

29180

BOUNDARY DESCRIPTION FOR THE
CORPORATE CITY LIMITS OF THE
CITY OF KLAMATH FALLS, OREGON

7817

Vol. 77 Page 24

May 2, 1977

Beginning at the northeast corner of Section 33, Township 38S, Range 9E, W.M., thence west along the northerly line of said Section 662.79 feet; thence N 01°09'E, 660.00 feet, to a point on the north line of the S1/2 SE1/4 SE1/4 of Section 28 of said Township and Range; thence N 89°30'W, along said north line, a distance of 685.08 feet, to a point on the east line of Williams Avenue; thence N 01°21'E along the east line of Williams Avenue to the north line of Dixon Street, said point being the northeast corner of Dixon Addition; thence N 89°16'W, along the north line of Dixon Addition, to the southeast corner of The Terraces Addition; thence N 07°59'W, along the easterly line of said Terraces Addition, also being the easterly line of Channing Street, to a point being the intersection of the northwesterly extension of the easterly line of Channing Street and northerly line of Loma Linda Drive; thence northerly and easterly, along the northerly line of Loma Linda Drive, to a point being the intersection of said line and the easterly line of Wendling Street if extended northwesterly, said point also being the southeasterly corner of First Addition to Loma Linda Heights; thence N 15°13'15"W, along the easterly line of First Addition to Loma Linda Heights, 471.61 feet, to the northeasterly corner of First Addition to Loma Linda Heights; thence N 89°10'00"W, along the northerly line of First Addition to Loma Linda Heights, 652.15 feet to the northwesterly corner of First Addition to Loma Linda Heights, said corner also being the center 1/4 corner of Section 28, Township 38 South, Range 9 East, W.M., and located on the easterly line of Loma Linda Heights; thence N 00°04'E, along the easterly line of Loma Linda Heights, 270.60 feet; thence continuing along the northeasterly line of Loma Linda Heights, N 39°39'W, 548.10 feet, to the northeasterly corner of Loma Linda Heights; thence S 68°45'W, along the northerly line of Loma Linda Heights, 511.69 feet, to the northwesterly corner of Loma Linda Heights, said corner being on the easterly line of Hillside Avenue; thence N 21°14'W, along the easterly line of Hillside Avenue, said line also being the easterly line of Hillside Addition to the City of Klamath Falls, to a point being S 21°14'E, 75.1 feet from the intersection of the easterly line of Hillside Avenue and the southeasterly line of Del Moro Street; thence north, 881.6 feet, along the easterly line of said Hillside Addition, to the northeasterly corner of said Hillside Addition, said corner also being the northeast corner of the NW1/4 NW1/4 of said Section 28 and the southeast corner of Mountain View Addition; thence north along the east line of said Mountain View, 1348.00 feet to the northeast corner of Mountain View Addition; thence continuing N 2°25'W, along the easterly line of Irvington Heights, 1332.00 feet more or less, to the northeasterly corner of Irvington Heights; thence S 87°35'W, along the northerly line of Irvington Heights, 1335.0 feet, to the northwest corner of Irvington Heights, said corner being the northeast corner of Nob Hill and the 1/4 corner common to Sections 20 and 21 of Township 38 South, Range 9 East, W.M.; thence continuing westerly along the northerly line of Nob Hill to the northwest corner of Nob Hill, said corner also being the southeast corner of McLoughlin Heights; thence

77 MAY 8 AM 11 24

N 00°45'E, along the easterly line of McLoughlin Heights, 903.11 feet, to a point being S 00°45'30"W, 400.00 feet from the northeast corner of said McLoughlin Heights, said corner being the northeast corner of the SW1/4 NE1/4 of said Section 20; thence S 89°47'E, 544.5 feet; thence N 00°45'30"E, 400.00 feet; thence N 89°47'W, 151.26 feet; thence N 00°18'E, 1261.92 feet; thence east, 600.00 feet; thence N 00°18'E, 217.8 feet; thence west, 600.00 feet; thence N 00°18'E, 503.28 feet; thence east, 931.01 feet, to a point on the east line of Section 17, Township 38 south, Range 9 east, W.M., said point being N 01°58'E, 660.00 feet from the section corner common to Sections 16, 17, 20 and 21; thence N 01°58'E, along the easterly line of said Section 17, 990.58 feet; thence west 678.0 feet; thence south, 330.00 feet; thence west 990.00 feet; thence south, 660.00 feet; thence west, 1940.50 feet, to a point on the east line of the SW1/4 SW1/4 of said Section 17; thence northerly, along the easterly line of the west 1/2 of the SW 1/4 of said Section 17, to the northeasterly corner of said west 1/2; thence westerly, along the center Section line of said Section 17, to the west 1/4 corner of said Section 17, thence northerly, along the easterly line of Section 18, to the northeast corner of the SE1/4 of the NE1/4 of said Section 18; thence westerly, along the northerly line of said SE1/4 NE1/4, to the northwest corner of said SE1/4 NE1/4; thence southerly, along the westerly line of said SE1/4 NE1/4, to the southwest corner of said SE1/4 NE1/4; thence easterly, along the southerly line of said SE 1/4 NE 1/4, to the west 1/4 corner of said Section 18; thence, S 1°14'W., a distance of 2632.64 feet, to the section corner common to Section 17, 18, 19 and 20; thence S 89°07' E, along the south line of Section 17, 1690.22 feet; thence S 00°51' W, 1308.12 feet; thence N 89°10'W, 371.28 feet, to a point being the northeasterly corner of Opportunity Addition Klamath County, Oregon; thence S 00°26' W, along the easterly line of said Opportunity Addition, 1320.6 feet to the southeast corner of said Addition; thence west, along the south line of said Addition, to the intersection of said line with the westerly right-of-way line of the Dalles-California Highway (revised line - constructed 1931) as shown on Oregon State Highway Department Drawing No. 3B 14-13; thence southeasterly and southerly along the said westerly right-of-way (also known as Biehn Street) to a point, said point being the intersection of said west right-of-way and the south line of Highway Addition, according to the official plat thereof on file in the records of Klamath County, Oregon; Thence west along said south line to its intersection with the east right-of-way line of Lakeport Boulevard; Thence South and Southeasterly along said right-of-way line of Lakeport Boulevard to its intersection with the said west right-of-way line of Biehn Street; Thence southerly along said west right-of-way line to its intersection with the south line of Section 20, T.38 S., R.9 E, W.M.; Thence west, 1280 feet more or less along said south line to the section corner common to Section 19, 20, 29 and 30, Township 38 south, Range 9 east, W.M., said corner also being a corner of Buena Vista Addition; Thence S 89° 27' 30" W, along the boundary of said Buena Vista, 1330.2 feet; Thence N 04° 30' E, along

- 2 -

29180

BOUNDARY DESCRIPTION FOR THE
CORPORATE CITY LIMITS OF THE
CITY OF KLAMATH FALLS, OREGON

May 2, 1977

Vol. 77 Page

7817

Beginning at the northeast corner of Section 33, Township 38S, Range 9E, W.M., thence west along the northerly line of said Section 662.79 feet; thence N 01°09'E, 660.00 feet, to a point on the north line of the S1/2 SE1/4 SE1/4 of Section 28 of said Township and Range; thence N 89°30'W, along said north line, a distance of 685.08 feet, to a point on the east line of Williams Avenue thence N01°21'E along the east line of Williams Avenue to the intersection of Dixon Street, said point being the northeast corner of said Section 33, thence N 89°16'W, along the southerly line of said Section 33, a distance of 662.79 feet, to the southeast corner of said Section 33, Township 38S, Range 9E, W.M.,

the boundary of said Buena Vista, 1337.0 feet; thence S 89°27'30"W, 1327.7 feet, along said boundary; thence N 00°18'E, 626.35 feet, to a corner on the boundary of said Buena Vista, said corner also being the northeast corner of the SE1/4 of the NE1/4 of SW1/4 of said Section 19; thence N 34°39'E, along the southeasterly line of Hanks Street, 368.5 feet to the northerly corner of Block 5, Klamath Lake Addition, Klamath County, Oregon; thence south along the east line of said Block 5, 54.7 feet to the north line of the alley in Block 6, of said Addition, if extended westerly; thence east along the north line of said alley, 360.00 feet to the southeast corner of Lot 1 of said Block 6; thence north along the west line of Corvallis Street, 160.0 feet to the southeast corner of Block 4, of said Addition; thence east, along the south line of Block 3 of said Addition, 360.0 feet to the southeast corner of said Block 3; thence north along the west line of Harvard Street, 280.0 feet, to a point on the south line of Block 1, of said Addition; thence east along the south line of said Block 1, 360.0 feet to the southeast corner of said Block 1; thence north, northwesterly, westerly, southwesterly and south along the boundary of said Block 1, to the point of intersection of the west boundary of Block 1 with the north line of the SE1/4 of said Section 19; thence west along said north line to a point, said point being northwesterly 12.5 feet, at right angles, from the centerline of the Shippington Spur; thence northwesterly parallel and 30.00 feet easterly, at right angles to a 13°06' curve to the right, along the easterly line of parcel No. 6, described in Deed Volume 340, Page 608; to a point; thence north 796.02 feet to the northeast corner of parcel No. 5 described in Deed Volume 340, Page 608; thence S 89°23'W along the north line of said parcel No. 5 to the intersection of said north line with the west line of said Section 19; thence, south along the west line of Section 19 and 30 of said township and range to a point, said point also being the northeast corner of Lot 57 of Lakeshore Gardens Subdivision, Klamath County, Oregon; thence, N 84°24' 1/2' W, along the north line of said Lot 57, a distance of 60.3 feet, to the northwest corner of said Lot 57; thence, south along the westerly line of said Lot 57, a distance of 533.6 feet, to a point on the northerly right-of-way line of Lakeshore Drive (shown as Market Road No. 9 on plat of Lakeshore Gardens Subdivision); thence westerly, along said north right-of-way line, to the Southeast corner of Lot 1 said Lakeshore Gardens Subdivision; thence northerly, along the East line of said Lot 1, to the northeast corner of said Lot 1; thence westerly, along the northerly lines of Lots 1, 2, and 3b, to the northeast corner of Lot 4b; thence northwesterly, along the northwesterly prolongation of the easterly line of said Lot 4b a distance of 40 feet more or less, to a point on the Southerly line of Lot 58 of said Lakeshore Gardens; thence easterly, along the South line of said Lot 58, to the southeast corner of said Lot 58; thence northerly, along the East line of said Lot 58, to the northeast corner of said Lot 58; thence westerly, along the North lines of Lots 58, 59 and 60, to the northwest corner of Lot 60 said Lakeshore Gardens; thence southwesterly, along the West line of said Lot 60, to the southwest corner of said Lot 60; thence easterly along the South lines of Lots 60, 59, and 58, to a point on the South line of said Lot 58, said point being the intersection of said South line and the northwesterly prolongation of the westerly line of Lot 4b said Lakeshore Gardens; thence southeasterly, along said prolongation and westerly line a distance of 301.2 feet more or less, to the southwest corner of said Lot 4b; thence continuing southeasterly, across said Lakeshore Drive, to the northwest corner of Lot 4, said Lakeshore Gardens; thence southeasterly, along the West line of said Lot 4, to the southwest corner of said Lot 4, said corner also being a point on the Southerly boundary of Lakeshore Gardens; thence S 38°28'W, along said boundary, to the southwest corner of Lot 9 said Lakeshore Gardens, said corner also being a point on the arc of a 2521.2 foot radius curve concave northerly, said curve also being the southerly boundary of said Lakeshore Gardens;

thence continuing westerly, along said curve and boundary, to the southeast corner of Lot 13 of said Lakeshore Gardens; thence northerly along the East line of said Lot 13 a distance of 213 feet to the Northeast corner of said Lot 13; thence S 68° 11' W a distance of 77.6 feet to the Northeast corner of said Lot 13; thence Southerly, along the West line of said Lot 13 a distance of 200 feet to the said Southerly boundary of said Lakeshore Gardens;

thence westerly, along said curve and boundary, to the southeast corner of Lot 20 said Lakeshore Gardens; thence northerly, along the East line of said Lot 20 to the northeast corner of said Lot 20; thence continuing northerly, across said Lakeshore Drive, to the southeast corner of Lot 20b said Lakeshore Gardens; thence continuing northerly, along the East line of said Lot 20b, to the northeast corner of said Lot 20b; thence westerly, along the North line of said Lot 20b, to the northwest corner of said Lot 20b; thence southerly, along the West line of said Lot 20b, to the southwest corner of said Lot 20b; thence continuing southerly, across said Lakeshore Drive, to the northwest corner of said Lot 20; thence southerly, along the West line of said Lot 20, to the southwest corner of said Lot 20, said corner also being a point on the arc of a 2521.2 foot radius curve concave northerly, said curve also being the southerly boundary of said Lakeshore Gardens; thence northwesterly, along said curve and boundary, a distance of 3080.0 feet more or less, to the point of tangency of said curve; thence N 12° 30' W, along the said boundary, a distance of 808.1 feet more or less to the northwest corner of said Lakeshore Gardens Subdivision, said corner also being a point on the North line of the SW 1/4 of the NW 1/4 of Section 25, Township 38 South, Range 8 East, W.M., Klamath County, Oregon; thence westerly, along the said North line, to the northeast corner of the SE 1/4 of the NE 1/4 of Section 26 said Township and Range; thence westerly, along the North line of said SE 1/4 of the NE 1/4, to the southeast corner of the NW 1/4 of the NE 1/4 of said Section 26; thence northerly, along the East line of the said NW 1/4 of the NE 1/4, to the northeast corner of said NW 1/4 of the NE 1/4; thence westerly, along the North line of said NW 1/4 of the NE 1/4, to the northeast corner of the NW 1/4 of said Section 26; thence southerly, along the East line of said NW 1/4, to the southeast corner of said NW 1/4; thence westerly, along the South line of said NW 1/4, to its intersection with the northeasterly right of way line of U.S. Highway No. 140 (Orindale Draw State Highway); thence southeasterly, along said northeasterly right of way line, to its intersection with the North line of the SE 1/4 of Section 35 of said Township and Range; thence easterly, along said North line, to the northwest corner of the E 1/2 of the SE 1/4 of said Section 35; thence southerly, along the West line of the said E 1/2 of the SE 1/4, to the southwest corner of said E 1/2 of the SE 1/4; thence southerly, along the West line of Government Lot No. 1, Section 2, Township 39 South, Range 8 East, W.M., to the northwest corner of the S 1/2 of the S 1/2 of said Government Lot 1; thence easterly, along the North line of said S 1/2 of the

S 1/2, to the northeast corner of said S 1/2 of the S 1/2; thence northerly, along East line of said Government Lot 1, to the Section Corner common to Sections 35 and 36, Township 38 South, Range 8 East, W.M. and Sections 1 and 2, Township 39 South, Range 8 East, W.M.; thence easterly, along the North line of said Section 1, to a point on the North line of the NE 1/4 of the NW 1/4 of said Section 1, which point is 590 feet West of the northeast corner of said NE 1/4 of the NW 1/4; thence southeasterly, in a straight line, to a point on the East line of said NE 1/4 of NW 1/4, which point is 609 feet North at the southeast corner of said NE 1/4 of the NW 1/4; thence northerly, along the East line of said NE 1/4 of the NW 1/4, to the northeast corner of said NE 1/4 of the NW 1/4; thence northerly, along the East line of the W 1/2 of said Section 36, to the southwest corner of the N 1/2 of the NE 1/4 of said Section 36; thence easterly, along the South line of the said N 1/2 of the NE 1/4 to the West line of Section 31, Township 38 South, Range 9 East, W.M.; thence continuing easterly, along the South line of the N 1/2 of the N 1/2 of said Section 31, to the northwest corner of Government Lot 2 of said Section 31; thence south, along the West line of said Lot 2 and the West line of the NE 1/4 of the SE 1/4 of said Section 31, to the northwest corner of West Lake Park Addition, Klamath County, Oregon, thence N 89°00'E, along the north line of said Addition and the north line of Carrolls Addition, Klamath County, Oregon, 1331.60 feet to the northeast corner of said Carrolls Addition; thence S 00°49'E, along the east line of said Carrolls Addition and the east line of said West Lake Park Addition, 1287.90 feet to the southeast corner of said West Lake Park Addition, said corner being the section corner common to Sections 31 and 32, Township 38 south, Range 9 east, W.M., and Sections 5 and 6, Township 39 South, Range 9 east, W.M.; thence easterly along the Township line common to Townships 38 and 39, to a point on the north line of Section 5, Township 39 south, Range 9 east, W.M., said point being the intersection of the northerly section line of Section 5, Township 39 south, Range 9 east, W.M., and the easterly right-of-way of the Dalles-California Highway (US 97 Bus), commonly known as the West-Side Bypass; thence from said point of beginning southeasterly along said easterly right-of-way line of US 97, to the easterly right-of-way line of the Burlington Northern Inc. Riverside Spur, also being the meander line of 1858; thence continuing south 44°00' east 671.00 feet, south 28°00' east 1498.20 feet and south 55°45' east, 439.00 feet along said Burlington Northern Inc. right-of-way to the intersection of the south property line of Modoc Lumber Company as per deed recorded in Volume 256, Page 575, Book of Deeds, in the office of the County Recorder, of said County; thence east 730 feet, more or less, along the said south property line to a point being the high water line of Lake Ewauna; thence southeasterly along said high water line of lake Ewauna to a point, said point being the intersection of the high water line of the west bank of Lake Ewauna and the north line of the SE 1/4 of the SE 1/4 of said Section 5; Thence West along said North line and the North line of Government Lot 4, of said Section 5, a distance of 770.28 feet more or less, to a point being the Northeast corner of a parcel described in Deed Volume 226, Page 423; thence South a distance of 208.7 feet; thence West, along the South line of the above said parcel, to the intersection of said line and Northwest corner of a parcel of land conveyed to Klamath County described in Deed Volume 310, Page 284; thence South, along the West line of said parcel, a distance of 561.3 feet; thence N 88° 04' 10"W, a distance of 1273 feet, more or less, to the West line of the SW 1/4 of the SE 1/4 of said Section 5; thence South, along said West line, a distance of 500.00 feet, to the Northeast corner of vacated Lot 8, Block 10,

Fairfield Addition, according to the official plat thereof on file in the office of the County Clerk of Klamath County, Oregon; thence West, along the North line of said Lot 8, 30.00 feet; thence South, a distance of 50.00 feet, to a point on the South line of said Lot 8, said point being West, a distance of 30.00 feet from the Southeast corner of said Lot 8 also being on the North line of said Section 8; thence N 89° 23' 15"W, along the North line of said Section 8, a distance of 403.94 feet, to a point on the North line of Lot 6, Block 2, of Westover Terrace, according to the official plat thereof on file in the office of the County Clerk of Klamath County, Oregon; thence S 46° 58' 15"W, a distance of 44.08 feet, to a point on the West line of said Lot 6; thence S 00° 38' E, along the West line of said Lot 6 and the Southerly extension thereof, a distance of 139.58 feet, to a point on the South right-of-way line of Greenbriar Terrace; thence S 89° 22' W, along the South line of Greenbriar Terrace, a distance of 152.97 feet, to a point on the North line of Lot 10, Block 5 of said Westover Terrace; thence S 46° 58' 15"W, a distance of 605.51 feet, to a point on the East line of Lot 19, Block 13 of said Westover Terrace; thence N 00° 38' W, along the East line of said Lot 19, a distance of 7.13 feet, to the Northeast corner of said Lot 19; thence S 89° 22' W, along the North line of said Lot 19, a distance of 100.00 feet, to the Northwest corner thereof also being on the East right-of-way line of Monte Vista Road; thence S 00° 38' E, along said line, a distance of 98.43 feet; thence S 46° 58' 15"W, a distance of 31.25 feet, to a point on the East line of Lot 7, Block 14 of said Westover Terrace; thence N 00° 38' W, along the East line of Lots 7, 6 and 5 of said Block 14, a distance of 103.22 feet, to the Northeast corner of said Lot 5; thence S 89° 22' W, along the North line of said Lot 5, a distance of 100.00 feet, to the Northwest corner of said Lot 5; thence S 00° 38' E, along the West boundary of said Westover Terrace, a distance of 760.00 feet; thence continuing S 00° 38' E, along the West line of the Southeast 1/4 of the Northwest 1/4 of said Section 8, a distance of 670.00 feet; thence West, a distance of 30.00 feet; thence South, parallel to the East line of the SW 1/4 of the NW 1/4 of said Section 8, a distance of 201.60 feet; thence West, parallel to and 280.00 feet from the South line of said SW 1/4 of the NW 1/4, a distance of 985.00 feet; thence South a distance of 30.00 feet; thence West, a distance of 305.3 feet, to a point on the West line of said SW 1/4 of the NW 1/4; thence continuing West, a distance of 280.00 feet, to a point on the Easterly right-of-way line of the Dalles, California State Primary Highway No. 4, said point being Engineers Station 234+42; thence continuing Westerly to a point 30.00 feet distant at right angles to the Easterly right-of-way line of said highway; thence Southwesterly along a line 30.00 feet distant and parallel to said right-of-way line to Engineer Station 245+00; thence Southeasterly to the Easterly right-of-way line of said highway; thence Southwesterly along said Easterly right-of-way to Engineers Station 252+70; thence Northwesterly, at right angles to said right-of-way, a distance of 265.00 feet to a point on the Westerly right-of-way line of said highway; thence Northeasterly along the Westerly right-of-way line of said highway to the intersection of said line and the West right-of-way line of County Road No. 30; thence Northerly along said West line to the intersection of said line and the South right-of-way line of Greensprings State Primary Highway No. 21; thence Southwesterly along the Southerly right-of-way line of said Greensprings State Primary Highway No. 21 to its intersection with the West line of the W 1/2 of the SE 1/4 of said Section 7; thence Southerly along said West line, to a point 810.00 feet more or less from the South line of said Section 7; thence Easterly, to a point on the Westerly right-of-way line of the Dalles-California State Primary Highway No. 4; thence Northeasterly, along said Westerly right-of-way line to Engineers Station 253+00; thence Southeasterly, at right angles to said right-of-way 295.00 feet, to a point 30.00 feet distant and at right angles to the Easterly right-of-way line of said Dalles-California State Primary Highway No. 4;

Sta
Col

rec

da

o'c

in

of

N
No
Tri
Sou
Inc

thence Northeasterly, 30.00 feet distant to and parallel to the Easterly right-of-way line of said highway, to Engineers Station 245+00; thence continuing Northeasterly to the intersection of said line and said Easterly right-of-way line; thence Northeasterly along said right-of-way line, to Engineers Station 234+57 more or less to a point being 220.00 feet North of the South line of the SE 1/4 of the NE 1/4 of said Section 7; thence East, along a line 220.00 feet North of said SE 1/4 of the NE 1/4, to a point on the East line of said Section 7; thence continuing East, along a line 220.00 feet North of the South line of the SW 1/4 of the NW 1/4 of said Section 8, a distance of 335.3 feet; thence North a distance of 30.00 feet; thence East, along a line 250.00 feet North of and parallel to the South line of said SW 1/4 of the NW 1/4, a distance of 985.00 feet to a point on the West line of the SE 1/4 of the NW 1/4 of said Section 8; thence North, along said West line, a distance of 201.60 feet; thence N 89°22'E, a distance of 1320.00 feet, to a point on the East right-of-way line of Cumberland Road, also known as Memorial Drive; thence Northwesterly along said East line, a distance of 215.00 feet more or less; thence leaving said right-of-way and running N 44°03'E, a distance of 298.74 feet; thence S 89°22'E, a distance of 498.62 feet to a point on the Northwesterly right-of-way line of the Great Northern Railroad; thence N 20°37'E, along said right-of-way line, a distance of 19.22 feet; thence N 14°44'20"W, a distance of 1151.3 feet; thence N 89°38'W, a distance of 368.5 feet, to a point on the North South centerline of said Section 8; thence N 00°38'W along said centerline a distance of 610.0 feet to the 1/4 corner common to said Sections 5 and 8; thence East, along the South line of said Section 5, a distance of 30.00 feet; thence North, 30.00 feet distance and parallel to the West line of the SW 1/4 of the SE 1/4 of said Section 5, a distance of 520 feet; thence S 88°04'10"E, a distance of 1273 feet, more or less, to the East line of a 30 foot strip of land conveyed to Klamath County by instrument recorded in Deed Volume 310, Page 284; thence North along said East line, a distance of 561.3 feet to a point which is South 238.71 feet from the North line of the SW 1/4 of the SE 1/4 of said Section 5; thence East, along a line 238.71 feet South and parallel to the North line of said SW 1/4 of the SE 1/4, to a point being South 238.71 feet and East 507.42 feet from the Northwest corner of said SE 1/4 of the SE 1/4 of Section 5; thence North, 208.71 feet to a point 30.00 feet South of the North line of said SE 1/4 of the SE 1/4; thence East, along a line 30.00 feet South of the North line of said SE 1/4 of the SE 1/4, a distance of 740 feet more or less to the high water line of Lake Ewuana; thence southeasterly along said high water line of Lake Ewuana to a point, said point being the intersection of the high water line of the west bank of Lake Ewuana and the Northwest prolongation of the Southwesterly property line of that certain parcel of land as of March 31, 1972, owned by O'Connor Livestock Co. and located in the NW 1/4 of the NW 1/4 of Section 9, Township 39 South, Range 9 East, W.M., as per deed recorded in Volume 298, Page 299, Book of Deeds, in the office of said County Recorder; thence South 52°30'E along said line of prolongation to the high water line on the East bank of Lake Ewuana; thence along the following courses of the 1872 meander line, N 65°30'E 178.36 feet, S 59°30'E, 151.80 feet, N 72°45'E, to a line bearing N 0°42'45"W, said line being parallel and 190 feet West of the East right-of-way line of the Southern Pacific Transportation Co., as shown on Map D-1414, dated February 18, 1972, on file in the office of the City Engineer, of said City; thence S 0°42'45"E 605 feet, more or less, along said last mentioned parallel line to a line bearing S 89°17'15" W; thence Northeasterly along said line 190 feet to the intersection of the Burlington Northern, Inc. right-of-way and said East right-of-way of Southern Pacific Transportation Co. as shown on said last mentioned map, thence continuing Southeasterly along the Southwesterly right-of-way line of Burlington Northern Inc., as same existed on March 31, 1972, and as shown on Map A-346 on file in

the office of the City Engineer, of said City, dated March 24, 1972, entitled "Burlington Northern Right-of-Way from the Southern Pacific Right-of-Way at Lake Ewuana to the Airport", to its intersection with the West right-of-way of Altamont Drive (60' wide) located in the SE 1/4, NW 1/4 of Section 15, Township 39 South, Range 9 East, W.M.; thence northeasterly 60.00 feet, perpendicular to said West right-of-way, to the East right-of-way line of said Altamont Drive; thence North along said East right-of-way of Altamont Drive to a point being the intersection of said East right-of-way of Altamont Drive and the Southerly right-of-way line of

Burlington Northern Inc. Bieber Line; thence continuing southeasterly along the various courses of said Burlington Northern Inc. right-of-way line to the south right-of-way line of Johns Avenue (80' wide) located in the SE 1/4 SE 1/4 of Section 15, Township 39 South, Range 9 East, W.M.; Thence west along the said south right-of-way of Johns Avenue, said line also being parallel to and 80 feet south of the North line of the S 1/2 of the S 1/2 of Section 15, Township 39 South, Range 9 East, W.M., a distance of 4,640 feet, more or less, to a point, said point being on the easterly right-of-way of Washburn Way (60' wide); Thence south along a line parallel to and 30 feet east of the West line of Section 15, Township 39 South, Range 9 East, W.M., said line being the easterly right-of-way line of Washburn Way, a distance of 1,260 feet, more or less, to a point being the intersection of the said easterly right-of-way line of Washburn Way and the northerly right-of-way of the Southern Pacific Transportation Co.; Thence southeasterly along the said northerly right-of-way of Southern Pacific Transportation Co. a distance of 21.4 feet, more or less, to a point, said point being north, 30.0 feet and east 41.9 feet more or less, from the Section corner common to Sections 15, 16, 21, and 22, Township 39 South, Range 9 East, W.M.; Thence N 89° 26'W along a line parallel with and 30 feet north of the south line of said Section 15, a distance of 41.9 feet more or less, to the centerline of Washburn Way; Thence continuing N 89° 26'W along a line parallel with and 30 feet north of the south line of said Section 16, a distance of 319.3 feet more or less, to the intersection of said line and the southwesterly right-of-way line of the Southern Pacific Transportation Co.; Thence N 33° 16'W along the said southwesterly right-of-way line, a distance of 481.4 feet more or less, to a point, said point being 150 feet southwesterly from right-of-way centerline station "H" 85+00; Thence N 56° 44'E along said southwesterly right-of-way line, a distance of 100 feet; Thence N 33° 16'W along said southwesterly right-of-way line, a distance of 836 feet more or less, to the intersection of said right-of-way line and a line running parallel with and 1180 feet north of the south line of said Section 16; Thence N 89° 26'W along said parallel line, to its intersection with the west line of the SE 1/4 of said Section 16; Thence southerly along said west line a distance of 1,120 feet more or less to the intersection with a line parallel with and 60 feet north of the south line of said Section 16; Thence westerly along said parallel line, a distance of 25 feet more or less, to its intersection with the northerly extension of a line running parallel with and 25 feet west of the west line of the NE 1/4 of said Section 21; Thence southerly along said line, parallel with and 25 feet west of the west line of the NE 1/4 of said Section 21, a distance of 160 feet; Thence westerly 25 feet to the intersection with a line running parallel with and 50 feet west of the west line of the NE 1/4 of said Section 21; Thence southerly along said line, parallel with and 50 feet west of the west line of the NE 1/4 of said Section 21, to its intersection with the northerly right-of-way line of Joe Wright Road; Thence westerly along the northerly right-of-way line of Joe Wright Road to a point, said point being N 0° 10'E, a distance of 30 feet, and N 88° 50 1/2'E, a distance of 2205.0 feet from the northwesterly corner of the SW 1/4 of the NW 1/4 of said Section 21; Thence S 0° 10'W, a distance of 584.12 feet to the northeasterly boundary of the right-of-way of lateral C-4-E-1 of the U.S.R.S. Klamath Project; Thence southeasterly along said northeasterly right-of-way boundaryline to its intersection with the west line of the SE 1/4 of said Section 21; Thence southerly along said west line to the southwest corner of the SW 1/4 of the SE 1/4 of said Section 21; Thence easterly along the south line of said Section 21 to the southeast corner of the SW 1/4 of the SE 1/4 of said Section 21; Thence northerly along the east line of the SW 1/4 of the SE 1/4 of said Section 21 to its intersection with the southwesterly boundaryline of the Lost River Diversion Canal right-of-way of the U.S.R.S. Klamath Project; Thence northwesterly along said right-of-way line to its intersection with the west line of the NE 1/4 of said Section 21; Thence northerly along said west line to the northwest corner of the NE 1/4 of said Section 21; Thence S 89° 26'E along the north line of said Section 21 to the section corner common

to Sections 15, 16, 21 and 22, Township 39 South, Range 9 East, W.M.; Thence continuing S 89° 26' E along the south line of said Section 15 a distance of 62 feet, more or less to the northeasterly right-of-way line of the Southern Pacific Transportation Co.; Thence southeasterly along the said northerly right-of-way of Southern Pacific Transportation Co. to a point, said point being the intersection of said railway northerly right-of-way line and the south right-of-way line of Joe Wright Road; thence south 33° 17' east, 628.70 feet; thence south 56° 43' west 100.00 feet; thence south 33° 32' 45" east 5,777.50 feet; thence south 89° 36' east 1,548.58 feet; thence south 21° 26' east 972.54 feet; thence south 0° 34' west 418.00 feet; thence south 89° 37' east 167.58 feet; thence south 21° 32' east 445.98 feet; thence south 0° 32' west 903.02 feet; thence south 89° 53' east 363.45 feet; thence south 21° 32' east 1,300.67 feet; thence south 89° 52' east 478.23 feet; thence south 0° 26' west 9.31 feet; thence south 89° 51' east 1,571.14 feet; thence north 21° 32' west 1,312.08 feet; thence north 8° 41' west 1,320.12 feet; thence north 89° 38' west 315.78 feet; thence north 21° 30' west 1,429.85 feet; thence south 89° 38' east 166.50 feet; thence north 0° 24' west 640.20 feet; thence south 89° 28' east 1,134.05 feet; thence north 0° 16' east 636.20 feet; thence north 0° 27' east 1,080.60 feet; thence north 85° 58' west 532.90 feet; thence south 4° 02' west 40.00 feet; thence north 85° 58' west 505.80 feet; thence north 62° 31' west 294.00 feet; thence north 0° 23' east 2,650.70 feet, to the southwesterly right-of-way line of said Burlington Northern Inc.; thence north 47° 32' west 2,296.00 feet to a point on the north line of Section 23; thence along said north line of Section 23, north 88° 36' west 968.00 feet to the corner common to Sections 14, 15, 22 and 23 of said Township 39 south, Range 9 east, W.M.; thence along the north line of Section 22 north 88° 59' west, 30.00 feet; thence northerly along the west right-of-way of Summers Lane to the intersection of the south right-of-way of Johns Avenue; thence easterly along the south right-of-way of Johns Avenue to a point, said point being opposite and 125.00 feet southerly of the intersection of the westerly right-of-way of the U.S. Bureau of Reclamation F-5 Lateral and the northerly right-of-way of the U.S. Bureau of Reclamation 1-C-1-A-1 Drain; thence northerly 125.00 feet to said intersection; thence northerly along the westerly right-of-way line of the said F-5 Lateral to the south line of that property described in document M71-4334, Record of Deeds, and recorded in the office of the County Clerk, of said County; thence, easterly along the south line of said property described in M71-4334, and its easterly prolongation, to the westerly line of the E 1/2 of the NE 1/4 of Section 14, Township 39 South, Range 9 East, W.M.; thence, southerly along said westerly line and the westerly line of the E 1/2 of the SE 1/4 of said Section 14 to a point, said point being south 1513.25 feet from the northeast corner of the SW 1/4 NE 1/4 of said Section 14; thence S. 89° 57' 25" W., perpendicular to the westerly line of the E 1/2 of SE 1/4 of said Section 14 generally along an existing fence line 394.8 feet, more or less, to a point on the easterly right-of-way-line of the A-3B irrigation lateral; thence S. 06° 15' 27" W. along said easterly right-of-way 113.57 feet; thence N. 89° 57' 25" E. generally along an existing fence line 407.3 feet, more or less, to a point on the

Sta
Cor
I
rece
day
o'cl
in B
of s

File
(the

westerly line of the E 1/2 of SE 1/4 of said Section 14; thence southerly along said westerly line to the southwest corner of the N 1/2 of the NE 1/4 of the SE 1/4 of said Section 14; thence easterly along the south line of the N 1/2 of the NE 1/4 of the SE 1/4 to the southeast corner of said N 1/2; thence northerly along the east line of said Section 14 to the southeast corner of the NE 1/4 of the NE 1/4 of said Section 14; thence easterly along the south line of the NW 1/4 of the NW 1/4 of Section 13, Township 39 South, Range 9 East, W.M., to its intersection with the west right-of-way line of the U.S.R.S. drain ditch 1-C-1-A; thence northerly along said west right-of-way line to its intersection with the north line of said Section 13; thence westerly along said north line to the section corner common to Section 11, 12, 13 and 14 Township 39 South, Range 9 East, W.M.; thence S. 00° 12' 05" W., along the east line of said Section 14, a distance of 840 feet to the north line of Ferndale Subdivision Tract 1088; thence westerly along the north line of said Ferndale Subdivision, and the westerly prolongation of said north line, to the intersection of said north line and the westerly line of the E 1/2 of the NE 1/4 of said Section 14; thence southerly along said westerly line to its intersection with the easterly prolongation of the northerly line of that property described in document M71-4334, Record of Deeds, and recorded in the office of the County Clerk, Klamath County; thence S. 89° 29' 40" along said north line and its easterly prolongation, a distance of 192.00 feet; thence north 56.5 feet;

rec
day
o'cl
in B
of s

line and its westerly prolongation of said property to the west right-of-way line of the U.S.B.R. Drain (1-C-1-A-1 Drain, as found in Map 3909-1410 and recorded in the office of the County Assessor, of said Klamath County); thence northerly along the said west right-of-way line to a point, said point being the intersection of the said west right-of-way line and a line parallel with and 90.00 feet south of the north line of the NE1/4 of Section 14; thence westerly along said line, parallel with and 90.00 feet south of the north line of the NE1/4 of Section 14, to the west line of the NE1/4 of Section 14; thence southerly along said west line to a point being the intersection of said west line and the south line of the N1/2 of the NE1/4 of Section 14; thence easterly along said south line of the N1/2 of the NE1/4 to the easterly right-of-way of the U.S.B.R. Drain (1-C-1-A-1); thence southerly and westerly along the easterly and southerly right-of-way line of the U.S.B.R. Drain (1-C-1-A-1) to its intersection with the north line of the SW1/4 of Section 14, said intersection being easterly and 150.00 feet, more or less, from the northwest corner of the NE1/4 of the said SW1/4 of Section 14; thence westerly along the north line of said SW1/4 to the northwest corner of said NE1/4 of the SW1/4; thence southerly and along the west line of the said NE1/4 of the SW1/4 to a point, said point being the intersection of the said west line and the easterly prolongation of the north line of Lot 1 of Elmwood Park, a recorded subdivision within Klamath County; thence westerly along said prolongation of Lot 1 to the NE corner of Lot 1; thence continuing westerly along the north line of Lots 1 through 12 to the NW corner of Lot 12; thence southerly along the west line of Lot 12 to the NE corner of Lot 14; thence westerly along the north line and its westerly prolongation of Lot 14 to the west right-of-way of Summers Lane (60' wide); thence southerly along the west right-of-way of Summers Lane to a point, said point being the intersection of the north right-of-way of Johns Avenue and the said west right-of-way line of Summers Lane; thence west along the north right-of-way of Johns Avenue to a point, said point being the intersection of the north right-of-way line of Johns Avenue and a line parallel with and 120 feet southwesterly, as measured at right angles from the centerline of the mainline of Burlington Northern Inc. Bieber Line; thence northwesterly along said line parallel with the railroad's mainline to a point opposite the railway's engineers station 114 + 30 as shown on said Map A-346 on file in the office of the City Engineer, thence northeasterly and at right angles to the railroad mainline, a distance of 100.00 feet; thence northwesterly along a line 20 feet southwest of, and as measured at right angles from, and parallel with, said railroad mainline to the west right-of-way line of Altamont Drive; thence south along the west right-of-way line of Altamont Drive to the intersection of a line parallel with and 95.00 feet measured southwesterly and at right angles from the said mainline track; thence northwesterly along said line parallel with and 95.00 feet from the main track centerline to a point opposite railway engineers station 69 + 80 as shown on said Map A-346 on file in the office of the City Engineer, thence southwesterly 25.00 feet measured at right angles with said mainline track; thence northwesterly along a line parallel with and 120 feet as measured at right angles from the said railway mainline to a point opposite engineers

St. Co. I
rece
day
oct
in B
of s.

station 55 + 00; thence southwesterly and at right angles to the said railway mainline, 50.00 feet; thence northwesterly, parallel with and 170.00 feet as measured at right angles from the said railway mainline to a point opposite railway engineers station 47 + 20; thence southwesterly and measured at right angles with said railway mainline 50.00 feet; thence northwesterly to a point, said point being opposite railway engineers station 21 + 90 and 218.5 feet southwest of and measured at right angles to the said railway mainline; thence northerly to a point, said point being opposite railway engineers station 20 + 10 and 20.00 feet southwest of as measured at right angles to the said railway mainline; thence northwesterly and parallel with said mainline to the east right-of-way line of Southern Pacific Transportation Co.; thence south 89°17'15" west 140 feet to the west right-of-way line of the Southern Pacific Transportation Co.; thence continuing north along said last mentioned west right-of-way line to a point, said point being the intersection of the said Southern Pacific Transportation Co. right-of-way line and the 1858 meander line and situated in the NE1/4 NW1/4 of Section 9, Township 39 south, Range 9 east, W.M.; thence north 63°14'10" west, to a point on the high water line of the east bank of Lake Ewauna; thence northerly along the high water line of Lake Ewauna to the intersection line and the southerly right-of-way line of the O.C. & E. Railroad; thence southeasterly along said right-of-way line to its intersection with the section line common to Section 3 and 4 of said Township and Range; thence northerly, along the east line of said Section 4, to a point where said east line of Section 4 intersects the northeasterly line of State Highway 140 (also known as South Sixth Street) projected northwesterly; thence southeasterly along said northeasterly line of South Sixth Street to the southeasterly line of Avalon Street in Section 3 of said Township and Range; thence northeasterly along the southeasterly line of said Avalon Street to the southwesterly line of Pershing Way; thence southeasterly along the southwesterly line of said Pershing Way 925.0 feet, more or less, to the southeasterly line of Austin Street; thence northeasterly along the southeasterly line of Austin Street to the northerly line of Tract 33A Enterprise Tracts, Klamath County, Oregon; thence easterly along the northerly line of said Tract 33A to the corner common to Enterprise Tracts 24, 25, 32 and 33A; thence northerly along the east line of said Tract 32 to a point where the east line of said Tract 32, projected, intersects the north line of Shasta Way, said point also being the southeast corner of Enterprise Tract 31; thence N 00°02'E, 15.00 feet, to the southeast corner of Sunnyland Subdivision; thence N 00°02'E, along the east boundary of said Sunnyland Subdivision, 696.95 feet to the northeast corner of said Sunnyland Subdivision; thence S 89°51'W, along the north line of said Sunnyland Subdivision, 689.93 feet, to the intersection of said line and the east line of Enterprise Tract 37; thence north along the east line of said Tract 37 and northeasterly along the southeasterly line of Tract 38A of said Enterprise Tracts, to the intersection of last said line with the westerly prolongation of the southerly line of Tract 30, of said Enterprise Tracts; thence easterly along said prolongation to a point on the easterly right-of-way line of Alameda Avenue; thence southeasterly along the said east right-of-way line to the intersection with the south right-of-way line of Eberlein Avenue; thence continuing southeasterly along said easterly right-of-way line, a distance of 143.10 feet to the beginning of a curve concave to the southwest and having a radius of 1089.93 feet; thence continuing southeasterly along said easterly right-of-way line and said curve, a distance of 649.95 feet to the end of said curve; thence continuing southeasterly along said easterly right-of-way a distance of 263.85; thence northeast a distance of 64.24 feet to a point which is opposite and 120 feet southwesterly of Engineer's

Stat
Cou

rece

day

o'cl

in B

of s

Form No

(Previous)

STATE

Station 184+44.8 of the Klamath Falls-Malin Highway #50; thence northwesterly along the southwesterly right-of-way of said highway a distance of 494.80 feet to a point which is opposite and 120 feet southwesterly of Engineer's Station 179+50 of said highway; thence northwesterly a distance of 207.73 feet to a point which is opposite and 250 feet southwesterly of Engineer's Station 177+50 of said highway said point also being on the south right-of-way line of Eberlein Avenue; thence northerly along the westerly right-of-way of said highway a distance of 30 feet more or less to the south line of Tract 27, of said Enterprise Tracts; thence easterly along said southerly line of Tract 27, to the southeast corner thereof; thence southerly, on the southerly prolongation of the easterly line of said Tract 27, 30.00 feet; thence easterly parallel to the southerly line of Tract 21 to a point being the northwest corner of Tract 17 of said Enterprise Tracts; thence southerly, along the westerly boundary of said Tract 17, 30.00 feet; thence N 88°37'E, parallel to the northline of said Tract 17, 674.20 feet, to a point on the easterly line of said Tract 17; thence northerly, along said easterly line, 30.00 feet, to the northeast corner of said Tract 17; thence N 88°37'13"E, along the southerly line of Tracts 15 and 12, of said Enterprise Tracts, 1,299.85 feet; thence continuing N 89°42'01"E, along the southerly line of Tracts 11 and 6 of said Enterprise Tracts; 1,364.85 feet; thence continuing N 89°22'00"E, along the southerly line of Tracts 5 and 4 of said Enterprise Tracts, 1,365.00 feet to the southeast corner of said Tract 4; thence thence N 00°51'17"W, along the easterly line of said Tract 4 and the northerly prolongation thereof, 1,373.92 feet to the southeast corner of Tract 3, of said Enterprise Tracts; thence S 89°17'44"W, along the southerly line of said Tract 3 and the westerly extension thereof, 1,345.69 feet to the southeast corner of Tract 9 of said Enterprise Tracts; thence S 89°17'44"W, along the southerly line of said Tract 9, 690.93 feet, to the southwest corner of said Tract 9; thence N 00°23'06"W, along the westerly line of said Tract 9, 349.03 feet; thence N 89°12'38"E, 687.90 feet, to a point on the easterly line of said Tract 9; thence S 00°52'56"E, along said easterly line, 350.16 feet, to the southeast corner of said Tract 9; thence N 89°17'44"E, along the southerly line of said Tract 3 and the westerly extension thereof 1,345.69 feet to the southeast corner of said Tract 3; thence N 00°51'17"W, along the easterly line of Tracts 3, 2 and 1 of said Enterprise Tracts 2,652.55 feet, to the northeast corner of said Tract 1; thence S 88°56'34"W, along the northerly line of Tracts 1 and 7 of said Enterprise Tracts, 2,670.15 feet, to the northwest corner of said Tract 7, said corner also being the section corner common to Sections 26, 27, 34 and 35, Township 38 south, Range 9 east, W.M.; thence S 00°01'12"E, along the westerly line of Tracts 7, 8, 10 and the southerly extension thereof, 2,696.28 feet to the northeast corner of said Tract 12, said corner also being the 1/4 corner common to said Sections 34 and 35; thence S 43°38'04"W, along the northerly line of said Tract 12, to a point on the easterly line of said Tract 15, said point being S 00°08'37"E, 43.36 feet, from the southwesterly corner of Tract 13 of said Enterprise Tracts; thence N 00°08'37"W, along the westerly line of said Tract 13, 1,961.46 feet to the northwest corner of said Tract 13; thence S 88°31'31"W, along the northerly line of Tract 14 of said Enterprise Tracts to the northwest corner of said Tract; thence S 88°43'50"W, along the northerly line of Tract 19 of said Enterprise Tracts, 711.80 feet to the northwest corner of said Tract; thence S 01°10'38"E, along the westerly line of said Tract, 1,332.10 feet to the southwest corner of said Tract; thence N 88°39'21"E, along the southerly line of said Tract 19, 686.76 feet to the southeast corner of said Tract 19; thence S 00°08'10"E, along the westerly line of said Tract 15, 1,301.90 feet, to a point located N 00°08'10"W, 30.00 feet from the southwest corner of said Tract 15; thence S 88°37'00"W, along the

Stat
Cou

I

rece

day

o'cl

in B

of s

Form N

(Previous

STATE OF
hereby

southerly line of said Tract 18 to the southwest corner of said Tract 18; thence N 01°10'38"W, along the westerly line of said Tract 18, 30.00 feet; thence westerly, parallel to and 30.00 feet distant, when measured at right angles from the southerly line of said Tract 21, to a point on the east line of Tract 27; thence N 00°03'06"W, along the easterly line of said Tract 27, to the northeast corner of said Tract 27, said corner also being the center section corner of said Section 39; thence N 00°03'06"W, along the easterly line of Tract 28 of said Enterprise Tracts, 1,335.53 feet, to the northeast corner of said Tract 28; thence S 89°51'54"W, along the northerly line of Tracts 28 and 29 of said Enterprise Tracts, 1,328.06 feet to the northwest corner of said Tract 29; thence S 00°14'56"E, along the westerly line of said Tract 29, 1,337.85 feet to the southwest corner of said Tract 29, said corner being located on the east-west center section line of said Section 34; thence S 89°40'01"W, along said center section line, 538.65 feet to a point on the westerly right-of-way line of the U.S.B.R. "A" Canal; thence S 89°42'00"E, along said center section line, 787.6 feet to the 1/4 section corner common to Sections 33 and 34 of said Township and Range; thence northerly along the easterly line of said Section 33 to the Point of Beginning.

EXCEPTING THEREFROM the south 5 acres of Tract 9, Enterprise Tracts, Klamath County, Oregon.

ALSO EXCEPTING THEREFROM that portion set forth in that certain instrument, recorded January 15, 1961, in Deed Volume M68, Page 334, records of Klamath County, Oregon, also excepting therefrom a tract of land described as follows:

Beginning at a point on the Southwesterly right-of-way line of Cumberland Road, also known as Memorial Drive, said point being S 00°38'E, a distance of 834.51 feet, N 46°58'15"E a distance of 631.61 feet and S 24°45'E a distance of 142.50 feet from the Northwest corner of the NE 1/4 of the NW 1/4 of Section 8, Township 39 South, Range 9 East of the Willamette Meridian; thence S 24°45'E, along said right-of-way line a distance of 270 feet; thence leaving said right-of-way and running S 65°15'W a distance of 115.00 feet; thence N 24°45'W a distance of 120.00 feet; thence N 65°15'E a distance of 15.00 feet; thence N 24°45'W a distance of 150.00 feet; thence N 65°15'E a distance of 100.00 feet to the Point of Beginning.

Rel:
City of Klamath Falls
22805th
City

END OF

BOUNDARY DESCRIPTION FOR THE
CORPORATE CITY LIMITS OF THE
CITY OF KLAMATH FALLS, OREGON

May 2, 1977

STATE OF OREGON; COUNTY OF KLAMATH; ss.

I hereby certify that the within instrument was received and filed for record on the 6th day of May A.D., 1977 at 11:24 o'clock A.M., and duly recorded in Vol. M 77 of DEEDS on Page 7817.

FEE NONE

WM. D. MILNE, County Clerk

By *[Signature]* Deputy

Stat
Cou

rece
day
o'cl
in B
of s

Form No
(Previous)

WAR

Jac

Star

After Rec
Taxes