

Lundgren  
Survey

165  
SERIES  
165

Coro

Secs 29-32

T135-28

Lake Edward

Number

1003/165

~~Private~~  
~~Survey~~

Coro Survey



Note Book

Price 10 Cents



①

# INDEX

Lundgren Survey



Lundgren Carl H. Foreman ft  
depot N P Ry Rm 7235 Broadway  
on 8th st.

Geo H Lundgren his son N P  
ticket agent same address

Chas K Lundgren another son  
also with N P Ry. Baggage & Express

Geo owns SE SE 29-135-28 Lot 1

Carl owns SW SE 29-135-28 Lot 1



Scrap Valis  
 Gully  $\pi$  - 300' ch.  
 Joe  $\pi$  ch  
 Gerald Curo ch & fly

Curo and Baby Grand - with  
 Gerald picks up Carl H  
 Lundgren and his two sons  
 drives to Joe Tooch farm  
 Lvs car

Bag @ Cor to 29-30-31-32  
 135-28 figures the course  
 of the line from an old  
 book of Lake Edward Twp  
 surveys and runs.

West on random bet  
 29-32 - 135-28

$300 - 137.4 = 162.6$  Hab on  
 rise of ground.

207. enter meadow NE SW

300 stake 510 enter ice N-S

600 spike on ice 850 Lvs <sup>NW</sup><sub>SE</sub>  
 gate w Curo



900 stake 934 old fence post

1.30 north 1220 pt of land from N.?

1320 in revenue

1365 LV meadow SE-NE

1526.10 Hub 1762.6 Hub

1800-2100 stake 2153 E old road

NE-SW 2400 stake

2595 spike 2600 stake

2640 nothing

2689 Fence vs 2 ft S of old post

2897.4 spike 2900 stake

2970 edge of sea wall

2990 enter water

3200-3500-3800 on ice

3876.2 spike on ice

4100-4250 LV water

4275 top of sea wall

Set pt in bush too dark.



to see further and are quit for  
nili. all go back to Brainerd  
Nali:

We all took dinner with  
Joe Tooch for which Carl H  
Lundgren pays Mrs Tooch  
\$2. Mr Gerald and I  
should pay for our own dinner  
I am to give Lundgren \$1.  
credit or I am to do the  
engineer work on this one  
mile of line for \$25. and furnish  
my car

John H Cress



165

For Land  
only 1477

MINING  
FIELD BOOK

363

urn to  
County Surveyor



165

Pine on Goose Id. R. 31° 55' from S.M.



767.5

291.

577.5

30

547.5

291.5

256.5

30.0

224.5

767.5

13.5

781.0



## Index.

- Millers point Lot 4, 27-139-30  
 June 1920 by Horst. 1 to 3
- First add. to Interlachen Lodge  
 Inc. S. 17-140-29. 1920 June  
 by Horst + Mackey. 3-14
- Sec. 13-142-31 Govt. Lot 1  
 Survey of Lots For Gus Kulander 17-18
- Sec. 31-143-30 (Fairwood)  
 Ed L. Rogers Govt Lot 2 21-24
- Partridge But For Chas Bilton  
 Sec. 19-142-28 25-28



1  
Millers Point.  
27-139-30.

June 24 3-1920

Horst with car drives from  
Kid lake to Backus with  
E.L. Tusler and Bert Anderson as  
chairmen and begin survey of Gov't  
Lot 4, S. 27-139-30.

We go to  $\frac{1}{4}$  S. cor. bet. S.  $\frac{22}{27}$  139-30  
and set a 2" x 48" I.M. at point estab.  
by J.W. Curo and take following B.T.s  
J.P. 9 N.  $33^{\circ}55'W$ . 51.9'.

J.P. 6 N.  $48^{\circ}40'E$ . 48.9'.

at  $\frac{1}{4}$  S. cor. bet. S.  $\frac{27}{34}$  at point set  
by Curo we set a  $2\frac{1}{2}$ " x 48" I.M.

Curo's B.T.s still in good shape.

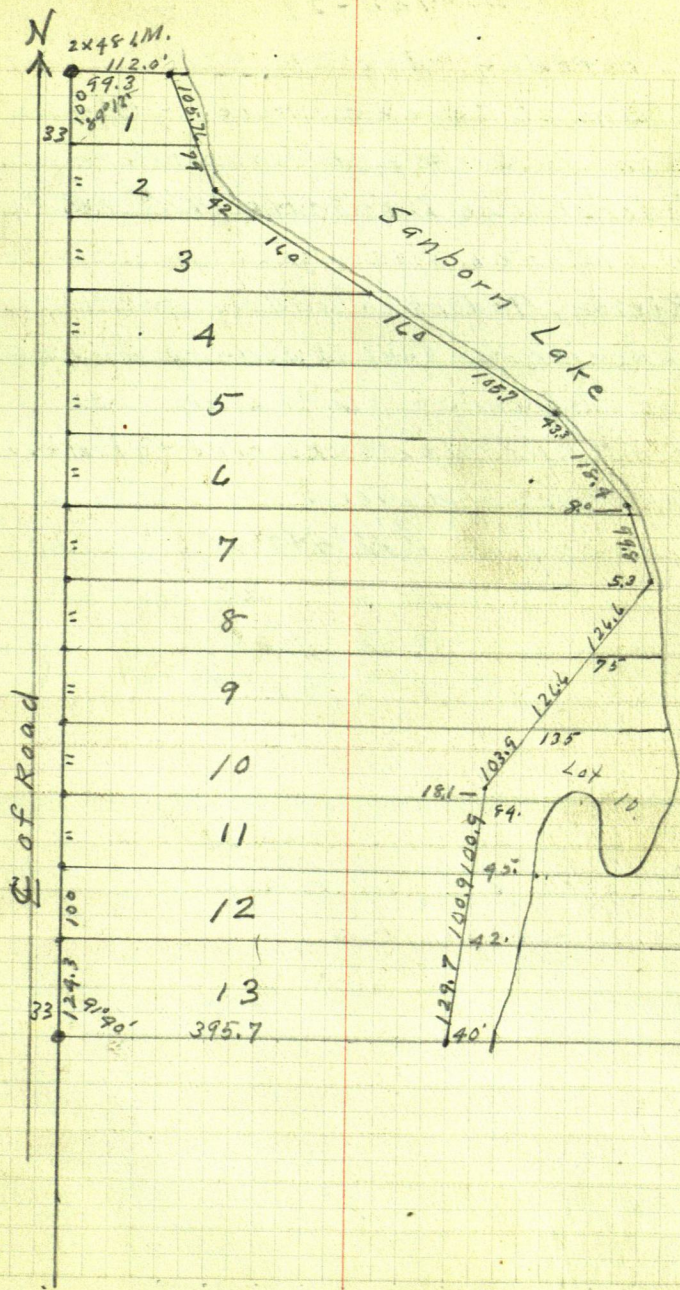
Distance thru cent. of S. 27 on N + S.  
 $\frac{1}{4}$  line = 5297.2

distance across Lot 4 = 1324.3

Diagram of subdiv. of Lot 4 on  
opposite page. #2.

E.B. Horst







3 1st. Add. Interlachen Lodge Inc.  
S. 17-140-29

Thursday May 27, 1920.

arrive at Lakeview Hotel for supper  
to make survey of 1st. Add. to  
Inter. Lodge Inc. in the N $\frac{1}{2}$  N.W.  $\frac{1}{4}$   
S. 17, 140-29.

Bjelde, Anderson and Fylsworth at  
Lakeview for supper Lodging breakfast  
and dinner.

Horst and Mackey drive to Walker  
for Notes and plats.

E. B. Horst.



May 28, 1920

Horst & Mackey return from Walker take crew and supplies and drive to S. 17-140-29 and take possession of tents erected by campers.

Horst, Mackey, Morris, Bjelde, Anderson and Aylsworth. ~~begin survey.~~

Mackey with Morris and Bjelde begin at post at the  $\frac{1}{4}$  S. cor. bet. secs. 8-17 T. 140. R. 29 which checks with U.S. B.T.s stumps which are there and marked.

set 2"x48" I.M. with New B.T.s.:

{ Ash 9 N.  $6^{\circ}30'E$ , 23.4 ft. }  
{ Elm 7 S.  $69^{\circ}30'E$ , 33.4 ft. }



17-140-29.

May 29, 1920

Horst with Anderson and Aylsworth  
begin at the  $\frac{1}{4}$ s. between secs. 17  
and 18 T. 140 R. 29 where we set a  
2" X 48" I.M. with following B.Ts.

{

We run line N. at  $8^{\circ}45'$  var.

$\frac{1}{4}$ s. = pt. A. triangle, sight N. over  
Lost Lake and set pt. B.

set over pt. B. turn  $90^{\circ}$  L run E. 275.4 ft.

set pt. C. angle A.C.B. =  $81^{\circ}46'$

angle C.A.B. =  $8^{\circ}14'$

Distance A to B = 1903.3 ft.

continue N. from B. at 2100.4 N. set  
Hub on S. shore of Kid Lake.

NE.  $\angle$  to M.C. on E. side Kid lake =  $54^{\circ}49'$

NW.  $\angle$  to " " W. " " " =  $67^{\circ}15'$

Distance on E. + W. sec. line across Kid. L.  
= 2229.3 ft.

Nts line at 2678.4 N. intersects E. + W. line  
804.4 ft. W. of M.C. = 5.6 ft. W. of true  
pt. for sec. Cor. 7-8-17-18 correct. =  $0^{\circ}07'$

E.B. Horst.

Horst goes to Walker for more Notes  
of previous surveys.



May. 29, 1920.

Mackey with Morris and Bjelde begin at the  $\frac{1}{4}$  S. bet. ~~75~~ turn  $90^{\circ}25'$  SW.  $\leftarrow$  and run S. on cent line of Sec. 17. at 96.0 ft S. leave swp.

" 216.5	" "	set Hub.
" 412.0	" "	Swamp
" 475.0	" "	Leave Swamp.
" 496.3	" "	hub
" 519.0	" "	Swamp.
" 697.0	" "	Leave Swamp.
" 758.3	" "	hub
" 742.9	" "	hub.
" 1045.6	" "	"
" 1333.5	" "	"
" 1628.4	" "	"
" 1799.7	" "	"
" 2081.2	" "	"
" 2467.0	" "	" Center of old Road,
" 2606.2	" "	"
" 2638.7	" "	hub at intersection of <sup>E+W</sup> <del>100</del> center line, Sec. 17. T140-29.

Quit for day.

Lincoln Mackey.

Mackey goes to Walker with Horst.

2638.7  
2467.  
171.7



7

17-140-29.

Sunday, May 30, 1920

Mose Morris - with Bjeldet & Bob  
 Aylsworth, Coast to temp C 1/4 cor.  
 Sec 17-T140-29 Set at 2637.7

South.

I set up Horsts, H. B. Transit  
 over this cor. and produce  
 center line South Sec. 17.  
 from Mackey Line.

at 2842.5 South. hub,

" 3310.5 " "

" 3700.0 " hub.

" 4040.5 " "

" 4370.8 " "

" 4993.2 " "

" 5280.0 " set temp.

Pt. for 1/4 cor bet. Secs. 17.

Make thorough search for <sup>old</sup> ~~old~~  
 Bts but find no trace of  
 them or old Cor.

Mose Morris



8

Monday, May 31 1920.

A.M. - Horst & Mackey in Horst's  
Ford Leave Walker with Notes  
of Previous Surveys, in T140-  
29 - for Camp at Interlachen,  
Sec. 17.  
Arrive at camp for dinner.

A.M. - Mose Morris - with  
Burdick Anderson - Adolph  
Björde - Bob Aylsworth go  
to Wood Stake Set for cor.  
to Secs. 16-17-20-21 - T140  
R29. By E.B. Horst in May,  
1917.

I set Horst's Transit over  
this cor. and Run West 60.  
Secs. 17-20 for the purpose  
of Reestablishing  $\frac{1}{4}$  cor.  
60. Secs.  $\frac{17}{20}$ .

at -

64.9 H06  
645.7 "



9 CONTINUED.

Monday - May 31, 1920.

9 <sup>th</sup>	1706.0	Hub,
	2002.0	"
	2375.7	"
	2640.0	"

Quit for dinner

*M. E. Quinn*

P. M.

E. B. Horst ENG. L. Mackay,  
9<sup>th</sup> & ENG. with same crew,  
90 to. Hub at 2640.0 west set  
by Morris in A. M. at,  
2656.8 west intersect. N. South,  
center line of Sec. 17 9<sup>th</sup> & 9<sup>th</sup> Pt.  
57.4 North of Temp. Pt. set at  
5280.0 South on  $\phi$  Sec. 17.

Horst sets, transit over <sup>top</sup> a hub,  
set in 1919 and runs west on  
his old line. (See Page Book )

Cont. Chaining, from Morris hub,

9<sup>th</sup>. 2939.5 Hub,

" 3535.5 "

3960.0 Temp W 1/16 cor,

4147.3 Hub,

4615.9 Hub.



T 140 R 29-

Monday 3/6/1920.

10

5022.4 West hub,

5220.9 Set hub on East Shore  
of Ligar Lake.

From this hub a stake set  
by E. B. Horst in 1919 betweens,  
19-20 on South Side of Lake  
wears. S 61° 56' W 44.7

E. B. Horst,

By Lincoln Machinery Co.,



11

RAIN.

Tuesday, June 1, 1920,

A.M. - E.B. Horst Reads.

Rain. When Wilderness was King,

P.M. E.B. Horst, Makes Plot  
of Sec 17.

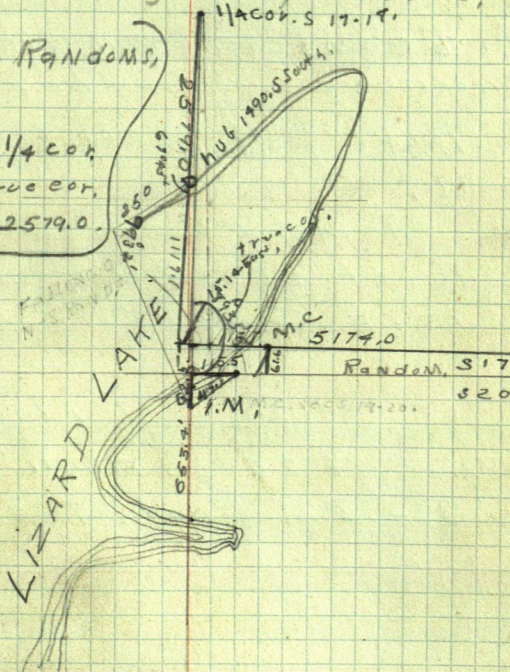


Wed. June 2, 1920.

12

Angle bet. Randoms,  
=  $89^{\circ}35'$

Dist. from  $\frac{1}{4}$  cor.  
secs.  $\frac{17}{20}$  to true cor.  
to secs.  $\frac{17}{1920} = 2579.0$



I Set. I.M. at True M.C. bet secs  
19-20. from which I take set.  
for True M.C. bet secs. 17-20 trs.  
N 57° 39' E 117.5

M.C. Bet. Secs.  $\frac{17}{20}$  sets, at



13

Wed June 3rd 1920

5174.0 West of Corto Secs.  $\frac{17}{20} \frac{16}{21}$   
 AND 115.5 East of Corto Secs.  
 $\frac{17}{19} \frac{17}{20}$  IN LIZARD LAKE

— I certify that the above  
 description of this cor. is correct,  
 Lincoln Mackay.

P.M. I compute from data on  
 preceding page the true  
 point for  $\frac{1}{4}$  cor. bet. Secs.

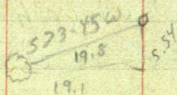
$\frac{17}{20}$  Temp. pt. at intersection.  
 Set at 2656.7 West, Moves  
 13.1' East & 25.0' North.

$\frac{1}{4}$  Cor. bet. Secs.  $\frac{17}{20}$  T 140-29

Set at 2643.7 West

Set. I.M. 2" x 47". Take New B.T.

8.58









17

S-13, T.142, R.31. Gov't Lot 1.  
 Survey of Lots for G. Kulander.  
 Sept. 9-10-1920

Beginning at the U.S. G.L.O. 111. C/45.13  
 Sight to S.M.C. <sup>45.13</sup> E. on Lake shore of  
 Onigum Bay 183.7 ft. distant  
 C/45.7 East to Lake = 47 ft.

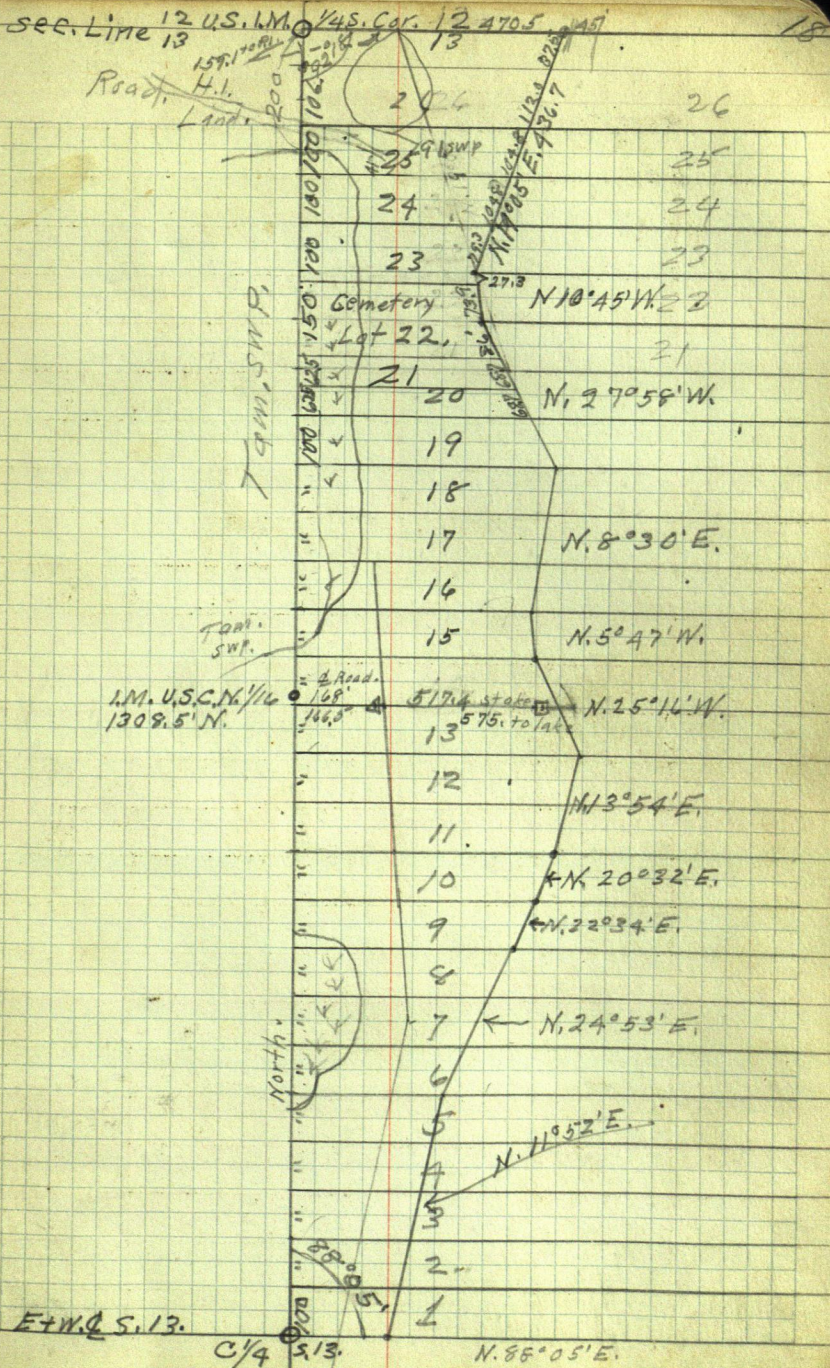
45  $\frac{13}{13}$  E to Pl. = 159' ft.

" " " " Road  $\approx$  200 "

" " " " M.C. = 490.5 "

" " " " Lake = 513.0 ft







21

Lot 2. S. 31. 143-30 "Fairwood"  
Ed. L. Rogers.

Oct. 7, 1920. by Horst.

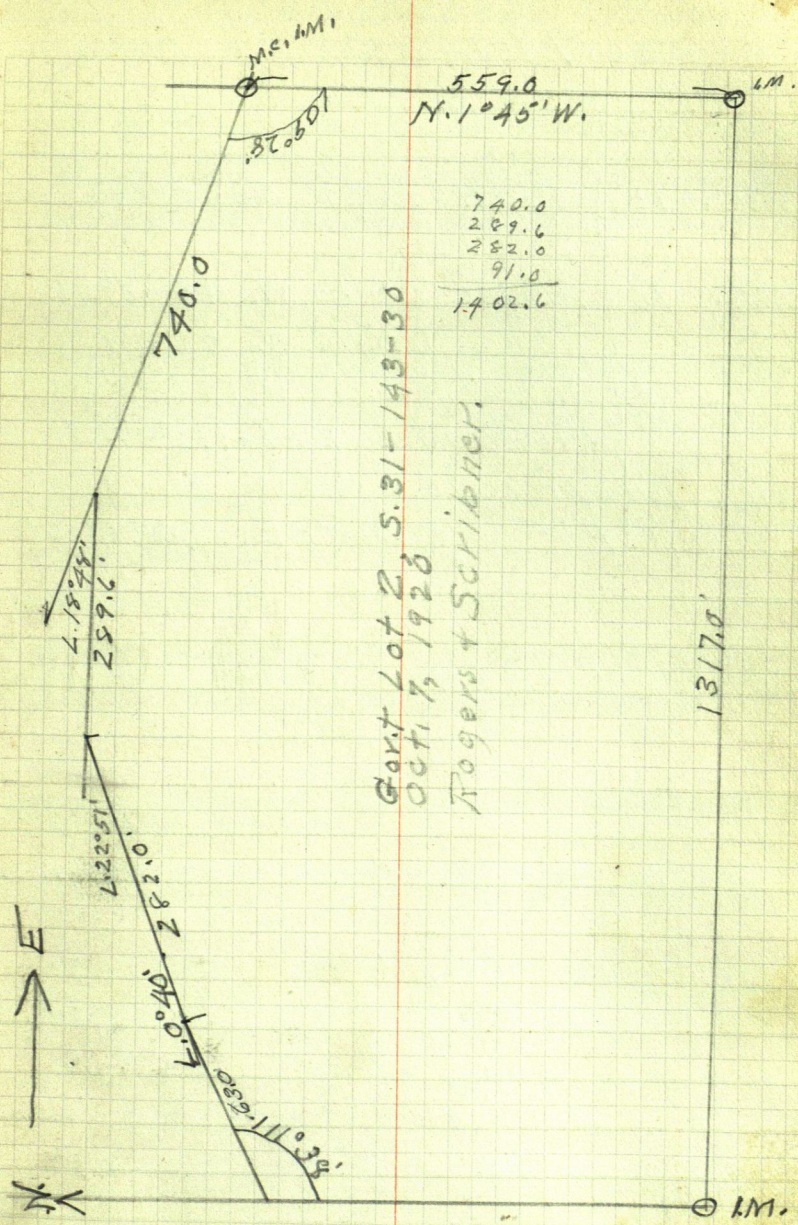
Field Notes of a survey of a part  
of Lot 2 for platting purposes.  
E.B. Horst & J.S. Schibner. got to pine pt.  
in the Kittewan Launch. (Kulander).  
Begin at the U.S.G.L.Q. I.M. CN  $\frac{1}{16}$ . at S.E.  
cor Lot 2. thence: N.  $1^{\circ}45'$  W. 845.7 ft  
to N. E.  $\frac{1}{16}$  line 559.0 ft to S.M.C. I.M. V.S.  
Thence N.  $72^{\circ}17'$  W. 740 ft.

" S.  $88^{\circ}05'$  W. 289.6 "

" S.  $66^{\circ}04'$  W 282.0 "

" S.  $65^{\circ}24'$  W 63.0 "





Gov't Lot 2, S. 31-143-30  
 Oct 17, 1928  
 Rogers & Scribner.

740.0  
 289.6  
 282.0  
 91.0  
 1402.6



25-

sec. 19-142-28  
U.S. M.C. Notes.

M.C. 15 - } Oak Post No. trees.

M.C. 16 { Maple 6 S. 15° W. 45 = 29.70  
" 6 N. 70° W. 46 = 30.36

M.C. 17 { Oak 8 S. 13 W. 126 = 83.16  
Birch 10 S. 12 E. 115 = 75.90

M.C. 18 { Spruce 10 S. 53 W. 30 = 1980  
Fir 8 S. 88 E. 20 = 13,20

15



Partridge Point.  
for Chas. Bilben.  
Oct. 29, 1920

1321  
446  
56

26

E.B. Horst + Chas Bilben cross  
Leech Lake in Kittenaua and  
land at Chas. camp.

Walk to U.S.M.C. Between sees  
19-30-142-28 where we find the  
U.S.B.T. N.W. Plainly marked + standing  
also find stump of S.W. tree, corner  
do not check well. We set M.C.  
Wood post by measurement from  
the original B.T.S.

New B.T.S.:

Orig. maple 12" N.  $78^{\circ}30'N$ . 30.4 ft. Var.  $9^{\circ}00'$   
Oak 12" S.  $28^{\circ}30'W$ .

Thence run W. at  $9^{\circ}00'$  Var

at 300.8 ft W. Hub.

" 441.0 Elm tree 10" diam on line

cut 3 notches on E + W. sides: 4 ft above ground.

at 526.8 ft W. Hub on E side of swp.

swp. bis N.

at 922.0 set Hub on sand bar on  
shore of Leech Lake.

thence N.  $6^{\circ}00'W$ . on sand bar. 697.3 ft.



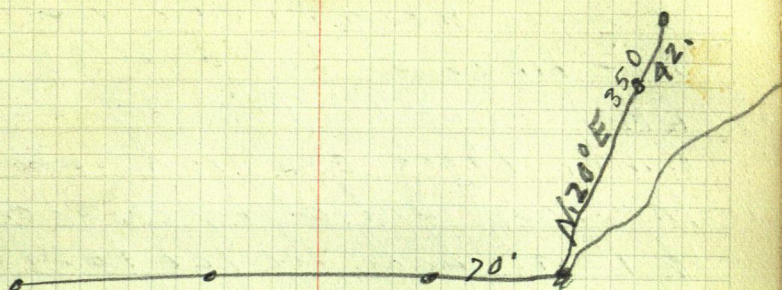
thence, N.  $65^{\circ}00'W$ . 157.6 ft. to a  
Hub on sand bar A.P. No. 3. on  
Rocky shore.

Thence N.  $60^{\circ}00'E$ . 410.0 ft across  
~~the~~ end of Back water and across channel  
to N. extremity of mainland south of  
channel to A.P. No. 4 set large post.  
being North end of land sold to  
Little Falls Hunting Club. of 1920.

From A.P. No. 3. thence N.  $60^{\circ}00'E$   
35.6 ft. thence N.  $9^{\circ}45'W$ . 300 ft.  
to Hub. at 566 ft. N. end of Island.  
at 300 ft. N. set up transit and run  
S.  $82^{\circ}30'W$ . 131.7' ft. to lake

From same Hub run N.  $82^{\circ}30'E$ .  
215.7 ft to trig. on E. side of Island.







29

## Ponto Point

Oct. 7<sup>th</sup> 1961

I have been hired to run the side lines of Lot 8 and 9 of Block of the Plat of Ponto Point. There are irons along the road but along the shore of Ponto Lake the ice has taken them out.

Mr. S. Hall shows me the irons.

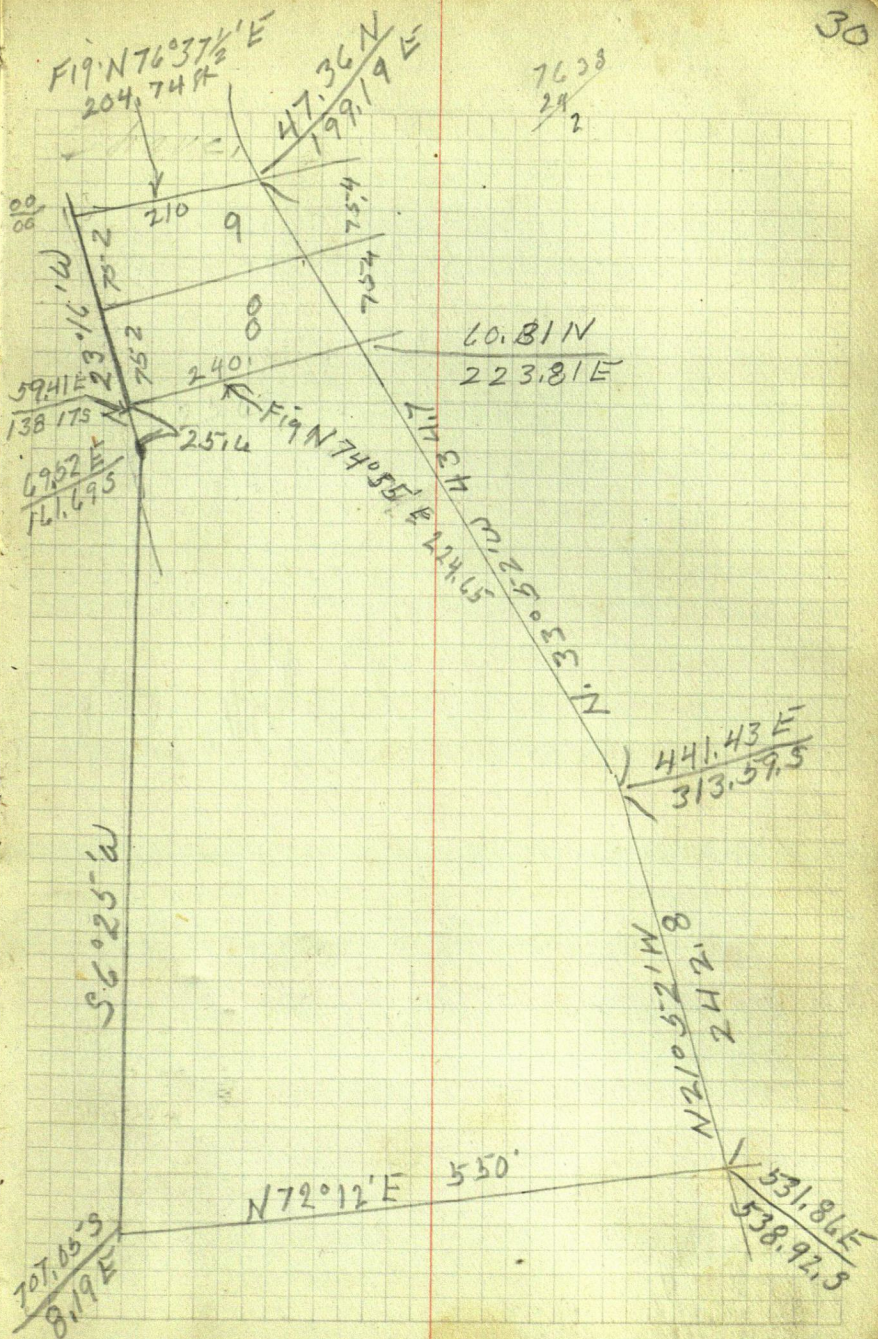
I look in all the old field Books to see if I can find Horst's Notes of his work. I find where he started and run the N & S  $\frac{1}{4}$  of the Sec. and the S line.

But can not find where he ran out the lots.

I copy the dedication on the Plat on file in the Reg. of Deeds Office and find that some of the courses along the shore are not given also the distance on the Plat do not fit the Dedication.

I square for over a day trying to make the lot lines close with the information there.







31

MRS HELZER

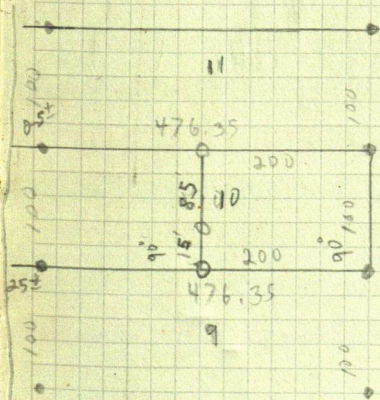
LOT 10 PINE MT. SHORES



ED  
ROR  
TOMY

32

8-15-75





33

MRS EDNA HELZER

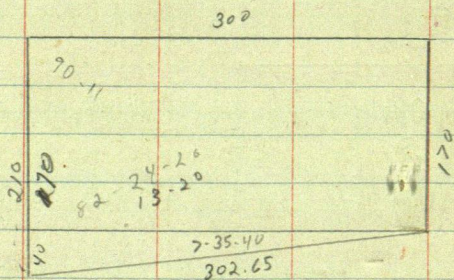
LOTS 1+2 BLK 4  
ORIG TOWN OF BACKUS

90-11

480	10
6.15	.14
<u>47385</u>	<u>9.86</u>

110	66
1.09	300
<u>108.91</u>	<u>8</u>
	374

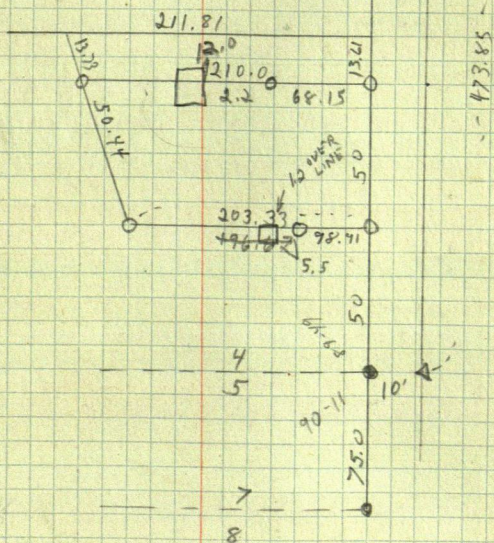
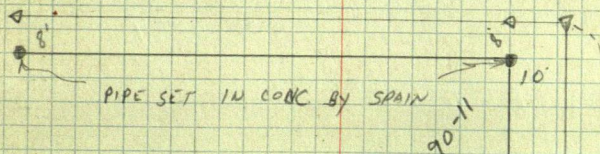
20	70
6.39	<u>1.85</u>
<u>13.61</u>	68.15





34

8-15-75





B. Wood

LOTS 1-8 SUNSET  
BEACH TEN MILE LAKE

99-01

302-12-30

151-09

151-08-45

106-12

312-23-30

106-11-45

184-26

9-11

184-35-30

154.6

99

51

150

110

4.7

105.1

130

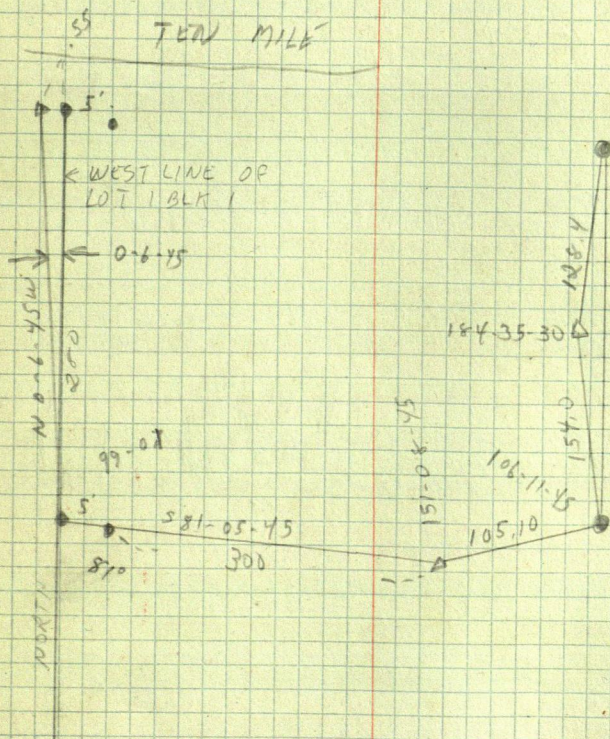
1.6

128.4

154

122.4







DICK HEWITT

97-36-20  
195-11-20

97-35-10

270  
131  
14497-35-40  
195-11

97-35-30

82-24-30

96-44  
193-28-20

96-44-10

76-35-40

81-09-20  
162-18-20

81-09-10

170-15-20  
340-30-10

170-15-20

170-54  
341-48-20

170-54-10

5-32-40

29-40

95-18-20  
190-36-40177-49-40  
355-40

177-50

85-52-20  
171-44-20

85-52-10

172-05-40  
344-41-40

172-05-50







163-18-00  
326-36-20

163-18-10

53-53-40  
107-47-20

53-53-40



41

ED DESSERT

223-22

111-71

326-58

163-29

SPIDER LAKE SNOWS

111-41

163-29

354-30-00

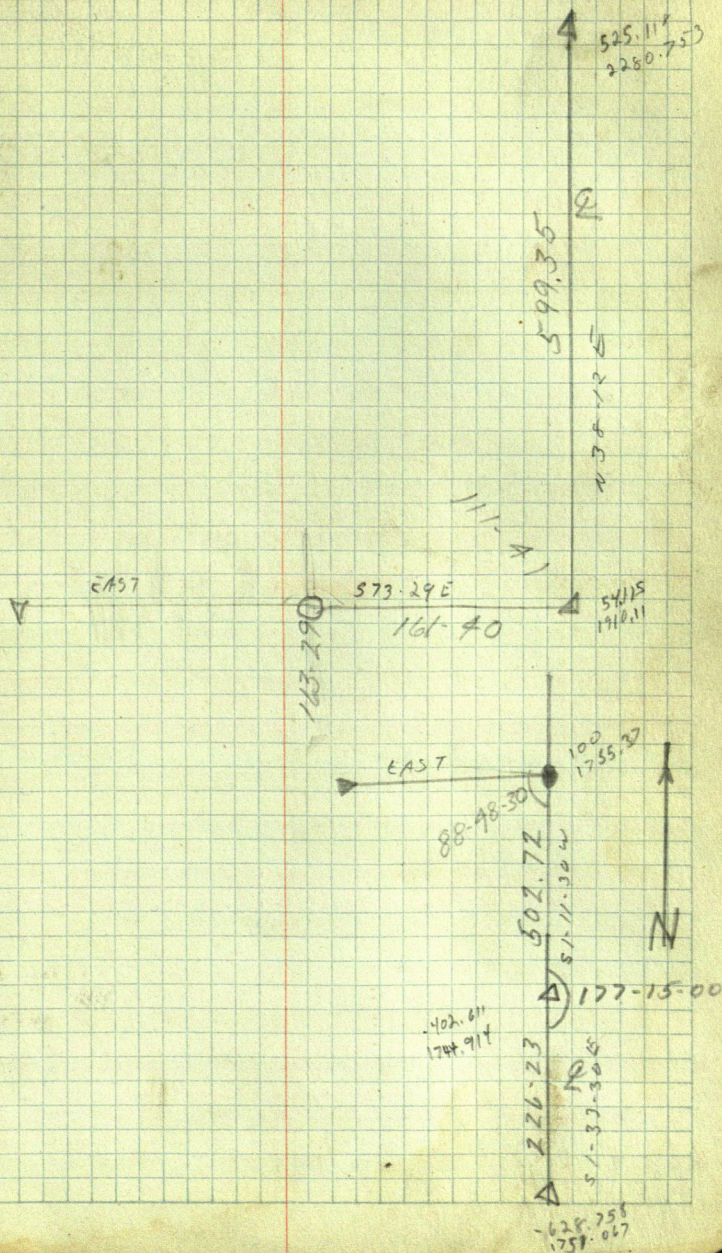
177-15-00

177-37-00

88-48-30

88-48-30







43

60-0000

SEP 14 140-35

160.11

72.82

240-56

120-28

120-28

79-26

39-43

39-43

39-38

19-49

19-49

149-44

79-52

79-52







45

SEC 11

196-37-00

98-18-00

98-18-30

342-51-30

171-26-00

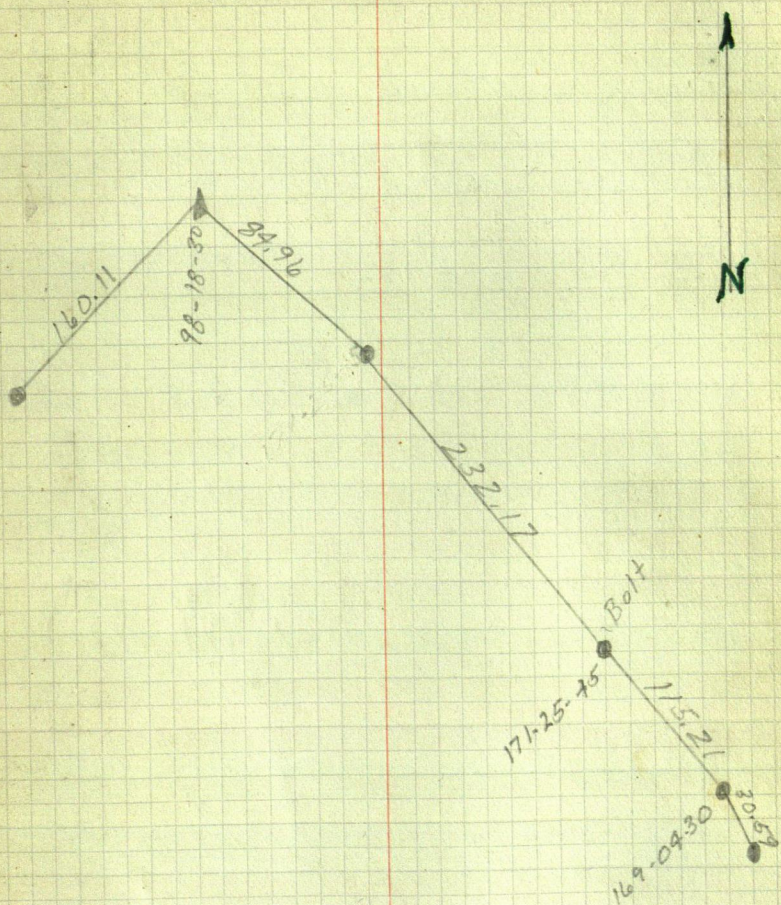
171-25-95

338-05-00

169-02-00

169-09-30







SEC 14

259-42-00

129-50-00

129-51-00

270-34-00

135-17-00

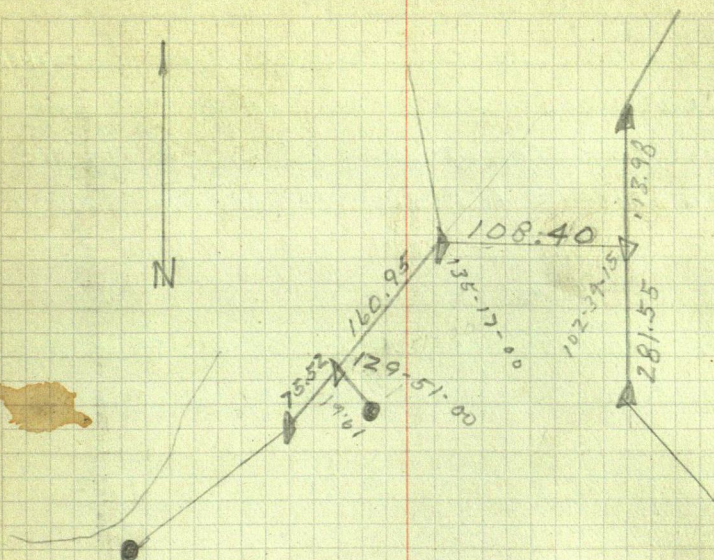
135-17-00

205-08-30

102-39-00

102-34-15







RUSSELL DECHAMPE

SW $\frac{1}{4}$ -SE $\frac{1}{4}$ -29-139-30

PAUL & I MEET MR & MRS DECHAMPE @ BACK US CORNER  
STORE LOOK FOR LOT CORNERS BUT WE CANT FIND ANY  
SO I TELL THEM THAT WE HAVE TO START @ THE BEG  
OF THEIR DESC & DO IT ALL SHE SAYS TO GO AHEAD  
WE FIND THE NE COR OF 29 & THE N $\frac{1}{4}$  GO SOUTH  
TO SE COR FIND IT WE THEN GO TO S $\frac{1}{4}$  COR  
FIND PH NAIL 17' WEST OF E 371 BILL SPAINS SAYS  
THAT THE  $\frac{1}{4}$  COR IS 17' WEST <sup>OF E</sup> THIS PH WAS SET BY  
R.F.S.

$\nearrow$  @ N $\frac{1}{4}$  AS E TURN 90-57 TO S $\frac{1}{4}$

90-57

181-55

90-57-30

89-26

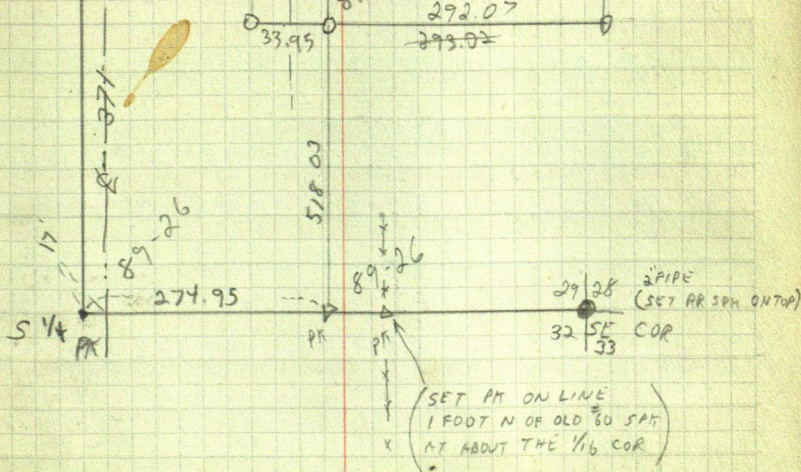
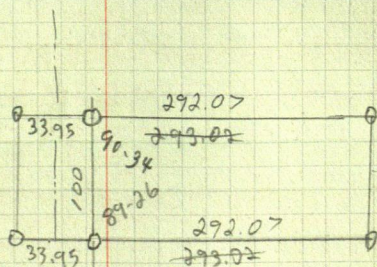
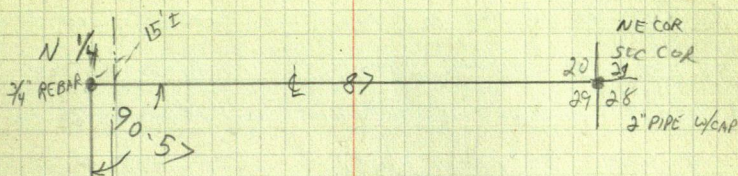
178-52

89-26



FEB 22, 1977

40° WINDY SE





MARCH 3, 1977

JOHN MAYER

SW  $\frac{1}{4}$  SE  $\frac{1}{4}$  17-140-29

PAUL & I DRIVE TO SEC 17 LOOK FOR CENTER OF SEC (SEE ~~OR~~ IF THIS OK) BUT FIND NOTHING OLD NOTES SAY THAT AN CHAINING S FROM N  $\frac{1}{4}$  @ 2467 E OF OLD ROAD @ 2638.7 INTERSECT E-W  $\frac{1}{4}$  LINE WE MEASURE S 171.7 FROM E OF HWY TO ABOUT IN LINE WITH AN OLD FENCE GOING EAST BUT THE LOCATOR DOESN'T PICK UP A THING I DRIVE A NAIL IN E OF N-S ROAD AND WE CHAIN S @ 1220  $\pm$  A ROAD GOES EAST @ 1300 DRIVE IN A SPA @ 1700 DRIVE IN A SPA @ 2584 LOOK FOR S  $\frac{1}{4}$  COR BUT CAN'T PICK UP ANYTHING WITH THE LOCATOR. AS THIS ROAD WAS BUILT AFTER THE COR WAS SET IT MIGHT HAVE BEEN PULLED OUT. IN BOOK 1206 PG 41 IT SAYS (AT THIS POINT SET A 2" x 48" PIPE 40" IN SAND AND TAKE BT'S POPULAR 7" S 73-45W 19.8 POPULAR 10" N 20-30 E 24.5 JULY 22, 1920) WE SET A SPA @ 2600 FT + Q214 FOR TODAY.

FRIDAY STILL SNOWING ABOUT 2" SINCE WED. MORNING PAUL & I GO TO SEC 17 LOOK FOR E  $\frac{1}{4}$  FIND NOTHING GO TO N  $\frac{1}{4}$  FIND 2" PIPE ON RECENTLY CUT BRUSH LINE ABOUT 110 FT WEST OF SHORE. FOLLOW LINE WEST TO TOP OF BIRCH HILL WHERE WE FIND A PIPE SET ON S EDGE OF AN E-W ROAD. WE THEN GO TO THE W  $\frac{1}{4}$  COR PART TRK @ ROAD AND WALK NORTH ALONG A OLD BRUSH LINE. SOMEONE TIED YELLOW FLAGGING AROUND TREES ALONG THIS LINE ALL THE WAY TO THE W  $\frac{1}{4}$  COR A 2" PIPE ABOUT 100 FT SOUTH OF LOST LAKE







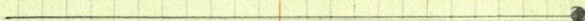
QUIT FOR NOW & DRIVE BACK TO THE OFFICE AS I HAVE TO TAKE SOME PRELIMINARY PLATS TO THE ZONING OFFICE I STOP AT THE ARMORY IN WALKER & SHOW THE PLATS TO JOHN LANKOW HE SAYS THAT THEY LOOK GOOD SO HE GOES WITH ME TO THE COURTHOUSE CARROL TELLS HIM THAT HE WILL NEED A CONDITIONAL USE PERMIT TO PUT IN A ACCESS FOR THE BACK LOTS.

I GO TO THE REGISTER OF DEEDS OFF AND CHECK THE OLD SURVEY RECORD BOOK (OK'A 484-486) BUT THERE IS NOTHING I CAN USE. I GO TO THE COUNTY HWY DEPT TO SEE IF THERE ROW MAPS SHOW ANYTHING FOR THE E<sup>1</sup>/<sub>4</sub> COR OR CENTER OF SEC BUT THIS IS ALONG AN OLD PART OF THE HWY THEY DON'T HAVE ANY RIGHT OF WAY MAPS OR NOTES EITHER.



54

$\mu/4$





55

JOHN MAYER

100-27	100-27-30	
200-55		51000-9.44
173-20		
346-40	173-20	880-3.24
163-31		
327-02	163-31	920-1.57
165-43		
331-26	165-43	450-6.78
177-47		
355-36	177-48	870-1.3
177-47		
355-35	177-47-30	1240-3.05
88-21		
176-42	88-21	470-5.70
130-30		
261-00	130-30	464.30
89-10		
179-20	89-10 <sup>OK</sup>	1170-1.60
157-14		
314-29	157-14-30	250-6.90
78-39		
157-18	78-39	60-4.58
167-39		
335-17	167-38-30	
176-47		
353-35	176-47-30	
176-01		
352-03	176-01-30	
167-45		
335-29	167-44-30	
125-58		
251-56	125-58	
126-20		
252-40	126-20	
171-05		
342-10	171-05	

TIES TO E 1/4 SEC 17

3/4" PIPE

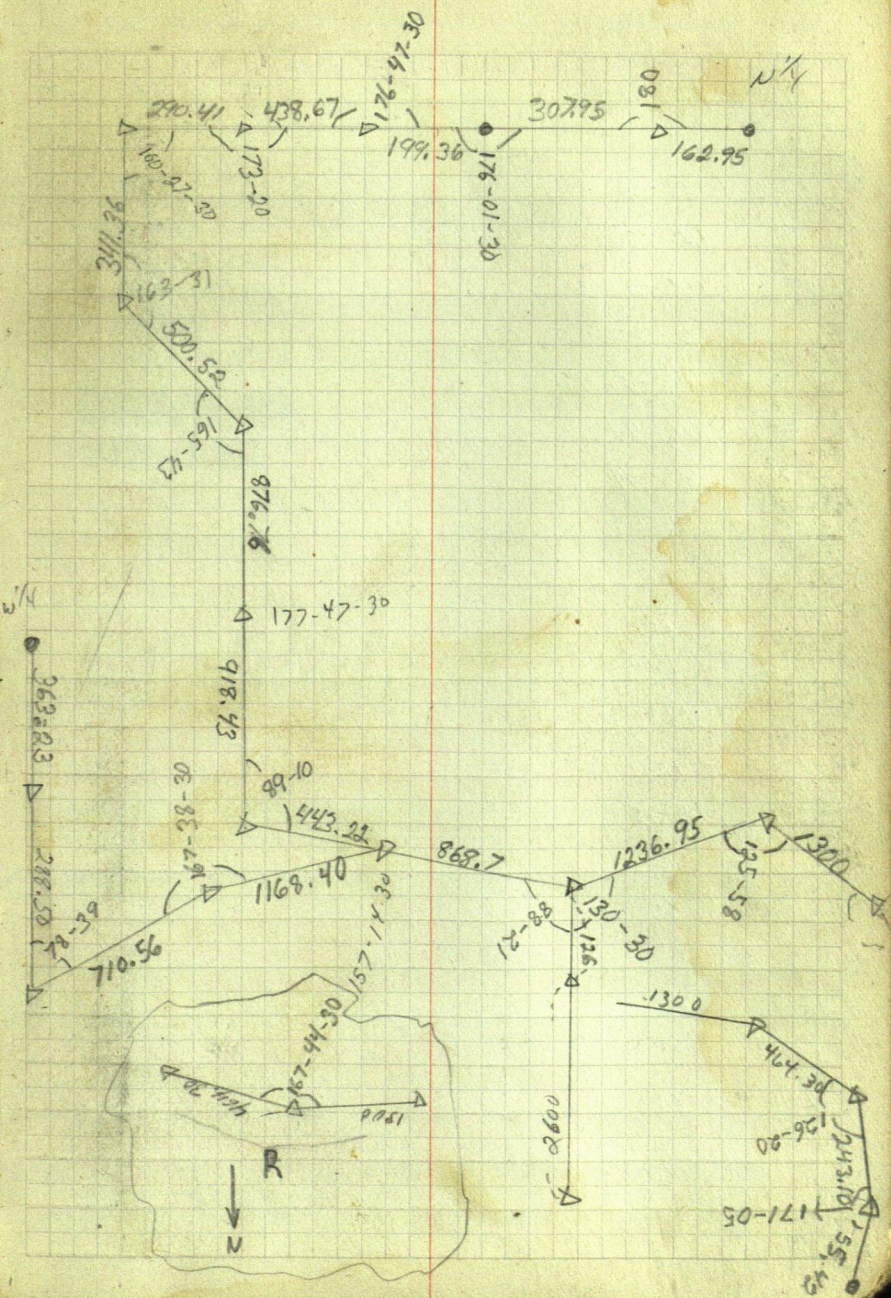
12" SPRUCE N 45° W 8.83

8" WP SOUTH 14.05

NE COR FOUNDATION CAB N 70 W 23.93

SE " " " S 45 W 40.42







57

JOHN MAYER

170-06		
340-12	170-06	510-2.78
172-15		
344-30	172-15	190-1.31
178-05		
356-10	178-05	490-2.4
145-29		
280-58	145-29	210-7.64
145-33		
291-07	145-33-30	290-4.65
90-30		30
181-00	90-30	1.25
165-26		
338-53	165-26-30	50
96-44		1.43
193-38	96-44	48.57
83-44		
167-28	83-44	460
115-09		2.07
230-18	115-09	457.93

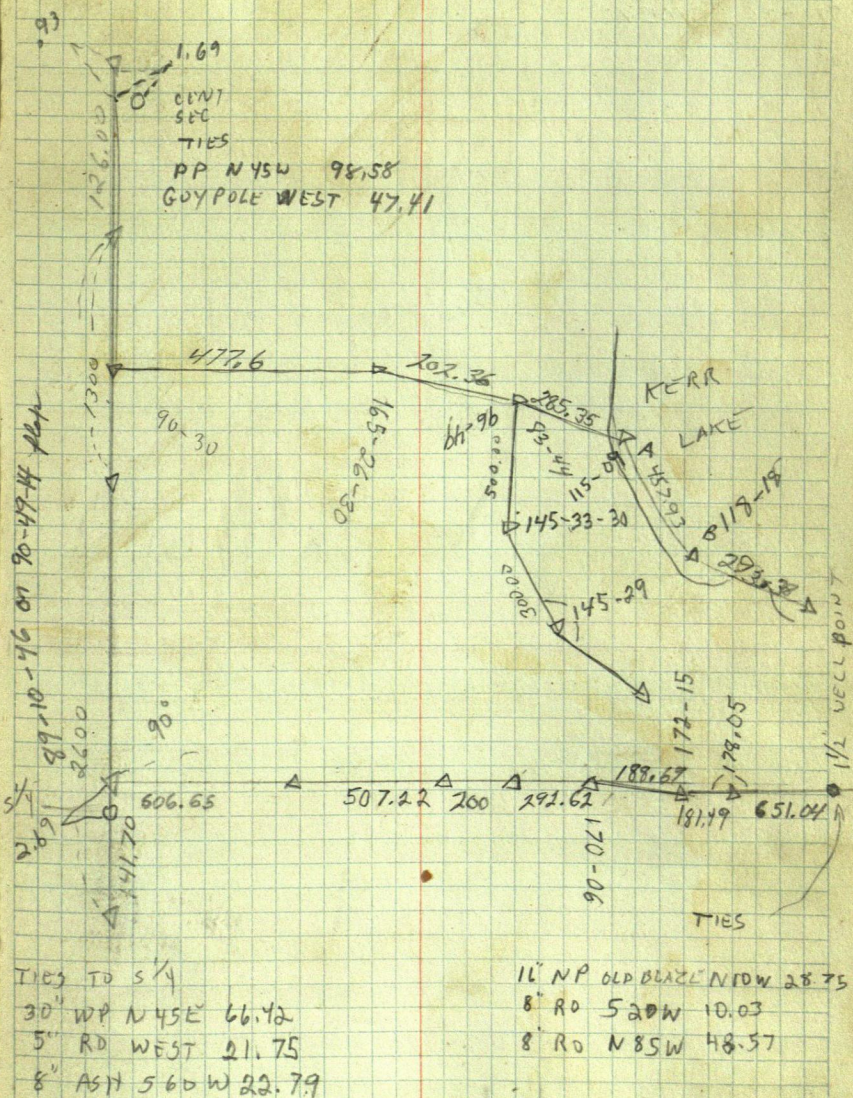
T @ A B B

19-00	78	SHORE
16-25	157	70
		3.58
10-52	265	66.42
7-10	286	30
118-18		8.25
236-36	119-18	21.75
		30
		7.21

T @ B B C

0	94
12-30	75
130-35	30
224-45	79







59

123-59

247-58

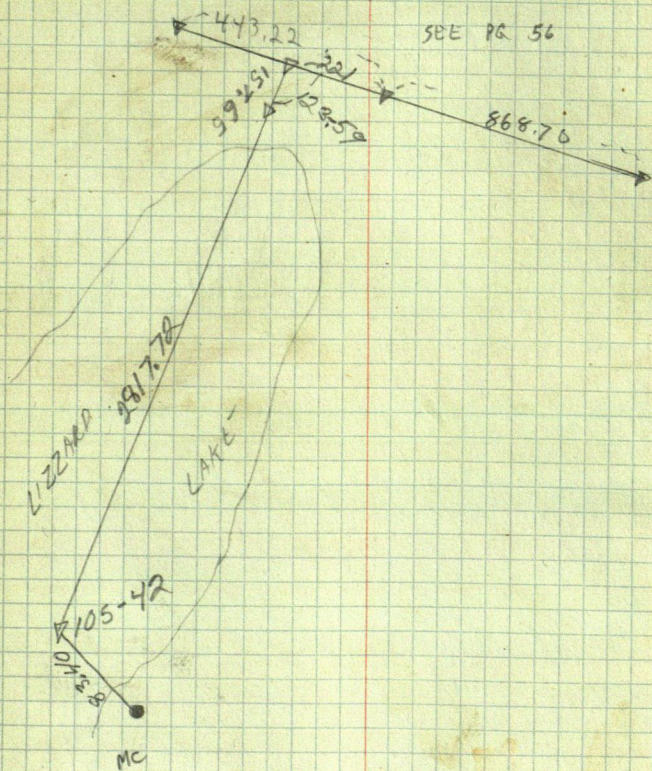
105-46

211-32

123-59

10542







61

~~179-56~~

359-40

179-49

359-39

106-29

212-57

~~179-55~~

179-49-30

106-28-30

240

8.29

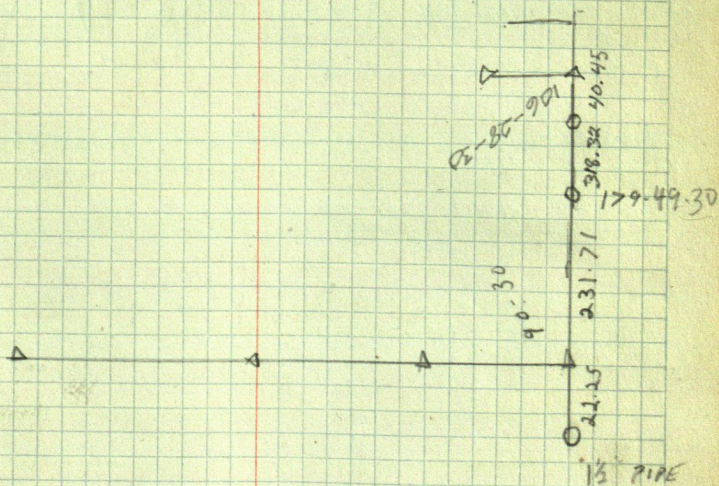
231.71

320

1.68

318.32







63

DAROLD DOUGT

176-25

176-51

353-41

176-50-30

69-20

138-40

69-20

~~16-21~~~~33-41~~~~76~~

16-50

33-40

16-50

170-09

340-17

170-08-30

147-19

294-39

147-19-30

91-33

163-07

81-33-30

67-15

134-30

67-30

98-28

186-58

93-29

177-05

354-50

177-25

~~71-23~~~~142-50~~

90-55

181-51

90-55-30

71-23

142-46

71-23

35

56.62

91.62

207.61

39.70







65

# DICA HEWITT

213.16 213.16

66.32

300  
428

150  
76.6  
73.4

15.01

30.02

15.01

129.54

259.48

129.54

139.6

80

219.6

125.28

349.58

350.56

125.2670

340

133.34

473.34

128.55

257.50

128.55

44.40

89.14

44.39-30

T @ PJ BS A

1 56.40 247

2 56.50 198

3 58.05 148

4 62.25 100

5 76.55 57

6 137.20 41

7 177.50 75

8 187.15 121

9 189.40 170

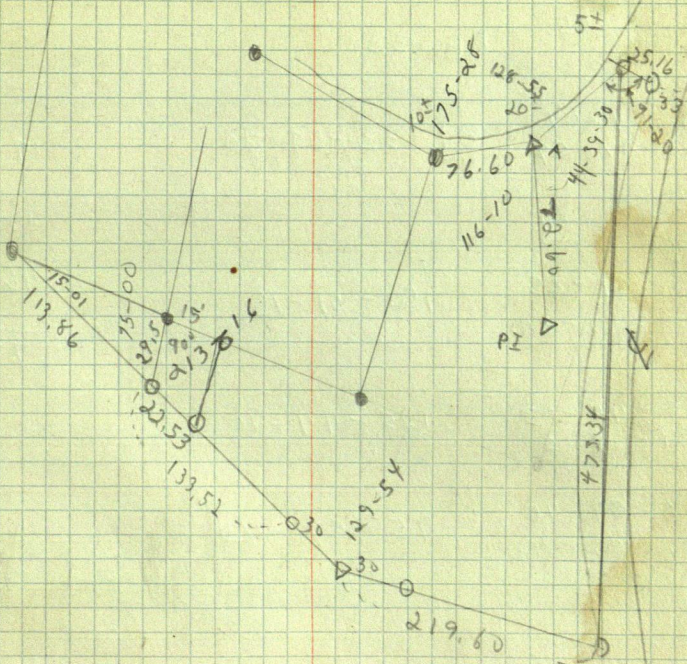
10 170.20 220

11 190.40 270

12 190.40 320

4







BERRY

GL 2-15-139-29

88-33-05

177-06

88-33

81-34-07

163-07-59

81-33-59-30

~~150-50-21~~

~~301-41-47~~

150-51-25

301-42-30

150-51-15

125-44-03

251-28-20

125-44-10

95-59-40

191-59-30

95-59-45

125  
-40

85

89.53

174.53

199.61

760

6.37

753.63



865  
290  
11.55

$\Delta$  17-02-18  
 $\Delta$  362.54  $\Delta$  503.30  $\Delta$  290.30  $\Delta$  88.12  $\Delta$  67.17  
 1241.44 @ 284-32-18  
 85.298

$\Delta$  1166.52  $\Delta$  220.57  $\Delta$   
 76-30-59  
 490.70  
 R 170-01-31

See page 109  
BK # 297

S



135-34-48

271-09-08 135-34-34

135-29-30

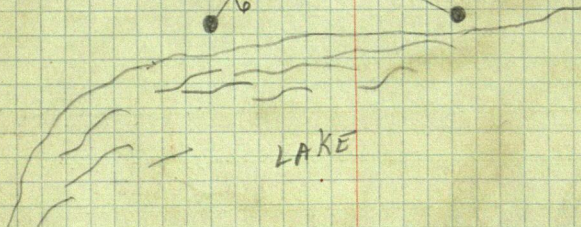
270-58-24 135-29-12



65.

Ron Paul

SEC 15, 139-29



LAKE



90-47  
191-34

90-47

88-52  
177-44

88-52

89-47  
179-34

89-47

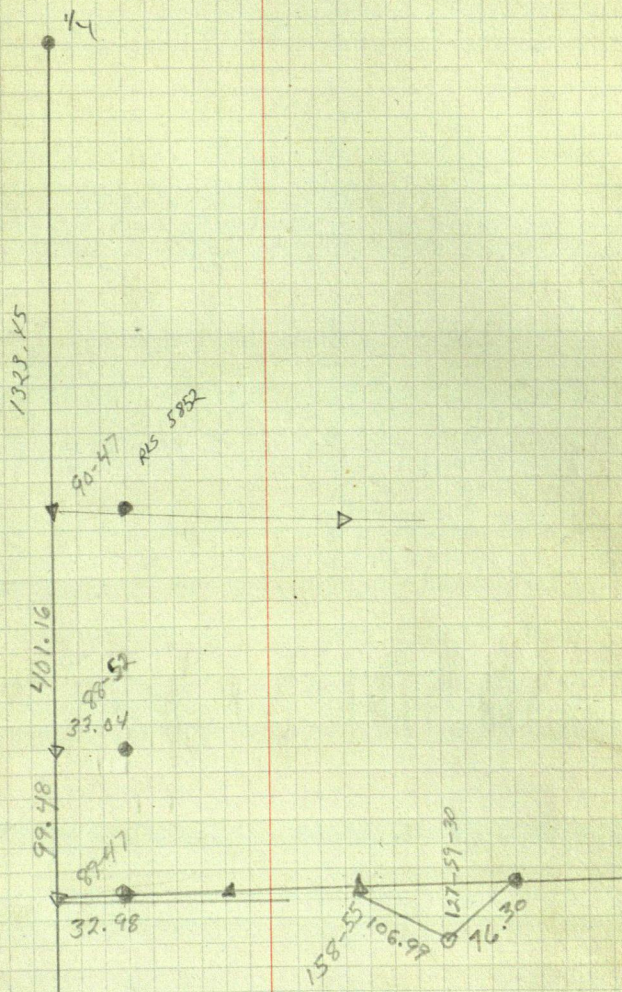
158-55  
317-50

158-55

127-59  
255-59

127-59-30







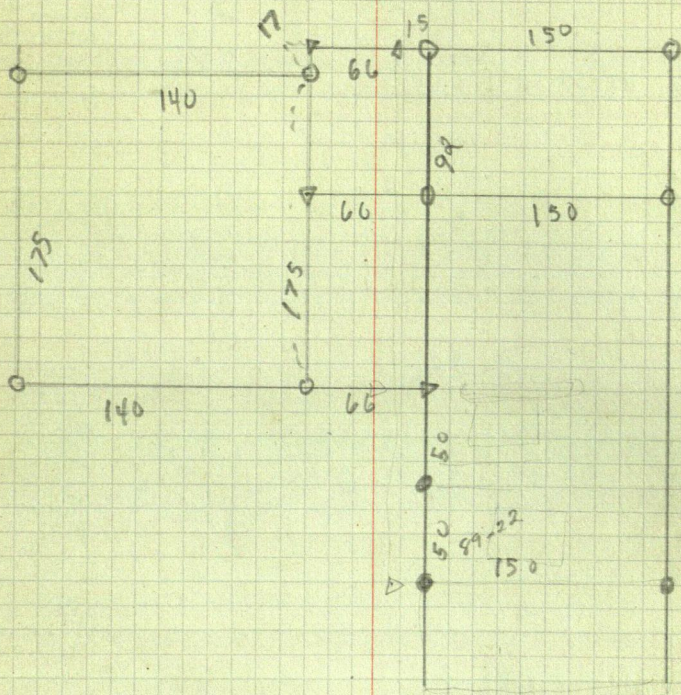
M. ELYEA

89-21-30  
178-44

89-22



53.05





J. LANKAS

~~90.00~~  
17

90-00-00  
179-59-48

89-59-54

400  
- 3.35  
396.65

360  
- 5.67  
354.33

800.00  
- 2.56  
797.44  
354.33  
1151.77

1320  
1151.77  
168.23

210  
- 4.02  
205.98

240.0  
- 9.33  
230.67

400  
- 9.30  
390.70

240  
- 1.78  
238.22

284-33-39

237.17



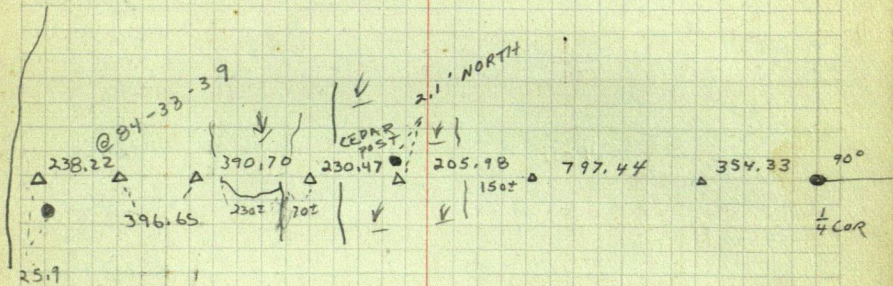
SEE PAGE 58

RON KEN

12/6/78

CENT  
SECU

LIZARD  
LAKE





12/8/78

119-58-48  
239-57-33

119-58-47

30

- 4.1

25.9

49-17-18  
98-34-25

49-17-13

490

- 5.67

484.33

182-47-11  
05-43-49

182-51-55

177-13-13  
354-26-18

177-13-09

470.00

- 7.56

462.44

140-22-17  
280-44

140-22-00

180

- 1.35

178.65

127-03-55  
254-08-23

127-03-11

240.0

6.8

233.2

165-52-23  
331-44-42

165-52-21

124-02-48  
240-05-37

124-02-49

190

- 1.5

188.5

BENCH MARK

T@ A BS B

242-17  
244-25

2-08

TO RT OF LINE

130

- 2.55

127.45

12" ELM @ 22.62

WATER 5.33'

B.M. 2.90'

359-59-60

127-04-11

232-55-49

60 PENNY SPIKE

359-59-60

124-02-49

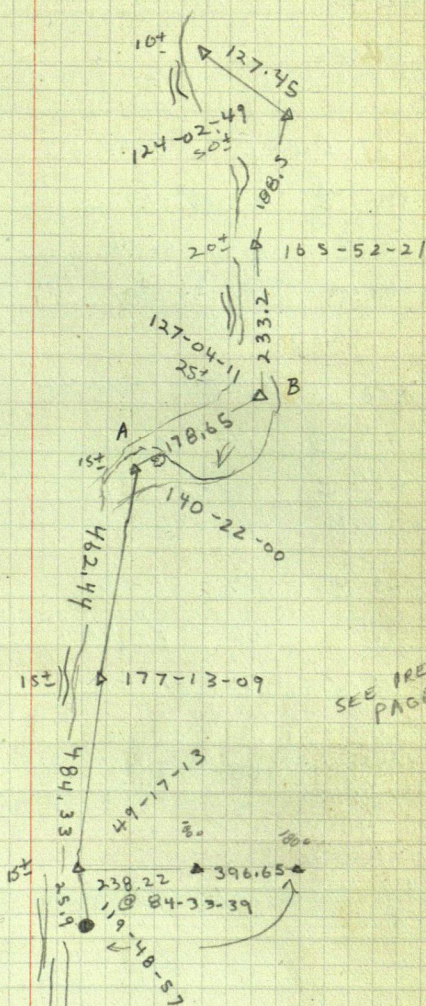
235-57-11



RON, KEN, RICK

J. LANKAS

LIZARD  
LAKE





## ROAD LINE

42-50

~~179-59-60~~~~42-5~~

132-37-36

~~42-50~~

179-60

42-50

T @ I BS II

TURN RT

SWAMP

137-10

104' @ 110-04-24

75' @ 109-36-45

43' @ 86-54-33

100

161.82

261.82

371

90.89

261.82

90.89

723.71

200

171

T @ II BS III TURN RT

36' @ 137-28-45

24' @ 93-24-54

38' @ 57-55-43

65' @ 54-36-30

91' @ 60-37-36

210' @ 75-41-30

<sup>109</sup>  
1210.56723.71

486.85

371

466.54

135

148.57

283.57

~~68-39-12~~

68-39-03

~~137-18-06~~

99-55-36

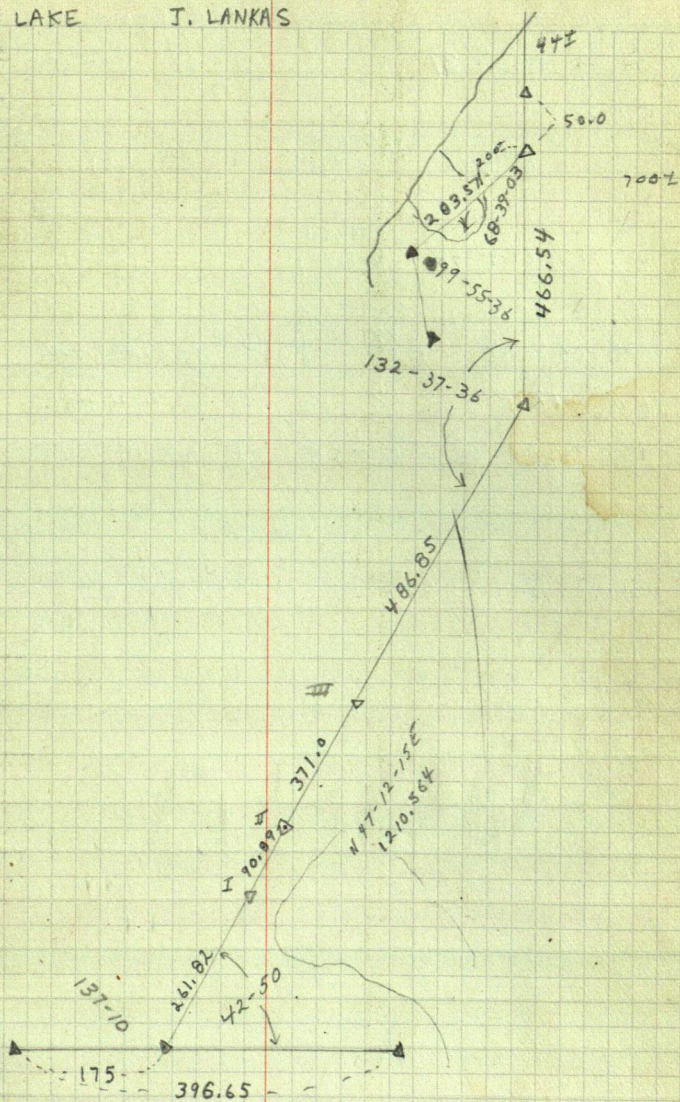
99-55-36

179-51-12



LIZARD LAKE

J. LANKAS





Paul Ror

89-23-86

128-47-03 89-23-21

953.40

$\pi @ \frac{1}{16}$

$S \frac{1}{4}$

90-15-33

1258.40 F  
383.541 M

111

358.92

953.40

1312.32

$N \frac{1}{4}$

89-45-48

1326.69  
404.381

HAVE TO BE  $1.53^{44}$  EAST TO BE ON

TRUE LINE @  $\frac{1}{16}$  COR @ WHICH NAIL

IS SET @ BOTTOM OF BENT PIPE

1293.25

$\times 2$

2586.50

11

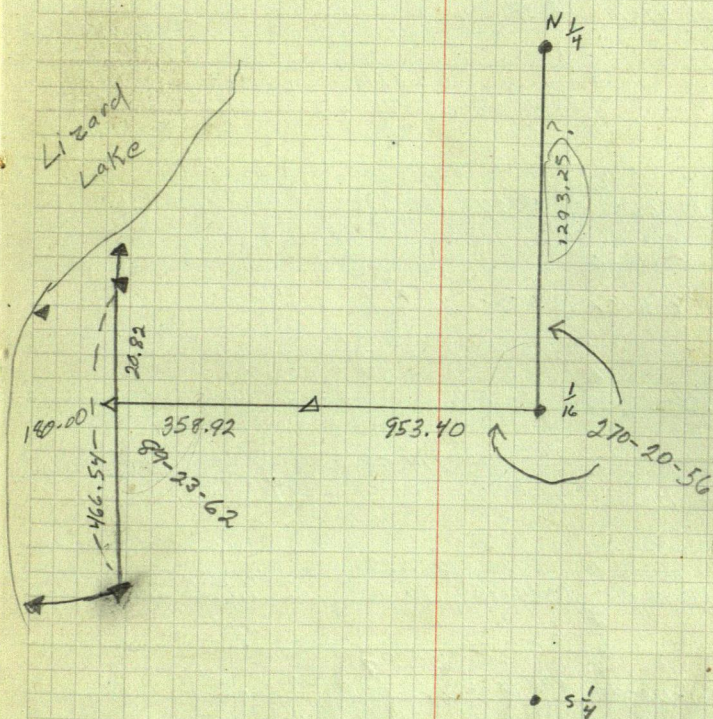
1258.4

1326.69

2585.09



Jack Lunken





249.58

76.073

 $\pi @ 2 B 53$ 

268-47-46

177-35-36

268

537

268-47-40

①

70-43-46

90-59

~~20-59~~

45.42 F

13.947 M

249.58 F

76.073 M

42.875

249.543

 $\pi @ 1 B 50$ 

180-00

②

84-05-42

104.87

31.975

104.313

 $\pi @ 3 B 82$ 

174-25-38

348-52-44

④

174-26-22

87-42-23

525.37

160.138

525.363

 $\pi @ 4 B 53$ 

179-36-20

359-12-14

⑤

179-36-07

91-40-56

140.34

42.774

140.279

 ~~$\pi @ 4 B 53$~~ ~~4.~~~~180-00~~~~180-00~~ $\pi @ 5 B 54$ 

186-15-40

332-24-56

6.

146-12-28

270-38-36

274.58

83.694

274.562

 $\pi @ 6 B 55$ 

190-12-45

330-25-06

7.

190-12-33

90-54-16

289.25

88.165

289.235

 $\pi @ 7 B 56$ 

201-09-36

402-19-10

8.

201-09-35

270-46-06

206.89

63.058

206.851

 $\pi @ 8 B 57$ 

177-30-36

355-00-48

9.

177-30-24

~~271-45-56~~

271-45-56

154.44

420.073

154.366

 $\pi @ 9 B 58$ 

171-35-56

343-11-08

10.

171-35-34

266-24-18

128.72 F

39.234 M

128.466

 $\pi @ 10 B 59$ 

160-44-46

331-29-16

11.

160-44-39

90-23-16

318.85

318.842

 $\pi @ 11 B 510$ 

180-00

180-00

12.

90-24-44

159.98

48.786

159.955

 $\pi @ 11 B 510$ 

206-08-30

52-17

13.

206-08-30

89-36-56

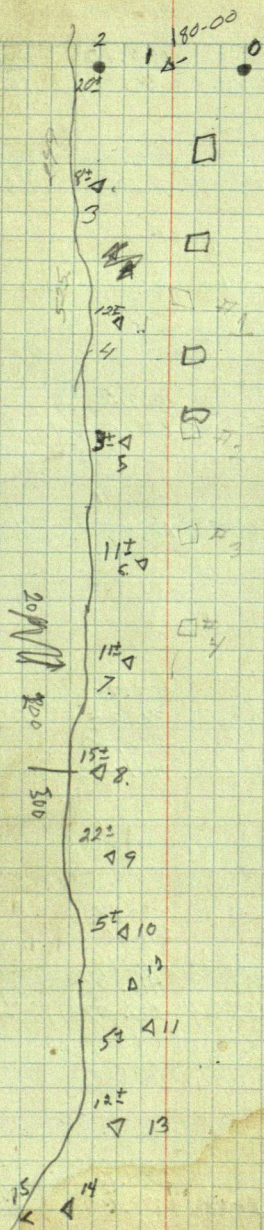
179.10

54.587

179.096



Rainy Lake





18  
24  
T@13 BS11

193-47-16 14 150.10  
27-34-08 K13-47-04 267-35-42 45.762 150.097

T@14 BS13

141-35-40 16. 150.99  
283-10-52 141-35-26 269-22-55 46.030 150.971

T@14 BS13

276-33-18 15. 10.61 angle iron

T@12 BS10

~~24-09-28~~  
189-17-32 ~~24-08-48~~ ⑩ 402.50 F  
94-08-12 94-08-15 274-53-18 122.675 M 401.036  
188-16-30

T@17 BS12

93-52-42 ⑫ 402.31  
186-45-19 93-22-39 270-01-12 122.627 402.31

T@18 BS17

159-23-44  
318-47-06 159-23-33

T@18 BS18

221-09-18 ⑬ 263.72  
442-18-36 221-09-18 270-24 80.385 263.713  
⑭ 358.98  
270-09-36 109.425 358.978

T@20 BS19

171-05-06  
342-09-48 171-04-54

T@21 BS20

147-29-32 20 211.00  
22 268-52-42 64.314 210.959  
294-58-38 147-29-19 270-37-04 416.86 416.835  
117.085

T@22 BS21

210-13-18  
420-26-10 210-13-06

T@23 BS22

165-46-12 22. 287.72  
270-15-36 87.700 287.717  
Q. 173.57 F  
331-31-04 165-46-02 268-17-40 52.911 M 173.493



2 1 0

$\Delta$  23

$\Delta$  22

5/10

$\nearrow 31 \pm 4$

$\Delta$  21

$\rightarrow 6 \pm 4$

2/10.98

$\Delta$  20

$\rightarrow 6 \pm 4$

$\Delta$  19

$\rightarrow 20 \pm 4$

10

$\Delta$

$\Delta$  18

$\rightarrow 7 \pm 4$

$\Delta$

12

$\nwarrow 5 \pm 4$

$\Delta$  17

6/10

$\Delta$

11



T@0 BS 23  
 104-44-12  
 209 27-56 104-43-58

T@19 BS 20  
 180-00 A. 252.44  
 90-00-18 76.947 252.44  
 B. 31.49  
 180-00 92-00-26 ~~86.49~~ 9.601 31.470

T@B BS 20 Locate cabin #6  
 SE cor 240-04-00 111.0'  
 NE cor 249-53-06 109.0'  
 NW cor 250-39-30 140.0'

T@A BS 19 Locate cabin #5  
 SE cor 75-04-24 1120'  
 NE cor 86-56-56 125.0'

T@5 BS 4 Locate cabin #4  
 NW cor 41-27-10 59.0'  
 SW cor 55-45-00 48.0'  
 SE cor 68-33-00 79.0'

T@4 BS 3 Locate cabin #3  
 NW cor 30-45-00 46.0'  
 SW cor 258-56-00 33.0'  
 SE cor 264-53-00 55.0'

set BM  
 Elev Water 11.5  
 14<sup>th</sup> Red Oak - 2.8  
 333-44-141

T@3 BS 2  
 180-00 C. 82.32  
 89-26-26 25.092 82.316

T@3 BS 4  
 180-00 D. 100.87  
 90-22-12 30.746 100.867



20

A A

30

A B

A 19

T@CBS3

Locate cabin #1

NE cor 92.0' 268-32

NW cor 60.8' 271-28

SW cor 69.0' 289-25

A 2

A C

#1

A 3

T@D BS3

Locate cabin #2

NE cor 95.0 95-12

NW cor 65.0 97-15

SW cor 67.0 111-14

A 3

A D

#2

2

A 4



$\pi @ 25 BS W \frac{1}{4}$

115-12-20

$\frac{1}{4}$

24

87-41-48

277.73 F

84.652 M

277.505

230-24-24 115-12-12

89-50-18

483.54

147.372

483.538

$\pi @ 24 BS 25$

168-41-18

337-21-54 168-40-57

$\pi @ 16 BS 24$

24

194-30-20

26

89-52-12

577.88

29-00-18

194-30-29

87-44-20

577.430

$\pi @ 9 BS 8 11-19$

11-19-00

53.58

$\pi @ 16 BS 24$

86-52-42

173-45-12 86-52-36

24. 779.88

$\pi @ 26 BS 16$

41-15-18

82-30-28 41-15-14

27. 89.40

$\pi @ 27 BS 28$

134-56-08

267-51-52 134-55-56

28. 90.0

$\pi @ 26 BS 29$

162-16-42

324-33-48 162-16-54

$\pi @ 29 BS 26$

177-26-18

354-52-30 177-26-15

$\pi @ 30 BS 29$

136-53-46

273-47-24 136-53-42

$\pi @ 31 BS E \frac{1}{4}$

153-55-30

307-56-44 153-55-24



W 4

25

24

771.86

14

16

28

27

792.66

26

920.05

29

30

31

564.47

E 4

1255.80



161-22-49  
322-45-14 166-22-37  
161

75-21-48  
150-43-24 75-21-42

102.89  
102.89  
96201  
82482  
20578  
102890  
10586.88 31

25  
625

102.89  
1.72  
20578  
72023  
902601  
100.01008

18-37-23

3  
9474  
5  
47370  
105.55  
100.0000  
9474  
4  
37096  
52600  
47370  
52300  
47370  
4930  
105.55  
102.89  
2.66







716179

RIN, DOUG, GREG

190-29-57  
381-00-30

190-30-15

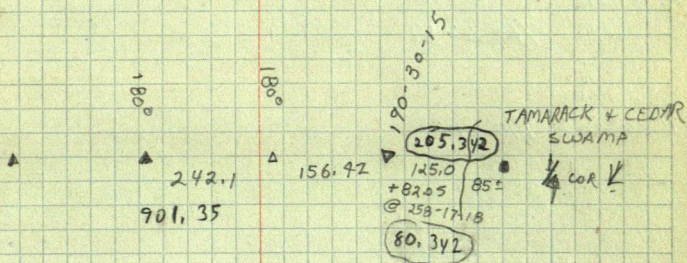
125.0  
+ 82.05 @

258-17-18

156.42



# RIDDERING CRYSTAL LAKE





177-62-26

594-04-36 177-02-18

166-55-12

333-50-30 166-55-15

104-50-40

202-40-30 104-50-15

76-31-10

153-01-58 76-30-59

170-01-30

340-03-03 170-01-31



▲ B

A

→ See BK 297  
Pg. 117

135-29-12

162.80

216.01

180-00

△

● 420

★ 260.50

△ 135-34-34

▲

▲

▲



~~Riddering~~  
Riddering

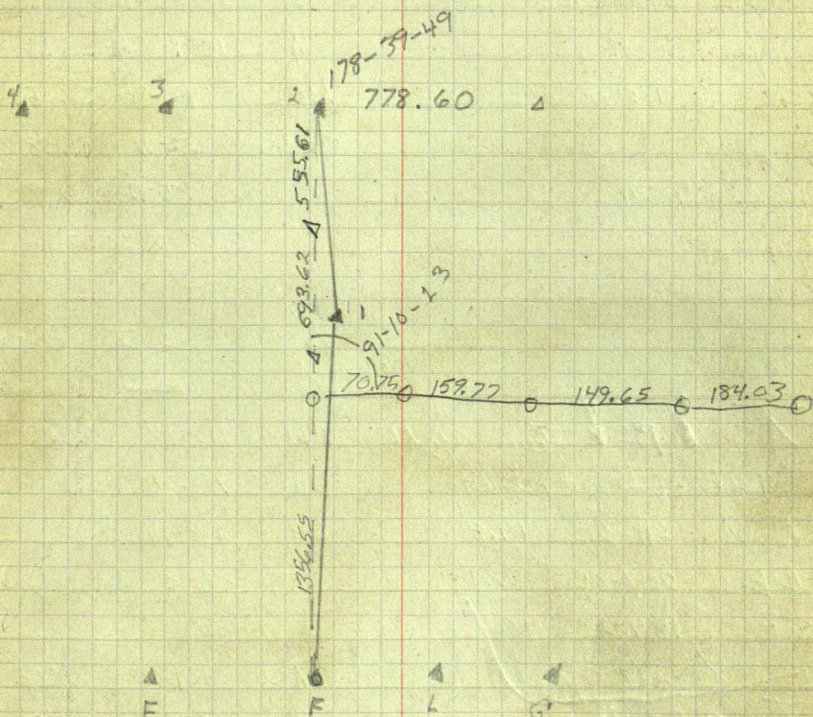
178-39-56  
357-19-38 178-39-49

555.61  
693.62  
1249.23  
1356.55  
2605.78  
<sup>29.11</sup>  
1808.16  
1279.23  
53.23

1302.83  
1249.23  
53.60  
<sup>38.93</sup>  
159.77  
149.65  
104.63  
504.20



See bk. 297 page 109





# Riddering, Jenks

176-06

359-13

176-06-30

199

50.51

778.60

22.42

70.6.18

81-39

163-19

81-38-30

locate cabin

31-24

62-49

31-24-30

1 @ 2 BS 1 Turn left

NE cor 43-30 36.65

SE cor 62-49 11.58

122-18

244-35

122-17-30

SW cor 105-12 29.09

22.8 X 26.8

1 @ 3 BS 2 Turn Right

locate ~~cabin~~ car port

1 @ 1 BS <sup>4</sup> Turn right

~~locate cabin~~

NW cor 115-14 52.62

SW 122-57 45.10

NW 211-20 44.8

NE 207-05 32.0

SE 184-23 48.2

SE 138-14 64.03

1 @ 3 BS 2 Turn Right

Home

NW 151-43 48.60

SW 175-48 39.80

SE 182-15 75.58

locate shed

1 @ 2 BS <sup>3</sup> Turn right

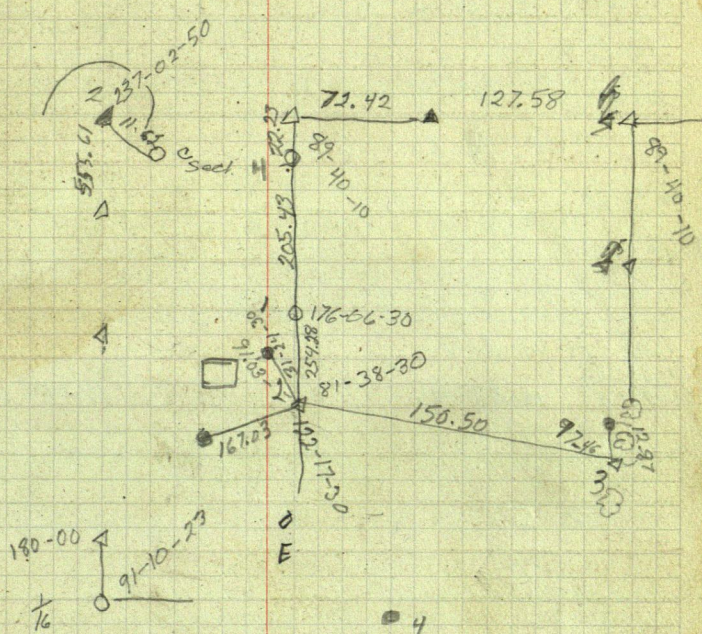
SW 173-32 29.15

SE 215-20 11.50

NE 234-13 36.6

R locate cabin





S 4



Woodbury  
Clancy Johnson

$\pi @$  A BS C

98-09-40

202.76

61.811

B 186-19-06 98-09-33

$\pi @$  A BS D

46-12-15

1072.73

337.052

C 92-24-30 46-12-15

$\pi @$  A BS E

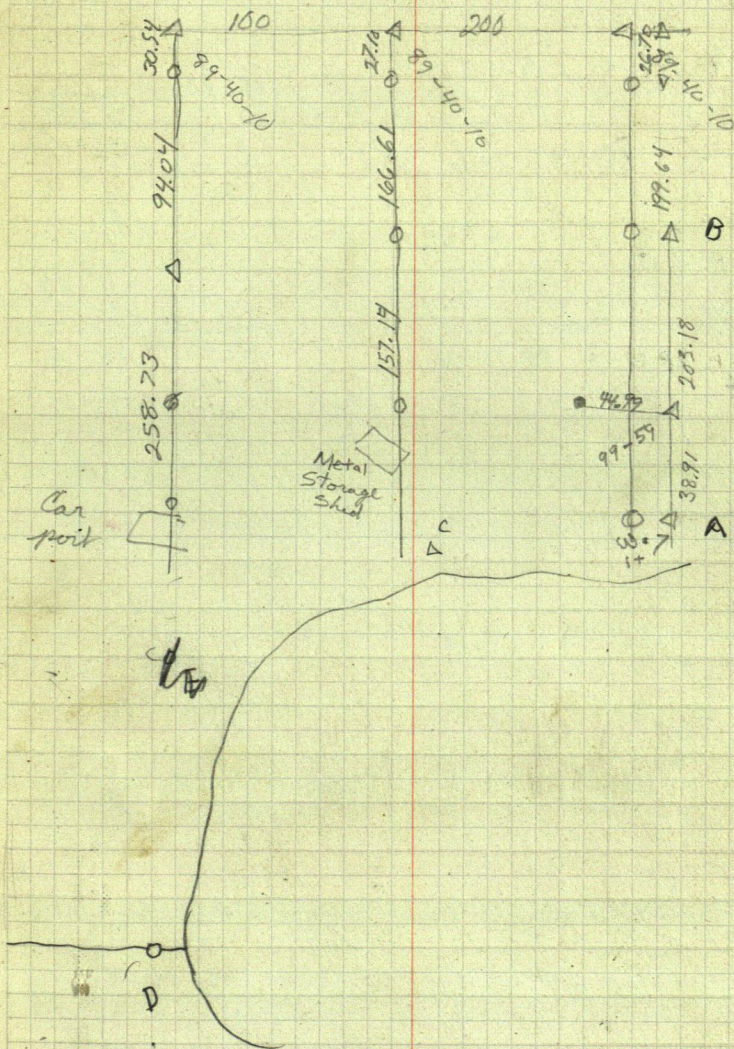
10-34-52

527.83

21-09-04 10-34-32

168.881







O.E. ELKSTON

KABAFONA LAKE  
LOT Y TEEPE TRAILS

TC B AS A

183-52-54	268-47-20	125,733	412.51	412.418
		1051.05	320.362	1050.765
C 2-45-33	183-52-47	91-20		

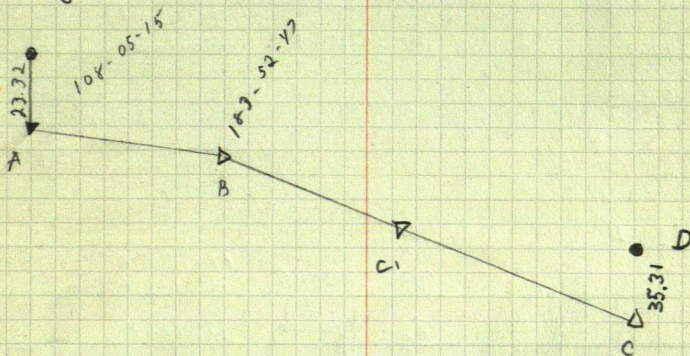
TC CBSB CI

<del>71-23-58</del>	41	151.71 M		
71-26-34		497.75	497.72	
D 142-54-06	71-27-03	89-22-06		



SEE AT 203/144

EAST LINE - 207 2





## KENNETH CHASE (WILLIAMS LAKE)

96-38-10

 $\pi @ A BS W^{1/4}$ 

180°

W<sup>1/4</sup>

90-30

210.79 F

64.251 M

B

80-01

233.06 F

71.037 M

 $\pi @ B BS A$ 

180°

 $\pi @ C BS D$ 

89-21-1

180°

B

89-21

259.90 F

79.220 M

D

91-08

402.64 F

122.727 M

 $\pi @ D BS C$ 

180°

 $\pi @ E BS D$ 

180°

D

88-06

173.00 F

52.732 M

F

90-00

12.78 F

 $\pi @ E BS G$ 

99-57-57

199-55-48

99-57-54

G

89-06

203.26 F

61.957 M

 $\pi @ G BS H$ 

55-49-03

141-38-03

55-49-02

H

91-03

379.84 F

115.775

II

89-21

1737.28 F

529.519 M

 $\pi @ II BS G$ 

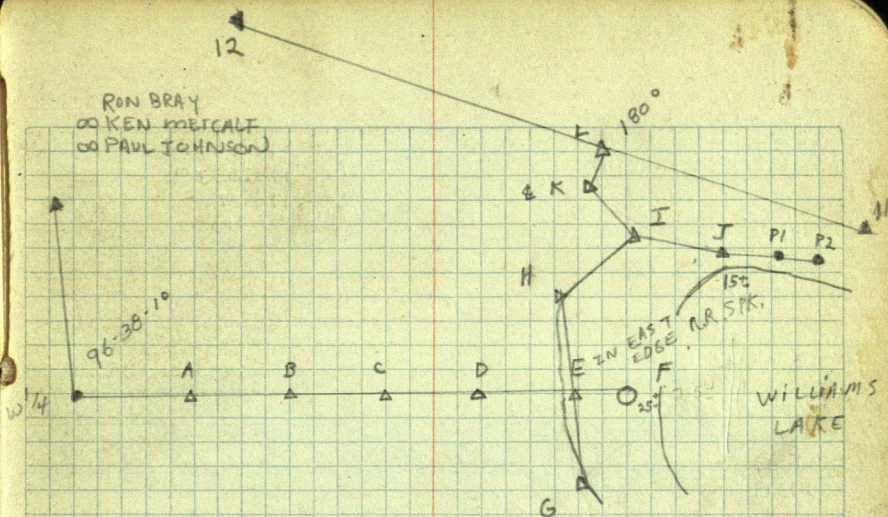
50-28-50

100-57-20

50-28-40



RON BRAY  
KEN MEICALT  
PAUL JOHNSON





$\pi @ L$  BS K

110-27

220-53-36

110-26-48

89-41

574.42 F

175.083 m

176.87 F

53.913 m

(K)

88-14

$\pi @ K$  BS L

154-08-28

308-44-42

154-22-25

308-44-42

154-22-21

$\pi @ I$  BS K FS = H

238-40-09

117-19-50

477-19-50

238-39-55

(K)

88-12

656.76 F

200.191 m

363.11 F

110.676 m

(H)

90-47

$\pi @ I$  BS J FS = K

131-57

263-53-54

131-56-57

$\pi @ H$  BS I

151-07-12

302-14-20

151-07-10

$\pi @ J$  BS I

167-03-27

334-06-40

167-03-20

(I)

86-21

222.36 F

67.778 m

(PI)

90-05

255.67 F

77.278 m

77.930 m

$\pi @ PI$  BS J

187-40-40

15-20-50

375-20-50

187-40-25

(P2)

90-34

167.12 F

50.929 m



Taylor  
Rainy Lake

Ac 14 BS 13

1. 142-03-22

284-06-36

192-03-18

91-01-48 128.89

3. 166-09-28

332-18-30 166-09-15

67.30

4. 208-51-16

57-42-04 208-51-04

92-07-12 152.73

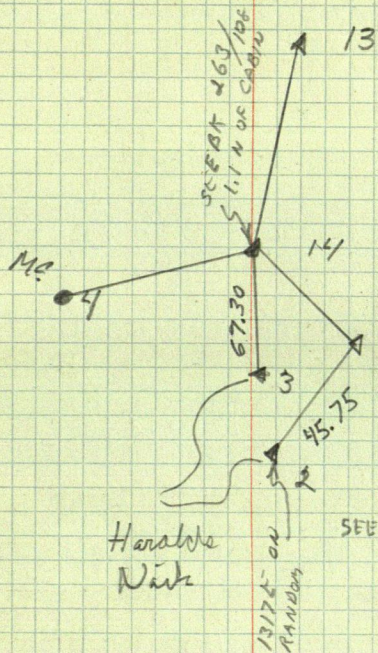
46.544

Ac 1 BS 2

14. 68-10-28

136-21 68-10-30







Taylor

56-51-34

113-43-08

56-51-34

106-03-16

212-06-12

106-03-06

154-42-14

307-24-12

154-42-06

180-24-34

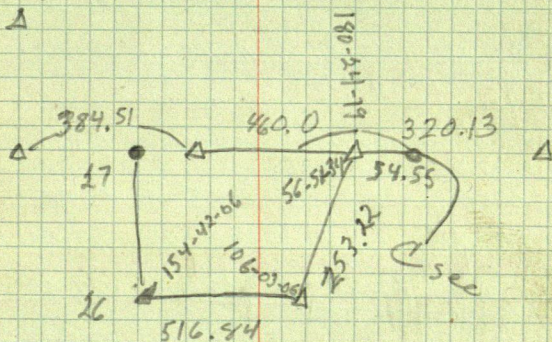
360-48-38

180-24-19



A

A





315  
320  
683

Taylor Rainy + Postage Lake

A 2 B5 1

154-23-54

368-47-44 154-23-52

A @ 3 B5 2

116-05-06

90-52-04 316.83 216.794

(4) 132-09-52 116-04-56

269-25-40 406.52 406.50

A @ 4 B53 L 5

169-17-30

(5) 338-34-48 169-17-24

A @ 4 B55

(4A) 17-43-14

96-08-36 78.62 78.169


A @ 5 B5 4

Angle Dist Vert

SW Cor Cabin

197-18-40 23.0 18X 26

SE Cor "

251-36-58 31.7 

NW Cor house

317-39-30 65.90 83-49-28

SW Cor "

338-11-42 73.50 84-27-22

East end of pump house

328-20-36 39.50

(4) 169-44-56

87-29-38 468.88 468.432

(6) 337-29-48 168-44-54

269-05-42 326.37 326.329

A @ 6 B55

149-43-24

(7) 299-26-38 149-43-19

271-40-48 1022.98 1022.54

(6A) 341-33-15 341-33-15 5 J

270-24-36 330.01 330.002

(8) 33-21-24 16-40-42 10 ±

217.61

(9) 149-21-12 74-40-36 10 ±

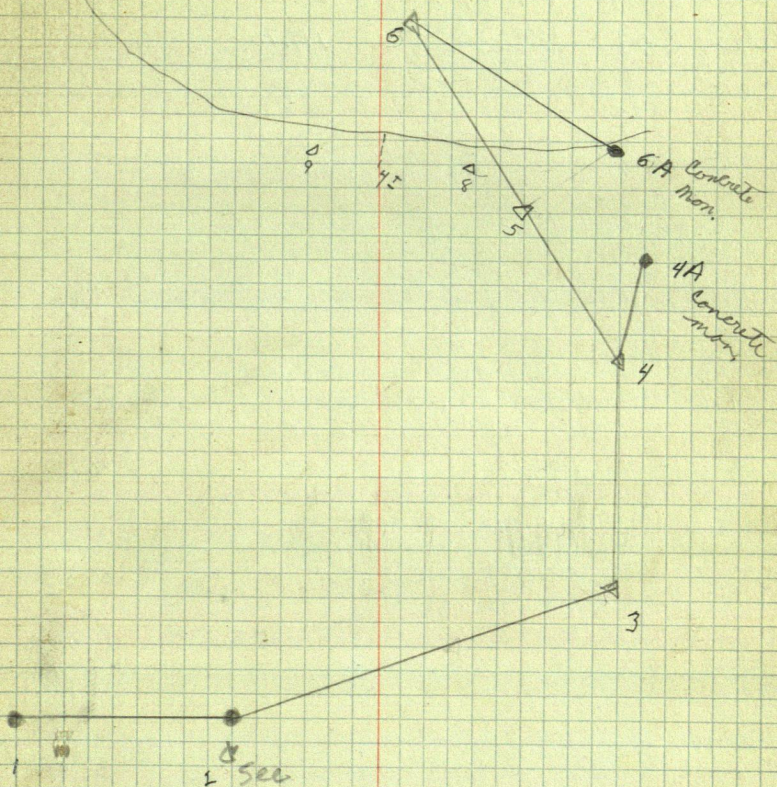
204.06

(10) 114-85-14 228-50-16 114-25-08 7 ±

314.11



Portage Lake





Ellickson

K@ B BBSA

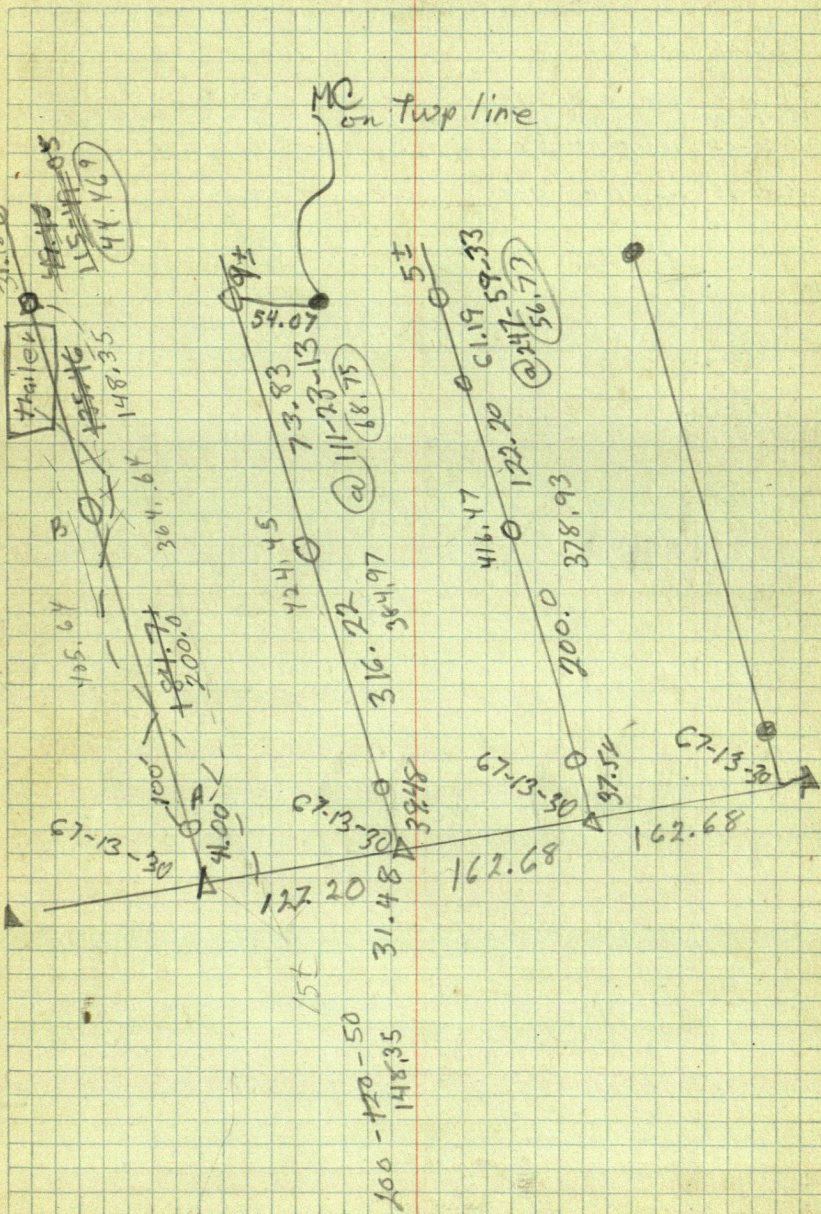
Locate Trailer

SW cor	146-27-06	71.96
SE cor	151-44-20	62.0
NE cor	180-07-30	111.70

162.08
127.20
<hr/>
289.88



Kabekona Lake





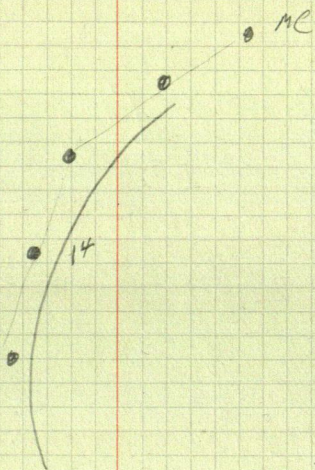
Taylor

$\bar{\Lambda} @ 6$  B55

⑪	139-30-58 279-01-48 RE 150-15-02	139-30-54	10 ±	556.39
⑫	300-30-06 LE 154-07-24	150-15-03	8 ±	796.61
⑬	308-14-20 LE 161-05-34	154-07-10	10 ±	938.86
⑭	322-10-50	161-05-25		1259.29

Ripen







$$\begin{array}{r} 192 \\ 360 \\ 269 \overline{) 552} \\ 29 \end{array}$$

CHARLES GREEN

Vert Dist

①  $\pi @ 1 \text{ BS } 2$

② 84-41-44

89-40-24/ 2674.35 2674.307

⑬ ④ 169-23-22 84-41-41

269-27-30 676.91 676.88

⑭ ③ 180-00

1337.79

$\pi @ 4 \text{ BS } 1$

150-54-46

301-49-06 150-54-33

$\pi @ 5 \text{ BS } 6$

112-40-30

Tape 82.31

⑮ 225-20-52 112-40-26

271-44-18 351.09 350.724

$\pi @ 3 \text{ BS } 7$

72-18-56

⑯ 184-37-54 72-18-51

$\pi @ 7 \text{ BS } 3$

314-43-48

⑰ 629-27-56 304-43-58

Tape 34.84

276-16-38

⑱ 452-33-02 276-16-31

270-38-50 323.36 323.339

127-01-36

⑲ 254-02-54 127-01-27

Tape 35.71

37-16-25

⑳ 74-32-54 37-16-27

Tape 55.71

㉑

270-49-42 1508.46 1508.302

$\pi @ 9 \text{ BS } 12$

164-36-26

329-12-38 164-36-19

$\pi @ 12 \text{ BS } 9$

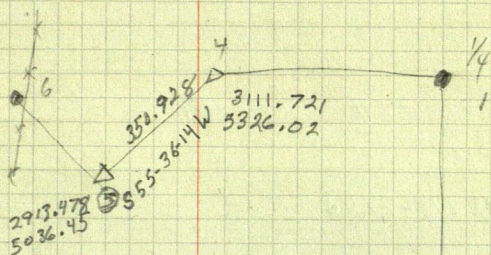
115-34-26

90-23-02 359.66 359.652

㉒ 231-08-34 115-34-17

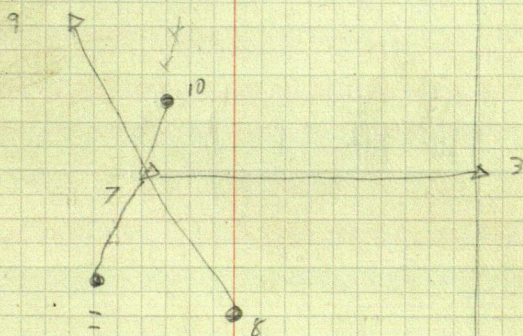
267-19-18 191.04 190.831





222  
13

12



2  
SEC COR  
NW COR SEC 10  
140-30



π @ 3 BS 2

⑪ 4-23-45 1336.51 89-36-50 1336.48

⑫ A 8-47-40 4-23-50 528.49 29-20-40 528.455

⑬ π @ NW cor 10 BS  $\frac{1}{4}$  ~~mi~~ to north

⑭ 178-25-16

356-50 ~~px~~ 178-25-06

π @ A BS B

97-54-16

⑬ 195-48-18 97-54-09

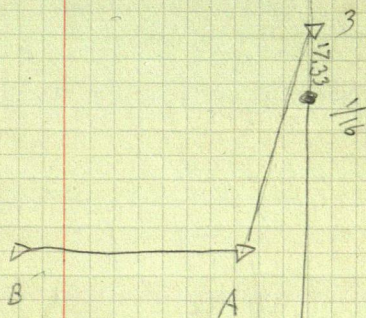
π @ B BSA

182-14-26 89-32-16 1052.18 1052.146

⑭ 364-28-38 182-14-19 267-50 845.94 845.335



1/4





137-34-24

88-13-09

176-25-48 88-12-54

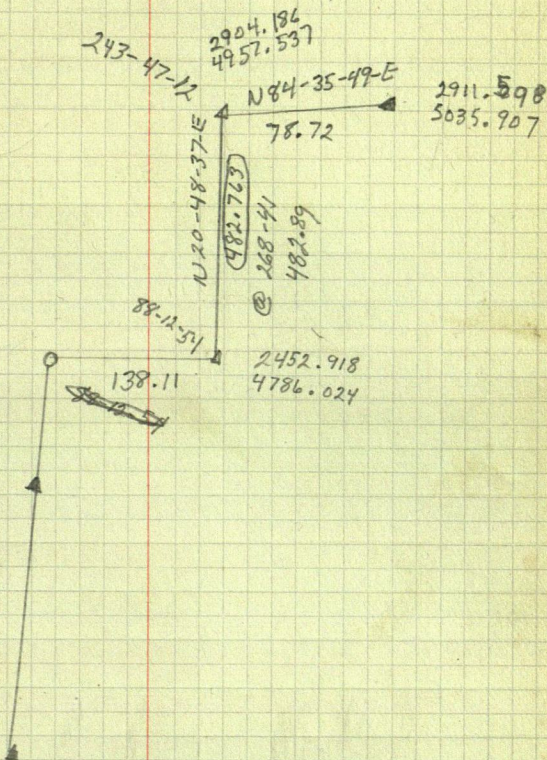
@268.41 482.89

243-46-54

497-34-24 243-47-12



88.8  
12°





45	46	115	126
<u>1</u>	<u>6</u>	<u>6</u>	<u>6</u>
290	296	190	756
2970	276	190	756
	<u>30.36</u>	<u>75.90</u>	<u>13.16</u>

526.4  
394.2  
 922.0

①  
 ②  
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990'      1.8      3.3  
             48      6.6  
             318      3960  
             3498      3498  
             462

# 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.