

REGISTERED
OREGON
LAND SURVEYOR

Newton Surveying Co.

JULY 10, 1964
NORMAN A. NEWTON
654

SUBDIVISION DESIGN & LAND PLANNING
HOOD RIVER, OREGON 97031

RECEIVED
DATE 3/31/72.

FILED

APR 18 1972

Carlos Van Ekberg
COUNTY SURVEYOR

DEPUTY

CS7214

FIELD NOTES

FOR: W.O. 1031-PG-72 Wayne Webster. Survey of a $2\frac{1}{2}$ acre descriptive tract of land situated in the $SE\frac{1}{4}$ $NE\frac{1}{4}$ of Section 24, T. 2 N., R. 10 E., Hood River County, Ore.

CREW: Norm Newton, Party chief
Brian Mostue, Instrumentman

DATE COMPLETED: March 23, 1972

On March 15, 1972 I was requested by Mr. Wayne Webster to survey, set the corners and provide a description of a $2\frac{1}{2}$ acre tract of land, lying South and East of Webster Road, bounded on the West by the North-South centerline of the $NW\frac{1}{4}$ of Section 24 and on the East by the Mount Hood Railroad. The property was examined on the ground with Mr. Webster and the intent of the survey was explained as well as the location of the North property boundary which was a random line beginning at an existing fence corner and running Northeasterly, through an established point, and terminating at the railroad right-of-way.

The survey was begun by recovering three property corners as indicated on a recorded survey by Mart Perkins on 11-8-57. These corners were the West $1/16$ section corner between Sections 13 and 24, the $1/4$ section corner between Sections 23 and 24 and the Center-West $1/16$ section corner of Section 24. A transit traverse was made between these corners for the purpose of establishing the South and West boundaries of the surveyed property. The northwest property corner was established on the North-South centerline of the $NW\frac{1}{4}$ of Section 24 as near as possible to the existing fence corner. The southeast property corner was established at the intersection of the East-West centerline of Section 24 and the Westerly right-of-way of the Mount Hood Railroad. This right-of-way was established 30.00 feet from the centerline of the existing tracks.

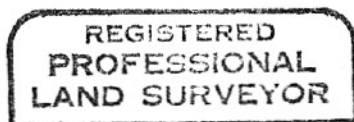
Bearings used throughout this survey were obtained from the mean of a series of solar observations. The bearings as shown on the Perkins survey were questioned as to accuracy because of their extreme variation from cardinal and no basis of bearings was given on the map. An attempt was made to obtain bearing control from the Mount Hood Railroad but no information of this nature was available.

Distances were measured with a 300 foot wire chain and corrections were applied for temperature variations. Angles were measured with a Wild T-16 theodolite.

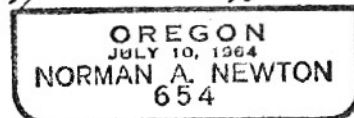
All corners established during this survey were 5/8" iron rods 30" long with a stamped aluminum cap on top and set in concrete. The 1" iron pipe found at the Center-West 1/16 section corner was remonumented with a 1 1/2" pipe with a brass cap stamped as to its location and set in concrete.

All corners found and established in the course of this survey, together with measured distances and angles are shown on the attached map, which by reference is made a part hereof.

I certify that this work was done under my direct supervision.



Norman A. Newton



Signed

Norman A. Newton

Norman A. Newton

Registered Professional Land Surveyor
Oregon Certificate No. 654