CENTRAL PACIFIC RY.

Definite Location of Water Pipe Line

15588

From Railroad Station in N.E.1/4 of Sec. 32, T. 36 N., R. 40 E., M.D.B.&M.

to Springs in N.E 1/4 of Sec. 13, T. 35 N., R. 39 E., M.D.B.&M.

Scale: 1 Inch = 2000 Feet.

State of California } ss:
City and County of San Francisco, }

William Hood, being duly sworn, says he is the chief engineer of the Central Pacific Railway Company; that the survey of the said company's pipe line described as follows: Commencing at a point known as engineer survey station 0+00 which is the center of the tank at Golconda and is opposite to and distant 108± feet at right angles right of engineer survey station 10241+52^{3} of the present constructed and operated main line of the Central Pacific Railway Company's railroad in the Northeast quarter of Section 32, Township 36 North, Range 40 East, Mount Diablo Base and Meridian; said point of commencement being distant 1666^{4} feet North 38°09' West from the East quarter corner of said Section 32; thence in a generally Southwesterly direction to a spring at engineer survey station 194+79 in the Northeast quarter of Section 13, Township 35 North, Range 39 East; Mount Diablo Base and Meridian distant 1039^{8} feet, South 88°20 3/4' West from the Northeast corner of said Section 13, a length of 3^{689} miles; also commencing at a point on the definite location of the pipe line above described known as engineer survey station 193+59^{6} in the Southeast quarter of Section 12, Township 35 North, Range 39 East; Mount Diablo Base and Meridian, distant 937± feet, North 88°07' West from the Southeast corner of said Section 12; thence Southwesterly a distance of 0^{034} miles to a spring at engineer survey station 195+39^{6} in the Northeast quarter of Section 13 of the last mentioned Township and Range distant 1017^{0} feet, South 82°24 1/4' West from the Northeast corner of said Section 13, a total length of 3^{723} miles was made by him as chief engineer of the company and under its authority commencing and ending in the year 1903, resurveyed commencing July 20, 1914 and ending July 27, 1914 and that such survey is accurately represented upon this map and by the accompanying field notes and that no lake or lake bed, stream or stream bed is used for the said pipe line.

Sworn and subscribed to before me this 6th day of May, 1915.

Chief Engineer of the Central Pacific Railway Company.

Notary Public in and for the City and County of San Francisco, State of California.

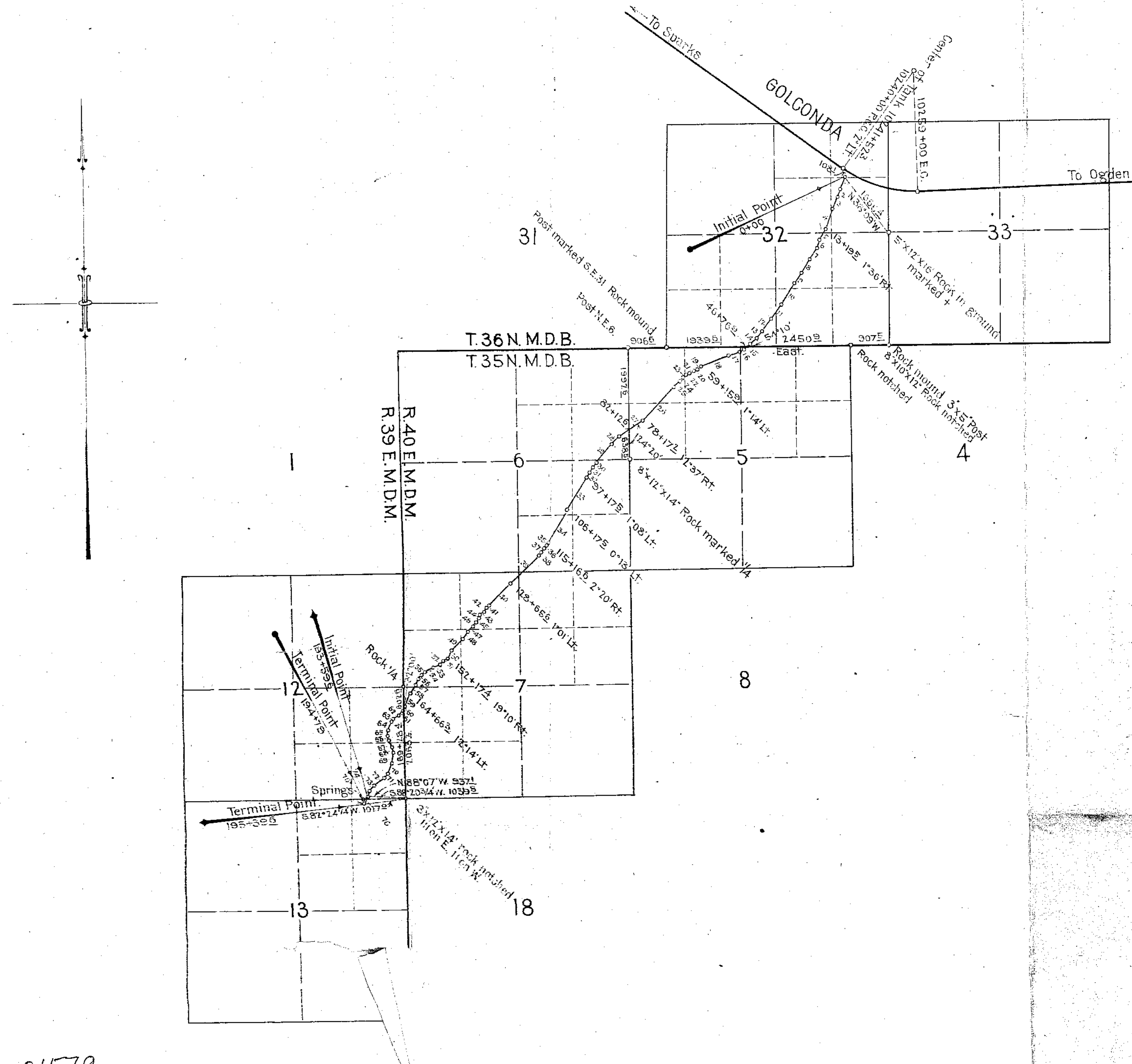
I, W. R. Scott, do hereby certify that I am the Vice-President of the Central Pacific Railway Company; that William Hood, who subscribed the accompanying affidavit, is the chief engineer of said company; that the survey of the said pipe line as accurately represented on this map and by the accompanying field notes was made under authority of the company; that the company is duly authorized by its articles of incorporation to construct the said pipe line upon the location shown upon this map; that the said pipe line as represented on this map and by said field notes was adopted by the company by resolution of its board of directors on the 16th day of March, 1915, as the definite location of the said pipe line described as follows: Commencing at a point known as engineer survey station 0+00 which is the center of the tank at Golconda and is opposite to and distant 108± feet at right angles right of engineer survey station 10241+52^{3} of the present constructed and operated main line of the Central Pacific Railway Company's railroad in the Northeast quarter of Section 32, Township 36 North, Range 40 East, Mount Diablo Base and Meridian; said point of commencement being distant 1666^{4} feet North 38°09' West from the East quarter corner of said Section 32; thence in a generally Southwesterly direction to a spring at engineer survey station 194+79 in the Northeast quarter of Section 13, Township 35 North, Range 39 East, Mount Diablo Base and Meridian, distant 1039^{8} feet, South 88°20 3/4' West from the Northeast corner of said Section 13, a length of 3^{689} miles; also commencing at a point on the definite location of the pipe line above described known as engineer survey station 193+59^{6} in the Southeast quarter of Section 12, Township 35 North, Range 39 East, Mount Diablo Base and Meridian, distant 937± feet, North 88°07' West from the Southeast corner of said Section 12; thence Southwesterly a distance of 0^{034} miles to a spring at engineer survey station 195+39^{6} in the Northeast quarter of Section 13 of the last mentioned Township and Range distant 1017^{0} feet, South 82°24 1/4' West from the Northeast corner of said Section 13, a total length of 3^{723} miles, and that no lake or lake bed, stream or stream bed is used for the said pipe line and that the map has been prepared to be filed for the approval of the Secretary of the Interior in order that the company may obtain the benefits of the Act of Congress approved February 15, 1901, entitled "An act relating to rights of way through certain parks, reservations and other public lands"; and I further certify that the right of way herein described is desired for a 3 inch pipe for the supply of water for general railroad purposes and [illegible] pipe line was constructed in the year 1903 and has been in constant use since that date; that said company by [illegible] Board of Directors has directed its proper officers to present said map for the approval of the Secretary of the Interior [illegible] order that the company may obtain the use of the grounds required for such pipe line under the provisions of the Act of February 15, 1901, (31 Stat. 790)

Attest:

Secretary.

Vice-President of the Central Pacific Railway Company.

01579



Nº of Courses	Stations	Deflections	Distances	True Courses
1	0+00		299^{5}	S.22°29'W.
2	2+99^{5}	4°13'L.	220^{0}	S.18°16'W.
3	5+19^{5}	6°38'R.	300^{0}	S.24°54'W.
4	8+19^{5}	3°15'L.	500^{0}	S.21°39'W.
5	13+19^{5}	1°36'R.	300^{0}	S.23°15'W.
6	16+19^{5}	1°00'R.	200^{2}	S.24°15'W.
7	18+19^{7}	5°33'R.	303^{2}	S.29°48'W.
8	21+22^{9}	5°40'R.	400^{0}	S.35°28'W.
9	25+22^{9}	1°04'L.	300^{0}	S.34°24'W.
10	28+22^{9}	1°13'L.	600^{0}	S.33°11'W.
11	34+22^{9}	1°31'R.	400^{2}	S.34°42'W.
12	38+23^{1}	0°18'L.	359^{3}	S.34°24'W.
13	41+82^{4}	10°23'R.	231^{5}	S.44°47'W.
14	44+13^{9}	5°15'R.	200^{0}	S.50°02'W.
15	46+13^{9}	4°08'R.	200^{0}	S.54°10'W.
16	48+13^{9}	4°40'R.	100^{0}	S.58°50'W.
17	49+13^{9}	8°52'R.	296^{5}	S.67°42'W.
18	52+10^{4}	0°24'R.	705^{5}	S.68°08'W.
19	59+15^{9}	1°14'L.	100^{0}	S.66°54'W.
20	60+15^{9}	2°48'L.	100^{0}	S.64°06'W.
21	61+15^{9}	3°05'L.	100^{0}	S.61°01'W.
22	62+15^{9}	4°45'L.	100^{0}	S.56°16'W.
23	63+15^{9}	5°24'L.	100^{0}	S.50°52'W.
24	64+15^{9}	5°16'L.	100^{0}	S.45°36'W.
25	65+15^{9}	0°02'L.	201^{3}	S.45°34'W.
26	67+17^{2}	2°23'L.	1100^{0}	S.43°11'W.
27	78+17^{2}	12°37'R.	700^{0}	S.55°48'W.
28	85+17^{2}	12°09'L.	215^{0}	S.43°39'W.
29	87+32^{2}	2°36'L.	584^{7}	S.41°03'W.
30	93+16^{9}	3°03'L.	100^{3}	S.38°00'W.
31	94+17^{2}	3°40'L.	199^{9}	S.34°20'W.
32	96+17^{1}	1°51'L.	100^{4}	S.32°29'W.
33	97+17^{5}	1°08'L.	900^{0}	S.31°21'W.
34	106+17^{5}	0°13'L.	899^{1}	S.31°08'W.
35	115+16^{6}	2°20'R.	100^{0}	S.33°28'W.
36	116+16^{6}	1°20'R.	100^{0}	S.34°48'W.
37	117+16^{6}	3°02'R.	100^{0}	S.37°50'W.
38	118+16^{5}	5°46'R.	100^{0}	S.43°36'W.

Nº of Courses	Stations	Deflections	Distances	True Courses
39	119+16^{6}	3°13'R.	949^{0}	S.46°[illegible]W.
40	128+65^{6}	1°01'L.	750^{0}	S.45°43'W.
41	136+15^{7}	1°45'L.	100^{0}	S.44°05'W.
42	137+15^{7}	1°48'L.	100^{0}	S.42°15'W.
43	138+15^{7}	3°04'L.	100^{0}	S.39°11'W.
44	139+15^{7}	2°00'L.	100^{0}	S.37°11'W.
45	140+15^{7}	1°00'L.	100^{0}	S.36°11'W.
46	141+15^{7}	0°05'R.	100^{0}	S.30°16'W.
47	142+15^{7}	6°48'R.	187^{2}	S.43°[illegible]W.
48	144+02^{9}	1°50'R.	214^{2}	S.44°54'W.
49	146+17^{1}	2°52'L.	374^{3}	S.47°02'W.
50	149+91^{4}	12°06'L.	226^{0}	S.29°58'W.
51	152+17^{4}	19°10'R.	100^{0}	S.49°06'W.
52	153+17^{4}	11°00'R.	100^{0}	S.60°06'W.
53	154+17^{4}	6°12'R.	203^{7}	S.66°18'W.
54	156+21^{1}	7°12'L.	231^{2}	S.59°[illegible]W.
55	158+52^{3}	4°40'L.	116^{5}	S.54°25'W.
56	159+68^{9}	35°12'L.	100^{0}	S.19°14'W.
57	160+68^{9}	12°24'R.	160^{6}	S.31°35'W.
58	162+29^{5}	2°57'R.	236^{8}	S.34°35'W.
59	164+66^{3}	12°14'L.	328^{0}	S.22°21'W.
60	167+94^{3}	9°13'R.	136^{1}	S.31°34'W.
61	169+30^{4}	25°05'R.	148^{6}	S.56°29'W.
62	170+70^{9}	7°22'L.	217^{0}	S.49°17'W.
63	172+96^{0}	11°49'L.	29^{0}	S.37°28'W.
64	173+25^{0}	12°57'L.	240^{6}	S.24°31'W.
65	175+65^{6}	23°33'L.	100^{3}	S. 0°58'W.
66	176+65^{9}	9°37'L.	100^{0}	S. 8°39'E.
67	177+65^{9}	10°13'L.	211^{6}	S.18°52'E.
68	179+77^{5}	12°11'R.	112^{4}	S. 6°4[illegible]E.
69	180+89^{9}	15°32'R.	257^{5}	S. 8°51'W.
70	183+47^{4}	14°00'R.	259^{9}	S.22°51'W.
71	185+07^{3}	21°31'R.	130^{7}	S.44°22'W.
72	187+38^{0}	8°24'R.	313^{4}	S.51°46'[illegible]
73	190+51^{4}	19°40'L.	160^{9}	S.32°05'W.
74	192+12^{3}	16°35'L.	147^{3}	S.18°31'W.
75	193+59^{5}	42°53'R.	119^{4}	S.59°24'W.
	194+79^{0}			
	Branch			
	193+59^{6}	6°53'R. from 74 pnd	180^{0}	S.25°2[illegible]
	195+39^{6}			

01579