

A. J. O.

101

Misc.
101

FIELD # 8

Partly

W

MINING

TRANSFER BOOK

CCC # 85

found in 1987

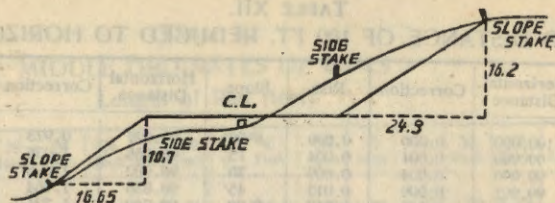
TABLES FOR EXCAVATIONS AND EMBANKMENTS.

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

LINEAL SURVEY
FIELD Book No. 2
Walker Camp F-48 U.S.F.S.

Finder please return to
U.S.F. Service. - Walker Minn.



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

SLOPE 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	71.20	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

Index

Section
6
29
27

Twp.
191-32
191-30
191-30

Page
I
II
III

FOR INDEX SEE NEXT PAGE

Index

Section	Twp.	Page
6	141-31	1
24	141-30	2
22	141-30	3+4
25	141-31	5+6
7	141-31	7
30	141-30	8
33+34	141-30	9
31-32	141-30	
5+6	140-30	10+11
27	141-29	12
18	141-30	13
17+20	141-30	14+15
10	141-28	16-18
27+28	141-29	19+20

REMAINDER OF BOOK IS TRUCK TRAIL TRAVERSE
ON WALKER DISTRICT

Index

Section	Twp.	Page
---------	------	------

56 141-31

Starting Point County Cor

0.00 Sec. Cor 5 6-7-1-12 141-31
141-32 (Cor to Road)

7.00 Leave 5c Type and Enter open
Field

24.00 Enter Brush Type

34.00 Enter Ab Type

61.00 Cross Fence

61.50 Enter Mc Type

79.78 Fell 21 IKS W of County Cor

31-36-1-6 2" galv pipe w/ cap

Poster on 8" Aspen 14 IKS
from Cor. (No bearing taken as
compass out of order)

(N^o/16
1-6) Birch stake 3.5", 4' high, Poster
on 3" Burr Oak - 20 IKS from Poster
To Corner No bearing Taken
Bearing -

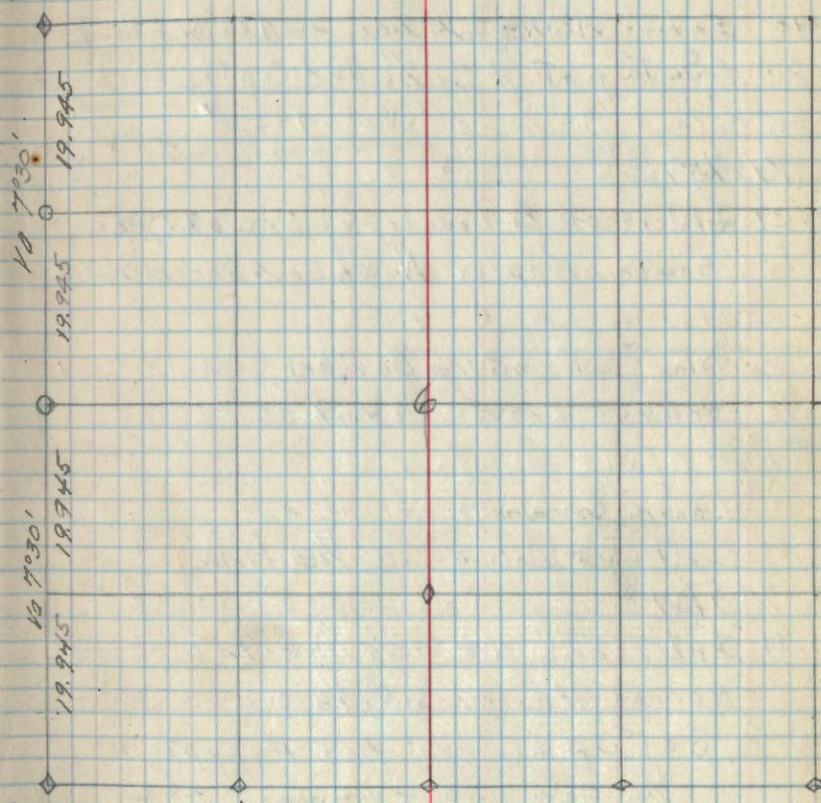
Cor 19.945 cks 5 of 31-36-1-6
(1/4
1-6) 4" Aspen stake 4' High, Poster
on 5" Aspen 41 IKS from Poster
To Cor No bearing taken
Bearing -

Date
4/1/37

Urban Peasley T
Delaney
Heldotzok
Gammier

County Cor. 2" above gr. 2" galv pipe
Run North from 6-7-1-12 on 7°30'

56 141-31



Sec. 24-191-30

7/2/37

7°30'

0.00 N. $\frac{1}{16}$ Secs. 23 & 24-191-30, F.S. Corner
then E. on N. $\frac{1}{16}$ line Sec. 24-191-30

7/6/37

Continue on E. on $\frac{1}{16}$ line

40.16 Intersect N. & S. $\frac{1}{4}$ line 229 ch. N. of N.C. $\frac{1}{16}$
Set up at N.C. $\frac{1}{16}$ and continue E.
Va. 4°30'

7/7/37

82.37 Intersect E. boundary of Sec. 77 chains
south Approx. N. $\frac{1}{16}$ Cor. Secs. 19 & 24

0.00 Start at S. $\frac{1}{16}$ Cor. bet. Secs. 19 & 24
and run west. Va. 4°30'

7/8/37

500 Leave swamp ~~the line~~
Continue W. on S. $\frac{1}{16}$ line

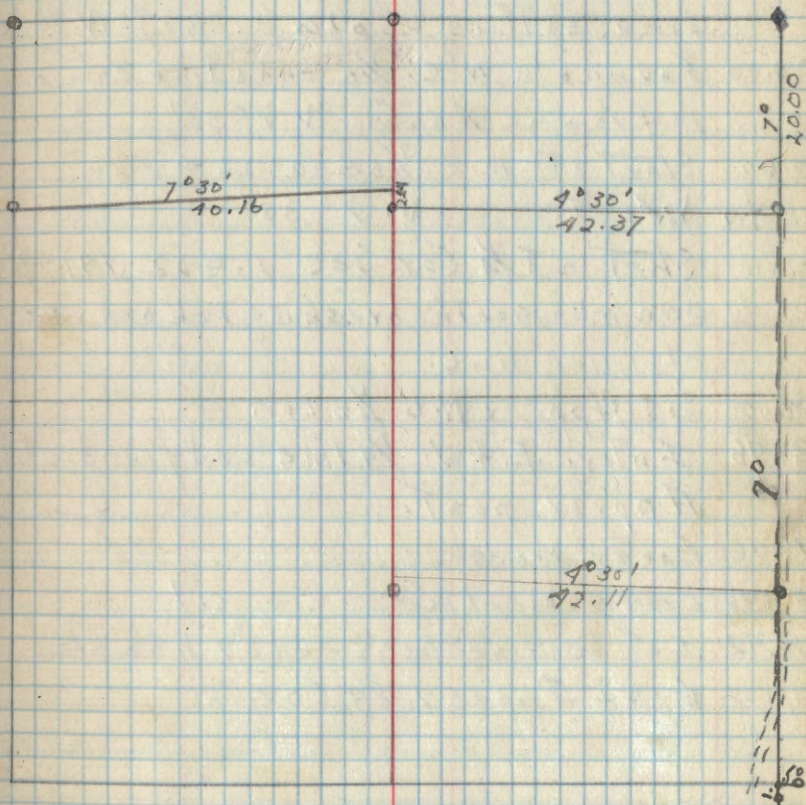
7/9/37

42.11 Intersect N. & S. $\frac{1}{4}$ line 1.50 chains
Nor. of Approx. S. C. $\frac{1}{16}$ cor.
Set up at post for Approx. S. C.
 $\frac{1}{16}$ cor. and run west 4°30'

16.00 Enter brushy swamp

Johnson T
Sergeant
Schickman
Middle

2



Sec. 22-141-30

7/12/37

0.00 Start at $\frac{1}{4}$ Cor. Sec. 15+22-141-30

Intended to cut $\frac{1}{4}$ line but it was already brushed and no record. Re-chained line setting up add picks to V. 70° 30'

20.00 Found old N.E. $\frac{1}{6}$ and a line coming in from the East. V 70° 30'

0.00 Start at N.E. $\frac{1}{6}$ Sec. 22 & run

7/12/37 West. V. 70° 30'

0.00 Start at $\frac{1}{4}$ Cor. Sec. 15+22-141-30

and run south brushing out and re-chaining line.

20.00 Set Approx N.E. $\frac{1}{6}$ Cor.

37.76 Enter E. & W. $\frac{1}{4}$ line and found old Approx post.

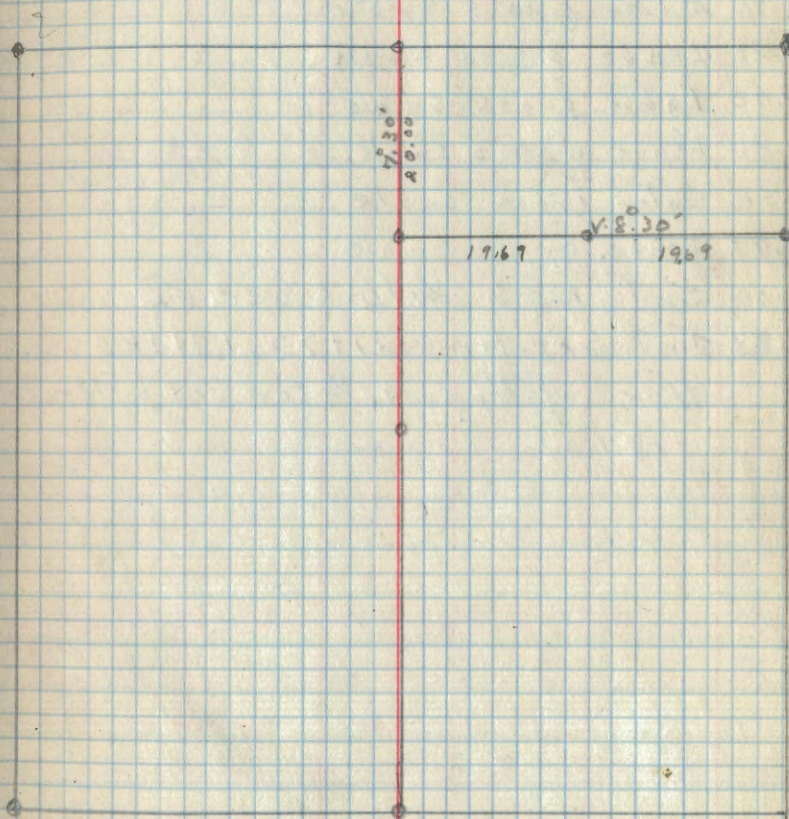
47.46 Enter Marsh

54.45 Leave Marsh

78.92 Int. Sec line Secs 22 & 27 1.86 ch. E. of Approx. $\frac{1}{4}$ Cor.

Johnson T
Sergeant
Schickman
Middle
Cocking

3



7/14-37

0.00 Setup at $\frac{1}{4}$ Cor 22-23. Brush
out & rechain old E. & W. $\frac{1}{4}$
line.

22.90 Enter grass swale line Sec 22

23.21 Leave grass swale of $\frac{1}{4}$ Cor 22

39.00 Enter grass swale

36.86 leave grass swale

37.90 Enter grass swale

39.09 Leave grass swale

40.00 Ent. N. & S. $\frac{1}{4}$ line Sec 22

81.83 Ent. Sec. line 21+22 1.411ks

Nor. of Approx $\frac{1}{4}$ Cor Set by Marschke



Sec. 25-141-31

7/15/37

0.00 Set up at F.S. corner for Secs. 24+25
141-31 & 141-30-141-30

V. $7^{\circ}30'$

Run south along range line between
Secs. 25 & 30.

38.21 Center M. & I. railroad grade

7/16/37

V. $7^{\circ}30'$

Continue line on South bet. Sec. 25 & 30.

69.90 Center of 10 mile lake Road.

80.00 End line. Could find no corner.

7/19/37

V. $7^{\circ}30'$

Set up at County corner & took
to be W. $\frac{1}{6}$ Secs. 30+31-141-31
and ran west.

10.75 Center of old road running N. & S.

23.54 Int. Sec. line 80.25 ch. Survey cor. ^{24.19} 25+30

40.19 is 168 chains N. or of E. $\frac{1}{6}$ Sec. 25+30

Set up at this cor. and run W.

7/26/37

V. 6°

17.86 Inter. N. & S. $\frac{1}{4}$ line 1.531 K's N. of.

$\frac{1}{4}$ cor. 25 & 30 - 141-31

M.C. to Secs. 25 & 30 being 581 K's.

W. of $\frac{1}{4}$ cor. V. 3°

7/20/37 Sec. 25-191-31

0.00 S.E. $\frac{1}{16}$ Cor. Sec. 25. Hence I run
East on South $\frac{1}{16}$ line. $\angle 70^{\circ}30'$

18.00 S.E. $\frac{1}{16}$ Cor. is 50 lks. South of
This point

000 Set up at S.E. $\frac{1}{16}$ and continue East
 $\angle 70^{\circ}$

19.22 Into N. & S. Random line for East.
Bdy. Sec. 25 .22 ch. Nor. of 60
ch.

$\angle 70^{\circ}30'$
18.00

$\angle 70^{\circ}$
19.22

70
19.22

141-31

7-21-37

0.00 Set up at Cor. Secs. 7-8-17-18
141-31 and run S 71° 42' W.

22.23 Int. E. $\frac{1}{16}$ line; Sec. 18 341ks. South
of E. $\frac{1}{16}$ Cor. Secs. 7+18. V. 90° 25'

0.00 Set up at this cor. and run
7/2/37 S. 75° W V. 90° 25'

22.15 To 181ks. south of E. M.C. bet.
Secs. 7+18. County Cor. Iron pipe
Post on 16" Norway N. 30° E
591ks. from Iron pipe
7/23/36

0.00 Set up at E $\frac{1}{16}$ Sec 7-18. Hence
Iron North. Va. 50° 45'

19.90 Fall 161ks West of S. E. $\frac{1}{16}$ Cor.
Sec. 7-19-31 Post on 4" Pin oak
21ks. west of cor.

0.00 Set up at S. E. $\frac{1}{16}$ Cor. and run
North. Va. 5.95'

19.86 Cross Road running E. & W.

19.90 Fall 111ks East of C. E. $\frac{1}{16}$ Cor.
Sec. 7-19-31

C. E. $\frac{1}{16}$ S. 7

90

19

90

SE $\frac{1}{16}$

V. 50° 45'

19.90

MC
7/1822.15 ch. Va 90° 15'
S. 72° W

K. Cor

7+18

22.23 ch. Va 90° 25'
S. 72° W. 1817

7/26/37

0.00 Set up at W. $\frac{1}{16}$ bet. Secs. 30 & 31
191-30. Hence I run East.

10.72 Center M. + I tracks

13.07 Center Hiway # 371

16.40 Center Moccasin lake truck trail

(Could not determine V_a because could not see line
any farther because of loose floating swamp)

6.00 Set up at S. $\frac{1}{16}$ Center Secs. 29 & 30 - 191-30

Hence I run West $V_a 60^\circ$ (True $V_a 30^\circ 30'$)

20.06 Fell 42 lks South of S.E. $\frac{1}{16}$ Sec. 30 - 191-30

Placed location poster on 4" Aspen
5.10° E of Pipe.

0.00 Set up at S.E. $\frac{1}{16}$ Sec. 30 - 191-30

Hence I run West $V_a 30^\circ 30'$

20.26 Fell 20 lks Nor. of C.S. $\frac{1}{16}$ Sec. 30.

7/27/37

0.00 Set up at S. $\frac{1}{16}$ Secs. 29 & 30 - 191-30

Hence I run West correcting S. $\frac{1}{16}$ line

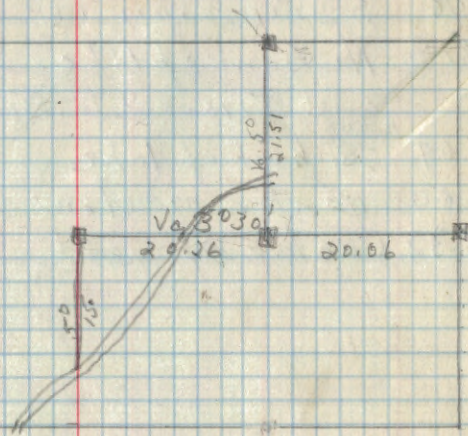
20.06 S.E. $\frac{1}{16}$ Cor. Sec 30 - 191-30

0.00 Set up at S.E. $\frac{1}{16}$ Sec. 30 - 191-30

Hence I run North $V_a 5^\circ$

6.28 Center Moccasin lake T.T.

21.51 Fell 18 lks E. of C.E. $\frac{1}{16}$ Sec. 30 - 191-30



7/27/37

000 Set up T.C.S. 1/6 Cor. Sec. 30-141-30

Hence Trun South Va. 50

15.33 Center Moccasin lake T.T.

(could go no farther because of bog)

7/28/37

0.00 Forest Service car for ^{28/37} 33/39

T. 141-R. 30 Va 60

Hence Trun south

7/29/37

35.75 Center Moccasin lake T.T.

36.75 N. Edge of old lake bed

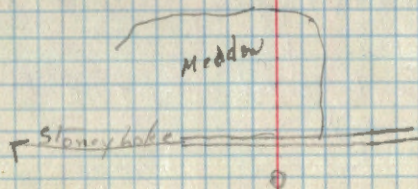
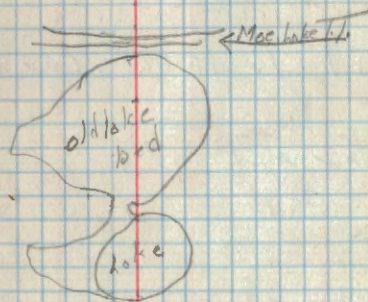
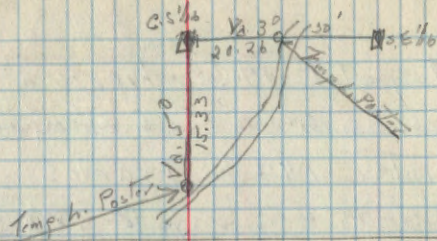
48.18 S " " " " " "

49.78 N. bank of lake. Sand flag across and triangulate. Distance of 7.96 ch

56.69 ^{making} S. bank of lake

66.00 Center meadow

76.32 Center of road



6-140-30
Sec. 31-141-30 7/30/37

0.00 Set up at E. M. C. which is a county cor.
sight on W. M. C. which gives $V_d. 80$

1.42 Center M. & B. Tracks

4.43 Center Highway #371

20.50 Fall 25 lks south of E $\frac{1}{16}$ Secs
31-141-30 + 6-140-30

0.00 Set up at E $\frac{1}{16}$ Cor Sec 31-141-30
Hence I run East $V_d. 70$

6.67 Center of old road to Stony lake

12.75 " " " " " "

16.00 " " " " " "

20.00 Set Approx. Sec. Cor. $\frac{31132}{615}$

8/2/37

0.00 Start from this Cor. and run East
 $V_d. 70$

13.77 Center old Stony lake road

27.52 " " " " "

30.73 " " " " " which
forks at this point.

46.57 Center Stony lake road

53.35 Enter grass swale 8/13/37

54.95 Leave " "

56.85 Center creek 7 lks wide

57.07 " old Stony lake road

58.40 " " " " "

65.50 Enter grass swale

67.60 Leave " "

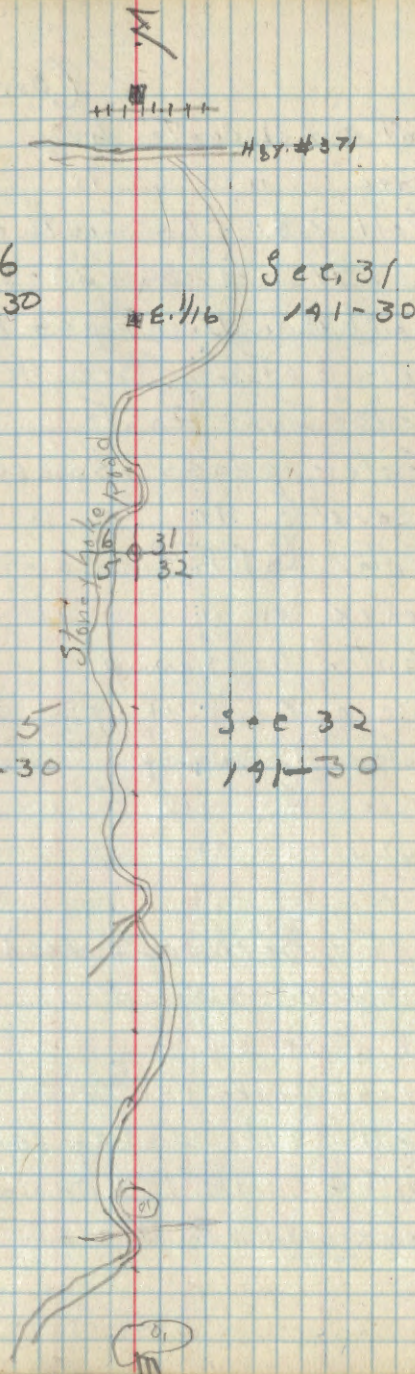
Sec. 6
140-30

Sec. 31
141-30

E. $\frac{1}{16}$

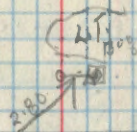
Sec 5
140-30

Sec 32
141-30

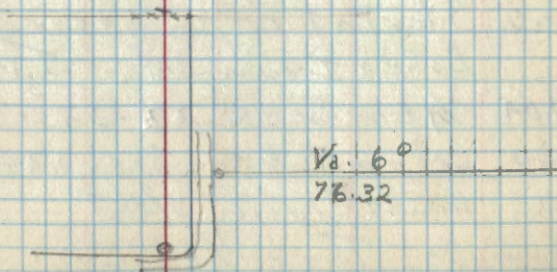


(cont.) 8/3/37

- 26:89 Enter Labrador Tea bog
 29:98 Leave " " "
 81.00 Fell 2.80 chs. South of Sec. Cor.
 Secs. 45-140-30 & 32-33 -141-30
 which ran Iron pipe & J. B. T. S. 29° W. 85/100
 0.00 Set up at Cor. Secs 45-140-30 8/4/37
 Hence Iron East. Va. 50
 3.53 Enter grass swale
 4.42 Leave " " "
 9:02 Enter Pot Tail Swamp
 10:49 Leave " " "
 17.39 Enter O₂ swamp
 23.55 Leave O₂ " (8/5/37)
 44.53 Enter O₂ swamp
 45.22 Leave " " "
 52.62 Enter " " "
 52.89 leave " " "
 53.33 Center Barber's road
 54.47 Enter O₂ swamp
 56.33 " " "
 60.19 Cross fence & enter pasture
 80.00 Fell 34 lks West of center of road running
 North & South 15.4 chains South of town
 in road at F. S. sign.



10.50
80.00



Vi. 60
76.32

8/6/37

0.00 Set up at T. Cor. Secs. $\frac{22}{23}$ / $\frac{27}{26}$
Hence Iron W. Va. $7^{\circ}30'$

4.76 Enter grass swale

9.30 leave " " Enter Nov. stand

20.00 Set Temp. $\frac{1}{16}$ Cor.

20.82 leave Nov. Enter brush swamp

29.10 Leave brush swamp. Enter hazel oak

40.00 Set Temp. $\frac{1}{4}$ Cor.

8/9/37

40.00 Crew continued line on west while
I hunted corners. Found East $\frac{1}{16}$
Secs. 23 & 27.

0.00 Start at T. Cor. Secs. $\frac{22}{23}$ / $\frac{27}{26}$

28.76 Fall 133 lbs south of E $\frac{1}{16}$
Cor. Secs. 22 & 27. Va. $30^{\circ}30'$

0.00 Start at Cor. Secs. $\frac{22}{23}$ / $\frac{27}{26}$ T. Va. 0°

4.25 Center old road 8/10/37

9.47 Enter grass swale

9.53 leave " "

25.76 E. $\frac{1}{16}$ Sec. 23 & 27.

0.00 Start at E $\frac{1}{16}$ Sec. 23-27

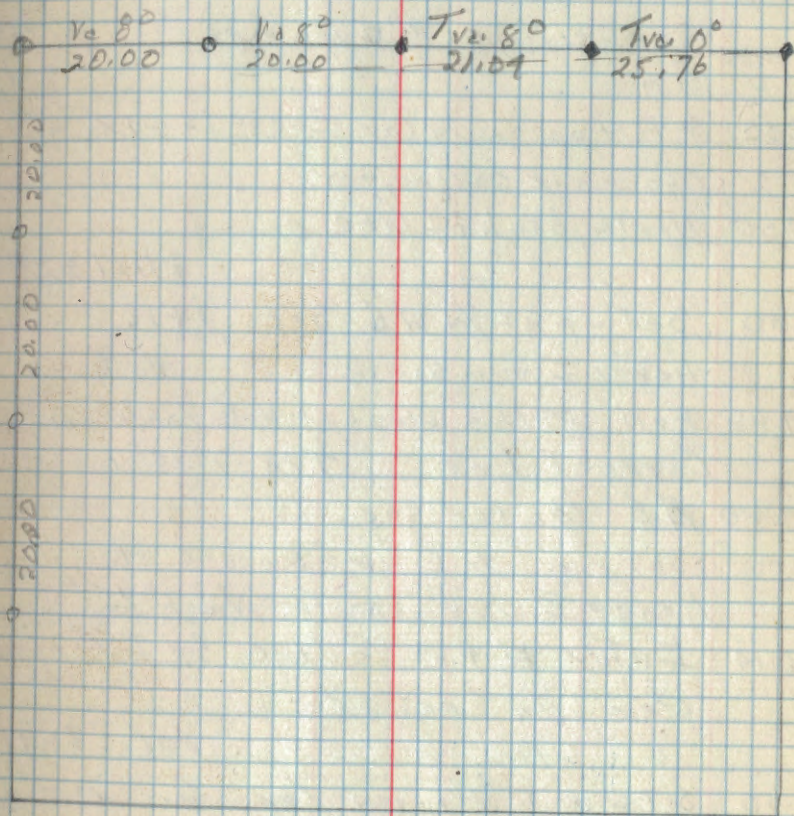
Hence Iron W. T. Va. 80°

21.04 $\frac{1}{4}$ Cor. Secs. 22-27

0.00 Set up at $\frac{1}{4}$ Cor. Sec. 23 & 27

Hence Iron West. Va. 80°

20.00 Set Temp. $\frac{1}{16}$ Cor.

See. 27-191-29¹²

8/11/37

- 0.00 Start at Approx. Cor. Secs. ¹³⁺¹⁷/₁₃₊₁₈
- 19.71 Set approx. N $\frac{1}{16}$ Cor. Sec. 18 as called for by G.H.D. Map.
- 22.39 G.H.D. Cor. where Res. line crosses Range line. 2" Iron pipe with brass cap.
- 33.02 Set Approx $\frac{1}{4}$ Cor. Secs. 13+18 at chainage called for.
- 49.00 North bank of lake.

8/12/37

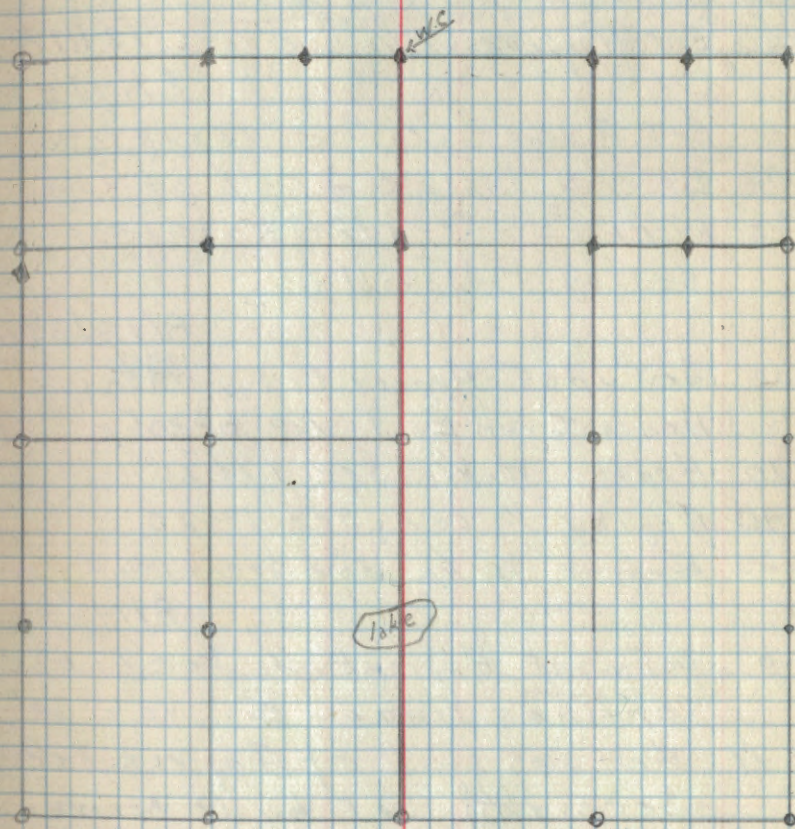
- 0.00 Setup at $\frac{1}{4}$ W.C. Secs. 7+18
Hence I run south. $V_a 6^{\circ}15'$
- 19.85 Fell 691 k.s. West of N.E. $\frac{1}{16}$ Sec. 18
Correct line $V_a 7^{\circ}15'$
- 19.80 N.E. $\frac{1}{16}$ Cor. Sec. 18.
- 0.00 Setup at N.E. $\frac{1}{16}$ Cor. Sec. 18
Hence I run south $V_a 7^{\circ}15'$
- 20.14 Enter $\frac{1}{4}$ + W $\frac{1}{4}$ line set at approx. Cen. $\frac{1}{4}$ Sec. 18.

9/13/37

- 0.00 Setup at approx. Cen. $\frac{1}{4}$. $V_a 7^{\circ}15'$
Hence I run south.
- 17.42 Nor. edge of lake. Triangle across lake giving 419 ch. across.
- 21.61 South edge of lake
- 39.70 Set Approx $\frac{1}{4}$ Cor. Sec. 18+30-191-30

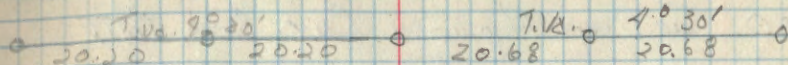
Sec. 18-191-30

13



8/20/37

- 0.00 Set up at Cor. Secs. ¹⁷¹⁶/₁₉₂₁. Start
Correcting line W. & T. T. Va. $4^{\circ}30'$
- 5.53 Center Plantation Way #3
- 20.68 Set Approx. E. $\frac{1}{6}$ Cor. Secs. 17+20
- 41.36 Set Approx. $\frac{1}{4}$ Cor. Secs. 17+20
- 51.36 Center Plantation Way #3 8/23/37
- 61.56 Set Approx. W. $\frac{1}{6}$ Cor. Secs. 17+20
- 75.56 Enter plantation Way #3 line runs in road
- 81.88 Set Approx. Cor. ¹⁵¹¹/₁₇₂₀ on North edge of road.



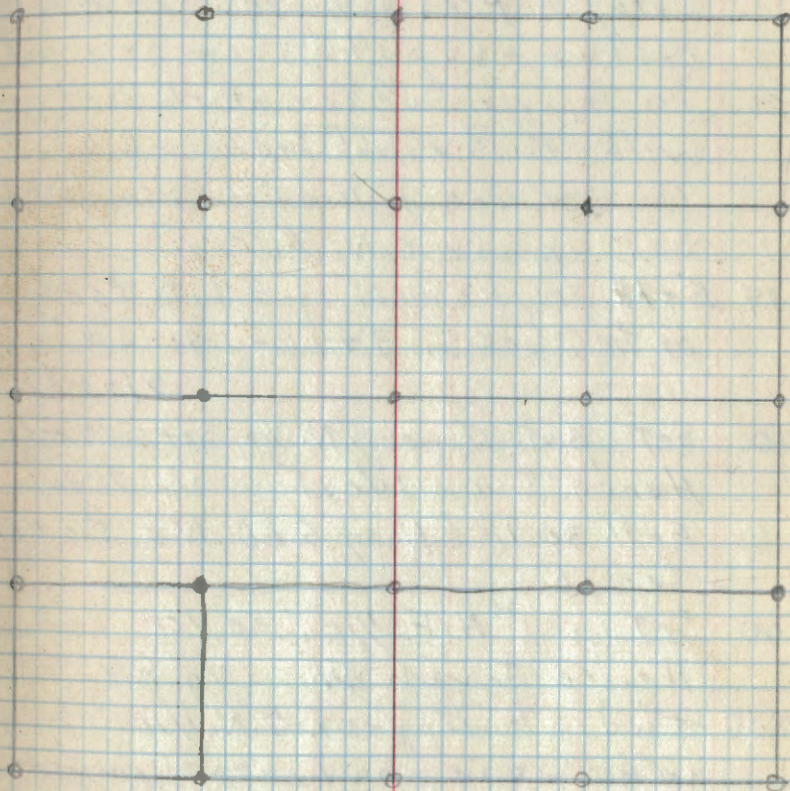
Sec. 10-141-28 8/24/37

- 0.00 Set Up Approx. Cor. Sec. $\frac{3+10}{10}$
Hence run W. down Hgy #39.
- 30.00 Set Approx. E. $\frac{1}{4}$ Secs. 3+10
- 40.00 Fell 351ks N. of G.H.O. $\frac{1}{4}$ Cor.
Secs. 3+10 T.V. 7030'
- 61.00 Set Approx W. $\frac{1}{4}$ 3+10-141-28
- 82.00 Fell in center of cross roads.
Location post on telephone pole shows
Approx. Cor. in Road.
- 0.00 Set Up at Approx. Cor. $\frac{9+10}{10}$
Hence I run South Va. 7030'
- 26.73 Set Approx. N. $\frac{1}{4}$ Cor. Secs. 9+10
- 41.96 Set Approx. $\frac{1}{4}$ Cor. Secs. 9+10
- 62.17 Set Approx. S. $\frac{1}{4}$ Cor. Secs. 9+10
- 82.92 Approx. Cor. Secs. $\frac{9+10}{15}$ fell in
road. Location post on corner post
in fence. 147ks East.
- 0.00 Set Up at Cor. Secs. $\frac{9+10}{15}$
Hence I run East Va. 7030'
- 40.00 $\frac{1}{4}$ Cor. Secs. 10+15 in center
New Longville road. (B.T. a 14 in
Norway is S.W. 1501ks)
- 61.00 Hit Approx. E. $\frac{1}{4}$ Sec. 10+15
set by Pictavilla.
- 81.00 Corner of road G.H.O pipe has been
pulled out by grader.

Sec. 10-141-28

16

A. Johnson
Sargent
Schackman
Mathews
Miller
Allen R.



8/29/37

0.00 Set up Approx. $\frac{1}{4}$ Cor Sec. 10+15
Hence I run N. up center of new
Longville road. Va. 7030'

20.00 Set Approx. C.S. $\frac{1}{16}$ which tied in
with R.P. established when G.H.O.
corner was pulled from new road.

40.00 Set Approx. E. $\frac{1}{4}$ Cor. which tied in
with R.P. established when G.H.O.
corner was pulled from new road.

60.00 Set Approx. C.N. $\frac{1}{16}$ Cor.

80.19 Fell 107ks west of G.H.O. corner
 $\frac{1}{4}$ bet. Secs. 3+10-141-28

8/25/37

0.00 Set up at Approx. N. $\frac{1}{16}$ Secs. 10+11
Hence I run West. Va. 7030'

20.00 Fell 301ks N. of G.H.O. N.E. $\frac{1}{16}$ Cor.
Sec. 10

0.00 Set up at N.E. $\frac{1}{16}$ Sec. 10
Hence I run W. Va 80

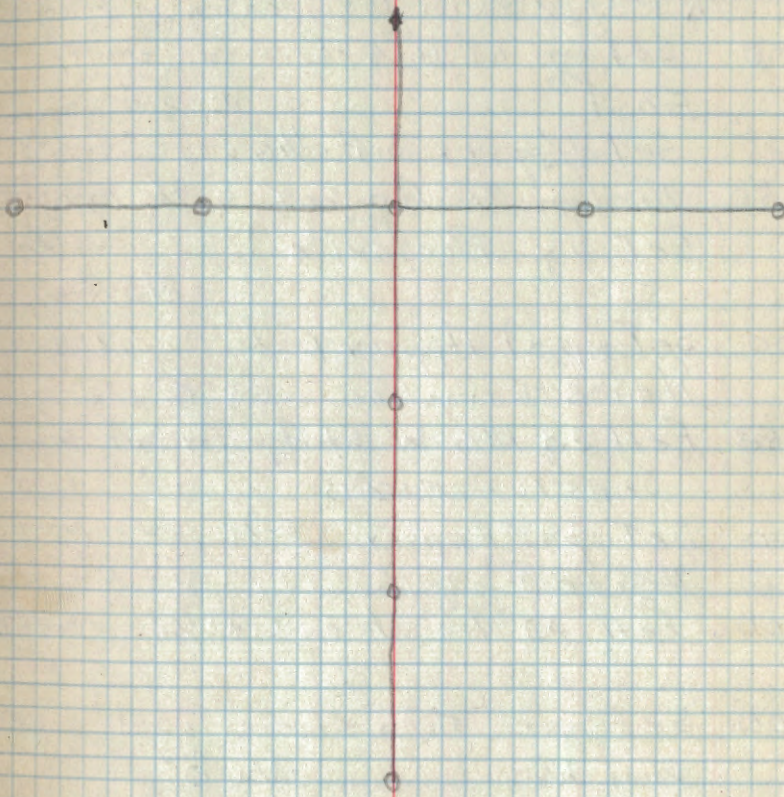
20.00 Tied into Approx. C.N. $\frac{1}{16}$ Cor
which is in now Longville road.

41.00 Set Approx. N.W. $\frac{1}{16}$ Sec. 10

61.00 Set Approx. N. $\frac{1}{16}$ Sec. 9+10

Sec. 10-141-28

17



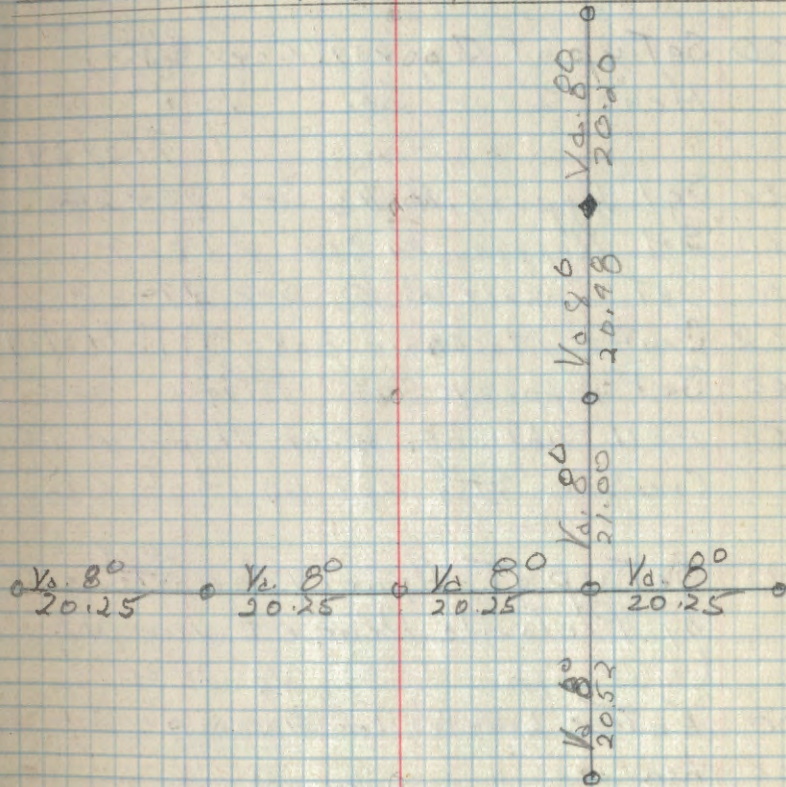
8/26/37

- 0.00 Set up at Approx. S. $\frac{1}{16}$ Secs. 9+10
Hence Iron E. Va. 80°
- 20.25 Set Approx. S. $\frac{1}{16}$ Sec. 10
- 40.50 Tied in to Approx. C.S. $\frac{1}{16}$ and to
R.P. for G.H.O. Cor. located in road.
- 0.00 Set up at this Cor. and run
East Va. 80°
- 20.25 Set Approx. S.E. $\frac{1}{16}$ Cor. Sec. 10
- 40.50 Tied in to Approx. S. $\frac{1}{16}$ Cor. 10411
Set by Pietarila

8/27/37

- 0.00 Set up at Approx E. $\frac{1}{16}$ Sec. 10+15
Hence Iron Nor. Va. 80°
- 20.52 Fell 23 lks W. of Approx. S.E. $\frac{1}{16}$
Sec. 10-191-28
- 0.00 Set up at Approx S.E. $\frac{1}{16}$ Sec. 10
Hence Iron Nor. Va. 80°
- 21.00 Fell 32 lks W. of C.E. $\frac{1}{16}$ Sec. 10
- 0.00 Set up at this corner and
run Nor. Va. 80°
- 20.98 Fell 19 lks W. of F.H.O. N.E. $\frac{1}{16}$
Sec. 10
- 0.00 Set up at this cor and run Nor
Va. 80°
- 2020 Hit Approx. E. $\frac{1}{16}$ Secs. 3+10

Highway #39



00.00 Setup at Approx. W. 1/4 Sec. 22
427. Hence Iron W. Va 80

219.07 Center Fire way #9
420.00 Set Approx. Cor. Secs. $\frac{23/22}{28/27}$

00.00 Setup at Approx. Cor. $\frac{23/22}{28/27}$
Hence Iron So. Va. 60

2
9/2/37
420.00 Set Approx. N. 1/4 Sec. 27+28

90.00 Set Approx. 1/4 cor. 27+28

60.00 Set Approx. 3/4 Sec. 27+28

066.52 Center Moccasin Lake T.T. 9/3/37

00.00 Set Approx. Cor. $\frac{28/27}{33/34}$

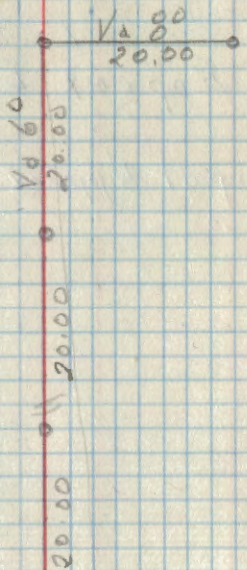
282.50 Fall 7.61 chs. W. of Approx.
Cor. Secs. $\frac{28/27}{33/34}$ Set by Pietarila

0
2
0.00 Setup at Approx. Cor. $\frac{28/27}{33/34}$ set
by Pietarila. Hence Iron W.
(Va. taken from old line) Va. 7030'

08.00 Enter Loboder Tea Swamp

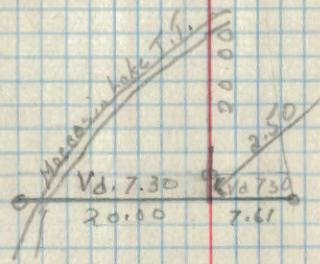
18.00 Leave " " "

219.19 Center Moccasin Lake Truck. Trail



28

27



14.70

9/7/37

0.00 Set up dT Approx. Sec. Cor. for
Secs ^{20/21}_{27/28} 141-29.

Hence I run E. Va 17°

4.0.75 Cross old trail to Moccasin lake

20.00 Set Approx. $\frac{1}{4}$ Cor. 21+28

40.00 Set Approx E. $\frac{1}{16}$ Sec. 21+28

9/8/37

20.00 Set up dT Approx. Cor. 29

~~20.00~~
~~27/28~~ 20.00

20.00

~~20.00~~
~~28/27~~

intersection of roads

Sta 162.151^{sta.} 0 on new road

0 + 2.86	162.15	S	2° W
0 + 4.152	159.29	S	30° W
0 + 3.04	154.77	S	2° W
0 + 3.70	151.23	S	49° W
0 + 2.92	148.03	S	45° W
0 + 4	145.11	S	47° W
0 + 0.87	141.11	S	25° W
0 + 4.30	140.24	S	15° E
0 + 3.33 center of old crab bed			
0 + 1.68	135.94	S	50° W
0 + 1.07	134.26	S	21° E
0 + 4	133.19	S	51° E
0 + 2.59	129.19	S	21° E
0 + 2.57	126.60	S	14° E
0 + 3.43	124.03	S	22° E
0 + 2.60	120.60	S	20° E
0 + 1.8	118	S	2° W

Sta 0 + 2.52 (09 E. of T.C. Sec. 13-141-30 + 18-141-30)

sta 0 + 2.0	100	S	2° W
0 + 1.8	80	S	1° W
0 + 1.8	62	S	1° W
0 + 1.2	44	S	1° W
0 + 1.0	32	S	1° W
0 + 1.0	22	S	1° W
0 + 1.0	12	S	1° W
sta 0 + 2	2	S	1° E

Traverse of Range line road

21

Transverse of School (house road.)

0+6	139.79	S 89° E
0+2.78	133.79	S 87° E
0+2.80	131.01	N 87° E
0+10.85	128.21	S 87° E
0+3.87 (is 72 lth N of top of apron sec 17-20)		
0+2.37	117.36	N 86° E
0+4	114.99	N 88° E
0+6	110.99	S 89° E
0+0.98	104.99	S 79° E
0+8.61	104.01	S 90° E
0+5.17	95.40	S 84° E
0+5.25	90.23	S 86° E
0+6	84.98	N 88° E
0+172 (is 18 lth South of cor. ^{19/20} / _{19/20} 141-30)		
0+3.14	78.98	S 88° E
0+2	75.84	S 83° E
0+2.78	73.84	S 65° E
0+2.49	71.06	N 66° E
0+3.09	68.57	S 90° E
0+4.57	65.48	S 89° E
0+10.1	66.91	S 85° E
0+14.91	50.91	S 87° E
0+5.66 E 0 lks. N of approx 1/4 Cor. Sec. 18 (17-19/30)		
0+11.59	36.00	S 90° E
0+19.54	24.41	S 84° E
0+4.85	4.85	S 59° E

141-30



13	0+7.39	89.90	E 57° N
12	0+4.60	82.61	E 58° N
11	0+2.85	178.01	E 87° N
10	0+2.65	175.16	E 88° N
9	0+3.40	172.51	S 73° E
8	0+5.05	169.11	S 36° E
8	0+5.05	169.11	
7	0+1.25	164.06	S 56° E
	(Sta. 164.06 is 3.40 ch S. of Sec. Cor. ^{17/16} 20121-141-30)		
6	0+4.00	163.81	S 64° E
5	0+3.30	159.81	S 44° E
4	0+3.35	156.51	S 61° E
3	0+2.65	153.16	N 87° E
2	0+2.00	150.51	N 67° E
1	0+3.15	148.51	Due E.
0	0+14.77	144.56	S 87° E

(Sta 264 end of road.)

0+18.00 264.00 Due South

0+10.00 246.00 S 1° E

0+2.00 236.00 S 25° W

0+2.00 234.00 S 20° E

0+3.35 232.00 S 19° E

0+18.00 228.65 Due South

0+14.25 210.65 S 82° E

0+2.50 196.40 E 45° N

(196.97 steel c. sheet in creek bed)

0+4.00 193.90 E 46° N

189.90

0+4.00	26.70	S 54° E
0+4.05	22.70	S 70° E
0+2.00	21.65	N 71° E
0+3.10	19.65	N 52° E
0+95	19.45	N 79° E
0+4.00	18.50	N 73° E
0+90	14.50	N 56° E
0+1.80	13.60	N 66° E
0+1.80	11.80	N 66° E
0+1.65	10.00	N 66° E
0+2.00	8.35	S 69° E E 67° N
0+2.75	6.35	N 87° E
0+3+60	3.60	N 75° E E 75° N

0+5.05	60.30	S 87° E
0+3.20	55.25	S 89° E
0+5.25	52.05	S 86° E
0+1.20	46.80	N 85° E
0+5.55	45.60	S 88° E
(Sta 91.88. 505 ch. Not see Por ¹⁶¹⁵ 191-2)		
0+2.00	40.05	N 88° E
0+1.80	39.05	S 68° E
0+2.90	36.25	S 83° E
0+1.55	33.35	S 70° E
0+1.80	31.80	S 39° E
0+1.00	30.00	S 12° E
0+1.60	29.00	S 25° E
0+2.90	27.40	S 42° E

26.70

0+2.80	120.80	S 88° E
0+5.75	118.00	S 88° E
0+8.00	112.25	S 89° E
0+16.00	104.25	N 89° E
0+20.00	88.25	N 89° E
0+1.50	86.25	S 69° E
0+4.45	84.75	N 89° E
0+1.00	80.30	S 68° E
0+1.50	79.30	N 74° E
0+1.25	77.80	S 86° E
0+5.00	75.55	Due East
0+2.85	70.55	N 84° E
0+2.00	67.70	N 86° E
0+5.40	65.70	S 84° E
	60.30	

0+17.25	200.72	Due E.
(Sta. 199.07	old culvert retted out)	
0+8.00	181.47	Due. E
0+6.90	173.47	N 89° E
0+4.00	166.57	S 6° E
0+3.60	162.59	S 33° E
0+4.90	155.97	S 68° E
0+4.45	151.07	S 2° W
(Sta. 149.27	old culvert)	
0+2.00	146.62	S 7° E
0+2.00	144.62	S 31° E
0+2.00	142.62	S 48° E
0+5.25	140.62	Due East
0+12.00	135.37	Due. East
(Sta. 123.37 is sea. cor. Sta. 123.37 - 141-30)		
0+2.57	123.37	S 88° E
	120.80	

0+1.25	246.90	S 88° E
0+1.60	245.65	N 63° E
0+2.00	244.05	S 64° E
0+2.00	242.05	S 85° E
0+1.70	240.05	S 42° E
0+1.00	239.35	S 34° E
0+2.75	238.35	S 89° E
0+2.75	235.60	N 39° E
0+2.00	232.85	Due E
0+13.15	230.85	S 88° E
0+16.00	221.72	Due E
(Sta. 20.17.85 is an old culvert)	217.85	
(Sta. 20.12 is an old culvert)		
0+5.00	205.72	Due E
(Sta. 20.31.27 is an old culvert)	200.72	

042.00	307.17	S 82° E
(old bridge)	306.87	
042.00	305.17	S 50° E
041.00	303.17	S 99° E
0412.00	302.17	S 89° E
0421.25	290.17	Due. E
(Sta. 290.49 is a old culvert)		
(Sta. 287.92 is 16 links	<small>29-191-20 N. of N. 66° 19' 19" 27</small>	
046.37	287.92	S 87° E
(Sta. 286.85 old culvert)		
0417.30	281.15	S 87° E
042.80	273.85	S 89° E
049.00	271.05	S 64° E
044.00	269.05	S 99° E
042.00	265.05	N 68° E
047.15	263.05	S 87° E
0410.00	250.90	S 89° E
	246.90	

Sta 421.72 End of Traverse		
0+3.80	421.72	N 87° E
0+11.15	417.92	S 75° E
0+4.00	406.17	S 66° E
0+9.50	402.77	S 82° E
0+3.45	399.27	N 59° E
0+7.50	395.82	S 87° E
0+16.00	389.32	S 88° E
0+22.00	372.32	S 89° E
0+10.00	350.32	S 89° E
0+13.15	340.32	S 89° E
0+14.00	327.17	S 89° E
0+6.00	313.17	N 76° E
	309.17	

(Traverse of planning way 9.)

32

(~~141-30~~ 141-30)

(Sta. 6 is at approximate sec. corner.)

6 9+55 84.93 S 2° W

5 30 75.40 S 2° W

4 20 45.40 S 2° N

3 0 25.40 S 2° W

2 14 19.40 S 1° W

1 4 54.0 S 63° E

(Sta. 3.10 is a steel culvert)

D 1+40 1.40 S 24° E

Sta. out Sedgwick Hwy 141-30

(Increase of plowing way No. 4)

11.	5465	59.30	S 42° E
10	3420	53.05	Line N-S
9.	2465	50.45	S 59° E
	(Sta. 48.70 is an old bridge)		
8.	1410	47.80	S 11° E
7.	2795	46.70	S 88° E
6	2495	43.75	S 33° W
5.	2	40.90	S 57° W
	(W.C. for Cor. 1/4 Sec. 4-141-30 is S. 2° E 1101ks from sta. 4)		
4	4480	38.90	Line South
3.	19	34.00	S 3° W
2.	8	16.00	S 2° W
1	8	9	S 3° W
0.	(sta 0 is a Tdpp 1/4 cor. Sec. 1/4 19-191-30)		
0.			

25	9	107.90	S 30° W
24	1+85	105.90	S 15° W
23	2+95	104.05	S 42° W
22	1+55	91.20	S 26° W
21	+85	89.65	S 59° W
20	1+10	89.80	S 26° W
19	3+20	89.70	S 32° E
19	3+20	92.50	S 24° E
17	4+95	87.30	S 12° W
16	2	76.45	S 12° W
15	1+70	74.45	S 63° E
14	4	72.45	S 89° E
13	2	68.45	N 78° E
12	7+45	66.75 59.30	S 80° E

39 5+20 139.30 S 12° E

38 3+80 133.15 S 2° E

37 2 129.35 S 70° E

36 2 127.35 S 56° E

(Sta. 126.80 on old culvert)

35 2 125.35 S 66° E

34 2 123.35 S 51° E

33 1+35 121.35 S 45° E

32 1+15 120.00 S 33° E

~~120.00~~

31 1+05 118.85 S 82° E

30 2+40 117.80 S 35° E

29 2 115.40 S 68° E

28 1+45 113.40 S 7° E

(Sta. 112.42 on side road running west)

27 1+30 111.95 S 3° W

26. 2+95 110.65 S 28° W

107.90

53.	2+95	167.95	S 32° E
52.	1+40	165.10	S 43° W
(Sta. 52, road running east to gravel pit)			
51.	2	163.90	S 17° W
50.	2+90	161.70	S 4° E
49.	2+40	159.80	S 24° W
48.	2+85	156.40	S 62° W
47.	1+50	153.55	S 78° W
46.	3+25	152.05	S 25° E
(Sta. 150.05 is an old culvert)			
45.	2	149.80	S 5° E
44.	1+90	146.80	S 37° W
43.	1+55	144.90	S 38° W
42.	1+30	143.35	S 4° W
(Sta. 91.75 ^{highway} at Sta. 200.72 on school house road)			
41.	2	142.05	S 24° W
40.	1+70	140.05	S 55° W
		139.35	

67	6+30	203.75	S 48° E
66	2 (Sta. 65	198.45	S 15° E
	S. 89° W. 2 Ch. To fire dock)		
65	3	196.45	S 8° E
64	1+70	193.45	S 14° W
63	3+05	191.05	S 3° W
62	2+85	188.90	S 23° W
61.	2	185.95	S 17° W
	(Sta 61 a side road running NW)		
60.	4	183.95	S 45° W
	(Sta 59. side road running north)		
59	3+50	179.55	S 70° W
59	2	176.35	S 52° W
57.	1+15	174.35	S 21° W
56	1+85	173.20	S 24° W
55	2+90	172.15	S 1° E
54.	1+50	169.45	S 15° E
		169.95	

13

12

11

End of Traverse

70	3415	212.40	S 19° W
----	------	--------	---------

69	2480	209.25	S 19° E
----	------	--------	---------

68	2470	206.45	S 29° E
		203.75	

2. 3+80 10.50 N45°E

1. 3+35 6.70 N71°E

0 3+35 3.35 S. 89°E

Start of New Inverse PLAKA

7.	(End of Traverse)		
4		64.40	S 49° W
6	7+50	60.40	N 81° W
5	5+80	57.90	N 86° W
4	+80	47.10	S 67° W
3.	10+90	46.30	S 1° W
	(Sta. 3 cross roads)		
2	7+90	35.40	S 1° W
	(Sta. 4 chains from sta. 2 a corner)		
1.	16	29.00	Due South
0.	12	12.00	S 2° W
	(Start of new Traverse)		

19920

7

12

11

10 6 107.62 51° W

(Sta. 9 is at 14 con. sec. ¹⁹/₁₉ 141-29)

9 18+55 101.62 Due South

9 (culvert is at 19+90 from sta. 9)

(Sta. 15.90 is C.S. 1/16 Sec. 19-141-29)

8 19+15 83.07 S 1° E

7. 24 63.92 Blue South

(two culverts one at 5.30 and 16.00)

6 14+20 59.92 S 1° E

(Sta. 5 cross roads running E W)

5 9+10 48.22 Due South

(1/4 post sec. 7 - 141-29)

4 5+92 39.62 S 89° E

(Sta. 15 chains from sta 3 to cross road)

3. 16+75 33.10 Due East

(Sta. 3. 8 chains NE to bridge)

2. 8 16.95 S 92° E

1. 6 8.95 N 92° E

0. 2+95 2.95 S 89° E

(Start of a new traverse of Plan A)

13	2	23.95	N72°E
	(-3.55 sh area from sta 19 bridge)		
12	1+95	21.95	N26°E
11.	1+60	20.00	N47°E
10	+75	19.40	N29°E
9	1+95	17.65	N66°E
8	2	15.70	N36°E
7	2	13.90	N69°E
6	1+65	11.70	N4°E
5.	+75	10.05	N23°E
	(side road running NW)		
4	1+25	9.30	N33°E
3	1+75	8.05	N59°E
2.	1+60	6.30	N39°E
1.	1+85	4.90	N99°E
0.	2+85	2+85	N4°E

18	6	End	59.95	N 33° E
17	9		53.95	N 21° E
16	6		45.95	N 15° E
15	6		39.95	N 20° E
14	10		33.95 29.95	N 15° E

Sta	Dist.	Chainage	Bearing
13	2+00	25.25	S 40° E
12	2+00	23.25	S 18° E
11	1+35 (Sta. 10 road forks)	21.25	S 92° E
10	2+00	19.90	S 85° E
9	2.00	17.90	S 70° E
8	2+00	15.90	S 68° E
7	2+00	13.90	S 37° E
6	1+60	11.90	S 76° E
5	1+65	10.30	S 62° E
4	2+00	8.65	S 22° E
3	1+15	6.65	S 73° E
2	2+00	5.90	N 49° E
1	1+50	3.50	S 49° E
0	2+00	2.00	S 70° E

26	1+60	50.80	N 92° E
25	1+30	49.20	N 9° W
	(Sta 24+1.05 is wooden corner T)		
	(Sta 24 fork of road)		
24	2+00	47.90	N. 69° W
	S		
23	1+15	45.90	N 58° W
	(Sta 22 fork of road)		
22	2.70	44.75	N 2° E
21	2+00	42.05	Due N
20	1+90	40.05	N. 32° E
19	1+60	38.15	N 15° E
18	1+00	36.55	N 46° E
17	2+00	35.55	N 83° E
16	2.70	33.55	S 51° E
15	3+60	30+85	S 83° E
14	2+00	27.25	S. 49° E
		25.25	

6	1+48	12.18	N 89° W
5	2+00	10.70	S 69° W
4	2+00	8.76	N 89° W
3	2+60	6.70	S. 61° W
2	1+30	9.10	S 89° W
1	1+45	2.80	S 66° W
0	1+35	1.35	N 76° W
0.	(Sta 0 is Sta 29 on original Traverse)		
	()		
3	0+73	5.98	S 60° E
2	3+00	5.25	N. 85° E
1	1+80	2.25	S 78° E
0	0+95	.45	N 69° E
	(Sta 0 is same as Sta 22 on old Traverse)		
	(Sta 28 End of Traverse)		
28	0+96	55.71	N 9° E
27	3+95	59.75	N 9° W
		50.80	

(End of Traverse)

10	1	20.20	S 76° E
9	2	19.20	S 11° E
8.	1+70	17.20	S 79° E
7	2	15.50	N 60° E
6	3+45	13.50	S 91° E
5.	2+65	10.05	N 84° E
4	1	7.40	S 66° E
3.	2+70	6.40	Due. E
2	1+70	3.70	N 56° E
1	2	2.00	N 63° E
0.	(From sta. 0 113 links to bridge)		

Start of a NEW TRAVERSE

End of Traverse

12	3+15	29.20	N 87° E
11.	4+20	25.55	S 47° E
10	2+00	21.35	S 31° E
9	1+90	19.35	S 64° E
8	1+00	17.45	S 86° E
7.	4+00	16.45	N 42° E
6	1+95	12.45	N 8° E
5.	3+45	10.60	N 21° W
4	1+05	7.15	N 25° E
3.	2	6.10	N 20° E
2	1+05	4.10	S 79° E
1.	2+00	2.10	S 42° E
(Sta. 0 is at 1/2 cor. of sec. 18-141-24)			
0.	1+10	1.10	S 59° E
(Start of new Traverse)			

130785

85.85

S 40° W

From edge of Stony Point road 51

12 4

85.00

S 20° W

11 7+15

81.00

S 33° W

10 4+55

73.85

S 9° W

9 4

69.30

S 33° W

8 10

65.20

S 24° W

7 13+35

75.80

S 23° W

6 2 5

41.95

S 42° W

(Sto 5 is

ch. S E of F.P. # 1810-14230

5 4+65

39.95

S 21° W

4 12

15.30

S 30° W

3 7+15

23.30

S 10° W

2 10

16.15

S 32° W

1 0+50

6.15

S 35° W

0 4+65

4.65

S 60° W

Sta. at of T.R. 1854

27	4	148.00	S 74° W
26	5+70	139.00	S 2° W
25	4	133.30	S 8° E
24	3+60	129.30	S 2.3° W
23	6+75	125.70	S 85° W
22	5+95	118.75	S 75° W
21	4+65	113.10	S 55° W
20	2+90	108.45	S 13° W
19	1+10	105.75	S 60° W
18	2	104.65	N 83° W
17	2+65	102.65	S 77° W
16	2	100.00	S 5° E
15	4+90	98.00	S 7° W
14	7+25	93.10 85.55	S 20° W

Traverse of Stoney Point Road

41	6	204.06	N 80° W
40	3+7 (Sta. 39. is 3.71 to 1/6 sec. cor 1 (6))	198.06	N 60° W
39	6+65	197.95	Due W
38	4	187.70	S 48° W
37	2	183.70	S 18° W
36	4	181.10	S 66° W
35	3+15 (From Sta. 34 3.15 chains to sub. cross)	177.70	S 25° W
34	2+60	174.55	S 53° W
33	5+65	171.85	S 55° W
32	4+45	166.16	S 60° W
31	4+70	161.90	S 78° W
30	4	157.00	S 50° E
29	4	153.00	S 65° W
29	6+00 (from Sta. 28 is 3.17 chains to cross)	149.00 143.00	S 15° W

Traverse of Stoney Point Road

(Sta. 30^{to} 37) 5.95 ch. N of C.S 1/6 sec. 16)

55	6	266.22	S 80° W
54	4	266.16	S 65° W
53	4	262.16	S 50° W
52	4	258.16	S 59° W
51	4.10	252.16	S 62° W
50	3.95	249.06	S 68° W
49	4	244.11	S 84° W
48	2	240.11	N 75° W
47	6	238.11	N 58° W
46	4	232.11	N 83° W
45	6	228.11	N 53° W
44	3.435	222.11	S 89° W
43	3.70	218.76	S 67° W
42	6	210.26 204.06	S 83° W

Traverse of Stoney Point Road

54

4	2	22.45	S 38° E
3	6	20.45	S 18° E
2	2+25	14.45	S 32° E
1.	5+60	11.90	S 4° E
0.	5+60	5.60	S 1° E
64	30	459.17	S 1° W
63	50	429.17	S 2° E
62.	17	399.17	S 20° E
61.	28	367.17	S 19° E
60	14	339.17	S 12° W
59	26	325.17	S 19° W
58	16	299.17	S 2° W
57	4	283.17	S 10° E
56.	12+45	279.17	S 49° E

(STARTED at PIN & POLY) → End of Stoney Point Traverse

(From Sta. 63 it is 9 chains to ^{Road} site)

18.	10	152.45	S 17° W
17	12	142.45	S 28° W
16	2	130.45	S 1° E
15	26	128.45	S 4° E
14.	10	107.45	S 11° W
13	10	92.45	S 17° W
12	21	82.45	S 40° W
11.	6	78.45	S 59° W
10	6	72.45	S 85° W
9	6	66.45	S 65° W
8	8	60.45	S 34° W
7	8'	52.45	S 20° W
6	6	44.45	S 1° E
5.	16	38.45 22.45	S 1° E

(End of Tropic)

25	8	238.45	534°E
24	16	230.45	Doc. 5
23	20	214.45	51°W
22	.2	194.45	522°W
21	16	192.45	538°W
20	12	176.45	520°W
19	12	164.45 152.45	540°W

12	4+00	111.05	N49° W
11	2+00	107.05	N32° W
10	1+30	105.05	N70° W
	(Sta 10 is at X. in road.)		
9	7+15	103.75	N23° W
8	6+00	96.60	N20° W
7	3+00	90.60	S89° W
6	16+00	87.10	S89° W
5	8+60	71.10	N1° E
4	9+50	62.50	N4° E
3	2	53.00	N4° W
2	22+00	51.00	N1° E
1	18	29.00	N1° W
	(Sta 1 is at Cross Road.)		
	(Sta. is Town Cor. for hps. 192-30+31+491-30+31)		
0.	11	11.00	Due N

18	3+30	122.55	N 50° W
17	2+00	119.25	N 4° E
16	2+00	117.25	N 14° W
15	2+00	115.25	N 30° W
14	4+60	113.25	N 30° W
13	1+60	112.65	N 29° W

4	14+00	36.00	S 89° E
3	8+00	22.00	S 89° E
2	2+00	14.00	N 83° E
1	10+00	12.00	S 87° E
0	2+00	2.00	DUE - E

CS/A. 6 is same as ST 104 N+S. T. 104

END-OF THE TRAVELS

12	10+00	188.00	S14°E
11	12+00	179.00	S58°E
10	10+00	166.00	S48°E
9	6+00	156.00	S41°E
8	10+00	150.00	S30°E
7	4+00	140.00	S39°E
6	10+00	136.00	S53°E
5	42+00	126.00	S63°E
4	22+00	84.00	S71°E
3	14+00	62.00	N87°E
2	16+00	48.00	N78°E
1	14+00	32.00	N64°E
0	18+00	18.00	N39°E

(START 6-15 Side Road - E

(START OF ROAD ON ...

12	24+00	252.00	DUE° W
11	18+00	228.00	DUE° W
10	30+00	210.00	DUE° W
9	8+00	181.00	S1° W
8	12+00	173.00	S1° W
7	16+00	161.00	S3° W
6	18+00	145.00	DUE° W
5	19+60	127.00	DUE° S
4	12+00	113.35	DUE° S
3	10+00	101.35	S2° W
2	17+60	91.35	DUE° W
1	25+25	73.75	S1° W
0.	48+00	48.00	S1° W

Sta. 10 is at high. 34 and is 45 links N55° E to T POLE

STA-0- IS WHERE WE LEFT OFF ON HIGHWAY.
WAY FROM PINE POINT ROAD

19 16+00 325.25⁻ D4E°N

18 18+00 309.20⁻ D4E°N

17 14+00 291.25⁻ D4E°N

16 4+00 277.25⁻ N21°W

15 6+00 273.20⁻ N16°E

14 8+00 267.25⁻ N9°E

Sta-14- lead to the camp off 34.

13 7+25^f 259.25⁻ D4E°W

252.00

END OF TRAVEL

7.	1770	92.70	S 29° E
6	16400	81.00	Due. E
5	2100	65.00	S 76° E
4	2400	63.00	S 36° E
3	20400	61.00	S 1° W
2	20400	41.00	S 7° W
1.	16400	21.00	S 2° W
0	5400	5.00	S 21° E

5420T where we LEFT ON ROAD

15	2+00	52.00	S 40° W
14	4+00	50.00	S 78° W
13	3+35	46.00	S 62° W
12	4+00	42.65	S 79° W
10	3+45	38.65	S 53° W
8	6+00	35.20	S 57° W
7	3+50	29.20	S 18° W
6	4+00	25.90	S 42° W
5	2+00	21.70	S 88° W
4	7+30	19.70	S 68° W
3	5+10	12.40	S 78° W
2	2+00	7.00	Dire. W
1	1+00	5.00	S 84° W
0	1+00	1.00	S 57° W

START 5:19 L. 6:00 h ROA

19	1+75	71.35	S 72° W
18	4+00	69.60	S 70° W
17	2+00	65.60	S 62° W
16.	11+60	63.60 58.00	S 17° W

13	3+10	37.85	S 7° W
12	2+55	34.20	S 24° W
11	3+10	32.15	36° E
10	2+00	29.00	S 45° W
9	4+00	27.00	S 37° W
8	4+00	23.00	S 16° E
7	4+00	19.00	S 12° E
6	2+00	15.00	S 28° E
5	2+00	13.00	S 18° E
4	3+50	11.00	S 23° E
3	1+10	7.50	S 9° E
2	2+00	6.40	S 24° E
1	2+40	4.40	S 20° W
0	2+00	2.00	S 5° E

END OF TRAVEYS OF STONEY POINT ROAD

15 2+70 42.60 S 49° W

14 2+00 38.85 S 69° W
-37.85

13	10+00	149.50	S 78° E
Sta 13 - is a side road running N			
12	4+00	139.50	N 53° E
11	8+00	135.50	N 22° E
10	12+5	127.50	N 78° E
9	22+00	126.25	S 90° E
8	12+00	104.25	S 84° E
7	12+00	92.25	S 83° E
(Sta. 7 is at quarter cor 27+28 - 142-30)			
6	19+85	80.25	Due N
5	5+90	60.40	N 12° E
4	4+00	54.50	N 28° W
3	6+00	50.50	N 9° E
2	4+00	44.50	N 90° W
1	22+50	40.50	S 85° E
0	18+00	18.00	S 53° E
Start of TRAPERS Position			

END OF TYPVEYS

19

Sta 19 is a ^{side} road mining N

18 10+00 187.00 S89° E

17 4+00 177.00 S66° E

16 10+00 173.00 S43° E

Sta 16 is a side road mining E

15 1+00 163.50 S79° E

Sta 15 is two ch. to the Bridge

14 8+00 157.00 N83° E

149.50

13	2+00	37.30	N59°W
12	3+00	35.30	N49°W
11	2+60	31.80	N73°W
10	1+70	29.20	N89°W
9	3+55	27.50	N50°W
8	3+15	23.95	N32°W
7	2+80	20.80	N15°E
6	1+15	18.05	N28°W
5	4+00	16.90	N16°W
4	3+05	12.90	N11°W
3	2+00	9.85	N38°W
2	2+70	7.85	N2°W
1	2+80	5.15	N51°W
D	2+35	2.35	N29°E

Sta 0. starting at the Rustin Road

Wood Road Traverse 71

X

X

v

v

|

v

Road Traverse of Wood Road 92

27	2+00	73.15	N 16° W
26	2+00	70.25	N 3° W
25	3+20	69.25	N 32° W
24	3+00	65.95	N 16° E
23	3+20	62.95	N 47° E
22	1+45	59.75	N 15° E
21	2+95	58.30	N 32° W
20	3+25	54.35	N 30° W
19	3+50	50.50	N 28° W
18	2+00	47.00	N 67° W
17	2+00	45.00	N 69° W
16	2+60	43.00	N 54° W
15.	2	40.40	N 63° W
14	1+10	38.40	N 29° W

(Sta. 14 is at 1/4 cor. 21/29)

37+50

41	2+00	138.35	S 56° E
40	3+45	136.35	N 89° E
39	4+95	132.90	N 80° E
38	4+00	127.95	N 56° E
37	4+00	123.95	N 62° E
36	4+50	119.95	N 20° E
35	4+00	115.45	N 28° E
34	2+85	111.45	N 37° E
33	2+00	108.60	N 12° E
32	1+75	106.60	N 37° E
31	1+75	104.95	N 26° E
30	2+00	102.10	N 7° W
29	2+00	101.10	N 23° W
28	3+95	97.10	N 40° W

(FROM Sta. 39. is two chains to side road)
 (side road to sta. 32 on original)
 Sta. 29. to side road is 1+05 chains

85	1+40	171.95	N53°E
84	2+00	170.45	N38°E
83	1+10	168.45	N21°W
82	1+80	168.35	N3°E
81	1+40	166.55	N35°W
80	5+30	165.15	N27°E
79	3+80	159.75	N75°E
78	2+00	153.75	N37°E
77	3+10	153.75	N51°E
76	2+60	150.65	S59°E
75	2+00	148.65	N53°E
74	1+95	146.65	S82°E
73	1+40	141.60	N47°E
72	4+85	143.70 138.35	N69°E

12	2+08	30.00	N34°W
11	3+25	29.00	N15°E
10.	2+00	24.75	N29°W
9	4+05	23.70	N24°E
9	1+85	22.20	N22°W
7	3+20	21.35	N17°W
6	1+95	18.75	N55°W
5	2+00	16.20	N14°W
4	4+00	14.20	N20°W
3	2+60	10.70	N37°W
2.	3+60	7+60	N18°E
1.	2+00	6+00	N1°E
0.	2+00	2.00	N35°E
86.	(TRAVERSE is dist 37 on original)		
		191.85	

23	2+65	59.75	N68°W
22	1+90	57.10	N46°W
21	4+25	55.20	N20°E
20	4+60	50.95	N56°W
19	2+00	46.35	N35°W
18	2+00 2+00	44.35	N30°E
17	2+00	42.35	N15°W
16	1+20	40.35	N27°W
15	4+00	39.15	N12°W
14	2+15	35.65	N4°W
13	2+00	32.00 30.00	N7°E

11	2+00	25.50	S71°W
10	2+00	23.50	S15°W
9	2+00	21.50	S38°W
8	2+00	19.50	S54°W
7	2+00	17.50	S60°W
6	2+00	15.50	N65°W
5	1+90	13.50	S74°W
4	4+00	12.70	S32°W
3	2+80	11.90	S24°W
2.	2+00	4.90	S47°W
1.	2+30	2.90	N84°W
0.	1+60	.60	N2°E
1.	4+00	5.75	N35°E
0.	1+75	1.75	N88°E

28			
27			
26			
25			
24			
23			
22			
21			
20			
19			
18			
17			
16	1+30	38.20	S18°W
15	4+00	51.20	S5°E
14	3+70	33.20	S25°W
13	2+00	29.50	S40°W
12	2+00	27.50	S65°W

TRA begins on str. 80 of my Tra

Town ...