

93086

NARRATIVE FOR REESTABLISHMENT OF 1/4 CORNER
BETWEEN SECTION 6, T.1N R 10 E, AND SECTION 1 T. 1N R. 9E
NOVEMBER, 1993

The original corner was a fir post, with a maple and an alder for bearing trees, set in 1879 by the GLO. In 1892 E.F. Sharp surveyed and platted the Town of Winans Subdivision. This 1/4 corner was the initial point for the subdivision. Sharp does not describe what he found at the corner, nor does he describe what type of monuments, if any, he set for lot and block corners. Since Sharp's survey was performed only 13 years after the original corner was set I am confident that he used the original corner. In 1905, the Mount Hood Railroad obtained a deed from W.R. and Mary Winans for a 50 foot right-of-way "along Audubon Street in the City of Winans, where said right-of-way shall be 25 feet on each side of the center line of said street." In 1909, J.L. Henderson, county surveyor, said the corner was an "iron bar in Winan's yard." I have not found any written evidence since that time indicating any physical evidence of the 1/4 corner being found. In 1962, George Frey, county surveyor, set a pipe and cap for this corner by single proportion. In 1979 a private surveyor, Larry Bishop, performed a survey in the northwest portion of the subdivision. Bishop used Frey's corner as the initial point. Later that same year, the Hood River County survey department completed a survey of several sections in T. 1N. R10E., including section 6. The county chose not to use Frey's corner (Frey's work is notoriously unreliable) and calculated the 1/4 corner by single proportion. The County's position fell some 53 feet east of Frey's corner. In 1980, Bishop revised his 1979 survey by using the county's position for the 1/4 corner. These two surveys of Bishop's are the only surveys ever recorded within the Town of Winans.

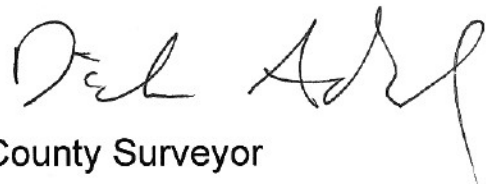
In 1992, several events occurred within the subdivision that revealed significant discrepancies between possession lines and subdivision lines as located by Bishop's 1980 survey. If the county's proportioned corner was used for the initial point of the subdivision, the entire row of lots on the east edge of the subdivision would be within the right-of-way of Hwy. 281, the Mt. Hood Railroad

tracks would be outside the platted right-of-way of Audubon Street, and most of the homes and yards of the residents within the subdivision would not fit existing possession lines.

At the request of several property owners in the area, and with the consent of the county administrator, I began to research the situation in the office and in the field. Little new information was found in the office, but field search resulted in the recovery of five old iron pipes, three of which were interior lot corners and two of which were corners on the exterior of the subdivision. Several iron rods were found marking the right-of-way of Hwy. 281. All of the iron pipes found indicated that the 1/4 corner should be about 54 feet west of the county's proportioned corner and about 7.5 feet southwest of Frey's pipe. Intensive searching in this area failed to find any evidence of the original corner, nor of the iron bar mentioned by J.L. Henderson in 1909. Mr. Dave Winans, who still lives nearby and owns property in the subdivision, informed me that a small creek that ran through the area was diverted to the west many years ago. Also, while digging in the area I found a water line buried very close to the position I had calculated for the 1/4 corner. I believe the iron bar was accidentally dug out during earthwork that occurred either during the creek relocation or the water line installation.

I decided to set the 1/4 corner at a position that best fit the five iron pipes found, and I removed Frey's pipe to avoid confusion for future surveys.

Dick Arnold,

A handwritten signature in cursive script, appearing to read "Dick Arnold".

County Surveyor