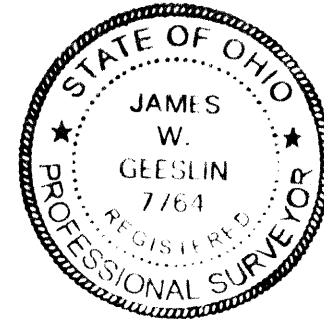
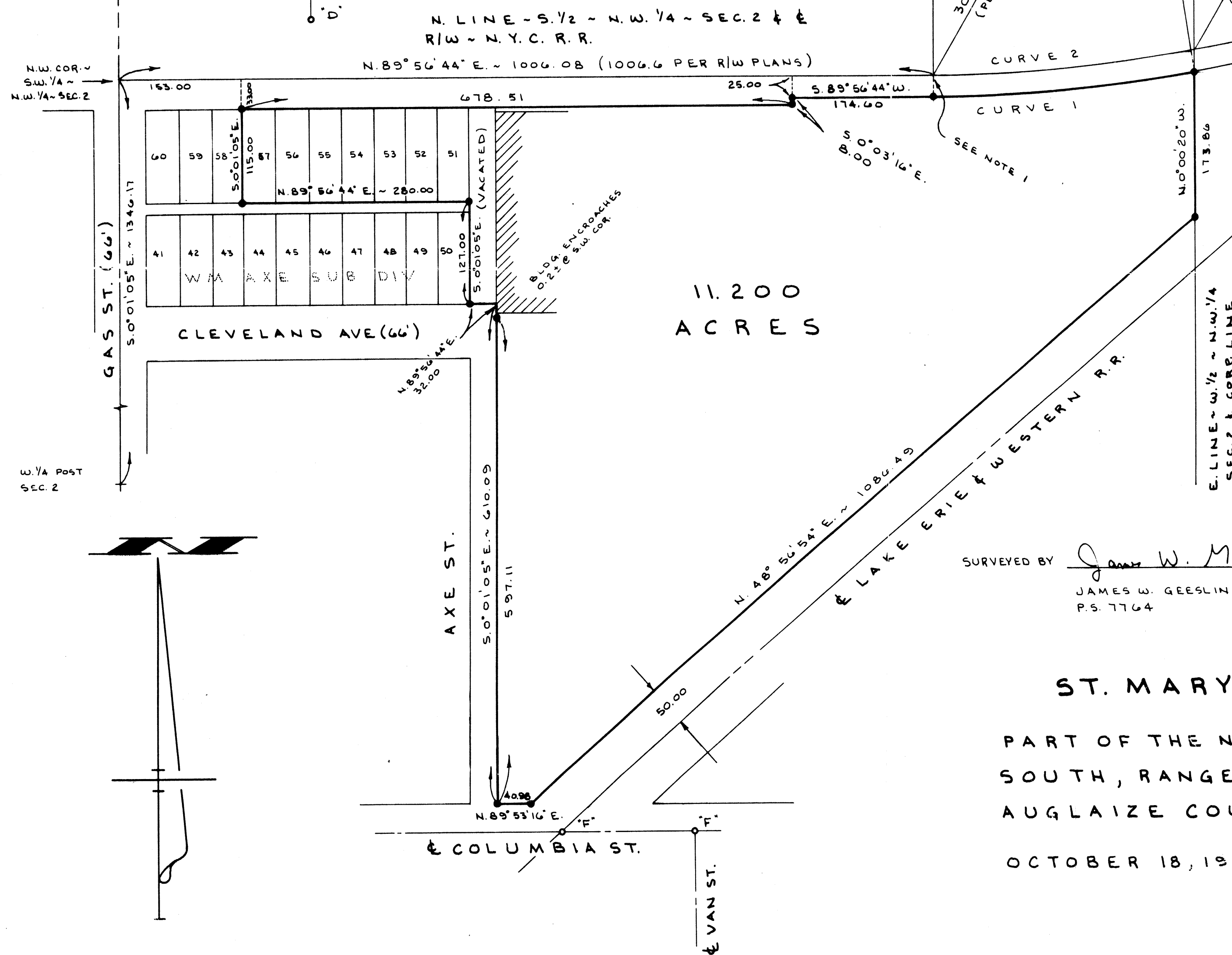


- LEGEND**
- "A" = R.R. SPIKE FOUND.
  - "B" = P.K. NAIL @ FORMER LOCATION OF COR. STONE.
  - "C" = IRON BAR FOUND (SEE STATE R/W PLANS).
  - "D" = COR. POST @ S. 1/4 POST ~ SEC. 2.
  - "E" = P.K. NAIL FOUND @ E GAS ST. & SPRING ST.
  - "F" = P.K. NAIL FOUND (SEE CITY REF'S)
  - = 5/8" IRON BAR SET.

- SURVEY REFERENCES**
- 1) 10-28-94 SKETCH BY G. GEESLIN DETERMINING N. S. 1/2 SEC. LINE.
  - 2) W.M. AXE SUB-DIV. PLAT.
  - 3) NEW YORK CENTRAL R.R. CO. R/W. PLANS.

**CURVE DATA (CHORD DEFINITION)**

	R	Δ	L	CHORD
CURVE 1	1933.38	9°30'43"	320.97	S. 85°11'23" W. 320.60
CURVE 2	1908.38	9°38'18"	321.03	S. 85°07'35" W. 320.65
CURVE 3	1908.38	14°51'58"	495.15	S. 72°52'27" W. 493.77
TOTAL CURVE ON E	1908.38	41°02'00"	1366.72	S. 69°25'44" W. 1337.70



- NOTES**
- 1) FOUND R.R. MONUMENTATION @ P.T. USED POINT FOR EAST-WEST STATIONING BUT USED SECTIONALIZED LINE FOR R/W DETERMINATION AS IT IS MY OPINION THIS WAS THE INTENT. POINT FOUND IS 2.25 SOUTH OF CALC. P.T.
  - 2) THIS DIFFERENCE IN STATIONING WITH R/W PLANS IS SIGNIFICANT BUT APPEARS TO BE AN ERROR IN R/W PLANS AS STATIONING DIFFERENCES TO W. LINE OF SEC. 2 & E. L.E.W. R.R. ARE REASONABLE.
  - 3) AS A RESULT OF USING SECTIONALIZED LINES IN DETERMINING BOUNDARIES OF W.M. AXE SUB-DIV., DIFFERENCES EXIST WITH CITY STREET INTERSECTIONS.

SURVEYED BY James W. Geeslin  
 JAMES W. GEESLIN  
 P.S. 7764

**ST. MARYS FOUNDRY SURVEY**  
 PART OF THE N.W. 1/4 OF SECTION 2, TOWN 6  
 SOUTH, RANGE 4 EAST, (ST. MARYS TOWNSHIP),  
 AUGLAIZE COUNTY, OHIO.

OCTOBER 18, 1996 SCALE 1" = 100'

# GEESLIN SURVEYING

REGISTERED LAND SURVEYOR

PHONE 419-586-6155

October 18, 1996

## ST. MARYS FOUNDRY SURVEY DESCRIPTION

Being a parcel of land situated in the City of St. Marys, St. Marys Township, Auglaize County, Ohio, in the southwest quarter of the northwest quarter of Section 2, Township 6 South, Range 4 East. Being more particularly described as follow:

Commencing for reference at the northwest corner of the southwest quarter of the northwest quarter of said section 2-

Thence, north  $89^{\circ}56'44''$  east, along the north line of the south half of the northwest quarter of said Section 2, a distance of one hundred fifty-three (153.00) feet to a point-

Thence, south  $0^{\circ}01'05''$  east, a distance of thirty-three (33.00) feet to a  $5/8$  inch iron bar at the northwest corner of lot number 57 of the Wm. Axe Subdivision, said point being the place of beginning for the herein described parcel of land-

Thence, continuing, south  $0^{\circ}01'05''$  east, along the west line of said lot number 57, a distance of one hundred fifteen (115.00) feet to a  $5/8$  inch iron bar-

Thence, north  $89^{\circ}56'44''$  east, a distance of two hundred eighty (280.00) feet to a  $5/8$  inch iron bar at the southeast corner of lot number 51 of said Wm Axe Subdivision-

Thence, south  $0^{\circ}01'05''$  east, along the west line of vacated Axe Street, a distance of one hundred twenty-seven (127.00) feet to a  $5/8$  inch iron bar-

Thence, north  $89^{\circ}56'44''$  east, a distance of thirty-two (32.00) feet to a point-

Thence, south  $0^{\circ}01'05''$  east, along the east line of Axe Street, a distance of six hundred ten and  $09/100$  (610.09) feet to a  $5/8$  inch iron bar-

Thence, north  $89^{\circ}53'16''$  east, along the north line of Columbia Street, a distance of forty and  $98/100$  (40.98) feet to a  $5/8$  inch iron bar-

St. Marys Foundry Survey Description  
page 2

Thence, north  $48^{\circ}56'54''$  east, along the north right-of-way line of the Lake Erie and Western Railroad, a distance of one thousand eighty-six and  $49/100$  (1086.49) feet to a  $5/8$  inch iron bar-

Thence, north  $0^{\circ}00'20''$  west, along the east line of the west half of the northwest quarter of said Section 2 and the City of St. Marys Corporation Line, a distance of one hundred seventy-three and  $86/100$  (173.86) feet to a  $5/8$  inch iron bar in the south right-of-way line of the New York Central Railroad-

Thence, westerly, along a curve to the right and the south right-of-way line of said New York Central Railroad, said curve having a central angle of  $9^{\circ}30'43''$  and a radius of 1933.38 feet, an arc distance of three hundred twenty and  $97/100$  (320.97) feet to a  $5/8$  inch iron bar. The chord to the last described call bears south  $85^{\circ}11'23''$  west, a distance of 320.60 feet-

Thence, south  $89^{\circ}56'44''$  west, along said south right-of-way line of said New York Central Railroad, a distance of one hundred seventy-four and  $60/100$  (174.60) feet to a  $5/8$  inch iron bar-

Thence, south  $0^{\circ}03'16''$  east, along said south right-of-way line of said New York Central Railroad, a distance of eight (8.00) feet to a  $5/8$  inch iron bar-

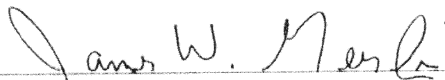
Thence, south  $89^{\circ}56'44''$  west, along said south right-of-way line of said New York Central Railroad, a distance of six hundred seventy-eight and  $51/100$  (678.51) feet to the place of beginning.

Containing 11.200 acres of land more or less.

Subject to all easements and right-of-way of record.

Reference is made to a survey of this area by James W. Geeslin, Professional Surveyor 7764, dated October 18, 1996, on file in the County Engineer's Office.

Surveyed by



James W. Geeslin  
Professional Surveyor 7764

