

FOUND 2-1/2" DIAM. ALUMINUM CAP ON 2-1/2" ALUMINUM PIPE WITH BEARING TREES

S26 S25 N89°43'58"E 2647.06' (EAST 40 CHAINS = 2640')

S35 S36

FOUND 3" DIAM. BRONZE CAP ON 1-1/2" GALVANIZED PIPE WITH BEARING TREES

S25 S36

**OREGON STATE PARKS & RECREATION DEPARTMENT**  
**SURVEY OF A PORTION OF THE TOWNSHIP LINE COMMON TO T.1S.,R.35E.,W.M. S.W. 1/4 SECTION 36 AND T.2S.,R.35E.,W.M., N.W. 1/4 SECTION 1 & N.E. 1/4 SECTION 2.**

OREGON STATE PARKS  
 525 TRADE ST SE  
 SALEM, OREGON 97310  
 PHONE NUMBER: (503) 378-6821

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON JULY 26 1992  
 ANDREW T. BLACHLY 2188

UNION COUNTY, OREGON  
 MAY, 1992

PAGE 1 OF 2

SCALE: 1" = 300'  
 BASIS OF BEARINGS:  
 SOLAR OBSERVATION near  
 SOUTH 1/4 CORNER SECTION 36  
 PARKS SURVEY PLAT 3-I-82

UTILITY PARCEL BOUNDARY DIMENSIONS

POINT	(DEED CALL)	FOUND BETWEEN MONUMENTS
"A"	(B-N42°5'W, 50')	N 43°47'27"W, 50.52'
"B"	(B-S47°09'W, 50')	S 47°02'38"W, 50.03'
"C"	(B-S42°5'W, 50')	S 42°59'45"E, 49.97'
"D"	(B-N47°09'E, 50')	N 47°39'32"E, 50.74'
"E"	(B-S37°22'30"E 3400.6)	S 37°27'20"E 3400.75'

(A-7558 CHAINS = 49863') S 00°14'10"E 4958.88'

RAILROAD	FOUND	MONUMENTS
FOUND	DISTANCE	OFFSET
3/4" DIAM. IRON ROD	FROM POINT 'F'	LOOKING AHEAD
'G'	- 87.89'	0.20'
'H'	398.57'	1.63'
'I'	445.95'	1.71'
'J'	856.92'	4.57'
'K'	901.04'	4.50'

SOUTH 1/4 CORNER SECTION 36

RECORD HIGHWAY CENTERLINE TIE TO CORNER:  
 ANGLE: 30°53'  
 DISTANCE: 145.4'  
 STATION: 63+50 P.O.T.  
 SEE: OREGON STATE HIGHWAY DEPARTMENT  
 DRG. NO. 4B-13-1  
 "KAMELA - HILGARD SECTION"  
 JULY 1932

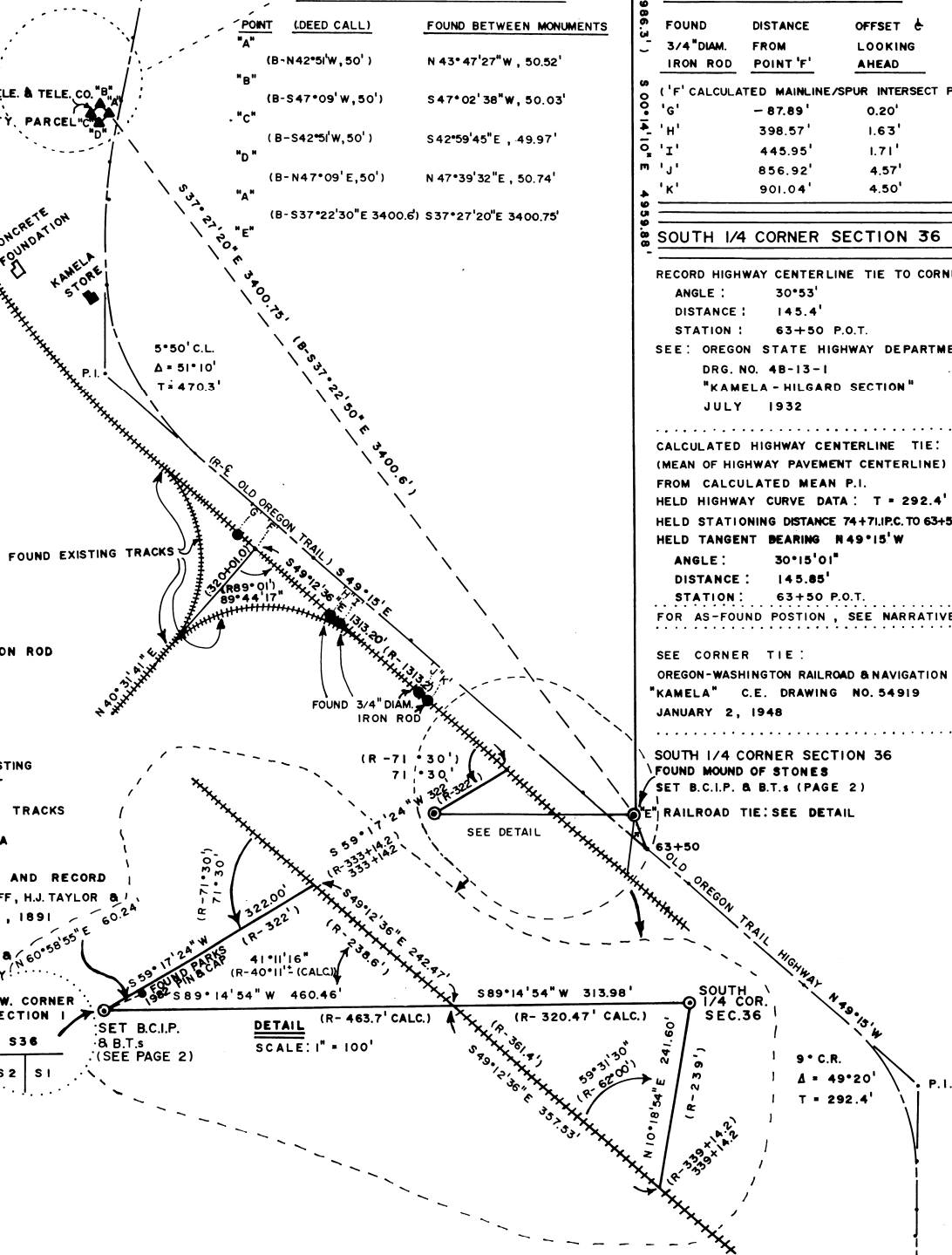
CALCULATED HIGHWAY CENTERLINE TIE:  
 (MEAN OF HIGHWAY PAVEMENT CENTERLINE)  
 FROM CALCULATED MEAN P.I.  
 HELD HIGHWAY CURVE DATA: T = 292.4'  
 HELD STATIONING DISTANCE 74+71.1 P.C. TO 63+50 P.O.T.  
 HELD TANGENT BEARING N 49°15' W  
 ANGLE: 30°15' 01"  
 DISTANCE: 145.85'  
 STATION: 63+50 P.O.T.  
 FOR AS-FOUND POSITION, SEE NARRATIVE.

SEE CORNER TIE:  
 OREGON-WASHINGTON RAILROAD & NAVIGATION CO.  
 "KAMELA" C.E. DRAWING NO. 54919  
 JANUARY 2, 1948

SOUTH 1/4 CORNER SECTION 36  
 FOUND MOUND OF STONES  
 SET B.C.I.P. & B.T.s (PAGE 2)  
 RAILROAD TIE: SEE DETAIL

LEGEND

- ▲ FOUND 1/2" DIAM. SMOOTH IRON ROD
- FOUND MONUMENT
- SET MONUMENT
- CENTERLINE OF EXISTING HIGHWAY PAVEMENT
- ||||| EXISTING RAILROAD TRACKS
- ( ) G.L.O. RECORD DATA
- (A- ) OLD BOOK 1, PLAT AND RECORD SURVEY FOR J.R. HUFF, H.J. TAYLOR & CORBETT; JUNE 9, 1891
- (B- ) PACIFIC TELEPHONE & TELEGRAPH COMPANY DEED BOOK 142 PAGE 108
- (R- ) O.W.R.R. & N. COMPANY RAILROAD LOCATION SURVEY



DETAIL  
 SCALE: 1" = 100'

9° C.R.  
 Δ = 49°20'  
 T = 292.4'

CS# 026-1992

1207

**OREGON STATE PARKS & RECREATION DEPARTMENT SURVEY  
OF A PORTION OF THE TOWNSHIP LINE COMMON TO T.1S.,  
R.35E., W.M. SW 1/4 SECTION 36 AND T.2S., R.35E., NW 1/4  
SECTION 1 AND NE 1/4 SECTION 2.**

**UNION COUNTY, OREGON MARCH 1992, SCALE: 1"= 300'**

**PAGE 2 OF 2**

FILED BY  
D. J. ...  
Date  
Page  
No.

KAMELA VICINITY  
BLUE MOUNTAIN FOREST WAYSIDE

**SOUTH 1/4 CORNER SECTION 36**

**NARRATIVE**

**STANDARD CORNER TO SECTIONS 1 AND 2 OF TOWNSHIP 2 SOUTH,  
RANGE 35 EAST ON THE TOWNSHIP LINE.**

THIS CORNER WAS RE-ESTABLISHED USING THE RECORD TIE SHOWN ON THE OREGON-WASHINGTON RAILROAD & NAVIGATION CO. STATION MAP OF KAMELA DATED JANUARY 2, 1948. A NOTE ON THIS MAP SAYS "PLATTED FROM FORMER MAPS, 'AS CONSTRUCTED' WORK ORDER PRINTS TO DATE, DIVISION ENGINEER'S 1947 RESURVEY, OREGON STATE HIGHWAY DEPARTMENT DWG. NO. 4B-13-1, AND LETTERS IN CHIEF ENGINEER'S FILE A-10167AC."

OUR SURVEY TIED EXISTING CENTERLINE (SPLITS OF RAILROAD TRACKS) OF SPUR AT STATION 320+0.0 AND OF E.B.M. (EAST BOUND MAINLINE). WE FOUND UNRECORDED 3/4" IRON RODS, APPROXIMATELY AT THE SPLIT OF R/R TRACKS ON E.B.M., AND SHOWED THEIR POSITION FOR INFORMATION. USING PLAT OFFSETS FROM EXISTING TRACKS TO THE ORIGINAL MAINLINE, WE COMPUTED ORIGINAL MAINLINE ALIGNMENT. WE INTERSECTED FOUND SPUR ALIGNMENT WITH COMPUTED ORIGINAL MAINLINE TO ESTABLISH STATIONING ON ORIGINAL MAINLINE. THEN USING RAILROAD PLAT RECORD ANGLE AND DISTANCE TIE, THE POSITION OF THE SECTION CORNER WAS ESTABLISHED. WE FOUND NO PHYSICAL CORNER EVIDENCE IN THIS VICINITY, SO MONUMENTATED THE RECORD POSITION.

CALCULATED VERSUS RAILROAD PLAT RECORD RELATIONSHIP OF THE NEARBY SOUTH 1/4 CORNER OF SECTION 36 (ROUND PILE OF STONES) TO RAILROAD TRACKS AND TO THIS SECTION CORNER (CLOSING CORNER S14S2 ON S36) WERE WITHIN ACCEPTABLE AND EXPECTED TOLERANCES. THE RAILROAD PLAT DIRECT TIES WERE APPARENTLY MADE FROM EVEN 100 FOOT RAILROAD CENTERLINE STATIONS (600 FEET STATIONING DIFFERENCE), AND ARE SHOWN ONLY TO THE NEAREST FOOT FOR DISTANCE, AND TO THE NEAREST HALF DEGREE FOR ANGLE. THIS IMPLIES THAT A COMPASS OR ROUGH TRANSIT TIE MAY HAVE BEEN USED. HOWEVER, WE FELT THIS WAS MUCH BETTER AND MORE DEFINITIVE EVIDENCE OF CORNER LOCATION THAN A DISTANT PROPORTIONING WOULD BE, SO WE USED THE RECORD RAILROAD POSITION TO RE-ESTABLISH THIS CORNER. THE RAILROAD PRELIMINARY SURVEY LINE WAS IN EXISTENCE WHEN THE TOWNSHIP LINE WAS ORIGINALLY RUN BY G.L.O. SURVEYORS. IT THUS SEEMS REASONABLE THAT COMPASS TIES MIGHT HAVE BEEN THE METHOD USED TO CONNECT SECTIONAL CORNERS TO THE RAILROAD CENTERLINE SURVEY.

WE FOUND GENERAL BUT NOT PRECISE AGREEMENT BETWEEN THE RAILROAD PLAT STATION AND OFFSET TIES TO RAILROAD AND ADJACENT STRUCTURES, INCLUDING THE VICINITY FROM STATION 279+78 (CULVERT) TO 348+02.2 (CULVERT). OFFSET DISTANCES WERE CONSISTENTLY CLOSE, BUT STATIONING VARIED TYPICALLY 5 TO 15 FEET AHEAD OR BACK OF OUR SPUR INTERSECTION STATIONING BASIS. THUS WE USED THE SPUR AS THE MOST PRECISE STATIONING BASIS, COMPARED TO THE INEXACT STRUCTURE STATIONS.

THIS CORNER WAS NOT SET DURING THE 1891 G.L.O. SURVEY. WHILE IT IS COMPUTABLE BY LOTTING METHOD TO ESTABLISH A THEORETICAL POSITION, WE DID NOT DO THIS.

IT WAS APPARENTLY PHYSICALLY SET IN JUNE 1891 BY JOHN KIMBRELL, LATER TO BE UMATILLA COUNTY SURVEYOR IN THE OLD COUNTY SURVEYOR'S BOOK # 1, PAGE 312. HE SHOWS A DIMENSION SOUTHERLY FROM THE CENTER QUARTER CORNER TO THIS CORNER (WE DID NOT FIND EITHER THE CENTER QUARTER CORNER OR CENTER SOUTH SIXTEENTH CORNER), AND A TOTAL DIMENSION OF 75.55 CHAINS = 4986.3 FEET FROM THE NORTH QUARTER CORNER TO THIS CORNER (WE FIND 4959.87 FEET).

STAKES OF THE NEARBY O.W.R.R.&N. COMPANY RAILROAD LOCATION SURVEY WERE ON THE GROUND AND TIED TO BY THE ORIGINAL G.L.O. SURVEYORS WHO RAN THE BOUNDARY OF AND SUBDIVIDED THIS TOWNSHIP IN 1881 AND 1882. BOTH THE RAILROAD RIGHT-OF-WAY MAP (DATED 1947 RESURVEY) AND STATE HIGHWAY DRAWING NO. 4B-13-1 (DATED 1932) SHOW TIES TO THIS APPARENTLY THEN-EXISTING CORNER (HIGHWAY DRAWING SAYS "FOUND"). HIGHWAY FIELD NOTES DATED 2-11-1931 TIE " 1/4 COR. 1" ROUND STAKE".

A 1956 PROPERTY DEED (DEED BOOK 142, PAGE 108) FROM STATE OF OREGON HIGHWAY COMMISSION TO PACIFIC TELEPHONE & TELEGRAPH COMPANY HAS UNRECORDED SURVEY PINS MARKING ITS BOUNDARY. THE PINS ARE OF THE TYPE USED BY STATE HIGHWAY SURVEYORS CIRCA 1956 (SMOOTH 1/2" IRON ROD).

THE STONE MOUND WE FOUND CLOSELY FITS THE RECORD SOUTH 1/4 CORNER LOCATION AS COMPUTED IN RELATION TO 4 RECORD TIES: 1) UTILITY DEED INITIAL POINT TIE FITS WITHIN 0.15 FEET FOR DISTANCE AND 0° 04' 30" FOR BEARING; 2) AS BEST WE COULD RESOLVE THE SLIGHTLY INEXACT RAILROAD CENTERLINE, THE STONE MOUND FITS WITHIN 12 FEET OF STATIONING AND 6 FEET OF RECORD CENTERLINE OFFSET; 3) USING STATE HIGHWAY TRANSIT NOTE TIES (DATED 2-18-1931) TO BUILDINGS AT KAMELA (NEAR THE WEST 1/4 CORNER OF SECTION 36), FOUNDATIONS OF WHICH WE TIED IN THIS SURVEY, WE RECONSTRUCTED RECORD HIGHWAY CENTERLINE. WE USED THEN HIGHWAY DRAWING # 4B-13-1 TO COMPUTE A SOUTH 1/4 CORNER POSITION. THIS FELL ONLY 1.67 FEET N 86° 56' E FROM THE STONE MOUND; 4) USING THE PHYSICALLY EXISTING HIGHWAY CENTERLINE LOCATION AND CURVES TO DETERMINE CENTERLINE AND STATION POSITIONS, WE COMPUTED A FOURTH RECORD CORNER POSITION. THIS FELL S 89° 50' E, 1.70 FEET FROM THE STONE MOUND.

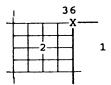
WE THUS ACCEPTED THE FOUND STONE MOUND AS THE SOUTH QUARTER CORNER, APPARENTLY SET NINE YEARS AFTER THE G.L.O. SURVEY BY JOHN KIMBRELL, AND PRESERVED IN POSITION SINCE.

THIS WAS A CLOSING CORNER, AND IS NOT KNOWN TO FALL ON THE TRUE TOWNSHIP LINE IN A NORTH-SOUTH POSITION.

**OREGON CORNER RESTORATION FORM**

Section 1 & 2 Township 2 S Range 35 E  
County UNION Date 3-3-92

**Corner Designation**



- Condition Report Only
- Not Found
- Renewed
- Unrecorded
- Surveyed In
- Referenced Out



CLOSING CORNER  
SECTIONS 1 & 2  
T.2S., R.35E., W.M.  
ON SECTION 36  
T.1S., R.35E., W.M.

Previous Renewals/Surveys, etc.  
(1891 G.L.O.) (OREGON-WASHINGTON RAILROAD & NAVIGATION CO.-1948)  
(OREGON STATE PARKS-1982) OREGON STATE PARKS-1992

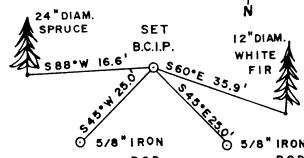
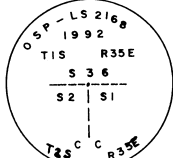
Monument(s) & Accessories Found: (Condition and Source)

NO ORIGINAL G.L.O. EVIDENCE  
(ADDITIONAL EVIDENCE FOUND ON TOWNSHIP LINE SHIFTED LOCATION OF OREGON STATE PARKS 1982 SURVEY SET OF CLOSING CORNER 1,2 ON 36)  
25"DIAM. SPRUCE PARTIALLY HEALED SCRIBE "T2S R35E S2 BT" BEARS S88°W 16.6' FROM NEW SET OF B.C.I.P. REMOVED PARKS 1982 LOCATION POSTER REPLACED WITH NEW LOCATION POSTER

**Monument Detail**

SET 2-1/2" DIAM. BRASS CAP ON 1-1/2" DIAM. GALVANIZED IRON PIPE 0.7' ABOVE GROUND

**Sketch**



**Monument Set (Procedures and Description)**

2-1/2" DIAM. BRASS CAP ON 1-1/2" DIAM. GALVANIZED IRON PIPE 0.7' ABOVE GROUND

**New Accessories**

BLANK CARSONITE 2.0' SOUTH  
5/8"x30" IRON ROD WITH PLASTIC CAP MARKED "OREGON STATE PARKS" BEARS S 45° W 25.0' 0.5' BELOW SURFACE OF GROUND  
5/8"x30" IRON ROD WITH PLASTIC CAP MARKED "OREGON STATE PARKS" BEARS S 45° E 25.0' 0.5' BELOW SURFACE OF GROUND  
12" DIAM. WHITE FIR SCRIBED "T2S R35E S1 BT" BEARS S 60° E 35.9' WITH METAL LOCATION POSTER

Location & Comments Compass Declination 20° E. of NORTH

BEARING OBJECTS SET BY HAND COMPASS AND STEEL TAPE Oregon State Parks & Recreation Department 525 Trade Street, S.E. Salem, OR 97310

Party Chief: BILLY J.W. HERMANN  
Notes: BILLY J.W. HERMANN  
Witness: HAROLD HANSON

**OREGON CORNER RESTORATION FORM**

Section 36 Township 1 S Range 35 E  
County UNION Date MARCH 3, 1992

**Corner Designation**



- Condition Report Only
- Not Found
- Renewed
- Unrecorded
- Surveyed In
- Referenced Out

SOUTH QUARTER CORNER SECTION 36

Previous Renewals/Surveys, etc.

OLD BOOK 1 PLAT AND RECORD SURVEY FOR J.F. HUFF, H.J. TAYLOR AND CORBET JUNE 9th, 1891; O.W.R.R.&N. 1947 SURVEY; HIGHWAY NOTES 1931

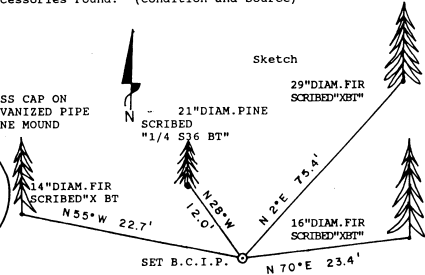
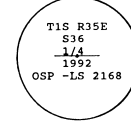
Monument(s) & Accessories Found: (Condition and Source)

**PILE OF STONES**

**Monument Detail**

SET 2-1/2" DIAM. BRASS CAP ON 1-1/2" DIAM. GALVANIZED IRON PIPE 0.8' HIGH IN STONE MOUND

**Sketch**



**Monument Set (Procedures and Description)**

2-1/2" DIAM. BRASS CAP ON 1-1/2" DIAM. GALVANIZED IRON PIPE 30" LONG WITH FLARED END

**New Accessories**

14" DIAM. DOUGLAS FIR N55°W 22.7' SCRIBED "X BT" WITH METAL LOCATION POSTER  
21" DIAM. PINE N28°W 12.0' SCRIBED "1/4 S36 BT" WITH METAL LOCATION POSTER  
29" DIAM. DOUGLAS FIR N2°E 75.4' SCRIBED "X BT" WITH METAL LOCATION POSTER  
16" DIAM. DOUGLAS FIR N70°E 23.4' SCRIBED "X BT" WITH METAL LOCATION POSTER  
ORANGE (BLANK) CARSONITE 4.0' LONG SET 1.2' INTO GROUND 2.0".

Location & Comments Compass Declination 20° E. of NORTH

USED HAND COMPASS AND STEEL TAPE TO SET BEARING TREES Oregon State Parks & Recreation Department 525 Trade Street, S.E. Salem, OR 97310

Party Chief: BILL HERMANN  
Notes: BILL HERMANN  
Witness: HAROLD HANSON

CS# 026-1992

1207