

~~SECRET~~ Pacific Southwest Region  
HOLMES & NARVER, Inc.

ENGINEER - ONYR

TO: DAVID L. MARVER, C.E.

FROM: H. L. DIETZE

SILVER... THE TO PLANE COORDINATE SYSTEM

DATE: APRIL 1953

REPOSITORY  
COLLECTION

Attached are three reports covering the following subject job:

- Field Book #1014, page 1
- Field Book #1016, page 1
- Field Book #1050, page 1
- Abstract Nos. 1 - 5
- Bearing and Distance Data
- Traverse Sheet
- Computation of ...

The material contains information affecting the national defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C., Sec. 793 and 794, and the transmission or revelation of such information in any manner to an unauthorized person is prohibited by law.

The following procedure was used in the development of the Traverse data to the Preliminary Plane Coordinate System:

- (1) Solution of Air - Oboc - Gell using the observed angles and the P.P.C.S. distance, Air - Oboc.
- (2) Computation of the P.P.C.S. coordinates of Oboc and Gell based on P.P.C.S. coordinates of Air.
- (3) Computation of P.P.C.S. coordinates of Oboc and Gell developed by applying the observed angles and the P.P.C.S. distance, Air - Oboc. It gave a direct check on the P.P.C.S. coordinates of Oboc and Gell in the result of a traverse bearing development and the distance Air - Oboc. The distance Air - Oboc was evidently a better value than that derived from the traverse data.
- (4) Computation of the P.P.C.S. coordinates of Oboc and Gell, using the existing P.P.C.S. coordinates of Air and the distance Air - Oboc.
- (5) Solution of the Oboc - Gell distance using the observed angles and the distance Oboc - Air.
- (6) Computation of the P.P.C.S. coordinates of Oboc and Gell using the bearings developed by applying the observed angles to the P.P.C.S. distance, Air - Oboc, and the distances derived in (5). The distance Air - Oboc was adjusted by 0.1 feet to obtain a better value.
- (7) Redevelopment of the traverse data using the bearings developed in (6).

Field Book and Abstracts

The rejection is due to a copy of a map of the area in which the traverse was made. The map shows a bearing of 100 degrees for the traverse line. The bearing in the field book is 105 degrees. These were corrected to 100 degrees.

DEPARTMENT OF ENERGY DEVELOPMENT

SINGLE REVIEW AUTHORIZED BY: AASINIS 9/11/73	DETERMINATION (CIRCLE NUMBER) 1. CLASSIFICATION RETAINED 2. CLASSIFICATION CHANGED 3. CONTAINS NO DOE CLASSIFIED INFO 4. COORDINATE WITH 5. CLASSIFICATION CANCELLED 6. CLASSIFIED INFO BRACKETED
REVIEWER (ADD): J.D. LAM	
NAME: DATE: 7/29/74	

Handwritten notes and signatures at the bottom of the page.

HOLMES & NARVER, Inc.

ENGINEERS-CONSTRUCTORS

TO: DAVID L. HANLEY, JR.

JOB: 104-1000-100

FROM: E. L. DIETZE

RE: SURVEYING - CONTROL THE TO PLANE COORDINATE

SYSTEM

DATE: 27 APRIL 1953

PAGE 2.

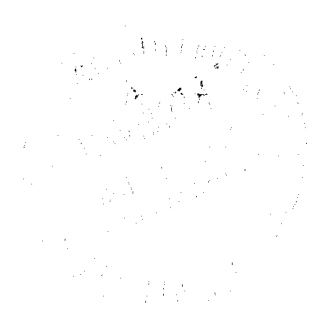
An examination will disclose that the work is a third order specifications, as required by the letter of D. L. Narver dated 1-21-53, regardless of the interpretation of the Field Order.

An immediate check of the work will be made. The results will use these values for work in the field. The results will be reported as advised.

*E. L. Dietze*  
E. L. DIETZE  
V. P. ENGINEER

HLD:MPC:jws  
Encls.  
cc: E. S. Hammond  
Surveys JS  
HO Chrono  
HO Central  
JS Chrono  
JS Central  
JS Engineering

*Copy to Hammond  
1/4/53*



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