Department of Lands	Integration (ay of N.S.W. RECONNAISSANCE and MAINTENANCE REPORT 2	152 STATION LINGER JDIE (P) T.S. 5979
This Trig. Station has been.	Note: Cross out word or words which do not apply	L Ph: A-
1. Completely cleared to parmit 360° vision to	<del>2 vision to surrounding Trigs</del> .	Map Direct: 9233 UUNCOC No: 9233 Inspeced by: A GRAMAM Date: 10.5.76
2. Cleared by lanes bearing	1. 150° Mast	И <b>ட</b> .
3. Trig. Masi & Vanes have been painted white & black respectively. 🗸	S block respectively.	
4. The Trig. was unpiled/ <del>not unpile</del> d, dimensions now being:	s now being:	( 
Description of mark Shand Nwg	Description of markStard. Nivgshould be explicit, e.g. Steel plug, Brass plug, Bolt,Concrete Pillar	
Height of markOIS	week/concreteO.O.M. #### 6.L.	701
Height of Top Vanes to Top Mark/T <del>op pillar</del>	μ	
Height of Cairn	Diameter of Cairn 1. 8 of Bayes.	
Length of Mast 2:40. m. (approxi	(approximate if not unpiled)	weld El.o
5. AG1P1set in eene/rock has been placed/#£.221.m. bearing.	ed/اها جزیکا/.m. bearing روم المصلحين المعند المعند المعند المعند المعند المعند المعند المعند المعند ال	Sust Yac
6. A. Gt.P.2set in <del>conc</del> /soil has been placed # 4.247.m. bearing.		6 6 6
7. Aset in conc/soil has been placed/fdm. hearing.	ad/fdm. hearing	e en
8. Aset in conc/rock has been placed/fd -	sd/fdm. bearing	
9. Connection GIP 1 10. GIP 2 6.854. m. bearing 12009M	n. bearing / <b>90°</b> °M	R
10. Connectiontot.	- : m. bearing	*
11. Connectiontoto.	m. bearing	Date Record of Station
	ê	-
	12	
14. Diff. Ht. G/P 2 is 0-120 m. deve	n. above Irg Mig.	
15. Diff. Ht. G. (P. / is. 0.2// .m. above	n. den GIP2	
1/ Diff Ht is more than the second se	n, above	

Sation Diagram Morth Mor	Owners Name Gorfen Carton Linger DIE (P)T.S. 5972 Owners Name Gorfen Current Occupant Gorfen Address Stroud Roud Roud Roud Roud Roud Roud Roud R	Access 10-5-1976 E. E. E	
Lug	Not to Scale	Station Direction Direction	
	No. of the second	Direction 0.00 0	

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Depentment of Lands         RECONNAISSANCE and MAINTENANCE REPO           This Trig. Station has been:-         Note: Cross out word or words which do not apply           1. Gempletely elected to permit 360% vision to surrounding Trigs.         Note: Cross out word or words which do not apply           2. Cleared by lanes bearing         Note: Cross out word or words which do not apply           3. Trig. Mast & Vanes have been painted white & black respectively.         Image: Mast and the state of the s	NNNAISSANCE and MAINTENANCE REPORT s out word or words which do not apply from Trig. Mast v from Trig. Mast explicit, e.g. Steel plug, Brass plug, Bolt, G.I. Pipe explicit, e.g. Steel plug, Brass plug, Bolt, G.I. Pipe 	STATION $L_1NG_{12}E_R$ $A_{11}A_1$ $D_1E_1E_5$ $S972_1$ Co: GLOUCESTER     Ph.: A.A. $OYS_5$ $GRANT$ Map Sheet: $D_{21}NE_1Q_6$ No: $923_2$ Inspected by: W. McG1/JJURAY     Dote: $97-7-77_7$ Authority     Canting CastRal     MafPace       Date: $0.755$ Not to Scale $0.755$ $0.755$ $0.755$
permit 360 <sup>4</sup> vision to surrow ing من المعالم المعالم المعلم المعالم المعالم ما تو المعالم ا ما تو المعالم ا ما تو المعالم المعالم ما تو المعالم المعالم معالم معالم المعالم المعالم معالم المعالم المعالم معالم المعالم ال معالم المعالم المعالم المعالم المعالم الم	s out word or words which do not apply 	A.A. CoY'S No: 9 Field Book: No
<ol> <li>Gemplately cleared to parmit 360° vision to surrounding Trigs.</li> <li>Cleared by lanes bearing</li></ol>	<ul> <li>from Trig. Mast</li> <li>Y. /</li> <li>explicit, e.g. Steel plug, Brass plug, Bolt, C.I. Pipe</li> <li>explicit, e.g. Steel plug, Vass plug, Bolt, C.I. Pipe</li> <li>explicit e.g. Steel plug, Vass plug, Bolt, C.I. Pipe</li> </ul>	No No
<ol> <li>Cleared by Ianes bearing</li></ol>	from Trig. Mast ficit, e.g. Steel plug, Brass plug, Bolt, G.I. Pipe 	No N
<ol> <li>Trig. Mast &amp; Vanes have been painted white &amp; black respectively</li> <li>The Trig. was unpiled/not unpiled, dimensions now being: Description of mark/ce/Act/sc. OBS. (11168 should be Height of mark</li></ol>	۲۰ / explicit, e.g. Steel slug, Brass plug, Bolt, G.I. Pipe m مقصور G.L. Diameter of Vanes (vertical)	
<ol> <li>The Trig. was unpiled/not unpiled, dimensions now being: Description of mark CerrChrift</li></ol>	explicit, e.g. Sreel plug, Brass plug, Bolt, G.I. Pipe 	
Description of mark (2000, 2010, 2010, 2010, 2010) be Height of <u>Special</u> Height of Top Vanes to Top <u>Mark</u> , 7:3,2,4 m. Height of <u>Entine</u> , 7:3,2,3, m. Diameter of Cairn Length of Mast, 1:3,2,3, m. (approximate if not unpiled) 5. A&RP34, SPMSet in conc/exet has been <del>fraced</del> , 2:7,3,4 m, bear	explicit, e.g. Steel plug, Brass plug, Bolt, G.I. Pipe 	$\bigcirc$
Height of Tank	er of Vanes (vertical)	
Pillar,	Ē	
Length of Mast		0.629
5. ABRipgu Stillset in conc/rest has been proved		
	ring	
6. ACollect Network in concleading has been placed	ring	\$ 10.0
7. Aset in conc/soil has been placedm. bearing	ringb. from Trig. Mast	/·373
8. Aset in conc/rock has been placedm. bearing	ring	
9. ConnectionSRKEtoGenestNeid :	Wa	
10. Connectiontototo	Wa	
11, Connectionto	Wa	Date Record of Station
12. Connectiontoto	We	
13. Diff. Hr. BR.DRE. SPIKE is 1.538 m. above	Late	
14. Diff. Ht. Copper Mail is/ 442 m. Willar Platte.	lane.	
	BRIDGE SPIKE	
16. Diff. Ht. is is is above		the second s

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s Nilink Standpoint: BRDG# SKik Direction Station 359, 58, 600 DruksGor Rilak 53, 500 G. PRCK Mail 112, 204, 300 R. Hark 272, 04, 300 R. Ilak 272, 04, 300 R. Ilak	8 Kilink Standpoint: BRDG# SKK Direction Station 359, 58, 60 DKKSGG Rilak 53, 50, 60 RPGK Mail 112, 50, 60 STROUD 272, 04, 50 Rillak SRIGGG
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Ilist Standpoint: BRIDGLE SRIK Irrection Station Station 5.2.00 Co. REA MAIL 3.2.20 Co. REA MAIL 3.2.20 STROUD 0.4.50 RILAR	Ilitic Standpoint: BRIDGE SPIR Inection Station Station 5.5. 60 CaPIER Mark 5.2. 00 CaPIER Mark 0.4. 50 Rillar SRIGGOT
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III.     Standpoint: BRIDGLE SRIKE       III.     Standpoint: BRIDGLE SRIKE       III.     Standpoint: BRIDGLE SRIKE       5.5     T.S.       5.7     T.S.       5.8     D.L.NGGGG       5.1     D.L.NGGGG       5.1     D.C. Mark       5.3     A.S.       5.4     D.L.NGGGG       5.7     D.L.NGGGG       5.8     D.L.NGGGG       5.9     A.S.       5.9     A.S. <td>Itild     Standpoint:     BRIDGLE     Strind     Strind     Strind     Strind       Itild     Standpoint:     BRIDGLE     Strind     Direction     Strind     Strind       51.     Du Nichon     Mail     Direction     Strind     Strind     Strind       51.     Du Nichon     Mail     Direction     Strind     Strind     Strind       52.     Du Nichon     Strind     Direction     Strind     Strind       53.     AD     Strind     Direction     Strind       54.     Strind     Strind     Strind</td>	Itild     Standpoint:     BRIDGLE     Strind     Strind     Strind     Strind       Itild     Standpoint:     BRIDGLE     Strind     Direction     Strind     Strind       51.     Du Nichon     Mail     Direction     Strind     Strind     Strind       51.     Du Nichon     Mail     Direction     Strind     Strind     Strind       52.     Du Nichon     Strind     Direction     Strind     Strind       53.     AD     Strind     Direction     Strind       54.     Strind     Strind     Strind
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P     E-3     TURN RIGHT OFF MAIN TRACK To STELP TRACK TO STE	P     B:3     Takus Right     OF WAINS TRACK To       P     Standpoint: BRIDGE SPIRE     B:5     T.S.       Standpoint: BRIDGE SPIRE     Direction     Direction     Standpoint       S.T. OD     Standon     Direction     Standon       S.T. OD     STROUD     Standon     Direction       S.T. OD     STROUD     Strondon     Direction       S.T. OD     STROUD     Strondon     Direction       S.T. OD     STROUD     Direction     Direction
P     B.9     Turkin Richt of LURINS TRACK To STELEP TRACK STELEP TRACK TO STELEP TRACK TO	P     B:9     Turkin Richt of Lurin TRack To       P     Stado Richt of Lurin Track To       Stado Richt of Lurin Station     Stado Richt of Lurin Track To       Stado Richt of Lurin Station     Stado Richt of Lurin Station       Stado Richt of Lurin Station     State Richt of Lurin Station       Stado Richt Richt of State     State Richt of Lurin State       State Richt Richt State     State Richt of Lurin State       State Richt Richt State     State Richt of Lurin State       State Richt Richt State     State Richt of Lurin State       State Richt Richt State     State Richt State
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8.5 TARN RIGHT OF WAIN TRACK. 8.5 TARN RIGHT OF WAIN TRACK To STELP TRACK To 5.5 T.S. 5.5 T.S. 5.5 T.S. 5.6 DUNGOG RIA 5.6 DUNGOG RIA 5.6 DUNGOG RIA 5.6 DUNGOG RIA 5.7 29 00 5.7 20 00 5.7 20 00 5.7 20 5.6 DUNGOG RIA 5.6 DUNGOG RIA 5.7 DUNGOG RIA 5.6 DUNGOG RIA 5.6 DUNGOG RIA 5.6 DUNGOG RIA 5.6 DUNGOG RIA 5.6 DUNGOG RIA 5.7 DUNGOG RIA 5.6 DUNGOG RIA 5.7 DUNGOG RIA 5.7 DUNGOG RIA 5.6 DUNGOG RIA 5.7 DUNGOG RIA 5.7 DUNGOG RIA 5.6 DUNGOG RIA 5.7 DUN	A THAN LET OND OLD TRACK. B. 3 THAN LET OND OLD TRACK TO B. 3 THAN RIGHT OF WHIN TRACK TO STELP TRACK TO S
1 Track Lief and also TRACK. 1 The Standpoint: BRIDGE SPIRE 1 TRACK To 8 5 T.S. 8	1 1 1 1 1 1 1 1 1 1 1 1 1 1
10 TURN LEFT ONTO OLD TRACK. 11 P. Standpoint: BRIDGE SPICE 11 Standpoint: BRIDGE SPICE 11 Standpoint: BRIDGE SPICE 11 Standpoint: BRIDGE SPICE 12 20 GE PREK Mail 12 20 GE PREK PREK PREK PREK PREK PREK PREK PRE	10 TURN LEFT ONTO OLD TRACK. 10 TURN LEFT ONTO OLD TRACK. 11 Brandpoint: BRIDGE Shile 11 BR Strandpoint: BRIDGE Shile 11 BR Strandpoint: BRIDGE Shile 12 2 45 55 7.3. 5.5 7.5. 5.5
2     70     Тики ЦЕГТ ОНБ ОД ТРАСК.       8     Тики Кіснг об Данім Траск Те       8     Тики Кіснг об Данім Траск Те       8     5     Т.3.       8     5     Т.3.       8     5     Т.3.       8     5     7.3.       8     5     7.3.       8     5     7.3.       8     5     7.3.       8     7.3.     5.7.4.       8     7.3.     5.7.2.       8     7.3.     5.7.2.       8     7.3.     5.7.3.       8     7.3.     5.7.3.       8     7.3.     5.7.3.       8     5.5     7.3.	29     70     Turkiv     Lieft     anfa     alarck,       29     1     8-3     Turkiv     Lieft     anfa     Track     7       21     8-3     Turkiv     Richt     off     Marin     Track     7       21     8-5     7.3     8-5     7.3     5     5     7       25     20     Durkford     Milak     357.54     5     5     7       32     40     57.64     00     55.4     5     5     7       32     40     57.64     00     251.26     251.26     251.29       33     40     57.24     251.29     26
10 TURN LEFT ONTO OLD TRACK. 10 TURN LEFT ONTO OLD TRACK. 11 8-3 TURN RIGHT OFF WAIN TRACK To 12 00 Car Plan. 12 0	A THAN LEFT ONTO DED TRACK. P. TURN LEFT ONTO DED TRACK. B. 3 TURN KIGHT OFF WAINY TRACK TO STELP TRACK TO
<ul> <li>P. TUKN SHARK LEFT UK RDG-LE FORK</li> <li>P. TUKN SHARK LEFT UK RDG-LE FORK</li> <li>P. TUKN LEFT ONG OLD TRACK.</li> <li>P. TURN RIGHT OF MARIN TRACK TO STELP TO STELP TO STELP TACK TO STELP</li></ul>	<ul> <li>P</li> <li>P&lt;</li></ul>
29 29 29 29 29 20 20 20 20 20 20 20 20 20 20	Image     6-7     TURN     SHARP     LEFT     UP     R.DGAE     REDGAE       P     70     TURN     LEFT     NG     D.D. TRACK.       P     70     TURN     LEFT     NG     D.D. TRACK.       P     8-3     TURN     LEFT     NG     D.D. TRACK.       P     8-3     TURN     LLEFT     ONTO     D.D. TRACK.       P     8-3     TURN     LLEFT     ONTO     D.D. TRACK.       P     Staudpoint:     BRIDGLE     SREAF     TRACK     To       S1<00
27 TURN SHARP LEFT UP ROCK FEW 29 TURN LEFT ONTO DLD TRACK. 29 TURN KIGHT OFF WAIN TRACK TO 20 DUNGOG KING 25 LO DUNGOG KING 26 STROUD 26 STROUD 26 STROUD	<ul> <li>29</li> <li>21</li> <li>22</li> <li>22</li> <li>23</li> <li>24</li> <li>24</li> <li>25</li> <li>25</li> <li>26</li> <li>21</li> <li>27</li> <li>26</li> <li>27</li> <li>26</li> <li>27</li> <li>26</li> <li>27</li> <li>26</li> <li>27</li> <li>26</li> <li>27</li> <li>26</li> <li>27</li> <li>27</li> <li>2</li></ul>
1.7 TURN SHARP LEFT UP RIGGER FOR 70 TURN LEFT ONG OLD TRACK. 8.3 TURN LEFT ONG OLD TRACK. 8.3 TURN RIGHT OF MAIN TRACK TO 8.5 T.3. 8.5 T.3. 8.6 T.1. 8.6 T.2.05 G. 8.6 T.8. 8.6 T.3. 8.5 T.5. 8.5	1.7 TURN SHARP LEFT UP RIDGLE FLEW 1.7 TURN SHARP LEFT UP RIDGLE FLEW 1.0 TURN LEFT ONTO OLD TRACK. 1.0 TURN LEFT ONTO OLD TRACK. 1.0 TURN LEFT ONTO OLD TRACK. 1.0 TURN LEFT ONTO OLD TRACK. 1.1 TURN LEFT ONTO OLD TRACK. 1.1 TURN LEFT ONTO OLD TRACK. 1.2 TURN LEFT ONTO OLD TRACK. 1.1 TURN STRACH. 1.1 TURN ST
<ul> <li>1. TURN SHARP LEFT UP ROCHE FENCE</li> <li>2. TURN SHARP LEFT UP ROCHE FENCE</li> <li>3. TURN LEFT ONTO OLD TRACK.</li> <li>3. TURN RIGHT OF WAIN TRACK To STELP T</li></ul>	<ul> <li>March March March March March Liefr uf Richtle Flere</li> <li>March March Liefr uf Richt Te Turkn Strand Liefr uf Richt Te</li> <li>Turkn Kicht of Marin Track Te</li> <li>Turkn Kicht of Marin Track Te</li> <li>Stan Brindin Strandpoint: BRick Marin Track Te</li> <li>Stan Brindin Strandpoint: BRick Te</li> <li>Standpoint: BRick Te</li> <li>Standpoin</li></ul>
<ul> <li>A TURN LEFT UT ROCH FENCE</li> <li>A TURN LEFT OND OLD TRACK.</li> <li>TURN LEFT OND OLD TRACK.</li> <li>Turn off WRIN TRACK.</li> <li>Turn off WRI</li></ul>	<ul> <li>A Liver Clossing</li> <li>A Liver Clossing</li> <li>Turki Share Liefr uf Ridon frew</li> <li>Turki Liefr and Dis Track</li> <li>Turki Liefr and Dis Track</li> <li>Turki Standpoint: Bridge Splice</li> <li>Start of Namin Track To</li> <li>Start Mark To</li> </ul>
<ul> <li>4 Let ul Rocas La Rocas La Ruer al Rocas Reservaciónes</li> <li>4 Turku Shraef Let ul Rocas Reservaciónes</li> <li>5 Turku Shraef Let ul Rocas Reservaciónes</li> <li>6 Turku Let anto olo Do Tarcu Romanna Santan</li> <li>8 Turku Richt ol Manix Track To Steur Alian Sundonin: Brioca Stila</li> <li>8 Turku Richt ol Manix Track To Steur Track</li> <li>8 Turku Richt ol Track<!--</td--><td><ul> <li>Le RIVER CROSSING</li> <li>Ler UP RICHE FER</li> <li>TURN SHARP LEFT UP RICHE FERCE</li> <li>TURN LEFT ONFO OLD TRACK.</li> <li>TURN LIAN STROCK.</li> </ul></td></li></ul>	<ul> <li>Le RIVER CROSSING</li> <li>Ler UP RICHE FER</li> <li>TURN SHARP LEFT UP RICHE FERCE</li> <li>TURN LEFT ONFO OLD TRACK.</li> <li>TURN LIAN STROCK.</li> </ul>
133 Storn Storn GS ALVER CLOSSING 6.6 ALVER CLOSSING 6.7 TURN SHARP LEFT UP RICH. 70 TURN LEFT ONTO OLD TRACK. 8.3 TURN RIGHT OFF WRIN TRACK To 8.5 T.S. 8.5 T.S. 8.5 T.S. 8.5 T.S. 9.5 T.S. 9.5 T.S.	133 Stond GS 133 Stond GS 133 Stond Mark Construction 133 Stond Mark Construction 144 Standpoint: BRIDGLE Shile 153 Stond DANGCAE FLOW 150 TURN LIEFT WIT OF WAIN TRACK To 155 T.3. 55 T
66 RIVER CROSSING 6.6 RIVER CROSSING 6.7 TURN SHARP LEFT UT ROCH FENC 70 TURN LEFT and OLD TRACK. 8.3 TURN RIGHT OF WAIN TRACK TO 8.5 T.3. 8.5 T.3. 8	153 16.6 RIVER CROSSING 16.6
15.2 Multicula 2.2 Strong 6.5 2.1 Turku Sharef Left uf R.DG-12 Frack. 2.1 Turku Sharef Left uf R.DG-12 Frack. 2.1 Turku Sharef Left uf R.DG-12 Frack. 2.2 Turku Left onfo olds Track. 3.3 Turku Left onfo olds Track. 3.5 T.S. 5.5 T.S. 5.5 T.S. 5.5 T.S. 5.5 T.S. 5.5 T.S.	15.2 Multicula 2.2 Store and 2.1 Turkin Shared Left uf R.D.G.IE Flerch 2.1 Turkin Shared Left uf R.D.G.IE Flerch 2.2 Turkin Left on G olds TRACK. 8.3 Turkin Left on G olds TRACK. 8.3 Turkin Left on G olds TRACK. 8.5 T.S. 8.5 T.S. 8.5 T.S. 8.5 T.S. 8.5 T.S. 8.5 T.S. 8.5 T.S. 8.5 T.S. 8.5 T.S. 8.5 T.S. 8.6 Refer Maillon 8.6 Refer Maillon 8.6 Refer Maillon 8.6 T.S. 8.6 Refer Maillon 8.6 Refer Maillon 8.6 R.S. 8.6 T.S. 8.6 Refer Maillon 8.6 T.S. 8.6 T.S. 8.7
153 and also alle Ring 6-4 IRON GATE ON LEFT AR MILKING 166 RIVER CROSSING 167 TURN SHARP LEFT UR ROCHE FENC 170 TURN LEFT ONTO OLD TRACK TO 170 TURN LEFT ONTO OLD TRACK TO 170 STRACK TO 111 Standpoint: BRIDGE SRIKE 111 Standpoint: BRIDGE SRIKE 111 Standpoint: BRIDGE SRIKE 1122.05 45 01 32 RIJAN 122.05 45 01 32 RIJAN	1     6.4     1.000     6.4     1.000     1.401     0.1     1.411     0.1       1     1     1     1.000     6.4     1.000     1.000     1.610     1.000       1     1     1     1.000     1.000     1.000     1.000     1.000       1     1     1     1     1     1.000     1.000     1.000       1     1     1     1     1     1     1     1     1       1     1     1     1     1     1     1     1       1     1     1     1     1     1     1     1       1     1     1     1     1     1     1     1       1     1     1     1     1     1     1     1       1     1     1     1     1     1     1     1       1     1     1     1     1     1     1     1       1     1     1     1     1     1     1     1       1     1     1     1     1     1     1     1       1     1     1     1     1     1     1     1       1     1
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Access     19-10-1477       Access     10-147       Access     10-140       Access     10-147       Access     10-140       <	Are in care Are in care
Access 14-10-1477 Access 14-107 Access 14-107 Access 14-10 Access 14-107 Access 14-107 Access 14-107 Access 14-1477 Access 14-107 Access 14-147 Access 14-107 Access 14-147 Access 14	Are in care Are in care
Access     14-10-1477       Access/Acc     14-10-1470       Access/Acc     14-10-1470	After in case After in case
Bre iv zme	After in care After in care
Bre iv zme	After in care After in care
Brie in zone     Access     19-10-1977       Brie in zone     Davie of filian       Less     Davie of filian       Less     Salue and filian       Less     Salue on Lieft of Multimor       Less     Less       Less     Salue on Lieft of Multimor       Less     Less       Less     Less       Less     Access       Less     Less       Less     Less <td>After in care After in care</td>	After in care After in care
Rike in care Provide the filler Prove de filler Prove	Access     19-10-1477       Access     1400       Access     1000       Access       Access
Access 19-10-1977 Access 19-10-197 Access 19-10-1977 Access 19-10-1	Rive in care Provide de Rilar 123-10-arc de Rilar
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		GEO	DETIC STATION	GEODETIC STATION RECONNAISSANCE and MAINTENANCE REPORT	nd MAINTEN.	ANCE RE	VORT	STATION:	LINGER + DIE		(J) 29		No.: 5972
Description:	-		W	Note: Cross out word or words which do not apply	vords which do	not apply		MAP SHEET SCALE 1:250 000		NEWCASTLE			
1. Cleared by lane	Cleared by lanes bearing			from Trig. Mast	from Tr.	ig. Mast	-	INSPECTED BY:	Y: P. RDHNER	tnER	DATE:		81-10-18
2. Mast & Vanes h	Mast & Vanes have been painted white & I	d white &	د black respectively.	<u>^.</u>				AUTHORITY:	CHA		FIEL	FIELD BOOK:	
3, The station/pill	lar was unpiled/r	not unpile	ad/constructed on.	The station/pillar was unpilled/not unpilled/constructed on	, dimensions	now being		330	340 350	360	/ d1	20 /	30
Description of I	mark	nous	uld be explicit, e.g.	Description of markshould be explicit, e.g., S/Steel Pillar Plate, Steel plug, Brass plug, Bolt, G.I. Pipe	sel plug, Brass	plug, Bolt,	G.I. Pipe	Station Diagram	gram	North		Not to Scale	ale
Height of mark	Height of markm. <sup>above</sup> rock/concrete;	<sup>bove</sup> rock/	'concrete;	Mark ism. <sup>above</sup> G.L.	bove G.L.								
Height of Top	Height of Top Vanes to Top Mark/Pillar pl	ark/Pillar	platem.		Diameter of Vanes (vertical)m.	tical)	Ë	0					
Height of Cairn	Height of Cairnm.		Diameter of C	Diameter of Cairnm.	Name Plate found/not found/placed.	nd/not fou	nd/placed.	LE J	צרופאערא		MODIFIED	Q	<b>`</b> _
Length of Mast	t	m.	Length of Mast	ot unpiled)				000	ACCESS	553			<u>)</u> è(
4. A	Aset in conc/rock	conc/roc	k has been placed.	has been placed/found, bearing <sup>o</sup> M from Mast/Plug/Pillar	M from Masi	t/Plug/Pillء		10					<u> </u>
5. A	Aset in conc/rock	conc/roc	k has been placed.	has been placed/found, bearing <sup>o</sup> M from Mast/Plug/Pillar	<sup>a</sup> M from Masi	t/Plug/Pills	<u> </u>	53		RACKTAGE	ų		<u>γ</u> ς /
6. A	Aset in conc/rock	conc/roc	ik has been placed.	has been placed/found, bearing <sup>o</sup> M	<sup>2</sup> M from Mast	from Mast/Plug/Pillar		osz					
7. А.	Aset in conc/rock	conc/roc	k has been placed.	has been placed/found, bearing°M	°M from Ması	from Mast/Plug/Pillar		0/Z		+			90
Action required	ł			8. Action required:		******		560					
STANDPOINT:				STANDPOINT:									
Mark	Direction	Horiz. Distance	Height Difference	Mark	Direction	Horiz. Distance	Height Differance	- s					
			above standpt. below	- 2			below standpt.	540					
			above standpt.				below standpt.	<u> </u>					f
			above standpt.				above below standpt	530					
			above standpt. below				below standpt.						an a
			above standpt.				below standpt.						
			above standpt. below					52					
			above standpt.				above tuelow standpt.	/ 210 /	200 / 190	180	1/20	160	150
Descend his	4					Number of H T M Count			č				

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	Owner's Name:
	Address:
	Phone:
	ACCESS
	Access Raport of 0. / S / 19. The was found suitable/insuitable.
	U.O AT STROUD RD RAILWAY BR / ON RUCKETTI WAY /
	TRAVEL TOWARD GLOUCESTER
	7.1 RIVER CROSSING
	7.2 SHED AND NEW GATE ON YRUPLET
	TUBU TET UD BACT
This sertion to be completed by officer construction piller	8.8 " RIGHT OFFTRACK IN A SHARP ANGLE / AT BLAZED PREFY
	FOLLOW TRACK INP WILL TO / VCOV (TEED / STUTY )
Original station mark found/not found.	YOUR LEFT
Description of mark:	9.2 TRIG.
Original beacon found/not found.	
Description of beacon:	
Height Too of Vanes to ∓on Mark	Date Record of Station
above above	
Height of markm. below rock/concm. below G.L.	
Diameter of Vanesmm. Height of Cairnm.	***************************************
Original Beacon has/has not been destroyed by me.	

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