P.	10 15	2397 55	0 63	2387 40					
3+73.06	0 34	2393 32	4 57	2392 98					1x2 top [illegible] Pdg
4+00			9 81	2383 51	2372	11	3		1x2 side hill brk

F. B. 2219 Pg. 242 Job No. 0911.04 Division No. Notes Red. Plotted Profile
Survey of Chatsworth Newhall Rd. Date 1-21-57 Date No. X-Sec.
Survey by R.C. Dale Notes C.H. Morrison Notes Chkd. Checked
Indexed R. C. Johnson Date Date Date No.

76L298 S & E #307 9-54

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STATION	B. S.	H. I.	F. S.	ELEV.					Profile From N-44 Northwest To N45 Sheet #9
T.P.	0 34	2393 32 2382 10	11 56	2381 76					
T.P.	0 58	2370 99	11 69	2370 41					
T.P.	0 62	2360 16	11 45	2359 54					
4+46			9 73	2350 43	2350	–			bot. narrow draw
4+50			7 53	2352 63					side hill
4+56			3 49	2356 67					W. bnk. draw
T.P.	12 24	2372 00	0 40	2359 76					
T.P.	12 30	2383 80	0 50	2371 50					
TP	8 21	2391 91	0 10	2383 70					
5+00			7 76	2384 15	2387	3	3		1x2 side hill brk.
5+10			2 49	2389 42	2395	5.5	3.5		bot. of cliff.
T.P.	11 56	2403.31	0 16	2391 75					
T.P.	11 84	2414 63	0 52	2402 79					
5+22			0 46	2414 17	2410	4	4		top cliff.
TP	11 48	2425 78	0 33	2414 30					
5+29 40			7 17	2418 61					1x2 side hill
5+42			0 02	2425 76					side hill brk
T.P.	10 29	2435 53	0 54	2425 24					
5+50			4 86	2430 67	2435	4	4		1x2 side hill
T.P.	11 53	2446 63	0 43	2435 10					
5+60			7 68	2438 95					bot of brk.

Profile Notes Red. ____ Plotted ____ Job No. 09/1104 Division No. ____ F. B. 2219 Pg. 243
No. ____ Date ____ Date ____ Survey of Chatsworth Newhall Rd
X-Sec. Notes Chkd. ____ Checked ____ Survey by R.C. Dab Notes CHM Date 1-21-57
No. ____ Date ____ Date ____ Map No. ____ Date ____

76L298 S & E #307 9-54

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STATION	B. S.	H. I.	F. S.	ELEV.				Profile From N 44 Northwest To N 45 Sheet #9
		2446 63						
TP	12 21	2458 55	0 29	2446 34				
5+66			9 40	2449 15				top brk.
5+75.73			2 57	2455 98				side hill
T.P. 5+83	12 14	2470 45	0 24	2458 31				1x2 side hill brk.
6+00			9 71	2460 74	2459	2		1x2 side hill.
T.P.	11 37	2481 26	0 56	2469 89				
6+18			14 45	2466 81	2468	1		bot drain
6+30			8 65	2472 61				Head "
6+36			4 00	2477 26				top brk
T.P.	12 20	2493 28	0 18	2481 08				
6+50			8 12	2485 16	2490	5	2	1x2 side hill
T.P.	11 29	2504 15	0 42	2492 86				
T.P	10 96	2514 92	0 19	2503 96				
TP 7+00	5 10	2517 33	2 69	2512 23	2514	2		1x2 side hill brk.
7+13.65 N#45			0 86	2516 47				N#45 3/4" I.P. 1" up top rdg.
								Note
	check	from N#44 to	Sta 7+00					There appears to be
N#44	9 70	2512.28		2502 58				± 0.60 error in the diff.
7+00			0 10	2512 18				of elevation between
								N-44 & N45 in the notes

F. B. 2219 Pg. 244 Job No. 09.11.04 Division No. Notes Red. Plotted Profile
Survey of Chatsworth Newhall Rd. Date 1-21-56 Date No.
Survey by R.C. Dale Notes C.H. Morrison Notes Chkd. Checked X-Sec.
Indexed C. Johnson Date Date Date No.

Notes Ck'd by	Survey of Chatsworth-Newhall Rd
Map No.	JN0911.04 Tape 103 Std. 86 °F
Office Work	Surveyed by E. V. Smith
Checked	Notes C. V. Crowe Date 1-14-57
Date	Indexed C. Johnson

F. B. 2219 PG. 245

CROSS SECTION

of

N-47

on

SHEET #9

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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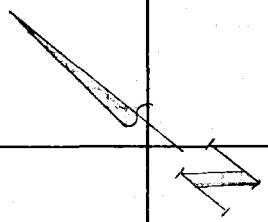
76F3098 SAE #247 1-56

F. B. 2219 Pg. 246



3+28.20 R
3+00 R
2+50 R
2+00 R
1+50 R
1+31.37 R
1+00 R
0+70 R

3) 204° 36 00
4) 49° 12 00
102° 18 00

102° 18' 00"

N-46

N-47 = 0+00
Fd 3/4" I.P.
& cap
F.B. 2219-97

N-48

0+50 L
1+00 L
1+27.15 L
1+50 L
2+00 L
2+50 L
3+00 L
3+50 L
3+57.17 L

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STATION	B. S.	H. I.	F. S.	ELEV.	Map Elev	Diff	Hor Adj		Adj Diff + -	Cross-section Left & Right From N-47 at 102°18'00" From Line To N46 See FB2219 -
N-47										N-47 Elev 2590.90 sheet #9
0+00 R	11.09	2601 99		2590.90						Fd 3/4" I.P. Top Spur FB2219-97
0+09			8.03	2593.96	2593	—				Break - Line from this Point to 0+70 crosses Vertical Cliff
T.P.	10.80	2612.65	0.14	2601.85						
0+70 R			0.64	2612.01	2613	1				Break - cliff meets Slope
T.P.	12.30	2622.36	2.59	2610.06						
T.P.	10.96	2632.78	0.54	2621.82						
T.P.	11.75	2643.78	0.75	2632.03						
1+00 R			2.38	2641.40	2643	1.5				1x2 Sidehill
T.P.	11.32	2654.92	0.18	2643.60						
T.P.	11.68	2666.41	0.19	2654.73						
T.P.	10.29	2676.62	0.08	2666.33						
1+29 R			7.25	2669 37						Break Top Spur
1+50 R	12.11	2685.49	3.24	2673.38	2665	8	5			1x2 S. Side Spur
1+61 R			14.26	2671.23						Break, S. Side Saddle
TP	1.48	2696.86	0.11	2685.38						
2+00 R			6.09	2690.77	2687	4	2			1x2 Top Spur
T.P.	11.30	2707 81	0.35	2696.51						
T.P.	11.92	2719.19	0.54	2707.27						
2+50 R	12.29	2729.01	2.47	2716.72	2717	—				1x2 S. Side Spur
T.P.	11.37	2740.30	0.08	2728.93						
T.P.	11.46	2751.34	0.42	2739.88						

Profile No. ____ Notes Red. ____ Plotted ____ Job No. 091104 Division No. ____ F. B. 2219 Pg. 247
X-Sec. No. ____ Date ____ Date ____ Survey of Chatsworth Newhall Rd
Notes Chkd. ____ Checked ____ Survey by R.C. Dale Notes R.C.D. Date 1-15-57
No. ____ Date ____ Date ____ Map No. ____ Date ____

76L298 S & E #307 9-54

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STATION	B. S.	H. I.	F. S.	ELEV.	Map Elev	Diff	Hor Adj	Adj Diff +-	X Sec. Left & Right from N47 at 102°18'00" From Line to N46 see FB 2219-
		2751.34							
3+00 R			2.72	2748.62	2750	1.4			1x2 Top Spur
T.P.	12.12	2763.29	0.17	2751.17					
3+28.20			0.30	2762.99	2761	2			1x2 Top of Ridge
N-47									N-47 Elev 2590.90 Sheet #9
0+00 L	1.40	2592.30		2590.90					Fd 3/4" IP Top Spur FB2219-97
T.P.	1.11	2581.77	11.64	2580.66					
0+28 L			7.30	2574.47	2571	3.5	3		Break
T.P.	1.09	2570.74	12.12	2569.65					
T.P.	1.49	2561.08	11.15	2559.59					
0+50 L			6.35	2554.73	2552	2.7	3		1x2 Sidehill
T.P.	0.75	2550.13	11.70	2549.38					
T.P.	1.27	2539.68	11.72	2538.41					
T.P.	0.57	2528.58	11.67	2528.01					
T.P.	0.31	2517.35	11.54	2517.04					
1+00 L			3.97	2513.38	2507	6	2.5		1x2 Sidehill
T.P.	0.93	2507.20	11.08	2506.27					
T.P.	1.37	2497.29	11.28	2495.92					
1+27.15			5.66	2491.63	2486	5.5	3		1x2 Break

F. B. 2219 Pg. 248 Job No. 2911.04 Division No. Notes Red. Plotted No. Profile
Survey of Chatsworth Newhall Rd. Date 1-15-57 Date X-Sec.
Survey by R.C. Dale Notes R.C.D. Notes Chkd. Checked No.
Indexed C. Johnson Date Date Date

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STATION	B. S.	H. I.	F. S.	ELEV.	Map Elev	Diff	Hor Adj	Adj Diff + -	X Sec. Left & Right From N-49 at 102°18'00" From Line To N-46 Sec 18 22 19 -
		2497.29							
T.P.	0.99	2486.95	11.33	2485.96					
T.P.	0.25	2475.58	11.62	2475.33					
1+50 L			7.73	2467.85	2462	6	3	3	1x2 Side hill
T.P.	0.48	2465.04	11.02	2464.56					
1+59 L			6.79	2458.25					small Break
T.P.	1.97	2455.15	11.86	2453.18					
T.P.	1.30	2444.91	11.54	2443.61					
2+96 L			18.20	2436.71					Top Bank E. Side Drain
2+00 L			23.14	2421.77					NOT E. Side Bank above Drain
2+02.5 L			24.50	2420.41	2422	2			Bot. Drain
2+08 L			13.76	2431.15					Top Bank W. Side Drain
2+22 L			1.62	2443.29	2449	6	4	2	Break
T.P.	11.83	2456.37	0.37	2444.54					
T.P.	11.58	2467.84	0.11	2456.26					
T.P.	11.67	2479.22	0.29	2467.55					
2+50 L			9.23	2469.99	2473	3	3		1x2 Side hill
T.P.	11.92	2490.96	0.18	2479.04					
T.P.	10.93	2501.73	0.16	2490.80					
T.P.	11.83	2513.33	0.23	2501.50					
T.P.	11.40	2524.42	0.31	2513.02					

Profile Notes Red. Plotted Job No. 94.04 Division No.
No. Date. Date. Survey of Chatsworth Newhall Rd
X-Sec. Notes Chkd. Checked Survey by R.C. Daze Notes R.C.D. Date 1-15-57
No. Date. Date. Map No. Traced Johnson Date.

F. B. 2219 Pg. 249

76L288 S & B #307

[illegible]

[illegible]

STATION	S.S.	H.I.	F.S.	ELEV.	[illegible]	[illegible]	Hor. Adj.	Adj. Diff.	[illegible]
		2524.42							
3+00 L			11.14	2513.28	2509	4	3	1	1x2 Sidehill
T.P	10.73	2534.98	0.17	2524.25					
T.P	11.28	2545.97	0.29	2534.69					
3+35 L	8.41	2551.72	2.66	2543.31					Top Break
3+50 L			4.52	2547.20	2537	10	1	9	1x2 E Side Spur
3+57.17 L			3.80	2547.92					1x2 Top Spur End of Line

Transit at 3+57.17 L FB 2219 - H.I. = 5.00

Sight on	-Rod	Vertical Angle	+Vertical -Distance	+ Difference - Elevation	Adjusted Diff Elev.
N-47 0+00	5.00	+6-51-00			
		+6-51-30			
		+6-51-15	357.17		
3+28.20R	5.00	+17-26-00			
		+17-25-30			
		+17-25-45	685.37		

F. B. 2219 Pg. 250 Job No. 9911.04 Division No. Notes Red. Plotted Date 1-16-57

Survey of Chatsworth Newhall Rd Date

Survey by R.C. Dale Notes R.C.D. Notes Chkd. Checked Date

Indexed K. C. Johnson Date