SUBDIVISIONS

Original Town Friendswood 37

Joel Jessup Addition to Friendswood 38

Miller-Mack Subdivision 39

Maple Grove Subdivision 40

Scale for Rural Sections ..... 1" = 400'

Scale for Plats of Subdivisions as indicated on Plats

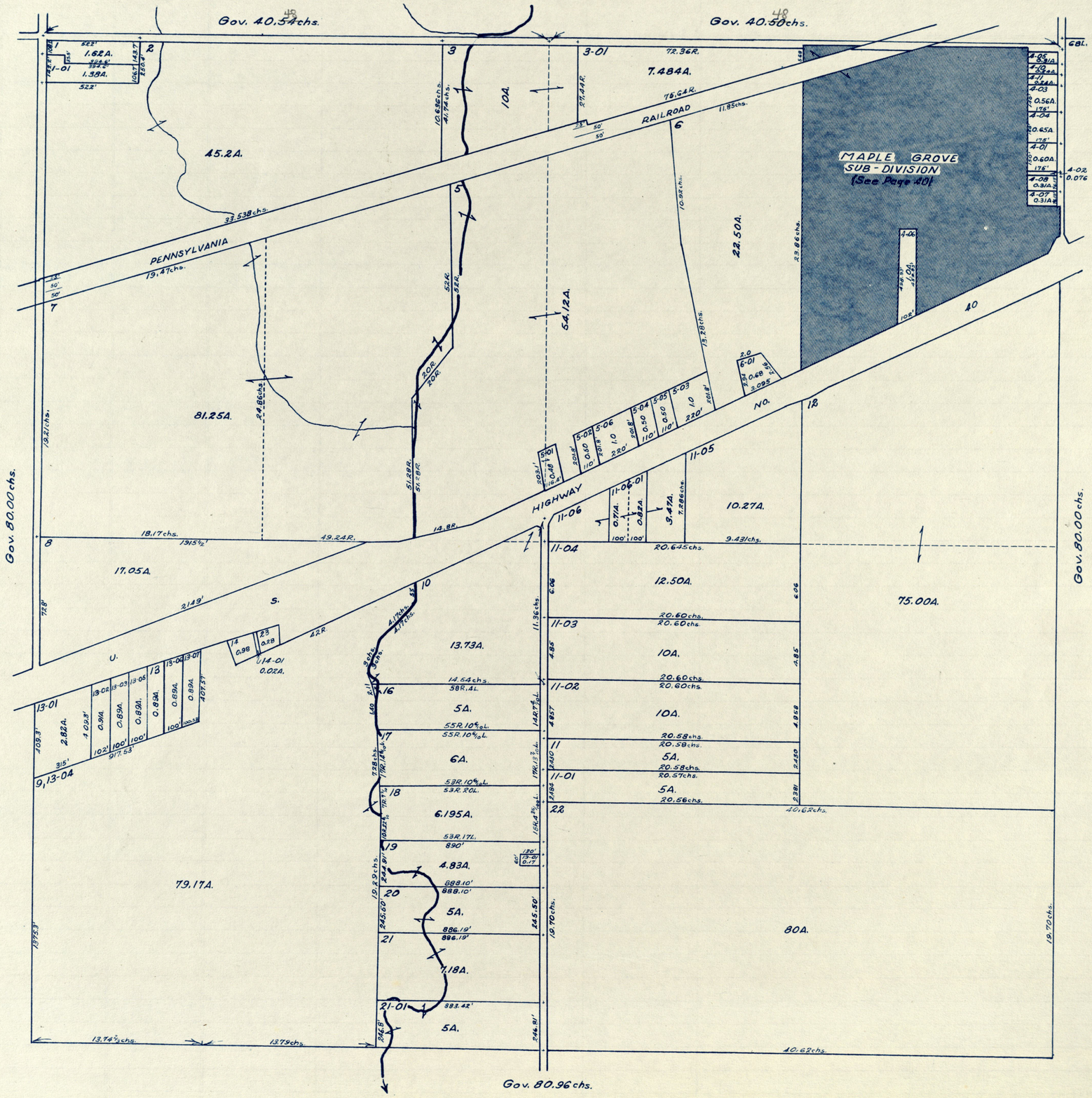
GUILFORD TOWNSHIP

SECTION	PAGE
25 - 15 - 1E	1
26 - 15 - 1E	2
27 - 15 - 1E	3
28 - 15 - 1E	4
33 - 15 - 1E	5
34 - 15 - 1E	6
35 - 15 - 1E	7
36 - 15 - 1E	8
29 - 15 - 2E	9
30 - 15 - 2E	10
31 - 15 - 2E	11
32 - 15 - 2E	12
1 - 14 - 1E	13
2 - 14 - 1E	14
3 - 14 - 1E	15
4 - 14 - 1E	16
9 - 14 - 1E	17
10 - 14 - 1E	18
11 - 14 - 1E	19
12 - 14 - 1E	20
13 - 14 - 1E	21
14 - 14 - 1E	22
15 - 14 - 1E	23
16 - 14 - 1E	24
21 - 14 - 1E	25
22 - 14 - 1E	26
23 - 14 - 1E	27
24 - 14 - 1E	28
5 - 14 - 2E	29
6 - 14 - 2E	30
7 - 14 - 2E	31
8 - 14 - 2E	32
17 - 14 - 2E	33
18 - 14 - 2E	34
19 - 14 - 2E	35
20 - 14 - 2E	36

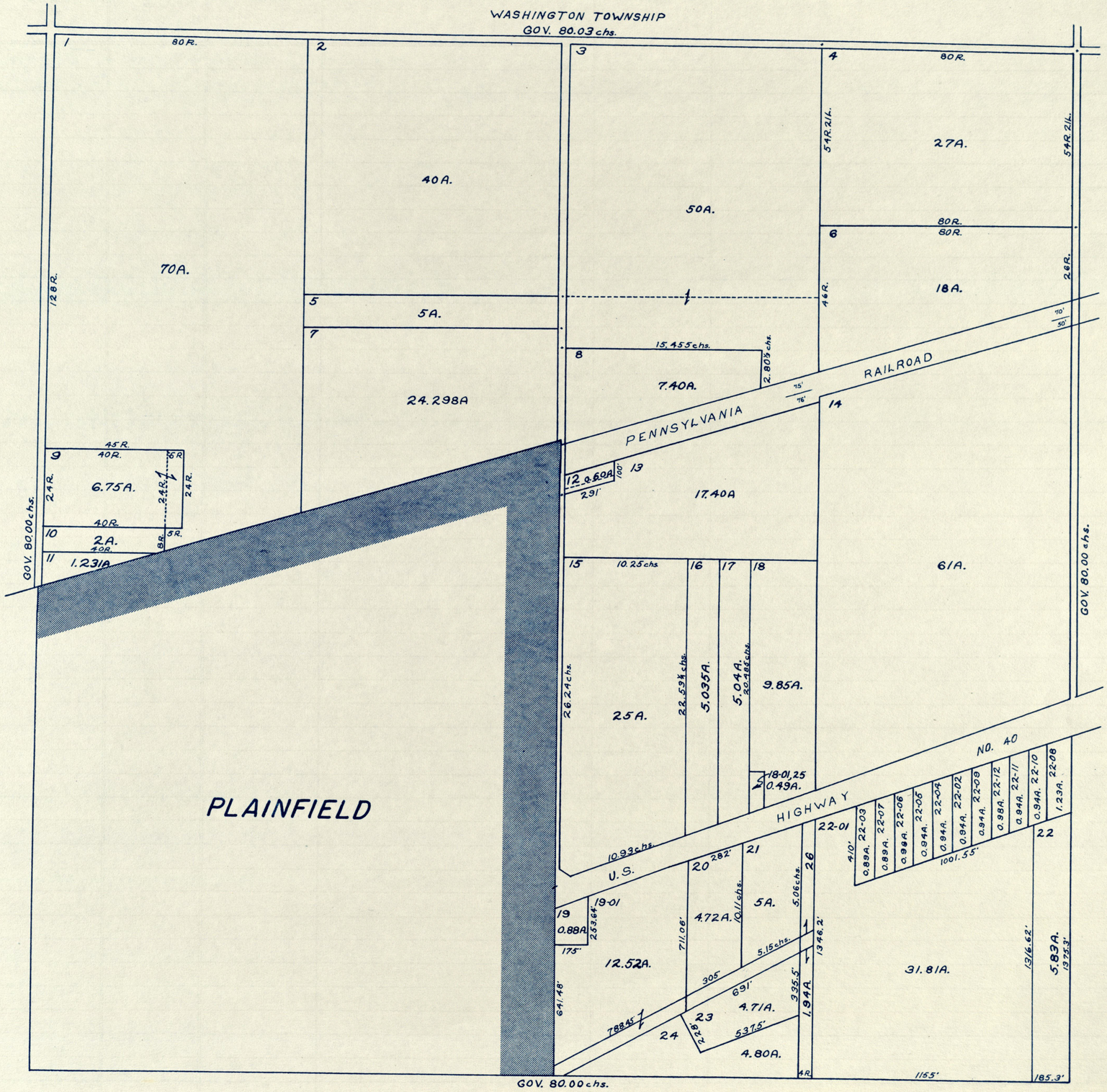
GUILFORD

25-15-1E

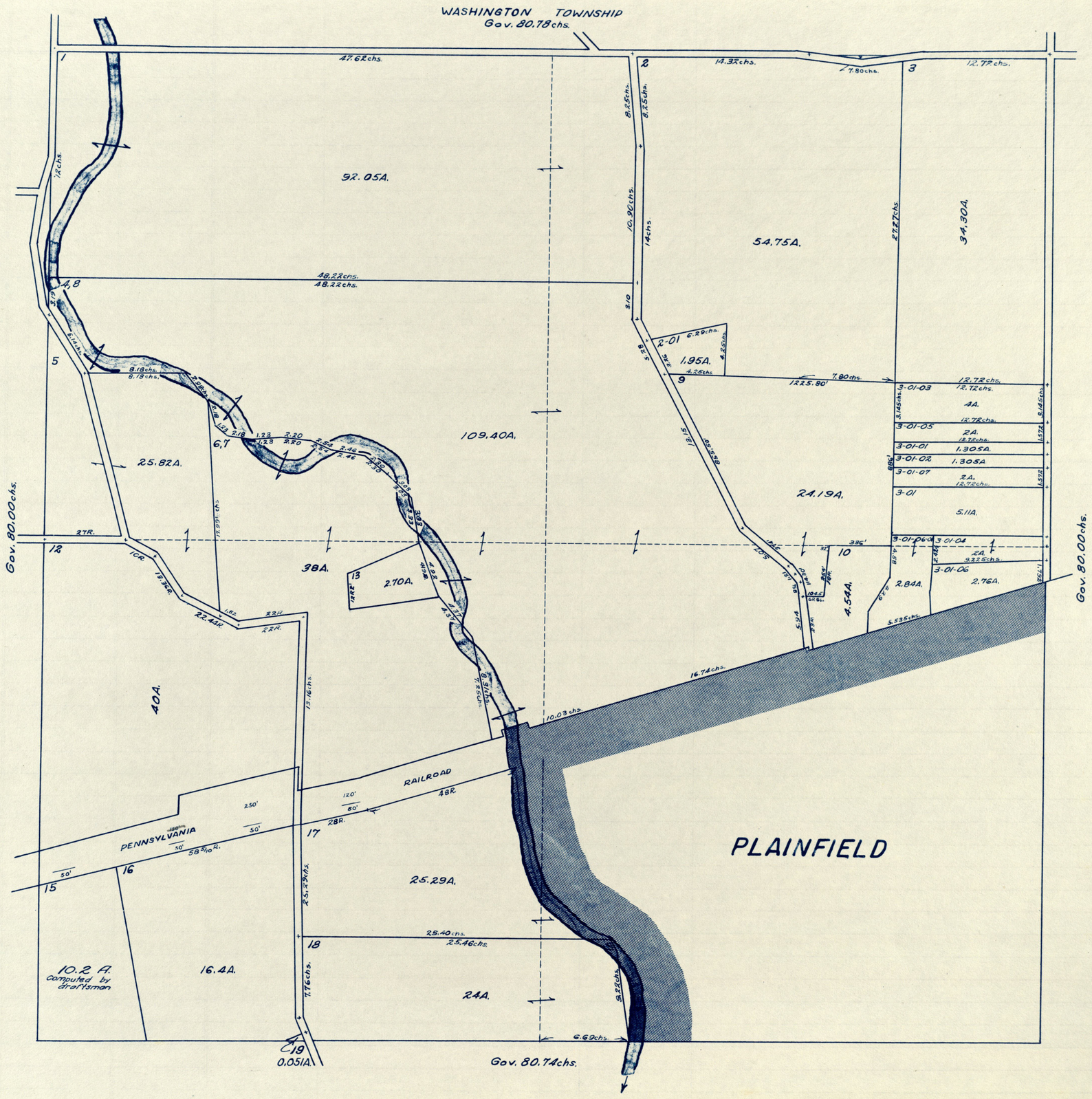
WASHINGTON TOWNSHIP



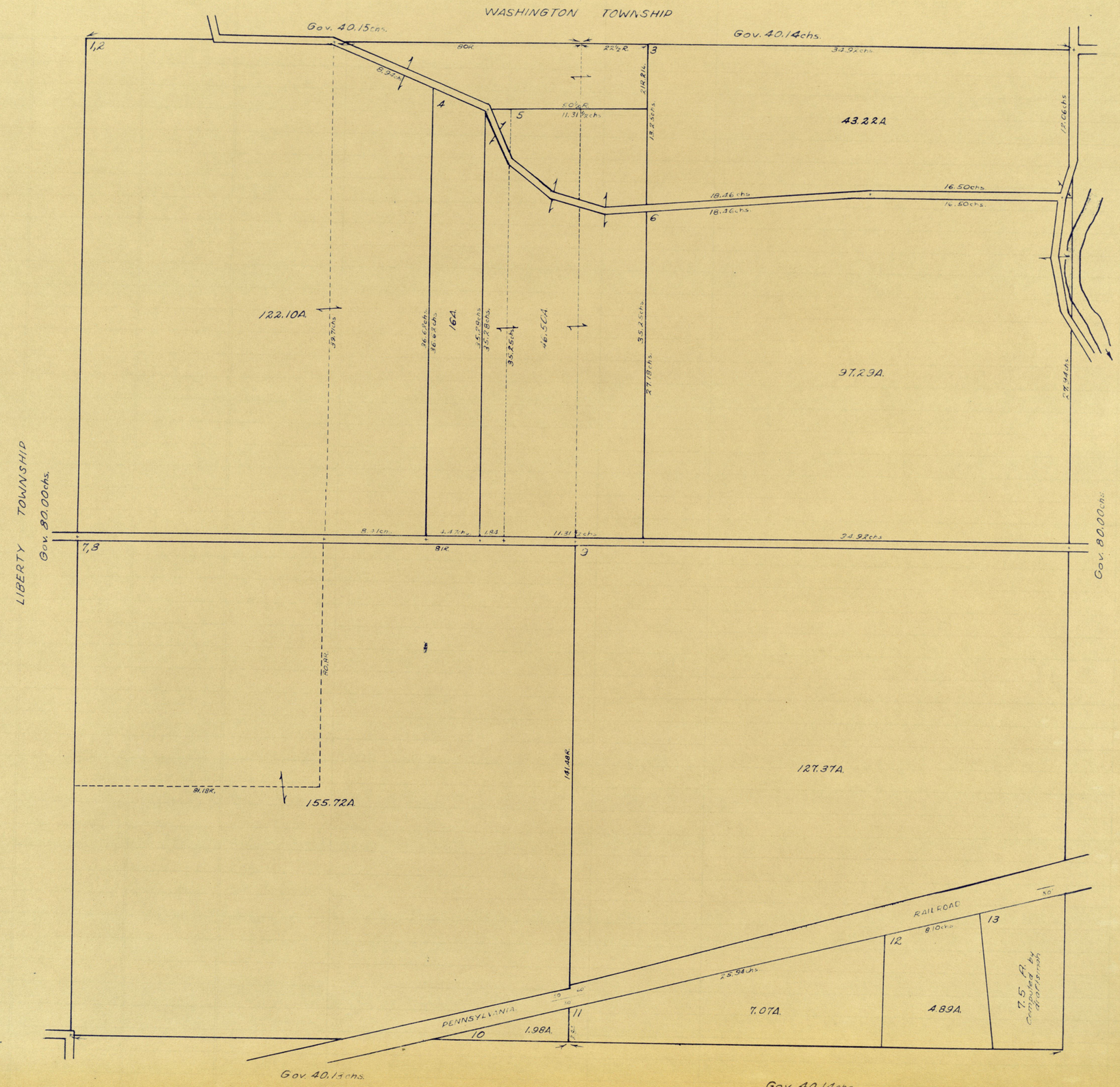
26-15-1E


WASHINGTON TOWNSHIP
GOV. 80.03 chs.
1
80 R.
128 R.
70A.
2
40A.
3
50A.
4
80 R.
54 R. 21 L.
27A.
54 R. 21 L.
80 R.
6
80 R.
46 R.
18A.
26 R.
5
5A.
7
24.298A
8
15.455 chs.
2.805 chs.
7.40A.
PENNSYLVANIA
RAILROAD
75'
76'
70'
50'
14
61A.
GOV. 80.00 chs.
9
45 R.
40 R.
6 R.
24 R.
6.75A.
24 R.
24 R.
40 R.
10
2A.
40 R.
8 R.
3 R.
11
1.231A
GOV. 80.00 chs.
12
0.80A
100'
291'
13
17.40A
15
10.25 chs.
16
17
18
26.24 chs.
25A.
22.53¼ chs.
5.035A.
5.04A.
20.485 chs.
9.85A.
18-01, 25
0.49A.
PLAINFIELD
NO. 40
HIGHWAY
U.S.
10.93 chs.
22-01
22-03
22-07
22-06
22-05
22-04
22-02
22-09
22-12
22-11
22-10
22-08
0.89A.
0.89A.
0.98A.
0.94A.
0.94A.
0.94A.
0.94A.
0.98A.
0.94A.
0.94A.
1.23A.
410'
1001.55'
22
20
282'
21
26
5.06 chs.
19
0.88A
175'
19-01
253.64'
12.52A.
711.06'
4.72A.
10.11 chs.
5A.
5.15 chs.
1346.2'
305'
691'
641.48'
788.45'
23
24
4.71A.
335.5'
1.94A.
537.5'
4.80A.
4R.
31.81A.
1155'
1316.62'
5.83A.
1325.3'
185.3'
GOV. 80.00 chs.

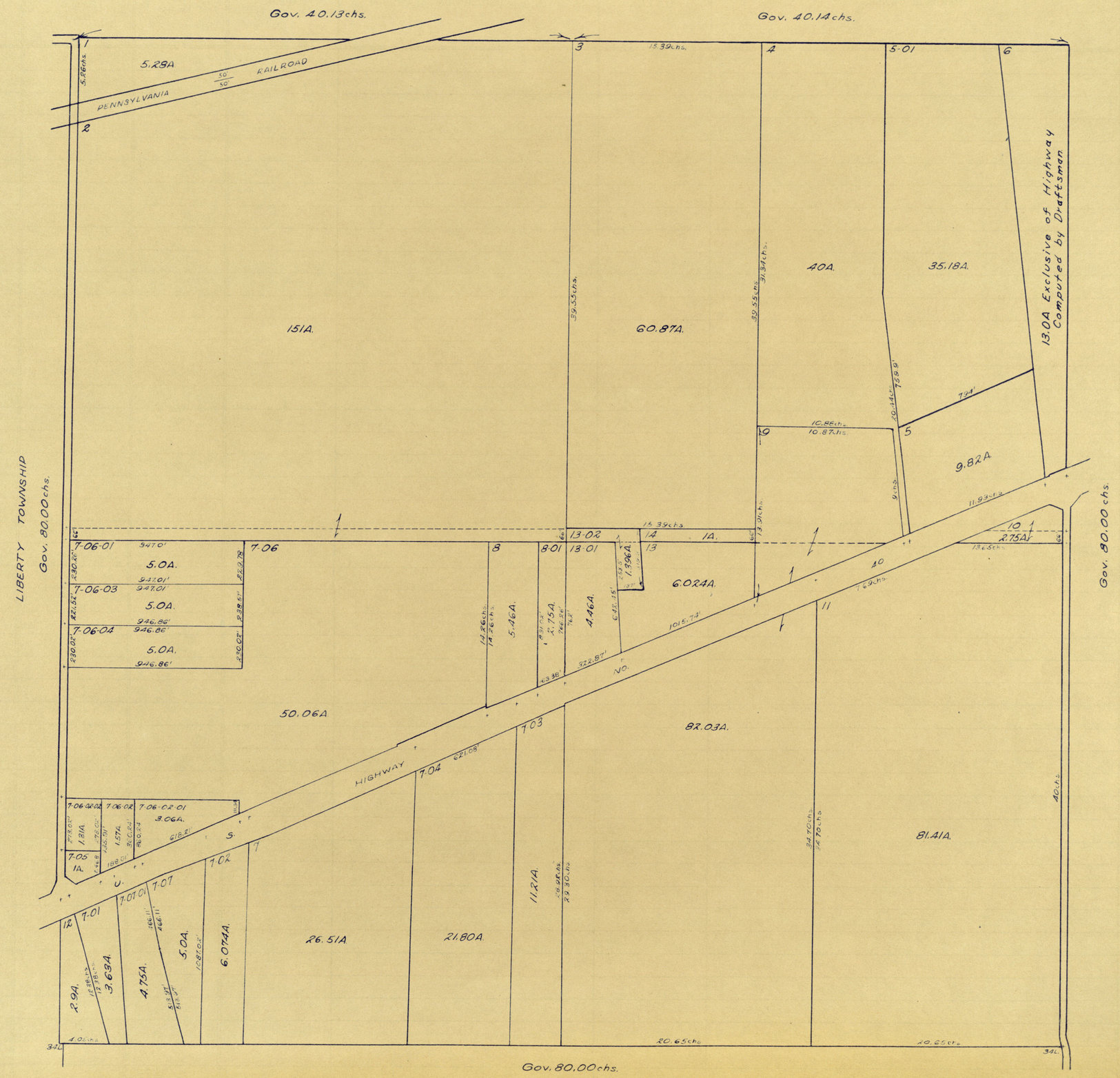
27-15-1E


WASHINGTON TOWNSHIP
Gov. 80.78chs.
47.62chs.
14.32chs.
7.80chs.
12.72chs.
92.05A.
54.75A.
34.30A.
48.22chs.
48.22chs.
2-01
1.95A.
109.40A.
25.82A.
24.19A.
3-01-03
4A.
3-01-05
2A.
3-01-01
1.305A.
3-01-02
1.305A.
3-01-07
2A.
3-01
5.11A.
3-01-06
2.76A.
2.84A.
4.54A.
38A.
2.70A.
40A.
RAILROAD
PENNSYLVANIA
25.29A.
10.2 A.
computed by draftsman
16.4A.
24A.
0.051A.
Gov. 80.74chs.
Gov. 80.00chs.
PLAINFIELD

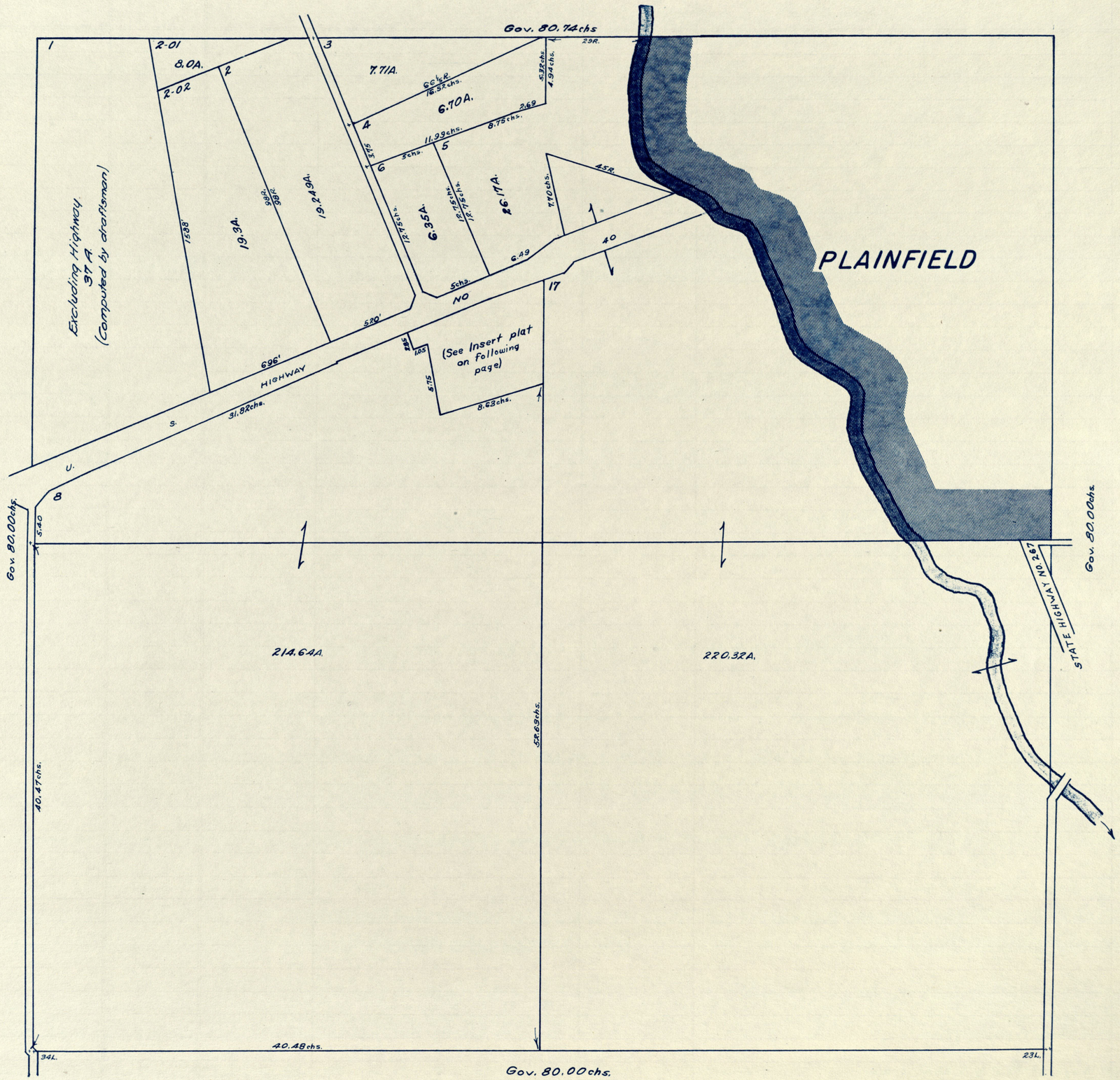
28-15-1E


WASHINGTON TOWNSHIP
LIBERTY TOWNSHIP
Gov. 40.15chs.
Gov. 40.14chs.
Gov. 80.00chs.
1,2
3
4
5
6
7,8
9
10
11
12
13
80R.
22½R.
50½R.
43.22A.
122.10A.
16A.
46.50A.
97.23A.
155.72A.
127.37A.
RO.RR.
141.88R.
RAILROAD
PENNSYLVANIA
7.07A.
1.98A.
4.89A.
7.5A. Conveyed by deed in book

33-15-1E

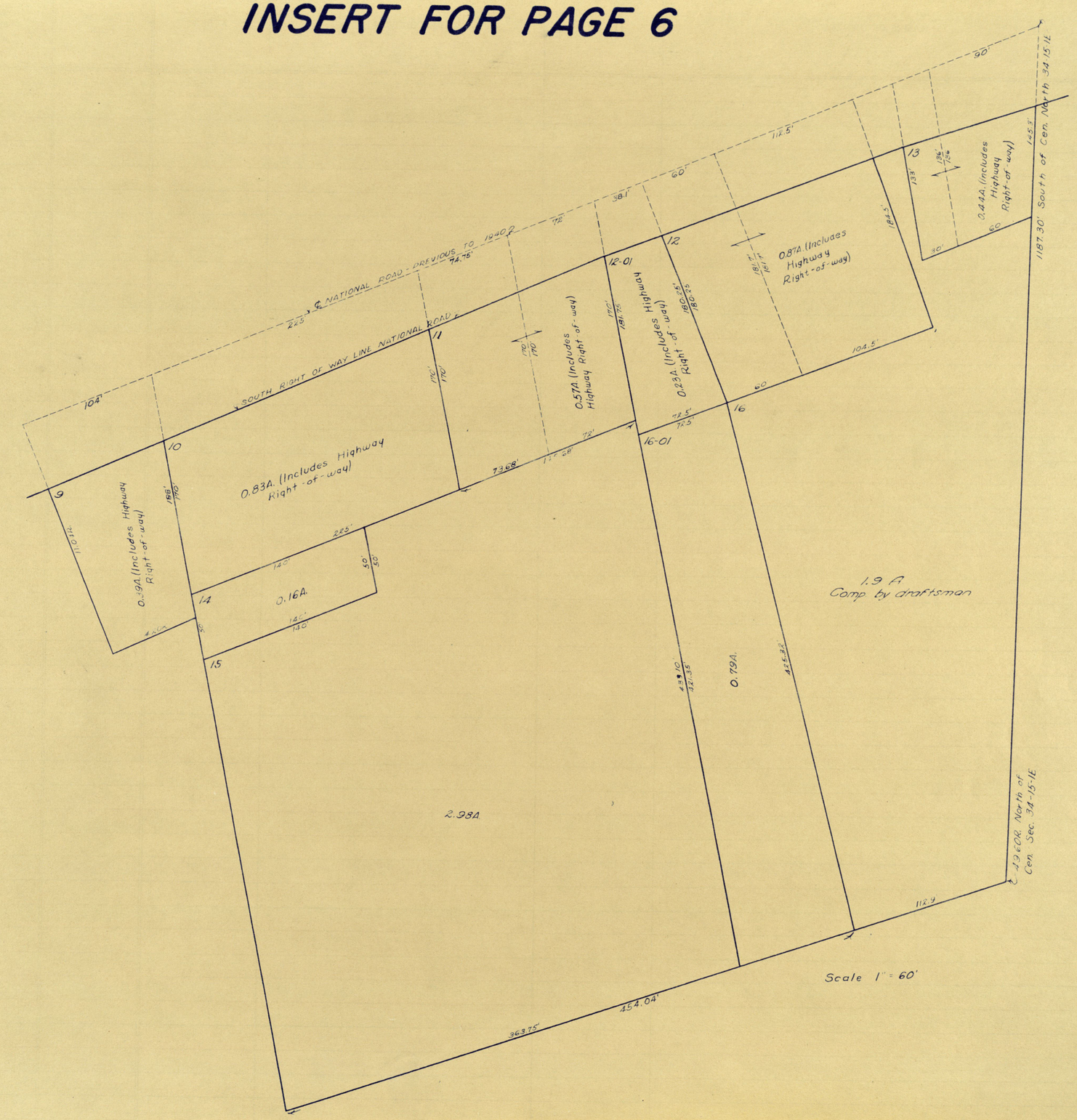

Gov. 40.13chs.
Gov. 40.14chs.
5.29A
PENNSYLVANIA RAILROAD
50/50
151A.
60.87A.
40A.
35.18A.
13.0A Exclusive of Highway Computed by Draftsman
9.82A.
LIBERTY TOWNSHIP
Gov. 80.00chs.
7-06-01
5.0A.
7-06-03
5.0A.
7-06-04
5.0A.
7-06
50.06A.
5.46A.
4.46A.
6.024A.
2.75A.
82.03A.
HIGHWAY NO. 40
7-06-02-02
1.31A.
7-06-02
1.57A.
7-06-02-01
3.06A.
7-05
1A.
7-01
2.9A.
3.63A.
4.73A.
5.0A.
6.074A.
26.51A.
21.80A.
11.21A.
81.41A.
Gov. 80.00chs.

34-15-1E

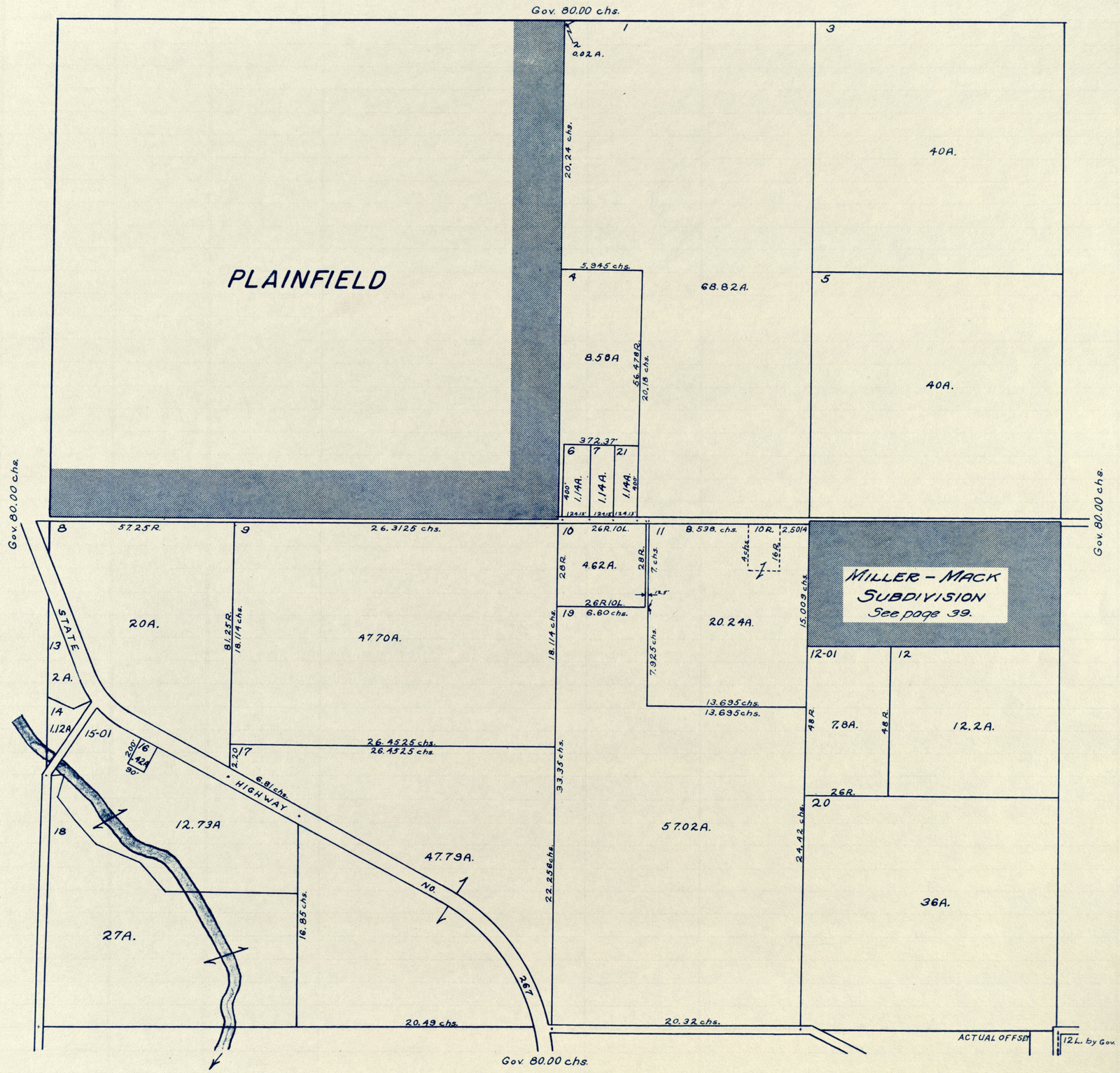

Gov. 80.74chs
29R.
1
2-01
8.0A.
2-02
2
3
7.71A.
6.70A.
4
5
6
11.99chs.
8.75chs.
2.69
4.94chs.
5.32chs.
5chs.
3.76
19.3A.
19.249A.
98R.
98R.
1538'
6.35A.
26.17A.
12.75chs.
12.75chs.
7.10chs.
45R.
40
6.49
5chs.
17
NO
520'
696'
HIGHWAY
S.
U.
31.82chs.
(See Insert plat on following page)
8.62chs.
8.15
1.05
8
Excluding Highway 37A (Computed by draftsman)
PLAINFIELD
STATE HIGHWAY NO. 267
Gov. 80.00chs.
Gov. 80.00chs.
5.40
214.64A.
220.32A.
40.47chs.
53.69chs.
40.48chs.
34L.
23L.
Gov. 80.00chs.

PART 34-15-1E

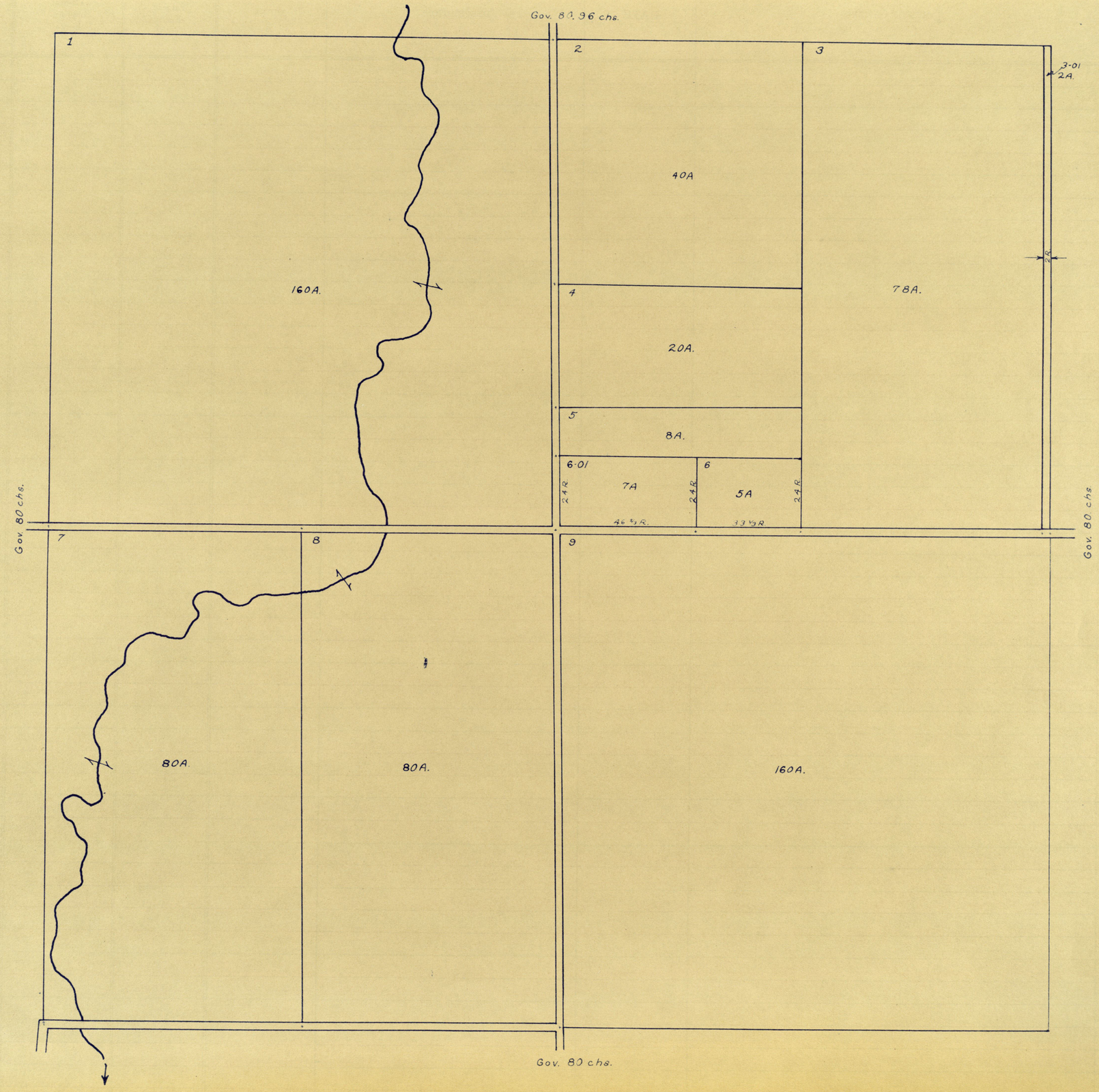
INSERT FOR PAGE 6



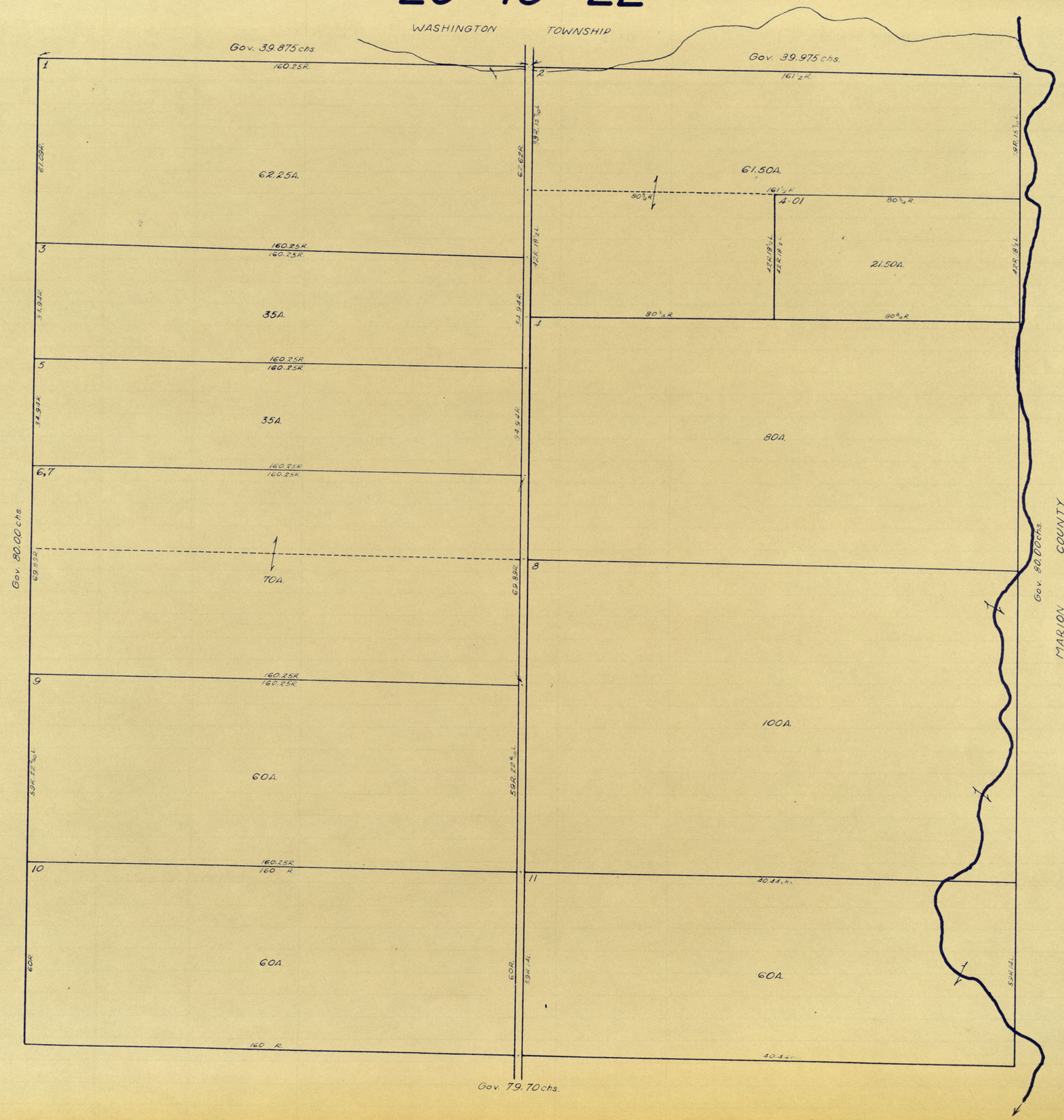
35-15-1E


Gov. 80.00 chs.
PLAINFIELD
1
2
0.02A.
20.24 chs.
3
40A.
5.945 chs.
4
68.82A.
5
8.58A
56.478R.
20.18 chs.
40A.
372.37'
6
7
21
400'
1.14A.
1.14A.
1.14A.
400'
124.13'
124.13'
124.13'
Gov. 80.00 chs.
Gov. 80.00 chs.
8
57.25R.
9
26.3125 chs.
10
26R.10L.
11
8.538. chs.
10R.
2.501A
4.5chs.
16R.
4.62A.
28R.
28R.
7 chs.
26R.10L.
19
6.80chs.
12.5'
20.24A.
15.003 chs.
MILLER-MACK
SUBDIVISION
See page 39.
STATE
HIGHWAY
NO.
267
20A.
81.25R.
18.114 chs.
47.70A.
18.114 chs.
7.925 chs.
13
2A.
14
1.12A
15-01
12-01
12
13.695chs.
13.695chs.
48R.
7.8A.
48R.
12.2A.
26.4525 chs.
26.4525 chs.
2.20
17
16
2.00
12A
90°
6.81chs.
33.33 chs.
26R.
20
12.73A
57.02A.
24.42 chs.
18
47.79A.
22.258chs.
36A.
16.85 chs.
27A.
20.49 chs.
20.32 chs.
ACTUAL OFFSET
12L. by Gov.
Gov. 80.00 chs.

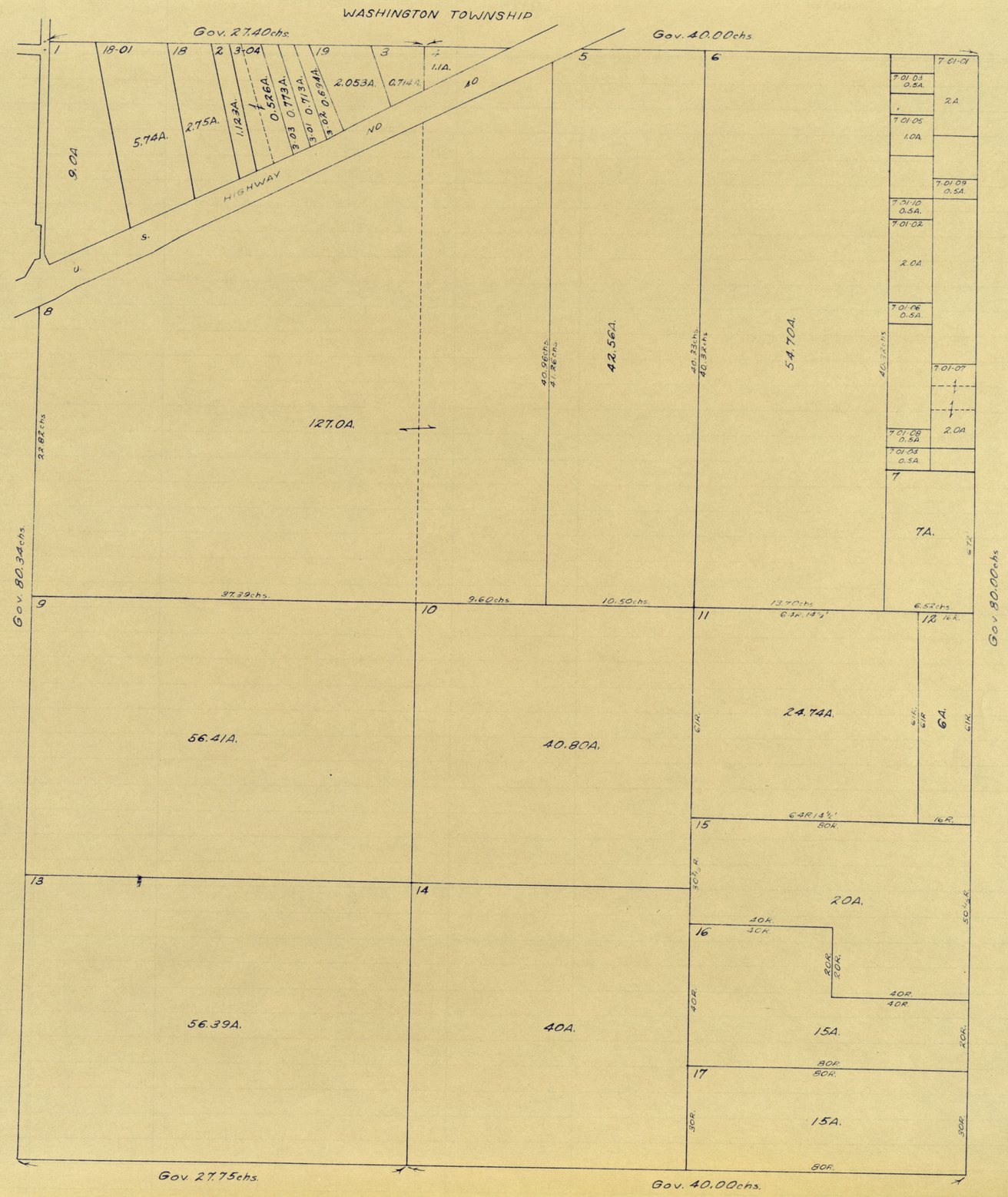
36-15-1E


Gov. 80.96 chs.
1
160A.
2
40A
3
78A.
3-01
2A.
2R.
4
20A.
5
8A.
6-01
7A
2.4R.
46 2/3R.
6
5A
2.4R.
33 1/3R.
2.4R.
Gov. 80 chs.
Gov. 80 chs.
7
80A.
8
80A.
9
160A.
Gov. 80 chs.

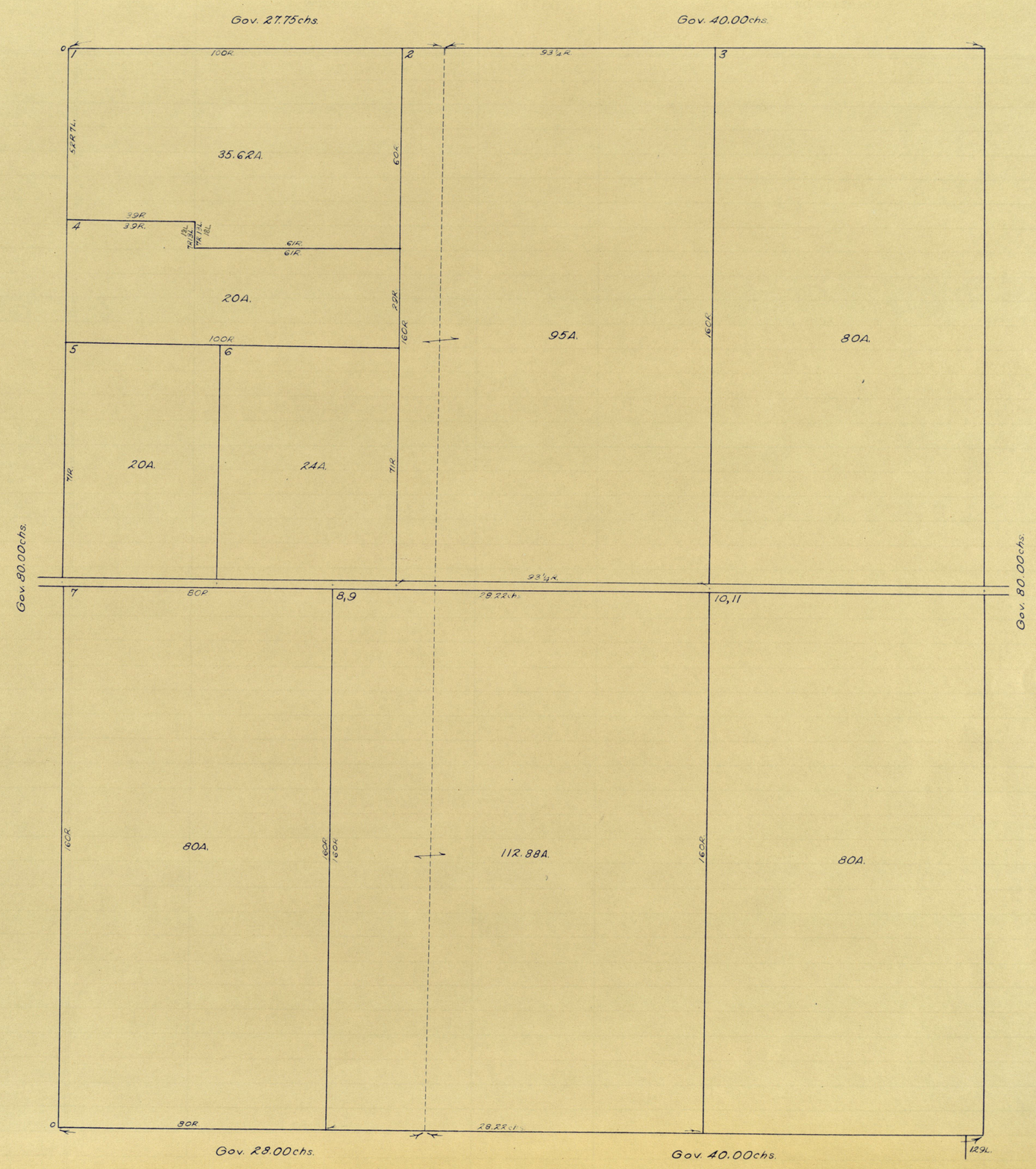
29-15-2E


WASHINGTON TOWNSHIP
Gov. 39.875 chs.
Gov. 39.975 chs.
Gov. 80.00 chs.
Gov. 80.00 chs.
Gov. 79.70 chs.
MARION COUNTY
1
2
3
5
6,7
8
9
10
11
160.25R.
161½R.
62.25A.
61.50A.
35A.
35A.
21.50A.
80A.
70A.
100A.
60A.
60A.
60A.
A-01

30-15-2E

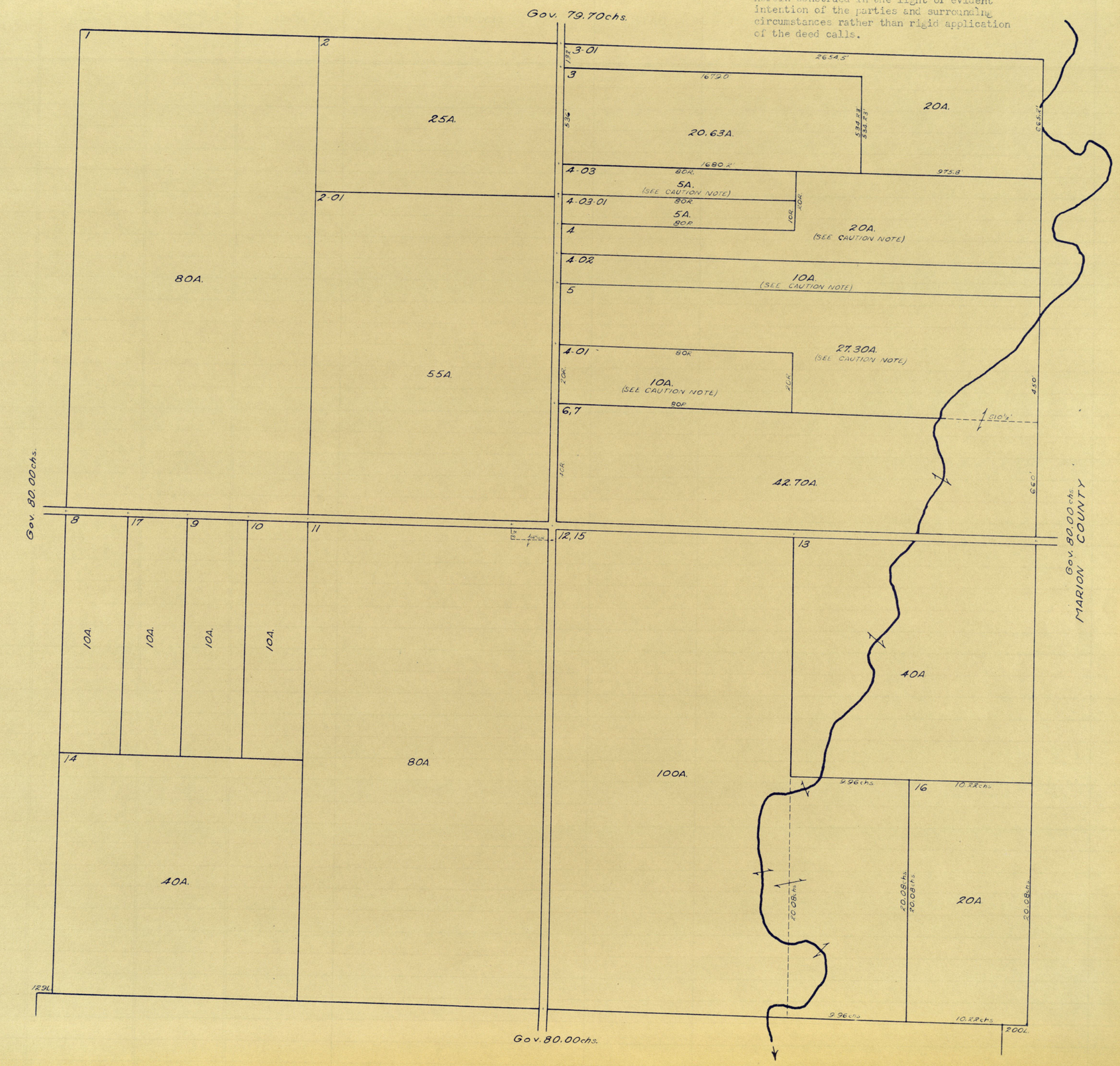

WASHINGTON TOWNSHIP
Gov. 27.40chs.
Gov. 40.00chs.
1
18-01
18
2
3-04
19
3
1.1A.
9.0A
5.74A.
2.75A.
1.12A.
0.526A.
3-03 0.773A.
3-01 0.713A.
3-02 0.674A.
2.053A.
0.714A.
HIGHWAY
5
6
7-01-01
7-01-03 0.5A.
2A.
7-01-05 1.0A.
7-01-09 0.5A.
7-01-10 0.5A.
7-01-02 2.0A.
7-01-06 0.5A.
7-01-07
2.0A.
7-01-08 0.5A.
7-01-04 0.5A.
8
127.0A.
42.56A.
54.70A.
7
7A.
Gov. 80.34chs.
Gov. 80.00chs.
9
10
11
12
56.41A.
40.80A.
24.74A.
6A.
13
14
15
16
17
56.39A.
40A.
20A.
15A.
15A.
Gov. 27.75chs.
Gov. 40.00chs.

31 - 15 - 2E

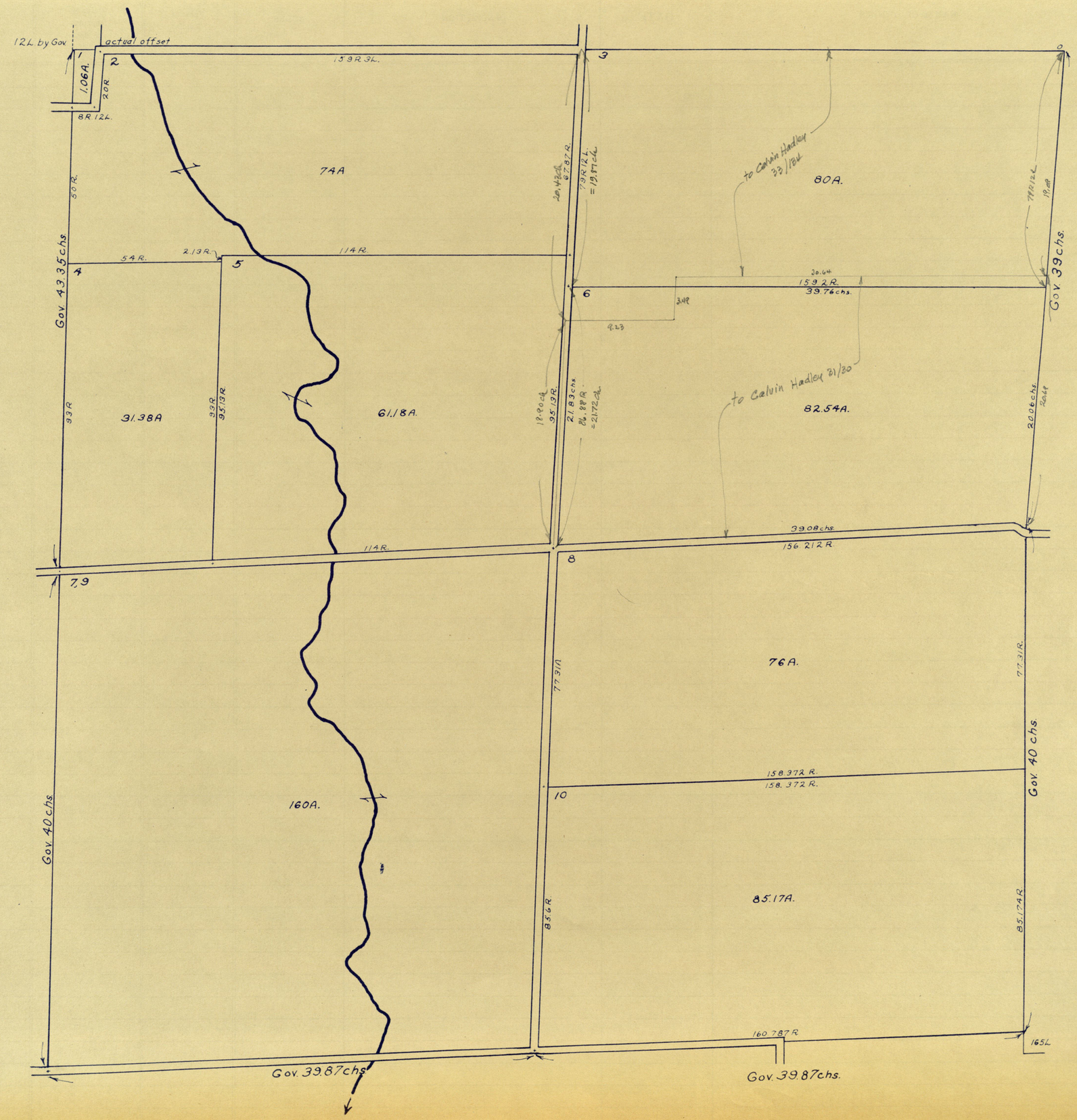

Gov. 27.75chs.
Gov. 40.00chs.
Gov. 80.00chs.
Gov. 80.00chs.
Gov. 28.00chs.
Gov. 40.00chs.
1
2
3
4
5
6
7
8,9
10,11
100R.
93¼R.
5.2R.7L.
35.62A.
60R.
3.9R.
3.9R.
7L.
7L.
7L.
7L.
61R.
61R.
20A.
20R.
16CR.
95A.
16CR.
80A.
100R.
7R.
20A.
24A.
7R.
93¼R.
80R.
28.22ch.
16CR.
80A.
16CR.
16CR.
112.88A.
16CR.
80A.
80R.
28.22ch.
12.9L.

32 - 15 - 2E

CAUTION NOTE: Descriptions for tracts marked "See Caution Note" are very discrepant and erroneous and they are herein construed in the light of evident intention of the parties and surrounding circumstances rather than rigid application of the deed calls.



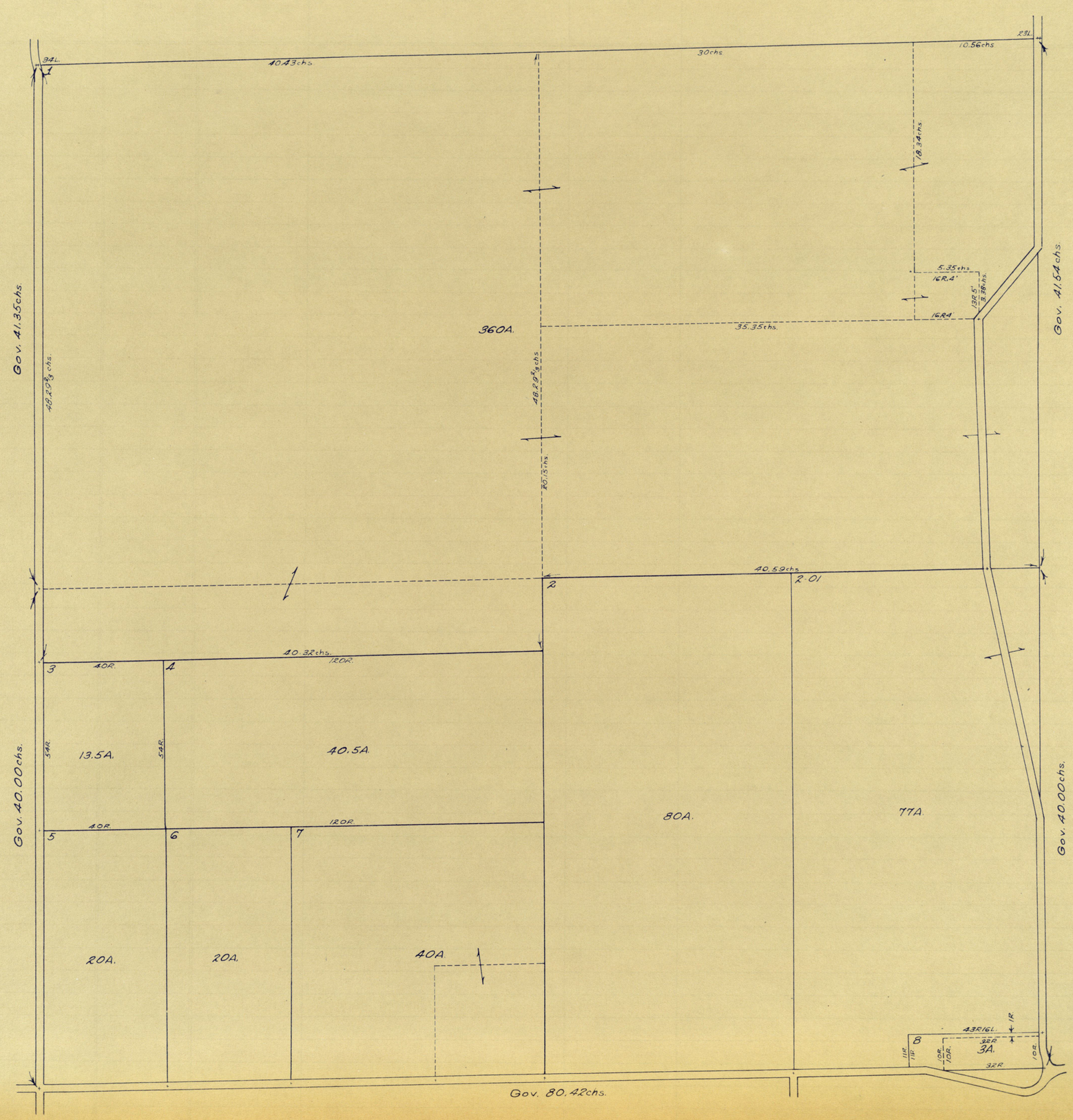
1-14-1E


12L by Gov
actual offset
1
2
1.06A.
20R
8R 12L.
159R 3L.
3
74A
50R.
Gov 43.35chs
54R.
2.13R.
114R.
4
5
31.38A
93R
93R
95.13R.
61.18A.
114R.
7.9
160A.
Gov 40chs
20.42ch
6.787R.
79R 12L.
=19.872ch.
to Calvin Hadley 33/124
80A.
77.12L
19.41
Gov 39chs.
20.64
159.2R.
39.76chs.
6
34R
9.23
to Calvin Hadley 31/30
82.54A.
18.90ch
95.13R.
21.83chs
84.88R.
=21.72ch.
20.06chs
20.64
39.08chs.
156.212R.
8
76A.
77.31R.
77.31R.
158.372R.
158.372R.
10
85.17A.
85.6R.
85.17R.
160.787R.
16.5L
Gov. 39.87chs.
Gov. 39.87chs.

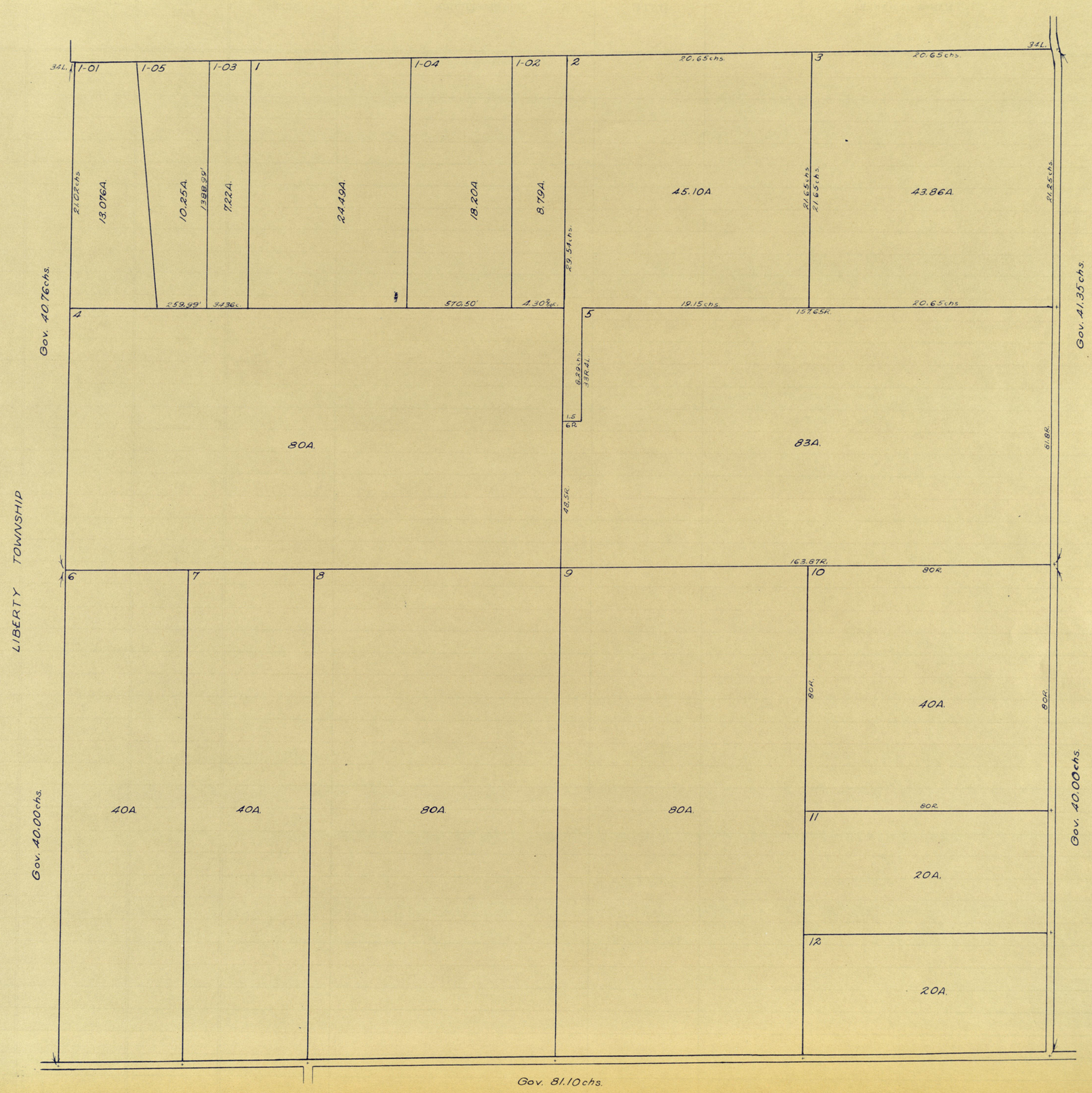
2-14-1E

12 L. by Gov.
actual offset
23L.
15.75chs.
24.42chs.
1
2
3
4
7A.
26A.
51.93A
23.50chs.
5
10A.
131.74A.
6
6-01
15A.
15A.
7
33A.
8
21A.
9
5A.
10
7.63A.
11, 12
13.34A.
13
14, 15
16
90A.
17
69.66A.
88.11A.
71.87A.
69.66A.
18
0.33A.
ROAD
STATE
Gov. 41.54chs.
Gov. 43.45chs.
Gov. 40chs.
Gov. 40.22chs.

3-14-1E


34L.
40.43chs.
30chs.
10.56chs
23L.
Gov. 41.35chs.
48.20 3/8 chs.
18.34chs.
5.35chs.
16R.4'
132.5'
8.38chs.
16R.4'
360A.
35.35chs.
48.20 3/8 chs.
25.13chs.
Gov. 41.54chs.
40.59chs.
2.01
2
40.32chs.
120R.
3
40R.
4
54R.
13.5A.
54R.
40.5A.
80A.
77A.
Gov. 40.00chs.
40R.
120R.
5
6
7
20A.
20A.
40A.
Gov. 40.00chs.
43R16L.
1R
8
32R
3A.
1R
10R.
10R.
10R.
32R.
Gov. 80.42chs.

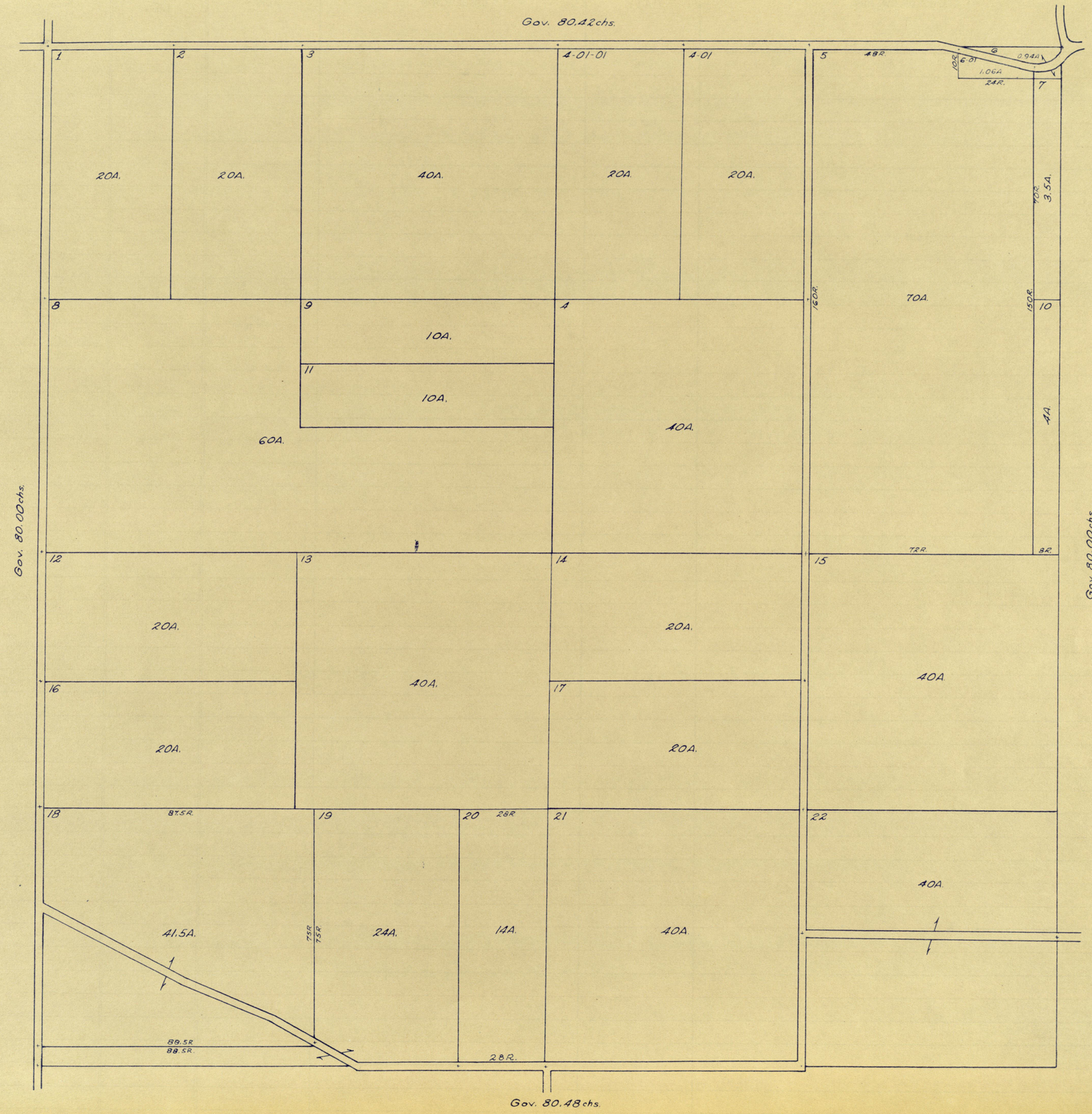
4-14-1E


LIBERTY TOWNSHIP
Gov. 40.76chs.
Gov. 41.35chs.
Gov. 40.00chs.
Gov. 40.00chs.
Gov. 81.10chs.
34L.
1-01
13.076A.
21.02chs.
1-05
10.25A.
259.99'
1-03
7.22A.
1388.99'
34.36c.
1
24.49A.
1-04
18.20A.
570.50'
1-02
8.79A.
4.30%c.
2
20.65chs.
45.10A.
29.54chs.
19.15chs.
3
20.65chs.
43.86A.
21.65chs.
21.65chs.
21.25chs.
20.65chs.
157.65R.
4
80A.
5
6.29chs.
33R.L.
1.5
6R.
83A.
48.5R.
61.8R.
163.87R.
6
40A.
7
40A.
8
80A.
9
80A.
10
80R.
40A.
80R.
80R.
11
80R.
20A.
12
20A.

9-14-1E

Gov. 81.10chs.
1
81R.10L.
2
65R
3
16R.
16R.
31.25R
31.25R
4
5
6
54R.20L.
32.9A.
20A.
20A.
64R.
64R.
5A.
35A.
7
50R.21L.
50R.21L.
26.25L.
30R.20L.
33.75R.
16
8,9,11
1.0A.
13.6R.
11.7R.
80A.
40A
70R.24L.
LIBERTY TOWNSHIP
Gov. 80.00chs.
10
81R.10L.
159A.
12
41chs.
Gov. 80.00chs.
48.0A.
13-01
14.2R.1L.
28.30chs.
107A.
24chs.
31R.15L.
108.7chs.
14-01
21chs.
21chs.
4.30chs.
4.30chs.
20chs.
20chs.
15
21.92chs.
7.41A.
13,14
9.34A.
55A.
11.80A
729.7'
611.9'
Gov. 81.14chs.

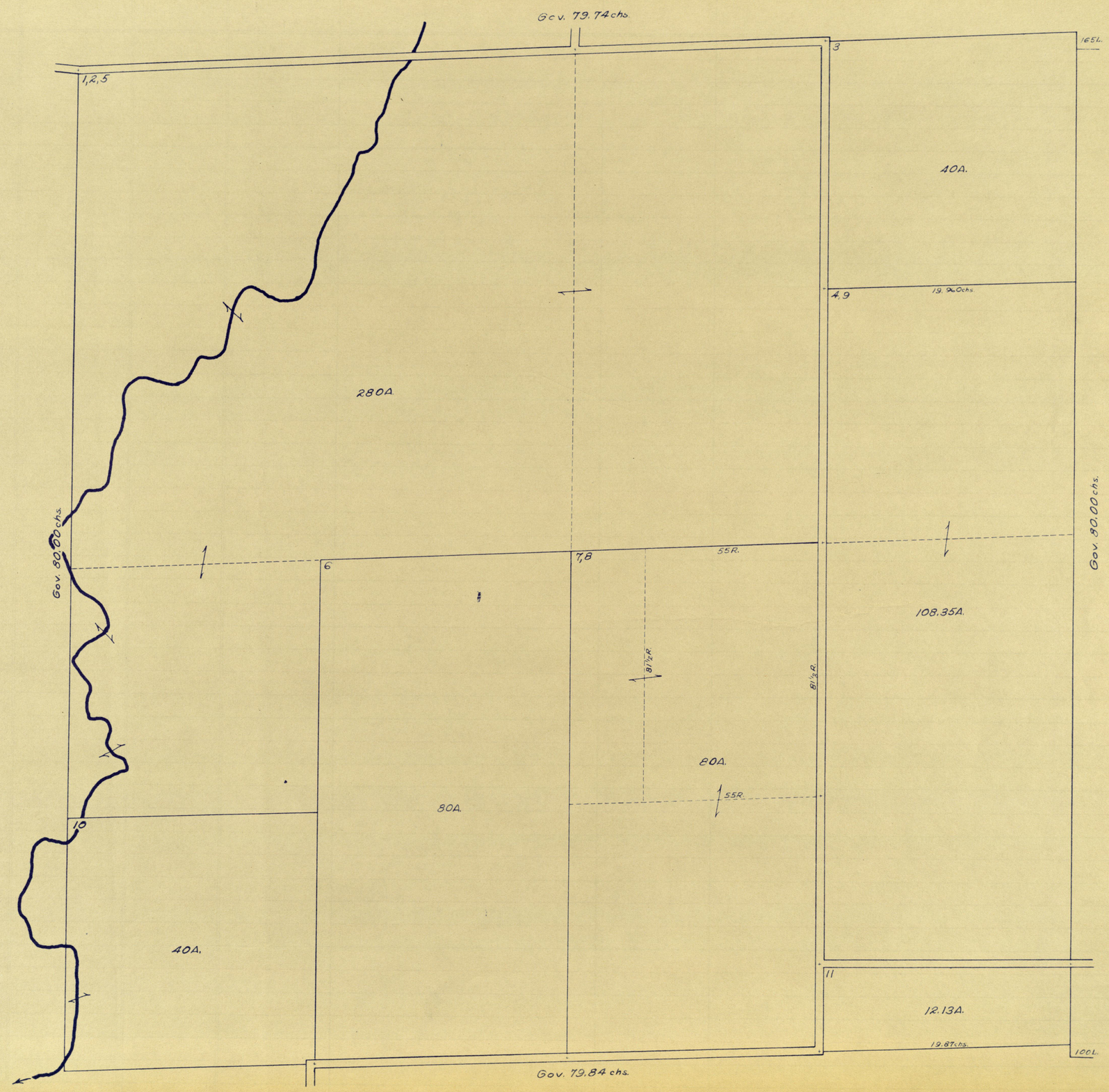
10-14-1E


Gov. 80.42chs.
1
20A.
2
20A.
3
40A.
4-01-01
20A.
4-01
20A.
5
48R.
10R.
6-01
G
0.94A.
1.06A.
24R.
7
10R.
3.5A.
160R.
70A.
150R.
10
4A.
8
60A.
9
10A.
11
10A.
4
40A.
7R.
8R.
Gov. 80.00chs.
Gov. 80.00chs.
12
20A.
13
40A.
14
20A.
15
40A.
16
20A.
17
20A.
18
87.5R.
41.5A.
19
7.5R.
7.5R.
24A.
20
28R.
14A.
21
40A.
22
40A.
89.5R.
88.5R.
28R.
Gov. 80.48chs.

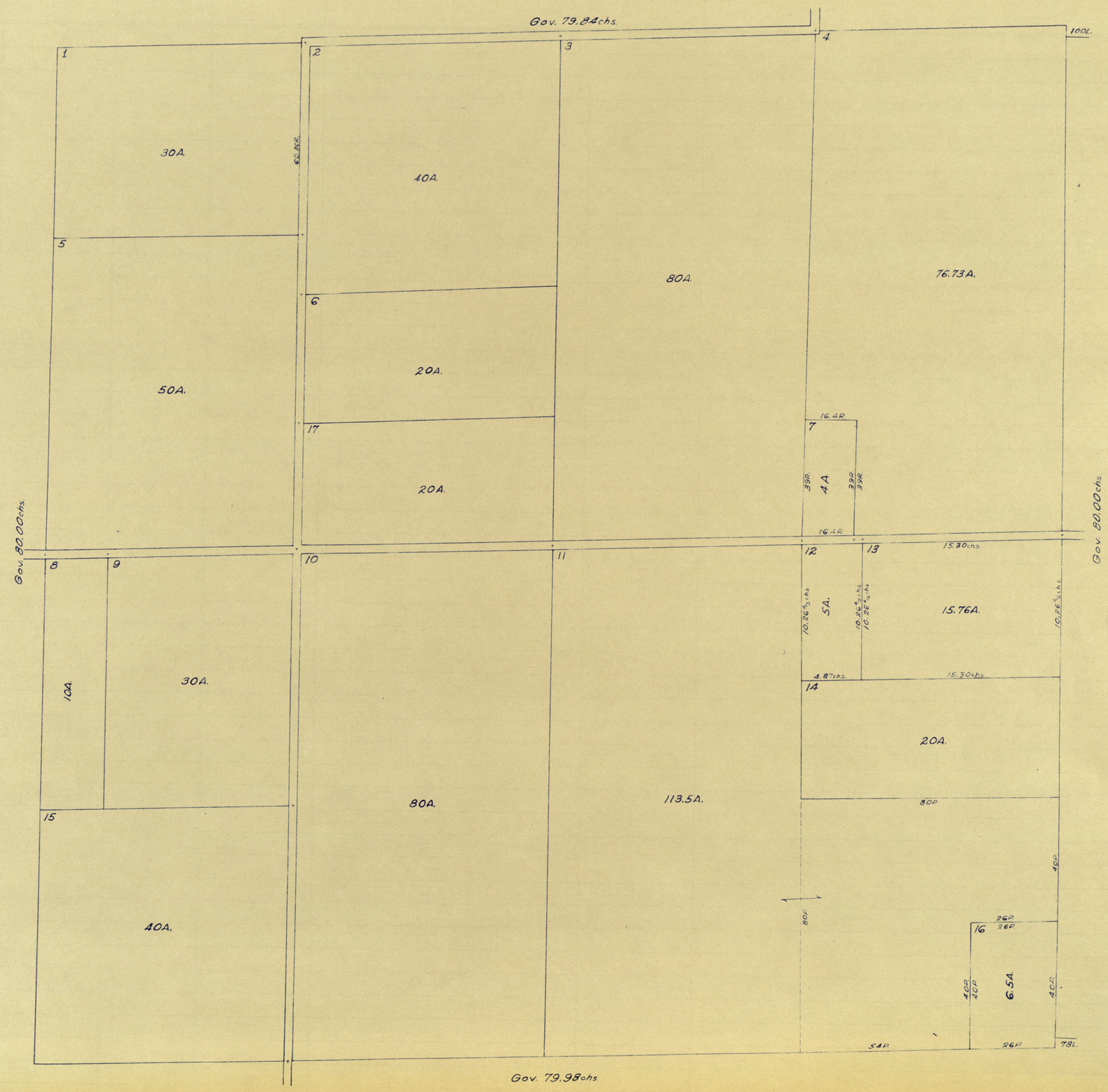
11-14-1E

Gov. 80.44 chs
1
2
3
4
5
6
10
11
15A.
82R.
65A.
75.33A.
3.5A.
60R.
6R.
14R.
160A.
267
HIGHWAY
28R.BL.
28R.BL.
28R.BL.
28R.BL.
28R.BL.
28R.BL.
5A.
8,9,12
84.68A.
174A.
40chs
16.11chs.
5.97chs.
4.84chs.
20chs
5.60chs.
7.75chs (?)
3.12½chs (?)
6.75chs.
55.27A.
40chs.
12chs.
10chs.
5chs.
1.8
5.83A
3.50chs.
15.65chs.
STATE
Gov. 80.00 chs.
Gov. 80.00 chs
11.41chs.
Gov. 80.46 chs.

12-14-1E


Gov. 79.74 chs.
1,2,5
3
165L.
40A.
4,9
19.96chs.
280A.
Gov. 80.00 chs.
Gov. 80.00 chs.
6
7,8
55R.
108.35A.
81½R.
81½R.
80A.
55R.
80A.
10
40A.
11
12.13A.
19.87chs.
100L.
Gov. 79.84 chs.

13-14-1E


Gov. 79.84chs.
100L.
1
30A.
2
40A.
3
80A.
4
76.73A.
5
50A.
6
20A.
17
20A.
7
16.4R.
4A
39R.
39R.
16.4R.
Gov. 80.00chs.
Gov. 80.00chs.
8
10A.
9
30A.
10
80A.
11
113.5A.
12
5A.
10.26chs.
10.26chs.
10.26chs.
4.87chs.
13
15.30chs.
15.76A.
15.30chs.
10.26chs.
14
20A.
80P.
40P.
80P.
15
40A.
16
26P.
26P.
40P.
40P.
6.5A.
40P.
54P.
26P.
78L.
Gov. 79.98chs

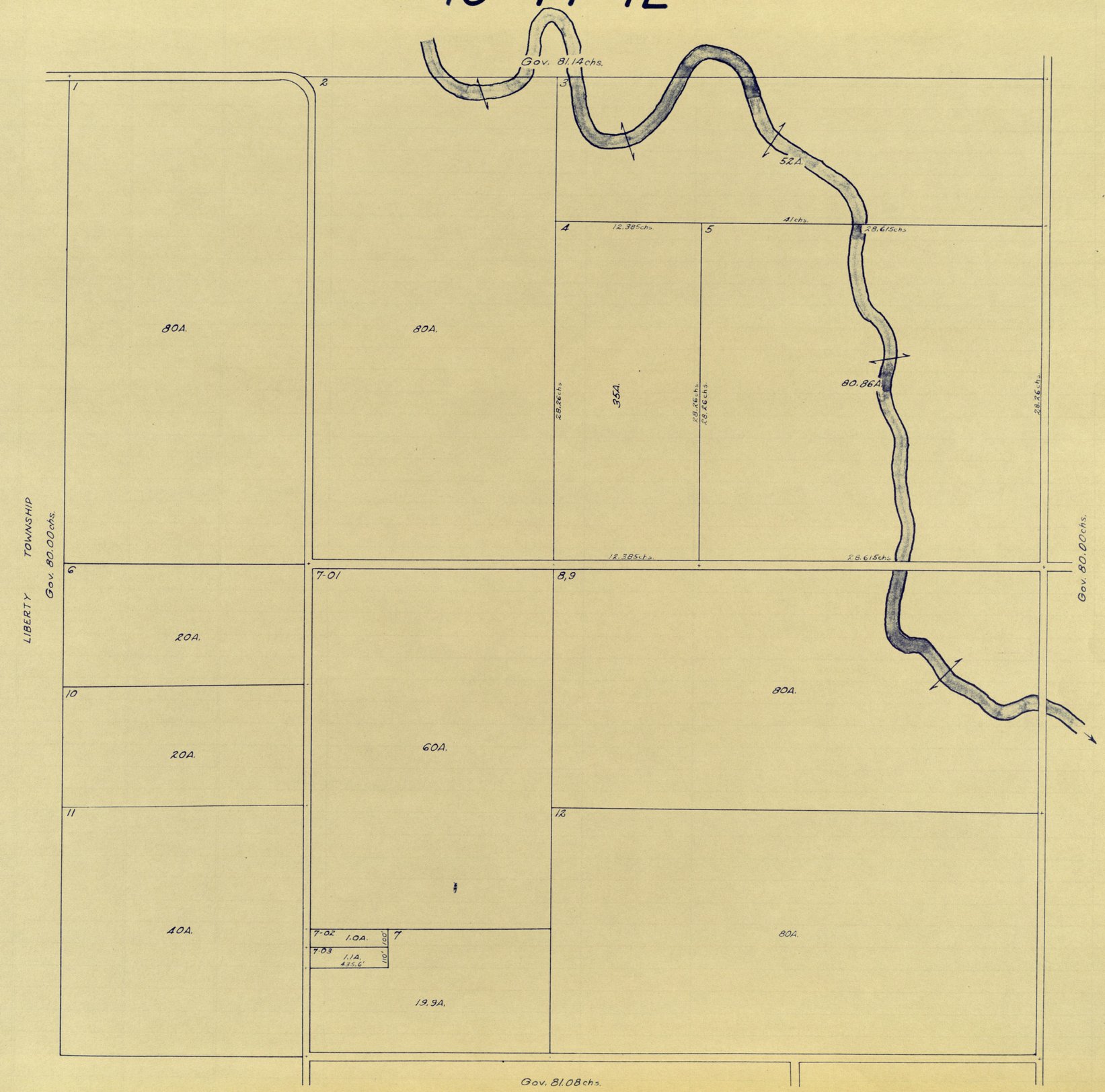
14-14-1E

Gov. 80.46chs.
1
25.80chs.
2
14.60chs.
11
3.01
Part 3
Part 3
27.7k
19.8k
74.5k
4.46A.
170.33'
269.32'
4.6
28.54A.
22.41chs.
59.81A.
11.02chs.
11.02chs.
30.72A.
44.68A.
11.54chs.
11.54chs.
5
28.18chs.
12.22chs.
20.25chs.
18.02chs.
108.12A.
18.02chs.
50A.
Gov. 80.00chs.
Gov. 80.00chs.
7
40.62chs.
8
19.57chs.
9
20.01chs.
38.48A.
HIGHWAY
164.59A.
40.46chs.
40.43chs.
40.43chs.
60.30A.
9-01
23.56chs.
9.44A.
24.50chs.
24.09chs.
10-01
15.59A.
26.60chs.
26.60chs.
10
24.57A.
STATE
3.28chs.
10-02
29.59chs.
29.59chs.
13.47A.
40.76chs.
8.35chs.
Gov. 80.50chs.

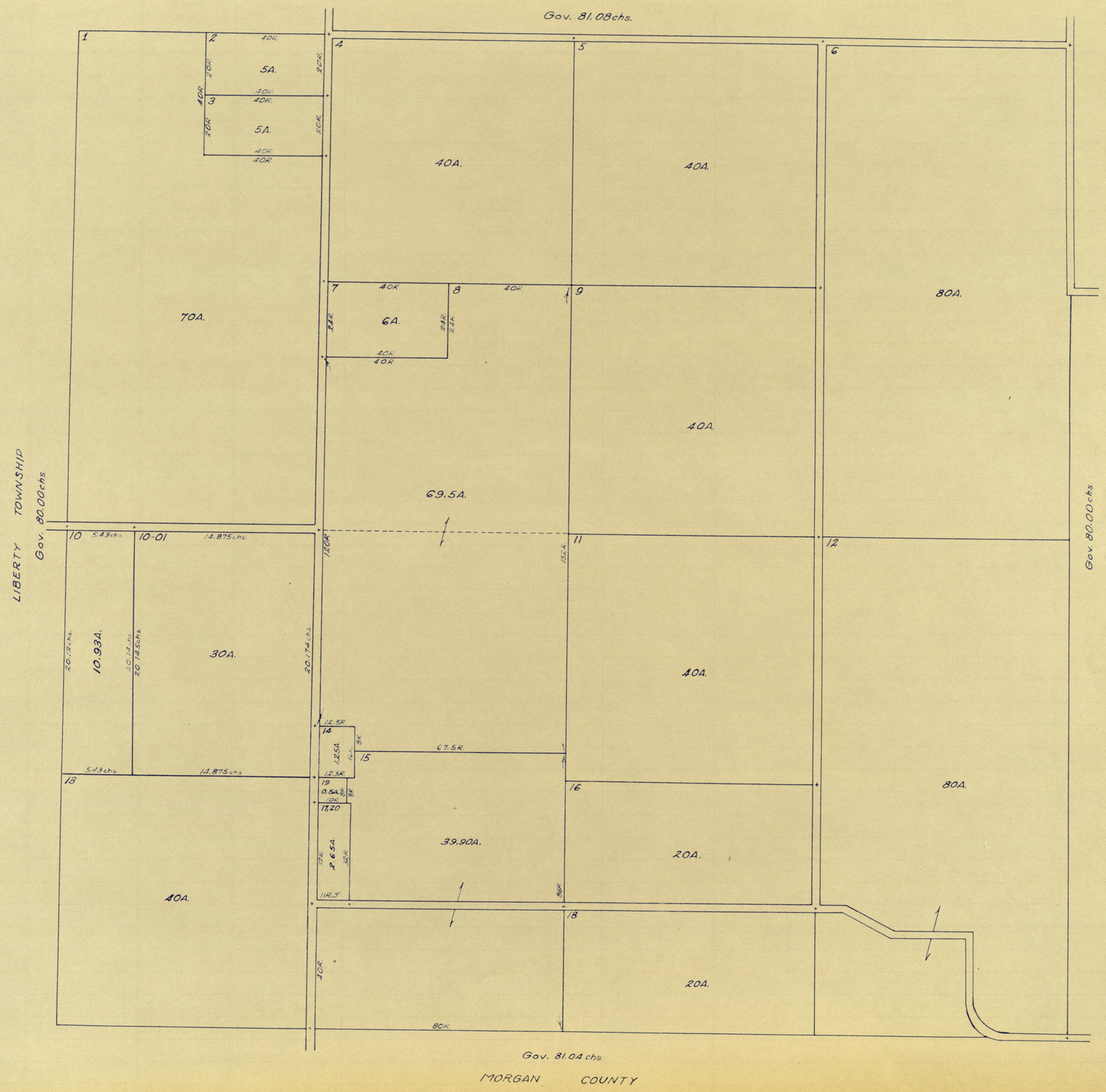
15-14-1E

Gov. 80.48chs.
1
2
3
4
5
6
7
8
9,11
10
83A.
40A.
61A.
80A.
40A.
21.03A.
87.84A.
115A.
82.40A.
40A.
28R
28R
80R
80R
20.33chs.
30.02chs.
30.02chs.
20.31chs.
20.31chs.
10.345chs.
10.345chs.
20.29chs.
20.29chs.
40.46chs.
8.7chs.
8.7chs.
5.71⅓chs.
5.71⅓chs.
13.97chs.
40.21chs.
40.21chs.
26.31chs.
30.41chs.
40.32chs.
40.46chs.
20.31chs.
Gov. 80.00chs.
Gov. 80.00chs.
Gov. 80.44chs.

16-14-1E


Gov. 81.14chs.
1
2
3
52A.
41chs.
4
12.385chs.
5
28.615chs.
80A.
80A.
35A.
28.26chs.
28.26chs.
28.26chs.
28.26chs.
80.86A.
12.385chs.
28.615chs.
TOWNSHIP
Gov. 80.00chs.
Gov. 80.00chs.
6
20A.
7-01
8,9
10
20A.
60A.
80A.
11
12
40A.
7-02
1.0A.
100'
7
7-03
1.1A.
435.6'
110'
19.9A.
80A.
Gov. 81.08chs.

21-14-1E


Gov. 81.08chs.
LIBERTY TOWNSHIP
Gov. 80.00chs.
Gov. 80.00chs.
Gov. 81.04 chs.
MORGAN COUNTY
1
2
3
4
5
6
7
8
9
10
10-01
11
12
13
14
15
16
18
19
5A.
5A.
40A.
40A.
80A.
70A.
6A.
40A.
69.5A.
40A.
10.93A.
30A.
40A.
80A.
40A.
39.90A.
20A.
20A.
40A.
5.43chs.
14.875chs.
20.172chs.
20.145chs.
12.5R.
67.5R.
12.5A.
0.5A.
2.65A.
13.20
112.31
40R.
20R.
80R.

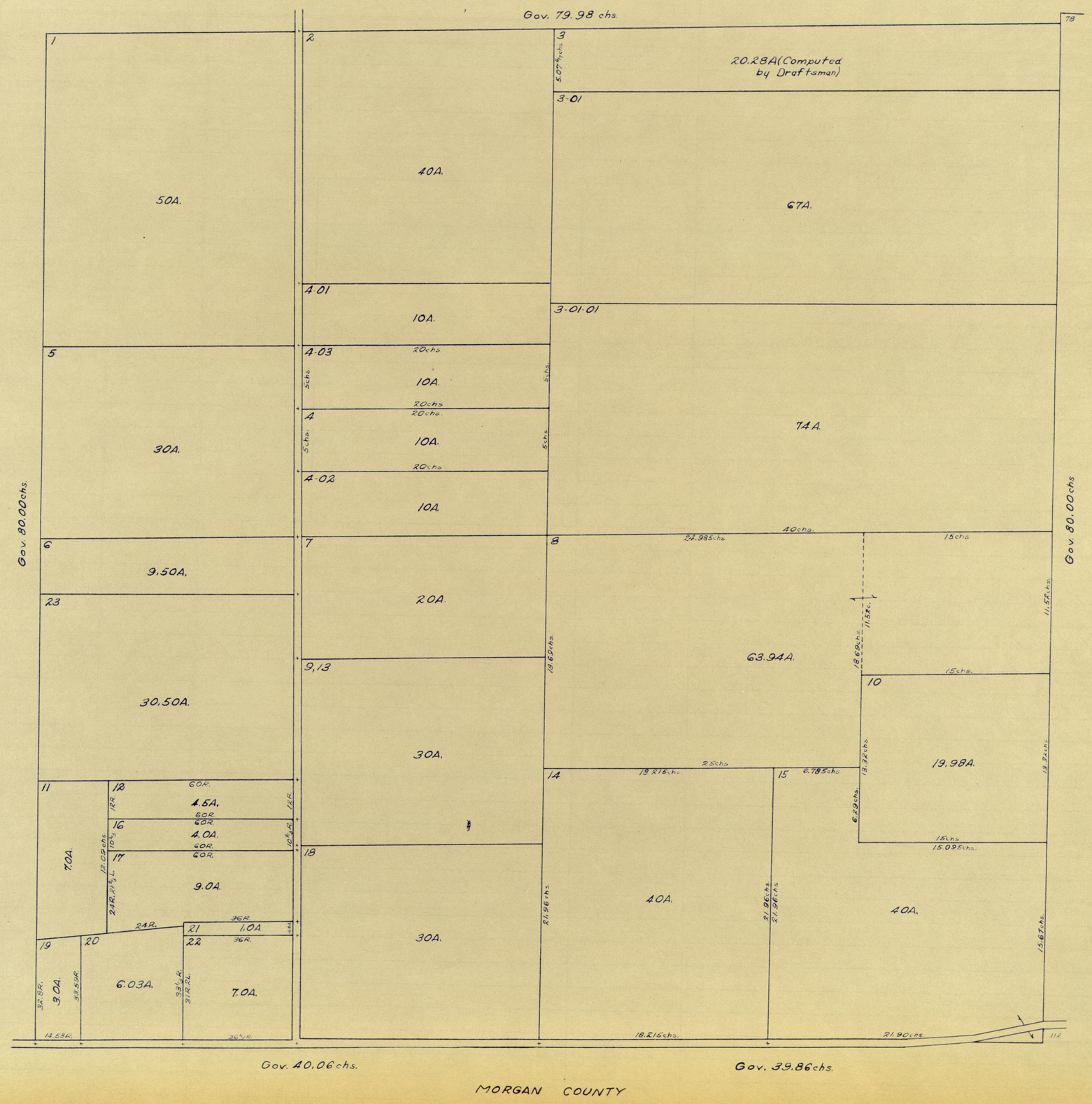
22-14-1E

Gov. 80.44chs.
1,5,6,7
2,3
4
155.25A.
64R.
85A.
80A.
81R.
81R.
Gov. 80.00chs.
Gov. 80.00chs.
8,9
6.4R.
19.4R.
10-01
61.92R.
80R.
11
20A.
12,14
72R.
159.9A.
13
161.36R.
161.36R.
135.8R.
52A.
135.36R.
60A.
20A.
61R.
61R.
10
9.75A.
25.49R.
25.49R.
60.93R.
20.4R.
Gov. 80.49.90chs.
MORGAN COUNTY

23-14-1E

Gov. 80.50chs.
23.88chs.
6 1.39A
3 0.95A
6 0.18
A
51.2R.
26.69A.
20.25chs
80.76R.
52.43A.
14.07A.
51.81A.
74.62A.
40.42chs.
11.30chs.
9.21chs.
55.52chs.
5.38A.
214.64A.
Gov. 80.00chs.
20chs.
10
HIGHWAY
93.53A.
12,13
52.02chs.
14
16
4.82A.
17
2.0A.
44.26A.
STATE
16.50A.
11
10.17chs.
15
1.0A.
18
1.50A.
Gov. 80.50chs.
MORGAN COUNTY

24-14-1E



MORGAN COUNTY

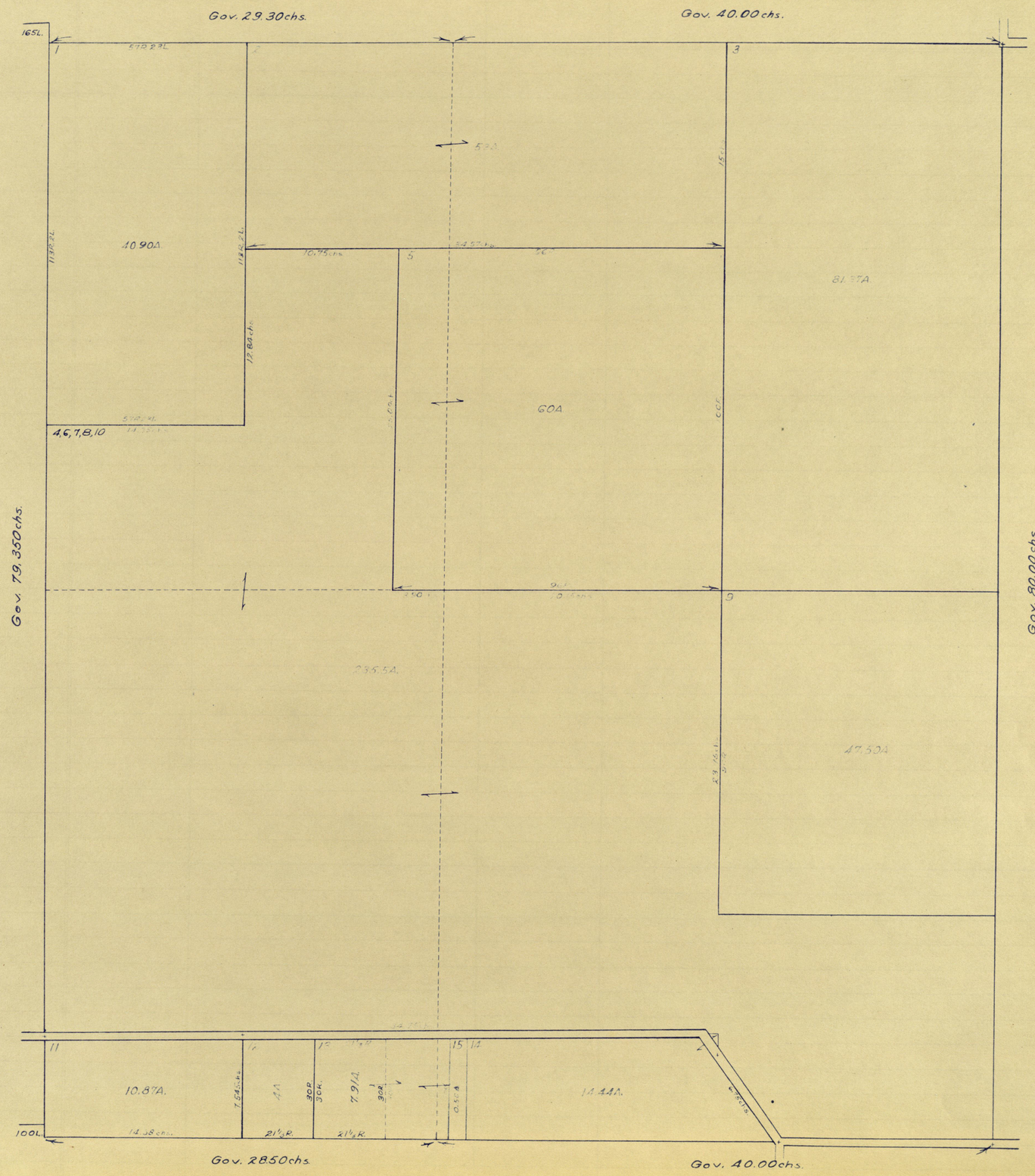
5 - 14 - 2E

129L
20.20chs.
2
165R20L Job Hadley
8.50A.
SR
14R
21.25chs.
3
152½R.
200L.
27.68A.
24R.5L.
73R
18.25chs.
4
80R.
5
33R.9L.
20.67chs.
82R.11L
77.22A.
67R12L
16.87chs.
164R13L by Job Hadley
41.14 chs.
165.5R.
41.39ch. by J. Hunt
6
52.30A.
27chs.
63.32A.
Gov. 39.50chs.
R.66.1L.
8.16R.
20.29ch. (Hunt)
83A.
81R.4½L.
18.58R.
19chs.
8
15.85chs
4.25A.
24C
7
10.72A.
5.64chs.
22R14L
41.055ch. by J. Hunt
164.22R.
9
10
11
Gov. 80.00chs.
MARION COUNTY
80A.
80A.
160A.
Gov. 40.00chs.
Gov. 80.250chs.

6-14-2E

Gov. 26.71 chs.
0
1
2
3
12.94
Gov. 40.65 chs.
4
7.84 chs.
100.19A.
80A.
80.28A.
20.88 chs.
16.37A.
20.88 chs.
7.84 chs.
5
58.277 chs.
6
35.47 chs.
7
Gov. 80.00 chs.
30A.
3.47 chs.
9.47 chs.
26A.
71.06 chs.
62.76 chs.
35.37 chs.
9
58.277 chs.
58.277 chs.
8
Gov. 40.00 chs.
80A.
113.02A.
33.995A.
93.66 chs.
91.66 chs.
16.51 chs.
58.515 chs.
Gov. 29.32 chs.
Gov. 40.00 chs.

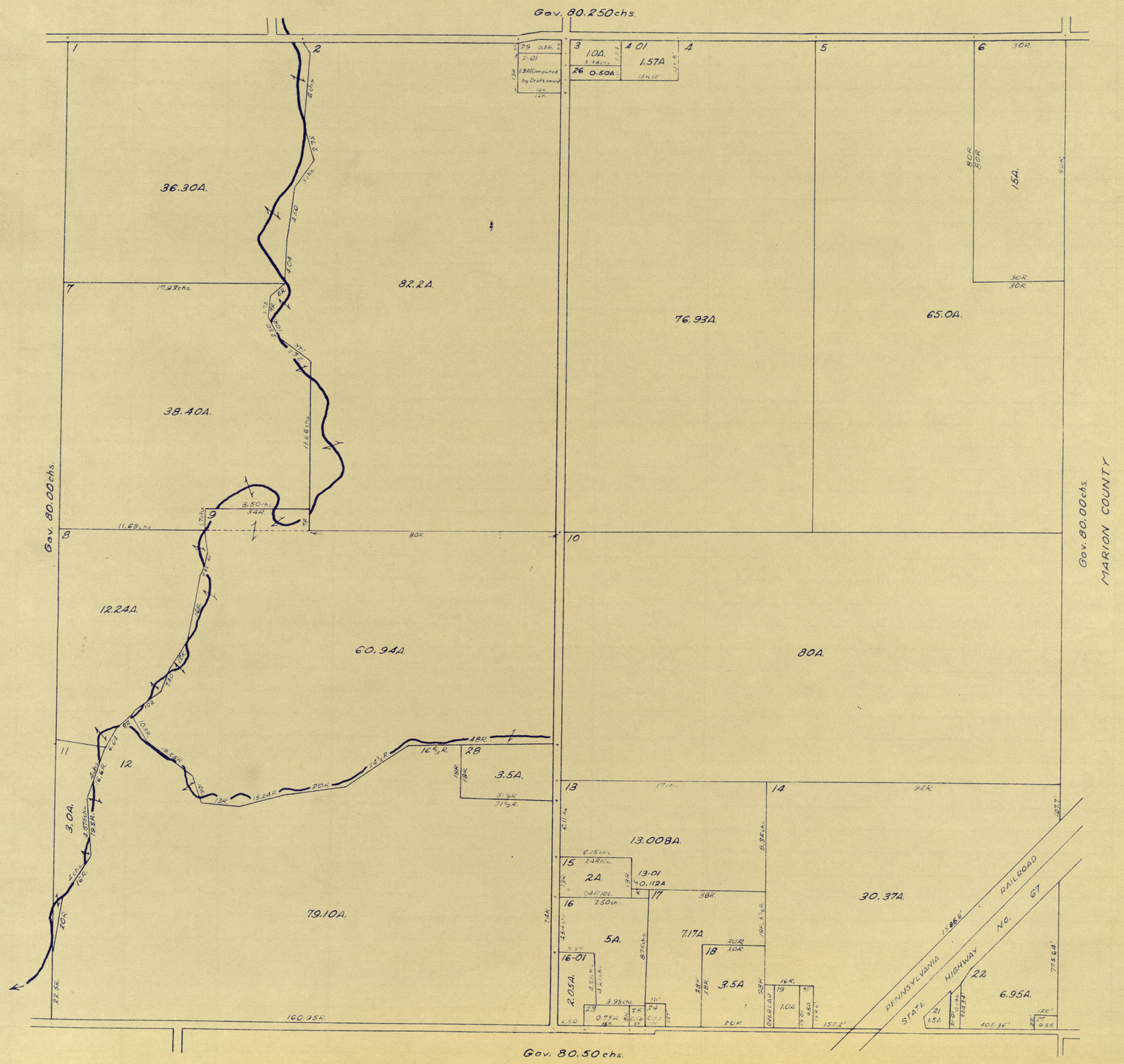
7-14-2E


Gov. 29.30chs.
Gov. 40.00chs.
165L.
1
2
3
40.90A.
60A.
81.37A.
4,6,7,8,10
5
9
235.5A.
47.30A.
Gov. 79.350chs.
Gov. 80.00chs.
11
12
15
14
10.87A.
7.91A.
14.44A.
100L.
Gov. 28.50chs.
Gov. 40.00chs.

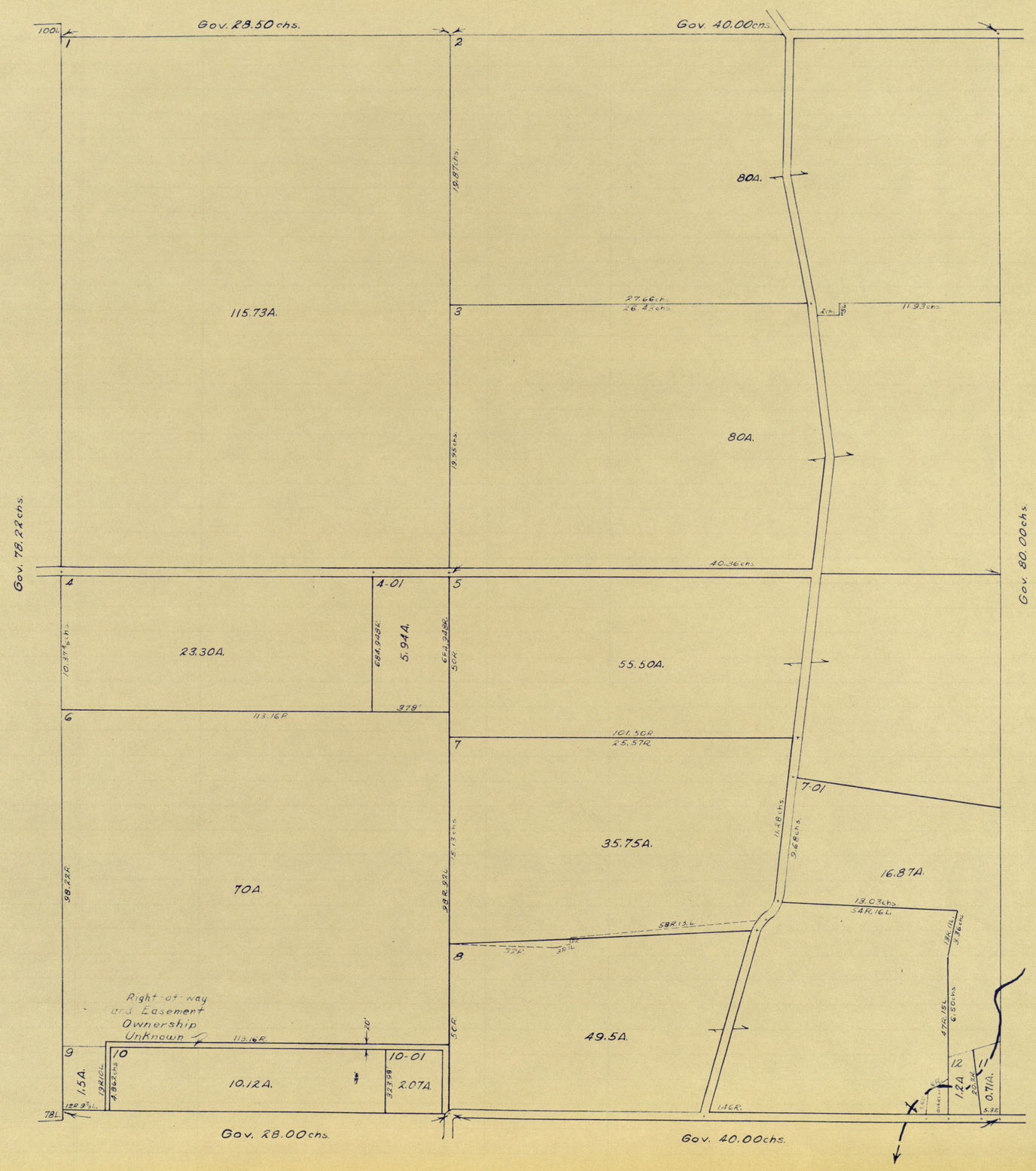
8-14-2E

Gov. 80.250chs.
19.54chs.
21.89chs.
22.48chs.
63R.23L.
21.9A.
34.01A.
49.80A.
27.39chs.
63.8R
15.78chs.
5-01
20A.
79.06A.
27.50chs.(?)
14.27chs.
14.27chs.
42.02A.
73.18A.
1-01
3.44A.
Gov. 80.00chs.
18.13chs.
20.38chs.
44.51chs.
40.12chs.
15.88chs.
MARION COUNTY
47.50A.
157.34A.
OVERLAP
40.16chs.
16.93chs.
10-02
10
11
12.83A.
12.50A.
16.93chs.
10-01
5.86chs.
4.125A.
61.295A.
29.51A.
12,13
4.5A.
Gov. 80.250chs.

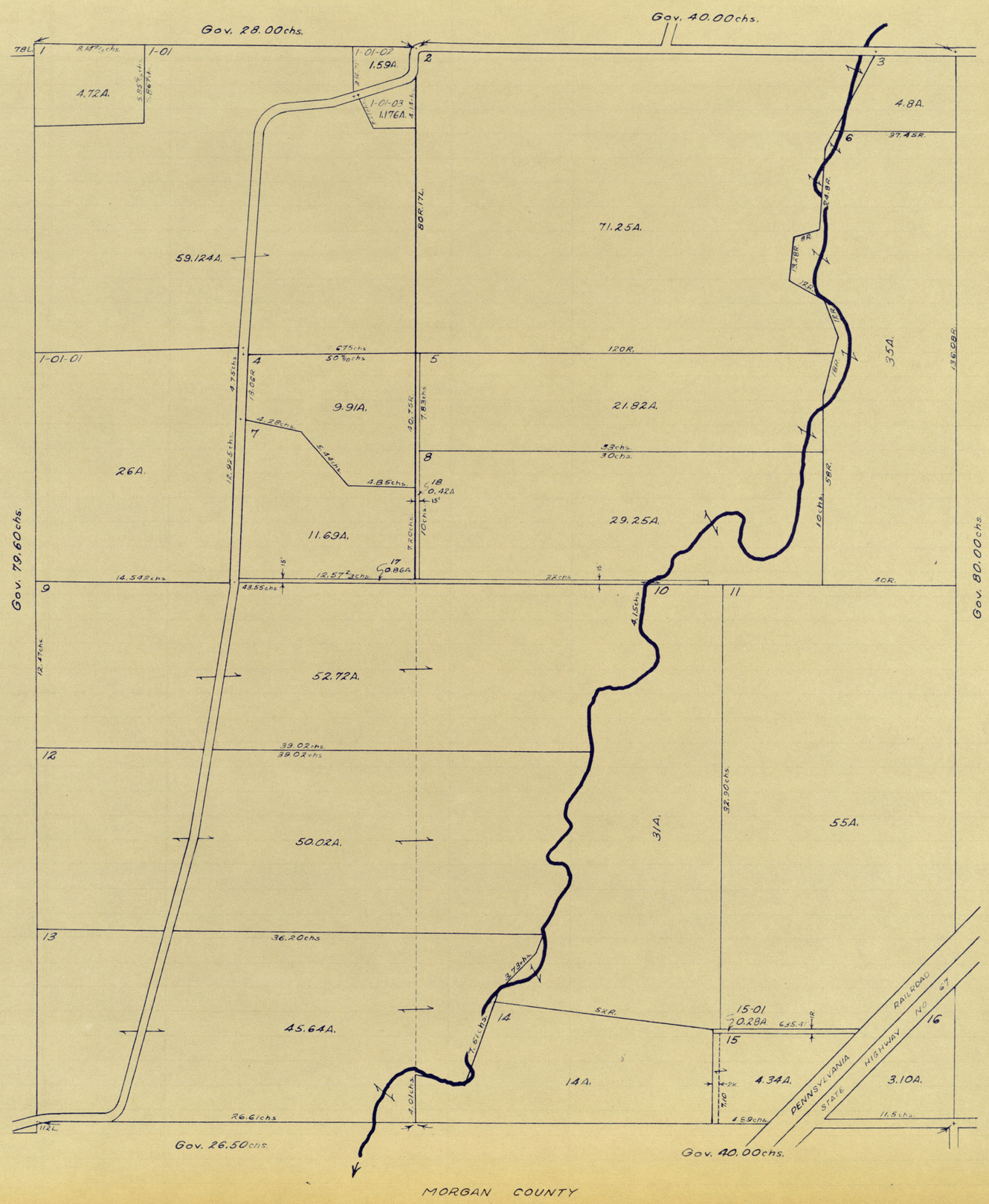
17-14-2E


Gov. 80.250chs.
Gov. 80.00chs.
Gov. 80.00chs.
Gov. 80.50chs.
MARION COUNTY
36.30A.
38.40A.
12.24A.
3.0A.
82.2A.
60.94A.
79.10A.
3.5A.
76.93A.
65.0A.
15A.
80A.
13.00BA.
30.37A.
6.95A.
PENNSYLVANIA STATE HIGHWAY NO. 67
RAILROAD

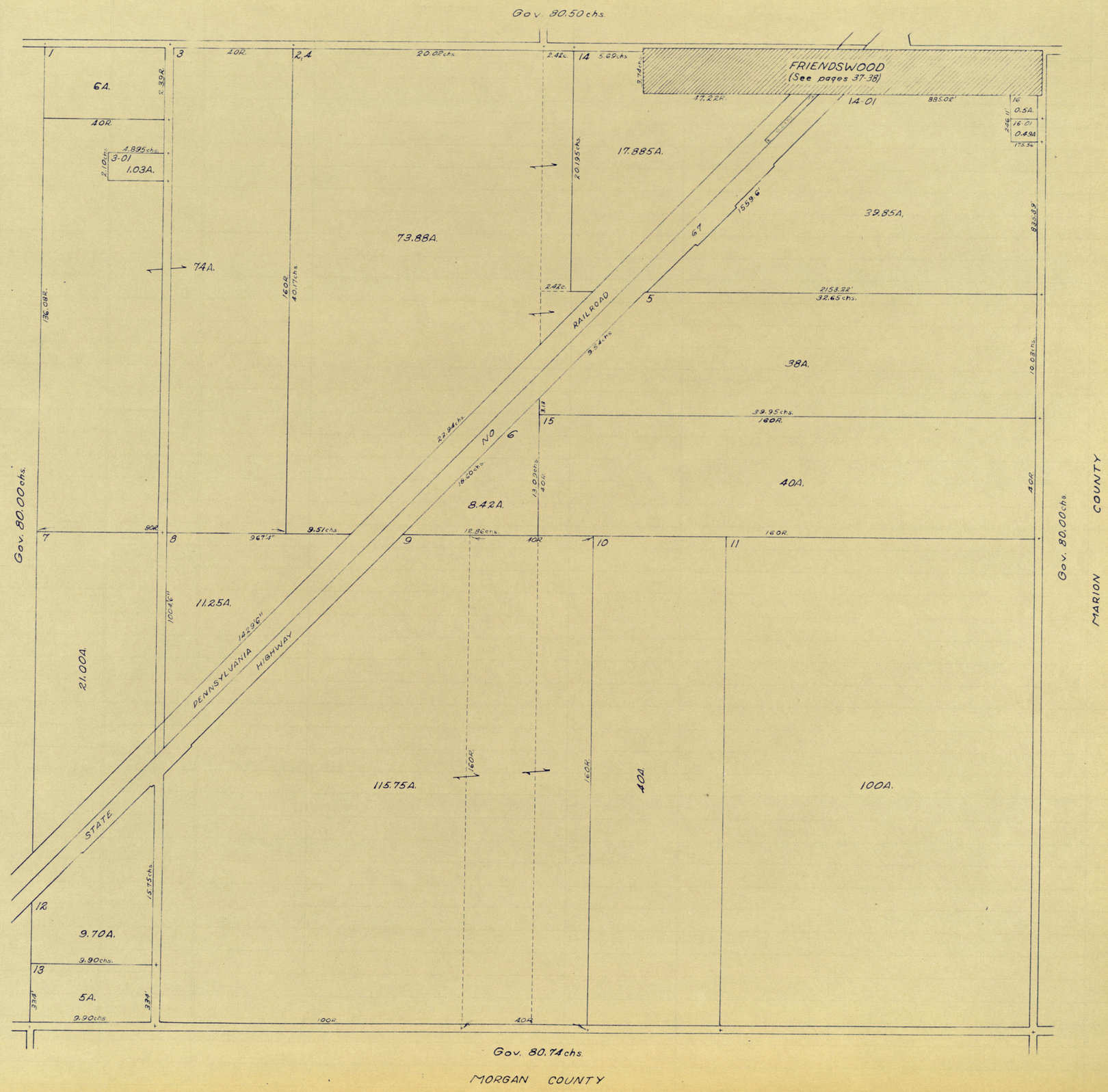
18-14-2E


Gov. 28.50 chs.
Gov. 40.00 chs.
100L
1
2
3
4
4-01
5
6
7
7-01
8
9
10
10-01
12
11
115.73A.
80A.
80A.
23.30A.
5.94A.
55.50A.
70A.
35.75A.
16.87A.
49.5A.
1.5A.
10.12A.
2.07A.
1.2A.
0.71A.
Right-of-way and Easement Ownership Unknown
Gov. 78.22 chs.
Gov. 80.00 chs.
Gov. 28.00 chs.
Gov. 40.00 chs.

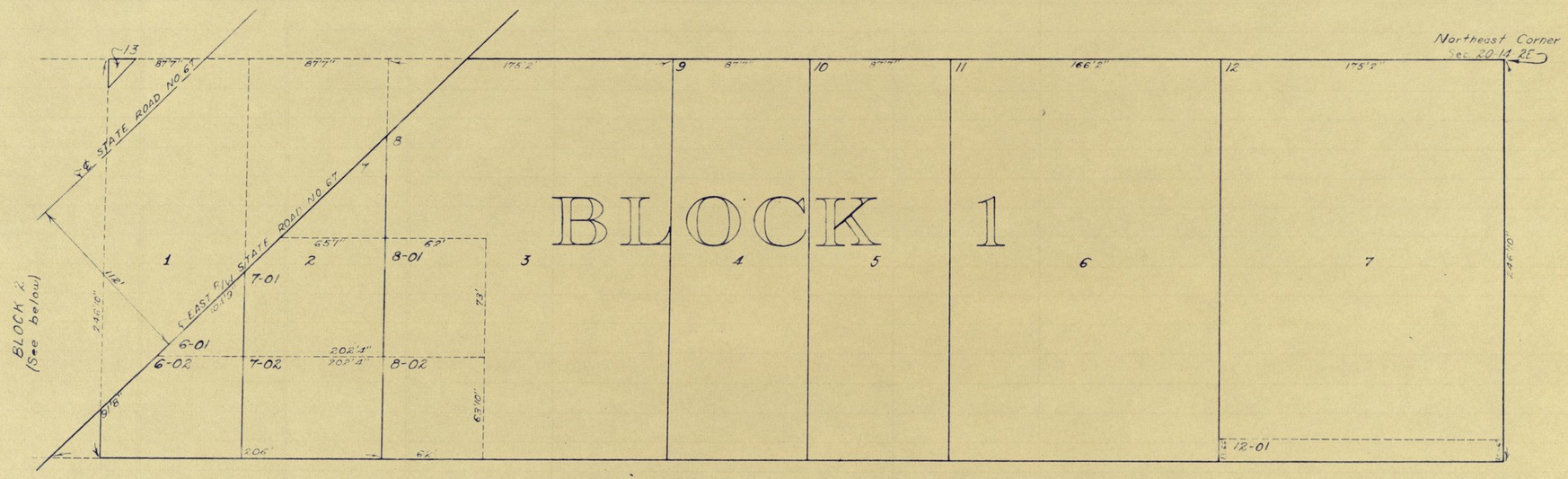
19-14-2E

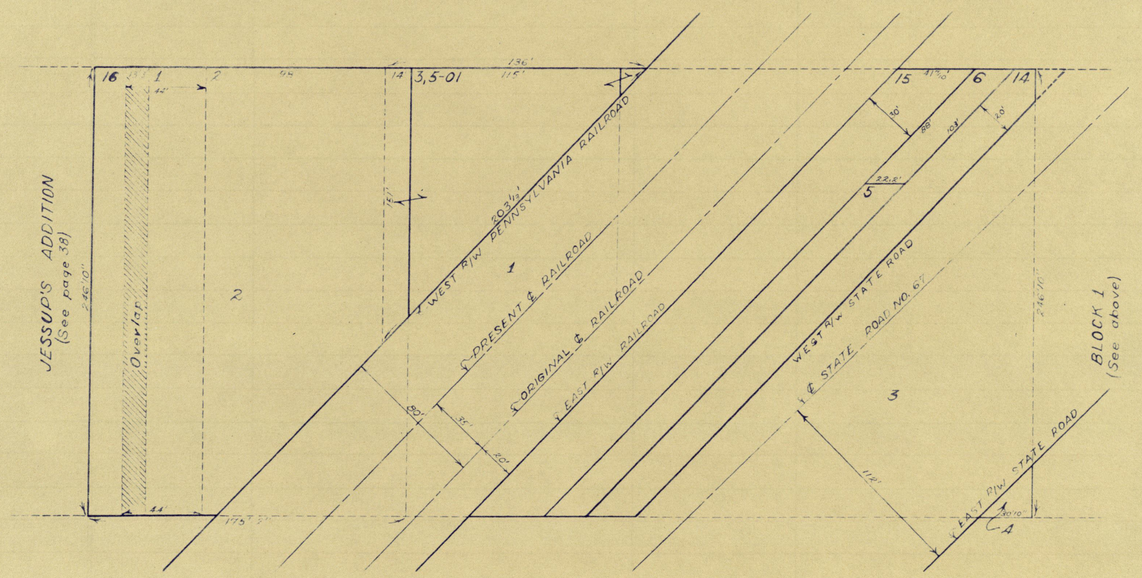

Gov. 28.00chs.
Gov. 40.00chs.
Gov. 79.60chs.
Gov. 80.00chs.
Gov. 26.50chs.
Gov. 40.00chs.
1-01
1-01-01
1-01-02
1.59A.
1-01-03
1.176A.
4.72A.
59.124A.
71.25A.
4.8A.
35A.
26A.
9.91A.
21.82A.
11.69A.
29.25A.
52.72A.
50.02A.
31A.
55A.
45.64A.
14A.
4.34A.
3.10A.
15-01
0.28A
PENNSYLVANIA STATE HIGHWAY RAILROAD No 67
MORGAN COUNTY

20-14-2E


Gov. 80.50 chs.
FRIENDSWOOD
(See pages 37-38)
6A.
40R.
3-01
1.03A.
73.88A.
74A.
17.885A.
32.85A.
38A.
40A.
8.42A.
11.25A.
21.00A.
115.75A.
40A.
100A.
9.70A.
5A.
RAILROAD
NO 6
PENNSYLVANIA HIGHWAY
STATE
Gov. 80.00 chs.
Gov. 80.00 chs.
MARION COUNTY
Gov. 80.74 chs.
MORGAN COUNTY

ORIGINAL TOWN
FRIENDSWOOD





BLOCK 2

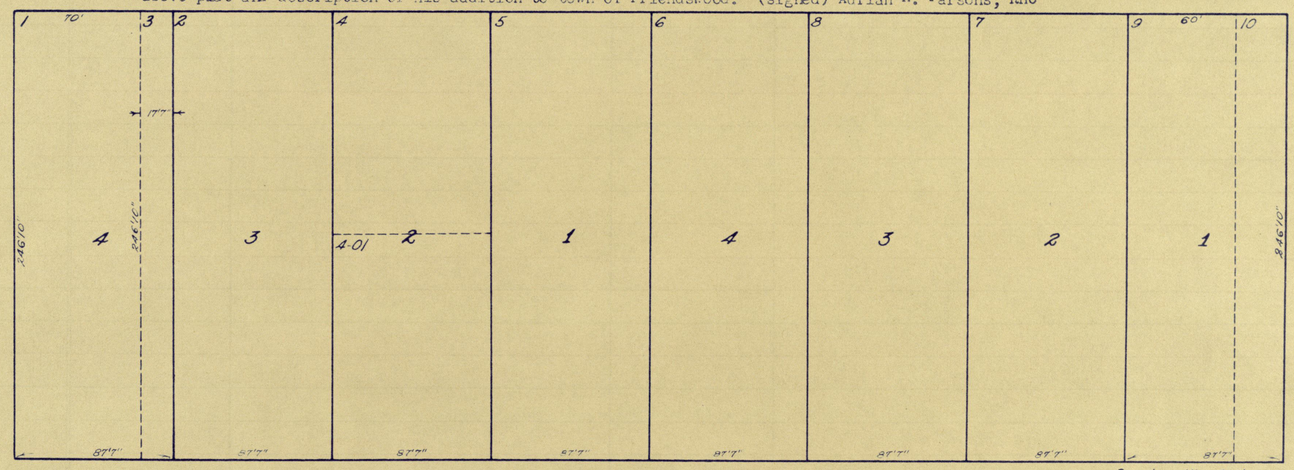
SCALE 1" = 60'

JOEL JESSUP'S ADDITION
FRIENDSWOOD

Joel Jessup's Addition to Friendswood Plat Book 2 at page 67

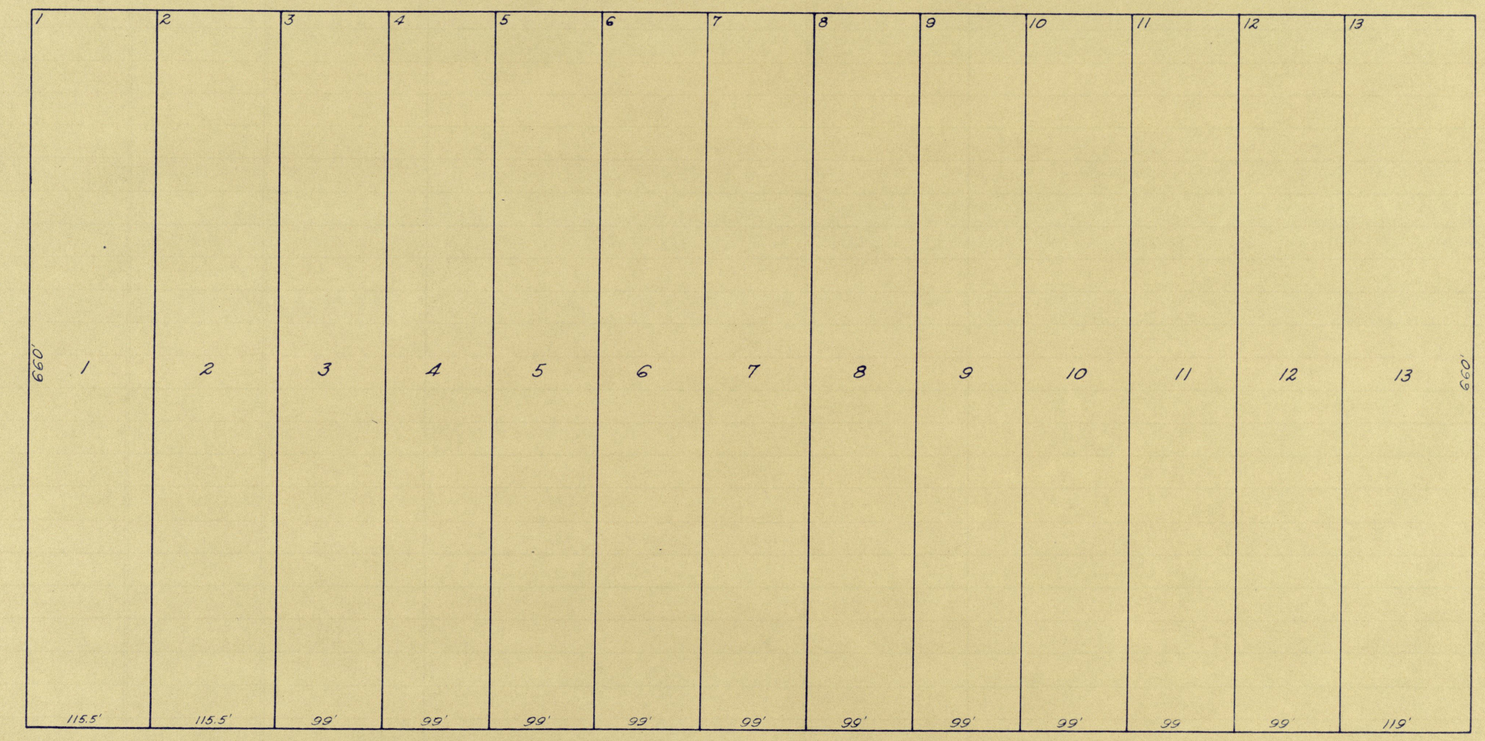
Joel Jessup's Addition to the town of Friendswood, Hendricks County, Indiana, is laid out on a part of the North Eastquarter of Section 20 in Township 14 North of Range 2 East commencing at the North West corner of Block No. 2 in the town of Friendswood in the center of the gravel road; thence West along the center of said road six hundred feet and eight inches; thence South two hundred and fifty six feet and ten inches; thence East six hundred feet and eight inches; thence North two hundred and forty six feet and ten inches to the place of beginning, containing four acres more or less; and is divided into two blocks numbered three and four respectively: and each block is divided into four lots. The size of the lots is 87 feet 7 inches in width by 246 feet 10 inches in length and contains about one half acre to each lot. Witness my name this 20 dayof August 1883. (signed) Joel Jessup

On this 20 dayof August 1883 before me personally came Joel Jessup and acknowledged that he executed the above plat and description of his addition to town of Friendswood. (signed) Adrian A. Parsons, RHC



BLOCK 4 BLOCK 3

MILLER-MACK SUBDIVISION
35-15-1E



SCALE 1" = 100'

Miller-Mack Subdivision Plat Book 4 at page 28-30

We, William E. Miller and Lola F. Miller, husband and wife, and Wilmer W. Mack and Nancy E. Mack, husband and wife, do hereby execute the attached plat of the Miller-Mack Subdivision of a part of the East half of the Southeast quarter of Section 35, Township 15 North, Range 1 East for the purpose intended. (Signed) William E. Miller, Lola F. Miller, Wilmer W. Mack, Nancy E. Mack.

Before me, Florence M. Newlin in and for said County and State, personally appeared William E. Miller and Lola F. Miller, husband and wife, and Wilmer W. Mack and Nancy E. Mack, husband and wife, and acknowledged the execution of the attached Plat of the Miller-Mack Subdivision of a part of the East half of the Southeast quarter of Section 35-15-1E, Hendricks County, Indiana Witness my hand and seal, this 11 day of December, 1948. (Signed) Florence M. Newlin, Notary Public

Miller-Mack Subdivision Description: A part of the East half of the Southeast quarter of the Section 35, Township 15 North, Range 1 East: Beginning at the Northwest corner of said tract and running thence South 660 feet; thence East 1340 feet to the East line of said tract; thence North 660 feet to the North lineof said tract; thence West 1340 feet to the place of beginning. All lots in this subdivision are of the size and dimension as shown on the plat. All lots in this subdivision are the property of William E. Miller and Lola F. Miller, husband and wife, and Wilmer W. Mack and Nancy E. Mack, husband and wife, All roads in this subdivision are now County roads.

We, Earle O. Gilbert and H. A. Blunk, registered surveyors in and for the State of Indiana, do hereby certify the Miller-Mack Subdivision was made from an actual survey and measurements made on the ground. Witness our hands and seals this 8th day of December, 1948

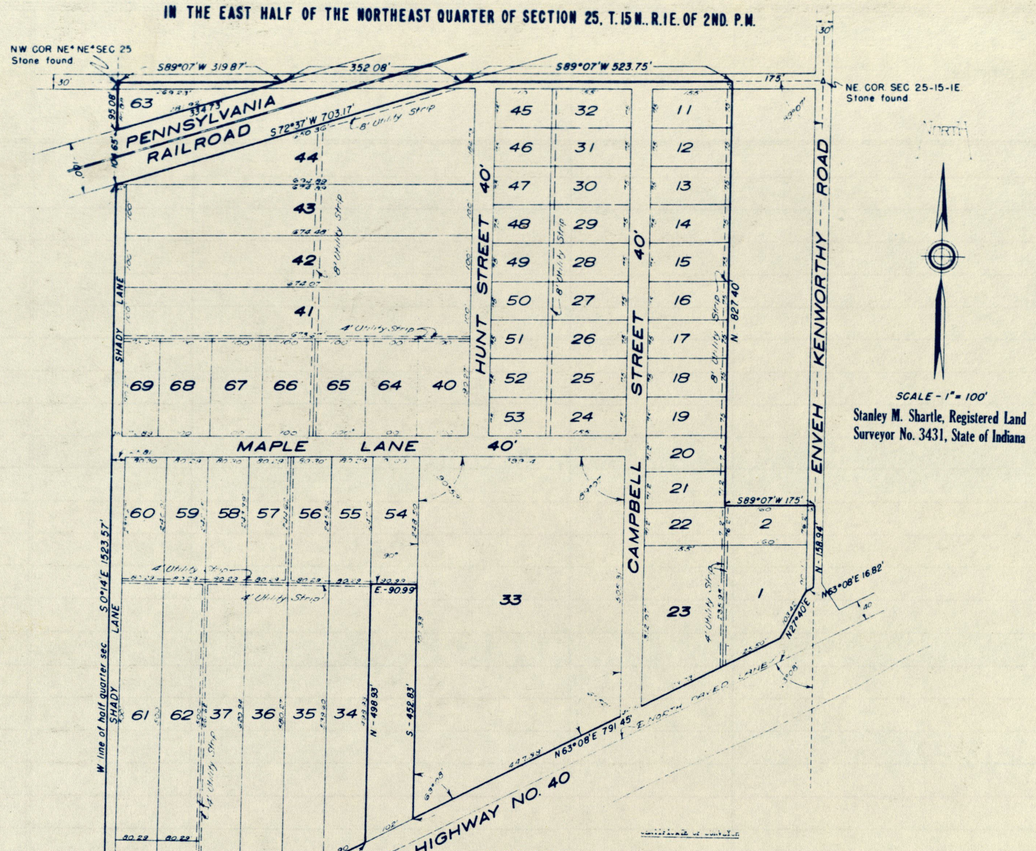
(Signed) Earle O. Gilbert, H. A. Blunk
(Registered Surveyors Seal)

Entered for record Dec. 11, 1948
Signed Ernestine B. Wallace, RHC

PLAT OF SURVEY OF

MAPLE GROVE SUBDIVISION

IN THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 25, T.15N., R.1E. OF 2ND. P.M.



CERTIFICATE OF SURVEYOR

I, Stanley M. Shartle, being authorized and licensed as a Registered Land Surveyor within the State of Indiana, do hereby certify that the foregoing plat of survey of Maple Grove Subdivision is true and correct and represents a subdivision of a part of the east Half of the Northeast quarter of Section 25, Township 15 North, Range 1 East of the Second Principal Meridian, the same being more particularly described as follows, to-wit:

Beginning at a stone at the northwest corner of said half quarter section and running thence South 0 degrees 14 minutes East on and along the west line thereof a distance of 1523.57 feet to the north right-of-way line of the Pennsylvania Railroad; thence running North 72 degrees 37 minutes East on and along the north right-of-way line of said railroad a distance of 314.73 feet to the north line of said half quarter section; thence running South 89 degrees 07 minutes West on and along the north line of said half quarter section 319.87 feet to the point of beginning, containing 6.35 acres, more or less.

Also, a part of the East Half of the Northeast quarter of Section 25, Township and Range aforesaid, bounded and described as follows, to-wit: Beginning at a point in the north line of said half quarter section, which point is 175 feet, measured South 89 degrees 07 minutes West along said north line, from a stone at the northeast corner thereof, and running thence South 89 degrees 07 minutes West on and along the north line of said half quarter section a distance of 523.75 feet to the Southerly right-of-way line of the Pennsylvania Railroad; thence South 72 degrees 37 minutes West on and along the southerly right-of-way line of said railroad a distance of 703.17 feet to the west line of said half quarter section; thence running South 0 degrees 14 minutes East on and along the west line of said half quarter section a distance of 1523.57 feet to the north right-of-way line of U. S. Highway No. 40; thence running North 63 degrees 08 minutes East on and along the north right-of-way line of said highway 564.40 feet; thence running North parallel to the east line of said half quarter section 498.93 feet; thence running East at right angles to the last described course 90.99 feet; thence running South parallel to the east line of said half quarter section a distance of 452.83 feet to the north right-of-way of aforesaid U. S. Highway; thence running North 63 degrees 08 minutes East on and along said north right-of-way line 791.45 feet; thence running North 27 degrees 46 minutes East on and along said right-of-way line 16.82 feet to the east line of said half quarter section; thence running North 63 degrees 08 minutes East on and along the north right-of-way line of said U. S. Highway a distance of 158.34 feet to within 827.40 feet of a stone at the northeast corner thereof; thence running South 89 degrees 07 minutes West parallel to the north line of said half quarter section 175 feet; thence running North parallel to the east line of said half quarter section a distance of 827.40 feet to the point of beginning, containing 37.68 acres, more or less.

Containing in all 38.03 acres, more or less.

Said subdivision consists of (69) lots numbered consecutively from (1) to (2) inclusive and from (11) to (69) inclusive. The location and dimensions of the lots and the location and width of the streets are indicated on the foregoing plat in figures denoting feet and decimal parts thereof.

Dated at Danville, Indiana, this 17th day of June 1949.

Stanley M. Shartle
Stanley M. Shartle, Registered Land Surveyor No. 3431, State of Indiana

STANLEY M. SHARTLE REGISTERED No. 3431 STATE OF INDIANA LAND SURVEYOR

The undersigned, Albert W. Ashley and Leila E. Ashley, husband and wife, as owners and proprietors of the above described real estate, except that portion which has heretofore been deeded or contracted out, do hereby certify that they have laid out, platted, and subdivided, and do hereby lay out, plat, and subdivide, said land into lots in accordance with the foregoing plat above referred to. They further certify that all streets depicted on said plat, exclusive of those already dedicated, are hereby dedicated to the public for its use as such.

There are strips of ground as shown on the above plat which are reserved for public utilities, not including transportation companies, for installation of poles, lines, ducts, gas or water mains or laterals and sewers, subject at all times to the proper authorities and to the easement herein reserved. No permanent or other structures are to be erected or maintained upon said strips, but such owners shall takes their titles subject to the rights of the public utilities and subject to the rights of the owners of the other lots in this subdivision.

Said subdivision shall be hereinafter known as Maple Grove Subdivision in the East Half of the Northeast Quarter of Section 25, Township 15 North, Range 1 East.

IN WITNESS WHEREOF, the said parties have hereunto set their hands and seals this 20-21 day of June 1949.

Albert W. Ashley
Albert W. Ashley

Leila E. Ashley
Leila E. Ashley

CONSENT TO THE FOREGOING DEDICATION OF MAPLE GROVE SUBDIVISION

We, the undersigned, as owners of a portion of the above described subdivision which is known in the foregoing plat as lots numbered 44 and 63, which has been heretofore deeded to us by the owners and proprietors of the foregoing real estate by a metes and bounds description, do hereby give our consent to all terms, conditions, stipulations, streets and measurements as set out in the above plat of survey, and by this indenture consent from this date on to have our tract of land to be known and designated as lots numbered 44 and 63 in Maple Grove Subdivision in the East Half of the Northeast Quarter of Section 25, Township 15 North, Range 1 East. This consent shall be binding on all the parties and all parties claiming under and through them.

Perry A. Hunt
Perry A. Hunt

Dessa M. Hunt
Dessa M. Hunt

Owners and proprietors of lots 44 and 63.

We, the undersigned, as contract purchasers of a portion of the above described subdivision which is known in the foregoing plat as lots numbered 18, 19, 38, 39, and 43, which has heretofore been sold to us on contract by the owners and proprietors of the foregoing real estate by a metes and bounds description, do hereby give our consent to all the terms, conditions, stipulations, streets and measurements as set out in the above plat of survey, and by this indenture consent from this date on to have our contracted tract of land to be known and designated as lots numbered 18, 19, 38, 39, and 43, respectively, in Maple Grove Subdivision in the East Half of the Northeast Quarter of Section 25, Township 15 North, Range 1 East. This consent shall be binding on all parties and all parties claiming under and through them.

Wendell C. Patton
Wendell C. Patton

Ruth I. Patton
Ruth I. Patton, wife.

Contract owners of lots 18 and 19.

Vernard G. Trester
Vernard G. Trester

Violet G. Trester
Violet G. Trester, wife

Contract owners of lots 38 and 39.

Waldon D. Cribelar
Waldon D. Cribelar

Edna Mae Cribelar
Edna Mae Cribelar, wife

Contract owners of lots 39 and 43.

STATE OF INDIANA } SS:
HENDRICKS COUNTY }

Before me, the undersigned Notary Public within and for said County and State, personally appeared Albert W. Ashley and Leila E. Ashley, husband and wife, Perry A. Hunt and Dessa M. Hunt, husband and wife, Wendell C. Patton and Ruth I. Patton, husband and wife, Vernard G. Trester and Violet G. Trester, husband and wife, and Waldon D. Cribelar and Edna Mae Cribelar, husband and wife, as owners and proprietors and contract owners respectively of Maple Grove Subdivision in the East Half of the Northeast Quarter of Section 25, Township 15 North, Range 1 East of the Second Principal Meridian, as platted above,

and acknowledged the execution of the above and foregoing certificate and annexed plat to be their voluntary act and deed.

My Commission expires 9/13/52.

Catharine Rodecker
Catharine Rodecker Notary Public.

NOTARY PUBLIC SEAL INDIANA