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BOOK 4406

REGION V
PHOENIX, ARIZONA

FIELD NOTES

of the

Dependent Resurvey of a Portion of the North Boundary

and

Portion of Subdivisional Lines

and

Survey of Subdivision of Section 3

and

Survey of Tract 37

of

Township 13 South, Range 28 East

Of the Gila and Salt River Meridian,

In the State of Arizona

EXECUTED BY

Clarence E. Bilbray, Cadastral Engineer

Under special instructions dated January 8, 1953, which provided
for the surveys included under Group No. 287, approved January 16, 1953
and assignment instructions dated March 25, 1953

Survey commenced April 2, 1953

Survey completed April 9, 1953

4406

1A

BOOK 4400

INDEX DIAGRAM

Township 13 S., Range 28 E.

		2	2	2	
6	5	4	6	7	3
			7	7	2
			5	6	3
			4	3	
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	34	35	36

The dependent resurvey of the boundaries and survey of the subdivisinal lines of section 3 and tract 37 within section 3, T. 13 S., R. 28 E., of the Gila and Salt River Meridian, Arizona. The boundaries and subdivision of T. 13 S., R. 28 E., were originally surveyed by T. F. White, Deputy Surveyor, in 1882. The north boundary of the township was resurveyed by L. Wolfley, Deputy Surveyor, in 1884. The south and west boundaries were retraced and partially resurveyed by W. B. Kimmell in 1914.

This survey was executed with a light mountain solar transit made by W. and L. E. Gurley, Serial No. 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 ten links, every link for the remainder of the first 100 links and the balance at intervals of 10 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.

Azimuth was determined by the solar transit method and checked by an altitude observation on the sun as follows.

April 3, 1953, at the temporary corner of secs. 3, 4, 33, and 34, T. 13 S., R. 28 E., in approximate latitude $32^{\circ} 20' 22''$ N., longitude $109^{\circ} 29' 00''$ W., at 7h 50m a.m. Mountain Standard Time, I make a series of three altitude observations of the sun for azimuth, each with the telescope in direct and reversed positions, observing opposite limbs of the sun.

Reference; Flag on random line to south, horizontal angle measured to the left from reference to sun.

Mean observed vertical angle	-----	21° 12' 20"
Sun's declination	-----	5° 20' 55" S.
Mean horizontal angle reference to sun	-----	82° 47' 10"
Resulting bearing to reference	-----	89° 0' 04" W.

The geographic position of the southeast corner of section 3 as computed from ties to U. S. Coast and Geodetic Survey triangulation sta. "Bowie Water Tank", is Latitude $32^{\circ} 19' 30.5''$ N., Longitude $109^{\circ} 28' 00.2''$ W.

Dependent Resurvey of a Portion of N. Boundary of T. 13 S., R. 28 E.

(Restoring the survey made by T. F. White in 1882)

At proportionate distance for the cor. of secs. 2, 3, 34, and 35, on the N. bdy. of T. 13 S., R. 28 E.

Set an iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., 24 ins. in the ground, with brass cap mkd.

T12SR28E	
S34	S35
S 3	S 2

T13S
1953

Deposit broken glass at base of iron post.

From this cor. the cor. of secs. 1, 2, 35, and 36, on N. bdy. of T. 13 S., R. 28 E., which is marked by an iron pipe, 1 in. diam., 4 ins. above ground, accepted as the best existing evidence of position of the original corner, bears S. $89^{\circ} 52'$ E., 80.10 chs. dist.

Chains

At the corner point.

Set an iron post, 28 ins. long, $2\frac{1}{8}$ ins. diam., $2\frac{1}{4}$ ins. in the ground, with brass cap mkd.

T12SR28E	
S35	S36
S 2	S 1

T13S
1953

Deposit broken glass at base of iron post.

From this cor. a recently established concrete monument, 6 ins. sq., 4 ins. above ground, bears N. 40° 40' E., 1.533 chs. dist.

From the corner of secs. 2, 3, 34, and 35.

N. 89° 52' W., bet. secs. 3 and 34.

Over nearly level land, through scattering undergrowth.

40.05

Point for the $\frac{1}{4}$ sec. cor. of secs. 3 and 34, at proportionate distance; there is no remaining evidence of the original corner.

Set an iron post, 28 ins. long, $2\frac{1}{8}$ ins. diam., $2\frac{1}{4}$ ins. in the ground, with brass cap mkd.

$\frac{1}{4}$ S 34	
$\frac{1}{4}$ S 3	
1953	

Deposit broken glass at base of iron post.

44.60

Bladed road, bears NE. and SW.

79.95

Road, bears N. and S.

80.10

Point for the corner of secs. 3, 4, 33, and 34, at proportionate distance; there is no remaining evidence of the original corner.

Set an iron post, 28 ins. long, $2\frac{1}{8}$ ins. diam., $2\frac{1}{4}$ ins. in the ground, with brass cap mkd.

T12SR28E	
S33	S34
S 4	S 3

T13S
1953

Deposit broken glass at base of iron post.

Land, nearly level.

Soil, sandy.

No timber; undergrowth, scattering mesquite and sage.

N. 89° 52' W., bet. secs. 4 and 33.

Over nearly level land, through scattering undergrowth.

40.05

The $\frac{1}{4}$ sec. cor. of secs. 4 and 33, which is marked by an iron pipe, 1 in. diam., 12 ins. above ground, accepted as the best existing evidence of position of the original corner.

Dependent Resurvey of a portion of N. Boundary of T. 13 S., R. 28 E.

Chains

At the corner point

Set an iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., 24 ins. in the ground, with brass cap mkd.

S 33
$\frac{1}{4}$
S 4
1953

Bury the old iron pipe alongside the iron post.

Land, nearly level:

Soil, sandy.

No timber; undergrowth, mesquite and sage.

...

Dependent Resurvey of A Portion Subdivision of T. 13 S., R. 28 E.

(Restoring the survey made by T. F. White in 1882)

Beginning at the corner of secs. 2, 3, 10, and 11, which is marked by a concrete post, 4 ins. sq., 12 ins. above ground, accepted as the best existing evidence of position of original corner.

At the corner point

Set an iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., 24 ins. in the ground, with brass cap mkd.

T13SR28E	
S 3	S 2
S10	S11

1953

Bury the old concrete post alongside the iron post.

N. $0^{\circ} 05'$ W., bet. secs. 2 and 3.

Over nearly level land, through undergrowth.

40.06

Point for the $\frac{1}{2}$ sec. cor. of secs. 2 and 3, at proportionate distance; there is no remaining evidence of the original corner.Set an iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., 24 ins. in the ground, with brass cap mkd.

$\frac{1}{2}$	
S 3	S 2
1953	

No accessories available.

69.05

Bladed road, bears NE. and SW.

80.01

The corner of secs. 2, 3, 34, and 35, on the N. bdy. of the Tp.

Land, nearly level.

Soil, sandy.

No timber; undergrowth, mesquite, yucca and sage.

From the corner of secs. 2, 3, 10, and 11.

N. $89^{\circ} 57'$ W., bet. secs. 3 and 10, along E. and W. fence.

10.00

Fence, bears E. and WNW.

Dependent Resurvey of Portion of Subdivision of T. 13 S., R. 28 E.

Chains	
20.70	Main track Southern Pacific Railroad, bears N. 75° W. and S. 75° E.
22.60	Telegraph line, bears N. 75° W. and S. 75° E.
23.30	Telegraph line, bears N. 75° W. and S. 75° E.
30.90	Highway right-of-way fence, bears WNW. and ESE.
40.095	Point for the $\frac{1}{4}$ sec. cor. of secs. 3 and 10, at proportionate distance there is no remaining evidence of the original corner. Set an iron post, 28 ins, long, $2\frac{1}{2}$ ins. diam., 24 ins in the ground, with brass cap mkd. $\begin{array}{r} \frac{1}{4} \text{ S } 3 \\ \hline \text{S } 10 \\ 1953 \end{array}$ No accessories available.
45.30	State Highway No. 86, bears WNW. and ESE.
60.143	Point for the W $\frac{1}{16}$ sec. cor. of secs. 3 and 10, at proportionate distance, falls on S. edge of highway. Set an iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., 32 ins. in the ground, with brass cap mkd. $\begin{array}{r} \text{W } \frac{1}{16} \text{ S } 3 \\ \hline \text{S } 10 \\ 1953 \end{array}$ from which A concrete post, 4 ins. diam., on E. and W. fence line, bears S. 2° 25' E., 1.265 chs. dist. A steel railroad right-of-way marker, bears N. 55° 25' E., 3.11 chs. dist.
80.14	Graded road, bears N. and S.
80.19	Point for the corner of secs. 3, 4, 9, and 10, at proportionate distance; there is no remaining evidence of the original corner. Set an iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., 34 ins. in the ground, with brass cap mkd. $\begin{array}{r} \text{T13SR28E} \\ \text{S } 4 \text{ S } 3 \\ \hline \text{S } 9 \text{ S } 10 \\ 1953 \end{array}$ from which An iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., set 26 ins. in the ground, for a reference monument, bears S. 45° E., 70 lks. dist., mkd. T13S R28E S10 RM 1953 and an arrow pointing to the true corner. 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., 70 lks. dist., mkd. T13S R28E S4 RM 1953 and an arrow pointing to the true corner. From this corner the corner of secs. 6 and 7, T. 13 S., R. 28 E., which is an iron post, 3 ins. diam., firmly set, marked and witnessed as described in the official record, bears N. 89° 54' W.,

Dependent Resurvey of Portion of Subdivision of T. 13 S., R. 28 E.

Chains

239.63 chs. dist.

From this same corner the corner of secs. 9, 10, 15, and 16, which is marked by a concrete monument, 4 ins. sq., set 12 ins. below surface of ground, W. S. Merrill a local surveyor states the original corner was found at this point, accepted as the best existing evidence of position of original corner, falls on N. edge of cultivated land, bears S. 0° 03' E., 80.05 chs. dist.

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.

T13SR28E	
S. 9	S10.
S16	S15

1953

from which

An iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., set $2\frac{1}{4}$ ins. in the ground, for a reference monument, bears N. 45° E., 100 lks. dist., mkd. T13S R28E S10 RM 1953 and an arrow pointing to the true cor.

An iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., set $2\frac{1}{4}$ ins. in the ground, for a reference monument, bears N. 45° W., 100 lks. dist., mkd. T13S R28E S9 RM 1953 and an arrow pointing to the true cor.

Land, nearly level.

Soil, sandy.

No timber; undergrowth, mesquite and sage.

From the corner of secs. 3, 4, 9, and 10.

North, bet. secs. 3 and 4.

Over nearly level land, along road.

2.05 State Highway No. 86, bears N. 75° W. and ENE.

2.80 Telephone line, bears N. 75° W. and ENE.

7.30 Intersection of roads bears S., WNW. and ENE.

13.75 Telegraph line, bears N. 75° W. and S. 75° E.

15.80 Main track Southern Pacific Railroad, bears N. 75° W. and S. 75° E.

20.013 Point for the S $\frac{1}{16}$ sec. cor. of secs. 3 and 4, at proportionate distance.

Set an iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., 26 ins. in the ground, with brass cap mkd.

S $\frac{1}{16}$

S 4 | S 3

1953

from which

Center of Southern Pacific Railroad water tank U. S. Coast and Geodetic Survey triangulation station "Bowie Water Tank", bears S. 16° 00' W., 1.23 chs. dist.

22.60 Road, bears E. and W.

Dependent Resurvey of Portion of Subdivision of T. 13 S., R. 28 E.

Chains 30.019	Point for the NS $\frac{1}{64}$ sec. cor. of secs. 3 and 4, at proportionate distance. Set an iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., 24 ins. in the ground, with brass cap mkd. NS $\frac{1}{64}$ S 4 S 3 1953 Deposit broken glass at base of iron post.
32.00	Bladed road, bears E. and W.
40.025	Point for the $\frac{1}{4}$ sec. cor. of secs. 3 and 4, at proportionate distance; there is no remaining evidence of the original corner. Set an iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., 24 ins. in the ground, with brass cap mkd. $\frac{1}{4}$ S 4 S 3 1953 Deposit broken glass at base of iron post.
80.10	The corner of secs. 3, 4, 33, and 34, on the N. bdy of the Tp. Land, nearly level. Soil, sandy. No timber; undergrowth, mesquite and sage.
Subdivision of Section 3, T. 13 S., R. 28 E.	
1.05	From the $\frac{1}{4}$ sec. cor. of secs. 3 and 10. N. $0^{\circ} 03'$ W., on the N. and S. center line of sec. 3. Highway right-of-way fence, bears E. and W.
1.10	Power line, bears E. and W.
4.40	Telegraph line, bears N. 75° W. and S. 75° E.
4.60	Telegraph line, bears N. 75° W. and S. 75° E.
5.10	Main track Southern Pacific Railroad, bears N. 75° W. and S. 75° E.
9.00	Fence corner from which fences, bears N. and ESE.
20.017	Point for the center S $\frac{1}{16}$ sec. cor. of sec. 3. Set an iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., 24 ins. in the ground, with brass cap mkd. C S $\frac{1}{16}$ S 3 C 1953
40.034	Point for the C $\frac{1}{4}$ sec. cor. of sec. 3; at the intersection of the E. and W. center line, falls on old fence corner.

BOOK 900
Subdivision of Section 3, T. 13 S., R. 28 E.

Chains	
	<p>Set an iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., 24 ins. in the ground, with brass cap mkd.</p> <p style="text-align: center;">C $\frac{1}{4}$ S 3 1953</p> <p>No accessories available.</p>
46.25	Bladed road, bears NE. and SW.
80.057	The $\frac{1}{4}$ sec. cor. of secs. 3 and 34.
	<p>From the $\frac{1}{4}$ sec. cor. of secs. 2 and 3.</p> <p>N. $89^{\circ} 58'$ W., on the E. and W. center line of sec. 3.</p>
40.083	The C $\frac{1}{4}$ sec. cor. of sec. 3.
50.90	Bladed road, bears NE. and SW.
60.121	Point for the CW $\frac{1}{16}$ sec. cor. of sec. 3.
	<p>Set an iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., 24 ins. in the ground, with brass cap mkd.</p> <p style="text-align: center;">W $\frac{1}{16}$ C ————— C S 3 1953</p> <p>No accessories available.</p>
80.159	The $\frac{1}{4}$ sec. cor. of secs. 3 and 4.
	<p style="text-align: center;">Subdivision of the SW $\frac{1}{4}$.</p> <p>From the W $\frac{1}{16}$ sec. cor. of secs. 3 and 10.</p> <p>N. $0^{\circ} 02'$ W., on the N. and S. center line of the SW $\frac{1}{4}$ of sec. 3.</p>
0.20	State Highway No. 86, bears E. and W.
9.05	Telegraph line, bears N. 75° W. and S. 75° E.
9.40	Telegraph line, bears N. 75° W. and S. 75° E.
10.46	Main track Southern Pacific Railroad, bears N. 75° W. and S. 75° E.
20.014	Point for the SW $\frac{1}{16}$ sec. cor. of sec. 3, at intersection of the E. and W. center line of the SW $\frac{1}{4}$
	<p>Set an iron post, 28 ins. long, $2\frac{1}{2}$ ins. diam., 24 ins. in the ground, with brass cap mkd.</p> <p style="text-align: center;">SW $\frac{1}{16}$ S 3 1953</p> <p>from which</p> <p style="padding-left: 40px;">A fence corner, bears N. $44^{\circ} 45'$ E., 60 lks. dist.</p> <p style="padding-left: 40px;">A fence corner, bears N. $47^{\circ} 05'$ W., 66 lks. dist.</p>
20.25	Road, bears E., W. and N.
25.25	Road, bears W. and S.

Subdivision of the SW $\frac{1}{4}$

Chains

30.025 Point for the CN-SW $\frac{1}{64}$ sec. cor. of sec. 3.

C-N-SW
 $\frac{1}{64}$
 S 3
 1953

No accessories available.

35.75 Bladed road, bears NE. and SW.

40.036 The CW $\frac{1}{16}$ sec. cor. of sec. 3.

From the CS $\frac{1}{16}$ sec. cor. of sec. 3.

N. $89^{\circ} 57'$ W., on the E. and W. center line of the SW $\frac{1}{2}$ of sec. 3.

20.046 The SW $\frac{1}{16}$ sec. cor. of sec. 3.

40.092 The S $\frac{1}{16}$ sec. cor. of secs. 3 and 4.

Survey of Tract 37 in N $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ Section 3.

Beginning at the CW $\frac{1}{16}$ sec. cor. of sec. 3, designated as angle point 1.

N. $89^{\circ} 58'$ W., on the E. and W. center line of sec. 3.

20.038 The $\frac{1}{4}$ sec. cor. of secs. 3 and 4, designated as angle point 2.

Thence South, on sec. line bet. secs. 3 and 4.

8.112 Point for angle point No. 3, falls in E. and W. road.

Set an iron post, 28 ins. long, $2\frac{1}{8}$ ins. diam., $3\frac{1}{4}$ ins. in the ground, with brass cap mkd.

T13SR28E

S 4	TR 37
	AP 3
	S 3

 1953

from which

An iron post, 28 ins. long, $2\frac{1}{8}$ ins. diam., set 24 ins. in the ground, for a reference monument, bears North, 40 lks. dist., mkd. AP 3 TR 37 RM 1953 and an arrow pointing to the true corner.

An iron post, 28 ins. long, $2\frac{1}{8}$ ins. diam., set 24 ins. in the ground, for a reference monument, bears South, 40 lks. dist., mkd. AP 3 TR 37 RM 1953 and an arrow pointing to the true corner.

Thence S. $89^{\circ} 58'$ E.,

1.894 Point for angle point No. 4, falls in E. and W. road.

Set an iron post, 28 ins. long, $2\frac{1}{8}$ ins. diam., $3\frac{1}{4}$ ins. in the ground, with brass cap mkd.

BOOK 1400

Survey of Tract 37 in $N\frac{1}{2}NW\frac{1}{4}SW\frac{1}{4}$ Section 3.

Chains

T13SR28E
 TR 37
 S 3 | AP 4
 1953

from which

An iron post, 28 ins. long, $2\frac{1}{8}$ ins. diam., set $2\frac{1}{4}$ ins. in the ground, for a reference monument, bears North, 30 lks. dist., mkd. AP 4 TR 37 RM 1953 and an arrow pointing to the true corner.

An iron post, 28 ins. long, $2\frac{1}{8}$ ins. diam., set $2\frac{1}{4}$ ins. in the ground, for a reference monument, bears South, 30 lks. dist., mkd. AP 4 TR 37 RM 1953 and an arrow pointing to the true corner.

Thence South.

1.894 Point for angle point 5, on the E. and W. center line of the $NW\frac{1}{4}SW\frac{1}{4}$ of sec. 3.

Set an iron post, 28 ins. long, $2\frac{1}{8}$ ins. diam., $2\frac{1}{4}$ ins. in the ground, with brass cap mkd.

T13SR28E
 TR 37
 AP 5
 S 3
 1953

From this angle point the NS $1/64$ sec. cor. of secs. 3 and 4, bears N. $89^{\circ} 58'$ W., 1.894 chs. dist

Thence S. $89^{\circ} 58'$ E., on the E. and W. center line of the $NW\frac{1}{4}SW\frac{1}{4}$ of sec. 3.

18.153 The CN SW $1/64$ sec. cor. of sec. 3, designated as angle point No. 6.

Thence N. $0^{\circ} 02'$ W., on the N. and S. center line of the $SW\frac{1}{4}$ of sec. 3

10.011 The CW $1/16$ sec. cor. of sec. 3, point of beginning

General Description

The surface of section 3 is nearly level and for the most part is covered with scattering undergrowth of mesquite, yucca and sage. The general drainage is to the north. The Southern Pacific Railroad and State Highway No. 86 enter the section along the south boundary near the E. $1/16$ and $\frac{1}{4}$ corners between sections 3 and 10 and leave the section on the west boundary of the $SW\frac{1}{4}$. There is a portion of the townsite of Bowie located in the $SW\frac{1}{4}SW\frac{1}{4}$ of the section. **Area of tract 37; 19.70 Acres**

CERTIFICATE OF CADASTRAL ENGINEER

BOOK 4406

I, Clarence E. Bilbray, HEREBY CERTIFY upon honor that, in pursuance of special instructions bearing date of the 8th day of January, 1953, I have ~~surveyed~~ independently resurveyed a portion of the north boundary and portion of the subdivisional lines and surveyed the subdivision of section 3 and surveyed tract 37 of T. 13 S., R. 28 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
May 1, 1953

Clarence E. Bilbray
Cadastral Engineer

CERTIFICATE OF APPROVAL

BUREAU OF LAND MANAGEMENT,
Washington, D. C., 19

The foregoing field notes of the ~~survey of~~ dependent resurvey of a portion of the north boundary and portion of subdivisional lines and survey of the subdivision of section 3 and survey of tract 37, T. 13 S., R. 28 E., of the Gila and Salt River Meridian, Arizona

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

Donna S. Cernat
Assistant Chief, Division of Cadastral Engineering.

~~CERTIFICATE OF TRANSCRIPT~~

~~I CERTIFY that the foregoing transcript of the field notes of the above-described surveys in T. 13 S., R. 28 E., is a true copy of the original field notes.~~

~~Chief, Division of Cadastral Engineering.~~