59

THE ATLAS SERIES

Number

1001

Pocket Note Book

Jan 11. 1922

S ¼ bet 10-11-134-28

JR 2 S 80° W 4 Pacs
Post 4 N 5° E 2 "
or post fence Running W.
= 3 ½ - 8° Var.
Babcock.

Jan 11 1922

Located 10-11-134-28
Post: 5N 5°W 4 poles
pole 4 S 85° E 5 ½
3 post elm 6" = corner
fence N, E, S & W
8° Var
Babcock.

315

Jan 11-1922

N ¼ Cor 10-11-13W-2E

Post 4N 2°E 5

Oak 2N 50° W 8

6" Post with brass = Cor

80 Vor

Babcock

June 11-1922

Cor to 2-3-10-11-134-28

Oak 3" 89° E	14 Pace 42"	
1. 3N 48° W	5	15.0
Post 6S 4° W	3	9.0
Oak 5 tmp 4S 57° E	7	21.0

Stake planted to E and fence Post. Take bearings from pt ½ way bet E & W fence post. Fence Runs N+S+E

~~Var~~ 8° Var
Babcock.

325

Jan 11-1922

S 1/4 Sec - 7-3-134-28

J.P. 4 N 10°E 7½ paces
Oak 9 N 30° W 9

Cor fence post;
fence N S & W
8° Var
Babcock

Jan 12 - 1922
134 - 28

N 1/16 bet 20 & 21

Oak 1. N 10° W 15 paces
J.P. 2 S 70° E 25

Stake 8° Var

[illegible]

Jan 12-1922

1341-28

Cor to sec 16-17-~~21-22~~ 20-21

Oak 2 N 70° E 5"
Oak 1 N 28° W 7
SP 3 S 40° W 9
Oak 6 S 38° E 10

stake 8" x 8"

Babcock

2 x 20" stake

3/6

Jan 11-1922

¼ bet
2-3-134-24
JP 3N 54° W 4 Poles
JP 5S 65° E 3 "

Dev = Var
8° Var

Babcock.

Jan 11-1922

M.C. South Side Long Lake
Set-in 2-3-1884-28

Oak 10 S47°W 18½ Paces = 55.5
Birch 7 S60°E 7½ Paces = 22.5
Post = M.C. Scars to south
blazed on West side
8° Var
Babcock.

315

Jan 12 1922

133-28

3 1/16 bel | 4 & 5

J. P. 7 S | 38° W 7 1/2 Paces
J P 6 S | 8.2° E 9 1/2 "
Stake 8° Var
find M & W.
Babich

Jan 12-1932

133-28

1/4 mi. 480°

N.P. Stump 6N 64° E 4 Poles

J.P. " 10N 53° W 2 Poles

Stake 8° Var

Babcock

Jan 12-1921

133-28

N ½ Lot 485

= Tan 3 N 15° E 1 Pace

Tan 4 S 22° W 1½ " "

Stake 80 Var

Babcock

Jan 12 - 1922

133-134-28

Ar to sec 4-5-32-33

2x20 Stake

J.P. 5N 30°E 1½ Pace

J.P. 3N 45°W 2

J.P. 2S 5°W 2½

J.P. 4S 61°E 2

Stake 8° Var.

326

Bob Goetz.

Jan 2 - 1922
134-28

8 1/16 bit 32 - 33

=

Pop 3N 39 E 1 Pine
pop 4S 70 W 1 "

Stake 8° Var

Babcock

Jun 12 - 1912

134-28

32-33

NP 4 N 85° E 4½ Pass

pop. 6 - S 60° W 3½

Stake 8° V on

Bobcock

Jan 12-1922

1 34-29

N ½ bet 28-29

Tel Pole 8 S 30° W 10 Pacs

Pg 2 N 28° E 15

Jan 12-1932

134-28

Corto sec 20-21-28+29

Willow 1 & N	10° E 4 Pace
Willow 2 N	19° W 7
Willow 1 S	33° W 2
Post 4 S	79° E 5
Stake	80 Var

Fence Running E. W. & N.

Babcock.

Jan 12 - 1922

134-28

N ¼ Sec 32-33

B Birch 2 N 55° E 2½ Poles
J Pine 7 N 50° W 3
Stake 8° Var
Babcock

Jan 12 - 1921

134-28

Cor to Sec 28-29-32-33

Oak 3N 46°E 14 Pacs = 42
J.P. 6N 65°W 26 " = 78
Post 5S 75°W VII 4½ " = 13.5
Iron Pot 2"75°S 70°E 2 = 6
2 ft N of fence Runs E&W also South
Leo not put in State - no fence or
will do = 4" Post

Babcock
gone

316

Jan 12-1922

134-28.

S ¼ cor: 28+29

Oak 10S 65°W 19 Pacs
Willow 2S 35°E 26 "

Stake in East Edge of willow brush
80 Vas

Babcock

Jan 12-1922

134-28

T/H 28 & 29

Oak 7N 76° E 9 Pace 27N

JP 5N 40° W 8½ Y.1 25.5 N

Slate 5° Var

Babcock

326

Jan 12 - 1922
134-28

S 1/16 Cor. 20 & 21

Pop 4 N 80° E 10
Pop 5 S 62° W 5

Stake 8° Var

Baburch

Jan 12-22

134-28

.44 bet. 20 & 21

J.P. 10 N 74° E 7 = 21 ft Pave

J.P. 5 N. 48° W 11 = 33 ft

Make 8° Var

Babcock.

325

Jan 12-1922
134-28

5 1/4 bit. 16 + 17

=

Pop 5 N 17° E 4 1/2 Poa

Pop 6 S 84° W 3 1/2 "

Stake 8" Xor

fence N, S, E & W

Babcock

Jan 12 - 1922

234-28

M.C. South side Long Lake
set Sec 16 & 17

Pop 7 S 15° W 1½ pods
Pop 8 N 80° E 2 "

Stake
8° for
Babcock

325

Jan 13 - 1922

134-28

N ½ Sec 27 & 28

=

J.P. 5° 16' 20" W-2 Pairs

J.P. 7° 16' E 3

~~Stake~~ 8° Var

Babcock

Jan 18-1922

134-28

½ hr 27 & 28

J.S. 6N 48°E 1½

J.P. 37-76°30'W 2½

Stake 8° Var

Bobwell

Jan 13-1922

134-28

M.C. Set 27 & 28
North side Little Gilbert Lake
POB 2 N 45° E 4½ Paces
Birch 3 N 30° W 5½ "

Port Blgd.
80 1/0 W
Line false North
Babcock

Jan 13 - 1922
134-28

N.C. of ~~27 & 28~~ / South
side Little Gilbert Lake

alder 2 S 20 W 1
alder 1/5 29 E 1½

slate 8 0 Kar
Babcock

Jan 13-1922

34-28

Cor to sec 27-28-33-34

Oak 4N 62°E 3
Oak 3N 28°W 2½
J.P. 5 S 20°W 5
J.P. 4 S 63 E 3½

Stake
80 rds
Roberts.

Jan 13 1922

134-28

N ¼ bet 33 & 34

JP 88199 W 2 pairs

JP 95469 E 3

Slate 8° Var

Babcock

Jan 13 / 1922

134-28

1/4 ft 33 3/4

Oak 2 S 63° W 1 Paw

Birch 4 S 30° E 1

Alder 8 Q Vor

Babcock

Jan 13 - 1922

134-28

S 1/16 bet 33 & 34

Oak 3 S 18° W 4 far
Oak 4 S 29° E 3

Slate 8° var

Bobirch

Jan 23 - 1922

133-134-28

Cor to sec - 3-4-33-34

Oak 5 N 30 E 5 Pine
Oak 4 N 5 W 2
Oak 6 S 28 W 3
Oak 2 S 60 E 9

Stake / 80 Vor

Babcock.

Jan 14-1922

133-29

S ½ Lot 13 & 14

JP 3N 38°30' E 1 Pace

JR 4N 85° W 7

Spike 8° Var

Babcock

Jan 14 - 1922

33 - 29

¼ bet 13 + 14
=

J.P. 5N 65° E 2 Paces
J.P. 4N 13° W 2½ Paces

Spike 8° Var
63 brock -

Jan 14 1922

133-29

N ½ lot 13 & 14

Post 3 N 10° W 4½

Post 4 S 10° E 3

spike 8° Var

Tabor

Jan 14-1921
133-29

=When I get a mile North I find that I am 1 Mile to far east. so go west from fence Running N & also west from edge of lake South of Baxter
@ 145 Paces 20" N.P. Stump stands about 4 ft high and is scribed on NE Side T133 R 29 sec 14.
Must be bearing to me.
I take new B.T.S and [illegible] this stump.

M.C. Set 11&14 - 133-29
Oak 4 N 80° W 20 Paces
Oak 5 S 45° W 16
8° Var.
Babcock

Jan 14-1922

133-29

E ¼ cor 11 & 14

J.P. 4 N 18° W 4 Pace

J.P. 6 S 38° E 6½

Spike 84 var

Babcock

Jan 14 - 1927
133-39

= 1/21 vet: 11 & 14

N.P. 4 N 30° E 4' Pace
J.P. 6 S 75° E 6 1/2
Spike 8" Vov

Bobcat

Jan 14-1922

183-29

W¼ Sec 11 T 1 N

Oak 3 N 19 W 5 Pace

J.R 45 48° W 7

Spike 8" V or

Babcock

Jan 14-1922

133-29

Cor to sec 10-11-14-15

Tamarack 2N 10°E 1 = 3.0 ft
" 3N 15°W 2 - 6.0
" 5S 8°W 4 12.1 ft
Alder 1½ S 5°E 5 = 15 ft

Split 8° VOR

Babcock.

Jan 15-1922

133-29

N ½ bet 14 & 15

J.P. 5 S 23° W 4½ Poles

J P 3 S 37° E 1½

Spike 8" for

Branch.

Jan 15 - 1922

133-29

¼ Sec. 14 & 13

Tam 2 S 25 30' W 2 Pairs

Tam 4 S 24 E 2

spike 80 Var

Baldwin

317

Jan 15-1922

133-29.

S ½ bell 14 & 15

Tan 4 S 64° W 2 pans 6.0 ft

Tan 3 S 29° E 5 - 15

Spike 8° Var

Babcock.

329

Jan 15-1922

13|3-29

=N 1/16 Set 22-23

J.P. 5 S 5° W 1½ Paces
J.P.H S 85° E 1½

Spike & Q Yaz
Babcock

Jan 15-1922

133-29

Ybl-22-23

JP 9N 5°E 4½ Pass = 13.5 pl
Oak HS 27°W 2½ " 7.5

Mike 8 Ox
Babcock

329

Jan 15-1922

133-29

8 1/6 bet. 22823

Tam stump S N40° W 1

" " S 45° E 1 1/2

spike 8" Pot

Babcock.

Jan 15-1927

133-29

cor to sec 22-23-26-27

Oak 3N 54°E 3 Pine
I.P. 4N 25°W 4
I.R 3S 20°W 7
Oak 2S 10°E 12

Spike 80 var

Babcock

318

Jan 15-1922

133-29

N ¼ bet. 26-27

Oak 35 63° W 11 8

Oak 25 9° E 21 pass.

Spike at SE Cor & fence post. Oak post 2" X 5" X 6'

Jan 15 – 1922

133-29

¼ Sec 26-27

Oak ½ S 45° W 3 Pkts : 9.0

Oak 2 S 40° E 7 = 21.0

Split 8° Var

Babcock

329

Jan 15 - 1922

133-29

M.C. North Bank Wash
Lot 26 & 27

Elm 10 N 55° E 5
Elm 9 N 85° W 2
Spike 80 Vor
Babbitt

Jan 13 - 1932

S ½ - 1445 - 134-29

J.P. 5N 40° E 1½

J.P. 4N 45° W 2

Spike 8° Var
Babcock

Jan 15-1932
134-29

M.C. South side Lake
Lots 14 & 15

J.P. 3 S 20° W 3' Pans
J.P. 2 S 16° E 3½

Spike 8° Var
Babcock.

Jan 15-1922

134-29

M.C. North side Lake

Set 14x10"

J.P. 10 N 45° E 10 Poas

J.P. 12 N 31° 30' W 7

Spike & Tag

Bedrock

317

Jan 15 - 1922

134-29

N ½ bet. 14 & 15

JP 5 N 72° E ✓ Pace 3.0

JP 4 N 19° W 2½ 7.50

Spike 8° Var

Babcock

327

Jan 25, 1922

134-29

8 1/6 Sd 10 & 11

J.P. N 70° E 4/Dec = 12.4

J.P. Stump S N 39° W 1 = 3.0

Spike 8° W of

Bkbirch

327

Jan 15-1922.

34-29

Hatt 10-11

Oak 31 N 4° E 5½ Pos

Oak 10 S 68° W 1

Spike 8° Var.

Babcock.

Jan. 15 - 1932

134-29

WN. ¼ Sec. 10 - 11

Birch 8N 5°30'45" E 7 Paces
Oak 7N 75° W 1

Spike 8° Var
Babcock

59.

John W Cuno
June 1-1915

INDEX

Expenses. Sec. 18, T. 140, Rg. 30

June, 19, 1915		L.S.B., Lake View Hotel	$1.05
Aug. 25	"	R.R. Walker to Hackensack	.33
" 25		Tacks 5¢, Keel 10¢	.15
" 31		R.R. Hackensack to Walker	.33
Sept 1		" Walker to Hackensack	.33
" 1		Freight on 15 I.M. - P.R. to Hack.	2.5
" 6		Telephone to PINE RIVER about I.M.s	2.1
" 7		R.R. Hackensack to Walker	.33
" 7		Freight on 10 I.M. PINE RIVER to Hackensack	2.5
		27 I.M.s	

$9.23

TIME SHEET

June ← August → Sept

	Position	S 19	M 21	W 25	T 26	F 27	S 28	S 29	M 30	T 31	W 1	T 2	F 3	S 4	S 5	M 6	T 7	W T 8 9	F S 10 11	Days	Amount
1	E.K. Molyneux	Transitman	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	19	$95.00
2	John E. Drier				3/4															3/4	1.50
3	W.E. Emahson					1	1	1/4	1	1/2	0									3 3/4	7.50
4	Henry Babrt		1			1	-	1	1	1		1	1	1	1	1	1/2			10 1/2	21.00
5	Geo. E. Coors (Cuero)								1	1										2	10.00
6	Richard Riley											1/2	1	1	1	1/2				4	8.00

Expenses

Rainy day

Board Account. Lake View Hotel. - Chester Gority

June & Aug → Sept.

	W 25	T 26	F 27	S 28	S 29	M 30	T 31	W 1	T 2	F 3	S 4	S 5	M 6	T 7	Days	Amt
F.N. Molyneux	D S L	B D S L	B D S L	B D S L	B D S L	B D S L	B D -	L	B D S L	B D S L	B D S L	B D S L	B D S L	B D	12 @ 1.00	$ 12.00
G.E. Coons						D S L	B D								1½ @ 1.00	1.25

Walker Chase Hotel

F.N. Molyneux							S L	B D S							1 1	1.25

6/25/10

SEC. 18, TWP. 140, RG. 30.

Left Walker on the 9-26 and reach Hackensack in due time.

Mr. Dryer met me at the train. I got ready for work. He & I then go out and inspect the section for corners. On the west side at Gov. M.C. #23 we find the stone corner washed out of place. One Gov. B.T.s still standing. A stake set by cruiser Bartlet, marks location of the 1/4 Cor. west side of 18. South B.T.s gone.

M.C. #53 marked by I.M. set by Cuno

Go to Lakeview Hotel for dinner.

P.M. - Find M.C #22 marked with I.M. + L.B.T.

" 1/4 Cor. S. side " " " " no "

" Cor. Secs 17, 18, 19 + 20 " " Wood stake

W.C. to Secs 17 + 18 and B.T.s gone

Fing Secs.

Thursday – 8/26/15 7

Sec. 18, 140, 30

F. N. Mohrmann, transit, chain, axe
W. E. Erickson, chain, flag, axe

We go to Gov. M.C. #54 for starting point. The Gov. field notes call for the following B.T.'s

N. Pine 6", S. 76° E. 15 lks. – Stump with B.T. showing plainly, in good shape.

N. Pine 8", N. 46° E. 8 lks.; Standing in good condition

Find an 80 P spike marking the corner, which checks on B.T.'s

Commencing here and running East on variation of 9° 0" as follows

Correct Var. 10° 12'

0+00 Gov. M.C. #54, N. side of Sec 18
0+98 ℄ of trail S.E. + N.W.
5+25.7, R.R. spike, E of Ry. Track
6+29.8 △, 80 P. spike
6+96.3 △ Temp. ¼ Sec. Cor
7+65 ℄ of trail S. 80° E.
9+12 ℄ " N. 50° E.
10+68.3 △, Stake with tack
11+34.0 △ = 11+34.2, Spike set by road survey
14+30.9 △ = Tack in Hub
17+07 ℄ Gov. L.L. road, S. 45° E.
20+16.3 △ Temp ¼ Cor.

Unable to find any B.T.'s F. N. Mohrmann

8 18-140-30 8/26/15

20+99.9 △ Tack in hub

20+49.9 △ 20 P. spike, set by Reed survey

25+80.5 △

33+36.3 △ Temp 1/16 Sec. Cor.

33+55.8 △ Tack in hub

DINNER

40+2.05 △ " "

43+66.2 △ " " R.L. offset To True L 49.84'

46+69.0 The Truesorner is S. 48.12 ft.
Sec. Cor. in B.T. stumps, check
4664 / 48.12 | .010317+ per ft correction

4664
14800
13992
6080
4664
3416

4366.2
.010317
30493 4
13362
13086
13362
4494 29154

4664
4656.3
77000
46563
304370
279378
24992

per ft. .00165

correction end 46563

Connect lins for points on N. boundary line from random line) Goes

		East (.30 P)	South
5+25.7	℄ of RR.		5.42 ✓
6+96.3	Temp 1/16 Cor	1.16 ✓	7.20 ✓
20+16.3	" 1/4 "	3.39 ✓	20.84 ✓
46+56.3	" 1/16	5.52	34.48 ✓
		2.18	13.64
		7.70 ✓	48.12 ✓

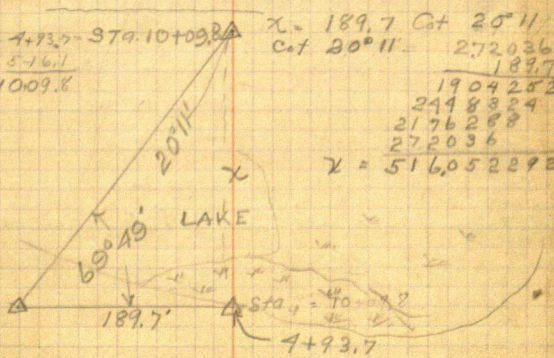
Fine day Quit for day
At Lake View Hotel

Friday -

F.N. Molyneux, transit, chain & axe
W.E. Erichson Chain Axe
Henry Babst " " & Flag

After correcting up the North boundary of Sec. 18, as shown on page 8, and driving wooden stakes for the temporary subdivision corners, I produced the said North boundary true line east 4.58 ft and turned an Ang. of 90° 10' to R. for a random line along the east side of Sec. 18, and at.

4+03.8 △ Tack in hub
4+93.7 △ " " "



x = 189.7 Cot 20° 11
Cot 20° 11 2.72036
189.7
1904252
244833 4
21762 88
272036
x = 516.052292'

18 - 140 - 30

6/27/18

13+16.3 △ Tack in Hub

17+94.8 △ " " "

20+76.0 △ " " "

26+04.7 △ " " " Donners T.L. is 3.5' W.

Sta 3994.4

X = Cot 16°08' × 402

Log. Cot 16° 08' is 10.538703

Log 402 is 2.604226

13.142929

16° 08'

26+04.7
13+89.7
39.94.4

1389.7

No is 1389.7'

Lake

Sta. 26+04.7 402'

39+94.4 △ Tack in hub

45+13.1 △ " " " 1°00' L To pass out bldg

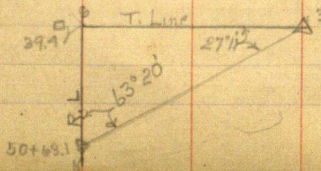
48+13.1 △ " " " 1°00 R. ∥ to Line

49+13.1 △ " " " 2° 00' R

50+63.1 △ " " " 2° 00' L

5-1+30 Road

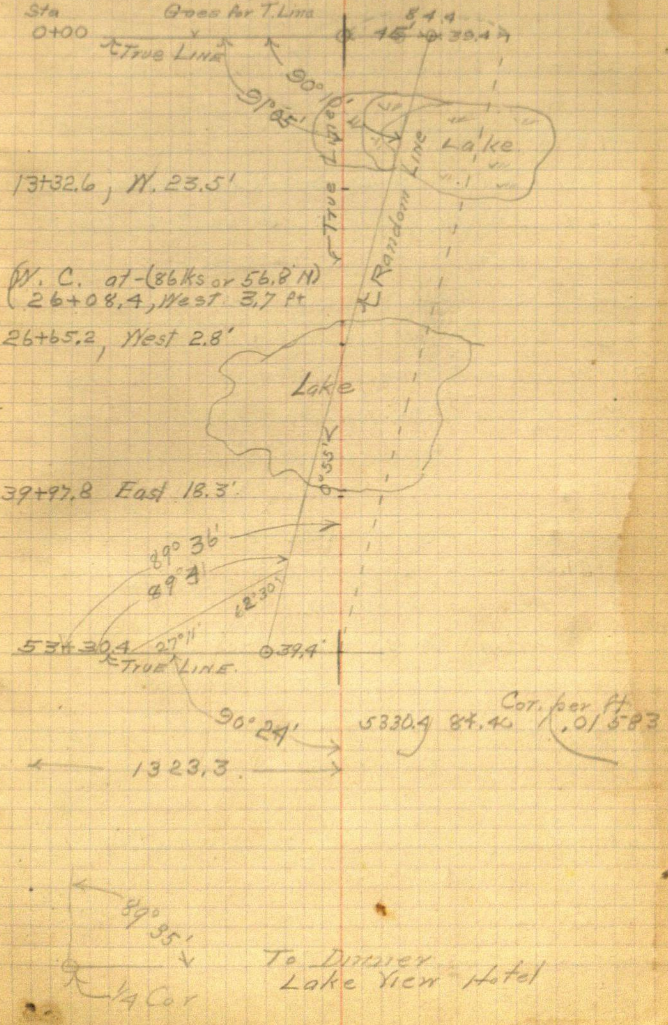
53+30.9 Sec Cor is 39.4' East on T.L.



18-140-30 8/27/15 11

1322.18

Corrections for east side Sec 18



18-140-30

South Side Sec. 18.

P.M.

0+00 = Cor. M.C. # 22, I.M. set by Curo
Run east on true Line
8+91.9 ℄ of R.R. track, Drove spike.
9+14.9 I.M. for 1/4 Sec. Cor. set by Curo
11+15 Leach Lake Road runs to north
16+35 Road south to Hachensack
22+38.2 △ Tach in hub. set to 1/4 Sec. Cor.
30 △ Spike in road
31 Leave road we have followed from Sta. 1
Road come from N. W
" Runs N. 70° E
32 enter marsh
35+61.5 Sec. Cor. Secs, 17, 18, 19 20
No corrections.
from 1/4 cor to Sec. Cor
is 2646.6 Ft
1/4 Mile is 1323.3 "

West side Sec. 18 P.M.
Set. Gov. M.C. #23. from U.S
Gov. B.T. which is described
as follows
N. Pine - 6" - S. 83° E, - 25 lks (16.5 ft)
0+00 = Gov. M.C. #23
on Var. of 9° 30 Iron north
and at

0+90 enter road and follow it
comes from S. 80° E
5+67.1 Bartletts 1/4 Cor. is ft to west.
11+02 △ Tack in hub
22+80 leave road which runs E
around lake.
24+53.8 is Gov. M.C. 53. I.M. set
by Curo.
Open water 6' N. of M.C.

Corrections
From M.C to M.C we make it
2453.8' the Gov. calls for 2460.45'

2460.45
2453.8 Short
2460.45 6.65000 0.0027
4 92090
1 72910 0
1 72231 5

Corners go in at
5+70.01 1/4 Corner
18+86.44 1/16 "
5 67.36
24 53.80

Quit for day
G. N. Molyneux

12-1-15-30 8/28/15

SATURDAY A.M.

Raining this morning, Slow steady rain
Quits raining at 9 A.M.
Erickson & I go out and measure up the R.R. track

0+00 ℄ of track = 8+91.9 of Sec. Line S. side
Ang to N.W. 76° 16'

10+30 △ B.C. 2° 01' (Curve to L) 7° 02' 10 Curve

14+27 N. line fence of

14+29 △ E. of C. 2° 47' L.

42+91 Mile Post (51)

		B.C. = 0+00	Def. 1° 28'
		1	2° 57'
		2	4° 30'
		3	6° 00'
50+71.5 △	B.C. 7° 06' R.	4	7° 06'
		4+74	

55+14.6 △ Spike ℄ of Trk = 5+26 of True N. Sec. Line
Ang of long Chord and sec line to S.W. is 101° 04'
Rain P.M.

E. J. Wolfe surv

SUNDAY

Molyneux, Transit + axe
Sabrt Flag + brushhook
Erickson axe

E. + W. 1/4 Line

Commencing at the corrected 1/4 Sec corner on west side of Sec. 18, with transit over hub, and sight on flag at M.C. #53 to north I turn an angle of 90° 24' to right and hub a line east, along an old brush line as follows:

0+00 1/4 Sec. Cor.

△ Top of ridge
△ "
△ R.R.
△ Top of ridge

Intersect True East Sec. line of 18 N.W. Ang. 89° 30' 59.9' W. of True 1/4 Cor or 3.1' N. of M.C.

Intersect Random line on east side of Sec 18, N.W. Ang 90° 22' at Sta. 2605.3 S.

Conit on Page 21

G. W. Molyneux

16 12-22-18 8/29/13

SUNDAY P.M.

North 1/16 LINE Molyneux, Erickson + Bahrt

At Sta. 13+32.6 of random line on east side of Sec. 18 I set transit over hub, with sight to north, I turned an angle of 89° 52' L (N.W. Mag.) at 23.5 ft I set a hub for the True 1/16 Cor. I then brushed and hubbed the line ret and intersected the west true boundary (Trip Line) of Sec. 18 at

Quit For day

Monday 2-30 P.M

At 3-30 P.M. intersect T. line at 2.0 ft S. of 1/16 Cor.

Molyneux, instrument

Coons axe

Bahrt "

J. Molyneux

N. & S. 1/4 Line

Molgrew, transit, chain axe (

Bohrt axe + chain

Erickson "

Cool cloudy morning.

Commencing at the iron 1/4 corner on the south side of Sec. 18, set transit over same, and with sight on Mog at corner of Secs. 17, 18, 19 + 20 I turn an Ang. of 29° 35' to L. (N.W. Ang. 29°35') and brush and blaze north.

Intersect random line on N. side at 21+89.6

2 - 10.0

1 69.8 E. P.M.

O. E. Coons - helps P.M.

Wed. 9/1/15

From 1/4 cor. I.M. south side Sec. 18, I turn 1° 50' L. from random 1/4 line, and run N. 0° 05' W on true line as follows

0+00 = 1/4 Sec Cor. N.W. and with Sec. L. 88°39
5+15 = 2730+90.3 Elwell road (N. 10° W)
5+32 ℄ of old wagon road.
10+95.8 △
12+81.8 △
13+28.8 = Int. △ on S. 1/16 { Note: This corner goes south 1.6'

17+73.3 △
20+64.7 △
22+57.0 △
24+32.5 ℄ of wagon road
25+93.9 = 2752 Elwell road.
26+56.0 △ East 26.6 = 2753+18 E. Road

26+89.5 △ Int with E.+ W. 1/4 Random line N.W. Ang. of intersection 89° 29'

85.2' W 2655.4 / 2640 / 15.8 / 7.9 — 1320 / 7.9 / 1327.9 — 1329.5 / 1327.9 / 1.6

6/30/

Meander Line along Birch Lake
from M.C. #53 to M.C. #54

0+00 = M.C. #53, S. 78° E.

2+00 N. 60° 45' E (L. 30' L)

5+00 N. 10° 30' E (L. 50' L)

6+25 N. 12° W (L. 25' L)

10+10 N. 17° W (4' L

11+85 = M.C. #54

Quit for the day
Molyneux, transit
Coons axe + chain
Babit "

F. M. Molyneux

18-14W-3W 8/31/16 19

Tuesday.

E. 1/16 LINE

Commencing at the east 1/16 corner on the side of section 18. Setting over the hub and sighting to the flag on the 1/4 corner and turning 88° 34' to the R. (N.W. Ang. 88° 34') I brushed and hubbed the E. 1/16 line north (9° 01') Var, Turned off. I run N. 1° 00' W. Intersect the Sec Cor 6.8 ft east of the true 1/16 Cor.

Molyneux, Transit

Cons axe

Babit "

G. M. Molyneux

20 7

18-140-30 Tuesday 8/31/15

S. 1/16 Line

Commencing at the S. 1/16 corner on the random line on the east side of Sec. 18 with sight to north 1 tur on Ang of 89°32' L. (N.W. Ang) N 88°45 W

Hubbed line through to lake.

Quit for day.

To Weber on A-20 tram.

Court. Thursday 9/1/15

0+00 = Intersection of random S 1/16 line with N.+S. true 1/4 line. This pt goes South. 1.6 ft.

2+03 = 2739+35.2 Elwell Road.

2+95 Road.

3+11.4 △ By. R.R.

3+25.2 ℄ of R.R.

Molyneux

Coons

Bohrt

Geo. Molyneux

Wednesday 9/1/15

At Walker working on map
To Hackensack at night

Thursday 9/1/15

E+W. 1/4 Line

Commencing at the intersection of the random E+W. 1/4 line and the true N.+S. 1/4 line and measuring west

0+00 = Above intersection

4+47.6 △

7+40 ℄ of RR

14+31.6 △

23+86.9 △ 1/4 Sec. Cor on W. side of 18.
Prorating the distance of E+W. 1/4 line from W. 1/16 line to Rg. L. from Gov Dis given 1 1/2 miles W. of S. it is 1110.45 or 2430.45' from Center of Sec. to Rg. Line. We make it 2386.9 by actual measurment or 43.6 ft short.
Prorating the shortage
2430.5 ft 43.6 Acres 51 0.1793

which makes the 1/16 Cor mor fall at 1296.38 ft from Center of Sec, and 1090.57 " " Rg. Line

E. W. Bodymer

18-140-30 9/2/15 FRIDAY.

West 1/16

Commencing on the E+W random 1/4 line 1090.57 ft east of the Rg line and turning the N.W. Ang of 89° 12' I run a random line north as follows

0-

0+00 . = W. 1/16 corner on E+W. 1/4 line

2+06.6 △

13+07.8 △ Int. of N. 1/16 Rand. line

17+90.5 △ Top R.R. Cut

18+31.9 nail ℄ of R.R.

26+11.8 △

26+46 Intersect N. Sec line 14.3 ft E. of The true 1/16 Cor

Corrections 2646) 14.300 (.005405 per. ft
13 230
1 0700
1 0584
11600

Goes West
1308.8 7.07 ft.

18+66 True line intersects ℄ of R.R.

Richard Riley commences the work at noon

14.3
57.3
2646)

.307 ... 0° 18'

G. M. Molyneux

18-170-30

9/5/15

23

Meander line around lake in east edge of Sec. 18

12 Commencing at S. 1/16 Cor. on E. Side I. M.

11

10 55° 25' L.

9

8+00 Ang. R. N. 2° 30' W.

7 +10.2 Ang. L. 88.8' S. 79° W

6 241.6

5

+68.6 Ang. R. N. 54° 00' W

4 168.6'

3+00 Ang. L, N. 82° 15' W.

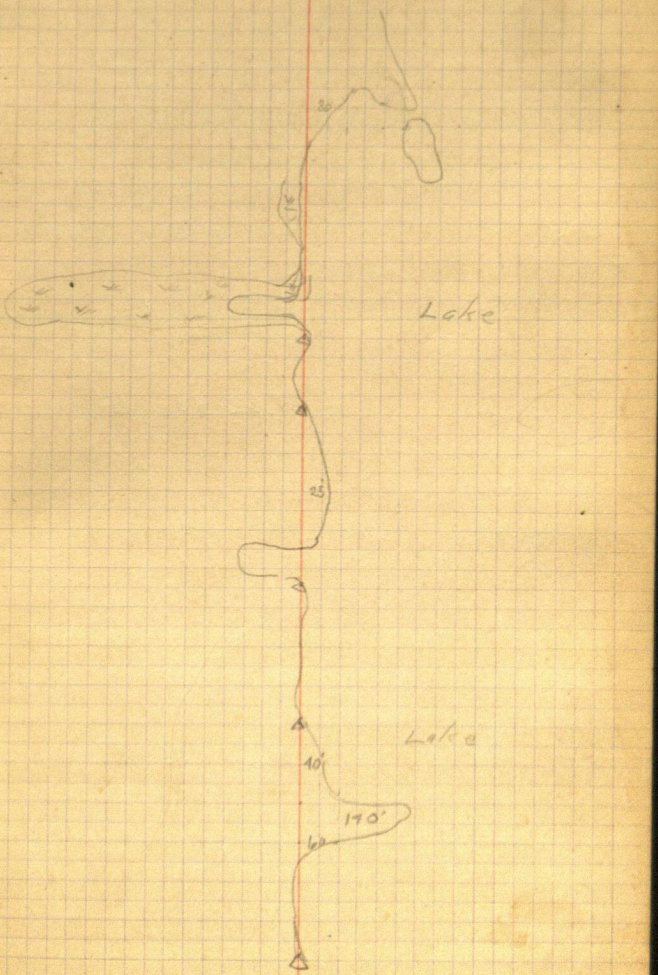
2

1 300'

0+00 N. 56° W.

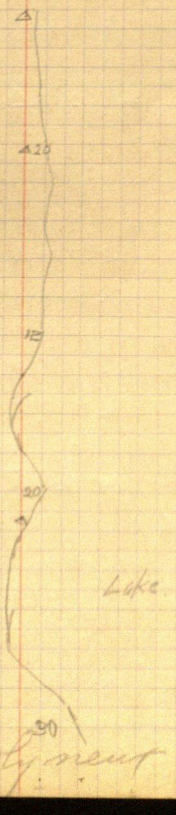
55° 25' L. From true Sec. line to N.

18-190-30 Saturday 9/4/10 26



18-170-30

22	+14					W.C. on E & W. ¼ line
		181'				
21						
20	+33				N. 62° 45'	E
19						
18		474'				
17						
16						
	+59		Ang R.		N. 63°	30 E
15						
		230'				
14						
13	+29		Ang L.		N. 8°	W.


20
12
20
30
Lake

18-140-30

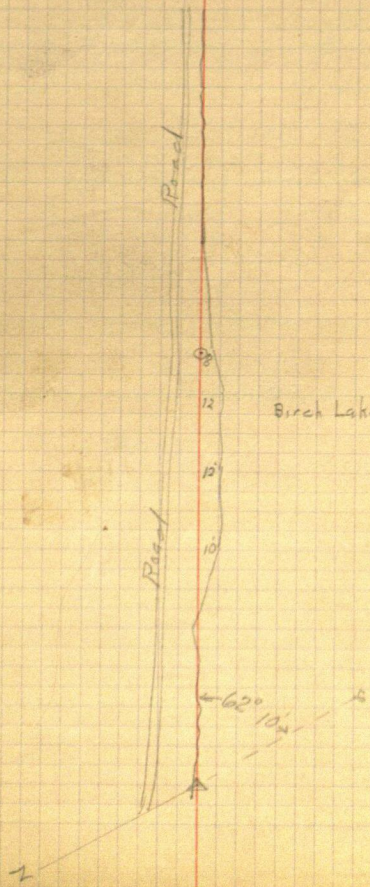
Meander Lines along shore of Birch beginning at Cor. M.C. # 23 on Rg. line and running in a southeasterly direction as follows

Molyneaux, Babb & Riley

10
+86.0 △ 28° 07' R.
9
233.2'
8
+52.8 △ 4° 08' L.
7
201.9'
6
+50.9 △ 12° 17' L.
5
294.3'
4
3
+56.6 △ 14° 35' R.
2
256.6'
1
0+00 = M.C. # 23 62° 10' L. Def. from Rg. line

Scarboro. Sept 5, 1910

29



30 18-140-30

21 +71.2 △ 13°23' L

20

19 5-58.6'

18

17

16 +12.6 △ 63°22' L

15 53.7'

14 +58.9 △ 54°03' R Nde on W. ¼ line prod.

+78.3 △ 26°08' R W.C. on S. ¼ line

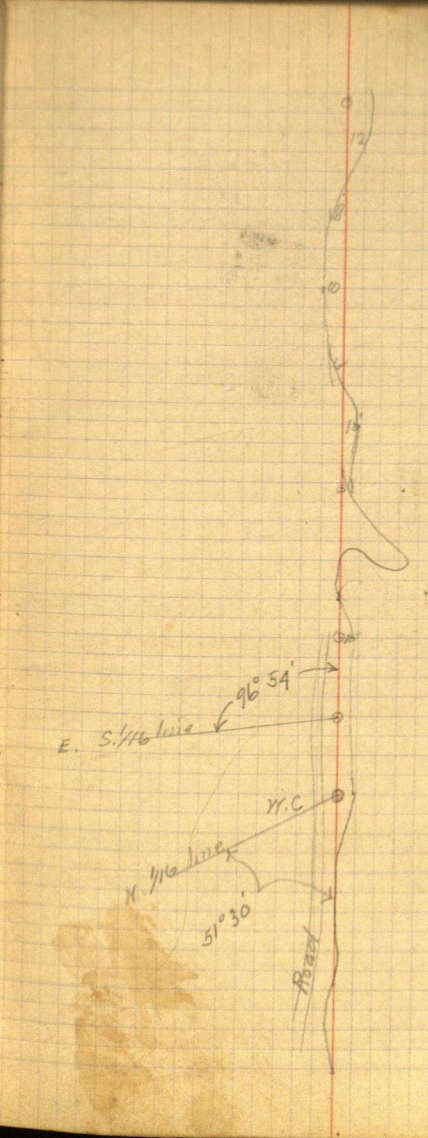
13 42.2' 80.6

+36.1 △ W.C. 37°14' R. Nde W.C. on W. ¼ line

12

11 350.1

10


0
12
10
10
13
96° 54'
E. S. 1/16 line
W.C
N. 1/16 line
51° 30'
Road

18-190-30

+29.3 M.C. #23.

29

28

2 32.3'

27

+92 13° 30' L. to M.C.

26 +01.3 907 19° 55' L.

25

24

23 430.1'

22


Birch Lake.

18-140-30

Bartlets Survey Notes of
Birch Lake Co. Road 140-30 & 31

A.P.	Bearing	Distance	Remarks
0.0			Being N.E. Corner of Sec. 12 - 140 - 31
	South V. 7°30	39.68½ Ch	to A.P. 0.0 = ¼ Cor. E. line 12-140-31
0	" "	39.74 -	to A.P. No 1 = 100 lks N. of M.C.
1	S. 64° E	450 lks	" " " .2
2	S. 36° E	450 -	" " " .3
3	S. 16¾ E	900 -	" " " .4
4	S. 38° W.	350 -	" " " .5
5	S. 73° W.	500 -	" " " .6
6	West V. 7°30	181 -	" " " .7 = 180 lks S. of M.C.
7	South V. 9 40	34 Ch	" " " .8 = 118 lks N. of M.C.
8	S. 51½° E	900 lks	" " " .9
9	S. 67° E.	850 -	" " " .10
10	S. 45° E	600 "	" " " " .11
11	S. 3° W.	1100 -	" " " " .12
12	S. 24° E	715 "	" " " " .13
13	S. 46° E	415 "	" " " " .14 = 42 lks E. of M.C
14	East V. 9°30	15.15 Ch	" Hackensack & Wannan Lake Road

"Note": All distances on plat are given in lks

18-140-30 8/28/05 30

Retracing that portion of the road survey in the N.E. portion of Sec 18-140-30

Molyneux Transit
Henry Bahrt, axe & chain
Richard Riley " "

I set a hub on the Rg. line on the west side of Sec 18 at 77.88 Ft (118 lks) south of M.C. # 53. Setting over this hub, with a sight on the M.C. #53 I turned an Ang. of 92°10' R (to N.E) and measure 119.46 ft and took to R. State #7 but am unable to find same, but find all the rest with the following results.

Bartlets A.P. No	Dec Ang.	Dis	
7	92°10' R	119.46	to A.P. # 6 not found
6	15°17' L	330'	" " 5 Found
5	37°06' L	236'	" " 4 "
4	54°14' L	594	" " 3 "
3	19 15'	55	To Sec. line North side of Sec 18 Which point is 50 ft West of M.C. # 54

Note: Stake Nos. found do not seem to correspond with recorded notes Distance about

W. J. Molyneux

18-40-30

Notes of the proposed Elmell Road, and tes on some of subdivision survey

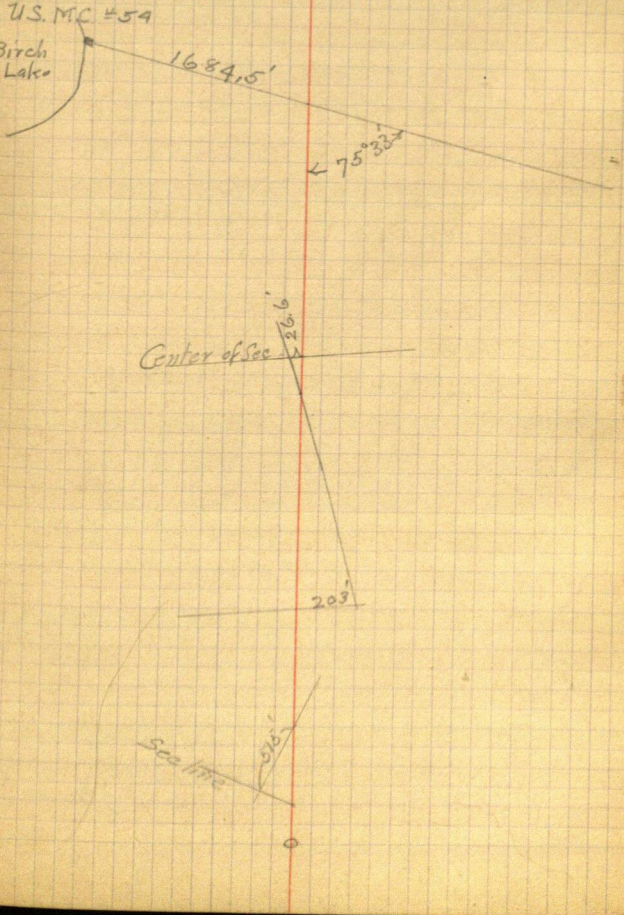
E. Road Sta

2780 +79.5

2774+38.9 Δ 20° 30' L
2765+61.5 Δ 34° 50' R
2759+74.9 Δ 11° 17' L
2758 Δ
2755+52.9 Δ 30° 35' L
2753+15 Intersect E.W. 1/4 line 26.6' E. of Cent. of Sec
2752 Intersect N.-S. 1/4 line 2543.9' N. of 1/4 Cor.
2748+21.6 Δ 12° 22' L
2746 Δ
2744+66.3 Δ 25° 33' R
2742 Δ 12° 51' R
2739+35.2 Intersect S. 1/16 line 203' West of 1/16 Cor.
2738+55.5 Δ
2733+31.5 Δ 7° 32' R
2730+90.3 Intersect N.-S. 1/4 line 515' N. of 1/4 Cor
2725+68.4 Δ 68° 38' R 40° C. leave S. side of Sec.

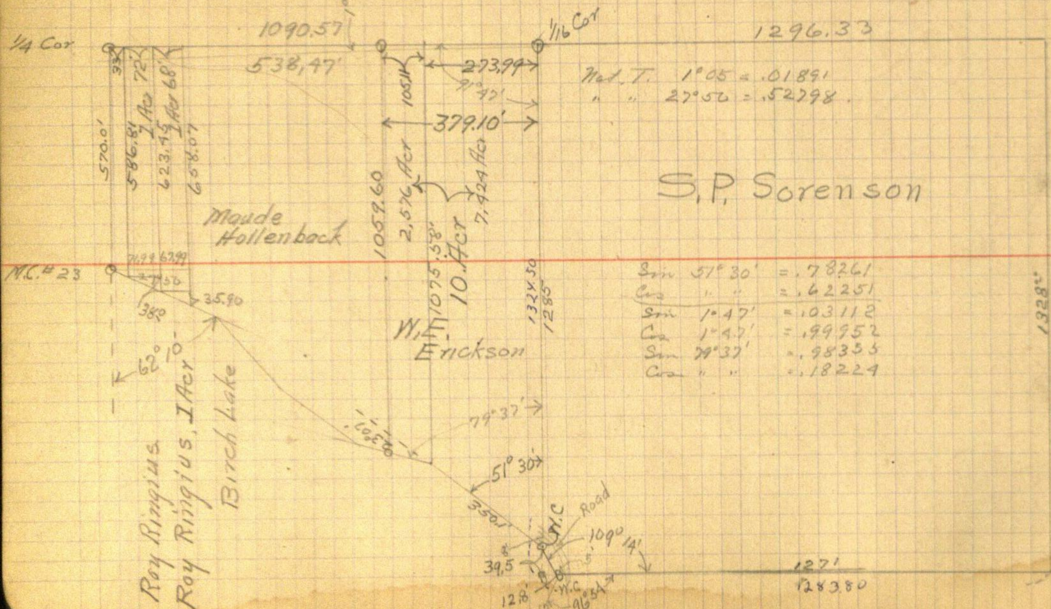
2720+30.2 Δ 101° 40' L 1st point on S. edge of Sec.

Notes taken from profile in Co. Surv. office



58 18-140-30

Lot 4 - 18 - 140 - 30



S. 17-140-30

July 18, 1921.

E.B. Horst, Eng. in charge, under contract of June 8, 1921 ~~1921~~, Begin survey and subdivision of sec. 17 T.140 N. Rge. 30 W. 5th P.M. E.A. McPherson, Chain.

We drive to Sec. 17. and erect a tall pole at cor. to secs. 8-9-16-17 an I.M. previously established from U.S. B.T.s. Then I range transit in line on S. side of state road with the S.E. cor of sec. 17 also previously established from U.S. B.T.s and U.S.M.C. to sec. Cor. I. then re locate point for the W. 1/16 S cor. bet secs. 17 & 20 from my own notes of a previous survey of the W 1/16 line. This cor. was marked by an IM. for 10 years but was obliterated by road construction.

E.B. Horst.

July 19, 1921

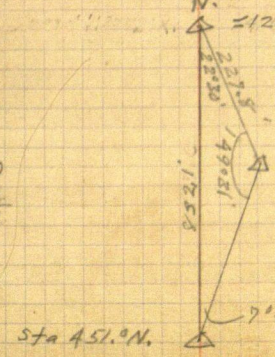
Horst, McPherson, Bartlett, and Hans Jensen.

dig for the I.M. at W.1/16 S. cor. bet. secs. 17. & 20. which we find 1 ft. under road bed.

W.1/16. sets 13 23.8 E. of sec. cor. at 2638.8 E. set temp. I.M. this I.M. was pulled up when state road was being built.

at 3950 E. set hub.

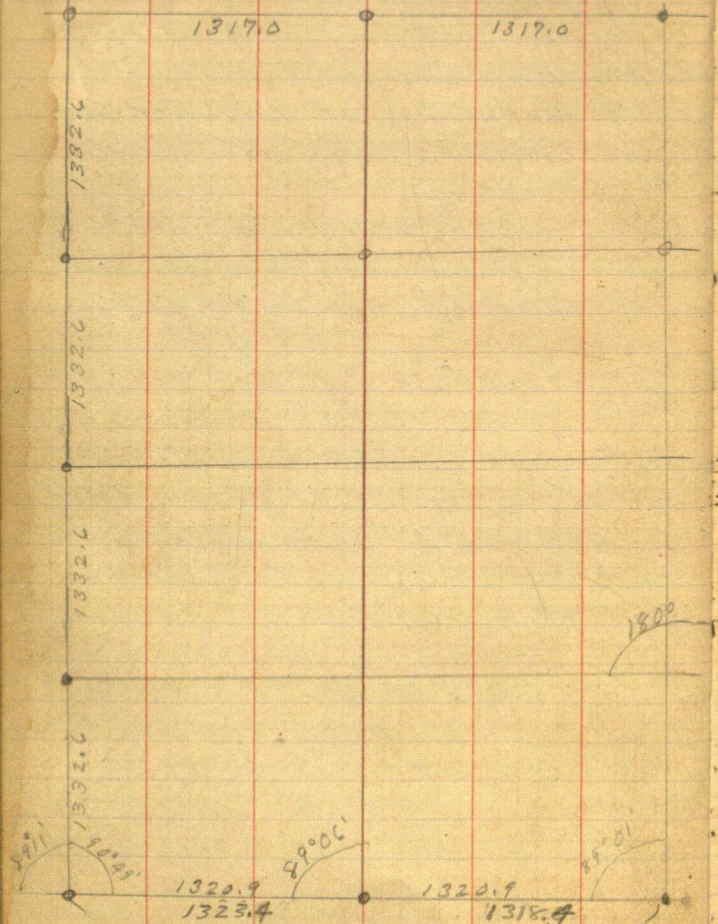
We go to S.E. cor. sec. 17 and run true sec. line N. (Ranged in bet. cars.) at 325 ± state road bears N. 60°30' E. 451.0 ft. N. temp. M.C. S of Lake. ∴ triangle Hub. A. sight over Lake set pt. B. on line.



14

W. 1/2 S. 17.

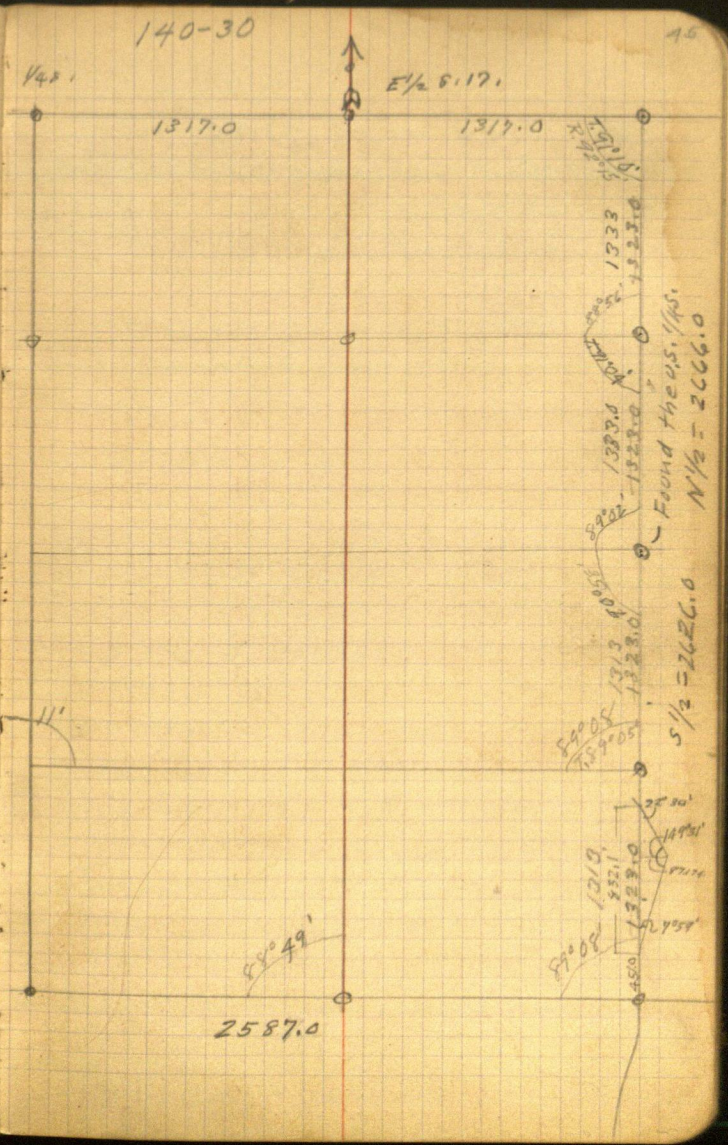
143.



2641.8 = true dist.

140-30

46


1/4 P.
E 1/2 S. 17.
1317.0
1317.0
1333
1328.0
1328.0
89°02'
89°05'
1328.0
89°05'
1328.0
89°08'
1328.0
89°49'
2587.0
N 1/2 = 2666.0
S 1/2 = 2627.0
Found the U.S. 1/16.
11'

at 1534.5 set. temp. S.1/4
" 2200. cut. swp.
" 2700.0 lb. "
" 2863.5 ect Temp 1/4S.
" 4194.5 Temp. N.1/4
" 5292.0 Intersect the I.M. at
True cor. to secs. 8-9-16-17.

July 20, 1921.

Same crew.

From the cor. 8-9-16-17 I run a rand. line W. S.W.∠ to E. boundary = 52°15' at 1317 W. Fall 25 ft. N. of the E.¼ S. Cor. (I.M.)

Correction = .019 per. ft. Tan. of 1°05'

1317 | 25.0000 .019
13.17
11830
11853

We go S. to Sta. 3969 - N. and set a Hub at the true N.¼ S. Cor. bet. secs. 16-17 from which I turn N.W. ∠ 88°56' and run W. thru Sec. 17 on N.¼ line.

at 1309.4 fall 7.7' N. of an I.M. on true E.¼ line previously surveyed.

at 1520 S.M.C. on E. side small lake.

Cross over lake S.M.C. = 0.00 - W.

at 877.3 set Hub Temp C.N.¼.

" 1150.0 cut field

" 1930.0 County Road N. & S.

" 1980.0 S.M.C. E. side of lake.

I sight across Lake and set P.I. on Sec. line 0.1 ft. S. of N.¼ cor. S. 17-18.

17-140-30

we return to 1/4 s. bet. secs. 11 & 12
Where we set Hub for Temp 1/4 S.
at 2641.0 ft. N. From this cor.
Iron W. on 1/4 s. line (NW = 89°02')
at 1335.0 set SMC on E side of
small Round Lake.
I set SMC. W. of lake.
SMC = 0.00 W.
at 3431.0 Hub. N. side in open field
" 600 cross fence
" 1225.? Hub on S. side fence.
" 1406 set temp. pt. C 1/4 S. = S.M.C.
" EB&W 24.

July. 21. 1921

Same crew.

Continue Y.q.s. line W.

set temp. SMC N. of Lake = Sta 0.00-W.

at 575.0 ℄ of N.&S. county Road

on W¼ line previously surveyed.

at 1225.8 ft. set SMC. on E. side of a lake

extending into Sec. 18.

I sight over lake to SMC. on E¼W ℄ of

Sec. 18 and fall 5.9 ft. S. of same

a small correction must be computed

for determining the true ℄ of sec.

17. due to difference of bearings of

the two ℄s.

We go to Sta 1323.0 N. on sec. line

between secs. 16-17 where we set

a wood stake for the true S¼ cor.

from which I run W. thru sec. 17 on S. ¼

line at 1304.2 set Hub. 3 ft. W. of fence

At 2600 set Hub. Temp Ft. for C.S.¼.

E.B. Hazel.

After supper I drive to Walker and

get 21 F.M.s. for Sec. 17. 146-30

more obtained later from Bartlett.

50 17-140-30

July 22, 1921
Same crew.
continue S. 1/16 line W.
at 3533.5 set Hub.
" 3542.0 ℄ County Road.
" 3600.0 set temp. S.M.C.
E. of lake
at W. side of lake set SMC
= sta 0.00 W.
at 700 set Hub.
" 900 int. pt. of small lake
" 1050 Iv. lake
" 11102.0 Fall 1.2 ft. N. of the
S. 1/16 S. cor bet secs. 17-18.

We go to the 1/4 S. cor. between Secs. 17-20-140-30 and reset the I.M. to its true position from the Highway Engr's Notes and J.W. Curo's New B.T.s which are standing, green and stand as follows from the true 1/4 Cor. as reset.

{var. 8°45'} {Nor. pine 15" N. 68° 15' E. 81.5 ft.
Jack pine 18" S. 18° 20' E. 35.3 ft.

E.B. Hoyt.

With transit on V4S. cor. I backsight W. on sec. cor. and run E. to the sec. cor. 16-19-20-21 and fall 16.9 ft N. of cor. Deflection < at V4S. cor. = 0°22' R. on true line.

17-14 E-30.

July 23, 1921.

Same crew.

With transit on 1/4 S. cor. 17/20
I sight W. to sec. cor. and turn
N.W. ∠ 89°01' and run N. on ℄,
at 1319.0 ft. N. intersect the
S.1/16 sec. line (random) at station
2595.7 W.
at 2646.4 N. P.I., on E. & W. ℄ at
sta. 11+89 W. of Lake,
at 2930 intersect Lake.
N. side of Lake = sta. 0,00
at 600.0 N. P.I. △ on N. 1/16 line
at sta. 6+72 ft W. of Lake.
P.I. △ = 0.00 N.
at 1329.0 fall 10 ft. W. of the
1/4 S. cor. between secs. 8 - 17.
This I.M. was previously set by
me and New B.T.s. taken (F.B. (HB))
but the I.M. has since been
pulled up by some one.
I measure from the B.T.s. and find
the hole where the I.M. was
previously set.
We look in the brush for the I.M.
but the party that pulled the

I.M. has it thoroly removed and we will have to import a New one. I set a hub in place of the I.M. until we can get another here. both B.T.s are in good shape and have tacks in Bottom blaze.

E.B. Hoyt.

8.3 N
90.15

We set the I.M. at the E 1/4 S. cor. between secs. 19 - 20 which was pulled up by construction men. Y/a sets E. 1293.6 from Y/s. cor. New B.T.s are as follows:

Oak 6" N 56° 45' W. 90.8 ft.
Jack pine 8" N. 89° 15' E. 83.3 ft. } var. 8° 45'

E.B. Hoyt.

54 17-140-30

July 28, 1921.
Horst, Bartlett, and Mcpherson
setting I.M.S. in Sec. 17.
Bartlett ½ day. (see page 60)
E.B. Horst.

July 29, 1921

Bartlett ½ day.
same crew. set I.M.S. & 4 Meander s.
We set ¼ s. bet. 8-17, C.N. ¼ 16,
N.E. ¼ 16, S.M.C. W. of lake, and
Wood stake S.M.C. E of lake on N ¼ 16
line & W. of N.E. ¼ 16
From this stake take stadia
lines as follows.

Brg.	Dist. ft.
N. 7° 00' W.	180
N. 43° 00' W.	410
N. 67° 00' W.	450
S. 75° 00 W.	460
S. 69° 00' W.	720
S. 40° 00 W.	1080
S. 48° 00 W.	1230
S. 43° 00' W.	840
S. 38° 00 W.	700
S. 42° 30' W.	340

Meanders of Lake at C.E. 1/16 S. cor.
C E 1/16 cor falls in W. end of lake.

N. 21° 00' E, 314 ft. to S.M.C. N. of lake on E 1/16 line.
N. 69° 30' E, 680 "
S. 88° E, 780 " SMC E of lake (stake)
S. 30° E. 450 "

Meanders of Lake on N+S. ℄.
With transit at sta 2930 - N. on ℄.

N. 59° E. 120'
N. 8° E. 380
N. 17° W. 580
N. 41° W. 710
N. 88° W. 680
S. 70° W. 800
S. 66° W. 740 at outlet bet lakes
S 56° W. 620
S. 38° W. 350
S. 60° W. 75 ft.
N. 88° W. 200 to SW. cor. Id.
N. 44° W 225 " NE Cor. Id

From a point on E+W ℄.
on W. side of 2nd Lake = sta. 0.00.W
transit on 0.00 sight as follows.

S. 52°	E.	470
S. 33°	E.	720
S. 13° 30'	E.	730
S. 7° 30'	W.	780
S. 26°	W.	710
S. 37°	W.	470
S. 60°	W.	140
South		20
S. 60°	E.	60' = thoroughfare

With transit on SMC. E. of the.
SW 1/16 Cor.

thence N. 18° W.		410
N. 39° W.		470
N. 67° W.		460
S. 60° W.		640
S. 42° W.		820
S. 25° W.		780
S. 15° W.		440
West		401

Meanders of Lake on E. side of Sec. 17. S. of the S 1/16 S. Cor.
Transit on M.C. on S. side Lake.
Thence N. 40° W. 920.
N. 72° W. 880.

West.	820.
S. 69° W	460.
S. 53° W	200.
North	10.

Meanders of a lake on S. Boundary Sec. 17 W. of the S.E. Cor. sec. 17.
Transit on pt. 98 ft W. of sec cor
N. 42° W. 170
N. 76° W. 840
S. 89°08' W. 740 to M.C. W. side lake
M.C. is at sta. 17+50 E. of 1/4 S. Cor.

July 30, 1921
Horst + McPherson. (B. Burkett 1/2 day)

Meanders of a lake in the Cent. of the N.W. 1/4 Sec. 17. with transit on S.M.C. S. side of lake

N.	7° 30'	E.	470
N.	19°	W.	680
N.	33°	W.	660
N.	38° 30'	W.	1000
N.	40° 30'	W.	1620
N.	54°	W.	1680
N.	55°	W.	1440
N.	63° 30'	W.	1340
N.	68°	W.	1400 to N 1/16 Cor.
N.	84° 30'	W.	1000
S.	76°	W.	1080
S.	77°	W.	880
S.	67°	W.	660
S.	57°	W.	340
S.	35°	W.	130
N.	10° E.	E.	300

B.T.s to C 1/4 S. 17.

Fence post N. 45° E. 23.7'
Tamack 5 S. 45° E. 76.3'

Meanders of a lake in N.W.¼ SW.¼ S. 17.

Transit on E. shore of lake 680 feet N 53° 20' E of the S¼ c. S. 17-18.

thence sights as follows:

S. 38° W. 500
S. 35° W. 302
S. 37° 30' W. 220
N. 33° 00' E. 160
X { N. 11° E 380 = point. (Bay on NE side)
X { N 11° E 620 = N. side of Bay running E
N 14° W. 950
N. 29° 00' W. 1120 to Mc. Secs. 17-18

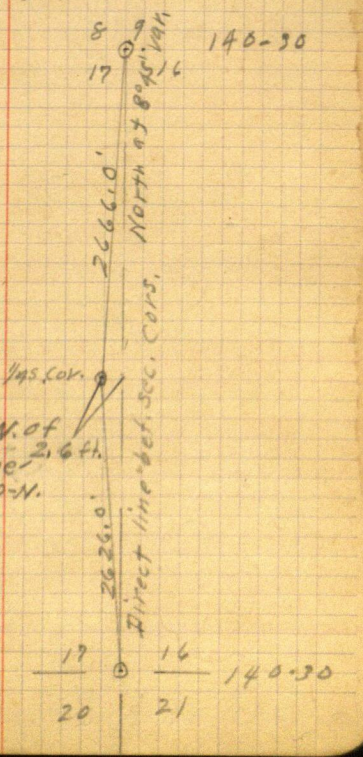
Horst, Bartlett, Mcpherson
with C. Gilia as a witness
Examine the stump of a Norway
Pine tree, 23" in diameter,
to see if it Bears any evidence
of having been the N.W. bearing
tree made by the U.S. surveyors
in the Original U.S. survey,
This tree was cut by C. Gilia
Who did not see any marks on
the tree, but C. Gilia Was also
working as axeman on a survey
made by Roy Bryant Nov. ~~27~~
1914 When Bryant found the
tree to be a U.S.B.T. and used
Same from which to reestablish
the 1/4 s. 17/16 (See F.B. 99-P. 129)
We cut into the stump about
6" and find U.S. scribe marks
in perfect condition.
I count 57 annual growth rings
on the stump since the blaze.
We reset the 1/4 s. 16-17 from this
stump and place a 2"x48" I.M.
at true 1/4 s. cor. E.B. Horst

(see Next page)

S. 17 140-30

Notes of surveys in sec. 17-140-30 Previous to subdivision will be found in:

Field Books.		Page to page	
61	W/16 line.	156	160
99		116	137
"	(S. 16 47)	130	131
"	(S. 17, E 1/16 line)	140	143



Subdivision Sec. 19 - 140 - 30 Time Sheet.

July. 1921.	18	19	20	21	22	23		27	28	29	30				
E B. Horst.	1	1	1	1	1	1		½	1	1	1				
B B. Bartlett.	½	1	1	1	1	1		0	½	½	½				
E. A. Mcphersun.	1	1	1	1	1	1		0	1	1	1				
Hans Jensen.	0	1	1	1	1	1		0	0	0	0				
Livery J.M. Greene									X	X					
" J.P. Brennan											17 Hrs @ 70 ¢ = 17				
" E B Horst	1 way Trip			1 way Trip	1 way trip						" " " Walker.				

23 L.M.S. at 35 ¢ each.

2646.4
1319

22333.8
1291.9
1254.6
37.3

2642.2 2327.4
1318.4
1323.8

28635
26460
217.5

26
6
156.
156
171.6

3990
204.5
4194.5

8773
205.3
672.0

2642.2
1323.8
.4

1323.8
1318.4
5.4

1304.2
1298.7
5.5

2450.8
2447.6
3.2

2641.8
1323.8
1318.0

2643.4
2642.2
1.2

2647.6
2642.2
5.4
2.7

1323.8

3900.0
3.2
3896.8

1323.0
1283.1
39.9

3896.8
2642.2
1254.6

2640
1.2
2638.8
3
2641.8
1320.9

4510
8321
12831

1330
204.5

2642.2
1321.1

1323.8
1321.1
2.7

1323.8
1320.9
2.9

2643.6

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

ROADWAY 14 FEET WIDE. SIDE SLOPES 1½ TO 1.

FOR SINGLE TRACK EMBANKMENT.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	7.0	7.2	7.3	7.5	7.6	7.8	7.9	8.1	8.2	8.4	0
1	8.5	8.7	8.8	9.0	9.1	9.3	9.4	9.6	9.7	9.9	1
2	10.0	10.2	10.3	10.5	10.6	10.8	10.9	11.1	11.2	11.4	2
3	11.5	11.7	11.8	12.0	12.1	12.3	12.4	12.6	12.7	12.9	3
4	13.0	13.2	13.3	13.5	13.6	13.8	13.9	14.1	14.2	14.4	4
5	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7	15.9	5
6	16.0	16.2	16.3	16.5	16.6	16.8	16.9	17.1	17.2	17.4	6
7	17.5	17.7	17.8	18.0	18.1	18.3	18.4	18.6	18.7	18.9	7
8	19.0	19.2	19.3	19.5	19.6	19.8	19.9	20.1	20.2	20.4	8
9	20.5	20.7	20.8	21.0	21.1	21.3	21.4	21.6	21.7	21.9	9
10	22.0	22.2	22.3	22.5	22.6	22.8	22.9	23.1	23.2	23.4	10
11	23.5	23.7	23.8	24.0	24.1	24.3	24.4	24.6	24.7	24.9	11
12	25.0	25.2	25.3	25.5	25.6	25.8	25.9	26.1	26.2	26.4	12
13	26.5	26.7	26.8	27.0	27.1	27.3	27.4	27.6	27.7	27.9	13
14	28.0	28.2	28.3	28.5	28.6	28.8	28.9	29.1	29.2	29.4	14
15	29.5	29.7	29.8	30.0	30.1	30.3	30.4	30.6	30.7	30.9	15
16	31.0	31.2	31.3	31.5	31.6	31.8	31.9	32.1	32.2	32.4	16
17	32.5	32.7	32.8	33.0	33.1	33.3	33.4	33.6	33.7	33.9	17
18	34.0	34.2	34.3	34.5	34.6	34.8	34.9	35.1	35.2	35.4	18
19	35.5	35.7	35.8	36.0	36.1	36.3	36.4	36.6	36.7	36.9	19
20	37.0	37.2	37.3	37.5	37.6	37.8	37.9	38.1	38.2	38.4	20
21	38.5	38.7	38.8	39.0	39.1	39.3	39.4	39.6	39.7	39.9	21
22	40.0	40.2	40.3	40.5	40.6	40.8	40.9	41.1	41.2	41.4	22
23	41.5	41.7	41.8	42.0	42.1	42.3	42.4	42.6	42.7	42.9	23
24	43.0	43.2	43.3	43.5	43.6	43.8	43.9	44.1	44.2	44.4	24
25	44.5	44.7	44.8	45.0	45.1	45.3	45.4	45.6	45.7	45.9	25
26	46.0	46.2	46.3	46.5	46.6	46.8	46.9	47.1	47.2	47.4	26
27	47.5	47.7	47.8	48.0	48.1	48.3	48.4	48.6	48.7	48.9	27
28	49.0	49.2	49.3	49.5	49.6	49.8	49.9	50.1	50.2	50.4	28
29	50.5	50.7	50.8	51.0	51.1	51.3	51.4	51.6	51.7	51.9	29
30	52.0	52.2	52.3	52.5	52.6	52.8	52.9	53.1	53.2	53.4	30
31	53.5	53.7	53.8	54.0	54.1	54.3	54.4	54.6	54.7	54.9	31
32	55.0	55.2	55.3	55.5	55.6	55.8	55.9	56.1	56.2	56.4	32
33	56.5	56.7	56.8	57.0	57.1	57.3	57.4	57.6	57.7	57.9	33
34	58.0	58.2	58.3	58.5	58.6	58.8	58.9	59.1	59.2	59.4	34
35	59.5	59.7	59.8	60.0	60.1	60.3	60.4	60.6	60.7	60.9	35
36	61.0	61.2	61.3	61.5	61.6	61.8	61.9	62.1	62.2	62.4	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.

MADE IN GERMANY.