

DEPENDENT RESURVEY OF THE SUBDIVISIONAL LINES,
T. 20 N., R. 26 E., MDM, NEVADA

CHAINS	
40.34	<p>N. 89° 50' W., beginning new measurement. The cor. of secs. 19, 20, 29 and 30.</p>
	<p>N. 88° 46' W., bet. secs. 19 and 30. Over nearly level land, covered with shadscale and greasewood.</p>
10.60	U.S. Highway No. 95-A, bears S. 53° E. and N. 53° W.
19.10	Telephone line, bears S. 66 3/4° E. and N. 66 3/4° W.
24.10	Truckee Canal, 100 lks. wide, course SE.
39.40	<p>Point for the 1/4 sec. cor. of secs. 19 and 30, at proportionate distance; there is no remaining evidence of the original corner.</p>
	<p>Set an iron post, 28 ins. long, 2 1/2 ins. diam., 22 ins. in the ground, with brass cap mkd.</p> $\begin{array}{r} T20N R26E \\ \quad S 19 \\ \hline \frac{1}{4} \quad S 30 \end{array}$ <p>1974</p> <p>raise a mound of stone, 3 ft. base, 2 ft. high, N. of cor.</p>
50.10	Truckee Canal, 100 lks. wide, course ENE.
61.30	Truckee Canal, 100 lks. wide, course ESE.
77.23	<p>The cor. of secs. 19, 24, 25 and 30, on the W. bdy. of the Tp., monumented with the remains of the original iron post, 8 ins. long, filled with concrete, with a wooden post, 4 ft. long, 4 ins. square, set alongside with an aluminum tag attached and mkd.</p> $\begin{array}{r} T20N \\ R25E R26E \\ \hline S 24 S 19 \\ S 25 S 30 \end{array}$ <p>RLS 1251</p> <p>At the corner point</p> <p>Set an iron post, 28 ins. long, 2 1/2 ins. diam., 22 ins. in the ground, with brass cap mkd.</p> $\begin{array}{r} T20N \\ R25E R26E \\ \hline S 24 S 19 \\ S 25 S 30 \end{array}$ <p>1974</p> <p>deposit the remains of the original iron post and reset the wooden post alongside the iron post.</p>