

LEGAL DESCRIPTION

A tract of land located in the Northwest quarter of the Southeast quarter of Section 18, Township 1 South, Range 17 East, Willamette Meridian in the County of Sherman, and State of Oregon, being more particularly described as follows:

Commencing at a point 264 feet West of the Southeast corner of said quarter-quarter. Thence North to the Northerly right-of-way line of the now abandoned O.W.R. & N. Co. Railroad right-of-way. Thence North 284 feet; thence North $49^{\circ} 20'$ West 217 feet; thence South $45^{\circ} 30'$ West, 85 feet; thence, (Southeasterly), South $48^{\circ} 48'-22''$ East along the Southerly boundary of those tracts of land conveyed from William T. Murphy by Bargain and Sale Deed, recorded April 20, 1988, Sherman County file number 880092, and instrument recorded June 7, 1979, in Book 44, page 611, Sherman County Deed Records, a distance of 18.81 feet to the point of beginning of the following described tract. Said beginning point is also at O.S.H.D. (Oregon State Highway Department), engineer's station 481 +95.83 at 50.00 feet, left.

The Basis of Bearing for the remainder of this legal description is Oregon North, NAD 1983, Grid Bearings. Thence continuing South $48^{\circ} 42'-22''$ East (Deed Bearing) equals South $48^{\circ} 36'55''$ East (Grid Bearing) along said Southerly line a distance of 244.49 feet to a found iron pipe shown on the O.S.H.D. map dated March 1942 and revised June, 1945. Said point being the Northeasterly angle point described by Warranty Deed conveyed from Thomas Douma, et ux, recorded November 16, 1941, in Deed Book 27, at page 103, Sherman County Deed Records. Thence South $00^{\circ} 02'27''$ East a distance of 182.00 feet to said railroad right-of-way; Thence continuing South $00^{\circ} 02'27''$ East a distance of 129.19 feet to the Southerly right-of-way line of the now abandoned O.W.R. & N. Co. Railroad right-of-way; thence following said Southerly right-of-way along the arc of a 2,814.70 foot radius curve to the left, (the long chord of which bears South $48^{\circ} 14'19''$ West a distance of 158.48 feet), an arc distance of 158.50 feet; thence South $46^{\circ} 28'25''$ West along said Southerly right-of-way line a distance of 337.32 feet to said South quarter-quarter line; thence North $89^{\circ} 52'27''$ West along said South quarter-quarter line a distance of 144.87 feet, to a similar 1942 found O.S.H.D. iron pipe on said South quarter-quarter line; thence North $89^{\circ} 53'14''$ West along the South line of said quarter-quarter a distance of 321.34 feet to a point on said quarter-quarter line which is 50.00 feet, when measured at right angles, from the right-of-way center line of relocated Sherman Highway (U.S. 97); thence North $37^{\circ} 12'19''$ East along the Southeasterly right-of-way of said relocated Sherman Highway a distance of 776.72 feet to a point which is at O.S.H.D. engineer's station 484+57.01 P.O.T. ahead equals 484+59.95 P.T. at 50 feet left; thence following the Southeasterly right-of-way of said relocated Sherman Highway along the arc of a 1,382.39 foot radius curve to the right, (the long chord of which bears North $42^{\circ} 35'34''$ East a distance of 259.60 feet), an arc distance of 259.99 feet to the point of beginning.

ALSO: that portion of the abandoned OWR&N Co. Railroad lying Southerly of the

above described parcel of land and Northerly of a 33 foot roadway, said road right of way being parallel with Southerly boundary of said railroad.

EXCEPTING: Commencing at the Southeast one sixteenth corner of Section 18, Township 1 South, Range 17 East; thence North $89^{\circ} 52'27''$ West along the South line of the Northwest Quarter of the Southeast Quarter of said Section 18 a distance of 784.16 feet, to a found iron pipe shown on the O.S.H.D. map dated March 24, 1942, and revised June, 1945; thence North $89^{\circ} 53'14''$ West along said South line a distance of 121.39 feet, to the true point of beginning. Thence continuing North $89^{\circ} 53'24''$ West along said South line a distance of 68.05 feet; thence along the arc of a 2112.33 foot radius curve to the right, (the long chord of which bears North $31^{\circ} 39'04''$ East a distance of 2281.96 feet), an arc distance of 282.17 feet; thence North $35^{\circ} 28'46''$ East a distance of 309.14 feet; thence along the arc of a 461.89 foot radius curve to the left, (the long chord of which bears North $30^{\circ} 27'20''$ East a distance of 80.89 feet), an arc distance of 81.00 feet; thence North $18^{\circ} 54.02''$ East a distance of 43.96 feet; thence along the arc of a 27.78 foot radius curve to the left, (the long chord of which bears North $07^{\circ} 18'22''$ West a distance of 31.13 feet), an arc distance of 32.89 feet; thence North $40^{\circ} 02'16''$ West a distance of 23.42 feet to a point on the southeasterly right-of-way of relocated Sherman Highway (U.S. 97); thence following said southeasterly right-of-way along the arc of a 1382.39 foot radius curve to the right, (the long chord of which bears North $40^{\circ} 12'13''$ East a distance of 60.88 feet), an arc distance of 60.89 feet; thence South $40^{\circ} 02'16''$ East a distance of 33.74 feet; thence along the arc of a 88.78 foot radius curve to the right, (the long chord of which bears South $07^{\circ} 18'11''$ East a distance of 96.02 feet), an arc distance of 101.45 feet; thence South $18^{\circ} 54'02''$ West a distance of 43.96 feet; thence along the arc of a 521.87 foot radius curve to the right, (the long chord of which bears South $30^{\circ} 27'20''$ West a distance of 91.40 feet), an arc distance of 91.52 feet; thence South $35^{\circ} 28'46''$ West a distance of 309.14 feet; thence along the arc of a 2052.33 foot radius curve to the left, (the long chord of which bears South $32^{\circ} 05'39''$ West a distance of 242.37 feet), an arc distance of 242.51 feet to the true point of beginning.