

INSTRUCTIONS

1. Original or subsequent record used to evaluate the corner position.
2. Description of evidence found, note discrepancies in the record, state method of establishing lost or obliterated corners.
3. Description of monument and accessories set to perpetuate the corner position.
4. Sketch of corner, show all pertinent data which can best be shown in a sketch example, corner marking, topography ties, position of accessories, etc.
5. Certification must be signed and sealed by Land Surveyor registered in the State of Montana.
6. Fill in Cross Index & Section Diagram at bottom of sheet.

CERTIFIED CORNER RECORDATION

Corner of sections 29, 30, 31 and 32 T. 1 N., R. 10 E. P.M.M. Park County

Original record - GLO (Baker & Thomas) - 1873 - "Set a sandstone 14 x 12 x 4 ins. 10 in. in the ground for cor. to sec. 29, 30, 31 & 32 marked with 5 notches on east and 1 on south edges."

Subsequent records - Park County Historic Field Book R/D 2, p. 16 & 17 - April, 1908 - In a survey titled "Re-establishment of SE cor. to Sec. 29 T1N R10E", but is actually a re-establishment of the SW cor. of sec. 29, the surveyor appears to have started at the 1/4 cor. between sections 29 & 30 and run south 1660 ft. to the Shields River, then at 2640 ft. south called "no cor.", and continued south another 1400 ft. to Willow Creek. He then started at the SW cor. of section 30 and ran east to the southeast corner of section 29 and found the distance "120' too long in 2 miles." He applied 60 ft. of correction to the GLO distances on the south boundary of each section for resulting distances of 5287' on the S. bdy of sec. 30 (Rec. was 79.20 ch.), and 5360 on the S. bdy of sec. 29 (Rec. was 80.30 ch.) There is no description of setting a monument for this corner.

-The Shields River Branch of the Northern Pacific Railroad was constructed from Mission to Wilsall in 1909. The year of survey is not known and the survey notes for the railroad are not now available, but evidently were in 1915 as follows: Park County Historic Field Book R/D 30, p. 71 - July, 1915 - A survey titled "Survey Sec. 32 T1N R10E" state the railroad notes for the baseline and corner of sections 29, 30, 31 & 32 were obtained from the railroad and give the stationing of the Bridge across Willow Creek as well as the stationing of the section line crossings of the track centerline N and E of the section corner. The railroad notes place the corner west of the tracks and just outside the R/W and R/W fence, but the corner called in the railroad notes was not noted as being found during the 1915 survey.

- Plan & profile sheets, Shields River Branch, Northern Pacific Railroad - A copy of the alignment sheets for the line is available in the Park County records. The alignment sheets show the centerline crossing the section line between sections 29 and 32 at Sta. 571+58, and crossing the section line between sections 29 and 30 at an angle of 50°44' at Sta. 572+48.8. No offset distance is shown at either station, but the section corner is clearly indicated as being to the left (southwest) of the centerline of the tracks.

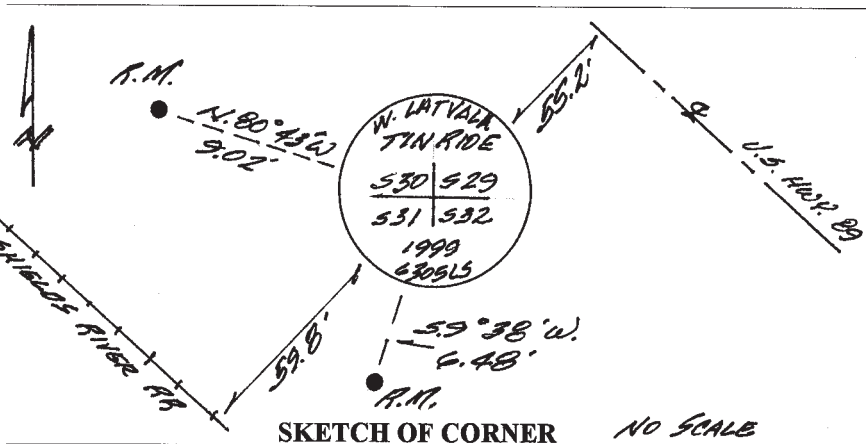
- Plan & profile sheets, F.A.P. 60C(2) - M.D.O.T., 1940 - These alignment sheets show the centerline stationing at the section line (29-30 and 29-32) crossings but do not indicate the centerline offset distances or what was found at the section corner position.

- Certified Land Corner Recordation form 1-19 and Certificate of Survey No. 245 - Tom Hallin, 287ES - 1977 - Mr. Hallin re-established the corner position by single proportionate measurement, east-west, between the accepted corners of sections 25, 30, 31 & 36 (one mile west) and sections 28, 29, 32 & 33 (one mile east.) In addition to considering the record data, Mr. Hallin interviewed adjoining landowners prior to re-establishing the section corner position, and the interested parties did not object to the resulting position subsequent to Mr. Hallin's monumentation of that position. (see attached letter from Mr. Tom Hallin dated 10/07/99)

Found - September, 1999 - No evidence of the original corner, the corner position established in 1908, the evidence recovered during the railroad survey or of the corner monument and accessories established by Hallin in 1977. The positions for Hallin's corner monument and NW and SE RMs fall at the southwesterly edge of the area disturbed during the 1983 reconstruction of U.S. Highway 89, the NE RM position is in the new fill.

Upon first consideration, the procedure used by Mr. Hallin for re-establishment for this corner position (east-west single proportionate measurement), does not seem applicable for an interior section corner. Inspection of his certificate (C/S 245) however reveals an unusual condition: a severe break in bearings at the 1/4 corner between sections 19 and 30. I found this same condition further north in the west tier of sections of T.1 N., R.10 E., between sections 19 and 18, and section 18 and 7 (C/S 1062, 1990), and between sections 6 and 7 (C/S 1211, 1993.) Those bearing breaks indicate a N-S chaining error of 8 to 10 chains (10.13 chs. bet. 6/7, 8.73 chs. bet. 7/18, 10.16 chs. bet. 18/19, and 8.01 chs. bet. 19/30) on the line north from the standard corner of sections 31 and 32 of the township.

(continued overleaf)



CERTIFICATION

I, Thomas A. Trzinski, L.S.I.
 certify the information shown herein is true and correct.

Thomas A. Trzinski
 Signature Ground Party

I, Warren P. Latvala, P.L.S.
 certify that this Corner Record correctly represents work performed by me or under my direction in compliance with the Montana Recordation Act, (70-29-101, et seq. M.C.A.)

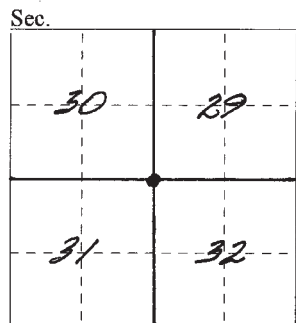
Warren P. Latvala
 Signature of Surveyor & Seal

Date: 10/27/99 Reg. No. 6305LS

Employer: Latvala & Associates

Office of Clerk and Recorder, County of Park. This "corner record" was filed for record on October 29, 1999 @ 11:11 am, was noted on the cross-index plat and is assigned page No. 65, in book No. ONE

Dorise Nelson
 County Official



278688

Cross Index No. V-5 T. 1 N., R. 10 E. P.M.M.

The 1908 notes support the hypothesis of a chaining error, having measured south 4,040 ft. (2640 ft. + 1400') from the found one-quarter corner between sections 29 and 30 to Willow Creek. Willow Creek is about 1000 ft. south of the centerline of the railroad tracks where they intersect a straight line between the section corners 1 mile east and west of the subject corner. That intersection would therefore be about 3040 ft. (4040' - 1000') south of the one-quarter corner between sections 29 and 30 found in 1908, or 400 ft. longer than the GLO record. Hallin's distances east and west match the 1908 distances within 1.5 ft. in each direction indicating that his position closely matched the 1908 position, and his C/S 245 indicates that the line between sections 29 and 30 is 5677.26 ft. long, some 397 ft. longer than the GLO record. That 400 ft. (6.06 chs.) is 2-4 chs. less than the error observed further north on that same north-south line through the township, but in the same direction. Either three point control (E, S & W) or the method (single proportion E-W) used by both Hallin and the 1908 surveyor therefore would satisfy the *Manual* requirement (Section 5-23) to place the evident chaining blunder where it was made, between sections 29 and 30. The resultant position from an E-W proportion was apparently acceptable to adjoiners in 1908 and still was in 1977.

Given the above, I re-established the position for the corner by the same E-W single proportionate method as shown below and at that point, set a 3/4 x 24 in. rebar, flush with the ground, with a 3 in. diam. aluminum cap marked as shown overleaf. From that monument, for reference monuments, I set 1/2 x 24 in. rebar with yellow plastic caps marked "W.Latvala 6305LS" at positions also shown overleaf.

The monument is situated 55.2 ft. SW of the centerline of U.S.Hwy. 89, and 59.8 ft. NE of the centerline of the railroad tracks, on line with fences extending N. across the highway and extending W. across the railroad tracks.

