

| GHIGAGO, ST, LOUIS. SAN FRANGISCO. MONTREAL. <br> TABLES FOR EXCAVATIONS AND EMBANKMENTS. <br> DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING. <br> Roadway 18 feet wide. Side Slopes 1 to 1. <br> For Single Track Excavation. <br> "Copyright, 1895, by Keuffel \& Esser Co." |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 0 | . 1 | . 2 | . 3 | . 4 | . 5 | . 6 | . 7 | 8 |  |  |
| 0 | 9.0 | 9.1 | 9.2 | 9.3 | 9.4 | 9.5 | 9.6 | 9.7 | 8 | 9.9 |  |
| 1 | 10.0 | 10.1 | 10.2 | 10.3 | 10.4 | 10.5. | 10.6 | 10.7 | 10.8 | 10.9 | 1 |
| 2 | 11.0 | 11.1 | 11.2 | 11.3 | 11.4 | 11.5 | 11.6 | 11.7 | 11.8 | 11.9 | 2 |
| 3 | 12.0 | 12.1 | 12.2 | 12.3 | 12.4 | 12.5 | 12.6 | 12.7 | 12.8 | 12.9 | 3 |
| 4 | 13.0 | 13.1 | 13.2 | 13.3 | 13.4 | 13.5 | 13.6 | 13.7 | 13.8 | 13.9 | 4 |
| 5 | 14.0 | 14.1 | 14.2 | 14.3 | 14.4 | 14.5 | 14.6 | 14.7 | 14.8 | 14.9 | , |
| 6 | 15.0 | 15.1 | 15.2 | 15.3 | 15.4 | 15.5 | 15.6 | 15.7 | 15.8 | 15.9 | 6 |
| 7 | 16.0 | 16.1 | 16.2 | 16.3 | 16.4 | 16.5 | 16.6 | 16.7 | 16.8 | 16.9 | 7 |
| 8 | 17.0 | 17.1 | 17.2 | 17.3 | 17.4 | 17.5 | 17.6 | 17.7 | 17.8 | 17.9 | 8 |
| 9 | 18.0 | 18.1 | 18.2 | 18.3 | 18.4 | 18.5 | 18.6 | 18.7 | 18.8 | 18.9 | 9 |
| 10 | 19.0 20.0 | ${ }_{20.1}^{19.1}$ | ${ }_{20.2}$ | 19.3 20.3 | 19.4 20.4 | 19.5 | 19.6 | 19.7 | 19.8 | 19.9 | 10 |
| 12 | 21.0 | ${ }_{21.1}$ | 21.2 | 20.3 21.3 | 20.4 | 20.5 21.5 | 20.6 | 20.7 21.7 | 20.8 21.8 | 20.9 21.9 | 11 |
| 13 | 22.0 | 22.1 | 22.2 | 22.3 | 22.4 | 22.5 | 22.6 | 22.7 | 22.8 | 22.9 | 13 |
| 14 | 23.0 | 23.1 | 23.2 | 23.3 | 23.4 | 23.5 | 23.6 | 23.7 | 23.8 | 23.9 | 14 |
| 15 | 24.0 | 24.1 | 24.2 | 24.3 | 24.4 | 24.5 | 24.6 | 24.7 | 24.8 | 24.9 | 15 |
| 16 | ${ }_{2} 25.0$ | ${ }^{25.1}$ | 25.2 | 25.3 | 25.4 | 25.5 | 25.6 | 25.7 | 25.8 | 25.9 | 16 |
| 17 | 26.0 | 26.1 | 26.2 | 26.3 | 26.4 | 26.5 | 26.6 | 26.7 | 26.8 | 26.9 | 17 |
| 18 | 27.0 | 27.1 | . 27.2 | ${ }^{27.3}$ | 27.4 | 27.5 | 27.6 | 27.7 | 27.8 | 27.9 | 18 |
| 19 | 28.0 29.0 | 28.1 | ${ }^{28.2} 2$. | ${ }_{29}^{28.3}$ | 28.4 | 28.5 | 28.6 | 28.7 | 28.8 | 28.9 | 19 |
| $\stackrel{20}{21}$ | 29.0 30.0 | 29.1 30.1 | 29.2 30.2 | 29.3 30.3 | 29.4 30.4 | 29.5 30.5 | 29.6 30.6 | 29.7 30.7 | 29.8 30.8 | 29.9 30.9 | ${ }_{21}^{20}$ |
| 22 | 31.0 | 31.1 | 31.2 | 30.3 31.3 | 30.4 31.4 | 30.5 31.5 | 31.6 31.6 | 30.7 31.7 | 30.8 31.8 | 30.9 31.9 | ${ }_{22}^{21}$ |
| 23 | 32.0 | 32.1 | 32.2 | 32.3 | 32.4 | 32.5 | 32.6 | 32.7 | 32.8 | 32.9 | 23 |
| 24 | 33.0 | 33.1 | 33.2 | 33.3 | 33.4 | 33.5 | 33.6 | 33.7 | 33.8 | 33.9 | 24 |
| 25 | 34.0 | 34.1 | 34.2 | 34.3 | 34.4 | 34.5 | 34.6 | 34.7 | 34.8 | 34.9 | 25 |
| 26 | 35.0 | 35.1 | 35.2 | 35.3 | 35.4 | 35.5 | 35.6 | 35.7 | 35.8 | 35.9 | 26 |
| 27 | 36.0 | 36.1 | 36.2 | 36.3 | 36.4 | 36.5 | 36.6 | 36.7 | 36.8 | 36.9 | 27. |
| 28 | 37.0 | 37.1 | 37.2 | 37.3 | 37.4 | 37.5 | 37.6 | 37.7 | 37.8 | 37.9 | 28 |
| 29 | 38.0 | 38.1 | 38.2 | 38.3 | 38.4 | 38.5 | 38.6 | 38.7 | 38.8 | 38.9 | 29 |
| 30 | 39.0 | 39.1 | 39.2 | 39.3 | 39.4 - | 39.5 | 39.6 | 39.7 | 39.8 | 39.9 | 30 |
| 31 | 40.0 | 40.1 | 40.2 | 40.3 | 40.4 | 40.5 | 40.6 | 40.7 | 40.8 | 40.9 | 31 |
| 32 | 41.0 | 41.1 | 41.2 | 41.3 | 41.4 | 41.5 | 41.6 | 41.7 | 41.8 | 41.9 | 32 |
| 33 34 | 42.0 43.0 | 42.1 43.1 | 42.2 43.2 | 42.3 43.3 | 42.4 43.4 | 42.5 | 42.6 43.6 | 42.7 43.7 | 42.8 43.8 | 43.9 43.9 | 33 34 |
| 35 | 44.0 | 44.1 | 44.2 | 44.3 | 44.4 | 44.5 | 44.6 | 44.7 | 44.8 | 44.9 | 35 |
| 36 | 45.0 | 45.1 | 45.2 | 45.3 | 45.4 | 45.5 | 45.6 | 45.7 | 45.8 | 45.9 | 36 |

Lineal Survey Field Book No. 2

TABLES FOR EXCAVATIONS AND EMBANKMENTS.
DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING. Roadway 18 febt wide. Side Slopes 1 to 1.

For Single Track Excatation.
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INOEX
T./45N.R.31N T.145N.R.30w.





Ramagnes. South section in Comsideraben Mench Fimber Mostyly Aspen ditho soppe Ash, Mpple Besw wed, wroan
 woyld be bennifici of in the SE Csperid Nos


Compossman Danz
Sec. 22 T195N. R.30W ${ }^{2}$



Pamamis.
Most of the Mo trpe urns heory with merobantible Aspen. Ses't tered Norumy - WV. Pire and considerable palsam pboot. sopting site sint $\frac{1}{4}$ has a yood many small swamps in PA seme of Which have quite of Nittle black sproce of tom. dso Gsh. Yand is quite rolling









On the Sou th Section Line the greater pant of line up to for is thruimusrey swamp. hand to give true typ as weeder Tam and Black Spruce run about the fame quite heavy with Balsam saplings onfringe of swamp. Ocasianal Batro of Gixtead and pole size Birch. Tam most dead ape nuNs sapling size








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Rempmus.


C

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\text { Nor.P. } 14^{\prime} S 2^{\prime} O 5^{\prime} W_{27}
$$

Nor.P. II Es1ig'N yo

12
R.OAK. $12^{\prime N} N 21^{\circ} 15^{\prime} E 59 \frac{1}{2}$
$9-2883$

$$
\text { ORIG NoNC } 15^{\prime \prime} \text { E78VNN: } 314
$$

$\square$ c $\frac{1}{4} 921$
$\qquad$



COMPASSMAN. DUBONS
$\square$

$\sec 21$ T144.R30W 25
$\qquad$

PEMARAS
-Wipine seed frees sedatered-south sible.


Remarks
Scateresfreteme quedertor $2.0-35^{\prime}-4^{\prime} 4$ old burn eovers pnat of South thalf of rection. Bal. reperderestion heoryy







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\begin{aligned}
& \text { TyPe Map sec } 14
\end{aligned}
$$










REMARKS

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