



O.W.R.R. & N. Co.
Old Right-of-way
Easterly Line

ENGINEERS CERTIFICATE

This is to certify that on the 11th day of November, 1949, I surveyed for GARRETT FREIGHTLINES INC. the following described tract of land situated in the City of Pendleton, Umatilla County, State of Oregon, to-wit:

Beginning at the center of the NW 1/4 of Sec 10, T.2N., R.32E., W.M.; thence S 89° 33' 30" W 783.85 Ft.; thence S 02° 08' 30" E 75.03 Ft. to the point of beginning of this description; thence S 02° 08' 30" E 254.97 Ft.; thence S 89° 33' 30" W 57.47 Ft.; thence S 28° 47' W 115.99 Ft.; thence N 59° 39' W 40.45 Ft.; thence N 34° 21' W 191.10 Ft.; thence N 02° 08' 30" W 176.88 Ft.; thence N 89° 33' 30" E 253.11 Ft. to the point of beginning.

and that I have located the improvements thereon known as the GARRETT FREIGHTLINES INC. TERMINAL, PENDLETON, OREGON, as shown on the plat, and that the lines shown and established are in accordance with a transit & tape survey.

Dated this 18th day of November, 1949

Frank R. Ofner
Registered Professional Engineer
License No. 2475

FRANK R. OFNER REGISTERED ENGINEER			
PENDLETON		OREGON	
GARRETT FREIGHTLINES INC. PLATT OF PENDLETON TERMINAL			
DATE	DB	SCALE	DRWG NO
11-18-49	FRO	1" = 40 Ft	CE 21-49-1

Q-1296-A-10-2621-0

STRANIX AND OFNER
ENGINEERS
PENDLETON, OREGON
—
PHONE 492

18 October, 1949

Mr. Frank B. Hayes
County Engineer
Umatilla County
Pendleton, Oregon

Dear Sir:

The following is an extract of the field notes of a survey performed for Garrett Freightlines Inc.:

Upon receiving the necessary information, the field crew was sent out and a search was made for corners as shown on the plat dated July 3, 1945 and made by R. T. Longhorn. At this time, the Northwest corner of the original Garrett property was found as well as two other pins on the North lines. As it was impossible to see through on line, an off-set line was run and the points checked. The off-set line verified the Northwest corner as to distance and line as shown on the plat. With this information, the other corners shown were searched for by reestablishing the lines. At this time the two corners on the Oregon Trail Highway Right-of-way were found. Discrepancies in bearing and distance were then found and an effort made to find the error in the plat and to adjust the lines. It soon became apparent that an adjustment was not a solution to the problem and work was started to reestablish Block 2 of Edgewood Addition in order that the Garrett Property could be reestablished from that. Monuments were found, as shown on accompanying plat, and the original distances as found by J. Kimbrell in 1910 were checked within hundredths confirming the monuments found. From this information the Garrett property was reestablished as indicated by the accompanying plat.

Very truly yours,

Frank R. Ofner

8-1296-A

16 November, 1949

The following is a description for the GARRETT FREIGHTLINES INC. Pendleton property:

In T.2 N., R.32 E., W.M.

Beginning at the center of the Northwest Quarter of Section 10, T.2 N., R.32 E., W.M.; thence South $89^{\circ}33'30''$ West 642.42 Ft, along the East-West line through said center of the Northwest Quarter of Section 10 to the intersection of said line and the extended East line of Block 2, Edgewood Addition to the City of Pendleton, which point is marked by a monument consisting of a $\frac{1}{8}$ inch CIP; thence South $89^{\circ}33'30''$ West along the said East-West line through the center of the Northwest Quarter of Section 10, 141.43 Ft; thence South $02^{\circ}08'30''$ East, parallel to the East line of Blk 2 of said Edgewood Addition, 75.03 Ft along the West line of that property deeded in deed book 174 page 220 of the Deed Records, Umatilla, County, to the point of beginning of this description; thence South $02^{\circ}08'30''$ East, parallel to the East line of said Blk 2, Edgewood Addition, along said property line through lots 15, 14, and 13 all in Block 2, of said Edgewood Addition, 254.97 Ft to a point on the South line of said Lot 13, Block 2, Edgewood Addition, said point being the Southwest corner of said property recorded in Deed Book 174 Page 220 of said Deed Records; thence South $89^{\circ}33'30''$ West, parallel to the East-West line through the center of said Northwest Quarter of Section 10, and along the South line extended of said lot 13, Block 2 of Edgewood Addition, 57.47 Ft to the intersection of the Westerly line of said Edgewood Addition and the South line of said lot 13 extended; thence South $28^{\circ}47'$ West 115.99 Ft along said Westerly line of Edgewood Addition to the point of intersection of the Westerly line of Block A of said Edgewood Addition and the Northerly right-of-way line of the Oregon Trail Highway; thence North $59^{\circ}39'$ West along said right-of-way 40.45 Ft to the intersection of said right-of-way and the Easterly right-of-way line of the Oregon Washington Railroad and Navigation Companies old right-of-way as deeded in Deed Book 1, Page 12 of the Deed Records Umatilla County; thence North $34^{\circ}21'$ West along said right-of-way 191.10 Ft to the South corner of the property deeded in Deed Book 174, Page 225 of the said deed Records; thence North $02^{\circ}08'30''$ West, parallel to the East line of Block 2 of said Edgewood Addition, along the Easterly line of said property as recorded in Deed Book 174 Page 225 of said Deed Records, 176.88 Ft to the Northeast corner of said property; thence North $89^{\circ}33'30''$ East along the Southerly lines of the properties recorded in Deed Book 174, Pages 222, 223, 224, and 222 of the said Deed Records, parallel to the East-West line through center of said North west Quarter of section 10, 253.11 Ft to the point of beginning.

18 November, 1949

Garrett Freightlines Inc.
Pendleton, Oregon

Gentlemen:

The accompanying platt shows an encroachment by the Garret Freightlines Inc. on that property now owned by Mr. Allen, and an encroachment by Carroll Equipment Co., on Garrett Freight Lines Inc.

These encroachments could most easily and quickly be eliminated by the exchange of deeds in order that the lines should become the fence lines as they now are. It is my recommendation that Garrett Freightlines Inc. deed the following to Carroll Equipment Co.:

Beginning at the intersection of the Southerly line of Lot 13 of Block 2 of the Edgewood Addition to Pendleton extended and the Westerly line of said Edgewood Addition; thence North $28^{\circ}47'$ East 3.18 Ft; thence ~~South~~ $89^{\circ}38'$ East 59.78 Ft; thence South $02^{\circ}-28'$ East 1.94 Ft; thence South $89^{\circ}33'30''$ West 61.40 Ft to the point of beginning. Containing 0.003 Acres M/L.

And obtaining a deed from Mr Allen to Garrett Freightlines Inc. for the following:

Beginning at the point of intersection of the Southerly line of Lot 6 and the Easterly line of Block 2, Edgewood Addition to the City of Pendleton, which point is the Southeast corner of Lot 6; thence South $89^{\circ}33'30''$ West along the southerly line of Lot 6 and 13 of said Block 2 Edgewood Addition, 141.43 Ft to the point of beginning of this description; thence North $02^{\circ}08'30''$ West 254.97 ft; thence North $89^{\circ}33'30''$ East 2.48 Ft; thence South $02^{\circ}28'$ East 255.02 Ft to a point on said Southerly line of Lot 13 Block 2 of said Edgewood Addition; thence South $89^{\circ}33'30''$ West along said southerly line of Lot 13 Block 2 of said Edgewood Addition 3.93 Ft to the point of beginning. Containing 0.019 Acres M/L.

Very truly yours,

Frank R. Ofner

18 November, 1949

Garrett Freightlines Inc.
Pendleton, Oregon

Gentlemen:

Enclosed please find the certified plat of your pendleton property, a copy of the field notes filed with the County Engineer, a new description for your property, and a recommendation as to how the encroachments can be eliminated with a minimum of delay.

You will notice from the copy of the field notes that considerable difficulty was encountered in completing the survey of the property. The original partition was accomplished in 1945 by Mr. Longhorn who was not licensed, but due to the war there were none available.

The error was finally fixed as having occurred when the wrong monument was used to base the survey upon. The result is that there is a shortage East and West of the difference between 562.5 and 556.33 feet, or 6.17 feet. In view of the fact that all of the deeds effecting the original tract were ~~signed~~ the same date, the shortage has been proportionally distributed among the tracts in the original area. The basis used for this decision was the decisions handed down when the courts have decided what was equitable in similar cases. The bearings will be different as they were reoriented with the original work done in the area, and such a change is of minor importance.

Thank you .

Very truly yours,

Frank R. Ofner