

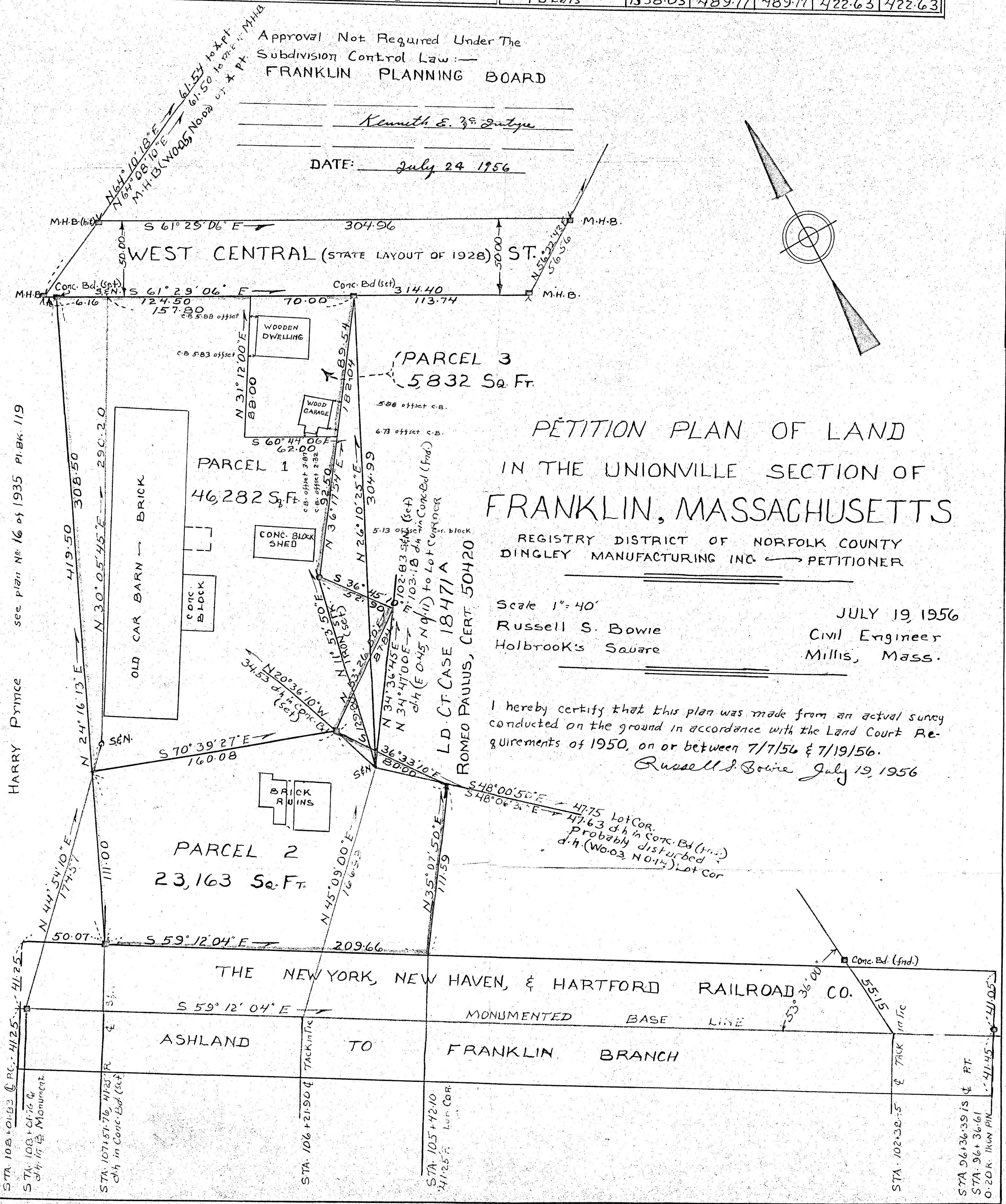
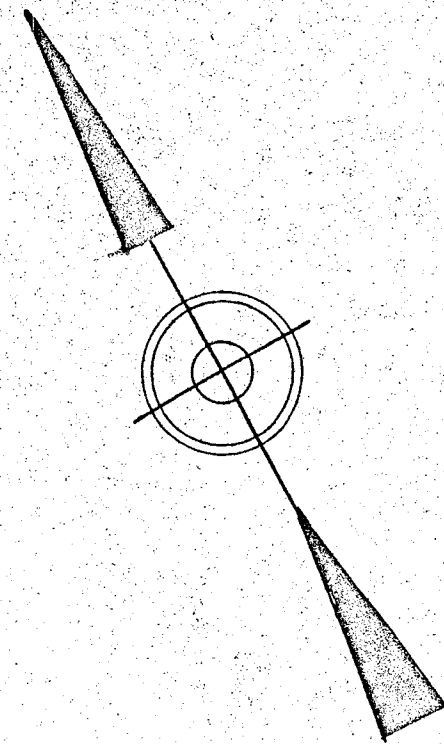
TRANSIT LINE						Property Line Balance					
Bearing	Dist.	N	S	E	W	Bearing	Dist.	N	S	E	W
S 26° 10' 25" W	304.99		273.72		134.53	S 61° 29' 06" E	194.50		92.85	170.91	
S 45° 09' 00" W	166.99		117.77		118.39	S 36° 17' 54" W	182.04		146.71		107.77
N 59° 12' 04" W	179.86	92.05			154.49	S 36° 45' 10" E	52.90		42.38	31.65	
N 44° 54' 10" E	174.57	123.65		123.23		S 53° 26' 50" W	87.84		52.31		70.56
N 30° 05' 45" E	290.20	251.08		145.52		S 36° 33' 10" E	80.00		64.26	47.64	
S 61° 29' 06" E	157.80		75.33	138.00		S 35° 07' 50" W	111.59		91.26		64.21
Totals	1274.41	466.82	466.82	407.41	407.41	N 59° 12' 04" W	209.66	107.35			180.09
						N 24° 16' 13" E	419.50	382.42		172.43	
						Totals	1338.03	489.77	489.77	422.63	422.63

E.C. = 0.10 Precision = 1 in 12750

Approval Not Required Under The
Subdivision Control Law —
FRANKLIN PLANNING BOARD

Kenneth E. 3rd Justice

DATE: July 24 1956



PETITION PLAN OF LAND IN THE UNIONVILLE SECTION OF FRANKLIN, MASSACHUSETTS

REGISTRY DISTRICT OF NORFOLK COUNTY
DINGLEY MANUFACTURING INC — PETITIONER

Scale 1" = 40'
Russell S. Bowie
Holbrook's Square

JULY 19, 1956
Civil Engineer
Millis, Mass.

I hereby certify that this plan was made from an actual survey conducted on the ground in accordance with the Land Court Requirements of 1950, on or between 7/7/56 & 7/19/56.

Russell S. Bowie July 19, 1956

LD. CT. CASE 18471A
ROMEO PAULUS, CERT. 50420

HARRY PRINCE see plan No. 16 of 1935 P.L.B.K. 119

STA. 108+01.83 @ P.C. 4125
STA. 108+01.76 @ P.T. 4125
d.h. in Conc. Bd. (set)

STA. 107+51.76, 4125 R
d.h. in Conc. Bd. (set)

STA. 106+21.50 @ TACK IN TIC

STA. 105+42.10
4125 R Lot. Cor.

STA. 102+32.5 @ TACK IN TIC

STA. 96+36.39 IS @ P.T.
STA. 96+36.61
0.20 R. IRON PIN @ 4145