

The resurvey herein described was commenced in 1946, by Carl S. Swanholm, Cadastral Engineer, using light-mountain solar transits No. 38123 made by W. & L.E. Gurley and No. 9222 made by Buff & Buff. The resurvey was continued and completed by Roger F. Wilson, in 1950, using light-mountain solar transit No. 23817 made by Buff & Buff. The instruments are equipped with full vertical circles and the improved Smith solar attachments, and conform to the standard specifications of the General Land Office. The instruments were in good adjustment and were approved, subject to satisfactory field tests, prior to the beginning of the survey.

The direction of the line was first determined and often checked by the solar transit method, later verified by observations on Polaris, as shown in the field note record, and carried forward as a transit line, taking the mean of direct and reversed sights at each instrument station, or where practicable by sighting on the objective monument. The boundary monuments are progressively visible.

The measurements were made with Lallie steel tapes, 5 chains in length, graduated every link for the first 100 links and thereafter at intervals of 10 links. The tapes were tested by comparison with Lufkin standard steel tapes and found correct. The measurements were made on the slope and the vertical angle of each interval was ascertained with the transit or clinometers in good adjustment. The horizontal equivalents are entered in the field note record.

Appendix No. 3, report of 1900, published by the Coast & Geodetic Survey, entitled "The Oblique Boundary Line between California and Nevada", gives the geographic position of each monument along the line, the reduced azimuths between monuments, monument descriptions, and other technical data pertinent to the establishment of the boundary line. Our observations give bearings in substantial agreement with the published azimuths.

RESURVEY OF A PORTION OF THE CALIFORNIA-NEVADA  
STATE BOUNDARY FROM MONUMENT NO. 1 to MONUMENT NO. 20.

Reestablishment and monumentation of the survey  
executed by the U.S. Coast and Geodetic Survey  
in 1893 to 1899.

Preliminary work in connection with this resurvey provided for the identification of, and erection of signal flags at, all monuments along the line, and the determination of azimuth at several stations by stellar or direct solar observations. Where monuments were intervisible true course was obtained by direct readings from the transit line, duly corrected for tangency.

"Initial 1894" Monument, on the SE. shore of Lake Tahoe, is a granite block set in a large concrete mass, showing 12x10x12 ins. above ground with a copper plug  $\frac{1}{2}$  in. diam., marked X in top center. On the SE. side and firmly set in the same concrete mass is Monument No. 1: a cut granite column, 12 ins. sq. at the base, 6 ins. sq. at the top, projecting  $4\frac{1}{2}$  ft. above ground and leaning slightly to the SW. On the true line from the Initial point, and on the NW. side of Monument No. 1, 10 ins. above the general ground level

Set a brass tablet,  $3\frac{1}{2}$  ins. diam., 3 inch stem, mkd.