

MINING
TRANSIT BOOK

CCC

21

TABLES FOR EXCAVATIONS AND EMBANKMENTS.

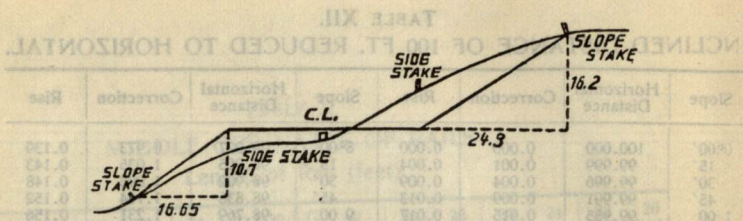
DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.
ROADWAY 18 FEET WIDE. SIDE SLOPES 1 TO 1.
FOR SINGLE TRACK EXCAVATION.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	0
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	5
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	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	10
11	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	11
12	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	12
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	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	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	19
20	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	20
21	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	21
22	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	22
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	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	33
34	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	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

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 Ronney

March 15, 1937



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

SHOPE 1 1/2 TO 1. ROADWAY OF ANY WIDTH.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.15	0.30	0.45	0.60	0.75	0.90	1.05	1.20	1.35	0
1	1.50	1.65	1.80	1.95	2.10	2.25	2.40	2.55	2.70	2.85	1
2	3.00	3.15	3.30	3.45	3.60	3.75	3.90	4.05	4.20	4.35	2
3	4.50	4.65	4.80	4.95	5.10	5.25	5.40	5.55	5.70	5.85	3
4	6.00	6.15	6.30	6.45	6.60	6.75	6.90	7.05	7.20	7.35	4
5	7.50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	8.70	8.85	5
6	9.00	9.15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10.35	6
7	10.50	10.65	10.80	10.95	11.10	11.25	11.40	11.55	11.70	11.85	7
8	12.00	12.15	12.30	12.45	12.60	12.75	12.90	13.05	13.20	13.35	8
9	13.50	13.65	13.80	13.95	14.10	14.25	14.40	14.55	14.70	14.85	9
10	15.00	15.15	15.30	15.45	15.60	15.75	15.90	16.05	16.20	16.35	10
11	16.50	16.65	16.80	16.95	17.10	17.25	17.40	17.55	17.70	17.85	11
12	18.00	18.15	18.30	18.45	18.60	18.75	18.90	19.05	19.20	19.35	12
13	19.50	19.65	19.80	19.95	20.10	20.25	20.40	20.55	20.70	20.85	13
14	21.00	21.15	21.30	21.45	21.60	21.75	21.90	22.05	22.20	22.35	14
15	22.50	22.65	22.80	22.95	23.10	23.25	23.40	23.55	23.70	23.85	15
16	24.00	24.15	24.30	24.45	24.60	24.75	24.90	25.05	25.20	25.35	16
17	25.50	25.65	25.80	25.95	26.10	26.25	26.40	26.55	26.70	26.85	17
18	27.00	27.15	27.30	27.45	27.60	27.75	27.90	28.05	28.20	28.35	18
19	28.50	28.65	28.80	28.95	29.10	29.25	29.40	29.55	29.70	29.85	19
20	30.00	30.15	30.30	30.45	30.60	30.75	30.90	31.05	31.20	31.35	20
21	31.50	31.65	31.80	31.95	32.10	32.25	32.40	32.55	32.70	32.85	21
22	33.00	33.15	33.30	33.45	33.60	33.75	33.90	34.05	34.20	34.35	22
23	34.50	34.65	34.80	34.95	35.10	35.25	35.40	35.55	35.70	35.85	23
24	36.00	36.15	36.30	36.45	36.60	36.75	36.90	37.05	37.20	37.35	24
25	37.50	37.65	37.80	37.95	38.10	38.25	38.40	38.55	38.70	38.85	25
26	39.00	39.15	39.30	39.45	39.60	39.75	39.90	40.05	40.20	40.35	26
27	40.50	40.65	40.80	40.95	41.10	41.25	41.40	41.55	41.70	41.85	27
28	42.00	42.15	42.30	42.45	42.60	42.75	42.90	43.05	43.20	43.35	28
29	43.50	43.65	43.80	43.95	44.10	44.25	44.40	44.55	44.70	44.85	29
30	45.00	45.15	45.30	45.45	45.60	45.75	45.90	46.05	46.20	46.35	30
31	46.50	46.65	46.80	46.95	47.10	47.25	47.40	47.55	47.70	47.85	31
32	48.00	48.15	48.30	48.45	48.60	48.75	48.90	49.05	49.20	49.35	32
33	49.50	49.65	49.80	49.95	50.10	50.25	50.40	50.55	50.70	50.85	33
34	51.00	51.15	51.30	51.45	51.60	51.75	51.90	52.05	52.20	52.35	34
35	52.50	52.65	52.80	52.95	53.10	53.25	53.40	53.55	53.70	53.85	35
36	54.00	54.15	54.30	54.45	54.60	54.75	54.90	55.05	55.20	55.35	36
37	55.50	55.65	55.80	55.95	56.10	56.25	56.40	56.55	56.70	56.85	37
38	57.00	57.15	57.30	57.45	57.60	57.75	57.90	58.05	58.20	58.35	38
39	58.50	58.65	58.80	58.95	59.10	59.25	59.40	59.55	59.70	59.85	39
40	60.00	60.15	60.30	60.45	60.60	60.75	60.90	61.05	61.20	61.35	40
41	61.50	61.65	61.80	61.95	62.10	62.25	62.40	62.55	62.70	62.85	41
42	63.00	63.15	63.30	63.45	63.60	63.75	63.90	64.05	64.20	64.35	42
43	64.50	64.65	64.80	64.95	65.10	65.25	65.40	65.55	65.70	65.85	43
44	66.00	66.15	66.30	66.45	66.60	66.75	66.90	67.05	67.20	67.35	44
45	67.50	67.65	67.80	67.95	68.10	68.25	68.40	68.55	68.70	68.85	45
46	69.00	69.15	69.30	69.45	69.60	69.75	69.90	70.05	70.20	70.35	46
47	70.50	70.65	70.80	70.95	71.10	71.25	71.40	71.55	71.70	71.85	47
48	72.00	72.15	72.30	72.45	72.60	72.75	72.90	73.05	73.20	73.35	48
49	73.50	73.65	73.80	73.95	74.10	74.25	74.40	74.55	74.70	74.85	49
50	75.00	75.15	75.30	75.45	75.60	75.75	75.90	76.05	76.20	76.35	50

March 15, 1937

T 144 N - R 29 W - Sec 16

Ran S. from center

$\frac{1}{4}$ cor at 70 Decl.

o To 20.27 chs. Mixed Hard-
woods & Whitepine

Hit old logging road at
4 chs 65 Lks.

Ran N. from center $\frac{1}{4}$

cor at 70 Decl.

o To 4 Mixed hardwoods
& whitepine

March 16, 1937

T 144 N - R 29 W - Sec 16

Continued N on $\frac{1}{4}$ Line

9 chs. N of center $\frac{1}{4}$ cor

4 to 6 Mixed Hardwoods &
whitepine.

6 to 19.92 chs & established

Temp $5\frac{1}{16}$ cor

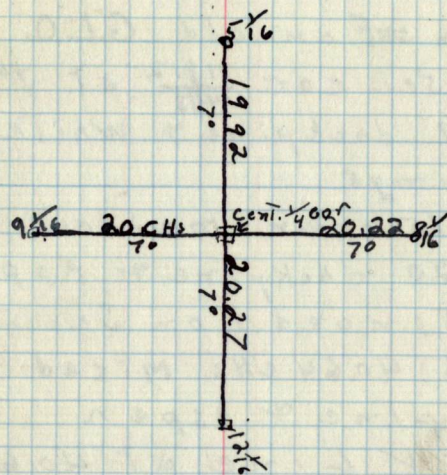
Ran E on $\frac{1}{4}$ Line at 70 Decl.

from center $\frac{1}{4}$ cor.

0 To 20.22 CHS. Mixed
HARDWOODS & WHITEPINE
INTERSECTED E. $\frac{1}{16}$
LINE AT 20.22 CHS. &
ESTABLISHED TEMP $8\frac{1}{16}$ COR.

Ran W from center
 $\frac{1}{4}$ cor. at 70 Decl.
0 To 20 Mixed Hardwoods,
Scattered White pine &
Balsam
Hit old logging road at
13.16 LKS.
Intersected W $\frac{1}{16}$ Line
at 20 CHS. & established
Temp $9\frac{1}{16}$ cor.

T 144 N - R 29 W - Sec 16



5 T 145 N - R 30 W - Sec 13

March 17, 1937

Ran ~~NE~~ on old G.L.O. Line
from sec cor $\frac{11}{14} \frac{12}{13}$ at 7° Decl.
0 To 7 Jackpine & Whitepine
seedlings
7 To 15 open meadow
15 To 20 Jackpine & Aspen
Continued E on Sec Line
20 To 40.64 chs. Mixed
Jackpine & Aspen
Hit $\frac{1}{4}$ Line at 40.64 chs
Missed G.L.O. Brass pipe
18 Lks To The South.

T 144 N - R 30 W - Sec 13. 6

$\frac{20 \text{ chs. } 2 \frac{1}{2}}{70} \frac{20.64 \text{ chs}}{20}$

T145 N - R29W - Sec 18

March 18, 1937

Ran E from Sec cor $\frac{13}{18}$
at 7° Decl. $\frac{29}{19}$

o To 4 chs. RR Right-of-way
Hit G.N. Tracks at 1.05 chs.

Hit Telephone Line at 3 chs
4 To 13 Tay Alder & Birch
Hit fence at 8.50 chs.

13 To 15 Soo Line Right-of-way

Hit Soo Tracks at 14 chs

15 To 18.71 chs Tamarack,
Cedar & Aspen.

Hit creek at 17.67 chs.

Intersected $W\frac{1}{16}$ Line
at 18.71 chs & established
Temp $16\frac{1}{16}$ cor

Ran N. from $16\frac{1}{16}$ cor
at 7° Decl.

o To 250 chs Mixed Spruce
& Cedar.

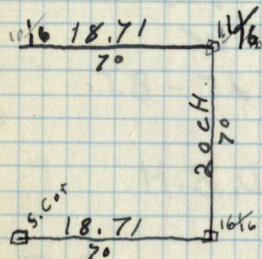
Hit Creek at 220 chs

Hit Highway No. 2 at 3.14 chs.

4 To 20 Spruce, Cedar &
Tamarack.

8

Intersected $S \frac{1}{16}$ Line
 at 20 chs & established
 Temp $11 \frac{1}{16}$ cor Sec 18
 Ran W from $11 \frac{1}{16}$ cor
 at 7° on Blazed Line
 0 To 7 Balsam, Spruce & Cedar
 Hit fence at 2 chs.
 7 To 10.78 open clearing
 10.78 To 18.71 Jackpine
 & scattered Norway Saplings
 Hit Sec Line at 18.71 chs
 & established Temp $10 \frac{1}{16}$ cor
 Missed Brass pipe 3.75 chs
 To The S.



T 145N - R 30W - Sec 24

March 19, 1937

Ran E from Sec. Cor. $\frac{23}{24}$
 at 7° Decl. on old Line $\frac{26}{25}$
 Running Paralell with 3 wire
 fence.

o To 20 aspen + scattered conifers

HiT $16\frac{1}{16}$ Cor at 20 chs

$16\frac{1}{16}$ B.T.'s

B.T. Norway Pine 14" D.B.H.

B.T. 3 ch. 95 Lks. S 64° W

B.T. Reading $W\frac{1}{16}$ - S-25 - B.T.

B.T. White oak 4" D.B.H.

B.T. 69 Lks. N 4° W.

B.T. Reading - $W\frac{1}{16}$ - S-24 - B.T.

Continued E on Sec Line

20 To 25 Aspen

HiT Road at 24.23

25 To 30.59 Elm, Ash, & Willow

HiT M.C. at 30.59 Lks.

12

M.C. B.T.'s

B.T. Ash 5" D.B.H.

B.T. 59 Lks. W 2° S

B.T. Reading - T145N-R30W-S.24-BT

B.T. White pine 28" D.B.H.

B.T. 2.25 Chs. N 4° W

B.T. Reading - T145N-R30W-Sec24-BT

T145N-R30W-Sec24¹³

Sec. Cor. 20cH 70 16x6 10.59 Lake.

14 T 146 N - R 29 W - Sec 20

March 22, 1937

Sec C $\frac{18}{17}$ B.T.'s
 $\frac{19}{20}$

B.T. Norway Pine 16" D.B.H.
B.T. 127 Lks. S 56° E
B.T. Reading T146N-R29W-S20-B.T.

B.T. Aspen 10" D.B.H.
B.T. 23 Lks N 49° E
B.T. Reading T146N-R29W-S17-B.T.
B.T. 13 Spruce 14" D.B.H.
B.T. 1 Ch. N 63° W
B.T. Reading T146N-R29W-S18-B.T.

B.T. Balsam 7" D.B.H.
B.T. 76 Lks S 46° W
B.T. Reading T146N-R29W-S19-B.T.

Ran S on G.L.O. Line from
Sec Cor $\frac{18}{17}$ at 7° Decl.
 $\frac{19}{20}$
0 To 6 Mixed Conifers, Aspen & Birch
6 To 10 Black Spruce & Tamarack
10 To 20 Mixed Conifers, Aspen & Birch
H.T. Road at 19.66 Chs.

Hit Temp $3\frac{1}{16}$ Cor. Sec. 20.
at 20 chs.

Continued S on Sec Line
20 To 38 Mixed Hardwoods &
Mixed Conifers

38 To 39.67 Mixed Hardwoods
Spruce & Cedar

Hit G.L.O. $\frac{1}{4}$ Cor at 39.67 chs.
 $\frac{1}{4}$ B.T.'s

B.T. Cedar 8" D.B.H.

B.T. 69 LKS N 41° ~~W~~ E

B.T. Reading $\frac{1}{4}$ S 20 B.T.

B.T. Cedar 4" D.B.H.

B.T. 4 LKS. N 45° W

B.T. Reading $\frac{1}{4}$ S 19 B.T.

Continued S on Sec. Line
from $w\frac{1}{4}$ cor.

0 To 4 Cedar, Spruce & Birch

4 To 18 Cedar, Spruce & Balsam

T 146 N-R 29 W - Sec 20

March 23, 1937

Continued S. on Sec. Line
18 To 3989 Tamarack snags
& willow

HIT S cor $\frac{19}{20}$ at 39.89 chs
 $\frac{30}{29}$

Sec Cor B.T.

B.T. Tamarack Snag 10" D.B.H

B.T. 44 Lks. S 36° E

B.T. Reading T 146 N-R 29 W - S 29 - B.T.

Ran E from W $\frac{1}{4}$ cor Sec
20 at 70 Decl.

0 to 14 Cedar & Spruce

14 to 18 Cedar, Spruce & Aspen

March 24, 1937

Continued E on $\frac{1}{4}$ Line

18 To 20.32 chs. Spruce & Cedar.

Intersected W $\frac{1}{6}$ Line at20.32 chs. & established Temp 9 $\frac{1}{6}$.

dogged S 33 Lks. & Ran E
on old Line at 70 Decl.

0 to 20 Spruce & Cedar

HiT Temp $C \frac{1}{4}$ cor at 20.75 ch
Continued E on $\frac{1}{4}$ Line

20 To 40 Spruce, Cedar & Birch
Intersected E $\frac{1}{16}$ Line at
40 chs. & established Temp $8 \frac{1}{16}$ cor

Continued E on $\frac{1}{4}$ Line
from $8 \frac{1}{16}$ cor at 7° Decl.

0 To 12 Balsam, Birch & Aspen

12 To 20.26 Mixed Hardwoods &

HiT Sec Line at 20.66 chs.

Missed G.L.O. Brass Cap
32 Lks To The S.N.

E $\frac{1}{4}$ B.T.'s

B.T. w Oak 9" D.B.H.

B.T. 75 Lks S 30° W

B.T. Reading $\frac{1}{4}$ -S-20-B.T.

B.T. w Oak 9" D.B.H.

B.T. 29 Lks S 67° E

B.T. Reading $\frac{1}{4}$ -S-21-B.T.

39.67 chs
70

81.73 chs
70

39.89 chs
70

22 T 146 N - R 29 W - Sec 19

March 25, 1937

N $\frac{1}{4}$ B.T.'s

B.T. B Spruce 4" D.B.H.

B.T. 70 Lks S 3° W

B.T. Reading $\frac{1}{4}$ - S-19-B.T.

B.T. B Spruce 3" D.B.H.

B.T. 25 Lks N 22.5° W

B.T. Reading $\frac{1}{4}$ S. 18. B.T.

Bar S of G.L.O. N $\frac{1}{4}$ cor Sec 19
at 7° Decl.

0 To 12 B Spruce

12 To 18 Aspen - Birch & Balsam

intersected N $\frac{1}{6}$ Line at 18.90

& established Temp 5 $\frac{1}{16}$ cor

18 To 30 Aspen, Birch & Balsam

Hit Road at 26 CHs.

30 To 38 Spruce, Wh. pine &

Hit E & W $\frac{1}{4}$ Line at 39.24 CH.

C $\frac{1}{4}$ B.T.'s

B.T. W Oak 14" D.B.H.

B.T. 32 Lks N 83° E

B.T. Reading C- $\frac{1}{4}$ - 8-19-B.T.

23

B.T. w Birch 3.5" D.B.H.

B.T. 29 Lks S 41° W

B.T. Reading C- $\frac{1}{4}$ -S-19-B.T.

Continued S on $\frac{1}{4}$ Line

0 To 8 Birch, Aspen, & Balsam

8 To 12 Balsam Cedar & Birch

12 To 20 Cedar Birch & Aspen

Hit 12 $\frac{1}{6}$ G.L.O. Line at

20 Chs.

Missed G.L.O. Brass Cap

11 Lks. To The E

12 $\frac{1}{6}$ B.T.'s

B.T. w Birch 2.5 D.B.H.

B.T. 48 Lks S 62° E

B.T. Reading C-S- $\frac{1}{6}$ -S-19

B.T. w Birch 3" D.B.H.

B.T. 50 Lks. N 9° W

B.T. Reading C-S- $\frac{1}{6}$ -B.T.

26 T146 N-R29W- Sec 19

Continued $\frac{1}{4}$ Line
from G.L.O. $12\frac{1}{16}$ cor at 7°
Decl.

o To 3 Cedar Snags + Willow
3 To 19.54 open meadow
Hit $\frac{1}{4}$ cor at 19.54 CHS

Ran W from from $\frac{1}{4}$ cor
on $\frac{1}{4}$ Line at 7° Decl.

o To 20.21 Aspen, Birch, + Balsam
Hit $\frac{1}{16}$ cor at 20.21 CHS
Missed G.L.O. Brass Cap 4 Lks
To The S.

9 $\frac{1}{16}$ B.T.'s

B.T. w Oak 5" D.B.H.

B.T. 34 Lks S 42° E

B.T. Reading S-W- $\frac{1}{16}$ -S19-B.T.

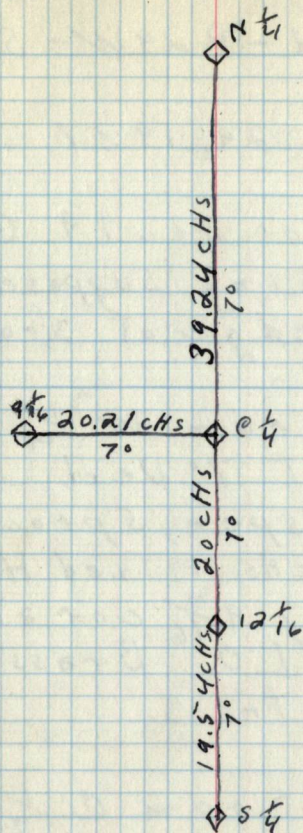
B.T. w Birch 5" D.B.H.

B.T. 12 Lks N 12° E

B.T. Reading C-W- $\frac{1}{16}$ -S19-B.T.

T146 N-R29W- Sec 19

27



March 29, 1937

W $\frac{1}{4}$ cor sec 19 G.L.O.

post missing. Supposed to
Be on E edge of 3rd River
road

Ran E from W $\frac{1}{4}$ cor
sec 19 at 7° Decl.

o To 9 Aspen, Spruce, Tag Alder,

9 To 23.07 chs. Mixed Hardwoods ^{or Birch}

Hit Temp 9 $\frac{1}{16}$ cor at 23.07

Missed G.L.O. Brass cap
4 Lks To The S.

Ran E from C $\frac{1}{4}$ cor at 7°.

o To 20.07 chs Mixed Hardwoods & Balsam,

Intersected E $\frac{1}{16}$ Line at

20.07 chs. & established Temp

8 $\frac{1}{16}$ cor.

Ran E from e $\frac{1}{16}$ cor

o To 8 Mixed Hardwoods & Balsam

8 To 19.65 chs Aspen, Birch, Balsam
& Cedar

Hit E $\frac{1}{4}$ cor. sec. 19 at 19.65
chs. Hit G.L.O. Pipe right on.

March 30, 1937

T 146 N - R 29 W - Sec. 19.

Ran S from $9\frac{1}{16}$ G.L.O. cor
 at 70° Decl. on Blazed Line
 0 To 16 Mixed Hardwoods + Balsam
 16 To 19.58 chs open meadow
 Hit G.L.O. $11\frac{1}{16}$ cor at 19.58 chs

 $11\frac{1}{16}$ B.T.

B.T. white Birch 10" D.B.H.

B.T. 3.65 chs S 76° EB.T. Reading S-W $\frac{1}{16}$ - S-19

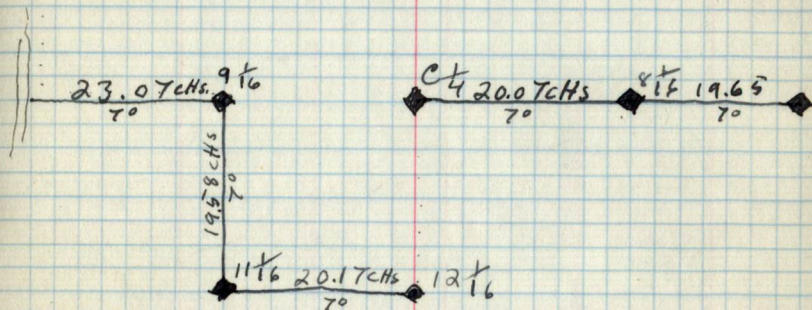
Ran E from G.L.O. $11\frac{1}{16}$ cor
 at 70° Decl.

0 To 6 open meadow

6 To 20.17 chs Dead Snags + Willow

Hit G.L.O. $12\frac{1}{16}$ cor Sec 19

at 20.17 chs.



Pa 32 - End
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