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VOL 682

ORIGINAL

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

FIELD NOTES

OF THE

DEPENDENT RESURVEY OF A PORTION OF THE SOUTH BOUNDARY (WILLAMETTE BASE LINE),

DEPENDENT RESURVEY OF A PORTION OF THE SUBDIVISION-OF-SECTION LINES OF

SECTION 32, AND METES-AND-BOUNDS SURVEY OF A PORTION OF THE

WESTERLY RIGHT-OF-WAY OF THE UNION PACIFIC RAILROAD IN SECTION 32,

TOWNSHIP 1 NORTH, RANGE 36 EAST,

OF THE WILLAMETTE MERIDIAN,

IN THE STATE OF OREGON.

EXECUTED BY

Richard S. Kaiser, Cadastral Surveyor

Under Special Instructions dated June 3, 2005, approved June 3, 2005,

which provided for the surveys included under Group No. 2120,

and Assignment Instructions dated June 3, 2005.

Survey commenced June 7, 2005

Survey completed August 16, 2005

INDEX DIAGRAM

TOWNSHIP 01 NORTH RANGE 36 EAST

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T. 1 N., R. 36 E., Willamette Meridian, Oregon

FEET	
	The following field notes are those of the dependent resurvey of a portion of the south boundary (Willamette Base Line), the dependent resurvey of a portion of the subdivision of section lines of section 32, and the metes-and-bounds survey of a portion of the westerly right-of-way of Union Pacific Railroad in section 32, T. 1 N., R. 36 E., Willamette Meridian, Oregon. The history of surveys pertaining to this survey is as follows: In 1863, Timothy W. Davenport, U.S. Deputy Surveyor, surveyed the south boundary (Willamette Base Line). In 1882, Herman D. Gradon, U.S. Deputy Surveyor, resurveyed the south boundary (Willamette Base Line), superseding the Davenport survey and surveyed the subdivisional lines. In 1983-84, Robert J. Chappel, Lawrence D. Holmes, and Harold W. Heimark, Cadastral Surveyors, resurveyed a portion of the south boundary (Willamette Base Line), a portion of the subdivisional lines, and subdivided section 32. The survey was executed in accordance with the specifications set forth in the Manual of Surveying Instructions, 1973, and the Special Instructions dated June 3, 2005, for Group No. 2120, Oregon. The survey was performed utilizing both conventional (directly measured angles and distances) and NAVSTAR Global Positioning System (GPS) satellite techniques. The GPS measurements utilized dual frequency, carrier phase GPS receivers. The GPS portion of the survey was executed in accordance with the "Standards and Guidelines for Cadastral Surveys Using Global Positioning System Methods", dated May 9, 2001, published by the U.S. Department of Interior-Bureau of Land Management and the U.S. Department of Agriculture-Forest Service. The directions of the lines have been determined by adjusted GPS baselines and were carried forward by means of sustained angulation using conventional survey techniques. Conventional measured distances and directions have been adjusted by Cadastral Measurement Management (CMM), computer software that incorporates a least squares adjustment routine. The adjusted bearings and distances are reported to the nearest second and 0.01 foot. Preliminary to the resurvey, the lines of the prior surveys were retraced and search was made for all corners and other calls of record. Identified corners were remonumented in their original positions. The retracement data were thoroughly verified and only the true line field notes are given herein.

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T. 1 N., R. 36 E., Willamette Meridian, Oregon

FEET

Each new bearing tree has a 2½ inch x ¼ inch magnetic nail (Mag Nail) driven at the base on right side center, unless otherwise noted in the corner description.

The geographic position (NAD 1983 (CORS96)) of the ¼ sec. cor. of sec. 32 only, on the S. bdy. of the Tp., as determined by direct GPS occupation, to geodetic base stations "APPLETON CORS ARP, SENECA 1 CORS ARP, and GRANGEVILLE APT CORS ARP", and Online Positioning User Service (OPUS) is as follows:

The geographic position (NAD 1983 (CORS 96)) of the 1/4 sec. cor. of sec. 32 only, is as follows:

Latitude: 45° 30' 54.580" N. Longitude: 118° 20' 19.421" W.

Dependent Resurvey of a Portion of the South Boundary (Willamette Base Line), T. 1 N., R. 36 E., Willamette Meridian, Oregon

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(Restoring the survey by Timothy W. Davenport, in 1863, the resurvey by Herman D. Gradon, in 1882, and the resurvey by Robert J. Chappel, Lawrence D. Holmes, and Harold W. Heimark, in 1983-84)

Beginning at the standard ¼ sec. cor. of sec. 32 only, on the S. Bdy. of the Tp. (Willamette Base Line), monumented with an aluminum post, 2½ ins. diam., firmly set, projecting 6 ins. above the ground, with an aluminum cap mkd.

SC
T 1 N R 36 E
1/4 S 32

1983

from which the remains of original bearing trees

A pine, 36 ins. diam., bears N. 33° E., 44.2 ft. dist., with a healed blaze.

A decayed fir stump, size indeterminate, bears S. 25° E., 11.2 ft. dist., with scribe marks 1/4 S BT visible on a detached piece of wood, laying alongside.

and the bearing tree mkd. by Chappel, Holmes, and Heimark

A fir, 20 ins. diam., bears N. 58° W., 45.2 ft. dist., with a healed blaze.

Corner is located in loose rock on a steep W. slope.

**Dependent Resurvey of a Portion of the South Boundary
(Willamette Base Line),
T. 1 N., R. 36 E., Willamette Meridian, Oregon**

FEET	
	S. 89° 11' 08" W., on the S. Bdy. of sec. 32.
	Descend steep W. slope, through scattered timber.
390.82	Point for the W 1/16 sec. cor. of sec. 5, T. 1 S., R. 36 E., not monumented.
912.66	Centerline of the Union Pacific Railroad, bears N. and S.
1012.79	Intersect the westerly right-of-way of the Union Pacific Railroad, point for Angle Point No. 20.
	Set a stainless steel post, 28 ins. long, 2½ ins. diam., 27 ins. in the ground, with brass cap mkd.

T 1 N R 36 E

S 32	AP 20
S 5	R
	O
	W

T 1 S R 36 E
2005

Deposit a magnet in a white plastic case at the base of the stainless steel post.

from which

A fir, 4 ins. diam., bears N. 77° E., 17.7 ft. dist., mkd. X at breast height and BT at the base.

A fir, 10 ins. diam., bears N. 17½° W., 5.9 ft. dist., mkd. AP20 S32 BT.

Cor. located on steep E. slope, in dense timber.

Ascend steep E. slope, leave timber and continue ascent over open grassland.

1695.90	The closing cor. of secs. 5 and 6, T. 1 S., R. 36 E., monumented with an iron post, 2½ ins. diam., firmly set, projecting 4 ins. above the ground, with a brass cap mkd.

T 1 N R 36 E
S 32

S 6	S 5

CC
T 1 S R 36 E
1984

**Dependent Resurvey of a Portion of the South Boundary
(Willamette Base Line),
T. 1 N., R. 36 E., Willamette Meridian, Oregon**

FEET	
	from which the bearing tree by Chappel, Holmes, and Heimark A larch, 20 ins. diam., bears S. 84¾° E., 72.6 ft. dist., with a healed blaze. From this point, the standard cor. of secs. 31 and 32, bears S. 89° 11' 08" W., 976.81 ft. dist., monumented with an aluminum post, 2½ ins. diam., firmly set, projecting 14 ins. above ground, and in a mound of stone, 4 ft. base, to top of an aluminum cap mkd. SC T1N R36E S31 S32 1982. The accessories described by Chappel, Holmes, and Heimark in 1983-84 were recovered, but not verified by this tie.

**The Dependent Resurvey of a Portion of the
Subdivision-of-Section Lines of Section 32,
T. 1 N., R. 36 E., Willamette Meridian, Oregon**

(Restoring the survey by Robert J. Chappel, Lawrence D. Holmes, and Harold W. Heimark, in 1983-84)

From the center ¼ sec. cor. of sec. 32, monumented with an iron post, 2½ ins. diam., firmly set, projecting 8 ins. above the ground, in a mound of stone, 3 ft. base, to top of brass cap mkd.

T 1 N R 36 E
C 1/4 S 32
1984

from which the bearing trees mkd. by Chappel, Holmes, and Heimark

A pine, 15 ins. diam., bears N. 21¾° E., 91.7 ft. dist., with illegible scribe marks visible on partially healed blaze.

A pine, 36 ins. diam., bears N. 84¼° W., 63.4 ft. dist., with illegible scribe marks visible on partially healed blaze.

Corner is located on a steep W. slope, in sparse timber.

S. 89° 37' 29" W., on the E. and W. centerline of sec. 32.

Descend steep W. slope, through dense timber and undergrowth.

1197.65 Centerline of the Union Pacific Railroad, bears N. 16° W. and S. 16° E.

The Metes-and-Bounds Survey of a Portion of the Westerly Right-of-Way of the Union Pacific Railroad in Section 32, T. 1 N., R. 36 E., Willamette Meridian, Oregon

FEET	
	No accessories taken.
	Thence along a circular curve to the left, through a central angle of 3° 49' 21", and a radius of 1308.91 ft., along the westerly right-of-way of the Union Pacific Railroad.
87.32	Angle Point No. 39, at intersection with the E. and W. centerline of the NW¼ of sec. 32, hereinbefore described.

GENERAL DESCRIPTION

The lands embraced by this survey are located in the Blue Mountains of northeastern Oregon, and are located approximately 5 miles northeast of Meacham, Oregon, in Umatilla County. Access is provided by a dirt road maintained by the Union Pacific Railroad, which parallels Meacham Creek and the railroad through section 32.

The terrain varies from nearly level along Meacham Creek to very steep and mountainous, with mean sea level elevations ranging from 3100 feet along Meacham Creek, to 3800 feet at the standard corner of sections 31 and 32.

The vegetation varies from dense stands of pine, fir, and larch, to open prairie covered in native bunchgrasses.

There is sparse human activity in the area other than ranching and recreational uses such as hunting. No active mines were noted.

The mean magnetic declination as shown on the "DUNCAN, OREGON" 7½ minute quadrangle map, published by the United States Geological Survey, in 1964, and photorevised in 1983 is 19° East.

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

FIELD ASSISTANTS

NAMES	CAPACITY
Kenneth A. Lind	Land Surveyor(U.S. Forest Service)
Waverly Hayner	Survey Technician
Austin Bennington	Land Surveyor Trainee (STEP)
Frank D. Radford	Land Surveyor Trainee (STEP)

CERTIFICATE OF SURVEY

I, Richard S. Kaiser, Cadastral Surveyor, HEREBY CERTIFY upon honor, that in pursuance of special instructions bearing date of the 3rd day of June, 2005, I have dependently resurveyed a portion of the south boundary (Willamette Base Line), and a portion of the subdivision-of-section lines of section 32, and performed a metes-and-bounds survey of a portion of the westerly right-of-way of the Union Pacific Railroad in section 32, township 1 north, range 36 east, of the Willamette Meridian, in the State of Oregon, which are represented in the foregoing field notes as having been executed by me and under my direction. Said survey has been made in strict conformity with said special instructions, the Manual of Instructions for the Survey of the Public Lands of the United States, and in specific manner described in the foregoing field notes.

July 3, 2006
(Date)

Richard S. Kaiser
(Cadastral Surveyor)

CERTIFICATE OF APPROVAL

BUREAU OF LAND MANAGEMENT
Portland, Oregon

The foregoing field notes of the dependent resurvey of a portion of the south boundary (Willamette Base Line), and a portion of the subdivision-of-section lines of section 32, and the metes-and-bounds survey of a portion of the westerly right-of-way of the Union Pacific Railroad in section 32, township 1 north, range 36 east, Willamette Meridian, Oregon, executed by Richard S. Kaiser, Cadastral Surveyor, having been critically examined and found correct, are hereby approved.

July 11, 2006
(Date)

Mary J. M. Hartel
(Chief Cadastral Surveyor of Oregon)