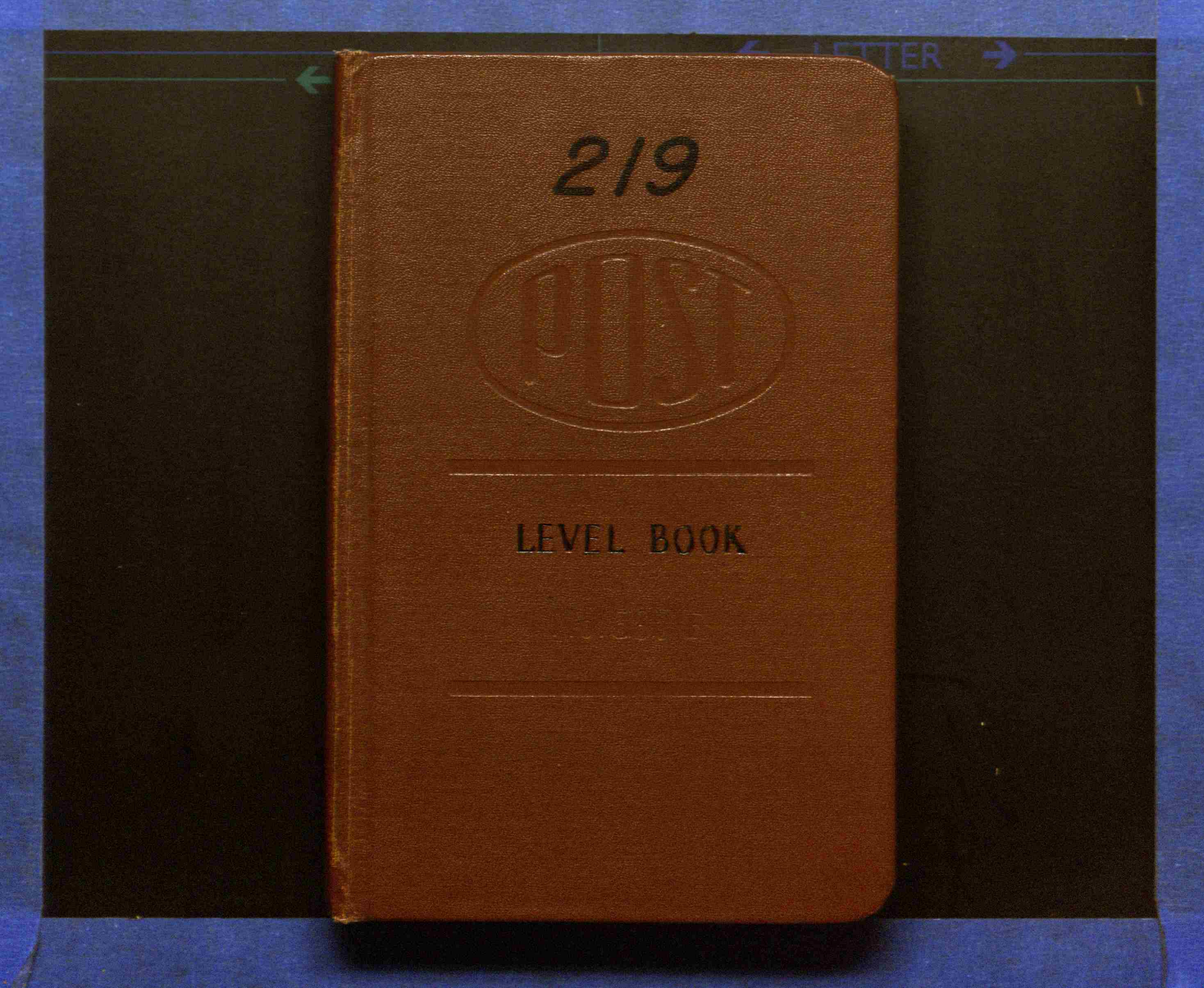

219
LEVEL BOOK

Ledgerwood Ditch

14 May 1949 J. Gossett
W. Luce

Sta.	B.S.	HI	Stake F.S.	Ditch F.S.	Elev. Stake	Elev. Ditch	Remarks
0+0	3.75	103.75		4.95	100.00	98.80	
				5.30		98.45	Low point in field 60' NE of 0+00
0+27				7.17		96.58	Flow line of tile ditch
1+00			4.60	5.47	99.15	98.28	
2+00			5.05	6.04	98.70	97.61	
3+00			4.48	5.90	99.27	97.85	
4+00			4.74	6.23	99.01	97.52	
4+20				7.83		95.92	Flow line of tile ditch
4+60				4.10		99.65	Approx. center of proposed house
5+00			3.85	5.68	99.90	98.07	
6+00			5.02	6.60	98.73	97.69	
7+00 ⊙	2.70	100.61	5.84	7.48	97.91	96.27	
7+75				6.63		93.98	Flow line tile ditch
8+00			3.57	4.80	97.04	95.81	
9+00			3.20	4.05	97.41	96.56	
10+00			3.77	5.42	96.84	95.19	

Sta.	B.S.	H.I.	F.S. Stake	F.S. Ditch	Elev. Stake	Elev. Ditch	Remarks
11+000		100.61	5.85	9.01	94.76	91.60	Flow line of tile on E. side of Rd.
11+05				9.90		90.71	Flow line of tile on W. side of Road.
11+10				8.20		92.41	" " " C.M.P. W. end } under
11+35				8.50		92.11	" " " C.M.P. E. end } highway
12+00			6.98	8.65	93.63	91.96	
13+00			7.35	9.48	93.26	91.13	
14+00			8.03	10.01	92.58	90.60	
15+00	6.61	99.81	7.41	10.33	93.20	90.28	
16+00			8.15	10.26	91.66	89.55	
17+00	4.54	95.58	8.77	9.74	91.04	90.07	
18+00			5.11	7.25	90.47	88.33	
19+00			6.18	8.59	89.40	86.99	
B.M.			1.61			93.97	Top. of corner post S.W. of Sta. 19

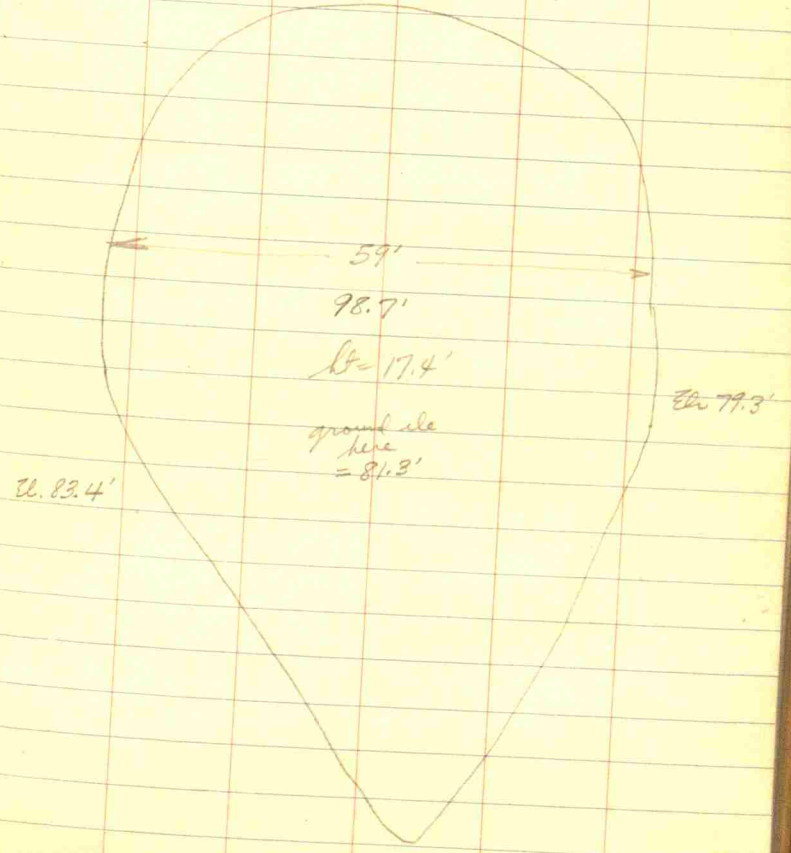
Measurement of gravel piles in Boone Co. for Lee Sadler.

Total amt. of gravel = 3993 cu. yds.

10.8	90.1
6.7	10.8
5.1	79.3

Franklin
Shartle

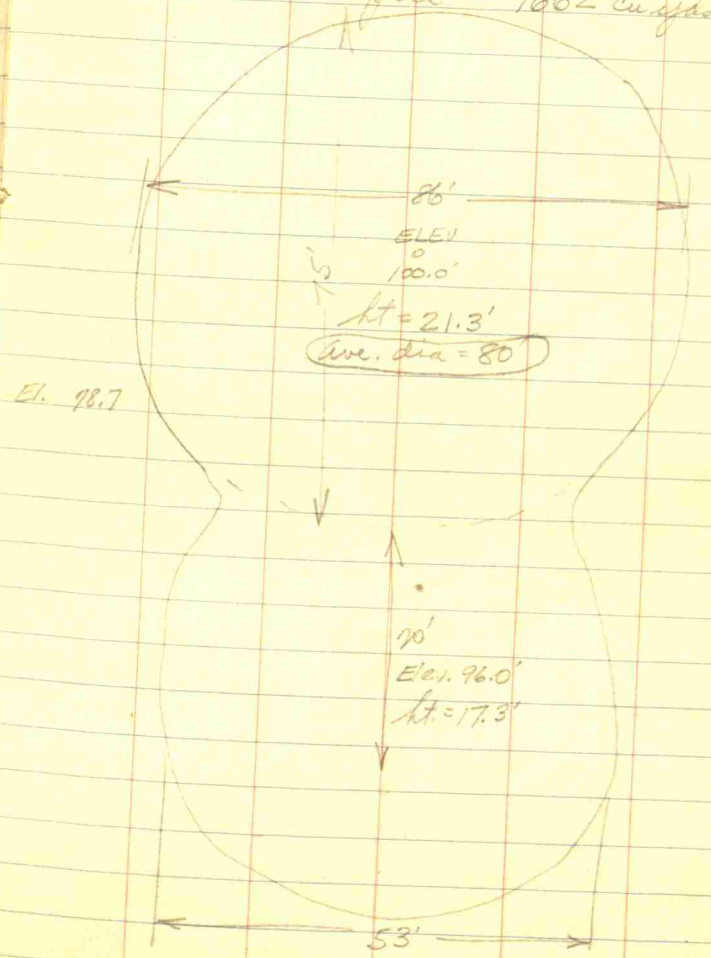
west pile = 587 cu. yds.



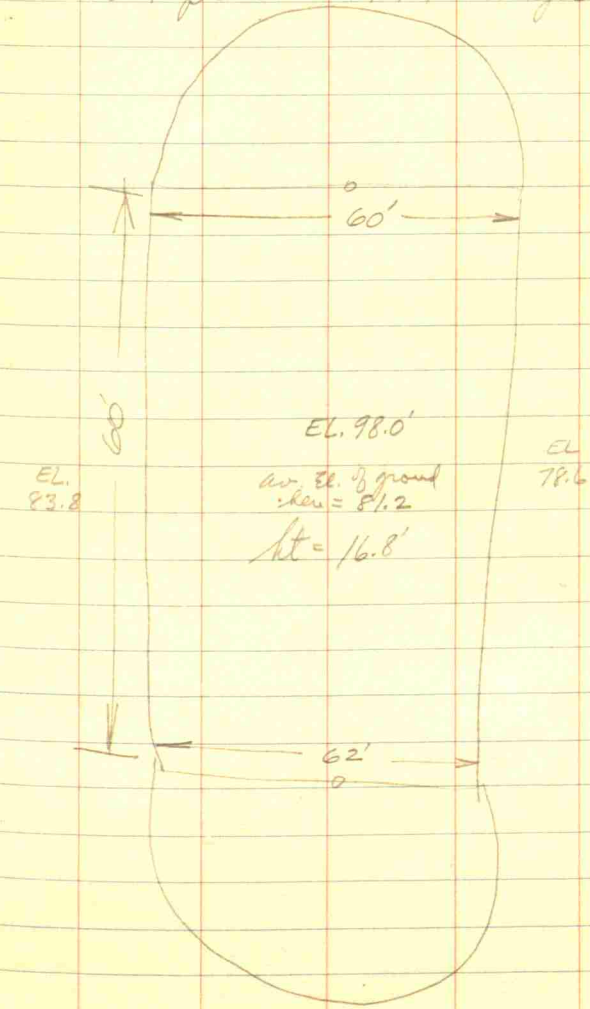
96.0
78.7
17.3

90.1
13.4

Middle pile = 1662 cu yds.



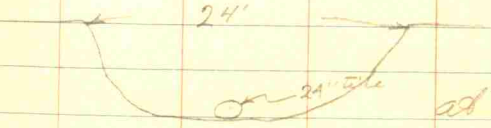
East pile = 1744 cu yds.



Glen Arnold Drain

6 June 1949 R.M. Franklin
J. Gossett

B.S	H.I	F.S	Elev.
10.61	100.00		89.39
		11.14	88.86
		5.15	94.85
		5.01	94.99



at tile

100' down stream top is
18' wide
Distance from end of tile to
bridge is 400' ±

Flow line of tile at end of tile
bottom of ditch 100' down stream
Top of bank 100' down stream
Bridge floor

Hendricks Co. Highway Dept.

Road Ditch along North line Section 19-15-2E.

Beginning 345' W. of N.E. cor. of Sec. 19 & running W.

21 June 1949

J. Gossett
E. Randolph

Sta.	B.S.	H.I.	F.S. Stake	F.S. S. Ditch	F.S. Berm S. side	F.S. N. Ditch	Elev. stake	Elev. S. Ditch	Elev. S Berm	Elev. N. Ditch
0+0		100.00	5.05	6.50	5.9	7.10	94.95	93.50	94.10	92.90
1			4.75	5.95	5.6	7.40	95.25	94.05	94.40	92.60
2			5.40	6.20	5.8	6.70	94.60	93.80	94.20	93.30
3			5.35	6.25	5.9	6.30	94.65	93.75	94.10	93.70
4			5.55	6.60	5.9	5.80	94.45	93.40	94.10	94.20
5			5.05	6.50	5.6	5.45	94.95	93.50	94.40	94.55
6			4.05	5.70	5.0	4.80	95.95	94.30	95.00	95.20
6+57				6.05				93.05		
7 B.M.#1			4.27		4.9	4.70	95.73	N.W. cor. con. walk	95.10	95.30
7+85				7.10				92.90		
8			5.30	6.75	5.5	6.25	94.70	93.25	94.50	93.75
9			5.50	7.00	6.1	6.75	94.50	93.00	93.90	93.25

Sta.	B.S.	H.I.	F.S. StaKe	F.S.S. Ditch	F.S. S. Berm	F.S. N. Ditch	Elev. StaKe	Elev.S. Ditch	Elev.S. Berm	Elev N Ditch
10			5.60	7.25	5.9	6.95	94.40	92.75	94.10	93.05
11			5.15	6.90	5.6	6.95	94.85	93.10	94.60	93.05
12 T.P.	3.11	100.00	5.34	7.45	6.1	7.35	94.66	92.55	93.90	92.65
13		97.77	3.90	5.70	4.2	5.30	93.87	92.07	93.57	92.47
14			3.40	5.65	4.3	5.45	94.37	92.12	93.47	92.32
15			3.55	5.85	4.2	5.55	94.22	91.92	93.57	92.22
16			4.10	6.05	4.7	5.90	93.67	91.72	93.07	91.87
17			5.15	6.40	5.2	6.15	92.62	91.37	92.57	91.62
18			5.40	6.60	5.3	6.40	92.37	91.17	92.47	91.37
19			5.40	6.50	5.3	6.65	92.37	91.27	92.47	91.12
20			5.35	6.85	5.6	6.85	92.42	90.92	91.27	90.92
21			5.10	7.15	5.6	7.50	92.67	90.62	91.27	90.27
22			5.45	6.95	5.7	7.80	92.32	90.82	92.07	89.97
23 TP	1.75	94.17	5.35	6.65	5.6	8.90	92.42	91.12	92.17	88.87
23+25						4.20				89.97
23+39						4.25				89.92
24			2.25	3.75	2.7	4.40	91.92	90.42	91.47	89.77
25			2.95	4.45	3.2	4.75	91.22	89.72	90.97	89.42
26			3.10	4.75	3.4	5.40	91.07	89.42	90.77	88.77
27			3.20	5.35	3.8	5.90	90.97	88.82	90.37	88.27
28			4.10	6.10	4.5	6.60	90.07	88.07	89.67	87.57
29			4.70	6.85	4.9	7.30	89.47	87.32	89.27	86.87
29+21				7.00				87.17		
29+39				7.00				87.17		

Sta.	B.S.	H.I.	F.S. Stake	F.S.S. Ditch	F.S.S Berm
30		94.17	4.95	7.20	6.0
31			6.40	8.40	7.3
32			8.10	10.00	8.9
33			10.00	11.55	10.4
T.P.	2.34	84.82	11.69		
34			2.34	4.15	2.4
35			4.40	5.25	3.9
36			5.70	7.25	5.6
36+16			5.70	7.75	

F.S.N. Ditch	Elev. Stake	Elev.S. Ditch	Elev. S.Berm	Elev. N.Ditch.
8.50	84.22	76.97	88.17	85.67
9.55	87.77	85.77	86.87	84.62
11.15	86.07	84.17	85.27	83.02
12.50	83.17	82.62	83.77	81.67
	82.48			
5.05	82.48	80.67	82.42	77.77
6.50	80.42	79.57	80.92	78.32
8.15	79.12	77.57	79.22	76.67
	79.12	77.07	S. end of Con. Pipe	
8.05				76.77
			N. end of Con. Pipe	

Hendricks County
Highway Depart.

Road Ditch along North
line Sec. 19-15-2E.
Beginning 550' W of NE cor. &
Running East.

J. Gossett
E. Randolph
W. Luce

Sta.	B.S.	H.I	F.S. Stake	F.S. Ditch	Elev. Stake	Elev Ditch
	3.16	98.89			95.73	
0+0			4.85	6.10	94.04	92.79
1			4.40	5.95	94.49	92.94
2			4.35	6.35	94.54	92.54
3			4.80	6.60	94.09	92.29
4			5.90	7.30	92.99	91.59
5			6.10	7.75	91.79	91.14
6			7.05	8.40	91.74	91.49
7			7.95	9.35	90.94	89.54
8 T.P.	1.63	92.41	8.11	9.35	90.78	89.54
9			1.80	3.15	90.61	89.26

Sta.	B.S	H.I	F.S. Stake	F.S. Ditch	Elev Stake	Elev. Ditch
10		92.41	2.40	3.95	90.41	88.46
11			3.30	5.00	89.11	87.41
12			4.05	5.60	88.36	86.81
13			4.70	6.20	87.71	86.21
14			5.65	7.25	86.76	85.16
15			6.05	7.30	86.36	85.11
16			5.40	7.15	87.01	85.26
17			6.40	8.05	86.01	84.36
18			7.25	8.75	85.16	83.66
19			8.95	10.40	83.46	82.01
20TP	1.22	83.95	9.68	10.95	82.73	81.46
21			1.90	3.55	82.05	80.40
22			2.95	4.35	81.00	79.60
23			3.90	5.25	80.05	78.70
24			4.85	6.30	79.10	77.65
25			5.80	7.00	78.15	76.95
26			6.80	7.90	77.15	76.05
27			7.60	9.00	76.35	74.95
28			8.45	9.60	75.50	74.45
29			9.15	10.65	74.80	73.30
30TP	1.96	75.23	10.68	12.35	73.27	71.60
31			3.40	5.20	71.83	70.03
32			4.45	5.70	70.78	69.53
33			6.05	8.00	69.18	67.23

Sta.	B.S.	H.I.	F.S. Stake	F.S. Ditch	Elev. Stake	Elev Ditch
34		75.23	7.85	9.30	67.38	65.93
35			9.30	10.85	65.93	64.38
36 T.P.	2.31	66.91	10.63	12.15	64.60	63.08
+13				4.35		62.53
+37				4.40		62.51
37			3.45	5.30	63.46	61.53
38			5.10	6.35	61.81	60.56
38+44				9.90		57.01
39			5.35	5.95	61.56	60.96
40			4.60	5.65	62.31	61.26

Public Service Co. of Indiana
Pt E½ 26-15-1E
(For boundary notes see bk. 220)
Aug 22, 1949 Stanley Shartle
Jim Gossett
Bill Casady
O. Duzan

Sta.	B.S.	H.I.	F.S.	EL.	
B.M. "G-3"	5.51	773.79		768.28	
A1			4.85	768.94	
B1			4.36	769.43	
C1			5.03	768.76	
D1			5.04	768.75	
E1			4.20	769.59	
F1			3.36	770.43	
G1	5.65	776.78	2.66	771.13	
H1			5.22	771.56	
I1			4.91	771.87	
J1			4.52	772.26	
K1			4.08	772.70	
L1			4.22	772.56	
M1	8.62	781.32	4.08	772.70	
N1			7.98	773.34	
O1			7.70	773.62	
P1			6.98	774.34	
Q1			5.60	775.72	(on stone) can see
R1			4.61	776.71	
S1			4.05	777.27	
T1			3.32	778.00	
U1			2.39	778.93	

Authority of sea level datum elevations:
Ind. State Highway Comm Bench Mark G-3.

P1	8.6	782.9		774.34	
P1+31' East			10.2	772.7	
P2			9.5	773.4	
P3			8.8	774.1	
P4			10.1	772.8	
P5			11.1	771.8	
P6			11.4	771.5	
P7			11.4	771.5	
P7+77' East			11.7	771.2	
Q2			9.2	773.7	
O2			10.4	772.5	
N2			10.9	772.0	
M2			11.8	771.1	
L2			13.1	769.8	
K2			12.6	770.3	In 9" corn (very difficult)

Sta.	B.S.	H.I.	F.S.	EL
J2			11.7	771.2
Q3			8.1	774.8
O3			9.3	773.6
N3			9.8	773.1
M3			11.3	771.6
L3			13.1	769.8
K3			14.4	768.5
J3			obstructed	
Q4			8.9	774.0
O4			10.4	772.5
N4			10.3	772.6
M4			11.4	771.5
L4			14.3	768.6
K4			14.8	768.1
J4			obstructed	
Q5			10.5	772.4
O5			11.1	771.8
N5			11.4	771.5
M5			11.3	771.6
L5			12.3	770.6
K5			13.3	769.6
J5			14.6	768.3
J6			13.9	769.0
K6			13.0	769.9

Sta.	B.S.	H.I.	F.S.	EL
L6			11.8	771.1
M6			10.8	772.1
N6			12.0	770.9
O6			11.1	771.8
Q6			10.1	772.8
Q7			10.5	772.4
O7			12.6	770.3
N7			12.0	770.9
M7			12.0	770.9
L7			12.8	770.1
K7			13.8	769.1
J7			14.4	768.5
J7+77' East			15.0	767.9
K7+77' "			14.2	768.7
L7+77' "			13.0	769.9
M7+77' "			12.6	770.3
N7+77' "			12.6	770.3
O7+77' "			13.0	769.9
Q7+77' "			10.9	772.0

23 Aug. 1949
Shartle-Gossett-Cassady-Duzan

Sta.	B.S.	H.I.	F.S.	EL.
B.M. "G 3"	5.45	773.7		768.28
A2			5.5	768.2
A3			5.3	768.4
B1	4.5	773.9		769.43
B2			5.5	768.4
B3			4.7	769.2
⊙	4.9	773.4	5.4	768.5
B4			6.1	767.3
B5			7.3	766.1
D1	4.7	773.4		768.75
C2			6.0	767.4
C3			6.2	767.2
C4			7.4	766.0
C5			8.3	765.1
C6			9.2	764.2
C7			9.8	763.6
C7+84' East			9.5	763.9
D2			6.6	766.8
D3			6.6	766.8
D4			7.4	766.0

Sta.	B.S.	H.I.	F.S.	EL.
D5			7.4	766.0
D6			7.8	765.6
D7			8.0	765.4
D7+84' East			8.0	765.4
E7+84' East			7.2	766.2
E7			6.8	766.6
E6			6.5	766.9
E5			5.8	767.6
E4			5.6	767.8
E3			5.1	768.3
E2			5.9	767.5
F2			5.0	768.4
F3			4.5	768.9
F4			4.9	768.5
F5			5.2	768.2
F6			6.4	767.0
F7			6.8	766.6
F7+			8.0	765.4
G7+			7.3	766.1
G7			7.7	765.7
G6			7.4	766.0
G5			6.8	766.6
G4			5.5	767.9
G3			3.4	770.0

Sta.	B.S.	H.I.	F.S.	EL.	
G2			4.1	769.3	
F1			3.0	770.4	For check
H1	3.7	775.3		771.56	
H2			4.9	770.4	
H3			5.8	769.5	
H4			7.9	767.4	
H5			8.6	766.7	
H6			8.2	767.1	
H7			8.3	767.0	
H7+			6.9	768.4	
I7+			6.9	768.4	
I7			7.0	768.3	
I6			7.4	767.9	
I5			8.1	767.2	
I4			7.5	767.8	
I3			6.4	768.9	
I2			5.0	770.3	
J3			6.3	769.0	
J4			7.1	768.2	

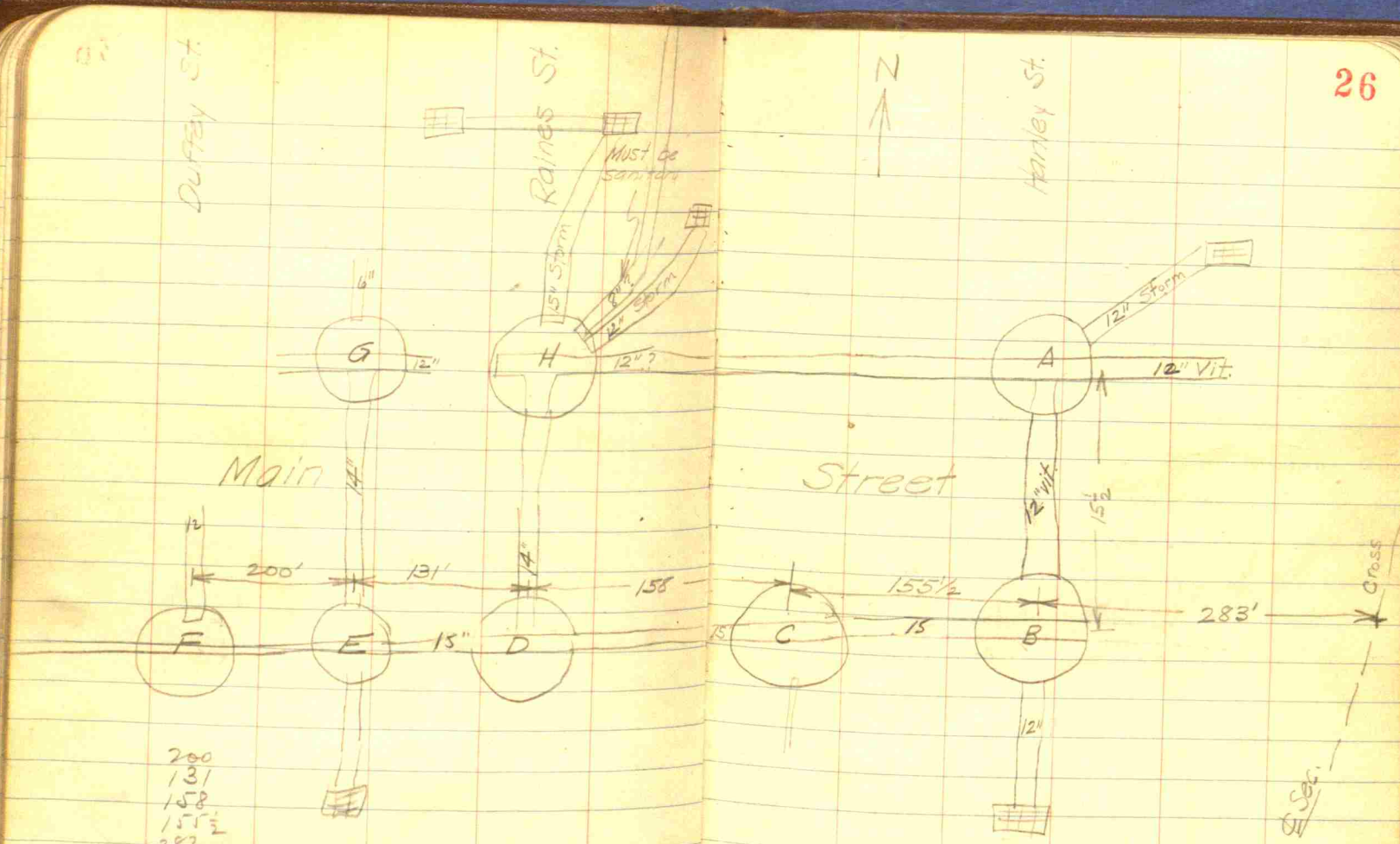
Sta.	B.S.	H.I.	F.S.	EL	
B.M. "E-3"	2.71	770.99		768.28	
1 @ ℄ N line			4.03	766.96	
2 "			4.03	766.96	
3 "			4.16	766.83	
4 "			4.30	766.69	
5 "			4.41	766.58	
6 "			4.54	766.45	
7 "			4.63	766.36	
7+			4.72	766.27	
			9.99	761.00	Flowline culvert
U1	6.34	785.27		778.93	
1 @ S. rail			4.47	780.80	
on S rail opposite switch lamp	3.44	784.94	3.77	781.50	
S rail opposite S. whistle sign 40± E of ℄ 414	4.97	784.69	5.22	779.72	
Temp. pole			6.70	778.0	
Y14			9.2	775.5	
X14			10.4	774.3	
W14			11.0	773.7	
V14			11.5	773.2	
U14			11.9	772.8	
T14			12.4	772.3	

Sta.	B.S.	H.I.	F.S.	EL
S14			12.9	771.8
R14			13.4	771.3
Q14			13.7	771.0
Q13			12.9	771.8
R13			12.4	772.3
S13			12.6	772.1
T13			12.0	772.7
U13			11.2	773.5
V13			10.8	773.9
W13			10.2	774.5
X13			9.6	775.1
Y13			9.4	775.3
Temp. pole	6.5	784.5		778.0
Q12			12.1	772.4
R12			12.4	772.1
S12			11.6	772.9
T12			11.3	773.2
U12			11.3	773.2
V12			11.0	773.5
W12			9.9	774.6
X12			8.8	775.7

Sta.	B.S.	H.I.	F.S.	EL
Q11			13.1	771.4
R11			12.6	771.9
S11			11.3	773.2
T11			10.5	774.0
U11			11.2	773.3
V11			10.7	773.8
W11			9.6	774.9
X11			12.3	772.2
Temp. pole	6.7	784.7		778.0
Q10			13.5	771.2
R10			13.0	771.7
S10			12.5	772.2
T10			11.9	772.8
U10			11.4	773.3
V10			10.8	773.9
W10			9.6	775.1
Q9			12.7	772.0
R9			12.8	771.9
S9			12.3	772.4
T9			11.6	773.1
U9			10.7	774.0

Sta.	B.S.	H.I.	F.S.	EL.
V9			9.8	774.9
W9			9.1	775.6
R1	5.2	781.9		776.71
R2			7.3	774.6
R3			7.0	774.9
R4			7.3	774.6
R5			9.0	772.9
R6			9.9	772.0
R7			8.6	773.3
R8			9.4	772.5
S8			8.6	773.3
S7			7.8	774.1
S6			9.4	772.5
S5			8.0	773.9
S4			7.3	774.6
S3			6.9	775.0
S2			6.8	775.1
T2			6.0	775.9
T3			6.2	775.7
T4			6.3	775.6
T5			6.5	775.4

Sta.	B.S.	H.I.	F.S.	EL.
T6			6.9	775.0
T7			6.9	775.0
T8			7.8	774.1
U8			6.4	775.5
U7			6.6	775.3
U6			7.1	774.8
U5			6.4	775.5
U4			5.6	776.3
U1	5.64	784.6		778.93
V4			7.7	776.9
V5			8.6	776.0
V6			9.7	774.9
V7			8.6	776.0
V8			8.5	776.1



200
131
158
155½
283
927½

For sanitary sewers:

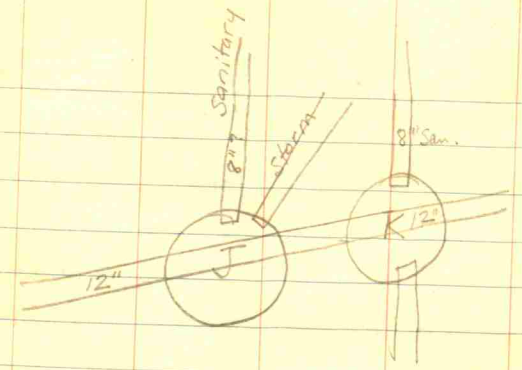
Sta.	B.S.	H.I.	F.S.	EL.
B.M. (6-3)	2.84	771.12		768.28
Rim of A			5.61	765.51
" " B			5.45	765.67
" " C			6.17	764.95
" " D			6.89	764.23
" " H			7.12	764.00
⊙	5.92	769.94	7.10	764.02
Rim of G			6.64	763.30
" " E			6.40	763.54
" " F			8.23	761.71
1			5.12	764.82
2			2.63	767.31
3			1.70	768.24
3+38			1.26	768.68
B.M.	3.81	773.70	0.05	769.89
4			5.10	768.60
5			5.64	768.06
6			6.08	767.62
Bottom J			13.33	760.37
7			5.86	767.84
8			4.67	769.03
9			5.30	768.40
Bottom K			11.97	761.73

F = 0+00 Run N in Duffey St.

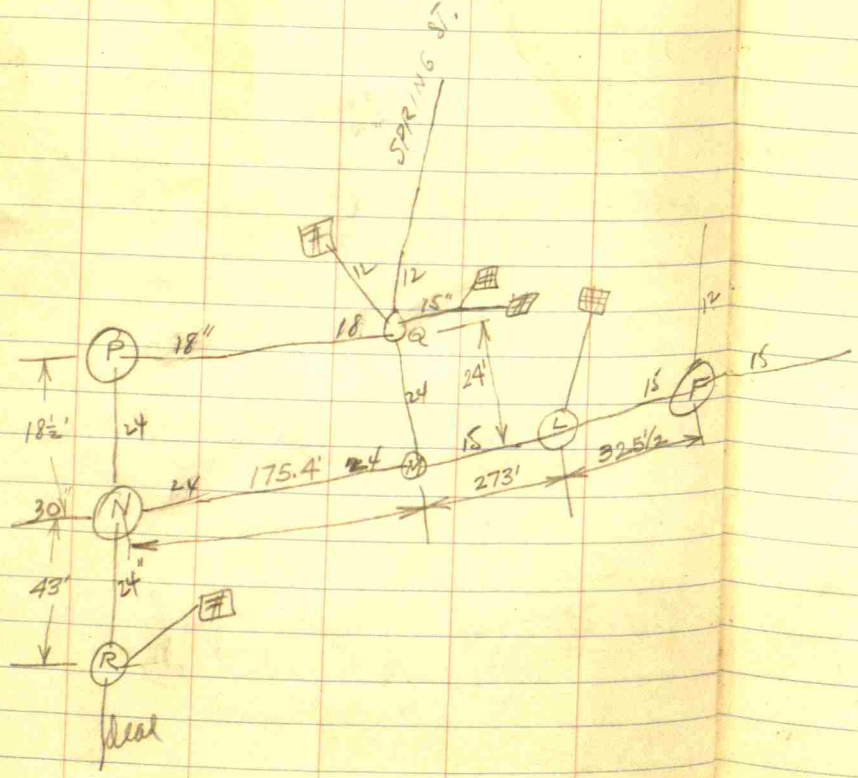
Run N68½E on S. Side Popular St.
E. butt on fire hydrant cor Popular & Duffey Sts.

6+82 - NE cor Popular & Pines St - Bottom M.H.

9+94 - NE cor Harley & Popular - Bottom M.H.



Mr. John W. Walker
1102 N. Lee.
R.I. 1481 Office
BR 5988 Res.



Sta.	B.S.	H.I.	F.S.	EL.	
10			5.84	767.86	
11			5.43	768.27	
12			5.30	768.40	
12+78			4.99	768.71	℄ Corr Rd.
⊙	5.03	773.74	4.99	768.71	
B.M.(G-3)			5.46	768.28	✓ O.K.

Manhole	EL. of rim	EL. of E+W sewer	EL. of NE. storm	EL of S. tile	EL. of N. tile
A	765.51	760.21	760.81	760.16	
B	765.67	759.53		759.72	758.87
C	764.95	758.76			
D	764.23	757.99			758.05
E	763.54	755.59		757.14	755.96
F	761.71	752.02			756.39
G	763.30	758.02		757.34	
H	764.00	758.94	759.28	758.84	759.76
J		760.37			
K		761.73			
L	749.76	740.68		742.81	742.64
M	737.19	731.11			731.37
N	733.25	727.29			
P	733.02	727.12			
Q	736.75	From N to W 730.85	732.30	731.41	NW storm 732.95
R	732.93				

Sta.	B.S.	H.I.	F.S.	EL.	
B.M. (6-3)	5.31	773.59		768.28	
0+0			4.29	769.30	℄ Conn Rd. at ℄ 1st alley N of Rd 40 - Thence SW.
1			4.31	769.28	
1+48			4.29	769.30	+ alleys
2			4.48	769.11	
3			4.76	768.83	
3+03.5			4.70	768.89	℄ Hanby St.
4			5.59	768.00	
4+59.5			6.30	767.29	+ alleys
5			6.43	767.16	
6			7.50	766.09	
6+15.6			7.50	766.09	℄ Reina St. Turn South
⊙	3.43	769.52	7.50	766.09	
7			3.85	765.67	
8			5.53	763.99	In Rd 40
Rim of F	1.24	762.95		761.71	
⊙	0.37	752.25	11.07	751.88	
Rim of L			2.49	749.76	
⊙	0.88	741.13	12.00	740.25	
Rim of M			3.94	737.19	
Rim of Q			4.38	736.75	

Sta	B.S.	H.I.	F.S.	EL
Rim of N			7.88	733.25
Rim of P			8.11	733.02
Rim of R			8.20	732.93
B.M.(G-3)	3.98	772.26		768.28
0			5.39	766.89
1			5.70	766.56
2			6.17	766.09
B.M.(G-3)	4.41	772.69		768.28
0+89			5.47	767.22
1+07			5.39	767.30
2			5.12	767.57
3			6.02	766.67
4			5.23	767.46
5			4.52	768.17
6			3.49	769.20
1			3.25	769.44
0	5.89	777.12	1.46	771.23

On Cross intersec. ℄ Sec. 26 - Thence S68½°W in Rd #40

Oct. 9, 1949 Shartle π
Claypool & Gossett - chain & rod.

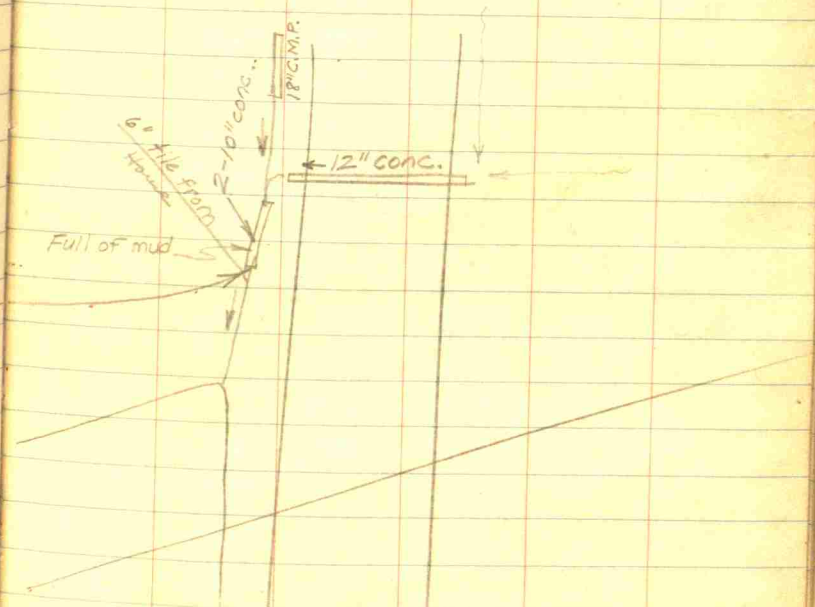
0+00 @ B.M. (Thence N & E ditch of Carr Rd.)
S end 8" V.P.
N " " "

S	Sta.	B.S.	H.I.	F.S.	El.	
Rin	8			7.20	769.92	
Rin	9			7.15	769.97	
Rin	+36			7.36	769.76	
	+37			5.35	771.77	
	+46			6.20	770.92	
	+47			7.40	769.72	
	10			7.20	769.92	
B.M	11			6.95	770.17	
	12			6.95	770.17	
	+23			8.09	769.03	E. end 24" C.M.P. under highway } flows E
	+23			7.54	769.58	W " 20" " " " " " }
	13			6.35	770.77	
	14			5.75	771.37	
	15			5.50	771.62	
B.M	16			4.70	772.42	
0+	⊙	8.92	784.05	1.99	775.13	
1+	17			10.00	774.05	
	+90			8.60	775.45	
	18			8.20	775.85	
	+31			8.30	775.75	
	+32			8.75	775.30	
	19			8.75	775.30	
	20			7.88	776.17	
	+47			7.05	777.00	End of ditch
	+50			5.60	778.45	

Sta.	B.S.	H.I.	F.S.	E.L.	
R.P. 21			5.77	778.28	
R.P. +31			4.86	779.19	
R.P. +36			5.87	779.18	
+36			7.55	776.50	Flowline E end 8" V.P. under road (tile filled up)
+36			6.12	777.93	R.R. ditch on W. side of road.
+42			4.86	779.19	
+55			3.23	780.82	S rail
+57½			3.87	780.18	
B.M. +60			3.24	780.81	N rail
+66			5.06	778.99	
+72			5.06	778.99	
+75			7.81	776.24	Flowline E end 18" conc tile under road } has dirt in
+75			8.39	775.66	" W " " V.P. " " } bottom
+75	Turn E and run NE in ℄				N ditch of R.R. (Road ditch comes from N @ this point)
22			6.31	777.74	
B.M. 23			6.90	777.13	
0+ 24			6.80	777.25	
1+ 25			6.80	777.25	
⊙	2.00	783.02	3.03	781.02	
26			5.30	777.72	
27			5.32	777.70	
28			6.18	776.84	
29			6.53	776.49	
30			6.53	776.49	
31			6.80	776.22	

	Sta.	B.S.	H.I.	F.S.	EL.	
Rl	32			7.15	775.87	
Rl	+50					Open ditch from N
Rl	33			7.52	775.50	
	34			7.80	775.22	
	35			7.50	775.52	
	⊙	1.89	781.38	3.53	779.49	
				1.61	779.77	On S. rail opposite S whistle sign
B.l	36			6.20	775.18	
	37			6.50	774.88	
	38			6.50	774.88	
	+12			6.83	774.55	wet spot
	39			7.00	774.38	
	40			7.26	774.12	
	41			7.70	773.68	
B.l	42			7.50	773.88	
O-	43			7.60	773.78	
I-	⊙	1.72	779.27	3.83	777.55	
	+40					Small channel from N.
	44			5.50	773.77	
	45			6.38	772.89	
	46			7.22	772.05	
	+05			7.60	771.67	Open ditch from N.
	47			8.40	770.87	

Sta.	B.S.	H.I.	F.S.	El.	
48			8.95	770.32	
49			9.95	769.32	
+10	Turn S on W side of road — road				ditch comes in from N (driveway over road ditch about 40' N of 49+10 has 2-10" conc. tile + one 6" tile from house)
+10			10.49	768.78	
+12			11.40	767.87	Flowline Conc sewer under R.R. (N. end) Size 48"
+37			11.38	767.89	" " " " (S. end) " "
B.M. #2			3.71	775.56	NE cor top conc. cor. p.t. 6' Rt Sta 49+80
50			11.25	768.02	



Sta.	B.S.	H.I.	F.S.		
50+68			12.36	766.91	flowline
+68			11.50	767.77	
51			11.72	767.55	
⊙	4.95	775.99	8.23	771.04	
+64			8.27	767.72	
+66			8.27	767.72	
+66			8.39	767.60	
52			8.90	767.09	
53			8.90	767.09	
54			9.10	766.89	

6" F.T. from W completely buried.
Open ditch

8" F.T. from NW
4" F.T. from W
Open ditch

Oct. 13, 1949 Shartle-Gossett-Claypool

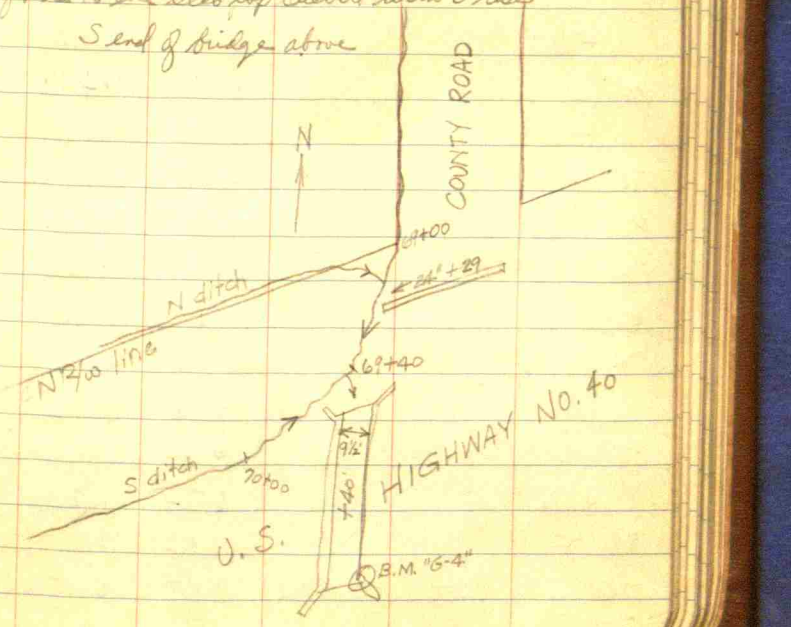
B.M. #2	0.84	776.40		775.56
55			10.55	765.85
⊙	2.51	773.27	5.64	770.76
56			8.20	765.07
57			7.97	765.30
58			8.44	764.83
59			8.40	764.87
60			9.25	764.02
61			9.60	763.67
B.M. #3	4.16	770.10	7.33	765.94
+52			7.00	763.10
+52			6.50	763.60

On top of wit. stone NE of 6½ mi stone 26-15-1E
6" tile from (weathered broken and in bad condition)
in open ditch

Sta.	B.S.	H.I.	F.S.	EL.
62			6.90	763.20
63			7.80	762.30
64			8.00	762.10
65			8.72	761.38
66			9.10	761.00
67			9.70	760.40
68			10.00	760.10
⊙	5.05	767.74	7.41	762.69
69			8.62	759.12
+29			8.97	758.77
+40			8.90	758.84
+40			8.90	758.84
B.M. "G-4"			4.79	762.95

Sta.	B.S.	H.I.	F.S. S. ditch	F.S. N. ditch	EL S. ditch	EL N. ditch
70			6.67	7.30	761.07	760.44
71			6.15	6.80	761.59	760.94
72			5.80	6.50	761.94	761.24
73			5.70	6.40	762.04	761.34
74			5.25	6.30	762.49	761.44
⊙	4.80	769.01	3.53		764.21	
75			6.45	7.30	762.56	761.71
76			6.20	6.90	762.81	762.11
77			6.05	6.60	762.96	762.41
78			6.00	6.60	763.01	762.41

in line with fence W for N & U.S. Highway No. 40
W end of 24" conc. tile underroad from NE
10' left is N end slab top culvert with 3' rise
S end of bridge above



Sta	B.S.	H.I.	S. ditch F.S.	N. ditch F.S.	EL S. ditch	EL N. ditch
79			5.90	6.05	763.11	762.96
+07			6.10		762.91	
+10				6.47		
+28			5.96		763.05	
+29				6.19		

762.54 E end 12" cone tile on S ditch under drive
E end 12" V.T. on N ditch under drive
W end 12" conc. tile S ditch
762.82 W " 12" V.T. N ditch (N ditch terminates here)

Sta.	B.S.	H.I.	F.S.	EL.
80			6.00	763.01
81			5.35	763.66
82			4.80	764.21
⊙	4.13	769.59	3.55	765.46
83			5.05	764.54
+25			4.55	765.04
84			5.50	764.09
+32			6.40	763.19
B.M.#4			3.47	766.12
85			6.50	763.09
86			7.08	762.51
+03			7.28	762.31
+17			7.20	762.39
+75			6.98	762.61
+80			7.38	762.21
87+00			7.44	762.15
+96			6.75	762.84
88			7.12	762.47
⊙	6.27	770.83	5.03	764.56

On drive at ± W/2 SE¼ Sec. 26-15-1E

Open ditch from N
On top of fire hydrant near 84+00

E end wooden bridge (no floor)
W " " " " "
E 8" F.T. from N. " conc. box culvert 3'x2'
W " " " " " (for flowline of ditch & culvert)
6" F.T. from N about ½ full of mud

On top R/W mon't

Sta.	B.S.	H.I	F.S.	El.
7+	4.18	770.5		766.3
C 8			5.92	764.6
D 8			5,15	765.3
D 9			7.06	763.4
D 9+			6.52	764.0
7+	4.72	771.02		766.3
E 8			5.82	765.2
E 9			6.85	764.1
E 9+			5.40	765.6
F 8			6.26	764.7
F 9			6.00	765.0
F 9+			5.36	765.6
G 8			5.09	765.9
G 9			4.64	766.4
G 9+			4.86	766.1
H 8			2.97	768.0
H 9			4.26	766.7
H 9+			4.08	766.9
I 8			3.40	767.6
I 9			4.16	766.8
I 9+			4.31	766.7
J 8			3.58	767.4

Cen line N. lane U.S. #40

℄ N. lane U.S. #40

Sta	B.S.	HI	FS	Ele
J 9		771.02	4.37	766.6
J 9+			4.35	766.6
⊙	5.19	774.20	2.01	769.01
K 8			6.15	767.7
K 9			6.59	767.6
K 9+			6.41	767.8
L 8			4.41	769.8
L 9			5.21	769.0
L 9+			5.57	768.6
M 8			4.27	769.9
M 9			5.49	768.7
M 9+			6.77	767.4
N 8			4.72	769.5
N 9			5.10	769.1
N 9+			4.36	769.8

Sta.	B.S.	H.I.	F.S.	Ele.
O 8		774.20	4.10	770.1
O 9			4.30	769.9
O 9+			4.40	769.8
P 8			2.93	771.3
P 9			2.71	771.5
P 9+			3.08	771.1
Q 8			2.10	772.1
Q 9			2.27	771.9
Q 9+			2.45	771.7
O	2.17	770.24	6.13	768.07
			3.94	766.30

Levels along cen. line U.S. #40

Sta	B.S.	H.I.	F.S.	Ele.
7+	3.4	769.7		766.3
8			3.4	766.3
9			3.5	766.2
9+			3.6	766.1

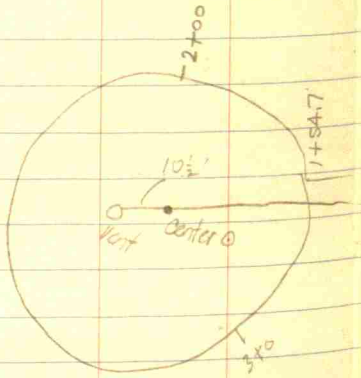
℄ U.S. #40

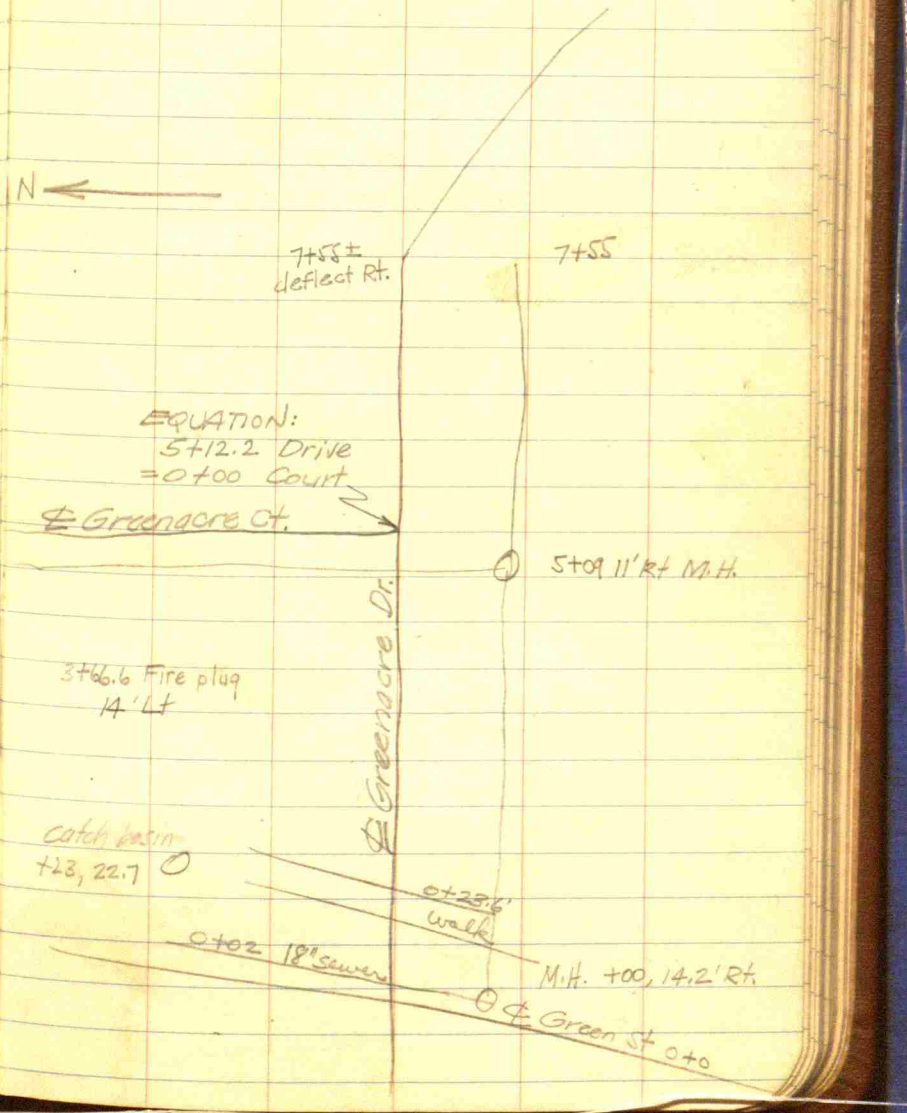
Levels along Penn. Railroad
North of Guest property.

Sta.	B.S.	H.I.	F.S.	Ele.	Remarks
B.M.#2	3.32.	778.88		775.56	BM#2 NE cor. conc. cor. post
			2.44	776.44	South rail @ ℄ of County road (East side of Guest property)
	1.65	781.42		779.77	on S. rail opposite S. whistle sign
			3.00	778.42	on S. rail app. Sta 41+50± page 34)
			1.53	779.89	on S. rail opposite Guest NW cor.

Walter C. Reyniersen's
GREEN ACRES
Brownsburg.

Oct. 10, 1949. Shartle
Gossett
Claypool





GREENACRE DR.

Sta.	B.S.	H.I.	F.S.	EL.	
B.M.	9.53	100.00		90.47	NE cor. top catch basin NE cor Green & Greenacre Dr.
0+00			14.18	85.82	flowline 18" sanitary sewer in Green St.
0			7.88	92.12	℄ Green St.
T23.6			8.74	91.26	
1			7.17	92.83	
2			5.31	94.69	
3			3.64	96.36	
+66.6			1.39	98.61	Top fire hydrant
4			2.62	97.38	
5			2.00	98.00	
+09			9.76	90.24	Man hole 11' Rt.
+12.2			1.95	98.05	℄ of "T" streets.
⊙	4.97	102.94	2.03	97.97	on S edge rim of man hole
6			3.87	99.07	
7			2.89	100.05	
8			1.97	100.97	
GREENACRE COURT					
1			5.18	97.76	
2			5.27	97.67	
3			5.28	97.66	

BILLY GILL
Topo Survey
SE¼ 4-15-1W
Feb. 1, 1950 Shortle
Gossett
Shafer

Iron pin ℄ N. Salem Rd ℄ High St.
Wit. by:
SE cor brick found house NW 75.15'
Old wood cor post NE 27.74'
Tele pole SE 52.27'

Thence S66°40'W 301' to topo. sta.
on hill 50' NW of top.
From above, I took the following
stadia work to ravine where
street is to be:

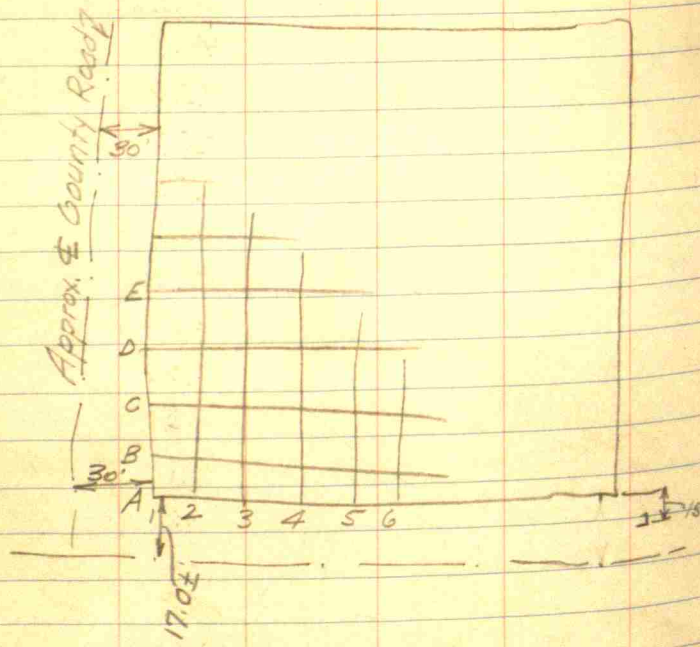
66°23'
17
6640

N	33°04'	E	231'	S fence Rd
N	19°56	E	187'	
N	0°34'	E	154	
N	25°43'	W	142'	
N	52°58'	W	123'	
N	78°46'	W	138'	
S	81°12'	W	167'	
S	59°52'	W	203'	
S	42°41'	W	303'	@ Fence 100' E of S.R. # 39'

Public Service Co. of Ind.
Staunton Substation
Brazil, Indiana
Pt. SW4 SW4 13-12-7W

Shartle
Gossett
Shafer

May 27, 1950



Sta.	B.S.	H.I.	F.S.	EL.	54
B.M.#1	2.17	100.00		97.83	top R.R rail cor. post NW cor + roads
B.M.#2			7.50	92.50	
N1 ℄ Rd				91.3	
N1				92.4	
N2				91.6	
N3				91.1	
N4				91.8	
N5				92.0	
N6				92.8	
N7				94.2	
N8				95.1	
N9				95.2	
N10				95.3	
N11				95.2	
N12				94.4	
N13				94.3	
M1 ℄ Rd				91.7	
M1				92.5	
M2				92.0	
M3				91.9	
M4				92.1	
M5				92.5	
M6				93.7	
M7				94.7	
M8				95.5	

Sta.	EL.
M9	95.9
M10	96.0
M11	95.8
M12	95.7
M13	95.6
L1 & Rd	91.9
L1	92.4
L2	92.4
L3	92.4
L4	92.6
L5	93.3
L6	94.1
L7	95.0
L8	95.5
L9	95.8
L10	95.9
L11	96.1
L12	95.6
L13	95.7
K1 & Rd	92.4
K1	92.8
K2	92.7
K3	92.5
K4	92.9

Sta.	EL
K5	93.7
K6	94.6
K7	95.4
K8	95.8
K9	95.7
K10	95.9
K11	96.0
K12	95.3
K13	95.5
J1 & Rd	92.9
J1	92.8
J2	92.6
J3	92.8
J4	93.3
J5	94.2
J6	95.0
J7	95.5
J8	95.4
J9	95.1
J10	95.7
J11	95.6
J12	95.7
J13	95.3

Sta.	EL.
I1 & Rd	93.2
I1	93.3
I2	92.9
I3	93.6
I4	94.3
I5	95.0
I6	95.7
I7	95.8
I8	96.0
I9	95.8
I10	95.9
I11	95.5
I12	95.4
I13	95.1
H1 & Rd	93.4
H1	93.2
H2	92.9
H3	93.6
H4	94.2
H5	95.2
H6	95.8
H7	95.9
H8	96.1

Sta.	EL.
H9	96.0
H10	95.7
H11	95.5
H12	95.6
H13	94.8
G1 & Rd	93.4
G1	93.6
G2	93.5
G3	94.0
G4	94.9
G5	95.4
G6	96.0
G7	96.0
G8	96.0
G9	96.0
G10	95.6
G11	95.6
G12	95.4
G13	95.0
F1 & Rd	93.6
F1	93.7
F2	94.1
F3	94.4

Sta.	EL.
F4	95.0
F5	95.6
F6	95.9
F7	96.2
F8	96.1
F9	95.8
F10	95.5
F11	95.6
F12	95.4
F13	95.0
E1&Rd	93.9
E1	93.7
E2	93.7
E3	93.8
E4	94.6
E5	95.5
E6	96.2
E7	96.1
E8	96.2
E9	95.7
E10	95.6
E11	95.4
E12	95.5
E13	95.1

Sta.	EL.
D1&Rd.	93.8
D1	94.0
D2	94.2
D3	94.3
D4	94.8
D5	95.4
D6	95.6
D7	95.9
D8	95.9
D9	95.5
D10	95.5
D11	95.4
D12	95.2
D13	95.0
C1&Rd.	94.0
C1	94.0
C2	94.0
C3	94.3
C4	94.9
C5	95.1
C6	95.7
C7	96.1
C8	96.1
C9	95.6

Sta.	EL.
C10	95.4
C11	95.4
C12	95.2
C13	95.0
B1&Rd	94.2
B1	94.0
B2	94.1
B3	94.4
B4	94.5
B5	95.3
B6	95.7
B7	95.9
B8	95.9
B9	95.8
B10	95.7
B11	95.6
B12	95.4
B13	94.8
A1&Rd	94.4
A1	94.4
A2	93.7
A3	94.6
A4	94.9
A5	95.3

Sta	EL.
A6	95.7
A7	96.1
A8	96.0
A9	96.0
A10	95.8
A11	95.6
A12	95.2
A13	94.8
A1&Rd.S	94.4
A2 "	94.3
A3 "	94.5
A4 "	94.9
A5 "	95.3
A6 "	95.7
A7 "	96.1
A8 "	96.3
A9 "	96.1
A10 "	95.9
A11 "	95.6
A12 "	95.2
A13 "	94.8

Lee Sadler

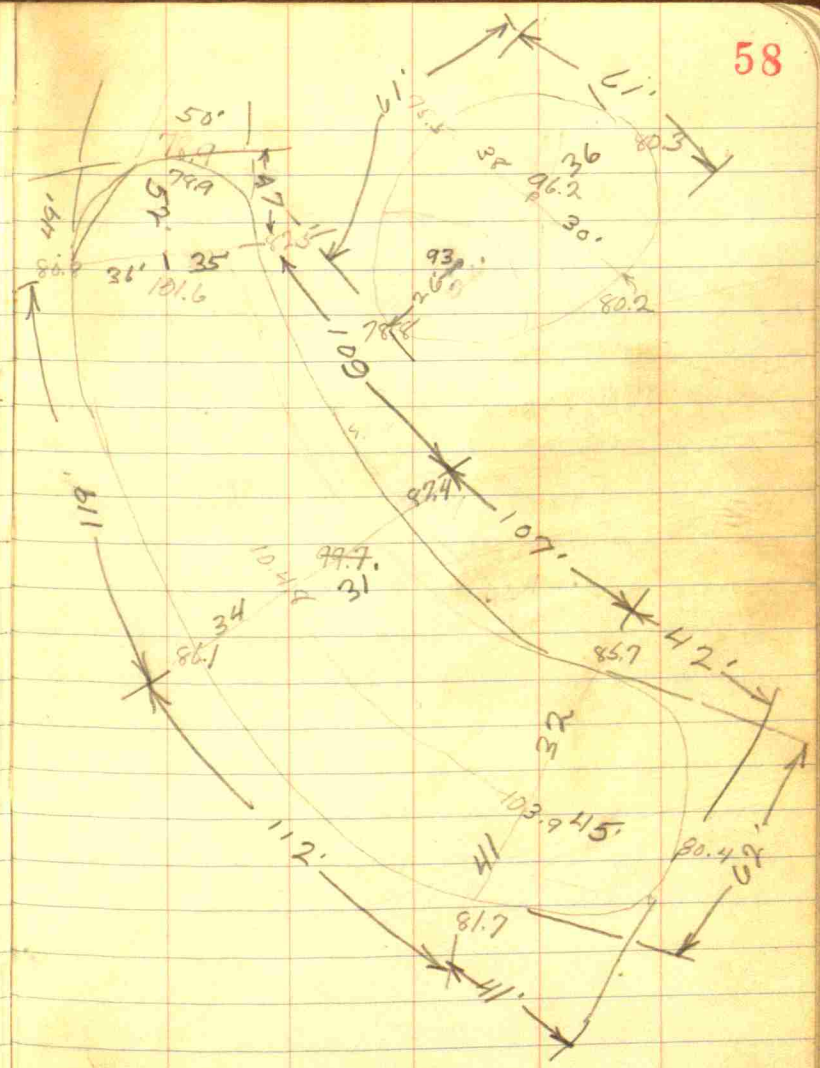
Gravel Pile SW of
Thorntown, Ind. on
Caldwell farm

25 July 1950

Gossett
Shafer

Estimated yardage

5100 cu yds large pile
500 " " small pile
5600 " " total



Earl Cox
Levels for basement
drains
Bk. 1 Davis & Duckworths Add, N. Salem.
24 Feb. 1951 Gossett
Shafer

Sta.	B.S.	H.I.	F.S.	Ele	Remarks
B.M.	3.0	100.0		97.0	SE cor. bottom step @ end of walk (in rear of Studley's)
			3.45	96.55	basement floor in W. house drain is about 1' lower. (Fred Smith)
			4.2	95.8	basement floor in Middle house (Studley)
			11.5	88.5	basement floor in Anna Clay's house
			15.3	84.7	drain bottom in Cox's house
			13.6	86.4	floor level in Cox's house
	1.80	98.80	3.0	97.0	BM #1
			5.0	93.8	floor level } (Henry Clay's)
			5.75	93.05	drain level }
			6.6	92.2	tile flow line back Henry Clay's house
T.P.	4.08	92.56	10.32	88.48	
			10.3	82.26	ditch bottom 12'± S. of culvert

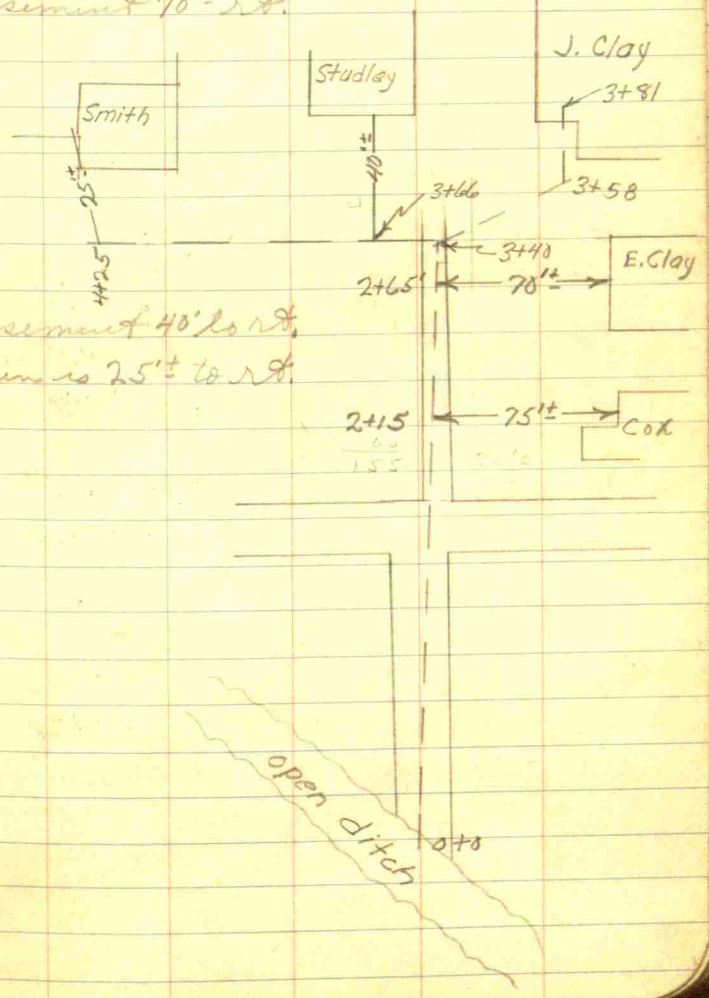
Measured N. from ditch along alley

@ 2+15 Cox's house
@ 2+65 E. Clay's house
@ 3+40 split E & W to connect to J. Clays, Studleys & Smiths
@ 3+58 tile back of J. Clays
@ 3+81 drain in J. Clays house

West from 3+40

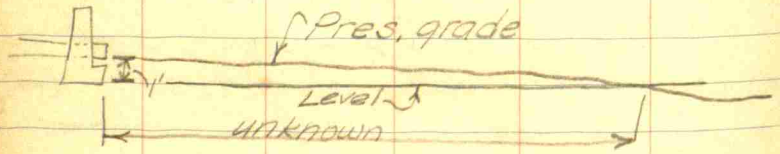
@ 3+66 Studleys house
@ 4+25 Smiths house

B.M.	2.91	99.91		97.00	
Stk. 1			6.07	93.84	
Stk. 2			6.13	93.78	
Stk. 3			4.52	95.39	
			9.75	90.16	Flowline drywell
			6.65	93.26	basement floor
			7.95	91.96	" drain
			8.54	91.37	road H&o



Nash Ditch repair

Feb. 26, 1951 I went with Lee Sadler & Harry Ball to old headwall & walk downstream about 1000'. I promised Lee I would find out how far downstream is present channel 1.0' lower than flowline end of 24" C.M.P. @ Hdwl.



March 6, 1951 – Skarth – Sowell – Shafer

B.S.	H.I.	F.S.	EL.	Star.
11.76	100.00		88.24	Flowline 24" CMP @ Hdw
		3.50		NE cor. Abut. Hdwl
10.02	106.66	3.36	96.64	NW. " "
0.99	99.11 87.24 11.87	8.54	98.12	⊙

April 16, 1951 – Jim & I inspected repair. Open part has been cleaned for several hundred feet and is working well. 1939 Hdwl. has been removed & about 150' or 200' of tile drain converted to open channel. New Hdwl not yet started. Four holes have been open & closed on Hufford farm, one of which is only partly filled with dirt. Four holes are opened on Henning farm but I could see not repair accomplished yet. water velocity estimated at 2' per sec. in tile. Eastern-most hole is at Hennings lane where machine is standing. Contractor not working this morning.

April 26, 1951 No one working this morning. First three holes E. of Avon Rd. have been closed. All tile have been removed from hole at Hennings lane. Machine is standing at 3rd hole.

April 30, 1951. Afternoon. Met Harry & Mr. Henning at hole in lane on Henning farm where they were placing 22" tile. Four pieces were placed while I was there. The tile is not made true and some of the joints were nearly 1" wide and Mr. Henning complained of this. Tile was placed true to grade & could not be shifted so as to close the joint.

I recommended that they cover these open joints with rough gravel so as to prevent soil from entering ditch. Some 60 or 70' of this hole remained to be tiled at this time. The bucket of the machine opened the old Tuckson ditch at one point & a stream of water ran out of it for 30 minutes and was still trickling out when I left. Another hole 15 or 20 rods NE of this hole has been repaired & backfilled. The mesh tile is flowing about ½ full and makes repair difficult. Some mud is washing into the tile where repairs are being made.

May 14, 1951 11 A.M. No one working. Machine standing near where Mod. is to be placed. Hole in Henning lane is mostly backfilled but there is one place 5' deep yet and is partly filled with tin cans and bottles. Other parts of the fill is about 12 to 18" higher than surrounding ground. A 6" vit. tile protrudes upwards from the tile ditch for a vent, the top of which is grated & is about 1' higher than surrounding ground. This area is still unfit for cultivation. Henning has plowed a 15' strip around the field but has avoided this filled area. One other hole SW toward the road is too rough & filled with pieces of broken tile in the backfilled soil & cannot be plowed yet.

Sept. 1, 1951 11 A.M. Inspected conc. Mod. erected by Geo. R. Harvey & Son for Sadler. About 2" of water running out.

Jan. 18, 1952 Spent all afternoon on the ditch. I found the open part in good condition as well as the headwalls. About 4" water coming out of tile. Walked upstream from headwall thru Hufford place. Found no sink holes. Entered Henning farm and found no holes to the land where I met Henning. He pointed out a hole about 4" dia at E. end of the large repair. I listened for sound of running water but heard nothing. I told Henning that I doubted if the hole led to a flow in the new repair but if it does the hole may enlarge. I asked him to call me if that happened. In Henning back field is a large hole in which the tile has been repaired but backfilling incomplete. Henning says Sadler agreed to backfill this even tho it was not in the contract sanctioned by the court. Inspected but found no holes until I

reached the center of Monicas field where an inlet of conc. block const. has been built about 3' high. The joints were not pointed well and the structure not backfilled. Ceased because of heavy rainfall and mud.

Feb. 21, 1952 - Examined hole in Hennings lane and found it to be no larger than it was on Jan. 18 even tho there has been sufficient rainfall to enlarge it if a tile failure existed. I was able to probe the hole to a depth of 5'. No sound of running water. It appears that water has entered the ground at the hole and I assume this to be a natural occurance brought on by the water overflowing the undisturbed ground east of the repair and upon reaching the fresh backfill (which has the surface water obstructed) it penetrates rapidly to the tile. Henning appeared and advised that he thought the ditch at this point should be excavated at once. I told him that the hole had had ample opportunity to enlarge if serious trouble existed. He

pointed out the hole in his back field (not in the contract which has been referred to me) and said he believes there is trouble there. He thinks it should be repaired and I promised to transmit his message to Sadler.

Feb. 27, 1952 - Spent most of the morning on the ditch. I inspected the open section & headwall and found everything in good condition and working. I walked upstream from the headwall thru Heffords and found several sink holes in what I believe to be the old Truckssess tile. I did not find these on my inspection on Jan. 18, 1952. I examined the Nash Tile and Sadlers repairs and see no failures there. Hole in Hennings lane has not enlarged & is 6" dia. and I discount this as a failure. Found sink hole in Truckssess tile in Monica's field several rods S. of the new inlet. Sadlers new inlet is now backfilled & completed.

March 10, 1952 - Tried to inspect Hennings lane to see what effect the 2" inch rainfall had last nite but was turned back by high water overflowing the surface.

(continued on page 68)

Co. Hwy. Dept.
Campbell St. in Maple Grove Sub.

Sept. 18, 1951

Shartle
Shafer
Mason
Donovan

Sta.	B.S.	H.I.	F.S.	EL.	
0+00		100.00	8.14	91.86	flowline conc. culvert under U.S. #40
0+32			6.64	93.36	E end 12" conc. pipe
1+08			5.75	94.25	W end " " "
1+39			5.49	94.51	E " " " "
1+94			5.69	94.31	N " " " "
2+00 stk			3.95	96.05	
2+00 Gr.			4.39	95.61	
2+18			4.29	95.71	turn
3 stk.			4.42	95.58	
3 Gr.			4.85	95.15	
4 stk			3.44	96.56	
4 Gr			3.96	96.04	
5 stk			2.93	97.07	
5 Gr			3.25	96.75	
6 stk			2.50	97.50	
6 Gr			2.90	97.10	

Sta.	B.S.	H.I.	F.S.	EL.
⊙	5.06	102.56	2.50	97.50
7 Stk			6.03	96.53
7 Gr.			6.31	96.25
8 Stk.			4.02	98.54
8 Gr.			5.65	96.91
9 Stk			4.35	98.21
9 Gr.			5.64	96.92
10 Stk.			4.02	98.54
10 Gr.			5.48	97.08
11 Stk			4.26	98.30
11 Gr			5.55	97.01
12 Stk			3.30	99.26
12 Gr			4.95	97.61
13+10 Stk			3.52	99.04
13+10 Gr			4.90	97.66
14 Stk			3.36	99.20
14 Gr			4.42	98.14

side ditch in place 7+50 to 14+25

Nash Ditch – continued

Mar. 13, 1952 – High water of Monday morning having subsided I examined the repair in Hennings lane and found that it has enlarged only slightly but has developed into regular inlet for surface water but does not indicate a failure in the repair. The tile at its outlet is flowing less than ½ full. The overflow did not materially increase the washes found in Hoffords fence.