

MINZGEN  
D. 1111

MINING  
TRANSFER BOOK

No. 428

ccc 55

# 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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book to  
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Marcell  
or  
Cass Lake, Minnesota*

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Field Notes  
for Special  
Uses on Marcell  
Ranger District  
Chippewa National  
Forest

Field work by  
Conrad M. Carlson  
and Iver Murbeck

Meander corner on  
lake evidently  
established by Starca  
County Survey - CWZ

C. W. Lee  
Right of Way Survey  
1938

Starting from meander  
corner on the east-west  
one sixteenth line  
common to lots 2 and  
3 of section 28; T39N;  
R26W; 4th P.M. -- said  
meander corner being  
located on the shore  
of North Star Lake,  
marked with iron  
pipe, scribed with  
stake and witness  
trees, thence east  
1.49 chains to point

of beginning, st. #1

thence

N 19° W 2 chains to st. #2

N 33° 30' E 3.34 " " " " 3

S 41° E 2.51 " " " " 4

S 27° E 1.84 " " " " 5

S 69° E 3.36 " " " " 6

N 81° E 2.00 " " " " 7

S 83° 40' E 2.00 " " " " 8

N 77° E 2.00 " " " " 9

S 78° 15' E 2.86 " " " " 10

N 16° 30' E 2.76 " " " " 11

N 25° 15' E 1.28 " " " " 12

N 9° E 2.95 " " " " 13

which is the point

of ending; thence  
N87°30'E 1.23 chains to  
a point in the north  
- south quarter line  
of section 28 which  
point bears 13.50 chains  
north to the quarter  
corner common to  
sections 28 and 21 of  
above township and  
range. The above  
quarter corner evidently  
is G.L.O.

U-USA - Road Right-of-way.

Oct. 27, 1941

Waino Karjala

Traverse Crossing NESE Sec 7 & NESW Sec 8

Station	Bearing	Distance	Sta.	Bearing	Distance
0 <sup>#</sup> -1	N 75° E	4 ch.			
1 <sup>#</sup> -2	N 32° E	2 ch.			
2-3	On $\frac{1}{4}$ line	75 Links			
3-4	S 53° E	1.95 ch.			
4-5	S 80° E	2 ch.			
5-6	S 59° E	3.14			
6-7	S 33° E	2 ch.			
7-8	S 61° E	1.00 ch.			
8-9	N 66° E	4 ch.			
9-10	N 44° E	1.12			
10-11	N 20° E	2.00			
11-12	N 57° E	2.24			
0-1	On East on $\frac{1}{4}$ line	1.80			
1-2	N 33° E	2.53			
2-3	N 68° E	3.41			
3-4	N 94° E	2.46			
4-5	N 58° E	.29			
5-6	S 1° E	3.24			
6-7	S 20° E	2.			
7-8	S 4° E	1.64			
8-9	S 17° E	1.92			
9-10	S 90° E	9.3			
10-11	N 90° E	12.45			is over

Waino Karjala

Crossing NESE Sec 7 & NESW Sec 8  
T. 59 N. R. 26 W. 4<sup>th</sup> P.M.

Beginning at a point 3 ch 7.5 links  
(17') due S of E. 1/4 Cor on  $\frac{1}{4}$  line Sec 7.  
on

Turning in at  $\frac{1}{4}$  Cor Common to Sec 7 & 8.  
The road way will then proceed across a privately owned 40

Traverse over gov. land commences again  
20.0 chains E of  $\frac{1}{4}$  Common to Sec 7 & 8.  
Proceeds East.

Bowstring Town Hall 5-18-39  
Special Use. 1939.

Starting from Hwy #6, chained  
West 3 chains, set stake for  
NE corner of special use  
area, this stake is set 81 chs  
So of fence on center line of sec. 14.  
Thence from this stake (NE cor),  
went 2 chains West, thence  $3\frac{1}{2}$  chs  
So, thence 2 chs East, set stake  
and went  $3\frac{1}{2}$  chs No. to starting  
point.

On the West line going  
south, crossed trail at  
3 chains distance.

East line of the special use  
area is 4 chs. from section  
line between Secs 13 & 14.  
(staff compass & chain)

Survey by

Carlson & Murbeck



Brewer Trespass

V on east- West sec. line  
is 11.35 -- N-S sec line  
11.30  $3^{\circ}24'E$  of true north

Dist. east-west 7.09  
on north end of lot 1.

Distance on south  
end 2.22 chains.

corn field 0 to 1 chain  
wide.

Pasture two chains  
east then in a  
northwesterly direction.

6/5/39

Pasture and  
cultivation  
and timber  
trespass.

May 24/1939  
Survey By

Conrad M. Carlson  
& Murbeck

Point of beginning is  
a timber survey  
corner - 20 chains east  
and 80 chains north  
of G. L. O. Corner,  
common to sec's 27, 28, 33 & 34.

Point of ending is 18.5 N  
from survey corner  
established 80 chains  
north and 40 chains  
east of G. L. O.  
corner, as above.

Staff compass  
and chain was  
used - 66' chain.

Stakes Township R. of - W  
of 6/30/39

started from the  $W\frac{1}{16}$   
corner between sec's 22  
and 27, T60N, R27W; 4th P.M.

Thence	N 7° E	2.70	chains	.
"	N 9° W	2.47	"	.
"	N 17° 30' E	3.06	"	.
"	N 33° E	2.38	"	.
"	N 36° 30' E	1.64	"	.
"	N 26° E	1.81	"	.
"	N 16° 30' E	1.41	"	.
"	N 62° 30' E	1.55	"	.
"	N 75° 30' E	2.67	"	.
"	<del>N</del> 57° 8' E	2.61	"	.
"	S 87° 30' E	1.94	"	.
"	N 68° E	2.00	"	.
"	N 65° E	2.10	"	.
"	N 56° E	2.38	"	.

August 9, 1941

Survey Made by Carbin & Murbach

Points of Beginning point on  
N-S 1/4 line of chains south of SW  
interior 1/4 corner

thence	N46°W	7.5	chains
"	N31°W	4	Chain
"	N65°W	2	"
"	S72°W	2	"
"	S41°W	3	"
"	N45°W	4	"
"	S64°W	2	"
"	S40°W	2	"
"	S52°W	1	" intersect Highway
		47.5	

tie in to ~~the~~ 1/4 Cor on Sec  
line Common to Sec. 9 & 10

125.50 ch<sup>50</sup> S 5.75 ch South of  
campfire entrance on  
line

tie in to 1/4 Cor Common to Sec 9 & 10 T58  
R2L

R.R.