

23654

**UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT**

FIELD NOTES

OF THE

DEPENDENT RESURVEY OF A PORTION OF THE SOUTH AND WEST BOUNDARIES,
THE SUBDIVISION OF SECTION 31,
AN INFORMATIVE TRAVERSE OF A PORTION OF
THE AS-BUILT CENTER LINE OF THE RAILROAD LINE IN SECTION 31,
AND THE SURVEY OF A PORTION OF THE NORTHERLY AND SOUTHERLY
RIGHTS-OF-WAY OF THE RAILROAD LINE IN SECTION 31,
TOWNSHIP 30 SOUTH, RANGE 6 WEST,

AN INFORMATIVE TRAVERSE OF A PORTION OF
THE AS-BUILT CENTER LINE OF THE RAILROAD LINE IN SECTION 36,
AND THE SURVEY OF A PORTION OF THE NORTHERLY AND SOUTHERLY
RIGHTS-OF-WAY OF THE RAILROAD LINE IN SECTION 36,
TOWNSHIP 30 SOUTH, RANGE 7 WEST,

OF THE WILLAMETTE MERIDIAN,

IN THE STATE OF OREGON

EXECUTED BY

Joel R. Herzberg, Cadastral Surveyor

Under Special Instructions approved July 2, 2018,
which provided for the surveys included under Group No. 2928,
and Assignment Instructions dated July 2, 2018.

Survey commenced July 11, 2018

Survey completed August 10, 2018

T. 30 S., R. 6 W., Willamette Meridian, Oregon

FEET

The following field notes are those of the dependent resurvey of a portion of the south and west boundaries, the subdivision of section 31, an informative traverse of a portion of the as-built center line of the Railroad line in section 31, and the survey of a portion of the northerly and southerly rights-of-way of the Railroad line in section 31, Township 30 South, Range 6 West, an informative traverse of a portion of the as-built center line of the Railroad line in section 36, and the survey of a portion of the northerly and southerly rights-of-way of the Railroad line in section 36, Township 30 South, Range 7 West, Willamette Meridian, Oregon.

The history of the official surveys pertaining to this survey is as follows:

In 1855, Addison R. Flint, U.S. Deputy Surveyor, surveyed the south and west boundaries and subdivisional lines, as shown on the official plat of survey approved December 10, 1855.

In 1872, William H. Byars, U.S. Deputy Surveyor, surveyed a portion of the south and east boundaries and subdivisional lines, T. 30 S., R. 7 W., as shown on the official plat of survey approved October 1, 1872.

In 1882, William H. Byars, U.S. Deputy Surveyor, surveyed the east boundary, T. 31 S., R. 7 W., as shown on the official plat of survey, approved October 5, 1882.

In 1965, John M. Jelley, Cadastral surveyor, resurveyed a portion of the north boundary, T. 31 S., R. 6 W., as shown on the official plat of survey, accepted July 12, 1966.

In 1969, James E. Jelley, Cadastral Surveyor, resurveyed a portion of the east and north boundaries, T. 31 S., R. 7 W., as shown on the official plat of survey, accepted March 2, 1972.

In 1971-73, James E. Jelley and Charles E. Akin Jr., Cadastral surveyors, resurveyed a portion of the east boundary and subdivisional lines, T. 30 S., R. 7 W., as shown on the official plat of survey, accepted April 18, 1977.

In 1977, James E. Jelley, Cadastral Surveyor, correctively resurveyed a portion of the north boundary, T. 31 S., R. 7 W., as shown on the official plat of survey, accepted September 10, 1980.

The following local County Surveys (CS) and Map File Surveys (M) filed in the Douglas County Surveyor's Office are referred to in subsequent corner descriptions and are referenced by surveyor's last name, Professional Land Surveyor (PLS) No. or Professional Engineer (PE) No., and year.

<u>Date</u>	<u>Name and Registration Number</u>	<u>File Number</u>
1961	John H. Markham Jr., PE No. 2880	CS42/288-002
1973	Victor M. McLind, PLS No. 934	M48-27
1988	Robert L. Dolan, PLS No. 1076	M10647
1992	Mark F. Smalley, PLS No. 2354	M112-52
1999	Mark F. Smalley, PLS No. 2354	M113-9
2006	Gregory D. Lang, PLS No. 2295	M150-53

T. 30 S., R. 6 W., Willamette Meridian, Oregon

FEET	<p>Railroad Records: The records for the Central Oregon and Pacific Railroad (Railroad) are located on the Oregon Railroad Map Search at http://rrsearch.aociris.org. The Valuation Map (V-Map) V-16 28, dated January 3, 1927, was used to calculate the curve data and to control the alignment of the Railroad.</p> <p>The survey was executed in accordance with the specification set forth in the <u>Manual of Surveying Instructions</u> (2009), and the special instructions approved July 2, 2018, for Group No. 2928, Oregon.</p> <p>The directions of the lines are based on the true meridian as determined by Global Positioning System (GPS) techniques and carried forward by sustained angulation using conventional survey techniques. All measurements along the lines were derived through the use of electronic measuring equipment. Measured distances and directions have been adjusted by computer software that incorporates a least squares adjustment routine. The adjusted mean bearings and mean horizontal ground elevation distances are reported to the nearest second and 0.01 foot.</p> <p>Preliminary to the resurvey the lines of the official original surveys and resurveys were retraced and search was made for all corners, lines, other calls of the record, and, where available, collateral evidence of local surveys and corners. Identified corners were perpetuated in their original positions. The retracement data was thoroughly verified and only the true line field notes are given herein.</p> <p>Each new bearing tree has a 2 1/2 inch x 1/4 inch magnetic nail (Mag Nail) driven at the base on right side center and each monument established or reestablished has a magnet deposited in a white plastic case at the base of the stainless steel post, unless otherwise noted in the corner description. Aluminum angle irons were driven alongside each monument unless a similar marker was already in place.</p> <p>Only those lines bounding Federal interest land were posted and blazed.</p> <p>The geographic position in NAD 1983 (2011) of the following corners as determined by ties from temporary GPS control points, established utilizing dual frequency, carrier phase GPS receivers, and processed using the National Geodetic Survey's Online Positioning User Service (OPUS):</p> <p>The corner of Townships 30 and 31 South, Ranges 6 and 7 West: Latitude: 42° 54' 49.00" N. Longitude: 123° 27' 59.34" W.</p> <p>The 1/4 section corner of sections 30 and 31: Latitude: 42° 55' 39.38" N. Longitude: 123° 27' 23.20" W.</p> <hr/>
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**Dependent Resurvey of a Portion of the South Boundary,
T. 30 S., R. 6 W., Willamette Meridian, Oregon**

FEET	<p style="text-align: center;">Restoring the survey by Addison R. Flint in 1855, the resurvey by John M. Jelley in 1965, and the resurvey by James E. Jelley in 1977</p> <hr style="width: 20%; margin: auto;"/> <p>Beginning at the W 1/16 sec. cor. of secs. 6 and 31, on the S. bdy. of the Tp., monumented with a brass tablet, 3 1/4 ins. diam., loosely set, in a drill hole in solid rock, with top mkd. W1/16 S31 S6, from which the bearing trees mkd. by Jelley in 1965</p> <p style="padding-left: 40px;">A fir, 11 ins. diam., bears S. 66° E., 17.2 ft. dist., with a healed blaze.</p> <p style="padding-left: 40px;">A fir, 17 ins. diam., bears N. 11° W., 12.5 ft. dist., with a healed blaze.</p> <p>At the corner point</p> <p>Remove brass tablet from the area and drive an aluminum rod, 18 ins. long, 5/8 in. diam., directly in drill hole, 16 ins. in solid rock, with aluminum cap mkd.</p> <div style="text-align: center; margin: 10px 0;"> <p>S 31 W 1/16 ——— S 6 2018</p> </div> <p>Corner is located on a steep NW slope.</p> <p>N. 88° 22' 22" W., bet. secs. 6 and 31.</p>
1010	<p>Rattlesnake Creek, 3 ft. wide, course N.</p>
1442.38	<p>The cor. of Tps. 30 and 31 S., Rs. 6 and 7 W., reported by Jelley in 1977, monumented with an iron post, 2 1/2 ins. diam., firmly set, projecting 3 ins. above ground, with a brass cap mkd.</p> <div style="text-align: center; margin: 10px 0;"> <p>T 30 S R 7 W R 6 W S 36 S 31 ----- S 1 S 6 T 31 S 1965</p> </div> <p>from which bearing trees reported by Jelley</p> <p style="padding-left: 40px;">A fir, 23 ins. diam., bears S. 11° E., 50.2 ft. dist., with a healed blaze.</p> <p style="padding-left: 40px;">A fir, 18 ins. diam., bears N. 15° W., 8.9 ft. dist., with a healed blaze.</p> <p>and new bearing trees</p> <p style="padding-left: 40px;">A fir, 17 ins. diam., bears N. 41 1/2° E., 29.2 ft. dist., mkd. T30S R6W S31 BT.</p>

**Dependent Resurvey of a Portion of the South Boundary,
T. 30 S., R. 6 W., Willamette Meridian, Oregon**

FEET	
	<p>A fir, 22 ins. diam., bears S. 67° W., 19.5 ft. dist., mkd. T31S R7W S1 BT.</p> <p>The iron pipe, 3/4 in. diam., reset alongside the cor. by Jelley in 1965 was found firmly set, projecting 1 in. above ground, on the SE side of the cor. and an iron pipe, 1/2 in. diam., of unknown origin, was found firmly set, projecting 2 ins. above ground, on the NW side of the cor.</p> <p>Corner is located on an E. facing slope.</p> <hr/> <p align="center">Dependent Resurvey of a Portion of the West Boundary, T. 30 S., R. 6 W., Willamette Meridian, Oregon</p> <hr/> <p align="center">Restoring the survey by Addison R. Flint in 1855, the survey William H. Byars in 1872, and the resurvey by James E. Jelley and Charles E. Akin Jr. in 1971-73</p> <hr/> <p>From the cor. of Tps. 30 and 31 S., Rs. 6 and 7 W.</p> <p>N. 0° 18' 24" E., bet. secs. 31 and 36.</p>
760	Right bank of Cow Creek, bears N. 40° W. and S. 40° E., course S. 40° E. Continue across water.
930	Left bank of Cow Creek, bears N. 40° W. and S. 40° E., course S. 40° E. Exit water and ascend S. facing slope.
979.93	Intersect the southerly right-of-way of the Central Oregon & Pacific Railroad (Railroad), hereinafter described.
	Continue on the line bet. secs. 31 and 36, identical with a portion of the southerly right-of-way of Railroad.
1055.48	Point of intersection of the line bet. secs. 31 and 36 with the southerly right-of-way of the Railroad, hereinafter described.
	Continue on the line bet. secs. 31 and 36, leaving said southerly right-of-way of the Railroad.
1075	Cow Creek Road, asphalt surfaced, 25 ft. wide, bears N. 45° W. and S. 45° E.
1131.03	Intersect the informative traverse of the as-built center line of the Railroad, hereinafter described.
1206.58	Intersect the northerly right-of-way of the Railroad, hereinafter described.
	Continue on the line bet. secs. 31 and 36, identical with a portion of the northerly right-of-way of the Railroad.

**Dependent Resurvey of a Portion of the West Boundary,
T. 30 S., R. 6 W., Willamette Meridian, Oregon**

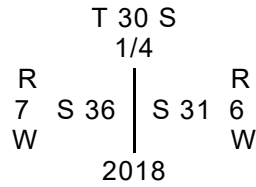
FEET	
1282.13	<p>Point of intersection of the line bet. secs. 31 and 36 with the northerly right-of-way of the Railroad, hereinafter described.</p> <p>Continue on the line bet. secs. 31 and 36, leaving said northerly right-of-way of the Railroad.</p>
1307.96	<p>The S 1/16 sec. cor. of secs. 31 and 36, established by Smalley, PLS No. 2354, in 1992; and is accepted as the cor.; monumented with an iron rod, 5/8 in. diam., firmly set, projecting 11 ins. above ground, with an aluminum cap mkd.</p> <p align="center">T 30 S R.R.CO. R 7 W R 6 W S 1/16 S 36 S 31 1992 LS 2354</p> <p>from which the bearing trees mkd. by Smalley</p> <p>A fir, 12 ins. diam., bears S. 42 3/4° E., 17.3 ft. dist., with a healed blaze.</p> <p>A fir, 11 ins. diam., bears N. 24 1/2° W., 23.3 ft. dist., with a healed blaze.</p> <hr/> <p>N. 0° 20' 54" E., beginning new measurement.</p>
270	<p>Draw, 3 ft. wide, course S. 70° W.</p>
326.96	<p>The S-N-S 1/256 sec. cor. of secs. 31 and 36, established by Smalley, PLS No. 2354, in 1992; and is accepted as the cor.; monumented with an iron rod, 5/8 in. diam., firmly set, projecting 24 ins. above ground, with an aluminum cap mkd.</p> <p align="center">R 7 W R.R. CO. R 6 W T 30 S 36 31 1/256 1992 LS 2354</p> <p>from which the bearing trees mkd. by Smalley</p> <p>A pine, 20 ins. diam., bears N. 17 1/2° E., 18.8 ft. dist., with illegible scribe marks visible on partially healed blaze.</p> <p>A pine, 18 ins. diam., bears N. 88 3/4° W., 24.9 ft. dist., with illegible scribe marks visible on partially healed blaze.</p> <p>Corner is located on a S. facing slope.</p> <hr/>

**Dependent Resurvey of a Portion of the West Boundary,
T. 30 S., R. 6 W., Willamette Meridian, Oregon**

FEET	<p>N. 0° 18' 58" E., beginning new measurement.</p>
654.17	<p>The N-N-S 1/256 sec. cor. of secs. 31 and 36, established by Smalley, PLS No. 2354, in 1992; and is accepted as the cor.; monumented with an iron rod, 5/8 in. diam., firmly set, projecting 11 ins. above the ground, with an aluminum cap mkd.</p> <p style="text-align: center;">R 7 W T 30 S R 6 W 36 31 1/256 1992 LS 2354</p> <p>from which the bearing trees mkd. by Smalley</p> <p style="padding-left: 40px;">A madrone, 14 ins. diam., bears S. 81° E., 56.1 ft. dist., with a healed blaze.</p> <p style="padding-left: 40px;">A pine snag, 16 ins. diam., bears S. 54 1/2° W., 3.1 ft. dist., with a healed blaze.</p> <p>and a new bearing tree</p> <p style="padding-left: 40px;">A pine, 30 ins. diam., bears S. 36 3/4° W., 19.5 ft. dist., mkd. 1/256 S31 BT.</p> <hr style="width: 20%; margin: 10px auto;"/>
327.56	<p>N. 0° 17' 21" E., beginning new measurement.</p> <p>The 1/4 sec. cor. of secs. 31 and 36, reestablished by proportionate measurement by Smalley, PLS No. 2354, in 1992; there is no remaining evidence of the original cor., therefore this point is accepted as a careful and faithful reestablishment of the cor.; monumented with an iron rod, 5/8 in. diam., firmly set, projecting 4 ins. above ground, no cap, from which the bearing trees mkd. by Smalley</p> <p style="padding-left: 40px;">A pine, 19 ins. diam., bears N. 86 1/4° W., 44.9 ft. dist., with a healed blaze.</p> <p style="padding-left: 40px;">A madrone, 12 ins. diam., bears N. 48 1/4° W., 22.0 ft. dist., with a healed blaze.</p> <p>At the corner point</p> <p>Set a stainless steel post, 28 ins. long, 2 1/2 ins. diam., 22 ins. in the ground, directly over the iron rod, in a mound of stone, 4 ft. base to top, with brass cap mkd.</p>

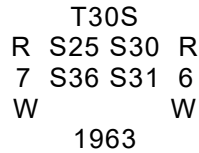
**Dependent Resurvey of a Portion of the West Boundary,
T. 30 S., R. 6 W., Willamette Meridian, Oregon**

FEET



Corner is located on a SE facing slope.

From this cor., the cor. of secs. 25, 30, 31, and 36, on the W. bdy. of the Tp., reported by Jelley and Akin Jr. in 1971-73; subsequently perpetuated by Smalley, PLS No. 2354, in 1999, bears N. 0° 19' 00" E., 2615.07 ft. dist.; monumented with an iron post, 1 in. diam., firmly set, projecting 10 ins. above ground, with a brass cap mkd.



from which the bearing trees reported by Jelly and Akin Jr.

A pine, 28 ins. diam., bears N. 19° E., 47.5 ft. dist., with a healed blaze.

A pine, 24 ins. diam., bears S. 9° E., 8.6 ft. dist., with scribe marks B and other illegible scribe marks visible on partially healed blaze.

A fir, 19 ins. diam., bears S. 26 1/2° W., 65.3 ft. dist., with a healed blaze.

and a bearing tree mkd. by Smalley

A fir, 15 ins. diam., bears S. 33° W., 44.4 ft. dist., with a healed blaze.

A metal fence post is alongside the cor.

**Subdivision of Section 31,
T. 30 S., R. 6 W., Willamette Meridian, Oregon**

From the 1/4 sec. cor. of secs. 6 and 31, on the S. bdy. of the Tp., reestablished by Smalley, PLS No. 2354, in 1992, latitudinally on the line between the section cors. and longitudinally at 1965 Record dist. from the NW bearing tree mkd. by Jelley in 1965 and is accepted as a careful and faithful perpetuation of the cor. position as documented in a report by Herzberg dated August 8, 2018; monumented with an iron rod, 5/8 in. diam., 48 ins. long, firmly set, projecting 11 ins. above ground, with an aluminum cap mkd. R.R. CO. T30S R7W 1/4 S31 S6 T31S 1992 LS 2354, from which the remains of bearing trees reported by Jelley

**Subdivision of Section 31,
T. 30 S., R. 6 W., Willamette Meridian, Oregon**

FEET	<p>A maple, 26 ins. diam., bears S. 61 3/4° E., 311.8 ft. dist., with illegible scribe marks visible on decayed partially healed blaze. (Record, S. 60° E., 283.8 ft. dist.)</p> <p>A hollow pine stump, 28 ins. diam., bears N. 38 1/4° W., 99.0 ft. dist., with illegible scribe marks visible on decayed blaze. (Record, N. 36 1/2° W.)</p> <p>and the remains of the bearing trees mkd. by Smalley</p> <p>A fir, 38 ins. diam., bears S. 77 1/2° E., 222.7 ft. dist., with a healed blaze.</p> <p>A decayed fir stump, 34 ins. diam., bears N. 19° W., 117.7 ft. dist., with a healed blaze.</p> <p>At the corner point</p> <p>Remove the iron rod from the area and set a stainless steel post, 28 ins. long, 2 1/2 ins. diam., 22 ins. in the ground, with brass cap mkd.</p> <div style="text-align: center; margin: 10px 0;"> <p>T 30 S R S 31 6 1/4 ——— W S 6 T 31 S 2018</p> </div> <p>from which a new bearing tree</p> <p style="padding-left: 40px;">A pine, 10 ins. diam., bears N. 76 3/4° W., 32.6 ft. dist., mkd. 1/4 S31 BT.</p> <p>Corner is located on level ground.</p> <p>From this cor., the W 1/16 sec. cor. of secs. 6 and 31, on the S. bdy. of the Tp., bears N. 88° 23' 31" W., 1323.85 ft. dist., hereinbefore described.</p> <p>N. 0° 51' 07" W., on the N. and S. center line of sec. 31.</p> <p>1311.54 The center S 1/16 sec. cor. of sec. 31, established by Smalley, PLS No. 2354, in 1992; and is accepted as the cor.; monumented with an iron rod, 5/8 in. diam., firmly set, projecting 17 ins. above ground, with an aluminum cap mkd.</p> <div style="text-align: center; margin: 10px 0;"> <p>T 30 S R.R. CO. R 6 W CS 1/16 S 31 1992 LS 2354</p> </div> <p>from which the bearing trees mkd. by Smalley</p> <p style="padding-left: 40px;">An oak, 7 ins. diam., bears N. 45° E., 20.6 ft. dist., with illegible scribe marks and a 3/4 in. diam., brass tag mkd. LS 2354, visible on partially healed blaze.</p>
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**Subdivision of Section 31,
T. 30 S., R. 6 W., Willamette Meridian, Oregon**

FEET	
	<p>A fir, 12 ins. diam., bears N. 77 1/2° W., 34.5 ft. dist., with a healed blaze.</p> <hr style="width: 20%; margin: 0 auto;"/> <p>N. 0° 46' 53" W., beginning new measurement.</p>
650	Cow Creek, 70 ft. wide, course NE.
768.14	Intersect the southerly right-of-way of the Railroad, hereinafter described.
830	Cow Creek Road, 25 ft. wide, bears N. 80° E. and S. 80° W.
869.69	Intersect the informative traverse of the as-built center line of the Railroad, hereinafter described.
971.09	Intersect the northerly right-of-way of the Railroad, hereinafter described.
	Ascend steep bluffs.
1311.20	<p>The center 1/4 sec. cor. of sec. 31, established by Smalley, PLS No. 2354, in 1992; and is accepted as the cor.; monumented with a brass tablet, 2 ins. diam., cemented in a drill hole in solid rock, with top mkd.</p> <p style="text-align: center;">T 30 S R 6 W S 31 C 1/4 1992 LS 2354</p> <p>from which the remains of the bearing trees mkd. by Smalley</p> <p style="padding-left: 40px;">An oak, 7 ins. diam., bears N. 17 1/2° E., 21.1 ft. dist., with a healed blaze.</p> <p style="padding-left: 40px;">An oak, 9 ins. diam., bears N. 64 1/4° E., 8.4 ft. dist., with a healed blaze.</p> <p style="padding-left: 40px;">An oak, 6 ins. diam., bears S. 66 1/2° E., 13.4 ft. dist., with a healed blaze.</p> <p style="padding-left: 40px;">An oak snag, 8 ins. diam., bears S. 40 1/2° E., 21.6 ft. dist., with scribe marks B and other illegible scribe marks and a 3/4 in. diam., brass tag mkd. LS 2354, visible on partially healed blaze.</p> <p>The cement around the brass tablet is mkd. OLSON RADDATZ WHITE JULY 1, 1992.</p> <p>Corner is located on rocky bluffs on S. facing slope.</p> <hr style="width: 20%; margin: 0 auto;"/> <p>N. 0° 53' 14" W., beginning new measurement.</p>
1278.76	<p>The center N 1/16 sec. cor. of sec. 31, established by Smalley, PLS No. 2354, in 1992; and is accepted as the cor.; monumented with an iron rod, 5/8 in. diam., firmly set, projecting 3 ins. above ground, with no cap, from which the remains of the bearing trees mkd. by Smalley.</p>

**Subdivision of Section 31,
T. 30 S., R. 6 W., Willamette Meridian, Oregon**

FEET	<p>A fir snag, 13 ins. diam., bears S. 64 3/4° E., 28.2 ft. dist., with a healed blaze.</p> <p>A fir, 15 ins. diam., bears S. 24 3/4° W., 30.7 ft. dist., with a healed blaze.</p> <p>At the corner point</p> <p>Set an aluminum cap on the iron rod mkd.</p> <div style="text-align: center; margin: 10px 0;"> $\begin{array}{c} C \\ N\ 1/16 \quad \quad S\ 31 \\ C \\ 2018 \end{array}$ </div> <p>from which a new bearing tree</p> <p>A pine, 11 ins. diam., bears N. 18 1/2° W., 36.0 ft. dist., mkd. CN1/16 S31 BT.</p> <hr style="width: 20%; margin: 10px auto;"/> <p>N. 0° 50' 57" W., beginning new measurement.</p> <p>1277.96 The 1/4 sec. cor. of secs. 30 and 31, perpetuated by Markham Jr., PE No. 2880, in 1961; subsequently perpetuated by Smalley, PLS No. 2354, in 1999; monumented with an iron rod, 3/4 in. diam., 30 ins. long, firmly set, projecting 5 ins. above ground, no cap, from which the remains of an original bearing tree</p> <p>A roothole, bears N. 70° W., 20.5 ft. dist., alongside of which is a down decayed pine, size indeterminate, with scribe marks 1/4 S X BT visible on open blaze.</p> <p>and the remaining bearing trees mkd. by Markham</p> <p>A cedar, 10 ins. diam., bears S. 17 3/4° E., 23.3 ft. dist., with scribe marks 1/4 and other illegible scribe marks visible on partially opened blaze.</p> <p>A pine, 18 ins. diam., bears S. 41 3/4° E., 59.7 ft. dist., with a healed blaze.</p> <p>and the bearing trees mkd. by Smalley</p> <p>A pine, 10 ins. diam., bears S. 62 1/2° W., 23.3 ft. dist., with a healed blaze.</p> <p>A pine, 10 ins. diam., bears N. 16° W., 4.1 ft. dist., with a healed blaze.</p> <p>At the corner point</p> <p>Set a stainless steel post, 28 ins. long, 2 1/2 ins. diam., 23 ins. in the ground, in a collar of stone, with brass cap mkd.</p>
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**Subdivision of Section 31,
T. 30 S., R. 6 W., Willamette Meridian, Oregon**

FEET	
	T 30 S R 6 W S 30 1/4 ——— S 31 2018
	<p>Remove and dispose of the iron rod.</p> <p>Corner is located on a SW facing slope.</p> <hr/> <p>From the 1/4 sec. cor. of secs. 31 and 32, established at mid-point between the sec. cors. by Lang, PLS No. 2295, in 2006; and is accepted as a careful and faithful determination of the position of the original cor. which was not monumented in the original survey, as documented in a report by Herzberg dated August 8, 2018; monumented with an iron rod, 5/8 in. diam., firmly set, projecting 10 ins. above the ground, in a collar of stone, with aluminum cap mkd.</p> <p style="text-align: center;">ROSEBURG RESOURCES T 30 S R 6 W 1/4 S31 S32 2006 LS2295 COMPANY</p> <p>from which bearing trees mkd. by Lang</p> <p>A fir, 23 ins. diam., bears N. 16 3/4° E., 60.1 ft. dist., with a healed blaze, with a mag nail right side center.</p> <p>A fir, 25 ins. diam., bears S. 29° E., 17.7 ft. dist., with a healed blaze, with a mag nail left side center.</p> <p>A fir stump, 26 ins. diam., bears S. 78 1/4° W., 7.4 ft. dist., with illegible scribe marks visible on partially healed blaze, with a mag nail left side center.</p> <p>A fir stump, 30 ins. diam., bears N. 26 1/2° W., 19.0 ft. dist., with scribe marks 1/4 S3 visible on partially healed blaze, with a mag nail right side center.</p> <p>A steel fence post is alongside the cor.</p> <p>Note: The original Witness Post for the 1/4 sec. cor. of secs. 31 and 32 established by Flint, in 1855, at 5.65 chains to the north of the cor. was not recovered by any subsequent local surveys on file and was searched for but not recovered during the course of this survey.</p> <p>From this cor., a point established on the line bet. secs. 31 and 32 by McLind, PLS No. 934, in 1973, bears N. 0° 09' 56" W., 193.25 ft. dist.; monumented with an iron rod, 5/8 in. diam., firmly set, projecting 2 ins. above the ground, no cap, and a metal fence post alongside.</p>

**Subdivision of Section 31,
T. 30 S., R. 6 W., Willamette Meridian, Oregon**

FEET	
	From this same cor., a point established at the intersection of the line bet. secs. 31 and 32 with the southerly right-of-way of the Railroad by Dolan, PLS No. 1076, in 1988, bears N. 0° 13' 32" W., 463.36 ft. dist.; monumented with an iron rod, 5/8 in. diam., firmly set, projecting 4 ins. above the ground with a yellow plastic cap mkd. LS 1076, and a metal fence post alongside.
	N. 88° 29' 15" W., on the E. and W. center line of sec. 31.
680	Cow Creek, 70 ft. wide, course NE.
1180	Cow Creek Road, 25 ft. wide, bears NE and SW.
1270	As-built center line of the Railroad, bears NE and SW.
2677.65	The center 1/4 sec. cor. of sec. 31. <hr style="width: 20%; margin: 0 auto;"/>
	N. 88° 29' 22" W., beginning new measurement.
1294.38	The center W 1/16 sec. cor. of sec. 31, established by Smalley, PLS No. 2354, in 1992; and is accepted as the cor.; monumented with an iron rod, 5/8 in. diam., firmly set, projecting 10 ins. above ground, with an aluminum cap mkd. <div style="text-align: center;"> T 30 S R.R. CO. R 6 W S 31 CW 1/16 1992 LS2354 </div>
	from which the bearing trees mkd. by Smalley A fir, 17 ins. diam., bears N. 27 3/4° E., 18.8 ft. dist., with a healed blaze. A fir, 16 ins. diam., bears S. 25 3/4° E., 23.7 ft. dist., with a healed blaze. <hr style="width: 20%; margin: 0 auto;"/>
	N. 88° 27' 42" W., beginning new measurement.
1419.75	The 1/4 sec. cor. of secs. 31 and 36, on the W. bdy. of the Tp. <hr style="width: 80%; margin: 0 auto;"/>
	From the W 1/16 sec. cor. of secs. 6 and 31, on the S. bdy. of the Tp. N. 0° 10' 28" W., on the N. and S. center line of the SW 1/4 of sec. 31.
195	Right bank of Cow Creek, bears S. 60° W. and N. 60° E., course N. 60° E. Continue across water.
435	Left bank of Cow Creek, bears S. 55° W. and N. 50° E., course N. 50° E.

**Subdivision of Section 31,
T. 30 S., R. 6 W., Willamette Meridian, Oregon**

FEET	
468.50	Intersect the southerly right-of-way of the Railroad, hereinafter described.
550	Cow Creek Road, 25 ft. wide, bearing N. 50° E. and S. 50° W.
598.60	Intersect the informative traverse of the as-build center line of the Railroad, hereinafter described.
751.23	Intersect the northerly right-of-way of the Railroad, hereinafter described.
1310.29	<p>The SW 1/16 sec. cor. of sec. 31, established by Smalley, PLS No. 2354, in 1992; and is accepted as the cor.; monumented with an iron rod, 5/8 in. diam., firmly set, projecting 8 ins. above ground, with an aluminum cap mkd.</p> <p style="text-align: center;">T 30 S R.R. CO. R 6 W SW 1/16 S 31 1992 LS 2354</p> <p>from which the bearing trees mkd. by Smalley</p> <p style="padding-left: 40px;">A fir, 19 ins. diam., bears S. 32 3/4° E., 15.9 ft. dist., with a healed blaze.</p> <p style="padding-left: 40px;">A fir, 9 ins. diam., bears N. 15 1/4° W., 1.1 ft. dist., with a healed blaze.</p> <hr style="width: 20%; margin: 10px auto;"/> <p>N. 0° 08' 18" W., beginning new measurement.</p>
327.09	<p>The center S-N-SW 1/256, established by Smalley, PLS No. 2354, in 1992; and is accepted as the cor.; monumented with a brass tablet, 2 ins. diam., cemented in a drill hole in solid rock, with top mkd.</p> <p style="text-align: center;">T 30 S R 6 W S 31 1/256 1992 LS 2354</p> <p>from which the bearing trees mkd. by Smalley</p> <p style="padding-left: 40px;">An oak, 9 ins. diam., bears S. 39 1/4° W., 48.8 ft. dist., with a healed blaze.</p> <p style="padding-left: 40px;">An oak, 6 ins. diam., bears S. 66 1/4° W., 77.6 ft. dist., with a healed blaze.</p> <p>Corner is located W., 3 ft. dist., of a rock bluff, 10 ft. high, facing SE.</p> <hr style="width: 20%; margin: 10px auto;"/> <p>N. 0° 11' 46" W., beginning new measurement.</p>
982.08	<p>The center W 1/16 sec. cor. of sec. 31.</p> <hr style="width: 80%; margin: 10px auto;"/> <p>From the center S 1/16 sec. cor. of sec. 31.</p>

**Subdivision of Section 31,
T. 30 S., R. 6 W., Willamette Meridian, Oregon**

FEET	
	N. 88° 25' 18" W., on the E. and W. center line of the SW 1/4 of sec. 31.
883.98	Intersect the southerly right-of-way of the Railroad, hereinafter described.
995.98	Intersect the as-built center line of the Railroad, hereinafter described.
1105.50	Intersect the northerly right-of-way of the Railroad, hereinafter described.
1308.24	The SW 1/16 sec. cor. of sec. 31.

	N. 88° 28' 24" W., beginning new measurement.
715.84	The center W-SW 1/64 sec. cor. of sec. 31, established by Smalley, PLS No. 2354, in 1992; and is accepted as the cor.; monumented with an iron rod, 5/8 in. diam., firmly set, projecting 10 ins. above the ground, with aluminum cap mkd.
	T 30 S R. R. CO. R 6 W SEC 31 CWSW 1/64 LS 2354
	from which bearing trees mkd by Smalley
	A fir, 9 ins. diam., bears N. 42 3/4° E., 34.5 ft. dist., with a healed blaze.
	A fir, 10 ins. diam., bears N. 87 3/4° W., 27.3 ft. dist., with a healed blaze.

	N. 88° 26' 05" W., beginning new measurement.
715.41	The S 1/16 sec. cor. of secs. 31 and 36, on the W. bdy. of the Tp.

	Informative Traverse of a Portion of the As-Built Center Line of the Railroad Line in Section 31, T. 30 S., R. 6 W., and Section 36, T. 30 S., R. 7 W., Willamette Meridian, Oregon

	Memorandum
	The Central Oregon & Pacific Railroad (Railroad) line across the southwest quarter of the southwest quarter of section 31 is a private fee ownership that separates the Federal interest lands lying to the north and south. The informative traverse of the as-built center line of the Railroad was surveyed to delineate this line as the control for determining the location of the southerly right-of-way of the Railroad line which serves as the northern boundary of the Federal Interest lands in section 31 that were conveyed to the Cow Creek Band of Umpqua Tribe of Indians, as per the Western Oregon Tribal Fairness Act, under H. R. 1306 dated July 11, 2017, by the 115 th Congress 1 st Session, and as shown on the Canyon Mountain Land Conveyance map dated

**Informative Traverse of a Portion of the As-Built Center Line of the
Railroad Line in Section 31, T. 30 S., R. 6 W., and Section 36,
T. 30 S., R. 6 W., Willamette Meridian, Oregon**

FEET	
	<p>May 24, 2016, on file with the Bureau of Land Management Office in Portland, Oregon. This control line was also used to determine the location for the northerly right-of-way of the Railroad line which represents the southerly boundary of the Federal interest lands in the southwest quarter of the southwest quarter of section 31.</p> <p>The right-of-way width of the Railroad line across section 31 is 200 feet wide, 100 feet each side of center line, as shown on the 1927 Valuation Map (V-Map). No monuments were recovered that could be traced back to the said V-Map, nor were there any description of monuments recovered or tied under that survey thus necessitating the determination of the Railroad right-of-ways by the position of the existing As-Built center line.</p> <p>This informative traverse of the As-Built center line of the Railroad was utilized to determine the locations of the northerly and southerly right-of-way using the stationing on the said V-Map and a best fit curve route to calculate the points of tangency (PT), points of curvature (PC), and points of compound circular curvature (PCC).</p> <hr/> <p>From the Point of Beginning (POB) of the Informative Traverse of the as-built center line of the Railroad, determined at the observed PT on the as-built center line of the Railroad, identical with the Railroad station 1766+35.0, as shown on the V-Map, in sec. 31. Not monumented.</p> <p>From this point, the center 1/4 sec. cor. of sec. 31 bears N. 48° 56' 35" W., 573.79 ft. dist., hereinbefore described.</p> <p>Thence S. 81° 34' 38" W., on the tangent of the as-built center line of the Railroad.</p>
349.00	<p>PC on the as-built center line of the Railroad. Not monumented.</p> <hr/> <p>Thence on the as-built center line of the Railroad on the arc of a compound circular curve to the left, through a central angle 4° 44' 44", having a radius of 2064.83 ft. dist. The long chord bears S. 79° 22' 01" W., 170.97 ft. dist.</p>
82.47	<p>Intersect the N. and S. center line of sec. 31. Not monumented.</p>
171.00	<p>PCC on the as-built center line of the Railroad. Not monumented.</p> <hr/> <p>Thence on the as-built center line of the Railroad on the arc of a compound circular curve to the left, through a central angle 8° 06' 39", having a radius of 1377.70 ft. dist. The long chord bears S. 72° 33' 43" W., 194.86 ft. dist.</p>
195.00	<p>PCC on the as-built center line of the Railroad. Not monumented.</p> <hr/> <p>Thence on the as-built center line of the Railroad on the arc of a compound circular curve to the left, through a central angle 14° 42' 06", having a radius of 974.45 ft. dist. The long chord bears S. 61° 12' 38" W., 249.35 ft. dist.</p>

**Informative Traverse of a Portion of the As-Built Center Line of the
Railroad Line in Section 31, T. 30 S., R. 6 W., and Section 36,
T. 30 S., R. 6 W., Willamette Meridian, Oregon**

FEET	
250.00	PCC on the as-built center line of the Railroad. Not monumented. <hr/>
	Thence on the as-built center line of the Railroad on the arc of a compound circular curve to the left, through a central angle $11^{\circ} 03' 02''$, having a radius of 907.48 ft. dist. The long chord bears S. $48^{\circ} 09' 39''$ W., 174.75 ft. dist.
175.00	PCC on the as-built center line of the Railroad. Not monumented. <hr/>
	Thence on the as-built center line of the Railroad on the arc of a compound circular curve to the left, through a central angle $5^{\circ} 12' 33''$, having a radius of 1078.07 ft. dist. The long chord bears S. $39^{\circ} 48' 13''$ W., 97.98 ft. dist.
98.00	PCC on the as-built center line of the Railroad. Not monumented. <hr/>
	Thence on the as-built center line of the Railroad on the arc of a compound circular curve to the left, through a central angle $3^{\circ} 32' 39''$, having a radius of 1455.13 ft. dist. The long chord bears S. $35^{\circ} 17' 52''$ W., 89.99 ft. dist.
90.00	PT on the as-built center line of the Railroad. Not monumented. <hr/>
	Thence S. $34^{\circ} 11' 40''$ W., on the tangent of the as-built center line of the Railroad.
312.40	PC on the as-built center line of the Railroad. Not monumented. <hr/>
	Thence on the as-built center line of the Railroad on the arc of a compound circular curve to the left, through a central angle $0^{\circ} 58' 25''$, having a radius of 3531.84 ft. dist. The long chord bears S. $32^{\circ} 31' 46''$ W., 60.00 ft. dist.
60.00	PCC on the as-built center line of the Railroad. Not monumented. <hr/>
	Thence on the as-built center line of the Railroad on the arc of a compound circular curve to the left, through a central angle $13^{\circ} 08' 59''$, having a radius of 1016.66 ft. dist. The long chord bears S. $24^{\circ} 54' 47''$ W., 232.82 ft. dist.
81.68	Intersect the E. and W. center line of the SW 1/4 of sec. 31. Not monumented.
233.30	PCC on the as-built center line of the Railroad. Not monumented. <hr/>
	Thence on the as-built center line of the Railroad on the arc of a compound circular curve to the left, through a central angle $3^{\circ} 59' 54''$, having a radius of 859.89 ft. dist. The long chord bears S. $16^{\circ} 01' 43''$ W., 59.99 ft. dist.
60.00	PT on the as-built center line of the Railroad. Not monumented. <hr/>

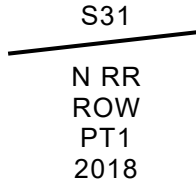
**Informative Traverse of a Portion of the As-Built Center Line of the
Railroad Line in Section 31, T. 30 S., R. 6 W., and Section 36,
T. 30 S., R. 6 W., Willamette Meridian, Oregon**

FEET	
	Thence S. 16° 41' 18" W., on the tangent of the as-built center line of the Railroad.
226.30	PC on the as-built center line of the Railroad. Not monumented. <hr/>
	Thence on the as-built center line of the Railroad on the arc of a compound circular curve to the right, through a central angle 7° 04' 14", having a radius of 729.41 ft. dist. The long chord bears S. 19° 04' 13" W., 89.95 ft. dist.
90.00	PCC on the as-built center line of the Railroad. Not monumented. <hr/>
	Thence on the as-built center line of the Railroad on the arc of a compound circular curve to the right, through a central angle 24° 15' 02", having a radius of 602.57 ft. dist. The long chord bears S. 34° 54' 29" W., 253.14 ft. dist.
249.41	Intersect the N. and S. center line of the SW 1/4 of sec. 31. Not monumented.
255.04	PCC on the as-built center line of the Railroad. Not monumented. <hr/>
	Thence on the as-built center line of the Railroad on the arc of a compound circular curve to the right, through a central angle 4° 28' 37", having a radius of 832.00 ft. dist. The long chord bears S. 49° 57' 30" W., 64.98 ft. dist.
65.00	PCC on the as-built center line of the Railroad. Not monumented. <hr/>
	Thence on the as-built center line of the Railroad on the arc of a compound circular curve to the right, through a central angle 4° 50' 46", having a radius of 709.46 ft. dist. The long chord bears S. 54° 26' 22" W., 59.98 ft. dist.
60.00	PCC on the as-built center line of the Railroad. Not monumented. <hr/>
	Thence on the as-built center line of the Railroad on the arc of a compound circular curve to the right, through a central angle 2° 04' 09", having a radius of 1384.78 ft. dist. The long chord bears S. 58° 33' 24" W., 50.00 ft. dist.
50.00	PCC on the as-built center line of the Railroad. Not monumented. <hr/>
	Thence on the as-built center line of the Railroad on the arc of a compound circular curve to the right, through a central angle 5° 31' 22", having a radius of 1037.60 ft. dist. The long chord bears S. 61° 57' 21" W., 99.96 ft. dist.
100.00	PCC on the as-built center line of the Railroad. Not monumented. <hr/>
	Thence on the as-built center line of the Railroad on the arc of a compound circular curve to the right, through a central angle 31° 46' 54", having a radius of 585.99 ft. dist. The long chord bears S. 80° 18' 34" W., 320.84 ft. dist.

**Informative Traverse of a Portion of the As-Built Center Line of the
Railroad Line in Section 31, T. 30 S., R. 6 W., and Section 36,
T. 30 S., R. 6 W., Willamette Meridian, Oregon**

FEET 4325.00	<p>PCC on the as-built center line of the Railroad. Not monumented.</p> <hr/> <p>Thence on the as-built center line of the Railroad on the arc of a compound circular curve to the right, through a central angle $20^{\circ} 37' 30''$, having a radius of 555.67 ft. dist. The long chord bears S. $73^{\circ} 40' 48''$ W., 198.92 ft. dist.</p>
200.00	<p>PCC on the as-built center line of the Railroad. Not monumented.</p> <hr/> <p>Thence on the as-built center line of the Railroad on the arc of a compound circular curve to the right, through a central angle $16^{\circ} 22' 42''$, having a radius of 660.57 ft. dist. The long chord bears N. $54^{\circ} 22' 56''$ W., 198.92 ft. dist.</p>
188.80	<p>PCC on the as-built center line of the Railroad. Not monumented.</p> <hr/> <p>Thence on the as-built center line of the Railroad on the arc of a compound circular curve to the right, through a central angle $3^{\circ} 50' 43''$, having a radius of 1341.17 ft. dist. The long chord bears N. $42^{\circ} 20' 54''$ W., 89.98 ft. dist.</p>
90.00	<p>PT on the as-built center line of the Railroad. Not monumented.</p> <hr/> <p>Thence N. $41^{\circ} 08' 03''$ W., on the tangent of the as-built center line of the Railroad.</p>
728.92	<p>Point on the line bet. secs. 31 and 36, on the W. bdy. of the Tp. Not monumented.</p> <hr/> <p>Continuing on the as-built center line of the Railroad in Section 36, T. 30 S., R. 7 W.</p> <p>Thence N. $41^{\circ} 08' 03''$ W., on the tangent of the as-built center line of the Railroad.</p>
583.86	<p>PC, identical with the Railroad Station 1815+91.4, as shown on the V-Map, and the end of the Informative Traverse on the as-built center line of the Railroad. Not monumented.</p> <p>From this point, the 1/4 sec. cor. of secs. 31 and 36, on the E. bdy. of the Tp., N. $20^{\circ} 33' 34''$ E., 1116.99, hereinbefore described.</p> <hr/> <p align="center">Survey of a Portion of the Northerly Right-of-Way of the Railroad Line in Section 31, T. 30 S., R. 6 W., and Section 36, T. 30 S., R. 7 W., Willamette Meridian, Oregon</p> <hr/> <p>From the point for the PT, on the Northerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from the PT on the informative traverse of the as-built center line of the Railroad.</p>

**Survey of a Portion of the Northerly Right-of-Way of the Railroad
Line in Section 31, T. 30 S., R. 6 W., and Section 36,
T. 30 S., R. 7 W., Willamette Meridian, Oregon**

FEET	
	<p>Set an aluminum rod, 20 ins. long 5/8 in. diam., 14 ins. in a drill hole in solid rock, with aluminum cap mkd.</p> <p align="center">  </p> <p>Corner is located on the E. edge of rock bluff.</p> <p>From this point, the center 1/4 sec. cor. of sec. 31 bears N. 56° 22' 47" W., 501.99 ft. dist., hereinbefore described.</p> <p>Thence S. 81° 34' 38" W., on the tangent of the as-built center line of the Railroad.</p>
348.91	<p>Point for the PC on the northerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from the PC on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <p align="center">_____</p> <p>Thence on the northerly right-of-way of the Railroad on the arc of a compound circular curve to the left, through a central angle 4° 44' 44", having a radius of 2164.83 ft. dist. The long chord bears S. 79° 21' 54" W., 179.11 ft. dist.</p>
69.13	<p>Intersect the N. and S. center line of sec. 31. Not monumented.</p>
179.16	<p>Point for the PCC on the northerly right-of-way of the Railroad determined at 100 ft. dist., perpendicular offset from the PCC on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <p align="center">_____</p> <p>Thence on the northerly right-of-way of the Railroad on the arc of a compound circular curve to the left, through a central angle 8° 06' 39", having a radius of 1477.70 ft. dist. The long chord bears S. 72° 34' 30" W., 209.66 ft. dist.</p>
209.84	<p>Point for the PCC on the northerly right-of-way of the Railroad determined at 100 ft. dist., perpendicular offset from the PCC on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <p align="center">_____</p> <p>Thence on the northerly right-of-way of the Railroad on the arc of a compound circular curve to the left, through a central angle 14° 42' 06", having a radius of 1074.45 ft. dist. The long chord bears S. 61° 12' 28" W., 274.84 ft. dist.</p>
275.59	<p>Point for the PCC on the northerly right-of-way of the Railroad determined at 100 ft. dist., perpendicular offset from the PCC on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <p align="center">_____</p>

**Survey of a Portion of the Northerly Right-of-Way of the Railroad
Line in Section 31, T. 30 S., R. 6 W., and Section 36,
T. 30 S., R. 7 W., Willamette Meridian, Oregon**

FEET	
	Thence on the northerly right-of-way line of the Railroad on the arc of a compound circular curve to the left, through a central angle $11^{\circ} 03' 02''$, having a radius of 1007.48 ft. dist. The long chord bears S. $48^{\circ} 10' 10''$ W., 194.31 ft. dist.
194.61	Point for the PCC on the northerly right-of-way of the Railroad determined at 100 ft. dist., perpendicular offset from the PCC on the informative traverse of the as-built center line of the Railroad. Not monumented. <hr/>
	Thence on the northerly right-of-way of the Railroad on the arc of a compound circular curve to the left, through a central angle $5^{\circ} 12' 33''$, having a radius of 1178.07 ft. dist. The long chord bears S. $39^{\circ} 48' 49''$ W., 107.46 ft. dist.
107.50	Point for the PCC on the northerly right-of-way of the Railroad determined at 100 ft. dist., perpendicular offset from the PCC on the informative traverse of the as-built center line of the Railroad. Not monumented. <hr/>
	Thence on the northerly right-of-way of the Railroad on the arc of a compound circular curve to the left, through a central angle $3^{\circ} 32' 39''$, having a radius of 1555.13 ft. dist. The long chord bears S. $35^{\circ} 18' 46''$ W., 95.81 ft. dist.
95.83	Point for the PT on the northerly right-of-way of the Railroad determined at 100 ft. dist., perpendicular offset from the PT on the informative traverse of the as-built center line of the Railroad. Not monumented. <hr/>
	Thence S. $34^{\circ} 11' 40''$ W., on the tangent of the northerly right-of-way of the Railroad.
312.89	Point for the PC on the northerly right-of-way of the Railroad determined at 100 ft. dist., perpendicular offset from the PC on the informative traverse of the as-built center line of the Railroad. Not monumented. <hr/>
	Thence on the northerly right-of-way of the Railroad on the arc of a compound circular curve to the left, through a central angle $0^{\circ} 58' 25''$, having a radius of 3631.84 ft. dist. The long chord bears S. $32^{\circ} 32' 15''$ W., 62.74 ft. dist.
62.74	Point for the PCC on the northerly right-of-way of the Railroad determined at 100 ft. dist., perpendicular offset from the PCC on the informative traverse of the as-built center line of the Railroad. Not monumented. <hr/>
	Thence on the northerly right-of-way of the Railroad on the arc of a compound circular curve to the left, through a central angle $13^{\circ} 08' 59''$, having a radius of 1116.66 ft. dist. The long chord bears S. $24^{\circ} 56' 19''$ W., 256.68 ft. dist.
137.53	Intersect the E. and W. center line of the SW 1/4 of sec. 31. Not monumented.

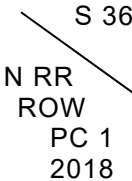
**Survey of a Portion of the Northerly Right-of-Way of the Railroad
Line in Section 31, T. 30 S., R. 6 W., and Section 36,
T. 30 S., R. 7 W., Willamette Meridian, Oregon**

FEET	
257.25	<p>Point for the PCC on the northerly right-of-way of the Railroad determined at 100 ft. dist., perpendicular offset from the PCC on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <hr style="width: 20%; margin: 10px auto;"/> <p>Thence on the northerly right-of-way of the Railroad on the arc of a compound circular curve to the left, through a central angle $3^{\circ} 59' 54''$, having a radius of 959.89 ft. dist. The long chord bears S. $16^{\circ} 07' 01''$ W., 65.13 ft. dist.</p>
65.14	<p>Point for the PT on the northerly right-of-way of the Railroad determined at 100 ft. dist., perpendicular offset from the PT on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <hr style="width: 20%; margin: 10px auto;"/> <p>Thence S. $16^{\circ} 41' 18''$ W., on the tangent of the northerly right-of-way of the Railroad.</p>
225.12	<p>Point for the PC on the northerly right-of-way of the Railroad determined at 100 ft. dist., perpendicular offset from the PC on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <hr style="width: 20%; margin: 10px auto;"/> <p>Thence on the northerly right-of-way of the Railroad on the arc of a compound circular curve to the right, through a central angle $7^{\circ} 04' 14''$, having a radius of 629.41 ft. dist. The long chord bears S. $19^{\circ} 01' 34''$ W., 78.59 ft. dist.</p>
78.64	<p>Point for the PCC on the northerly right-of-way of the Railroad determined at 100 ft. dist., perpendicular offset from the PCC on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <hr style="width: 20%; margin: 10px auto;"/> <p>Thence on the northerly right-of-way of the Railroad on the arc of a compound circular curve to the right, through a central angle $24^{\circ} 15' 02''$, having a radius of 502.57 ft. dist. The long chord bears S. $34^{\circ} 55' 32''$ W., 210.82 ft. dist.</p>
102.23	<p>Intersect the N. and S. center line of the SW 1/4 of sec. 31. Not monumented.</p>
212.40	<p>Point for the PCC on the northerly right-of-way of the Railroad determined at 100 ft. dist., perpendicular offset from the PCC on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <hr style="width: 20%; margin: 10px auto;"/> <p>Thence on the northerly right-of-way of the Railroad on the arc of a compound circular curve to the right, through a central angle $4^{\circ} 28' 37''$, having a radius of 732.00 ft. dist. The long chord bears S. $50^{\circ} 00' 48''$ W., 55.98 ft. dist.</p>
56.00	<p>Point for the PCC on the northerly right-of-way of the Railroad determined at 100 ft. dist., perpendicular offset from the PCC on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <hr style="width: 20%; margin: 10px auto;"/>

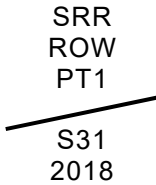
**Survey of a Portion of the Northerly Right-of-Way of the Railroad
Line in Section 31, T. 30 S., R. 6 W., and Section 36,
T. 30 S., R. 7 W., Willamette Meridian, Oregon**

FEET	
	Thence on the northerly right-of-way of the Railroad on the arc of a compound circular curve to the right, through a central angle $4^{\circ} 50' 46''$, having a radius of 609.46 ft. dist. The long chord bears S. $54^{\circ} 25' 30''$ W., 51.85 ft. dist.
51.86	Point for the PCC on the northerly right-of-way of the Railroad determined at 100 ft. dist., perpendicular offset from the PCC on the informative traverse of the as-built center line of the Railroad. Not monumented. <hr/>
	Thence on the northerly right-of-way of the Railroad on the arc of a compound circular curve to the right, through a central angle $2^{\circ} 04' 09''$, having a radius of 1284.78 ft. dist. The long chord bears S. $58^{\circ} 35' 29''$ W., 45.24 ft. dist.
45.24	Point for the PCC on the northerly right-of-way of the Railroad determined at 100 ft. dist., perpendicular offset from the PCC on the informative traverse of the as-built center line of the Railroad. Not monumented. <hr/>
	Thence on the northerly right-of-way of the Railroad on the arc of a compound circular curve to the right, through a central angle $5^{\circ} 31' 22''$, having a radius of 937.60 ft. dist. The long chord bears S. $61^{\circ} 56' 11''$ W., 91.03 ft. dist.
91.07	Point for the PCC on the northerly right-of-way of the Railroad determined at 100 ft. dist., perpendicular offset from the PCC on the informative traverse of the as-built center line of the Railroad. Not monumented. <hr/>
	Thence on the northerly right-of-way of the Railroad on the arc of a compound circular curve to the right, through a central angle $31^{\circ} 46' 54''$, having a radius of 485.99 ft. dist. The long chord bears S. $80^{\circ} 16' 45''$ W., 266.63 ft. dist.
270.10	Point for the PCC on the northerly right-of-way of the Railroad determined at 100 ft. dist., perpendicular offset from the PCC on the informative traverse of the as-built center line of the Railroad. Not monumented. <hr/>
	Thence on the northerly right-of-way of the Railroad on the arc of a compound circular curve to the right, through a central angle $20^{\circ} 37' 30''$, having a radius of 455.67 ft. dist. The long chord bears N. $73^{\circ} 42' 03''$ W., 163.47 ft. dist.
164.36	Point for the PCC on the northerly right-of-way of the Railroad determined at 100 ft. dist., perpendicular offset from the PCC on the informative traverse of the as-built center line of the Railroad. Not monumented. <hr/>
	Thence on the northerly right-of-way of the Railroad on the arc of a compound circular curve to the right, through a central angle $16^{\circ} 22' 42''$, having a radius of 560.57 ft. dist. The long chord bears N. $54^{\circ} 18' 25''$ W., 158.32 ft. dist.
158.85	Point for the PCC on the northerly right-of-way of the Railroad determined at 100 ft. dist., perpendicular offset from the PCC on the informative traverse of the as-built center line of the Railroad. Not monumented. <hr/>

**Survey of a Portion of the Northerly Right-of-Way of the Railroad
Line in Section 31, T. 30 S., R. 6 W., and Section 36,
T. 30 S., R. 7 W., Willamette Meridian, Oregon**

FEET	
	<p>Thence on the northerly right-of-way of the Railroad on the arc of a compound circular curve to the right, through a central angle $3^{\circ} 50' 43''$, having a radius of 1241.17 ft. dist. The long chord bears N. $42^{\circ} 12' 49''$ W., 80.54 ft. dist.</p>
80.55	<p>Point for the PT on the northerly right-of-way of the Railroad determined at 100 ft. dist., perpendicular offset from the PT on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <hr/>
842.81	<p>Thence N. $41^{\circ} 08' 03''$ W., on the tangent of the northerly right-of-way of the Railroad.</p> <p>Intersect the line bet. secs. 31 and 36, on the W. bdy. of the Tp. Not monumented.</p> <hr/>
75.55	<p>Thence S. $0^{\circ} 18' 24''$ W., the northerly right-of-way of the Railroad, identical with a portion of the line bet. secs. 31 and 36.</p> <p>Point on the line bet. secs. 31 and 36, on the northerly right-of-way of the Railroad determined at 50 ft. dist. perpendicular offset from the point on the informative traverse of the as-built center line of the Railroad. Not Monumented.</p> <hr/>
527.23	<p>Thence N. $41^{\circ} 08' 03''$ W., on the northerly right-of-way of the Railroad in section 36, T. 30 S., R. 7 W., and leaving the line bet. secs. 31 and 36.</p> <p>Point for the PC, determined on the northerly right-of-way of the Railroad, at 50 ft. dist., perpendicular offset from the PC on the informative traverse of the as-built center line of the Railroad.</p> <p>Drive an iron rod, 30 ins. long, 5/8 in. diam., 25 ins. in the ground, in a collar of stone, with aluminum cap mkd.</p> <div style="text-align: center;">  <p>S 36</p> <p>N RR ROW PC 1 2018</p> </div> <p>From this point, the 1/4 sec. cor. of secs. 31 and 36, on the E. bdy. of the Tp., N. $19^{\circ} 17' 37''$ E., 1073.23 ft. dist., hereinbefore described.</p> <hr/>

23678
Survey of a Portion of the Southerly Right-of-Way
of the Railroad line in Section 31,
T. 30 S., R. 6 W., and Section 36,
T. 30 S., R. 7 W., Willamette Meridian, Oregon

FEET	
	<p>From the point for the PT on the southerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from PT on the informative traverse of the as-built center line of the Railroad.</p> <p>Set a brass tablet, 3 1/4 ins. diam., 3 1/2 ins. stem, cemented in a drill hole in solid rock, with top mkd.</p> <div style="text-align: center;">  <p>SRR ROW PT1</p> <p>S31 2018</p> </div> <p>Corner is located near the toe on the fill side of Cow Creek road and may be under the high water mark at times.</p> <p>From this point, the center 1/4 sec. cor. of sec. 31 bears N. 43° 14' 00" W., 653.04 ft. dist., hereinbefore described.</p> <p>Thence S. 81° 34' 38" W., on the tangent of the southerly right-of-way of the Railroad.</p>
349.19	<p>Point for the PC on the southerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from PC on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <hr style="width: 20%; margin: 10px auto;"/> <p>Thence on the southerly right-of-way of the Railroad on the arc of a compound circular curve to the left, through a central angle 4° 44' 44", having a radius of 1964.83 ft. dist. The long chord bears S. 79° 22' 08" W., 162.83 ft. dist.</p>
95.86	<p>Intersect the N. and S. center line of sec. 31. Not monumented.</p>
162.89	<p>Point for the PCC on the southerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from PCC on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <hr style="width: 20%; margin: 10px auto;"/> <p>Thence on the southerly right-of-way of the Railroad on the arc of a compound circular curve to the left, through a central angle 8° 06' 39", having a radius of 1277.70 ft. dist. The long chord bears S. 72° 32' 47" W., 180.06 ft. dist.</p>
180.21	<p>Point for the PCC on the southerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from PCC on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <hr style="width: 20%; margin: 10px auto;"/> <p>Thence on the southerly right-of-way of the Railroad on the arc of a compound circular curve to the left, through a central angle 14° 42' 06", having a radius of 874.45 ft. dist. The long chord bears S. 61° 12' 50" W., 223.86 ft. dist.</p>

23679
Survey of a Portion of the Southerly Right-of-Way
of the Railroad line in Section 31,
T. 30 S., R. 6 W., and Section 36,
T. 30 S., R. 7 W., Willamette Meridian, Oregon

FEET	
224.47	<p>Point for the PCC on the southerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from PCC on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <hr style="width: 20%; margin: 10px auto;"/> <p>Thence on the southerly right-of-way of the Railroad on the arc of a compound circular curve to the left, through a central angle $11^{\circ} 03' 02''$, having a radius of 807.48 ft. dist. The long chord bears S. $48^{\circ} 09' 01''$ W., 155.20 ft. dist.</p>
155.44	<p>Point for the PCC on the southerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from PCC on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <hr style="width: 20%; margin: 10px auto;"/> <p>Thence on the southerly right-of-way of the Railroad on the arc of a compound circular curve to the left, through a central angle $5^{\circ} 12' 33''$, having a radius of 978.07 ft. dist. The long chord bears S. $39^{\circ} 47' 30''$ W., 88.49 ft. dist.</p>
88.52	<p>Point for the PCC on the southerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from PCC on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <hr style="width: 20%; margin: 10px auto;"/> <p>Thence on the southerly right-of-way of the Railroad on the arc of a compound circular curve to the left, through a central angle $3^{\circ} 32' 39''$, having a radius of 1355.13 ft. dist. The long chord bears S. $35^{\circ} 16' 52''$ W., 84.16 ft. dist.</p>
84.17	<p>Point for the PT on the southerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from PT on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <hr style="width: 20%; margin: 10px auto;"/> <p>Thence S. $34^{\circ} 11' 40''$ W., on the tangent of the southerly right-of-way of the Railroad.</p>
312.00	<p>Point for the PC on the southerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from PC on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <hr style="width: 20%; margin: 10px auto;"/> <p>Thence on the southerly right-of-way of the Railroad on the arc of a compound circular curve to the left, through a central angle $0^{\circ} 58' 25''$, having a radius of 3431.84 ft. dist. The long chord bears S. $32^{\circ} 31' 16''$ W., 57.29 ft. dist.</p>
57.29	<p>Point for the PCC on the southerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from PCC on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <hr style="width: 20%; margin: 10px auto;"/> <p>Thence on the southerly right-of-way of the Railroad on the arc of a compound circular curve to the left, through a central angle $13^{\circ} 08' 59''$, having a radius of 916.66 ft. dist. The long chord bears S. $24^{\circ} 52' 54''$ W., 208.96 ft. dist.</p>

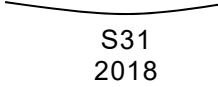
23680
Survey of a Portion of the Southerly Right-of-Way
of the Railroad line in Section 31,
T. 30 S., R. 6 W., and Section 36,
T. 30 S., R. 7 W., Willamette Meridian, Oregon

FEET	
24.80	Intersect the E. and W. center line of the SW 1/4 of sec. 31. Not monumented.
209.41	Point for the PCC on the southerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from PCC on the informative traverse of the as-built center line of the Railroad. Not monumented. <hr style="width: 20%; margin: 10px auto;"/> <p>Thence on the southerly right-of-way of the Railroad on the arc of a compound circular curve to the left, through a central angle 3° 59' 54", having a radius of 759.89 ft. dist. The long chord bears S. 15° 55' 19" W., 54.73 ft. dist.</p>
54.74	Point for the PT on the southerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from PT on the informative traverse of the as-built center line of the Railroad. Not monumented. <hr style="width: 20%; margin: 10px auto;"/> <p>Thence S. 16° 41' 18" W., on the tangent of the southerly right-of-way of the Railroad.</p>
227.75	Point for the PC on the southerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from PC on the informative traverse of the as-built center line of the Railroad. Not monumented. <hr style="width: 20%; margin: 10px auto;"/> <p>Thence on the southerly right-of-way of the Railroad on the arc of a compound circular curve to the right, through a central angle 7° 04' 14", having a radius of 829.41 ft. dist. The long chord bears S. 19° 06' 23" W., 101.25 ft. dist.</p>
101.31	Point for the PCC on the southerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from PCC on the informative traverse of the as-built center line of the Railroad. Not monumented. <hr style="width: 20%; margin: 10px auto;"/> <p>Thence on the southerly right-of-way of the Railroad on the arc of a compound circular curve to the right, through a central angle 24° 15' 02", having a radius of 702.57 ft. dist. The long chord bears S. 34° 53' 44" W., 295.45 ft. dist.</p>
297.67	Point for the PCC on the southerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from PCC on the informative traverse of the as-built center line of the Railroad. Not monumented. <hr style="width: 20%; margin: 10px auto;"/> <p>Thence on the southerly right-of-way of the Railroad on the arc of a compound circular curve to the right, through a central angle 4° 28' 37", having a radius of 932.00 ft. dist. The long chord bears S. 49° 55' 00" W., 74.00 ft. dist.</p>
74.02	Point for the PCC on the southerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from PCC on the informative traverse of the as-built center line of the Railroad. Not monumented. <hr style="width: 20%; margin: 10px auto;"/>

23681
Survey of a Portion of the Southerly Right-of-Way
of the Railroad line in Section 31,
T. 30 S., R. 6 W., and Section 36,
T. 30 S., R. 7 W., Willamette Meridian, Oregon

FEET	
	<p>Thence on the southerly right-of-way of the Railroad on the arc of a compound circular curve to the right, through a central angle $4^{\circ} 50' 46''$, having a radius of 809.46 ft. dist. The long chord bears S. $54^{\circ} 27' 01''$ W., 68.13 ft. dist.</p>
8.92	<p>Intersect the N. and S. center line of the SW 1/4 of sec. 31.</p> <p>Set a Berntsen® Feno rod, 24 ins. long, 5/8 in. diam., 24 ins. in the ground, with aluminum cap mkd.</p> <div style="text-align: center;"> <p style="text-align: center;">W SR R RO W +---+ S 31 W 2018</p> </div> <p>Corner is located on the fill bank of Cow Creek road.</p>
68.15	<p>Point for the PCC on the southerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from PCC on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <hr style="width: 20%; margin: 10px auto;"/> <p>Thence on the southerly right-of-way of the Railroad on the arc of a compound circular curve to the right, through a central angle $2^{\circ} 04' 09''$, having a radius of 1484.78 ft. dist. The long chord bears S. $58^{\circ} 31' 41''$ W., 54.77 ft. dist.</p>
54.77	<p>Point for the PCC on the southerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from PCC on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <hr style="width: 20%; margin: 10px auto;"/> <p>Thence on the southerly right-of-way of the Railroad on the arc of a compound circular curve to the right, through a central angle $5^{\circ} 31' 22''$, having a radius of 1137.60 ft. dist. The long chord bears S. $61^{\circ} 58' 20''$ W., 108.92 ft. dist.</p>
108.96	<p>Point for the PCC on the southerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from PCC on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <hr style="width: 20%; margin: 10px auto;"/> <p>Thence on the southerly right-of-way of the Railroad on the arc of a compound circular curve to the right, through a central angle $31^{\circ} 46' 54''$, having a radius of 685.99 ft. dist. The long chord bears S. $80^{\circ} 19' 52''$ W., 375.16 ft. dist.</p>
380.00	<p>Point for the PCC on the southerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from PCC on the informative traverse of the as-built center line of the Railroad.</p> <p>Set a stainless steel post, 28 ins. long, 2 1/2 ins. diam., 24 ins. in the ground, in a mound of stone, 2 ft. base, to the top, with brass cap mkd.</p>

23682
Survey of a Portion of the Southerly Right-of-Way
of the Railroad line in Section 31,
T. 30 S., R. 6 W., and Section 36,
T. 30 S., R. 7 W., Willamette Meridian, Oregon

FEET	S RR ROW PCC
	 <p style="text-align: center;">S31 2018</p>
	<p>Corner is located on flat ground 10 ft. dist., S. of the toe on the fill side of Cow Creek road.</p> <hr style="width: 20%; margin: auto;"/>
	<p>Thence on the southerly right-of-way of the Railroad on the arc of a compound circular curve to the right, through a central angle $20^{\circ} 37' 30''$, having a radius of 655.67 ft. dist. The long chord bears N. $73^{\circ} 39' 56''$ W., 234.42 ft. dist.</p>
235.69	<p>Point for the PCC on the southerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from PCC on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <hr style="width: 20%; margin: auto;"/>
	<p>Thence on the southerly right-of-way of the Railroad on the arc of a compound circular curve to the right, through a central angle $16^{\circ} 22' 42''$, having a radius of 760.57 ft. dist. The long chord bears N. $54^{\circ} 26' 13''$ W., 218.05 ft. dist.</p>
218.80	<p>Point for the PCC on the southerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from PCC on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <hr style="width: 20%; margin: auto;"/>
	<p>Thence on the southerly right-of-way of the Railroad on the arc of a compound circular curve to the right, through a central angle $3^{\circ} 50' 43''$, having a radius of 1441.17 ft. dist. The long chord bears N. $42^{\circ} 27' 28''$ W., 99.43 ft. dist.</p>
99.45	<p>Point for the PT on the southerly right-of-way of the Railroad, determined at 100 ft. dist., perpendicular offset from PT on the informative traverse of the as-built center line of the Railroad. Not monumented.</p> <hr style="width: 20%; margin: auto;"/>
	<p>Thence N. $41^{\circ} 08' 03''$ W., on the tangent of the southerly right-of-way of the Railroad.</p>
615.04	<p>Intersect the line bet. secs. 31 and 36, on the W. bdy. of the Tp., at 100 ft. dist. perpendicular offset from the informative traverse of the as-built center line of the Railroad, and is located where it is impractical to establish a permanent monument. Not Monumented.</p> <p>From this point, the point selected for an offline witness cor. for the point of intersection of the southerly right-of-way of the Railroad with the line bet. secs. 31 and 36, on the W. bdy. of the Tp., bears N. $27^{\circ} 14' 31''$ W., 10.05 ft. dist.</p>

23683
Survey of a Portion of the Southerly Right-of-Way
of the Railroad line in Section 31,
T. 30 S., R. 6 W., and Section 36,
T. 30 S., R. 7 W., Willamette Meridian, Oregon

FEET	
	<p>Set a brass tablet, 3 1/4 ins. diam., 3 1/2 ins. stem, cemented in a drill hole in solid rock, with brass tablet mkd.</p> <div style="text-align: center;"> <p>WC T 30 S R 7 W R 6 W S RR ROW S36 S31 2018</p> </div> <p>Corner is located where it may be under high water seasonally.</p> <hr style="width: 20%; margin: auto;"/> <p>Thence N. 0° 18' 24" E., on the southerly right-of-way of the Railroad, identical with a portion of the line bet. secs. 31 and 36.</p>
75.55	<p>Point on the line bet. secs. 31 and 36, determined on the line bet. secs. 31 and 36 at the intersection of the southerly right-of-way, determined at 50 ft. dist. perpendicular offset from the informative traverse of the as-built center line of the Railroad.</p> <p>Set an aluminum rod, 24 ins. long, 5/8 in. diam., 24 ins. in the ground, with aluminum cap mkd.</p> <div style="text-align: center;"> <p>T 30 S R 7 W R 6 W S RR ROW S 36 S31 2018</p> </div> <p>Corner is located S., 2 ft. dist., from the southerly edge of Cow Creek Road, asphalt surfaced, 25 ft. wide, bears N. 45° W. and S. 45° E.</p> <hr style="width: 20%; margin: auto;"/> <p>Thence N. 41° 08' 03" W., on the southerly right-of-way of the Railroad in sec. 36, T. 30 S., R. 7 W., and leaving the line bet. secs. 31 and 36.</p>
640.49	<p>Point for the PC, identical with the Railroad Station 1815+91.4, as shown on the V-Map, determined on the southerly right-of-way of the Railroad, at 50 ft. dist. perpendicular offset from the PC on the as-built center line of the Railroad, and the end of the survey of the southerly right-of-way.</p> <p>Set an aluminum rod, 12 ins. long, 5/8 in. diam., 12 ins. in the ground, with aluminum cap mkd.</p> <div style="text-align: center;"> <p>S RR ROW PC 1</p> </div>

23684
Survey of a Portion of the Southerly Right-of-Way
of the Railroad line in Section 31,
T. 30 S., R. 6 W., and Section 36,
T. 30 S., R. 7 W., Willamette Meridian, Oregon

FEET	<p style="text-align: center;">S36 2018</p> <p>Corner is located S., 2 ft. dist., from the southerly edge of Cow Creek Road, asphalt surfaced, 25 ft. wide, bears N. 40° W. and S. 45° E.</p> <p>From this point, the 1/4 sec. cor. of secs. 31 and 36, on the E. bdy. of the Tp., N. 21° 43' 45" E., 1161.25 ft. dist., hereinbefore described.</p> <hr/>
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