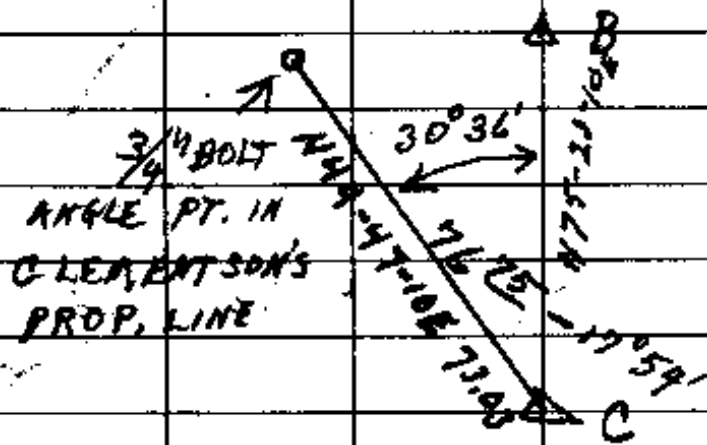


DIETZGEN NO. 365-6

C S FILE NO. 53/65



SET 1/4 COR.

| | | | | |
|-----------|--------|---------------------|-------------|--------------------|
| | 7.74 | | N 88-31-50W | |
| HUB | | P.O.T. | | 120.47' |
| | 102.33 | | N 89-31-50W | 104.0 |
| HUB | | P.O.T. | | |
| | | | N 88-31-50W | 70.25' |
| | 116.12 | | | 117.10 |
| IRON PIPE | | 101° 03' 50° 32' | | |
| | | | S 40-56-10W | |
| E | | | | |

→ AT POSITION FOR $\frac{1}{4}$ COR $\frac{S1}{S12}$
T20S R12W, AS COMPUTED FROM
SURVEY OF SEC. LINE. AT COR
SET IRON PIPE WITH BRASS CAP
MKD. "COUNTY SURVEYOR'S OFFICE
1964 T20S R12W $\frac{1}{4}$ $\frac{S1}{S12}$ "

BLAZE & SCRIBE TWO TREES:

36" SPRUCE S 63° E 18⁰ FT.
MKD. " $\frac{1}{4}$ S 12 CS BT."

36" SPRUCE N $72\frac{1}{2}^{\circ}$ W 45³ FT.
MKD. " $\frac{1}{4}$ S 1 CS BT"

DIETZGEN NO. 585-5

Paul Dietzgen
#27

LEON DIETZGEN'S $\frac{1}{4}$ COR

C. S. File No. 53/65

HIT E. FACE OF 20" SPRUCE FOR COR.

65⁷⁸

N77-01-30E

HUB Z

140° 33' 1/2 E

✓ 180⁵³

+ 11° 76
184⁸⁸

S 87° 29' E

HUB Y

8° 28'
4° 14' R

✓ 182⁵⁶

+ 9° 17'
185²⁵

N 88° 23' E

HUB

P.O.T.

✓ 149⁰⁷

N 88° 23' E + 17° 30'
156³⁰

X HUB

1° 27'
0° 43' 30" R

✓ 122¹⁶

+ 10° 52'
N 87° 37' 50" E 127⁶⁵

CO. LINE
MARKER

80° 46'
40° 24' R

S 51° 56' 1/2 E

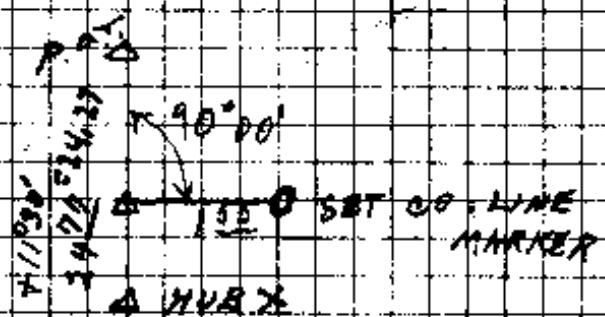
15

261° 54'
130° 54' R

N 2° 53' 30" W

14

DIETZGEN NO. 385-B



- ON W. SHOULDER OF ROAD
TREE OR LIKE (HUB) 155 FT. LEFT OF LINE
- SET BRASS CAP IN HOLE WHERE N/P. CO. LINE
MARKER STOOD.
TELE. POLE (BPD 3-60 SPC 8 7 25)
BEARS N 30° W 48 FT.
(FIRST POLE SOUTH OF MILEPOST)

C. S. File No. 53/65

| | | | | |
|------------------------------|-------------------|---------------------------|----------------|------------------------------|
| ✓ | 52 ³⁸ | | N88-37-30E | +17°30' 54 ⁹² |
| HUB | | POT | | 24°58' 65 ⁹⁷ |
| ✓ | 59 ⁸² | | N88-37-30E | |
| HUB | | POT | | |
| ✓ | 88 ⁸² | | N88-37-30E | +22°46' 96 ³² |
| SET 3/4" ROD ON HIGH BANK | | P.O.T. | | |
| ✓ | 281 ²⁴ | | ✓ N88°37 1/2 E | +10°09' 281 ⁷⁰ |
| HUB ON LINE | | 156°46'30" 78°23'30" R | | |
| | 392 ¹³ | | ✓ N10°14' E | |
| 100 | | 167°58' 83°57' L | | |
| 14 | | | ✓ S85°49' E | |
| <hr/> | | | | |
| SET 3/4" ROD ON R.R. | | HIT TREE | | |
| | 50 ⁰ | | N88-37-30E | |
| 14 A | | 91°30' 50" S | | |
| | 376 ⁰⁰ | | N2-53W | |
| 14 | | P.O.T. | | |
| | | | N2-53W | |
| 13 | | | | |

2556

603.23

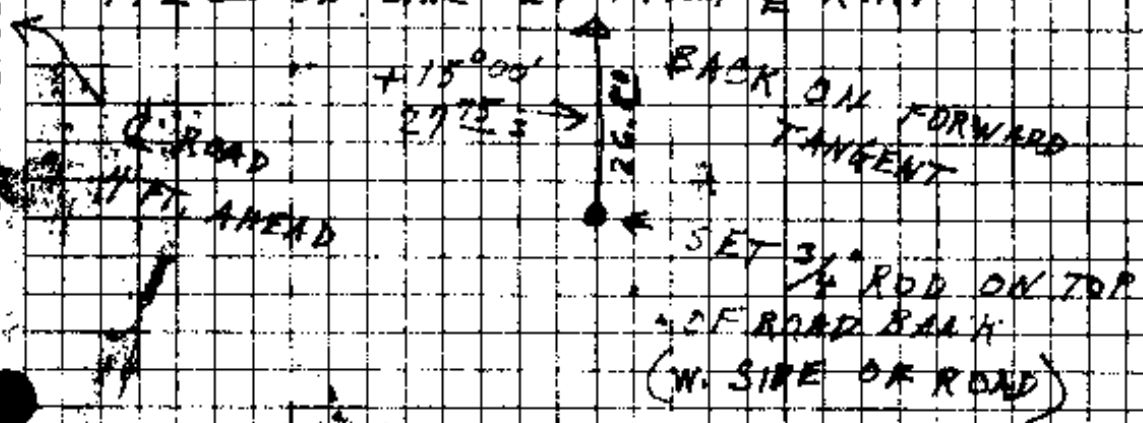
543.42

ON HIGH BANK EAST OF ROAD

CROSS INLET (NO WATER)

172.96 ON LINE E FROM R.R.

DIETZEN NO. 366-6



C. S. File No. 53/65

CENTER WEST $\frac{1}{16}$ COR. OF SEC.
1, T. 20 S. R. 12 W.

POINT FOR CORNER FALLS ON
EAST FACE OF 20" SPRUCE TREE.
BLAZE EAST FACE. - BLAZE &
SCRIBE NORTH FACE "LANE CO."
BLAZE & SCRIBE SOUTH FACE
"DOUG. CO."

BLAZE & SCRIBE 2 BEARING
TREES:

20" SPRUCE S. 10° E 132 FT.
MND. "CLDCS BT"

18" SPRUCE N 64° E 375 FT.
MND. "CLDCS BT"

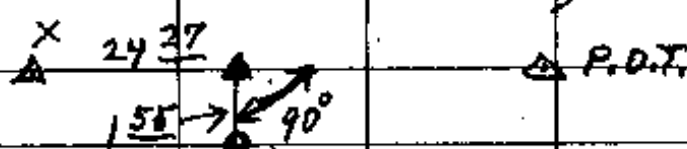
DIETZGEN NO. 385.5

TOP OF SPUR - 1/4 S.W.

C.S. FILE NO. 59/65

- HEMLOCK TREE WITH NOTCH CUT IN
S. SIDE BACK 132 FT. FROM THIS HUB
(ON LINE)

COUNTY LINE MARKER - REPLACING
WOODEN POST ON RAILROAD - SET IRON
PIPE WITH BRASS CAP MKD. "DOUG.
COUNTY SURVEYOR'S OFFICE 1964"
LANE CO. " A TELEPHONE POLE ON
DOUG. CO. RAILROAD, MKD. "SPD S-60
SFC 8 7 25" BEARS N 3° W
48⁶ FT. - FIRST POLE SOUTH OF MILE-
POST.

COUNTY LINE MARKER ON E. SIDE
OF ROAD. SET FROM HUB X, AS
FOLLOWS; 

SET IRON PIPE WITH BRASS CAP
MKD. "DOUG. COUNTY SURVEYOR'S OFFICE
1964" LANE CO. "
DOUG. CO.

BLAZE & SCRIBE 2 TREES:
9" DOUG. FIR S 13° E 15⁸ FT.

MKD. "CLDCS BT"

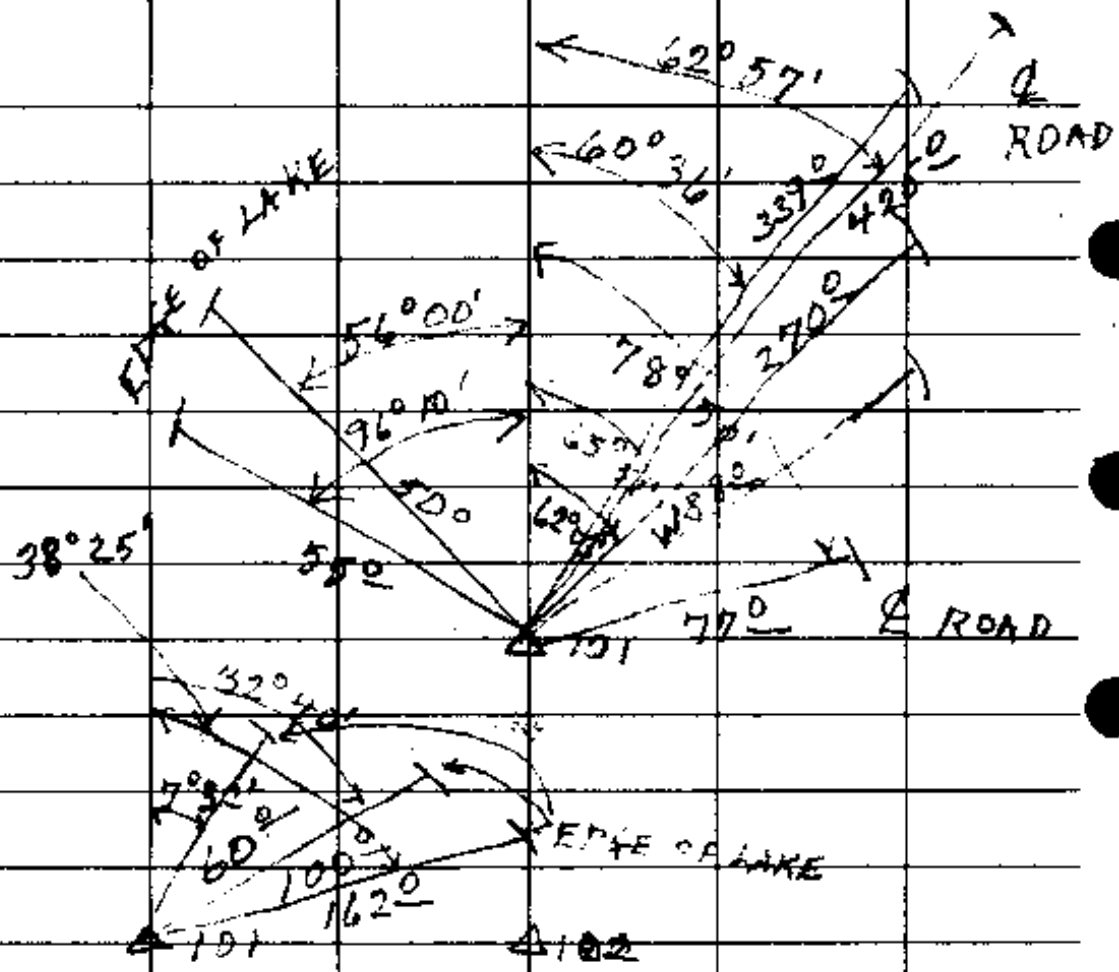
32" DOUG. FIR N 74° W 19⁰ FT.

MKD. "CLDCS BT"

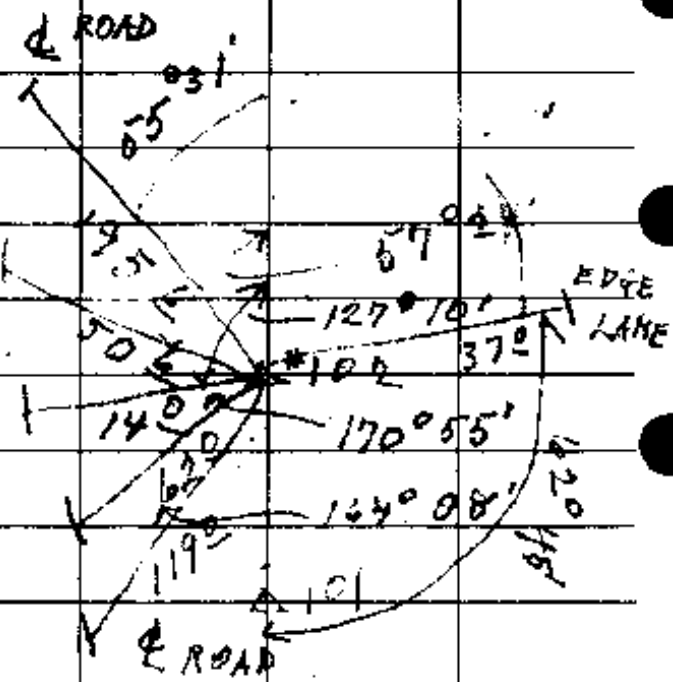
DIETZGEN NO. 385-6

HILLS TO E OF ROAD
& EDGE OF LAKE
FROM HUBS 101 & 102

C. S. File No. 53/65



△ 102



REV. TwpS 19 & 20 S R's 11 & 12 W $\frac{36}{11} \frac{31}{6}$

FD. DOUG. FIR (NOW 36" DIAM.) N 49 1/2° E

7 1/2 FT. - CUT OPEN & FD. GOOD SCRIBING
"T 19 S R"

FD. REMNANT OF ALDER STUMP

N 47° W 24 1/2 FT. - SMALL FRAGMENT OF
REVERSE SCRIBING ON OVERTHROW OF OLD
FACE.

NO TRACE FD. OF S.E. OR S.W.
TREES.

AT COR. SET IRON PIPE WITH BRASS
CAP MKD. "DOUG. COUNTY SURVEYOR'S
OFFICE 1964 T 19 S R"

R $\frac{36}{12} \frac{31}{6}$ R
S 1 S 6 W
T 20 S

BLAZE & RESCRIBE 36" DOUG. FIR
N 49 1/2° E 7 1/2 FT. MKD. "T 19 S R 11 W
S 1 C S BT"

BLAZE & SCRIBE:

26" DOUG. FIR S 50° E 11° FT.
MKD. "T 20 S R 11 W S 1 C S BT"

36" DOUG. FIR S 35° W 14° FT.
MKD. "T 20 S R 12 W S 1 C S BT"

NO TREE AVAILABLE TO N.W.

TWP. COR. IS ON NOSE OF SMALL,
VERY STEEP, SPUR, SLOPING N.E.

W Milo E. Godfrey AUG. 17, 1964
M.G.
W.S.
C.S. File No. 53/654 S.

DIETZEN NO. 385-6

**FILED
RECEIVED**

SEP 2 1964

**COUNTY SURVEYOR
DOUGLAS COUNTY, ORE.**

TRAVERSE AT ADA ON
SILT GOOS LAKE

AUG. 19, 1964

T = M. E. B.

H.C. = W.S.

R.C. = M.S.

WEATHER - A.M. = CLEAR & WARM

P.M. = PARTLY
CLOUDY

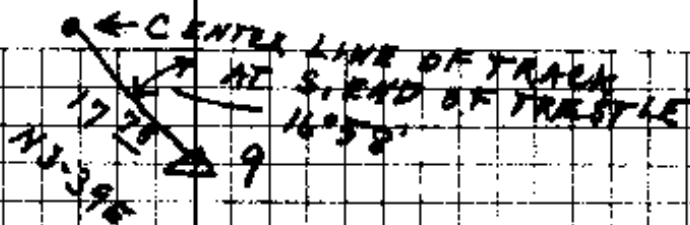
DIETZGEN NO. 385.6

C. S. File No.

53/65

| | DIST. | DEFL. ANGLE | C.C. | M.C. | SLOPE DIST. |
|-----------|--------|-------------------------|--------------|---------------------|----------------|
| 9 | 494.2 | | N 20-37 E | N 25 1/2 E | |
| 8 | 127.74 | 146° 36' 73° 18' L | S 86.05 E | S 86 1/4 E + 2° 20' | 129.85 |
| 7 | 151.04 | 43° 03' 21° 32' L | S 64-33 E | S 64 1/2 E + 2° 22' | 151.17 |
| 6 | 176.47 | 21° 46' 10° 53' R | S 75-26 E | S 75 E - 1° 35' | 182.35 |
| 5 | 25.35 | 98° 57' 49° 28 1/2 L | S 25-57-30 E | S 26° E + 6° 10' | 75.99 |
| 4 | 148.92 | 73° 56' 36° 58' R | S 62-55-30 E | S 62 1/2 E - 2° 20' | 149.04 |
| 3 | 79.20 | 13° 11' 6° 35' L | S 56-20-30 E | S 56 E + 7° 38' | 79.2 |
| 2 | 61.55 | 78° 41' 35° 20 1/2 L | S 21-00 E | S 21° E | |
| 1 | 36.7 | 140° 14' 70° 07' R | N 88-53 E | | |
| 1 1/2 | | | | | |
| IRON PIPE | | | | | |

DN. R.R.



OF RAILROAD

△ 8

DIETZGEN NO. 385-6

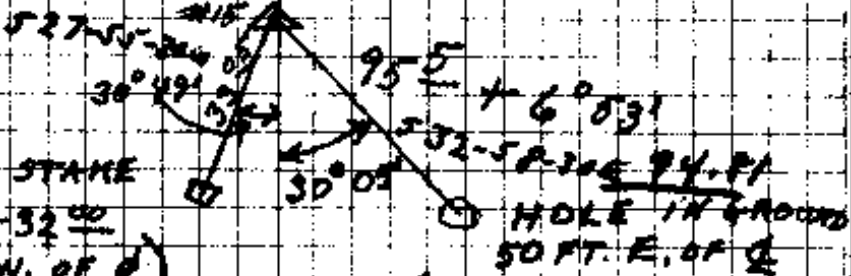
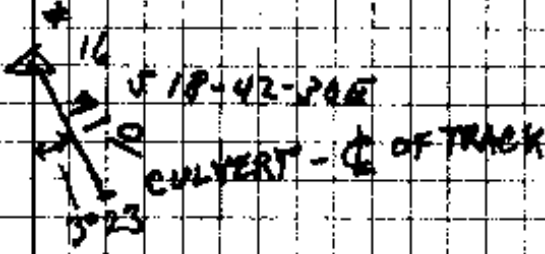
COR. SECS $\frac{3}{11} \frac{11}{12}$ T 20 S R 12 W

C. S. File No. 53/65

| | DIST. | DEFL. $\frac{1}{2}$ | C.C. | M.C. |
|----|--------------------------|-------------------------|--------------|---|
| 17 | <u>388⁷⁵</u> | 42° 40' 21° 20' R | | |
| | | | N 22-23-30 W | |
| | | | | N 23° W |
| 16 | | 14° 08' 7° 04' L | | |
| | <u>313⁷</u> | | N 15-19-30 W | |
| | | | | N 13° W |
| 15 | | 24° 53' 12° 26' L | | |
| | <u>1346¹⁵</u> | | N 2-57-30 W | |
| | | | | N 14° E |
| | | | | 146 ¹⁵ 300 ⁰⁰ 300 ⁰⁰ 300 ⁰⁰ 300 ⁰⁰ |
| 14 | | 0° 01' L 0° 1/2' L | | |
| | <u>219²⁷</u> | | N 2-52 W | |
| | | | | N 1 1/2° W |
| 13 | | 0° 1/2' L 0° 1/2' L | | |
| | <u>362⁶⁶</u> | | N 2-52-30 W | |
| 12 | | 8° 15 1/2' 4° 08' L | | |
| | <u>281⁹³</u> | | N 1-15-30 E | |
| | | | | |
| 11 | | 10° 31' 5° 15 1/2' L | | |
| | <u>261²⁵</u> | | N 6-31 E | |
| | | | | |
| 10 | | 11° 01' 5° 31' L | | |
| | | | | N 9° W |
| | <u>317^E</u> | 17° 09 1/2' 8° 35' L | N 12-02 E | |
| | | | | N 15 1/2° E |
| 9 | | | | |

DIETZGEN NO. 309-6

ALONG RAILROAD
NOT CENTER LINE



Q OF R.R.

POSSIBLE LOCATION OF
COUNTY LINE MARKER
(IN OLD R/W FENCE
LINE - NOT FENCE
POST HOLE)

Q OF R.R. - N. END OF TRESTLE

ON TRESTLE

ON TRESTLE

ON R.R. TRESTLE

NEEDLE VERY
ERRATIC ALONG
RAILROAD

| STA. | DIST. | DE FL. + | C.C. | M.C. | SLOPE DIST. |
|------|--------------------|---------------------------|--------------|-------------|--|
| 25 | | 56° 45' 1/2' 18° 23' L | | | |
| | 197.97 | | N 77-50-30 E | N 78° E | + 7° 26' 19965 |
| 24 | | 57° 36' 28° 48' L | | | |
| | 330.26 | | S 72-21-00 E | S 70 1/2° E | 30 ⁵⁷ LEV. - 2° 55' 300 ⁰⁰ |
| 23 | | 153° 58' 76° 59' R | | | |
| | 1364 ⁶⁵ | | N 29-59-30 E | | 164 ⁶⁵ 300 ⁰⁰ 300 ⁰⁰ 300 ⁰⁰ |
| 22 | | 25° 52' 12° 56' L | | | |
| | 397.72 | | N 42-35-30 E | N 46° E | 300 ⁰⁰ |
| 21 | | 28° 03' 14° 02' L | | | |
| | 662 ⁶ | | N 56-37-30 E | | |
| 20 | | 37° 36' 18° 48' R | | | |
| | 240 ⁵⁹ | | N 37-49-30 E | N 37° E | |
| 19 | | 36° 08' 18° 04' R | | | |
| | 218 ⁷⁷ | | N 19-45-30 E | N 21° E | |
| 18 | | 41° 38' 20° 49' R | | | |
| | 297 ⁴⁴ | | N 1-03-30 W | N 1 1/2° W | |

START HERE

IN R.R.
LV. R.R.

AUG. 20, 1964

SAME CREW

CROSS R.R. TRESTLE

DIETZGEN NO. 3855-F

ALONG
R.R.

C. S. File No. 53/65

| STA. | DIST. | DE FLI X | C.C. | M.C. | 3208' 3000' |
|------|--------|-----------------------|-------------|----------|--------------------------------------|
| | | | 568-74E | S 68° E | |
| 33 | | 17° 08' 8° 34' R | | | + 5° 55' |
| | 257.42 | | 577-08E | S 77° E | 258 <u>80</u> |
| 32 | | 52° 09' 26° 04½' L | | | + 11° 05' |
| | 270.95 | | 551-0390E | S 51° E | 276 <u>10</u> |
| 31 | | 103° 25' 51° 43' L | | | + 6° 37' |
| | 156.50 | | 50-39-10W | S 0½° W | 157 <u>52</u> |
| 30 | | 28° 55' 14° 28' R | | | + 11° 35' |
| | 48.42 | | 513-48-30E | S 14° E | 49 <u>43</u> |
| 29 | | 197° 22' 98° 41' R | | | + 1° 50' |
| | 207.04 | | N 67-30-30E | N 68° E | 207 <u>15</u> |
| 28 | | 74° 23' 37° 11½' R | | | + 2° 40' |
| | 160.13 | | N 30-19E | N 30½° E | 160 <u>30</u> |
| 27 | | 39° 57' 19° 58' L | | | + 9° 08' |
| | 146.47 | | N 50-17E | N 50½° E | 148 <u>35</u> |
| 26 | | 1° 39' 0° 49½' R | | | + 8° 39' |
| | 292.47 | | N 49-27-30E | N 50° E | 295 <u>83</u> |

DIETZGEN NO. 388-S

ON OLD LOGGING ROAD

LV. MAIN ROAD

ALONG ROAD

ON SHOULDER OF ROAD

C. S. File No. 53/65

| TOWNSHIP COR. | DEPT. | C.C. | M.C. | SLOPE DIST. |
|---------------|--------|------------------------|-------------------|---|
| 15 | * | 584-12W | S 85° W | |
| 41 | | 132° 40' L | | -29° 07' |
| | 113.83 | | N 36-52E N 37½° E | 130 <u>3</u> |
| 40 | | 21° 10' 10° 35' R | | |
| | 84.89 | | N 26-17E N 27° E | -19° 49' 90 <u>23</u> |
| 39 | | 38° 48' 19° 24' L | | |
| | 65.65 | | N 45-41E N 46° E | -11° 02' 66 <u>82</u> |
| 38 | | 136° 57½' 68° 29' L | | |
| | 156.48 | | S 65½° E | +14° 05' 161 <u>33</u> |
| 37 | | 45° 14' 22° 37' L | | |
| | 334.56 | | S 43-18E S 43° E | LEV. 34 <u>21</u> +2° 46' 300 <u>00</u> |
| 36 | | 23° 44' 11° 52' R | | |
| | 265.55 | | S 55-05E S 55° E | 265 <u>55</u> |
| 35 | | 61° 01' 30° 30' R | | |
| | 209.05 | | S 85-35E S 85½° E | +9° 15' 211 <u>80</u> |
| 34 | | 34° 02½' 17° 01' L | | |
| | 635.64 | | S 68-34E | LEV. 37 <u>81</u> +6° 08' 300 <u>00</u> +30° 08' 300 <u>00</u> |

PIPE WITH BRASS CAP - TOWNSHIPS

19 & 20 SOUTH

RANGES 11 & 12 WEST

LV. LOGGING ROAD

OIETZBEN NO. 385-6

C. S. File No.

53/65

| STA. | DIST. | DEFL. | C.C. | M.C. | SLOPE DIST. |
|------|-------------------|-----------------------|---------|---------------------|---|
| | 258 ⁸⁵ | $\frac{1}{4}$ | S87-44E | S87 $\frac{1}{2}$ E | |
| 106 | | 34° 16' 17° 08' L | | | |
| | 242 ⁸⁷ | | S70-36E | S70°E | |
| 105 | | 161° 19' 80° 39' R | | | |
| | 56 ⁵⁰ | | N28-45E | N29°E | |
| 104 | | 94° 01' 47° 00' L | | | |
| | 381 ²⁵ | | N75-46E | N76°E | 81 ²⁵ 300 ⁰⁰ |
| 103 | | 34° 40' 17° 20' R | | | |
| | 441 ³⁵ | | N58-25E | N58 $\frac{1}{2}$ E | 141 ³⁵ 300 ⁰⁰ |
| 102 | | 112° 59' 56° 30' L | | | |
| | 148.44 | | S65-05E | S63 $\frac{1}{2}$ E | +0° 38' 148 ⁴⁵ |
| 101 | | 37° 14' 18° 37' R | | | |
| | 326.67 | | S83-42E | S83°E | 262 ^{LEV.} -2° 14' 300 ⁰⁰ |
| 100 | | 4° 14' 2° 07' R | | | |
| | 84 ⁵³ | | S85-49E | | |
| 14 | | 194° 09' 97° 04' R | | | |
| | | | N2-53W | | |
| 13 | | | | | |

AUG. 21, 1964
SAME CREW

DIETZGEN NO. 385-G

ALONG ROAD.

C. S. File No. 53/65

| STA. | DIST. | DKFL. | C.C. | M.C. | SLOPE DIST. |
|------|-------------------|-----------------------------------|------------------------|---------------------|----------------|
| | 454 ⁷⁸ | 4 | S17-45E | S17 $\frac{1}{2}$ E | |
| 114 | | 75-010 $\frac{1}{2}$ ' 22°35'R | | | |
| | 286 ³⁶ | | S40-20E | S40°E | |
| 113 | | 1°41' 0°50 $\frac{1}{2}$ R | | | |
| | 278 ¹² | | S41-10 $\frac{1}{2}$ E | S40 $\frac{1}{2}$ E | |
| 112 | | 15°02' 7°31'L | | | |
| | 236 ³⁷ | | S33-39-20E | S33 $\frac{1}{2}$ E | |
| 111 | | 108°14' 54°07'R | | | |
| | 161 ²⁵ | | S77-46-20E | S87 $\frac{1}{2}$ E | |
| 110 | | 30°47' 15°24'L | | | |
| | 278 ⁴⁹ | | S72-22-10E | S72°E | |
| 109 | | 5°15' 2°37 $\frac{1}{2}$ L | | | |
| | 380 ⁹⁸ | | S69-45E | S69°E | |
| 108 | | 23°50 $\frac{1}{2}$ ' 11°55'R | | | |
| | 284 ³⁵ | | S81-40E | S81 $\frac{1}{2}$ E | |
| 107 | | 12°08 $\frac{1}{2}$ ' 6°04'R | | | |

DIETZGEN NO. 385-G

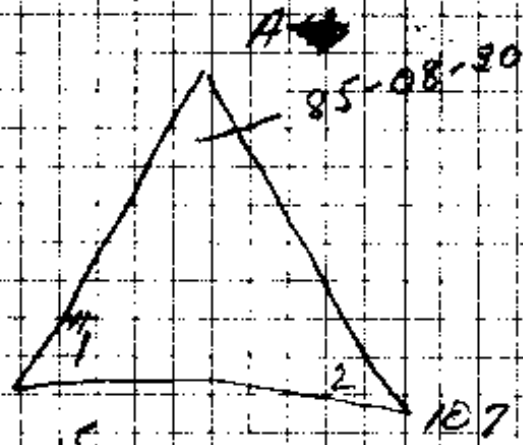
← START HERE AUG. 21

C. S. File No. 53/65

| | | | 3/4" ROD SET FOR M.C. $\frac{S1}{S12}$ FROM TREE MKD. BY LECKLIDER (S40°E 1/4 ^E FROM TREE) | |
|-----|-------------------|--------------------------|--|--|
| | 128 | | N77-45W | |
| 122 | -P.K. | (109°21' IN ROAD LEFT | N31-36E | N32 1/2°E |
| | 285 ⁴⁷ | | | |
| 121 | | 33° 06' 16° 33' L | | |
| | 402 ⁹² | | N48-09E | |
| 120 | | 35° 08' 17° 34' L | | N49°E |
| | 277 ⁰⁰ | | N65-43E | |
| | | | | N66°E |
| 119 | | 39° 14' 19° 37' L | | |
| | 300 ⁷⁵ | | N85-20E | N85 1/2°E |
| 118 | | 64° 44' 32° 22' L | | |
| | 173 ⁷⁸ | | S62-18E | S62°E |
| 117 | | 159° 53' 79° 56' L | | |
| | 352.16 | | S17-28W | S18°W |
| | | | | LEV 52 ³⁰ ±0°55' 300 ⁰⁰ |
| 116 | | 59° 49' 29° 55' R | | |
| | 282 ¹⁸ | | S12-17E | S12°E |
| 115 | | 10° 56' 5° 28' R | | |

67-06-20
 10-38-05
 56-28-15

64-35-25
 8-07-05
 56-28-20



ECC:

56-28-15
 114
 123

~~275-47-20~~
~~237-3-05~~
~~38-34-15~~
~~530-28-15~~
~~192-04-30~~
~~38-28-45~~

276-36-50
 178-13-18 ✓
 2-38-23 35

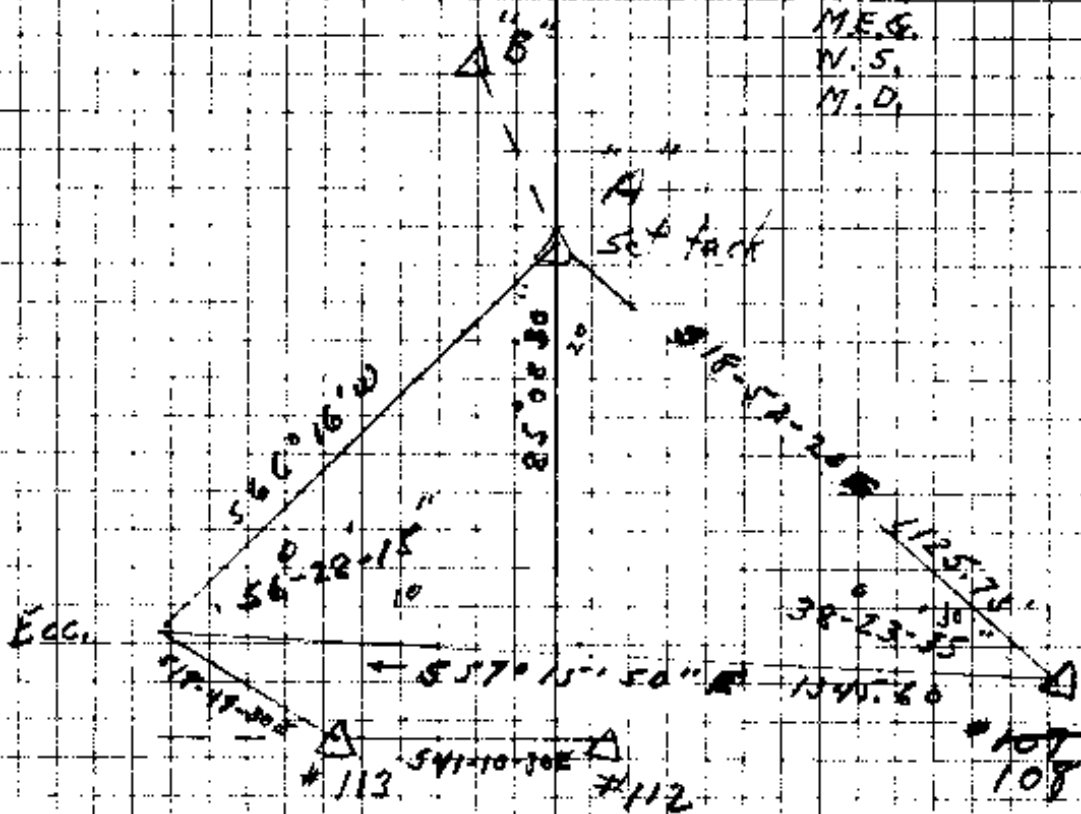
DIETZEN NO. 385

C. S. File No. 53/65

Siltcoos Lake.

9/2/64

F.M.D.
M.E.G.
W.S.
M.D.



DIETZGEN NO. 385-B

C. S. File No. 53/65

SURVEY AT ADA

SEPT. 2 & 3, 1964

T - M.G.

H.C. - W.S.

R.C. - M.D.

DIETZEN NO. 395-B

C. S. File No. 53/65

| | | | | |
|---------------------------|---------------|---|--------------------------|--|
| | 61.19 | DEFL. Z | 844-51-10 W | $S 45 \frac{1}{2}^{\circ} W + 11^{\circ} 37'$ <u>62 47</u> |
| D | | $8^{\circ} 19'$ $4^{\circ} 09 \frac{1}{2}' L$ | | |
| | 97.22 | | 849-00-40 W | $S 49 \frac{1}{2}^{\circ} W + 21^{\circ} 20'$ <u>104 37</u> |
| C | | $52^{\circ} 45 \frac{1}{2}'$ $26^{\circ} 22 \frac{1}{2}' L$ | | |
| | 112.53 | | 875-23-10 W | $S 76^{\circ} W + 11^{\circ} 46'$ <u>114 25</u> |
| B | | $108^{\circ} 15 \frac{1}{2}'$ $54^{\circ} 06 \frac{1}{4}' R$ | | |
| | 249.07 | | 821-16-40 W | $S 21 \frac{1}{4}^{\circ} W + 5^{\circ} 20'$ <u>250 15</u> |
| A | | $80^{\circ} 18'$ $40^{\circ} 09' R$ | | |
| TRIANGULATION 818-52-20 E | | | | |
| 108 | | | | |
| 107 | | | | |
| ECC. | | | | |
| | | | 857-14-20 E | |
| 108 | | $48^{\circ} 51'$ | | |
| 107 | | $24^{\circ} 25 \frac{1}{2}' R$ | | |
| | | | $S 81^{\circ} 40' E$ | |
| 107 | | | | |
| 106 | | | | |
| ECC. | | | | |
| | <u>104 75</u> | | 518-49-30 E | <u>53 25</u> |
| 113 | | $44^{\circ} 42 \frac{1}{2}'$ $22^{\circ} 21' R$ | | <u>51 00</u> |
| | | | $S 41^{\circ} 10' 30" E$ | |
| 112 | | | | |

DIETZGEN NO. 3885-B

C. S. File No.

53/65

DEFL.
4

113

Ecc

~~108~~
~~107~~

96.54
38.27 Direct

S.E. COR. OF CABIN

168.13

N7°25'E

+19°10'

178°

101

20°50' L

100

S83-42'E

ROTTED BASE OF R.R. COUNTY LINE MARKER
IN GROUND - 6" X 6" X 8 FT. POST LYING NEAR,
"LANE COUNTY" "DOUGLAS COUNTY" STILL VISIBLE.

50.17

S52°06'30"E

+5°28'

50°

15

36°47' L

16

SN-19-30E

IRON PIPE - LECHLIDER'S 1/4 COR.

92.37

S40-56-10W 4 1/2" + 9°59'

94°30'

E

7°50'

3°55' L

N 18-49-30 W
38-27
57-15-30

N 18-49-30 W

S 23-18-30 E

38-27

S 24-51-30 E

N 63-18

DIETZEN NO. 1855-E

FROM LECKLIDER'S $\frac{1}{4}$ COR.
S $87\frac{1}{2}^{\circ}$ W 560 FT. TO TOP OF SPR.

LECKLIDER'S $\frac{1}{4}$ COR $\frac{S 1}{S 12}$

FROM LECKLIDER'S $\frac{1}{4}$ COR N $87\frac{1}{2}^{\circ}$ E 110 FT.
TO TOP OF SPR.

C. S. File No.

53/65

DIETZGEN NO. 385-B

C. S. File No. 53/65

| | |
|-----|--------|
| ME | |
| COR | 12.8 |
| PK | 285.97 |
| 121 | 402.92 |
| 120 | 277.4 |
| 119 | 300.75 |
| 118 | 179.78 |
| | 52.2 |
| 117 | 300.0 |
| 116 | 282.68 |
| 115 | 454.78 |
| 114 | 286.35 |
| 113 | 278.13 |
| 112 | 236.39 |
| 111 | 161.25 |
| 110 | 278.99 |
| 109 | 380.98 |
| 108 | 284.33 |
| 107 | 258.85 |
| 106 | 292.87 |

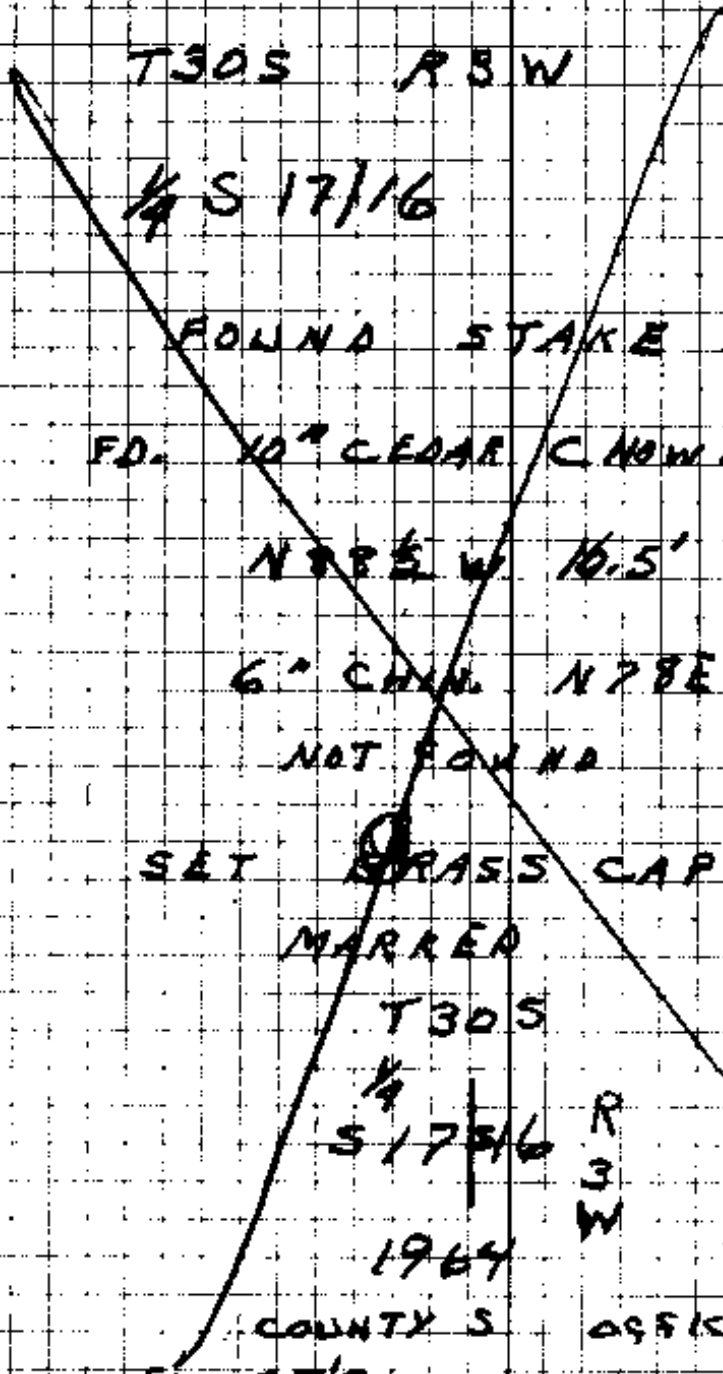
DIETZGEN NO. 305-B

C. S. File No. 53/65

| | | | |
|-----|-------|--------|-------|
| | 105 | 56.5 | |
| | 104 | 381.25 | |
| | 103 | 141.35 | |
| | | 300.00 | |
| | 102 | 148.45 | |
| | | 26.9 | |
| | 101 | 300.0 | |
| | #100 | 84.53 | |
| | #14 | | |
| | BRASS | | |
| | CAP. | 4.15 | |
| | 46 | 130.3 | |
| | 40 | 90.23 | ? |
| | 39 | 66.89 | |
| | 38 | 161.33 | |
| | | 39.91 | |
| | 37 | 300.0 | |
| | 36 | 265.55 | |
| | 35 | 211.8 | |
| | | 300 | |
| | 34 | 300 | 37.81 |
| | 33 | 258.8 | |
| | 32 | 276.1 | |
| | 31 | 157.55 | |
| | 30 | 49.43 | |
| | 29 | 207.15 | |
| | 28 | 160.3 | |
| | 27 | 148.35 | |
| | 26 | 295.83 | |
| H4B | #25 | 199.65 | |

JUNE 3 1964

DIETZGEN NO. 385-B



T305 R3W

1/4 S 17/16

FOUND STAKE AT COR.

FD. 10" CEDAR C.N.W. 22" SNAG

N78E W 16.5'

6" CHAN. N78E 17.0'

NOT FOUND

SET BRASS CAP

MARRER

T305

1/4 S 17/16 R3W

1964

COUNTY S OFFICE

NEW PT'S

6" FIR

C.S. File No. 53/45

N77W 200

12" P. CEDAR N18E 65.2

52/138
duplicate

| | | | |
|---------|------|---|---------------|
| | # 24 | | 3257 300.0 |
| | # 23 | | 1364.65 |
| | # 22 | | 397.72 |
| | # 21 | | 662.6 |
| | # 20 | | 24053 |
| | # 19 | | 218.77 |
| | # 18 | | 297.79 |
| | # 17 | | 388.75 |
| | # 16 | | 313.7 |
| | # 15 | | 1346.15 |
| | # 14 | | 219.24 |
| | # 13 | | 362.66 |
| | # 12 | | 281.93 |
| | # 11 | | 266.25 |
| | # 10 | | 317.5 |
| | # 9 | L | 494.2 |
| | # 8 | | 129.85 |
| | # 7 | | 156.17 |
| | # 6 | | 182.35 |
| | # 5 | | 75.79 |
| | # 4 | | 149.09 |
| | # 3 | | 79.9 |
| | # 2 | L | 66.55 |
| HUB | # 1 | L | 36.7 |
| I. PIPE | | | |

CS FILE FOLDER

CONTAINS

MORE

INFORMATION