

5571

MEDFORD - JACKSONVILLE HIGHWAY

5/8" I. Pin D.R. S 88° 23' E 11/2" Pipe D.R. S 89° 47' E

SURVEY FOR ROBERT BARBEE

SE. 1/4 SEC. 26, T. 37 S., R. 2 W., W.M.  
JACKSON COUNTY, OREGON  
January, 1974



LEGEND

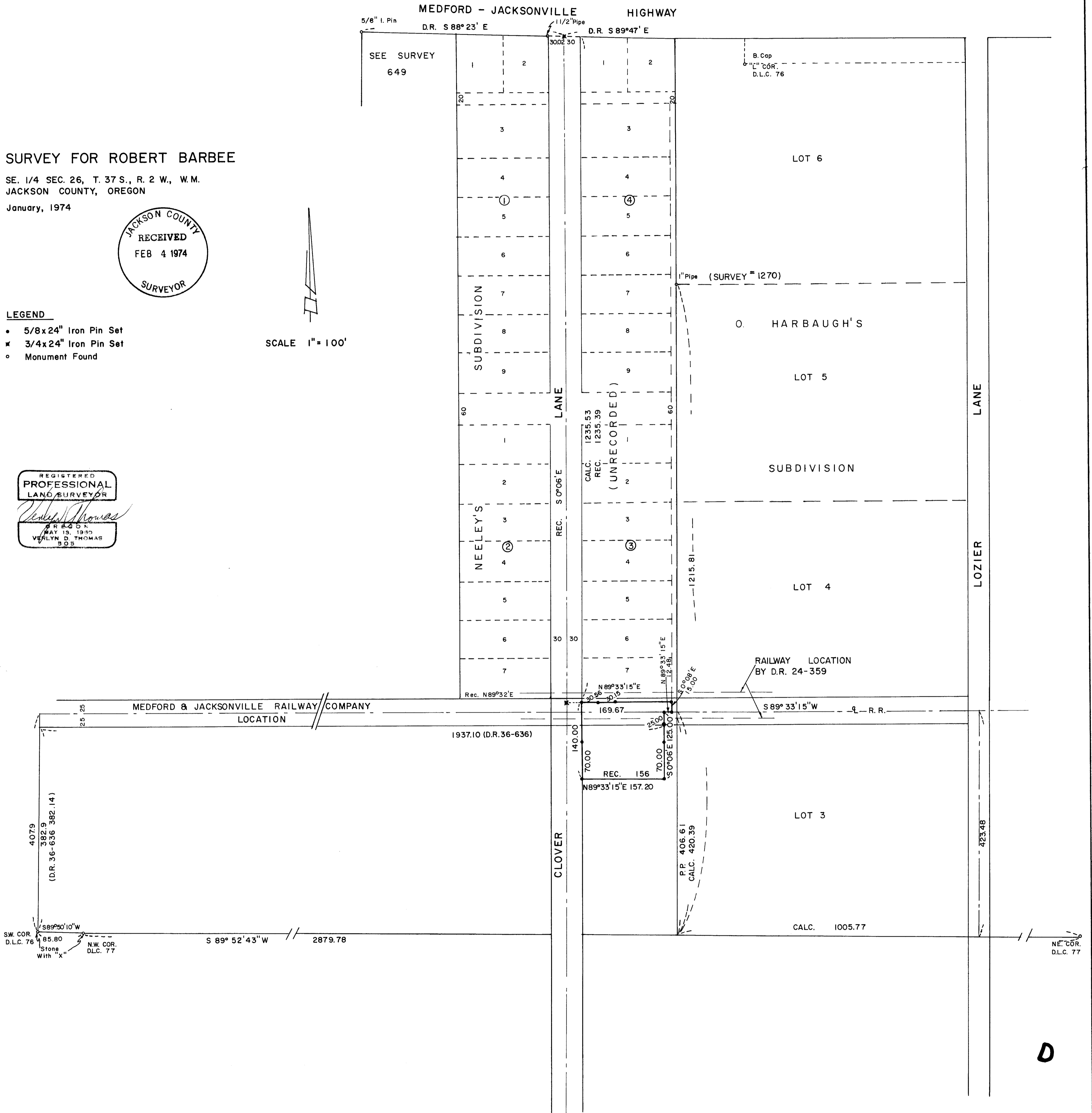
- 5/8x24" Iron Pin Set
- ✱ 3/4x24" Iron Pin Set
- Monument Found

SCALE 1" = 100'

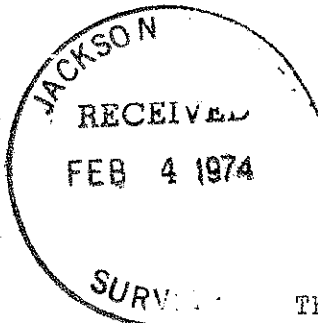


REGISTERED PROFESSIONAL LAND SURVEYOR

VERLYN D. THOMAS  
MAY 13, 1930  
VERLYN D. THOMAS  
505



5571

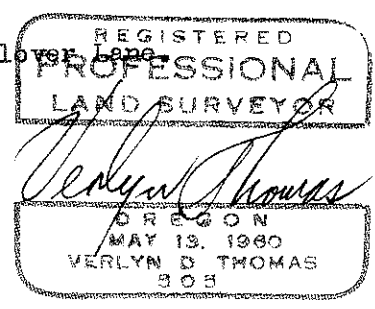


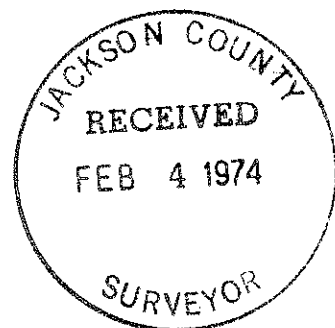
The legal description for this portion of the railroad is described in Deed Volume 24, page 349, which describes a center-line 25.0 feet north of the Southwest corner of Lot 4 of O.HARBAUGH'S SUBDIVISION. The south line of O.HARBAUGH'S SUBDIVISION is described as being the north line of D.L.C. 77. Therefore, a theoretical location for the Southwest corner of said Lot 4 was determined by computing pro-rate data between the 1" iron pipe established by Recorded Survey No. 1270 for the southwest corner of Lot 6, and the north line of D.L.C. 77. This procedure resulted in the north line of the railroad right-of-way being approximately 11.2 feet north of the south line of Neeley's Subdivision. Using original O.Harbaugh plat record for Lot 3 would still have resulted in a difference of approximately 7.1 feet. Based upon evidence in the field, neither of these solutions could be used in determining the north line of the Railroad without causing numerous violation of occupancy. It therefore became apparent that the physical location of the railroad had been used in times past to establish right-of-way lines on the ground. Based upon this conclusion, the center line of the railroad was determined from 1940 County Road Survey notes on Oak Grove Road, and 1910 and 1952 County Road Survey notes for Lozier Lane. The location for the railroad as shown on a plat dated November, 1912, prepared by Osgood and Cummings was also examined and incorporated into computations for determining the physical location for the railroad. The results of this analysis were found to correspond amazingly close to the location indicated by Neeley's Subdivision (unrecorded).

The location thusly established conforms quite closely to the record north line of Deeds Volume 36, page 636, which it is now obvious was intended to be the south line of the railroad. The northeast corner of Deed Volume 36, page 636 is the controlling point for the metes and bounds parcels lying south of the railroad and adjacent to Clover Lane.

Based upon these conclusions, the parcel was monumented as shown on the accompanying Plat, extending the previously established center line of Clover Lane.

Bearings are based upon Neeley's Subdivision record for Clover Lane.



SURVEY NARRATIVE TO COMPLY WITH O.R.S. 209.250  
REVISED BY CHAPTER 555, O.L. 1963

FOR: Robert Barbee  
13455 S.W. 31st  
Beaverton, Oregon

PURPOSE: To survey and monument parcel according to existing legal descriptions and instructions from client.

## PROCEDURE:

An examination of legal descriptions between the right-of-way of the old Medford & Jacksonville Railway Company, and the Medford-Jacksonville Highway revealed the tracts adjacent to Clover Lane to be described relative to data found on "Neeley's Subdivision" (Unrecorded), surveyed by Engineer Clabby in June, 1947. Further research revealed Clabby had written some of the original metes and bounds descriptions for various lots shown on said Subdivision. A pencil tracing for this unrecorded Subdivision was found in Clabby's files, now in the possession of surveyor McGinty. It should be noted at this point that the present metes and bounds descriptions for lots east of Clover Lane conform generally to the dimensions shown on the plat. However, the original plat shows an additional 10 foot irrigation easement. This has the effect of leaving a 10 foot strip at the rear of the lots that the various owners do not have title to.

A considerable field search was made for the original southwest corner of Neeley's Subdivision, and the deed call iron pin monument described as being 422.34 feet North 1553.54 feet East of the Southwest Corner of D.L.C. 76. Neither of these monuments were ever recovered. The  $\frac{5}{8}$ " iron pin set for the northwest corner of Recorded Survey No. 649, and the  $1\frac{1}{2}$ " iron pipe at the northeast corner of Block 1 of said Subdivision were recovered however. Numerous monuments were found along Clover Lane, some being capped pipes which are presumed to have been set by Clabby. These capped pipes were used in determining an acceptable center line for Clover Lane which would conform to the original subdivision location. This is the same procedure followed by the County Engineer in determining a location for street improvement.

The south line of said Subdivision is described as being the north line of the aforementioned Railroad right-of-way.