

CADASTRAL SURVEYS



MINING
TRANSIT BOOK

No. 384 F

BOOK NO. 1

CADASTRAL SURVEYS
BOOK 1

BOUNDRY LINE SURVEYS

PAGES:

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SECTION LINE BETWEEN SECTIONS

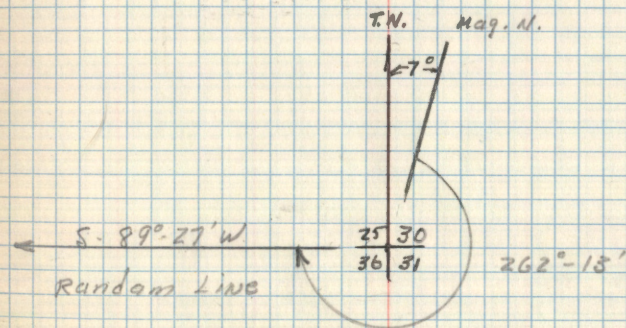
25/36, T148N, R30W

STA	STA	1st L	2nd L	Mean L
Occupied	Sighted			
COR. S-	Mag. NORTH	0°-00"		
25-30-31 36				
	25-30-31 RANDOM	262°-27'	164°-26'	262°-13'
295.6	COR. 25-2 30-31 25-30-31 37			
595.6	295.6			
895.6	595.6			
1090.6	895.6			
1685.6	1090.6			

Random Line Run on TRUE BEARING of
S 89°-27' W in accordance with S.L.O
Running Notes. Determined by Mag NORTH
being 7° East of TRUE NORTH. 1959
declination

Random Line extended by PLUNGE PLUNGING
TELESCOPE

Plunge Telescope for EXTENDING Random LINE



Sta OCC	Sta sighted	1st \angle	2nd \angle	Mean Angle
50+24.	45+50	0°-00'		
	Cor. to 35-36-25-26	86°-49'	173°-37'	86-48-30

SET. a 2" inside dia galvanized wrought
iron pipe 5' long filled with
concrete and capped with 3" dia

Brass Tablet, stamped

T148N R30W

526 | 525

535 | 536

1959

R.L.S. 3628

From which bears new B.T.s.

9" TAM S12°E 24.6' MKD T148 R30 536 BT

9" TAM S41°W 39.0' MKD T148 R30 535 BT

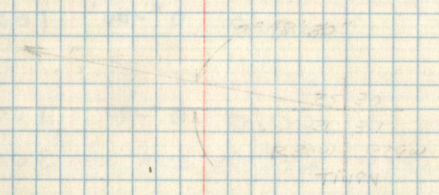
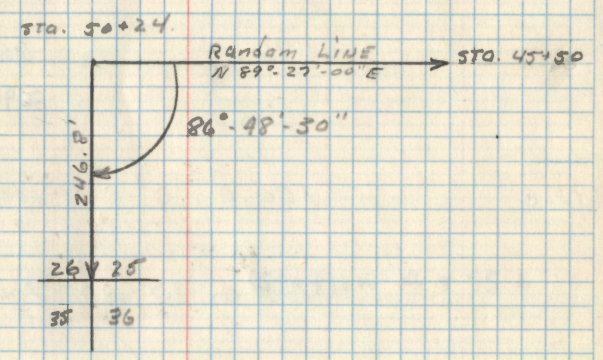
9" TAM N73°W 41.2' MKD T148 R30 526 BT

Evidence of orig. corner,

4" x 5" TAM post.

6-26-59

RAM, AF, JL.



STA Occupied	STA sighted	SLOPE DIST	SLOPE	HOR. DIST.	Stationing
2526-70-31	Random.	100.00	5°-20'	99.6	
		100.00	0°-00'	100.0	
		96.0		96.0	
				295.6	295.6
295.6		100.0	0°-00'	100.0	
		100.0	0°-00'	100.0	
		100.0	0°-00'	100.0	
				300.0	595.6
595.6		100.0	0°-00'	100.0	
		100.0	0°-00'	100.0	
		100.0	0°-00'	100.0	
				300.0	895.6
895.6		67.0	0°-00'	67.0	
		100.0	0°-00'	100.0	
				167.0	

SET HUB @ 295.6

mkd. for line past station 4+95.6

~~49.4~~ SET HUB @ STA 9+45 FOR LINE POST.

of Road. APPROX 18' wide

STA occupied	STA sighted	Slope dist.	Slope	HOR. DIST.	Stationing
				167.0	
895.6		28.0	0°-00	28.0	
				195.0	1090.6
10+90.6		100.0	0°-00	100.0	
		100.0	0°-00	100.0	
		100.0	0°-00	100.0	
		95.0	0°-00	95.0	
		100.0	0°-00	100.0	
		100.0	0°-00	100.0	
				595.0	1685.6
16+85.6		100.0	0°-00	100.00	
		100.0	0°-00	100.0	
		95.0	0°-00	95.0	
		100.0	0°-00	100.0	
		100.0	0°-00	100.0	
		100.0	0°-00	100.0	
		95.6	0°-00	95.6	
		100.0		100.0	
				690.6	2376.2
23+76.2		93.0	0°-00	93.0	
		91.2	0°-00	91.2	
		100.0	0°-00	100.0	
		6.0	0°-00	6.0	
				298.2	2666.4

SET Hub for line past sta 10+90.6

set hub for line past station 15+85.6

SET hub for line past sta 21+80.6

SET Hub for STRADDLE STAKE STA 2560.4

26+66.4 w 40.4 ch. ORIG. GAD'S MEASURE.

STA.	SIGHTS	SLOPE DIST	SLOPE	HOR, DIST
2666.4		100.00	0°-00	100.00
		100.00	0°-00	100.00
		33.6	0-00	33.6
		100.0	0-00	100.0
		100.0	0-00	100.0
				433.6 31+00
3100.0		99.3	0°-00	99.3
		90.7	0-00	90.7
		100.0	0-00	100.0
				190.0 33+90.0
33+90		100.0	0-00	100.0
		100.0	0-00	100.0
		10.0	0-00	10.0
		100.0	0-00	100.0
		87.0	0-00	87.0
		100.0	0-00	100.0
		63.0	0-00	63.0
38+50				360.0 38+50
38+50		100.0	0-00	100.0
		100.0	0-00	100.0
		50.0	0-00	50.0

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SET Hub for straddle stake @ STA 27+66.4

Hub for LINE POST STA 31+00

Hub for LINE POST STA 36+00

Hub for LINE POST STA 41+00

STA	STA OCCUPIED	SIGHTED	SLOPE DIST	SLOPE	HOR. DIST.	
					250.0	
266			50.0	0-00	50.0	
					100.0	
					400.0	42+50
	42+50		100.0	0-00	100.0	
			100.0	0-00	100.0	
			100.0	0-00	100.0	
310					300.0	45+50
	45+50		100.0	0-00	100.0	
			100.0	0-00	100.0	
			100.0	0-00	100.0	
337			100.0	0-00	100.0	
			100.0	0-00	100.0	
			100.0	0-00	100.0	
			65.0	0-00	65.0	
					665.0	52+50

~~337~~ ~~337~~

337

Hub for Line Post: STA 45+50

Hub for Line Post: STA ⁵⁰45+50

Sta occupied	Sta. sighted	Slope Dist	Slope	Hor Dist
50+24	car to 35-36-25-26	100.0	0°-00	100.0
		100.0	0-00	100.0
		46.8		46.8
				216.8

8

To establish STA 50+24 26'
EAST on Line was chained from
50+50.

STA occupied	STA. sighted	1ST \angle	2 nd \angle	MEAN ANGLE.
-----------------	-----------------	--------------	--------------------------	----------------

2666.2	1685.6	$0^{\circ}-00'$	$0^{\circ}-00'$	
	$\frac{1}{4}$ 25-36	$137^{\circ}-23'$		$37^{\circ}-23'$

2560.4	1685.6	$0^{\circ}-00'$		
	$\frac{1}{4}$ 25-36	$65^{\circ}-50'$		$65^{\circ}-50'$

SET 2" inside dia galvanized wrought
Iron pipe filled with concrete & capped
with 3" dia Brass tablet stamped
T148N1230W
1525
143,869
RLS. 3628

From which bears NEW BTS.

8" Tamarack 16.4' N36°E MKD T148 R30 S25 BT

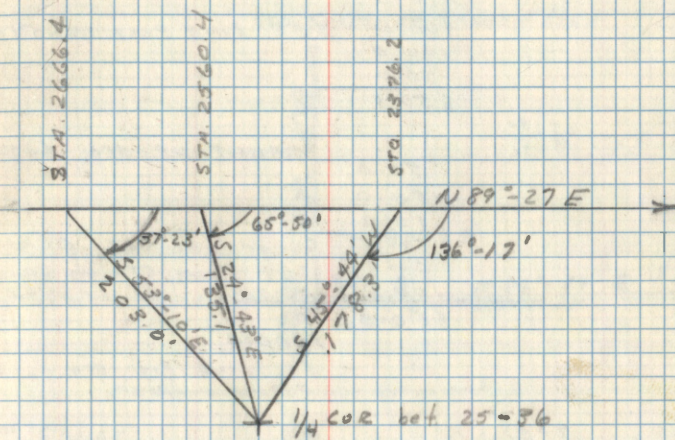
6" " " 21.1' N46°W MKD T148 R30 S25 BT

7" " " 15.6' S14°E MKD T148 R30 S30 BT

Metal Location posted on BT. $\frac{S14^{\circ}E}{15.6'}$
 $\frac{17.5'}{17.5'}$ from Cor.

A search revealed NO EVIDENCE OF THE
ORIG CORNER OR THE ORIG. BTS.
THIS CORNER WAS SET BY PROPORTIONATE
METHODS.

RESTORATION of $\frac{1}{4}$ bet. 25-36 T148 R30



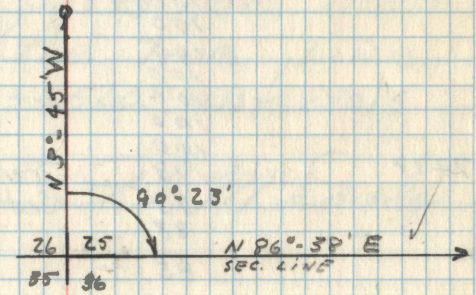
7-31-59
G. H. McDonald

STA.	PT.	DIST.	REMARKS.
25/30 36/31	295.6	100.0 100.0 100.0 100.0 100.0 100.0 50.0	SET LINE POST STA 0+00
		650.0	SET LINE POST STA 5+00
650	25/30 36/31	50.0 50.0 50.0 50.0 50.0 100.0	TRANSIT PT STA 6+50
		350.0	CK. on off SET @ STA 9+00
		1000.0	SET FROM STA on Random Line 295.6 off SET, 44.2'
			SET LINE POST STA 10+00 TRANSIT POINT.
10+00	900	100.0 100.0 54.0 46.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 8.0 13.0 97.0	SET LINE POST @ 1/4 CORNER. @ 12+54
		1618.0	SET LINE POST @ 15+00
			SET LINE POST @ 20+00
			SET POST @ 25+00
			SET HOB @ 25+08
			SET HOB @ 25+21
		2618.0	TRANSIT PT.

RETRACEMENT TRUE SEC. LINE bet. NE&NW COR.
SECTION 36

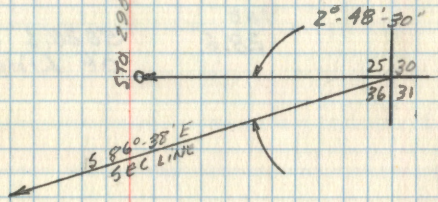
1st Choice

Sta. 50+24 on Random Line



2nd Choice

Sta. 295.6 on Random Line



6-30-59 RHM

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Sta	PT.	Dist	Remarks
26+18			Transit Pt.
	72		
	100		
	100		
	100		Set Line post @ 3000
	100		
	100		
	100		
	100		Set Line post @ 3500
	100		
	100		
37+19	19		Transit Pt.
	43		Set 1/16 post 37+62
	38		
	85		
38+85			Transit Pt.
	15		
	100		Set Line post 40+00
	100		
	100		
	100		
	100		Set Line post 45+00
	100		
	100		
	100		
	100		
	100		
	28.6		5028.6 Sect Cor. 125' South OF Line

This line is completed; -
 1/4 cor. is set in correct
 location and Red Top 4"x4"
 x6' cedar posts have been
 set along the true line
 at approx. 500' intervals

R. H. McDonald

END OF
BOOK