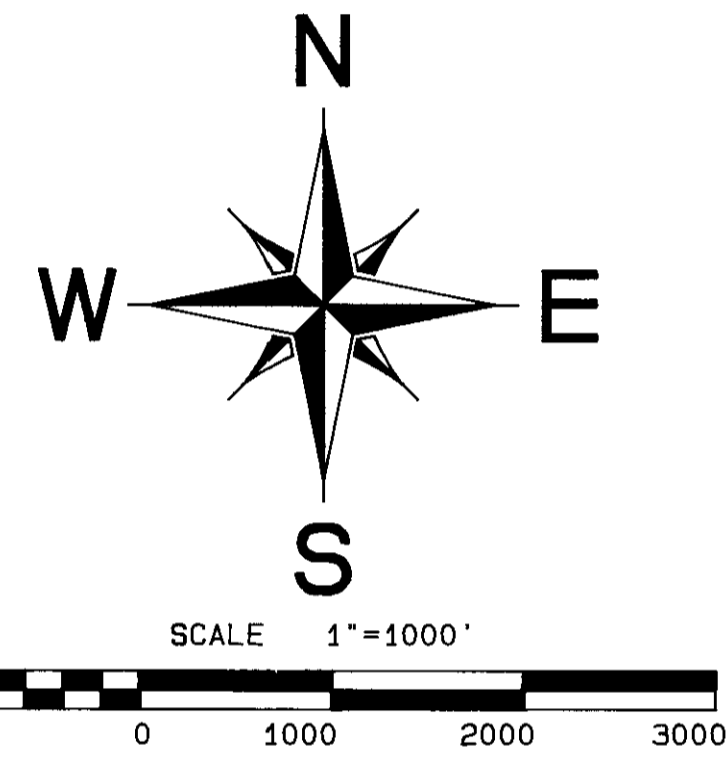
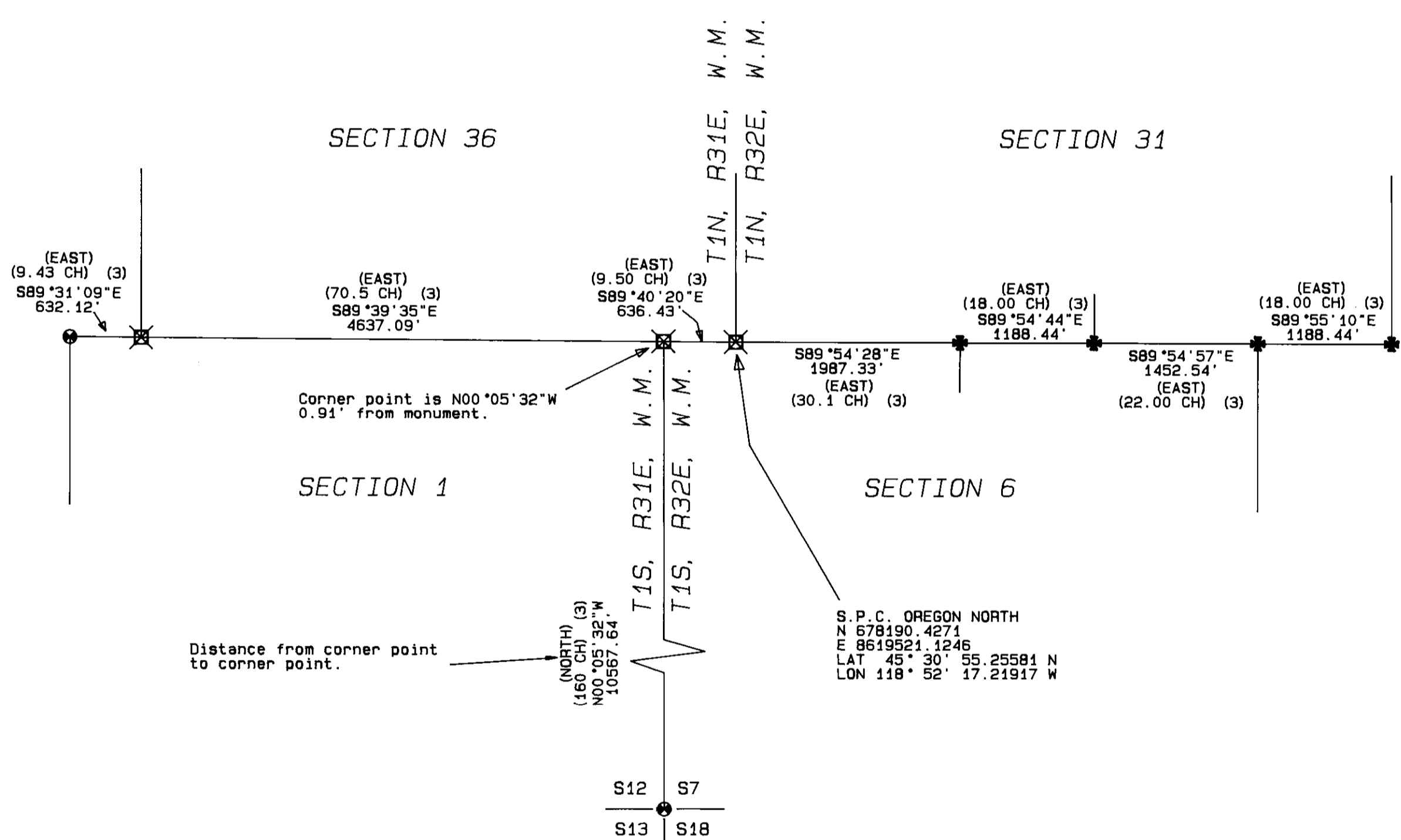
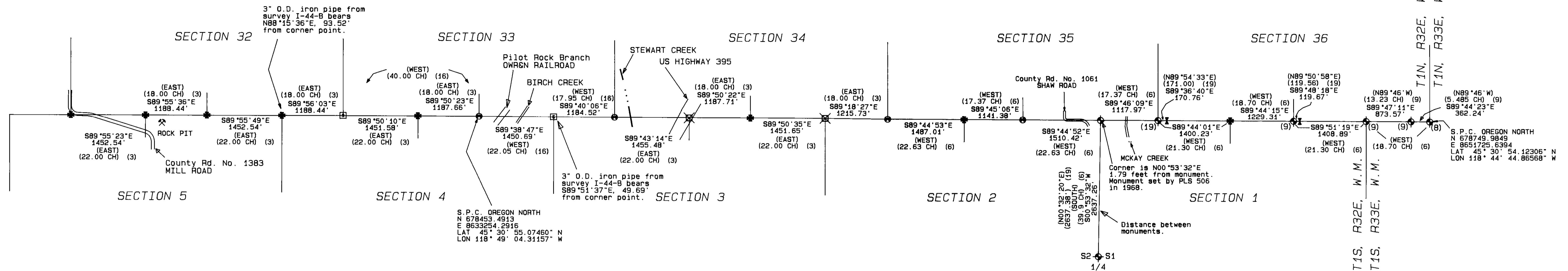


1997 PUBLIC REMONUMENTATION SURVEY BASELINE THROUGH RANGE 32 EAST UMATILLA COUNTY, STATE OF OREGON



NARRATIVE OF SURVEY

This survey was performed at the request of the Umatilla County Survey Department. The purpose of the survey was to remonument that portion of the Baseline through Range 32 East. The survey was performed by a two man crew using two Wild System 200 GPS units. Two base stations were established on either side of the line by survey from NGS Tri Stations Sparks, Birch, and Alkali. A least squares adjustment was performed on this network and all subsequent control points were established from the base stations. All control points along the line were surveyed independently from each base and the network as a whole was adjusted in a multiloop least squares adjustment. Missing corners were replaced by single proportionate methods along the latitudinal arc using geodetic coordinates for the calculations. All monuments were set from the control points with a Geodimeter System 600 three second electronic total station using radial methods. Reference surveys used in this survey are listed in the reference survey table on this map.

The factors controlling replacement of lost corners were as follows:
The corner to T1N, Ranges 31 and 32 East was established by David P. Thompson under contract No. 79 dated 7-26-1858.
The position for the corner to T1N, Ranges 31 and 32 East was identified by Mr. Bob Sacrison. There is a USGS brass disc stamped "Y" 1930 north of the point which Mr. Sacrison said he had always understood to be the Baseline marker but which had been moved from its original position. The point identified by Mr. Sacrison is 2 feet from record distance from the southeast township corner to Range 32 East. It lies 1 foot north of an east-west running fence and 21 feet east of a fence running north which Mr. Sacrison states was the westerly right of way fence of the county road. This is in agreement with the county road notes for county road No. 1389 and the ruts from the county road are still visible on the ridge to the north of the corner.
The corner to T1N, Ranges 32 and 33 East was established by David P. Thompson under contract No. 79.
The corner to Township 1 South, Ranges 32 and 33 East was established as a true closing corner by intersecting the baseline with the township line from the south by David P. Thompson under contract No. 106 dated August 16, 1864. It was reset at the proportional distance along the line at the true corner point by the BLM in 1976. The cap for this corner is stamped CC even though the monument is at the true corner position.
The corner to Township 1 South, Ranges 31 and 32 East was established as a true corner closing corner by intersecting the baseline with the township line from the south by David P. Thompson under contract No. 106.
All other corners along this line were established by David P. Thompson by measuring along the line in a single survey under contract No. 106.
The closing corner monument to sections 4 and 2, T1S, R32E was originally established along the line at the true corner position. In the survey done by James P. Currin this corner was established by intersecting the section line coming from the south with the base line making this a true closing corner. The monument falls 1.79 feet south of the true line. Using this method to reestablish this corner shifted the corner point to the East from the record location between the corners to the north as recorded in David P. Thompson's survey in 1864. Accordingly the north line of section 2 is longer than record and the north line of section 4 is shorter than record.
Mr. Currin plainly stated in his survey notes that he was attempting to reestablish the Thompson survey. The Currin survey did not supercede the Thompson survey so that all corners along this line maintain the status of "standard corners". Survey 92-42-B subdivided section 1 T1S, R32E based on a computed position for the north 1/4 corner of Section 1 using the rules found in section 5-35 paragraph No. 2 of the 1973 addition of the BLM manual of surveying instructions. This corner position should have been obtained using the rules found in section 5-32 and section 5-35 paragraph No. 1 of the BLM manual.
In 1919 County Surveyor Aubrey Perry set a stone at the position of the original stake for the corner to sections 33 and 34, T1N, R32E. In his notes he states that he "dug down" to find the stake. This is noteworthy as the stake found at the quarter corner to section 35 T1N, R32E was 14 inches below the surface in a plowed field. Mr. Perry's stone was found 20 inches below the surface.
In Survey I-44-B a 3" pipe was set as the closing corner to sections 3 and 4, T1S, R32E along the east-west running fence at the distance called for on a railroad map. This pipe was found 49.69 feet east of the corner set by Aubrey Perry in 1919 at the proportionate distance between found original corners to either side. A 3" pipe was also set at a fence intersection for the closing corner to sections 4 and 5, T1S, R32E. This pipe lies 93.52 feet from the computed corner point and was rejected as the corner due to its deviation from record measurements of the original survey.
Section 4, T1S, R32E was subdivided based on a computed position for the north 1/4 corner obtained by the rules found in section 5-35 paragraph No. 2 of the BLM manual. This position should have been obtained using the rules found in section 5-32 and section 5-35 paragraph 1 of the manual.
All lost corners were established based on the rules found in section 5-32 and section 5-35 paragraph No. 1 of the BLM manual of surveying instructions.
The lost corners between the corner to sections 34 and 35, T1N, R32E and the township corner to T1N, Ranges 31 and 32 East were proportioned using the 18 chain - 22 chain pattern from the survey done by David P. Thompson under contract 106 in 1864. The lost corners between the corner to sections 34 and 35, T1N, R32E and the township corner to T1N Ranges 32 and 33 East were proportioned using the record distances from the survey done by James P. Currin under special instructions dated May 4, 1887.

BASIS OF BEARINGS

Bearings are based on the Oregon State Plane Grid bearings rotated 1°11'34.6" clockwise to true bearings around the south 1/4 corner of section 33.
Ground distances shown on this map are Oregon State Plane Grid distances multiplied by a scale factor of 1.000164194494.

NOTES:

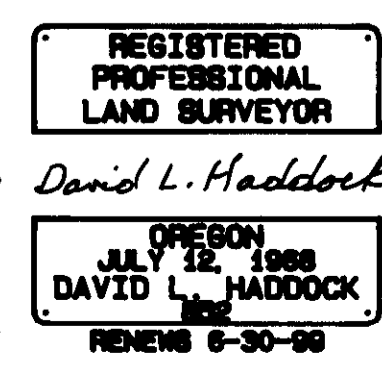
- SET 2 1/2" BRASS CAP ON 1 1/4" x 30" GALVANIZED IRON PIPE FROM ORIGINAL GLO MONUMENT OR ACCESSORIES
- SET 2 1/2" BRASS CAP ON 1 1/4" x 30" GALVANIZED IRON PIPE AT PROPORTIONAL POINT ON LATITUDINAL ARC
- ◆ FOUND BRASS CAP FROM RECORD SURVEY AS NOTED
- ⊥ FOUND 5/8" REBAR SET IN SURVEY 92-42-B FOR 1/16 CORNER TO SECTION 1 BASED ON COMPUTED MIDPOINT OF THE LINE BETWEEN THE NORTH CORNERS OF SECTION 1 INSTEAD OF TRUE 1/4 CORNER LOCATION BASED ON PROPORTIONAL DISTANCE TO STANDARD CORNERS ON EITHER SIDE
- ⊗ SET 2 1/2" BRASS CAP ON 1 1/4" x 30" GALVANIZED IRON PIPE FROM COLATERAL EVIDENCE. SEE FILED CORNER CERTIFICATE
- ⊠ SET 2 1/2" BRASS CAP ON 1 1/4" x 30" GALVANIZED IRON PIPE AT POSITION OF STONE SET BY RECORD SURVEY RECORDED IN BOOK 2, PAGE 299 OF THE RECORD OF PRIVATE SURVEYS IN THE UMATILLA COUNTY SURVEYORS OFFICE.

For detailed corner history and monumentation notes see filed corner certifications at the Umatilla County Surveyors Office.

All lost corners were proportioned along the latitudinal arc. Only chord bearings and distances are shown between corners.

SURVEYORS CERTIFICATE

I, David L. Haddock, hereby certify that I have correctly surveyed and marked with legal monuments the lines as represented on this map in accordance with the 1973 BLM manual of instructions and the laws of the State of Oregon.



SURVEY No.	DATE	SURVEYOR
(1) Contract No. 79	7-26-1858	David P. Thompson
(2) Contract No. 92	9-12-1860	Josiah A. Burnette
(3) Contract No. 106	8-16-1864	David P. Thompson
(4) Contract No. 145	4-23-1871	Zenas F. Moody
(5) Contract No. 164	10-4-1871	Zenas F. Moody
(6) Special Inst.	5-4-1887	James P. Currin
(7) Contract No. 537	3-5-1889	James P. Currin
(8) Contract No. 29	4-11-1917	Lincoln E. Wilkes
(9) Contract No. 921	10-29-1976	Ronald W. Scherler
(10) R-189-B	10-29-1976	Ronald W. Scherler
(11) Book 1, Page 408	5-13-1899	John W. Kimbrell
(12) Book 1, Page 416	3-18-1899	John W. Kimbrell
(13) Book 1, Page 450	-----	L. E. Macomber
(14) Book 1, Page 488	2-12-1903	John W. Kimbrell
(15) Book 1, Page 525	March 1904	John W. Kimbrell
(16) Book 1, Page 541	3-19-1904	John W. Kimbrell
(17) Book 2, Page 299	2-15-1919	Aubrey E. Perry
(18) I-44-B	1-21-1915	GEARY KIMBRELL
(19) 92-42-B	12-29-1973	Donald L. Staebler
(20) 95-167-C	4-14-1992	Donald L. Staebler
(21) 96-71-C	8-1-1995	William R. Wells
(22) 96-80-B	April 1996	Gary Roberts
	2-5-1996	David H. Krumbain

County Road Notes for County Roads 1061, 1383, 1384 and 1389 and the right of way maps for US Highway 395 and the Reith to Pilot Rock Branch of the OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY dated

SURVEY FOR: UMATILLA COUNTY Represented by: Dave Krumbain / Gary Roberts Umatilla County Survey Department 3920 WESTGATE PENDLETON, ORE 97801	MONUMENTS SET: May 12, 97 - June 17, 97 David L. Haddock, Surveyor and Engineer P.O. Box 157 (541) 276-2174 Pendleton, OR. 97801 HADDOCK SURVEYING
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