

D.S. BURNETT # 32

* 6

FIELD BOOK

360

Property of
D. S. Burnett, C.E.
Wausau, Wis.

R.R. Survey
for
Northern Timber Company

Began May 16th 1928.

5/3.

P.C. +00 4° C.L

11

+00

10.1

+00

9

+00

8

+00

7+

+00

6

+00

5

+00

4

T.P. +026.

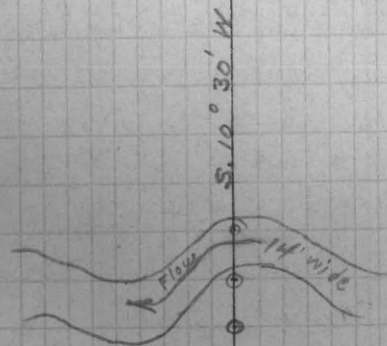
302

Off turnout track of C & N.W.

May 16" 1928; Cloudy, Foggy, warm

5.28.30' W

40		
27	○	
26		
25		
24	'	
23		
22		
21		
20		
19		
+50		
18		
+50		
17		
+17		
16		
P.T. +50 ○		9°-00
15		8°-00
+50		7°-00
14 ○		6°-00
+50		5°-00'
13		4°-00'
P.O.T. +50 ○		3°-00
12		2°-00
+50		1°-00'
P.C. II ○	A.C.L.	0°-00'



$$L = 450'$$

$$D = 4'$$

$$\text{def} = 2'$$

$$\Delta = 18'00''$$

86 2°-33'-36"
 +50 1°-33'-36"
 85=28' 0°-33'-36"
 84+72 P.C. 4° C, R. 0°-00'

82+00

80+97

79+00

76+00

74+00

64+00

62+29

60

50

40

+50 P.T.

35

34+50

34

+50

33

32+00

31

30

29

28

Enter Cedar lowland

Out of swamp

Q. Creek

On little ridge

In Cedar Swamp

Enter Cedar Swamp

5. Line of Sec. 4

5°-00'

4°-00'

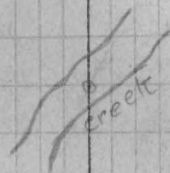
3°-00'

2°-00'

1°-00'

0°-00'

Abandoned



May 17th Cloudy, Warm, Foggy, - Can't target.
 Tied up line for ²/₃ night.

5
 2
 2
 5

88 13°-07'-12" ✓
 +50 11°-07'-12" ✓
 87 9°-07'-12" ✓
 +50 7°-07'-12" ✓
 86 5°-07'-12"
 +50 3°-07'-12"
 85 1°-07'-12"
 84+72 P.C. 8° C.L.

+22 1:6 20° 00'
 93 18° 54'
 +50 16° 24'
 92 13° 54'
 +50 11° 24'
 91 8° 54' ✓
 +50 6° 24' ✓
 90 3° 54' ✓
 89+50 1° 24' ✓
 +22 = P.C.C. 9° 00' 00" -
 89 8° 33' 36"
 +50 7° 33' 36"
 88 6° 33' 36" ✓
 +50 5° 33' 36" ✓
 87 4° 33' 36"
 86+50 3° 33' 36"

D = 8°
 Δ 62°
 L = 775'
 T = 430.68

Abandoned

Δ 40°
 L 400'
 D = 10°

Double Center Compound

Δ 18°
 L 450'
 D 4°

108	P.T.	8°-00' ✓
+50		7°-00' ✓
107		6°-00' ✓
+50	⊙	5°-00' ✓
106		4°-00' ✓
+50	⊙	3°-00' ✓
105		2°-00' ✓
+50		1°-00' ✓
104	● P.C. 4° C.L. 0°-0'	
100		
96		
95		
94		
93		
92	⊙ P.T.	29-07'-12" ✓
+50		27°-07'-12" ✓
91		25°-07'-12" ✓
+50		23°-07'-12" ✓
90	⊙	21°-07'-12" ✓
+50		19°-07'-12" ✓
89		17°-07'-12" ✓
88+50	⊙	15°-07'-12" ✓

$\Delta = 16^\circ$
 $L = 400$

⊙ S. 44° W.

⊙ S. 60° W.

111		10° 00'
+50		7° 30' 00"
110		5° 00' 00"
+50		2° 30' 00"
109+00	P.C. 10°	R. 0° 00'
<hr/>		
+75	P.T.	15° 00'
+50		14° 00'
112		12° 00'
+50		10° 00'
111		8° 00'
+50		6° 00'
110		4° 00'
+50		2° 00'
109+00	P.C. 8°	T.P. 0° 00'
105+00		
104		
103+00		
+86.5	0' 43" - 47"	5° 00' 00"
+50		4° 16' 12"
102		3° 16' 12"
+50		2° 16' 12"
101		1° 16' 12" ✓
+50		0° 16' 12" ✓
+36.5		0° 00' 00"
100		

~~Abandoned.~~

$$\Delta = 40^\circ$$

$$L = 400$$

$$D = 10^\circ$$

$$T. 192.06$$

$$\Delta = 30^\circ 00'$$

$$D = 8^\circ 00'$$

$$L = 375'$$

$$\text{def. } 4^\circ$$

R.

0' 11' 05" S

$$\Delta = 10^\circ 00'$$

$$D = 4^\circ 00'$$

$$L = 250'$$

0' 11' 05" S

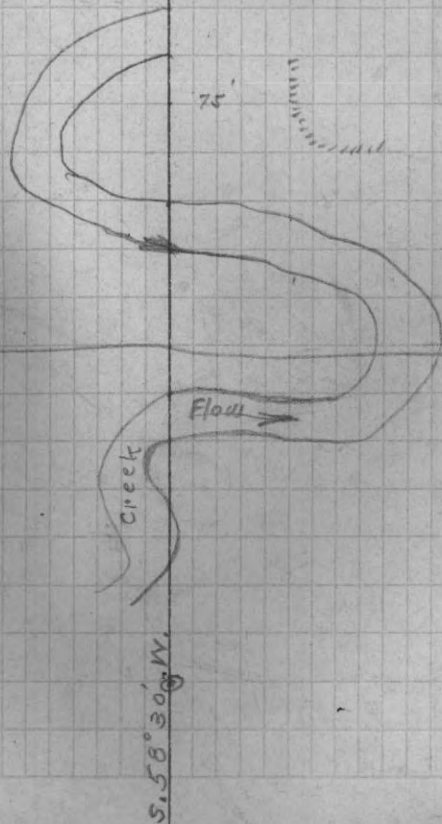
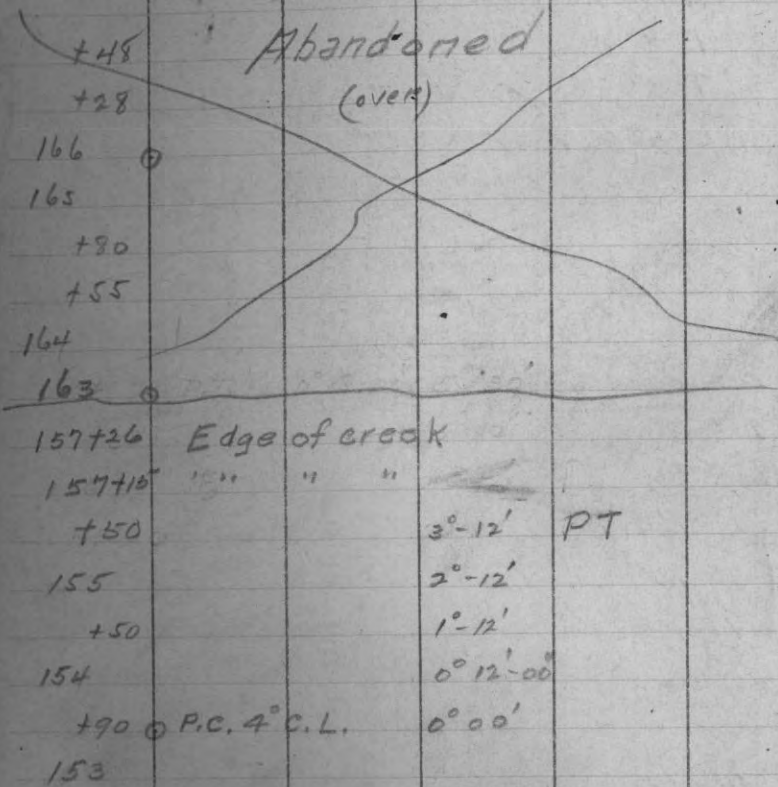
17.6
 P.T. = +21.5 0° 25' 48" 11° 00' 00" P.T.
 146 10° 34' 12"
 +50 9° 34' 12"
 145 8° 34' 12"
 +50 7° 34' 12"
 144 6° 34' 12"
 +50 5° 34' 12"
 143 4° 34' 12"
 +50 3° 34' 12"
 142 2° 34' 12"
 +50 1° 34' 12"
 141 0° 34' 12"
 +71.5 P.C. 4° 00' C.L. 0° 00'
 140
 135+27 to creek
 117+60
 +50 P.T. 5° 00'
 116 4° 00'
 +50 3° 00'
 115 2° 00'
 +50 1° 00'
 114 P.C. 4° L. 0° 00'
 113+00 20° 00'
 +50 17° 30' 00"
 112 15° 00' 00"
 111+50 12° 30' 00"

Δ 22° 00'
 D. 4° 00'
 T 278.5'
 L 550.

Δ = 10°
 D = 4°
 L = 250'

5.80° W

Due West



22°

170

169

168

167

170

+34.4 Abandoned. 19°00'00" ✓

169 16°25'30" ✓

+500 12°40'30" ✓

168 8°55'30" ✓

+500 5°10'30" ✓

167 1°25'30" ✓

+81 P.C. 15° C.L., 0°00'00"

166

+63.70 P.T. 7°38'30"

+50 7°22'5"

165 6°22'5"

+50 5°22'5" ✓

164 4°22'5"

+50 3°22'5"

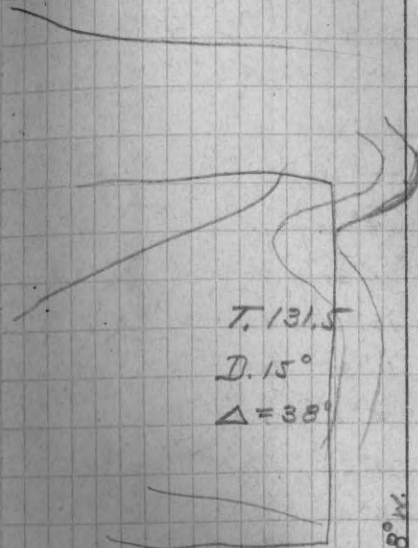
163 2°22'5"

+50 1°22'5"

162 0°22'5"

+81.6 P.C. 4° C.R.

161



T, 131.5
D, 15°
Δ = 38°

5.68.5

Δ = 15° 17'
D = 4°
L = 382'
T = 192.2

(Sec P. 26)

179		
178		
+50	RT.	29° 00' ✓
177		26° 30' ✓
+50		24° 00' ✓
176	○	21° 30' ✓
+50		19° 00' ✓
175		16° 30' ✓
+50	○	14° 00' ✓
174		11° 30' ✓
+50	○	9° 00' ✓
173	○	6° 30' ✓
+50		4° 00' ✓
172	⊗	1° 30' ✓
+70	○ P.E. 10° C.R.	0° 00' 00"
+08.5	P.T.	11° 00' 00"
171		10° 34' 30" ✓
+50		8° 04' 30" ✓
170		5° 34' 30" ✓
+500		3° 04' 30"
169		0° 34' 30"
+88.5	P.C. 10° C.L.	0° 00' 00"
168		

N. 77° W.

$$\Delta = 58^\circ$$

$$T = 318$$

$$D = 10^\circ$$

$$L = 580$$

$$L = 220$$

$$T = 111.5$$

$$\Delta = 22^\circ$$

$$D = 10'$$

Abandoned

187	P.I.T.	35° 00'
+50		32° 30'
186		30° 00'
+50		27° 30'
185		25° 00'
+50		22° 30'
184		20° 00'
+50		17° 30'
183		15° 00'
+50		12° 30'
182		10° 00'
+50		7° 30'
181		5° 00'
+50		2° 30' 00"
180	P.C. 10° C.L.	0° 00' 00"

~~$\Delta = 70^\circ$~~

~~$T = 401.7$~~

~~$\Delta = 10^\circ$~~

~~$L = 700'$~~

Abandoned

+13		
189		52° 44'
+50		49° 44'
188		46° 44'
+50		43° 44'
187		40° 44'
+50		37° 44'
186		34° 44'
+50		31° 44'
185	○	28° 44'
+50	○ P.C.C.	25° 44'
184	○ P.C.C. 12° C.L.	22° 43' 48" ✓
+50		20° 13' 48" ✓
183	○ X	17° 43' 48" ✓
+50		15° 13' 48" ✓
182	○ X	12° 43' 48" X
+50		10° 13' 48" ✓
181	○ X	7° 13' 48" ✓
+50	○ X	5° 13' 48" ✓
180		2° 43' 48" ✓
+45.4	P.C. 10° C.L.	0° 00' 00"

179

 $\Delta = 107^\circ$

Abandoned

+06.4	P.I.	0° 30'	53° 30'
187			53° 00'
+50			49° 15'
186			47° 30' ✓
+50			41° 45' ✓
185			38° 00' ✓
+50			34° 15' ✓
184	○		30° 30' ✓
+50			26° 45' ✓
183	○		23° 00' ✓
+50			19° 15' ✓
182	○		15° 30' ✓
+50			11° 45' ✓
181	○		8° 00' ✓
+50			4° 15' ✓
180			0° 30' ✓
+93.4	F.C. 150m.		0° 00' 00"

179

$$\Delta = 107^\circ$$

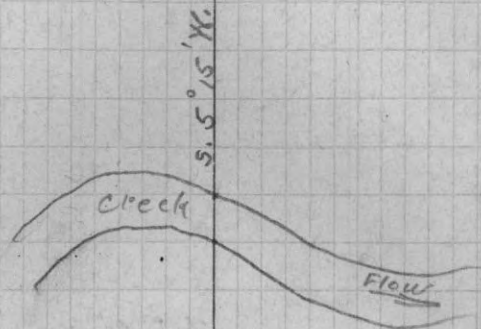
$$R = 282.04$$

$$T = 516.3 \quad (563) = Adv. 48'$$

$$D = 15^\circ$$

$$L = 713.3'$$

198.7		
193		
192		
191		
190		
+73		
+30		
189		
+13.8	① 1° 02' 12"	48° 55' 00" ✓
187		47° 52' 48" ✓
+50		44° 07' 48" ✓
186	①	40° 22' 48" ✓
+50		36° 37' 48" ✓
185		32° 52' 48" ✓
+50	①	29° 07' 48" ✓
184		25° 22' 48" ✓
+50	①	21° 37' 48" ✓
183		17° 52' 48" ✓
+50	①	14° 07' 48" ✓
182		10° 22' 48" ✓
+50	①	6° 37' 48" ✓
181	38.4'	2° 52' 48" ✓
+61.6 P.C.	15° C.L.	0° 00' 00"
180		



$$\Delta = 97^{\circ} 50'$$

$$T = 438.2$$

$$D = 15^{\circ}$$

$$L = 652.2$$

+50			18°45'	✓
208	○		15°00'	✓
+50			11°15'	✓
207	○		7°30'	✓
+50		3°45'	3°45'	✓
206	○	P.C. 15° C.L.	0°00'00"	
+59.3	○	P.T.	0°11'10"	4°30'00" ✓
+50			4°18'50"	✓
204			3°18'50"	✓
+50	○		2°18'50"	✓
203			1°18'50"	✓
+50			0°18'50"	✓
+34.3	○	P.C. 4° C.L.	0°00'00"	
202				
+05.1		P.T.	0°06'7"	8°16' ✓
198			8°09'50"	✓
+50			7°09'50"	✓
197			6°09'50"	✓
+50			5°09'50"	✓
196			4°09'50"	✓
+50	○		3°09'50"	✓
195			2°09'50"	✓
+50	○	1°00'-00"	1°09'50"	✓
194		8.2' 1.2'	0°09'50"	
193+91.8		P.C. 4° C.R.	0°00'00"	

$\Delta = 96^{\circ}40'$ $L = 6444.4$
 $\Pi = 15^{\circ}$

$\Delta = 9^{\circ}00'$
 $T = 112.8$
 $\Pi = 4^{\circ}$
 $L = 225'$

$\Delta = 16^{\circ}32'$
 $T = 208.2$
 $\Pi = 4^{\circ}$
 $L = 400$

Survey at Athens,-

Mrs Krenke et. al.

July 1st 1932

Cloudy, Windy, showers.

E $\frac{1}{2}$ N.E. $\frac{1}{4}$, Sec. 1-T 29-R 3 E.

From Township Cor. of T s 29 & 30 N., R s 3 & 4 E
(2 6"x6" Granite Stone with X on top) South along
R. line ($\frac{1}{2}$ of Highway #97)

48.45 Chs. to $\frac{1}{4}$ Cor. bet. Secs 1 & 6

Note, - this corner was removed in
highway construction work. Located
the original point from records of R.R.
surveys fixing it at 115 feet South of
the intersection of the $\frac{1}{2}$ of R.R. track
and $\frac{1}{2}$ of highway.

+444 P.T.	48° 20'
212	45° 00'
+50	41° 15'
211	37° 30'
+50	33° 45'
210	30° 00'
+50	26° 15'
209	22° 30'

Copy of
Gold Field Notes of Range line
bet. Rs 3 & 4 E., Town 29 N., and bet.
Secs 1 & 6,

Sec. Cor of 1-6-7 & 12

Ironwood 7" N. 27 E. 35

Hem. 10 N. 88 W. 22

" 10 S. 12 W. 35

" 15 S. 82 E. 21

N. bet. Secs 1 & 6

36.60 Creek 35 S. E.

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

Hem. 12" N. 60 E. 15

" 10 N. 72 W. 14

53.12 Creek 5 S. E.

89.00 Set Cor. to T_s 29 & 30 N., R_s 3 & 4 E.

Birch 20 N. 55 E. 65

Sugar 13 N. 70 W. 36

" 9 S. 65 W. 42

Birch 12 S. 23 E. 57

To Locate $\frac{1}{8}$ Cor.

$$49.00 : 48.45 :: 20 : x = 19.775 \text{ Chs.}$$

1305.15'

19.775 Chs N. of $\frac{1}{4}$ Cor.

28.675 " S. of Township Cor.

48.450

North Line

From $\frac{1}{4}$ Cor. (2 stone) on North line of
Sec. 1-T₂₉N., R₃E. ran East on a true
line; - Var. $5^{\circ}30'$ E.

39.63 Chs to Township Corner.

Set $\frac{1}{8}$ Cor. (iron bolt) in true
line, and equidistant bet. Corners or
19.81 $\frac{1}{2}$ Chs. Took bearings

Tel. Pole nearly South $35\frac{1}{4}$ lks.

" " " North 59 lks.

E & W. $\frac{1}{4}$ Line

From Center of Section-1-29-3 (iron rod)
East on true line Var. $2^{\circ}00'$ E.

31.00 offset 4.21 Chs N. to miss buildings.

39.08 intersect Range Line

Set $\frac{1}{8}$ Cor. (iron bolt) at equidistance
or 19.54 Chs each way and in true line.

N. & S. $\frac{1}{8}$ Line

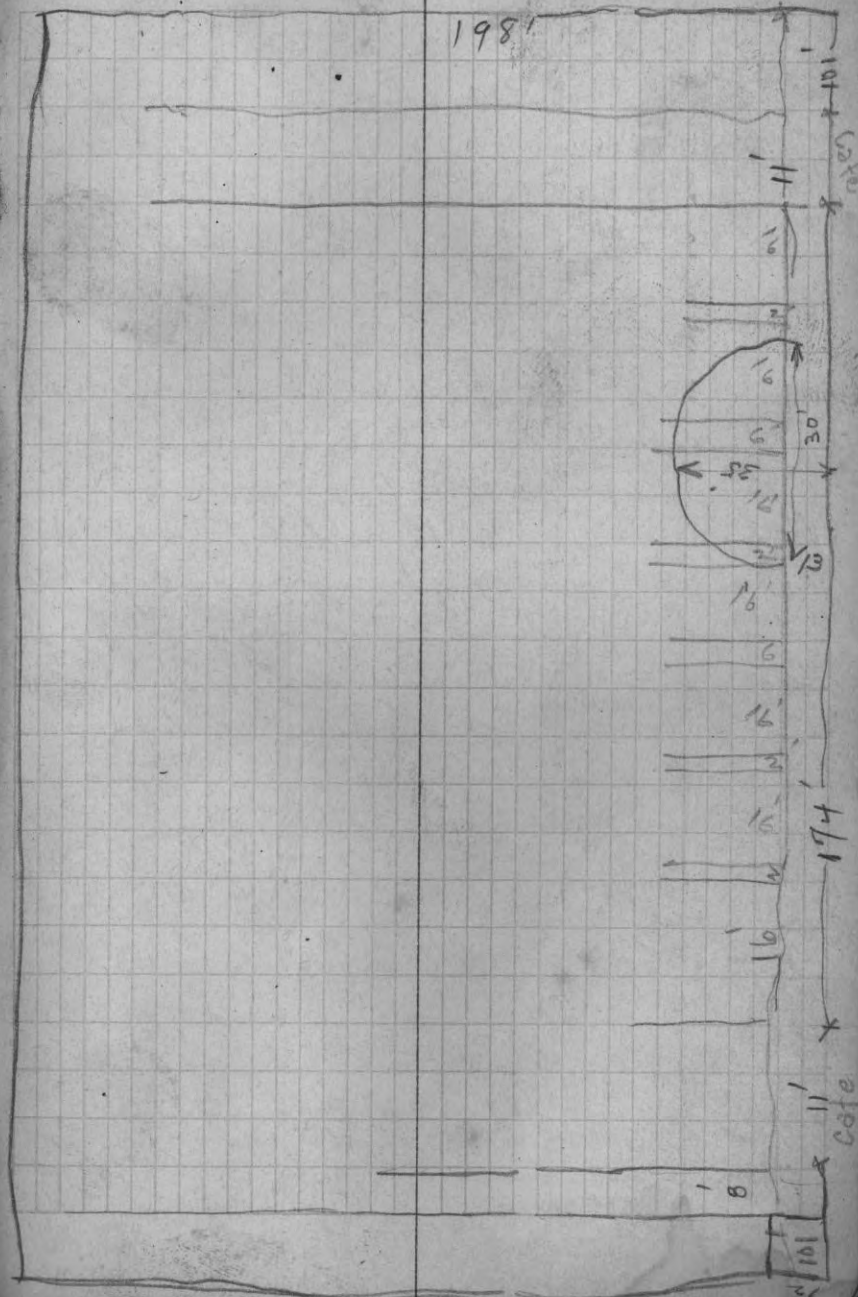
From $\frac{1}{8}$ Cor. on E. & W. $\frac{1}{4}$ line in
E. $\frac{1}{2}$; Sec. 1-29-3; North on a
true line; Var. $6^{\circ}15' E.$

47.76 chs to $\frac{1}{8}$ Cor. on N. line
of Sec. 1-29-3.

Set $\frac{1}{6}$ Cor. in true line and

19.46 $\frac{1}{2}$ chs N. of $\frac{1}{6}$ Cor. on $\frac{1}{4}$ line

28.29 $\frac{1}{2}$ " S. " " " " N. Sec. line



Road Survey For Town of Kronenwetter
Oct 11 1933 3 rod road

Located $\frac{1}{4}$ cor on N. & S. sec. line bet Secs 10 & 11
(a sandstone, in center of highway.) (Irregular Stone)

From this point ran west, $2^{\circ}40'$ E Var.
5.15 chs to center of concrete culvert.

36.72 " to " " " Highway Hwy 51

38.23 " to " " Railway

40.16 " to " " Section (Iron Pin)

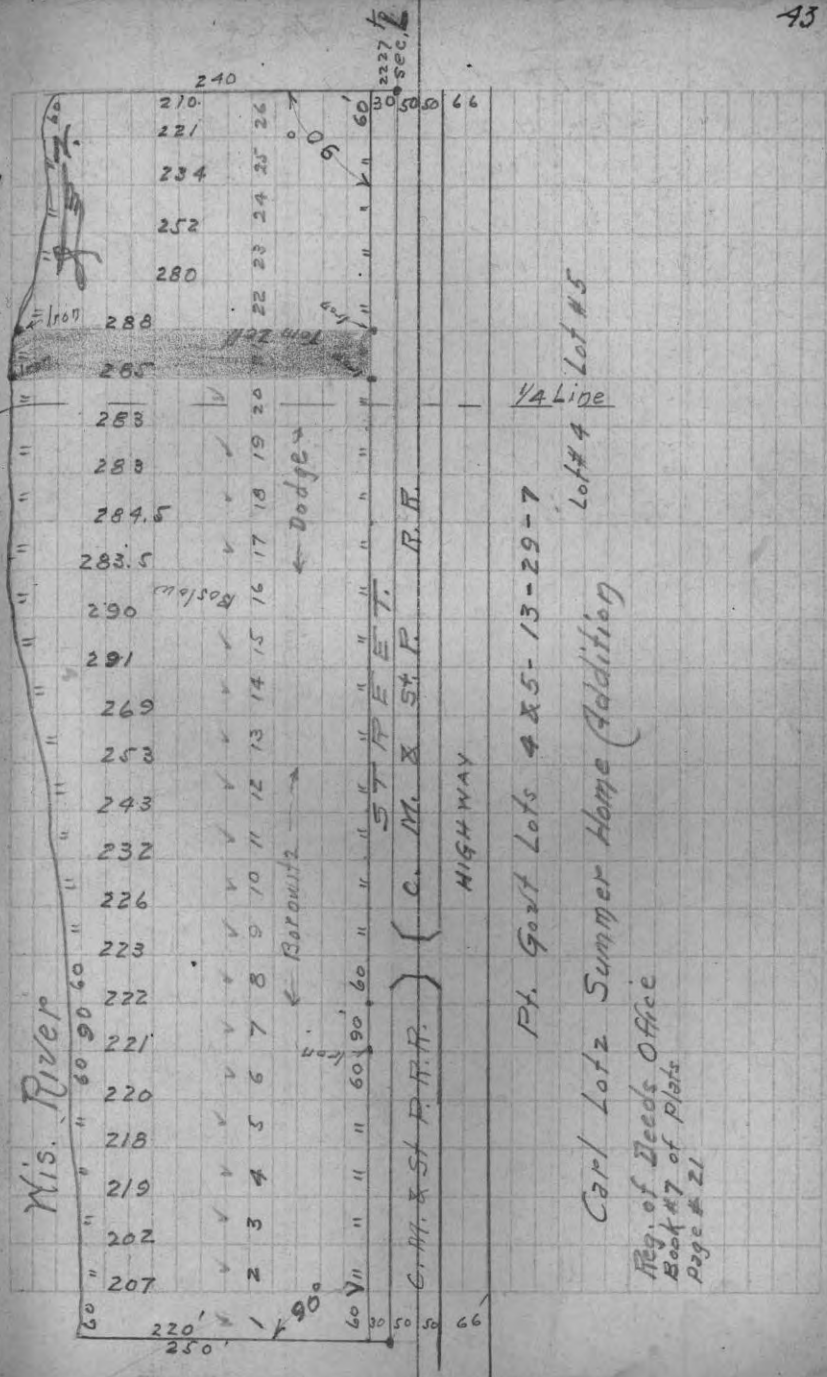
80.52 " to Sec. Cor bet. Secs 9 & 10 (2x2 Poplar Stake)

Set Property Line Stakes .37 1/2 chs. from $\frac{1}{4}$ stakes

3 rod road

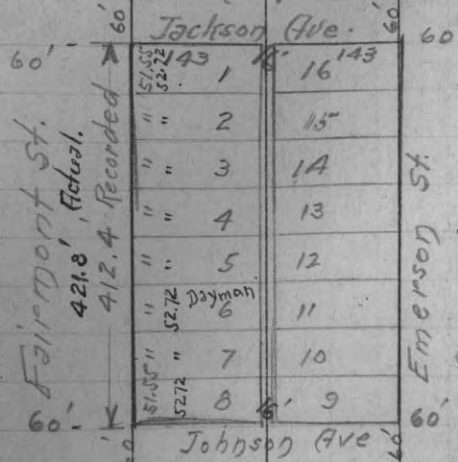
From $\frac{1}{8}$ cor. in center of road (a wooden stake) ran
South 20.22 chs. to Sec Cor (6x6 Concrete Monument)
at cor. to sec's 33-34-3 & 4

Mag Var. $1^{\circ}10'$ E



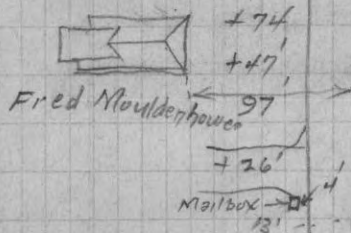
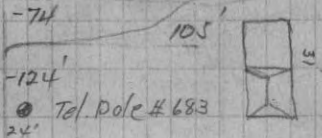
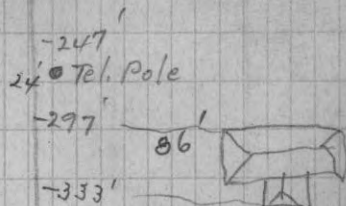
Nov. 28th 1933

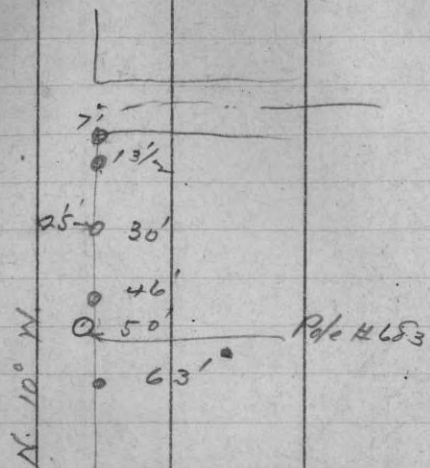
Block 14 - Lot #7 Johnsons Add.

for
Cole - Cont'r.Dec. 6th 1933;

(Auto accident), F. P. Regner, - Attorney

North

-68 1/2
Mail Box 4Car 5' off concrete at
this Pole # 683



110.20

10.20	24-#3
8.60	"-#2
7.10	"-#1
5.50	"-#0
3.60	"-#1.0
1.30	"-#2

101.60	10.20
	1.30
	<u>8.90</u>

103.10
104.70
106.60
108.90

Dec 26 1953

Running line & levels for

Stark Street Project 1/4 Cor E Side Sec

Sta	BS	HI	FS	Elev
200.00	5.40	205.40		
1+00			12.85	192.55
2+00			15.30	190.10
3+00			16.30	189.10
	7.20	196.30		
4+00			5.30	191.00
5+00			7.10	189.20
6+00			9.55	186.75
7+00			8.55	187.75
8+00			2.85	193.45
	12.85	206.30		
9+00			5.80	200.50
10+00			.82	205.48
	13.25	218.73		
12+00			4.20	214.53
13+00			1.55	217.18
	5.40	222.58		
14+00			4.60	217.98
15+00			5.70	216.88
16+00			8.70	213.88
17+00			12.95	209.63
	1.15	210.78		
18+00			6.40	204.38
19+00			13.70	197.08

Sta	BS	HI	FS	Elev
	2.30	199.38		
20+00			12.17	187.21
	2.50	189.71		
21+00			13.77	175.94
	1.17	177.11		
22+00			15.80	161.31
	2.44	163.75		
23+00			10.06	153.69
24+00			14.20	149.55
	3.15	152.70		
25+00			4.34	147.36
26+00			14.80	137.90
	2.79	140.69		
27+00			12.86	127.83
	1.60	129.43		
28+00			7.74	121.66
29+00			12.00	117.43
	1.15	118.58		
29+19	1.15		2.00	116.58 to cor
30+19			12.76	105.82
	1.70	107.52		
31+19			10.40	97.12
	1.70	98.82		
32+19			8.64	90.18
33+19			18.15	80.67

Sta	B.S.	HI	FS	Elev
	237	83.05		
34+19			9.42	73.53
35+19			17.60	65.45
Δ			12.06	70.99 B.M.
	178	71.77		
36+00			11.95	59.82
	53	50.35		
37+00			5.10	55.25
38+00			7.66	52.69
39+00			10.05	50.30
40+00			11.65	48.70
41+00			12.80	47.55
42+00			13.35	47.00
	269	49.69		
43+00			5.90	43.79
44+00			9.70	39.99
45+00			13.30	36.39
46+00			14.80	34.89
47+00			14.40	35.29
48+00			14.20	35.49
49+00			13.30	36.39
50+00			11.50	38.19
50+72			9.80	39.89
Δ			9.30	40.39 B.M.

426
288

To cor
on Boulder

End of sidewalk S. side of St.

Dec. 29 1933

Levels on Stark St.

Project Eler

Grade Eler.

B.M. 100.00
 ✓ 0+00
 ✓ 1+00
 ✓ 2+00
 ✓ 3+50
 ✓ 3+00
 ✓ 4+00
 Δ
 ✓ 5+00
 ✓ 6+00
 ✓ 7+00
 ✓ 8+00
 ✓ 9+00
 Δ
 ✓ 10+00
 ✓ 11+00
 11+50
 12+00
 Δ
 13+00
 BM
 14+00
 15+00
 Δ

85
 408
 12.02
 14.56
 13.01
 9.67

104.08
 115.54
 127.92
 139.14
 147.12

4.98
 5.55
 5.90
 5.00
 .88
 .56
 9.72
 5.80
 4.30
 3.73
 2.41
 2.78
 12.30
 9.42
 5.52
 1.79
 9.04
 1.69
 9.58
 3.00
 .80

99.10
 98.53
 98.18
 99.08
 103.20
 103.52
 105.82
 109.74
 110.24
 111.81
 113.13
 113.36
 115.62
 118.50
 122.40
 126.13
 130.10
 137.45
 137.54
 144.12
 146.32

100.
 100.
 100.
 100
 101.1
 103.3
 105.5
 107.7
 109.9
 112.1
 114.3
 116.5
 119.5
 124.5
 126.13
 130.
 138.5
 146.6

Bolt in Pole S side of St.

-1.1
 -.5
 -.5
 -2.0

on Boulevard S E of cor

change

Sta	B.S.	H.I.	F.S.	Elev.	Grade Elev.
	14.87	161.19			
✓ 16+00			7.39	153.80	154.7
⊙ 17+00 17+50	13.85	174.48	0.56	160.63	162.8 162.5 16
✓ 18.00			5.57	168.91	170.9
⊙			2.42	172.06	172.0
	14.40	186.46			
19+00			8.11	178.35	179.
BM			5.21	181.25	181.2
⊙			0.23	186.23	
	12.50	198.73			
20+15 20+15			7.75	190.98	187.1 188.2
⊙			.23	198.50	198.3
	13.92	212.82			
21+15 21+50 22+15			11.00 2.04 0.29	201.32 210.28 212.03	196.3 199.1 204.4
	14.33	226.36			
23+15 24+00 24+15			13.05 8.85	218.31 217.51	212.5 21.95 219.5
✓ 25+15			1.31	225.05	229.0
⊙			.15	226.21	226.5
	15.00	241.21			
✓ 26+15			2.27	238.94	238.5
⊙			0.74	240.47	
	14.89	255.36			

N
L

on large Boulder

N
L

B.M. Oak tree N. of road 209.10

B.M. Elm tree S. of road 222.62

Sta	B.S.	H.I.	F.S.	Elev.	Grade Elev
✓ 27+15		255.36	4.67	250.69	248.
○			1.01	254.35	
	15.04	269.39			
✓ 28+15			8.76	260.63	257.5
○ 29+15			1.55	267.84	267.
	14.39	282.23			
13 ✓ 30+15			8.89	273.34	272.
17 ✓ 31+15			4.84	277.39	276.5
16 ✓ 32+15			2.07	280.16	280.
	6.39	286.55			
15 ✓ 33+15			4.79	281.76	282.
B.M.			5.33	281.22	
	3.28	284.50			
✓ 34+15			3.63	280.87	281.
✓ 35+15			6.48	278.02	278.
○ 36+15			9.84	274.66	274.
	2.61	277.27			
✓ 37+15			8.36	268.91	270.
○ 38+15			13.35	263.92	266.
	2.20	266.12			
✓ 39+15			5.99	260.29	262.
○ 40+15			9.20	256.92	258.
	1.62	258.54			
✓ 41+15			7.34	251.20	255.
✓ 42+15			8.45	250.09	252.4

Joe Koski
Harvey Mathes
21st Radtke
Otto Traves

Spike in Birch tree Front of house

214

sta	BS	H.I.	F.S	Elev. 250.09	Grade Elev.
	3.80	258.89			
✓ 43+15			6.63	252.26	252.8
✓ 44+15			4.78	254.11	253.2
✓ 45+15			6.80	252.09	253.7
	6.83	258.92			254.00
✓ 45+90			5.61	253.31	255.
✓ 46+15					
✓ 47+15			3.37	255.55	259.
	13.76	269.31			
BM 48+15			6.04	263.27	263.
	12.80	276.07			
✓ 49+15			8.64	267.43	267.5
✓ 50+15			4.58	271.49	271.
✓ 51+15			3.22	272.85	271.
	3.26	276.11			
✓ 52+15			4.88	271.23	271.
✓ 53+15			5.60	270.51	271.
✓ 54+15			5.63	270.48	271.
	4.53	275.01			
✓ 55+15			5.11	269.90	271.
✓ 56+15			5.63	269.39	271.
✓ 57+15			4.58	270.43	271.
	4.93	275.36			
✓ 58+15			5.25	270.11	271.00
✓ 59+15			5.32	270.04	270.5
✓ 60+15			6.05	269.31	270.
✓ 61+15			6.15	269.21	269.5

1/4 Sec. Cor. E. side of Sec. 30

Sta	B.S.	H.I.	F.S.	Elev. 269.21	Grade Elev
	1.85	271.06			
✓ 62+15			3.95	267.11	269.
✓ 63+15			6.17	264.89	269.
✓ 64+15			6.42	264.64	269.
○ 65+15			5.53	265.53	269.
	1046	275.99			
✓ 66+15			7.65	267.34	269.8
✓ 67+15			5.60	270.39	270.6
✓ 68+15			4.98	271.01	271.4
✓ 69+15			3.47	271.52	272.2
○ 70+15			2.73	273.26	273
	5.27	278.53			
✓ 71+15			5.30	273.23	274.
✓ 72+15			4.65	273.88	274
✓ 73+15			5.07	273.46	274.
○ 74+16			6.17	272.36	274
B.M.			4.73	273.80	
	647	278.83			
✓ 75+15			6.33	272.50	274.
✓ 76+15			5.60	273.23	274
✓ 76+40					274.
✓ 77+15			4.56	274.27	274.5
✓ 78+15			2.79	276.04	277.5
○ 79+15			0.38	278.45	278.8
	9.47	287.92			

3' culvert opening
Low spot

Center of Sec 29

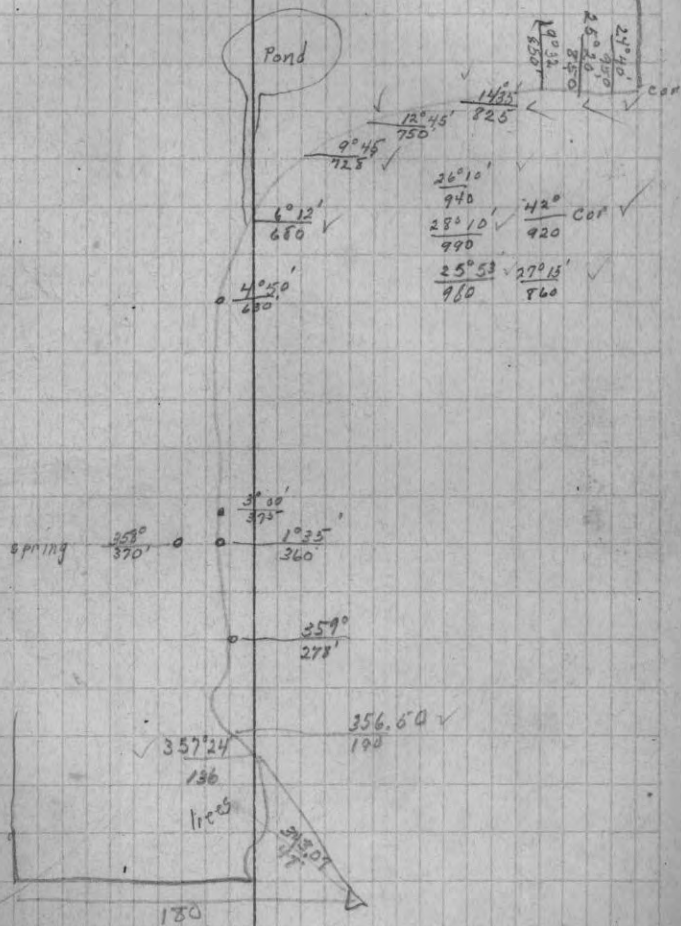
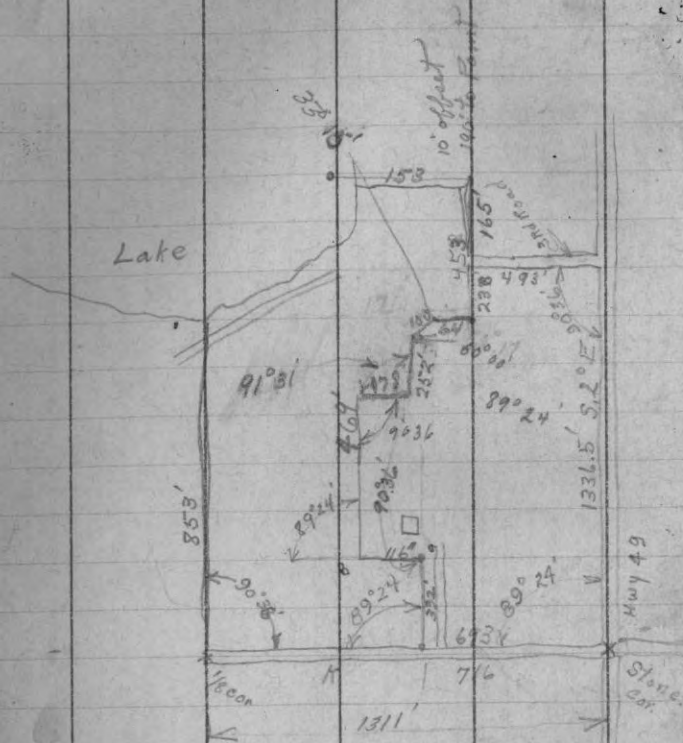
Spike in fence Post S. of line

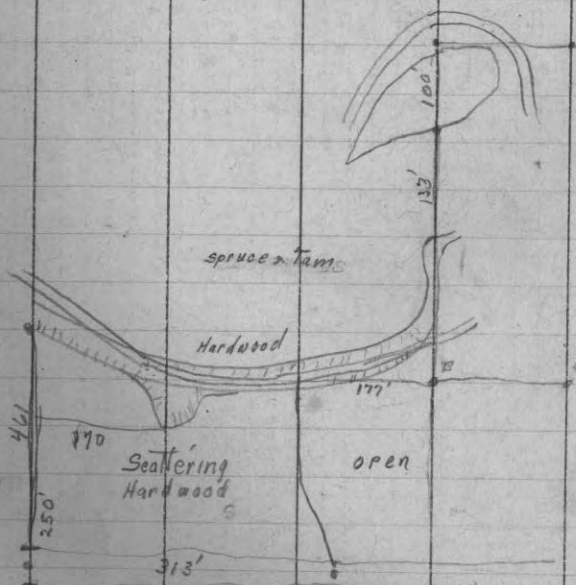
Grade
Elev

62	Sta	B.S.	H.I. 287.92	F.S.	Elev.	Grade Elev
✓	80+15			7.10	280.82	281.5
✓	81+15			4.47	283.45	284.
	82+15			1.87	286.05	
	B.M.			4.62	283.30	

E. of Smith road
Spike in tel. Pole S. of line

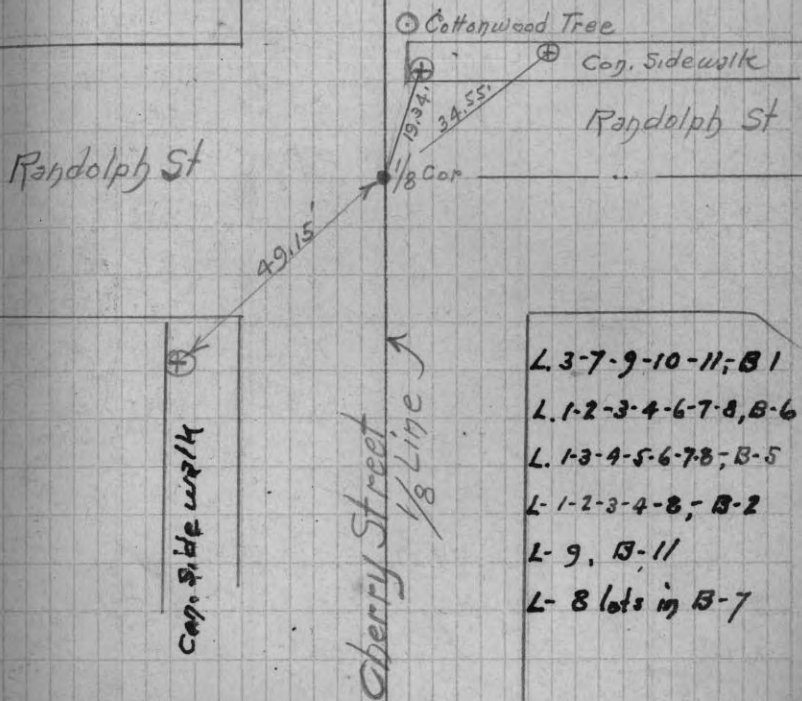
Elderan Park Jan. 6, 1934





N.
[Handwritten signature]

Tom Perjeau
 April 9th & 10th



Recreation Park
Wausau Wis Jan 10 1934

	B.S.	I.I.	F.S.	Elev
100.00 S.W. Pier	5.68	105.68	4.58	101.10
	2.37	102.37	6.70	95.67
			5.74	96.63
			6.75	95.62
			4.50	97.87
			3.08	99.29

Elev. of Hwy.
94.58

Schofield Drainage Jan 15 1934

458	99.46	6.05	93.41
		12.68	86.83
		11.80	87.66
4+70		5.20	94.26
		5.13	94.33
T.P.	5.13	99.46	11.98
			87.48
		10.40	89.06

Rerun

BM 94.88	4.39	99.27	5.32	93.95
0+00			5.58	93.69
0+18			6.56	92.71
0+50			6.73	92.54

N.E. of intersection of 4th & Wausau Ave on sidewalkSW. of inters. of 3rd & Wausau Ave.

Top of Bracket

N.W. cor. of park

N. Center of Park

N.E. cor. of park

25' to 1st Bracket74 to 2nd

124 " 3

176 " 4

216 " 5

Catch Basin at turn

Water Elev

on turn at new location

T.P.

Low Point

Point at turn X

440
440

200

X

Sta	B.S.	H.I.	F.S.	Elev
1+50		99.27	6.22	92.95
2+00			5.73	93.54
2+50			5.16	94.11
3+00			5.44	93.83
3+50			6.48	92.79
4+00			6.00	93.27
4+70			5.18	94.09
			5.18	94.09
	5.42	99.51		
4+85			5.12	94.39
5+20			6.43	93.08
5+70			7.78	91.73
6+00			9.12	90.39
6+20			8.90	90.61
6+70			9.88	99.69
			12.03	87.48

B.M. NE Cor of walk

☉ of E-W Road

219.3' ~~from~~
 147
 72
 216

End of Pipe

Point in Slough

460 from Hwy to Manhole - 18' = 442

Levels at Airport Jan 24

72 Sta	B.S.	H.I.	F.S.	Elev.	Grade
1			100.00	100.00	100.5
	530	105.30			
2			503	100.27	100.55
3			516	99.64	100.60 ✓
4			530	100.00	100.65 ✓
TP 5			488	100.42	100.70 ✓
	498	105.40			
6			495	100.45	100.72 ✓
7			532	100.08	100.75 ✓
8			543	99.97	100.88 ✓
9			542	99.98	100.85 ✓
10			540	100.00	100.88 ✓
11			530	100.10	100.90 ✓
TP 12			505	100.35	100.92 ✓
	580	106.15			
13			566	100.49	101.12 ✓
14			532	100.83	101.30 ✓
15			519	100.96	101.50 ✓
16			519	100.96	101.70 ✓
17			456	101.59	101.90 ✓
18			495	101.20	102.10 ✓
19			540	100.75	102.30 ✓
	640	107.15			
20			633	100.82	102.45 ✓
21			548	101.67	102.65 ✓

73 Sta	B.S.	H.I.	F.S.	Elev.	Grade
		107.15			
22			520	101.95	102.85 ✓
23			490	102.25	103.05 ✓
24			470	102.45	103.20 ✓
25			465	102.50	103.40 ✓
26			395	103.20	103.60 ✓
27			335	103.80	103.80 ✓
			513	102.02	
102.02	500	107.10			
			418	102.92	Sta 17 Side
			318	106.10	
			527	100.83	Sta 10 N. side
			485	105.68	
Sta 10	530	106.63			
			514	101.49	B.M. at Hangar

Top of Stake
21 S. side

Course N57°30'W.

Athens Park Feb 23 1954

	Rm	BS	H1	FS	F/er
Bank	100.00	14.45	114.45		
				10.36	104.09
0				4.10	110.35
		14.12	1.24.47		
				7.72	116.75

S. shore 90' South
Turn 60' east S.

Top of bank 12'

Wed, March 28 1934

cloudy & cold

H. Hoettels

B. Burnett

From W. $\frac{1}{8}$ cor. on E & W $\frac{1}{4}$ line thru Sec 7. T29N.
 R. 10 E. (A 3x3 W. Ash stake) Ran South, Mag.
 Var. $1^{\circ} 14' E$ a distance of 208.5' to a point
 on the So. side of the road. Thence by an angle
 to the Right of $76^{\circ} 26'$ to the N. E. Cor. of
 Barto's lot which is the point of beginning

ΔL $37^{\circ} 07'$ 281. ft.

ΔL $113^{\circ} 53'$ 181.5 "

ΔL $60^{\circ} 05'$ 75' to $\frac{1}{8}$ line, 178' to Lot cor.

ΔL $86^{\circ} 25'$ 187.8' to point of beginning

Point on $\frac{1}{8}$ line 208 $\frac{1}{2}$ ' S. of $\frac{1}{8}$ cor.

3" Soft Maple Stake

B.Ts. H Maple 5" S. $51^{\circ} 30' E$ 9.5 ft.

B. Ash 8" S. $86^{\circ} W$ 14 "

Barto's Lots 60-61-62

Lorenz " 74-75--

Nelsons 79-80-81

From $\frac{1}{8}$ cor on $\frac{1}{4}$ line in $E\frac{1}{2}$ of sec. 7
Town 29 N R 10 E So. along $\frac{1}{8}$ line Mag. Var
 $6^{\circ} 15' E$ 205' to a point on the N. line of lot
63 Block No. 1 of plat of Eau Claire Dells. thence
continue So. 189' to a point on the river bank
10' East of property stake bet lots 61 & 62
Block 1.

Referenced point where $\frac{1}{8}$ line intersects
the North line of lot 63 as follows.

H. Maple 12" S. $26^{\circ} E$ 11.7'

R. Ash 10" S $79^{\circ} 15' W$ 31.4'

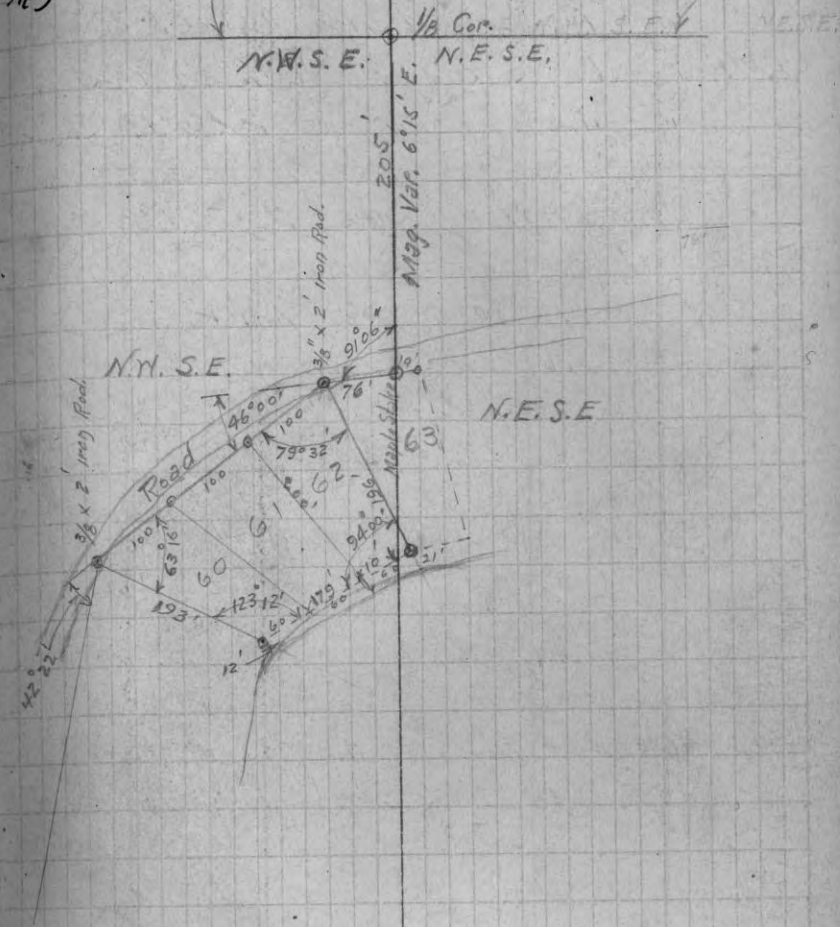
" " 7" North 24.8'

76' from $\frac{1}{8}$ line to N.E. cor. of lot 62

Included angles bounding lots 60-61-62
are shown on the following page. these
lots are owned by Barto (Lawyer in Tisch
building.)

May 4th 1934

E. & W. $\frac{1}{4}$ Line Sec. 7-29-10



80 On $\frac{1}{4}$ Line E & W, East side of Lake.

M.C. at Lake Sec. 12-39-6

37.70, W. P. Stp. 17" N. $2^{\circ}30'$ E $3\frac{1}{2}$

" " " 20" S. 22° W. 3

Centre Sec. 12-39-6

Y.P. 30" N. 85° W 84 lks.

No other to mark

Cor. 1-6-7-12 Bet 6 & 7 E
T. 39-N.

N. E. Cor. Sec. 12-39-6

Note: Above is a copy of Dorr's
B.Ts. for respective corners.

June 27" 1934

Malloy Work

June 27" 1934

Clear & Hot.

Sec. 12-39-6

Left Wausau in a fog at 7:40 A.M.
in Bogues Car, upon call from
Dave Jassart.

Looked over requirements at Malloy's
and found B.Ts. where E & W. $\frac{1}{4}$ line
hits East side of Lake Kawaga~~ss~~aga,
also at center of section, & at N.E. X
These B.Ts. were old and yet not
Galt B.Ts.

Went to Rhinelander and found
old records made by Dorr at these
points, as given on Page #80

Will set these corners and
run the N. $\frac{1}{2}$ of $\frac{1}{4}$ line tomorrow
if all is Well.

West of center of Section.

Clear, Windy, Cool

Malloy work June 28th 1934

Sec. 12-39-6

Located, at M.C. on 1/4 line, thru
Sec. 12, (E. & W.) on East side of 1/2 sec
by W. Pine Stp. 17" N. 2° 30' E. 31 1/2
" " " 20° S. 22' W. 3

above marks made by Dorr.
(when point located found iron pipe)
Set 4x4 Cedar stake and marked
new B.Ts.

Norway 10" South 59 lks.
W. Pine 10" S. 60° E. 79 lks

From above M.C. offset South, 29 1/2 chains
to avoid brush cutting; thence East Mag. Van 3° E.
We set stakes at 2 chains and then each 3 chains
from there on to 20 chs. We set another at
25 chs, at 28 chs, at 30 chs. and at 33.72 1/2 chs.
set hub in center of road.

Located center of section from B.T. set by
Dorr, and marked new B.Ts. Viz.

Twin Red Oak 8" S. 43° E. .65 chs

Jack Pine 12' N. 72° 45' W. 1.01 chs.

At 33.72 chs fell .04 chs. So. of above Cor.

1.007562
1.022686

0.25
0.54

Corrections for tally stakes.

2 chs	.28 chs	N.
5 "	.257 "	N.
8 "	.234 "	N.
11 "	.212 "	"
14 "	.18 "	"
17 "	.158 "	"
20 "	.135 "	"
25 "	.106 "	"
28 "	.084 "	"
30 "	.068 "	"
33 "	.046 "	"

28
66
168
168
18.48

Below figures are for a line parallel with and
.04 chs. North of actual random line

007562	.007562	007562
28.72	2572	2272
15124	15124	15124
52934	52934	52934
60496	37810	15124
15124	15124	15124
21718064	19449464	17150864

.007562 = Nat. tan of corr.

3372	2550000
	23604
	18960
	16860
	21000
	20232
	7680
	6744
	936

007562
31.72
15124
52934
7562
22686
23986664

0.07562
1.5124
5.2934
2.2686
2.1800
0.2206

.21.2	1.5124
.02	5.2934
.180	2.2686
.022	2.1800
.10	0.2206
.13	
106	
0.23	
0.54	

.007562
3.72
1.5124
5.2934
6.0496
1.06594064

Cassius Winklerman

Sept. 8th 1934, Clear Warm

Located at Sec. Cor. of 5-8-38-6 &
32-33-39-6 which Cor. I identified by
a small stake and two B.T.s. viz,

Tam. 8" N 48° 00' W. 58 lts.

W. Pipe 16" N 24° E 51 lts

4.57 chs. to fence (South from
above corner.

13.42 found stake for $\frac{1}{8}$ Cor.

35.70 to stake set for $\frac{1}{4}$ Cor.

Iron Pipe, Set 4x4 W. Pine Stake &
marked B.T.s

S. Maple 5" S 72° 00' E. 14 lts

R. Oak 8" S 24° 00' W. 21 "

From $\frac{1}{4}$ Cor. bet. 4 & 5 West on a
line Var 4° E,

3.00 chs. $\frac{1}{2}$ highway

7.00 chs offset West 3 chs. into
open field.

10.00 Highway into private house

14.00 Offset 2.00 West

20.00 still in S. edge of clearing
and two chs. West of lake (about at S. point
of bay.

Line Continued

25.00 offset east 5 chs onto orig line

35.00 edge of small lake

Sec. Cor. in Lake

From $\frac{1}{4}$ Cor. bet. Secs 4 & 5, West on
a line Var 5° E.

9.30 chs. $\frac{1}{2}$ off road.

31.50 to bottomless flowage

Abandoned line went home

Minnesota Mining Co.

Part N.W., S.E., 35-29-7

Rosecrans St. on South

Sherman St. " North

Pt. Govt Lot #3-35-29-7

See Vol. #263, - P. 532, D# 308876

" " 160, - " 356v

" " 198, - " 79v

" " 209, - " 219v

Incorrect.

" " 176, - " 444v

" " 60, - " 246v

" " 263, - " 534v

" " 61, - " 107v

W.V.L. Co. to Novelty Co.

" " 62, - " 28v

W.V.L. Co. to Wausau Furniture Co. to Novelty Co. to City of Wausau.

" " 64, - " 158v

" " 64, - " 156v

Wausau Furniture Co.

12/20/34

Drawing # HA-108 By Schlei, Exhibit A.
 Drawing (blue print) large tract before it was cut up.
 Conveys that shown on print Vol. 160 P. 356

Grants 16" easement for ingress & egress at N.W. Cor
 of property - adjacent to & parallel with R.R. Right of way.
 Rail road easements.

Grants ingress to Mrs. Dairymans Assn

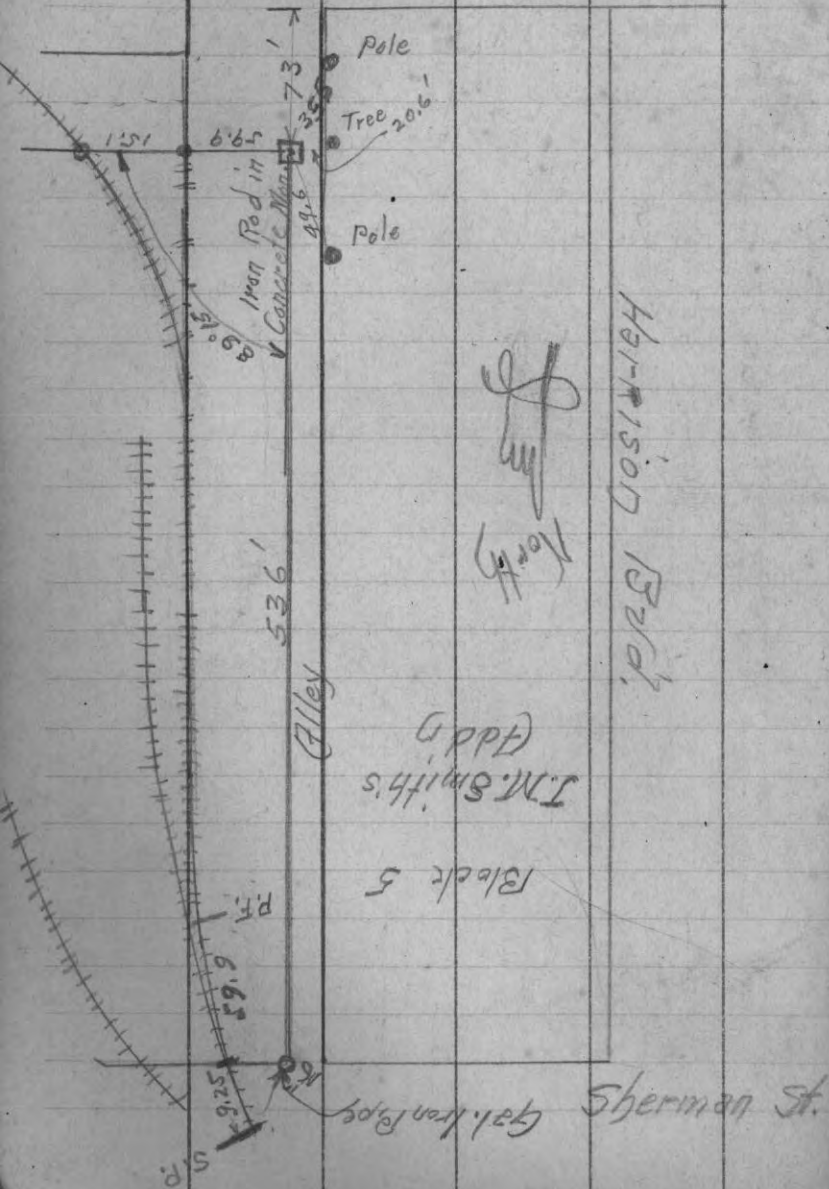
South E. 10 Acres of the N.W. S.E. - 35-29-7
 and R.R. Right of way
 Furniture Co. & Novelty Works

Co. Conveys strip off N. side of Novelty Co.

Co. to City of Wausau; 30' strip 597' long for ^{Rosecrans} Street

88
Minnesota Mining Co.

Rosecrans St

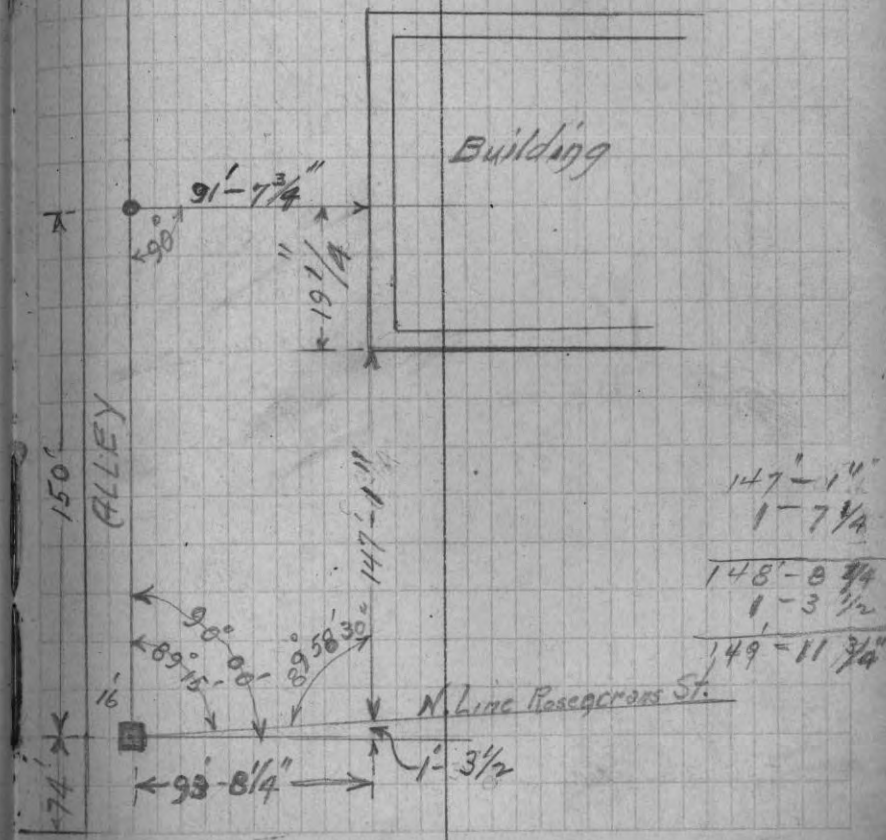


Minnesota Mining Co. Dec. 28/34 89

Location of Building as compared to boundary lines.

Iron Pipe

S. Line of Sherman St.



90 Sta

Levels on Alley Line

B.S.	H.I.	F.S.	Elev.
			100.00
	3.34	103.34	
0		5.15	98.19
+50		5.40	97.94
1		5.40	97.94
+50		5.52	97.82
2		5.64	97.70
+50		5.62	97.72
3		5.90	97.44
+50		5.60	97.74
4		5.60	97.74
+50		5.20	98.14
5		4.40	98.94
+36		3.30	100.04

Levels on N.Y. R.R. Right of Way Line.

0	4.35	98.99
+50	5.20	98.14
1	5.43	97.91
+50	5.70	97.64
2	5.74	97.60
+50	5.90	97.44
3	5.86	97.48
+50	6.00	97.34
4	5.50	97.84
+50	5.00	98.34

Minnesota Mining Co.

91

Assumed Elev. S. end of channel in door way on
W. side at N. end of Building, at floor elev.

Copy sent to Mr King, St Paul, Dec. 24, 1934

on foot of R.R. embankment.

Marathon Paper Mills Co.

Sept 25th 1940; Clear-Cold

Party, - Bogue Burnett, - Inst.
 Bert Terry, - Chain
 Geo. Kimpfbeck, - Chain. Tel. 5483

Located at $\frac{1}{8}$ Cor. of E. & W. $\frac{1}{4}$ line in E/2

Sec. 24-28-7 (4x4" Oak Stake) B.Ts. (See page #73 Book #2) ran South Var. 7⁰⁰ E.

11+41.7 offset L 18.0' East to avoid trees.

14+53 " L 18' " " " "

24+00 " R 14' West " " "

26+52 fell 32' West of $\frac{1}{8}$ Cor. on S. line

1326 of Section.

Nat. tan of Cor. = .02036 = 1° 10'

At 13+26 set 4x4 Red Oak stake for $\frac{1}{8}$ Cor. in

Corrected line Marked B.Ts.

W. Pine 18" S. 23° E. 20 ft.

" " 7" N. 49° 30' E. 44 1/2 ft.

Ran West Var. 2° 50' E. (at R angle of N. & S. line.)

Set hub at Westerly side of 1" St.

Note: Dec. 6th 1940 Clear, Cold.

From Iron Pipe on S. line of Jones Ave. & on W. side of 16' Alley, ran S.E. on and along S. boundary of Jones Ave. 701.1' to intersection of N. & S. $\frac{1}{8}$ " line; Set stakes on both sides of 3" St. on Block 1 of original Plat, and at N.E. Cor. of above named Streets Intersection.

Sta.

$$\begin{array}{r} 22652 \\ 1326 \end{array}$$

2041.3

32.7

$$\begin{array}{r} 2074.0 \\ \hline \end{array}$$
S. of $\frac{1}{8}$ Cor

2074.

1326.

748.

32

14

18

2400.0

358.7

$$\begin{array}{r} 2041.3 \\ \hline \end{array}$$

.02036

122478

61239

408260

$$\begin{array}{r} 41560968 \\ \hline \end{array}$$

36.00

5.56

680

27.1

707.1

451.0

256.1

Sept 27 " Cloudy - Cool

94 Elevations for Marathon Paper Mills Co.

Sta.	B.S.	I.I.	F.S.	Elev.
				159.7
	12.52	172.22		
			2.196	169.26
T.P.			0.90	171.32
	12.00	183.32		
T.P.			0.30	183.02
	12.98	196.00		
T.P.			1.07	195.93
	5.16	201.09		
T.P.			7.32	193.71
	3.05	196.82		
			9.75	187.07
			7.14	189.68
T.P.	3.02	192.70		
			5.03	187.67
From 1/16 Cor. West. Mag. Var. 2° 00' E.				
	1+00		3.00	189.70
	2+00		0.67	192.03
T.P.			0.00	192.70
	6.52	199.22		
	3+00		6.34	192.88
	4+00		5.06	194.16
	5+00		3.73	195.49
	6+00		3.93	195.29
T.P.			3.37	195.85

Flow line of Sewer at Cor. Yawkey & 1" St.

Top of Hydrant Corner Yawkey & 1" St.

Elev. Top Hub

Ground at 1/16 Cor

Elev. B.M. on root W. Birch tree at 1/16 Cor.

Note; 16" to old wire fence from 1/16 Cor.

Sta.	B.S.	H.I.	F.S.	Elev.
				195.85
	2.33	198.18		
7+00			6.69	191.49
8+00			9.45	188.73
T.P.			8.92	189.26
	0.08	189.34		
9+00			6.53	182.81
10+00			13.34	176.00
T.P.			13.93	175.41
	0.40	175.81		
11+00			5.97	169.84
+60			11.40	164.41
12+00			12.04	163.77
13+00			19.20	156.61
			6.50	169.31
			10.15	165.66

Elev. T.P. - Just about 30' W. of Kelly's E. line

Edge of brush enter open field

4.5
 14.7
 19.2

Check onto top of Hydrant
Top Manhole Cor. Vawter & 1st St.

Sta.	B.S.	H.I.	F.S.	Elev.
	13.48	201.15		187.67
T.P.			2.88	198.27
	5.88	204.15		187.67
"0" at stake		L#11	1.88	202.27
			5.77	198.38
1+00			3.50	200.65
2+00			2.84	201.31
T.P.			2.31	201.84
	2.40	204.24		202.27
3+00			3.92	200.32
4+00			6.98	197.26
T.P.			8.28	195.96
	0.87	196.83		198.27
5+00			2.87	193.96
6+00			7.54	189.29
T.P.			8.64	188.19
	0.17	188.36		198.27
7+00			4.42	183.94
8+00			7.89	180.47
T.P.			14.61	173.75
	0.66	174.41		198.27
9+00			1.53	172.88
+ 18				
10+00			10.20	164.21

187.67
13.48
201.15
2.88
198.27
5.88
204.15
1.88
202.27

99
Old fence line is at Sta. 11+74
Elev. B.M. on root of W. Birch tree at 1/4 Cor.
36' from line West to old wire fence, 18' offset to East.
B.M. on Root Butternut tree Near Sta. L#10
Ground on line at L#11 - Rugging West.

Edge of brush

Sta.	B.S.	H.I.	F.S.	Elev.
T.P.		174.41	14.16	160.25
	1.14	161.39		
11+00			2.56	158.83
12+00			9.42	151.97
T.P.			12.31	149.08
	1.79	150.87		
13+00			5.93	144.94
14+00			14.42	136.45
T.P. for Bench.			5.98	144.89

- On Line #9, - Backing up -

	3.66	148.55		
14+00			11.66	136.89
13+00			5.15	143.40
12+00			0.73	147.82
T.P.			0.15	148.40
	12.92	161.32		
11+00			8.35	152.97
10+00			2.92	158.40
T.P.			0.45	160.87
	11.90	172.77		
9+00			10.47	162.30
8+00			7.85	164.92
7+50				
7+00			3.87	168.90

160.89
 11.90
 172.77

Edge of brush, 75' North of this line brush turns squarely to West ward.

Sta.	B.S.	H.I.	F.S.	Elev.
102		172.77		
T.P.			1.13	171.64
	13.00	184.64		
6+20			12.30	172.34
6+00			9.82	174.82
T.P.			0.57	184.07
	10.81	194.88		
5+00			9.60	185.28
4+00			4.67	190.21
T.P.			0.09	194.79
	9.23	204.12		
3+00			7.29	196.83
2+00			4.30	199.82
1+00			1.22	202.90
T.P.			0.47	203.65
	4.50	208.15		
"0"			5.19	202.96
			5.78	202.37
			7.95	200.20
	1.78	201.98		
			11.58	190.40

202.27 705
103

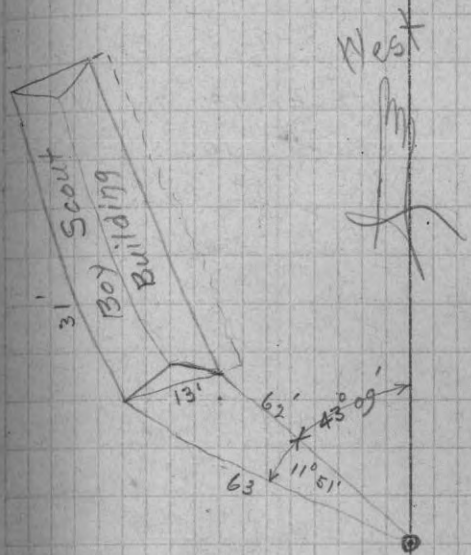
On line L #9
 Check on root of Butternut tree (202.27)
 Top stake L#7
 Elev. B.M. root W. Birch near stake L#5

L #7 - West.

Sta.	B.S.	H.I.	F.S.	Elev.
				200.20
	1.51	201.71		
"0"			3.33	198.38
1+00			4.54	197.17
2+00			7.96	193.75
T.P.			11.35	190.36
	0.50	190.86		
3+00			2.72	188.14
4+00			9.10	181.76
T.P.			9.76	181.10
	0.69	181.79		
5+00			6.92	174.87
T.P.			10.00	171.79
	1.68	173.47		
6+00			7.25	166.22
T.P.			9.22	164.25
	1.08	165.33		
+ 32				
7+00			8.29	157.04
T.P.			10.57	154.76
	1.86	156.62		
7+31	Δ L.	1°05'		
8+00			3.60	153.02
9+00			5.67	150.95

55° 00'
 43° 09'
 11° 51'

Top stake L#7



75
 375
 16
 391
 660
 951

1307.5
 1283.5
 24.0

1283.5
 12.
 1295.5

Brush 15' Left.

Brush line

Sta.	B.S.	H.I.	F.S.	Elev.
		156.62		
T.P.			5.49	151.13
9+19				
	4.42	155.55		
10+00			4.79	150.76
11+00			8.76	146.79
12+00			10.85	144.70
T.P.			13.73	141.82
	0.60	141.82		
13+00			7.24	134.58
+ 30			10.17	130.65

Edge or point of brush, - enter open field

Top of bank at road

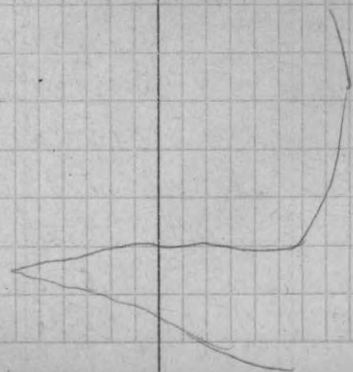
Sept 28" 1940 Clear-Cool

Sta.	B.S.	H.I.	F.S.	Elev.
				190.40
	4.92	195.32		
Sta. "0"			4.95	190.37
1+00			5.83	189.49
2+00			9.90	185.42
T.P.			9.40	185.92
	3.13	189.05		
3+00			7.55	181.50
T.P.			8.38	180.67
	1.19	181.86		
4+00			5.67	176.19
T.P.			8.23	173.63
	0.95	174.58		
5+00			4.50	170.08
6+00			13.60	160.98
T.P.			10.61	163.97
	0.11	164.08		
7+00			10.66	153.42
T.P.			10.50	153.58
	0.73	154.31		
8+00			8.34	145.97
+54			8.60	145.71
T.P.			11.66	142.65
	0.84	143.49		
9+00			8.16	135.33
+50			6.38	137.11

West on line L#5

109
109

B.M. Elev. near Sta. L#5 on W. Birch road.



	B.S.	H.I.	F.S.	Elev.
10+00		143.49	7.40	136.09
45' Right of line			7.00	136.49
11+00			16.45	127.04
T.P.			16.02	127.47
	1.23	128.70		
+37			4.92	123.78
12+05.5			8.58	120.12
- On line L#3 Backing up.				
	3.66	123.78		
10+23.5			4.22	119.56
9+84			5.30	118.48
T.P.			3.06	120.72
	13.42	134.14		
9+00			10.00	124.14
T.P.			1.45	132.69
	13.77	146.46		
8+00			9.80	136.66
7+77			9.20	137.26
T.P.			0.73	145.73
	13.26	158.99		
7+00			12.70	146.29
6+00			5.70	153.29
T.P.			0.91	158.08

Top of bank at Highway #51
 Top of Concrete Slab.

Off Concrete Slab as above
 Top Concrete Slab
 Top bank at road line

112 Sta.	B.S.	H.I.	F.S.	Elev.
				158.08
	9.93	168.01		
5+00			5.25	162.76
T.P.			0.95	167.06
	7.16	174.22		
4+00			6.70	167.52
3+00			4.70	169.52
T.P.			2.03	172.19
	6.80	178.99		
2+00			5.45	173.54
1+00			2.30	176.69
T.P.			1.09	177.90
	5.40	183.30		
			4.60	178.70
T.P.			14.43	168.87
	1.06	167.81		
			3.94	163.87

Marathon Paper Mills Co.

113

Elev. T.P. See previous page

Ground at Stake L #3
Down to " L #1

Elev. B.M.; Nail (4d) in top low Hem. Sp. 7" in 1/8"
line 10' North of Sta. L #1

Note; Included Δ = off N. & S. 1/8 Line, going
West is 88° 57'.

Sta.	B.S.	H.I.	F.S.	Elev.
		167.81		
"D"			4.50	163.31
T.P.			8.60	159.21
	1.23	160.44		
1+00			4.33	156.11
2+00			8.71	151.73
T.P.			6.21	154.23
	1.26	155.49		
T.P.			7.79	147.70
	2.11	149.81		
3+00			5.90	143.91
T.P.			6.36	143.45
	0.59	144.04		
4+00			8.03	136.01
T.P.			12.36	131.68
	2.34	134.02		
5+00			7.40	126.62
T.P.			8.11	125.91
	2.10	128.01		
6+00			7.08	120.93
7+00			7.76	120.25
8+00			11.90	116.14
+34				

On line L #1, West

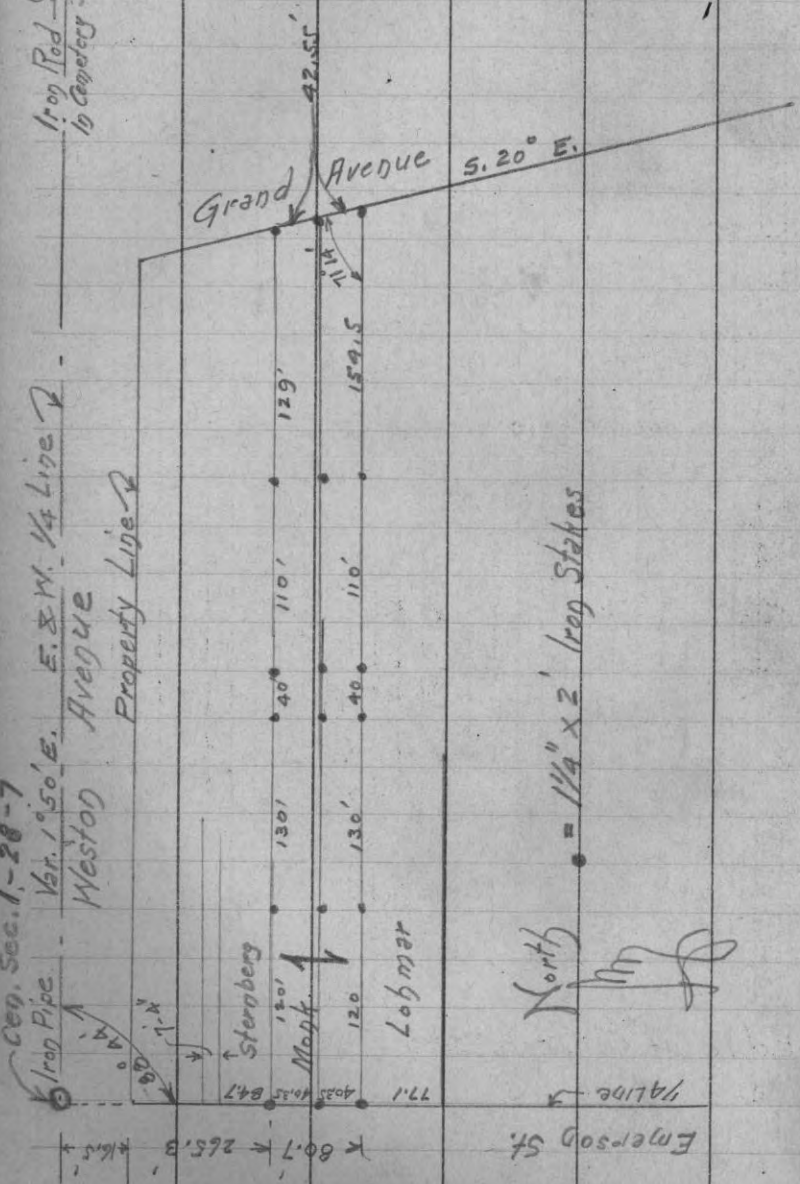
Edge of Concrete Slab

1/8" Iron Rod
to Cemetery

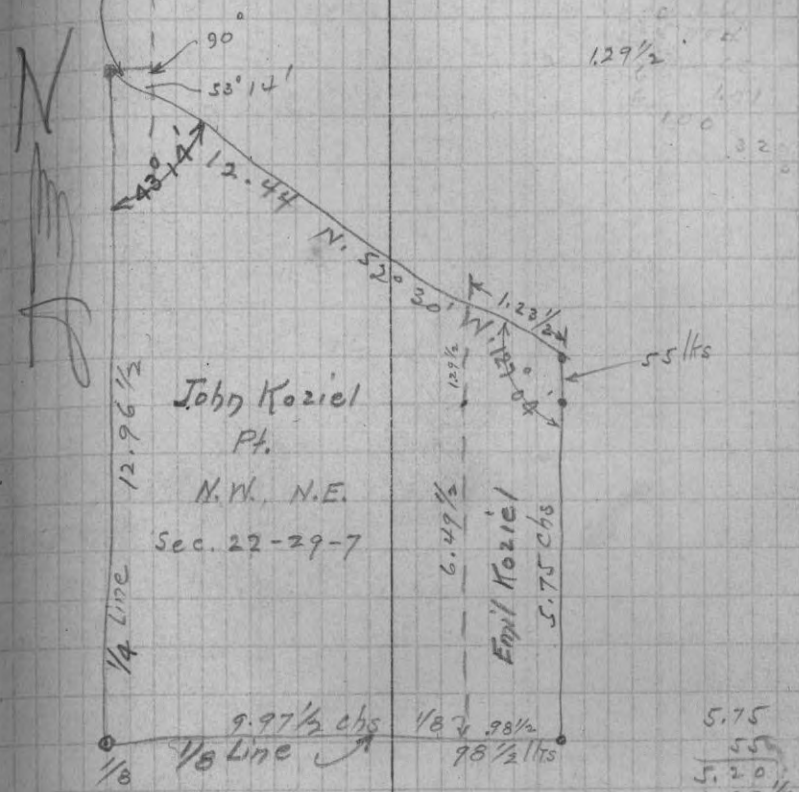
Cap. Sec. 1-20-7
Var. 1° 50' E.
Weston Avenue
Property Line

Iron Pipe

80.7' 265.3'



36° 46'	179.60
98	126.46
126 46	53.14



(See next page.)

Emil Koziel

5.75
55
5.20
1.29 1/2
6.49 1/2

Oct. 25 1940; Clear, Cool

Ranged instr. in line bet. $\frac{1}{8}$ ^{Iron Pipe} Cor. on $\frac{1}{4}$ line in N. $\frac{1}{2}$ Sec. 22 T. 29 N. 7 R. E. and $\frac{1}{16}$ Cor (Iron Pipe) in center of N. W. $\frac{1}{4}$ and measured on and along said line 9.97 $\frac{1}{2}$ Chs. set. iron Rod.

Varied 15 lbs

Chained to M.P. Mc Co. Job

10500.20
100.00
100
100

12.965
10.025
64825
25930
0324125

Allan Mc Kellips
Wallie Boreen 305-2" sk
Carl Boreen

Marathon Paper Mills 11/20/40
Notes on Pipe Grove

380' West of 1/4 Cor. to Jones Road.
220' North of 10017
170' N. West ward to
60' N. of Random Line.
70' West ward & a little South.
55' to random line.

Deflections on Curve for
Block #1 of Plan #3

P.C. 0+00		
+25 ^v	1° 1'	Δ = 16° 08'
+50 ^v	2° 2'	T = 100.0'
+75 ^v	3° 3'	R = 705.6'
⊙ 1+00 ⊙	4° 4'	D = 4° 04'
+25 ^v	5° 5'	L = 198.4'
+50 ^v	6° 6'	
+75 ^v	7° 7'	
+98.4	8° 4'	

Entered

Def. #2 Curve

P.C. 0+00

+25 = 7° 47' 30"	Δ = 62° 48' ✓
+50 = 15° 35' 00"	T = 59' ✓
+75 = 23° 22' 30"	R = 96.6
1+00 = 31° 10' 00"	D = 31° 10'
+00.7 = 31° 23'	L = 100.7' ↘
	(Arc 25' Chords = 105.6')

Entered

Curve for Lots #1 & 2 B.3 - Plan #3

P.C. 0+00

+25 = 9° 35' 7 1/2"	Δ = 81° 08'
⊙ +50 = 19° 10' 15"	T = 69'
+75 = 28° 45' 22 1/2"	R = 80.6
1+00 = 38° 26' 30"	D = 38° 20' 30"
+05.8 = 40° 34'	L = 105.8 ↘
	(Arc of 25' Chords = 112.6)

Entered

Curve on Lot #1, - B.3, - Plan #3

P.C. = 0+00

+25 = 6° 32' 45"	Δ = 78° 08'
+50 = 13° 05' 30"	T = 92'
⊙ +75 = 19° 38' 15"	R = 113.31
1+00 = 26° 11' 00"	D = 26° 11'
+25 = 32° 43' 45"	L = 149.2'
+49.2 = 39° 04' 00"	

Arc of 25' Chords = 153.6' ↘

Entered

#1 Curve Going East, - S.S.

$\Delta = 68^\circ 50'$

$T = 68' = \text{Inner Radius}$

$R = 99.2'$

$D = 30^\circ 16'$

$L = 113.7$

Arc of 25' Chords = 118.4'

Entered

Deflections, - P.C. = 0 + 00

$+25 = 7^\circ 34'$

$\odot +50 = 15^\circ 08'$

$+75 = 22^\circ 42'$

$1+00 = 30^\circ 16''$

$P.T. = 1+13.7 = 34^\circ 25''$

95' Tan. bet. #1 & 2 Curve

#1 Curve, - Outer Arc.

$\Delta = 68^\circ 50'$

$T = 110'$

$R = 160'$

$D = 18^\circ 09'$

$L = 189.6$

Arc of 25' Chords =

Entered

Deflections

P.C. = 0 + 00

$+25 = 4^\circ 32' 15''$

$\text{Step } +50 = 9^\circ 04' 30''$

$+75 = 13^\circ 36' 45''$

$1+00 = 18^\circ 09' 00''$

$+25 = 22^\circ 41' 15''$

$+50 = 27^\circ 13' 30''$

$+75 = 31^\circ 45' 45''$

$P.T. = +89.6 = 34^\circ 25' 00''$

95' Tan. bet. #1 & #2 Curve.

#2 Curve, - Outer Arc.

$\Delta = 45^\circ 56' \checkmark$

$T = 103' \checkmark$

$R = 243' \checkmark$

$D = 11^\circ 52' \checkmark$

$L = 193.5 \checkmark$

Arc of 25' Chords = 194.6

Entered

Deflections

P.C. = 0 + 00

$+25 = 2^\circ 58'$

$+50 = 5^\circ 56''$

$+75 = 8^\circ 54''$

$\odot 1+00 = 11^\circ 52''$

$+25 = 14^\circ 50''$

$+50 = 17^\circ 48''$

$+75 = 20^\circ 46'$

$P.T. +93.5 = 22^\circ 50'$

#2 Curve Inner Arc.

$\Delta = 45^\circ 56' \checkmark$

$T = 77.5' \checkmark$

$R = 182.9' \checkmark$

$D = 15^\circ 47' \checkmark$

Entered

Deflections

P.C. = 0 + 00

$+25 = 3^\circ 56' 45''$

$+50 = 7^\circ 53' 30''$

Run no farther because of Side Road

#3 Curve, - Outer Arc.

$\Delta = 43^\circ 52'$

$T = 100'$

$R = 248.3'$

$D = 11^\circ 37'$

$L = 188.8' = 190.3'$

Deflections

P.C. = 0 + 00

$+25 = 2^\circ 54' 15''$

$+50 = 5^\circ 48' 30''$

$\odot +75 = 8^\circ 42' 45''$

$1+00 = 11^\circ 37' 00''$

$+25 = 14^\circ 31' 15''$

$+50 = 17^\circ 25' 30''$

$+75 = 20^\circ 19' 45''$

$+88.8 = 21^\circ 56' 00''$

$$\begin{array}{r} 112.6 \\ 152.6 \\ \hline 276.2 \end{array}$$

#3 Curve, - Inner Arc.

$\Delta = 43^\circ 52'$

$T = 80'$

$R = 198.7' \quad 151.9$

$D = 14' 34''$

$L = 150.5' = 151.9$

Deflections
P.C. = 0+00

$+25 = 3^\circ 38' 30''$

$+50 = 7^\circ 17' 00''$

$\odot +75 = 10^\circ 55' 30''$

$+100 = 14^\circ 34' 00''$

$+25 = 18^\circ 12' 30''$

$+50.5 = 21^\circ 56' 00''$

#4 Curve, - Outer Arc.

$\Delta = 77^\circ 16'$

$T = 100'$

$R = 125.1$

$D = 23^\circ 34''$

$L = 163.9'$

P.C. = 0+00

$+25 = 5^\circ 53' 30''$

$+50 = 11^\circ 47' 00''$

$+75 = 17^\circ 40' 30''$

$+100 = 23^\circ 34' 00''$

$+25 = 29^\circ 27' 30''$

$+50 = 35^\circ 21' 00''$

$+163.9 = 38^\circ 38' 00''$

#4 Curve, - Inner Arc.

$\Delta = 77^\circ 16'$

$T = 60'$

$R = 75.1$

$D = 41^\circ 45''$

$L = 92.5 = 100.2$

Deflections
P.C. = 0+00

$+25 = 10^\circ 26' 15'' \checkmark$

$+50 = 20^\circ 52' 30'' \checkmark$

$+75 = 31^\circ 18' 45'' \checkmark$

$+92.5 = 38^\circ 38' 00''$

#5 Curve Outer Arc.

$\Delta = 78^\circ 20'$

$T = 140'$

$R = 171.7'$

$D = 16^\circ 56''$

$L = 231.5 = 234.0$

Deflections
P.C. = 0+00

$+25 = 4^\circ 14' \checkmark$

$+50 = 8^\circ 28' \checkmark$

$\odot +75 = 12^\circ 42' \checkmark$

$\odot +100 = 16^\circ 56' \checkmark$

$+25 = 21^\circ 10' \checkmark$

$+50 = 25^\circ 24' \checkmark$

$+75 = 29^\circ 38' \checkmark$

$\odot +100 = 33^\circ 52' \checkmark$

$+25 = 38^\circ 06' \checkmark$

$+31.5 = 39^\circ 12' \checkmark$

#5 Curve, - Inner Arc.

$\Delta = 78^\circ 20'$

$T = 102'$

$R = 125.1$

$D = 23^\circ 34''$

$L = 166.3 = 169.9$

Deflections
P.C. = 0+00

$\checkmark +25 = 5^\circ 53' 30'' \checkmark$

$\odot +50 = 11^\circ 47' 00'' \checkmark$

$\checkmark +75 = 17^\circ 40' 30'' \checkmark$

$\odot +100 = 23^\circ 34' 00'' \checkmark$

$+25 = 29^\circ 27' 30'' \checkmark$

$+50 = 35^\circ 21' 00'' \checkmark$

$+166.3 = 39^\circ 12' 00''$

$150'$

265.5

153.5

445.4

5.4

450.8

$$\begin{array}{r} 150.0 \\ 19.9 \\ \hline 169.9 \\ 163.5 \\ \hline 6.4 \end{array}$$

April 2ⁿ 1941, - Clear & Warm.

Curve # 14 Inside Arc.

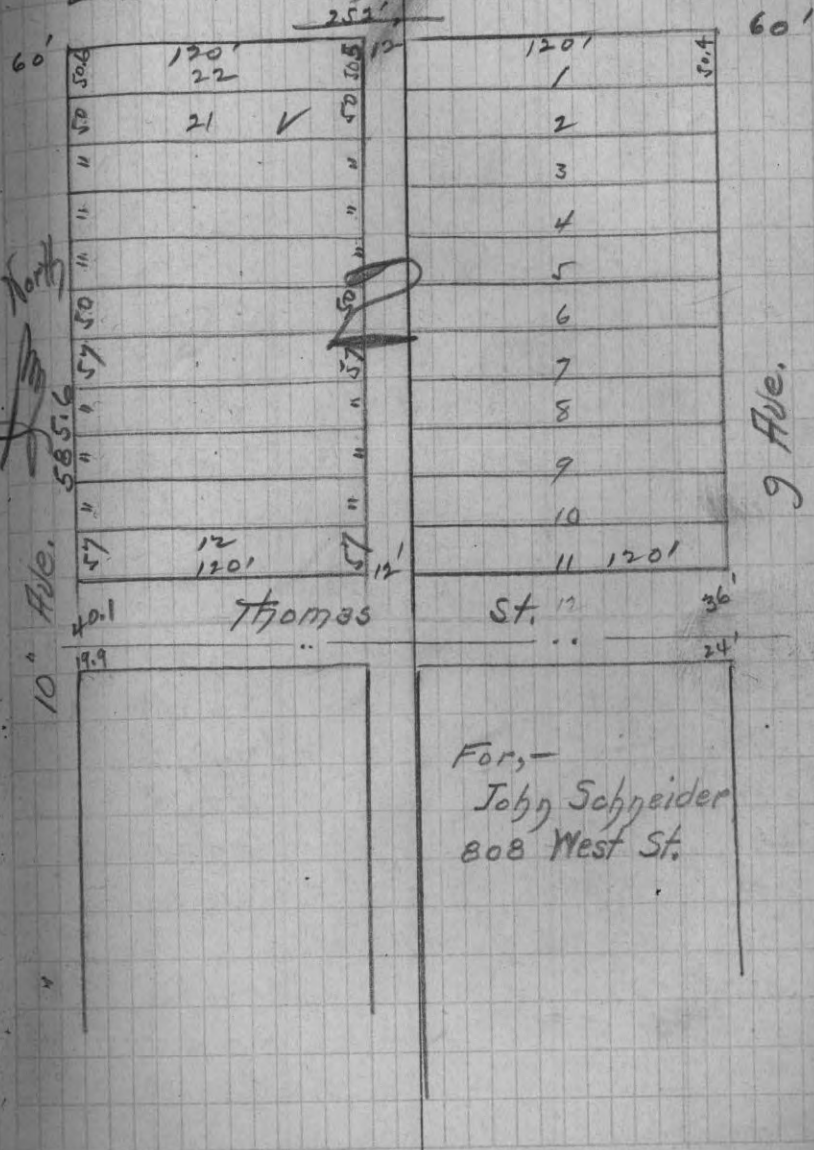
Sta. P.C.	Angle	Distance	Notes
	0° 00'		$\Delta = 16^{\circ} 08'$
" + 25 ✓	1° 06' 45"		$T = 93'$
+ 50 ✓	2° 13' 30"		$R = 645.6'$
Lot Stake ✓	2° 54' 30"		
T.P. + 75 ✓	3° 20' 15"		$D = 404'$
1 + 00 ✓	4° 27' 00"		$L = 181.3$
+ 25 ✓	5° 33' 45"		$\rightarrow = 184.7$
+ 50 ✓	6° 40' 30"		
+ 75 ✓	7° 47' 15"		
+ 81.3 ✓	8° 04' 00"		

L =

Kochler's 1" Add.

2" Iron Pipe Rosecrans St.

St.



Elevations for Bill SchlaeferApril 6th 1941; Clear Windy.

On Line A' or Eastern boundary

	1.36	101.36	100.00
+25		4.60	96.76
+50		6.50	94.86
+75		8.40	92.96
1+00		11.10	90.26
+25		14.15	87.21
T.P.		17.37	88.99
	3.10	92.09	
+50		7.86	84.23
+75		10.46	81.63
+94		12.16	79.93

Line B

		14.10	77.99
+75		12.90	79.19
+50		9.80	82.29
+25		7.30	84.79
1+00		4.60	87.49
+75		2.25	89.84
T.P.		0.53	91.56
	5.35	96.91	
+50		5.00	91.91
+25		3.26	93.65
		0.80	96.11

Assumed Elev. top Curb on Adams St. at S.E. Cor. Property.

Top Curb at N. End.

Curb on Line B

On Curb at Adams St.

Line C

0	96.91	4.72	92.19
+25		6.94	89.97
+50		8.50	88.41
+75		10.10	86.81
1+00		12.30	84.61
+25		14.20	82.71
T.P.		12.90	84.01

3.90 87.91

+50		8.14	79.77
+75		11.74	76.17

LINE D

		13.76	74.15
+50		11.40	76.51
+25		8.52	79.39
1+00		6.02	81.89
+75		4.10	83.81
T.P.		4.08	83.83

11.13 94.96

+50		8.86	86.10
+25		7.73	87.23
0		6.26	88.70

on Curb at Adams St.

Top of Curb on N. Side of Property

" " " " " " " " on W. Line

On Curb at Adams St., & on W. Line of Property

April 30th 1941 - Clear & Marim

Struck & Bellis Subdivision

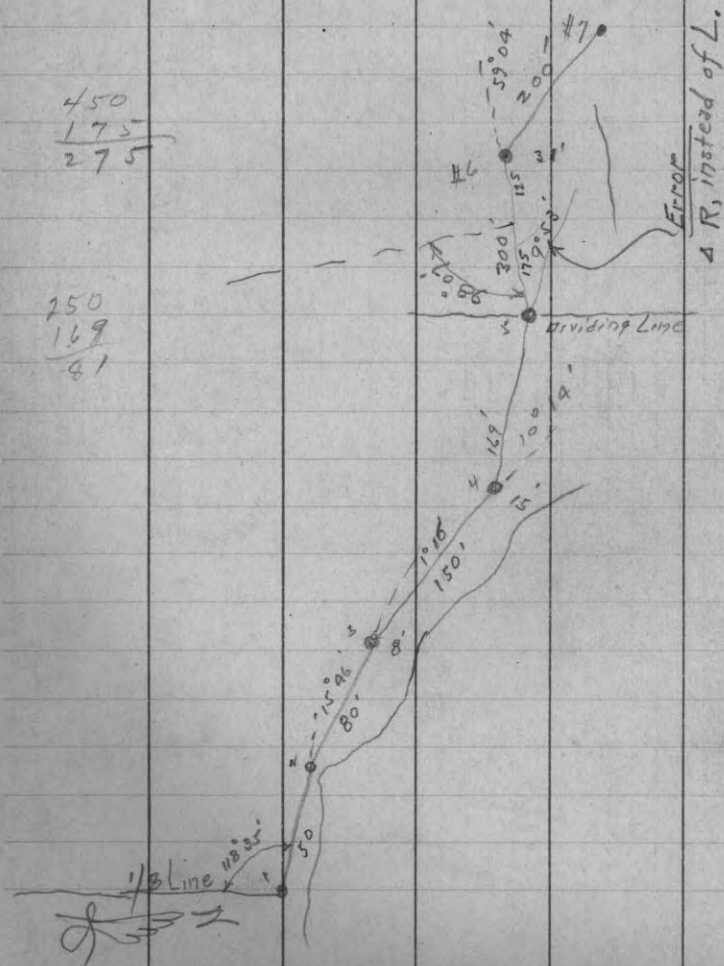
From S.E. Cor. Gov. Lot 3; -29-7 1327

North on and along $\frac{1}{8}$ Line 549.5' to S.
Shore of Little John Lake, - Mag. Var. $0^{\circ}35'W$.

Set $\frac{3}{4}$ " Iron pipe for M.C. and marked
B.T. W. Pipe Stp. $24^{\circ} S. 16^{\circ}30' E. 16.2'$

450
175
275

250
169
81



Mrs. Paul Struck
506-6th St.

Bellis

50
80
150
169
449

Struck

300
200
114.5
614.5

- 400 = 4.18
- 540 = 5.27
- 800 = 8.35

Lat. 862' on dividing line

From S.W. Cor. to Sec. Line on North
1314.7'

From N.W. Cor. to M.C. at Lake = 724'

O.K. Orig B.T. N.P. stump $5^{\circ}11'W. 41.6'$
B.T.

M.C. Geodetic
Made $5^{\circ}5.22'00''W. 18.5'$
 $5^{\circ}N 62^{\circ}W. 30'$



N

2673

1336.5 1336.5

1376 2632 1376

1320

1320

1320

1320

1320

1316.1
676.1

640.0

548.1
68.1
60

676.1

60.9
548.1
68.1
60

676.1

640
1316.1

676.1

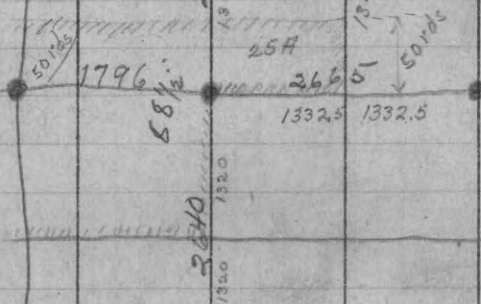
616.1
60.0
661.0
- 30.0

1367.1

722
30

692
660
536
90

1318



John Reindl
02575

Bull Heksch

120
44

76

76 ✓
16 ✓
120 ✓
60 ✓
120 ✓
16 ✓
120 ✓
60 ✓
120 ✓
16 ✓

724

692
80

772

722
725

1447

Goat Lot 3-35-29-7

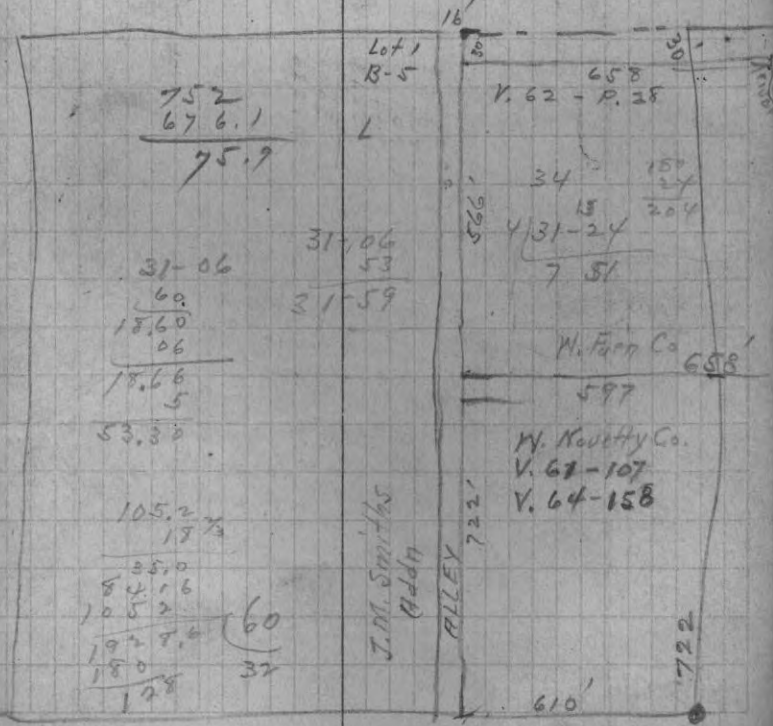
536
488

480
427

550
459

420
427

61-107



752
676.1

75.9

31-06
60
18.60
06

18.66
5

53.38

31-06
53

31-59

105.2
17 2/3

85.0
84.16
105.2

192.96
180

128

60
37

J.M. Smiths
Hddn

ALLEY 722'

M. Farr Co
597
658
W. Kowaty Co.
V. 61-107
V. 64-158

610'

722'