LINCOLN TOWNSHIP

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

SUB-DIVISIONS

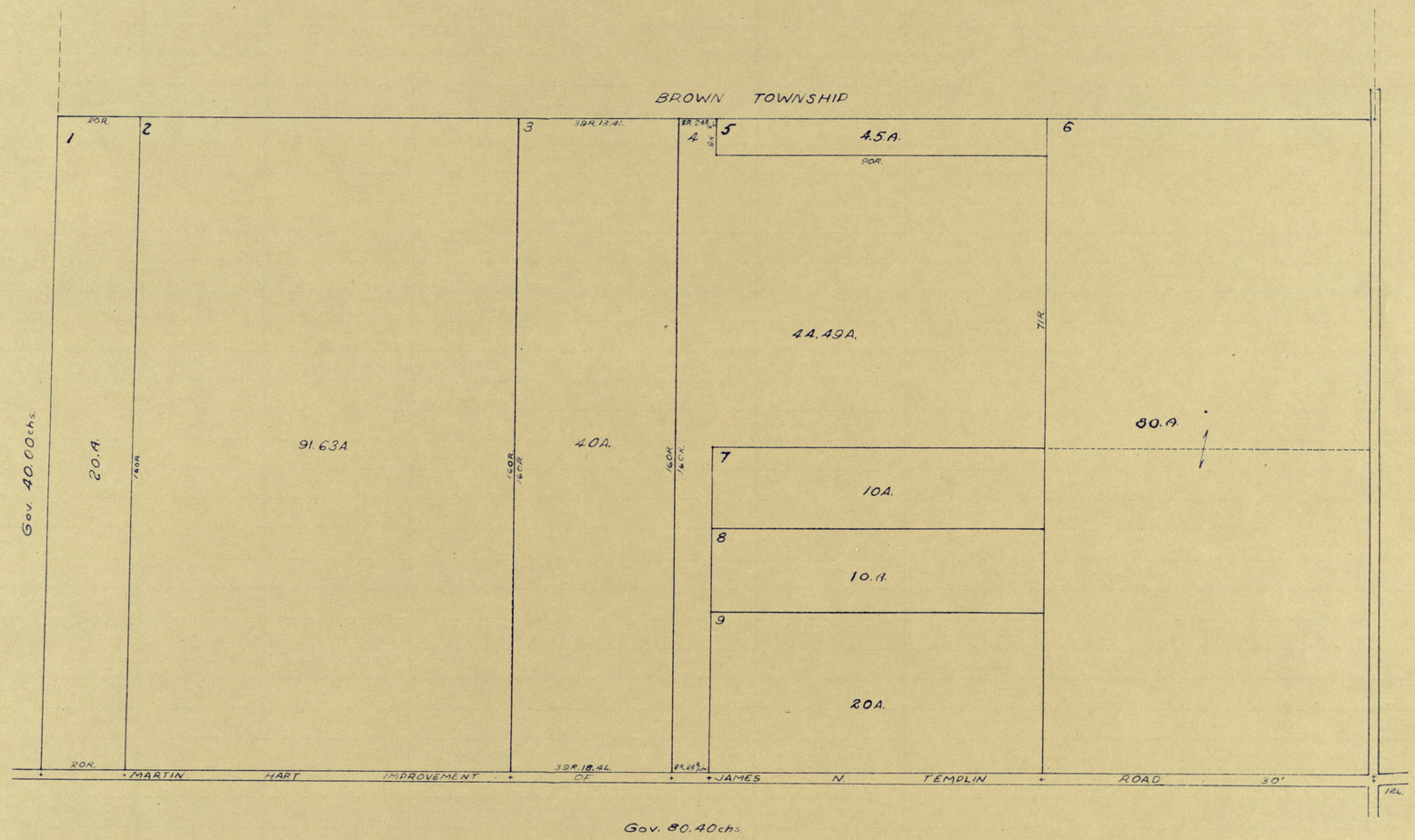
Villa Farms	31
Henderson's Homesite Addition	32

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

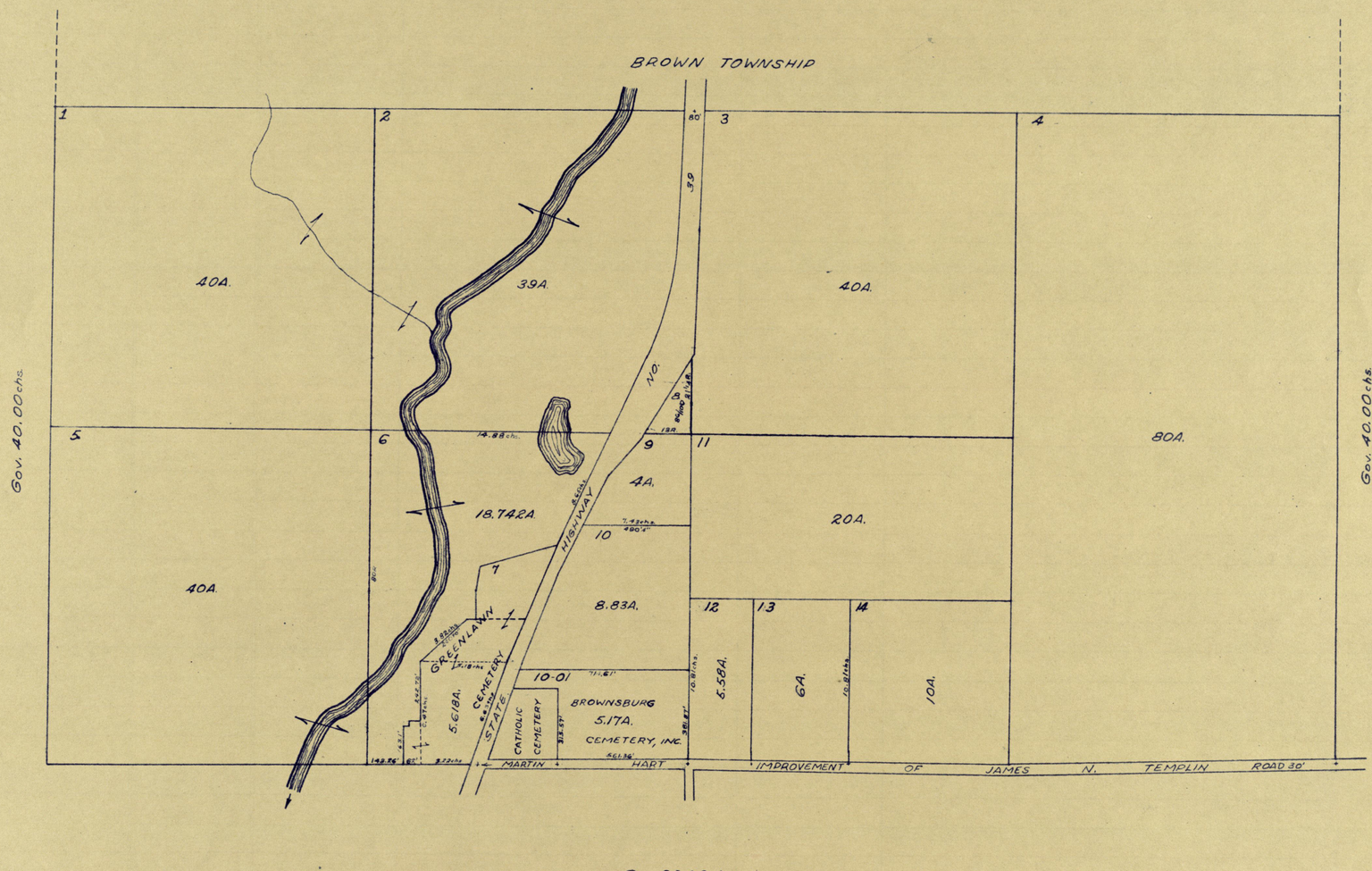
Scale for Plats of Additions as indicated on Plats.

LINCOLN

1-16-1E

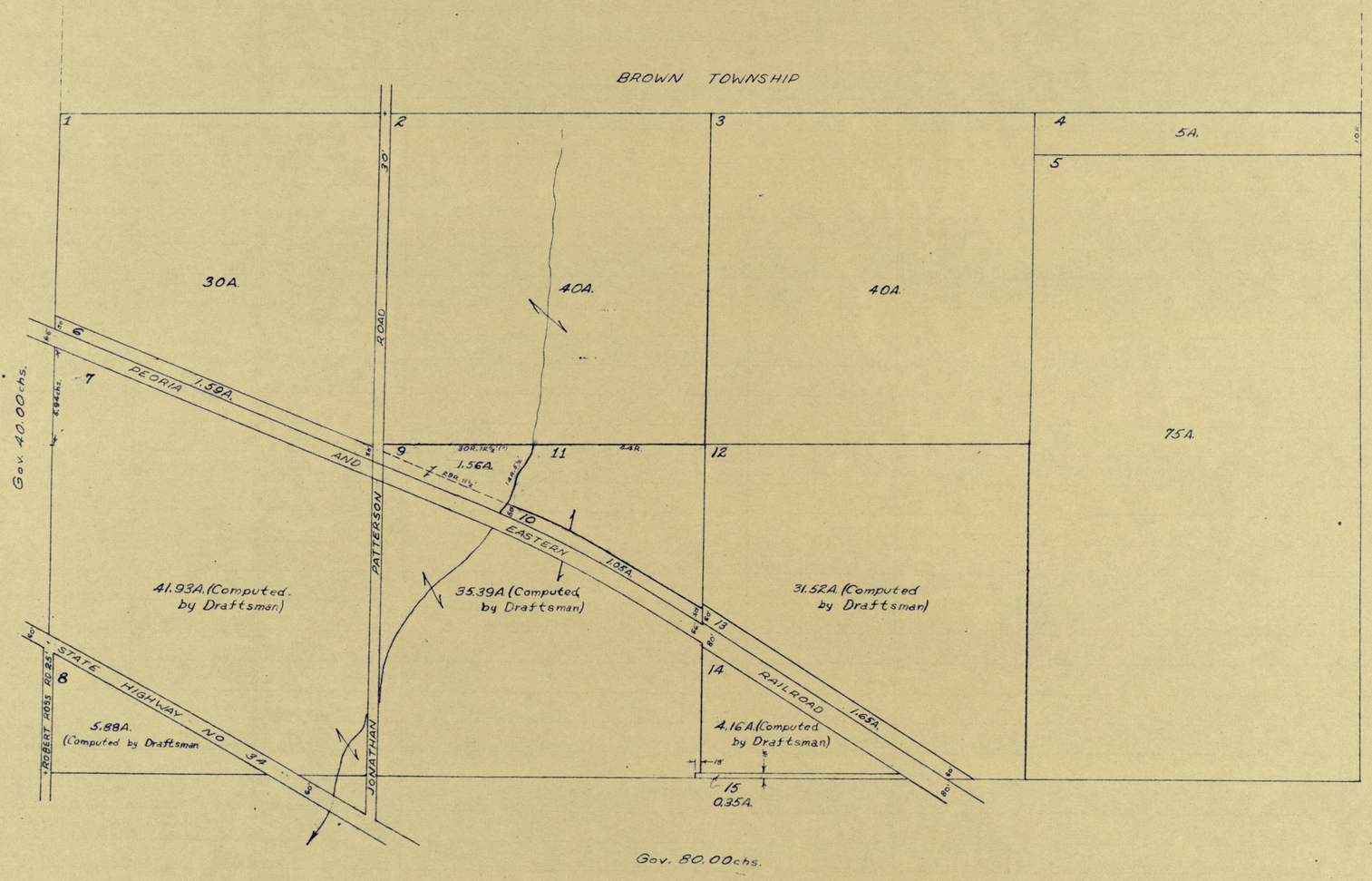

BROWN TOWNSHIP
1
POR.
2
3
S.9R.13.4L.
4
5
4.5A.
POR.
6
44.49A.
7 R.
80.A.
7
10A.
8
10.A.
9
20A.
91.63A
40A.
20.A.
Gov. 40.00 chs.
Gov. 40.00 chs.
MARTIN HART IMPROVEMENT OF
JAMES N. TEMPLIN ROAD 30'
Gov. 80.40 chs.

2-16-1E

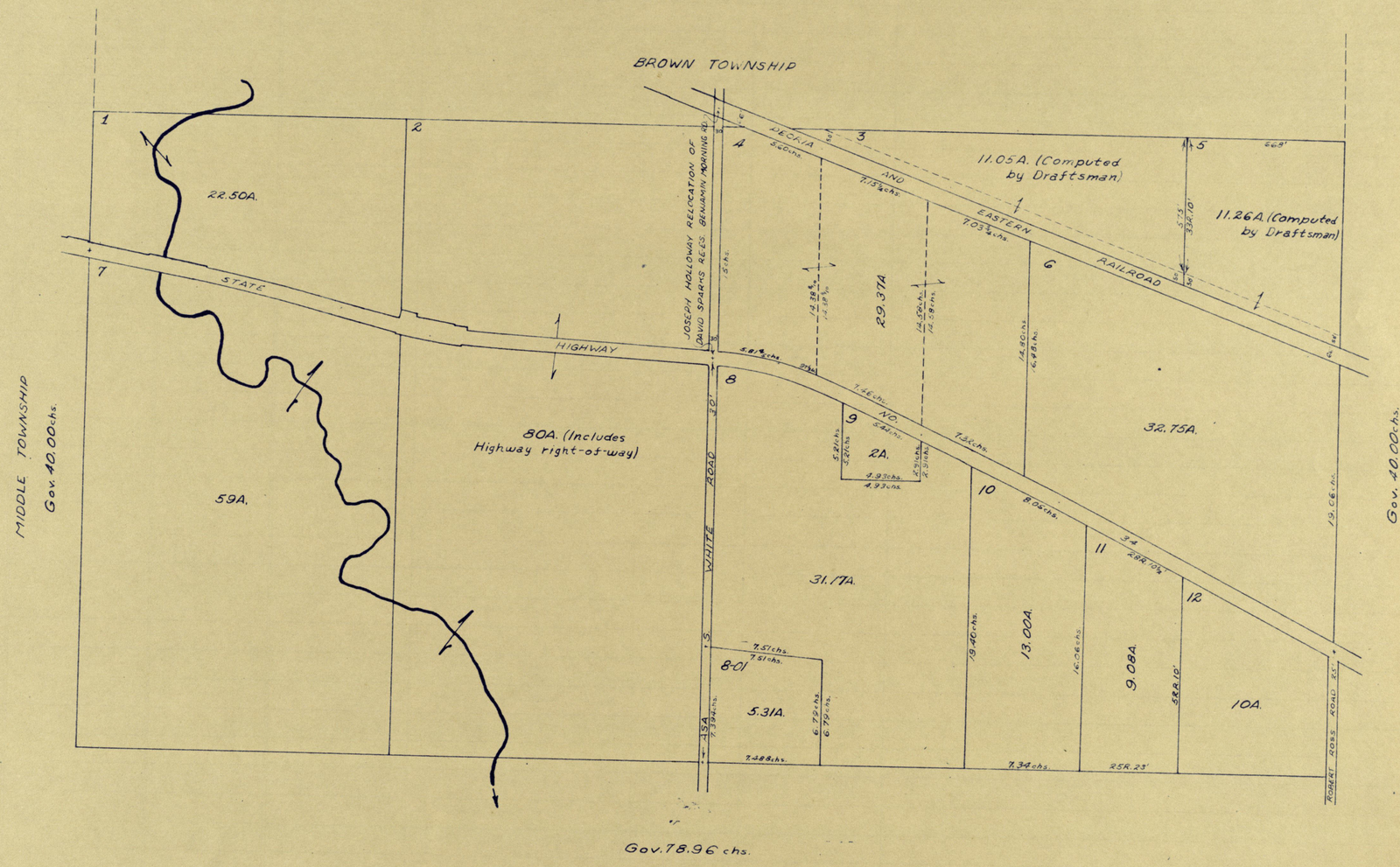


Gov. 80.00 chs.

3-16-1E


BROWN TOWNSHIP
1
2
3
4
5A.
5
30A.
40A.
40A.
75A.
30'
ROAD
6
7
PEORIA 1.39A.
AND
EASTERN 1.05A.
RAILROAD 1.63A.
9
10
11
12
13
14
15
8
STATE HIGHWAY NO 34
ROBERT ROSS RD 25'
PATTERSON
JONATHAN
Gov. 40.00chs.
Gov. 40.00chs.
Gov. 80.00chs.
41.93A. (Computed by Draftsman)
35.39A (Computed by Draftsman)
31.52A. (Computed by Draftsman)
5.88A. (Computed by Draftsman)
4.16A. (Computed by Draftsman)
0.35A.
1.56A.

4-16-1E


BROWN TOWNSHIP
MIDDLE TOWNSHIP
Gov. 40.00 chs.
Gov. 40.00 chs.
Gov. 78.96 chs.
1
2
3
4
5
6
7
8
9
10
11
12
22.50A.
59A.
80A. (Includes Highway right-of-way)
STATE HIGHWAY
JOSEPH HOLLOWAY RELOCATION OF (DAVID SPARKS REES BENJAMIN MORNING RD.)
WHITE ROAD
S.
29.37A
2A.
31.17A.
8-01
5.31A.
13.00A.
9.08A.
10A.
32.75A.
11.05A. (Computed by Draftsman)
11.26A. (Computed by Draftsman)
DECKIA AND EASTERN RAILROAD
ROBERT JONES ROAD
663'
33R.
25R.23'
5R.10'
4R.10'
3R.

9-16-1E

Gov. 78.96 chs.

1 2 3 5

A 6.98 chs.

80A. 80A. 10A. 40A. 40A.

6.98 chs.

6

ROAD

70A.

ROAD

MIDDLE TOWNSHID

Gov. 80.00 chs.

WHITE

7 8 9

80R.

17.98 chs.

75.50A.

17.94 chs.

40A.

80A.

ROSS

ROBERT

Gov. 80.00 chs.

80R.

10 4.5A.

11 12 13 13-01 850'

20A.

39.94A.

13.58A. 130.5' 25.4RA. 130.3'

14

20A.

15 C.O.C 16 1.00A. 850'

2 R.

M. H. ARBUCKLE ROAD 30'

Gov. 78.90 chs.

10-16-1E

Gov. 80.00 chs.

0.57A (Computed by Draftsman)

12.29A

3.94A

0.31A (Computed by Draftsman)

23.54A

15.00A

40.63A (Computed by Draftsman)

HENDERSONS HOMESITES ADDITION.
SEE PAGE 32.

0.663SA

0.066RSA

1.44A

2.30A

4.89A

11.82A

1.06A

22.7A

1.0A

46.6A

79.99A

3.0A

1.50A

2.42A

52.3A

Gov. 80.00 chs.

17.38A

43.06A

86.92A

10.57A

10A

5A

BROWNSBURG

M. H. ARBUCKLE IMPROVEMENT

M. H. ARBUCKLE MP. OF A. E. HORNADAY BLOCK 30

M. H. ARBUCKLE

Gov. 80.00 chs.

11-16-1E

Gov. 80.00 chs.

MARTIN HART IMPROVEMENT OF JAMES N TEMPLIN ROAD 30'

1 — 14.8 chs — 15.6A.

2 — 10.142 chs — 2.01 — 14.983 chs — 27.34A.

3 — 14.7 chs — 14.76 chs — 13A.

3.01 — 1A.

4 — 13.93 chs — 11.975 chs — 24.35A.

80A (Including railroad right-of-way)

P & E Railroad

5 — 5 chs — 10.80A

6 — 2.74A — 1.44A Computed by Draftsman

P & E RAILROAD

STATE ROAD NO 99

BROWNSBURG

8 — 0.95A — 17 — 2A

9 — 3.75A (Computed by Draftsman) — 19 — 3.0A — 540'

10 — 1.15A Computed by Draftsman — 18 — 5A.

11 — 1.68A Computed by Draftsman

SCHOOL STREET

12 — 20' — 0.23A — 24 — 0.08A — 21 — 0.08A — 22 — 0.08A — 23 — 0.08A — 110'

13 — 9.67A (Computed by Draftsman)

14 — 1.72A Computed by Draftsman

15 — 1.38A Computed by Draftsman

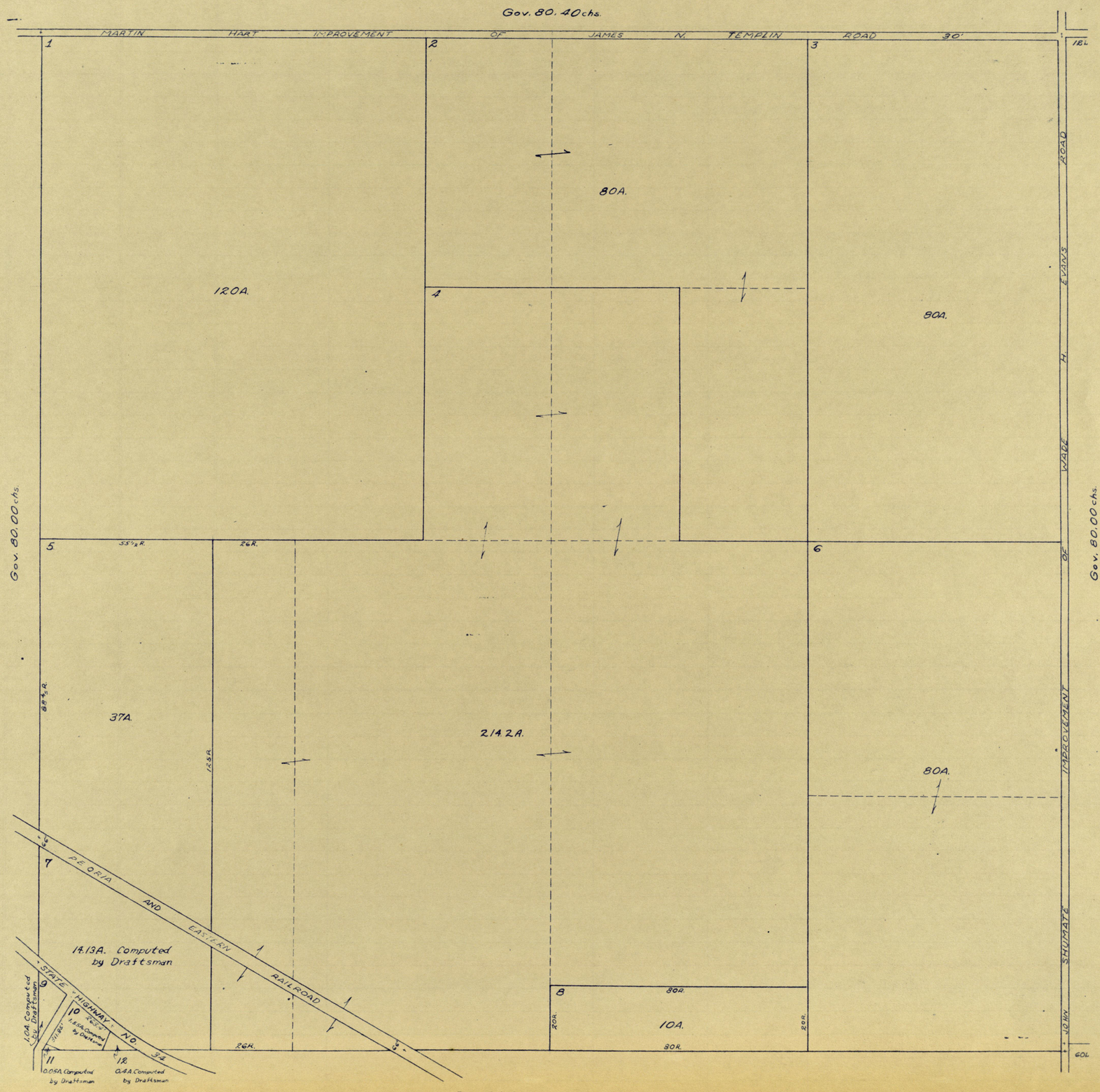
16 — 9.9A (Computed by Draftsman)

Gov. 80.00 chs.

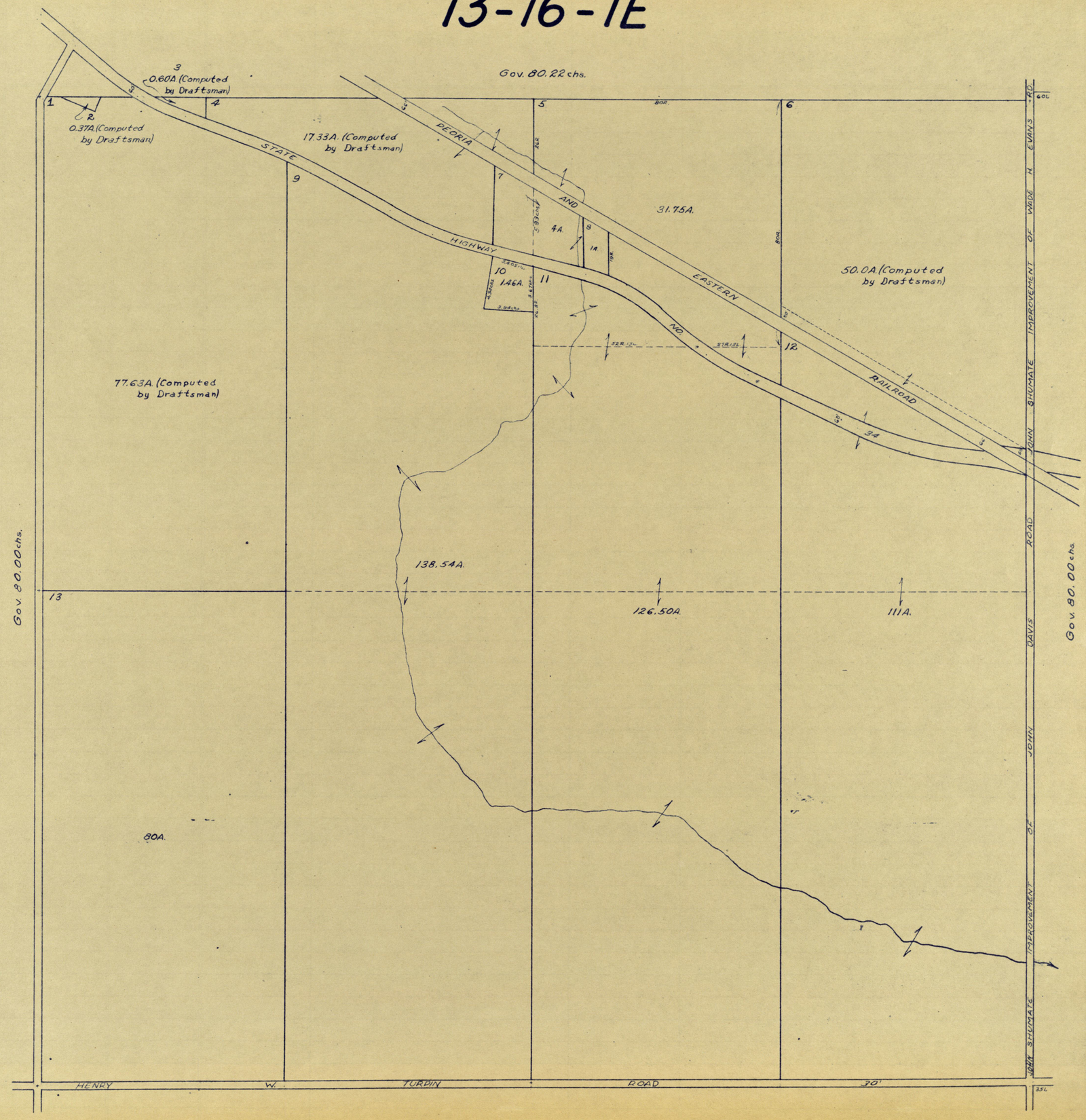
Gov. 39.99 chs.

Gov. 40.00 chs.

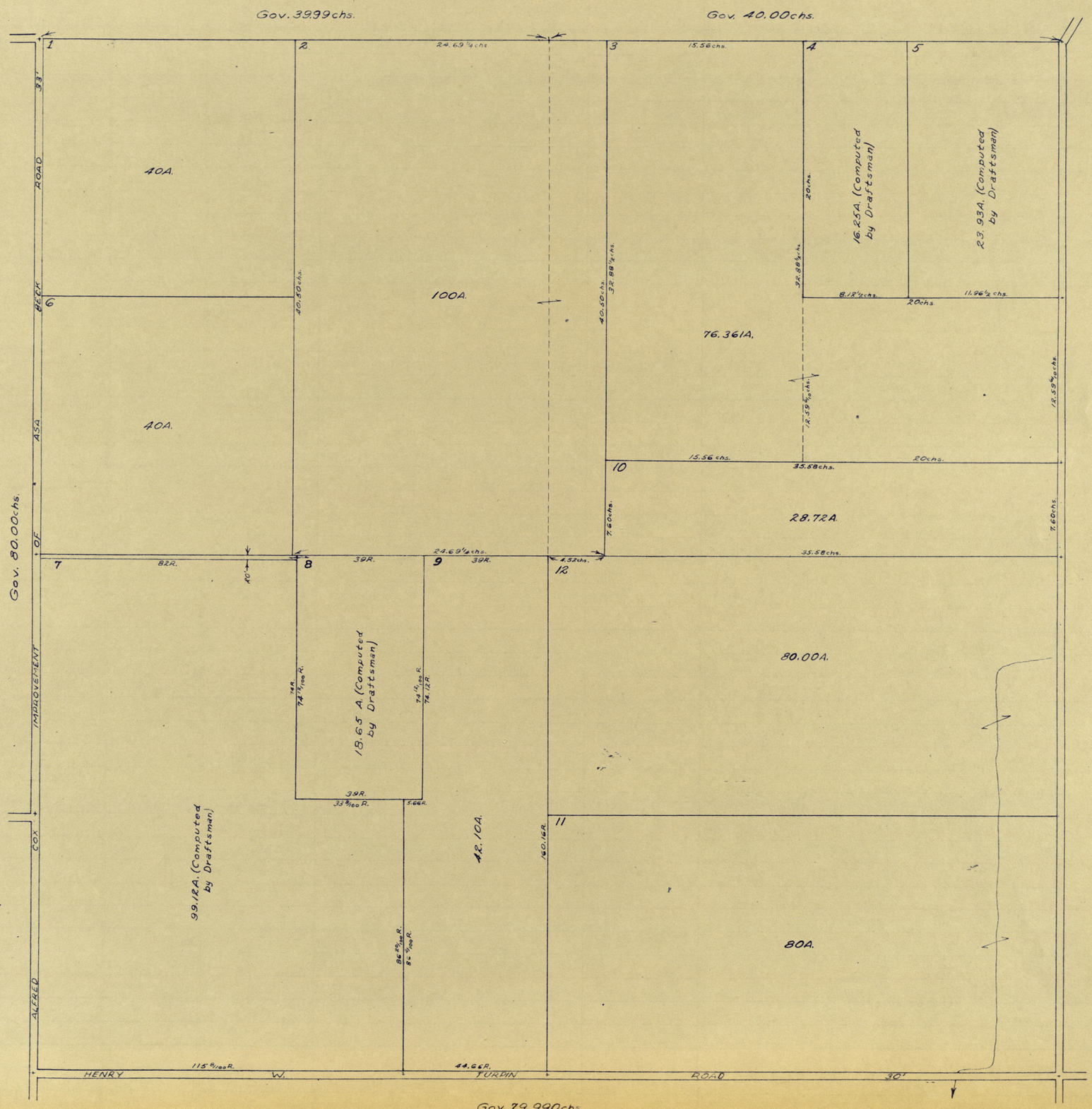
12-16-1E


Gov. 80.40 chs.
MARTIN HART IMPROVEMENT OF JAMES N. TEMPLIN ROAD 30'
1
2
3
120A.
80A.
80A.
4
5
35½ R.
26R.
6
WADE H. EVANS ROAD
Gov. 80.00 chs.
Gov. 80.00 chs.
89½ R.
37A.
2142A.
80A.
IMPROVEMENT
SHUMATE
JOHN
7
PEORIA AND EASTERN RAILROAD
14.13A. Computed by Draftsman
8
80R.
20R.
10A.
80R.
20R.
9
STATE HIGHWAY NO. 32
10
1.45A Computed by Draftsman
111.8ft.
11
0.05A Computed by Draftsman
18.
0.44A Computed by Draftsman
1.04A Computed by Draftsman
Gov. 80.22 chs.

13-16-1E


Gov. 80.22 chs.
3
0.60A. (Computed by Draftsman)
1
2.
0.37A. (Computed by Draftsman)
17.33A. (Computed by Draftsman)
STATE
HIGHWAY
9
DEORIA
AND
EASTERN
RAILROAD
31.75A.
4A.
8
1A.
10
1.46A.
11
12
50.0A. (Computed by Draftsman)
77.63A. (Computed by Draftsman)
138.54A.
126.50A.
111A.
13
80A.
Gov. 80.00 chs.
Gov. 80.00 chs.
JOHN SHUMATE IMPROVEMENT OF WIDE H. EVANS RD.
JOHN SHUMATE IMPROVEMENT OF DAVIS ROAD
HENRY W. TURPIN ROAD 30'
Gov. 40.11 chs.
Gov. 40.08 chs.

14-16-1E


Gov. 39.99chs.
Gov. 40.00chs.
1
2
3
4
5
6
7
8
9
10
11
12
24.69½chs.
15.56chs.
40A.
100A.
76.361A.
16.25A. (Computed by Draftsman)
23.93A. (Computed by Draftsman)
20ch.
32.38½ch.
8.12½chs.
11.96½chs.
20chs.
40.50chs.
32.88½chs.
12.59⅝chs.
15.56chs.
35.58chs.
20chs.
7.60chs.
28.72A.
35.58chs.
4.52chs.
Gov. 80.00chs.
Gov. 50.00chs.
33'
20AD
BEEK
ASA
OF
IMPROVEMENT
COX
ALFRED
82R.
10'
39R.
39R.
39R.
14R.
74 3/100 R.
73 15/100 R.
74.12R.
18.65 A. (Computed by Draftsman)
99.12A. (Computed by Draftsman)
12.10A.
80.00A.
80A.
160.16R.
33 9/100 R.
5.66R.
86 29/100 R.
87 9/100 R.
115 9/100 R.
44.66R.
HENRY
W.
TURPIN
ROAD
30'
Gov. 79.990chs.

15-16-1E


M. H. ARBUCKLE IMPROVEMENT OF A. E. HORNADAY RELOCATION 30'
M. H. ARBUCKLE IMPROVEMENT 30'
Gov. 80.00 chs.
ARBUCKLE IMP. 30'
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
160R.
60R.
40R.
100R.
65A.
100A.
95A.
13A.
11A.
2A.
6A.
6A.
3/4A.
R.1.44A.
12R.
12.32½chs.
48R.32½L.
48R.33L.
32R.
37.12R.
40R.23½L.
40R.17½L.
45.57½.
80R.23½L.
80R.17½L.
60R.
ROAD
BEGR
ASA
DF
IMPROVEMENT
COR.
ALFRED
75.25A.
4A.
7.76chs.
7.77chs.
5.15chs.
8.35chs.
32.7chs.
5.98chs.
20.30chs.
18.8chs.
33A.
17.80chs.
155.38A.
EDGAR HUFFORD ROAD 32'
37.19chs.
40A.
20.5chs.
22.83A.
7.48chs.
12.32chs.
3.10chs.
40.40chs.
11.8A.
Gov. 80.00chs.

16-16-1E

Gov. 78.90 chs.

1 2 3 4

IMPROVEMENT 30'

ARBUCKLE

40A. 40A. 40A.

5 6 7

40A. 40A. 60A.

MIDDLE TOWNSHIP

Gov. 80.00 chs.

ASA S. WHITE ROAD 30'

J. S. McDONALD ROAD 30'

120A.

M. H. ARBUCKLE IMP. OF ASA S. WHITE RELOCATION 30'

M. H. ARBUCKLE IMP OF STEPHEN H. HARDIN RD.

M. H. ARBUCKLE IMPROVEMENT 30'

M. H. ARBUCKLE IMP OF JAMES H. PATTERSON RD.

8 9 10

40A. 40A. 20A.

11 12 13 14

5A. 57A. 40A. 40A.

15 16 17 18 19 20

5.36A. 1.63A. 2.83A. 3/4A. 0.44A.

RHYMIERSON IMP.

BALTIMORE AND OHIO RAILROAD

Gov. 79.00 chs.

Gov. 80.00 chs.

21-16-1E

MIDDLE TOWNSHIP

Gov. 80.00 chs.

1 0 R. H. VALERSON IMPROVEMENT OF J. S. MCDONALD ROAD 16.78 chs.

Gov. 79.00 chs.

3 0.11A. Computed by Draftsman

1 2 4 5 6 7 8

20R. 2A. 20R. 3 chs. 16.6 chs. 16.1 chs.

AGR. 15.6" 2 1/25 A. 19.64 chs.

BALTIMORE AND OHIO RAILROAD 20.90 chs.

3.38 chs. 19.11

37A

78.89A. (Computed by Draftsman) 19.78 chs.

76.96A.

65.40A.

53.86A.

38.74 chs. 29.86 chs. 29.345 chs. 16.10 chs.

W. B. GRAHAM IMP. OF OWEN CHAMNESS RE-ES. OF WILLIAM WORRELL RD. 34'

12.97 chs. 19.95 chs.

W. B. GRAHAM IMP. OF ROBERT ROSS RE-ES. OF WILLIAM WORRELL RD.

9 10 11 12

80R.

JOHN W. HADLEY ROAD 20'

40A. 40A. 40A.

61.0A.

123R. 123.2

13 14

60A. 60A.

80R. CCR. 15 16

17.3A. Computed by draftsman

3.7A. Computed by draftsman

42R.

Gov. 78.90 chs.

Gov. 80.00 chs.

22-16-1E

Gov. 80.00chs.

1 2 3

5.57chs.

23.2A.

40.36chs.

36.2+A.

14.61chs.

14.64chs.

117A.

4 BALTIMORE AND OHIO RAILROAD

40.30chs.

5 6 40R. 7 40.43R.

80R.

5A

40R

44R

36R 36R

80R. 80R.

33' ROAD BECK

42.95A.

19.8chs.

33A.

3.1#

8

27A.

143.63A.

37R. ASA

9 5.27.2

4.70A

47.7' 507.0'

Gov. 80.00chs.

W. B. GRAHAM IMPROVEMENT OF WILLIAM WORRELL ROAD 34'

10 33R. 11 11.85chs. 8.75chs.

W. B. GRAHAM IMP. OF FOREST NEAL RELOCATION 34'

12 2.27A. 200.10'

176.533A.

25.9A.

53.27A.

8RR

12.3R 12.3R

B. GRAHAM IMP 34' 13 W. B. GRAHAM IMPROVEMENT OF W. H. MEDSKER RD. 34'

BARLOW RELOCATION

4chs. 4chs.

33R

80A.

17.68chs.

18.78chs.

14 1.08A. 8R. 82R.

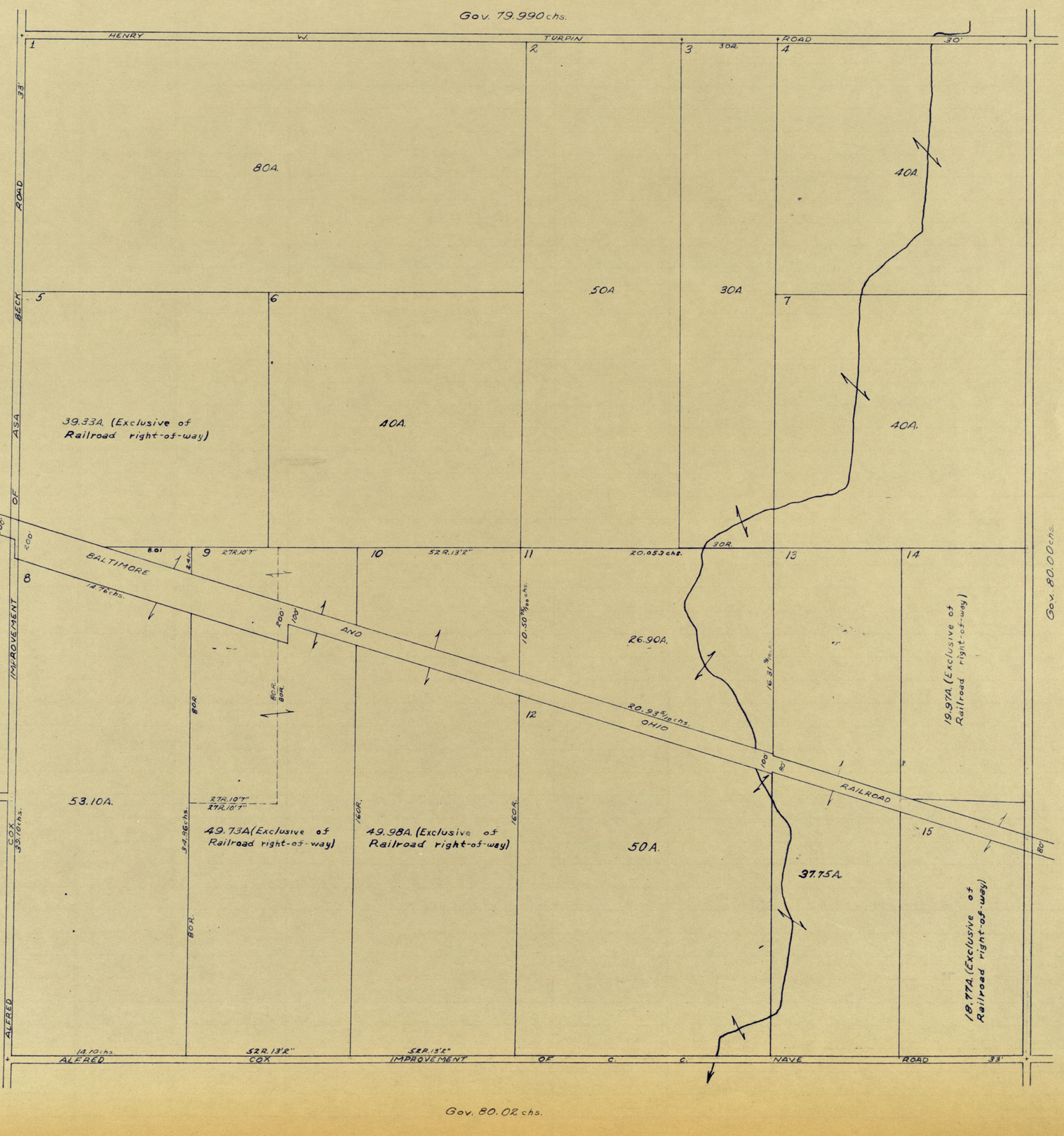
33R 5.3" 46R 11" 20chs. 78R.

ALFRED COX IMPROVEMENT OF

Gov. 80.00chs.

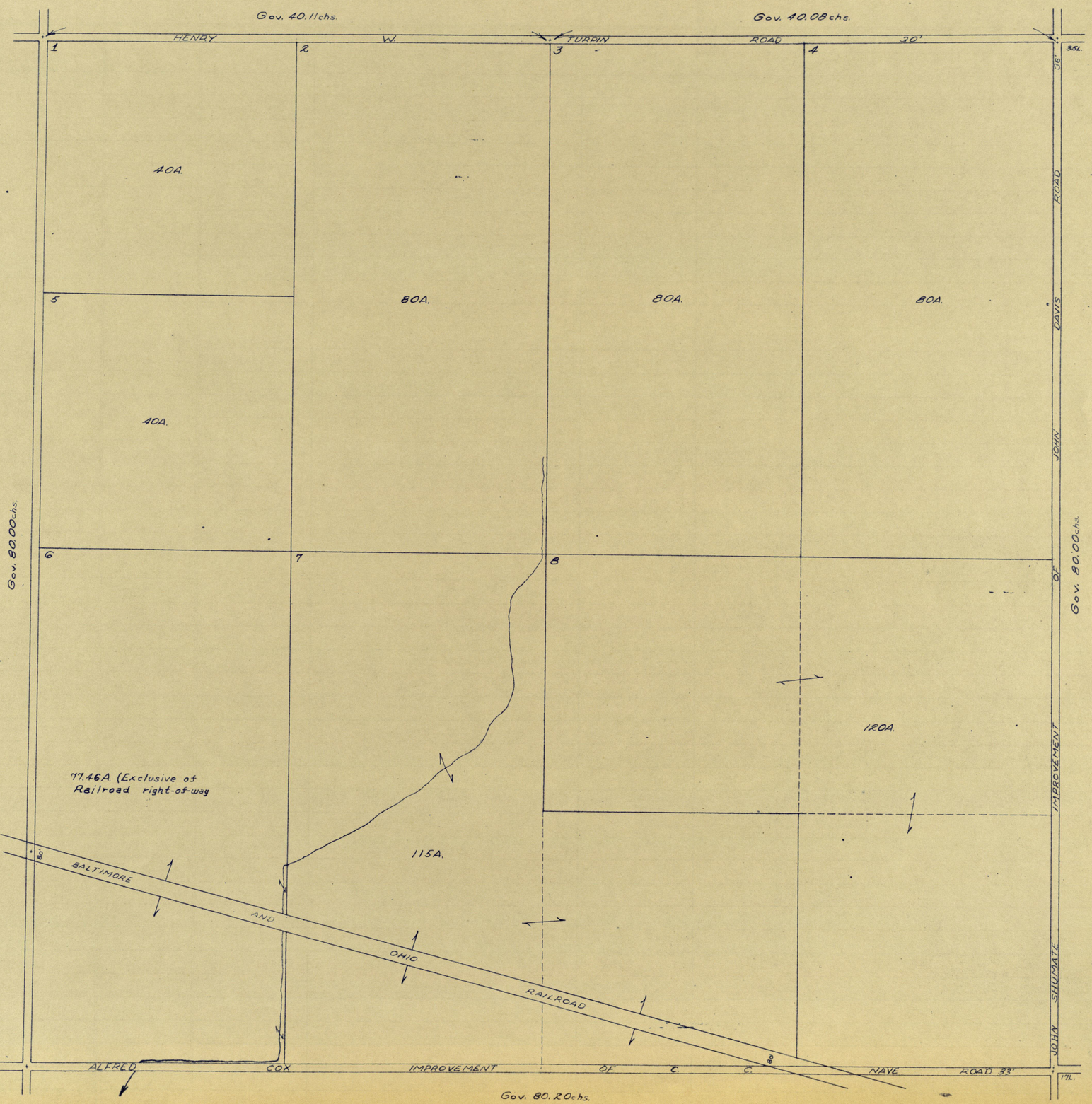
Gov. 80.04chs.

23-16-1E

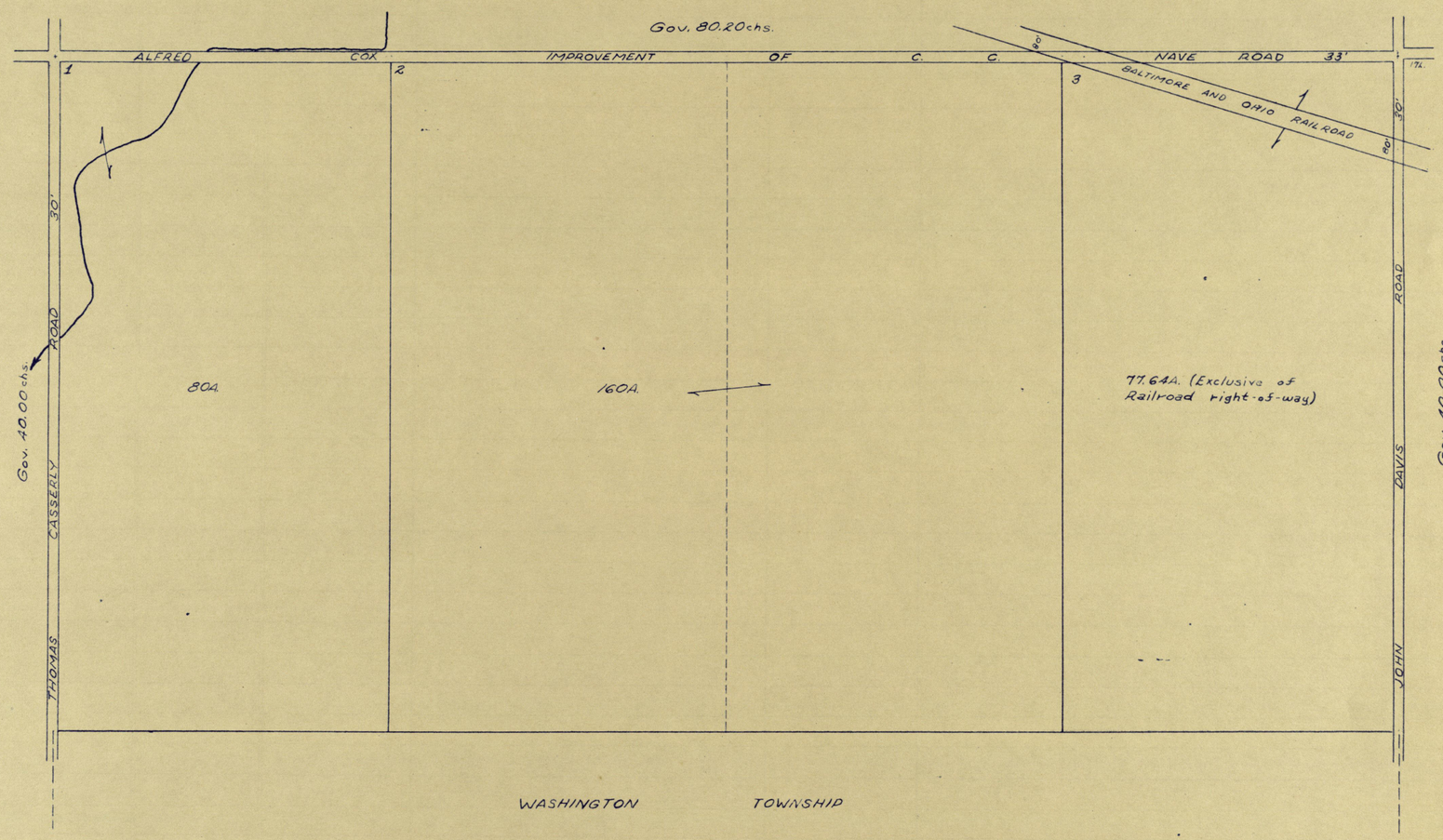


Gov. 80.02 chs.

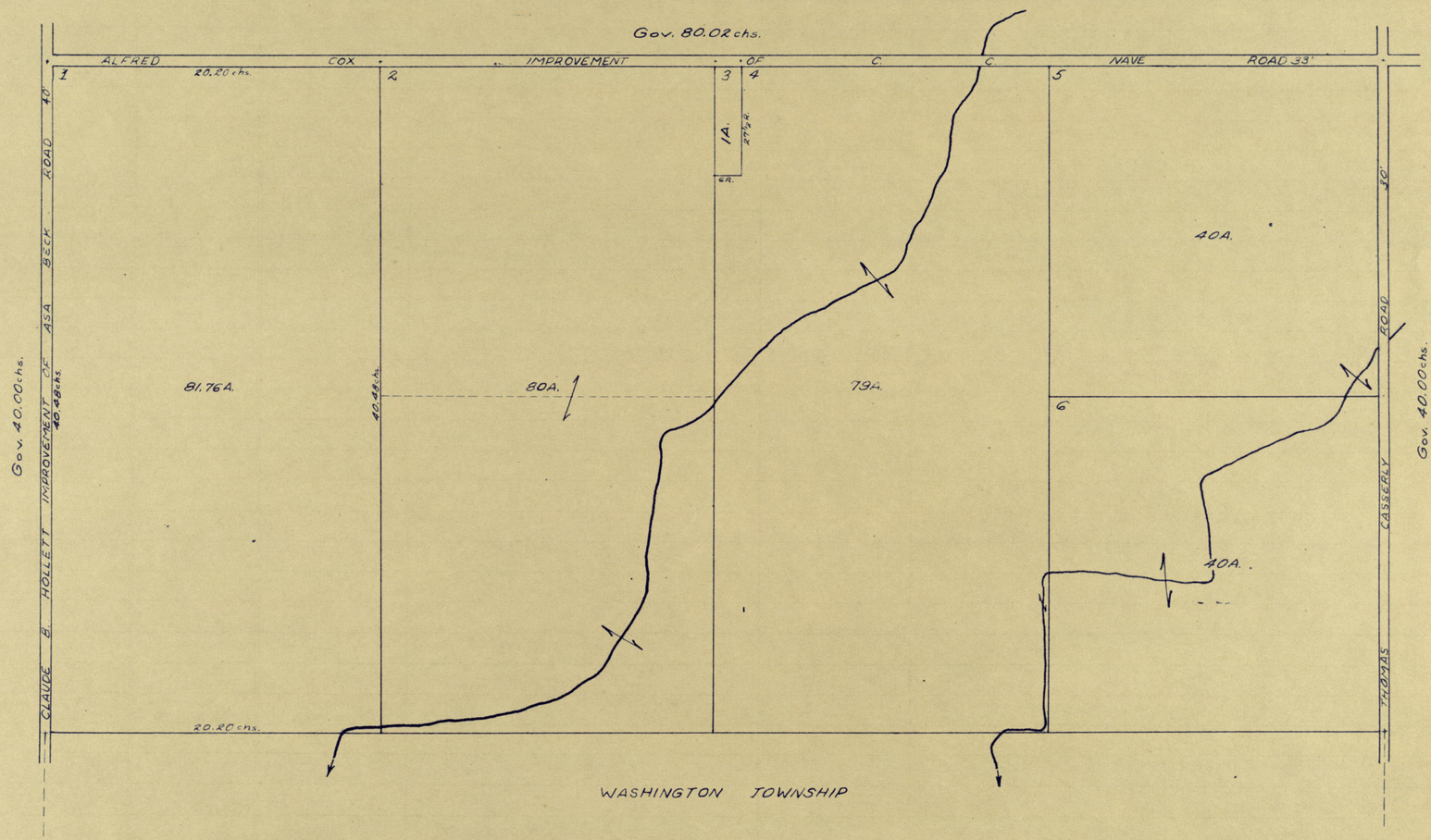
24-16-1E


Gov. 40.11chs.
Gov. 40.08chs.
HENRY W. TURPIN ROAD 30'
35L.
1
2
3
4
40A.
80A.
80A.
80A.
36'
DAVIS ROAD
5
40A.
6
7
8
Gov. 80.00chs.
Gov. 80.00chs.
180A.
77.46A. (Exclusive of Railroad right-of-way
115A.
80'
BALTIMORE AND OHIO RAILROAD
80'
JOHN SHUMATE IMPROVEMENT
ALFRED COX IMPROVEMENT OF C. C. NAVE ROAD 33'
17L.
Gov. 80.20chs.

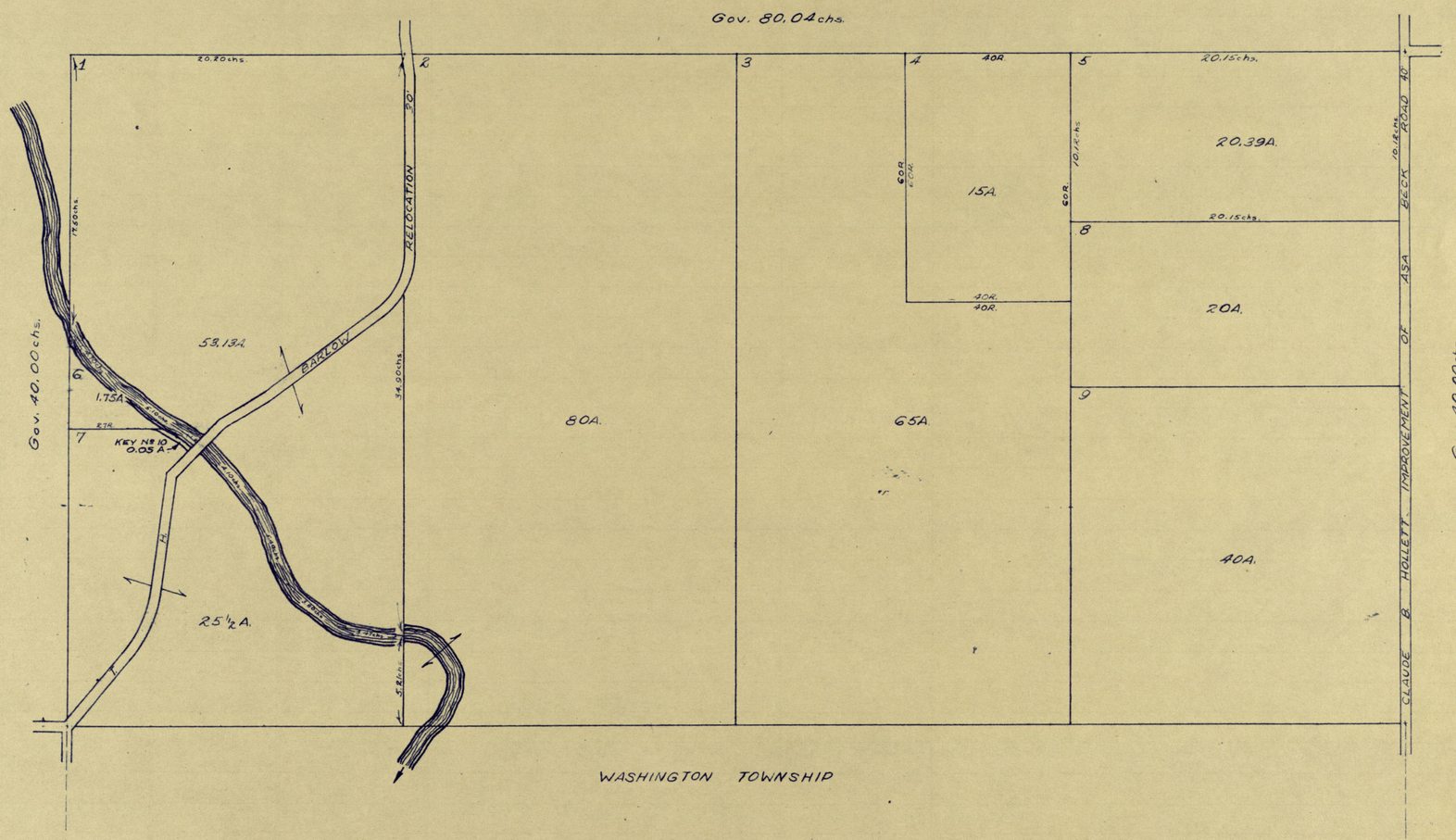
25-16-1E


Gov. 80.20 chs.
ALFRED COX IMPROVEMENT OF C. C.
NAVE ROAD 33'
BALTIMORE AND OHIO RAILROAD
1
2
3
80A.
160A.
77.64A. (Exclusive of Railroad right-of-way)
30'
ROAD
CASSERLY
THOMAS
DAVIS
JOHN
Gov. 40.00 chs.
WASHINGTON TOWNSHIP

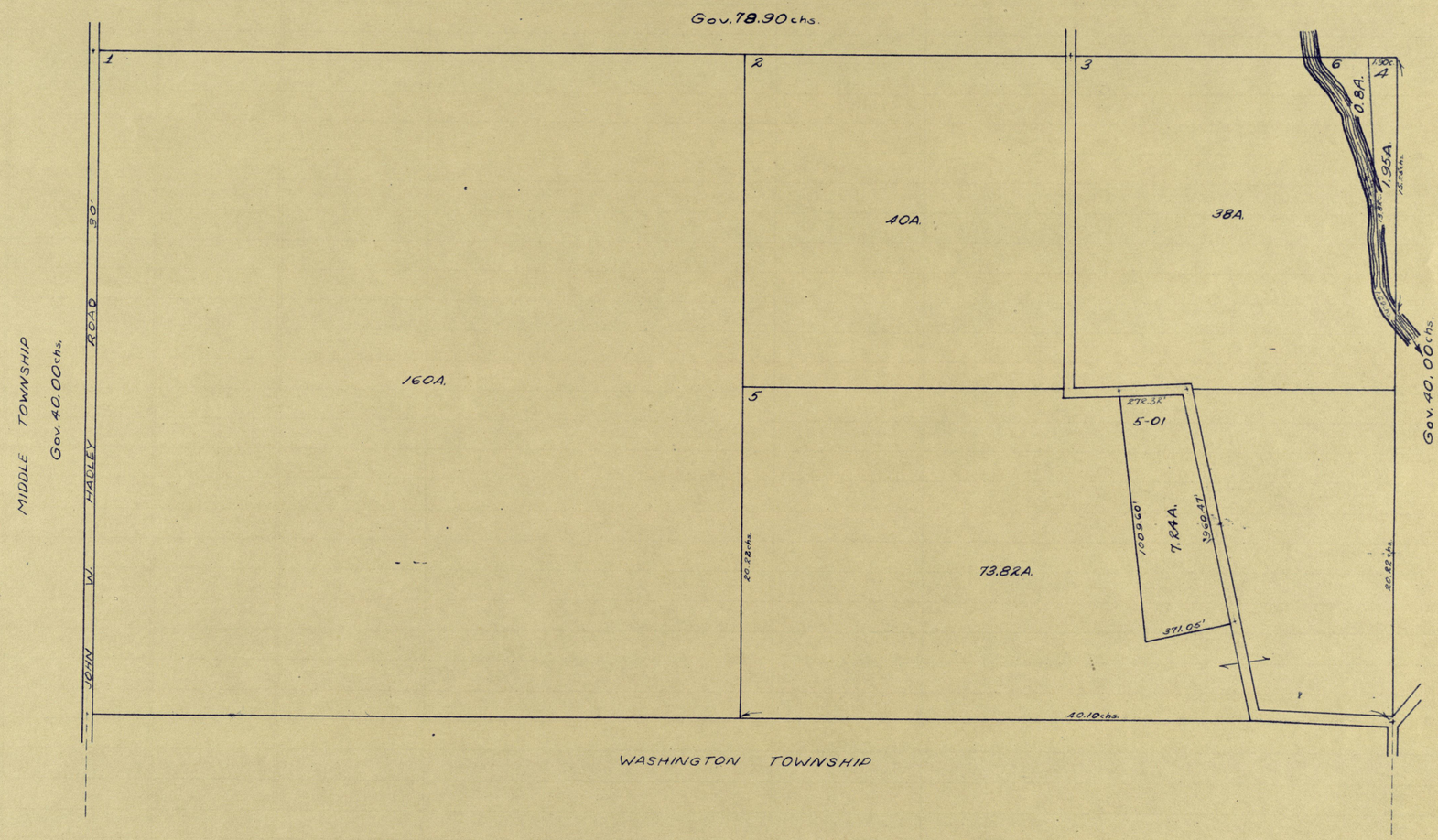
26-16-1E


Gov. 80.02 chs.
ALFRED COX IMPROVEMENT OF C. NAVE ROAD 33'
1
20.20 chs.
2
3
4
1A.
2.75 A.
6 R.
5
40A.
81.76A.
40.48 chs.
80A.
79A.
6
40A.
CLAUDE B. HOLLETT IMPROVEMENT OF ASA BECK ROAD 40'
40.48 chs.
Gov. 40.00 chs.
20.20 chs.
CASSERLY ROAD 30'
THOMAS
Gov. 40.00 chs.
WASHINGTON TOWNSHIP

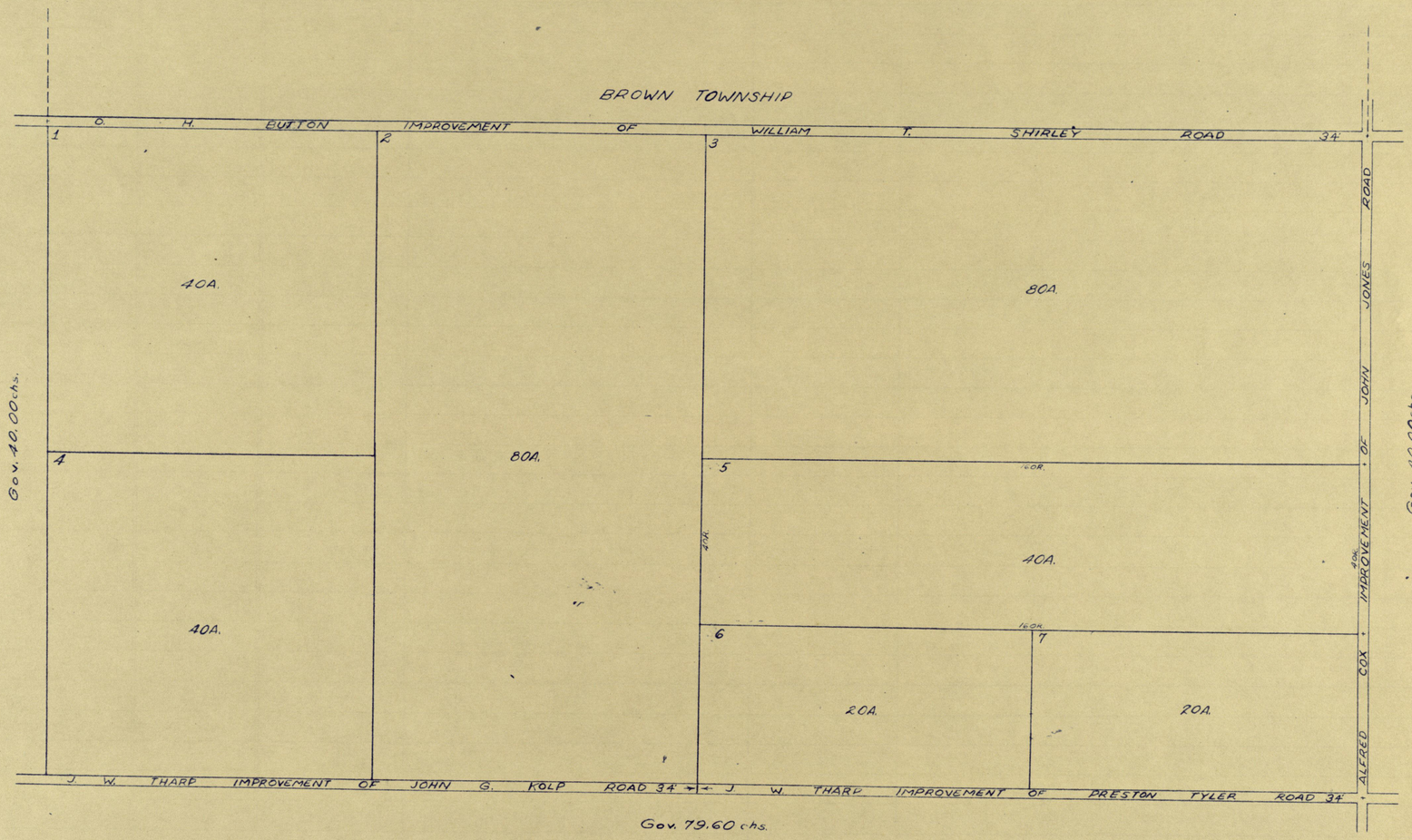
27-16-1E


Gov. 80.04 chs.
1
20.20 chs.
2
3
4
40R.
5
20.15 chs.
20.39A.
15A.
60R.
60R.
10.12 chs.
8
20.15 chs.
20A.
40R.
40R.
9
40A.
80A.
65A.
59.13A.
6
1.75A.
7
KEY No 10
0.05 A.
25½A.
RELOCATION
BARLOW
ROAD
ASA BECK
CLAUDE & HOLLETT IMPROVEMENT OF
Gov. 40.00 chs.
Gov. 40.00 chs.
WASHINGTON TOWNSHIP

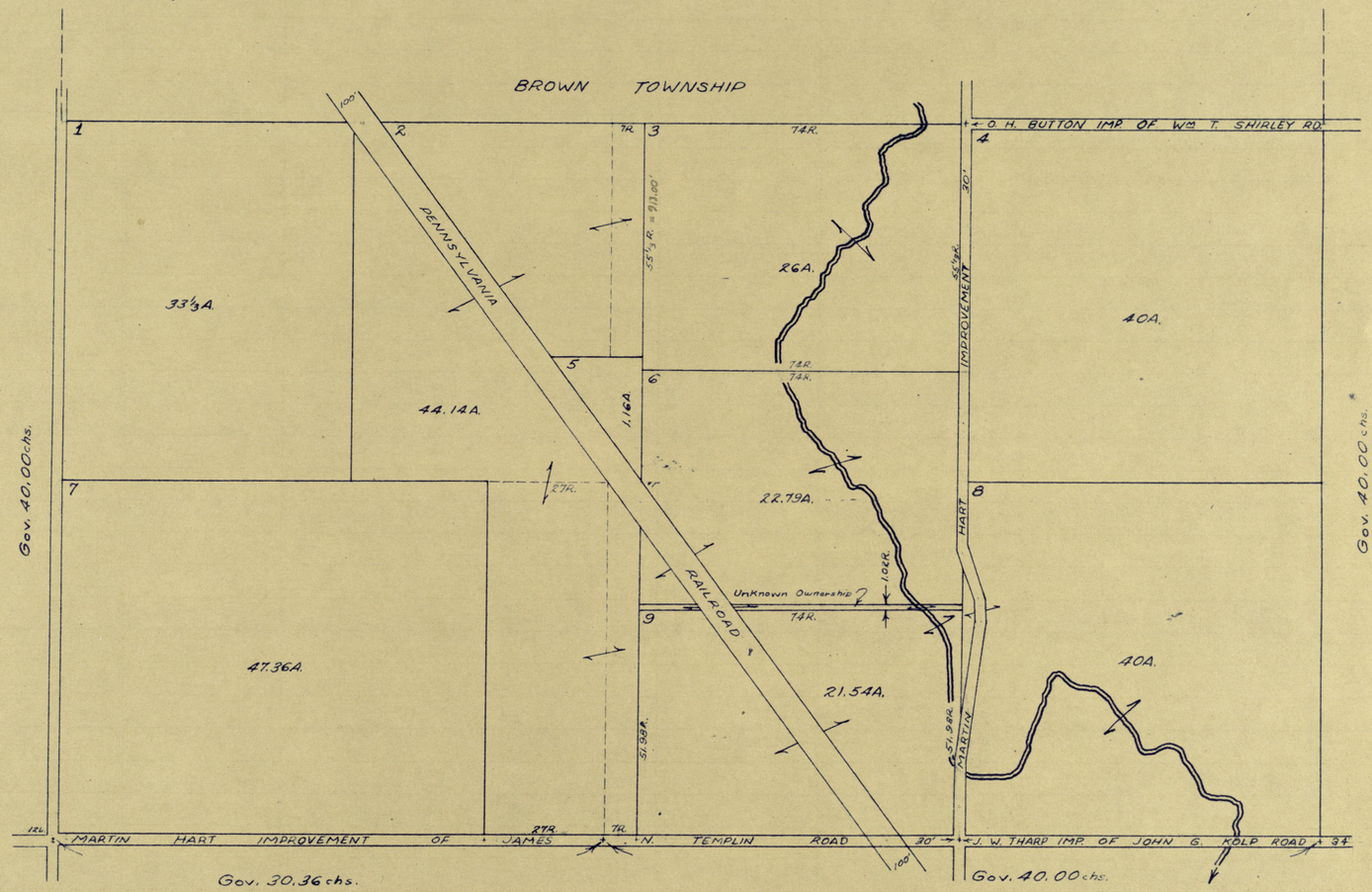
28-16-1E


Gov. 78.90 chs.
1
2
3
6
1.90c
1
0.8A.
1.95A
12.20ch.
40A.
38A.
160A.
5
R.7E.3E.
5-01
7.84A.
1009.50'
349.47'
371.05'
20.82 chs.
73.82A.
20.82 chs.
Gov. 40.00 chs.
MIDDLE TOWNSHIP
Gov. 40.00 chs.
ROAD
30'
JOHN W. HADLEY
40.10 chs.
WASHINGTON TOWNSHIP

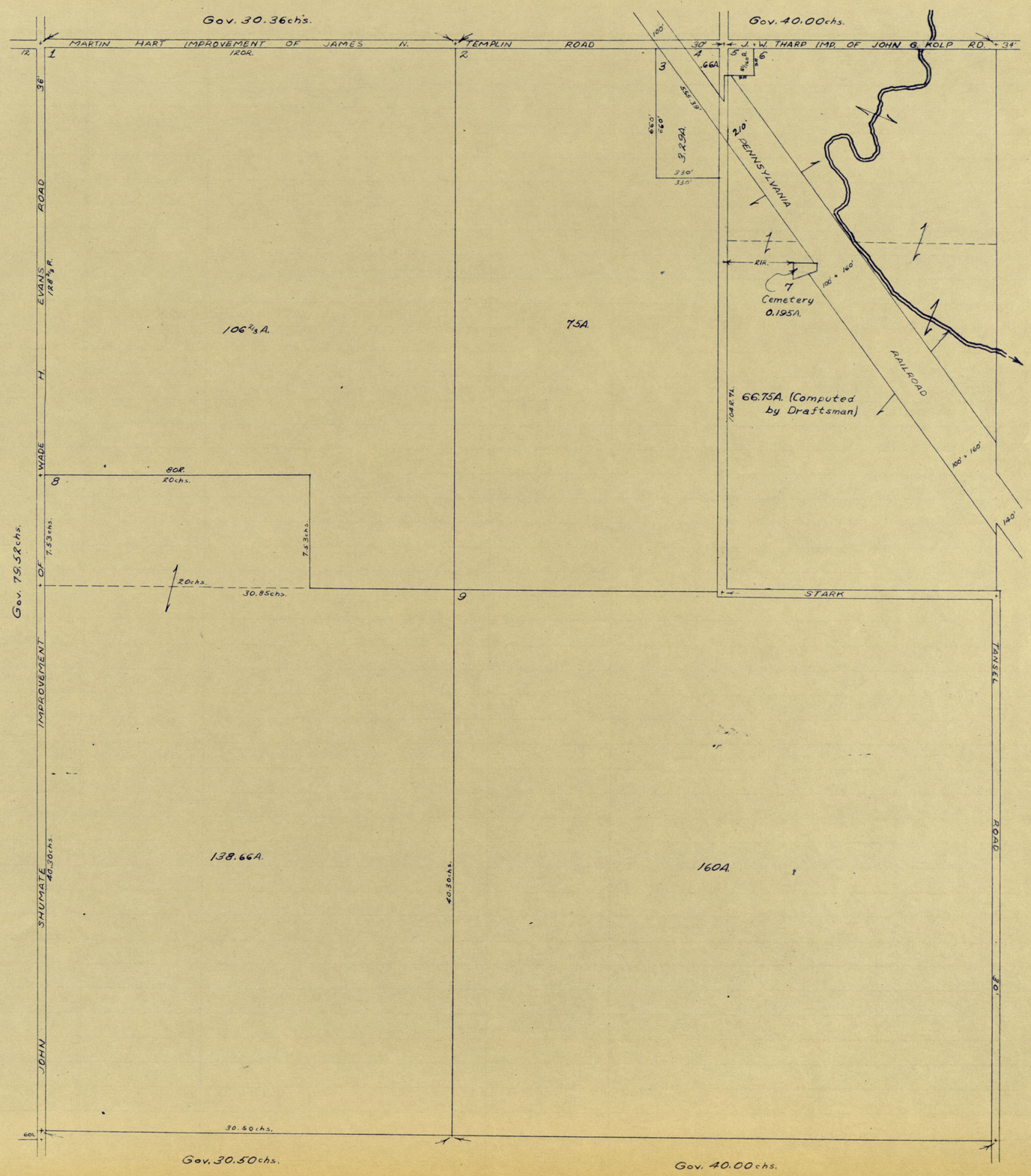
5-16-2E


BROWN TOWNSHIP
O. H. BUTTON IMPROVEMENT OF WILLIAM T. SHIRLEY ROAD 34'
1
2
3
40A.
80A.
80A.
4
5
COR.
40A.
40A.
4TH.
16 CH.
6
7
20A.
20A.
JOHN JONES ROAD
ALFRED COX IMPROVEMENT
J. W. THARP IMPROVEMENT OF JOHN G. KOLP ROAD 34'
J. W. THARP IMPROVEMENT OF PRESTON TYLER ROAD 34'
Gov. 40.00 chs.
Gov. 40.00 chs.
Gov. 79.60 chs.
MARION COUNTY

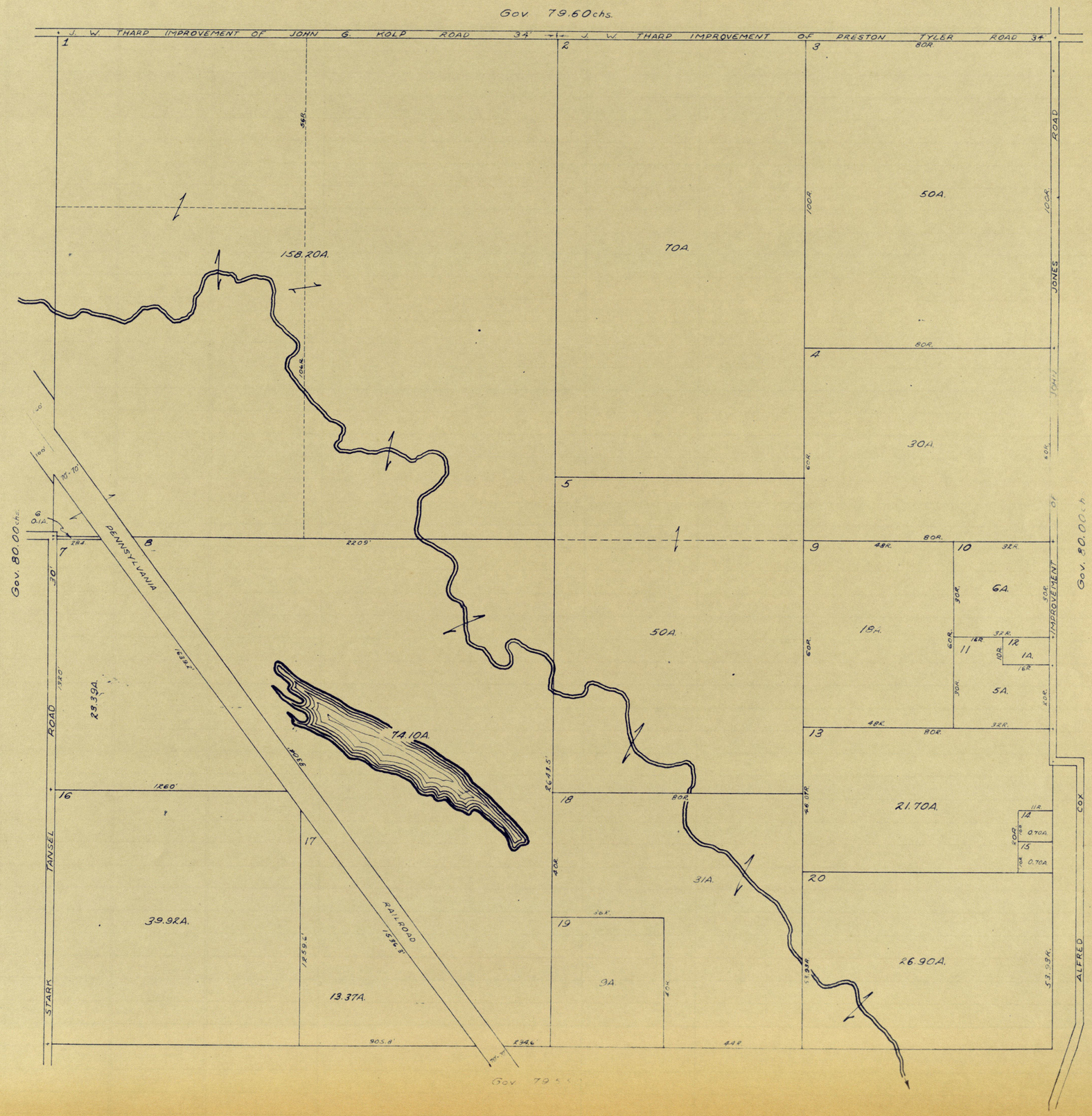
6-16-2E


BROWN TOWNSHIP
O. H. BUTTON IMP. OF Wm T. SHIRLEY RD.
PENNSYLVANIA RAILROAD
MARTIN HART IMPROVEMENT OF JAMES
N. TEMPLIN ROAD
J. W. THARP IMP. OF JOHN G. KOLP ROAD
Gov. 40.00 chs.
Gov. 30.36 chs.
33⅓A.
44.14A.
47.36A.
26A.
1.16A.
22.79A.
21.54A.
40A.
40A.
Unknown Ownership
100'
30'
74R.
27R.
55½ R. = 913.00'
55½ R.
51.98R.
51.98A.
10ER.
12L.
1

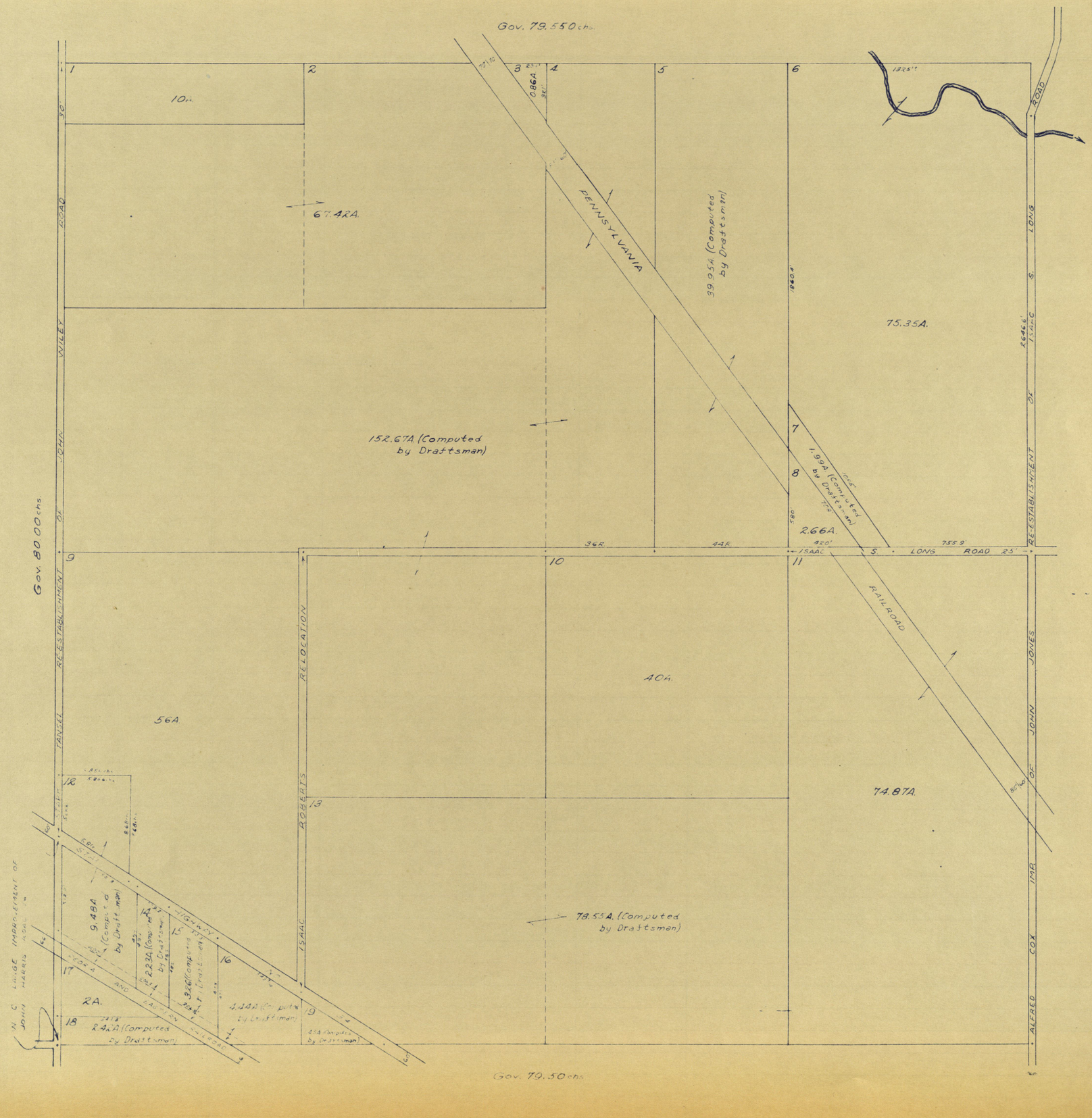
7-16-2E


Gov. 30.36 chs.
MARTIN HART IMPROVEMENT OF JAMES N. TEMPLIN ROAD
Gov. 40.00 chs.
J. W. THARP IMP. OF JOHN G. KOLP RD.
12
1
120R.
2
3
4
.66A.
5
6
38'
EVANS ROAD
128 3/4 R.
106 2/3 A.
75A.
S.R.R.
330'
660'
660'
330'
210'
PENNSYLVANIA
RIR.
100 x 160'
7
Cemetery
0.19 5A.
66.75A. (Computed by Draftsman)
100 x 160'
140'
WADE H.
80R.
20 chs.
Gov. 79.52 chs.
7.53 chs.
7.53 chs.
20 chs.
30.85 chs.
9
STARK
JOHN SHUMATE IMPROVEMENT OF
40.30 chs.
138.66A.
40.30 chs.
160A.
TANSEL ROAD
30'
60'
30.50 chs.
Gov. 80.00 chs.
Gov. 30.50 chs.
Gov. 40.00 chs.

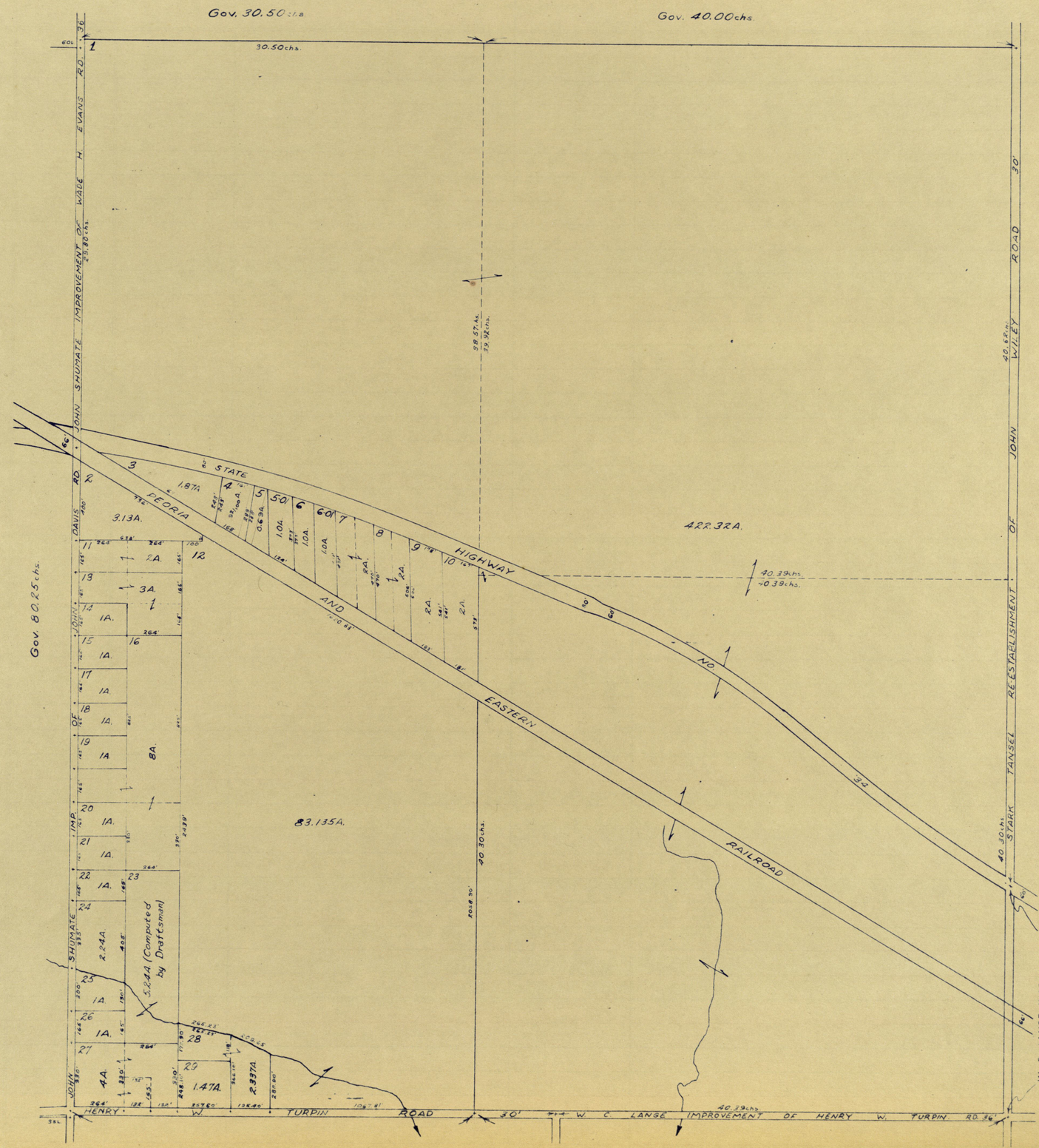
8-16-2E


Gov. 79.60chs.
J. W. THARD IMPROVEMENT OF JOHN G. KOLP ROAD 34'
J. W. THARD IMPROVEMENT OF PRESTON TYLER ROAD 34'
1
2
3
80R.
158.20A.
70A.
50A.
100R.
JONES ROAD
4
80R.
30A.
5
50A.
6
7
8
2209'
Gov. 80.00chs.
0.1A.
PENNSYLVANIA
RAILROAD
STARK ROAD
TANSEL
23.39A.
74.10A.
9
48R.
10
32R.
6A.
18A.
11
12
1A.
5A.
13
21.70A.
14
0.70A.
15
0.70A.
16
17
39.92A.
13.37A.
18
31A.
19
3A
20
26.90A.
53.93R.
IMPROVEMENT
ALFRED COX
MARION COUNTY
Gov. 80.00chs.
Gov. 79.55

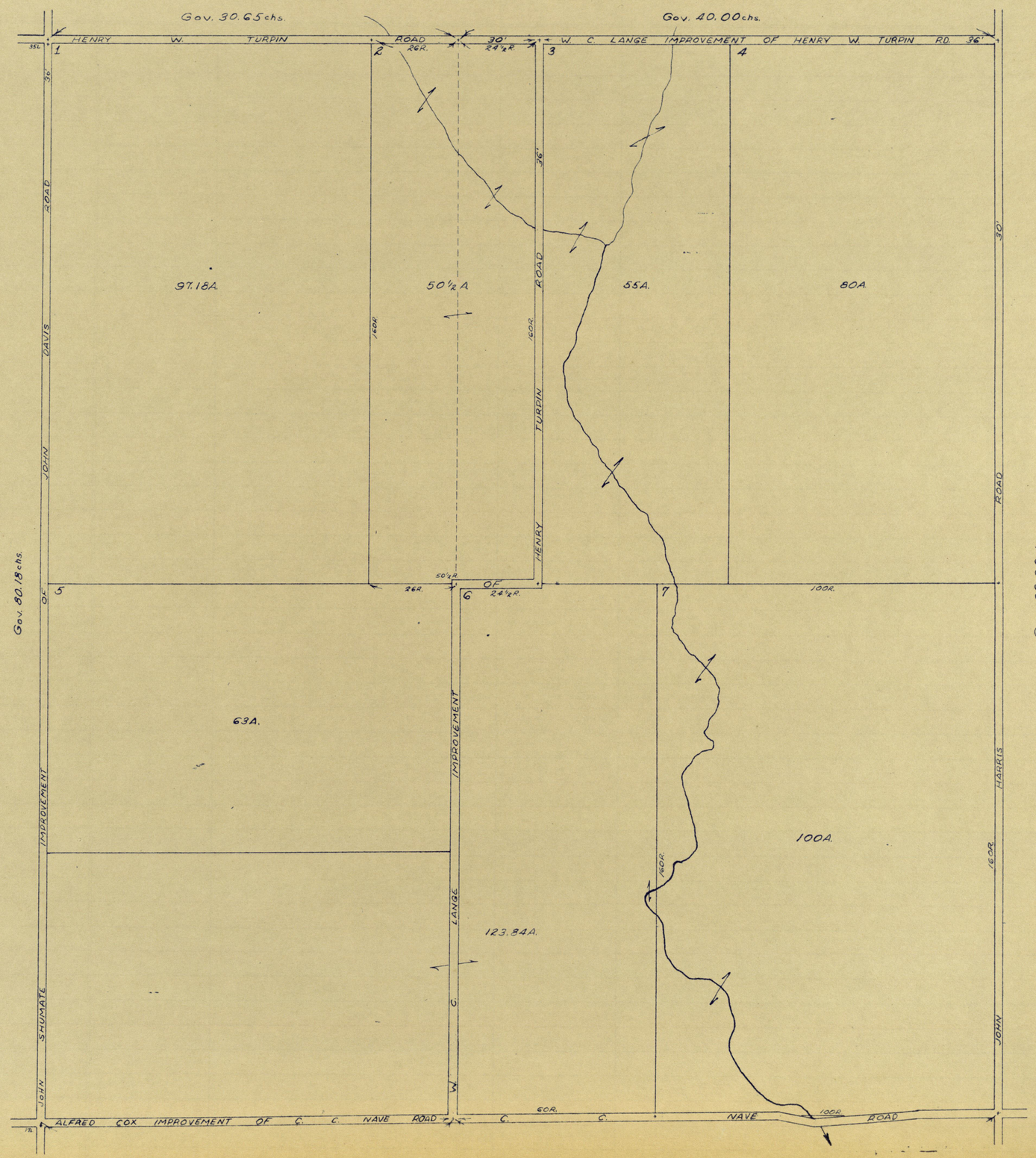
17-16-2E


Gov. 79.55 chs.
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
10A.
67.4RA.
152.67A (Computed by Draftsman)
0.86A
PENNSYLVANIA
39.95A (Computed by Draftsman)
75.35A.
1.99A (Computed by Draftsman)
2.66A.
1325'
ROAD
JOHN WILEY ROAD
TANSEL RE-ESTABLISHMENT OF
ROBERTS RELOCATION
ISAAC S. LONG RE-ESTABLISHMENT OF
ISAAC S. LONG ROAD 25'
RAILROAD
56A.
40A.
74.87A.
78.55A. (Computed by Draftsman)
9.48A (Computed by Draftsman)
2.23A (Computed by Draftsman)
3.66 (Computed by Draftsman)
4.44A (Computed by Draftsman)
2A.
2.42A (Computed by Draftsman)
N. C. LINE MARKER FOUND OF JOHN HARRIS
ALFRED COX IMA JONES OF JOHN
Gov. 80.00 chs.
Gov. 79.50 chs.
MARION COUNTY

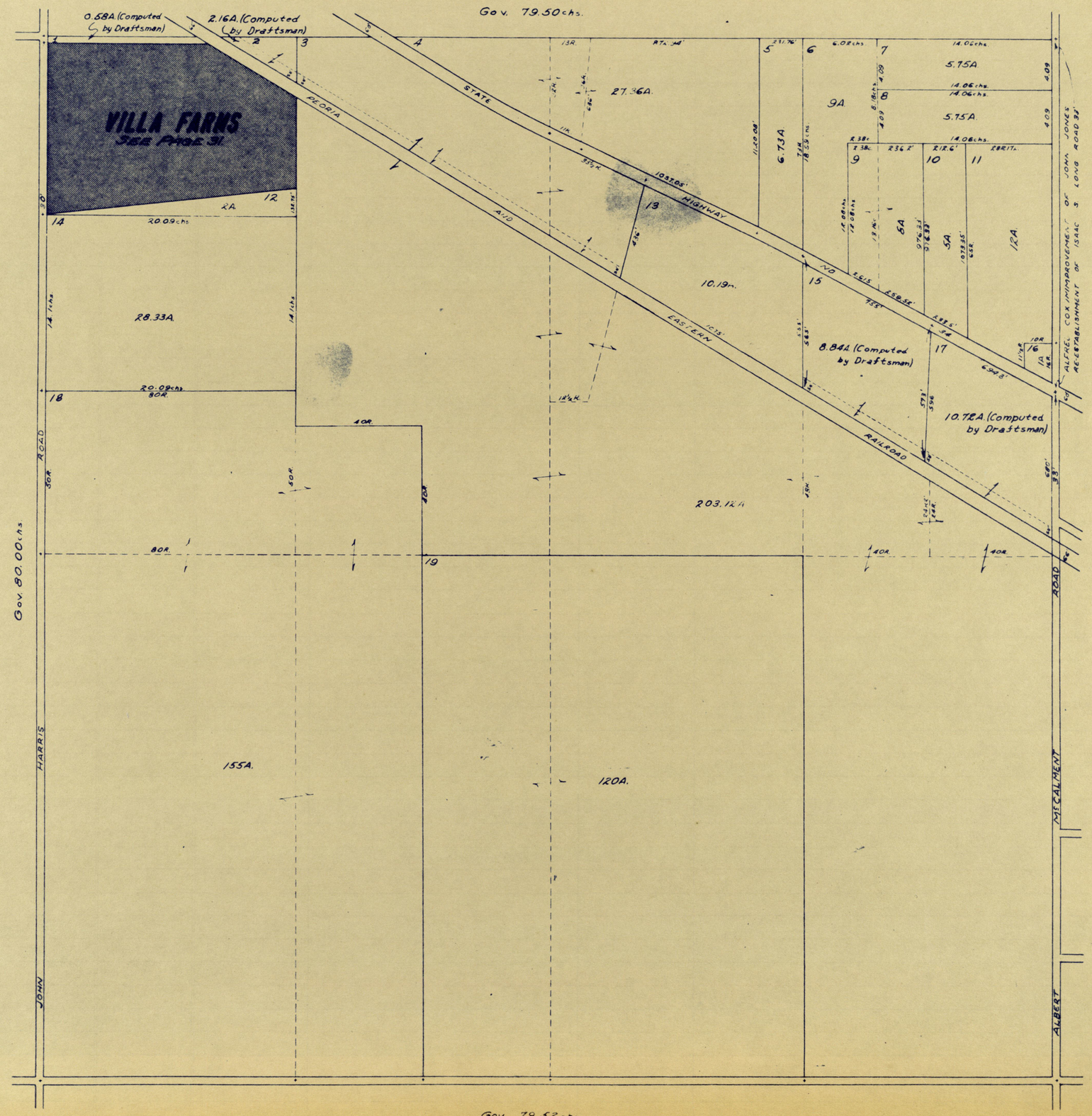
18-16-2E


Gov. 30.50 chs.
Gov. 40.00 chs.
30.50 chs.
JOHN SHUMATE IMPROVEMENT OF WADE H EVANS RD.
JOHN WILEY ROAD
STATE HIGHWAY NO 32
EASTERN RAILROAD
PEORIA AND
DAVIS
SHUMATE
JOHN
IMP.
OF
TANSEL ESTABLISHMENT OF STARK
HENRY W TURPIN ROAD 30'
W C LANGE IMPROVEMENT OF HENRY W TURPIN RD 30'
W. C. LANGE IMPROVEMENT OF JOHN HARIS ROAD 30'
422.32A.
83.135A.
3.13A.
1.87A.
2.244A (Computed by Draftsman)
2.337A.
1.47A.
40.39 chs.
40.30 chs.
Gov 80.25 chs.
Gov 80.00 chs.
Gov. 30.65 chs.
Gov. 40.00 chs.

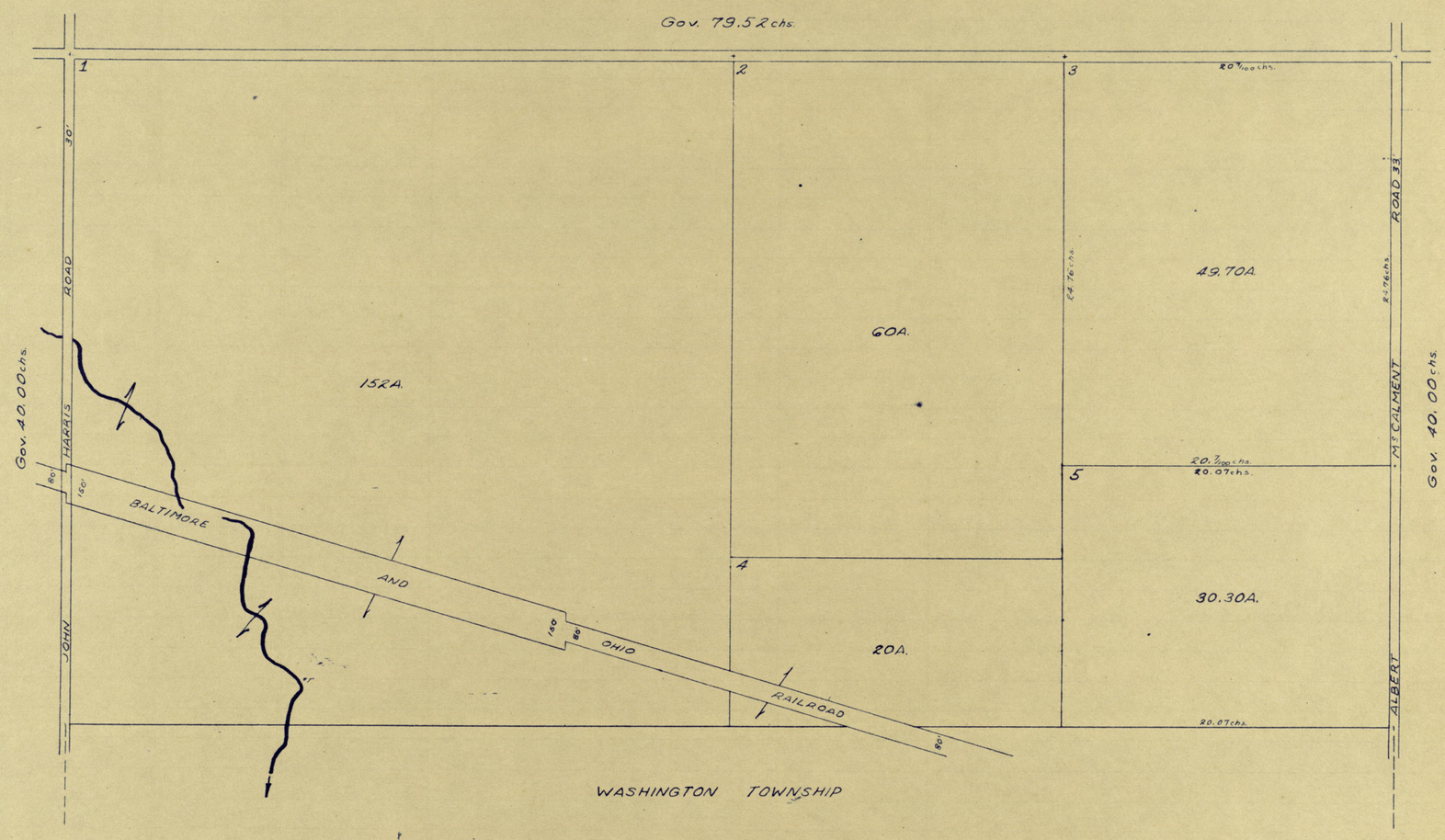
19-16-2E


Gov. 30.65 chs.
Gov. 40.00 chs.
HENRY W. TURPIN ROAD 30' 24½R.
W. C. LANGE IMPROVEMENT OF HENRY W. TURPIN RD. 36'
35L.
1
2
3
4
36'
97.18A.
50½A
55A.
80A
JOHN DAVIS ROAD
160R.
HENRY TURPIN ROAD
160R.
30'
Gov. 80.18 chs.
50'½R.
26R.
OF
24½R.
5
6
7
100R.
Gov. 80.00 chs.
63A.
JOHN SHUMATE IMPROVEMENT
123.84A.
C. LANGE IMPROVEMENT
100A.
80R.
160R.
JOHN HARRIS ROAD
W.
C.
ALFRED COX IMPROVEMENT OF C. C. NAVE ROAD
60R.
C. C. NAVE ROAD
100R.
Gov. 31.00 chs.
Gov. 40.00 chs.

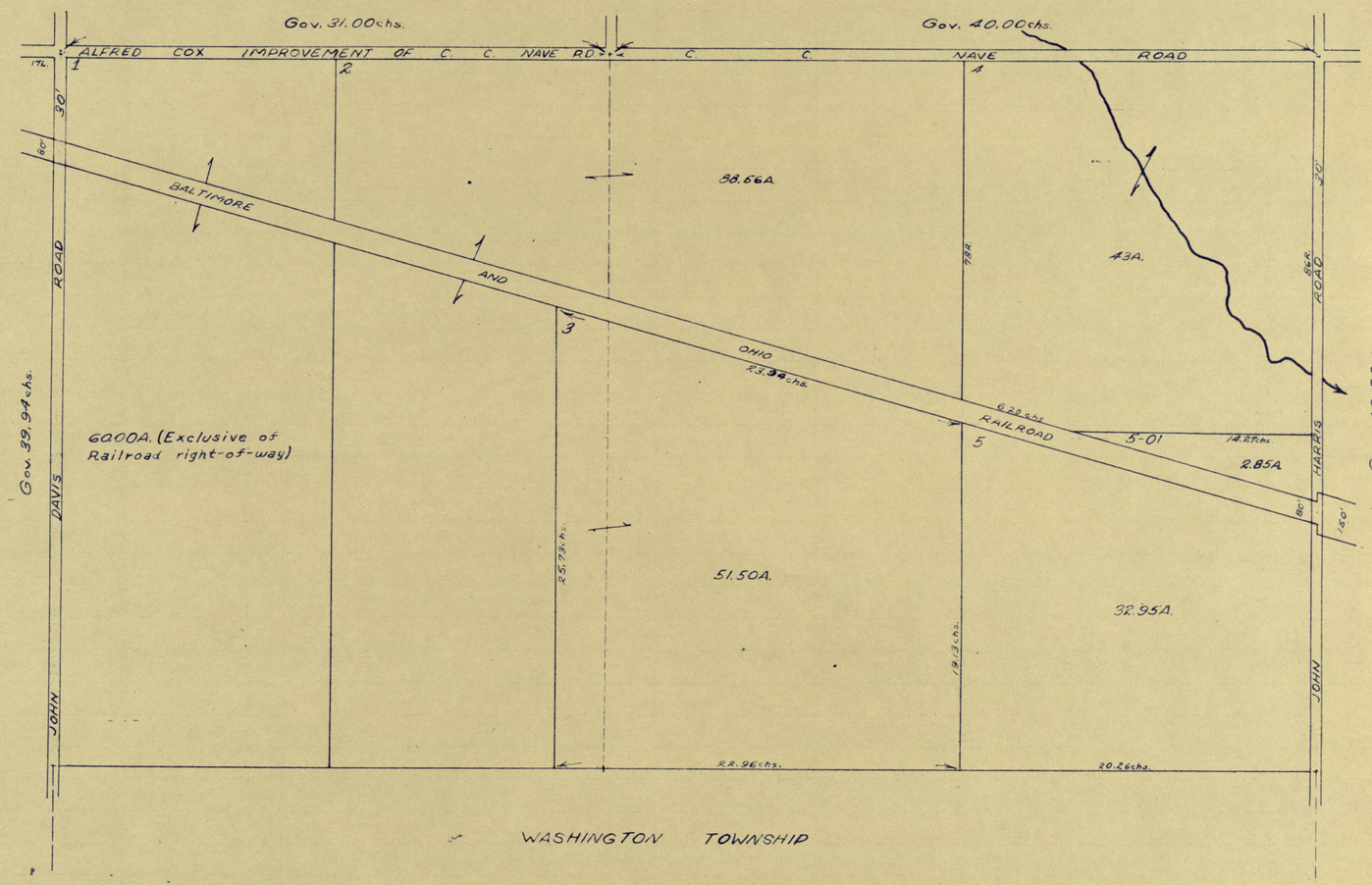
20-16-2E


Gov. 79.50 chs.
0.58A. (Computed by Draftsman)
2.16A. (Computed by Draftsman)
VILLA FARMS
SEE PAGE 31
PEORIA
STATE
HIGHWAY
NO
EASTERN
RAILROAD
27.36A.
6.73A.
9A.
5.75A.
5.75A.
8A.
5A.
12A.
10.19A.
8.84A. (Computed by Draftsman)
10.72A. (Computed by Draftsman)
28.33A.
203.12A.
155A.
120A.
ALFRED COX IMPROVEMENT OF JOHN JONES RE-ESTABLISHMENT OF ISAAC S LOVD ROAD 32'
Gov. 80.00 chs.
MARION COUNTY
HARRIS ROAD
JOHN
MCCALMENT ROAD
ALBERT
Gov. 80.00 chs.
Gov. 79.52 chs.

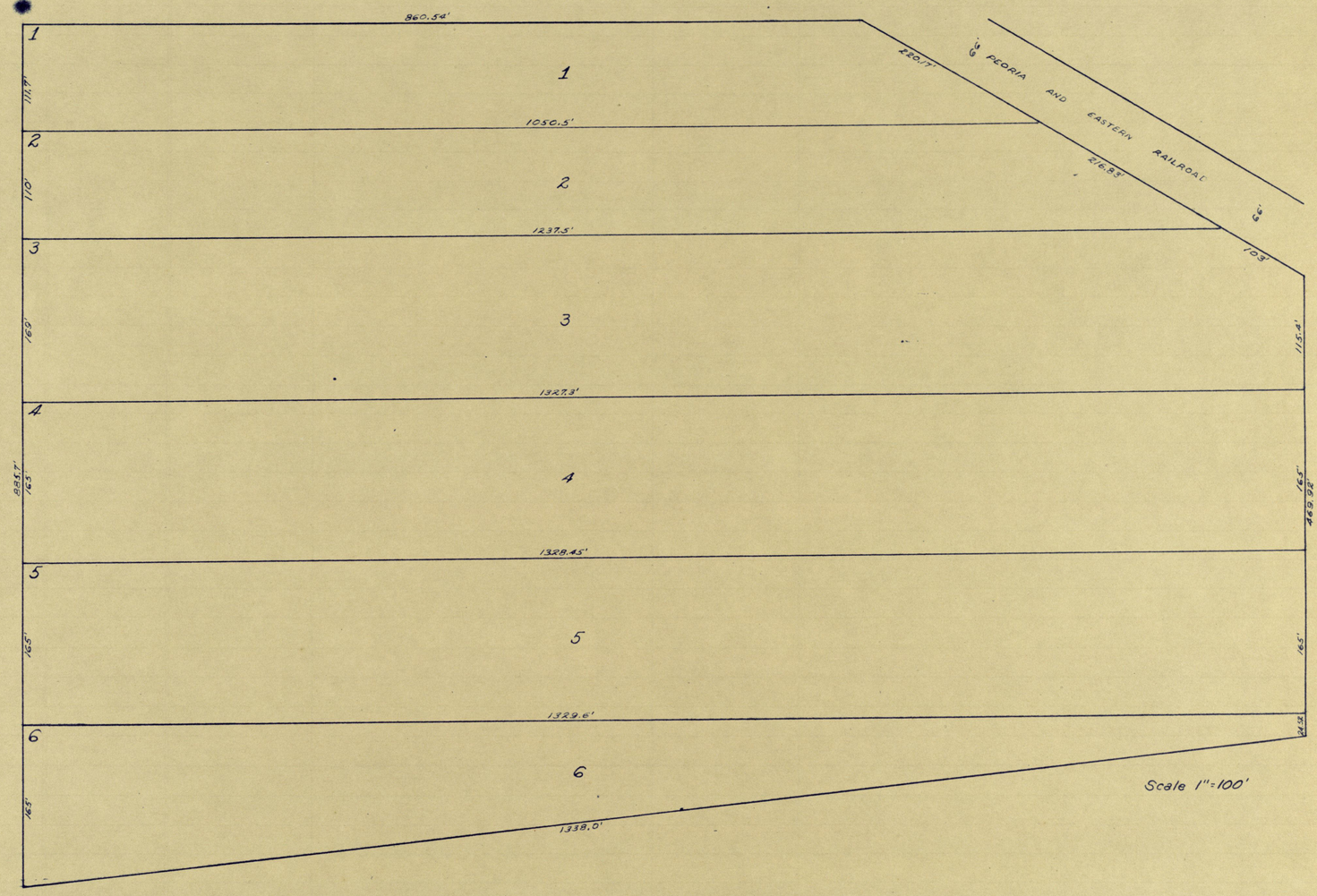
29-16-2E


Gov. 79.52 chs.
1
2
3
20 7/100 chs.
ROAD 33'
30'
ROAD
24.76 chs.
49.70A.
60A.
15RA.
Gov. 40.00 chs.
80'
150'
HARRIS
JOHN
BALTIMORE
AND
OHIO
RAILROAD
150'
80'
90'
4
20A.
5
20.7/100 chs.
20.07 chs.
30.30A.
20.07 chs.
M.S. CALMENT
ALBERT
Gov. 40.00 chs.
MARION COUNTY
WASHINGTON TOWNSHIP

30-16-2E


Gov. 31.00 chs.
Gov. 40.00 chs.
ALFRED COX IMPROVEMENT OF C. C. NAVE RD.
C. C. NAVE ROAD
1
2
1
38.66A.
BALTIMORE AND OHIO R.R.
3
43A.
80'
ROAD
DAVIS
JOHN
Gov. 39.94 chs.
6000A. (Exclusive of Railroad right-of-way)
R.R. 33.34 chs.
6.22 chs.
RAILROAD
5
5-01
14.27 chs.
2.85A.
HARRIS
80'
150'
Gov. 40.00 chs.
25.78 chs.
51.50A.
19.3 chs.
32.95A.
22.96 chs.
20.26 chs.
WASHINGTON TOWNSHIP

VILLA FARMS
SEC. 20, T. 16 N., R. 2 E.



VILLA FARMS

Plat Book 3 at page 134

We, the undersigned, hereby certify that the attached plat of "Villa Farm," an addition, was surveyed by us, is true and correct, and represents a subdivision of the following described tract of land in Hendricks County, State of Indiana being a part of the North West one - quarter of the North West one quarter of Section 20, in Township 16 North of Range 2 East, being more particularly described as follows:-

Beginning at a point in the west line of Section 20-16-2, 32.45 feet south of the N. W. corner of said section; thence east and parallel with the north line of said section 860.54 feet to a point in the south right-of-way line of the P. & E. Division of the Cleveland, Cincinnati, Chicago and St. Louis Railway; then in a southeasterly direction along the said south right -of-way line 530.0 feet to a point; thence south along the east line of the W 1/2 N W 1/4 of said section 469.92 feet to a point; thence in a southwesterly direction 1338.0 feet to a point in the west line of said section, said point being 1755.6 feet north of the S. W. corner of the W 1/2 N W 1/4 of said section; thence north along the west line of said section 885.7 feet to the place of beginning, containing an area of 23.33 acres.

The size of the lots are marked on the attached plat in figures denoting feet and decimal parts thereof. This addition contains six lots, numbered respectively from one to six, both inclusive.

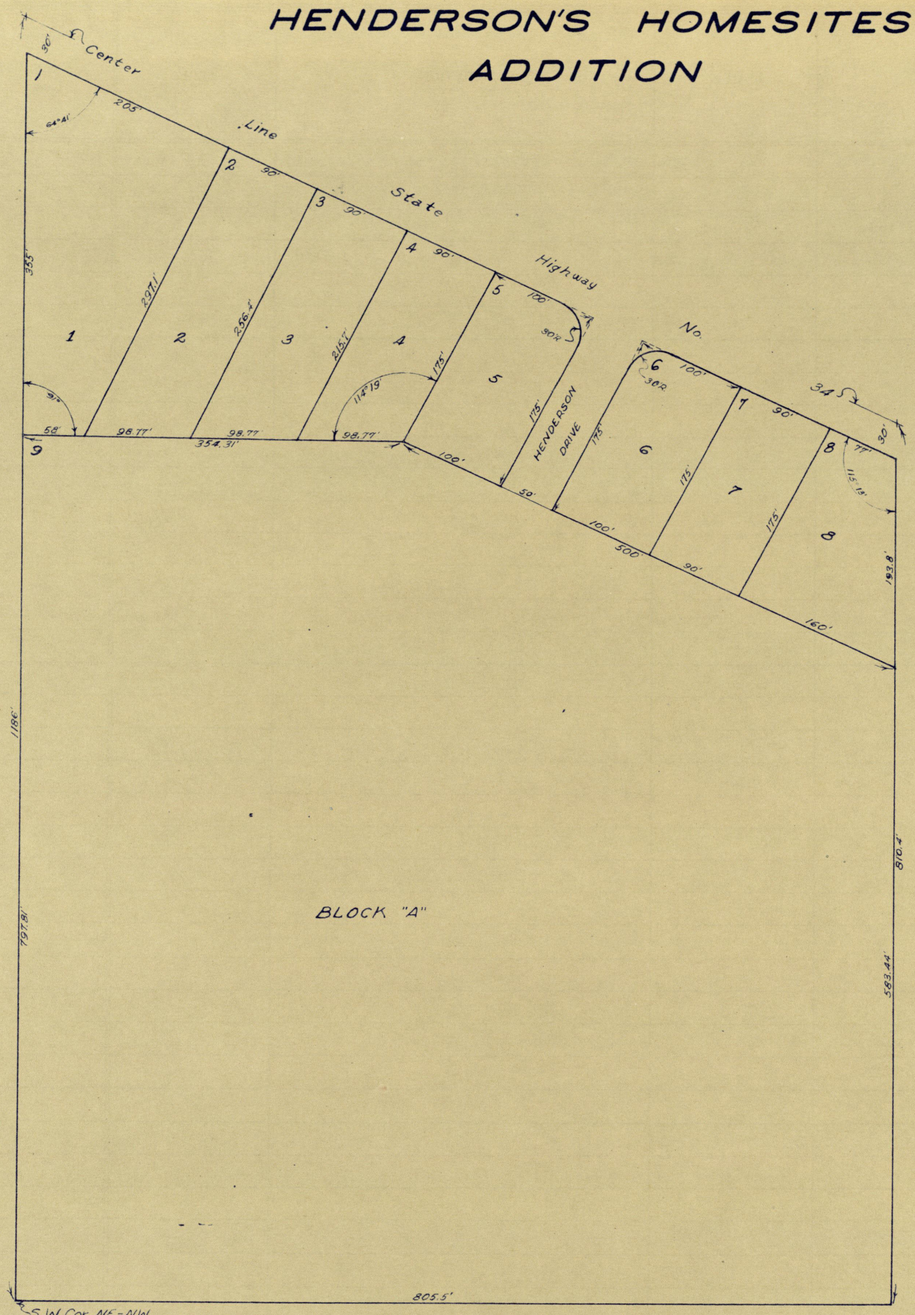
Witness our signatures this 28th day of February 1927. (signed) H. T. Miller, E.E. Hendricks; Civil Engrs.

Entered for record February 28th at 4:33 P.M. 1927 (signed) Lydia Warner, R.H.C.

The undersigned, Washington Bank and Trust Company, a corporation, by J. Edward Morris, President and Mark V. Rinehart Secretary, hereby certify that they do hereby lay-off, plat and subdivide into lots, in accordance with the attached plat. The Real Estate mentioned in the foregoing certificate, to be known and designated as "Villa Farms," an addition in Hendricks County, Indiana. Witness our signatures this 28th day of February, 1927. (signed) J. Edward Morris & Mark Rinehart.

Personally appeared before me, the undersigned, a notary public, in and for said county and state, Washington Bank and Trust Company, by J. Edward Morris, President and Mark Rinehart, Secretary, and separately and severally acknowledged the execution of the above and foregoing certificate as it is and their voluntary act and deed for the uses and purposes therein expressed. Witness my hand and seal, this 28th day of February, 1927. (signed) Florence S. Kirkwon, Notary Public

HENDERSON'S HOMESITES ADDITION



Scale 1"=100'

The undersigned, Ralph L. Henderson and Rowena R. Henderson, husband and wife, owners of the above described real estate hereby certify that they do hereby lay off, plat and subdivide the same in accordance with this plat and certificate. This subdivision shall be known and designated as, "HENDERSON'S HOMESITES ADDITION."

The streets if not heretofore dedicated are hereby dedicated to public use.

There are strips of ground five (5') feet in width as indicated on this plat which are hereby reserved for use of Public Utilities for installation and maintenane of poles, mains, lines, wires, ducts, drains and sewers, subject at all times to the authority of the proper Civil Officers and to the easements herein reserved. No permanent or other structure shall be erected or maintained on said strips, but such owners shall take their titles subject to the rights of such public utilities and to the rights of the owners of other lots in this addition, for ingress and egress in, along, across and through the several strips so reserved.

(For restrictive covenants see plat.)

In witness whereof the undersigned have hereunto set their hands this 10 day of May 1949.

(signed) Ralph L. Henderson
Rowena R. Henderson

Before me, the undersigned, a Notary Public in and for said county and state, personally appeared Ralph L. Henderson and Rowena R. Henderson, husband and wife, and each separately and severally acknowledged the execution of the foregoing instrument as his and her voluntary act and deed for the use and purposes therein expressed and affixed their signatures thereto.

Witness my signature and Notarial seal this 10th day of May 1949. (signed) Willis White
My commission expires Jan. 11, 1953

Plat Book 4 at page 34

I the undersigned hereby certify that this plat is true and correct representing a survey, made by me, of part of the Northeast quarter (1/4) of the Northwest quarter (1/4) of Section 10, Township 16 North, Range 1 East, in Hendricks County, State of Indiana, being more particularly described as follows:- Beginning at the Southwest corner thereof; running thence North in and along the West line thereof 1186' to a point in the centerline of State Road No. 34 as now permanently established; running thence southeasterly in and along said centerline a distance of 892' feet to a point which is 535.5 feet West and 810.4' feet North of the Southeast corner of said quarter quarter (1/4-1/4) Section; running thence South parallel to the East line thereof a distance of 810.4' feet to a point in the South line thereof; running thence West in and along said South line a distance of 805.5' feet to the place of beginning, containing in all 18.47 acres, more or less. This addition consists of Eight (8) lots, numbered from One (1) to Eight (8) both inclusive and Block "A" with streets as shown on this plat. The size of lots and widths of streets are shown on this plat in figures denoting feet and decimal parts thereof.

Witness my signature this 4th day of May 1949. (signed) Herbert Bloemker
Registered Engineer No. 1836
State of Indiana