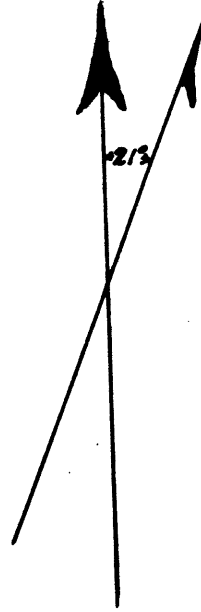


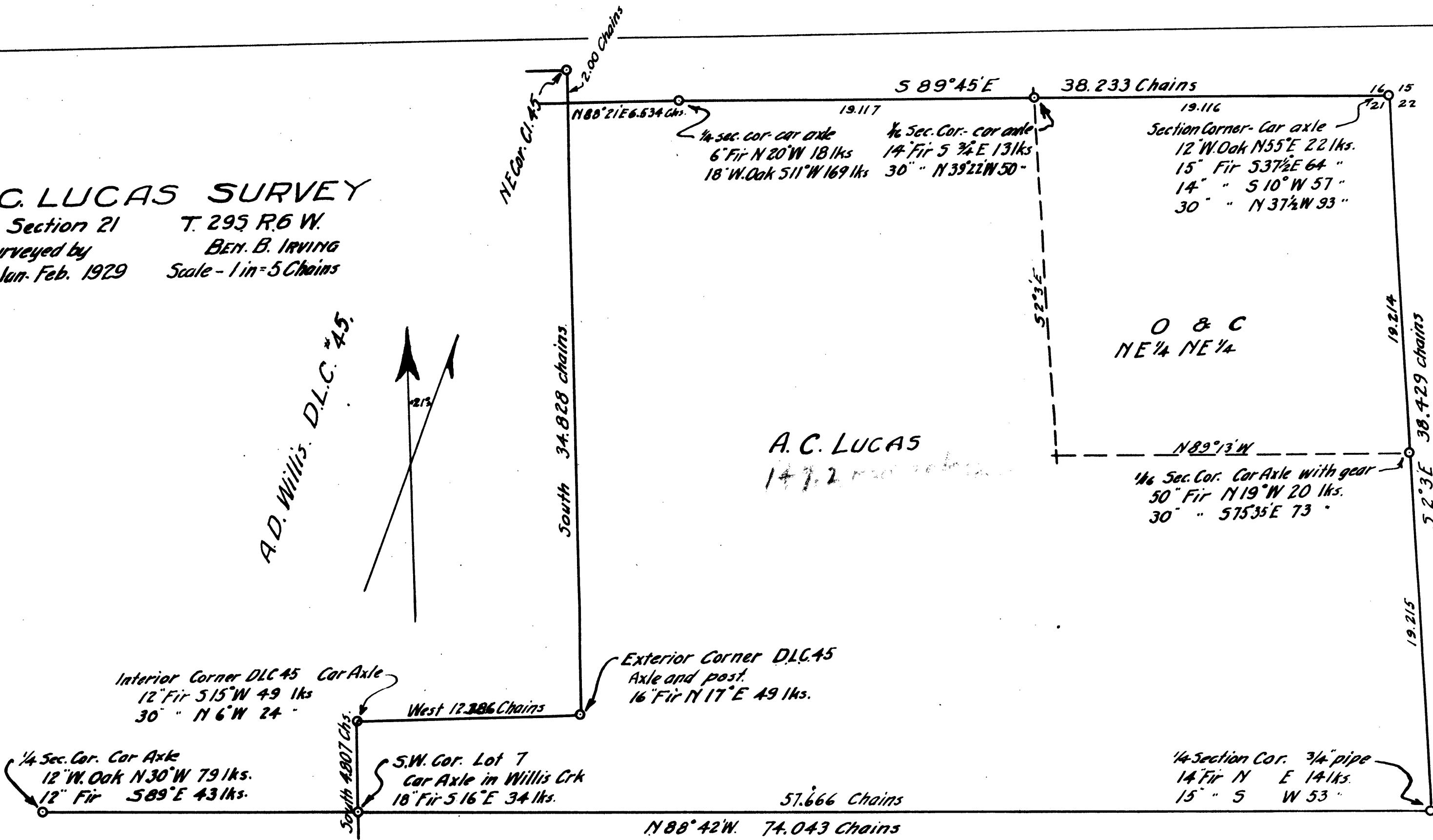
# A.C. LUCAS SURVEY

Section 21 T. 29S R. 6W.  
 Surveyed by BEN. B. IRVING  
 Jan. Feb. 1929 Scale - 1 in = 5 Chains

A.D. Willis. D.L.C. 45.



Facing page 290 Book 3 County Surveyors Records.



Interior Corner DLC 45 Car Axle  
 12" Fir S 15° W 49 lks  
 30" " N 6° W 24 "

Exterior Corner DLC 45  
 Axle and post.  
 16" Fir N 17° E 49 lks.

S.W. Cor. Lot 7  
 Car Axle in Willis Crk  
 18" Fir S 16° E 34 lks.

Section Corner - Car axle  
 12" W. Oak N 55° E 22 lks.  
 15" Fir S 37 1/2° E 64 "  
 14" " S 10° W 57 "  
 30" " N 37 1/2° W 93 "

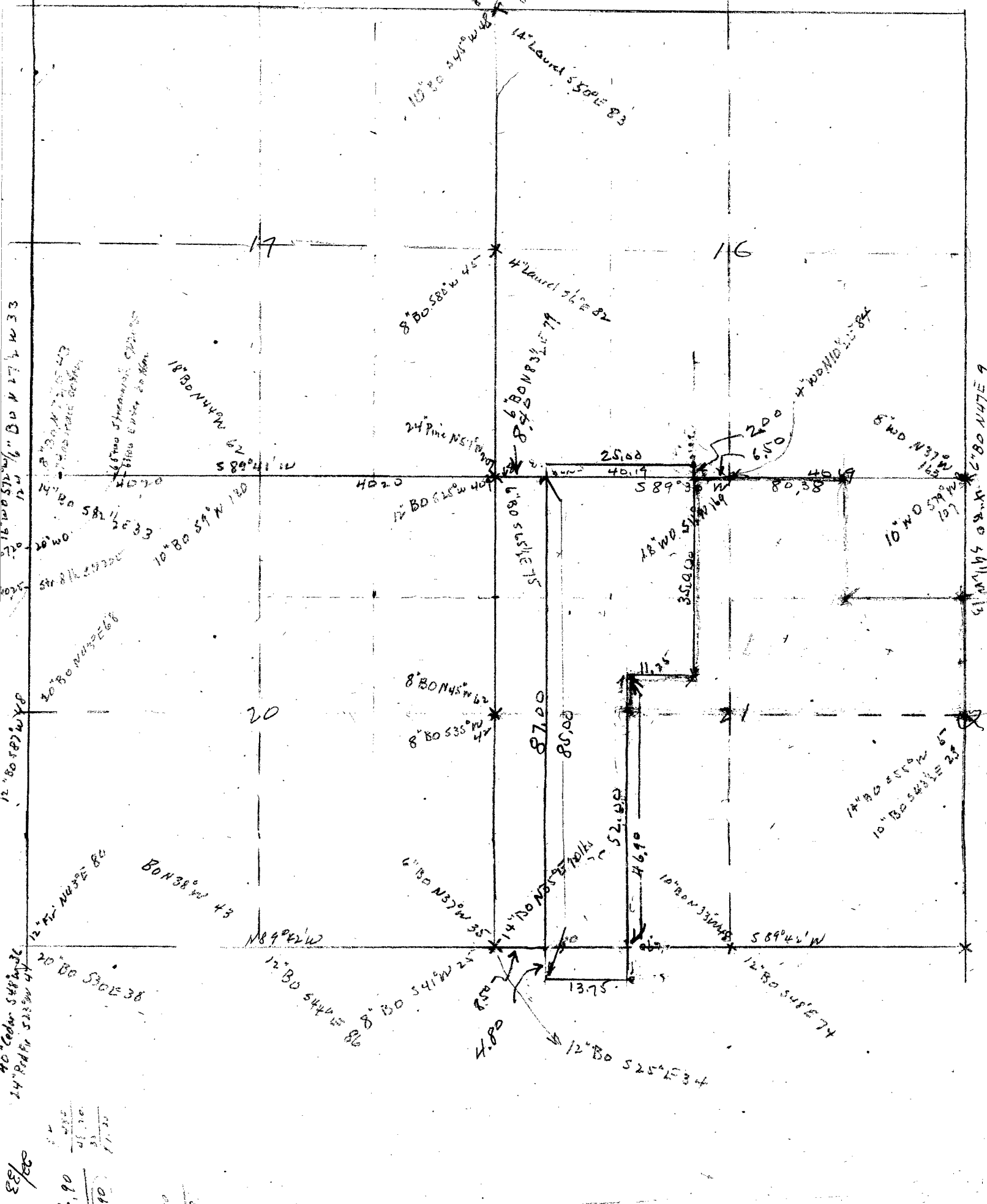
O & C  
 NE 1/4 NE 1/4

1/6 Sec. Cor. Car Axle with gear  
 50" Fir N 19° W 20 lks.  
 30" " S 75° 35' E 73 "

1/4 Section Cor. 3/4" pipe  
 14" Fir N E 14 lks.  
 15" " S W 53 "

A.C. LUCAS  
 147.2

T 29 - 1  
6' BO N 22° 12' 12" W 126  
8' BO N 10° 8' 28"



EE/BC  
6.90  
31.90

22-33

T295 P6 w See 21

A.C. Lucas Job.

~~Feb~~ Jan 24 to Feb 2

22 pages

① Hub	Chs.	Defl	L.C.	M.C.	Slope
11	3.357		✓		
10	1.681	186.40 93°20' R	N 88°43' W	N 88°14' W	-23°45' 3668
15, 1539	4.846	1°36' 48' R	S 2°5' W	S 2° E	+10°35' 1710
30, 3078	6.040	9.52 40°56' L	S 2°51' W	S 2° E	78°0' 4895
7	3.359	0°58' 29' R	S 2°5' W	S 1°34' W	+10°15' 5,000
6	1.603 <del>3.643</del>	7.40 3°50' L	S 1°36' W	S 1°2' W	+13°5' 3,449
5	3.643 <del>3.749</del>	7.27 3°44' R	S 5°26' W	S 5° W	+11°41' 1637
4	3.015	1°56' 0°58' R	S 1°42' W	S 3°4' W	+13°40' 3,749
3	2.721	32' 0°16' L	S 0°44' W	S 1° W	+11°50' 3,08
2	5.78 <sup>0</sup>	1°51' 100' R	S 1° W	S 1° W	+10°50' 2,77
1	2.00	1°41' 0°36' L	S.	S 0°34' W	

NE Cor D.L.C. # 45

17960  
9117  
8843

1-24-24

T B.P.J.  
H.C. WS Cream  
P.C. Frank Pop  
Flag Lucas  
Ave

91531

91531  
3668  
232248  
549186  
274593  
335735708

98300

99027

993  
171  
983  
6881  
983  
168093

98411

98411  
492055  
1.1  
6.040

97404

97905

97404  
3241  
876236  
389616  
4922  
398946396

97169  
2749  
874821  
388676  
680489  
291507  
364286381

97169

97875

982187  
277  
687526  
687526  
196436  
27206386

97875  
308  
783000  
2936250  
32145500

98218

Corner identified by pile rocks +  
oak stake Mkd C45 & S.

O.B.T. stump as stated in orig. notes -  
14" Fir N 52° W 11 lks.  
14" " S 37 1/4° W 22 "

Hub	Obs.	Defl.	CC	MC	Slope
			✓		
S. 502 16.	<del>3102</del> 475		55°41'W	56°W	+12°45' 3180
15	3.030	13.6 6°33' R	50°52' E	S	
14	2370	0.7 0°1' R	50°53' E	51°W E	
Kanes Int	L Low C 145	195.56 97°57' W	N 82°55' W	N 81°2' W	
H. 399	645	19.7 9°33' R	587°32' W	584° W	-30°10' 447
13	3882	4' 0°2' L	587°34' W	588° W	-2831 400
6.972 L	3515	5.26 5°43' L	N 88°45' W		
3.175					

60

87 32	88 43
9 33	5 43
<u>17 65</u>	<u>17 26</u>
97 5	97 34
<u>82 55</u>	

195	56
97	54

97 58
<u>82 50</u>
180 18

97534

Drove from Car Aisle.

Remarked BT

86457

87882
<u>251528</u>

86457
<u>249</u>
778123
<u>345828</u>
3889193

22/23

Hub	Obs	Defl.	CG	MC	Slope
1273227	1217	108°51' 54 26 L	N <sup>33.19</sup> <del>34</del> E	N 23 1/2 E	-2330' 1327
26	11144	11 L 0°52 L	N <sup>87.45</sup> <del>88</del> E	N 89° E	-5°45' 6150
25	3.516	3 12 1°36 L	N <sup>82°41'</sup> <del>89</del> E		+16°40' 367
24	1893	10°10' 5 5 L	S 89°43' E	S 88 3/4 E	+20° 2015
23	2076	0°5' 0°2' R	S 84°38' E	S 83 1/2 E	+11°30' 2119
22	3.144 <del>2.888</del>	22 20 11°10' R	S 84°40' E	S 84 1/2 E	+16°0' 329
1/4 Sec Cor 21	5054	30 14 15°7' L	N 84°10' E	N 85 1/2 E	+11°15' 500
20	1545	162 37, 81°19' L	S 80°43' E	S 76° E	
1			S 8°36' W		
N 45 DLC 45					
12					
11		7 26 3°43' L		S 88° W	-28°31' 400

6

Cas

8043  
157

91708 End here 7:55 PM Jan 24-29

99497  
~~91708~~  
459  
130

957997

93969

97912

75715

98078  
~~490390~~  
15  
5050

81 19  
15 7  
5 5  
1 30

54 26

156 149  
11 12

177 17

179 38  
146 41

33 19

1110  
2

89 23  
1 36  
179 60  
90 59  
89 1  
89 56  
88 54  
54 26  
34 27

8119  
86  
8043  
157  
179 60  
95 50  
N 84 105  
11 10  
179 60  
95 20  
584 405  
584 38  
5 5  
589 425  
1 26  
174 60  
90 17  
N 88 415  
02  
N 87 455  
54 26  
33 19

02/33

Hub	Chs	Defl.	C/C	M/C	Slope
38 7.8	4.170		S <del>2°20'</del> 2°20' E	S 1 1/2° E	-630' 4197
37	1.420	L 36 2°18' L	S 0°4' E	S	
36	1.894	7 2 3°31' L	S <del>3°27' W</del> 3°27' W	S 3° W.	+14°55' 196°
35	3.342	166 31 83°15' R	S 79°48' E <del>S 79°40' E</del>	S 78 1/2° E	* +21° 358
34	1.638	9 2 4°52' L	S 75 1/8° E	S 74 3/4° E	
33 2.158	3.772	2 41 1°40' L	S 73°36' E	S 72° E	+3°40' 3780
32	6.836	3°34' 1 47 L	S 71°49' E	S 70° 1/2° E	-14°30' 2.995 5,001
31	3.782	2°45' 1°23' L	S 70°26' E <del>S 69°18' E</del>	S 69°34' E	-10°45' 3.850
30	1.300	3°45' 1°51' R	S 72° 1/2° E <del>S 71° 1/2° E</del>	S 71 1/2° E	+8° 1.313
29	1.80	31 24 15°57' R	S 88°14' E <del>S 87°16' E</del>	S 87 3/4° E	+25° 2.01
28	6.598	18°6' 9°3' R	N 82°43' E <del>N 83°31' E</del>	N 83° 1/2° E	-8°25' 5.0 -21° 127
27		98 47 49°24' R	N 74° 1/2° E		

8

Gas

50  
34 27  
5 33

99357

9.9357  
4197

695499  
894203  
99357  
397428  
417001327

96630

9663 6  
196 7

93358

57978  
80967 6  
9663  
1893948

24.16  
12.18  
36.34

15038  
7.11

99795  
12 Grk

98423

96115

494.615  
1.650  
6.598

98245  
94027

99027  
1513

98245  
385

99027

297081  
94027  
297081  
94027  
130022451

491.225  
785960  
294735  
378.24325

92050

83.51  
9 3

92053  
201

98923  
93358 49 24  
34 27  
83 57

93328  
177  
683506  
93358  
1852361

129 60  
92 60  
67 6

9205  
184160

1850205

Begin here Jan 25 1929. Same crew

9

Hub

Chs.

L

CC

M.C.

Slope

Set

14" Fir

N

E 14

Med 1/4 S 26 C S B T

15" "

S

W 53

1/4 S 21 C S B T

~~1/4 S 21~~  
~~22~~

~~397~~

46

3.494

~~52° 29' E~~  
~~52° 21' E~~

S

-17° 50' 3.67

21.619 45

1 5' 56 R

1.402

~~53° 25' E~~  
~~53° 17' E~~

-9° 10' 1.42

30.217 44

2 10' 1° 5' L

1.860

~~52° 30' E~~  
~~52° 12' E~~

S 1 3/4 E

29.357 43

5 4' 2° 32' L

5.237

~~50° 12' W~~  
~~50° 00' W~~

S

+33° 55' 1.09  
5.00

24.120 42

15 35' 7 48 L

5.189

~~58° 0' W~~  
~~58° 0' W~~

S 7 1/2 W

+21° 50' .89  
+22° 50' 5.00

18.955 41

5 21' 2° 40' R

5.040

~~55° 20' W~~  
~~55° 09' W~~

S 5 3/4 W

+21° 10' .38  
5.00

40

12 4' 7° 2' R

4.367

~~51° 42' E~~  
~~51° 34' E~~

S 1° E

39

3° 10' 1 35 L

2.040

~~50° 7' E~~  
~~50° 07' W~~

S 1/4 E

38

4 30' 2° 15' R

7414

~~50° 10' E~~  
~~52° 22' E~~

Identified by O. BO. BT S. W 5 1/2  
+ old stump hole with BT S E 23 1/2  
down. both dead.

~~111 N 1/2 Sec 10~~

95195

95195 ✓  
24/367 7  
66365  
57 2170  
28 95865  
3.49 34 565

98723 2  
144  
144

3 1/2 PM here Jan 26 1929 Same crew

98723  
14018 here Jan 25 1929

82985  
4.147.25  
92827

93253  
466265  
38  
5.04

92827 1  
559 1  
835443  
464135  
464135  
5,1890293

(21)

Sta

Chs

L

CL

NC

Slope

4.991

N 88° 58' W  
~~N 88° 50' W~~

W

+ 3° 35' 5.00

58

4.50  
2° 25' 2

S 88° 37' W  
~~S 88° 45' W~~

N 89° 3/4 W

- 25° 45' 2.159

1.945

57

6° 46'  
3° 23' L

N 88° W  
~~N 87° 50' W~~

N 86° 1/2 W

1.50

56

9° 37'  
9° 18' R

N 88° 18' W  
~~N 88° 10' W~~

N 87° W

+ 2° 50' 3.103

3.099

16.825 1/5

2° 52'  
1° 26' P

N 89° 24' W  
~~N 89° 36' W~~

N 88° 3/4 W

+ 14 20 4.31

4.176

12.659 5/4

2° 20'  
1° 12' R

S 89° 04' W  
~~S 89° 10' W~~

N 89° 1/2 W

- 29° 35' 2.57

2.235

53

1° 15'  
0° 37' L

N 89° W

- 26° 15' 1.282

1.151

52

POT

S 89° 41' W  
~~S 89° 44' W~~

N 89° 3/4 W

- 16° 53' 1.19

1.139

51

3° 5'  
1° 56' (2)

S 87° 45' W  
~~S 87° 53' W~~

S 89° W

- 6° 3.147

3.130

50

3° 44'  
1° 52' L

S 89° 37' W  
~~S 89° 45' W~~

N 86° 1/2 W

- 10° 10' 2.98

2.933

49

0° 42'  
0° 21' L

S 89° 58' W  
~~N 89° 51' W~~

N 88° 3/4 W

- 7° 45' 2.10

2.081

48

71° 44'  
39° 52' R

S 50° 04' W  
~~S 50° 14' W~~

S 57° W

2.340

47

105° 09'  
72° 35' R

20° 29' C

8754  
 323  
 99813  
 8645  
 90079  
 12460  
 8650

91087  
 21  
 99087  
 198174  
 2080827

99452  
 3147  
 696164  
 397808  
 99452  
 248356  
 3292544

99878

96887  
 483  
 96887  
 290661  
 387548  
 41758297

98430  
 298  
 78744  
 88587  
 19686  
 2933214

96887

96964

86964  
 257  
 608748  
 4820  
 173728  
 21349745

99752

89 45  
 1 52  
 87 53  
 1 56  
 89 49

98690

8952  
 21  
 179504  
 718016  
 1077024  
 115062064

9569  
 214  
 86121  
 105259  
 1138711

99452

98430

99087

1/k. N 1/2 Sec Corn

99452  
 31476  
 997164  
 397808  
 99452  
 297356  
 312074444

133

Hub	Dhs	Defl.	CC	MC	Slope
70	1572		N 89° 24' W <del>N 89° 17' W</del>	N 88° 20' W	+5° 50' 1.59
69	4.458	10.40. 050' R	589° 46' W <del>589° 53' W</del>	N 88° 12' W	-22° 15' 4.817
68	224	16.24 8° 11' L	<del>N 82.8° W</del> <del>580° 27' W</del>	N 80° W	
67	2.1321	17.38 5.49 R	589° 8' W <del>589° 16' W</del>	N 89° 20' W	-29° 15' 2.66
66	1226	1.29 0° 44' R	588° 24' W <del>588° 24' W</del>	589° 3/4 W	-24° 45' 135
65	1.05	0° 1' R	588° 23' W <del>589° 31' W</del>	589° 3/4 W	
64	5.278	0° 21' R	588° 21' W <del>588° 10' W</del>	N 89° 12' W	+16° 45' 5.00
63	2.961	3° 3' L	N 88° 55' W <del>N 88° 41' W</del>	N 87° 12' W	-23° 58' 3.24
62	1.452	9.12 40.6 R	586° 57' W <del>587° 7' W</del>	589° W	-17° 20' 15.21
61	1.90	4.32 2° 16' L	589° 15' W <del>589° 23' W</del>	N 89° 1/2 W	1.90
60	2.272	0° 57' 28.8 R 7.30 2° 15' L	588° 41' W <del>588° 55' W</del>	N 89° 1/2 W	-12° 45' 2.33
59			<del>N 88° 58' W</del> N 88° 58' W		

100

Los

99482

92554

81 56  
8 11  
66 7

87250

59 53  
50  
25 23

90814

45757

58 -  
3 3  
47 28  
41 28

91378

459

1462  
9105  
8852

97534

877  
46  
4113  
8 47

22/88

(15)

Hub

Chs.

Defk

CC

M.C.

73

2.519

~~Diagram~~

N 89° 32' W

N 88° W

72

132 5'  
66 26 R

S 24° 4' W

15

14

N 102° W  
~~N 85° W~~

15

50 9'  
25 04 1/2

N 240 2' E  
~~N 240 9 E~~

N 25 1/2 E

1118

226 0 3/4  
113 2 1/2 R

N 89° 27' W  
~~N 89 10 W~~

N 87 1/2 W - 30° 5' 756  
8.00

72

5.283

71

657

0° 27' L

N 89° W,  
~~N 88 53 W~~

N 88° W

70

0° 24' R

N 89° 24' W

End here Jan 27 1929. 5PM.

$$\begin{array}{r}
 20.35 \\
 1.02 \\
 \hline
 101
 \end{array}$$

$$\begin{array}{r}
 61 \\
 9 \\
 \hline
 55
 \end{array}$$

$$\begin{array}{r}
 53 \\
 41 \\
 20
 \end{array}$$

86530

$$\begin{array}{r}
 113.29 \\
 89.20 \\
 \hline
 24.9
 \end{array}$$

(17)

Fir post mcd 1/4 S CS

12' WD. N 30° W

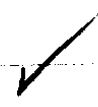
✓ Fir S 89° E

79 lks mcd 1/4 S CSBT

43. " "

Drive Car Hk

1/4 Cor



2.129

N 44° 43' W

N 22° W

77

0° 58' R

2.534

S 89° 19' W

N 84° 34' W

420° 20' 2703

76

19  
0° 40' L

4.852

S 89° 59' W

N 89° 12' W

+14° 500

75

14  
0° 7' L

2.827

N 89° 54' W

N 89° W

41710 2968

74

8  
0° 4' R

2.663

N 89° 58' W

N 89° 58' W

+16° 2.77  
L 5.00

73

0° 52'  
26' L

N 89° 52' W

11.408

18

$$\begin{array}{r}
 93769 \quad 7 \\
 \underline{2703} \quad 3 \\
 281907 \quad 3 \\
 \underline{656383} \\
 189538 \\
 \underline{253459} \quad 607
 \end{array}$$

$$\begin{array}{r}
 9703 \\
 \underline{20515}
 \end{array}$$

$$\begin{array}{r}
 96126 \\
 \underline{277} \\
 67288 \\
 \underline{67288} \\
 192252 \\
 \underline{266269} \quad 02
 \end{array}$$

$$\begin{array}{r}
 95545 \\
 \underline{2968} \\
 764360 \\
 \underline{483270} \\
 859905 \\
 \underline{198090} \\
 252677560
 \end{array}$$

$$\begin{array}{r}
 26 \\
 7 \\
 \underline{40} \\
 173 \\
 \underline{8432} \\
 2749 \\
 \underline{2143}
 \end{array}
 \quad
 \begin{array}{r}
 68 \quad 58 \\
 \underline{69 \quad 2} \\
 1 \quad 13 \\
 \underline{67 \quad 19}
 \end{array}$$

$$\begin{array}{r}
 89 \quad 32 \\
 \underline{26} \\
 89 \quad 58 \\
 \underline{89 \quad 54} \\
 7 \\
 79 \quad 60 \\
 \underline{90 \quad 81} \\
 69 \quad 59 \\
 \underline{40} \\
 68 \quad 19 \\
 \underline{179 \quad 60} \\
 158 \quad 97 \\
 \underline{21 \quad 43}
 \end{array}$$

93769

97030

95545

96126

18.44  
60.53  
76.19  
150

$$\begin{array}{r}
 68 \quad 58 \\
 \underline{84}
 \end{array}$$

$$\begin{array}{r}
 171 \\
 \underline{158} \quad 15 \\
 21
 \end{array}$$

19



			588° 9' E	587 3/4 E	
86	2240	3° 17' L	584° 52' E	582 1/2 E	+520' 22.25
85	2.570	1 29, 0° 44' L	584° 8' E	582 1/4 E	+24° 264
84	1,138	18 10 9° 5' R	N 86° 47' E	N 87 1/2 E	-18° 1197
83	868	9 12 4° 36' L	588° 37' E	587 E	
82	1,025	11 51 5° 59' L	582° 38' E	581 1/4 E	
81	809	21 07 13° 14' R	N 15° 52' W	N 16° W	
80	4,050	32 24, 16° 12' R	N 32° 4' W	N 31 1/4 W	+2440' 1883 -17° 55' 276
35		26 31 13° 16' L	579° 48' E		
34					

(20)

$$\begin{array}{r} 99567 \\ 228 \\ \hline 497895 \\ 99134 \\ \hline 199134 \\ 22402575 \end{array}$$

$$\begin{array}{r} 93306 \\ 269 \\ \hline 839754 \\ 559136 \\ \hline 186692 \\ 25099314 \end{array}$$

$$\begin{array}{r} 87 \\ 9 \\ \hline 179 \\ 96 \\ \hline 83 \\ 3 \\ \hline 8352 \\ 317 \end{array}$$

$$\begin{array}{r} 95106 \\ 1197 \\ \hline 665742 \\ 855954 \\ \hline 1046166 \\ 113841682 \end{array}$$

$$\begin{array}{r} 87 \\ 9 \\ \hline 79.48 \\ 13214 \\ \hline 2124 \\ 280 \\ \hline 13240 \\ 1612 \\ \hline 1552 \end{array}$$

Along blazed line

71 lbs back Lim tree line N line

99067

$$\begin{array}{r} 13216 \\ 559 \\ \hline 436 \\ 44 \\ \hline 317 \end{array}$$

$$\begin{array}{r} 16 \\ 12 \\ \hline 113 \\ 14 \\ \hline 9 \\ 5 \end{array}$$

$$\begin{array}{r} 8537 \\ 436 \\ \hline 9213 \end{array}$$

93306

$$\begin{array}{r} 317 \\ 144 \\ \hline 172 \\ 138 \\ \hline 31 \\ 6 \\ \hline 141 \end{array}$$

$$\begin{array}{r} 138 \\ 39 \end{array}$$

95106

$$\begin{array}{r} 8 \\ 79 \\ \hline 48 \\ 98 \end{array}$$

$$\begin{array}{r} 300 \\ 1552 \\ \hline 1552 \\ 256 \\ \hline 1552 \\ 8238 \\ 32 \\ \hline 1612 \\ \hline 1552 \end{array}$$

On Blazed line N+S - Approx Interest

$$\begin{array}{r} 90875 \\ 95150 \end{array}$$

$$\begin{array}{r} 95150 \\ 246 \\ \hline 57 \\ 380400 \\ 10300 \end{array}$$

$$\begin{array}{r} 90875 \\ 1883 \\ \hline 272625 \\ 727000 \\ 727000 \\ 90875 \end{array}$$

$$\begin{array}{r} 7948 \\ 13216 \\ \hline 2124 \\ 180 \\ \hline 324 \end{array}$$

$$\begin{array}{r} 17117625 \\ 2347 \\ \hline 4.05 \end{array}$$

20/

(20)

SW Cor Lot 7

Car Axle in Willis Crk.

18" Fir S 16° E 34 lks

Scribed SW L7 CSBT,

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~~Post~~ L.D.C. Cor CL45

16" Fir N 17° E 49 lks

CL45 CSBT

Post Scribed CL45

Axle.

1/4 Cor 1 1/2 Drive Truck Axle  
6" Fir N 20° W 18 lbs.

Set Car Axle.

1/16 S 16 CS BT 14" Fir S 3/4° E 13 lbs

1/16 S 21 CS BT 30" Fir N 39° 22' W 50 lbs

Set Axle See Cor

16	15
21	22

12" W Oak N 55° E <sup>22 lbs.</sup> T 29 SR 6 W S 15 CS BT

15" Fir S 37 1/2° E <sup>64 lbs.</sup> T 29 SR 6 W S 12 CS BT

14" Fir S 10° W <sup>59 lbs.</sup> T 29 SR 6 W S 21 CS BT

30" Fir N 37 1/2° W 93 lbs S 16 "

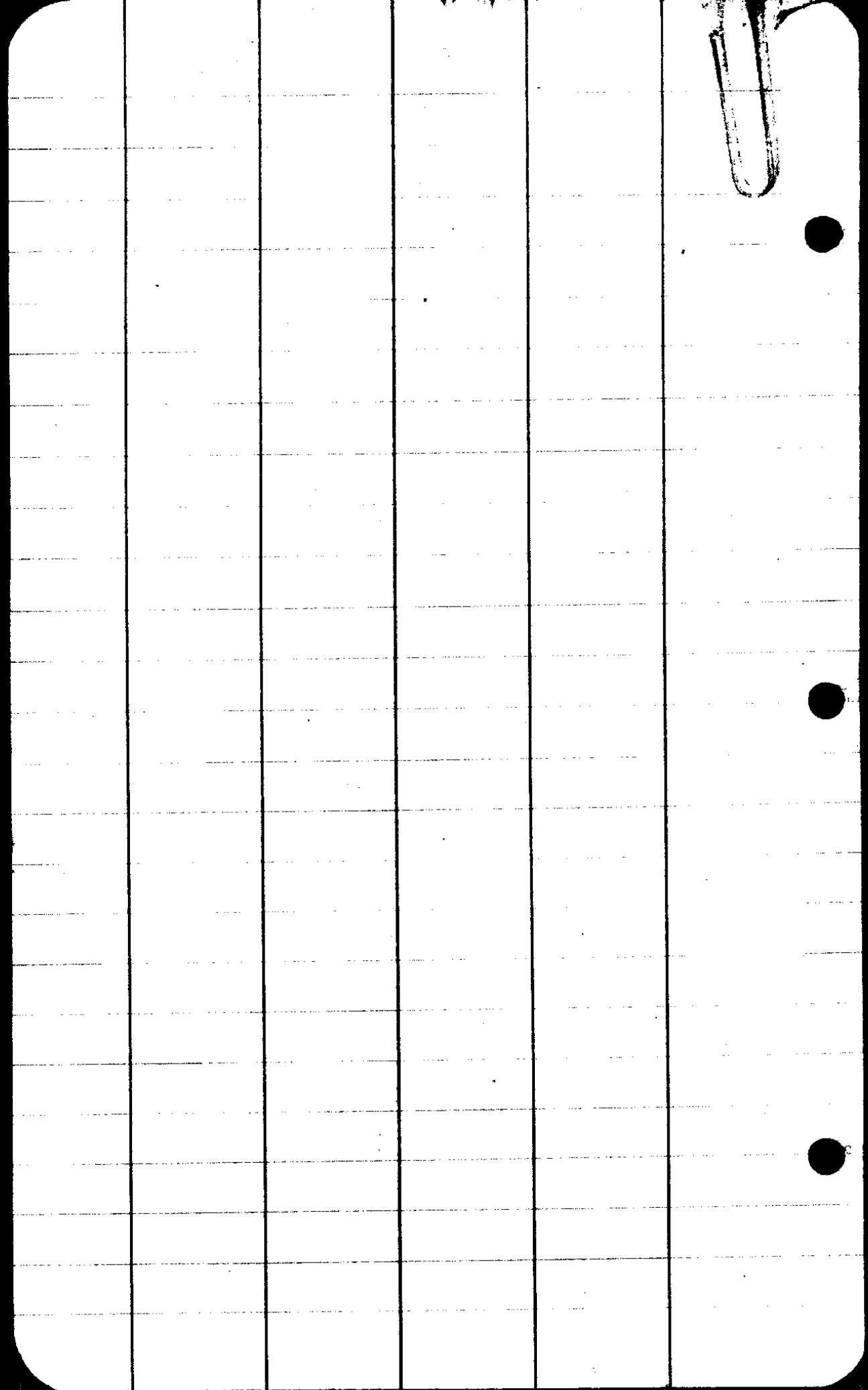
1/16 S 2 1/2

Drive Car Axle with gear

Attached x

50" Fir N 19° W 20 lbs <sup>20 lbs</sup> N 1/16 S 21 CS BT

30" " S 75° 35' E 73 lbs x N 1/16 S 22



CS FILE FOLDER

CONTAINS

MORE

INFORMATION