

**BROOKES BAKER**  
SURVEYORS

TITLE AND TOPOGRAPHIC SURVEYING  
FORT WORTH, TEXAS 76102

415 WEST FIRST STREET

August 17, 1966.

Commissioner of the  
General Land Office  
of the State of Texas,  
Austin, Texas.

Dear Sir:

We offer the following report of investigations, findings, and discussion for your information relative to an area in the south portion of Pecos County, Texas. This is submitted in connection with the corrected field notes for repatenting of Survey No. 9 in Block 1, Texas Central Railway Company (Bx. S-38261); and in connection with corrected field notes for patenting Survey No. 2 in Block 224, being a portion of the land located for the State of Texas by virtue of Confederate Script No. 1390 issued to Mrs. Sarah L. Cannon, and being the land awarded to J. Marion West on April 22, 1942, and now carried on your records as File No. 150576.

The investigation was extensive, being made in connection with the partition of about 210,000 acres of land requiring the reestablishment or determination of lines and corners of a great many surveys, including those mentioned above.

Although we had abstracts, the primary source of locative information was the records of the General Land Office. A working sketch was prepared from the Land Office records, and a copy is tendered for whatever help it may be in following this discussion.

The Land Office records reflect that the history of the location of the surveys in the area of interest is as follows:

1. In April of 1881, surveyor H. C. Barton located Block 1 for H. & T. C. Railway Company, building east and south from the Thomas J. Hall league and labor (1-2060). Barton placed rock mounds and read bearings from a limited number of the section corners, including the northeast and southeast corners of the block.

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415 WEST FIRST STREET

The block was resurveyed by J. A. Greene in January of 1889, and his corrected field notes describe objects and bearings for practically all of the section corners. Barton's field notes were cancelled; but it is noted that Greene's field notes recite that he used Barton's corners where found, including the northeast and southeast corner of Block 1.

At the same time, on April 8, 1881, Barton surveyed Sections 1 and 2, making up Block 5 for S. M. & S. These surveys were built from the southeast corner of Block 1 for H. & T. C. Railway Company, and the patented field notes describe a rock mound to mark the northeast corner of Section 2. We find and identify the northeast and southeast corners of Block 1, H. & T. C. Railway Company, as made by Barton and found and perpetuated by Greene. We also find and identify the northeast and southwest corners of Block 5, S. M. & S. as made by Barton.

2. In May of 1881 Barton located Block 1 for the Texas Central Railway Company, building from the northeast corner of Block 1, H. & T. C. Railway Company, and calling for the north and east corners of Block 5, S. M. & S. The field notes of Section 8 in Block 1 describe the southwest corner as "Rock mound 2-1/2 feet high on top of hill built for southeast corner of 1- S. M. & S." This corner is found and identified now in perfect condition.

3. In May and June of 1881, Barton located Block 2 for Texas Central Railway Company. To us, as surveyors, this appears to be a continuation of the locations in Block 1 for Texas Central Railway Company, Block 1 for H. & T. C. Railway Company and Block 5 for S. M. & S. We consider them all as one piece of work, or one system of surveys. The descriptions of objects placed for corners reflects that there was a survey made on the ground.

It appears, from a study of the field notes, and inspection on the ground, that most of the lines run and corners actually erected were in the valleys in this rough country. For instance, corner objects are described for each section corner extending six miles east from the southwest corner of Section 6, Block 1, Texas Central Railway Company. This line is all in Pyle Draw. Also in Block 2, Texas Central Railway Company, a number of corners are described extending northeast from the southwest corner of Survey No. 85 to the northeast corner of Survey No. 33. This line is all in Big Canyon.

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4. Late in October of 1881 Charles Archer reported a location of Block R-5 for the Texas Central Railway Company, filing field notes in the Land Office. These field notes call for the lines and corners of sections in Block 1, Texas Central Railway Company, and appear to be following lines for Block R-4 as applied for but not yet surveyed. The lack of calls for corner objects or bearings indicates the possibility that no survey was made on the ground.

5. In November of 1881 L. W. Durrell located Block 156 and Block 157, building from south to north. The calls for corner objects and bearings reflects a survey on the ground. The common corner of Sections 17, 18, 23, and 24 in Block 156 was found and identified exactly as described by Durrell's field notes - "Rock mound 3 feet high, cap rock marked 'H', point of bluff bears south 40 degrees east about 100 varas." The rock mound for the southeast corner of Section 18 in Block 156 was found. The rock mounds called for on the north line and east line of Block 156 could not be identified.

6. The field notes of Block R-4 for G. C. & S. F. Railway Company, by Charles Archer, report survey dates in November and December of 1881. The field notes call to adjoin and build from corners of Block 156, and to adjoin the lines and corners of Block R-5. The field notes do not indicate a ground survey.

We find, as the Land Office did many years ago, that Archer was in error as to the relative positions of Block 156 and Block 1, Texas Central Railway Company surveys. In other words, when Block R-4 is built from Block 156, as described in its field notes, it will be about 1000 varas east of where Mr. Archer conceived it to be relative to Block 1, as reflected by Mr. Archer's field notes for Block R-5.

7. In 1884 L. W. Durrell wrote field notes for Block 224. The calls in these field notes to fill the space between Block R-5 by Archer and Block 1, Texas Central Railway Company, by Barton, reflect that he thought Archer was about 3100 varas east and 250 varas south of the corners in Block 1.

8. In 1887 W. O. Williams reported, by sketch, a connection between the southeast corner of Section 23 in Block 156 and the southeast corner of Block 1, H. & T. C. Railway Company. This connection was excessive in northing by about 1300 varas and in westing by about 1000 varas. Williams wrote

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415 WEST FIRST STREET

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corrected field notes for sections in Block R-5, beginning with Section 9, to remove the supposed conflict with Block 1 and to prorate the area between the certificate and school surveys. Williams' construction appears to have been to build Block R-4 from Block 156, and then build Block R-5 from Block R-4. He also built Block 224 from Block 1, Texas Central Railway Company, writing corrected field notes in 1889. This would appear to leave some areas between Block R-4 and Block 224, which Williams attempted to appropriate with Surveys 55 through 60 for G. C. & S. F. Railway Company in 1887.

9. In 1900 W. P. Ratchford reported the first accurate connection between the southeast corner of Section 23 in Block 156 and the southeast corner of Block 1, H. & T. C. Railway Company (No. 27 Pecos County Sketch File).

In 1908 W. T. Hope reported a connection between the same corners. (Pecos County Sketch File No. 27-A and No. 27-B). The connections by Hope and Ratchford were in reasonable agreement with each other and with our findings now. One of the maps, No. 27-B, signed by Hope and approved by A. N. Lea, County Surveyor, accompanied corrected field notes by Lea for Surveys 8 through 14 in Block R-5, and delineating Surveys 15 through 21, and Surveys 2, 3, and 4 in Block 224. This map also shows some areas for Surveys 56, 57 and 58 in Block R-5.

In 1910 Mr. E. von Rosenberg, Examining Draftsman for the Land Office, made a study and analysis of the surveys in the area, preparing a map (Pecos Rolled Sketch No. 39) showing a determination of the construction to be followed that would be approved by the Land Office. This construction has been followed in the approval and patenting of field notes by the Land Office.

10. The construction by the Land Office, which to us as surveyors appears sound and reasonable, was as follows:

(a) Block 5, S. M. & S., Block 1, H. & T. C. Railway Company, and Block 1, Texas Central Railway Company, were to be established from their original corners, and building east and south the field note calls.

(b) Block 156, Texas Central Railway Company was to be established north and west from the original south corners of Survey 24, by field note calls.

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415 WEST FIRST STREET

(c) Block R-4, G. C. & S. F. Railway Company was to be established by field note calls from the north corners of Block 156.

(d) Block R-5, Texas Central Railway Company was to be constructed from Block R-4, and extending field note distances to reach adjoiners called for. Of course the calls for lines and corners of Block 1, Texas Central Railway Company were to be honored.

(e) Block 224 was to be constructed from Block 1, Texas Central Railway Company, but limited by Block R-5, Texas Central Railway Company and not by the G. C. & S. F. Railway Company surveys made by Williams in 1887. It is slightly confusing as Surveys 3 and 3-1/2 in Block 224 are patented with calls for Surveys 56 and 57, G. C. & S. F. Railway Company to adjoin the south lines, but the distances were changed in the Land Office in an attempt to reach the north lines of Sections 19 and 20. Also field notes for Surveys 56 and 57, G. C. & S. F. Railway Company, were not patented but endorsed "Entirely in conflict with Block 224 and 19 and 20 in Block R-5."

This discussion of the record history of the area has been detailed with the thought, only, of being helpful to the examiner in understanding our reasoning in the determination of the lines and corners of Survey 2, Block 224 for patenting and of Survey 9, Block 1, Texas Central Railway Company for repatenting.

SURVEY NO. 9, BLOCK 1, TEXAS CENTRAL  
RAILWAY COMPANY

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The patented field notes of Survey 10, Block 1, Texas Central Railway Company calls for its northeast corner to be the northwest corner of Survey 9, and for this corner to be 950 varas east of the southwest corner of Survey 8. The southwest corner of Survey 8 was found and identified as described in its field notes and the field notes of Surveys 9 and 10. If the field notes for Survey 9 were made to read "Beginning 2850 varas East of a rock mound 2-1/2 feet high at the southwest corner of No. 8 on top of a hill" no other changes in the field notes would be necessary. Of course the question

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of the intended position of Survey 9 relative to Surveys 8 and 10 is answered by Barton's map in Bexar Scrip 38007 showing all of the surveys in Block 1, for Texas Central Railway Company.

We have located Survey 9, as reflected by the corrected field notes filed herewith, to embrace 1900 varas by 1900 varas east of and adjoining the east line of Survey 10 as patented.

SURVEY NO. 2, BLOCK 224 (150576)

We have prepared corrected field notes for Survey No. 2 in Block 224, awarded to J. Marion West on April 22, 1942, as 286-5/10 acres - File No. 150576.

We have described the area bounded on the west by the east line of Survey 9, Block 1, Texas Central Railway Company, as corrected; bounded on the north by the south line of Block 1, Texas Central Railway Company; bounded on the south by the most westerly north line of Survey 20, Block R-5, as patented; and bounded on the east by Survey No. 3, Block 224, as patented.

The field work was done on grid direction, using U. S. C. & G. S. Stations PYLE and WEST, with a Wild T-2 theodolite. Distances were determined, mostly, by triangulation, some normal but the majority by use of short bases along lines run searching for corners.

The construction for reestablishment of lines and corners in Block 1, Texas Central Railway Company was determined from the original corners found and identified in Block 1, and Block 2, Texas Central Railway Company, Block 5, S. M. & S., and Block 1, H. & T. C. Railway Company, all located by H. C. Barton in 1881. These corners, identified as Barton's, are shown on the map filed herewith.

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Block R-4, G. C. & S. F. Railroad Comapny, was reconstructed by building, by field note calls, from the original east corners of Survey 18, Block 156, Texas Central Railway Company. A course was used that would place the northwest corner of Survey 32 a distance of 3800 varas west from the old rock mound placed by A. N. Lea for the northeast corner of Survey 31 in his resurvey of Block R-5 in 1908. At this place we find an old rock mound which we take to have been made by A. N. Lea in his resurvey of Survey 19, Block R-5 or by W. T. Hope for the northwest corner of Survey 32, Block R-4, as shown on his map filed in the Land Office August 5, 1908. (Pecos County Sketch File No. 27-B).

The southwest corner of Survey 19, Block R-5 was placed 628 varas west of the southwest corner of Survey 32, Block R-4, per the patented field notes for Survey 19 by A. N. Lea. The most northerly north line of Survey 20, Block R-5 was given patented field note call, 977 varas. The north line of Survey 3, Block 224 was given patented field note call, 188 varas. The remainder between the west line of Survey 3, Block 224 and the east line of Survey 9, Block 1, Texas Central Railway Company, is described in the corrected field notes for Survey 2, Block 224 filed herewith.

We have prepared a map showing corners found and identified, their positions relative to each other, our construction of lines and corners from those found, and showing corners placed. Your attention is invited to the map filed with this report.

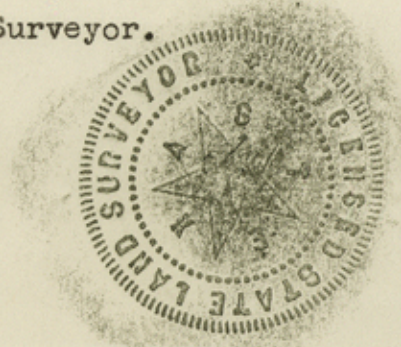
Respectfully yours,

*John F. Baker*

John F. Baker,  
Licensed State Land Surveyor.

JFB:emb

File No. 104  
Pecos County  
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File No. 10A  
PECOS County  
Sketch File  
 Filed Nov. 16 1966  
 JERRY SADLER, Com'r  
 By J. E. Stuyvesant

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Licensed State Land Surveyor.  
 John F. Baker,  
*John F. Baker*  
 Respectfully yours,

map filed with this report, showing corners placed. Your attention is invited to the construction of lines and corners from those found, and identified, their positions relative to each other, and We have prepared a map showing corners found and

field notes for Survey S, Block S24 filed herewith. Texas Central Railway Company, as described in the corrected Survey J, Block S24 and the east line of Survey J, Block I, S21, 189 acres. The remainder between the west line of line of Survey J, Block S24 was given patented field note B-2 was given patented field note S21, 211 acres. The north A. N. Les. The most northerly north line of Survey S0, Block Block B-4, per the patented field notes for Survey I2 by placed 658 acres west of the southwest corner of Survey 35, The southwest corner of Survey I2, Block B-2 was

August 2, 1908. (Pecos County Sketch File No. S2-B). Block B-4, as shown on his map filed in the Land Office B-2 on by W. T. Hope for the northwest corner of Survey 35, been made by A. N. Les in his resurvey of Survey I2, Block At this place we find an old rock mound which we take to have corner of Survey 31 in his resurvey of Block B-2 in 1908. from the old rock mound placed by A. N. Les for the northeast northwest corner of Survey 35 a distance of 3800 acres west Railway Company. A course was used that would place the original east corners of Survey 18, Block 126, Texas Central reconstructed by building, by field note S21a, from the Block B-4, O. C. & S. F. Railroad Company, was

FORT WORTH, TEXAS 26103  
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412 WEST FIRST STREET

JOHN F. BAKER  
 S. T. BAKER  
 BROOKES BAKER (1907-1983)

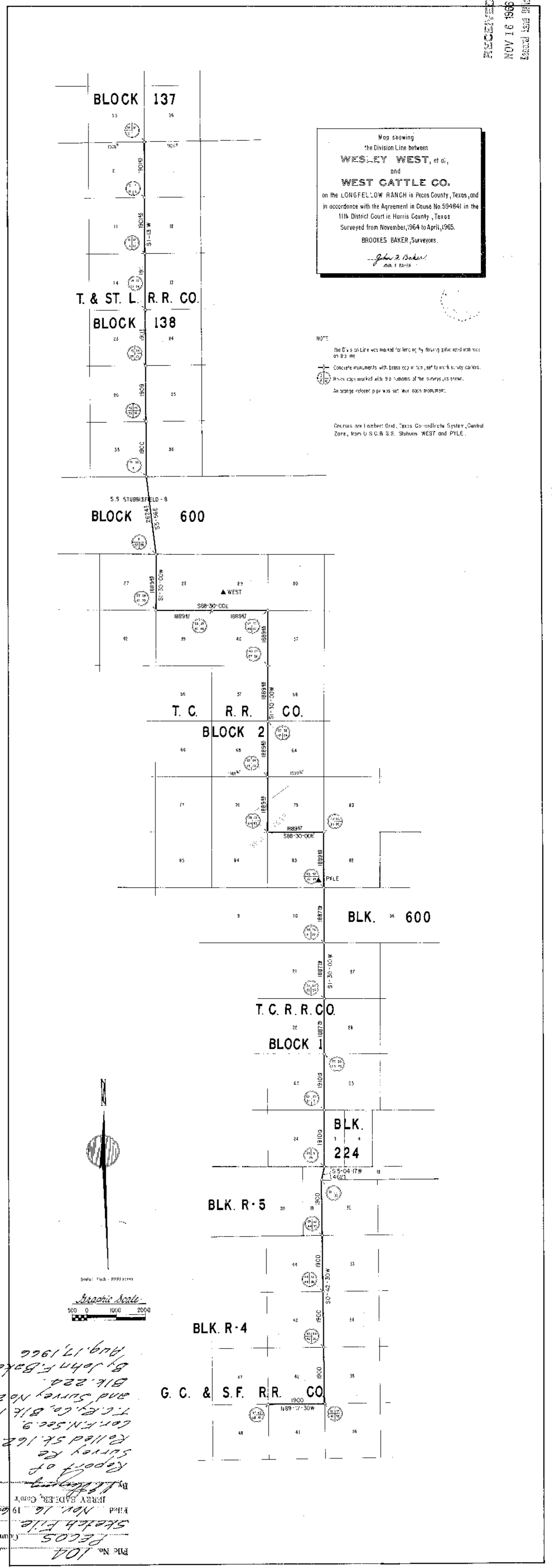
8/15/66  
 Page 2 of 3



Map showing  
the Division Line between  
**WESLEY WEST, et al,**  
and  
**WEST CATTLE CO.**  
on the LONGFELLOW RANCH in Pecos County, Texas, and  
in accordance with the Agreement in Cause No. 594841 in the  
11th District Court in Harris County, Texas  
Surveyed from November, 1964 to April, 1965.  
BROOKES BAKER, Surveyors.  
*John F. Baker*  
S.A. F. 10-11-16

NOTE:  
The Division Line was marked for location by driving stakes into the rock  
on B-2 line.  
Concrete monuments with brass top in rock, set to mark survey corners.  
Plum lines marked with the numbers of the survey, as shown.  
An orange colored pipe was set for each monument.

Contours are located: Grid, Texas Co-ordinate System, Central  
Zone, from U.S.G.B. S.S. Stations WEST and PYLE.



Plat No. 104  
Pecos County  
Sketch file  
Filed Nov. 16, 1966  
JERRY BARDER, County  
By *John F. Baker*  
Report of  
Survey Re  
called Sk. 162  
COR. F.N. 5cc. 9  
T.C.R.R. CO. B/LK. 1  
and Survey No. 2  
B/LK. 224.  
By John F. Baker  
Aug. 17, 1966

6090

Connecting line - SW cor 150 at Ft. Stockton to Rk.  
Md. on S. side of road MKD. "HPD"  
Sur by L.W. Durrell - June 1884  
Plat made from Pecos Co. records  
Filed in GLO for whatever value it may contain.

