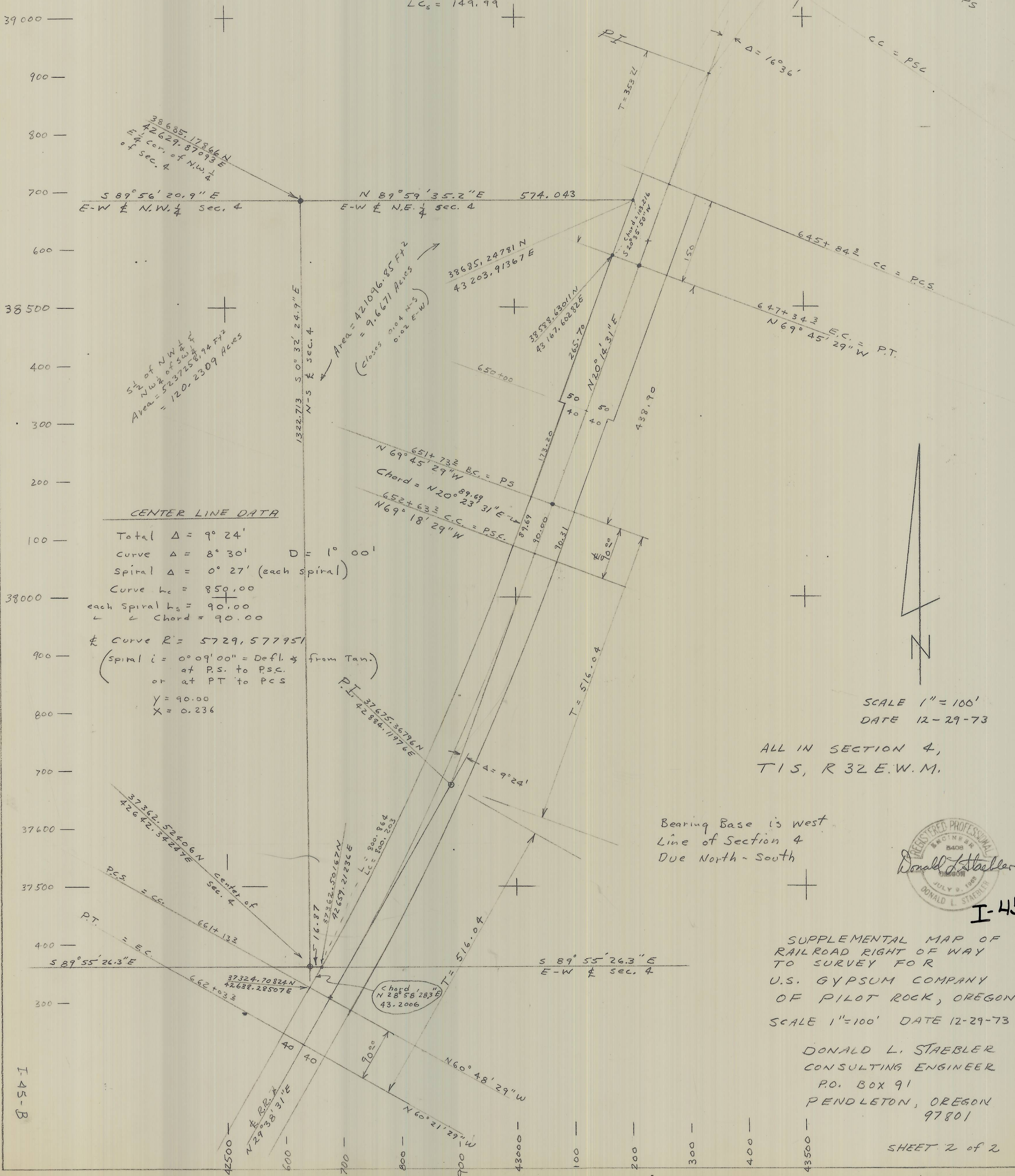


NOTE:

The R.R. R/W Map (dated 1906) I am working from probably uses chord definition curves. I am using arc def. curves for computations on this map because there is very little difference between the two when working with 1° & 3° (degree) Curves

CENTER LINE DATA
 $D = 3^{\circ}00'$
 Total $\Delta = 16^{\circ}36'$
 Total $T = 353.71$
 Spiral $h_s = 150.00$
 Curve $L_c = 403.30$
 Curve $R = 1909.859317$
 Curve $\Delta_c = 12^{\circ}06'$
 $L_{C_c} = 402.55$
 each Spiral $\Delta_s = 2^{\circ}15'$
 $Y = 149.98$
 $X = 1.96$
 spiral $C = 0^{\circ}45'$
 $L_{C_s} = 149.99$



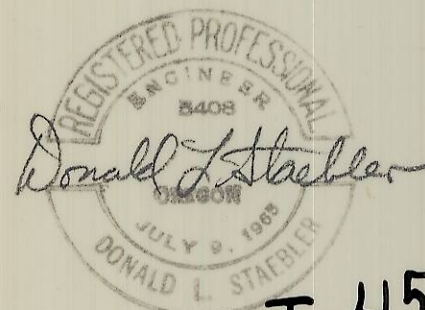
CENTER LINE DATA

Total $\Delta = 9^{\circ}24'$
 Curve $\Delta = 8^{\circ}30'$ $D = 1^{\circ}00'$
 Spiral $\Delta = 0^{\circ}27'$ (each spiral)
 Curve $h_c = 850.00$
 each Spiral $h_s = 90.00$
 Chord = 90.00
 Curve $R = 5729.577951$
 (spiral $i = 0^{\circ}09'00'' = \text{Defl. } \frac{1}{2}$ from Tan.)
 at P.S. to P.S.C.
 or at P.T. to P.C.S.
 $Y = 90.00$
 $X = 0.236$

SCALE 1" = 100'
 DATE 12-29-73

ALL IN SECTION 4,
 T1S, R32E.W.M.

Bearing Base is West
 Line of Section 4
 Due North-South



I-45

SUPPLEMENTAL MAP OF
 RAILROAD RIGHT OF WAY
 TO SURVEY FOR
 U.S. GYPSUM COMPANY
 OF PILOT ROCK, OREGON
 SCALE 1" = 100' DATE 12-29-73

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I-45-B