

1935

1937

1938

TRAVEL BOOK

365 A

OLDFLDBK 102

H.C. Hall - Rhinelander, Wis.

# KEUFFEL & ESSER CO.

## DRAWING MATERIALS

AND

## SURVEYING INSTRUMENTS.

### NEW YORK.

CHICAGO. ST. LOUIS. SAN FRANCISCO. MONTREAL.

### 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.

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	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

Calculated by Julien A. Hall, M. Am. Soc. C. E.

FOR KEITH'S RAILROAD CURVE TABLES SEE END OF BOOK.

Sept 13-1937 A.M.

25909 miles on car

25986.5 PM

8.

Sept. 23-1937

Mrs. Kate A de Jong

Minocqua, Wis.

Land in Sect. Lot 5-15-39-6 for  
Sale

VILAS County

40-8

40-4

40-5

ONEIDA COUNTY

SEC 8+9-36-10

" 13-39-5

" 10-36-10

" 19-38-7

36-9

" 3-38-7

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50	10	36	9	BOSTON
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60-61 + 79				RHINELANDER Brewery

1 November 8 - 1934

H.C. Hall - Keith + Car

Cruising 2 Men + Car 70 miles

Nov. 9

" 2 Men + Car 70 miles

For Mrs. Baackes

28 + 29 - 40 - 8

Rounder to 29-40-8 70 miles

\$ 10.00

" " " " " 70 miles

10.00

20.00

March 26 - 1935

North Pt. Secs. 28 + 29

9.40 To Lake

Over open water from shore to good ice

Stachia shot 6' on Rad = 600 = 9.09

= 18.49 To point on ice from which measured

North Spring at 0.00

41.90 Shore on point

42.50 Hub on point + 18.49 = 60.99 =

(4025.3')

60.99 = Hub on point. Left line at

this point for the present

4 hours

\$ 4.00  
24.00

June 16 - 1935 Tuesday

For Mrs.

Baackes

29-40-8

H.C. Hall - Keith Hall - Paul Hershey - Andrew

Kleppe

Set Original M.C. South Side Baackes

Point at 60.27 N of SE Corner Sec. 28 &amp; 29

Identified Orig. By W. Pine Stump 14 N 75° E

25<sup>th</sup> Placed flag at said M.C.

Went to Orig. S.E. Cor. Sec. 29 - Iron

Marks on Orig. Y. Pine Stump N 5° W. 40<sup>th</sup> White

Pine Stump badly rotted. Drove Iron

Pipe By old post. At 9.65<sup>d</sup> North on

Sec. line on South bank of Lake

Content Transited on to Sec. line

Between Orig. S.E. Cor. Sec. 29 and

Orig. M.C. S. side Baackes Point and

Set M.C. 9.65<sup>d</sup> N. of Sec. Cor. Drove Iron

Pipe &amp; Set Tam. Post. Bys. Birch 12 S 77° E

13<sup>th</sup> - Spruce 7 S 19 W. 43 1/2<sup>th</sup> Beam

ing of Sec. line at this M.C. is 1° 0' E Var.

Measured the two Orig. Meander Shots

on Baackes Point and they check with

Orig. Notes. A very old blazed line

correctly represents the orig. Sec. line

over the point N.Y.S.

Wednesday July 17 - 1935

Same Crew of yesterday

at 60.99<sup>or</sup> Hub on Baachas Point Set March  
on Sec. line .71%<sup>th</sup> To Orig, M.C. Drive Iron  
Orig. Pine Stump 14 N 75° E, .25<sup>th</sup> Made new  
Marked B.T. on Bark of Both trees and  
Stump - 2x4 marked O.B.T.

26 - 1935 as measured on ice. Measured back  
Pipe in bottom of lake 4' from shore. Set from  
Bgs. W. Pine 14 N 50° E, 22<sup>th</sup> - W. Pine 26 S 67° E, 30<sup>th</sup>  
Iron nails in same. Drive Pine 2x4 at Orig.

at 60.49<sup>1/2</sup> Drive Iron Pipe on line and Δ

N. To E. 2° - 31' to pass large pine trees

" 64.59%<sup>th</sup> M.C. N. " " + for M.C. N. side of point

Bgs. Maple 6 - S - 8° W, 10<sup>th</sup> B. Oak 10 - S 15° E, 24<sup>th</sup>

" 64.59%<sup>th</sup> Stadia over Bay 1/2 wire 3.77 = 754.

9' M.C. W. .27<sup>th</sup> on to line for M.C. Bgs. W. Pine 10 - N 57° E

W. Pine 7 N 65° - 30' W .92%<sup>th</sup> M.C. at 76.031<sup>or</sup> =

(5018)

at 82.70<sup>th</sup> offset W. A1<sup>th</sup> on to true line. At  
Iron Pipe in pine stump for M.C. - Bgs. Birch

83.40 Set M.C. S. shore Big St. Germain lake. Drive.

35 30 W. 07<sup>th</sup> - Birch 4 - S - 15° E, - 17<sup>th</sup>

(.41<sup>th</sup> ÷ 23.41 = .01751 = 1° - 0' correction from

60.49<sup>1/2</sup>) = Sec. Line Blue 28 x 29 - 40 - 8

North from S.E. Corn Blum. 28 x 29 - 40 - 8 -

Mag. V. 1° E

9.65 M.C. S. side Lake Content = (636.9)

60.27%<sup>th</sup> M.C. N. " " " S. side of Point

Orig. M.C. Δ E 2° - 31' to pass trees

64.59%<sup>th</sup> M.C. N. " of Point - Stadia over Bay

= (754.9)

76.031 M.C. N. " " Bay

83.40 M.C. S. shore Big St. Germain Lake

= 5504.4' on Sec. Line

83.90 Corn in lake

= 5537.4' length of Sec. Line

4 Wednesday July 17 - 1935 - P.M.

Same Crew

At SE. Corner Sec. 29-40-8 Turned  $\Delta$  N. To W. from Corrected Sec. Line Btm. 28429

$\angle = 91^{\circ}-09'$  Run West on  $2^{\circ}$  E Var on old cut out line

148' Hub

421.8 "

632.7 "

973.2 "

5-P.M. To Camp

Thursday July 18 - 1935 - Same Crew Prolong S. Line of Sec. 29 as of yesterday

1133.5' Hub East of Curve in Highway N<sup>o</sup> 70

1300 Center of Highway 70 on Curve = (At 1302 More N.  $23\frac{3}{10}\%$  Ft. for  $\frac{1}{8}$  S. Cor)

$$1302 \times .0179 = 23\frac{3}{10}$$

1488.5 Hub

1992.5 "

2134.5 "

2603 " Fell  $46\frac{7}{10}\%$  South of  $\frac{1}{4}$  S.

$$(46\frac{7}{10} \div 2604 = .0179 = 1^{\circ}-01' \text{ correction})$$

5 Thursday July 18-1935-Continued

At Hub 1992.5 West of Sec. Cor < N. To  $\frac{1}{4}$ S. =  
at 1992.5 N.  $3^{\circ}-21'$  Transit Telescope  
( $0^{\circ}-45'$  E. Var.)

506.7' Hub Old line

724.1 " Top High Bluff

921.3 " high Bank of River Valley

1021.3 over River

1100. Hub West of River

Too hot to work quit at 4<sup>00</sup>

Drove on to Anderson 18 & 19-As-8  
to Rhineland

S.L. 29-40-8 Continued West from  $\frac{1}{4}$ S.

$4^{\circ}-22'$  Then Set over  $\frac{1}{4}$ S < from flag  
and Run West on line as correct East of  $\frac{1}{4}$ S.

P.M.  $\frac{3}{4}$  day for Keith & H.A.

also drove to Frank Zeruba's then



6 Monday July 22 - 1935 - P.M.

Continued S.L. 29-40-8 West from 1100'

1100' Hub west of River

1208.5 " Top of High bank

1800 "

2509.1 " in open

2670.4 " Orig. Sec. Corner Bs. South 47'

$$47' \div 2670 = .0176 = 01 - 01$$

1/2 day for HCK & Keith

H.C. Hall - Keith Hall - Paul Hirshey  
and Herman Taneling

$$1335 = 185, \text{ Move South } 23.5 \text{ for } 185.$$

7 Tuesday July 23-1935

Same Crew of the 22<sup>d</sup>

West line 29-40-8

Temp. located D.H. Vaughans 1/4 S. 1/4 Pine Stump 8 S 33° E. 71<sup>th</sup>

Set Flag on Sec. line N. of 1/4 S. Set Transit on hill South of 1/4 S on Random line of Vaughans 1/4 S. Temp. and run South 1°-35° E. Van. on Town Road.

99' Hub in Road Top of hill

620' Center of traveled Highway #70

642.2' Hub South of Highway 70

911.2 "

1115.6 "

1175' " Left Bank of River

1229.5' Right " " "

1273.5' Hub Top of High Bank + 37.5 = 1311' at 1311' Move E. 12.62' fr S. 1/8 S.

1953.8' " open (1311' + 1287.3 = 2598.3) Length of line to S. 1/8 S.

2398.1' " "

2575' " Intersect E & W Random at 2688.8 West of S. 1/4 S. & Interior of 2 Random Lines = 90°-27'

2622' Orig. Sec. Corner B.S. E. 19'

19' ÷ 2622 = .007246 = 0°-25'

To Camp - 1-day HCA & Keith

8

29-40-8

Wednesday - July 24 - 1935

Same Crew

Prolonged West Random Sec. line North from

'14S To North '18S. By Vaughan

Run line North and cut it out. Hit

Vaughans '18S.

Measured line South from '18S. To

'14S.

South

134 Hub West end of large Indian Mound

668 "

1287.3 Temp '14S. Vaughan = Total length of line

at 1287.3 Moss East 6.25 for correct '14S.

 $1287.3 + 2622 = 3909$  Total length

The falling 19' of yesterday

 $19 \div 3909 = .00486 = 0^{\circ}-17'$

9

July 24 Continued

Went To (Iron Pipe Fewa Post) said to be D. H. Vaughan  $1/16$  S NW  $1/4$ Run West Random To pass south of Cotta 909 V.  $2^{\circ}-30' E$  For  $DHV^{\circ} 1/8$  S. on W. Line  
490.8' Hub Needle Reads  $7^{\circ}-50' E$  Var.1365.4 " on Indian Merid (East end)  $1/8$  S. Bs. North 121'

$$121' \div 1365' = .0886 = (05-04)$$

Back To  $1/16$  S. (S) supposed to be. Think it has been moved South  
 Back Sight on Picket at 1<sup>st</sup> Hub west Random. Turn  $\angle$  N. To S.  $5^{\circ}-4'$   
 and run east for Vaughan  $1/8$  S. N. of Center of Sec. Var.  $2^{\circ}-30' E$   
 Cut about 500' of line did not measure

5-P.M. To Camp

1-day HCH X Keith

29-40-8

10 Thursday - July 25 - 1935

Continued line of yesterday

473.6 Hub

605 "

760 " Needle Reads 2° - 50 E. Var.

1210 " east of swamp

1264.5 " Vaughan 1/8 S. B.S. N. 108'

÷ by the total distance of

The point said to be D.H.V. 1/16

over same. Run East on

To D.H.V. 1/8 S. N. of center

East

409.1 Hub

600 " East side Ridge

760.4 "

1100 "

1266.4 D.H.V. 1/8 S. Hit it

1500 Hub in field N. of Fence

1772.0 D.H.V. M.C. West side of Lake

that the 1/16 S. was moved

Same Crew

Toward D.H. Vaughans 1/8 S. N. of Center

Therefore The falling of 108'

 $1365 + 1264 = 2629 = .04108 = 2'' - 21$ 

S. is Moved North 56' Transit set

Corrected line from D.H.V. 1/8 S. W. line

(From Point 56' N. of Iron Pipe, Measured under  
a Cottage to S. Shore of Big St Germain Lake  
to D.H.V. Bps. on shore. 171.5 To Lot Stake set  
by someone. 182.6 Shore of Lake

Content. Hit M.C. This is proof  
south 56'

11

29-40-8

Friday - July 26 - 1935

Set Stations for Stadia measurement  
of Section for initial points

Sta. No 1 - West bank of outlet

Sta No 2 - D.H.V. M.C. on N 1/2 L in W side lake

Sta No 3 - Old Road

Sta No 4 - Duck Point

Sta. No 5 - Duck Bay "West Side"

Same crew

around Lake Content using East line

12

29-40-8

July 26-35 - Continued

Sta. No 6 - S. of Duck Point

Sta. No 7 -

Sta. No 8 -

Sta. No 9 - N. side S. Bay

Sta. No 10 - Eagle Point E. Side S. Bay

Sta. No 11 - East of Eagle Point

13

29-40-8  
July 26-35 Continued

Sta. No 12 -

Sta. No 13 - E. Bay Entrance

Sta. No 14 - Extreme E. End East Bay

Sta. No 15 - Hump N. Side East Bay

Sta. No 16 - Extreme E. End N. Bay

Sta. No 17 - N. Side N. Bay West of Sec. line

at 1263.1 on Sec. line M.C. N. of Baackes Point  
< N. To E.  $21^{\circ}-30'$  = Stadia 607at 4263.1 on Sec. line  
< N. To N.  $21^{\circ}-30'$  = Stadia 800



14

July 26 - Continued P.M.

Took Stadia over Lake Constant on  
on point on east line of Section

Old N. 1/2 line From M.S. W. Side of Lake To Sec. line  
5' North of 4263.1

1/2 Wire Reading 11 = 2200 Red dirt  
triangulation of same - 4 P.M.

correctly Held. Will take this later also

3/4 day HCH & Keith

To Rhineland after Supper

15

Pages 15 to 23 are blank

2<sup>nd</sup> Aug. 26 - 1937 For McKenna  
HCH-K. Hall - Connie Olkowski - Lester Sim  
Cor. Secs. 26 - 27 - 34 - 35 - 40 - 4 E in Road  
Marshalls Bgs.

W. P. 11 N 36° E. 76<sup>th</sup> = 50.16

" " 12 S 45° E. 78<sup>th</sup> = 51.48

@ 1.8 N. of cor. on Marshalls E X W Road

← W to N off Marshalls <sup>E X W</sup> Road 92° - 15'

Run North on 0° - 45' W. Van. To

2<sup>1</sup>/<sub>2</sub> Hb. Did not measure

To Yescheks Hotel so

the night - 1/2 day for 4

Aug. 27 - Same Creek

258.8 Hb. + on small stone

825.5 " Pothole S. of #70 Hwy.

967 Center Hwy. 70

1066 Hb. N. of #70 Hwy. Sta.

1300 Hb.

1670 Hb. Sta.

2203 Hb. Sta.

(Aug. 24 - 1-day Cruising 2 Men + Car 90 miles)

25

27<sup>th</sup> Continued

2384.8 Hb. T, Sta,

2550.2 " " "

2671 " " " < N. To W. To Origl.

Fort. M.C. = 29°-05' N To W

191.5 Hypo.

2838.35 = M.C. = 93' ÷ 2838 = .03276 = 01'-53"

SIN 5 = .48608 Falling = 93.08'  
Cos = .87391 L of L = 167.35' + 2671 = 2838.35 To M.C.

M.C. Down S, P. N. Side Large Boulder

Bgs Original W Pine Stump 85 S. 33° E, 17<sup>th</sup>

" " V. Pine Burned over Down E. Side Pine

Post Marked O. B. T.

New Bg. W. Pine Stump 20 S. 33° W. 34.5 Ft.

< From <sup>(orig M.C.)</sup> 2838.35 To Original M.C. on N. Side Lake

Def. < NW To E. =

Intersect < S.E. To N = Comes N. Side Lake Not visible  
mark point

< SW Cor. of Sec. 26 from our Road N To Marshall

Remainder E. = 87°-45'

1 - day for 4

26/ Aug. 28 - 1937 Fort McKenna  
Same Crew of Yesterday

@ Cor. To Succ. 26-27-34+35-46-4 E.

Run East on Marshall's Random L from  
our Random N =  $87^{\circ} - 45'$  -  $2^{\circ}$  E. Var

To Marshall's Point Top of Hill T. Sta

804 Hb, T. Sta

1265.6 Hb T. Sta =  $\frac{1}{8}$  of Marshall's 2 miles

< W to N,  $90^{\circ} - 22'$  from Marshall's Random Line

@ 14 N. drive State on corner SW Line

to Measure North from to Lake

N.  $1^{\circ} - 45'$  E. Var.

158.4 Hb T. Sta

472 Center Hwy, #70

974 Center Old Road NE + SW

1007.9 Hb, T. Sta,

1366 Hb, T. Sta,

1817.5 Hb, T. Sta, N. Rim of Ridge

2354 Hb, T. Sta, offset East 1 - Ft

To Pass in Lake Point

2737 Bank of Lake + Set  
Post + Rocks

Bgs. W. Pine 22 S. 15 W. 9

Ham Blazed NYS, Old Line

Bs. N.E. 26.4 ft,

1-day For 4

Home to Plunkandore

Paid Lester <sup>\$</sup> 3<sup>00</sup> on acct.

27 Wed. Sept. 1<sup>st</sup> 1937 For McKenna  
Hoff - Keith Hall - Conie Oltowski - Lester Sims

@ 1304 N. of SW, Cor Sec, 26-40-4

Mon West 42.7 for  $\frac{1}{8}$  S, Cor

@ 1304 2<sup>nd</sup> Ponds  $\angle$  N to E  $87^{\circ} 07'$

Run Easterly on  $2^{\circ} - 35' E$ , Var for  $\frac{1}{8}$  LINES

311 Hd, T, Sta.

1265.3 - Instrument NKS 18 @ 1301.5

@ Sit  $\frac{1}{16}$  S

W. Pine 13 S,  $62^{\circ}$  W. 15.8

Down Popple Post

11<sup>00</sup> AM. to Hotel

4 - Boarding at Yeschek's

Pass SW cor Lot 4

W. Pine Strung.  $30^{\circ}$  N  $20^{\circ}$  W 8

" " "  $40^{\circ}$  S  $15^{\circ}$  E 26.7

Sat P.P. Post

Aug. 31 - 1937 For McKenna  
Lot 3 & 4 - 29-40-5

HK - Keith Hall - Connie Olkowski - Lester Line

Measure W. to rd from 1/4 S. 186 Centre Town Road

538' Thence N. to rd 45' To J.P. Point

beginning, Thence N. 4° E for 778' to J.P.

Thence W. Westward along Bank of Lake 700' to J.P.

on Neck betw. the two County Lakes. Thence S. 58° W

47.4' To J.P. N. of Neck, Thence S. Westward

along Bank of Lake 700' to J.P.

W Line S. 27° - 30° E

W. LINE S 33° - 45° E 817' To N. Bdy

Road to J.P. 45' N. of E & W 1/8 Line

Thence East along N. Bdy, Road 662'

To place of Beginning.

(W. LINE - 1st 100' Strip W. of W 700' = 715'

to N. Bdy. Road - Begins S. 33° - 45° E, Thence

Easterly along N. Bdy Road 123' to Place

of Beginning.

= 1-day for 4

(Bal. of Shoreline East to River = 322' <sup>on top of Bank</sup>)  
Bgs, NE Cor, E 700' Tract

y | P. 9 N 61° - 30' W 28.2

" " 8 N 21° E 6

B. Oak 5 - 5.54 E 12.5

Drive J.P. Top High Bank about 20' at Water

Bearing N. Line = S. 58° W

B. NE Cor B. Oak 6 S. 67° W 28.2

J.P. Pipe

B. West of Neck on Little Crawling Slough

B. Oak 6 N. 47° E 18.7

Drive J.P.

47.4' Btm. J.P. on N. Line

over neck

(N. End. of 100' Strip = 104.4' Shoreline)

paid Keith \$2.00

29

Sept. 1-1937 - P.M. McKenna

SW Cor Preacher on Road N.  $30^{\circ}$  W,  
 $\frac{1}{8}$  SE " " " " N.  $70^{\circ}$  E,  
 from J.P. @  $\frac{1}{8}$  S. Cor

50.2  
 106.4

Cut out West Line Lot 3 -

29-40-5

Bal. of Frontage E. from N.W. Corner

= 773' To Preachers 100' Strip

SE Cor. of 662 Tract J.P.

B. Oak 6 N  $45^{\circ}$  W 25.9

Lot 3 - Sec 24 - 40 - 5

From an J.P. on Bank of Fance Lake

which stands 800' Westward &amp; Northward

from S.W. Cor. Lot 3 Run East on

1 $^{\circ}$ -15' E. Var.

654.4' West Side, Town Road

392' South to S.L. line East. Lot 3 on West

Side of Road

@ J.P. 657.4'  $\angle$  W to N  $90^{\circ}$ 

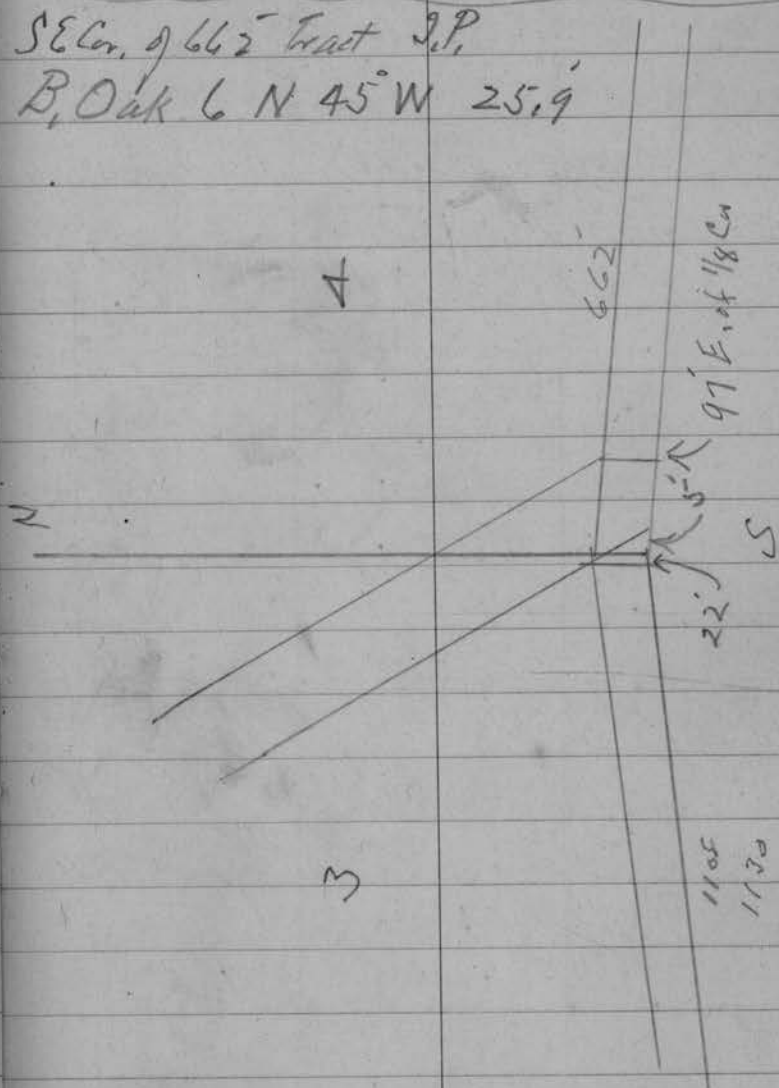
200 + 400'

To Hotel

1 - day for 4

@ 392 Bgs. Y. P. in Strip 1/4 N.  $73^{\circ}$  W 38.7'

From J.P. 25' W. of Center Road

107.9' W. of  $\frac{1}{8}$  S. Cor on S.L. Lot 3



Sept. 2 - 1937 McKenna

Saw One yesterday

on Mt. Lot 3-24-40-5

@ 592 N. of S. Line Lot 3 on West

Bdy. Road  $\angle$  S To W  $90^\circ$  Run West To Lake

550.7 Hb. High Banks

Bps @ 592 = Birch 3 N  $5^\circ$  W 3.9Cherry 3 S  $60^\circ$  W 8.5Drops J. P. 2 S  $2^\circ$  W. of Center Road

@ 792 N. of S. Line Lot 3 W. Bdy. Road

 $\angle$  S To W  $90^\circ$  Run W. To Lake 572

To Hb. High Banks

Bps. Y. Pine 10 N  $65^\circ$  W 25.4192 W. " 9 S  $80^\circ$  W 15.3Drops J. P. West Bdy Road  $25^\circ$  West of Center

Rain - To Rhineland

 $\frac{3}{4}$  day for 4

(Sept. 6 - 1937

Paid Lester Sine \$ 10<sup>00</sup> on Acct.

Sept. 9 - 1937 - R.H. + K. Hall

NW Cor Lot 3-24-40-5 = Y. Pine 7 N 21-20 W 62

W. Birch 6 N 49- $\frac{1}{4}$  E. 7.9N.W. Cor Y. Pine 14 S  $62\frac{1}{2}$  E 12.5Y. Pine 9 S  $6\frac{3}{4}$  E 25Drops NW Cor 2 $\frac{1}{2}$  200 Y. Pine 8 N  $60^\circ$  W 8.2Drops J. P. B. Oak 5 S  $80^\circ$  E 31Drops S.W. Cor 2 $\frac{1}{2}$  200 Y. Pine N. 20 E 7.2

Drops J. P. " " S. 12 W 7.2

(Bal. of Frontage North To N.W. Cor. = 54.2  
Lot 3-24-40-5Set above corners & the two on Previous Page  
and corrected Rice's west line in  
West Lot 4-29-40-5

1 - day for 2

31

Monday Sept. 13-1937 McKenna

HCH - K. Hall - Connie Orkowski

To SE-SW-31-41-6 Town Line

Began @ Original 1/4 S, 1/4 31 Run West

from J. Pope Set @ 1/4 S this A.M. on 0-45° E Var

4.72 1/2<sup>ch</sup> Hb. T. Sta.

7.90 3 " " " offset N, 1' Pass Sugar

(12.66 " " " " S. on T. Line (N)

15.95 " Draw Stake on Random

18.00 " Hb. T. Sta.

21.95 3 Hb. T. Sta

23.91 8 Hb. T. Sta

28.75 Orig. M.C. Pin with facing

begin Cut N. Base Tow 3' N, 30° E, 7' on Bank

(Fall North 48 3/10<sup>links</sup>)

48 ÷ 28.75 = .0166 = 0°-57'

Both B.T. = Good condition

Corrected 9/14/37

Moog S.

.078<sup>ch</sup>

" "

" "

.131 "

" "

" "

.21<sup>ch</sup> + (12")

" "

" "

.264<sup>ch</sup>

" "

" "

.298<sup>ch</sup>

" "

" "

.364<sup>ch</sup>

" "

" "

.397<sup>ch</sup>

" "

" "

.48<sup>ch</sup>

1 - day for 3 - 80 Miles

32

Tuesday, Sept. 14-1937

M. Skene

HCH-K. Hall - Connie Olkowski

@ 1/4 S. & 31-41-6  $\angle$  W to N off Randon  
 = 89-03 Run North on 1-30 E. Var.

3.50<sup>ch</sup> Learn Marsh7.844<sup>ch</sup> H6 T. Sta.15.12<sup>ch</sup> " " "(1303.5)  
(19.75) Drain J. Pipe

(Bgs. Birch 6 N. 6° E. 3.6 Ft.)

$\angle$  S. to N. 90° Run West to Lake  
 on 2° E. Var.

6.65<sup>ch</sup> To Lake & Set M.C.

Drain J. Pipe Bgs.

W. Pine 14 N 40° W 5 Ft.

1 - day for 3

80 miles

(1316.7)

P.M.

@ 19.95<sup>ch</sup> West of S 1/4 S on Randon  
 Mean South 33 1/2<sup>th</sup> Drain J. Pipe for  
 1/8 S.  $\angle$  W. to N. off Randon 89-03

(21.2)  
4.11<sup>ch</sup> Bank of Stern Lake & Set

M.C. Drain J. P.

Bgs. Birch 5 S 6° E .07<sup>th</sup>B. Oak 7 S 8° W .30<sup>lk</sup>

Set Birch Stake Mkd. M.C.

about 10' from Water on West Side  
 of Small Bay

$\angle$  Sp. 1/8 S. Birch 4 N. 44° E .04 1/2<sup>th</sup>

Ham. 8 S. 40° W .28 1/2<sup>th</sup>

Drain J. Pipe

33

Monday Sept 20 - 1937 For McKenna  
 H.C.H. - Pay Hall + Keith Hall - P.M. from  
 The Bowman job in Sec. 15-39-6 To  
 Stearns Lake for McKenna.

From N.E. Cor. Sec. 1 - 40-5 South  
 to Road on  $1^{\circ}50' E$ . Var. about  $150'$   
 Thence to M.C. Blw. 40 x 41 on E. Side  
 Stearns Lake. From M.C. S. 627  
 and West  $476'$  To Bank of Lake  
 and cut out West Line of N.E. N.E.  
 of Sec. 1 South  $73'$  feet to  
 the Road or old R.R. grade

3 Men + Car. Charges \$ 10.00

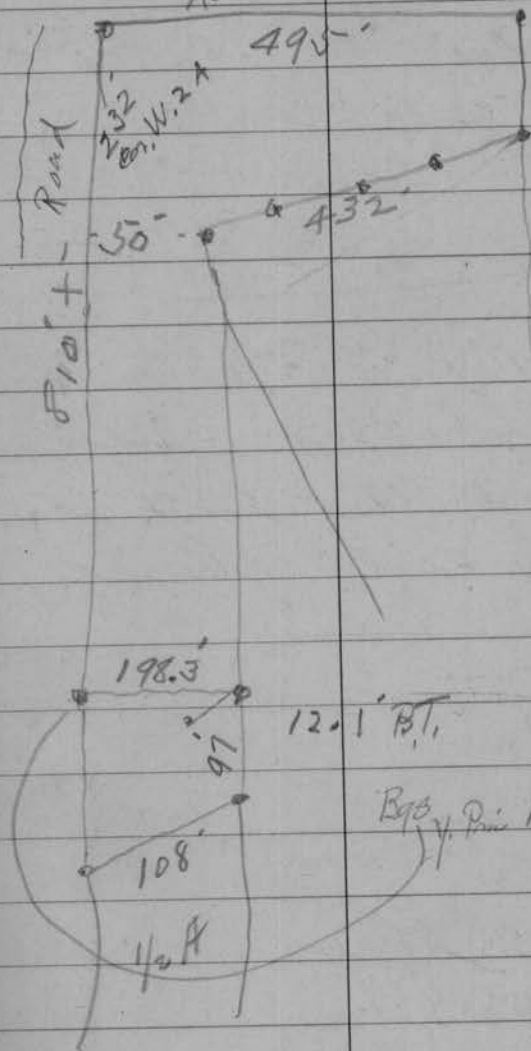
Reach Roundland 6:30 P.M.

( $\frac{1}{2}$  day A.M. Charged to Bowman  
 on Sec. 15-39-6)

Sept. 20  $\frac{1}{2}$  day to McKenna

Oct. 4 - 1937 For  
 Schadewald Bor.

91  $0^{\circ} - 35' W$ . Var.



34

Oct. 10 - 1937 McKenzie  
 HCH + KH, for  
 Lots 344 Sec. 29 - 40 - 5 E.  
 $700 + 425 = 1125$  to Jim MC  
 on E. Side of Neck  
 over Neck W to Coy MC  
 These 5 along S. 496 + 700

For Gordon Bellie Oct. 30 / home HCH + KH  
 S E on Electric Shop 16' Fr. St. - 1.45' W to Pop line  
 Elliott Patch 12.3' Fr. St. 8.9' E. of L. line  
 " Home 20' Fr. St. Foot wall 7.15' Fr. line  
 " Patch = 7.4'  
 " Footing 30.3'  
 Neck " 7.15'  
 " Bel. NYS = 38.3'  
 " NW Cor. Home = 7.4' E of line  
 Bellie Bldg  
 35.4' length NYS 58' Cr 1.7' - N E Cr 2'  
 Back Shed 10.9' NYS log 4.7'  
 16.3' Front = 22' Back

35/ PM.

Dec. 4 - 1937 McKenna  
To Rice 102; S. Sky Ceasing Stone

Bps N.W. Cor / Lake Front = Lot 4-29-40-5

→ B. Oak 5 N 79° E 5.4

" " 6 S 34° W 9.3

W Line Rice = 771

(219 = S.L. of 220 Feet W of Rice)  
on Road

S. Line Rice To 1/16 Cor 318

S. 50' for Road

A.M., Lot 4-34-40-8 - McKenna

S.W. Cor, sec. 34-40-8 E.

© 1485' N. + 33' E. Dim J.P. for <sup>S.W.</sup> corner To Office

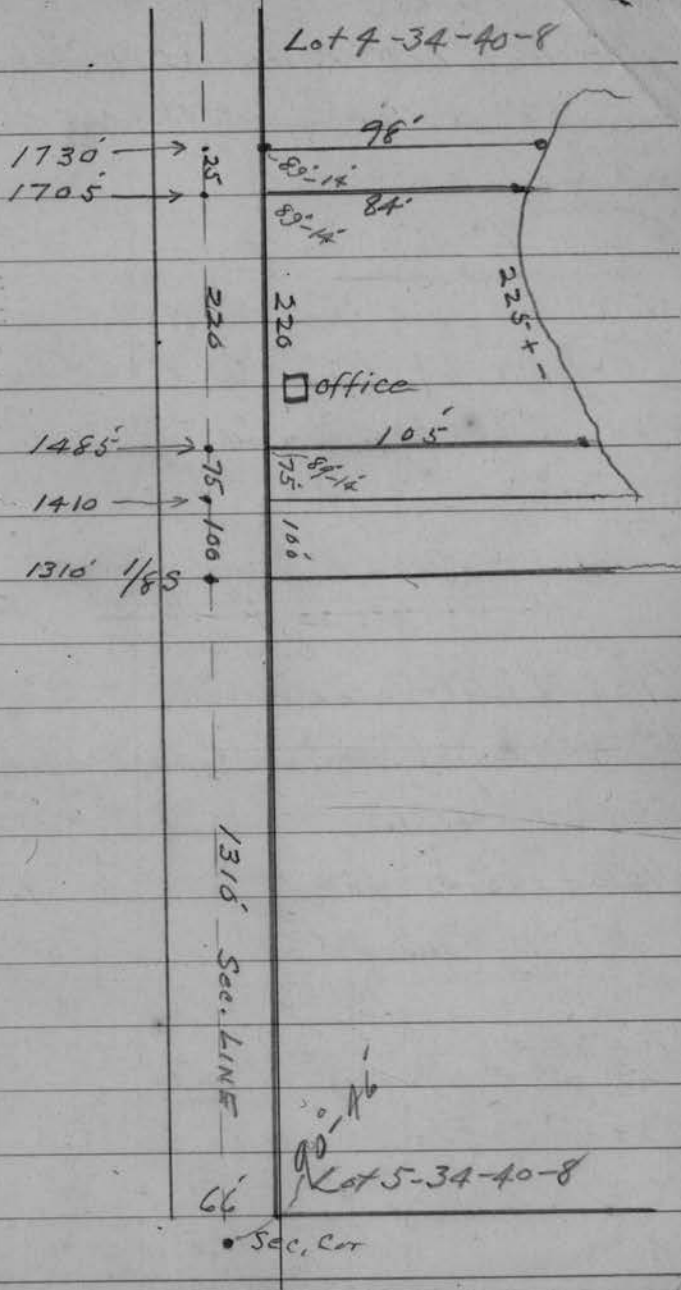
Property From Which The S.W. Corner of  
office Foundation Bears N. 10°-15' E. 51.2

N.W. Corner of Sisson Cottage Foundation  
Bears S. 30°-30' E. 90.8

E. on South line 105 To J.P. on Back  
of Lake from which

V. Pine 10 Bc. N. 13° W. 15.4

" " 13 " S. 83°-15' W 19.5



Feb. 3-1938

H.C. Hall - K. Hall - M. Hall (For Rhinelanders)

Cruised  $\frac{1}{4}$  Sec. 8 - Found N.W. & N.E. Sec. Corners

Set flag at N.E. Cor.

$\frac{1}{2}$  day for 3

Feb. 4-1938

H.C.H. - K.H. & M.H. Cruised the  $\frac{1}{4}$  S. 8 Found S.W. Cor.

H.C.H. Run P.C. - K.H. & M.H. Measured through brush about 5360'

1 - day for 3

Feb. 5-1938

K. Hall - M. Hall - Connie Olkowski

Run  $\frac{1}{4}$  Flapped Blown Sec. Corners with Transit  
 $8^\circ$  E. Var. = 5581.8 True line

$W \frac{1}{8} = 1395.45 - \frac{1}{4} = 2790.9 - E. \frac{1}{8} = 4186.35$

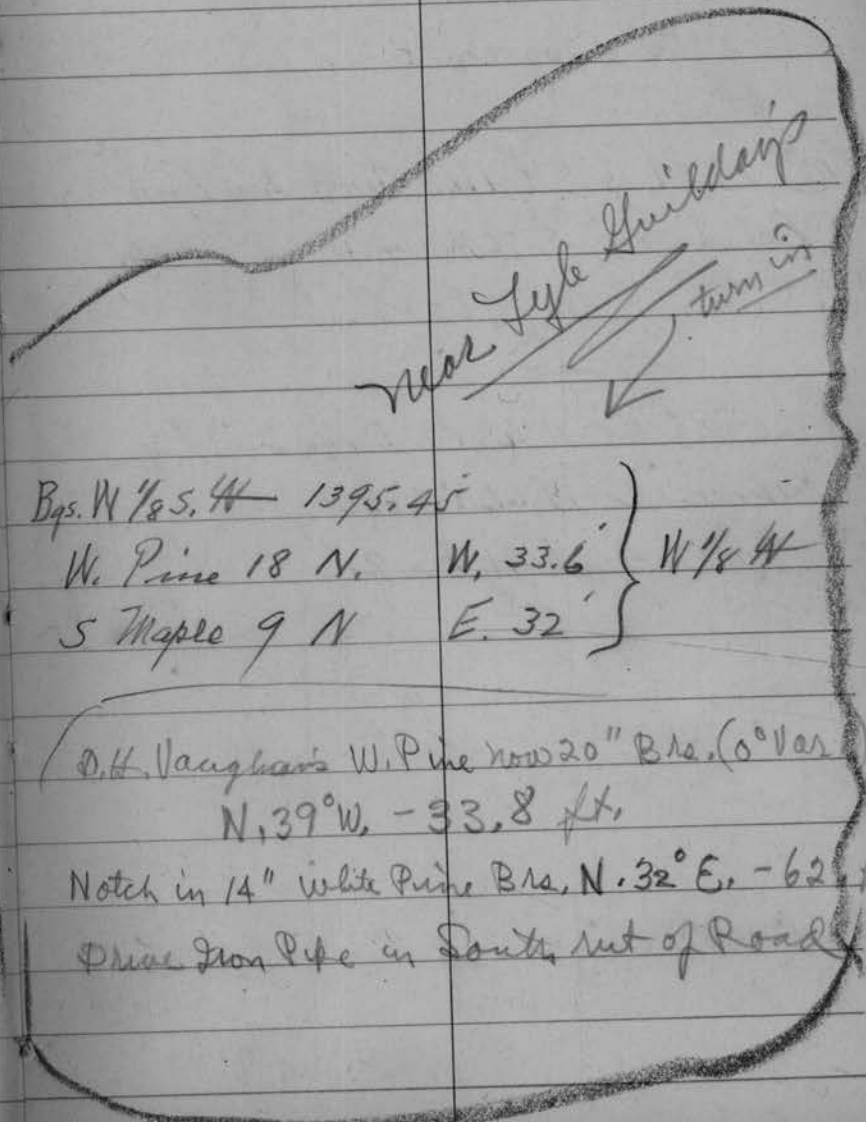
1 - day for 3

Feb. 8-1938

K.H. - M.H. & Connie Olkowski Run NW Cor South  
 $\leftarrow$  True  $\frac{1}{4}$  E. to S.  $97^\circ - 26'$  Run South  $0^\circ 15'$  E. Var.  
To 3800' swamp all the way

1 - day for 3

Secs. 8 & 9 - 36-10



Bgs. W  $\frac{1}{8}$  S. 4 - 1395.45'

W. Pine 18 N.

W. 33.6'

} W  $\frac{1}{8}$  4

S Maple 9 N

E. 32'

D.H. Vaughan's W. Pine now 20" Brs. ( $0^\circ$  Var)

N.  $39^\circ$  W. - 33.8 ft.

Notch in 14" white Pine Brs. N.  $32^\circ$  E. - 62 ft.

Drive Iron Pipe in South out of Road

Feb. 9 - 1937

8-36-10

City of Philadelphia

K. H. - M. H. - Corina Olkowski

Random 4# 8 @ 3800' Continuum South

@ 5356.6' fall 27' W. of Corner

 $27 \div 5356.6 = .00504 = 0' - 17''$  Corrected  $\angle$  N.W. Cor.

= (97° - 09')

① 1339.15' Set 1/8" Dia. Iron Pipe

Balsam 10 S. 76 W. 4.1

1/8" " 6 N. 79 E. 12'

② 2678.3' Set W. 1/4" Dia. Iron Pipe

Spruce 6 N. 66 W. 80'

1/4" " 4 N. 41 E. 81'



38

Feb. 11-1938 (Fr. Plunlander)

H.P.H. K. Hall - Mitchell - Cornice Oldkover =

< NE. Cor N. To S, From Corrected N. Line To  
 Random for E. Sec. Line =  $80^{\circ}-43'$  Run  
 South on  $01^{\circ}$  W. Var.

292 Hb.

710 " (@ 1426 Max W. 60.35 to 1/4 S.)

1574.5 (Spice)

2360.7 Hb. Hilltop

2858.2 Hb. on E. + W. Random

Interior < N. To W. To 1/4 S. Cor. =  $87^{\circ}-01'$  $90^{\circ}-00' - 87^{\circ}-01' = 2^{\circ}-58' = 120.9'$  To 1/4 S.Sin  $2^{\circ}-58' = .05205$ 

Cos " " = .99864

 $120.9 \times \text{Sin } .05205 = 6.2$  $2858.2 - 6.2 = 2852$  Length of Line $120.9 \times \text{Cos } .99864 = 120.7$  Falling East $120.7 \div 2852 = .04232 = 02^{\circ}-25'$ Corrected < N. E. Cor. of Sec. 8 =  $78^{\circ}-18'$ 

1-day for 4

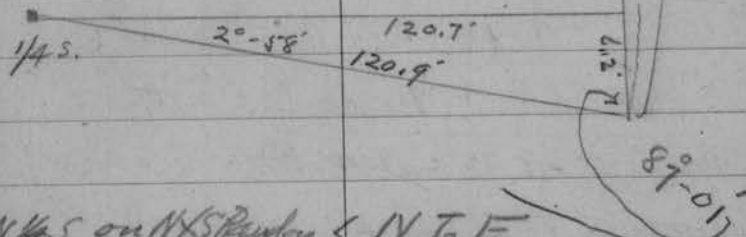
N 1/2 E. LINE Sec. 8-36-10

G.H.H. Crissed for N. 1/4 S. Cor

Sec. 9-36-10 Found 1/4 S. Not Original

1125 Steps Fall 33 Steps N. =  $1^{\circ}-40'$ 

S. of P.C. Slight E. of NE. Cor Sec. 8

$$\begin{array}{r} 2858.2 \\ 6.2 \\ \hline 2852.0 \end{array}$$


@ W 1/4 S on N 1/2 S Random < N To E

Through 1/4 S. Cor. =  $83^{\circ}-55'$  For Random E. of W 1/4 LINE

(Cal. Dist. = 5343)

39

Feb. 12 - 1938 - City of Plunketts Sec. 8-36-10

K. Hall - M. Hall - Cecie Olkowski

① W 1/4 S. on N 1/4 S Random < N. to E. through  
1/4 S. 83°-55' N. 83°-45' E. For Random E+W 1/4 Line

Run + cut out line to about 100 E. of Train Road

did not measure

3/4 day for 3

Feb. 15 - 1938

K. Hall - M. Hall - Cecie Olkowski

Continued E+W 1/4 Line To about 600'

From E. 1/4 Sec. Come very hard going

3/4 day for 3

Wed. Feb. 16 - 1938 P.M.

H.C.H. - K.H. - M.H. - Cecie Olkowski

Continue E+W 1/4 line East

H.C.H. + M.H. Went to W 1/4 S. and

Measured Eas'terly on Random 1/4 line

K.H. + C.O. Prolonged line Eas'terly

from Hick. Set in the 15<sup>th</sup> post

Govt. Notes E. 1/4 S. Sec. 9-36-10

W. Price 15 S. 89° W 9<sup>th</sup>

" " 12 N 77 E. 85<sup>th</sup>

Feb. 16 - 1938 Continued

Measure E. from W 1/4 S

1003.1 = 1<sup>st</sup> Hb.

1300' Set Marker

1301 Squared stump 4"

1559.7 = 2<sup>nd</sup> Hb.

1367.5 S. 2.3 = 1/8 S.

2231.5 = 3 Hb.

2258 = Center Highway B.S. NW + SE

2600 = 3" Bush approx 3' S. of line

2655 = Center Log Road B.S. NE + SW.

2887.2 = 4<sup>th</sup> Hb.

2735 S. 4.6 = Center

3407.6 = 5<sup>th</sup> Hb.

4037.9 = 6<sup>th</sup> Hb.

4036.5 S. 6.8 = E. 1/8 S.

4224.6 = 7<sup>th</sup> Hb.

1 Stump

4714.6 = 8<sup>th</sup> Hb.

P.M. = The 15<sup>th</sup>

4830.5 = 9<sup>th</sup> Hb.

4972.3 = 10 Hb

over

Wed. 2/16/38 Continued

(5337.8  $\frac{1}{4}$  S. Bs. S. 9)Drew  $\frac{3}{4}$ " x 36" I. Pipe for Corner  
as per D.H. Vaughan Note

$$9' \div 5338' = .001686 = 0^{\circ}-06'$$

$$83^{\circ}-55' R. + 0^{\circ}-06' = 84^{\circ}-01' \text{ correct}$$

&lt; at S.W. Cor. of Sec. 8

 $\frac{1}{2}$  day for 4

Friday Feb. 18-1938

HCH - K.H. - M.H. &amp; Currie Okawski

@ 2852' Hb on Road S. of NE cor 8

48

2900' Continue S. on Same Course

2941.6 Hb.

3365 Hb. Pine Bottom

3830 Hb. N. Side Lake

4925 S. Shore

4969 Hb. S. of Lake

5363.2 Hb N. of Road

(361)

↑

5583 Center Road NE SW

(281)

5864 Sec. 8, Cr. Bs. E 18.5'

Identified Orig. Cr. By B.P. in D.  
which is down and badly burnedOrig. Bird Stool and 2  $\frac{1}{2}$  growth

at correct corner + distance

Set Town Post Mch 5-8-5-9

S-16-S-17-T. 36-10 E.

Near Bq. gray Boulder 2' x 3' Bs.

S. 27° E. 29' To Peak

1-day for 4

South East Corner  
of Sec 8. - 36-10

over

41 Sat. Feb. 19 - 1938 = 8-36-10 to City of Blinneland

HCH-K.H.-M.H.-Cornie Orkowske

Keith @ Transit W 1/8 N Line

@ N 1/8 on W Line  $\angle$  off Random N to E. = <sup>1380</sup> 83-10

Run East N 82-15 E 100

470.3 Ab.

900 Ab.

1180 Square Trise for Cutting Corn

1277 Center Road NW + SE

1378 Intersect N + S 1/8 LINE @ 1356

Draw D. Pipe Det Cedar Post

MAA. 1/16 S - 4 sides

Days. Balsams 6 N 33 E 16.5

" " S 17 E 7.5

1 - day for 4

City of Blinneland

@ W 1/8 N Line  $\angle$  off Trans Line W to S. = <sup>1360</sup> 82-10  
Run South 1° E. 100

218.8 Ab.

900. Old Log Road NE + SW

1360 Picket

A2 / Monday Feb, 21 - 1938

KCH-KH-MH - Connie Oltowski

@ N.E. Cor. Sec. 8 - 36-10

Mark Near By W. Pine 28576 & 7555

Older By, " " 18 N 13 W 63

Run E on 0°-30° W var  $\angle$  E To S. 90°-25°

$\angle$  1°-20° S from P.C. Corner

176.4' Hb

470 Old Road To Dam

802 Hb

1320 Hb @ 1367.5 Meas S. 7°) for 1/8 S.

~~1800 Hb~~

2000 To Lunch

2735 1/4 S, Bs, S 14' = \*

Bgs. Birch 10 N 5 W 7

W. Pine Strip 10 N 55 E 16.7

" " Stub 6 S 54 W 24.7

Drum J Pipe

Keith Drives Car to Clawson in Sec. 9

Marshall-Connie + KCH To 2858.2 on

N 45° Run on W 9  $\angle$  N To E 89°-52°

\*  $14' \div 2735 = .00511 = 0^\circ-18'$

onto Town 5 & W 1/4 Range

on Town Range @ 5° S. of DV 1/4 S

Measure E, on Town East out Range

on 1° W Var

700' W Bank Fish Lake

1285 over Bay of Lake

1620 Right Bank Pelican Point

Drum J. P. N. - of Town

Bgs MC. Birch 9 N 76 W 30.8

" " 4 S 65 W 30.8

1700 Center Run

2903 Town Center Bs N 30.5'

Bgs a pipe 6 N E 15.2'

" " 5 S W 10.7

4" x 5" Post

1-day for 4

A<sup>3</sup>

Tuesday Feb. 22 - 1938

For Pleistocene W $\frac{1}{2}$  N.W.  $\frac{1}{4}$  9-36-10

K.H. - P.H. M.H. - Corrie Olkouski

@ N $\frac{1}{8}$  S. W. Line Sec. 9  $\angle$  N To E off Random @ 1426

= 90°-00' Run east 1600' To Fish Lake

Set M.C. @ 1595' Dr. J. Pipe for M.C.

Bgs. M.C. Maple 4 S 45 W 3.4

Went to W $\frac{1}{8}$  N. Line 9Set  $\frac{1}{8}$  Cor. Dr. J. Pipe against Boulder for Corner

Bgs. W. Pine 4 N 47 E 81.2

" " 16 N 88 W 62.5

 $\angle$  off Random @ 1367.5' W. To S. 89°-00'Run South 1428.5' Intersect E & W $\frac{1}{8}$ Line @ 1413' and set  $\frac{1}{16}$  S. CornerDr. J. Pipe for  $\frac{1}{16}$  Sec. Corner

Bgs. Tam. Stub 18 N 51 W 21.2

" Birch 4 S 10 W 17.6

OVSX

See Pg. 44 for More Complete Record

$\left. \begin{array}{l} N \frac{1}{8} W 9 \angle N \text{ To } E = 90^{\circ} 00' \\ W \frac{1}{8} W 9 \angle W \text{ To } S = 89^{\circ} 00' \end{array} \right\} \begin{array}{l} \text{Random} \\ \text{Random} \end{array}$

44

Wed, Feb. 22-1938 for City of Rhineland  
 W 1/2 N.W. 1/4 Sec. 9-36-10

K. Hall - Ray Hall - Marshall Hall - Connie Olkavon

@ N 1/8 W = 1426' on Random Map N. 60.35' for  
 1/8 S, on Corrected line <sup>J. Pipe + Cedar Post</sup> off Random @ 1426

N. to E. = 90°-00' Run East 1595' Set M.C.  
 1600' = Fish Lake. @ 1595 Drive J. Pipe for M.C.

Bgs. Soft Maple 4" S. 45° W. 3.4' (Cedar Post)

For N. 1/8 W @ 1367.5 E. of NW Cor. Sec. 8 < W to S  
 off Random @ 7 South on Corrected line Set N 1/8 W

Drive J. Pipe for 1/8 Corner falls on a 15" x 15" Boulder

Bgs. W. Pine 4" N 47° E. 81.2' (Set Cedar Post)

" " " 16" N. 88° W. 62.5'

Continue South on same < 89°-00' for N 1/8 line

@ 1428.5 intersect E & W 1/8 line 1413' East  
 of S.W. Cor. of N.W. 1/4 and Set 1/16 S. Corner

Bgs. Tam. St. 18" N. 51° W. 26.2'

Bersch 4" S. 10° W. 17.6'

Drive J. Pipe (Set Cedar Post)

1-day for 4

@ 1427.2 on Corrected line 1/8 S.

Bgs. Aspen 6" N 4° E 19.9' = N 1/8 W Sec. 9

" 5" N 47° W. 20.4'  
 J. Pipe + Cedar Post

25

Feb. 23 - 1938 for City of Rhineland  
Secs. 8 x 9 - 36 - 10 East

1/8 E & W 1/4 line

K. Hall - Ray Hall - Marshall Hall - Conine Olkowski  
Set three corners on E & W 1/4 line Sec. 8

@ 1367.5 Set 1/8 W of Center South 2.3  
corrected

Drive J. Piper (Set Cedar Post)

Bgs. Cedar 13 S 15° W 27.2'

Balsam 6 N 42 E 20.8'

@ 2735 E. of W. 1/4 S. Set Center  
of Sec. 8 Drive J. Piper (Set Cedar Post)

Center Sec. 8

Bgs. Cedar 9 S 40° N 21.2'

Set Maple 6 S 64° E 18.9' South 4.6  
corrected

@ 4036.5 E of W 1/4 S. Set 1/8 E. of Center  
(Merry South 6.8' correction)

1/8 E. of Center

Drive J. Piper + Set (Cedar Post)

Bgs. Cedar 7 S 81° W 22.0'

" 8 S 29° E 9.3'

at East edge of swamp

P.M.

Trav. <sup>Toward</sup> Road in N 1/2 of Sec. 8

0 = Corrected E & W 1/4 line @ Center of road @ 2259.2  
E. of N. 1/4 S.

① = N 34° W 473.5' = 9' W @ ✓

@ 355 William <sup>N 30° E</sup> Road

② = N 45° W 279 = 7' E @ ✓

@ 150 Cross Road

③ = N 37 1/2° W 594 = in @ ✓

@ 300 Cross @

④ = N 22° W 368 = in @ ✓

@ 70 @ in 15° W

@ 269 <sup>Line</sup> intersect E & W 1/4  
4' W of E as noted on line notes

⑤ = N 40° W 232 = 5' W @ ✓

@ 75 @ in 7° E

@ 170 @

⑥ = N 25° W 482 = in @ ✓

@ 200 @ 7' W

@ 300 = @

@ 400 @ in 8° E

2428.5

over



46

Feb. 23-1938 Continued

2428.5

⑦ N 34 W  
@ 100  $\phi$  5 W  
@ 200  $\phi$  8 W

300 12 W 4 E

⑧ N 31 E  
@ 30  $\phi$   
@ 100  $\phi$  in 8 N  
@ 200  $\phi$  " 7 N  
@ 300  $\phi$  " 6  
@ 390 -  $\phi$

422.4 13 N 9 E

⑨ N 80 E = 10° E. var in 5' of road  
@ 60  $\phi$

@ 403 Ho spike for W 1/8 N 403

Total length to W 1/8 N 3553.9

2/23-1938

W 1/8 N 8-36-10

Drive I. Pipe in S. Part of Road

Notch in 14" W. Pine Bears N 32° E 62

Set Cedar Post 10' S of I. Pipe

DHV = W Pine Now 20" Bs. (8 var) N 39° W 33.8  
from Iron Pipe

N 1/4 S. Sec. 8 @ 2790.9 or 1/2 of 5581.8 Total

Drive Iron Pipe  $\phi$  Road

W. Pine Stumps 20' found Marked

Bears S 41° E 30.3

New-Ash 5 S 59° W 41.4

Set Cedar Post 10' S. of I. Pipe

E 1/8 N Drive I. Pipe 8' N of  $\phi$  of Road

Set Oak Post

Sugar 8 N 24° E 22

B. Oak 7 S 8° W 53.2

1 - day for 4

March 1 - 1938 - (Rhineclanden

K Hall - M. Hall &amp; H. C. Hall

8 - 36 - 10 - For City Rhineclanden

Set M.C. on E + W 1/4 Sec

695 East of West 1/4 S.

M.C. West Bank of Fish Lake

@ 695 Drive Iron Pipe

Bgs B. Oak 9 North 27

Soft Maple 6 West 5.5

Yellow Pine Stump 30 N 75 W 8.4

1/2 day for 3

Wood-lot)

0 = 146 S by S 7° E = 355' ✓

1 = 580 W 120 Slope = 290' ✓

2 = 520 W 198 " = 481' ✓

3 = 540 E 245 " 595' Toward West Hill

4 = 510 W 32 " 80' 1/4 Sec

355

290

481

595

80

1801

Friday March, 11 - 1938

H.C.H. - K.H. - Mitchell - Connie Olkanda  
 @ E. 1/4 S. D. Burnett's Notes  
 Tower W. Pine 36 S. 18°-30' E 40' = 26.4  
 " " 12 S. 46°-30' W 80' = 52.8  
 Norway " 12 N 48°-30' W 87 1/2' = 57.75

Set Transit on Burnett's Corner  
 1/4 Btm. 1/4 & 1/8 Mag.  $V_i = 3^\circ E$   
 432.6 Transit Sta on Burnett's Corner  
 1291 Burnett 1/8 S. Hb on Post  
 1599 Spike N. Side Y. Pine 5' from ground  
 1656.4 Hb.  
 2055.9 Spike Hb, 6.35 S.W. Cor. <sup>hills</sup> Wood  
 2104 Cent Post Bs,  $S. 25^\circ$  To Center M.C.  
 3485 over lake To Island  
 3673 Hb on Top of Island  
 3815 over Island  
 5225 Bank of Lake  
 5305.5 1/4 S. Bs. S 0.7  
 1-day to 4

Emily C. Griffin

For Mrs. Karl S. Griffin - Evansville, Wis  
 E + W 1/4 line 13-39-5  
 Wylor School

Burnett's Notes M.C. E. Mercer Lake  
 Norway Pine 20 S 35 E 69 = 25.54  
 " " 12 N 8-45 E 71 = 26.86

Burnett's

49

Saturday March 12 - 1938

E &amp; W 1/4 Line 13-39-5 Mrs. Griffin

HCH-K.H. M. Hall - Ronnie Olkowski

Correction of S. Line foot, Lot 4

1704' J.P. on true line 18 1/2' Pin to S. 3'

1913' J.P. True line 16 1/2' Pin to S. 2.7'

2055.9 J.P. True line SW Cor. Wash Shk B S. 6.6  
SW Cor. College B N 51.8'② 2634' on Ice  $\angle 90^\circ - 46^\circ$  E. to N.

① NW Cor. Griffin's Measure S.

144.5 Post on Shore of Lake

1200.9' To Intersection on ice  
at 2634'

3/4 - day for 4

Elmer Becker Route 1  
Masonique

50

April 12 - 1938 P.M.

H. H. K. H. &amp; M. Hall

N.  $\frac{1}{2}$  W Sec. 10-36-9

For Bldg. &amp; Loan - Bostrom

W  $\frac{1}{4}$  Run North

1169.3 Hb. S of Hwy (abt 60')

1241. Center Parry

1356.3 N.  $\frac{1}{8}$  E.L. DHV

1892.4 Hb. N End Hickory Field

2131.6 "

2547 " N. of Road

② 2712 Spike 2. X 1356 By DHV

① 2646 Fall 43' East of Cor. Set By Maine  
and 66' North $\frac{1}{2}$  day

Govt. NE Cor. 9

W. Pin 8 N 10 W 20

Punch 10 S 50 E 27

④ Hqw. By State Engineers

West 1.08'

" 1.21'

" 1.45'

←  $\frac{1}{2}$  back - get 1354.6  
for each forty  
So I set my  $\frac{1}{8}$   
1.4 South of Vaughan's  
and a little West,  
for true  $\frac{1356}{1356}$  line  
 $\frac{2712}{2712}$   
K.H.

51

April 13 - 1938 A.M.

Holt - K. H. + M. Hall

@ N 1/4 S. (approx) Sec. 9 - 36 - 10

Measure Easterly along road

\* 1868 Centre County Trade C.

2475 Top of Sand Ridge

2467 Sta. for Triangulation on Sand Lake  
To Sec. Cor. by Maine

1 -< E. To S.	$43^{\circ}-10' = 359'$	} Flag 1203.5 L.L. 1201.3
2 -< W To E	$122^{\circ}-13'$	

+ 73'	to N 1/4 S L
Total L.L.	

3668.3

73

213741.3

Cross roads = for 1/8 \* 1870.6

= 56.68

DHV - Distance E 1/2 N.L. = 56.88 = 3754.08

Our " " " = 56.68 = 3741.3

+ 12.7' to our N 1/4 S Line 12.78

1/2 day for 3

D.H. (Vancouver)

W.P. <sup>near</sup> Stake 12 N 20 W. 15 1/2 <sup>th</sup>  
SE Cor 22 A.

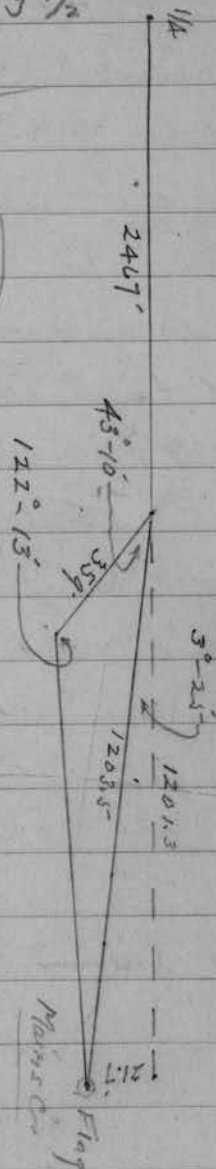
Doris N 1/4 S. 9 - 36 - 9

Pine Stump 9 - S. 20 E. 47 1/2 <sup>th</sup>

" " 11 - S 36 W. 20 1/4

2/1870.6
935.3

W - 1/2 of SW of SE ?



April 15 - 1938 (Bldg. + Loan)

H. H. - Ketter &amp; M. Hall

Measured N. on someone's cut out line from S.E. Cor. of the 22 acre tract as set by D.H.V. 514.8' or 7.80<sup>at</sup> as called for in the deed to a point 59.6 N. of Mains Sec. Cor. Thence East at Right Angle 73' To our N. + S. Sec. line and find Original 400' Sec. Cor. To Secs. 3-4-9 + 10. The pine stump NW Iron marks of B.T. and trunk of tree burned and down under the moss has the facing with Iron marks. The Buck S + E only stump and roots measured in record and find old post down under the moss. Top of post rotted away. Took Vernon Meier - Chas. E. Merrill and Mr. Lemke the oil station man at the Cross-Roads

1/2 day for 3

Sec. Line N Bldg 9 + 10 from 1/2 S.

2712 - Fall 1.55' E. of Sect. Cor. - 3-4-9-10

$$1.55 \div 2712 = .00057135 = 0'-02$$

$$\begin{array}{r} 2 \overline{) 1.55} \\ .775 = .8 \end{array}$$

April 18-1938 P.M.

HCH-Kettie-M.H. + Connie Alkoster

Drum  $1\frac{1}{2}'' \times 2\frac{1}{4}''$  about 15" below  
 surface of ground @ Cont. E & N Tom Road  
 Btm, Stone Corner N & S @  
 Dorris old location

$$@ 2500' - 26' = 2474' + 16' = 2490'$$

Hb. on Right line for Triangulation  
 To Original Post. Cor. Sec. 3-4-9-10

$$@ 2490' \angle \text{Sec. Cor. E. To S.} = 51' - 37'$$

470' for Base along Sand Ridge

$$\angle \text{E. 2nd Base} = \text{N to N6} = 107' - 26'$$

$$\text{Triangulation Dist} = 1254.12$$

@ 2450.8' Station on Sec. Line in old fence

$$2490 + 1254.12 = 3744.12 \text{ Total}$$

$$3744.12 = \text{N.L. N.E. } \frac{1}{4} = \begin{matrix} 56.73 \text{ ch.} \\ (56.88 \text{ Norm.}) \end{matrix}$$

$$(\text{E. } \frac{1}{8} \text{ N.L.} = 1872')$$

$\frac{3}{4}$  day



54

April 19 - 1938 (Bldg-Loan)

K.H. - M.H. - Convin Odkowski

Cross-section N. 514.8' of NE-NE  
9-36-9 L @ NE Cor. Sec. 9 = 92°-34'Measure S. on Sec. Line 514.8' Iron Pipe  
driven at this point

1 - day for 3

April 20 - 1938

(Bldg Loan)

K.H. - K.H. - M.H.

Marked Bgs. To Cor. Secs. 3-4-9-10-36-9

Y. Pine 10 S. 50°-30' E. 76.7 ft.

X on Black Boulder 4x5 Bs. S. 8° E. 46.25 ft.

X " " " 2x2 1/2 Bs. S. 84-15° E. 40.7 ft.

Station Sec. Cor West over Bay =	373'
	27
Top of Ridge E of Road	400'
	+
	859.1

Spine @ 2490 for Triangulation	1259.1
	2490

Total length of line	2   3749.1
----------------------	------------

1/8 S. 1874.

2490 + Triangulation of 1254 = 3744

2 | 3744

1872 = 1/8 S.

8.1' N. to Lumber Pump

(over)

57

April 20 - Contd.

Dps.  $\frac{1}{8}$  S. NW Cor. NE-N.E. in Co. Trunk C"  
 Iron Pipe Driven 1' Below (Black-top)

N.E. Corner Filling Station Foundation

Bs. S.  $55^{\circ}$  W. 38.9'

S.E. Corner Residence Bs. N.  $44^{\circ}$  W. 99.9'

From  $\frac{1}{8}$  corner in County Trunk C" West 126'  
 to 60' Right of way on highway #8 Lemke's  
 Gas Pump foundation Bs. E. 1' North,

Measure East on Sec. Line from  
 $\frac{1}{8}$  S. 555' Drive Iron Pipe

Sunday April 24-1938

HCH-K.H. & R.H.

@ 126.1' W of Sec. Line & 514.8' S or (1226.7')

< from Paving W. to N.  $52^{\circ}$ - $55^{\circ}$  Run North

514.8' to Sec. Line & Drive 2" Iron Pipe @

576.5' East of  $\frac{1}{8}$  S. Cor.

South End of Fence is 24' East of E. Line

N " " " " 11 " " " "

State Record  
 (U.S.H. 8 =  $327 + 200 = 527$  W End 514.8' Strip)

56

April 29-1938

K.H. - K.H. Marshall Hall

@ S.E. Cor. Sec. 19-38-7

Run west on line Rtn Maine E 1/8  
and S.E. cor. of Section by Transient  
into line

Maine westerly

7.50<sup>th</sup> Town Road

8.00 enter open field

Traverse into line and offset  
N. 1' To Pass Tree Back Sept 1 '5.  
and set it out on Maine 1/8 line  
20.035 Maine E 1/8 S west Tra line21.75 Iron Pipe Bs. N. .79<sup>th</sup>

24.726 Hb. W of field

34.39 " Top Hill

40.07 Maine 1/4 S. Bs. .009<sup>th</sup>

45.00 - (45.028 Maine Hb.)

55.60 1/2 Hb spike 5'E. of NYS Iron S.

60.11 Main W 1/8 Bs. S. .03<sup>th</sup>19-38-7 Record 77.50<sup>ch</sup> 5-30<sup>ch</sup> Vm  
For Town Lake Tomahawk

Fence NYS,

Hall = 40.06 More South .018<sup>th</sup>Hall 60.09 More South .027<sup>th</sup>

57

April 29: Continued

75.65 1/2 Spd. H<sub>2</sub> Center Town Road\* 77.62 Center Old 51 x Center Town Road  
at intersection Fall 52.3' N  
1.036' H<sub>2</sub>

@ W &amp; S, Sec 19

Museum S. 2648 returned  
Center line of Town Road East2650 Old Fence B<sub>g</sub> N-E x W

2664.8 " " " E-E x W

5290 old post hole with old Post  
Fence Rem<sub>er</sub> E x S out

$$.035 \div 77.62 =$$

$$\frac{.035}{77.62} = .00045 \text{ Falling}$$

Prostrate of Sec Line

$$77.62 - 77.50 = .12 \div 77.50 = .00154 \text{ per ch}$$

East 1/8 = 20.03 - 20.03

1/4 = 40.06 - 20.03

West 1/8 = 60.09 - 20.03

To Sec. Cor<sub>er</sub> 17.53 - 17.53

\* 77.62

April 30-1938 H.C.H. &amp; K.H. Hall

E 1/8 Down I.P. against E. side of Main Post  
Main Y. Pipe 18 N 35° E 26 1/2' H<sub>2</sub>1/4 I.P. .90' E of Fence Cor 406 1/2' N<sub>2</sub>  
9/10 of a link S. of Main post & .01' EastW 1/8 Down Iron Pipe @ 60.09 & 3/10 of a link  
North of Center of Main Post

1/2 day for H.C.H. &amp; K.H.

July 11 - 1938

H.C.H. - Keith Hall

For Town of Lake Umbagog

N.E. - N.E. - 3 - 38 - 7

Measure and check V. Meines unrecorded  
Plat of Part of C. & N. W. R.R. right of way  
as made for Mr. Cross in May 1935 -  
Prepare to extend lots 6 - 15 including  
Easterly to Town Road leading out  
Kelly St. Drive J. Piper at Lot  
Corners on R.R. 50 foot Right of Way

3/4 day for 2

July 12-1938

H.C.H. + Keith Hall continue work of

yesterday

Run and draw I.P. on easterly  
 extension of Lots 6-15 inclusive  
 (Stake Nelsonson marked with scribe)  
 and located on west boundary of  
 60 foot Road.

Extend center line Town Road northerly from  
 intersection Lots 14 + 15

173 Spike Transit Sta. on  $\frac{1}{4}$ 323.7  $\frac{1}{8}$  S. Bs. Easter  $90^\circ = 18.4$ Pin 16 N  $20^\circ$  E. 25.1 DorrW " Stake 20 N  $75^\circ$  W. 24.8 Vaughan

New Bys. H.C.H.

Pin 13 N  $83^\circ$  E 37.8B. Oak 8 S  $30^\circ$  W 30.3

Draw 3" Well casing over

old Iron Bed Side

E on N. Sec. Line 88 intersect

W, 60' Road Boundary

173  $\frac{1}{4}$  R. Easterly =  $07^\circ - 01' = 151'$ 173 Sec. Cor To 88 East =  $42^\circ - 42'$   
= 125.8'NW Cor, Block  $\frac{1}{2}$  opposite Lots 5 + 6Draw 2  $\frac{1}{2}$ " I.P. in Place of Iron Rod  
by Fence cornerBys. W. Pin 18" N  $6^\circ$  E. 20.3'" " " 12 S  $34^\circ$  W. 92.7' <sup>on</sup> Lot 5(Road Bs. N.  $41^\circ - 45'$  W. 57.5' + N.  $5^\circ - 15'$  E. 160') = 73.5' $\frac{3}{4}$  day for 2

Phonograph Brewery Nov. 12-1938

Roy & H. H.

SW Cor E 3.79 Base of Compressor  
N. 3.51

Base  $\Delta$  83 E & W.

2' N of wall W End of Bar

2 Pipes to Basement

Tanks 2.1 diam X 5'-

1.5' off Floor

Center Tanks 1.45 N of Wall

" " 1.35 E "

Washer 9.85 N. of S Wall @

West end of Cellar. Steps

3.4 X 14.5 - 5.37 High

Pipe to Basement 6.3 E. of center  
of Cooler door

2.96 E of Cooler

Past

WECor.

N End. 10.4' W of E Wall

" " 20.5 To N. End Laid Machine  
NYS 3' ←

N. End Past 24.83 S of N. Wall

S " " 15.3 N of S "

Past = 6.5' X 23.4 N.Y.S. 6.7 High  
Bottle Capper @ S. End  
of Pasturizer

2.7' S. of S. End Past. S.W. Cor

Meter S.W. of Bottle Capper 2' or 1.6 W. 1.1' high

" N of S Wall 10.65' N of E End

Cellar Steps

Filler 10.9 N of S. Wall & center of  
S End Past. = 2.8 W of S L. in Past

6/ Air Brush Bottle Washer

E. Side = 2.53' N of E. Wall

5' X 24.4

56.9.35 N of S Wall

Decor Line

10.6' N. of S. Wall

9.2' above floor

Loading Platform N End

5' X 27' = 3.2' High

Ventilator in S. Wall  
= 8.3' above floor

Window

N on E Wall 1/2 Window

8.8 Sq ft E Cor

2.5' X 3' = 7.5' above floor

(N of the 4) 2.5' X 6.4' = 4' above floor

From S. to N.E. Wall Windows

1 -	7.42	7.3'
2 -	23.40	23.2'
3 -	35.48	35.25'
4 -	42.34	42.22
5 -	56.50	56.4



62

Pages 62 to 78 are blank

No. 19-1938

Brewery Bottling Premises

Get Diameter of filler	2.5
" " " Bottle Capper	1.4 X 2.2
" " " Beer Meter	1.2
" " " Size of Beer Line (6 Wall)	
" " " Windows	3/4 Paper

Shelf S. of Post = 1.5 X 6.2

Crimper S. of Air Pump Bottle Washer 1.3 X 5.6

Window 2.9" = 2.74 X 6.6" = 6.5"  
2'-9" X 6'-6"

4.3" or 4.25" Blasen 3 + 4 Windows

NE Cor S. To 1<sup>st</sup> Window 6.4'

West door 2.6" T

E " 4.90" X 7.5

# KEITH'S RAILROAD CURVE TABLES.

Published by KEUFFEL & ESSER CO., New York.

Entered according to Act of Congress in the year 1883,  
by W. Keuffel & H. Esser, in the office of the Librarian of Congress,  
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## HOW TO USE KEITH'S TABLES.

### EXAMPLE.

Wanted a Curve with an Ext. of about 12 ft. Angle  
of Intersection or I. P. = 23° 20' to the R. at Station  
542+72.

Ext. in Tab. IV opposite 23° 20' = 120.87  
120.87 ÷ 12 = 10.07. Say a 10° Curve.

Tan. in Tab. IV opp. 23° 20' = 1183.1  
1183.1 ÷ 10 = 118.31.

Tab. V correction for A. 23° 20' for a 10° Cur. = 0.16  
118.31 + 0.16 = 118.47 = corrected Tangent.

(If corrected Ext. is required find in same way)  
Ang. 23° 20' = 23.33° ÷ 10 = 2.3333 = L. C.

2° 19½' = def. for sta.	542	I. P. = sta.	542+72
4° 49½' = " " "	+50	Tan. =	1.18.47
7° 19½' = " " "	543	B. C. = sta.	541+53.53
9° 49½' = " " "	+50	L. C. =	2.33.33
11° 40' = " " "	543+	E. C. = Sta.	543+86.86
	86.86		

100 - 53.53 = 46.47 X 3' (def. for 1 ft. of 10° Cur.) = 139.41' =  
2° 19½' = def. for sta. 542.

Def. for 50 ft. = 2° 30' for a 10° Curve.

Def. for 36.86 ft. = 1° 50½' for a 10° Curve.

(These tables are published in Field Books of  
KEUFFEL & ESSER CO., New York, N. Y.)

