



# BASIS OF BEARING

The East line of Section 6, Township 2 South, Range 39 East, being N 0°43'34" E, as shown on Survey Number 011-2000, as filed in the Union County Surveyors office.

**SCALE: 1"=200'**

## LEGEND

- ⊙ Found unrecorded 3" brass cap and 2 reference brass caps set by Union County Surveyor James Voelz.
- ⊙ Found 2 1/2" Aluminum Cap for Section Corner, set by Survey Number 011-2000
- Set 5/8"x30" iron pin with plastic cap marked "BGB SURVEY MARKER"
- x-x- Existing fence line
- - - - Centerline of Road
- ( ) Record Plat Distance
- [ ] GLO Record Bearing or Distance
- ① Tract Number from Plat

## REFERENCE MATERIAL

**DEEDS**  
 Book 80, Page 178 Book 80, Page 180  
 Book 80, Page 181, Book 80, Page 182  
 Book 153, Page 238 Book 152, Page 411  
 Circuit Court Judgment Case 3624  
 Book 138 Page 551 Book 143 Page 172  
 Book 152 Page 21 MF No. 120865  
 MF No. 976117

**Surveys**  
 Old Book Page 261 Survey No. 011-2000  
 Plat of IMBLER FRUIT COLONY  
 Oregon State Highway Map No. 8B-32-23

## NARRATIVE

This survey was ordered by Henry and Judy Wilhelm for the purpose of constructing a fence on the South line of their property. The Wilhelms own all of Tract 1 of IMBLER FRUIT COLONY subdivision. I locate the West line of the Subdivision by driving a line from the Southwest corner of Section 32, which is an aluminum monument, to an unrecorded Brass Cap monument at the Northwest Corner of Section 32. It appears that the brass cap monument was set by Union County Surveyor James Voelz in 1973, according to the writings on the cap. I compare the tie to the railroad by Curtis, ( see Old Book survey 118 page 261 ) and find that the brass cap is 4.3 feet North and 13.10 feet West of the Curtis position. Surveyor Curtis also created IMBLER FRUIT COLONY plat in addition to the section corner ties discussed above. The subdivision was created in 1910, and the section ties to the railroad was filed in 1890. The subdivision preceded the creation of Highway 82, originally extending East to the West line of the railroad. I find a number of discrepancies between the Curtis "Old Book Survey" and the subdivision plat. I find that the plat calls the distance from the centerline of Hays Road along the centerline of Janson Lane to the West line of the Railroad, to be 320 feet. The Old Book Survey calls the distance to the Southwest Corner of Section 32, ( supposed to be at the intersection of Hays Road and Janson Lane ) from the centerline of the tracks to be 347.30. The width of the Railroad Right of way from the West line to the centerline is 50 feet at a right angle to the tracks, and translates into 51.59 feet along the skewed centerline of Janson Lane, which would mean that the distance along the South line of the subdivision to the West line of the railroad should be 295.71, not 320 feet. I also find that the center of section line along the North line of the Subdivision calls a distance of 970.8 feet to the West line of the Railroad right of way, and I find that distance to be 966.68 feet. I hold the two found section corners as monumented and proportion the West 1/4 corner of Section 32 into position, and accept an ancient fence corner adjacent to "Imbler Road" lying East of the Railroad, said to be over 100 years old by Mr. Elwynn Bingaman, as the center of Section 32. This fence corner lies in line with the intersection of "Imbler Road" and McKennon Lane centerlines and is relative with the subdivision call from the Center of Section running parallel with the West line of Section 32 to the intersection of the centerline of Janson Lane. The plat calls the East line of the Southwest Quarter as 2650. I find the distance to be 2650.95, which is very relative to the plat as well as in harmony with the lines of occupancy. I hold the centerline of the railroad as a monument creating the East and West Right of way lines 50 feet distant on each side of the centerline of the tracks. Highway 82 was created by deeds in 1922 to Union County with a width of 70 feet. The widths were 25 feet on the East side of the centerline and 45 feet on the West side of the centerline. Highway 82 was widened by ODOT in June of 1966, and the centerline was relocated. The new centerline was described as "Starting at a point that is North 4.18 feet and East 248.53 feet from the Southwest Corner of Section 32. The highway strip map number 8B-32-23, dated May 1965 shows the section corner as being a computed position, with no monument found. I establish the relocated centerline at a point 4.18 feet North and East 248.53 feet from the MONUMENTED Southwest corner of Section 32, and run the line parallel to the railroad centerline. The highway department then bought 40 feet of right of way to the West of the relocated centerline. The strip map scales a total width of 85 feet from the railroad right of way to the new West line of Highway 82. My surveyed dimensions show the total width to be 86.93 feet. I also find numerous railroad irons set in concrete that I originally thought might be the corners of the subdivision. After tying the irons into my survey, I found that the irons would not relate in any way to any measurement within the subdivision, in fact I found numerous railroad irons in the fences as brace posts and fence corners at random positions along the North line of Section 32. I have concluded that the railroad irons are fence accessories only and do not necessarily have any property line significance in the subdivision area. I find no other problems with this survey.

UNION COUNTY SURVEYOR  
 Date Received 7/16/03  
 Date Filed 7/16/03  
 By R. ROBINSON, Deputy  
 File No. 021-2003

REGISTERED PROFESSIONAL LAND SURVEYOR  
 GREGORY T. BLACKMAN  
 991  
 Renewal Date: Dec. 31, 2003

BAGETT, GRIFFITH & BLACKMAN  
 2006 Adams Avenue, LaGrande, Oregon  
 Map of Survey  
 All of Tract 1 of IMBLER FRUIT COLONY,  
 situated in the SW 1/4 of Section 32,  
 Township 1 South, Range 39 East WM.  
 Union County, Oregon  
 SURVEYED FOR Henry and Judy Wilhelm  
 SURVEYED BY GTB June, 2003  
 Scale: 1" = 200 ft. Drawn by: GTB July 7, 2003

Survey Number 021-2003