

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

FIELD NOTES

OF THE

SUBDIVISION OF A PORTION OF SECTION 4 AND THE METES-AND-BOUNDS SURVEY OF
A PORTION OF THE SOUTHERLY RIGHT-OF-WAY OF THE UNION PACIFIC RAILROAD IN
SECTION 4,

TOWNSHIP 2 NORTH, RANGE 35 EAST,
OF THE WILLAMETTE MERIDIAN,
IN THE STATE OF OREGON.

EXECUTED BY

Bryan S. Seibold, Cadastral Surveyor

Under Special Instructions dated April 21, 2000, approved April 24, 2000,
which provided for the surveys included under Group No. 1948,
and assignment instructions dated April 24, 2000.

Survey commenced May 8, 2000

Survey completed June 1, 2000

INDEX DIAGRAM

TOWNSHIP 02 NORTH RANGE 35 EAST

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36

Subdivision of a Portion of Section 4 Pages 2-6
 Metes-and-Bounds Survey of a Portion of the Southerly Right-of-Way of the
 Union Pacific Railroad in Section 4 Pages 7-8

T. 2 N., R. 35 E., Willamette Meridian, Oregon

FEET

The following field notes are those of the subdivision of a portion of section 4 and the metes-and-bounds survey of a portion of the southerly right-of-way of the Union Pacific Railroad in section 4, township 2 north, range 35 east, Willamette Meridian, Oregon.

The history of surveys pertaining to this survey is as follows:

In 1866, William H. Odell, U.S. Deputy Surveyor, surveyed the north boundary.

In 1871, Zenas F. Moody, U.S. Deputy Surveyor, surveyed the north boundary.

In 1887, James P. Currin and James E. Noland, U.S. Deputy Surveyors, surveyed the subdivisional lines.

In 1889, James P. Currin, U.S. Deputy Surveyor, surveyed certain Indian allotments in sec. 4. Since the plat of the survey by Currin and Noland in 1887 was approved after the plat for this survey, these allotment surveys were in effect superceded by the 1887 survey.

In 1919, C. E. Redfield, Surveyor for the U.S. Indian Service, subdivided sec. 4. The field notes of the Redfield survey are on file at the Umatilla Indian Reservation Agency Office in Mission, Oregon. The distances that Redfield shows in his field notes were compared to the data obtained by this survey. The Redfield monuments were found to be properly located.

In 1988-90, Daniel E. Weller, Richard L. Johnson, and Robert J. Mayorga, Cadastral Surveyors, resurveyed a portion of the north boundary.

The survey was executed in accordance with the specifications set forth in the Manual of Surveying Instructions, 1973, and the Special Instructions dated April 21, 2000, for Group No. 1948, Oregon.

The directions of the lines are based on the true meridian as determined by direct solar observations and were carried forward by means of sustained angulation. All measurements along the lines were derived through the use of electronic measuring equipment. 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. The Standard Error of Unit Weight (SEUW) for a least squares adjustment of the survey data was checked to assure a

T. 2 N., R. 35 E., Willamette Meridian, Oregon

FEET

value between 0.7 and 2.5. In addition, a post-adjustment comparison of the final adjusted measurements to the original unadjusted measurements was also checked to assure a ratio not exceeding 1:4000. This comparison was done in the CHECKER routine of CMM, as is reported as the Precision After Orientation Correction.

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.

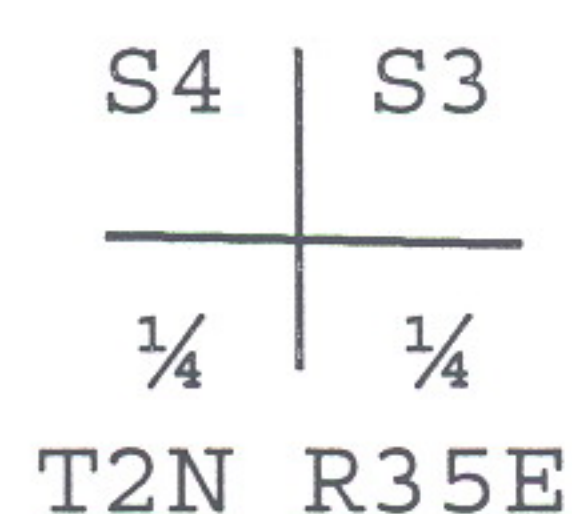
The geographic position (NAD 1927) of the $\frac{1}{4}$ section corner of sections 4 and 5, as determined by a tie to the corner of sections 32 and 33, township 3 north, range 35 east, is as follows:

Latitude: $45^{\circ} 40' 54.12''$ N. Longitude: $118^{\circ} 27' 16.46''$ W.

The mean magnetic declination is 20° East.

**Subdivision of a Portion of Section 4,
T. 2 N., R. 35 E., Willamette Meridian, Oregon**

Beginning at the $\frac{1}{4}$ sec. cor. of secs. 3 and 4, remonumented from original evidence no longer visible, by C. E. Redfield, Indian Service Surveyor, in 1919; monumented with an iron post, $1\frac{1}{2}$ ins. diam., firmly set, projecting 10 ins. above the ground, with brass cap mkd.



No suitable accessories available.

Corner is located S. 20° W., 2.5 ft. dist., from the cor. of barbed wire fence, extending W., and a woven wire fence, extending N. and E.

N. $89^{\circ} 41' 01''$ W., on the E. and W. center line of sec. 4.

Descend along gradual broken N. slope, through open field with brush thickets in the creek bottoms.

1308.72

The center E $\frac{1}{16}$ sec. cor. of sec. 4, established by C. E. Redfield, Indian Service Surveyor, in 1919, and is accepted as the

Metes-and-Bounds Survey of a Portion of the Southerly
Right-of-Way of the Union Pacific Railroad in Section 4,
T. 2 N., R. 35 E., Willamette Meridian, Oregon

FEET	<p>This right-of-way was determined using data shown on the Right-of-Way and Track Map for the Oregon-Washington Railroad and Navigation Co. (now Union Pacific), Main Line-Umatilla to LaGrande, dated June 30, 1918, revised December 31, 1927, record held at Union Pacific Main Office, Omaha, Nebraska.</p> <p>The position of the right-of-way was determined from the original center line as located prior to the spiral curves being added to the circular curves, because the right-of-way was not officially amended when the spiral curves were added. The right-of-way width is 50 feet either side of the centerline. The tangent from station 1682+05.4 easterly (N. 57° 15' 16" E.) and from station 1751+03.5 westerly (N. 76° 33' 50" W.) was used to determine bearing, resulting in a difference of approximately 0° 08' 00" between the design and the as-built position of the railroad. Therefore an angle of 0° 08' 00" was placed at station 1736+04.7. The 4 x 4 foot concrete box culvert at station 1711+34.4 was recovered and used for control for stationing.</p> <p>From Angle Point No. 1, on the southerly right-of-way of the Union Pacific Railroad and at intersection with the N. and S. center line of sec. 4, hereinbefore described.</p> <p>S. 73° 35' 12" W., on the southerly right-of-way of the Union Pacific Railroad.</p> <p>Descend over nearly NW. slope.</p>
854.10	<p>Point for Angle Point No. 2, at point of circular curve on the southerly right-of-way of the Union Pacific Railroad.</p> <p>Set a stainless steel post, 28 ins. long, 2½ ins. diam., 24 ins. in the ground, in a collar of stone, with brass cap mkd.</p> <div style="text-align: center; margin: 10px 0;"> <p>T2N R35E S4 AP2 2000</p> </div> <p>No suitable accessories available.</p> <p>Deposit a magnet in a white plastic case at the base of the stainless steel post.</p> <hr style="width: 30%; margin: 10px auto;"/> <p>Thence along a circular curve to the right, along the southerly right-of-way of the Union Pacific Railroad, having a delta angle</p>

**Metes-and-Bounds Survey of a Portion of the Southerly
Right-of-Way of the Union Pacific Railroad in Section 4,
T. 2 N., R. 35 E., Willamette Meridian, Oregon**

FEET	of 12° 56' 19", and a radius of 2914.79 ft. (long chord bears S. 79° 55' 28" W., 656.87 ft. dist.)
658.22	Angle Point No. 3, at intersection with the E. and W. center line of sec. 4, hereinbefore described.
GENERAL DESCRIPTION	
<p>The land encompassed in this survey is located 14 miles east of Mission, Oregon, on the Umatilla Indian Reservation, in Umatilla County. The area is drained westerly by the Umatilla River.</p> <p>The area is located along the Umatilla River with an average elevation of 1600 feet above mean sea level. The soil is composed of a clay loam. Access to the area is by Bingham Road and the Union Pacific Railroad.</p> <p>Timber in the area is very scattered and composed of pine and cottonwood. The vegetation includes sagebrush, willows, and grasses. There are some dwellings in the area.</p> <p>No mining activity was observed in the area surveyed.</p> <p>The mean magnetic declination as shown on the United States Geological Survey 7½ minute quadrangle map "THORN HOLLOW, OREGON", published in 1964, is 20° East.</p>	

CERTIFICATE OF SURVEY

I, Bryan S. Seibold, Cadastral Surveyor, HEREBY CERTIFY upon honor, that in pursuance of special instructions bearing date of the 21st day of April, 2000, I have subdivided a portion of section 4 and surveyed by metes-and-bounds a portion of the southerly right-of-way of the Union Pacific Railroad in section 4, township 2 north, range 35 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.

AUGUST 11, 2000
(Date)

Bryan S. Seibold
(Cadastral Surveyor)

CERTIFICATE OF APPROVAL

BUREAU OF LAND MANAGEMENT
Portland, Oregon

The foregoing field notes of the subdivision of a portion of section 4 and the metes-and-bounds survey of a portion of the southerly right-of-way of the Union Pacific Railroad in section 4, township 2 north, range 35 east, Willamette Meridian, Oregon, executed by Bryan S. Seibold, Cadastral Surveyor, having been critically examined and found correct, are hereby approved.

SEPTEMBER 5, 2000
(Date)

Wayne S. Gardner
(Chief Cadastral Surveyor of Oregon)

~~CERTIFICATE OF TRANSCRIPT~~

I CERTIFY That the foregoing transcript of the field notes of the above described surveys in T. 2 N., R. 35 E., Willamette Meridian, Oregon, is a true copy of the original field notes.

~~_____~~
(Date)

~~_____~~
(Chief Cadastral Surveyor of Oregon)