SECTION	PAGE
17 - 16 - 1E	21
18 - 16 - 1E	22
19 - 16 - 1E	23
20 - 16 - 1E	24
29 - 16 - 1E	25
1 - 16 - 1W	26
2 - 16 - 1W	27
11 - 16 - 1W	28
12 - 16 - 1W	29
13 - 16 - 1W	30
14 - 16 - 1W	31
23 - 16 - 1W	32
24 - 16 - 1W	33

MAPLEWOOD

Original Town	34
Sarah A. Herring's Addition	35
(See Clerk's Note below)	36
Long's Second Addition	37

Clerk's Note: Page 36 in the old platbook was Long's First Addition which is located in Union Township rather than Middle Township.

Scale for Rural Sections 1" = 400'
Scale for plats of Additions as indicated on plat.

MIDDLE TOWNSHIP

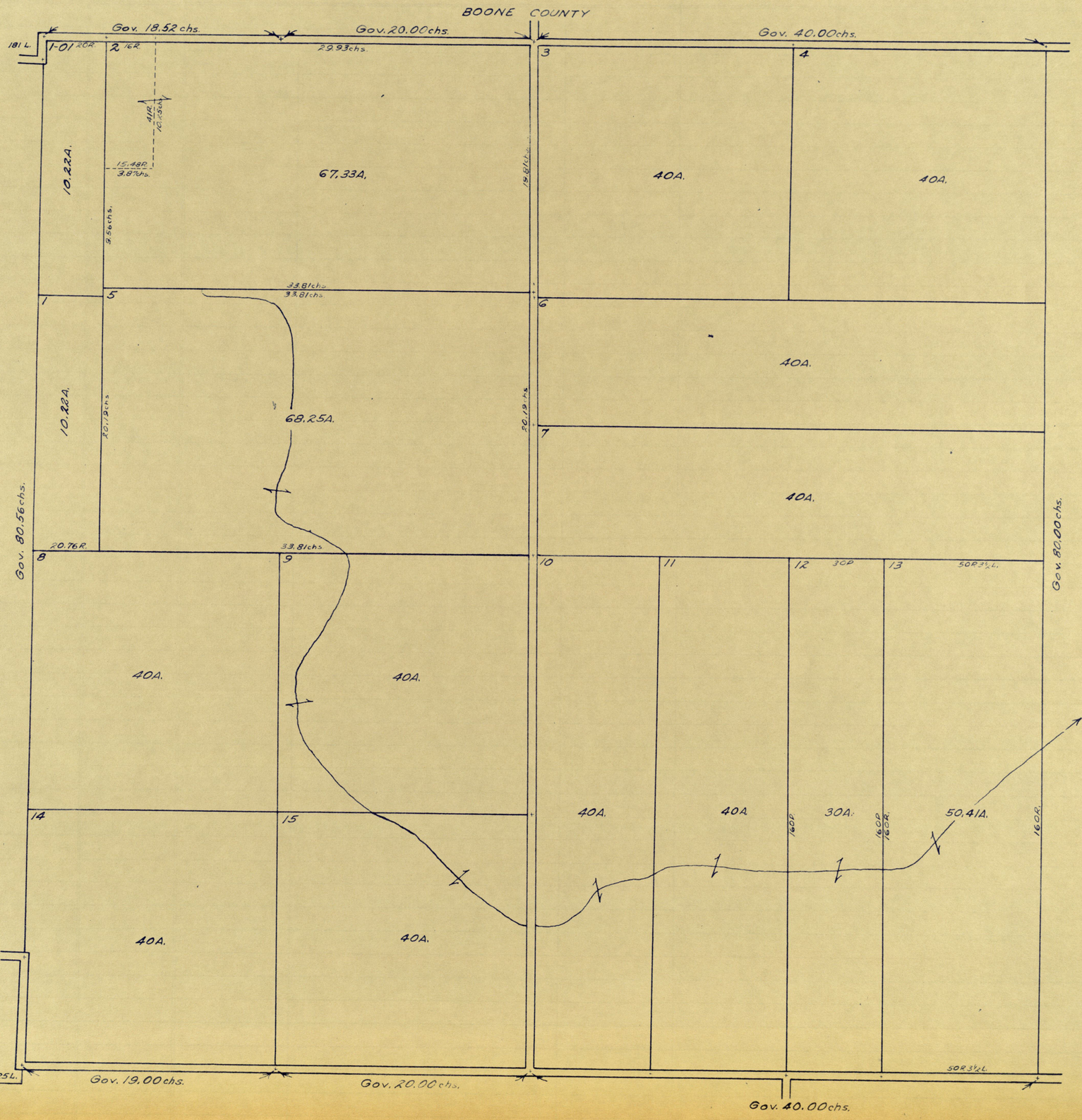
SECTION	PAGE
17 - 17 - 1E	1
18 - 17 - 1E	2
19 - 17 - 1E	3
20 - 17 - 1E	4
29 - 17 - 1E	5
30 - 17 - 1E	6
31 - 17 - 1E	7
32 - 17 - 1E	8
13 - 17 - 1W	9
14 - 17 - 1W	10
23 - 17 - 1W	11
24 - 17 - 1W	12
25 - 17 - 1W	13
26 - 17 - 1W	14
35 - 17 - 1W	15
36 - 17 - 1W	16
5 - 16 - 1E	17
6 - 16 - 1E	18
7 - 16 - 1E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

MIDDLE

17-17-1E


BOONE COUNTY
Gov. 80.04 chs.
1,8
2
3
4
5
6
7
9
10
11
12
13
14
15
16
17
18
19
60A.
16A.
44A.
20A.
19.86A.
17.55A.
3.89A.
18.67A.
60A.
40A.
20A.
11.60A.
11.54A.
25.33A.
98.30A.
40.25A.
40A.
40A.
54.66A.
Gov. 80.00 chs.
Gov. 80.00 chs.
BROWN TOWNSHIP
Gov. 80.08 chs.

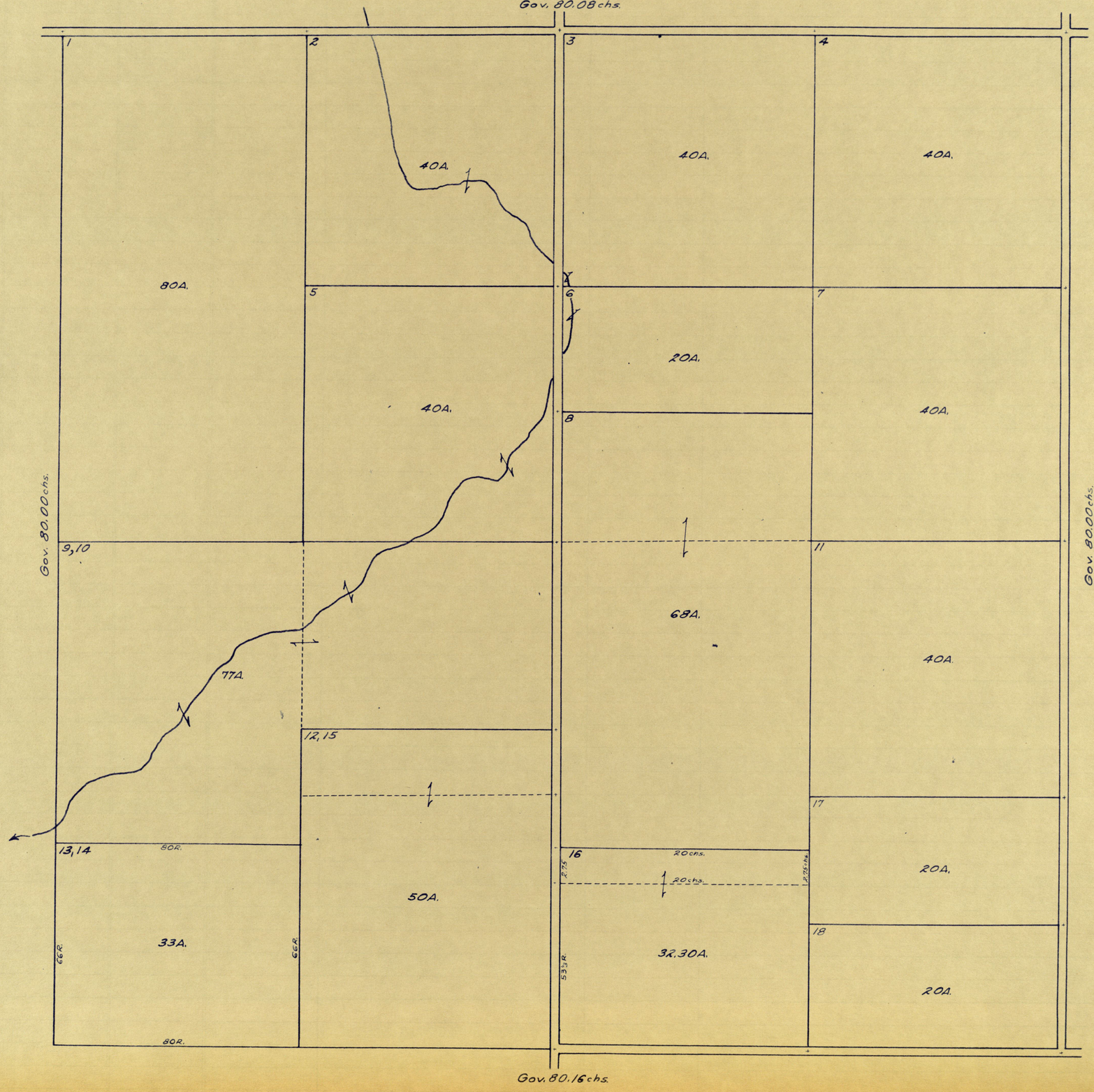
18-17-1E


BOONE COUNTY
Gov. 18.52 chs.
Gov. 20.00 chs.
Gov. 40.00 chs.
181 L.
1-01 20R.
2 16R.
29.93 chs.
3
4
41R.
10.25 chs.
15.48R.
3.87 chs.
10.22A.
67.33A.
19.81 chs.
40A.
40A.
9.56 chs.
33.81 chs.
33.81 chs.
1
5
6
40A.
10.22A.
20.19 chs.
68.25A.
20.19 chs.
7
40A.
Gov. 80.56 chs.
Gov. 80.00 chs.
20.76R.
33.81 chs.
8
9
10
11
12
30P
13
50R 3½L.
40A.
40A.
14
15
40A.
40A
30A.
160P
160P
160R.
50.41A.
160R.
40A.
40A.
125L.
Gov. 19.00 chs.
Gov. 20.00 chs.
50R 3½L.
Gov. 40.00 chs.

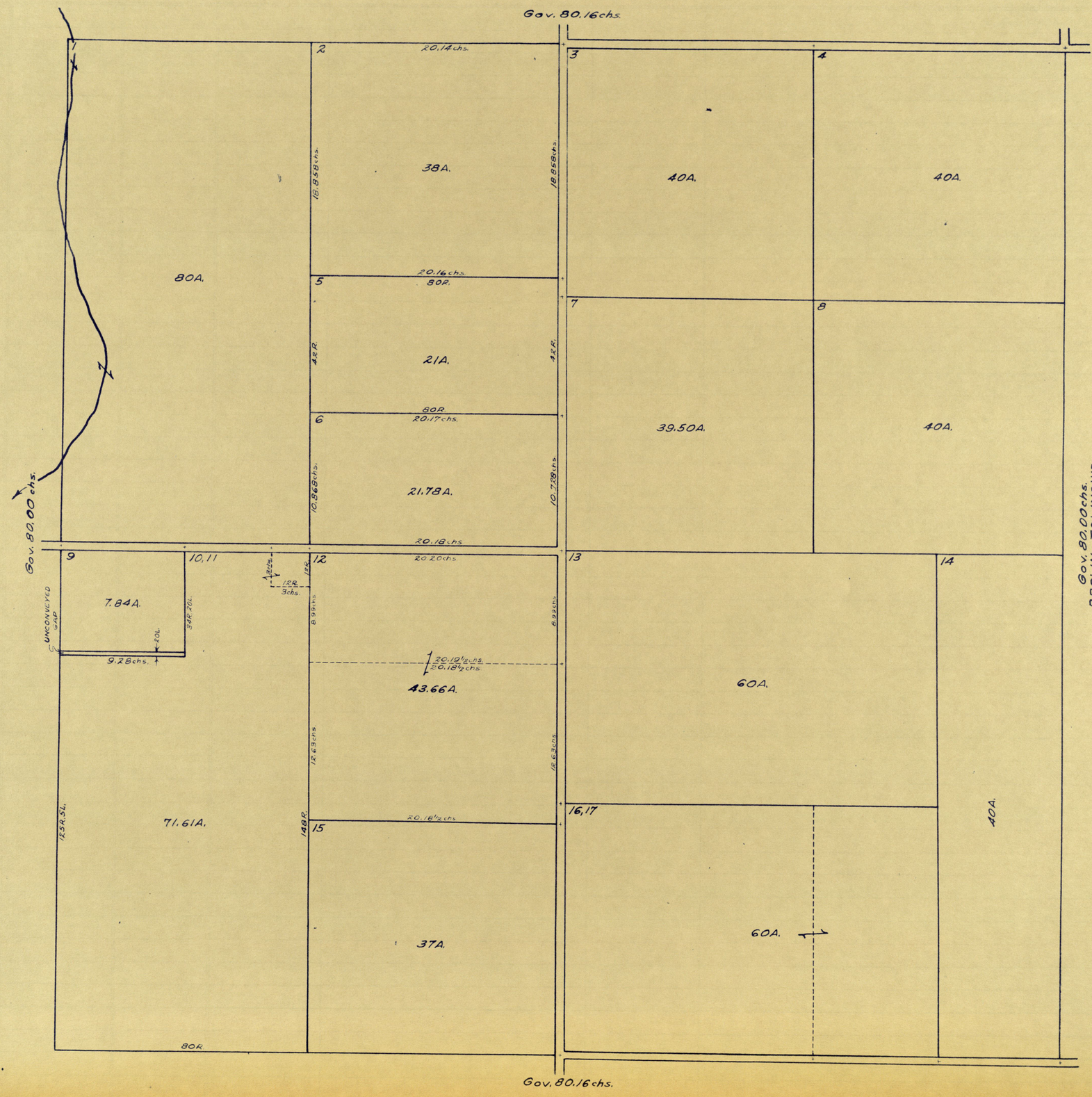
19-17-1E


Gov. 19.00chs.
Gov. 20.00chs.
Gov. 40.00chs.
125L.
1
2
3
4
40A.
40A.
24.06chs.
48.23A.
24.06chs.
77.63A.
6-01
160R.
20R.
20A.
20R.
20.21½chs.
20.03chs.
7
4.37chs.
8.75A.
4.37chs.
6
20A.
20.02½chs.
20.02½chs.
8
5
20A.
16A.
5-01
20A.
20.01½chs.
20.01½chs.
9
7.75A.
20.01chs.
80R.
Gov. 80.610chs.
Gov. 80.00chs.
10
116.42R.
11
41R.98L.
12
12-01
0.5A.
13
81R.
58.50A.
80.25R.
80R.28L.
21A.
80R.
39.50A.
86.50R.
43A.
86.50R.
116R.
41R.36L.
14
15
16
80R.
17
38.90A.
40A.
40A.
36.75A.
64L.
Gov. 19.17chs.
Gov. 20.00chs.
Gov. 40.00chs.

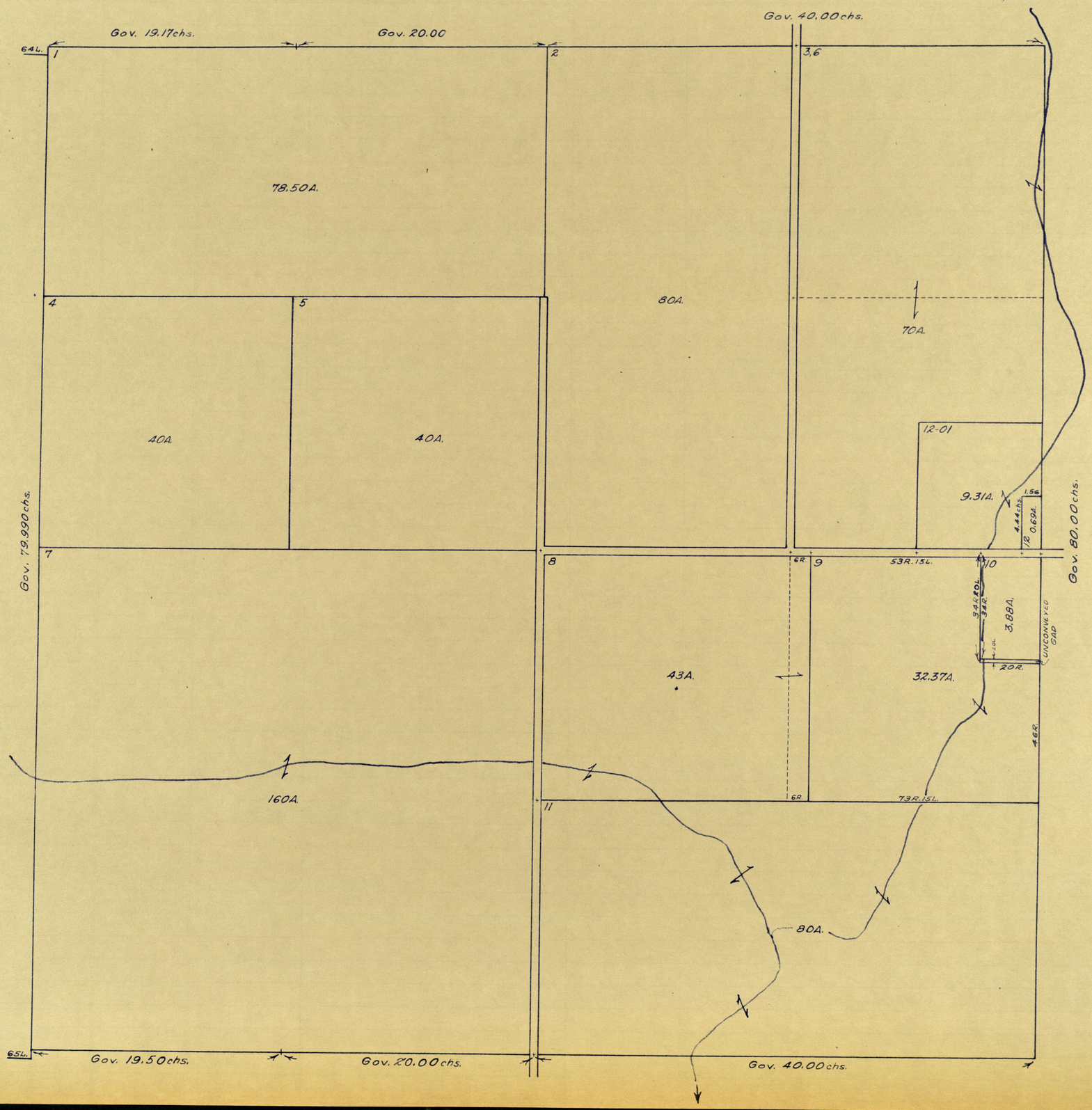
20-17-1E


Gov. 80.08 chs.
1
2
3
4
40A.
40A.
40A.
80A.
5
6
7
20A.
40A.
40A.
8
Gov. 80.00 chs.
9,10
68A.
11
77A.
40A.
12,15
17
20A.
50A.
16
20 chs.
20 chs.
13,14
80R.
18
20A.
66R.
66R.
33A.
32.30A.
80R.
Gov. 80.16 chs.
Gov. 80.00 chs.
BROWN TOWNSHIP

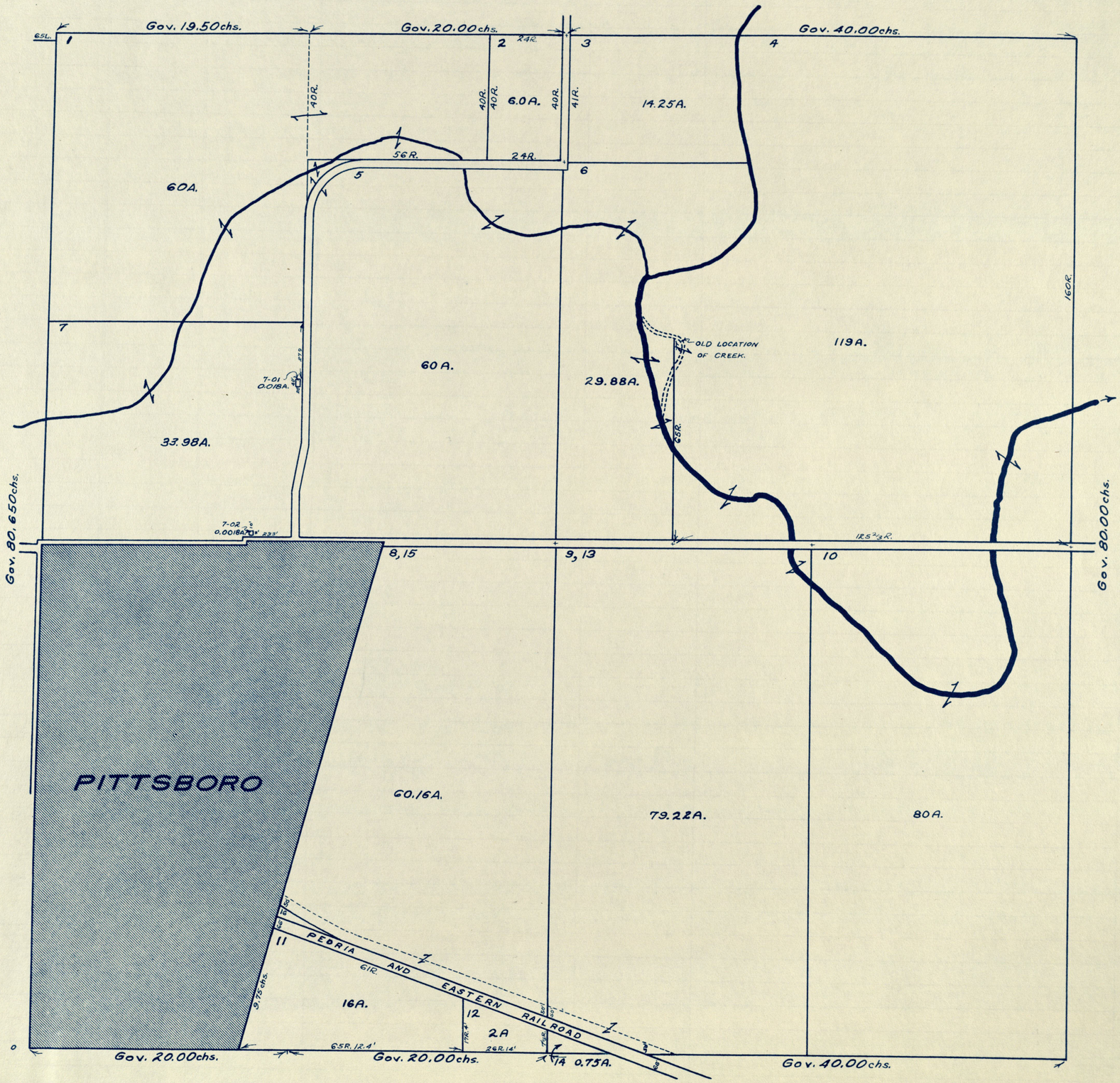
29-17-1E


Gov. 80.16chs.
1
2
20.14chs.
3
4
38A.
40A.
40A.
18.858chs.
18.858chs.
80A.
20.16chs.
5
80R.
7
8
21A.
42R.
42R.
80R.
6
20.17chs.
39.50A.
40A.
21.78A.
10.868chs.
10.728chs.
Gov. 80.00chs.
20.18chs.
9
10,11
12
20.20chs.
13
14
7.84A.
UNCONVEYED GAP
34R.20L.
20L.
9.28chs.
12R.
3chs.
8.99chs.
8.99chs.
20.19½chs.
20.18½chs.
43.66A.
60A.
12.63chs.
12.63chs.
71.61A.
125R.5L.
148R.
15
20.18½chs.
16,17
40A.
37A.
60A.
80R.
Gov. 80.00chs.
BROWN TOWNSHIP
Gov. 80.16chs.

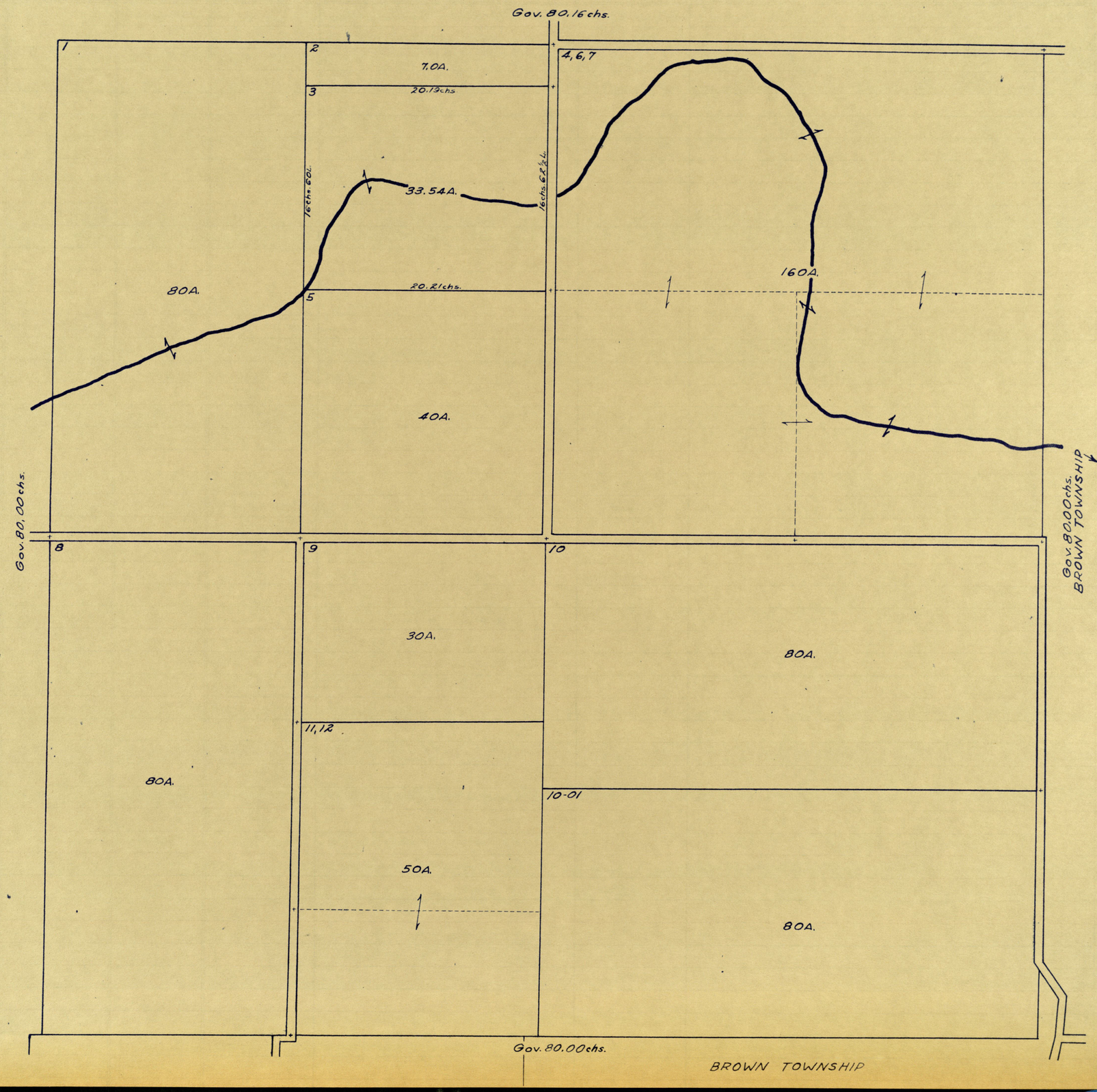
30-17-1E


Gov. 19.17chs.
Gov. 20.00
Gov. 40.00chs.
64L.
1
2
3,6
78.50A.
80A.
70A.
4
5
40A.
40A.
12-01
9.31A.
1.56
4.44chs.
0.69A.
12
Gov. 79.990chs.
Gov. 80.00chs.
7
8
6R.
9
53R.15L.
10
34R.20L.
34R.
3.88A.
UNCONVEYED GAP
20R.
43A.
32.37A.
46R.
160A.
6R.
73R.15L.
11
80A.
65L.
Gov. 19.50chs.
Gov. 20.00chs.
Gov. 40.00chs.

31-17-1E

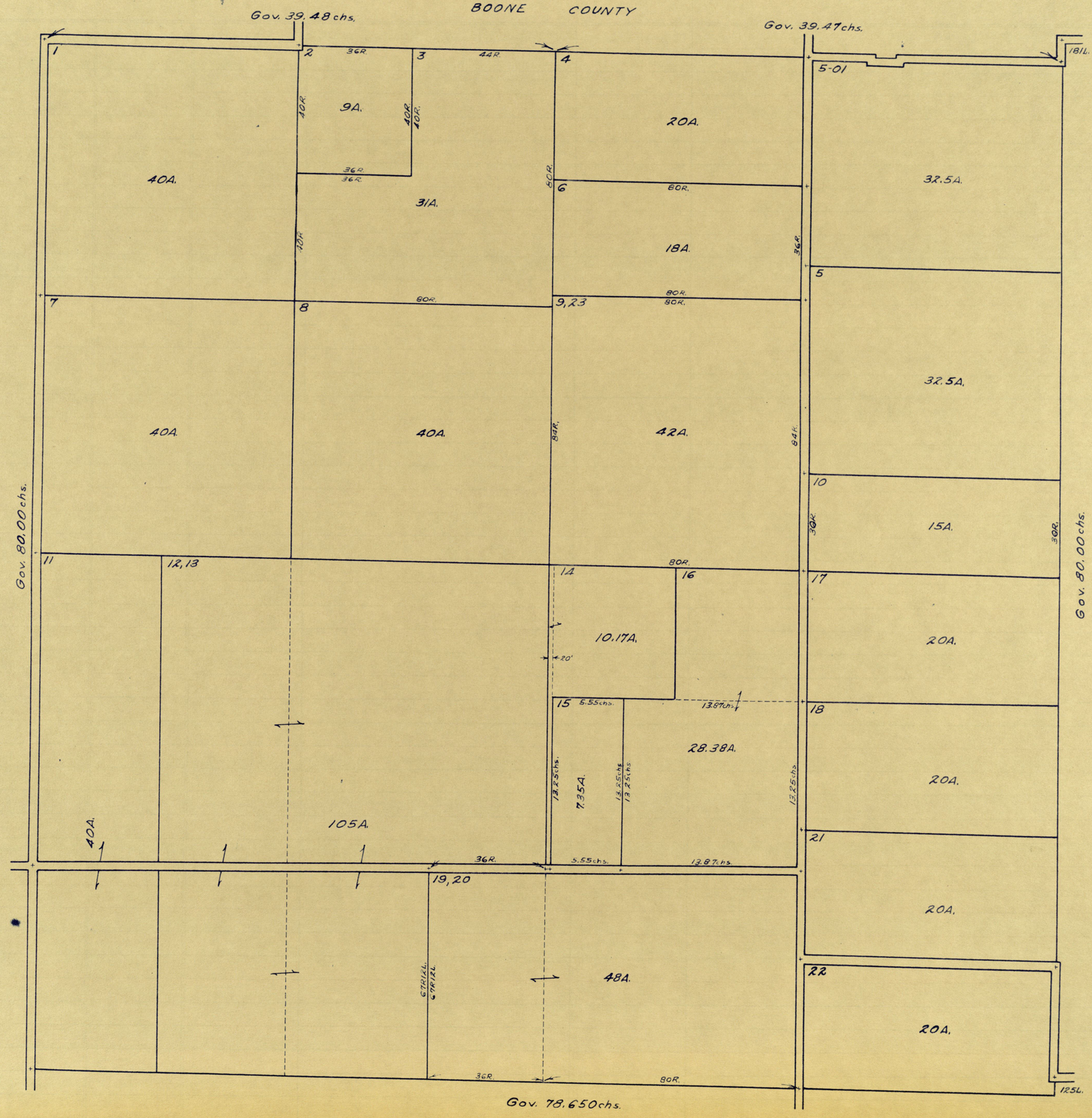

Gov. 19.50chs.
Gov. 20.00chs.
Gov. 40.00chs.
65L.
1
2
24R.
3
4
40R.
40R.
40R.
6.0A.
40R.
41R.
14.25A.
56R.
24R.
60A.
5
6
7
160R.
OLD LOCATION OF CREEK.
119A.
7-01 0.01BA.
60A.
29.88A.
33.98A.
65R.
7-02 0.001BA.
Gov. 80.65chs.
Gov. 80.00chs.
8,15
9,13
10
PITTSBORO
60.16A.
79.22A.
80A.
PEORIA AND EASTERN RAIL ROAD
11
12
16A.
2A
1A 0.75A.
Gov. 20.00chs.
Gov. 20.00chs.
Gov. 40.00chs.

32 - 17 - 1E

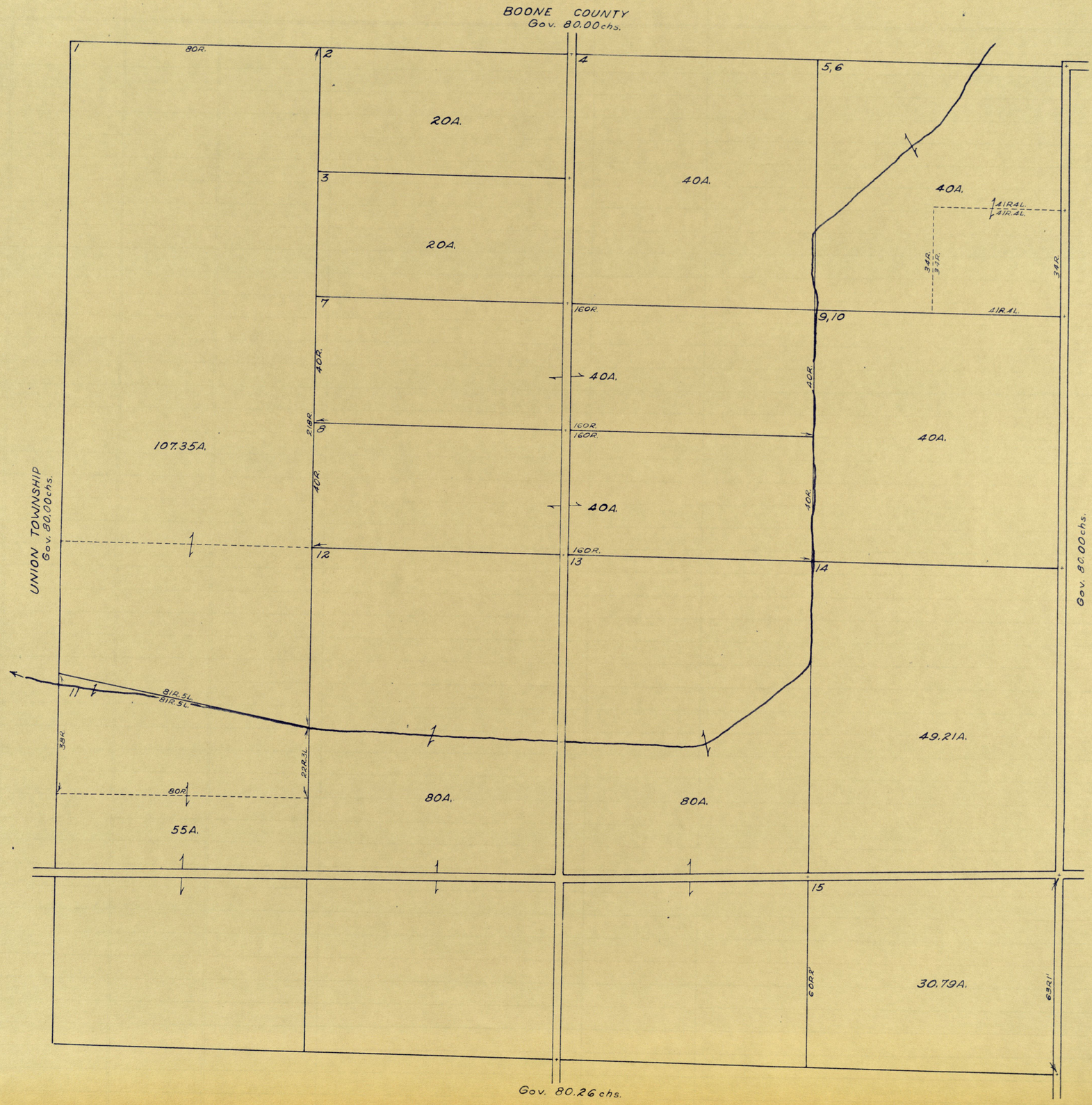

Gov. 80.16 chs.
1
2
7.0A.
3
20.19 chs.
4, 6, 7
16 chs. 60 l.
33.54A.
16 chs. 62½ l.
160A.
80A.
20.21 chs.
5
40A.
Gov. 80.00 chs.
8
9
10
30A.
80A.
11, 12
10-01
50A.
80A.
80A.
Gov. 80.00 chs.
BROWN TOWNSHIP
Gov. 80.00 chs.
BROWN TOWNSHIP

13 - 17 - 1W

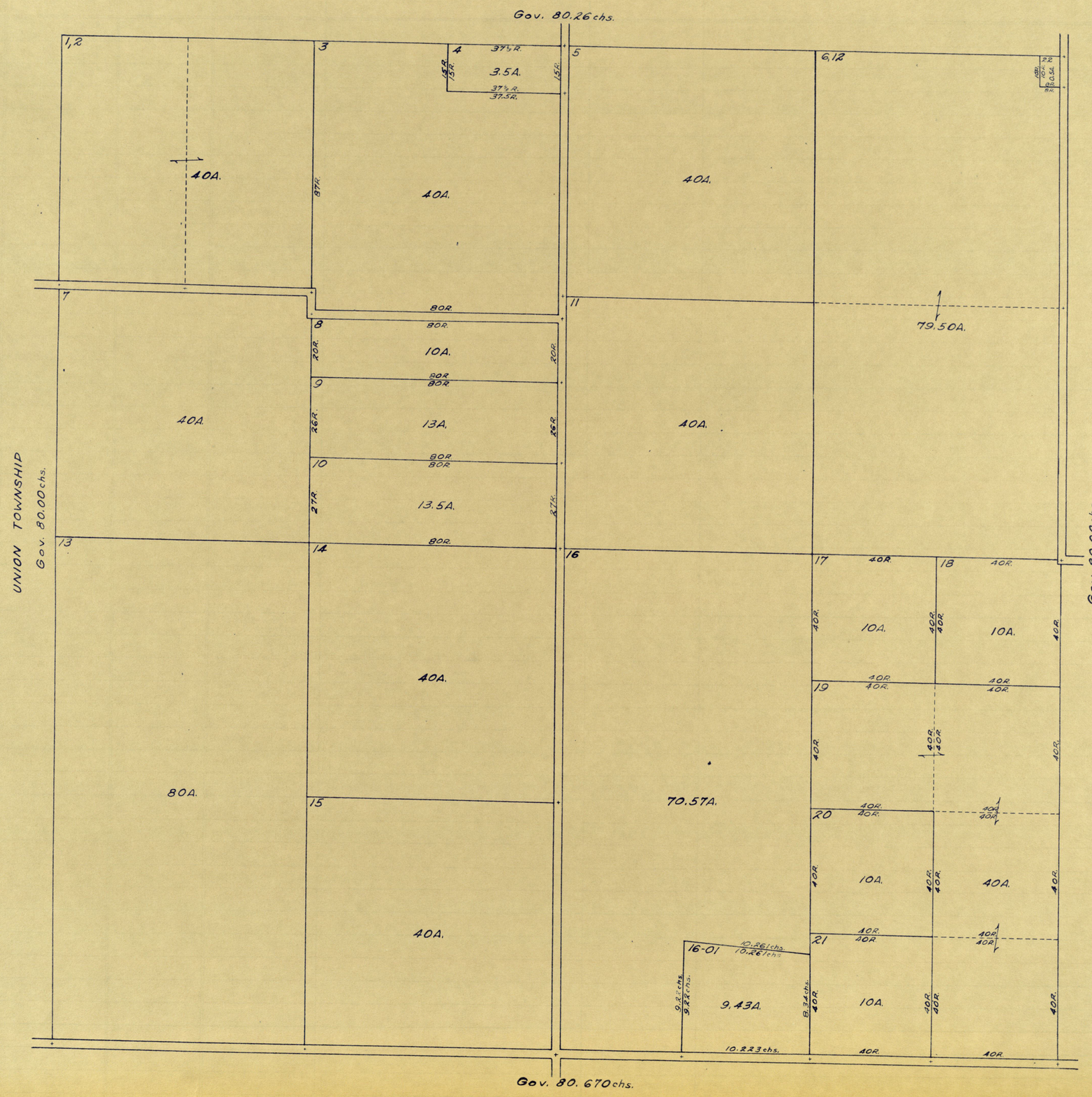
BOONE COUNTY



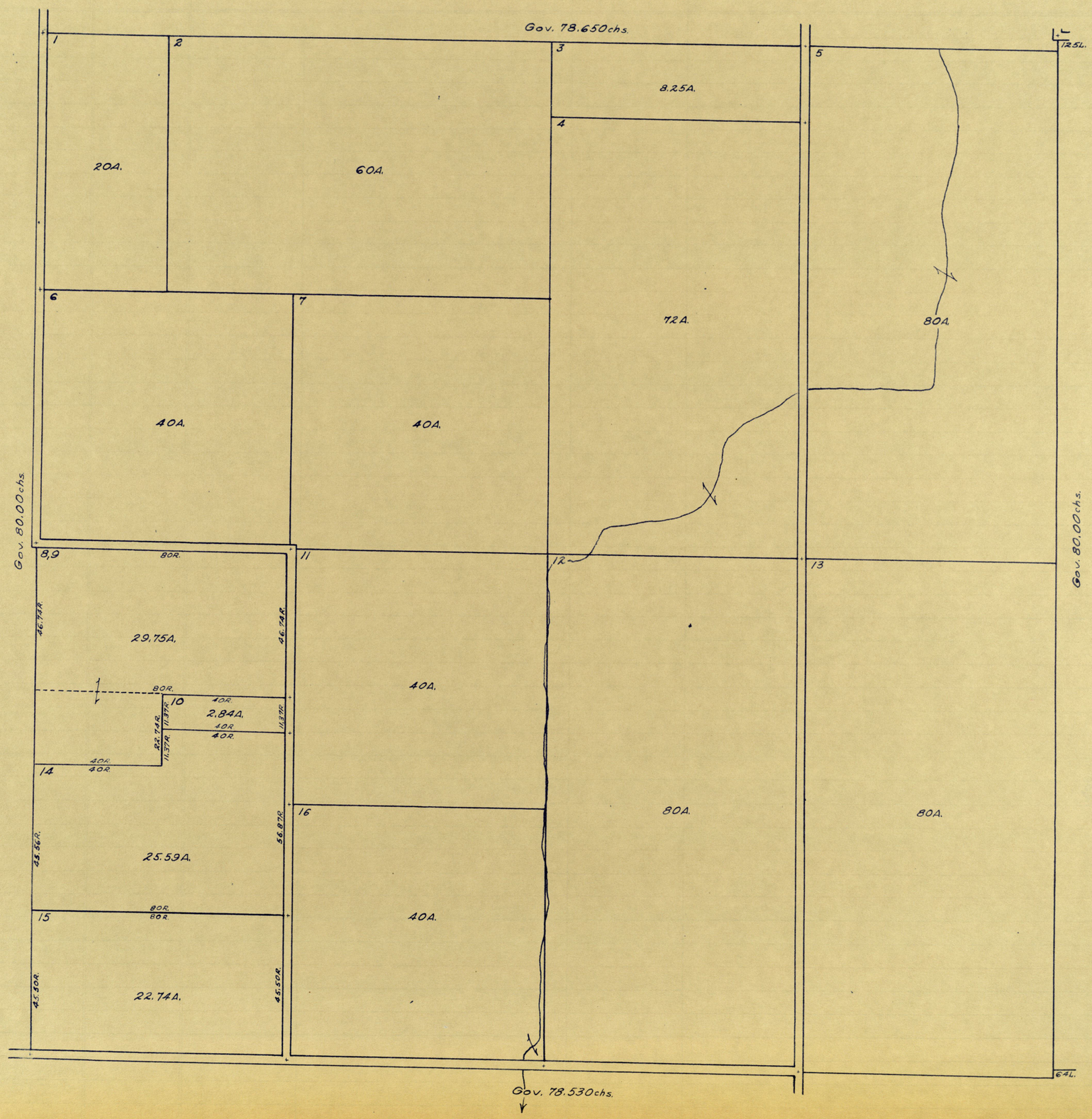
14-17-1W


BOONE COUNTY
Gov. 80.00chs.
UNION TOWNSHIP
Gov. 80.00chs.
Gov. 80.00chs.
Gov. 80.26chs.
1
80R.
2
20A.
3
20A.
4
40A.
5,6
40A.
41R.4L.
41R.4L.
34R.
34R.
34R.
41R.4L.
7
160R.
9,10
40R.
40A.
40R.
40A.
8
160R.
160R.
40A.
107.35A.
40R.
40A.
40R.
12
160R.
13
14
11
81R.5L.
81R.5L.
38R.
22R.3L.
80R.
55A.
80A.
80A.
49.21A.
15
30.79A.
60R.2'
63R.1'

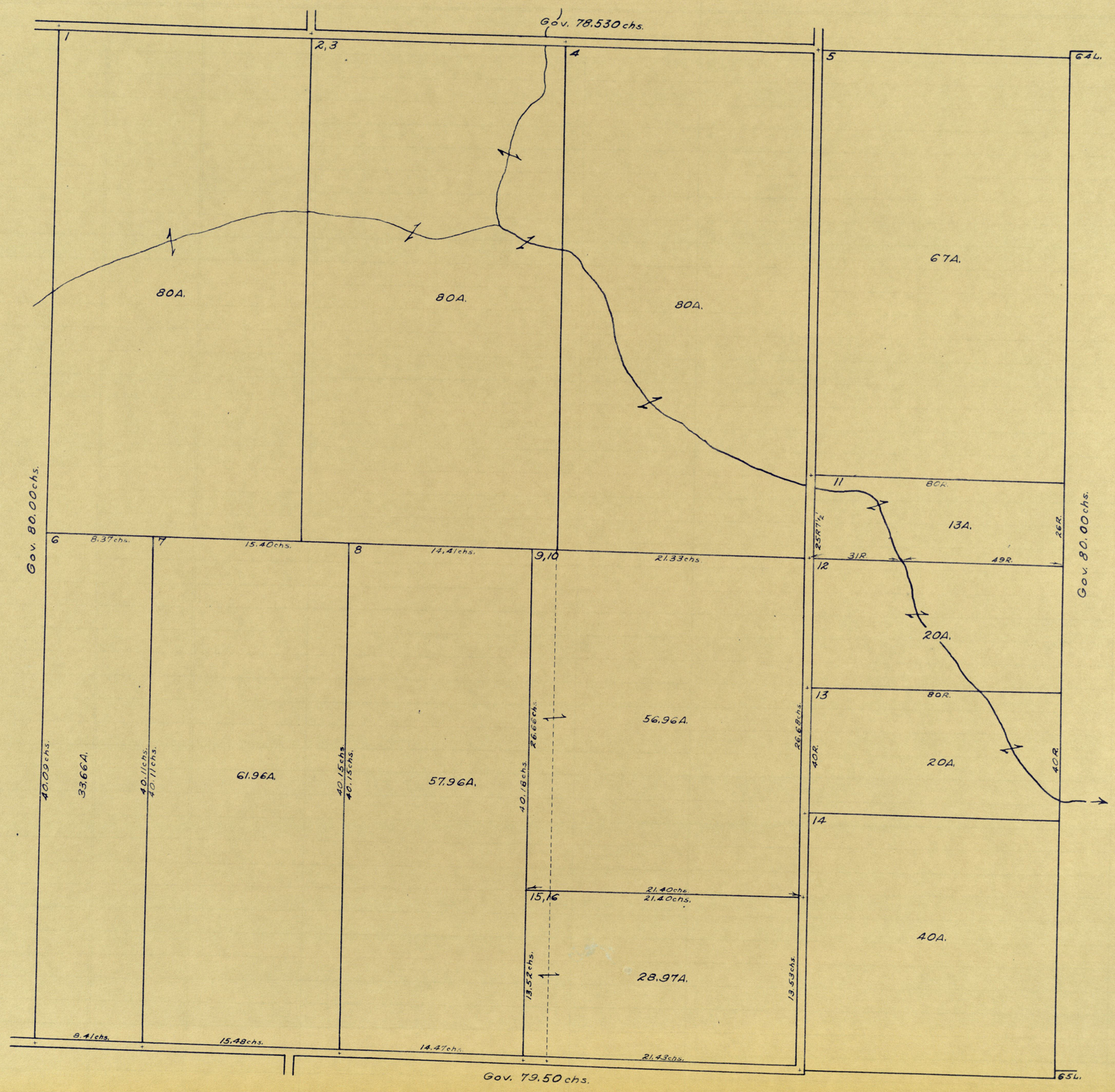
23-17-1W


Gov. 80.26 chs.
1,2
40A.
3
37½R.
4
3.5A.
37½R.
37.5R.
15R.
15R.
37½R.
40A.
5
40A.
6,12
79.50A.
7
40A.
8
80R.
10A.
20R.
9
13A.
26R.
10
13.5A.
27R.
11
40A.
13
80A.
14
40A.
15
40A.
16
70.57A.
16-01
9.43A.
17
18
19
20
21
10A.
40A.
UNION TOWNSHIP
Gov. 80.00 chs.
Gov. 80.00 chs.
Gov. 80.670 chs.

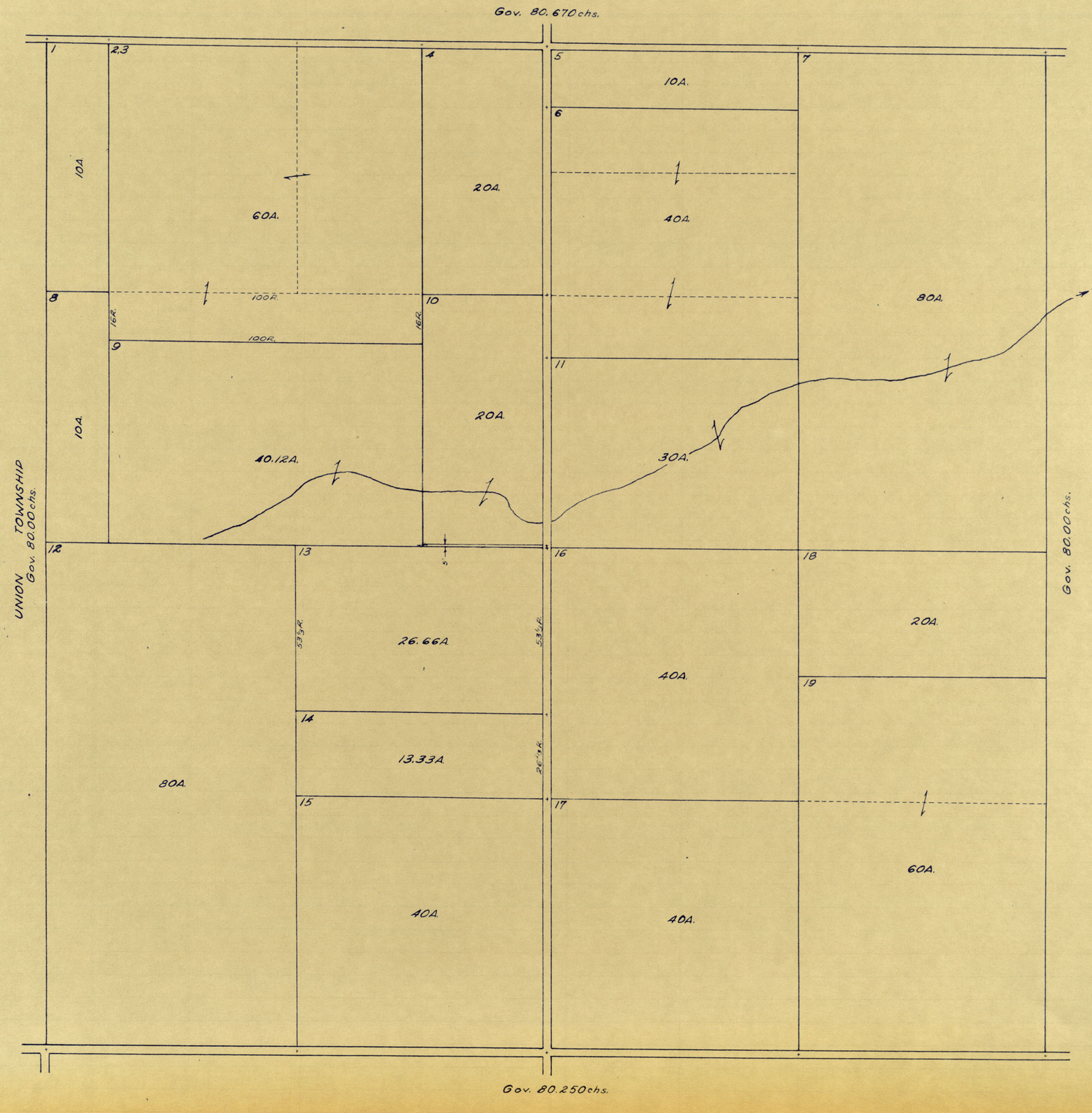
24-17-1W


Gov. 78.650chs.
1
2
3
4
5
8.25A.
20A.
60A.
6
7
72A.
80A.
40A.
40A.
Gov. 80.00chs.
Gov. 80.00chs.
8,9
80R.
11
12
13
46.74R.
29.75A.
46.74R.
40A.
80R.
10
40R.
2.84A.
40R.
40R.
11.37R.
22.74R.
11.37R.
11.37R.
14
40R.
40R.
16
80A.
80A.
45.56R.
25.59A.
56.87R.
15
80R.
80R.
40A.
45.50R.
22.74A.
45.50R.
Gov. 78.530chs.

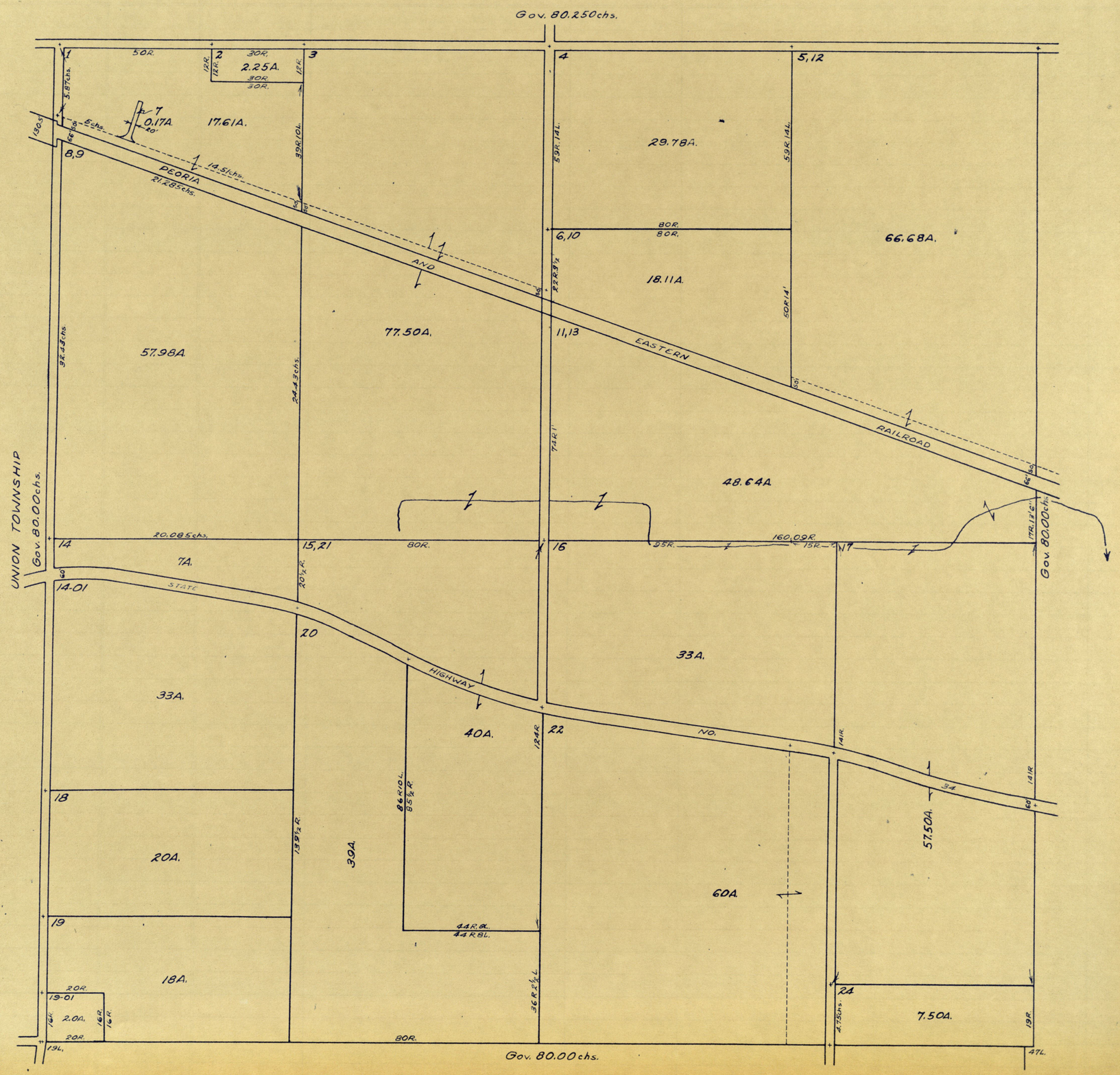
25-17-1W


Gov. 78.530 chs.
1
2,3
4
5
64L.
80A.
80A.
80A.
67A.
11
80R.
13A.
25R7½
26R.
31R.
49R.
12
20A.
13
80R.
20A.
40R.
40R.
14
40A.
Gov. 80.00 chs.
Gov. 80.00 chs.
6
8.37chs.
7
15.40chs.
8
14.41chs.
9,10
21.33chs.
40.09chs.
33.66A.
40.11chs.
40.11chs.
61.96A.
40.15chs.
40.15chs.
57.96A.
40.18chs.
26.66chs.
56.96A.
26.68chs.
15,16
21.40chs.
21.40chs.
13.52chs.
28.97A.
13.53chs.
8.41chs.
15.48chs.
14.47chs.
21.43chs.
Gov. 79.50 chs.
65L.

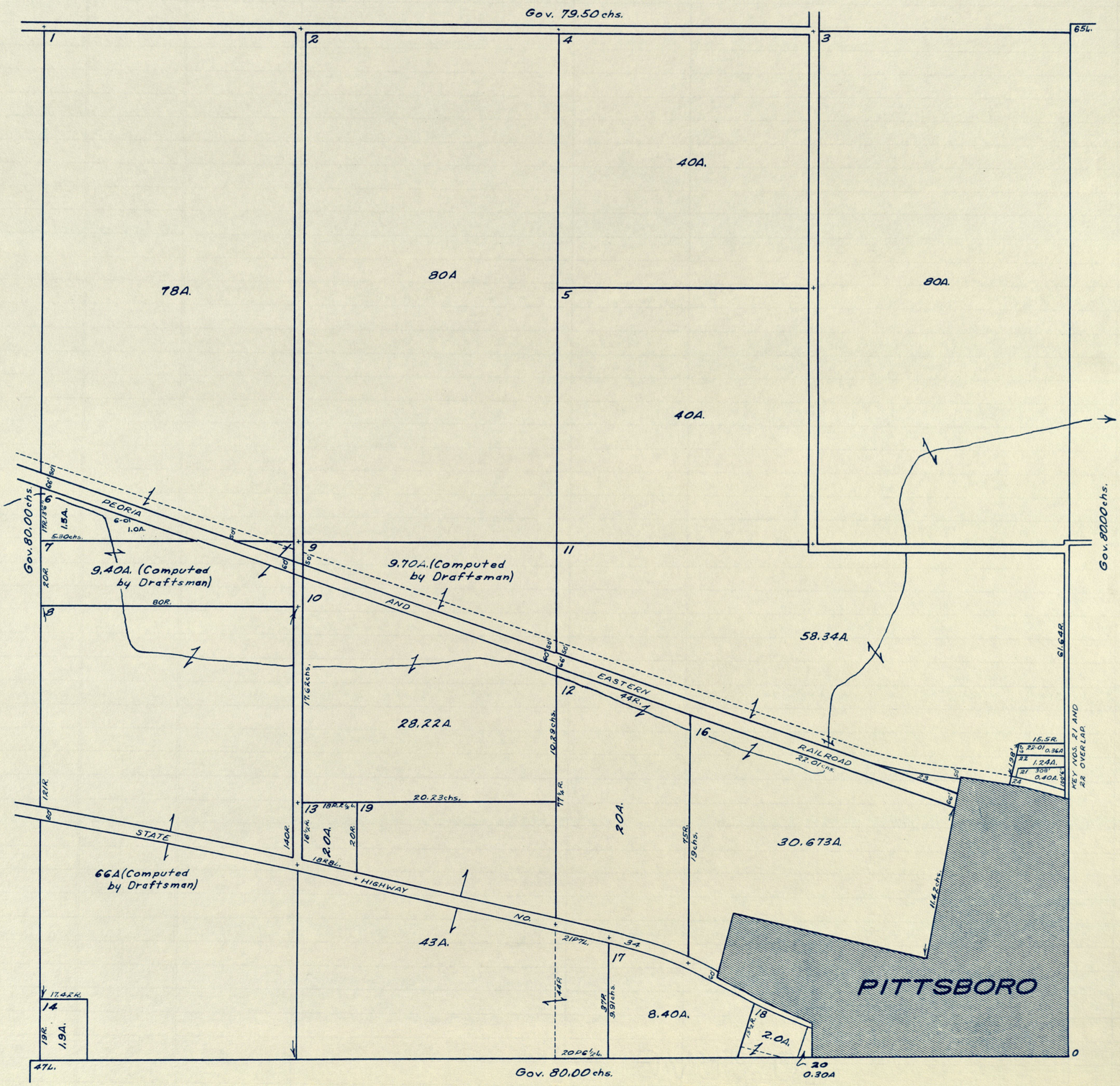
26 - 17 - 1W


Gov. 80.670 chs.
1
2,3
4
5
7
10A.
6
10A.
60A.
20A.
40A.
8
100R.
16R.
16R.
10
80A.
100R.
9
11
10A.
20A.
40.12A.
30A.
UNION TOWNSHIP
Gov. 80.00 chs.
5
12
13
16
18
Gov. 80.00 chs.
53⅓R.
53⅓R.
26.66A.
20A.
40A.
14
19
13.33A.
26⅔R.
80A.
15
17
60A.
40A.
40A.
Gov. 80.250 chs.

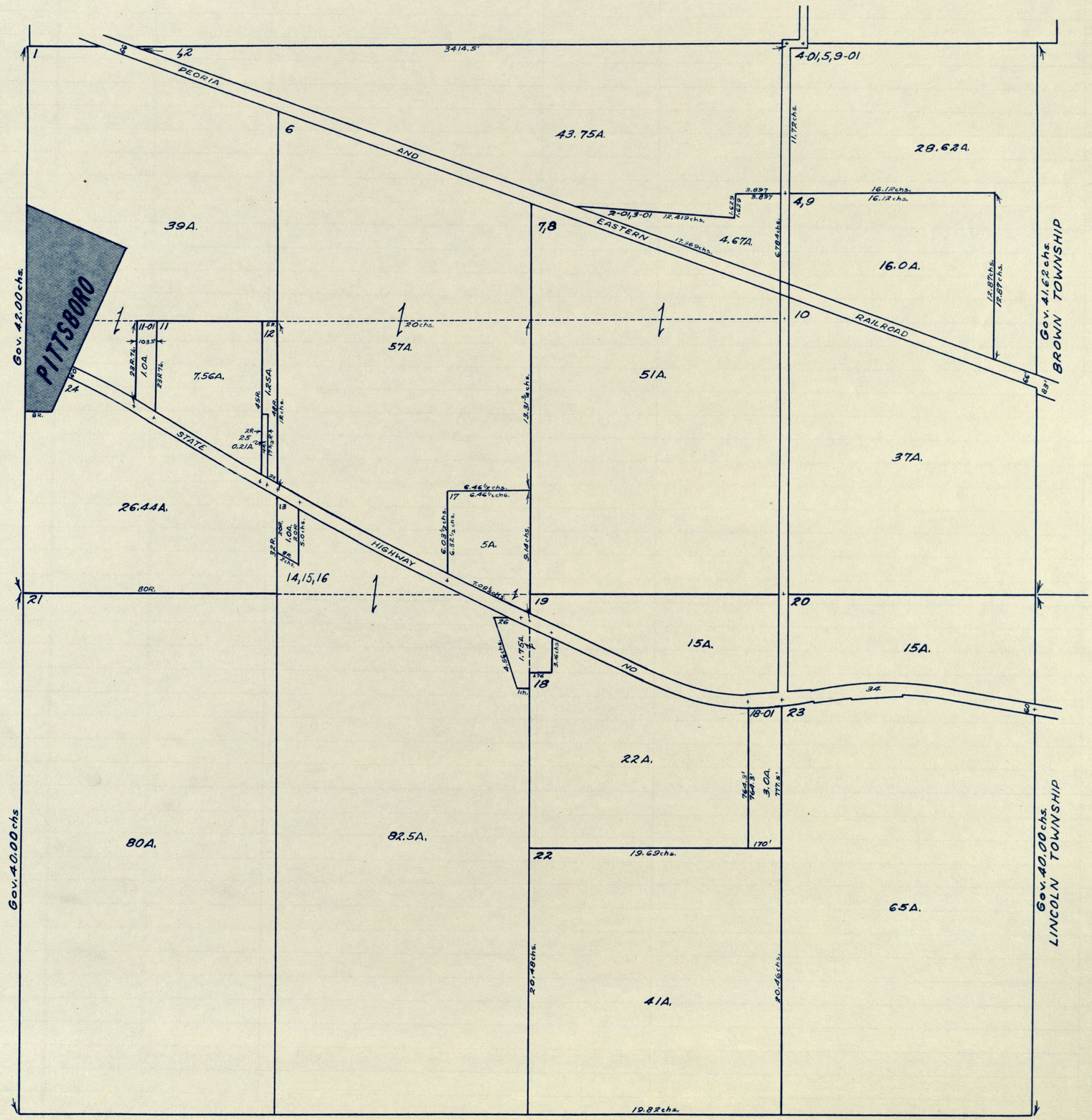
35-17-1W


Gov. 80.250chs.
UNION TOWNSHIP
Gov. 80.00chs.
PEORIA AND EASTERN RAILROAD
STATE HIGHWAY NO. 34
2.25A.
17.61A.
0.17A.
29.78A.
66.68A.
18.11A.
77.50A.
57.98A.
48.64A.
7A.
33A.
40A.
39A.
20A.
18A.
2.0A.
60A.
57.50A.
7.50A.
Gov. 80.00chs.

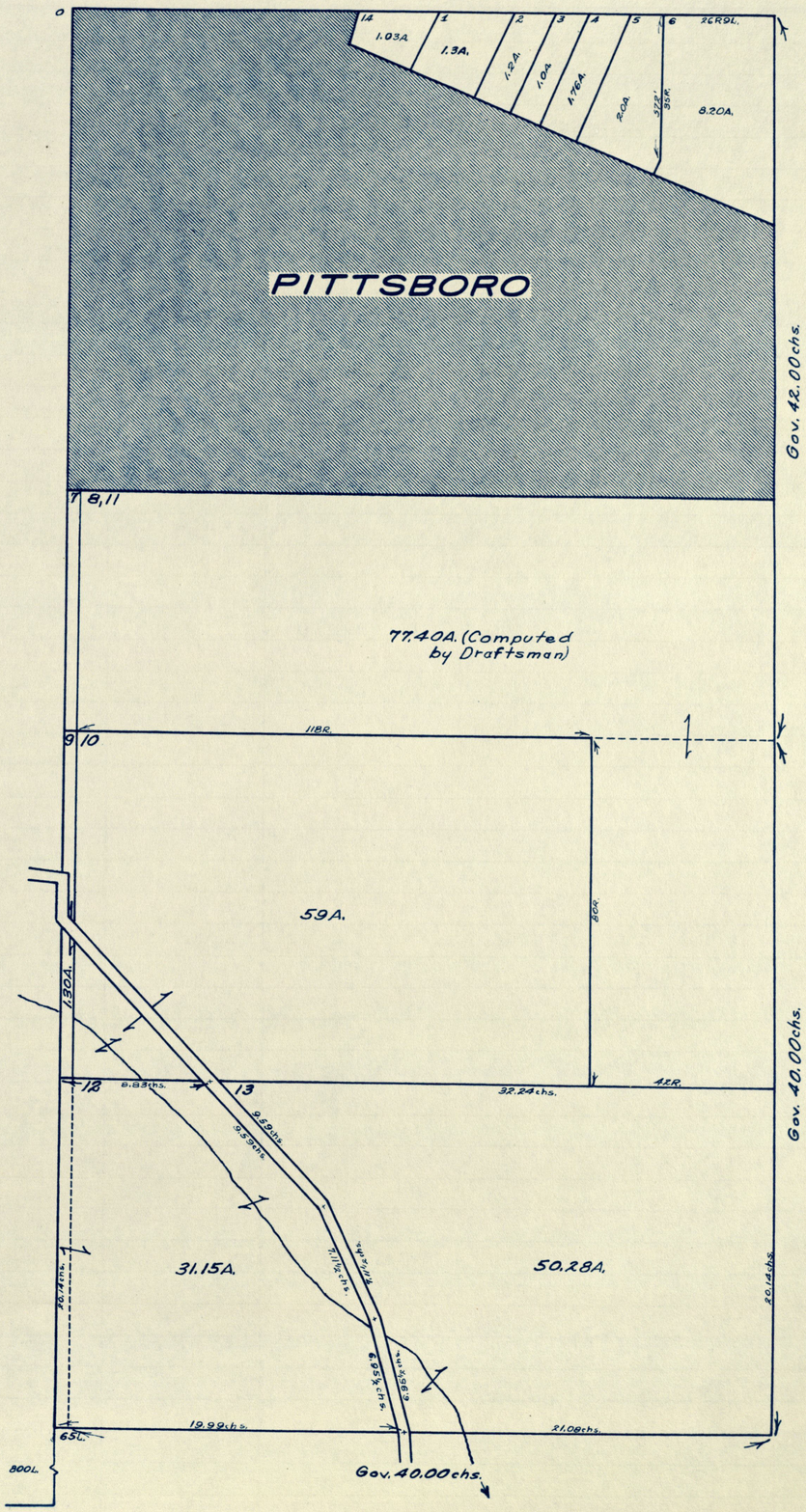
36-17-1W


Gov. 79.50 chs.
1
2
4
3
65L.
78A.
80A
40A.
80A.
5
40A.
Gov. 80.00 chs.
DEPOT
DEPOT
DEPOT

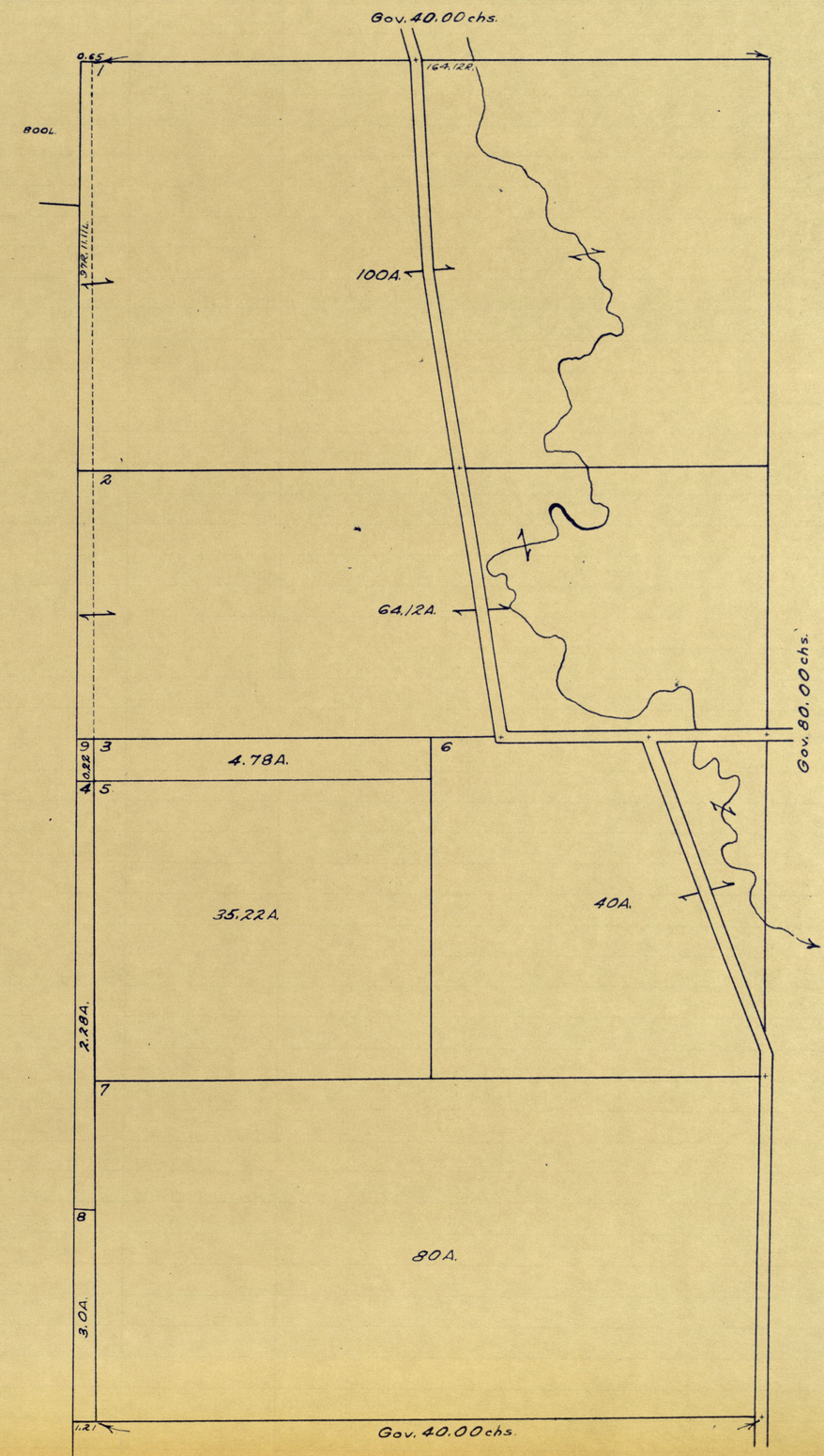
5-16-1E


PEORIA AND EASTERN RAILROAD
STATE HIGHWAY NO 34
PITTSBORO
Gov. 42.00 chs.
Gov. 41.62 chs.
BROWN TOWNSHIP
Gov. 40.00 chs.
LINCOLN TOWNSHIP
Gov. 79.00 chs.
3414.5'
4-01,5,9-01
43.75A.
28.62A.
39A.
4.67A.
16.0A.
7.56A.
57A.
51A.
37A.
26.44A.
5A.
14,15,16
15A.
15A.
22A.
80A.
82.5A.
65A.
41A.
2-01,3-01
18-01
3.0A.
170'
19.69chs.
19.82chs.
20.48chs.
20.46chs.
11.72chs.
16.12chs.
12.87chs.
20chs.
80R.

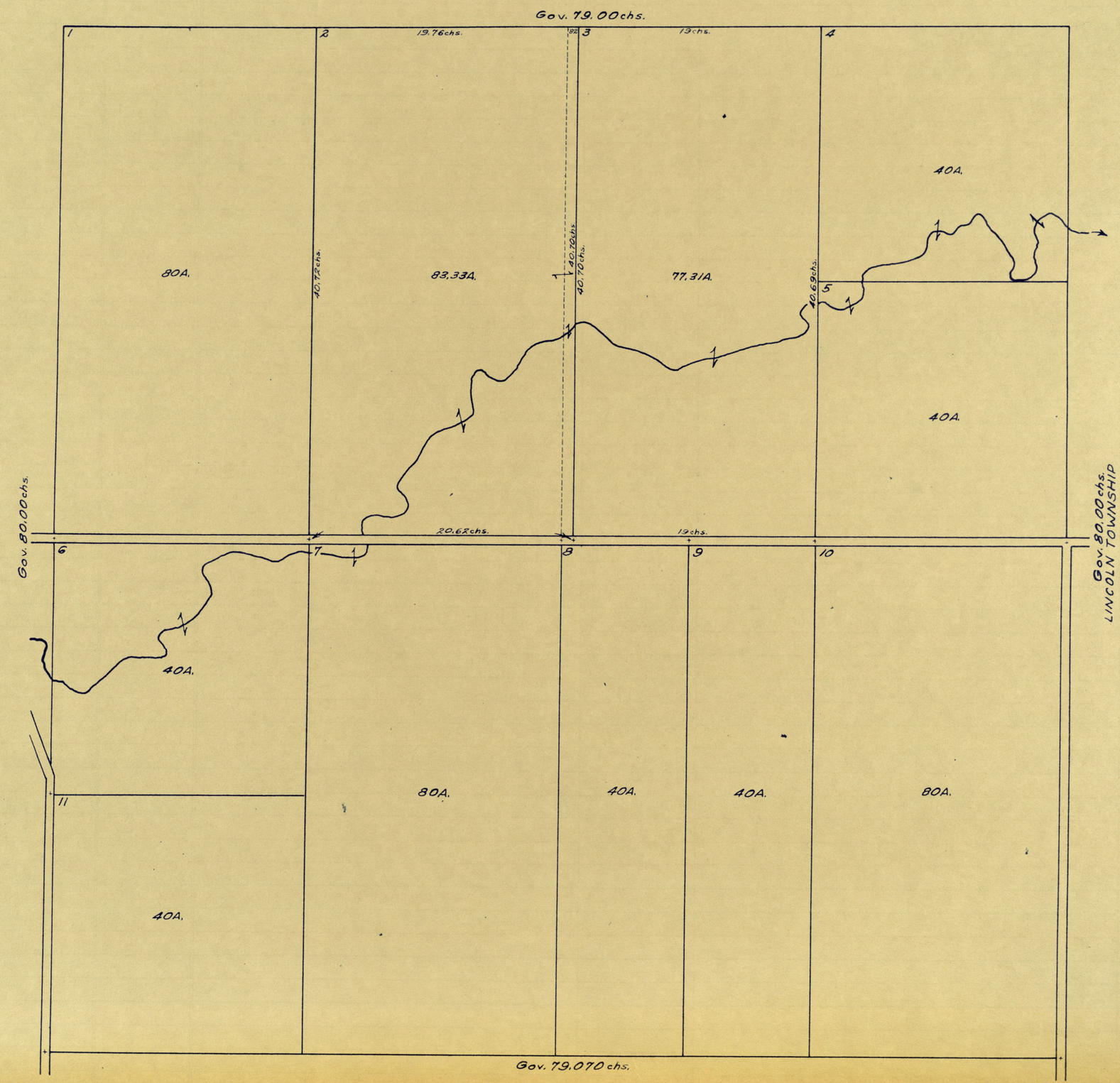
6-16-1E


PITTSBORO
1.03A.
1.3A.
1.2A.
1.0A.
1.76A.
2.0A.
8.20A.
26R9L.
Gov. 42.00chs.
8,11
77.40A. (Computed by Draftsman)
118R.
59A.
80R.
1.30A.
8.83chs.
32.24chs.
42R.
9.59chs.
31.15A.
50.28A.
20.14chs.
19.99chs.
21.08chs.
65L.
800L.
Gov. 40.00chs.
Gov. 40.00chs.

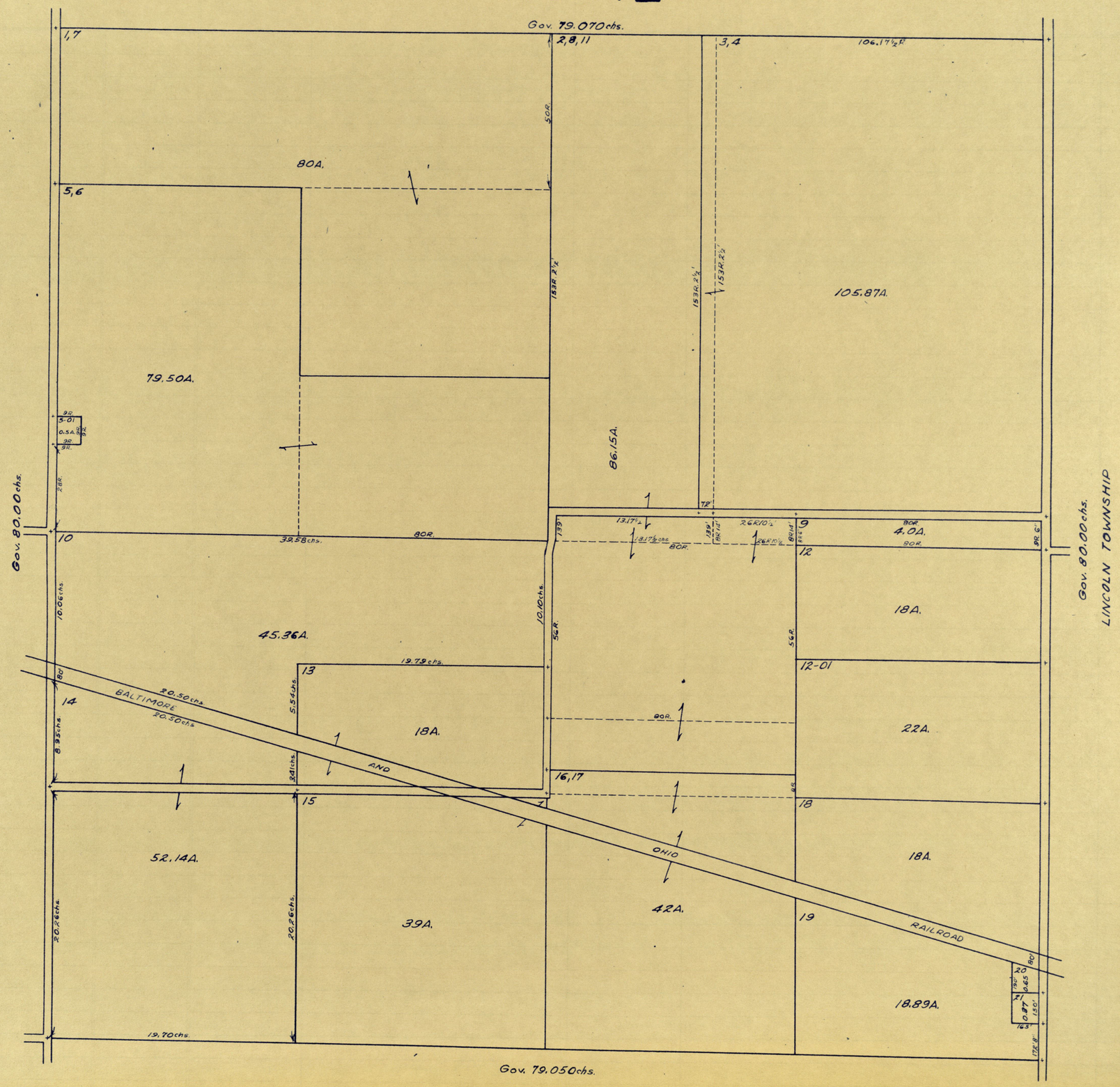
7-16-1E


Gov. 40.00 chs.
0.65
1
164.12R.
800L.
100A.
2
64.12A.
Gov. 80.00 chs.
9
3
4.78A.
6
0.22
4
5
35.22A.
40A.
2.28A.
7
8
80A.
3.0A.
1.21
Gov. 40.00 chs.
720L.

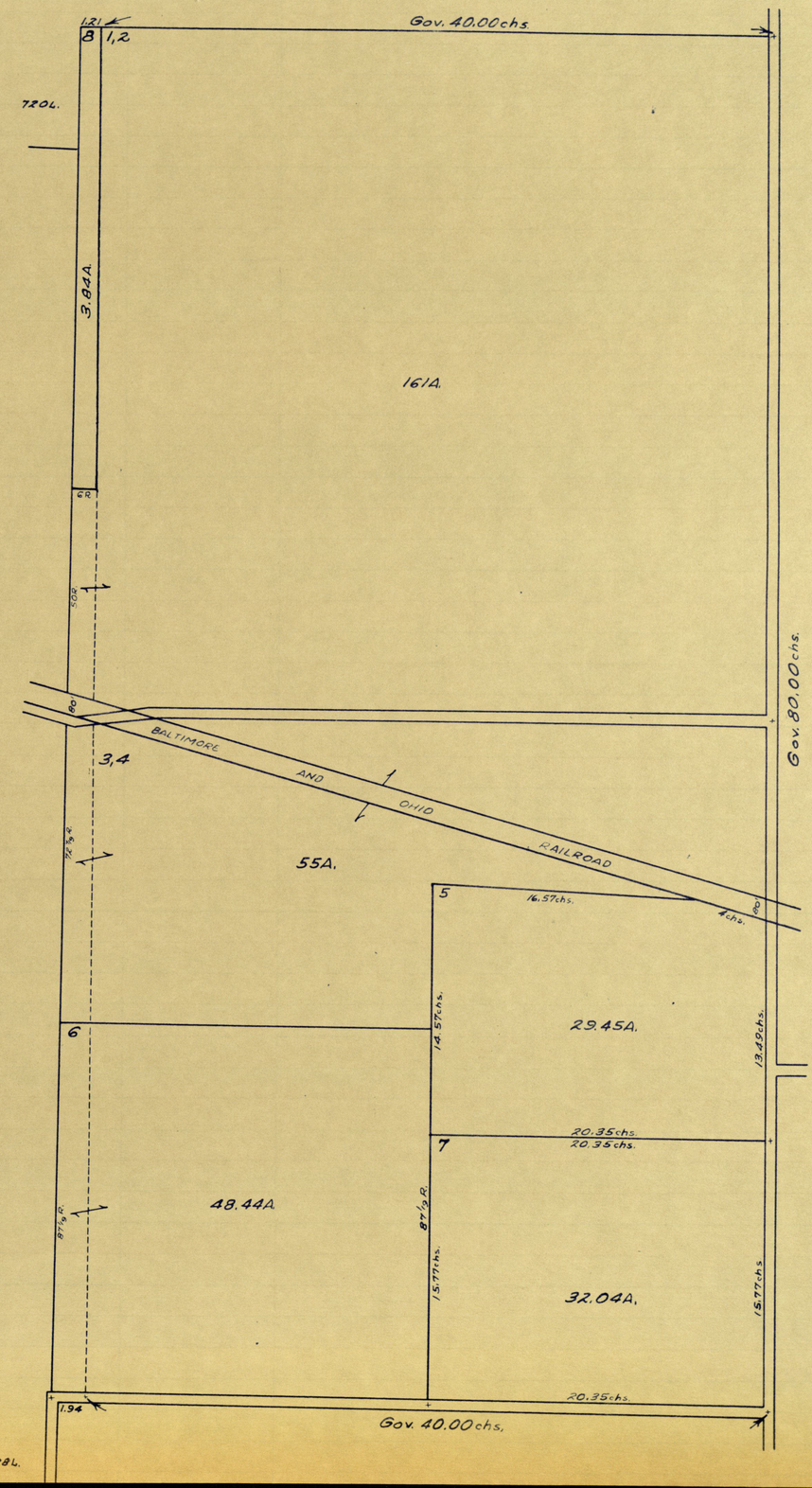
8-16-1E


Gov. 79.00 chs.
1
2
19.76 chs.
82
3
13 chs.
4
80A.
83.33A.
77.31A.
40A.
40.72 chs.
40.70 chs.
40.70 chs.
40.69 chs.
5
40A.
Gov. 80.00 chs.
20.62 chs.
19 chs.
6
7
8
9
10
40A.
80A.
40A.
40A.
80A.
11
40A.
Gov. 79.070 chs.
Gov. 80.00 chs.
LINCOLN TOWNSHIP

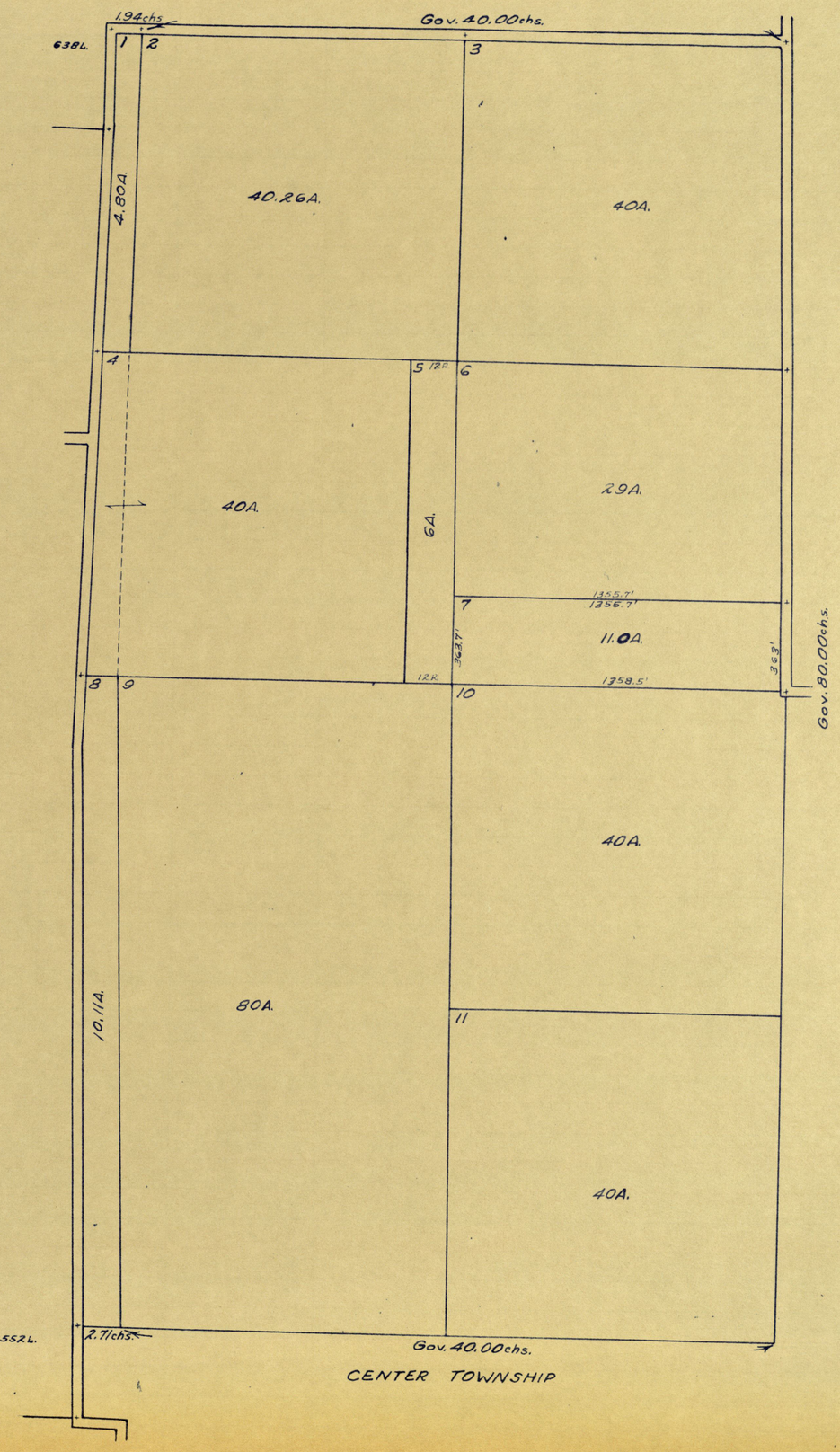
17-16-1E


Gov. 79.070chs.
1,7
2,8,11
3,4
106.17½R
80A.
5,6
105.87A.
79.50A.
86.15A.
Gov. 80.00chs.
10
39.58chs.
80R.
9
4.0A.
12
18A.
45.36A.
10.06chs.
10.10chs.
56R.
12-01
13
19.79chs.
14
BALTIMORE
20.50chs.
20.50chs.
18A.
22A.
AND
16,17
15
18
52.14A.
OHIO
18A.
39A.
42A.
19
RAILROAD
20.26chs.
20.26chs.
18.89A.
19.70chs.
Gov. 79.050chs.
Gov. 80.00chs.
LINCOLN TOWNSHIP

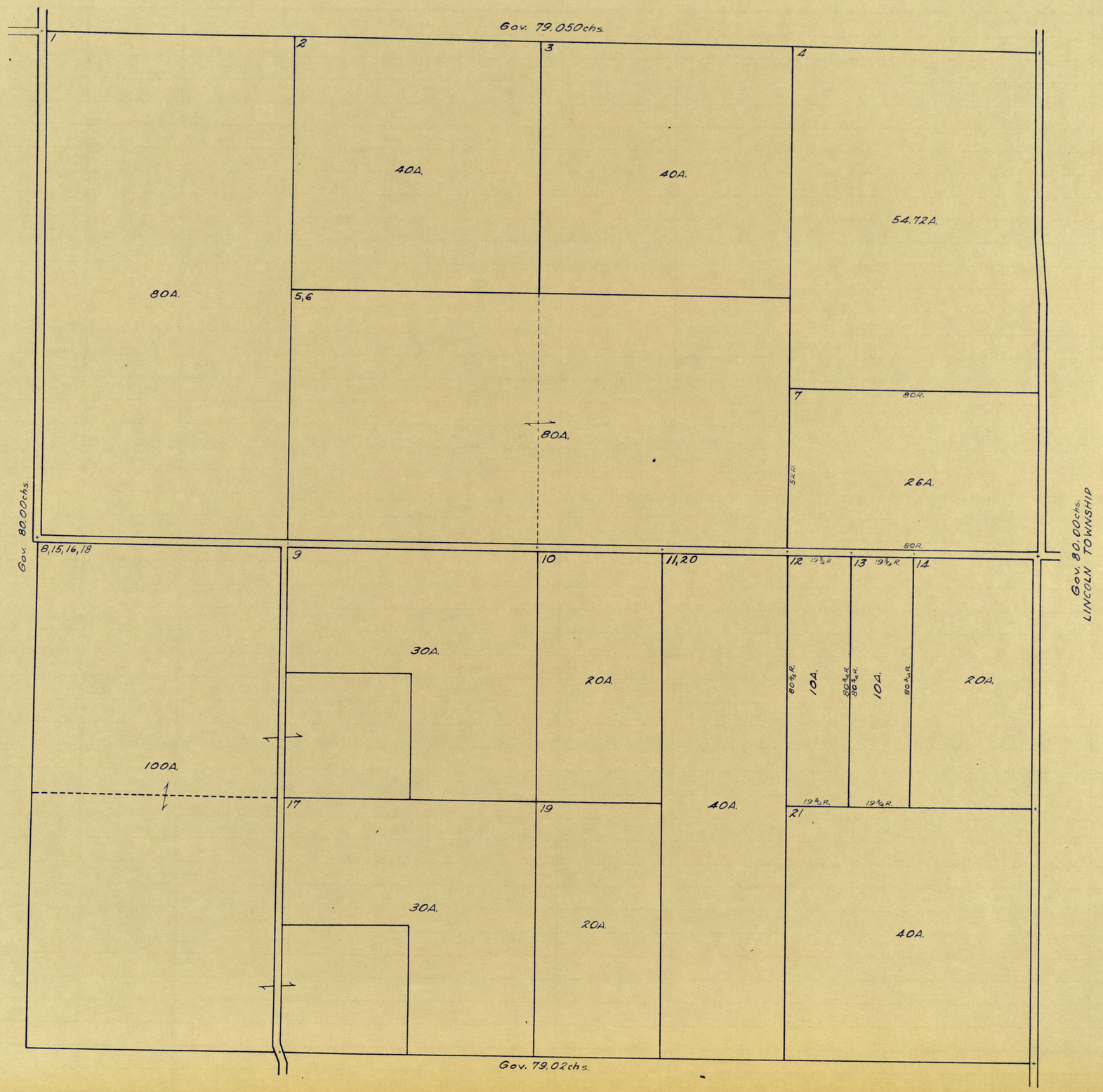
18 - 16 - 1E


1.21
B 1,2
Gov. 40.00 chs.
720L.
3.84A.
161A.
Gov. 80.00 chs.
BALTIMORE AND OHIO RAILROAD
3,4
72 3/4
55A.
5
16.57 chs.
1 chs.
6
14.57 chs.
29.45A.
13.49 chs.
20.35 chs.
20.35 chs.
7
48.44A.
87 1/2
15.77 chs.
32.04A.
15.77 chs.
20.35 chs.
1.94
Gov. 40.00 chs.
638L.

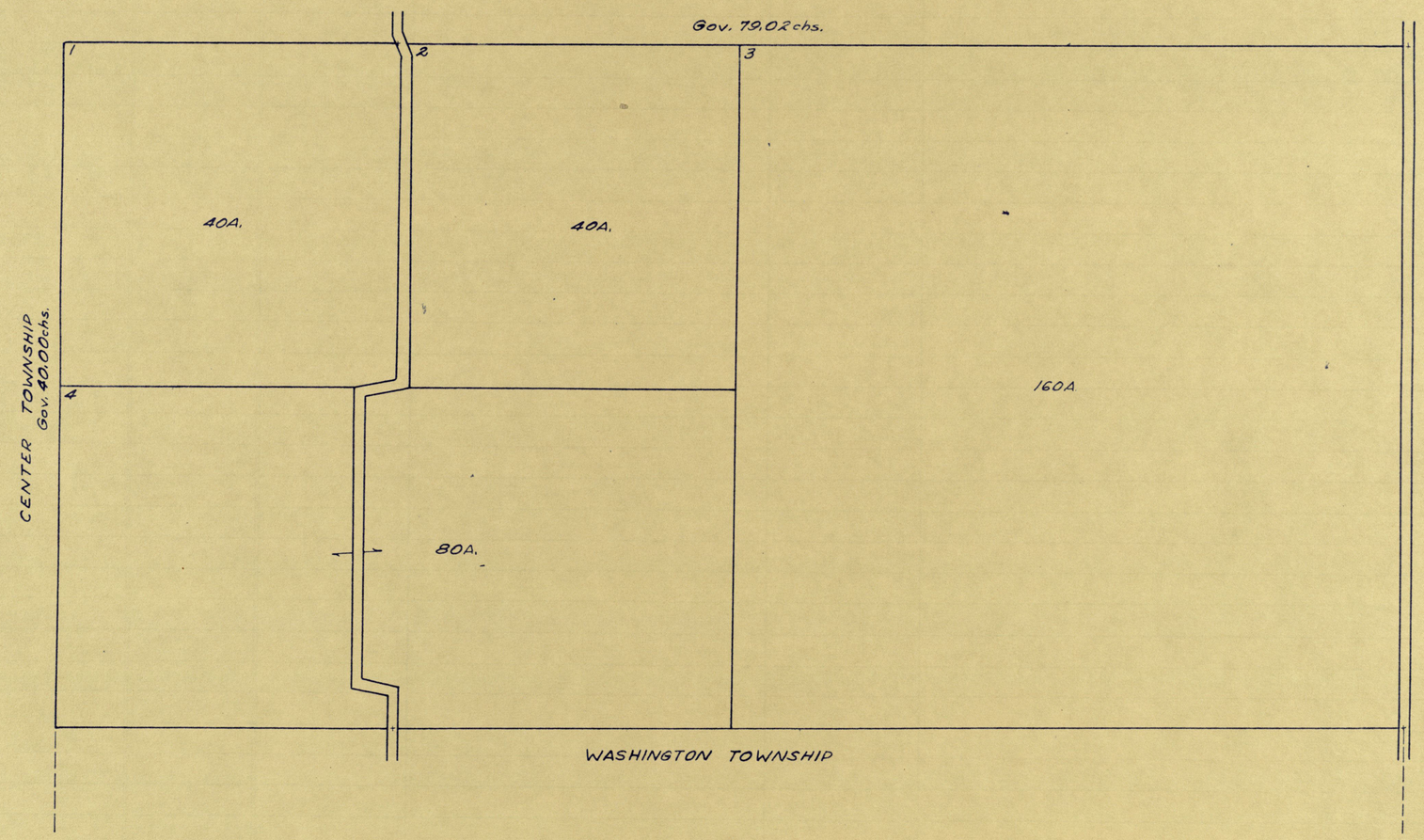
19-16 1E


1.94chs
Gov. 40.00chs.
638L.
1
2
3
4.80A.
40.26A.
40A.
4
5
12R
6
40A.
64.
29A.
1355.7'
1356.7'
7
11.0A.
363.7'
363'
12R.
1358.5'
8
9
10
Gov. 80.00chs.
40A.
10.11A.
80A.
11
40A.
552L.
2.71chs.
Gov. 40.00chs.
CENTER TOWNSHIP

20-16-1E


Gov. 79.050chs.
1
2
3
4
40A.
40A.
54.72A.
80A.
5,6
80A.
7
80R.
26A.
52.5R.
Gov. 80.00chs.
LINCOLN TOWNSHIP
80R.
8,15,16,18
9
10
11,20
12
13
14
30A.
20A.
80½R.
10A.
80¾R.
10A.
80¾R.
20A.
19¾R.
19¾R.
100A.
17
19
21
40A.
30A.
20A.
40A.
Gov. 79.02chs.
Gov. 80.00chs.

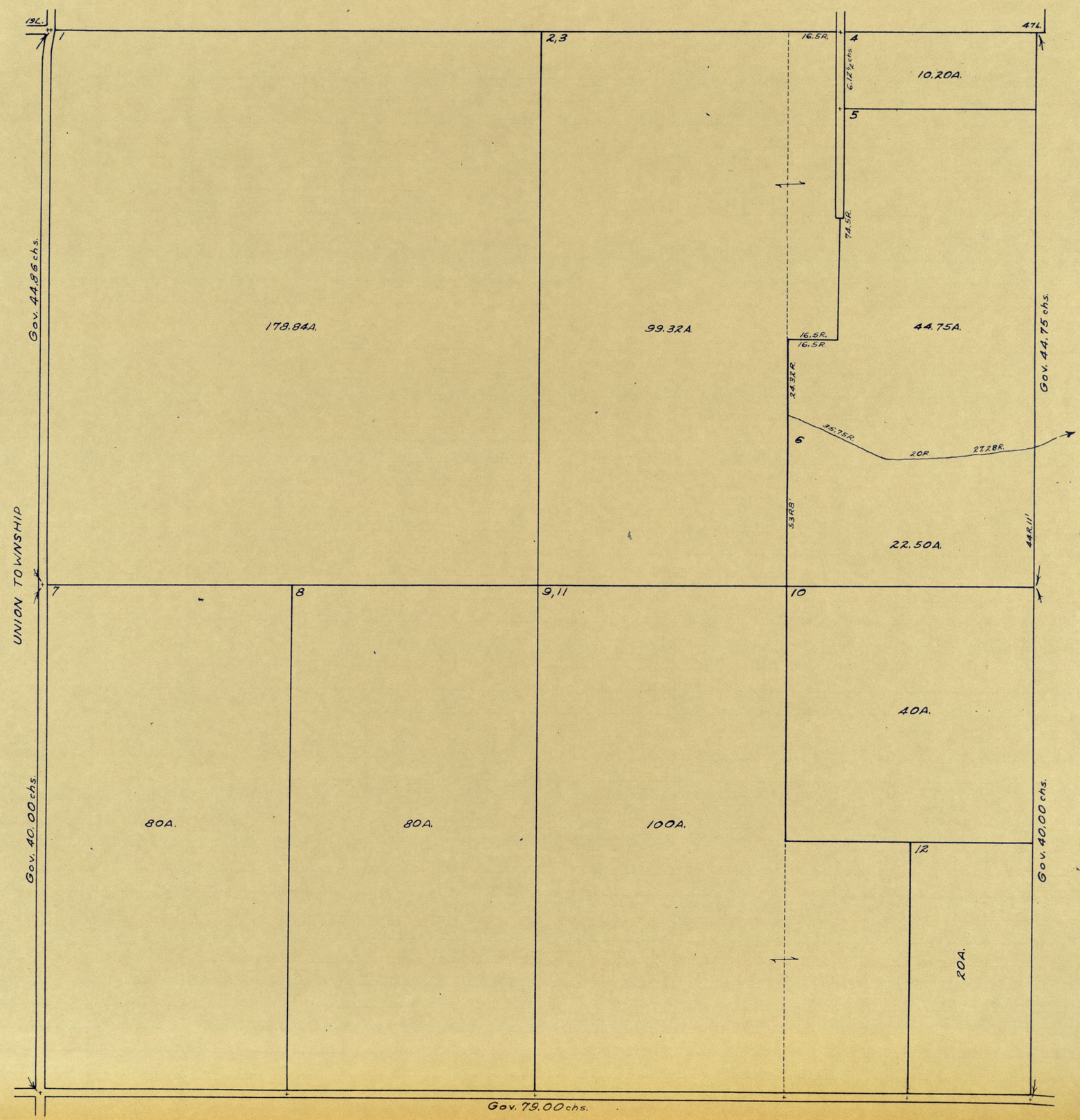
29-16-1E


Gov. 79.02 chs.
1
2
3
40A.
40A.
160A
4
80A.
CENTER TOWNSHIP
Gov. 40.00 chs.
Gov. 40.00 chs.
LINCOLN TOWNSHIP
WASHINGTON TOWNSHIP

1-16-1W


Gov. 44.75 chs.
2.40A.
9.60A.
62.58R.
24½ R.
35.08A.
66.7R.
15.83 chs.
81.44R.
80R.
80A.
5.90A.
7.70A.
8.68 chs.
4.81 chs.
13A.
10.07 chs.
10.22 chs.
PITTSBORO
9.75 chs.
39.44 chs.
Gov. 48.50 chs.
2.51 chs.
9.01
38R.
18.33 chs.
1.5A.
18R.
43.5A.
87R.
40R.
40R.
16R.
16R.
5A.
15A.
15A.
40R.
40R.
80R.
99A.
3R.
80R.
1.5A.
13R.
38R.
22R.
7R.
135½ R.
45R. 23½ L.
34½ R.
34½ R.
80A.
80A.
80A.
80R. 4L.
20.45A.
80R. 9L.
80R. 9L.
19.90A.
80R. 6L.
35R. 6L.
45R.
40A.
Gov. 40.00 chs.
Gov. 40.00 chs.
800L.
Gov. 80.210 chs.

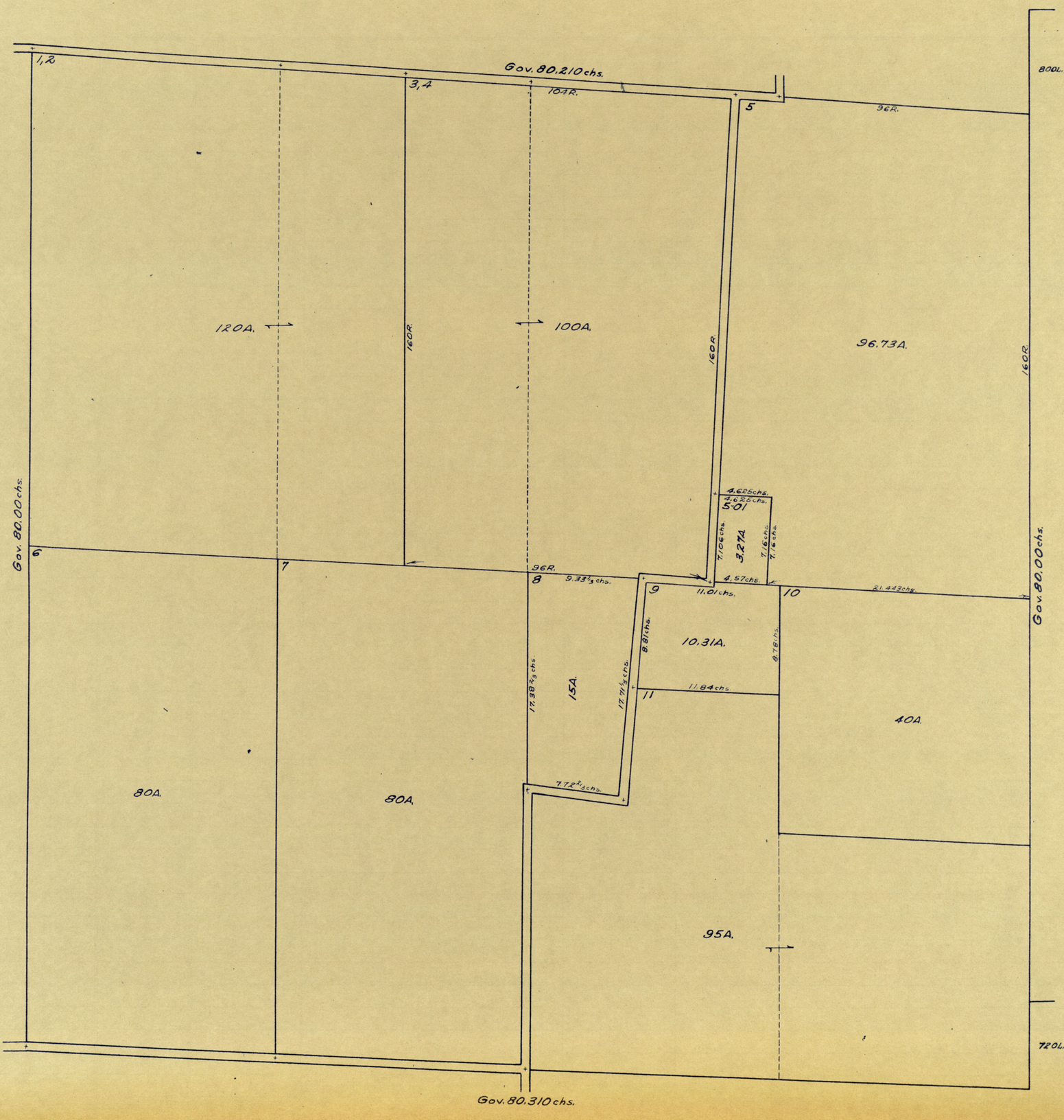
2-16-1W


19L.
1
2,3
16.5R.
4
47L.
10.20A.
6.12½chs.
5
74.5R.
178.84A.
99.32A.
44.75A.
16.5R.
16.5R.
24.32R.
35.75R.
20R
27.28R.
6
Gov. 44.86chs.
Gov. 44.75chs.
53RB'
44R.11'
22.50A.
UNION TOWNSHIP
7
8
9,11
10
40A.
12
80A.
80A.
100A.
20A.
Gov. 40.00chs.
Gov. 40.00chs.
Gov. 79.00chs.

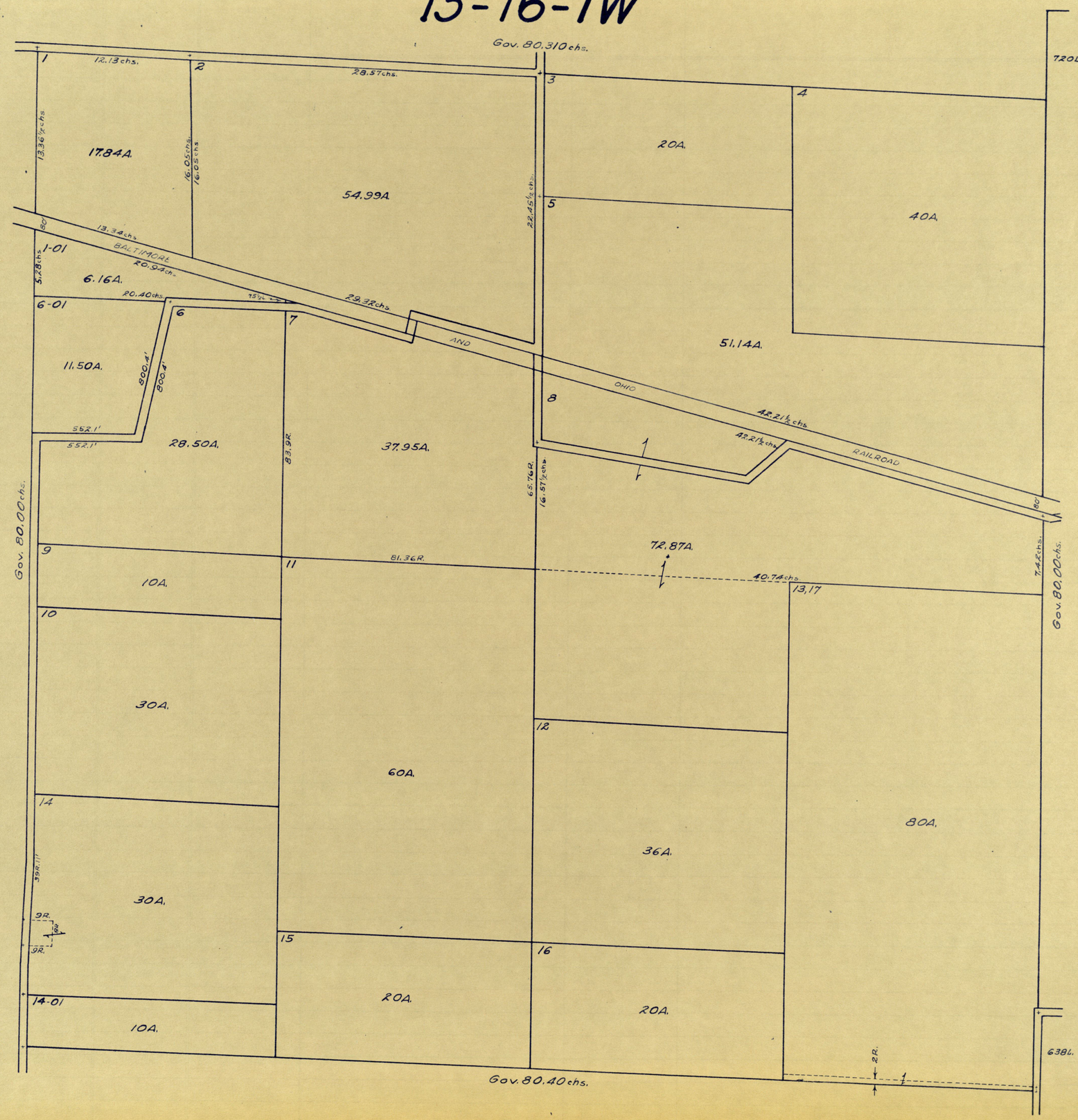
11-16-1W


Gov. 79.00chs.
1
2
3
4
80A.
80A.
40A.
40A.
5
6
40A.
40A.
UNION TOWNSHIP
Gov. 80.00chs.
7
8
5 1R.
9
10
3.69chs.
11
65R. 5L.
12
13
Gov. 80.00chs.
31.52A.
13.94chs.
14.10chs.
4R.
8 0R.
8 0R.
27.68A.
8 1R. 12L.
8 1R. 12L.
19.89chs.
14
19.89chs.
26A.
13.1chs.
13.1chs.
50.25A.
16 0R.
16 0R.
25R.
40.64chs.
40.65chs.
56.32A
17 20R. 3L.
20R. 3L.
65R. 6L.
25R.
40A.
40A.
19.81chs.
18
6.9A.
15
8.61A.
27R. 12½'
16.50A.
8 0R.
8 1R. 10L.
10.33A.
8 1R. 10L.
8 1R. 10L.
8 1R. 10L.
8 1R. 10L.
8 1R. 10L.
100'
ERIE
BALTIMORE AND OHIO RAILROAD
140'
80'
MAPLEWOOD
ORIGINAL TOWN
(See Page 34)
16
0.33A.
29R.
3.69chs.
20R. 3L.
20R. 3L.
25R
Gov. 79.02chs.

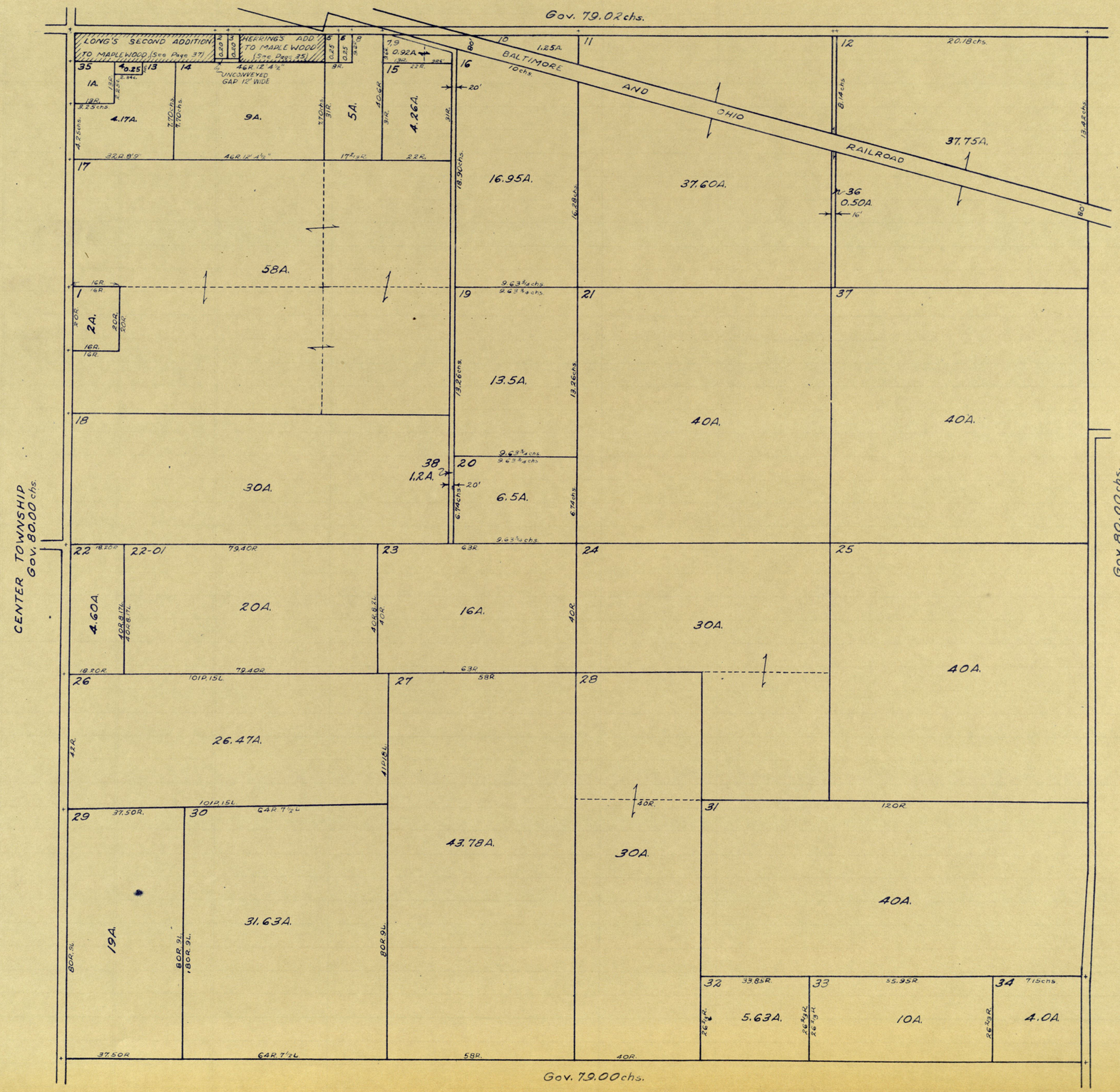
12-16-1W


Gov. 80.210 chs.
1,2
3,4
104R.
5
96R.
800L.
120A.
100A.
160R.
160R.
96.73A.
160R.
Gov. 80.00 chs.
4.625 chs.
4.625 chs.
5-01
7.106 chs.
3.27A.
7.16 chs.
7.16 chs.
6
7
96R.
8
9.33⅓ chs.
4.57 chs.
9
11.01 chs.
10
21.443 chs.
Gov. 80.00 chs.
8.81 chs.
10.31A.
8.78 chs.
17.38⅔ chs.
15A.
17.71⅓ chs.
11.84 chs.
11
40A.
7.72⅔ chs.
80A.
80A.
95A.
720L.
Gov. 80.310 chs.

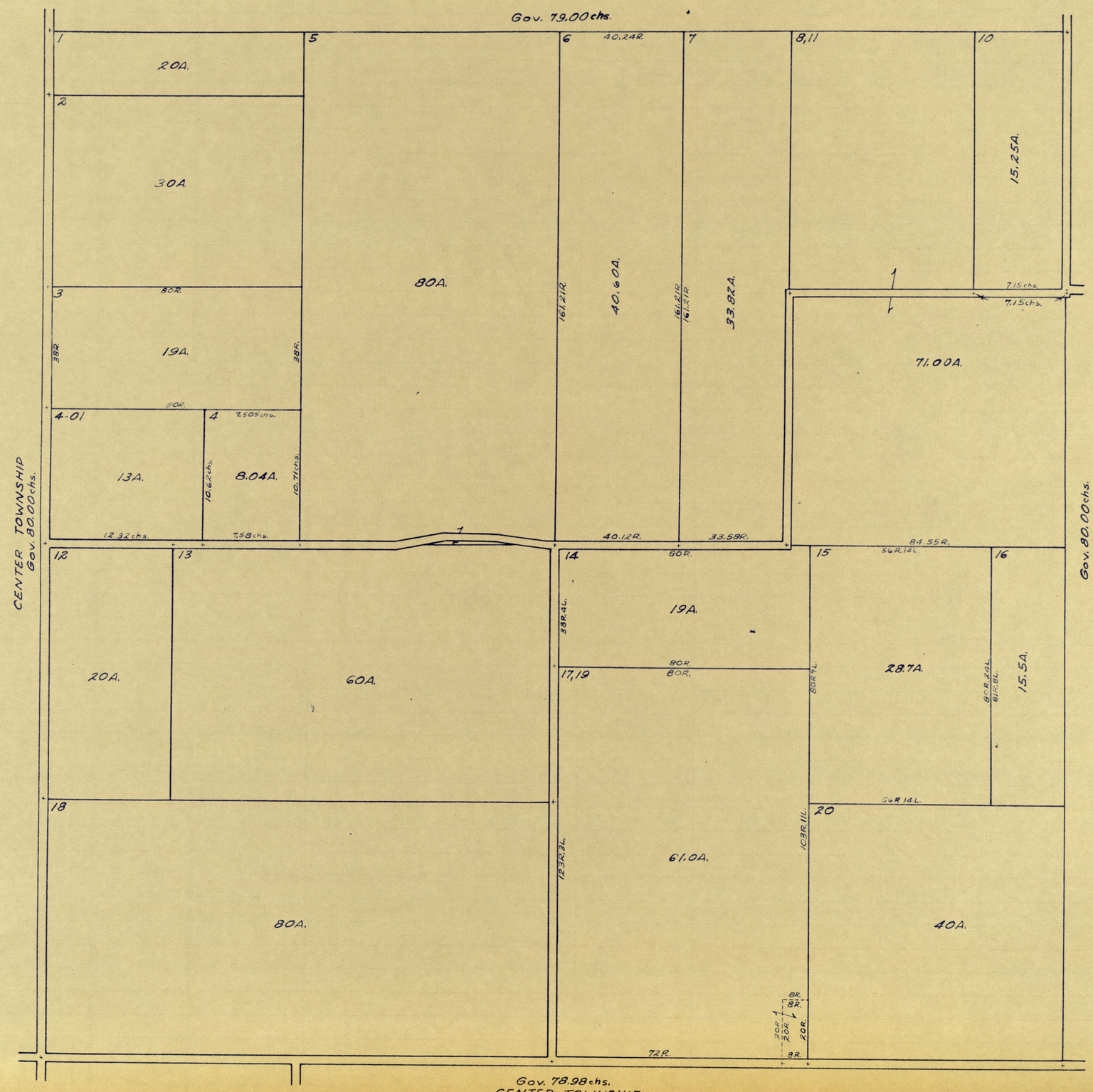
13-16-1W


Gov. 80.310 chs.
720L.
1
12.13 chs.
2
28.57 chs.
3
4
13.36½ chs
17.84A.
16.05 chs.
16.05 chs.
54.99A.
22.45½ chs.
20A.
40A.
5
80
13.34 chs.
BALTIMORT
20.94 chs.
1-01
5.28 chs.
6.16A.
20.40 chs.
75½
29.32 chs.
AND
OHIO
51.14A.
6-01
6
7
11.50A.
800.4'
800.4'
552.1'
552.1'
28.50A.
83.9R.
37.95A.
8
42.21½ chs.
42.21½ chs.
RAILROAD
80
Gov. 80.00 chs.
65.76R.
16.57½ chs.
72.87A.
7.42 chs.
Gov. 80.00 chs.
9
10A.
81.36R.
11
40.74 chs.
13,17
10
30A.
60A.
12
36A.
80A.
14
39R.11'
30A.
9R.
9R.
15
16
20A.
20A.
14-01
10A.
2R.
638L.
Gov. 80.40 chs.

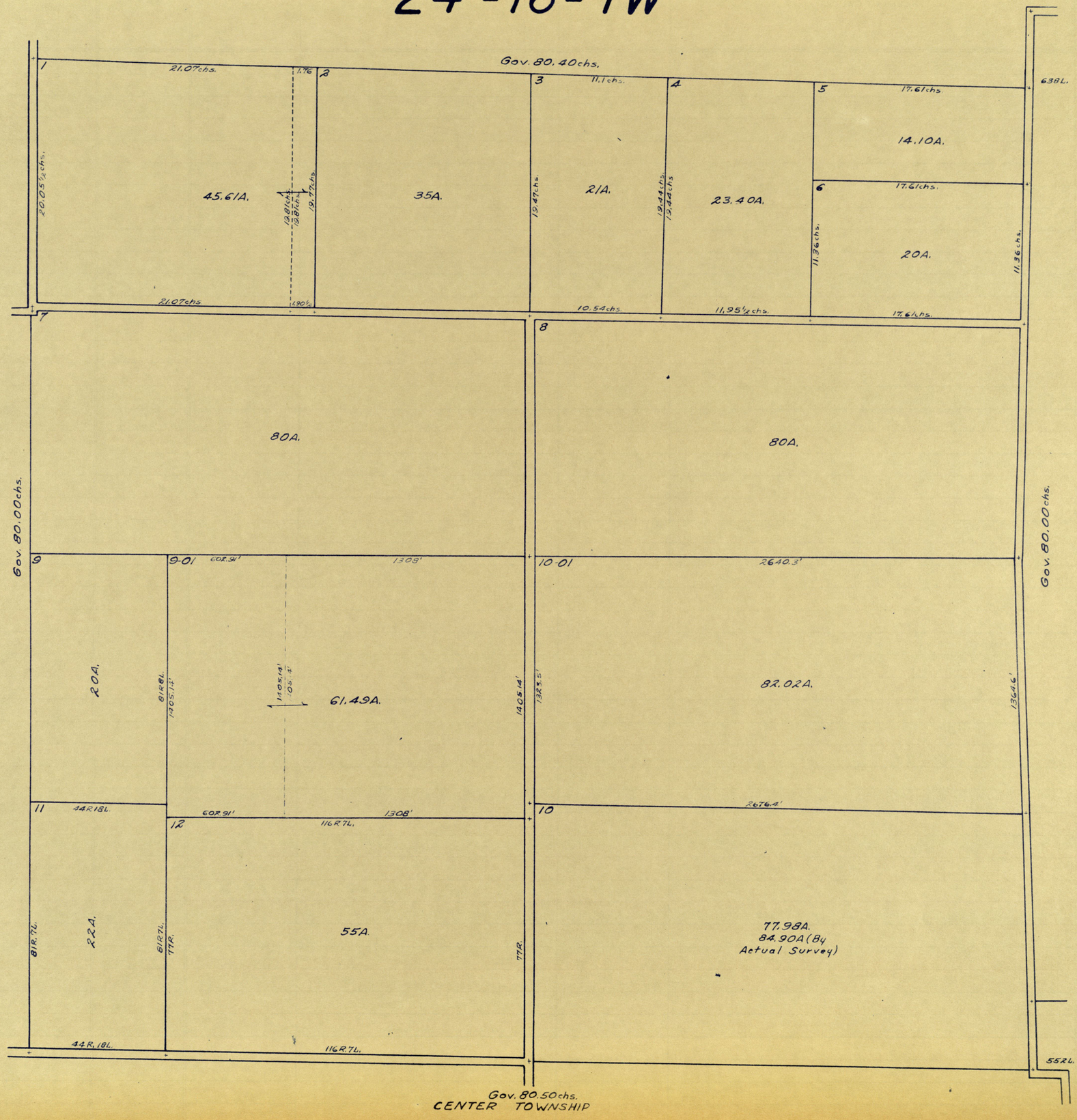
14-16-1W


Gov. 79.02 chs.
LONG'S SECOND ADDITION TO MAPLEWOOD (See Page 37)
HERRING'S ADD'N TO MAPLEWOOD (See Page 35)
UNCONVEYED GAP 12' WIDE
BALTIMORE AND OHIO RAILROAD
1A.
4.17A.
9A.
5A.
4.26A.
0.92A
1.25A.
16.95A.
37.60A.
20.18 chs.
37.75A.
0.50A.
58A.
2A.
30A.
1.2A.
13.5A.
6.5A.
40A.
40A.
CENTER TOWNSHIP Gov. 80.00 chs.
Gov. 80.00 chs.
4.60A.
20A.
16A.
30A.
40A.
26.47A.
43.78A.
30A.
40A.
19A.
31.63A.
5.63A.
10A.
4.0A.
Gov. 79.00 chs.

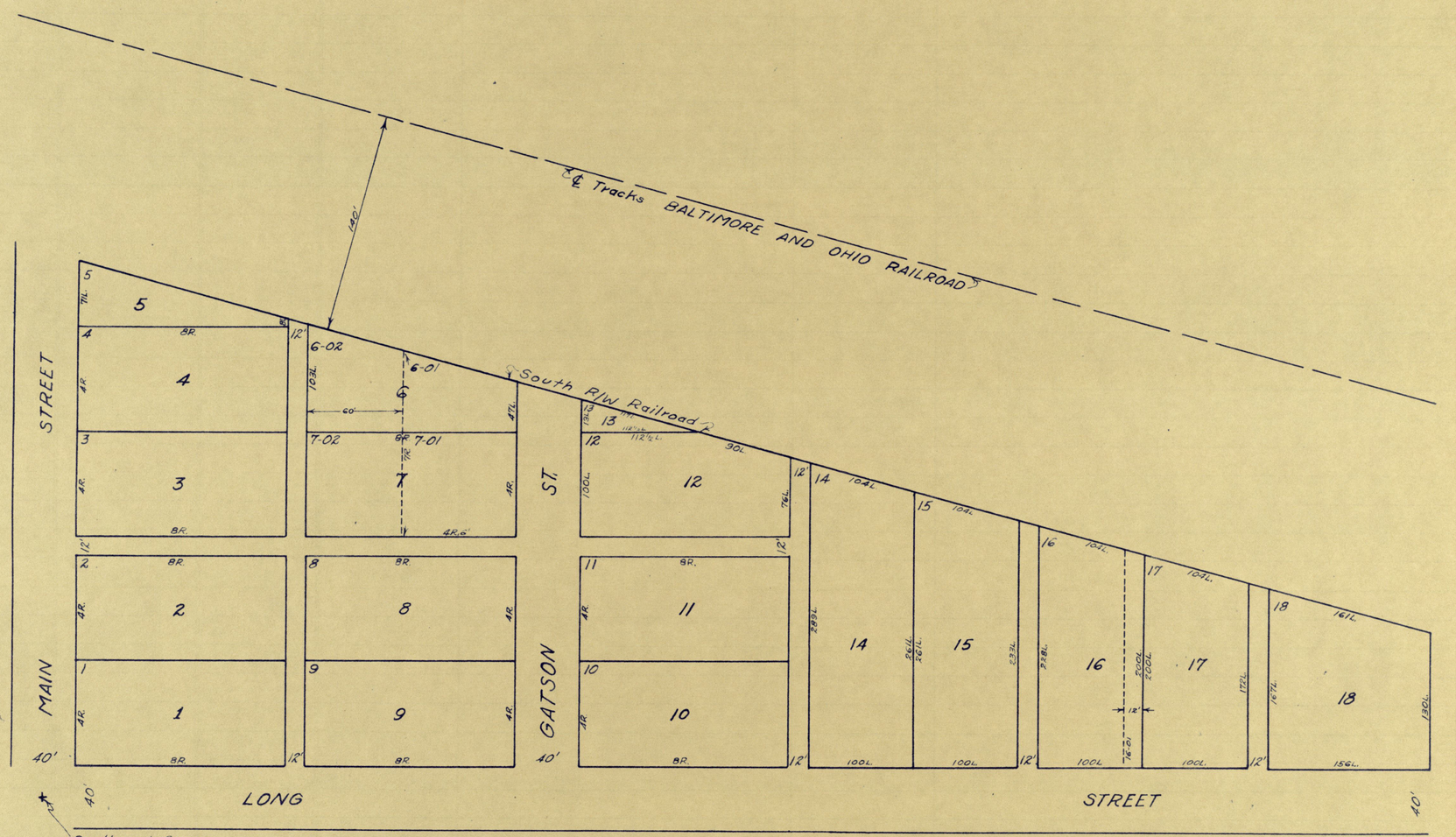
23-16-1W


Gov. 79.00 chs.
1
20A.
2
30A.
3
80R.
19A.
38R.
38R.
80R.
4-01
13A.
4
7.505 chs.
10.62 chs.
8.04A.
10.71 chs.
12.32 chs.
7.58 chs.
5
80A.
6
40.24R.
161.21R.
40.60A.
161.21R.
161.21R.
7
33.82A.
40.12R.
33.58R.
8,11
10
15.25A.
7.15 chs.
7.15 chs.
71.00A.
84.55R.
CENTER TOWNSHIP
Gov. 80.00 chs.
Gov. 80.00 chs.
12
20A.
13
60A.
14
80R.
19A.
38R.4L.
80R.
80R.
17,19
15
56R.14L.
28.7A.
80R.7L.
80R.24L.
81R.8L.
16
15.5A.
56R.14L.
18
80A.
123R.3L.
61.0A.
103R.11L.
20
40A.
8R.
8R.
20R.
20R.
20R.
8R.
72R.
Gov. 78.98 chs.
CENTER TOWNSHIP

24-16-1W


Gov. 80.40chs.
1
21.07chs.
1.76
2
3
11.1chs.
4
5
17.61chs.
638L.
20.05½chs.
45.61A.
19.81chs.
19.77chs.
35A.
19.47chs.
21A.
19.44chs.
19.44chs.
23.40A.
14.10A.
17.61chs.
6
11.36chs.
20A.
11.36chs.
21.07chs.
10.54chs.
11.95½chs.
17.61chs.
7
8
80A.
80A.
Gov. 80.00chs.
Gov. 80.00chs.
9
9-01
602.91'
1309'
10-01
2640.3'
20A.
618L.
1305.12'
1105.14'
105.4'
61.49A.
1405.14'
1323.5'
82.02A.
1364.6'
11
44R18L.
602.91'
1308'
2676.4'
12
116R7L.
10
81R7L.
22A.
61R7L.
77R.
55A.
77R.
77.98A.
84.90A(By
Actual Survey)
44R.18L.
116R.7L.
55RL.
Gov. 80.50chs.
CENTER TOWNSHIP

ORIGINAL TOWN
MAPLEWOOD



Scale 1"=60'

Plat Book 2 at page 54

I, Joseph A. Clark, a surveyor in and for Hendricks County, certify the following to be a copy of the field notes and plat made in the survey and laying off the town of _____ by order of T. C. Gatson this first day of February 1881 Beginning at the South West corner stone of Section 11 Township 16 North Range 1 West at a stone in the center of the road thence East fifty two rods and eighteen links; thence North seven and sixteenth rods to lands belonging to I.D. & R.R. Co. thence North 75 degrees West from true meridian with the bearing of said rail road fifty four rods and eighty four hundredths to the center of the road in section line; thence South 20.76 rods to the place of beginning. Estimated to contain four and nine tenths acres more or less which is subdivided into eighteen lots and fractional lots, described as shown on the plat to-wit: Lots 1, 2, 3, 4, 7, 8, 9, 10 and 11 are full lots they being four rods North and South by eight rods East and West. Lot 5 is 71 links on the West and 8 links on the East otherwise full. Lot 6 is 103 links on West and 47 links on the East. Lot 12 is 100 links on the west and 76 links on the East and 90 links North 75 degrees West with R. R. lands from the S.E. corner of said lot. The North side of said Lot is 112 1/2 links with these exceptions, said lots are all full as shown on the plat. Lot 13 is 13 links on the west 117 links on the North adjoining R. R. lands and on the South side 112 1/2 links. Lot 14 is 289 links on the west and 261 links on the east. and 100 links on the South and 104 on the North adjoining R.R. lands. Lot 15 is 261 links on the west and 233 on the East and 100 links on the South and and 104 on the North. Lot 16 is 228 links on the West and 200 links on the East and 100 links on the South and 104 links on the North. Lot 17 is 200 links on the West and 172 links on the East and 100 links on the South, and 104 links on the North. Lot 18 is 167 links on the West and 130 links on the East and 156 links on the South and 161 links on the North. All alleys are 12 feet wide and all streets 40 feet wide as shown on the plat.

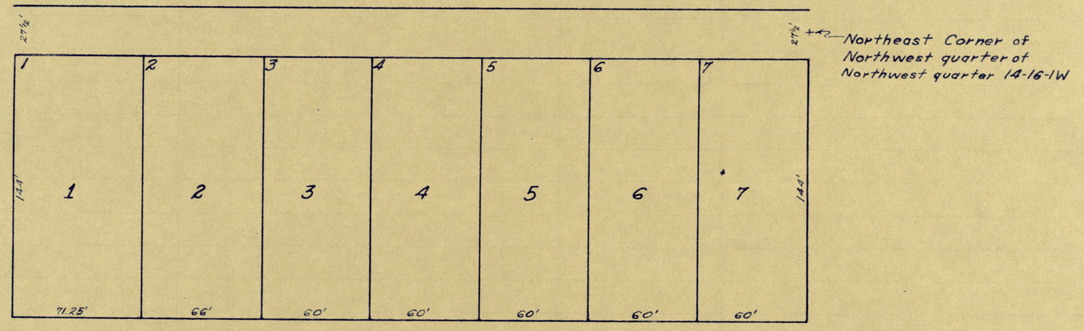
I, T. C. Gatson, certify the foregoing to be correct and acknowledge the same to be my act and deed and that I am the owner of said real estate on which the foregoing town of Maplewood is laid off. (signed) Thomas C. Gatson

Subscribed and affirmed to this the second day of February 1881. (signed) Joseph A. Clark

Before me, J. A. Osborne, Recorder in and for Hendricks County this 24th day of February 1881 personally appeared Thomas C. Gatson and reacknowledged the foregoing plat to be his voluntary act and deed and that he is the owner of the real estate on which the town of Maplewood is laid off. Witness my hand and official seal this 24th day of February 1881.

Recorded February 26, 1881 at 10 a.m. (signed) J. A. Osborne, RHC

SARAH A. HERRING'S ADDITION
MAPLEWOOD



Scale 1"=60'

Plat Book 2 at page 69

I, "Chas" M. Griggs, a surveyor in and for Hendricks County, do hereby certify that the following is a true and correct copy of the field notes and plat of Herrings Addition to the Town of Maplewood, Henricks County, Indiana. Being a part of the North West quarter of the North West quarter of Section fourteen township sixteen North in Range One West, Beginning at the North east corner of said North West quarter of the North West quarter of said Section fourteen, and running thence West twenty six and fifty hundredths rods, thence South nine and sixty hundredths rods thence East twenty six and fifty hundredths rods; thence North nine and sixty hundredths rods to the place of beginning estimated to contain one and fifty nine hundredths acres.

Lots No. 7, 6, 5, 4, and 3 are each 60 by 144 feet. Lot no. 2 is 66 by 144 feet. Lot no 1 is 71.25 feet by 144 feet. There are no alleys. The street on the North is fifteen ~~feet~~ wide on South side of Section line and twelve and one half feet on North side of said line.

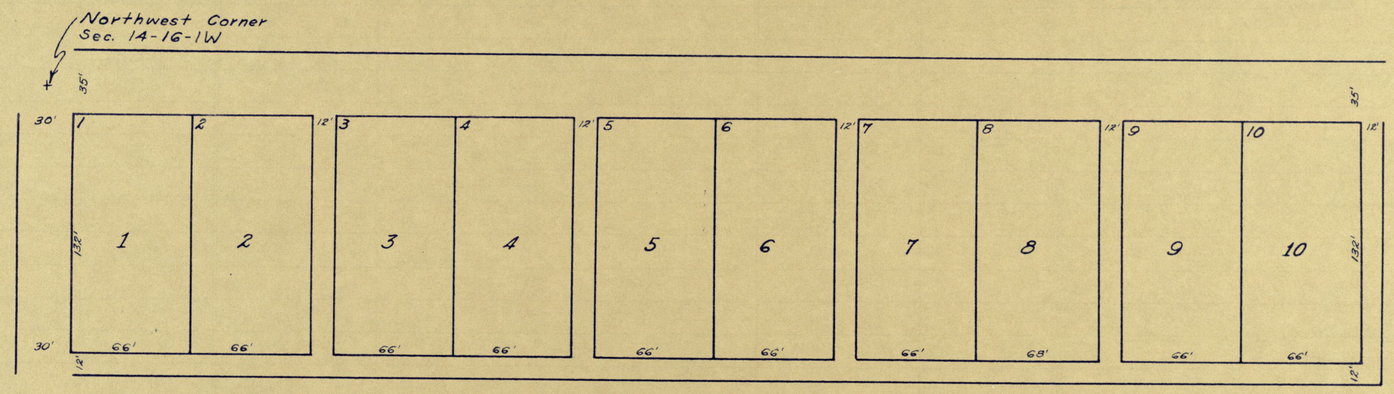
Witness my hand and seal this 26th day of October 1883. (signed) C. M. Griggs, Surveyor

In witness whereof the said Sarah A. Herring has hereto set her hand and seal this the 26th day of October 1883. (signed) Sarah A. Herring

Before me C. M. Griggs, a surveyor in and for said county this 26th day of October, 1883, personally appeared Sarah A. Herring and acknowledged the above as her addition to the Town of Maplewood. Witness my hand and seal, this 26th day of Oct. 1883. (signed) C. M. Griggs.

Filed for record December 31, 1883 at 11 am (signed) A.A. Parsons, RHC

LONG'S SECOND ADDITION
MAPLEWOOD



Scale 1"=60'

Plat Book 2 at page 66

I, Joseph A. Clark, a surveyor in and for Hendricks County, certify that the following is a copy of a description of a survey and a plat made for John Long as an addition to the town of Maplewood in Hendricks County, Indiana, to-wit:
Beginning at the South west corner of Section 11 Township 16 North of Range One West; thence East forty four and sixty two hundredths rods thence South nine and sixty two hundredths rods; thence West forty four and sixty two hundredths rods; thence north nine and sixty two hundredths rods to the place of beginning. Estimated to contain two and sixty eight hundredths acres, more or less. Which is described in town lots, streets and alleys as shown on the annexed plat. The street on the North of this addition is 35 feet wide. There being 20 feet of the original town North of the section line and 15 feet addition on the South of the section line. The street on the West of this addition is 30 feet wide being 15 feet East of the section line. All alleys as shown on the plat are 12 feet wide and all lots except lot no. 8 are 66 feet wide front and 132 feet back. Lot no. 8 being 68 feet front and 132 feet back, see theffollowing plat to-wit:
I, John Long, of the county and state aforesaid hereby certify the the foregoing is a description of an addition made by me to the town of Maplewood, in Hendricks County Indiana. Witness my hand and seal this the 2nd day of March 1883.

(signed) John A. Long

Subscribed and affirmed to before me a Surveyor in and for said county this 2nd day of March 1883. (signed) Joseph A. Clark
Recorded March 3, 1883 at 1 p.m. (signed) A.A. Parsons, RHC