

L. Friel, being duly sworn, says that he was employed to survey the railroad of the Pacific Electric Railway Company, a corporation; that said railroad was constructed prior to the 13th day of September, 1907, by the Pasadena and Mount Wilson Railway Company, a corporation organized under the laws of the State of California; that the Pacific Electric Railway Company, a corporation organized and existing under the laws of the State of California, is the successor in interest to said Pasadena and Mount Wilson Railway Company; that said railroad has been surveyed under his supervision, as follows:—

from "Initial Point", Station 0+00, being at the beginning of the Incline, from which the common corner of Sections 34 and 35, Township 2 North, and of Sections 2 and 3, Township 1 North, Range 12 West, San Bernardino Base and Meridian, bears North 13°18'43" West, 798.56 feet distant; thence North 28°00' West to Station 3+91.64, being a point in the west line of said Section 2, distant southerly along said west line 431.30 feet from said common corner of Sections 34, 35, 2 and 3; thence continuing North 28°00' West to Station 8+83.4 being a point in the south line of said Section 34, distant North 89°20'15" West, 230.75 feet from said common corner of Sections 34, 35, 2 and 3; thence in a northerly and northeasterly direction through surveyed lands to "Terminal Point", Station 189+64.98 at end of constructed line, from which the north quarter section corner of Section 35, Township 2 North, Range 12 West, San Bernardino Base and Meridian, bears South 12°43'45" East, 1706.75 feet distant; a total length of 4.036 miles;

that the survey of said railroad is accurately represented on this map and by the separately filed field notes, and that said railroad has actually been constructed on the line of said survey and is being operated for the carriage of freight and passengers, and that the constructed railroad conforms to the map and field notes which were placed on file in the General Land Office, on the 13th day of September, 1907, and conforms to the map and field notes which received the approval of the Secretary of the Interior on the 13th day of September, 1907.

Sworn and subscribed to before me  
this 17th day of March 1928

J. Adolph  
Notary Public

I, Paul Shoup, do hereby certify that I am the President of the Pacific Electric Railway Company; that the railroad described as follows:—

from "Initial Point", Station 0+00, being at the beginning of the Incline, from which the common corner of Sections 34 and 35, Township 2 North, and of Sections 2 and 3, Township 1 North, Range 12 West, San Bernardino Base and Meridian, bears North 13°18'43" West, 798.56 feet distant; thence North 28°00' West to Station 3+91.64, being a point in the west line of said Section 2, distant southerly along said west line 431.30 feet from said common corner of Sections 34, 35, 2 and 3; thence continuing North 28°00' West to Station 8+83.4 being a point in the south line of said Section 34, distant North 89°20'15" West, 230.75 feet from said common corner of Sections 34, 35, 2 and 3; thence in a northerly and northeasterly direction through surveyed lands to "Terminal Point", Station 189+64.98 at end of constructed line, from which the north quarter section corner of Section 35, Township 2 North, Range 12 West, San Bernardino Base and Meridian, bears South 12°43'45" East, 1706.75 feet distant; a total length of 4.036 miles;

was actually surveyed as set forth in the accompanying affidavit of L. Friel, the person employed by the Company in the premises; that the location of the constructed railroad conforms to the map and field notes which were placed on file in the General Land Office, on the 13th day of September, 1907, and conforms to the map and field notes which received the approval of the Secretary of the Interior on the 13th day of September, 1907, and to this map and the separate field notes filed herewith, and that the Company has in all things complied with the requirements of the Act of Congress approved March 3, 1875, entitled "An Act Granting to Railroads the Right-of-Way through the Public Lands of the United States":

President of the Pacific Electric Railway Company.

Secretary.

Secretary.

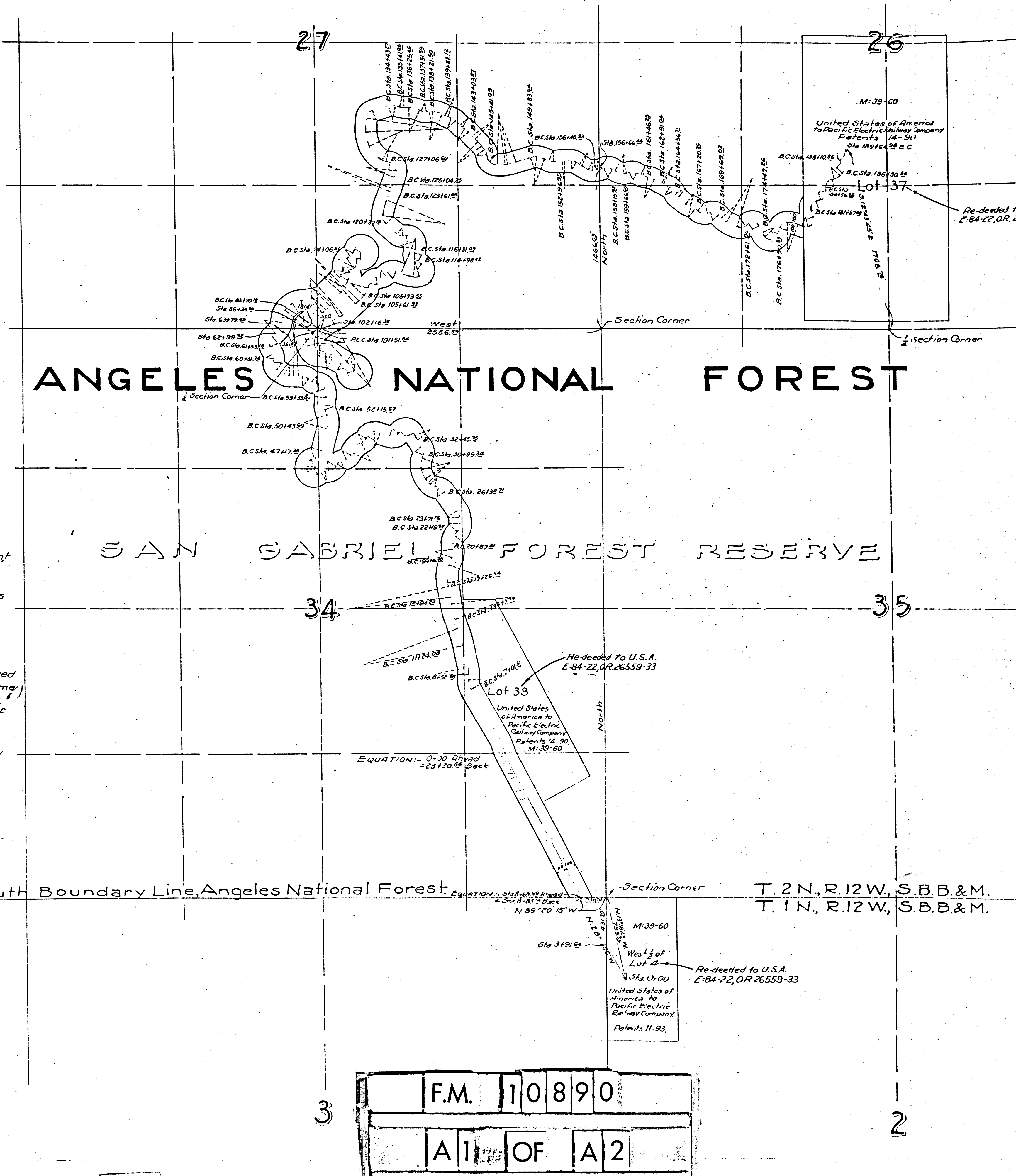
South Boundary Line, Angeles National Forest.

T. 2 N., R. 12 W., S. B. B. & M.  
T. 1 N., R. 12 W., S. B. B. & M.

MAP

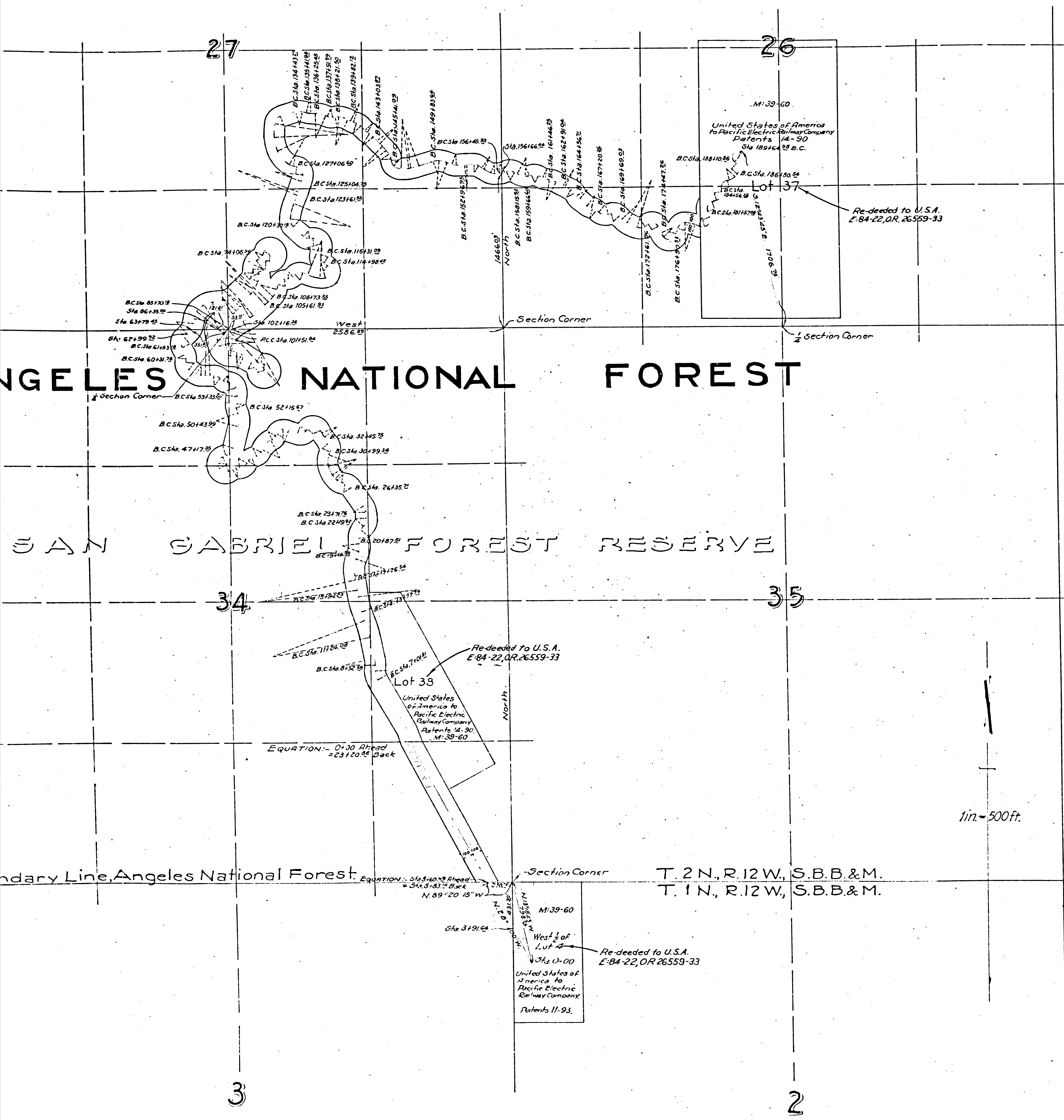
Showing definite location of constructed Pacific Electric Railway, in Los Angeles County, from Rubio Station, in N.W. 1/4 of Section 2, T. 1 N., R. 12 W., S. B. B. & M., to end of line at Mount Lowe Tavern, in S.W. 1/4 of Section 26, T. 2 N., R. 12 W., S. B. B. & M.

Scale:— 1 in. = 500 ft.



F.M. 10890  
A1 OF A2





F.M.	10890
A 2	OF A 2

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UNITED STATES LAND OFFICE  
 R Los Angeles, Calif.  
 March 30, 1928  
 Filed in duplicate this 30<sup>th</sup> day of March  
 1928 at 4:20 o'clock P.M. and I hereby certify  
 that the right of way as applied for affects  
 unpatented land.  
 B. B. Smith,  
 Register.

NOTE:-FOR FIELD NOTES OF THIS  
 SURVEY SEE E.S. 9403

PACIFIC ELECTRIC RAILWAY  
 Office of Chief Engineer  
 C.E. 6825