

Mask

C. S. File No. 39/50

Trestle { 1092+42.5  
          { 1091+47 95.5

Trestle { 1069+96.5  
          { 1069+20.8

D.L.C. Line 1065+25.5  
481' East of Cor.

D.L.C. Line Sta. 1091.

First Curve <sup>FC</sup> Sta. 1083+02.1

1080+62 12' CC T<sub>2</sub>  
3° 15' C

1091

1077+00

1° 45' C

74.5

75.7

1072+50

2° 30' C

1070+00

1° C

1068+09

3° 15' C

1067+14.8

2

1063+54<sup>20</sup> BCT 1/2

10

325°10' E  
 Hwy Bearing 50°23' W

23334+025 PC.

20° CR

Δ 25°33'

T 65.0

23354303 PT

2336+995  
-----  
2337+00.0 E9

2347+89 MP195

2356+962 PC.

10° CR

Δ 27°38'

T 140.9

2359+725 PF

39/50

3

627152

4

Mast

Phone. 695 R1

5

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0+00

50'

0+50'

1+44

2+19<sup>8</sup>

2+56

2+69<sup>7</sup>

4+19<sup>5</sup>

4+49<sup>5</sup>

5+19<sup>9</sup>

5+43<sup>2</sup>

6+19

10+00

6

● Tack in Hub

Tack in Hub

● DLC Fence Line

Hub - Tack

● Signal Arms

Tack in Hub

Tack in Tie

● Tack in Tie

● Tack in Hub

● Tack in Tie - N. Side Trestle

S. End Trestle

● Side Post 577

7

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$$13+16$$

$$19+768$$

$$25+932$$

B

Whistle Post

End of Rail imbedded in track

South end Cattle Guard

9

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		365°46'30"	
	267 <sup>3</sup>	274°19'30"	S 89°24'W
23+39 <sup>5</sup>	91°26'30"	182°58'30"	
		91°27'	
		182°51'	
		91°25'30"	
			N 0°59'30"E
	74 <sup>3</sup>	1019'	
22+65 <sup>2</sup>		0°36'30"R	
18+45 <sup>4</sup>		POT	
			N 0°23'E
7+55 <sup>2</sup>		POT	
6+04 <sup>4</sup>		POT	
5+46 <sup>9</sup>		POT	
1+60 <sup>9</sup>		POT	
0+00			
10			

23+39<sup>53</sup> ⊕ 0.85 ⊕ Hub Found

South Line at House

Sta	Dist.	Defl. $\angle$	CC	MC
27+92 <sup>6</sup>	32 <sup>8</sup>		N89°57'30" W	
27+59 <sup>8</sup>		3°36' 1°48' R	S88°14'30" W	S89° W
26+07 <sup>2</sup>	152 <sup>7</sup>	2°39' 1°19'30" L		
12				

Tack & R.R.

Fence 1 Fr. Left

13

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EC.  
18+298

18+00      3°08'  
1°34'

15+50      10°37'30"  
5°19' L

12+00      11°52'  
5°56' L

9+00      11°40'  
5°50' L

6+00      11°56'  
5°58' L

3+00      11°46'  
5°53' L

0+00  
27+925      161°39'  
80°49'30"  
161°36'  
80°48' L

14

Hub 32' L

Hub 32' L

Hub 32' L

Hub 32' L

Hub 32' L

18+29<sup>B</sup>

Hub 32' L

Hub 32' left

27+92<sup>E</sup> E

0+00 On RR Line

Sta Dist. Defl. CC MC

42+50<sup>5</sup> 327<sup>5</sup> 10°56'  
5°28' ✓

39+53<sup>6</sup> ~~327<sup>5</sup>~~  
296<sup>9</sup> 11°54'  
5°57' L

36+56<sup>9</sup> 296<sup>7</sup> 11°40'  
5°50' L

33+60<sup>2</sup> 296<sup>7</sup> 11°56'  
5°58' L

30+63<sup>5</sup> 296<sup>7</sup> 11°55'30"  
5°58' L

27+59<sup>9</sup> 303<sup>6</sup> (157°50'  
78°55')  
(157°32'  
78°56' L)

26+07<sup>2</sup> 152<sup>7</sup>

Ky. 21/CE

17

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0+00

90°00' L

135

51+69<sup>B</sup>

136°40'  
68°20' 2

5918

EC.  
45+78<sup>P</sup>

3°00'  
1°30' L

18

19

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Sta. Dist. Defl. CC M.C.

~~1/4 Cor 38/36~~

△  
1

132°35'  
99°26'  
26°18'  
83°08' L

N30°45' W

△

8°54'  
40°27' R

N2°23' E

N3° E

△  
3

49°05'  
21°33' R

N20°4' W

N2° W

△  
T.1

N23°37' W  
solow

20

March 15 1946

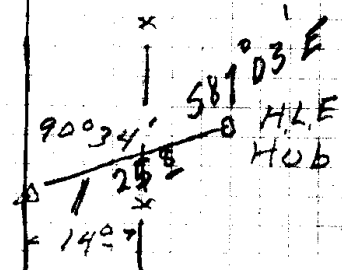
DBI T

N.E.R. Record

Geathay } Chan  
Kershaw }

Made Search for NW Corner  
Lane DLE 63. Found Epp's old  
hubs but no indication of  
original corner or BT

BB-J

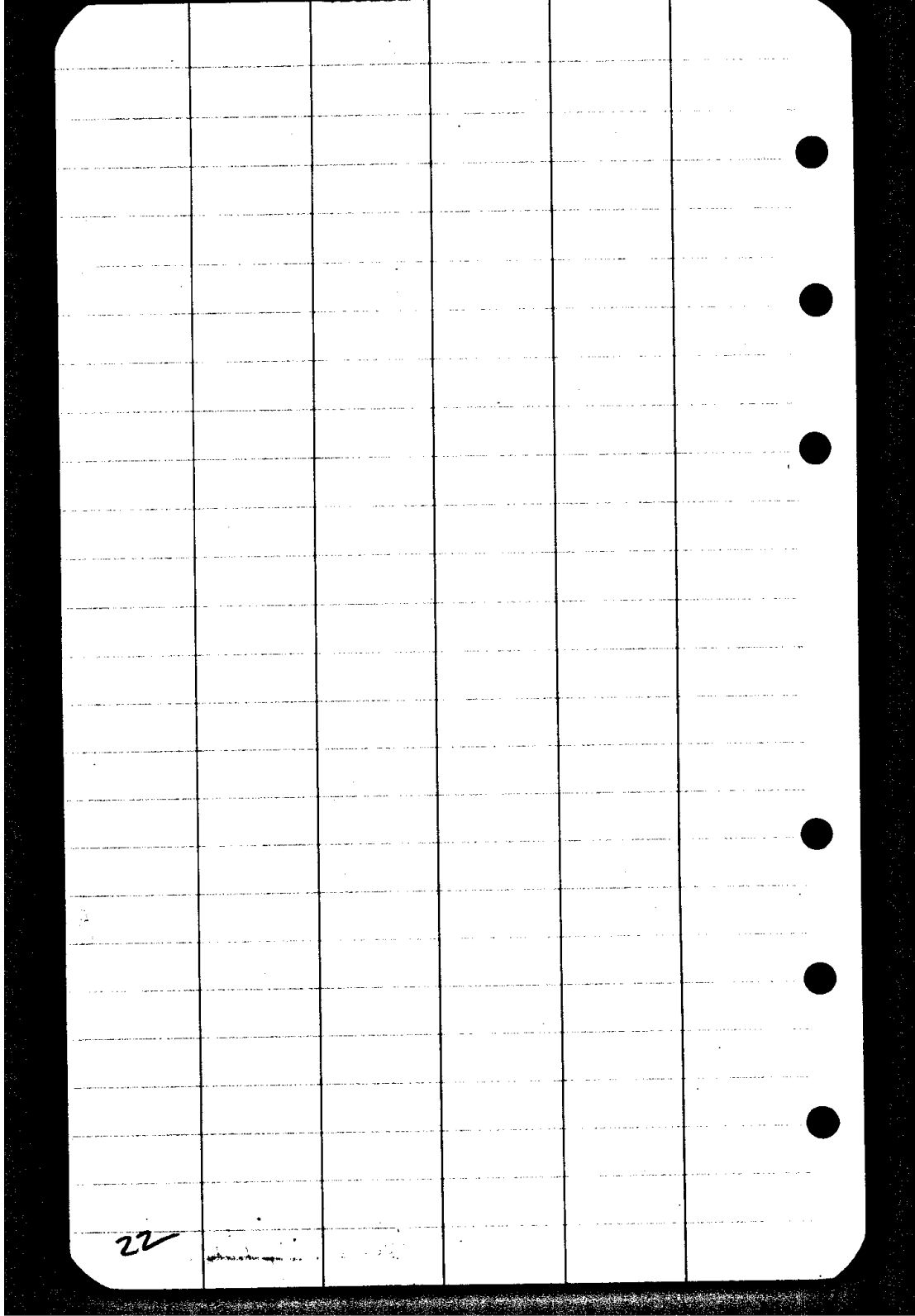


A 2

208

21

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22

23

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March 15 1846 Setup. Hub #3

F.S. Hub T1

Add 62°29' to Hor. L account of false level

	Ver	Hor	Time	Mc
+	23°45'	24°12'R	3-57-00	
to	24°05'	23°49'	3-58-00	
+	23°27'	24°21'E	3-58-05	
to	23°49'	24°38'	3-59-40	
+	23°10'	24°52'R	4-00-35	
to	23°31'	24°33'	4-01-40	
+	22°53'	25°20'E	4-02-38	
to	23°14'	24°55'	4-03-29	

Vert. L	1	2	3	4
Dir	23°45'	23°27'	23°10'	22°58'
Rev.	24°05'	23°49'	23°31'	23°14'
Av.	23°55'	23°38'	23°20½'	23°06'
Ref + Per.	1'55"	1'55"	1'55"	1'55"
Alt.	23°53'05"	23°36'05"	23°18'35"	23°04'05"

Lat - 42°16'5" N

Log. Cos 9.8691875 Log tan. 9.9586273

Long - 123°26'1/3" W = 8h 13' 25.4

24

= 8.2237 Approved  
N. Don Gen.

Time 1<sup>st</sup> Obs.

3h 59m 0s

Last "

4h 03m 23s

Ave Time

4h 00m 11 1/2s

Watch 10s fast

- 10

P.S.T.

4h 00m 01.53. PM

4.0004 hr

8.2237

12.2241 hr diff

5917"

12' 3.5"

Decl. Green Noon

2° 15' 40.6"

2° 03' 37.3"

Log sin d. 8.5557095

#1

#2

#3

#4

Alt. 23° 33' 05" 23° 36' 05" 23° 18' 35" 23° 04' 05"

Log br. 9.9611181 9.9620628 9.9630221 9.9638067

Log sec. 9.0462292 9.6454441 9.8343454 9.90292845

25

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#1	9.8691875	8.5557095	9.9586273
	9.9611187	9.8303056	9.6462292
	<u>9.8303056</u>	8.7254039	<u>9.6048544</u>
	62°53'20"	.0531379	.402582
			<u>.053138</u>
			45.5726

#2	9.8691875	8.5557095	9.9586273
	9.9620628	9.8312503	9.6408004
	<u>9.8312503</u>	8.7238592	<u>9.5990274</u>
	63°14'40"	.0529492	.397388
			<u>.052949</u>
			45.0330

#3	9.8691875	8.5557095	9.9586273
	9.9630221	9.8322096	9.6343454
	<u>9.8322096</u>	8.7234999	<u>9.5929729</u>
	63°36'00"	.0529054	.391717
			<u>.052905</u>
			44.4622

#4	9.8691875	9.5557095	9.9586273
	9.9638067	9.8329942	9.6292845
	<u>9.8329942</u>	8.7227153	<u>9.5879118</u>
	63°53'50"	.0528099	.387179
			<u>.052810</u>
			43.9989

Hor. Angle T-1 to Sun.

	#1	#2	#3	#4
Dir	24°12'	24°36'	24°57'	25°20'
Rev	23°49'	24°08'	24°33'	24°58'
Av	24°00'30"	24°22'	24°46'	25°07½'
+	62°29'	62°29'	62°29'	62°29'
	86°29'30"	86°51'	87°15'00"	87°36½'
	62°53'20"	63°17'00"	63°36'00"	63°58'00"
	<del>23°36'00"</del>	23°37'00"	23°39'00"	23°42'00"

S 23°37' E  
Use.

X

28

29

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Sta. Dist. Defl.  $\times$  CC M.C.

Prop.  
Cor. Post.

$N 79^{\circ} 27' 30''$   
 $N 80^{\circ} \frac{3}{4}' W.$

652.8 22°00'R

T. 1

$S 78^{\circ} 32' 30'' W.$

27+92.6

D.L.C. (?)  
Cor. Post

$N 19^{\circ} 38' 30'' W.$

111.8

$\Delta$  T. 1

81°49'R

$S 78^{\circ} 32' 30'' W.$

463.2

27+92.6

27000  
13°30'L

$N 87^{\circ} 57' 30''$

27+59.2

30

31

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Sta Dist. Defl. CC M.C.

27+92.6

N 78° 32' 30" E  
S 87° 32' 30" W

463.2

T 1

158° 18'  
79° 09' 4"

104.8

S 22° 18' 30" E S 22<sup>3</sup>/<sub>4</sub>° E

Δ 3

44° 27'  
22° 13' 30" 2

413.4

S 0° 30' E

Δ 2

S 0° 03' 30" E

7° 34'  
3° 47' 4"

601.8

S 3<sup>1</sup>/<sub>2</sub>° W

Δ 1

S 3° 43' 30" W

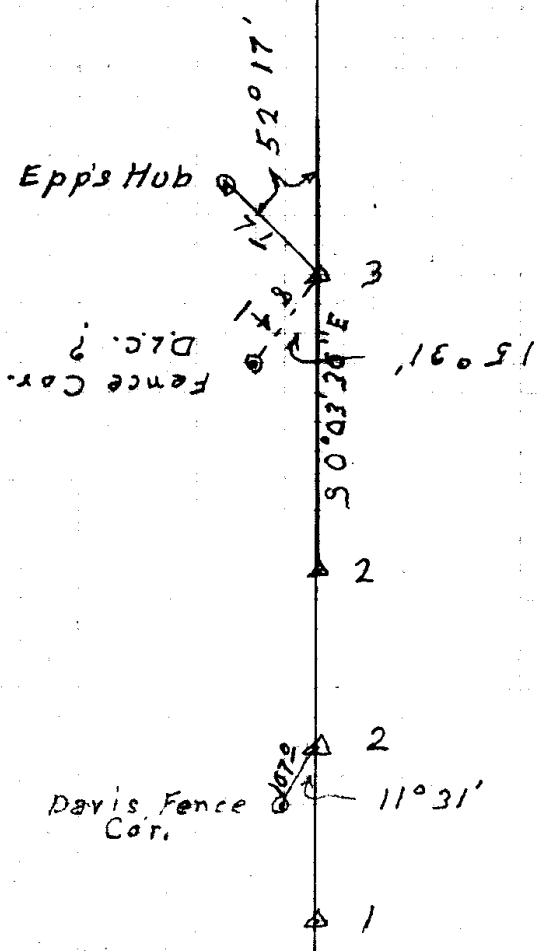
210.9  
66° 12' 30"  
33° 08' 1"

S 30° E. 213.5  
-9.00'

S 29° 24' 30" E.

1/4 Cor. 25  
36

32



33

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34



36

37

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Mask

101 <sup>L</sup>	⑩ 4445
100 <sup>8</sup>	⑨ 4570
100 <sup>3</sup>	⑦ 4673
904	⑥ 4783
90 <sup>L</sup>	⑤ 4891
90 <sup>0</sup>	④ 4850
90 <sup>L</sup>	③ 4842
95 <sup>L</sup>	② 4806
954	① 4736
101 <sup>0</sup>	⑩ 4638
101 <sup>6</sup>	⑨ 4497
107 <sup>L</sup>	⑧ 4322
113 <sup>2</sup>	⑦ 4097
1254	⑥ 3829
143 <sup>0</sup>	⑤ 3460
177 <sup>L</sup>	④ 2992
193 <sup>6</sup>	③ 2751
395 <sup>0</sup>	② 1679
	①

N 80° 55' W  
6-38-30

N 87-39-30 W  
51-30

N 88-25-00 W  
37

N 87-48 W  
1-47

N 80-40 W  
2-45

N 86-01 W  
5-12

N 83-25 W  
1-41

179-13  
91-13

N 85-06 W  
1-19

S 88-47 W  
12-27

N 86-25 W  
1-14

179-14  
101-46 W

N 78-5-06  
5-52 W

N 83-21  
3-1 W

N 82-5-1  
1-51 W

N 80-40 W

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West Side Lot 19 102<sup>L</sup>

East " " " 107<sup>I</sup>

65-65E

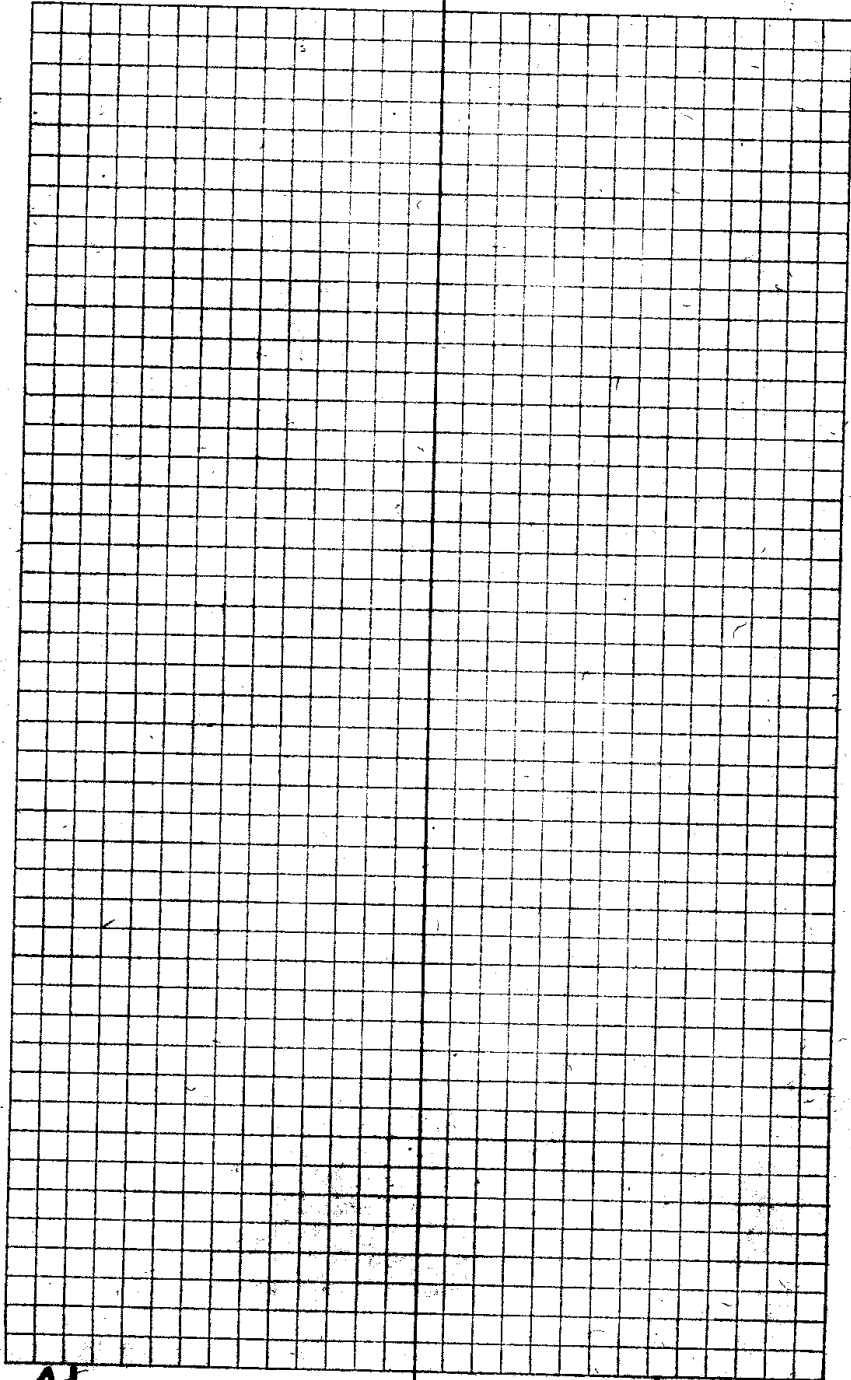
90-59

10-68

11-16

88-42

40



41

G. S. File No. 39/50

~~181° 28'~~  
~~90° 41' 30"~~

$\frac{1}{4}$  Cor.  $\frac{25}{36}$

Set from Split Rock  
with + on top Trees gone  
Stumps check for Bear. & Dist  
Marked 7" W. Oak N. 25° E. 73<sup>4</sup>  
8" W. Oak N 8 $\frac{1}{4}$ ° E. 102<sup>8</sup>

T. 26-6

Mar. 7-1946

*W. H. H.*

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CS FILE FOLDER

CONTAINS

MORE

INFORMATION