



JAN 1988
 1" = 600'

LEGEND

- ⊙ - - - - Set Brass Cap on 1" Pipe Stamped 45 per Instructions
- - - - - Set 5/8" x 30" Iron pin marked with R.L.S. 1333
- - - - - Set 5/8" x 30" Iron Pin marked with R.L.S. 1333 for Witness & bearing object.
- - - - - Found 5/8" x 30" Iron pin set by Wells Survey # 5-140

NOTE:

1. Bearings were based on the R.R. tracks being N 19° 44' 06" W at south line of section 12 established by survey # 5-140 done by Bill Wells dated Oct 13, 1981
2. See Narrative on separate document.
3. At S.E. Cor. Sec 36 B.C. is 0.08 Ft. E. of true Cor. Position. Dist. from witness corners are taken to true cor. position.

**REGISTERED
 PROFESSIONAL
 LAND SURVEYOR**

Donald L. Staebler

**OREGON
 SEPT. 23, 1977
 DONALD L. STAEBLER
 #1333**

RECEIVED BY
 Umatilla County Surveyor
 Date 2-88
 Rec'd By KA
 No. 88-9-A

SECTION 1, T4N, R34E.

SURVEY FOR DENNIS JONES
 PENDLETON, OREGON
 OF LOT 3 SECTION 1
 T4N, R34E, W.M.

DATE: JAN, 1988 SCALE: 1" = 600'

DONALD L. STAEBLER
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88-9-A



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January 26, 1988

Narative of a survey performed for Dennis Jones. The purpose of the survey was to locate, establish and mark the corners, with legal monuments, of Government Lot 3 in Section 1, T 4 N, R 34 E.W.M. The original section corners were marked with wood posts in 1865 and a search of the area revealed no original monuments. The recorded reference susrveys used were numbers S-140 Wallulis-Wellis, M-27-B Krumbein, and Q-710-Ax Harris. The bearing base used is the Northern Pacific Railroad Tracks centerline of N 19° 44' 06" W where it crosses the southline of Section 6, T 4 N, R 34 E.W.M. as shown in the survey done by Bill Wells with Wallulis and Associates Record # S-140 Map dated October 13, 1981. The N. W. corner of Section 1 and the S. W. corner of Section 36 was established by railroad ties as they show on the accompanying copy of an old railroad map from the Umatilla County Court House. There is a discrepancy in the R.R. tie between the distances and the angles, so I used the 3 distances of the triangle and disregarded the angles. The 3 distances used were 541.4 feet on the north side, 894.8 feet on the east side and 1076.40 feet on the centerline of the R.R. for the tie to the N. W. corner of Section 1 and 1064.0 feet to the S. W. corner of Section 36 For the S. E. corner of Section 36, T 5 N, R 34 E. I used the existing railroad tie fence post as shown in the Krumbein Survey Map #M-27-B and installed the Brass Cap touching the east face of the R.R. tie post. The said B.C. is 0.08 feet east of its true position. A straight line was run between the N. W. corner of Section 1 and the S. E. corner of Section 36 for the standard township line. The N. E. corner of Section 1 was single proportioned in to the west of the S. E. corner of Section 36 for its location and the two quarter corners were placed at the midpoints of their respective sections on the said township line. The S. W. corner of Section 1 was located at the intersection of an existing old fence and plow line east and west and an existing old plowline mound to the north which is the only existing available evidence for the said corner. The S. E. corner of Section 1 is being preserved by an old Locust fence post in an old existing fence and plow line mound running east and west and the Brass Cap monument was placed by the said Locust post. The south quarter corner was placed at the midpoint of the section line and the east and west quarter corners were proportioned into the closing

88-9-A



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corners to the north by single proportion distances. The said section 1 was broken down and computed as per Manual of Instruction and is shown on the map. The ten brass caps set at the section corners and quarter corners were stamped as per Manual of Instructions and shows on the individual corner filings of the "Oregon Corner Restoration Form" as filed for this survey.

Donald L. Staebler

Donald L. Staebler P.L.S.

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