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COUNTY SURVEYOR
DOUGLAS COUNTY, OREGON

SURVEY NO. ----- IN SEC 14 T22S R12W DOUGLAS COUNTY, OREGON

MADE FOR O.B. WALKER DATE MAY, JUNE JULY, 1966

MADE BY Clifford A. Stephens REGISTERED LAND SURVEYOR

OREGON NO. 238 DATE OF REGISTRATION May 7, 1948

This survey in section 14, T22S., R12W., Douglas County, Oregon is a continuation of surveys made previously for Jeff Light-foot and O.B. Walker. As a consequence the North $\frac{1}{4}$ corner and the Northeast corner and the East $\frac{1}{4}$ corner are tied to this survey by the continuation of the traverse along the Southern Pacific Railroad right-of-way.

The survey was continued at the transit station 22+26.79. Back-sighting at the transit station on the center-line of the R.R. track on the South boundary of the Sprage Estate Flat in Section 11, T22S., R12W.. The back-bearing being S09*29'30"E. Turning a deflection angle to the Right of 00*40', and continuing along the Southern Pacific Railroad track Southerly through Section 14. At a transit station ~~#38~~^{#3} leave the railroad track and continue on the county road approximately 1400 feet West of the East $\frac{1}{4}$ corner of Sec. 14. Thence continuing Southerly and easterly up the Schofield creek bottom to the approximate location of the Section line between Sections 13 & 14. Then South to Station #11 which is at the edge of the timber and at the ~~mouth~~^{mouth} of a draw ^{which} carries a small stream mentioned in the G.L.O. original notes.

The original Bts for section 13, 14, & 24 were all Alders. The original survey was in 1874. The corner was re-established in the 1910 retracement. However, logging has destroyed any Bts in this area. They had a landing right at the section corner. This corner I will re-establish from the calls made to the creek proceeding South bet. 23 & 24 from the section corner. But first I wish to check for the corners to the West on the South boundary of Section 14.

C.S. File 55-180A

Map File M 33 r 35 ①

Sec. 14, T22S. R12W. Continued

I now return to the "P" line Station #4 which is at the intersection of the State timber access Road and the Wind Creek County Road. "P" line Sta. #4 = 0+00 of the P-2 line. This line follows the Wind Creek County Road to a point approximately 600 feet South of the Section line bet. SEC's 14 & 23.

Backing up to Station #11 calculated a tie to the approximate location the South $\frac{1}{4}$ corner of Sec. 14. $\frac{1}{4}$ cor. not found.

Continuing the P-2 line leaving ~~the~~ the Wind Creek road and following a graveled access road running Westerly through Sec. 14 to the vicinity of the Section corner common to sections 14, 15 22 & 23, T22S., R12W.. Thence continuing along this same road to a point approximately 700 feet Southwest of the $\frac{1}{4}$ corner bet. sec's 14 and 15. A forest service Timber Type Map developed from areal pictures shows the $\frac{1}{4}$ to be used as a control point. However, a very diligent search failed to find any sign of the true $\frac{1}{4}$ Sec. corner.

A Spruce 16" in dia. (in 1874) now 58" in dia. bearing S47*W 16.5 was opened up with a power saw. No scribing found. A yellow metal tag on the face of the trunk placed there by Lewis Prahar of Bandon stating it was a possible BT. The 40" fir now a stump, bearing N12*E 22 feet also prove to have no scribing. The position of the possible $\frac{1}{4}$ corner matches the call for a "Spring branch" a distance of 4.50 chs. (297 ft) and the 1.75 chs. (115.5 ft.) to a "Spring Branch" flowing SW. However, 5.25 chs more (346.5 ft.) calls for another "Spring Branch" flowing SW but at this point you are located on top of a spur bearing NE and SW. This location is also approximately 300 feet to far East to match any calls with respect to the section corner 14, 15, 22 & 23.

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Returning to transit station #21 which is near the West boundary of Section 14, I run S13*50'W a distance of 737.2 feet to the location a calculated tie to the location of section corner common to sections 14, 15, 22 & 23.

The G.L.O. field notes of 1889, which would be 15 years after the 1874 survey in running S88*43'W on true line between sec's 15 and 22 state:

Ascend E. hillside.

1.50 Top of spur, bears S5*W and N5*E, begin descent
10.50 A branch, 21ks. wide, course N30*E, begin ascent.
etc.

Thence S88*43'W from my trial location of the section corner at 1+86.2 Cross the ridge as stated. This 87.2 feet too much. I continue S88*43'W to sta. 7+49.6. This 56.6 feet too much to match the 1889 calls. Returning to station 1+03.6, Run North 147.7 feet-- then East 25 feet to top of spur, then 99 feet more to satisfy the calls to the ridge, the creek to the West and 594. feet South of the stream stated in the run South bet. sec's 14 & 15. Also East of the sec. corner the 1874 notes call for 192 feet but call this stream running East and West when in actuality it is running North and South.

I feel that I have matched the calls as well as can be expected and they would have to be taken into consideration even if the corner was re-located by "Double Porportion" from corner, to the N,S, E & West of it.

At the point 99 feet East of the sharp spur and on the East slope, drove a 3/4 inch copper pipe 4 feet long 3 1/2 feet in the ground and a red cedar limb along side of it for the section corner to Sections 14, 15, 22 & 23 from which: 357

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Map File M33 J 35 (3)

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DEKALB COUNTY, GEORGIA

A D. Fir 40" in dia. brs. N20*W 18.5 feet
A D. Fir 40" in dia. brs. S31*E 18.0 ft.
(loc. tag on face)
Both trees scribed.

RE-ESTABLISHMENT OF SEC. CORNER COMMON TO SEC'S 13, 14, 23 & 24,
T22S. R12W. W.M., #52

Returning to transit station #11 on the "P" line near the section line between sec's 13 & 14 I run with the staff compass which has been coordinated with the transit bearings, S04*28'W a dist. of 341.8 feet. (having re-traced the North $\frac{1}{2}$ mile on the East boundary of Sec. 14 I found the 1910 chainage to be accurate. I used their chainage to calculate the location of the section corner to sections 13 14, 23 & 24). At this point I chain the 1 chain (66 feet) to the creek as called for in the retracement G.L.O notes of 1910, then continuing South Bet 23 & 24 (192 feet) crossing the same creek. This is the only place you can get this ~~XXXXXXXX~~ combination of distances to the creek. At the point 66 feet North of the creek I drove a $\frac{3}{4}$ inch copper pipe 4 feet long $3\frac{1}{2}$ feet into the ground for the section corner. The ground being soft, I found a piece of old 1" water pipe 7 feet long which drive along side the copper pipe for the section corner from which:

An Alder 10" in dia bears N28*E 22.3 feet
A spruce 9" in dia. brs. N59*W 38.5 feet
An Alder 10" in dia. brs. S05*W 34.2 feet.
(the Alders are bark-scribed Loc. tag
on face)

Corner is located on the right side of
a narrow draw bearing N-S at this point.
and 348 feet South of the edge of the timber.

I then made a transit tie to the section corner common to Sections 13, 14, 23 and 24. From transit station #11 I run S04*41'W a distance of 347.06 feet to the sec. corner.

File 55/80d
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DEPT. OF SURVEYOR
MONTANA

and the boundary line agreed upon by the seller and buyer. Then easterly up a sharp draw bearing N and S to the section line on the South boundary of sec. 14. Thence west to the temp. E 1/16 cor.

The transit tie shows the the temp E 1/16 cor. should be moved N68°18'10"E a distance of 10.17 feet. This makes the error closure with the compass 3.76 feet South and 5.00 feet E-W for chainage. (the temp. 1/16 cor. was set at 13+02.9 for convenience instead of 13+07.9. So 13+02.9 plus 9.45 makes the compass station at the true 1/16 13+12.4, or a difference of 4.5 feet. (this chainage was over very rough ground, the slope distance measured with a 200 foot chain and slope angle with and abney. This matches the calculated distance very well.

I established the East 1/16 corner on the South boundary of Section 14 at the mid-point between the $\frac{1}{4}$ cor. and the sec. cor. at distance of 1,307.43 feet S88°28'40"E of the $\frac{1}{4}$ cor. by driving a $3\frac{1}{2}$ foot long $\frac{3}{4}$ " Iron Pipe and cedar limb post for the corner from which:

A Hemlock 30" in dia. brs. N24°W 32.2 ft. Scribed
A red Cedar stump 46" in dia. brs. S43°W 44.0 ft. Scribed
Corner is located on steep East slope 78 feet west
of a sharp draw bearing N - S.

Thence continuing on the section line bet. sec's 14 & 23
S88°28'40"E, 1,307.43 feet to the section corner to sec's
13, 14, 23 & 24, T22S., R12W. W.M..

Returning to the $\frac{1}{4}$ sec. corner on the South boundary of Sec. 14 I run: N00°03'55"E from the $\frac{1}{4}$ cor on the N-S $\frac{1}{4}$ line of sec. 14 It is N00°03'55E a distance of 5,154.16 feet from the South $\frac{1}{4}$ cor. to the North $\frac{1}{4}$ of section 14. At 1,256.96 feet I intersect the Southerly right-of-way line of the Wind Creek County Road. At this point I drove a $\frac{3}{4}$ " iron pipe $3\frac{1}{2}$ feet long 3 feet in the ground from which:

A Red Cedar 12" in dia. brs. N76°30'E 1.2 feet.
Loc. tag on tree.

File 55/20F

File 1 (6)

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CLIFFORD A. STEPHENS
REGISTERED SURVEYOR
CLATSOP COUNTY OREGON

For other pipes and location tags set in this survey refer to the map made of this property survey.

The measurements were made with a 200 and 300 foot tapes. The vertical angle was measured with the transit. The horizontal deflection angles were turned twice and repeated if they did not check within 01'. All traverse sheets were checked back against the field books for copying errors. The traverse sheets were checked independitly by two different persons.

On May 14, 1966, with the transit at "P-2" station #2 and sighting on #3 a Sun solar observation was taken at 5:20'13" Pm Daylight Time, Pacific time belt. Latitude from U.S.GS Quadrangle map Reedsport Quadrangle Lat. = 43*40'

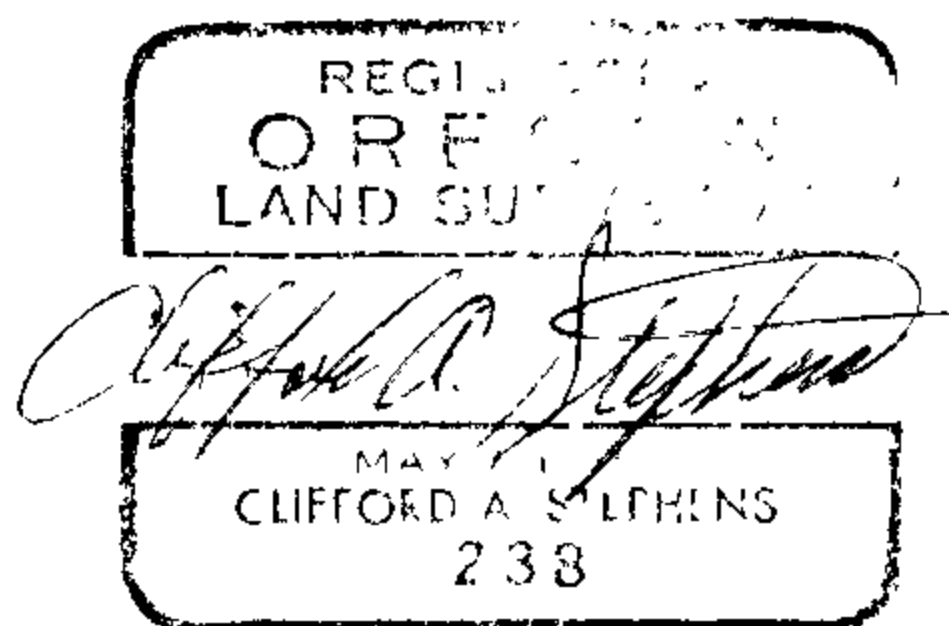
Corrected altitude: 31*42'30"

Longitude: 124*05'

Horizontal angle measured ~~w~~ 3 times with telescope indirect and 3 times with the telescope direct. Used average of all 6 read-

ings. The bearing of the sun is	S86*05'21"W
Less Horiz. Angle to the left	31*20'24"
Bearing of line-----	<u>S54*44'57"W</u>
Bearing of traverse	S54*28'00"W
Difference-----	<u>00*16'57"</u>

So for true North bearings for the Sprague Estate Plat, Walker Creek Acreage and this survey change the bearings to the right, 00*16'57"



75 File 55/806

File 7