

Ditches

Green - Tile - Quinn

Stoa - Rinnarnoy

Winnel -

James W. Phillips Ditch - Brown Tr.

Mugghy Ditch

MINING
TRANSIT BOOK

363 A

Index:

1. Richardson +
Stout
 2. Tokier + Worrel
 3. Timothy Quinn
"Coon River"
 4. Murphy Drain tile
Page 72 + 76
-

D 38+20
Richardson
+

Stout

Ditch

Franklin

+
Liberty

Twp 15

Frank Phillips

0+0 — 41+21

John Reed

11+21 — 12+13.5

Frank Phillips

12+55.5 — 17+48

17+48 — 17+77
Hwy

WM Neat

S 17+77 — 32+28

Chas Sollars Ed Raitz

pis 32+28 — 46+16

ditch on Sollars

Sidg-LIND FENCE
R+W

38+66

Chas Sollars

32+28 — 60+22

46+16 —
ED EVANS
on NORTH

0+0 — 5+0

5+0 — 10+0

10+0 — 15+0

15+0 — 20+0

20+0 — 25+0

25+0 — 30+0

35+0 — 40+0

28
45+0 — 50+0

55+0

60+0

25+05

ARM

OFF TO

RIGHT STN

MEASURING

W. A. STREAM

52+05

David Simmons

on North 52+05

— 60+22

Sollars

on South

ditch on

Sollars

David SIMMONS
60+22 — 75+26

George Raitzel
75+26 — 84+90

(75+74)

S.D.

84+90 — 84+95

Public

Highway (E-W)

O. A. Stout Ditch
ends at 84+90

85+0 to 93+14.5

Wm. Craven

93+14.5 to 104+61

Leather Stout

104+61 to 113+54

J. C. Meredith

65+0

70+0

75+0

80+0

85+0

90+0

95+0

100+0

105+0

110+0

115+0

Highway 1 & S.

113+54 — W side

113+90 — E. side

6 113+90 to 122+15

Mary Stout

122+15 to 139+27

Lorel Moon

139+27 to 145+89
W. Moon

145+89 to 152+49

A. E. Kivett on South
and C. C. Cooper
on the North

152+49 - D. S. Hazelwood
west line

120+0

125+0

130+0

135+0

140+0

145+0

150+0

152+49 end of Stout
+ Richardson Ditch
open ditch enters from So
at 152+44.

Plutch turns So. at

Sta 165+50

Hazelwood's East line
along East side ditch

174+59 changes
from Hazelwood to East
side of fence onto
Jim Golden

155+0

160+0

165+0

170+0

175+0

Toliver Worrel
Ditch
Middle Twp

0+0 - 0+00 - Joe I - Hufford
0+00 - 1+25 - Public Highway

1+25 - 9+72 Wasley Hughes
9+72 -
9+72 - 8+97 Elijah Ray

8+97 - 9+30 Public Road

9+30 - 27+76 Charles Lindley
Norman
27+76 - 28+05 Worked

Walla & His
28+05 - 38+67 Charles Lindsey

38+67 - 43+73

Walla 1960
E 1115

43+73 - 44+0 Road

44+0 - 44+88 G.I. + WRT
44+43 start off
44+55

LI + W
T 1/2
18 1/2
T 1/2
V 1/2

0+0 to 100 + T down
from Old Danville -
Brownsburg Road

Should be cleaned
on down 500 + T below
0+0 To past
Hughes heirs
Foot Hufford

100

15-20 - 25
30-35 + 0

16" Tico

43+63 - 43+90
Public Road

44+55 - 44+64
open

47 48
12 70
35 58

of war

26

Timothy Quinn

Brown + Lincoln

STAKE Bottom Bill

A300	9265	15"
A200	9262	20"
A100	9323	15"
0+0	9350	20"
1+0	9658 9370	14"
2+0	9890 9381	16"
3+0	9877 9386	14"
4+0	9892 9390	16"
5+0	9863 9411	16"
6+0	9918 9420	12"
7+0	9893 9462	15"
8+0	9855 9472	15"
9+0	9844 9473	14"
10+0	9875 9501	12"
11+0	9882 9506	13"
12+0	9880 9560	14"
13+0	9830 9558	12"
14+0	9846 9567	13"
15+0	9838 9593	20"
16+0	9887 9582	20"
17+0	9928 9600	21"
18+0	101.07 9615	8"
19+0	101.13 9636	12"
20+0	9890 9654	13"

8" STUMP 115 BM
SSIDE 125' lot Ditch 100.00A 300 = extension below
MOUTH of ditch
ON H.K. X JULIA LAKKHAN
A200 OWNERS SKANGT1145 10h 0 92
2+27 19313
E 5124 7"

4+60

W 4" 01 Top

7+60 5" 01704
E 294868+70 4" 01 Top
W 944819+15 4" 01 Top
E 95559+98 4" 01704
W 955510+30 4" 01 Top
E 9505 01 Top11+60 5" 01 Top
K 95244" END SPOT
B. M. BRIDGE
12+50
2 1008412+39
S Road Fence
N Road Fence
Ma
12+7212+72
15+60 ditch
on MARTIN DUFFY

28

Stake

Bottom

Fill
dirt

21+0 99.47 9680 14"
 22+0 99.29 9721 15"
 23+0 100.58 9767 13"
 24+0 102.11 9793 14"
 25+0 101.59 98.01 20"
 26+0 98.95 9788
 26+05

014 toh 10" tile

97.67

tiles at toh

CHITWOOD 50 DITCH
 12+65 6"

W 9530 014 toh

13+75 7"

99.78 014

15+50 4"

0 014

15+60 9678

W 6" 9672

014

19+30 6"

W 014

97.03

19+80 4"

F 0

21+94

10. E 6" toh
 97.01

014

10.2 6 85 100
 15

29

JOHN POTTER

on west of
 GARNOY TRAIL

A300 - 12+39

MARTIN DUFFY on west
 12+72 19+18 W

JOHN CHITWOOD

West of 19+18

GARNOY TRAIL

DITCH on GARNOY

A26 - 12+39

+ 15+60 - 26+05

97.67

90

96.77

STAKI Bottom Fill
DIT

7040	976	9350	20"
7140	9785	9323	15"
7240	9580	9262	20"
7340	9783	9265	15"
7440	9885	9280	24"
7540	9892	9257	
7640	9665	9252	26"
7740	9652	9244	
7840	9608	9171	
7940	9653	9189	
8040	9388	9175	
8140	9626	9171	
8240	9575	9136	12"
8340	9546	9130	
8440	9549	9109	
8540	9491	9056	18"
8640	9450	9072	13"
8740	9462	9064	
8840	9485	9048	20"
8940	9431	9023	
9040	9467	9045	26"
9140	9477	8974	
9240	9496	8920	30"

Timothy 376
Quinn
Ditch



23

STAKE

Bottom

Fill
Dirt

A23+0	9460	8903	
A24+0	9446	8950	30"
A25+0	9382	8932	30"
A26+0	9373	8918	
A27+0	9414	8898	20"
A28+0	9294	8882	
A29+0	9310	8897	
A30+0	9265	8876	24"
A31+0	9273	8860	
A32+0	9324	8810	18"
A33+0	9209	8821	
A34+0	9249	8760	18"
A35+0	9270	8781	
A36+0	9242	8776	18"
A37+0	9199	8755	
A38+0	9175	8745	
A39+0	9131	8737	30"
A40+0	9160	8742	
A41+0	9093	8749	24"
A42+0	9068	8750	24"
A43+0	9022	8720	
A44+0	9103	8709	30"
A45+0	9078	8679	
A45+25	Bridge Hart Road		

BM
W North
Rail
Hart Road
Station NO
A 45+25
El. 94.08

Corner Tile - Quinn Ditch.

36

F1 Line C.P. Reading

0+00	91.83	92.91	93.03	91.94
0+25	91.87	92.95	93.03	
0+50	91.92	93.00	93.04	
0+75	91.96	93.04	93.13	
1+00	92.01	93.09	93.14	
1+25	92.05	93.13	93.31	
1+50	92.10	93.18	93.30	
1+75	92.15	93.23	93.29	
2+00	92.19	93.27	93.36	
2+25	92.23	93.31	93.44	
2+50	92.28	93.36	93.45	
2+75	92.32	93.40	93.38	
3+00	92.37	93.45	93.49	
3+25	92.41	93.49	93.56	
3+50	92.46	93.54	93.76	
3+75	92.50	93.58	93.72	
4+00	92.55	93.63	93.66	
4+25	92.59	93.67	93.78	
4+50	92.64	93.72	93.82	
4+75	92.68	93.76	93.90	
5+00	92.73	93.81	93.86	
5+25	92.77	93.85	93.92	
5+50	92.82	93.90	93.93	
5+75	92.86	93.94	93.97	
6+00	92.91	94.00	94.01	

37

B.M. E. end of
S. Rail of Bridge
over Quinn Ditch
Corner Rd. 100.84

Sta 0+0 to 13+0
is 12" Tile

		Correct Total	Check
6+25	92.96	94.04	94.15
6+50	93.00	94.08	94.15
6+75	93.04	94.12	94.21
7+0	93.09	94.17	94.22
7+25	93.13	94.21	94.25
7+50	93.18	94.26	94.21
7+75	93.22	94.30	94.38
8+0	93.27	94.35	94.42
8+25	93.31	94.39	94.41
8+50	93.36	94.44	94.44
8+75	93.40	94.48	94.51
9+0	93.45	94.53	94.51
9+25	93.49	94.57	94.48
9+50	93.54	94.62	94.52 ✓
9+75	93.59	94.67	94.53 ✓
10+0	93.63	94.71	94.73
10+25	93.67	94.75	94.78
10+50	93.72	94.80	94.88
10+75	93.78	94.85	94.99
11+0	93.81	94.89	95.08
11+25	93.85	94.93	95.09
11+50	93.90	94.98	95.03
11+75	93.95	95.03	95.08
12+0	93.99	95.08	95.08
12+25	94.04	95.12	95.15
12+50	94.08	95.16	95.17

98.56 ①

Fl. Line Correct
Top

check

12+75	94.13	95.21	95.20
13+0	94.17	95.25	95.23
13+25	94.21	95.29	95.28
13+50	94.26	95.34	95.41
13+75	94.30	95.38	95.47
14+00	94.35	95.43	95.52
14+25	94.39	95.47	95.77
14+50	94.44	95.52	95.77
14+75	94.48	95.57	95.82
15+00	94.53	95.61	95.77
15+25	94.57	95.65	95.80
15+50	94.62	95.70	95.81
15+75	94.66	95.74	95.94
16+00	94.71	95.79	95.96
16+25	94.75	95.83	96.16
16+50	94.80	95.88	96.03
16+75	94.85	95.93	96.03
17+00	94.89	95.97	96.03
17+25	94.93	96.01	96.08
17+50	94.97	96.05	96.19
17+75	95.02	96.10	96.15
18+00	95.07	96.15	96.20
18+25	95.11	96.19	96.20
18+50	95.16	96.24	96.21
18+75	95.20	96.28	96.23
19+00	95.25	96.33	96.21

22+70

1.08
92
1.6

42

① 101.09

94
16
1.5

Fl. Line Correct
Top Check

42

19+25	95.29	96.37	96.32
19+50	95.34	96.42	96.33
19+75	95.39	96.47	96.20
20+00	95.43	96.51	96.42
20+25	95.47	96.55	96.42
20+50	95.52	96.60	96.50
20+75	95.57	96.65	96.56
21+00	95.61	96.69	96.64
21+25	95.65	96.73	96.76
21+50	95.70	96.78	96.82
21+75	95.75	96.83	96.86
22+00	95.79	96.87	96.87
22+25	95.83	96.91	96.92
22+50	95.88	96.96	96.86
22+75	95.93	96.85	96.70
23+00	95.97	96.89	96.85
23+25	96.01	96.93	96.87
23+50	96.06	96.98	96.91
23+75	96.11	97.03	96.94
24+00	96.15	97.07	97.07
24+25	96.19	97.11	97.10
24+50	96.24	97.16	97.14
24+75	96.29	97.21	97.20
25+00	96.33	97.25	97.34
25+25	96.37	97.29	97.41

43

Fl.	Correct	Check
Line	Top	

25+50	9642	97.34	97.43
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25+75	9646	97.38	97.49
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26+0	9651	97.43	97.55
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26+65			97.65
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end of old file			97.91
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97.65
 95.23

 2.42

45

John G. McCord

46

McCord Tile 14"

Top of Tile
El. 100.00

Edge 102.69

Center 101.95

47

John G. M^cCard Tile from
Pond into M^cCard tile
Drain on Barnet ditch

B.M. on Concrete "L" Headwall
on S.W. Corner of intersection
of Pittsboro & Maplewood roads.

El. 100.00 - So. end of Header
194 Fall for 100'

Check on tile already laid.

24.7	<u>File</u>	<u>Stk</u>	<u>El. Bottom</u> <u>of ditch</u>	<u>Cut</u>	
0+00	89.31		88.47		
1+00	89.37		88.53		
2+00	89.40	91.72	88.72	3'	
3+00		91.27	88.92	2' 4"	2.35
4+00		91.84	89.11	2' 9"	2.73
5+00		92.13	89.31	2' 10"	2.82
6+00		92.38	89.50	2' 10 $\frac{1}{4}$ "	2.88
7+00		92.33	89.69	2' 7"	2.64
8+00		92.10	89.89	2' 3"	2.21
8+40		91.95	89.97	1' 11 $\frac{3}{4}$ "	1.98
9+0		91.15	90.08		

Turning Point - Stake

49

El. 92.79

Ground at 8740

E1. 91.72

$$\begin{array}{r} 9233 \\ 8969 \\ \hline 264 \end{array}$$

$$\begin{array}{r} 9172 \\ 8872 \\ \hline 300 \end{array}$$

$$\begin{array}{r} 89.31 \\ 84 \\ \hline 88.47 \end{array}$$

$$\begin{array}{r} 9184 \\ 8911 \\ \hline 2.73 \end{array}$$

$$\begin{array}{r} 89.50 \\ 194 \\ \hline 89.694 \\ 194 \end{array}$$
$$\begin{array}{r} 89.588 \\ 194 \\ \hline 90.08 \end{array}$$
$$\begin{array}{r} 92.13 \\ 8931 \\ \hline 282 \end{array}$$
$$\begin{array}{r} 194 \\ 900 \overline{) 1.75.000} \\ \underline{900} \\ 8500 \\ \underline{8100} \\ 4000 \end{array}$$

776
70194

$$\begin{array}{r} 8937 \\ 84 \\ \hline 8853 \\ 194 \\ \hline 8724 \end{array}$$

$$\begin{array}{r} 9238 \\ 8150 \\ \hline 288 \end{array}$$

$$\begin{array}{r} 89.918 \\ 194 \\ \hline 89.89 \\ 0720 \\ \hline 89.967 \end{array}$$

$$\begin{array}{r} 922 \\ 898 \\ \hline 24 \end{array}$$

72 Stake Bed

0-30		13.918	
0+00	13.83	12.04	
1+00	14.62	13.61	4' N
1+50	16.80	14.37	4' N
2+00	15.89	14.79	4' N
3+00	17.59	15.98	4' N
4+00	17.17	16.75	4' N
5+00	19.03	16.68	4' N
6+00	19.29	17.16	4' N
7+00	20.00	18.46	4' N
7+53	20.05	19.37	4' N
8+00	21.90	19.60	4' N
9+00	22.78	21.52	4' N
10+00	22.38	21.98	4' N
11+00	22.72	22.34	4' N
12+00	23.16	22.67	4' N
13+00	24.14	23.58	4' N
14+00	24.92	24.41	4' N
15+00	25.28	24.57	4' N
16+00	26.22	25.63	4' N
17+00	26.46	25.74	4' N
18+00	27.08	26.59	4' N
19+00	28.67	27.14	4' N
20+00	28.00	27.25	4' N

Stream

Murphy E line

25' N
20.35
25.5
21.14
20.3
21.35
25.5
25.5
22.17
20.5
23.13
20.5
23.21
25.5
23.75
15
24.35
15
24.64

11+57 fence
15' to this pt.

James W. Phillips Ditch
Brown Twp.

Sta 0+00 — W side of bridge at
Auburn Road.

Sta 1+34 Brookshire N line
and Bingham S line.

2+43 Small open ditch from W

4+74 Beaman Ditch

4+84 W rail of bridge
16' bridge

Sta 5+0 E. rail of bridge

5+08 Richwines' W line

6+92 open ditch from E
and tile about 6" or 8"

25+51 Richwines N line and
Sandusky S line

Sta 30+0 Open ditch from N,
Oliver Amick

Sta 35+98 Sandusky's N. line
and S. line of road

173' from Amicks SE
corner to ditch along E
of road.

36+30 N. line of road
and S line of Phillips
should be Bingham

46+18 Tile from E.

49+87 Tile from W

51+45 Tile from NW

66+91 End of open ditch
at Bingham W line and
Markers E line. and Bingham
N line and S. P. Scott's S. line

Tile starts — Runs west
36 rods then goes N. 58 rods.

94 rods — total

Starts 12' — 1066'
10" — 500'

About $\frac{1}{2}$ was the farthest point
west in Bingham to a.

9 4
16/1566
184
116

Stk

Red

21+00	2851	4" 28.19	15" 27.05
22+00	2944	4" 28.30	15" 27.82
23+00	3030	4" 28.35	15" 27.62
24+00	3051	4" 29.02	10" 28.27
25+00	3027	4" 30.14	20" 28.76
26+00	3158	4" 30.40	15" 29.90
27+00	3146	4" 31.10	10" 30.44
28+00	3225	4" 31.72	10" 30.71
29+00	3265	4" 32.00	5" 31.74
30+00	3310	4" 32.50	5" 32.21
31+00	3345	4" 32.85	
32+00	35.25	4" 34.45	25" 33.54
33+00	35.70	4" 34.45	25" 33.69
34+00	35.76	4" 35.20	20" 34.20
35+00	35.53	4" 34.21	
36+00	35.81	4" 34.49	
37+00	36.80	4" 35.78	15" 35.00
38+00	36.96	4" 35.72	8" 35.04
39+00	37.52	4" 36.41	20" 35.49
40+00	36.85	4" 36.53	4" 35.88
40+29	38.00		1.5" 35.99

Tide in fair shape from 31

Davis W. line

J. D. Keeney Ditch

38 rods E of McDaniel Rd
is starting point of Ditch and
110 rods from McDaniel's SW
corner

About 5" tile runs NW from
0-10 into McDaniel's farm
crosses road into E. Young's
farm

2 rows 6" tile 0-40 tile runs
S. thru McDaniel and
crosses road into Young

5" or 6" runs W from 0-30
crosses road into Young's
front yard.

0+00 to 7+71 ditch runs
E.

7+71 Line between
McDaniel Petty -
Ditch turns N.

9+74 ditch turn E
14+30 tile from S. about 5"
15+20 6" tile from S

McDaniel 80 A.

9+75 - 5" tile from NW
15+73 - Ditch turns N.
19+40 - Ditch turns E and
angles to the NE

21+05 - 5" or 6" tile from
SW

21+26 Line between ^{Allen}Petty
George Vice (S. line - ditch turns E
25+51 tile from S.

26+90 10" or 12" tile from
Northwest. Open ditch been
tiled

31+37 tile from S.

32+98 tile from N.

34+20 tile from N

34+30 - 6" tile from S.

34+41 - Vice E line

W. line of Old Reynolds former
Pierson - Robbins.

35+91 tile from S.
~~36+78 tile from N~~
 38+06 tile from N.
 38+24 - 4" from NE
 39+90 - 6" tile from
 SW. - ~~Drains rain~~
 41+49 W road fence
 41+88 E road fence
 Old Reynolds farm on both
 sides

George Vire N. line
 to ditch is 130 feet.

46+09 - 12" tile from SW
 Drains Raintown - Zeigler Co.
 McDaniel - Petty - Vire
 Ashley, Reynolds - Keeney.
 46+77 tile from S.
 47+12 tile from N.
 55+23 tile from N.
 55+58 tile from N.
 57+29 Reynolds E line
 Old Dyer farm W line

61+04 tile from S.
 61+32 6" tile from N.
 70+0 tile from N.
 71+62 E line of Old Dyer
 and W line of George Stanley
 Ditch empties into another
 open ditch coming from
 N and turning East
 Sta 71+93
 Ditch ends about 50 rods
 south of Zup Road

Note:

Measurements taken
 from upper end running
 down stream.

Stations are reversed on
 map.

Warrell Ditch

23+50 12" tile from West
 34+72 5" X tile from West
 48+09 6" X tile from North East.
 46+46 4" X tile from West
 46+21 X tile from 5' 6" tile from East
 43+68.5 5" X tile from West
 42+77 5" X tile from East
 42+12 6" X tile from West
 36+73 4" connection wanted.
 33+05 4" connection wanted
 30+97 5" X tile from East
 29+63 8" X tile from East
 25+30 4" connection wanted
 25+45 6" X tile from East.
 22+76 4" connection wanted
 20+00 4" connection wanted
 15+40 4" connection wanted
 14+33 6" X tile from West.

from trial place.
 want 6" connection

West

Warrell

West
 East
 East

Level starting on
Burrell Ditch
flow line

12+40	97.72	93.37
12+50	98.18	93.57
13+00	98.25	93.68
13+50	98.82	93.95
14+00	99.15	93.95
14+33	99.51	94.20 ✓
14+50	99.17	94.29
15+00	99.18	94.59
15+40		94.89 ✓
15+60	97.60	94.84
16+00	99.12	94.91
16+50	99.64	95.15
17+00	101.01	94.90
17+40	102.05	95.01 -
17+50	102.49	94.80
18+00	102.27	94.89
18+50	102.09	95.28
19+00	101.73	95.59
19+50	101.04	95.54
20+00	100.40	95.57
20+50	98.75	95.87
21+00	100.89	95.83
21+50	100.23	96.03
22+00	101.53	96.05
22+50	101.53	96.44

No. 1. B. M. on East End of
North bridge rail.
El. - 100.00 Sta

No. 2. El. 100.72 stone at 19+55

No. 3. El. 107.64 stump at 40+60

No. 4 El. 109.89 Cement corner
of Sta 46+50

22+76		96.49	✓
23+00	100.00	95.85	
23+30	100.31	96.10	top of tide at sand Sta. 97.22
24+00	100.76	96.43	
24+50	100.85	96.69	
25+00	101.08	97.02	
25+45	97.93	97.08	°
25+50	99.53	97.21	
26+00	100.81	97.15	
26+50	101.14	97.56	
27+00	101.56	97.30	
27+50	101.58	97.25	
28+00	101.68	97.45	
28+50	102.02	97.39	
29+00	101.78	97.64	
29+50	102.49	97.70	
29+68	98.66	97.87	✓
29+65	101.62	97.88	✗
30+00	102.71	97.98	
30+50	103.20	98.92	
30+97	100.61	98.85	✓
31+00	102.93	98.85	
31+50	103.54	98.92	
32+00	103.31	99.09	
32+50	101.96	99.45	

33+00	102.85	99.76
33+05		99.72
33+50	104.75	99.60
34+00	104.82	99.68
34+50	105.29	99.80
34+65	104.05	100.40
34+72		100.41
35+00	104.66	100.25
35+50	105.21	100.82
36+00	105.35	100.99
36+50	105.06	100.39
36+73		100.41
37+00	105.23	100.73
37+50	105.01	101.43
38+00	105.60	101.26
38+50	105.83	101.82
39+00	104.78	101.26
39+50	106.48	102.10
40+00	106.30	102.39
40+50	106.48	101.10
41+00	105.69	101.41
41+50	105.95	101.21
42+00	106.03	102.06
42+12	102.64	102.08
42+50	106.20	101.91
42+77	102.09	101.84
43+00	105.93	101.76

102.06
101.76
 30

top of atk. bottom
pitch

43+50	105.74	102.17
43+68.5	102.67	102.36
44+00	105.71	102.00
44+50	105.75	102.07
45+00	105.91	102.46
45+50	106.67	102.06
46+00	106.51	102.48
46+21	102.69	102.25
46+45	102.51	102.22
46+50	105.40	102.63
47+00	107.12	102.91
47+50	107.05	103.64
47+59	top of Main tile	103.72
48+00	105.87	

tile from North-East. 103.68

End tiles at Sta 47+59 are 10" on West
and a 6" on East.

tile under Road

§ top 103.98
flow line 102.43

§ top 104.41
Flow line 102.62

12+0	95.0	93.53
11+0	97.91	92.91
10+0	97.85	92.76
9+0	98.62	92.54
8+0	97.52	92.31
7+0	96.73	92.26
6+0	96.68	92.05
5+0	93.94	92.07
4+0	94.65	92.10
3+0	93.96	92.01
2+0	93.60	91.84
1+0	92.90	91.47
0+0	92.20	90.58

B.M. West End of South Rail
 of Bridge at Sta. 5+20
 El. 98.49

Level notation 102

Sta	Stk.	Bank	Ditch
0+0	93.64	91.95	86.96
1+0	93.21	92.30	87.74
1+93	Flow line		89.35
2+0	93.01	92.93	88.09
3+0	93.07	92.29	88.61
4+0	92.74	92.30	89.03
5+0	92.91	92.07	89.05
6+0	93.51	92.44	89.38
7+0	92.64	92.08	89.61
8+0	92.87	92.23	89.84
9+0	92.81	92.31	89.88
10+0	94.21	93.22	90.08
10+61	Flow line		91.9
10+89	"	"	90.49
11+0	94.24	93.02	90.61
12+0	94.16	93.34	90.69
13+0	94.52	93.04	90.40
14+0	95.12	93.91	90.70
14+64			
15+0	95.86	94.43	90.78
16+0	95.37	94.35	91.10
16+36	Flow line		92.66
16+70	Flow line		91.33
17+0	95.82	94.67	91.01
18+0	96.12	94.64	91.13

B.M. top of
Fence Post
Sta 0+18
El. 97.74

50 feet unshup
ditch. El. 87.74

50 feet North East
up ditch El. 87.04

9.3
0.4
2.9

71.93
5.1320

10.61
71.93
5.129
14.64

095.11

71.93
55.58
16.35
092.16

093.05

9.3
2.3
7.0

71.93
47.12
24.81

Sta.	Stk.	Bank	Ditch
19+0	96.00	94.94	91.57
20+0	95.57	94.77	91.79
21+0	96.35	95.38	92.22
22+0	96.34	95.40	91.89
23+0	96.62	95.29	92.30
24+0	97.41	95.74	92.27
24+81	Flow line		92.38
25+0	97.82	95.60	92.34
25+16	Flow line		92.40
25+84	Flow line	92.77	Ditch lower
26+0	97.62	95.47	92.79
27+0	98.29	96.09	92.87
28+0	98.09	97.77	93.08
29+0	97.57	96.83	93.89
30+0	97.91	96.96	94.11
31+0	97.60	96.90	93.75
32+0	98.81	96.98	94.05
32+03	Flow line		95.05
33+0	99.14	97.77	94.46
33+69	Flow line		95.03
33+87	"	"	95.19
34+0	99.60	97.89	94.43
35+0	99.56	98.06	94.75
36+0	100.00	98.65	94.69
36+02	Flow line		96.07

B.M. on
North End of East
Rail Ch. 100.00

71.93
46.77
25.16

097.02
096.35

71.93
46.77
25.16
099.80

71.93

24.81

47.14

71.93
39.90
32.03

94.11
86.95

7.16

71.93
38.24
33.69

71.93
38.06
33.87

Sta.	Stk. Bank	Ditch	tile
37+0	99.93	99.11	94.93
37+63	Flow line	96.97	
37+73	"	"	96.85
38+0	99.53	98.83	95.03
38+95	Flow line		95.43
39+0	99.50	99.09	94.56
40+0	99.67	98.76	94.98
40+56	Flow line		96.12
41+0	100.19	99.14	95.15
42+0	100.16	99.61	95.31
43+0	99.84	99.30	95.30
44+0	100.32	99.77	95.52
45+0	101.09	99.56	95.97
45+03	Flow line		95.60
46+0	101.10	99.44	96.20
46+42	Flow line		97.20
47+0	100.90	100.73	96.15
48+0	101.64	100.15	96.17
49+0	96.45	96.13	96.48
50+0	102.08	101.21	96.76
50+88	Flow line		98.48
51+0	101.30	100.67	97.40
52+0	102.40	101.64	97.53
53+0	101.94	101.43	97.67
54+0	101.78	101.76	97.78

BM. on
stump at
Sta. 37+0
El. 101.96

95.93

50

43

97.70

71.93
34.30
37.63

71.93

32.98

38.93

71.93

21.05

50.88

71.93

31.97

40.56

71.93

26.90

45.03

71.93

25.51

46.42

Sta. 108 Bit.
 55+0 102.70 101.89 98.29
 56+0 103.04 102.29 98.31
 57+0 102.22 101.21 98.77
 58+0 102.43 101.76 98.71
 59+0 102.82 101.70 98.90
~~58+0 102.92 101.80 98.84~~
~~59+0~~
 60+0 102.92 102.00 98.81
 61+0 102.89 102.12 98.94
 62+0 103.21 102.63 98.90
 62+18 7.5 mile. 99.90
 63+0 102.51 101.90 98.89
 64+0 101.96 101.41 98.45
 65+0 102.52 100.79 98.99
 66+0 101.70 100.58 99.18
 67+0 102.36 100.57 99.29
 68+0 101.92 100.73 99.40
 69+0 102.55 101.21 99.45
 70+0 103.06 101.50 99.42
 71+0 103.86 102.05 99.66
 72+0 104.27 103.16 100.17

100.22
 Flouline
 of tile ahead of
 ditch

100.17
 86.96
 13.22

109
 103.04
 102.61
 103.06
 101.85
 71+93
 15+20
 56.73

71+93
 14+30
 57.63

62+18

Adam Beaman Ditch.

0+0

Lower end Beaman Ditch
joins on the Phillips Rd

4+0

Ditch leaves Rd

28+80

S. Fence of E & W Rd.

29+20

N " " E & W Rd. Pat.

Long S. line

44+22

Pat long W. line and

Henry long E. line

58+58

Henry long W. line and
Ellison Arbuckle E. line.

63+52

8" tile from N.

72+25

Ellison Arbuckle W line
and Ogden E line

90+25

Beaman S. line and
Ogden N. line

94+89

6" tile from N.

95+80

Beaman W. line and
E line of Rd, N & S.

Measured June 5-1935

G. H. Cook.

Lawrence Thompson.

Patrick Dugan, Tr. - Brown Twp.

	STAK	Grave	Grade	Cut - Below Stake
0+0	99.28	99.15	2500	4.28
560	9837		9537	
NSD	50' 23		1.0	
1+0	98.18	98.01	9411	4.07
2+0	97.50	97.40	9322	4.28
3+0	9633	96.20	9233	4.00
4+0	9500		9144	3.56
4+48	93.01	1.10	91.00	2.00

.888 per 100'

Till on Sucker Rd.

B.M. Culvert

@ 100.00

95010.0

94110

888

888

94112

33222

93.220

95

888

92032

4.00 — 4.50

92330

.888

888

450 | 4000

91.442

44

3600

4

4000

3600

400

9528

9500

428

9818

9411

97570

407

9322

428

130

Cg

ST
Gd

CUT Fill

PC159	10150	10208	.58	
PT 236	10215	10245	.30	
336	10268	10511	2.43	
170	10439	10555	1.21	
140	10517	10535	.18	
210	10600	10306		2.94
310	10683	10767	.84	
410	10766	11003	2.37	
510	10666	10239	2.73	
610	10366	10822	2.56	
710	10316	10909	5.53	
810	10066	10359	2.93	

10208

10150

58

10295

10215

130

10511

10268

243

10535

10434

121

10239

10666

273

10600

10306

294

10822

10566

256

10869

10316

553

10767

10683

.84

11003

10766

237

10359

10066

223

131

Surber Road Extension

E	E
PG150	1950 1950
pt 236	190
336	21
A010	2050
A110	180
#1	
A210	180
A310	2050
A410	2050
A510	200
A610	190
A710	2250
81	210

W

190

190

2050

190

1850

187

190

210

210

2050

230

210

