

THE MACLAY RANCHO

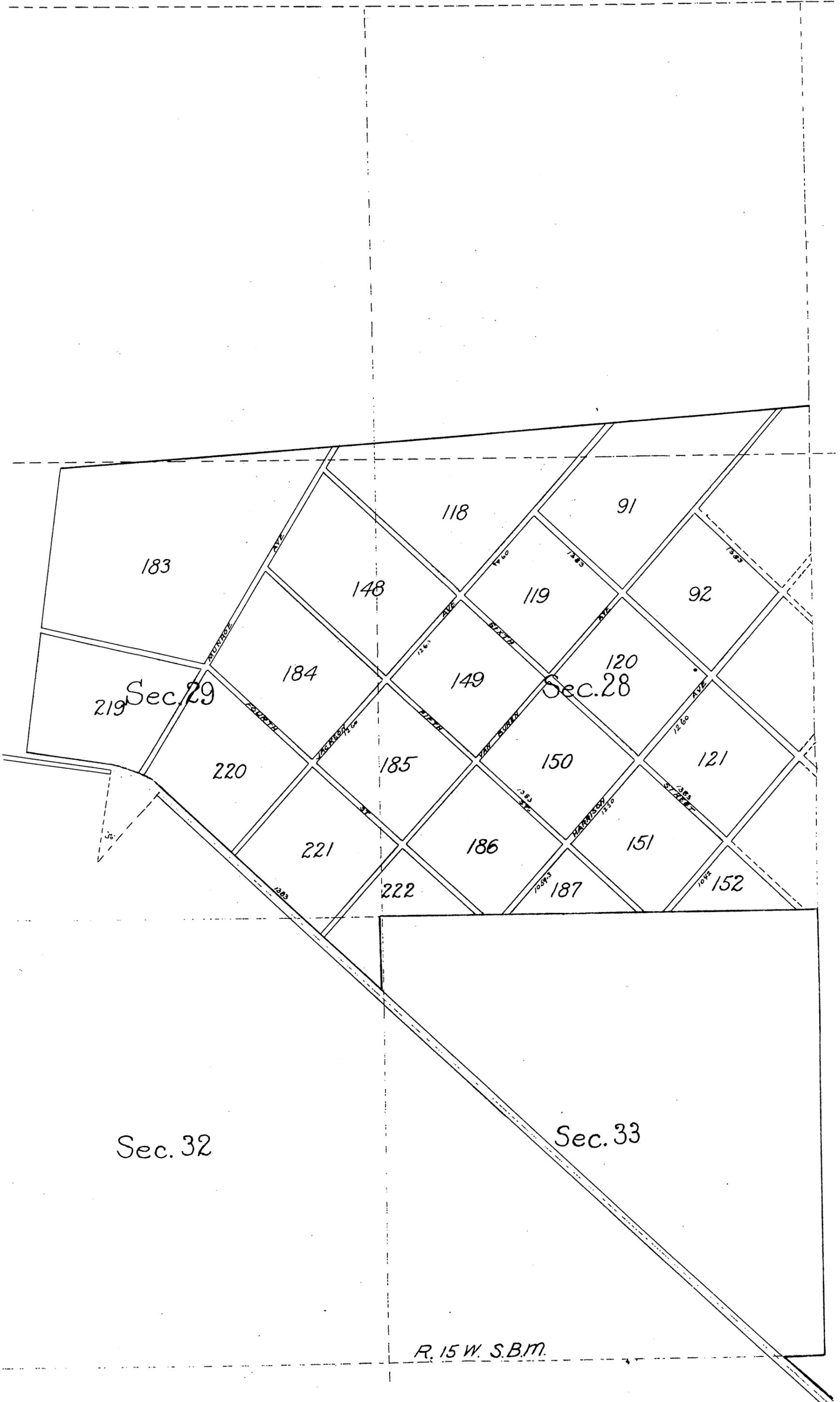
Ex Mission of San Fernando

Scale 1000 feet to an inch

TRUSTEES *H. L. Macneil, C. Maclay, Geo. C. Hager, J. K. Alexander, R. M. Widney.*

Note

The Blocks numbered from 1 to 402 are divided into four (4) parts by lines running parallel to the Streets. These parts are known as the North, East, South and West Sub-divisions or - acres, and are so described in the deeds.



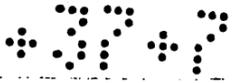
219 Sec. 29

Sec. 28

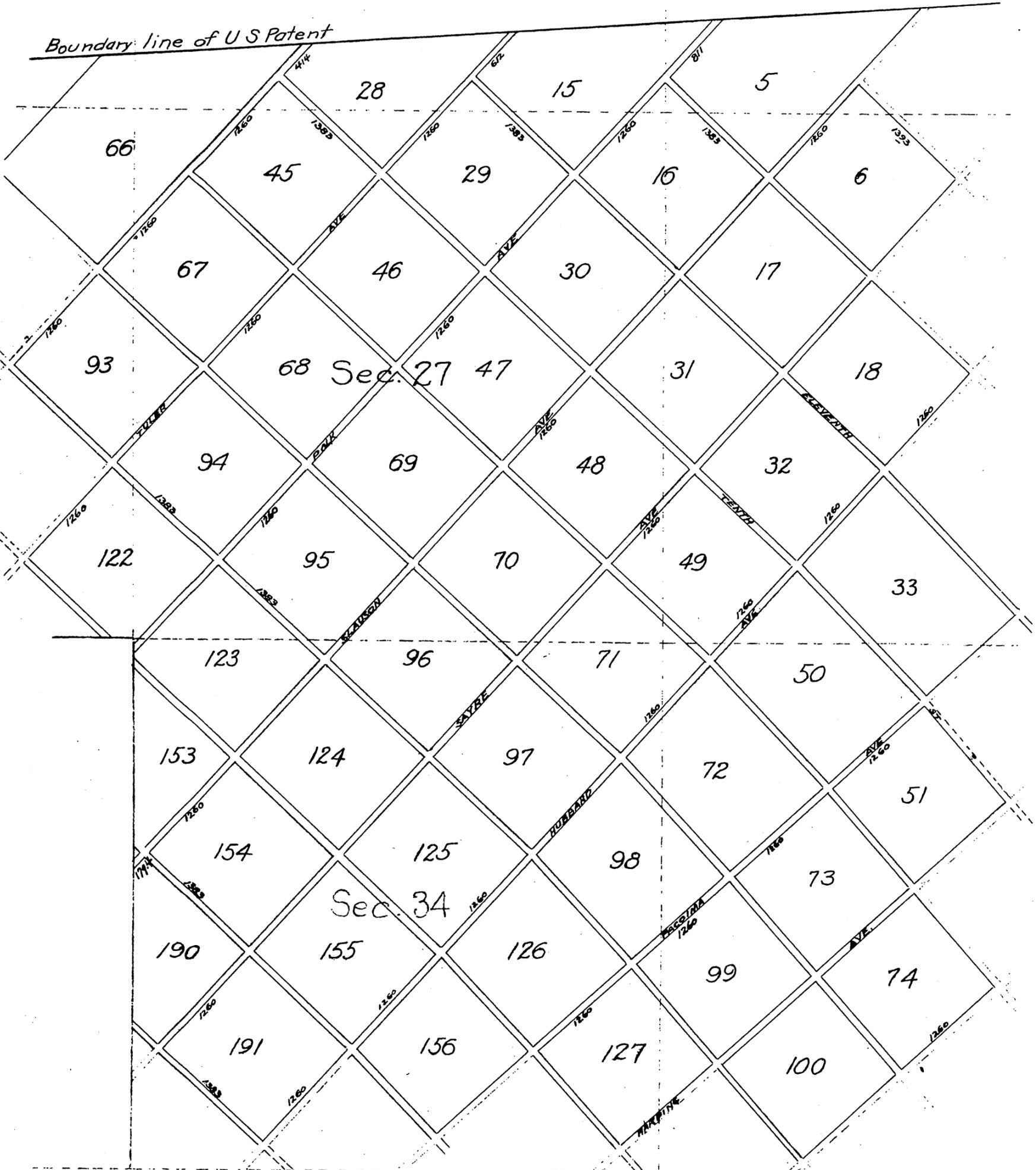
Sec. 32

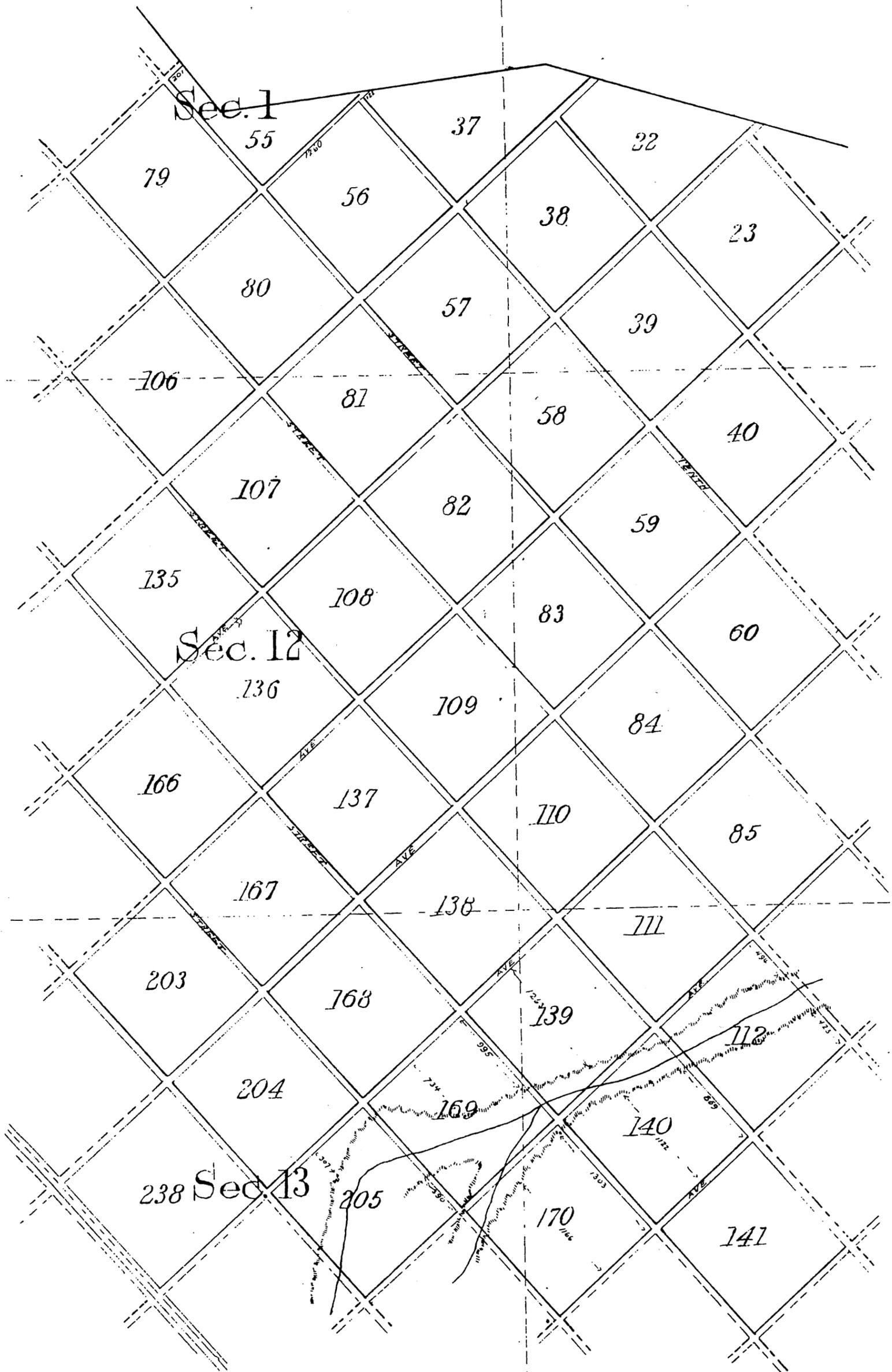
Sec. 33

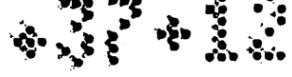
R. 15 W. S.B.M.



Boundary line of U S Patent





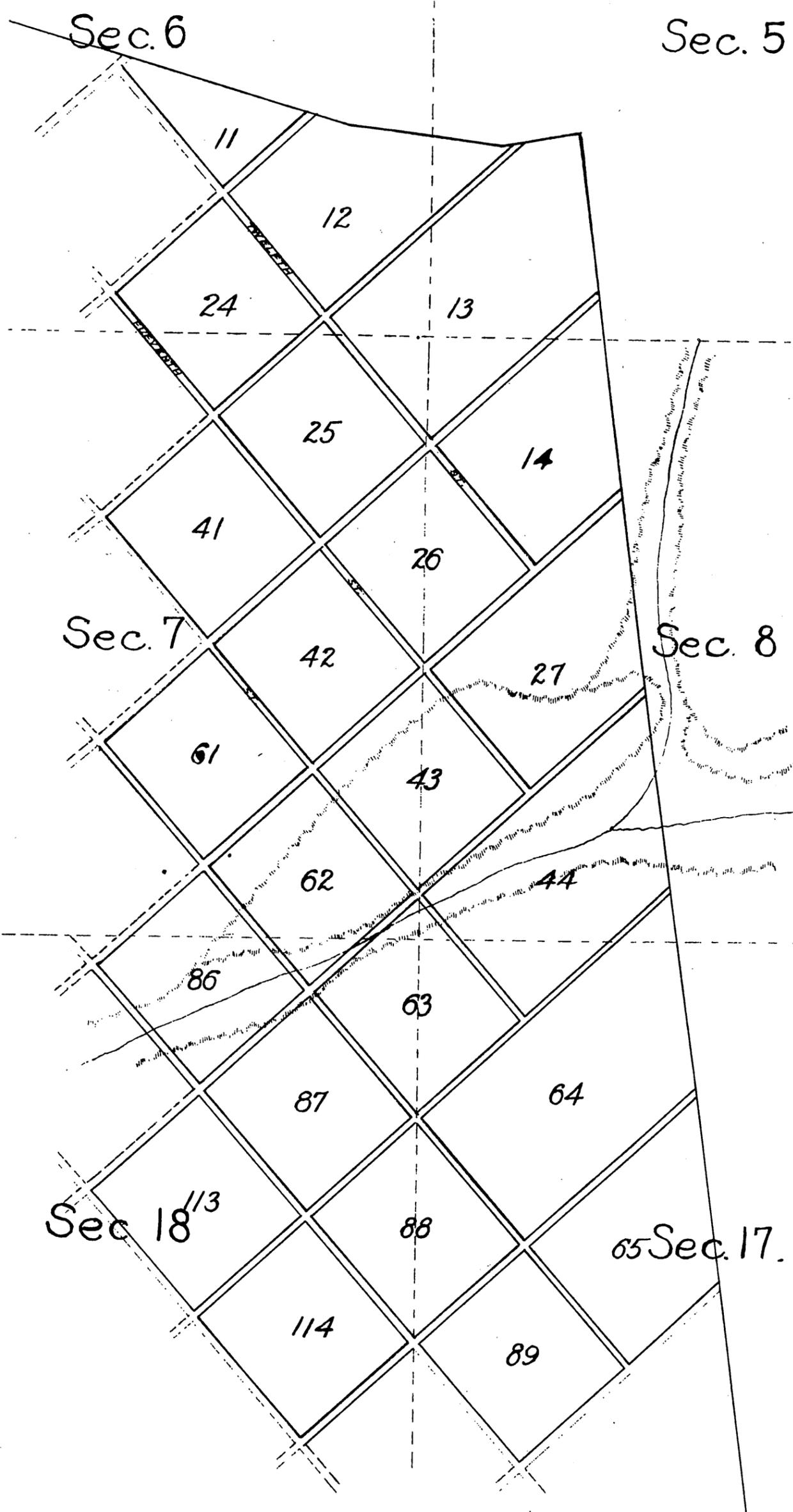


Range 14 W. S.B.M.

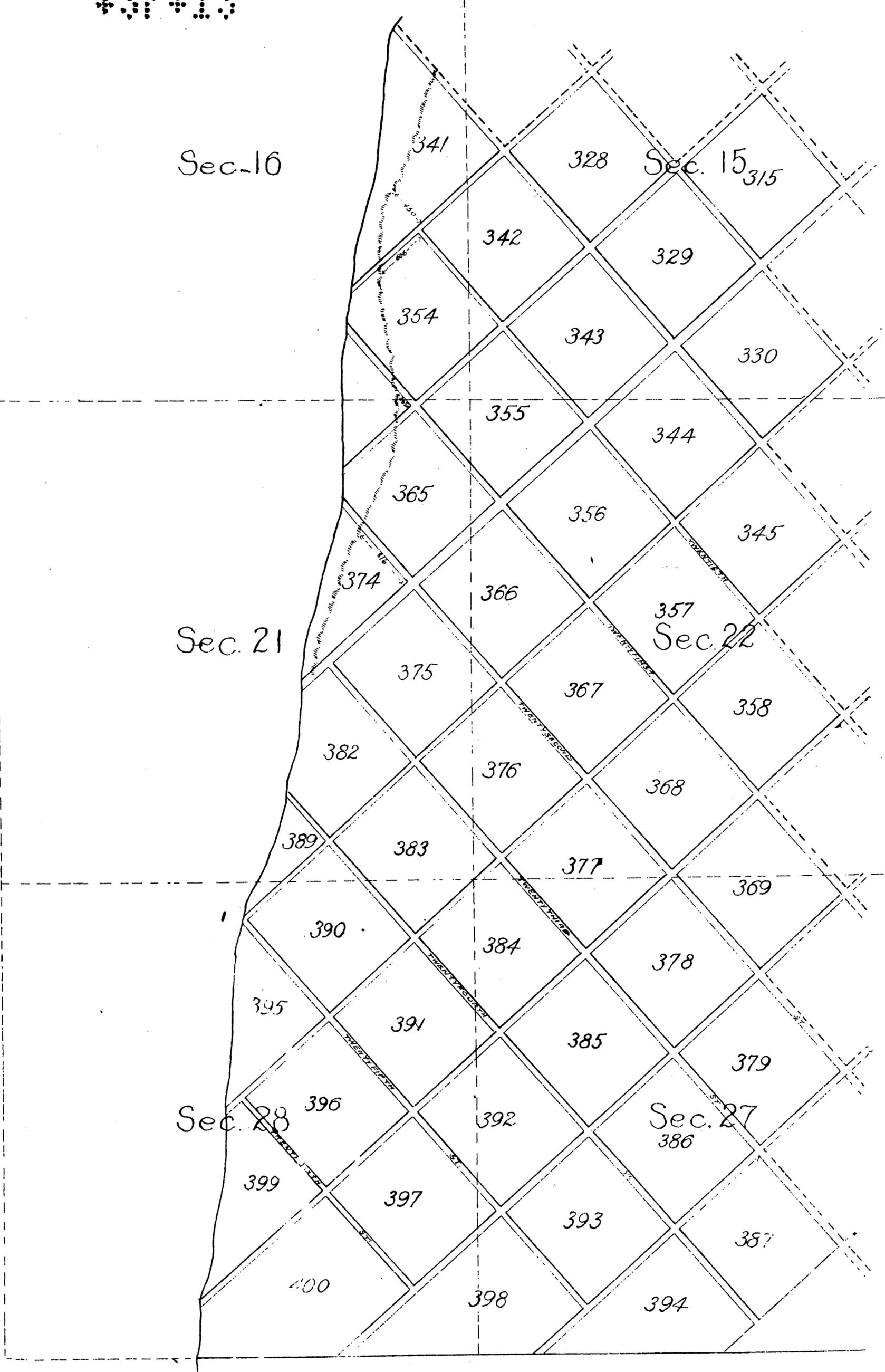
T. 3. N.

12

T. 2. N.



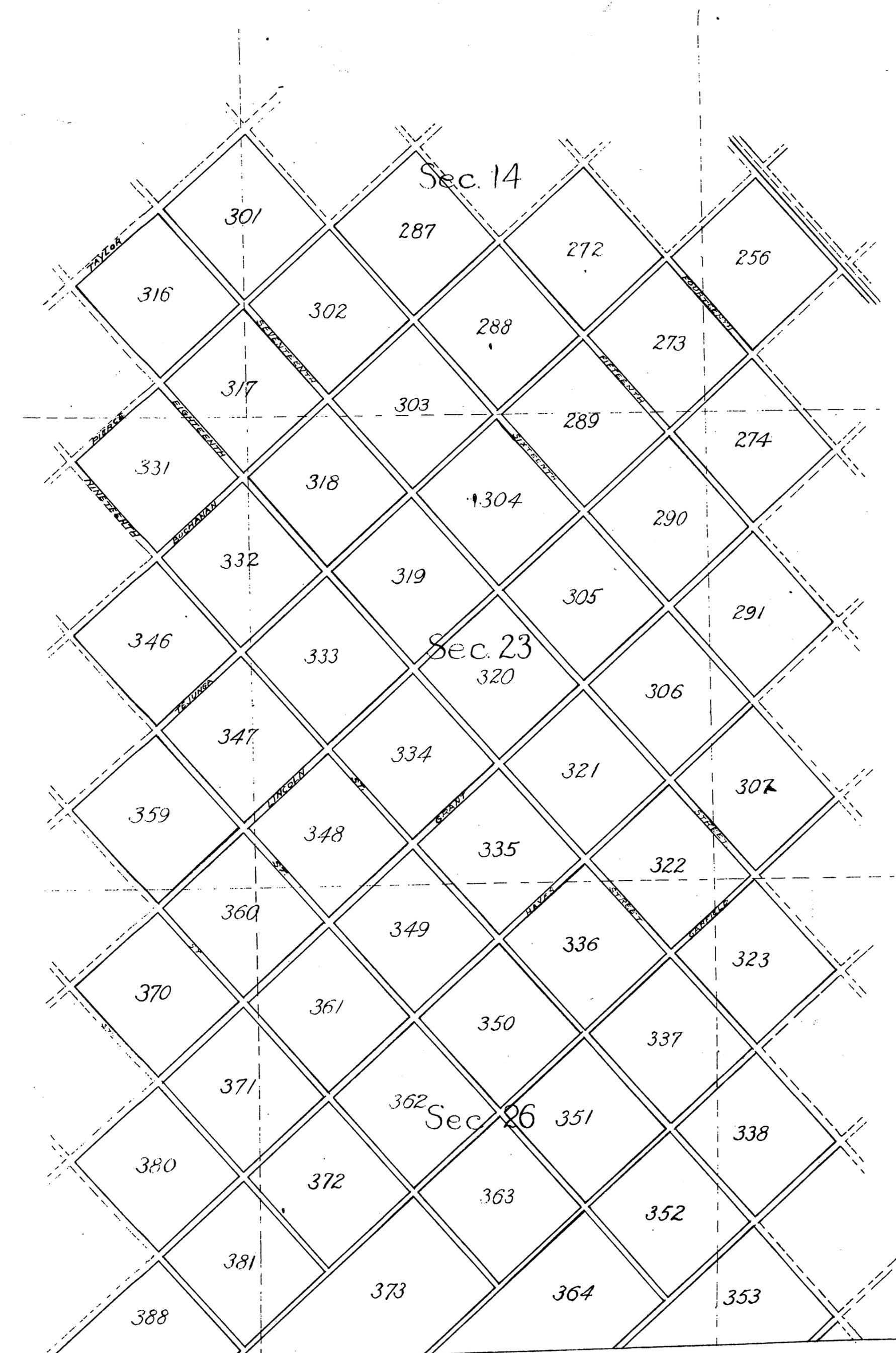
*37*13

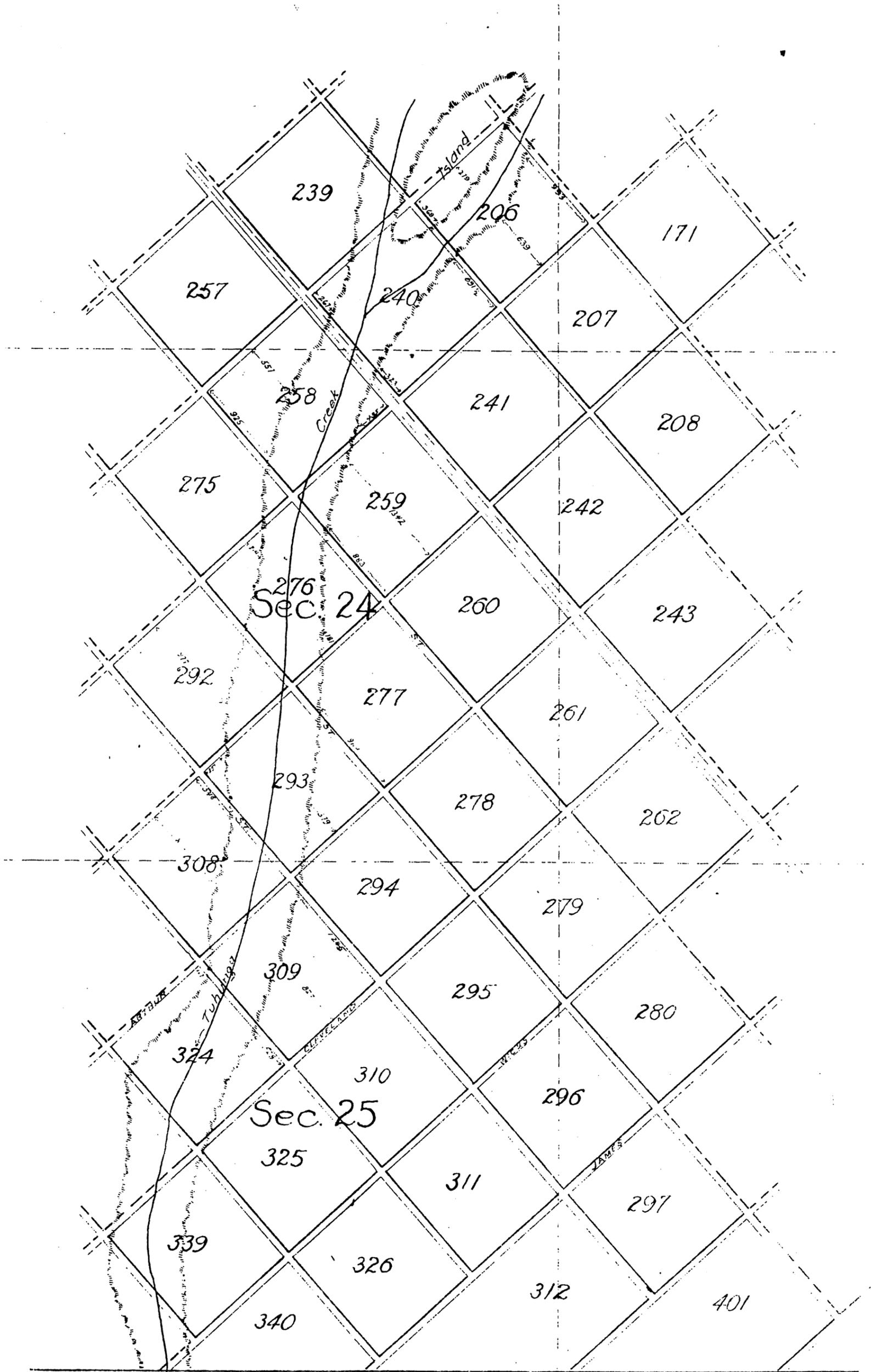


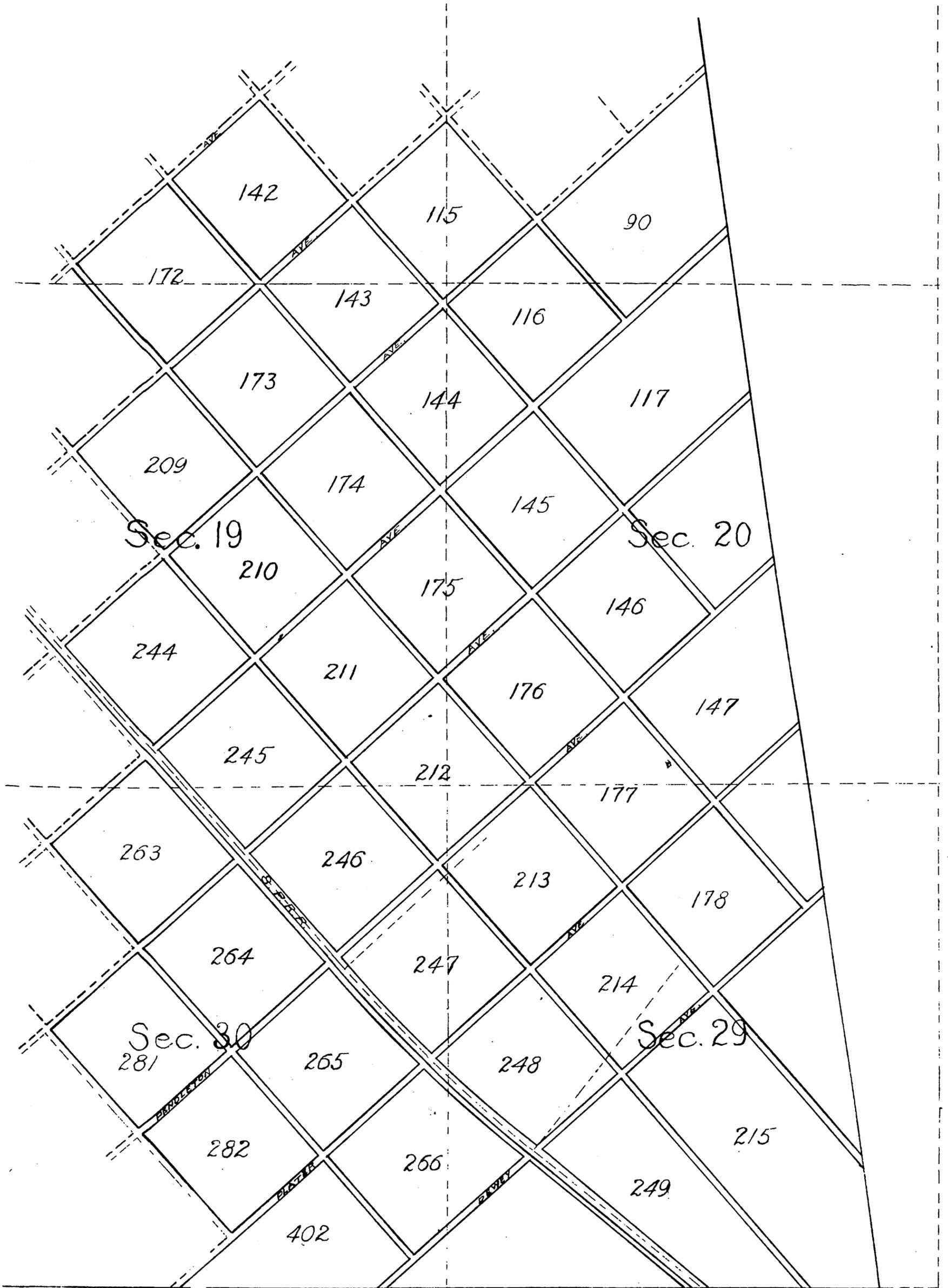
Sec. 14

Sec. 23

Sec. 26







A full, true and correct copy of the original
 recorded March 23, 1889 at 25 min past 3. P.M.
 at request of San Fernando L. & N. Co.

John W. Francis, County Recorder
 By George Bungee Deputy

4 BY V.H. Brown 9-21-37

PLATTED ON CADASTRAL MAP NO.

BY

PLATTED ON ASSESSOR'S BOOK NO. 371

BY Kimball 1-7-38

CHECKED BY Kimball

CROSS REFERENCED BY Rockhold 10-28-37

July 7, 1937

Subject: MACLAY RANCHO M.R. 37:5-16

Mr. Alfred Jones,
County Surveyor,
Los Angeles County.

C.S. 7625
C.S. 7697
C.S.B. 349
C.S.B. 775

M.R. 37-5
M.R. 34-63
M.B. 3-17
C.S. 3431

Dear Sir:

During the past week I had occasion to investigate surveys involving a portion of the Maclay Rancho, particularly the portion resubdivided by the Los Angeles Land and Water Company, per M.B. 3:17-18. The request for this investigation was from the L. A. County Flood Control District in connection with their proposed Hansen Retarding Basin.

As considerable information was secured through sources other than from County records, I believe a report covering the situation may save considerable expense at some future time should a similar investigation be desirable.

On March 23, 1889 the map known as the Maclay Rancho was recorded at the request of the San Fernando Land and Water Company M.R. 37:5-16. The name of the engineer is omitted from the map, however the Trustees appear thereon to be as follows: H.L. Macneil, C. Maclay, Geo. C. Hager, J. K. Alexander and R. M. Widney. An explanatory note on the face of this map reads "Blocks 1 to 402 divided into 4 parts by lines running parallel to streets. These parts are known as the North, East, South and West subdivisions of acres, and are so described in the deeds."

In order to secure some authentic historical data relative to the Maclay Rancho I contacted Mr. S. G. Chamberlin of San Fernando. You are, no doubt, aware Mr. Chamberlin has probably had more actual experience in retracement throughout this subdivision than any local surveyor practicing at the present time. The following information was learned from him:

The original survey was begun by an engineer named Harding, but early in the work Harding was replaced by William Granger. For all practical purposes we may, therefore, assume William Granger to be the surveyor of M.R. 37:5-16. Chamberlin secured this and the following information through contacts with Judge R. M. Widney.

The Southern Pacific had not laid any tracks within their right-of-way at the time of the Granger survey so all of his work was tied to the S. P. surveyed line. The railroad company in laying their tracks did not hold strictly to the line of their survey so, therefore, the Granger monuments fail to fit the line of construction in some places.

All original monumenting of this tract was done along the side lines of the streets consisting of the monumenting of the four property corners at all street intersections together with the setting of mid points along the boundaries of all blocks. The original monuments were of native wood about 2 inches square, probably from the San Joaquin Valley and were dipped in a tar or pitch preparation brought in by Judge Widney from Wilmington. Referring to C. S. 7625 the "old irregular shaped stake surrounded by rocks Sta. 7+21.29" between Blocks 107 and 135 appears to answer Chamberlin's description of an original granger monument.

When Granger died Chamberlin had the opportunity of searching through his records for information relative to original surveys in the Maclay Rancho. Nothing in the way of field notes was recovered, however, and according to Chamberlin's knowledge the whereabouts of the original notes is unknown.

On January 6, 1903 the map of "Los Angeles Land and Water Company's Subdivision of a part of Maclay Rancho" was recorded at the request of the Los Angeles Land and Water Company, M.B.3:17-18. The name of the subdividing engineer does not appear on the map. Investigation of the files of the Wright Engineering Company disclosed that E. T. Wright was the original surveyor of this tract.

From the face of the recorded map it appears that the streets running northeast and southwest are identical in position with dedications previously made on the map of the Maclay Rancho. It should be made clear at this point that prior to the filing of the Los Angeles Land and Water Company's map 10 ft had been vacated from each side of the original streets in this location, thereby cutting the widths from 60 down to 40 ft, R.B.7-45.

The main purpose of this investigation was to determine, if possible, whether or not these streets as shown on the Los Angeles Land and Water Company map are in reality identical with the original streets of the Maclay Rancho.

Inspection of M.B.3: 17-18 discloses certain points are marked by iron pipes but makes no mention of whether they were found or set. Inspection of E. T. Wright's field notes shows he set them in connection with the subdivision survey. The problem then presenting itself was to determine, if possible, whether or not he made positive and accurate retracements of the Granger lines.

He commenced at an old stake found at the most Nly corner of Block 290 of the Maclay Rancho and ran NEly along what is now Osborne Avenue, making an angle of $90^{\circ}00'$ with the S.P.R.R. and continuing NEly to a point near the most Nly corner of Block 139 where he fell 12.75 ft SEly of a fence corner. Here he set a nail and tin. From this point he ran NWly 66.07 chains to an iron pipe at the most Ely corner of Block 135. At 65.22 chains he crossed a fence along the SEly side of what is now Pierce Avenue. After a discussion with Judge Widney and based on measurements taken thus far, it was determined that all blocks running from northwest to southeast should be 21.86 chains (1442.76 ft) and all blocks running from southwest to northeast should be 20.10 chains (1326.60 ft) gross, in order to conform with the subdivision lines of the Maclay Rancho. The 21.86 chain distance was verified later on when Wright ran SEly along the NEly right-of-way line of the Southern Pacific Railroad to the center of Penrose Avenue (Dewey Avenue).

He accepted as good, his line along Osborne Avenue (Lincoln Avenue) and established by proportion all streets intersecting the S.P.R.R. between Osborne Avenue and the center of Penrose Avenue (Dewey Avenue) based on actual measurement along the NEly line of the S.P. right-of-way between the above limits. From proportional points thus established and monumented along the above mentioned NEly right-of-way line of the S.P. the direction of the streets running NEly therefrom were established parallel with his line of Osborne Avenue. Wright's survey made in the spring of 1902 is recorded in Field Book No. 152 of the Wright Engineering Company.

In 1909 the County Surveyor made a survey of the Pacoima Quarry Site, C.S. 7625. This map contains considerable valuable survey data concerning the Maclay Rancho and particularly the problem at hand.

The center line of Osborne Avenue on this map is undoubtedly very close to where the record of the Maclay Rancho would place it. The fence corner near the Nly corner of Block 139 is 19.11 ft off-set from this center line, whereas Wright's center line of Osborne missed this apparently same corner 12.75 ft in offset.

The $2\frac{1}{2}$ inch iron pipe at the Ely corner of Block 135 appears to be approximately 5 ft too far northwest for the center line of Pierce Avenue and the fence along the southeast side of Pierce Avenue extends 8.78 ft into the street. This fence and pipe were apparently important features in governing Wright's adoption of his center line on Osborne Avenue, and through

acceptance of same placed his center line at the Nly corner of Block 139 some 6 or 7 ft NWly of a line established in accordance with the records of the Maclay Rancho. From measurements of C.S. 7625 it appears that Wright's center line of Osborne at the NEly right-of-way line of the S.P. Railroad was located in accordance with the subdivision of the Maclay Rancho.

In 1910 the County Surveyor made a survey of the Los Angeles Land and Water Company's Subdivision of a part of the Maclay Rancho C.S. 7697. A number of Wright's original monuments were found on this survey and further verification made that on the streets running northeast and southwest the bearings of his monumented lines are too small by several minutes to coincide with the records of the Maclay Rancho. However, it appears where these streets intersect the NEly line of the S.P.R.R. right-of-way their positions are for all practical purposes correct.

Without making any further field investigation it appears that a feasible way to determine the relationship between these streets, as located by Granger and relocated by Wright, is as follows:

Accept the center line of Osborne Avenue, as shown on C.S. 7697, as being a true retracement of the Granger line.

Accept Wright's center line intersection reestablishments along the northeast right-of-way line of the S.P.R.R. as being coincident with those of Granger.

Beginning at these points or reestablishments of same, pass lines NEly therefrom to other original Wright monuments, replacements of same, or parallel to the nearest line fixed by Wright monuments, and establish the street lines as shown on Wright's map 20 ft each side of same.

Beginning at these same points along the S.P. right-of-way line pass lines NEly therefrom parallel to the center line of Osborne Avenue, per C.S. 7697, and establish the street lines as shown on Granger's map 20 ft each side thereof.

The dedicated right-of-way of each of these streets should then lie between the SEly right-of-way line of the Granger dedication and the NWly right-of-way line of the dedication based on the Wright curve. This scheme appears to be carried out in part on C.S. 7697.

At the southeast corner of the Maclay Rancho, per C.S. 7697 a 3 ft cement monument was found. In looking through Wright's field notes it appears this monument was set December 26, 1895 for R. M. Widney. A record of this is shown in Wright and Nicholson's Field Book No. 124, page 47 and on Map No. 1330 of the Wright Engineering Company's files. The original note in Wright's Field Book reads "set cement monument 3 ft diameter, 2 ft in ground, 8 inch iron pipe with cement in Maclay corner (Pipe 6 ft high)."

I trust this information will be of some value in connection with our filed and recorded maps connected with this situation.

(Signed) E. T. MANKEY, Ass't Locating Engineer.

Copied by R. Loso Aug. 11, 1937; compared by Stephens

PLATTED ON INDEX MAP NO. 53 BY Asher 10-20-37.
56 " 10-29-37.
62 " 11-12-37.

PLATTED ON CADASTRAL MAP NO. BY

PLATTED ON ASSESSOR'S BOOK NO. ✓ BY ✓

CHECKED BY ✓ CROSS REFERENCED BY *Reckhold 10-6-37*