

Manual for
CORNER STONE SEARCH
in Hendricks County, Indiana,

An Aid to the Implementation of the
Perpetual Corner Records Act of 1965

By

STANLEY M. SHARTLE

REGISTERED PROFESSIONAL ENGINEER
REGISTERED LAND SURVEYOR

David L. Gaston, P. L. S., *County Surveyor*

John D. Clampitt

Steven L. Ostermeier *County Commissioners*

Linda A. Palmer

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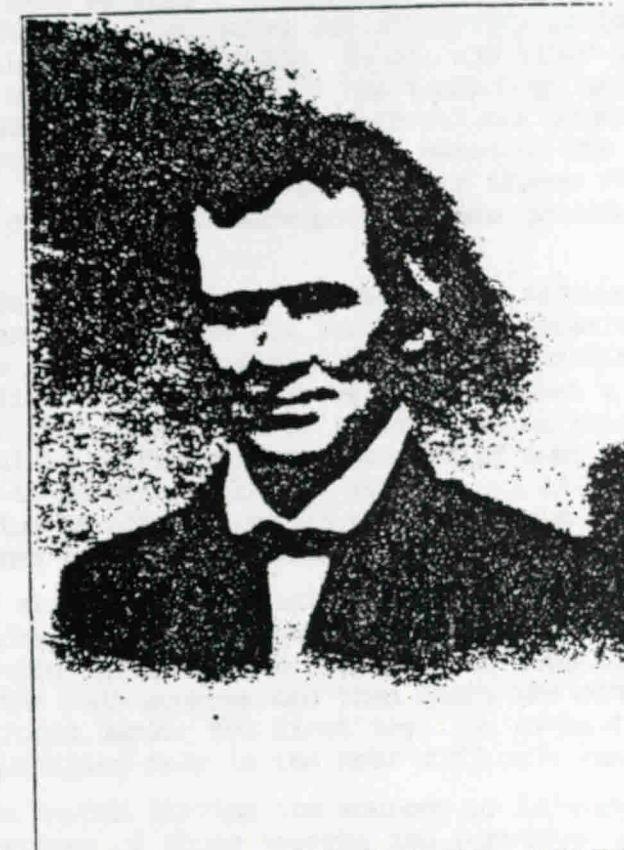
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CONTENTS

Portrait of Job Hadley	2
Preface	3
Brief History	5
Questions and Answers	9
Corner Record Books	14
Legal Survey Record Book.	16
Books A, B, and C and the Red Books and Brown Books	17
The Field Books and Their Indexes	21
Handwriting Aids to Surveyor Identification	42
Road Surveys	53
Three-Mile Road Map	57
Three-Mile Road Cards	66
Town Records	75
Chaining Calibration Factors	76
Additional Sources of Survey Information	80
Miscellany	82
The Ancient Road Cards	85



Joe Hardy

PREFACE

Some land surveyors do not seem to bother much with "following the footsteps of the original surveyor." They are credulous about beginning points. This Manual is written for the other kind of land surveyor — he who, in the course of his professional practice and with his superior knowledge, endeavors to act as an expert in the determination of boundaries.

There is very little instruction available on the subject of finding beginning points for land surveys. Recent improvements in metal detection instruments have practically eliminated the difficulty of locating buried iron pins, pipes, railroad spikes, nails, axles, and other such objects. There have also been some advancements in the technology and equipment required to detect underground stone monuments without probing or digging, but the purchase price is presently beyond the means of the ordinary land surveyor. Therefore, the finding of buried corner stones remains a very serious task for the conscientious surveyor and some procedural guidance is needed.

Before undertaking a search for a corner stone, information about it is essential — the more information the better. Its location must be known to within a few feet to minimize the labor of searching. Sometimes the approximate position is all that can be learned about a stone before the search commences. But usually other information is available. The purpose of this Manual is to describe the sources of such other information for corners situated in Hendricks County, Indiana. A little of the Manual's content may be of value in other counties as some of the records cited herein are standardized throughout Indiana by statute.

A glance at the size of this Manual may displease impatient surveyors or frighten those lacking courage. The reader is correct if he thinks checking out all the sources mentioned would be too time-consuming. He should canvass only the main sources and then check the other sources only if the stone is not found during the first try. An exhaustive search of all the records is justified only in the most difficult cases.

This Manual goes beyond listing the sources of information available. It compares the importance of those sources and furnishes clues about their interpretation and uses. The rest is left to the skill, judgment, and diligence of the surveyor. Some of the old corner stones have been removed so negative searches are inevitable. They are costly and perhaps disheartening but they reveal the true situation. Such searches are far better than not having searched at all. But many of the stones still exist and even a modest failure rate may indicate a lack of resoluteness or that something else is wrong.

Above all this Manual is not a textbook on how to conduct property surveys in Hendricks County or anyplace else. It explains only some first steps and will not even begin to make a land surveyor out of the reader. However, it does hope to teach these important things: (1) No land is ready for survey until after all the pertinent original monu-

ments have been looked for with unquestionable thoroughness; (2) how to find and identify original corner monuments; and (3) chaining calibration factors must be used when retracing surveys conducted prior to about 1920. A chaining calibration factor is a multiplier for correcting record distances to actual distances. Such factors are significant to this Manual because it is occasionally desirable to track an old survey in reverse to find a beginning monument.

While he was still County Surveyor and Engineer Mr. Richard A. Lewis commissioned me to write this Manual; otherwise, it never would have been produced. The reader owes much to his insight as to the problems of finding corner stones and for his pursuit of solutions to them. He realized such a Manual would aid the implementation of the Perpetual Corner Records Act of 1965 and that was his purpose. To County Commissioners Himself, Money, and Gentry we also owe a debt for approving the project, and to the Hendricks County Council for allowing the funds for it. The staff of the Surveyor's Office is thanked for making certain records available and, in particular, Mrs. Lucy Wynn for providing copies of some of that material and for other help. I am especially pleased to express my gratitude to Mr. Alton J. Huntsman, the present County Surveyor, for his support.

Some of the content of this Manual was acquired from people and records that are now gone so perhaps it is fortunate that these recollections are documented before they are lost forever. One of those sources was William Fletcher Franklin (County Surveyor 1899-1905) who, in 1936, noticed the writer's homemade transit and became interested in his corner stone investigations and other surveying activities. On long winter evenings Mr. Franklin explained to the writer how he and his predecessors conducted their surveys and expounded the best ways to retrace them. He gave textbooks from his library and, in 1937, the writer bought all of his old surveying instruments (and eventually bought his private survey records too). Later the writer became personally acquainted with Mr. John W. Trotter who first became the County Surveyor in 1886. Mr. Trotter offered encouragement too and in 1942, when the writer surveyed 95 acres for him, he was so pleased that he called the writer an expert.

Credit for knowledge acquired must also be given to Messrs. Robert W. Armstrong, G. Harold Cook, and George R. (Dick) Harvey for whom the writer worked from 1938 to 1942. Mr. L. M. Kirtley, drafting instructor, and Mr. Crawford Taylor, abstractor, were helpful in many ways. Much was learned from Mr. R. Major Franklin with whom the writer surveyed property for several years beginning near the end of World War II, and from Mr. S. Pasquinelli of the National Survey Service in Chicago where the writer surveyed for some time. Working on the engineering staff of the Indiana Toll Road Commission and being the chief right of way engineer for the Indiana State Highway Commission for a total of 21½ years gave the writer practical experience in every county of Indiana.

BRIEF HISTORY

The first land surveys in Hendricks County were conducted in 1819 by the federal surveyors who, for the next two years or so, laid out the congressional townships and subdivided them into sections. All the corners were marked with green wood posts set in the ground and from each of these two references called bearing trees were noted. Subsequently, local surveyors replaced the posts with native field stones, either by digging out the posts before they rotted away or by restoring the corner by remeasurement from the bearing trees. Where both the post and trees had disappeared the corner was restored by retracing the lines between known corners. The local surveyors mentioned were either county surveyors or surveyors in private practice (called "practical surveyors" in the early days). Some of the practical surveyors before 1838 were L.B. Wilson, John B. Hadley, James T. Downard, E.F. Robards, and James McAchran.

The task of subdividing the sections fell to the local surveyors, one of the first of whom was Joshua B. Hadley, county surveyor. On January 2, 1832, Robert Ragan was appointed county surveyor. He was succeeded by James M. Gregg, probably in 1835. Next was Eldred Huff. Job Hadley replaced him June 1845 and was the county surveyor until Eldred Huff was reinstated in 1852. During Hadley's term some of the field work was done by Deputy Moses B. Harvey. Huff served until 1854 when Francis M. Johnson took the office. Joseph H. Dennis was the next county surveyor and he served during 1857 and until November 1858. Cyrus Rogers defeated Dennis in the election of October 12, 1858, and made his first survey on November 15, 1858. Rogers served until late in 1866 at which time Deputy Homer C. Carpenter succeeded him. In November 1867 Job Hadley was again the county surveyor "after 16 years being out of the business." His first survey during this term of office was located in the West Half of the Northwest Quarter of Section 35, T.15 N., R.2 W. Joseph Addison Clark was elected to the position of surveyor in the fall of 1872 and he immediately appointed Job Hadley as his deputy "to fill his place while he teaches out a School at Danville." Clark was the surveyor until November 1882 when he ran for county clerk against John Kendall, grandfather of attorney John A. Kendall. Clark's defeat so displeased him that he removed permanently to Bingham County, Idaho Territory, where his descendants became federal judges, U.S. Senators, etc. Charles M. Griggs took office in November 1882 and when he resigned in April 1886, James I. Wills was appointed to fill his unexpired term. John W. Trotter served 1886-1890 and 1892-1898. Joshua Hunt 1890-1892.

The county surveyors of the Twentieth Century were:

William Fletcher Franklin...	1899-1900
William Fletcher Franklin...	1900-1902
William Fletcher Franklin...	1902-1904
William Fletcher Franklin...	1904-1905
John W. Figg.....	1905-1906
John W. Figg.....	1906-1908
John O. Kain.....	1908-1910
John O. Kain.....	1910-1912
Theodore W. Garrison.....	1912-1914
Theodore W. Garrison.....	1914-1917

Ray Whyte.....	1917-1917*
Jesse Paul Johnson.....	1918-1922
George R. Harvey.....	1922-1926
George R. Harvey.....	1926-1930
Carl Logan.....	1930-1934
G. Harold Cook.....	1934-1938
G. Harold Cook.....	1938-1942
George R. Harvey.....	1942-1943
R. Major Franklin.....	1943-1944
R. Major Franklin.....	1944-1946
R. Major Franklin.....	1946-1948
R. Major Franklin.....	1948-1950
Stanley M. Shartle.....	1950-1952
Stanley M. Shartle.....	1952-1954
Dean A. Stevens.....	1954-1955
Charles Heinig.....	1955-1960
Robert W. Armstrong.....	1960-1970
R. Major Franklin.....	1970-1978
Richard A. Lewis.....	1978-1979
Alton J. Huntsman.....	1979-

Some Posthumous Biographies

James M. Gregg, besides being the county's surveyor, was elected county clerk in 1836, prosecutor in 1847, state senator in 1848, common pleas judge in 1852, and state representative in 1862.

Job Hadley (1816-1895), self-sacrificing Friend and abolitionist and teacher of the black refugees in the military camp at Cairo, Illinois, was one of Hendricks County's most illustrious surveyors. He moved from North Carolina to Morgan County, Indiana, in 1839 where he married and taught school. He settled in Hendricks County in 1842 and farmed in Clay Township until he accumulated 240 acres. He remarried after the death of his first wife and finally acquired and moved to 295 acres in Union Township. By a serious accident his elbow was dislocated. He is buried at Hadley. A man who knew him personally told the writer many years ago that Hadley was a very smooth-faced person.

Moses B. Harvey was born in 1830 and moved to Kansas in 1861.

Joseph H. Dennis married September 27, 1854, Emily E. Carter.

Cyrus Rogers, realtor and surveyor, is buried in the Danville South Cemetery. While the quality of his surveying was seldom consistent with this example, it is remarkable that his stone at the northwest corner of the East Half of the Northwest Quarter of Section 28, T.15 N., R.1 E., is almost exactly on the straight line between the section corner stones and one fourth the distance - as nearly as the writer could ascertain with a Wild T-2 theodolite and an EDM instrument.

*Resigned to be commissioned first lieutenant in the U.S. Army, November 1917.

Joseph A. Clark, son of William and Louisa Clark of Tippecanoe County, Indiana, was born December 28, 1837; married Eunice Hadley and had several children. He was in the first graduating class of Earlham College which had only two students. The writer has had the pleasure of finding a number of Clark's boundary stones on the banks of the canal in Indianapolis and to retrace some of those old lines. Clark lived on the west side of the road about half a mile south of the town of Hadley before removing to Idaho Territory. Many of his descendants were eminent. Frank Church, presently U.S. senator from Idaho, is related to Clark's wife.

Charles M. Griggs of Pittsboro was a civil engineer and surveyor. He died August 14, 1895, aged 38, and is buried in the Danville East Cemetery.

James I. Wills lived in Clayton.

John W. Trotter, one of the truly great men of the county, was born October 15, 1861, son of James M. and Nancy E. Trotter. Space available here could not list his achievements except to be unmercifully brief and say that he was a gentleman, teacher, school principal at Lizton and Brownsburg, county surveyor and engineer, abstractor, practicing lawyer, lender, farmer and stock raiser, church leader, and realtor in several states including North Dakota and Texas. The writer was well acquainted with Mr. Trotter and went to visit him in the Odd Fellows Home at Greensburg about 1945 for the purpose of offering to buy his personal survey records. It was disappointing to learn that the records had been burned when he was moved from his home in Jamestown only a short time earlier.

Joshua Hunt, born December 10, 1855, was a son of Albert and Lucinda Haworth Hunt. He married September 9, 1886, Elva Hadley, daughter of Samuel. Lived in Clay Township.

William F. Franklin, to whom the writer owed so much for his surveying instruction in the 1930's, was a leading business man and citizen of Hendricks County. He was born February 17, 1869; died June 22, 1964. He graduated at Central Normal College in Danville and taught school six years before becoming county surveyor. He left the surveyor's office in 1905 but stayed in private practice until about World War I. Mr. Franklin's farming drew more attention, however, because of his fine livestock. He was an extension agent of Purdue for 20 years and was one of the organizers of a federation which became the Indiana Farm Bureau. He was president of the First National Bank of Danville 1930-1958; afterward was chairman of the board of directors.

John W. Figg was born December 13, 1859. He attended Central Normal College and graduated in 1901 at Terre Haute's State Normal School where he also took postgraduate work after serving as the Surveyor of Hendricks County for several years. He taught school in Putnam County and later was elected superintendent of schools in Hendricks County and finally was selected as superintendent of the Plainfield Schools. So far as we know he was the only county surveyor who earned the right to be called "professor."

John O. Kain, abstractor, lawyer, engineer, surveyor; married February 27, 1896, Luella, daughter of John Taylor. His terms in the surveyor's office marked the transition from old style surveying to the more modern and competent practices. Afterward, he moved to Indianapolis and worked as an engineer for the Indianapolis Street Railway Company. The writer's last information on him was in 1941 when he was a substation operator for the Indianapolis Power and Light Company.

Theodore W. Garrison was a very active surveyor despite his tall and weakly appearance. Like Kain, he was steadfast in his belief that the pertinent corner stones must be found before a survey can commence whether for property lines, roads, or bridges. He was interested in architecture though he had no opportunity to pursue it. After serving as county surveyor he worked many years for the Indiana State Highway Commission as did his deputy, Charles W. McClain. Garrison was a close personal friend of the Shartle family, though the writer never was fortunate enough to meet him. McClain and the writer worked in contact with each other at the State Highway central office. Garrison was born in 1875; died in 1929.

Ray Whyte's term of office was during World War I and after serving only a few months he resigned to join the army as a first lieutenant. The writer knew him personally, not as a surveyor but as one of the business and community leaders of Fort Lauderdale, Florida.

J. P. Johnson was born in Michigan City, Indiana, August 19, 1887; died May 26, 1937; married in 1909 Helen Heavens of Plainfield. He graduated from DePauw University in 1913 and taught school in Plainfield before becoming superintendent of schools in Albion. He was the assistant Hendricks County auditor and he was appointed to the county surveyor's job when Ray Whyte resigned. After that he was a salesman for asphalt companies and finally became the president and owner of the J. P. Johnson Company, road contractors.

George Roger Harvey, known as Dick Harvey, was born in 1890 and died January 6, 1947. He attended Central Normal College and studied law and engineering at Purdue. He practiced law with his father and brother, Drennan, at Danville. He spent two years in the air corps during World War I and was commissioned lieutenant, one year of that time was overseas. Dick worked for J.P. Johnson in the surveyor's office beginning in 1920 and was himself elected surveyor in 1922. He held that office until 1930 when he entered the bridge contracting business. He was again appointed surveyor in 1942 and the writer worked for him before going abroad during World War II. But Dick resigned September 1, 1943, because his son Bud was drafted and so he was alone in doing his State Highway bridge work. He was a farmer, registered professional engineer, commander of Hendricks County Post No. 118 of the American Legion, and member of the Danville Western Star Lodge, Scottish Rite, Indiana Engineering Council, and Highway Construction Association.

QUESTIONS AND ANSWERS

Q. What is a corner stone?

A. A stone monument erected to permanently mark the location of a point determined by the surveying process. Since most of such locations are where two or more boundaries meet they are called "corners." Hence "corner stones."

Q. What does a corner stone look like?

A. They are generally, but not always, ordinary field rocks of whatever kind could be found and carried or dragged to the corner. Long stones were preferred to round ones. A stone 8 x 10 inches is small; one 12 x 12 x 36 inches is large. They were planted in the ground to stabilize their locations.

Q. How deep are they?

A. Some protrude from the ground or out of the surface of the road but most are buried. The depth averages 6 to 12 inches; some are shallower and some are deeper. In 1945, Major Franklin and the writer found the center of Section 26, T.15 N., R.1 W., six feet deep, the extreme depth being caused by siltation (a condition that is unnoticeable 34 years later). Joshua Hunt in 1891 dug seven feet deep to find the North Half Mile Stone of Section 23, T.15 N., R.2 W. About 15 years after that a high railroad fill was placed over the site making the stone inaccessible (though the writer is able to find the position of the corner from references in his possession). The writer dug two 5 x 5-foot by 6-foot-deep holes in an unsuccessful search for the North Half Mile Stone of Section 8, T.14 N., R.2 E. Many stones have been found 3 to 4 feet deep where the land has been filled over them long after their placement.

Q. Are they marked in some way?

A. Most of the stones were set prior to about 1910 by surveyors who made no marks. Job Hadley cut a few crosses on flat-topped stones, mainly in T.17 N., R.2 W. A few other crosses, notches, and drill holes have been found. The writer has cut crosses on and drilled holes in a large number of existing stones in recent years. He is now experimenting with using explosives to drive masonry nails into corner stones.

Q. Why are some of the stones put in roads?

A. The stones were set first and the roads were built over them later, at most locations. In the creation of the highway system it was commonplace (though not universally true) for road to be built along boundaries between property owners, with the abutters each giving half of the right of way. Any corner marking the boundary would then be in the road.

Q. Why didn't they use metal instead of stone?

A. Stones were free and were much more available and durable than metal. Moreover, property owners wanted to be rid of stones in tillable ground. Some iron pins were used late in the 19th Century and while they are now very deteriorated, the column of rust which remains can be detected easily with the better modern metal finding instruments.

Q. Sometimes the Red Books and the Brown Books in the Surveyor's Office speak of a "stone promised." What does that mean?

A. The surveyor set only a stake but the landowner promised to replace the stake later with a stone. Some of the reasons for the practice: they were short of time (nightfall or bad weather approaching), frozen ground, no stones immediately obtainable, or they had no digging implements with them at the time. Disadvantages: description of stone unavailable, landowner sometimes neglected to set the stone, stone too small or set prone or shallow and subject to excessive frost heave.

Q. How do you know it is a corner stone when you find it?

A. There are seven identifiers generally looked for, though for practical reasons corner stones must usually be proved with fewer identifiers than that. The identifiers are listed below and are always used in combinations of two or more. Identifiers 1 and 2 are essential while the others are corroborative. For example, a stone may be found in a plausible location (identifier 1), it may be erect (identifier 3), its color may agree with the record in the surveyor's office (identifier 5), and it may have a notch on it (identifier 6). But if it is the size of a baseball it fails identifier 2 so it is not a corner stone. Should the stone comply with all the identifiers excepting the first one it is probably the corner stone removed from its original location and accidentally set up erect. It would be unusable, of course.

It may be wondered why identifier 3 is nonessential. Well, it nearly is. A stone lying down is regarded with suspicion and should be judged only by a veteran surveyor. It may not be a corner stone. Or, it may be a corner stone overturned, such as by a bulldozer or plow and, if still in the ground and not moved away from the corner, it should be set upright again. Or, it may be a corner stone set by "promise." (See previous Q.)

Identifiers

1. Credible location. The position of the stone must reasonably agree with the record location. Reference ties noted during previous surveys are sometimes helpful. A stone very distant from where the corner logically should be (especially if the stone has never been recognized by landowners as a monument) is worthless. For example, a stone found 400 feet from a subdivision lot cannot be one of the lot's corners.
2. Credible size. In areas where rocks are scarce the writer has found corner stones as small as six inches in diameter,

but they are seldom less than 8 inches in at least one dimension. Unless the record calls for an unusually small stone anything less than 6 inches should be discounted as a corner if larger stones are lying around available.

3. Posture. The custom of planting corner stones standing upright (erect) is very fortunate for those who have to judge them. Where there was a choice, asymmetrical stones were set with the larger part down and the smaller part up, preferably in the shape of a peak. This is a very important indicator because rocks placed by nature are usually lying down. Posture is not infallible, however, because of the practice by farmers and other fence builders of backfilling post holes with large stones when placing and stabilizing fence corner posts. Such stones often seek a vertical position.
4. Actual size. Surveyors frequently recorded two or three dimensions (in inches) of the stones they set. The writer has compared hundreds of actual stone sizes with the record sizes and has found that discrepancies of up to two inches are commonplace, being evidence that sizes were sometimes only estimated in bygone days. Record size is an excellent identifier but it is not infallible. A stone of stated size placed in 1840 and subsequently lost was replaced in 1855 by a stone of different dimensions without recordation of the replacement. Such an event will consternate the judicious surveyor who, armed with 1840 size, finds a stone agreeing with other identifiers but encounters the unexplainable size contradiction. Always look for the recorded size of the stone before undertaking a field search.
5. Color. The records infrequently indicate the color of the stone. Even the weight is given for a stone in Brownsburg. Color is a valuable but fallible identifier for the same reason as that given for actual size.
6. Indicia. Distinctive marks cut into the tops or sides of stones such as drilled holes, crosses, notches, numerals or letters are good indicators even if they are not mentioned in the records. Marks are rare but should always be looked for. John W. Trotter set a stone in Amo with a cross cut into its side leaving an uncertain choice as to the true position of the corner - whether at the cross or at the peak of the stone.
7. Singularity. A corner stone must be unique to be provable. It is a mistake to stop the search as soon as a stone with suitable characteristics is found. Another well qualified stone may be nearby that should also be discovered and scrutinized before judgment is made. In a survey of George R. Harvey's property in Danville in 1945 the writer found two stones 1.3 feet apart. Both looked like corner stones and only after an extensive investigation was the real corner identified. Finding the wrong stone first and using it without further searching would have caused a serious error. There have been similar occurrences since then.

- Q. After having proved the probability of the stone being a monument, where on it is the exact corner?
- A. If there is a distinctive drilled hole, cross, or notch in the top of the stone it is the corner. Otherwise, use the tip of the peak or highest point if it has one centrally located. If the summit is to the side of the stone use it if it is well defined; if not very distinct use the middle of the top of the stone as is done where the top is flat. For stones with two identical peaks use the center of the valley between them.
- Q. Which tools are generally needed to search for a corner stone in earth?
- A. A spade or shovel and a tile probe having a 3/8-inch high-carbon steel rod with a slight bulge hard-surface welded about one inch from the lower end. A bush knife or ax for cutting brush and a tape for checking or taking references and for measuring the stone found. A few chaining pins may also come in handy.
- Q. Which tools are generally needed to search for a corner stone in a gravel road or blacktop road?
- A. OSHA-approved safety equipment, gasoline-powered or pneumatic digger-tamper with spader or asphalt cutter and tamper tools, long-handle shovel, short-handle boy scout shovel, clay pick, 60-inch pinch-point crowbar (modified, with handle end pointed), tile probe, tape and chaining pins, kiel, plumb bob. The writer owns a backhoe which he sometimes uses as a convenience, not as a necessity. Surface, base, and subbase materials must be kept separated when excavating so that they may be returned to the hole in the proper sequence. Cut a square hole in blacktop and when backfilling never attempt to tamp by foot or truck wheel but always use a power tamper. Get all of the excavated materials back into the hole to prevent future settlement, with the bituminous surface compacted tightly on top for a smooth finish.
- Q. How big a hole do you dig before giving up if a stone is not found?
- A. Big enough to prove beyond a reasonable doubt that the stone is gone. The surveyor should feel satisfied that his search was so thorough that his work cannot be discredited by the finding of the stone later by another surveyor. About 1920 J.P. Johnson and Dick Harvey dug three days before finding the northeast corner of Sec. 8, T.15 N., R.2 E. In 1942 the writer dug up the whole road intersection by hand in search of the center of Section 32, T.17 N., R.2 E., which he finally found. It took the writer the better part of a week of digging to find the stone at the southeast corner of Section 33, T.17 N., R.2 W., in 1952.
- Q. When surveying private property, does the surveyor charge his client for the corner stone search?
- A. Yes because it is for his benefit. However, there is a limit as to the amount that can be reasonably charged as a fee and where a monument is particularly hard to find the surveyor may not be able to charge for all the time he devoted to the job and he may actually

lose money. Several repetitions of that can force a good surveyor out of business and can induce one with unprofessional tendencies to reduce performance below acceptable minimum standards without the landowner's knowledge. The belief has long prevailed that public monuments should be maintained with public funds and not at private expense the same as roads and all other entities common to all. But it was not until 1965 that the state legislature passed the Perpetual Corner Records Act that did something about it. The Act empowers the county surveyor to check and establish or reestablish 5% of all the government corners in his county annually so that all of them would be perpetuated in 20 years. Only in recent years has the Surveyor of Hendricks County had any funds for the program. He has used those funds efficiently to do much excellent work but the delay in financing has put the task years behind schedule.

- Q. What do you do where the stone is gone?
- A. The answer involves surveying law and is too complicated for this Manual. Refer to John Grimes' 1124-page book *Clark on Surveying and Boundaries*, 1976.

CORNER RECORD BOOKS

The Corner Record Books in the County Surveyor's Office are of first importance in finding a corner stone. They contain information on only a small fraction of the whole number of monuments available in the county, but their value lies in the currentness of the data. Check them first.

These books are 3-ring binders containing 8½ x 11-inch sheets, each of which gives references and other information for a single monument. Each congressional township is in a separate binder with the sections thereof arranged in numerical order.

Use these books with caution for two reasons. Information donated to the county surveyor through the generosity of surveyors in private practice cannot be guaranteed as correct by the county surveyor nor his staff. Also, researchers should understand that the information sheets for corners on the exteriors of sections are not duplicated. For example, the corner common to Sections 1, 2, 11 and 12, if referenced in the books at all, may be found under only one of those sections. If not found in one try another, etc.

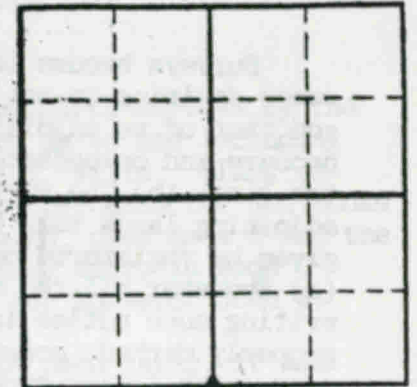
The sample sheet exhibited on the next page is taken from the Corner Record Book for T.15 N., R.1 W., and is fairly typical of the sheets in general. Land surveyors using the facilities of the County Surveyor's Office are invited to enhance those facilities by donating copies of their corner references to the Corner Record Books.

STANLEY M. SHARTLE

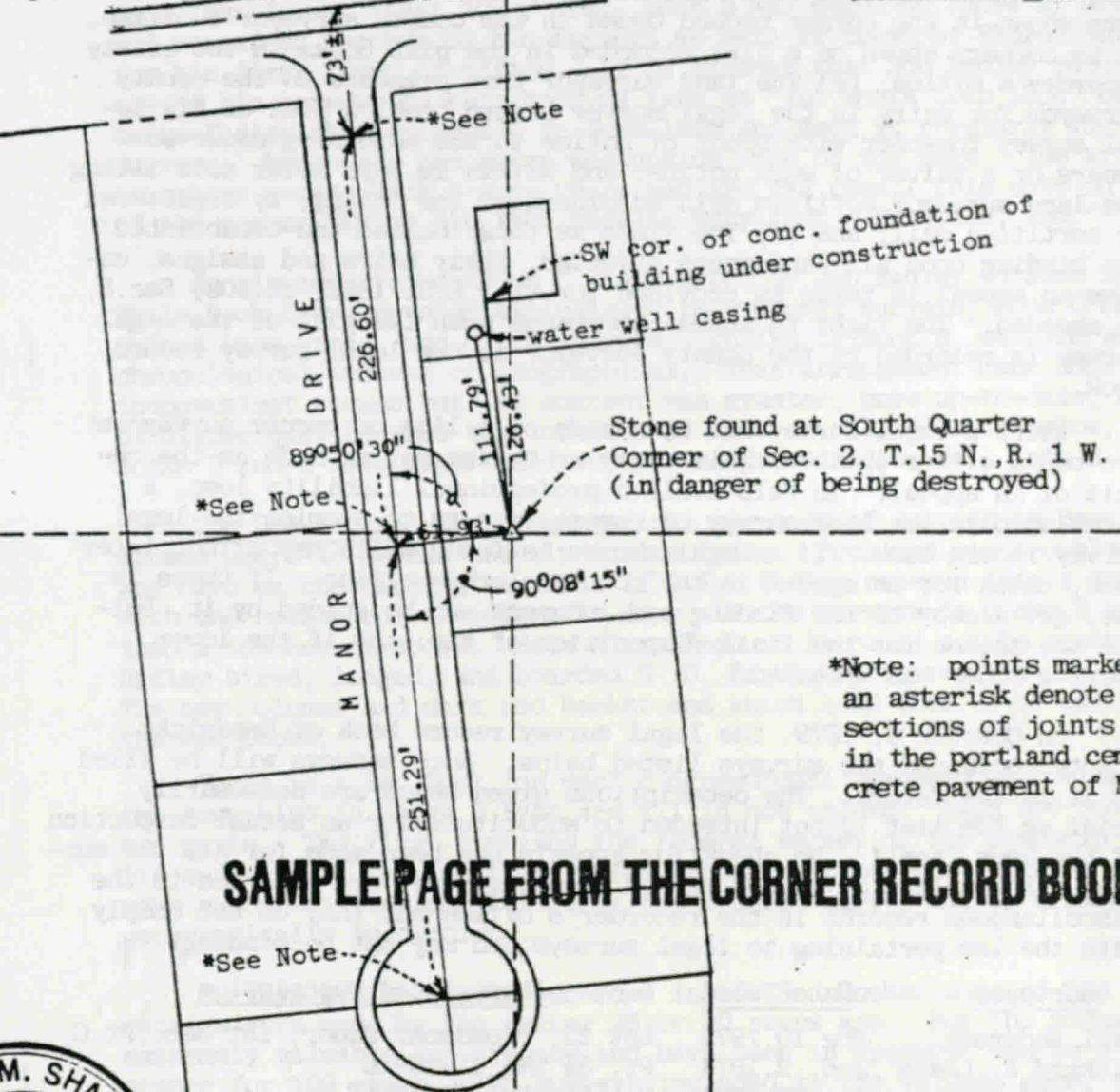
LOCATION OF MONUMENT: SECTION 2, T.15 N., R.1 W.

Found: ☒ Set: Depth: 2 inches
 Description: Stone with cross set by Cyrus Rogers in 1861 in good condition

Bearings to reference objects are magnetic unless a contrary mode is shown.



Approx. center line of
pavement of U.S. 36



*Note: points marked with an asterisk denote intersections of joints sawed in the portland cement concrete pavement of Manor Dr.

SAMPLE PAGE FROM THE CORNER RECORD BOOKS



Stanley M. Shartle
 Stanley M. Shartle, P.E. & L.S.

Date: November 5, 1979

LEGAL SURVEY RECORD BOOK

Surveys become legal surveys in the following manner: Any landowner desiring to establish the location of the line between his land and that of an adjoining landowner may do so as follows: (a) He shall procure and compensate an Indiana registered land surveyor to locate the line; (b) The surveyor shall notify the owner or owners of said adjoining lands that he is going to make the survey, which notice is given by registered or certified mail at least 20 days beforehand; (c) Whenever all the owners of the adjoining lands shall consent in writing such notice is not necessary; (d) The lines and corners are properly marked, monumented by durable material with letters and figures establishing such lines and corners, referenced and tied to corners shown in the corner record books in the county surveyor's office, or to corners shown on a plat recorded in the plat books in the county recorder's office; (e) The land surveyor then presents to the county surveyor for entry in the legal survey record book, a plat of his legal survey together with proof of notice to the adjoining owner or owners or a waiver of such notice; and within 10 days after said filing the land surveyor notifies said adjoiners of the filing, by registered or certified mail; and (f) The lines as thus located and established are binding upon all landowners affected, their heirs and assigns, unless an appeal is taken as provided for by 1 R.S. 1852, ch.103, Sec.8, as amended. The right to appeal commences when the plat of the legal survey is recorded by the county surveyor in the legal survey record book.

Where a legal survey has been made of a line or corner surveyors are bound either by the legal survey or by the ruling made as the result of an appeal. To help avoid a professional liability loss, a first step in any land survey of consequence is to examine the legal survey record book. If a legal survey is found which may affect later work, check for an appeal in the county clerk's office. If there is one, get a copy of the finding and judgment and be guided by it. Follow the action for the final disposition of the case if the lower court's order was appealed.

On October 3, 1979, the legal survey record book of Hendricks County contained the surveys listed below. More surveys will be filed in it in the future. The descriptions given below are necessarily brief so the list is not intended to substitute for an actual inspection of the book itself. No check for appeals has been made for all the surveys. Some plats of survey marked "legal survey" are recorded in the miscellaneous records in the recorder's office but they do not comply with the law pertaining to legal surveys and may not be binding.

Surveyor	Date Filed	Abbreviated Description
Carl Anderson	Aug.10,1972	Lot 22, Broadmoor Manor, 1st Sec.,Pt.C
Richard A. Lewis	Jan. 2,1974	Pt. S $\frac{1}{4}$ NW $\frac{1}{4}$ 11-16-1E
Carl Anderson	Oct.22,1974	Pt. SE $\frac{1}{4}$ NE $\frac{1}{4}$ 10-16-1E
Stanley M. Shartle	May 25,1976	Pt. E $\frac{1}{4}$ SE $\frac{1}{4}$ 4-15-1W
Ralph Schooley	Oct.17,1977	Lot 4 Woodridge Addition
Stanley M. Shartle	Dec.7,1978	Pt.Lots 1 & 4 Blk.5 Crawford's Add.,Danv.
Stanley M. Shartle	Oct.3,1979	Pt. NE $\frac{1}{4}$ 7-15-1E

SURVEY RECORD BOOKS A, B, AND C
THE RED BOOKS AND THE BROWN BOOKS

Books A, B, and C. These books contained property surveys by the county surveyors from the formation of the county up to and including some work conducted by Joseph A. Clark and James I. Wills. Clark recorded most of his surveys in the Red Books. Trotter used the Red books always. Joshua Hunt, from November 24, 1890 onward, used Book C and the Red Books. After Hunt there was a single and final entry in Book C dated February 28, 1908, by Deputy John O. Kain for Surveyor John W. Figg.

Book A was the earliest book and, as will be seen later, it has been lost for at least 109 years. Book B was begun by James M. Gregg and contained records of his surveys as well as those of Eldred Huff for his first terms of office. It is strange that Job Hadley recorded one of his surveys in this book as late as "1st Month 20th 1868" because Hadley started Book C in June 1845 and used it regularly for his surveys. Moreover, the entry was upside down on the page. The writer remembers seeing Book B many years ago and can recall this note on one of the pages: "March 8th 1863 Snowing very fast - Danville, Ind."

As already stated, Book C was started by Job Hadley in June 1845. While Book B was devoted exclusively to property surveys, Book C contained land, road, and ditch surveys. Unlike in Book B, entries were chronological instead of geographical. That arrangement made Book C inconvenient to use but its content was greater, more up-to-date, and of higher quality than that of Book B. But as will be seen below, both Books B and C were superseded by the Red Books and so fell into disuse.

The Red Books. The chronological sequence of entries in Book C caused users to depend heavily on its index. Such use was troublesome and hard on the binding so about 1870 Job Hadley entered into a contract with the county commissioners to copy all the surveys in Books B and C into a new set of books. Book A was lost so it could not be copied. Hadley hired, lodged, and boarded S. D. Harvey to transcribe for him. The new volumes had dark red backstaps which lead them to be called the Red Books.

There is a Red Book for each congressional township excepting that the townships in Range 2 East are all in one volume. Each Red Book has two parts. The first contains the federal survey of the township and its subdivision into sections. The second part contains records of surveys executed after completion of the federal survey and is arranged geographically by sections.

Surveys are no longer recorded in the Red Books; some of the last entries were made by the writer 25 or 30 years ago. But the books are extremely valuable and are now and have been in frequent use as a reference for 109 years. The surveys included in the volumes cover the period from about 1835 to the early 1950's. That is not to say such information is complete for the period. By 1900 many of the pages were getting crowded with data and for that and other reasons only a very small percentage of the surveys made in the Twentieth Century have been

recorded in the Red Books.

The original penmanship is that of S. D. Harvey who started transcribing from Books B and C in 1870. He nearly always gave a reference to his source, such as Book C, page 50. But such a reference alone fails to reveal the surveyor's identity or the date of the survey, both of which are needed for proper perspective and evaluation. This writer remembers that Books B and C had few names and dates; Harvey copied what he saw. It would have been difficult to have supplied dates but Harvey could have identified the surveyors from their handwriting. Many years ago when Books B and C were readily available, the writer partially made up this shortage by handwriting examination, cross-checking land divisions surveys with the dates of deeds in which the descriptions of the divisions were used, and by following many other clues. That detective work took countless hours over a period of 15 years and is still unfinished. The surveyors sometimes fell behind in recording their surveys so that the entries were finally made out of sequence and in the handwriting of a later surveyor. That made the task of surveyor identification and date fixing very difficult. Since only a few dozen dates could be established for hundreds of surveys filling 403 pages in Book C, interpolation was necessary with allowance being made for entries lacking consecutive order. Book B was even more perplexing; surveyor identification was possible in some cases but the dates were only guessed. Much of Book B was penned by Job Hadley who transcribed from loose papers and who complained that some of the old notes were dim and hard to read, especially those of Huff.

The results of the writer's 15-year chore cannot be appreciated until one understands how they are useful. Later in this Manual will be found comments concerning the work of the early surveyors of the county, chaining calibration factors for converting record distances to the current U.S. Survey foot (which factors varied not only from one surveyor to another, but from year to year with each surveyor), and the variation of the compass (magnetic declination) in Hendricks County at early times. Also will be found comments on some peculiarities found in the survey methods used. Such information is nearly always needed when tracing old work. But first the surveyor must be identified and the approximate date of the survey must be known. Based on the book and page numbers gleaned from the Red Books, the following will help furnish that data:

BOOK B					
Page	Surveyed for	By Gregg Huff	Page	Surveyed for	By Gregg Huff
7	Iredell Jackson	x	49	T. & Z. Hadley	x
12	James Glover	x	49	Carter & Stuart	x
13	Samuel Jessup	x	54	Nicholas Lamb	x
14	Henry Benjamin	x	70	Gentry & Weorner	x
17	Moses Crawford	x	70	Pt. E $\frac{1}{2}$ NW $\frac{1}{4}$ 14-16-1W	x
18	Moses Crawford	x	71	Moses Bell	x

Page	Surveyed for	By Gregg Huff	Page	Surveyed for	By Gregg Huff
71	Isaac Ward	x	151	Reubin Richards	x
72	Isaac Ward	x	176	Johnson	x
80	Martin Tinder	x	177	(entire page)	x
80	Pt. 24-16-1W	x	189	Weekley	x
81	Wm. Janes	x	202	Jesse Tinder	x
84	Edw. Gates	x	249	(entire page)	x
109	McKlin et al.	x	250	Wm. Shirley	x
112	Montg. & Leach	x	253	Wm. Ring	x
127	School & Hadley	x	283	(entire page)	x
130	Osborn & Hodson	x	284	(entire page)	x
148	Abram Smith	x	293	Thompson & Parks	x

BOOK C

Pages	Surveyor and Approximate Date
1-5	Job Hadley 1845
6-11	" " 1846
12-18	" " 1847
19-27	" " 1848
28-44	" " 1849
45-59	" " 1850
60-74	" " 1851
75	" " 1852
76-98	Eldred Huff 1852
99-116	" " 1853
116-128	" " 1854
128-139	Francis M. Johnson 1854-56 (some work by Cyrus Rogers, Dep.)
140-157	Joseph H. Dennis 1857
158-162	" " " 1858
163-165	Cyrus Rogers Nov. and Dec. 1858
166-188	" " 1859 and 1860
189-190	" " 1861 (pages in the handwriting of H.C. Carpenter)
191-196	Homer C. Carpenter Nov. and Dec. 1866
196-203	" " " Jan. to and including June 1867
204-208	Cyrus Rogers 1861 (pages in the handwriting of H.C. Carpenter)
209-217	" " 1862 (some 1861 surveys mixed in)
218-237	" " 1863
238	(page blank)
239-240	Homer C. Carpenter (date unknown)
240-241	Job Hadley Nov. 1867
242	" " Dec. 1867
243-250	Cyrus Rogers' work from scraps of paper undated
251-253	" " " " " " 1866 } Job Hadley's handwriting
254-255	probably Job Hadley 1868
256	Cyrus Rogers 1866
257-260	" " (dates uncertain but some are 1862 and 1863)
261	(marked "unexplained surveys" excepting Scott's Add. to Am)
262	Job Hadley "in my early surveying ... many years ago," 1845-49
263-266	" " probably 1867

<u>Pages</u>	<u>Surveyor and Approximate Date</u>
267-285	Job Hadley 1868
286-302	" " 1869
303	Cyrus Rogers 1867 (recorded in the book by Job Hadley 1869)
304-309	Job Hadley 1869
310-318	" " 1870
319-335	" " 1870, excepting Shelladay's Add. dated 1871
336-350	" " 1871
351-365	" " 1872
366	Joseph A. Clark, by Job Hadley, Deputy, 1872
367	" " " 1872
368-370	" " " , by James I. Wills, Deputy, undated
371	" " " , by Wills (survey in 5-14-1E only)
371-373	Joshua Hunt 1890
374-383	" " 1891
384-385	" " 1892
386	" " 1891
387-402	" " 1892
403	John W. Figg, by John O. Kain, Deputy, 1908

The Brown Books. There are two sets of tan leather-bound books in the surveyor's office called the Brown Books. They were procured by William Fletcher Franklin during one of his terms of office and the information in the Red Books was transcribed into one of those sets of Brown Books. Excepting for a few entries by Harold Cook and this writer long ago, the second set is practically unused. Fletcher Franklin, his deputies, and his successors in office used the first set for recording surveys until the 1950's. Both sets contain data not to be found in the Red Books and vice versa. One of the volumes of the first set is missing.

THE FIELD BOOKS AND THEIR INDEXES

One of the really valuable sources of survey data is the great collection of field books filed in the surveyor's office which date back as early as the beginning of this century. Despite the quantity of worthless information in them, the writer has found the books so useful that he has microfilmed for his own files all of the land surveys in them up to and including Book 186, excepting for Books 51, 77, 87, 88, 89, 90, 96, 97, 98, 106, 126, 127, 128, 129, 159, and 167 which are missing. There are separate card indexes in the surveyor's office for land, road, ditch, and bridge surveys. The land survey index cards are transcribed below with some corrections and additions by the writer, some miscellaneous surveys not relevant to boundaries being included. The index consists of two columns, one for the field book number and page number and another column for remarks. An asterisk (*) after a reference indicates the book is missing. Where surveys are indexed by sections, a third column for the section numbers is added to the left of the book/page column.

AMO

79/5 Corp. line
 119/4 Graveyard platted for Joel Carter
 124/77 R.R. crossing - Rushton accident
 171/7 Amo Cemetery
 171/61-62 Ada Atkins & S. McCormick

BROWNSBURG - North of Main Street

1/1 Sidewalks
 2A/6 Lingeman & Adams along R.R., Pt. 11-16-1E
 32/1+ N. Mill St. & B'burg Milling Co. (I.P. at NW cor.)
 41/24 Sewer
 42/2 Sidewalks
 43/132+ Ditch on Green St.
 44/102 Covered bridge
 78/96 Park Ave. & Lincoln Ave.
 92/95 Christian Church and north line of Orig. Town
 94/77,96 Royer: Pt. Lots 6, 7, and 8 Block 11 Green's Add.
 95/29 Bids on sewer
 110/24-40 Hunt & Thompson's Add.
 110/78 Davidson's Add.
 115/16 Catholic Cemetery
 121/62-65 Residences book
 124/2 Sewer
 131/144-145 Walker, Ward, and Neill 11-16-1E
 135/47 Smock
 147/2-25 North Green St.
 160/68 Main Street improvement
 170/9 M. P. Sennet's lot - center of Sec. 11
 171/49-50 Town park
 179/52 1938 proposed corp. line by Armstrong, Newman & Shartle
 181/68-69 Wm. E. & Johanna Thompson's Add.
 183/68 August Leins in E½ SE¼ 11-16-1E

183/105 Lot 15 Block 1 Graham, Nash & Sennet's Add. by Newman
186/7 1938 proposed corp. line by Armstrong, Newman & Shartle

BROWNSBURG - South of Main Street

1/102 Ellis' 1st Add.
1A/9 Vicinity of Wm. A. Ellis' Add.
74/108 Ward & Johnson in SW $\frac{1}{4}$ SW $\frac{1}{4}$ 11-16-1E
78/97 Park and Lincoln Ave. extension
79/44 Graham and Nash Add.
79/50 School Park Add. and Thompson Add.
79/51 Green's Add.
79/52-54, 57-60
91/96 Christian Church
94/16 Paul Hardin in NE $\frac{1}{4}$ SW $\frac{1}{4}$ 11-16-1E
110/24 Thompson and Hunt Add. by J. P. Johnson & Henry B. Steeg
171/120 Walters' Add.
179/52-55, 120 1938 proposed corp. line by Armstrong, Newman & Shartle
186/7, 71 " " " " " " " "

CARTERSBURG

36/158 Lots 174 to 180 in Oliver's Add.

CLAYTON

4A/18 Cemetery in 4-14-1W
5A/42
12/30 33-15-1W
12/32 34-15-1W
69/1-15 Sidewalks
79/1, 60 Western Add.
113/53 Corp. line (no details given)
116/43 33-15-1W
124/122 Sidewalks
144/96, 97 Cemetery in 4-14-1W
171/57, 58 Blanch Bates
175/24 Relocation of S.R. 39 in 3-14-1W
178/69 Survey by Armstrong
181/12, 13 Cemetery
182/4, 5 1938 proposed reloc. of corp. line
184/101 Lots 2 and 19 Ader's Add. for Pauline Wills by Newman

COATESVILLE

7/68 Sidewalks
22/1-156 1909 street survey
38/12 Bridge
86/?
101/130-135 Sidewalks in Stanley's Add.
104/1 Addition south of town in 5 & 6-14-2W
104/41 Street survey in 31-15-2W
104/64 S. H. Elrod's Add.
104/66, 104 Street survey
104/73 W. R. Lisby 31-15-2W

113/94, 95 Sidewalk levels Elrod and Illinois Streets
113/134-148 Street survey
115/11 Corporation 5 & 6-14-2W
118/53 " 31-15-2W
121/20-28 Street survey
121/30, 31 Elevator and feed company
121/54 Amo bridge
168/111 RoyHodson
171/77, 78 James Heavin and C. Green
171/135 Madison Masten in Orig. Town and Phillips' Add.

DANVILLE - Northeast part

3A/28 On Rockville Rd. near park in SE $\frac{1}{4}$ SW $\frac{1}{4}$ 3-15-1W for King
34/110, 118 Sewer
36/1-158 Sewer 1912
37/1-160 Sewer
39/1-20 Sewer 1912
45/14 Sewer
53/1-23 Sidewalks and crossings
57/1-142 Sewer
60/1-118 Sewer 1915
63/1-27 Measurements of streets 1916
85/115 Dougan and East Cemetery
93/98 Wash. St. from Main to Clinton and Clinton from Wash. to Ind.
105/60 Zimri Dougan in E $\frac{1}{4}$ SW $\frac{1}{4}$ 3-15-1W
122/24, 25 Sidewalks on N. Indiana St.
131/14, 23, 85 East Cemetery
138/30, 31 Central Normal College gym
139/16-32 N. side Main St. from 1st alley E. of Wash. to Wayne St.
140/1 Sewer
150/94 Sidewalks on N. Indiana St.
165/ Levels on Elm St.

DANVILLE - Northwest part

2/23 Main Street
3A/16 Part of Craddick's Add.
5A/2-12 Tinder Avenue
36/24 Cross Street
36/143 Job Davis' Add., High Street
36/144 Mord Carter's Add.
73/68 Lot 2 Block 15 Orig. Town by Geo. R. Harvey Mar. 15, 1921
122/24, 25, 34, 35 High Street sidewalks

DANVILLE - Southeast part

2A/56 Blocks 24 and 39 in the Orig. Town
3A/34 Beck's Add.
5A/14 Blocks 9 and 23
73/72, 87 Sewers 1921
92/88 Bowen Street sidewalks
92/100 Mulberry Street sidewalks
93/68, 69, 70-92 " " "
95/68 " " "

- 153/152 South Cemetery mausoleum
 157/48,50 Stanley Hendricks driveway to U.S.36
 159/2* Alley east of Lot 1 Block 20 O. T.
 159/15* New school house in Nave's Add.
 159/43*
 171/79-82 J.C.Key & J.C.Russell - Lot 4 Block 23 O. T.

DANVILLE - Southwest part

- 2/1-55,58-72 Sea level bench marks
 30/154 Measurements of courthouse square
 35/? City bench marks 1912
 44/136 Courthouse heating pipe
 73/ Alleys and sidewalks 1920
 73/68-84 Corporation line
 82/149 Howell basement levels
 85/15 Corporation line
 86/1 Todd's Add.
 93/16-19 Concrete alleys
 105/2 Sidewalks, Shellady's Add.
 145/100,101 Courthouse heating plant
 165/1 Measurements of courthouse square
 166A/8 Intersection of Cross and Mill Streets
 183/157 Lots 1 and 8 Block 19 O. T. by Cook or Newman

HAZELWOOD

- 112/45 27-14-1W

NORTH SALEM

- 41/50 Sidewalks
 44/106 Bridge
 85/78,82
 103/10+ North California Street
 103/74,75 E. M. Murphy in 4-16-2W
 115/3 North Salem and Roachdale Road
 122/30,31 Murphy church drain
 171/75,76 John M. Watts and P. Clark

PITTSBORO

- 1/59 Sidewalks
 12/49 Lot 8 in Block 2
 12/60,64
 99/2 Lew Dillon
 144/124 SW $\frac{1}{4}$ 31-17-1E
 165/140 E. W. Sawyer's 1.06 acres in 1-16-1W or 6-16-1E
 170/2+ 6-16-1E and 31-17-1E
 171/15 Sallee property east of the O. T.
 171/31,32 Water company in 31-17-1E
 171/55,56 Hugh J. Woody
 171/134 31-17-1E
 179/84-95 Property owners
 184/53 Margaret Evans
 190/30 Orrell-Hession in 31-17-1E May 23, 1941

PLAINFIELD - General

- 6/34 Main drain
 7/1 Lot, street, and alley widths
 8/1
 31/66 Vine Street bridge
 45/22 Sidewalks
 49/68 Center Street
 49/100 Main Street
 94/50 Corner of Sections 26, 27, 34, and 35
 102/6
 144/40 Barlow
 146/144 Sidewalks
 151/118 Hanley Street sidewalks
 151/120 Raines Street sidewalks

PLAINFIELD - Section 26

- 1A/68,70
 5A/16 Lands between Duffey's Add. and Duffey & Pickett's Add.
 12/33 Feeney
 13/26 Sidewalks in Duffey's Add.
 25/140 Spring Street for Luke Duffey
 94/51 Southwest corner of Section 26
 101/21 Mrs. Duffey
 113/5 George L. Carr
 116/1 Johnson
 118/37 Oursler
 131/95 Duffey's Add. and north of Harlan St.
 171/17,18 Randolph Cox
 171/27,28 Lottie M. Duffey, Fred Shelton, and Chester Pike
 179/27 Guy Masten Add.
 183/88 Lot 7 Block 3 Duffey & Pickett's Add. for Mrs. Hufford
 187/18,19 Fred Little July 2, 1938

PLAINFIELD - Section 27

- 38/4 Vine Street bridge
 94/41,100-118 N. East Street
 94/59
 113/101 Benj. Ellis Add.
 146/144 North sidewalk of Elm Street
 171/21,22 Hayden & Frazier
 175/92-95 Grade school April 4, 1938
 184/107 B. F. Ellis Add. for F. E. Lape by Newman
 186/81 Corporation line

PLAINFIELD - Section 34

- 49/138 S. Vine Street
 94/52 Polar Ice Company on north side of Main St.
 102/6
 123/130 Block 8 in O. T. for Calvert
 131/3,46 On west side of Plainfield-Mooresville Road
 131/62,63 Hornaday Sub.
 177/66,67 Lot 5 in Block 2
 185/3-30 Topo at Indiana Boys School August 1938 by Cook & Newman
 186/18-33 " " " " " " " " " " " " " " " "

186/66,67 J.W.Herod and Ray Bayliss Feb.21,1939

PLAINFIELD - Section 35

2A/18

143/88-135 S. East Street

144/52 Pike Bros. First Add.

183/120 Roland C. Osborn

STILESVILLE

99/35 Legal desc. for Rector adj. Lot 60

104/30 Lot 51 in O. T. - Robards' store and bank

104/36 Cemetery

112/17 Sec. 25-14-2W

116/53 Lots 80 and 81 in O. T.

145/60 Corporation line

14-2W

1 112/57 Whicker
 1 184/22 Otto Whicker Road; stones found by Cook & Newman
 2 184/22 " " " " " " "
 2 4A/71 Pt. E $\frac{1}{2}$ NW $\frac{1}{4}$
 2 104/60 In NW $\frac{1}{4}$ NW $\frac{1}{4}$ for Joe Carter
 2 113/53 SW $\frac{1}{4}$ Ludlow & Hodson
 2 171/61,62 W $\frac{1}{2}$ for Ada Atkins
 3 171/61,62 E $\frac{1}{2}$ " " "
 3 104/60 In NE $\frac{1}{4}$ NE $\frac{1}{4}$ for Joe Carter
 3 119/4 Amo Graveyard platted for Joel Carter
 3 134/17 Loren Hadley in the W $\frac{1}{2}$ NE $\frac{1}{4}$
 3 169/46+ Old Coatesville-Amo Road - corner stones found
 3 171/7,8 Addition to Amo Cemetery
 3 171/35,36 In NE $\frac{1}{4}$ NE $\frac{1}{4}$ for Bert Carter Sept.19,1931
 4 169/46+ Old Coatesville-Amo Road - corner stones found
 5 169/46+ " " " " " "
 5 104/1 Coatesville addition south of town
 5 108/5 Masten estate in SW $\frac{1}{4}$
 5 115/11,18 Coatesville corp. line in W $\frac{1}{2}$ of section
 5 118/57 Otto Stanley
 5 118/89 Masten in E $\frac{1}{2}$ SW $\frac{1}{4}$
 6 7/27 John S. Walton
 6 104/1 Coatesville addition south of town
 6 104/42 Davis & Cline in NE $\frac{1}{4}$ NE $\frac{1}{4}$
 6 104/53 Lee Eastham in NE $\frac{1}{4}$
 6 113/134 NE $\frac{1}{4}$ NE $\frac{1}{4}$
 6 118/21
 6 162/153 John N. Lisby partition
 6 115/11,18 Coatesville corp. line in E $\frac{1}{2}$ of section
 7 112/41 Eva Hadley
 8 48/24-43 Lewis Phillips et al. Road
 10 101/81 Williams and Tinchier
 10 104/14
 11 25/124 In S $\frac{1}{2}$ for Henry Hadley
 11 104/21 In S $\frac{1}{2}$ for Hadley and Bundy
 11 165/155 Hadley and Matlock

12 184/22 Otto Whicker Road; stones found by Cook & Newman
 13 93/95
 13 118/117 Lewis Whicker
 14 13/6 W. E. Leacham
 14 93/95
 14 104/25 Mason NE $\frac{1}{4}$
 15 13/6 W. E. Leacham
 15 65/22 Julia Reese bridge
 15 104/88-95 Laura J. Kinney, C.C.Whicker, et al.
 16 12/21
 16 65/22 Julia Reese bridge
 18 94/94
 18 112/37
 18 (see Red Book for 18-15-2W for a survey in 18-14-2W)
 19 104/9
 20 104/84 Ollie Nixon
 21 104/84 " "
 21 1A/28 North part
 21 99/35 Rector, next to Lot 60 in Stilesville
 21 104/29 E. R. Robards in NE $\frac{1}{4}$
 21 116/55 Walls property in south end of Stilesville by T.W.Garrison
 21 106/33* Arnold & Justice
 22 106/33* " " "
 23 103/81 Jeff W. Miles
 24 104/25
 27 104/49 Lawrence Buis
 27 106/33* Arnold & Justice
 28 106/33* " " "
 28 106/17*
 34 134/17 Loren Hadley
 35 112/17 E $\frac{1}{2}$ NE $\frac{1}{4}$
 35 118/109 West line of section for Salsman

14-1W

1 171/67,68 Mrs. J.H.Thomas in NE $\frac{1}{4}$ SW $\frac{1}{4}$
 1 171/115 People's Church, Inc., & Howard E. Cadel in W $\frac{1}{2}$
 2 107/66 Blocks 1 and 8 in O. T. of Belleville
 2 115/
 2 170/8 Near Belleville
 3 104/16
 3 170/8 In SE $\frac{1}{4}$ NE $\frac{1}{4}$
 3 171/58 NW $\frac{1}{4}$ NW $\frac{1}{4}$
 3 175B/25 Proposed relocation of S. R. 39
 4 1A/12 In NW $\frac{1}{4}$
 4 144/96,97 Clayton Cemetery
 5 3A/48,51 In NW $\frac{1}{4}$
 5 113/25 Dale Henderson et al. in N $\frac{1}{2}$ of section
 8 5A/1 S. Hamblin
 8 99/32 Frank Stringer (along west side of section)
 8 168/47 In SE $\frac{1}{4}$ for Little
 8 168/91 In S $\frac{1}{2}$ for E. and Id: Foltz
 9 171/2
 9 180/25 In SE $\frac{1}{4}$ NE $\frac{1}{4}$

- 10 104/14
 13 184/27 In NW $\frac{1}{4}$ for George Routh by Newman
 15 114/17 N $\frac{1}{2}$ of section
 17 107/45 King and Johnson
 17 114/39 James L. Clark
 18 99/31,34
 19 112/29 E $\frac{1}{2}$
 19 175A/79 NW $\frac{1}{4}$
 20 112/49 Mrs. Harrison in SW $\frac{1}{4}$ SW $\frac{1}{4}$
 21 3A/56 South line of SE $\frac{1}{4}$
 24 107/8
 24 114/2 Clifton et al.
 25 109/1 Craven and Rabb
 25 118/41 W $\frac{1}{2}$ of section
 27 67/138 J. W. Craven estate
 27 112/45 Hazelwood, SW $\frac{1}{4}$ SW $\frac{1}{4}$
 28 124/130 In E $\frac{1}{2}$ SE $\frac{1}{4}$ for Bray and Miller
 29 114/13 W $\frac{1}{2}$ of section
 33 1A/1,64 In SE $\frac{1}{4}$ NW $\frac{1}{4}$ for W. T. Thompson

14-1E

- 1 109/5+
 1 144/108 In NE $\frac{1}{4}$ for Alice Townsend and Rommie & Dottie Vermillion
 1 118/65,69 Orlando Atkinson in SE $\frac{1}{4}$
 1 131/78,81 Isaac J. Atkinson and Benj. Anderson
 2 91/60 Henry O. Morgan
 2 109/5+
 2 115/23 E $\frac{1}{2}$
 3 115/51,57 In NE $\frac{1}{4}$ for Wm. C. Osborn
 3 180/65 Indiana Boys School by Newman
 5 114/61,69 Sam Little
 5 115/30,58,59 Sam Little and Strong Miles
 5 117/37
 5 131/58 Description only, in NW $\frac{1}{4}$ NW $\frac{1}{4}$
 5 144/14,15 Hack in E $\frac{1}{2}$ SW $\frac{1}{4}$
 5 144/64 Little in NW $\frac{1}{4}$
 5 171/41,42 York trustee
 5 171/101,102 Albert Miles
 6 115/30
 8 144/25 Catherine Cunningham in E $\frac{1}{2}$ SE $\frac{1}{4}$
 8 171/123,126 Jesse Gibbs in E $\frac{1}{2}$ NE $\frac{1}{4}$
 9 144/25 Catherine Cunningham in W $\frac{1}{2}$ SW $\frac{1}{4}$
 9 150/101 Verle K. Moon in SE $\frac{1}{4}$
 10 4A/5 In NW $\frac{1}{4}$
 10 91/110
 10 113/145 Eli Newlin in NW $\frac{1}{4}$
 10 131/108,110 Eli and Ellsworth Peacock
 10 138/48,49 Eli Peacock
 11 91/60
 11 79/117 Fannie Cox et al.
 11 107/85 " " " "
 11 131/108,110 Eli and Ellsworth Peacock
 11 138/48,49 Eli Peacock
 11 168/34

- 12 79/117 Fannie Cox et al.
 12 107/85 " " " "
 12 144/110 Duffey in SE $\frac{1}{4}$
 13 79/33 Cox, Hadley et al.
 13 144/78 A. B. Brown in E $\frac{1}{2}$ NE $\frac{1}{4}$
 13 165/152 St. Louis Joint Stock & Land Bank in N $\frac{1}{2}$
 13 171/47,48 " " " " " " in SE $\frac{1}{4}$ NW $\frac{1}{4}$
 13 184/97 Cline-Galbraith in N $\frac{1}{2}$ by Newman
 14 103/122-145 Samuel Woodard et al.
 14 120/32-37 Everett Newlin
 14 151/112,113 Martha Cox
 14 168/36 Stake set 22.41 chains south of N $\frac{1}{2}$ Mile
 15 103/122-145 Samuel Woodard et al.
 16 5A/7 In SE $\frac{1}{4}$
 16 65/6 Stanley bridge
 16 150/101 Verle K. Moon in NE $\frac{1}{4}$
 19 47/18 L. W. Clifton et al.
 19 107/1 " " " " "
 19 114/4
 19 115/9A
 22 108/22,25,29 A. W. Farmer and Roscoe Townsend in NW $\frac{1}{4}$
 23 99/20 W $\frac{1}{2}$ NW $\frac{1}{4}$
 23 103/122-145 Samuel Woodard et al.
 23 108/22 A. W. Farmer and Roscoe Twonsend
 23 114/36,37 School in NW $\frac{1}{4}$ NE $\frac{1}{4}$
 23 151/112,113 Martha Cox
 23 171/106 Johnson & Atkinson in N $\frac{1}{2}$
 24 171/112,113 Walter Thompson and William Kays

14-2E

- 6 118/69 In W $\frac{1}{2}$
 6 144/108,109 In N $\frac{1}{2}$ for Alice Townsend and Rommie & Dottie Vermillion
 6 131/78,81 Isaac J. Atkinson and Benj. Anderson
 7 144/110 In SW $\frac{1}{4}$ for Duffey
 8 99/82 Atlas Hadley
 10 113/121
 17 113/61 Baker et al.
 17 114/78 A. B. Brown
 18 114/78 " " "
 19 107/93 Indiana Gregory
 19 171/111,113 William Kays
 20 3A/12 In NW $\frac{1}{4}$
 20 100/5 In NE $\frac{1}{4}$
 20 101/68 Furnas & Wilson
 20 101/92 William Jessup
 23 103/81 Jeff W. Miles
 24 171/111

15-2W

- 3 45/4 Higgins bridge
 3 79/41 King
 4 118/13 NE corner of section

5	99/79	E½ NE¼
5	144/89	Grover Clement in S½ S½
7	2A/14	Heavins partition in E½
7	3/8	
7	99/80	
7	102/57,61	Eliza Hathaway, Ernest Heavin, and Etha Shelton
8	112/77	Bowen and Klein
9	131/36	McVey
15	101/9	Hodge
17	12/19	
18	3A/14	In SE¼ for Obed Underwood, Trustee of Marion Twp.
18	79/29	Harris
18	101/65	John Harris
18	171/71,72	In SW¼ for C. A. Krise
20	2A/16	E. S. Sharp and John Gross
21	4A/79	
21	112/17	N½
23	102/21	Hadley
25	4A/7	In E½ SE¼ for Carter and Frazier
25	187/54,55	W. B. Newlin in SE¼ Nov.21,1938
26	102/37	Christie estate in the SW¼
27	102/2	Probst and Cassebaum in the NW¼
28	102/2	" " " " " "
28	101/60	
28	102/25	In the SW¼
31	101/137	Samuel Elrod in the SE¼
31	104/41	Coatesville streets
31	104/72	W. R. Lisby, Coatesville
31	118/53	Coatesville corp. line
31	171/5,6	Central Trust Co., Greencastle Mar.16,1931
31	171/77,78	James Heavin in SE¼
31	177/71	
31	182/15	In NW¼
32	41/119	
32	65/18	Jake O'Neal bridge
32	119/2	A. McClure & John Trotter (erroneously marked 32-16-1E)
33	77/98*	Hargrave
33	102/29	Addis Phillips in the NW¼
33	113/49	Robert Love
34	11/8,150	
34	12/43	J. L. Morris
34	94/14	Eli Masten
34	101/46	Chas. Summers
34	134/17	
35	4A/15,17	Springtown
35	4A/29	J. N. Phillips for Ratliff heirs
35	12/39	Amos Kersey
35	78/118	Springtown bridge in NW¼
35	102/33	Fritsche
35	109/29	Gentry and Hill in the NW¼
36	102/38	Conrad West buying Benbow 76 acres

15-1W

1	4A/58	North line of NW¼
1	101/77	
1	112/117	

3	2A/20	Simon Templin and O'Donnel in NW¼
3	2A/49	Sigerson Pike from center of section westward
3	12/5	Oscar Tinder
3	12/35	Ensminger
3	79/41	King on N. side Rockville Road in E½ SW¼
3	85/115-119	Florence Dougan
3	105/24	Clarence Barker in E½ SW¼
3	105/60	Dougan in E½ SW¼
3	116/35	
4	12/47,48	Ferree and Record in S½
4	12/61	Danville corp. line in the E½ SE¼
4	116/21	66'x 143' lot W. side Jeff.St.N.of O.T. for Niger & Kessler
4	121/93	NE cor. of sec. - no ties given
4	171/91-93	Corner stones in Rockville Road
4	190/	Kendall-Owens May 1941
5	1A/58	Miles and Shirley in SW¼
5	171/91-93	Corner stones in Rockville Road
6	171/91-93	" " " " "
7	105/21	
7	171/91-93	Corner stones in Rockville Road
8	4A/19	In SW¼
8	171/91-93	Corner stones in Rockville Road
9	84/148	Old T.H.I. & E. Traction Co.
9	86/1	Todd's Add. to Danville in NE¼
9	95/50	Part of W½ NE¼ between Marion St. and Broadway in Danv.
9	101/5	Harry Crawford
9	105/70	A.G.Barrett, J.A.Rigdon, and Wilson in N½
9	112/69	
9	120/37?	A few lots in the Danville South Cemetery
9	170/18	In the NW¼ NE¼
10	2A/8	H. H. Crawford
10	101/59	Brill
10	116/6	Edwards
10	116/13	William Cooper
10	171/8,9	Cooper estate
10	171/73,74	Courtney farm for Edgar M. Blessing
10	171/78-82	J.C.Key and J.C.Russell in O.T. of Danville
10	190/67	Cooper land and Danville sewage treatment plant land NE¼
11	1A/50	In SW¼
12	19/30-79	Sam Jordon Road in NE corner
12	112/117	
12	113/57	SE¼
15	1A/51,52	Mrs. Matlock in the SE¼
15	114/9,21	Mark Short
15	171/13,14	Cummings estate for Doughty & Cummings
17	105/41	Herman Hayworth Feb.9,1916
17	109/25	Center of section for Norman Jordon
18	99/6,9	
18	105/41	Herman Hayworth Feb.9,1916
18	111/1	Jared P. Stuart and Sarah E. Brown in W½ sec.
18	113/137	Lucinda Nickolasus
18	180/104	
19	2A/2	Cyrus Osborne and Able Stanley in W½ NE¼
22	113/105	R.L.Martin et al. in SE¼

- 23 57/142 In S $\frac{1}{2}$ of sec. for Wm.F.Franklin by Whyte & Harvey
 25 40/81 In SW $\frac{1}{4}$
 25 99/38 Near the Cartersburg Springs
 26 113/84-87 Harrison Hufford and Edna Snodgrass by Henry B. Steeg
 26 131/120 Mark Short in the NW $\frac{1}{4}$
 27 113/21 George Farquer et al.
 28 99/88
 28 105/68 Corbin Rushton in E $\frac{1}{2}$
 28 113/109 In N $\frac{1}{2}$
 29 118/101 Job Rogers in the NE $\frac{1}{4}$
 30 4A/7 Carter and Frazier in the W $\frac{1}{2}$ SW $\frac{1}{4}$
 30 187/54,55* W. B. Newlin Nov.21,1938
 31 105/33
 32 3A/51 Reitzel and Hamblen in W $\frac{1}{2}$ SW $\frac{1}{4}$
 32 105/45 NE $\frac{1}{4}$
 33 4A/23 Amos Mitchell et al.
 33 12/30 Clayton
 33 79/60
 33 86/ Standard Oil Co. tract southwest of Clayton
 33 105/49 D. A. Anderson in the NE $\frac{1}{4}$ SE $\frac{1}{4}$
 33 112/65 Rogers and Richardson
 33 112/151 South line of SE $\frac{1}{4}$
 33 116/43 SE $\frac{1}{4}$ in Clayton
 33 171/3
 34 1A/24 Wm. Winstead and John Hall in W $\frac{1}{2}$ SW $\frac{1}{4}$
 34 12/32 Clayton
 34 12/41 Hutchins
 34 105/80
 34 105/120,121 Mark Short
 34 171/57,58 Mrs. Blanch Bates
 35 101/49 In SE $\frac{1}{4}$
 35 101/108,109 In E $\frac{1}{2}$ SW $\frac{1}{4}$ & in E $\frac{1}{2}$ NW $\frac{1}{4}$ for Walter Oldham to clear title

15-1E

- 1 107/37
 1 108/1 Ora M. Davis in the N $\frac{1}{2}$
 1 108/17
 2 40/89 At Avon in the W $\frac{1}{2}$ SW $\frac{1}{4}$
 2 109/75 In W $\frac{1}{2}$ for Vic Euliss
 3 94/12 In NW $\frac{1}{4}$ for Jenkins and Welchans
 3 113/37 In NE $\frac{1}{4}$ for George W. Merritt estate
 3 123/112 Stones found in SW $\frac{1}{4}$
 4 16/1-21,50-72,92-96,150 A. A. Ross et al. Road
 4 107/53 Smith
 4 109/33 Harry Hadley in the NW $\frac{1}{4}$
 4 116/25 W. C. Hadley
 4 179/141 In SE $\frac{1}{4}$ SE $\frac{1}{4}$ for Ewan McClain
 6 101/77 In N $\frac{1}{2}$
 6 180/110 In W $\frac{1}{2}$ SE $\frac{1}{4}$ for Carl Jones
 8 1A/35 First National Bank
 8 12/45 Hadley and Brown
 8 107/13,16 In SE $\frac{1}{4}$
 9 107/16 In SW $\frac{1}{4}$

- 9 107/41 Harlan Hadley
 10 3A/30 In SW $\frac{1}{4}$
 10 109/65 Earl Gorrell, Lester Jenkins and Roark
 10 116/17 S $\frac{1}{2}$
 10 165/133 O. L. Davis in NE $\frac{1}{4}$ NW $\frac{1}{4}$
 10 175B/50 H. Mason in E $\frac{1}{2}$
 11 4A/55 In W $\frac{1}{2}$ NW $\frac{1}{4}$
 11 109/41 Alva Hurin in W $\frac{1}{2}$ SE $\frac{1}{4}$
 11 131/42,43 Harvey Hurin
 11 144/7 W. J. Yelton and E. J. Misch
 12 3A/54 In NE $\frac{1}{4}$
 12 112/21 Reid and Appleby in NE $\frac{1}{4}$
 12 144/104,105 Frank Hessong in N $\frac{1}{2}$
 13 3A/44 In NE $\frac{1}{4}$
 13 3A/54
 13 119/90,91 Mary Simmons partition in SW $\frac{1}{4}$
 14 91/58 SE $\frac{1}{4}$ SE $\frac{1}{4}$
 14 109/48-53,70-72 Theodore Walton in SW $\frac{1}{4}$
 14 144/34 Kocher in N $\frac{1}{2}$ section
 15 1A/69
 15 94/8 Eliza Gipson heirs
 15 94/68,69 Spanish American War Veterans in NW $\frac{1}{4}$ NE $\frac{1}{4}$
 15 107/29
 15 118/33 Thomas and John Wilson in SW $\frac{1}{4}$
 15 151/117 Laura J. Butler
 15 165/150 Frank Jessup in S $\frac{1}{2}$
 16 107/17 Walker and Adrien McClain
 16 107/97
 16 124/51
 16 125/46
 16 171/83,84 Edward Kuntz in NE $\frac{1}{4}$
 17 107/17 Walker and Adrien McClain
 17 118/45 Gibbs estate
 17 171/11,12 Gibbs estate in N $\frac{1}{2}$
 20 124/50,51 Hoadley et al.
 22 165/150 Frank Jessup in N $\frac{1}{2}$
 23 1A/67 John Wehr partition
 23 99/66 In S $\frac{1}{2}$
 23 109/48-53,70-72 Theodore Walton in W $\frac{1}{2}$ of section
 24 101/13 Sanders in SE $\frac{1}{4}$
 25 101/13 North line
 25 109/16
 25 162/90 Emma Hiss in SW $\frac{1}{4}$
 25 162/93 Virgil McFadden in NW $\frac{1}{4}$
 25 171/19,20 Ida B. McFadden for G. G. Cumberworth in NW $\frac{1}{4}$ NW $\frac{1}{4}$
 25 183/109 Burris in SW $\frac{1}{4}$ March 18, 1941
 26 1A/68,70 3.74 acres in Plainfield
 26 2A/18 Plainfield
 26 7/105 Luke W. Duffey
 26 12/33 Feeney
 26 12/59
 26 25/140 Spring Street for Luke Duffey in Plainfield
 26 94/50-60 Chas. Hornaday, Emmett Bly, and Polar Ice Co.
 26 101/36
 26 113/4,77 D. W. Jones vs. Lucinda Loy

- 26 116/2
 26 131/89
 26 131/96,97 Watkins in Plainfield
 26 171/18 Randolph Cox (now Public Service Indiana) in SE $\frac{1}{4}$
 26 171/28 In SW $\frac{1}{4}$ on south side of U.S.40
 26 183/88 Lot 6 Block 3 Duffey & Pickett's Add. for Mrs. Hufford
 27 3A/52
 27 94/50-60 Chas. Hornaday, Emmett Bly and Polar Ice Co.
 27 101/20
 27 101/21 Merritt
 27 113/101 Benj. Ellis Add.
 27 117/117 Pike et al.
 27 144/128 Along creek
 27 171/22
 27 179/17 Retracement of north line
 27 180/2 Hoadley
 27 180/52 Bly survey of east line of sec. for S.R.267 by Armstrong
 30 99/38 Near Cartersburg Springs
 31 36/158 Lots 174 to 180 Oliver's Add. to Cartersburg
 31 115/30-58 Sam Little
 31 131/54
 31 171/42
 32 115/30-58 Sam Little
 32 131/54,55 " "
 32 144/18-23,64 T. H. Little in S $\frac{1}{2}$
 32 171/41,42 York, trustee
 32 171/101,102 Albert Miles in E $\frac{1}{2}$
 33 144/18-23,64 T. H. Little in SW $\frac{1}{4}$
 33 184/13 Walter Martin in W $\frac{1}{2}$ NE $\frac{1}{4}$ by Newman
 33 190/59 1 acre for Judge Clinton H. Givan in SW $\frac{1}{4}$ SW $\frac{1}{4}$
 34 1A/0 Dalton in Plainfield
 34 40/25 In W $\frac{1}{2}$
 34 58/151
 34 94/50-60 Chas. Hornaday, Emmett Bly and Polar Ice Co.
 34 101/41
 34 131/46-50 Alva C. Harvey on west side of Center St.
 34 131/4-7 Hanna, Davis, Egerton, Atkinson, Bales, and Harvey
 34 184/150 Wert and McFall in NW $\frac{1}{4}$ by Newman
 34 144/72 Martha L. Harvey Add. to Plainfield
 35 1A/71 In NW $\frac{1}{4}$
 35 2A/18 Plainfield
 35 94/50-60 Chas. Hornaday, Emmett Bly and Polar Ice Co.
 35 109/5
 35 144/52 Pike Bros. Add.
 35 168/30 Prewitt in W $\frac{1}{2}$ SW $\frac{1}{4}$
 35 171/53,54 E. M. Hardin
 36 109/5
 36 144/44 12 acres south side S $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$

15-2E

- 5 93/4
 5 99/102 John Casserly
 5 108/13 Dan Clark and Brooke Gossett in SW $\frac{1}{4}$
 5 115/42,43 Jerry McClain in SW $\frac{1}{4}$
 6 100/9
 6 100/13 Wm. T. Sumpter in NE $\frac{1}{4}$

- 6 118/121,125 Bailey
 7 1A/4 Faucett estate in NE $\frac{1}{4}$
 18 79/29 Harris
 19 99/45
 19 124/136
 19 144/10,11 R. P. Geddes
 19 144/29 Owen M. Mothershead in SE $\frac{1}{4}$
 19 144/91 McKee in SW $\frac{1}{4}$ NE $\frac{1}{4}$
 19 144/113 In NW $\frac{1}{4}$
 19 151/115 Paul Smith
 21 4A/67
 30 99/45
 30 124/136
 30 144/10,11 R. P. Geddes
 30 144/29 Owen M. Mothershead in E $\frac{1}{2}$
 30 151/115 Paul Smith
 30 171/39,40 Paul Moffett in SW $\frac{1}{4}$ SE $\frac{1}{4}$
 32 113/65 Annie E. Compton
 32 144/123 Anderson in SE $\frac{1}{4}$ NE $\frac{1}{4}$
- 16-2W
- 1 103/64,65 Bertha Mitchell and George Boone
 3 2A/10 Robbins estate; John Durham
 3 101/32 Brill and L. M. Piersolt in W $\frac{1}{2}$ SW $\frac{1}{4}$
 3 103/28 N $\frac{1}{2}$ section
 4 2A/10 Robbins estate; John Durham
 4 3A/24 G. Hypes and Grant Sellers in W $\frac{1}{2}$ NW $\frac{1}{4}$
 4 43/0
 4 79/97
 4 86/ Davis
 4 103/10 North line of section
 4 103/31 John Harvey and James N. Lockhart
 4 103/73 Elbert M. Murphy
 4 104/98-103 Newton Waters and George Robertson
 4 170/19 170 rods 17 links south of the N $\frac{1}{2}$ Mile
 4 171/25,26 Taylor Owens, North Salem
 4 171/75,76 John M. Watts and Paul Clark
 4 171/128 Fred Hadley in the W $\frac{1}{2}$ NE $\frac{1}{4}$
 4 186/113 Dr. Wisehart in W $\frac{1}{2}$ NE $\frac{1}{4}$ by Cook and Armstrong
 5 23/32 Roy Moore
 5 43/28-46 Jacob Page et al. Road
 5 52/124-147 " " " " "
 5 93/2
 5 118/16
 7 4A/3 In E $\frac{1}{2}$ SW $\frac{1}{4}$
 7 93/2,8 Gulley and Erganbright
 7 103/1,56,70
 7 103/41 Frank Gordon in SW $\frac{1}{4}$
 7 109/50 Eugene Lutz and James V. Merritt
 7 171/44
 8 93/2,8 Gulley and Erganbright
 8 103/1
 8 171/43,44 W. B. Sperry
 9 2A/10 Robbins estate; John Durham

10	2A/10	Robbins estate; John Durham
12	99/84	
12	103/60-63	Frank Routh and John Nichols in SW $\frac{1}{4}$
12	112/115	
13	112/13	Cen. S. SW $\frac{1}{4}$
13	112/101	Selch
14	103/21	Temple
14	112/9	
14	112/103	Alva Warren
15	112/107	Herbert Johnson
16	84/52-64	Apple vs. Routh et al.
18	103/100	Webb Rose
19	103/44	Grant Sellers
21	12/7	Ira Dooley
23	112/5	
24	12/1, 24	Boon McCoun
24	112/1, 5	
25	171/139	Cline and Ware in W $\frac{1}{2}$ SW $\frac{1}{4}$
26	171/139	" " " in E $\frac{1}{2}$ SE $\frac{1}{4}$
30	103/44	Grant Sellers
32	1A/48	In NE $\frac{1}{4}$
32	139/8, 9	Trotter, Hays, and Higgins
33	175A/83	NW $\frac{1}{4}$
35	144/1	Fred Creech partition (few details)

16-1W

1	113/9	Dillon
1	165/139	Edw. W. Sawyer at Pittsboro in NE $\frac{1}{4}$ NE $\frac{1}{4}$
4	4A/32	Scott partition
4	48/44-81	Enos Scott et al. Road
7	2A/30	Oliver Wells and Sarah Jordan
7	103/70	Charles Porter
9	48/2-23	Lewis Leathers et al. Road
9	171/51, 52	R. T. Arnold in SE $\frac{1}{4}$
10	113/129	John Rutledge in W $\frac{1}{2}$
10	116/63	McCord and Noland
11	107/61	
13	33/157	In SW $\frac{1}{4}$
13	113/93	Daniel Holtzclaw in N $\frac{1}{2}$
13	117/32	Lillian D. Harvey in NE $\frac{1}{4}$
14	1A/2	John A. Long in NW $\frac{1}{4}$
14	5A/31	
15	99/53	
23	168/78	Eastes
24	1A/41-45	
25	101/106	
26	168/78	Eastes
28	99/24	Mrs. Tharp in W $\frac{1}{2}$
29	99/14, 29	
32	1A/37	James Williams and Downard in S $\frac{1}{2}$
32	65/30	Sam McCoun bridge
33	107/25	
33	184/102	Lawrence Vannice in E $\frac{1}{2}$ SE $\frac{1}{4}$ by Cook and Newman
34	2A/27	Simon Templin and C. Mitchell

34	107/25	
34	129/93	SW cor. of sec. (no ties given)
36	4A/58	In SW $\frac{1}{4}$
36	101/106	

16-1E

1	5A/26	
1	113/9	Dillon
1	113/157	
2	110/80, 89	Henson in S $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$
2	171/109	L. Nash in NE $\frac{1}{4}$ NW $\frac{1}{4}$
3	131/100	Leona A. Batty and C. C. Brookshire
4	118/77	Canary
4	131/24	C. W. Patterson in SE $\frac{1}{4}$ SE $\frac{1}{4}$
4	171/69, 70	C. A. Henson - Emma Holloway farm in E $\frac{1}{2}$
5	101/88	
5	113/10, 11	John J. Dugan, Pittsboro
5	117/9, 17	I. O. Dale, Dora Weaver, A. C. Weaver, and Nelle Weaver
5	133/10	
6	93/3	
6	106/65*	Beck
6	113/9	Dillon
6	117/17	
6	170/2	
6	171/15, 16	Minnie B. Sallee, Pittsboro
8	118/85	John F. Brown for Prebster estate
9	111/8-11	Everson Prebster, Ed Fallon, and Mrs. Arthur Negley
9	113/81	Anderson Prebster in E $\frac{1}{2}$
10	3A/18	1 acre for F. M. Hughes in S $\frac{1}{2}$ NE $\frac{1}{4}$
10	12/18	
10	110/13	H. E. Tharp in E $\frac{1}{2}$
10	110/25-43	Hunt, Thompson, and Hughes Add. to Brownsburg
10	110/143	Thompson Add. to Brownsburg
10	118/97	W. D. Corrie in SW $\frac{1}{4}$
11	1A/9	In SW $\frac{1}{4}$
11	74/108	Henrietta and Maggie Ward
11	78/96-105	Extensions of Park and Lincoln Avenues in Brownsburg
11	79/44	Graham and Nash's Add.
11	79/51-54	
11	79/57-60	
11	94/16, 17	Paul Hardin
11	93/33	Forest Neil and Salmon
11	94/72	Nettie Lingeman in northeast corner of SW $\frac{1}{4}$
11	110/13	H. E. Tharp in E $\frac{1}{2}$
11	110/16	Mrs. Davidson in W $\frac{1}{2}$
11	110/25-43	Hunt, Thompson, and Hughes Add. to Brownsburg
11	110/53	N-S center line of section for Elmer Smith
11	135/47, 78	Brownsburg to Smock
11	144/102	Allie B. Davidson on W. side Green St. in NE $\frac{1}{4}$ NW $\frac{1}{4}$
11	170/9, 10	NE $\frac{1}{4}$ SW $\frac{1}{4}$ and center of section
11	171/33, 34	Alfred Smith and Chas. Marvel in S $\frac{1}{2}$ NW $\frac{1}{4}$
11	171/45, 46	Davidson estate in NE $\frac{1}{4}$ NE $\frac{1}{4}$
11	171/49, 50	B'burg town park in Graham and Nash Add.
11	171/120	Walters' Add. in NE $\frac{1}{4}$ SW $\frac{1}{4}$
11	166B/	Elmer O. Smith in S $\frac{1}{2}$
11	183/69	August Leins in E $\frac{1}{2}$ SE $\frac{1}{4}$

- 11 183/105 Moore & Wolfram in Graham, Nash and Sennet's Add. 7-2-39
 11 187/62,63 Margaret White, Brownsburg
 12 1A/56 J.Z.Griswold and Geo.Appleby in NE $\frac{1}{4}$ April 10, 1905
 13 110/147 Pete Leuteritz and Martha Gorham in 1919 by J.P.Johnson
 13 171/99,100 William Richardson in E $\frac{1}{2}$ NE $\frac{1}{4}$
 14 11/148 Oliver Brown
 14 95/15 John Garvey estate
 15 113/17 Henson et al. in NE $\frac{1}{4}$ NE $\frac{1}{4}$
 16 48/86-88 M. H. Arbuckle et al. Road
 17 117/40 John O. Hughes et al.
 18 117/40 " " " "
 19 1A/22 Thomas A. Skillman
 20 43/3 Graham Road No. 1 (never built)
 21 43/3 " " " "
 22 93/106 Riley Smith in SE $\frac{1}{4}$
 23 27/52-59 Hedge
 24 171/103,104 Edmund G. Denton in S $\frac{1}{2}$
 26 27/52-55 Hedge
 27 4A/61 In SW $\frac{1}{4}$
 27 27/52-55 Hedge
 27 113/13 George W. Merritt in S $\frac{1}{2}$
 27 115/66,69,124 Mary E. Patterson
 27 160/98 In SW $\frac{1}{4}$
 27 171/85 M. Carey in NW $\frac{1}{4}$
 28 43/3 Graham Road No. 1 (never built)
 28 48/98-137 Walter G. Hadley et al. Road
 28 52/2-27 C. A. Cummings et al. Road
 31 27/50,51 Nelson and Hedge
 31 101/76
 31 170/23
 32 3A/26
 32 27/50,51 Nelson and Hedge
 33 3A/38 South line of sec. for Wilbur Hadley, Twp. Trustee
 33 16/1-21,50-72,92-96,150 A. A. Ross et al. Road
 33 117/5 O. M. Fordyce et al. Road
 33 184/136 George Wm. Walls in E $\frac{1}{2}$ SW $\frac{1}{4}$ by Newman
 34 110/135 May Merritt in NW $\frac{1}{4}$
 34 113/29 G. W. Merritt in N $\frac{1}{2}$
 34 117/5 O. M. Fordyce et al. Road
 34 184/37 Tom Merritt in N $\frac{1}{2}$
 35 107/33 Alva Rice in SE $\frac{1}{4}$
 35 110/106 Michael Euliss heirs in W $\frac{1}{2}$

16-2E

- 6 52/92-123 Martin Hart et al. Road
 6 110/9 In SW $\frac{1}{4}$
 6 113/41
 7 144/136,137 Airport
 8 118/85,93 J. F. Brown
 17 116/4 W. M. Brown
 17 151/84,85 Edward F. Graham in W $\frac{1}{2}$
 17 171/97,98 W. J. Stewart
 18 144/136,137 Airport
 18 183/30 Joseph Lynch in W $\frac{1}{2}$ by Newman
 18 184/20 George Turpin in W $\frac{1}{2}$ NW $\frac{1}{4}$ by Newman

- 20 79/21,124 Brown
 20 171/30 Dye on N. side of U.S. 136 adj. county line
 20 171/97,98 W. J. Stewart
 29 13/12
 29 112/61
 30 168/115 Bert Turpin in N $\frac{1}{2}$
 30 171/132 Elbert Turpin in N $\frac{1}{2}$
 31 171/95,96 Musselman and Frazee in S $\frac{1}{2}$
 32 171/95,96 " " " in S $\frac{1}{2}$
 32 171/122 Ora Powell in NW $\frac{1}{4}$ SE $\frac{1}{4}$

17-2W

- 13 84/70 E. P. Hendricks
 13 184/104 Isley in SE $\frac{1}{4}$ NE $\frac{1}{4}$ by Newman
 14 4A/75
 14 177/39 In NW $\frac{1}{4}$ NW $\frac{1}{4}$
 18 43/27 Earnest Hicks et al. Road
 19 43/27 " " " "
 22 112/53,54
 27 144/100,101 Harry Durham - NE cor. of sec.
 28 1A/16 Hedge et al. in N $\frac{1}{2}$
 28 131/116,117 Ben Neff in N $\frac{1}{2}$
 29 4A/1 In SW $\frac{1}{4}$
 29 4A/42 Jonathan Lowe
 29 113/41 Fleece and Waters in SW $\frac{1}{4}$
 29 184/148 Ratliff in E $\frac{1}{2}$ SW $\frac{1}{4}$ by Newman
 30 43/27 Earnest Hicks et al. Road
 30 52/52-69 " " " "
 30 52/70-91 Henry Clay et al. Road
 30 79/109
 30 97/109*
 32 118/18
 32 23/32 Roy Moore
 33 103/6 In W $\frac{1}{2}$ SE $\frac{1}{4}$
 33 113/97 Samuel Barber et al. south and east lines of section
 33 170/25
 34 113/97 South line of section
 35 93/72,73 Aetna Mortgage and Insurance Co.
 35 122/101 Balsam Realty Co. in W $\frac{1}{2}$ (few details given)
 36 12/3 Luther Mahan

17-1W

- 13 1A/18 In W $\frac{1}{2}$ SE $\frac{1}{4}$
 13 3A/46 In W $\frac{1}{2}$ NE $\frac{1}{4}$
 13 3A/62 In NW $\frac{1}{4}$
 13 112/101 Selch in W $\frac{1}{2}$ W $\frac{1}{2}$ SW $\frac{1}{4}$
 15 171/65,66 David A. Odom heirs in S $\frac{1}{2}$
 16 65/12 Eggers bridge in NE $\frac{1}{4}$
 18 48/last page
 18 144/86,87 Edgar H. Dale et al. in E $\frac{1}{2}$ NW $\frac{1}{4}$ and SW $\frac{1}{4}$ NE $\frac{1}{4}$
 18 184/104 Dale in SW $\frac{1}{4}$ NW $\frac{1}{4}$ by Newman
 19 106/59* Coulter et al.
 19 171/59,60 Spangler and Roberts in W $\frac{1}{2}$ NE $\frac{1}{4}$
 19 184/146 Charles Routh in SE $\frac{1}{4}$ by Newman
 20 118/25

- 22 2A/46 Watts partition in N $\frac{1}{2}$
 22 4A/57
 22 144/85 N. C. Brown in SE $\frac{1}{4}$ NW $\frac{1}{4}$
 24 118/29 In W $\frac{1}{2}$ SW $\frac{1}{4}$
 25 106/81* Stanley estate
 25 (See Red Book at 25-17-1E for survey in 25-17-1W)
 26 106/81* Stanley estate
 27 5A/39 In SW $\frac{1}{4}$
 27 144/134 Edith J. Rutledge et al.
 28 106/57* John Taylor
 28 106/61* Grant Reeves
 28 106/70* Lowery Addition to Lizton
 28 106/73* John Taylor
 28 106/76* Overstreet in SW $\frac{1}{4}$
 28 183/85 Grant Reeves by Newman
 28 183/86 Koebrick by Newman
 29 106/21* George Thompson
 31 131/106,107 Neaville gravel contract on Wm. M. Pritchett
 33 106/57* John Taylor
 35 112/125 J. Harlan in NW $\frac{1}{4}$
 36 144/59 Marion Peterson in SW $\frac{1}{4}$

17-1E

- 13 3A/58 In SW $\frac{1}{4}$
 15 171/117,118 Forest Gibbs and Pat Dugan in S $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$
 16 113/133 Amanda and Virgil Watson in SE $\frac{1}{4}$
 18 171/37,38 James E. Thompson in SE $\frac{1}{4}$ Sept. 25, 1931
 20 113/73 John Casserly et al. in S $\frac{1}{2}$
 21 43/136 Pat Long bridge 1920
 21 79/25 Marvel
 21 84/30 G. H. Henning et al. Road
 21 116/33 Frank P. Marvel
 21 118/5 T. A. Lowder
 22 84/30 G. H. Henning et al. Road
 22 110/92 S.R. 267 under I & F Railroad north of Brownsburg
 22 113/69 Amos Phillips et al. Feb. 18, 1909
 24 3A/66 In E $\frac{1}{2}$ NE $\frac{1}{4}$
 25 171/87,88 Steve J. Maloney in NW $\frac{1}{4}$ SE $\frac{1}{4}$
 26 113/113 Coffman in NW $\frac{1}{4}$
 26 115/71 Lee Kibby
 26 180/132 In W $\frac{1}{2}$ E $\frac{1}{2}$
 27 160/125 School site for Wm. Haag, Trustee of Brown Twp.
 27 84/30 G. H. Henning et al. Road
 28 84/30 " " " " " "
 29 112/73 Job and Waters in W $\frac{1}{2}$ SW $\frac{1}{4}$
 30 111/6 Frank Haynes in SW $\frac{1}{4}$
 31 79/93 Tolin and Oliver
 31 106/5* Dugan and Johnson
 31 190/30 Hession and Orrell, Pittsboro May 23, 1941
 31 117/17,24
 31 118/5
 31 144/125
 31 170/2
 31 171/31,32 Carl H. Waters in W $\frac{1}{2}$ SW $\frac{1}{4}$
 31 171/31,134 Town of Pittsboro

- 31 184/152 Ross and Casserly north of Dillon's Add. by Cook & Newman
 31 171/55,56 Hugh J. Woody in SW $\frac{1}{4}$
 31 171/134 Milton Armstrong - 34 acres off S. end W $\frac{1}{2}$ NW $\frac{1}{4}$
 32 59/142
 32 113/125 Quinn in NE $\frac{1}{4}$
 33 119/60 Sparks Cemetery Assn. (Tom Roach & Wilbur Lowder) in W $\frac{1}{2}$
 35 5A/25 In SE $\frac{1}{4}$
 35 52/28 E. F. Nash et al. Road
 35 113/157 Garner et al. in SE $\frac{1}{4}$
 36 5A/26

17-2E

- 18 171/108 James W. Beck in SW $\frac{1}{4}$
 19 27/2 Cox et al. Road
 19 184/18 Phillips and Wilson by Newman
 20 2A/4 Henderson Turpin et al. in NE $\frac{1}{4}$
 20 3A/68 Center of SW $\frac{1}{4}$
 20 79/21 Brown
 20 79/124-126 Turpin
 20 118/73 Shambaugh in SW $\frac{1}{4}$
 20 171/29,30 Dorothy Dye, Clermont
 29 113/45 Alonzo Gardner
 30 27/2 Cox et al. Road
 31 145/143 In E $\frac{1}{2}$ NW $\frac{1}{4}$
 31 145/149-152 Nelson E. Kern

As already stated, the original surveyor's identity is needed for proper perspective and evaluation when resurveying. Many of the county surveyors and their deputies who recorded their works in the Red Books, the Brown Books and the field books omitted their names. The following facsimilies of writings by some of the surveyors should help solve that problem:

S.E. cor of the $10\frac{1}{2}$ of N.E. $\frac{1}{4}$ Relocated
a Stone planted 10 by 12
a Stone 12x4 + 65W 10 $\frac{1}{2}$

$\frac{1}{2}$ mile post Relocated a Rock flat
10x15

a Rock 480W 13 $\frac{1}{2}$
a Rock 18 427 $\frac{1}{2}$ 26

Running East 80 Rods from The relocated
 $\frac{1}{2}$ mile post, a Cor. Established a Rock 8x10
a Walnut 10 437W 427 $\frac{1}{2}$
a. o. h. 30 558W 55

Reck'sburg School house Lot.
Comm. 80 L. W. of the N.E. cor of Sec 1
Thence S 95 ft, Thence W. 64 ft, Thence N
95 ft, Thence E 64 ft, to beginning.

Joseph A. Clark

NE corner sec 1 a Stone 19x7x5 $\frac{1}{2}$ wit by
being 2.35C, S of cen R.R. Track. Located by
measurement from $\frac{1}{2}$ mile stone Sec 6 and
a stone at cen N of NE $\frac{1}{4}$ sec 1.

Joshua Hunt

Reestablished S E sec cor by measuring E & W
corners where are good stones and all satisfied
if sec 5 is lost and the trees all gone. The cen
stone and satisfactory. Measured from it. Two
measurements the corner was placed at even
and 40.57C from the $\frac{1}{2}$ mi stone S of sec corner.
E of sec cor to the mi stone W of sec cor is 80.26 $\frac{1}{2}$
Stone S of sec cor to cen E S E $\frac{1}{4}$ sec 5 is 60.87C.
The sec corner then relocated is marked by a
and witnessed by 2 stones (one on top of the other) E
At even distance relocated the cen S S E $\frac{1}{4}$ sec 5 a
a stone 15x10x7 witnessed by a Black Walnut 8 S.
The marks of this last corner were entirely gone.

Joshua Hunt

For D. M. West, Aug. 9th 1857.
cont. E of sec. cor. by measurement,
A Stone 10x12x16, Cottonwood 10 $\frac{1}{2}$ N. 16 $\frac{1}{2}$ W. 4 links
+ a " 16 $\frac{1}{2}$ S. 24 $\frac{1}{2}$ W. 8 links
24 R. S. & 5 Rods west of cen. E. of sec. center
a Stone 10x12x18 (no witness)
5 R. W. of cen. S. of S E $\frac{1}{4}$ a Stone 8x10x18
wit. by W. Oak 20 N. 74 $\frac{1}{2}$ W. 64 links
+ S. Ash. 12 N. 45 $\frac{1}{2}$ E. 59.

6:31 ch. Thence N $\frac{21}{2}$ W. 6.50 ch. Thence N. 5 $\frac{1}{2}$ W. 6.15
to the place of beginning. Estimated to contain
13.08 Acres.

C. M. Griggs, Surveyor

Charles M. Griggs

30 14 R. 1. W. S. E. cor. by measure from
 stone set by John Lutzman and Brint St
 say they set over a stake driven by
 surveyor. We agree to this stone as the tree
 is chum 19 L. longer in 20 chs than ours
 showing thirty eight L. found S. W. cor of Sec
 S. W. 32 L. large on S. line. Divided surplus on
 n. of S W. 4. On S. a stone 16 X 8 X 5 by end up W
 N 35 E 30 L. On S S W 4 a stone 12 X 12 X 6
 X 6. N 42 E. 30 L. and a stone 16 X 10 X 7 1/2
 of sec. a stone 13 X 20 X 2 1/2 Witness a stone 14 X 1
 20 L. Craig's witness green and taken
 is not green and taken stone on west side.
 long stone Craig work was done about
 living witnesses testify to Craig's work.

James I. Wills

C - Stone 8 x 9 x 15	Cherry	6	S 71 1/2 W.	53	"
D - Stone 12 x 15	this is 21 feet W. of N. E. cor. of Sec.				
	Sugar	36	S. 25 E.	55 1/2	feet.
F - Stone 7 x 7 x 12	Cherry	24	N. 8 1/2 E	28	"
	Sugar	30	N. 35 E.	32 1/2	"
G - Stone 12 x 17	Walnut	9	S. 1 1/2 E.	7 1/6	"
	Hackberry	6	S 67 E.	27 1/6	"
H - Stone 12 x 14	Poplar	10	S. 71 W.	27 1/2	"
	Do	12	S 79 W.	36	"
	Stone		East	68 1/3	"

J. W. Trotter, N. E. Surr.

John W. Trotter

Survey for A. L. Bacter & John Hadley
 Chum. Plummer Run. Nov 30 - 04
 C. W. center Relocated All parties
 interested being present and agreeing
 to move the stone.

Stone 8 X 14 X 24

Reelch. 12 S 55 E

58 1/2 ft.

Stone South

20 ft.

W F Franklin S. H. C.

William Fletcher Franklin

Survey for George Tucker
 1 ch at cen e. center - stake for fence
 line staked for fence to 1 ch n cen W cen
 Sect 10. See Sect 10 for corner.
 W F Franklin S. H. C.

William Fletcher Franklin

Survey for Frank Johnson, Master & A.
 35 rd. E 1/2 mile. a stone

Stone	West	9 ft.
Stone	North	14.3 ft.
Center west of Center Stone	Stone	North 9 ft.

Stone 12 X 12 X 9 a 14.075 ch S of center & center
 with Stone 3 1/2 ft East

Stone 13 X 12 X 6 B 9.078 ch South of (a)
 1 Stone E 29

Stone 15 X 8 X 6 C 9.578 ch South of (B)
 2 Stone East 25

J. W. Figg Feb. 6 1906

Prof. John W. Figg

Survey for Sault Barber, Ann P. Davidson
 Paul Gobberis & Son, Barber, Landson & Robbins
 French. No notices given.
 S.E. cor. Sec. 33, 1st 1/2 range. Line along same as follows:-
 Run at stone at S.E. cor. of meadow
 N. to S 2 1/2 mi. stone - distance 40.45 chs. 3/4 cent. N. from
 S 1/2 mi. stone 40.45 chs. Run,
 again at S 1/2 mi. stone 33 measuring E. 20.074 chs to
 stone S.W. of S.E. 33 & continuing
 E. 20.074 chs. Joining the two measurements. Lacking
 about 1/2" of coming together.
 Established Cor. to Sec 33 & 34 in accordance
 with such measurements by
 extending the line from S 1/2 mi. stone of the
 line, and S. of S.E. 33 to point of
 measurement. Notice used in 34. The absence of other
 evidence the above mode being
 the most likely to locate Cor. for 33 & 34 nearer in
 accordance with the corner
 than any other way.
 Set Stone 13x20 Cor 33 & 34 - N. of Stone on S. side range
 as for line for fence line 2734
 Stone 11x12 on E. side of 20 range 1584
 Paul & measuring line from N.E. cor 33 to S.E. cor 33
 distance 80.31 chs Set Stone
 1/2 mi 30" long for Cent. E. of S.E. at point 20.074
 Chs N. of S.E. cor. 33.
 John O. Kain S. & C.

John O. Kain

For Mrs Batz & James Cornell Nov. 13-1902.
 1. Stone 10x12x18 By line 11 S 1/4 E 18 chs.
 of mulberry 155 3/4 x 54 3/4 chs.
 2 Stone 7x12x15 By Stone 6x9x10 S 35 1/4 E 30 chs.
 N. Franklin Sur. Co. H. A. Ehrman Dep. S. & C.

William A. Ehrman

East from S.W. cor sec 34 on line
 19.98 chs to a corner stone
 40.71 " to cor stone cor sec 34 put up at the cor.
 79.91 to the perpetuated corner
 Var. 3° 20' East

The above survey was made in pursuance
 of a ten days notice given to the
 interested parties at the instance of John S.
 Elmong.

Spencer Hiatt D. S.

Spencer Hiatt

Survey for Rogers & Ragan
 May 28, 1904.

26.10 ch S of line 4 1/4 E. gr.
 a stone 12x12 45° W 33 1/2 L.
 This cor fill on the bridge
 and was therefore placed
 in this position

Wit: Stone S 36° E 36 1/2 L.
 C. W. Thompson D. S.

C. W. Thompson

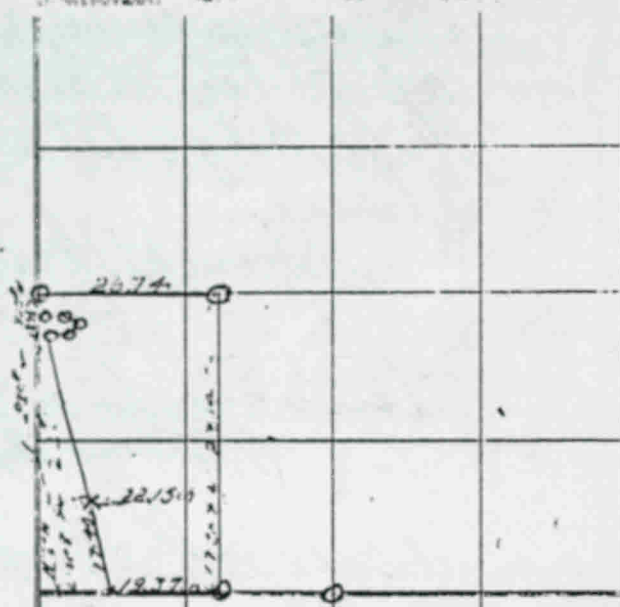
Finding the intermediate corner stones out of
 line along the line dividing the East and west
 halves of the S. 1/4 of Sec. 20. 7p 17. N. R. 1. East. The
 interested parties, John Casserley and Thos
 Casserley his son on the East of said line, and
 John Feeney Jr. and John Feeney Jr. son of John Feeney

Hez K. Johnson

Survey of Section 5 Town 14

Range 2 W

March 20, 1911



Survey for Section 5 Town 14

March 20, 1911

C. O. Gossett levelman

John O. Kain Surv.
By Tom Harney, Dept

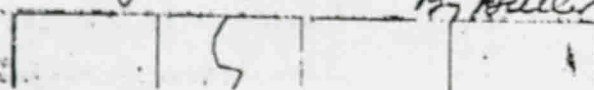
Tom Harney

Survey of Section 26 Town 17

Range 1 E

For Coffman

Thursday Sept 9th - 1909

John O. Kain Surv.
By Butler Smith

Butler Smith

Too brick in foundation
corner White HouseC. O. Gossett levelman
Darwin Wade rodman
Weather cold &
foggy.In stream
E. end of bridge

W. end of bridge

On slab of bridge

In stream

C. O. Gossett

Found on 26. ran East
2.40 ch. to white creek
thence measured gully & ran
28° 30' N. 1.89 ch. S 6° 11' 2.274
2° 15' E 1.25 ch. S 36° 14' E. 1.84
3° 30' 1/2° N. 1.43 S. 70° 3/4° N. 4.59
3° 24' N. 1.23 1/2 ch S. 2 1/2° E 1.68

Beginning at first stone mentioned in above
description, thence S along W sec. line 39.91
to stone, thence E. 20.085 to stone set for this
thence N 39.91 to stone mentioned above a
being 13 lbs 5 of gr. sec. stone, thence W to place
of beginning containing 80.16+

Loc. 8, 1915 Elom McClain Rep. S.H.C.
Charles W. McClain

Jan. 8th 1902.

Made survey to locate North line of Sec. 32 -
by the mutual consent of interested parties, viz
The W. H. Stout & Co., Murdoch & Co., J. H. Stout, man
his Louisa & Co., John & Co., Saint & Co.,
J. H. Stout The chainmen were Elmer Stout and
Albert Wilson, Flagman N. H. Stout & Co.
Luther Stout. Line measured 80.04 ch.

Boulder 16 in + on top stone marked 1/4 S

Witness - Hubert Post 8x10 N. 17 1/2 E 28 1/2 ch.

Boulder 10" N. 5 1/2 W. 37 1/2 "

Boulder 12" on top.

Witness - Hubert Post 8x10 N. 42 1/2 W. 35 1/2 "

Boulder 8" N. 5 1/2 W. 37 1/2 "

J. F. O'Brien

Small Elm	15	N. 13 1/2 W	300
Small East 40 x 5 in	15	S. 25 1/2 W	149
a Stone 13 x 18 x 8	18	N. 71° E	25 1/2
Center of Section	a Rock	S. 27 1/2 W	203
a Stone 18 x 14 x 9	a W. Oak	N. 66 1/2 W	272 1/2
	Rock 6 in		328

S. D. Harvey

Road to Rich line
 between 17+18, then
 South with sand stone
 line 130 rods to place
 of beginning. Also pt.
 $W \frac{1}{2} NE \frac{1}{4} + NE \frac{1}{2}$
 $NE \frac{1}{4}$ said Sec.
 18 to beginning 76
 rods E and 50 rods N
 Center Sec 18 then E
 32 rods, then N 62.5
 rods to Center National
 Road, then S $70^\circ W$ until
 Center Road to pt. N of

Theodore W. Garrison

John M. Russell Road

Frank Davis.

John W. Figg.

J. P. Johnson.

Begin on Co. line at NW cor. Mar.
 T.; thence N. on said County line
 to a pub. Highway near D. in the NW
 NW 4 - 6-16-2 W. viz. North Salem
 and Rockdale Road.

J. P. Johnson

the cor. of the above described
 highway. thence running
 $N 81^\circ 58' W$ along the E. of said
 highway a dist. of 193.5'. thence
 running $N 85^\circ 12' W$ along the
 E. of said highway a dist.
 of 126' to the place of beginning

George R. Harvey

110' John H. and Anna
 to Estella M. Smith
 SW 1/4 NW 1/4 and 25A
 Sec 11 and T. road
 of 100' SE 1/4 NE 1/4

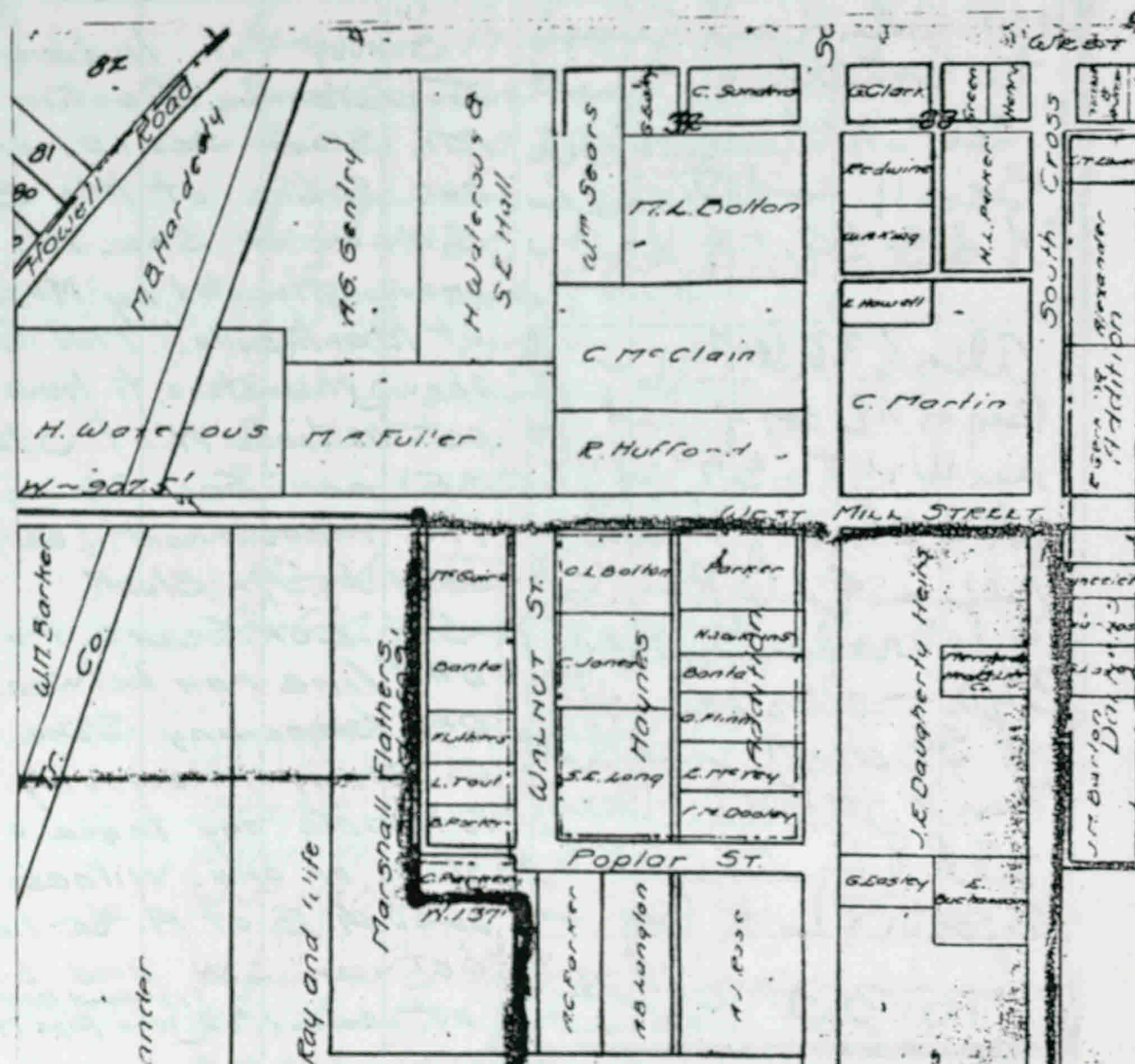
Also E 2 NW 1/4 11 - S
 Beg. at NE cor. of said
 Sec. W 1/4 R - S $70^\circ 28' E$
 pt. 60 R S of N line of
 Sec - E 6 R - to
 N. 60 rods to Beg.
 3 1/2 A - also except
 at SE cor. of said half
 then N 28 R 8 L. then
 28 R 8 L. S 28 R 8
 E 28 R 8 L to Beg -
 175.33 rods of both

George R. Harvey

9.1
 Survey for Indians Gr.
 to determine location of
 Mt. Stone Sec 19 and T.
 run S. line of this Sec
 S.W. cor. of Sec. 19 - was
 previously located by Mr. Blum
 of Martinsville. Note Govt.
 shows this stone to have been
 set 112 links N. of Stone,
 S.E. cor. Sec. 24 on T. 1.
 This measurement was
 used by Mr. Blum.
 S.E. cor. Sec. 19 found
 and line run between A.
 and temporary stone sec
 C. having previously failed
 to locate any trace of
 stone on any witness the
 2650 ch. E. of A. 80' line
 between S.W. and S.E.
 of Sec 19. (12" Walnut N. 10° E. 0.
 Iron Pipe N. 0.

Beg. at the E. mi stone
 running thence W. 108.1'
 to a stone and continuing
 West on same bearing 26.4'
 thence deflection R. $70^\circ 10'$
 and running N $19^\circ 50' W$
 on the W. line of the Plainfield
 and Martinsville Road 384.75'
 to a cross on the concrete
 sidewalk with a spike nail

Harold Cook



Henry B. Steeg*

* Henry B. Steeg served as deputy surveyor under J. P. Johnson and George R. Harvey for a total of seven years. He was an excellent field man and was probably the best draftsman the office has ever had. Afterward, in 1931 when the writer was very young, Steeg unknowingly inspired the writer's interest in surveying. That circumstance was due entirely to chance. Though years later we met and became friends, the writer never did mention the fact to him.

From the organization of the county in 1824 until about 1931, new roads were established, old ones were vacated, or were improved or relocated by actions that were taken by the county commissioners because petitions for such actions were presented by affected land-owners. In those days rights of way were donated without written instruments of conveyance and unadvertised hearings were often held on road matters. And there were no environmental impact statements.

The number and complexity of the highway statutes for that period are too excessive for anything but a brief description of one or two laws. In the 1800's, upon receiving a petition asking for a certain action to be taken, the commissioners appointed three viewers to inspect the site and/or survey it and then report back their recommendations. The county surveyor frequently was one of the viewers appointed. The decisions of the commissioners' court usually conformed with the reports of the viewers.

In a later period, complications like the County Unit Law appeared as well as the improvement of roads by taxation, eminent domain, county road bonds, bidding, etc. One of the most important of the laws enacted was the Three-Mile Road Law. It took that nickname from the legal requirement that the question of improving a road would be submitted to an election of the voters of the township or townships concerned unless the petition prayed for an improvement three miles or less in length, in which case the commissioners could act on the matter in their own discretion. Soon after the passage of the act petitioners learned that it was too hazardous to let voters settle such questions; consequently, many of the improvements made under that law were less than three miles long.

There were several kinds of roads in the early decades: township roads, county roads, state roads, private toll roads, etc. But by the 1930's the county commissioners had taken jurisdiction over all but the state roads and a few town streets. Work under the three-mile road law ceased. Maintenance and repairs were taken over by the county highway department. With few exceptions, new roads were henceforth dedicated by the developers of new subdivisions.

The minutes of the Board of County Commissioners in the county auditor's office (called Commissioners Records) contain road information of interest to the land surveyor looking for corner stones, particularly those records prior to 1933. Road proceedings were so voluminous that in 1870 the Board started keeping road minutes in a separate set of ledger books called Road Records (also kept in the auditor's office). Those books were used until 1934 when road matters dwindled and were once again kept in the Commissioners Records.

For one who knows how to use them the road minutes are a goldmine of corner stone information, especially those records concerning the three-mile roads. The surveyor often tied to his route survey all the corner stones he could find along it. Distances between corner stones were nearly always given either directly or indirectly by stationing.

Those distances can be converted to the modern U.S. Survey Foot if the chaining calibration factor for the surveyor is known. Deflection angles, bearings, and references at corner stones were also given sometimes. Now after the passage of 50 years or more those road surveys are often vital to the recovery of those old corners.

Unfortunately, there is no quick index to the road minutes. The road took the name of the person who first signed the petition and generally only his name is given in the index. If the first signer's name is not known the record is difficult to find. In the 1920's J.P. Johnson assigned alphanumeric designations to the three-mile roads (and to a few others) on a map of the county and made a card index crossreferencing those designations with the first signers' names. The cards also briefly described the road and sometimes cited the book and page wherein the viewers report can be found. These THREE-MILE ROAD CARDS survive and their content (without descriptions) is given in this Manual together with this writer's 1942 version of the original index map.

The three-mile road cards in rare cases help locate specific road proceedings prior to June of 1905. In the late 1940's the writer launched a vast effort to fill that gap. With the help of James A. Gossett he examined the Commissioners Records and the Road Records page by page and copied in handwriting on ruled tablets abstracts of all the actions ever taken by the commissioners regarding highways, excepting those contained in Commissioners Record No. 1 which is lost. Transcribing was completed and the roads were platted on a map with the help of deed descriptions and entry books in the recorder's office where locations depended on the names of abutting owners. A local college student was hired to type the results on cards which were arranged geographically. They were called the ANCIENT ROAD CARDS to distinguish them from the three-mile road cards. After some of the cards were typed, but before they were proofread, the typist quit and the work never resumed. The cards exist and are published herein but all of the tablets are gone and so most of the project is lost forever.

The viewers reports of the three-mile roads are the most valuable but none of them were typed; whereas, many of the least valuable reports (of the 1830's and 1840's) got on the cards. Nevertheless, all the ancient road cards are reproduced at the rear of this Manual. They may not often help find a corner stone but, after all, where everything else fails it is good to have one more source to check. Anyway, this Manual will not be needed for the corners that are easy to find.

The ancient road cards supply only subtle clues concerning the whereabouts of corner stones. Since survey information (not road history) is sought, no record is omitted because the commissioners did not act favorably on the petition or because the road described no longer exists. The spelling in the original record was retained. Right of way widths given may be helpful in finding corner stones but the reader is warned that many of the widths have been changed by subsequent acts of the county commissioners and by the highway supervisor. R.R. on any card means Road Record; C.R. means Commissioners Record; and Min.R. denotes Minute Record.

Here is an example of useful card information (see the card marked 2,3,10,11, ... ,16-1W Job Hadley ordered to survey ... June 5, 1850): "Beginning at the E $\frac{1}{2}$ mile stake of Section 27-16-1W; thence N on section line 2 $\frac{1}{2}$ miles, last half mile being 4 feet W of the line... ." First, the east quarter corner stake had not been replaced with a stone by 1850 (though the stone was finally set, as the writer has seen it). Second, the road along the east line of the Northeast Quarter of Section 15-16-1W is supposed to be eccentric from the section line - a very important bit of information for anyone who might otherwise expect to find the section line monuments in the center of the road. Another example of eccentricity is given in the description of the T. H. Barlow Road in Section 27-16-1E.

William Snyder Road in 1 and 11-16-1E etc.: the mention of a half-mile tree is always disturbing because of the possibility that a stone could not be put in and, with the disappearance of the tree, the corner would not be marked. At this particular corner, however, a stone was found by the writer in 1946.

The description of the E. H. Sanders Road in 4,9,16, ... ,16-1W says the S $\frac{1}{2}$ mile stone of 33-17-1W is 11 links west of the N $\frac{1}{2}$ mile stone of 4-16-1W. It is possible that the Sanders Road record is the only source of that information, though that has not been investigated.

William D. Land Road in 6,7,8, ... ,16-1W: "... to the S $\frac{1}{2}$ mile stake of Section 31-17-1W; thence E 2 $\frac{1}{2}$ poles to the N $\frac{1}{2}$ mile stake of Section 6-16-1W." That is valuable information on another offset.

As to offsets, the Wilson Spray viewers report in Road Record 2, page 93, says the southeast corner of 13-15-1E is 12 feet south of the southwest corner of 18-15-2E instead of 8 links as given by the federal survey. That aided the writer considerably when he found the corners in 1947.

A. F. Smith Road in 25,26, ... ,16-1E: "thence W to a point 13 feet S of the SW corner of said Section 30." An offset of 13 feet between the standard and closing corners is not called for but the distance given may be useful anyway.

Anyone searching for the Cen.W.SE $\frac{1}{4}$ 30-16-1E should first check the 47-link distance given by Job Hadley in his 1850 survey of the road in 29 and 30-16-1E.

Another potentially useful offset of 36 links from the NE corner of 6-16-1E westward to the S. quarter corner of 31-17-1E is given in the report for the Elisha Smith Road in 26,27, ... ,32-17-1E.

The above are but a few examples of ancient road card uses. But the cards are merely an index. The cards contain typographical errors so the original records should always be examined.

As already stated, the THREE-MILE ROAD CARDS are only an index too. Some of that indexed data was transferred by the writer in 1950 to the original tracings (in the surveyor's office) of the auditor's plat books. The tracings are convenient to check. Once the name of the road is learned these records should be examined:

- (1) The field survey book. See the three-mile road cards which follow for the book and page numbers. Books 51, 77, 87, 88, 89, 90, 96, 97, 98, 106, 126, 127, 128, 129, 159 and 167 are lost.
- (2) The viewers report in the appropriate Commissioners Record or Road Record, found by using either the date of the filing of the report or the book and page number, whichever is given in the three-mile road cards.
- (3) The plan and profile. Some are filed in the surveyor's office and some in the courthouse basement; many are lost.

The surveyor's office has a nearly complete file of Indiana State Highway Commission road and bridge plan and profile sets which sometimes contain valuable information.

Other sources, though less valuable, are these:

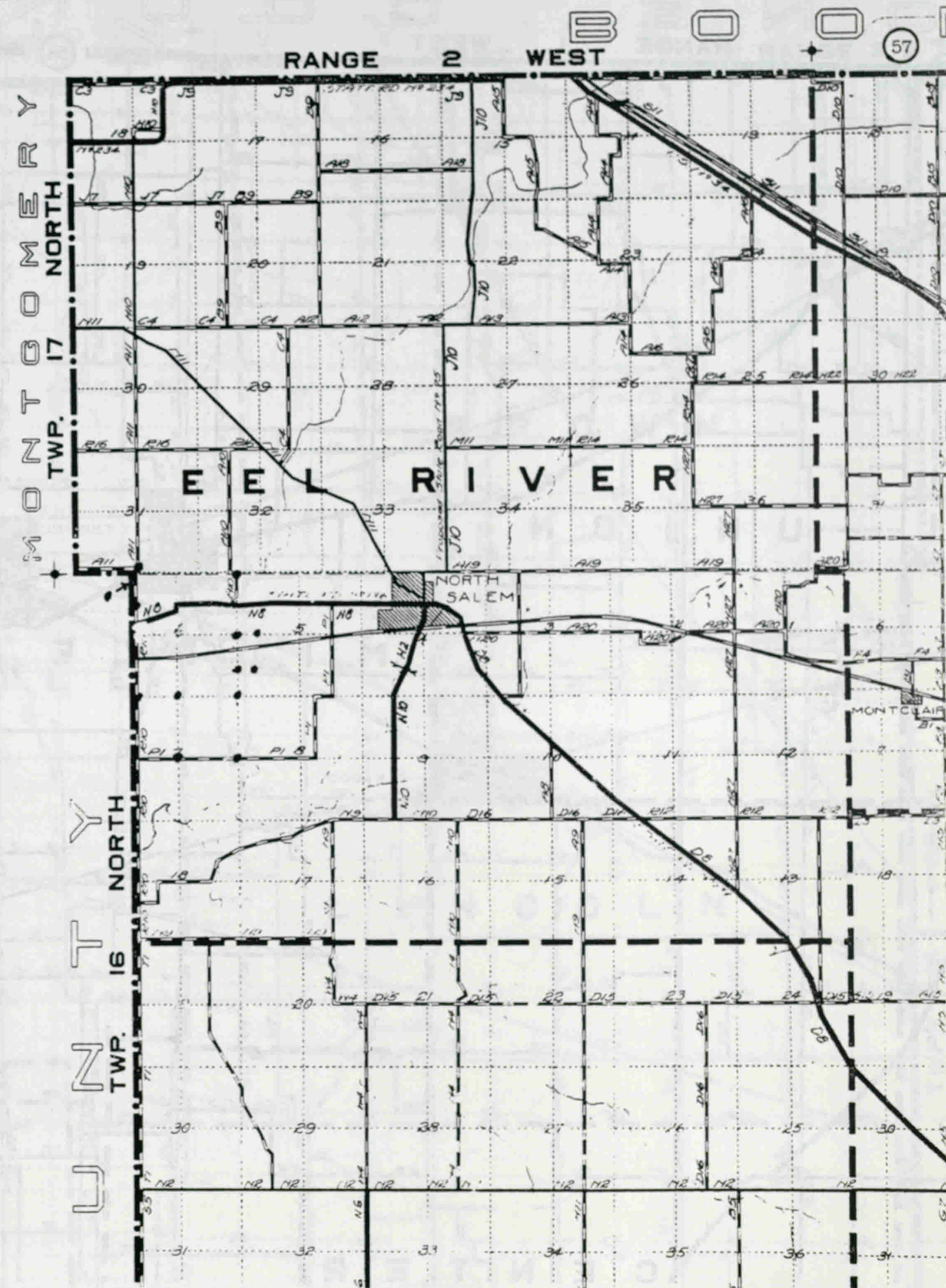
- (1) Miscellaneous Records in the recorder's office. Some state and county right of way grants that are hard to find.
- (2) Right of Way Record in the recorder's office.
- (3) Right of way grants in the offices of the surveyor and highway supervisor.

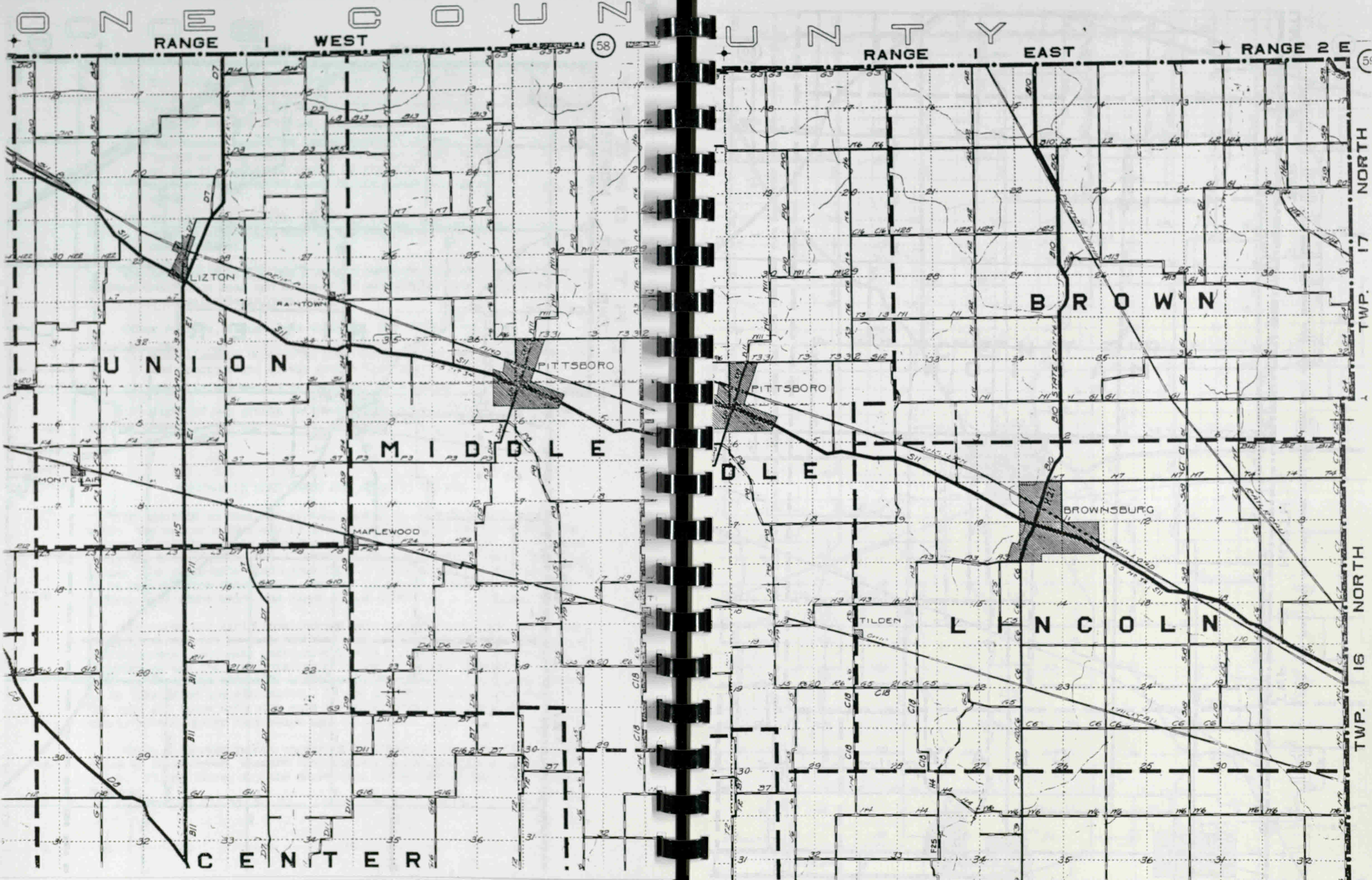
THREE-MILE ROAD CARDS AND ACCOMPANYING MAP

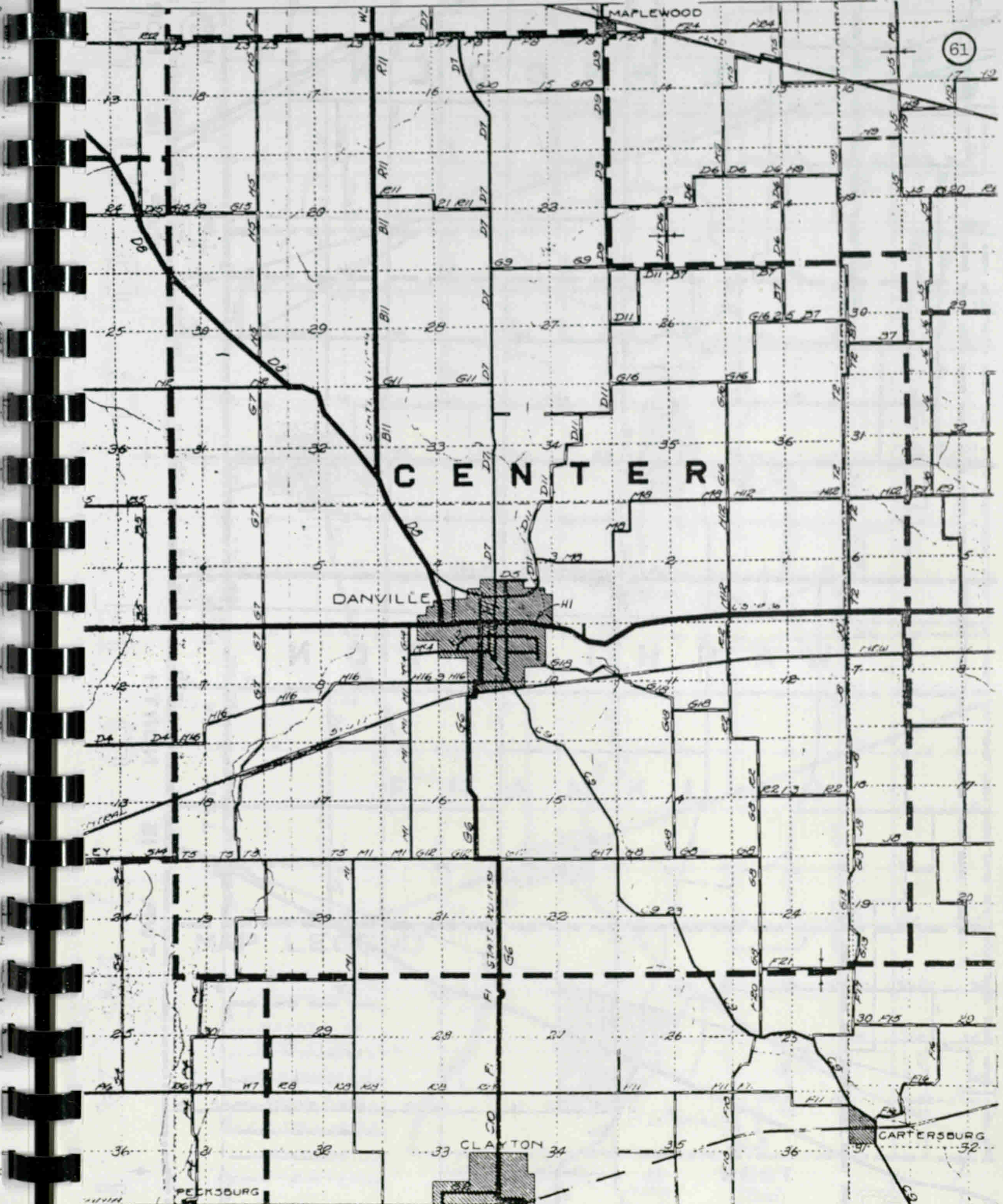
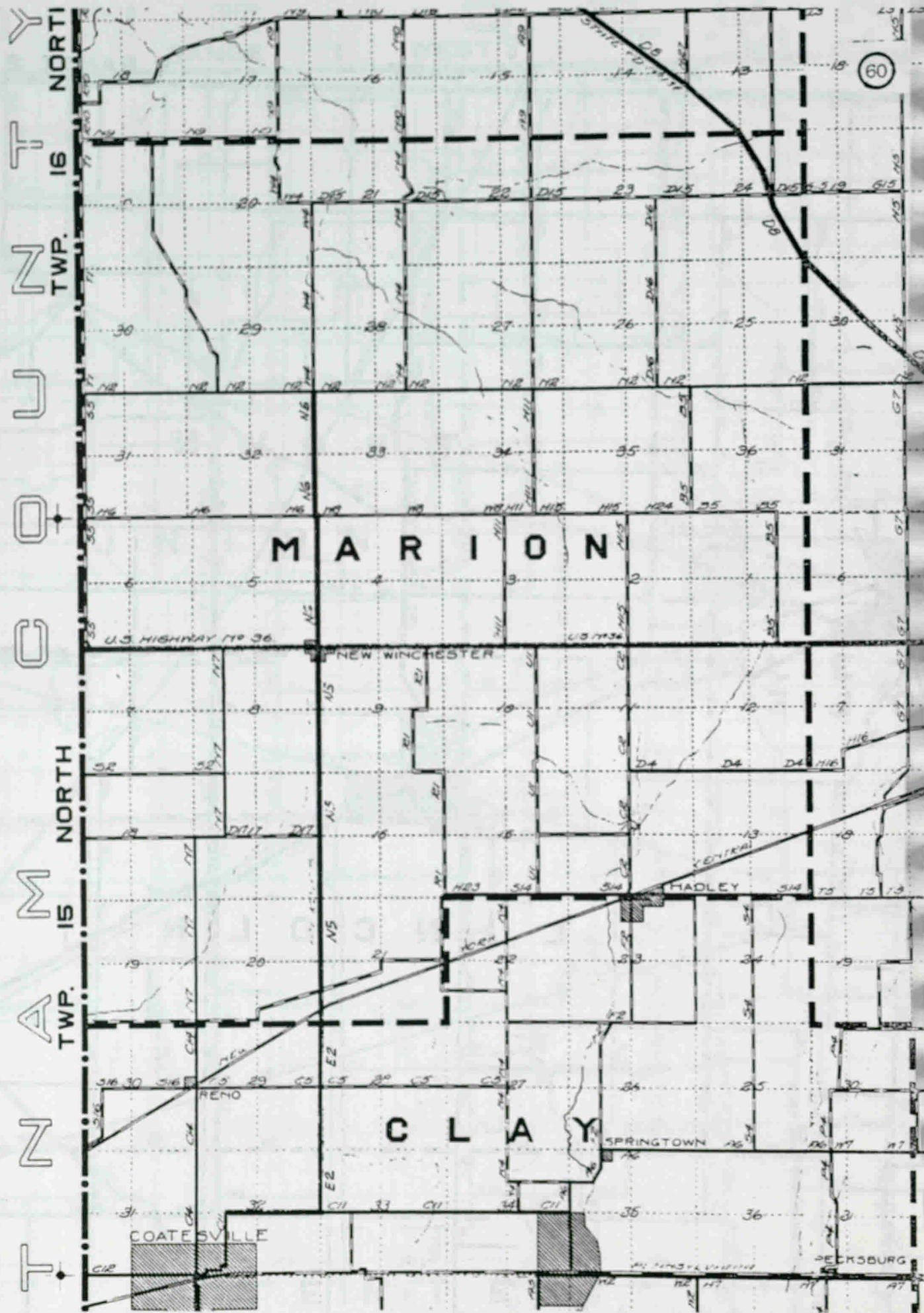
In addition to what has already been said, the following is relevant: The writer's 1942 map is used because it more nearly depicts the county in the three-mile road days than do more modern maps, and because it is the latest that gives J. P. Johnson's alphanumeric road designations. The three-mile road cards furnish route descriptions which had to be omitted from this Manual for want of space. However, field book numbers were added which the cards do not have.

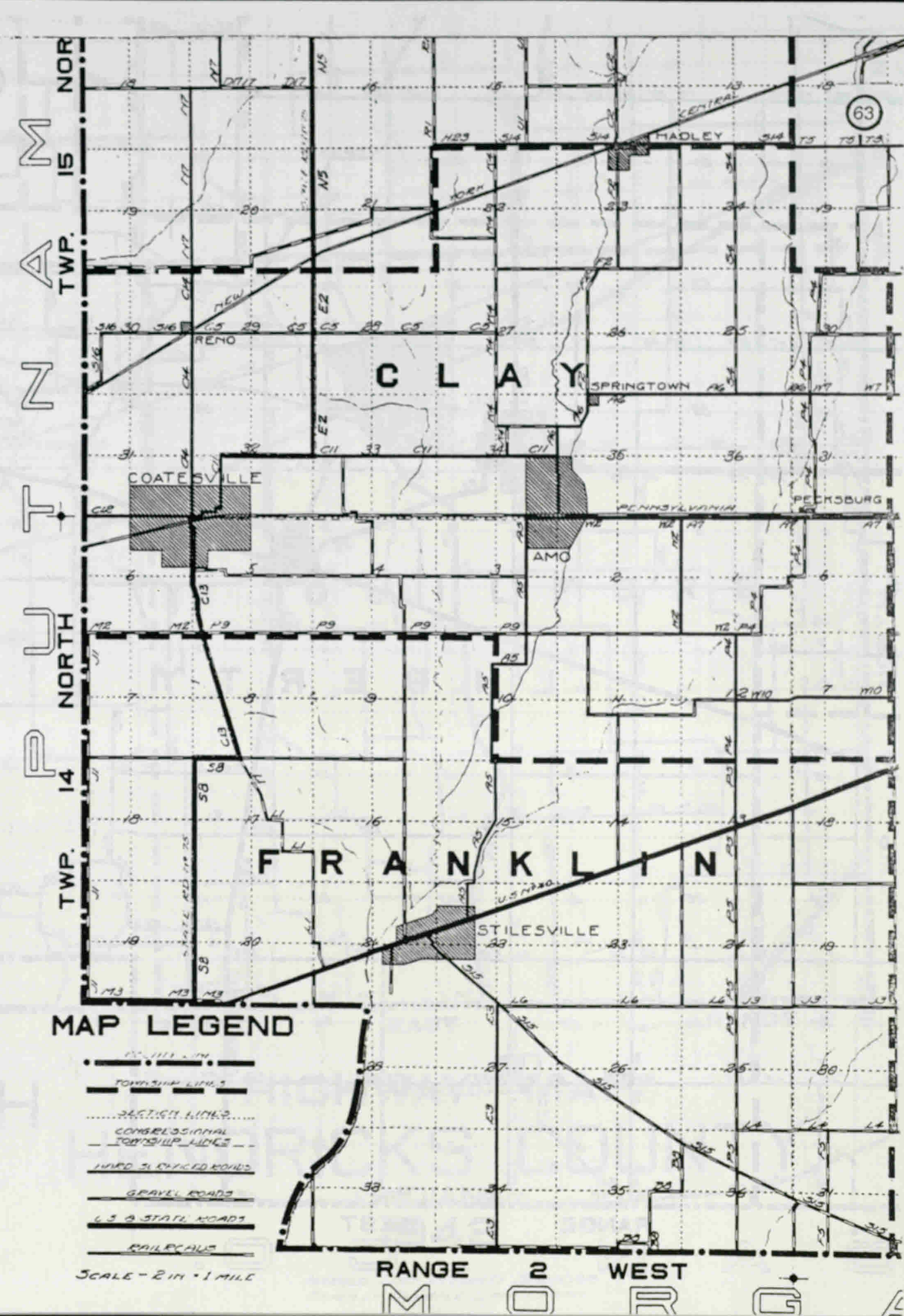
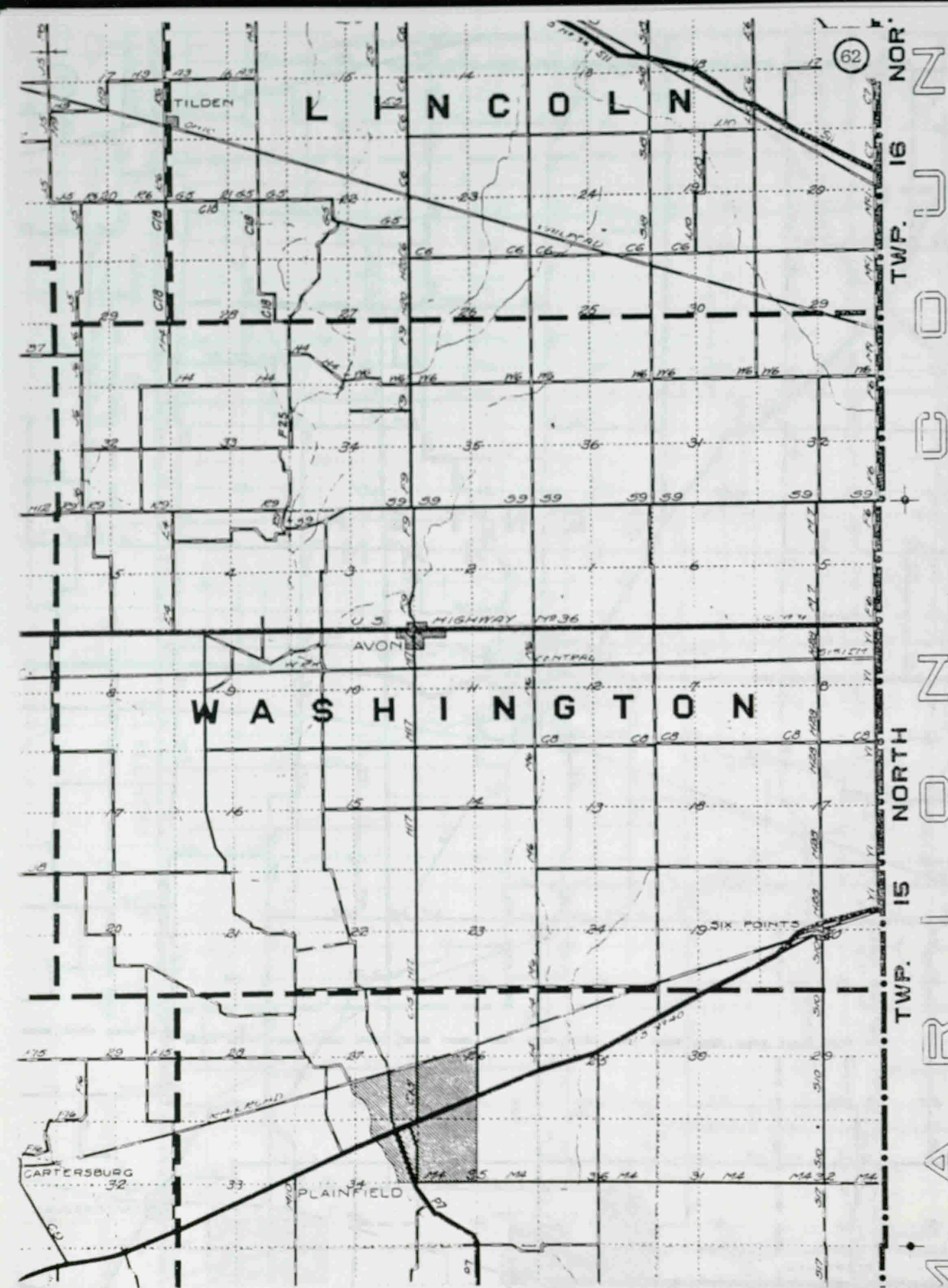
The cards and field book indexes were used without first verifying their correctness. So many mistakes were accidentally found (and corrected herein) that many undetected errors surely exist. Even more troublesome are the many references in the field book indexes to records that are worthless to corner stone searches. Time did not permit those to be identified and eliminated. It was possible, however, to augment the card and index data with some valuable information accumulated privately by the writer many years ago.

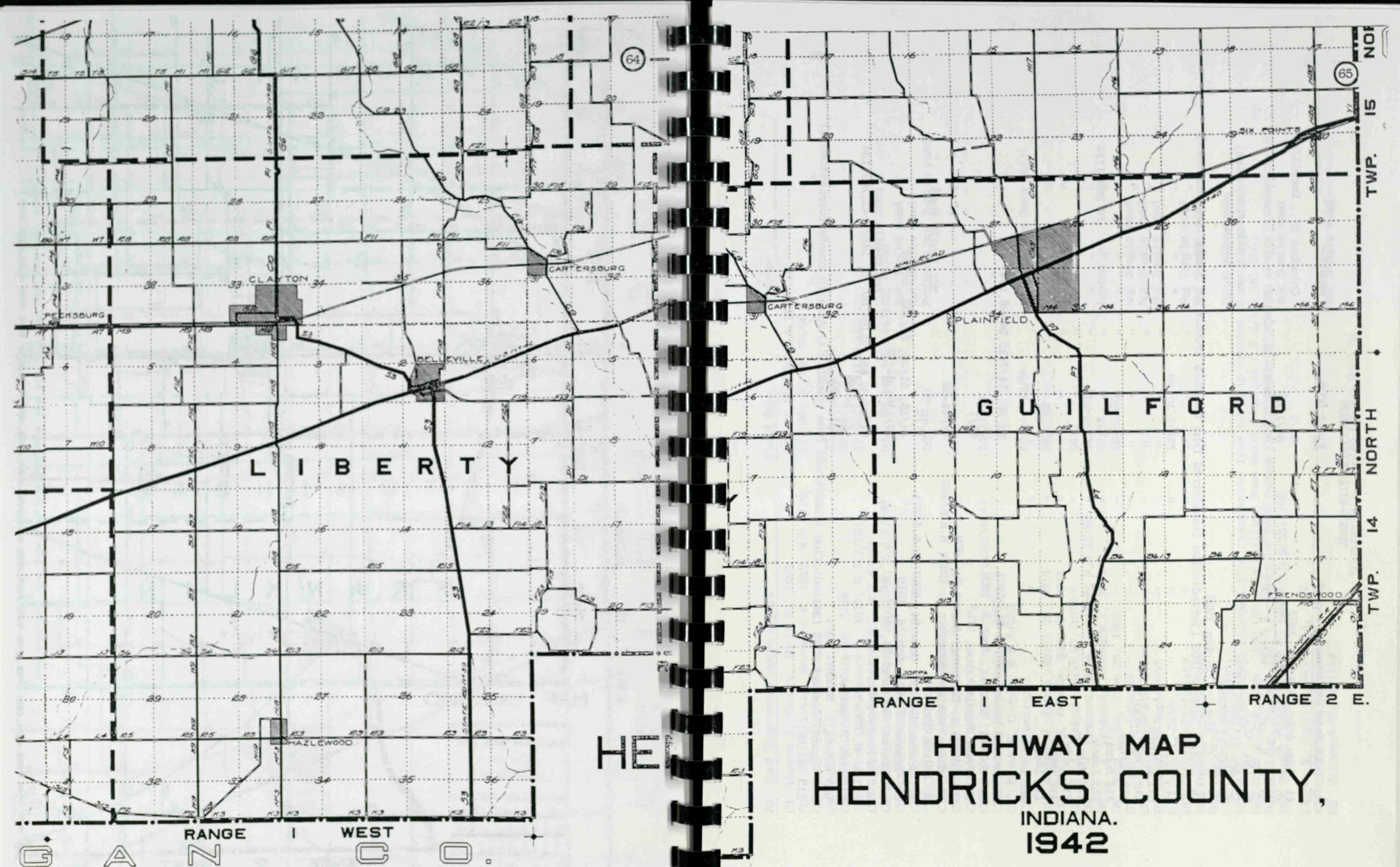
Where a viewers report appearing in a Road or Commissioners Record seems to be in error, examine the original in the auditor's office box files. If not there, try the surveyor's office and/or the court house basement.











No.	Road Name and Viewers Report	Field Book	Remarks
A1	John Ader, June 22, 1911	30/2	Columbia St., Danville
A2	J. H. Airhart, May 12, 1912	84/1,29	
A3	M. H. Arbuckle, March 4, 1914; R.R.8/90	41/73;48/86-88,146-154	
A4	(No card)		
A5	Amo-Stilesville		Not 3-mile road
A6	Amo-Springtown		Not 3-mile road
A7	N. C. Archer, October 1929		
A8	Grubb, January 1932 (jurisdiction transferred from township trustee to county commissioners)		
A9	Oakley, " " " " " " " " " "		
A10	Page, " " " " " " " " " "		
A11	Robbins, " " " " " " " " " "		
A12	Long (Hedge) " " " " " " " " " "		
A13	Durham, " " " " " " " " " "		
A14	Roberts, " " " " " " " " " "		
A15	Leach, " " " " " " " " " "		
A16	Martin, " " " " " " " " " "		
A17	Tucker, " " " " " " " " " "		
A18	Smith, " " " " " " " " " "		
A19	Dean, " " " " " " " " " "		
A20	Hays, " " " " " " " " " "		
B1	Marion Bailey, April 21, 1921	72/76; 74/7-15,94-98,148	
B2	John A. Baldwin, June 5, 1908		
B3	Frank Beadle, about 1916	41/1	
B4	George A. Blessing, August 2, 1909		
B5	Henry Beckley, November 6, 1912; R.R.6/485	17/44-52	
B6	Black Rock		Not 3-mile road
B7	Joshua Blanton, Oct. 24, 1907; R.R.4/371	11/2	
B8	Erasmus Brewer, May 14, 1919	44/48; 51/36; 52/152; 99/74	
B9	Brooks, November 21, 1914	33/140; 45/28	
B10	Brownsburg-Fayette		Not 3-mile road
B11	L. H. Brown	74/46-69,85; 91/66,69,70; 148/1,42,102,124	
B12	Omer H. Button	145/14-52	
B13	Robert I. Bennett	151/1-39	
B14	Eggers, January 1932 (jurisdiction transferred from township trustee to county commissioners)		
B15	Bailey, " " " " " " " " " "		

99

No.	Road Name and Viewers Report	Field Book	Remarks
C1	Herman A. Canary, April 20, 1922	121/56,57; 122/2,8,38,41	
C2	J. P. Christie, November 6, 1912; R.R.7/19	17/106; 30/54; 76/80	
C3	D. M. Clark, September 1919		
C4	Henry Clay, May 21, 1914	43/84; 52/70-91	
C5	Henry Cornett, July 24, 1916	33/66	
C6	Alfred Cox, January 3, 1913; R.R.7/101	27/2-37; 29/120-128	
C7	Alfred Cox, May 18, 1912; R.R.6/339		
C8	Calvin Outrell, April 24, 1919; R.R.9/490	67/1,66,148,160; 84/144; 91/36	
C9	Cartersburg, C.R.8/187		Not 3-mile road
C10	Clayton-Danville: 1 mile long		Not 3-mile road
C11	Coatesville-Amo	169/46-50	Probably not 3-mile road
C12	Coatesville-Greencastle		" " " " "
C13	Coatesville-Stilesville		" " " " "
C14	Coatesville-Reno		" " " " "
C15	Stanley J. Cook (Avon Ave. in Plainfield)	146/1-37	
C16	Casserly, September 1, 1930		
C17	Frank E. Cooper, R.R.5/523		
C18	C. A. Cummings	52/2+; 43/3*	May not have been built
D1	Arthur M. Davis, April 26, 1915	59/1,62	
D2	Willis A. Dobson, June 22, 1911		In Danville
D3	J. J. Dungan, June 23, 1910	24/2	
D4	C. H. Downard, June 12, 1919; R.R.10/88	54/72-132	
D5	J. A. Downard, February 7, 1910	21/54	Lawton Ave. in Danville
D6	John Dugan, June 26, 1908	19/62-80	
D7	Danville-Lebanon		Not 3-mile road
D8	Danville-North Salem		Not 3-mile road
D9	Danville-Maplewood		Not 3-mile road
D10	John H. Dale	143/1,70,86	
D11	Danville-Pittsboro		Not 3-mile road
D12	Danville-Round Town		Not 3-mile road
D13	(No card)		
D14	Danville-Pittsboro		Not 3-mile road
D15	Myers, January 1932 (jurisdiction transferred from township trustee to county commissioners)		
D16	Boon McCoun, Jan. 1932 (this is Williams Road built 1863 per C.R.8/138,181,205)		
D17	Hollweg, January 1932 (jurisdiction transferred from township trustee to county commissioners)		
D18	Thomas Dugan, March 6, 1867; C.R.9/151,152		Not 3-mile road
E1	C. E. English, March 24, 1915		
E2	C. M. Ewing, October 23, 1907	11/46	
E3	Eminence-Stileville		Not 3-mile road

67

*Erroneously labeled Graham Road No. 1

No.	Road Name and Viewers Report	Field Book	Remarks
E4	Eubank		
E5	Hufford, December 1931 (jurisdiction transferred from township trustee to county commissioners)		
E6	Moran, " " " " " "		
F1	George Farquer, October 20, 1908	13/40; 16/24	
F2	John W. Figg, November 5, 1912	17/2	
F3	John Flinn, April 23, 1921	72/63; 74/1,5,11+,152; 85/89; 90/42-54; 91/42,52	
		121/46-52	
F4	David Foster, December 5, 1910	29/84	
F5	Morton Foster, December 2, 1907	11/62	
F6	William C. Frazee, June 30, 1905; R.R.4/181	6/18	
F7	Friendswood		Not 3-mile road
F8	Isaac W. Foster	130/2-15,32,33; 132/1; 136/1-27-130	
F9	Earl Ferree	130/1; 132/	See C. B. Hollett Road H20
F10	Friendswood		Not 3-mile road
F11	Camp Short, Nov. 1931 (jurisdiction transferred from township trustee to county commissioners)		
F12	Edmonson, " " " " " "		
F13	Franklin, " " " " " "		
F14	Miller, " " " " " "		
F15	Lamb, " " " " " "		
F16	Ward, " " " " " "		
F17	McCormick, Jan. 1932		
F18	Miles, " " " " " "		
F19	Debard, " " " " " "		
F20	Graves, " " " " " "		
F21	Booth, " " " " " "		
F22	Woodward, " " " " " "		
F23	Moore, " " " " " "		
F24	Fisher, " " " " " "		
F25	O. M. Fordyce, C.R.9/	117/5	
G1	Harry M. Garner, August 29, 1914	53/80	
G2	A. K. Gilbert, Sept. 9, 1914; R.R.8/326		
G3	Ezra Good, July 10, 1907; R.R.4/303	13/19	
G4	Leslie Good, December 24, 1912	20/2	
G5	W. B. Graham, August 24, 1922; R.R.10/356	67/104,116-118; 72/30; 78/30-43,72-79; 121/44,45	
G6	Frank Guthrie, October 6, 1913	51/48-50,98; 58/19	
G7	Soper, December 1931 (jurisdiction transferred from township trustee to county commissioners)		
G8	Owens, " " " " " "		
G9	Bryant, " " " " " "		
G10	Thompson, " " " " " "		
G11	Cornthwaite, " " " " " "		

No.	Road Name and Viewers Report	Field Book	Remarks
G12	Guthrie, Dec. 1931 (jurisdiction transferred from township trustee to county commissioners)		
G13	Carrier, " " " " " "		
G14	Walker, " " " " " "		
G15	Harris, " " " " " "		
G16	Bell, " " " " " "		
G17	Edwards, " " " " " "		
G18	Relander, " " " " " "		
H1	David Hadley, August 2, 1909	21/41+	E.Main & N.Wash.Sts.Danville
H2	James A. Hadley, November 25, 1915	61/1,8	
H3	Simon Hadley, June 22, 1911	26/43	In Danville
H4	Walter Hadley, July 28, 1916; R.R.9/188	48/98-137	Called Wilbur Hadley Rd. on the card
H5	Oliver Harris, September 22, 1910	29/60	
H6	William S. Harris, Nov. 6, 1912; R.R.7/31	25/28	
H7	Martin Hart, June 27, 1914; R.R.8/190	43/104; 52/92-123-156; 122/2	
H8	J. W. Haynes, May 25, 1915		In Danville
H9	Wesley Hendrickson, June 15, 1909	19/130-154	
H10	Earnest Hicks, May 21, 1914	43/27+; 52/52+	
H11	C. E. Higgins, November 6, 1912; R.R.6/471	25/44 ?	
H12	Jake Higgins, March 23, 1908	11/106-125	
H13	H. W. Howell, June 16, 1917; R.R.8/266 & 9/275	54/54; 69/38; 119/150	In Danville, Sec.9-15-1W
H14	John R. Hull, March 19, 1912; R.R.6/280	24/28	
H15	Henry Hunt, November 6, 1912; R.R.6/551	17/94; 30/48; 7C/84	
H16	Perry Hunt, November 6, 1912; R.R.7/	25/4-48; 30/56; 48/138-145	Lincoln St., Danville
H17	A. W. Hurin, October 25, 1916; R.R.9/230	41/62	
H18	Hazelwood-Clayton Co.Unit Proj.T-5 (never const.);	R.R.11/316,385 & 12/35. See C.W.Thompson Rd. field bk.155	
H19	Hazelwood-LaClair		Probably not 3-mile road
H20	Claude B. Hollett, R.R.11/115	90/34; 130/34-119; 132/	
H21	C. L. Hunt	30/48; 145/158; 147/2-25	N.Green St., Brownsburg
H22	John T. Hocker		
H23	Orien Hadley		
H24	F. M. Harris		
H25	George H. Henning, 1930	84/30	
H26	Hadley, September 1, 1930		
H27	Higgins, August 2, 1930		
H28	Hobbs		
H29	Nelson Harmon, 1866		Not 3-mile road
J1	Willis Jackson, July 1905		
J2	Samuel Jaynes, July 7, 1913		
J3	Claude Johnson, September 27, 1923		Bartholomew Road
J4	D. M. Jones		Not 3-mile road

No. Road Name and Viewers Report	Field Book	Remarks
J5 Thomas B. Jones, January 15, 1909	19/108-129	
J6 W. S. Jones, June 23, 1910; R.R.5/395		
J7 H. C. Jordan, March 15, 1923	72/121; 78/106; 138/136-139	
J8 Sam Jordan, June 26, 1908	16/58-61,74; 19/30,36	
J9 Jamestown-Ladoga		Not 3-mile road
J10 Jamestown-North Salem		Not 3-mile road
J11 Francis M. Johnson, November 29, 1862; C.R.8/37,66		Not 3-mile road
K1 J. F. Kenney		Not 3-mile road
K2 Owen Kendall, February 19, 1915	51/114	
K3 O. A. Kennedy, January 2, 1912	32/14	
K4 Amos Kersey, November 4, 1912	17/22	
K5 Nickolas Koebrich, February 19, 1909; R.R.5/109	101/90	
K6 Russell O. Kuns	137/3-67-70-79	
K7 Knetzer		
K8 Enoch Kenworthy, Sept. 1850; C.R.5/597,636		Not 3-mile road
L1 Walter Larimore, November 23, 1907	10/3; 11/80	
L2 J. Lawler		Not 3-mile road
L3 Lewis Leathers, October 30, 1913	44/76; 48/2-23	
L4 John Lietzman, July 31, 1905	10/2,90	
L5 Jonathan Lowe, July 30, 1910	29/20	
L6 George Lineberry		
L7 John Enos Leach(pet.by Geo.Huber)		
L8 Omer Leak	151/40-47	
L9 Lietzman		
L10 W. C. Lange	173/1	
M1 C. A. Mackey, April 6, 1917	54/22, 60/110,142; 170/18 ?	
M2 Jesse Masten, September 25, 1907		
M3 John Masten, February 28, 1908; R.R.4/510	3/24; 11/96	
M4 John Mattern		Not 3-mile road
M5 A. B. Mercer, June 7, 1920	78/24; 79/62	
M6 George Mercer, October 6, 1913; R.R.7/454	33/33; 44/26-46; 72/22	
M7 Charles Miller, April 20, 1922; R.R.10/338	74/24+; 91/38; 122/46-51	
M8 Josephus Mitchell, October 6, 1913	44/72; 51/74	
M9 T. H. Mitchell, September 9, 1914	53/34	
M10 Walter Moon		Not 3-mile road
M11 Elbert Murphy		Not 3-mile road
M12 Marion County Line		
M13 Maloney	72/80,88; 78/44	

70

No. Road Name and Viewers Report	Field Book	Remarks
Mc1 Albert McCalment, November 17, 1911; R.R.6/107		On Marion County line
Mc2 C. F. McClelland, October 15, 1909	21/1	In Danville
Mc3 George McClelland, June 26, 1908	13/34; 16/38-47,68; 23/136	
Mc4 S. L. McCurdy, February 28, 1917; R.R.8/269	54/2; 119/50	In Danville
Mc5 William McDaniel, January 15, 1909	19/82-107; 29/130	
N1 E. F. Nash, June 26, 1914	43/62; 52/28	
N2 New Maysville		Probably not 3-mile road
N4* New Maysville-North Salem		Probably not 3-mile road
N5 New Winchester-Coatesville		Probably not 3-mile road
N6 New Winchester-North Salem		Probably not 3-mile road
N7 New Winchester-Reno		Probably not 3-mile road
N8 North Salem-Roachdale		Probably not 3-mile road
N9 North Salem-Rock Branch		Probably not 3-mile road
N10 North Salem-Round Town		Probably not 3-mile road
N11 North Salem-Ladoga		Probably not 3-mile road
N12 Newlin, November 25, 1930		
O1 William A. Opple, August 18, 1923	76/146; 125/50	
P1 Jacob Page, June 26, 1914	43/28-46; 52/124-147	
P2 Patterson, April 23, 1907	1/74	
P3 Robert Pierson, September 22, 1915	42/48-73; 84/147	
P4 Pecksburg		Probably not 3-mile road
P5 Pinhook-Pecksburg		Probably not 3-mile road
P6 Pittsboro-Lebanon		Probably not 3-mile road
P7 Plainfield-Mooresville	147/74-85	Probably not 3-mile road
P8 Plainfield-Pittsboro		Probably not 3-mile road
P9 Lewis Phillips	44/112+; 48/24-43; 152/11-53	
P10 Parker, September 1, 1930		
P11 Joshua D. Parker, March 1863; C.R.8/95,144		Not 3-mile road
R1 H. S. Ragan, November 6, 1912; R.R.6/511	17/120; 30/50	
R2 John F. Randolph, October 6, 1913	28/38; 44/44	
R3 S. A. Reeves, June 26, 1908	19/2	
R4 Frank Reichard; August 2, 1909; R.R.5/200	18/1(levels)	In Danville
R5 George W. Reitzel		Not 3-mile road
R6 I. D. Rhynierson, October 6, 1913; R.R.7/477	33/48	
R7 John Ridpath	26/1	Jeff. & Blake Sts., Danville

*N3 omitted because of numbering error and not because a card is lost.

71

No.	Road Name and Viewers Report	Field Book	Remarks
R8	Ullen Rogers, February 19, 1915	51/106	
R9	A. A. Ross, June 26, 1908; R.R.4/466	13/42; 16/1+; 23/1-23	
R10	John N. Russell, April 9, 1923	76/1,72,133,142,150,152; 135/1; 138/1,34+; 142/150 157/32,35	
R11	Henry Rutledge, September 22, 1910	29/38	
R12	Frank Routh	142/50,58,80,127,146	
R13	John T. Richardson	137/78-121; 142/2-27; 157/18	
R14	Alva Routh		
R15	L. J. Rushton	29/138; 156/2-57	
R16	Eugene Ratliff	163/1-35	
R17	Howard Rhea (Frank Shields)		
S1	Enos Scott, March 19, 1914	48/44-81; 154/110	
S2	James A. Sharp, August 29, 1907; R.R.4/334	3/18	
S3	L. F. Sparks, March 23, 1916; R.R.9/65	42/104	Now S.R.39 from Clayton south
S4	V. R. Stevenson, May 25, 1916	41/26	
S5	John Stevenson, June 19, 1912; R.R.6/401		
S6	Oren Stout, March 7, 1910	21/58; 45/64	
S7	John P. Street, May 25, 1910	29/4	
S8	Burdett Swope, December 13, 1906	10/102,122; 112/134	
S9	Sigurson Pike (10th Street)		Probably not 3-mile road
S10	Six Points		" " " "
S11	State Road (now U.S. 136)	43/110; 70/1; 71/1	
S12	D. A. Surber	83/1,5; 130/120-135; 136/128; 137/68,69; 139/12,13 141/128-132	
S13	Albert Sheets	150/7-57	"Sellers and Sheets"
S14	Alva Stanley	78/5; 158/13+	
S15	Stilesville-Monrovia		Not 3-mile road
S16	Maurice Sutherlin, 1930	161/1	Reno and west
S17	Swift, July 7, 1930		
S18	Shumate, R.R.11/428	166/62	
S19	Sawmill		Not 3-mile road
S20	Wilson Spray, February 22, 1879; R.R.2/91,119		Not 3-mile road
T1	David Taylor, March 10, 1911; R.R.6/381		
T2	James W. Todd, February 19, 1909; R.R.5/96		
T3	William Tout, March 20, 1914; R.R.8/	48/56,96	
T4	John W. Tharp, R.R.11/102	52/148; 122/44,92-130,136,140	
T5	O. N. Tinder	66/2,40+; 119/150; 164/1	
U1	Robert Underwood, November 6, 1912; R.R.6/499	17/136; 25/24; 30/52(stationing)	

72

No.	Road Name and Viewers Report	Field Book	Remarks
W1	George Wendling, December 24, 1914	33/90	In North Salem
W2	Otto Whicker, September 26, 1923	184/22	
W3	Charles A. White, August 13, 1909; R.R.5/52	18/45-77	Ky. St. et al. in Danville
W4	Charles E. Wilson, October 6, 1913; R.R.7/433	44/32; 51/18; 91/54; 119/148; 121/50	
W5	John Woodward, March 24, 1915	45/46	Probably not 3-mile road
W6	Wall Street		
W7	Otis Wheeler		
W8	Joe Lane Wilson, R.R.8/303	33/124-136,158; 148/	Marion Twp.
W9	Frederick N. Wright	154/2-57	
W10	West, August 2, 1930	78/3	
W11	O. F. Waters	145/5; 157/81	Middle Twp.
W12	Lewis Whicker, June 4, 1867; C.R.9/208		Not 3-mile road
Y1	Charles Yoke, December 26, 1912; R.R.7/155		

SOME HIGHWAYS NOT IN 3-MILE ROAD CARDS

Amo-Hadley	182/74	
Schlyer A. Arnold	139/	Franklin Twp.
Boyd	10/37	
Buchanan Street, Plainfield	7/1	
Cross St., Coatesville	22/2	
Clayton-Cartersburg (F11) W.P.A. project	185/72-83	
College Hill (E.Main St.,Danville)	21/76; 64/70	
Conn	78/8	
Dodson (?)	26/103	
Ira Dooley	64/12	
S. East St., Plainfield	143/96-134; 146/74	
N. East St., Plainfield	94/99+	
Eel River Township road relocation	172/72-77	In 15 & 22-17-2W
Fisher	169/52	Middle Twp.
Franklin Township road	10/1	
Melvin O. Gibbs, Washington Twp.	72/130	From NW cor. 20 E SE & S to SE cor.21-15-1E
Gladden	6/2	
Green Street, Brownsburg	1/1	
Hall	170/20	
Kellum	29/126	
Henry Klinker	119/18	
Main Street and Maple Street, Brownsburg	1/23+,37+	
John G. McCord relocation	145/2+	Middle Twp.
Panner	29/124	

73

Parnell
 Street in Pittsboro
 Putnam County line road, Eel River Twp.
 Rockville Road (now U.S. 36) from Danville E.
 Sears
 Stilesville
 M. O. Stuart
 Springtown Bridge
 C. W. Thompson (south from Clayton)
 Townsend
 Vermont Street
 Walls
 C. I. West
 Jas. Whicker Natl.
 Hill and Williams
 Wagon Road from Hazelwood east
 Zaring
 Old Coatesville-Amo

29/122
 158/92-121
 142/150
 68/1-160; 69/16-37 County Unit Project
 29/134
 3/20
 78/1
 78/82, 118
 155/1-85
 3/88
 76/136
 44/52-73
 78/3
 31/86
 62/109-139
 19/10, 34
 147/74-85
 169/46+

The town clerks have kept minutes of the proceedings of the town board of trustees since the towns were incorporated. The minutes are handwritten or typewritten in ledger books that may or may not be indexed. They contain some land survey information and sometimes tell of corner monuments that are not mentioned elsewhere. Surveys and legal descriptions of street rights of way and other boundaries are found here. Street and alley dedications and vacations are recorded and they are extremely important to the surveyor. Much of that information cannot be found in the courthouse.

Do not go to the town hall with the intention of looking up data on a certain corner or line while your survey crew waits in the truck. The indexes, if any, of the minute books are inadequate for that purpose. The records must be examined page by page, book by book, wading through thousands of items of no interest to the matter at hand. Expect to spend several days in a systematic search in each town. Copy all land survey data found even if it does not apply to a current job. You may use it later. Be prepared for disappointment; the answer to a particular survey question may or may not be found. Don't give up until every page of every book has been seen; otherwise, in a survey dispute, you may be unpleasantly surprised to find the opposing surveyor armed with official information from the town hall which will discredit your work.

Most town halls have a collection of plats and plans in a file cabinet, on shelves, or in an old box or trunk. Be sure to ask permission to see those too.

Searching the town records is considered by the writer to be an agonizing necessity if the surveyor is to protect himself from reversals and professional liability losses. The main problem is that there is no way to finance the searches directly. In the late 1940's and early 1950's the writer canvassed all the records of Danville, Brownsburg, North Salem, Lizton, etc., and began charging a little extra for land surveys in those towns in order to recover the expense of the searches. That procedure worked pretty well.

Your presence in the town hall may inconvenience the people working there. You may be in the way as the facilities are probably unsuitable for your purpose. Be helpful and courteous to town employees and, when you are finished, be sure to express your appreciation for their assistance. Try to partially repay the town for its trouble by offering prints of some of your surveys for its files. Offer only work of the highest professional quality. After all, you may ask more favors later - such as getting certified copies of certain town records for your court case.

A chaining calibration factor (CCF) is a multiplier for correcting record distances to actual distances. They are very useful where tracking an old survey in reverse to find a beginning monument and where lost corners are to be restored by proportionate measurement in harmony with the record of the original survey. CCF's are expressed as the ratio of the actual distance to the record distance. For example, in 1891 Joshua Hunt found the stones at the northeast and southeast corners of Sec. 14, T.15 N., R.1 E., and measured between them. He reported a distance of 80.86 chains or 5336.76 feet. In 1976 the writer recovered the stones and found the distance to be 5344.95 feet. The CCF is therefore

$$\frac{5344.95}{5336.76} \text{ or } 1.0015346.$$

That means Hunt's chain was 1.0015346 of a Gunter's chain in length or the equivalent of 0.15346 feet too long per 100 feet, according to the writer's standard. The factor presumes an error-free modern measurement and blames all the difference on the improperly calibrated length and use of the original chain or tape. Though questionable as the presumption is, CCF's are important. They are used exactly for restoring lost corners by proportionate measurement and are used with caution for extrapolations (that is, what is the estimated modern equivalent of 600 feet measured in Hunt's 1891 survey? Answer: 600×1.0015346 or $600.92'$). Actual distances between identified monuments always control over extrapolations.

In early times the local surveyors operated the compass or transit and usually left the chaining to untrained laymen such as landowners or neighbors. The surveyor's supervision often was not enough to insure uniformly good results so CCF's consequently varied from line to line. They varied even more from job to job because different chainmen were used. The chains were subject to changes in length which accounts for even wider CCF differences from year to year. The factors from one surveyor to another are not related excepting that they may have used the same chain. As early as 1852 the county auditor was supposed to have a set of standard weights and measures available but the longer of the two measures was only 36 inches. That was not much help in standardizing a Gunter's chain.

Once two-point control is established for an old survey a CCF may be determined. As already pointed out, three-point control will likely yield conflicting factors. Ordinarily those conflicts are small but sometimes they are larger than would be expected. If the control points appear not to have been disturbed and are positively identified as the original points, and if the modern work has been verified as correct, the errors must be attributed to carelessness or poor calibration in the original survey.

The writer has determined the CCF's for many early surveys in the county and some of them are tabulated below. The table shows that the measuring apparatuses used in olden days almost invariably were too long by present standards and that resulted in the reporting of distances shorter than they actually are. Dick Harvey once told the writer he found that the federal survey of the sections reported distances too short by an average of 21 links per quarter mile. That agrees very well

<u>SURVEYOR - OLD RECORD</u> DATE	<u>ACTUAL</u> RECORD	LOCATION	CCF
J.W. Trotter, Red Book November 18, 1898	1376' T. 21.0075 ch.	N½ Mi.4-16-2W to S½ Mi.33-17-2W	1.0076272
W.F. Franklin, Red Book January 5, 1901	734.188' E. 44 R. 9 L.	Entry, Harlan's Add. Clayton	1.0030713
C.C.C. & St.L.Ry. val. map 1903+	2669.9' T. 2674.3'	E. line NE¼ 11-15-1E	0.9983547
John O. Kain, Field Bk.101/137 April 20, 1908	5303.14' E. 80.37 chs.	E. line 31-15-2W	0.9997587
T.W. Garrison, Fld.Bk.103/10 1914	1325.3' T. 20.095 chs.	S. line E½ SE¼ 33-17-2W	0.9992686
T.W. Garrison, Fld.Bk.103/10 1914	1324.3' T. 20.095 chs.	S. line W½ SE¼ 33-17-2W	0.9985146
T.W. Garrison, Brown Book 1914-16?	2669.70' E. 40.495 chs.	E. line SE¼ 14-15-1W	0.9988888
C.W. McClain May 6, 1916	2671.43' E. 40.56 chs.	E. line SE¼ 33-16-1W	0.9979342

Research prior to the search for a corner stone should include some or all of the following sources which are not mentioned elsewhere in this Manual:

IN THE SURVEYOR'S OFFICE:

1. The pull-out file boxes contain survey computations, plats and legal descriptions by all the surveyors from Garrison to Shartle. The boxes were once full but during the middle and late 1950's 90% of the materials in them were pilfered by private surveyors.

2. The large map cabinet has in it some land survey maps, county and town maps, and highway and bridge plans.

3. The smaller map cabinets contain aerial photographs, the original tracings of the plat books in the auditor's office (good for finding old road names that have been scrubbed off the auditor's set), and subdivision plats of recent decades.

4. The Robert W. Armstrong land surveys of the 1960's.

5. Photostats of the original field notes of the U. S. rectangular surveys of the sections and townships, 1819-1821. The field notes are also penned in the first pages of the Red Books and the Brown Books. Also, there is the Shartle map of those surveys available.

IN THE RECORDER'S OFFICE:

6. The deeds are indispensable because their legal descriptions supply valuable survey data and because they sometimes reveal the existence of monuments that are not mentioned in any other record. Also, the oldest town, addition, and subdivision plats are recorded in the deed records.

7. The plat books contain town, addition, and subdivision plats and descriptions which furnish information on corner monuments.

8. The miscellaneous records contain a few land surveys and railroad right of way plats of interest but they are hard to find.

IN THE AUDITOR'S OFFICE:

9. The auditor's plat books abound with useful property ownership data, dates of deed transfers which are helpful in finding deeds in the recorder's office, etc.

IN THE CLERK'S OFFICE:

10. The probate court records have many partition surveys, plats, and descriptions not found elsewhere. The problems of learning what is available in these books and of finding specific partitions are formidable. While the writer has been very successful in overcoming the difficulties, he does not recommend that others try it unless the

need is most urgent.

11. There are some old civil suits over boundaries but they are very difficult to find and what is said in 10 above applies here also.

PRIVATE SOURCES:

12. Surveyors in private practice cooperate with each other and with the county surveyor's office in the exchange of information about monuments. When asking a private surveyor for data it is a good idea to offer something in trade, and then to remember and give what you've promised.

13. The county has three good title companies that are very helpful to surveyors. But remember what Petronius said: "One good turn deserves another."

14. Public Service Indiana at Plainfield has custody of the right of way plans for some of the old traction lines. The writer has examined them a number of times. When asking permission to see the private records of any company be sure to explain your problem thoroughly and show why you believe the records would be helpful.

15. Railroad engineering offices seem to have the location stability of a grasshopper. Once they can be located the staff there is usually cooperative as soon as it understands your need. Unfortunately, the records of some of the railroads have been highly centralized in some distant cities, making too time-consuming a follow-up on the matter.

TERMINOLOGY. Hendricks County names certain quarter-quarter and half-quarter section corners peculiarly and some explanation is needed. The center of the north line of the Northeast Quarter of a section is often abbreviated into Center North of the Northeast Quarter, or Cen.N NE $\frac{1}{4}$. "Center" means the midpoint of the section line between the quarter section corners. The same naming system applies to other corners too. For example, the southwest corner of the Northwest Quarter of the Southeast Quarter is often called the Cen.W. SE $\frac{1}{4}$ or the Cen. E. SW $\frac{1}{4}$ or even the Cen.S Cen. (meaning center south of center which comes from "center of the quarter section line which is south of the center of the section"). The last term is very confusing to some surveyors who have mistaken it to mean the south quarter-corner of the section (south half mile corner). But Cen.S.of Sec. is the S.qtr.cor.

In 1870 when S. D. Harvey wrote the Red Books by transcribing from Books B and C, he sometimes expressed the southwest corner of the Northwest Quarter as "NW $\frac{1}{4}$ & SW cor." instead of "SW cor.NW $\frac{1}{4}$ ".

BEARING TREES. So many of the bearing trees of 100 or 150 years ago are now gone that some surveyors omit references to them during pre-survey research. That is a mistake because some of them are still standing. Even a few of the witness trees noted by the U. S. surveyors in 1820 are living yet. In recent years old bearing trees have saved the writer many hours of digging. Lately the writer has found Job Hadley's 1850 "b. oak 6 S66E 2" referencing the southeast corner of Clayville (now the original town of Clayton). See the Red or Brown Book under 34-15-1W citing Book C, page 71. This bur oak is now 36 inches in diameter and completely covered the corner stone by its growth. If left undisturbed the tree should live another century or more.

The surveyors of Hendricks County have followed the example set by the U. S. surveyors in referencing bearing trees. The species and genus of the tree are given first, in that order, using the common instead of the scientific name; then the diameter of the trunk in inches at a height of 4.5 feet is noted; then the bearing from the corner to the center of the tree trunk; and finally the horizontal distance from the corner to the tree. Notice that the diameter follows the variety, a custom long practiced by masters which a lot of latecomers seem to want to change.

Since about 1938 the majority of the surveyors practicing in the county, including this writer, have measured the distance from the corner to the near edge or face of the trunk of the tree when taking new references. At earlier times the distances were generally (but not always) taken to the centers of the trunks of trees, a difficult task to perform accurately. Distances taken in the older surveys are in links unless otherwise stated. Modern usage is in feet.

The bearings given were usually uncorrected for declination of the needle but there is some doubt whether the practice was universal. On April 3, 1867, Carpenter wrote, "Witness located with an allowance of 5° for variation in this survey." The writer knows for sure that Huff recorded uncorrected magnetic bearings.

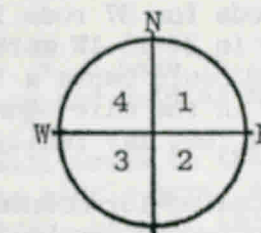
Where poplars are called for the yellow poplar or tuliptree (*Liriodendron tulipifera*) is meant, and not the genus *Populus* which

includes the cottonwood family. "Sugar" means sugar maple but maypol (Book B, page 109) is a maple of unstated species.

MAGNETIC DECLINATION. In this discussion, "true" bearings have been corrected for declination of the needle; "magnetic" bearings have not. In Hendricks County the phrase "at the face of the compass" indicates that the accompanying bearing is magnetic, or uncorrected. The failure of many of the old surveyors to say which kind of bearings they were recording causes a lot of problems nowadays. But mixing the two kinds in the same survey and description is even worse, as where cardinal directions are given to section or quarter-section lines while magnetic bearings are used to describe the irregular sides of the tract. Large errors of closure are thus created which MUST NOT be eliminated by the usual compass or transit methods of adjustment. The adjustment procedure must be customized to fit the situation.

The following are the approximate declinations for Hendricks County from 1830 to 1970:

Year	Dec.
1830	6° E.
1860	5° E.
1890	3° E.
1910	2° E.
1960	1½° E.
1970	½° E.



Quadrants

Problem: An 1860 survey calls for the following bearing tree: Amer.hornbeam 8" S 71°W 56 lks. The tree is still standing. Assuming the bearing is magnetic, find the corner stone from it.

Answer: The declination in 1860 was 5° east which means all given magnetic bearings in the first and third quadrants are too small by five degrees (magnetic bearings in the other quadrants are correspondingly too large). Add 5° to the 71° and the true bearing is S 76°W. Reverse that corrected bearing from the center of the tree trunk (N 76°E) and measure 56 links to find the center of the search area. Be sure your own bearing system is based on a true meridian before doing this.

FALLACIES.

1. The most widespread mistaken idea of all - in any county - seems to be the notion that every county road was originally two rods wide, or 33 feet. While a few roads were laid out to that width, most in this county were 30 feet wide.

2. Most landowners believe they "own to the center of the road." Many do, subject to the public easement, but the legend fails more often than people realize. Roads are not always centered on the property line. See the example at the top of page 55.

3. Iron pins, pipes, railroad spikes, axles, nails, boat spikes, etc., found driven near corners are accepted immediately as controlling monuments by some surveyors without further investigation. The truth is that less than half of them are driven over the original corner stone. Thus many surveys are faulty because the surveyor neglects to

search for the genuine beginning point, but drives his own metal stake and starts from it or from a spurious stake set in the same manner by some other surveyor.

4. There are still surveyors who do not realize that stones have been placed for their use at many half-quarter and quarter-quarter section corners.

5. Starting lot surveys in pre-1920 subdivisions from the center lines of streets found by "splitting" curbs or sidewalks is out of the question in Hendricks County. In 1937, Wm. F. Franklin advised the writer against the practice saying that when he, Bill Smith, and other surveyors and engineers laid out the walks and curbs in the various towns early in the century, primary consideration was given to saving shade trees, and that building a street symmetrical about its legal center line had no priority.

6. Dimensions in rods taken from Book C may be misinterpreted. Now and then Job Hadley used an abbreviated notation for rods such as 37.16 rods for 37 rods 16 links, an example taken directly from his survey in 34-15-1W marked Book C, page 247. Lack of caution in that regard could cause a large error indeed. The situation is analogous to one in the mile square of Indianapolis where a lot dimension like 112.11 feet may really be 112 feet 11 inches.

7. Uncalled-for monuments. Existing stones and other monuments of which no record can be found may be controlling but first check the identifiers on pages 10 and 11. Then, if possible, check the position of the monument for agreement with recorded bearings and angles and distances for a closer testing of Identifier 1. If enough of the checks are positive, the monument has been proved. If there are still uncertainties inquire as to the reputation of the monument and extent of its acceptance as correct and use by other surveyors. If the monument cannot be disproved and it has been accepted by others as correct, it probably is controlling by common report. Thoroughly document your files.

1-14-2W

4, 5, 6, 8 & 9-14-1W

John C. Newman petition for location of a county road.

Commencing at a School House 2 miles West of Belville, at the SE corner of Section 4-14-1W and to follow the Section line N $1\frac{3}{4}$ of a mile, then E $\frac{1}{4}$ of a mile, then N to Newman's Mill on Mill Creek.

Viewers report Sept. 1839 C. R. 4, page 1

Viewers report Nov. 1839 C. R. 4, page 11

Board approval Nov. 1839 C. R. 4, page 11

Length $3\frac{1}{2}$ miles

R/W 30 feet.

VOID

1 and 2-14-2W

34, 35, 36-15-2W

Daniel Richardson petition for county road.

Viewers appointed

Viewers report Sept. 1840 C. R. 4, page 76.

Examined by board and set aside and held as naught.

Commence at Newman's Mill thence running N up Mill Creek to the NE corner of James Kendall's farm, thence W on the Sec. line to the middle prong of Mill creek, thence up said creek to Newman's Saw Mill, thence W between Lorris and Junt's to intersect the Williamsburg road, on the line leading from Williamsburg to Stilesville.

(Newman's Mill was located in the E $\frac{1}{2}$ of NE $\frac{1}{4}$ of Sec. 1-14-2W, Kendall owned W $\frac{1}{2}$ of NE $\frac{1}{4}$ and E $\frac{1}{2}$ of NW $\frac{1}{4}$ of Sec. 1-14-2W. Lorris owned part of W $\frac{1}{2}$ of SW $\frac{1}{4}$ of 35-15-2W and part E $\frac{1}{2}$ of SE $\frac{1}{4}$ of Sec. 34-15-2W. Hunt owned part of W $\frac{1}{2}$ of SE $\frac{1}{4}$ of 35-15-2W. Clerk's note.) No length or R/W stated.

1 & 2-14-2W
35-15-2W

Edward Newman petitions for a public road leading from Newman's mill on the E fork of Millcreek; thence N $\frac{1}{2}$ mile; thence W on the Township line to the middle fork of Mill Creek; thence up the creek to Newman's saw mill; thence nearly westward to intersect the Williamsburg road.

Viewers appointed Mar. 1843 C. R. 4, page 260

Viewers report June 1843 C. R. 4, page 287

Board orders that said route be declared a public highway.

(This road probably started at or near the W $\frac{1}{2}$ mile post of Section 1-14-2W; thence N to the Township line thence W about $\frac{3}{4}$ of a mile thence N about $\frac{1}{2}$ mile; thence W to the Williamsburg Road.

Length 2 miles.

R/W not stated

1 - 14 - 2W William M. West petition for location and vacation of highway.

Viewers appointed Sept. 5, 1888 R. R. 3, page 27.
Viewers reported Dec. 5, 1888 R. R. 3, page 41.
Board approval Dec. 5, 1888 R. R. 3, page 41.

Commencing at the SW corner of the W of the SE of Section 1-14-2W; thence E 74 rods 17 links; thence N through said W of the SE about 125 rods where it intersects a public highway now in use. Said highway to be 15 feet in width on each side of the foregoing described line and 15 feet additional for a distance of 80 rods on the N and E ward from its beginning.

Part to be vacated: the road which connects the beginning and termination of the foregoing described line.

Length 0.6 mile. R/W 30 feet.

2, 3, 10, 15, 22 - 14 - 2W
10, 14, 15, 22, 23, 26, 34, 35 - 15 - 2W

John S. Davis petition to view a county road

Viewers appointed Mar. 1835 C. R. 2, page 203.
Viewers reported May 1835 C. R. 2, page 217.
Board approval May 1835 C. R. 2, page 217.

Commencing at Stilesville in Franklin Township via Spring Meeting House to intersect the state road at the Town of New Williamsburg in Marion Township at center N of NE of Section 10-15-2W.

Length not stated. R/W 25 feet.

3, 10, 15, 16, 21-14-2W
35-15-2W

William Kenbow petitions for a county road.

Viewers appointed May 1840 C. R. 4, page 36.
Viewers report Sept. 1840 C. R. 4, page 77.
Board ordered that said route be declared a public highway.

Commencing at Newman's Saw Mill and to run thence by John Cosner's; thence between John Grimes's and John Masten's farm to Joshua Foster's line; thence down the creek on the E side crossing the creek below the forks of the creek; thence down or near the line of Sec. 16 to Jessup's Mill crossing said creek by a bridge and thence to Stilesville.

(Newman's Mill was in SW 1/4 of 35-15-2W. Cosner owned E 1/2 of NE 1/4 and E 1/2 of SE 1/4 of Sec. 3-14-2W. Masten owned E 1/2 of NE 1/4 of 10-14-2W and W 1/2 of NW 1/4 of Sec. 1-14-2W. Foster owned E 1/2 of E 1/2 of Sec. 10-14-2W. Grimes owned W 1/2 of SE 1/4 of Sec. 10-14-2W. Jessup owned W 1/2 of NE 1/4 and 7 acres in E 1/2 of SE 1/4 of Sec. 21-14-2W. Clerk's note.)
Length not stated. R/W 30 feet.

3 & 10-14-2W John Masten and John Cosner petition for change of a highway.

Commencing at the N end of the lane between the lands of John Masten and John Grimes; thence running on the line N to the corner between the said Masten and Grimes thence N on the line between the lands of Phanes Dickerson and John Cosner about 40 rods thence NE and intersecting the county road.

Viewers appointed June 1845 C. R. 4, page 478
Viewers report June 1845 C. R. 4, page 490-1

Ordered that the same be allowed and the old road is hereby vacated between the points of intersection.

(Grimes owned SE 1/4 & the W 1/2 of NE 1/4 of Section 10-14-2W;
Masten owned E 1/2 of NE 1/4 of Section 10-14-2W;
Cosner owned E 1/2 of SE 1/4 of Section 3-14-2W;
Dixon SW 1/4 of SE 1/4 of Section 3-14-2W;)

length 0.3 mile

R/W not stated

3, 10, 15, 22 - 14 - 2W
34, 35 - 15 - 2W

Berry Burks petitions for a survey to be made of a road from Springtown to National Road.

Survey ordered Sept. 2, 1850 C. R. 5, page 625.
Report made June 14, 1851 C. R. 6, page 97.

Beginning at a stone in the center of Springtown, S 5 40 E 34 poles 2 1/2 links; S 18 W 32 3/4 poles; S 5 E 30 poles 15 links; S 76 W 18 poles 17 1/2 links; S 66 W 9 poles; S 9 1/2 E 21 poles; S 69 W 8 1/2 poles S 3 1/2 E 35 1/2 poles, to line running E and W through center of Section 34-15-2W; S 7 W 24 poles; S 32 W 8 poles; S 57 W 46 poles 5 1/2 links; S 5 E 13 poles 14 links; S 35 W 14 poles 10 links; S 27 E 8 poles 10 links; S 51 E 33 poles 18 links; S 2 W 33 poles 16 links; S 10 E 13 1/3 poles; S 18 W 37 poles; S ? W 78 links; S 1 1/2 E 54 1/3 poles; S 87 W 20 1/2 poles; S 8 1/2 E 100 poles; S 35 1/2 W 27 poles; S 5 1/2 E 32 poles, to the center S of SE of 3-14-2W; S 5 1/2 E 80 1/2 poles; S 83 W 47 poles; S 2 E 12 1/2 poles; S 5 1/2 E 154 poles 17 links to the S half mile stake of 10-14-2W; S 5 1/2 E, on the line, 116 poles 11 links; N 80 1/2 E 49 poles; S 9 E 34 poles 14 links; S 13 1/2 E 20 poles; S 23 W 10 poles; S 88 E 14 1/2 poles (5 poles 8 links S of the corner); S 5 E 196 poles to the National Road.

Length 4 miles 266 poles. R/W not stated.

3 and 4 - 14 - 2W
33 and 34 - 15 - 2W

William Masten

To vacate road

Petitioned Dec 8, 1875 R.R. # 1, page 322 -Viewers app. R.R. #1/322
Viewers report March 7, 1876 R.R. # 1, page 349

Commissioners approval Mar 7, 1876 R.R. # 1, page 349

Commencing on the line running E and W through the center of Sec 3 and 4 - 14 - 2W; thence running N between the said sec. for 1/2 Mile; thence continuing N between Sec. 33 and 34 - 15 - 2W for 1/4 mile.

4, 9, 16, 21 - 14 - 2W
 4, 5, 8, 9, 16, 21, 28, 33 - 15 - 2W
 17, 18, 19, 29, 30, 32 - 16 - 2W

Thomas C. Gray petition for location of
 a county road.

Viewers appointed Nov. 1835 C. R. 2, page
 247.

Viewers reported Jan. 1836

C. R. 3, page 4

Reviewers appointed Jan. 4, 1836

C. R. 3, page 6.

Reviewers time extended Mar. 1836

C. R. 3, page 12.

Reviewers reported May 1836 C. R. 3,
 page 24.

Beginning at Stilesville; thence N 3 W 8 1/2 miles to New Winchester; thence N
 15 W 5 1/2 miles to Enoch Davis Mill (on creek in the S 31.80 acres of W of SW
 of Section 7-16-2W - Clerk.)

Length 14 miles. R/W 30 feet.

4-14-2W. Samuel Philips petitions for permission to change on his own land at
 his own expense a part of the New Williamsburg and Stilesville county
 road.

Viewers appointed June 1831 C. R. 4, page 120.

Viewers report Sept. 1831 C. R. 4, page 118.

Board ordered that said petitioner be permitted to make said changes
 as petitioned by him.

Commencing on the line dividing the S 1/4 of Sec. 4-14-2W into halves about 65
 rods N of the S end of said 1/4 thence N. about 15 rods; thence N within 20 rods
 of the N end of said 1/4; thence N. so as to strike the old route at the N end of
 said quarter.

No length or R/W stated.

4, 9 and 16 - 14 - 2W

Job Hadley ordered to survey the county road
 leading from Stilesville to New Winchester;
 thence N to the state road leading from North
 Salem to New Waysville. June 4, 1850 C. R. 5,
 page 599.

Report made June 13, 1850 C. R. 5, page 617.

Commencing in the town of Stilesville, thence running N 18 W 65 poles to N
 bank of Mill Creek; thence along said creek westward 45 poles; thence N 5 1/2
 W 40 poles; N 17 E 8 poles; N 8 W 24 poles to section line of 16-14-2W; N
 on the 1/2 line to section 9-14-2W 1 mile; N across section to Section 4 1
 mile; N to the fork of the road 49 poles 15 links; N 38 W 17 poles; N 54 W
 12 poles; N 84 W 40 poles; W 38 poles; N 8 W 52 poles; N 14 W 60 poles; N
 25 W 28 poles; N 10 W 85 poles to the north line of Township 14-2W, being
 4 miles from Stilesville...

For complete record see 20, 21, 28, 29, 32, 33 - 16 - 2W
 and 4, 5, 8, 9, 16, 17, 20, 21, 28, 29, 32, 33 - 15 - 2W

4, 9 and 16 - 14 - 2W

Job Hadley ordered to survey the county road leading
 from Stilesville to New Winchester thence North to the
 State road leading from North Salem to New Waysville.

Survey ordered June 4, 1850 C. R. 5, page 599.
 Report made June 13, 1850 C. R. 5, page 617.

Commencing in the Town of Stilesville; N 18 W 65 rods to the N bank of Mill Creek;
 Westward with creek 45 rods; N 5 1/2 W 40 rods; N 17 E 8 rods; N 8 W 24 rods to the
 S line of section 16-14-2W; N on the 1/2 section line 1 mile to section 9-14-2W;
 N 1 mile to section 4-14-2W; N 49 rods to fork in road; N 38 W 17 rods; N 54 W
 12 rods; N 84 W 40 rods; W 38 rods; N 8 W 52 rods; N 14 W 60 rods; N 25 W 28 rods;
 N 10 W 85 rods; to the Township line between townships 14 and 15N.
 Distance from Stilesville 4 miles.

(For complete record see card for 15 - 2W and 16 - 2W)

4 - 14 - 2W

10, 15, 22, 27, 33, 34 - 15 - 2W

Job Hadley ordered to survey a county road
 known as the Williamsburg and Stilesville
 road.

Survey ordered June 5, 1850 C. R. 5, page 600.
 Survey report made June 16, 1851
 C. R. 6, page 97.

Beginning where said road leaves the Stilesville and New Winchester Road, in
 Section 4-14-2W, N 6 W 23 poles; N 62 W 13 1/2 poles; N 30 1/2 E 20 poles; N 15 E
 39 poles 4 links; N 62 1/2 E 24 poles 21 links; N 24 E 34 poles 15 links; N 4 W
 35 3/4 poles; N 17 E 25 1/2 poles; N 43 E 13 poles 14 1/2 links; N 25 E 14 poles
 13 links; N 9 E 13 1/2 poles; N 6 W 13 poles; N 17 1/2 E 44 poles; N 39 1/2 E 20 poles;
 N 47 E 92 poles; N 35 E 29 poles 5 links; N 84 1/2 E 52 poles 10 links; N 71 E 18 1/2 pole
 N 8 1/2 W 48 poles 21 links; N 73 W 6 poles; N 5 1/2 W 24 1/2 poles; S 85 W 25 poles 5 links;
 N 5 1/2 W 356 poles on the line in Section 27-15-2W; N 79 E 10 1/2 poles; N 17 1/2 E 33
 poles; N 16 W 57 1/2 poles; N 31 E 31 poles 15 links; N 18 E 11 poles; N 32 E 43 1/2
 poles; N 18 E 43 poles; N 4 1/2 W 144 poles; N 6 1/2 W 160 poles; N 6 W 160 poles;
 to the section line; S 87 W 11 poles; N 4 1/2 W 33 1/2 poles; N 7 E 8 poles; N 28 E
 5 poles; N 5 1/2 W with the line 118 poles; E 1 pole; N 5 1/2 W 160 poles; to the
 Rockville Road.

Length 6 miles 117 poles.

4 - 14 - 2W

Samuel Philips petitions for change in a county road.

Viewers appointed June 7, 1852 C. R. 6, page 198.

Viewers reported Sept. 6, 1852 C. R. 6, page 231.

Commissioners approval Sept. 6, 1852 C. R. 6, page 231.

Commencing where Stilesville and New Winchester Road leaves the Stilesville and
 New Williamsburg road, and to run with the Williamsburg Road until it comes within
 14 rods of the line running E and W through the center of Section 4-14-2W; thence
 due N until it strikes the line; thence W on said line until it intersects the
 present location.

Length 208 rods. R/W not given.

5-14-2W David S. Talbott petition for change in State Road leading from Stilesville
32-15-2W New Maysville, to commence at Mathras Mastens thence to run due North on the
Section line until it intersects the old route again.

Viewers appointed Mar. 1838 C. R. 3, page 186
Viewers report May 1838 C. R. 3, page 214
Board approval May 1838 C. R. 3, page 214

Commencing at S 1/2 mile post of Section 5-14-2W; thence North to the center
of Section 32-15-2W.

Length 1 1/2 miles.

R/W not stated.

5,8,9,16,21-14-2W
7,17,18,20,29 & 32-15-2W

Peter C. Vannice petition to vacate so much of the State
Road from New Maysville to Stilesville as his within
the County of Hendricks.

Petition road Nov. 1838 C. R. 3, page 262

Having been read before the board three different times and
no objection been made. The board orders that so much of said
road that lies in Hendricks County be vacated.

Jan. 1839 C. R. 3, page 275

(This road commenced on the N & S center line of Section
21-14-2W at the Cumberland Road; thence N & NW to near
the NW corner of Section 7-15-2W-- Clerks Note)

5,6,7,8,16,17,20,21,-14-2W
7,18,19,20,29,30,31,and 32-15-2W

Joseph Williams petition for location of a
county road.

Viewers appointed May 1840 C. R. 4, page 35.
Viewers report Sept. 1840 C. R. 4, page 76.
Board ordered that said road be opened as prayed for.

Commencing on the Cumberland road one mile W of Stilesville and to run thence
on or near the old route of a road heretofore vacated, leading from the above
named point to Maysville in Putman County.

(This road is probably the road that commences
in the N 1/2 of the SW 1/4 of Sec. 21-14-2W and
runs NW to Coatsville and thence NW to the
Putman and Hendricks county line. Clerk's note.)
No length stated. R/W 30 feet.

5 and 6-14-2W Hinson Yates petitions for the location of county road.
31,32,33,34,35-15-2W
Viewers appointed June 1847 C. R. 5, page 199.
Viewers report Sept. 1847 C. R. 5, page 225.
Board ordered the route in said petition be declared a public
highway.

Commencing at the county line between Putman and Hendricks counties at the SW
corner of Sec. 31-15-2W running due E 1 1/4 miles; thence due N 1/2 mile;
thence due E 2 3/4 miles to intersection of the road leading from Stilesville
to Williamsburg.

Length 4.50 miles.

R/W 40 feet.

6-14-2W

Coatsville

Date 11-15-05

Commencing at a point on Main Street in the town of
Coatsville, Hendricks County, Indiana, eleven poles and 15 links west
of the west line in the original town of West Milton now Coatsville,
and running thence South 453 feet intersecting Water Street in said town
of Coatsville. Said proposed highway will thereby connect Water Street
and Main Street Said proposed highway will pass through the lands of
William T Davis, Frank Johnson, Calvin A. Campbell, Madison E Masten and the
Vandalia Railroad Company.

7 & 8-14-2W Thomas W. Evans petitions for a county road.

Commencing at the SW corner of David Walker's land at the county line in
Franklin Township and running due E to the Maysville road.

Viewers appointed Mar. 1846 C. R. 5, page 45
Viewers report June 1846 C. R. 5, page 80

Ordered by the board that the same be opened 25 feet in width.

David Walker owned the N 1/2 of NW 1/4 of Section 7-14-2W
Length 1.8 mile

10-14-2W John Grimes petitions for change of a county road.

Viewers appointed June 1841 C. R. 4, page 115.
Viewers report Sept. 1841 C. R. 4, page 137.
Board ordered that said petitioner be allowed to make said change.
Old road vacated Sept. 1841 C. R. 4, page 146.

Commencing at E end of Grime's lane; thence with said lane to W line of Grime's farm; thence S to present location of road.

(Grimes owned W 1/2 of SE 1/4 of Sec. 10-14-2W. Clerk's Note.)
Length 186 rods. R/W not stated.

Franklin Township

10-14-2W J. F. Bishop petitions for a change in road leading from Springfield and intersecting the Winchester road at a point a little N of Stilesville; said change to commence at a point on the old road where runs on the line between Joshua Foster's and John Grimes farms, running S to AE Haffer's and Anthony Cosner's corner on the N; then S with said line to A. Cosner's farm; then S with said fence to A. Cosner's lane, then S with said lane to the creek, thence SE to Josiah Garrisons and James Wall's corner on the N; then S with said line to the Cumberland road.

Viewers appointed Dec. 1843 C. R. 4, page 317

(No record of viewers report found—Clerk)

12 & 13-14-2W William Brown petition for change in the County Road leading from Stilesville to Danville

Viewers appointed Sept. 1836 C. R. 3, page 52
Viewers report Nov. 1836 C. R. 3, page 70

Viewers laid out the same beginning at the Cumberland Road, from thence North on the open line dividing the lands of Nelson Wood and John W. Haffie deceased to the North half mile stake of Section 13-14-2W onwards bearing West to William Brown's thence North to intersect the original County road. Board orders the same be established as a public highway.

(Only land that William Brown owned close to this road was the SW 1/4 of Section 10-14-2W and I do not believe that this was the farm that was referred to in this petition—Clerk's Note)

VOID

12-14-2W Joshua Pickett petition for a change in the Danville and Stilesville county road.

Viewers appointed June 1841 C. R. 4, page 115.
Viewers report Sept. 1841 C. R. 4, page 152.
Viewers report unfavorable.

Commencing at Joshua Pickett's farm and running thence due S on the half mile line dividing Sec. 12 until it strikes the same road again.

No length or R/W stated.

14 and 23-14-2W Amos Bradford petition for a cartway.

Viewers appointed Mar. 1847 C. R. 5, Page 145.
(No record of viewers report found. Clerk's note.)

Commencing at the county line S of the lands of James S. Dicken and William Cassaday's thence running N between the lands of the said James S. Dicken and said William Cassaday's, also between the lands of Josiah Garrison and John W. Bryant until it intersects the National Road.

No length or R/W stated.

15 & 22-14-2W George Kreigh petitions for a road commencing at a point on the National Road between the lands of Josiah Garrison and James Wall's running with said line N to the land of Anthony Cosner from thence N to the mouth of said Cosner's lane from thence N to Cosner's line, from thence N to the Springfield Road.

Viewers appointed Sept. 1844 C. R. 4, page 400
Viewers report Dec. 1844 C. R. 4, page 421

Ordered that said public road be opened 40 feet wide and kept in repair.

Commencing in the NE 1/4 of Section 23-14-2W on the National Road; thence N & NW intersecting the Springfield Road N of the center of Section 15-14-2W.

17-14-2W John A. Phillips petition for vacation and change of highway.

Viewers appointed Mar. 3, 1885 R. R. 2, page 496.
Viewers reported June 2, 1885 R. R. 2, page 503.
Board approval June 2, 1885 R. R. 2, page 503.

Beginning at the NE corner of the SE of Section 17-14-2W; thence running W 80 rods on the N side and following the line dividing the SE of the SE on the S from the NE of the SE on the N; thence running N about 82 rods on the E side of and following the line dividing the E and W halves of the E of said Section 17 to the aforesaid highway at a point 2 rods N of NW corner of the NE of the SE of Section 17.

Part to be vacated: Beginning at a point in the highway at the NE corner of the SE of the SE of Section 17-14-2W; thence N on section line 44 rods; thence NW about 56 rods; thence W 56 rods to the W line of the E of the NE of said section 17.

Length 0.5 mile R/W not stated.

21-14-2W Andrew E. Mc Haffie petition to change a part of the road leading from Stilesville to New Laysville commencing on the Cumberland Road West of Stilesville about 27 poles East of Section line dividing Section 20 and 21-14-2W, thence N 4° West until it strikes its present location.

Viewers appointed Nov. 1836 C. R. 3, page 69
Viewers report May 1837 C. R. 3, page 118

Viewers report they have laid out and marked the new route and the Board be satisfied that the said new route is in as equally as good a repair as the route, it is therefore ordered that the said old route is hereby vacated.

21-14-2W George Kreigh petition for the vacation of the southern part of the Springfi road in Franklin Township.

All that part between the point where said road turns S or SW on the E side AE Mc Haffie's farm and Winchester road.

Having been read three times and no remonstrances

Ordered the same be and hereby vacated.

Petition read Sept. 3, 1844 C. R. 4, page 404
Petition reread Dec. 2, 1844 C. R. 4, page 422
Petition granted Dec. 2, 1844 C. R. 4, page 422

22, 23, 24, 25, 26, 27 - 14 - 2W
19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 - 14 - 1W

Tandy Scott petitions for location of a county road.

Viewers appointed Dec. 1, 1852 C. R. 6, page 129.
Viewers reported Mar. 4, 1853 C. R. 6, page 165.
Commissioners approval Mar. 4, 1852 C. R. 6 page 165.

Commencing where the S line of Hendricks County crosses the Greencastle and Mooresville State Road, about 1/2 mile SE of Stilesville, and running E on said line about 7 1/2 miles until it intersects the Belville and Monrovia Road.

Length 7 1/2 miles.
R/W 30 feet.

33 and 34 - 14 - 2W Petition for location of highway between Hendricks and Morgan Counties.

Commissioners appointed June 7, 1886 R. R. 2, page 520.
Commissioners reported Mar. 7, 1887 R. R. 2, page 536.
Board approval Mar. 7, 1887 R. R. 2, page 536.

Commencing at a public road, known as the Coatesville and Gosport Road, at a point on the line dividing Congressional Townships 13 and 14 - 2W, 9 rods E of the SE corner of Section 31-14-2W; thence E to the center of a water course known as Mill Creek; thence E to where it intersects a public highway running N and S leading from Eminence to Stilesville.

Length 3.5 miles. R/W 30 feet.

1 and 12-15-2W Edward strange petition for a change of the old Rockville road.

Viewers appointed June 1847 C. R. 5, page 199.
Viewers report June 1847 C. R. 5, page 201.
Board ordered said change to be made as prayed for in the petition.

(This change probably was to run the road on and along the Sec. line Between Sec. 1 and 12-15-2W. Clerk's note.)
No length or R/W stated.

1 and 2 - 15 - 2W Jeremiah Tinder petitions for change in a county road leading from Danville to Rockville.

Viewers appointed Dec. 2, 1850 C. R. 6, page 5.
Viewers reported Dec. 3, 1850 C. R. 6, page 10.
Board approval Dec. 3, 1850 C. R. 6, page 10.

Commencing on the line dividing the NE of Section 1-15-2W, N to the line dividing Townships 15 and 16; thence W on the said line 1/2 mile, then falling immediately S, the said line being the N line of the road: thence W to the NW corner of NE of Section 2-15-2W.

Length not given. R/W not given.

Part to be vacated; old road as is affected.

2 & 3-15-2W
34 and 35-16-2W Calvin A. Hancock petitions for permission to change a part of the old Rockville Road at his own expense.

Commencing on the W side of SE⁴ of SE⁴ of section 34-16-2W and intersect the old route again on the E side of SW⁴ SW⁴ of Section 35-16-2W, the new route to run on the S line of the aforesaid 1/4 1/4 section.

Viewers appointed Sept. 1845 C. R. 4, page 516
Viewers report Dec. 1845 C. R. 5, page 13

Ordered that the same be considered a public highway and that the old road between the points of intersection be and the same is hereby vacated.

Length 0.5 mile

3,4-15-2W
31,32-16-2W

Harmon Brittain and Daniel Elgin petition for a change in the county road leading from New Winchester to David Adams' Mill on their own land at the expense of said Harmon Brittain.

Viewers appointed Mar. 1847 C. R. 5, page 147.

Viewers report June 1847 C. R. 5, page 200.

Board granted said petitioners permission to make said change.

Commencing where said road crosses the New Maysville and Jamestown State road, thence W along said state road to the SW corner of Daniel Elgin's land; thence N along the Western boundary of said Elgin's land.

(Adams Mill was located in the S 1/2 of the SW 1/4 of Sec. 7-16-2W. Brittain owned E 1/2 of SW 1/4 and part W 1/2 of SW 1/4 3-14-2W, part W 1/2 of NE 1/4 of 4-15-2W and W 1/2 of SW 1/4 of 32-16-2W and E 1/2 of SE 1/4 of 31-16-2W. The only land that Elgin owned was lots in the town of Coatsville. Clerk's note.)
No length or R/W stated.

4, 5, 8, 9, 16, 21, 28, 33 - 15 - 2W
17, 18, 19, 29, 30, 32 - 16 - 2W
4, 9, 16, 21 - 14 - 2W

Thomas C. Gray petition for location of a county road.

Viewers appointed Nov. 1835

C. R. 2, page 247.

Viewers reported Jan. 1836.

C. R. 3, page 4.

Reviewers appointed Jan. 4, 1836

C. R. 3, page 6.

Reviewers time extended Mar. 1836

C. R. 3, page 12.

Reviewers reported May 1836

C. R. 3, page 24.

Beginning at Stilesville; thence N 3 W 8 1/2 miles to New Winchester; thence N 15 W 5 1/2 miles to Enoch Davis' Mill (on creek in the S 31.80 acres of W of SW of Section 7-16-2W - Clerk.)

Length 14 miles. R/W 30 feet.

4 & 5-15-2W
16,17,20,21,28,29,32,33-16-2W

Citizens of Marion and Eel River Township petition for a County Road leading from New Winchester to the mouth of John Stewart's lane in Eel River Township so as to intersect the County Road leading from Enoch Davis' Mill to North Salem.

Viewers appointed Nov. 1839 C. R. 4, page 11

Viewers report Jan. 1830 C. R. 4, page 20

Board approval June 1840 C. R. 4, page 20

R/W 30 feet

(Stewart owned NE 1/4 of Section 17-16-2W; NW 1/4, W 1/2 of NE 1/4, W 1/2 of SW 1/4 & NE 1/4 of Section 16-16-2W - Clerk's Note)

4, 5, 8, 9, 16, 17, 20, 21,
28, 29, 32, 33 - 15 - 2W

Job Hadley ordered to survey the county road leading from Stilesville to New Winchester thence North to the State Road leading from North Salem to New Maysville.

Survey ordered June 4, 1850 C. R. 5, page 599.

Report made June 13, 1850 C. R. 5, page 617.

Beginning on the South line of section 33-15-2W; N 24 W 31 rods; N 54 rods; N 29 W 22 rods; N 52 W 30 rods; N 34 W 23 rods; W 16 rods; N 35 W 12 rods; N 9 W 16 rods to the section line between sections 32 and 33-15-2W; N on the section line to the S corner of sections 28 and 29; N 1 mile on the section line to the S corner of sections 20 and 21; N on section line 80 rods to the Danville and Greencastle Road; W with said road to Allen Torbet's house; N 29 W 6 rods; N 29 E 11 rods; N 6 E 54 rods to the section line; N to the S corner of sections 16 and 17; N 1 mile to the S corner of sections 8 and 9; N 1 mile to the S corner of sections 4 and 5, also the center of New Winchester; N 1 mile to the township line between 15 and 16N; W along the township line to the S corner of section 32 and 33-16-2W.

(For complete record see cards for 14 - 2W and 16 - 2W)

4, 5, 8, 9, 16, 17, 20, 21, 28, 29, 32, 33 - 15 - 2W

Job Hadley ordered to survey the county road leading from Stilesville to New Winchester; thence N to the state road leading from North Salem to New Maysville. June 4, 1850 C. R. 5, page 599. Report made June 13, 1850 C. R. 5, page 617.

N 24 W 31 poles; N 54 poles; N 29 W 22 poles; N 52 W 30 poles; N 34 W 23 poles; W 16 poles; N 35 W 12 poles; N 9 W 16 poles to line between Sections 32 and 33-15-2W; N along line to corner of Section 28 and 29; N along line to corners of 20 and 21, 6 miles from Stilesville. N along line 80 poles to the Danville and Greencastle Road; thence along said road west to the telegraph pole near Allen Torbet's house; N 29 W 6 poles; N 29 E 11 poles; N 6 E 54 poles to the section line; N to corners of Section 16 and 17; N to corner of Section 8 and 9; N to corners of Sections 4 and 5 to center of the town of New Winchester 9 miles from Stilesville. N between Sections 4 and 5 to the N township line of 15-2W...

For complete record see 4, 9, 16 - 14 - 2W
and 20, 21, 28, 29, 32, 33 - 16 - 2W.

(VOID)

5-15-2W
32-16-2W

William Bunton petition for permission to change so much of the County Road leading Stilesville (Via) of New Winchester to Davis Mill as angles his land.

Viewers appointed Mar. 1836 C. R. 3, Page 13.

Viewers report May 1836 C. R. 3, Page 32.

The owners report that the new route would be 91 Rods longer. The board refuses to grant the above change.

(Bunton owned W 1/2 of NE 1/4 of Section 5-15-2W; W 1/2 of NE 1/4, E 1/2 of NW 1/4, W 1/2 of SE 1/4 & E 1/2 of SW 1/4 of Section 32-16-2W - Clerk's Note)

5-15-2W Moses Cavett petitions for vacation of part of the road leading from New Winchester to Davis Mill.

Commencing at the old Rockville Road and running NW one mile.

Viewers appointed June 1845 C. R. 4, page 479

Viewers report Sept. 1845 C. R. 4, page 507

The viewers believe that part of said road to be a public utility.

7,17,18,20,29 & 32-15-2W Peter C. Vannice petition to vacate so much of the State Road from New Waysville to Stilesville as his within the County of Hendricks.
5,8,9,16,21-14-2W

Petition road Nov. 1838 C. R. 3, page 262

Having been read before the board three different times and no objection been made. The board orders that so much of said road that lies in Hendricks County be vacated.

Jan. 1839 C. R. 3, page 275

(This road commenced on the N & S center line of Section 21-14-2W at the Cumberland Road; thence N & NW to near the NW corner of Section 7-15-2W— Clerk's Note)

7,18,19,20,29,30,31,32-15-2W Joseph Williams petition for location of a county road.
5,6,7,8,16,17,20,21,-14-2W

Viewers appointed May 1840 C. R. 4, page 35.

Viewers report Sept. 1840 C. R. 4, page 76.

Board ordered that said road be opened as prayed for.

Commencing on the Cumberland road one mile W of Stilesville and to run thence on or near the old route of a road heretofore vacated, leading from the above named point to Waysville in Putman County.

(This road is probably the road that commences in the W 1/2 of the SW 1/4 of Sec. 21-14-2W and runs NW to Coatsville and thence NW to the Putman and Hendricks county line. Clerk's note.)
No length stated; R/W 30 feet.

7,8,17 & 18-15-2 W

James M. Bryan petitions for a public road, commenceing on the Putman County line at the corner of Section 7 and 18-15-2W; thence E 1 1/4 miles; thence N to intersect the Rockville State road , also to commence at the E end of John Monstons lane thence to James Bryans mill; thence to intersect the afore mentioned route where it commencees to run N.

Viewers appointed Mar. 1843 C. R. 4, page 254
Viewers report Junte 1843 C. R. 4, page 272

The description of the second road; commenceing at the E end of John Monstons lane thence running on the county road leading from Latthew's mill to Springfield to the W end of Nathaniel Christie lane; thence N 1/2 mile to Bryans mill; thence E to the half mile stake about 40 rods between Section 19 and 20; thence N one mile; thence E 1/4 mile; thence N 1/2 mile intersecting the fore mentioned route.

Ordered that said route be declared a public highway. 24 feet wide

9 - 15 - 2W

H. H. Crawford petitions for change and vacation of highway.

Viewers appointed Dec. 3, 1879 R. R. 2, page 180.

Viewers report Mar. 6, 1880 R. R. 2, page 181.

Board approves petition if petitioners make change at own expense.

Beginning at the S end of Kentucky street in the town of Danville and running due South.

Part to be vacated: beginning at the South end of Kentucky Street and thence SW 300 feet.

10, 14, 15, 22, 23, 26, 34, 35 - 15 - 2W
2, 3, 10, 15, 22 - 14 - 2W

John S. Davis petition to view a county road.

Viewers appointed Mar. 1835 C. R. 2, page 203.

Viewers reported May 1835 C. R. 2, page 217.

Board approval May 1835 C. R. 2, page 217.

Commencing at Stilesville in Franklin Township via Spring Meeting House to intersect the state road at the Town of New Williamsburg in Marion Township at center N of NE of Section 10-15-2W.

Length not stated. R/W 25 feet.

Ancient Road Cards

100

10, 15, 22, 27, 33, 34-15-2W
4 - 14 - 2W

Job Hadley ordered to survey the Williamsburg and Stilesville Road, by the County Commissioners.

Survey ordered June 5, 1850 C. R. 5, page 600.
Report made June 16, 1850 C. R. 6, page 97.

Beginning where said road leaves the Stilesville and New Winchester Road in section 4 - 14 - 2W; N 6 W 23 rods; N 62 W 13.5 rods; N 30½ E 20 rods; N 15 E 39 rods 4 links; N 62½ E 24 rods 21 links; N 24 E 34 rods 15 links; N 4 W 35.75 rods; N 17 E 25.5 rods; N 43 E 13 rods 14.5 links; N 25 E 14 rods 15 links; N 9 E 13.25 rods; N 6 W 13 rods; N 17½ E 44 rods; N 39½ E 20 rods; N 47 E 92 rods; N 35 E 29.25 rods; N 84½ E 52.4 rods; N 71 E 18.5 rods; N 8½ W 48 rods 21 links; N 73 W 6 rods; N 5½ W 356 rods on the line in the center of section 27-15-2W; N 79 E 10.25 rods; N 17½ E 33 rods; N 16 W 57.25 rods; N 31 E 31.6 rods; N 18 E 11 rods; N 32 E 43.5 rods; N 19 W 43 rods; N 4½ W 144 rods; N 6½ W 160 rods; N 6 W 160 rods to the N side of section 15 - 15 - 2W; E 37 W 11 rods; N 4½ W 33.5 rods; NE 8 rods; N 28 E 5 rods; N 5½ W with the section line 188 rods; E 1 rod; N 5½ W 160 rods to the Rockville Road.

Distance 6 miles 117 rods.

10, 15, 22, 27, 33, 34 - 15 - 2W
4 - 14 - 2W

Job Hadley ordered to survey a county road known as the Williamsburg and Stilesville road.

Survey ordered June 5, 1850 C. R. 5, page 600.
Survey report made June 16, 1851
C. R. 6, page 97.

Beginning where said road leaves the Stilesville and New Winchester Road, in Section 4-14-2W, N 6 W 23 poles; N 62 W 13½ poles; N 30½ E 20 poles; N 15 E 39 poles 4 links; N 62½ E 24 poles 21 links; N 24 E 34 poles 15 links; N 4 W 35 3/4 poles; N 17 E 25½ poles; N 43 E 13 poles 14½ links; N 25 E 14 poles 15 links; N 9 E 13½ poles; N 6 W 13 poles; N 17½ E 44 poles; N 39½ E 20 poles; N 47 E 92 poles; N 35 E 29 poles 5 links; N 84½ E 52 poles 10 links; N 71 E 18½ poles; N 8½ W 48 poles 21 links; N 73 W 6 poles; N 5½ W 24½ poles; S 85 W 25 poles 5 links; N 5½ W 356 poles on the line in Section 27-15-2W; N 79 E 10½ poles; N 17½ E 33 poles; N 16 W 57½ poles; N 31 E 31 poles 15 links; N 18 E 11 poles; N 32 E 43½ poles; N 18 E 43 poles; N 4½ W 144 poles; N 6½ W 160 poles; N 6 W 160 poles, to the section line; S 87 W 11 poles; N 4½ W 33½ poles; N ? E 8 poles; N 28 E 5 poles; N 5½ W with the line 118 poles; E 1 pole; N 5½ W 160 poles; to the Rockville Road.

Length 6 miles 117 poles.

13, 24-15-2W

Calvin Stanley

Petition for Change of Public Highway
Viewers appointed June 6, 1877
First viewers report Sept 4, 1877 R.R. 2, page 5
Second viewers report Dec 7, 1877 R.R. # 2, page 37
Board approves March 5, 1878 R.R. # 2, page 43

Beginning 4 rods S of NE cor of NE quarter of Sec 24-15-2W; thence W 80 rods; thence N 4 rods; thence W 80 rods to the N half milestone of Sec 24.

Part to be vacated. Commencing 4 rods S of NE cor of Sec 24-15-2W thence S 3 rods; thence W 160 rods to the line between the NE quarter and NW quarter of Sec 24-15-2W

R/W 30 feet

Ancient Road Cards

101

13 - 15 - 2W

John Q. Hill petition for change and vacation of highway.

Viewers appointed Sept. 5, 1879 R. R. 2, page 150.
Viewers report Dec. 8, 1879 R. R. 2, page 168 and 175.
Board approve petition if petitioners pays damages of \$45.

Beginning 30 rods E of the center N of the NE¼ of section 13 - 15 - 2W; thence E 150 rods; thence N 52 rods 8 links intersecting the Greencastle and Danville Road.

R/W 30 feet. Distance 202 rods and 8 links.
Part to be vacated: As much of the old route as is between points of intersection.

14 and 15-15-2W

Stephn Stephenson petitions for permission to change on his own land at his own expense a part of the state road leading from Greencastle to Danville commencing near the corner of Section 14 running through a part of Section 15 so as to intersect the old road again.

Viewers appointed Mar. 1843 C. R. 4, page 260
Viewers report June 1843 C. R. 4, page 278
Board orders that the same be allowed as prayed for and the old route be vacated.

Length 0.22 mile

R/W not stated

(Stephenson entered SE & SW of NE of Section 15-15-2W and W² of SW, SW 1/4 of NW & NE 1/4 of 14-15-2W)

13 - 15 - 2W

James Stephenson petitions for change in a state road, from Danville to Greencastle

Viewers appointed June 2, 1851 C. R. 6, page 79.
Viewers reported June 4, 1851 C. R. 6, page 88.
Board approval June 4, 1851 C. R. 6, page 88.

Change was made in the SE of SE of Section 15-15-2W.

Length 79 rods. R/W same as present road.

15, 16, 21, 22-15-2W

Nichodemus Harris

Petitioned Sept. 9, 1874 for change of Highway
Viewers appointed Sept 9, 1874 R.R. # 1, page 233
Viewers report Dec 9, 1874 RR # 1, page 249
Commissioners approval Mar. 3, 1875 R..R # 1, page 282

Commencing on the W line of Sec 22 - 15- 2W thence N on the Sec. line to the NW cor of said Sec. 22, thence E on the Sec line to the present route at the half mile stake on the N of said Sec. R/W Not stated

The part to be vacated: Beginning on the W line of Sec. 22, thence running in a NE direction to the Stilesville and Billtown County road: thence N to the half mile stake on N side of Sec 22.

19-15-2W

Alvin P. Chadd petition for vacation of one mile of the N route of a road leading from Stilesville to Maysville.

Having been read three times and there being no remonstrances, it is ordered that the same be and the same is hereby vacated.

Petition granted June 4, 1843 C. R. 4, page 377

(Chadd owned following land E 1/2 NE 1/4 & part W 1/2 NE 1/4 19-15-2W--Clerk)

19 - 15 - 2W

Stephen Stephenson petitions for change in a county road leading from Greencastle Road.

Viewers appointed Sept. 1, 1851 C. R. 6, page 107.
Viewers reported Dec. 3, 1851 C. R. 6, page 137.
Commissioners approval Dec. 3, 1851 C. R. 6, page 137.

Commencing at S half mile stake of Section 19-15-2W; thence W with section line to the Putnam County line.

Length 144 rods. R/W 25 feet.

20 & 21-15-2W

Allen Torbitt petition to change a part of the road leading from Stilesville to Winchester which passes through his land, so as to run the same by said petitioners house on the west side of the branch N of the road leading from Danville to Greencastle in Marion Twp.

Viewers appointed Sept. 1837 C. R. 3, page 146
Viewers having viewed the road before make this report. The proposed change to be upon the best ground and but 7 rods and 6 feet the furthest the old road is 104 rods and the new route 111 rods 6 feet.

Board orders that the change be allowed and is hereby declared a highway.

(Torbitt owned E 1/2 of NE 1/4 of Section 20-15-2W & W 1/2 of NE 1/4 of Section 21-15-2W- Clerk's Note)

21 and 22 -15-2W

Abraham Bohanan petition for location of Public Highway.

Viewers appointed Dec 5, 1877 R.R. # 2, page 30
Viewers report March 6, 1878 R.R. # 2, page 45
Board approves

Beginning at the NE cor of the SE quarter 21-15-2W; thence S one quarter mile to the NE cor of the South half of the SE quarter 21-15-2W thence E one half mile through the center of the SW quarter of Sec 22-15-2W where the said line intersects the Amo and Williamsburg Road R/W 30 feet.

22 and 23 -15-2W

Nathan Hadley

(Void)

Petition for location of Public Highway
Viewers appointed June 6, 1877 R.R. 1, page 436
Viewers report Dec 5, 1877 R.R. # 2, page 32

Petition not allowed

22 and 23 - 15 - 2W

Addison Coffin petition for location of highway.

Viewers appointed Sept. 4, 1879 R. R. 2, page 148.
Viewers report Dec. 3, 1879 R. R. 2, page 161 and 173.
Board approves petition if petitioners pays damages of \$ 75.

Commencing at the center N of the NE 1/4 of section 22 - 15 - 2W; thence E 1/4 mile to the N half mile post of section 23 - 15 - 2W.

(No record could be found of the damages being paid.)

23, 23 & 26-15-2W

James Kersey petition for a change in the road (leading from Danville to Springfield to commence at the East end of Francis Hutchings lane and run East 80 rods to the corner of the Section between Hutchings and Cundiff giving 8 feet on his side of the line, for the road and Hutchings the rest, thence North on the Section line intersect the present location M. Nosler giving 8 feet on his side of the line and Hutchings the balance necessary for the road)

Viewers appointed Sept. 1837 C. R. 3, page 144
Viewers report Nov. 1837 C. r. 3, page 164
Board approval Nov. 1837 C. r. 3, page 164

Commencing near the center North of NE 1/4 of Section 26-15-2W:
Thence E 77 rods; the NE 3 rods to East line of Section 23; thence N 39 rods to present location

Length 119 rods. R/W not stated.

Board orders old route vacated May 1838 C. R. 3, page 213

23, 24, 26-15-2W

Mincher Cox petitions for permission to change on his own land and at his own expense the road running diagonally through his land.

Commencing at the E end of line that runs between Francis Hutchings and John Condif and to run on the Section line due E 80 rods, from thence due N until it intersects the old road.

Viewers appointed Mar. 1843 C. R. 4, page 253
Viewers report June 1844 C. R. 4, page 372

Ordered that said new route be declared a highway and that the old route between the points of intersection be and the same is hereby vacated.

Commencing at the center North of the NE 1/4 of Section 26-15-2W; thence East on Section line to the NE corner of said 1/4 thence N on Section line 99 rods.

Length 0.55 mile

R/W not stated

24-15-2W
18 and 19-15-1W

Abner Lewis permission to change the Danville and Springfield road on his own land at his own expense

To commence where said road crosses the line between Section 18 and 19-15-1W and run W to the Section corner thence S with range line, between ranges 1 and 2 W until it strikes the old road again.

Viewers appointed Sept. 1844 C. R. 4, page 400
Viewers report Dec. 1844 C. R. 4, page 420

Order that the new route be and the same is hereby established and the old route between the different points of intersection be and the same is hereby vacated.

Length 30 rods

R/W not stated

24 and 15 -15 2W
19 and 30 -15 2W

Zeno Hadley

(?)

Petition for location of Highway

Viewers appointed June 6, 1877

Viewers report Dec 6, 1877 R.R. 2, page 35

Board does not believe said road will be of sufficient importance to be laid out to authorize them to pay damages out of Treasury.

Commencing at the SW cor Sec. 24-15-2W; thence E between Sec. 24 and 25, 80 chains and 15 links; thence on E between Sec 19 and 30-15-1W to the Center North of the NE quarter of Sec. 30-15-1W 43 chains Sept 5, 1877 R.R. 2, page 12

R/W Not stated

25, 36 - 15 - 2W

Isaiah R. Sivage petitions for change in a county road.

Viewers appointed June 2, 1851 C. R. 6, page 76.
Viewers reported Sept. 2, 1851 C. R. 6, page 112.
Board approval Sept. 2, 1851 C. R. 6, page 112.

Beginning where the Springtown and Beleville Road leaves section line between Sections 25 and 36-15-2W, go E 21 poles further: thence S with the section bearing 21 poles to the old road.

Length 42 poles. R/W not stated.

26-15-2W

William Reece petition for change in County Road leading from Danville to Hunt's Saw mill so as to run the same from the West end of Jesse Whippo's lane to run on the line South between Whippo and George Tincher and on to Springfield and from thence to Hunt's saw-mill

Viewers appointed Mar. 1837 C. R. 3, page 97
Viewers report May 1837 C. R. 3, page 120

Board receives the report and orders that the said new road be opened and kept in repair.

(Whippo owned E $\frac{1}{2}$ of NW $\frac{1}{4}$ & NE $\frac{1}{4}$ of SW $\frac{1}{4}$ of Section 26-15-2W
Tincher owned Pt. of W $\frac{1}{2}$ of SW $\frac{1}{4}$ & NW $\frac{1}{4}$ of NW $\frac{1}{4}$ of Section 26-15-2W-
Clerk's Note)

29-15-2W

Daniel Laining petitions for permission to change on his own land at his own expense a part of the road leading from Belville to Matthews Mill (via) of Springfield to commence at the NE corner of Section 29-15-2W and run thence N to John Gross to the present location.

Viewers appointed Mar. 1843 C. R. 4, page 261
Viewers report June 1843 C. R. 4, page 272

It is ordered that said petitioner be allowed to make said change.

Length 0.64 mile

30-15-2W

James Christy petitions for permission to change the road leading from Stilesville to New Waysville.

Commencing at the E end of John Moons lane; thence N 1 mile; thence W $\frac{1}{4}$ mile thence NW to the NE corner of Nip Hedricks land; thence to James Christy; thence to the SE corner John Huston's land thence N to the State Road leading from Danville to Greencastle.

Viewers appointed Mar. 1843 C. R. 4, page 260
Viewers appointed June 1843 C. R. 4, page 271

Re-viewers appointed June 5, 1843 C. R. 4, page 271

(No record of re-viewers report found--- Clerk)

31,32,33,34,35-15-2W
5 and 6-14-2W

Hinson Yates petitions for the location of county road.

Viewers appointed June 1847 C. R. 5, page 199.
Viewers report Sept. 1847 C. R. 5, page 225.
Board ordered the route in said petition be declared a public highway.

Commencing at the county line between Putman and Hendricks counties at the SW corner of Sec. 31-15-2W running due E $1\frac{1}{4}$ miles; thence due N $\frac{1}{2}$ mile; thence due E $2\frac{3}{4}$ miles to intersection of the road leading from Stilesville to Williamsburg.

Length 4.50 miles.

R/W 40 feet.

31, 32, 33 and 34-15-2W

Job Hadley ordered by the Commissioners to survey the highway commencing on the Williamsburg and Stilesville Road, near William Benbow's, and running West to the County line. (Benbow owned part of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of section 34 - 15 - 2W.)

Survey ordered June 5, 1850 C. R. 5, page 980.
Report made June 16, 1850 C. R. 6, page 98.

Beginning where the line running E and W through the center of section 34-15-2W crosses the Stilesville and Williamsburg Road; W on the section line 125 rods; W 1 mile to the E half mile stone of section 32-15-2W; W $\frac{1}{2}$ mile to the center W of the SW $\frac{1}{4}$ of said section; S on the $\frac{1}{2}$ section line $\frac{1}{2}$ mile to the center S of said $\frac{1}{2}$ section; W on the section line $\frac{1}{2}$ mile to the SE corner of section 31-15-2W; W on the section line 295 rods to the SW corner of section 31-15-2W or the County line.

31, 32, 33, 34 - 15 - 2W

Job Hadley ordered to survey a county road commencing on the Williamsburg and Stilesville Road near William Benbow's and running W to county line. June 5, 1850 C. R. 5, page 600. Report made June 16, 1850 C. R. 6, page 98.

Beginning where the line running E and W through the center of Section 34-15-2W comes into the road leading from Stilesville to Williamsburg; thence W on section line 125 poles; thence W through center of Section 33-15-2W 1 3/4 mile; thence W in Section 32-15-2W to the center N of SW; thence S on line dividing said quarter 1/2 mile to the section line; thence W on the section line 1/2 mile to the SE corner of Section 31-15-2W; thence W on section line 296 poles to the SW corner of Section 31-15-2W, or county line. Distance 3 miles 261 poles.

31-15-2W

Thomas Campbell

Petition said road to be made a public highway.

Commissioners report Dec 8, 1875 RR. # 1, page 323

Road leading from the Coateville and Fillmore road to the Danville and Greencastle road between the counties of Hendricks and Putnam.

Commencing at the SW cor of Sec. 31-15-2W; thence N on line between Sec. 31 on E and 36 on W for one mile R/W 30 feet.

31-15-2W

Melvin C. Masten

VOID

Petition for location of Public Highway

Viewers appointed June 6 1877 R.R. 3, page 438

Viewers report that it will not be a public utility.

32-15-2W
5-14-2W

David S. Talbott petition for change in State Road leading from Stilesville to New Maysville, to commence at Mathros Mastins thence to run due North on the Section line until it intersects the old route again.

Viewers appointed Mar. 1838 C. R. 3, page 186

Viewers report May 1838 C. R. 3, page 214

Board approval May 1838 C. R. 3, page 214

Commencing at S 1/2 mile post of Section 5-14-2W; thence North to the center of Section 32-15-2W.

Length 1 1/2 miles.

R/W not stated.

32-15-2W

Solomon Rushton petitions for permission to change the road leading from Belville to Springfield on his own land and at his own expense, said change to leave the original route 10 rods W of Sec. Branch, to run S 16 rods; thence E till it strikes the original route.

Viewers appointed June 1843 C. R. 4, page 293

Viewers report Sept. 1843 C. R. 4, page 303

Board grants said change and ordered that old road be and the same is hereby vacated.

(Rushton owned E 1/2 of NE 1/4 of Section 32-15-2W)

32 - 15 - 2W

P. O. Vannice petition for vacation of highway.

Viewers appointed June 7, 1883 R. R. 2, page 374.

Beginning at the N 1/2 mile stake and extending S about 40 rods; thence extending in a southeasterly direction about 240 rods and there intersecting with the line dividing the E from the W half of the SE of said Section 32 at a point about 40 rods N of the S end thereof, and thence extending due S on said line about 40 rods to the S line of said Section.

Length 1.0 mile. R/W not stated.

VOID

34,35,36-15-2W
1 and 2-14-2W

Daniel Richardson petition for county road.

Viewers appointed

Viewers report Sept. 1840 C. R. 4, page 76.

Examined by board and set aside and held as naught.

Commence at Newman's Mill thence running N up Mill Creek to the NE corner of James Kendall's farm, thence W on the Sec. line to the middle prong of Mill creek, thence up said creek to Newman's Saw Mill, thence W between Morris and Junt's to intersect the Williamsburg road, on the line leading from Williamsburg to Stilesville.

(Newman's Mill was located in the E 1/2 of NE 1/4 of Sec. 1-14-2W. Kendall owned W 1/2 of NE 1/4 and E 1/2 of NW 1/4 of Sec. 1-14-2W. Morris owned part of W 1/2 of SW 1/4 of 35-15-2W and part E 1/2 of SE 1/4 of Sec. 34-15-2W. Hunt owned part of W 1/2 of SW 1/4 of 35-15-2W. Clerk's note.) No length or R/W stated.

34-15-2W

Amiel Hunt petitions for permission to change on his own land at his own expense a part of the road leading from New Williamsburg to Stilesville.

To commence and leave the old route at the NW corner of NW⁴ NE⁴ Section 34-15-2W and run S on the line on the NW⁴ thence E to the line of the present location.

Viewers appointed Mar. 1846 C. R. 5, page 46

Viewers report Mar. 1846 C. R. 5, page 55

Ordered therefore that said old road be and the same is hereby vacated, and the new route be and the same is hereby declared to be a public highway.

34, 35 - 15 - 2W

3, 10, 15, 22 - 14 - 2W

Berry Burks petitions for a survey to be made of a road from Springtown to National Road.

Survey ordered Sept. 2, 1850 C. R. 5, page 625.

Report made June 14, 1851 C. R. 6, page 97.

Beginning at a stone in the center of Springtown; S 5 40 E 34 poles 2 1/2 links; S 18 W 32 3/4 poles; S 5 E 30 poles 15 links; S 76 W 18 poles 17 1/2 links; S 66 W 9 poles; S 9 1/2 E 21 poles; S 69 W 8 1/2 poles S 3 1/2 E 35 1/2 poles, to line running E and W through center of Section 34-15-2W; S 7 W 24 poles; S 32 W 8 poles; S 57 W 46 poles 5 1/2 links; S 3 E 13 poles 14 links; S 35 W 14 poles 10 links; S 27 E 8 poles 10 links; S 51 E 33 poles 18 links; S 2 W 33 poles 16 links; S 10 E 13 1/3 poles; S 18 W 37 poles; S 1 W 78 links; S 1 1/2 E 54 1/3 poles; S 87

Ancient Road Cards

108

W 20 1/2 poles; S 8 1/2 E 100 poles; S 35 1/2 W 27 poles; S 5 1/2 E 32 poles, to the center S of SE of 3-14-2W; S 5 1/2 E 80 1/2 poles; S 83 W 47 poles; S 2 E 12 1/2 poles; S 5 1/2 E 15 1/2 poles 17 links to the S half mile stake of 10-14-2W; S 5 1/2 E, on the line, 116 poles 11 links; N 80 1/2 E 49 poles; S 9 E 34 poles 14 links; S 13 1/2 E 20 poles; S 23 W 10 poles; S 88 E 14 1/2 poles (5 poles 8 links S of the corner); S 5 E 196 poles to the National Road.

Length 4 miles 266 poles. R/W not stated.

35-15-2W William Benbow petitions for a county road.
3,10,15,16,21-14-2W

Viewers appointed May 1840 C. R. 4, page 36.
Viewers report Sept. 1840 C. R. 4, page 77.
Board ordered that said route be declared a public highway.

Commencing at Newman's Saw Mill and to run thence by John Cosners, thence between John Grimes's and John Lasten's farm to Joshua Foster's line, thence down the creek on the E side crossing the creek below the forks of the creek, thence down or near the line of Sec. 16 to Jesup's Mill crossing said creek by a bridge and thence to Stilesville.

(Newman's Mill was in SW 1/4 of 35-15-2W. Cosner owned E 1/2 of NE 1/4 and E 1/2 of SE 1/4 of Sec. 3-14-2W; Lasten owned E 1/2 of NE 1/4 of 10-14-2W and E 1/2 of NW 1/4 of Sec. 11-14-2W; Foster owned E 1/2 of W 1/2 of Sec. 10-14-2W; Grimes owned W 1/2 of SE 1/4 of Sec. 10-14-2W; Jessup owned W 1/2 of NE 1/4 and 7 acres in E 1/2 of NE 1/4 of Sec. 21-14-2W. Clerk's note.)
Length not stated. R/W 30 feet.

35-15-2W Edward Newman petitions for a public road leading from Newman's mill on
1 & 2-14-2W the E fork of Millcreek; thence N 1/2 mile; thence W on the Township line to the middle fork of Mill Creek; thence up the creek to Newman's saw mill; thence nearly westward to intersect the Williamsburg road.

Viewers appointed Mar. 1843 C. R. 4, page 260
Viewers report June 1843 C. R. 4, page 287
Board orders that said route be declared a public highway.

This road probably started at or near the W 1/2 mile post of Section 1-14-2W; thence N to the Township line thence W about 3/4 of a mile thence N about 1/2 mile; thence W to the Williamsburg Road.

Length 2 miles. R/W not stated

35 - 15 - 2W Henry Bland petitions for a change in a county road leading from Springton to Stilesville.

Viewers appointed Mar. 3, 1851 C. R. 6, page 26.
Viewers reported June 4, 1851 C. R. 6, page 86.
Board approval June 4, 1851 C. R. 6, page 86.

Beginning in the land belonging to Silas Dixon (he owned part W of Section 35-15-2W); thence S 66 W 9 poles; thence S 9 1/2 E 21 poles; thence S 69 W 8 1/2 poles; thence S 3 1/2 E 35 1/2 poles to the line running E and W through center of Section 34-15-2W; thence S 7 W 24 poles; S 32 W 8 poles; thence S 32 W 3 1/2 poles; thence S 6 W 20 poles; thence S 45 E 2 poles; thence S 6 E 95 poles; thence S 84 W 19 poles; thence S 6 E 11 poles; thence W 25 poles with section line; thence S 2 W 23 poles.

Length 30 1/4 poles. R/W not stated.

Ancient Road Cards

109

35 - 15 - 2 W

Isaac Ratliff

(VOID)

Petitioned Dec 12, 1874 R. R. # 1, page 264
Viewers appointed Dec 12, 1874 R. R. # 1, page 265
Commissioners ordered the petition to be dismissed
Mar. 3, 1875 R. R. # 1 page 279

35 - 15 - 2 W

Isaac Ratliff

(VOID)

Petitioned Sept. 8, 1875 R. R. # 1, page 304
Viewers appointed Sept 8, 1875 R. R. # 1, page 305
Viewers report Dec 8, 1875 R. R. # 1,
Commissioners dismiss petition Dec 8, 1875 R. R. # 1, page 322

(Void)

35-15-2W

Isaac Ratliff

Petitioned March 7, 1876 R.R. # 1, page 349
Viewers appointed Mar 7, 1876 R. R. # 1, page 350
Board orders that further consideration of said petition be discontinued Sept 7, 1876 R. R. # 1, page 389

35-15-2W

Isaac Ratliff

(Void)

Petition for Vacation and location of Highway
Viewers appointed Dec 6, 1876 R.R. # 1, page 401
Viewers report Mar 12, 1877 R.R. # 1, page 430
Board orders that petition not be granted.

35-15-2W

Isaac Ratliff

Petition for change of Highway
Viewers appointed June 7, 1877 R.R. # 1, page 441
Viewers report Sept 5, 1877 R.R. # 2, page 8
Board approves the petition Dec 8, 1878 R.R. #2, page 7

Beginning at a point 20 rods S of the Center North of the NW quarter of Sec 35-15-2W; thence S 18 rods; thence S 28 degrees W 28 rods; thence S 13 1/2 degrees W 17 rods; thence W along the property line on the N side 63 rods to the Center W of the NW quarter of Sec. 35 to the intersection of said Amo and Danville road.

To vacate the old route between the points of intersection

R/W 30 feet

35 - 15 - 2W

Isaac Ratliff petition for vacation of highway.

Viewers appointed Dec. 3, 1884 R. R. 2, page 491.
Viewers reported Mar. 4, 1885 R. R. 2, page 497.
Board approval Mar. 4, 1885 R. R. 2, page 497.

Commencing 712 feet E and 30 feet N from the center on the W of the NW of Section 35-15-2W and on the N side of the present highway at and near the crossing of Mill Creek. Thence S 65 E 94 feet to the W bank of creek; thence E across creek 73 feet; thence N 65 E 48 feet to the intersection of the land lines by the W side of the present highway.

Length 0.04 mile. R/W not stated.

1, 2, 11, 12, 13, 14 - 16 - 2W
36 - 17 - 2W

R. T. Clements petition to locate a county road.

Viewers appointed Sept. 1835 O. R. 2, page 240.
Viewers reported Nov. 1835 O. R. 2, page 240.
Board approval Nov. 1835 O. R. 2, page 240.

Commencing at John Dodson on the Crawfordville road and to intersect the Jamestown road near Isaac Trotter's. (Commencing about 1/10 of mile S of W $\frac{1}{2}$ mile stone in Section 13-16-2W and running N on Section lines about 3.1 miles to the E and W centerline of Section 36-17-2W. - Clerk.)

Length 3.1 mile. R/W 30 feet.

1-16-2W Nathan Davis petition for change of a County Highway (to Jamestown
36-17-2W that angles his farm.)

Viewers appointed Sept. 1836 C. R. 3, page 52
Viewers report Nov. 1836 C. R. 3, page 70

Viewers report that the distance along the Section line to be 154 poles and the road running from the section line through said Davis land to be 112 poles and the road along the section line to be the best to make a road. Board being satisfied that the public will not be materially injured by said change do now order and allow the same as prayed for by said Davis.

(Davis owned NW $\frac{1}{4}$ of Section 1-16-2W & S $\frac{1}{2}$ of Section 36-17-2W- Clerk's Note)

(VOID)

1,2,3,9 & 10-16-2W
28,31,32-17-1W

John Keany petition for location of a County Road to commence at the east end of Archibald Alexander's lane thence by the way of Enos Leach and Daniel Davidson's from thence to run between Rubin Claypool and Noah Bateman and thence to intersect the Jamestown and Roundtown road.

Viewers appointed Nov. 1837 C. R. 3, page 162
Viewers report Jan. 1838 C. R. 3, page 174

Remonstrances being filed against the location of said road, the board refuses to grant the petition.

(Davidson owned SE $\frac{1}{4}$ 2-16-2W: Bateman owned SE $\frac{1}{4}$ & E $\frac{1}{2}$ of Section 9-16-2W: Leach owned NW $\frac{1}{4}$ of SE $\frac{1}{4}$ & SW $\frac{1}{4}$ of Section 32-17-1W: Alexander owned NW $\frac{1}{4}$ & NE $\frac{1}{4}$ of Section 33-17-1W: SW $\frac{1}{4}$ & E $\frac{1}{2}$ of NW $\frac{1}{4}$ & E $\frac{1}{2}$ of SE $\frac{1}{4}$ of Section 28-17-1W:

(Claypool owned W $\frac{1}{2}$ of NE $\frac{1}{4}$ of Section 9-16-2W-Clerk's Note)

1-16-2W
36-17-2W

Nathan Davis petition to change the Jamestown and Danville State Road on his land and at his own expense.

Viewers appointed Mar. 1838 C. R. 3, page 190
Viewers report May 1838 C. R. 3, page 216

The proposed route to be 16 rods the furthest, but as good ground as the

old road.

It is therefore ordered that said new route be opened and declared to be part of said road.

(Davis owned NW $\frac{1}{4}$ of Section 1-16-2W & S $\frac{1}{2}$ of Section 36-17-2W
Clerk's Note)

Length not stated.

R/W not stated.

1-16-2W
6-16-1W

Nathan Davis petition to change so much of the state highway leading from Jamestown to Danville, that crosses his own land at his expense.

Viewers appointed May 1840 C. R. 4, page 36.
Viewers report May 1840 C. R. 4, page 58.
Board ordered the change be made by the said Nathan Davis.

Commencing about 50 yards N of the S end of his land and running on the E side of the old route so as to intersect the old road again at the NE corner of his field near the N end of his land.

(Davis owned NW $\frac{1}{4}$ and S $\frac{1}{2}$ of SE $\frac{1}{4}$ of Sec. 1-16-2W, SE $\frac{1}{4}$ and SW $\frac{1}{4}$ of Sec. 36-17-2W. Clerk's note.)
No length or R/W stated.

1, 2, 11, 12, 13, 14 - 16-2W
13, 14, 25, 26, 35, 36, 23, 22, 15 - 17 - 2W

William Jones petitions for a survey to be made of the county road leading from the Crawfordville and Danville State Road.

Survey ordered Mar. 5, 1850
C. R. 5, page 548.
Report made June 15, 1850
C. R. 5, page 619.

Commencing in the center of the Danville and Crawfordville State Road on the Section Line between Sections 13 and 14-16-2W; thence N 193 poles to the NE corner Section 14-16-2W; thence N on section line between Sections 11 and 12; thence N on section line between Sections 1 and 2 to the NE corner of Section 2-16-2W; thence W on Township Line to the SW corner of Section 36-17-2W; thence N on section line between Sections 35 and 36 to the sections corner; thence N on section line between Sections 25 and 26 134 poles; thence N 62 W 29 poles; thence N 37 W 43 poles; thence N 22 W 19 poles; thence N 8 W 29 poles; thence N 34 $\frac{1}{2}$ W 44 poles; thence N 27 W 19 poles; thence W 11 poles; thence N 39 W 26 poles; thence N 61 W 18 poles; thence S 69 W 25 poles; thence N 12 W 46 poles; thence N 3 W 24 poles; thence N 11 W 39 poles; thence N 60 W 184 poles; thence ? 114 poles; thence N 19 E 14 poles; thence N 36 poles; thence N 17 W 52 poles; thence N 36 W 84 poles; thence N 63 W 20 poles; thence N to the county line 80 poles. Length 7 miles 290 poles.

2,3,4-16-2W Rubin Claypool petition to locate a County Road.

VOID

Viewers appointed Jan. 1838 C. R. 3, page 175
Viewers report Mar. 1838 C. R. 3, page 188

Beginning at the SE corner of William Jones land in Section 2-16-2W; Thence West through the center of Section 2,3,4 to State Road; thence on said road to N Salem through Pearl Street thence West to the line between Smith Russel and David Myers; thence on said line to the creek at or near the lower corner of John Zimmerman farm; thence the nearest and best way to the Lebanon and Greecastle State Road:

2 - 16 - 2W Wiley-Hansen petitions for location of a highway.

Viewers appointed Dec. 7, 1878 R. R. 2, page 103.
Viewers report Mar. 6, 1879 R. R. 2, page 125.
Board approval Mar. 8, 1879 R. R. 2, page 125.

Commencing 244 links E of the center of section 2 - 16 - 2W; thence N 200 links; thence S 42 W 14 rods; thence S 58 W 31½ rods ending in the center of the present highway.

R/W 30 feet wide. Distance 53½ rods.

3 and 10 - 16 - 2W
22, 23, 26, 27(?), 34, 35(?) - 17 - 2W

William Claypool petition for location of highway leading from the Crawfordsville Road.

Viewers appointed Jan. 1835 O. R. 2, page 196.

From Danville and Crawfordsville State Road near creek between James Trotter (NE of NE of Section 9-16-2W) and Enock Crook (NW of NW of Section 10-16-2W) between lands of Isaac Trotter (NE of Section 22-17-2W) and John Porter (W of NW of Section 23-17-2W) to intersect road from Danville to Jamestown.

Length not stated. R/W not stated.

3 - 16 - 2W B. F. Davis petitions for road to be surveyed and made a public highway.

Board orders the County Surveyor to make survey R. R. 2, page 277.
Surveyor's report R. R. 2 page 298.

Beginning at the center N of the SW of Section 3-16-2W; thence S 148 rods; thence S 48 W 8.6 rods; thence S 69 W 15.52 rods; thence W 19.6 rods to the intersection of the Danville and North Salem Gravel Road.

Distance 0.60 mile. R/W not stated.

3 - 16 - 2W E. T. Robbins petition for board to approve highway.

Petition read and approved R. R. 2, page 431.

Commencing at the SE corner of the W of the NW of Section 3-16-2W is a certain public highway extending W and E; thence due N on the line dividing the W from the E of said NW to the N line thereof, the same being about 197 rods.

Said highway is located on a strip of land 1 rod wide off of the W side of the E of the NW and the balance of said road bed being a strip about 8 feet wide and taken off of the E side of the W of NW.

R/W 24 ½ feet wide.

4-16-2W North Salem

William Trotter petition for change in Danville and Crawfordsville Road.

Commencing at the North end of Main Street in North Salem, thence South along said Street to Pearl Street; thence East on the street last aforesaid to said State Road.

Viewers appointed May 1838 C. R. 3, page 237
Viewers report Nov. 1838 C. R. 3, page 268

The new route is 223 steps and the old route 213 steps and the new route is on equally as good ground and we believe the change to be of public utility.

Board orders that said change above reported be opened and worked as part of said road.

4,5,6,7 & 8-16-2W

John Zimmerman petition for a County Road commencing on the Cross Street in North Salem, running thence on a line between John Claypool and John Woodard, thence West to the Bluffs of Eel River; thence down on the East side of the river and across the river a small distance below the corner of John Zimmerman bottom field, thence down the bottom of said Zimmerman land and rise the bluffs, and intersect the State Road leading from Maysville to Jamestown.

Viewers report Nov. 1838 C. R. 3, page 260
Viewers report Jan. 1838 C. R. 3, page 271

Viewers consider the same to be a public utility and the board orders the said route be opened not exceeding 30 feet in width

(This road probably ran West through the center of the N 1/2 of Sections 4,5 & 6-16-2W, to the river, thence along the river to the Jamestown State Road— Clerk's Note)

4,9-16-2W William Davidson petition for a cartway.

Viewers appointed May 1840 C. R. 4, page 50.
Viewers report Sept. 1840 C. R. 4, page 72.
Board approve said change to be made.

Commencing at the S end of the line between T. Farmer's and A. Clifton's thence N to the half mile stake, thence W on the Sec. line dividing Sec. 9 and 4 to intersect the state road leading from New Maysville to North Salem.

No length stated.

R/W 16 feet.

(VOID)

4-16-2W

Arichibald Alexander petitions for a county road beginning at the East end of Mr. Crosky's lane, thence through the neighborhood the best route, said route can

be got until it strikes the open line between Daniel Davidson and William Jones then with or near said line until it strikes the Danville and Crawfordsville State road.

Viewers appointed Sept. 1843 C. R. 4, page 295
Viewers report Dec. 1843 C. R. 4, page 315 continued

Reviewers appointed Dec 1843 C. R. 4, page 315
Reviewers reported Mar. 1844 C. R. 4, page 332

Board dismisses petition Mar. 1844 C. R., 4 page 332.

4 & 5-16-2W John Zimmerman petitions for the location of a county road to commence at the end of the county road from North Salem to John Zimmerman thence W through the land of John Zimmerman to the corner of Thomas Harpers land and said Zimmerman.

Viewers appointed Sept. 1845 C. R. 4, page 506
(No record of reviewer's report--- Clerk)

4,5 & 6-16-2W Mathew Mark petition for a change in the county road leading from
31,32 & 33-17-2W North Salem to John Zimmerman.

To commence at Mathew Marks cornfield near the creek running E about 180 rods to Mc Murray's land thence the nearest and best way to the present location

Viewers appointed Sept. 1845 C. R. 4, page 508

(No record of viewers report found--- Clerk)

(Zimmerman owned S 1/2 of Section 31-17-2W & N 1/2 of Section 6-16-2W

Mc Murrays owned E 1/2 of NE & E 1/2 of SE 1/4 of Section 5-16-2W
Mathew Mark owned lots in North Salem but no record was found of his owning any farm land--- Clerk)

5 & 6-16-2W Mathew Marsh petition for relocation of State Road from Greencastle (via) New Maysville, Jamestown so as to leave the present location on the County line between Hendricks and Putman at the West side of Thomas Harpers land, running due East 80 rods: thence N 80 rods: thence NE 80 rods to the open line between George Fleece and David Myers and on to the County Road leading from Round town to Jamestown, running said road to the present location

Viewers appointed Sept. 1837 C. R. 3 page 155.

(No record of viewers report found-Clerk's Note)

(Harper owned S 1/2 of S 1/2 of Section 6-16-2W:
Fleece owned SW 1/4 of Section 5-16-2W:
Myers owned S 1/2 of NW 1/4 of Section 5-16-2W- Clerk's Note)

5-16-2W William Trotter petitions for a county road to lead from the end of the county road running E from North Salem ending on the lands of John Zimmerman then to run nearly SW to Thomas Harper's land to the edge of a swamp, then along the edge of the swamp to the county line; thence S on said line to intersect the road leading from Blakesburg in Putman County.

Viewers appointed Sept. 1843 C. R. 4, page 295

(Thomas Harper owned SW⁴ and SW⁴ SE⁴ 6-16-2W--- Clerk)

(No viewers report found--- Clerk)

5 and 8-16-2W George A. Givins petition for a change in the county road leading from John Zimmerman's to North Salem.

Viewers appointed June 1846 C.R. 5, page 83.

Viewers reported June 1846 C. R. 5, page 89.

Board approved said change as laid out and marked by said viewers.

Commencing near the NW corner of Charles Fleece's corn field in Sec. 8-16-2W thence E 184 rods to McMurry's land; thence N 17 rods to the old location.

(I believe this road ran E on the N line of sec. 8-16-2W;
thence N on the N and S center line of the SE 1/4 of Sec. 5-16-2W.
Clerk's note)
Length 0.65 mile R/W not stated.

5,7,8 - 16- 2W Edmond Mahoney

Petitioned Jan 4, 1875 for location of Highway

Viewers appointed Jan 4, 1875 R.R # 1, page 269

Viewers report Mar 4, 1875 R.R. # 1, page 283

Commissioners approval Mar. 4, 1875 R.R. # 1, page 284

Commencing at the NW cor of the SW quarter of Sec. 7 -16-2W running due E 1 mile and 200 rods on the middle Sec line; thence 610 rods through NE quarter of Sec 8; thence E 40 rods, to the SE cor of the W half of the SE quarter of Sec 5.

R/W 30 feet wide

6, 7 and 18 - 16 - 2W William Dewitt petitions for location of a county road.

Viewers appointed Sept. 2, 1851 C. R. 6, page 112.

Viewers reported Dec. 3, 1851 C. R. 6, page 137.

Commissioners approval Dec. 3, 1851 C. R. 6, page 137.

Commencing where road leading from North Salem to Parkersburg crosses the county line between Hendricks and Montgomery Counties; thence S on the county line to the road leading from Parkersburg to Epperson's Mill. (I believe the road started near the W 1/2 mile stone of Section 6-16-2W; thence S on the county line terminating at or near the center W of SW of Section 18-16-2W.)

Length about 2 1/4 miles. R/W not stated.

7,8-16-2W Preston Fennington petition to vacate road, running from Davis Mill E to the Danville and Crawfordsville State Road near Samuel W. Walthall's.

7-16-2W Francis Epperson petition to locate a county road.

Viewers appointed Sept. 1847 C.R. 5, page 224.

Viewers report Dec. 1847 C. R. 5, page 254.

Board ordered that the route laid out and described in said report be and the same is hereby declared a public highway.

Commencing at Francis Epperson's mill in Eel River Twp. and running the nearest and best way to the county line between Hendricks and Putman counties, so as to intersect the Parderstugh county road.

(Epperson owned the SW 1/4 of St. 1/4 of 7-16-2W. Clerk's note.)
No length stated. R/W 30 feet.

9,10,11,12,13,14,15,16-16-2W
7 & 18-16-1W

Martin Flinn petition for location of a County Road
(to commence between John Stewart and Noah Bateman on the County Road leading from Davises Mill to N. Salem thence East on Section line to where the said line crosses the state road leading from Danville to Jamestown)

Viewers appointed Sept. 1838 C. R. 3, page 244

Viewers report Nov. 1838 C. R. 3, page 261

Board approval Nov. 1838 C. R. 3, page 261

Commencing on the Section line between Section 9 & 16-16-2W; thence East on Section line to the Jamestown & Danville Road near the half mile pst between Sections 7 & 18-16-1W.

Length not stated.

R/W 30 feet.

9 - 16 - 2W John Robbins petitions for location of highway.

Viewers appointed Mar. 5, 1879 R. R. 2, page 123.

Viewers report Aug. 26, 1879 R. R. 2, page 146.

Board approves petition if the petitioners pay \$133 damages.

Commencing at the center S of the NE 1/4 of section 19 - 16 - 2W; thence E 1 mile 127 rods to the center of the New Winchester and North Salem Road.

R/W 30 feet wide. Distance 1 mile 127 rods.

(No record could be found of damages have being paid)

11 and 14 - 16 - 2W

Alexander M. Williams petitions to change and locate highway.

Viewers appointed Mar. 9, 1882 R. R. 2, page 299.

Viewers reported June 10, 1882 R. R. 2, page 323.

Board approval June 10, 1882 R. R. 2, page 323.

Commencing where the Roundtown Road intersects the Danville and North Salem

gravel road, thence due E on the section line dividing Section 11 and 14-16-2W to the Danville and Jamestown Road.

Part to be vacated: old route located on the S side of the N of the NE of said Section 14-16-2W.

Distance 0.7 mile. R/W not stated.

13 and 14-16-2W

Bloomfield White petitions to change on his own land at his own expense the county road leading from Adams Mill to Vestals Mill.

Viewers appointed Mar. 1847 C. R. 5, page 151.

Viewers report June 1847 C. R. 5, page 202.

Board ordered the same as prayed for in and by said petitioner.

Commencing where said county road crosses the Crawfordsville Road and to run SE with the Crawfordsville road to the S side of the N 1/2 of the NE 1/4 of Sec. 14-16-2W; thence E on the N side of the S line of said half quarter until it strikes the county road leading to Jamestown thence N with said road to the present location.

No length or R/W stated.

14,15,21,22-16-2W

Anthony H. Proctor petition for a change in the county road leading from Roundtown to Davises Mill.

Viewers appointed Nov. 1860 C. R. 4, page 92.

(No record of viewers report. Clerk's note.)

Commencing on the lane N of George H. Walker's Barn and running down the state road leading from New Raysville to Jamestown to where it crosses the Rock Branch road thence down said Rock Branch road to where it intersects the said Roundtown and Davis Mill county road.

(Walker owned NE 1/4 of SE 1/4 of Sec. 15-16-2W and N. 1/4 of SW 1/4 of Sec. 14-16-2W. Clerk's note.)

15 and 22 - 16 - 2W

Jonathan Walton petition for location of highway.

Viewers appointed June 7, 1879 R. R. 2, page 139.

Viewers report Sept. 8, 1879 R. R. 2, page 152.

Board approval if petitioners pays \$150 damages assessed.

Commencing at a point 80 rods W of the NE corner of section 15 - 16 - 2W; thence S a distance of 1 1/2 miles through sections 15 and 22.

R/W none stated. Distance 1 1/2 miles.

(No record could be found of the damages being paid.)

15 and 22 - 16 - 2W

Jonathan Walton petition for location of highway.

Viewers appointed Mar. 4, 1880 R. R. 2, page 175.

Viewers report June 10, 1880 R. R. 2, page 193.

Board approval June 10, 1880 R. R. 2, page 193.

Commencing at the center N of the NE $\frac{1}{4}$ of section 15 - 16 - 2W; thence due N through sections 15 and 22 - 16 - 2W a distance of $1\frac{1}{2}$ miles, terminating at the center N of the NE $\frac{1}{4}$ of section 22 - 16 - 2W.

(Transcriber's note; I believe the above description is not correct, I believe the description should be:)

Commencing at the center N of the NE $\frac{1}{4}$ of section 15 - 16 - 2W; thence due S through sections 15 and 22 - 16 - 2W a distance of $1\frac{1}{2}$ miles terminating at the center S of the NE $\frac{1}{4}$ of section 22 - 16 - 2W.

R/W 30 feet. Distance $1\frac{1}{2}$ miles.

17, 18, 19, 29, 30, 32 - 16 - 2W
4, 9, 16 - 21 - 14 - 2W
4, 5, 8, 9, 16, 21, 28, 33 - 15 - 2W

Thomas C. Gray petition for location of a county road.

Viewers appointed Nov. 1835
C. R. 2, page 247.
Viewers reported Jan. 1836
C. R. 3, page 4.
Reviewers appointed Jan. 4, 1836
C. R. 3, page 6.
Reviewers time extended Mar. 1836
C. R. 3, page 12.
Reviewers reported May 1836
C. R. 3, page 24.

Beginning at Stilesville; thence N $3\frac{1}{2}$ W 8 $1\frac{1}{2}$ miles to New Winchester; thence N 15 W 5 $1\frac{1}{2}$ miles to Enoch Davis Mill (on creek in the S 31.80 acres of W of SW of Section 7-16-2W - Clerk.)

Length 14 miles. R/W 30 feet.

17 and 18 - 16 - 2W James S. Linn petition for location of highway.

Viewers appointed Mar. 10, 1884 R. R. 2, page 419.
Viewers reported June 2, 1884 R. R. 2, page 428.
Reviewers reported Sept. 5, 1884 R. R. 2, page 482.

Commencing at the SW corner of Section 18-16-2W; thence E to the SE corner of the W of the SE of Section 17-16-2W there to intersect the North Salem and Winchester road.

Length 1.73 mile. R/W not stated.

17 and 18 - 16 - 2W Willis Slavens petition for location of highway.

Viewers appointed Mar. 6, 1886 R. R. 2, page 517.
Viewers reported June 18, 1886 R. R. 2, page 523.
Board approval June 18, 1886 R. R. 2, page 523.

Commencing at the SE corner W of the SE of Section 17-16-2W thence W to county line.

Length 1.8 mile. R/W 30 feet.

18-16-2W George Walker petition at the third reading

It is ordered by the board, that part of the county road from Harper's Mill to Round Town; viz) from its intersection of the Rock Branch mill road near Rock Branch to its intersection of the Greencastle and Lebanon State Road opposite George Fleen's Barn is hereby declared null and void.

Comm., ordered road vacated June 5, 1843 C. R. 4, page 270

(George Fleece owned E $1\frac{1}{2}$ NE $1\frac{1}{4}$ of Section 18-16-2W & W $1\frac{1}{2}$ NW $1\frac{1}{4}$ of Section 17-16-2W--- Clerk)

18 - 16 - 2W John F. McCloud petition for change of highway.

Viewers appointed Sept. 6, 1883 R. R. 2, page 388.
Viewers reported Dec. 6, 1883 R. R. 2, page 399.
Board approval Dec. 6, 1883 R. R. 2, page 399.

Commencing 111 rods 8 feet N of the SW corner of Section 18-16-2W on the County line dividing the counties of Putnam and Hendricks; thence E 56 rods 5 feet; thence N 48 rods and 8 feet to where it intersects the road leading from North Salem to New Maysville.

Length 0.33 mile. R/W 30 feet.

19 18 - 16 - 2W Jacob F. Kurtz petition for location of highway.

Viewers appointed Sept. 5, 1888 R. R. 3, page 30.
Viewers reported Dec. 5, 1888 R. R. 3, page 39.
Board approval Dec. 5, 1888 R. R. 3, page 39.

Commencing at the SW corner of Section 18-16-2W; thence E 192 rods to the Rock Branch road running N and S.

Length 0.6 mile. R/W 30 feet.

19 and 20-16-2W Oliver S. Gowin petitions for location of highway.

Viewers appointed Dec. 8, 1881 R. R. 2, page 276.
Viewers reported Mar. 8, 1882 R. R. 2, page 294.
Board approval Mar. 8, 1882 R. R. 2, page 294.

Commencing at the NW corner of the E of the SE of Section 19-16-2W running thence due E on the line extending E and W through the center of Section 19 and 20-16-2W for a distance of 1 mile.

Length 1.0 mile. R/W 30 feet.

20-and 21-16-2W James R. Procter petitions for a county road.

Viewers appointed June 1847 C.R. 5, page 198.
Viewers report Sept. 1847 C. R. 5, page 225.

Beard ordered that said route be declared a public highway.

Beginning at Thomas R. Shannon's saw mill, thence SW about 70 rods to the mouth of Procter's lane; thence N 160 rods to the center S of the NW 1/4 of Sec. 21-16-2W, thence SW about 20 rods; thence NW about 20 rods to the line between said Dodd and J. Robbins, thence W about 5 rods to county road leading from New Winchester to North Salem.

Length 0.8 mile.

R/W 25 feet.

Shannon's mill was in the E²NE⁴ 21-16-2W - Shurtle

20, 21, 28, 29, 32, 33-16-2W

Job Hadley ordered to survey the county road leading from Stilesville to New Winchester; thence North to the State Road leading from North Salem to New Maysville.

Survey ordered June 4, 1850 C. R. 5, page 599.
Report made June 13, 1850 C. R. 5, page 617.

Beginning at the S corner of sections 32 and 33-16-2W; N to the S corner of sections 28 and 29, with a slight variation commencing about 38 rods S of said corner to the W the width of the Road; N along the section line 260 rods; N 41 E 16 rods; N 11 W 20 rods; N 75 W 8 rods; N along section line to the S corner of sections 20 and 21; N 66 rods; N 36 E 12 rods; N 66 E 13 rods; N 22 E 80 rods; N 7 W 14 rods; N 35 W 20 rods; N 10 E 20 rods; N 34 E 16 rods; N 50 E 20 rods; N 34 E 17 rods; N 11 W 22 rods; N 16 E 28 rods; N 39 E 13 rods; N 48 rods; N 44 W 10 rods; N 4 W 16 rods; N 34 W 22 rods; N 55 W 30 rods; N 23 W 24 rods; N 19 W 16 rods; N 29 W 29 rods; N 67 W 14 rods; N 34 E 8 rods; N 64 W 18 rods; N 108 rods to the State Road leading from North Salem to New Maysville.

Total distance from Stilesville about 14 miles.

(For complete record see cards for 14 - 24 and 15 - 24)

20, 21, 28, 29, 32, 33 - 16 - 2W

Job Hadley ordered to survey the county road leading from Stilesville to New Winchester; thence N to the state road leading from North Salem to New Maysville. June 4, 1850 C. R. 5, page 599.
Report made June 13, 1850 C. R. 5, page 617.

W along township line to corner of Sections 32 and 33-16-2W; N to section corners of 28 and 29 (with a slight variation commencing 38 poles S of said corner to the W the width of the road); N along line 260 poles; N 41 E 16 poles; N 11 W 20 poles; N 75 W 8 poles; N along section line to corner of Section 20 and 21 -16-2W; N 66 poles; N 36 E 12 poles; N 66 E 13 poles; N 22 E 80 poles; N 7 W 14 poles; N 35 W 20 poles; N 10 E 20 poles; N 34 E 16 poles; N 50 E 20 poles; N 34 E 17 poles; N 11 W 22 poles; N 16 E 28 poles; N 39 E 13 poles; N 48 poles; N 44 W 10 poles; N 4 W 16 poles; N 34 W 22 poles; N 55 W 30 poles; N 23 W 24 poles; N 19 W 16 poles; N 29 W 29 poles; N 67 W 14 poles; N 34 E 8 poles; N 64 W 18 poles; N 108 poles to the state road leading from North Salem to New Maysville. Distance 14 miles, more or less...

For complete record see 4, 9, 16 - 14 - 2W and 4, 5, 8, 9, 16, 17, 20, 21, 28, 29, 32, 33 - 15 - 2W.

21-16-2W

Job Hadley ordered to survey the county road leading from Thomas R. Shannon's Saw Mill to the North Salem and New Maysville Road. June 4, 1850 C. R. 5 page 599.
Report made June 13, 1850 C. R. 5, page 617.

Commencing near Thomas R. Shannon's Saw Mill running thence S 86 W 12 poles; thence S 60 W 6 poles; thence S 24 W 16 poles; thence S 40 W 16 poles; thence S 40 W 18 poles; thence S 66 W 11 poles; thence N 88 W 149 poles; thence S 34 W 18 poles; thence N 34 W 57 poles to the road leading from New Winchester to North Salem. Distance 303 poles...

Shannon's mill was located in the E²NE⁴ 21-16-2W - Shurtle

Section 24-16-2W

John Darrough petitions for permission to change on his own land at his own expense the county road that runs through his land in Section 24; beginning at his line near the E end of James Nevills lane, thence N to the corner of Mrs Weekleys land, thence E to the Crawfordsville and Danville Road.

Viewers appointed Sept. 1844 C. R. 4, page 403

(No record of viewers report found—Clerk)
(Darrough owned the E 1/2 & SW 1/4 of SE 1/4 24-16-1W)
(Weekley owned W 1/2 of the N-E 1/4 of 24-16-1W)
(Neville owned NW 1/4 and the E 1/4 of the SW 1/4 of 24-16-1W)

25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36-16-2W
29, 30, 31 & 32-16-1W

James W. Shannon petition for a county road

Commencing on the Section line between John Flaters and Charles Hardwick on the Crawfordsville State Road and running West on or near said line by the way of Turners Mill, thence to county line, there to intersect a road leading to Maysville.

Viewers appointed Sept. 1839 C. R. 4, page 5
Viewers report Nov. 1839 C. R. 4, page 14
Board approval Nov. 1839 C. R. 4, page 14

Length 7.7

R/W 30 feet

(Flather owned E 1/2 of SW 1/4 & W 1/2 of SE 1/4 of Section 29-16-1W Harivich owned E 1/2 of NW 1/4 & W 1/2 of NE 1/4 of Section 32-16-1W; Clerks "ote")

25 - 16 - 2W

E. D. Thomas petition for vacation of highway.

Viewers appointed Sept. 6, 1888 R. R. 3, page 27.
Viewers reported Dec. 5, 1888 R. R. 3, page 43.
Board approval Dec. 5, 1888 R. R. 3, page 43.

Commencing at the NE corner of Section 25-16-2W and thence due W on the section line 1/4 of a mile thence S one mile to the Maysville road.

Length 1.3 mile. R/W not stated.

26 - 16 - 2W John F. Underwood petitions for location of highway.

Viewers appointed June 10, 1882 R. R. 2, page 327.
Viewers reported Aug. 30, 1882 R. R. 2, page 341.
Board approval Aug. 30, 1882 R. R. 2, page 341.

Commencing at the NW corner of the SW of Section 26-16-2W and running E 1/2 mile on a line dividing the SW and NW; thence due S on or near the line dividing the SW and the SE of said Section to the place where it intersects the Maysville Road.

Length 0.8 mile. R/W not stated.

27-16-2W George W. Turner petition for a change on his own land at his own expense a part of the county road leading from Crawfordsville road to New Maysville

Viewers appointed June 1843 C. R. 4, page 270

(No viewers report found---- Clerk)

32-16-2W William Bunton petition for permission to change so much of the County
5-15-2W Road leading Stilesville (Via) of New Winchester to Davis Mill as angles his land.

(VOID)

Viewers appointed Mar. 1836 C. R. 3, Page 13
Viewers report May 1836 C. R. 3, Page 32
The owners report that the new route would be 91 rods longer. The board refuses to grant the above change.

(Bunton owned $W\frac{1}{2}$ of NE $\frac{1}{4}$ of Sec. 5-15-2W: $W\frac{1}{2}$ of NE $\frac{1}{4}$, E $\frac{1}{2}$ of NW $\frac{1}{4}$, $W\frac{1}{2}$ of SE $\frac{1}{4}$ & E $\frac{1}{2}$ of SW $\frac{1}{4}$ of Section 32-16-2W- Clerk's Note)

32-16-2W Scott Miller petition for change in the Moorsville Road. running on the East side of the Plantation of John Poak so as to run the same by the house of the said Poak.

Viewers appointed Mar. 1837 C. R. 3, page 99.
Viewers report Sept. 1837 C. R. 3, page 145.

The route now being 78 rods and the new route 67 rods and on much better ground.

Board orders that the new route be declared a public highway and the old route be vacated.

(Poak owned E $\frac{1}{2}$ of NW $\frac{1}{4}$ of Section 32-16-2W- Clerk's Note)

32-16-2W Harmon Brittain petition for permission to change on his own land at his own expense a part of the county road leading for New Winchester to Adams Mill.

Viewers appointed Sept. 1846 C. R. 5, page 112.

Viewers report Sept. 1846 C. R. 5, page 116.

Board approved the said change to be made and ordered so much of the old road as is affected by said change be vacated.

Commencing at the foot of the hill where said road leaves Rock Branch bottom, thence down said bottom to the dug hill adistance of about 200 yards, thence up said hill to where the present route now is.

(Brittain owned $W\frac{1}{2}$ of SW $\frac{1}{4}$ of Sec. 32-16-2W. Clerk's note.)
Length and R/W not stated.

34 and 35-16-2W Calvin A. Hancock petitions for permission to change a part of the
2 & 3-15-2W old Rockville Road at his own expense.

Commencing on the W side of SE $\frac{1}{4}$ of SE $\frac{1}{4}$ of section 34-16-2W and intersect the old route again on the E side of SW $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 35-16-2W, the new route to run on the S line of the aforesaid $1\frac{1}{4}$ $1\frac{1}{4}$ Section.

Viewers appointed Sept. 1845 C. R. 4, page 516
Viewers report Dec. 1845 C. R. 5, page 13

Ordered that the same be considered a public highway and that the old road between the points of intersection be and the same is hereby vacated.

Length 0.5 mile

34 - 16 - 2W Austin H. Smith petitions for change in the Maysville road that intersects the Danville and Crawfordsville Road.

Viewers appointed Sept. 2, 1850 C. R. 5, page 625.
Viewers reported Dec. 2, 1850 C. R. 6, page 3.
Commissioners approval Dec. 2, 1850 C. R. 6, page 3.

The change being 87 $1\frac{1}{2}$ rods.

R/W 25 feet.

35-16-2W Joel Lamb petitions for permission to change on his own land at his own expense part of the county road leading from Maysville to the Crawfordsville road in Hendricks County so as to run the said road on the section line between said petitioner and Austin H. Smith.

Viewers appointed Mar. 1845 C. R. 4, page 447
Viewers report Mar. 1845 C. R. 4, page 450

It is ordered that said old road be and the same is hereby vacated, and the new route is hereby declared to be a public highway.

Lamb owned the $W\frac{1}{2}$ of NW $\frac{1}{4}$ of Section 35-16-2W.

13, 14, 23, 26, 33, 36, 23, 22, 15 - 17 - 2W
1, 2, 11, 12, 13, 14 - 16 - 2W

William Jones petitions for a survey to be made of the county road leading from the Crawfordsville and Danville State Road.

Survey ordered Mar. 5, 1850
C. R. 5, page 548.
Report made June 15, 1850
C. R. 5, page 619.

Commencing in the center of the Danville and Crawfordsville State Road on the section line between Sections 13 and 14-16-2W; thence N 193 poles to the NE corner Section 14-16-2W; thence N on section line between Sections 11 and 12; thence N on section line between Sections 1 and 2 to the NE corner of Section 2-16-2W; thence W on Township Line to the SW corner of Section 36-17-2W; thence N on section line between Sections 35 and 36 to the sections corner; thence N on section line between Sections 25 and 26 134 poles; thence N 62 W 29 poles; thence N 37 W 45 poles; thence N 22 W 19 poles; thence N 8 W 29 poles; thence N 34 1/2 W 44 poles; thence N 27 W 19 poles; thence W 11 poles; thence N 39 W 26 poles; thence N 61 W 18 poles; thence S 69 W 25 poles; thence N 12 W 46 poles; thence N 3 W 24 poles; thence N 11 W 39 poles; thence N 60 W 184 poles; thence ? 114 poles; thence N 19 E 14 poles; thence N 36 poles; thence N 17 W 52 poles; thence N 36 W 84 poles; thence N 63 W 20 poles; thence N to the county line 80 poles.

Length 7 miles 290 poles.

13 and 24 - 17 - 2W
16, 17, 18, 20 - 17 - 1W

Solomon Adams petitions for location of a county road.

Viewers appointed Mar. 4, 1851 C. R. 6, page 33.
Viewers reported June 4, 1851 C. R. 6, page 84.
Board approval June 4, 1851 C. R. 6, page 84.

Beginning at the center E of SW of 16-17-1W, in the Lebanon State Road; thence W 1/2 mile on section line to the section line; thence S 45 W 124 poles; thence W on section line 224 poles to the SW corner of Section 17-17-1W; thence W 1 mile to the Township Line; thence S 16 poles, on the township line, to the Crawfordsville Road.

Length 2 miles 204 poles. R/W 25 feet.

14, 23-17-2W

John J. Carriger

Petitioned Dec 9, 1875 for location of Highway
Viewers appointed Dec 9, 1875 R. R. # 1, page 329
Viewers Report March 7, 1876 R.R. # 1, page 351
Commissioners approval Mar. 7, 1876 R.R. # 1, page 352

Commencing at the SW cor of the E half of the NW quarter of Sec. 23-17-2W thence No on the line dividing said quarters into halves; thence E 36 rods; thence No 106 rods; thence E 18 rods; thence W 54 rods; thence N 98 rods to a point in the Indianapolis and Crawfordsville State Road.
R/W 30 feet wide

15 & 17-17-2W

Charles Fullen petition for a change in County Road leading from Round Town to the County line near Jamestown

Viewers appointed Jan. 1837 C. R. 3, page 87.
Viewers report May 1837 C. R. 3, page 119.

The old route to be 323 rods and the new route 303 rods and on better ground.

Board receives the said report and orders that the new route be opened and kept in repair.

(Fullen owned NW 1/4 of SW 1/4 & Part of E 1/2 of SW 1/2 of Section 15-17-2W & SE 1/4 of NW 1/4 of Section 17-17-2W- Clerk's Note)

15 & 22-17-2W

John S. Walker petition for public road leading from Zephaniah Talbees to Mc Leans mill to be run on the nearest and best way from the end of said Talbees lane to said mill.

Viewers appointed Nov. 1837 C. R. 3, page 166
Viewers report Mar. 1838 C. R. 3, page 188

Board approval Mar. 1838 C. R. 3, page 188

Length 72 rods R/W not stated

(Talbees owned part of SW 1/4 of Section 22-17-2W Mc Leans Mill was located in the SE 1/4 of SW 1/4 of Section 15-17-2W- Clerk's Note)

15-17-2W

William M. Wilson

Petition to change highway
Viewers appointed Sept 9, 1876 R. R. # 1, page 394
Board orders the part asked to located, be declared a public road and the part asked is hereby declared vacated.

Declared Public Highway
Commencing on the S line of the NW quarter 15-17-2W running thence due N 160 rods to the Jamestown and Ladoga road. R/W 40 feet wide

Part to be vacated

It being a part of the North Salem and Jamestown road now running in a N Easterly direction thru NW quarter 15-17-2W 140 rods to where it intersects the Jamestown and Danville road.

16, 17, 18 - 17 - 2W

Field notes of the Jamestown and Russellville State Road that passes through Hendricks County.
Nov. 10, 1834 C. R. 2 page 188

Beginning at or near the Hendricks and Boone County Line; thence N 3 W 18 poles; S 76 1/2 W 320 poles; S 76 1/2 W 320 poles; S 76 1/2 W 246 poles ending at Hendricks and Montgomery County Line.

Length 2.8 miles. R/W not stated.

Ancient Road Cards

126

16, 17, and 18-17-2W

R. K. Carter petition for a county road.

Viewers appointed Dec. 1846 C. R. 5, page 127.
Viewers report Mar. 1847 C. R. 5, page 148.
Board ordered that so much of said route as lies on the line between the counties of Hendricks and Boone be opened 25 feet wide, and the remainder of the route be opened 40 feet wide.

Commencing at the W half mile stake of Sec. 18-17-2W on the county line between Hendricks and Montgomery, running E on the Sec. line about 1/4 mile; thence follow a new road on the E 1/2 of the NW 1/4 and the NE 1/4 of Sec. 18, to the Sec. line between Sec. 17 and 18; thence N on said line 100 rods to the Sec. corner between Sec. 17 and 18, thence E on the county line to the center N of the NE 1/4 of Sec. 16-17-2W.

Length 2.8 miles.

No R/W stated.

18, 19, 30 - 17 - 2W

James White petitions for location of a county road.

Viewers appointed Dec. 2, 1850 C. R. 6, page 5.
Viewers reported Mar. 4, 1851 C. R. 6, page 32.
Commissioners approval Mar. 4, 1851 C. R. 6, page 32.

Beginning near the center of Section 18-17-2W, in the Jamestown and Ladoga Road; thence S on or near the section line running N and S through the center of Sections 18, 19 and 30 to where it intersects the Danville Road.

Length about 1 1/2 miles. R/W 25 feet.

21 and 28 - 17 - 2W

William B. Hedge petitions for location of highway.

Viewers appointed June 7, 1882 R. R. 2, page 320.
Viewers reported March 1883 R. R. 2, page 364.
Board approval March 1883 R. R. 2, page 364.

Commencing at the SW corner of Section 21-17-2W and running E on the Section line dividing Section 21 and 28, to the SE corner of Section 21-17-2W to the intersection of the Jamestown and North Salem road.

Length 1.0 mile. R/W not stated.

22, 23, 26, 27(?), 34, 35(?)- 17 - 2W
3 and 10 - 16 - 2W

William Claypool petition for location of highway leading from the Crawfordsville Road.

Viewers appointed Jan. 1835 C. R. 2, page 196.

From Danville and Crawfordsville State Road near creek between James Trotter (NE 1/4 of NE 1/4 of Section 9-16-2W) and Enock Crook (NW 1/4 of NW 1/4 of Section 10-16-2W) between lands of Isaac Trotter (NE 1/4 of Section 22-17-2W) and John Porter (W 1/2 of NW 1/4 of Section 23-17-2W) to intersect road from Danville to Jamestown.

Length not stated. R/W not stated.

Ancient Road Cards

127

22 & 23-17-2W

Mark W. Porter petition to change a part of the State Road from Jamestown to Danville on his own land.

Viewers appointed Nov. 1836 C. R. 3, page 68
Viewers report Jan. 1837 C. R. 3, page 86

We find the old route to be 97 rods and the new proposed route to be 120 rods and the new route on much better ground

Board orders the change be made.

(Porter owned E 1/2 of NE 1/4 of Section 22-17-2W & W 1/2 of NW 1/4 of Section 23-17-2W - Clerks Note)

VOID

22-17-2W

John McIntosh and Charles Fullen petitions for permission to change part of the Greencastle and Jamestown state road on their land at their own expense.

Viewers appointed June 1841 C. R. 4, page 116.
Viewers report Sept. 1841 C. R. 4, page 155.
Two of the viewers reported and the objected as they wanted a report from all of the viewers.

No length of R/W stated.

23&26-17-2W

Wakefield Trotter petition for change of location of so much of the Danville and Jamestown Road.

Viewers appointed Sept. 1836 C. R. 3, page 51
Viewers report Nov. 1836 C. R. 3, page 69

Viewers found the new route to be 85 rods and the old route 66 rods and it is on better ground and will be no disadvantage to the public.

Board does now here allow the same as petitioned for by the said Trotter.

(Trotter owned W 1/2 of NE 1/4, & NW 1/4 of Sec. 26-17-2W & SE 1/4 of NW 1/4 of Sec. 23-17-2W - Clerks note)

25, 26, 35 and 36 - 17 - 2W

John Trotter petitions for change in a county road.

Viewers appointed June 3, 1851 C. R. 6, page 82.
Viewers reported Sept. 1, 1851 C. R. 6, page 108.
Commissioners approval Sept. 1, 1851 C. R. 6, page 108.

Commencing about 30 rods of S of the NE corner of Section 35-17-2W; thence N to the corner of said section; thence W 30 rods to where change will intersect the old route.

Length 0.35 mile. R/W not stated.

25 and 26-17-2W Elisha H. Hall petition for change of highway.

Viewers appointed Mar. 7, 1878 R. R. 2, page 48.
Viewers report June 6, 1878 R. R. 2, page 63.
Board approval Sept. 30, 1878 R. R. 2, page 90.

Beginning at a point 8 rods E of the SE corner of the NE $\frac{1}{4}$ of section 26-17-2W; thence N 80 rods to the present location of the highway on the N side of the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of section 25-17-2W.

To be vacated: Beginning at the SE corner of the NE $\frac{1}{4}$ of section 26-17-2W; and running thence due W about 40 rods; thence in a Northwesterly direction until it intersects the highway on the N side of the SE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of section 26-17-2W.

26-17-2W Wakefield Trotter petition to change a part of the Danville and Jamestown State Road upon his own land and at his own expense.

Viewers appointed June 1841 C. R. 4, page 114.
(No record of Viewers report. Clerk's note.)

Commencing where said road crosses the line dividing the land of said petitioner and John Cline; thence N 80 rods; thence W to the old road.

(Trotter owned SE $\frac{1}{4}$ of SW $\frac{1}{4}$ of Sec. 23-17-2W and W $\frac{1}{2}$ of NE $\frac{1}{4}$ and NW $\frac{1}{4}$ of Sec. 26-17-2W.
Joseph Cline, (John's ownership can't be found) owned the W $\frac{1}{2}$ of SE $\frac{1}{4}$ and E $\frac{1}{2}$ of SW $\frac{1}{4}$ of Sec. 26-17-2W. Clerk's note.)
No length or R/W stated.

26 - 17 - 2W John Trotter petitions for location of a private road.

Viewers appointed June 3, 1851 C. R. 6, page 80.
Viewers reported Sept. 1, 1851 C. R. 6, page 108.
Board approval Sept. 1, 1851 C. R. 6, page 108.

Commencing at the E $\frac{1}{2}$ mile post of Section 26-17-2W; thence E $\frac{1}{4}$ mile, on section line, to the center N of the SW $\frac{1}{4}$ of Section 25-17-2W.

Length 0.25 mile. R/W 25 feet.

26, 27, 34 and 35 - 17 - 2W William Howard petitions for location of a county road.

Viewers appointed Sept. 1, 1851 C. R. 6, page 108.
Viewers reported Dec. 1, 1851 C. R. 6, page 130.
Commissioners approval Dec. 1, 1851 C. R. 6, page 130.

Commencing at the SW corner of Section 27-17-2W; E with section line 1 mile 18 poles; S 81 E 10 poles; N 74 E 11 poles; E 205 poles 30 links, with section bearing; N 240 poles; N 6 poles to the Danville and Jamestown Road.

Length about 2 miles and 170 poles.
R/W 25 feet.

28 and 22 - 17 - 2W John Durham petition for change of highway.

Viewers appointed June 7, 1884 R. R. 2, page 436.
Viewers reported Sept. 4, 1884 R. R. 2, page 457.
Board approval Sept. 4, 1884 R. R. 2, page 457.

Commencing at the NE corner of Section 28-17-2W running E on the section line dividing Section 22 and 27, 64 rods; thence N 65 rods to where it will intersect the old road.

Part to be vacated: so much of the old road as the proposed change may affect.

Length 0.4 mile. R/W 30 feet.

31, 32 & 33-17-2W Mathew Mark petition for a change in the county road leading from
4, 5 & 6-16-2W North Salem to John Zimmerman.

To commence at Mathew Marks cornfield near the creek running E about 180 rods to Mc Murrays land thence the nearest and best way to the present location.

Viewers appointed Sept. 1845 C. R. 4, page 508

(No record of viewers report found— Clerk)

(Zimmerman owned S $\frac{1}{2}$ of Section 31-17-2W & N $\frac{1}{2}$ of Section 6-16-2W

Mc Murrays owned E $\frac{1}{2}$ of NE & E $\frac{1}{2}$ of SE $\frac{1}{4}$ of Section 5-16-2W
Mathew Mark owned lots in North Salem but no record was found of his owning any farm land--- Clerk)

31-17-2W James Duncan

Petition for locations of Highway on line dividing Hendricks and Putnam Counties.

Viewers appointed Sept 6, 1876 R.R. # 1, page 383
Viewers report Dec 7, 1876 R.R. # 1, page 402
Board orders that the Highway be granted.

Beginning at the SE cor of Montgomery County; thence due E upon the line dividing Putnam and Hendricks a distance of $\frac{1}{2}$ mile and 30 feet wide ending in the County line road which runs S at that point.

33 - 17 - 2W Christian Hartman petition to change a part of the county road leading from Jamestown to Roundtown that passes through his land.

Viewers appointed Sept. 1834 C. R. 2, page 176.
Viewers report Nov. 1834 C. R. 2, page 184.
Board approval Nov. 1834 C. R. 2, page 184.

Change that part that passes through land of Christian Hartman in E of SE of Section 33-17-2W.

Part to be vacated: old route.

Ancient Road Cards

130

35 and 36 - 17 - 2W
28, 29, 31 and 32 - 17 - 1W

Esquire Hutchings petition for location of a highway.

Viewers appointed June 4, 1850 C. R. 5, page 598
Viewers report Sept. 3, 1859 C. R. 5, page 630.
Board approval Sept. 3, 1850 C. R. 5, page 630.

Beginning in the center of the Crawfordsville and Indianapolis State Road on the section line dividing sections 28 and 29 - 17 - 1W; thence S on said line 86 rods; thence S 47 W 21 rods to the section line between sections 29 and 32 17 - 1W; thence W 305 rods to the center of a county road; thence S with said road 80 rods; thence W 20 rods with said road; thence W 80 rods; thence S 26 rods; thence W 89 rods; thence N 9 rods; thence W 64 rods 15 links; thence W 80 rods to the range line between ranges 1 and 2W; thence W 1 mile to the Jamestown Road. *see next card*

R/W 30 feet wide. Distance 3 miles 286 rods 15 links.

35 and 36 - 17 - 2W
28, 29, 31 and 32 - 17 - 1W

Esquire Hutchings petition for location of a county road.

Viewers appointed June 4, 1850 C. R. 5, page 598.
Viewers reported Sept. 3, 1850 C. R. 5, page 630.
Board approval Sept. 3, 1850 C. R. 5, page 630.

Beginning in the Center of Crawfordsville and Indianapolis State Road on the section line between Sections 28 and 29-17-1W; thence S on said line 86 poles; thence S 47 W 21 poles to the section line between Sections 29 and 32; thence W 305 poles to the center of a county road; thence S along said road 80 poles; thence W 20 poles with said road; thence W 80 poles; thence S 26 poles; thence W 89 poles; thence N 9 poles; thence W 66 poles; thence S 64 poles 15 links; thence W 80 poles to range line between Range 1W and 2W; thence W 1 mile to Jamestown Road.

Length 3 miles 286 poles. R/W 30 feet.

36 - 17 - 2W
1, 2, 11, 12, 13, 14 - 16 - 2W

R. T. Clements petition to locate a county road.

Viewers appointed Sept. 1835 C. R. 2, page 240.
Viewers reported Nov 1835 C. R. 2, page 240.
Board approval Nov. 1835 C. R. 2, page 240.

Commencing at John Dodson on the Crawfordsville road and to intersect the Jamestown road near Isaac Trotters. (Commencing about 1/10 of mile S of W 1/2 mile stone in Section 13-16-2W and running N on section lines about 3.1 miles to E and W centerline of Section 36-17-2W. - Clerk.)

Length 3.1 mile. R/W 30 feet.

36-17-2W
1-16-2W

Nathan Davis petition for change of a County Highway (to Jamestown that angles his farm.)

Viewers appointed Sept. 1836 C. R. 3, page 52
Viewers report Nov. 1836 C. R. 3, page 70

Ancient Road Cards

131

Viewers report that the distance along the Section line to be 154 poles and the road running from the section line through said Davis land to be 112 poles and the road along the section line to be the best to make a road. Board being satisfied that the public will not be materially injured by said change do now order and allow the same as prayed for by said Davis.

(Davis owned NW 1/4 of Section 1-16-2W & S 1/2 of Section 36-17-2W- Clerk's Note)

36-17-2W
1-16-2W

Nathan Davis petition to change the Jamestown and Danville State Road on his own land and at his own expense.

Viewers appointed Mar. 1838 C. R. 3, page 190
Viewers report May 1838 C. R. 3, page 216

The proposed route to be 16 rods the furthest, but as good ground as the old road.

It is therefore ordered that said new route be opened and declared to be part of said road.

(Davis owned NW 1/4 of Section 1-16-2W & S 1/2 of Section 36-17-2W- Clerk's Note)

Length not stated.

R/W not stated.

36 - 17 - 2W

Walter Davis petitions to change a county road.

Viewers appointed Dec. 2, 1850 C. R. 6, page 6.
Viewers reported Mar. 3, 1851 C. R. 6, page 31.
Board approval Mar. 3, 1851 C. R. 6, page 31.

Beginning at SE corner of said Davis's land (he owned part of the SW of Section 36-17-2W), which is 75 poles 20 links from the SW corner of said section; thence N along his E line about 1/2 mile to where it intersects a county road.

Length 0.5 mile. R/W not stated.

Part to be vacated: as much of old road as is affected.

1, 12 - 14 - 1W

7, 8, 9, 15, 16, 17, 18, 19, 20, 21, 22 - 14 - 1E

Jesse Hockett petition for location of county road

Viewers appointed Nov. 1834 C. R. 2, page 182.
Viewers reported Jan. 1835 C. R. 2, page 190.
Board approval Jan. 1835 C. R. 2, page 190.

A road on a straight line from Belville to the SE corner of David Denopes land in Guilford Township (E of SE of 22-14-1E).

Length not stated.
R/W 30 feet.

1-14-1W

Charles Ferguson petition for the vacation of the county road commencing at or near James N. Pope and running on the meridian line N until said road intersect the state road leading from Mooresville to Danville.

Viewers appointed Sept. 1845 C. R. 4, page 507
Viewers report Dec. 1845 C. R. 5, page 21

Viewers report unfavorable.

1, 2, 12, 13, 24(?) - 14 - 1W
7, 18, 19 - 14 - 1E

Robert Cooper petition to locate a county road.

Viewers appointed May 1835 C. R. 2, page 216.
Viewers reported Sept. 1835 C. R. 2, page 242.
Board approval Sept. 1835 C. R. 2, page 242.

Commencing at the SE corner of Section 19-14-1E; thence to Belville.

Length not stated. R/W not to exceed 30 feet.

1 and 2-14-1W

Augustine Ellis petition for location of a county road from 25, 26, 35, and 36-15-1W Belville (via) Ellis saw mill and to intersect the Mooresville state road near William Flavrence's.

Viewers appointed Jan. 1840 C. R. 4, page 19.
Viewers report May 1840 C. R. 4, page 38.
Board ordered that said road be opened as prayed for by the petitioners.

(Augustine Ellis owned N 1/2 of SE 1/4 of Sec 35-14-1W.
Ellis Mill was located in the NW 1/4 of SW 1/4 of Sec 25-15-1E.)
Length not stated. R/W 25 feet.

1 and 12-14-1W

Thomas I. Mattock petition to change the part of the state road leading from Scott's ferry to Belville and also part of the county road leading from Belville to Mooresville.

Viewers appointed Mar. 1840 C. R. 4, page 31.
Viewers report May 1840 C. R. 4, page 38.

(This road probably ran on the Sec. line between Sec. 1 and 12-14-1W. Clerk's note.)
No length or R/W stated.

1, 12-14-1W

James Glover petitions to change on his own land at his own expense. a part of the state road leading from Belville to Hadley's Mill.

Viewers appointed June 1841 C. R. 4, page 120.
(No record of viewers report. Clerk's note.)

Commencing at the line between the lands of said Glover and Joseph Herron and running thence E with said line about 35 rods; thence Southwardly until it strikes the present location.

(Glover owned W 1/2 of SW 1/4 and part E 1/2 of SW 1/4 of Sec. 1-14-1W. Herron owned N 1/2 of NW 1/4 of Sec. 12-14-1W. Clerk's note.)
No length or R/W stated.

2, 3, 4, 11, 13, 14, 24, 25, 36 - 14 - 1W
3, 4, 9, 16, 21, 22, 27, 28, 33, 34 - 15 - 1W
4, 9, 15, 16, 21, 22, 27, 28, 33, 34 - 16 - 1W
17, 18, 19, 20, 29, 33 - 17 - 1W

Field notes for the relocation of the state road from Martinsville by the way of Belville, Danville, Lebanon to Frankfort. Beginning at Belville and running to Hendricks and Boone Co. line Sept. 1834 C. R. 2, page 177.

Commencing at Belville at the W end of Market Street; thence N 77 W 140 poles; thence N 68 W 240 poles; thence N 83 W 220 poles; thence N with section line 3 miles; thence N 45 W 100 poles; thence N with county road 1 3/4 to Danville S end of Kentucky Street. Commencing again at the N end of Washington Street; thence N with section line 4 miles to the SE corner of Section 16-16-1W; thence N 15 W 120 poles; thence N 30 W 120 poles; thence N 20 W 274 poles; thence N 10 W 2 1/2 miles to Alexanders; thence N 50 W with the state road 1 1/4 miles; thence N with the section line 1 mile (W line 20 & 17-17-1W - Clerk.) and 300 poles to the county line of Boone.

Length of Belville to Danville
6 miles 280 poles.
Length Danville to County Line
12 miles 94 poles.
R/W not stated.

2, 11, 12, k3 & 24-14-1W
19, 20-14-1E

Field Notes of the State Road from Scott Ferry in Morgan County to Belville (via) Hadley Mill in said county, all that is in Hendricks County C. R. 3, page 53.

Beginnig at the County line near the SW corner of Sec. 20-14-1E: Thence N 26° W 8 ch: Thence N 55° W 9 ch: Thence S 78° W 70 ch. 50 lks: Thence N 50° W 4 ch. 50 lks: Thence N 87° W 3 ch: Thence N 76° W 8 ch. 50 lks. Thence N 53° W 5 ch. 75 lks: Thence N 8° W 22 ch: Thence N 26° W 13 ch. 50 lks: Thence N 5° W 19 ch. Thence N 37° W 7 ch. 75 lks. Thence N 58 ch. 25 lks. Thence N 84° W 16 ch: Thence 35° W 8 ch: Thence N 40° W 80 ch: thence N 24° W 10 ch. to the National Road in the town of Belleville total distance 3 mile 65 ch. 75 lks.

R/W width not stated. W. Hadley, Commissioner and Surveyor

2 - 14 - 1W
23, 26, 35 - 15 - 1W

Job Hadley ordered to survey a county road leading from the Danville and Mooresville State Road to Belleville.

Survey ordered Dec. 3, 1850 C. R. 6, page 14.
Field notes filed with Auditor June 3, 1851 C. R. 6, page 100.
Field notes recorded June 17, 1851 C. R. 6, page 100.

Known as Ferguson's Road

Beginning in the Mooresville Road in near the center N of SW⁴ of Section 23-15-1W; S 10 E 40 poles; S 7 1/2 E 69 poles; S 53 1/2 E 13 poles; S 75 E 16 1/2 poles; S 27 E 32 poles; S 10 E 12 poles; S 16 E 14 poles; S 6 E 92 poles; S 51 W 16 poles; S 54 W 34 poles; S 33 W 32 poles; S 39 W 30 poles; S 15 W 22 poles; S 5 E 20 poles; S 27 1/2 W 9 poles; S 6 E 206 poles on section line; S 58 1/2 E 62 poles; S 57 E 10 poles; S 40 1/2 E 22 poles; S 22 E 67 1/2 poles; S 52 1/2 E 41 poles; S 40 E 69 poles; S 32 E 98 poles; S 21 E 50 poles; S 14 E 54 poles into a street in Belleville; S 24 E 44 poles to the National Road.

Length 3 miles 2141 poles R/W not stated

2 & 11-14-1W Thomas J. Matlock petition for permission to change the State Road leading from Cox mill to Belville (Via) Gadleys mill or so much thereof as lies between the South end of his land and Belville

Viewers appointed Sept. 1838 C. R. 3, page 241

2, 11, 13, 18, 24, 25, 36-14-1W Monrovia and Belleville Gravel Road
Thomas Rushion

Petition to have said road made a public highway.
Commissioners approval R R # 1, page 254

Being that the Monrovia and Belleville Gravel Road Company has abandoned the road, that the Supervisors and road hands in whose district said road is located shall keep such in repair all that is in Hendricks County.

2 - 14-1W Petition for vacation of Highways in town of Belleville

Viewers appointed Sec 5, 1876 RR.# 1, page 381
Viewers report Dec 5, 1876 RR #1, page 397
Board orders that said streets are vacated

To be vacated

North Street, commencing at Ohio Street on the East. Thence West to Short Street, also that part of Lafayette street beginning on the South at Market street; thence North to North Street.

4, 5, 6, 8 & 9-14-1W John C. Newman petition for location of a county road.

1-14-2W Commencing at a School House 2 miles West of Belville, at the SE corner of Section 4-14-1W and to follow the Section line W 1 3/4 of a mile, then N 1/4 of a mile, then W to Newmans Mill on Mill Creek.

Viewers report Sept. 1839 C. R. 4, page 1
Viewers report Nov. 1839 C. R. 4, page 11

Board approval Nov. 1839 C. R. 4, page 11

Length 3/2 miles R/W 30 feet

4, 5 and 6-14-1W John Bohannon petition for a county road to commence at SE corner of Section 33-15-1W; thence W on township line dividing township 14 and 15 until it intersects the county road leading from Danville to Stilesville.

Viewers appointed Mar. 1844 C. R. 4, page 338
Viewers report June 1844 C. R. 4, page 373

Ordered that said route be declared a public highway and opened 40 ft. in width.

Length 2.6 miles

R/W 40 feet

4, 5 & 6-14-1W
31, 32 & 33-15-1W

James Wright petition for vacation of county road that commences at the SE corner of Section 33-15-1W and running W on the township line until it strikes the road leading from Danville to Stilesville.

Viewers appointed Mar. 1845 C. R. 4, page 442
Viewers report June 1845 C. R. 4, page 479

Orders that the said road be and the same is hereby vacated.

The viewers found so many roads in that part of the of the township so near together, we think the said is not a public utility.

4, 5, 6 - 14 - 1W
31, 32, 33 - 15 - 1W

Amos S. Wills petitions for location of a county road.

Viewers appointed Mar. 2, 1852 C. R. 6, page 157.
Viewers reported June 9, 1852 C. R. 6, page 207.
Commissioners approval June 9, 1852 C. R. 6, page 207.

Beginning at the SE corner of Section 33-15-1W; thence W with section line about 2 3/4 miles to the Danville and Stilesville County Road, SW corner of Section 31-15-1W.

Length about 2 3/4 miles. R/W 25 feet.

4 and 9-14-1W T.B. Miller

Petition to vacate Highway
Viewers appointed Sept 9, 1876 R.R. # 1, page 394

4 - 14 - 1W
33 - 15 - 1W

John J. Stone petition for location of public highway.

Viewers appointed Sept. 4, 1888 R. R. 3, page 25.
Viewers reported Dec. 4, 1888 R. R. 3, page 36.
Board approval Dec. 4, 1888 R. R. 3, page 36.

Commencing in the center of the W end of Michigan St. in the Town of Clayton; thence W 40 feet in width about 100 rods to the line dividing the SW and SE of Section 33-15-1W; thence S on said line 30 feet in width about 47 rods to the county road leading from Clayton to Amos.

Length 0.5 mile. R/W 30 feet.

VOID

5-14-1W

Bowater Bales petition for a county road.

Viewers appointed May 1840 C. R. 4, page 49.
Viewers report Sept. 1840 C. R. 4, page 71.
Board reported an unfavorable return.

Commencing near the corner of Jasua Marshall's sugar orchard at the road leading from Belville to Hadley's Mill and running on or near a cartway leading from there to Judge Little's on the Cumberland road.

No length or R/W stated.

5, 6, 7, 8, 17, 18, 19, 20 - 14 - 1W

Thomas Wood petitions for location of a county road.

Viewers appointed Mar. 2, 1852 C. R. 6, page 159.

Viewers reported Sept. 9, 1852

C. R. 6, page 256.

Commissioners granted petition June 6, 1853

C. R. 6, page 316.

Beginning at the SE corner of Section 19-14-1W, at the line between Hendricks and Morgan County, thence N on section line 4 miles to Indianapolis and Terre Haute Railroad.

Length 4 miles. R/W 40 feet.

6 - 14 - 1W

Abraham West petitions for survey of a county road.

Survey ordered Sept. 2, 1850 C. R. 5, page 625.

Survey made June 2, 1851 C. R. 6, page 100.

Field notes filed with Auditor June 3, 1851 C. R. 6, page 100.

Field notes recorded June 17, 1851 C. R. 6, page 100.

Beginning a little S of Newman's Mill; N 9 E 9 poles 10 links; N 39 E 7 1/2 poles N 66 E 30 poles; N 59 1/2 E 31 poles; N 71 1/2 E 39 3/4 poles; N 1 1/2 E 11 poles; N 7 W 30 poles 11 links; N 84 1/2 E 43 poles; S 30 E 6 poles 11 links; S 72 1/2 E 22 poles; N 78 1/2 E 16 poles 13 1/2 links; S 74 E 40 poles; S 79 1/2 E 33 poles; S 64 E 23 1/2 poles; S 44 E 14 1/2 poles; S 66 1/2 E 20 poles; N 77 1/2 E 21 poles; S 78 E 35 poles 3 links; to the section line 15 feet S of the center E of the SE Section 6-14-1W.

Length 1 mile 111 poles. R/W not stated.

8-14-1W

Benjamin Hiatt petitions for a private road

Commencing at the NE corner of Tondy Scotts farm; to run due S on the line between Scott and Roads, between Roads and Hiatt then down the branch through Harmon Hiatts land until it intersects the Cumberland road.

Viewers appointed June 1844 C. R. 4, page 370

Viewers report June 1844 C. R. 4, page 384

Ordered that petitioners be permitted to open private road 20 feet wide, length about 3/4 mile

(Scott owned N 1/2 NW 1/4-8-14-1W—Roads W 1/2 NE 1/4 8-14-1W
Hiatt owned part of the W 1/2 SW & E 1/2 SE 8-14-1W

12-14-1W

T. R. Ballard and Samuel Stepenson petition to change so much of State Road from Scotts Ferry to Belleville or so much thereof as lies North of the SE 1/4 of 12-14-1W so as to run the said road along the East line of said Section until it strikes the Moorsville County Road.

Viewers appointed Nov. 1836 C. R. 3, page 78.

12,13,14,21,22 & 23-14-1W
5,6,7 & 8-14-1E

Samuel C. Mitchell petition for location of a cart way.

Viewers appointed Mar. 1838 C. R. 3, page 186

Viewers report May 1838 C. R. 3, page 217

Board approval May 1838 C. R. 3, page 217

Viewers have viewed the cart way and believe it will be of considerable vitility.

Commencing at William Stoubs; thence by Samuel Mitchells, Davis & Wrights Mill, Evan Davis Mill; thence to Judge Little's on the National Road.

(Stout owned W 1/2 of SE & E 1/2 of Section 21-14-1W; Mitchel owned E 1/2 of SW of Section 23-14-1E; Evan Davis Mill may have been located in SW 1/4 of Section 5-14-1E; Little owned part of N 1/2 of NE 1/4 of Section 6-14-1E - Clerk's Note)

15 and 22-14-1W

William R Rushton

Petition to change highway

Viewers appointed June 6 1876 R R # 1, page 360

Viewers report Sept 8 1976 R.R. # 1, page 386

Board ordered to be changed beginning on the line dividing Sec 15 and 22 -14 1W about 70 rods West of SE cor. of Sec 15 -14-1W; thence W 250 rods to where it intersects the Clayton road at the SW cor of Sec 15

The part to be vacated Commencing about 70 rods W of Sec 15-14-1W thence 78 rods N. thence W 50 rods; thence N of W 86 rods; thence W 36 rods; thence W 36 rods; thence W 58 rods; thence S 10 rods; thence W 36 rods; thence W 15 rods to where it intersects the Clayton Road.

16 & 17-14-1W

Miles Busby petition for permission to change on his own land the road leading from Moorsville to the National Road near John Bohannon, the change commencing 84 rods E of the SW corner of Section 16-14-1W; thence W 84 rods to the SW corner of Section 16-14-1W; thence N 34 rods on the section line until it intersects the old road.

Viewers appointed Mar. 1844 C. R. 4, page 331

Viewers report June 1844 C. R. 4, page 371

Ordered that said petitioner be permitted to make said change as prayed for by him.

Length 0.37 mile

R/W not stated

17,18,19 and 20-14-1W

Thomas Harrison petition for a private road to commence at the National Road on the line dividing the township of Franklin and Liberty and run S on said line to the N boundry of Morgan County.

Viewers appointed Sept. 1845 C. R. 4, page 510

Viewers report Dec. 1845 C. R. 5, page 10

Ordered and declared that said route be a common road for the use of the public and petitioners open said road thirty feet.

Length 1.8 mile

R/W 30 feet.

18 - 14 - 1W Basil Peck petition for vacation of highway.

Viewers appointed June 5, 1888 R. R. 3, page 17.
Viewers reported Dec. 4, 1888 R. R. 3, page 37.
Board approval Dec. 4, 1888 R. R. 3, page 37.

Commencing on the line dividing Section 13-14-2W and 18-14-1W at the W half mile stake of said Section 18 to and terminating at the E half mile stake of said Section 18.

Length 0.8 mile. R/W not stated.

24 - 14 - 1W Charles J. Mitchell petition for vacation of highway.

Viewers appointed June 1, 1885 R. R. 2, page 501.
Viewers reported Sept. 11, 1885 R. R. 2, page 507.
Board approval Sept. 11, 1885 R. R. 2, page 507.

Commencing 56 1/8 rods W of the NE corner of Section 24-14-1W running thence in a SEasterly direction 170 rods where it intersects the highway leading in a SWesterly direction from Old Salem Camp ground to Center Valley.

Length - not stated. R/W not stated.

26, 27, 34, 35-14-1W A. Cain

Petitioned March 3, 1874 for location of Highway.
Viewers appointed March 3, 1874 R.R. # 1, page 197
Viewers report June 2, 1874 R.R. # 1, page 215
Commissioners approval June 2, 1874 R.R. # 1, page 216

Commencing at the SW corner of Sec. 35-14-1W; thence N on the W boundary line of Section 35 and on the W boundary of 26 same township and Range to the NW cor. of said Sec. being two miles in distance. R/W 25 feet

VOID

1-15-1W Willis Faught petitions for a review of part of the county road running from Danville to Plainfield to the Gorham road.

Viewers appointed June 1841 C. R. 4, page 116.
Declared void by the board C. R. 4, page 131.

No length or R/W stated.

1, 2, 11, 12 - 15 - 1W Thomas Bonafield petitions for location of a county road.

Viewers appointed Sept. 4, 1850 O. R. 5, page 632.
Viewers reported Dec. 2, 1850 O. R. 6, page 7.
Commissioners approval Dec. 2, 1850 O. R. 6, page 7.

Beginning at the SW corner of Section 12-15-1W, on the Danville and Plainfield road and running W 160 rods on the section line; thence W 6 rods; thence N 160 rods; thence E 6 rods; thence N 320 rods, terminating at the Gorham Road.

Length 2 miles 12 rods. R/W 25 feet.

2-15-1W Lilbourn Andis

Commencing in the NW ⁴ NW ⁴ 2-15-1W; thence W. to west line of quarter section; thence S on E side of said line to old road. R/W 30 feet.

March 6, 1866 C.R. 8, page 526

2-15-1W William L. Crawford petition for a change int the county road leading from Danville to Gorham's tan yard.

Viewers appointed Mar. 1847 C. R. 5, page 146.
Viewers report June 1847 C. R. 5, page 204.
Board ordered that said change be made as prayed for in said petition.

Commencing at the S. corner of the NW 1/4 of Sec. 2-15-1W, thence running due E about 1/4 mile, thence N or nearly to the present location, said change to be made on his own land at his own expense.

Length 0.4 mile. R/W not stated.

2 & 11-15-1W John H. Poe petition for a private road to commence at the NW corner of W 1/2 of the NE 1/4 of Section 11-15-1W and to run N on the Section line to the Danville and Indianapolis road.

Viewers appointed Sept. 1845 C. R. 4, page 516
Viewers report Dec. 1845 C. R. 5, page 12
Viewers report Mar. 1846 C. R. 5, page 46

Ordered by the board that the said John H. Poe be permitted to open said road, and it is hereby declared a common road for the use and convenience of the said John H. Poe.

2-15-1W

R.C Russell

(Void)

Viewers appointed Dec 9, 1876
Petition to change and vacate public highway
Viewers report Mar 12, 1877 R.R., page 431
Board orders said petition be dismissed

2-15-1W

John C. Russell

(Void)

Petition for vacation and change of highway
Viewers appointed Dec 5, 1877 R.R. # 2, page 28
Board orders dismissal of petition Mar 9, 1878 R.R. # 2, pg. 34

2 - 15 - 1W

F. M. Mitchell petition for vacation and location of highway.

Viewers appointed June 9, 1888 R. R. 3, page 21.

Viewers reported Sept. 6, 1888 R. R. 3, page 31.

Board approval Sept. 6, 1888 R. R. 3, page 31.

Commencing at the NE corner of NW corner Section 2-15-1W; thence E to and terminating at the NE corner of the NE of said Section 2-15-1W.

Part to be vacated: Commencing in the public highway running E and W on the township line between Townships 15 and 16, N of the NE corner of the NW of Section 2-15-1W; thence S 12 rods; thence in a NE direction to the NE corner of said NE of Section 2-15-1W.

Length 0.5 mile. R/W 30 feet.

2 and 3 - 15 - 1W

Milton Henton petitions for change of highway.

Viewers appointed Mar. 11, 1882 R. R. 2, page 302.

Reviewers appointed June 6, 1882 R. R. 2, page 326.

Board approval June 6, 1882 R. R. 2, page 326.

Beginning 46 rods E of the SE corner of the NE of the NE of Section 3-15-1W; thence N 90 rods to the section line running E and W on the N of Section 2-15-1W; thence E on said section line to the center N of said Section 2; thence S on the half section line running S through Section 2: 13 rods to a point where it intersects said highway as it now exists.

Length 0.57 mile. R/W not stated.

3, 4, 9, 16, 21, 22, 27, 28, 33, 34 - 15 - 1W

4, 9, 15, 16, 21, 22, 27, 28, 33, 34 - 16 - 1W

17, 18, 19, 20, 29, 33 - 17 - 1W

2, 3, 4, 11, 13, 14, 24, 25, 36 - 14 - 1W

Field notes for the relocation of the state road from Martinsville by the way of Belville, Danville, Lebanon to Frankfort. Beginning at Belville and running to Hendricks and Boone Co. line Sept. 1834 C. R. 2, page 177.

Commencing at Belville at the W end of Market Street: thence N 77 W 140 poles; thence N 68 W 240 poles; thence N 83 W 220 poles; thence N with section line 3 miles; thence N 45 W 100 poles; thence N with county road 1 3/4 to Danville S end of Kentucky Street. Commencing again at the N end of Washington Street; thence N with section line 4 miles to the SE corner of Section 16-16-1W; thence N 15 W 120 poles; thence N 30 W 120 poles; thence N 20 W 274 poles; thence N 10 W 2 1/2 miles to Alexander's; thence N 50 W with the state road 1 1/4 miles; thence N with the section line 1 mile (W line 20 & 17-17-1W - Clerk.) and 300 poles to the county line of Boone.

Length of Belville to Danville 6 miles 280 poles.

Length Danville to County Line 12 miles 94 poles.

R/W not stated.

3 - 15 - 1W

R. C. Russell petition for vacation of highway.

Viewers appointed Dec. 8, 1883 R. R. 2, page 406.

Viewers reported Mar. 10, 1883 R. R. 2, page 415.

Commencing on the E line of the Danville and Pittsboro gravel road at a point 12 feet S of the intersection of said line with the half mile line running E and W through Section 3-15-1W; thence N with said E line of same gravel road 45 feet; thence NEasterly a distance of 90 feet at such an angle as to leave a highway 30 feet wide; thence SWesterly in a straight line to the beginning.

Length 0.05 mile. R/W 30 feet.

3 - 15 - 1W

16, 17, 20, 21, 29, 30, 31 - 17 - 1E

6 - 16 - 1E

1, 12, 14, 15, 23, 24, 26, 27, 34, 35 - 16 - 1W

William Tincher petition to locate a county road.

Viewers appointed Nov. 1834 C. R. 2, page 185.

Viewers reported Jan. 1835 C. R. 2, page 190.

Board approval Jan. 1835 C. R. 2, page 190.

Commencing about 40 rods E of the NW corner of Section 16-17-1E; thence nearly on a straight line through Section 17, 20, 30 and 31-17-1E; thence through the E Cross Street of Pittsborough so on through Section 1, 12, 13, 23, 26 and 34-16-1W; thence through Section 3-15-1W not passing through any farm without the consent of the owner.

Length not stated.
R/W 30 feet.

3 and 10 - 15 - 1W

John O. Wishard petition to have road established and located as a county highway.

Petition read and approved Mar. 14, 1887 R. R. 2, page 541.

Commencing on the line dividing Section 3 and 10 in Center Township; thence running S 22 rods 5 links to the Danville and Big White Lick.

Length 0.1 mile. R/W not stated.

3-15-1W

Rucker H. Carter petition for relocation of Danville and Pittsborough Road.

Viewers appointed Jan. 1836 C. R. 3, Page 9

Viewers report Mar. 1836 C. R. 3, Page 11

Board allows the said change as prayed for under the restrictions of the laws.

Board orders the old route be vacated May 1836 C. R. 3, page 37

(Stevens owned N fraction of NW 1/4 of Section 3-15-1W. I could not find where Carter owned land adjoining Stevens land.- Clerk's note)

3 & 4-15-1W

James Gregg petitions for a cartway to commence on the Section line between 3 & 4-15-1W in front of a log dwelling and run along a lane through the land of John Green to the Indianapolis and Danville State Road

Viewers report June 1846 C. R. 4, page 275

Board orders and declares the said route a common cart way 18 feet in width.

3-15-1W Buckner R. Carter petition to change County Road leading from Danville to Pittsborough, as lies between the point of the hill on this side of John Stevens and Danville, so as to run the said road from said point to intersect the Gorham County Road at Henry Rannels Mill

Viewers appointed Jan. 1837 C. R. 3, page 92.

Viewers report Mar. 1837 C. R. 3, page 102.

Board approval Mar. 1837 C. R. 3, page 102.

The distance of the old route 1720 yards and the new route 1600 yards and the new route is on as equally as good ground. The Board orders that the old route be vacated and the new route be declared a public highway.

Length 290 rods; R/W not stated;

Stevens owned North fraction of NW $\frac{1}{4}$ of Section 3-15-1W

3-15-1W James Logan petitions for permission to change on his own land at his own expense a part of the road leading from Danville to Gorams, said route to commence at William S. Crawford's E line and running to or near the creek where it crosses said road.

Viewers appointed June 1843 C. R. 4, page 270

Viewers report June 1843 C. R. 4, page 278

Board orders the new route declared a public highway and the said old route vacated.

Length 0.67 mile

R/W not stated

(This change is possibly in the West half of Section 3-15-1W— Clerk Note)

Both Logan and Crawford owned lots in Danville. Also, Logan owned the E² SW $\frac{1}{4}$ 3-15-1W and Crawford owned the W² SW $\frac{1}{4}$ 3-15-1W north of the Orig. Town of Danville. Crawford also owned the NW $\frac{1}{4}$ 2-15-1W and E² NW $\frac{1}{4}$ 4-15-1W. Thornton F. Gorham owned the SE $\frac{1}{4}$ 19-16-2E, the SW $\frac{1}{4}$ SE $\frac{1}{4}$ 24-16-1E, the SE $\frac{1}{4}$ SE $\frac{1}{4}$ 25-16-1E and SE $\frac{1}{4}$ NW $\frac{1}{4}$ 25-16-1E. Alexander Gorham owned the SW $\frac{1}{4}$ 8-15-1W. John Gorham owned the E² NE $\frac{1}{4}$ 19-16-2E. - Clerk.

3, 10-15-1W Martin Gregg June 9, 1852 C.R. 6, page 206

Commissioners vacated so much of the old Danville and Indianapolis State Road as lies between the east boundary of Danville and the eastern boundary of Martin Gregg's land where the Indianapolis and Danville Plank Road intersects said State Road

3-15-1W E. H. Hall March 6, 1880 R.R. 2, page 179

Alleys running east-west and north-south through Block 4 in the Original Town of Danville and separating Lots 1, 2, and 3 from Lots 4, 5, and 6, and Lots 1 and 6 from Lots 2 and 5 be and the same are hereby declared vacated.

3-15-1W R. T. Hollowell June 3, 1907 R.R. 4, page 284

Wayne St. in Danville extended: Commencing in the center of Lawton Avenue 165 feet west of the center E of NW SW 3-15-1W; thence South in the center of Wayne St.(extended) to the north corporation line of Danville and there intersecting with Wayne St. 30' wide

3-15-1W J. O. Tinder 3-mile road August 1908 R.R. 4, page 502
Board orders that the following road be established and opened: Commencing at a point in the north corporation line of Danville where the same is intersected by Tennessee St.; thence N about 350 feet and ending at and intersecting Lawton Ave. Length about 350 feet. R/W width 40 feet.

3-15-1W	Danville	Date Feb 1907
Beginning in the Danville and Lebanon Free gravel road, at a point ten and twentyfive hundredths 10.25 chains south of the west half mile stone of said section 3 and running thence east 12.68 chains, thence north 72 degrees east, 2.53 chains, thence due east about 14.84 chains and terminating in the Danville Pittsboro Free Gravel road at a point 9.70 chains south of the north line of said South west quarter of section 3. Said proposed highway will pass through and along the lands of the following named persons, Viz Margaret Tinder, Julia Mann, Lettie Tent, Oliver McCoun, Mary Allred, Robert T. Hellewell and O.B. Hesler.		

4 - 15 - 1W John Allen petition to relocate county road.
Viewers appointed Sept. 1835 C. R. C, page 805
Proof of good repair Nov. 1835 C. R. 2, page 235.
Board approval Nov. 1835 C. R. 2, page 256.

Relocate so much of the Crawfordsville Road as angles his lot (E 16 rods of lot 3 Given Add. to Danville) N of Danville on to the Jamestown State Road and thereupon Morgan Broils (S of NW of 4-15-1W). The new way to be about three rods the farrest.

Length not stated. R/W not stated.

Req. on the west side of North Cross St.; thence NW along the north Salin Road.

4 - 15 - 1W
4, 9, 16, 21, 28, 33 - 16 - 1W
16, 21, 28, 29, 32, 33 - 17 - 1W

James Parks, road commissioner, on the state road leading from Martinsville to Frankfort via Danville makes a report which is approved by the board and ordered to be filed and the road N of town mentioned in said report is received as a public highway.

Sept. 1835 C. R. 2, page 240.

Said report is not inserted in the record so that no copy is available. - Clerk.

4-15-1W

Conrad E. Hasland

Vacation of alley

Orig. Town

vacation of alley

Board orders that so much of the alley running N+S through E of Blk 15 of Orig town as lies between #4+5 said Blk be + the same is hereby vacated.

4 & 5-15-1W Moses Dooley petition for location of a cart way.

Commencing on the County Road on the line between the land of William A. Bauegh and James N. West; thence to run on said line East and so on between the lands of Samuel Walker and Moses Dooley and between Morgan Broiles and John Cash until it strikes the Crawfordsville Road.

Viewers appointed Sept. 1838 C. R. 3, page 240

Viewers report Nov. 1838 C. R. 3, page 264

Board approval Nov. 1838 C. R. 3, Page 264 16 ft. wide

Commencing at the center west of the NW 1/4 of Section 5-15-1W; thence East through Sections 4 & 5 to the Danville & Crawfordsville Road.

Length not stated.

R/W 18 feet.

4 and 5-¹⁵~~14~~-1W

James M. Williams and Arthur M. Collins to vacate

Petitioned June 14, 1875 R R # 1, page 291

Viewers appointed June 14, 1875 R R # 1, 292

Viewers report Sept 10, 1875 R R # 1, page 310

Commissioners approval Sept 10, 1875 R R # 1, page 310

To be Vacated: Commencing at the Danville and North Salem road at a point where said road is intersected by the line running E and W through the center of the NW quarter of Sec 4 -~~14~~-1W; thence W on said E and W line through the center of said NW quarter and center of the N half of Sec 5 to the public highway running N and S on the line dividing Sec. 5 and 6.

4, 5, 6-15-1W

James R. Williams +
Arthur M. Collins

Sept. 10, 1875 R.R. 1, page 310

to be vacated

Comm at the Danville + N. Salem Rd. at a
@ where said rd. is intersected by the line running E+W
through the C. of NW 1/4 4-15-1W, W on said E+W line
" " " " + C. of N 1/2 Sec 5 to the public highway
running N+S on line ÷ Sec 5+6

4, 9, 10-15-1W

Charles A. White

3-mile road

Comm at the Eastern Terminus of the Danville & New Winchester Free Gravel Road, which point is 4' east of the 1/4 mile stone of 4-15-1W & running thence east 303.83' to the center of Tinder Ave. in the Town of Danville; thence north 438.78'; thence east 1328.39'; thence south 976.40' thence east 981.95'; thence south 917.65'; thence south 32 east 1844.85' to the northern terminus of the Cartersburg Free Gravel Rd., at a point on the overhead Bridge across the Big Four Railroad tracts.

length 6791.85'

width R/W 30'

5, 6-15-1W

John Pearson and Warren Fonnifield petition to change old Rockville and Quaker roads on their own land at their own expense.

Viewers appointed Sept. 1840 C. R. 4, page 70.
(No record of viewers report found. Clerk's note.)

The Rockville road commences at or near the NW corner of the SW 1/4 of Sec. 6-15-1W thence E to the 1/2 mile stake running on the S side of line through the center of Sec.; thence continuing E 1/4 of a mile to Sec. 5; thence S until it strikes the Rockville road.

The Quaker road to commence where it crosses the line between the lands of John Pearson and Edward Strange and on the proposed route of the Rockville road and to run with said proposed route until it strikes the said Rockville state road; thence with said road until it strikes the present location.

No length or R/W stated.

5, 6, 7, 8 - 15 - 1W
31, 32 - 16 - 1W

Edward Strange petitions for a location of a county road.

Viewers appointed June 6, 1850 C. R. 5, page 605.

Viewers reported Sept. 4, 1850 C. R. 5, page 631.

Commissioners approval Sept. 4, 1850 C. R. 5, page 631.

Commencing on the Maysville Road at the NE corner of Section 31-16-1W; thence S with said line 1 mile to the line dividing townships 15 and 16; thence E with said line 8 1/2 poles to the NE corner of Section 6-15-1W; thence S with said line 186 1/2 poles to the half mile stake; thence E 80 poles on S side of line running E and W through center of Section 5-15-1W; thence S 160 poles on the W side of the line running N and S through the center of the SW of Section 5-15-1W to the Rockville State Road; thence W with said road 80 poles to the NE corner of Section 7-15-1W; thence S on said line 224 poles to the Danville and Greencastle State Road.

Distance 3 miles 81 poles. R/W 25 feet.

6 - 15 - 1W

Erasmus Nichols petition to change part of the Blakesburg
(Rockville) County road

Viewers appointed Jan. 1835 C. R. 2, page 193.
Viewers reported Mar. 1835 C. R. 2, page 205.
Board approval Mar. 1835 C. R. 2, page 205.

Part of said road to be changed that passes through SE of Section 6-15-1W.
The old way to be 87 poles and the new way to be on as good ground as the
other and the greater part of it is in better repair.

Length not stated. R/W not stated.

7, 8, 17, and 18-15-1W

Thomas Nichols petitions for permission to change on
his own land at his own expense a part of the county
road leading from Danville to Springfield.

Viewers appointed Sept. 1846 C. R. 5, page 110.
Viewers report Sept. 1846 C. R. 5, page 113
Board approved said change to be made as stated in the
petition.

Commencing where the Greencastle state road crossed the line between Henry Hale
and Thomas Nichols, thence with said road to the W. line of said Nichols, West
line being West line of Sec. 8-15-1W; thence S to the N end of James T. Hadley's
lane.

(Hale owned SE 1/4 Sec. 8-15-1W; Nichols owned SE 1/4
of Sec. 8-15-1W; Hadley owned SE 1/4 of Sec. 7, NW 1/4
of Sec. 18 and W 1/2 of NW 1/4 of Sec. 17-15-1W Clerk's
note.)
Length 298 rods. R/W not stated.

8 - 15 - 1W

Henry Hale petition to change part of the Greencastle Road
which angles his land.

Viewers appointed Sept. 1834 C. R. 2, page 178.
Viewers reported Nov. 1834 C. R. 2, page 184.
Board approval Nov. 1834 C. R. 2, page 184.

Greencastle Road in W of SE of Section 8-15-1W.

Length not stated. R/W not stated.

8-15-1W

Joseph Coffin petition for a county road.

(VOID)

Commencing at the NE corner of Joseph I. Coffin's wheat field cleared land
running near a W direction through said Coffin and Job Osborns land; thence W on the
line between the lands of J. T. Hadley and Mr. Mc Daniel; thence S on section line to
where the old track leaves said line, thence the nearest and best route to the mill creek
meeting house; then W through the land of Joseph Hodson until it strikes the Springfield
Road.

Viewers appointed Sept. 1845 C. R. 4, page 514
Viewers report Dec. 1845 C. R. 5, page 14

Viewers report unfavorable

9, 16, 17, 18-15-1W

John T. Hayes

Petition for location of Highway
Viewers appointed June 7, 1877 R.R. # 1, page 446
Viewers report Sept 6, 1877 R.R. # 2, page 18
Board approves above petition

Commencing at the Center on the N of the NW quarter of Sec 16-15-1W;
thence S 15 feet to the center line of said highway thence W 80 rods to a point
on the W line of said Sec 15 feet S of the NW cor of said Sec 16; thence N 15
feet to said NW Sec corner; thence W with the N line of Sec 17-15-1W
132.25 rods to a point on said Sec. line 15 feet S of the R/W of the Indianapolis
and St L. R.R. thence S 66 3/4 degrees W with said Railroad bearing 24 rods
R/W 30 feet

9 and 16 - 15 - 1W

P. S. Dicken petition to have the Stilesville Road
altered near Peter Dearmon land.

Viewers appointed Sept. 1834 C. R. 2, page 174.
Viewers report Nov. 1834 C. R. 2, page 184.
Board approval Nov. 1834 C. R. 2, page 184.

Said alteration commences on line between L. T. Pounds (W of SW of Section 16-15-1W)
and Peter Dearmon (E of SW of Section 16-15-1W) opposite Dearmon's house and run
N on line between Joseph Coffin (W of NW of Section 16-15-1W) and P.S. Dicken
(E of NW of Section 16-15-1W) and between Wm. Pearson and W. McKinley in Section
9-15-1W and terminates in W line E of NW of Section 9-15-1W W of Bohamans Sugar
Camp. - Clerk.

Part to be vacated: old route Sept. 1835 C. R. 2, page 233.

Length not stated. R/W not stated.

9-15-1W

Oliver W. Hill

March 10, 1865 C.R. 8, page 394

Commencing at the S end of Washington St. in Danville; thence S 400 feet to
the Danville and Cartersburg Road. Length 400 feet; R/W width not stated.

9-15-1W

R. B. Reynolds

Sept. 4, 1867 C.R. 9, page 281

Beg. 22.51 chains N and 9 chains W of the Center of Sec. 9-15-1W; thence
South 85°03' West 44 rods; thence S with sec. brg. 4 1/2 rods to the old
location of road. Length 48.5 rods. R/W 30 feet. Commencing at the ter-
mination of the above change; thence S with sec. brg. to where it intersects
the old route again.

9-15-1W

George W. Searce

Dec. 5, 1867 C.R. 9, page 337-38

Commencing in the NW 1/4 Sec. 9 where the Stilesville Road intersects the Green-
castle Road; thence S on sec. line with Stilesville Road to S line Sec. 9;
thence W on sec. line 1 1/4 miles to the Springtown Road between Sections 8
and 17; thence with said road to the Greencastle Road. Length and R/W not
stated.

9-15-1W

H. H. Crawford

March 6, 1880 R.R. 2, page 181

To open: Beg. at S end of Kentucky St. in Danville and running due W.
To vacate: Beg. at S end of said Kentucky St. and running SW 300 feet.

9-15-1W George W. Searce Sept. 8, 1883 R.R. 2, pages 393 & 400

Commencing in Danville and Greencastle Road in W² NE⁴ Sec. 9-15-1W 89 rods 10 links N of S line; thence E 44 rods 6 links; thence E about 307 feet to the Danville & Clayton Road. R/W 30 feet. Dedication of 5 feet extending along 44 rods 6 links by Eliza & Gustavus Waterous.

9 - 15 - 1W G. W. Searce petitions for change of location of highway.

Viewers appointed Dec. 13, 1881 R. R. 2, page 285.
Viewers reported Mar. 11, 1882 R. R. 2, page 304.
Board approval Mar. 11, 1882 R. R. 2, page 304.

Commencing where Danville and Clayton Road intersects the S line of the R/W of the Indianapolis and St Louis Railroad on the E SE 9-15-1W and running nearly E along the S line of said R/W 300 feet to a point S of center of Kentucky Street in the town of Danville; thence N across the addition known as Andrew B. Shelleday Addition to the town of Danville to the S end of Kentucky Street.

Part to be vacated: from the S line of the said R/W of said railroad to the NW corner of said E SE Section 9-15-1W.

Distance not stated. R/W not stated.

9 - 15 - 1W George W. Searce petitions for location of public highway.

Viewers appointed Dec. 9, 1882 R. R. 2, page 354.
Viewers reported Sept. 8, 1883 R. R. 2, page 393.
Board approval Sept. 8, 1883 R. R. 2, page 393.

Commencing in the Danville and Greencastle Road in the W of the NE of Section 9-15-1W, 89 rods and 10 links N of the S line thereof; thence E 44 rods 6 links; thence E about 307 feet to the Danville and Clayton road.

Length 0.19 mile. R/W 40 feet. See above

9 - 15 - 1W G. C. Waterous petitions for location of highway.

Viewers appointed Sept. 1883 R. R. 2, page 395.
Viewers reported Mar. 10, 1884 R. R. 2, page 416.
Reviewers reported Sept. 6, 1884 R. R. 2, page 487.
Board approval Sept. 6, 1884 R. R. 2, page 487.

Commencing at the NE corner of W of the SE of Section 9-15-1W; running thence W about 159 rods to the SW corner of the E of the NW of Section 9-15-1W to where it intersects the Stilesville road.

Length 0.5 mile. R/W 40 feet.

9 - 15 - 1W Milton Henton

Petitioned Sept 9, 1874 Change in Highway
Viewers appointed Sept 9, 1874 RR # 1, page 234
Viewers report Dec 12, 1874 R.R. # 1, page 262
Commissioners approval

Commencing at a point on the center of the Greencastle road 70 rods 15 links S and 6 rods E of the SW cor of the W half of the NE quarter of Sec 9 - 15 - 1W thence E 16 rods to the W corporation line of the town of Danville intersecting the Greencastle road and that the old highway be vacated from and between the commencing of said proposed change, and W corporation line of Danville

Vacation of pt. Marion St.

10-15-1W

Baker + Son

Orig. Town

vacated

May 15, 1939 Min. Rec. 6, p. 461

Reg at a p on N of Lot #1 in Blk #27 in orig town of Danville 4' + 9" E of NW cor of said Lot + running thence E on + along said N of said Lot + on + al the N of Lot #8 in Blk #27 91' N 10'; W 82'; thence in a SW direction to place of beg.

10-15-1W

Thomas J. Coper

Vacation of part of

Marion St.

R.R. 2, p. 151

It is therefore ordered that that portion of Marion St. which lies between Tenn. + Wayne Sts be + the same is hereby vacated as a public St. in Danville.

10-15-1W

James A. Downard

Vacation of alley

& Orig Town

vacation of alleys

June 1, 1891 R.R. 3, p. 139

and that said alley running E + W + separating Lots 1 + 2 in Blk 39 in the orig town from Lots 1 + 8 in Blk 4 in Hogates Sub + of Blk 4 + 5 in C. C. Haves add. + the same is hereby vacated forever.

12 and 13 - 15 - 1W

Moses Guinn petitions for a change in a county road.

Viewers appointed Sept. 1, 1851 O. R. 6, page 108.
Viewers reported Dec. 5, 1851 O. R. 6, page 144.
Commissioners approval Dec. 5, 1851 O. R. 6, page 144.

Commencing on the line running N and S in the center of the NW of Section 13-15-1W, about 40 rods S of the center N of said quarter section; thence N to the center N of the NW of Section 13-15-1W; thence W about 1/4 of a mile to the present location of road.

Part to be vacated: Between points of intersection.

12,13 - 15 - 1W Mary Ann Downard

Petitioned Sept 8, 1874 for Change of Highway
 Viewers appointed Sep 8, 1874 R.R. 1, Page 231
 Viewers report Dec 12, 1874 R.R. # 1, page 261
 Commissioners approval June 19, 1875 R.R. # 1, page 300

Commencing at the NW corn of Sec 13-15-1W and running E 30 feet on the N side of Said Sec 13 a distance of 80 rods, thence S thirty feet wide, being 20 feet on the E side of the W half of said NW quarter and 10 feet on the W side of the E half of said NW quarter of said sec. a distance of about 65 rods to where it intersects the road as at present located.

The present highway between the two points be vacated.

14,15,22 & 23-15-1W

James F. Beckett and Lereen Bonafield commissioners of State Road. from Moorsville to Crawfordsville report on a change of said road. That part lying between George Hartmans lane and the crossing of the creek near Ricard Arnolds and also a proposed change of said road between the points afore said by way of Moons Mill and would report that the way by Moons Mill would be on much the best ground and that the public would be benefited. Page 170, C. R. # 3

Board orders that the Road Commissioner on said road lay out and expend the sum of \$100, in opening and making a good and permanent Road on the afore said new route. This order is rescinded May 1837 C. R. 3, page 138.

Field Notes and Plat Sept. 1837 C. R. 3, Page 149
 W 78 rods: Thence N 55° W 50 rods: Thence N 15° W 30 rods: Thence N 28° E 14 rods: Thence N 16° W 22 rods: Thence N 165 rods: thence N 30° W 26 rods: Thence N 20° W 56 rods: Thence N 5° E 20 rods: Thence N 38° W 48 rods to the present State Road. New Road opened and old road vacated Sept. 1837 C. R. 3, page 150.

(Arnold owned E $\frac{1}{2}$ of NE $\frac{1}{4}$ of NE $\frac{1}{4}$ of Section 15-15-12
 Hartman owned SE $\frac{1}{4}$ & E $\frac{1}{2}$ of SW $\frac{1}{2}$ of Section 22-15-1W-Clerk's Note)

14-15-1W Hampton pennington petitions for a change upon his own land and at his own expense a part of the Danville and Crawfordsville State Road.

Viewers appointed May 1841 C. R. 4, page 107.
 (No Record of viewers report. Clerk's note.)

Commencing at a certain crook in his fence in the town of Centerville and running N 46 rods thence W until it strikes the old road at a bridge on the piece of land formally owned by the Stephenton Taney.

No length of R/W stated.

15, 22-15-1W Jesse Moon

Petition for vacation of Highway
 Viewers appointed Mar. 9, 1876 R.R. # 1 page 353
 Viewers report June 11, 1876 R.R. # 1 page 373
 Boards approval June 11, 1876 R.R. # 1 page 373

Commencing at the NW cor of Sec 22-15-1W; thence E on the Sec line 230 rods; thence in a Southwardly direction 50 rods; thence S 30 rods; thence E 70 rods

The Highway prayed to be vacated terminating with its point of intersection with the Danville and Cartersburg Gravel Road.

15 and 22 - 15 - 1W Jehu Moon

Petition for location of highway
 Viewers appointed Dec 12, 1876 R.R. 1 page 409
 Viewers report June 7, 1877 R.R. 1 page 442

Board orders that upon condition of the original petitioners herein opening and maintaining said described route of Highway at their own expense. The same is declared a public highway.

Commencing at the SE cor of Sec 16 - 15 - 1W thence E on the Sec line dividing Sec 15 and 22 to where it intersects the Danville and Cartersburg gravel road.

15 and 22-15-1W Jehu Moon petition for location of highway

Viewers appointed Sec 7, 1877 R.R. # 2 page 20
 Viewers report Dec 8, 1877 R.R. # 2 page 39
 Board aproves the above petition.

Commencing at the SE cor of Sec 16-15-1W thence running E on the SE cor of said Sec 15 R/W 30 feet

15 and 22-15-1W W. W. Daugherty petition for vacation of a public highway.

Viewers appointed June 7, 1878 R. R. 2 page 65.
 Viewers report Sept. 7, 1878 R. R. 2 page 86.
 Second viewers report Mar. 7, 1879 R. R. 2 page 126.
 Board orders road be vacated.

To be vacated: Commencing at the SE corner of section 16-15-1W; thence running E on the section line dividing sections 15 and 22 to the SE corner of section 15-15-1W.

16-15-1W John T. Hayes

Sept. 6, 1877 R.R. 2, p. 18

Comm. at C. N. NW $\frac{1}{4}$ 16-15-1W; S 15' to E of said highway; W 80 R. to top on W of said Sec 15' S of NW cor of said Sec 16; N 15' to said NW sec cor; W with N of 17-15-1W 132.25 R. to top on said Sec 15' S of NW of Ind. & Ill. L. R.R.; 566 $\frac{1}{2}$ W with said Rail Road bearing 243 Rts.

18 and 19-15-1W
24-15-2W

Abner Lewis permission to change the Danville and Springfield road on his own land at his own expense

To commence where said road crosses the line between Section 18 and 19-15-1W and run W to the Section corner thence S with range line, between ranges 1 and 2 W until it strikes the old road again.

Viewers appointed Sept. 1844 C. R. 4, page 400
Viewers report Dec. 1844 C. R. 4, page 420

Order that the new route be and the same is hereby established and the old route between the different points of intersection be and the same is hereby vacated.

Length 30 rods

R/W not stated

18-15-1W

Joseph Hodson petitions for a change of a county road from Danville to Springtown on the land of said Hodson.

Viewers appointed Sept. 2, 1850 C. R. 5, page 625.
Viewers reported Dec. 2, 1850 C. R. 6, page 2.
Commissioners approval Dec. 2, 1850 C. R. 6, page 2.

Change being 51 poles long and old road being 39 poles long.

Part to be vacated: As much of old road as is affected.

18, 19-15-1W

Robert Frazier

Petitioned for location and vacation of highway
Viewers appointed June 5, 1876 RR # 1, page 357
Viewers report Sept 9, 1876 R.R. # 1, page 391
Board orders that route described and asked to be located as a highway, and the route asked to be vacated is hereby declared vacated.

Beginning about 36 rods E of the Twp line dividing Range one and two on the Section line between 18 and 19 - 15 N: thence E 148 rods; thence N 56 rods; thence W 8 rods; thence N 14 rods to a point where it intersects the Danville and Amo County Road.

The part to be vacated.

Commencing at a point about 36 rods E of Twp line between Ranges 1 and 2 on the Sec line between Sec 18 and 19 Twp 15 N where said road leaves said line running N.E. to where it intersects the lands of Mill Creek House of Friends.

18 - 15 - 1W

Charles C. Coffin petitions to vacate a highway.

Viewers appointed Mar. 6, 1880 R. R. 2, page 179.

Commencing in the county road running E and West on the section line dividing sections 18 and 19 - 15 - 1W; thence running N 64 rods to the Friends Grave Yard.

NO RECORD OF VIEWERS REPORT.

18 and 19 - 15 - 1W

Calvin Stanley petition to vacate a highway.

Viewers appointed Mar. 6, 1880 R. R. 2, page 183.
Viewers report June 12, 1880 R. R. 2, page 197.
Board approval June 12, 1880 R. R. 2, page 197.

Commencing 25 rods S of the NE corner of section 19 - 15 - 1W thence in a North-westerly direction 48 rods intersecting the Danville and Springtown Road.

Commencing on the county road running E and W on the section line dividing sections 18 and 19 - 15 - 1W; thence N to the Friends Grave Yard a distance of 64 rods.

20 and 21 - 15 - 1W

Jeremiah W. Hodson petition to change the Stilesville Road through his premises.

Viewers appointed Sept. 1835 C. R. 2, page 232.
Viewers reported Sept. 1835 C. R. 2, page 238.
Board approval Nov. 1835 C. R. 2, page 251.

Hodson owned the W of NE and W of SE and E of SW of Section 20-15-1W. - Clerk.

Part to be vacated: Old route.

Length not stated. R/W not stated.

20, 29, 30, 36, 32-15-1W

Robert Hodson petition for change of a County Highway in Danville and Stilesville Road leaving the 10d tract commencing near the line between Job Johnson's and Robert Harvey's, Thence to the Creek at the mouth of Robert Harvey's lane and to continue up near the creek (opposite or rather above John T. Hadley's farm, there to cross the creek, thence up the creek on the east side to the bluff of the Wolf pen Branch, thence up the same passing, between Zeno Hadley's house and the Branch, and having his farm to the South to Jeremiah W. Hodson's reaching to the old tract.

Viewers appointed May 1838 C. R. 3, page 220
Viewers report Sept. 1838 C. R. 3, page 246

Board orders that new route be opened and kept in repair.

(VOID)

21 and 22 - 15 - 1W

William W. Daugherty petition for location of highway.

Viewers appointed Sept. 7, 1878 R. R. 2, page 85.
No record of road ever being reported on.

22 - 15 - 1W

Jesse Moon

(OI D)

Petition for vacation of highway
Petitioned Sept 10, 1875 R R # 1, page 311
Viewers appointed Sept 10, 1875 R R # 1, page 311
Viewers report Dec 6, 1875 R R # 1, page 319
Commissioners order petition to be dismissed Dec 6, 1875
R R # 1 page 319

Ancient Road Cards

154

23,25,26-15 - 1W To be transferred to County
31 - 15 - 1E

Cartersburg and Danville Gravel Road Citizens

Petitioned March 25, 1876 R.R. # 1, page 355

Commissioners approval March 25, 1876 R.R. # 1, page 355

The portion of the Cartersburg and Danville Gravel Road south
of the North end of the bridge over White Lick Creek near Milo K. Moon

25,26,35, and 36-15-1W Augustine Ellis petition for location of a county road
1 and 2-14-1W from Belville (via) Ellis saw mill and to intersect the
Moorsville state road near William Flavrence's.

Viewers appointed Jan. 1840 C. R. 4, page 19.
Viewers report May 1840 C. R. 4, page 38.
Board ordered that said road be opened as prayed for
by the petitioners.

(Augustine Ellis owned N 1/2 of SE 1/4 of Sec. 35-14-1W.
Ellis mill was located in the NW 1/4 of SW 1/4 of Sec.
25-15-1E.)
Length not stated. R/W 25 feet.

26,27,34,35 & 36-15-1W Charles Furganson petition for location of a cart way (from
Samuel Berryman Saw Mill to intersect the Martinsville and
Danville State Road, at or near the corner of Amos S. Wills
land.)

Viewers appointed May 1836 C. R. 5, page 25.

Commencing at the NW corner of 34-15-1W; thence East one
mile; thence S 1/2 mile; thence E 1/2 mile; thence to Berrymans Saw Mill, which was
either in the South half of SE of 35-15-1W or the West half of SW of 36-15-1W.

(No record of viewers report found- Clerk's note)

26-15-1W James Green petitions to change the Danville and Belville county
road on his own land at his own expense.

Viewers appointed Sept. 1840 C. R. 4, page 20.
Viewer report Nov. 1840 C. R. 4, page 84.
Board orders that the said change be made by said James Green and
when put in as good order as the old route, that he have liberty to
enclose the ground over which the old road runs.

Commencing near the S end of his land in the NW 1/4 of Sec. 26-15-1W and running
thence S or nearly so about 40 rods; thence in a southwesterly direction until
it strikes the present road in a right line passing through the center of said
Sec. from E to W.

No length or R/W stated.

Ancient Road Cards

155

VOID

26,27-15-1W John Alexander petition for a county road.
Viewers appointed June 1841 C. R. 4, page 115.
Viewers report Sept. 1841 C. R. 4, page 147.
Board ordered that it would not be a public utility.

Commencing at the NW corner of Sec. 27-15-1W; running E about 200 yards; thence
northwestwardly on the nearest and best ground to intersect the Belville and
Danville county road at the ford of the creek on John Pearcy's land.

(Pearcy owned NW 1/4 of NE 1/4 of Sec. 26-15-1W.
Alexander owned part of W 1/2 of NE 1/4 of Sec. 27-15-1W
Clerk's note.)
No length or R/W stated.

29 - 15 - 1W Nathan H. Kendall petition for vacation of highway.

Viewers appointed June 9, 1887 R. R. 2, page 546.
Viewers reported Sept. 5, 1887 R. R. 2, page 551.
Board approval Sept. 5, 1887 R. R. 2, page 551.

Beginning at a point about 145 rods W of the SE corner of the W of the SE
of Section 29-15-1W; thence N about 50 rods; thence W 15 rods; thence N about 110
rods and intersecting with a public highway situated on the N line of the S
of said Section at a point about 161 rods W of the NE corner of the W of the
SE of said section.

Length 0.6 mile. R/W not stated.

30 & 31-15-1W Robert Harvey petitions for permission to change on his own land and at
his own expense a part of the county road leading from Danville to
Stilesville through his farm as follows to wit:

Commencing at or near the SW corner of John T. Hadley's farm and running
thence S through the lane of the undersigned and again intersect said county road near
the line between the land of the undersigned and the land of Job Johnson.

Viewers appointed Sept. 1845 C. R. 4, page 509
Viewers report Dec. 1845 C. R. 5, page

Ordered that said petitioner make said change as prayed for by him.

Hadley owned E 1/2 SE 1/4 30-15-1W
Harvey owned W 1/2 NE 1/4 31-15-1W
Johnson owned Pt. SW 1/4 31-15-1W

30 and 31 - 15 - 1W John T. Hadley petitions to straighten a county road.

Petition read and granted June 4, 1850
C. R. 5, page 598.

The road leading from Stilesville to Danville, on his own land, commencing at
the N end of Robert Harvey's lane and running N 1/2 mile. (Robert Harvey
owned the W of the NE of Section 31-15-1W) (John T. Hadley owned the E of the
SE of Section 30-15-1W)

31-32-33-15-1W
26-35,25,36-15-2W

Eli Harland petition for County Road to commence at town of Springfield in H. C. running on the Section line or S thereof as may be convenient to intersect the state road leading from Danville to Belville.

Viewers appointed Sept. 1837 C.R.3, page 165
Viewers report Nov. 1837 C.R.3, page 165

Beginning at Springfield on the Section line between Section 16-35-15-2W thence East on said Section line to Bee branch thence SE to the SW corner of Robert Harveys farm: thence Eastwardly to the Section line between Section 31, 32-15-1W 2 rods East of Ricket branch thence Eastwardly and SEastwardly to the Center of Section 33-15-1W; thence East to the 1/2 mile stake of section 33 to where it intersects the Danville & Beleville Road R. R. # 30 ft.

Said route is declared a highway by board.

31,32 and 33-15-1W
4,5 and 6-14-1W

John Bohannon petition for a county road to commence at SE corner of Section 33-15-1W; thence W on township line dividing township 14 and 15 until it intersects the county road leading from Danville to Stilesville.

Viewers appointed Mar. 1844 C. R. 4, page 338
Viewers report June 1844 C. R. 4, page 373

Ordered that said route be declared a public highway and opened 40 ft. in width.

Length 2.6 miles

R/W 40 feet

31,32 & 33-15-1W
4,5 & 6-14-1W

James Wright petition for vacation of county road that commences at the SE corner of Section 33-15-1W and running W on the township line until it strikes the road leading from Danville to Stilesville.

Viewers appointed Mar. 1845 C. R. 4, page 442
Viewers report June 1845 C. R. 4, page 479

Orders that the said road be and the same is hereby vacated.

The viewers found so many roads in that part of the of the township so near together, we think the said is not a public utility.

31, 32, 33 - 15 - 1W
4, 5, 6 - 14 - 1W

Amos S. Wills petitions for location of a county road.

Viewers appointed Mar. 2, 1852 O. R. 6, page 157.
Viewers reported June 9, 1852 O. R. 6, page 207.
Commissioners approval June 9, 1852 O. R. 6, page 207.

Beginning at the SE corner of Section 33-15-1W; thence W with section line about 2 3/4 miles to the Danville and Stilesville County Road, SW corner of Section 31-15-1W.

Length about 2 3/4 miles. R/W 25 feet.

33 - 15 - 1W
4 - 14 - 1W

John J. Stone petition for location of public highway.

Viewers appointed Sept. 4, 1888 R. R. 3, page 23.
Viewers reported Dec. 4, 1888 R. R. 3, page 36.
Board approval Dec. 4, 1888 R. R. 3, page 36.

Commencing in the center of the W end of Michigan St. in the Town of Clayton; thence W 40 feet in width about 100 rods to the line dividing the SW and SE of Section 33-15-1W; thence S on said line 30 feet in width about 47 rods to the county road leading from Clayton to Amo.

Length 0.5 mile. R/W 30 feet.

1, 12, 14, 15, 23, 24, 26, 27, 34, 35 - 16 - 1W
3 - 15 - 1W
16, 17, 20, 21, 29, 30, 31 - 17 - 1E
6 - 16 - 1E

William Tincher petition to locate a county road.

Viewers appointed Nov. 1834
C. R. 2, page 185.
Viewers reported Jan. 1835
C. R. 2, page 190.
Board approval Jan. 1835
C. R. 2, page 190.

Commencing about 40 rods E of the NW corner of Section 16-17-1E; thence nearly on a straight line through Section 17, 20, 30 and 31-17-1E; thence through the E Cross Street of Pittsburgh so on through Section 1, 12, 13, 23, 26 and 34-16-1W; thence through Section 3-15-1W not passing through any farm without the consent of the owner.

Length not stated.
R/W 30 feet.

1 - 16 - 1W
4, 5, 9, 16, 21, 22, 27, 28 - 15 - 1E
6, 7, 8, 17, 18, 19, 20, 21(?), 28(?), 29, 32, 33 - 16 - 1E

William A. King
petition for location
of a county road.

Viewers appointed Mar. 1835
C. R. 2, page 203.
Viewers reported May 1835
C. R. 2, page 213.
Board approval May 1835 C. R. 2, page 213.

Commencing at Lowders Mill in the N of SW of Section 27-15-1E on the most practicable route so as not to injure farms to Pittsburgh on the Crawfordville and Indianapolis State Road. (King apparently was owner of the E of NW of Section 9-15-1E and E of SW of Section 4-15-1E at the time of this petition - Clerk.)

Length not stated. R/W not stated.

1,2,11 and 12-16-1W

John Collins petition for a change in the county road leading from Danville and Lebanon State Road to Free's Mill

Commencing 1/4 mile W of the corner of Section 1,2,11 and 12-16-1W thence running E until it inersects the Plainfield Road.

Viewers appointed Sept. 1845 C. R. 4, page 513
(No record of viewers report-- Clerk)

Ancient Road Cards

158

1 and 12 - 16 - 1W Pittsboro and Maplewood Gravel Road petition to
6 - 16 - 1E construct a gravel road.

Petition read and approved Sept. 11, 1886 R. R. 2, page 529.

Beginning at a point in the center of said Pittsboro and Danville Road 1 rod
S of where Section line dividing Section 1 and 12-16-1W and through a part of
the NW of Section 6-16-1E to the center of the Crawfordsville and Indianapolis
State Road in the Town of Pittsboro.

Length 1.2 mile. R/W not stated.

2,3,4-16-1W Nathan Davis petition for the location of a County Road.

Commences at the half mile stake on the East side of Section 2 thence
West along the open line dividing Section 2, 3 and 4 to the state road leading from
Danville to Crawfordsville.

Viewers appointed Sept. 1837 C. R. 3, page 143
Viewer's report not found.

2,3,4,9,10,11,12-16-1W Harrison Newton petition for location of a county road.

Viewers appointed May 1840 C. R. 4, page 35.
Viewers report Sept. 1840 C. R. 4, page 70.
Board ordered that said route be declared a highway.

Commencing on the Danville and Lebanon state road near Abraham Hamilton's running
SE until it intersects the Sec. line between 4 and 9-16-1W; thence E on said line
to the E of John Collins's clearing; thence to Harrison Newton's; thence through
Sec. 12-16-1W; thence the nearest and best way to the mill..

(Newton owned SE 1/4 of SE 1/4 of Sec. 2-16-1W and NE
1/4 of NE 1/4 of Sec. 11-16-1W Collins owned W 1/2 of S.
1/4 of Sec. 2 and SE 1/4 of SE 1/4 of Sec. 3 and NE 1/4
of NE 1/4 of Sec. 10. Hambliton owned NW 1/4 of NW 1/4
and S. 1/4 of S. 1/4 of Sec. 4-16-1W. Free's Mill
was located in the NE 1/4 of NW 1/4 of Sec. 22-16-1E.)
Length not stated. R/W 30 feet.

2, 3, 10, 11, 14, 15, 22, 23, 26, 27 - 16 - 1W
34, 35 - 17 - 1W

Job Hadley ordered to survey
the county road leading from
Danville and Brownsburg Road
North to the Crawfordsville
State Road.

Survey ordered June 5, 1850.
C. R. 5, page 603.
Report filed Sept. 6, 1850
C. R. 5, page 641.

Beginning at the E 1/2 mile stake of Section 27-16-1W; thence N on section line
2 1/2 miles, last half mile being 4 feet W of the line; N on line 133 1/2 poles;
N 33 W 13 poles; N 12 E 28 poles to the section line 6 poles N of the half
mile stake between Section 10 and 11; N on the line 272 poles; N 45 E 20 3/4
poles; N 10 poles; N 30 W 30 poles to the section line 8 poles N of the half
mile stake between Sections 2 and 3; N on section line 175 poles to the section
corner; W 19 links; N on the line 148 poles to the Crawfordsville State Road.

Length 5 miles 29 3/4 poles.

Ancient Road Cards

159

3 and 4 - 16 - 1W James M. Wills petition for location of highway.

Viewers appointed June 7, 1888 R. R. 3, page 19.
Viewers reported Sept. 5, 1888 R. R. 3, page 28.
Board approval Sept. 5, 1888 R. R. 3, page 28.

Commencing at a point 80 rods N of the center of Section 4-16-1W; thence E
120 rods; thence S 8 degrees E to the line dividing the NW of Section 3
N and 8; thence N 12 rods to the NW corner of the SE of the NW of section;
thence N to the N line of said Section 3; thence E to the NE corner of said
Section 3.

Length not stated. R/W 30 feet wide.

4, 9, 15, 16, 21, 22, 27, 28, 33, 34 - 16 - 1W Field notes for the relocation
17, 18, 19, 20, 29, 33 - 17 - 1W of the state road from Martins-
2, 3, 4, 11, 13, 14, 24, 25, 36 - 14 - 1W ville by the way of Belville,
3, 4, 9, 16, 21, 22, 27, 28, 33, 34 - 15 - 1W Danville, Lebanon to Frankfort.
Beginning at Belville and run-
ning to Hendricks and Boone Co.
line Sept. 1834 C. R. 2, page 177.

Commencing at Belville at the W end of Market Street: thence N 77 W 140 poles;
thence N 68 W 240 poles; thence N 83 W 220 poles; thence N with section line
3 miles; thence N 45 W 100 poles; thence N with county road 1 3/4 to Danville
S end of Kentucky Street. Commencing again at the N end of Washington Street;
thence N with section line 4 miles to the SE corner of Section 16-16-1W; thence
N 15 W 120 poles; thence N 30 W 120 poles; thence N 20 W 274 poles; thence N 10
W 2 1/2 miles to Alexander's; thence N 50 W with the state road 1 1/4 miles;
thence N with the section line 1 mile (W line 20 & 17-17-1W - Clerk.) and 300
poles to the county line of Boone.

Length of Belville to Danville
6 miles 280 poles.
Length Danville to County Line
12 miles 94 poles.
R/W not stated.

4, 9, 16, 21, 28, 33 - 16 - 1W
16, 21, 28, 29, 32, 33 - 17 - 1W
4 - 15 - 1W

James Parks, road commissioner, on the
state road leading from Martinsville to
Frankfort via Danville makes a report which
is approved by the board and ordered to be
filed and the road N of town mentioned in
said report is received as a public highway.

Sept. 1835 C. R. 2, page 240.

Said report is not inserted in the record so that no copy is available. - Clerk.

4-16-1W D. L. Buzzard petition for a change in the state road leading
33-17-1W from Danville to the Indianapolis and Crawfordsville state road.

Viewers appointed Sept. 1846 C. R. 5 page 111.
Viewers report Dec. 1846 C. R. 5 page 131.
Board approved and ordered that said change be granted.

Commencing at the S side of Abraham Hambliton's land in the said road and
running N across said Hambliton's land 80 poles to the land of Z. R. Clark,
thence N 180 poles to the land of Nicholas West thence W 26 1/2 poles on

Ancient Road Cards

160

the land of the afore said W to the said roads

(Hamilton owned NE 1/4 of SW 1/4 and NW 1/4 of SE 1/4 of Sec. 4-16-1W.
Clark owned S 1/2 of NE 1/4 of Sec. 4-16-1W. West owned E 1/2
of NW 1/4 of 4-16-1W. Clerk's note.)
Length 0.89 mile. R/W 40 feet.

Beginning at the N 1/2 mile stone Section 16-17-1W; thence S to the center E of
center of said Section 16; thence S 67 E 3 rods; thence S 25 rods; thence S 67 E
3 rods; thence S to the S mile stone of said Section 16; thence S to the center of
Section 31-17-1W; thence E 514.5 feet; thence S 5.5 E 1525 feet; thence S 2.5
E 1121 feet to the S line of Section 21; thence S 897 feet; thence S 11.5 W
1630 feet; thence S 15 W 66 feet; thence S 17 W 235 feet; thence S 17.5 W 1273
feet; thence S 4.5 E 177 feet to the W mile stone of Section 28; thence S on
line between Section 28 and 29 930 feet to the center of the Crawfordsville and
Indianapolis State Road. Thence S 33.5 E 400 feet; thence S 31 E 300 feet; thence
S 35 E 1300 feet; thence S 47 E 323 feet; thence S 35.5 E 580 feet; thence S
59.5 E 275 feet to the N and S line passing through the center of Section
33-17-1W; thence S to the S mile stone of Section 33; thence E 11 links to the N
1/2 mile stone of Section 4-16-1W; thence S through Section 4 and 9 to the N 1/2 mile
stone of Section 16; thence E to the center N of the NE of Section 16-16-1W; thence
S 1347 feet; thence S 24 E 64 feet; thence S 50 E 172 feet; thence S 27 E 1176
feet; thence S 25 E 805 feet; thence S 13 E 283 feet; thence S 46.5 E 450 feet
to the center E of S of Section 16-16-1W; thence S to the 1/2 mile stone on E
of Section 21-16-1W.
Distance 8 mile 118.75 rods. R/W not stated.

6-16-1W Nathan Davis petition to change so much of the state highway leading
1-16-2W from Jamestown to Danville, that crosses his won land at his expense.

Viewers appointed Lay 1840 C. R. 4, page 36.
Viewers report Lay 1840 C. R. 4, page 58.
Board ordered the change be made by the said Nathan Davis.

Commencing about 50 yards N of the S end of his land and running on the E side of
the old route so as to intersect the old road again at the NE corner of his field
near the N end of his land.

(Davis owned NW 1/4 and S 1/2 of SE 1/4 of Sec. 1-16-2W, SE 1/4 and SW
1/4 of Sec. 36-17-2W. Clerk's note.)
No length or R/W stated.

6, 7, 8, 17, 16 - 16 - 1W William D. Lane petitions for location of a
19, 30, 31 - 17 - 1W county road.

Viewers appointed June 2, 1851 C. R. 6, page 74.
Viewers reported Sept. 2, 1851 C. R. 6, page 110.
Board approval Sept. 2, 1851 C. R. 6, page 110.

Beginning on the line running N and S through the center of the NW of Section

Ancient Road Cards

161

19-17-1W where the Indianapolis and Crawfordsville State Road; thence S with
said line 100 poles; thence S 1/2 mile through SW of said section; thence S
through the center of the W of Section 30-17-1W 1 mile; thence S 3/4 miles in
Section 31; thence E 1/4 mile on the line and county road; thence S 1/4 mile to
the S 1/2 mile stake of Section 31-17-1W; thence E 2 1/2 poles to the N 1/2 mile
stake of Section 6-16-1W; thence S 185 poles on the line to center of Section
6-16-1W; thence E 58 3/4 poles, on the line; thence S 80 poles; thence E 98 1/2
poles on the line and a county road to the center E of 1/2 of Section 6; thence
S 1 1/4 mile to the section corners of 7, 8, 17, 18-16-1W in the Roundtown and
Pittsborough Road.

Length 5 miles 185 poles. R/W 25 feet.

6 - 16 - 1W Harman Brittain petitions for change in a county road.
31 - 17 - 1W Viewers appointed Mar. 1, 1852 C. R. 6, page 152.
Viewers reported June 8, 1852 C. R. 6, page 200.
Commissioner's approval June 8, 1852 C. R. 6, page 200.

Commencing at center E of SE of Section 6-16-1W; thence N on section line to where
said section line strikes the North Salem and Lebanon County Road by the way of
New Elizabethtown, thence W on said road to the present location at the center of
Section 31-17-1W.

Length not given. R/W 25 feet.

6 and 7 - 16 - 1W James L. Singer petitions for location of highway.
viewers appointed June 10, 1880 R. R. 2 page 193.
Viewers reported Sept. 9, 1880 R. R. 2 page 214.
Reviewers reported Dec. 8, 1880 R. R. 2, Page 232.
Board approval Dec. 8, 1880 R. R. 2, page 232.

Commencing at the NW corner of the SE of Section 6-16-1W thence S along the
W line of said 1/4 section continuing thence S along NE of section 7 to the
N line of the Indianapolis, Decatur and Springfield Railroad grounds thence
easterly along and outside of said station grounds 5 chain and 28 feet to
the center of said railroad; thence S 19 rods; thence S 78 E 16 rods 60 links
to a lane; thence S 8 chains 84 links; thence E 11 chains 64 links to the
section line at the center on the E of the NE of Section 7-16-1W.

Distance 0.9 mile. R/W not stated.

6 and 7 - 16 - 1W John Tharp petitions for location of highway.

Viewers appointed June 9, 1881 R. R. 2, page 256.
Viewers reported Sept. 7, 1881 R. R. 2, page 260.
Board approved Sept. 7, 1881 R. R. 2, page 260.

Commencing at the NE corner of the SW of the SE of Section 6-16-1W thence
S with the E line of said 1/4 to the SE corner of said 1/4; thence continuing
S on the E side of the N of the NW of the NE of Section 7-16-1W to the N
line of the R/W of the Indianapolis, Decatur and Springfield Railroad Company;
thence E, bearing S with the N line of said Railroad 22 rods; thence S 10W
227 feet; thence due S 14 rods and 3 feet; thence E 17 rods 3 feet; thence S
about 40 rods thence E to the E line of Section 7-16-1W.

Distance 0.6 mile. R/W none stated.

7 & 18-16-1W

9,10,11,12,13,14,15,16-16-2W

Martin Flinn petition for location of a County Road (to commence between John Stewart and Noah Bateman on the County Road leading from Davises Mill to N. Salem thence East on Section line to where the said line crosses the state road leading from Danville to Jamestown.

Viewers appointed Sept. 1838 C. R. 3, page 244
Viewers report Nov. 1838 C. R. 3, page 261
Board approval Nov. 1838 C. R. 3, page 261

Commencing on the Section line between Sections 9 & 16-16-2W; thence East on Section line to the Jamestown & Danville Road near the half mile post between Sections 7 & 18-16-1W.

Length not stated

R/W 30 feet

9 and 16-16-1W Alexander Mc Vay petition to change the Lebanon state road on his own land, and at his own expense.

Viewers appointed Lay 1840 C. R. 4, page 36.
(No record of viewers' report found. Clerk's note.)

Commencing at the S end of the E 1/2 of the NE 1/4 of Sec. 16-16-1W running thence W until it strikes the open line dividing said NE 1/4, thence N with said line to the Sec. line, thence W until it strikes present location.

No length or R/W stated.

9 and 16-16-1W William Thorp petitions for a change in the Danville and Lebanon State Road.

Viewers appointed Mar. 1847 C. R. 5, page 147.
Viewers report June 1847 C. R. 5, page 207.
Board ordered that said change be made as prayed for in said petition.

Commencing on the N side of Little White Lick Creek in the E 1/2 of the NE 1/4 of Sec. 16-16-1W; thence N. 7 or 8 rods to the W line of said 1/2 of the 1/4 Sec.; thence N on said line to the center N of the NE 1/4; thence W on section line to the old road.

No length or R/W stated.

9-16-1W Jacob Hoemer petition for change of highway

Viewers appointed Dec 5, 1877 R.R. 2, page 31

Commencing on the Sec line between Sec. 9 and 4-16-1W; thence run N on the line between the West half and the East half of said Sec 4 55 rods and 11 feet to where said line intersects the old road (Danville and Lebanon Road)

Part to be vacated . Beginning about 5 rods E from the beginning of the new road; thence N and NW 60 rods to where it intersects the line between the West half and the East half of Sec 4 on the proposed new road.

R/W 30 feet

10 - 16 - 1W

Thomas C. Gaston petition for change of highway.

Viewers appointed June 1883 R. R. 2, page 375.
Viewers reported Sept. 6, 1883 R. R. 2, page 388.
Board approval Sept. 6, 1883 R. R. 2, page 388.

Commencing at the NE corner of the NE of the SE of Section 10-16-1W and running thence S on the Township line dividing Union and Middle Townships to the intersection of highways running N and S dividing said Townships of Union and Middle.

R/W 30 feet.

13,14,15,16-16-1W

Isaac Flathers petition for county road.

15,16,17,18,21,22,16-1E

Viewers appointed Mar. 1841 C. R. 4, page 102.
Viewers report June 1841 C. R. 4, page 127.
Board ordered that the said road be opened.

Commencing on the Lebanon State road at a line running E and W through the center of Sec. 16-16-1W; thence E with said line to the Pittsboro county road; thence bearing N of E a few rods to cross a stream; thence bearing S of E until it strikes on the Sec. line at a farm known as the right place; thence on the Sec. line to the end of said farm; thence bearing S of E until it intersects the county road leading from Danville to Brownsburg; thence with said road until it strikes an open line between Eldred Huff and Asa Caywood; thence with said line to a corner stake dividing William Parker, Thomas Hughes's land; thence bearing S of E to the Sec. line thence with said line until it intersects with the road from Abraham Hamilton's to Free's Mill.

No length stated.

R/W 30 feet.

13, 14, 15, 16 - 16 - 1W

15, 16, 17, 18, 20, 21, 22 - 16 - 1E

Job Hadley ordered to survey a county road starting at the Lebanon State Road leading to Fries Mill.

Survey ordered June 5, 1850 C. R. 5, page 604.
Survey made June 2, 1851 C. R. 6, page 99.
Field notes recorded June 16, 1851
C. R. 6, page 99.

Beginning in the E of SE of section 16-16-1W; N 85 E 39 poles to the W half mile stake of 15-16-1W; N 85 E 40 poles; N 87 1/2 E 46 poles; N 81 E 35 1/2 poles to the center of section; N 85 E 160 poles to the E half mile stone of 15-16-1W; N 85 E 60 poles; S 81 E 21 1/2 poles; N 79 E 16 poles; N 75 1/2 E 22 poles; N 57 1/2 E 10 poles; S 75 E 17 poles; N 61 1/2 E 36 poles; N 80 E 13 poles; S 46 E 22 poles; N 80 E 20 poles; N 86 E 19 poles; N 50 E 14 poles; S 74 E 22 poles; N 84 1/2 E 43 poles 10 links to the E half mile post of Section 14-16-1W; S 87 E 18 poles; N 80 E 14 poles; N 75 E 36 poles; S 44 E 36 poles; S 26 E 6 1/2 poles; N 63 E 26 poles; S 31 1/2 E 20 poles; S 48 1/2 E 32 poles; S 59 E 21 poles; S 5 E 28 poles; S 30 E 28 poles; S 15 E 13 1/2 poles; S 57 E 6 poles; S 88 1/2 E 60 poles; N 68 E 12 poles; S 88 E 32 poles; S 89 E 56 poles; N 55 E 15 poles; S 81 E 21 poles; N 75 E 40 poles; N 62 1/2 E 22 poles to Brownsburg Road; N 44 E 12 poles 15 links; N 84 1/2 E to the center W of Section 18-16-1E; with Brownsburg Road 302 poles; E 160 poles on section line; S with section line 80 poles to corners of section 16, 17, 20, 21-16-1E; E 260 poles with section line; S 41 E 25 poles; S 85 1/2 E 46 poles; S 81 1/2 E 60 poles; S 51 E 16 poles; S 85 E 24 poles; N 72 1/2 E 16 poles; N 36 E 14 poles; N 10 E 18 1/2 poles; S 76 1/2 E 54 poles; S 2 E 38 poles; S 80 E 7 poles; N 18 1/2 E 9 poles; N 67 E 9 poles; N 27 1/2 E 16 poles to the Plainfield and Brownsburg Road.

Length 7 miles 129 poles. R/W not stated.

13-16-1W

Thomas Potts

Petition for Vacation of Highway

Viewers appointed Set 7, 1876 R.R. # 1, page 387
Board orders the route in the petition to be vacated.

Commencing at the NE cor of the NW quarter of the NW quarter of 13-16-1W and running thence S one quarter of a mile to the SE cor of said quarter quarter and to the highway running along the S end of said quarter quarter.

13 - 16 - 1W
18 - 16 - 1E

John A. Carter petitions to change highway.

Viewers appointed Mar. 6, 1880 R. R. 2, page 182.
Viewers report June 12, 1880 R. R. 2, page 198.
Board approval if petitioner makes the change and puts same in as good repair as old route.

Beginning on the Meridian line between ranges 1W and 1E crosses the Indianapolis, Decatur and Springfield Railroad; thence W on the S side of the RR R/W 70 rods; thence S 12 rods; thence W on the public highway in the S $\frac{1}{2}$ of the NE $\frac{1}{4}$ of section 13 - 16 - 1W.

R/W none given.

13 - 16 - 1W

J. M. Wills petition for change of highway.

Viewers appointed June 8, 1883 R. R. 2, page 377.
Viewers reported Sept. 8, 1883 R. R. 2, page 391.
Board approval Sept. 8, 1883 R. R. 2, page 391.

Beginning 15 feet E of the SW corner of the NW of the SW of Section 13-16-1W; thence N parallel with the line dividing Section 13 and 14 in said Township of Middle 120 rods.

Part to be vacated: Old road between the points of intersection.

Length 0.375 mile. R/W not stated.

13 - 16 - 1W

D. F. Holtsclaw petition for change of highway.

Viewers appointed Sept. 11, 1885 R. R. 2, page 507.
Viewers reported Dec. 12, 1885 R. R. 2, page 513.
Board approval Dec. 12, 1885 R. R. 2, page 513.

Commencing in the center of the Danville and Pittsboro road 48 feet N of where the Indianapolis, Decatur and Springfield Railway crosses said Danville and Pittsboro road; thence E parallel with said railway lands to the county road running N and S on the E side of the NW of Section 13-16-1W.

Part to be vacated: old road between the points of intersection.

Length - not stated. R/W not stated.

16-16-1W

Asa L. White petitions for a change in the county road leading from Danville to Brownsburg on his own land at his own expense.

Viewers appointed Mar. 1847 C. R. 5, page 146.
Viewers report June 1847 C. R. 5, page 201.
Board ordered that said change be made according to the prayer of said petitioner.

Commencing and leaving the old route at a point where the old route strikes the Brown Twp. line; To run on or near the line between the lands of the said White and Thomas Hughes, through the W $\frac{1}{2}$ of the NW $\frac{1}{4}$ of Sec. 16-16-1E until it intersects the line between said White and John Horton, thence N on said line until it intersects the old road.

No length or R/W stated.

17,18,19, and 20-16-1W

Benjamin Tout petition for a change of a county road.

Viewers appointed June 1847 C. R. 5, page 198.
Viewers report Sept. 1847 C. R. 5, page 227.
Board ordered that said change be made according to the prayer of said petitioner. Commissioners ordered that as much of the old road as affected be vacated.
Sept. 7, 1853 C. R. 6, page 343.

Commencing on the Sec. line between Sec. 19 and 20; thence N on Sec. line 376 rods to the NW corner of Sec. 17-16-1W.

Length 1.18 miles. R/W 40 feet.

18 - 16 - 1W

William S. Tharp petitions for a change of highway.

Viewers appointed Sept. 1883 R. R. 2, page 397.
Viewers reported Dec. 8, 1883 R. R. 2, page 401.
Board approval Dec. 8, 1883 R. R. 2, page 401.

Commencing at the said NE corner of said fractional NW and running thence SW in a direct line to said point 12 rods S of the NW corner of said fractional NW.

Part to be vacated: old route between the two intersecting points.

Length 0.56 mile. R/W not stated.

20 and 21 - 16 - 1W

J. F. Kurtz petition for location of highway.

Viewers appointed Dec. 4, 1879 R. R. 2, page 163.
Viewers report Mar. 5, 1880 R. R. 2, page 177.
Board approves petition Mar. 5, 1880 R. R. 2, page 171.

Commencing at a point 127 rods E of the center N of the SE $\frac{1}{4}$ of section 20 - 16 - 2W; thence W 127 rods to the center N of said Quarter; Thence N to the center N of NE $\frac{1}{4}$ of section 17 - 16 - 2W.

R/W 30 feet wide. Distance 524 rods.

21,22,27,28,29-16-1W

John Flathers petitions for a cartway.

Viewers appointed Mar. 1841 C. R. 4, page 102.

Viewers report June 1841 C. R. 4, page 123.

Board ordered the same be declared a cartway.

Commencing on the road leading from Danville to Jamestown, forty rods S of a line running E and W through the center of Sec. 29-16-1W running due E to a stake, the corner between Benjamin F. Toyt's and John Flather's; thence the nearest and best way to the S end of William H. Darnall's lane on the Lebanon State Road.

(Flathers owned W 1/2 of SE 1/4 and E 1/2 of SW 1/4 and part of E 1/2 of SE 1/4 of Sec. 29-16-1W.

Tout owned W 1/2 of NW 1/4 of Sec. 28-16-1W and E 1/2 of NW 1/4 of Sec. 29-16-1W.

Darnall owned NW 1/4 of Sec. 22-16-1W and E 1/2 of NE 1/4 of Sec. 21-16-1W. Clerk's note.)

No length stated

R/W 18 feet.

21, 22, 28, 29 - 16 - 1W

Job Hadley ordered to survey a cartway leading from south end of William Darnall's lane to the Crawfordsville State Road.

Survey ordered June 5, 1850 C. R. 5, page 604.

Survey made June 2, 1851 C. R. 6, page 101.

Field notes recorded June 17, 1851 C. R. 6, page 101.

Beginning in the Crawfordsville Road NW of John Flather's (he owned E 1/2 of SW 1/4 & W 1/2 SE 1/4 Section 29-16-1W) N 46 1/2 E 32 poles; N 55 E 30 poles; S 70 1/2 E 11 poles 12 links; S 62 1/2 E 34 poles on the N of Flather's fence; N 85 E 142 poles; N 5 W 6 poles; N 55 1/2 E 26 poles; N 20 E 13 poles; N 77 1/2 E 32 poles; N 88 E 13 poles; N 49 E 14 poles; N 60 E 7 poles; N 28 E 18 poles; N 26 W 40 poles; N 16 E 12 poles; N 36 E 3 poles; N 11 E 25 poles; N 8 W 16 poles; N 16 1/2 W 10 poles; N 1 1/2 E 18 poles; N 7 E 10 poles; N 58 E 23 poles 15 links; N 84 E 42 poles; N 47 1/2 E 3 1/2 poles; N 87 1/2 E 21 poles; N 79 E 15 poles; N 23 E 58 1/2 poles; N 4 W 54 poles; N 62 E 8 poles; N 31 E 24 poles; N 34 E 36 poles; N 70 E 20 poles; N 77 1/2 E 18 poles 18 links; N 50 1/2 E 25 poles; N 84 E 32 poles to the Lebanon Road at the half mile stake between Sections 21 & 22-16-1W.

Length 2 miles 257 3/4 poles. R/W not stated.

21, 22, 27, 28 - 16 - 1W

William H. Hyten petitions for location of a county road.

Viewers appointed June 3, 1851 C. R. 6, page 81.

Viewers reported Sept. 2, 1851 C. R. 6, page 110.

Board approval Sept. 2, 1851 C. R. 6, page 110.

Commencing at the corners of Sections 21, 22, 27 and 28-16-1W in the Danville and Lebanon State Road; thence E on the line between Sections 22 and 27-16-1W to the county road leading from Danville and Brownsburg to Indianapolis and Crawfordsville State Road, at corners of Section 22, 23, 26 and 27-16-1W.

Length about 1 mile. R/W 25 feet.

22, 27 and 28 - 16 - 1W

Johnson A. Hyten petitions for change of a county road.

Viewers appointed Dec. 2, 1851 O. R. 6, page 133.

Viewers reported Dec. 3, 1851 O. R. 6, page 139.

Commissioners approval Dec. 3, 1851 O. R. 6, page 139.

Commencing at or near the center W of NW of Section 27-16-1W; thence N to the NW corner of said section; thence E 87 rods to old route.

Length 0.3 mile. R/W not stated.

23 & 26-16-1W

Perry Darnall petition for change of the Brownsburg County Road.

Commencing at the half mile stake on the North side of Section 26-16-1W; Thence on the Section line West 80 rods; thence South 160 rods thence west until it strikes the Pittsborough Road.

Viewers appointed Nov. 1838 C. R. 3, page 260

Viewers report Jan. 1839 C. R. 3, page 282

Board orders the said road be changed.

23,26 & 27-16-1W

Jesse T. Matlock petition for change of a county road.

Commencing at the W 1/2 mile post of Section 26-16-1W; thence North to NW corner of said Section; thence East to present location.

Viewers appointed Sept. 1839 C. R. 4, page 2

Viewers report Nov. 1839 C. R. 4, page 14

Board orders the above change as reported by viewers.

(VOID)

23-16-1W

Perry Darnell petition for relocation of County Road.

Commencing at the center at the S end of the SW 1/4 of Section 23-16-1W; thence E 40 rods on the Brownsburg County Road; thence N 80 rods; thence E 40 rods to the present location.

Viewers appointed Jan. 1840 C. R. 4, page 19.

Viewers appointed Nov. 1839 C. R. 4

Viewers report Nov. 1839 C. R. 4, page 14

Board orders that said road not to be changed. Length 160 R. R/W not stated.

23-16-1W

Jesse Matlock petitions for permission to change on his own land at his own expense a part of County Road leading from Danville to Pittsborough; to commence at the S end of Win Bells lane and to run due S until it intersects the Brownsburg road, thence with said road until it strikes the old route again.

Viewers appointed June 1843 C. R. 4, page 288

Viewers report Sept. 1843 C. R. 4, page 252

Ordered that said petitioner be permitted to make said change as prayed for by him.

(Bell owned W 1/2 SE 1/4 of Section 23-16-1W
Matlock owned S 1/2 SW 1/4 of Section 23-16-1W)

Length 0.6 mile

R/W not stated

23 - 16 - 1W W. O. Holtsclaw petition for change in highway.

Viewers appointed June 11, 1887 R. R. 2 page 548.
Viewers reported Sept. 10, 1887 R. R. 2 page 554.
Board approval Sept. 10, 1887 R. R. 2 page 554.

Beginning in the center of Danville and Pittsboro Road about 45 rods E of the SW corner of the NE of Section 23-16-1W; thence E on the S line of said $\frac{1}{2}$ section to the SE corner of the lands set off to Mrs. Sallie Proctor as one heir of John Herrod deceased; thence N on the W line of said lands 80 rods; thence E to the said road.

Part to be vacated: old road as lies between the points of intersection.

Length not stated. R/W 30 feet.

24,25,26,27,34 & 35-16-1W
8,9,10,15,16,17,19,20-16-1E

Thomas B. Caywood petition for County Road (Beginning at William Vengant's South line on the Pittsborough County Road thence East to the half mile stake between Section 26 and 35; thence North on the open line through Section 26 to the Section line between Section 23 and 26; thence in a NE direction to Brownsburg.)

Viewers appointed May 1838 C. R. 3, page 222.
Viewers report Sept. 1838 C. R. 3, page 242.
Board approval Sept. 1838 C. R. 3, page 242.

Beginning on the South line of the SE $\frac{1}{4}$ of Section 27-16-1W in the Pittsborough County Road; thence East on said line to the half mile stake between Section 26 and 35; thence North on the open line through Section 26 to the Section line between Section 23 and 26; thence in a NE direction through the W $\frac{1}{2}$ of the SW $\frac{1}{4}$ of Section 24-16-1W; thence through the NE $\frac{1}{4}$ of Section 19-16-1E & the SW $\frac{1}{4}$ of Section 17-16-1E; thence to Fosters old Mill thence to Brownsburg.

Length not stated. R/W 30 feet.

24,25,35 & 36-16-1W

James Smith petition for a road leading from Danville to Free's Mill Road leaving the Gorham road west of William Mitchell's running on the line between Mitchell and Henton to Varie's lane; thence E to Skillman's; thence N to Cash's; leaving Cash's to the left running NE to Smith's SW corner; thence N to " " corner of Smith's improvement; thence E through Smith and Jones improvement; then in a "E asterly direction the most convenient and best route.

Viewers appointed Mar. 1843 C. R. 4, page 254
No record of viewers report—Clerk)

Mitchel owned S $\frac{1}{2}$ of SE $\frac{1}{4}$ -35-15-1W; Henton-N $\frac{1}{2}$ of SE $\frac{1}{4}$ of Section 35-16-1W Skillman-NW $\frac{1}{4}$ of Section 36; Cash W $\frac{1}{2}$ of SW $\frac{1}{4}$ of Section 25; Smith NE $\frac{1}{4}$ of Section 25-16-1W;

24-16-1W
19,20,21,22-16-1E

Eldred Huff petition for vacation of county road beginning in section 24-16-1W and running E to Widow Free's mill, thence to the Gorham road, however so much of said road as lays $\frac{3}{4}$ mile in Section 21-16-1W thence W to the aforesaid Section 24-16-1W

Having been read three times and no remonstrances it is ordered the said road be and the same is hereby declared vacated.

Petition read June 3, 1844 C. R. 4, page 371
Petition granted Sept. 2 1844 C. R. 4, page 399

(Sarah Free owned the NE $\frac{1}{4}$ N. $\frac{1}{4}$ & NW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 22-16-1E it is possible that Widow Free's Mill was located in the tract of ground---Clerk)

24 and 29 - 16 - 1 W JW.Smith
19 and 30 - 16 - 1E

Petition to locate and establish a public Highway
Viewers appointed Dec. 14, 1874 RR. # 1, page 266
Viewers report Mar 5, 1875 R.R. # 1, page 285
Commissioners approval Mar 5, 1875 R.R. # 1, page 285

Commencing at the Brownsburg road 2 rods W of the NE cor of the SE quarter of the NE quarter of Sec 24-16-1W thence S 80 rods to the " line of the SE quarter of said Sec.; thence E 2 rods to the NE cor of said Quarter; thence S 160 rods to the SE cor of said quarter; thence E 11 rods to the W line of the NE quarter of Sec. 30-16-1E, thence S 160 rods there to intersect the Cartersburg and Pittsboro Road.

R/W 30 feet wide

24 - 16 - 1W Benjamin Thomas petition for change of highway.

Viewers appointed Dec. 7, 1878 R. R. 2, page 104.
Viewers report Mar. 8, 1879 R. R. 2, page 128.
Board approval Mar. 8, 1879 R. R. 2, page 128.

Beginning at a point about 30 rods S of the center of section 24 - 16 - 1W; thence N to the center W of the NE $\frac{1}{4}$ of said section.

R/W 30 feet wide. Distance 110 rods.
Part to be vacated: As much of the old road as affected.

24 - 16 - 1W Benjamin F. Thomas petitions for change of highway.

Viewers appointed Dec. 9, 1882 R. R. 2, page 352.
Viewers reported March 11, 1883 R. R. 2, page 360.
Board approval March 11, 1883 R. R. 2, page 360.

Beginning at the SE corner of NE of Section 24-16-1W; thence N 80 rods to the highway and to the NE corner of the S of said NE.

Part to be vacated: Commencing at the SE corner of the NE of Section 24-16-1W; thence W $2\frac{1}{2}$ rods; thence N 80 rods to the highway.

Length 0.25 mile. R/W 30 feet.

24 - 16 - 1W Henry Smith petitions for change of highway.

Viewers appointed March 11, 1882 R. R. 2, page 303.
Viewers reported June 6, 1882 R. R. 2, page 327.
Board approval June 6, 1882 R. R. 2, page 327.

Commencing at the SW corner of Section 24-16-1W; thence E with Section line 44 rods and 18 links; thence N 103 rods; thence E 5 rods there to intersect the old located road.

Part to be vacated: old road now located between the SW corner of Section 24-16-1W and the above described point of the change intersecting the old road.

Length 0.48 mile. R/W not stated.

24 - 16 - 1W William A. Smith petitions for change of highway.

Viewers appointed Mar. 11, 1883 R. R. 2, page 361.
Viewers reported June 8, 1883 R. R. 2, page 376.
Board approval June 8, 1883 R. R. 2, page 376.

Commencing 44 rods 18 links E of the SW corner of Section 24-16-1W thence E along the section line dividing Section 24 and 25 about 36 rods.

Part to be vacated: commencing 44 rods 18 links E of the SW corner of Section 24-16-1W; thence N 103 rods; thence E 5 rods; thence a northeasterly direction about 38 rods, intersecting a road running N and S on the E fork of the Danville and Brownsburg Road.

Length 0.11 mile. R/W 30 feet.

25 and 26-16-1W B. N. Moberly petition for a road leading across from the
29 and 30-16-1E Danville and Brownsburg road to the Plainfield and Pittsboro road.

Viewers appointed June 1846 C.R. 5, page 83
Views report Sept. 1846 C. R. 5, page 113
Board approved the road as set forth in said report.

Leaving the Brownsburg road at the NE corner of William Arnold's land running S, on the line 1/4 mile on the line between Green and Hamilton, then E 1/2 of a mile; thence S 1/4 of a mile, then E 3/4 of a mile, then S 1/4 of a mile, then E to the Plainfield and Pittsboro road.

(Arnold owned the NE 1/4 of Sec. 26-16-1W.)
Length 2.5 miles. R/W 25 feet.

25, 26 - 16 - 1W Job Hadley ordered to survey a county road leading from
29 and 30 - 16 - 1E the Brownsburg Road to the Plainfield Road.

Survey ordered June 5, 1850 C. R. 5, page 603.
Field notes recorded Aug. 22, 1851 C. R. 6, page 104.

Beginning at the center N of NE of Section 26-16-1W on the Brownsburg Road; thence S 80 poles to the center of said quarter section; thence E 160 poles on the section line to the center of the NW of Section 25; thence S 1/4 mile to center S of NW

of section 25-16-1W; thence E 3/4 miles through center of Section 25 to the E half mile stake of Section 25-16-1W; thence E 12 poles 15 links; thence S 61 poles 14 links; 47 links S of the center W of the SE of Section 30-16-1E; thence S 86 1/2 E 74 poles 16 links; thence N 50 E 7 poles 9 links to the center of said quarter section; thence E 80 poles on the line to the section line; thence E in Section 29 on the line 79 1/2 poles to the Plainfield Road.

Length 2 miles 235 1/2 poles. R/W not stated.

23 and 36 - 16 - 1W Nelson Trotter petitions for location of a county road.
30 and 31 - 16 - 1E

Viewers appointed Mar. 2, 1851 C. R. 6, page 153.
Viewers reported June 9, 1852 C. R. 6, page 210.
Commissioners approval June 9, 1852 C. R. 6, page 210.

Beginning on the Gorham Road at the SE of Section 36-16-1W; thence N 260 poles; thence N 28 1/2 W 5 poles; N 1 1/2 W 20 poles; N 2 3/4 W 20 poles; N 3/4 E 15 poles 13 links; thence N on Meridian Line 18 poles 17 links to the NW corner of the fraction; thence N 85 E 13 poles 16 links to the NW corner of Section 31-16-1E; thence N 5 W 80 poles to the county road.

Length 1.03 miles. R/W not stated.

26, 35-16-1E Thomas King petitions for a private road.

Viewers appointed June 1847 C. R. 5, page 211.
Viewers report Sept. 1847 C. R. 5, page 228.
Board ordered that said route as petitioned for is declared a common highway for the use of said Thomas King.

Commencing on the Sec. line between Sec. 26 and 25-16-1W, 10 rods E of the NE corner of said Sec. 35 at the end of his lane, thence W to the road leading from Danville to Pittsboro.

No length or R/W stated.

28 - 16 - 1W Simeon Templin petition for change in public highway.

Viewers appointed Dec. 8, 1883 R. R. 2, page 405.
Viewers reported Mar. 8, 1884 R. R. 2, page 412.
Board approval Mar. 8, 1884 R. R. 2, page 412.

Commencing 12 rods E of the SW corner of SW of Section 28-16-1W and running thence E 30 rods there to intersect the old road.

Part to be vacated: old highway between the points of intersection.

Length 0.09 mile. R/W not stated.

29, 30, 31 & 32-16-1W James W. Shannon petition for a county road
25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36-16-2W

Commencing on the Section line between John Flaters and Charles Hardwick on the Crawfordsville State Road and running West on or near said line by the way of Turners Mill, thence to county line, there to intersect a road leading to Maysville.

Ancient Road Cards

172

Viewers appointed Sept. 1839 C. R. 4, page 5
Viewers report Nov. 1839 C. R. 4, page 14
Board approval Nov. 1839 C. R. 4, page 14

Length 7.7 R/W 30 feet.

(Flather owned E 1/2 of Sw 1/4 & W 1/2 of SE
1/4 of Section 29-16-1W Hardivich owned
E 1/2 of NW 1/4 & W 1/2 of NE 1/4 of Section
32-16-1W: Clerk's Note)

29 and 32-16-1W John F. Arnold petitions for the vacation of part of the
Maysville road.

Viewers appointed June 1847 C. R. 5, page 202.
(No record of Viewers report. Clerk's note.)

The said road lies between the Lebanon and Crawfordsville road.

29, 32-16-1W Joseph Brown

Petition to vacate highway
Viewers appointed June 11, 1876 R. R. # 1, page 371
Viewers report Sept 7, 1876 R.R. # 1, page 389
Board approves the petition Sept 7, 1876 R.R. # 1, page 390

Commencing at the NE cor of Sec 32 -16-1W, running W on said Sec line
122 rods and 22 ft to the point where the North Salem and Danville Gravel Road
intersects said Sec line 32 rods and 12 feet W of the NE cor of the NW quarter of
said Sec 32.

29 - 16 - 1W The Maysville and Needmore Gravel Road

Petition read and approved Mar. 11, 1884 R. R. 2, page 420.

Beginning on the Section line between Section 29 and 32-16-1W where said
section line intersects the Danville and North Salem Gravel Road and running
thence W on the line between Section 29 and 32, 30 and 31, in 16-1W; thence
W on the line between Section 25 and 36, 26 and 35, 27 and 34, 28 and 33,
29 and 32, 30 and 31 in 16-2W.

Length 7.0 mile. R/W not stated.

31, 32 - 16 - 1W Edward Strange petitions for a location of a county road.
5, 6, 7, 8 - 15 - 1W

Viewers appointed June 6, 1850 C. R. 5, page 605.
Viewers reported Sept. 4, 1850 C. R. 5, page 631.
Commissioner's approval Sept. 4, 1850 C. R. 5, page 631.

Commencing on the Maysville Road at the NE corner of Section 31-16-1W; thence
S with said line 1 mile to the line dividing townships 15 and 16; thence E with
said line 8 1/2 poles to the NE corner of Section 6-13-1W; thence S with said
line 186 1/2 poles to the half mile stake; thence E 80 poles on S side of line
running E and W through center of Section 5-15-1W; thence S 160 poles on the
W side of the line running N and S through the center of the SW of Section
5-15-1W to the Rockville State Road; thence W with said road 80 poles to the

Ancient Road Cards

173

NE corner of Section 7-15-1W; thence S on said line 224 poles to the Danville and
Greencastle State Road.

Distance 3 miles 81 poles. R/W 25 feet.

33 - 16 - 1W

William T. Harris petition for change of highway.

Viewers appointed June 20, 1884 R. R. 2, page 488.
Viewers reported Sept. 5, 1884 R. R. 2, page 484.
Board approval Sept. 10, 1887 R. R. 2, page 555.

Commencing 64 rods E of the NW corner of Section 33-16-1W; thence E 54 rods
where it intersects the present road.

Length 0.2 mile. R/W same as old road.

13-17-1W

Thomas Veach petitioned for permission to change the County road leading from
Fears horse mill to the Boone County line on his own land at his own expense

Said change to begin at said Thomas Veache's Stable running E 40 poles thence
N 50 poles until it intersects the present location.

Viewers appointed Sept. 1844 C. R. 4, page 401
Viewers report Dec. 1844 C. R. 4, page 420

Ordered that said petitioner be permitted to make said change as prayed for
by him.

(Veach owned the following land W 1/2 SW 1/4 of Section 13-17-1W--- Clerk)

13 - 17 - 1W

L. A. Lemon petitions for location of highway.

Viewers appointed June 12, 1880 R. R. 2, page 202.
Viewers reported Sept. 11, 1880 R. R. 2, page 219.
Board approval Sept. 11, 1880 R. R. 2, page 219.

Commencing on the line dividing Hendricks and Boone Counties at the NE
corner of the W of the NE of Section 13-17-1W; thence S through the center
of the E of said section until it intersects the County Road E and W running
through the S of said section.

Distance 0.80 mile. R/W 30 feet.

13, 14, 23 and 24 - 17 - 1W Joseph C. Hale petition for location of highway.

Viewers appointed June 9, 1883 R. R. 2, page 380.
Viewers reported Dec. 8, 1883 R. R. 2, page 402.
Board approval Dec. 8, 1883 R. R. 2, page 402.

Beginning on the line that divides Section 13 and 14-17-1W at the county road
running E and W on the N side of above sections; thence S to the line running
E and W through the center of Sections 23 and 24; thence E 80 poles; thence
S 160 poles to the county road running E and W on the S side of Sections 23
and 24.

Length 2.25 mile. R/W 30 feet.

13 - 17 - 1W James M. Willis petition for a change in public highway.

Viewers appointed June 12, 1886 R. R. 2, page 522.
Viewers reported Sept. 11, 1886 R. R. 2, page 528.
Board approval Sept. 11, 1886 R. R. 2, page 528.

Commencing in the public highway running on the E side and across the E of the SE of Section 13-17-1W at a point in said road on the Meridian Line 40 rods N of the SE corner of said quarter section; thence W through the center of the S of the E of said quarter section to the road running N and S through said quarter section.

Length 0.3 mile. R/W 30 feet.

13 - 17 - 1E George Jordan petitions for change in road.
Viewers appointed Sept. 2, 1850 C. R. 5, page 624.
Viewers reported Dec. 2, 1850 C. R. 6, page 2.
Commissioners approval Dec. 2, 1850 C. R. 6, page 2.

Beginning at the E end of Thomas Veach's lane; thence E with bearings of land lines 236 poles to the Meridian Line; thence S on said line 62 poles to the SW corner of Section 13-17-1E; thence E with section line to the S half mile stake of Section 13-17-1E to where it intersects a county road leading E to the county line.

Length 1 mile and 144 poles. R/W 30 feet.

14 & 15 - 17 - 1W

Boone Co. Petition
Petition for location of Highway
Viewers appointed March 7, 1876 R.R. # 1, page 348
Viewers report June 13, 1876 R.R. # 1, page 376
Boards approval June 13, 1876 R.R. # 1, page 376

Commencing at termination of a County road located in said Hendricks County at the half mile stake between Sec. 11 and 14-17-1W; thence W between Sec 11 and 14, and between Sec. 10 and 14 same Township a distance of one mile on the line between Hendricks and Boone Counties to where it terminates at the half mile stake between Sec 10 and 15 in the county road which runs N and S R/W 30 feet wide.

15 and 22 - 17 - 1W TC Harvey

Petitioned Dec 7, 1874 for Change and Vacation of Highway
Viewers appointed Dec 7, 1874 R. R. # 1, page 242
Viewers report March 5, 1875 R.R. # 1, page 280
Commissioners approval Mar 5, 1875 R. R. # 1, page 281

Commencing where the County road leading N from Raines Station leaves the line running N through the center of the E half of Sec 22-17-1W about a rod S of the center on the S line of the NE quarter of said Sec. running N on the line dividing the quarter sect. to the sec. line and thence still N on the line between the E half and the W half of the SE quarter Sec 15-17-1W, about 70 rods to where said line crosses the county road leading East the seven mile Prairie about 10 rods W of where the old road intersects said County road and vacating the old road between the two points. R/W Not stated.

16, 21, 28, 29, 32, 33 - 17 - 1W
4 - 13 - 1W
4, 9, 16, 21, 28, 33 - 16 - 1W

James Parks, road commissioner, on the state road leading from Martinsville to Frankfort via Danville makes a report which is approved by the board and ordered to be filed and the road N of town mentioned in said report is received as a public highway.

Sept. 1835 C. R. 2, page 240.

Said report is not inserted in the record so that no copy is available. - Clerk.

16, 21, 28 & 29-17-1W Enos Leach petition for location of a County Road (to commence at or on the line dividing Section 28 and 29 at the Crawfordville State Road running North with said line to Section 21 or near; thence Eastward to the open line through Section 16 to the Boone County line)

Viewers appointed Mar. 1838 C. R. 3, page 190
Viewers report May 1838 C. R. 3, page 214
Board approval May 1838 C. R. 3, page 214

Commencing on said State Road on the line dividing Section 28 and 29 thence North with said Section line near to Section 21; Thence Eastward to the end of William Leaks home and through the same; Thence eastward to the open line near the center of Section 21; Thence with said line North to Boone County line.

Length 3.2 miles

R/W 30 feet

(Leak owned S 1/2 of SW 1/4 & S 1/2 of N 1/2 of SW 1/4 of Section 21-17-1W-Clerk's Note)

16, 17, 18, 20 - 17 - 1W
13 and 24 - 17 - 2W

Solomon Adams petitions for location of a county road.

Viewers appointed Mar. 4, 1851 C. R. 6, page 33.
Viewers reported June 4, 1851 C. R. 6, page 84.
Board approval June 4, 1851 C. R. 6, page 84.

Beginning at the center E of SW of 16-17-1W, in the Lebanon State Road; thence W 1/2 mile on section line to the section line; thence S 45 W 124 poles; thence W on section line 224 poles to the SW corner of Section 17-17-1W; thence W 1 mile to the Township Line; thence S 16 poles, on the township line, to the Crawfordville Road.

Length 2 miles 204 poles.

R/W 25 feet.

16, 21, 28, 29 and 33 - 17 - 1W
4, 9, 16 and 21 - 16 - 1W

E. H. Sanders petition for free gravel road.

Viewers appointed Apr. 21, 1884 R. R. 2, page 425.
Viewers reported Sept. 5, 1884 R. R. 2, page 468.
Board approval Sept. 5, 1884 R. R. 2, page 46

Beginning at the N mile stone Section 16-17-1W; thence S to the center S of center of said Section 16; thence S 67 W 3 rods; thence S 23 rods; thence S 67 E 3 rods;

thence S to the S mile stone of said Section 16; thence S to the center of Section 21-17-1W; thence W 514.5 feet; thence S 5.5 W 1523 feet; thence S 2.5 E 1121 feet to the S line of Section 21; thence W 897 feet; thence S 11.5 W 1050 feet; thence S 15 W 66 feet; thence S 17 W 235 feet; thence S 17.5 W 1275 feet; thence S 4.5 W 177 feet to the W mile stone of Section 28; thence S on line between Section 28 and 29 950 feet to the center of Crawfordsville and Indianapolis State Road. Thence S 50.5 E 400 feet; thence S 51 E 300 feet; thence S 48 E 1300 feet; thence S 47 E 323 feet; thence S 33.5 E 580 feet; thence S 59.5 E 275 feet to the NE line passing through the center of Section 33-17-1W; thence S to the S mile stone of Section 33; thence E 11 links to the N mile stone of Section 4-16-1W; thence S through Section 4 and 9 to the N mile stone of Section 16; thence E to the center N of the NE of Section 16-16-1W; thence S 1347 feet; thence S 24 E 64 feet; thence S 50 E 172 feet; thence S 27 E 1176 feet; thence S 25 E 805 feet; thence S 13 E 283 feet; thence S 46.5 E 450 feet to the center E of SE of Section 16-16-1W; thence S to the $\frac{1}{2}$ mile stone on E of Section 21-16-1W.

Distance 8 mile 118.75 rods. R/W not stated.

17 - 17 - 1W Benjamin F. Johnson petition for change and straightening of highway. June 5, 1884 R. R. 2, page 433.

Viewers appointed June 5, 1884 R. R. 2, page 434.
Viewers reported Sept. 5, 1884 R. R. 2, page 483.
Board approval Sept. 5, 1884 R. R. 2, page 483.

Commencing at the center of the county road running E and W 31 rods 3 feet W of the NE corner of the SE of Section 17-17-1W; thence due W 38 rods 13.5 feet; thence S 80 rods, and terminating in the county road running E and W on the section line dividing Section 17 and 20-17-1W.

Part to be vacated: county road from the place of beginning to the terminus of the road petitioned for.

Length 0.4 mile. R/W 30 feet.

19, 30, 31 - 17 - 1W William D. Lane petitions for location of a county road.
6, 7, 8, 17, 16 - 16 - 1W

Viewers appointed June 2, 1851 O. R. 6, page 74.
Viewers reported Sept. 2, 1851 O. R. 6, page 110.
Board approval Sept. 2, 1851 O. R. 6, page 110.

Beginning on the line running N and S through the center of the NW of Section 19-17-1W where the Indianapolis and Crawfordsville State Road; thence S with said line 100 poles; thence S $\frac{1}{2}$ mile through SW of said section; thence S through the center of the W of Section 30-17-1W 1 mile; thence S $\frac{3}{4}$ miles in Section 31; thence E $\frac{1}{4}$ mile on the line and county road; thence S $\frac{1}{4}$ mile to the S $\frac{1}{2}$ mile stake of Section 31-17-1W; thence E 2 $\frac{1}{2}$ poles to the N $\frac{1}{2}$ mile stake of Section 6-16-1W; thence S 185 poles on the line to center of Section 6-16-1W; thence E 58 $\frac{3}{4}$ poles, on the line; thence S 80 poles; thence E 98 $\frac{1}{2}$ poles on the line and a county road to the center E of SE of Section 6; thence S $\frac{1}{4}$ mile to the section corners of 7, 8, 17, 18-16-1W in the Roundtown and Pittsborough Road.

Length 5 miles 185 poles. R/W 25 feet.

19, 20-17-1W

William S. Lowry

Petition for change and vacation of highway 383
Viewers appointed Sept. 7, 1876 R. R. 1, page 384
Viewers report Mar 9, 1877 R. R. # 1, page 425

Board approves above petition.

Commencing at the SE cor of the North half of the SE quarter of Sec 19-17-1W thence S on Sec line dividing Sec. 19 and 20 about 58 rods where said road intersects the Indianapolis and Crawfordsville State Road R/W 30 feet wide.

Portion to be vacated: Commencing at the SE cor of the North half of the SE quarter of Sec 19-17-1W running W about 60 rods where it intersects the Indianapolis and Crawfordsville State Road.

21 - 17 - 1W Sandrum Leak petitions for change of highway.

Viewers appointed June 8, 1881 R. R. 2, page 254.
Viewers reported Sept. 10, 1881 R. R. 2, page 264.
Board approved Sept. 10, 1881 R. R. 2, page 264.

Commencing at a point in the center of the Danville and Lebanon Road 31 $\frac{1}{2}$ rods W of the SE corner of the SW of the NE 21-17-1W; thence E 31 $\frac{1}{2}$ rods, 15 feet on either side; thence N 24 rods to the center of the Danville and Lebanon Road.

Part to be vacated: the Danville and Lebanon Road from the beginning of the proposed road to the terminus thereof.

Distance 0.17 mile. R/W 30 feet.

22 and 27 - 17 - 1W Stephen Fowler

Petitioned In the Matter of establishing Highway.
Commissioners approval March 5, 1874 R. R. # 1, page 201

Beginning at the SE Cor. of Sec 22 and the NE cor Sec. 27 in Twp 17 N Range 1 W, and running W on the line dividing said sections one fourth mile intersecting a public highway at the beginning and terminus of the same.
R/W 30 feet in Width

23, 26, 35 - 17 - 1W William Selch petitions for location of a county road.

Viewers appointed Sept. 2, 1850 O. R. 5, page 624.
Viewers reported Dec. 2, 1850 O. R. 6, page 1.
Commissioners approval Dec. 2, 1850 O. R. 6, page 1.

Beginning in the Indianapolis and Crawfordsville State Road on the line between John Newman's and Widow Newman's land; thence N 54 poles to the half section line in Section 35-17-1W; thence N to the S half mile stake of Section 26-17-1W; thence N to the center of said section; thence W 40 poles; thence N to the section line between Sections 23 and 26-17-1W; thence E 40 poles to the S half mile stake of Section 23-17-1W; thence N on section line to the center

of Section 23-17-1W; thence N on said line 51 poles 7 links into the county road leading from Horse Mill to the Boone County line.

Length 3 miles and 27 poles. R/W 30 feet.

24, 25 and 30 - 17 - 1W James W. Clark petition for vacation of highway.

Viewers appointed Dec. 10, 1887 R. R. 3, page 6.
Viewers reported Mar. 10, 1888 R. R. 3, page 12.
Board approval Mar. 10, 1888 R. R. 3, page 12.

Commencing on the Section line dividing Sections 24 and 25-17-1W at a point 80 rods W of E section line; thence E 80 rods on said section line; thence S 80 rods on the line dividing Sections 25 and 30-17-1E; thence E 160 rods through the center of the NW of Section 30-17-1E.

Length 1.0 mile. R/W not stated.

(VOID)

28, 31, 32-17-1W
1, 2, 3, 9 & 10-16-2W

John Keeny petition for location of a County Road to commence at the east end of Archibald Alexander's lane thence by the way of Enos Leach and Daniel Davidson's from thence to run between Rubin Claypool and Noah Bateman and thence to intersect the Jamestown and Roundtown road.

Viewers appointed Nov. 1837 C. R. 3, page 162.
Viewers report Jan. 1838 C. R. 3, page 174.

Remonstrances being filed against the location of said road, the board refuses to grant the petition.

(Davidson owned SE 1/4 2-16-2W; Bateman owned SE 1/4 & E 1/2 of SW 1/4 of Section 9-16-2W; Leach owned NW 1/4 of SE 1/4 & SW 1/4 of Section 32-17-1W; Alexander owned NW 1/4 & NE 1/4 of Section 33-17-1W; SW 1/4 & E 1/2 of NW 1/4 & 1/2 of SE 1/4 of Section 28-17-1W;

Claypool owned W 1/2 of NE 1/4 of Section 9-16-2W- Clerks Note)

28 and 33 - 17 - 1 W Elias Leach

Petitioned June 12, 1875 to lay out and locate a public highway.

Viewers appointed June 12, 1875 R. R. # 1, page 290
Viewers report Sept 8, 1875 R. R. # 1, page 308
Commissioners approval Sept 9, 1875 R. R. # 1, page 309

Commencing in the Indianapolis and Crawfordsville State road on the line dividing the NE quarter of Sec. 33-17-1W about 79 rods S of the N line of said Sec. and running North with the center of the road on said line and including 15 feet on each side thereof for said road bed to the N line of said Sec. and continuing through the center of the E half of Sec 28 to the Sec. line dividing Sections 28 and 21 intersecting a highway running E and W. R/W 30 feet wide.

28, 29, 31 and 32 - 17 - 1W
35 and 36 - 17 - 2W

Esquire Hutchings petition for location of a county road.

Viewers appointed June 4, 1850 O. R. 5, page 598.
Viewers reported Sept. 3, 1850 O. R. 5, page 630.
Board approval Sept. 3, 1850 O. R. 5, page 630.

Beginning in the center of Crawfordville and Indianapolis State Road on the section line between Sections 28 and 29-17-1W; thence S on said line 86 poles; thence S 47 W 21 poles to the section line between Sections 29 and 32; thence W 305 poles to the center of a county road; thence S along said road 80 poles; thence W 20 poles with said road; thence W 80 poles; thence S 26 poles; thence W 89 poles; thence N 9 poles; thence W 66 poles; thence S 64 poles 15 links; Thence W 80 poles to range line between Range 1W and 2W; thence W 1 mile to Jamestown Road.

Length 3 miles 286 poles. R/W 30 feet.

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28, 29, 31 and 32 - 17 - 1W
35 and 36 - 17 - 2W

Esquire Hutchings petition for location of a highway.

Viewers appointed June 4, 1850 C. R. 5, page 598.
Viewers report Sept. 3, 1850 C. R. 5, page 630.
Board approval Sept. 3, 1850 C. R. 5, page 630.

Beginning in the center of the Crawfordville and Indianapolis State Road on the section line dividing sections 28 and 29 - 17 1W; thence S on the section line 86 rods; thence S 47 W 21 rods to the section line between sections 29 and 32 17 - 1W; thence W 305 rods to the center of a county road; thence S with said road 80 rods; thence W 20 rods with said road; thence W 80 rods; thence S 26 rods; thence W 89 rods; thence N 9 rods; thence W 66 rods 15 links; thence W 80 rods to the range line between ranges 1 and 2W; thence W 1 mile to the Jamestown Road.

R/W 30 feet wide. Distance 3 miles 286 rods 15 links.

31 - 17 - 1W

James Pritchett petition for change of highway.

Viewers appointed Sept. 10, 1886 R. R. 2, page 527.
Viewers reported Dec. 9, 1886 R. R. 2, page 532.
Board approval Dec. 9, 1886 R. R. 2, page 532.

Commencing in the center of county road running N and S dividing Section 31 and 32 at the SE corner of the NE of the SE of said Section 31; thence W 13 rods to the center of county road running W through Section 31.

Part to be vacated: road running NE through NE of the SE of said Section 31 a distance of about 27 rods to a point where said road intersects the county road running N and S dividing Section 31 and 32-17-1W.

Length not stated. R/W 30 feet.

31 - 17 - 1W
6 - 16 - 1W

Harman Brittain petitions for change in a county road.

Viewers appointed Mar. 1, 1852 C. R. 6, page 152.
Viewers reported June 8, 1852 C. R. 6, page 200.
Commissioners' approval June 8, 1852 C. R. 6, page 200.

Commencing at center E of SE of Section 6-16-1W; thence N on section line to where said section line strikes the North Salem and Lebanon County Road by the way of New Elizabethtown, thence W on said road to the present location at the center of Section 31-17-1W.

Length not given. R/W 25 feet.

33 - 17 - 1W Archibold Alexander petition to change a part of the Martinsville and Frankfort State Road on his own premises.

Viewers appointed Sept. 1834 C. R. 2, page 178.

NW of Section 33-17-1W.

33 - 17 - 1W Archibold Alexander petition to relocate part of the state road leading in the direction of Lebanon.

Viewers appointed Jan. 1835 C. R. 2, page 192.
Viewers reported Jan. 1835 C. R. 2, page 196.
Board approval Jan. 1835 C. R. 2, page 196.

Relocate part of the state road leading in the direction of Lebanon in the NW of Section 33-17-1W. The present located route measures 73 rods 5 1/2 feet - the proposed new route measures 112 rods making a difference of 38 rods and 11 feet. The proposed route is on much the best ground.

Length not stated. R/W not stated.

33-17-1W D. L. Buzzard petition for a change in the state road leading
4-16-1W from Danville to the Indianapolis and Crawfordsville state road.

Viewers appointed Sept. 1846 C. R. 5, page 111.
Viewers report Dec. 1846 C. R. 5, page 131.
Board approved and ordered that said change be granted.

Commencing at the S side of Abraham Hambliton's land in the said road and running N across said Hambliton's land 80 poles to the land of L. R. Clark, thence N 180 poles to the land of Nicholas West, thence W 26 1/2 poles on the land of the afore said W to the said road.

(Hamilton owned NE 1/4 of SW 1/4 and NW 1/4 of SE 1/4 of Sec. 4-16-1W. Clark owned S 1/2 of NE 1/4 of Sec. 4-16-1W. West owned E 1/2 of NW 1/4 of 4-16-1W. Clerk's note.)
Length 0.89 mile. R/W 40 feet.

34, 35 - 17 - 1W
2, 3, 10, 11, 14, 15, 22, 23, 26, 27 - 16 - 1W

Job Hadley ordered to survey the county road leading from Danville and Brownsburg Road North to the Crawfordsville State Road.

Survey ordered June 5, 1830
C. R. 5, page 603.
Report filed Sept. 6, 1850
C. R. 5, page 641.

Beginning at the E 1/2 mile stake of Section 27-16-1W; thence N on section line 2 1/2 miles, last half mile being 4 feet W of the line; N on line 133 1/2 poles; N 33 W 13 poles; N 12 E 28 poles to the section line 6 poles N of the half mile stake between Section 10 and 11; N on the line 272 poles; N 45 E 20 3/4 poles; N 10 poles; N 30 W 30 poles to the section line 8 poles N of the half mile stake between Sections 2 and 3; N on section line 175 poles to the section corner; W 19 links; N on the line 148 poles to the Crawfordsville State Road.

Length 5 miles 29 3/4 poles.
R/W not stated.

36 - 17 - 1W Amos Hoak petition for location of highway.

Viewers appointed Dec. 6, 1884 R. R. 2, page 494.
Viewers reported Mar. 7, 1884 R. R. 2, page 500.
Board approval Mar. 7, 1884 R. R. 2, page 500.

Commencing where the Indianapolis and Crawfordsville State Road crosses the W line of the E of the SW of Section 36-17-1W; thence N on the line running through the center of the SW and NW of said Section 36 to the county road running E and W on the N side of said section.

Length 0.8 mile. R/W 30 feet.

1 - 14 - 1E Newlin Carter petition for change of highway.

Viewers appointed Dec. 2, 1876 R. R. 2, page 95.
Viewers report June 3, 1879 R. R. 2, page 132.
Board approval of petition June 3, 1879 R. R. 2, page 132.

Beginning at the N half mile stone of section 1 - 14 - 1E; thence N to the Center N of the NW 1/4 of said section, a distance of 80 rods.

R/W 30 feet wide. Distance 80 rods.
As much of the old road as affected is hereby vacated.

1 - 14 - 1E Calvin Hadley
6 - 14 - 2E

Petitioned Mar 2, 1875 for Change of Highway
Viewers appointed Mar 2, 1875 R.R. # 1, page 276
Viewers report June 16, 1875 R.R. # 1, page 296
Commissioners approval.

Commencing at the SW cor of the NE quarter of Sec. 1-14-1E, then E to the Meridian line; thence S on said Meridian line to the SW cor of the NW quarter of Sec 6-14-2E thence East to the NE cor of West half of SE quarter Sec. 6-14-2E; thence E to where the same intersects the old road. R/W 30 feet wide

Vacating the part that runs through and near the Center of the NE quarter 1-14-1E and Sec 6-14-2E

1, 2, 11, 12 - 14 - 1E
5 - 15 - 1E
7, 8, 17, 18 - 14 - 2E

Joseph Chanler petition for location of a county road from Fairfield Meeting House to Plainfield.

Viewers appointed Sept. 1834 C. R. 2, page 174.

Ancient Road Cards

182

Commencing at the Fairfield Meeting House; thence running W on or near Section line to the county road near Carson's Saw Mill; thence on the nearest and best route in a direction to Plainfield so as to intersect the Lowder Mill Road S of Jeremiah Hadley's Farm. (Clerk's note: Carson's Mill is believed to have been located in the NW of 18-14-2E. Chandler was owner of SE of SE of 7-14-2E.)

Length not stated. R/W not stated.

1, 2, 11, 12, 13, 14, 24 - 14 - 1E
2, 3, 10, 11, 14, 15, 23, 24, 25, 26, 35, 36 - 15 - 1E
2, 11, 14, 23, 26, 27, 34, 35 - 16 - 1E
14, 15, 22, 23, 26, 27, 34, 35 - 17 - 1E

Field notes of a county road filed by Zadock Smith, Road Commissioner, Oct. 29, 1835 C. R. 2, page 248.

Commencing 80 poles E of W side of Section 36-14-1E; thence N 3 miles; thence W 17 N 74 poles; thence NW 26 poles to the above named line; thence N on said line 6 miles; thence W 60 poles; thence 10 W of NW 110 poles; thence NW 146 poles to the section line W of the first named section line; thence N on section line 4 miles 26 poles; thence N 20 E 166 poles; thence N 12 E 400 poles to the corner of Section 2 and 3, 34 and 35 on the township line dividing 16 and 17-1E; thence N 2 miles; thence N 25 W 110 poles; thence N 68 poles; thence N 15 W 200 poles to the Boone County line.

Length 19.3 miles
R/W not stated.

1,2-14-1E Samuel Carter petition for change in County Road (leading from Fairfield Meeting house to Plainfield said change to commence at the NW end of John Jessup's farm and terminate at the town line between Township 14 and 15 north on the road from Plainfield to Moorsville)

Viewers appointed Sept. 1838 C. R. 3, page 243
Viewers report Nov. 1838 C. R. 3, page 266
Board approval Nov. 1838 C. R. 3, page 266

Begining in John Jessups lane near the NW corner of his farm and run due North to Joel Ballards, thence West (probably should be North--Clerk) as marked by the way of Jacob Anzers to the Township line dividing Township 14 and 15 near Mathew Stanleys thence West on said line to the Moorsville & Plainfield County Road.

(Jessup owned W 1/2 of SW 1/4 of Section 8-14-1E; SE 1/4 & part of E 1/2 of SW 1/4 of Section 7-14-2E.
Ballard owned W 1/2 of SE 1/4 & E 1/2 of SW 1/4 of Section 6-14-2E
Kenzers owned NW 1/4 of Section 5-14-2E & SE 1/4 of NE 1/4 of Section 6-14-2E
Stanley owned E 1/2 of SE 1/4 of Section 35-15-1E-Clerk's Note)

1,12,13,24-14-1E Samuel Carter petition for a county road.
25,26-15-1E

Viewers appointed Sept. 1840 C. R. 4 page 77.
Viewer report Nov. 1840 C. R. 4 page 87-88.
Board ordered that the above petitioned road be declared a county highway.

Commencing on the Hendricks and Morgan County line where the old or former location of the Moorsville and Brownsburg state road crosses said county line; thence N on

Ancient Road Cards

183

Bales's land; thence N on the open line to the National Road at the E side of Benjamin Owen Jr.'s land.

(Bales owned W 1/2 of SE 1/4 and 20 acres of E 1/2 of SE 1/4 of Sec. 1-14-1E.
Blair owned W 1/2 of NE 1/4 of Sec. 12-14-1E.
Owens owned NW 1/4 of Sec. 25-15-1E. Clerk's note.)
No length stated. R/W 30 feet.

1,2,3,10,11,12-14-1E
5,6,7,8-;4-2E

Isaac Taylor petition for location of a County Road from the end of John Jessup's lane to the Sugar Grove School House, and from thence, the nearest and best way by Sugar Grove Meeting Houwe so as to intersect the Danville State Road at or near Josiah Hodsons.

Viewers appointed Jan. 1839 C. R. 3, page 273

(No record of viewers report found-- Clerk's Note)
(Jessup owned W 1/2 of SW 1/4 of Section 8-14-2W; SE 1/4 & Part of SW 1/4 of Section 7-14-2E:

(Sugar Grove meeting House was located near the SE corner of Section 3-14-1E-- Clerk's Note)

1,2,3,4,9,10,11,12-14,1E

Enoch Easterling petition for a county road.

Viewers appointed June 1841 C. R. 4, page 114.
Viewers report Sept. 1841 C. R. 4, page 154.
Board ordered that said route above reported be opened.

Commencing at the NW end of Alfred Jessup's lane to the SE corner of Elezer Bales' land; thence on the Sec. line on or as near as convenient to intersect the State road leading from Danville to Moorsville about Josiah Holson's.

(Bales owned W 1/2 of SE 1/4 of Sec. 1-14-1E
Hodson owned W 1/2 of SW 1/4 of Sec. 4-14-1E
Jessup owned part SW 1/4 of Sec. 7-14-2E
Clerk's note.)
No length stated. R/W 30 feet.

2,3 - 14 - 1E

Charles Lowder

Petition for change and vacation of highway
Viewers appointed Dec 12, 1874 RR # I, page 260
Viewers report Mar 2, 1875 R R # 1, page 274
Commissioners approval Mar 2, 1875 R R # 1, page 274

Commencing about 80 rods, N of the SW cor. of Sec 2 -14-1E thence S till it intersects the road running E and W by the Sugar Grove Meeting house, and dividing Sec 11 and 2, 10 and 3 and that the old road between the intermediate points be vacated. R/W Not stated

2 - 14 - 1E

Daniel Farmer petitions for change in a county road.

Viewers appointed June 2, 1851 O. R. 6, page 76.
Viewers reported Sept. 2, 1851 O. R. 6, page 111.
Board approval Sept. 2, 1851 O. R. 6, page 111.

Ancient Road Cards

184

Beginning in the Mooresville and Plainfield Road where it crosses the line running N and S through center of Section 2-14-1E; thence N 136 poles; thence W 40 poles to where the road now crosses the line.

Length 176 poles. R/W not stated.

(VOID)

2,11,14,23-14-1E
34-15-1E Brazeton Brown petition for a cart way from the Morgan County line to National Road along the West side of Big White Lick.

Viewers appointed Nov. 1836 C. R. 3, page 68
Viewers report Jan. 1837 C. R. 3, page 85

We the viewers have viewed and laid out and marked said road according to the within to the best of our knowledge and we believe it can be had on good ground. Board rejects said report.

5 - 14 - 1 E Josiah W Hodson (VOID)

Petitioned Sept 8, 1874 R R # 1, page 229
Viewers appointed Sept 8, 1874 R.R. # 1, page 229

Petition dismissed by Commissioners.

5,6,78-14-1E Calvin Townsend

Petitioned for location of Public Highway
Viewers appointed Mar 2, 1875 RR. # 1, page 273
Viewers report June 18, 1875 R.R. # 1, page 298
Commissioners approval June 18, 1875 R.R. # 1, page 299

Commencing at the present public highway running S from the Cumberland road to the M.E. Church known as Salem Church and at the SW cor Sec 5-14-1E; and running thence E on the line dividing Sec 5 and 8 in said Township and Range to intersect the present public highway known as the Mooresville and Danville State Road about 20 rods from the SE cor of said Sec 5

R/W 30 feet wide

5,6,7 & 8-14-1E
12,13,14,21,22 & 23-14-1W Samuel C. Mitchell petition for location of a cart way.

Viewers appointed Mar. 1838 C. R. 3, page 186
Viewers report May 1838 C. R. 3, page 217
Board approval May 1838 C. R. 3, page 217

Viewers have viewed the cartway and believe it will be of considerable utility.

Commencing at William Stoubs: thence by Samuel Mitchells, Davis & Wright's Mill, Evan Davis Mill: thence to Judge Littles on the National Road.
R/W 18 feet.

(Stout owned W 1/2 of SE & E 1/2 of SW 1/4 of Section 21-14-1W: Mitchel owned E 1/2 of SW of Section 23-14-1E: Evan Davis Mill may have been located in SW 1/4 of Section 5-14-1E: Little owned part of N 1/2 of NE 1/4 of Section 6-14-1E Clerk's Note)

Ancient Road Cards

185

6-14-1E Thomas I. Walker petition for a county road.

6,7,18,19,30,31-15-1E
Viewers appointed May 1840 C. R. 4, page 44.
Viewers report Sept. 1840 C. R. 4, page 81.
Board ordered that said route be declared a public highway.

Commencing at the Sec. line immediately W of James Pope's on the National Road and run N on or near said line to the state road leading from Indianapolis to Rockville and thence N to intersect the Gorham road near John Caylor's.

(James Pope owned part S 1/2 of NE 1/4 and part N 1/2 of Sec. 6-14-1E and part S 1/2 of NE 1/4 of Sec. 1-14-1W.
John Caylor owned N 1/2 of NE 1/4 of Sec. 6-15-1E and E 1/2 of S 1/4 of Sec. 31-16-1E. This road probably runs N on or near the N and S center line of the West Sections of Range 1E. Clerk's note.)
No length stated. R/W 30 feet.

7, 8, 9, 15, 16, 17, 18, 19, 20, 21, 22 - 14 - 1E
1, 12 - 14 - 1W Jesse Hockett petition for location of county road.

Viewers appointed Nov. 1834
C. R. 2, page 182.
Viewers reported Jan. 1835
C. R. 2, page 190.
Board approval Jan. 1835
C. R. 2, page 190.

A road on a straight line from Belville to the SE corner of David Denop's land in Guilford Township (E of SE of 22-14-1E).

Length not stated.
R/W 30 feet.

7, 18, 19 - 14 - 1E
1, 2, 12, 13, 24(?) - 14 - 1W Robert Cooper petition to locate a county road.

Viewers appointed May 1835 C. R. 2, page 216.
Viewers reported Sept. 1835 C. R. 2, page 242.
Board approval Sept. 1835 C. R. 2, page 242.

Commencing at the SE corner of Section 19-14-1E; thence to Belville.

Length not stated. R/W not to exceed 30 feet.

7,8 & 9-14-1E Frederick Newby petition for a County Road to commence at the South end of Jediah Hussey's lane on the road leading from Woorville to Belville thence through Frederick Newbys land to the State Road at William Townsend farm.

Viewers appointed Mar. 1838 C. R. 3, page 186-7
Viewers report May 1838 C. R. 3, page 218
Board rejects the report

(Hussey owned N 1/2 of Section 7-14-1E:
Townsend E 1/2 of SE 1/4 of Section 8-14-1E & W 1/2 of NW 1/4
W 1/2 of S 1/4 & SE 1/4 of NW 1/4 of Section 9-14-1E:

Newby owned W 1/2 of NE 1/4 of Section 8-14-1E- Clerk's Note)

8-14-1E Citizens of Guilford Twp. petition for a county road from John

Ancient Road Cards

186

Viewers appointed Mar. 1840 D. R. 4, page 31.
(No record of viewers report found. Clerk's note.)

No length of R/W stated.

8 & 9-14-1E Jonathan Moffitt petition for a cartway to begin at the SE corner of Evan Davises land thence the nearest and best way to William Townsend mill.

Viewers appointed Jan. 1838 C. R. 3, page 176

8 & 9-14-1E Evan Davis petition for location of a County Road (to commence at the South part of Jediah Hussey's fence on the County Road leading from Belville to Moorsville; thence by way of "van Davis's mill to the NW part of William Townsend's farm fence)

Viewers appointed Mar. 1838 C. R. 3, page 186-7
Viewers report May 1838 C. R. 3, page 219

Commencing at William Townsend's mill, thence a westerly direction until it intersects the road leading from Belville to Moorsville.

Board orders the same be opened by the petitioners any width not exceeding 18 feet.

(Townsend's Mill was located in the SW 1/4 of SW 1/4 of Section 9-14-1E Clerk's Note)

VOID

8,16,17-14-1E Evan Davis petitions for permission to change the county road leading from belville to the Morgan county line near David Demosse's on his own land at his own expense.

Viewers appointed May 1840 C. R. 4, page 49.
Viewers report May 1840 C. R. 4, page 57.
Board rejected the petition Sept. 1840 C. R. 4, page 78.

Commencing on the dividing Sec. 17-14-1E N and S some few rods S of the N 1/2 mile stake where the present road crosses the E line of E Woodards land, thence NE until it strikes the Sec. line between Sec. 8 and 17-14-1E. Thence E on said Sec. line to or near the NE corner of the 1/2 of the NW 1/4 of Sec. 16, thence S on or near the line dividing the said NW 1/4 of Sec. 16 and to continue S until it strikes the present location.

No length or R/W stated.

VOID

8,16,17-14-1E Evan Davis petition to change the cart way running through his land to William Townsend's Mill by running it upon the same lane of the proposed change.

Viewers appointed May 1840 C. R. 4, page 49.
Viewers report May 1840 C. R. 4, page 57.
Board rejected the petition Sept. 1840 C. R. 4, page 78.

Above described from the commencement to the NE corner of W 1/2 of the NE 1/4 of Sec. 17-14-1E.

No length or R/W stated.

Ancient Road Cards

187

VOID

8,16,17-14-1E Evan Davis petitions for permission to change so much of the New county road leading from the Danville and Moorsville State Road (via Townsend's Mill) to the Morgan county line.

Viewers appointed May 1840 C. R. 4, Page 49.
Viewers report May 1840 C. R. 4, Page 57.
Board rejected the petition Sept. 1840 C. R. 4, Page 78.

Commencing near William Woodard's and changing so much as runs through the NW 1/4 of NW 1/4 of Sec. 16-14-1E by running it upon the proposed route first above described.

No length or R/W stated.

VOID

8 and 17-14-1E Evan Davis petition to change the Mooresville and Belville county road from end of his lane to the place where said road crosses the Sec. line Between Sec. 8 and 17-14-1E.

Viewers appointed Mar. 1840 C. R. 4, page 33.
Viewers report May 1840 D. R. 4, page 46.
Viewers report unfavorable.

No length or R/W stated.

9 - 14 - 1 E

Asa Moon

Petition for change of Highway
Viewers appointed Sect. 7, 1874 R R # 1, page 226
Viewers report Dec 7, 1874 R.R. # 1, page 243
Board approval for Moon to make such changes at his own expense and upon proof the said Board will make an order for its permanent location.

Commencing in the Mooresville and Danville State Road a distance of 18 rods from the W line of the SE quarter of Sec. 9-14-1E; thence S 11 rods: thence SE 14 rods: thence E 57 rods: thence S 12 rods to intersect the road as at present located.

Present Highway to be vacated when Board accepts the new road
R/W 30 feet wide

9,16, and 21-14-1E David Jones petition for location of a county road.

Viewers appointed Mar. 1840 C. R. 4, page 25.
Viewers report May 1840 C. R. 4, page 45.
Board's approval May 5, 1840 C. R. 4, page 45.

Commencing at the center S of the Sw 1/4 of Sec. 21-14-1E; thence N on and along the line dividing the W 1/2 of Sec. 9,16, and 21-14-1E to the center N of the NW 1/4 of Sec. 9-14-1E.

Length 3 miles.

R/W 25 feet.

Ancient Road Cards

188

11 - 14 - 1E

Rufus Trotter petitions to have highway ascertained, described and entered on Record.

Board orders County Surveyor to survey same R. R. 2, page 269.
Surveyor's report Mar. 8, 1882 R. R. 2, page 295.

Beginning at a point in the center of the Plainfield and Mooresville Gravel road near the S line of said Section; thence S 77 W 680 links; thence S 87 W 300 links; thence N 82 W 260 links; thence S 70 W 24 rods; thence S 88 W 16 rods; thence W 970 links to the terminus of the survey at a point in the Sugargrove and White Lick County Road.

Distance 0.4 mile. R/W not stated.

11 and 14 - 14 - 1E

Brazelton Brown petition for location of highway.

Viewers appointed June 4, 1850 C. R. 5, page 594.
Viewers report Sept. 3, 1850 C. R. 5, page 631.
Board grants petition Sept. 3, 1850 C. R. 5, page 631.

Beginning in the Mooresville and Danville State Road on the West bank of White Lick Creek, in the land of Jonathan Moffitt, (Moffitt owned the $\frac{1}{2}$ and the SE $\frac{1}{4}$ of the SW $\frac{1}{4}$ and the E $\frac{1}{2}$ of the SE $\frac{1}{4}$ of 14 - 14 - 1E) N 15 W 17 rods; N 3 W 35.75 rods; N 50 W 16.5 rods; N 6 W 17 rods; N 20 W 46 rods; N 16 W 56 rods; N 15 W 100 rods; N 7 W 45.25 rods; N 22 W 28 rods; N 62 W 29 rods; N 25 W 18.75 rods; N 6 $\frac{1}{2}$ W 28 rods; N 60 W 14 rods; N 15 W 65 rods; E 37 rods on the S side of the line running E and W through the center of section 11-14-1E, to the center S of the NW $\frac{1}{4}$ of section 11-14-1E; N 160 rods on the section line to the Fairfield and Danville County Road.

R/W 25 feet. Distance 2 miles and 64.25 rods.

11 and 14 - 14 - 1E

Brazelton Brown petition for location of a county road.

Viewers appointed June 4, 1850 C. R. 5, page 594.
Viewers reported Sept. 3, 1850 C. R. 5, page 631.
Board approval Sept. 3, 1850 C. R. 5, page 631.

Beginning in the Mooresville and Danville State Road on the W bank of White Lick Creek, in the land of Jonathan Moffitt (Moffitt owned the E of SE of 14-14-1E, W of SW of 14-14-1E, S of E of SW of 14-14-1E); thence N 15 W 27 poles; thence N 3 W 35.8 poles; thence N 50 W 16.5 poles, thence N 60 W 17 poles; thence N 20 W 46 poles; thence N 16 W 56 poles; thence N 15 W 100 poles; thence N 7 W 45.3 poles; thence N 22 W 28 poles; thence N 62 W 20 poles; thence N 25 W 18.7 poles; thence N 6.5 W 28 poles; thence N 60 W 14 poles; thence N 15 W 65 poles; thence E 37 poles on the S side of line running E and W through center of Section 11-14-1E to the center on the south of the NW of 11-14-1E; thence N on the center of the NW of Section 11-14-1E 0.5 mile to the Fairfield and Danville County Road.

Length 2.2 mile. R/W 25 feet.

13, 24-14-1E
18, 19, 17, 20-14-2E

Edward Hobson petition for County Road to commence at the crossing of Big White Lick Creek thence East to the SW corner of Section 16-14-2E

Viewers appointed Mar. 1838 C. R. 3, page 189
Viewers report May 1838 C. R. 3, page 217

Ancient Road Cards

189

We have viewed and marked the proposed route from point to point, and find the ground reasonably good, and believe the said road would be a public utility.

Board declares said route to be a County Road.

R/W 30 feet.

14 - 14 - 1E

Jesse Carter petition for location of a county road known as the Lowder Mill Road.

Viewers appointed Sept. 1835 C. R. 2, page 231.
Viewers reported Sept. 1835 C. R. 2, page 247.
Board approval Sept. 1835 C. R. 2, page 247.

Beginning at the N end of Edward Hobson's farm to the first principle bend above the mouth of Clark's Creek. (This road begins at north line of 39 acres off of the S end of W of SE of Section 14-14-1E and follows northward (possibly along the present route) about $\frac{3}{4}$ mile to the curve in the road north of the Clark Creek bridge. - Clerk.)

Length about $\frac{3}{4}$ mile. R/W not stated.

14, 15 - 14 - 1E

Jonathan L. Moffitt

Petitioned Dec. 7, 1874 R.R. # 1, page 240
Viewers appointed Dec 7, 1874 R.R. # 1, page 241
Viewers report Mar 2, 1875 R.R. # 1, page 271
Commissioners approval Mar 2, 1875 R.R. # 1, page 271

Commencing about 12 rods W of the NW cor. of the E half of the SE quarter of Sec. 15-14-1E; thence E about 12 rods; thence S 124 rods, thence East 100 rods; thence S 3 rods, or until it intersects the old road about 20 rods E of the line dividing Sec. 14 and 15 and about 33 rods N of the line dividing Sec. 14 and 23. R/W not stated.

Part to be vacated: Beginning about 12 rods W of the NW cor of the E half of the SE quarter Sec 15-14-1E; thence S about 50 rods; thence SE 154 rods to a point in road 20 rods E of line dividing Sec 14 & 15 and about 33 rods N of line dividing Sec. 14 and 23.

14 & 23-14-1E

Braselton Brown petitions for a change in the State Road leading from Mooresville to Danville and also the State Road leading from Mooresville to Plainfield.

Said change to commence near the middle of Edward Hobson's farm and running thence N to the County Road where said roads are designed to separate, the Danville road to run thence W with said county road to said ford. The Plainfield Road running still N until it intersects the old road, and thence nearly with the old road.

Viewers appointed Sept. 1845 C. R. 4, page 508
Viewers report Dec. 1845 C. R. 5, page 13

Order and grant that said change be made as prayed for by petitioners.

The beginning point is probably a few rods W the center of the W $\frac{1}{2}$ of the NE $\frac{1}{4}$ of Section 23-14-1E. The Danville Road goes W on the Section line between Section 14 & 23-14-1E. Hobson owned the NE $\frac{1}{4}$ & the W $\frac{1}{2}$ of the NW $\frac{1}{4}$ of Section 23-14-1E - Clerk Note)

15-14-1E Samuel Brown petitions for a change in the State Road leading from Moorsville to Danville.

Commencing about 80 rods E of Jesse Woodward's; thence running nearly N to the line between said Jesse Woodward's land and Isaac Chew's land, thence W until it intersects said road leading from Moorsville to Danville.

Viewers appointed June 1845 C. R. 4, page 479
Viewers report Sept. 1845 C. R. 4, page 509

Board order and grants said change, and further order that the old road between the points of intersection be and the same is hereby vacated.

(Woodward owned W 1/2 of NE 1/4 of Section 15-14-1E;
Chews owned SW 1/4 & W 1/2 of SE 1/4 of Section 15-14-1E

15 - 14 - 1 E Jonathan L. Moffitt

Petition to establish the present road as a Public Highway.
Commissioners approval Dec 7, 1874 RR. # 1, page 245

Beginning at the SW cor. of the East half of the SE quarter of Sec 15 - 14 - 1E
thence N until it intersects the Danville and Moorsville State road.

R/W 30 feet wide

16 and 15 - 14 - 1E J. N. Townsend petition for change and vacation of
highway.

Petition read and approved June 2, 1885 R. R. 2, page 504.

To record the change in the county road a public highway running E and W on the
line in the middle of Section 16-14-1E. Said change beginning about 38 rods W of
line dividing Section 15 and 16; thence W about 40 rods.

Length 0.1 mile. R/W not stated.

18 and 19 - 14 - 1E Enos Williams petitions to change and locate highway.

Viewers appointed Sept. 6, 1881 R. R. 2, page 259.
Viewers reported Dec. 5, 1881 R. R. 2, page 271.
Board approved Dec. 5, 1881 R. R. 2, page 271.

Commencing near the Salem Meeting House; thence N 160 rods, being 64 rods E
and parallel to the Meridian line bounding Section 18 and 19-14-1E.

Part to be vacated: old road between the intersection
of above route.

Distance 0.50 mile R/W 30 feet

Beginning at a point in the proposed highway, running W 64 rods thence
S until it intersects the Stilesville and Moorsville Road.

Part to be vacated: Stilesville and Moorsville Road

that runs in a northwesterly direction from the
Salem Meeting House and ending at the crossing of
the Meridian line.

Distance 0.2 mile R/W 30 feet.

19,20-14-1E
2,11,12,13 & 24-14-1W

Field Notes of the State Road from Scott Ferry in Morgan County
to Belville (via) Hadley Mill in said county, all that is in
Hendricks County C. R. 3 page 53.

Beginning at the County line near the SW corner of Sec. 20-14-1E: Thence N 26° W 8 ch;
Thence N 55° W 9 ch; Thence S 78° W 70 ch. 50 lks; Thence N 50° W 4 ch. 50 lks;
Thence N 87° W 3 ch; Thence N 76° W 8 ch. 50 lks; Thence N 53° W 5 ch. 75 lks;
Thence N 8° W 22 ch; Thence N 26° W 13 ch. 50 lks; Thence N 5° W 19 ch.
Thence N 37° W 7 ch. 75 lks; Thence N 58 ch. 25 lks; Thence N 84° W 16 ch; Thence
35° W 8 ch; Thence N 40° W 80 ch; Thence N 24° W 10 ch. to the National Road in the
town of Belleville total distance 3 mile 65 ch. 75 lks.

R/W not stated Wm. Hadley Comm. & Surveyor.

21-14-1E William C. Mills petitions for legalization of a highway.
Petitioned Sept. 2, 1878 R. R. 2, page 80.
Board approves petition Sept. 2, 1878 R. R. 2, page 80.

Commencing at the NW corner of the E 1/4 of the NE 1/4 of section 21-14-1E; thence
S about 240 rods intersecting a road leading from Moorsville to Belleville.

21 - 14 - 1E S. P. Hagee petition to have road established as a county
highway.

Petition read and approved Dec. 3, 1884 R. R. 2, page 491.

Commencing on the township line dividing Guilford and Liberty Townships at
the W 1/2 mile stake of Section 21-14-1E and running thence due E 1/4 of a mile
to the intersection of the road leading from Joppe to Cartersburg.

Length 0.25 mile. R/W not stated.

22 - 14 - 1E William Newby petitions for road to be made a county
highway R. R. 2, page 273.

Commencing in the center thereof 7 56/100 chains E (West) of the NW corner
of the SE of Section 22-14-1E; thence due S 160 rods to a point where it
intersects the highway running E and W on the county line.

Distance 0.5 mile. R/W 25 feet.

This road was changed on the petition of Oliver H. Mills
Sept. 6, 1882. - Clerk.

22 - 14 - 1E Oliver H. Mills petitions for location of highway.

Viewers appointed June 1882 R. R. 2, page 316.
Viewers reported Sept. 6, 1882 R. R. 2, page 338.
Board approval Sept. 6, 1882 R. R. 2, page 338.

Ancient Road Cards

192

Commencing in the center thereof 19 9/10 rods E of the NW corner of the SE of Section 22-14-1E; thence due S 160 rods to where it intersects the highway running E and W on the County Line.

Part to be vacated: Commencing at the center of the highway 7 56/100 chains W of the NW corner of the SE of Section 22-14-1E; thence running S 160 rods to a point where it intersects the highway running E and W on the County Line.

Length 0.5 mile. R/W 30 feet.

22-15 - 14 - 1E
22

Eli F. White petition for vacation of highway.

Viewers appointed Dec. 3, 1888 R. R. 3, page 35.
Viewers reported Mar. 5, 1889 R. R. 3, page 47.
Board approval Mar. 5, 1889 R. R. 3, page 47.

Commencing at the SW corner of Section 15-14-1E; thence E on S line of said Section until it intersects a road running N and S on a line between the E and W of the SE of said section.

Length 0.8 mile. R/W not stated.

22-14-1E

Josiah Mills petition to change on his own land at his own expense a part of the county road leading from Belville to the Morgan county line.

Viewers appointed June 1841 C. R. 4, page 114.
Viewers report Sept. 1841 C. R. 4, page 119.
Board ordered that the new route be opened and declared a public highway.

Commencing near the SE corner of the NW 1/4 of Sec. 22-14-1E and running W about 40 rods, thence N 80 rods, thence E about 40 rods to the old route.

Length 0.5 mile. R/W not stated.

22, 23 - 14 - 1E

Calvin Rushton

Petition to locate a Public Highway
Viewers appointed Mar. 2, 1875 R. R. # 1, page 278
Viewers report Dec. 9, 1875 R. R. # 1, page 324
Commissioners approval Dec 9, 1875 R. R. # 1, page 324
A road dividing Hendricks and Morgan Counties

Beginning one half mile and 7 chains W of SE cor of Sec 22-14-1E; thence E on County line dividing said Sec. 22 and 27 and 23 and 26 in said Township and Range to and intersecting the Mooresville and Plainfield Gravel road a distance of one mile and a quarter and 7 chains. R/W 30 feet wide

23 and 26 - 14 1E

Elias Newlin petition for change and vacation of highway.

Viewers appointed June 7, 1880 R. R. 2, page 187.
Viewers report Sept. 8, 1880 R. R. 2, page 212.
Board approval Sept. 8, 1880 R. R. 2, page 212.

Commencing at the SE corner of section 23 - 14 - 1E ; thence W on the section line to the Plainfield and White Lick Gravel Road.

Ancient Road Cards

193

R/W 30 feet wide. Distance about 120 rods.

Part to be vacated: As much of the old road as affected.

24 - 14 - 1E

Thomas B. Archer petitions for location of highway.

Viewers appointed June 12, 1880 R. R. 2, page 203.
Viewers reported Dec. 6, 1880 R. R. 2, page 231.
Board approval Dec. 6, 1880 R. R. 2, page 231.

Beginning on the section line at the SW corner of the E of the SW of section 24; thence E on section line between Section 24 and 25 to where the same intersects the County Road leading from Mooresville to the Fairfield Meeting House.

Distance 1.0 mile. R/W 30 feet.

1, 2, 3, 10, 11, 12-15-1E
5, 6, 7, 8 15-2E

Big White Lick Gravel Road Company

Petition to build gravel road Sept 4, 1876 RR # 1, page 379
Board approves their petition

Beginning at the SE cor of Sec 5-15-2E; thence running W on Sec line to half mile stone 161 rods and 8 links; thence W with the Sec bearing on Sec lines to the SW cor of Sec 6 (fractional) 432 rods and 2 links; thence W on sec line between Sec 1 and 12 of 15-1E 326 rods and 18 links to the SW cor of Sec 1; thence W with Sec bearing to SW cor Sec 2; thence W with Sec bearing to SW cor of SE quarter of Sec 3, one hundred sixty rods where said road terminates.

1, 12, 13, 24 and 25 - 15 - 1E
6, 7, 18, 19 and 30 - 15 - 2E

Enneb Kenworthy petition for location of county road.

Viewers appointed June 4, 1850 C. R. 5, page 597.
Viewers reported Sept. 4, 1850 C. R. 5, page 636.
Board approval Sept. 4, 1850 C. R. 5, page 636.

Beginning in the Indianapolis and Rockville State Road where it crosses the Range line between Ranges 1 and 2 E; at the corner of Section 1 and 12-15-1E; thence S on range line 3 miles 66 poles to the National Road.

Length 3 miles 66 poles. R/W 25 feet.

2, 3, 10, 11, 14, 13, 23, 24, 25, 26, 35, 36 - 15 - 1E
2, 11, 14, 23, 26, 27, 34, 35 - 16 - 1E
14, 15, 22, 23, 26, 27, 34, 35 - 17 - 1E
1, 2, 11, 12, 13, 14, 24 - 14 - 1E

Field notes of a county road filed by Zadock Smith, Road Commissioner, Oct. 29, 1835 C. R. 2, page 248.

Commencing 80 poles E of W side of Section 36-14-1E; thence N 3 miles; thence W 17 N 74 poles; thence NW 26 poles to the above named line; thence N on said line 6 miles; thence W 60 poles; thence 10 W of NW 110 poles; thence NW 146 poles to the section line W of the first named section line; thence N on section line 4 miles 26 poles; thence N 20 E 166 poles; thence N 12 E 400 poles to the corner

Ancient Road Cards

194

of Section 2 and 3, 34 and 35 on the township line dividing 16 and 17-1E; thence N 2 miles; thence N 25 W 110 poles; thence N 63 poles; thence N 13 W 200 poles to the Boone County line.

Length 19.3 miles.
R/W not stated.

2,3-15-1E James Sigerson petition to change a part of the State Road on his own land leading from Mooresville to Harrisburg (Brownsburg.) to commence where said road enters his land on the South side of, thence running due North until it strikes the County Road known as the Sigerson Road. Thence West with said County Road until it intersects the present location

Viewers appointed Nov. 1836 C. R. 3, page 72
Viewers report Nov. 1836 C. R. 3, page 80

Board orders that said Sigerson be allowed to make the change.

(Sigerson owned NW 1/4 of Section 2 & NE 1/4 of Section 3-15-1E-Clerk's Note)

2 and 3-15-1E Asa Beck petition for the location of a county road.
14,15,22,23,26,27,34, and 35-16-1E
Viewers appointed June 1847 C. R. 5 page 196.
Viewers report Sept. 1847 C. R. 5 page 227.
Board ordered that said route be declared a public highway.

Commencing at the S end of Harlan Carter's lane and thence N to the N end of said lane; thence NW to the bluff of the creek; thence NE to the Sec. line; thence N on the Sec. line to the NE corner of the Sec. 15-16-1E.

(Carter owned E 1/2 of SE 1/4 of Sec. 3-15-1E and W 1/2 of SW 1/4 of Sec. 2-15-1E. Clerk's note.)
Length 5 miles. No R/W stated.

3-15-1E William F. Skelton petition for permission to change a part of the Sigerson Road.

Viewers appointed Sept. 1837 C. R. 3, page 142
Viewers report Nov. 1837 C. R. 3, page 169
The above route was found unsatisfactorily, so viewers staked out another route.

Beginning at the NE corner of S 1/2 of NW 1/4 of Section 3; Thence West on North line until it strikes the bluff, from thence it follows the bluff to the present location which is about the middle of said farm; Thence West to a stake at the SE corner of a field in the bottom; Thence South to the line between N & S half of NW 1/4 of Section 3. Then West to the present location.

Board allows the change.

3-15-1E Owen Chamness petition for the appointment of viewers to review so much of the Gorham and Nash road.

Viewer appointed June 1847 C.R. 5, page 205.
(No record of viewers report found. Clerk's note.)

Ancient Road Cards

195

3,4,9,10 - 15 - 1 E

Enos Hadley

Petitioned Sept. 6, 1875 Change and Vacation of highway.
Viewers appointed Sept 6, 1875 RR #1, page 302.
Viewers report Mar. 6, 1876 RR# 1, page 344.
Commissioners approval Mar 6, 1876 R R # 1, page 344.

Commencing in the highway leading from the SW cor. of the NE quarter of Sec 3-15-1E following Big White Lick bank to the Rockville road at or near the point where the above described road crosses from the west bank to the east bank of said creek. Thence in a southerly direction along and as near to the W bank of said creek as is practicable for a road 30 feet in width to the Rockville road, also to vacate so much of said road as runs across and on the E bank of said creek.

3 and 10 - 15 - 1 E

B.S. McClain

(VOID)

Petitioned June 14, 1875 R R # 1, page 292.
Viewers appointed June 14, 1875 R R # 1, page 292.
Viewers report Sept. 6, 1875 R R #1, page 303.
Commissioners dismissed petition Sept 6, 1875 R R #1, page 303

4-15-1E John McClain petitions for permission to change the county road on his own land so as to run the same near the bluff of the branch. (Sigerson Road)

Viewers report Nov. 1847 C. R. 5, page 227.
It is ordered that the said John McClain have leave to make the change aforesaid in said road, and that when he shall have made the said proposed change and put the same in as good and new the old route that he have liberty to enclose the ground upon which said old route runs.

(McClain owned NE 1/4 of Sec. 4-15-1E. Clerk's note.)
No length or R/W stated.

4, 5, 9, 16, 21, 22, 27, 28 - 15 - 1E
6, 7, 8, 17, 18, 19, 20, 21(?), 28(?), 29, 32, 33 - 16 - 1E
1 - 16 - 1W

William A. King
petition for location
of a county road.

Viewers appointed Mar. 1835
C. R. 2, page 203.
Viewers reported May 1835
C. R. 2, page 213.
Board approval May 1835
C. R. 2, page 213.

Commencing at Lowder's Mill in the N of SW of Section 27-15-1E on the most practicable route so as not to injure farms to Pittsburgh on the Crawfordsville and Indianapolis State Road. (King apparently was owner of the E of NW of Section 9-15-1E and E of SW of Section 4-15-1E at the time of this petition. Clerk.)

Length not stated. R/W not stated.

5 - 15 - 1E Andrew J. Ross petition for location and vacation of highway.
32 - 16 - 1E
Viewers appointed Mar. 6, 1880 R. R. 2, page 185.
Viewers report June 12, 1880 R. R. 2, page 200.

Beginning at the SW corner of section 32-16-1E; thence T on the section line 80 rods to the center S of the SW¹/₄ of said section, terminating in the Plainfield and Pittsboro Road.
R/W 30 feet wide. Distance 80 rods.

Part to be vacated: Beginning at the SW corner of section 32-16-1E; thence N 80 rods; thence E 80 rods, to the Plainfield and Pittsboro Road.
Distance 1/2 mile.

Location of new highway: Beginning at the center S of the SW¹/₄ of section 32-16-1E; thence W on the section line 126 rods to the Plainfield and Pittsboro Road, at point 34 rods E of the center S of the SW¹/₄ of section 32-16-1E.
R/W 30 feet wide. Distance 126 rods.

5 - 15 - 1E Joseph Chanler petition for location of a county road from Fairfield Meeting House to Plainfield.
7, 8, 17, 18 - 14 - 2E
1, 2, 11, 12 - 14 - 1E
Viewers appointed Sept. 1834 O. R. 2, page 174.
Viewers report Nov. 1834 O. R. 2, page 183.
Commissioners approval Nov. 1834 O. R. 2, page 183.

Commencing at the Fairfield Meeting House; thence running W on or near section line to the county road near Carson's Saw Mill; thence on the nearest and best route in a direction to Plainfield so as to intersect the Lowder Mill Road S of Jeremiah Hadley's Farm. (Clerk's note: Carson's Mill is believed to have been located in the NW of 18-14-2E. Chandler was owner of SE of SE of 7-14-2E.)

Length not stated. R/W not stated.

6,7,18,19,30,31,15-1E Thomas I. Walker petition for a county road.
6-14-1E
Viewers appointed May 1840 C. R. 4, page 44.
Viewers report Sept. 1840 C. R. 4, page 81.
Board ordered that said route be declared a public highway.

Commencing at the Sec. line immediately W of James Pope's of the National Road and run N on or near said line to the state road leading from Indianapolis to Rockville and thence N to intersect the Gorham road near John Caylor's.

(James Pope owned part S 1/2 of NE 1/4 and part N 1/2 of Sec. 6-14-1E and part S 1/2 of NE 1/4 of Sec. 1-14-1W.
John Caylor owned N 1/2 of NE 1/4 of Sec. 6-15-1E and E 1/2 of SE 1/4 of Sec. 31-16-1E. This road probably runs N on or near the N and S center line of the West Sections. of Range 1E.
Clerk's note.)
No length stated. R/W 30 feet.

6-15-1E James Gorrel petitions for location of a private road.
31-16-1E
Viewers appointed Mar. 3, 1851 O. R. 6, page 27.
Viewers report could not be found.

Com. at cor. of Wm Blanton & Henry Jones' land; thence N on line betw. said Blanton & Jones 160 rods to cor. of Jones & Blanton; E. on line betw. Blanton & Jones 60 rods to cor. of Blanton & Jones & Correll, N. on line betw. Blanton & Correll 80 rods to their cor.; W 60 rods betw. Wm Blanton & John Caylor to cor. of Correll & John Caylor.

8-15-1E Alexander Mc Calment petition to change a part of the county road leading from Lowder's Mill to Pittsboro on his own land at his own expense.
Viewers appointed May 1840 C. R. 4, page 37.
Viewers report May 1840 C. R. 4, page 48.
Board approved May 1840 C. R. 4, page 48.

Commencing at the NW corner of A. McCalment, Jr.'s field on Abner's creek bottom, and pursues line between A. McCalment, Jr. and A. McCalment, Sr. to within a few rods of SW corner of A. McCalment, Sr. 1nd, thence W to a ripple in the creek, thence in a northerly direction until it intersects the old road 18 rods E of the present ford.
(A. McCalment, Sr. owned NE 1/4 of Sec. 8-15-1E.
A. McCalment, Jr. owned W 1/2 of S. 1/4 and W 1/2 of SE 1/4 of Sec. 8-15-1E. Clerk's note.)
No length or R/W stated.

8 - 15 - 1E Alexander McCalment petitions for a change in a county road.
Viewers appointed Sept. 2, 1851 C. R. 6, page 113.
Viewers reported June 10, 1852 C. R. 6, page 214.
Commissioners approval June 10, 1852 C. R. 6, page 214.

Commencing South of the Indianapolis and Rockville State Road, in land owned by Alexander McCalment (McCalment owned NE¹/₄ of Section 8-15-1E), thence N to the State Road.

Length not stated. R/W not stated.

8 - 15 - 1E Eldred Huff ordered to survey the county road from Lowder's mill to Pittsborough Road as was changed on petition of Elisha Hornaday.
Survey ordered Mar. 3, 1852 O. R. 6, page 163.
Report filed Apr. 16, 1852 O. R. 6, page 192.

Beginning where said road leaves the Brownsburg Road; N 4 1/2 W 98 poles; S 86 1/2 W 88 poles; N 28 3/4 W 10 poles 15 1/2 links; S 85 1/2 W 61 poles 9 links, to the present location.

Length 258 poles 1 1/2 links. R/W not stated.

9,10, 14,15,16 - 15-1E John Wilson petitions for location of a county road.
Viewers appointed Mar. 3, 1851 O. R. 6, page 29.
Viewers reported June 2, 1851 O. R. 6, page 75.

Ancient Road Cards

198

Cor. at SE cor. of John Wiley's land, then later Wiley & W. F. Walton's land to cor. of John Fox's land; N. between Fox & Wiley to Fox's lane; W along lane to the line later Fox & John Willison, N 4 to 6 rods to cor.; W later Willison & Son's. Rosssett to cor. of Willison; N. later. Sonett & Amos Myers, now said Sonett's land to the lane; N 1/2 then the lane & across the creek at the old fork to the E side of Robt. Ross' farm; N on or near line later. Myers & said Ross & on or near the line later. Commodore P. Willison & Abraham Hoadley to top of bluff; then said line later; W later Hoadley & Myers. A later. Ross & Jos. W. Jordan to road from Mathew Lowder's mill to R. burg

9 and 5 - 15 - 1E

Gilbert D. McClain petition for change in public highway.

Viewers appointed R. R. 2, page 288.

Viewers reported Sept., 1882 R. R. 2, page 332.

Board approval Sept., 1882 R. R. 2, page 332.

Commencing at the NE corner of the W of the SW of Section 9-15-1E and running thence N until it intersects the Danville and Big White Lick Gravel Road in the center thereof.

Part to be vacated: commencing at the SW corner of the SE of Section 5-15-1E at the Danville and Big White Lick Gravel Road and running thence S 21 rods; thence E 12 rods; thence S 138 rods; thence E 250 rods to the NE corner of the W of SW of Section 9-15-1E; thence E 21 rods; thence NE along the center of the highway 90 rods; thence N 109 rods to the Danville and Big White Lick Gravel Road.

R/W not stated. Distance 0.5 mile.

9 and 10-15 1E

J.N. Smith

Petition to change and vacate public highway

Viewers appointed March 6, 1876 R.R. # 1, page 346

Viewers report June 11, 1876 R.R. # 1, page 374

Boards approval June 11, 1876 R.R. 1, page 374

Commencing at a point in the Rockville State road about 32 rods West of the E line of the W half of the NW quarter of Sec 10-15-1E; thence N of W to the Iron Bridge; thence W 50 rods; thence SW 11 rods to the Rockville State Road also to vacate so much of the Rockville State road as lies between the intermediate points R/W 30 feet wide

9 & 16-15-1E

Alvan Hoadley petition for change in the road leading from Lowder's mill to Pittsborough from the South corner of said Hoadley's farm to the bluff North of Michael McClain's farm.

Viewers appointed Sept. 1838 C. R. 3, page 241

Viewers report Nov. 1838 C. R. 3, page 261

Board approval Nov. 1838 C. R. 3, page 261

Ancient Road Cards

199

Beginning a little to the right of Hoadley's fence; Thence nearly North up the hollow to or near the head; Thence crossing the same as to a point or ridge between that and another hollow; Thence Northwardly close on East side of a spring belonging to said Hoadley; Thence to Michael Mc Clain lane fence adjoining Hoadley's fence; Thence through Mc Clain lane on the line about 25 rods past the North end of said lane; Thence a straight course until it strikes the old route at the foot of the bluff.

Hoadley owned SW 1/4 of SE 1/4 of Section 9-15-1E & N 1/2 of SW 1/4 & W 1/2 of SE 1/4 of Section 16-15-1E.

Mc Clain owned NW 1/4 of Section 16-15-1E

(VOID)

10,15,22,27-15-1E

Citizens of Guilford and Washington Township petition for a review of so much of the new state road leading from Plainfield to Brownsburg as lies between Plainfield and the South end of Issac Jenkins' lane.

Viewers appointed May 1839 C. R. 3, page 309

Viewers report Sept. 1839 C. R. 4, page 5

Board considers that it is inexpedient to make the change and alteration in said road above reported by the viewers aforesaid.

(Jenkins owned part of SW 1/4 of Section 10-15-1E-Clerk's Note)

10, 11, 14, 15, 22, 23, 26, 27, 34 - 15 - 1E

S. S. A. Vantreece petitions for a survey of a county road leading from Rockville Road to Plainfield.

Survey ordered Sept. 3, 1850

C. R. 5, page 629.

Survey filed Dec. 3, 1850

C. R. 6, page 22.

Beginning in the Rockville Road at the corners of Sections 10 and 11-15-1E; thence S on section line 3 miles to section corners of 22, 23, 26 and 27; thence W 46 poles, the road being S of section line; thence S 75 W 36 1/2 poles; thence S 81 1/2 poles; thence S 23 W 24 poles 17 links; thence W 24 poles; thence S 7 W 5 1/2 poles, into the Plainfield and Brownsburg Road; thence S 28 E 18 poles; thence S 47 1/2 E 40 poles; thence S 19 E 14 poles; thence S 10 3/4 E 70 poles; thence S 23 E 26 poles to the National Road in Plainfield.

Length 4 miles 65 3/4 poles.
R/W not stated.

13 and 24 -15 - 1E

17, 18, 19, and 20 - 15 - 2E

Wilson Spray petition for vacation and change of highway.

Viewers appointed Dec. 2, 1878 R. R. 2, page 93.

Board approves petition Dec. 2, 1878 R. R. 2, page 93.

Commencing at the SW corner of section 13 and the NW corner of section 24 - 15 - 1E thence E to the SE corner of section 13; thence N 12 feet to the SW corner of section 18 - 15 - 2E; thence E between sections 18 and 19 - 15 - 2E; thence E between sections 17 and 20 - 15 - 2E.

R/W changed from 40 feet to 33 feet wide.

Distance about 2 miles and 233 rods.

Part to be vacated: Beginning at the SW corner of section 18 - 15 - 2E; thence on an Eastwardly course on the S side of the line between sections 18 and 19 a distance of about 35 rods.

13,14,23,24-15-1E
17,18,19 & 20-15-2E

Corniluis Loy petitions for a county road starting at the SW corner of John Gossett's land on the half mile line at the W 1/2 mile post of Section 14-15-1E, and run E 1 mile in Section 14, thence S 1/2 mile to Section line thence E on the Section line to the County line near Bridgeport.

Viewers appointed Sept. 1843 C. R. 4, page 295
Viewers report Dec. 1843 C. R. 4, page 309

Ordered that said road be opened 40 feet in width.

14 and 23 - 15 - 1E

John Parsons petitions for vacation of highway.

Viewers appointed Dec. 2, 1878 R. R. 2, page 94.

Viewers report Mar. 3, 1879 R. R. 2, page 116.

Board orders road vacated Mar. 6, 1879 R. R. 2, page 116.

Commencing at the NE corner of section 23 - 15 - 1E; thence E on the section line to the NW corner of section 23 - 15 - 1E.

Distance 1 mile.

VOID

15-15-1E

Robert Ross petition for a change of part of the state road leading from Plainfield to Brownsburg.

Viewers appointed May 1840 C. R. 4, page 55.

Viewers report Sept. 1840 C. R. 4, page 73.

Board rejects report Sept. 8, 1840 C. R. 4, page 73.

The portion of said road laying between the one mile stake N of Plainfield and the center of Sec. 15-15-1E as to bring said road by Andrew Prather's Mill. The report is the same as petitioned for except we have terminated our review 1/4 of a mile W of the place designated in said order.

No length or R/W stated.

Mile post	Courses	C. L.
1	N 10 W	17
2	N 54 W	20
3	N 45 W	9
4	14	20
5	18	19
6	80	19
7	16 3/4	8

8

29

26 A. Prather's Mill.

10

1

12

11

N 12 E

25

12

21 1/2

31

13

N 3 1/2 W

56.7

14

N 84 3/4 E

19

The foregoing by a 2-pole chain.

James T. Downard, Surveyor.

15-15-1E

John Wilson petitions for permission to change on his own land at his own expense a part of the Plainfield and Brownsburg State Road.

Viewers appointed June 1841 C. R. 4, page 120.

Viewers report Sept. 3, 1841 C. R. 4, page 149.

Board approval Sept. 3, 1841 C. R. 4, page 149.

Commencing about 25 rods N of the S side of the SW 1/4 of Sec. 15-15-1E; thence NE 6 rods; thence N 66 rods; thence NW 75 rods to the location of the road.

Length 0.45 mile.

R/W not stated.

15-15-1E

John J. Wilson petitions for permission to change the Danville and Pittsborough County road on his own land at his own expense, said change to commence in front of his stable and run S until it strikes the old route.

Viewers appointed Sept. 1844 C. R. 4, page 408

(No record of viewers report found - Clerk)

(Wilson owned the E 1/2 of the SW 1/4 of 15-15-1E)

16 - 15 - 1E

Abram Headley petition for change of highway.

Viewers appointed Mar. 4, 1879 R. R. 2, page 115.

Viewers report June 9, 1879 R. R. 2, page 141.

Board approval June 9, 1879 R. R. 2, page 141.

Commencing 25 rods W of the S half mile stake 16 - 15 - 1E; thence nearly N 69 rods; thence northwardly 27 rods until it intersects the highway 75 rods S of the line dividing the section.

R/W 30 feet wide. Distance 96 rods.

Part to be vacated: As much of the old road as is between the points of intersection.

17-15-1E

Michael Mc Clain petitions for permission to change on his own land at his own expense a part of the county road leading from Louder's Mill to Pittsborough

To commence where said road now leaves the Brownsburg road and to run with said Brownsburg road to the NE corner of his land, thence W until it strikes the old route again.

Viewers appointed Mar. 1845 C. R. 4, page 440

Viewers report Mar. 1845 C. R. 4, page 445

Ordered therefore the said old route be and the same is hereby vacated and the new route be and the same is hereby declared a public highway.

(McClain owned the S 1/2 of the NE 1/4 of 17-15-1E)

Length 0.45

R/W not stated

20, 21, 28, 29, 32, 33-15-1E

(VCID)

John Canary petition for location of highway.

Viewers appointed June 4, 1850 C. R. 5, page 594.
Viewers report Sept. 2, 1850 C. R. 5, page 626.
Commissioners refuse to grant petition. C. R. 5, page 626.

Com. where Plainfield & Danville Co. road crosses the sec. line that divides Guilford & Liberty Twp.; S. latw. 150 yds. Solomon & Daniel Hambleton's heirs; thence betw. M. C. Carty Curcham & Wm. Snodgrass; thence thru land of Wm. Snodgrass; then Peter Selah; betw. John Selawright & Peter Selah; betw. T. A. Brown & Jacob Kennedy; betw. Kennedy & Simon Hornaday; betw. Saml. Kittle & T. A. Brown till it strikes Natl. Rd. at John Canary's. 2 miles ±

[Began about 0.1 mi. N. of SE. cor. 20-15-1E; thence S. to National Rd.]

25, 26-15-1E Samuel Carter petition for a county road.

1, 12, 13, 24-14-1E

Viewers appointed Sept. 1880 C. R. 4, page 77.
Viewers report Nov. 1880 C. R. 4, page 87-88.
Board ordered that the above petitioned road be declared a county highway.

Commencing on the Hendricks and Logan County line where the old or former location of the Mooresville and Brownsburg state road crosses said county line; thence N on an open line to the E side of Loea Blair's land; thence E to the SE corner of Alvar Bales's land; thence N on the open line to the National Road at the E side of Benjamin Owen, Jr.'s, land.

(Bales owned a 1/2 of sec. 1/4 and 20 acres of S 1/2 of SE 1/4 of Sec. 1-11-1E.

Blair owned a 1/2 of S 1/4 of Sec. 12-14-1E.

Owens owned NW 1/4 of Sec. 25-15-1E. Clerk's note.)

No length stated. R/W 30 feet.

26 - 15 - 1E Daniel M. Jones petitions for location of highway.

Viewers appointed June 8, 1880 R. R. 2, page 189.
Viewers reported Aug. 26, 1880 R. R. 2, page 209.
Reviewers reported Dec. 10, 1880 R. R. 2, page 237.
Board approval Dec. 10, 1880 page 237.

Commencing on the Cumberland Road E of Plainfield to the center line running N and S in Section 26-15-1E; thence N to the County road running E and W on the township line between Washington and Guilford Townships commonly known as the Saunders Road.

Distance 0.85 mile. R/W 30 feet.

26 - 15 - 1E

Daniel Jones petitions for location of public highway.

Viewers appointed Mar. 7, 1883 R. R. 2, page 358.
Viewers reported June 1883 R. R. 2, page 369.
Reviewers reported Sept. 7, 1883 R. R. 2, page 390.
Board approval Dec. 3, 1883 R. R. 2, page 398.

Commencing on the N side of the Cumberland Road at a point where said road crosses the Section line running N and S through Section 26-15-1E; thence N on said center line where the same intersects the section line running E and W between said Section 23 and 26-15-1E.

Length 0.75 mile. R/W 30 feet.

26 & 27-15-1E

Jonathan Hadley petitions for permission to change a part of the county road leading from the Mooresville State Road and intersecting the Mooresville and Brownsburg State Road at or near a brick yard on said Hadley.

Viewers appointed June 1843 C. R. 4, page 276
Viewers report Sept. 1843 C. R. 4, page 300

Ordered that said petitioner be permitted to make said change as prayed for by him.

Length 0.2 mile

R/W not stated

Hadley owned part of Section 27-15-1E & 1/4 Sec. 26-15-1E

27 - 15 - 1E

Joseph Small petitions for change of highway.

Viewers appointed June 1882 R. R. 2, page 314.
Viewers reported Sept. 5, 1882 R. R. 2, page 336.
Board approval Sept. 5, 1882 R. R. 2, page 336.

Commencing at the NW corner of Section 27-15-1E running S 43 rods; thence in a southwesterly direction 12 rods to where it intersects the old road leading from Plainfield to Pittsboro.

Part to be vacated: old route between points of intersection.

Length 0.20 mile. R/W not stated.

27 - 15 - 1E

C. H. Oursler petitions for location of public highway.

Viewers appointed R. R. 2, page 290.
Viewers reported Sept. 14, 1882 R. R. 2, page 347.
Board approval Sept. 14, 1882 R. R. 2, page 347.

Commencing on the section line running N and S between Section 26 and 27 at the bridge where the said road crosses the Terre Haute and Indianapolis Railroad track; thence W with the bearing of said railroad along the N line of said railroad to where the same intersects the County Road running N from Plainfield to Brownsburg by way of Elias Hadley.

Distance 0.12 mile. R/W not stated.

27 & 34-15-1E Joel Hodson petitions for a county road to begin at Lowder's Mill and to intersect the Cumberland road at or near the W side of James Downard's farm

Viewers appointed June 1843 C. R. 4, page 276

(Viewers report not found in records--Clerk)
(James Downard owned Part of NW 1/4 of Section 34-15-1E
Lowder's Mill was located in the West half of Section 27-15-1E)

34-15-1E

Daniel Cox
Petition for location of Highway
Viewers appointed Dec 5, 1876 R.R. # 1, page 399
Viewers report Mar 6, 1877 R.R. #1, page 424
Board orders that the route described in petition be declared a highway 30 feet wide

Beginning at a point in the Amo and Plainfield road which is 3 ch and 5 links North 80 degrees West of 80 rods S of Center, S of the SE quarter of Sec 30-15-1E; thence S 58 degrees one chain, thence S 64 degrees East 1 chain, thence W 67 degrees east 54 links; thence S 35 degrees East 92 links; thence North 51 degrees East thirteen rods to the intersection of said Amo and Plainfield Road.

33, 34-15-1E

John L. Moore

Petition for change of Highway
Viewers appointed Sept 3, 1877 R.R. # 2, page 3
Viewers report Dec 5, 1877 R.R. # 2, page 33
Commissioners approval Sept 2, 1878 R R # 2, page 80

Beginning at the SW cor of Sec 34-14-1E and running thence N on the line dividing Sec 34 from 33-15-1E 200 rods and 2 feet to a point where said line intersects said Cumberland road.

To vacate: Beginning at the SW cor of Sec 34-15-1E; thence E 80 rods 5 feet thence N 160 rods; thence W Westerly 4 rods and 5 feet to a point where said Highway intersects the Cumberland road R/W note stated.

VOID

34-15-1E

2,11,14,23-14-1E

Brazeton Brown petition for a cart way from the Morgan County line to National Road along the West side of Big White Lick.

Viewers appointed Nov. 1836 C. R. 3, page 68
Viewers report Jan. 1837 C. R. 3, page 85

We the viewers have viewed and laid out and marked said road according to the within to the best of our knowledge and we believe it can be had on good ground. Board rejects said report.

34-15-1E

Town of Plainfield

Jermiah Hadley petitions to change County Road leading from Plainfield to Moorsville.

To commence where said road crosses the National Road; thence with National road to Center Street thence with Center Street to the South end thereof thence continuing straight with Center Street until it intersects the present location.

Viewers appointed Mar. 1837 C. R. 3, page 96
Viewers report May 1837 C. R. 3, page 119

The proposed change is on better ground and the distance about the same.

The board being satisfied that the said new route is now opened now order that the said new route be established as a public road and the old route is now hereby vacated.

34 and 35 - 15 - 1E

Harris Almond petitions for change of highway.

viewers appointed June 1882 R. R. 2, page 315.
Viewers reported Sept. 5, 1882 R. R. 2, page 335.
Board approval Sept. 5, 1882 R. R. 2, page 335.

Commencing 10 feet S of where said road intersects the Plainfield and White Lick gravel road leading from Plainfield to Moorsville, through Section 34, thence N of E 100 feet to where the same will intersect the old road.

Part to be vacated: old route of highway between the points of intersection.

Length 0.018 mile. R/W not stated.

35 & 26-15-1E
6 & 7-14-2E
1,2-14-1E
31-15-2E

Samuel Carter petition for change in County Road (leading from Fairfield Meeting house to Plainfield said change to commence at the NW end of John Jessup's farm and terminate at the town line between Township 14 and 15 North on the road from Plainfield to Moorsville)

Viewers appointed Sept. 1838 C. R. 3, page 243
Viewers report Nov. 1838 C. R. 3, page 266
Board approval Nov. 1838 C. R. 3, page 266

Beginning in John Jessup's lane near the NW corner of his farm and run due North to Joel Ballard's, thence West (probably should be North -- Clerk) as marked by the way of Jacob Kenzer's to the Township line dividing Township 14 and 15 near Mathew Stanley's thence West on said line to the Moorsville & Plainfield County Road.

(Jessup owned W 1/2 of SW 1/4 of Section 8-14-1E; SE 1/4 & part of E 1/2 of SW 1/4 of Section 7-14-2E.
Ballard owned W 1/2 of SE 1/4 & E 1/2 of SW 1/4 of Section 6-14-2E
Kenzer's owned NW 1/4 of Section 5-14-2E & SE 1/4 of NE 1/4 of Section 6-14-2E
Stanley owned E 1/2 of SE 1/4 of Section 35-15-1E- Clerk's Note)

36, 35 and 34 - 15 - 1E
32 and 31 - 15 - 2E

John Mattern petition for widening road from 25 feet to 30 feet.

Viewers appointed Dec. 6, 1887 R. R. 3, page 3.
Viewers reported Mar. 5, 1888 R. R. 3, page 10.
Board approval Mar. 5, 1888 R. R. 3, page 10.

Commencing at the county line between Marion and Hendricks Counties, at a point on the center line running E and W in the center of Section 32 and 31-15-2E and Sections 36, 35 and 34-15-1E; thence W on said line and county road to where the same intersects the White Lick Gravel Road leading from Plainfield to Mooresville. Said change will be equally divided between the land owners on each side.

Length 4.1 mile. R/W 30 feet.

36 - 15 - 1E John Pierson petitions for location of a county road.
31 and 32 - 15 - 2E
Viewers appointed Mar. 4, 1851 C. R. 6, page 32.
Viewers reported June 2, 1851 C. R. 6, page 80.
Board approval June 2, 1851 C. R. 6, page 80.

Beginning at the center of Section 32-15-2E; thence W on section line to the center of Section 36-15-1E on the county road leading from the National Road to Mooresville.

Length about 2 miles. R/W 25 feet.

1,2,11,12-16-1E James N. Templin petitions for a county road
6 & 7-16-2E

Commencing at the State road running N from Brownsburg to Lebanon, said proposed road is to run on Section line on as near at the SE corner of A. Call's place, thence S 20 rods; thence E 40 rods; thence N 20 rods; thence E on Section line until it strides the county road leading from Anthony Swain's to the Boone County line.

Viewers appointed Sept. 1843 C. R. 4, page 296
Viewers report Mar. 1844 C. R. 4, page 331

Ordered that said road be opened 40 feet wide.

This road possibly commences about 26 rods E of the Center W of the NW 1/4 of Section 11-16-1E in the Brownsburg & Lebanon Road; thence East on the Section line to the S half mile stone of Section 6-16-2E; thence S 20 rods; thence E 40 rods; thence N 20 rods to the Section line; thence E the center S of the SE 1/4 of Section 6-16-2E.

Length 2.4 miles

R/W 40 feet.

1 & 11-16-1E William Snyder petition for location of a County Road (to commence
29,31-17-2E on the East boundry of Hendricks County in Township 17-Range 2 East
6-16-2E Section 29 being near a mill that is built in Marion County on
Fish Back running thence a SW direction on the nearest and best ground
to Brownsburg.)

Viewers appointed Sept. 1838 C. R. 3, page 244
Viewers report May 1839 C. R. 3, page 299

Beginning at the County Line in Section 29-17-2E near the half mile tree; running SW through said Section, thence through Section 31-17-2E; thence through Section 6-16-2E thence through Section 1-16-1E thence through Section 11-16-1E intersecting with State Road 1/4 mile North of Brownsburg.

Board orders the route be opened.

2-16-1E Whitson Nelson petition for a county road.
35-36-17-1E

Commencing at the NE corner of SW 1/4 of Section 36-17-1E and running a little S of W through the land of Jesse Stout; thence through the land of William Pegg about 25 or 30 rods; thence due W to the line between said Pegg and Netson's thence S about 12 or 15 rods; thence W to the line between said Nelson and Arbrahan Wanick; thence S about 80 rods to the township line thence W to the State Road running from Brownsburg to Lebanon

Viewers appointed Mar. 1846 C. R. 5, page 51.
Viewers report June 1846 C. R. 5, page 79

Ordered that the road be laid out 30 feet wide. Length about 2 miles.

This road does not follow the present route as it is today.

(Scott owned SE 1/4 of NW 1/4 & E 1/2 of SW 1/4 of Section 36-17-1E
Pegg owned NW 1/4 of the SW 1/4 of Section 36-17-1E
Nelson owned SE 1/4 of Section 35-17-1E
Warrick owned E 1/2 of SW 1/4 of Section 35-17-1E & NE 1/4 of NE 1/4 of Section 21
Ward owned NW 1/4 of NE 1/4 of Section 2-16-1E
Smith owned W 1/2 of SW 1/4 of Section 35-17-1E

(See Arthur Duncan road in R. R. 1, page 77 and 89-Clerk)

2, 3, 4 - 16 - 1E Thomas Roy petitions for location of a county road.
33, 34 - 17 - 1E

Viewers appointed Mar. 3, 1852 C. R. 6, page 161.
Viewers reported June 9, 1852 C. R. 6, page 208.
Commissioners approval June 9, 1852 C. R. 6, page 208.

Commencing at the SE corner of Section 34-17-1E; thence due W on the township line until it comes within 4 or 5 rods of White Lick Creek Bridge; thence bearing nearly NW to the end of bridge; thence across said bridge bearing a little S of W until it strikes township line; thence W on township line until it intersects the county road running from the Crawfordsville and Indianapolis State Road to B. M. Logan's Mill.

Length about 2 miles. R/W 30 feet.

2, 11, 14, 23, 26, 27, 34, 35 - 16 - 1E
14, 15, 22, 23, 26, 27, 34, 35 - 17 - 1E
1, 2, 11, 12, 13, 14, 24 - 14 - 1E
2, 3, 10, 11, 14, 15, 23, 24, 25, 26, 35, 36 - 15 - 1E

Field notes of a
county road filed by
Zadock Smith, Road
Commissioner Oct. 29,
1835 C. R. 2, page 248.

Commencing 80 poles E of W side of Section 36-14-1E; thence N 3 miles; thence W 17 N 74 poles; thence NW 26 poles to the above named line; thence N on said line 6 miles; thence W 60 poles; thence 10 W of NW 110 poles; thence NW 146 poles to the section line W of the first named section line; thence N on section line 4 miles 26 poles; thence N 20 E 166 poles; thence N 12 E 400 poles to the corner of Section 2 and 3, 34 and 35 on the township line dividing 16 and 17-1E; thence N 2 miles; thence N 25 W 110 poles; thence N 68 poles; thence N 15 W 200 poles to the Boone County line.

Length 19.3 miles.
R/W not stated.

4-16-1E
20,22,29,32,33-17-1E

Benjamin Mowring petition for a county road.

Viewers appointed Mar. 1841 C. R. 4, page 104.

Viewers report June 1841 C. R. 4, page 122.

Board declares the same a county road and orders it opened.

Commencing 100 yards E of the N and S line dividing the Sec. through the center; thence SW to said line 400 yards from the SW corner of Sec. 20-17-1E; thence S to Sec. line between Sec. 29 and 32; thence SE to Tout's Mill; thence S 1/4 mile thence E 1/4 mile to the E half mile post of Sec. 32; thence S to within 400 yards N of the Indianapolis and Crawfordsville State Road; thence SE to said State Road.

No length stated.

R/W 25 feet.

6 - 16 - 1E
1 and 12 - 16 - 1W

Pittsboro and Maplewood Gravel Road petition to construct a gravel road.

Petition read and approved Sept. 11, 1886 R. R. 2, page 52

Beginning at a point in the center of said Pittsboro and Danville Road 1 rod S of where Section line dividing Section 1 and 12-16-1W and through a part of the NW of Section 6-16-1E to the center of the Crawfordsville and Indianapolis State Road in the Town of Pittsboro.

Length 1.2 mile.

R/W not stated.

6 - 16 - 1E
1, 12, 14, 15, 23, 24, 26, 27, 34, 35 - 16 - 1W
3 - 15 - 1W
16, 17, 20, 21, 29, 30, 31 - 17 - 1E

William Tincher petition to locate of a county road.

Viewers appointed Nov. 1834
C. R. 2, page 183.
Viewers reported Jan. 1835
C. R. 2, page 190.
Board approval Jan. 1835
C. R. 2, page 190.

Commencing about 40 rods E of the NW corner of Section 16-17-1E; thence nearly on a straight line through Section 17, 20, 30 and 31-17-1E; thence through the E Cross Street of Pittsborough so on through Section 1, 12, 13, 23, 26 and 34-16-1W; thence through Section 3-15-1W not passing through any farm without the consent of the owner.

Length not stated.
R/W 30 feet.

6, 7, 8, 17, 18, 19, 20, 21(?), 28(?), 29, 32, 33 - 16 - 1E
1 - 16 - 1W
4, 5, 9, 16, 21, 22, 27, 28 - 15 - 1E

William A. King
petition for location
of a county road.

Viewers appointed Mar. 1835
C. R. 2, page 203.
Viewers reported May 1835
C. R. 2, page 213.
Board approval May 1835
C. R. 2, page 213.

and Indianapolis State Road. (King apparently was owner of the E of NW of Section 9-15-1E and E of SW of Section 4-15-1E at the time of this petition. - Clerk.)

Length not stated. R/W not stated.

6 - 16 - 1E
26, 27, 28, 29, 31, 32 - 17 - 1E

Elisha Smith petitions for location of a county road.

Viewers appointed Dec. 4, 1850
C. R. 6, page 15.

Viewers reported Mar. 3, 1851 C. R. 6,
page 30.

Board approval Mar. 3, 1851 C. R. 6, page 30

Beginning at corners of Sections 26, 27, 34, 35-17-1E; thence W 2 miles with section line to NE corner of Section 32; thence still W 134 1/2 poles to the road leading to Logan's Mill; thence S 61 E 12 poles; thence S 19 E 30 1/2 poles; thence S 57 1/2 E 8 poles; thence S 12 1/2 E 24 poles; thence S 19 poles; thence S 41 E 25 1/2 poles; thence S 46 poles on line between E and W of NE of section 32 to the line running E and W through center of Section 32; thence W with section line 3/4 mile to the section line; thence S 40 poles; thence S 26 W 45 poles 8 links, to the line running E and W through center of SE of Section 31; thence W with said line 60 poles to a corner; thence W 30 poles; thence S 6 1/2 poles; thence W 50 poles; thence S 73 1/2 poles; to the half mile stake; thence E 36 links to the section corner on the S side of township line; thence S with the section line 93 poles to the Crawfordsville State Road.

Length 4 miles 179 1/2 poles. R/W 30 feet.

7 - 16 - 1E

Oliver Wells petition for change of highway.

Viewers appointed Mar. 8, 1884 R. R. 2, page 414.
Viewers reported June 3, 1884 R. R. 2, page 430.
Board approval June 3, 1884 R. R. 2, page 430.

Commencing 42 rods W and 15 feet N of the SE corner of the NE of Section 7-16-1E; thence W 18 rods; thence N 100 rods.

Length 0.37 mile. R/W 30 feet.

8,9,10,15,16,17,19,20-16-1E
24,25,26,27,34 & 35-16-1W

Thomas B. Caywood petition for County Road (Beginning at William Vengant's South line on the Pittsborough County Road thence East to the half mile stake between Section 26 and 35; thence North on the open line through Section 26 to the Section line between Section 23 and 26; thence in a NE direction to Brownsburg.)

Viewers appointed May 1838 C. R. 3, page 222.
Viewers report Sept. 1838 C. R. 3, page 242.
Board approval Sept. 1838 C. R. 3, page 242

Beginning on the South line of the SE 1/4 of Section 27-16-1W in the Pittsborough County Road; thence East on said line to the half mile stake between Section 26 and 35; thence North on the open line through Section 26 to the Section line between Section 23 and 26; thence in a NE direction through the W 1/2 of the SW 1/4

of Section 24-16-1W; thence through the NE 1/4 of Section 19-16-1E & the SW 1/4 of Section 17-16-1E; thence to Foster's old Mill thence to Brownsburg.

Length not stated.

R/W 30 feet.

14,15,22,23,26,27,34, and 35-16-1E
2 and 3-15-1E

Asa Beck petition for the location of a county road.

Viewers appointed June 1847 C. R. 5, page 196.
Viewers report Sept. 1847 C. R. 5, page 227.
Board ordered that said route be declared a public highway.

Commencing at the S end of Harlan Carter's lane and thence N to the N end of said lane; thence NW to the bluff of the creek; thence NE to the Sec. line; thence N on the Sec. line to the NE corner of the Sec. 16-16-1E.

(Carter owned E 1/2 of SE 1/4 of Sec. 3-15-1E
and W 1/2 of SW 1/4 of Sec. 2-15-1E. Clerk's note.
Length 5 miles. No R/W stated.

15-16-1E Stewart Crawford petition to change a part of the Mooresville and Brownsburg state road.

Viewers appointed Nov. 5, 1839 C. R. 4, page 15.
(No record of viewers report found. Clerk's note.)

Commencing at the SW corner of the NE 1/4 of the NE 1/4 of Sec. 15-16-1E; thence N until it strikes the Brownsburg and Danville county road, thence with said county road.

No length or R/W stated.

15,16,17,18,21,22-16,1E
13,14,15,16-16-1W

Isaac Flathers petition for county road.

Viewers appointed Mar. 1841 C. R. 4, page 102.
Viewers report June 1841 C. R. 4, page 127.
Board ordered that the said road be opened.

Commencing on the Lebanon State road at a line running E and W through the center of Sec. 16-16-1W; thence E with said line to the Pittsboro county road; thence bearing N of E a few rods to cross a stream; thence bearing S of E until it strikes on the Sec. line at a farm known as the right place; thence on the Sec. line to the end of said farm; thence bearing S of E until it intersects the county road leading from Danville to Brownsburg thence with said road until it strikes an open line between Eldred Huff and Asa Caywood; thence with said line to a corner stake dividing William Parker, Thomas Hughes's land; thence bearing S of E to the Sec. line thence with said line until it intersects with the road from Abraham Hamilton's to Free's Mill.

No length stated.

R/W 30 feet.

15, 16, 17, 18, 20, 21, 22 - 16-1E
13, 14, 15, 16 - 16-1W

Job Hadley ordered to survey a county road starting at the Lebanon State Road leading to Friss Mill.

Survey ordered June 5, 1850 O. R. 5, page 604.
Survey made June 2, 1851 O. R. 6, page 99.
Field notes recorded June 16, 1851
O. R. 6, page 99.

Beginning in the E of SE of Section 16-16-1W; N 85 E 39 poles to the W half mile stake of 15-16-1W; N 85 E 40 poles; N 87 1/2 E 46 poles; N 81 E 35 1/2 poles to the center of section; N 85 E 160 poles to the E half mile stone of 15-16-1W; N 85 E 60 poles; S 81 E 21 1/2 poles; N 79 E 16 poles; N 75 1/2 E 22 poles; N 57 1/2 E 10 poles; S 75 E 17 poles; N 61 1/2 E 36 poles; N 80 E 13 poles; S 46 E 22 poles; N 80 E 20 poles; N 86 E 19 poles; N 50 E 14 poles; S 74 E 22 poles; N 84 1/2 E 43 poles 10 links to the E half mile post of Section 14-16-1W; S 87 E 18 poles; N 80 E 14 poles; N 75 E 36 poles; S 44 E 36 poles; S 26 E 6 1/2 poles; N 63 E 26 poles; S 31 1/2 E 20 poles; S 48 1/2 E 32 poles; S 59 E 21 poles; S 5 E 28 poles; S 30 E 28 poles; ~~S 15 E 15 1/2 poles~~ S 15 E 15 1/2 poles; S 57 E 6 poles; S 88 1/2 E 60 poles; N 68 E 12 poles; S 88 E 32 poles; S 89 E 56 poles; N 53 E 15 poles; S 81 E 21 poles; N 75 E 40 poles; N 62 1/2 E 22 poles to Brownsburg Road; N 44 E 12 poles 15 links; N 84 1/2 E to the center W of Section 18-16-1E; with Brownsburg Road 302 poles; E 160 poles on section line; S with section line 80 poles to corners of Section 16, 17, 20, 21-16-1E; E 260 poles with section line; S 41 E 25 poles; S 85 1/2 E 46 poles; S 81 1/2 E 60 poles; S 51 E 16 poles; S 85 E 24 poles; N 72 1/2 E 16 poles; N 36 E 14 poles; N 10 E 18 1/2 poles; S 76 1/2 E 54 poles; S 2 E 38 poles; S 80 E 7 poles; N 18 1/2 E 9 poles; N 67 E 9 poles; N 27 1/2 E 16 poles to the Plainfield and Brownsburg Road.

Length 7 miles 129 poles. R/W not stated.

16-16-1E Stephen H. Hardin petitions for permission to change on his own land, being the NE 1/4 of SW 1/4 of 16-16-1E; at his own expense a part of the county road running through said petitioners land.

Commencing with the N line of SW 1/4 of Section 16-16-1E, 28 poles from the NW corner, and run with said line to the NE corner, thence with the E line till it intersects the old road 39 poles from the NE corner.

Viewers appointed Sept. 1844 C. R. 4, page 403
Viewers report Dec. 1844 C. R. 4, page 421

Ordered that said petitioner be permitted to make said as prayed for by him.

Length 51 rods

R/W not stated

16-16-1E Stephen Hardin petitions for a change in county road leading from Danville to Brownsburg.

Commencing near the SW corner of the W² of the NW⁴ of Section 16-16-1E and run on the line E through the middle of said Section, thence N to the N line until it is parallel with the SW corner of John York's field, SW of his dwelling house, thence E crossing the creek just below Thomas Mollett's grist mill till it intersects the road leading from Plainfield to Brownsburg near Stewart Crawford's farm.

Viewers appointed June 1846 C. R. 5, page 81
Viewers report Sept. 1846 C. R. 5, page 111

Viewers report unfavorable.

16-16-1E W. B. Spires petitions for change of a county road.

Viewers appointed Mar. 1847 C. R. 5, page 154.

Viewers report June 1847 C. R. 5, page 203.

Board ordered said change to be made as prayed for in the petition.

Commencing at the NW corner of the NW 1/4 of the SE 1/4 of Sec. 16-16-1E; thence E within 8 poles of NE corner of said land; thence a SE direction till it intersects the Hoadley road 6 or 8 poles from the NE corner of said land; thence with the Hoadley road south.

Length 0.5 miles.

R/W not stated.

16, 17, 20 and 21 - 16 - 1E J. S. Mc Donald petition for location of a highway.

Viewers appointed Dec. 6, 1879 R. R. 2, page 167.

Viewers report Mar. 6, 1880 R. R. 2, page 180.

Board approval Mar. 6, 1880 R. R. 2, page 180.

Commencing at the W half mile stone of section 16 - 16 - 1E; thence S on the section line 160 rods; thence S to a point 2 rods E of the W line of the NW 1/4 of 21 - 16 - 1E a distance of 80 rods; thence S to the W half mile stone of section 21 - 16 - 1E a distance of 80 rods.

R/W 30 feet wide. Distance 1 mile.

17 - 16 - 1 E James W. Hughes

Petitioned for change of Highway

Viewers appointed Sep 2, 1874 R.R. # 1, page 238

Viewers report Dec 11, 1874 R.R. # 1, page 255

Board orders that the petition granted and the old road vacated Dec 11, 1876 R.R. # 1, page 407

Beginning 41 2/3 rods N of the SW cor of Sec 17-16-1E on the Plainfield and Pittsboro county road: thence E 79 rods until it intersects said old road.

The part to be vacated - Beginning about 30 rods N of the SW cor of Sec 17-16-1E on the Plainfield and Pittsboro County Road: thence NE 12 rods: thence SE 69 rods: thence N 11 1/2 rods.

17-16-1E Eldred Huff and John L. Parker petition for permission to change the county road on their own lands.

Viewers appointed Sept. 1840 C. R. 4, page 80.

(No record of viewers report. Clerk's note.)

Commencing where the road crosses said line, thence N with said line between 30 and 40 poles to the center or a few poles beyond of Sec. 17-16-1E to the lane of your petitioner; thence E between 1/4 and 1/2 mile on a straight line, thence N 20 or 30 poles on a straight line to intersect the old road.

No length or R/W stated.

17-16-1E John Parker and Eldred Huff petition for permission to change on their own land at the expense of said Parks a part of the county road leading from Danville to Brownsburg, running through said Parks land.

Where the said road strikes the land of said petitioner, instead of running through, change it on an open line running E between said Parks and Eldred Huff 40 or 50 poles to the corner of said petitioners land thence N on an open line 40 or 50 poles intersecting the old road.

Viewers appointed June 1845 C. R. 4, page 485

Viewers report June 1845 C. R. 4, page 490

Ordered that the same be allowed, and that the old road be and the same is hereby vacated.

(Parker owned N 1/2 of the SW 1/4 of 17-16-1E
Huff owned NW 1/4 of the SE 1/4 of 17-16-1E
Caywood owned SE 1/4 of SW 1/4 & SE 1/4 of 17-16-1E

17 or 20-16-1E William O. Parker petition for the location of a County Road leading from Brownsburg to the Gorham Road at or near Thomas Lockman's farm.

Viewers appointed Sept. 1836 C. R. 3, page 51

(No record of viewers report found- Clerk's note)

Parker owned E 1/2 of NE 1/4 of Section 20-16-1E & SE 1/4 of SE 1/4 of Section 17-16-1E

18 - 16 - 1E John H. Carter petitions to change highway.

13 - 16 - 1W

Viewers appointed Mar. 6, 1880 R. R. 2, page 182.

Viewers report June 12, 1880 R. R. 2, page 198.

Board approves petition on condition that petitioner makes change at his own expense and puts road in as good condition as old route.

Beginning on the Meridian line between ranges 1E and 1W where the Indianapolis, Decatur and Springfield Railroad crosses said line; thence W on the S side of the Railroad R/W 70 rods; thence S 12 rods; thence N on the public highway in S 1/2 of the NE 1/4 of section 13 - 16 - 1E.

R/W none given.

19,20,21,22-16-1E William Worrell petition for extension of Gorham and Nash County road from White Lick Creek westward until it strikes the Danville and Brownsburg County Road at or near the crossing of the Pittsboro and Lowder's Mill Road.

Viewers appointed May 1839 C. R. 3, page 298

Viewers report Nov. 1839 C. R. 4, page 15

It is ordered that the route as marked by the viewers and reported to be opened.

Commencing at White Lick Creek between the lands of Benjamin F. Davis & Hugh Gouely; thence West on said line, to Pittsborough & Lowler Mill Road; thence West to Danville & Brownsburg Road near Henry Hughes.

(Hughes owned S 1/2 of NE 1/4 of Section 24-16-1W
Gowdy owned SW 1/4 & SW 1/4 of NW 1/4 of Section 22-16-1E
Davis owned SE 1/4 of NW 1/4 of Section 22-16-1E-Clerk's Note)

The road leading from Gorham's tavern to Danville was in Sections 26, 27, 28, 29, and 32. [C.R. 2, p. 89.]

19, 20, 21, 22-16-1E Eldred Huff petition for vacation of county road Beginning in section 24-16-1W and running E to Widows Free's mill; thence to the Gorham road, however so much of said road as lays 3/4 mile in Section 21-16-1W thence W to the aforesaid Section 24-16-1W

Having been read three times and no remonstrances it is ordered the said road be and the same is hereby declared vacated.

Petition read June 3, 1844 C. R. 4, page 271
Petition granted Sept. 2 1844 C. R. 4, page 399

(Sarah Ered owned the NE 1/4 NW 1/4 & NW 1/4 NE 1/4 of Section 24-16-1W it is possible that Widow Free's mill was located in the tract of ground---Clerk)

*Thomson J. Gorham { SW 1/4 SE 1/4 24
SE 1/4 SE 1/4 25 16-1E
SE 1/4 NW 1/4 25
SE 1/4 19-16-25*

20 and 21 - 16 - 1E Owen Chamness petitions for location of a county road.

Viewers appointed Sept. 3, 1850 C. R. 5, page 631.
Viewers reported Dec. 3, 1850 C. R. 6, page 8.
Commissioners approval Dec. 3, 1850 C. R. 6, page 8.

Commencing at the NE corner of James Shirley's land (corner mentioned is probably the NE corner of W of SE of Section 21-16-1E); thence W on the half section line 3/4 mile to the W half mile stake of Section 21-16-1E; thence W 1/2 mile to the center of Section 20-16-1E to the Plainfield and Pittsboro Road.

Length 1 1/4 mile. R/W 25 feet.

21-16-1E Owen Chamness petition for viewers to review Part of the Gorham and Nash County road.

Viewers appointed Sept 1846 C. R. 5, page 115.
(No record of viewers report found. Clerk.)

Commencing at William Worrel's and J. Shirley's corner on A. Hoadley's line in Sec. 21-16-1E; thence W on or near said line until it intersects the Pittsboro and Plainfield County road.

No length or R/W stated.

22 - 16 - 1E John Parsons and Aaron Gambol

Petitioned for change of the Mooresville and Brownsburg State Road
Viewers appointed Mar. 6, 1874 R.R. # 1, page 204
Viewers appointed Mar. 6, 1874 R.R. # 1, page 223
Boards promise of final approval upon completion of work
June 6, 1874 R.R. # 1, page 224

Commencing at the NE cor. of the NW quarter of the NE quarter of Sec. 22 16-1E; thence S on the W side of the E line of the above described quarter quarter to the branch near the SE cor. of said quarter quarter: thence S W on the W bank of said branch to the S line of said quarter quarter: thence W on said S line to the Mooresville and Brownsburg State Road.

To vacate so much of the Mooresville and Brownsburg State Road as runs thru the aforesaid quarter quarter.
R/W 30 feet

22 - 16 - 1E W. H. H. Medsker petitions for change of highway.

Viewers appointed June 11, 1880 R. R. 2, page 196.
Viewers reported Sept. 11, 1880 R. R. 2, page 218.
Board approval Sept. 11, 1880 R. R. 2, page 218.

Commencing at the Brownsburg and Plainfield Road about 84 rods N of the SE corner of section 22-16-1E; thence W about 112 rods there to intersect the old road.

Part to be vacated: as much of old route as is to be vacated.

Distance 0.35 mile. R/W not stated.

VOID

22-16-1E Hugh Goudy petition for permission to change on his own land the state road leading from Plainfield to Brownsburg.

Viewers appointed Mar. 1840 C. R. 4, page 26.
Viewers report Sept. 1840 C. R. 4, page 71.
Court rejected and set aside report.

Commencing at the SW corner of his land and angling to the NE corner there of.

No length or R/W stated.

22-16-1E William Worrell petitions for a county road and Brownsburg State Road E of Mc Daniel's Mill, thence " to said mill.

Viewers appointed Sept. 1844 C. R. 4, page 400
Viewers report Dec. 1844 C. R. 4, page 422

Ordered the same be opened 40 feet wide.

(Mc Daniels mill was located in the NE 1/4 of NW 1/4 & the NW 1/4 of NE 1/4 of Section 22-16-1E.)

Commencing in the Brownsburg & Mooresville State Road thence SW 200 yards thence N to Mc Daniels Mill.

22, 27, 28, 29, 30, 31, 32(?), 33(?)- 16 - 1E John York petition for a county road.

Viewers appointed Sept. 1835
C. R. 2, page 236.

Commencing at John McDaniel Mill on White Lick Creek and terminating on the Gorham Road between Todd and Mitchell. (John York owned W of W of Section 15-16-1E and I believe McDaniel's Mill was on creek in NE of NW of Section 22-16-1E where the road commences. Both Todd and Mitchell owned several farms scattered in 16-1E. However, the only instance where their farms appear to have adjoined is between Mitchell - W of S and SW fraction of Section 30-16-1E and Todd - NW and NE of Section 31-16-1E - but this is about a mile N of where I thought the Gorham Road was located. - Shartle.)

Length not stated. R/W not stated.

24, 25, and 36 - 16 - 1E John Davis petition for location of highway.
19, 30, and 31 - 16 - 2E
Viewers appointed Mar. 4, 1879 R. R. 2, page 122.
Viewers report June 4, 1879 R. R. 2, page 134.
Board approval June 4, 1879 R. R. 2, page 134.

Beginning at the corner of sections 1 - 15 - 1E, 6 - 15 - 2E, 31 - 16 - 2E and 36 - 16 - 1E; thence N on the range line to where the road intersects the Crawfordsville and Indianapolis Turn Pike Road.

R/W 30 feet wide. Distance about 3 1/4 miles.

24 & 25-16-1E George Tyler's petition for the vacation of part of the Gorham road as lies between William Todd's and White Lick is public read three times and no remonstrances there to.

It is ordered that the said road between the points aforesaid be and the same is hereby vacated.

Petition read & granted Sept. 1, 1845 C. R. 4, page 506.

(William Todd owned the SW 1/4 of the SE 1/4 of Section 24-16-1E)

25, 26, 27, 34, 35, and 36-16-1E
29, 30, 31, and 32-16-1E

Citizens of Brown* Twp. petition for the location of a county road.

Viewers appointed Mar. 1840 C. R. 4, page 25.
Viewers report May 5, 1840 C. R. 4, page 45.
Board approval May 55, 1840 C. R. 4, page 45.

Commencing at the NE corner of Sec. 32-16-2E; thence W 50 rods; thence a little N of W 200 yards; thence W to Nathaniel L. Pearce's lane.

Length not stated. R/W 25 feet.
(Pearce owned W 1/2 of SE 1/4 and E 1/2 of SW 1/4 of Sec. 27-16-1E.)

Com. at NE cor. Sec. 32-16-1E (sic) on the main Co. line & running W. until it strikes the Gorham Rd.

... marked the route for a road on the route within mentioned street after crossing the Beach branch & running W. about 50 rods we bore N by said line about 200 rods to strike the old ford on White Lick where the old road leading from built to Crawfordsville crossed said creek & from thence to the W. end of Nathaniel L. Pearce's lane where it strikes the Gorham Rd.

* Now in Lincoln Twp. which was created from a part of Brown Twp. in 1863 - Shartle

25, 26, 27, 34, 35, 36 - 16 - 1E
30 and 31 - 16 - 2E

A. F. Smith petition for free gravel road.

Viewers appointed Apr. 21, 1884
R. R. 2, page 424.
Viewers reported June 11, 1884
R. R. 2, page 448.
Board approval June 11, 1884
R. R. 2, page 448.

Beginning at the center S of the SE of Section 30-16-2E; thence W to a point 13 feet S of the SW corner of said Section 30; thence W to the center S of the SE of Section 27-16-1E; thence N 340 feet; thence N 80 W 630 feet; thence S 69 W 194 feet; thence S 84 W 320 feet and closing where said highway crosses Big White Lick Creek.

Length 3 1/3 miles. R/W not stated.

27 - 16 - 1E T. H. Barlow petitioned for change of highway.

Viewers appointed Sept. 9, 1881 R. R. 2, page 264.
Viewers reported Dec. 9, 1881 R. R. 2, page 279.
Board approval Dec. 9, 1881 R. R. 2, page 279.

Beginning at the W half mile post of Section 27-16-1E; thence N 5 E 22.12 rods; thence N 160 links, thence N 40 E 389 links, thence N 54 E 24 rods; thence N 38.5 E 8 rods; thence N 49.5 E 25.2 rods to a point 15 feet E of the E line of the W of the NW of Section 27-16-1E; thence N on the E side of said line 57 rods to the Section line; thence W 15 feet; thence N 34 rods; thence N 40 W 155 links; thence N 12 W 350 links; thence N 52 E 8 rods to the intersection of the Mooresville and Lebanon State Road.

Ancient Road Cards

218

Part to be vacated: Old route between the points of intersection.

Distance 0.72 mile. R/W 30 feet.

27-16-1E Isaac Petty praying for a county road commencing at Matthew Lowder's mill on the open line dividing said Lowden and Hollingsworth tracts of land until it intersects the meridian or county road leading from Samuel Guymon's to Pittsborough then West on said meridian road till it intersects the road leading from Mooresville to Danville at or near Samuel Guymon's.

Viewers appointed June 1843 C. R. 4, page 271
Viewers report Sept. 1843 C. R. 4, page 293

Viewers report unfavorable.

28,33-16-1E William Hylton

Petitioned June 5, 1876 R.R. # 1, page 358
Viewers appointed June 5, 1876 R.R. # 1, page 359
Viewers report Sept 4, 1876 R R # 1, page 377

Board orders said William Hylton and Morris Patterson to put new road in good traveling conditions and that they will then accept it. Accepted Sec 3, 1877 RR# 2, page 1

Commencing at the SW cor of the SE 1/4 of Sec 28-16 1E and running E on Sec line to the SE cor 28-16-1E intersecting the Mooresville and Lebanon State Road. Also to vacate so much of the Road as now located as his between the SW cor of the SE 1/4 of Sec 28-16-1E and the E line of the above described Sec. R/W 30 feet wide

29 and 30-16-1E B. N. Loberly petition for a road leading across from the
25 and 26-16-1W Danville and Brownsburg road to the Plainfield and Pittsboro road.

Viewers appointed June 1846 C. R. 5, page 83.
Viewers report Sept. 1846 C. R. 5, page 113.
Board approved the road as set forth in said report.

Leaving the Brownsburg road at the NE corner of William Arnold's land running S, on the line 1/4 mile on the line between Green and Hamilton, then E 1/2 of a mile; thence S 1/4 of a mile, then E 3/4 of a mile, then S 1/4 of a mile, then E to the Plainfield and Pittsboro road.

(Arnold owned the NE 1/4 of Sec. 26-16-1W.)
Length 2.5 miles. R/W 25 feet.

29 and 30 - 16 - 1E Job Hadley ordered to survey a county road leading from
25 and 26 - 16 - 1W the Brownsburg Road to the Plainfield Road.

Survey ordered June 5, 1850 O. R. 5, page 603.
Field notes recorded Aug. 22, 1851 O. R. 6, page 104.

Beginning at the center N of NE of Section 26-16-1W on the Brownsburg Road; thence S 80 poles to the center of said quarter section; thence E 160 poles on the section line to the center of the NW of Section 25; thence S 1/4 mile to center S of NW of section 25-16-1W; thence E 3/4 miles through center of Section 25 to the E half mile stake of Section 25-16-1W; thence E 12 poles 13 links; thence S 61 poles 14 links; 47 links S of the center W of the SE of Section 30-16-1E; thence S 86 1/2 E 74 poles

Ancient Road Cards

219

16 links; thence N 50 E 7 poles 9 links to the center of said quarter section: thence E 80 poles on the line to the section line; thence E in Section 29 on the line 79 1/2 poles to the Plainfield Road.

Length 2 miles 235 1/2 poles. R/W not stated.

30 and 31 - 16 - 1E
25 and 36 - 16 - 1W

Nelson Trotter petitions for location of a county road.

Viewers appointed Mar. 2, 1851 O. R. 6, page 153.
Viewers reported June 9, 1852 O. R. 6, page 210.
Commissioners approval June 9, 1852 O. R. 6, page 210.

Beginning on the Gorham Road at the SE of Section 36-16-1W; thence N 260 poles; thence N 28 1/2 W 5 poles; N 1 1/2 W 20 poles; N 2 3/4 W 20 poles: N 3/4 E 15 poles 13 links; thence N on Meridian Line 18 poles 17 links to the NW corner of the fraction; thence N 85 E 13 poles 16 links to the NW corner of Section 31-16-1E; thence N 5 W 80 poles to the county road.

Length 1.03 miles. R/W not stated.

32 - 16 - 1E

Benjamin Doney petitions for change of a county road.

Viewers appointed Mar. 1, 1852 O. R. 6, page 153.
Viewers reported June 10, 1852 O. R. 6, page 215.
Commissioners approval June 10, 1852 O. R. 6, page 215.

Commencing where the Gorham's Tanyard Road intersects the Pittsborough County Road; thence runs with said road to the center N of SW of Section 32-16-1E; thence E until it intersects the present location.

Length 165 rods. R/W not stated.

32 - 16 - 1E
5 - 15 - 1E

Andrew J. Ross petition for location and vacation of highway.

Viewers appointed Mar. 6, 1880 O. R. 2, page 185.
Viewers report June 12, 1880 O. R. 2, page 200.

Beginning at the SW corner of section 32 - 16 - 1E; thence E on the section line 80 rods to the center S of the SW of said section, terminating in the Plainfield and Pittsboro Road.

R/W 30 feet wide. Distance 80 rods.

Part to be vacated: Beginning at the SW corner of section 32 - 16 - 1E; thence N 80 rods; thence E 80 rods to the Plainfield and Pittsboro Road.
Distance 1 mile.

Location of new highway: Beginning at the center S of the SE 1/4 of section 32-16-1E; thence W on the section line 126 rods, terminating in the center of the Plainfield and Pittsboro Road, at a point about 34 rods E of the center S of the SE 1/4 of 32 - 16 - 1E.

R/W 30 feet wide. Distance 126 rods.

35-16-1E

Clements Montague petition for vacation of so much of the road leading from Danville to Gorham Tanyards as lies between the Nash Road and the Mooresville and Harrisburg Road (Brownsturg)

Board refuses to grant petition as there are remonstrances against the vacation.
Nov. 1837 C. R. page 161

Ancient Road Cards

220

35 - 16 - 1E Nelson Johnson petitions for vacation of a highway.

Petition read Sept. 2, 1850 C. R. 5, page 624.
Case continued till Sept. 3, 1850 C. R. 5, page 624.
Petition reread Sept. 3, 1850 C. R. 5, page 630.

Commissioners ordered road vacated 1 mile of the Brownsburg Road in Section 35-16-1E.

Length 1 mile. R/W not stated.

13-17-1E E. T. Doyal petition to have a review of so much of a county road leading from Buttons saw mill to Boone County line as lies between the bridge near the center of Section 13-17-1E and the county line.

Viewers appointed Dec. 1843 C. R. 4, page 309

(No record of viewers report found---Clerk)

13,14,23,24,25-17-1E James Ballard petition for a county road.
19,20,29,30-17-1E Viewers appointed May 1840 C. R. 4, page 45.
Viewers report Sept. 1840 C. R. 4, page 72.
Board ordered that said route be declared a public highway.

Commencing on the county line between Hendricks and Boone at the corners of Sec. 13 and 14-17-1E and running with or near the line between Sec. 13 and 14 as far as the ground will admit, and from thence on the nearest and best route to the county line between Marion and Hendricks near R. Larvel's.

(Larvel owned N 1/2 of NW 1/4 of Sec. 29-17-2E.)
No length stated. R/W 30 feet.

14 - 17 - 1E James Smith petitions for location of a county road.

Viewers appointed Mar. 3, 1851 C. R. 6, page 27.
Viewers reported June 2, 1851 C. R. 6, page 79.
Board approval June 2, 1851 C. R. 6, page 79.

Beginning on the Boone County line at the N half mile stake of Section 14-17-1E; thence S on line to the center of said section where it intersects a county road.

Length about 1/2 mile. R/W 25 feet.

14 and 15 - 17 - 1E Isaac H. Schenk petitions for vacation of a county road.

Petition read on June 3, 1850 C. R. 5, page 588.
Petition reread on June 4, 1850 C. R. 5, page 598.
Petition granted June 7, 1850 C. R. 5, page 598.

So much of the county road running from Swain's Tavern to the Boone County Line, known as Big Run Road, as is within Sections 14 and 15-17-1E is vacated as of this day - June 4, 1850. C. R. 5, page 598.

Ancient Road Cards

221

14, 15, 23, 25, 26, 36 - 17 - 1E
6, 7, 8, 17, 20 - 16 - 2E

Isaac Prather petition for location of a county road.

Viewers appointed Nov. 1834 C. R. 2, page 182.
Viewers reported Mar. 1835 C. R. 2, page 205.
Board approval Mar. 1835 C. R. 2, page 205.

Commencing on the Crawfordsville and Indianapolis State Road at the county line; thence N with the said line to the E end of E Railsback Lane (E of NE of Section 17-16-2E); thence NW on the nearest and best way to Shannon Foster's in W of NE of Section 6-16-2E; thence on the nearest and best ground to the county line in the direction of Lebanon.

Length not stated. R/W 30 feet.

14,23,25,26,35,36-17-1E Job Hadley ordered to survey a county road from Swain's Tavern to Milton Watson's residence.

Survey ordered June 5, 1850 C. R. 5 page 600.
Report made June 15, 1850 C. R. 5 page 618.

..... thence W 36 poles; thence N 20 W 28 poles; thence N 13 W 21 poles; thence N 24 W 40 poles; thence N 38 W 16 poles; thence N 52 W 40 poles; thence N 20 W 16 poles; thence N 49 W 20 poles; thence N 45 W 100 poles; thence N 12 W 40 poles; N 46 W 8 poles; thence N 69 W 58 poles; thence N 3 W 46 poles; to the SE corner of section 25 - 17 - 1E; thence N 10 W 20 poles; thence N 16 poles; thence N 9 W 20 poles; thence N 11 E 63 poles; thence N 34 W 56 poles; thence N 50 W 56 poles; thence N 36 W 42 poles; thence N 9 W 45 poles; N 46 W 44 poles; thence N 3 W 43 poles; N 20 W 8 poles; thence N 43 W 88 poles; thence N 16 W 70 poles; thence N 31 W 32 poles; thence N 20 W 45 poles terminating near Milton Watson's house, in the SW 1/4 of section 14-17-1E.

Length 6 miles 55 poles. R/W not stated.

For complete record of survey see card for sections 6,7,8,17,18 - 16 - 2E.

14, 15, 22, 23, 26, 27, 34, 35 - 17 - 1E
1, 2, 11, 12, 13, 14, 24 - 14 - 1E
2, 3, 10, 11, 14, 15, 23, 24, 25, 26, 35, 36 - 15 - 1E
2, 11, 14, 23, 26, 27, 34, 35 - 16 - 1E

Field notes of a county road filed by Zadock Smith, Road Commissioner Oct. 29, 1835 C. R. 2, page 248.

Commencing 80 poles E of W side of Section 36-14-1E; thence N 3 miles; thence W 17 N 74 poles; thence NW 26 poles to the above named line; thence N on said line 6 miles; thence W 60 poles; thence 10 W of NW 110 poles; thence NW 146 poles to the section line W of the first named section line; thence N on section line 4 miles 26 poles; thence N 20 E 166 poles; thence N 12 E 400 poles to the corner of Section 2 and 3, 34 and 35 on the township line dividing 16 and 17-1E; thence N 2 miles; thence N 25 W 110 poles; thence N 68 poles; thence N 15 W 200 poles to the Boone County line.

Length 19.3 miles.
R/W not stated.

15-17-1E George Carpenter petition to change a part of the State Road leading from Moorsville to the Michigan Road (Via) Brownsburg.

Commencing at SE corner of Section 15-17-1E and terminating at the NW corner of the E⁴ of the NE⁴ of said Section.

Viewers appointed May 1838 C. R. 3, page 196
Viewers report May 1838 C. R. 3, page 213

Beginning at the SE corner of Section 15-17-1E; thence North with Section line 40 poles to the creek; thence up the creek 40 poles North of West where it intersects the old road at Turners Branch; thence from the old road running NW 76 poles to the West line of the E² of the NE⁴ of said Section; thence North with the line 100 poles.

Board approves the above providing the said petitioner will open and make the same in as good order for traveling as the old.

Length 256 poles.

R/W not stated.

15-17-1E George Carpenter petition for permission to change at his own expense on his own land a part of the road running from Lebanon to Plainfield.

Commencing at the NE corner of the field now cultivated by Isaac Pennington crossing the creek at the field; thence running N to within 10 or 12 rods of the half mile stake, thence W to the present location.

Viewers appointed June 1844 C. R. 4, page 385
Viewers report Sept. 1844. C. R. 4, page 403

Ordered that said new route be considered a public highway, and the old road between the points of intersection be and the same is hereby vacated.

(Carpenter owned the following land E 1/2 SE 1/4 & E 1/2 NE 1/4
15-17-1E--- Clerk)

18 - 17 - 1E George Jordan petitions for change in road.

13 - 17 - 1W

Viewers appointed Sept. 2, 1850 C. R. 5, page 624.
Viewers reported Dec. 2, 1850 C. R. 6, page 2.
Commissioners approval Dec. 2, 1850 C. R. 6, page 2.

Beginning at the E end of Thomas Veach's lane; thence E with bearings of land lines 236 poles to the Meridian Line; thence S on said line 62 poles to the SW corner of Section 18-17-1E; thence E with section line to the S half mile stake of Section 18-17-1E to where it intersects a county road leading N to the county line.

Length 1 mile and 144 poles. R/W 30 feet.

19,30-17-1E William Crabb and Moses Parks petitions for permission to change a part of the Pittsboro county road on their own land and at their own expense.

Viewers appointed June 1841 C. R. 4, page 119.
Viewers report Sept. 1841 C. R. 4, page 148.
Board orders the new route be declared a public highway and the old route be vacated.

Commencing near the mouth of Moses Park's lane; thence due N 18 poles, thence due E about 17 poles; thence N about 83 poles to the Sec. line on the N side of said 1/4; thence due E along said line about 14 poles where the same will intersect the present location.

Length 132 poles.

R/W not stated.

20-17-1E

Basil Tout

(Void)

Petition for change of highway and vacation

Viewers appointed June 11, 1876 RR, page 372
Viewers report Set 9, 1876 R.R. page 392
Board orders that further consideration of said petition be discontinued.

20 - 17 - 1E

Basil Tout petitions for change of highway.

Viewers appointed Sept. 10, 1881 R. R. 2, page 266.
Viewers reported Mar. 1882 R. R. 2, page 306.
Board approval Mar. 1882 R. R. 2, page 306.

Commencing on the line dividing the N Section 20-17-1E line running N and S; thence S about 3/4 of a mile.

Part to be vacated: old route between the points of intersection

Distance 0.75 mile R/W not stated.

20,21 - 17 - 1 E

Z.T. Dodson

Petitioned June 11, 1875 for location of Highway
Viewers appointed June 11, 1875 RR # 1, page 287
Viewers report Sept 8, 1875 RR # 1, page 305
Commissioners approval Sept 8, 1875 R R # 1, page 306

Commencing at the NW cor of Sec 21-17-1E running thence S one mile on the line to the SW cor of Sec. 21-17-1E. R/W 30 feet wide.

20 or 30 - 17 - 1E

Moses Park petition for permission to relocate a county road.

Viewers appointed Nov. 1835 C. R. 2, page 256.
Viewers reported Jan. 1836 C. R. 3, page 8.
Board approval Nov. 1836 C. R. 3, page 73.

Relocate part of county road through his land (from Danville and Pittsboro).
(I am unable to determine which of the three following names farms of said Park is being referred to: NW⁴ of 30-17-1E; SW⁴ of NE⁴ of 30-17-1E or W² of SW⁴ of 20-17-1E. - Clerk.)

Length not stated. R/W not stated.

Ancient Road Cards

20,22,29,32,33-17-1E
4-16-1E

Benjamin Mowring petition for a county road.

224

Viewers appointed Mar. 1841 C. R. 4, page 104.

Viewers report June 1841 C. R. 4, page 122.

Board declares the same a county road and orders it opened.

Commencing 100 yards E of the N and S line dividing the Sec. through the center; thence SW to said line 400 yards from the SW corner of Sec. 20-17-1E; thence S to Sec. line between Sec. 29 and 32; thence SE to Tout's Mill; thence S 1/4 mile thence E 1/4 mile to the E half mile post of Sec. 32; thence S to within 400 yards N of the Indianapolis and Crawfordsville State Road; thence SE to said State Road.

No length stated.

R/W 25 feet.

23 - 17 - 1E

John Sandusky petitions for a change of a county road.

Viewers appointed Dec. 5, 1850 C. R. 6, page 20.

Viewers reported Mar. 4, 1851 C. R. 6, page 33.

Board approval Mar. 4, 1851 C. R. 6, page 33.

Commencing on the line dividing the NW from the NE of Section 23-17-1E where the road leaves said line; thence N on section line to the N half mile stone of Section 23; thence W with present road.

Part to be vacated: as much of old route as is between points of intersection.

Length 0.5 miles. R/W not stated.

24 - 17 - 1E

Joseph A. Jordan petitions for change of road.

19 - 17 - 2E

Viewers appointed Sept. 6, 1878 R. R. 2, page 83.

Viewers report Dec. 6, 1878 R. R. 2, page 105.

Boards approval Dec. 6, 1878 R. R. 2, page 105.

Beginning where said road crosses the section line between sections 19 - 17 - 2E and 24 - 17 - 1E; thence S on the E side of the section line until it intersects the county road leading to Brownsburg.

The road between the points of intersection is here by vacated.

R/W 30 feet wide.

25 & 26-17-1E
29 & 30-17-2E

John Wilkins petition a county road.

Beginning at the State Road W of Thomas Graham's house at the crossing of White Lick to run on the nearest and best ground past the house of Thomas Graham until it intersects the county road leading from Anthony Swain's to Mt. Tabor meeting house running on it SE until near the middle of Section 25; thence turning E until it intersects the county line something near a half mile S of Harrison Button's Mill.

Viewers appointed Dec. 1845 C. R. 5, page 12

Viewers report Mar. 1846 C. R. 5, page 50

Ordered that said road be opened. 40 feet wide

Ancient Road Cards

225

26, 27, 28, 29, 31, 32 - 17 - 1E
6 - 16 - 1E

Elisha Smith petitions for location of a county road.

Viewers appointed Dec. 4, 1850 C. R. 6, page 15.

Viewers reported Mar. 3, 1851 C. R. 6, Page 30.

Board approval Mar. 3, 1851 C. R. 6, page 30.

Beginning at corners of Sections 26, 27, 34 and 35-17-1E; thence W 2 miles with section line to NE corner of Section 32; thence still W 134 1/2 poles to the road leading to Logan's Mill; thence S 61 E 12 poles; thence S 19 E 30 1/2 poles; thence S 57 1/2 E 8 poles; thence S 12 1/2 E 24 poles; thence S 19 poles; thence S 41 E 25 1/2 poles; thence S 46 poles on line between E and W of NE of section 32 to the line running E and W through center of Section 32; thence W with section line 3/4 mile to the section line; thence S 40 poles; thence S 26 W 45 poles 8 links, to the line running E and W through center of SE 1/4 of Section 31; thence W with said line 60 poles to a corner; thence W 30 poles; thence S 6 1/2 poles; thence W 50 poles; thence S 73 1/2 poles; to the half mile stake; thence E 36 links to the section corner on the S side of township line; thence S with the section line 93 poles to the Crawfordsville State Road.

Length 4 miles 179 1/2 poles. R/W 30 feet.

VCID

29,32-17-1E

Joseph Wells petition for a public road.

Viewers appointed Mar. 1841 C. R. 4, page 103.

Viewers report June 1841 C. R. 4, page 123.

Viewed part of route to the State road N of Brownsburg and decided it was impracticable to open the road the whole distance.

Commencing at Pittsboro and running an easterly direction on nearest and best ground to the Sec. line running E and W between Sec. 32 and 29-17-1E; thence due E along said line as near as the situation of the ground will admit to the line dividing the counties of Hendricks and Marion.

No length or R/W stated.

30-17-1E

Vincent Crabb, Moses Parks, and William Crabb petitions for permission to change a part of the county road leading from Danville, by the way of Pittsborough to the Boone and Hendricks County line, on said Vincent Crabb premises.

To commence at Moses Parks' stable; running S about 40 poles and to then run SW until the proposed change intersects the present location.

Viewers appointed June 1844 C. R. 4, page 385

Viewers report Sept. 1844 C. R. 4, page 403

Ordered that said new route be considered a public highway, and the old road between the points of intersection be and the same is hereby vacated

(Carpenter owned the following land E 1/2 SE 1/4 & E 1/2 NE 1/4 15-17-1E— Clerk)

Ancient Road Cards

226

33, 34 - 17 - 1E
2, 3, 4 - 16 - 1E

Thomas Roy petitions for location of a county road.

Viewers appointed Mar. 3, 1852 C. R. 6, page 161.
Viewers reported June 9, 1852 C. R. 6, page 208.
Commissioners approval June 9, 1852 C. R. 6, page 208.

Commencing at the SE corner of Section 34-17-1E; thence due W on the township line until it comes within 4 or 5 rods of White Lick Creek Bridge; thence bearing nearly NW to the end of bridge; thence across said bridge bearing a little S of W until it strikes township line; thence W on township line until it intersects the county road running from the Crawfordsville and Indianapolis State Road to B. M. Logan's Mill.

Length about 2 miles. R/W 30 feet.

(VOID)

35-36-17-1E N. E. Green petition for a public road beginning with the Brownsburg and Lebanon road at the SW corner of Section 35-17-1E; thence E 1/2 mile; thence nearest and best route to intersect said school branch road at the NE corner or the SW of Section 36-17-1E

Viewers appointed Dec. 1843 C. R. 4, page 208
Viewers report Mar. 1844 C. R. 4, page 335 continued
Re-viewers report Sept. 1844 C. R. 4, page 404

board orders petition dismissed.

35-36-17-1E Whitson Nelson petition for a county road.
2-16-1E

Commencing at the NE corner of SW 1/4 of Section 36-17-1E and running a little S of W through the land of Jesse Stout, thence through the land of William Pegg about 25 or 30 rods; thence due W to the line between said Pegg and Netsons thence S about 12 or 15 rods; thence W to the line between said Nelson and Abraham Wanick; thence S about 80 rods to the township line; thence W to the State Road running from Brownsburg to Lebanon

Viewers appointed Mar. 1846 C. R. 5, page 51.
Viewers report June 1846 C. R. 5, page 79

Ordered that the road be laid out 30 feet wide. Length about 2 miles.

This road does not follow the present route as it is today.

(Scott owned SE 1/4 of NW 1/4 & E 1/2 of SW 1/4 of Section 36-17-1E
Pegg owned NW 1/4 of the SW 1/4 of Section 36-17-1E
Nelson owned SE 1/4 of Section 35-17-1E
Warrick owned E 1/2 of SW 1/4 of Section 35-17-1E & NE 1/4 of NE 1/4 of Section 21
Ward owned NW 1/4 of NE 1/4 of Section 2-16-1E
Smith owned W 1/2 of SW 1/4 of Section 35-17-1E

(See Arthur Duncan road in R. R. 1 page 77 and 89--Clerk)

Ancient Road Cards

227

36-17-1E

Henry C. Evans petitions for permission to change on his own land and at his own expense a part of the County Road running from Anthony Swains to Mt. Tabor meeting house; to wit; on the W of the SE 1/4 of Section 36-17-1E.

Commencing on the present location about 80 rods from where the road enters the land of your petitioner from the S, to run in a straight direction until it passes the new dwelling house erected on said land thence W until it strikes the present location.

Viewers appointed Dec. 1845 C. R. 5, page 11

(No record of viewers report---Clerk)

36-17-1E
6-16-2E

Shannon Foster petitions for permission to change on his own land at his own expense the County Road leading from the National Road near the Marion County line N to the Indianapolis and Lebanon State Road.

Said change to commence on the N and S line dividing Section 6-16-2E where said road leaves said line and to continue on said line running W to his N line, then W until it intersects the present location at the township line

Viewers appointed Sept. 1843 C. R. 4, page 294
Viewers report Mar. 1844 C. R. 4, page 333

Ordered and allowed the same to be made by the Shannon Foster.

35 & 36-17-1E
31-17-2E

James Ballard petition at the third reading

To vacate a part of the old county road running from Buttons mill to Brownsburg, said vacation to commence at the county road running from Anthony Swains to Boone County, to vacate all that part of the old county road between James Brown's and the State road running from Brownsburg to Lebanon Dec. 1843 C. R. 4, page 308

Ordered that said road be and the same is here by vacated.

(This vacation probably commences in the SW 1/4 of Section 31-17-2E then in a Southwestwardly direction through the S half of Sections 35 & 36-17-1E to the Brownsburg & Lebanon Road--- Clerk)

Length 2.1 miles

VOID

36-17-1E
31 and 32-17-2E

John Reed petition for a public highway to lead from county road running from Anthony Swains to Mt. Tabor meeting house to Adam Right's mill on Eagle Creek in Marion County.

Commencing on the above named road at or near a small red oak about 50 yards S of John Perkins dwelling house running thence E through the center of Section 36-17-1E, 31 and 32-17-2E until it intersects the county road on the line dividing Hendricks and Marion counties.

Viewers appointed Dec. 1845 C. R. 5, page 11

No record of viewers report.

R/W 25 feet.

Ancient Road Cards

228

5,6,7,8-14-2E
1,2,3,10,11,12-14-1E

Isaac Taylor petition for location of a County Road from the end of John Jessups lane to the Sugar Grove School House, and from thence, the nearest and best way by Sugar Grove Meeting House so as to intersect the Danville State Road at or near Josiah Hodson's.

Viewers appointed Jan. 1839 C. R. 3, page 273

(No record of viewers report found-- Clerk's Note)

(Jessup owned W 1/2 of SW 1/4 of Section 8-14-2W; SE 1/4 & Part of SW 1/4 of Section 7-14-2E:

Sugar Grove meeting House was located near the SE corner of Section 3-14-1E--Clerk's Note)

5,8-14-2E Mathew Stanley petition for a change in a county road.

Viewers appointed June 1841 C.R. 4, page 120.
Viewers report Sept. 1841 C. R. 4, page 153.
Board ordered that the above change be made.

Commencing from the mouth of Joel Ballard's lane E on the Sec. line, dividing Sec. 5 and 8-14-2E 3/4 of a mile to the road leading from Fairfield meeting house to the National Road; thence S 1 mile to said meeting house.

(Ballard owned part of the N 1/2 of Sec. 7-14-2E and W 1/2 of SE 1/4 of Sec. 6-14-2E. Clerk's note.)
Length 1 3/4 miles. R/W not stated.

5 and 8 - 14 - 2E David Mills petitions for change in a county road.

Viewers appointed June 7, 1852 C. R. 6, page 198.
Viewers reported Sept. 3, 1852 C. R. 6, page 240.
Commissioners approval Sept. 3, 1852 C. R. 6, page 240.

Beginning at the E half mile stake of Section 5-14-2E; thence S with section line 86 poles 15 links; thence S 71 W 3 poles; thence S 55 W 44 poles; thence S 6 E 8 poles; S 20 3/4 W 44 poles intersecting the old road.

Length 190 poles 15 links. R/W not stated.

6 - 14 - 2E H. B. Heiner petitions for change in public highway.

Viewers appointed Dec. 13, 1881 R. R. 2, page 292.
Viewers reported May 25, 1882 R. R. 2, page 308.
Board approval May 25, 1882 R. R. 2, page 308.

Commencing at the center of Section 6-14-2E; running E to the NE corner of the W of the SE of Section 6-14-2E; thence S through the center of said quarter section to where the same intersects the old road leading from Plainfield to Fairfield.

Part to be vacated: old route of highway between the points of intersection.

Distance 0.8 mile.. R/W not stated.

Ancient Road Cards

229

6 & 7-14-2E
1,2-14-1E
31-15-2E
35 & 26-15-1E

Samuel Carter petition for change in County Road (leading from Fairfield Meeting house to Plainfield said change to commence at the NW end of John Jessups farm and terminate at the town line between Township 14 and 15 North on the road from Plainfield to Moorsville)

Viewers appointed Sept. 1838 C. R. 3, page 243
Viewers report Nov. 1838 C. R. 3, page 266
Board approval Nov. 1838 C. R. 3, page 266

Beginning in John Jessups lane near the NW corner of his farm and run due North to Joel Ballards, thence West (probably should be North--Clerk) as marked by the way of Jacob Kenzers to the Township line dividing Township 14 and 15 near Mathew Stanley's thence West on said line to the Moorsville & Plainfield County Road.

(Jessup owned W 1/2 of SW 1/4 of Section 8-14-1E; SE 1/4 & part of E 1/2 of SW 1/4 of Section 7-14-2E.

Ballard owned W 1/2 of SE 1/4 & E 1/2 of SW 1/4 of Section 6-14-2E
Kenzers owned NW 1/4 of Section 5-14-2E & SE 1/4 of NE 1/4 of Section 6-14-2E
Stanley owned E 1/2 of SE 1/4 of Section 35-15-1E- Clerk's Note)

7 and 8 - 14 - 2E John Jessup petition to change so much of a road that passes through his land from Moorsville to Bridgeport.

Viewers appointed May 1935 C. R. 2, page 215.
Viewers reported Sept. 1935 C. R. 2, page 243.
Board approval Sept. 1935 C. R. 2, page 243.

Jessup owned the SE of Section 7-14-2E and W of SW of Section 8-14-2E.

Part to be vacated: Old route.

Length not stated. R/W not stated.

7,17,18-14-2E Eli Newlin petition for a county road.

Viewers appointed Nov. 1840 C. R. 4, page 92.
(No record of viewers report. Clerk's note.)

Commencing at the NW end of Alfred Jessup's lane; thence the most suitable route to Sugar Grove Schoolhouse; thence W on the Sec. line (as near as convenient) to intersect the Moorsville and Danville State Road.

(Jessup owned W 1 2 of NE 1/4 of 18-14-2W, NW 1/4 of NW 1/4 of Sec. 17-14-2E, and W 1/2 of SE 1/4 of Sec. 7-14-2E. Clerk's note.)

8,18-14-2E Addison Ballard

Petition to relocate and vacate public highway
Viewers appointed June 5, 1876 R.R.#1, page 357
Viewers report Sept 4, 1876 R.R. # 1, page 378
Board approves same.

Ancient Road Cards

230

The road that is now in use which we wish to vacate begins at the S.E. cor Sec 8-14-2E running in a curved line into Sec 17 a distance of about 43 rods Westward We wish said road established on the line between the said Sections between the points above described.

8-14-2E David Ballard petition for location of a county road.

Viewers appointed June 1847 C. R. 5, page 205.

Viewer report Sept. 1847 C. R. 5, page 228.

Board ordered that said route be declared a public highway.

Commencing at th E 1/2 mile stone of Sec. 8-14-2E; thence W 1/2 mile; thence S 1/2 mile to the S 1/2 mile stone of Sec. 8-14-2E.

Length 1.0 mile.

R/W not stated.

17 - 14 - 2E Carey Ragan petitions for change in a county road.

Viewers appointed Dec. 2, 1851 C. R. 6, page 133.

Viewers Reported Mar. 1, 1852 C. R. 6, page 152.

Commissioners approval Mar. 1, 1852 C. R. 6, page 152.

Commencing where the Mooresville and Indianapolis Road leaves the line between William Jackson and Timothy Jessup; thence S 50 rods to the road running E and W. (The change probably starts 50 rods N of the S 1/2 mile stone of Section 17-14-2E.)

Length 50 rods. R/W not stated.

18 and 19-14-2E Jacob Chandler petition for Vacations and change of Highway

Viewers appointed Marc 4, 1878 R.R. 2, page 42

Viewers report June 3, 1878 R.R. 2, page 60

Board approves petition

Commencing at the half mile stake between Sec 18 and 19-14-2E

thence E on Sec line 32 rods

The part to be vacated.

Commencing at the halfmile stake between Sec 18 and 19

-14-2E running E on the S side of said Sec line

R/W 30 feet

18,19,17,20-14-2E Edward Hobson petition for County Road to commence at the crossing of Big White Lick Creek; thence East to the SW corner of Section 13,24-14-1E 16-14-2E

Viewers appointed Mar. 1838 C. R. 3, page 189

Viewers report May 1838 C. R. 3, page 217

We have viewed and marked the proposed route from point to point, and find the ground reasonably good, and believe the said road would be a public utility.

Board declares said route to be a County Road.

R/W 30 feet.

Ancient Road Cards

231

19-14-2E

Timothy Jessup petitions for permission to change on his own land at his own expense a part of certain road in District No. 1 commencing at the NE edge of Landers Log yard running thence NE until it intersects the old road running near the bluff of the branch a distance of about 70 or 80 rods.

Viewers appointed June 1843 C. R. 4, page 270

No record of viewers report.

19-14-2E

Joal Hadley petition for a change in the Indianapolis and Mooresville State Road from the NW corner of Chas. Reynolds farm to the place where the Danville County Road intersects the State Road aforesaid.

Viewers appointed May 1839 C. R. 3, page 309
Viewers report Nov. 1839 C. R. 4, page 12

Beginning at the NW corner of Chas. Reynolds farm, thence N to the County Road leading from the State Road to the State Road leading from Mooresville to Danville, then to run NE along the county road to the former road.

Ordered by the board to be opened and made a part of the state road.

(Reynolds owned SW 1/4 of Section 19-14-2E & E 1/2 of SE 1/4 of Section 24-14-1E---Clerk's Note)

20 - 14 - 2E

Joel Jessup petitions for change and location of highway.

Viewers appointed June 7, 1882 R. R. 2, page 321.

Viewers reported Sept. 5, 1882 R. R. 2, page 332.

Board approval Sept. 5, 1882 R. R. 2, page 332.

Beginning on the line running through the center of the Section E and W 50 rods E of W Section line; thence S to the Hendricks and Morgan County line parallel to the W section line.

Part to be vacated: old route of highway between the points of intersection.

Length 0.5 mile. R/W 30 feet.

5,8,17,20-15-2E
5,8,20,29,32-16-2E
17-17-2E

Field Notes of State Road between Hendricks and Marion Counties beginning at the National Road and extending in a northerly direction to the Lafayette State Road C. R. 3, page 278-9

Plat for same C. R. 3, page 288

Commencing at the NW corner of Marion County; thence S on County line between Marion and Hendricks Counties 1 mile thence S 30° E 160 poles; S 43 E 88 pole S 24 E 18 poles; S 3 E 40 poles; 46 E 50 poles; S 10 W 54 poles; S 15 E 24 poles; S 20 E 62 poles; S 15 E 70 poles; S 40 W 70 poles; S 58 W 50 poles; S 26 W 60 poles; S 160; S 25 W to county line; S on the county line to 6 mile tree; S 40 W 22 poles; S 5 E 48; S 30 E 92 to County line; on the county line to Crawfordsville State Road;

Ancient Road Cards

232

W on said road 28 poles; S 50 W 46 poles; S to Tansel's Corner; S 37 E 55 poles; S 60 poles; S 50 E 48 poles to County line; S on county line to NW corner Section 16-15-2E; thence S on county line to SW corner of 16-15-20; S 48 E 39 poles; S 28 E 51 poles to National Road.

Luke Strong " Surveyor " R/W 40 feet.

6, 7, 18, 19 and 30 - 15 - 2E
1, 12, 13, 24 and 25 - 15 - 1E

Enneb Kenworthy petition for location of county road.

Viewers appointed June 4, 1850 C. R. 5, page 597.
Viewers reported Sept. 4, 1850 C. R. 5, page 636.
Board approval Sept. 4, 1850 C. R. 2, page 636.

Beginning in the Indianapolis and Rockville State Road where it crosses the Range line between Ranges 1 and 2 E; at the corner of Section 1 and 12-15-1E; thence S on range line 3 miles 66 poles to the National Road.

Length 3 miles 66 poles. R/W 25 feet.

17, 18, 19 & 20-15-2E
13, 14, 23, 24-15-1E

Corniluis Loy petitions for a county road starting at the SW corner of John Gossett's land on the half mile line at the W 1/2 mile post of Section 14-15-1E, and run E 1 mile in Section 14, thence S 1/2 mile to Section line thence E on the Section line to the County line near Bridgeport.

Viewers appointed Sept. 1843 C. R. 4 page 295
Viewers report Dec. 1843 C. R. 4 page 309

Ordered that said road be opened 40 feet in width.

17, 18, 19 and 20 - 15 - 2E
13 and 24 - 15 - 1E

Wilson Spray petitions for vacation and change of highway.

Viewers appointed Dec. 2, 1878 R. R. 2, page 93.
Board approval Dec. 2, 1878 R. R. 2, page 93.

Commencing at the SW corner of section 13 and the NW corner of section 24 - 15 - 1E thence E to the SE corner of section 13; thence W 12 feet to the SW corner of section 18 - 15 - 2E; thence E on the section line between sections 18 and 19 - 15 - 2E; thence E on the section line between sections 17 and 20 - 15 - 2E.

R/W changed from 40 feet to 33 feet wide.
Distance about 2 miles and 233 rods.
Part to be vacated: Beginning at the SW corner of section 18 - 15 - 2E; thence on an Eastwardly course on the S side of the section line a distance of about 35 rods.

20, 29 and 32 - 15 - 2E

Silas W. Pearson petition for change of highway.

Viewers appointed Dec. 5, 1878 R. R. 2, page 102.
Viewers report Mar. 6, 1879 R. R. 2, page 117.
Board approval Mar. 6, 1879 R. R. 2, page 117.

Ancient Road Cards

233

Commencing at a point on the half section line running N and S through the center of section 20 - 15 - 2E, where the Cumberland Road intersects the Indianapolis and Terre Haute Railroad; thence S on said line through sections 20, 29 and 32 to the S line of section 32 - 15 - 2E.

R/W 33 feet 16 1/2 feet on each side of the line.
Distance about 2 1/2 miles.

29, 30, 31, 32-15-2E
25, 36-15-1E

Jessie Pinson

(VOID)

Petitioned Sect. 7, 1874 RR 1, page 227
Viewers appointed Sect 7, 1874 RR # 1, page 228
Viewers report Dec 11, 1874 R.R. # 1, page 257
Commissioners approval Dec 11, 1874 R.R. # 1, page 257

Commencing at the corner stone on the Sec. line of the NE cor. of the NW quarter 32- 15- 2E; thence W on Sec line dividing Sections 25 and 32, 30 and 31, 25 and 36 to intersect the road running S from the National road to Mooresville. R/W 30 feet Length about two miles

Disapproved Mar. 1, 1875 by Commissioners R.R. # 1, page 270

31-15-2E
35 & 26-15-1E
6 & 7-14-2E
1, 2-14-1E

Samuel Carter petition for change in County Road (leading from Fairfield Meeting house to Plainfield said change to commence at the NW end of John Jessups farm and terminate at the town line between Township 14 and 15 North on the road from Plainfield to Mooresville)

Viewers appointed Sept. 1838 C. R. 3, page 243
Viewers report Nov. 1838 C. R. 3, page 266
Board approval Nov. 1838 C. R. 3, page 266

Beginning in John Jessup's lane near the NW corner of his farm and run due North to Joel Ballards, thence West (probably should be North--Clerk) as marked by the way of Jacob Kenzer's to the Township line dividing Township 14 and 15 near Mathew Stanley's thence West on said line to the Mooresville & Plainfield County Road.

(Jessup owned W 1/2 of SW 1/4 of Section 8-14-1E; SE 1/4 & part of E 1/2 of SW 1/4 of Section 7-14-2E.
Ballard owned W 1/2 of SE 1/4 of Section 5-14-2E & SE 1/4 of NE 1/4 of Section 6-14-2E
Kenzer's owned NW 1/4 of Section 5-14-2E & SE 1/4 of NE 1/4 of Section 6-14-2E
Stanley owned E 1/2 of SE 1/4 of Section 35-15-1E- Clerk's Note)

31 and 32 - 15 - 2E
36 - 15 - 1E

John Pierson petitions for location of a county road.

Viewers appointed Mar. 4, 1851 C. R. 6, page 32.
Viewers reported June 2, 1851 C. R. 6, page 80.
Board approval June 2, 1851 C. R. 6, page 80.

Beginning at the center of Section 32-15-2E; thence W on section line to the center of Section 36-15-1E on the county road leading from the National Road to Mooresville.

Length about 2 miles. R/W 25 feet.

Ancient Road Cards

(VOID)

234

32-15-2E John Firson petition for a county road.

Viewers appointed June 1847 C. R. 5, page 205.
Viewers report Sept. 1847. C. R. 5, page 227.
(Report was not received by the board.

Commencing at the center of Sec. 32-15-2E on county road leading from Mooresville to Bridgeport and run W on open line to the NW corner of Isaac Trotters farm, thence S until it intersects the road leading from Mooresville to Plainfield.

No length or R/W stated.

32 and 31 - 15 - 2E John Mattern petition for widening road from
36, 35 and 34 - 15 - 1E 25 feet to 30 feet.

Viewers appointed Dec. 6, 1887 R. R. 3, page 3.
Viewers reported Mar. 5, 1888 R. R. 3, page 10.
Board approval Mar. 5, 1888 R. R. 3, page 10.

Commencing at the county line between Marion and Hendricks Counties, at a point on the center line running E and W in the center of Section 32 and 31-15-2E and Section 36, 35 and 34-15-1E; thence W on said line and county road to where the same intersects the White Lick Gravel Road leading from Plainfield to Mooresville. Said change will be equally divided between the land owners on each side.

Length 4.1 mile. R/W 30 feet.

6 - 16 - 2E James Ballard petitions for location of a county road.

Viewers appointed Sept. 4, 1850 C. R. 5, page 634.
Viewers reported Dec. 2, 1850 C. R. 6, page 3.
Reviewers appointed Dec. 2, 1850 C. R. 6, page 6.
Reviewers reported Mar. 4, 1851 C. R. 6, page 34.
Board approval June 3, 1851 C. R. 6, page 82.

Commencing at Owsley's Mill; thence N 3 W 27 poles; thence N 15 W 19 poles; thence N 41 W 23 poles; thence N 8 W 14 poles; N 15 W 120 poles; thence N 26 W to the E half mile stake of Section 6-16-2E; thence N 45 W 59½ poles; N 8 W 32 poles; thence N 78 W 40 poles; thence N 63 poles to a county road.

Length 1 mile 245 poles. R/W 25 feet.

6-16-2E William Snyder petition for location of a County Road (to commence
1 & 11-16-1E on the East boundry of Hendricks County in Township 17-Range 2 East
29,31-17-2E Section 29 being near a mill that is built in Marion County on
Fish Back running thence a SW direction on the nearest and best ground
to Brownsburg.)

Viewers appointed Sept. 1838 C. R. 3, page 244
Viewers report May 1839 C. R. 3, page 299

Beginning at the County Line in Section 29-17-2E near the half mile tree, running SW through said Section, thence through Section 31-17-2E; thence through Section 6-16-2E thence through Section 1-16-1E thence through Section 11-16-1E intersecting with State Road 1/4 mile North of Brownsburg.

Board orders the route be opened.

Ancient Road Cards

235

6 & 7-16-2E James N. Templin petitions for a county road.
1,2,11,12-16-1E

Commencing at the State Road running N from Brownsburg to Lebanon, said proposed road is to run on Section line on as near at the SE corner of A. Call's place, thence S 20 rods; thence E 40 rods; thence N 20 rods; thence E on Section line until it strides the county road leading from Anthony Swain's to the Boone County line.

Viewers appointed Sept. 1843 C. R. 4, page 296
Viewers report Mar. 1844 C. R. 4, page 331

Ordered that said road be opened 40 feet wide.

This road possibly commences about 26 rods E of the Center N of the NW 1/4 of Section 11-16-1E in the Brownsburg & Lebanon Road; thence East on the Section line to the S half mile stone of Section 6-16-2E; thence S 20 rods; thence E 40 rods; thence N 20 rods to the Section line; thence E thencecenter S of the SE 1/4 of Section 6-16-2E.

Length 2.4 miles

R/W 40 feet.

*Anthony Swain owned the W²SW⁴ 6 1/2 16-2E
SE 1/4 18 1/2 Townships etc.*

6,7,8,17,18-16-2E Job Hadley ordered to survey a county road from Swain's Tavern to Milton Watson's residence.

Survey ordered June 5, 1850 C. R. 5, page 600.
Report made June 15, 1850 C. R. 5, page 618.

Commencing near Swain's Tavern in the SE 1/4 of section 18-16-2E, thence N 15 E 31 poles, thence N 23 E 73 poles; thence N 20 E 46 poles; thence N 32 E 27 poles; thence N 42 E 31 poles; thence N 4 E 50 poles; thence N 10 E 12 poles; thence N 13 W 16 poles; thence N 35 W 32 poles; thence N 24 W 39 poles; thence N 3 W 88 poles; thence N 44 W 10 poles; thence W 12 poles; thence N 80 W 10 poles; thence N 22 W 12 poles; thence N 10 W 44 poles; thence N 32 W 66 poles; thence N 4 W 44 poles; thence W 37 poles; thence N 208 poles to the N line of Township 16N-1E.....

For complete record of survey see card for sections 14,23,25, 26,35 and 36 - 17 - 1E.

6-16-2E Shannon Foster petitions for permission to change on his own land at his own
36-17-1E expense the County Road leading from the National road near the Marion County line N to the Indianapolis and Lebanon State Road

Said change to commence on the N and S line dividing Section 6-16-2E where said road leaves said line and to continue on said line running N to his N line, then W until it intersects the present location at the township line

Viewers appointed Sept. 1843 C. R. 4, page 294
Viewers report Mar. 1844 C. R. 4, page 333

Order and allow the same to be made by the Shannon Foster.

Ancient Road Cards

236

6-16-2E Shannon Foster petition for a change in the county leading
31-17-2E from Brownsburg to Brittons Mill.
Viewers appointed Sept. 1847 C. R. 5, page 224.
Viewers report Sept. 1847 C. R. 5, page 232.
Board ordered that the change prayed for by said petition be made
by him.

Commencing at a bridge on said road on the Twp. line between 16 and 17 N and
running in an Easterly direction until it strikes the present location a
distance of about 60 rods, said change to be made on his own land at his own
expense.

(Said Foster owned NE 1/4 of 6-16-2E. Clerk's note.)
Length 0.2 mile. R/W not stated.

6, 7, 8, 17, 20 - 16 - 2E Isaac Prather petition for location of county
14, 15, 23, 25, 26, 36 - 17 - 1E road.
Viewers appointed Nov. 1834 C. R. 2, page 182.
Viewers reported Mar. 1835 C. R. 2, page 205.
Board approval Mar. 1835 C. R. 2, page 205.

Commencing on the Crawfordsville and Indianapolis State Road at the county line;
thence N with the said line to the E end of E Railsback Lane (E of NE of Section
17-16-2E); thence NW on the nearest and best way to Shannon Foster's in W of NE of
Section 6-16-2E; thence on the nearest and best ground to the county line in the
direction of Lebanon.

Length not stated. R/W 30 feet.

End. Railsback owned E 2 SE 1/4 17-16-2E

7, 17, 18-16-2E John Wiley petition to view a county road.
Viewers appointed Sept. 1840 C. R. 4, page 71.
Viewers report Nov. 1840 C. R. 4, page 85.
Board ordered that the route above petitioned be opened.

Commencing at the county road where it crosses the Sec. line between Sec. 7 and
18-16-2E; thence running S on the nearest and best ground to intersect the
Indianapolis and Crawfordsville State road at Anthony Swain's Tavern.

Length not stated. R/W 30 feet.

Swain's Tavern was in the SE 1/4 18-16-2E - Charles

Ancient Road Cards

237

8, 17, 20 - 16 - 2E Isaac S. Long petitions for location of a county road.
Viewers appointed Mar. 6, 1851 C. R. 6, page 51.
Viewers reported June 4, 1851 C. R. 6, page 85.
Board approval June 4, 1851 C. R. 6, page 85.

Commencing in Section 8-16-2E near Owsley's Mill; thence S 26 1/2 W 14 poles
16 links; thence S 11 3/4 E 60 poles 16 links; thence S 83 E 34 poles
24 links; thence S 5 1/2 E 85 poles; thence S 88 E 51 poles 22 links; thence
S 82 1/2 E 26 poles; thence S 100 poles 9 1/2 links; thence E 80 poles, to the
county line; thence S 280 poles, on the county line to the Crawfordsville
Road.

Length 2 miles 92 poles 19 1/2 links. R/W 25 feet.

17 and 18 - 16 - 2E Isaac Roberts petitions for a change in a county road.
Viewers appointed Mar. 3, 1851 C. R. 6, page 29.
Viewers reported June 4, 1851 C. R. 6, page 86.
Board approval June 4, 1851 C. R. 6, page 86.

Commencing at the line... (See original record)

17, 18, 19, 20, 29, 30 - 16 - 2E John Harris petition for location of a road.
Viewers appointed May 1835 C. R. 2, page 218.
Viewers reported Sept. 1835 C. R. 2, page 231.
Board approval Sept. 1835 C. R. 2, page 231.

Commencing at the W end of D. C. Hutt's lane on the section line between
Section 29 and 30-16-2E (probably on W line SW of Section 29) and run thence
N on or near the section line to the Crawfordsville State Road until it shall
intersect the road leading from Thornton F. Gorham to Edward Railsback.

Length not stated. R/W 30 feet.

*(SW 1/4 SE 1/4 24-16-1E
SE 1/4 SE 1/4 25-16-1E
SE 1/4 SW 1/4 25-16-1E
SE 1/4 19-16-2E)*

Railsback owned E 2 SE 1/4 17-16-2E

19, 30 and 31 - 16 - 2E John Davis petition for location of highway.
24, 25 and 36 - 16 - 1E
Viewers appointed Mar. 4, 1879 R. R. 2, page 122.
Viewers report June 4, 1879 R. R. 2, page 134.
Board approval June 4, 1879 R. R. 2, page 134.

Beginning at the corner of sections 1 - 15 - 1E, 6 - 15 - 2E, 31 - 16 - 2E and
36 - 15 - 1E; thence N on the range line to where the road intersects the
Crawfordsville and Indianapolis Turn Pike Road.

R/W 30 feet. Distance about 3 1/2 miles.

Ancient Road Cards

238

29,30,31, and 32-16-2E Citizens of Brown Twp. petition for the location of a
25,26,27,34,35, and 36-16-1E county road.

Viewers appointed Mar. 1840 C. R. 4, page 25.
Viewers report May 5, 1840 C. R. 4, page 45.
Board approval May 5, 1840 C. R. 4, page 45.

Commencing at the NE corner of Sec. 32-16-2E; thence W 50 rods; thence a little
N of W 200 yards; thence W to Nathaniel L. Pearce's lane.

Length not stated. R/W 25 feet.
(Pearce owned W 1/2 of SE 1/4 and E 1/2 of SW 1/4
of Sec. 27-16-1E.)

30 and 31 - 16 - 2E
25, 26, 27, 34, 35, 36 - 16 - 1E A. F. Smith petition for free gravel road.

Viewers appointed Apr. 21, 1884 R. R. 2, page
424.
Viewers reported June 11, 1884 R. R. 2,
page 448.
Board approval June 11, 1884 R. R. 2, page
448.

Beginning at the center S of the SE of Section 30-16-2E; thence W to a point
13 feet S of the SW corner of said Section 30; thence W to the center S of
the SE of Section 27-16-1E; thence N 340 feet; thence N80 W 630 feet; thence
S 69 W 194 feet; thence S 84 W 320 feet and closing where said highway crosses
Big White Lick Creek.

Length 3 1/5 miles. R/W not stated.

31 1/2 32 - 16 - 2E John D. Davis petition for free gravel road.
5 1/2 6 - 15 - 2E
34, 35, 36 - 16 - 1E
1, 2, 3 - 15 - 1E

Viewers appointed Mar. 12, 1884 R. R. 2, page 422.
Viewers reported June 26, 1884 R. R. 2, page 441.
Board approval June 26, 1884 R. R. 2, page 441.

Beginning on the line dividing Hendricks and Marion Counties at the SE corner
of Section 32-16-2E; thence W on the township line dividing townships 15 and
16-2E to a point 790 feet W of the N half mile stone of Section 3-15-1E;
thence S 63 W 1228 feet; thence S 74 W 909 feet; thence S 530 feet; thence
W 530 feet to the center on the W of NW of Section 3-15-1E.

Length 5.04 mile. R/W 36 feet.

17 - 18 and 19 - 17 - 2E Leander Glidwell

Petition for County to work portion of the Road
belonging to the Fishback and Elizabeth Gravel Road Co.
R.R. # 1, page 406-7
Board orders that the Supervisors of Roads to work and
keep in repair the roads petitioned.

Commencing on the Sec. line dividing Sec. 24 and 13, where said Sec line
crosses the old line of the Fayette road to a point 40 rods NW of the NE cor of the West
half of the NW quarter of Sec 19-17-2E; thence E on said Sec line dividing Sec 18 and 17
North R 2 East until it intersects the Marion and Hendricks County Line.

Ancient Road Cards

239

18, 19 - 17-2E
13, 14, 23, 24 - 17 - 1E

George E. Hough and J. M. Johnson

Petition to transfer jurisdiction on said road June 6, 1876
R. R. # 1, page 370, Commissioners approval.

Part of the Fishback Gravel Road. Commencing at the
NW cor Sec 23-17-1E; thence E on the line dividing said Sec 23 from Sec 14 and
Sec 24 and 13 until it intersects the old line of the Fayette road to a point
about 40 rods NW of the NE cor of the West half NW quarter Sec 19-17 - 2E

19, 20, 29, 30-17-2E James Ballard petition for a county road.
13, 14, 23, 24, 25-17-1E

Viewers appointed May 1840 C. R. 4, page 45.
Viewers report Sept. 1840 C. R. 4, page 72.
Board ordered that said route be declared a public highway.

Commencing on the county line between Hendricks and Boone at the corners of Sec.
13 and 14-17-1E and running with or near the line between Sec. 13 and 14 as far
as the ground will admit, and from thence on the nearest and best route to the
county line between Marion and Hendricks near R. Larvel's.

(Larvel owned N 1/2 of NW 1/4 of Sec. 29-17-2E.)
No length stated. R/W 30 feet.

19-17-2E and 24-17-1E Joseph T. Jordan petition for change of highway.

Viewers appointed Dec. 6, 1878 R. R. 2, page 83.
Viewers report Dec. 6, 1878 R. R. 2, page 105.
County approved petition Dec. 6, 1878 R. R. 2, page 105.

Beginning where said road crosses the section line between sections 19-17-2E
and 24-17-1E; thence S on the E side of the section line until it intersects
the county road leading to Brownsburg.

The road between points of intersection be and is here-
by vacated.

R/W 30 feet wide. Distance: none stated.

29, 31-17-2E
6-16-2E
1 & 11-16-1E

William Snyder petition for location of a County Road (to commence
on the East boundary of Hendricks County in Township 17-Range 2 East
Section 29 being near a mill that is built in Marion County on
Fish Back running thence a SW direction on the nearest and best ground
to Brownsburg.)

Viewers appointed Sept. 1838 C. R. 3, page 244
Viewers report May 1839 C. R. 3, page 299

Beginning at the County Line in Section 29-17-2E near the half mile
tree, running SW through said Section, thence through Section 31-17-2E; thence
through Section 6-16-2E thence through Section 1-16-1E thence through Section 11-16-1E
intersecting with State Road 1/4 mile North of Brownsburg.

Board orders the route be opened.

29 & 30-17-2E John Wilkins petition a county road.
25 & 26-17-1E

Beginning at the State Road W of Thomas Grahm's house at the crossing of White Lick to run on the nearest and best ground past the house of Thomas Grahm until it intersects the county road leading from Anthony Swain's to Mt. Tabor meeting house running on it SE until near the middle of Section 25; thence turning E until it intersects the county line something near a half mile S of Harrison Buttons Mill.

Viewers appointed Dec. 1845 C. R. 5, page 12
Viewers report Mar. 1846 C. R. 5, page 50

Ordered that said road be opened. 40 feet wide

31-17-2E Shannon Foster petition for a change in the county road leading
6-16-2a from Brownsburg to Britton's Mill.

Viewers appointed Sept. 1847 C. R. 5, page 224.
Viewers report Sept. 1847 C. R. 5, page 232.
Board ordered that the change prayed for by said petition be made by him.

Commencing at a bridge on said road on the Twp. line between 16 and 17 N and running in an Easterly direction until it strikes the present location a distance of about 60 rods, said change to be made on his own land at his own expense.

(Said Foster owned NE 1/4 of 6-16-2a. Clerk's note.)
Length 0.2 mile. A/L not stated.

31-17-2a James Ballard petition at the third reading
25 & 36-17-1E

To vacate a part of the old county road running from Buttons mill to Brownsburg, said vacation to commence at the county road running from Anthony Swain's to Boone County, to vacate all that part of the old county road between James Brown's and the State Road running from Brownsburg to Lebanon Dec. 1843 C. R. 4, page 308

Ordered that said road be and the same is here by vacated.

(This vacation probably commences in the SW 1/4 of Section 31-17-2a then in a Southwestwardly dorection through the S half of Sections 35 & 36-17-1E to the Brownsburg & Lebanon Road--- Clerk)

Length 2.1 miles

31 and 32-17-2a John Feed petition for a public highway to lead from county road
36-17-1E running from Anthony Swain's to Mt. Tabor meeting house to Adam Right's mill on Eagle Creek in Marion County.

Commencing on the above named road at or near a small red oak about 50 yards S of John Perkins' dwelling house running thence E through the center of Section 36-17-1E, 31 and 32-17-2E until it intersects the county road on the line dividing Hendricks and Marion counties.

Viewers appointed Dec. 1845 C. R. 5, page 11

No record of viewers report.

R/W 25 feet.