

Michael J. Claybaugh Survey

Part of the NW 1/4 of the SW 1/4 of Section 15,
T-6-S, R-7-E, Clay Township, Auglaize County, Ohio.

OLD NEW YORK CENTRAL RAILROAD (PENN-CENTRAL CORP.)
529.10'
2094+46.56 IRON

TRACT 1

Part of the northwest quarter of the southwest quarter of Section 15, T-6-S, R-7-E, Clay Township, Auglaize County, Ohio as evidenced by O.R. 125, Pg. 990 and being more particularly described as follows:

Beginning at a mine spike (set) at the intersection of the centerline of State Route 65 and the north right-of-way of the old New York Central Railroad (now Penn-Central Corp.);

thence N 00° 00' 00" E (assumed bearing) along the centerline of State Route 65 for a distance of 117.00 feet to a mine spike (set);

thence N 71° 29' 18" W for a distance of 550.20 feet to a point on the north right-of-way line of the aforesaid Railroad, said point being S 66° 48' 07" W and 0.52 feet from an old iron rod (found);

thence S 61° 17' 02" E along the northerly right-of-way line of the aforesaid Railroad for a distance of 299.83 feet to a 5/8" re-rod w/cap (set) 50.00 feet right of STATION P.T. 2086+21.87;

thence with a curve to the right having a radius of 8,640.09 feet and a chord which bears S 60° 17' 46" E for an arc distance of 297.93 feet to the Place of Beginning, containing therein 0.677 acres more or less.

TRACT 2

Part of the northwest quarter of the southwest quarter of Section 15, T-6-S, R-7-E, Clay Township, Auglaize County, Ohio and being more particularly described as follows:

Beginning at a mine spike (set) at the intersection of the centerline of State Route 65 and the north right-of-way line of the old New York Central Railroad (now Penn-Central Corp.);

thence S 00° 00' 00" W (assumed bearing) along the centerline of State Route 65 for a distance of 48.30 feet to a mine spike (set) midway between the right-of-way lines of the aforesaid railroad;

found iron N 66° 48' 07" E of and 0.52' from corner.

521.73' (7.905 chains)

299.83'
S 61° 17' 02" E

277.10'

299.83'
S 61° 17' 02" E

IRON
P.T. 2086+21.87
(base of iron is
N 43° 52' 11" W of
and 1.20 feet from P.T.)

thence on a non-tangent curve concave to the southwest having a radius of 8598.59 feet and a chord which bears N 60° 12' 50" W for an arc distance of 321.16 feet to a 5/8" re-rod w/cap (set) 8.5' right of STATION P.T. 2086+21.87;

thence N 61° 17' 02" W, continuing along the line midway between the aforesaid railroad right-of-way lines for a distance of 277.10 feet to a 5/8" re-rod w/cap (set);

thence N 00° 00' 00" E for a distance of 47.32 feet to the northerly right-of-way line of the aforesaid Railroad;

thence with the northerly right-of-way line of the aforesaid Railroad S 61° 17' 02" E for a distance of 299.83 feet to a 5/8" re-rod w/cap (set) 50.00 feet right of P.T. STATION 2086+21.87;

thence with a curve to the right having a radius of 8,640.09 feet and a chord which bears S 60° 17' 46" E for an arc distance of 297.93 feet to the Place of Beginning, containing therein 0.5697 acres more or less.

TOTAL CURVE
Δ = 02° 41' 00"
R = 8590.09'
T = 201.19'
L = 402.30'

GRAPHIC SCALE



(IN FEET)
1 inch = 30 ft.

GUTMAN RD.

STATE ROUTE 65 (60')
S 00° 00' 00" W
744.02'

(RECORD 71° 25')
71° 29' 18" meas.

TRACT 1
0.677 acres

TRACT 2
0.5697 acres

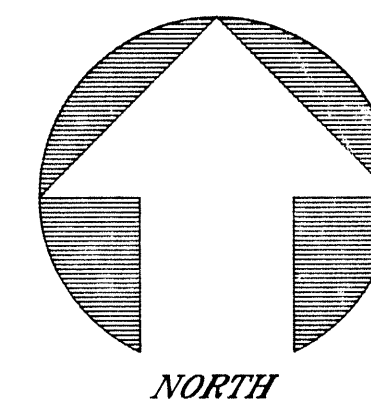
R=8640.09' L=297.93'

R=8598.59' L=321.16'

R=8557.09' L=344.42'

34.96' arc

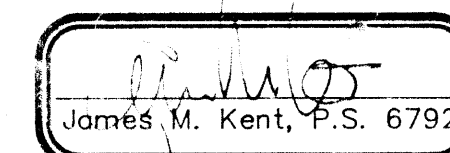
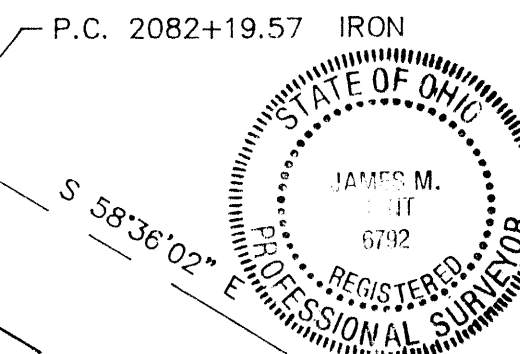
1681.15'



5/04/92

LEGEND

- 5/8" re-rod w/cap (set)
- mine spike (set)
- railroad spike (found)
- railroad monument (found)



South Line Section 15

REVISED 8/18/92

CLA-15-1