825

825

County Survey 111

T. 11 S. R. 6 W. 825

N89°22'E 6.413

Nahum King Cl. 53

S 89° 54'E 53.358

N1°20'E 7.088

39.976
39.763

J. Eddleman Cl. 56

11.192

23.351

2016

961

59.763 to fence

N1°20'E

1.8.225

59.795

N89°56'W 53.382 + 6.413 =

Corner in tree here

Joseph Watson Cl. 51

N1°11'W

S0°02'W 39.859

½" pipe

5.925

N89°57'W 3.60 to fence 53.168

Wagon thimble

9.645

S0°48'E 26.87

N66°10'E

N0°43'W 26.37

N88°58'W 40.252

22.896

20.126

bolt

2.77

bolt

3.208

N89°09'W 17.372

Isaac Miller Cl. 52

N89°02'W 28.913

40.293

bolt

bolt

N0°39'E 40.111

NORTH ROAD

Division line for 150 A on West side

N0°05'W 39.947

bolt

20.324

S89°18'E 40.648

bolt

20.324

11.978

bottle

3

2

N0°38'W 20.129

20.220

20.05

Bottle

N89°13'W 40.470

11.978

8.437

20.235

bolt

40.30

825

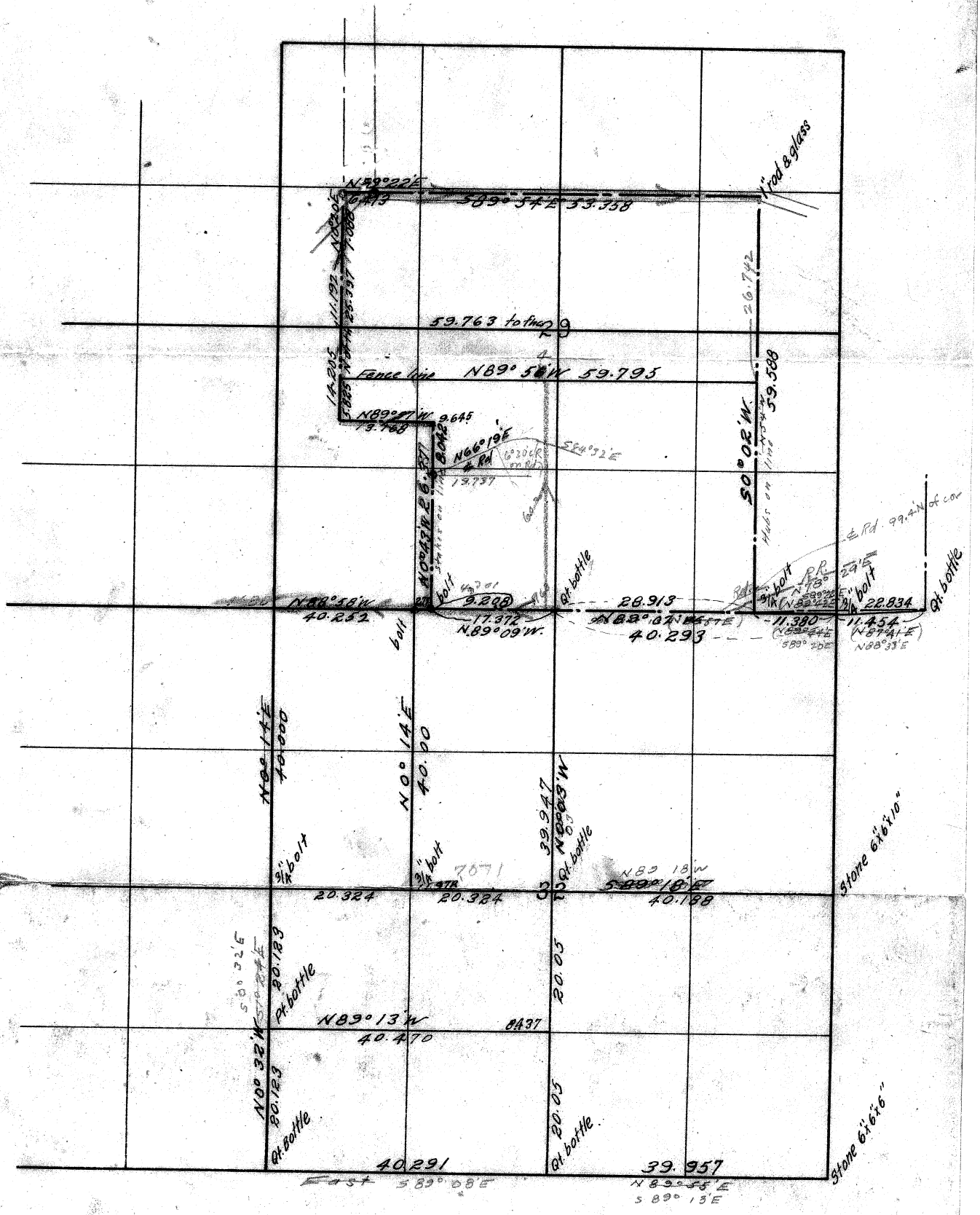
Sketch Map May 8

C5111 1922

Sec 29, T11S, R6W

Lease Leaf

Sec 29, 32 T11 S, R6W



Sec 32. T 11 – 5

825 Taylor Survey

May 8 1922

Bottle
Begin at ¼ cor $\frac{29}{32}$

C. S. 111

4 Line Date May 4 1932 Party A W W 6
Taylor Sr.
Project Sec 32 T 11 - 6 Harris

Sta	Slope dist	Horiz dist	Defl ang	Course	offsets from orig trav
	Set over bottle			1/4 cor	29/32
A0					
	+1°30' 1.720	1.744		N88°18W (Corrected S 40 - N88°56'W)	
A1			1°0R		
	+4°45' 2.651	2.642		N87°18W	
A2			0°49L		.046N
	0°0' 5.000	5.000			
	+7°30' 2.149	2.131		N88°07W	
	0°30' 2.867	2.867			
	+6°30' 2.515	2.487			
			Tot = 29°56L	Class 2 S 2.5 S	
555	Side shot to Ch cor			+0.06 = 2.56 S	
			Tot: 31°R		
A3			0°20R		.040N
	2.343	2.343		4 pt cor	
	-5° 2.460	2.451		6" Oak N 65° W .23	
	-11°30' 2.505	2.458		10" R 22W .223	
	-7°10' 1.448	1.437			
	-5° 1.344	1.338			
	-14°45' 1.460	1.398			.162N
	-22°35' 3.019	2.781			
	-35°20' .575	.468			
	3.32	3.320			
A4 N. rail		0°37L		N 49° W	
cale	2.130		3°11R		

1.23 1°2' to hub.

Offsets to line

	A1 = .020 S		1.744
	.0304		2.642
.046N	.046		2.485
.040N	A2 = .096 S		17.994
.086N	.082		2.130
.162N	.023		1.806
.248N	.201 S		1.449
.0043	.009	.99993	40.250 (40.252)
.244N	.033		
.016N	.243 S		
.260N	.026	2	40.252
.722S	.029		
.462S	A3 = .280 S		20.126
	.021		19.214
.0115	.029		.912
	.328		
40.250	.1620		
	4025		
	5950		
	4025		
	19.25		

0°40'
2.770 cu to 20 cor

Sta. Rdg on pole 1.41 ft. = 2.13
1° 3° 23' R = N.35°36'W. .004 S of ℄
from S. Rail

A+B Line Date May 2, 1922 Party Harris
KWWL

Project Sec 32 T11-6

A5 1.807 1.806 Tot 3°R. 0°37'R .004 S.

A6 1.625 1.449 Tot 26°53'L 26°53'L .016 N. .722 S. to pt where rear would hit cor.

A7 Sec cor 29, 30, 31, 32. set at pt. 0.24 W of Int. Cor of 4 sec, witness B.S. bolt S. at E ditch on Cl. line

B0 2.825 2.825 90°14'L Cl. cor S28°39'W (correct 1°10'W) =N89°51'W

B1 4.263 3.123 .712 1°53'R N89°14'W

B2 2.550 2.499 90°R Cl cor N0°46E (Correct W 43') =N0°03'E Cl. cor to 1°21. cor

B3 1.995 1.991

B4 5.096? 5.014 4.790 4.710 1.925 1.893 3.527 3.516

B5 3.712 3.712 5.000 4.959

3.0 W of N 1 ch wide to Harris Cor

.02027 = 1°10'
13.122 ∫.266

13.119
.024
13.143

.012774 = 4°
25.333 ∫.316

hit cl cor

N5°14W 6°0'L to hub on W&E line

-10' = 1.335

N1°44W 2°30'L to hub Harris Cor

4.790 = 4.710

.006772 = 2°
7.058 ∫.048

.316 N8°17'W 0°0'L to SE Cor of Edelman Cl. 56

C Line Date May 2 1922 Party A. W. W. L. Hayes

Project Sec 32 T 11-6

	-5°6' 3.335	3.322			
B_6-C_0			80°58'R		0.413 Cor to Cor.
	6.120	6.113		N81°44'E	N89°20'E
SW. Cor Kings A. No 53 C_1			9°27'R		
	1.824	1.810		S88°19'E	
C_2			18°27'R		
	-8°35' 3.568	3.564		S70°22'E	
C_3			26°06'L		
	-9°15' 2.537	2.504		N83°32'E	
C_4			9°55'L		
	-5°30' 2.930	2.917		N73°37'E	
C_5			15°12'R		
	-3° 5.043	5.036	8.958	N88°55'E	5.36
C_6	-5°30' 4.945	4.922	10°K		
	-5°00' 5.000	4.973	8.504	N89°55'E	5.89
	-3°45' 3.546	3.531			
C_7			5°32'L		
	7.710	7.710		N84°23'E	
C_8			13°12		
	-5°30' 2.755	2.742		N11°22'E	
C_9			24°18'R		
	-3° 5.000	4.981	14.239	S84°20E	
	-4°30' 5.000	5.000			
	4.271	4.258			

NW (illegible) set brake

24" Oak S 19° W 4.15 handle

6 ft = S 41°30' E 3.21

N24°21'W 25° 07'L or N 23° W

S 28°56'W 1.51° 5.0 ft to all bearing trees

W ft = N 42° W 6.54

	N	S	E	W
	.879		6.049	
		.037	1.810	
		1.198	3.357	
	.282		2.488	
	.822		2.799	
	.190		9.956	
	.015		8.504	
	.755		7.673	
	.876		2.598	
		1.406	14.169	
	3.819	2.641	59.403	
		.354	.084	
		.805	.364	
	3.819	3.800	59.851	
	3.800		6.413	
	.019		53.438	

0°40' .01154 .074

3.819	3.800	6049	
.679	.805	.364	
2.940	2.995	6413	
53.438	2.940 .055	.000108	= 0°4'

Meser Line Date May 8, 1922 Party ℄ W.W.L
Taylor
Project T11-6 Harris

Angle from ℄ rt. to bearing trees
98° 8' sch — 8°30' 49" = 89°37'30" K S13°49'W
and 6°07'K S75°13'E
1.739 = 17.34
50°09'
Rt. R down line

Calculated to corner
S13°18'E .364 from
ties to bearing trees.

Back to pt on S side
of S. R.R. rail on W.C. (Miller)
line N of bolt in E of Road.
run on rail N 66°19'E 15.000 ch.
6695L. to N line
Reverse - 30°14'W.

7.005
.687
3.240
1.775
5°00'
5°00'
1°10'
1.971
.730

Set stakes for ℄ 3 poles.
Set stakes on division line ℄ 3 poles more bottom land to Anderson Taylor.

N 0°14'E
7.242 + .030 = and 3.000 Rt. set stake on line N & S over line E & W - 15.20 S of fence
This stake is 14.031 N & 16.760 E of a bolt which is S 0°43'E 8.04 from interior cor of Isaac Miller Cl. 52
Stake is not on division line of Cl.

4 ℄ 5 R to bolt on line

Recc Line Date May 8, 1922 Party: T. W. W. C.
Taylor
Project Sec 32, T 11 S Harris

90°+0°R S 0° 14' W.
N 88 58' W

~~7.788~~
+1.609
3.397
3.263
9.301 W of Cor. 80

Went to ½ cor betw 31 & 32
run E by needle
3.365
3.290
6.655
.459
7.114 set stake for
7.071 proposed fence line
which was .043 farther than intended

See 32 T 11 S

Run 3.000 S 88° 58' E
-0°46'
2.998 - 2.783
+ .217 set 2" pipe
-16°30'
+ 1.004 to ½ cor
= 1.963

4.370
4.217
2.770
1.907

2.783
.217
963
3.963

3.962
.475
4.407