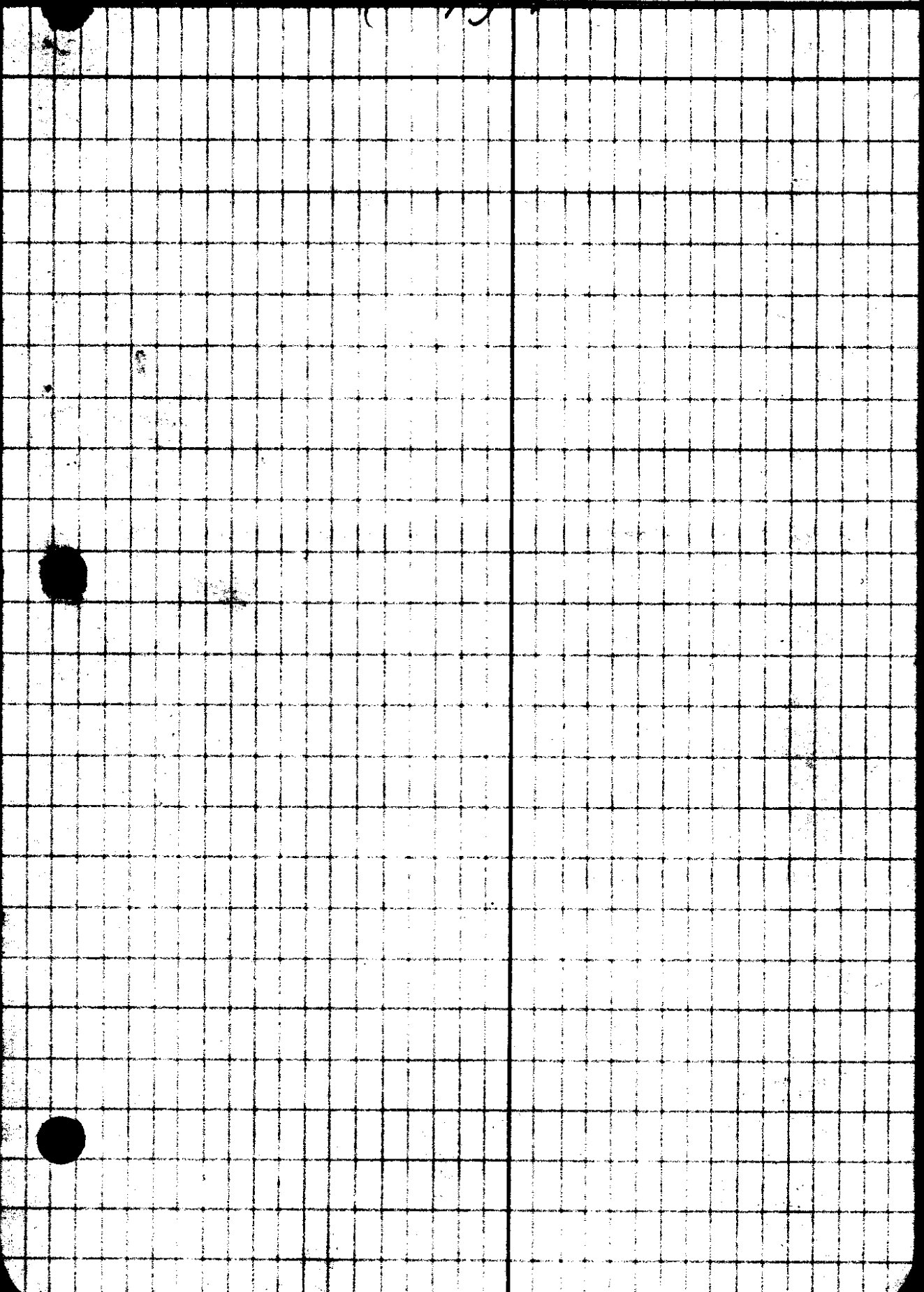


15-5

TRANSIT SHEETS

(Copy)



Epstein
Wagner
Chapman
Lane
Hardcastle
Ward
T. Nelson

LINE DATE June 4, 1937 PARTY
PROJECT Meander Corner to Cor. 23-24-25-26

Random Line

Form 52-A 2016 12-25

	Angle	Horiz	slope	Hor. slope	
					S 16-01 E
#2	(32° 02') 16° 01' Lt				
		185.3	430.35 255.3		
#1	P.O.T.	158.7			South
2+32.3	(171° 37') 85° 48 1/2 Lt				
<p>Δ Point on random line.</p> <p>Var. 21° 15'</p> <p>Meander Cor. 19.8 S 77° 02' E to New B.T. 18" Maple properly scribed s-24 M.C.B.T.</p> <p>40.5 S 79° 28' W to New B.T. - 24" Maple also properly scribed s-23 M.C.B.T.</p>					
2+32.3	(170° 52') 85° 25 1/2 Pt				N 8-46 W
	(12.72) (16.13)	28.85			
Meand. Corner bet. 23+24	56° 48' Lt				Bearing Trac 6.6' to M.C. Gov. Notes

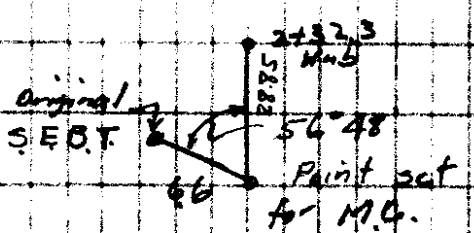
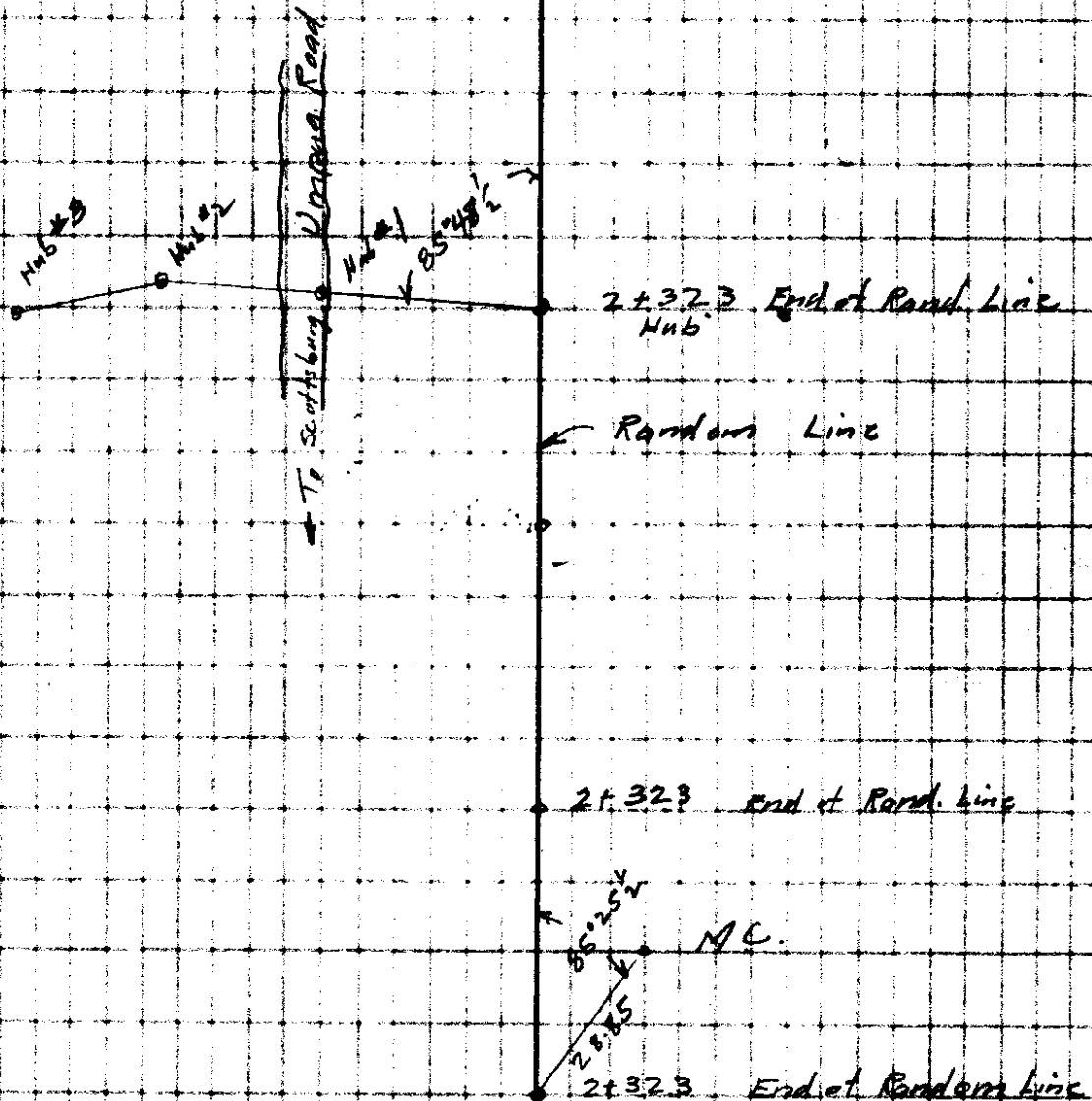
Weather

Warm & Sunshiny

TRANSIT SHEETS

(COPY)

Note:- S.E. BT, to meander corner found -
reset temporary M.C. from this and scribed
take new Bearing Trees to the reset M.C.



File No. 15/15

LINE DATE June 5 1937

PARTY

Epstein
Wagner
Chapman
Lowe
Harcastle
Warren

PROJECT

Form 58-A 90M 10-25

	Angle	Hor.	slope Chaining	
#8	(17°43) 8°51½ RT			
		113.4	43°23' 157.00	
#7	(32°00) 16°00' LT			S11-10E
		232.1	28°10' 263.00	
#6	(1021) 0°40½ RT			S4-50 W
		115.5	28°19' 191.00	
#5	(20°36½) 10°18' RT			S4-15 W
		175.4	17°54' 184.3	
#4	(5422) 27°11' LT			S6-03E
		109.3	35°00' 133.5	
#3	(24°18) 37°09' RT			S21-08 W
		51.1	54°53' 86.3	

Weather

Warm +
Sunny

TRANSIT SHEETS

U.S. No. 1515

LINE DATE June 7, 1937

PARTY

Wagner
Chapman
have
Hardcastle
Tolkson

PROJECT

	Angle	Slope Chain Back	Slope Chain Ahead	C. C.	
#14	(11° 34') 5° 46 1/2 RT	Horiz 31.00 29° 36' 392.0	30° 58' 435.1		Very rough check only. S3-43-30W S22° 30' W
#13	(39° 28') 19° 44' RT	21° 00' 132.6	21° 26' 133.0		S23-2730 W S 2° 30' W
#12	(77° 37') 38° 48 1/2 RT	13° 56' 261.8	14° 05' 262.0		S15-21 E S36° 15' E
#11	(47° 19') 23° 39 1/2 LT	0° 57' 190.15	1° 36' 190.3		S8-18-30 E S12° 15' E
#10	(10° 13') 0° 36 1/2 RT	25° 41' 94.35	25° 01' 94.00		S7-42W S12° 45' E
#9	(20° 00') 10° 00' RT	42° 03' 102.3	42° 59' 104.00		Needle Not set for any Variation S2-18E S2-18 E CC

Weather

Warm & Cloudy

TRANSIT SHEETS

C. S. FILE NO. 15/5

LINE DATE June 2, 1937

PARTY Wagner
Chapman
Lang
Hendcastle
Talbott

PROJECT

	Angle	Slope Chain Back	Slope Chain Fh.		
#20	(5°19½) 2°39½ Lt				
		9°39' 101.5	10°22' 101.7		S 44°00' W
#19	(7°27') 3°43½ Rt			S 24-53-30 W	
		40°31' 161.9	40°21' 162.0	S 21-10 W	S 40°15' W
#18	(9°45') 4°52½ Rt				
		43°50' 131.0	42°52' 129.0		S 35°30' W
#17	(5°30') 2°45' RA			S 16-17-30 W	
		36°55' 191.7	37°15' 193.00		S 32°30' W
#16	(3°39') 1°49½ Rt			S 13-32-30 W	
		37°21' 300.0	Horiz 0.6 37°41' 300.0		S 30°45' W
#15	(4°26') 2°13' RA			S 11-43 W	
		41°04' 203.8	41°08' 204.0	S 9-30 W	S 28°30' W

TRANSIT SHEETS

J. S. File No. 15/5

LINE DATE June 8, 1937

PARTY

Wagner
Chapman
Lark
Hardcastle
Tallatson

PROJECT

	Angle	Slope Ch. Bk	Slope Ch. Ah.		
# 26	27° 31' 13° 45 1/2 Lt	10° 03' 247.7	10° 44' 248.1		572° 30' E
# 25	(8° 09') 9° 04 1/2 Rt	11° 11' 190.7	11° 12' 190.8	N 88-26-30 E	581° 30' E
# 24	(5° 43') 2° 51 1/2 Rt	5° 15' 123.8	5° 24' 123.9	N 79-22 E	584° 15' E
# 23	(106° 22 1/2) 53° 11 1/2 Lt	21° 18' 229.5	21° 29' 223.6	N 76-31-30 E	531° 30' E
# 22	(119° 53') 59° 56 1/2 Lt			S 50-17 E	
# 21	(25° 09') 12° 34 1/2 Lt	Horiz. 66.9	Horiz. 66.9	S 9-39-30 W	528° 15' W
		5° 06' 82.8	4° 38' 82.8	S 22-14 W	541° 00' W

Weather

Rain A.M. TRANSIT SHEETS

Warm
to Sunshiny P.M.

C.S. File No. 15/5

..... LINE DATE June 8, 1937 PARTY

PROJECT

Form 12-A, 2014, 10-27

	Angle	Slope Ch. Bk	Slope Ch. Ab.	
# 29		30°49' 85.5 31°38' 358.1	30°58' 85.7 31°33' 358.5	S 78°00' E
# 28 bottom Gulch	(24°50' 1/2) 12°25' RT	15°59' 294.0	15°47' 293.8	N 82°31' 30" E N 89°15' E
# 27 on log	(9°09') 4°34' 1/2 Lt	9°20' 230.0	9°22' 230.0	N 70°-65' 30" E S 86°15' E
				N 74-41 E

TRANSIT SHEETS

Left car & started up. Wm at 8 o'clock.

Note:-

Spent all day searching for corner.
Found a 16" fir and old axe marks going in
to 6" heart. No scrie marks and no
sign of stone as set for corner.

COY. \approx 60' W 50' probably.

Epp

Wagner
Chapman
Lane
Hardcastle
T. Telfson

LINE DATE June 10, 1937 PARTY Lane
Random Line from N.W. Corner
 PROJECT of Sec 24 to River + Triang.
 Form 42-A-20M-12-35

"A"	P.O.T.	on BASE 1°22' 298.2	Line 0°38' 298.2		
#4		99°56 ³ / ₄ RT to Base Line of Triangulation			
#4	P.O.T.	on river-side shoulder of road.			
		34°07' 155.0	33°36' 154.1	83292	
					N0°-49-55W
#3	P.O.T.			94979	
		16°48' 76.5	18°14' 77.1		
#2	P.O.T.			86573	
		30°16' 224.4	30°02' 223.7		
#1	P.O.T.			95301	
				17°38' 105.4	
				42.6	

1. Pipe 3/4" dia. Cor. 13-14-23-24
 2' above ground. Var. 21°15'

Weather
Rain.

TRANSIT SHEETS

Left office at 7:55

Note:-

all marks on trees have been
destroyed. Trees & stumps remaining
fit bearing trees called for in descript.

C.S. File No. 15/S

Reberts
Wagner

LINE DATE June 11, 1937 PARTY Lanc

Hardcastle

PROJECT Tie to Martins Line at
Murphy's

Form 58-A-30M-12-35

P.O.S.T. On Martins Line

Hub #1 (164°52')
82-26' Lt

2+32.3 On Random Line

Hub #1 (On Line Going South from M.C. on South Bank.
5°37'
168.7

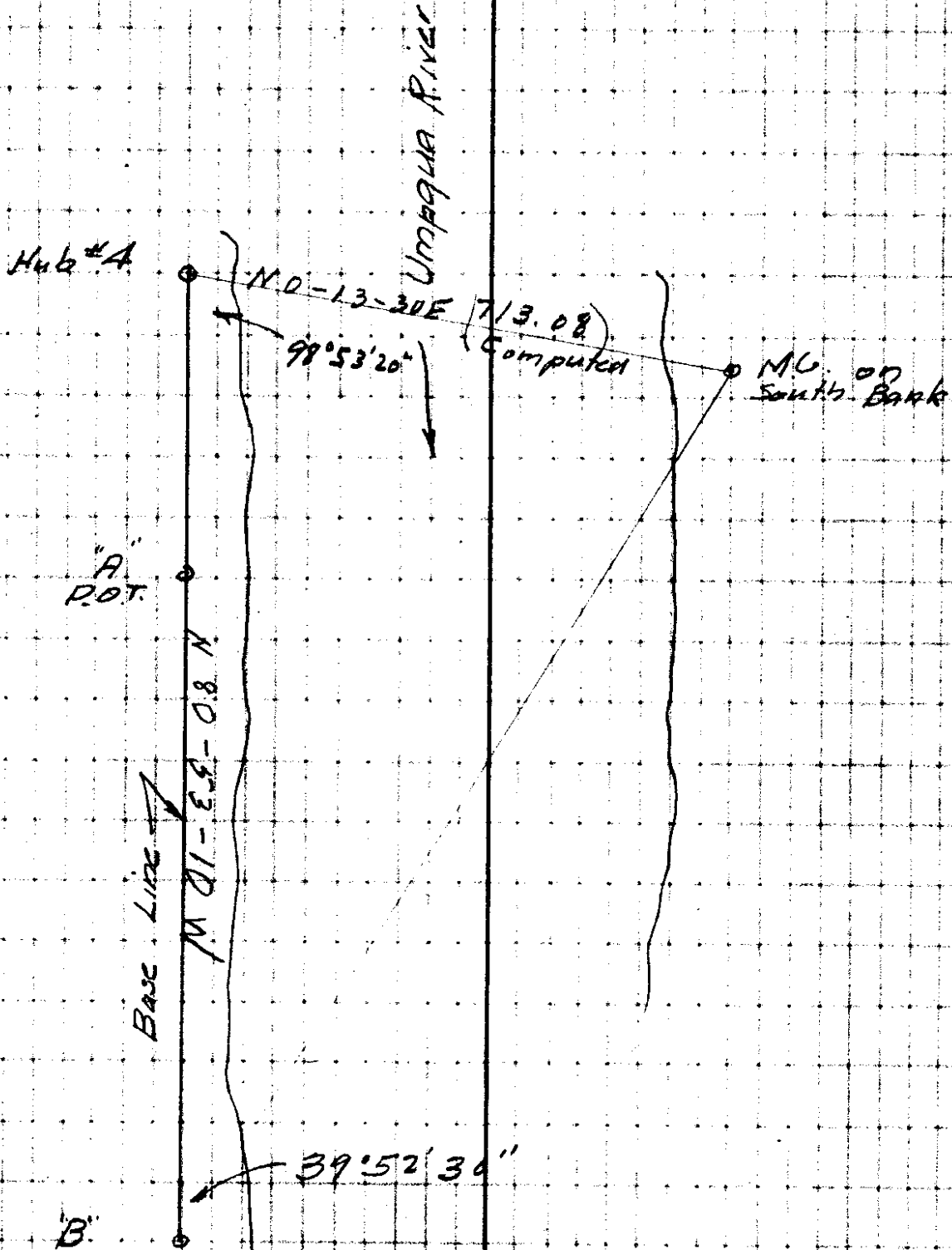
P.O.S.T. (50°04' 1/2)
On Martins Line 25°02' RT
6°11'
105.5

Horiz.
600.0

5°39'
300.0

812406.88 P.O.T.
Martins Line

TRANSIT SHEETS



LINE DATE June 11, 1937 PARTY Roberts
Wagner

PROJECT Triangulation Across River Lane
Hardcastle

Hub #4 Across River

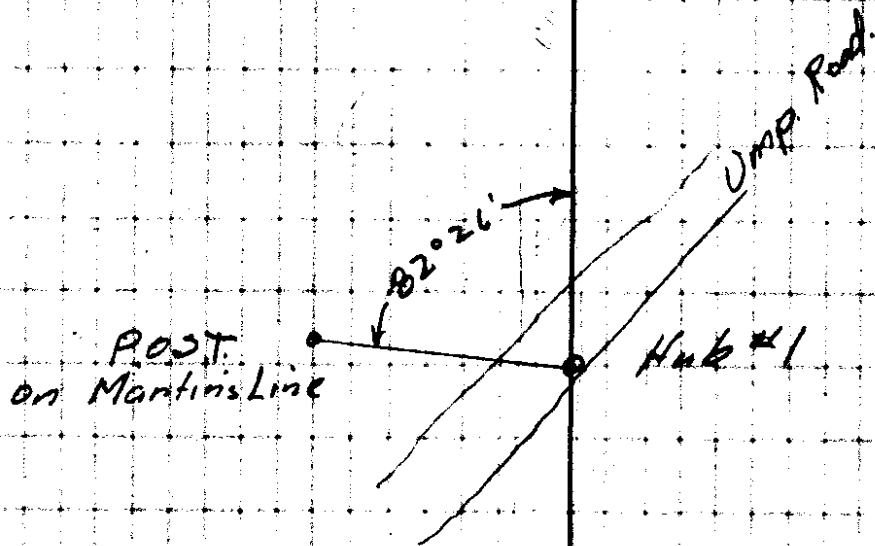
M.C. (17-59)
8'59 1/2 FT.

N0-13-30 E

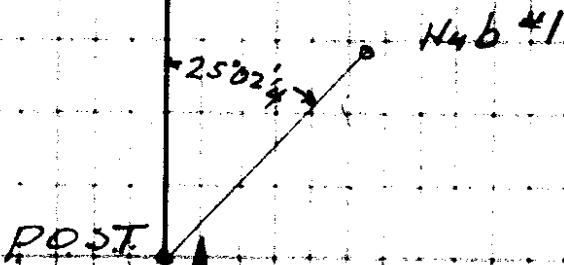
2+323
Road Line

N8-46W Holding Sight High
Up to see from M.C.

TRANSIT SHEETS



2+32.3



To Feedpoint

812 t. 06. 88 P.O.T.

← 2 mile No. 15/5

LINE DATE June 11, 1937 PARTY

PROJECT Sec. Cor. T.C. 13-18-19.24

Form 52-A NOV 1935

#5	48°17' Lt to N Bearing	NE	34°24'	46.00	
		17°24'	16°58'		
		158.8	158.5		S 20°30' E
#4	(75°21') 37°41' Lt				
		40°30'	40°27'		
		153.0	153.0		S 17°00' W
#3	(30°11') 15°06' Lt				
		39°07'	38°18'		
		115.0	114.0		S 32°15' W
#2	(81°01') 40°30 1/2 Rt				
		28°00'	27°55'		
		294.0	293.0		S 8°15' E
Hub #1	(101°42') 50°51' Rt				
		Non 1.55	Non 1.60		
		38°45'	38°43'		
		300.0	300.0		S 58°00' E
POST.	(150°36 1/2) 75°18' 1/4 Lt from P.I.				
			11°55'		
			94.8		
Mon #23					

Weather

Cloudy + Rain

TRANSIT SHEETS

W.D. File No. 15/5

LINE DATE June 14, 1937

PARTY

Wagner
Chapman
Lang
Hardcastle
Tollison

PROJECT

Form 12-A 20M 12-35

#8	(27°56') 13°58' Rt	28°42' 162.0	28°20' 161.5	S 35°45' E
#7	(13°20') 6°40½ Lt	33°30' 202.5	33°15' 202.0	S 25°45' E
#6	(5°03') 2°31½ Rt	8°09' 120.00	7°58' 120.0	S 28°15' E
#5	(15°38') 7°49½ Lt			
#4				
SE. B.T.			0°40' 113.5	
#5	12°44 Lt			
#4				

TRANSIT SHEETS

Case file No. 15/5 →

TRANSIT SHEETS

SE BT. - Fir. Most of scribe marks have
been destroyed before.

SW BT. - 16" Fir. old axe marks on blaze
did not thoroughly investigate it -
only tree fitting description.

NE BT. - 48" Fir

T. 22 S. P. } Scribe Marks visible on Trunk
5 } The rest of scribes destroyed.

NW BT. - Found Maple on NW with blaze
rotted out.

T 22 - 10

14

13

23

Murphy 2
Carl W & Margaret Dodd

Douglas Co 1

24 7

Manford Haynes

Gardiner Mill Co.

Gardiner

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER

ROSEBURG, OREGON


June 17th, 1937.

Mr. H. L. Eppstein
County Surveyor
Roseburg, Oregon.

Dear Sir:

It has been decided not to do anything further on the matter of the location of the property line between the County and Mr. Murphy on the lower Umpqua River.

Will you please submit a bill for the work that has been done by you. This bill should be submitted in triplicate.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:AF

June 18, 1937

By filling in the road bands on a corrected copy of these maps with symbols to indicate surface type, adding mileage distance, route numbers, etc., we will construct what is to be called the General Highway Transportation Maps. Much in the same manner we will construct the following series of maps:

Bus and Truck Maps
School Bus Route Maps
Postal Route Maps
Traffic Maps

Upon completion these maps will be available for a very nominal fee to cover reproduction. When returning the maps it will be appreciated if you can estimate approximately the number and type of these maps that the county or any other interested individuals within your acquaintance will want. This estimate will not be considered an order but will aid in determining the type, kind, and number of reproductions that we should have printed.

In answering, please address Paul Van Scoy, Inventory Survey Manager, Oregon State Highway Department, Salem, Oregon.

Very truly yours,

C. B. McCULLOUGH
Asst. State Highway Engineer

By *John Beakey*

John Beakey
Traffic Engineer

Dictated by James J. Walton
ab

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

June 18, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. L. Eppstein
County Surveyor, Douglas County
Roseburg, Oregon

Dear Sir:

The Oregon State Highway Department in cooperation with the Bureau of Public Roads is carrying on a State Wide Planning Survey which entails a detailed analysis of all the public roads and such items as effect them. In connection with this survey county maps are to be constructed showing as much of the information gathered as is practical. Preliminary maps have been constructed of Douglas County, and I am asking your cooperation so that these maps may be as nearly correct as possible.

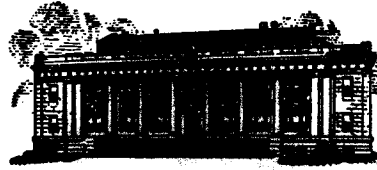
Under separate cover I am sending you prints of these preliminary maps and am asking that the prints be placed in the County Court House or another appropriate place to thereby give interested parties an opportunity to inspect them with the object of detecting any substantial error in the locations of the roads shown or calling attention to the omission of public roads not shown. On the maps we wish to show only public roads, but it is our desire that none of these be omitted. The extensiveness of the survey and the cost involved has made it impossible to locate all the highways exactly; and while we are interested in all errors our chief concern is not the roads that are a quarter of a mile or even a half mile in error, but primarily those that are very definitely misplaced. The omission of major drainage or cultural items should also be noted where obvious. It is our intention to show all culture outside of incorporated towns and cities.

As we do not wish to delay unduly the construction of the final maps we are asking that the corrected prints be returned within an approximate two week period.

ROY AGEE, COUNTY CLERK
 PERCY A. WEBB, SHERIFF
 D. H. LENOX, TREASURER
 BARTON HELLIWELL, ASSESSOR
 STELLA QUINE, SCHOOL SUPERINTENDENT
 H. C. STEARNS, CORONER
 F. C. FREAR, ROAD MASTER
 H. L. EPPSTEIN, SURVEYOR
 AGNES M. PITCHFORD, PROBATION OFFICER
 DR. J. E. CAMPBELL, HEALTH OFFICER

DOUGLAS COUNTY

GEO. K. QUINE, COUNTY JUDGE
 R. L. STEARNS | COMMISSIONERS
 H. B. ROADMAN |
 J. V. LONG, DISTRICT ATTORNEY



ROSEBURG, OREGON

COUNTY COURT

FIRST WEDNESDAY OF EACH MONTH

From the cor. to secs. 13-14-23 & 24, I ran South,
 along the established line bet. secs. 23 & 24

Var. 20°15'E.

Descend

9.75 A stone in place 30x 10 ft. which I marked with a cross (x)
 at exact cor. point with M.C. for meander cor. bet. 23 & 24

A Myrtle	3"	N.28°E.	48	lks.	Marked T 22 S R 10 W S 24	M.C.
" "	6"	S.80°W.	90	"	Marked T 22 S R 10 W S 23	BT,

Across river, Base W. 5 chs. Flag on line bears
 N.25°02'E. Distance across 10.70 chs.

20.45 Set a post, 4 ft. long, 4 ins. sq.

A Maple	8"	S.63°E.	10	lks.	T 22 S R 10 W S 24	M.C.
" "	6"	S.25°W.	28	"	T 22 S R 10 W S 23	BT

July 7 1894

In running the West bdy. of sec. 23 I find it too short.
 I therefore go to the meander cor. on the S. or left
 bank of the river bet. secs. 23 & 24 and run S.00°01'E.
 on a random line. I find no evidence of old line nor any
 marks at 19.55. I made search for $\frac{1}{4}$ cor. but failed to find any.
 Therefore, I set temp. $\frac{1}{4}$ cor. and at

20.45
 53.50
 73.95

The cor. to secs. 23-24-25-26 bears E. 50 lks.
 Therefore from the established cor. to secs. 23-24-25- & 26,
 I run a true line N.00°33'W. and at

.50
 8.65
 29.00
 33.95

Descend
 Stream, 4 lks. wide c. NW.
 Top of spur, c. N.25°W.
 A hemlock, 6" diam. which I mark with $\frac{1}{4}$ S. on W. side
 for $\frac{1}{4}$ sec. cor. from which

A Hemlock	6"	bears	N.45°W.	II	Lks.	Marked $\frac{1}{4}$ S BT
" Fir	6"	"	S.30°E.	30	"	Marked $\frac{1}{4}$ S BT,

52.50 Foot of steep rocky hill, enter bottom
 53.50 The meander cor. bet. secs. 23 & 24.

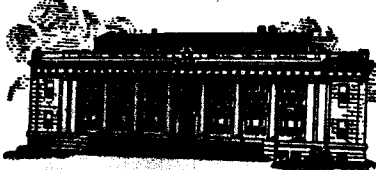
40
 33.95
 6

T 225 R10W

DOUGLAS COUNTY

ROY AGE, COUNTY CLERK
PERCY A. WEBB, SHERIFF
D. H. LENOX, TREASURER
BARTON HELLIWELL, ASSESSOR
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H. B. ROADMAN } COMMISSIONERS
J. V. LONG, DISTRICT ATTORNEY



ROSEBURG, OREGON

COUNTY COURT
FIRST WEDNESDAY OF EACH MONTH

South on true line bet. secs. 23 & 24
Var. 18 1/2 ° E.

9.75 Intersect river. Set post from which
A Maple 8" West 52 lks.

Across river
Base, west 250 lks., Angle opposite 12°, Dist. over 11.76 chs.

21.51 To waters edge
22.26 Set meander post, from which
A Maple 8" N. 59 ° E. 25 lks.
" " 8" S. 22 ° W. 18 "

25.00 Steep mountain. Set post
From cor. to secs. 13-14-23 & 24

North on a true line bet. secs. 23 & 24
Var. 19 ° E.

Steep descent

9.25 Creek, 4 lks. wide c. NW.

32.50 Spur, c. NW.

40.00 Set post for 1/4 cor.
Fir 4" N. 23 ° E. 14 lks.
" 6" N. 18 ° W. 27 lks.

55.75 Enter river bottom, course E. & W.

58.55 Intersect at meander post on South side of river bet. secs. 23 & 24
Post and witness trees standing

22 26
89 87

Nov. 1877

Same trees