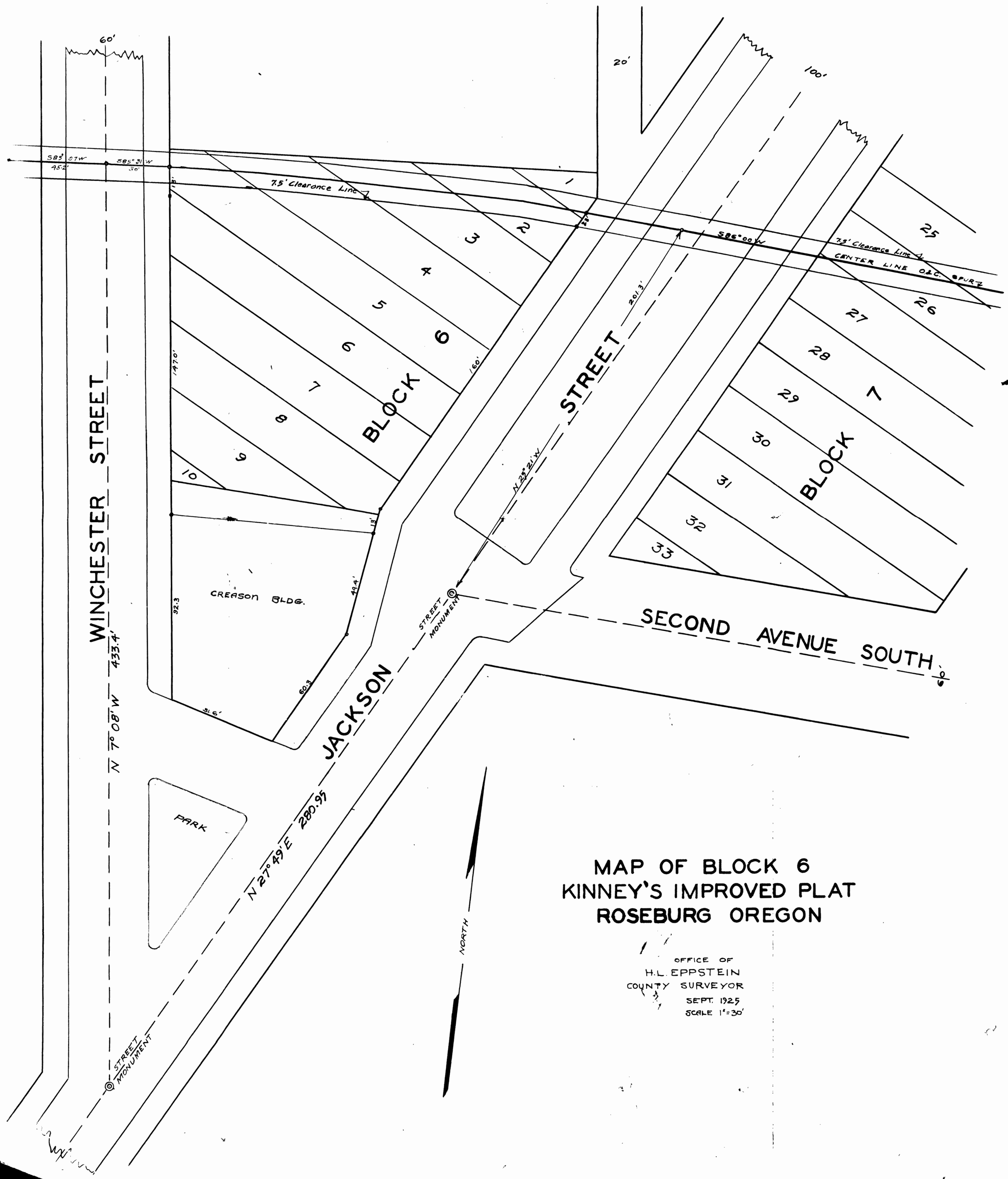
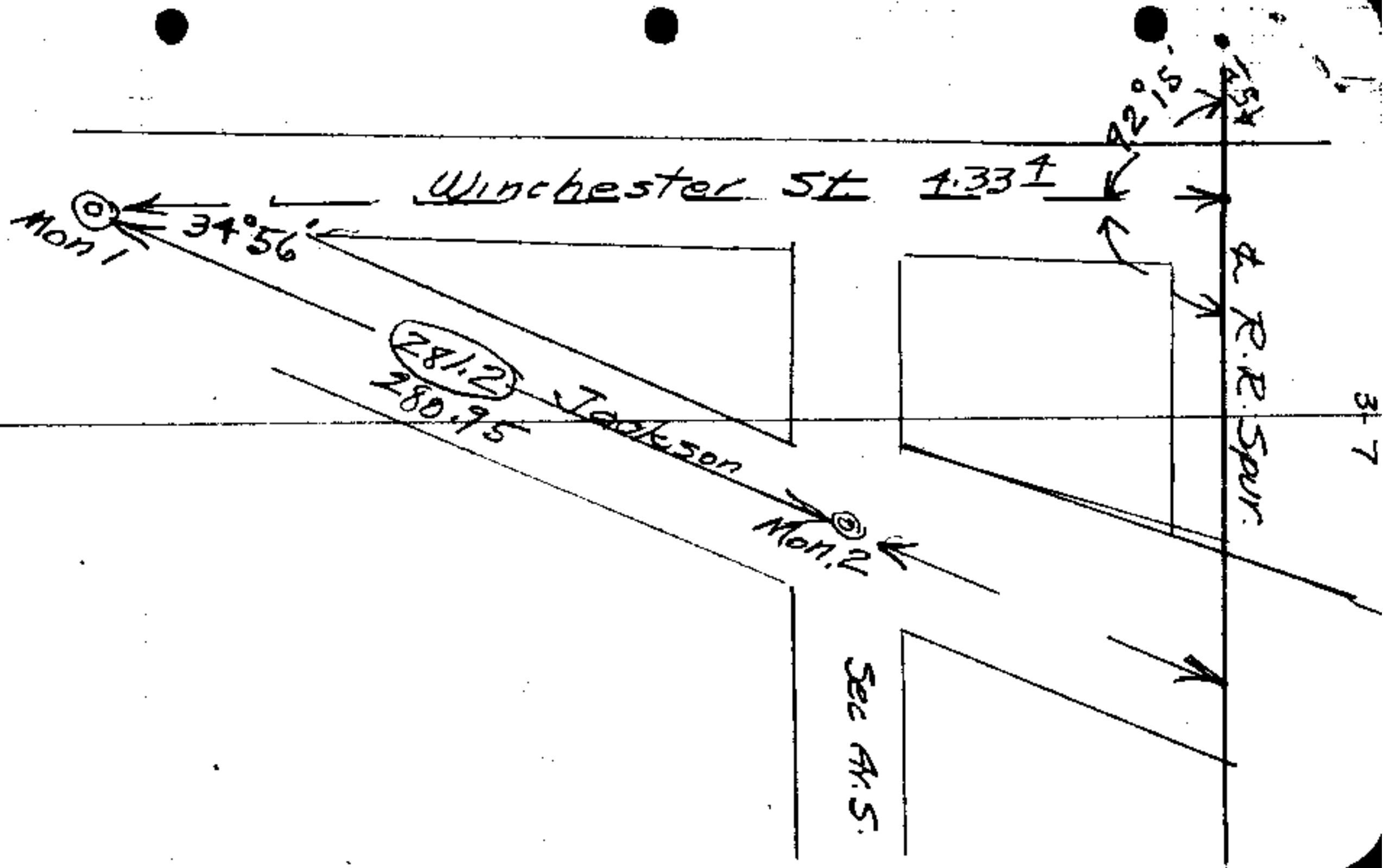

60'
20'
100'
S85° 07'W
45.2'
S85° 31'W
30'
7.5' Clearance Line
S86° 00'W
7.5' Clearance Line
CENTER LINE O.&C. SPUR
1
2
3
4
5
6
6
7
8
9
10
25
26
27
28
29
30
31
32
33
7
BLOCK
BLOCK
147.0'
160'
201.3'
13'
13'
28'
STREET
WINCHESTER STREET
N 7° 08' W 433.4'
CREASON BLDG.
92.3
49.4'
60.3
51.6'
STREET MONUMENT
SECOND AVENUE SOUTH
JACKSON
N 23° 21' W
PARK
N 27° 49' E 280.95
STREET MONUMENT
NORTH
MAP OF BLOCK 6
KINNEY'S IMPROVED PLAT
ROSEBURG OREGON
OFFICE OF
H.L. EPPSTEIN
COUNTY SURVEYOR
SEPT. 1925
SCALE 1"=30'

CS 3/7-2

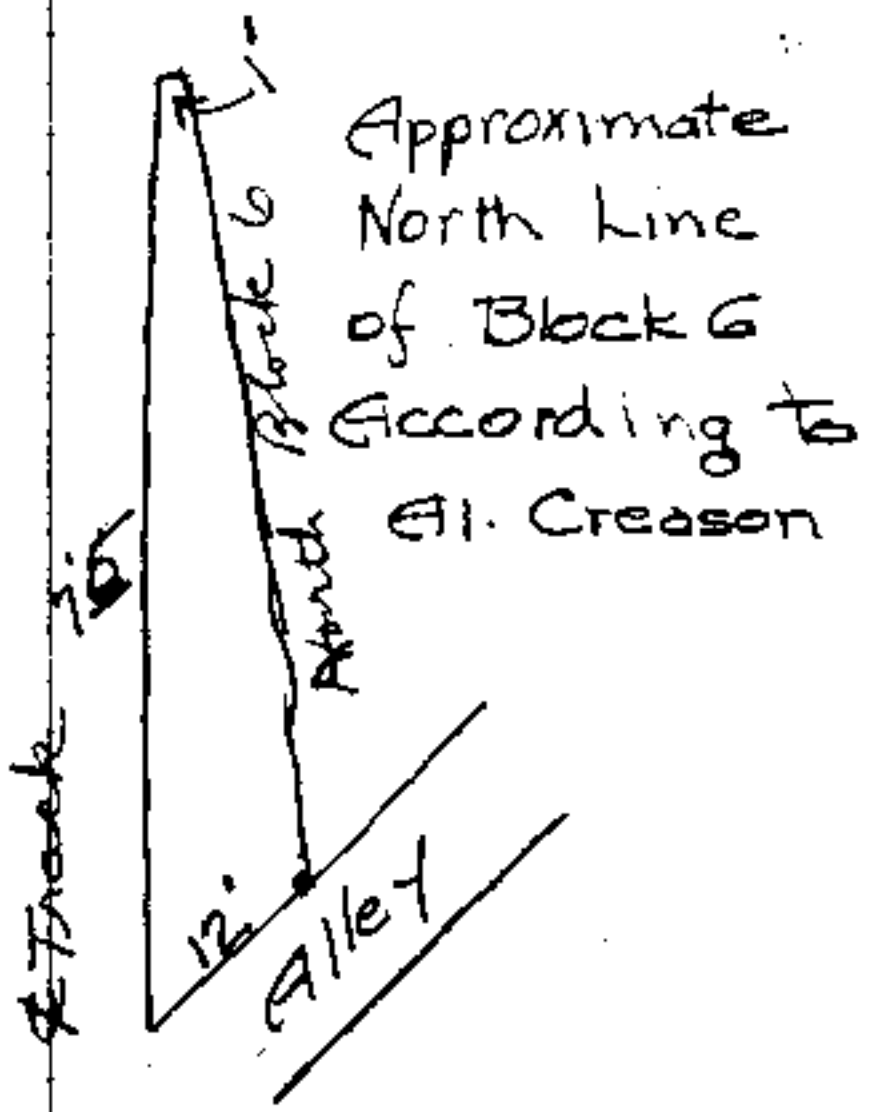

Winchester St 1.33±
42°15'
45
℄ R.R. Spur
Mon 1
34°56'
281.2
280.95
Jackson
Mon. 2
See A.S.
3-7

℄ Track on W bndry 2 st 790.3

℄ Track 200'	L 111°21'	
℄ Track ~~200~~'	R68°21'	76.25
℄ Track Wm. St.	R64°34'	271.1

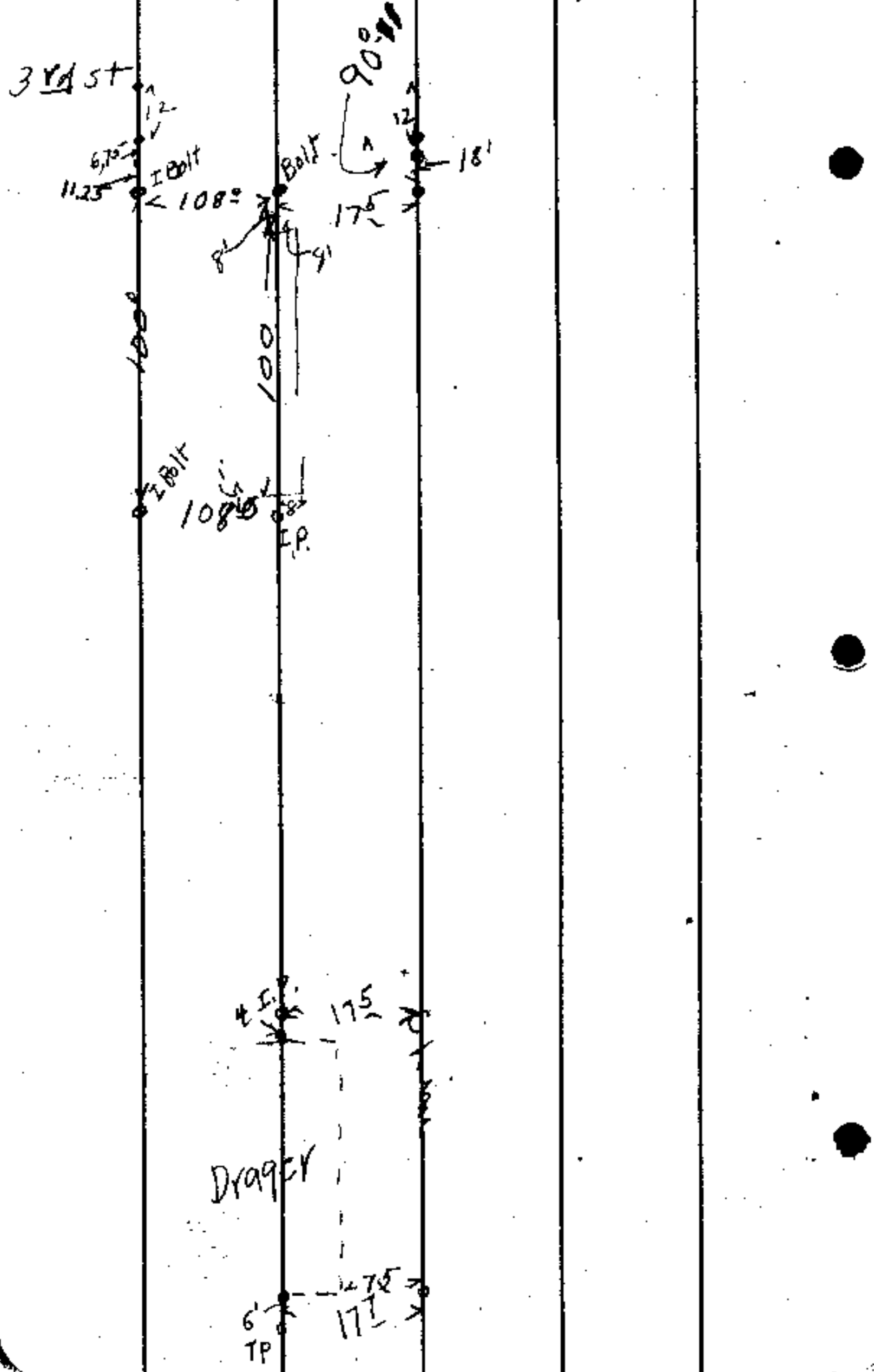
⊼ x
B.S. Mon 2

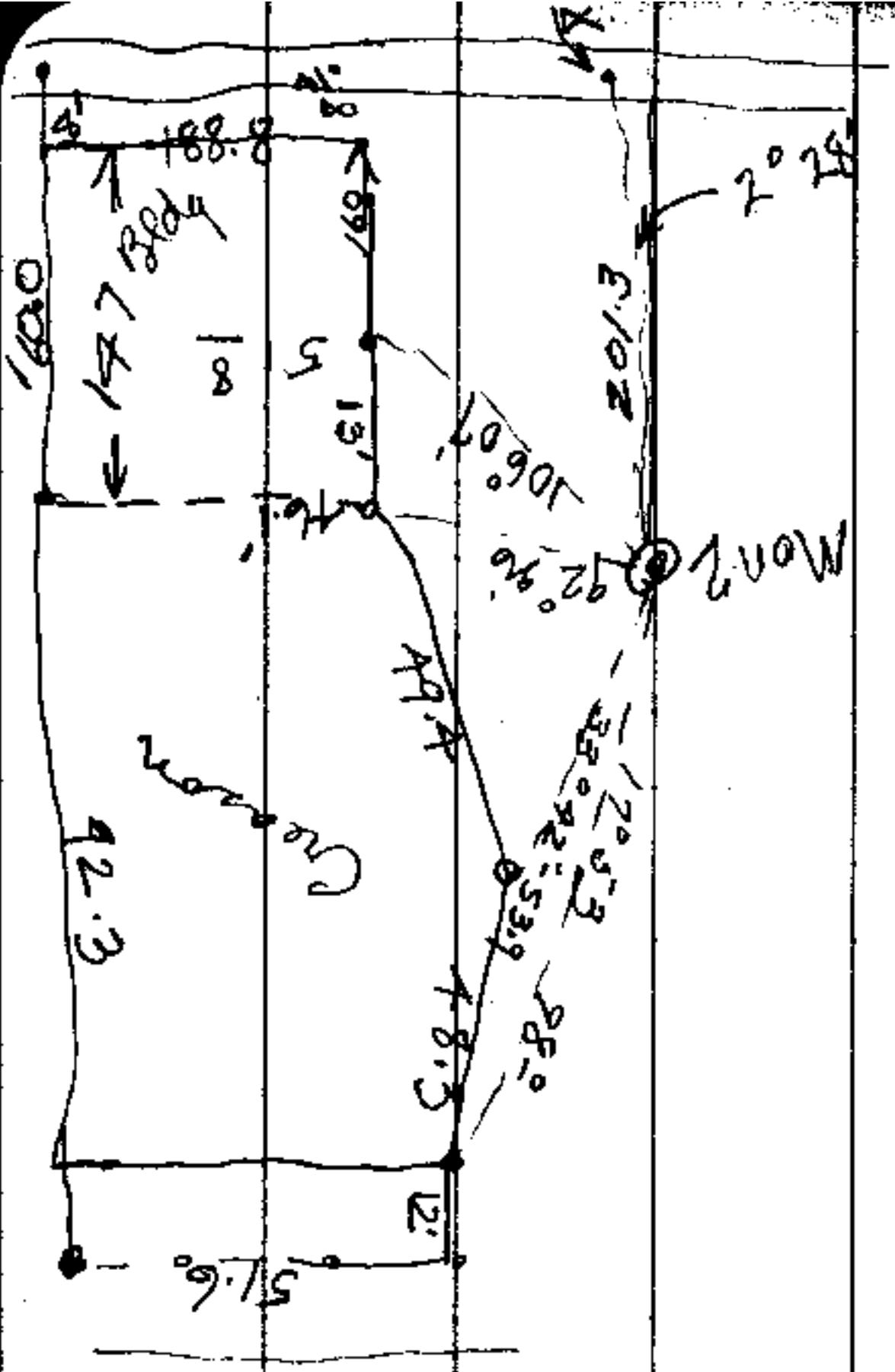
℄ of N. Rsbg spur 14' North of South line of Lots · P



CS 3/7

G.W. Young.

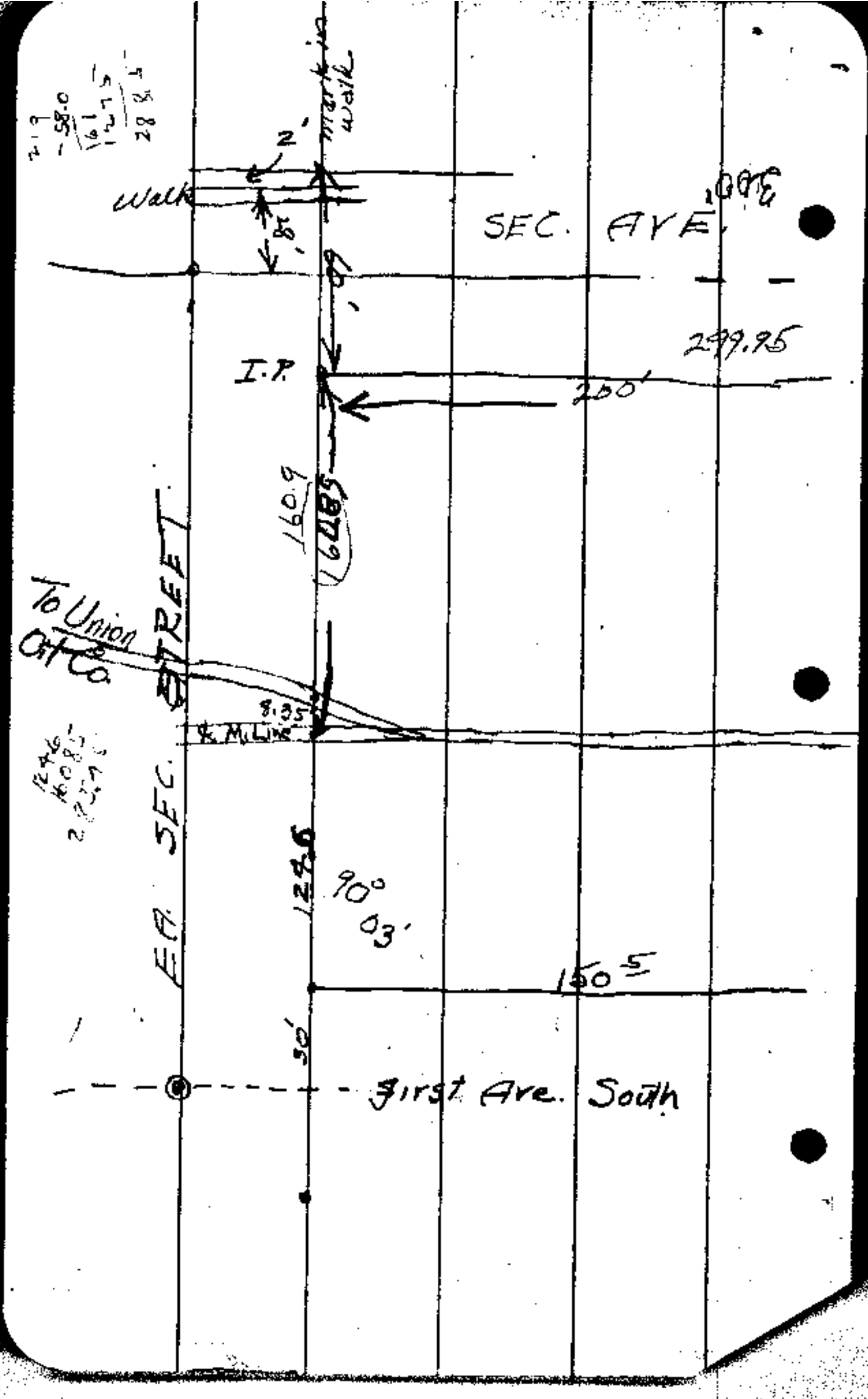

3rd St
12
6.75
11.25
I Bolt
108°
Bolt
90°
12
18'
17.5
8'
9'
100
100
I Bolt
108
8'
I.P.
4
17.5
Drager
17.5
6'
17
TP

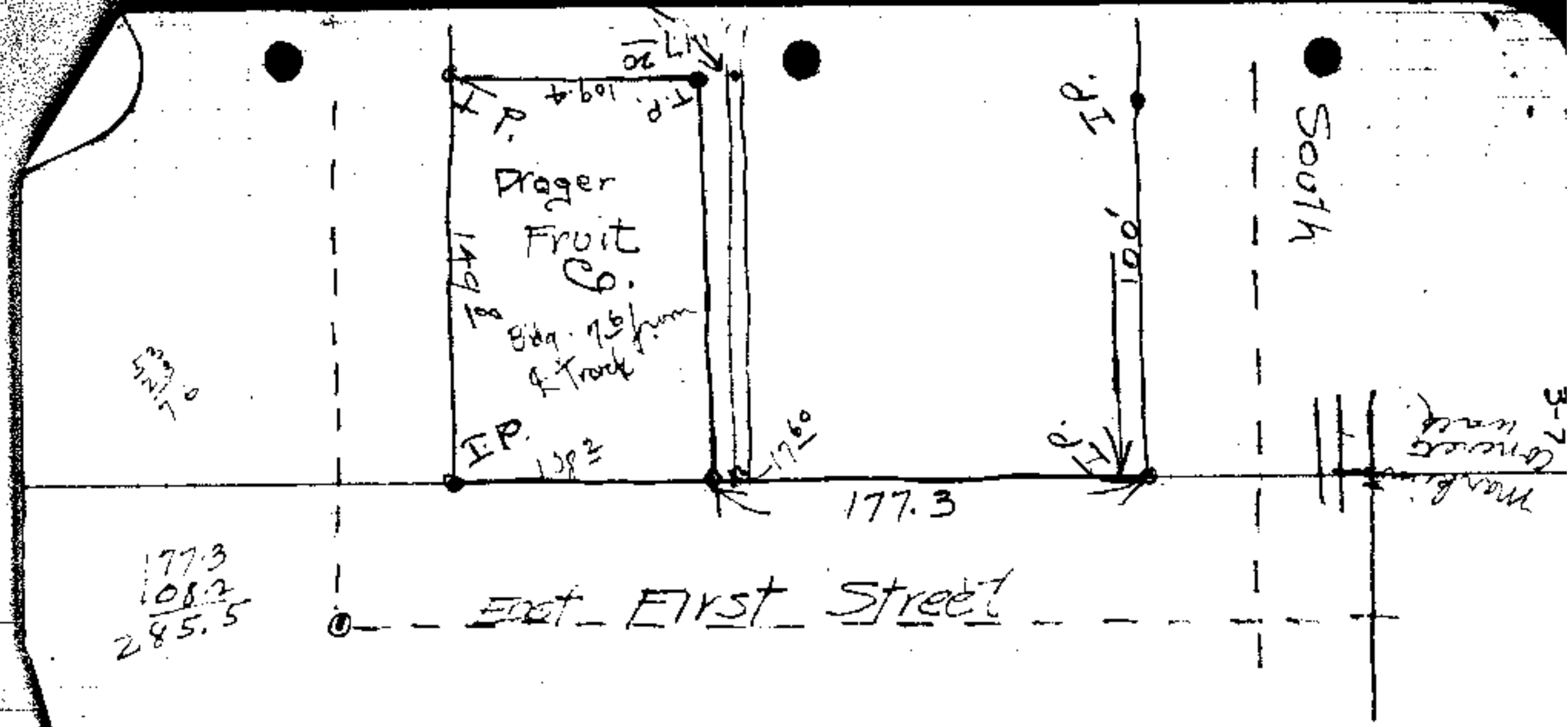


X	82°57	L
1+00	86 14	L
0+75	86°36'	L
0+50	87°00'	L
0+30	87°21	L
0+25	87°29'	L

X & Track on Winchester 0+00

B.S X Bk.


Walk
2'
SEC. AVE.
I.P.
299.95
200'
To Union Ofc
8.35
S. M. Line
EA. SEC.
90° 03'
150
50'
First Ave. South


Drager
Fruit
Co.
Bldg. 75' from
Track
I.P.
I.P.
I.P.
I.P.
100'
177.3
East First Street
South
177.3
108.2
285.5

DOUGLAS COUNTY

Roseburg, Oregon

Deed Description

Manfield to Young.

Beginning at the N. E. Corner of Lot 1 Block 9 Kinney's Improved Plat, to the City of Roseburg, Douglas County Oregon; said N. E. Corner being marked by an iron bolt; Thence S. 4°-10' W. 108.0 feet to an iron bolt; thence S. 4°-10' W. 10.0 feet; thence N. 85°- 50' W. 100.0 feet; thence N. 4°- 10' E. 10.0 feet to an iron pipe; thence N. 4°- 10' E. 108.0 feet to an iron bolt; thence S. 85°- 50'E. 100.0 feet to the place of beginning, and being parts of lots 1-2-3-4 of Block 9 of the Kinney's Improved Plat to the City of Roseburg.

C. S. File No. 3/7

Roseburg, Oregon,
Sept. 12, 1925

Oregon California Power Co.

Mr. A. N. Orcutt,
Roseburg, Oregon.

A.S. Coen Property

I have made a survey of Block 8, and Block 6, Kinneys Improved Plat of the City of Roseburg, Oregon, as per your request.

Attached herewith is a tracing covering Block 8, showing the dimentions of the block and the adjoining streets. The position of the Railroad spur as located on the ground is shown on the map.

Lots Nos. 1 to 12 of Block 8 are 140 feet by 25 feet. The Drager Fruit Co. own lots 7 to 12 excepting a strip 20 feet wide on the south side. According to Mr. Creason, who sold this tract of land, and Mr. Jackson, the manager of the company, their property is supposed to estend to the clearance line of the railroad spur. Thus, according to the present property lines, the railroad company have an easement over the 17 foot strip lying directly South of the Drager Fruit Company property. This would leave a strip 3 feet wide between the South line of the railroad right of way and the south line of Lots 1 to 12, and would locate the center line of the railroad spur 128.5 feet south of the North line of the block.

From the attached map you will note that the center line of the spur is 124.6 feet South of the North line of the block on the East line of Lot 1, and 125.7 feet South of the North line of the block on the East line of Lot 7. Supposing that the spur is actually located in the center of the right of way, and allowing a clearance of 8.5 feet, or one-half of the width of the right of way, you would have a strip of land 6.9 feet wide at the East end and 5.8 feet wide at the west end.

The normal clearance line of the S.P. Railroad for a platform the height of the car door is 7.5 feet, from the center of the track. Whether this deen under consideration refers to the clearance line as given by the Railroad company or to the South line of the right of way is of course for you to decide.

Allowing a clearance of 7.5 feet from the present position of the track, the width of land under question would be as shown on the map.

Co. & File No. 3/7

Also herewith is a map of Block 6, of Kinney's Improved plat. The distance of the spur from the street monuments has been noted. The bearings shown are true, being obtained from a meridian, established by the U.S.G.Survey. The distance from the point in the center of the track on Jackson street to the point in the center of the track on the East boundary of Block 8 is 790.3 feet. The distance from the above mentioned point in Jackson Street to the intersection of the center line of the track with the center line of Winchester street is 271.1 feet.

You will note that the bearings given on Kinney's Improved plat are not true bearings. However disregarding the datum of the bearings, the angular deflection of the tangent of the railroad spur thru Blocks 7 and 8 from the center line of Jackson street should be the same. This is not the case, the deflection varying 9 minutes between the two sets of bearings. This difference in angle would give a difference of 2.1 feet at the East boundary of Block 8, thus if the railroad spur is in its proper position,on Jackson street according to the bearings given in the description on page 323 of the abstract, the center line of the spur at the East boundary of Block 8 should be 2.1 feet North of its present position.

The intersection of the railroad spur with the west boundary of Block 6 scales about 146 feet from the south west corner of the block as platted. There are no corners of the block in place, and as none of the block has been sold by lots there are no buildings on the block from which an original corner could be located. From the plat it appears that the south boundary of the block was a continuation of the North boundary of Second Avenue South, and that the lot lines are a continuation of the lot lines of Block 7. The North boundary of the block is only approximated adn no attempt was made to locate, it, as it does not concern the location of the spur.

As this description of the center line of the spur was given since Winchester Street was paved, and that the railroad spur,where it crosses Winchester Street has not been moved since that time, the point where it intersects the East line of Winchester Street is undoubtedly the initial point of the description given on page 323 of the abstract. The bearing of the spur accross Winchester Street has been noted on the map.

I have been unable to locate the initial point of the description of D. Bushey et ux to N. Cockerease, March 20, 1867 page 19, of the abstract.

H. L. Eppstein
County Surveyor

HLE/MB

8 2/35 - Creason to O & C R.R —

The right, privelege and easement to construct, maintain, and operate a railroad track, or spur over the following described premises in Blocks 6, 7, 8 & 9. Kinney's Imp Plat.

A strip of land 8.5 ft on either side of the following described center line.

Beginning at the intersection of the center line of the present spur track with the Westerly line of said Blk 6, K.I.P; said point being N. 8°35' W, 146 ft along said West line from the S.W. corner of said block.

Thence N 85°44' E, 77 ft. to the beginning of a curve,

Thence easterly on a curve to the right of radius 716.34 ft, through an angle of 7°12', a distance of 90 ft to P.T.

Thence S 87°04' E, 1210 ft to the West boundary line of E. 3rd St.

C. & R. File No. 317

84/634

6/14/25

Deed to Dreager Fruit Co —

Lots 7, 8, 9, 10, 11, 12, Block 8 Kinney's Imp. Pl

except a. Strip 20 ft wide off the south end of said Lots, said exception being 20 ft North & South. by 300 ft East and West.