

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

FIELD NOTES

of the

Dependent Resurvey of a Portion of the South

Boundary (First Standard Parallel South)

and

a Portion of the Subdivision,

and

Survey of the Subdivisional Lines of Section 34.

Township 5 South, Range 8 East

Of the Gila and Salt River Meridian,

In the State of Arizona

EXECUTED BY

Clarence E. Bilbray, Cartographer (Cadastral)

Under special instructions dated January 5, 1953, which provided
for the surveys included under Group No. 288, approved February 20, 1953
and assignment instructions dated January 18, 1954

Survey commenced February 17, 1954

Survey completed February 23, 1954

4447

4447

4447

1A

BOOK 4447

INDEX DIAGRAM

Township 5 South, Range 8 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	<table border="1"> <tr> <td>5</td> <td>5</td> </tr> <tr> <td>4</td> <td>6</td> </tr> <tr> <td>6</td> <td>34</td> </tr> <tr> <td>3</td> <td>5</td> </tr> <tr> <td>2</td> <td>1</td> </tr> </table>	5	5	4	6	6	34	3	5	2	1	35	36
5	5														
4	6														
6	34														
3	5														
2	1														

16-56770-1

Subdivision of the SW $\frac{1}{4}$ Sec. 34 ----- Page 7

Subdivision of the SW $\frac{1}{4}$ SW $\frac{1}{4}$ Sec. 34 ----- Pages 7-8

T. 5 S., R. 8 E.

Chains

The township boundaries and subdivisional lines were originally surveyed by Ralph W. Norris in 1869. A portion of the north and west boundaries and subdivisional lines in the northwest part of the township were resurveyed by G. P. Harrington in 1911, 1912, and 1919 as represented on the plat approved October 23, 1920. The remaining exteriors and subdivisional lines were resurveyed by Averill, Wilson and Gould in 1928, as represented on the plat approved July 15, 1929.

The following field notes are those of the dependent resurvey of the boundaries and survey of the subdivisional lines of section 34, T. 5 S., R. 8 E., of the Gila and Salt River Meridian, Arizona.

The survey was executed with a light mountain solar transit made by W. & L. E. Gurley, serial number 371540, constructed in accordance with the standard instrumental specifications of the Bureau of Land Management. The instrument was in good condition, and having been placed in satisfactory adjustment prior to the beginning of the survey, was tested and found free from appreciable error.

The measurements were made with a narrow steel tape, 5 chains in length, graduated to tenths of a link for the first 10 links, every link for the following 90 links, and at each 10 link interval for the remaining 400 links. The tape was tested by comparison with a standard 1-chain steel tape and found correct. The measurements were made on the slope, and the vertical angle of each interval was ascertained by a clinometer in good adjustment; the horizontal equivalents are entered in the field note record.

The directions of all lines were determined by solar transit method, and checked by altitude observations on the sun.

The geographic position of the southeast corner of section 34 as computed from data given for the southeast corner of the township is:

Latitude $32^{\circ} 56' 29''$ N. Longitude $111^{\circ} 30' 34''$ W.

Dependent Resurvey, Portion of 1st. Stan. Par. S., R. 8 E.

(Reestablishment of the survey executed by Ralph W. Norris)
(in 1869, and resurvey by Averill, Wilson and Gould in 1928)

Beginning at the standard corner of secs. 34 and 35, determined from intersection of roads, bearing E., W. and N., the 1928 witness corner monuments has been destroyed by road construction.

At the corner point

Set an iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., 34 ins. in the ground, with brass cap mkd.

SC
T5SR8E
S34 | S35

1954

from which

An iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., set 24 ins. in the ground, for a reference monument, bears N. 45° E., 100 lks. dist., with brass cap mkd. SC T5SR8E S35 RM 1954 and an arrow pointing to the true corner.

BOOK 4447

Dependent Resurvey, Portion of 1st. Stan. Par. S., R. 8 E.

Chains	
	An iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., set 24 ins. in the ground, for a reference monument, bears N. 45° W., 100 lks. dist., with brass cap mkd. SC T5SR8E S34 RM 1954 and an arrow pointing to the true corner.
	Thence S. 89° 28' W., on the S. bdy. of sec. 34.
	Over nearly level land, along road.
15.00	Telephone line, bears N. and S.
16.92	Southern Pacific Railroad, bears N. and S.
17.60	Telephone line, bears N. and S.
38.81	Center line of State Highway No. 87. Leave road and enter scattering undergrowth.
39.98	Point for the standard $\frac{1}{4}$ sec. cor. of sec. 34, at proportionate distance; there is no remaining evidence of the 1928 resurvey monument. Set an iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., 26 ins. in the ground, over a deposit of broken glass, with brass cap mkd.
	SC <u>$\frac{1}{4}$ S 34</u> 1954
59.97	Point for the standard W $1/16$ sec. cor. of sec. 34.
	Set an iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., 24 ins. in the ground, over a deposit of broken glass, with brass cap mkd. SC <u>W $1/16$ S 34</u> 1954
64.967	Point for the standard E-W-W $1/256$ sec. cor. of sec. 34.
	Set a T-iron stake, 2 ft. long, 16 ins. in the ground, with cap mkd. for lots 31 and 32.
69.965	Point for the standard W-W $1/64$ sec. cor. of sec. 34.
	Set a T-iron stake, 2 ft. long, 16 ins. in the ground, with cap mkd. for lots 29 and 30.
74.962	Point for the standard W-W-W $1/256$ sec. cor. of sec. 34.
	Set a T-iron stake, 2 ft. long, 16 ins. in the ground, with cap mkd. for lots 27 and 28.
79.50	Power line, bears N. and S.
79.96	The standard corner of secs. 33 and 34, falls in road, determined from the 1928 witness monuments as follows.
	An iron post 1 in. diam., bears N. 45° E., 64 lks. dist., set and marked as described in the 1928 resurvey record.
	An iron post, 1 in. diam., bears S. 45° E., 64 lks. dist., set and marked as described in the 1928 resurvey record
	An iron post, 1 in. diam., bears S. 45° W., 64 lks. dist., set and marked as described in the 1928 resurvey record.

BOOK 4447

Dependent Resurvey, Portion of 1st. Stan. Par. S., R. 8 E.

Chains

At the corner point

Set an iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., $3\frac{1}{4}$ ins. in the ground, with brass cap mkd..

SC	
T5SR8E	
S33	S34

1954

Land, nearly level.

Soil, sandy clay.

No timber; undergrowth, mesquite.

Dependent Resurvey, Portion of Subdivision of T. 5 S., R. 8 E.

(Reestablishment of the survey executed by Ralph W. Norris)
 (in 1869, and resurvey by Averill, Wilson and Gould in 1928)

From the standard corner of secs. 33 and 34.

N. $1^{\circ} 04'$ W., bet. secs. 33 and 34.

Over nearly level land, along graded road.

5.005 Point for the S-S-S $1/256$ sec. cor. of secs. 33 and 34, falls in road, set nail.

from which

A T-iron stake, 2 ft. long, set 16 ins. in the ground, for a reference monument, bears N. $89^{\circ} 29'$ E., 45 lks. dist., with cap mkd. for lots 25 and 26.10.01 Point for the S-S $1/64$ sec. cor. of secs. 33 and 34, falls in road, set nail.

from which

A T-iron stake, 2 ft. long, set 16 ins. in the ground, for a reference monument, bears N. $89^{\circ} 30'$ E., 45 lks. dist., with cap mkd. for lots 11 and 24.15.015 Point for the N-S-S $1/256$ sec. cor. of secs. 33 and 34, falls in road, set nail.

from which

A T-iron stake, 2 ft. long, set 16 ins. in the ground, for a reference monument, bears N. $89^{\circ} 31'$ E., 45 lks. dist., with cap mkd. for lots 9 and 10.20.02 Point for the S $1/16$ sec. cor. of secs. 33 and 34, falls in road,Set an iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., $3\frac{1}{4}$ ins. in the ground, with brass cap mkd..

S $1/16$	
S33	S34

1954

from which

An iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., set 24 ins. in the ground, for a reference monument, bears N. $89^{\circ} 31'$ E., 45 lks.

Dependent Resurvey, Portion of Subdivision of T. 5 S., R. 8 E.

Chains	<p>dist., with brass cap mkd. S 1/16 S34 RM 1954 and an arrow pointing to the true corner.</p> <p>An iron post, 28 ins. long, 2 1/2 ins. diam., set 24 ins. in the ground, for a reference monument, bears S. 89° 31' W., 45 lks. dist., with brass cap mkd. S 1/16 S33 RM 1954 and an arrow pointing to the true corner.</p> <p>36.50 Intersection of graded road and State Highway No 87. Thence along center line of highway.</p> <p>40.04 Point for the 1/4 sec. cor. of secs. 33 and 34, at proportionate distance, falls on center line of highway, there is no remaining evidence of the 1928 resurvey monument.</p> <p>Set nail in pavement.</p> <p>from which</p> <p>An iron post, 28 ins. long, 2 1/2 ins. diam., set 24 ins. in the ground, for a reference monument, bears East, 60 lks. dist., with brass cap mkd. 1/4 S34 RM 1954 and an arrow pointing to the true corner.</p> <p>An iron post, 28 ins. long, 2 1/2 ins. diam., set 24 ins. in the ground, for a reference monument, bears West, 60 lks. dist., with brass cap mkd. 1/4 S33 RM 1954 and an arrow pointing to the true corner.</p> <p>N. 0° 16' W., beginning new measurement.</p> <p>Continue along center line of highway.</p> <p>40.03 The corner of secs. 27, 28, 33, and 34, falls on center line of paved highway, determined from the 1928 resurvey witness cor. monument. An iron post, 1 in. diam., set and marked as described in the 1928 resurvey record, bears N. 55° W., 78 lks. dist., the other 3 witness monuments have been destroyed. (Cor not remonumented)</p> <p>Land, nearly level. Soil, sandy clay. No timber; undergrowth, mesquite..</p> <hr/> <p>From the standard corner of secs. 34 and 35, on the S. bdy. of the Tp. N. 0° 18' W., bet. secs. 34 and 35.</p> <p>Over nearly level land, along the center line of a graded road.</p> <p>39.90 Point for the 1/4 sec. cor. of secs. 34 and 35, at proportionate distance, falls on center line of road and on top of culvert, (not remonumented) there is no remaining evidence of the 1928 resurvey monument or witness corners.</p> <p>from which</p> <p>The N. end of east headwall of culvert, bears N. 89° 52' E., 26 lks. dist.</p> <p>The S. end of west headwall of culvert, bears S. 55° 42' W., 26 lks. dist.</p> <p>79.80 The corner of secs. 26, 27, 34, and 35, at intersection of roads, bearing N., S., E., and W., determined from the 1928 resurvey witness monuments.</p> <p>An iron post, 1 in. diam., set and marked as described in the 1928 resurvey record, bears S. 45° E., 64 lks. dist.</p>
--------	--

. Dependant Resurvey, Portion of Subdivision of T. 5 S., R. 8 E.

Chains	
	<p>An iron post, 1 in. diam., set and marked as described in the 1928 resurvey record, bears S. 45° W., 64 lks. dist., all other witness monuments have been destroyed. (True point not monumented)</p> <p>Land, nearly level. Soil, sandy clay. No timber or undergrowth, land under cultivation.</p>
	<p>S. 89° 38' W., bet. secs. 27 and 34.</p> <p>Over nearly level land, along graded road.</p>
24.40	Telephone line, bears NNW. and SSE.
25.40	Southern Pacific Railroad, bears N. 7° 55' W. and S. 7° 55' E.
26.00	Telephone line, bears NNW. and SSE.
40.24	<p>Point for the $\frac{1}{4}$ sec. cor. of secs. 27 and 34, at proportionate distance, falls on center line of road, there is no remaining evidence of the 1928 resurvey monument or the witness monuments.</p> <p>Set an iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., 34 ins. in the ground, with brass cap mkd.</p> <div style="text-align: center;"> $\begin{array}{r} S\ 27 \\ \frac{1}{4} \\ \hline S\ 34 \\ 1954 \end{array}$ </div> <p>from which</p> <p>An iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., set 24 ins. in the ground, for a reference monument, bears S. 0° 30' E., 45 lks. dist., with brass cap mkd. $\frac{1}{2}$ S34 RM 1954.</p> <p>The SE. corner of a brick house, bears N. 50° 10' W., 125 lks. dist.</p> <p>Continue along center line of road.</p>
80.28	<p>The corner of secs. 27, 28, 33, and 34.</p> <p>Land, nearly level. Soil, sandy clay. No timber or undergrowth, land under cultivation.</p>
	<p style="text-align: center;">Subdivision of Section 34, T. 5 S., R. 8 E.</p> <p>From the standard $\frac{1}{4}$ sec. cor. of sec. 34, on the S. bdy. of the Tp. N. 0° 28' W., on the N. and S. center line of sec. 34.</p> <p>Over nearly level land.</p>
0.43	Power line, bears E. and W.
3.01	Center line of State Highway No. 87, on curve, bears NW. and SE.
19.99	<p>Point for the C-S 1/16 sec. cor. of sec. 34.</p> <p>Set an iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., 24 ins. in the ground, with brass cap mkd.</p> <div style="text-align: center;"> $\begin{array}{c} C \\ S\ 1/16^\circ \quad \quad S\ 34^\circ \\ C \\ 1954 \end{array}$ </div>

Subdivision of Section 34, T. 5 S., R. 8 E.

Chains	
39.98	Point for the C $\frac{1}{4}$ sec. cor. of sec. 34, at the intersection of the E. and W. center line of sec. 34. Set an iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., 24 ins. in the ground, over a deposit of broken glass, with brass cap mkd. (Cor falls on a N. and S. fence line) C $\frac{1}{4}$ S 34 1954
79.75	Telephone line, bears NE. and S.
79.96	The $\frac{1}{4}$ sec. cor. of sec. 34. Land, nearly level. Soil, sandy clay. No timber or undergrowth.
	From the $\frac{1}{4}$ sec. cor. of secs. 34 and 35. S. $89^{\circ} 33'$ W., on the E. and W. center line of sec. 34. Over nearly level land, through cultivated field.
19.10	Telephone line, bears NNW. and SSE.
20.07	Southern Pacific Railroad, bears N. $7^{\circ} 55'$ W. and S. $7^{\circ} 55'$ E.
20.78	Telephone line, bears NNW. and SSE.
40.11	The C $\frac{1}{4}$ sec. cor. of sec. 34.
40.35	Power line, bears N. and S.
60.31	Point for the C-W $\frac{1}{16}$ sec. cor. of sec. 34, falls in cultivated field. (Not monumented) from which Telephone pole, bears S. $88^{\circ} 40'$ E., 125 lks. dist. Telephone pole, bears S. $87^{\circ} 54'$ W., 117 lks. dist.
79.95	Telephone line, bears N. and S.
80.51	The $\frac{1}{4}$ sec. cor. of secs. 33 and 34. Land, nearly level. Soil, sandy clay. No timber or undergrowth, cultivated land.
	Subdivision of the SW $\frac{1}{4}$.
	From the standard W $\frac{1}{16}$ sec. cor. of sec. 34. N. $0^{\circ} 46'$ W., on the N. and S. center line of the SW $\frac{1}{4}$ of sec. 34.
0.45	Power line, bears E. and W.
5.001	Point for the C-S-S-SW $\frac{1}{256}$ sec. cor. of sec. 34. Set a T-iron stake, 2 ft. long, 16 ins. in the ground, with cap mkd. for lots 18 and 33.
10.002	Point for the C-S-SW $\frac{1}{64}$ sec. cor. of sec. 34.

Subdivision of Section 34, T. 5 S., R. 8 E.

Chains	Set a T-iron stake, 2 ft. long, 16 ins. in the ground, with cap mkd. for lots 17 and 18.
15.003	Point for the C-N-S-SW 1/256 sec. cor. of sec. 34. Set a T-iron stake, 2 ft. long, 16 ins. in the ground, with cap mkd. for lots 2 and 17.
17.15	Center line of State Highway No. 87, cor. of lots 1 and 2, set nail.
20.004	Point for the SW 1/16 sec. cor. of sec. 34, at the intersection of the E. and W. center line of the SW 1/4 of sec. 34. Set an iron post, 28 ins. long, 2 1/2 ins. diam., 24 ins. in the ground, over a deposit of broken glass, with brass cap mkd. SW 1/16 S 34 1954
40.014	The C-W 1/16 sec. cor. of sec. 34. <hr/> From the C-S 1/16 sec. cor. of sec. 34. S. 89° 31' W., on the E. and W. center line of the SW 1/4 of sec. 34.
20.09	The SW 1/16 sec. cor. of sec. 34.
25.113	Point for the C-E-W-SW 1/256 sec. cor. of sec. 34, falls on edge of road, set nail. from which A T-iron stake, 2 ft. long, 16 ins. in the ground, for a reference monument, bears S. 0° 50' E., 68 lks. dist., with cap mkd. for lots 3 and 4. A T-iron stake, 2 ft. long, set 16 ins. in the ground, for a reference monument, bears N. 89° 31' E., 100 lks. dist., with cap mkd. for lots 1.
25.466	Center line of State Highway No 87, cor., of lots 1 and 4, set nail.
30.136	Point for the C-W-SW 1/64 sec. cor. of sec. 34. Set a T-iron stake, 2 ft. long, 16 ins. in the ground, with cap mkd. for lots 5 and 6.
35.159	Point for the C-W-W-SW 1/256 sec. cor. of sec. 34. Set a T-iron stake, 2 ft. long, 16 ins. in the ground, with cap mkd. for lots 7 and 8.
39.75	Power line, bears N. and S.
40.182	The S 1/16 sec. cor. of secs. 33 and 34.
Subdivision of the SW 1/4 SW 1/4.	
From the standard W-W 1/64 sec. cor. of sec. 34. N. 0° 55' W., on the N. and S. center line of the SW 1/4 SW 1/4 of sec. 34.	
5.003	Point for the C-S-SW-SW 1/256 sec. cor. of sec. 34. Set a T-iron stake, 2 ft. long, 16 ins. in the ground, with cap mkd. for lots 21, 22, 29, and 30.

Subdivision of Section 34, T. 5 S., R. 8 E.

Chains

10.006 Point for the SW-SW $1/64$ sec. cor. of sec. 34, at the intersection of the E. and W. center line of the SW $\frac{1}{2}$ SW $\frac{1}{2}$ of sec. 34:

Set a T-iron stake, 2 ft. long, 16 ins. in the ground, with cap mkd. for lots 13, 14, 21, and 22.

15.009 Point for the C-N-SW-SW $1/256$ sec. cor. of sec. 34.

Set a T-iron stake, 2 ft. long, 16 ins. in the ground, with cap mkd. for lots 5, 6, 13, and 14.

20.012 The C-W-SW $1/64$ sec. cor. of sec. 34.

From the C-S-SW $1/64$ sec. cor. of sec. 34.

S. 89° 30' W., on the E. and W. center line of the SW $\frac{1}{2}$ SW $\frac{1}{2}$ of sec. 34.

5.01 Point for the C-E-SW-SW $1/256$ sec. cor. of sec. 34.

Set a T-iron stake, 2 ft. long, 16 ins. in the ground, with cap mkd. for lots 15, 16, 19, and 20.

10.02 The SW-SW $1/64$ sec. cor. of sec. 34:

15.03 Point for the C-W-SW-SW $1/256$ sec. cor. of sec. 34.

Set a T-iron stake, 2 ft. long, 16 ins. in the ground, with cap mkd. for lots 11, 12, 23, and 24.

20.04 The S-S $1/64$ sec. cor. of secs. 33 and 34.

General Description

The surface of section 34 is nearly level. The soil is a sandy clay. Approximately 75% of the section is under cultivation and irrigated from wells. The Southern Pacific Railroad traverses through the east half of the section north and south. State Highway No 87, traverses through the south west quarter of the section. There is no timber or undergrowth in the section except the SW $\frac{1}{2}$ SW $\frac{1}{2}$ which is covered with an undergrowth of scattering mesquite and sage.

CERTIFICATE OF CADASTRAL ENGINEER

I, Clarence E. Bilbray, HEREBY CERTIFY upon honor that, in pursuance of special instructions bearing date of the 5th day of January, 1953, I have surveyed dependently resurveyed a portion of the south boundary (1st. standard parallel south) and a portion of the subdivision, and surveyed the subdivisional lines of section 34, T. 5 S., R. 8 E.

of the Gila & Salt River Meridian, in the State of Arizona, which are represented in the foregoing field notes as having been executed by me and under my direction; and that said survey has been made in strict conformity with said instructions, the Manual of Instructions for the Survey of the Public Lands of the United States, and in the specific manner described in the foregoing field notes.

Albuquerque, New Mexico
June 8, 1954

Clarence E. Bilbray
Clarence E. Bilbray
Cartographer (Cadastral)

CERTIFICATE OF APPROVAL

BUREAU OF LAND MANAGEMENT,
Washington, D. C., JUN 13 1955, 19

The foregoing field notes of the survey of dependent resurvey of a portion of the south boundary (1st. standard parallel south) and a portion of the subdivision, and survey of the subdivisional lines of section 34, T. 5 S., R. 8 E., of the Gila and Salt River Meridian, Arizona.

executed by Clarence E. Bilbray having been critically examined and found correct, are hereby approved.

James O. Crenshaw
Chief, Division of Cadastral Engineering
Acting Cadastral Engineering Staff Officer

CERTIFICATE OF TRANSCRIPT

I certify that the foregoing transcript of the field notes of the above described surveys is a true copy of the original field notes.

Chief, Division of Cadastral Engineering