

23006

Office No 2

1980

H1746-H ~~2000~~

TRANSIT BOOK

MAIN MAPPING CONTROL

23006

Rec. No. 23006

SURVEYOR
GENERAL
SEP
11
1950
MINES &
RESOURCES

Department of Mines and Resources

HYDROGRAPHIC AND MAP SERVICE

TRANSIT NOTES

MAIN MAPPING CONTROL

OF

MAP SHEET *Alaska highway*

Origin of rect. { Lat.
Co-ordinates { Long.

Transitman *H. Kihl*

Rodman

Chief of Party *K. F. Mc Cusker* D.L.S.

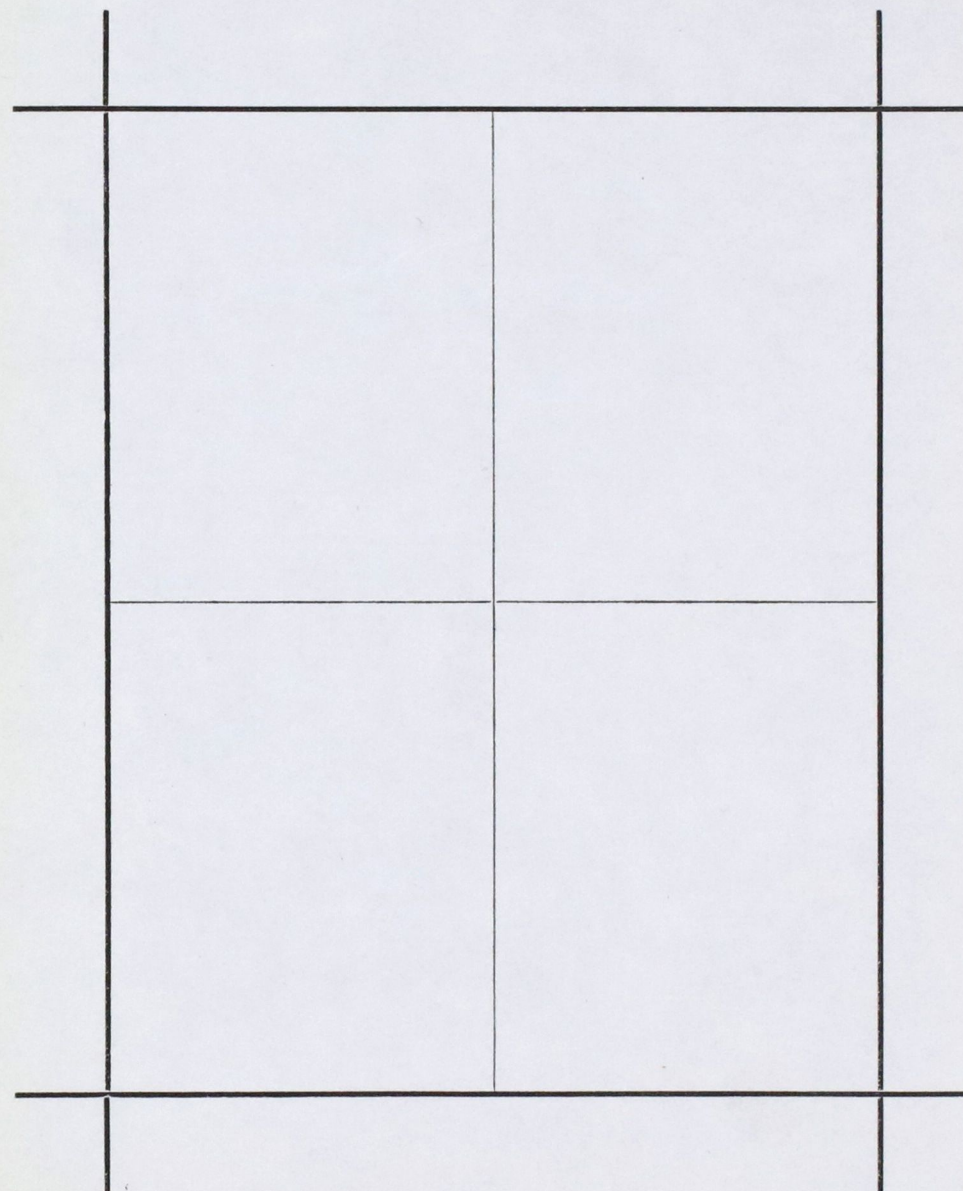
Commenced *July* 19 *46*

Ended *August 12th* 19 *46*

Book No. *2*

INDEX TO PAGES

MAP SHEET.....



Transitman.....

Transit.....Diaphragm.....

REMARKS

1 Chained Traverse of.....

Date.....

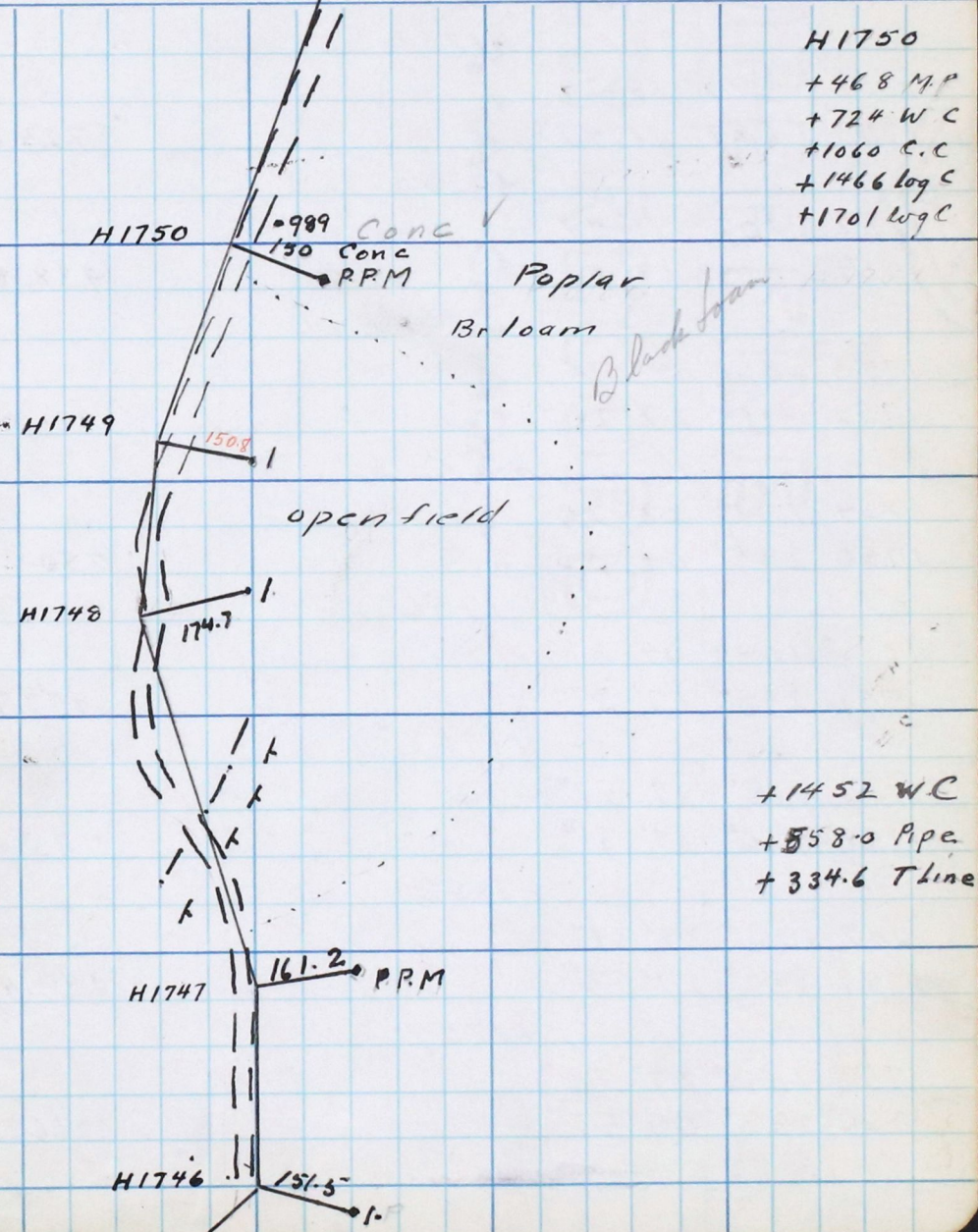
Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
							H1746
1745	101°	26' 10"					
1747	265°	17' 57" ✓				732.96	
							H1747
1746	85°	17' 57"					
1748	222°	22' 51" ✓				1470.08'	
							H1748
1747	42°	22' 51"					
1749	284°	03' 30" ✓				434.67	
							H1749
1748	104°	03' 30"					
1750	295°	33' 35" ✓				990.56	
1751	"	" ✓				1708.49	
							H1751
1741	115°	33' 35"					
1752	270°	39' 29" ✓				503.67	

Transitman.....

Transit.....

Diaphragm.....

REMARKS



2

Chained Traverse of.....

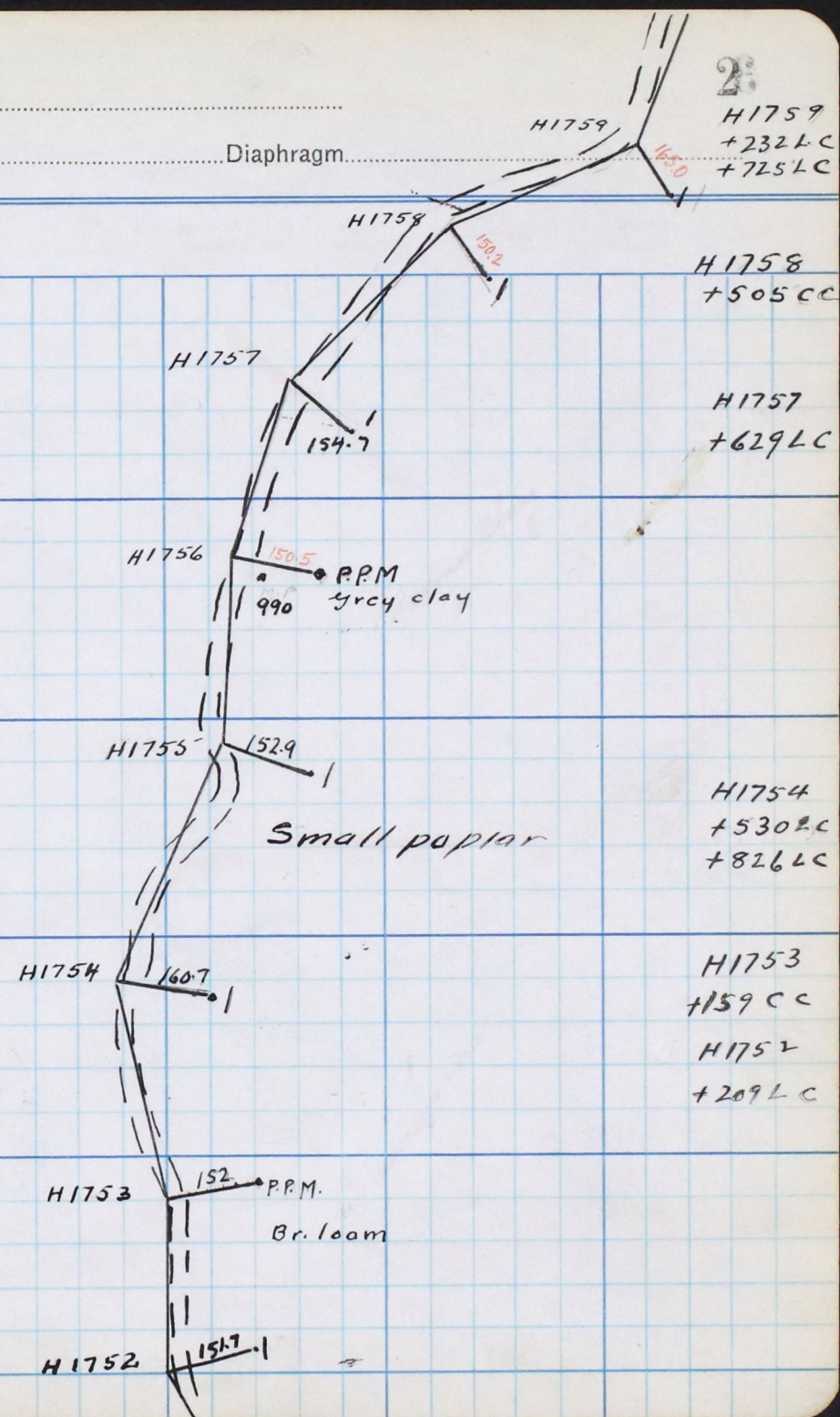
Date.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
1751		90° 39' 29"					
1753		287° 51' 47" ✓				724.00	
1752		107° 51' 47" ✓					
1754		269° 19' 51" ✓				938.88	
1753		89° 19' 51" ✓					
1755		311° 27' 20" ✓				1212.02	
1754		131° 27' 20" ✓					
1756		289° 04' 33" ✓				750.24	
1755		109° 04' 33" ✓					
1757		298° 17' 57" ✓				457.74	
1756		118° 17' 57" ✓					
1758		326° 39' 31" ✓				745.00	
1757		146° 39' 31" ✓					
1759		332° 27' 53" ✓				669.43	
1758		152° 27' 53" ✓					
1760		283° 08' 57" ✓				1266.22	

Transitman.....

Transit.....

Diaphragm.....



2

H1759
+232 LC
+725 LCH1758
+505 CCH1757
+629 LCH1754
+530 LC
+826 LCH1753
+159 CCH1752
+209 LC

3

3 Chained Traverse of.....

Date.....

[illegible]

3

Transitman.....

Transit.....Diaphragm.....

[illegible]

5

Chained Traverse of.....

Date.....

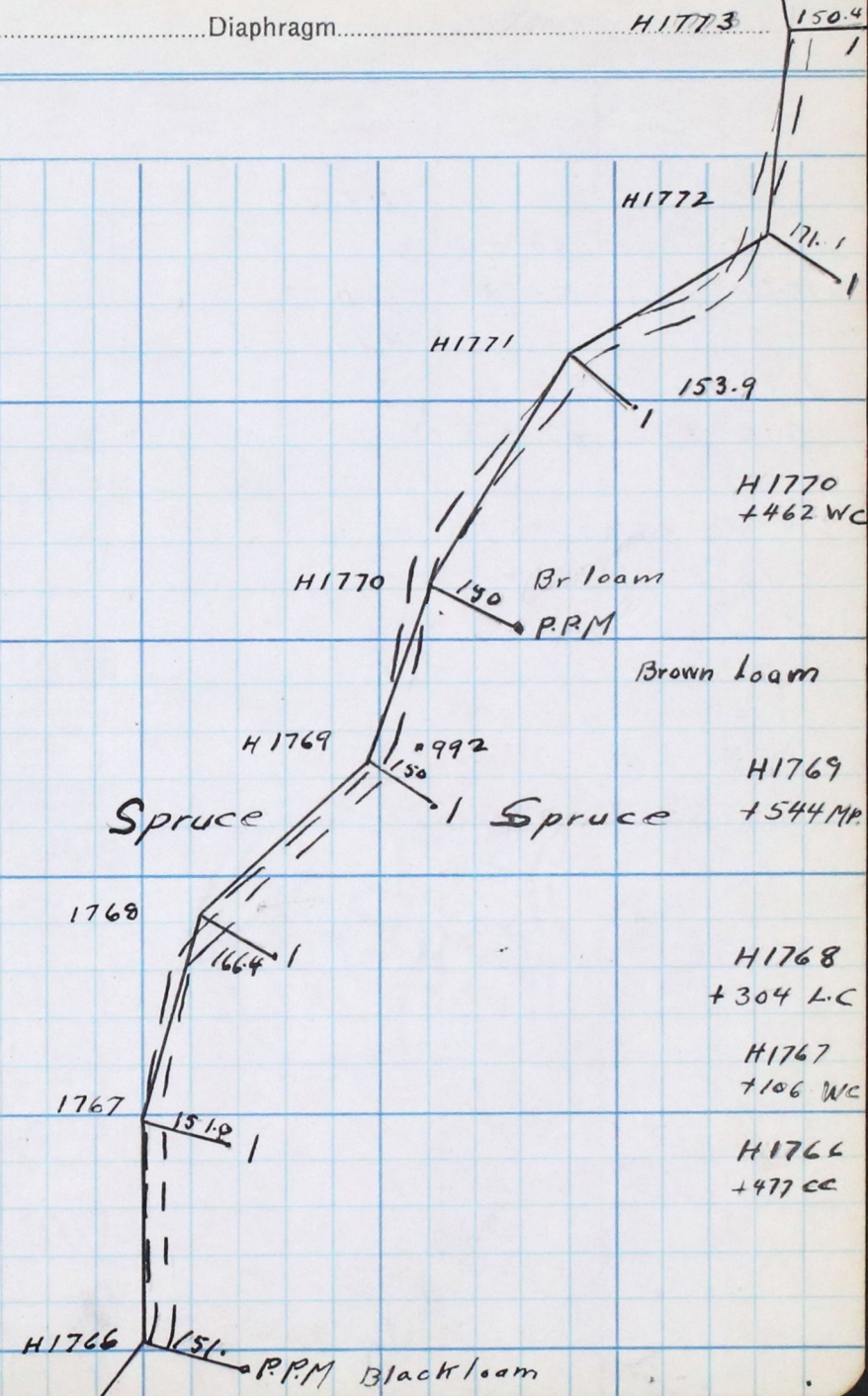
Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
			H1766				
1765	93° 34' 57"						
1767	260° 43' 29"	✓				932.73	
			H1767				
1766	80° 43' 29"						
1768	273° 37' 52"	✓				632.70	
			H1768				
1766	93° 37' 52"						
1769	324° 57' 19"	✓				682.02	
			H1769				
1768	144° 57' 19"						
1770	322° 42' 00"	✓				676.78	
			H1770				
1769	142° 42' 00"						
1771	323° 43' 40"	✓				917.24	
			H1771				
1770	143° 43' 40"						
1772	349° 34' 18"	✓				669.92	
			H1772				
1771	169° 34' 18"						
1773	292° 01' 45"	✓				517.28	
			H1773				
1772	112° 01' 45"						
1774	284° 00' 40"	✓				507.22	

Transitman.....

Transit..... Diaphragm.....

REMARKS

H1771
+92 W.C
H1772
+237 L.C



6

Chained Traverse of

Date

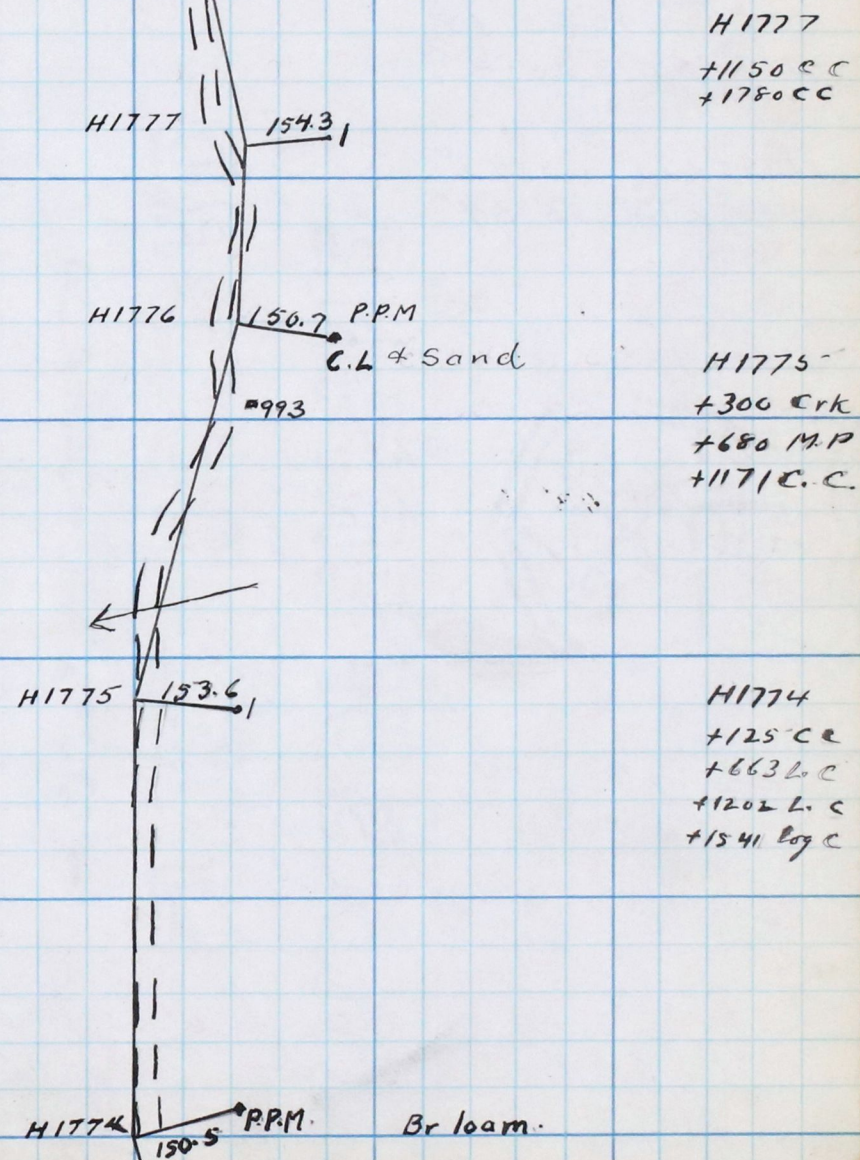
Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
1773	104° 00' 40"						
1775	292° 54' 31"					1738.64	
1774	112° 54' 31"						
1776	317° 49' 52"					1379.68	
1774	137° 49' 52"						
1777	306° 52' 43"					468.68	
1776	126° 52' 43"						
1778	279° 43' 19"					2611.64	

67

Transitman

Transit Diaphragm

REMARKS



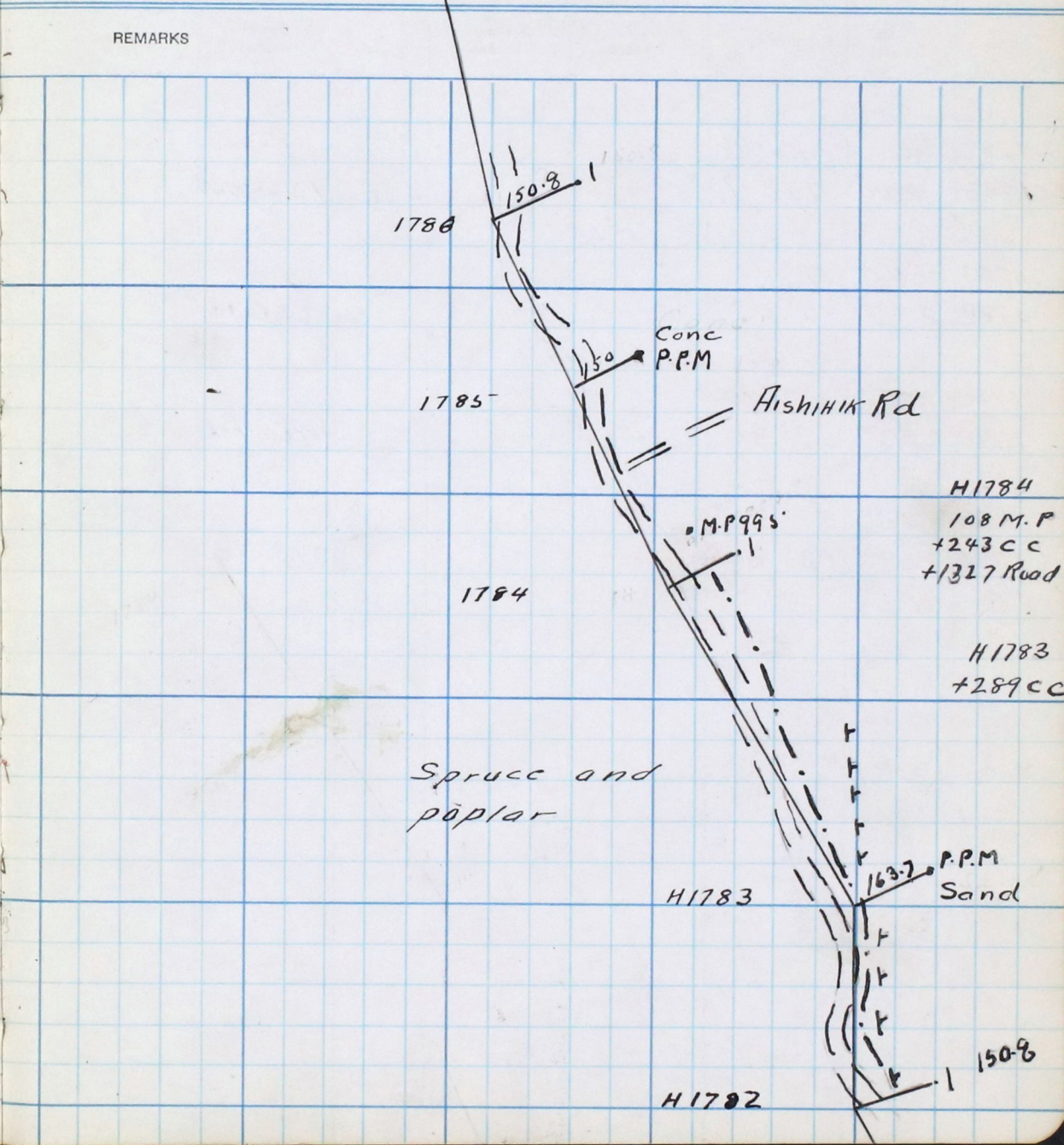
Chained Traverse of.....

Date.....

Transitman.....

Transit..... Diaphragm.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
							H 1782
1781	126°	32' 13"					
1783	318°	07' 59" ✓				735.95-	
							H 1783
1782	138°	07' 59"					
1784	270°	52' 39" ✓				1719.44	
							H 1784
1783	90°	52' 39"					
1785	271°	41' 18" ✓				1000.01	
1786	"	✓				700.03	
							H 1786
1784	91°	41' 18"					
1787	283°	08' 39" ✓				632.94	



H 1784
108 M.P.
+243 CC
+1317 Road

H 1783
+289 CC

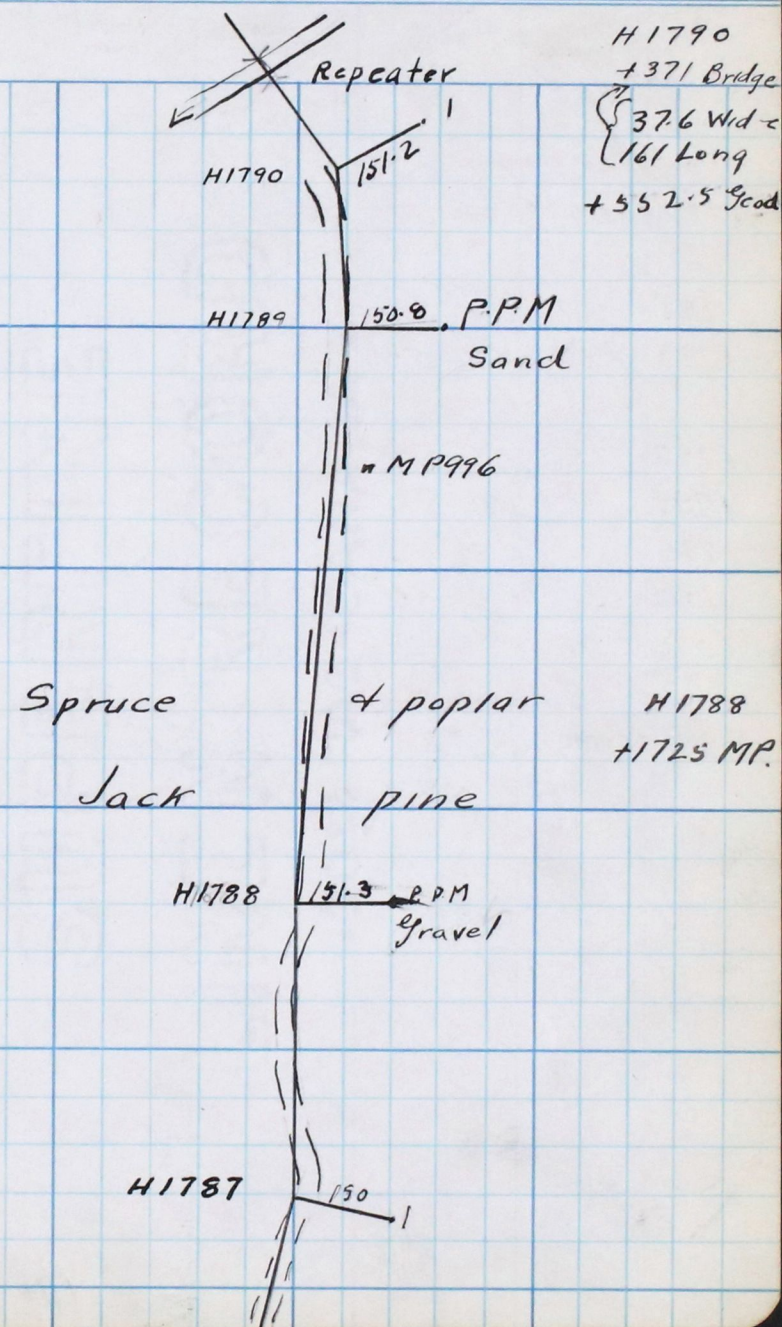
Chained Traverse of.....

Date.....

Transitman.....

Transit.....Diaphragm.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
				H 1787			
H 1786	103° 08' 39"						
1788	280° 17' 11" ✓					1289.62	
				H 1788			
1787	100° 17' 11"						
1789	295° 35' 07" ✓					2626.35	
				H 1789			
1788	115° 35' 07"						
1790	283° 59' 30" ✓					416.44	
				H 1790			
1789	103° 59' 30"						
1791	269° 18' 01" ✓					713.73	



Chained Traverse of.....

Date.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
			H 1791				
H 1790	89° 18' 01"						
1792	267° 59' 57"					2147.16	
			H 1792				
1791	87° 59' 57"						
1793	258° 13' 54"					821.33	
			H 1793				
1792	78° 13' 54"						
1794	259° 29' 51"					1460.83	
1795	"					2644.95	
1796	"					940.03	
Conv 9' 35" Bearing by obsn 79° 29' 51" Az 79° 20' 16"							

H 1795
+628 MP
+841 CC

Transitman.....

Transit.....

Diaphragm.....

H 1795

PPM Sand

REMARKS

H 1794

M 998

PPM Sand

H 1794
+589 CC
+792 MP
+977 CC

H 1793

H 1793
+851 CC

H 1792

M 997

1505 PPM Sand

H 1792
+221 WC
+276 M.P

Dead spruce

H 1791

150

Chained Traverse of.....

Date.....

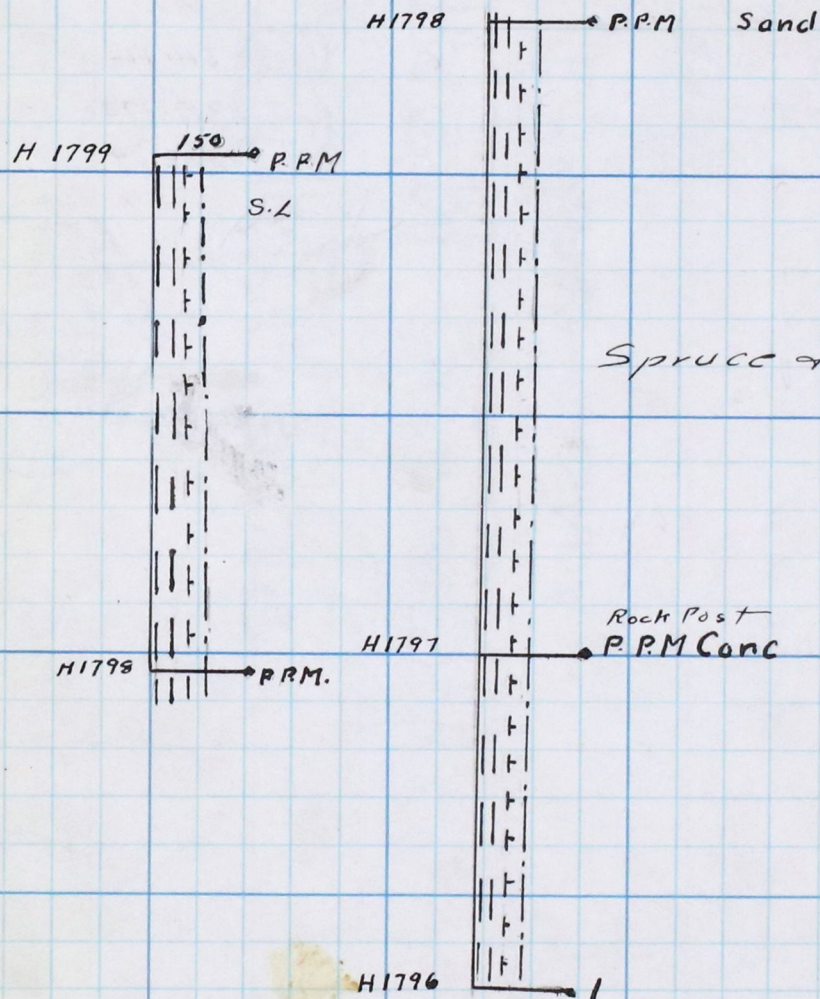
Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
1793		79°20'16"					
1797		259°21' ⁴ 22	✓			1386.45	
1798		"	✓			2993.48	
1799		"	✓			2151.27	

H 1796

Transitman.....

Transit..... Diaphragm.....

REMARKS



H 1797
+14' CC
+468 CC
+1390 C.C
+2319. CC

Chained Traverse of.....

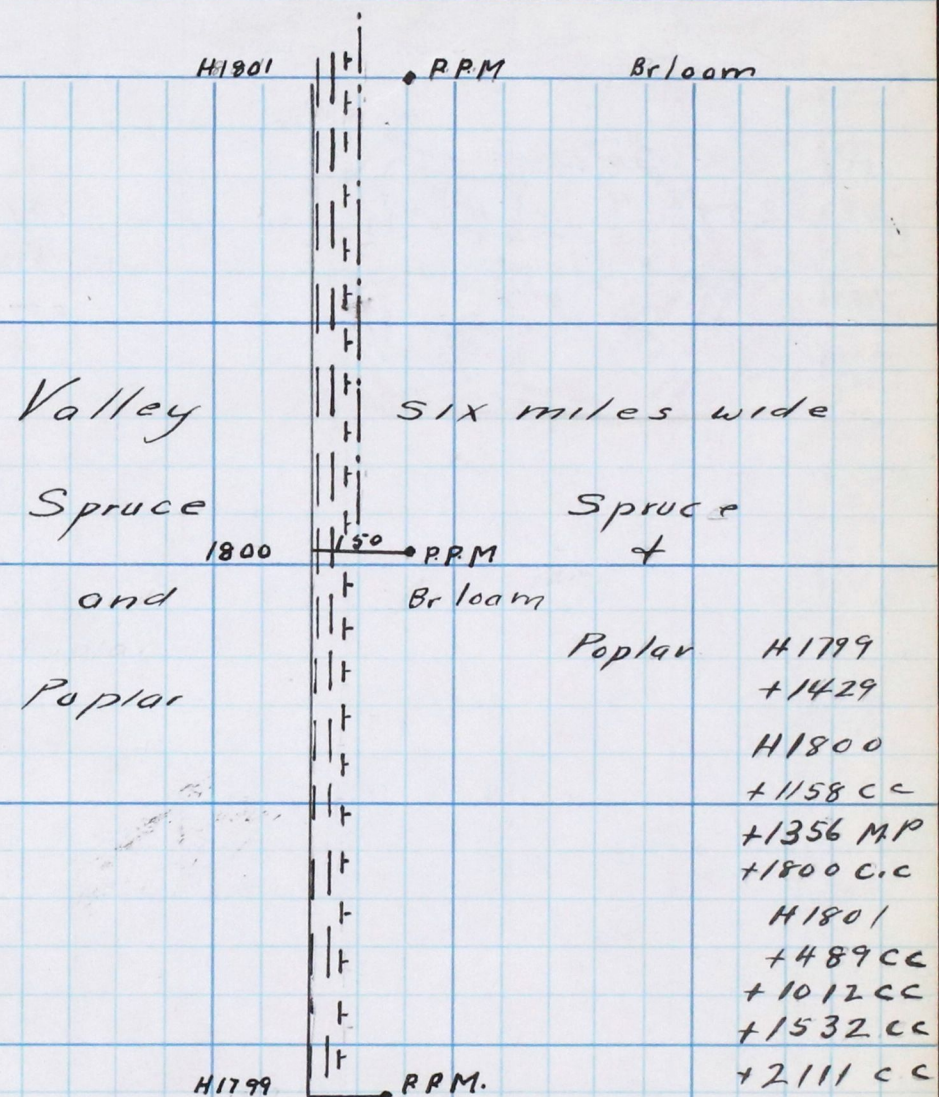
Date..... *July 17th*.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
							<i>H 1799</i>
<i>1796</i>		<i>79° 21' 12"</i>					
<i>1800</i>		<i>259° 21' 04"</i> ✓				<i>2311.71</i>	
<i>1801</i>		<i>"</i> ✓				<i>2837.77</i>	
<i>1802</i>		<i>"</i> ✓				<i>2582.74</i>	

Transitman.....

Transit..... Diaphragm.....

REMARKS



Chained Traverse of.....

Date.....

Transitman.....

Transit..... Diaphragm.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
							H 1802
1799	79°	21'04					
1803	259	"				1514.10	
1804	"	"				1040.50	
1805	"	"				2892.83	
1806	"	"				2659.90	

REMARKS
1805
PRM
Br Loom
H1806
PRM
stony clay
Green
Scrub
Spruce
willow
dead
& poplar
H1804
+844 WC
+1433 WC
H1803
330 WC
H1804
Conc
RPM.
clay & gravel
Dead
Spruce & poplar
H1802
H1803
1
M.P. 1002
H1805
+201 WC
+678 WC
+980 WC
+1380 WC
+2281 WC
H1802
PRM

Chained Traverse of.....

Date.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
			H1806				
H1802		79° 21' 04"					
07		259° 21' 04"				1544.84	
1808		"				1131.82	
1809		"				2538.65	
1810		"				1503.21	

Transitman.....

Transit.....

Diaphragm.....

REMARKS

H1809

P.P.M

Clay

H1808
+967 M.P.
+1042 WC
+2002 WC
Strain

H1808

P.P.M

Br. Looming

H1807
+873 WC

H1807

H1806
+465 P.Line

H1806

P.P.M.

Jack pine and Spruce 4"

Chained Traverse of.....

Date.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
-------	-----------------	---------	---------------	------------------	-----------------	-----------------	--------------------------

H1806	79° 21' 04"						
1811	259° 21' 59"	✓				1083.07	
1812	"	✓				2626.59	
1813	"	✓				2738.61	
1814	"	✓				2346.10	

H1810

Transitman.....

Transit..... H1813 Diaphragm.....

P.P.M. Gravel

REMARKS

H1812

+164 WC

+875 WC

1812

Conc

P.P.M.

H1814

150-1 P.P.M.

Sand

H1811

+1310 W.C

+1391 M.P

+2143 WC

Dead
poplar

M.P 1005

Spruce and

M.P 1006

M+M

valley 6 Miles
in width.

1811

P.P.M.

H1813

P.P.M.

H1810

+1125 WC

Sand

1810

150-1

Chained Traverse of.....

Date.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
H1810	79° 21' 59"						
H1815	263° 49' 10"					500.18	
H1814	83° 49' 10"						
H1816	256° 36' 00"					2346.72	
H1817	"					2487.30	
H1818	"					855.50	

Transitman.....

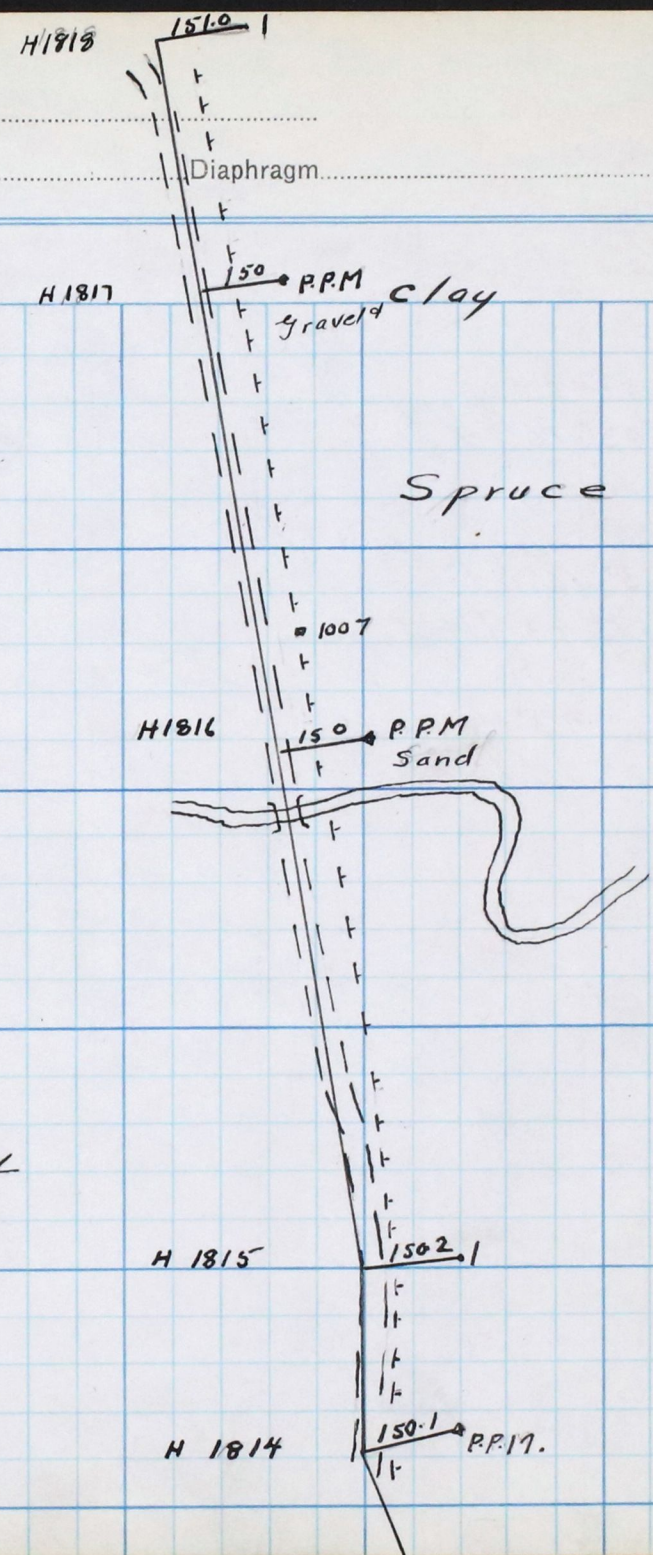
Transit.....

REMARKS

H1818
+277 WC

H1816
+799 WC
+1172 M.P

H1815
+1888 Bridge
37 W x 16 L



Chained Traverse of.....

Date.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
H1815	76° 36' 00"						
1819	243° 16' 04" ✓					1346.86	
1820							
1818	63° 16' 04"						
1820	237° 43' 11" ✓					2412.99	
1819	57° 43' 11"						
1821	238° 25' 3.0" ✓					2485.43	

Transitman.....

Transit.....

Diaphragm.....

REMARKS

H1821
+2644 WC

H1820
+46 M.P.
+2031 WC

H1819
+372 WC

H1821

PRM

Clay & gravel

Thick stand
of
Spruce & Jack
pine

H1820

MP1008
Conc
PRM.

H1819

PRM.

Gravel

Chained Traverse of.....

Date.....

Transitman.....

Transit..... Diaphragm.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
H 1820	58° 25' 30"						
1822	238° 22' 32"	✓				3186.36	
1823	"	✓				1926.68	
1824	"	✓				2684.47	

REMARKS
H 1823
P.P.M. Gravel
H 1823
7828 C C
+1519 W C
H 1822
7115 M.P
Spruce
H 1824
150 P.P.M
Loam & clay
Spruce
H 1823
150 P.P.M.
C & G

Chained Traverse of.....

Date.....

[illegible]

Transitman.....

Transit.....Diaphragm.....

REMARKS

1

H1826

150 P.P.M.

Com.e ✓

H1825

+624 WC

+3790 M.P. 1011

Burned Spruce

Mountain valley

H1824

+921 M.P.

+1996 WC

H1825

P.P.M.

B.L.

Spruce

Spruce

M.P. 1010

H1824

P.P.M.

Chained Traverse of.....

Date.....

Transitman.....

Transit..... Diaphragm.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
				H 1831			
1830	86° 54' 32"						
1832	274° 01' 54" ✓					1883.84	
				H 1832			
1831	94° 01' 54"					6.84	
1833	281° 36' 16" ✓					1725.51	
				H 1833			
1832	101° 36' 16"						
1834	244° 35' 09" ✓					386.39	

REMARKS

H 1831
+ 1383 WC
H 1834
+ 345 M.P

Poplar

1832

150.3

PRM

black loam

Poplar

1831

150.3

1834

1833

158.2

Spruce

2 Miles → 14th

101.3
155.3

Chained Traverse of.....

Date..... July 25th

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
1833							
1835							
1836							
1834							
1837							
1836							
1838							

H 1834

1833 64° 35' 09"

1835 214° 28' 31" ✓

1836 " ✓

857.75

2428.66

H 1836

1834 34° 28' 31"

1837 201° 24' 17"

602.53

H 1837

1836 21° 24' 17"

1838 190° 13' 52"

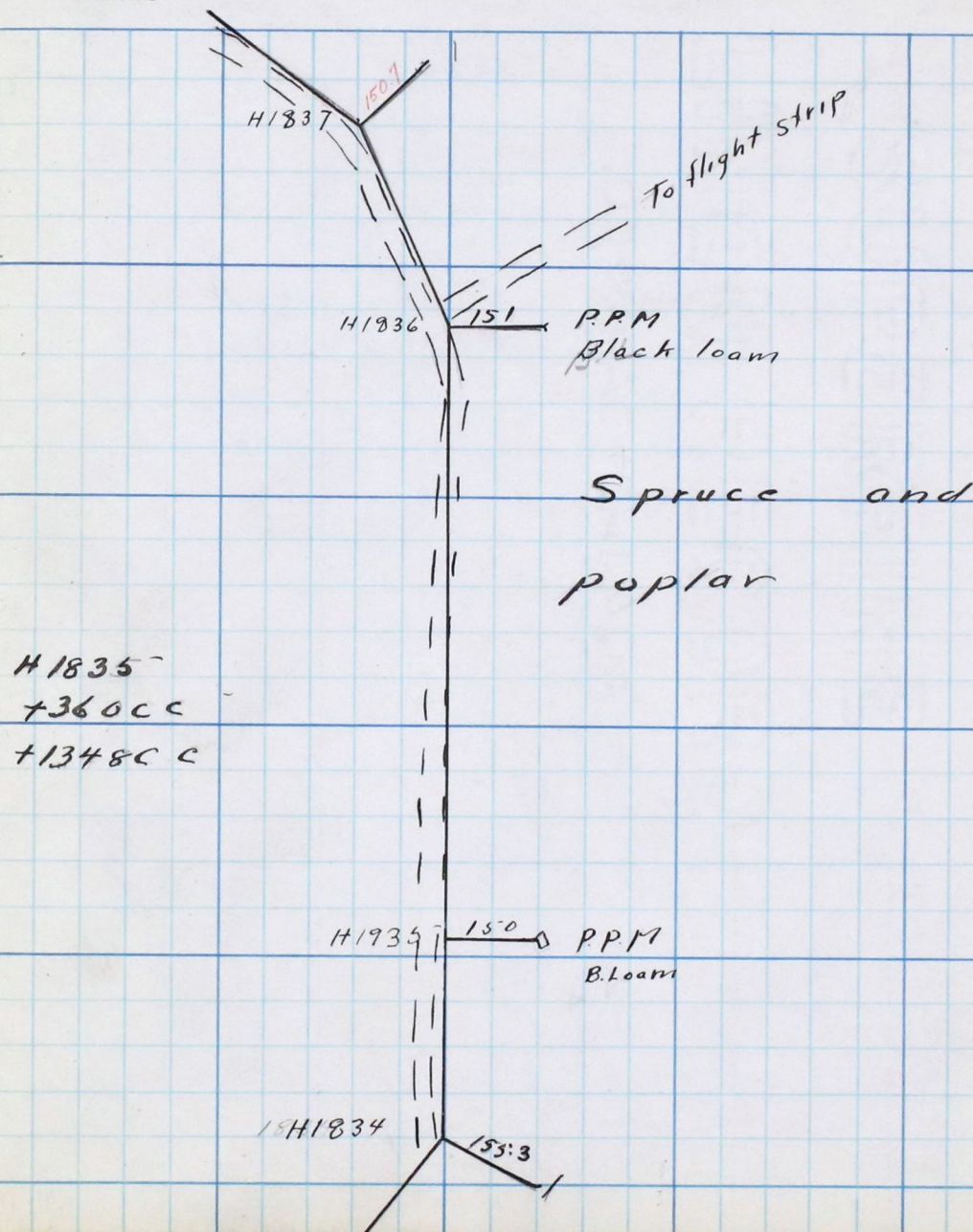
548.70

Beampole to line -
- Small check -

Transitman.....

Transit..... Diaphragm.....

REMARKS



Chained Traverse of.....

Date.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
H1836		10° 13' 52"		H1837			
1838				H1838			
1837		10° 13' 52"					
39		180° 25' 37"				1489.48	
40		"				2581.98	
41		"				2091.61	

Transitman.....

Transit..... Diaphragm.....

REMARKS

H1839
+577 CC
+2458 CC

H1838
+337 T Line
+1244 M.P

H1840 150 P.P.M
B.L.

H1839 150 Conc P.P.M.

M P 1014

H1838 150.5

Burned over country

open meadows

dry spruce & poplar

good grazing

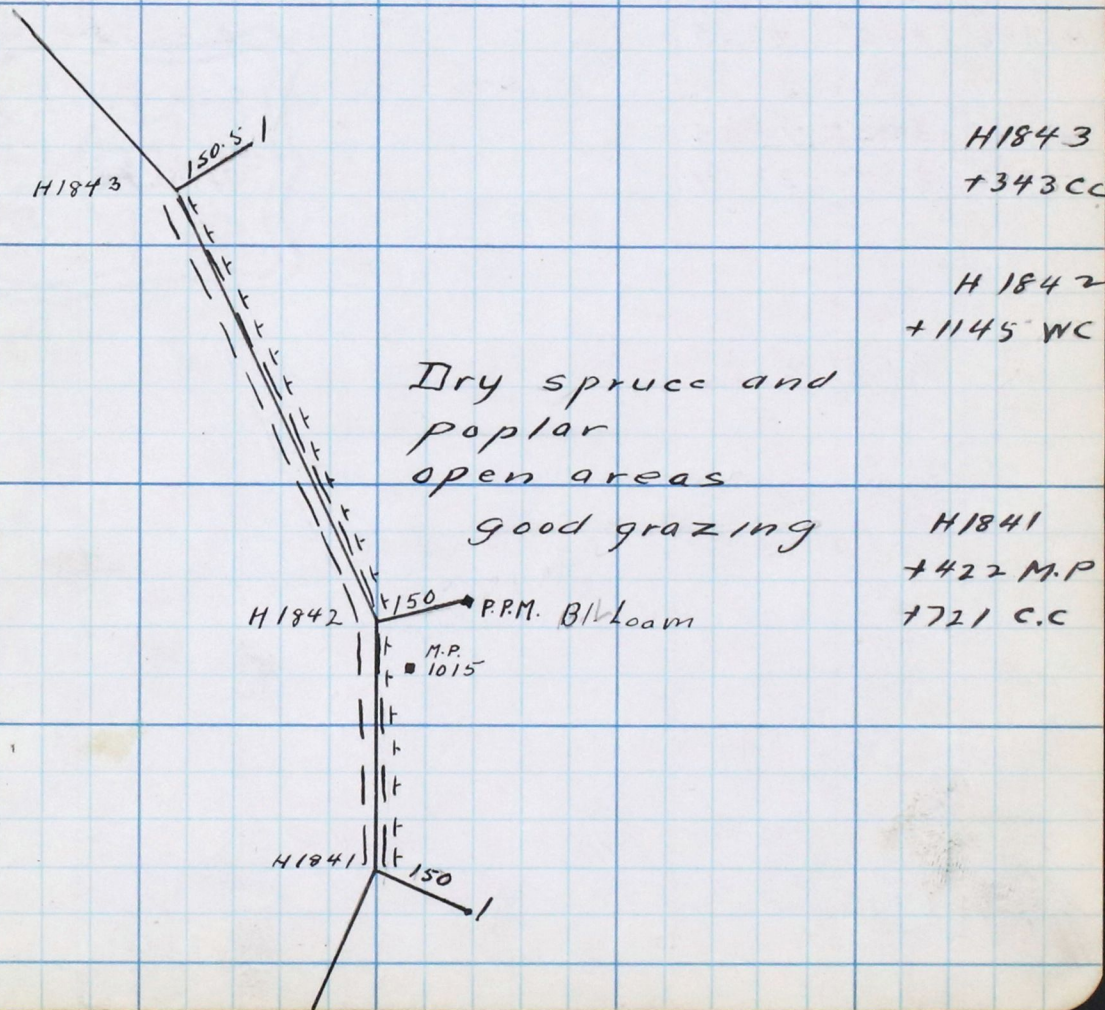
Chained Traverse of.....

Date.....

Transitman.....

Transit.....Diaphragm.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance	REMARKS
H1838	10°	25' 37"		H1841				
1842	180°	18' 32"				723.45		
				H1842				
H1841	10°	18' 32"						
H1843	178°	52' 24"				1929.04		
				H1843				
H1842	358°	52' 24"						
H1844	169°	55' 54"				671.54		



Chained Traverse of.....

Date.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
				H 1844			
H 1843		349° 55' 54"					
H 1845		160° 26' 00"					2793.50
				H 1845			
H 1844		340° 26' 00"					
H 1846		160° 18' 58"					1245.41
				H 1846			
H 1845		340° 18' 58"					
H 1847		257° 33' 10"					1178.46

Transitman.....

Transit.....Diaphragm.....

REMARKS

H1846

RCM.P

226.9

157

PPM gravel

Cabin of O'Hara Bus lines

H1845

150

101.6

R.P.M.

B.L.

Burned over country

firekilled Spruce and poplar open grassy areas

H1844

150.5

PPM grey 100m

H1844

+948 cc

+1921 WC

+2606 M.P

Chained Traverse of.....

Date..... July 26th.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
				H1847			
H1846	77° 33' 10"						
H1848	291° 52' 57"					1629.30	
				H1848			
H1847	111° 52' 57"						
H1849	292° 12' 44"					1242.29	
				H1849			
H1848	112° 12' 44"						
H1850	293° 11' 20"					1158.31	
				H1850			
H1849	113° 11' 20"						
H1851	289° 16' 42"					1797.22	

Transitman.....

Transit..... Diaphragm.....

REMARKS

H1849
+198 CC
+390 M.P.

H1848
+426 CC

H1847
+596 WC

Poplar

Spruce

grazing

H1848

H1847

H1850

150.1

1017

H1849

150

Conc
P.R.M. Loam
some

good

150

157
P.R.M.
Gravel

Chained Traverse of.....

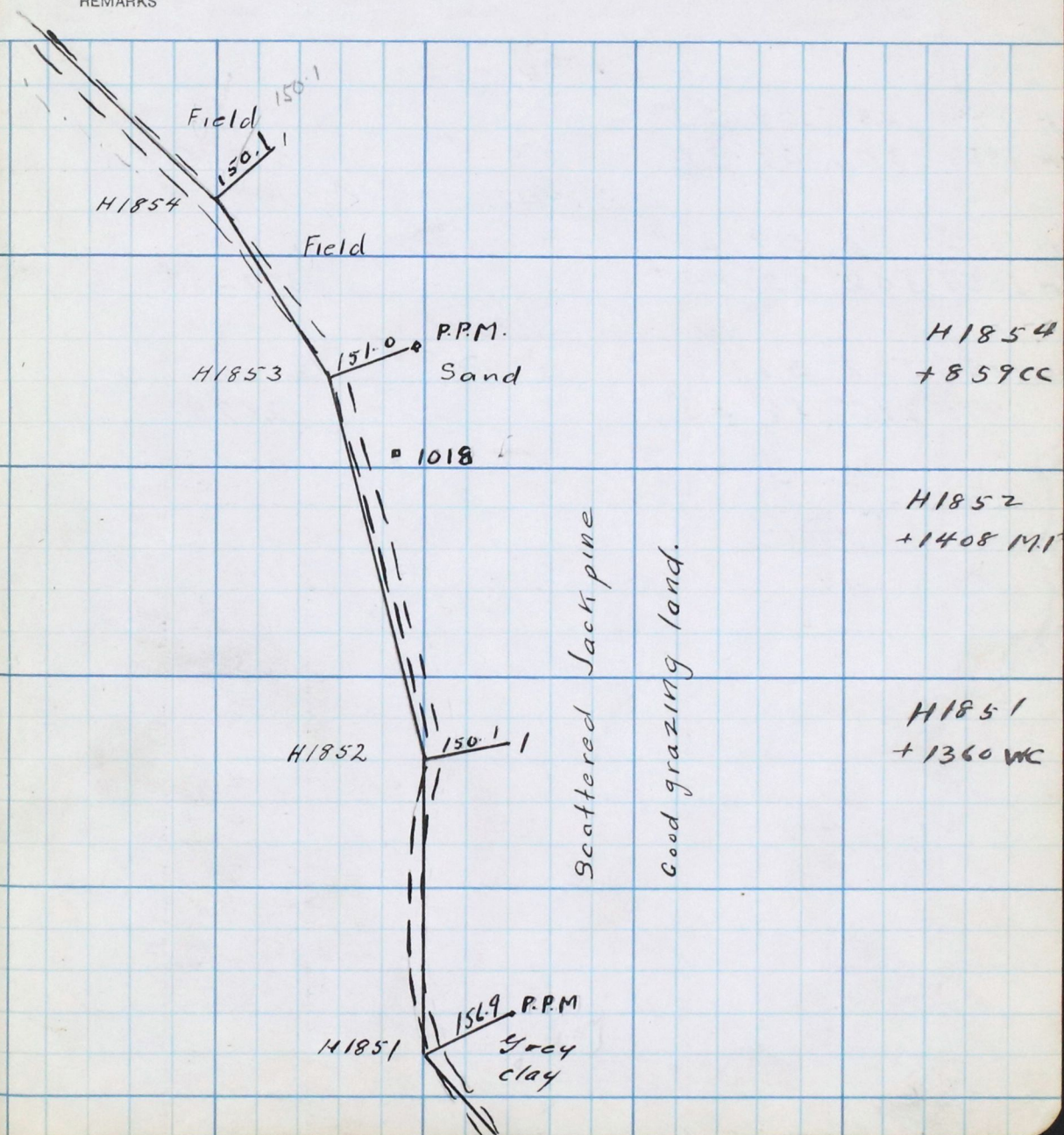
Date..... July 26

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
				H1851			
H1850		109° 16' 42"					
H1852		323° 21' 54"				1416.68	
				H1852			
H1851		143° 21' 54"					
H1853		319° 05' 53"				1620.11	
				H1853			
H1852		139° 05' 53"					
1854		305° 59' 53"				858.80	
				H1854			
1853		125° 59' 53"					
1855		302° 09' 00"				1118.72	

Transitman.....

Transit..... Diaphragm.....

REMARKS



Chained Traverse of.....

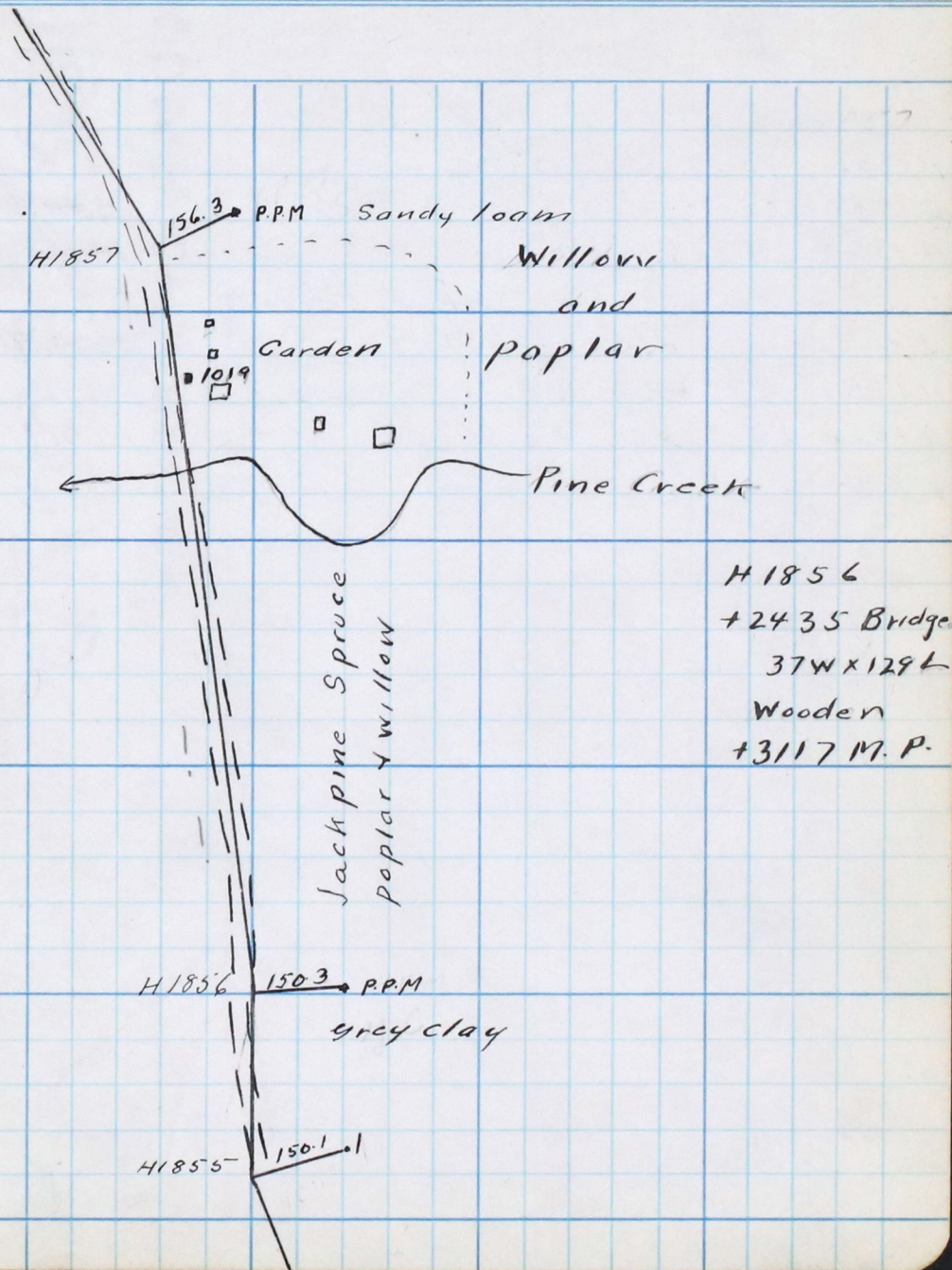
Date..... *July 27th*

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
				H1854			
H1854	122° 09' 00"						
H1856	306° 09' 31"					555.61	
				H1856			
H1855	126° 09' 31"						
H1857	302° 52' 14"					3422.95	
				H1857			
H1856	122° 52' 14"						
H1858	270° 16' 30"					1267.44	

Transitman.....

Transit..... Diaphragm.....

REMARKS



Chained Traverse of.....

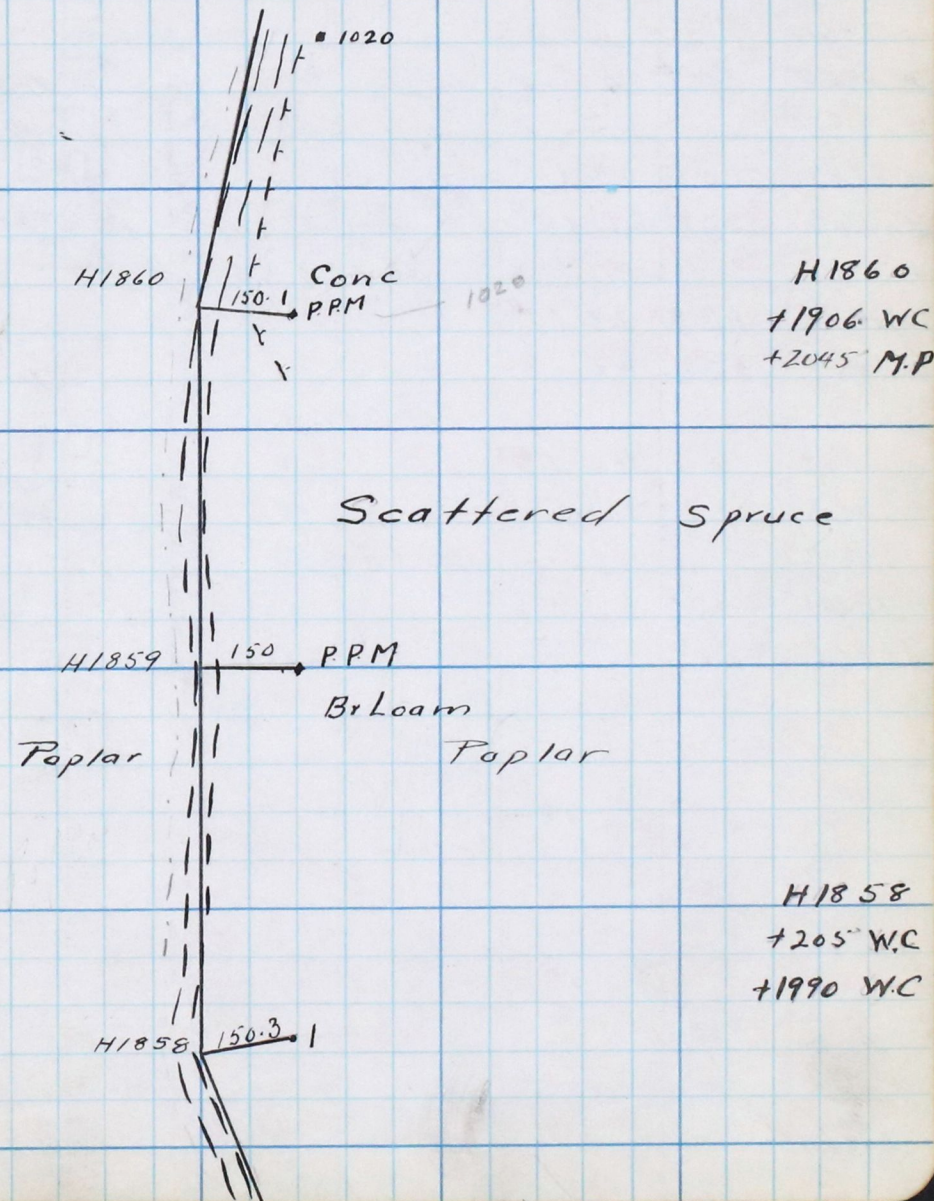
Date.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
H1858							
H1857		90° 16' 30"					
H1859		277° 50' 18"				544.27	
H1860		277° 50' 18"				2447.75	
Obsn Point H1860							
H1859		97° 42' 28"					
H1861		281° 10' 27"				2505.50	

Transitman.....

Transit.....Diaphragm.....

REMARKS



Chained Traverse of.....

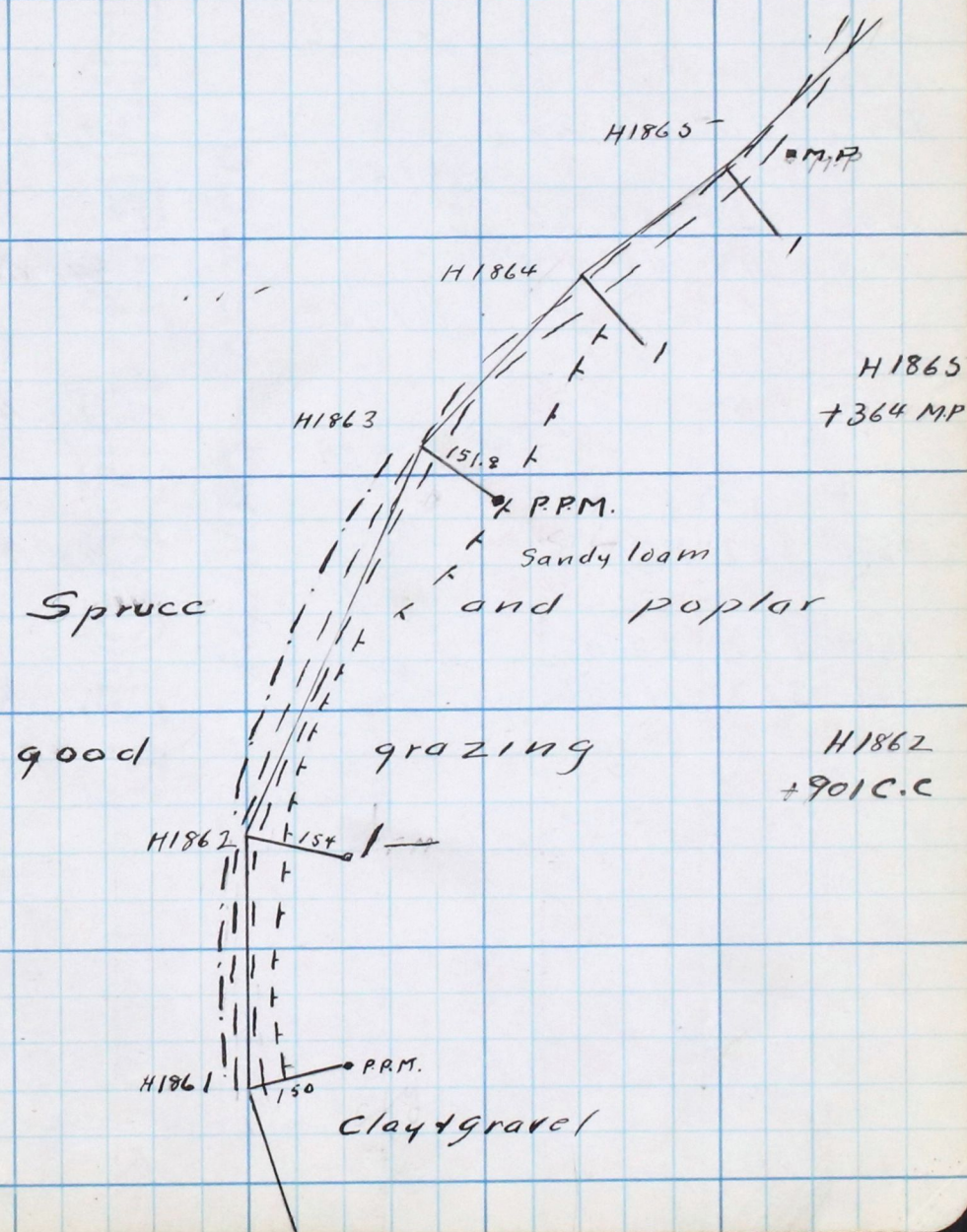
Date.....

Transitman.....

Transit.....Diaphragm.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
H 1860							
H 1862	283° 02' 16"					1152.98	
H 1861	103° 02' 16"						
H 1863	309° 21' 10"					1958.76	
1862	129° 21' 10"						
1864	326° 46' 18"					933.43	
1863	146° 46' 18"						
1865	327° 57' 56"					598.69	
1864	147° 57' 56"						
1866	327° 11' 36"					531.53	

REMARKS

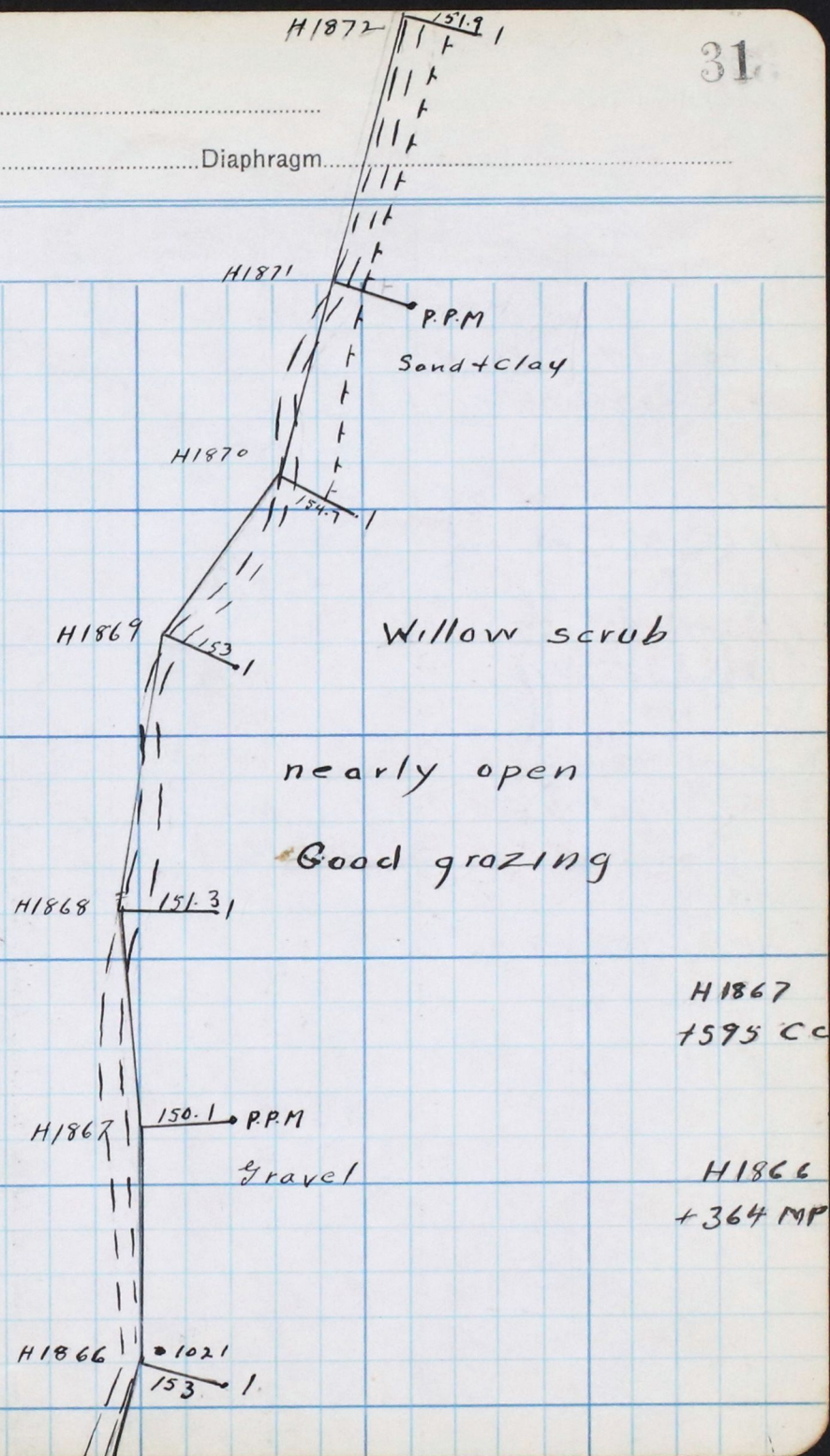


Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
				H 1866			
1865	147° 11' 36"						
1867	304° 24' 26"					917.81	
				H 1867			
1866	124° 24' 26"						
1868	299° 49' 22"					509.84	509.84
				H 1868			
1867	119° 49' 22"						
1869	314° 51' 22"					915.46	
				H 1869			
1868	134° 51' 22"						
1870	337° 28' 07"					534.90	
				H 1870			
1869	157° 28' 07"						
1871	323° 11' 15"					739.46	
1872	"					1009.47	

Transitman.....

Transit.....Diaphragm.....

REMARKS



Chained Traverse of.....

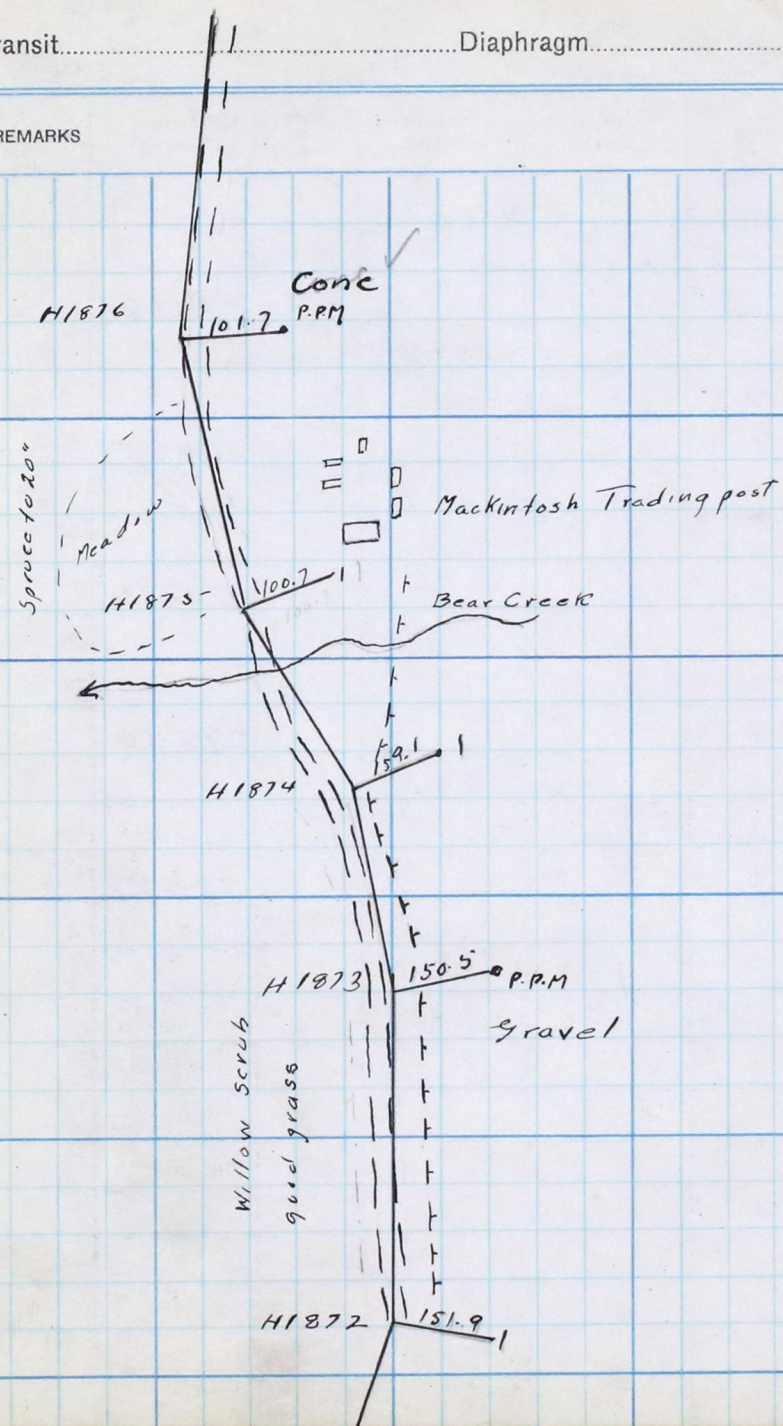
Date.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
1870	143° 11' 15"						
1873	305° 08' 50"					1428.31 ✓	
1872	125° 08' 50"						
1874	295° 39' 58"					486.09 ✓	
1873	115° 39' 58"						
1875	256° 48' 21"					602.76 ✓	
1874	76° 48' 21"						
1876	270° 42' 06"					1241.14 ✓	
H1875	90° 42' 06"						
H1877	291° 47' 43"					1191.66 ✓	

Transitman.....

Transit..... Diaphragm.....

REMARKS



Chained Traverse of.....

Date.....

Transitman.....

Transit.....Diaphragm.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
1876	111° 47' 43"			H1877			
1878	296° 51' 12"					825.81	
1877	116° 51' 12"			H1878			
1879	301° 14' 39"					514.18	
1878	121° 14' 39"			H1879			
1880	16° 46' 43"					513.35	
1879	196° 46' 43"			H1880			
1881	319° 53' 33"					798.15	
1880	139° 53' 33"			H1881			
1822	310° 49' 51"					893.98	

REMARKS

High pass
Spruce

and poplar

H1881
+469 M.P

H1880

170.6

WT 30.6 N

Loam

H1879

182.7
P.P.M
LoamHigh pass scrubby
poplar and SpruceH1878
+503 C.C
+510 C.C

H1878

150.1

H1877

150.1

Chained Traverse of.....

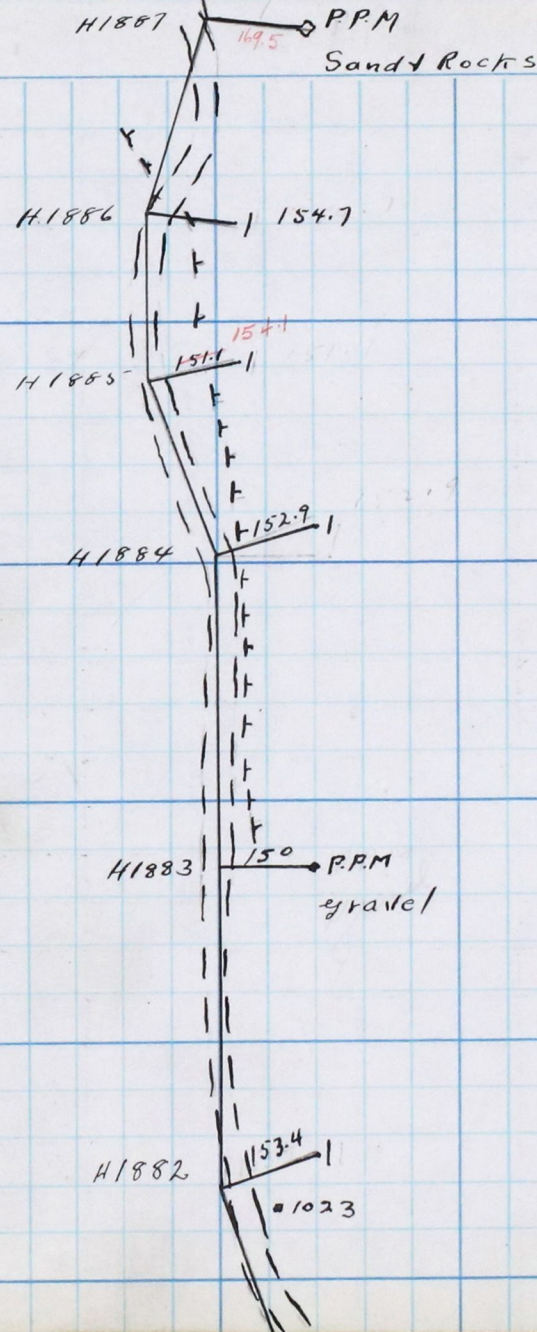
Date.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
				H 1882			
H 1881	130' 49' 51"						
H 1883	335' 01' 30					1323.96	
H 1884	"					1273.92	
				H 1884			
1883	155° 01' 30"						
1885	312° 35' 50"					670.89	
				H 1885-			
1884	132° 35' 50"						
1886	338° 57' 44"					387.88	
				H 1886			
1885	158° 57' 44"						
1887	7° 18' 09"					461.83	
				H 1887			
1886	187° 18' 09"						
1888	311° 46' 19"					925.94	

Transitman.....

Transit..... Diaphragm.....

REMARKS



H 1886
+390 W.C
+438 T.Ting

Chained Traverse of

Date..... July 31 - 46

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
				H1888			
H1887	131° 46' 19"						
H1889	297° 12' 39"					1570.88	
				H1889			
H1888	117° 12' 39"						
H1890	321° 29' 00"					2356.49	

Transitman.....

Transit.....Diaphragm.....

REMARKS

H1890
+1654 WC
+2013 MP
+2106 W.C.

H1889
+148 W.C.

High pass Scrubby
gnarled Spruce
poplar + willows

H1889 153.4 PPM.
Gravel + Sand

H1888 151.2

• MP1024

Chained Traverse of.....

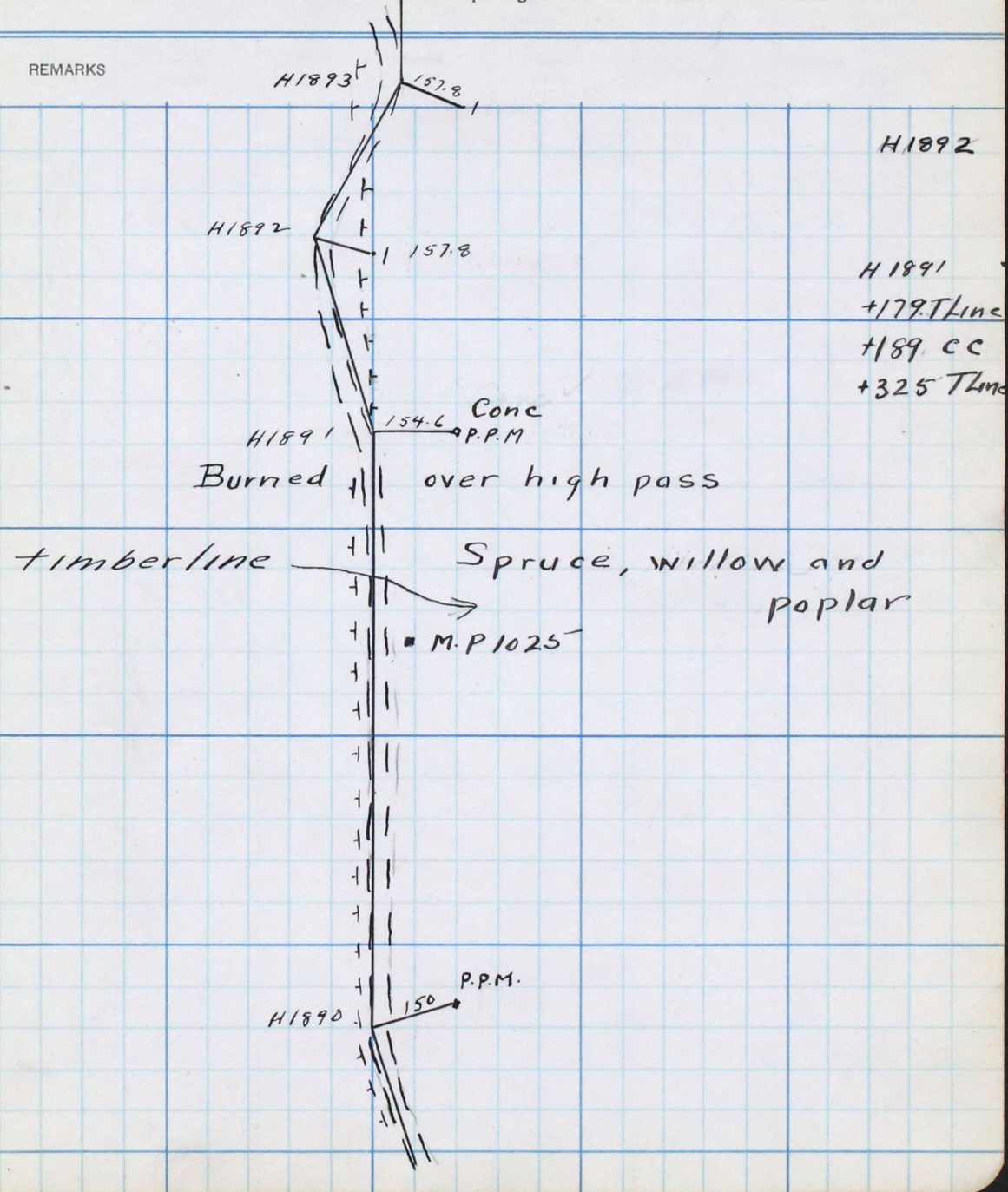
Date.....

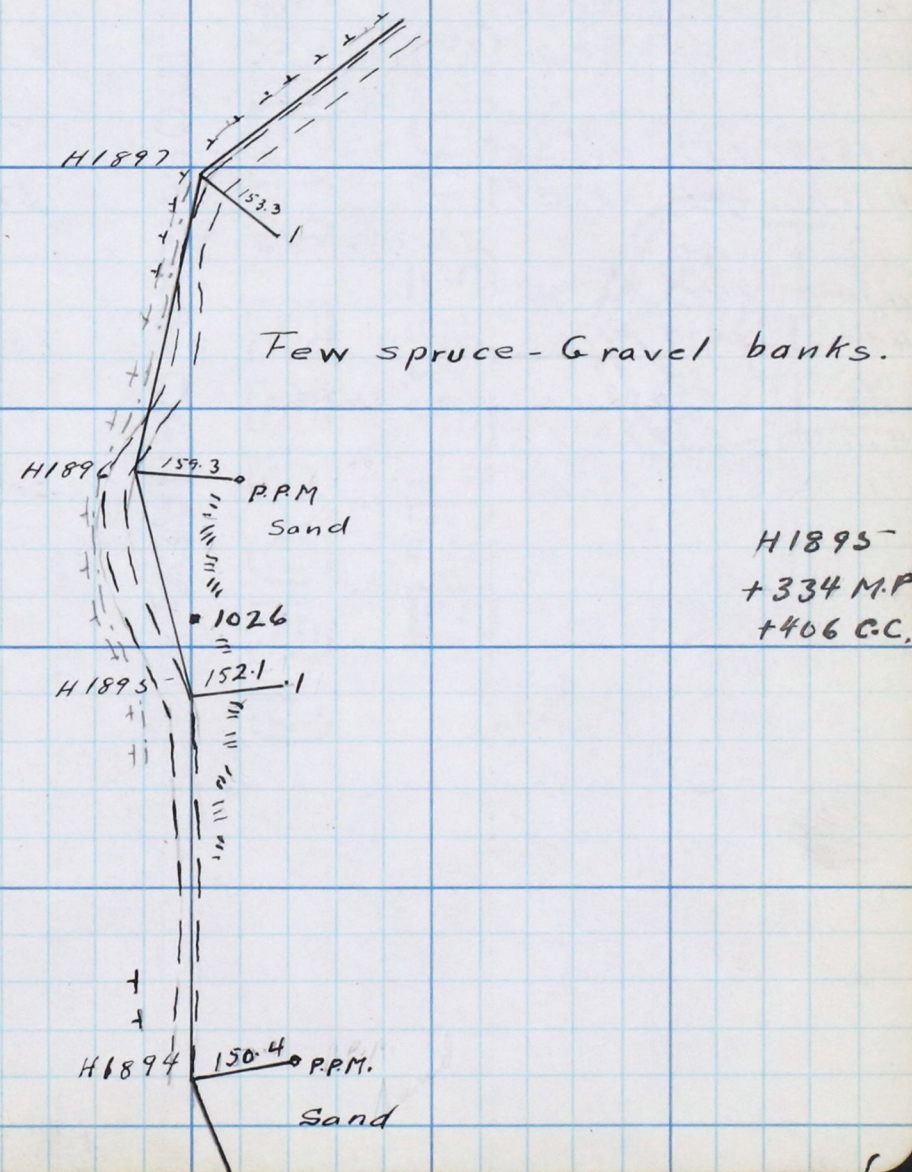
Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
				H1890			
H1889	141° 29' 00"						
H1891	323° 06' 48"					2775.43	
				H1891			
H1890	143° 06' 48"						
H1892	295° 02' 37"					1021.22	
				H1892			
H1891	115° 02' 37"						
H1893	331° 09' 13"					761.64	
				H1893			
H1892	151° 09' 13"						
H1894	294° 57' 41"					814.39	

Transitman.....

Transit..... Diaphragm.....

REMARKS



Transit.....Diaphragm.....

Chained Traverse of.....

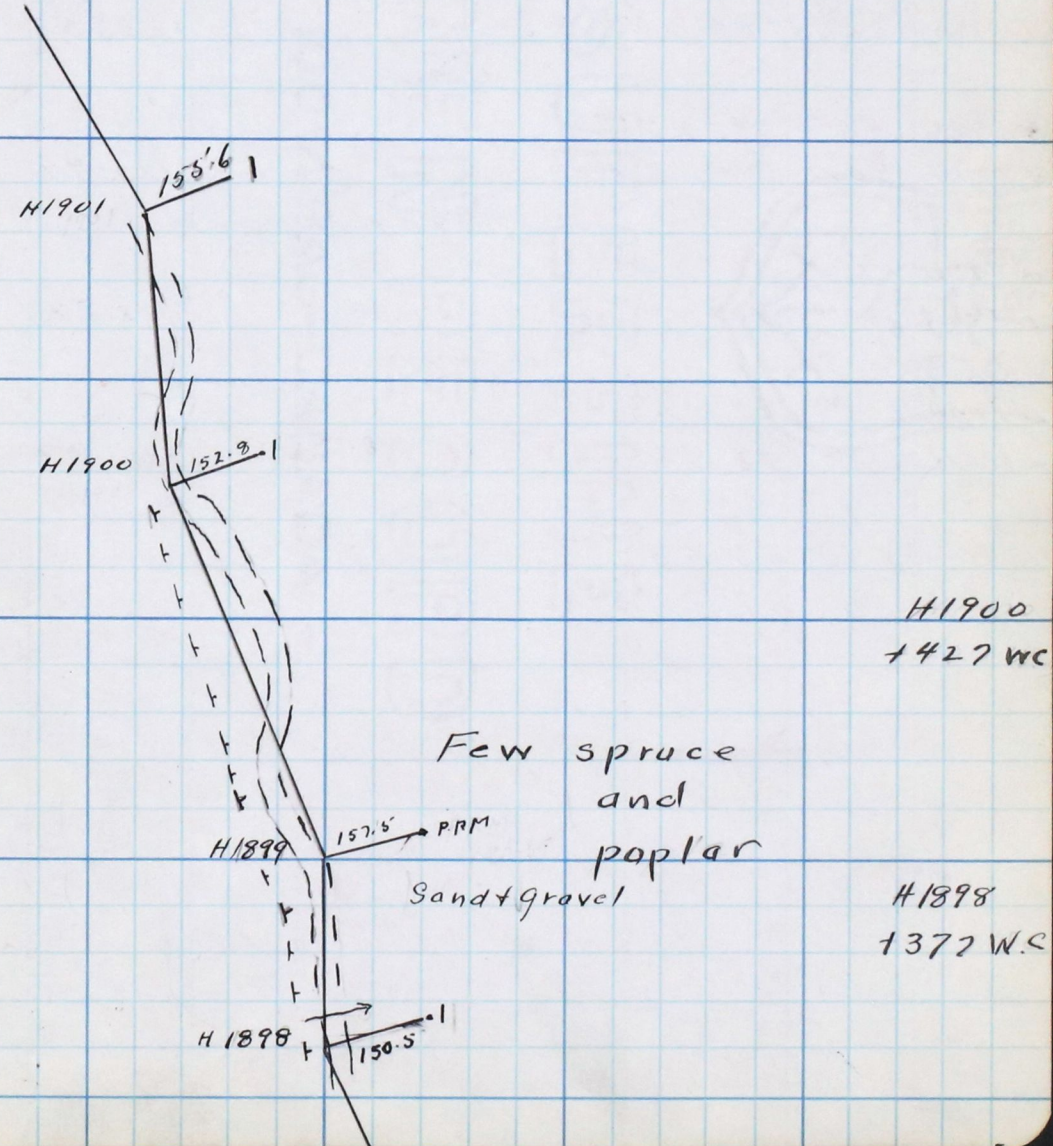
Date..... July 31 - 46.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
				H 1898			
H 1897	167° 21' 32"						
H 1899	357° 06' 56"					552.42	
				H 1899			
H 1898	177° 06' 56"						
H 1900	321° 28' 57"					1378.40	
				H 1900			
H 1899	141° 28' 57"						
H 1901	343° 19' 24"					757.18	
				H 1901			
H 1900	163° 19' 24"						
H 1902	312° 38' 07"					526.43	
				Az obsn here			

Transitman.....

Transit..... Diaphragm.....

REMARKS

H1900
+427 WCH1898
1372 W.C.

Chained Traverse of.....

Date.....

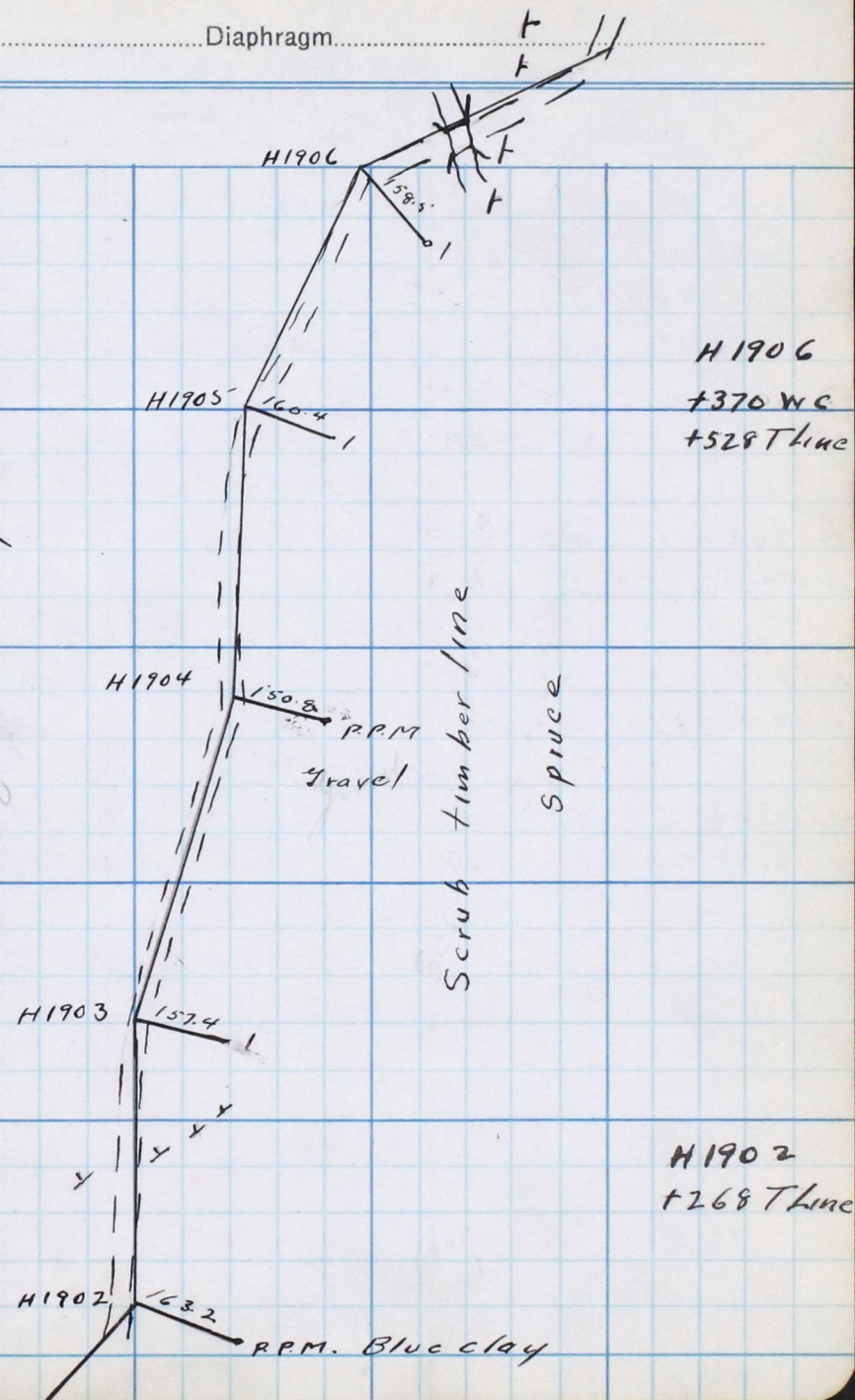
Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
				H 1902			
H 1901	132° 30' 10"	Azimuth					
H 1903	266° 08' 47"					1233.58	
				H 1903			
H 1902	86° 08' 47"						
H 1904	301° 30' 34"					1122.99	
				H 1904			
H 1903	121° 30' 34"						
H 1905	289° 24' 01"					1151.82	
				H 1905			
H 1904	109° 24' 01"						
H 1906	330° 53' 53"					718.42	
				H 1906			
H 1905	150° 53' 53"						
H 1907	8° 37' 37"					631.40	

Transitman.....

Transit..... Diaphragm.....

REMARKS

Summit of pass



Chained Traverse of.....

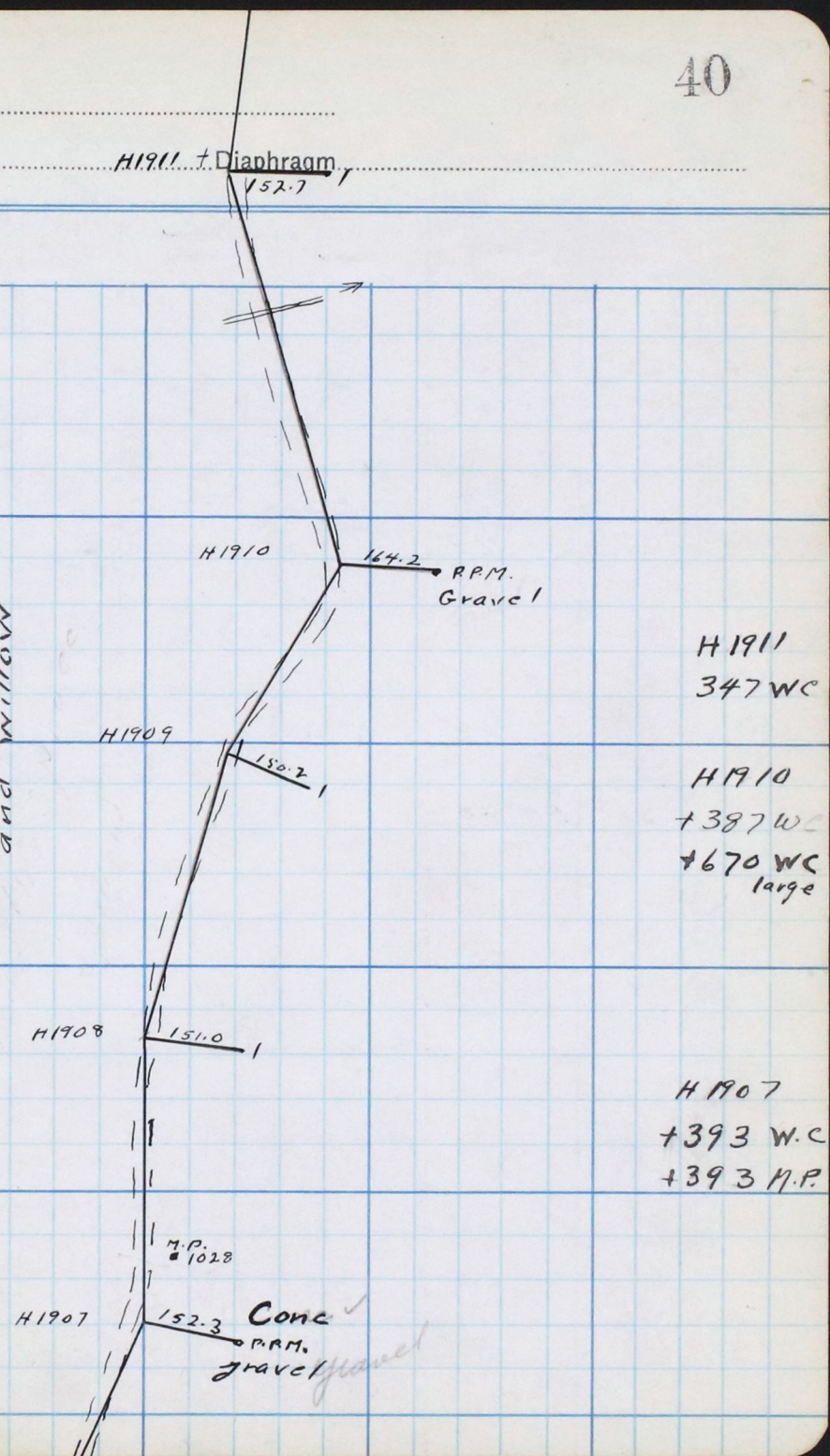
Date.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
				H 1907			
H 1906	188°	37' 37"				55'	
H 1908	348°	52' 12"				1162.67	
				H 1908			
H 1907	168°	52' 12"					
H 1909	1°	55' 40"				917.40	
				H 1909			
H 1908	181°	55' 40"					
H 1910	7°	50' 59"				618.39	
				H 1910			
H 1909	187°	50' 59"					
H 1911	319°	51' 44"				1251.62	1251.67
				H 1911			
H 1910	139°	51' 44"					
H 1912	341°	21' 07"				679.86	

Transitman.....

Transit..... H 1911 + Diaphragm

REMARKS

Timber line spruce
and willow

Chained Traverse of.....

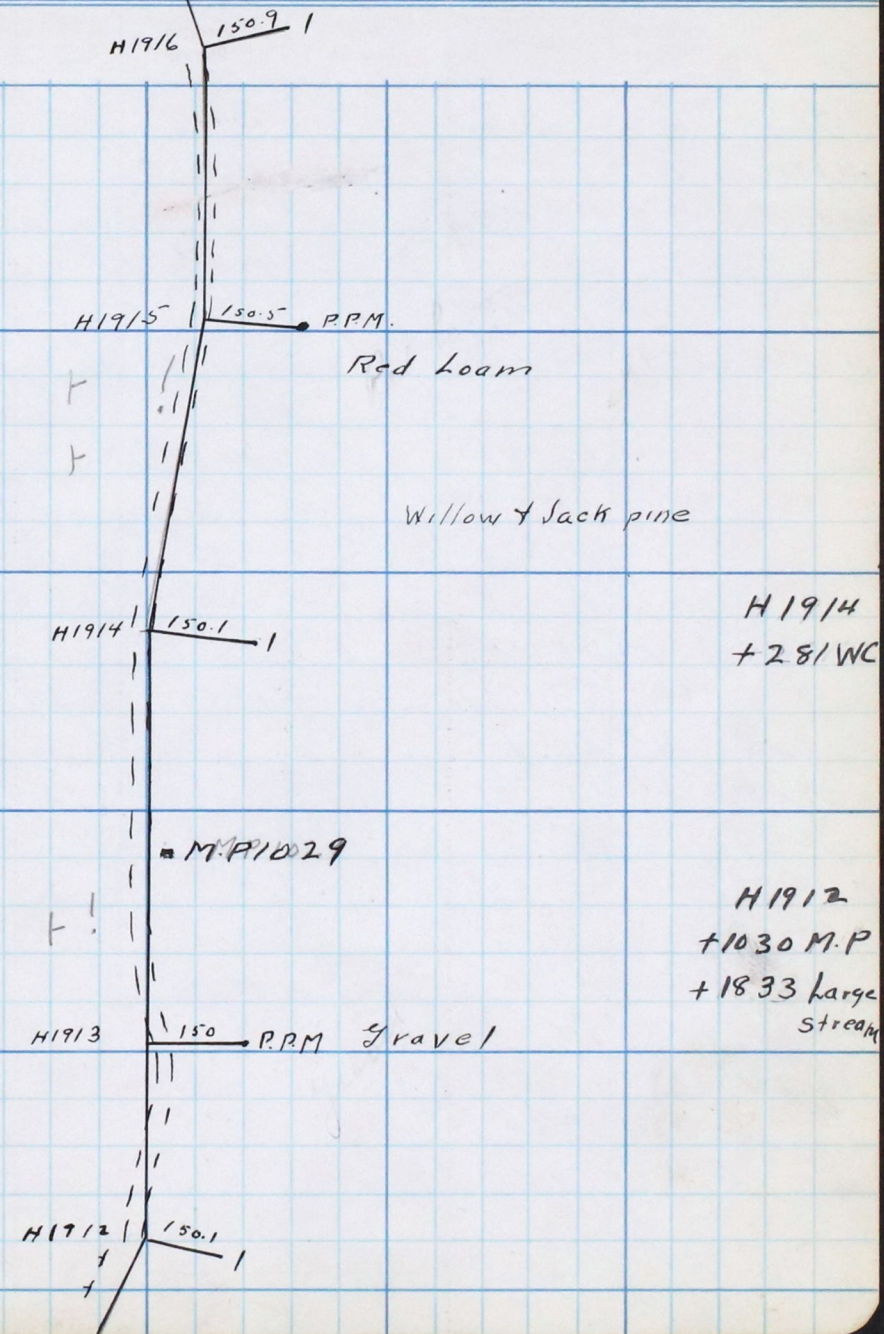
Date July 31

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
				H1912			
H1911	161°	21' 07"					
H1913	337°	55' 47"				627.38	
H1914		"				1744.31	
				H1914			
H1913	157°	55' 47"					
H1915	341°	29' 33"				1313.60	
				H1915			
H1914	161°	29' 33"					
H1916	331°	54' 30"				1080.73	
				H1916			
H1915	151°	54' 30"					
H1917	319°	39' 01"				615.67	

Transitman.....

Transit..... Diaphragm.....

REMARKS



Chained Traverse of.....

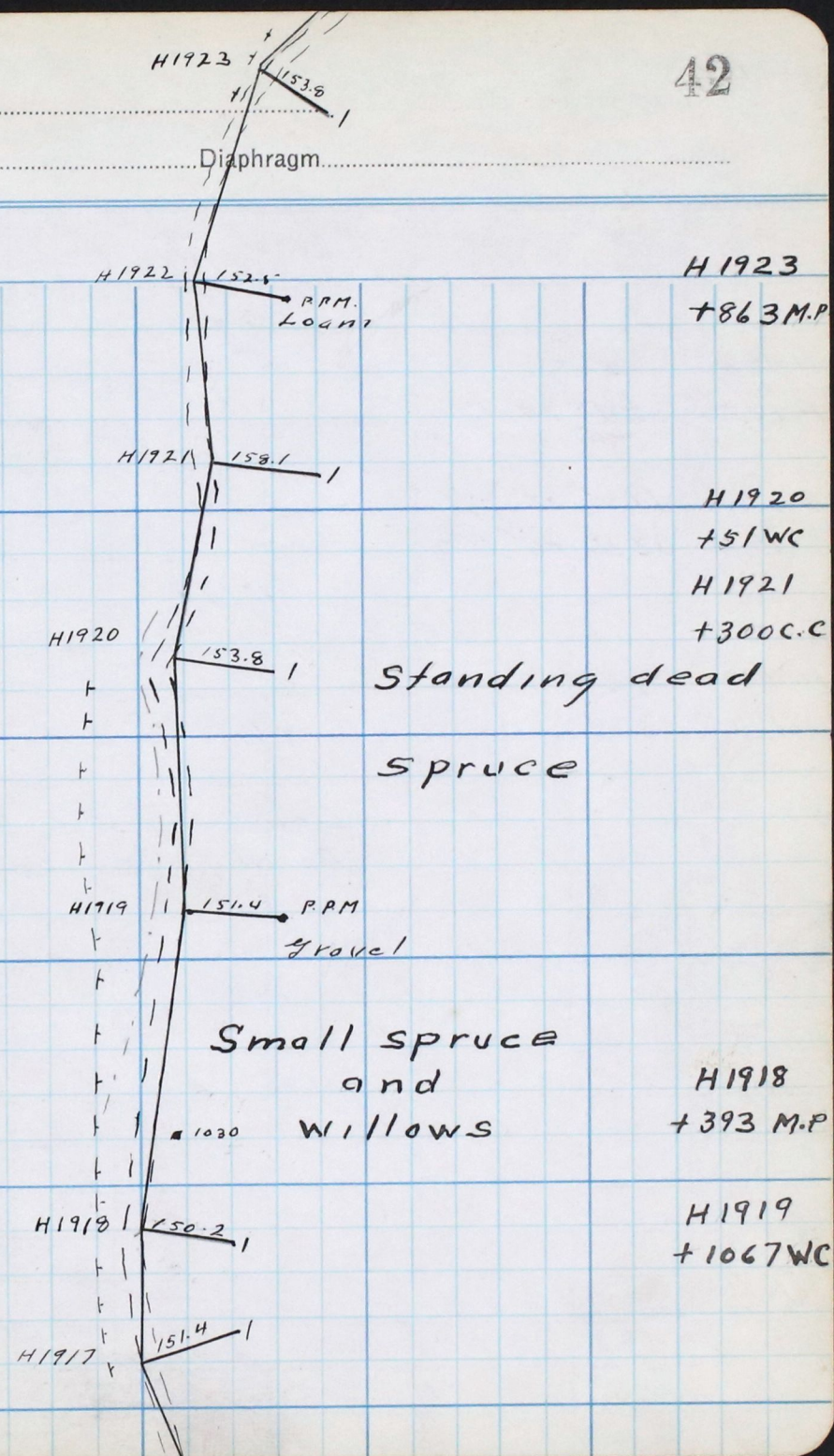
Date.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
H1916	139° 39' 01"	49"		H1917			
H1918	334° 18' 13"	335° 19' 04"		H1918		472.79	
H1917	154° 18' 13"						
H1919	339° 44' 58"	340° 45' 52"		H1919		1301.71	
H1918	159° 44' 58"						
H1920	326° 05' 58"	327° 06' 55"		H1920		1231.25	
H1919	146° 05' 58"						
H1921	351° 28' 14"	352° 29' 14"		H1921		697.22	
H1920	171° 28' 14"						
H1922	314° 36' 55"	315° 37' 58"		H1922		615.13	
H1921	134° 36' 55"						
H1923	335° 29' 44"	336° 30' 50"		H1923		787.51	
H1922	155° 29' 44"						
H1924	1° 07' 51"	2° 09' 00"				1000.76	

Transitman.....

Transit..... Diaphragm.....

REMARKS



Chained Traverse of.....

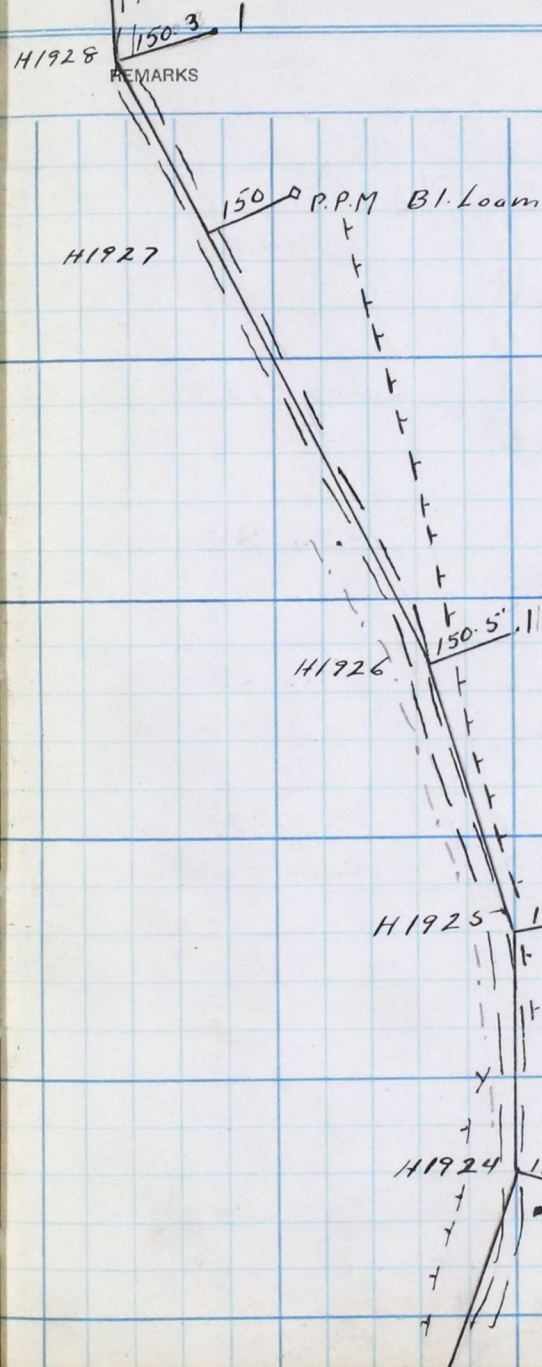
Date.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
				H 1924			
H 1923		182° 09' 00"					
H 1925		344° 56' 14"				778.69	
				H 1925			
H 1924		164° 56' 14"					
H 1926		333° 45' 58"				800.58	
				H 1926			
H 1925		153° 45' 58"					
H 1927		324° 22' 54"				2037.35	
H 1928		324° 22' 54"				858.16	

Conv 3' 34"
Az obsn H 1928

Transitman.....

Transit.....Diaphragm.....



H 1926
+1557cc

H 1925
+103cc

H 1924
+701 Tcrasses

H 1923
+863 MP

Chained Traverse of.....

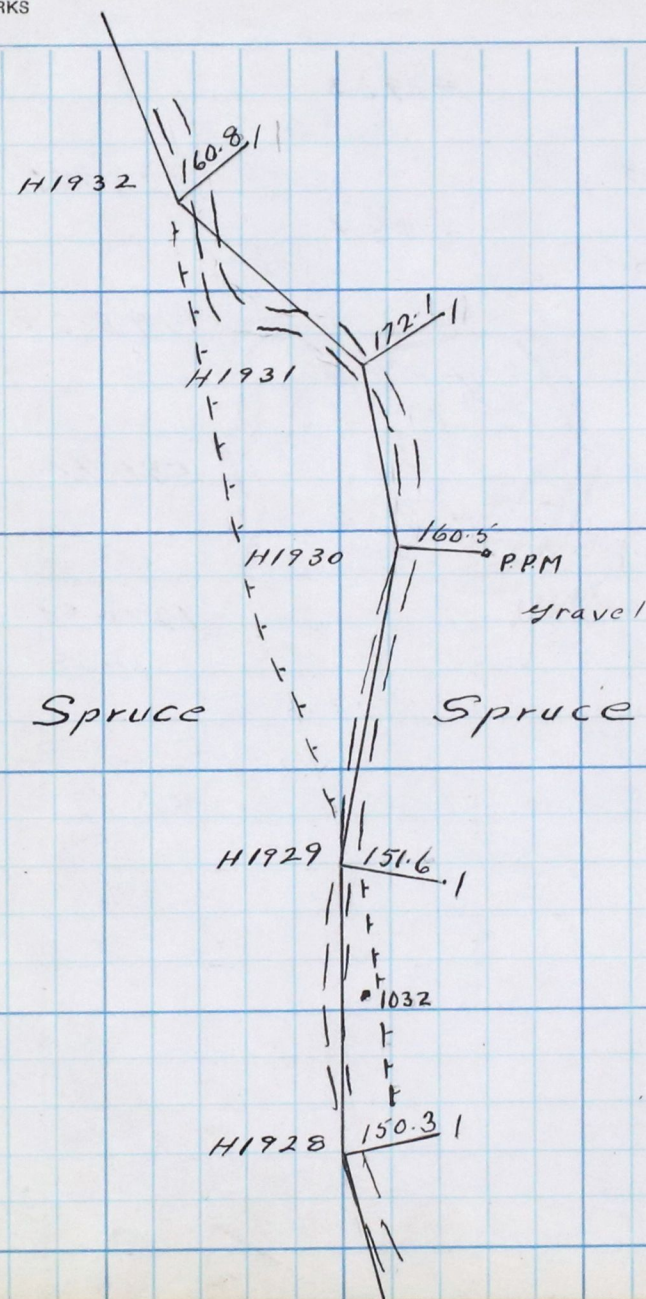
Date.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
				H 1928			
H 1926	144° 19' 09"	Azimuth					
H 1929	331° 26' 29"					1234.82	
				H 1929			
H 1928	151° 26' 29"						
H 1930	347° 57' 22"					1126.78	
				H 1930			
H 1929	167° 57' 22"						
H 1931	306° 14' 43"					598.83	
				H 1931			
H 1930	126° 14' 43"						
H 1932	247° 34' 04"					850.50	
				H 1932			
H 1931	67° 34' 04"						
H 1933	289° 47' 46"					555.32	

Transitman.....

Transit..... Diaphragm.....

REMARKS



H 1929
+360 Line
crossing

H 1928
+462 CC
+528 M.P.

Chained Traverse of.....

Date.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
				H1933			
H1932		109° 47' 46"					
H1934		310° 50' 33"				352.56	
				H1934			
H1933		130° 50' 33"					
H1935		270° 04' 40"				498.60	
				H1935			
H1934		90° 04' 40"					
H1936		300° 25' 13"				551.40	
				H1936			
H1935		120° 25' 13"					
H1937		325° 57' 58"				1240.80	
H1938		"				1371.38	
				H1938			
H1936		145° 57' 58"					
H1939		329° 29' 07"				811.19	

Transitman.....

Transit.....

H1938

Diaphragm

REMARKS

H1936

153.8

H1935

155.4

H1934

160

H1933

152.6

P.P.M. B. loam

Willows and very small Spruce

P.P.M.
GravelH1936
+41419.P
+2039 W.CH1935
+422 W.CH1934
200 T Line

Date.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
				H 1943			
H 1942	131° 55' 17"						
H 1944	256° 31' 20"					995.29	
				H 1944			
H 1943	76° 31' 20"						
H 1945	301° 45' 08"					1017.26	
				H 1945			
H 1944	121° 45' 08"						
H 1946	327° 15' 57"					1250.09	
				H 1946			
H 1945	147° 15' 57"						
H 1947	284° 27' 39"					1074.36	
H 1948	"					1572.18	497.82

Transitman.....

Transit..... Diaphragm.....

REMARKS

Open with patches

of

Alpland country

H 1944 162.5 P.P.M.
Loam

H 1943 169.4

H 1946 161.1

1035

H 1945 153.8
SpruceH 1946
+940 W.C.H 1945
+280 M.P.
+975 W.C.H 1943
+465 C.C.

Chained Traverse of.....

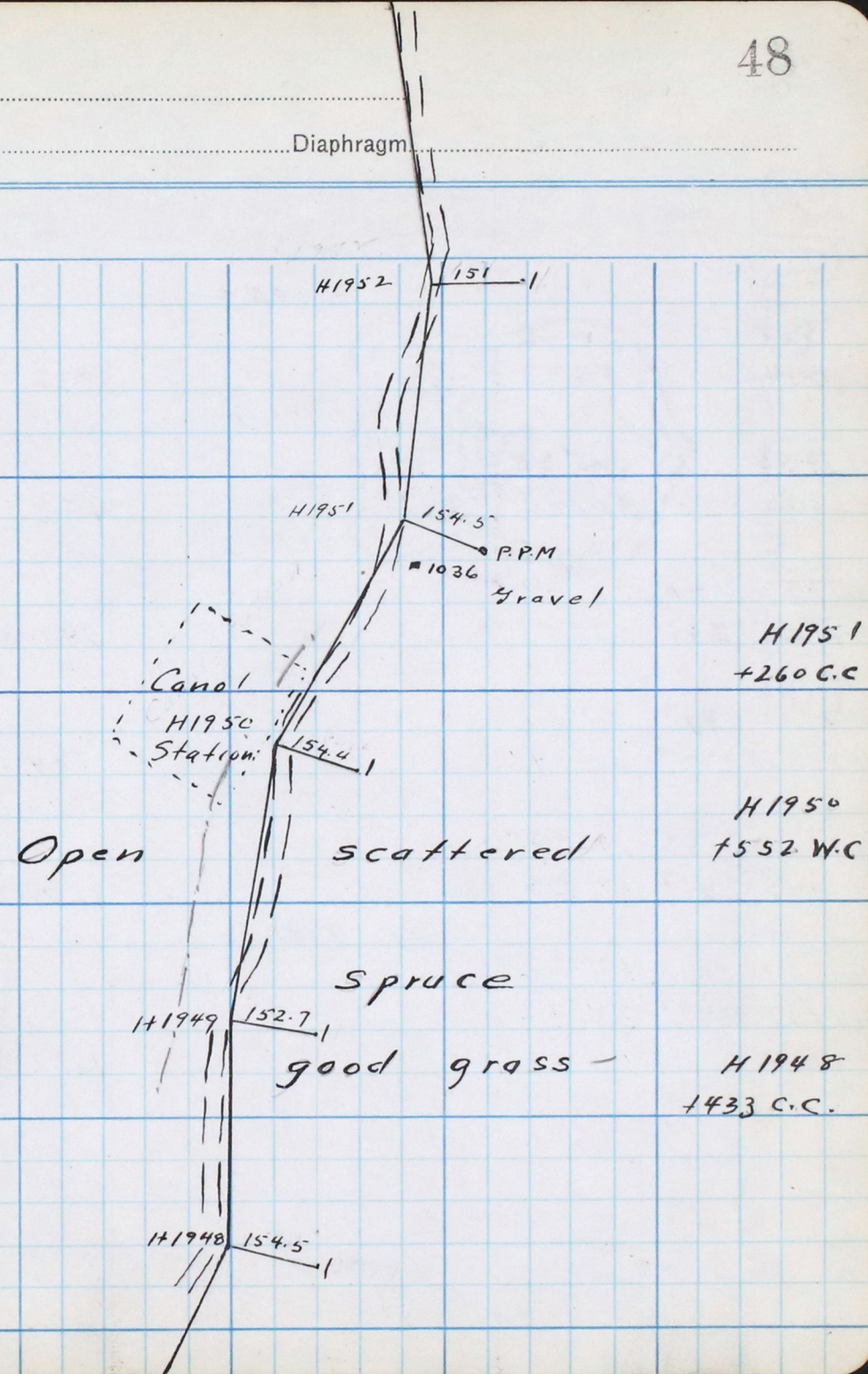
Date.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
H 1946	104° 27' 39"			H 1948			
H 1949	256° 48' 33"					736.33	
H 1948	76° 48' 33"			H 1949			
H 1950	278° 26' 10"					877.06	
H 1949	98° 26' 10"			H 1950			
H 1951	305° 47' 40"					838.59	
H 1950	125° 47' 40"			H 1951			
H 1952	278° 05' 22"					864.02	
H 1951	98° 05' 22"			H 1952			
H 1953	264° 55' 01"					1232.34	

Transitman.....

Transit..... Diaphragm.....

REMARKS



Chained Traverse of.....

Date..... *Aug 6th 1946*

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
H 1952	84°	55' 01"		H 1953			
H 1954	297°	56' 33"				803.56	
				H 1954			
H 1953	117°	56' 33"					
H 1955	320°	45' 45"				683.46	
				H 1955			
H 1954	140°	45' 45"					
H 1956	271°	57' 07"				586.32	
				H 1956			
H 1955	91°	57' 07"					
H 1957	275°	19' 39"				1284.13	
				H 1957			
H 1956	95°	19' 39"					
H 1958	281°	17' 22"				1297.95	
				H 1958			
H 1957	101°	17' 22"					
H 1959	299°	32' 36"				1760.38	
H 1960	"	"				1532.52	

H 1958
Transitman

Transit.....

Diaphragm.....

H 1958

+251 Tel Line

+1510 C.C

H 1960

+474 M.P

+772 W.C

H 1957

150.2 P.P.M

1037 B.L

H 1956

150.1

H 1955

164.7

H 1954

153

P.P.M

B.L

H 1953

156.5

H 1956

1166 = M.P

H 1957

+960 W.C

H 1954

+605 C.C

Willow and
Small spruce

H 1958

151.9

H 1957

150.2

P.P.M.

H 1959

150 P.P.M.

Red loam

Chained Traverse of.....

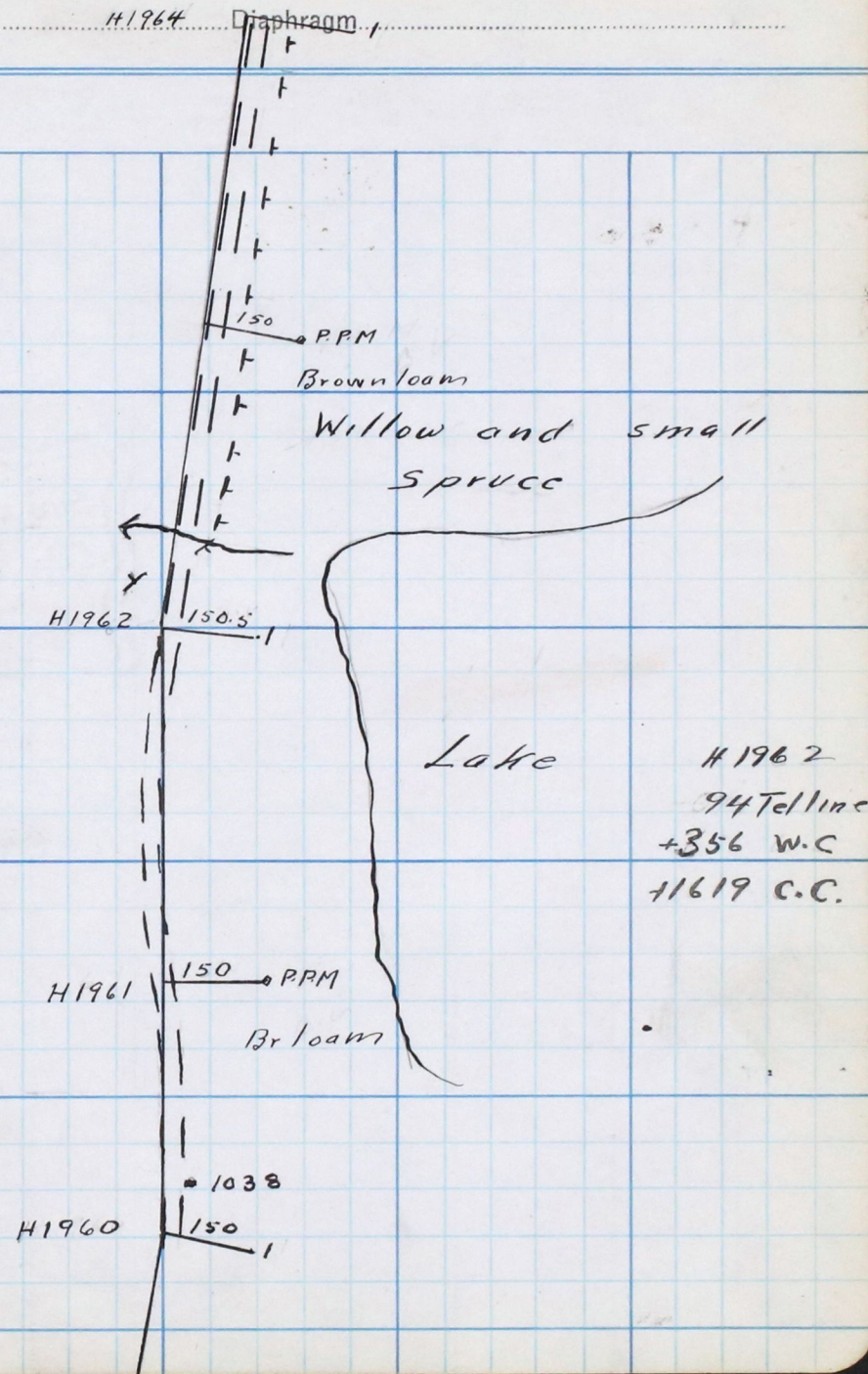
Date Aug 7th

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
				H1960			
H1959		119° 32' 36"				1175.73	
H1961		298° 14' 50"				(1220.69)	
H1962		"				2396.42	
				H1962			
H1961		118° 14' 50"				1257.60	
H1963		307° 25' 48"				(1504.18)	
H1964		"				2861.78	
				H1964			
H1962		127° 25' 48"				2391.79	
H1965		307° 45' 32"				(1299.78)	
H1966		"				3691.57	
				H1966			
H1965		127° 45' 32"				1295.18	
H1967		307° 43' 07"				(2673.69)	
H1968		"				4468.87	
				H1968			
H1966		127° 43' 07"				1222.20	
H1969		307° 58' 24"				(899.37)	
H1970		"				(2681.57)	
H1971		"				5905.06 2324.12	

Transitman.....

Transit H1964 Diaphragm.....

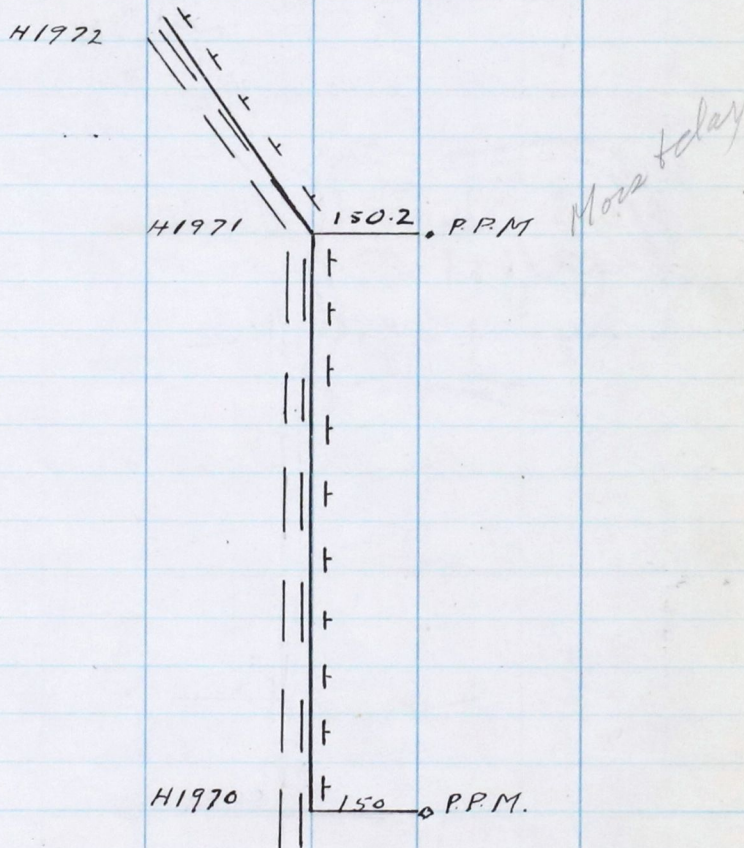
REMARKS



Chained Traverse of.....

Date.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
-------	-----------------	---------	---------------	------------------	-----------------	-----------------	--------------------------



Transitman.....

Transit.....

REMARKS

H1968
475 WC
2933 WC
H181 W.C. large

H1966
+1662 WC
+2286 M.P
2321 WC
3328 CC

H1964
+600 M.P
+979 CC

Spruce

Spruce

H1967

150

P.P.M.

Brown loam

Diaphragm

M 1040

H1970

150

P.P.M.

Moss & clay

H1966

150

P.P.M.

Br loam

150

P.P.M.

gravel & clay

H1965

150

P.P.M.

Br loam

M 1039

H1968

150

H1964

H1967

P.P.M.

Chained Traverse of.....

Date 17099th

[illegible]

H 1973

150. P.P.M
Br 10 am

252

Transitman.....

Transit.....Diaphragm

...Diaphragm

1043

REMARKS

H1974

150 P.P.M.
Br 100m

H1974

2086 M.P

Small

Spruce

41973

1089 cc

1586 C.C

H 1973

150 P.P.M. Br 100m

Alpland

country

■ M. P1042

H 1972

* 918 Stream

f1775 WC

+2095 M.P

2400 C.C

H1972

54 Chained Traverse of.....

Date.....

Point	Stadia Distance	Bearing	Angle Doubled	Accepted Bearing	Eq'n to Bearing	Correct Bearing	Correct Chained Distance
-------	-----------------	---------	---------------	------------------	-----------------	-----------------	--------------------------

Transitman.....

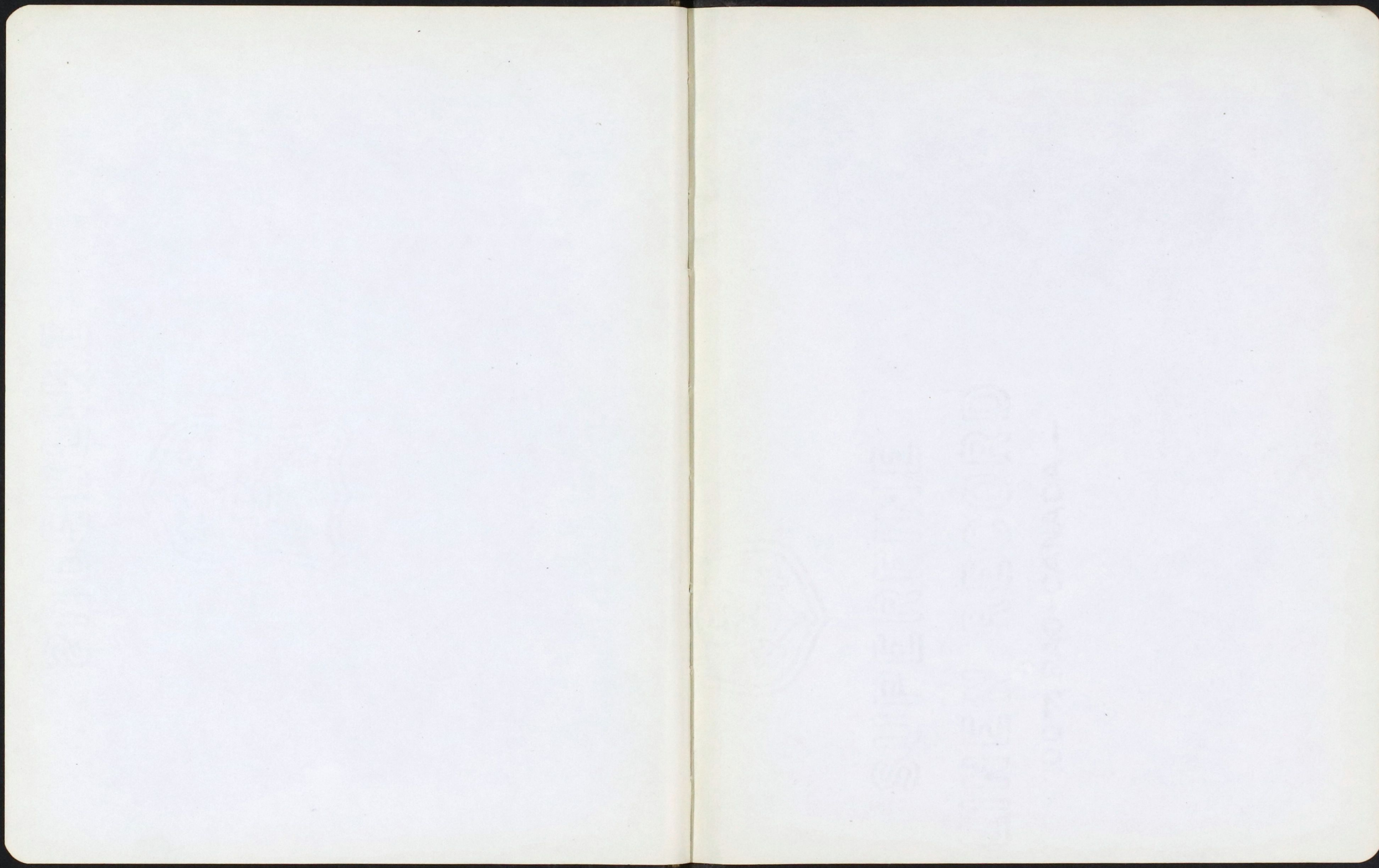
Transit.....Diaphragm.....

REMARKS

Chained Traverse of.....

Date.....

[illegible]



400 = Outside balances + offsets checked.
40 hours.

400 Late & Daps to check 20 hours

+ 5 to enter 10 hours

2 Weeks in October

40 days = Nov + Dec = 20 plus 14 miles

- Jan 15th Plum made to check -

- If department work late & long time.

Tie Geodesic = New Sta
" = Taklumi
" = Canyon
" = Jones Cr.

Months chd
Jan 22