



Road 117

10

9

8

7

6

5

6

DRIVE

+10



inlet  
+24  
18

inlet  
+24  
12

W. R. Parson

W. N. Sine

+58  
22  
36

Road 117

16

15

14

13

12

11

3570m  
6450

Mont  
Hub

30

Mont  
Hub

30

11

17

17

17

15' EPM

92  
22

10 + 63  
64

Road 117

22

21

20

19

18

17

$\frac{+25}{19}$  Bird Ramsey x  
cor Post Flossie Butler

↑ 20 • 18 ↓

Mary C. Early  
W. R. Parson  
10" carriage

↑  $\frac{+25}{20}$   
+10 25 16  
↓ 20 • 17 ↓

↑ 19 • 16 ↓

↑ 18 • 15 ↓

$\frac{+23}{16}$  switch  $\frac{24 \times 2}{19}$

↑ 18 • 15 ↓

↑ 18 • 15 ↓

28

27

26

25

24

23

$\frac{91}{14}$  24" stump  
 $\frac{76}{16}$  20" stump  
 $\frac{62}{13}$  18" Elm  
 $\frac{18}{10}$  30" Elm stump

$\frac{12}{10}$  15" Elm  
 $\frac{139}{11} + 0$   
 $\frac{197}{10}$  C.P.  
 $\frac{100}{10}$  30" Elm  
 DRIVE

Robert Earley +60  
 Mary C Earley +48

$\frac{45}{23}$  15" Elm  
 $\frac{30}{13}$  Wild cherry

Next Hub 30' ← → 30' Next Hub

Road 117

34

angle  $\frac{90:46}{131:33}$  +42.2 ± T900 RR.

33

32

31

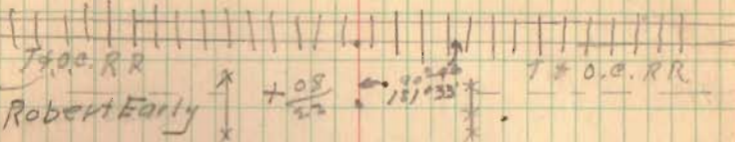
30

29

10

Robert Early  
T+0.0. RR +  $\frac{75}{22}$

Nasca Kelly  
T+0.0. RR



+  $\frac{480}{20}$  30" stump

20" Walnut +  $\frac{32}{18}$

18" Walnut +  $\frac{23}{18}$

20" APPLE +  $\frac{25}{18}$

+  $\frac{102}{18}$  20" Elm

20" Elm +  $\frac{42}{20}$

+  $\frac{270}{20}$  30" oak stump

+  $\frac{108}{20}$  30" stump

15" Elm +  $\frac{86}{20}$

18" Elm +  $\frac{73}{20}$

18" Walnut +  $\frac{61}{20}$

+  $\frac{320}{15}$  15" Elm

18" Elm +  $\frac{22}{19}$

40

39

38

37

36

35

+ 57

Drive

30" Maple + 29 1/2  
2030" Elm + 30  
18

Mant Hub

← 30' →

Mant Hub

← 30' →

⊙ + 6 1/2 15"  
15 Walnut Tree12" Walnut Tree + 25  
20⊙ + 15 15"  
18 Red Oak

Road 117

51

46

45

44

43

42

41

12





41  
Road 117



58

57

56

55

Concrete Box 5.5 x 1.6  
2.0 Deep

54

53

Nov 25-59  
Cold 10 Above

G. Wilgus  
M. Jones  
A. Phillips  
S. Dabie  
M. James

14

+57  
57

+104.3 Fl. stone  
1.2 L. of stone

+65 18"  
19 cottonwood

MON. HUB ← 30 → 30 → HUB

+30  
30  
POST

+90 W Edge Box Floor 5.5 wide  
7.8 10.0 3.5 Deep

54 + 40

DRIVE

+75  
75  
POST

65

64

63

62

61

60

59

Fd. man. 15' deep  
2 April 1971 C.H.

1705 SW 1

<sup>C.</sup>  
Robert Farlow

⊕ 89 Survey 7161

Box 10060  
Concrete Mast set to  
6' x 3' 6" one on

Early Survey corner

Drive +32



76

75

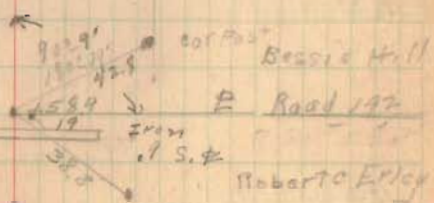
74

73

72

71

+35 C.S.P. 12"

19" Elm + 66  
Elm 2418" Elm + 90  
Elm 2015" Elm + 55  
Elm 2615" Elm + 23  
Elm 24615" Elm + 20  
Elm 25615" Elm + 15  
Elm 2312" Elm + 62  
Elm 2715" Elm + 20  
Elm 2415" Elm + 20  
Elm 2415" Elm + 53  
Elm 2015" Elm + 36  
Elm 2015" Elm + 23  
Elm 24615" Elm + 20  
Elm 25615" Elm + 15  
Elm 23

82

81

80

79

78

77

$$\begin{array}{r} 20'' \\ 8170 \end{array} + \frac{490}{22}$$

$\leftarrow 20 \rightarrow$

$+39$  Car Post

$\leftarrow 24 \rightarrow$

$+55$   
 87.9

2-story  
house

$$\begin{array}{r} +34 \\ 866 \\ \hline 25 \end{array}$$

$\leftarrow 25 \rightarrow$

$+55$  DRIVE  
 $+45$  Car Post  
 30

$$\begin{array}{r} 15'' \\ 8170 \end{array} + \frac{38}{24}$$

$\leftarrow 20 \rightarrow$  80  $\rightarrow$  21  $\rightarrow$  80

$$\begin{array}{r} 15'' \\ 8170 \end{array} + \frac{30}{20}$$

$\times \frac{56}{23}$

$\leftarrow 21 \rightarrow$  30

$$\begin{array}{r} 20'' \\ 8170 \end{array} + \frac{17}{20}$$

$\leftarrow 20 \rightarrow$



10

94

93

92

91

90

89

20

12" Oak + 96  
23

10" Elm + 95  
24

10" Elm + 95  
24

10" Elm + 95  
24

10" Elm + 95  
24

10" Elm + 95  
24

10" Elm + 95  
24

10" Elm + 95  
24

10" Elm + 95  
24

10" Elm + 95  
24

10" Elm + 95  
24

10" Elm + 95  
24

10" Elm + 95  
24

10" Elm + 95  
24

15" C.P.K.

+12

17.5 19.5

12" Apple + 96  
24

12" Apple + 96  
24

12" Apple + 96  
24

← 26 → \* 27 →

20" Elm + 93  
23

27



100

99

Stakes set 30' R &amp; 30' L.

98

97

96

95

21

From here on

C. Elliott

+ Road 138

Elza Lime

12" Elm + 20

4-15" Elm + 21

10" Elm + 20

12" Elm + 20

15" Elm + 21

Elm + 20

18" Elm + 21

19" Elm + 20

Elm + 21

10" Elm + 15

Road 138 + 20

• 27

• 27

90°

197.7

Ivan  
115' R of E

• 27

← 30 → Max  
HVS

• 27

106

105

104

103

102

101

8"  
Riser Inlet  
L. ONLY

$$\begin{array}{r} +95 \\ 10 \\ \hline \end{array}$$

$$\begin{array}{r} +88 \\ 28 \\ \hline \end{array}$$

Mont  
HUB 12-30

30' →

AD77  
NAD

27

27

27

27

112

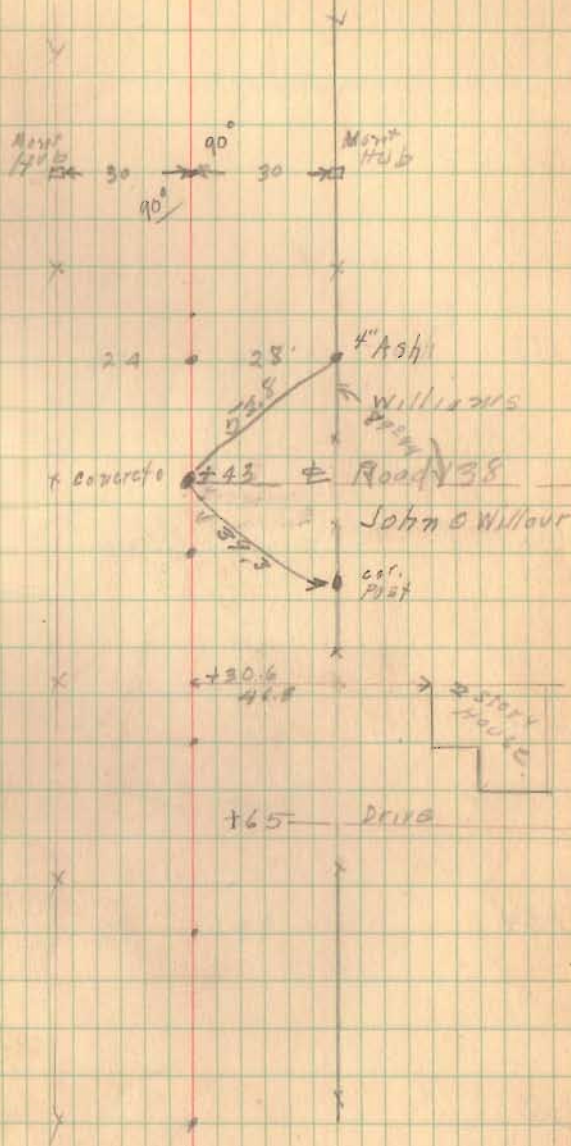
111

110

109

108

107



23

118

117

116

115

114

113

24

X  
← 146 = 1740

23 • 29

23 • 29

23 • 29

23 • 29

124

123

122

121

120

119

25

X X  $\rightarrow \frac{50}{34}$

X

X

23 • 28

Maxt  
HVB

30

90°

30

Maxt  
HVB

90°

24 • 27

Bridge set on piling

2 - 12x5" x 16' I Beams

7 + 1" x 3 3/4" x 16' J Beams

2 + 7" x 2" x 16' Channels

Plank Back Walks & Wings

Roadway 15.6

C.P. 15.2

130

129

128

127

126

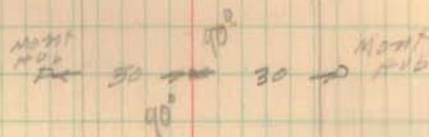
125

E. End + 6.4

5.2	7.4
8.0	7.2

13' Piling = 117 - 2.50

W. End Bridge Floor



Barn

+ 6.4  
8.1

DRIVE TO GATE

33 • 28  
7.7

11' HUB + 7.5  
2.5

+ 12.4  
2.4



+ 39.4  
6.4

2.8

26

136

136

134

133

132

131

27

x

↓

y

x

+ 42 Drive to Hill 250' from #

x

x

← 20 → ← 22 →

x

x

20 • 22  
+ 15  
23

at  
bottom of

y

+ 30  
← 25 → Drive

9960  
10042  
Section Car  
9959 13/7/97

Iron set Iron removed  
Manumet Set

x

↓

21 • 23

See Free Turn Pike Record  
 Vol. 6 Page 493  
 Union - Logan Co line  
 Survey Vol. D. Page 31

139

138

137

28

