

GLADDEN T.H. 93

#371 CH Com. J.
W. 61 P. 1027

C.H. 330

R.F. MILLS
M.M. REMY
11-25-86
D.V.886 P.448

PH. 16

80A

M.F. AU
5-11-95
O.R. V.363 P.318

PH. 6

80A

PH. 3
18.06A

245 23
G. J.
Blackburn
1.94
277.78

245 23
G. J.
Blackburn
1.94
277.78

280
McGugin
2.28A
325

HH-120
1.24 AC

1534 AC
0277 AC
66-244

70.206 AC

G MCGUGIN
4-27-98
ORV591,P579

PH. 4
56A

PH. 5
4A

PH. 1
GG-36
5A
(4.22 ac)

GG-36
12.057 ac TOTAL
(7.837 ac)

D & B SWIHART
10-17-96
ORV 468,P 241
PT. 10
12 AC.
0181411615000

T-123
12.085 ac

PH. 7
M.F. AU
5-11-95
O.R. V.363 P.318

50A

R.F. MILLS
M.M. REMY
11-25-86
D.V.886 P.448

PH. 9

80A

PH. 11
D. & C. Keiser
D.V.747 P.464

64 AC.

THE DIXON FAMILY TRUST
6-15-00
ORV814,P178

PH. 8

91.608 AC.

W 225
94.399 AC

M. & J. WERTZ TRUST.
6-4-02
ORV.1065,PG.38

A-396 10.0 AC.

PH. 12
W. & S. Armstrong
2A

MONROE TWP.
SEC. 21 6-20-00

Twp. 22-R. 17

Stout Road TH 363 was shown on tax maps dating back to 1880 as a straight road along the section line between the Southeast quarter of section 21 and the Southwest quarter section 22. Between the dates of 1931 and 1945 the tax map showed a change in the road location (leaving the section line and curving to the East and rejoining the section line. In further research of commissioners records, engineers road records and tax map records, I was unable to find a dedication of the curved portion or a vacation of the portion that runs along the section line that is not being used currently for road purpose.