

TO: Langlade County Surveyor
Langlade County Court House
800 Clermont St.
Antigo, WI 54409

FROM: Ray Schewe
P.O. Box 277
Rhinelander, WI 54501

SUBJECT - MESSAGE

RECEIVED MAY 12 1992

*Attached are copies of survey book #1169,
job 3353 page 43 thru end of job per your
request.*

REPLY

SIGNED

Ray Schewe

DATE

5-11-92

SIGNED

DATE



Levels run from 48 to 0 and then from 48 to 111.8. Assume H.I. = 100 at 48. - Do not plot numbers.

Plot on 2 sheets from 0 to 64 ① and 64 to 118.00 ② sheet 2.

Detail construction prepared relocation. Plot on wide paper so that relocation can be plotted in its correct position i.e. on sheet one plot plan top sheet on sheet 2 plot plan lower part sheet.

800' 1-7-17

LANDSLIDE - ELTON ROAD
TERRY ELTON - LANDSLIDE

Beginning construction to 5/9
thence westerly 109.0' to north 1400'

E.H. McKell April 16-17 1917
Chas. Olsen }
E.R. Johnson }
Guy Johnson }
Elton }
4-16-17 9 AM
4-17-17 10 AM

And April = 2000' ~~total = 6730.77~~
Work to be done - graded
Soil = clay + heavy soil.

The fig. 1.
Material.
Protect road - not much graded though some.

H.I. old. CHN. 4-16-17 - 140
H.I. old. 4-24-17 - 15 miles

28.95

3 7.82 8.8
21.13

8.6
20.4

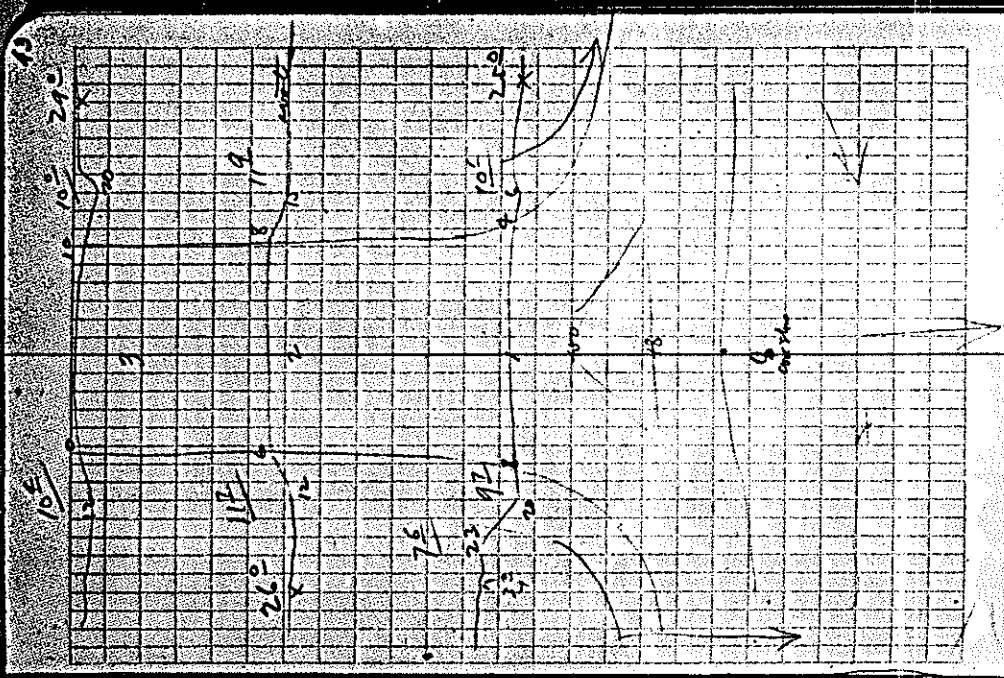
2 9.86 11.7
19.09

9.6
19.4

1 10.05 11.2
18.90

9.2
19.81

0 or station = 0m. 940 10.1 = 6 mile.
19.55 18.91



50.27

8 13.2 13.5
38.1

T.P. 36 38.29 11.62 38.65

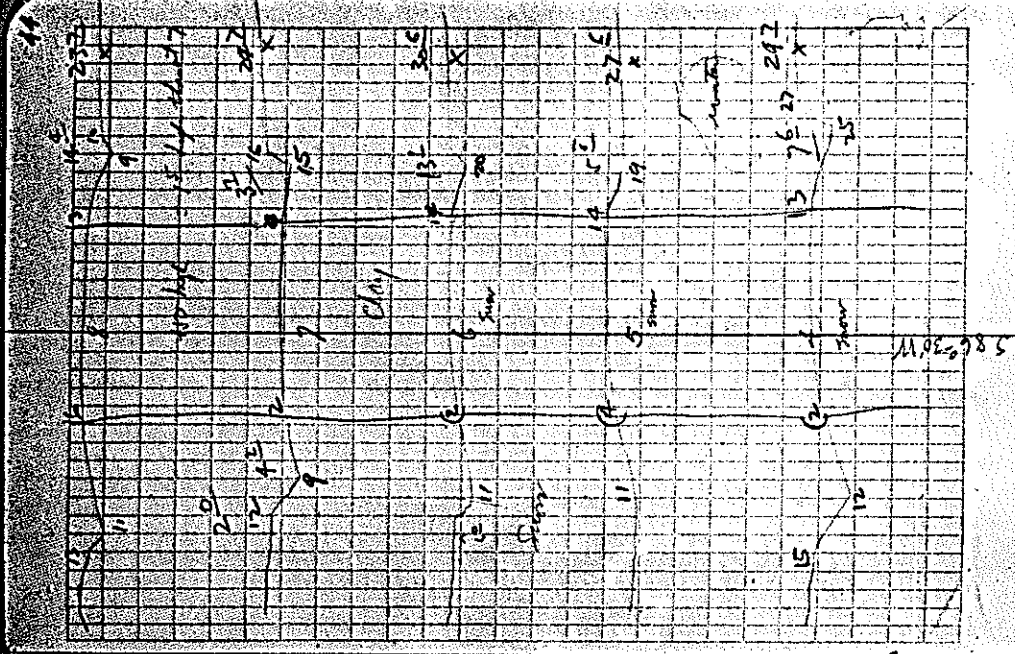
7 24 1.9 3.6 34.7

6 11.52 12.7 11.9 26.4 26.40

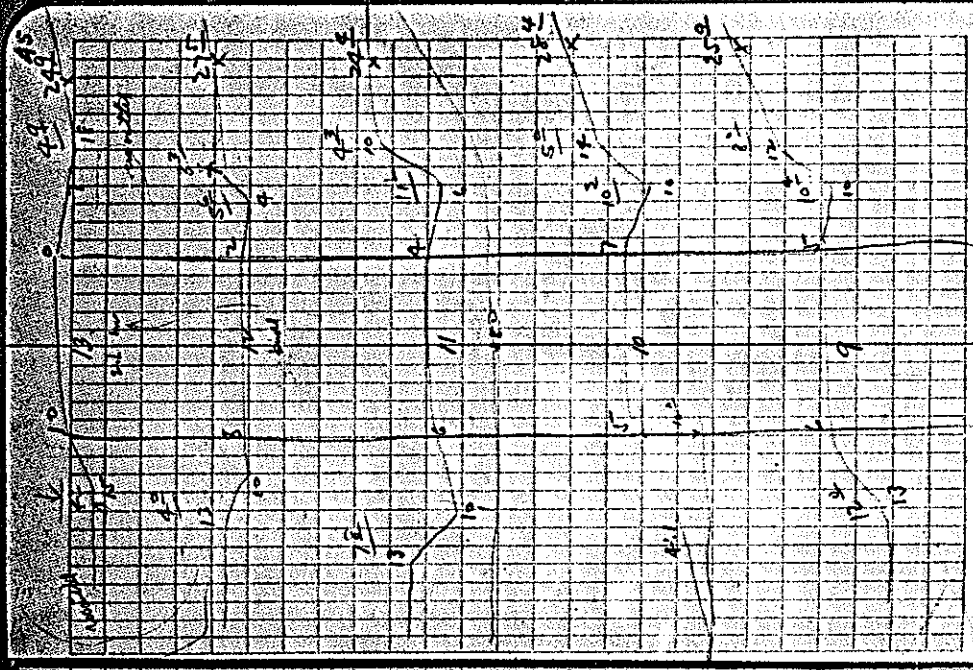
T.P. 255 28.97 11.79 26.40

5 4.24 6.2 4.4 24.6

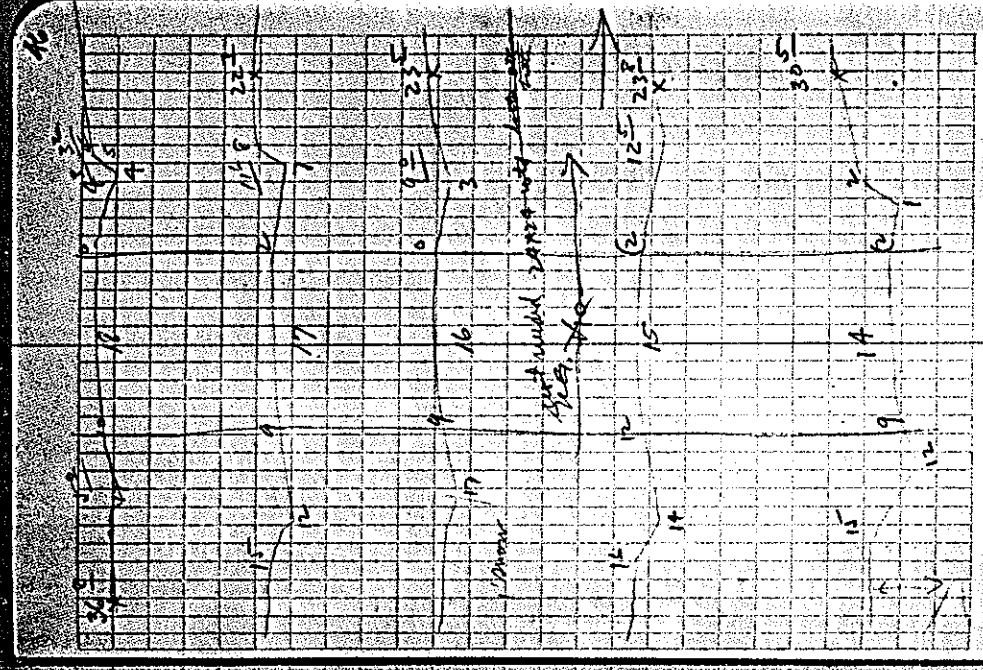
4 4.42 5.6 6.4 22.6



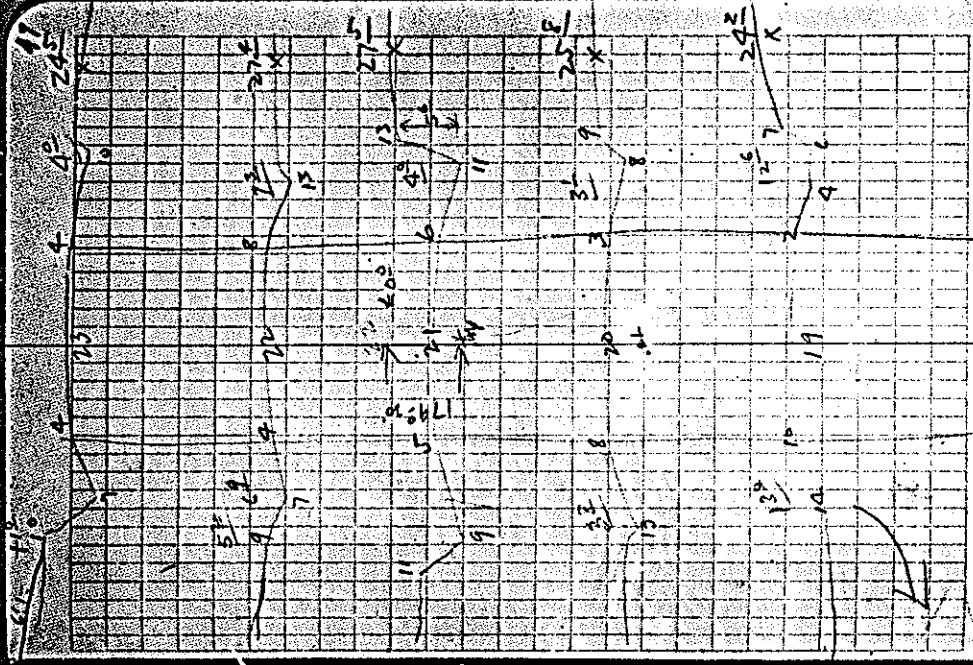
T.P.	1.81	71.69	86.72	11.84	69.88	11.84	11.09
13	3.20	4.8	3.2	68.5			
12	.11	1.4	5.0	66.7			
	71.58			10.7			
11	2.9	4.1	61.0	60.15			
T.P.	.04	60.19	11.54	60.15			
10	.38	1.4	9.9	50.8			
	59.81			49.61			
T.P.	.66	50.27	10.52	41.2			
9	2.40	3.8	9.1	41.2			
	47.37						



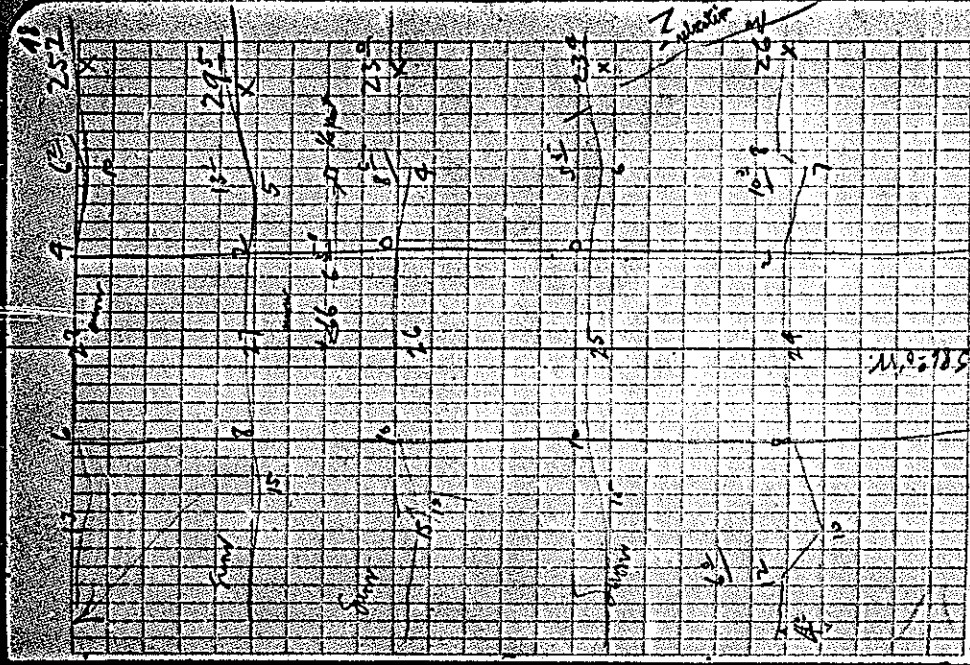
T.D. 190 164.54 11.89 103.64 ✓
 18 4.65 6.0 3.7 100.6 ✓
 99.89
 17 8.18 9.3 101 94.4 ✓
 96.36
 T.P. 1.32 92.86 12.00 92.54 ✓
 16 8.12 9.2 7.6 83.3 ✓
 84.70
 15 12.4 13.6 11.0 81.9 ✓
 80.5
 14. 12.97 13.6 12.82 11.49 81.37 ✓
 79.88
 T.P. 1.35 81.92 11.49 81.37 ✓
 14 contd. L.B. 2.8 5.0 5.4 6.4 76.7 ✓
 R.D. 5.0 5.4 6.4



145	110.78		
23	2.63	4.6	1.2
110	108.15		109.6
TP	11.19	121.92	110.73
22	5.52	6.2	5.7
+ 6	116.40		116.2
145 + 28			40
21	1.2	1.8	6.8
TP	1.38	115.53	114.15
20	4.64	2.5	2.5
	116.17		113.0
19	6.58	8.4	11.6
	108.95		103.9



21	4.20 ✓	5.9 ✓	88.97 ✓
	84.77		4.7 ✓
			84.3 ✓
T.P.	11.5 ✓	99.46 ✓	5.6 ✓
			88.31 ✓
27	10.9 ✓	11.4 ✓	12.7 ✓
	97.97		86.9 ✓
26	5.95 ✓	7.5 ✓	7.6 ✓
	93.51		91.9 ✓
25	4.05 ✓	5.5 ✓	4.1 ✓
	95.41		95.4 ✓
T.P.	11.79 ✓	110.78 ✓	4.7 ✓
			98.99 ✓
24	9.45 ✓	10.5 ✓	8.8 ✓
	101.33		102.0 ✓



88.97

33

71.0
81.87

8.2

7.4
81.6

32

70.2
87.41

7.6

5.4
83.6

31

43.7
84.60

5.9

6.7
82.3

30

59.1
83.06

7.5

7.4
81.6

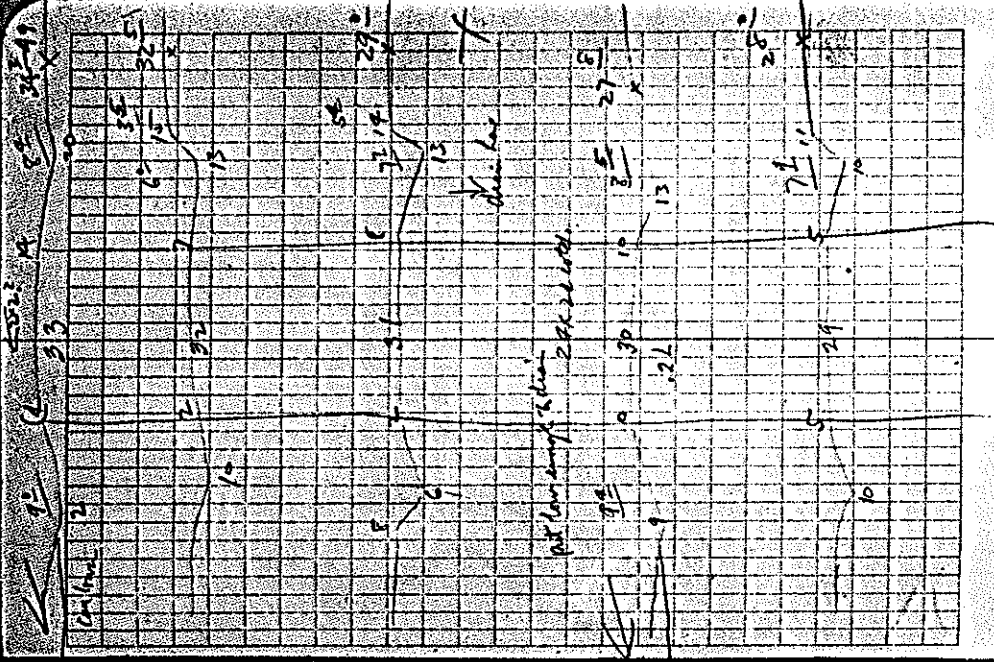
29

42.5
84.72

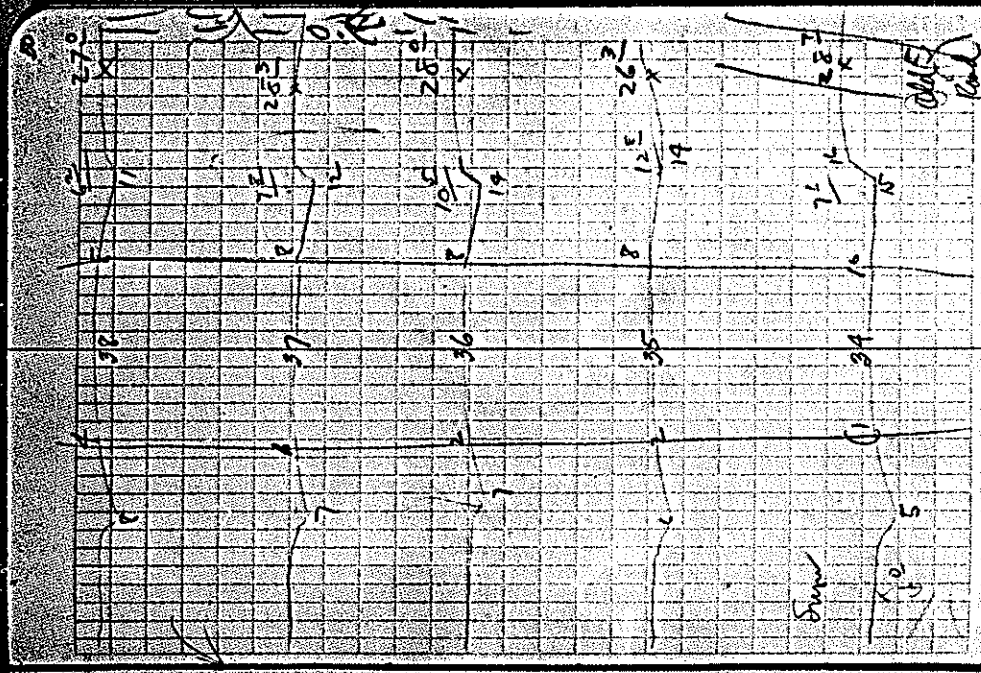
5.9

7.0
82.0

14.2



28	3.87 ✓	5.5 ✓	96.82 ✓
	72.95	5.3	91.5 ✓
37	5.06 ✓	6.3	6.6
	91.86		90.2 ✓
36	7.20 ✓	8.9	9.5
	89.62		87.3 ✓
35	11.45 ✓	13.0	12.1
	84.87		84.7 ✓
T.R.	3.75	88.97	11.60
			85.22 ✓
34	5.10 ✓	6.3	5.9
	83.87		83.1 ✓



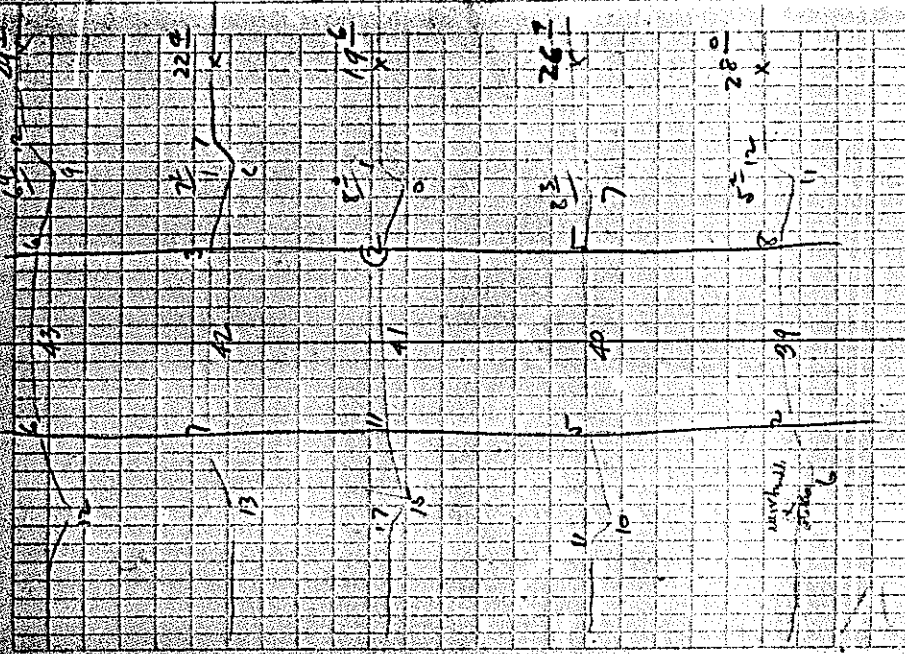
43	3.82 ✓	5.0	5.8	95.0 ✓
	96.97			
42 ✓	5.01	6.1	6.0	94.8 ✓
	95.83			
41 ✓	5.78	6.8	7.0	93.8 ✓
	95.06			
40 ✓	5.65	7.1	7.4	93.4 ✓
	95.16			
T.P.	3.46	96.82 ✓	7.58	93.36 ✓
				40
39 ✓	3.1	4.3	d	
	93.72		4.2	92.6 ✓

100.84

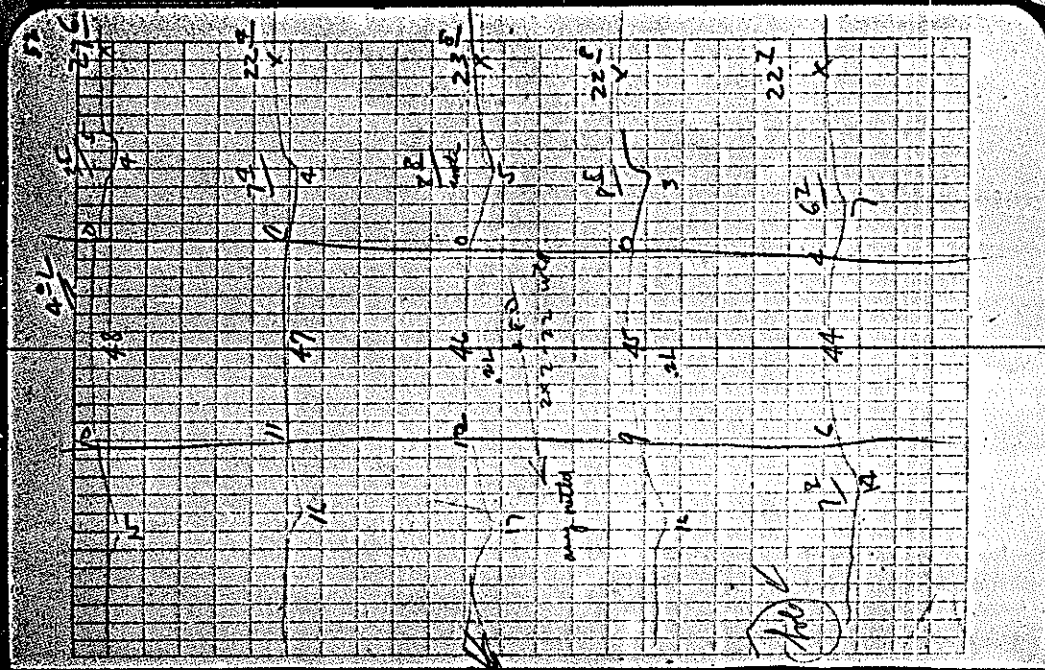
5.7
4.6

92.00

24.2



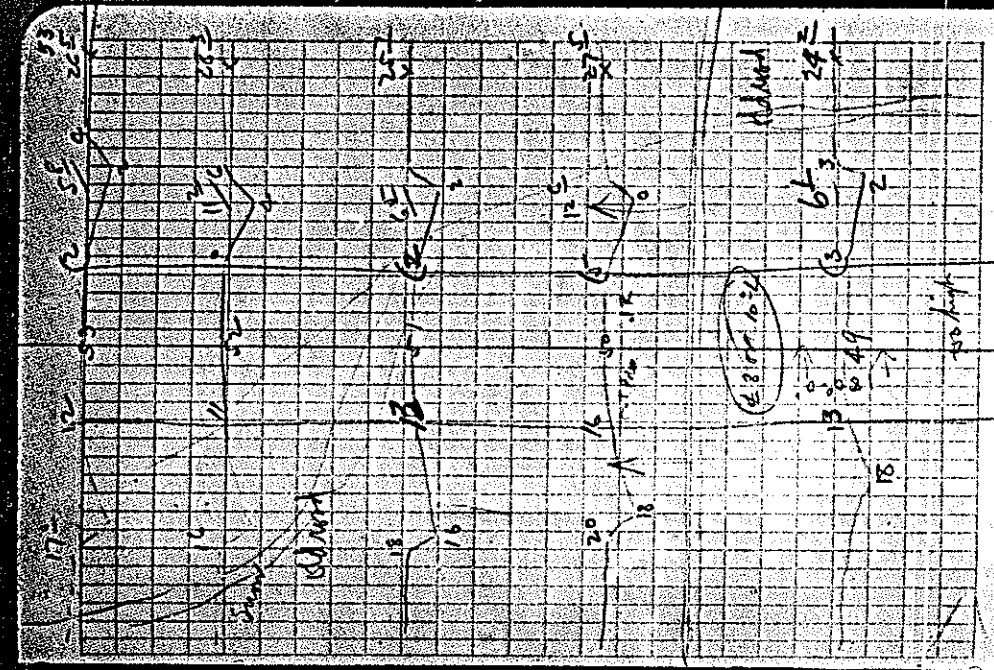
48	2.15	100.00	2.7
	97.85	3.2	97.3
47	4.86	6.9	6.7
	95.14		93.3
46	5.88	6.9	8.0
	94.12		92.0
T.P.	7.96	100.84	7.12
			92.88
45	5.76	7.0	8.0
	94.98		92.8
44	4.04	5.2	6.3
	96.80		94.5



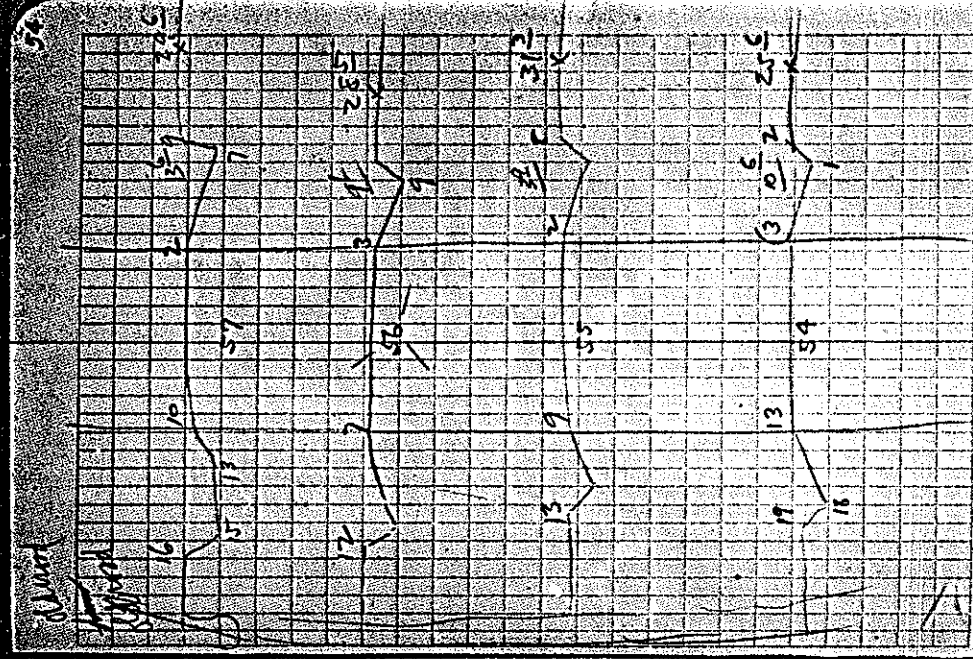
48	100.21	100.21	3.4	3.6	7.0
49	2.36	97.85	4.7	97.85	2.0
50	3.78	96.43	4.5	95.91	5.1
51	10.02	92.19	11.3	80.86	10.1
TP	20.19	88.16	11.55	88.66	9.51
52	3.09	85.07	4.3	80.77	4
53	7.51	80.65	7.9	72.74	5.3
TP	10.01	76.15	12.02	64.14	22.91
54	2.53	73.62	3.8	69.82	10.0

116	50.00	100.00
49	5.11	94.89
45	6.2	93.8

see above



53	821	9.4	76.45	e
	67.94			9.1
	+			67.1 ✓
T.P.	9.1	65.40	116.6	64.49
55	.69	2.0		e
	64.71			2.5
				62.9 ✓
56	635	7.3		15
	59.05			58.6 ✓
455	back			8.4
				57.0 ✓
57	9.64	11.2		12.5
	55.86			52.9 ✓
T.P.	7.7	54.39	117.8	53.62
58	7.21	8.4		



5439

3

4

89

4710

98

4.

22

526

47.80

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42:54

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100

7

AT-

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1991

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1998

7.99

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1000
7-6-11

100

1000

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✓ 2009

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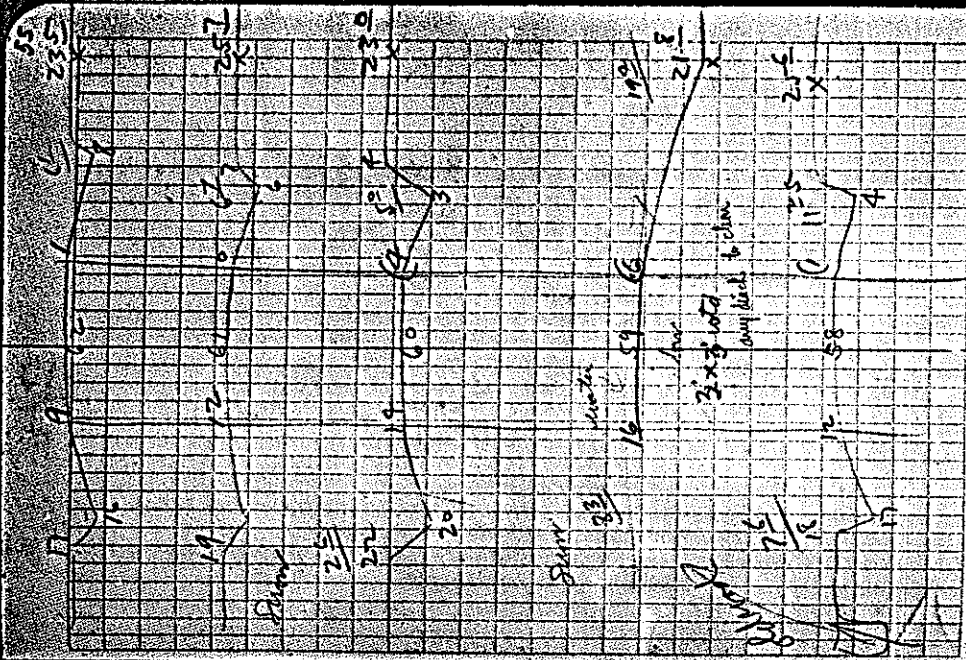
10

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5.

天

536



Cont. W. 1/2 Sec. 34

53.80

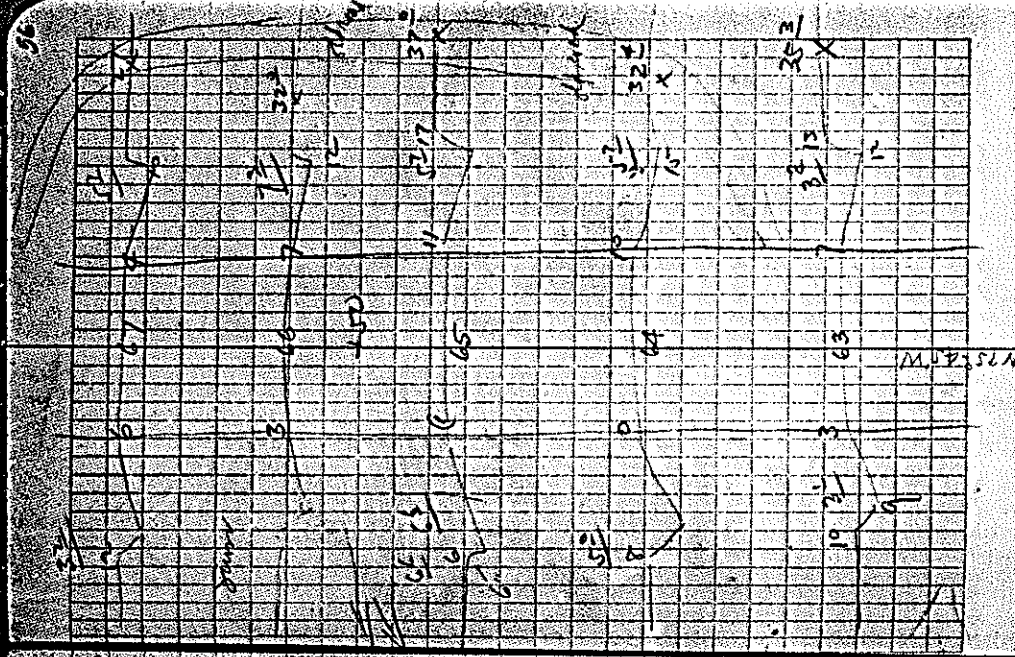
63 1.4 1.5
534 64.18
52.0

64 3.99 5.3
49.81 43
49.5

65 2.01 3.6
51.79 4.7
49.1

+60 3.6 50.2
66 4.98 6.4
48.82 5.9
47.9

+90 3.7 56.1
67 3.75 50.2
50.05 3.6



53.80

68 4.02 5.3

42.78 4.6 49.2 ✓

69 3.04 5.10 4.74 49.06 5.1 ✓

2.8 4.2 3.3 5.1 34 48.7 ✓

48.8

70 2.40 4.0 4.1 48.0 ✓

49.70

71 3.51 5.4 5.7 46.4 ✓

40.59

72 5.57 7.4 5.7 46.4 ✓

46.53



5710

73 7.50 9.3

44.60

7.1
45.0✓

74 7.85 9.2

44.25

8.4
43.7✓

75 6.87 50.57

43.5
46.22

5.0
45.6✓

76 4.38 6.2

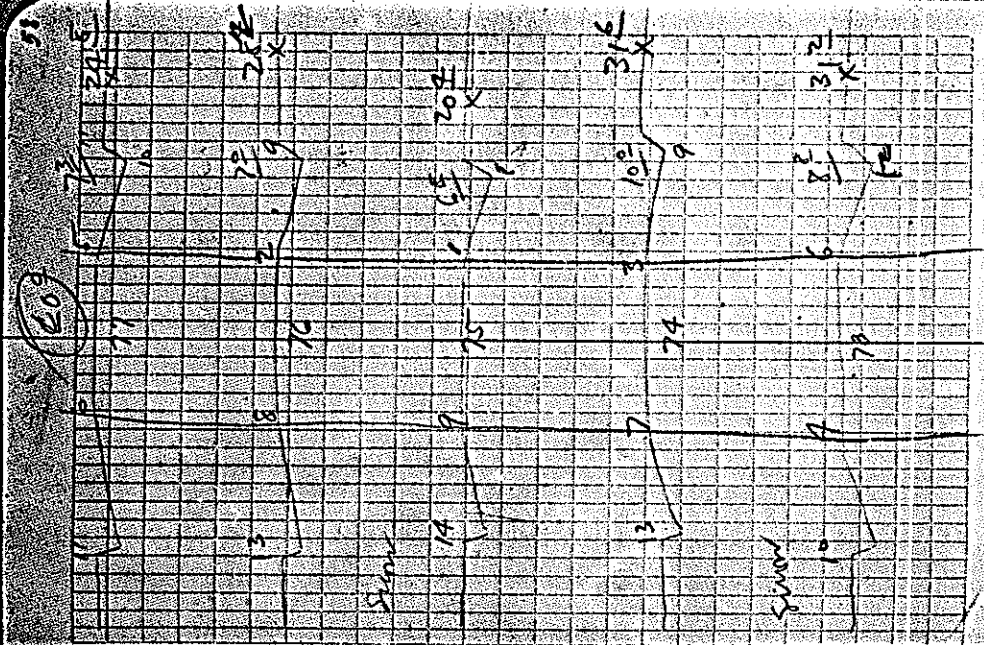
46.19

5.3
45.3✓

77 5.11 6.6

45.46

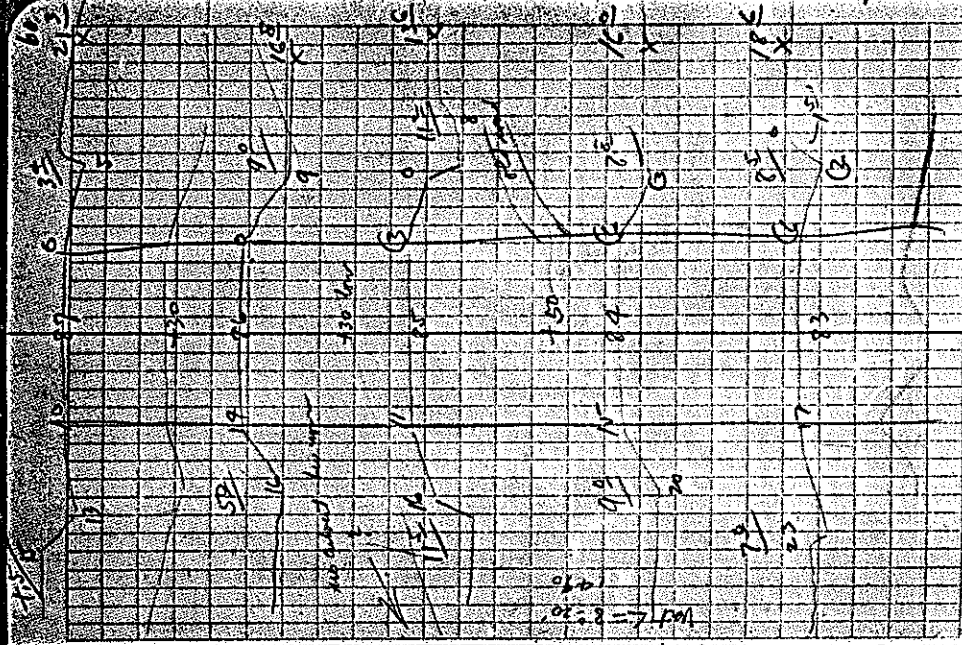
5.3
45.3✓



5157

78	5.22	6.6	45.37	116	73	6.5
	45.35		dis. m. m	116	38.1	44.1
77	6.44				34	1164 3893
79	7.91				42.0	
	3546				3.8	
75		4.5			41.6	
80	3.25				6.3	
	42.12				39.1	
81	5.30	6.6				
	40.07					
82	7.35	9.1			11.1	
	38.02				34.3	
7.9	1.05	35.01	11.71			33.96

83	6.57 28.47	80	<u>35.04</u>
TR	591	29.46	11.76 28.55
84	7.77 21.69	9.2	7.9 21.6 ✓
85	9.53 19.83	10.3	8.5 21.0 ✓
86	7.97 21.49	9.3	4.0 2.55 ✓
TR	11.56	40.47	1.55 28.91
87	2.55 47.92	5.7	2.1 35.4 ✓
TR	11.77	51.78	1.46 40.01
TR	11.82	63.02	1.58 51.20



7860

92 3.68 49
74.92

6.8
71.8 ✓

93 6.12 69
72.48

7.9
71.2 ✓

94 6.48 78
72.12

7.1
71.5 ✓

95 3.95 52
74.65

5.2
73.4 ✓

TP 4.81 71.33 40.7
74.52

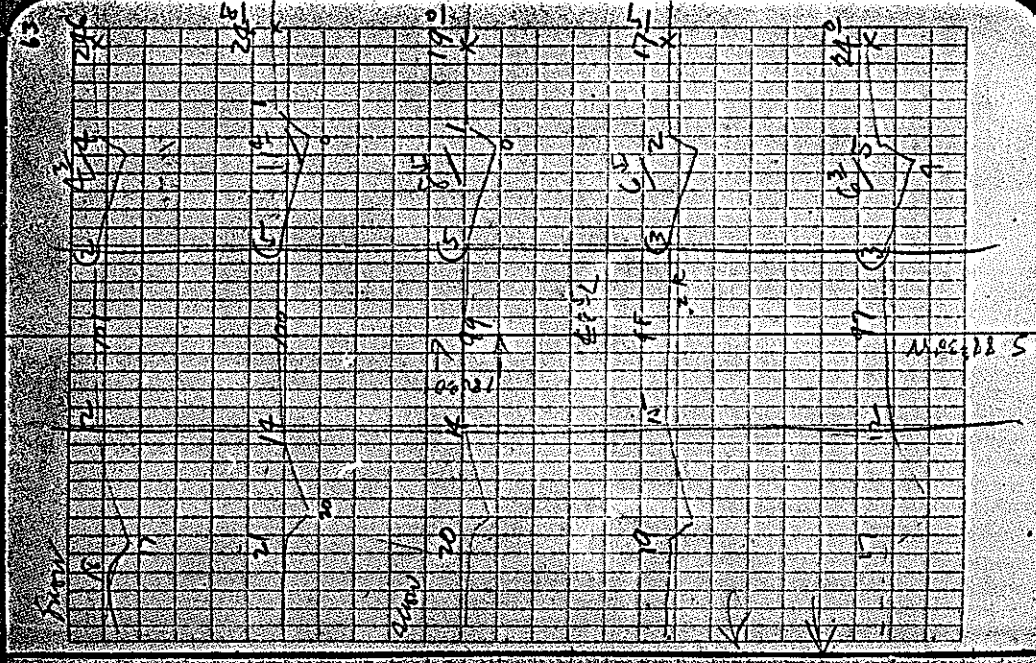
96 3.25 51
75.48

4.8
74.5 ✓

97 3.03 42



97	303	42	79.53	46
	7630			74.7
98	332	49		48
	7600			74.5
99	443	52		71
	7490			70.2
100	675	72		97
	7258			69.6
TP	126	68.71	11.87	6745
101	42	16		3.1
	7829			65.6



68.71

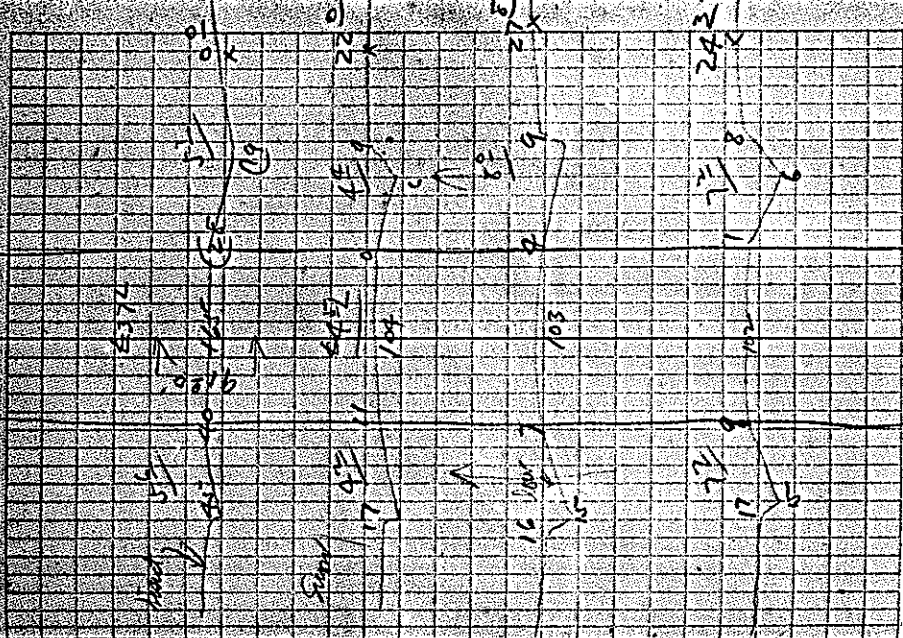
102 3.4 4.4 57
65.57 63.01

103 5.63 6.7 6.8
63.08 61.91

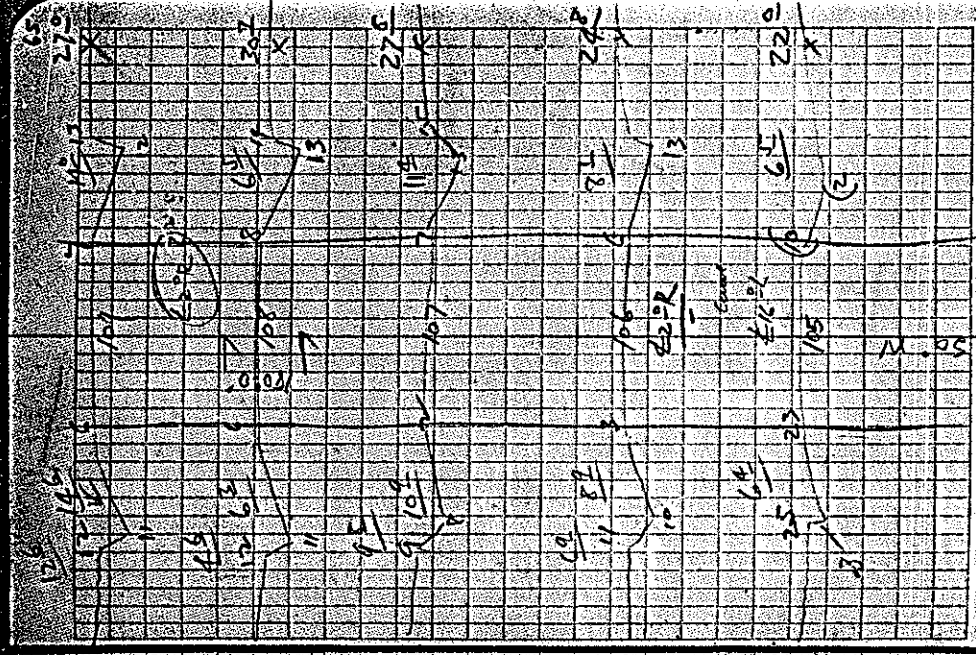
T.P. 2.37 62.47 8.61 60.10

104 1.32 2.7 2.8
61.12 59.71

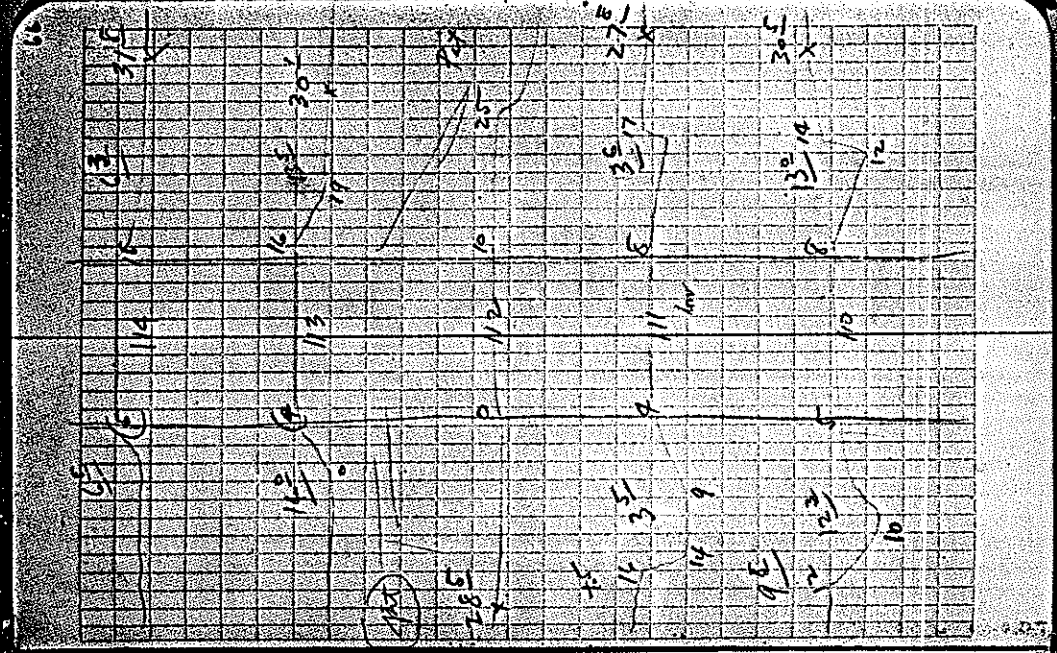
+65 2.82 4.6 4.6
59.65 57.91



105	4.14	5.4	5.0
	58.33		57.5
106	6.24	7.8	7.1
	56.23		55.4
107	8.14	9.4	9.6
	54.33		52.9
+20			10.2
T.P.	.13	51.63	11.77
			50.70
108	3.28	4.8	4.4
	48.15		47.2
109	10.49	11.7	12.6
	41.14		39.0
T.P.	11.8	39.84	11.76
	-1.03		39.57
+50			4.2
			35.6



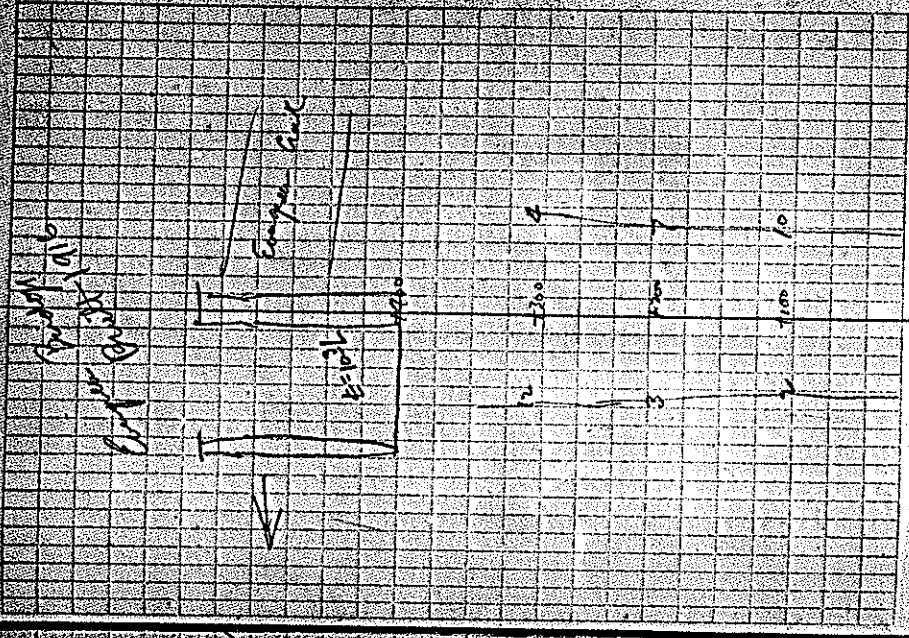
110	900	10.27	37.84
	3094		10.8
			24.0
111	10.09	28.14	11.61
			28.23
112	1.14	16.53	11.97
			16.67
113	1.97	3.2	2.8
	14.56		13.1
114	7.67	8.8	8.7
	8.86		7.8
115	11.67	13.5	11.3
	12.50		5.20
	403		
116	3.98	9.18	11.33
			5.20
117	5.32	6.5	5.3
	5.86	4.7	3.9



Relocation from 77 to 118
 Setup at 77 - let app on T.L.
 during 118-15' N.
 Turn 150° 0'
 Run thus to sta 91 or 1400'
 Hence Run 213° 0' - during 182-24' N.
 Run thus to sta 107410 = old T.L.
 ± sta 1124100

$$\frac{112}{35}$$

Relocation = 3000'
 Old Road = 3500'
 Thus saving 500'



LANGLADE-ALTON RD
(red location)

3323

Party - FM Chukewath

Chas. Olson

5-8-87 15hr

G. F. Marshall - CAPRA Comm.

F. B. Moss - Momb. R. 4800000

F. J. Olmstead - 1 1/2 hr.

5/12-82 B. 8 hr Chukewath

3900'

330

87A 3.12 5.3 (5.5) 26.0

TP 8.14 28.76 32.6 19.92

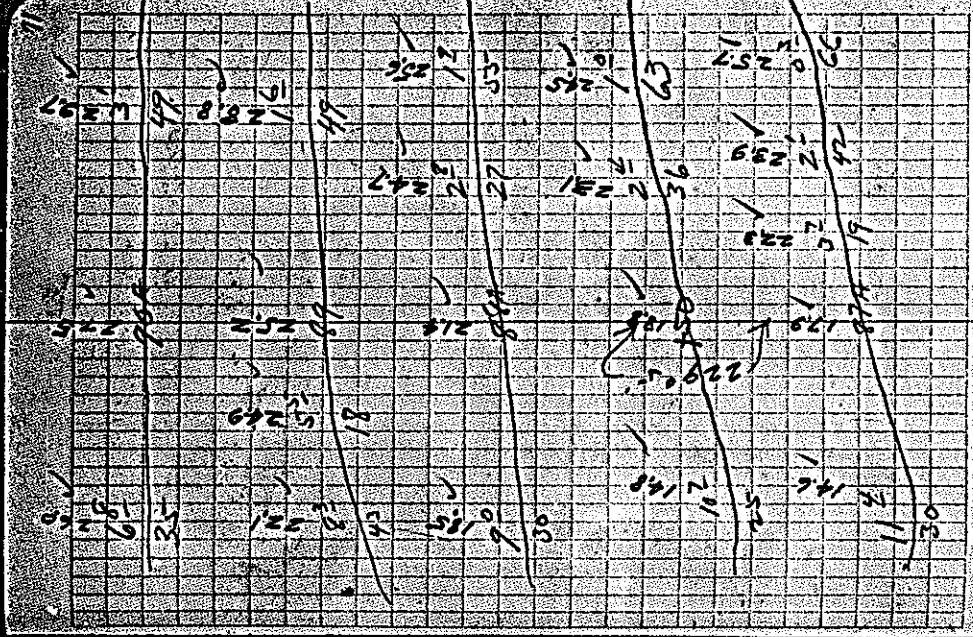
450 8.84 10.0 (5.5) 25.6

89A 6.25 7.4 (5.0) 27.5

TP 7.42 33.77 2.41 26.35

89A 7.42 8.6 (4.0) 30.4

90A 5.51 6.3 (4.5) 32.8



3377

917 394 5.1 29.83/28.71 41 346

29.83/28.71

11.8	870	11.42	1.05	32.72
------	-----	-------	------	-------

41.42

927 8.70 9.0 365 ✓
3272 / 324 ✓

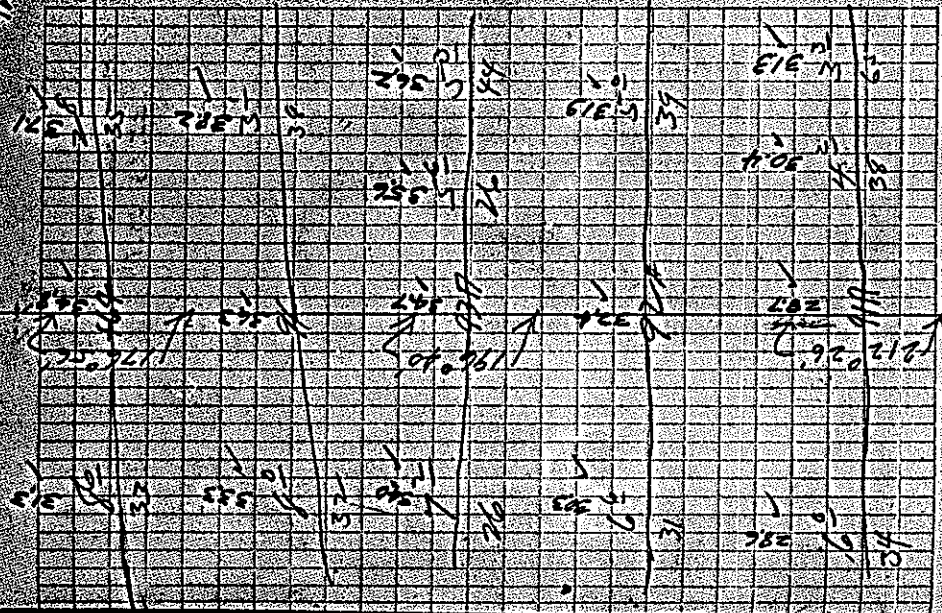
36.74 ✓ 34 ✓ 7

94.9	3.71	5.1	41.3 ✓
37.51	3631		

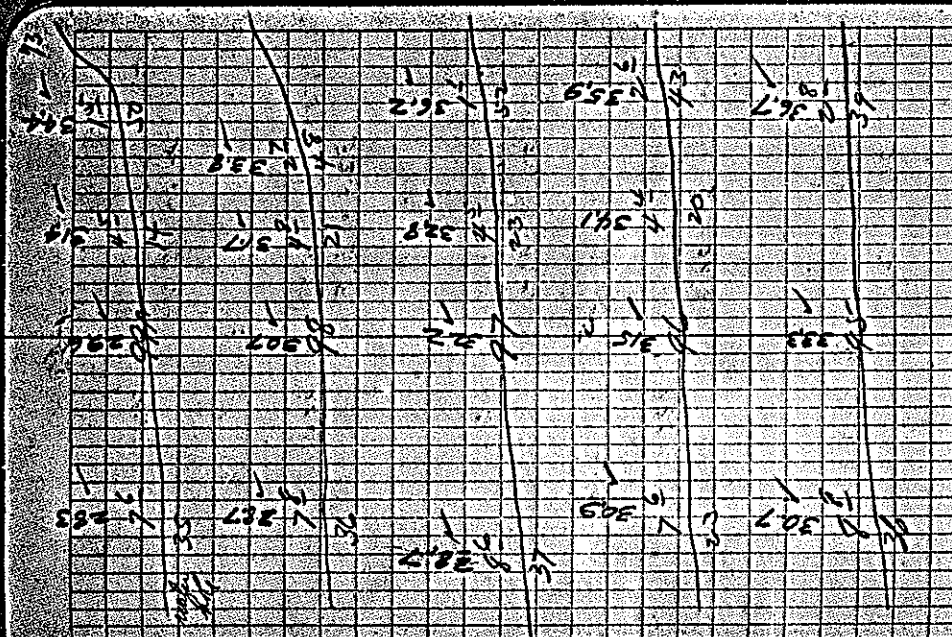
37.51 3631

f64	5.78	6.6	(4) 39.9
	35.64	34.8	

35.64 34.8



95A 6.00 8.1 33.5 ✓
 15.62 129.35
 24.2
 95B 4.4 9.9 33.5 ✓
 15.62 129.35
 24.2
 95C 4.2 9.2 33.5 ✓
 15.62 129.35
 24.2
 95D 4.2 9.2 33.5 ✓
 15.62 129.35
 24.2



3455

100A 4.05 5.1 4.2 M
30.50 29.5 348

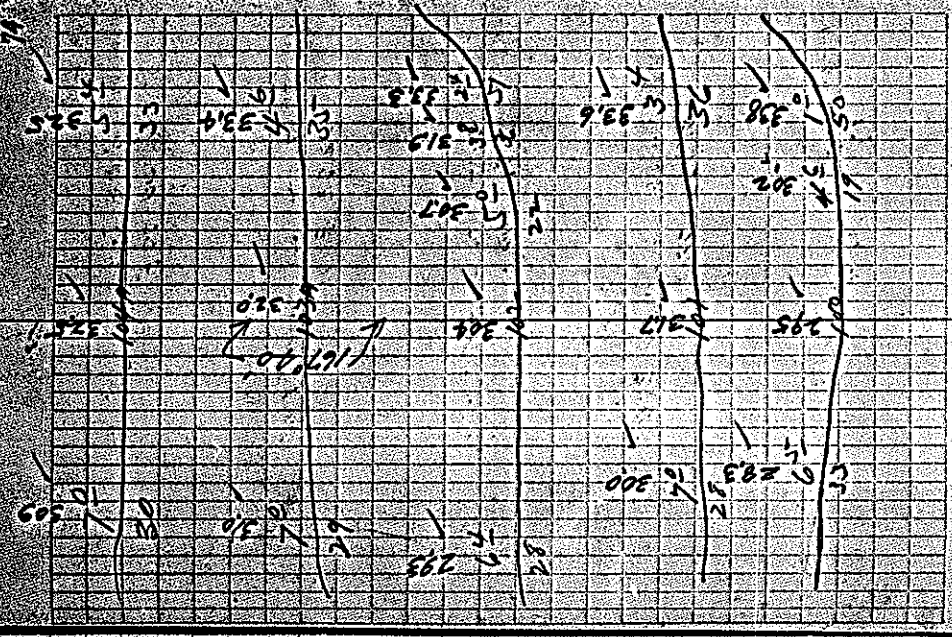
100A 2.02 2.9 4.5 370 ✓
32.53 31.7

102A 2.54 2.7 4.5 355 ✓
31.71 30.4

103A 2.63 3.562 1.56 3299
35.62

103A 2.63 3.6 5.2 380 ✓
32.99 32.0

104A 1.93 3.1 4.2 370 ✓
33.69 32.5



3562

105A 5.40 6.5 20.27 29.11
 30.27 29.11 ✓

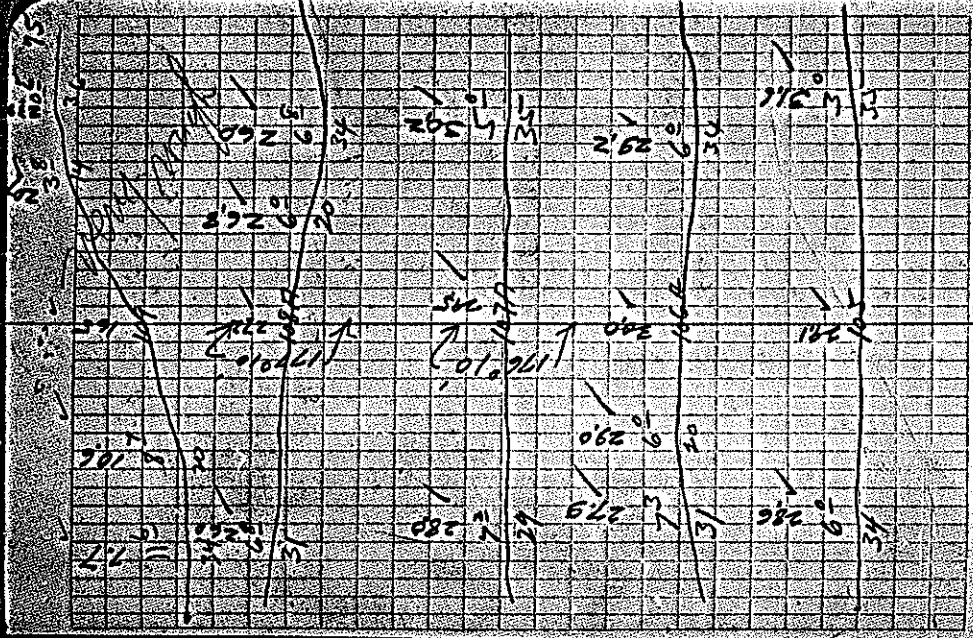
106A 4.42 5.6 31.20 300 ✓
 352 ✓

107A 2.24 32.40 54.6 3016
 32.40 54.6 3016

107A 2.24 2.9 30.16 29.51
 30.16 29.51 ✓

108A 4.20 5.27 27.29 20.7
 4.5 28.30 27.29 20.7
 23.68 10.59 21.81

109A 6.20 7.27 16.5 14.5
 4.25 17.48 15.28 14.5
 0.96 15.28 9.20 14.48



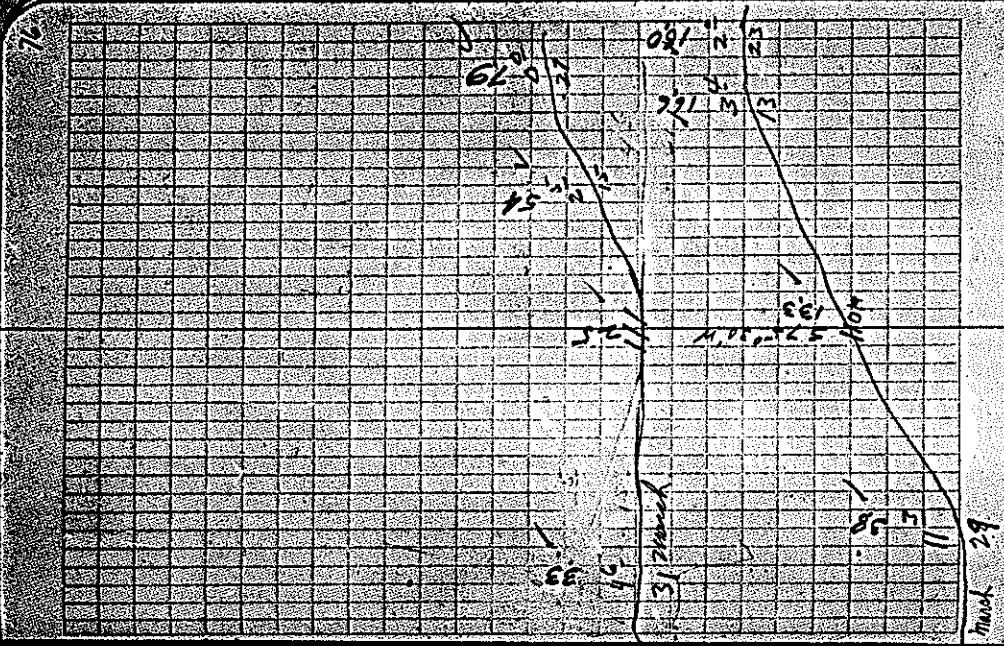
1578

11月2日 0.80 2.0 15.1 20.0
0.3 13.8 20.0
14.48
5.0
10.0
10.0

1111P	11.54	12.8	14.2	7.9
	3.74	2.5		

m.T.L. - 44	10.12	11.8
+ 18		
	5.16	3.5 /

113	11.44	12.5
	3.84	2.81



Grades	500-549				
51	812	8400	B	3-5	
52	814	8741	B	6-8	
53	816	9137		80-3	
54	818	8387		<u>81-5</u>	
55	820	8487		A0-7	
56	822	8862		B1-5	
57	902	9186		B1-8	
58	908	9285		B1-2	
59	926	9372		B1-2	
60	934	9516		B1-9	
61	942	9506		B0-3	
62	950	9583		B0-10	
63	950	9647		B1-0	
64	946	9480		B2-5	
65	928	9498		B1-5	
66	931	9412		B0-4	
67	922	9514		<u>B1-11</u>	
68					
69	940	9643		B2-5	
70	938	9019		B1-5	
71	836	8527		B1-6	
72	784	8015		B2-4	
73	732	7322		B0-5	
74	680	6498		A0-1	
75	628	6491		B1-11	
76	576	5985		B1-5	

57	52-4	55-6	5-6
57	471	471	A-1
58	436	436	
59	452	452	B0-1
60	484	484	A1-9
61	496	496	B2-2

KEITH'S RAILROAD CURVE TABLES

Published by KEUFFEL & ESSER CO. New York.

Blank Pages.

78-79

KEITH'S RAILROAD CURVE TABLES.

Published by KEUFFEL & ESSER CO., New York.

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HOW TO USE KEITH'S TABLES.

EXAMPLE

Wanted a Curve with an Ext. of about 13 ft. Angle
of Intersection or I. P. = $25^{\circ} 30'$ to the R. at Station
545+72.

Ext. in Tab. IV opposite $25^{\circ} 30'$ = 120.57

120.57 ÷ 13 = 10.07. Say a 10° Curve.

Tab. in Tab. IV opp. $25^{\circ} 30'$ = 1182.1

1182.1 ÷ 10 = 118.21

Tab. V. correction for A. $25^{\circ} 30'$ for a 10° Cur. = 0.18

118.21 + 0.18 = 118.47 = corrected Tangent.

(If corrected Ext. is required find in same way)

Ang. $25^{\circ} 30'$ = 33.52 ÷ 10 = 3.352 = L. C.

8° 19'	def. for sta.	543	L. P. = sta.	543+72
8° 49'	"	"	Tan. =	118.47
9° 19'	"	"	R. C. = sta.	541+58.53
9° 49'	"	"	L. C. =	2.33.93
11° 49'	"	"	E. C. = sta.	545+58.53

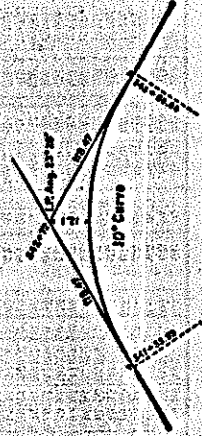
100 = 52.52 = 46.47 × 5' (def. for 1 ft. of 10° Cur.) = 139.41 =

$2^{\circ} 19'$ = def. for sta. 543.

Def. for 50 ft. = $2^{\circ} 30'$ for a 10° Curve.

Def. for 34.56 ft. = $1^{\circ} 50'$ for a 10° Curve.

(These tables are published in Field Books of
Keuffel & Esser Co., New York, N. Y.)



[illegible]

DISTANCES FROM CENTER OF RAILWAY FOR CROSS-SECTIONS.										
RAILROAD 14 miles west. East Branch 1 1/2 mi.										
Foot Square Tract Examination										
	0	1	2	3	4	5	6	7	8	9
0	7.0	7.5	7.8	7.8	7.6	7.5	7.3	6.9	6.4	5.9
1	8.5	8.7	8.8	9.0	9.1	9.3	9.4	9.6	9.7	9.9
2	10.0	10.3	10.3	10.5	10.6	10.8	10.9	11.1	11.3	11.4
3	11.5	11.7	11.8	12.1	12.3	12.5	12.8	13.0	13.2	13.4
4	13.0	13.2	13.3	13.5	13.6	13.8	13.9	14.1	14.3	14.4
5	14.5	14.7	14.8	15.0	15.1	15.3	15.5	15.7	15.9	16.0
6	16.0	16.2	16.3	16.5	16.6	16.8	16.9	17.1	17.3	17.4
7	17.5	17.7	17.8	18.0	18.1	18.3	18.4	18.6	18.7	18.9
8	19.0	19.2	19.3	19.5	19.6	19.8	19.9	20.1	20.3	20.4
9	20.5	20.7	20.8	21.0	21.1	21.3	21.4	21.6	21.7	21.9
10	22.0	22.3	22.5	22.6	22.8	22.9	23.1	23.3	23.4	23.6
11	23.5	23.7	23.8	24.0	24.1	24.3	24.4	24.6	24.7	24.9
12	25.0	25.3	25.5	25.6	25.8	25.9	26.1	26.2	26.4	26.5
13	26.5	26.7	26.8	27.1	27.3	27.4	27.6	27.7	27.9	28.0
14	28.0	28.3	28.5	28.6	28.8	28.9	29.1	29.3	29.4	29.6
15	29.5	29.7	29.8	30.0	30.1	30.4	30.6	30.7	30.9	31.0
16	31.0	31.2	31.3	31.5	31.6	31.8	31.9	32.1	32.3	32.4
17	32.5	32.7	32.8	33.0	33.1	33.3	33.4	33.6	33.7	33.9
18	34.0	34.2	34.3	34.5	34.6	34.8	34.9	35.1	35.2	35.4
19	35.5	35.7	35.8	36.0	36.1	36.3	36.4	36.6	36.7	36.9
20	37.0	37.2	37.3	37.5	37.6	37.8	37.9	38.1	38.2	38.4
21	38.5	38.7	38.8	39.0	39.1	39.3	39.4	39.6	39.7	39.9
22	40.0	40.2	40.3	40.5	40.6	40.8	40.9	41.1	41.2	41.4
23	41.5	41.7	41.8	42.0	42.1	42.3	42.4	42.6	42.7	42.9
24	43.0	43.2	43.3	43.5	43.6	43.8	43.9	44.1	44.2	44.4
25	44.5	44.7	44.8	45.0	45.1	45.3	45.4	45.6	45.7	45.9
26	46.0	46.2	46.3	46.5	46.6	46.8	46.9	47.1	47.3	47.4
27	47.5	47.7	47.8	48.0	48.1	48.3	48.4	48.6	48.7	48.9
28	49.0	49.2	49.3	49.5	49.6	49.8	49.9	50.1	50.2	50.4
29	50.5	50.7	50.8	51.0	51.1	51.3	51.4	51.6	51.7	51.9
30	52.0	52.2	52.3	52.5	52.6	52.8	52.9	53.1	53.2	53.4
31	53.5	53.7	53.8	54.0	54.1	54.3	54.4	54.6	54.7	54.9
32	55.0	55.2	55.3	55.5	55.6	55.8	55.9	56.1	56.2	56.4
33	56.5	56.7	56.8	57.0	57.1	57.3	57.4	57.6	57.7	57.9
34	58.0	58.2	58.3	58.5	58.6	58.8	58.9	59.1	59.2	59.4
35	59.5	59.7	59.8	60.0	60.1	60.3	60.4	60.6	60.7	60.9
36	61.0	61.2	61.3	61.5	61.6	61.8	61.9	62.1	62.2	62.4

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

M