

REPORT OF SURVEY, 4 January 1983
T&P BLOCKS 76-79
and Camp, Lopez, Daugherty & Gibbs Blocks
El Paso County

Earliest work in the area was of course in the valley for the inhabitants of the towns and presidios. Thereafter, in 1850's, began certain river surveys downstream from Presidio San Elizario. Then, in 1879, Jacob Kuechler made the original survey of the Texas and Pacific Railroad Blocks and Townships in the 80 Mile Reserve across what is now in Reeves, Jeff Davis, Culberson, Hudspeth, and El Paso counties. Promptly, in 1885, G.L.O. authorized Paul McCombs to retrace Kuechler's survey, recover or replace all markers, and pro-rate all excess. In 1886, J. W. Eubank did the original survey of University Lands Block "L" at Fabens and Tornillo, and in 1887 Eubank resurveyed the San Elizario Presidio. Eubank continued with sundry surveys in the late 1800's, and early 1900's, finally in 1910 surveying the Gibbs and Daugherty Blocks near Tornillo. Meantime, in the summer of 1907, E. L. DeShazo surveyed a number of tracts between Clint and El Paso, including some sections to be sold to Paul McCombs. Eubank placed one tract in the Lopez Block in 1913, and in 1916 A.S. Albro surveyed all of the H. D. Camp Block, finding Eubank's original Block L University and San Elizario marks to do so.

Thereupon, in 1923, G.L.O. commissioned W. L. Rider to complete the Lopez Block, at which time he found the remainder of University Block L (by Eubank in 1886), and adjacent boundaries of T. & P. Ry.

Then in 1937, R. W. Baker filed a retracement of T. & P. Ry. markers (originally by McCombs) across Blocks 76 through 79, replacing destroyed or disturbed corners with 2-inch marked iron pipes.

Finally, by 1953, J. W. Carter surveyed a number of sections in the Stewart and Danielson Blocks, near Ysleta.

Beginning at the original Paul McCombs pipe found at SE corner of Section 42, Block 78, Township 3, southeast of Horizon City (broken off, down 5 inches in corner of gravelled street), we ran the diagonal path of Kuechler and McCombs and found McCombs' iron pipe at SE corner of Section 18, Block 79, Township 3. The interim two pipes (found by Baker in 1937, but destroyed by Horizon Boulevard construction and an underground pipeline, respectively), are therefore recalculated for location on basis of Baker's filed bearings and distances, compass closure.

Continuing northwestward, we found Baker's 2-inch iron pipe at SE corner of Section 6, Block 79, Township 3. Pipe is up 0.8 foot, at edge of subdivision construction. The interim two pipes (one by Baker in 1937 was destroyed in county road, the next by McCombs but found by Baker was destroyed inside Loop 375 right-of-way, where we found a standard R.O.W. monument built at the old fence corner 1.25 varas to southeast), are also recalculated for location on basis of Baker's filed bearings and distances, compass closure.

Continuing northwestward, we found that the four-way Block and Township corner (by McCombs as found by Baker in 1937) has been destroyed in center of north lane of a divided boulevard. This also was recalculated at course and distance by Baker's 1937 finding, extrapolating with the preceding compass closure corrections from the southeast.

We then ran northward along the common line of Blocks 79 and 80, but found that Pebble Hill Drive has destroyed the NW corner of Section 43, Block 79, Township 2, as set by Baker in 1937.

Since all constructed T. & P. Ry. Township lines must parallel the New Mexico State Line, each section boundary should run true East at each longitudinal mile. Paul McCombs states in his report of survey, dated 15 November 1905, for this area that he began at Kuechler's originally placed SW corner of Section 37, Block 81, Township 1 (on east slope of the Franklin Mountain foothills), and proceeded on the bearing from there to his (McCombs') previously pro-rated excess stake at SE corner of Section 10, same Block, in Township 2, extending with straight line (ignoring the curve of latitude) all the way to the SE corner of Section 44, Block 78, Township 3, (a distance of about 24 miles). McCombs had already traversed and discovered and calculated the prorated excess in each of these sections, to place his corners.

Our measurement of his last 7 miles of this line (in which we found 3 original corners) shows an average true bearing (at "BELEN 1980") of S 43°02'48" E with maximum 10" variation in the line as marked (averages 7 varas excess per mile). McCombs then says he turned South across Township 4 for 8 miles. His bearing on this line is S 0°20'15" E (at U.S.C. & G.S. Triangulation Station "FABENS 1934"), or S 0°26'07" E (at "BELEN 1980"), and averages 32 varas excess per mile. (We found 4 original corners in this line).

He then reports that he turned East along the Township 4-5 line for 8 miles, to the SW corner of Section 47, Township 4, Block 77. This bearing averages N 89°46'31" E (at "FABENS") with maximum variation of 2' in the line, and averages less than 2 varas excess per mile. (We found 3 original corners in this line).

We also retraced the first 5.7 miles of McCombs' next course, which he termed "SE diagonals about 21 miles." His average bearing on this line is S 45°05'30" E (at "FABENS") and varies over 10' through some sections, averaging 11 varas excess per mile. The last point we reached, McCombs iron pipe at SW corner of Section 21, Township 5, Block 76 is a corner in the El Paso-Hudspeth County line. (We found all 5 original corners in this line).

This concludes our recovery (to date) of McCombs and Koechler in El Paso County.

The construction of Texas and Pacific Railway Blocks and Townships in accord with these findings are summarized as follows. In the Fabens Triangulation Station area (viz. Blocks 76 and 77) the Township 4-5 line is taken as found marked for the 8 miles run by McCombs. Thence the township line should follow a line true East at each mile (thus turning 32" left, or counterwise at each section, to maintain the latitude parallel). All Block lines have been constructed North in a Geodetic grid off of meridian at "FABENS 1934" U.S.C. & G.S. triangulation station, with all section lines similarly extending parallel in said grid. A single exception to this is the acceptance of very old remains of stone mounds found at the SW and SE corners of Section 37, Block 76, Township 5 (on Township 5-6 line). These produce a W boundary Sections 28, 29, 36, and 37 in this Block bearing S 0°49'37" E (at "FABENS") with an excess of 13 varas per mile, and the first mile of Township 5-6 line runs N 89°32'02" E (short 18 varas). Township 5-6 line will then extend true East from the SE corner of said Section 37, turning left 32" at each mile, across the rest of the Block.

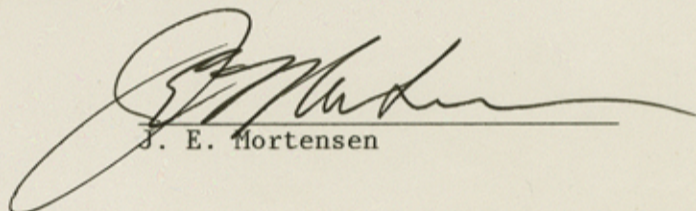
Since the Gibbs and the Daugherty Blocks are tied strictly to T. & P. by original field note intention, they have been constructed in accordance with the above-mentioned Geodetic grid off "FABENS", intersecting to the senior lines of river surveys, and to the W. L. Rider lines found marking the Lopez Block. The work by Rider in 1923 to complete the Lopez Block has been recovered and used except where it conflicts with the later work of Otha Draper on University Block "L", which has also been accepted by G.L.O. Draper's corners are all extant, and have been used for patented boundaries of Block "L", even when vacancies are thereby produced.

The boundary of the H. D. Camp Block was recovered and marked in accordance with recovered corners as follows. Intersecting North (basis "FABENS" grid) to T. & P. Township 4-5 line from the N corner of University Block "L" by Draper (1972), to establish the boundary between Camp and Lopez Blocks, placed 1-inch marked galvanized iron pipe. From original S corner of Survey No. 405 found, constructed compass closure of calls to deed iron pipe found at W corner of Survey No. 406, passing through marked deed corners along foothills (boundary of Presidio San Elizario in 1887 by Eubank), we placed marked 1-inch galvanized iron pipes at patented corners and 2" x 4" pine stakes at all others. The iron pipe found in DeShazo's 1907 line marking the N corners of Survey No. 408B produces a "FABENS" bearing of N 35°13'10" W (termed N 34°38' W by DeShazo, N 35°04' W by Albros, and N 35° W by Eubank) from the 3/4 inch iron pipe in concrete monument found marking interior corner of Survey No. 406. This line was intersected to the Township 4-5 line of T. & P. to form the NE boundary of the Block (see below). Thus running course and distance from the marked N corner of Survey No. 407 to its W corner we placed a 2" x 4" pine stake (since broken off and destroyed). Then with compass closure constructed remainder of Survey No. 407 along San Elizario foothills, and placed 2" x 4" pine stakes at all corners. Diligent search for the concrete post at NE corner of Presidio San Elizario and SE corner of Presidio Socorro has not been successful to date (for establishing N corner of Camp Block and remainder of Survey No. 408. The aforementioned interior corner of Survey No. 406 is marked by a small iron pipe found in circular concrete monument at base of a high dune, but we have intersected the above mentioned DeShazo line (1907) to fall West (by "FABENS" grid) of the McCombs pipe found at SW corner of Section 38, Block 78, in Township 4-5 line, point from which the iron pipe monument bears S 35°13'10" E 4.86 varas.

The construction of T. & P. Block 79 has been completed in a geodetic grid off of N.G.S. Triangulation Station "BELEN 1980" as follows. The aforementioned recovery of the entire diagonal of McCombs across Block 79 is used with all Section and Township lines run East and/or West on "BELEN" grid. However, within the T. & P. Block, the W and E lines of Block 79 as marked by R. W. Baker in 1937 bear N 0°32'13" W and N 0°36'42" W, respectively (viz a vis "BELEN" grid). It also appears probable that Koechler's original W boundary of Block 80 was placed at something in excess of 30' West of North in this geodetic grid, since McCombs termed the diagonal line across Blocks 79 and 80 to be S 45° E and it actually averages about S 46°02' E (across Block 79). [However, this original diagonal was not set on compass bearing, but extended the resultant diagonal from Koechler's original rock mound in Franklin Mountain foothills to McCombs prorated excess corner marked in W line of Block 80; whereas, the Block 80-81 line was run on compass bearing by Koechler in 1874.] In view of these factors, and the widespread local development on basis of Baker's location of W boundary and section corners of Block 79, all North-South Section lines through the recovered McCombs corners are extended N 0°32'13" W within T. & P. Ry. Block 79, thus completing all intersection construction of all boundaries.

The Stewart and the Danielson Blocks, near Ysleta, are intersected West and South (in the "BELEN" grid) off of resultant boundary corners of T. & P. Ry. as above constructed.

All resulting corners in these portions of El Paso County have been, or remain to be, placed in accord with the determinations of this report.



J. E. Mortensen

File No: Sketch File 32

El Paso County
Surveyors Report on SE. Part of County

Filed 3-1- 19 83

GARRY MAURO, Com'r

By J. E. McCarty

The construction of T. & P. Block 79 has been completed in a geodetic grid of N.G.S. Triangulation Station "BELEN 1980" a recovery of the entire diagonal of McCombs across Block 79 and Township lines run East and/or West within the T. & P. Block, the W and E lines of Block 79, and the W and E lines of Block 80. It also appears probable that Koechler's original W boundary of Block 80 was placed at something in excess of 30' West of North in this geodetic grid, since McCombs termed the diagonal line across Blocks 79 and 80 to be S 45° E and it actually averages about S 46° 02' E (across Block 79). (However, this original diagonal was not set on compass bearing, but extended the resultant diagonal from Koechler's original rock mound in Franklin Mountain foothills to McCombs' proposed excess corner marked in W line of Block 80; whereas, the Block 80-81 line was run on compass bearing by Koechler in 1874. In view of these factors, and the widespread local development on basis of Baker's location of W boundary and section corners of Block 79, all North-South section lines through the recovered McCombs corners are extended N 0° 32' 13" W within T. & P. Block 79, thus completing all intersection construction of all boundaries.

The Stewart and the Danielson Blocks, near Ysleta, are intersected West and South (in the "BELEN" grid) off of resultant boundary corners of T. & P. Ry. as above constructed.

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J. E. Hollensen