NARRATIVE

: for

$\dfrac{7/8}{17/18}$ T. 1 N., R. 10 W., positioning

M.C. on BT's at West side of Lake not found.
M.C. on BT's at Ocean not found (drifting sand area).
M.C. on BT's at East side of Lake not found (in OSHighway r/w).
M.C. on BT's at 15 chains N. of section corner not found, but
P.R. & N. R.R. map filed in County Surveyor office (1909) shows
tie to M.C. at 15 chains N. of section corner to be 39 feet
distant at angle of 10°40' (NE) from centerline of RR at RR
sta. 724+36.

Coordinate of RR sta 714+16 (section line crossing from RR map)
determined from RR sta. 720+89, a 24" x 42' creosoted box culvert,
is N. 5504.08; W. 5208.11. Traverse bearing, station to station
(N. 10°09'10" W.) times 1020 feet (RR sta. sec. line 714+16 to
RR sta. tie to M.C. 724+36) gives Northing of 1004.03; Westing
of 179.80 feet, to give centerline RR coordinate at RR sta.
724+36 of N. 6508.11; W., 5387.91.

Now using RR map tie of 10°40' right = N. 0°31' E. times 39
feet (tie distance) gives coordinate of M.C. of N. 6547.11;
W. 5387.56.

Now G.L.O. (1856) notes say M.C. is 15 chains North of section
corner or South 990 feet from M.C. to give section corner
coordinate of N. 5557.11; W. 5387.52.

Checking E-W proportion point of section line between quarter
corners 18/17 and 7/8, the section corner position determined
checks very well. The N-S proportion point between these
corners would fall + 40 feet further North. However, using
my coordinate difference of quarter corner 7/8 to determined
section corner position gives a coordinate difference of 2710
feet (N. 8267 to N. 5557) versus RR sta. difference of 2702 feet
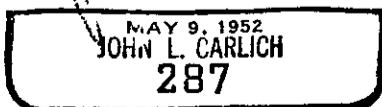(RR sta. 741+38 to 714+36).

Conclusion:

This method of determining position of section corner used in
preference to single proportion (N-S) as RR stationing of RR
found M.C. is a positive tie to found monument and this
section corner could be carefully tied to M.C. position.
Therefore, I used RR sta. tie and 1856 G.L.O. note call of
15 chains to determine corner position. *** *** *** ***

Part of map
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