

C.S. # 1638

Hardcopy 10-4 # 16

also see notes in file

F. B. 91-25

638

C.S. #283

Sec 24 T105 R4Y

Beginning at car axle P.I. A
 of Road B.S. S. 89° 50' E to P.I.
 Thence, S. Lts. 25.6 long Sight N.
 W. Lts. N. 89° 50' W. (N. 89° 46' W. Bonneville)
 Correction S. 14' Power line bearing
 (West 31.821 + 9.0) S. 050

2 + 2° 55' 1.088 S. 058
 3 + 14° 35' .744
 4 LL 1° 30' + 9° 30' 3.061
 5 LL 1° 29' + 2° 4.717
 to 1/4" pipe set pipe N. 114
 S. 0° 10' W.
 Correction E. 10'
 (S. 0° 04' W. 33.)

6 + 45' 7.977
 569 set N. 003
 + 572
 .024 set W. 005
 E. 028
 set 1/2" iron rod

7 0° 7.282
 Not in Total LL 1° 02' (total) - 1-15' 2.999
 8 - 1° 35' 8.0075
 - 4080
 Set a 3/4" iron rod E. 054

- 1° 05' 5.900
 + 1° 35' 4.092
 Striking W. of corner .094

For J. H. Koch Estate Sept. 23, 1943. 26
 G.A.

3 13.626
 46 899.3
 5306 66
 5050 239
 198
 413
 396
 170
 132
 380
 23.163
 13.626
 9.537

offsets 8661
 65 .00296
 0795 .51966
 1225 77949
 4575 02765656
 102N. 116
 3555. 019
 7.976
 8.090
 5.669
 8.659

18.255 054
 .00296 = 10'
 .00296
 833
 2612
 0027063
 15,000
 .930
 14.070
 7.282
 2.999
 .730
 11.209
 16.232
 .572
 18.368
 15,000
 33.368
 18.369
 2.997
 15.372
 8.004
 23.376
 5.899
 4.091
 33.366

1" pipe
 .00282 = 10'
 33.252 .094000
 66504
 274960
 266016
 89440
 15.258
 0000045
 61032
 15258
 74
 28
 566
 33.252
 15.258
 4091
 5.899
 8.004
 17.994
 2.997
 14.997
 .930
 14.067

00213612
 33.366
 .116
 33.250

Back to P.I. on road near Island

S. 89° 46' E
Correction N. 14'

11 LL 2° 11 1/2' - 2° 18' 4.585 offset
12 LR 1° 36' + 1° 20' 4.083 offset

Set 5/8" Iron rod S. 009° 27' 2.76 - .264 N.
- .080 W.

W. fir N. 4° 09' E. 235 Nail + .90 to bank
from Iron

Came to 1068 N. 1/2 to Iron, Slough bank

16.788 East of Int. cor. - .937 - to E. of road

Thence East .071
- .926

13 - 1° 10' 4.917 + .306 bank from Iron

Set 5/8" Iron bolt. South - 1068 = .102 N.
- .031 W.

Balm 19° N. 5° E. 227 = .109

" 27° N 25° E. 236

N. 16° 57' W. N. 17° W.
correction W. 28'

12 (N. 17° 28' W. 6.098) 6.260

N. 88° 01' W. to Δ 11

Back to & Road on S. line N. 34° 15' W. 2823

N. 34° 06' W. 7.360

to P.I. N. 89° 37' W. along road

Came to O. 0898 N. and 0425 W. of

1 Henry Ridder's N.W. cor. We

Thence S. 0° 10' E. set this 5/8" bolt
correction W. 1'

(S. 0° 09' E 27.625 and E. 042)

13 + 4° 53' 3.019 W. 0088

+ .013

and E .042 5/8" bolt

and W. 20ft. from bolt set a 1" Iron pin

S. 89° 50' E

1.36
8.814 23.163

175 S. 4.578

8.658 4.080

407 S. N. 88° 01' W. 31.821

11 - 407 S. 1° 36'

114 N. N. 87° 37' W. .503

293 S. 4.916

0.17 N. 6.345

276 S. 4.407

251 N. 4.080

.025 S. 8.487 16.788

16.889 .017 16.888 8.900 4.916

11200 9.567 21.704

306

S. 89° 51' W. 16.788 22.010

032 16.788 2.042

S. 89° 47 1/2' W. 16.788 21.968

offsets 15.820

.031 E .303

.080 W. 15.317 .102

.049 W. .549 6.260

6.098 .049 14.768 8.362

28' - .205 at road 8.362

14.563 N. side 264

.303 6.098

14.866 N. side of road W.

set out P.I. S. 251 S.

175 S.

426 S.

019 N.

11 - 407 S.

114 N.

293 S.

017 N.

276 S.

251 N.

.025 S.

16.889 .017 16.888

11200

bank from Iron S. 89° 51' W.

032

S. 89° 47 1/2' W.

offsets

.031 E

.080 W.

.049 W.

6.098 .049

28' -

.205 at road

14.563 N. side

.303

14.866 N. side of road W.

3775.

407
378
030S

1068
0898
017

We had set 251 N.

04101 = 31'

16.889

11200

bank from Iron

S. 89° 51' W.

032

S. 89° 47 1/2' W.

offsets

.031 E

.080 W.

.049 W.

6.098 .049

28' -

.205 at road

14.563 N. side

.303

14.866 N. side of road W.

from R.P. P.O.T.

425 303 3.221

0417 3.008

1.070

2.918

2.360

.304

7.056

.213

3.008

14 5°36' 4.685
 1 Set over W..011 and BS. N.085W.
 at Δ 14

S. 0°05'E
 Correction E. 4'
 15 (S. 0°09'E. 27.625) 0° 5958
 +029

Set 3/4" bolt East .079
 " 3/4" pipe N. 89°24'W. 20' from bolt

16 +40° 3.715
 17 0° 10.386
 +.002

Striking W. of cor. .076
 Back to Δ 15 set 3/4" bolt S..029 and E..079
 N. 89°24'W.

18 -6°30' 4.014
 19 +6°56' 3.776
 20 +4°05' 4.2025 +0.58 16
 +.006

Transit line S. 0°10'W., Striking S. of pipe ..930

21 Came to Δ 6 +.572 set 1/2" Iron E. 028 SW

22 S. 89°24'E. -5°26' 4.346 + from iron
 L.L. 06' -4°12' 7.605 offset
 013N.

99523 7581 offset 10.637
 9685 00145 076 DE 4.663
 .0425W
 497615 37905 0355E 5.974
 796184 30324
 597138 7581
 398092 01099245 27.638 0012154
 466265255 99357 99269 0335000
 4014 3776 27638
 397428 595619 58620
 99357 694883 55276
 397428 297807 3344
 42.721 East 374839744
 10.00

29.9
 303
 3.221

8.657

14.9

Fritz

Dave Straat

33.368
 10.637

12.422

14.070 E

G.A. Koch

16.92

transit
 line

be E. 024

12.03
 N. 89°24'W.

21

22

4.1918

14.070
 10.637
 3.221

27.928



3008
 1090
 2.918
 4.663
 7.581
 5.958
 13.539
 3.715
 10.386
 27.638
 27.625
 .073
 14.528
 14.410 + 3.549
 5.89°51'W.
 13.539
 .029
 10.384
 13.568
 .001212
 14.099
 14.020
 .027
 13.568
 27136
 13568
 .01641728
 .0925
 .0589
 .079
 3.988
 3.748
 4.191
 12.006
 .006
 12.012
 .004
 4.827
 7.585
 11.916
 .042
 11.958
 11.036
 11.994