

WEYERHAEUSER COMPANY

KLAMATH FALLS AREA

Correction to Survey 4192

Retrace of N1/2 R3E  
Between Sections 22 and 23, T39S, R4E, W.M.  
Jackson County, Oregon

4192-A  
4192-A

This survey was made by G. R. Clark, W. J. Butcher, and J. E. Barrett, plus two axemen. This survey was started September 9, 1969, and completed December 29, 1969, under the direct supervision of C. H. Hammersley.

All lines were run with a 01' Gurley solar transit. Chaining was done with a 2-chain topographic steel tape.

Retrace

South between Sections 22 and 23

I began at the section corner common to Sections 14, 15, 22, and 23 at which I set a SurvKAP on a 5/8" x 30" I. R. in a stone mound, on which is stamped:

Weyerhaeuser		
T39S	R4E	R3E
15		14
22		23
1969		
ORLS 686		

The corner was set from:

- a White fir, N48°E, 17.0 Lks. (B.T., D.)
- a White fir, S30°E, 14.0 Lks. (B.T.)
- a Red cedar, S20°W, 148.0 Lks. (B.T.)
- a White fir, N80°W, 37.0 Lks. (B.T.)

From the afore described corner I ran S00°01'E on a random line 40.092 chains to a point 0.078 chains West of the 1/4 corner common to Sections 22 and 23. The corner was set from the described B.T.'s in the G. L. O. notes:

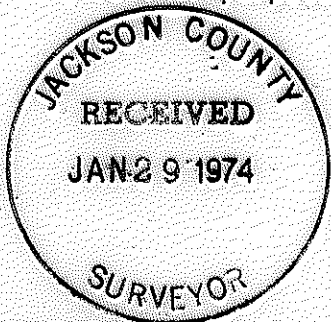
- a White fir (D & D), N45°E, 63.0 Lks.
- a White fir (D & D), N34°W, 93.0 Lks.

The corner was monumented with a SurvKAP, on a 5/8" x 30" I. R. in a stone mound, which was stamped:

Weyerhaeuser		
1/4		
22		23
1969		
ORLS 686		

I further perpetuated the corner by establishing the following references:

- 'W' nail in a 24" White fir, S82°E, 23.0 Lks.
- 'W' nail in an 18" Douglas fir, N09°W, 9.0 Lks.



Then running  $N00^{\circ}06'E$  on a true line 20.046 chains I set the N 1/16 corner common to Sections 22 and 23 with a SurvKAP, on a  $5/8" \times 30"$  I. R. in a stone mound, on which was stamped:

Weyerhaeuser  
N 1/16  
22 | 23  
1969  
ORLS 686

and which was not referenced as the corner falls in an open meadow and there were no suitable trees.

Then continuing on the true line to 40.092 chains and the section corner common to Sections 14, 15, 22, and 23 and as previously described.

After completing the transit and chain survey the afore described true line was then blazed.

