

T141N R28W

TRAVERSE



Field Book  
115300

T141N R28W TRAVERSE





HA

FT

M

FS 3 N<sup>16</sup> 185-35-13 05-35-30 185-35-15 05-35-25BS 1 N<sup>14</sup> 00-00-19 180-00-25 00-00-18 180-00-25

TIC 2 -34-54 05 57 58

185-34-59

VA 2-1 90-10-08 269-50-30 (90-09-49) 1163.07 / 354.504

VA 2-3 90-57-42 269-03-00 (90-57-27) 312.535 / 95.261

FS 4 183-10-23 003-10-37 183-10-22 003-10-38

BS 2 00-00-20 180-00-37 00-00-27 180-00-40

TIC 3 N<sup>16</sup> 03 00 55 58183-09-59FS 5 45<sup>14</sup> 172-02-18 352-02-23 172-02-45 352-02-25<sup>85</sup>BS 3 N<sup>16</sup> 00-00-22 180-00-35 00-00-30 180-00-38

TIC 4 01-56 -48 45 47

172-01-49

VA 4-3 102-06-40 257-53-50 (102-06-55) 1.93 / 28.02

VA 4-5 91-06-33 268-54-17 (91-06-08) 1336.35 / 407.321

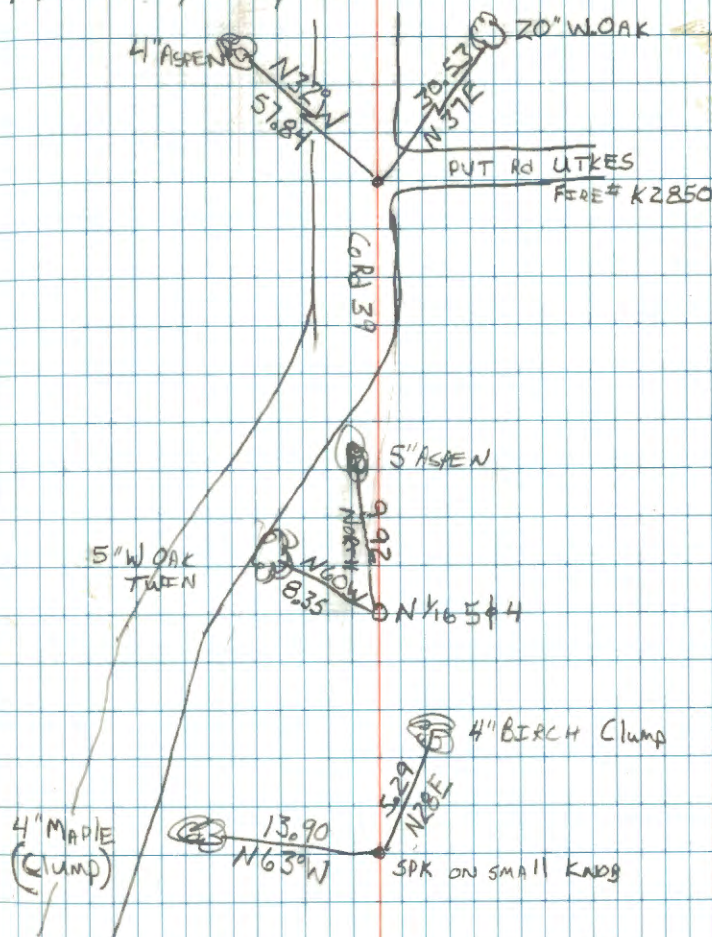
WELD T2

TOPCON EDM

3/1/94 Partly Cloudy 30°

T211 R. MAIN  
C. KRAUSE

3

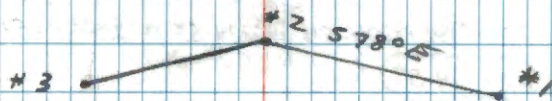




FS 3	145-43-16	325-43-51	145-43-22	325-44-00
BS 1	00-00-00	180-00-43	00-00-04	180-00-56
Ka 2	145-43-16	145-43-08	145-43-18	145-43-04
	✓	✓	SL	NOA
				145-43-12
2-1	89-11-15	987.750	987.650	
2-3	90-28-23	381.155	381.140	

26" Snow, 31°

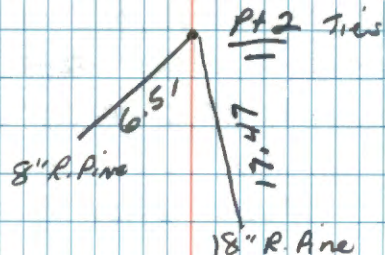
2/19/97 Brame, Schoonover, N Geiger & MAIN 5



Pt 1 north 1/4 of  
Section 20

Pt 2 Pointed wood hub in snow

Pt 3 Approx W 1/4 but sec's 17/20.  
Wood hub in snow out in swamp



204-55

FS 4 204-55-01 24-56-05 00-00-31 16-56-36

BS 2 00-00-00 180-01-11 00-00 204-55-31 172-01-45

Ka 3 204-55-01 204-54-54 204-55-00 204-54-51

(204-54-57)

3-4 88-38-36 617.835 617.660

FS 5 179-59-32 0-00-10 179-59-30 0-00-06

BS 3 00-00-00 180-00-39 00-00-00 180-00-41

Ka 4 179-59-32 179-59-31 179-59-30 179-59-25

4-5 89-45-37 530.665 530.660

(179-59-30)

FS 6 183-08-25 03-09-03 183-08-20 03-09-00

BS 4 00-00-00 180-00-35 359-59-52 180-00-33

Ka 5 183-08-25 183-08-28 183-08-28 183-08-27

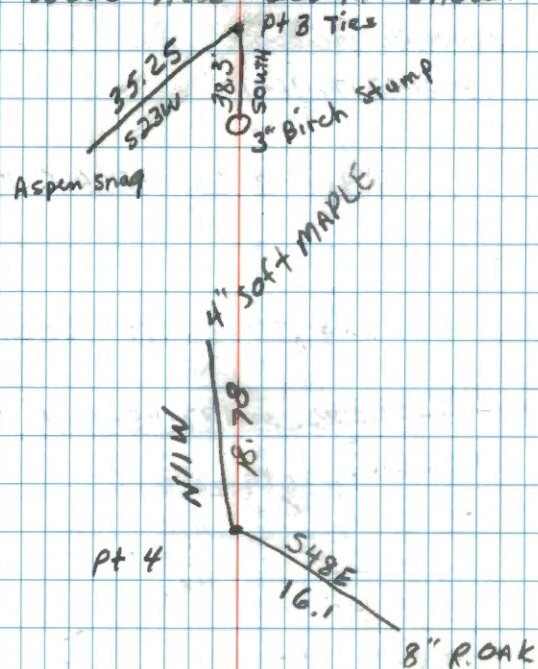
5-6 93-02-08 163.31 163.08

(183-08-27)

40° P.C.

2/20/97 GB, JS, CG, RM

Pt 4 wood hub set in snow.



Pt 6 is GLO 2" I.P. with brass cap. marking section corner 17, 18, 19, 20

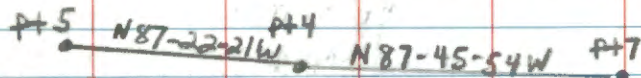
FS 7 179-36-27 359-36-58

BSS 00-00-00 180-00-27

KW 4 179-36-27 179-36-31

4-7 91-15-13 622.324 622.175

\* 179-36-27 622.18'

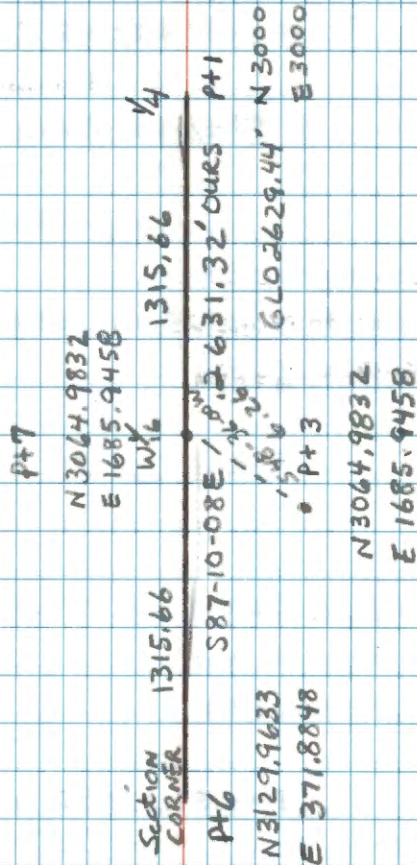


N 3113.5727  
E 534.1390

N 3089.2460  
E 1064.2411

2/23/97 Brama, Main, Schoonover, Geiger 7

pt 7 is proportionate position for  
w/6 bel. sections 17/20





	168-59-57	349-00-38		
FS 3	<del>169-00-14</del>	<del>349-00-23</del>		
BS 1	00-00-00	180-00-44		
$\pi$ 2	168-59-57	168-59-54		
2-1	89-16-29	829.145	829.08	
2-3	91-07-47	926.940	926.760	
FS 4	250-40-17	70-40-44		
BS 2	00-00-00	180-00-25		
$\pi$ 3	250-40-17	250-40-19		
3-4	89-57-41	763.24	763.24	
FS 5	186-54-10	06-54-51		
BS 3	00-00-00	180-00-42		
$\pi$ 4	186-54-10	186-54-09		
4-5	91-26-33	278.950	278.865	
FS 6	92-24-33	272-25-08		
BS 4	00-00-00	180-00-30		
$\pi$ 5	92-24-33	92-24-38		
5-6	84-59-29	253.34	252.375	

Cloudy 20°, 24" snow  
2/26/97 BRAMA, Schaefer, Geiger 8

pt 1 is U.S.F.S. mon. CE 1/6, S 29

Bearing from 2 to 1 is S78W

pt 2 wood hub set in snow on ridge  
pt 3 " " " " " on west  
side of a pond.

pt 4 wood hub set in snow on ridge

pt 5 is wood hub set in snow on a pond.

pt 6 is U.S.F.S. mon. marking CW 1/6 S 28

END OF TRAVERSE

	Horiz. Dist	Vert. Dist	Slope Dist	Horiz. Dist
FS 3	224-00-52	44-01-41		
BS 1	00-00-00	180-00-47		
TW 2	224-00-52	224-00-54		
2-1	89-16-29	829.145	829.08	
2-3	92-10-29	475.070	474.725	

Traverse to Est, S  $\frac{1}{2}$  6 bet. S. 28/29

2/26/97 GB, JS, CG

9

NEW TRAVERSE

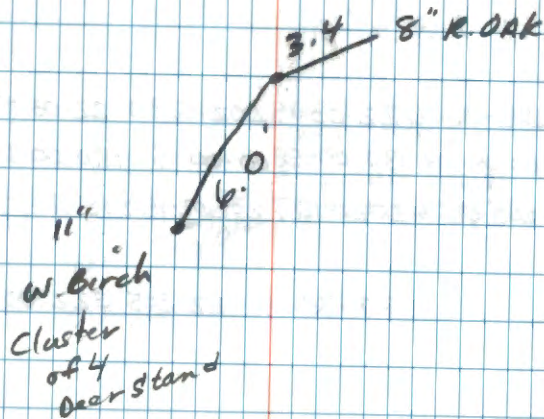
pt 1 is U.S.F.S. <sup>mon.</sup> marking CE  $\frac{1}{4}$  S 29.

pt 2 is wood hub set in snow  
up on a ridge.

pt 3 is GLO monument  
marking  $\frac{1}{4}$  corner bet. sec's 28/29.

Bearing from 2 to 1 is S76-10-13W

pt 2 Ties



	Horiz x	vert x	slope DIST	Horiz Dist	
FS 4	241-00-30	61-01-09	241-00-35	61-01-17	
BS 2	00-00-00	180-00-44	00-00-04	180-00-40	
TW 3	241-00-30	241-00-25	241-00-31	241-00-37	241-00-30.7
3-4		89-18-19	494.505	494.470	
FS 5	180-00-04	00-00-43	180-00-12	00-00-48	
BS 3	00-00-00	180-00-39	359-59-59	180-00-44	
TW 4	180-00-04	180-00-04	180-00-13	180-00-04	180-00-06.2
4-5		89-44-16	810.345	810.335	
FS 6	202-02-26	22-03-05	202-02-30	22-03-08	
BS 4	00-00-00	180-00-58	00-00-15	180-00-51	
TW 5	202-02-26	202-02-07	202-02-15	202-02-17	202-02-16.2
5-6		87-38-34	322.305	322.035	

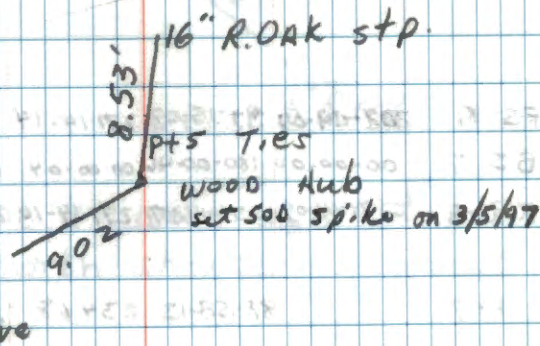
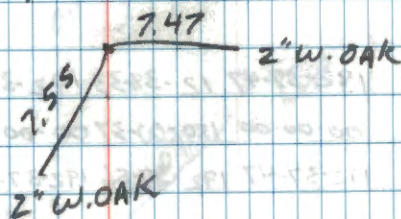
P.C. 20°

10

2/27/97 GB, JS, CG

pt 4 is wood hub set in snow on  
small ridge.

Ties pt 4 50D spike



	Horiz #	Vert #	Slope DIST	Horiz DIST
FS 7	133-12-07	313-12-53	133-12-17	313-12-53
BS 5	00-00-00	180-00-49	00-00-03	180-00-46
K 26	133-12-07	133-12-04	133-12-14	133-12-07

(33-12-08)

6-7 90-49-36 456.055 456.010

FS 8 192-37-47 12-38-33 192-37-52 192-38-35

BS 6 00-00-00 180-00-37 00-00-01 180-00-41

K 27 192-37-47 192-37-56 192-37-51 192-37-54

(192-37-52)

7-8 88-35-46 766.090 765.860

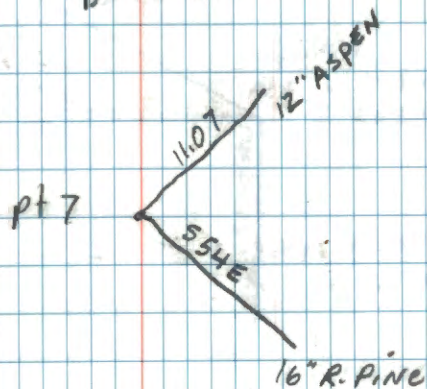
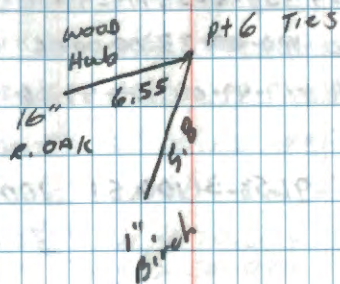
FS 9 271-14-09 91-15-03 271-14-14 91-15-05

BS 7 00-00-00 180-00-46 00-00-04 180-00-50

K 28 271-14-09 271-14-17 271-14-10 271-14-15

(271-14-13)

8-9 88-58-13 234.68 234.640



pt 8 wood hub set on north shoulder of co. rd. 5.

pt 9 is sw section corner of section 28.

Horiz. #	vert #	Slope Dist	Horiz. DIST
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FS 10	179-49-04	359-49-39	179-49-12
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BS 5	00-00-00	180-00-33	00-00-06
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TA 4	179-49-04	179-49-06	179-49-06
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5-10	91-58-31	100.51	100.45 30.615m
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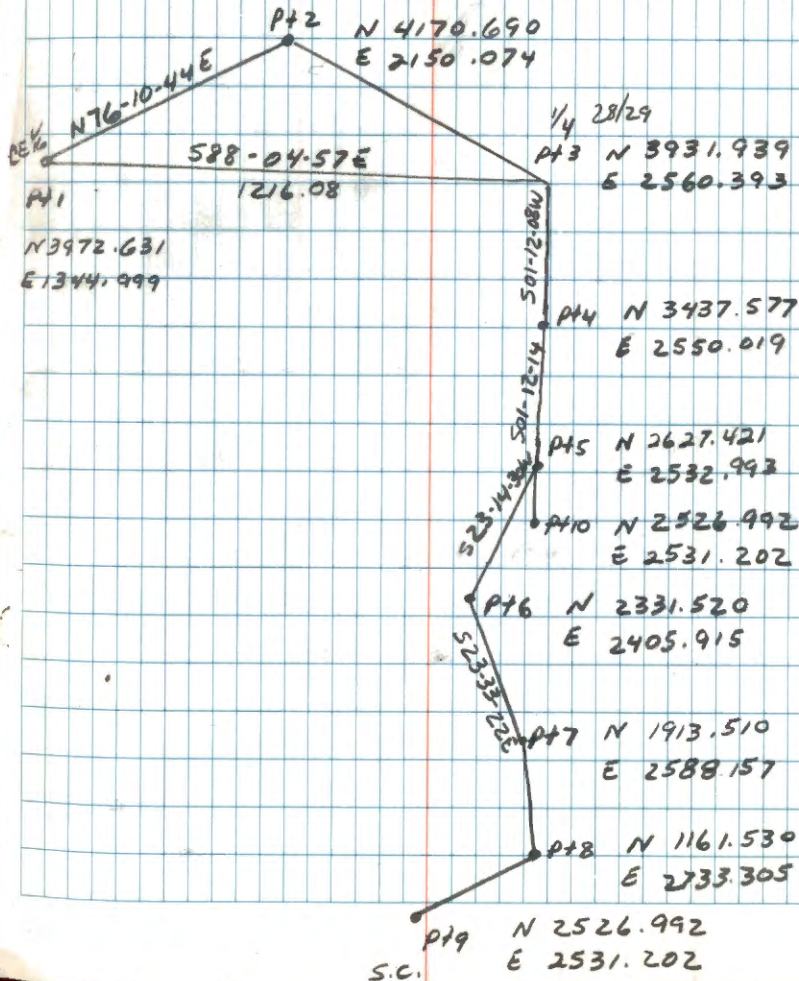
Clear 30" snow

3/5/97 GB, RM, JS, CG

12

Establish 5x6 bet. Sec's 28/29  
midpoint bet. 1/4 and section corner.

P+10 is the position for 5x6  
bet. Sec's 28/29. Set a U.S.F.S.  
monument at this position today.  
See field book 6 for monumentation.





HORIZ

FT

M

FS 3 180-00-05 359-59-53 180-00-08 359-59-58  
 BS 1 00-00-01 180-00-07 0000-08 180-00-03  
 T@ 2 180-00-04 179-59-46 180-00-02 179-59-55

179-59-56

2-1 333.635/101.692  
 2-3 370.78/113.014

FS 4 179-59-54 359-59-57 ~~359-59-56~~ 00-00-03  
 BS 2 00-00-01 180-00-05 00-00-02 180-00-03  
 T@ 3 179-59-54 179-59-52 180-00-04 180-00-00

179-59-58

FS 5 180-00-06 00-00-01 359-59-58 00-00-02  
 BS 3 00-00-01 179-59-57 180-00-02 179-59-53  
 T@ 4 180-00-05 180-00-10 179-59-58 180-00-09

180-00-05

4-5 560.76 PT 4 TO 16

4-3 556.19/169.527  
 4-5 474.015/144.48

CLEAR 20° 14  
 TOPGUN TOTAL STATION

1-31-2001 MAIN DIT  
 BRAMA  
 SCHOONOVER

ASSUMED BEG 1-2 N 90°W

PT 1 = 1/4

PT 2 = SPK

PT 3 = SPK

PT 4 = SPK

M1 0-5 24930  
WSTARE JST 4240T

FT M 10-181

FS 6 180-00-06 00-00-03 180-00-05 00-00-01

BS 4 00-00-01 179-59-52 00-00-01 179-59-52

TC 5 180-00-05 180-00-11 180-00-04 180-00-03

180-00-06

FS 7 180-00-15 00-00-00 180-00-16 00-00-05

BS 5 00-00-00 179-59-54 00-00-01 179-59-50

TC 6 180-00-15 180-00-06 180-00-15 180-00-15

180-00-13

6-5 170.80 / 52.059

6-7 444.72 / 35.551

FS RAINE 178-15-06 358-74-53 FS ASPEN 183-36-20 3-35-99

BS 5 00-00-00 179-59-54 BS 5 00-00-00 179-59-54

TC 6 178-15-06 178-14-59 TC 6 183-36-20 183-36-06

178-15-03

183-36-13

6-R AINE 80.75 / 24.609

6-ASPEN 87.81 / 20.762

CLEAR -100  
-40 WENCHAD 15  
TOPCON TORX STATION

2/1/01 MAINTD  
BRAMA  
SCHNOOVER  
GEIGER

PT5 - SPK

PT6 - SPK



FS 8 179-55-05 359-55-00 179-55-26 359-55-24 179-55-26

BS 6 00-00-04 179 59 30 00-00-00 180 00 12 00-00-02

TR 7 179-55-01 179-55-30 179-55-26 179-55-12 179-55-24

179-55-23

7-8

286051870327

TO SET ANGLE POINT BULL DIST FROM  
SPK IN RPINE STUMP AND SPK IN ASPEN.  
THESE POINTS WERE ESTABLISHED BETWEEN  
TRAVERSE POINTS 6 AND 7

PT7 = SPK

PT8 ○ THIRZ8  
CH20



TRAV 1/4 21/22 WEST TO C4 21

FT

M

114

FS3 168-49-55 348-50-09 168-49-54 348-50-15

BS1 00-00-00 180-00-42 359-59-59 180-00-55

T@2 168-49-55 168-49-27 168-49-55 168-49-20

168-49-39

Z-1 137.69 ✓ 41.968M

Z-3 318.065 ✓ 96.646M

FS4 179-23-59 359-24-25 179-23-58 359-24-20

BS2 00-00-00 180-00-05 359-59-52 180-00-03

T@3 179-23-59 179-24-20 179-24-06 179-24-17

179-24-11

FS5 182-05-46 02-06-06 182-05-30 02-05-53

BS3 00-00-00 180 00 31 00-00-00 180-00-22

T@4 182-05-46 182-05-27 182-05-30 182-05-31

182-05-33

4-3 177.075 ✓ 54.002

4-5 227.315 ✓ 69.285

2-28-05 CLEAR 200

MAIN X  
BRAMA

17

• PT2

N76W

○ PT1

FS 6	168-23-00	348-23-17	168 22 57	348-23-06
BS 4	00-00-00	180 00 27	00-00-07	180 00 05
$\pi @ 5$	23 00	22 50	22 50	-23-00

168-22-55

FS 7	<del>207-03-44</del>	27-04-12	207-03-48	27-04-15	207-03-56
BS 5	<del>00-00-00</del>	180-00-13	35959-48	180 20-05	00-00-00
$\pi @ 6$	<del>207-03-44</del>	207-03-59	207-04-00	207-04-00	207-03-56

207-03-59

b-5	465.80 ✓	141.976
b-7	394.05 ✓	120.106

FS 8	147-39-55	32740 32	147 40 04	327-40-29
BS 6	00-00-00	180 00 30	00 00 00	180 00 32
$\pi @ 7$	147-39-55	147-40-02	147-40-04	147-39-53

147-40-00

PTG NEAR APPROX CE  $\frac{7}{16}$

ET

M

FS 9 183-23-27<sup>76</sup>3-25-16 183 24 26 3 24 45 183 24 45  
 BS 7 00-00-00 180 00 29 00-00-30 180 01 03 00 00 46  
 π@ 8 183 23 27 24 47 183 23 50 183 23 42 183 29 59

183-23-45

8-7 378.620 ✓ 115.403

8-9 611.545 ✓ 186.399

FS 10C<sub>4</sub><sup>70</sup> 272-30-46 92-31-10 272 30 50 92-31-10<sup>70</sup>

BS 8 00-00-00 180 00 26 00 00 00 180 00 22

π@ 9 272-30-46 272-30-44 272-30-50 272 30-48

272-30-47

9-10 150.82 ✓ 45.97

OPT 10 = C<sub>4</sub>

TO SET CE  $\frac{1}{16}$

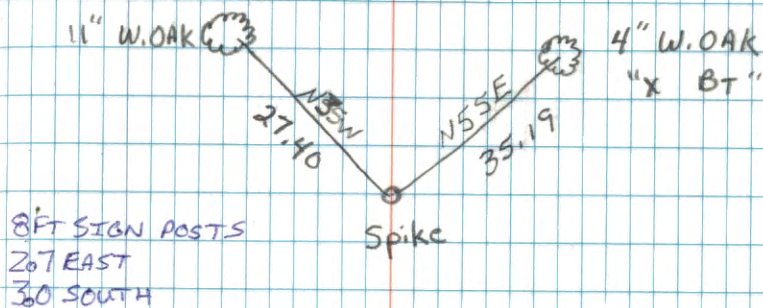
FSCE  $\frac{1}{16}$  43-4439

BS7 00-00-00 00-00-00

$\bar{A}6$

6-CE  $\frac{1}{16}$  49.97FT

20



END OF

BOOK

PG 20.