

DEPENDENT RESURVEY OF A PORTION OF
THE SUBDIVISIONAL LINES,
T. 39 N., R. 68 E., MDM, NEVADA

CHAINS	
	<p>N. 89° 54' E., bet. secs. 24 and 25.</p> <p>Over gently rolling land, through scattered sagebrush, greasewood and native grass.</p>
33.90	<p>Ditch, 20 lks. wide, 3 ft. deep, drains SSE.</p>
40.96	<p>The $\frac{1}{4}$ sec. cor. of secs. 24 and 25, monumented with a wooden post, 3 ins. square, 30 ins. long, plainly scribed $\frac{1}{4}$ on N. face, wired to a steel fence post, 5 ft. long, and exposed $3\frac{1}{2}$ ft. above ground.</p>
	<p>At the corner point</p> <p>Set a stainless steel post, 28 ins. long, $2\frac{1}{2}$ ins. diam., 24 ins. in the ground, with brass cap mkd.</p> <p style="text-align: center;">T39N R68E S 24 $\frac{1}{4}$ S 25</p> <p style="text-align: center;">1986</p>
	<p>Reset the original wooden post and steel fence post alongside the stainless steel post.</p> <p>From this corner, a U.S.C. & G.S. Bench Mark, monumented with a sandstone block, 6 ins. square, exposed 6 ins. above ground, with the letters "USBM" chiseled in the top, bears S. 29° 24' E., 4.90 chs. dist.</p>
	<hr style="width: 20%; margin: auto;"/> <p>N. 88° 33' E., beginning new measurement.</p>
	<p>Over gently rolling land.</p>
8.70	<p>Fence, parallels railroad tracks.</p>
14.10	<p>Southern Pacific Railroad track, bears N. 55° E. and S. 55° W.</p>
14.50	<p>Southern Pacific Railroad track, bears N. 55° E. and S. 55° W.</p>
15.60	<p>Telephone line, parallels railroad tracks.</p>
19.70	<p>Fence, parallels railroad tracks.</p>
43.68	<p>Intersect the W. bdy. of sec. 19, T. 39 N., R. 69 E.</p>
	<p>Point for the closing cor. of secs. 24 and 25, at proportionate distance; there is no remaining evidence of the original corner.</p> <p>Set a stainless steel post, 28 ins. long, $2\frac{1}{2}$ ins. diam., 24 ins. in the ground, with brass cap mkd.</p>
	<p style="text-align: center;">T39N T39N CC S 24 R69E S 25 S 19 R68E </p> <p style="text-align: center;">1986</p>