

# 176

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MINING  
TRANSFER BOOK  
363

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$$\begin{array}{r} .8 \\ 6 \\ \hline 4.8 \end{array}$$

$$\begin{array}{r} 90 \\ 400 \\ 150 \\ \hline 640 \end{array}$$

$$\begin{array}{r} 1280 \\ 57 \\ \hline 1297 \end{array}$$

$$\begin{array}{r} 1348.05 \\ 4.80 \\ \hline 1343.25 \\ 400 \quad 9 \\ \hline 1744 \quad 15 \end{array}$$



# Index.

	Pg. to Pg.
Survey sec. 26-135-30 by Horst,	1-12.
Twp. Road 135-30 by Horst,	17-21



1

26-135-30.

Feb. 2, 1921 Wednesday.

Contract dated July 13, 1920

E.B. Horst appointed Engineer  
to Begin survey Sept. 28, 1920.

Survey begun Feb. 2, 1921.

Delay caused by too much work  
having been assigned in advance  
of this survey.

E.B. Horst, prepares Notes and  
plats and other data from pre-  
vious surveys and ships I.M.s  
to Pequot also calls W.G.

Schultz who has no phone.

E.B. Horst.

Feb. 3, 1921.

but is burned too low to show  
scribe marks.

Stump checks with cent of roads.  
for course & dist and also with  
a fence 20 yrs. old running W.  
from this point. E.B. Horst.



Feb. 3, 1921.

Leave Walker for Pequot 8<sup>45</sup> A.M.  
R.R. fare \$1.54.

I have a set of tally pins made at  
Pequot \$1.50 dinner at Pequot 40¢  
Ben Anderson Livery drives me  
to W.G. Schultz Farm sec. 26-135-30.  
Charges \$6.00 pd. by Ck.

As we had no help arranged for I walk  
to Sec. Cor. secs 25-26-35-36 where I  
find a wood stake also an Iron well pipe  
1" set for. sec. cor. I check this with  
stumps still on the ground and find  
the N.E.-S.W.-S.E. stumps of orig. B.T.s  
which check with I.M.

I walk W.  $\frac{1}{2}$  mile on a graded road to  
a fence running N. and look for evi-  
dence of the  $\frac{1}{4}$  S. Cor. bet. secs. 26-35  
I find a large spruce stump S.E. which  
is rotted to the ground but am unable  
to identify it as the original B.T.  
at the sec. cor. to 26-27-34-35. I  
measure out from the Cent. of N.T.S.  
and E. road and find a 4" Tam. stump  
which shows the lower end of an  
axe blaze. (see preceding page 1)



26-135-30.

Feb 4, 1921

E.B. Horst, Transit &amp; chain,

Yance Stumvolt, chain,

Elmer Sanborn, axe

Charles Stumvolt "

I set a flag at the S.W. cor. of  
 Sec. 26 in Cent of roads, then  
 from the SE cor. of Sec. 26 I sight  
 W. to flag and run  $N. 88^{\circ} 44' W.$  on road  
 at 980 ft. a fence runs N.

" 1218.2 " set spike on line

" 1730.0 " ent. swp. brs  $N. 15^{\circ} W.$ 

" 1737.0 " culvert.

" 1830.0 " lv. swp. brs.  $N. 60^{\circ} W.$ " 2130 " ent. swp. brs  $N. E.$ " 2589.1 " set spike on line for  $\frac{1}{4}$  S.

" 2730 " lv. swp.

" 3858.2 " set spike on line

" 4130 " ent Tamck. swp.

" 5178.2 " Pt. for S.W. cor. Sec. 26.

I turn interior angle  $92^{\circ} 18'$   
 and run  $N. 1^{\circ} 02' W.$  ( $97^{\circ} 45'$  var.)  
 on a graded road:

at lv. swp.

" ent swp. creek bottoms.

" 2610.4 set spike on Bridge



a wood post under bridge and in center of creek sets W. 6.0' ft.

Mr. Bysehan an old resident living on the S.E.  $\frac{1}{4}$  S. 27 says the post was in the creek 20 yrs. ago. I do not accept this at present for the  $\frac{1}{4}$  S. 27 I want a little time to think. (the pressure is great N.E.S.)

from spike on bridge I turn L.  $0^{\circ}10'$  and run N.  $10^{\circ}12'$  W.

at 3960 ft. set spike. a fence runs W. at 5267.0 the true cor. secs 26-27-22-23 sets W. 14.0' which I have just set from the original S.W. Tarm B.T. Recorded in U.S. Field Notes as S.  $8^{\circ}10'$  W. 21-1ks. (= 13.86 ft) the other trees have all been destroyed by road construction.

The Line running from the cor. of  $\frac{21-22}{27-28}$  has been run by F.A. Donner but as he set no permanent points we rechain the N. line of sec. 27. on road. Total length = 5280 ft.

{ at 2618.5 Fence runs S. (for future information)  
 { " 3942.11 " " N. (information)



Feb. 5, 1921

E. B. Horst + same crew, and  
Carl Shultz, chainman.

I set over S.E. Cor. Sec. 26 sight  
W. on sec. line turn N.W.  $\angle 89^{\circ}46'$   
and run N.  $0^{\circ}02'E.$  on graded Road.

9+ 1850.0' Bridge over Mayo Brook

" 1302.0 set spike at edge of road

" 1323.0 Road runs E. 1/4 Road

" 2640.0 set spike.

" 4000.0 " stake.

" 5286.8 " spike. near fence cor.

I look for evidence of original cor.  
and bearing trees and find stump of  
S.W. Oak tree, stump of S.E. Fir,  
also stump and fallen N.W. Elm tree  
these check with a stake inside of  
fence E. & S. from this point.

from spike the true cor. sets N  $45^{\circ}W.$  2.6'

from spike I sight S. on line reverse  
telescope and turn L.  $89^{\circ}21'$  and  
run N.  $88^{\circ}19'$  W on a random line to  
escape heavy brush cutting and get  
benefit of  $\frac{1}{2}$  mile of clearing by running  
S. of true line.



at 1260 ft. cross N4S. Fence 20 ft. S. of fence cor.  
 " 1300 " set spike on line  
 " 2640 " " Stone & mark line on same  
 " 4012.6 " " Spike on line on summit of hill  
 " 5282.0 " " in Cent. of Road = P.I.  
 on N. & S. Random line.

P.I. = 5282.0 W. and 5235.4 N.

S.E.  $\angle$  at P.I. =  $88^{\circ}12'$

True N.W. Cor. of S. 26 from P.I. sets N. 31.6 ft.  
and W. 140 ft.

True N.E.  $\angle$  at SW. Sec. Cor. from true S.  
 boundary to Random W. boundary =  $92^{\circ}23'$   
 Angle from both true lines =  $92^{\circ}32'$  (interior  $\angle$ )

We make another thorough search for evi-  
 dence of old cor. & Bearings at SW. Cor. and  
 find nothing better than we already  
 have where it now exists so I decide  
 to use it as the true Cor. to secs. 26-27-28-29.

E.B. Moret.



Feb. 6, 1921

Crew does not work as I have to compute corrections for random lines and compute Lat. & departures and close the survey before we can continue with the field work.

E. B. Horst, works all day computing Latitudes & Departures, corrections and angles for Interior lines.

E. B. Horst.



26-135-30.

F

Monday.

Feb. 7, 1921

E.B. Horst, With same crew as on Saturday.

at 2610.4 ft N. between secs. 26-27 on Random line we correct this point. Set same N. 23.2 ft. set transit over this and sight N. on rand. line turn R.  $92^{\circ}12'$  and backsight W. chain out 7.0 ft. and set a point on Ice in Cent. of Mayo Brook for the true  $\frac{1}{4}$  S. Cor. Secs. ~~26~~<sup>27</sup>.

Reverse telescope and run  $\frac{1}{4}$  East. Intersect the sec. line between Secs. 25-26. Fall 6.8 ft. N. of pt. for  $\frac{1}{4}$  S. Cor. which is at sta. 2643.4 N. Correct same W. 0.8 ft. to true line.

From the N.  $\frac{1}{4}$  S. pt. for cor. bet. secs 25-26 I sight N. on random line turn L.  $88^{\circ}57'$  and run N.  $\frac{1}{16}$  line W. Fall 12 ft. S. of corrected pt. for N.  $\frac{1}{16}$  S. Cor. bet. Secs. 26-27.

From pt. on random sec line bet. secs. 26-27 and 3.5 ft. E. of  $\frac{1}{16}$  S. Cor. I set up transit and sight N. on Random sec. line turn R.  $92^{\circ}15'$  and over.



Feb. 7. Cont.

Run E. on S.  $\frac{1}{16}$  S. line.

Fall 6.4 ft. N. of the corrected point for the true S  $\frac{1}{16}$  S. Cor. bet. secs. 25-26.

I. correct a point on true Sec. line bet. secs. 26-35 by setting same W. 76.3 ft. to true pt. for the E.  $\frac{1}{16}$  S. Cor. secs. 26-35. sight W. on line and turn R.  $88^{\circ}25'$  and run N. at P.I. on Random S  $\frac{1}{16}$  line set spike  
Quit for Night. E. B. Horst.



Feb. 8, 1921

Same crew. Begin at pt. near S.E  $\frac{1}{4}$   
Continue E  $\frac{1}{4}$  Random N. and intersect  
2.0 ft W. of true E  $\frac{1}{4}$  Cor, Secs 23-26

From true pt. for  $\frac{1}{4}$  S. Cor. " " "  
turn L. from random line  $91^{\circ}21'$  and run  
S. on Random  $\frac{1}{4}$  S. 26 and intersect  
Sec. line bet sec. 26-35, 2.5 ft. E. of  $\frac{1}{4}$   
S. Cor.

From true pt. for W.  $\frac{1}{4}$  S. Cor. Secs. 26-35  
I offset W. 10 ft. to pass Stomvold's  
granary turn R.  $87^{\circ}47'$  and run N. on  
random W.  $\frac{1}{4}$  line. At S.  $\frac{1}{4}$  line set  
P.I. E. 1 ft. and at P.I. on E. & W.  $\frac{1}{4}$   
set P.I. set Transit 1 ft. E. of P.I.  
back sight on N.W. Cor. of Granary  
and continue N.

Intersect sec. line bet. 23-26  
0.2 ft. W. of pt. for true W.  $\frac{1}{4}$  Cor.  
secs. 23-26. this completes all  
lines in this section. (26).

E.B. Horst.



Feb. 9, 1921.

E. B. Horst, + same crew.

We set 2"x48" Iron Monuments  
at the 4 section corners, the  
4 quarter sec. corners. + C. 1/4 S. Cor.  
also all 1/16 S. corners (Exterior  
and Interior) pertaining to  
Section 26. T. 135 N., R. 30 W.

at the 1/4 sec. cor. bet. secs. 26-27  
which falls in the Cent. of Gull  
River I set a 2"x48 I.M. in 3 ft.  
of water and set a pole in top  
of pipe. I also set a 1"x24" I.M.  
33 ft. W. and a 1"x24" I.M. 33 ft. E.

New B.T. 5 to cor. of secs. 25-26-35-36:  
Oak, 10" N.W. 43.2 ft.  
Aspen, 4" S.W. 43.3 ft.  
Aspen, 4" S.E. 29.5 ft.

This concludes field work of  
survey of Section 26.

E. B. Horst.







T. 135 N. R. 30 W.

Township Road. (2 Miles)

Feb. 10, 1921

E. B. Horst, Transit,  
 Carl Schultz, Chain,  
 Elmer Sandberg, Chain,  
 Lee Goble, Axe.

Reuben Johnson, axe

We begin at the R.M. at the cor.  
 to secs. 1-2-11-12 (previously  
 established from the U.S. B.T.s by  
 E. B. Horst,) from which we run  
 N.  $89^{\circ}30'$  W. on random sec. line

at 1117.0 ft. set pt. (var.  $8^{\circ}45'$ )

" 2640.0 set pt.  $1/4$  S. + U.S. B.T.s all  
 obliterated.

" 3960.0 ft set pt.

" 5000.0 " ent. field.

" 5276.0 " Fall 69.2 ft. S. of an  
 Iron Mon. 2'  $1/2$  ? Set by the settlers  
 (at point where the original cor.  
 of secs. 2-3-10-11 was located)  
 to preserve the original cor.  
 B.T.s. are all obliterated.

This cor. sets in cent of N. &amp; S.

Road and in line with a fence  
 running W.



I set transit over this cor and  
 Run S.  $89^{\circ}45'$  W. on random sec. line  
 bet. Secs. 3-10 (Var.  $8^{\circ}45'$ )

- at 1320.0 ft. set pt. ent. Meadow.
- " 2300.0 " " Lv. " "
- " 2580.0 " crossg. N+S. wire fence.
- " 2640.0 set pt. cor of fence is S.E.  
 about 75 ft. Fence was built in 1920.
- " 3960.0 set pt.
- " 5223.6 set pt. in Cent. of S.R.H. #80  
 which is 78.2 ft. N. of sec. Cor. which  
 is marked by an Iron Mon. but was  
 covered about 4 ft. deep by fill in  
 Road. We relocate same from a Ref.  
 pt. 50 ft. N.E. (a stake by S.R.H. Engrs)  
 I mark a 5" popple S.  $52^{\circ}45'$  E. 63.4 ft.  
 The roots of the S.E. U.S.B.T. stump  
 are protruding from the bank at  
 E. side of Road ditch and were  
 identified by Lee Goble who saw the  
 scribe marks on the stump.

E.B. Horst.

We return to W.G. Schultz where I am  
 boarding.

(Transportation by Carl Schultz + Ford Car)

2465.00 N 64 W 108



Feb. 11, 1920 (Friday)

Correction for line bet. Secs. 3-10

= S.

at 3917.7 W. goes S. 58.65 ft. (Set Rd cent)

" 2611.8 " " S. 39.10 " (I.M. 1/4 S. cor.)

" 1305.9 W " S. 19.55 " (Rd. Centre)

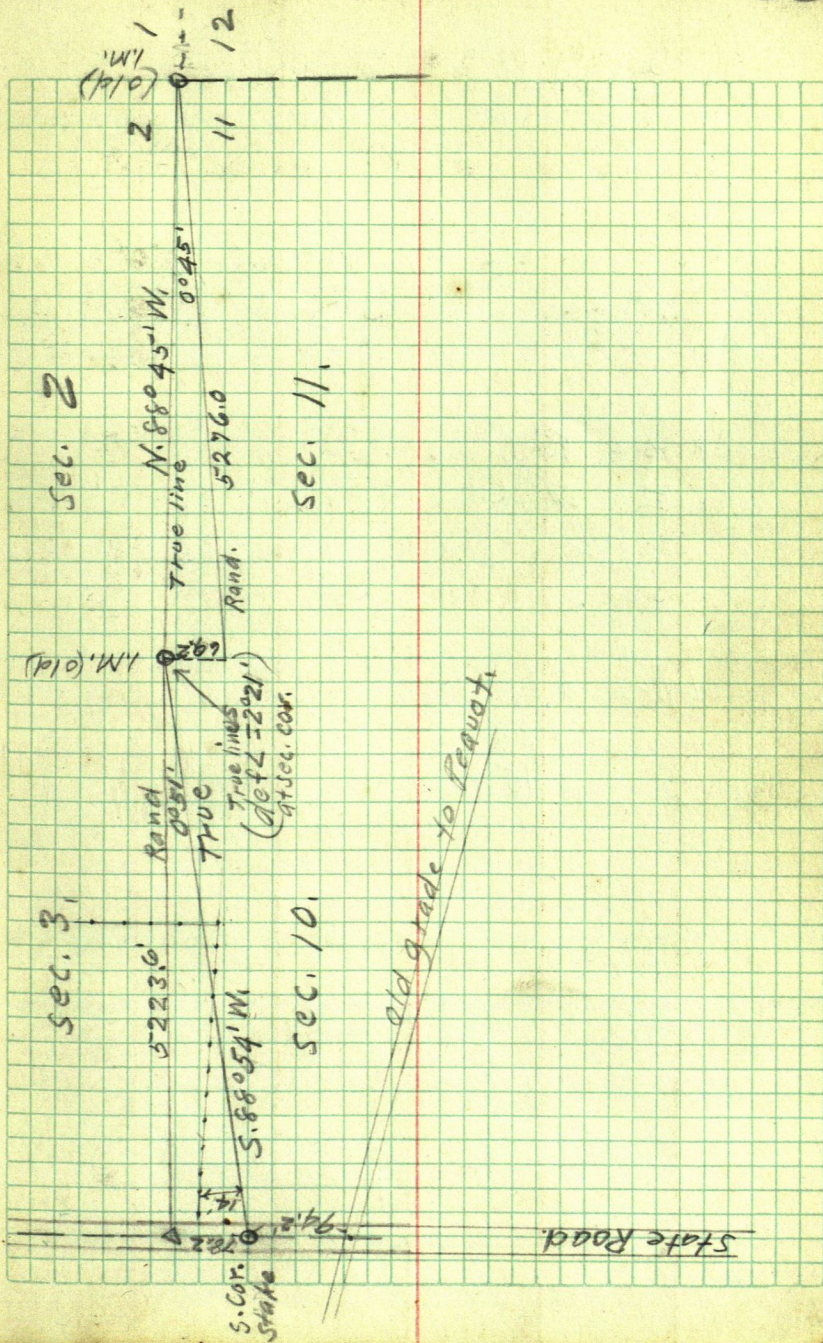
Correction for line bet. 2-11 = N.

at 3957 W. W 1/16 S. goes N. 57.9 ft. (Hub.)

" 2638 W. 1/4 S.  $\frac{2}{11}$  " " 34.6' (Set I.M.)

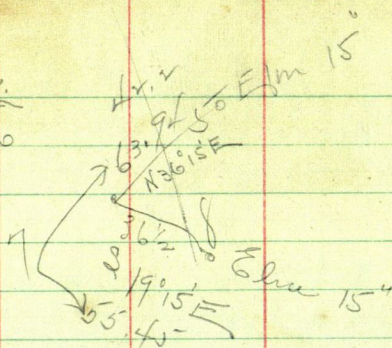
" 1319 " E 1/16 " " 19.3' (Hub.)







See Lot.  
6



(Sta. 560+72)

567+28.6

ok S 45 3/4 E 75.6

" N 10 E 64.6

573+82.6

18" Pop. 69.25 S E

69.25 N 35 1/4 E

63.36

N 45 3/4 W



WAGNER

Vert

D.

SEC 36 140-28

T@ 1 BS 2

1322.3

1210.27

1069.67

571.36

1897.07

305.98

353.35

5507.64

T@ 1 BS 2

Vert

Dist

136-21-30

272-42-48

136-21-24

4

90-52-18

②

89-28-00

202.70 F

61.784 M

348.15 F

106.119 M

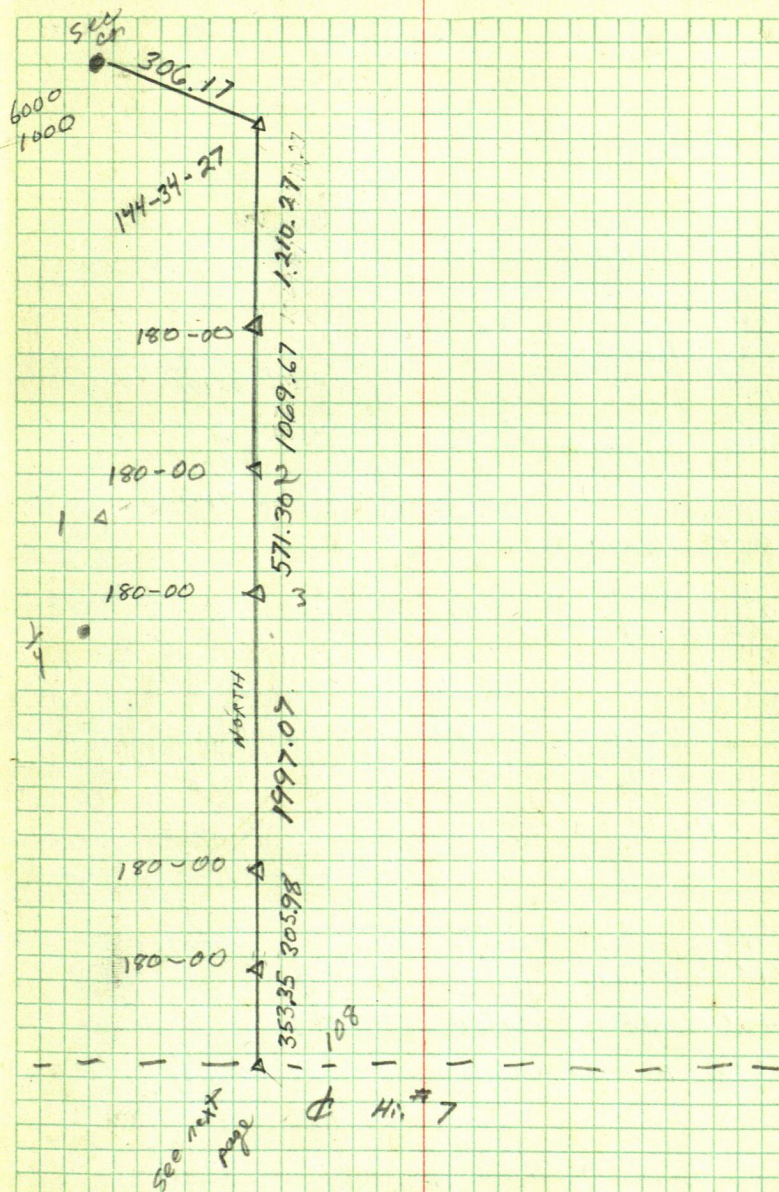
202.677

348.135

T@ 2 BS 3

80-43-42





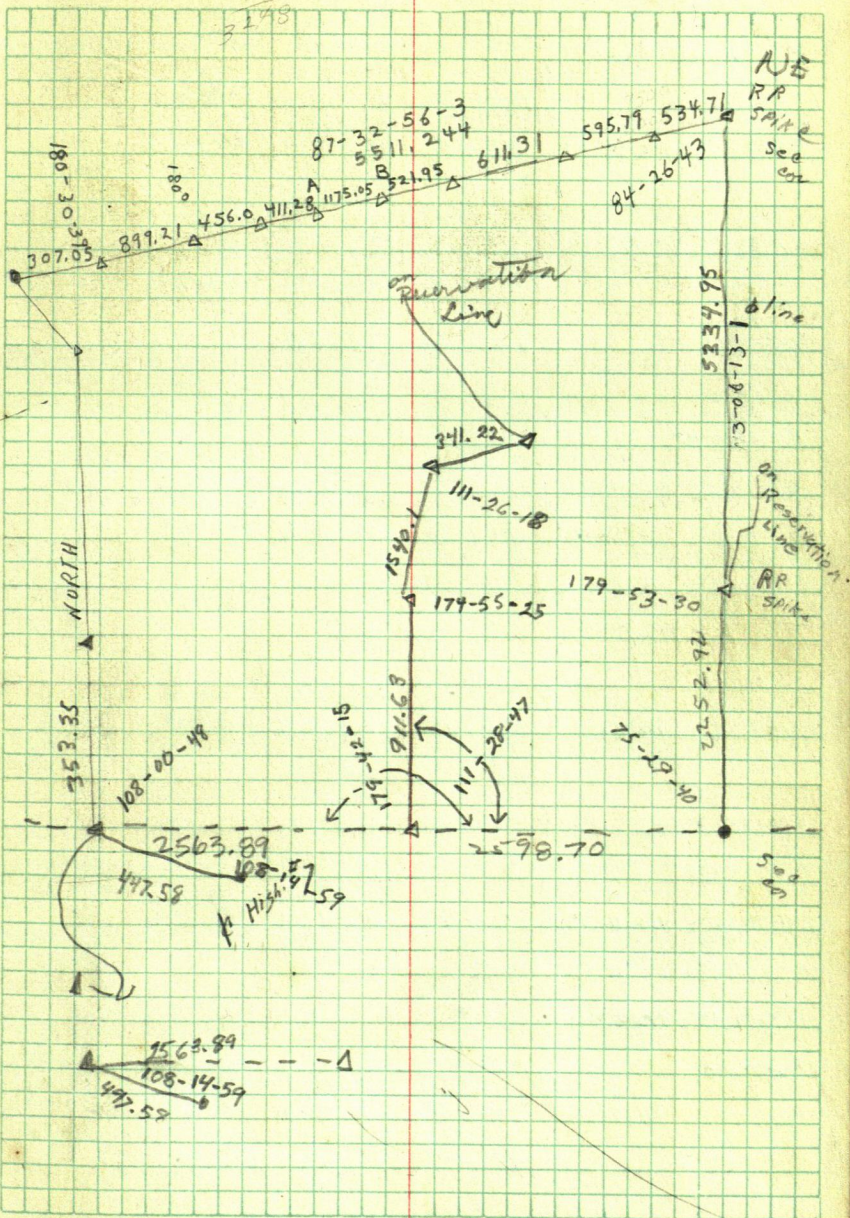


1558.89

179-53-33		200 2000	22	
359-47	179-53-30	200 2000	24	40
		200 2000	26	
		200 2000	28	42
		200 2000	30	44
		200 2000	32	46
75-29-50		200 2000	34	48
150-59-20	75-29-40	200 2000	36	50
		200 2000	38	52
179-42-21		200 198.70		533
859-24-29	179-42-15	200 2598.70		
111-28-57		200 250	2	
222-57-33	111-28-47	200 200	4	
		200 200	6	
		200 200	8	
		200 200	10	
		200 200	12	
		200 200	14	
		200 200	1540	
108-00-42				
216-01-36	108-00-48		2	
			4	
			6	
			8	
174-55-33			911.63	
349-50-50	174-55-25			359-59-60
				174-55-25
				185-04-35
111-26-33		443.3		
222-52-36	111-26-18	307.05		
		899.21	87-32-56	
		456.00	3-06-13	
		411.28		
		1175.05	84-26-43	
108-15-03		52+		
216-19-58	108-14-59	521.95	307.05	
		611.31	899.21	
		595.79	456.0	
180-30-52		534.71	330.00	
01-01-18	180-30-35		81.28	
		5512.34	411.28	
LAKE BETWEEN POINTS A,B			420.0	
			101.95	
31'	TO LAKE		521.95	
944'	ACROSS (SHORE TO SHORE)		611.31	
1175.05	TO SHORE NAIL B		595.79	
			534.71	



2073  
1175  
3148





Vert

Dist

T@ 1 BS  $\frac{1}{4}$  cor

158-24-44

 $\frac{1}{4}$ 

96-20-46

154.01 F

46.942 M

153.066

(2)

274.25 F

83.594 M

274.246

316-49-06

158-24-33

269-41-26

T@ 2 BS 1

261-40-06

278.78 F

275.838

180-00

261-40-06

84.974 M

T@ 3 BS MC

93-41-00

MC

2031.09 F

187-21-48

93-40-54

269-47-30

619.076 M

2031.077

T@ MC BS 4

48-56-40

(4)

2757.88 F

97-53-14

48-56-37

89-58-48

840.606 M

2757.88

T@ MC BS 3

162-11-32

500

407.96 F

924-23 16

162-11-35

270-11-16

124.351 M

407.958

T@ 4 BS MC

64-40-20

(5)

3331.92 F

129-26-18

64-40-09

270-03-24

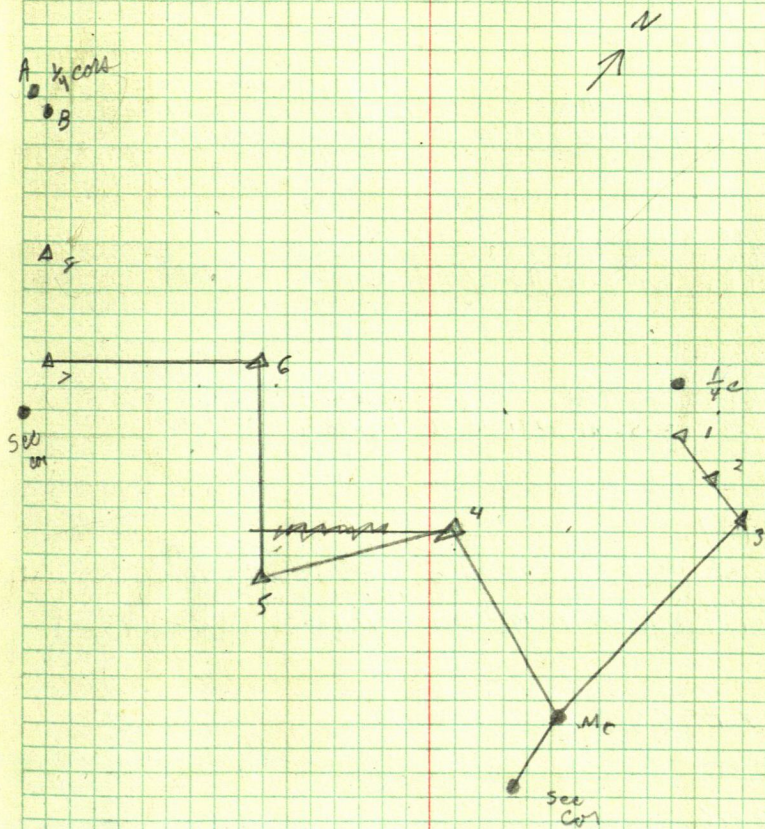
1015.576 M

3331.92



4/27/79

PALMATEER





Vert Dist

1005 BSA

71-41-06 71-41-03  
143-22-06

1006 BSA

93-32-50 ⑤ 91-09-06 1303.53 F 1303.267  
⑥ 1485.60 F  
187-05-24 93-32-42 89-36-30 452.812 m 1785.565

1007 BSA

122-28-42 SEC COR 93-37-42 210.95 F 210.527  
244-57-09 122-28-35 64.297 m

1007 BSA

55-56-09 ⑤ 271-18-27 1235.56 F 1235.238  
111-52-23 55-56-11 376.600 m

1008 BSA

180-28-06 ① 1219.24 F 1224.78 F 1224.741  
00-55-36 180-27-48 90-27-30 371.626 m 373.316 m  
180-32-42 ② 1219.22 F 1219.184  
01-04-43 180-32-17 90-26-27 371.620

1007 BSA

180-00

1009 BSA

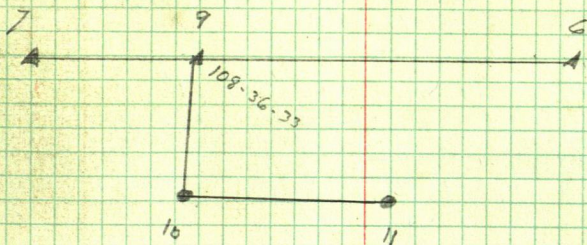
108-36-42 Vert Dist  
217-19-06 108-36-33 ① 651.45 F 651.441  
② 89-41-42 198.566 m 292.15 F  
96-46-28 89.049 m 290.11

1010 BSA

96-22-42  
192-45-20 96-22-46 269-57-30 166.76 F 166.76  
56.830 m



Palomares





# STONEHOUSE

TOM BUANS 363 - 2761

# 1	15"	2:00	5:55	1 <sup>3</sup> / <sub>4</sub>
-----	-----	------	------	-------------------------------

2	12"	1:50	5:50	1"
---	-----	------	------	----

3	12"	1:45	5:45	1 <sup>1</sup> / <sub>4</sub>
---	-----	------	------	-------------------------------

15 5"	12"	1:35	5:40	1 <sup>1</sup> / <sub>8</sub>
-------	-----	------	------	-------------------------------

5 15 7 <sup>3</sup> / <sub>4</sub>		1:30	5:35	7 <sup>1</sup> / <sub>8</sub> "
------------------------------------	--	------	------	---------------------------------



SAT AM

 $5\frac{3}{8}$  10:32

1" 1:30

 $1\frac{1}{4}$ " 10:25 $\frac{3}{8}$ " 11:10 $\frac{1}{2}$ " 10:05

CHINANDER.

RON, DOOG, KEN, PAUL

CONT. FROM PAGE 15B-59 BK 29B

T@ 15 BS 14

114-36-45

229-13-36 114-36-48

SHORELINE

RT

105' @ 248-55

111' @ 243-40

135' @ 235-26

162.0' @ 234-22

196.0' 233-45

T@ 16 BS 15

236-11-24

112-22-36 236-11-18

472

90-

112-08-42 (5)

262.33 F

79.956 M

262.324

200.77 F

61.196 M

200.77

89-54 (7)

T@ 16 BS 17

RT

BENCHMARK

3.91

WATER

4.91

130-59-06 @ 20.32'

T@ 17 BS 16

143-42-30

207-24-30 143-42-15

T@ 18 BS 17

90-42-40 (17)

93.75 F

28.584 M

93.757

166-32-33

233-03-42 166-31-51

89-43-50 (19)

149.31 F

45.511

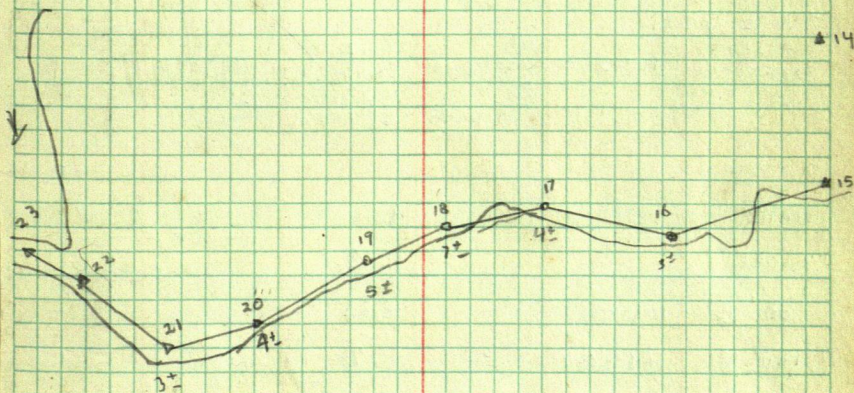
149.31

166-31-45

233-02-40 166-31-20



JUNE 11, 1979



$\pi @ 19 BS 18$

164-54-30

329-49-18 164-54-39

$\pi @ 20 BS 19$

185-06-33

10-12-57

185-06-29

(19) 89-38-12

228.49 F

69.619 M

228.409

(21) 88-27-40

129.27 F

39.402 M

129.225

$\pi @ 21 BS 20$

240-42-57

481-25-48

240-42-54

$\pi @ 21$

BS 22

RT

WATER

8.03

8.33

96' @

41-27-18

8.66

196' @

48-56-30

5.12

95' @

00

5.88

$\pi @ 22 BS 21$

163-25-06

326-50-06

163-25-03

(21) 89-58-06

283.70 F

86.471 M

283.197

(23) 89-52-15

182.60 F

55.659 M

182.60

$\pi @ 22 BS$

WATER

8.26

RIDGE

4.93

88' @

101-26-30

8.29

140' @

104-26-42

.76

$\pi @ 23 BS 22 RT$

SWAMP

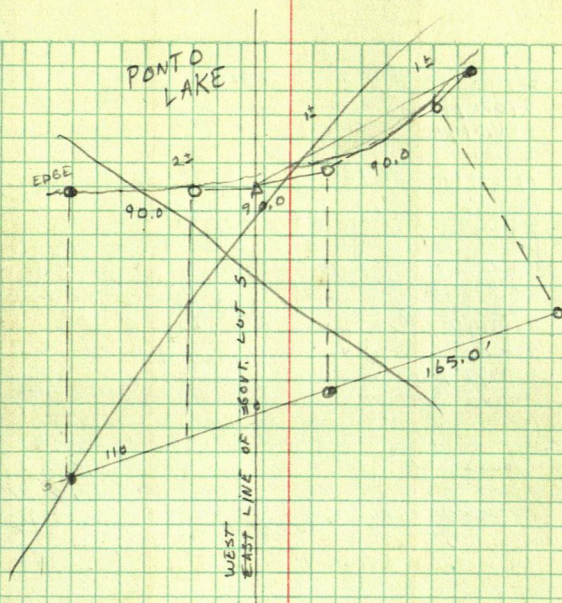
340.0 @

279-04-36

250.0 @

301-20-36





359-59-60

114-50-56

245-07-04

357-59-60

88

589.21

2,9999

1530289

530289

530289

530289

587,151079

 $\pi @ A$  SIGHTING @ B

1051.54

290.67 F

PIPE 1

88.599 M

89-01-24

890.624

589.21 F

PIPE 2

179.593 M

89-18

(589.15)

463.22

B

1411190

90-38-30

(463.17) - .78

 $\pi @ B$  SIGHTING @ C

717.44

720.41

C

219.579

90-00

(720.41) - 2.97

1051.54

589.15

587,15

522.39

463.17

19999

1052.32

- .178

1051.54

355.96 @

00-24-20

279-24-48

1416151

416151

416151

416151

46234376 1

463.22

685.13

413.17

462.39

0.78

1.2

1.56

78

936





197-37

25.96

11-10-30

22-22

11-11

27.62

05-59

11-59

05-59-30

114.77

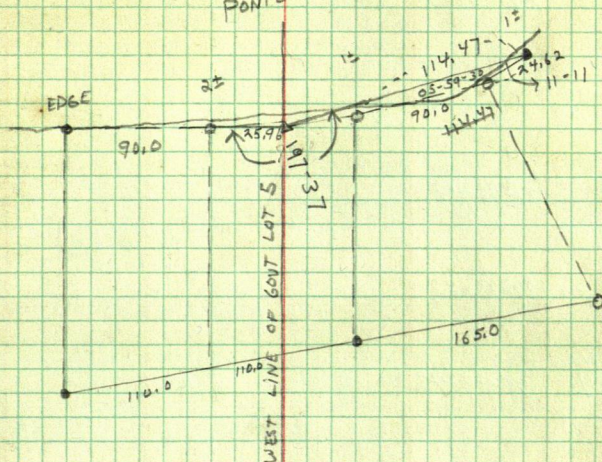


ELLENGER

RON. DOUG

7/11/79

PONTA LAKE



107-52-42

215-44-58

107-52-29

83-49-35

91-43

163-25-18

8

91-42-39

89-23-40

178-47-06

89-23-33

70-33-24

151-06-24

90-33-12

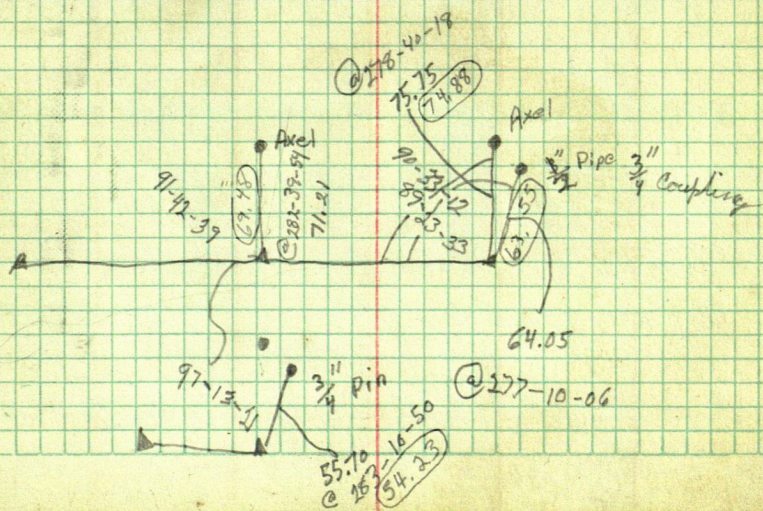
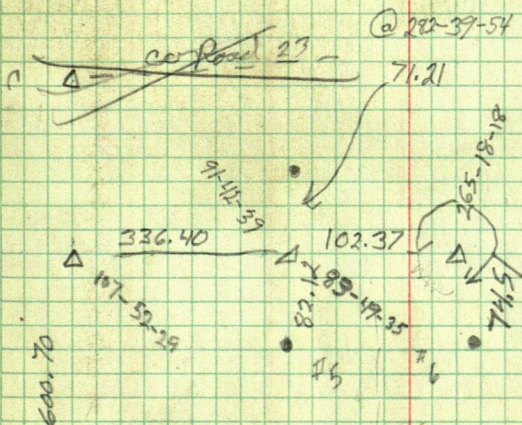
97-13-30

144-26-42

97-13-21



see page 26



*Alexander*

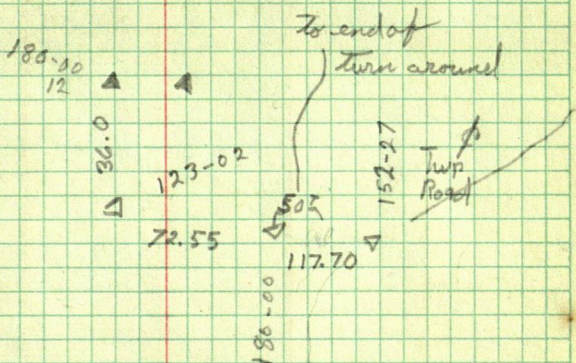
123-02-00

246-04-00 123-02-00



See bk 298 Pg. 159

11 A



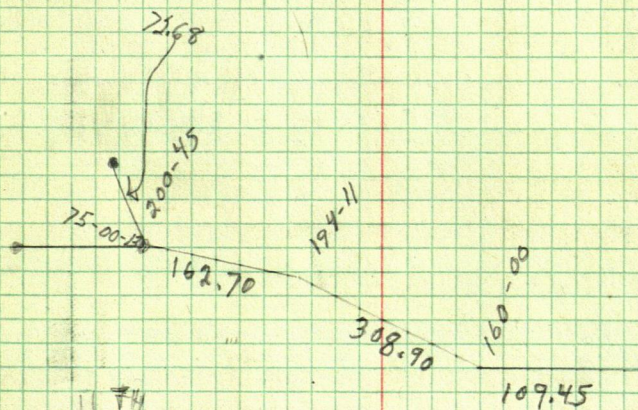
PALMATEER

75-00-14

150-10-26

75-00-13





1174

CROW

WING

Cliff Schoon Nevis



④ 260-25-58

103.85

102,406

89-14-30

6.0

8a. a

111.15

46.28

Distance  
only

246.28

not yet set

ROBERT DENN HAROT

GL 6-27-142-30

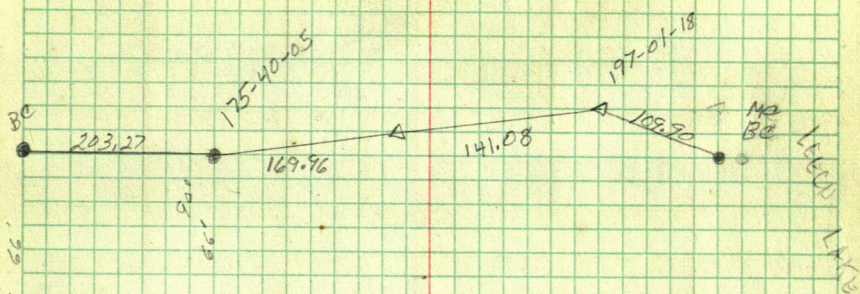
175-40-12

351-20-10 175-40-05

197-01-18

34-62-36 197-01-18





MEIRS

91-26-00

182-57-58

91-25-59

94-49-54

189-39-30

94-49-45



Four Point Lake

Platin

113-11-03

22.15

88.57

99-49-45

72.20

9-25-58

27.40

56.88

55151

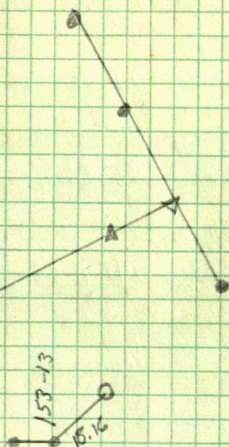
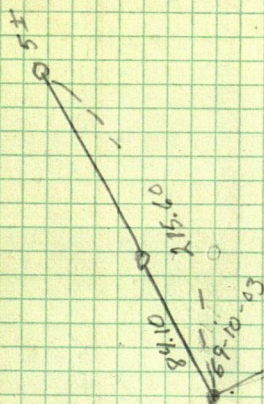
Late 7-10  
 Ray Boag  
 Fire in place  
 set by Roger Manton

$$\begin{array}{r} 151.55 \\ 88.95 \\ \hline 240.50 \end{array}$$

69-10-00

138-20-06 69-10-03





LOT 8 EL SUEÑO  
NM KOUGH

176-11-32  
352-22-54 176-11-27

94-36-18  
189-12-18 94-36-09

58-56-34  
117-53-06 58-56-33

143-11-56  
286-23-52 143-11-56

49-15-40  
98-31-06 49-15-33

84-18-38  
168-37-04 84-18-32

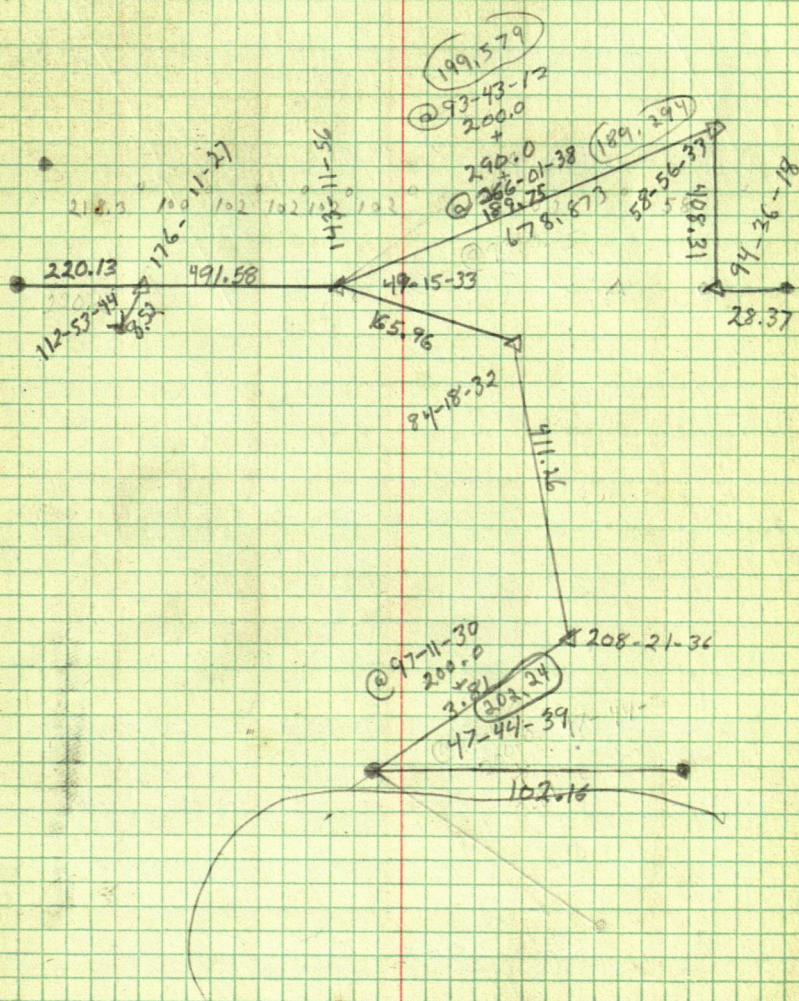
208-21-34  
56-43-12 208-21-36

47-44-45  
95-29-18 47-44-39



Penk, Ed

Horseshoe Lake



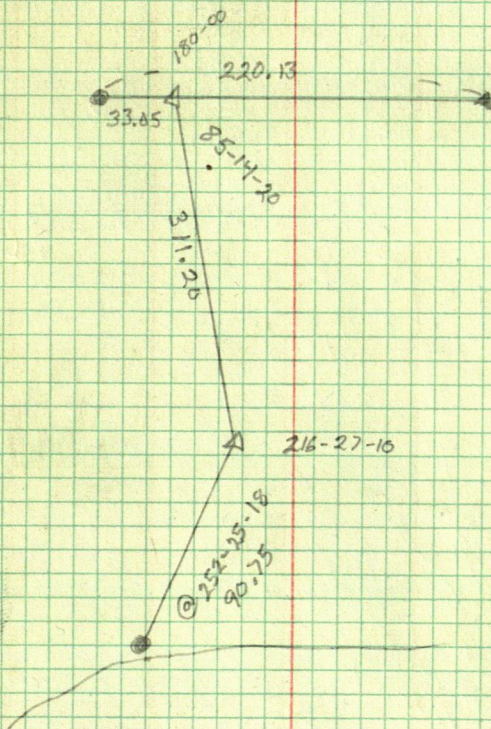
85-14-22  
170-28-40 85-14-20

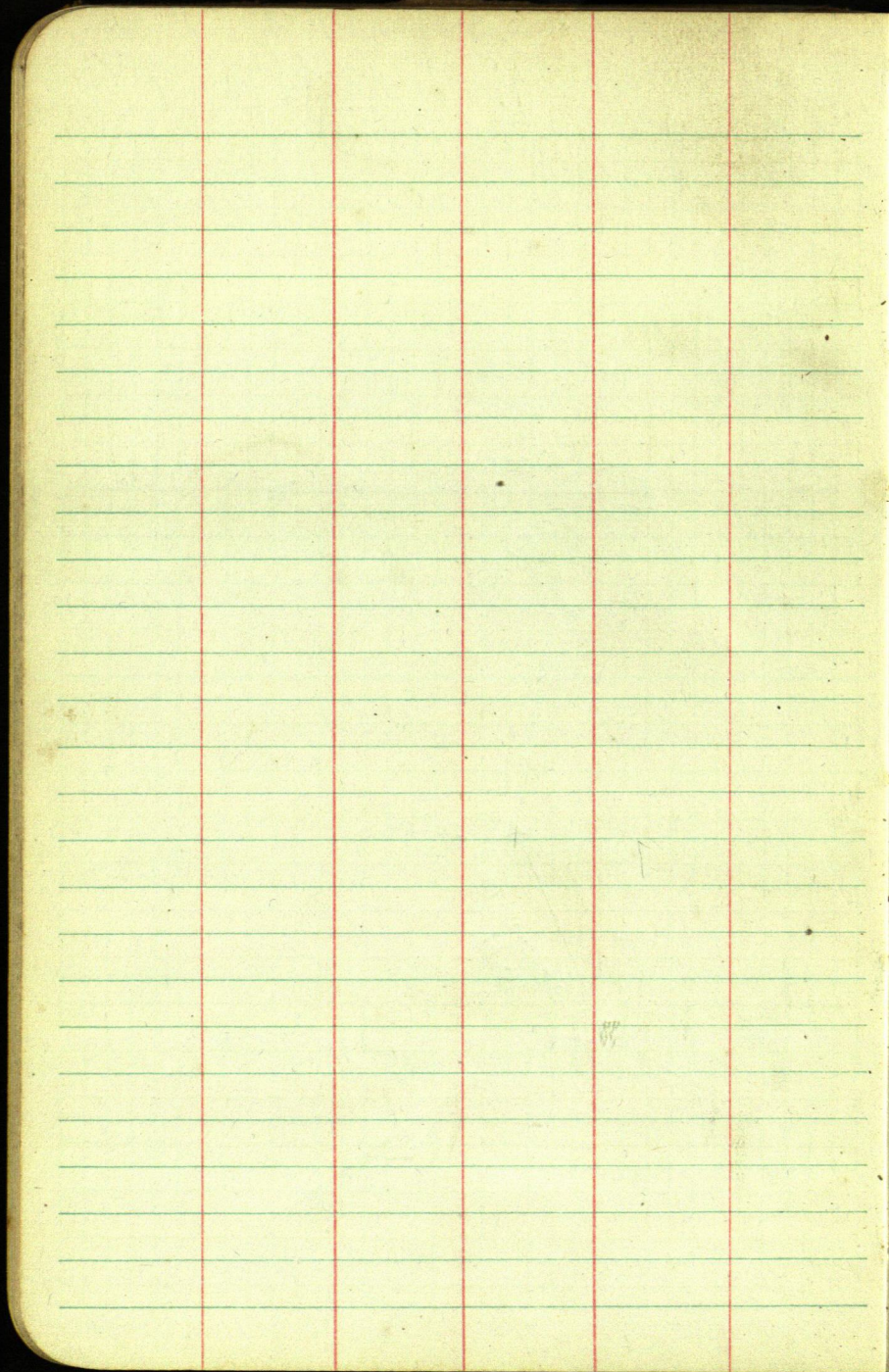
216-27-22  
72-54-20 216-27-10



Paul, Ed

Horseshoe Lake

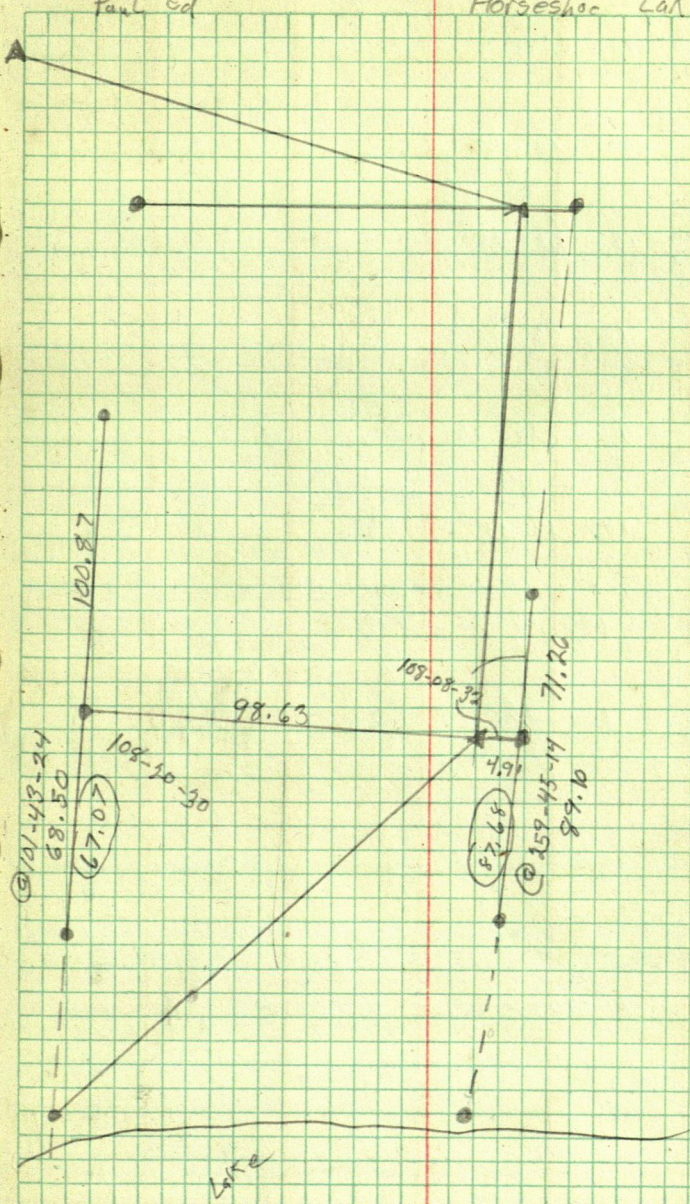






Paul Ed

Horseshoe Lake



GARL KESLEY 0

90-0-40

180-01-20

90-00-40

125-10-12

250-20-30

125-10-15

157-23-48

306-47-15

75

157-23-38

109-06-36

218-13-06

109-06-33

157-39-36

276-18-50

137-39-25

142-34-03

285-07-50

142-33-55

153-01-48

306-03-56

153-01-55

100-04-48

200-10

100-05

271-08-36

270-07-54

180-15-06

270-07-33

93-40-34

187-20-45

93-40-22





149-36-55

299-13-90

149-36-45

87-29-58

174-59-30

87-29-45

160-01-48

320-02-30

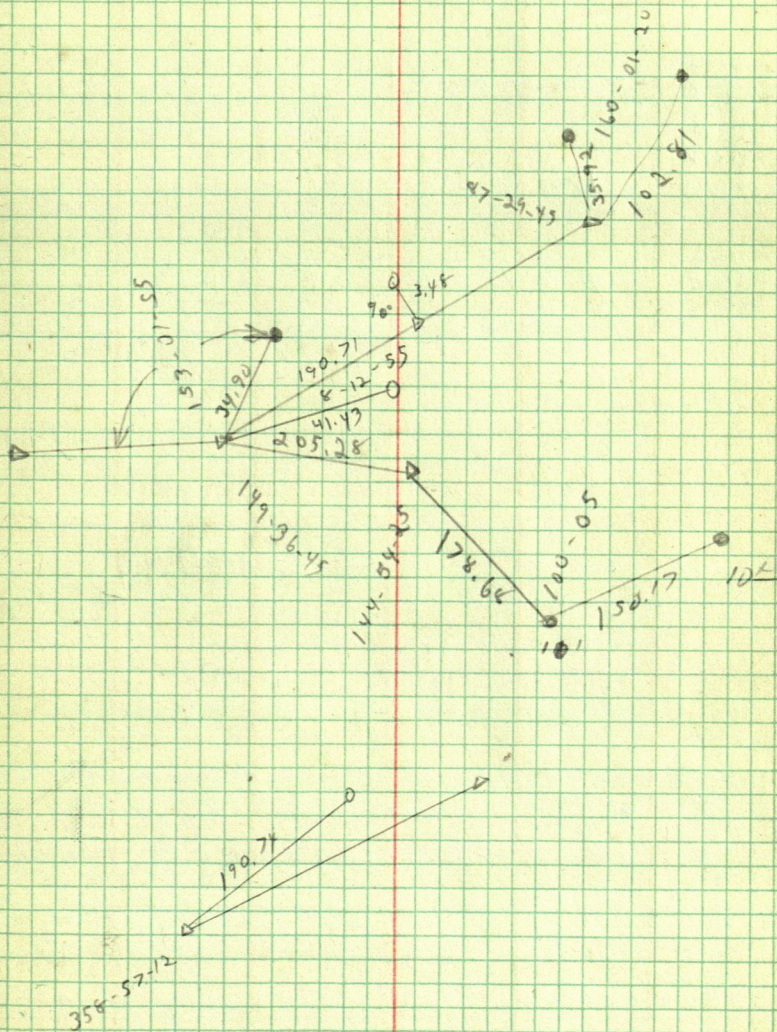
160-01-20

144-54-12

284-47-50

144-54-25





Key +

91-19-21  
182-38-03

91-19-02

178-42-15  
357-24-14

178-42-07

132-01-57  
264-03-34

132-01-47

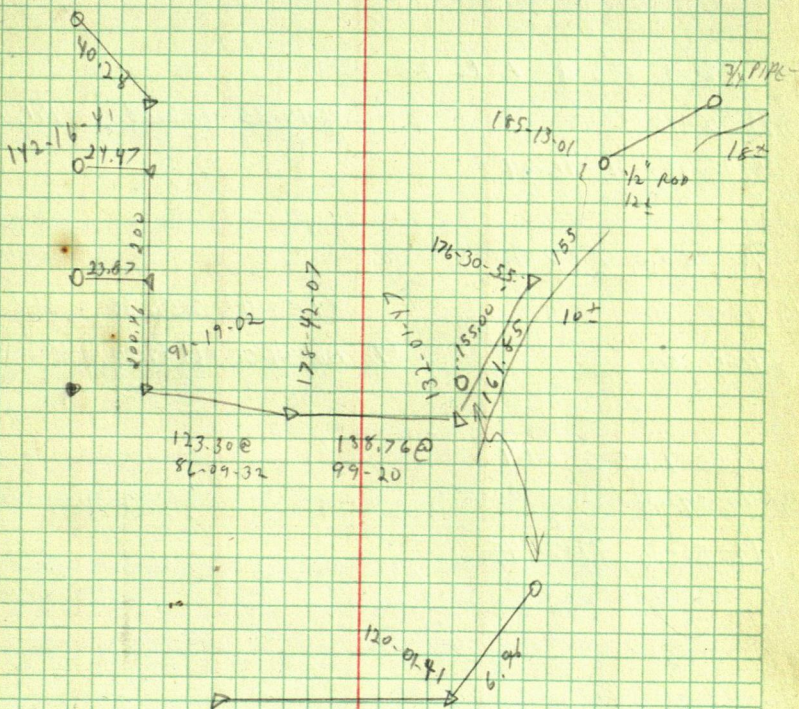
176-30-47  
353-0-50

176-30-55

185-13-06  
10-26-02

185-13-01





Bob Paul

$\pi @ 1 \text{ BS } 3$

92-33-54

1134.88

1133.743

(2)

92-21-30

1556.63

1555.312

$\pi @ 2 \text{ BS } 5$

33-19

89-33-10

918.91

908.882

(4) 66-38-30 83-19-15

89-24-20

659.26

659.224

$\pi @ 5 \text{ BS } 2 \text{ L to } 2$

(8) 12-46-12

92-14-30

152.08

151.964

25-32-08 12-46-04

$\pi @ 5 \text{ BS } 6 \text{ L to } 2$

(6) 48-25-30

87-54-48

237.35

237.193

96-50-50

(7) 100-34-00

114.20

112.267

$\pi @ 7 \text{ BS } 5 \text{ L to } 9$

87-27-49

174-55-30 87-27-45



[illegible]

2689, 054

BOB ALTON

$\pi @ 2$  BS3

98-02-<sup>58</sup>~~58~~

270-04-24 2376.98

① 196-<sup>06-06</sup>~~05-24~~ 98-<sup>03-06</sup>~~03-00~~

270-06-16 1147.95

$\pi @ 3$  BS2

116-48-56

~~133-37-20~~ 116-48-45

$\pi @ 4$  BS3

148-03-58

92-57-22 436.03 439.45

⑤ 296-07-40 148-03-50

274-50-00 282.17 281.167

$\pi @ 5$  BS6

157-21-88

314-41-54 157-20-57

$\pi @ 6$  BS7

~~98~~ 82-26-36

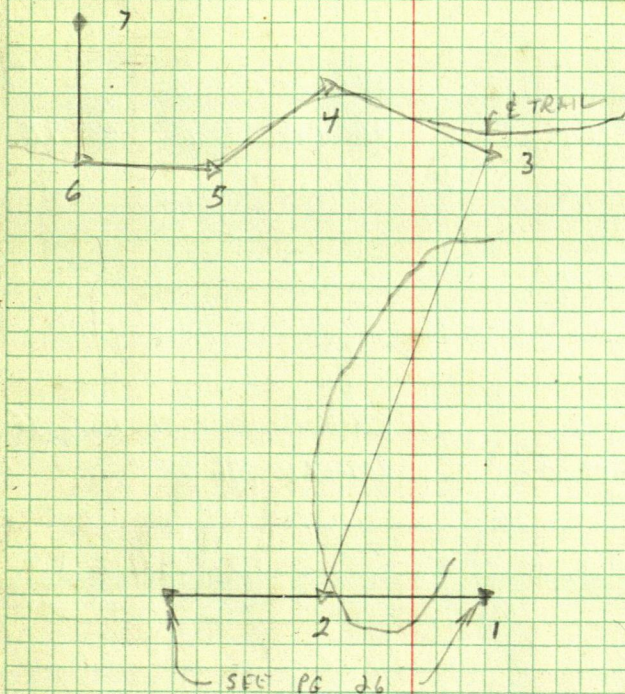
95-17-48 115.90 115.405

⑤ 164-53-09 82-26-34

271-38-30 256.41 256.304



W 1/4 COR



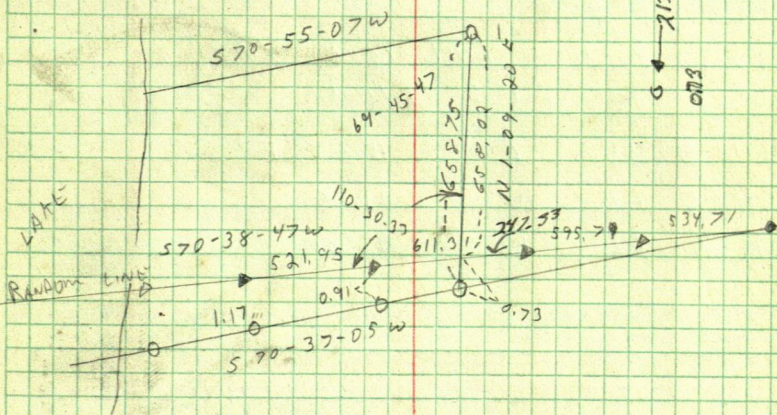
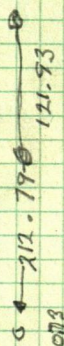
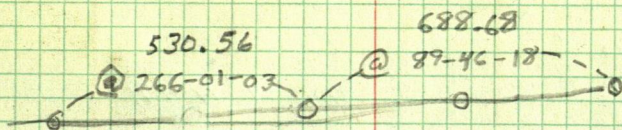
BOB ALTON

310 <sup>1</sup>	212.79
121.93	127.93
212.79	310
<u>24.72</u>	13.30
64	658.02

658.02
<u>644.72</u>
73.30

266-01-03





USFS

N-S'y LINE  
RESERVATION LINE

T @ 1 BS 2

177-54-36

4m<sup>1</sup> COR

399-49-06

199-54-33

~~368-52~~

163.51

T @ 2 BS 3

82-19-06

89-49-54

1934.91

1934.902

① 164-98-06 82-19-03

90-40-54

493.73

493.895

334-13-50

④ 669-27-18 334-13-39

91-26-18

213.10

213.033

T @ 3 BS 4

164-10-02

5. 328-19-54

164-09-57

70-14-42

911.55

911.512

T @ 1 BS 5

184-04-37 202.07'

SET 5' x 2" GAL IRON w/AC

N-S @ O RES LINE

3" ASH S 35 E 15.68 FT

4" ASH S 66 W 21.78 "

4" ASH N 60 W 32.30 "



2 MI C&A ON RES. LINE  
DRESS C&A

BOLT

RR SPK

