

T14IN R25W R18E3

T14IN

R25W

Block #3

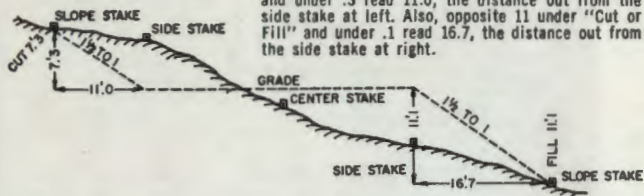
Traverse

Notes

DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING

Roadway of any Width. Side Slopes 1½ to 1.

In the figure below: opposite 7 under "Cut or Fill" and under .3 read 11.0, the distance out from the side stake at left. Also, opposite 11 under "Cut or Fill" and under .1 read 16.7, the distance out from the side stake at right.



Cut or Fill	Distance out from Side or Shoulder Stake										Cut or Fill
	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.0	0.2	0.3	0.5	0.6	0.8	0.9	1.1	1.2	1.4	0
1	1.5	1.7	1.8	2.0	2.1	2.3	2.4	2.6	2.7	2.9	1
2	3.0	3.2	3.3	3.5	3.6	3.8	3.9	4.1	4.2	4.4	2
3	4.5	4.7	4.8	5.0	5.1	5.3	5.4	5.6	5.7	5.9	3
4	6.0	6.2	6.3	6.5	6.6	6.8	6.9	7.1	7.2	7.4	4
5	7.5	7.7	7.8	8.0	8.1	8.3	8.4	8.6	8.7	8.9	5
6	9.0	9.2	9.3	9.5	9.6	9.8	9.9	10.1	10.2	10.4	6
7	10.5	10.7	10.8	11.0	11.1	11.3	11.4	11.6	11.7	11.9	7
8	12.0	12.2	12.3	12.5	12.6	12.8	12.9	13.1	13.2	13.4	8
9	13.5	13.7	13.8	14.0	14.1	14.3	14.4	14.6	14.7	14.9	9
10	15.0	15.2	15.3	15.5	15.6	15.8	15.9	16.1	16.2	16.4	10
11	16.5	16.7	16.8	17.0	17.1	17.3	17.4	17.6	17.7	17.9	11
12	18.0	18.2	18.3	18.5	18.6	18.8	18.9	19.1	19.2	19.4	12
13	19.5	19.7	19.8	20.0	20.1	20.3	20.4	20.6	20.7	20.9	13
14	21.0	21.2	21.3	21.5	21.6	21.8	21.9	22.1	22.2	22.4	14
15	22.5	22.7	22.8	23.0	23.1	23.3	23.4	23.6	23.7	23.9	15
16	24.0	24.2	24.3	24.5	24.6	24.8	24.9	25.1	25.2	25.4	16
17	25.5	25.7	25.8	26.0	26.1	26.3	26.4	26.6	26.7	26.9	17
18	27.0	27.2	27.3	27.5	27.6	27.8	27.9	28.1	28.2	28.4	18
19	28.5	28.7	28.8	29.0	29.1	29.3	29.4	29.6	29.7	29.9	19
20	30.0	30.2	30.3	30.5	30.6	30.8	30.9	31.1	31.2	31.4	20
21	31.5	31.7	31.8	32.0	32.1	32.3	32.4	32.6	32.7	32.9	21
22	33.0	33.2	33.3	33.5	33.6	33.8	33.9	34.1	34.2	34.4	22
23	34.5	34.7	34.8	35.0	35.1	35.3	35.4	35.6	35.7	35.9	23
24	36.0	36.2	36.3	36.5	36.6	36.8	36.9	37.1	37.2	37.4	24
25	37.5	37.7	37.8	38.0	38.1	38.3	38.4	38.6	38.7	38.9	25
26	39.0	39.2	39.3	39.5	39.6	39.8	39.9	40.1	40.2	40.4	26
27	40.5	40.7	40.8	41.0	41.1	41.3	41.4	41.6	41.7	41.9	27
28	42.0	42.2	42.3	42.5	42.6	42.8	42.9	43.1	43.2	43.4	28
29	43.5	43.7	43.8	44.0	44.1	44.3	44.4	44.6	44.7	44.9	29
30	45.0	45.2	45.3	45.5	45.6	45.8	45.9	46.1	46.2	46.4	30
31	46.5	46.7	46.8	47.0	47.1	47.3	47.4	47.6	47.7	47.9	31
32	48.0	48.2	48.3	48.5	48.6	48.8	48.9	49.1	49.2	49.4	32
33	49.5	49.7	49.8	50.0	50.1	50.3	50.4	50.6	50.7	50.9	33
34	51.0	51.2	51.3	51.5	51.6	51.8	51.9	52.1	52.2	52.4	34
35	52.5	52.7	52.8	53.0	53.1	53.3	53.4	53.6	53.7	53.9	35
36	54.0	54.2	54.3	54.5	54.6	54.8	54.9	55.1	55.2	55.4	36
37	55.5	55.7	55.8	56.0	56.1	56.3	56.4	56.6	56.7	56.9	37
38	57.0	57.2	57.3	57.5	57.6	57.8	57.9	58.1	58.2	58.4	38
39	58.5	58.7	58.8	59.0	59.1	59.3	59.4	59.6	59.7	59.9	39
40	60.0	60.2	60.3	60.5	60.6	60.8	60.9	61.1	61.2	61.4	40

Property of:

USPA Forest Service
Deer River Ranger District
Deer River, MN 56636



The paper in this book is made of 50% high grade rag stock with a WATER RESISTING surface sizing.

Index
USFS, CASS COUNTY
BOOK 3 of 4

LAND CORNER MONUMENTS

INDEX

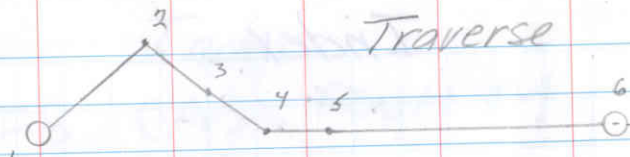
T. 141N R. 25W 5th MER.

	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
A																								
B																								
C	6					5					4				3					2				1
D																								
E																								
F																								
G	7					8					9				10					11				12
H																								
J																								
K																								
L	18					17					16				15					14				13
M																								
N																								
O																								
P	19					20					21				22					23				24
Q																								
R																								
S																								
T	30					29					28				27					26				25
U																								
V																								
W																								
X	31					32					33				34					35				36
Y																								
Z																								

Index

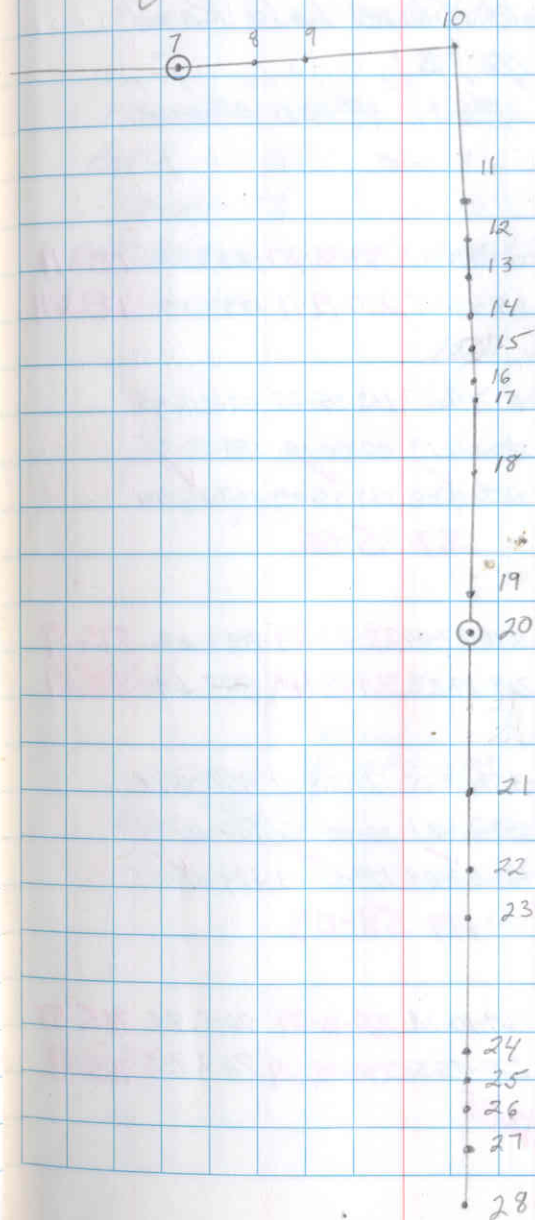
A large blue-lined grid for an index, consisting of 26 columns and 26 rows. The grid is currently empty.

1



Diagram

1



2

T141N R25W

Traverse of old Shore Lake Road

Secs 17, 16, 21₀STA 1st H&D 2nd H&D 3rd H&D 4th H&D

H&D

Dist 1-2 90-21-11 269-38-05 ~~269-38-27~~ 1233.13 1233.11Dist 2-1 89-40-23 270-18-45 ~~270-19-11~~ 1233.13 1233.11

FS 3 267-35-29 87-35-27 267-35-27 87-35-25

BS 1 00-00-25 180-00-19 00-00-18 180-00-31

T@ 2 267-35-04 267-35-08 267-35-09 267-35-04

267-35-06

Dist 2-3 89-32-07 270-27-04 ~~270-27-29~~ 893.62 893.59Dist 3-2 90-29-46 269-29-22 ~~269-29-48~~ 893.64 893.61

FS 4 179-58-26 359-58-25 179-58-29 359-58-24

BS 2 00-00-27 180-00-21 00-00-26 180-00-19

T@ 3 179-57-59 179-58-04 179-58-03 179-58-05

179-58-03

Dist 3-4 90-49-07 269-10-04 ~~269-10-29~~ 765.95 765.87Dist 4-3 89-13-10 270-45-58 ~~270-46-24~~ 765.95 765.88

JWR 6/26/85

June 19, 1985

2

Clear, warm, breeze

PC to G. Kosenko

T-2 SKN 265184

TTR B. Ausk

Red IA SKN 4863

Aide G. Robertson

EGF = +1

BPR = 29.5 Temp = 75°F STA 1 =

7.8
18.17

1233.11

1920 J. Caro Iron Pipe

See: BK 2 pg 24



STA 2 = 60d spike

893.60

STA 3 = 60d spike
middle of old running
south

765.88

3

T141N R25W

Traverse cont'd from pg 2

STA 1st H&D 2nd H&R 3rd H&D 4th H&R
H&R

FS 5 144-47-40 224-47-31 144-47-38 321-47-35

BS 3 00-00-23 190-00-22 00-00-19 190-00-23

T@ 4 144-47-17 144-47-12 144-47-20 144-47-12

144-47-15

Dist 4-5 90-55-36 269-08-41 269-04-03 560.11 560.04

Dist 5-4 89-07-43 270-51-27 270-51-52 560.07 560.01

FS 6 179-32-15 359-32-12 179-32-13 359-32-06

BS 4 00-00-24 190-00-15 00-00-21 190-00-16

T@ 5 179-31-51 179-31-59 179-31-52 179-31-50

179-31-53

Dist 5-6 89-27-25 270-31-46 270-32-11 2640.81 2640.69

Dist 6-5 90-33-19 269-25-51 269-26-18 2640.81 2640.68

JDK 6/26/85

June 19, 1985

3



STA 4 = 60d spike

560.02



STA 5 = 60d spike
middle of Shovel Lake
Road + Old Penner Rd
N 1/4 S17

2640.69

T141N R25W

Traverse cont'd from pg 3.

STA 1st H&D 2nd H&R 3rd H&D 4th H&R
H&R

FS 7 178-59-33 358-59-26 178-59-31 358-59-28

BS 5 00-00-28 180-00-23 00-00-28 180-00-24

T@ 6 178-59-05 178-59-03 178-59-03 178-59-04

178-59-04

Dist 6-7 89-39-50 270-19-23 270-19-47 2653.46 2653.43

Dist 7-6 90-20-01 269-38-38 269-38-59 2653.48 2653.43

FS 8 179-39-¹¹~~34~~ 359-39-⁰⁵~~28~~ 0000-27 359-39-07BS 6 00-00-³⁶~~38~~ 180-00-27 179-39-10 180-00-28T@ 7 179-38-³~~35~~ 179-38-³~~38~~ 179-38-43 179-38-39

179-38-39

Dist 7-8 87-10-41 277-48-35 277-48-57 684.99 684.16

Dist 8-7 92-52-09 267-07-12 267-07-32 685.02 684.16

VTR 6/26/85

June 19, 1985



STA 6 =

2 1/2" IP w/ BC 2ft

below road surface, placed

2653.42

60d spike in road over

corner

STA 7 = 60d spike in

road

N 1/4 S 16

684.16

5

T 141N R25W

Traverse cont'd from pg 4

STA 1st H&D 2nd H&D 3rd H&D 4th H&D

H&D

FS 9 181-12-53 01-12-~~55~~⁵⁰ 181-13-01 01-12-50

BS 7 00-00-20 180-00-18 00-00-18 180-00-12

T @ B 181-12-33 181-12-~~37~~³² 181-12-43 181-11-38

181-12-37

Dist 8-9 89-33-09 270-26-13 270-26-32 484.69 484.68

Dist 9-8 90-31-06 269-28-23 269-28-39 484.67 484.65

FS 10 180-54-52 00-54-46 180-54-50 00-54-45

BS 8 00-00-20 180-00-11 00-00-13 180-00-13

T @ 9 180-54-32 180-54-35 180-54-37 180-54-32

180-54-34

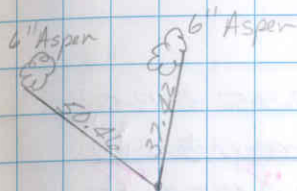
Dist 9-10 91-16-31 268-42-44 268-43-07 1375.28 1374.94

Dist 10-9 88-44-47 271-14-35 271-14-54 1375.26 1374.93

JAR 6/26/85

June 19, 1985

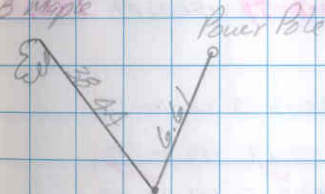
5



STA 8 = 60d spike

484.66

B Maple



STA 9 = 60d spike

1374.97

1374.93

6

TRAIN R25W

Traverse cont'd from pg 5

STA 1st H&D 2nd H&R 3rd H&D 4th H&R

H&R

FS 11 267-14-00 87-13-58 267-13-52 87-13-56

BS 9 00-00-26 180-00-19 00-00-19 180-00-12

T@ 10 267-13-34 267-13-39 267-13-33 267-13-44

267-13-38

Dist 10-11 90-16-44 269-42-46 269-43-01 1500.16 1500.14

Dist 11-10 89-44-46 270-14-27 270-14-51 1500.17 1500.16

FS 12 182-14-20 02-14-08 182-14-15 02-14-12

BS 10 00-00-27 180-00-21 00-00-19 180-00-15

T@ 11 182-13-53 182-13-47 182-13-56 182-13-57

182-13-53

Dist 11-12 90-51-56 269-07-28 269-07-46 395.85 395.80

Dist 12-11 89-11-42 270-47-29 270-47-54 395.84 395.86

✓ DR 6/24/85

6

June 19, 1985

P. Pole

20.79

64.83

1500.15 Post

STA 10 = 60d spike

RE 20/11

11-10/11

12-10/11

6" W/OAK STA 11 = 60d spike

22.43

31.70

3' Elm

395.80

7

- TRAIN R25W

Traverse cont'd from pg 6

STA 1st HXD 2nd HXR 3rd HXD 4th HXR

HA

FS 13 177-35-~~51~~⁵⁴ 357-35-45 177-35-52 357-35-47BS 11 00-00-~~28~~²⁹ 180-00-23 00-00-35 180-00-24T@ 12 177-35-~~27~~²⁵ 177-35-~~22~~¹⁷⁷ 177-35-17 177-35-23

177-35-22

Dist 12-13 92-37-24 267-21-55 267-22-16 306.79 306.47

Dist 13-12 87-29-19 272-30-15 272-30-28 306.74 306.45

FS 14 180-00-01 00-00-00 179-59-59 359-59-~~53~~⁵⁵BS 12 00-00-~~37~~³² 180-00-27 00-00-27 180-00-~~27~~³¹T@ 13 179-59-24 179-59-33 179-59-32 179-59-~~19~~²³

179-59-28

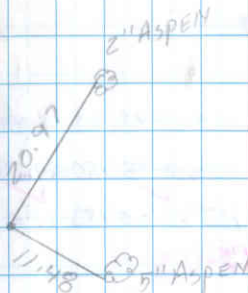
Dist 13-14 89-56-43 270-02-30 270-02-54 294.90 294.90

Dist 14-13 90-10-00 269-49-23 269-48-42 294.90 294.90

JMR/GJK/MS

June 19, 1985

7



STA 12 = 60d spike

STA 13 = PK Nail in
old road, no ties
available

294.90

8

T141N R2SW

Traverse cont'd from pg. 7.

STA 1st HAR 2nd HAR 3rd HAR 4th HAR

44

FS 15 183-17-~~51~~⁵¹ 03-17-35 183-17-43 03-17-40BS 13 00-00-~~27~~²⁷ 180-00-33 00-00-38 180-00-38

T@ 14 183-17-03 183-17-02 183-17-05 183-17-02

183-17-03

Dist. 14-15 90-08-39 269-50-32 269-50-57 179.28 179.28

Dist. 15-14 90-03-03 269-56-25 269-54-41 179.31 179.31

SIDE SHOT TO POSSIBLE BT

FS 1501 288-56-56 188-56-16

BS 14 00-00-24 180-00-02

T@ 15 288-56-32 288-56-14

288-56-23

Dist. 15-1501 chained 38.92

JZR 6/26/85

June 19, 1985

8

STA 14 = 60d spike

179.30

STA 15 = 60d spike

STA 1501 = possible

5" Cedar BT @ w 1/4
of Sta 15

9

TIAIN R25W

Traverse cont'd from pg 8

STA 1st H&R 2nd H&R 3rd H&R 4th H&R

H&R

FS 16 175-35-03 355-34-40 175-34-40 355-34-39

BS 14 00-00-24 180-00-02 00-00-06 179-59-50

T@ 15 175-34-39 175-34-40 175-34-34 175-34-49

175-34-41

Dist 15-16 89-52-33 270-06-53 270-07-10 270.05 270.05

Dist 16-15 90-11-08 269-47-44 269-48-18 270.08 270.08

FS 17 187-27-45 07-27-44 187-28-02 07-28-02

BS 15 00-00-28 180-00-50 00-00-45 180-00-53

T@ 16 187-27-17 187-27-17 187-27-17 187-27-09

187-27-13

Dist. 16-17 90-01-20 269-57-55 269-58-18 94.31 94.31

Dist. 17-16 90-21-14 269-38-03 269-38-25 94.29 94.29

JJR 6/26/85

JUNE 19, 1985 9

3" Willow

10.39

800

Sta 15 = 60d spike

2" Alder Stub

6-25-85

270.06

B. Ausk T R @

5" Willow

G. Kosenko

20.94

G. Robertson

SAME Inst.

Sta 16 = 60d spike

14.95

E C F = +1

2" Willow

BPR = 29.6

94.30

TEMP = 67°F

10 TRAIN R 25W

Traverse cont'd from pg. 9

STA 1st H&D 2nd H&D 3rd H&D 4th H&D

H&D

FS 18 174-30-59 354-30-58 174-30-54 354-30-51

BS 16 00-00-44 180-00-38 00-00-37 180-00-35

PC 17 174-30-16 174-30-20 174-30-17 174-30-16

174-30-17

Dist 17-18 89-56-07 270-03-00 270-03-27 667.35 667.35

Dist 18-17 90-06-26 269-52-49 269-53-12 667.35 667.35

FS 19 180-05-~~56~~⁴⁹ 00-05-50 180-05-54 00-05-50

BS 17 00-00-~~39~~²² 180-00-25 00-00-27 180-00-20

PC 18 180-05-27 180-05-25 180-05-32 180-05-30

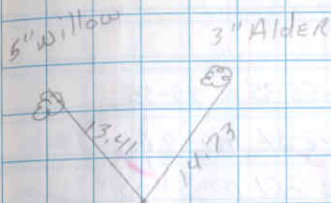
180-05-29

Dist 18-19 89-09-39 270-49-11 270-49-46 1424.61 1424.66

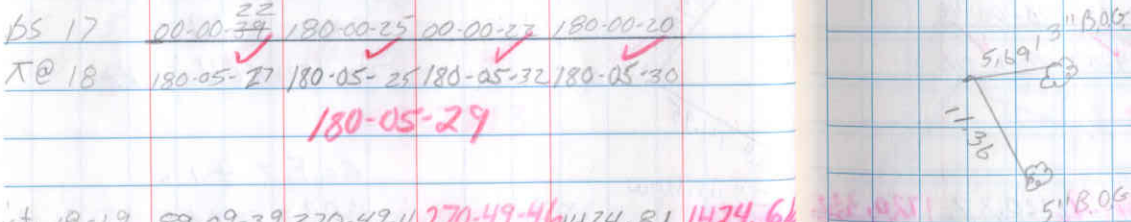
Dist 19-18 90-51-12 269-08-02 269-08-25 1424.81 1424.65

JJR 6/26/85

JUNE 25, 1985



Sta 17 = 60 d spike



Sta 18 = 60 d spike

11 T14N R25W

Traverse cont'd from pg 10

STA 1st H&D 2nd H&R 3rd H&D 4th H&R

H &

FS 20 180-55-39 00-55-34 180-55-35 00-55-35

FS 18 180-00-00 180-00-31 00-00-34 180-00-32

FS 19 180-54-59 180-55-03 180-55-01 180-55-03

180-55-02

t. 19-20 92-25-25 267-33-36 267-34-06 195.07 194.89

t. 20-19 87-45-09 272-14-02 272-14-27 195.07 194.92

194.91

FS 21 180-35-55 00-35-50 180-35-52 00-35-50

FS 19 00-00-⁵³~~32~~ 180-00-48 00-00-53 180-00-48

FS 20 180-34-02 180-35-02 180-34-59 180-35-02

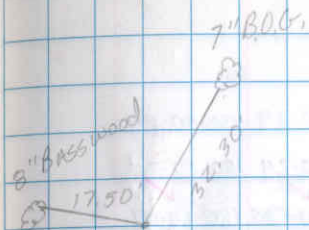
180-35-01

t. 20-21 90-23-05 269-36-08 269-36-31 1720.37 1720.33

t. 21-20 89-37-46 270-21-12 270-21-43 1720.34 1720.31

J DRG/26/85

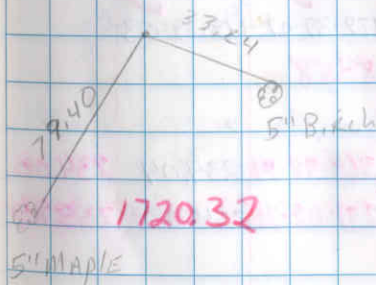
JUNE 25, 1985



STA 19 = 60d spike

SEC. CORNER

STA 20 = 60d spike



1720.32

12

T191N R25W

Traverse cont'd from pg 11

STA 1st H&R 2nd H&R 3rd H&R 4th H&R

H&R

FS 22 180-00-36 00-00-30 180-00-29 00-00-28

BS 20 00-00-27 180-00-25 00-00-24 180-00-21

T@ 21 180-00-09 180-00-05 180-00-05 180-00-07

180-00-07

st. 21-22 90-13-42 269-45-28 269-45-53 717.69 717.68

st. 22-21 89-48-55 270-10-22 270-10-44 717.71 717.70

FS 23 179-39-25 359-39-15 179-39-24 359-39-24

BS 21 00-00-30 180-00-22 00-00-23 180-00-21

T@ 22 179-38-55 179-38-53 179-39-01 179-39-03

179-38-58

st. 22-23 91-11-27 268-47-55 268-48-14 234.04 234.00

st. 23-22 88-57-21 271-01-51 271-02-15 234.03 233.99

✓ JAR 6/26/85

JUNE 25, 1985 12

22.58 16.55 4" ASPEN
22.58 16.55 4" ASPEN
5" ASPEN
STA 21 = 60d spike

717.70

5.29 5.15
5.29 5.15
PK nail PK nail
STA 22 = 60d spike

233.99

13

T141 N R25W

Traverse cont'd from pg 12

STA 1st HAD 2nd HAD 3rd HAD 4th HAD

H*

FS 2301 84-37-31 264-37-33

BS 22 00-00-27 180-00-20

T@ 23 84-37-04 84-37-13

84-37-08

Dist. 23-2301 Chained 22.60

FS 24 179-50-²⁶~~33~~ 359-50-26 179-50-27 359-50-28BS 22 00-00-³³~~27~~ 180-00-31 00-00-34 180-00-27T@ 23 179-49-⁵³~~26~~ 179-49-55 179-49-53 179-50-01

179-49-56

Dist. 23-24 90-03-48 269-55-35 269-55-54 1041.62 1041.62

Dist. 24-23 89-57-42 270-01-33 270-01-56 1041.59 1041.59

VJR 6/26/85

JUNE 25, 1985 13

side shot to
Passiole Cedar
stump.

2' willow

11.17

24.60

cedar stump

Approx. 44

STA 23 = 60 d. spike

1041.60

14 T141N R25W

Traverse cont'd from pg 13

STA 1st H&D 2nd H&R 3rd H&D 4th H&R

H&D

FS 25 180-11-52 00-11-45 180-11-46 00-11-45

BS 23 00-00-26 180-11-16 00-00-21 180-00-19

T @ 24 180-11-26 180-11-29 180-11-25 180-11-24

180-11-26

24-25 89-00-18 270-58-53 270-59-18 251.61 251.57

25-24 91-07-38 268-51-31 268-51-57 251.62 251.57

FS 26 179-12-02 259-12-02 179-11-57 359-12-00

BS 24 00-00-25 180-00-17 00-00-21 180-00-15

T @ 25 179-11-37 179-11-45 179-11-36 179-11-45

179-11-41

25-26 90-35-40 269-23-37 269-23-59 295.48 295.46

26-25 89-31-11 270-28-05 270-28-27 295.49 295.48

✓ DRG 126/85

June 25, 1985 14

5" Bog.
 17.28
 9.09
 4" Bog.
 251.57

STA 24 = 60 d spike

5" ASPEN
 12.57
 3" ASPEN
 12.43
 295.47

STA 25 = 60 d spike

15 T141N R25W
 Traverse Cont'd from P₉ 14
 STA 1stH4D 2ndH4R 3rdH4D 4thH4R
 H4

FS 27	179-41-53	359-41-41	179-41-34	359-41-26	42-03	42-01
BS 25	00-00-30	180-00-00	00-00-25	179-41-37	25	180-00-12
T@ 26	179-41-41	179-41-41	179-41-34	179-42-01	38	41-47

179-41-42

26-27 88-35-58 271-23-22 271-23-42 295.17 295.08

27-26 91-30-51 268-28-29 268-28-49 295.19 295.09 295.08

FS 28	180-38-19	00-38-13	180-38-16	00-38-08	73	76
S 26	90-00-27	180-00-17	00-00-22	180-00-17	73	76
T@ 27	180-37-52	180-37-56	180-37-54	180-37-51	73	76

180-37-53

27-28 70-25-42 269-33-32 269-33-55 733.13 733.11

28-27 89-36-39 270-22-35 270-22-58 733.09 733.07 733.09

FS 29 293-58-30 113-58-23

BS 27 66-00-36 180-00-36

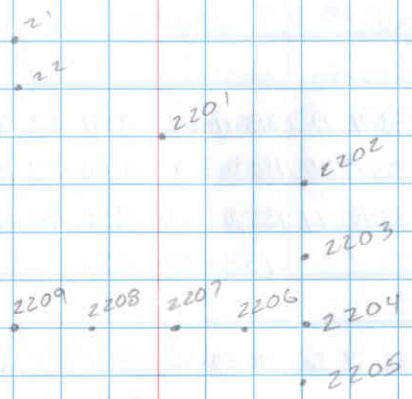
T@ 28 293-57-54 293-57-48

293-57-51

28-29 Chained 34.79

JUNE 25, 1985 15

6" Birch
 20.79
 3" Poplar
 6" Birch
 25.58
 12.69
 STA 26 = 60d spike
 5' Birch
 STA 27 = 60d spike
 4" B. of G.
 6.29
 STA 28 = 60d spike
 18.64
 STA 29 = Possible Cedar
 BT (stump)
 4" B. of G.
 End Traverse



17 TRAIN R25W
 Spur Traverse from sta 22 on
 highway 200 to SE of sec 28
 STA 1st H&D 2nd H&R 3rd H&R 4th H&R
 HX

FS 2201 133-11-⁷¹11 313-11-⁶²02 133-11-⁶⁷07 313-11-⁶¹01
 BS 21 00-00-30 180-00-24 00-00-27 180-00-26
 @ 22 133-10-41 133-10-38 133-10-40 133-10-41
 133-10-40 ✓

t22-2201 88-59-32 270-59-46 88-59-53 2898.01 2897.57
 t2201-22 91-01-12 268-58-18 91-01-27 2898.02 2897.56

FS 2202 180-40-40 00-40-37 180-40-42 00-~~40~~-38
 BS 22 00-00-34 180-00-30 00-00-32 180-00-30
 @ 2201 180-40-06 180-40-07 180-40-10 180-40-08
 180-40-08 ✓

t2201-2202 90-20-39 269-38-54 90-20-53 4297.71 4297.63
 t2202-2201 89-40-14 270-19-08 89-40-53 4297.70 4297.63

CK BA 7-9-85

June 28, 1985 17

G. Kasenko P.C.
 G. Robertson Grunt
 B. Ausk TR
 Wild T2 # 265184
 Overcast drizzle
 Temp = 60°F BPR = 29.8
 ECF = +1

2897.56 ✓

PK nail 1.9
 PK nail 2.50

STA 2201 = 60d
 spike in road
 shoulder

4297.63 ✓

T141N R25W

Traverse cont'd from pg. 17

STA 1st HSD 2nd HSD 3rd HSD 4th HSD

Hx

FS 2203 220-44-42 40-44-36 220-44-42 40-44-33

BS 2201 00-00-39 180-00-31 00-00-31 180-00-28

FO 2202 220-44-03 220-44-05 220-44-11 220-44-09

220-44-06

Dist 2202-2203 89-46-48 270-12-31 89-47-09 1397.34 1397.33

Dist 2203-2202 90-14-23 269-44-58 90-14-43 1397.33 1397.32

FS 2204 181-36-25 01-36-17 181-36-22 01-36-20

BS 2202 00-00-33 180-00-27 00-00-31 180-00-26

T 2203 181-35-52 181-35-50 181-35-51 181-35-54

181-35-52 ✓

Dist 2203-2204 91-15-41 268-43-46 91-15-58 1522.86 1522.49

Dist 2204-2203 88-45-44 271-13-40 88-46-02 1522.85 1522.50

CK BA 7-9-85



STA 2202 = 60 d spike
on road shoulder
intersection TH 200 +
Co. Rd. 57

1397.32 ✓



STA 2203 = 60 d spike
East edge of Co. Rd. 57

1522.49 ✓

19

T141N R25W

Traverse Cont'd from Pg 18

STA 1stHAD 2ndHAR 3rdHAD 4thHAR
HX

S 2205 181-37-41 01-37-38 181-37-36 01-37-35

S 2203 00-00-26 180-00-21 00-00-24 180-00-19

@ 2204 181-37-15 181-37-17 181-37-12 181-37-16
181-37-15 ✓

799.44 ✓

S 2204-2205 90-17-30 269-41-53 90-17-49 799.44 799.43

S 2205-2204 89-44-53 270-14-24 89-45-16 799.46 799.45

S 2206 315-24-01 135-23-53 315-23-57 135-23-55

S 2204 00-00-34 180-00-27 00-00-33 180-00-27

S 2205 315-23-27 315-23-26 315-23-24 315-23-28
315-23-26 ✓

S 2205-2206 90-16-47 269-42-32 90-17-07 843.34 843.33

S 2206-2205 89-45-38 270-13-51 89-45-54 843.33 843.32

CK BA 7-9-85

June 28, 1985 19

2" Bul OAK

23.18

32.61

3" Ash

FS Road Post No.

39.12

RTR CROSSING
SIGN WEST LEG

33.32

STA 2204 = 60 d spike
West Edge Co. Rd. 57

STA 2205 = 60 d spike
West Edge Co. Rd. 57

843.33 ✓

T141N R25W

TRAVERSE Cont. From Pg 19

STA 1st H&D 2nd H&R 3rd H&D 4th H&R
H&R

S 2207 135-02-57 315-02-55 135-02-57 315-02-58

S 2205 00-00-31 180-00-25 00-00-30 180-00-28

@ 2206 135-02-28 135-02-30 135-02-27 135-02-30

135-02-28 ✓

2206-2207 89-47-05 270-12-34 89-47-16 1058.05 1058.04

2207-2206 90-14-45 269-44-41 90-15-02 1058.03 1058.02

S 2208 180-13-³49 00-13-34 180-13-35 00-~~13~~¹³34

S 2206 00-00-28 180-00-17 00-00-24 180-00-15

@ 2207 180-13-16 180-13-17 180-13-11 180-13-19

180-13-16 ✓

S 2207-2208 90-07-01 269-52-10 90-07-26 1110.19 1110.19

S 2208-2207 89-54-28 270-04-55 89-54-47 1110.19 1110.19

CK BA 79-85

STA 2206 = 60 d spike

1058.03 ✓

2" ASPEN

6.29

10.29

14.29

5"

Birch

STA 2207 = 60 d spike

1110.19 ✓

21. T141NR25W
 TRAVERSE Cont. from Pg 20
 STA. 1st H&D 2nd H&R 3rd H&D 4th H&R
 H&R

FS 2209 182-03-25 02-03-26 182-03-24 02-03-17
 FS 2207 00-00-32 180-00-~~32~~³³ 00-00-38 180-00-32
 @ 2208 182-02-53 182-02-47 182-02-46 182-02-45
 182-02-48 ✓

FS 22082209 89-33-26 270-25-51 89-33-48 1128.48 1128.45
 2209-2208 90-28-03 269-31-24 90-28-20 1128.51 1128.47

FS 2210 179-23-18 359-23-07 179-23-12 359-23-06
 FS 2208 00-00-29 180-00-21 00-00-24 180-00-20
 @ 2209 179-22-49 179-22-46 179-22-48 179-22-46
 179-22-47 ✓

2209-2210 89-37-56 270-21-28 89-38-14 1378.61 1378.58
 2210-2209 90-23-26 269-36-03 90-23-42 1378.58 1378.55

CK BA 79-85

June 28, 1985 21

2" ASPEN

⊙

2" ASPEN

⊙

5252

1436

STA 2208 = 60d spike

1128.46 ✓

4" Maple

8" Birch



STA 2209 = 60d spike

1378.56 ✓

STA 2210 = 60d spike

@ road & intersection

6" Balsam



10" Aspen

22

T141N R25W

TRAVERSE Cont. from pg 21

STA 1st H&D 2nd H&R 3rd H&D 4th H&R

H&R

FS 2211

BS 2209

T@ 2210

Dist. 2210-2211

Dist. 2211-2210

FS 2212

BS 2210

T@ 2211

23

T141N R25W

Sideshot to E's of Cass County

132 and old road to the south $\frac{910}{1513}$ STA 1st H&D 2nd H&R 3rd H&D 4th H&R

H&R

FS 1001 235-53-21 55-53-21 235-53-19 55-53-18

BS 9 00-00-34 180-00-29 00-00-32 180-00-28

T1@10 235-52-47 235-52-52 235-52-49 235-52-50

235-52-49 ✓

Dist 10-1000

31.05 feet tape

✓ OK R. 6/26/85.

June 26, 1985

23

Cloudy, rain

T-2 S/W 265184

T B. Ausk

R G. Kosenko

STA 1001 = E's of
roads

T 141 N R 25 W

Sec. Cor. 7, 18, 8, & 17

Cont'd from BK 2 Pg 24

Jan. 13, 1987 U.S. F.S. was notified that the BT's to the west were in the right-of-way and that some planned road work would eliminate them.

G. Robertson & J. Jackson made new BT's

Remainder of
Book —

Blank
Pages