

T143N R27W

BOOK #3

Book 3

T143NR27W

BOOK 3

K&S  
FIELD BOOK

82-0012







②

②



③ X-13 1/4 BETWEEN 33 + 34

Established

R. Maple <sup>53"</sup> S83°E 63.91 Scribed "14534"

16d nail on S side

③

VR-23-1 RW 20

4

T143N R27W TRAVERSE around

North half of SEC. 33 E 1/4 to W 1/4

Bearing from 2-1 is S 8 1/2° W

Dist 2-1 89-54.04 270-05-24 89-54-20 302.<sup>23</sup> 302.<sup>23</sup>

FS 3 171-25-40 351-25-30 171-25-40 351-26-30

BS 1 10-00-27 180-00-17 00-00-24 180-00-13

STA. 2 171-25-13 171-25-13 171-25-16 171-25-17

171-25-15

.31 549.161

2-3 883-27 271-19-48 88-39-50 549.<sup>32</sup> 549.22

3-2 91-23-54 768-35-51 91-24-01 549.<sup>32</sup> 549.22  
.32 549.156

FS 4 180-32-11 00-32-04 180-32-12 00-32-06

BS 2 00-00-11 179-59-59 00-00-05 179-59-56

STA 3 180-32-05 180-32-05 180-32-07 180-32-10

180-32-07

.41 1757.211

3-4 90-51-39 269-08-10 90-51-45 1757.<sup>42</sup> 1757.22

4-3 89-09-37 270-50-00 89-09-49 1757.<sup>46</sup> 1757.22

.40 1757.213

CK WA 1-25-84

Temp 32°

4

1-24-84

Wild 12 SM/

B. Ausk

HP 3800A SM/

G. Robertson

Leitz Prisms

G. Schultz

Reduce ALL slope distances

by 0.06 ft before

PK Nail

reducing to Horiz.

(prism correction)

4-9-84

549.161

~~549.22~~

PK Nail

1757.211

~~1757.22~~



5

Cont from Pg 3

FS 5 91-43-26 271-43-18 <sup>4</sup>91-43-50 ~~91-43-27~~ 271-43-19  
 BS 3 00-00-12 177-59-56 <sup>00-00-33</sup> ~~359-59-49~~ 177-67-58  
 STA 4 91-43-19 <sup>17</sup>91-43-22 <sup>17</sup>91-43-40 <sup>17</sup>91-43-21  
 91-43-19 -

4-5 90-08-57 267-50-290-09-13 2311.<sup>03</sup>~~08~~ 2311.022  
 5-4 89-51-53 270-07-4689-52-04 2311.<sup>03</sup>~~08~~ 2311.023

FS 6 181-36-14 01-36-05 181-36-16 01-36-20  
 BS 4 00-00-31 180-00-24 00-00-34 180-00-29  
 STA 5 181-35-43 181-35-41 181-35-42 181-35-41  
 181-35-42 -

5-6 89-54-02 270-05-4189-54-09 3665.<sup>67</sup>~~72~~ 3665.665  
 6-5 <sup>89-47-00</sup> 90-06-47 <sup>270-12-40</sup> 289-52-58 90-06-55 3665.<sup>66</sup>~~71~~ 3665.663

OK WA 1-25-84

5

1-24-84

PK MAIL

2311.02  
2311.08

PK MAIL

3665.66  
3665.72

42.234 14 32

Cont. from Pg 4

FS 7 108-56-18 <sup>55-55</sup> ~~288-56-09~~ <sup>55 51</sup> ~~108-56-07~~ <sup>55-55</sup> ~~288-56-01~~

BS 5 00-00-30 <sup>02</sup> ~~180-00-41~~ <sup>15</sup> ~~00-00-20~~ <sup>02</sup> ~~180-00-05~~

STA 6 108-55-48 <sup>53</sup> ~~108-55-48~~ <sup>43</sup> ~~108-55-37~~ <sup>53</sup> ~~108-55-56~~

108-55-49 ✓

6-7 89-47-00 270-12-40 89-47-10 499.<sup>28</sup>~~34~~ ~~499.31~~

7-6 90-17-06 269-42-37 90-17-15 499.<sup>28</sup>~~34~~ ~~499.33~~

FS 8 207-49-49 27-49-38 207-49-52 27-49-37

BS 6 00-00-01 ~~179-57-50~~ ~~359-57-59~~ ~~179-57-52~~

STA 7 207-49-48 ~~207-49-48~~ ~~207-49-53~~ ~~207-49-45~~

207-49-49 ✓

7-8 90-46-50 269-12-54 90-46-58 517.<sup>21</sup>~~22~~ ~~517.22~~

8-7 89-17-13 270-42-24 89-17-24 517.<sup>21</sup>~~22~~ ~~517.23~~

207  
360  
567

CKWA 1-25-89

Jan 24, 1989

PK Nail

~~499.34~~ ✓ 499.28

60d spike

~~517.23~~ ✓ 517.17



7

Cont'd from p 5

FS 9	84-04-57	<sup>20</sup> <del>264-04-20</del>	84-04-37	264-04-20
BS 7	00-00-35	<sup>198</sup> 179-59-55	00-00-12	179-59-55
TE 8	<del>84-04-22</del>	<del>84-04-25</del>	<del>84-04-25</del>	<del>84-04-25</del>
		84-04-24 ✓		

7-9	90-07-20	269-52-20	90-07-30	1717. <del>25</del> <sup>.19</sup>	1712. <del>25</del>
9-7	89-54-02	270-05-52	89-54-05	1717. <del>26</del> <sup>.20</sup>	1717.26

FS 10	231-27-04	51-27-56	231-27-02	51-27-53
BS 8	00-00-22	190-00-07	00-00-16	190-00-06
TE 9	<del>231-27-42</del>	<del>231-27-49</del>	<del>231-27-46</del>	<del>231-27-47</del>
		231-27-46 ✓		

	90-38-28	269-21-20	90-38-34	668. <del>85</del> <sup>.83</sup>	668.85
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CK WA 1-25-84

7

Jan 25, 1984

60d rail on west side  
of RR tracks~~1717.25~~ ✓ 1717.1960d spike on west  
side of tracks + 60d  
spike in RR tie as  
a tie~~668.85~~ ✓ 668.79

8 T143N R27W

~~Closing & FROM E 1/4 to W 1/4 S. 33~~

TRAVERSE AROUND S-NORTH HALF OF

SEC. 33

FS 4 178-33-28 358-33-13 178-33-29 358-33-16

BS 1 00-00-25 180-00-14 00-00-26 180-00-15

T@ 3 178-33-03 <sup>178</sup> 178-32-59 178-32-57 178-33-01

178-33-00

Dist. 3-4 91-07-54 268-51-40 91-08-07 849.63 849.403

-06  
849.57

1-27-84

T-2 SN

BLANK

SAME INSTRUMENTS

G. ROBERTSON

G. SHULTZ

NEW E 1/4 2" IRON PIPE UNDER ROAD

NO EVIDENCE OF OLD MONUMENT TIES

FIT FAIR



9 T143N R27W TRAVERSE E+W  
E CENTER OF SEC. 33

E  
B

FS 10 271-01-~~45~~<sup>42</sup> 91-01-27 271-01-36 91-01-31  
BS 3 00-00-~~09~~<sup>04</sup> 179-59-52 00-00-05 179-59-50  
π@1 271-01-38 271-01-35 271-01-31 271-01-41

Dist 271-01-36

Dist. 100-1 99-26-52 265-73-08 94-26-52<sup>39</sup> .48 235.77  
236.54 236.54 235.83

Dist. 101-100 90-23-33 269-36-19 90-23-37 565.96 565.95  
~~566.02~~ 566.01

Dist. 102-101 88-37-32 271-22-01 88-37-46 973.49<sup>43</sup> 973.15  
973.21

Dist. 103-102 88-43-35 271-16-11 88-43-42 785.44<sup>88</sup> 785.69  
785.75

Dist. 104-103 90-00-15 269-59-34 90-00-21 873.15<sup>09</sup> 873.09  
873.15

Dist. 105-104 89-57-30 270-02-23 89-57-34 606.72<sup>66</sup> 606.66  
606.66

Dist. 106-105 90-01-17 269-58-41 90-01-18 619.54<sup>58</sup> 619.58  
619.58

Dist. 106-10 90-02-17 269-5<sup>52</sup>36 90-02-21 712.12<sup>06</sup> 712.06

5371.95

SAME INSTRUMENTS

1-30-84

B. AUSK  
G. ROBERTSON  
G. SHULTZ

Remainder of  
Book

Blank  
Pages

SAME INSTRUMENTS

1-31-84

B. AUSK  
G. ROBERTSON  
G. SHULTZ  
J. JACKSON

closed 1" North