

FIELD BOOK

350

N^o 156

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 Labels see end of book.

ADDED TO COR. CARDS
 5/7/99 RLK

OLD CR #9
 T.145 / R.27
 WINNIE DAM ROAD

6 | 2280.0
380.00

17+00
192.56

15407.44

6798

20232

1.3920

846

1097

11

6 | 116.3 1155.4
18.21 172.56

92.56

4776.8

46608.0

8744

26232

2 373920

847

1124

Job #

Data

Pg to Pg

2702

Transit Notes

1 " 20

2702

Revision

21

2702

Ernish Stakes

Sta-3+50 - 23

22-24

" 43 - 136

24-30

" 23 - 43

38-31

" -3+50 - 298

32-54

" 374 - 404

54-56

" 298 - 333

56-58

" 421 - 479

60-63

Cass S.A.R #9 Job #2702

Transit Notes

Sta Defl. Angle Mag. B. Com. B
 P.I. 22+75.5 L 18°28' N110°E N11°03'E
 P.C. 21+20.25 $\Delta = 6^\circ$ T=155.25 L=307.78
 EXT=12.53 Defls. $\left. \begin{array}{l} +28.03 = 9^\circ 14' \\ -24 = 8^\circ 24' \\ -23 = 5^\circ 24' \\ -22 = 2^\circ 24' \end{array} \right\}$

P.T. 18+87.44 Back =
 18+92.56 Fwd.

P.I. 17+00 R 22°48' N29°30'E N29°31'E
 $\Delta = 6^\circ$ T=192.56 L=380.0' Defls. $\left. \begin{array}{l} +87 = 11^\circ 24' \\ -18 = 8^\circ 47' \\ -17 = 5^\circ 47' \\ -16 = 2^\circ 47' \end{array} \right\}$
 EXT. 19.2

P.C. 15707.44

East Curve

R 96°53'
 T=430.89 L=645.89
 EXT=193.84

P.I. 0+00

Ext = 193.84

P.C. -4+30.89

$\Delta = 15^\circ$ Defls. $\left. \begin{array}{l} +215 = 48^\circ 26' \\ +200 = 47^\circ 09' \\ +150 = 45^\circ 34' \\ +100 = 39^\circ 07' \\ +50 = 36^\circ 04' \\ 0+00 = 36^\circ 04' \\ -0+50 = 28^\circ 34' \\ -1+00 = 24^\circ 49' \\ -1+50 = 21^\circ 04' \\ -2+00 = 17^\circ 19' \\ -2+50 = 13^\circ 34' \\ -3+00 = 9^\circ 49' \\ -3+50 = 6^\circ 04' \\ -4+00 = 2^\circ 19' \end{array} \right\}$

West Curve

L 83°07'
 T=338.66 L=554.11
 EXT=128.5'

P.T. 2+15.45 Back =
 3+38.66 Fwd

P.I. 0+00

$\Delta = 15^\circ$ Defls. $\left. \begin{array}{l} +215.45 = 41^\circ 33' \\ +200 = 40^\circ 24' \\ +150 = 36^\circ 39' \\ +100 = 32^\circ 54' \\ 0+50 = 27^\circ 09' \\ 0+00 = 25^\circ 24' \\ -0+50 = 21^\circ 39' \\ -1+00 = 17^\circ 54' \\ -1+50 = 14^\circ 09' \\ -2+00 = 10^\circ 24' \\ -2+50 = 6^\circ 39' \\ -3+00 = 2^\circ 54' \end{array} \right\}$

P.C. -3+38.66

0+00

N6°43'E

Oct. 20 - 1926 Party
 Weather - Cold & Cloudy
 Snow & Rain

R.A. Dahms Engr.
 A.R. Taubman Asst.
 E. Petrie Rod
 E. Nason Chain

RP's { 6" Poplar S 50.1
 6" Oak E 57.1
 RP's { 5" N Pine E 33.6
 3" Poplar SE 43.3

RP's { 8" N Pine NE 55.1²⁰
 7" N " NW 53.3'

RP's { 5" Poplar NW 45.7'
 5" S. Pine N 43.3'

RP's { 4" N Pine W 47.5'
 5" " " NW 47.9'¹⁵

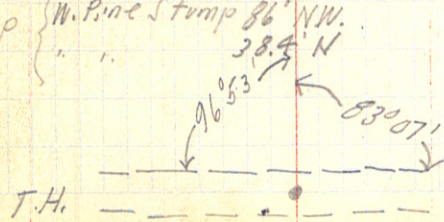
RP's { Pine Stump W 38.8'
 " " " NW 86.4'

RP's { 4" N. Pine N 78.8'
 3" S. " " NW 80.6'

P.I. RP's { Tel. Pole SE 69.5'¹⁰
 " " " SW 36.5'

RP's { N.P. Stump NW 61.8'
 " " " W 76.0'

RP's { W. Pine Stump 86' NW.
 38.4' N



Sta Defl. Angle Mag. B.

P.T. 48+27 Back = 48+40.14 Fwd

P.I. 46+00 R 32°42' N 43°45' E N 43°45' E (427-16021)

I = 7° T = 240.14 L = 467.14

EXT. = 34.5

P.C. 43+59.86

Defl's
48-15°24'
47-11°54'
46-8°24'
45-4°54'
44-1°24'

35+39

PT 24+28.03 Back =
24+30.75 Fwd

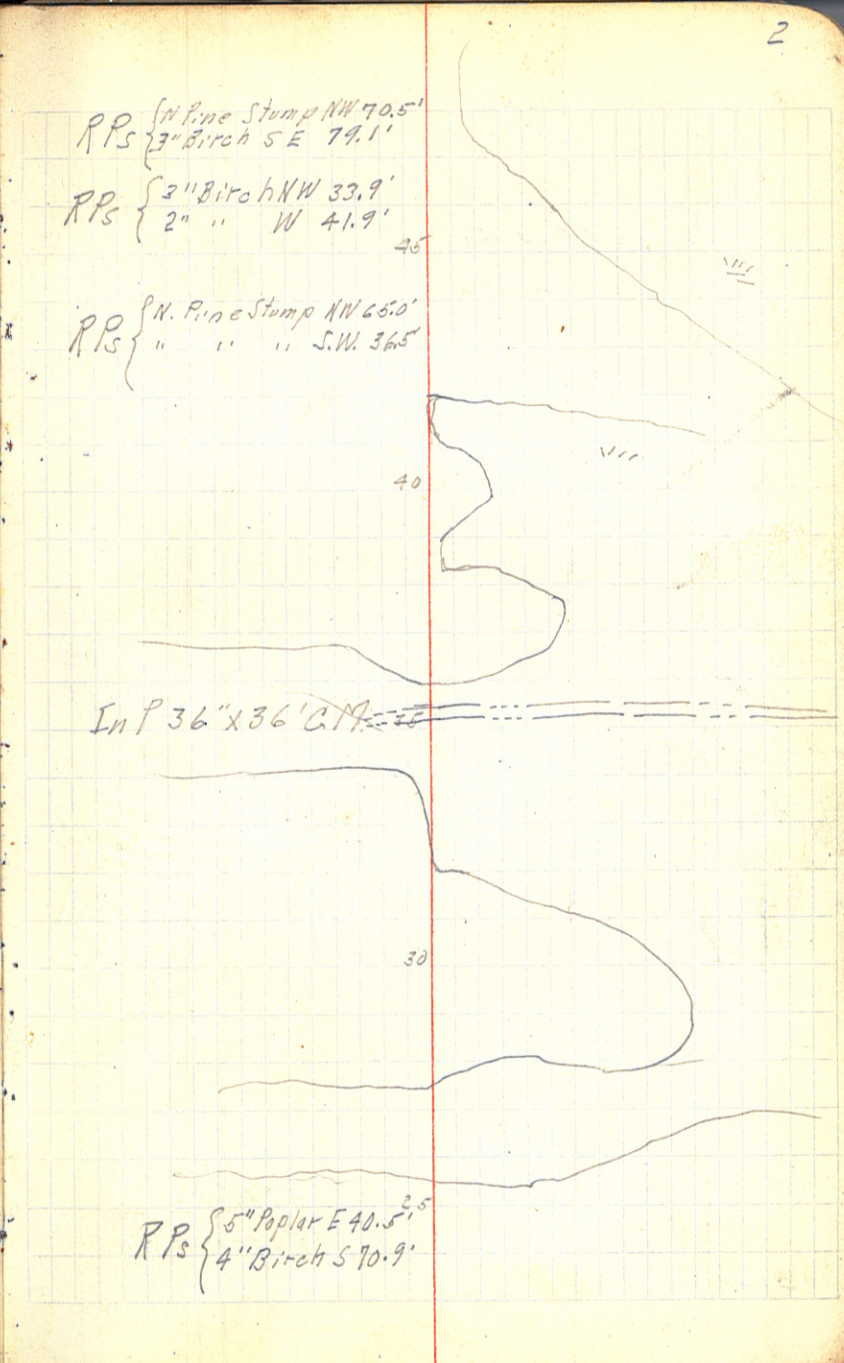
RP's { N. Pine Stump NW 70.5'
3" Birch SE 79.1'

RP's { 2" Birch NW 33.9'
2" " W 41.9'

RP's { N. Pine Stump NW 65.0'
" " " S.W. 36.5'

In P 36" x 36" C.M. = 35

RP's { 5" Poplar E 40.5°
4" Birch S 70.9'



Sta Defl. Angle Mag B

P.T. 69+89.66 = 69+91.92

Pt 68+58

P.L. 68+01 L 15°11' N47°E N47°16'E

∠=4° T=190.92' L=379.58 E=12.7

PC 66+10.08

Defl's { 69=7°36'
68=5°28'
67=3°48'
66=1°48'

PT 64+83.95 Back = 64+86.05 Fwd

P.L. 63+00 R 14°48' N62°E N62°26'E

∠=4° T=186.05 L=370.0' E=12.02

PC 61+13.95

Defl's { 64=8°38.7"
63=5°43'
62=3°43'
61=1°43'

PT 59+89.78 Back = 59+91.22 Fwd

P.L. 58+28 L 13°00' N47°30'E N47°38'

∠=4° T=163.22 L=325.0' Ext.=9.27'

PC 56+64.78

Defl's { 59=8°30'
58=4°42'
57=2°42'
56=1°42'

P.T. 51+39.66 Back = 51+41.73 Fwd

P.L. 50+00 R 16°53' N60°30'E N60°38'E

∠=6 T=141.73 L=281.39' Ext.=10.97'

PC 48+58.27

Defl's { 51=39.66-80.26'
50=7°15'
49=4°15'
48=1°15'

✓ 5/7/99
RLK

R.P.s { 3" Birch N 47.9'
6" Poplar NW 39.0'

Sta 68+58 S 79.2' to SW
Cor. of Sec. 19-145-27

R.P.s { 6" Poplar W 35.2'
7" " N 40.7'

Sta 65+14 In P Box 65

R.P.s { 12" Poplar NW 74.4'
6" Birch N 59.0'

R.P.s { 4" Poplar W 47.8'
3" " NW 44.3'

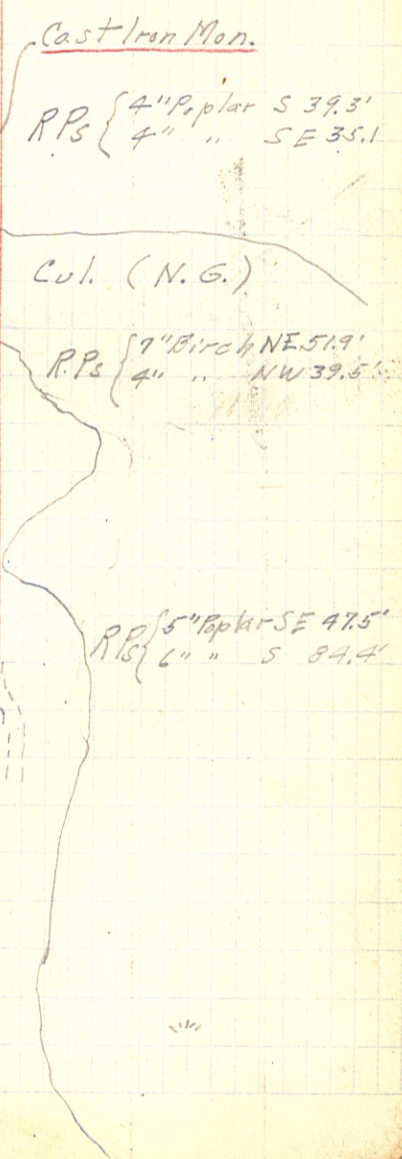
R.P.s { 4" Poplar NW 44.9'
5" " N 37.1'

R.P.s { 4" Poplar NW 33.2'
4" " NW 33.0'

R.P.s { 4" Poplar N 80.3'
4" " NW 46.4'

R.P.s { 2" Birch N 52.3'
2" " W 60.2'

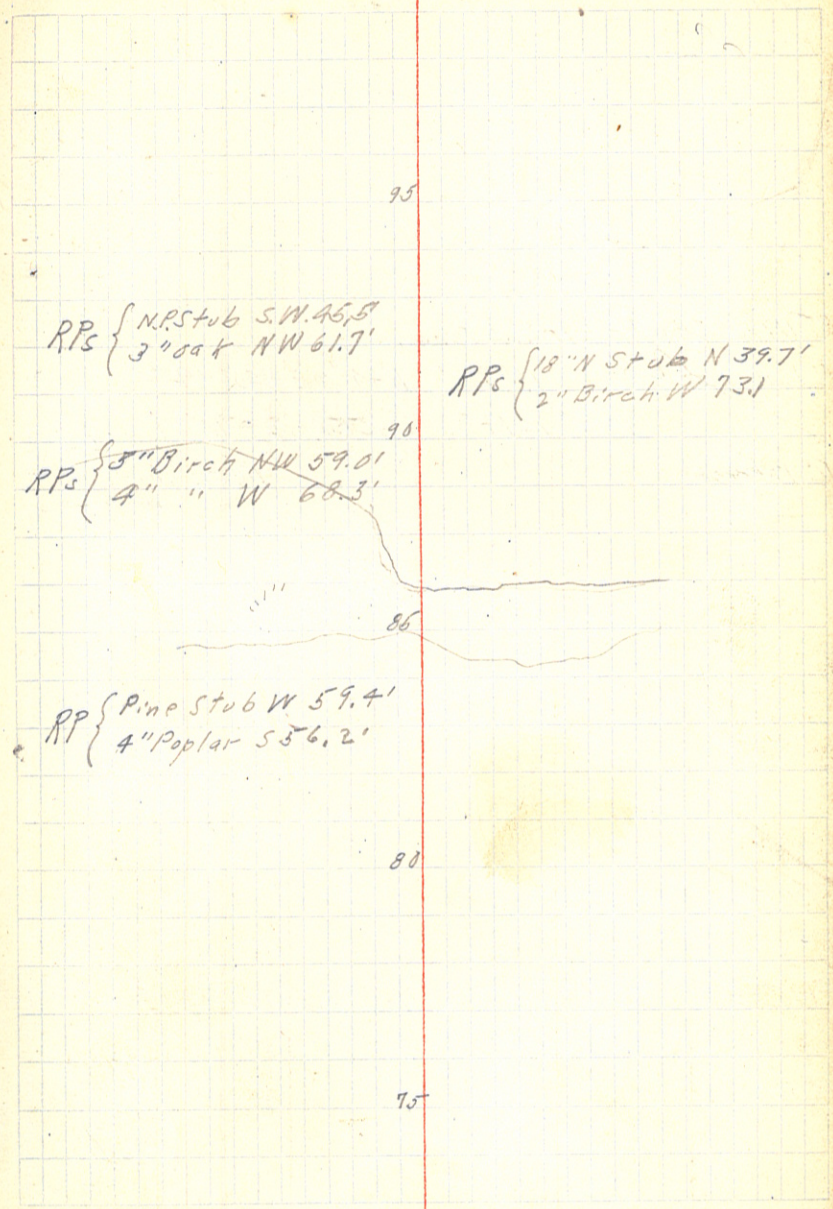
R.P.s { N Pine Stump NW 71.6'
7" " NE 62.3'



Sta Defl Angle Mag. B Conn. B

PT 92+69.27 Back = 92+70.73 Fwd
 P.L. 91+07.5 R 13°00' N55°20'E N55°35'E
 I=4° T=163.23 L=325.0' E=9.28 (1.27=6030'
 92=5007'
 Defl's { 71=3107'
 91=1007')
 P.C. 89+44.27

PT 84+28.19 Back = 84+28.28 Fwd
 P.L. 83+69.9 L 4°40' N42°30'E N42°35'E
 P.C. 83+11.52 I=4° T=58.38 L=116.67' E=1.2'
 (Not Run In)



RP { N.P. Stub S.W. 45.5'
 3" oak NW 61.7'

RP { 18" N Stub N 39.7'
 2" Birch W 73.1

RP { 5" Birch NW 59.01
 4" " W 68.3'

RP { Pine Stub W 59.4'
 4" Poplar 556.2'

Sta Defl. Angle Mag. B. Com. B.
 P. 1.123+52.2 R 22°40' N62°50'E N62°59'E
 PC 122+37.36 II=10° T=114.84 L=226.67 E=11.39

Defl's {
 11=403-11020
 12=8008
 13=3008

PT. 117+69.5 Back=117+69.5 Fwd.

P. 1.116+24 R 11°36' N40°10'E N40°19'E
 II=4° T=145.5 L=290.0 E=7.38

PC. 114+78.5

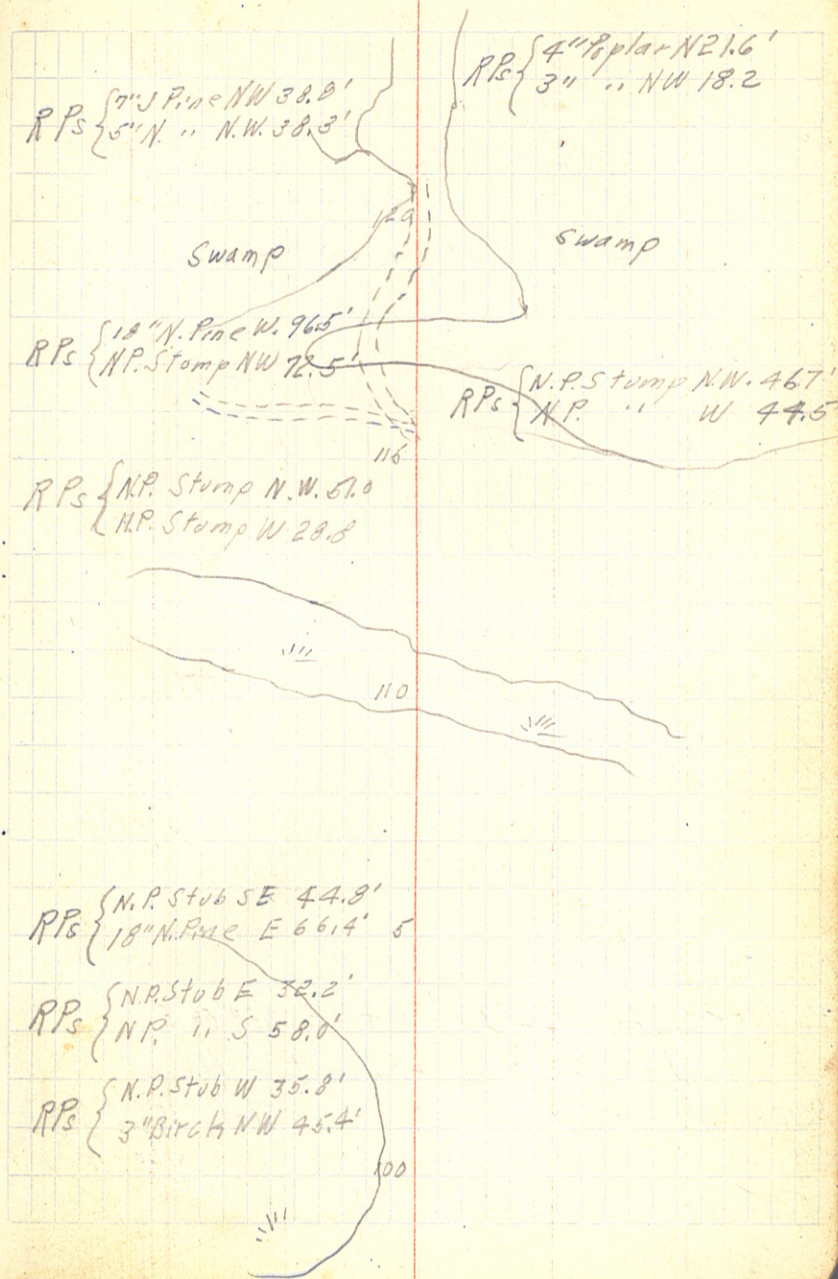
Defl's {
 11=403-5028
 117=4026
 116=2026
 115=0026

PT. 105+64.68 Back=105+73.1 Fwd

P. 1.103+4.5 L 26°52' N28°30'E N28°43'E
 II=6° T=228.1 L=447.78 E=26.8

PC. 101+16.9

Defl's {
 114=13026
 105=11020
 104=8030
 103=5030
 102=2030



Sta Defl. Angle Mag. B Com. B

P.T. 146+31.7 Back = 146+32.47 Fwd

P.I. 145+00 R 10°34' N 9°30'E N 69°40'E

$\Delta = 4^\circ T = 132.47' L = 264.17' E = 6.12$

PC 143+67.53

(Not Run In)

Defl's $\left\{ \begin{array}{l} +31.7 = 59.7' \\ 146 = 40.39' \\ 145 = 20.39' \\ 144 = 0.39' \end{array} \right.$

P.T. 136+59.86 Back = 136+61.81 Fwd

P.I. 135+02 R 19°00' N 58°45'E N 59°06'E

$\Delta = 6^\circ T = 159.81' L = 316.67' E = 13.3$

PC 133+42.19

Defl's $\left\{ \begin{array}{l} +59.86 = 90.30' \\ 136 = 1.44' \\ 135 = 40.42' \\ 134 = 1.44' \end{array} \right.$

P.T. 129+88.96 Fwd = 129+85.08 Back

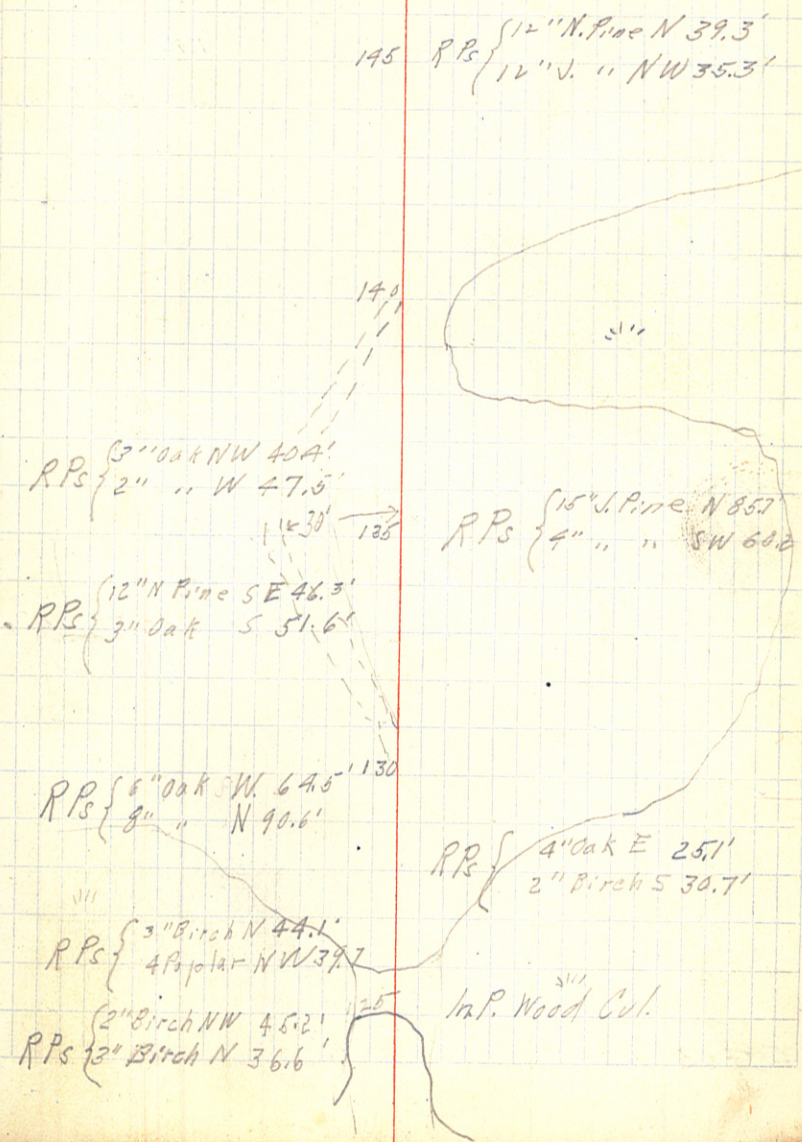
P.I. 128+44 L 22°53' N 40°E N 40°06'E

$\Delta = 8^\circ T = 144.96' L = 286.09' E = 14.51$

PC 126+99.04

Defl's $\left\{ \begin{array}{l} +88.96 = 110.24' \\ 129 = 80.2' \\ 128 = 40.2' \end{array} \right.$

P.T. 124+64.03 Back = 124+67.04 Fwd



145 RPs $\left\{ \begin{array}{l} 12'' \text{ N. Pine N } 39.3' \\ 12'' \text{ V. } \text{ NW } 35.3' \end{array} \right.$

RPs $\left\{ \begin{array}{l} 3'' \text{ Oak NW } 40.4' \\ 2'' \text{ } \text{ W } 47.5' \end{array} \right.$

RPs $\left\{ \begin{array}{l} 15'' \text{ V. Pine N } 85.7' \\ 4'' \text{ } \text{ SW } 60.2' \end{array} \right.$

RPs $\left\{ \begin{array}{l} 12'' \text{ N Pine SE } 46.5' \\ 3'' \text{ Oak S } 51.6' \end{array} \right.$

RPs $\left\{ \begin{array}{l} 6'' \text{ Oak SW } 64.5' \\ 8'' \text{ } \text{ N } 90.6' \end{array} \right.$

RPs $\left\{ \begin{array}{l} 4'' \text{ Oak E } 25.1' \\ 2'' \text{ Birch S } 30.7' \end{array} \right.$

RPs $\left\{ \begin{array}{l} 3'' \text{ Birch N } 44.1' \\ 4'' \text{ Poplar NW } 39.7' \end{array} \right.$

1/2 P. Wood Cul.

RPs $\left\{ \begin{array}{l} 2'' \text{ Birch NW } 45.2' \\ 3'' \text{ Birch N } 36.6' \end{array} \right.$

Sta. Defl. Angle Mag. B C. B.
 P.I. 173 L 41°15' N25°30'E N25°23'E
 D=10 T=215.66 L=412.5 E=39.24

PC 170+84.34

Defl's {
 170+84=20°37'
 171=19°50'
 172=14°50'
 173=9°50'
 174=4°50'

PT. 166+98.07 Back = 166+98.6 Fwd

P.I. 165+80 R 9°28' N67°00'E N67°38'E

PC 164+61.4 D=4° T=118.6 L=236.67 E=4.9
 (Not Run In) Defl's {
 163.07=4°24'
 166=2°46'
 168=0°46'

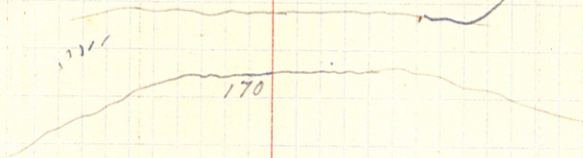
PT. 161+98.25^{Back} = 161+99.25 Fwd

P.I. 160+65 L 11°30' N57°40'E N58°10'E

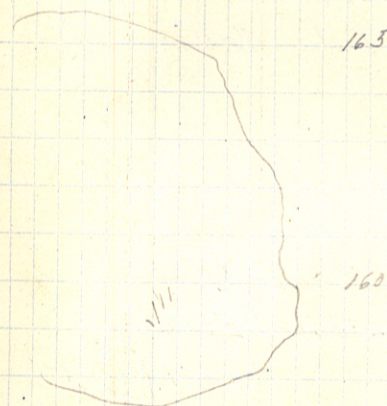
PC 159+10.75 D=4° T=144.25 L=287.5 E=7.25
 (Not Run In) Defl's {
 158.25=5°45'
 161.3=0°47'
 160=1°47'

149+63

RP's {
 4" Poplar NE 36.5'
 4" Birch SE 45.5'



163 RP's {
 4" N Pine N 49.1'
 4" Poplar NW 53.8'



160 RP's {
 12" N Pine S 48.6'
 2" Tam SE 38.9'

158

160

N62' to N.E. Cor. Sec. 19-145-27 (Wood Stake)

Sta Defl Angle Mag. B. C. B.

PC 197+49.87

PT 194+13.61 Back = 194+14.37 Fwd

P. 1. 192+81.7 R 10°35' N50°E N49°38'E

R. PC 191+49.13 $\Delta = 4^\circ$ T=132.67 L=264.58 E=612 (+13.61=597'
 (No + Run In) Defls { 194=508'
 193=300'
 192=100'

PT 187+31.32 Back = 187+32.95 Fwd

P. 1. 185+61.3 R 13°40' N38°45'E N39°03'E

$\Delta = 4^\circ$ T=171.65 L=341.67 E=1025
 Defls { 183=650'
 187=512'
 186=402'
 185=2012'
 184=092'

PC 183+89.65

PT 174+16.5 Back = 175+15.66 Fwd

RP { 8" J. Pine SE 45.0'
 9" " " S 51.9'

RP { 15" J. Pine NW 45.2
 6" Poplar W 49.6

Swamp
 Sta 191+10
 Wood Col. In P.

RP { 5" J. Pine SE. 35.71
 5" " " E 37.2'

RP { 3" J. Pine S.E. 40.2'
 4" J. " N.E. 43.4'

RP { 7" J. Pine W 44.0'
 6" " " NW 62.6'

RP { 6" Poplar E 55.71
 6" " " SE 47.7'

Sta Defl. Angle Mag. B C. B

PT. 222+4.58 Back = 222+65.12 Fwd

PI. 220+95 R 20°12' N 21°W N 20°41' W

PC 219+24.88 II = 60 T = 170.12 L = 336.67 E = 15.03
 (Not Run In) Defls. $\begin{cases} +1.55 = 10^{\circ}06' \\ 222 = 89^{\circ}15' \\ 221 = 50^{\circ}15' \\ 220 = 20^{\circ}15' \end{cases}$

PT 217+37.09 Back = 217+43.2 Fwd

PI. 215+74 L 26°35' N 41°W N 40°53' W

PC 214+04.8 II = 80 T = 169.2 L = 332.29 E = 19.71
 Defls. $\begin{cases} +3.09 = 13^{\circ}18' \\ 217 = 11^{\circ}41' \\ 216 = 70^{\circ}41' \\ 215 = 30^{\circ}49' \end{cases}$

PT 212+91.86 Back = 213+11.64 Fwd

PI. 210+58 L 39°00' N 43°W N 17°18' W

II = 80 T = 253.64 L = 487.5 E = 43.6
 PC 208+04.36 Defls. $\begin{cases} +9.86 = 10^{\circ}30' \\ 217 = 15^{\circ}52' \\ 211 = 11^{\circ}50' \\ 210 = 7^{\circ}50' \\ 209 = 3^{\circ}50' \end{cases}$

207+30 Back = 203+00 Fwd

PT. 201+65.42 Back = 201+72.13 Fwd

PI. 199+61 L 24°56' N 24°30' E N 24°42' E
 II = 60 T = 211.13 L = 415.55 E = 23.07

Defls. $\begin{cases} +65.42 = 12^{\circ}28' \\ 201 = 10^{\circ}30' \\ 200 = 7^{\circ}30' \\ 199 = 4^{\circ}30' \\ 198 = 1^{\circ}30' \end{cases}$

RP's $\begin{cases} 8" J. Pine S W 56.7' \\ 12" " " N W 59.4' \end{cases}$

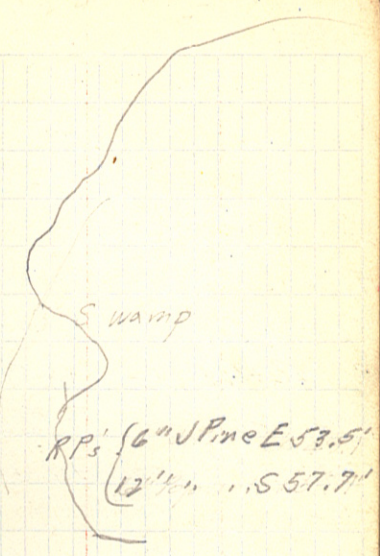
RP's $\begin{cases} 5" N Pine W 49.6' \\ 3" J. Pine S W 52.5223 \end{cases}$

RP's $\begin{cases} 6" N Pine E 39.1' \\ 5" J. Pine S W 45.8' \end{cases}$

RP's $\begin{cases} 7" Poplar 44.2' N \\ 4" J. Pine E 55.0' \end{cases}$

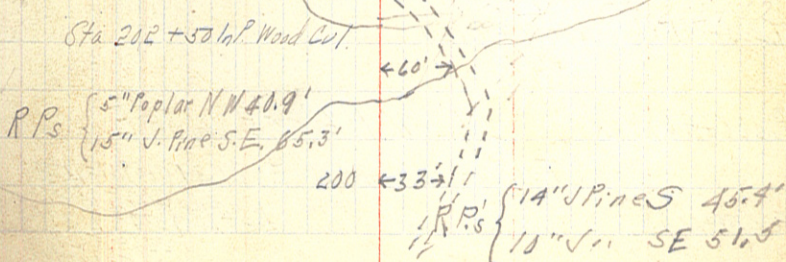
RP's $\begin{cases} 7" J. Pine S W 49.1' \\ 6" Poplar N W 59.7' \end{cases}$

RP's $\begin{cases} 6" J. Pine N. W. 44.1' \\ 8" " " S. W. 55.3' \end{cases}$



RP's $\begin{cases} 6" J. Pine N E 49.1' \\ 12" " " S E 61.9' \end{cases}$

RP's $\begin{cases} 14" J. Pine N W 54.5' \\ 8" " " N W 60.0' \end{cases}$



Sta 202+50.16 P. Wood Lot

RP's $\begin{cases} 5" Poplar N W 40.9' \\ 15" J. Pine S. E. 85.3' \end{cases}$

RP's $\begin{cases} 14" J. Pine S 45.4' \\ 18" J. Pine S E 51.5' \end{cases}$

Sta Defl. Angle Mag. B C.B

PT

PT 243+37.2 Back = 243+38.8 Fwd (Not Run In)

P.L. 242+46.5 L 18°18' N1°E N1°17'E

P.C. 241+64.2 $\Delta = 10^\circ$ T = 92.29 L = 183' E = 7.39

PT 240+03.56 Back = 240+08.05 Fwd

Defl's $\left\{ \begin{array}{l} 242 = 4069' \\ 243 = 7217' \\ 241 = 4047' \\ 240 = 2017' \end{array} \right.$

P.L. 238+24 R 21°49' N19°30'E N19°35'E

$\Delta = 6^\circ$ T = 184.05 L = 363.61 E = 17.57

P.C. 236+39.95

Defl's $\left\{ \begin{array}{l} 236 = 1054' \\ 240 = 1048' \\ 239 = 7048' \\ 238 = 4048' \\ 237 = 1048' \end{array} \right.$

PT 235+77.14 Back = 235+77.63 Fwd

P.L. 234+62.8 L 9°10' N2°30'W N2°14'W

P.C. 233+47.97 $\Delta = 4^\circ$ T = 114.83 L = 229.17 E = 4.6

(Not Run In)

Defl's $\left\{ \begin{array}{l} 235 = 4035' \\ 233 = 3052' \\ 234 = 1012' \end{array} \right.$

229+26

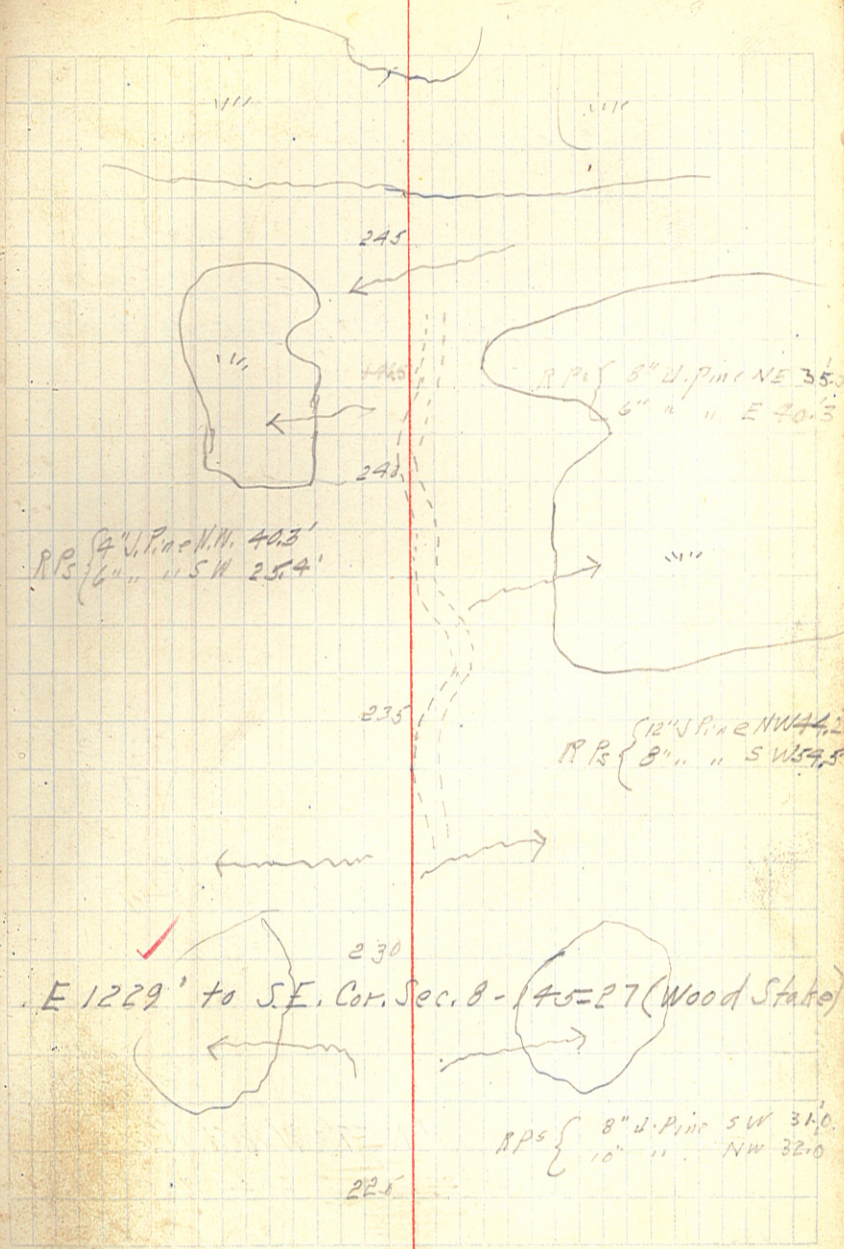
PT 228+09.17 Back = 228+16.04 Fwd

P.L. 226+46 R 27°37' N8°45'E N6°56'E

$\Delta = 8^\circ$ T = 176.04 L = 345.21 E = 21.31

P.C. 224+63.96

Defl's $\left\{ \begin{array}{l} 228 = 13027' \\ 227 = 9027' \\ 226 = 5027' \\ 225 = 1027' \end{array} \right.$



Sta. Defl. Angle Mag. B. C.B.

PT. 271+15.35 Back = 271+45.02 Fwd

+15-35-23.51'
271 = 230.95'
+50 = 28°35'
270 = 18°05'
+50 = 16°35'
269 = 13°05'
+50 = 10°35'
Defls. { 268 = 8°51'
+50 = 5°25'
267 = 3°05'
+50 = 0°35'

P/268+91.6 R 47°43' N21°30'E N21°32'E
II = 10° T = 253.42' L = 477.17' E = 53.54'

PC 266+38.18

+70.92-15°55'
+50 = 14°52'
257 = 12°22'
+50 = 9°52'
256 = 7°22'
+50 = 4°52'
255 = 2°22'

PT. 257+70.92 Back = 257+79.41 Fwd

P/256+16 R 31°50' N26°W N26°11'W
II = 10° T = 163.41' L = 313.33' E = 22.84'

PC 254+52.59

PT. 252+76.42 Back = 253+07.08 Fwd

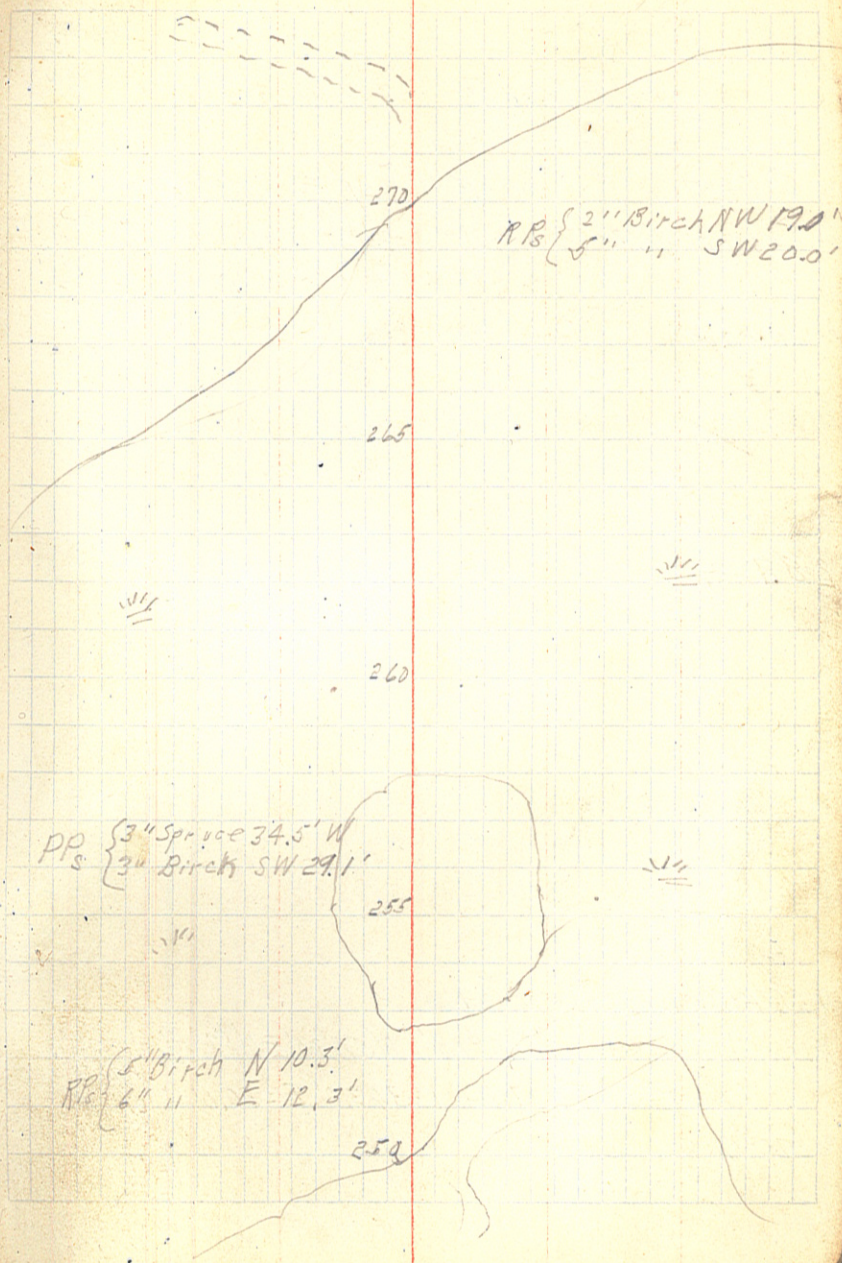
REVISED Pg 21

P/251+43.5 L 59°18' N57°30'W N58°01'W
II = 20° T = 163.58' L = 296.5' E = 43.16'

PC 249+79.92

+76.42-29°39'
+50 = 27°05'
+35 = 24°30'
242 = 22°00'
+50 = 19°30'
+50 = 17°00'
+25 = 14°30'
241 = 12°00'
+75 = 9°30'
+50 = 7°00'
+25 = 4°30'
240 = 2°00'

Defls.



P1.298+32

R 44°39' N86°E N85°14'E

+7251=22°20'
+50=20°57'
299=16°52'
+50=13°07'
298=9°22'
+50=5°37'
297=1°52'

$\theta=15^\circ$ T=156.86' L=297.67' E=30.95'

PC 296+75.14

PT. 296+40.57 Back=296+46.13 Fwd.

P1.295+27 L 30°15' N41°E N40°35'E

PC. 294+07.87 $\theta=13^\circ$ T=119.13' L=232.7' E=16.81'

(Not Run In)

+40.57=16°07'
296=12°29'
+50=9°14'
295=5°59'
+50=2°44'

PT. 292+07.24 Back=292+08.6 Fwd

P1.290+47.5 R 12°50' N71°E N70°40'E

+107.7=6°25'
292=6°16'
291=4°16'
290=2°16'
289=0°16'

$\theta=4^\circ$ T=161.1' L=320.84' E=9.02'

PC. 288+86.4

(Not Run In)

288+40

PT. 278+80.36 Back=278+93.64 Fwd

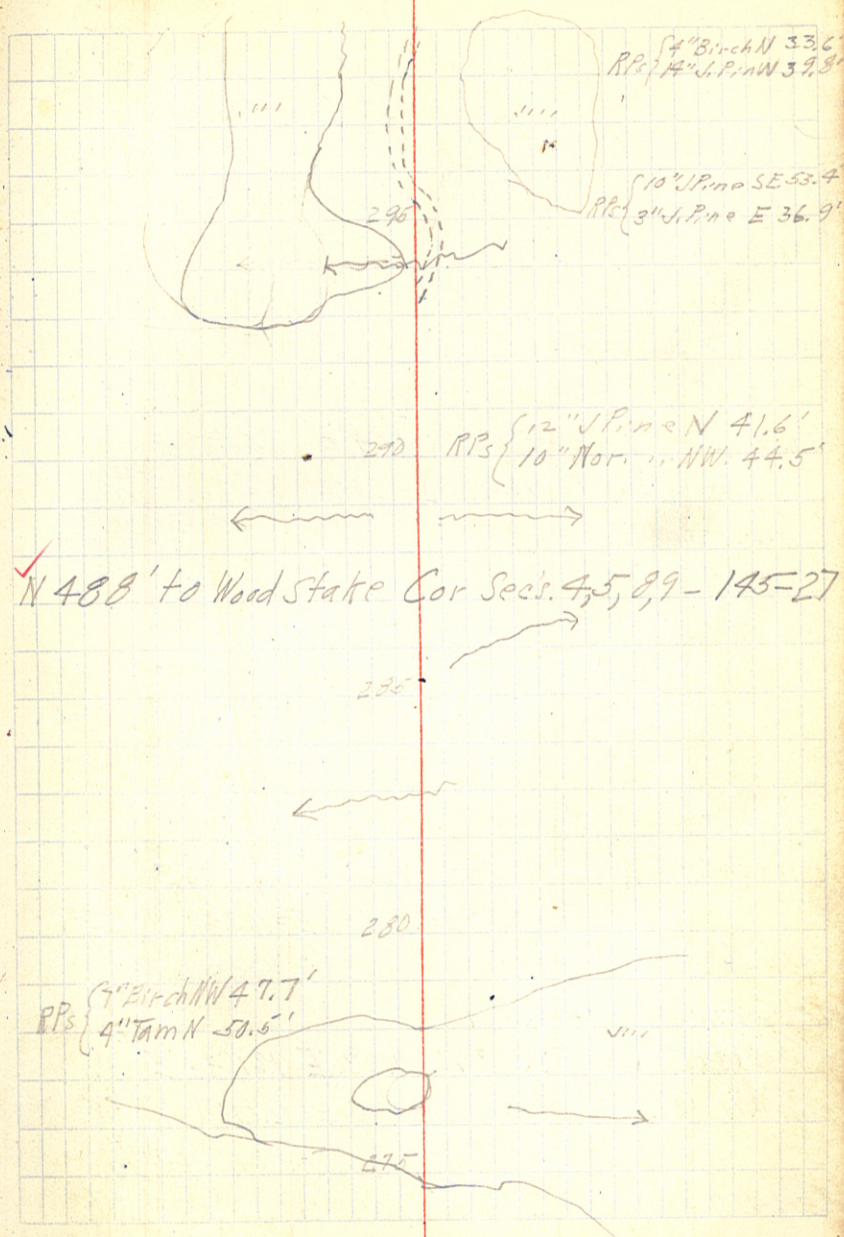
P1.277+05.2 R 36°18' N58°30'E N57°50'E

+80.36=18°39'
+50=16°40'
278=14°10'
+50=11°40'
277=9°10'
+50=6°40'
276=4°10'
+50=1°40'

$\theta=10^\circ$ T=187.84' L=363.0' E=30.0'

PC 275+17.36

Def 15



PT. 317+02.95 Back = 317+03.62 Fwd

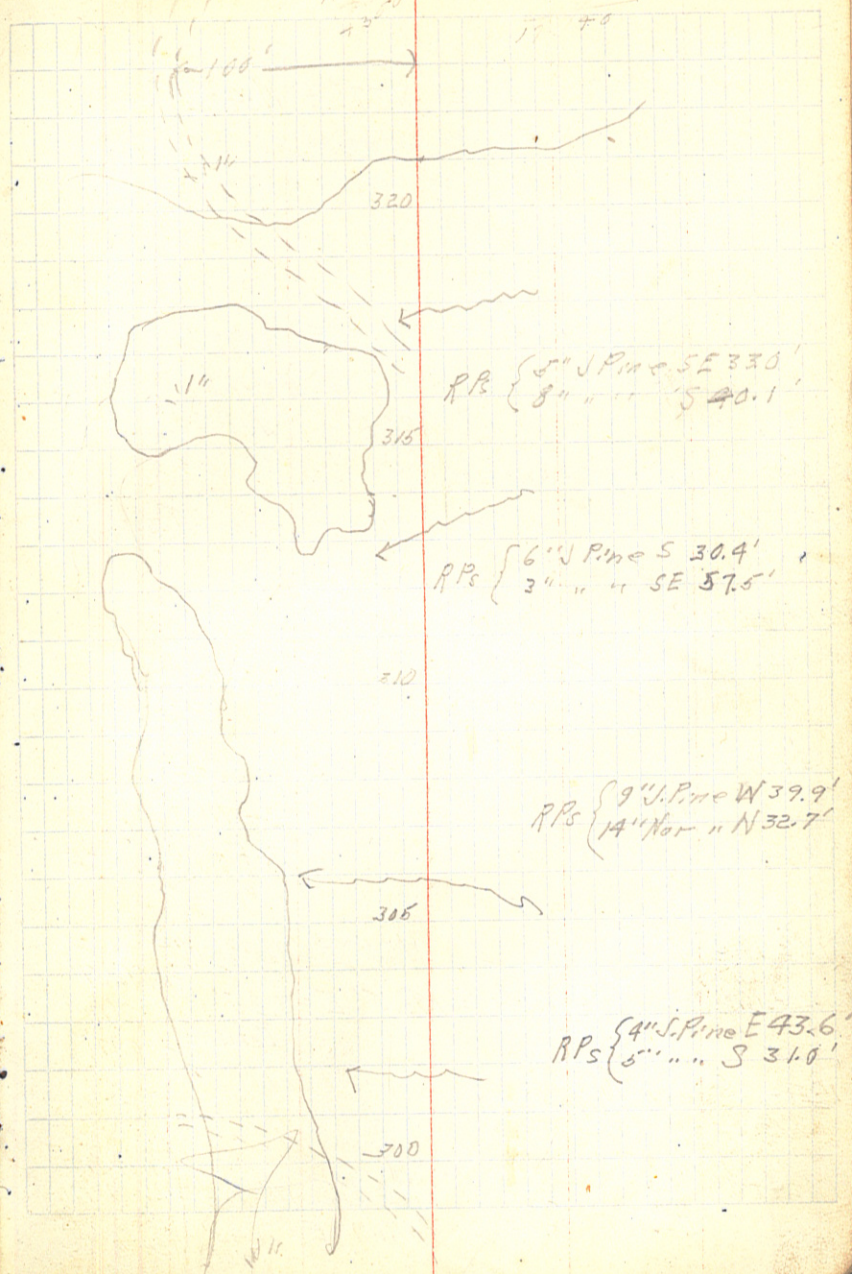
PI. 315+87.2 L 13°54' N44°E N44°22'E
 PC. 314+70.78 $\Delta = 6^\circ T = 116.42' L = 231.67' E = 7.07'$
 (Not Run In) Defls $\begin{cases} +02.45-6'57'' \\ 317-6'53'' \\ 316-3'53'' \\ 315-0'53'' \end{cases}$

PT. 313+69.35 Back = 313+72.82 Fwd
 PI. 312+40 L 20°56' N59°E N58°16'E
 PC. 311+07.68 $\Delta = 8^\circ T = 132.32' L = 261.67' E = 12.12'$
 (Not Run In) Defls $\begin{cases} +49.35-10'28'' \\ 313-7'42'' \\ 312-3'42'' \end{cases}$

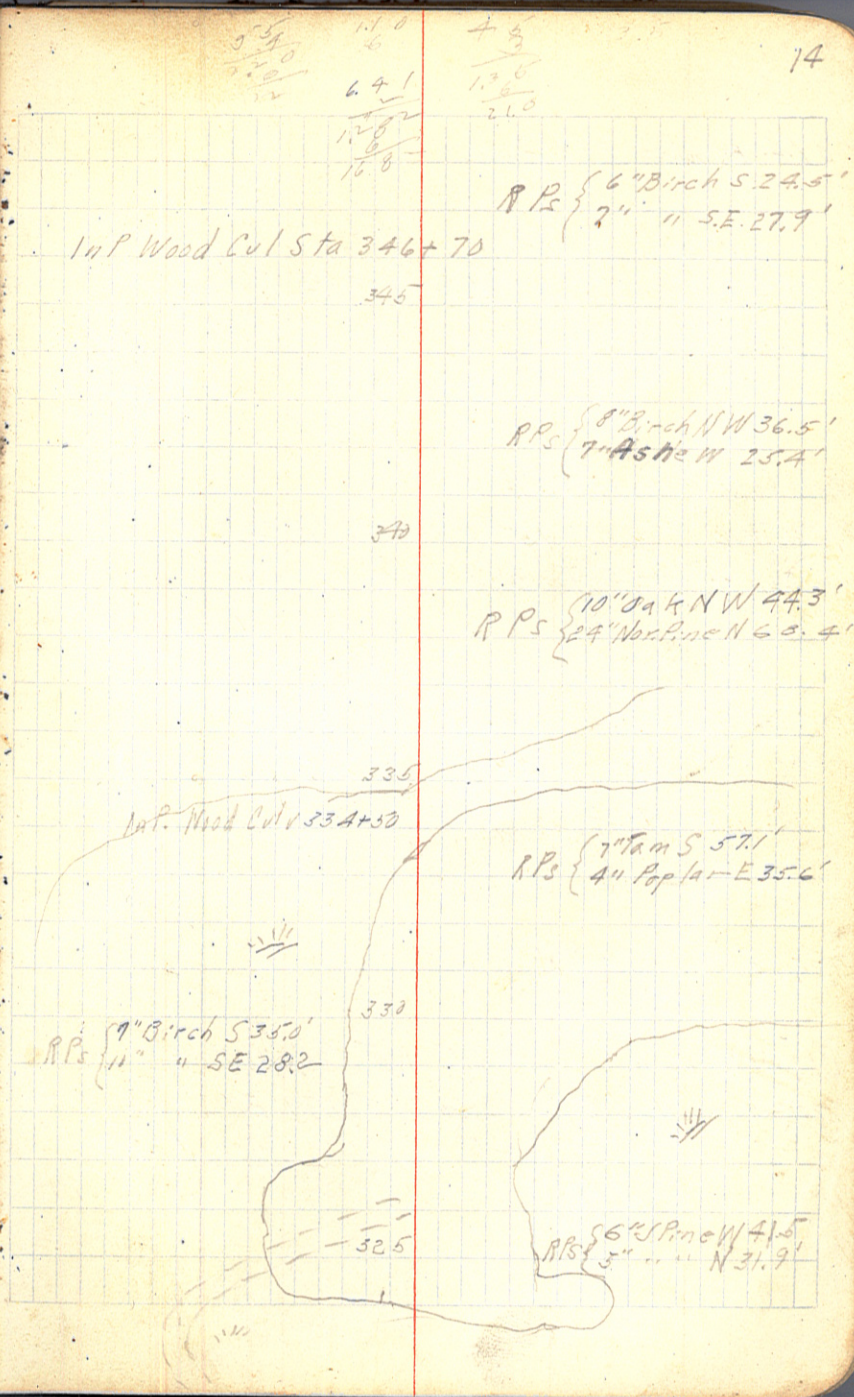
PT. 307+89.53 Back = 307+90.86 Fwd
 PI. 306+43.3 R 17°34' N80°E N79°12'E
 $\Delta = 6^\circ T = 147.55' L = 292.78' E = 11.33'$
 (Not Run In) Defls $\begin{cases} +88.53-8'47'' \\ 307-6'08'' \\ 306-3'08'' \\ 305-0'08'' \end{cases}$

PT. 303+50.79 Back = 303+54.21 Fwd
 PI. 302+34.5 L 23°36' N62°30'E N61°38'E
 PC. 301+14.79 $\Delta = 10^\circ T = 119.71' L = 236.0' E = 12.37'$
 (Not Run In) Defls $\begin{cases} +50.79-11'48'' \\ 303-4'16'' \\ +50-6'45'' \\ 302-4'15'' \\ +50-1'45'' \end{cases}$

PT. 299+72.81 Back = 299+58.86 Fwd



PT. 348+74.85 Back = 348+80.82
 P1. 247+36 L 28°22' N37°E N35°57'E
 $\begin{cases} +74.85 = 14^{\circ}11' \\ +50 = 12^{\circ}56' \\ 348 = 10^{\circ}26' \\ +50 = 7^{\circ}56' \\ 347 = 5^{\circ}26' \\ +50 = 2^{\circ}56' \\ 346 = 0^{\circ}26' \end{cases}$
 $\Pi = 10^{\circ} T = 144.82' L = 283.67' E = 18.02'$
 (Not Run In) Defls
 P2. 345+91.18
 PT. 344+62.1 Back = 344+64.15 Fwd
 P1. 342+80 R 14°39' N64°E N64°19'E
 $\begin{cases} +62.1 = 7^{\circ}19' \\ 344 = 6^{\circ}05' \\ 343 = 4^{\circ}05' \\ 342 = 2^{\circ}05' \\ 341 = 0^{\circ}05' \end{cases}$
 $\Pi = 4^{\circ} T = 184.15' L = 366.25' E = 11.8'$
 (Not Run In) Defls
 P2. 340+46.85
 PT. 339+39.18 Back = 339+42.9 Fwd
 P1. 338+00 R 22°34' N50°E N49°40'E
 $\begin{cases} +39.18 = 11^{\circ}17' \\ 339 = 9^{\circ}43' \\ 338 = 5^{\circ}43' \\ 337 = 1^{\circ}43' \end{cases}$
 $\Pi = 8^{\circ} T = 142.9' L = 282.03' E = 14.11'$
 (Not Run In) Defls
 P2. 336+57.1
 PT. 334+92.8 Back = 335+02.09 Fwd
 $\begin{cases} +92.8 = 16^{\circ}32' \\ +50 = 14^{\circ}24' \\ 334 = 11^{\circ}54' \\ +50 = 9^{\circ}24' \\ 333 = 6^{\circ}54' \\ +50 = 4^{\circ}24' \\ 332 = 1^{\circ}54' \end{cases}$
 P1. 333+32 L 33°09' N27°30'E N27°06'E
 $\Pi = 10^{\circ} T = 170.09' L = 330.67' E = 24.71'$
 (Not Run In) Defls
 P2. 331+61.91
 PT. 330+78.5 Back = 330+78.8 Fwd
 P1. 329+82.4 L 7°42' N60°E N60°10'E
 $\begin{cases} +78.5 = 3^{\circ}57' \\ 330 = 2^{\circ}17' \\ 329 = 0^{\circ}17' \end{cases}$
 $\Pi = 4^{\circ} T = 96.4' L = 192.5' E = 3.25'$
 (Not Run In) Defls
 P2. 328+86.0
 PT. 326+82.04 Back = 326+87.63 Fwd
 $\begin{cases} +82.04 = 11^{\circ}45' \\ 326 = 9^{\circ}17' \\ 325 = 6^{\circ}17' \\ 324 = 3^{\circ}17' \\ 323 = 0^{\circ}17' \end{cases}$
 P1. 324+89 R 23°30' N68°E N67°52'E
 $\Pi = 6^{\circ} T = 198.63' L = 391.67' E = 20.43'$
 (Not Run In) Defls
 P2. 322+90.37



374 Back = 373 Fwd

PT. 371+83.5 Back = 371+83.77 Fwd

P1. 370+94.3 R 7°28' N53°E N52°07'E

PC. 369+96.83 $\Delta = 4^\circ$ T = 93.47 L = 186.67 E = 3.05
(Not Run) Defls { 371 = 2°14'
370 = 0°04'

PT. 366+11.13 Back = 366+12.45 Fwd

P1. 365+12 L 13°58' N45°E N44°39'E

PC. 364+11.55 $\Delta = 8^\circ$ T = 100.95 L = 199.58 E = 7.01
Defls { +11.13 = 7°59'
366 = 7°32'
365 = 3°32'

PT. 360+96.23 Back = 360+96.35 Fwd

P1. 360+29 R 5°23' N61°30'E N60°37'E

PC. 359+61.65 $\Delta = 4^\circ$ T = 67.35 L = 134.58 E = 1.57
(Not Run)

PT. 356+50.56 Back = 356+53.63 Fwd

P1. 354+96.4 R 19°17' N56°30'E N55°14'E

PC. 353+29.17 $\Delta = 6^\circ$ T = 162.23 L = 321.39 E = 13.68
(Not Run In) Defls { +50.56 = 9°38'
356 = 8°17'
355 = 5°07'
354 = 2°07'

370

RP's { 12" V.P. ne NW 45.0'
4" " " W 49.6'

365

RP's { 4" V.P. ne E 43.6'
5" " " SE 39.3'

RP's { 4" V.P. ne N 40.7'
4" " " NW 35.4'

360

RP's { 6" 2" plar N 37.5'
7" " " W 32.4'

350

P. 397+65

RT 392+01.83 Back = 392+01.92 Fwd

P. 391+40 R 457' N42°E N41°9'E

P.C. 390+78.08 $\Delta = 4^\circ T = 61.92 L = 123.75 E = 1.32$
(Not Run) Defls $\begin{cases} +0.83 = 2.28 \\ 392 = 2.26 \\ 391 = 0.24 \end{cases}$

P.T. 386+55.3 Back = +55.37 Fwd

P. 385+59.5 L 3°50' N36°30'E N36°12'E RT 1000

P.C. 384+63.63

(Not Run In)

 $\Delta = 2^\circ T = 95.87 L = 191.67 E = 1.6$
Defls $\begin{cases} 386 - 10.22 \\ +59.50 = 58 \\ 385 - 0.22 \end{cases}$

(Not Run In)

P.T. 375+51.89 Back = 375+52.78 Fwd

P. 374+31.5 L 12°05' N40°30'E N40°02'E

P.C. 373+10.22 $\Delta = 5^\circ T = 121.28 L = 241.67 E = 6.4$
Defls $\begin{cases} +51.89 = 6.43 \\ 375 = 4.45 \\ 374 = 2.15 \end{cases}$

N 121' to SW. B.T. 2 N Pine NE. Cor Sec. 3-147-25 ✓

Sec. 3-145-27

R.P. $\begin{cases} 24'' \text{ Nor Pine } S 44.8' \\ \text{Nor Pine Stump } E 36.2' \end{cases}$ R.P. $\begin{cases} 5'' \text{ U. Pine } E 35.8' \\ 5'' \text{ " " } S 46.6' \end{cases}$ R.P. $\begin{cases} 5'' \text{ Pines } S 48.2' \\ 6'' \text{ Poplar } E 41.2' \end{cases}$

PT. 420+09.04 Back = 420+10.78 Fwd

P/A B + 37 L 13° 50' N 36° 30' N 35° 32' E

$\Delta = 4^\circ T = 173.78 L = 395.82 E = 10.6$

Pc. 416+63.22

Defls $\left\{ \begin{array}{l} 419 = 6^\circ 44' \\ 418 = 20^\circ 44' \\ 417 = 0^\circ 44' \end{array} \right.$

PT. 408+17.68 Back = 408+18.07 Fwd

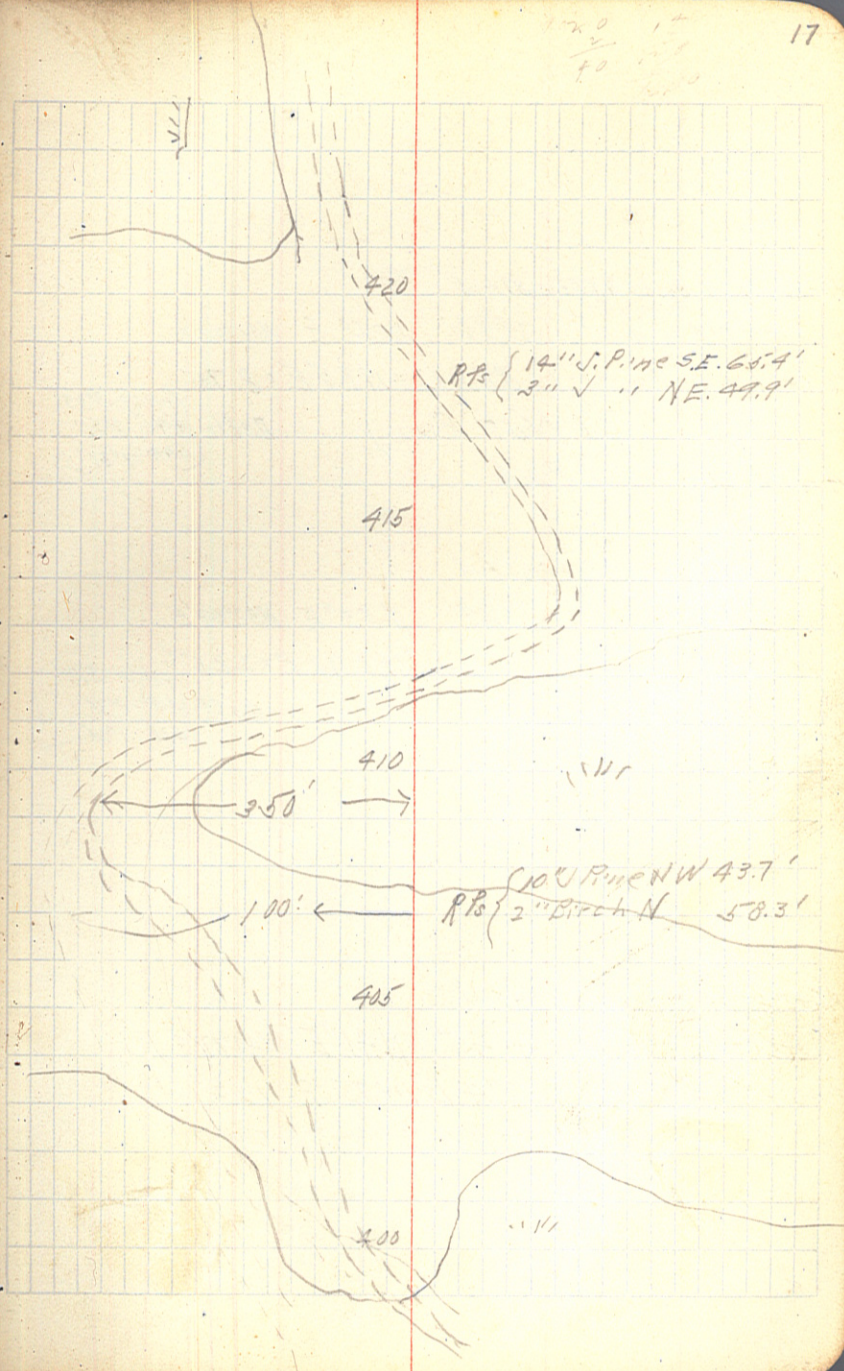
P/A 07+11 R 8° 33' N 49° 30' N 49° 42' E

$\Delta = 4^\circ E = 107.07 L = 203.75 E = 4.0$

Pc. 406+03.93

(Not Run In)

Defls $\left\{ \begin{array}{l} 407 = 4^\circ 16' \\ 408 = 30^\circ 55' \\ 407 = 1^\circ 55' \end{array} \right.$



P.T. 445+01.63 Back = 445+01.87 Fwd

P.I. 444+13 L 7°06' N26° E N25°48' E

P.C. 443+24.13 $\Delta = 4^\circ$ T=88.87 L=177.5 E=2.75

(Not Run)

Defls $\begin{pmatrix} 445-393 \\ 445-393 \\ 444-1031 \end{pmatrix}$

441 Back = 440 Fwd.

P.T. 439+30.32 Back = 439+30.6 Fwd

P.I. 438+34 L 7°43' N33° E N32°34' E

P.C. 437+37.9 $\Delta = 4^\circ$ T=96.6 L=192.92 E=3.25

(Not Run)

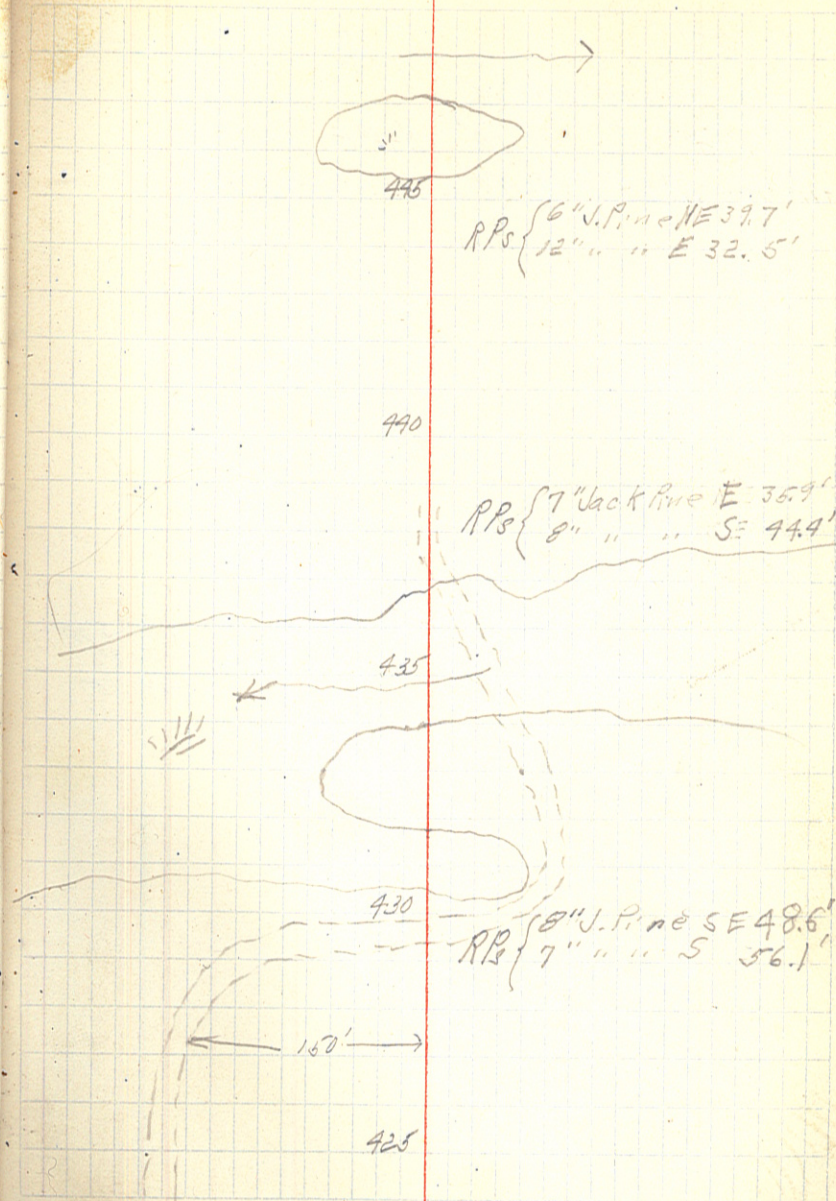
Defls $\begin{pmatrix} 439-387 \\ 439-387 \\ 438-1915 \end{pmatrix}$

P.T. 429+50.36 Back = 429+50.4 Fwd

P.I. 428+91 R 4°45' N41° E N40°37' E

P.C. 428+31.6 $\Delta = 4^\circ$ T=59.4 L=118.75 E=1.22

(Not Run)



472+27 -

Pt. 472+36.1 Back = 472+36.37 Fwd

P.I. 471+854 R 10°10' N46°E N46°3'E

P.L. 471+37.93 $\Delta = 10^\circ$ T = 50.97 L = 101.67 E = 2.26

(Not Run)

Pt. 463+58.78 Back = 463+59.47 Fwd

P.I. 462+31 R 10°15' N36°30'E N36°3'E

P.L. 461+02.53 $\Delta = 4^\circ$ T = 128.47 L = 256.25 E = 5.75

(Not Run)

Def's
463 = 3°57'
462 = 1°57'

5/7/99

RLK ✓

19

134' S. to Cor Sec's 25, 26, 35, 36

T-146-R27

R.P.s { 30" W. Pine SE. 21.3
24" N. " N 56.9

470

465

R.P.s { 12" W. Pine NW 27.5'
6" North Pine W 42.5'

100

460

455

450

485

479+46

PT. 476+93.21 Back = 476+93.79 Fwd

P.I. 475+97.5 L 7°40' N39°E N38°33'E

P.L. 475+01.63

I = 4° T = 95.97 L = 191.68 E = 3.22

(Not Run)

Defls { +P.L. = 39.60
476 = 105.8'

on Dam.

485

center of end of 480
Govt. Dam. +46
width of top 14.0
outside G.Rail.

475

RP₂ { G.R.P. - N 87
G.R.P. - S 7.1

RP₃ { 4" NP - N 58.3
3" d.P. - NW 57.9