

Segregation Survey in Lot 3, (Lot 6 on plat approved December 6, 1926)
Section 15, T. 24 N., R. 21 E.

tape 1 chain in length. The true horizontal distances were obtained directly.

METHOD and ORDER OF PROCEDURE.

Corners were established at the intersections of the railroad right of way with the south, west, and north boundaries of Lot 3 (now lot 6 on plat approved December 6, 1926.) The limits of the right of way were obtained by direct measurement from the center line of the main line track a distance of 150 feet (2.273 chs) on either side. The railroad crosses the north line of Lot 3 on a tangent but soon runs onto a curve thru the southern portion of the lot. Traverse lines, with unmonumented angle points, were run along the east and west limits of the railroad right of way. The angle points on the above traverses were established by actual measurement at computed intervals, from the center line of the main line track. The resultant courses and distances between the angle points on the traverse lines were obtained by direct measurement. The south, west, and north boundaries were retraced for the proper alignment of and measurement to the newly established corners thereon.

ESTABLISHMENT OF INTERSECTION CORNERS on the SOUTH, West and NORTH BOUNDARIES OF LOT 3.

From the $\frac{1}{4}$ sec. cor. of secs. 14 and 15,
S. 89° 52' W., on true line,

5.567 Intersect the east limit of railroad right of way on curve. At point of intersection,

Set an iron post, 3 ft. long, 1 in. diam., 27 ins. in the ground over broken glass memorial, with brass cap marked

S 15

IC 1

1928