

C.S. # 1144

See notes in file

F.B. 50-23



From $\frac{6\frac{1}{2}}{7\frac{1}{8}}$ $\frac{10.4}{1144}$ Plow shear Fir S $39^\circ E$ 4442

82 S. $89^\circ 42\frac{1}{2}' W.$ 10.000 To $\frac{1}{4}$ " pipe on cl. line
 correction N. $29\frac{1}{2}'$
 83 (N. $89^\circ 48' W.$) 26.005
 striking S. of peg at 20.025 s. -
 set Δ 83 N. .308 + East .001

Then
 S. $89^\circ 42\frac{1}{2}' W.$
 correction N. $29\frac{1}{2}'$
 84 (N. $89^\circ 48' W.$ 84.07) 16.000
 85 13.592

86 4.836
 87 To $\frac{1\frac{1}{2}}{12\frac{1}{7}}$ H. L.R. $7^\circ 16'$ 5.686 offset
 @ battle Ash $9^\circ N 70^\circ E$.262 blaze
 " $9 S. 26^\circ W.$.10.0 "
 " $14 N 17^\circ 30' W.$.88.5 "
 " $7 N 16^\circ 20' E.$.220 "

Back to Δ 83 and set N. .308
 Thence 88 S $89^\circ 49' E.$ on sec. line 3.532 To ϕ of Hwy.
 set $\frac{3}{4}$ " pipe S. $89^\circ 49' E.$.459 $32.472 W.$
 & " $\frac{3}{4}$ " " N. $89^\circ 49' W.$.459 of $\frac{15}{7\frac{1}{8}}$
 Pavement L 80°55'
 S $8^\circ 54' E.$ & pavement 15.646
 set $1\frac{1}{2}$ " galv. pipe N $89^\circ 49' W.$.459
 and " $\frac{3}{4}$ " " " S $89^\circ 49' E.$.459

$\frac{1161.70}{50.55}$ FB 450 23
 $3^\circ 42'$
 86.44

21.940 to E. of Hwy. from cl. line
 26.012
 89°01'
 Point is
 of 5-23 P.M. Line S. $89^\circ 43' W.$ $\frac{6}{5}$ $\frac{7}{8}$

10.000
 26.005
 36.004
 36.005
 5.532
 16.000
 32.472
 13.592
 7.997
 4.836
 5.640
 84.070

126494
 36867
 75894
 1192
 1974
 45
 12219
 567039142
 99197
 5086
 575182
 793576
 595182
 495295
 608555 = 27 $\frac{1}{2}$
 7192249
 67256
 46662
 42035
 46271
 42033
 42369
 50856
 26
 5136
 2568
 30814
 15646
 1545000
 99746
 557540
 493730
 658100
 592476
 456270
 394984
 61256

N. $89^\circ 48' W.$
 80 57
 894
 15684
 154500
 7950
 559940
 192530
 674700
 591036
 830640
 788098
 92592