

Officer's Copy

T.57N., R.26W.

WILCOX
MONTANA

MINING

TRANSFER BOOK

No. 227

CCC

39

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and
SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

Distances from Center of Roadway for Cross-Sectioning
Roadway 16 feet wide. Side Slopes 1 on 1.
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	0
1	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	1
2	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	2
3	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	3
4	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	4
5	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	5
6	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	6
7	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	7
8	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	8
9	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	9
10	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	10
11	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	11
12	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	12
13	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	13
14	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	14
15	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	15
16	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	16
17	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	17
18	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	18
19	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	19
20	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	20
21	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	21
22	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	22
23	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	23
24	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	24
25	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	25
26	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	26
27	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	27
28	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	28
29	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	29
30	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	30
31	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	31
32	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	32
33	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	33
34	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	34
35	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	35
36	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	36
37	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	37
38	46.0	46.1	46.2	46.3	46.4	46.5	46.6	46.7	46.8	46.9	38
39	47.0	47.1	47.2	47.3	47.4	47.5	47.6	47.7	47.8	47.9	39
40	48.0	48.1	48.2	48.3	48.4	48.5	48.6	48.7	48.8	48.9	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be $30.6 + (20 - 16) \div 2$ or 2 ft. added to $30.6 = 32.6$. For slopes of 1 on 1½ see inside of back cover.

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Planner

The paper stock of this book is made of a high grade 50% rag paper having a water resisting surface and is sewed with Bing Special Enamel Waterproof Thread.

Made in U. S. A.

Field Notes.

Lined Survey in

Section 5

T. 57 N., R. 26 W.

Ch

H

C

1

2

3

4

5

6

7

8

9

10

11

12

13

14

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16

17

18

19

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21

22

23

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26

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28

29

30

31

to be
of ro
exam
30.6

Began at ^{approx.} ~~1/4~~ E 1/6 (#1) sec. 5-32 T 57-N
R 26 W and ran Rand 3. at Va. 6° E

chains

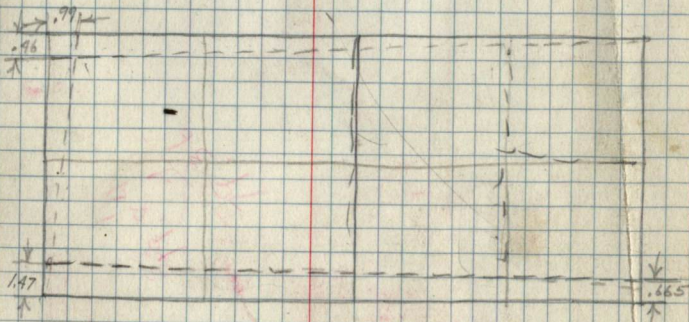
35.60 STRIKE-E-W-RAND-LINE 18.14 ch
W. of 1/4 Cor. A-5

STARTED AT ^N 1/6 Cor. - 5 - 4 T 57-N
R 26 W AND RAN W AT Va. 6° E

17.25 STRIKE N-S-RAND-LINE ~~17.25~~ 82 N. OF STAKE
MARKED - 20 ch. N to 1/6 cor. #1.

Chained N. line of section found it to
be 78.36 ch. long. ∴ the 1/4 Cor. (#1) started
from was not in the right place. Therefore
I moved 1/6 Cor. to a position 19.59 ch. W of
S.C. A-5-32-33, and corrected 1/6 line
south to 1/6 Cor. #6. Located 1/4 Corners #1 and
6 in correct places.

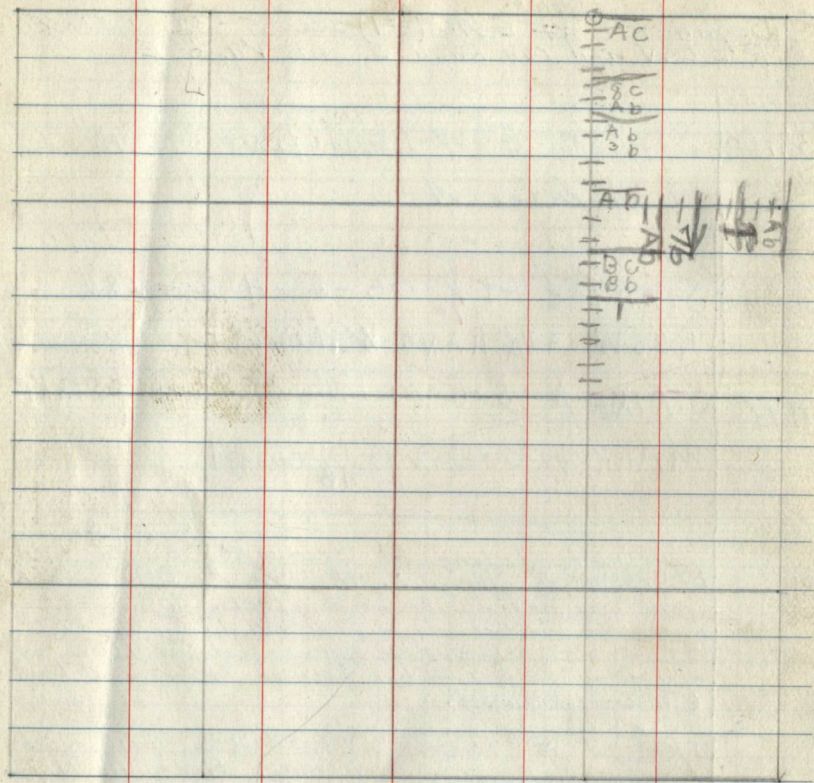
Chained W. line from S.C. 5-6-31-32 to 1/4 Cor. 5-6.
Measurement shown on map. Lines in N 1/2
Section miss corners as shown below:



Dotted lines indicate brushed lines. Solid
lines indicate true position of lines

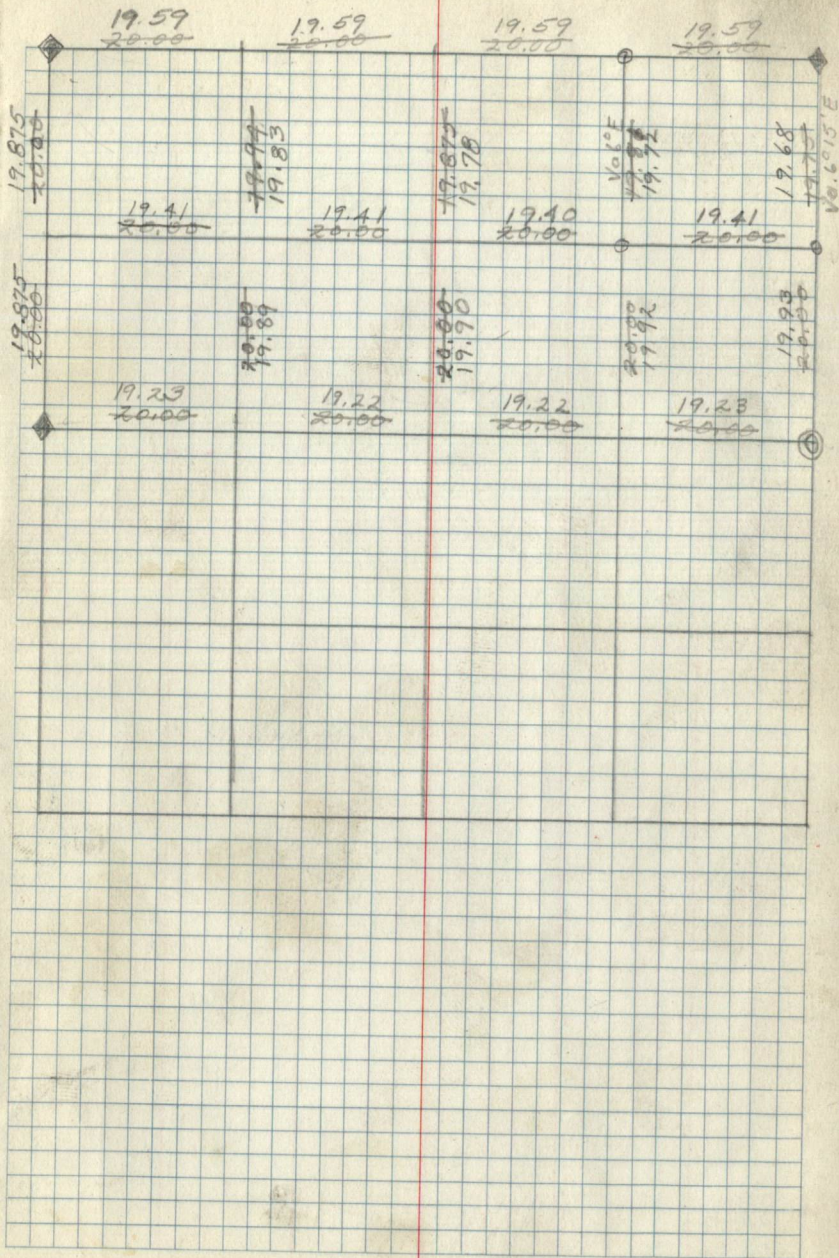
5005

Timber Type Map



57-26

Sec. 5



Pages 001-005
are blank

chains

Rand. S. from Cor. Twp. 57 & 58 N Ranges 26 & 27 W.

76.56 strike on ch W. of Cor. Sec. 1-6-7-12

Set Corners as follows:

N $\frac{1}{16}$ - 19.14 ch S of S.C.

$\frac{1}{4}$ - 38.28 ch S. of S.C.

S $\frac{1}{16}$ - 57.42 ch S. of S.C.

Ab				
1				
Ab				
1				
Ab				
1				
W				
BB				
1				
R				
35				
35				
36				
W				
R				
1				
W				
MR				
1				
M				
1				
M				
1				
M				
1				
M				
1				

B.T. Data

Cor	Species	DBH	Bearing	Dist	Cor	Species	DBH	Bearing	Dist
SW									
Sec.	Cedar	12	N33°E	.24					
	Cedar	12	S85°E	.19					
	Ash	18	S74°W	.36					
	Ash stump (Root + crown)		N64°W	.27					

19.14				
20.00				
19.14				
20.00				
19.14				
20.00				

Poster Data

Cor	Species	DBH	Bearing	Dist.	Cor	Species	DBH	Bearing	Dist.
SW Sec.	Ash	BT	18	S74°W	.36				
W1/4	Aspen	f	513°W	.04					

Pages 007-016
are blank

chains

Started at approx. S.C. 8/9/16/17 & Run W., Va. 630'

99.44

Found BT, Not 610. 135 ch N of line. Old
line running W. from corner is .32 ch. N of line.
No trace of corner found. Set approx corner
by lines from BT faces & set cor. 0.72 ch N of line
at 79.44 ch. mark.

^{Corrected}

~~Run~~ line East, moving corners only. Moved each
corner 8 ch E and proper dist. North.

Pages 018-End
are blank