

MAP of SURVEY

located in
Donation Land Claim No. 40 in the
Southwest One/Quarter of Section 4 Township 39 South of Range 1 East
of the Willamette Base and Meridian
JACKSON COUNTY OREGON

for
Wesley and Lucinda Vail
1999 Belmont Court
Santa Rosa, California 95404

SURVEYOR

STEWART LAND SURVEYS
6370 Highway 66
Ashland, Oregon 97520

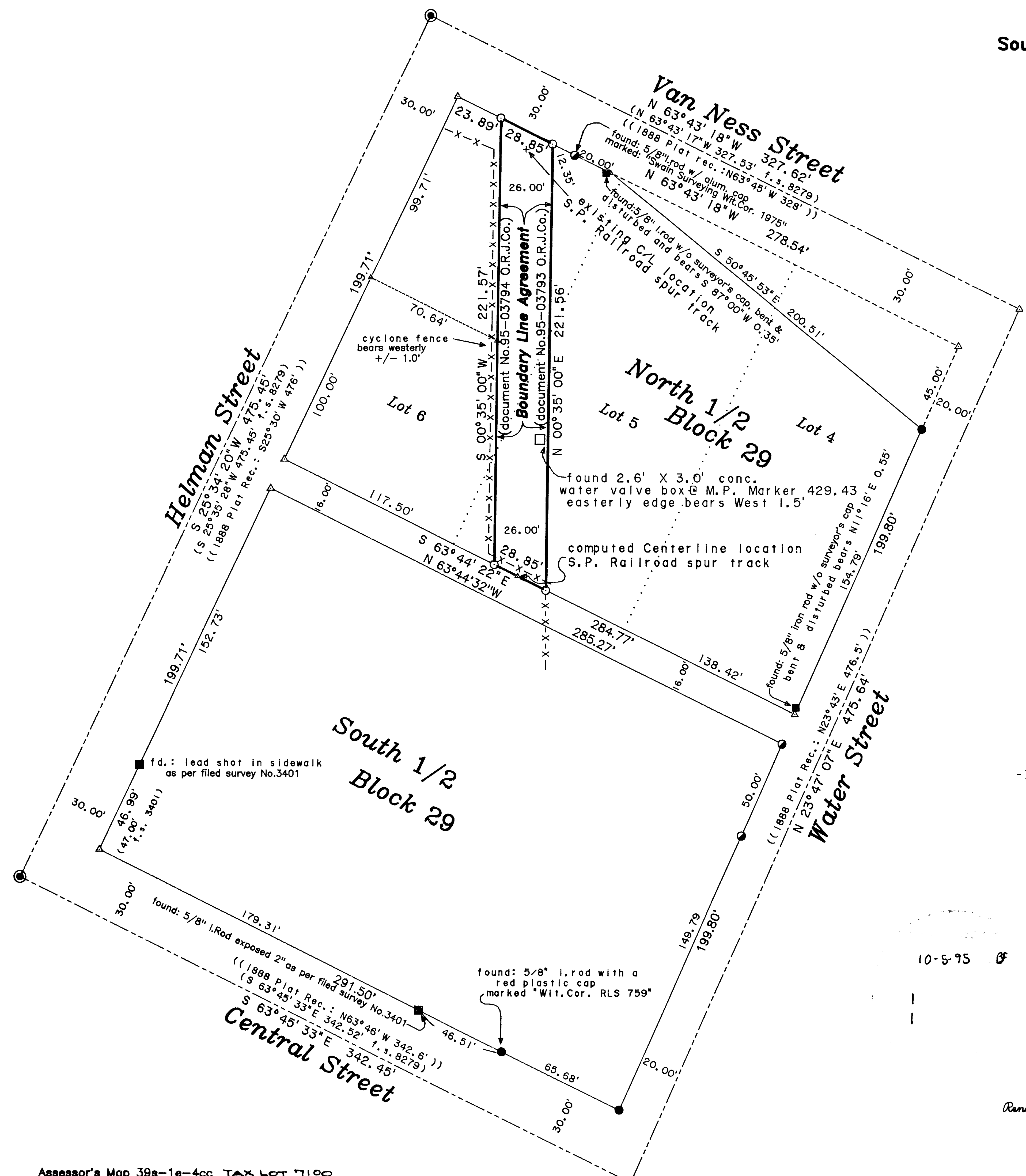
October 15, 1993
revised September 30, 1995

SCALE: 1" = 40'
BASIS OF BEARING:

phone (503) 488-2831
TRUE MERIDIAN at the
N-S Centerline Sec. 4
(derived from Jackson County Surveyor's
(N.O.A.A. not established in 1908))

Legend

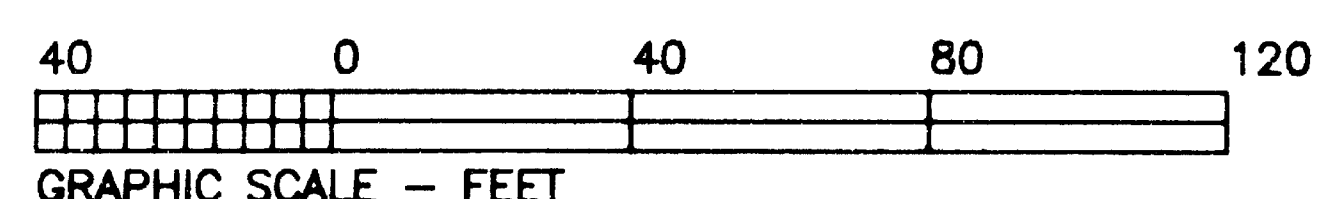
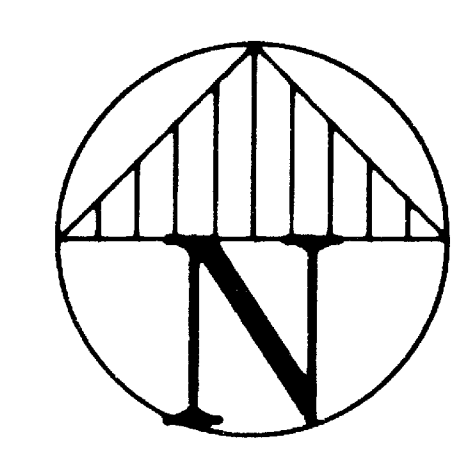
- fd.: 5/8" iron rod w/ yellow plastic cap marked: "E.L. Swain RLS 759", unless otherwise noted
- ⊙ fd.: 5/8" iron rod w/ 1" dia. aluminum cap marked: "Swain Surveying Prop. Cor. 1974", unless otherwise noted
- fd.: 5/8" iron rod w/o surveyor identification cap unless otherwise noted
- set: 1/2" X 24" galvanized iron pipe w/ yellow plastic plug marked: "STEWART LS 2057", unless otherwise noted
- △ computed location, unless otherwise noted
- X-X- 8' cyclone fence location
- fd.: 3/4" iron pipe in monument case for Street Centerline



10-5-95



Surveyor's Registration
Renewal Date is December 31, 1996



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REGISTERED
PROFESSIONAL
LAND SURVEYOR

Martin C. Stewart

OREGON
JULY 16, 1988
MARTIN C. STEWART
2057

Surveyor's Registration
renewal date is
December 31, 1996

STEWART LAND SURVEYS

6370 Highway 66
Ashland, Oregon 97520
phone (503) 488- 2831

NARRATIVE of SURVEY
to COMPLY with PARAGRAPH 209.250 of the
OREGON REVISED STATUTES

** RECEIVED **
Date 10-5-95 By CS
This survey Consists of:
1 sheet(s) Map
1 page(s) Narrative
JACKSON COUNTY
SURVEYOR

SURVEY No. 14714

SURVEY FOR: Wesley & Lucinda Vail
1999 Belmont Court
Santa Rosa, California 95404

LOCATION: Donation Land Claim No. 40 in the Southwest One/Quarter
of Section 4 Township 39 South of Range 1 East of the
Willamette Base and Meridian in Jackson County, Oregon.

PURPOSE: To monument Boundary Line Agreements

DATE: October 15, 1993 (revised: September 30, 1995)

BASIS of BEARINGS: True Meridian at the North-South centerline of Section
4 of said Township and Range as derived from the 1968
Jackson County Surveyor's control network which
utilized National Oceanic and Atmospheric geodetic
survey monuments.

PROCEDURE: A thorough research of the public records revealed
ambiguities in the retracement of the legal description as provided by
the Southern Pacific Transportation Company to my client. This
description was part of a deed conveying a strip of land from "Ashland
Ice & Storage Co." to "Oregon & California Railroad Co." in Volume 85
Page 153 of Deed Records of Jackson County, Oregon. This strip ran
thru Blocks 17, 18, and 29 as shown on McCall's 1888 Official Plat of
the City of Ashland. As this description made reference to existing
and re-aligned locations of railroad spur lines in 1908 and that these
locations had been subsequently re-aligned and finally removed the
establishment of these strips of land became doubtful at best.
Existing monumentation as established in Surveys No. 5941 and 8279
(Filed in the Jackson County Surveyor's office) were witness corners
to the track locations at the time of those surveys. No other filed
surveys or surveys of record had established the boundary of this
strip other than Filed Survey No. 3401 disclosing a possible
encroachment in the South 1/2 of Block 29 of the City of Ashland as
shown on McCall's 1888 Plat. This survey noted only a graphical
location of the centerline location of the spur track relative to the
westerly adjoiner's boundary. Accordingly, an attempt was made to
relocate the tracks based on a recovered portion of the rails found
under Van Ness Street and a computed location from filed survey No.
5941. This location was evaluated to a fence line at the top of the
cut slope and to the existing shoulder location along the fill
sections of the present roadbed. Accordingly boundary line agreement
descriptions were prepared reflecting these improvement locations.
This agreement process was complicated by the lack of a tax lot number
as this tract had previously been shown as part of a railroad right of
way (with earlier tax maps have different graphical locations).
Filing and monumentation were delayed until the boundary line
agreements were notarized and recorded. These documents are now noted
on the present Map of Survey which was revised from the pre-filing
copy.