

3" BRASS CAP MON. @

N89°32'15"W
2728.15

N89°52'30"E 809.4

50°02'W 10.0

N89°52'30"E 749.92

DIVISION LINE BY AGREEMENT

290.0

N89°52'30"E 449.77

170.0

170.0

290.0

152.84

S61°20'E

151.44

231.4

S86°20'E

251.75

16.24

60.43

60.43

5/8" IRON PIN

NORTH 2161.6

N0°02'E

506.0

N



CO-OP SURVEY
HOLMES & TAYLOR
SEC. 5, T38S RIW, W.M.
SURVEYED AUG. 1948

SCALE ~ 1" = 100'

- 1/4" PIPE
- 7/8" IRON PIN
- 3/4" IRON PIN

N89°55'W 954.32

S1°47'W 19.02

WEST 458

N1°47'E 167.78

NORTH 1491.5

REGISTERED
OREGON
LAND SURVEYOR

C. Z. Boyden

MARCH 10, 1944
C. Z. BOYDEN
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STONE w/+

RECORD REESTABLISHED
N.E. COR. D.L.C. No 47

RECORD

Survey No. 95 Holmes & Taylor Co-op. Survey.

Purpose of Survey: To prepare descriptions of property to be exchanged and roadway proposed to be established.

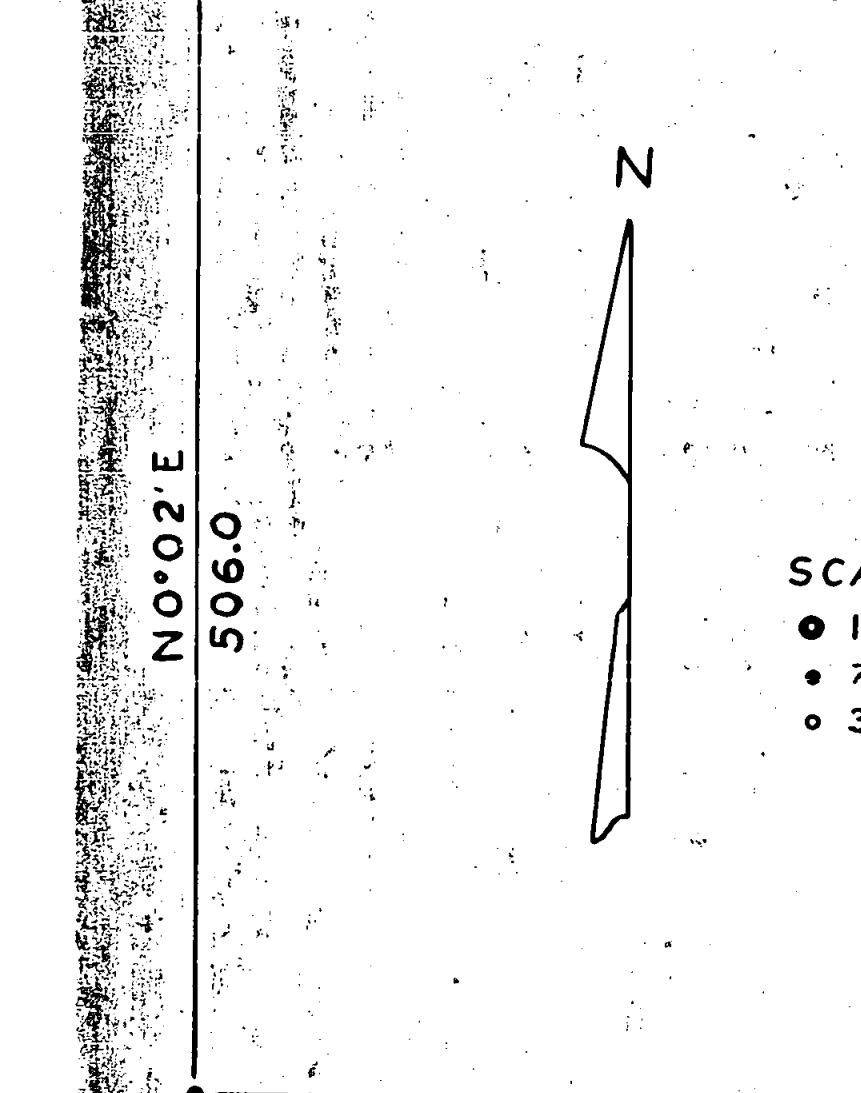
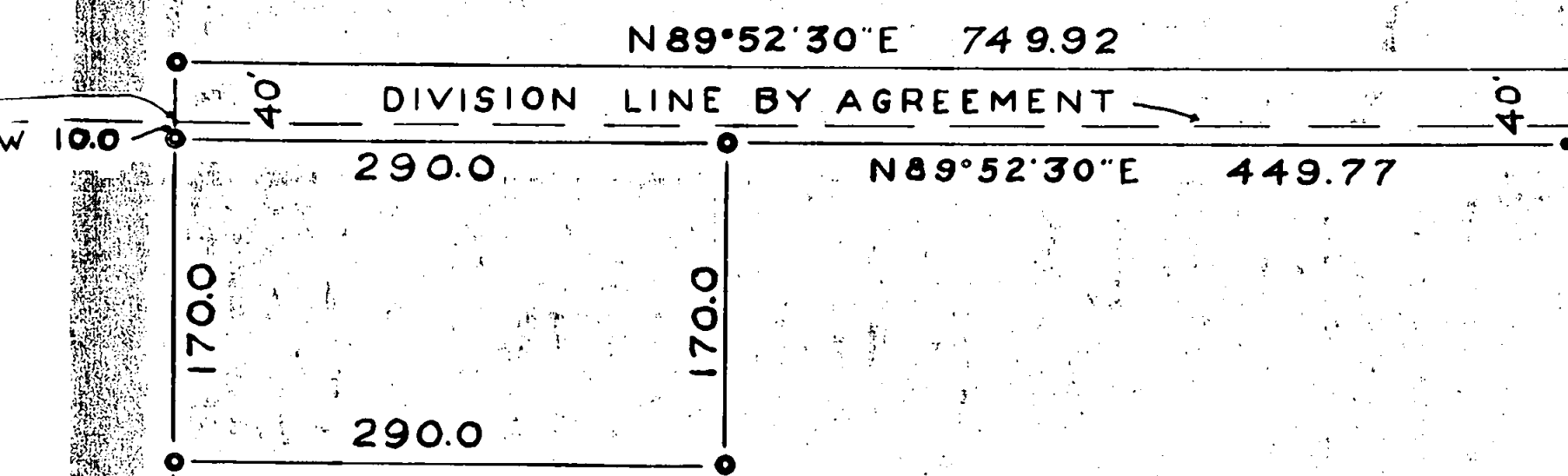
In order to satisfy the requirements of this survey, it became necessary to establish a division line between the property of the Bear Creek Orchards (to the North) and Taylor Brothers (to the South) exclusive of a 40 foot dedicated roadway between the two properties. Said division line was established in the field by agreement between the parties concerned as being; commencing at the Northeast corner of Donation Land Claim No. 47, T. 38 S., R. 1 W., W.M., Jackson County, Oregon, and running thence North 2161.6 feet; thence N. $89^{\circ} 52' 30''$ E., 809.4 feet to the point of beginning and continuing N. $89^{\circ} 52' 30''$ E. to an intersection with the Southwesterly right of way of the Southern Pacific Railroad. The point of beginning of said agreed division line was established as being on a direct proportion Easterly and Westerly between a point North of the Northeast corner D.L.C. No. 47 (Plat Record Gold Range Orchards) and the East line of D.L.C. No. 50, with the lot distances as shown on the official plat of the Gold Range Orchards. From this point, the previously established Southeast corner of Lot No. 1 of said Gold Range Orchards Bears S. $0^{\circ} 02' W.$ which line was at this time satisfactory to Mr. Raymond Taylor and Mr. B. B. Lowry; ran by traverse to a 3" brass capped monument, the recognized S. W. corner of D.L.C. No. 54, T. 38 S., R. 1 W., for a land tie which was found to be North 2161.6 feet and N. $89^{\circ} 32' 15'' W.$ 2728.15 feet from the N.E. corner of D.L.C. No. 47.

The South corner at the West end of the proposed 40 foot roadway was established S. $0^{\circ} 02' W.$ 10.0 feet from the point of beginning of the agreed division line. From this corner ran N. $0^{\circ} 02' E.$ 40.0 feet, N. $89^{\circ} 52' 30'' E.$ 749.92, S. $61^{\circ} 20' E.$ 152.84, S. $86^{\circ} 20' E.$ 231.4 to the Southwesterly right of way of the Southern Pacific Railroad; thence N. $61^{\circ} 40' E.$ 60.43 to the Northeasterly right of way of said railroad; thence N. $61^{\circ} 40' E.$ 214.26 to the Southwesterly right of way of the Pacific Highway; thence S. $37^{\circ} 51' 30'' E.$ along said highway 40.56, S. $61^{\circ} 40' W.$ 216.19 to the Northeasterly right of way of said railroad; thence S. $61^{\circ} 40' W.$ 60.43 to the Southwesterly right of way of said railroad; thence S. $61^{\circ} 40' W.$ 16.24, N. $86^{\circ} 20' W.$ 251.75, N. $61^{\circ} 20' W.$ 151.44 S. $89^{\circ} 52' 30'' W.$ 739.77 to the point of beginning, being the boundary of the proposed 40 foot roadway.

From the South corner at the West end of said roadway, ran S. $0^{\circ} 02' W.$ 170.0 feet, N. $89^{\circ} 52' 30'' E.$ 290.0 feet, N. $0^{\circ} 02' E.$ 170.0 feet to the South boundary of said roadway; thence S. $89^{\circ} 52' 30'' W.$ 290.0 feet to the point of beginning.

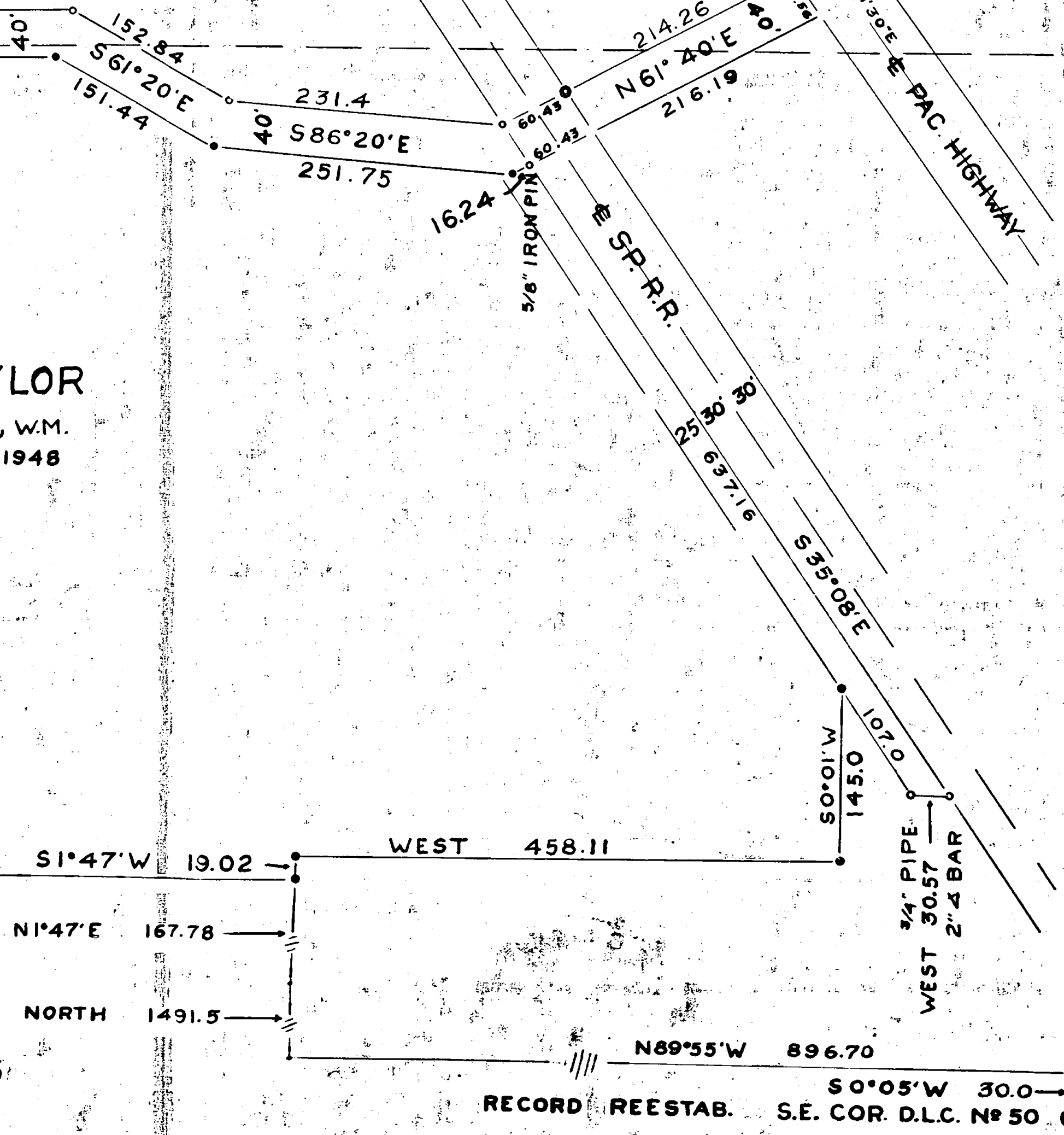
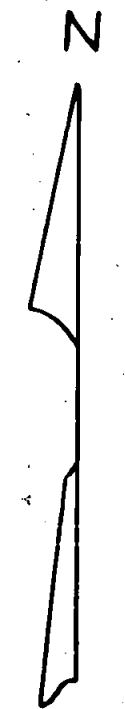
From the S.E. corner of D.L.C. No. 50, N. $0^{\circ} 05' E.$ 30.0, N. $89^{\circ} 55' W.$ 896.7, North 1491.5, N. $1^{\circ} 47' E.$ 167.78 found a 1" iron pipe previously set on survey completed November, 1947, record now on file at County Engineer's Office. From said pipe ran N. $89^{\circ} 55' W.$ 954.32 to an intersection with the agreed line between the S.W. corner of Lot No. 1 and the proportioned point on the agreed division line, which intersection point is 676.0 South of the South boundary of the proposed roadway.

Returned to said 1" pipe and ran N. $1^{\circ} 47' E.$ 19.02 feet and found a $3/4$ " pipe; ran East 458.11 to an intersection with the property division line established by deed recorded in Vol. 239, Page 113 County records. Ran thence N. $0^{\circ} 01' E.$ 145.0 feet and found an iron pipe; thence S. $35^{\circ} 08' E.$ 107.0 feet and found a $3/4$ " pipe; thence East 30.57 and found a 2" angle bar on the Southwesterly right of way line of the Southern Pacific Railroad; thence N. $35^{\circ} 08' W.$ 637.16 feet to a point at the intersection of the Southerly boundary of the proposed 40 foot roadway and the Southwesterly right of way of the said railroad.



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 ● 7/8" IRON PIN
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RECORD REESTAB. S.E. COR. D.L.C. N° 50 ● 1 1/2" PIPE