

TESLIN YUKON

LOTS 1, 2, 3, 4, 5, 6 GROUP 805

TESLIN

YUKON

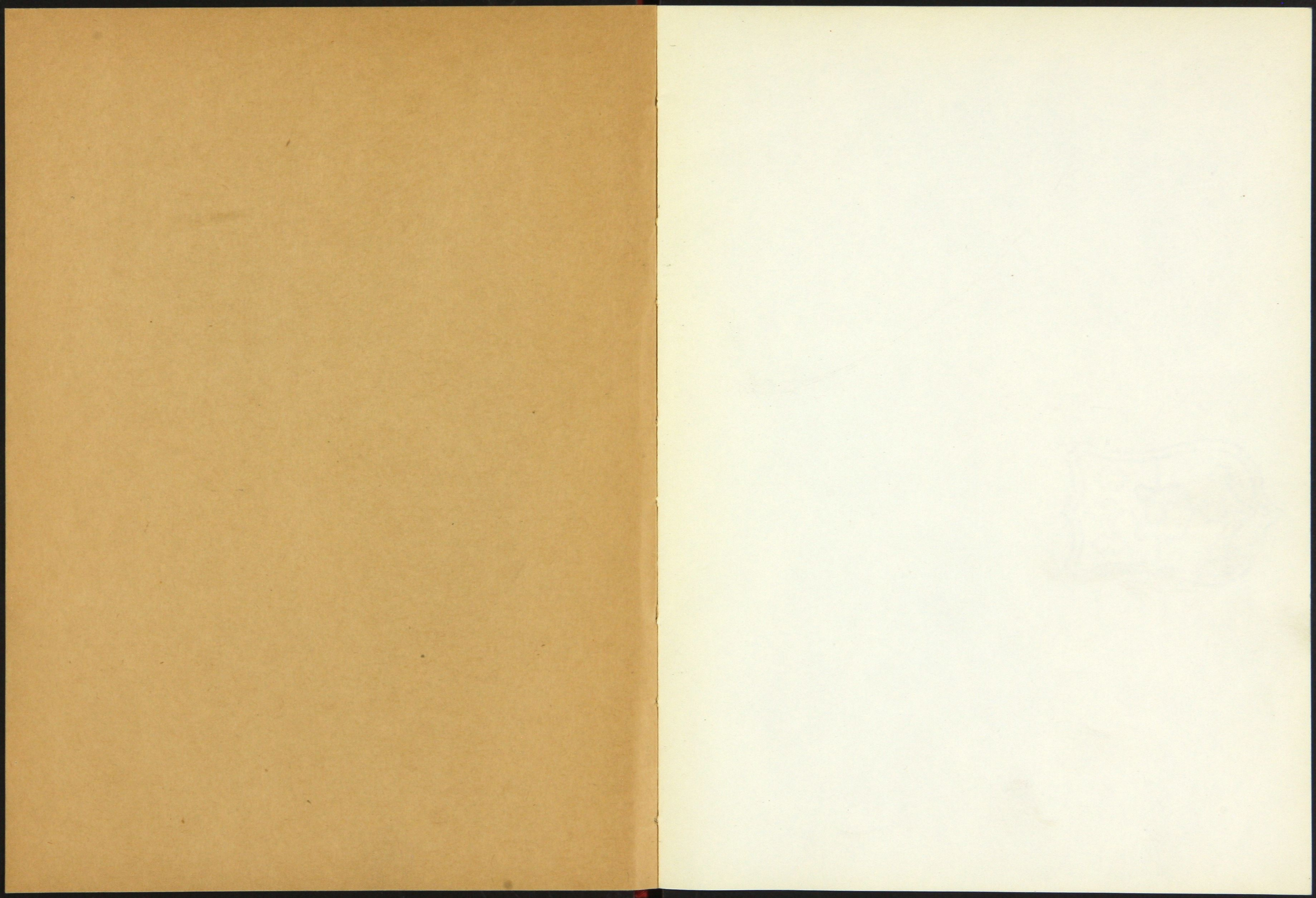
AIRPORT, TRANSMITTER STATION
RADIO RANGE, CEMETERY.⁶

J. B. Walcott, D.L.S.

1945, 1946, 1947

22497

Rec. No. 22497



✓ FIELD NOTES ✓

—OF—

LOTS 1, 2, 3, 4, 5, 6 GROUP 805

TESLIN, YUKON

AIRPORT, TRANSMITTER STATION, RADIO RANGE
CEMETERY LOT

Checked J.C.B. 18/11/47.

Surveyed by J.B. WALCOT D.L.S.

Commenced: 15th October Ended: 30th October

10th June 16th July
10th September 11th September

19.4.5, 1946, 1947

INDEX TO PAGES

N.B. All distances are in feet

Number of tracings attached to this book.....

INDEX TO PAGES

NAMES AND DUTIES OF PARTY EMPLOYED

1945

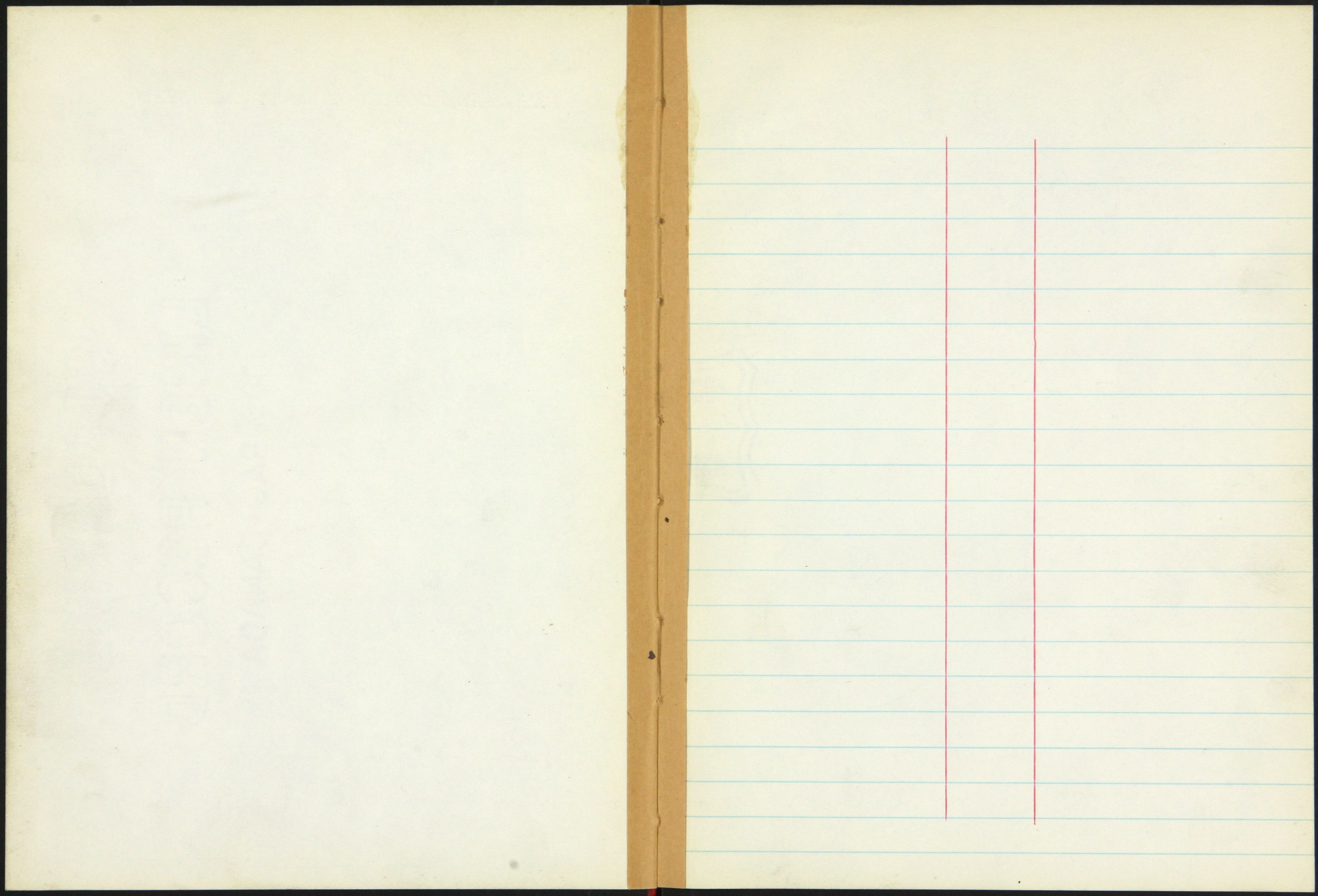
T.H. Kihl	Transit
G. Pope	Rear chainman
R. Wabisca	Front chainman, truck-driver
Jas. Thomas	Picket
A.W. Porter	Axeman
Ed. Stanlow	Cook

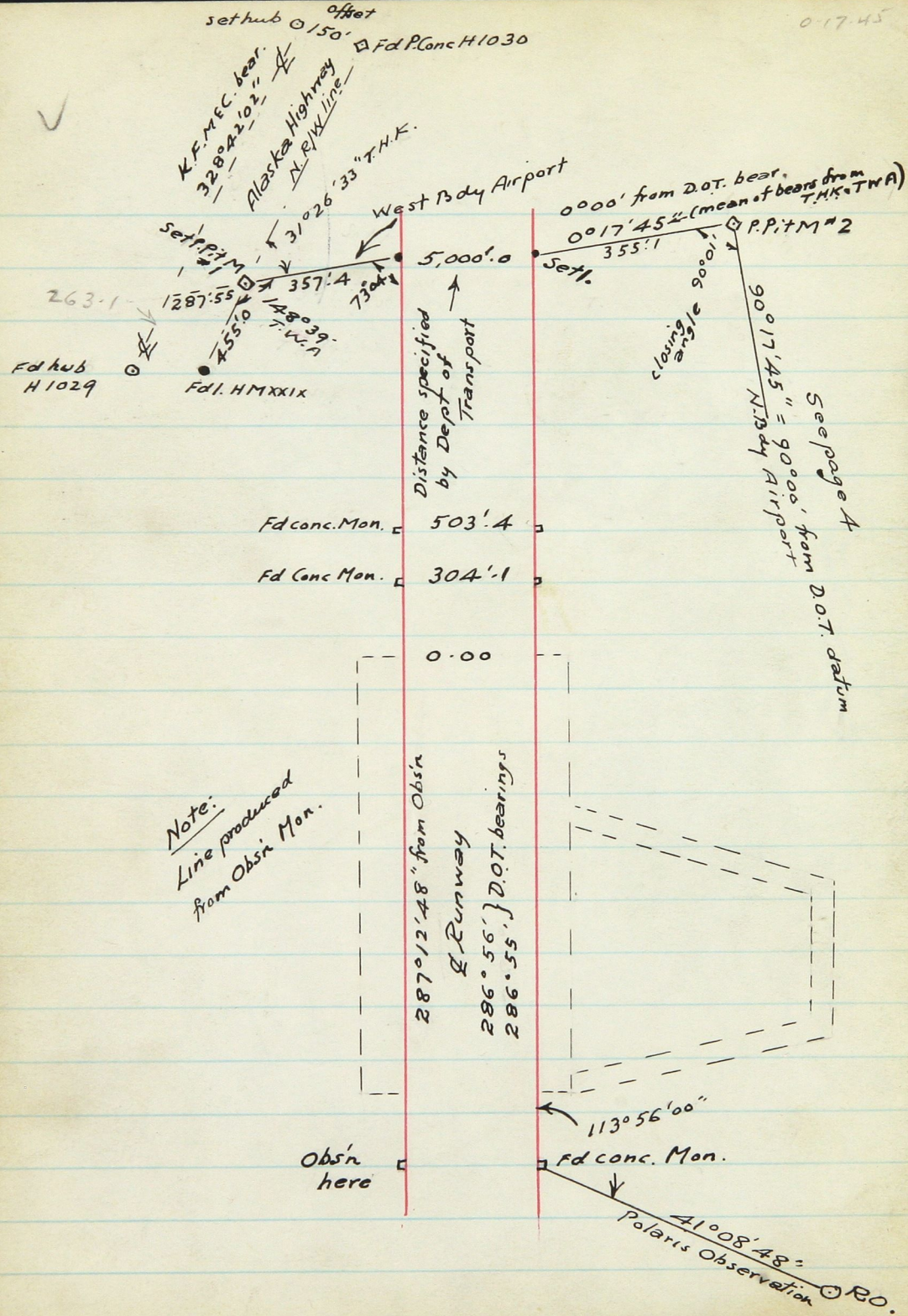
1946

T.W. Allan	Transit
Clive Boyd	Rear chainman
R.L. Parsons	Front do. truck-driver
A.W. Porter	Axeman
Walter Wiley	Cook
Jack Sidney	Axeman (Indian) part time
Sandy Fox	" " " "

1947

G.H. Spence	Rear chainman
Stan Bremner	Front do.
A.W. Porter	Picket-man
Geo. McLeod	Truck-driver
Vernon Mattson	Axeman.
Walter Wiley	Cook





0-17-45

15th 16th Oct 1945
 28th June 1946

(1)

N.B. All distances are in feet

TESLIN AIRPORT LOT 4 GROUP 805

N.B. Dept of Transport requested bearings of North and West boundaries to be due East and North. The lines were run referred to their bearing of $\frac{1}{2}$ Runway which differed from observed bearing by $16\frac{3}{4}$ mi or $17\frac{3}{4}$ mi. They gave two bearings as shown on page opposite

21st 22nd June 1946
24th

N. Bdy Airport
270°17'45"
270°00' Dept of Transport datum

P.P. + M.
10

0°17'45" from obs'n off foot of page
North D.O.T. datum
1989'9

92°25' D.O.T. datum
Pole Line

304°11' D.O.T. datum
not chained

D.O.T. datum
90°48'
not chained

Fd. W. in Cairn
N.E. TESLIN Post I.R.
B.T. 9 8" spruce
B.T. 21 8" spruce

D.O.T. datum
359°40'
387'6

Road = = =

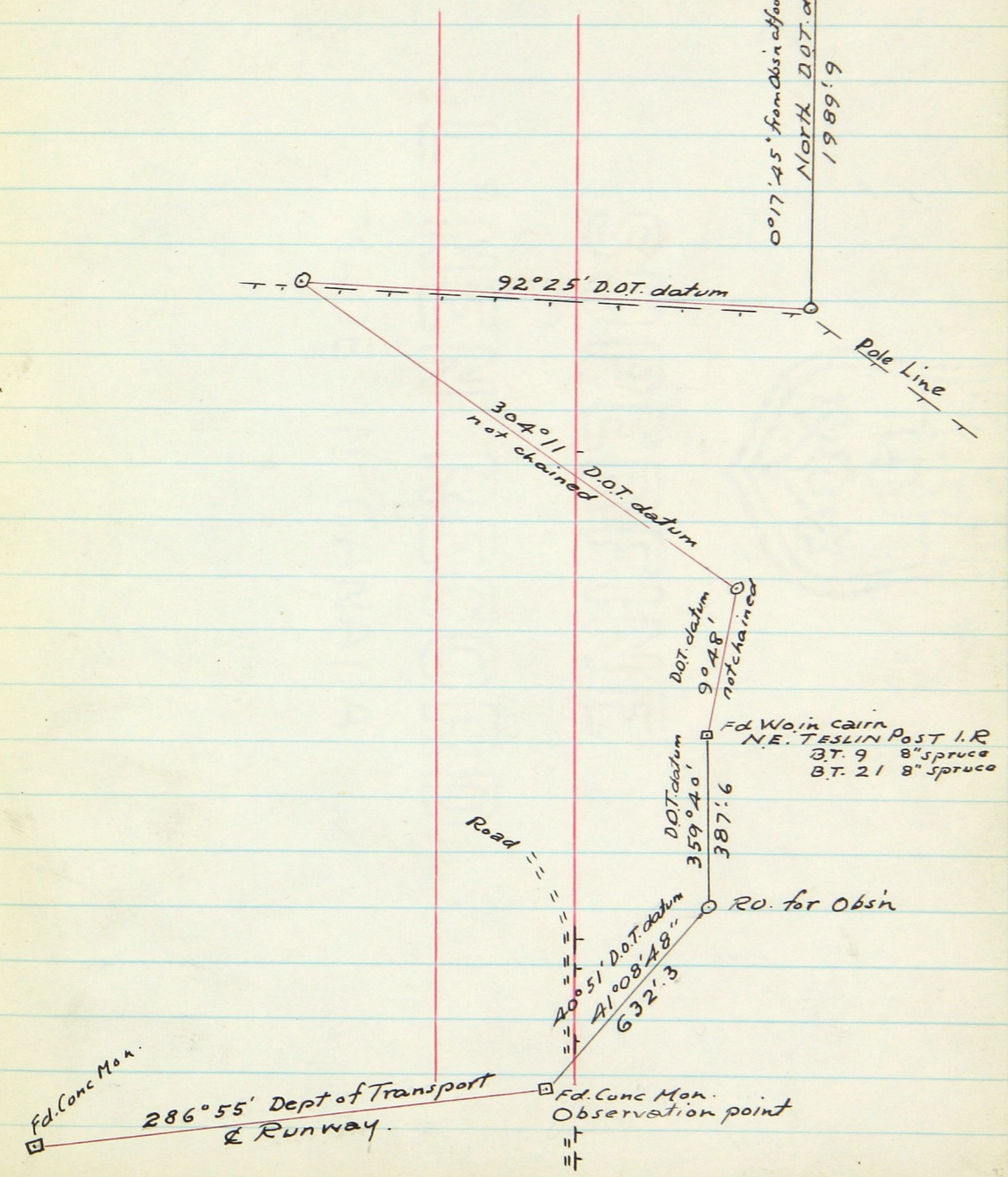
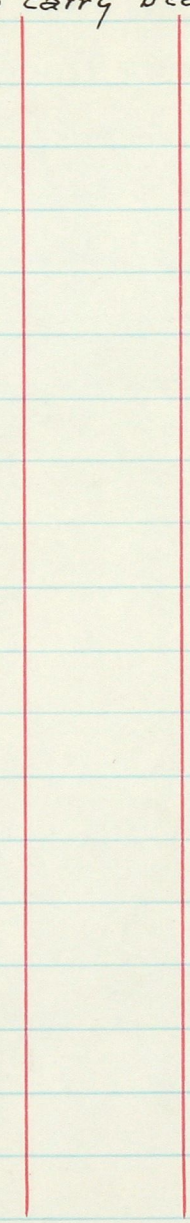
40°51' D.O.T. datum
41°08'48"
632'3
R.O. for Obs'n

Fd. Conc Mon.

286°55' Dept of Transport
& Runway.

Fd. Conc Mon.
Observation point

✓
Traverse to carry bearings from & Runway
to N. Bdy Airport



✓ North Boundary of Airport

25th to 28th June (3)
checked 16th July 1946

1500.1 . I.VII

0.00

1500.2 . I.VIII

1226.0

Trail

0.00

2124.0 . I.IX

1909.0

Trail

270°17'45"

250.0

Small Creek

0°00' D.O.T. datum

0°17'45"

See previous page

0.00

P.P. + M. 10

see p 4

Thick spruce - Poplar
to 18" diam

1500.1 . I.IV

0.00

1500.1 . I.V

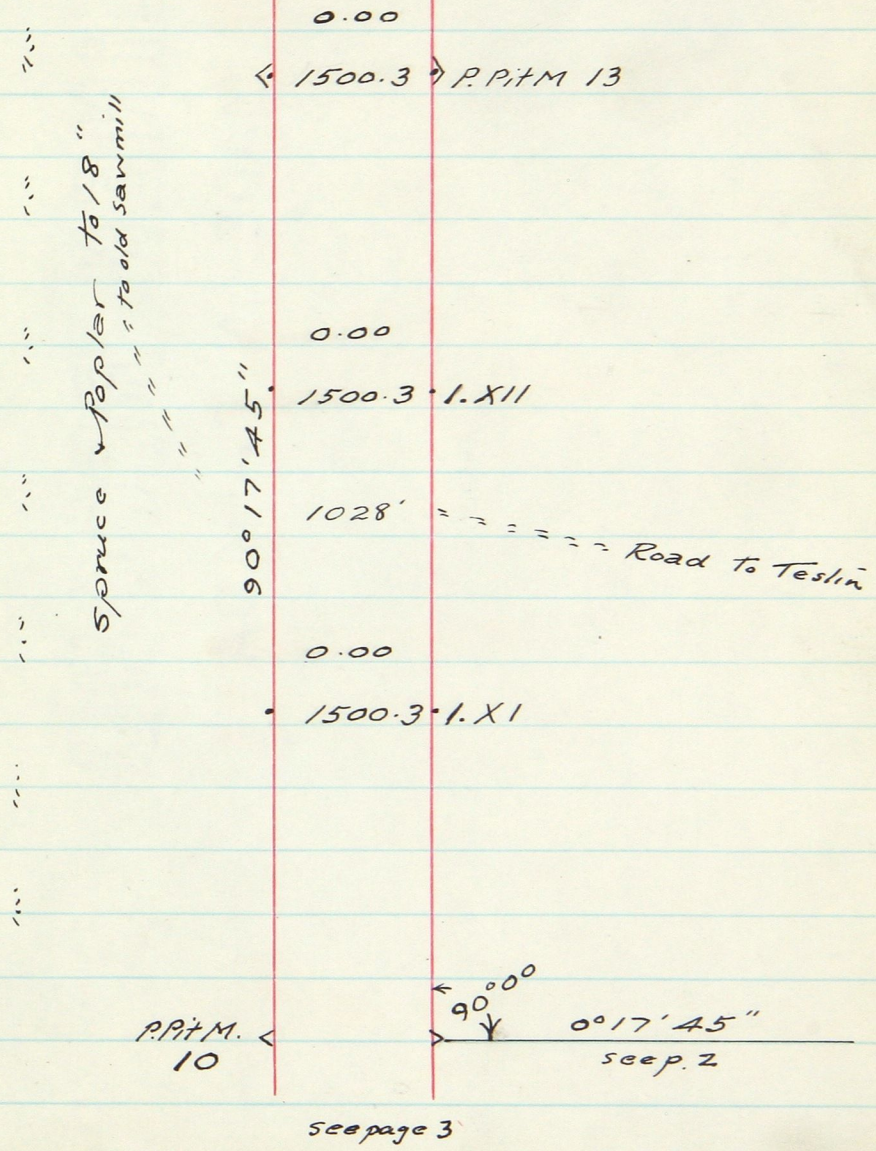
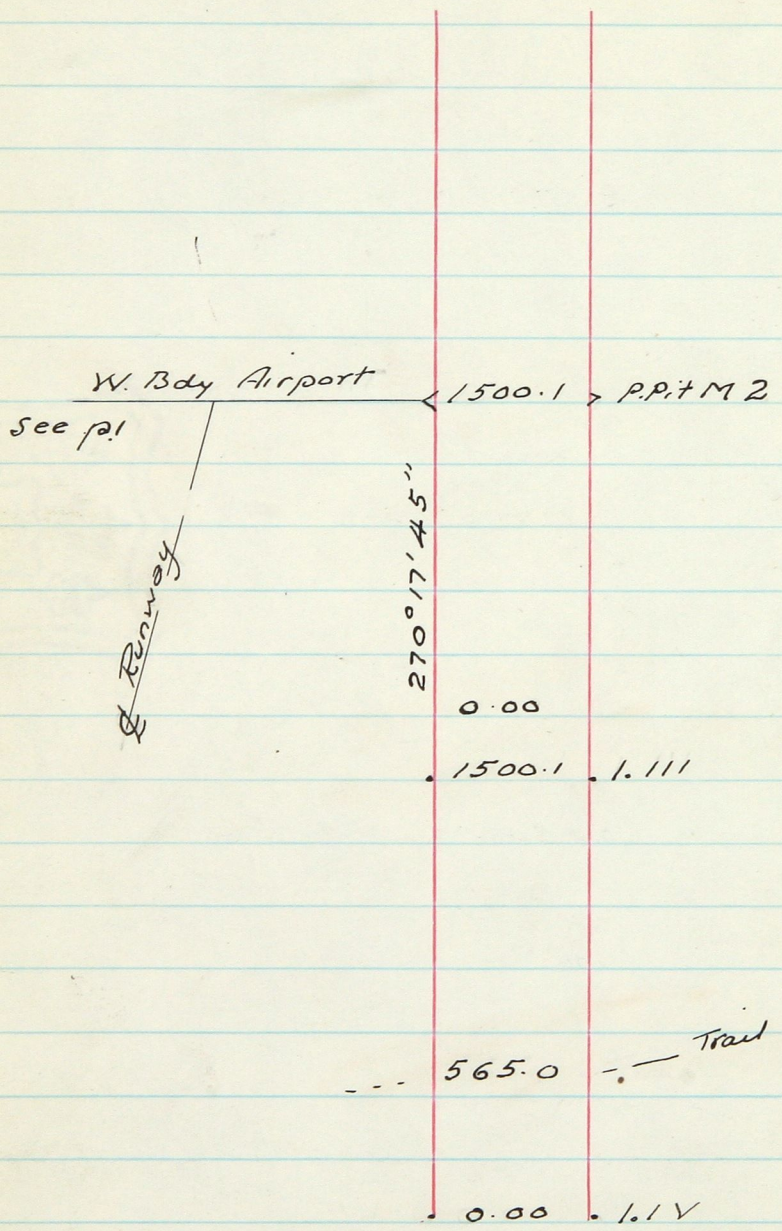
gravelly soil

0.00

1500.1 P.P. + M. 6

0.00 . I.VII

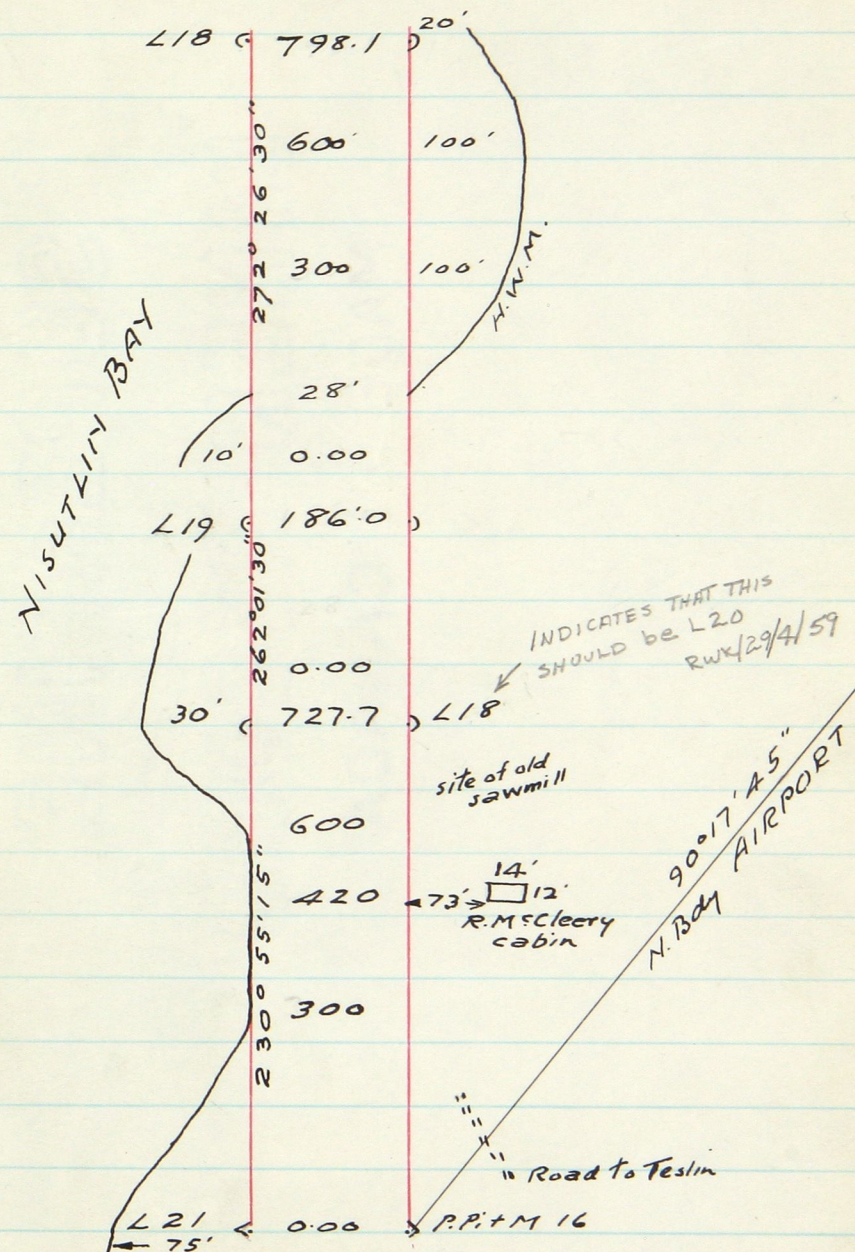
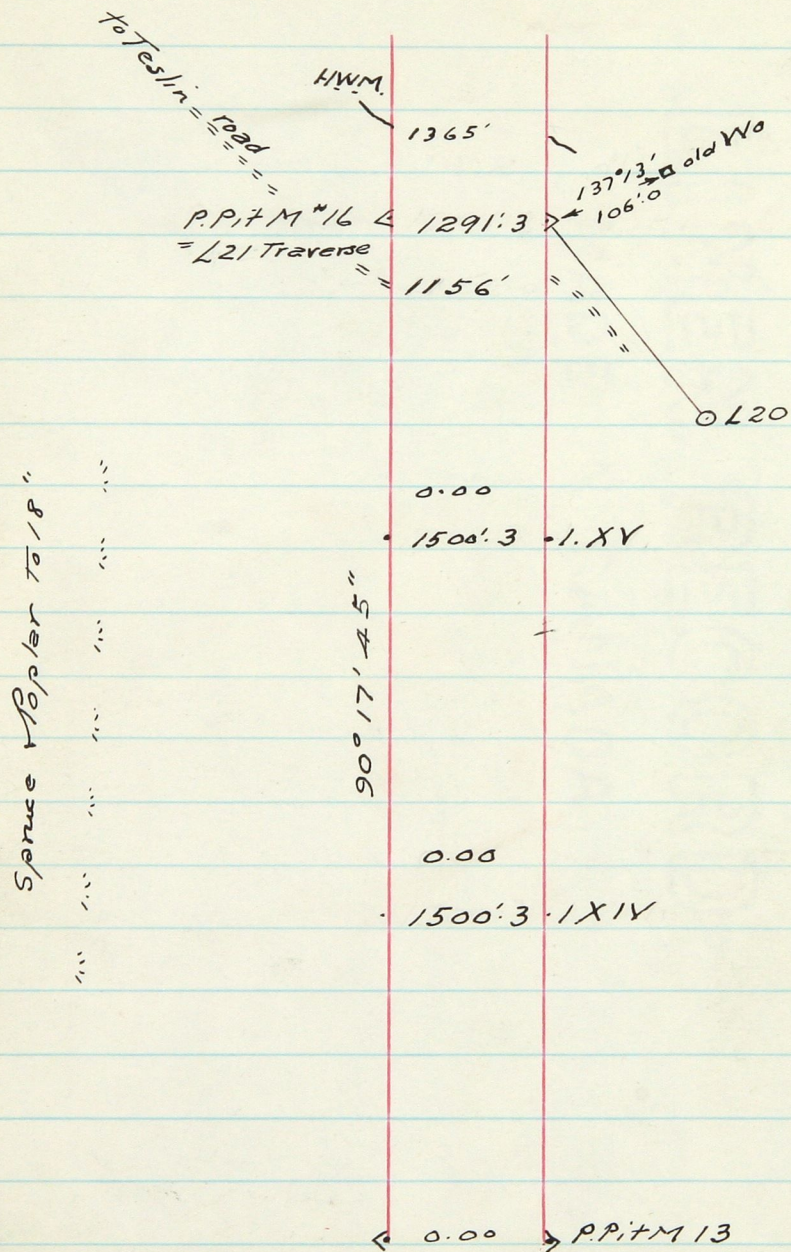
NORTH BOUNDARY OF AIRPORT
29th June to 3rd July 1946
checked 15th July



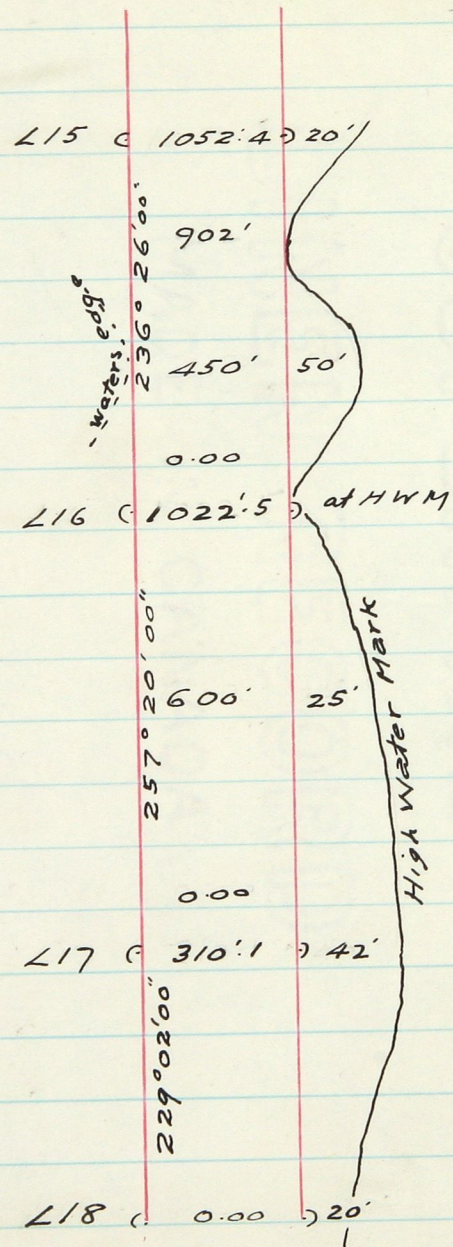
TRAVERSE of High Water Mark NISUTLIN BAY

28th June 1946
3rd 4th July

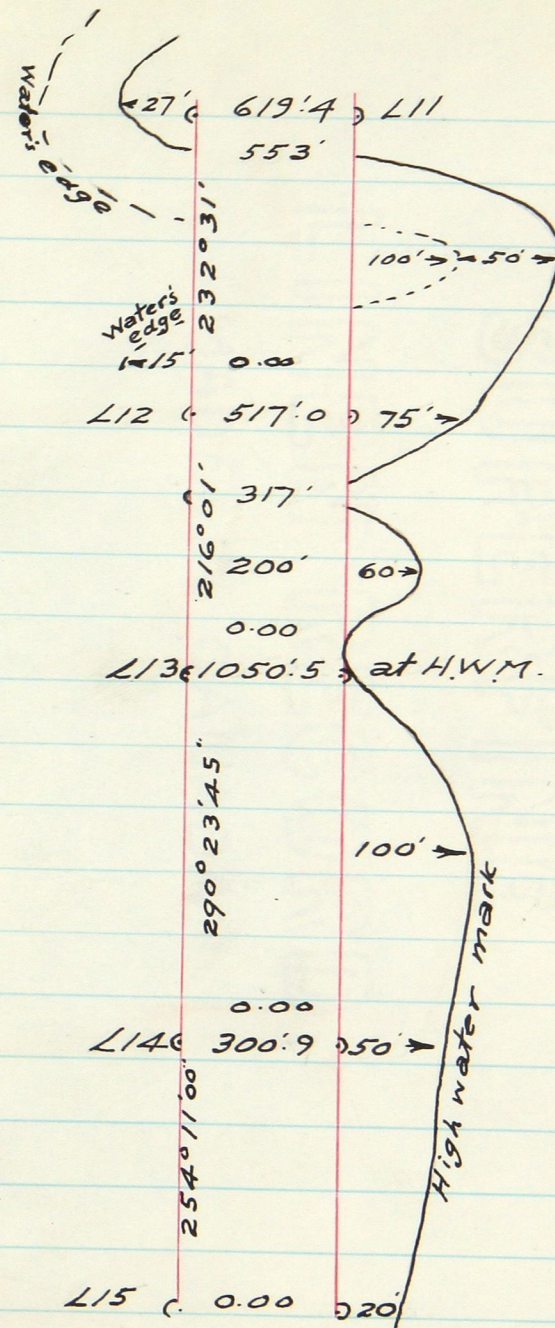
(5)



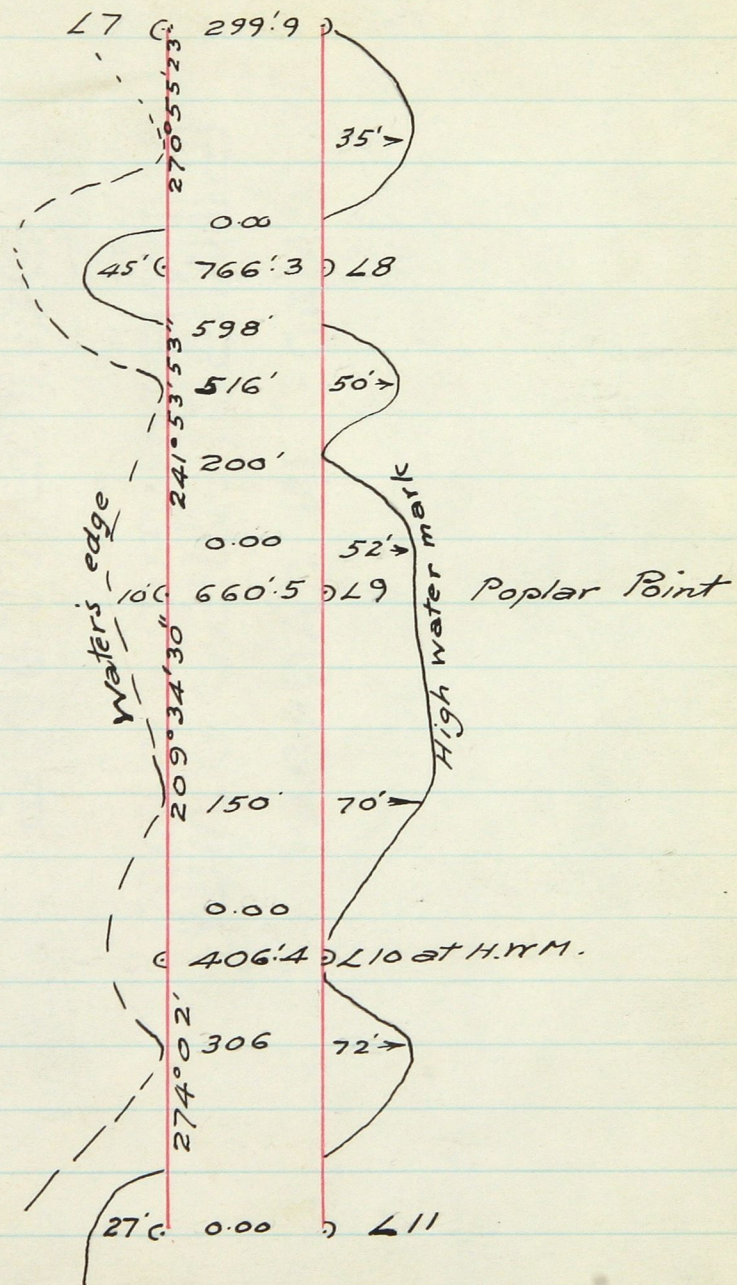
NISUTLIN BAY



NISUTLIN BAY

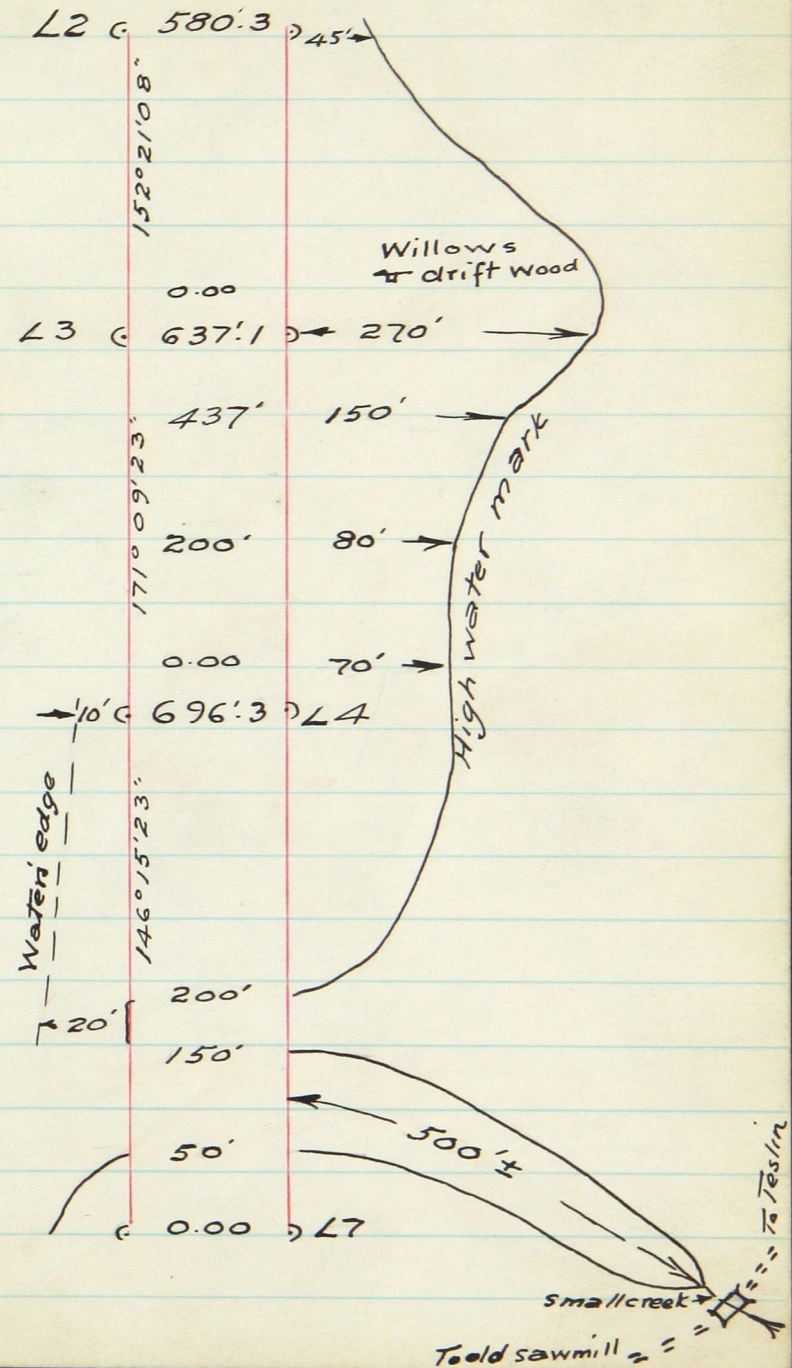


NISUTLIN BAY



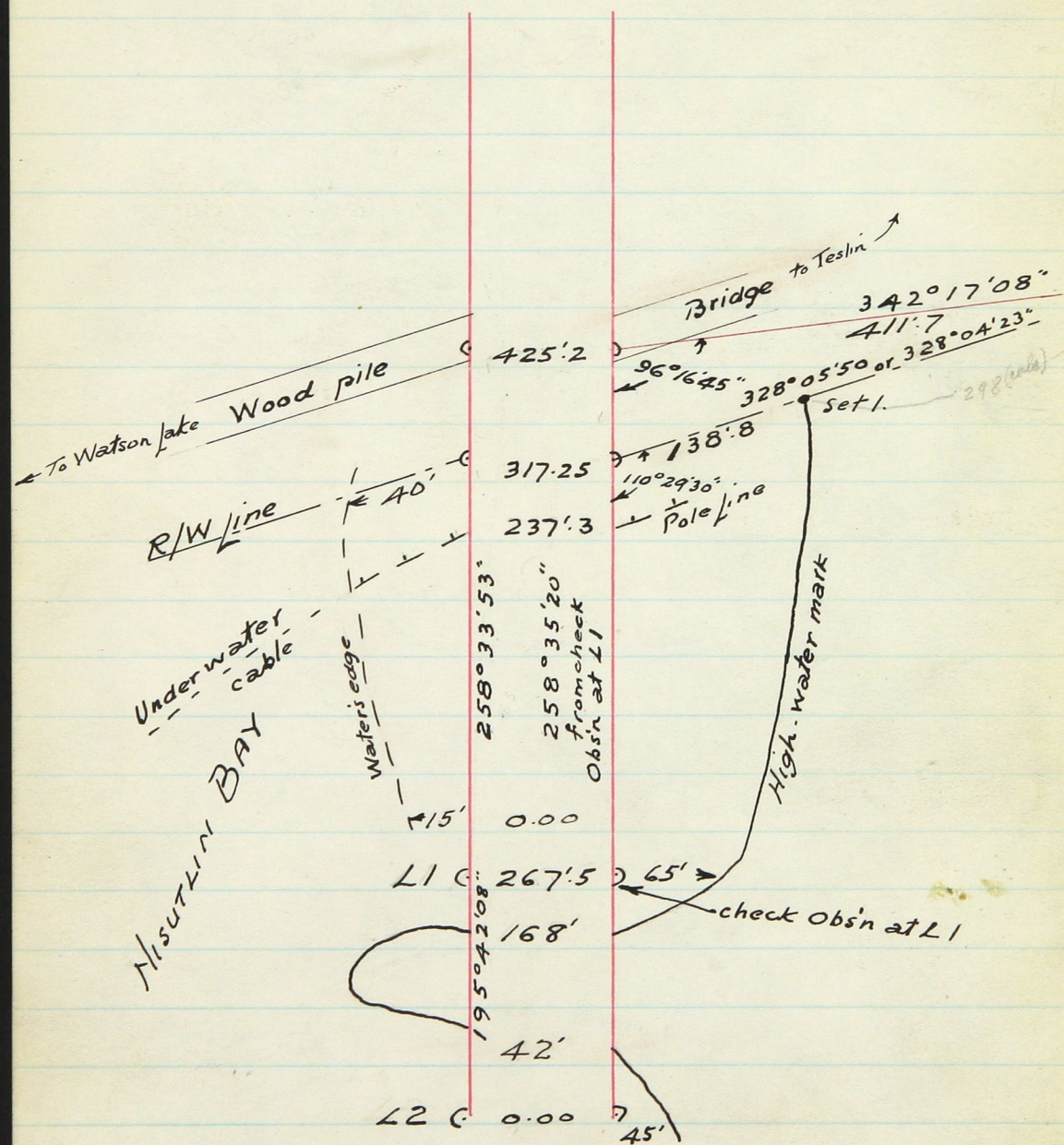
N.B. There are no
stas. L 5 or L 6

NISUTLIN BAY



4th July 1946

(8)

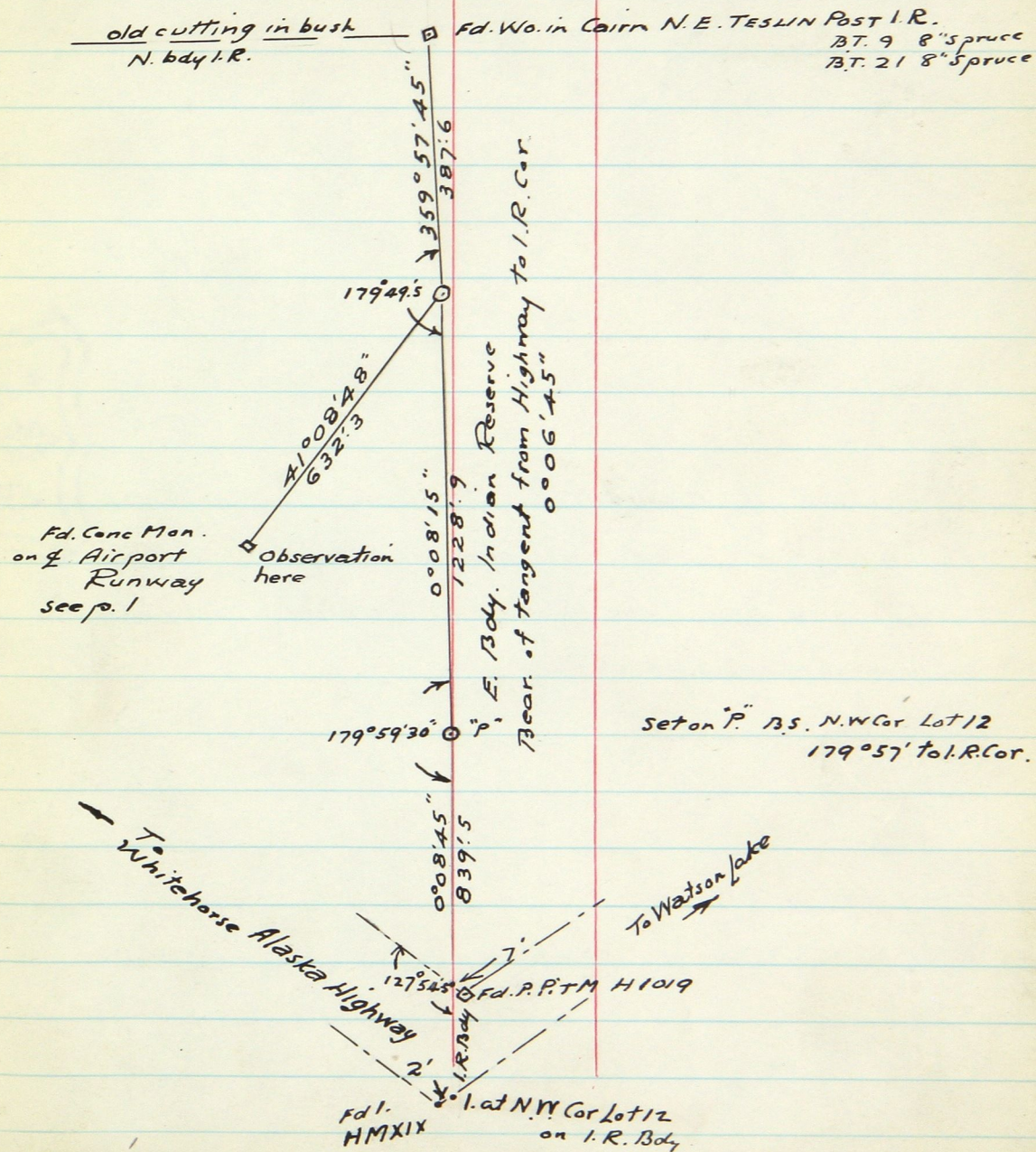


14°10'30" check angle
Fd. P. Conc
H 1015

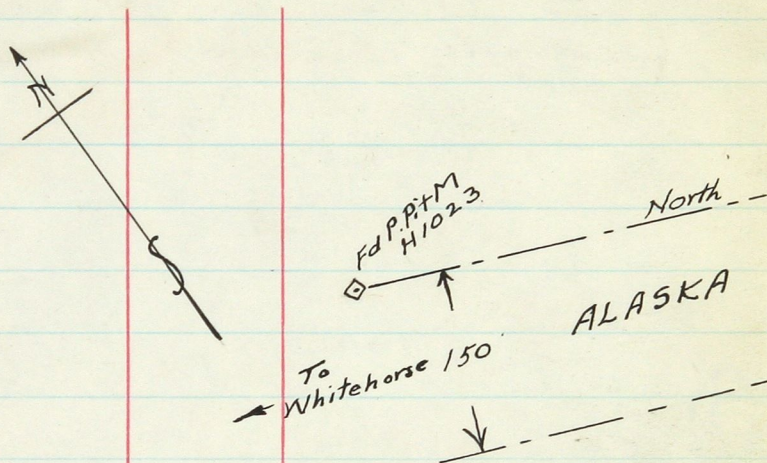
TIE TO CORNER OF
INDIAN RESERVE

22nd June 1946

(9)



5th, 6th, 8th July
1946



N.B.

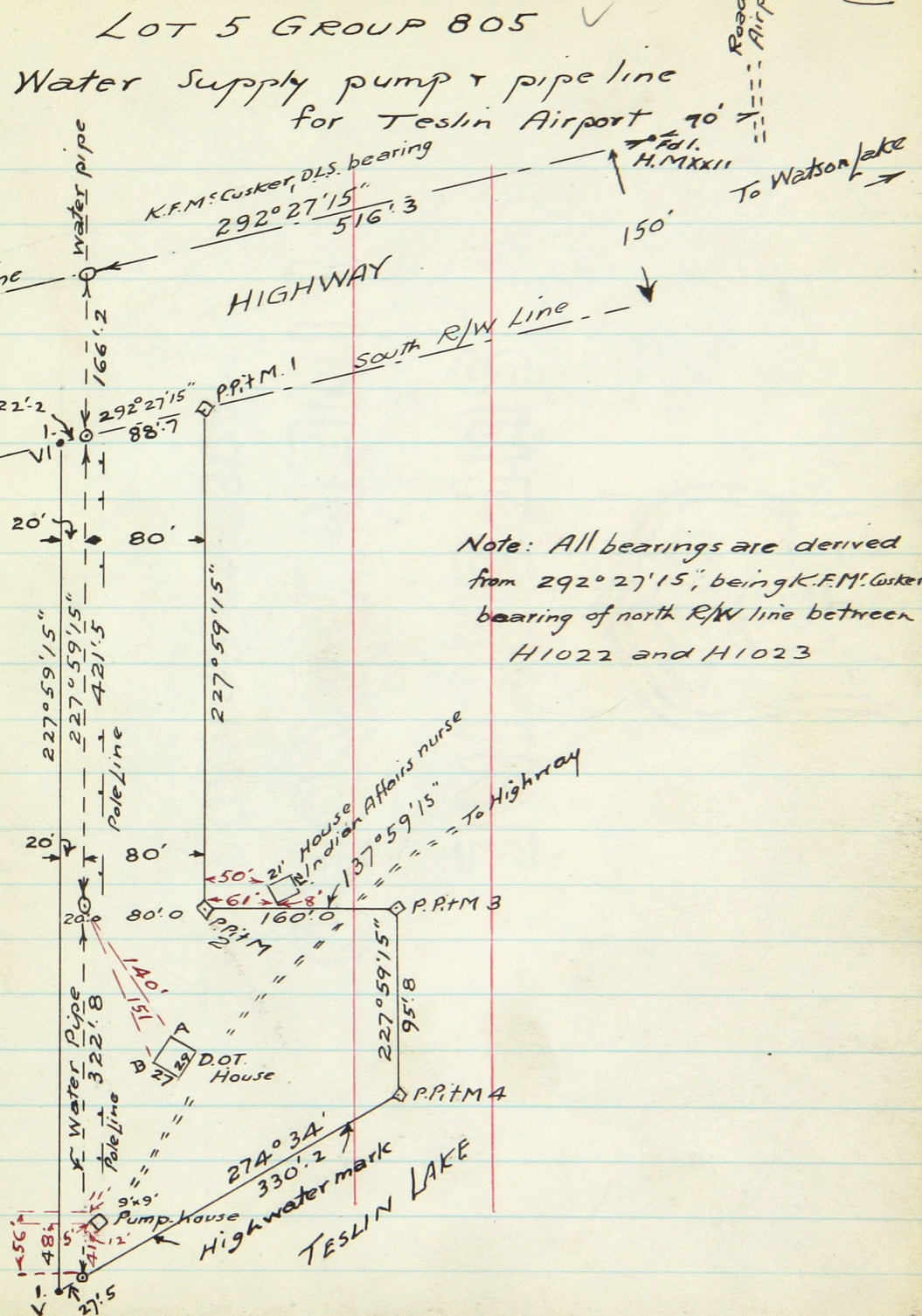
According to Dept of Transport instructions, the west bdy is 20' west of buried water pipe & E. bdy 80' therefrom.

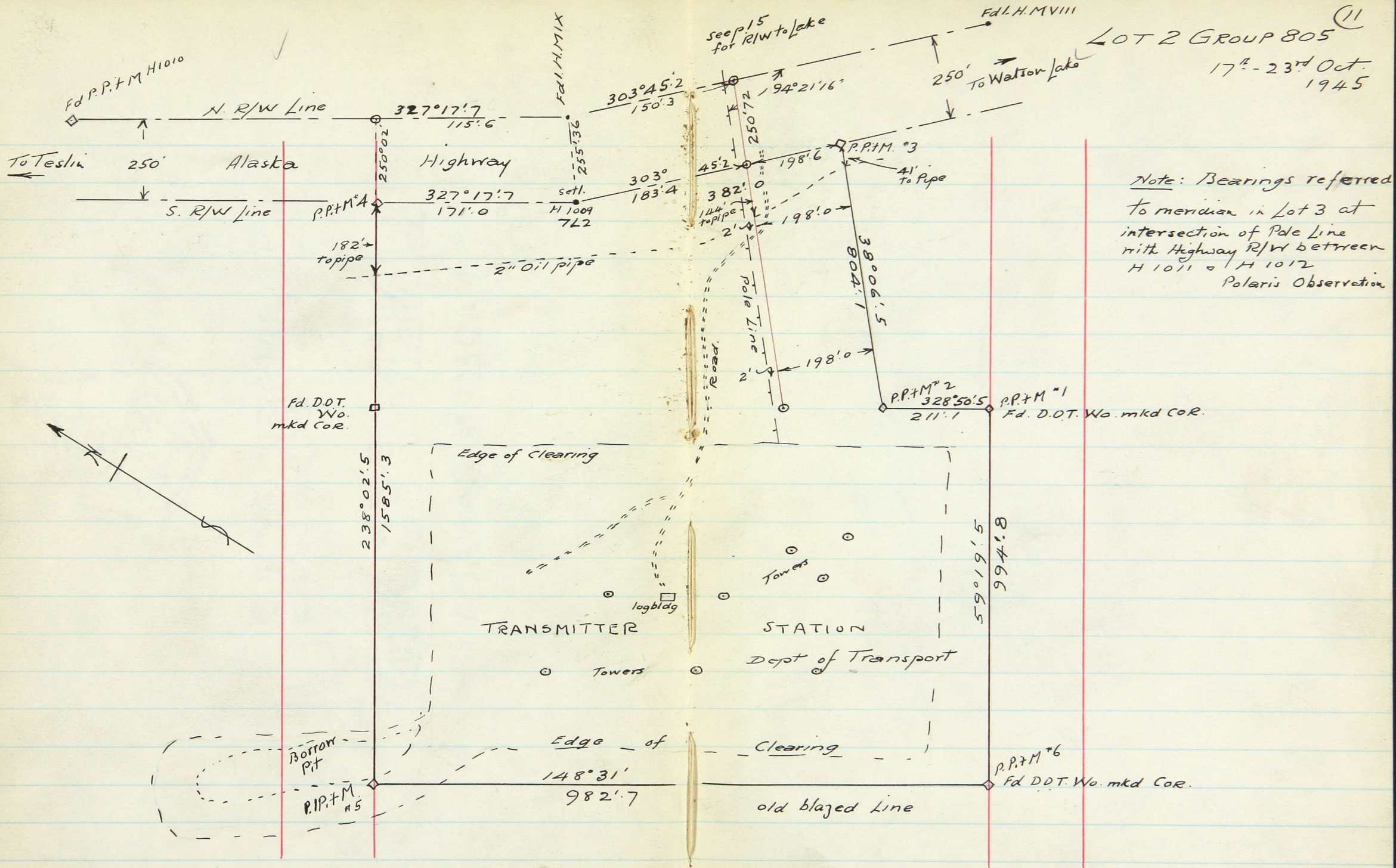
The area around the house was curtailed slightly to exclude the nurse's house.

Locating D.O.T. house:

Set on $\odot$ B.S. along Pipe Line

149°36' to A
160°11' to B.





LOT 1 GROUP 805

23rd 30th Oct.
1945
10th 11th Sept. 1947

(12)

made P.P. + M^{#6}
Lot Boundary
317°47' 931'46
Note: Red lines on
Broken black lines
Edge of bush
Edge of bush
49°58' 41'94
319°58' 34'6
229°58' 99'35
229°58' 886'86
computed 229°58' Lot Boundary
surveyed 229°58' 886'86
Mainly Jackpine
to 12" diar.

RADIO

Spruce, Poplar

1000'3
319°58' computed
1000'0
surveyed line
Edge of bush
Edge of bush
3 sides are surveyed Traverse
Lines
on 3 sides are computed
Tower
Tower
log bldg

3 sides are surveyed Traverse
Lines
on 3 sides are computed

RANGE

Dept of Transport

lines has been cleared

N.B. Bearings are
referred to meridian
at Observation Point

spruce to 18" diar.

Area within red
lines has been cleared

cleared

100'
139°58'
400'0
made P.P. + M^{#3}
made P.P. + M^{#4}
139°58' 71'80
52°06'40" 994'126
49°58' 1000'0 computed
999'6
Lot Boundary
surveyed
old Road
51°40'
385'9
made P.P. + M^{#2}
Fd. I. H. CMxcix
To Watson Lake

Note: S.E., N.E., & N.W. boundaries, from 4-5,
5-6, 6-7 were cut and surveyed in 1947
Distances are shown in green.
The red traverse lines around the edge
of clearing were run in 1945

HIGHWAY

ALASKA

N.Bdy Highway 130°07'43" 733'0

made P.P. + M^{#1}
311°34'
78'4
Fd. P.P. + M^{#1} Observation Point

meas. 150'
to establish
Line
150'
90°
To Teslin

33'
251°58'5 434'9
made P.P. + M^{#9}
made P.P. + M^{#8}
101'4
251°58'5 27'3
229°58' 75'32
324°29' 34'71
made P.P. + M^{#7}

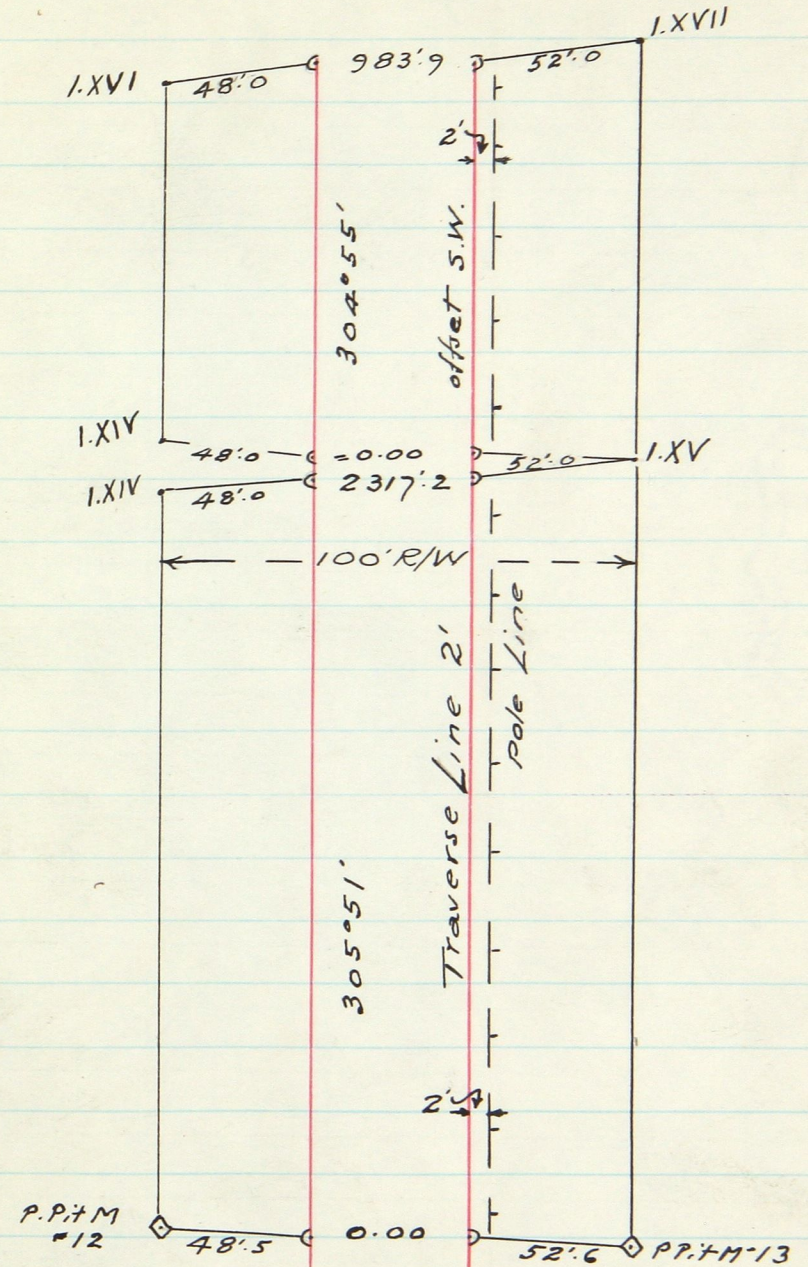
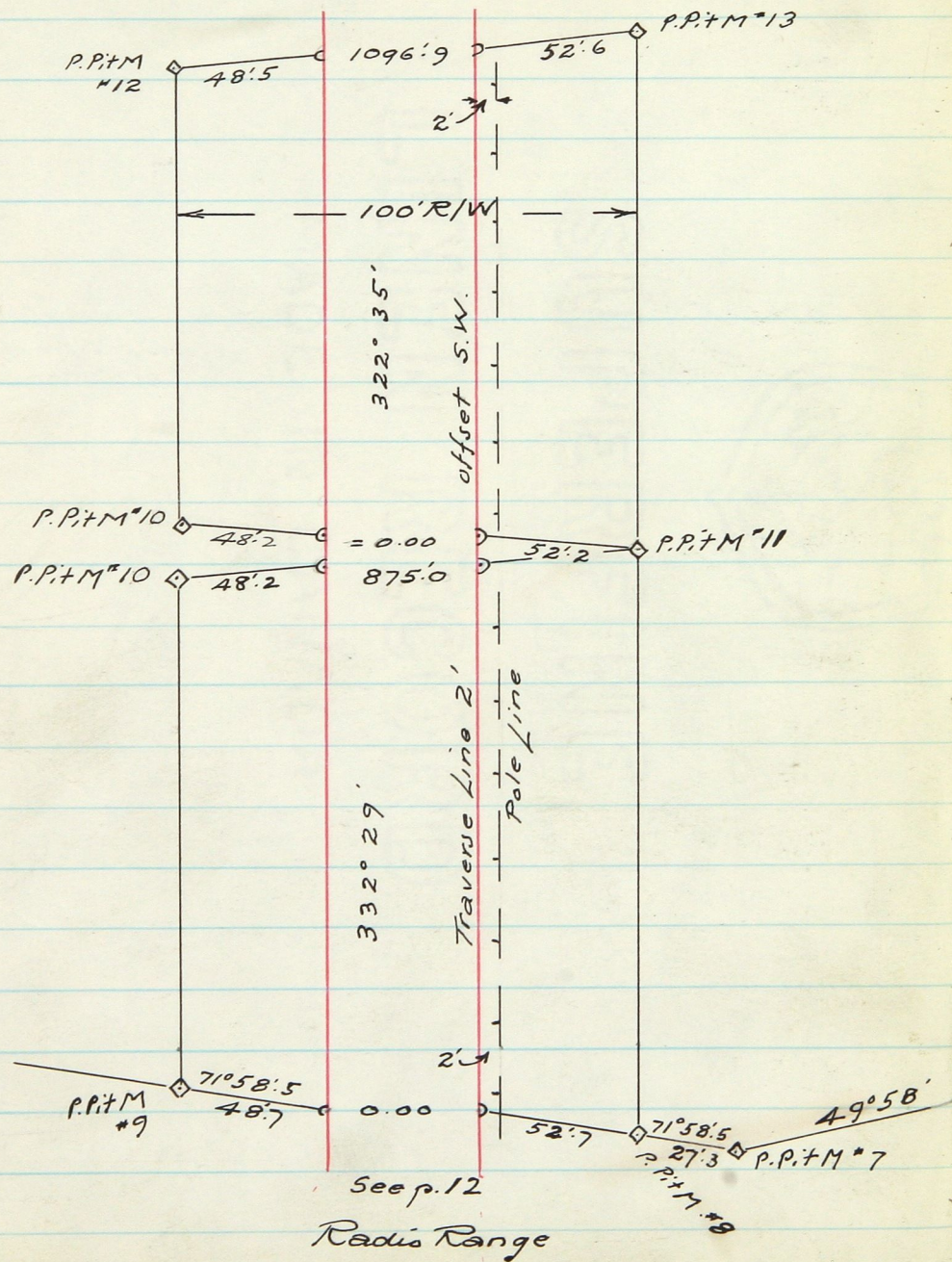
also lot 1 Pole R/W
see next page

90°
150'

90°

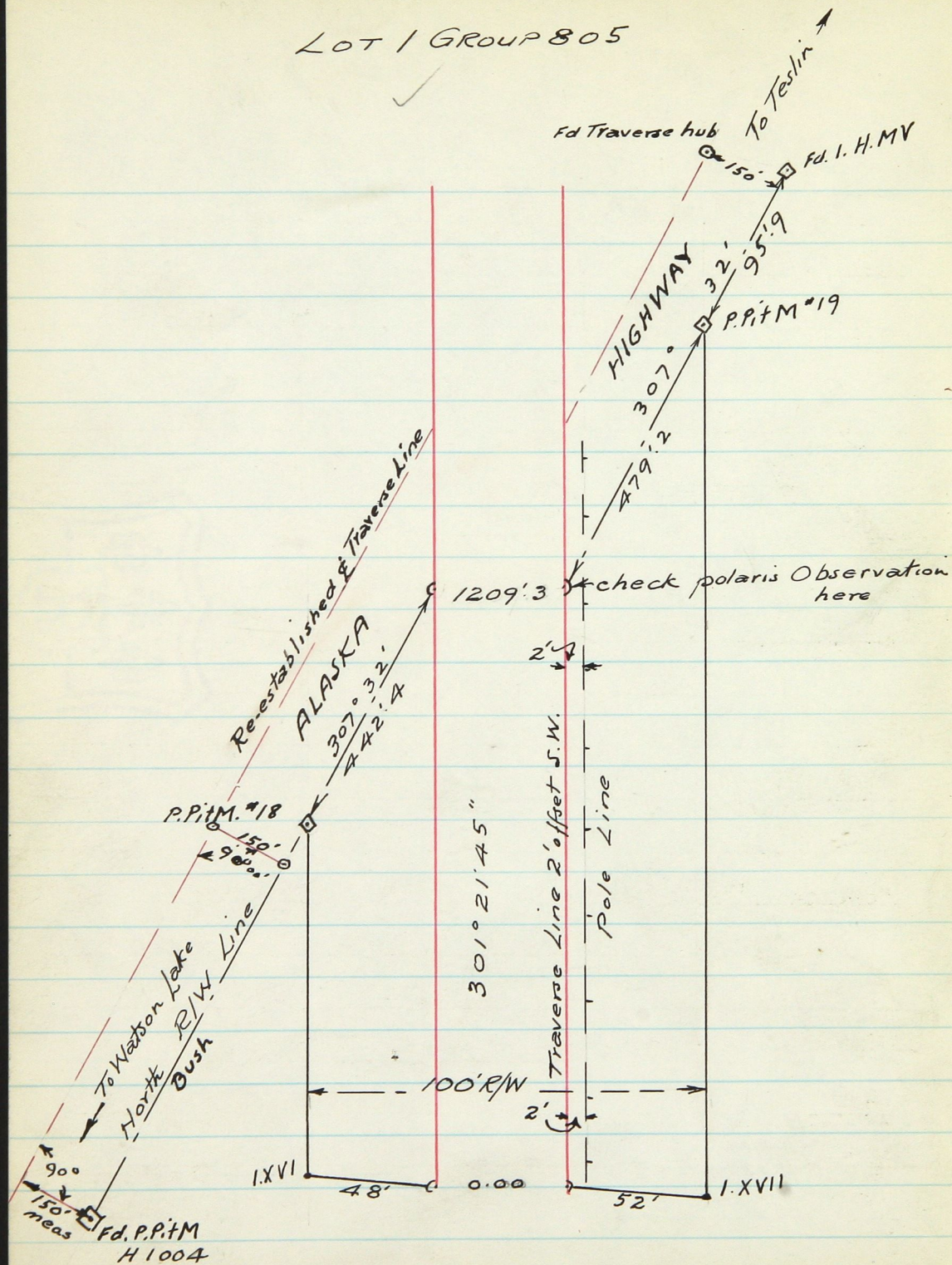
✓ LOT 1 GROUP 805
POLE LINE R/W
Dept of Transport

✓ 11th - 15th June (13)
12th - 13th July 1946

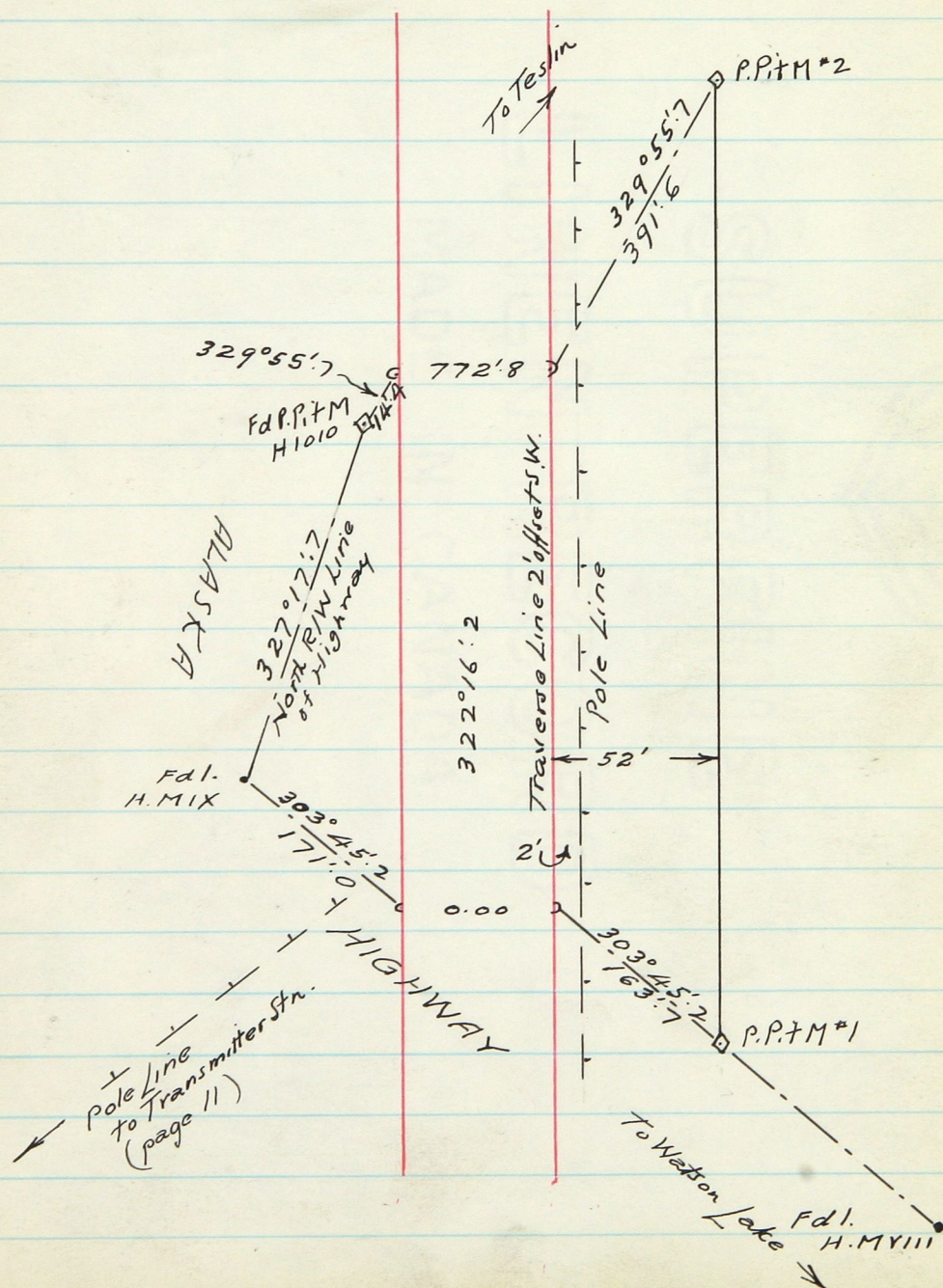


LOT 1 GROUP 805

(14)

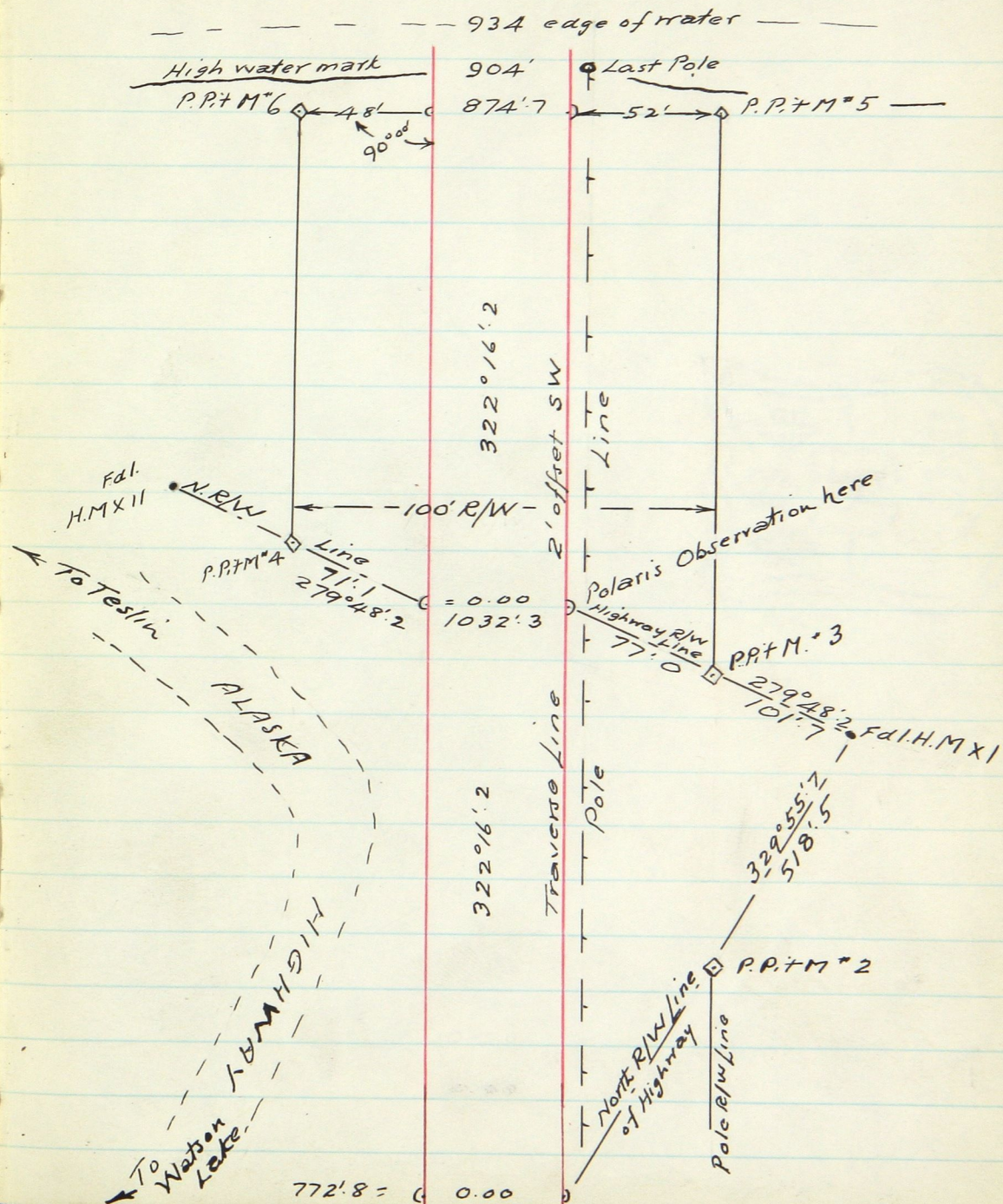


✓



Sub. marine
cable

BAY



Fd. H. MXVII

K.F.M. Cusker bearing
300° 13' 55"
Bear. from field book
not from plan

To Whitehorse

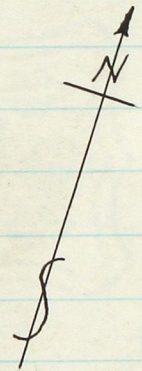
Fd. H. MXVI

North R/W
69° 49' 22"

ALASKA

South R/W Line Highway
394' 5"

P.P.M. #4
H 1016



Poplar

3.23 Acres

P.P.M. #3

105' 0"

Note:

Now plan to
be confirmed.

see C.K. LeCaplain's

memo dated

8th Feb. 1955

F. 63132 R.G.S 21/2/55.

87° 05'
291' 4"

High water

32'

TESLIN Water's edge

6th 9th July 1946

LOT 6 GROUP 805

TESLIN CEMETERY

Line by K.F.M. Cusker DLS.
323' 9"

camp
buildings

Fd. P. Conc.
H 1015

HIGHWAY

69° 49' 22"
computed

To Watson Lake

P.P.M. #1
in road ditch

(Pit next Highway omitted)

Spruce

Graves are of
Indians & Whites

Protestant Graves
& Catholic about 5
several good marble headstones.

N.B. In the original notes the
position of P.P.M. #2 was in error.
In Oct 1947 the distance between
P.P.Ms #1 & #2 was measured
283' 2"
This does not affect the overall
distance which was correct
J.B.H.

159° 49' 5"
283' 2"

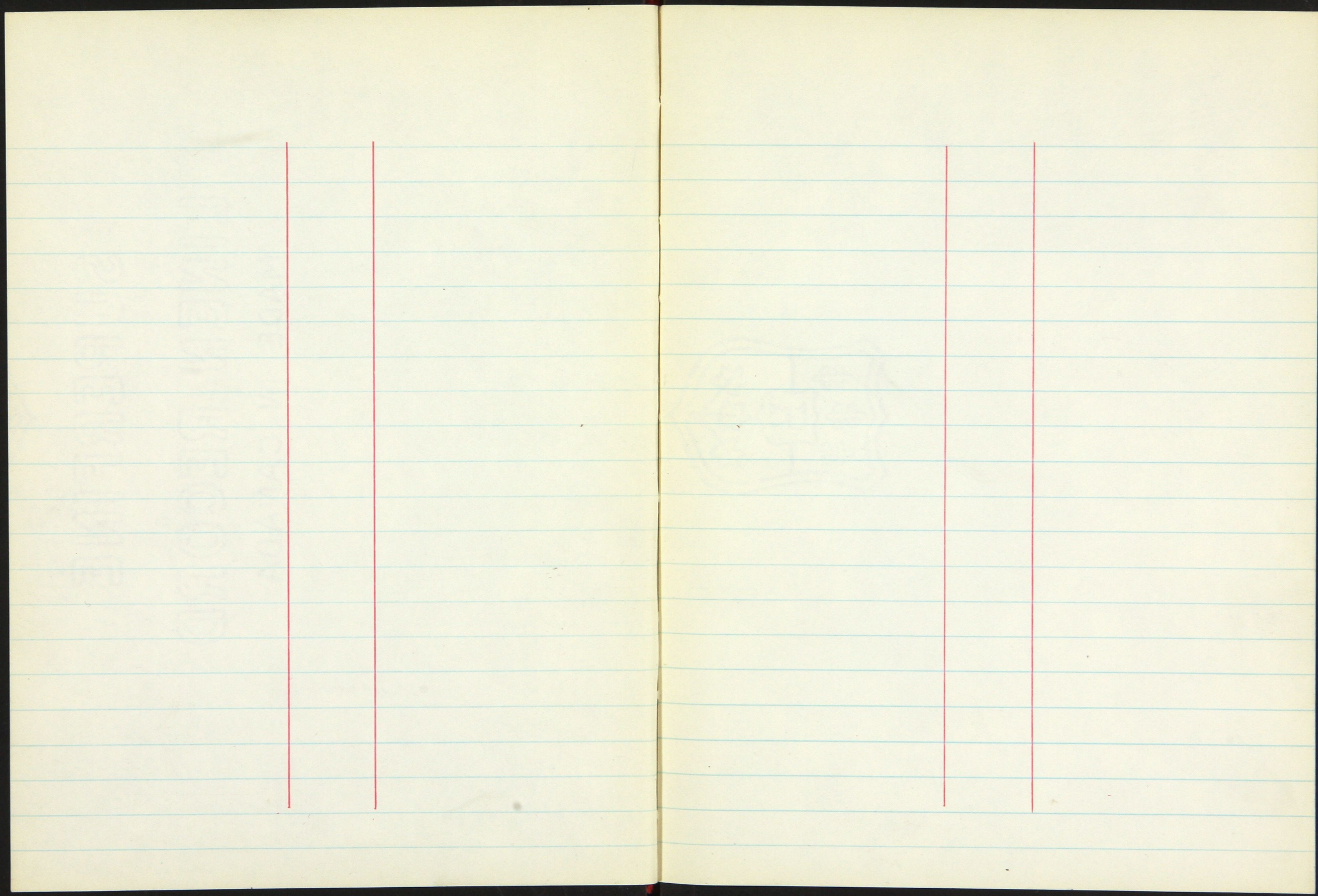
P.P.M. #2

P.P.M. #2
45' 92' 5"
44' 9"

56° 39' 5"
264' 9"

LAKE

See plan in folder in
this field book. Plan not
to be approved & Con-
firmed; see Mr. Gibson's
memo. dated 5th Dec.
1947 F. 62119 re new
site for cemetery J.K.B.B. 12



POLE STAR OBSERVATION FOR AZIMUTH

Date.....19..... Ref. line.....				
Place				
Face	H. C. R. on Ref. line	H. C. R. on Polaris	Watch Time	
Right				
Left				
Mean				
Tab. az. for.....h.....m. Tp.....		Watch Corr.		
Difference for.....m.....s.....		Sid. Time		
Difference for.....Tps.....		<i>NOTE: If, after observation, any deflection in the line was made, the following information should be supplied.</i>		
Convergence for.....Secs.....				
Bearing of Polaris.....				
H. C. R. on Polaris.....	Amount.....			Direction.....
Correction to H. C. R.	Place.....			
H. C. R. on Ref. Line				
Bearing of Ref. Line				

Date.....19..... Ref. line.....				
Place				
Face	H. C. R. on Ref. line	H. C. R. on Polaris	Watch Time	
Right				
Left				
Mean				
Tab. az. for.....h.....m. Tp.....		Watch Corr.		
Difference for.....m.....s.....		Sid. Time		
Difference for.....Tps.....		<i>NOTE: If, after observation, any deflection in the line was made, the following information should be supplied.</i>		
Convergence for.....Secs.....				
Bearing of Polaris.....				
H. C. R. on Polaris.....	Amount.....			Direction.....
Correction to H. C. R.	Place.....			
H. C. R. on Ref. Line				
Bearing of Ref. Line				

NOTE.—This affidavit is to be filled in before the book is forwarded to the Surveyor General, Department of Mines and Resources, Ottawa.

AFFIDAVIT

I, JOHN BEVAN WALCOT of the City
of Ottawa, Ontario Dominion

Land Surveyor, make oath and say that I have, in my own proper person, according to law and the instructions of the Surveyor General, faithfully and correctly executed the survey shown by the foregoing field notes and accompanying plan; and that the said field notes and plan are correct and true to the best of my knowledge and belief.

SO HELP ME GOD.

Sworn before me at Ottawa, Ont.
this 23rd day of May, 1947

J. B. Walcot
D.L.S.

G. Falen D.L.S.