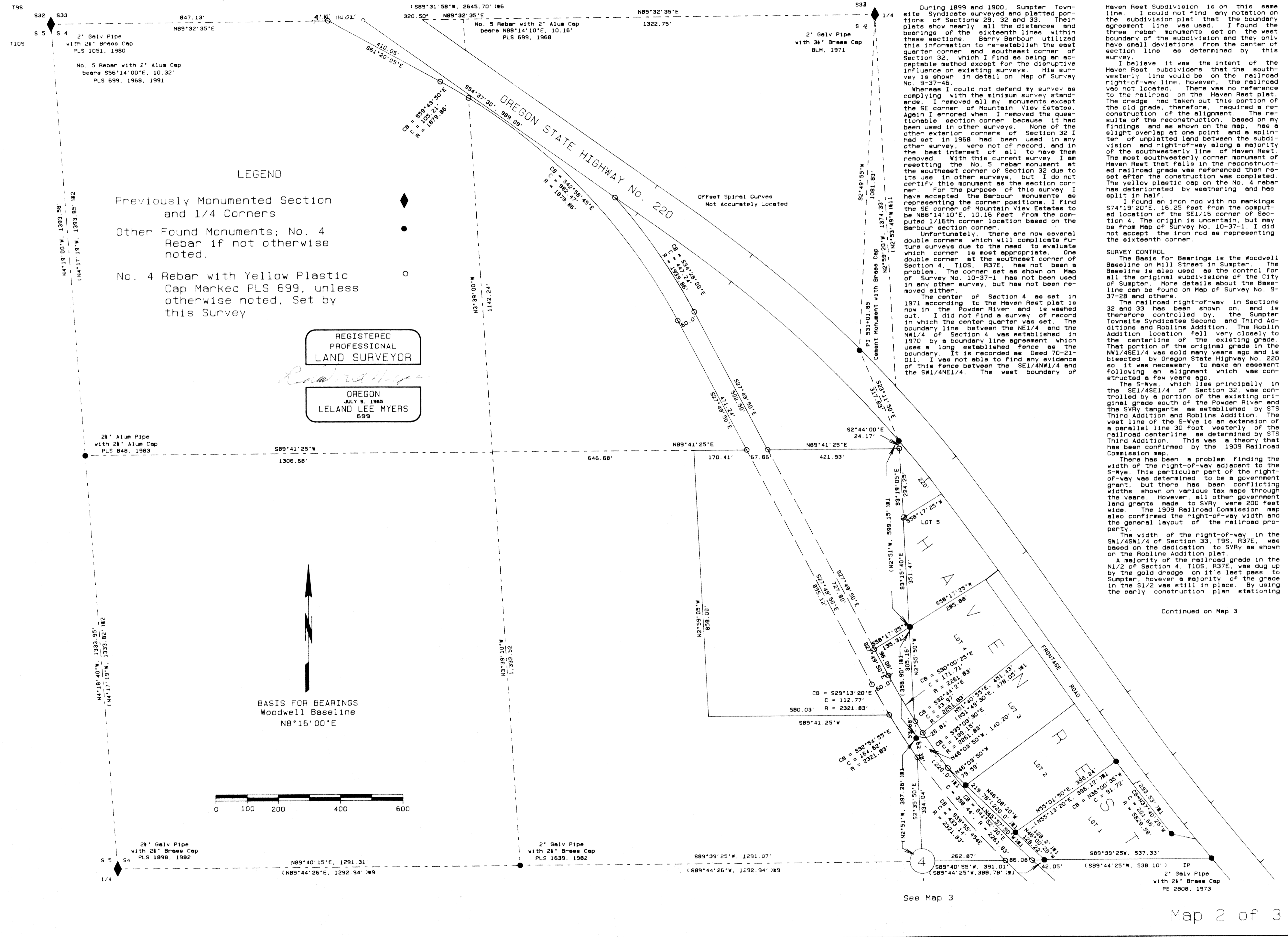


MAP OF SURVEY of Sumpter Valley Railroad Right-of-Way in N½ of Section 4, T10S, R37E, WM, Baker County, Oregon

NARRATIVE continued



During 1899 and 1900, Sumpter Townsite Syndicate surveyed and platted portions of Sections 29, 32 and 33. Their plat shows nearly all the distances and bearings of the sixteenth lines within these sections. Barry Barbour utilized this information to re-establish the east quarter corner and southeast corner of Section 32 which I find as being an acceptable method except for the disruptive influence on existing surveys. His survey is shown in detail on Map of Survey No. 9-37-46.

Whereas I could not defend my survey as complying with the minimum survey standards, I removed all my monuments except the SE corner of Mountain View Estates. Again I erred when I removed the questionable section corner because it had been used in other surveys. None of the other exterior corners of Section 32 I had set in 1968 had been used in any other survey, were not of record, and in the best interest of all to have them removed. With this current survey I am resetting the No. 5 rebar monument at the southeast corner of Section 32 due to its use in other surveys, but I do not certify this monument as the section corner. For the purpose of this survey I have accepted the Barbour monuments as representing the corner positions. I find the SE corner of Mountain View Estates to be N88°14'10"E, 10.16 feet from the computed 1/16th corner location based on the Barbour section corner.

Unfortunately, there are now several double corners which will complicate future surveys due to the need to evaluate which corner is most appropriate. One double corner at the southeast corner of Section 4, T10S, R37E, has not been a problem. The corner set as shown on Map of Survey No. 10-37-1 has not been used in any other survey, but has not been removed either.

The center of Section 4 as set in 1971 according to the Haven Reet plat is now in the Powder River and is washed out. I did not find a survey of record in which the center quarter was set. The boundary line between the NE1/4 and the NW1/4 of Section 4, was established in 1970 by a boundary line agreement which uses a long established fence as the boundary. It is recorded as Deed 70-21-D11. I was not able to find any evidence of this fence between the SE1/4NW1/4 and the SW1/4NE1/4. The west boundary of Haven Reet Subdivision is on this same line. I could not find any notation on the subdivision plat that the boundary agreement line was used. I found three rebar monuments set on the west boundary of the subdivision and they only have small deviations from the center of section line as determined by this survey.

I believe it was the intent of the Haven Reet subdividers that the southwesterly line would be on the railroad right-of-way line, however, the railroad was not located. There was no reference to the railroad on the Haven Reet plat. The dredge had taken out this portion of the old grade, therefore, required a reconstruction of the alignment. The results of the reconstruction, based on my findings and as shown on the map, has a slight overlap at one point and a splitter of unplatted land between the subdivision and right-of-way along a majority of the southeasterly line of Haven Reet. The most southwesterly corner monument of Haven Reet that falls in the reconstructed railroad grade was referenced then re-set after the construction was completed. The yellow plastic cap on the No. 4 rebar has deteriorated by weathering and has split in half. I found an iron rod with no markings S74°19'20"E, 16.25 feet from the computed location of the SE1/4 corner of Section 4. The origin is uncertain, but may be from Map of Survey No. 10-37-1. I did not accept the iron rod as representing the sixteenth corner.

SURVEY CONTROL
The Basis for Bearings is the Woodwell Baseline on Mill Street in Sumpter. The Baseline is also used as the control for all the original subdivisions of the City of Sumpter. More details about the Baseline can be found on Map of Survey No. 9-37-28 and others.

The railroad right-of-way in Sections 32 and 33 has been shown on, and is therefore controlled by, the Sumpter Townsite Syndicate Second and Third Additions and Robline Addition. The Robline Addition location fell very closely to the centerline of the existing grade. That portion of the original grade in the NW1/4SE1/4 was sold many years ago and is bisected by Oregon State Highway No. 220 so it was necessary to make an easement following an alignment which was constructed a few years ago.

The S-Wye, which lies principally in the SE1/4SE1/4 of Section 32, was controlled by a portion of the existing original grade south of the Powder River and the SVRY tangents as established by STS Third Addition and Robline Addition. The west line of the S-Wye is an extension of a parallel line 30 feet westerly of the railroad centerline as determined by STS Third Addition. This was a theory that has been confirmed by the 1909 Railroad Commission map.

There has been a problem finding the width of the right-of-way adjacent to the S-Wye. This particular part of the right-of-way was determined to be a government grant, but there has been conflicting widths shown on various tax maps through the years. However, all other government land grants made to SVRY were 200 feet wide. The 1909 Railroad Commission map also confirmed the right-of-way width and the general layout of the railroad property.

The width of the right-of-way in the SW1/4SW1/4 of Section 33, T9S, R37E, was based on the dedication to SVRY as shown on the Robline Addition plat.

A majority of the railroad grade in the N1/2 of Section 4, T10S, R37E, was dug up by the gold dredge on its last pass to Sumpter, however a majority of the grade in the S1/2 was still in place. By using the early construction plan stationing

Continued on Map 3

Continued on Map 3

See Map 3

Map 2 of 3