

93.36
20018 R

N 88° 03' W

~~371046 E~~

~~16' 47"~~

NORTH MYRTLE
RENEW GOVT CORNERS

45/234

45/234

STA.	DIST.	∠	C.C.	MC.	S. L. S. D.
R 2		2° 39' 1° 19' 1/2 L		N 89° 07' W N 86° W	
	153.2 ✓				+110.50 156.5
R 1		0° 30' 0° 15' R		N 89° 22' W N 86° W	
	219.2 ✓				+16° 32' 228.7
228+21°		205° 56' 102° 58' L			
				N 13° 35' 45" E	
DT 226+2632					

97875

150' AHD RI TO CRK

ALONG BRUSHED
LINE
95865

228+212

PK

WEST

N 12° 35' 45" E

76° 24' 15"

EAST

33

10258

1336

8922

15

8907

11930

180
902130

893330

24330

180
921700

180
9217

8743

90

133545

762415

45/234

STA	H.D.	L	C.C.	M.C.	S.D.
R8	786 ✓		589°35'W		-12°03' 81°
R7	L486 ✓	17°54' 8°57' R	580°38'W	582°W	
K6	113.8 ✓	22°25' 11°12' L	N88°09'W		+23°27' 124°
R5	314.3 359.6	7°25' 3°42' R	588°00'W	588°31'W	+31°30' 686 +21°30' 300°
R4	942.6 ✓	8°18' 4°04' L	N87°43'W	N86°30'W	+19°30' 100°
R3	223 ³	5°27' 2°43' R	589°33'W		L354 +1°50' 288°
R2					

18770

35.4

97008

252.46

2

25' AND R6 TO SPUR (TOP)

91741

85264

+31°15'
264°

TO STAKE FROM RA

85264

94269

99949

45/334

STN	Dist.	L	R	Dist.	Dist.
R13		5° 22' 1/2"	2° 41' 1/2"		
R12A	455			N 87° 51' W	N 87° 1/2' W
P.O.T.					
	L 200			N 87° 51' W	
R12		7° 35'	3° 47' 1/2" R		
	358.9			S 88° 21' 1/2" W	S 89° W
					+ 2.6° 50'
					68.8
					- 8° 04'
					3000'
R11		8° 40'	4° 20' L		
	445			N 57° 13' W	
					+ 7° 25'
R10		3° 10'	6° 35' R		44.9'
	312.2			S 85° 06' W	S 87° 00' W
					+ 25° 50'
					396.9
R9		5° 41'	3° 10' L		
	313.5				
					- 21° 32'
					208.2
					- 27° 28'
				S 89° 17' W	N 87° 30' W
					135.0
R8		0° 36'	1' 18" L		
				S 89° 25' W	

R 12A
POT

2420
1968

N 58° 09'

213

2153

-7-
19/89

TEMP.
4602

89232 ✓

99011 ✓

99163 ✓

90002 ✓

30' BACK OFF R 9 TO BOTTOM OF DRAW

93020 ✓

88728 ✓

15/209

STA	H.D.	C.C.	N.C.	S.D.
R12	245	N72°07'W	N71°W	+7°30' 2492
R18	3100 3' 15°31' R			
	95	N87°39'W		L95A
R17	6°18' 3°06' R			
	1035			-7°05' 2865 -12°35' 1950' * -16°52' 2973' -22°58' 3000
R16	8°02' 4°01' W	S89°14'W	S89°30'W	
	2876	N86°44'W	N86°W	L9.9 -22°13' 3000
R15	5°18' 2°39' R			
	532	N89°23'30" W		-13°02' 547
R14	2°18' 1°09' R			
	3288	S89°23'W	WEST	L31.9 +8°18' 3400'
R13				

JANE - 54
 G. IRVING
 J. BYRON
 R. IRVING

99144

25' BACK R 18 TO
 CREEK

99237 ✓ 284.31

97598 ✓ 190.32

95698 ✓ 284.51

92073 ✓ 276.22

92576 ✓

97424 ✓

TOP OF RIDGE

98953 ✓

88 2 1
 3 47 2

180
 92 08 1/2

X 87 51 1/2 W
 2 41

180
 90 30 1/2

89. 29 1/2
 1 0 4

180
 90 38 1/2

N 89 21 1/2 W
 2 39

86 42 1/2
 9 0 1

180
 90 43 1/2

S 89 16 1/2 W
 3 06 1/2

180
 92 23

N 87 37 1/2 W 297
 15-31 1/2 32
 53

72.85 1/2 237
 10

276

285

190

288

TO 17

17 04

2968

3198

488

45/25

STA

H.D.

L

C.C.

MC

SL

SD

SEC. CORR

7, 10, 12, 13

994 ✓

R20

0°34'
0°17'E

588°20'W

+22°25'
107.5

2633 ✓

588°03'W

+20°05'
280.2

R19

39°39'
19°49'E

WEST

FOUND 1" I.P. ONE ORIG. BT DOWN AND
ACROSS PIPE ALSO THE N.W. BT DOWN
AND ACROSS PIPE. OTHER BTS IN GOOD
CONDITION

92444 ✓

93919 ✓

E
VIREB
VIREB

33°12'
16°36' L

288.5

576°54'E 575°W L 288.5

E-5

206°08'
103°04' R

90°'

NORTH

E-4

177°59'
88°59'30" L

1086

E-3

17069

-4°25'
171.2

E-2

848

848

P.O.T
E-1

579°E

154.7

188°59'30"E
~~187°59'30"E~~

-11°15'
157.7

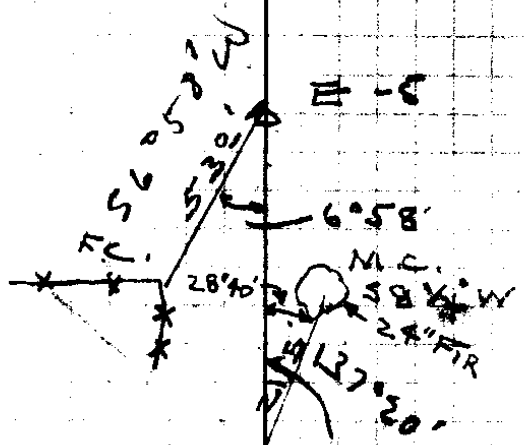
228+21'

75°23'45" R

N13°35'45"E

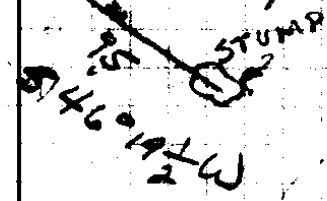
E-6 3' NORTH OF BANK &
 CLEARED LINE TO NORTH
 BURNED TREES ON FIRE LINE

1707
 1086
 25.3
 307.6
 214
 432
 450
 47
 353



240
 172
 410

10' EAST TO BANK OF M.C. - Myrtle Crk



89 0 0 30
 13 35 41
 75 23 45

7' AND TO BANK

17069
 848
 1547
 418.19
 547.12
 782.15
 131.98
 98107
 1577
 686749
 686749
 490525
 98107
 154714739

98107

98703
 1712
 199406
 99703
 697921
 99703
 170691236

45/25

E12	212.2	50°06'	S 20° 7' E 389' R	+13°04'	217.8'
11 to		255' R			
	429.3			+25°17'	101.4
				23°01'	
E 8 10		2°20'	1°10' R		
	432			+21°17'	
	426.3			146°	+150.2
E 7		48°21'	24°10' R		
	59.4			+21°55'	64.0'
			N 62° 05' E		
E 8		48°53'	21°55' E		
				+32°02'	156.9'
	133.0		N 84° 0' E N 86° E		
E 7		405.2			
E 6	L 61.8		N 86° 28' E N 88° E		

97441

90408

92005

93201

91572

92723

84774

17461

2178

779288

681877

97441

194822

212101158

45/234

180

10204

5 76 56 E

16 36

180

93 32

184 28 E

2 25

84 03

21 52 1/2

620 6 1/2

24 13 1/2

20 05

27 0 15

90408

17

32456

90408

2673

54

276

1274

4263

8575

STA.	H.D.	X	C.C.	M.C.	S.L. S.D.
55					
	708				
54		35° 04'			
		17° 34' 1/2			
	806				8010 2139 8002 3000 +7052 3000
			S 20° 31' E		
53		51° 19'			
		25° 39' 1/2			
	161.3		S 5° 32' 30" W		-1045' 161.4
52		6° 38'			
		3° 19' 1/2			
	727.8		S 8° 27' 1/2 W	S 9° 00' W	
51		2° 52'			
		12° 56' 1/2			
	L 270°		S 21° 23' 1/2 W	S 22° 30' W	
E 4		224° 45'			
		112° 24' 1/2			
			N 88° 59' 30" E		
3					

JAN 8-54
 B. IRVING
 J. BYRON
 R. IRVING

9948 ✓

99019 ✓

99059 ✓

99953

88' AHD. S2 TO CREEK (EDGE OF WATER)

499' AHD. S1 TO FENCE

1889 59 1/2 E
 117 24

200 23 1/2

520 23 1/2 W
 12 57

58 27 1/2 W
314
 508 1/2

99059
 217.177
 297.06
 505.00
 2339.00
 55708.00

18 31
17 34 1/2
 5056 1/2 E

45/234

510-4

158.8

S33°5'E

+23°50'
123.5'

59

57°42'
22' L

87.6

S3°44'E

21°20'
122.5'

58

9°30'
4°45' L
0°12'E

363.9

S10°1'W

+29°30'
86.7'
+15°55'
300°

57

1°35'
0°17'E

136.8

S0°43'30"W

+77°18'
14.41

56

15°56'
3°03'E

61.4

S4°19'30"E

-8°1'
62°

55

2°46'
123' L

S2°50'E

91472 ✓

To ~~POF~~ Spur NW

.88835 ✓

87036

.96142 ✓

94438 ✓

.98986 ✓

$$\begin{array}{r}
 5 \ 10 \ 56 \\
 \hline
 2014 \frac{1}{2} \\
 503 \\
 21930 \\
 \hline
 24330 \\
 1730 \\
 \hline
 30100 \\
 441 \\
 301 \\
 \hline
 144
 \end{array}$$

6" N 40 E 7
 8" 65 0 33

$$\begin{array}{r}
 94438 \\
 \hline
 145 \\
 47218 \ 0 \\
 377752 \\
 94438
 \end{array}$$

$$\begin{array}{r}
 369350 \ 0 \\
 9 \ 4
 \end{array}$$

13084

$$\begin{array}{r}
 9516 \\
 \hline
 288426 \\
 136A \\
 61A \\
 208A \\
 57.4
 \end{array}$$

45/234

SFA	DAT.	L	C.C.	INC.	S.D.
	321.0 ✓		52°37' W		22°38' 300°
S 14		7°09' 3°34' E			
	298.9 ✓		50°51' E		L 14.8 +18°45' 300°
S 13		1°00' 8°00' R			+22°45' 237.6 +173°
	415.0 ✓		58°51' E 58° E		196.2
S 12		4°49' L			
	210.9 ✓		54°08' E	53° E	-12°30' 215.6
S 11		1°12' L			-5°55'
	57.1 ✓		52°55' E		57.4
S 10		0°13' 8°6' E			+17°30'
	137.9 ✓		52°49' E		144.9
S 9		10°10' 0°55' R			
			53°44' E		
S 8					

86820 ✓

~~92296~~ 92299

94693 ✓

92220 ✓

99964 ✓

97815 ✓

99467 ✓

95195 ✓

JAN. 11 - 1954
B. IRVING
G. BYRON
R. IRVING

3 4 5
5 0
2 4 9
6 5

2 5 6
1 7 2

9 0 8
4 4 7

8
0 5 7

514
512
6120000
+16000'
616

520
7°07'
3°33'R

87.5
58°47½'W
+28°10'
99'

519
5°39'
3°19½'R

16.07
55°28'N 56°00'W
7°00'
166.7'

518
2°32'
1°16'R

80.2
54°12'W

517
2°02'
1°01'R

229.2
58°11'W 54°W
+18°50'
236.9

516
27°08'
13°34'L

184.8
516°45'W
518'W
+33°47'
222.4

515
28°15'
14°07½'R

96126 ✓

88158 ✓

99985 ✓

94646 ✓

83115 ✓

88158

99985

88158

793522

793522

87375578

96126

615

576756

96126

576756

59213616

5 3 11

1 5 1

4 4 2 2

1 1 6

5 5 2 8 W

3 1 4 1/2

8 4 7 1/2

3 3 3

1220 1/2

6 2 0

6 0 0 1/2

45/234

STA.	H.D	L	C.C.	M.C.	S L S D
S 27	61 ⁶		52°11' E		-23'10"
		1°28'	53°11' E		67°
S 26		0°44' L			
	65 ³		51°27' E	52°27' E	-18°50'
		15°54'			69°
S 25		7°57' R			
	119.9		59°24' L		-3'31"
		29°12'			119.9
S 24		12°08' L			
	68.9		52°44' W		+15°08"
		11°57'			62.5
S 23		5°33' L			
	147.4		58°17' W	59° W	+23°02"
		4°34'			160.2
		2°17' R			
	89.2		56°02' W		1085'
		12°40'			89.2
S 21		6°20' L			

JAN. 12 - 54
P. IRVING
H. BYRON
P. IRVING

12

91936

100.7
77.4
77.2
89.2
150
68.
120

Y 30.7

~~91936~~

B 0.12' S 55 E 31
B 0.14' S 35 W 126

99863

32.8
N 6 E 26 80.
N 45 W 25
17 13.

13.0.18' N 60° E 85
15.12.10' N 65° W 33

TOP OF DIVIDE

98440

6 0 1 2 W
2 17

5 8 17 1/2 W
533 1/2

92028

98440

S 24 40 W

687080
5

1208
244

94863

5924 1/2

120

42028
160.2

199726

184056

9863

552168

1178356

92028

+

147528.8 5 6

45/23

TREE 2 NOTCHES ON NW \odot NE

SLAB OVER NW NOTCH

1324

-4042'

1329

589°15'E

528

4°1

2°44'R

+17 1/2°

754

N87°01'E

2718

1000'

-2000'

1000'

N88°01'E

5-27

179°36'

89°48'L

~~5-27~~

N87°01'E

MEMBER 3-1954
R. IRVING
R. IRVING
R. IRVING

99664

Top. small spur.
95372

99939

929
757
227
49
311
8998
15259
8701

45/234

JAN. 14 - 54
B. IRVING
H. BYRON
R. IRVING

45/234

<u>E 17</u>	542 ✓	112° 07' L	N 25° 21' W ✓	- 28° 00'
	32 ✓		N 20° 09' W ✓	620
<u>E 17</u>	103 ✓	106° 55' L		- 34° 30'
			N 46° 26' E ✓	39.0
<u>E 17</u>		40° 00' L		419.3
	259°		N 86° 46' E ✓	+ 22° 40'
				280.2
<u>E 16</u>		16° 12'		
		8° 06' L		
	189°		S 85° 08' E ✓	270° 02'
<u>E 15</u>		11° 59'		216.2
		5° 59' 1/2 L		
			S 79° 08' 1/2 E S 77° E S	
	260° 3'			+ 9° 00'
<u>E 14</u>		10° 51'		263.5
		5° 25' 1/2 L		
	165°		S 73° 43' E ✓	+ 3° 20'
				165.3
<u>E 13</u>		10° 20'		
		5° 10' 1/2 L		
	168.7 ✓		S 78° 53' E ✓	+ 12° 50'
<u>E 12</u>		22° 08'		173.0
		11° 04' R		
<u>E 11</u>			S 89° 51' E ✓	

MAY BE OLD BT.

88295

618

8750 POST 4 TO 5 YEARS OLD

2" X 2" 18" ABOVE GR

PIECE OF OLD OAK POST WITH
SCRIBE MARK ALONG SIDE

4" V PINE ~~MARK~~

SCRIBED C.S. 1/4

BT

92276

12" OAK SOW 23

18" FIR N20W 36

87434

92769

97831

97502

5 89.5 E

11 64

78 53

5 10

573 43 E

5 25 1/2

18 17 1/2

579 08 1/2 E

36

21 6

21

94118

+ 19 35

84805 - 16.5

+ 32.00

1032

48" R. FIR

846

E 12

350 4 1/2 E

149.9

WIRE FENCE

MAY BE BT

E 11

45/234

1188° 2 1/2 E

RENEW 1/4 7/18 T29S R4W

1/4 COR. SET AT MIDPOINT ON
A LINE BETWEEN SEC. COR.
7, 8, 18, 17 AND 12, 7, 13, 18.

SET BRASS CAP IN MD COUNTY
SURVEYORS OFFICE 1/4 S 7-18
T29S R4W 1954

BLAZED & SCRIBED 18" R. FIR
1/4 S 18 CS BT R4W
S 23° 20' W (483' - 24° 10' = 44.1')

BLAZED & SCRIBED 20" R. FIR
1/4 S 7 CS BT R4W
N 85° 20' W 29.1

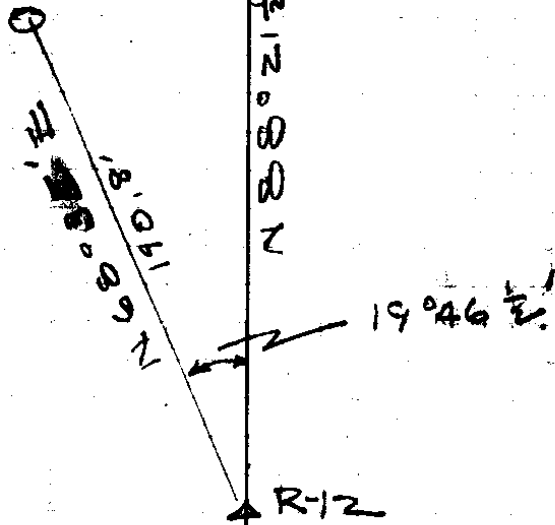
N 18° 54' W 50.5 - 21° 15'
Check map - 1/4 sec.

MAR - 4 - 59

J. BYRON
R. IRVING
H. FEE

R-11

SET BRASS
CAP 1/4 COR.
SEC. 7-18



March 4 1954

Sec. Cor. $\frac{7}{18}$ / $\frac{8}{17}$ T29S R4W.

Location indefinite but found
24" Fir tree at location that would
fit P.T. established by Brigg 1899
N89 $\frac{1}{2}$ °W 23 lts from Cor. This
tree does not show identity marks
are blazes but old fence E-W tied
to it with old picket gate on
E side.

The corner as located from this
tree would be over the bank
where N. Myrtle Creek has washed.
The distance fits very close
to old creek bank noted
by Hathorn at 76.30 chs. E of
Cor sec. $\frac{12}{18}$ / $\frac{7}{18}$ & Myrtle creek has
changed its channel and is
now east of the corner though
~~old channel~~. Right creek bank
is identifiable. By using
this location for the corner
we find ~~the~~ it to be

S58°59'47" E 3177⁵ ft from the cor ~~12/17~~ 13/18.

This location fits old fence lines claimed by owners to be property lines.

The $\frac{1}{4}$ Sec cor 8/17 is S89°59' E 2583⁴ ft from this location.

The $\frac{1}{4}$ Sec 7/8 is N 0°18' W 2711⁶ ft from this location.

A traverse was run south but $\frac{1}{4}$ Cor 17/18 has been lost as is the e.c. section 17/18 and the cor 19/20 in the 5th 6th Sec 19th.

An old oak with ancient line blazes was found S 53°40' E and E 502⁴ ft from this corner location.

As the corner location fell on a sand bar below the present creek bank and subject to wash a witness corner was set at the base of the tree noted as follows.

45/234

Sgt. ^{W-178} 1 x 36" GIP with brass Cap
at base of tree for a WC.

to the sec. cor. marked

County Surveyors office. WC.

~~was~~ $\frac{78}{1817}$ T29SR4W - 1954

from which

a Fir 24" dia bears N 89 1/2° W 3" A.

~~blazed and scribed~~

a 25" Cedar. N 27° E 31.8'

a 10" Cedar S 47° 50' W 36.8'

all blazed and scribed

T29SR4W WC. S 7-8-17-18 CS BT.

14" CEDAR N 7° W 93.2'

Raymond Blowing County Surveyors
Witnesses

J. W. Byron

R. G. Irving

John Fee

3-4-54

Renew # Cedar $\frac{8}{17}$

SET 1" iron pipe + Brass Cap
M'k'd.

COUNTY #9 SURVEYORS
17 R 4 W
T293 R20
6/1954
OFFICE

From which:

14" Cedar N36°45'W 41 3

Pine S ~~31~~ 29° E 29' Fd. B.T.

Renewed from Original Stake

R. IRVING
J. FEE

MAR. 4-54

45/234

C. Cor. 19/20

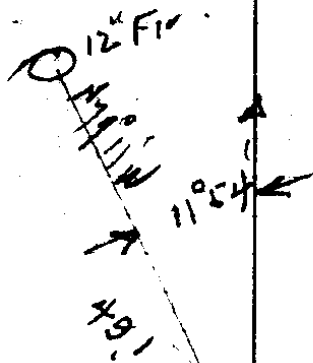
Set 1"x36" IP 18" in ground for Cor
from down 80 S35°W 126' chopped out
found scribe + 80 N45°W 25' down

12" Fir S38 3/4°W 33.7 ft level
T29 R4W S19 CS BT - 10" Fir S45°E
550 ft. (slope)

38 3/4
33.7
89 68.7
64 37
25 23

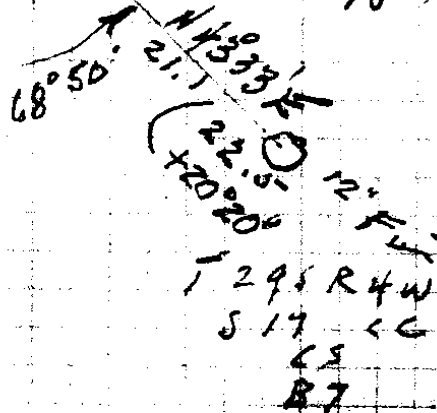
(550 slope)
89 S45E

T29 R4W
S18 CC
CS
BT



C. Cor 18/17

Set 1"x36" IP with brass cap 14' above ground
from DBT-20" Fir N68°W 30' chopped
out good condition



7-7-54
BBI
J H Markham Jr.
Joe. Pruitt

45/234

45/234

Cor 14 T 20

32³-

N74°43'W

+13°00' 33.2

A

36.03,
18°01' R

N74° E

171¹-

589°16' W 588.5° W - 800' 172²

CC: succid 17

50.14
25°07' L

41³-

229.08
114°34' R

N67°37' W N67³/₄ W

27

52°11' E

26

A

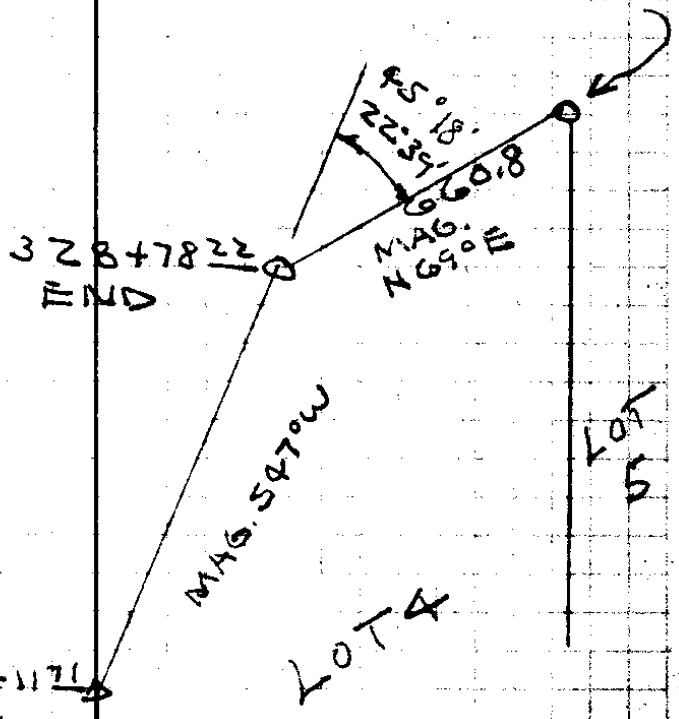
COR. TIES N. MYRTLE RD

CS. 45/224

JULY 21-53 ^B

BYRON
R. IRVING

FOUND -
1" PIPE



MAG. 21° 30' E

FOUND -
2" 1" PIPE
CTR. SEC. OF
T 29.5 R 4 W

321+4031
P.I.
1/2

C. S. File No. 45/234

TIE TO S. 1/4 SEC. 5

T 29 S R 4 W

1/4 Cor 1/8

148-

53° 14' 30" E

Δ Temp 1/4

160.03

80° 13' 30" R

418-

583° 15' 30" E (Solar)

295.66²⁵

129.00

64° 30' R

FS N 92° 14' 30" E

BT. Alder N 88° E west out &

lying on creek bank. From probable location and as shown by Mr. who said it ~~was~~ ^{is} still standing.

Set a 1" ³⁶ iron pipe w/ brass cap on S edge driveway - top at ground line

10" Cedar (3 group) N 40° E 147³ ft

Blazed and scribed 1/4 S 5 CS BT (W bank N Myrtle)

12" Alder S 42° E 94⁶ ft

(E bank N Myrtle Crk) Blazed + Scribed

1/4 S 8 CS BT.

COP Co Pole C 4217 S 43° N 29² ft

(same trees used with slightly different bearings)

see PAGE E

JULY 22 53

B. IRVING
BYRON

99009
4183

299847

301+43

S 83° 24' E Road Survey

N 82° 14' 30" E 50' 0"

N 33° E
N 32° 14' 30" E

SET HUB FOR
TEMP RECORD

1/460 5/8

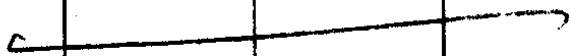
295+6625

584° 30' E
582° 06' E
- 1° 50'
3000'

4183

S 82° 06' E = Solar
S 83° 15' 30" E

C. S. File No. 45/234



228+899

South line of SEC. 7

228+899

D

C. S. File No. 45/234

JET BRASS

GAD $\frac{5}{8}$

15.17

SOUTH

△

90°00' R

631

EAST

TEMP $\frac{1}{4}$

SUB 1.

$\frac{5}{8}$

8°43' L

581°17' E

'D''

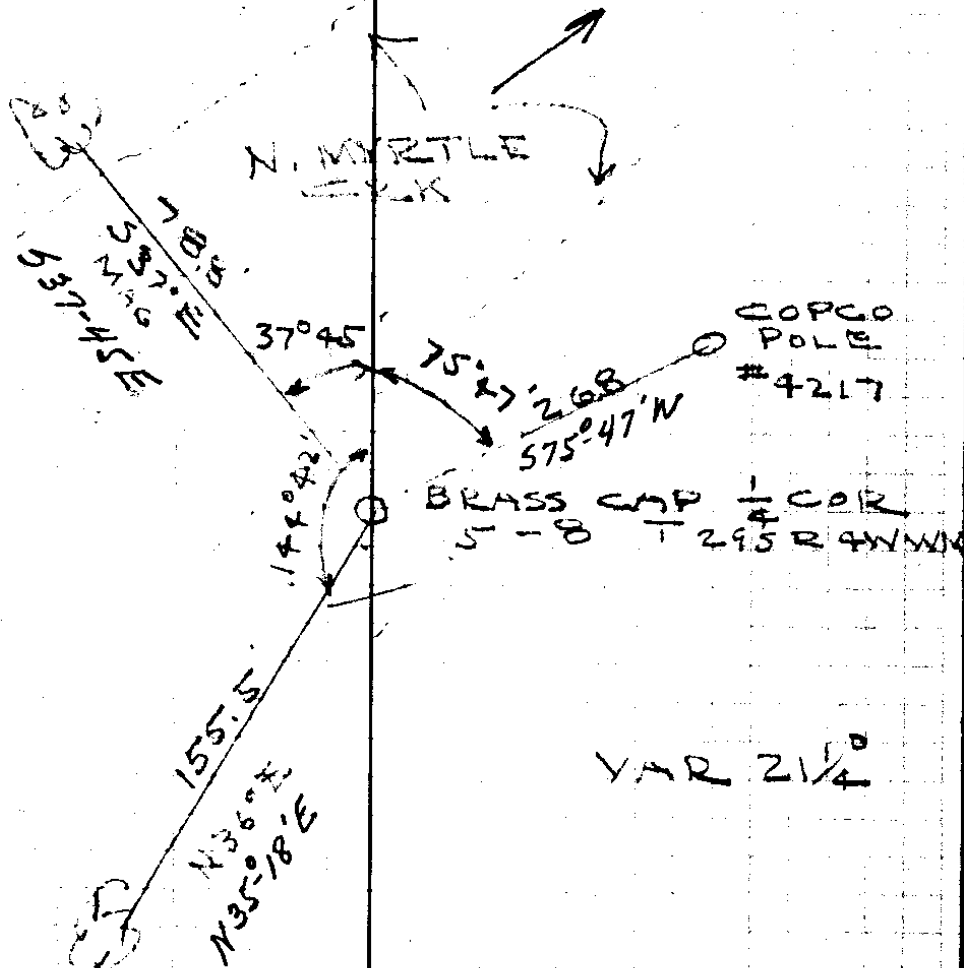
295+6624

1/4 Cor.
SECS. 5-8
T29S, R4W.

DEC. 17-53
B. IRVING
H. BYRON
R. IRVING

150 E
140 I
130 A

SOUTH



SAME trees AS LISTED
ON PAGE B (ON BACK) BUT
BEARINGS DIFFERENT.

C. S. File No. 45/234

F

30 2 8 6
28 8 4 5
+ 3 8 7

Intersection Traverse to Property
Eccle line S side Sec 7

See Page 18 - Notes
different location
C. S. File No. 45 | 234

390
2589.9

230 + 284
1 385
228 + 899

North Myrtle Creek Road

Solar Obs at

Temp 1/4 Cor A $\frac{5}{8}$. T29524W.

7-22-53

G.S. File No. 45/234

VERT Horiz time MC CC

Set up Temp 1/4 by 5 T 295 24 W - FS Sta 295466²³

9 to	41°53'	18°28'	3-44-30	
	42:14'	18°53'	3-45-30	
			45-50	
2	42°14'	18°53'	3-45-50	
4	41°24'	17°54 $\frac{1}{2}$ '	3-47-15	
to	41°42'	18°16'	3-48-49	
9	40° ⁵⁶ 57	17°23'	3-49-48	
to	41°20'	17°52 $\frac{1}{2}$ '	3-50-53	
4	40°35'	16°59 $\frac{1}{2}$ '	3-51-42	
to	41°00'	17°30'	3-52-40	
			8	
9	40°11'	16°33 $\frac{1}{2}$ '	3-54-03	
to	40°34'	17°02'	3-54-59	578°W 578°W

WATCH IS 3'30" FAST

Lat. 43°04'15" N
Long - 123°12' W

7-22-43

H

Vert $\frac{1}{2}$

	41°53' 42°14'	41°24' 41°42'	40°56' 41°20'	40°35' 41°01'	40°11' 40°34'
Av	42°03 1/4"	41°33"	41°08"	40°47 1/4"	40°22 1/2"
Ref -	1°01"	1°03"	1°06"	1°01"	1°08"
Part	07"				
A1T	42°02'30"	41°32'10"	41°08'50"	40°46'20"	40°21'10"
Log Co.	9.8707889 - 9.8742138		9.8770279 - 9.8792747	9.8819761	
Log Sin	9.9550725 - 9.9473599		9.9409061 - 9.9356744	9.9292383	

Lat $\frac{1}{2}$ 1st Obs 3h 44m 30s
 last 3h 57m 00s
 Av 3h 49m 45s
 Time 12312 =
 Water West 3.20

15 1123.2
 8.11 hr past 6h
 + 12.00
 20.11
 3.77
 GET 23.88
 Eq Time = .11
 GET 23.77
 Lat $\frac{1}{2}$.50'
 11.8850 - Cor

Time PM 3h 46'15"
 3.771
 d Ch = 20°23.3'
 11.9
 d = 20°11.4'
 Log Sine 9.537.9939

Lat 43°04'15"
 Log Co. L - 9.8636256
 Log Tan L - 9.9707322

C. S. File No. 45234

Hor. L.

	1	2	3	4	5
	18°28'	17°54 1/2'	17°23'	16°54 1/2'	16°33 1/2'
	18 53 -	18°16'	17 52 1/2'	17 30	17 02

Av 18 40 1/2 18°05 1/4 17 37 3/4 17 14 3/4 16°47 3/4

179°60'

78°04'	78 38 30	79°07'00	79°20'50"	79°57'20"
101°56'	101°21'30	100 53'00	100°30'10"	100°02'40"
18 40 30	18 05 15	17 37 45	17 14 30	16 47 45

83 15 30 83 16 15 83 15 15 83 15 40 83 14 55"

15 30
 16 15
 15 15
 15 40
 14 55

5 | 77 35
 83 15 31 10

#1

1

9.863 6256
9.870 7889
 9.734 4145 ✓

9.537 9939 ✓
9.734 4145 ✓
 9.803 5794 ✓

9.970 7322 ✓
9.955 0725
9.925 8047 ✓

636179
 78°04'00"

- 842956
636179
 .206777

#2 9.863 6256
9.874 2138
 9.737 8394 ✓

9.537 9939 ✓
9.737 8394 ✓
 9.800 1545 ✓

9.970 7322 ✓
9.947 3599
9.918 0921 ✓

631182
 78°38'30"

828118
631182
 .196936

#3 9.863 6256
9.877 0279
 9.740 6535 ✓

9.537 9939 ✓
9.740 6535 ✓
 9.797 3404 ✓

9.970 7322 ✓
9.940 9061
9.911 6383 ✓

627105
 79°07'00"

815903
627105
 .188798

#4 9.863 6256
9.879 2747
 9.742 9003 ✓

9.537 9939 ✓
9.742 9003 ✓
 9.795 0936 ✓

9.970 7322 ✓
9.935 6741
9.906 4063 ✓

623869
 79°29'50"

806132
623869
 .182263

#5 9.863 6256
9.881 9961
 9.745 6217 ✓

9.537 9939 ✓
9.745 6217 ✓
 9.792 3722 ✓

9.970 7322 ✓
9.929 2383
9.899 9705 ✓

619972
 79°51'20"

.794274
619972
 .174302

C. S. File No. 45/234

1/4 Cor. 7+8
T 295, R 4W.

7-23-53 J

Re-new 1/4 Sec Cor 7/8

Pos. identified from Stump DBT

12" Fir N 15° W 60 1/2 ft. - (Tree 36 when cut)

New BT 12" Fir N 15° W 9 3/4 ft.

blazed & scribed N 57° 05' BT

12" Fir S 14° E 42 3/4 ft N 57° 05' BT

set 1" IP w/ brass cap

Mad
County Surveyors Office
1/4 Cor

Ben B Irving
Jim Byrd
Ray Irving

Sec 7 | Sec 8

2" S 15° E from pt tied in

C. S. File No. 45/234

7-24-53

RENEW $\frac{1}{4}$ COR. 13/18

DOS. IDENTIFIED BY BOTH ORIG.
B.Ts.

S80°E 37' 24" W.O. BLAZED
AND DESCRIBED $\frac{1}{4}$ S 18 C.S. B.T.

(3) B.LKS. 24' W.O.
N18°W O.B.T. REBLAZED & DESCRIBED
 $\frac{1}{4}$ S 13 C.S. B.T.

ORIG. RECORD SHOWED THIS B.T.
N18°W SHOULD BE N18°W

SET 1" IRON PIPE WITH BRASS CAP
30" PIPE 18" ABOVE GROUND
MOUND OF STONE.

($\frac{1}{4}$ COR. of Sec 18, T29S, R4W)
($\frac{1}{4}$ COR. of Sec 13, T29S, R5W.)
(Common)

2

NORTH MYRTLE RD.

EXT. (BACK) STA.

150+00 - 136+97.2

HIGHWAY #27 COR.
D.I.D. #48

L

C.C.

M.C

DIST.

A.P. 2°10'
10°35' L

5129'

149+00

51' AXD A.P. TO 15" C.I.P. X PIPE

150+00

A.P. 0°33'
0°16'30" R

150+00

DRIVEWAY ON RT.

M

WALSH A-53

WALSH IRKING
WALSH IRKING
WALSH IRKING

NO
5 129

P = 149 + 871

G & F No. 45/234

"L" - 136 + 97 59

189.4
6

P.O.T. (136 + 97 59)

789.9

145 + 53 44 - "L"

~~144 + 87~~ P.T.

P = 144 + 87 L

PI =

Δ = 10° 35'

D 8° ✓ CR

R 716 3

T 66.34 ✓

L 109.35 ✓
132.29 ✓

PI "P" 2' 10"
(144 + 87) 10° 35' (L)
R

512.9

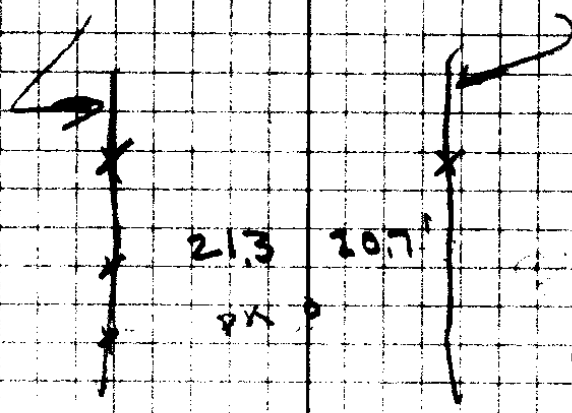
144 + 21 15 - "L"
~~144 + 87~~ P.C.

"L"
150 + 00

0° 33'
0' 16.30" R

N

LT. RT.
WITH STATIONING



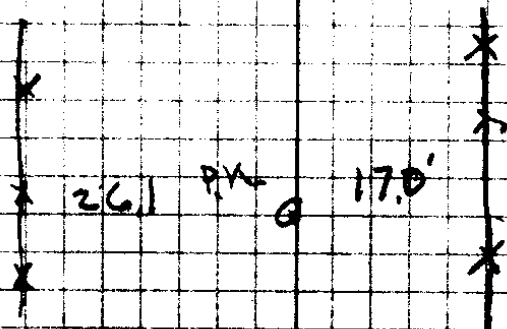
~~144+87.2~~
~~66.34~~
~~144+20.76~~
~~132.29~~
~~144+88.52~~

144+87.2
 78.99
 136+9.72

8 | 5307
 66.34
 1

8 | 5307
 66.34
 1093.1

8 | 10.5832
 132.29



C.S. File No. 45/23A

DLC.
COR.

303⁰⁹

L 3.7
+ 3040'
300'

T-2

0°03'
09°1'30"R

+ 11°15'
147.9

145⁰⁶

T-1

0°25'
0°12'30"L

+ 17°30'
420.3'
L 100'
+ 10°19'
300'

796⁰⁰

P (136+972)

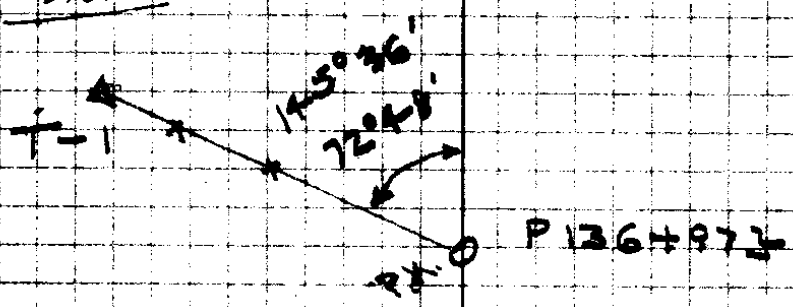
P. 136+70 DRIVEWAY ON RT.

P 136+93 DRIVEWAY ON LT.

0

P 194 + 874

400.85
100.00
<u>295.15</u>



P 136 + 974

C. S. File No. 45/234

D.L.C.

174° 12' L

D.B.T.

12" W.O. S 88° U

130 ⁹⁵

-20° 10'
139.5

N.E.

D.L.C.

COR #

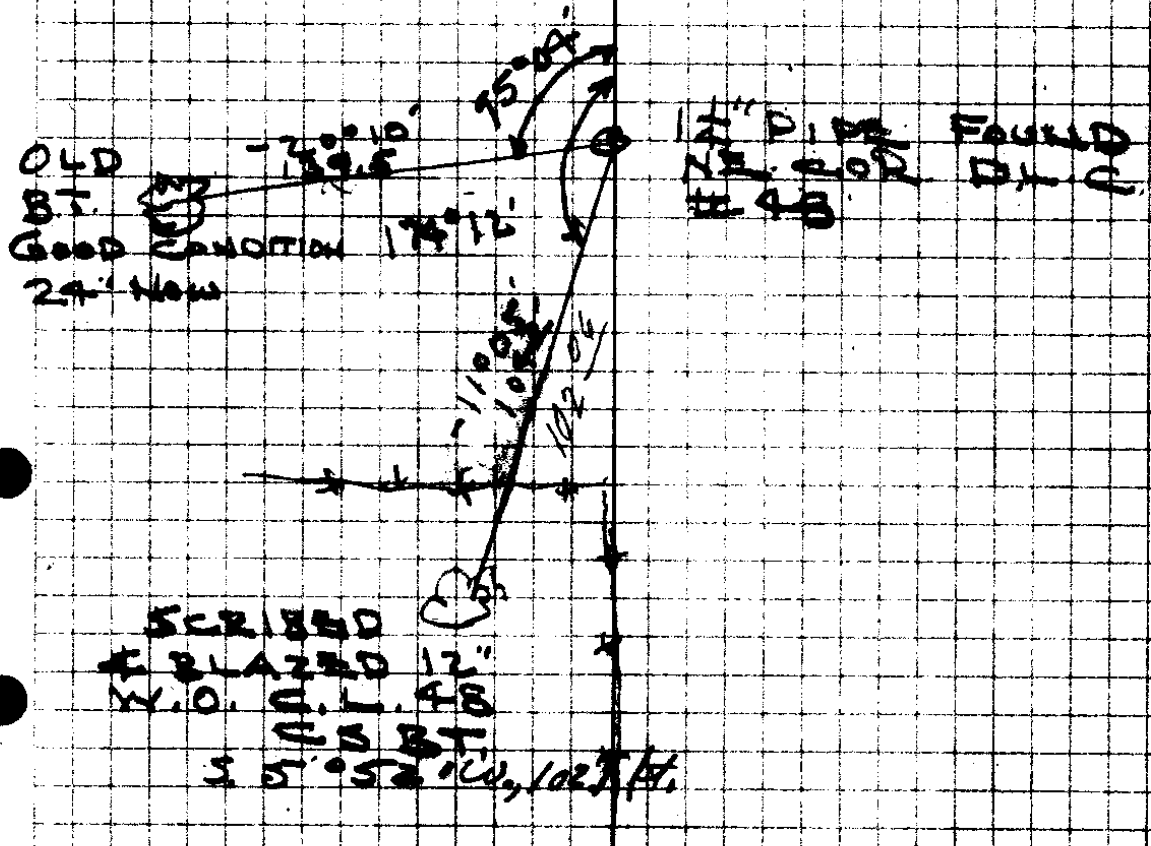
1/2 PIPE

ROUND

95° 04' L

P

OYIG. BIT. ~~100~~ 100AK
S. 85° W. 131.0



C. S. File No. 45/234

Q

WATER RIGHT
BLACK

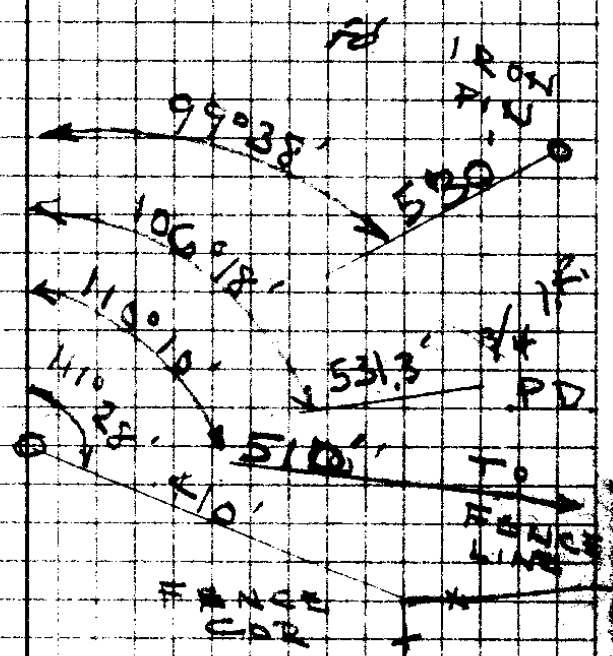
G. S. FINE 45/234

ACG 12-53
MAY 1942
MAY 1942
MAY 1942

64 26

P.T. 1911 + 8 12

0784 26
191104 12 POC



C.S. File No. 45/234

N. MYRTLE CRK. RD

REF. FOR "P" POINTS

C. S. File No. 45 / 234

Reference Points 7-11-53³

TACK IN SIGN POST

36.55'

22.08'

328+78.22

TACK IN STAKE

TACK IN ROOT IN CUT BANK

46.55'

11.58'

326+11.71 P.I.

TACK IN P.I. STAKE

TACK IN SHORT STAKE

13.00'

321+40.31 P.I.

TACK IN P.I. STAKE

12.3'

TACK IN MALL BOX SUP. ARM

31.01'

TACK HUB

43.93'

P.I. 313+66.10

G.S. File No. 45/234

TACK IN
P.L. STAKE 16.03'

P.L.
292+74.36

TACK IN
HUB 30.28'

TACK IN BASE
CEDAR 45.11'

159.5'

295+66.26

TACK IN -
1/2" x 1 1/2" STAKE

TACK IN
MAPLE LIMB 30.48'

TACK IN
P.L. STAKE 16.97'

P.L. 306+69.80

38.23'
29.20'

P.L. 309+68.47

TACK IN
HUB ON CUT
BANK

C.R. FILE NO. 45/234

P.I.
263+39.37

TACK IN
STAKE

1603'

7.90'

P.I.
268+07.67

TACK IN
P.I. STAKE

TACK IN
P.I. STAKE

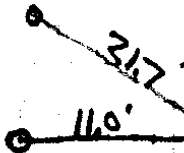
8.80'

P.I.
270+43.58

TACK IN
HUB

1498'

OK.
275+45.19



282+04.51

26.65'

TACK IN HUB

P.I. 287+02.03

24.38'

TACK IN
STUMP

C.S. File No.

45/234

256 + 3615
251 + 9156

4459
16.96
461.55

230+28.43

1256

TACK IN P.I. STAKE

40.20'

O.K. 236+31.52

TACK IN EAST FENCE POST (TOP)

26.13'

TACK IN TOP STUB POST POLE C1488

16.42'

P.I. 241+19.29

TACK IN P.I. STAKE

247+68.01
CANT FIND

247+68.01
241+19.29

TACK IN P.I. STAKE 13.45'

251+9.56

648.72

30.13'

TACK IN FENCE POST BRACE

O.K. 256+36.15

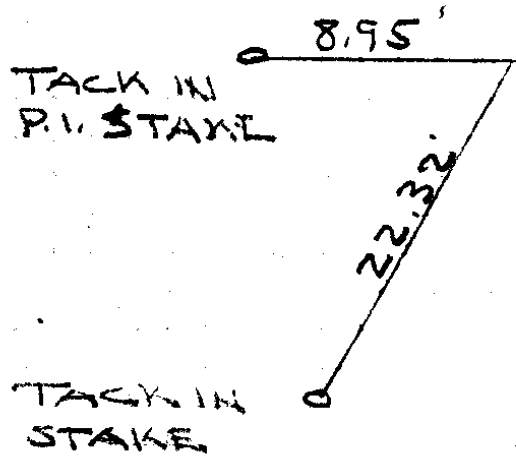
O.K. P.I. 260+39.94

D.I. 263+39.37
CANT FIND

G. S. File No. 45/234

O.K.
158+09.03

O.K.
P.I.
168+80.21



175+50.92

O.K.
177+69.83

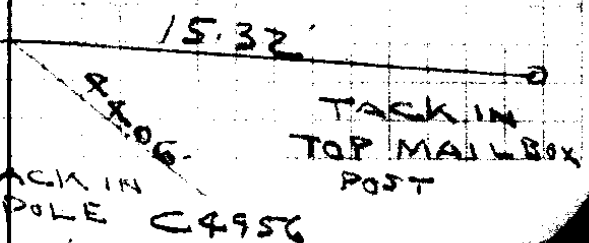
O.K.
182+86.91

O.K.
190+05.77

O.K.
203+27.88

O.K.
217+89.69

226+10.38



G.E. File No. 45 / 234 TACK IN POLE C4956

"L" LINE R/W

N57°26'E

159+05⁹⁰ P.T.

159+05⁴⁰ 36" CONC. PIPE

P = 158+09.03

P.I. = 158+02.62 ✓

Δ = 20°47'15"

D = 10° R

R = 572.96 ✓

T = 105.09

L = 207.87

156+97⁵³ P.C.

17807

N36°38'45"E

155+19⁴⁶ P.T. ✓

P.I. = 152+99.82 ✓

152+50 P.O.C.

Δ = 46°41'45" ✓

D = 10° L

R = 572.96 ✓

150+52⁵ P.C. ✓

T = 247.32

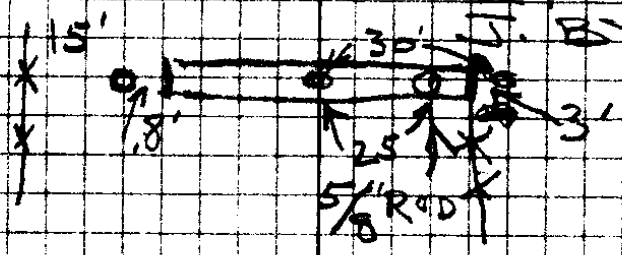
L = 466.96

N83°20'30"E

AUG. 10 - 53 8

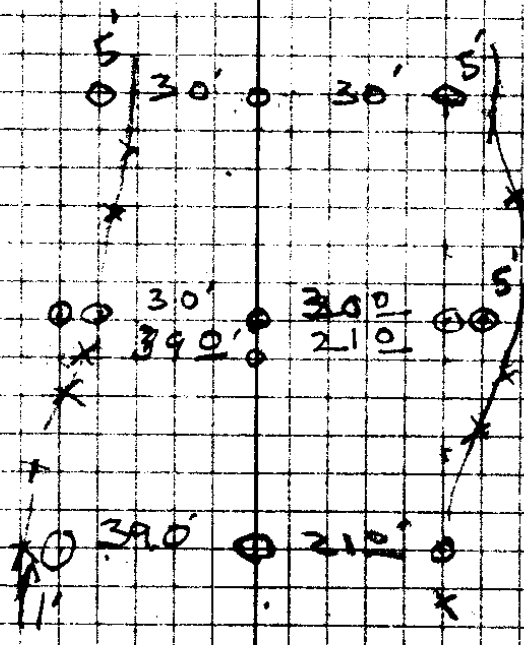
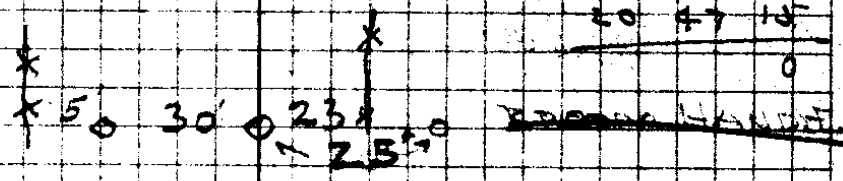
B. IRVING

D. W. BYRON



NOTE - ALL R/W MARKERS
 ARE 3/4" IRON RODS UNLESS
 OTHERWISE NOTED.
 D.W. NAILS SET AT ALL
 D.C. AND DT POINTS.

83	20	30
46	4	70
36	38	70
20	47	14
		0



C.S. File No. 45/234

N 30° 23' E

$$P = 168 + 80.40$$

$$P_1 = 168 + 71.68$$

$$\Delta = 26^\circ 53'$$

$$D = 10^\circ L$$

$$R = 572.96$$

$$T = 136.94'$$

$$L = 268.83$$

170+0357 P.T.

169+25

179+25

169+00

179+80

3° 56'

1' 15"

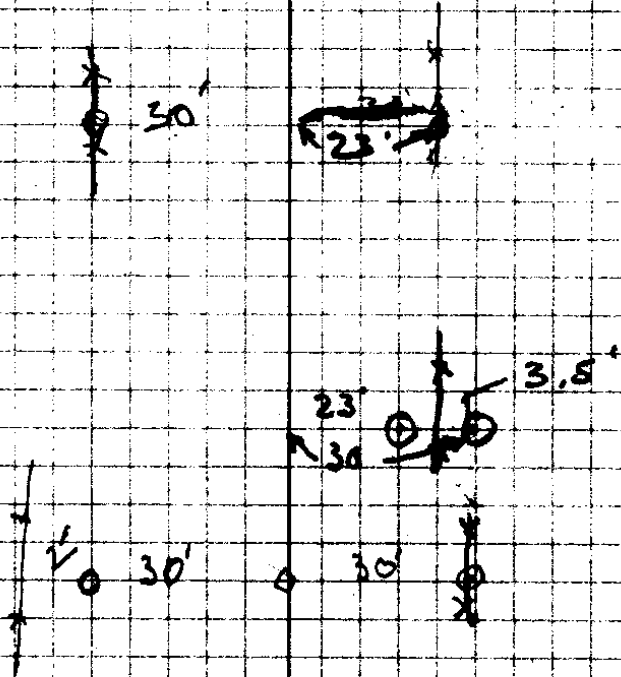
5° 11'

$\Delta 26^\circ 53' L$

$D = 10^\circ$

167+347 P.C.

N 57° 26' E



C. E. File No. 45/23A

58°5'01.15"E

NOTE - "V" CURVE

REVISED TO FIT CONST. RD.
CHANGED TO 17° CURVE.

$$\Delta = 64^{\circ}25'45''$$

$$D = 17^{\circ} \text{ R}$$

$$R = 337.04^3$$

$$T = 212.38^5$$

$$L = 379.0^7$$

1
178+256³ P.T.

$$P.I. = 176+59.0^2$$

25' BACK FROM P.T. TO APP. RD.
ON LT.

2 - CROSS PIPES

160' ± 166 FROM P.C. ON CURVE.
30" CIP 33" CIP.

P.I. 176+59.0²

+75 P.O.C. 10°54'

+50 8°47'

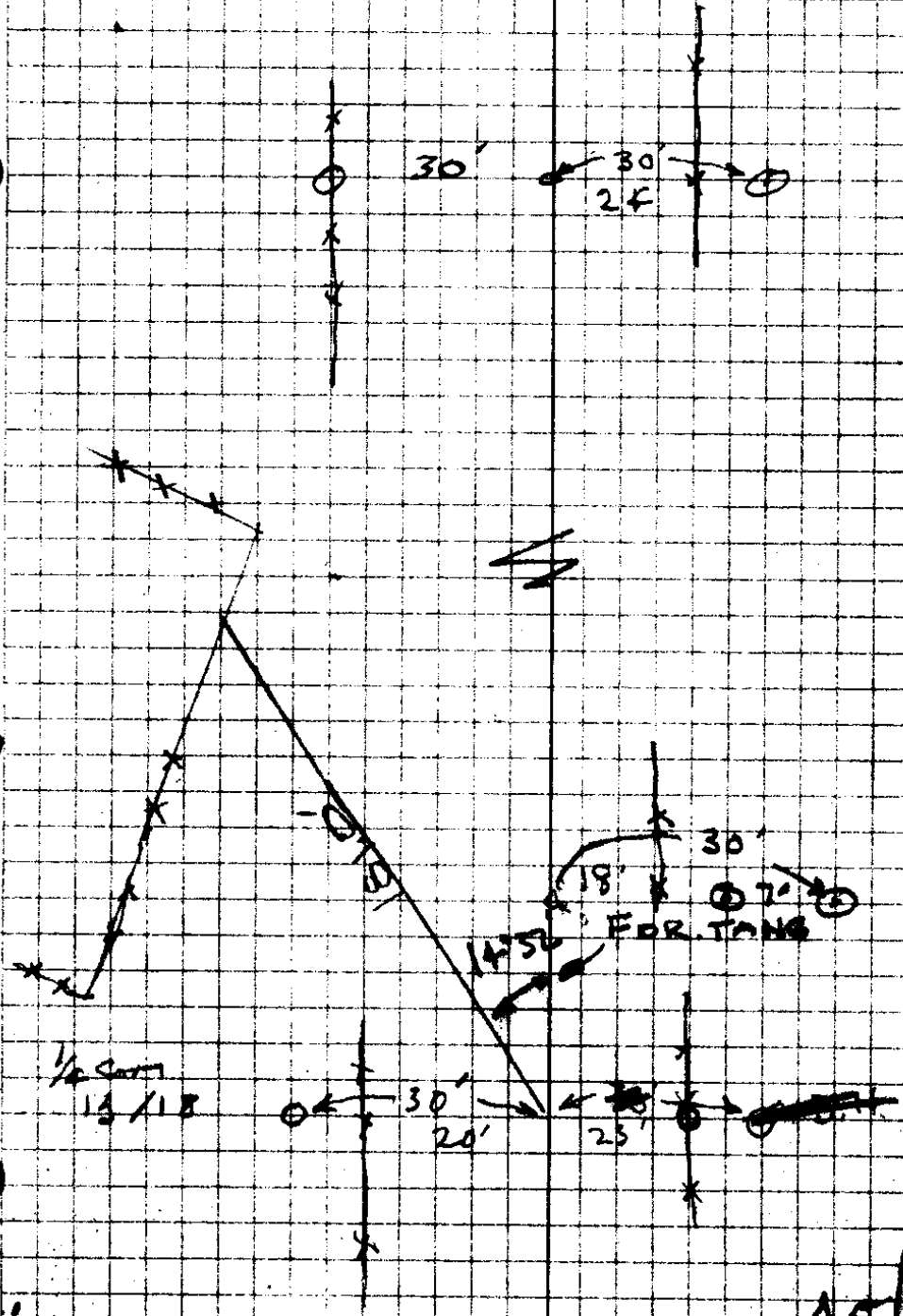
175 4'32'

174+46³ P.C.

N30°33'E

AUG. 11-53 10

J. IRVING
L. BYRON
R. IRVING



C. S. File No. 45/231

~~192+42~~
193+22

APPROACH RD ON RT

193+1390 P.T.
~~192+940~~

193 0°17'

$\Delta = 26^{\circ}09' R$

+50 10 17'

$D = 4^{\circ}$

192 20 7'

$T = 332.68'$

+50 30 11'

$L = 653.75'$

+46 31 21'

191 49 12'

+50 5 17'

190 6°17'

VOID R-
SEE

187+65

APPROACH RD ON LT

~~186+60~~ 15

P.C.

186+4029

PAGE 14

SEE

N54°55'E

~~184+1523~~ P.T.

$D = 182+87.10$

183+9337
45

$P.I. = 182+65.55$
⁶³

$\Delta = 40^{\circ}03'45''$

$D = 15^{\circ} L$

$R =$

$T = 139.26'$

$L = 267.08'$

~~181+4610~~

P.C.

181+2677
37

S85°01'15"E

N 49° 54' 45" E

245+12 P.T. 15' 34'
205+11 42
205+10 14° 31'

+50 12° 46'

P = 203+37.88 ✓

204 11° 01' P.I. = 202+94.62

Δ = 31° 09' 15"

+50 9° 16' D = 7° L

R = 818.51'

203 7° 31' T = 228.19

L = 445.06

+50 5' 46'

~~202~~ 4° 01'

+50 2° 16'
D = 7°

-201 31°

13' AHD. P.C. TO 24" CONC. PIPE

200+88.95 P.C.
200+66.43

N 81° 04' E

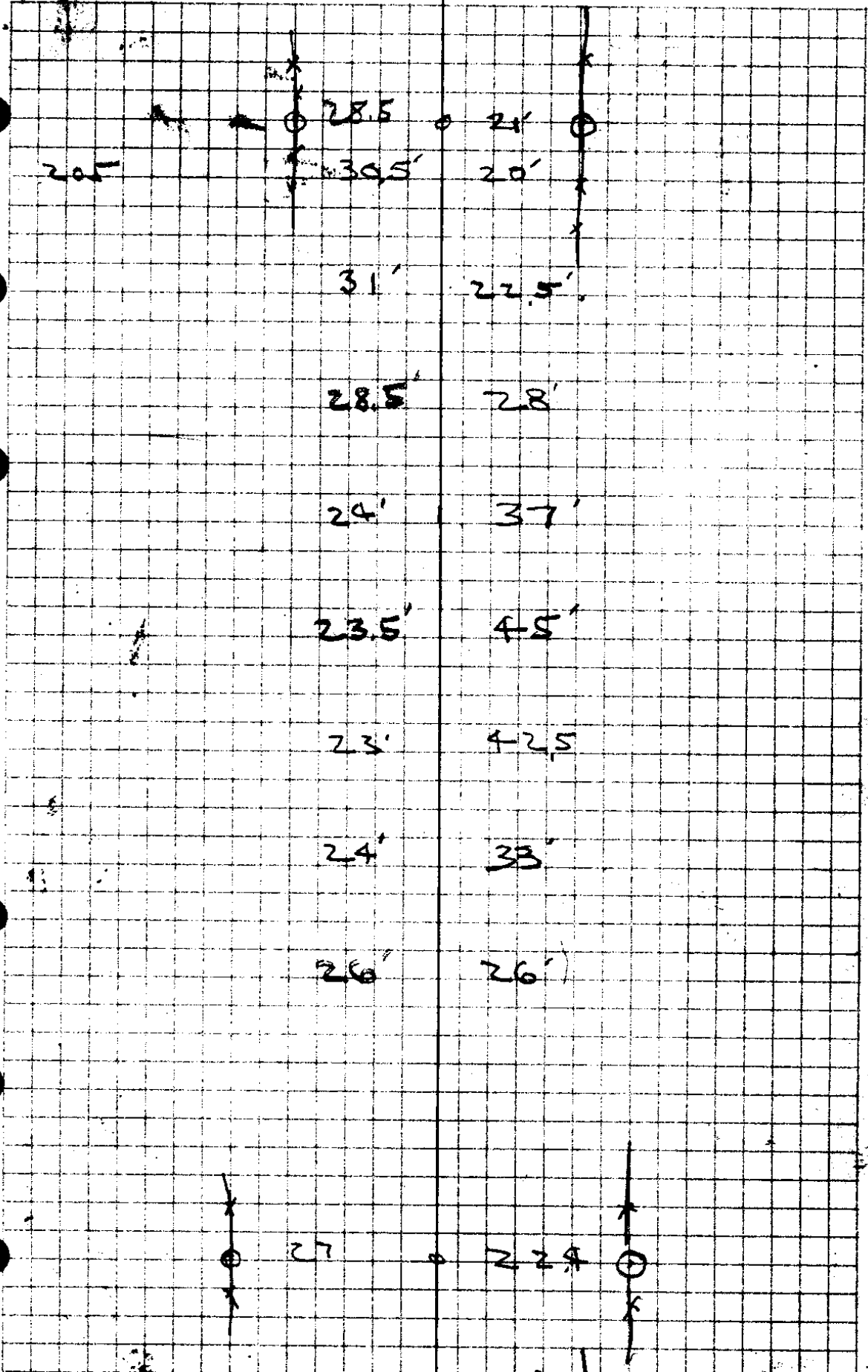
194+56

194+74

193+24

18" CONC. X PIPE

DRIVEWAY DRIVEWAY ON RT.



N 22° 45' E

~~219+019~~ P.I.T

218+831 48' BACK P.T. TO 18"

CONC. X PIPE

P" = 217+8969 ✓

P.I. = 217+3511 ✓

Δ = 27° 09' 45"

D = 90° ✓

R = 636.62

T = 153.80

L = 301.81

~~215+998~~ P.C

215+8131 ✓

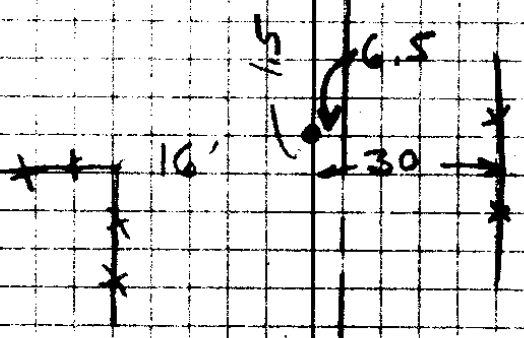
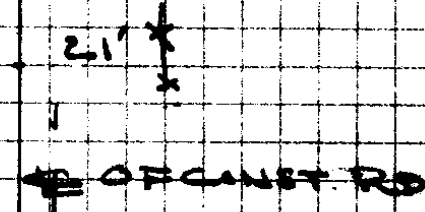
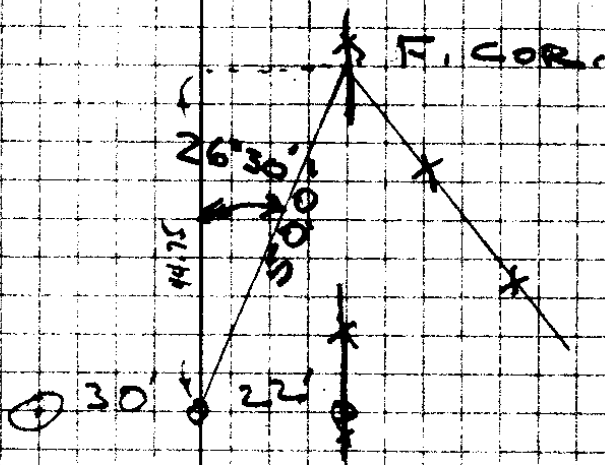
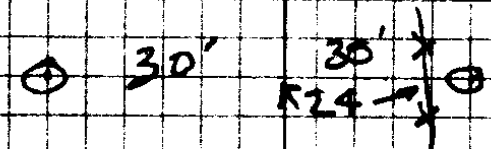
240' BACK FROM P.C.

~~208+50~~ P.O.T

208+32

N 99° 54' 45" E

W. P. WESLEY
D. L. LACH



N61°42'E

~~187+41.88~~ P.T.

187+22.02

P.L. = $\frac{186+81.19}{187+01.05}$

$\Delta = 6.47$

D = 8.30 R

R =

T = 40.9

~~187+84.1~~

187+64.1

DRIVEWAY
ON LT. & 12' X 36'
CONC. PIPE

L = 81.73

~~186+60.15~~ P.C.

186+40.25

N54°56'E

40.9

A

18660.15

AUG. 12-53

187401.05

CHAS. IRVING
CL. IRVING
BYRON

409) 830
3396

3272

1290

1227

130

1922

497

2601

35

3

105

60

6 240

40

10.1

8.3

81.73

664

664

143

83

603

581

4903

3

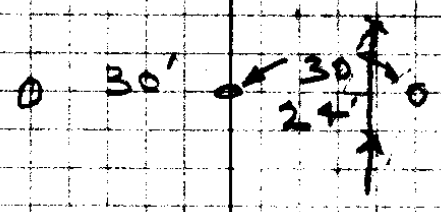
186+60.15

24

29709

18784.15

186+4.



C.S. File No. 45/23A

N81°04'E

~~191+8412 P/T~~
191+6425 ✓

45
35

145

4°00'

115' BACK TO DRIVEWAY ON SITE
(FROM P.T.)

Δ 19°22'

∠ 10°

P =

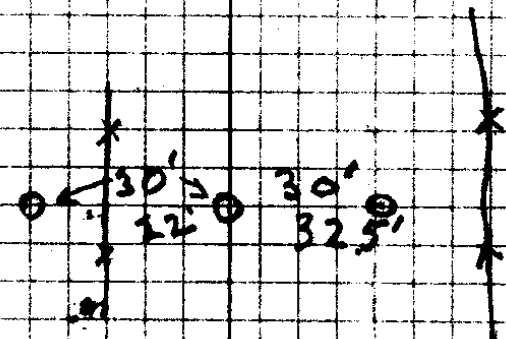
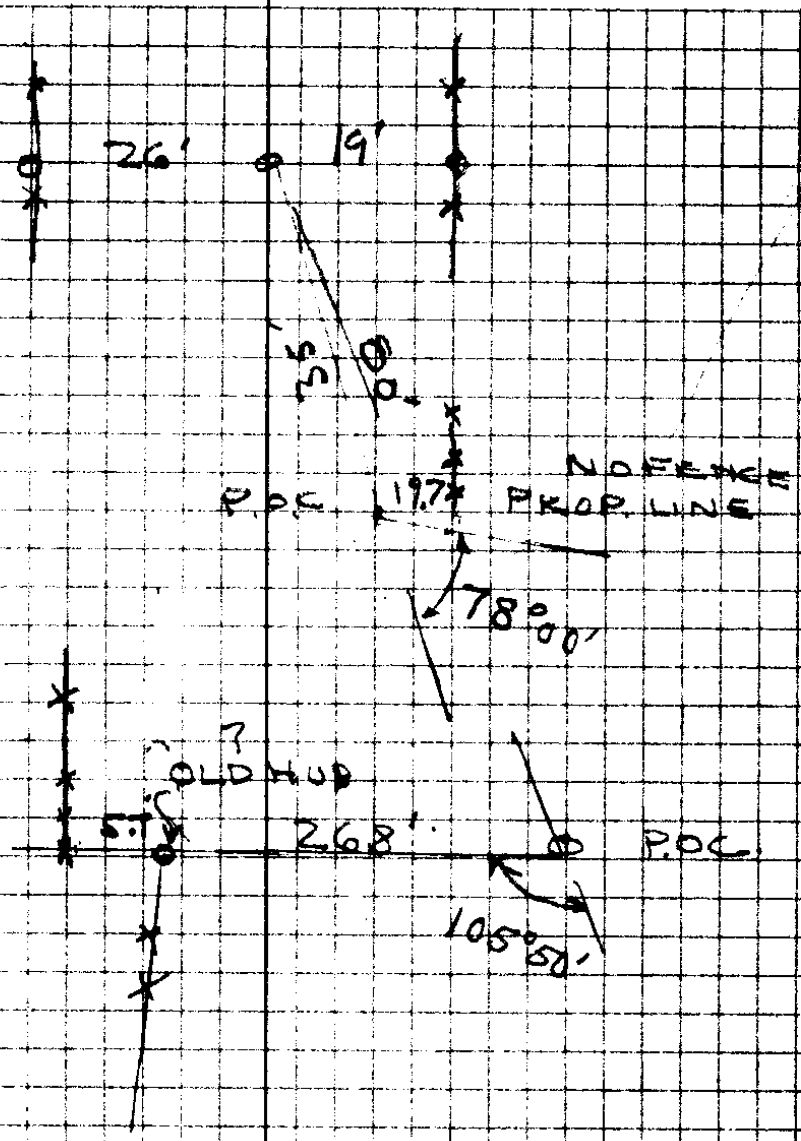
T = 97.77

L = 193.67

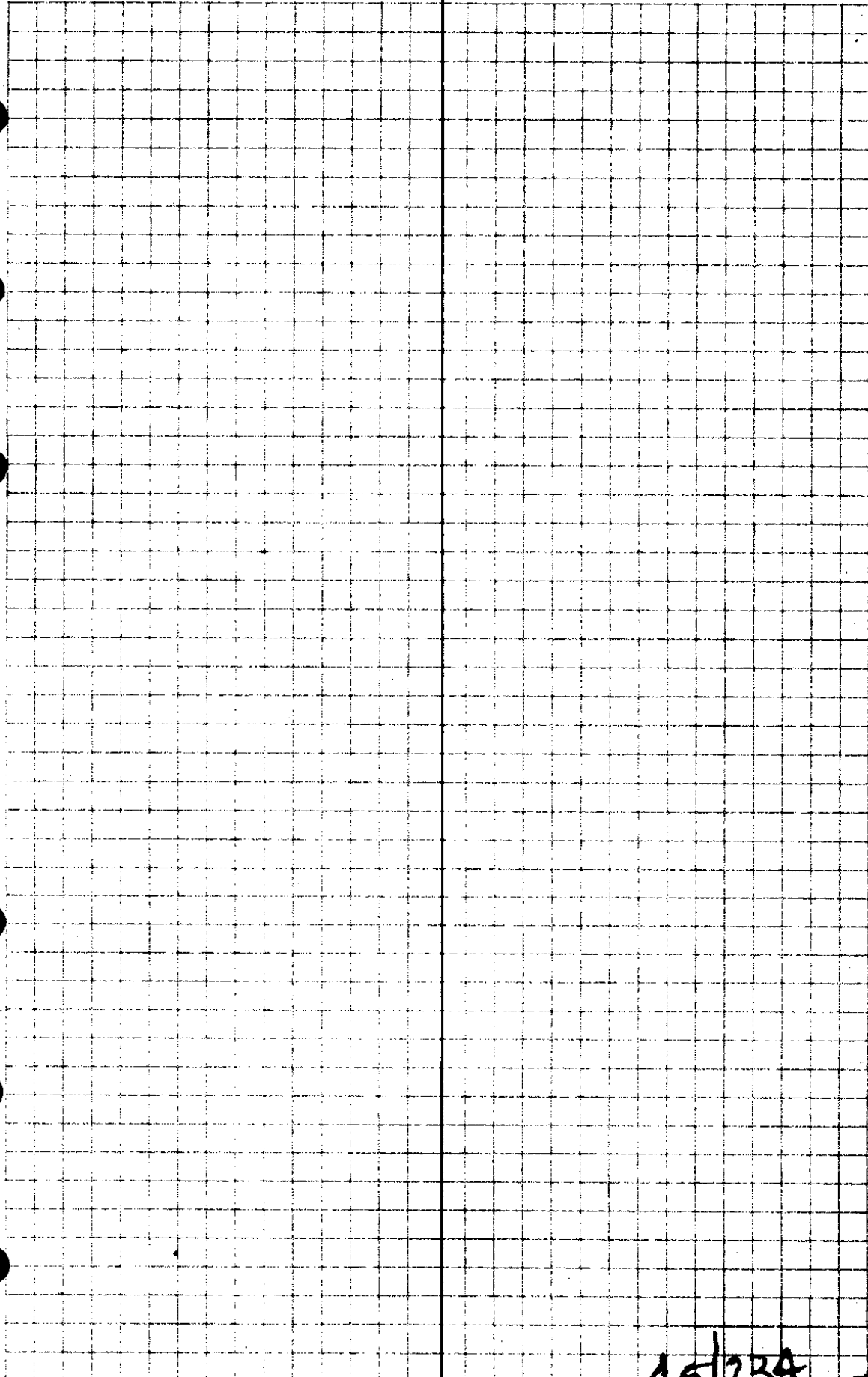
P.I. = 190+68.36

~~189+9045 P/C~~
189+7057 ✓

N61°42'E



C.S. File No. 45/234



C. S. File No. 45/234 ✓

N 13° 35' 45" E

~~224+429~~ P.T.
226+2632 ✓

P = 226+1057 ✓

P.I. = 225+5020 ✓

Δ = 90° 00' 15"

α = 60° L

R = 954.93

T = 76.45

L = 152.57

~~225+27~~ DRIVE ON LT. 33' 012" CONC. PIPE

224+7375 ✓

~~224+7375~~ P.C

N 22° 45' E

~~223+89~~ CTR. DRIVE ON LT. 40' OF 12" CONC. PIPE

~~223+89~~ " " ON RT. No. PIPE

222+14

~~222+14~~ P.O.T.

221+9268

N 22° 45' E


224 + 423
2 F11
1 12

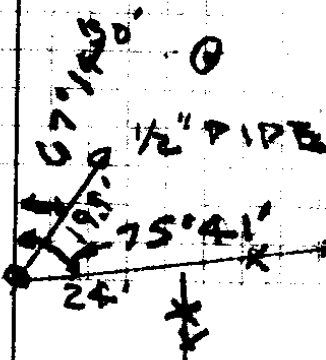
17
1906
1907
1908
1909
1910
1911
1912
1913
1914
1915
1916
1917

30'

30' 

C.S. File No. 45/234

 30'



C.C

N 0° 03' E

~~230+5185~~ P.T.
230+3533 35

P" = 230+2862 ✓

P.I. = 229+67.92 ✓

Δ = 13° 32' 45"

D = 10°

R = 57296

T = $\frac{6805}{16800} \times 6800$

T = 227.59

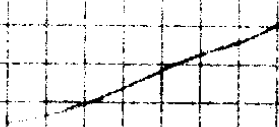
~~228+1839~~ P.C.
228+9987 89

N 13° 35' 45" E

~~228+495~~ P.O.T.

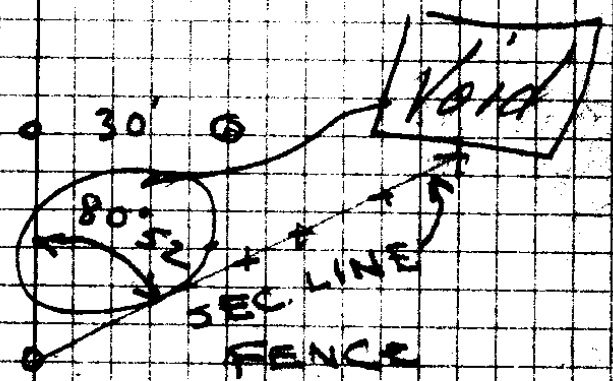
228+212

4' 30' 30'



13	35	45
80	52	
<hr/>		
9	4	27 45
<hr/>		
86	3	215

30' 30'



File No. 45/234 See "E" line notes for good & on fence.

N32°48'15" E

~~237+2934~~ P.T.

237+2934 38

P" 236+31.52 ✓

P.I. 235+70.18²²

Δ 32°45'15" R

D = 10°

R = 572.96

T = 168.38

L = 327.54

24' AHD OF P.I. TO 18" CONC. ~~PIPE~~ P.
X PIPE

~~234+2032~~ P.C.

234+0189 84

N0°03' E

⊕ 30' • 30' ⊕

DE CONST. RD.

⊕ 30' 5.5' 30' ⊕

C. & File No. 45/234

N44°11'15"E

50' AHD. P.T. TO DRIVEWAY ON LT.
AND 20' OF 2" CML. PIPE

~~241+91.42~~ P.T.
241+29.95 99

DRIVEWAY ON LT. 20' AHD OF P.I.
DRIVEWAY ON RT. AT P.I.

Δ 11.23'

D 7°

R 888.51

T 81.85

L 162.61

48.96

P.I. 240 + 49.19

=

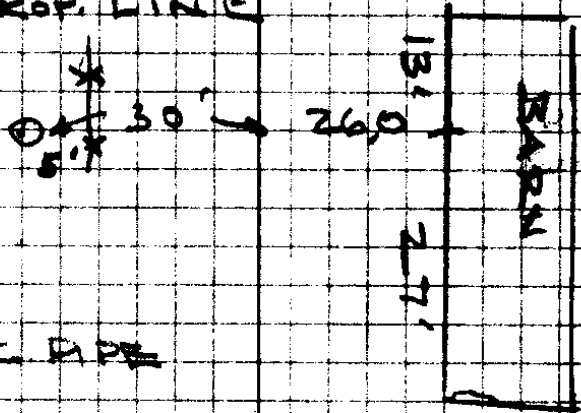
P 241 + 19.48 ✓

~~239+85.86~~ P.C.
239+67.32 38

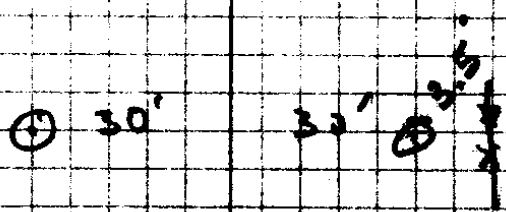
N32°48'15"E

DUG: 14-53
GIVEN
MARKING
20

10 FT WEST OF WEST SIDE OF DRIVE
APPROX 10 FT NORTH OF
APPROX 10 FT WEST OF DRIVE



10 12" CONCRETE



G. S. File No. 45/234

256+36' A.P. 9/2002' 4531' R

275' AHD TO E
OF P.I.

200' AHD. (APP. 3' LT TO E)
OF P.I.

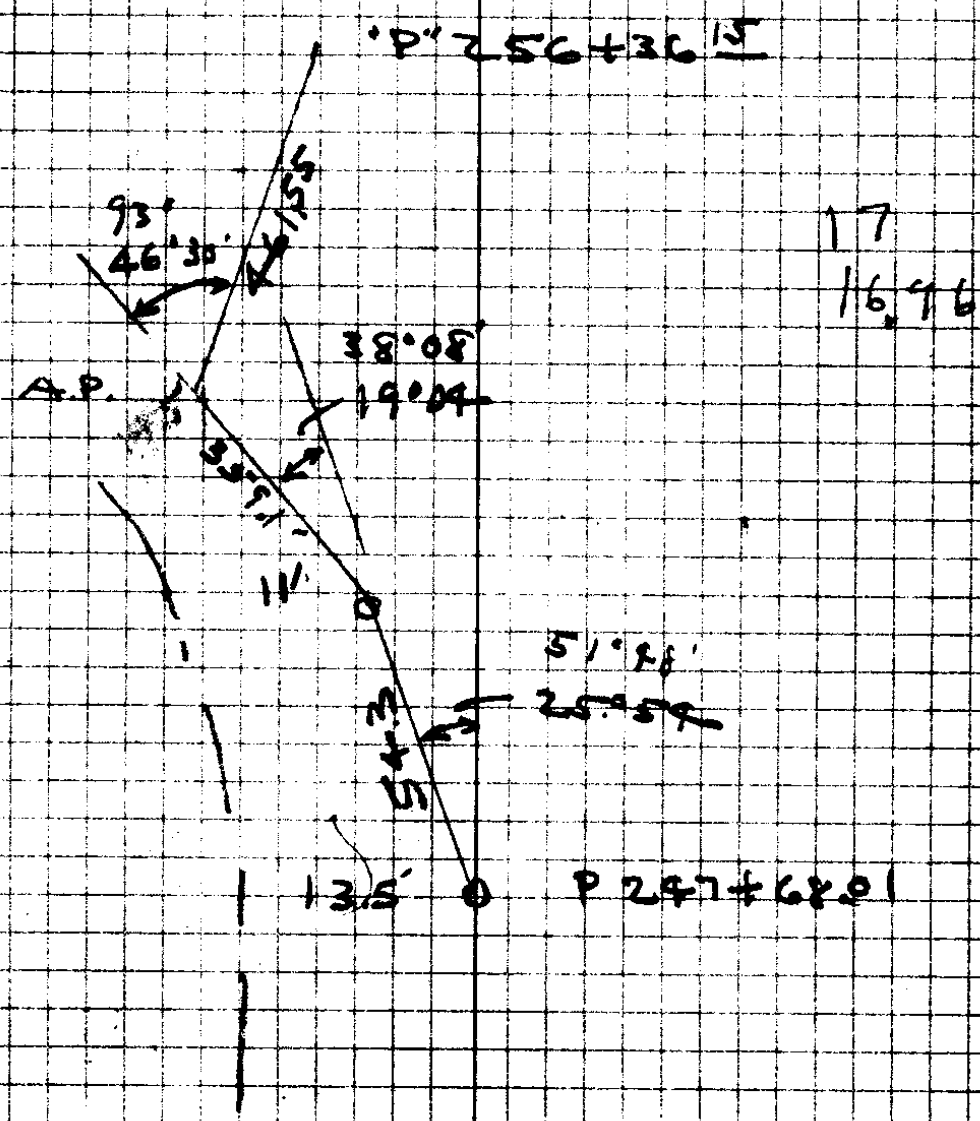
100' AHD. (APP. 3' LT TO E)
OF A.D.

60' AHD. TO INT. WITH E

A.P. 195' RT. TO E

54.3

N 48° 15' W E



C.S. File No. 45/234

~~Δ P1 - 25.10 04~~

PT
118.56
33.50
85.06

POST

35.50

P1 44.58

25.10

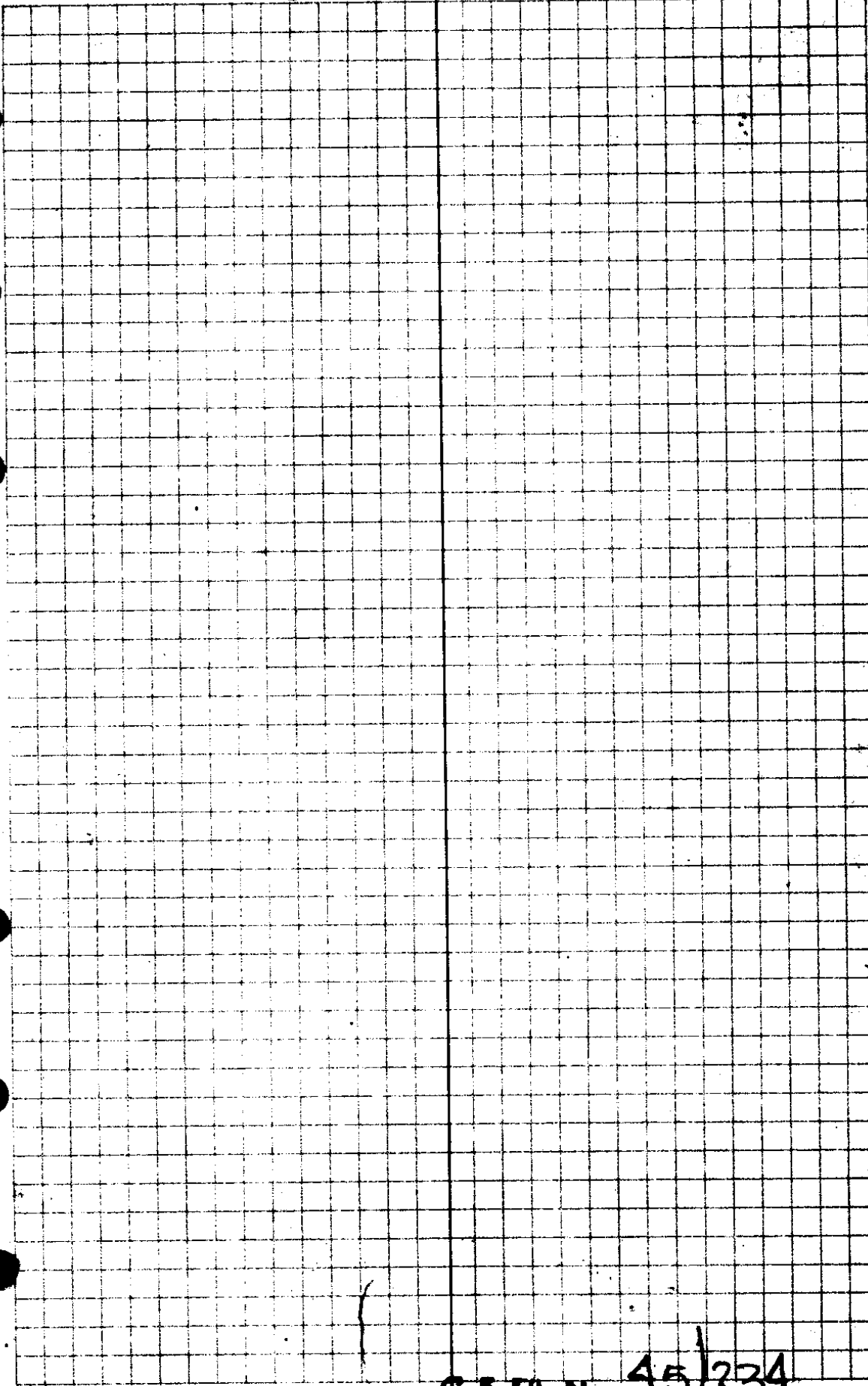
POST 247x160

118.56
25.10
93.46

PU

A 44.58
D 20.10
T 118.56
E 23.50
R 286.55
L 224.88

81.58
92.46
174.04
648.53
475.49
241 + 48.47
289.96
248
248 + 46.84



C. S. File No. 45/234

N⁰47'W

P.T. ³⁶ 248+2805

$$P.L. = 247+21.73$$

$$\Delta = 44^{\circ}58'$$

$$D = 20^{\circ}L$$

$$R = 286.5$$

$$T = 118.56$$

$$L = 224.88$$

P.C. 246+0347 ⁴⁸

43' BACK P.C. TO ^{CONC.} 18" X PIPE

109' BACK " TO DRIVE 24" X 12" PIPE

Lt.

N44°11'15"E

29.8 + 27.5

23

25.7

210.0294

1893

25.7 + 21.88

⊙ 30' ⊙ 30' ⊙

⊙ 30' ⊙ 30' ⊙

C.S. File No. 45/23A

49017 #

78
252+251 P.T.

P.I. 251+2188

Δ 50°04' R

D 22.50°

R

T 118.93

L 222.52

26
250+03 P.C.

N 0°47' W

250 + 0.295

937 29
3

2 2252

2812

252 + 25.97

1 97.0

259 + 22.97

2 79.78

357 + 0.25

⊙ 30' 30' ⊙

⊙ 30' 30' ⊙

C. S. File No. 45/234

12' AND P.T. 612" X 60" PIPE

S. 88°44'15" E

HUB FOR CONNECTION

10' NORTH OF HUB A - TO DRIVE ON LT.

92' BK OF P.I. DRIVE ON RT.
(40' 12" CONC. PIPE)

P.T.

⁶⁶ 257+02.75 P.T.

18' AND SF P.I. 2(24") PIPE S

P.I. 255+64.47

$\Delta = 41.58' R$

$D = 15^\circ$

$R =$

$T = 146.50$

$L = 279.78$

56' AND AC TO DRIVE E. 18' X 12"

CONC. PIPE IN LT.

P.C.

⁸⁸ 254+22.97

N49°17'E

N55°28'55"E

⁰⁷
P.T. 263+62~~46~~ P.T.

115 BN. P.T. TO DRIVEWAY ON RT.

P.T. 261+182.7

Δ 64042'30"

Δ 120 L

X

T 332.52

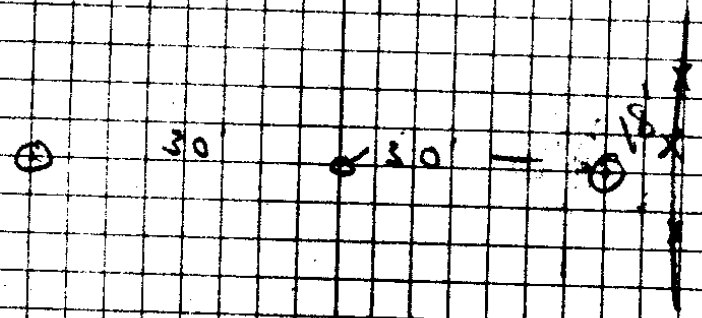
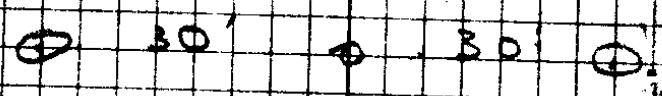
T 580.91

¹⁶
P.C. 257+86~~28~~ P.C.

CTR. OF GR. 2.5 RT.

588°44'15"E

83.5
 257.8575
 680.91
 26366.66



C. S. File No. 45/231

- 4.23 COR IN STN

270+33³¹₄₀ P.T

P.I. = 267+85.11

Δ = 25°14'41"

D = 5' R

R =

T = 256.63

L = 509.92

30' ANGLE P.C. TO 15' CURV. RADIUS

265+28³⁹₄₈ P.C.

N 55° 28' 45" E

162.13

155243027

15132

⊕ 30' ⊙ 30' ⊕

⊕ 30' ⊙ 30' ⊕

C.B. File No. 45/23A

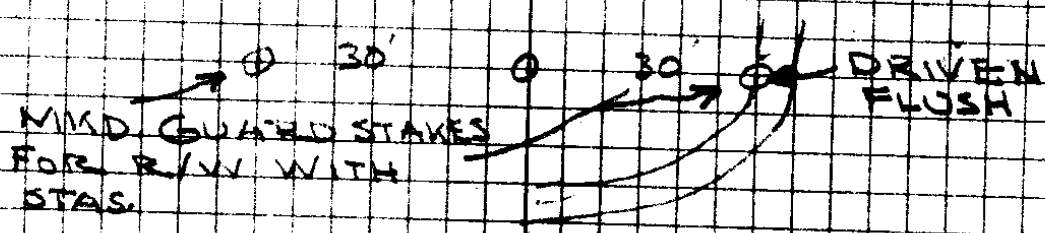
⁰⁷
~~225+4836~~ P.T.

$P = 275 + 45.19$ ✓
 $PI = 274 + 25.39$
 $\Delta = 272 + 47$
 $\alpha = 15^\circ$
 $R =$
 $T = 133.06$
 $L = 256.03$

¹⁹⁹
~~272+9228~~ P.C.

90' BACK OF H.C. TO DRIVEWAY
ON RT.

AUG. 27 - 53
N. IRVING
BYRON
N. IRVING



C. S. File No. 45/234

22
282+86.51 P. T.

$$P = 282 + 09.51 \checkmark$$

$$P.I. = 280 + 74.62$$

$$\Delta = 8^\circ 29' 30''$$

$$D = 2^\circ R$$

$$R =$$

$$H = 212.69$$

$$L = 424.58$$

64
278+61.93 P. C.

128' BACK P.C. TO 12" X PIPE (CONC.)

WILLIAM L WIAZD
1927

⊙ 30' ⊙ 30' ⊙

⊙ 30' ⊙ 30' ⊙

54
 286+4183 P.T.

P" = 287+02.03

P.I. = 285+71.34

Δ = 15° 36' 15"

D = 11° L

R = 520.87'

T = 71.37'

L = 141.86'

68
 284+9997 P.C.

⊕ 30' ⊕ 30' ⊕

⊕ 30' ⊕ 30' ⊕

C. S. File No. 45/234

SCHOOL HOUSE
PROP.

⁵⁸
296+3187 P.T.
16' BACK OF P.T. TO DRIVEWAY ON LT.
WITH 45' OF 12" CONC.

2' AHD. 15" CONC. X PIPE

⁴
295+6626 P.O.S.T.

58' BACK TO DRIVEWAY
ON RT.

65' BACK TO FENCE
E.W.

83' BACK TO FENCE
E.W.

$$P.I. = 293 + 2998$$

$$\Delta = 30^\circ 58'$$

$$D = 5^\circ R$$

$$R = 1145.92$$

$$T = 317.84$$

$$L = 619.33$$

²⁵
290+1254 P.C.

290 + 1677

423

12.54

296 + 26.10

423

31.87

30

293 + 3921

423

8

⊙ 30'

⊙ 30' ⊙

⊙ 30

⊙ 30' ⊙

C.S. File No. 45/23A

37' AHD PT. TO DRIVEWAY ON LT.
38" X 12" CONC PIPE

301+82⁶⁴ P. T.

$$P = 301+4378$$

$$P.I. = 300+0700$$

$$\Delta = 40^{\circ}05'45''$$

$$D = 20' L$$

$$R =$$

$$T = 104.54'$$



4' AHD. PC. TO 18" CONC. X PIPE

299+02¹⁶ P. C.

299706.57

31

42

0.245
2.0045
273

⊕ 30' ⊕ 30' ⊕

⊕ 30' ⊕ 30' ⊕

W. 1/2

C. S. File No. 45/234

4²²
309+05

P.T.

136' BACK P.T. TO FENCE COR. ON LT.

186' BACK P.T. TO DRIVEWAY ON RT.

$$P.I. = 306+72.85$$

$$\Delta = 28^{\circ}27'30''$$

$$D = 6^{\circ}R$$

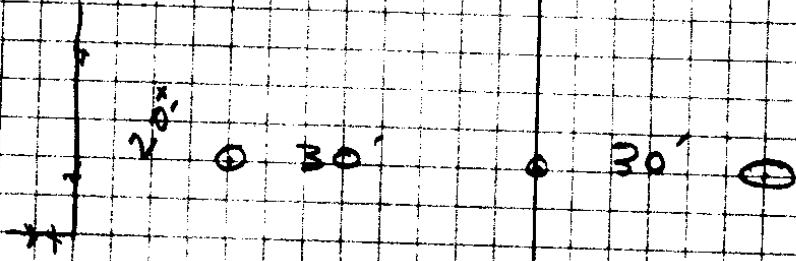
$$R = 954.93$$

$$T = 242.05$$

$$L = 474.31$$

41
304+30

P.C.



OPPOSITE -
 CEDAR GROVE
 SUNDY SCHOOL
 BLDG.



GREEN No. 45/234

4-5-70

³²
312+8443 P.T.

84' BACK OF P.T. TO DRIVEWAY ON RT.

33' BACK OF P.T. TO
OLD PROP. LINE FENCE
ON RT.

$$P.I. = 311+47.90$$

$$\Delta = 19^{\circ}18'$$

$$D = 7^{\circ}L$$

$$R =$$

$$T = 139.19$$

$$L = 275.72$$

$$E = 11.75$$

²⁷
310+08.71 P.C.

310 + 94.14
48.01

312 + 2115
7250

19153 3337

311 + 7223

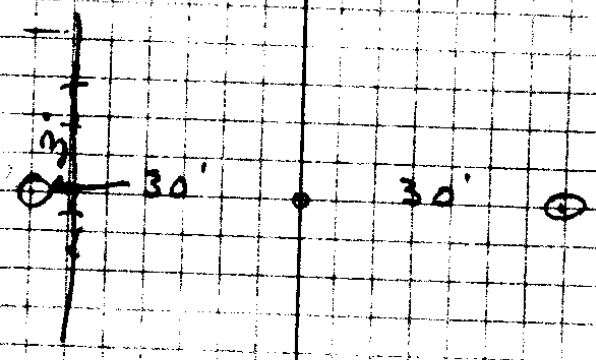
311 + 48.65
129.19
310 + 09.46

30° 23'

D.L.
A

30° 23'

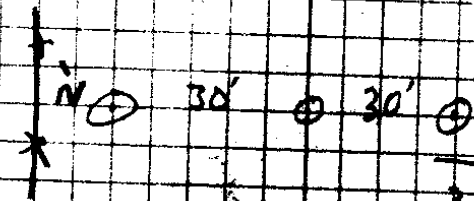
R EX. 15



310 + 09.54
309 + 05.01
104.35

309 + 05.01
1 + 43.7
310 + 08.71
2 25.72

312 + 89.92
48.01



318 + 52.98
4 91.85

318 + 27.33

C & F No. 45/234

2545

~~20' AND OF TO DRIVE ONLY ONET.~~

$\begin{array}{r} 3 \ 89 \\ 318 + 2927 \end{array}$ P.T.

20' AND P.O.C. TO DRIVE CURT.

$\begin{array}{r} 316 + 2933 \end{array}$ P.O.C.

$$P.I. = 315 + 7919$$

$$\Delta = 11' 04''$$

$$D = 2.25^\circ L$$

$$R =$$

$$T = 246.71$$

$$L = 491.85$$

103' AND OF P.C. TO 21" CONC X PIPE

$\begin{array}{r} 04 \\ 313 + 3228 \end{array}$ P.C.

AUG - 28 - 53

318 + 2433 34

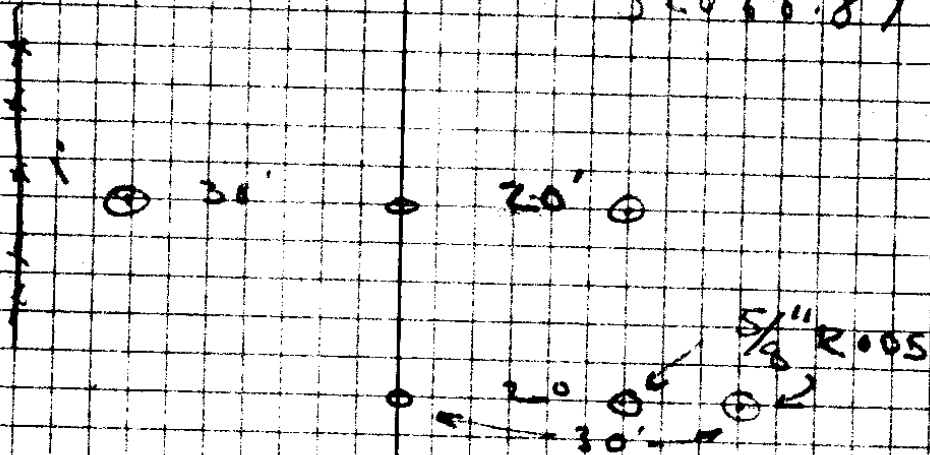
2595

318	1	2	3	4	5	6
217	0	9	7	8		
2	1	7	0	9		

3187978

21709

32066.87



⊗ 30' ○ 30' ⊗

48
320+66.97 P.T.

30' X 18" CONC. PIPE
95' AHD. P.I. TO DRIVE
ON L.F.
63' AHD. OF P.I. TO

P.I. = 319+60.97

$\Delta = 30^{\circ} 23 \frac{1}{2}'$

18" CONC. X PIPE

$D = 14^{\circ}$

29.2' AHD. OF P.I. TO
P 32+40.31

$R =$ OK.

$T = 111.19$

$L = 217.09$

322+00 P.O.C.

10' AHD. P.C. TO DRIVE

39
318+49.78 P.C.

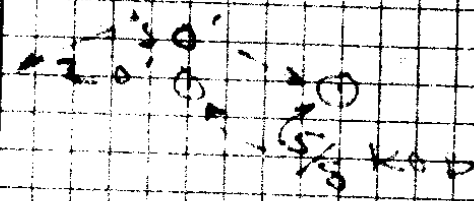
130° 09'
65° 09'
65° 00'

2" PIPE
INT. POINT
FROM ENCR.
TRACT &
CENTER 1/4
SECT

P.T. 320+66.81

52.5'

30' 30'



30' 20'

C. S. File No. 45/239

82' AHD. PT. TO 12" X PIPE

61' AHD. P.T. TO DRIVEWAY ON LT.

⁵⁸
325+46~~7~~ P. T.

93.87'

P.I.

93.87'

⁰³
323+62~~7~~ P. C.

295.5'

320+66~~8~~ P. T.

$$P = 326 + 117.1$$

$$P.I. = 2$$

$$\Delta = 25^{\circ} 50' 15''$$

$$D = 14^{\circ} R$$

$$R = 409.26'$$

$$T = 93.87' \text{ OK}$$

$$L = 184.55$$

326 + 1171
321 + 4031

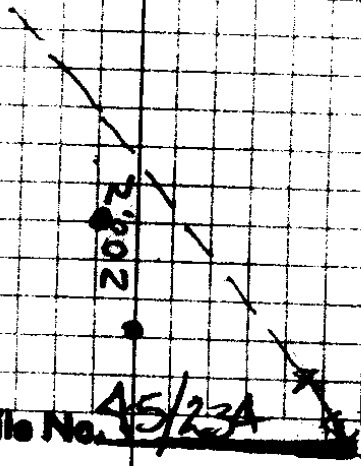
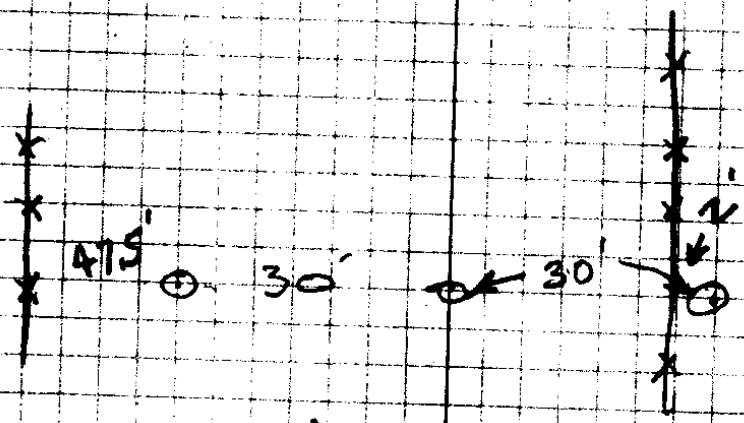
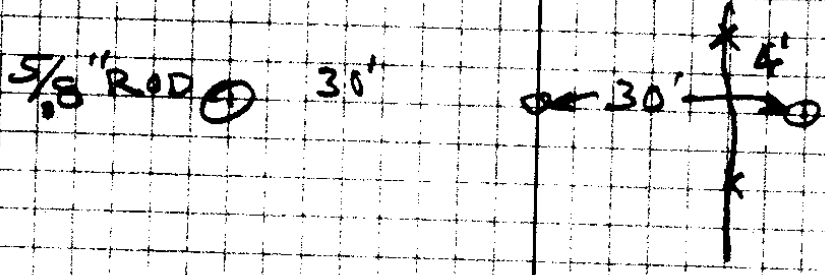
295,55 - 37

4 71.40

320 66.87

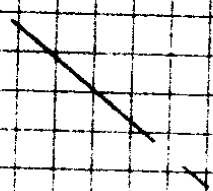
323,62.72
184.55

325 + 46.97



G. S. File No. 45/23A

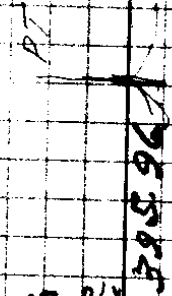
0	46
69	37
<hr/>	
70	23



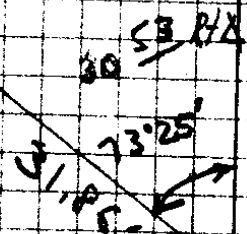
SET 5/8 ROD FOR P.I.
328+24.87

T.P. 11/11

LOT 4



FD. 1/2 PIPE

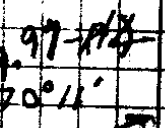


L 333+73.55
~~L 332+75.29~~

PK NAIL

URK

S.F. 11/11



FD. 1/2 PIPE



PK NAIL

~~L 336+39.87~~

L 338+17.65

I.P. 11/11



C. E. File No. 45/234

SEE NEXT
PAGE

1945 ✓
~~327+9080~~ P.T.

P.I. 327+19.61

Δ 17° 13' L

D 12°

R

T 72.28'

L 143.47

0+00 Frozen Gl ✓
326+4733 P.C.F

699
—
10025

325+46 P.T.
58

26551

328+1961

$$\begin{array}{r} 26551 \\ 9287 \\ \hline 17264 \end{array}$$

$$\begin{array}{r} 328+1961 \\ 10526 \\ \hline 328+2487 \end{array}$$

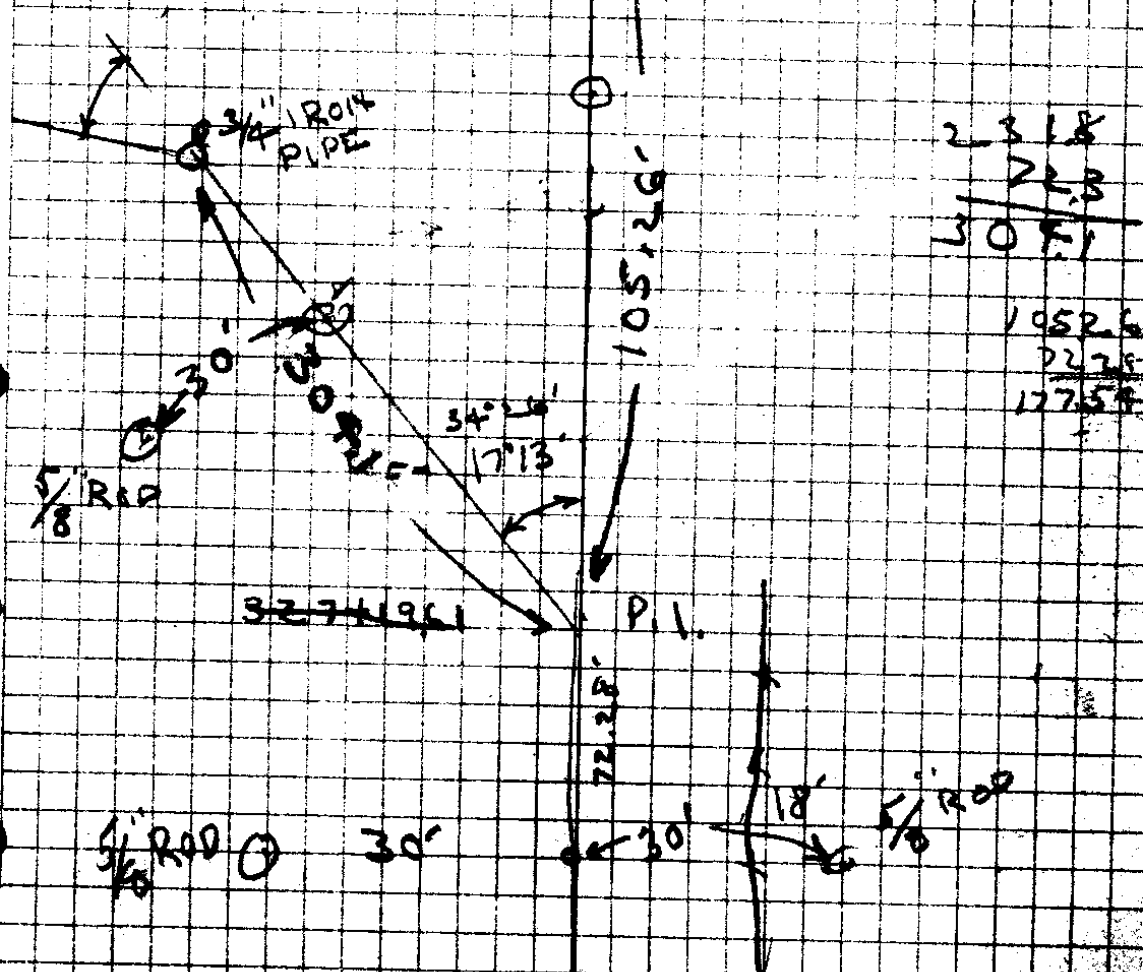
$$\begin{array}{r} 3254697 \\ \hline \end{array}$$

$$\begin{array}{r} 3271961 \\ 7228 \\ \hline \end{array}$$

$$\begin{array}{r} 3264733 \\ 14387 \\ \hline \end{array}$$

$$\begin{array}{r} 3279080 \\ \hline \end{array}$$

5/8 ROD P.I. 328+2487



$$\begin{array}{r} 2318 \\ 2228 \\ \hline 5086 \end{array}$$

$$\begin{array}{r} 10526 \\ 2228 \\ \hline 12754 \end{array}$$

39596 AHD P.T. TO HUB PK

378' AHD PT. DRIVEWAY ON LT.
15' X 12" CONC.

200' AHD PT. 8' X 12' MULT ARCH
UNDER ROAD - CARRIES FROZEN
CRK.

40' AHD P.T. TO DRIVEWAY ON LT.
21' X 15" CONC. PIPE

~~333+97~~ 19
333+5314 P.T.

93' BACK PT. TO DRIVE ON RT.

$$P.I. = 328 + 2487$$

$$\Delta = 23^{\circ} 39' 30''$$

$$D = 6.75^{\circ} R$$

$$R = 848.89$$

$$T = 177.78$$

$$L = 350.49$$

~~330+1025~~ PC.

326+46.70

328 + 2487

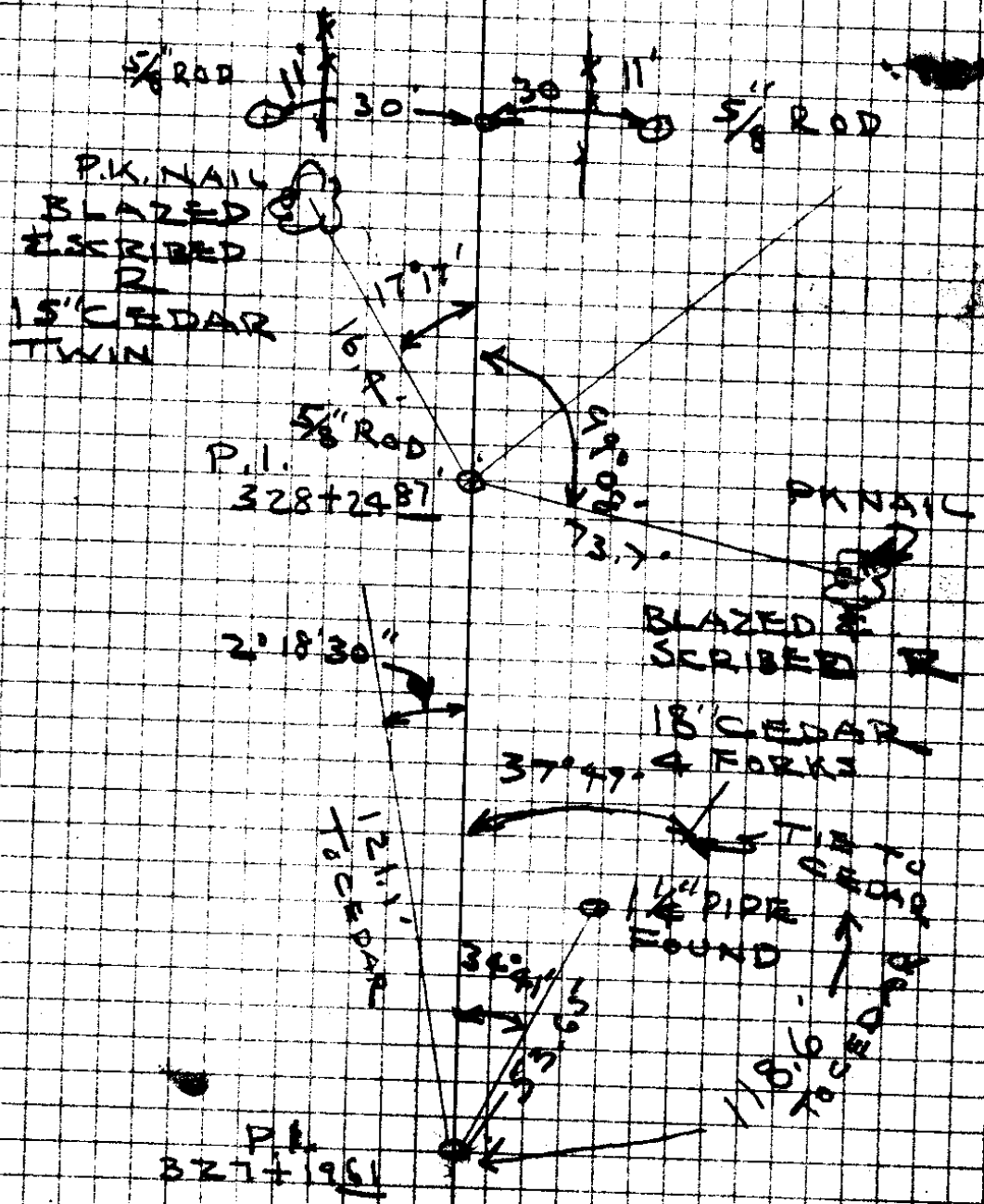
10

1 2728

330 + 0285

5 5080

333 + 5314



C. S. File No. 45/234

NOTE - SEE PAGE # 38
FOR LOCATION OF HUBS

424.5' ^{PK} TO HUB

155' END OIL MAT

138' ^{PK} AHD. HUB DRIVE ONLY.
1 1/2" x 12" CONE.

138' ^{PK} AHD HUB DRIVE ONLY.

AUG 31-53 41

W. H. H. H. H.
H. H. H. H. H.
H. H. H. H. H.

G. S. File No. 45/234

POINT DIST. DEF. L C.C. M.C. S. DIST.

L100'

2" PIPE

320+66.87

130° 09'
65° 04' 30"

319+60.7

TRIPS TO ESTABLISH

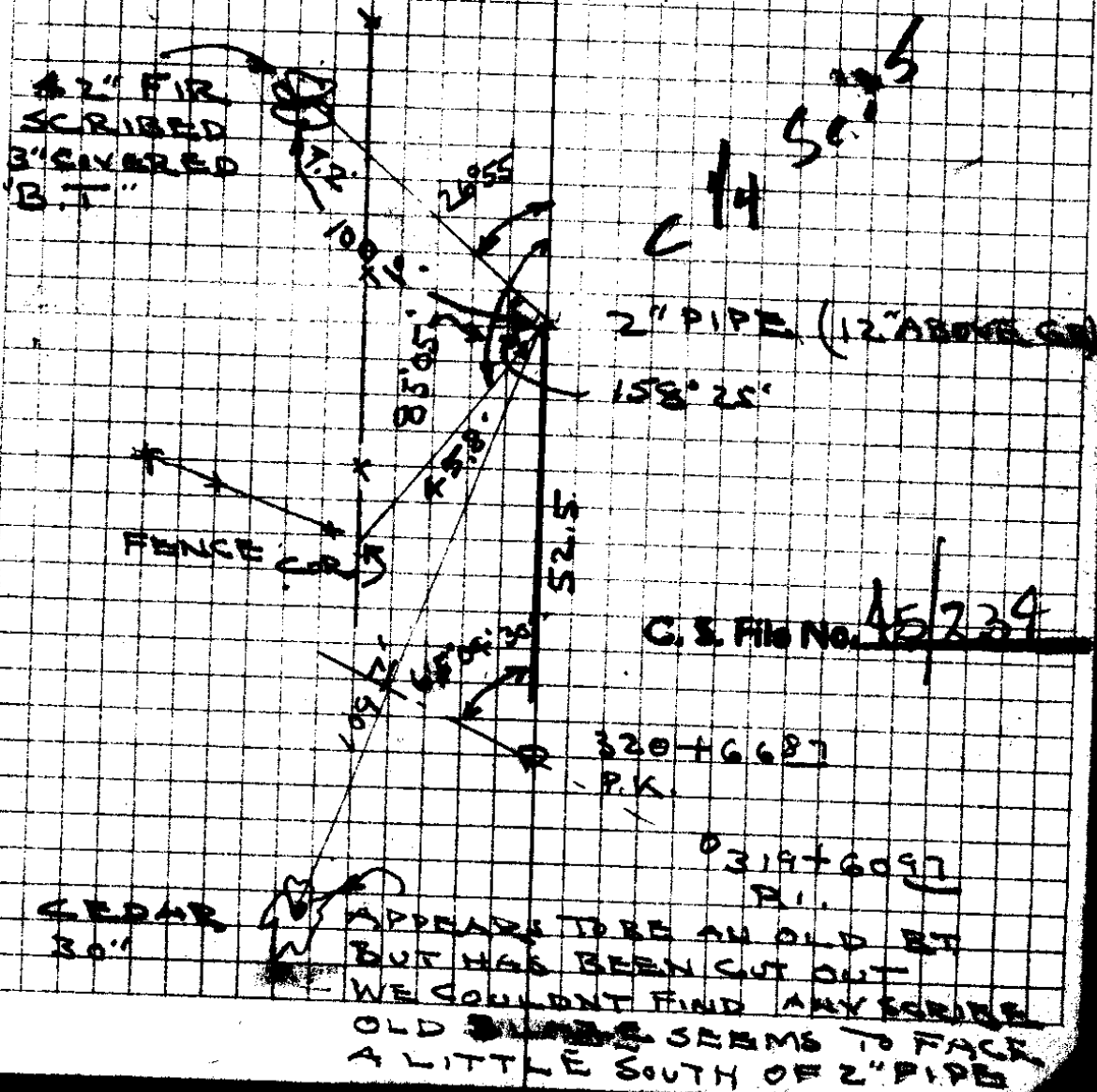
42

CENTER SECTION

SECT. 14-53

H. H. BRYLING
H. B. ROLV
R. IRVING

357
27
109.7



309+05⁴¹ P.T.

137' BACK OF P.T. TO FENCE

COR ON LT. FENCE

RUNNING WEST

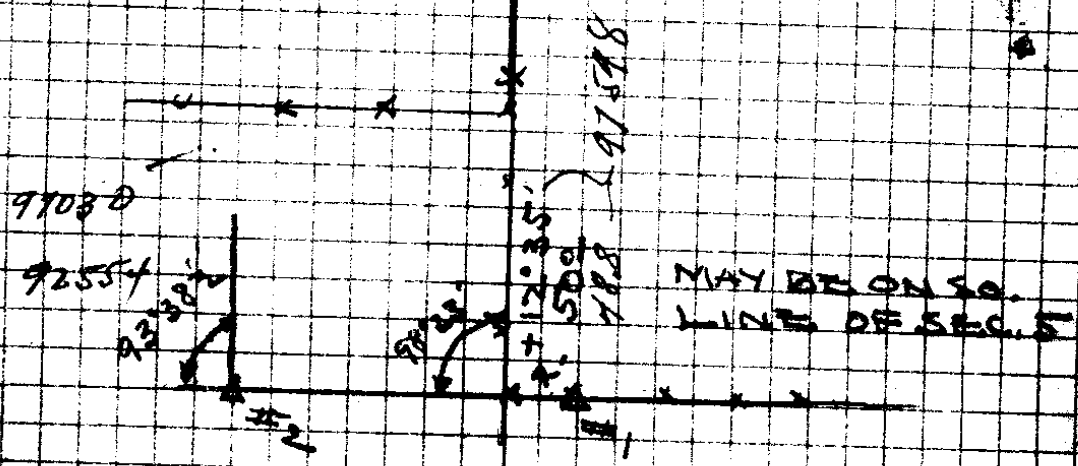


C. S. File No. 45/239

H. DIST.	POINT	CC	M.C.	S. DIST.
1752	6		✓ S 86° 09' 30" W	L 1752
	5	41' 59" (?) 20° 39' E	S 85° W	
3750			✓ N 73° 11' W	L 3750
	4	28° 58' (?) 14° 29' 30" E	N 74° W	
1702			✓ N 58° 42' W	L 1702
	# 3	52° 08' 26° 04' E	N 60° W	
1048			✓ N 84° 46' W	
	# 2	187° 15' 93° 38' E		
1895			✓ S 1° 35' 30" W	
	# 1	98° 23' L (lat)		
			S 80° 01' 30" E	
			Yn 20°	

- 14000'
10000'
- 22015'
10000'

5



G.S. File No. 45/234

CC. M.C.

HUB Kemp 1/4

148

N39°43' W ✓

93°07'
91°33' 1/2 R

BRASS CAP
1/4" diam. 5/8"

L131.8'

9°30'
75° E

442

L137'

-6°15'
100° E

S85°12' W ✓

S83°45' W

49°53'
24°56' L

7

N69°51'30" W ✓

1265

N70° W

6

27°58'
23°59' R

f5

138

1318

98629 700

99406

G. B. File No. 45/234

NORTH MYRTLE
TIES TO FROZEN CRK.
TRACT.

C.S. FILE No. 45/234

RENEWED C E 1/16 COR
SECT. 5 T 295 R 4 WYMI

FD.
1" I.P. 0
1/16
N 70° E
490'
16" R. FIR
BLAZED &
SCRIBED
C E 1/16 C S
S 5' BT

WE ALSO FOUND OLD BT
LAYING ON GROUND HAD SLID
DOWN SLOPE WHEN IT FELL.

NOTE - MAG. BEARING SHOWN
IS NOT CORRECTED FOR VAR.

C. S. File No. 45/234

BULMER
COR. 2" SA. FIR,

227.5 ✓
LOT COR. 1" I.P. ✓
N88°46'W S71°W -29°30'
2500

2°02'
1°01'R ✓
78.1 ✓
N89°47'W S70°W -29°25'
89.7

C
A
1305.6 ✓
6°58'L ✓
497 ✓
N82°44'W S77°30'W -11°25'
50.7

B
A
15°17'
7°38'R ✓
106.9 ✓
S89°32.2'W +18°45'
112.9

A
A
1°02'
0°31'L ✓
132.7 ✓
N89°56.2'W +29°12'
145.5

1/16 COR. ✓
20.5 ✓
2507'
1°04'R ✓
S88°59.1'W N71°E

I
1" I.P.

DEC. 2-53
H. B. K. N. G.
H. B. K. N. G.

90996

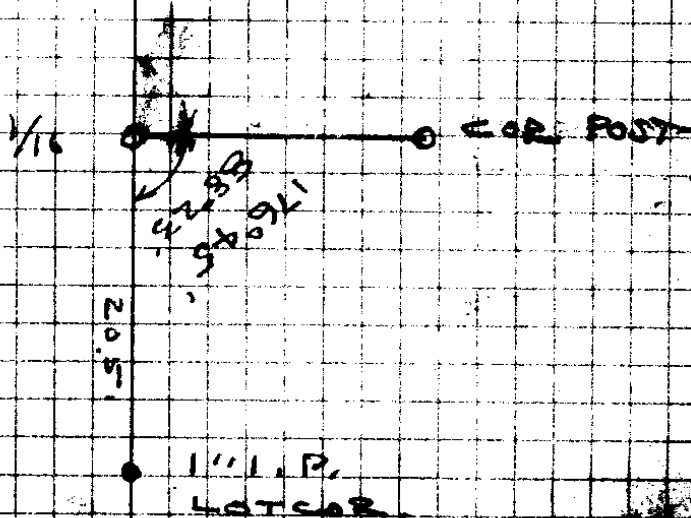
15-8
11-6

87107

98021

94693

91212



1111 P.
LATCAR

C. E. File No. 45/234

STA.	DIST.	L	C.C.	M.C.	S.C.	S.D.
" 11 L-PT.	14°	Corr.		585-43-30 W N85°41 E		
2" 1.P.	6 1/4 Sec 5					
		265° 54'				
		132° 57'				
	597			N 38° 40' E S 58° 41' W		
					N 190° E	
F Δ		273° 35'				
		136° 47' R				
	281.7			S 81° 52 1/2' W		
						73° 25'
E Δ		9° 34'				282.2
		4° 47'				
FRITX				S 86° 39 1/2' W		
	153.9					
					S 67° W	
D A		9° 37'				
		4° 38 1/2' L				
	294.7			N 85° 42' W		
BULMER COR		0° 08'				
		0° 14' R				
				N 88° 46' W		

99822

G. S. File No.

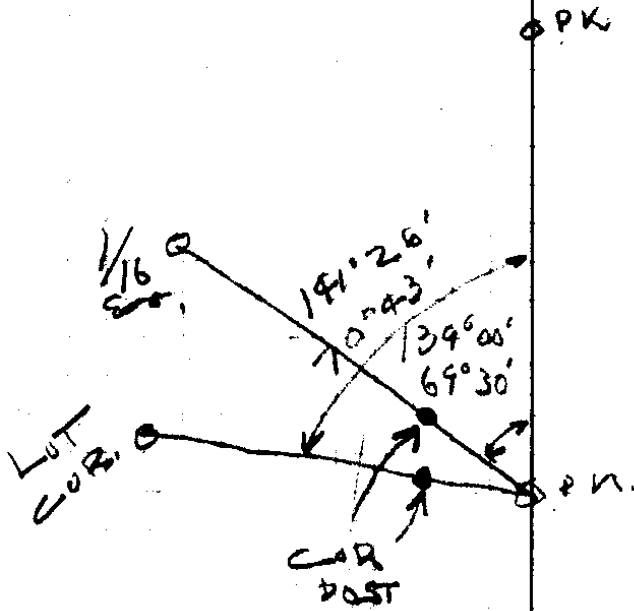
45/239

2" P.I. -32/+40 ³¹

2" I.P.

346° 52'
173° 26'

F.
A



G. L. File No. 45/234

NORTH VIRGINIA

C. S. File No. 45/239

STA	DIST	L	CC	M.C.	S.L S.D
E	139.2 ✓		N74°59½E	N77°E	+9°30' 139.6
D	259.4	45°05' 22°33' L	582.27½E		L259.4'
C	295.1 ✓	56°56' 28°28' R	N69°04½E	N71°E	+6°30' 297.0
B	210.6 ✓	54'09 27°04½ L	583°51'E	583°E	L210.6
A	133.0 ✓	20°59' 10°30' L	573°21'E	572°30'E	133.5' +5°05'
#2	189.5	17°52½' 74°55½ L	51°35'30" V		
#1					

DEC 11 - 1953

J. BURTON
REINSTEIN

✓
.99692

✓
.99357

VAR = 2 1/2

✓
.99607

Q & File No. 45/239

1 1/2" P. ~~...~~ Cor.

5 | 4
8 | 9

137.9

N83°17'E N84°30'E L-137.9

OLD HOB PROBABLY
F SET BY CORRO

51° 24'
25° 42' R

+2000'
2225'

222.9 ✓

N57°35'E N60°E

E

34° 49'
17° 24' L

○ 1 1/2" I.P.
WE FOUND 1 1/2" IRON PIPE & OLD POST
BTS FOUND IN 1951 O.K.

99939

G & F No. 45/234

N. MYRTLE

C. S. File No. 45/234

JTA. DIST. ← R.C. M.C.

P 8° 13'
4° 07' L

198.34'

N 84° 09' W

+ 30° 35'
230.4

O

17° 55'
8° 57' R

153.2'

S 86° 53' E W

+ 32° 55'
182.5

N^A

7° 12'
3° 36' L

157.68

N 89° 30' E W

+ 31° 20'
184.6'

Δ
M.

80° 41'
40° 20' E R

S 50° 09' W

107.65

+ 17° 42'
1130

295 + 66.26

97° 08'
48° 34' L

N 81° 17' E W

420.5'

L 120.5
L 300'

1/2 c
BRASS LAB

DEC. 7-53

B. IRVING.
J. BYRON
R. IRVING

86089

83946

85416

95266
~~85416~~

VAR = 2 1/2°

237° 0' 13" E
113° 0' 13" W

581 9' 17" W

532° 14' 2" W
50' 4" W

C. S. File No. 45/234

Temp Cor Sub 1
BRASS CAP
1/4" CR. - 3/8"

S.W. 1/16
SEC 5

367'40 $\frac{1}{2}$ W S 69° W

95.28 ✓

+28°58'
108.9

△
Q

48°08'
24°04' L

217.17 ✓

+26°08'
241.9

N 88°15 $\frac{1}{2}$ W

FOUND - OLD STAKE ON GROUND
2 - BTS GOOD CONDITION
WE SET $3/4$ " I.R. FOR COR.

87490

89777

C. S. File No.

45/234