

FIELD Notes.

County Ditch No 3

Twp 137.-30. And Co Ditch

No 4 Twp. 138-30

BOOK No 8

①

②

FIELD BOOK

361

85

County Ditch No 3.
Located IN Sec. 6-137-29 &
SEC 1-137-30

FIND.

County Ditch No 4
Located in Sec ^{21, 28, 29}_{32 & 33} Twp. 138-R. 30

J. Pomasel Engineer
H. Swanberg Rodman.
J. Cross Rodman.
H. F. Baldwin Rodman

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Aug 31 1916

J. Pomasel with the help of H Swanberg, take down tent and hire J. Major to haul us to Motley where we have dinner at the City Hotel and leave at 1:48 P.M. for Pine River where we arrive at 3:38 P.M. And make arrangements to work on Co ditches Nos 3-4. We make our headquarters at the Travelers Hotel beginning with supper.

Sept 1 1916

J. Pomasel & H. Swanberg work in office on notes on Co ditches Nos. 3-4. At 3:30 P.M. H. Swanberg leaves for Cass Lake where he starts school Sept 5 1916

Sept 4 1916 P.M. J. Pomasel and J.B.

Crossman go to sta 69+40 on Co ditch No 3 and x section to sta 56+00. Then look over line.

Sept. 2. 1916 J. Pomasel, J.B. Crossman and H.F. Baldwin take Fido Livery from Hardy Livery and go to sta 175+00 on Co ditch

No 4. We run \mathcal{Q} for one mile and x section 1000'. Arrive at Pine River at 6:15 P.M.

Sept 4 1916

H. Baldwin, J. Pomasel and J. Crossman set \mathcal{Q} of Ditch No 4 20' W of Sec Line and x sect same. Starting at Secs 28, 29 32-33 to Sec Cor 32-33-4-5.

Sept 5 1916

Went to Co ditch #4. started to rain so came in and worked on maps P.M. Run Curves and \mathcal{Q} on ditch No 3.

Sept 6 1916

J. Pomasel and J.B. Crossman x section on Co Ditch No 4. Raining very hard 10 P.M. Came to Office make profile and figure cross section.

Sept. 7 1916 Run Levels and cross section.

Sept 8. 1916. x section Ditch #4

Sept 9 Run \mathcal{Q} and Levels on ditch No 4

Sept 11 1916. Run \mathcal{Q} line and curve also Levels on Ditch #4.

J. P. Masel & John Crossman
Sept 12 1916. Leave Pine River for
Molley to K section Co Ditch No 7.
and start contractors. Subs decide
not to work and leave Sept 14 1916.

Sept 14. Leave Molley at 1:45 P.M. and
arrive at Pine River at 3:39 P.M.
Oct 20 K section on Ditch No 3

TRAVELER HOTEL Pine River Minn
 J. Pomasel H. Swanberg J.B. Crossman H.A. Baldwin
 Ditch #3
 Meals & Lodg. Meals & Lodg. Meals & L. Meals & L.

Billed in Sept 29 1916
 in current
 check
 1916

Date	J. Pomasel Meals & Lodg.	H. Swanberg Meals & Lodg.	J.B. Crossman Meals & L.	H.A. Baldwin Meals & L.
Aug 31 1916	S & Lodg.	S & Lodg.		
Sept 1 1916	B.D. S.L.	Breakfast		
" 5	S.L.	00 00	S.L.	S.L.
" 15	S.L.		S.L.	
" 29	S.L.			
Oct 1	J. Pomasel BDSL	F.E. Soncs 0	J.B. Crossman	
Oct 2	BDSL	0		
" 7	BDSL	0	B.D.	
" 8	BDSL	0	BDSL	
" 16	S.L.	0	0	
" 17	B.D.	00	B.D.	
" 19	00	00	B.D.	
" 20	B.D.	00	00	
71				

TRAVELERS HOTEL Pine River
 Ditch No 4.

Date	J. Pomasel Meals & L.	J.B. Crossman Meals & L.	H.A. Baldwin Meals & L.
Sept 2	BDSL	BDSL	BDSL
Sunday			
" 3	" " " "	" " " "	" " " "
" 4	" " " "	" " " "	" " " "
" 5	B.D.	B.D.	B.D.
" 6	BDSL	B.D.	quit.
" 7	BDSL	BDSL	
" 8	BDSL	BDSL	
" 9	BDSL	BDSL	
" 10	BDSL	BDSL	
" 11	BDSL	BDSL	
" 12	B	B	Lead for Motley tax section Co D #7
" 14	S.L.	S.L.	
" 15	B.D.	B.D.	
" 27	BDSL	BDSL	

11 24 1916 = 12.00 = 9.20

Date	J. Pomasel	J.B. Crossman	F.E. Soncs
Sept 29 1916	BDSL	B.D.	0 0
Oct 1	BDSL	BDSL	0 0
Oct 2	BDSL	BDSL	0 0
Oct 3	BDSL	BDSL	0 0
Oct 4	BDSL	BDSL	0 0
Oct 5	BDSL	BDSL	0 0
Oct 6	BDSL	BDSL	0 0
Oct 7	BDSL	BDSL	0 0
Oct 8	BDSL	BDSL	0 0
Oct 9	BDSL	BDSL	0 0
Oct 10	BDSL	BDSL	0 0
Oct 11	BDSL	BDSL	0 0
Oct 12	BDSL	BDSL	0 0
Oct 13	BDSL	BDSL	0 0
Oct 14	BDSL	BDSL	0 0
Oct 15	BDSL	BDSL	0 0
Oct 16	BDSL	BDSL	0 0
Oct 17	BDSL	BDSL	0 0
Oct 18	BDSL	BDSL	0 0
Oct 19	BDSL	BDSL	0 0
Oct 20	BDSL	BDSL	0 0
Oct 21	BDSL	BDSL	0 0
Oct 22	BDSL	BDSL	0 0
Oct 23	BDSL	BDSL	0 0
Oct 24	BDSL	BDSL	0 0
Oct 25	BDSL	BDSL	0 0
Oct 26	BDSL	BDSL	0 0
Oct 27	BDSL	BDSL	0 0
Oct 28	BDSL	BDSL	0 0
Oct 29	BDSL	BDSL	0 0
Oct 30	BDSL	BDSL	0 0
Oct 31	BDSL	BDSL	0 0

Dinner
00 sundy

BDSL billed in Sept 29 1916

56+92.5	EC 32° 50'	PI 55+50
56+00	23° 34'	Δ 65° 10' R
+50	18° 34'	D 20° R
55+00	13° 34'	T 125.8
+50	8° 34'	LC 328.2
54+00	3° 34'	

From 57, to 58
short sta 54.2

53+69.2 BC

43+70.4	EC 45° 00' 1/2	Δ 90° 00' L
+50	37° 52'	Long 87.2
73	20° 22'	LC 128.6
+50	2° 52'	70° C L

42+91.8 BC

43+29 90° 00' Δ L

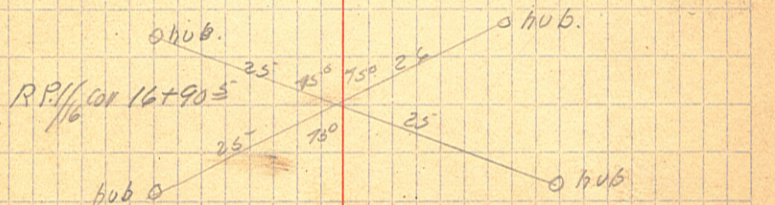
44 to 45 = 54.2
short sta

Sept 5 - 8

Alignment of Co ditch No 3

PI at sta 43+29. Not referenced as it will
not be disturbed

R.P. 30+09.2 Δ 58' L
West of cor SCC 6.
markings hole on
N.E.S. side



over

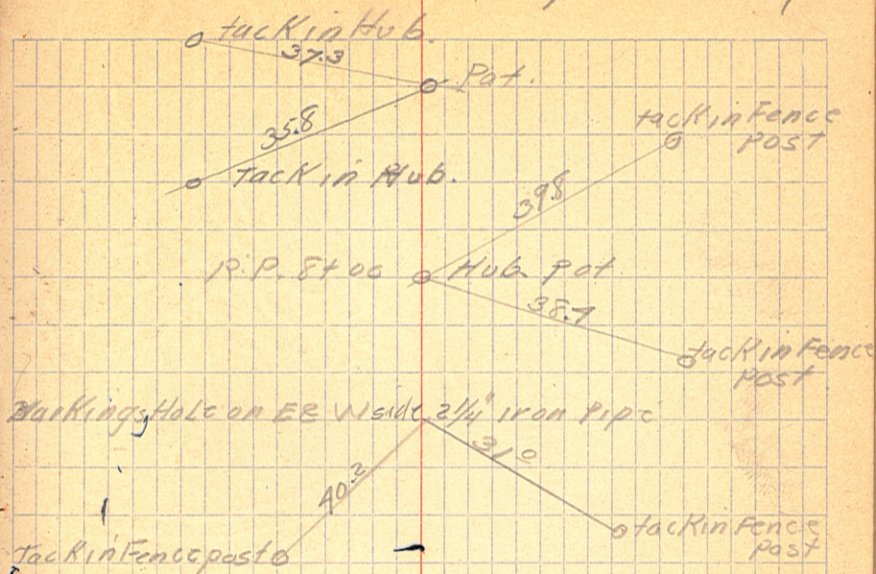
R.P. 12+69⁰ Hub.

R.P. 8+00 From 8 to 9 = 67.9' short sta

R.P. 3+32 Center of sec 6 Twp 137-29

oo destroyed. Established b n c.

May 17 1917 9



R.O.W. Co Ditch No 3 12
Sept 26

Sta to Sta	Dist.	Width.	ACRES.	
17 to 56+50	1250 FT	30	.86	Cleared up to Sept 26 1916
18+40 to 44	2560 FT	30	1.763	
13+56 to 17+40	<u>384</u>	30	<u>.265</u>	
			4194 x 30 = 125820 sq ft = 2.89 acres	

From sta 18+40 to 56+50 30' N of Way = 2.62 ACRES
 " " 13+56 to 17+40 30' R of Way = 0.265
 Total 2.89 ACRES

Sta	B.S.	H.I.	F.S.	Elev	Remarks
	6.58	130313		129655	
158			8.3	99.8	
157			8.3	99.8	
156			8.2	99.9	
155			5.1	98.0	
154			7.5	98.6	
153			7.7	98.7	
152			5.3	97.8	
151			7.9	98.2	
TP	x	x	x 7.22	1298.91	
B.M.	226	129881		129655	
159			4.5	99.3	
160			7.9	93.9	
161			4.0	99.8	
162			3.7	95.4	
163			3.9	99.9	
164			5.8	93.0	
165			7.1	91.7	
166			7.2	91.6	
TP	239	129967	6.53	1292.28	
160			5.0	89.7	
167			3.4	91.2	
168			5.3	89.4	
169			7.8	86.9	

Profile Levels on Co ditch #4 13
Sept 4 1916

B.M. 60' L. Sta 158 + 06
March
"
" Brush
"
"
" brush
" brush continued
continued on page 14
Top of 151
low
low
"
down timber
Top 166

Sept 7 1906 14

Sta	B.S.	HI	FS	Elev
		1294.67		
170			8.8	85.9
171			9.3	85.4
172			10.2	84.5
173			9.7	85.0
174			10.1	84.6
+42			10.9	84.0
+55			12.7	82.0
T.P.	505	1290.08 ^{9.59}	9.64	1285.03
+48			5.4	85.0
175			5.1	85.0
+43			4.2	85.9
+72			4.4	85.7
176			8.6	81.5
BM	X	X	X 4.70	1285.38 X
T.P.	4.03	1302.94		1298.91
150			4.6	96.3
149			4.4	98.5
148			3.9	99.0
147			3.3	99.6
146			3.4	99.5
145			3.4	99.5
T.P.	5.07	1305.53 ^{2.59}	2.18	1300.46
144			5.6	97.9
143			5.1	00.7
B.M.			3.70	1301.83

Water Elev
1282.50

Marsh

"

"

"

Top of Bank of old channel

Bottom of old channel. 10 FT wide

Top 174+42

top of Bank

175+05.9 sec cor 20 FT East

Top Bank Pine River

Sept 7 1916

Center of Pine River

on Hub 53° L of 175+25 Hub at R.P. Point

continued from page 13

Marsh

"

"

"

"

T.P. Top 145

"

"

B.M. tuck in 4' tamarack. 15' R. 142+90

Sta	BS	HI	F.S	Elev
		1305.53		
142			4.8	1300.7
141			3.9	01.6
140			3.5	02.0
139			3.3	02.2
TP	708	¹⁷⁴ 1310.27	2.34	1303.19
138			7.4	02.9
137			6.2	04.1
136			4.9	05.4
135			3.7	06.6
BM			2.41	1307.86
134			3.3	07.0
133			3.2	07.1
TP	422	¹⁸⁵ 1312.12	2.37	1307.90
132			4.7	07.4
131			7.0	05.1
130			5.5	06.6
129			6.0	06.1
128			5.7	06.4
127			5.2	06.9
TP	431	¹⁸² 1312.14	4.29	1307.83
126			5.7	06.4
BM			3.59	1308.55
125			4.9	07.2
124			6.1	06.0
123			5.6	06.5

Co Ditch #4

Cloudy

Sept 7 1916

Down tamarack.
" "
" "
" "
TP Top 139
" "
137+50 Jack pine
" "
" "
→ tack in 8" Jack pine 15' R. 134 Elev 1307.86
" "
TP Top 133
" "
" "
" "
" "
" "
" " End Jack Pine
- Brush.
TP Top 127 Brush
" "
Tack in 1" Poplar 25' R. 126+00
124+75 Marsh
" "
" "

Co Ditch No 4.

sta	B.S.	HI	FS	Elev
		1312.14		
122			5.4	1306.7
121+793			5.6	06.5
BM.	3.27	1311.82		1308.55
BM.	4.43	1313.25	3.00	1308.82
121			5.4	07.9
120			5.4	07.9
119			4.5	08.8
118			5.9	07.4
117			5.7	07.6
116			3.5	09.8
TP	5.05	1315.75 ^{2.50}	2.55	1310.70
115			4.4	11.4
114			4.5	11.3
113			5.7	10.1
112			5.9	09.9
111			5.9	09.9
110			5.8	10.0
TP	5.17	1316.98 ⁷³	7.44	1311.31
109			6.2	10.3
108			5.9	10.6
107			5.8	10.7
106			4.7	11.8
BM			2.38	1314.10
105			4.6	11.9

Cloudy

16

Sept 7 1916

End Marsh.

Jack Pine (hub 20' R. Sec cor 28, 29, 32, 33)

16 Sept 11 1916

BM. 20' L of 121+793 top of Sec Cor. Elev 1308.82

Jack Pine

"

"

118+20 Marsh to 116+70 Marsh

" "

116+70 Jack Pine

Jack Pine

small brush

" "

112+80 Marsh

"

"

"

"

106+50 Marsh

small Brush

55' L. 104+35 tack in 1' Jack Pine Elev

small Brush

Sept 11 1916 17

Sta	BS	HI	FS	Elev
		131648		
104			5.1	11.4
103			4.8	11.7
T.P	456	1317.19 ⁷¹	3.85	1312.63
102			5.7	11.5
BM	297	131657 ⁶²	3.09	1314.10
101			4.9	11.7
100			5.0	11.6
99			5.1	11.5
TP	284	131595 ¹¹²	3.96	1312.61
98			3.9	11.6
97			3.8	11.7
96			3.6	11.9 ⁹⁴
95+35 ⁸ Δ			3.7	11.5
TP			3.10	1312.35 ⁸
BM	368	1318.21		1314.53
95			6.4	11.8
94			6.5	11.7
+40			6.2	12.0
+40			4.9	13.3
93			5.2	13.0
+80			5.8	12.4
92			6.0	12.2
91			5.1	12.1
+61			5.0	13.2

small Brush
 Brush
 Marsh
 Marsh
 Tack in 4" poplar 50' NE of PI 101+44
 Marsh Floating Bog
 "
 "
 "
 "
 "
 "
 "

on hub. 3' N of 95+35.8.
 BM. on Spruce 15' L 93+40 Oct 19 1916
 Marsh
 "
 small Br.
 "
 "
 End
 Marsh
 "

Continued on page 23

176+00
 175+05.9
 174+55
 165+00 P.O.T.
 153+25.1 P.O.T.
 134+00 P.O.T. $500^{\circ}15'W$
 121+79.3 $100^{\circ}06'R$ Hub. $\frac{1}{2}$ 202 West. 9 External
 115+12.8 P.O.T. $500^{\circ}09'W$
 101+44.2 $\Delta 63^{\circ}42'R$

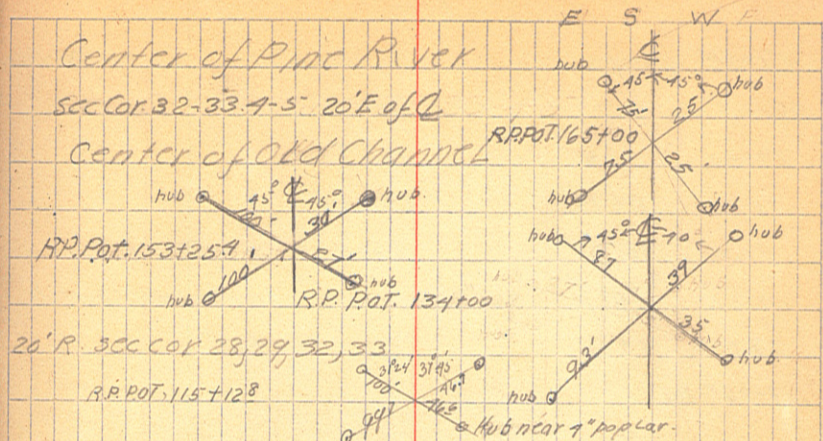
101+88.2 EC $31^{\circ}52'$ PI 101+44.2
 +75 $27^{\circ}54'$ $\Delta 60^{\circ}C.R.$
 +50 $20^{\circ}24'$ $\Delta 63^{\circ}42'R$
 +25 $12^{\circ}54'$ T 62.00
 101+00 $5^{\circ}24'$ LC 106.2
 100+82.2 BC

95+35.2 $\Delta 55^{\circ}23'L$ $5^{\circ}43'33'E$
 $58^{\circ}10'E$

95+84.5 EC $27^{\circ}42'$

+75 $25^{\circ}20\frac{1}{2}'$ 502.4
 +50 $14^{\circ}05\frac{1}{2}'$ 62.1 T. From 96 to 97
 +25 $12^{\circ}56\frac{1}{2}'$ LC 110.8 short sta = 86.6
 95+00 $6^{\circ}35\frac{1}{2}'$ PI 95+35.2
 94+73.1 BC $\Delta 55^{\circ}23'L$

Sept 9 1916
Alignment of Co Ditch #4 18



A 101+44.2

101+27.2 Tang produce for Reference

From 102+00 to 103+00 short sta. 82.2 FT.

R.P. 95+35.2 $\frac{1}{2}$ 39.5 23° $\frac{1}{2}$ hub
Oct 11

58°10'E

88+52² 160°44'L

PI. 88152²

89+11.3 Ec 30°22'1/2

45'CL

89+00 27°50'

76.6 T.

+75 22°12'1/2

LC-135°

+50 16°35'

160°44'L

+25 10°57'1/2 55°34'N

From 90 to 91 short sta

88+00 5°20'

81.5 FT.

87+76³ PC

2

19

RR A 88152² 0 50 0 25 0

June 12 1917.

621095 A 90° 34' L. set 7' EX and 25' semitar

53143^E Δ 50° 56' R

5A+37A EC 25° 28'

54 20 47'

+75 179.39 1/2

+50 140 32'

+25 11° 24 1/2

53 8° 17'

+75 5° 09 1/2'

+50 2° 02'

52+33^T B6

321070 Δ 23° 06' R

32+64° EC 11° 33'

+50 10° 09'

+25 7° 39'

32 5° 09'

+75 2° 34'

+50 00° 09'

31+48.5 BC

Pi. 53143^E C From 53143^E to

Δ 50° 56' R. From 55° 05'

= 93.5' short sta

Tang 110.1

L.C. 203.7

25° C.R.

Pi. 321070

Δ 23° 06' L.

Tang. 58.5 From 33 to 34

L.C. 115.5 = 98.5' short sta

20. C.L.

G Pomasee Co Ditch No 4

20

VI Stark weather, G R.

Noted due to change of line 20' E of sec line

instead of 16' makes sta 621195, 621095

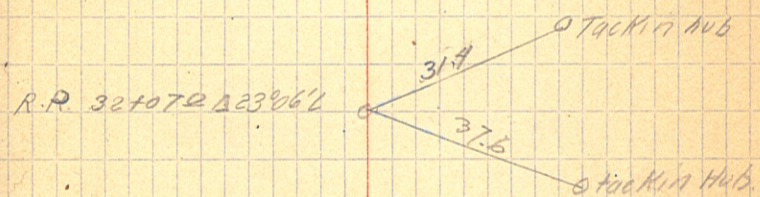
R.P. 62109.5

283 center of sec 000 S.W. cor sec 21

62109.6 changed line to 20' N of sec

instead of 15'

27.3 tack in hubs



13+932 $\Delta 28^{\circ} 58' R$

13+502 Ec $19^{\circ} 26'$

+25 $11^{\circ} 18'$

13 $8^{\circ} 10' 1/2$

+75 $5^{\circ} 03'$

+50 $1^{\circ} 55' 1/2$

12+94.6 BG

P.I. 12+93.2

$\Delta 28^{\circ} 58' R$

tang 58.6

LC 1155

25CR.

From 15+016 = 98.3'
short sta.

June 13 1917

L

C R.

21

o tack in hub.

373

R.P. 12+93.2 $\Delta 28^{\circ} 53' R$.

381

o tack in hub.

Sta	BS	H.I.	FS	Elev
		1318.21		
90+51			3.9	14.3
+40			5.1	13.1
90			4.8	13.9
89			5.6	12.6
T.A	457	1318.20	4.58	13.1363
88			5.5	12.7
87			5.2	13.0
86			5.0	13.2
85			5.0	13.2
B.M			2.08	13.16.12
84			5.3	12.9
83			5.1	13.1
+30			4.4	13.8
+20			3.7	14.5
+06			4.4	13.6
82			4.8	13.9
785			5.6	12.6

Continued from page 17
Oct 14, 1916

23

Summer Road E E N Road

Marsh

Marsh

"

"

"

"

"

"

on 5" I.P. 50 L 85+35

"

"

"

N E S Road across Marsh to Pederson

"

"

" water getting deeper

5220
 00287
 4501
 060
 27006
 2572
 1286
 121
 1286
 1722
 121
 1286
 1722
 120
 120
 1722
 1722
 120
 120
 1730
 2022
 1730
 252
 3752
 440455
 3752
 1730
 2022
 1730
 252
 35
 43290
 Tang 872
 L.C. 1286
 70°C
 + 70450
 + 50
 43
 + 50
 42 + 41.8
 60
 300
 300
 60

10874 B.M.
 103
 10877
 1055
 121
 27
 204
 21
 204
 40840
 714
 420
 84
 870
 60
 240
 3752
 7081/2
 1800/2
 872
 71
 162
 375
 315
 151
 122
 15
 25
 375
 4273
 155
 135
 1222
 15
 28
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 \hline
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 28 \\
 24 \\
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 2121 \\
 626 \\
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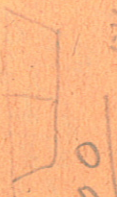
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2038
201530

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11018

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75
183
173
83

4770
25
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20
3373

560129

51

562295

320

75457

25 200.4
3 575
75 10101
56 53101

562295

320

75457

4704

120

300

300

120

300

300

120

300

300

120

300

300

2022

2022

2022

2022

2022

2022

2022

2022

2022

2022

2022

2022

163

75

183

141

11411

22225

2

120

202

300

300

300

4770

25

509333

20

4770

25

509333

20

3373

3373

3373

784
11557

97
20 23.1000 (1.536)

582
20 31
20 110

11457
582

20 117152
100 58157
171 3
168 585

168
300
132

2306
1733

985
1.8
155
117.6

33
60
93
60

60 | 6930 (11.
6
155

5858765
5758
8637
14395
2035
2879

1009
230
739
230

230
239
9.0

15
6
230
60 | 8.4 (12
230
60 | 10.09
4
1.33

14
32470
1155
31783-BC
585
324070

2310



12.1
 5.1
 9.09
 7.3
 7.3
 1.5
 3.26
 12.4 82.5



12.1
8.1

909
82.0
7/8.3
1.15
7
5.26

12.1
8.4
82.5

93.9
40.4

62409.5

25
6118.45

39
62123.5

60
30
15
7 1/2

843
19
62103.5
19
2.25

101+840
62
102+080
100.00
198
82802
101+882
75.0
24.1
32.9
101+15
146
53
24.9
101+140
296
14.6
15.0
101+15
59 59 3
100357
100+00
892

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

ROADWAY 14 FEET WIDE. SIDE SLOPES 1 1/2 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.