

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

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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survey by Currin and Noland in 1887 was approved after the plat for this survey, these allotment surveys were in effect superceded by the 1887 survey.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

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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.

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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.

S4	S3
—	
$\frac{1}{4}$	$\frac{1}{4}$
T2N R35E	

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

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	<p>corner; monumented with an iron post, 1½ ins. diam., firmly set and bent over with the base intact, 36 ins. below ground surface. The brass cap is 4 ins. below ground surface and is mkd. 1/16 B S4 T2N R35E.</p> <p>At the corner point</p> <p>Set a stainless steel post, 28 ins. long, 2½ ins. diam., 52 ins. in the ground, the top 24 ins. below ground surface, with brass cap mkd.</p> <div style="text-align: center;"> $\begin{array}{c} \text{E } 1/16 \\ \text{C} \text{-----} \text{C} \\ \text{S } 4 \\ 2000 \end{array}$ </div> <p>No suitable accessories available.</p> <p>Deposit a magnet in a white plastic case at the base and the iron post alongside the stainless steel post.</p> <p>Corner is located in a grass field.</p> <hr style="width: 30%; margin: 10px auto;"/> <p>N. 89° 44' 05" W., beginning new measurement.</p> <p>Descend broken N. slope and cross Red Elk Canyon.</p>
1316.26	<p>The center ¼ sec. cor. of sec. 4, established at intersection with the N. and S. center line, by C. E. Redfield, Indian Service Surveyor, in 1919, and is accepted as the corner; monumented with an iron post, 1½ ins. diam., firmly set, 24 ins. below the ground surface, with brass cap mkd.</p> <div style="text-align: center;"> $\begin{array}{c} \frac{1}{4} \\ \text{CENTER} \\ \text{S } 4 \\ \text{T2N R35E} \end{array}$ </div> <p>No suitable accessories available.</p> <p>Corner is located in fill dirt area, S. 55° E., 4.5 ft. dist. from a fence cor., with old barbed wire fences extending N. and W., and newer barbed wire fence, bears West, 1.3 ft. dist., extending N. and S.</p> <hr style="width: 30%; margin: 10px auto;"/> <p>N. 89° 43' 35" W., beginning new measurement.</p> <p>Descend along gradual N. slope.</p>

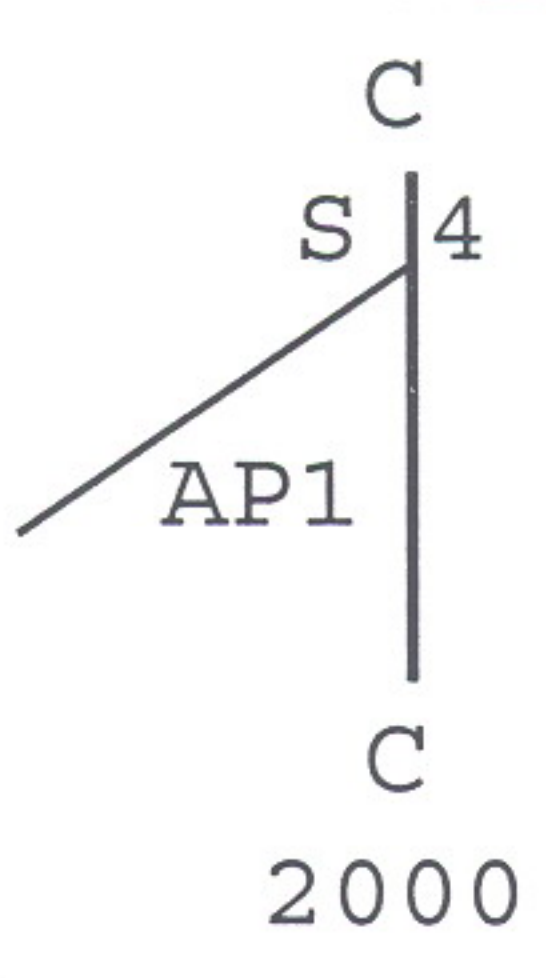
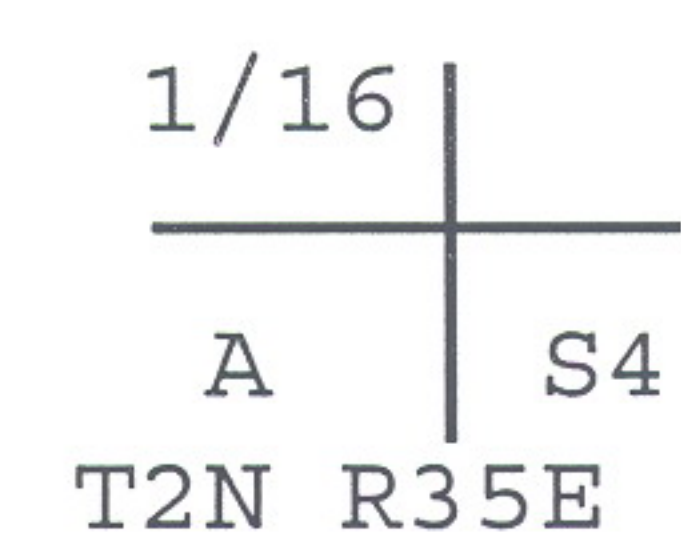
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FEET 390	<p>Bingham Road, asphalt surface, 22 ft. wide, bears N. 75° E. and S. 75° W.</p>
1350.31	<p>Point for the center W 1/16 sec. cor. of sec. 4. The iron pipe set by C.E. Redfield, Indian Service Surveyor, was found disturbed in a bulldozer berm nearby and could not be used.</p> <p>Set a stainless steel post, 28 ins. long., 2½ ins. diam., 27 ins. in the ground, with brass cap mkd.</p> <div style="text-align: center;"> <p style="margin: 0;">W 1/16 C ————— C S4 2000</p> </div> <p>No suitable accessories available.</p> <p>Deposit a magnet in a white plastic case at the base and the iron post alongside the steel post.</p> <p>Corner is located South, 10 ft. dist. from barbed wire fence, extending E. and W., and North, 60 ft. dist., from Bingham Road, asphalt surface, 22 ft. wide, bears N. 85° W. and S. 85° E.</p> <p>Continue over nearly level ground.</p>
1461.87	<p>Intersect the southerly right-of-way of the Union Pacific Railroad and point for Angle Point No. 3.</p> <p>Set a stainless steel post, 28 ins. long, 2½ ins. diam., 25 ins. in the ground, with brass cap mkd.</p> <div style="text-align: center;"> <p style="margin: 0;">T2N R35E S4 C ————— C AP 3 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> <p>Corner is located South, 12.0 ft. dist, from a barbed wire fence, extending E. and W., and North, 50 ft. dist., from Bingham Road, asphalt surface, 22 ft. wide, bears N. 85° W. and S. 85° E.</p> <p>Continue over nearly level ground.</p>

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FEET 1840	Bingham Road, asphalt surface, 22 ft. wide, bears N. 85° W. and S. 75° E.				
2700.62	<p>The ¼ sec. cor. of secs. 4 and 5, remonumented from original evidence no longer visible, by C. E. Redfield, Indian Service Surveyor, in 1919; monumented with an iron post, 1½ ins. diam., firmly set, projecting 10 ins. above the ground, with brass cap mkd.</p> <div style="text-align: center; margin: 10px 0;"> <table style="border-collapse: collapse; margin: auto;"> <tr> <td style="border-right: 1px solid black; padding: 0 5px;">S5</td> <td style="padding: 0 5px;">S4</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 0 5px;">¼</td> <td style="padding: 0 5px;">¼</td> </tr> </table> <p>T2N R35E</p> </div> <p>No suitable accessories available.</p> <p>From this point, the cor. of secs. 32 and 33, T. 3 N., R. 35 E., bears N. 0° 01' 38" W., 2205.99 ft. dist., monumented with an iron post, 1½ ins. diam., firmly set, projecting 4 ins. above a mound of stone, 3 ft. base, 8 ins. high, with brass cap mkd. T3N S32 S33 T2N R35E. During the survey by Weller, Johnson, and Mayorga in 1988-90, this corner was tied to National Geodetic Survey triangulation station "EAGLE 1963". The calculated latitude and longitude of this section corner as shown on the official plat of survey accepted March 13, 1992, was used to calculate the latitude and longitude of the ¼ sec. cor. of secs. 4 and 5.</p> <hr style="border: 0.5px solid black; margin: 10px 0;"/> <p>From the center ¼ sec. cor. of sec. 4.</p> <p>N. 0° 39' 40" E., on the N. and S. center line of sec. 4.</p> <p>Descend broken N. slope, through medium brush.</p>	S5	S4	¼	¼
S5	S4				
¼	¼				
135	Bingham Road, asphalt surface, 20 ft. wide, bears N. 70° E. and S. 70° W.				
355	Barbed wire fence, extending N. 60° E. and S. 60° W.				
363.26	<p>Intersect southerly right-of-way of the Union Pacific Railroad, and point for Angle Point No. 1.</p> <p>Set a stainless steel post, 28 ins. long, 2½ ins. diam., 24 ins. in the ground, with brass cap mkd.</p>				

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	<p>T2N R35E</p> 
	<p>from which</p> <p>A pine, 8 ins. diam., bears N. 64° E., 45.7 ft. dist., mkd. X BT.</p> <p>A pine, 7 ins. diam., bears N. 52° W., 14.0 ft. dist., mkd. X BT.</p> <p>Deposit a magnet in a white plastic case at the base of the stainless steel post.</p>
375	Top of bluff, desc. to level ground.
412	Center of Union Pacific Railroad tracks, bear N. 65° E. and S. 70° W.
800	Left bank of the Umatilla River, bears N. 65° E. and S. 65° W., course S. 65° W., across river.
1060	Right bank of the Umatilla River, bears N. 65° E. and S. 65° W., over level ground, through scattered timber and brush.
1360.49	<p>The center N 1/16 sec. cor. of sec. 4, established by C. E. Redfield, Indian Service Surveyor, in 1919, and is accepted as the corner; monumented with an iron post, 1½ ins. diam., firmly set, projecting 12 ins. above the remnants of an old collar of stone, with brass cap mkd.</p> <div style="text-align: center;">  </div> <p>from which</p> <p>A pine, 25 ins. diam., bears S. 47¼° E., 20.2 ft. dist., mkd. CN1/16 S4 BT.</p> <p>A cottonwood, 12 ins. diam., bears S. 29° W., 67.2 ft. dist., mkd. CN1/16 S4 BT.</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)~~