

Walker - Remer  
Location  
Survey

Transit Notes.

C. J. WHITE

Engineer

Geo. Weidman, Inst.

FIELD BOOK

361

132



# Transit Notes

Sta.  $\Delta$  Mag. bear

17  
+70° 11° 14' R N 58° E

16  
+29° 12° 33' L N 46° 50' E

15  
14 11° 41' L N 59° 30' E

13  
+65° 16° 30' L N 71° 15' E

12  
+08° 9° 37' L N 87° 45' E

11  
10 10° 19' L S 82° 40' E

+17° 5° 5' L S 72° 30' E

9

8

7

6

+78° P.O.T. S 67° 30' E

5

4

3

2

1 P.O.T. S 67° E

0 + 00 = 20° 58' L N 46° 30' W.

Sta. 3321-862

on S.T. 450

P.T. 15+19°

+50

15

+50

14

+50

13

+50

12

+50

11

+50

10

+50

P.C. 9+20°



Walker Remer Road. 8-4-19

10°C.L

$\Delta 65^{\circ}45'$

T=370

L=657.5

P.I. = 12+915

$\frac{9.4 \times 20.7}{3} = 70.8$

1000

912

83

83

108

157

135

129.5

1108

1000

108

1265

1108

157

1400

1265

135

1529.5

14

1291.5

1573.5

1529.5

460



Sta.  $\Delta$  Mag. bear.

36

35

34

33

+64<sup>o</sup> 3°56' L N61°30'E

32

+70<sup>o</sup> 11°46' L N65°30'E

31

+36<sup>o</sup> 11°58' L N77°20'E

30

29

28

+86<sup>o</sup> 7°37' R N89°10'E

27

+19<sup>o</sup> 5°52' R N81°40'E

26

25

24

23

22

21 1°40' R N75°35'E

20

19

+33<sup>o</sup> 16°14' R N79°10'E

18

1° C R

T = 83.34

LC = 166.7'

PC = 20 + 16.7

P.T. = 21 + 53.4



Sta.  $\Delta$  Mag. bear.

54

+663 P.O.T.

53

52

+792 28°34' L N69°10'E

51

50

+562 9°31' L S82°15'E

49

48

+15

47

46

+112 19°26' R S73°0' E

45

44

43

42

+552 6°10' R N87°40'E

41

40

39

38

37

36+462 20°05' R N81°30'E

End of 1666



← Drain

↑	↑
Light Gear	Heavy G.
Med	" "



Sta. A Mag. bear.

72

71

70

+02<sup>2</sup> P.O.T

69

+14<sup>2</sup> 4°16' L N 68°15' E

68

+70

67

66

65

64

+32

63

+33<sup>8</sup> P.O.T.

62

61

60

+03<sup>3</sup> 51°15' L N 72°50' E

59

58

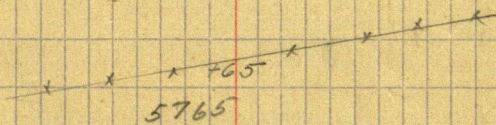
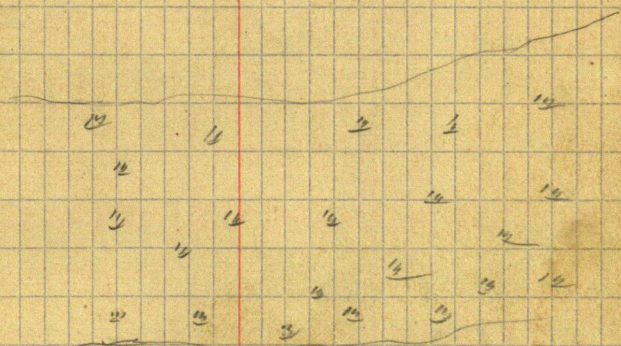
57

56

+50<sup>2</sup> 54°38' R S 56°10' E

55







Sta.  $\Delta$  Mag. bear.

89

+ 015° 8°-9' L N22°40' E

88

87

86

+ 36° 29°-50' R N30°50' E

85

84

83

82

+ 78° 61°-53' R N0°50' E

81

80

+ 20° P.O.T.

79

+ 184° 27°-38' L N61°00' W

78

+ 15° 44°-42' L N33°10' W

77

76

75

+ 94° 57°-03' L N11°10' E

74

73



Sta.  $\Delta$  Mag. bear.

107

106

105

104

103

+80

+03 $\pm$  36°-17' R N 88°-45' E

= Sta. 0+30 on Bridge

102

101

100

+23' 24°-31' R N 52°-30' E

99

98

97

+68 $\pm$  12°-30' R N 28° E

96

95

94

93+00 13°-17' L N 16°-00' E

+25 $\pm$  25°-56' R N 29°-15' E

92

+47 $\pm$  11°-32' L N 3°-10' E


91

+44 $\pm$  7°-53' L N 14°-45' E

90



Survey





Sta.  $\Delta$  Mag. bear

124

123

+68

122

+42

$\Delta$  Sec line

+15

121

120

+183 38°07' R S 52°30' E

119

118

117

+13

116

115

114

113

+60

112

111

+863

+583 P.O.T.

110

109

108

$$\begin{array}{r} 110 + 583 \\ 102 + 038 \\ \hline 8550 \end{array}$$

$$\begin{array}{r} 110381 \\ 102038 \\ \hline 8550 \end{array}$$

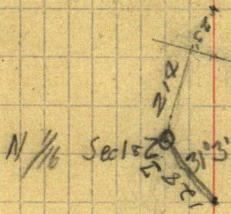
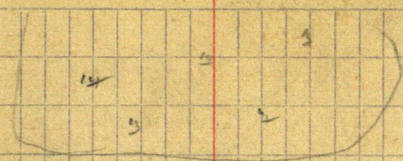
$$\begin{array}{r} 8485 \\ 0130 \\ \hline 8550 \end{array}$$

43°30' R. R.P. crossing

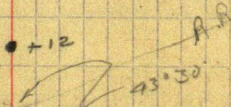
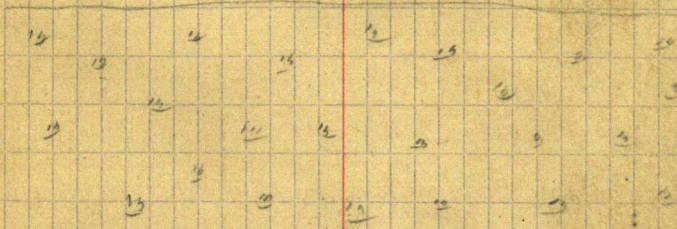
= Sta. 8+85 Bridge



76°30'



119 + 188  
110 + 863  
8 32.5



109-500

Survey

Leach Lake



Sta.      Δ      Mag. bear.

144

143

142

+499 P.O.T.

141

140

139

138

137

136

+41

Fence

135

134

133

+21

Fence

132

131

130

+329 P.O.T.

129

128

127

126

+30

125



3 3 3



Sta. A Mag. bear

+70<sup>2</sup> P.O.T.

162

161

160

159

158

157

+37<sup>e</sup> P.O.T.

156

+ 12

Fence

155

154

153

+30<sup>e</sup> P.O.T.

152

151

+79

Fence

150

+91<sup>8</sup>

149

148

147

+75

old trail

146

145



Sta.  $\Delta$  Mag. bear.

183

+23° P.O.T.

182

181

180

179

+85

178

177

+79° 11°40'L

E 1/16

Sec 1  
Sec 12

176

175

174

173

172

171

+05° 33°41'L S84°E

170

169

168

167

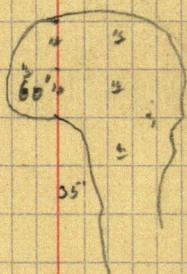
166

165

164

163







+593 Sec. Cor.

188

187

186

185

184



26/5/41



119+18.8 23°00'

7380.7' to Sec. Cor.  
(Calculated from Line)  
Run in Aug. 1919)



Revision of line from 41+55  
to 60+

STA.

8

7

6

+66.6  $40^{\circ}52' R \Delta$

55

54

53  $\odot$  P.O.T.

52

51

+94.5  $35^{\circ}00' R \Delta$

50.

9

8

7

6

45+75 P.O.T.

5

4

3

2

41+55.0  $28^{\circ}08' L$

Try Producing tangent from sta 45  
ahead turning to right and  
crossing present line on side hill  
Back to present line at about 61



Friday Nov. 30, 1919.

R. J. Jorgenson Engr.

C. J. Bark Rodman

A. R. Peterson Chain

H. Mark



STA.

$$\begin{array}{r} 68 \quad 14.2 \\ 60 + 33.2 \\ \hline 781.0 \end{array}$$

$$65 + 35.3 = 42^{\circ} 15' L$$

$$60 + 33.2$$

Tie to old line.

$$\cancel{65 + 35.3}$$

5

4

$$+ 75.3 \quad 46^{\circ} 17' L \Delta$$

3

2

1

0 P.O.T.

60

9.

$$58 + 57.7 \quad 31^{\circ} 41' R. \Delta$$



S. 54° 06' E.

S. 59° 11' E



# Soundings

- 115 19' Muck To B. C. and L.S.  
 114 20' " To Grav.  
 113+50 13' " " "  
 113 8' " " "  
 480 9' Muck To Corn. Sand  
 124 26' Muck No bott.  
 123 9' Muck To Corn Sand.  
 122+80 4' Muck To Corn Sand.  
 95 4' Muck To Corn Sand.  
 +75 6' Muck To Corn Sand.  
 +30 10' Muck To Corn. Sand  
 +20 10' Muck  
 94+70 4' Muck To Corn Sand  
 +60 alternate layers of Clay and Grav. <sup>soft yellow clay and sand.</sup>  
 80 10' To Blue Clay and sand.  
 +70 4' Muck To Grav.  
 67 10' Muck To Sand & Blue Clay  
 66+50 15' Muck 5' Clay Sand & Blue Clay to 20  
 66 12' Muck 7' Clay —  
 65+50 30' Muck 4' Clay bott.  
 65 30' + Muck No. Bott.  
 64+50 26' Muck " Corn. Sand & Blue Clay  
 64 14' Muck To Corn. Sand.  
 63+40 2' Muck To Grav.



115 + 50 ~ 10' Muck 6' B.G. 16' —

116 ~ 4' Muck C.S.