

I 59 R 26

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and
SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

Distances from Center of Roadway for Cross-Sectioning
Roadway 16 feet wide, Side Slopes 1 on 1.
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	0
1	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	1
2	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	2
3	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	3
4	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	4
5	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	5
6	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	6
7	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	7
8	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	8
9	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	9
10	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	10
11	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	11
12	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	12
13	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	13
14	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	14
15	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	15
16	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	16
17	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	17
18	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	18
19	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	19
20	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	20
21	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	21
22	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	22
23	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	23
24	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	24
25	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	25
26	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	26
27	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	27
28	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	28
29	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	29
30	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	30
31	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	31
32	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	32
33	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	33
34	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	34
35	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	35
36	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	36
37	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	37
38	46.0	46.1	46.2	46.3	46.4	46.5	46.6	46.7	46.8	46.9	38
39	47.0	47.1	47.2	47.3	47.4	47.5	47.6	47.7	47.8	47.9	39
40	48.0	48.1	48.2	48.3	48.4	48.5	48.6	48.7	48.8	48.9	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be $30.6 + (20 - 16) \div 2$ or 2 ft. added to $30.6 = 32.6$. For slopes of 1 on 1½ see inside of back cover.

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Fd IN FOLDER OF C. KRAUSE
2/9/94

The paper stock of this book is made of a high grade 50% rag paper having a water resisting surface and is sewed with Bing Special Enamel Waterproof Thread.

Made in U. S. A.

DISTRICTS

PAGES

MARCELL

2-

T 59 N R 26 W
MARCELL DIST.

STARTED AT $\frac{1}{4}$ COR. OF SEC'S. 15 & 16
AND WALKED SOUTH ON OPEN BLAZED
LINE FROM COUNTY ROAD TO SEC. COR.
WHICH WAS MARKED BY $1\frac{1}{2}$ " I.P. SET
BY ITASCA CO.

CHAINED SOUTH 1333' SPLIT OF
ORIG. DIST. (2666') TO APPROX. N $\frac{1}{16}$
BET. S-21 & S-22 AND FOUND 1" OD
IRON PIPE AT 1348' (I DON'T KNOW
WHO SET) NOTHING RECORDED AT COURT-
HOUSE

I CHAINED WEST BET. S-16 & 21 2655'
AND FOUND THE $\frac{1}{4}$ COR. MARKED BY
F.S. MON.

I THEN MARK E $\frac{1}{16}$ BET. S 16 & 21
AS APPROX. $\frac{1}{16}$

CHAINED SOUTH 1333 TO NE $\frac{1}{16}$ OF S-21
WHICH I MARK AS APPROX NE $\frac{1}{16}$ WITH
A CEDAR FENCE POST (SQUARD.)

$\frac{1}{4}$ COR. F.S. EST. COR CON. MON. IN ROAD
WITH BT'S.

$1\frac{1}{2}$ " IRON PIPE BY ITASCA CO.
WITH 3 BT'S.

$\frac{1}{4}$ F.S. EST. 2" I.P. WITH BT'S.
IN TAM. SWAMP.

FSLP ON 6" ASPEN 35' WEST OF WYE IN
ROAD AS APPROX. COR. IN ROAD.

FSLP ON 6" ASPEN S 12° E 23'
AS WITNESS TO POST.
CORNER FALLS IN OLD FENCE LINE
RUNNING NORTH AND EDGE OF FIELD.

T 59 N R 26 W
MARCELL DIST.

THEN FROM NE $\frac{1}{16}$ OF S-21 I ~~R~~
CHAINED EAST 1327' (SPLIT) TO
THE N $\frac{1}{16}$ Bet S-21-S-22 AND
MARK WITH A 3" SQUARE ASH POST
FOR APPROX. COR.

CHAINED FROM SEC. COR. 15, 16, 21-22
SOUTH 2666. AND FOUND $1\frac{1}{2}$ " I.P.
BY CO.

MAGNETIC ATTRACTION AREA

THEN WENT TO SEC COR. 21-22-27-28
NOW MARKED BY F.S. 2" IRON PIPE
CHAINED SOUTH TO N $\frac{1}{16}$ Bet 27-28
WHICH IS MARKED BY 2" F.S. IRON PIPE
(DIST. 1321.5')

TRUE BEARING FROM N $\frac{1}{16}$ TO SEC. COR.
N 3° W - FROM SEC. COR. SOUTH TO N $\frac{1}{16}$
TRUE BEARING WAS S 6° E

FSLP ON 12" ASH S 12° E 13'
TO WITNESS ASH POST

FOUND $1\frac{1}{2}$ " I.P. WITH BT's.
SHOULD BE FIXED UP AGAIN.

FOUND IRON PIPE 2" F.S. EST.
WITH BT's. OK

FOUND F.S. EST. 2" I.P. WITH BT's
BRUSHED LINE RUNS N $\frac{1}{2}$ S

WE OPENED LINE NORTH FROM $\frac{1}{16}$ TO SEC. COR.
FOR TRUE LINE (LATER WILL POST.)

T 59 N R 26 W
MARCELL DIST.

Return to Sec. Cor. 21-22-27-28
CHAIN EAST TO $\frac{1}{4}$ COR. 2609.5'
FOUND $1\frac{1}{2}$ " IRON PIPE ITASCA CO.
WE RAN PICKET LINE Bet. S.C. $\frac{1}{4}$
AS IT IS ONLY WAY AT THIS TIME TO
MAKE SURE WHERE TRUE LINE SHOULD
BE. OLD OPEN LINE BY COUNTY WAS
A RANDOM LINE

PICKET LINE FALLS APPROX 20' NORTH OF
SEC. COR. FROM $\frac{1}{4}$ COR. TO THE EAST.

I THEN CORRECT BY OFFSET OF $10'$ ^{SOUTH} AT
APPROX $W\frac{1}{16}$ Bet. 22-27 AND CHAIN
THE DIST. OF 1309.5' AND SET SQUARE
CEDAR POST FOR APPROX. COR.

CHAIN ON RIBBON LINE I RAN SOUTH
FROM $W\frac{1}{16}$ S22-27 TO $NW\frac{1}{16}$ OF S-27
1322' AND MARK, THEN CHAIN WEST ON
RIBBON LINE I RAN WEST TO $N\frac{1}{16}$ Bet.
S-27-S-28 AND WE COME OUT 40'
NORTH OF F.S. IRON PIPE, BEARING
THEN CORRECT TO $N82^\circ E$ CHAINED EAST

FOUND I.P. BY COUNTY WITH B.T's.

FSLP ON $14"$ W. SPRUCE SW $16'$

T 59 N R 26 W

BACK TO NW $\frac{1}{16}$ of sec. 27
1304.5' AND SQUARD 3" SPRUCE AS
APPROX. COR.

THEN CONTINUE LINE EAST
1304.5' TO CN $\frac{1}{16}$ OF S-27 AND
MARK, CHAIN NORTH ON RIBBON LINE
TO $\frac{1}{4}$ COR Bet. 22-27 1322' AND
COME OUT 90' WEST OF $1\frac{1}{2}$ " I.P.
CHAINING GOOD 5' CORRECTION TO MAKE
BACK AT CN $\frac{1}{16}$. WE CORRECT LINE BACK

CN $\frac{1}{16}$ WE CONTINUE SOUTH FROM APPROX.
COR. WHICH IS ASPEN POST SQUARD, TO
CENTER OF SECTION. 27. WE FIND OLD
BLAZED LINE APPROX. HALF WAY TO LAKE
AND FOLLOW TO LAKE AND EST. APPROX.
Center $\frac{1}{4}$

THEN GO BACK TO CN $\frac{1}{16}$ S-27 AND CONT.
EAST TO LAKE AND RIBBON LINE ACROSS
THIS PROPERTY FOR SALE TO NORTH OF
THIS LINE F.S. LAND NORTH

F.SLP ON 4" SPRUCE NE

FSLP ON ~~4"~~^{12"} ASPEN 4' SOUTH

FSLP ON 10" BIRCH ON side slope
EAST BANK OF LAKE

Sec 13

WANT TO EST. CE $\frac{1}{16}$ OF SEC. 13
FOR PRIVATE LAND TO THE SOUTH

I FOUND $1\frac{1}{2}$ " IRON PIPE SET BY ITASCA CO.
ON SOUTH SHORE OF LITTLE BASS LAKE
AND MARK FOR TARGET TO SEE BY TRANSIT
FROM THE NORTH

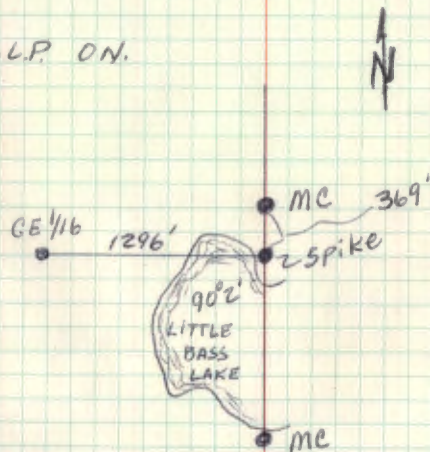
I THEN FIND M.C. ON NORTH EDGE OF
LAKE AND SET OVER IRON PIPE.
CHAINED SOUTH 369' ON TO LAKE AND
TURN $90^{\circ}2'$ AND CHAIN 1296' EAST ON THIS
LINE AND EST. APPROX. CE $\frac{1}{16}$ OF SEC. 13

INFORMATION ABOUT THIS SECTION (13) WAS
GOTTEN FROM RECORDS AT ITASCA CO COURT
HOUSE IN GRAND RAPIDS, MN.

$1\frac{1}{2}$ " I.P. ITASCA CO, MON. M.C. COP.
AT BASE OF SLOPE IN WATER - LINE CUT
NORTH
~~T~~ INS PRUCE TO THE EDGE OF LAKE

M.C. $1\frac{1}{2}$ " I.P. ITASCA CO, MON. SET AT TOE
OF SLOPE IN WATER.

F.S.L.P. ON.



END OF
BOOK