

2410







LINE DATE \_\_\_\_\_ PARTY \_\_\_\_\_

PROJECT \_\_\_\_\_

KILHAM FORM P-172

180095

- $\Delta 14$  out road - 5,044 + 1°32' 5,042
- $\Delta 13$  - 7,967 + 0°40' 7,966
- $\Delta 12$  Int  $\angle$  RT 100°22' near the cor 7,919 + 0°12' 7,919
- $\Delta 11$   $\angle$  LT across dist square 10°47½' 7,836 - 0°35' 7,836
- $\Delta 10$  - from  $\Delta 9$

Booneville line for bearings line of  $\Delta$  insulators

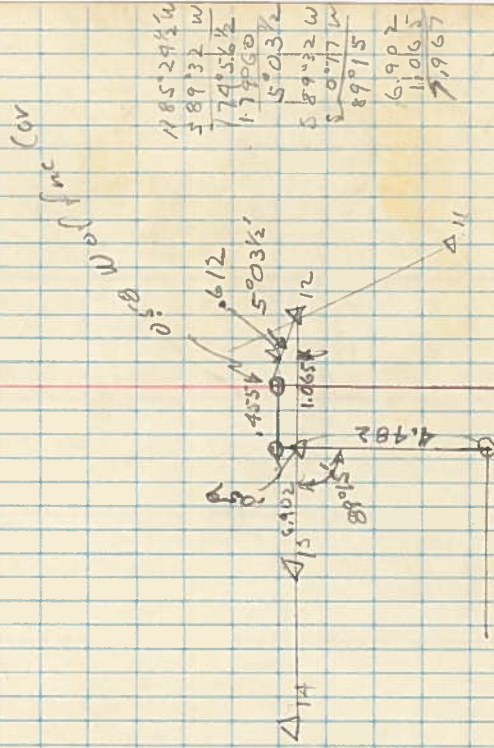
- $\Delta 10$  Int  $\angle$  LT 121°42½' from  $\Delta 9$
- $\Delta 9$   $\angle$  LT 12°51'
- $\Delta 8$  Int  $\angle$  RT 102°50' from  $\Delta 5$

200049  
100022

2) 243025  
12 1°42½  
2) 21035  
10°47½

1,989

2) 2504  
12 504  
12051  
1101  
1104



3410

LINE DATE PARTY

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KILHAM FORM P-172

180055

1892  
7894  
9786

7853  
3398  
11251

7.925  
3.565  
11.490  
11.609  
2.119  
7.8  
1362  
11.490  
2.112

2.998  
3.565  
7.925  
7.890  
7.954  
29.422  
1.006  
29.428  
1.805  
27.623  
25.638  
1.985  
1.993  
1.008  
rd to road

79903  
2.1  
99903  
199806  
2097963  
.08296  
.069  
74464  
49776  
90572424  
.99653  
.069  
896904  
599936  
0687264  
.04406  
21  
1406  
8812  
092529

99193  
1820  
1983860  
793544  
99193  
180531260  
.01687  
11805  
8435  
134960  
1.687  
.03045  
6.125  
1.805  
7.955  
2.312  
97017  
9499542

1030  
5  
1024  
1030  
27623

M. 969  
S. 093

1030.00195 = 0.00673

27.623  
1054.89900  
27623  
263770  
248607  
151690  
138115  
135715

28.10  
2.74  
5.090  
12.875  
7.80  
20.635  
28.50  
7.865

241C

LINE DATE \_\_\_\_\_ PARTY \_\_\_\_\_

PROJECT \_\_\_\_\_

KILHAM FORM P-172

160055

< iren  
 0.129 — .129  
 Δ 36 Int Lt Rt 95°19  
 2.314 - 4°51' 2.306  
 Δ 37 — Δ 38  
 Apolt & Rd  
 0.288 — .288  
 Δ 37 Int Lt 97°17'  
 5.240 + 4°53' 5.223  
 Δ 38 — Δ 39  
 82nd St  
 E side of Oak  
 0.1945 — .1945  
 Δ 38 Int Lt Lt 92°12'  
 3.400 + 1°51' 3.398  
 Δ 39 —  
 7.856 - 1°25' 7.853  
 < Lt 1°00½'  
 Δ 40  
 1.892 — 1.892  
 7.984 40°37' 7.984  
 Wagon  
 Stein

59°47  
 27°23½  
 188°36  
 89°18  
 3038  
 1049'  
 2 | 94°33  
 970/6½  
 29  
 288

Wagon Thimble  
 Cl. 42  
 0.750 + 11°41'  
 Δ < Lt 27°23½'  
 6.123 + 6°11'  
 Δ + 1°49'  
 7.934 + 4°54' 7.905

Wagon Stein Lt 89°18' from 40

LINE DATE

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KILMORFORM P-172

180055

A14	1.978 Int LRT	141°41'	1.978	from Δ13 to P15
Δ14	Int LRT	53°14½'	PI to Δ13	
PI	1.945 LRT	+0°47'	1.445	
PI	6.847 LRT	29°44½'	6.847	1.1139 of S edge of bridge
PI	7.929 LRT	-2°58'	7.918	
PI	4.124 LRT	27°21'	4.117	
ΔPI	LRT	18°24'	3.336	
ΔPI	LRT	-2°20'	3.336	
ΔPI	LRT	42°15½'	3.713	
ΔPI	LRT	-3°06'	6.198	
ΔPI	LRT	16°09½'	6.198	
ΔPI	LRT	-3°04'	6.198	
PI?	LRT	17°58'	6.148	
PI?	LRT	-4°00'	6.133	
ΔN	LRT	89°20½'	2.645	
ΔN	LRT	-5°32'	2.633	
ΔN	LRT	13°29½'	5.573	
Δ36	LRT	-1°15'	5.572	
Δ37	LRT			

36°48  
18°24  
54°42  
27°21

2/33056  
17058  
3/32413  
16009½

89°22  
2/178°41  
89°20½  
283°22  
141°047

2/26099  
13024½  
2/89031  
42°15½  
2/55038  
29°48½  
49

4

2410

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180055

PI, 5/8 rod on Ch/line

Δ<sub>6</sub> Int RT 27098' 0.844

5/8 rod Δ RT 0.847 44°35' 0.844

5/8 rod Δ RT 86°52' 6.000

5/8 rod Δ RT 60005 + 0°51' 6.000

Δ PI 2483 + 0°30' 2483

Δ PI 6" ± W of true PI 2641 1/2

Δ on tan 3.2202 - 0°50' 3.2202

Δ on tan 5.691 - 1°50' 5.688

Δ on tan 7.220 + 3°10' 7.209

PI<sub>5</sub> Δ Int RT 77040' ± on face (S. 1/2 rd) 3.195

PI<sub>5</sub> Δ Lt 33005' from PI<sub>N</sub>

PI<sub>5</sub> Δ Lt RT 6°17' PI<sub>N</sub> to Δ<sub>14</sub>

PI 3.395 + 0°51' 3.395

PI 1.113 S of S edge of bridge 3827 1/2

2 | 173044  
86°52'

54°19' 6 0°10' 276055  
270983 3005 38027 1/2  
5 3023 106029  
26°41 1/2 53014 1/2

2410



S 1 1/2° W 2.88  
S 8 3/4° W 2.97  
S 17° W 3.33

Oak 20  
" " 16

3/4  
1/2

4093

22.221

BPAE

40.70

