

U. S. SURVEY  
No. 3001, ALASKA

Situated  
on the Taylor Highway at the east end of  
Boundary Airfield, at Boundary Post Office  
approximately 3½ miles west of the  
Alaska-Canada Boundary

Area: 4.90 Acres

Latitude 64° 04' 14.01" N. Longitude 141° 07' 00" W.  
(approximate) (approximate)

At U. S. Location Monument No. 3001

Surveyed By  
John M. Short, Cadastral Engineer

July 8 and July 9, 1952

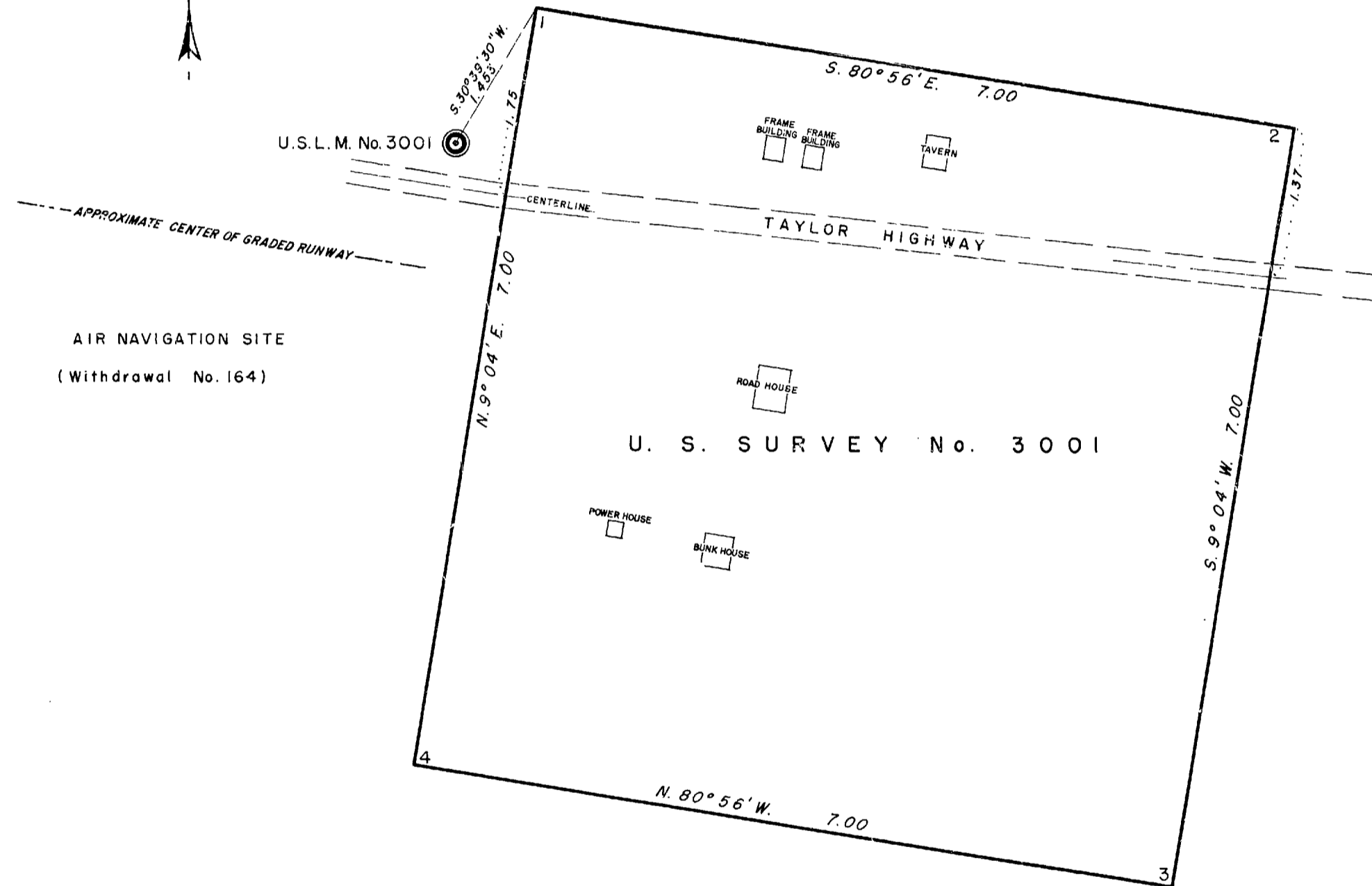
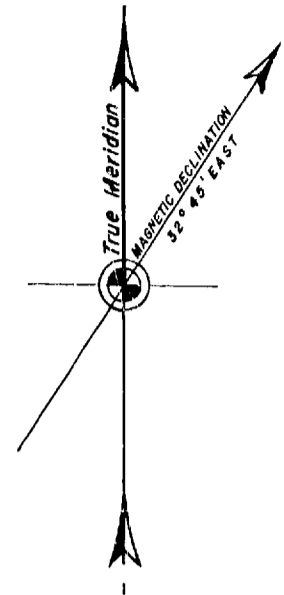
under Special Instructions dated  
February 23, 1950 and approved  
March 9, 1950

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT  
Washington, D. C., May 29, 1953

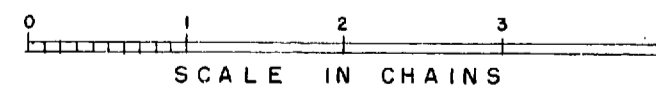
This plat is strictly conformable to the approved  
field notes, and the survey, having been correctly exe-  
cuted in accordance with the requirements of law and  
the regulations of this Bureau, is hereby accepted.

For the Administrator

*Ronald O. Clement*  
Assistant Chief, Division of  
Cadastral Engineering



AIR NAVIGATION SITE  
(Withdrawal No. 164)



ORIGINAL

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT

FIELD NOTES

242

OF

U.S. SURVEY NO. 3001

AND

ESTABLISHMENT OF U.S. LOCATION MONUMENT NO. 3001

SITUATED

ON THE TAYLOR HIGHWAY AT THE EAST END OF BOUNDARY AIRFIELD

AT BOUNDARY POST OFFICE, APPROXIMATELY 3½ MILES

WEST OF THE ALASKA-CANADA BOUNDARY

IN

Latitude 64°04'14.01" N.

Longitude 141°07'00" W.

(approximate)

AT U.S. LOCATION MONUMENT NO. 3001

Of the ..... Meridian,

In the ~~State~~ of ..... TERRITORY OF ALASKA

EXECUTED BY

JOHN M. SHORT, CADASTRAL ENGINEER

Under special instructions dated February 23, 1950, which provided

U.S. SURVEY  
for the surveys included under ~~Group~~ No. 3001, approved March 9, 1950

and assignment instructions dated June 12, 1952

Survey commenced July 8, 1952

Survey completed July 9, 1952

## U. S. SURVEY NO. 3001

## Chains

Survey commenced July 8, 1952 and executed with W. and L.F. Gurley transit No. 38,107, of which the horizontal plates are read by double opposite verniers to single minutes of arc, which is also the least count on the vernier of the vertical circle. After satisfactory tests, the instrument was found free from appreciable error and was approved by the Regional Chief, Division of Cadastral Engineering. Prior to beginning the survey, I examine the transit adjustments and find them correct.

All measurements are made with a 1/8 in. steel tape, 5 chains in length, graduated every link, the link at each end graduated to tenths. The tape was tested on a base laid out with a 66 foot standard steel tape and found correct. All measurements are made on the slope, and the vertical angle of each interval ascertained by the transit circle or a clinometer; the horizontal equivalents are entered in the field note record.

The geographical position of U.S. Location Monument No. 3001 is scaled from the U.S. Geological Survey Map "EAGLE", 1951 edition.

On July 9, 1952, at U.S. Location Monument No. 3001, in latitude  $64^{\circ}04'14.01''$  N., longitude  $141^{\circ}07'00''$  W., I take a series of altitude observations upon the sun for azimuth, each with the telescope in direct and reversed positions, observing opposite limbs of the sun, turning horizontal angles right from mark to sun.

Observation	Horizontal Angle	Vertical Angle	Time 150° Mer.
1	$48^{\circ}16'30''$ $50^{\circ}12'30''$	$40^{\circ}25'30''$ $41^{\circ}09'30''$	8:53:30 a.m.
Mean	$49^{\circ}14'30''$	$40^{\circ}47'30''$	
2	$48^{\circ}33'00''$ $50^{\circ}00'30''$	$40^{\circ}36'00''$ $41^{\circ}06'00''$	
Mean	$49^{\circ}16'45''$	$40^{\circ}48'00''$	
3	$48^{\circ}43'00''$ $49^{\circ}51'00''$	$40^{\circ}32'30''$ $41^{\circ}03'30''$	
Mean	$49^{\circ}17'00''$	$40^{\circ}48'00''$	
4	$48^{\circ}53'30''$ $49^{\circ}31'00''$	$40^{\circ}36'30''$ $41^{\circ}00'30''$	$9:00:15$ a.m. $8:56:52$ a.m.
Mean	$49^{\circ}16'15''$	$40^{\circ}48'30''$	

Course to mark 1st observation	N. $79^{\circ}37'35''$ E.
Course to mark 2nd observation	N. $79^{\circ}37'01''$ E.
Course to mark 3rd observation	N. $79^{\circ}36'46''$ E.
Course to mark 4th observation	N. $79^{\circ}39'11''$ E.
Mean of 4 observations	N. $79^{\circ}37'38''$ E.

The meridian thus computed agrees with that deflected from monuments on the Alaska-Canada boundary, corrected for convergency.

All lines of the survey are deflected from the true meridian and carried by fore and back sights.

The mean magnetic declination is  $32^{\circ}45'$  E.

Begin at point for Cor. No. 1, on the northerly side of the Taylor Highway, near the NE. corner of Air Navigation Site Withdrawal No. 164, and on the East boundary thereof. The bearings of the East boundary of Air Navigation Site Withdrawal No. 164 as identified on the ground is S.  $9^{\circ}04'$  W. The bearing of the centerline of the constructed runway is N.  $80^{\circ}56'$  W.

## U. S. SURVEY NO. 3001

Chains

Set an iron post, 2½ ins. diam., 28 ins. long, 26 ins. in the ground, with brass cap mkd.

S3001  
C1

1952

from which

U.S. Location Monument No. 3001, which is monumented as hereinafter described, bears S. 30°39'30" W., 1.453 chs. dist.

The NW. cor. of a frame building, 14x12 ft., longway S. 9° W., bears S. 62°55' E., 2.78 chs. dist.

The NW. cor. of a frame building, 14x12 ft., longway S. 9° W., bears S. 60°49' E., 2.41 chs. dist.

The NW. cor. of a log road house, 26x20 ft., longway S. 9° W., bears S. 32°10' E., 3.86 chs. dist.

Thence

S. 80°56' E., on line 1-2.

Ascend 8 ft. over gentle W. slope through dense willow brush.

7.00

Point for Cor. No. 2.

Set an iron post, 2½ ins. diam., 28 ins. long, 26 ins. in the ground, with brass cap mkd.

S3001  
C2  
1952

from which

The NE. cor. of a frame tavern, 20x14 ft., longway S. 9° W., bears S. 88°56' W., 3.35 chs. dist.

No other suitable bearing objects available.

S. 9°04' W., on line 2-3.

Over nearly level land through dense willow brush.

1.37

Center of Taylor Highway, graded 16 ft. wide, course N. 84°02' W.

7.00

Point for Cor. No. 3.

Set an iron post, 2½ ins. diam., 28 ins. long, 26 ins. in the ground, with brass cap mkd.

S3001  
C3

1952

Dig pits, 18x18x12 ins. deep, on lines 2-3 and 3-4, 6 lks. dist. from corner.

No suitable bearing objects available.

## U. S. SURVEY NO. 3001

Chains	N. 80°56' W., on line 3-4. Descend 8 ft. over W. slope through dense willow brush.
7.00	Point for Cor. No. 4. Set an iron post, 2½ ins. diam., 28 ins. long, 26 ins. in the ground, with brass cap mkd.  <div style="text-align: center;">           S3001            C4            1952         </div>
	from which  The SW. cor. of a frame power house, 10x10 ft., longway N. 9° E., bears N. 39°58' E., 2.735 chs. dist.  The SW. cor. of a log bunk-house, 20x18 ft., longway N. 9° E., bears N. 55°04' E., 3.20 chs. dist.
	N. 9°04' E., on line 4-1, along the E. bdy. of Air Navigation Site Withdrawal No. 104.  Over nearly level land through dense willow undergrowth.
3.75	Enter clearing for runway.
4.50	Approximate center of graded runway, extending N. 80°56' W. from this point.
5.25	Center of Taylor Highway, course S. 84°02' E., and N. 80°56' W., along N. edge of runway.
5.50	Enter dense willow brush.
7.00	Cor. No. 1, and point of beginning, containing 4.90 acres.

ESTABLISHMENT OF U.S. LOCATION MONUMENT NO. 3001

There being no U.S. Location Monument nor corner of the public land survey in the vicinity, I establish U.S. Location Monument No. 3001 as follows:

On the N. side of the Taylor Highway, which is at this point identical with the N. side of the airplane runway, at a point visible from all directions, I set an iron post, 2½ ins. diam., 28 ins. long, top flush with ground surface, with brass cap mkd.

USLM  
+  
NO 3001  
1952

from which

Cor. No. 1, U.S. Survey No. 3001, hereinbefore described, bears N. 30°39'30" E., 1.453 chs. dist.

The NW. cor. of log roadhouse bears S. 54°11' E., 3.448 chs. dist.

Approximate latitude 64°04'14.01" N.  
Approximate longitude 141°07'00" W.

U.S. SURVEY NO. 3001

Chains

GENERAL DESCRIPTION

This tract lies on a gentle W. slope at the easterly end of an airplane runway, and the portion within the tract between the roadhouse and the highway is used as a parking area.

All the area not cleared for highway, parking and building is covered with dense willow brush and moss. There is no timber. The soil is sandy loam.



## CERTIFICATE OF CADASTRAL ENGINEER

I, John M. Short, HEREBY CERTIFY upon honor that, in pursuance of special instructions bearing date of the 23rd day of February, 1950, I have surveyed U.S. Survey No. 3001 and Establishment of U.S. Location Monument No. 3001, situated on the Taylor Highway at the east end of Boundary Airfield at Boundary Post Office, approximately 3½ miles west of the Alaska-Canada Boundary of the Meridian, in the State of Territory of Alaska, which are represented in the foregoing field notes as having been executed by me and under my direction; and that said survey has been made in strict conformity with said instructions, the Manual of Instructions for the Survey of the Public Lands of the United States, and in the specific manner described in the foregoing field notes.

Juneau, Alaska  
February 3, 1953

*John M. Short*  
John M. Short  
Cadastral Engineer

## CERTIFICATE OF APPROVAL

BUREAU OF LAND MANAGEMENT,  
Washington, D. C., MAY 21 1953, 1953

The foregoing field notes of the survey of U.S. Survey No. 3001 and Establishment of U.S. Location Monument No. 3001, situated on the Taylor Highway at the east end of Boundary Airfield at Boundary Post Office, approximately 3½ miles west of the Alaska-Canada Boundary executed by John M. Short, Cadastral Engineer having been critically examined and found correct, are hereby approved.

*Donald B. Clement*  
Donald B. Clement  
Chief, Division of Cadastral Engineering.

## CERTIFICATE OF TRANSCRIPT

~~I CERTIFY that the foregoing transcript of the field notes of the above-described surveys in Alaska~~  
~~is a true copy of the original field notes.~~

Chief, Division of Cadastral Engineering.