

OFFICE

T57+58N-R27W

DIETZGEN  
INC. 1880-1950

MINING

TRANSIT BOOK

No. 4271

CCC 40



# 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  $1\frac{1}{2}$  see inside of back cover.

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N74°E

160'

S74W

249' to Lohr  
284'

Do NOT Film

30'

90' to Lohr

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.

Scanned

10-24-12

Ranney

W39E  
235'



M. 01-134

N

202 91 60 x 3

3400

Pipe

LOT

2100

100

2

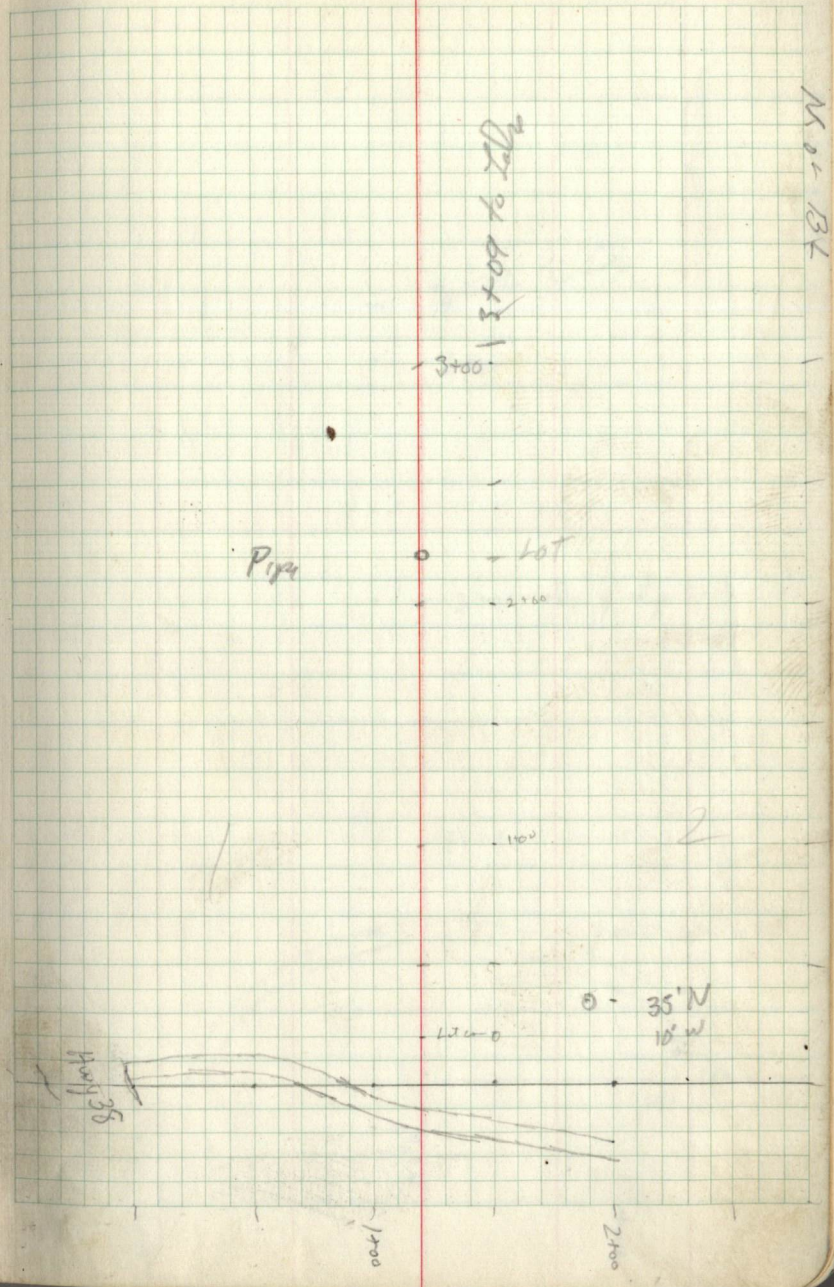
0 - 35' N  
10' W

1100

July 35

1900

2400





N

N of B L

3+22 to the

3+11

2+00 edge of slope to the

1+00

0+15

0

186

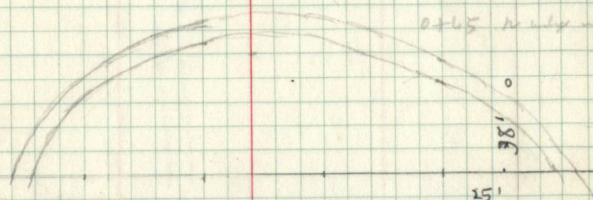
55

M<sub>0</sub> L<sub>0</sub>

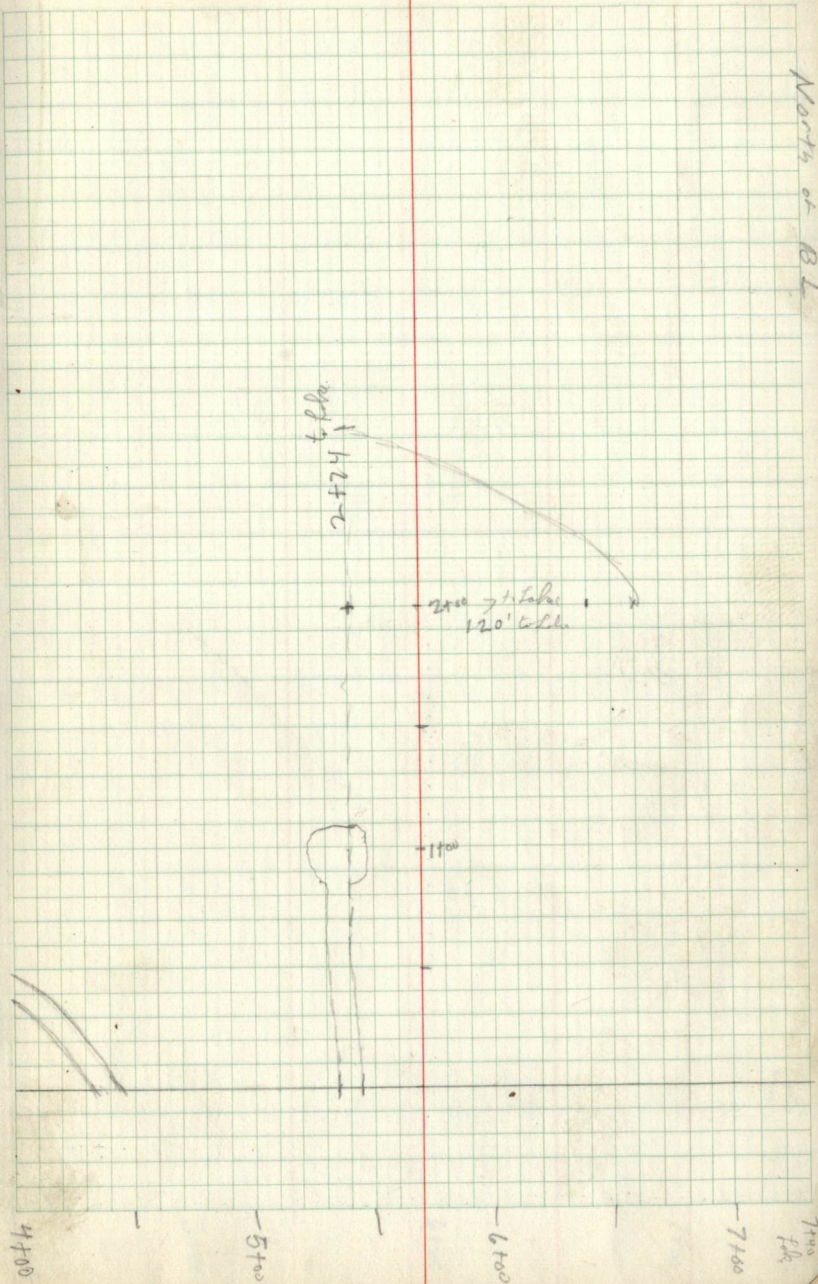
3+00

4+00

2+00









No. 14 of B.L.

L.P.M.

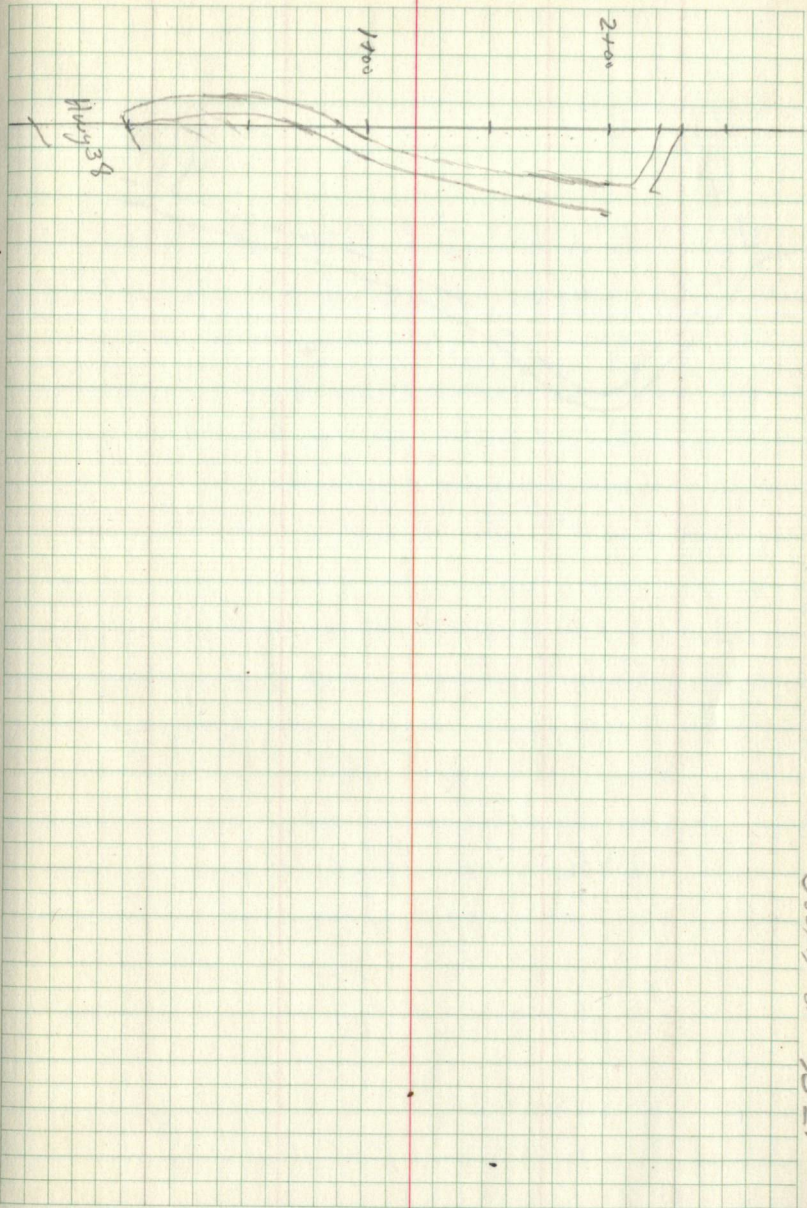
7500

6500

5500

N





South of B.L.

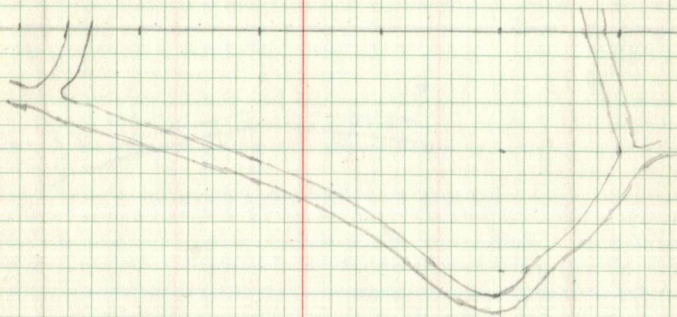


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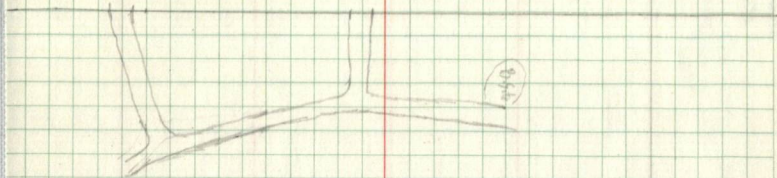
3400

N

2700









7:00

6:00

5:00

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Pages 005-012  
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12/12  
13/18

1/6 #1  
5.13

M.C. 13  
13

12/1  
13/M.C.

11/12  
14/13

1/6 #3  
5.13

1/6 #4  
5.13

S.M.C.  
5.13

S.M.C.  
5.13

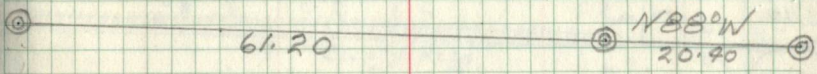
1/6 #5  
5.13

1/6 #6  
5.13

1/6 #7  
5.13

1/4  
13/18

757R27









11/2  
19/13

1/6 #1  
5.14

1/4  
11/14

1/6 #2  
5.14

10/11  
15/14

1/6 #3  
5.14

1/6 #4  
5.14

1/6 #5  
5.14

1/6 #6  
5.14

1/6 #7  
5.14

1/4  
14/13

1/6 #8  
5.14

c 1/4  
5.14

128°W  
80.55



1/6 #9  
5.14

1/6 #10  
5.14

1/6 #11  
5.14

1/6 #12  
5.14

1/6 #13  
5.14

1/6 #14  
5.14

1/6 #15  
5.14

1913  
23/29 County Corner Witness Post sets 55 kts West  
of Center of Cross roads No. B.T's.

1/6 #16  
5.14

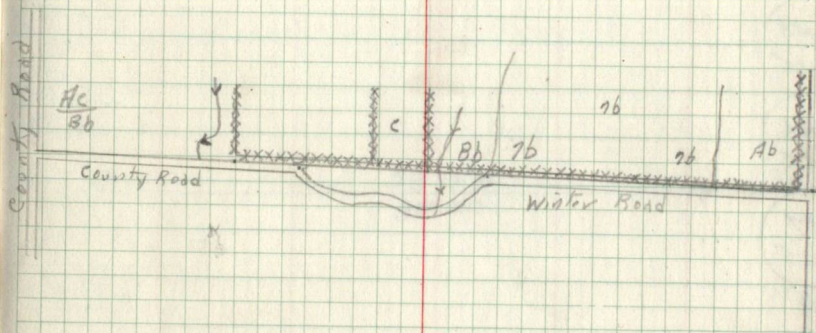
1/6 #17  
23

1/6 #18  
5.14

15/19  
22/23 G.L.O. Corner No Post as it would set in Cross roads  
B.T's. 22" W. Pine N70°E 146 kts.

T57R27

14





10/11  
15/14

1/6 #1  
5.15

1/4  
10  
15

1/6 #2  
5.15

9/10  
16/15

1/6 #3  
5.15

1/6 #4  
5.15

1/6 #5  
5.15

1/6 #6  
5.15

1/6 #7  
5.15

1/4  
15/14

1/6 #8  
5.15

C/4  
5.15

58 9°W  
80.00



1/6 # 9  
5.15

1/4  
76/15

1/6 # 10  
5.15

1/6 # 11  
5.15

1/6 # 12  
5.15

1/6 # 13  
5.15

1/6 # 14  
5.15

15/14  
22/23

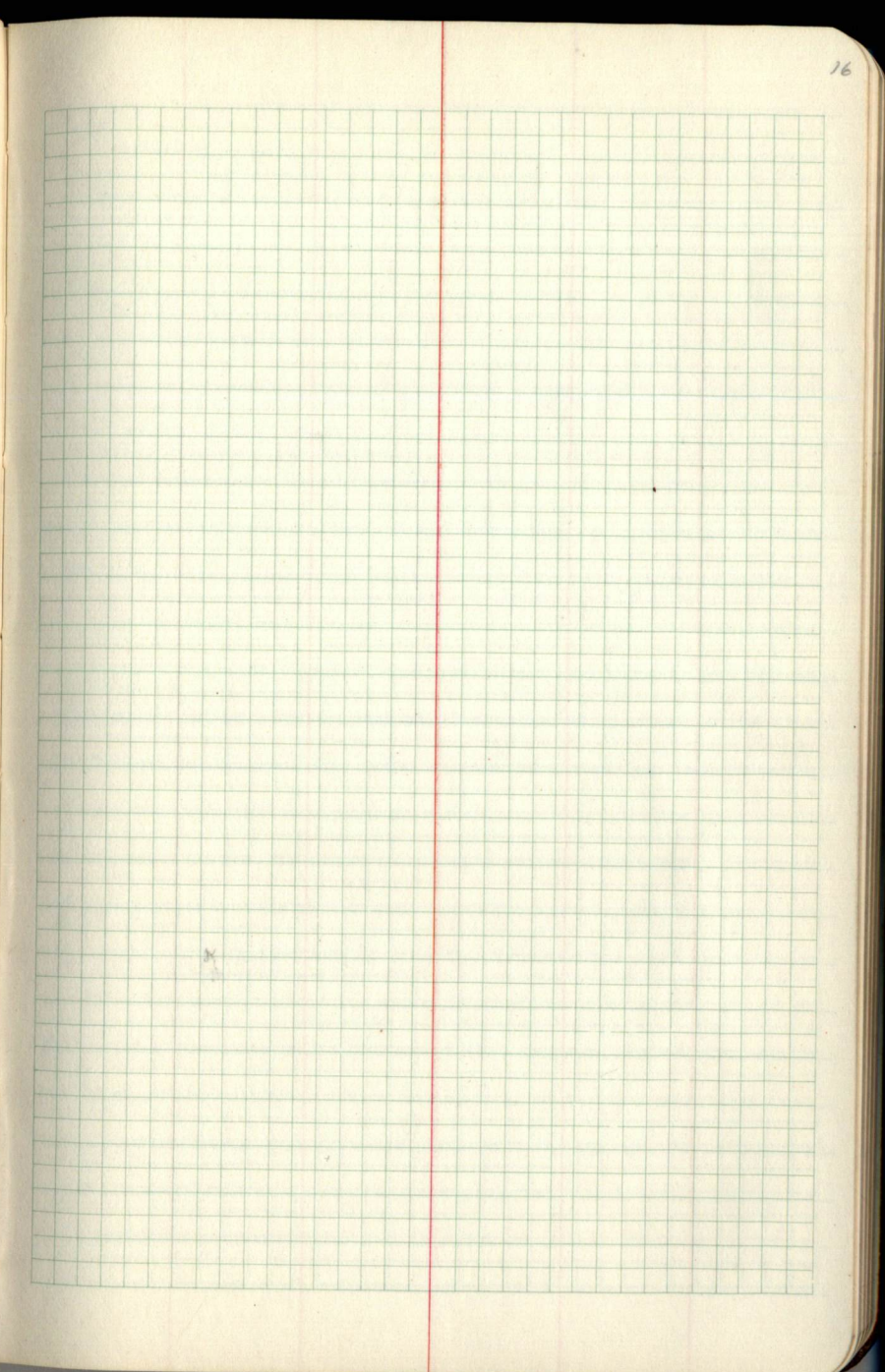
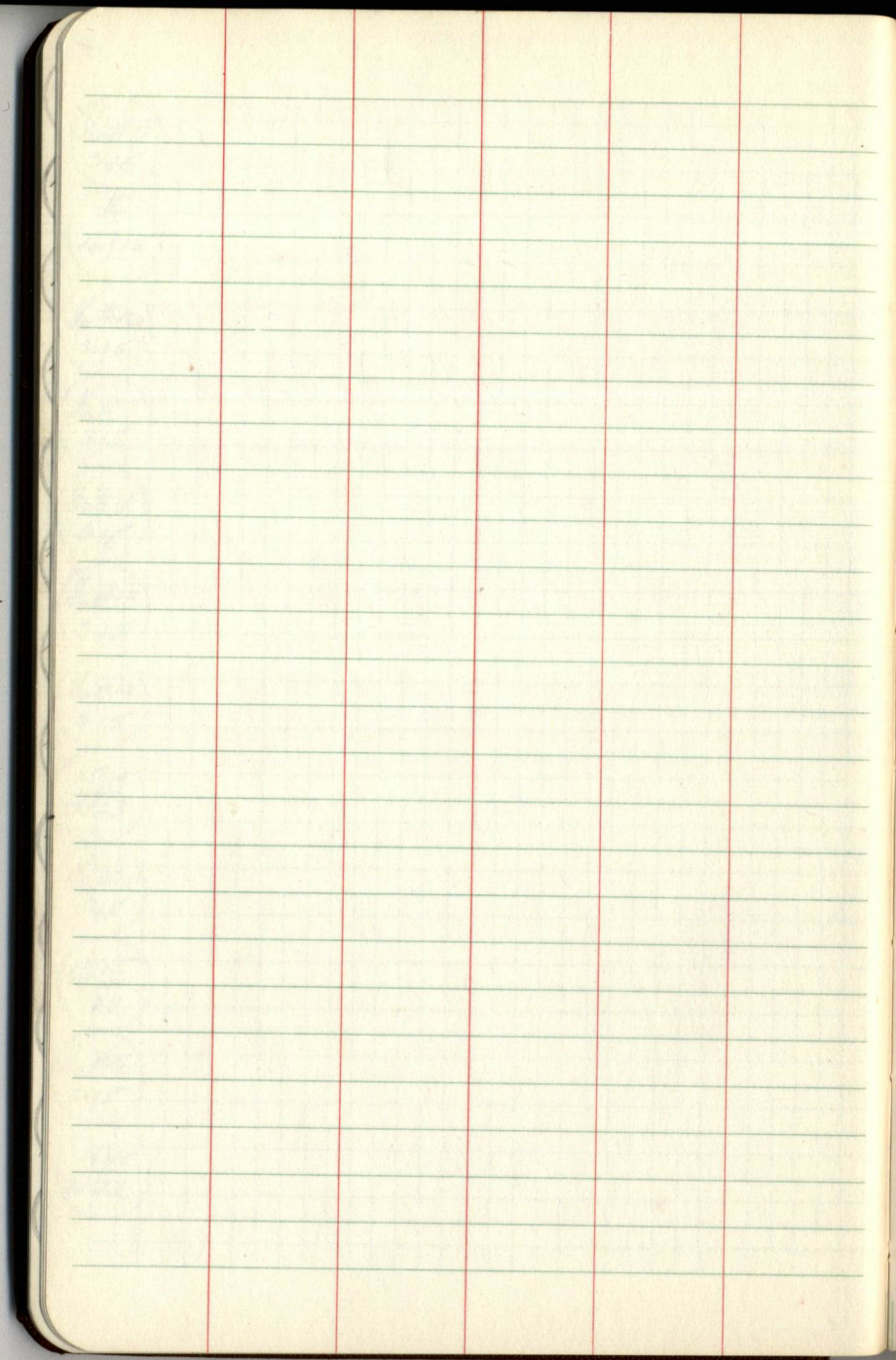
1/6 # 15  
5.15

1/4 15  
22

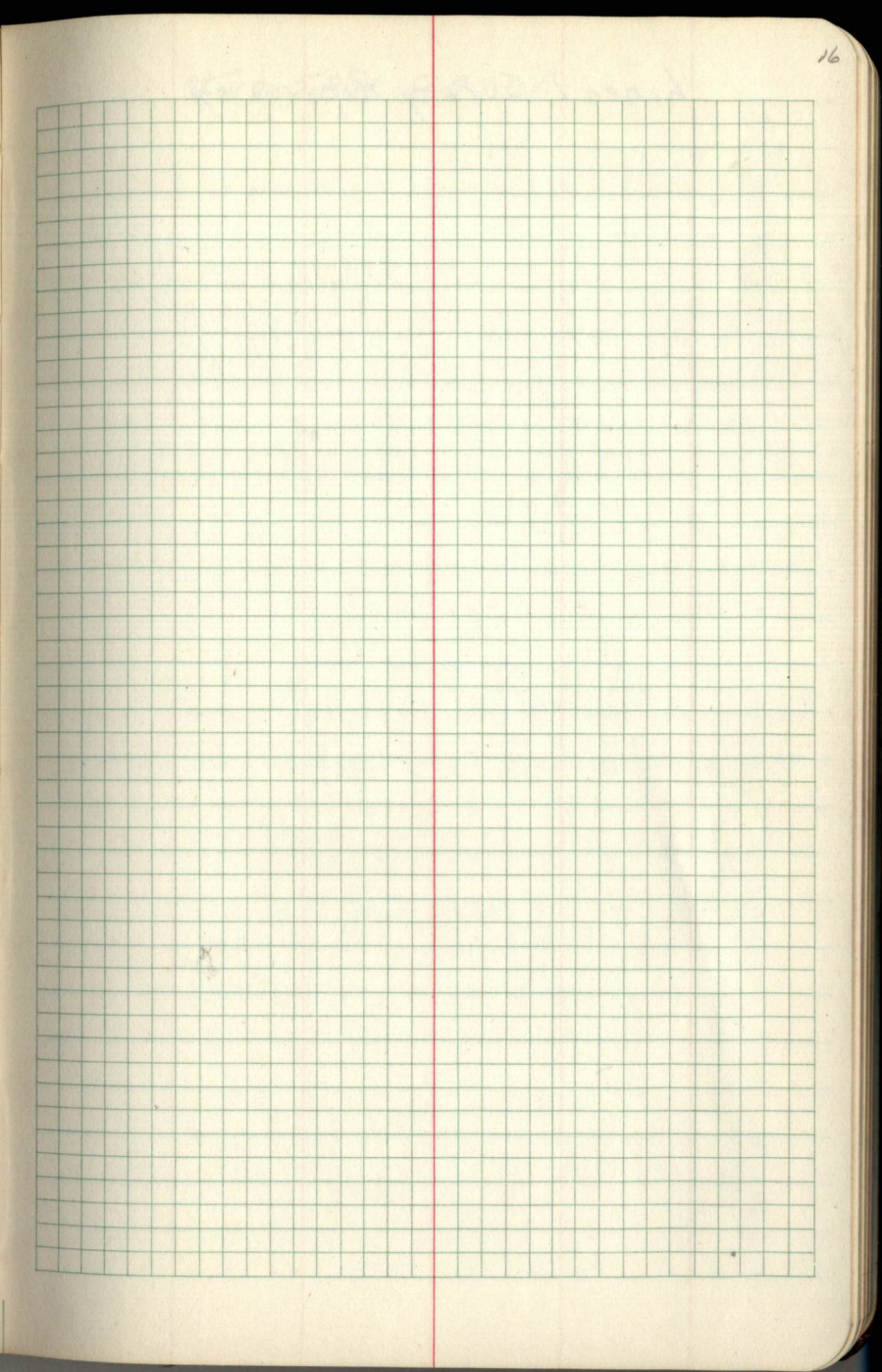
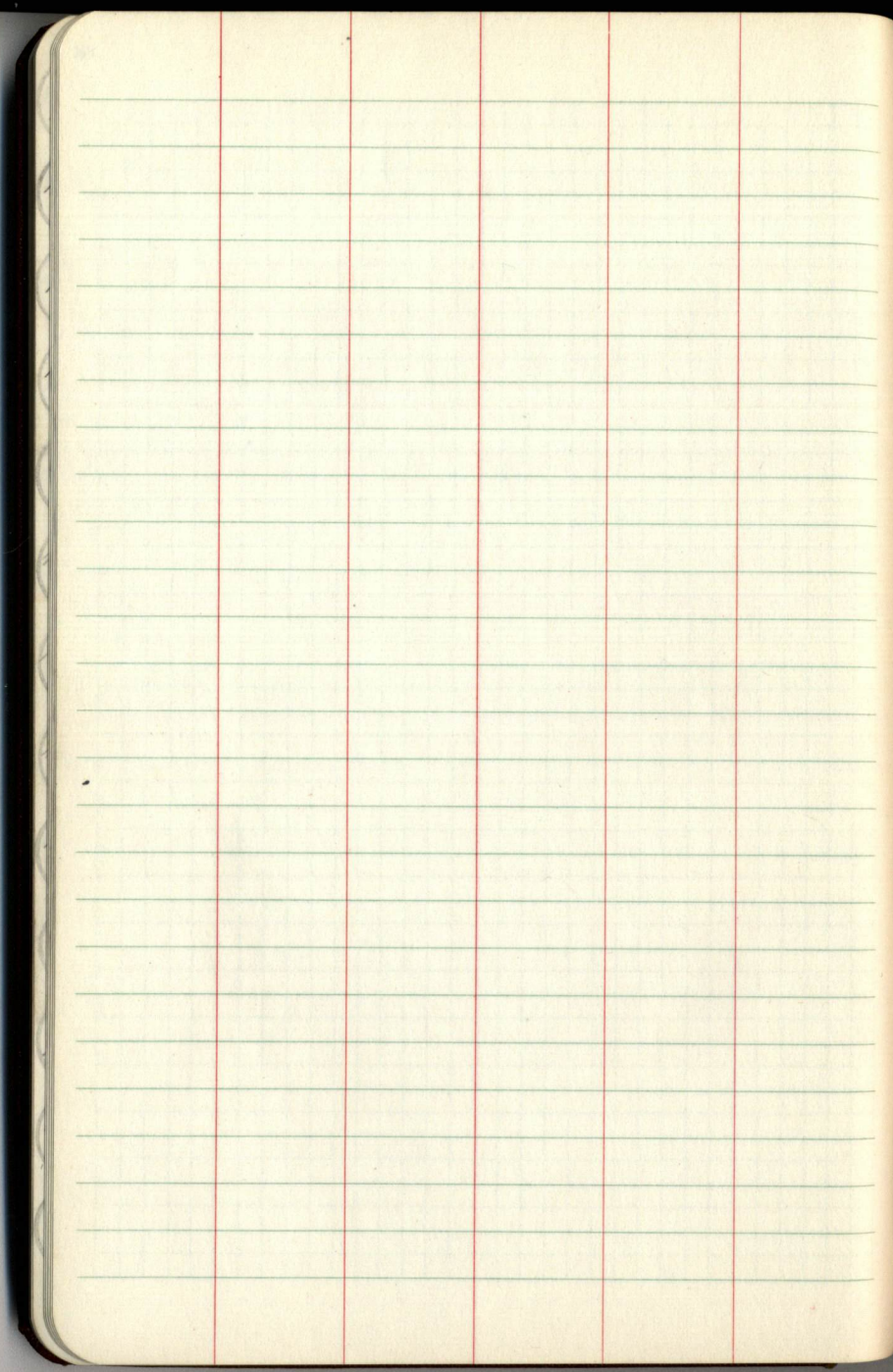
1/6 # 16  
5.15

16/15  
21/22











Lineal Survey Records of

Twp. 58N R27W.



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