

FIELD

T.147N. R.31W.

FIELD T.147N R.31W.

DIARY  
1900  
C  
KANSAS BOOK  
No. 122

#122



FIELD  
T. 147N. R. 31W.

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

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.

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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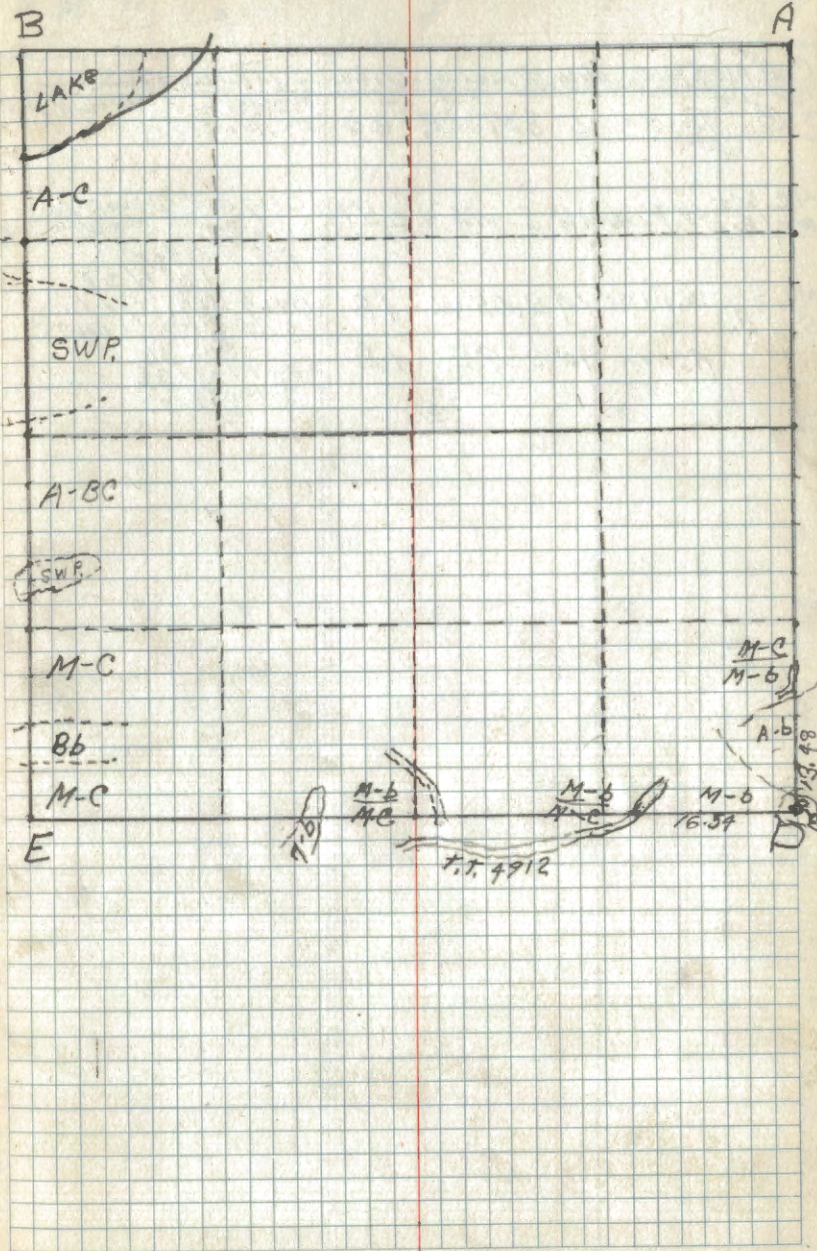












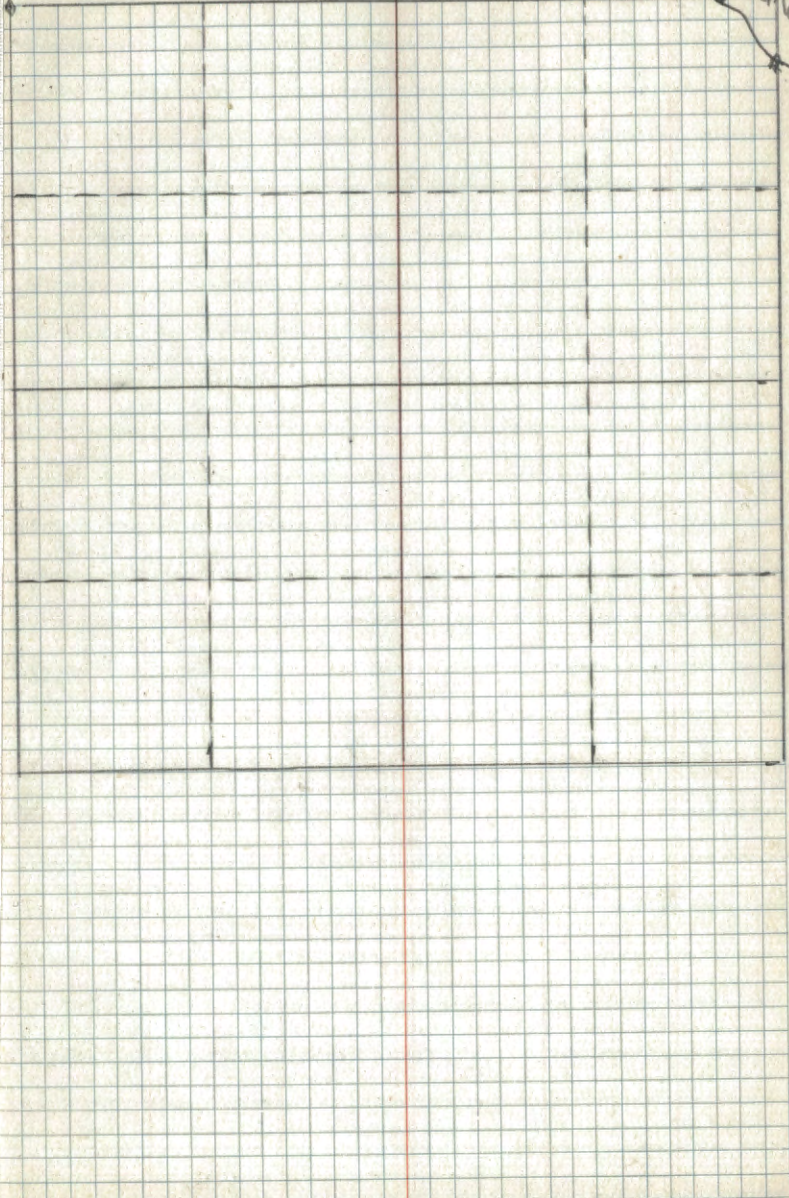






3

Twin Lake





Cor. at	Spec.	Dia	Bearing	Dist	Remarks
I ✓	cedar	10"	N. 32° W	10	COUNTY BT. F.S. Posters
	cedar	6"	N. 72° E	8	Cor. is cedar 3"-29" OK.
II	Basswood	14"	N. 9° W	64	Cor. scribed oak 3"-24" OK.
10. ✓	cedar	7"	N. 61° E	39	BT. Placed F.S. Posters.
	spruce	8"	S. 29° E	29	F.S. Posters 4"-36" Post.
E ✓	OAK	12"	N. 11° E	290	HAS 2 F.S. Posters. COR IS IRON WITH BRASS CAP. ALSO WOOD POST.
M.C. ✓	P. PINE	12"	N. 81° W	40	OP 19. BT. F.S. Posters. 8/16/38

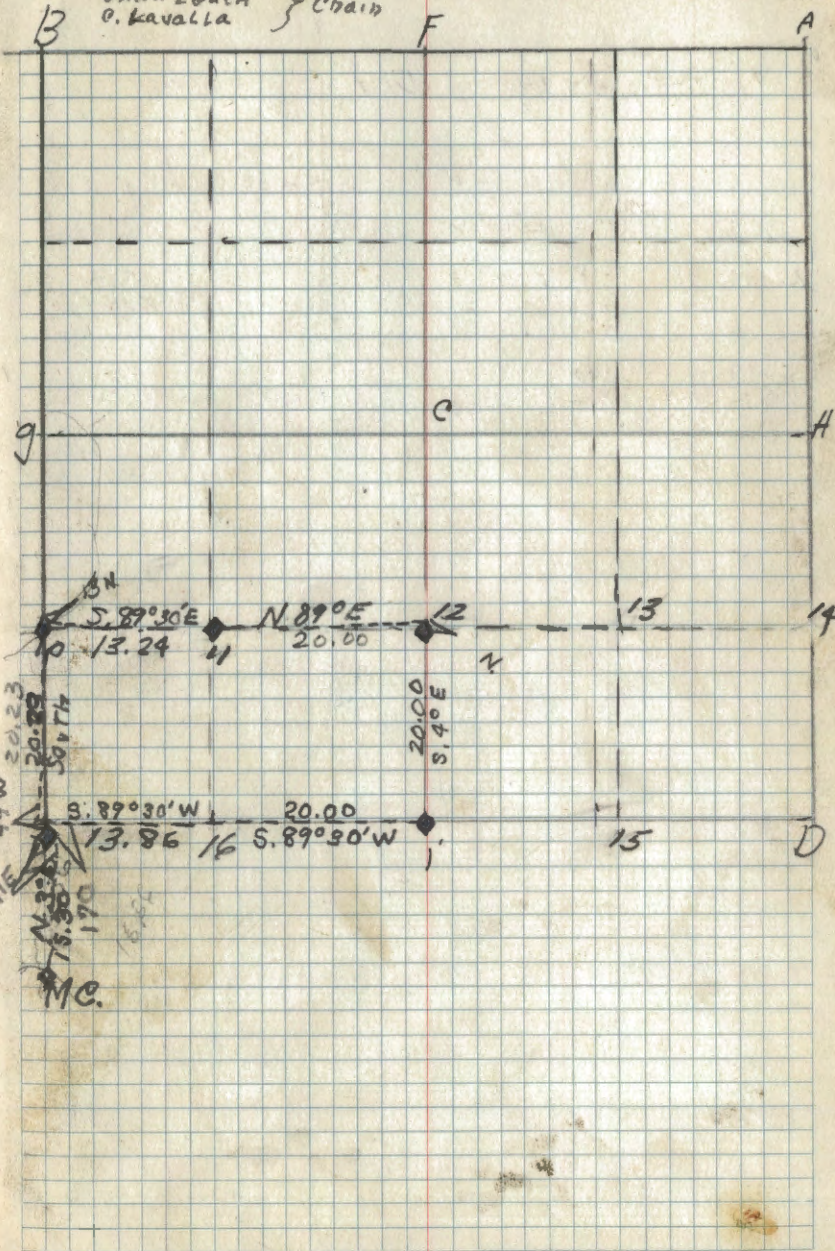
X.V. STYLER - COMPASS + NOTES.

E. VanStankeron

JACK. Leach

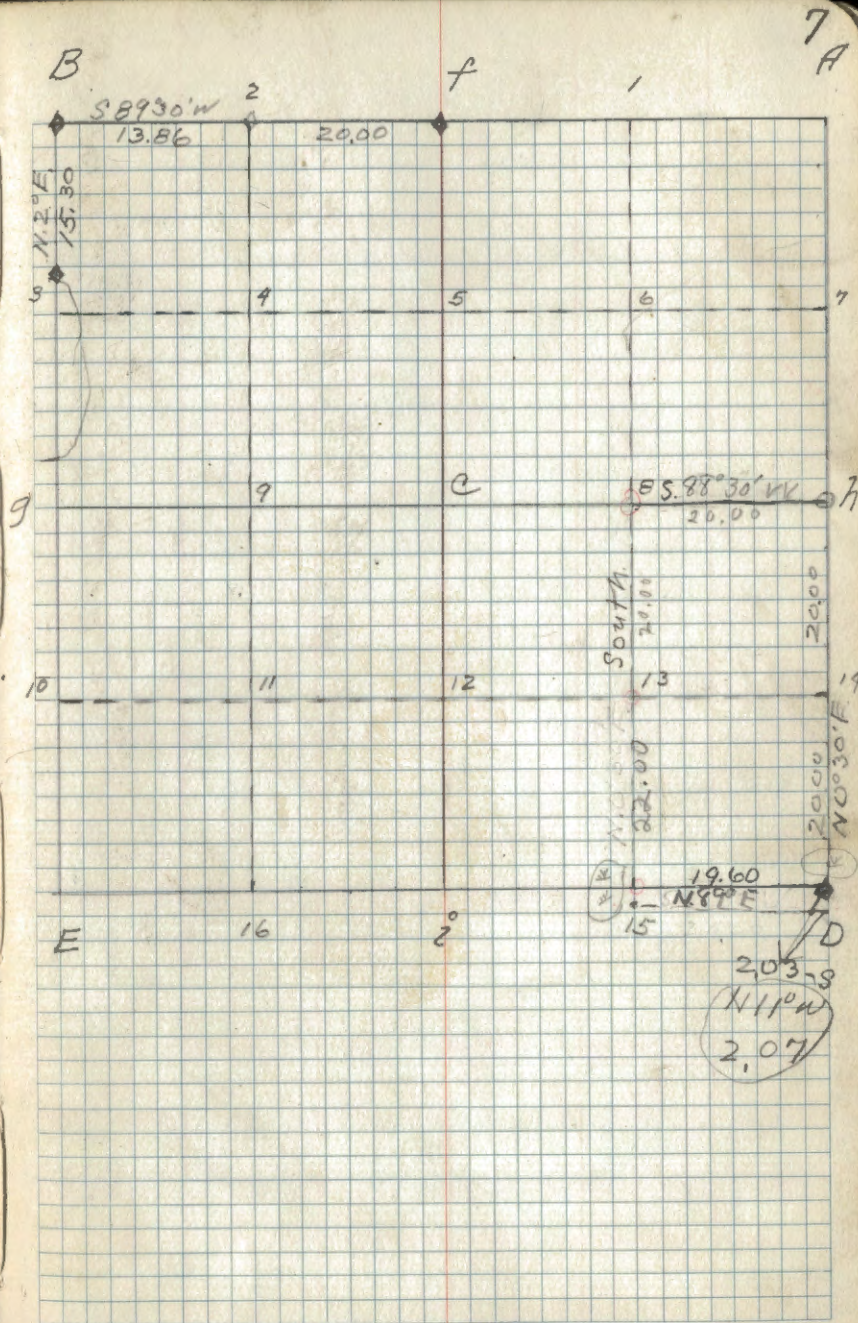
O. Kavalla

Chain





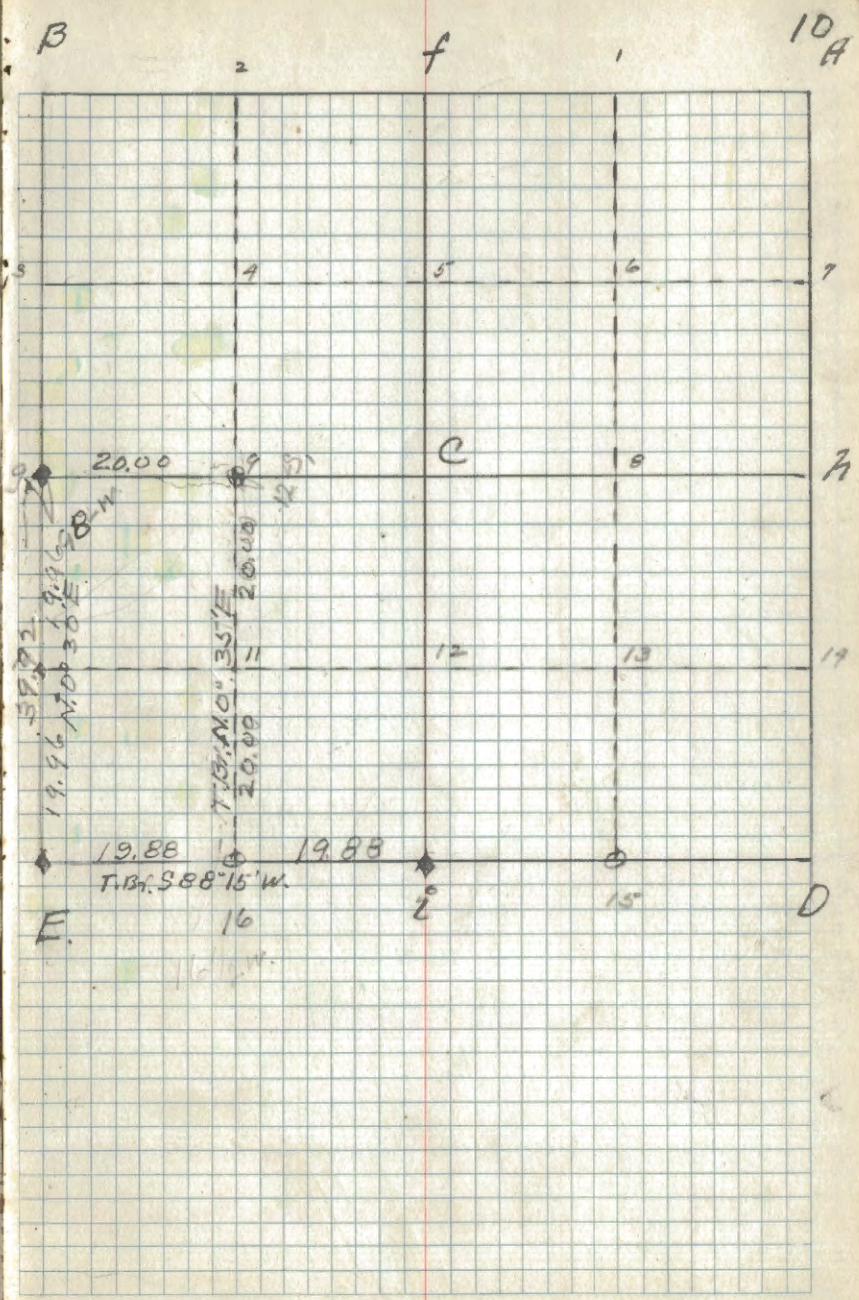
Cor. at	Spec.	Dir	Bearing	Dist	Remarks
B					See Sec. 6.
			S 98° 30' W		RAW OLD LINE ALONG OLD FENCE
h			S 0° 30' W		
APR 1/16 COR. NO. 8					
D	ASPER	10"	S. 60° 30' W.	10	Orig. B.T. placed F.S. Post COR. IS Iron Pipe 3/4" Level with ground. 8" x 5" Cedar Post 8/8/38
	"	4"	S. 10° E.	10	
	"	4"	S 87° E.	35-	





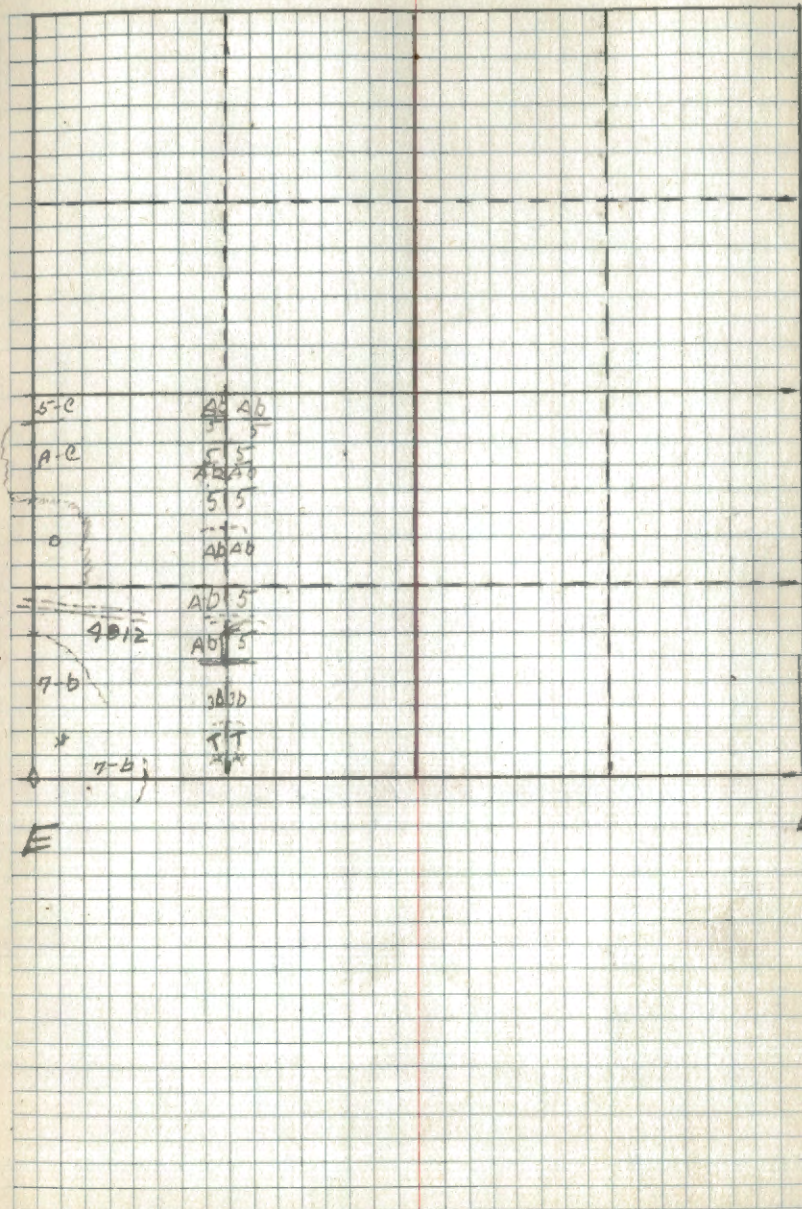
C. Van Spallern Compass  
 J. Leach } chain  
 C. Lavalla }  
 11/2/38

Cor. at	Spec	Dir	Bearing	Dist	Remarks
9 ✓	N. Pin	20'	S 51° E	18	Orig. B.T. FS Posters <sup>4" x 48"</sup> Set new Post Cedar 11/1/38 JAG/hang
E ✓	Tam <sup>Rotten</sup> Stp	0"	S. 74° E	64	Co. B.T.
	Tam.	3"	East	5	FS Posters Set Tam. Post <sup>3" x 48"</sup>
2 ✓	J. Pin <sup>stb.</sup>	8"	S 11° W	156	Orig. B.T. O.K.
	Aspin	5"	N. 81° E	21 1/2	M.K. New B.T. FS Posters
16	Balsam	5"	S 48° W	16	FS Posters JAG/hang 11-2-38





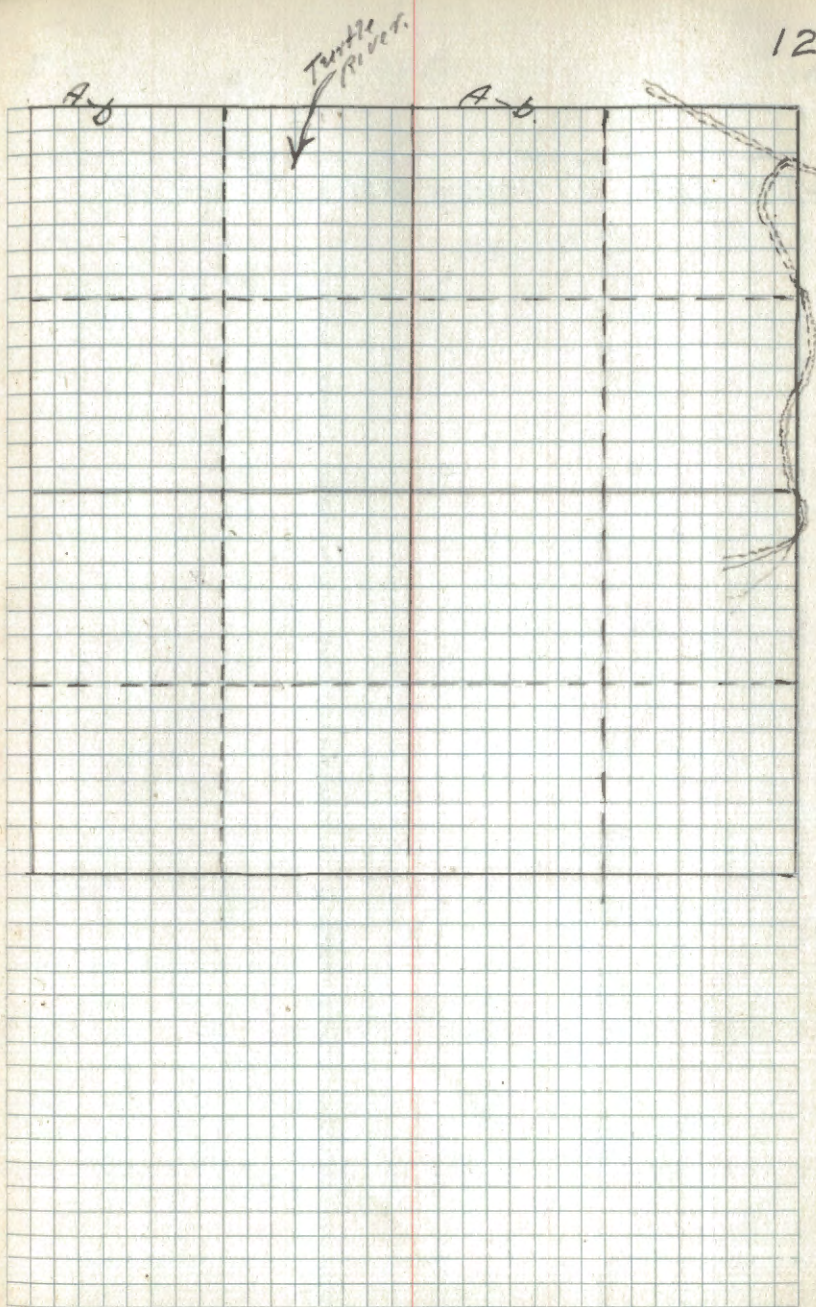
B













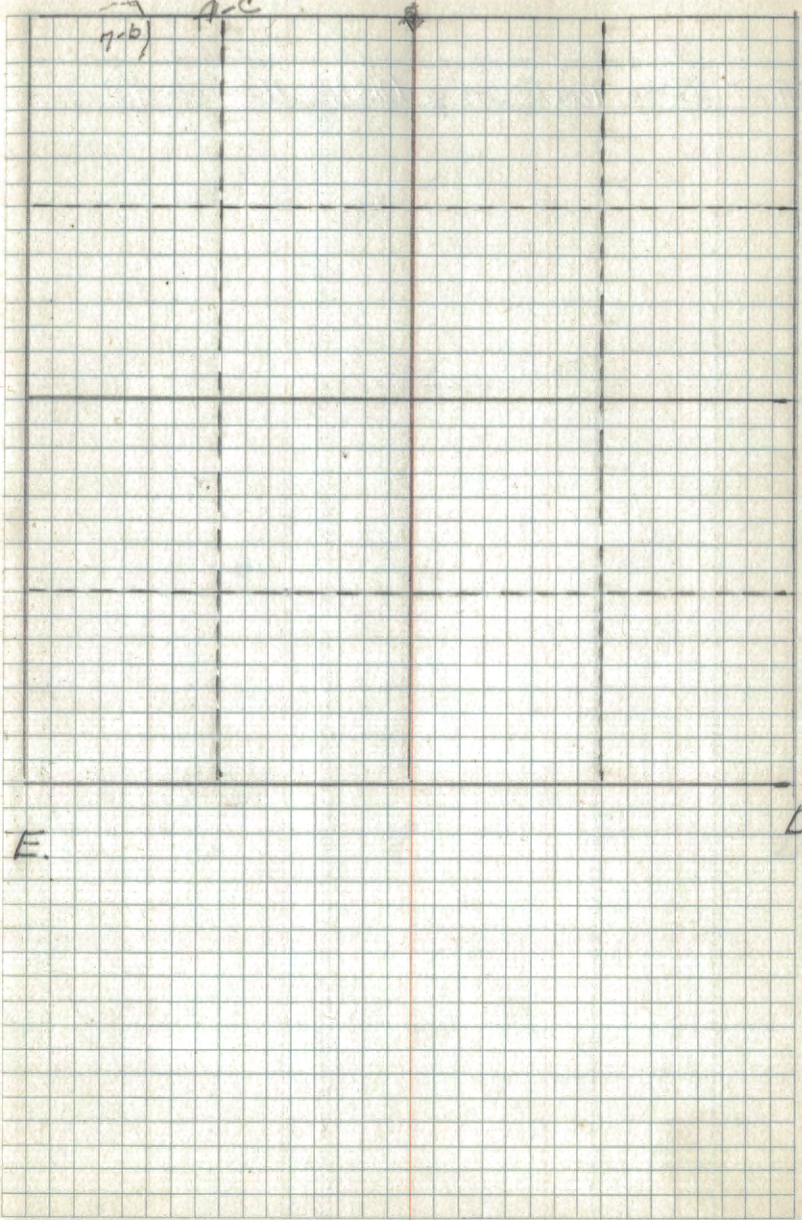




B

15A

$\overline{a-b}$      $a-c$











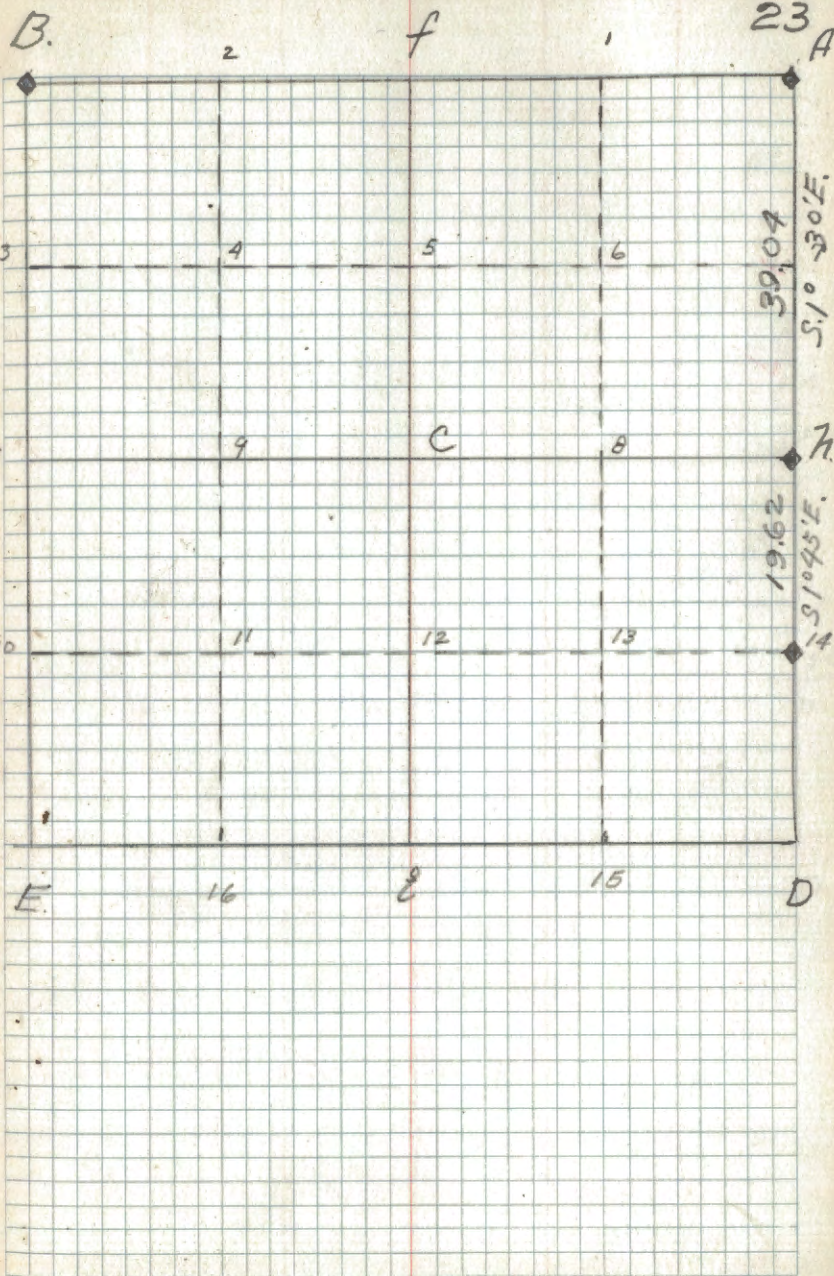






J.A. Gjelvang  
7/11/38

Cor. at	Spec.	Dia	Bearing	Dist.	Remarks
A					G.L.O. Brass Cap 17" Cement & of Road.
<del>11</del>	Cedar	5"	S 75° 30' W.	59 1/2	G.L.O. Brass Cap. ✓ on Iron Pipe 1"
	Cedar Fence post	6"	S. 76° E.	27 1/2	6" above Ground.
14	W. Oak	10"	N 80° E	52	G.L.O. Brass Cap. ✓ on Iron Pipe 1" 6" above Ground. 7/11/38





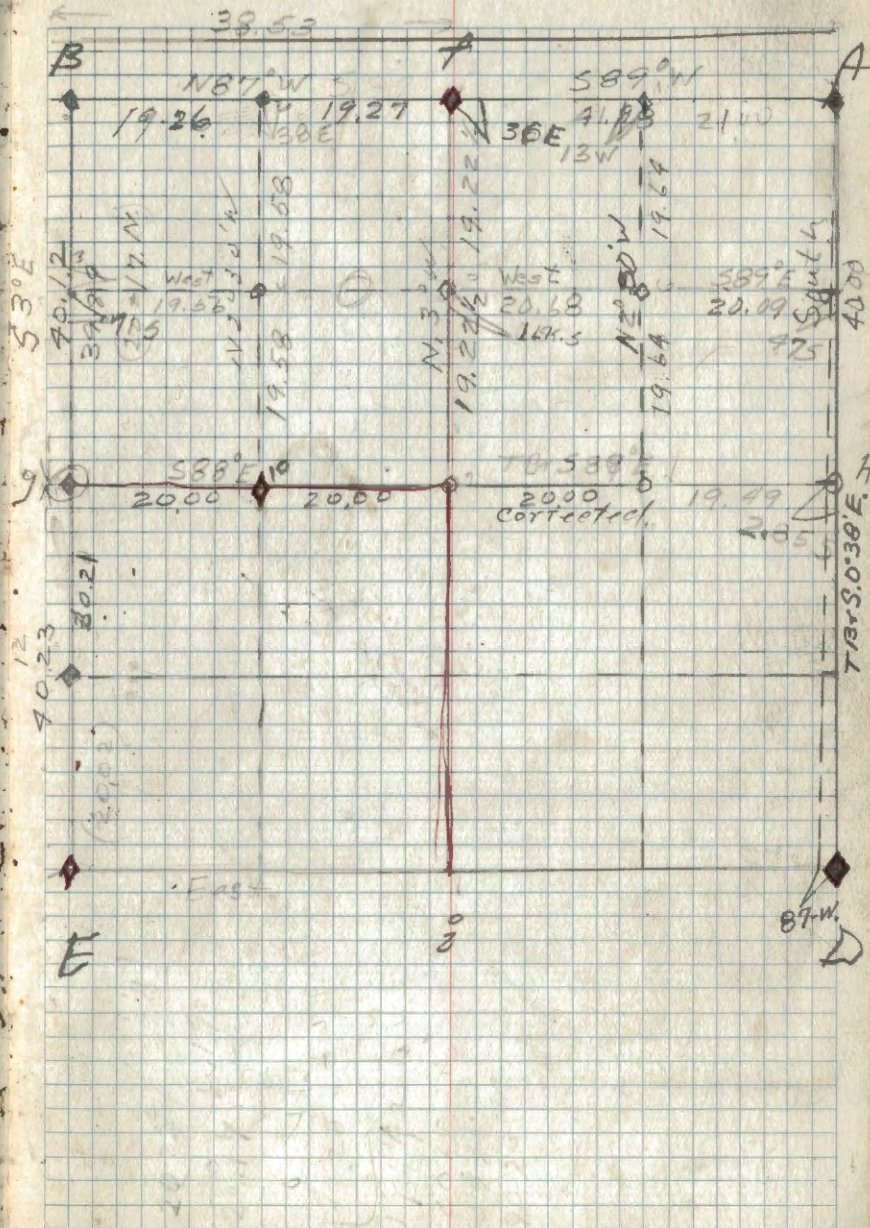




Corat	Spec	Dir	Dist	Remarks
B	See Lines Post	24	North	
10	Norway 9"	N 79°W	50	County BT + F.S. Post
	Norway 10"	N 52°E	111	
✓ F	Norway 14"	S 11°E	47	County BT + F.S. Post Cor in Cent Board 1/840 H Hoatd.

D

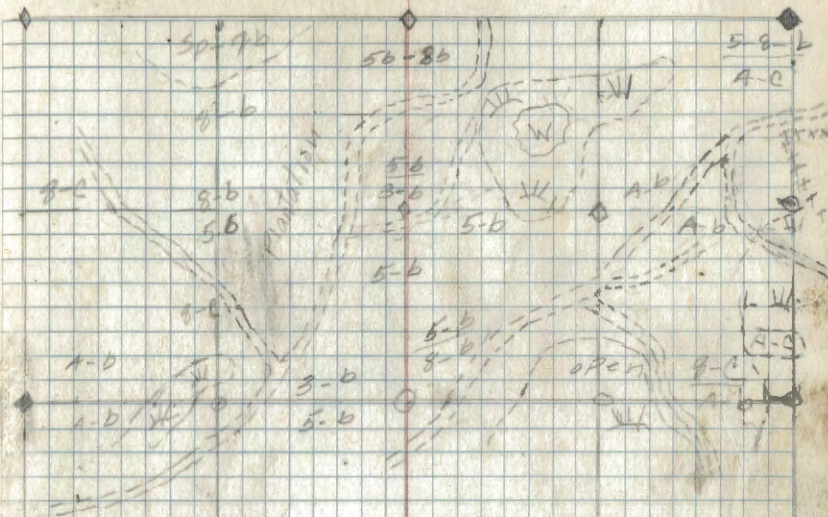
1926  
1927  
39.58





B

36A



E

D