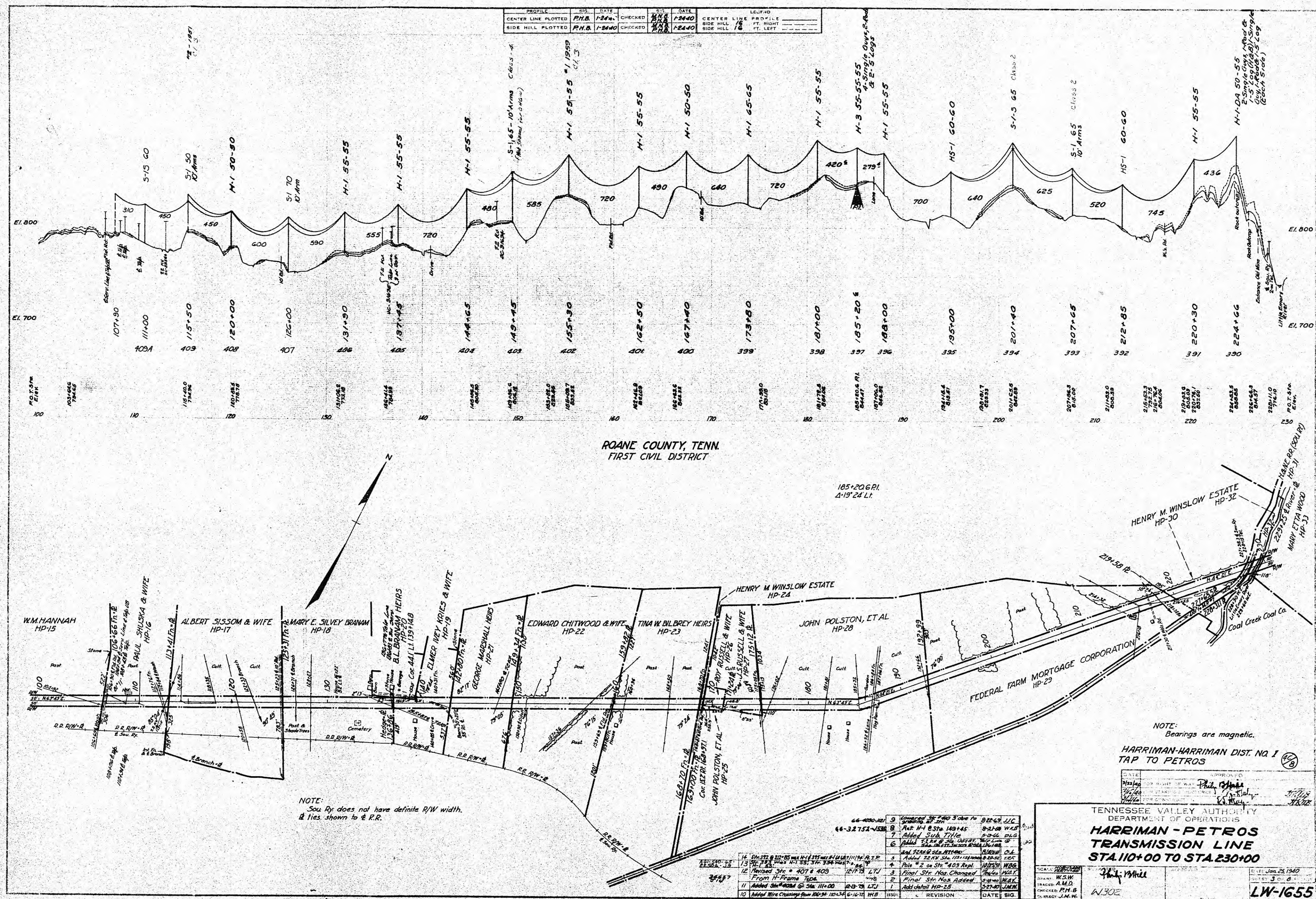




PHOTOGRAPHED
IN CHATTANOOGA

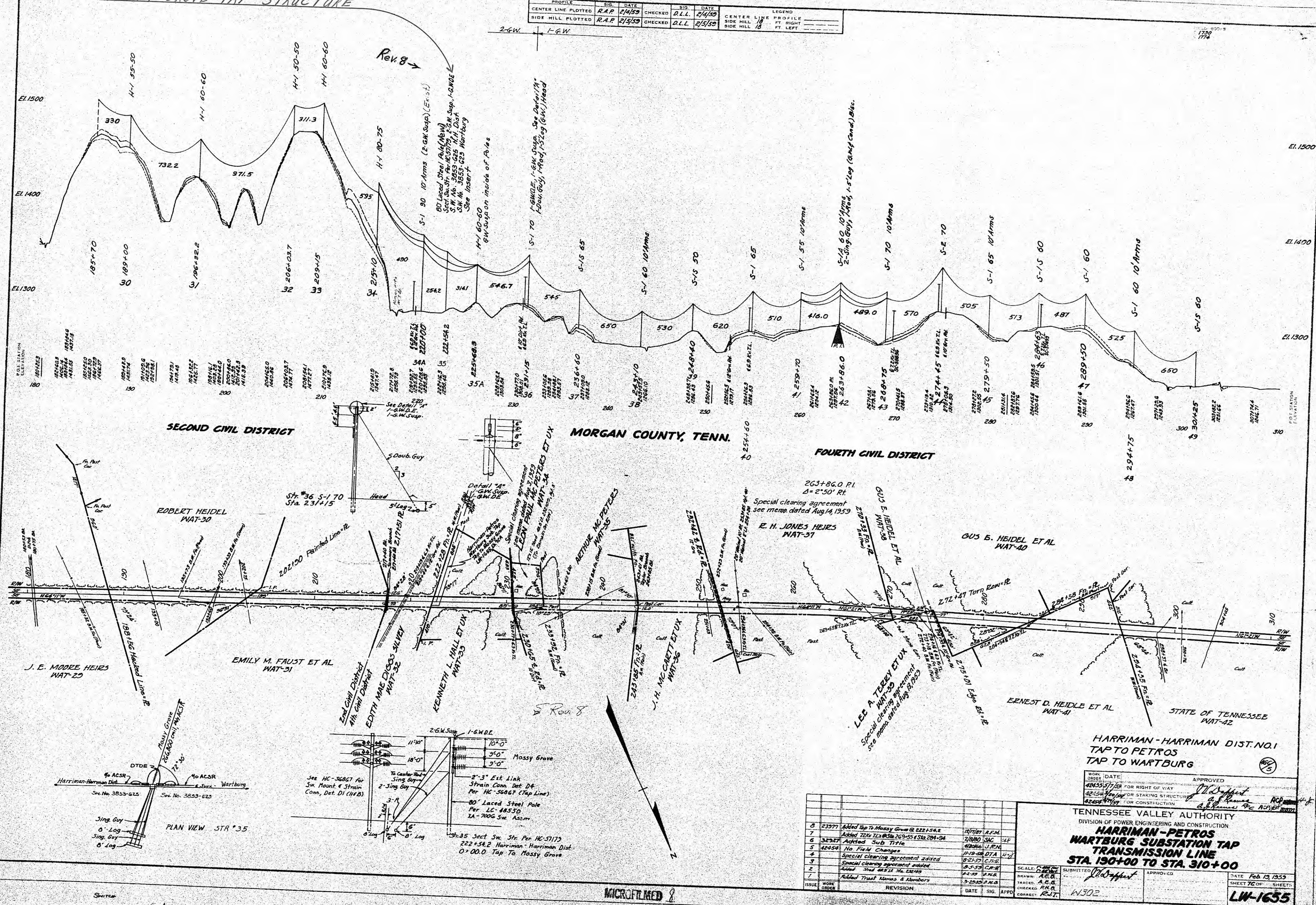
SEP 27 1994

24X

50406

10 1141421616

PROFILE		SIG.	DATE	SIG.	DATE	LEGEND	
CENTER LINE PLOTTED	R.A.P.	2/4/59	CHECKED	D.L.L.	2/4/59	CENTER LINE PROFILE	_____
SIDE HILL PLOTTED	R.A.P.	2/5/59	CHECKED	D.L.L.	2/5/59	SIDE HILL 18	FT. RIGHT _____
						SIDE HILL 18	FT. LEFT _____



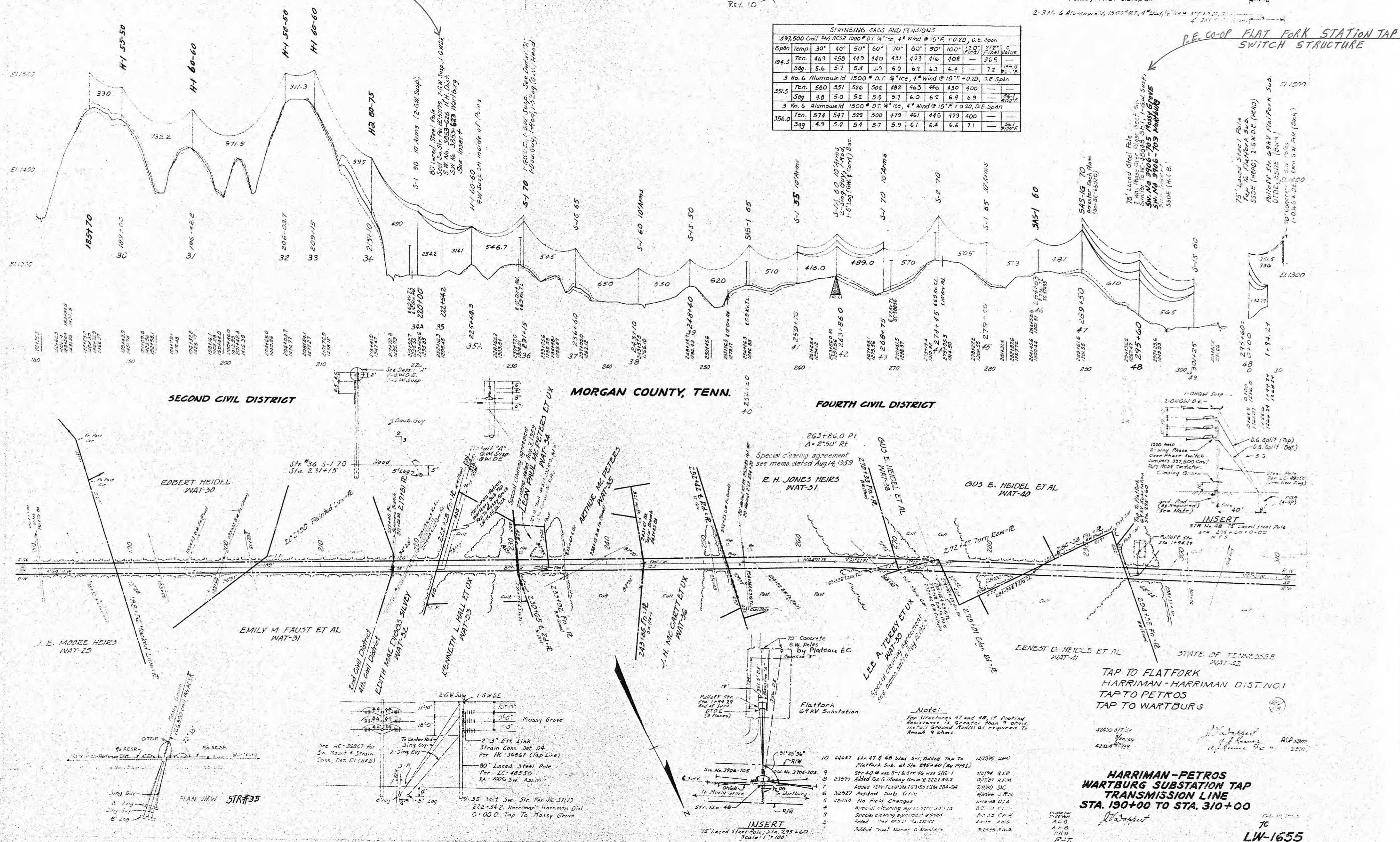
24X

R.A.P. 2/4/59 D.L.L. 2/4/59
R.A.P. 2/5/59 D.L.L. 2/5/59

REV. 10

TRAINING SALS AND TENSIONS									
	397.500 Cmi ¹	344 AC82	1000 °D T ¹ H ¹	"C"	1° F	WINDS	+ 15 °F	P = 0.20	d.B. Span
Span	Temp.	30°	40°	50°	60°	70°	80°	100°	Final 1° Final 2° Final Vel
194.3	Ten.	4.6	5.8	4.8	4.0	4.31	4.23	4.16	408 — 365
	Sdg.	5.6	5.7	5.8	3.9	6.0	6.2	6.3	6.4 — 7.2
3 No. 6 Aluminate	1500 °C	D.T. ¹	H ¹ C	4° Wind	+ 15 °F	P = 0.20	3 E. Span		
351.5	Ten.	5.80	.551	.586	.502	.482	.463	.446	430 — 360
	Sdg.	1.8	5.0	5.2	5.5	5.7	6.0	6.2	6.4
3 No. 6 Aluminate	1500 °C	D.T. ¹	H ¹ C	4° Wind	+ 15 °F	P = 0.20	6.9		360
356.0	Ten.	5.74	.547	.522	.500	.479	.461	.445	429 400 —
	Sdg.	4.9	5.4	5.4	5.7	5.9	6.1	6.4	6.6 7.1 — 6.5

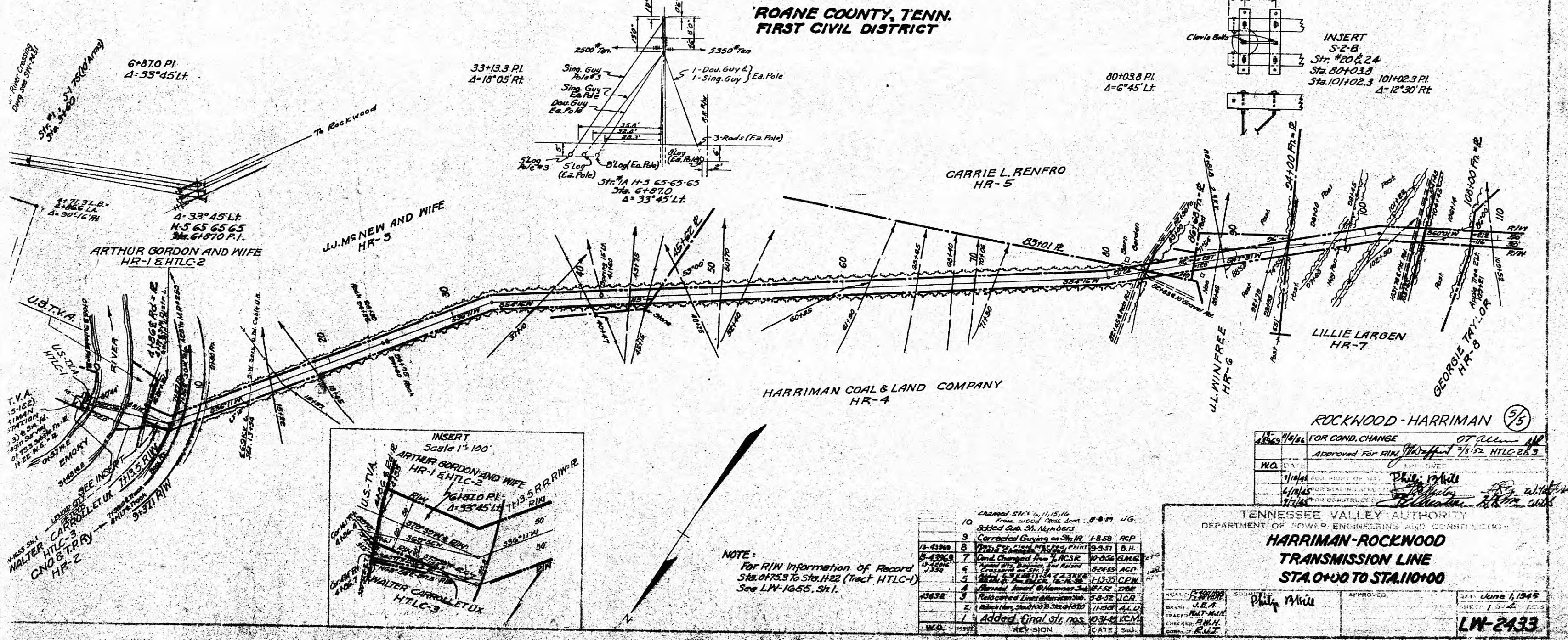
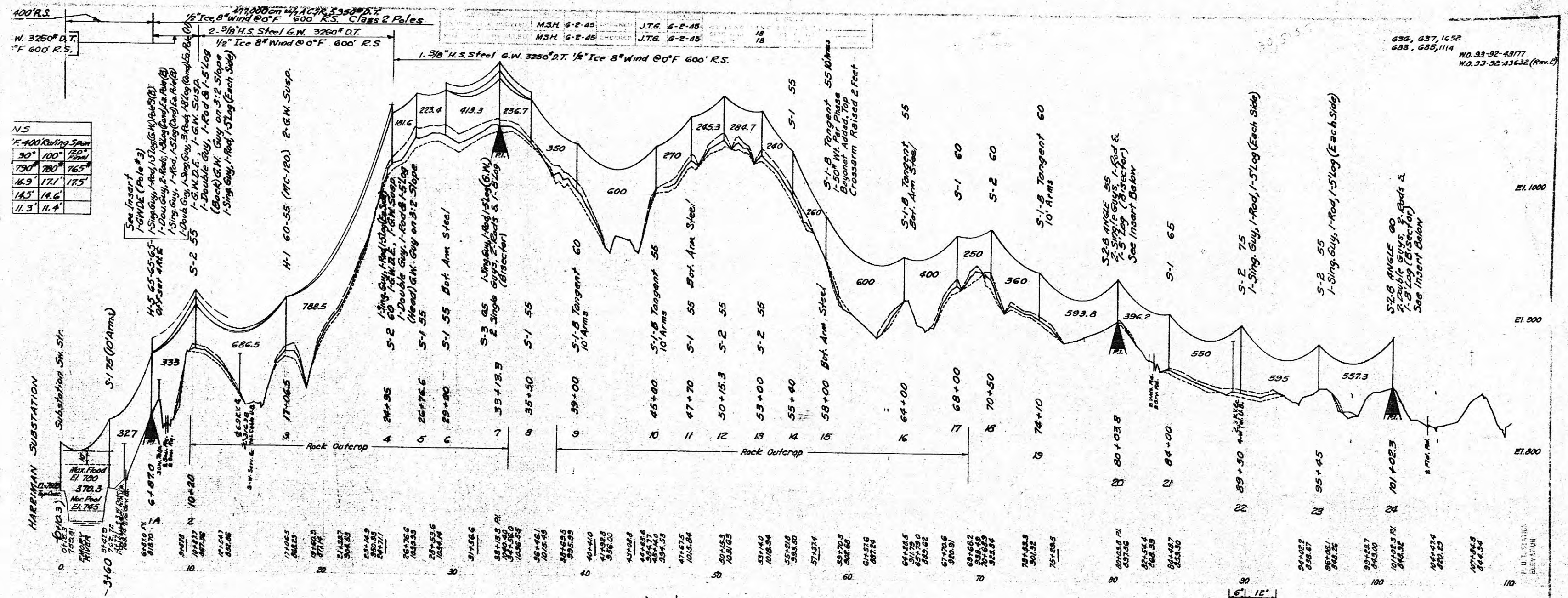
P.E. CO-OP FLAT FORK STATION TAP
SWITCH STRUCTURE



APR 4 1996

24x

5	0	5	9	0
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NOTE:
For R/W Information of Record
See STA. 0+00 to STA. 10+00 (Tract HTLC-1)
See L.W. 1655, Sh. 1.

ROCKWOOD - HARRIMAN

FOR COND. CHANGE
Approved For R/W: *[Signature]*
Approved For R/W: *[Signature]*

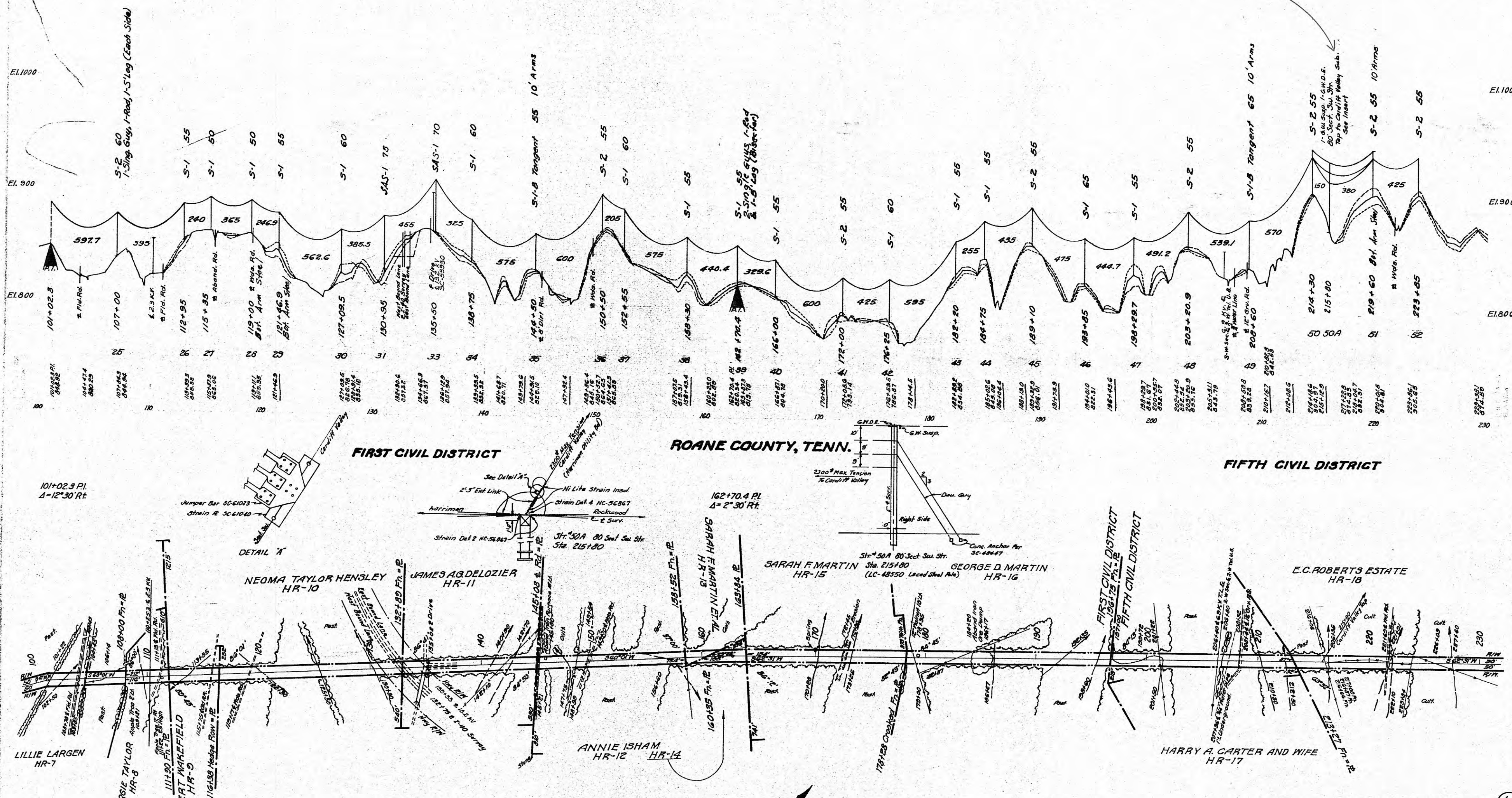
TENNESSEE VALLEY AUTHORITY
DEPARTMENT OF POWER ENGINEERING AND CONSTRUCTION

HARRIMAN-ROCKWOOD TRANSMISSION LINE
STA. 0+00 TO STA. 10+00

DATE: June 1, 1945
BY: *[Signature]*
CHECKED: *[Signature]*
APPROVED: *[Signature]*

LW-2433

24X



ROCKWOOD-HARRIMAN (4/1)

75- 03669	4/6/66	For Conductor Change	OT Allen	4/6/66
W.R.	DATE	REASON FOR CHANGE	APPROVED BY	
	7/10/66	FOR CHANGE OF NAME	Philip Wallace	
	6/10/66	FOR STANDING	W. J. Hunter	
	7/14/66	FOR STANDING	W. J. Hunter	

10/1/53
Tennessee Valley Authority
Department of Power Engineering and Construction

**HARRIMAN-ROCKWOOD
TRANSMISSION LINE
STA. 110+00 TO STA. 230+00**

Philip White
WFOF

JUNE 2, 1945
JUN 2 1945
LW-2433

TL128 MICROFILMED 10

24X

10 [3][10]7[5]5

STRUCTURE #

- 28 SOUTH POLE SINGLE CIRCUIT DOUBLE DEADEND VERTICAL
- 29 SINGLE POLE SINGLE CIRCUIT DOUBLE DEADEND VERTICAL
AT THE HARRIMAN DISTRICT 2 SUBSTATION AT THE
WATER PLANT

- OCB 674 HARRIMAN DISTRICT #2
- OCB 694 HARRIMAN DISTRICT #1 NORTH EAST
- STRUCTURE # HARRIMAN 161 PRIMARY TO HARRIMAN DISTRICT 2 AT THE WAREHOUSE
- 1 75'-1 DOUBLE CIRCUIT STRAIGHT LINE 2 TEN FOOT ARMS
POLE #1 65'-1
POLE #2 60'-1
- 2 TWO POLE DOUBLE DEADEND NO ARMS 1 EIGHT FOOT ARM
- 3 65'-1 DOUBLE CIRCUIT STRAIGHT LINE 2 TEN FOOT ARMS 1 EIGHT FOOT ARM
- 4 65'-1 DOUBLE CIRCUIT STRAIGHT LINE 2 TEN FOOT ARMS 1 EIGHT FOOT ARM
- 5 70'-1 DOUBLE CIRCUIT STRAIGHT LINE 2 TEN FOOT ARMS 1 EIGHT FOOT ARM
- 6 TWO POLE DOUBLE DEADEND NO ARMS POLE #1 60'-1
POLE #2 60'-1
- DH-1 7 TWO POLE H STRUCTURE BOTH POLES 80'-1 2-20' CROSS ARMS
1-22' CROSS ARM
- RIVER & ROAD CROSSING 8 STEEL STRUCTURE (E 18 72')
- RAILROAD CROSSING 9 STEEL STRUCTURE (E 18 80')
- DH-1 10 TWO POLE H STRUCTURE BOTH POLES 80'-1 2-20' CROSS ARMS
1-22' CROSS ARM
- DH-1 11 TWO POLE H STRUCTURE BOTH POLES 75'-1 2-20' CROSS ARMS
1-22' CROSS ARM
- DH-1 12 TWO POLE H STRUCTURE BOTH POLES 70'-1 2-20' CROSS ARMS
1-22' CROSS ARM
- 13 TWO POLE H STRUCTURE BOTH POLES 80'-1 1-22' CROSS ARM
POLE #1 75'-1
POLE #2 70'-1
- S-5 14 TWO POLE DOUBLE DEADEND STRUCTURE NO ARMS 1-22' POLE TYPE CROSS ARM
2-20' POLE TYPE CROSS ARMS
- DH-1 15 TWO POLE H STRUCTURE BOTH POLES 80'-1 POLE #1 90'-1
POLE #2 80'-1 2-20' CROSS ARMS
1-22' CROSS ARM
- DH-1 16 TWO POLE H STRUCTURE POLE #1 70'-1
POLE #2 65'-1 1-24' CROSS ARM
2-22' CROSS ARMS
- 17 TWO POLE ANGLE STRUCTURE NO ARMS POLE #1 70'-1
POLE #2 65'-1 1-24' CROSS ARM
2-22' CROSS ARMS
- 18 TWO POLE H STRUCTURE BOTH POLES 70'-1 1-24' CROSS ARM
2-22' CROSS ARMS
- 19 TWO POLE H STRUCTURE BOTH POLES 65'-1 POLE #1 70'-1
POLE #2 65'-1 1-24' CROSS ARM
2-22' CROSS ARMS
- 20 TWO POLE H STRUCTURE POLE #1 70'-1
POLE #2 65'-1 2-20' POLE TYPE ARMS
1-22' POLE TYPE ARMS
- 21 TWO POLE H STRUCTURE (SLIGHT ANGLE) POLE #1 70'-1
POLE #2 70'-1 1-22' POLE TYPE ARMS
STRAIGHT LINE
- 22 STEEL TOWER SOUTH CIRCUIT SUSPENSION NORTH CIRCUIT DOUBLE DEADEND
- OAKDALE HIGHWAY & RIVER CROSSING 23 STEEL TOWER DOUBLE CIRCUIT STRAIGHT LINE SUSPENSION
- 24 STEEL TOWER DOUBLE CIRCUIT STRAIGHT LINE SUSPENSION
- 25 STEEL TOWER DOUBLE CIRCUIT SLIGHT ANGLE DOUBLE DEADEND
1-24' CROSS ARM
- 26 TWO POLE H STRUCTURE BOTH POLES 85'-2 2-22' CROSS ARMS
- 27 STEEL TOWER DOUBLE CIRCUIT ANGLE DOUBLE DEADEND
- 28 NORTH POLE SINGLE CIRCUIT DOUBLE DEADEND VERTICAL

STRUCTURE

- H1 417 TWO POLE H STRUCTURE NORTH POLE 60'-2 SOUTH POLE 60'-2 STRAIGHT LINE SUSPENSION 26' POLE TYPE CROSSARM
- (MC3374) 416C TWO POLE DOUBLE DEADEND STRUCTURE BOTH POLES ARE 55'-2, 3-10' WOOD CROSSARMS TO SUPPORT JUMPERS, 9 ANCHORS, 9 DOWN GUYS, SEVEN BELLS PER STRING ON DEADEND STRINGS & FIVE BELLS PER STRING ON THE JUMPER SUSPENSION STRINGS
- 416A STEEL DOUBLE DEAD END STRUCTURE WITH THE TAP TO NORTHEAST SUBSTATION & AIR BREAK SWITCHES #3763-613 & 3763-615 SEVEN BELLS PER STRING ON DEADEND STRINGS
- 51 416B SINGLE POLE STRAIGHT LINE SUSPENSION STRUCTURE IN THE TAP TO NORTHEAST SUBSTATION POLE IS A 50'-2 WITH TWO 10' WOOD CROSSARMS, FIVE BELLS PER STRING

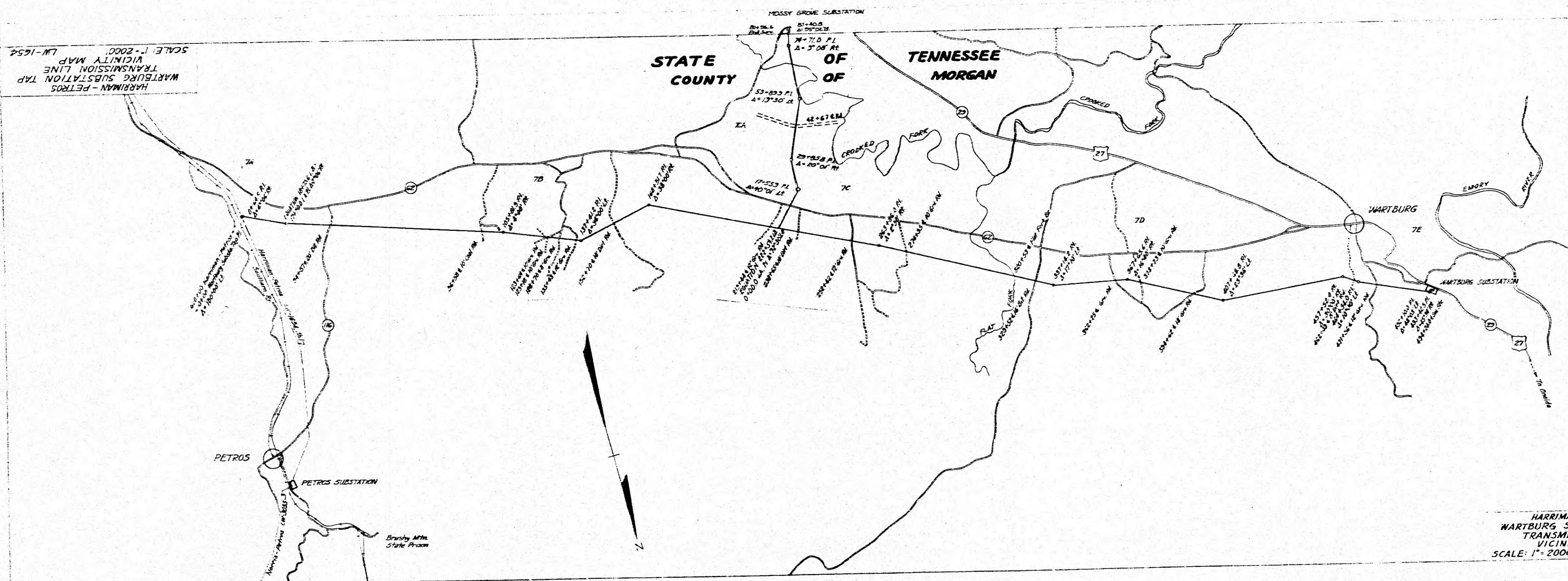
16 STRUCTURES
NEEDING WORK

- 69 KV LINE FROM STRUCTURE #435 UP FROM OAKDALE HIGHWAY TO NORTHEAST SUBSTATION *FEEDING FROM OCB #694 HARRIMAN #1 PRIMARY STATION
- STRUCTURE # STRUCTURES WITH BAD POLES OR NEEDING OTHER WORK
- 434 THREE POLE SLIGHT ANGLE SUSPENSION STRUCTURE SOUTH POLE BAD 65'-2 ONE BAD INSULATOR ON NORTH PHASE
- 433 TWO POLE H STRUCTURE BOTH POLES BAD NORTH POLE 50'-2 SOUTH POLE 55'-2 ONE BAD INSULATOR ON NORTH PHASE
- 432 TWO POLE H STRUCTURE BOTH POLES BAD NORTH POLE 65'-2 SOUTH POLE 65'-2
- 429 TWO POLE H STRUCTURE NORTH POLE BAD 55'-2
- 428 TWO POLE H STRUCTURE NORTH POLE BAD 55'-2
- 427 TWO POLE H STRUCTURE SOUTH POLE BAD 50'-2
- 426 TWO POLE H STRUCTURE NORTH POLE BAD 65'-2 CHECK SOUTH POLE 65'-2 ONE BAD INSULATOR ON SOUTH PHASE
- 425 TWO POLE H STRUCTURE NORTH POLE BAD 60'-2
- 424 TWO POLE H STRUCTURE SOUTH POLE BAD 55'-2
- 423 THREE POLE ANGLE STRUCTURE ALL THREE POLES BAD ALL THREE POLES ARE 55'-2 & ONE 26' WOOD CROSSARM
- 422 TWO POLE H STRUCTURE BOTH POLES BAD BOTH POLES 30'-2 55'-2
- 421 TWO POLE H STRUCTURE BOTH POLES BAD BOTH POLES 55'-2 60'-2 NORTH POLE HOLLOW AT GROUND LEVEL
- * 420 TWO POLE H STRUCTURE BOTH POLES 55'-2 CHECK BOTH POLES WOOD PECKER HOLES
- 419 TWO POLE H STRUCTURE BOTH POLES BAD BOTH POLES ARE 55'-2
- 418 THREE POLE ANGLE STRUCTURE MIDDLE & NORTH POLES BAD BOTH POLES 55'-2 ONE 14' POLE TYPE CROSSARM ONE 20' POLE TYPE CROSSARM ONE BAD INSULATOR ON NORTH PHASE
- ** CAUTION HORNETS NEST BETWEEN SOUTH POLE & FIRST DOWN GUY
- 417 TWO POLE H STRUCTURE BOTH POLES BAD BOTH POLES ARE 60'-2
- 430 TWO POLE H STRUCTURE BOTH POLES BAD BOTH POLES 50'-2 STRAIGHT LINE SUSPENSION STRUCTURE WITH STORM GUYS UP THE MOUNTAIN AT CAROLYN MCNEWS

POLES ON
THREE TWO
STRUCTURES
NEED TO BE
5' TALLERINSTALL TWO
55'-2
INSTALL TWO
60'-2

- H2 434 THREE POLE SLIGHT ANGLE SUSPENSION STRUCTURE TWO POLE TYPE CROSSARMS NORTH POLE 55'-2 MIDDLE POLE 60'-2 SOUTH POLE 65'-2
- H1 433 TWO POLE H STRUCTURE 26' POLE TYPE CROSSARM NORTH POLE 50'-2 SOUTH POLE 55'-2
- H1 432 TWO POLE H STRUCTURE 26' POLE TYPE CROSSARM NORTH POLE 65'-2 SOUTH POLE 65'-2
- H1 431 TWO POLE H STRUCTURE 26' STEEL CROSSARM NORTH POLE 53'-2 1967 SOUTH POLE 65'-2 1967
- * H1 430 TWO POLE H STRUCTURE NORTH POLE 50'-2 SOUTH POLE 50'-2 26' POLE TYPE ARM STRAIGHT LINE SUSPENSION STORM GUYS
- H5A 429 TWO POLE H STRUCTURE BOTH POLES 55'-2 26' POLE TYPE ARM STRAIGHT LINE DOUBLE DEADEND STRUCTURE STORM GUYS
- H1 428 TWO POLE H STRUCTURE NORTH POLE 55'-2 SOUTH POLE 50'-2 26' POLE TYPE ARM STRAIGHT LINE SUSPENSION
- H1 427 TWO POLE H STRUCTURE NORTH POLE 55'-2 SOUTH POLE 50'-2 26' POLE TYPE ARM STRAIGHT LINE SUSPENSION
- H1 426 TWO POLE H STRUCTURE NORTH POLE 65'-2 SOUTH POLE 65'-2 26' POLE TYPE ARM STRAIGHT LINE SUSPENSION
- H1 425 TWO POLE H STRUCTURE NORTH POLE 60'-2 SOUTH POLE 55'-2 26' POLE TYPE ARM STRAIGHT LINE SUSPENSION
- H1 424 TWO POLE H STRUCTURE NORTH POLE 55'-2 SOUTH POLE 55'-2 26' POLE TYPE ARM STRAIGHT LINE SUSPENSION
- H3 423 THREE POLE ANGLE STRUCTURE ALL THREE POLES ARE 55'-2 26' WOOD CROSSARM TWO ANCHORS & FOUR DOWN GUYS, CENTER & SOUTH PHASES ARE ON WISHBONES
- H1 422 TWO POLE H STRUCTURE NORTH POLE 50'-2 55'-2 SOUTH POLE 50'-2 55'-2 26' POLE TYPE ARM STRAIGHT LINE SUSPENSION
- H1 421 TWO POLE H STRUCTURE NORTH POLE 55'-2 60'-2 SOUTH POLE 55'-2 60'-2 26' POLE TYPE ARM STRAIGHT LINE SUSPENSION
- H1 420 TWO POLE H STRUCTURE NORTH POLE 55'-2 SOUTH POLE 55'-2 26' POLE TYPE ARM STRAIGHT LINE SUSPENSION
- H1 419 TWO POLE H STRUCTURE NORTH POLE 55'-2 SOUTH POLE 55'-2 STORM GUYS 26' POLE TYPE ARM ALL THREE 1-14' POLE TYPE ARM
- H2 418 THREE POLE ANGLE STRUCTURE POLES 55'-2 1-20' POLE TYPE ARM TWO ANCHORS THREE DOWN GUYS

HARRIMAN - PETROS
WARTBURG SUBSTATION TAP
TRANSMISSION LINE
VICINITY MAP
SCALE: 1"=2000'
LW-1654



HARRIMAN - PETROS
WARTBURG SUBSTATION TAP
TRANSMISSION LINE
VICINITY MAP
SCALE: 1"=2000'
LW-1654

TAP TO MOSSY GROVE			
INDEX OF PLAN & PROFILE SHEETS NO. FROM STATION TO STATION	COUNTY	SUMMARY	TABLE OF EQUATIONS EQUATION
7A 0+00.0 81+26.6	MORGAN	FEET 8126.6 MILES 1.55	PLUS MINUS

INDEX OF PLAN & PROFILE SHEETS			
NO. FROM STATION	TO STATION		
7A	0+00	70+00	
7B	70+00	100+00	
7C	90+00	310+00	
7D	310+00	430+00	
7E	430+00	424+20.0	

SUMMARY			
COUNTY	FEET	MILES	TABLE OF EQUATIONS EQUATION
MORGAN	43,543.6	9.38	PLUS MINUS
TOTAL	43,543.6	9.38	18+75.6 LB + 17+50.0 LA PI 125.6

INCLUDING TAP TO MOSSY GROVE

HARRIMAN - PETROS
WARTBURG SUBSTATION TAP
TRANSMISSION LINE
VICINITY MAP

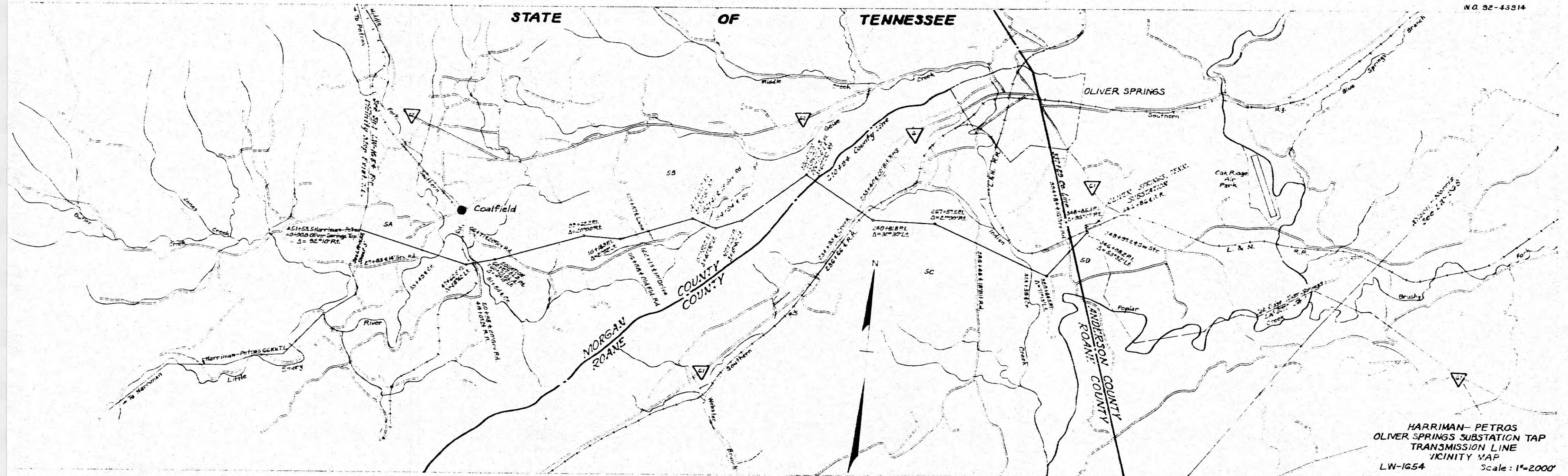
Feb 2 1953
1"=2000'

LW-1654

MICROFILMED

21V

W.D. 92-45314



HARRIMAN-PETROS
OLIVER SPRINGS SUBSTATION TAP
TRANSMISSION LINE
VICINITY MAP
LW-1654 Scale: 1"=2000'

INDEX OF PLAN & PROFILE SHEETS

NO. FROM STA.	TO STA.
EA 0+00	70+00
EB 70+00	180+00
EC 180+00	310+00
ED 310+00	349+97.2

SUMMARY		
COUNTY	FEET	MILES
MORGAN	26,523	3.55
ROANE	12,635	2.39
ANDERSON	12,622	0.24

TOTAL	34755	6.59
-------	-------	------

TABLE OF EQUATIONS	
EQUATION	PLUS MINUS
2073.0+60=2103.4	65
2340.1+204=5524.1	215
TOTAL	28345

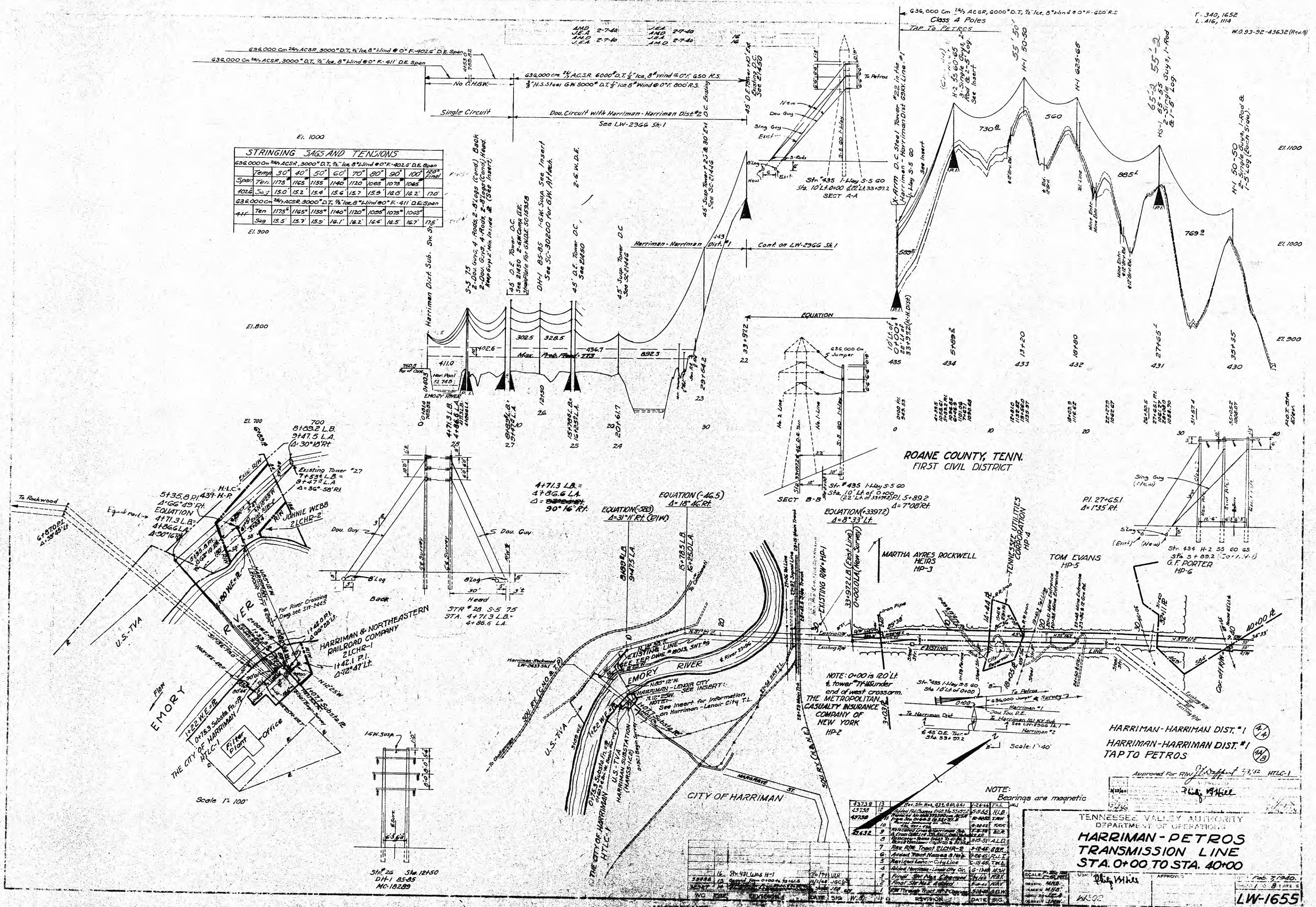
NOTE: See Sheet 1, LW-1654 For Mainline Map & Summary for Harriman-Petros

HARRIMAN-PETROS
OLIVER SPRINGS SUBSTATION TAP
TRANSMISSION LINE
VICINITY MAP

2/25/56 J. H. Dufford
1"=2000'

LW-1654

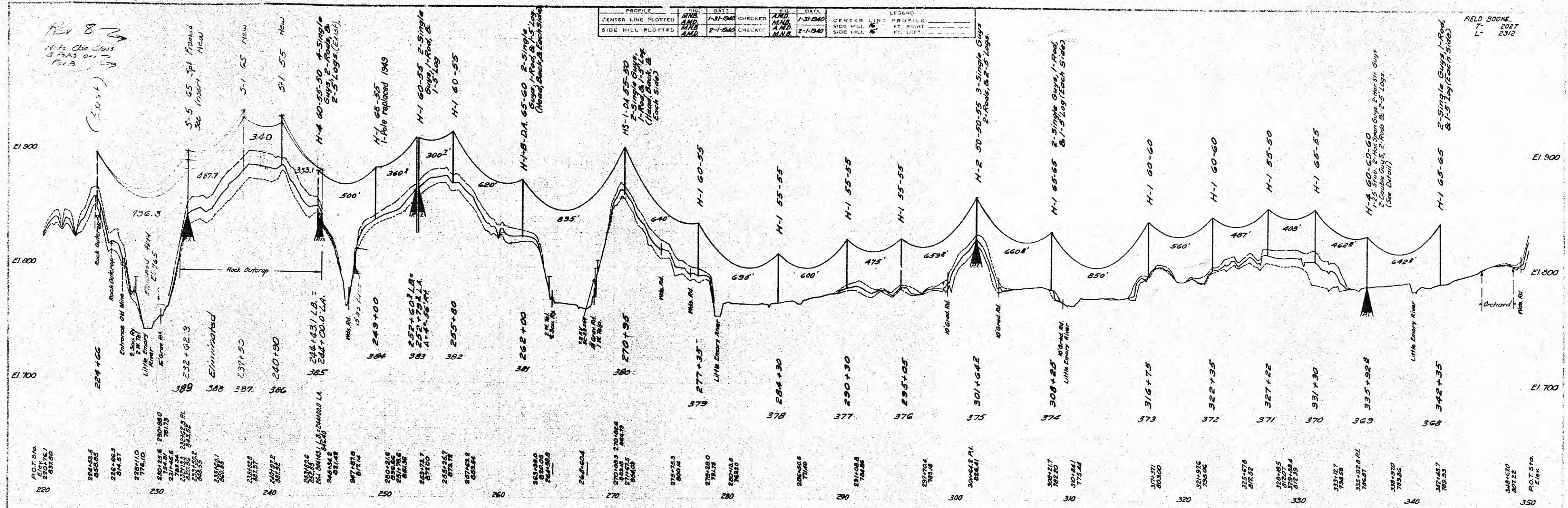
END 4



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IN CHATTANOOGA
SEP 27 1994

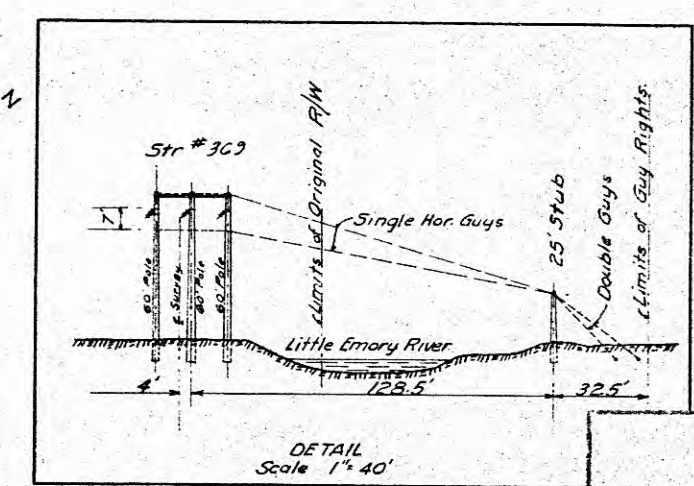
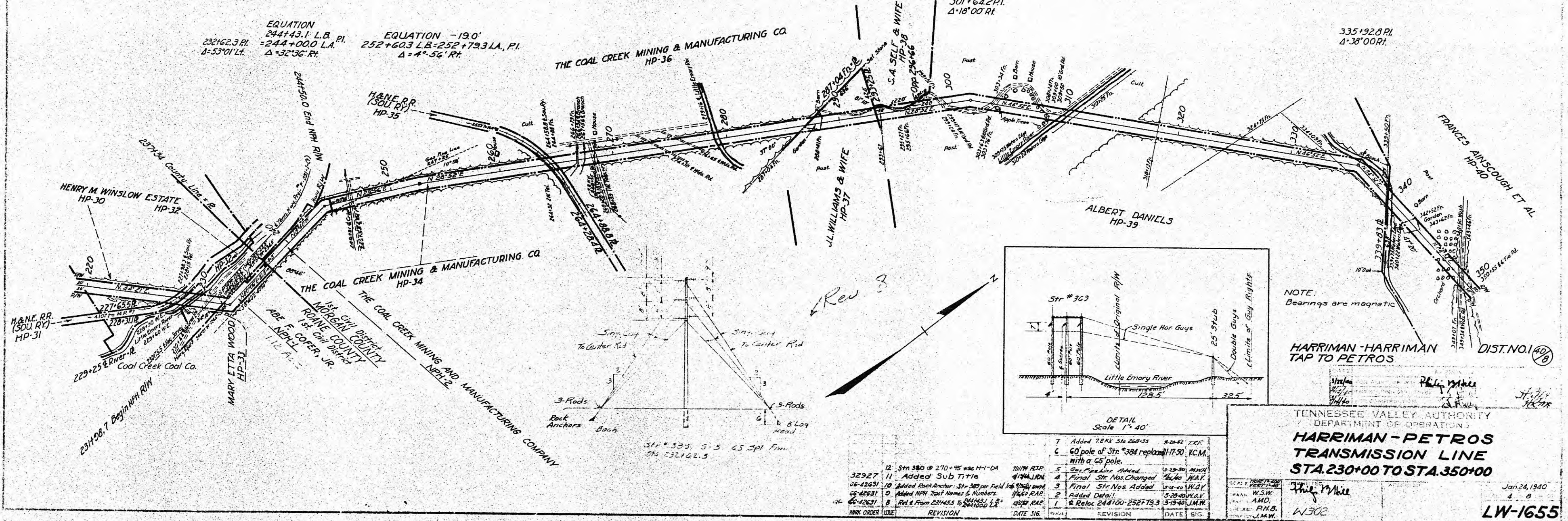
24X 50406

10 14142614



ROANE COUNTY, TENN.
FIRST CIVIL DISTRICT

MORGAN COUNTY, TENN.
FIRST CIVIL DISTRICT



NOTE: Bearings are magnetic

HARRIMAN - HARRIMAN
TAP TO PETROS

TENNESSEE VALLEY AUTHORITY
DEPARTMENT OF OPERATION

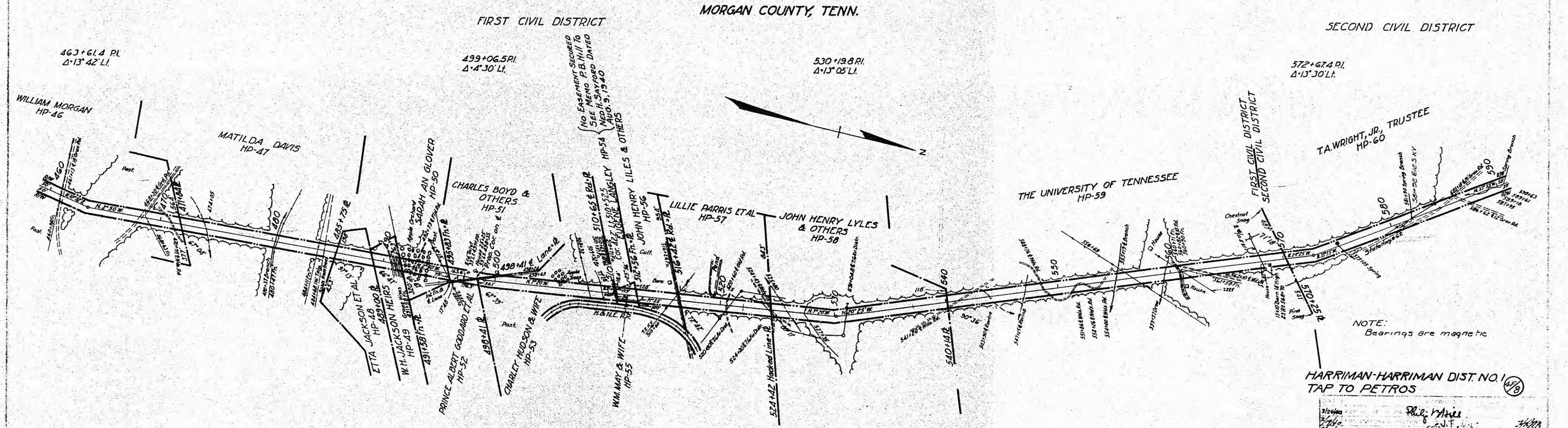
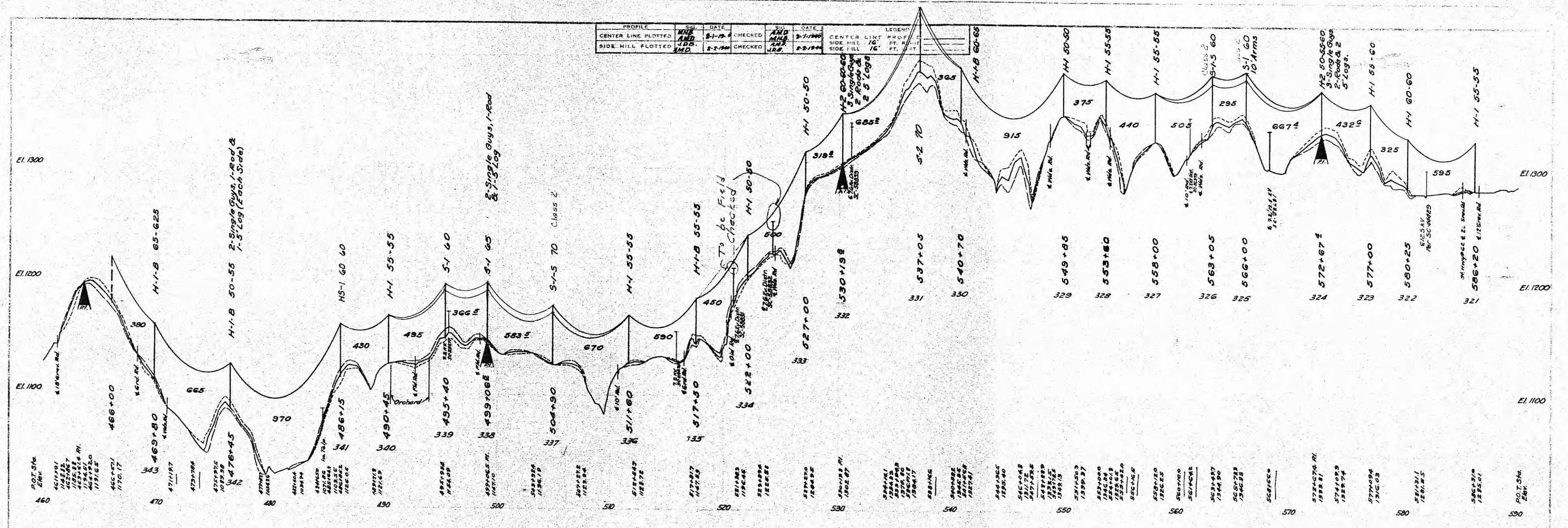
HARRIMAN - PETROS
TRANSMISSION LINE
STA. 230+00 TO STA. 350+00

Jan. 24, 1940
LW-1655

PHOTOGRAPHED
IN CHATTANOOGA
SEP 27 1994

24X 50406

10 14142161



10	Sta 341 was H-1 60-55	W.H.M. R.S.P.
9	Sta 341 was H-1 60-55	W.H.M. R.S.P.
8	Sta 341 was H-1 60-55	W.H.M. R.S.P.
7	Sta 341 was H-1 60-55	W.H.M. R.S.P.
6	Sta 341 was H-1 60-55	W.H.M. R.S.P.
5	Sta 341 was H-1 60-55	W.H.M. R.S.P.
4	Sta 341 was H-1 60-55	W.H.M. R.S.P.
3	Sta 341 was H-1 60-55	W.H.M. R.S.P.
2	Sta 341 was H-1 60-55	W.H.M. R.S.P.
1	Sta 341 was H-1 60-55	W.H.M. R.S.P.

REVISION

DATE

SIG.

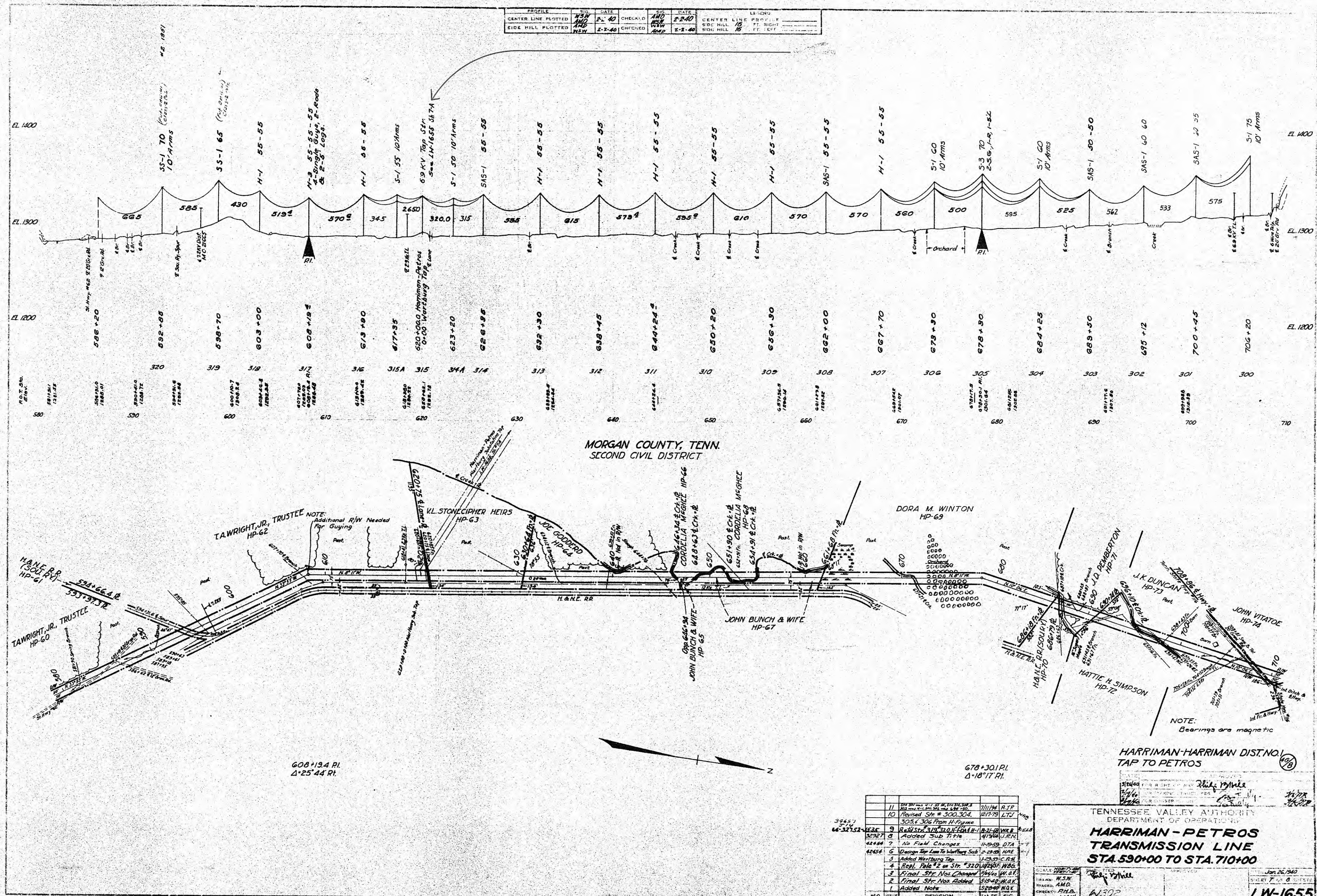
TENNESSEE VALLEY AUTHORITY
DEPARTMENT OF OPERATION
**HARRIMAN - PETROS
TRANSMISSION LINE
STA. 470+00 TO STA. 530+00**

Jan 26, 1940

W.S.M.

W.S.O.

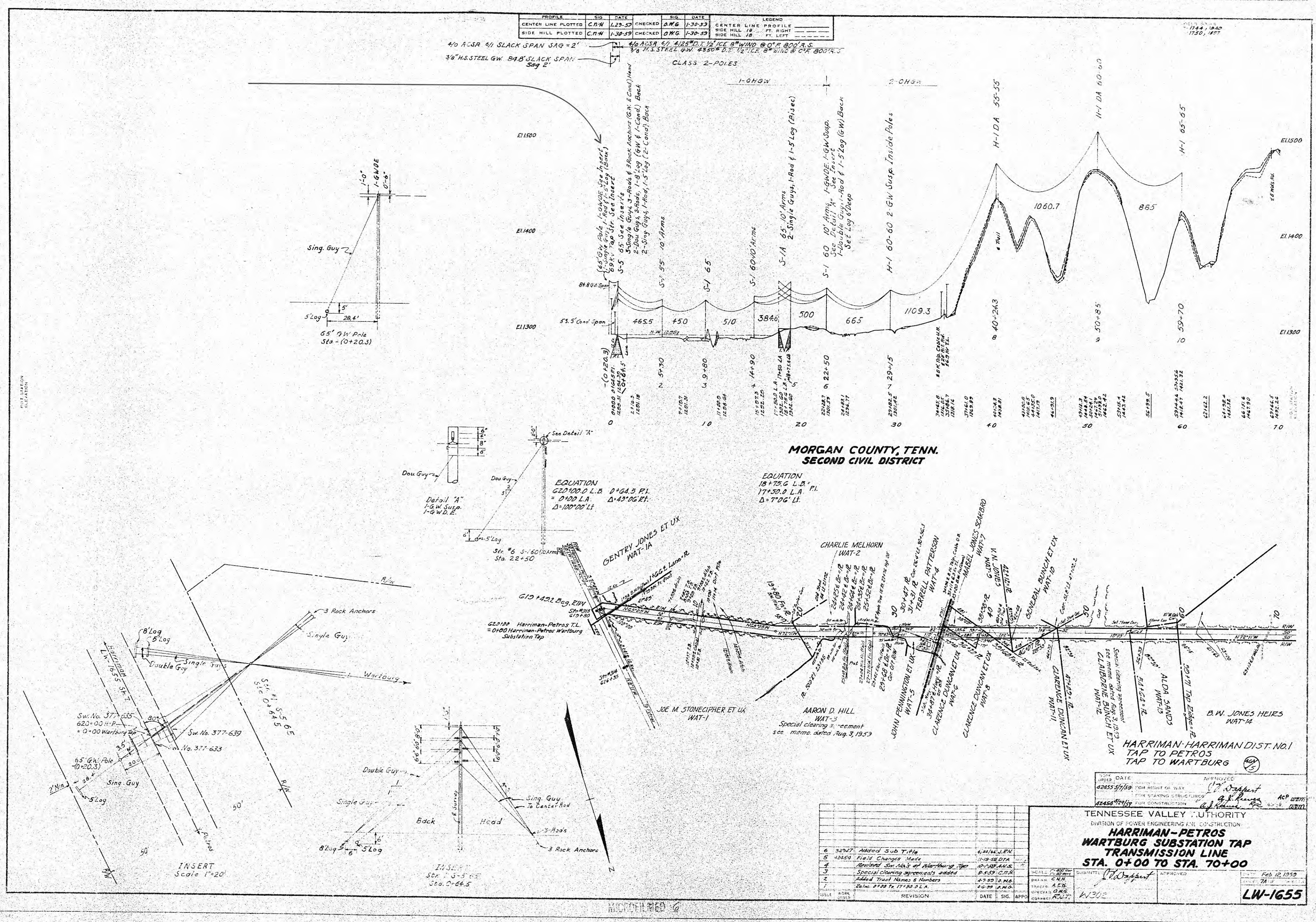
LW-1655



PHOTOGRAPHED
IN CHATTANOOGA
SEP 27 1994

24X 50406

10 3141412173



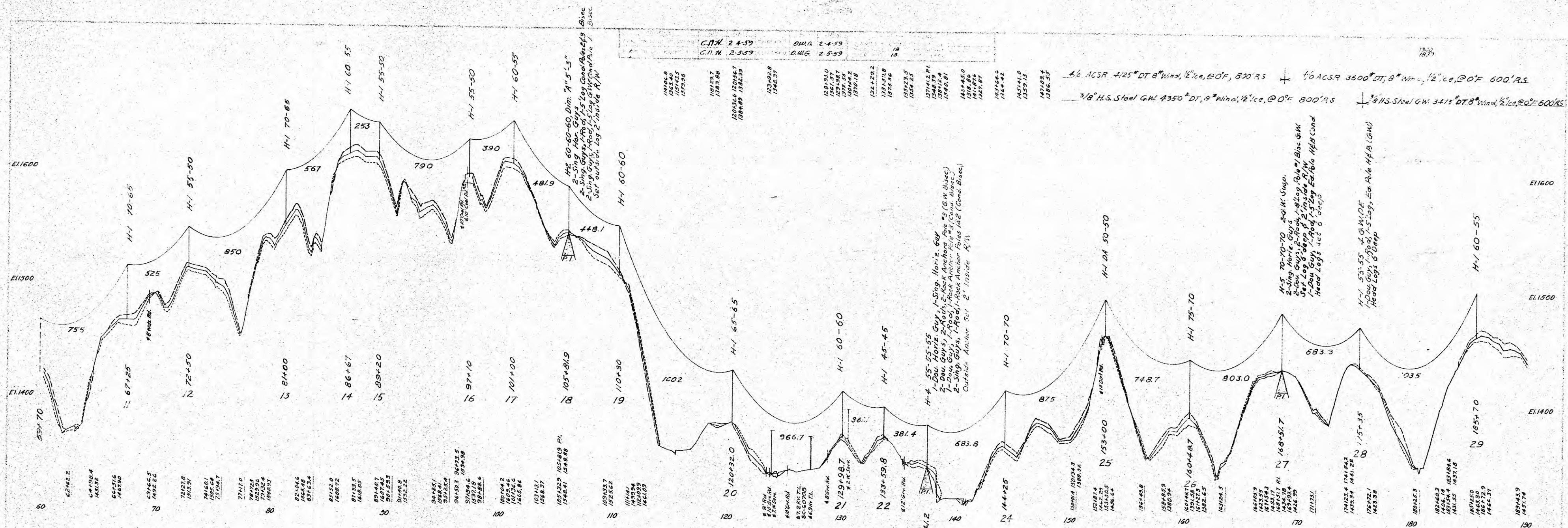
PROFILE	SIG.	DATE	CHECKED	SIG.	DATE	CHECKED	LEGEND
CENTER LINE PLOTTED	C.N.W.	1-25-53	C.N.W.	1-30-53	C.N.W.	1-30-53	CENTER LINE PROFILE
SIDE HILL PLOTTED	C.N.W.	1-30-53	C.N.W.	1-30-53	C.N.W.	1-30-53	SIDE HILL 18 FT. RIGHT
							SIDE HILL 18 FT. LEFT

MORGAN COUNTY, TENN.
SECOND CIVIL DISTRICT

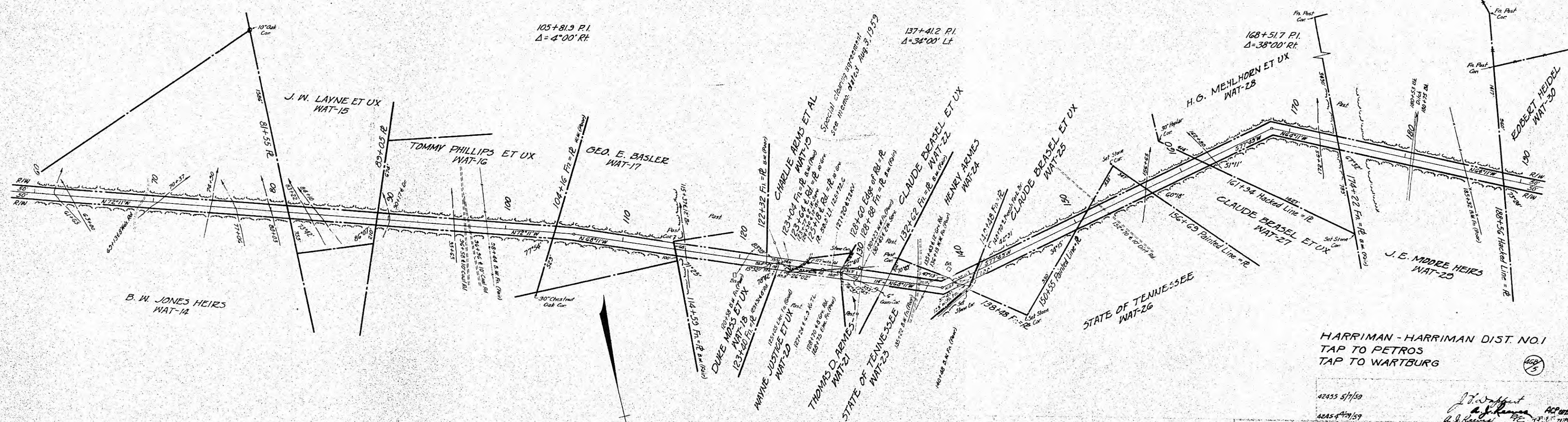
EQUATION
G2D+100.0 L.B. 0+64.5 P.I.
= 0+100 L.A. 0+43.06 P.T.
D=100'00" L.F.

EQUATION
18+75.0 L.B. 17+50.0 L.A.
D=7'00" L.F.

DATE	4/25/53	FOR RIGHT OF WAY	APPROVED
DATE	4/25/53	FOR STAYING STRUCTURES	APPROVED
DATE	4/25/53	FOR CONSTRUCTION	APPROVED
TENNESSEE VALLEY AUTHORITY DIVISION OF POWER ENGINEERING AND CONSTRUCTION HARRIMAN-PETROS WARTBURG SUBSTATION TAP TRANSMISSION LINE STA. 0+00 TO STA. 70+00			
DESIGNED	C.N.W.	CHECKED	C.N.W.
DRAWN	C.N.W.	CHECKED	C.N.W.
DATE	1-30-53	DATE	1-30-53
REVISION		REVISION	
SUBMITTED		APPROVED	
LW-1655		LW-1655	



MORGAN COUNTY, TENN.
SECOND CIVIL DISTRICT 23



HARRIMAN - HARRIMAN DIST. NO. 1
TAP TO PETROS
TAP TO WARTBURG

HARRIMAN - PETROS
WARTBURG SUBSTATION TAP
TRANSMISSION LINE
STA. 70+00 TO STA. 190+00

6	Added T&E @ 121+20	4/1/83 R.F.M.
5	Added Sub Title	12/2/86 J.K.N.
4	Field Changes Made	1/19/89 D.T.A.
3	Special clearing agreement added	8-14-89 C.H.W.
2	Survey between points 107+24 & 107+25	7-21-87 A.H.W.
1	Added T&E @ 107+25	3-28-85 D.M.A.
ISSUED	1/28/85	REVISION

W.S. Jones
A.E.S.
A.E.A.
P.H.D.
R.U.T.

Feb. 12, 1989
75
LW-1655