

21/8 S.C.B. & E. Ry., Descriptions for Sketches of Highway Isings

T 25 S R 5 W & East

C.S File 21/8

Map File M 1172

Sept - 8 - 16

CROSSING "A"

To get an 18 foot clearance over the Pacific Highway would necessitate the raising of the track from the connection with the Southern Pacific on the West side of the Highway and also for a distance of approximately 1300 feet to the East. Inasmuch as this part of the track would be on an average of about 9 feet above the terminal ground and transfer yard it would mean that the ground and connecting track would have to be raised or the site abandoned.

The cost of constructing this overhead crossing without filling in the terminal ground or raising the connecting track would be approximately \$30,000.00.

It would not only mean the raising of the grade on the fills between the crossing and the Southern Pacific but it would make it necessary to raise the trestle across Sutherlin Creek and the Y track to the South.

This crossing cannot be considered dangerous at grade for the reason that the Pacific Highway is tangent for over a mile to the South and over 300 feet to the North. The railroad track is tangent at this point and an approaching train could be seen for a considerable distance both ways.

CROSSING "A"

The located center line of The Sutherlin Coos Bay & Eastern Railroad crosses what is known as the extension of Calapooia Street in Plat "C" and which is also a County Road, and the Pacific Highway, at Engineer's Survey Station 13 plus 77.8 from which the Southwest corner of Lot 1 Block 2 Plat "C" of The Sutherlin Land & Water Company as surveyed, platted and recorded in the office of the County Clerk of Douglas County, Oregon, bears N. 16° 4' E. 307.5 feet.

The Pacific Highway is 60 feet wide.

This crossing to be at grade.

The Pacific Highway is tangent for over a mile South and for over 300 feet North. Sighting distance for a longer stretch.

Due to grade of connection to Southern Pacific, ground water, and topographical conditions an underhead crossing is not feasible.

This crossing is inside the corporate boundaries of the City of Sutherlin.

Ele S.P. 517

Ele of track if 18 clearance obtained, would be 534

Necessitating raising of grade for
1300 feet on each side of "A" to get
1% grade.

For the further reason that transfer yards
and shops are located on ~~the line~~ it would

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CROSSING "B"

This crossing is within 600 feet of Crossing "A" and if an 18 foot clearance were used it would necessitate a very expensive fill to connect the crossing at "A" with this Crossing "B". It would further require a fill approximately 1800 feet long to the East to get to the profile grade.

The road at this point is tangent for a considerable distance on each side of crossing. The railroad is also tangent for a long ways both East and West, and a grade crossing at this point cannot be considered dangerous.

An approximate estimate of the cost of constructing an overhead crossing at this point would be \$25,000.00.

CROSSING "B"

The located center line of The Sutherlin Coos Bay & Eastern Railroad crosses the center line of State Street at Engineer's survey Station 19 plus 70.8, from which the Southeast corner of Lot 2 Block 2 Plat "C" of The Sutherlin Land & Water Company as surveyed, platted and recorded in the office of the County Clerk of Douglas County, Oregon, bears S. 85° 51' W. 17½ feet and S. 00° 10' E. 238.2 ft.

State Street 60 feet wide.

This crossing of the extension of State Street to be at grade.

State Street extension is merely a dedicated road and is not a County Road. It serves only a few families.

This crossing is inside the corporate boundaries of the City of Sutherlin, Oregon.

Crossing is within 600 feet of Crossing "A" and if 18 foot clearance were used, would necessitate a very expensive fill, besides an expensive trestle or bridge to carry track over roadway.

Streets and Alleys dedicated

N. 77° 04' E.

SUTHERLIN CREEK

Section line.

STATE ST.

Ave

LOT LINE 530.0

Tie N 77° 33' W 263.6

2.182A.

(2)

98° 47'

S 12° 56' E

587.35

N 85° 51' E

1.382A.

The J. F. Luse Co.

596.3

578.03

20° 17'

600.58

LOT LINE

N. 73° 56' W.

626.08

M. R. Potter

5.06A.

(3)

WATKINS ROAD

330.0

110° 13'

722.16

343.7

Note. All Courses are reduced to Plat C bearings.

LINE

10' W

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CROSSING "C"

The approximate cost of constructing an overhead crossing at this point would be \$35,000.00.

This road is used so little and due to the fact that a long sighting distance is obtained of the track from the road either on the North or South, the crossing cannot be considered dangerous.

To get an overhead crossing would necessitate the placing of an objectionable hump in the grade line which would greatly increase the transportation cost.

A high fill in this vicinity due to the fact that we have a long wet winter with heavy rains is an expensive maintenance item and it appears unreasonable to ask for an overhead crossing on a road that never will serve but a limited number of families. It should be remembered that this is not a County road.

ONE.

PLAT 10

PLAT

TWO.

BLOCK TWO. PLAT N.

SOUTH 902.8
LIMIT LINE.

SUTHERLIN CITY

Paved to here with concrete

5° 39' R.
D. 40° 02'
T. 369.6
Arc. 708.6

2° R
D. 4° 09'
T. 17.1038
Arc. 353.57



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CROSSING "D"

An overhead crossing at this point would cost approximately \$25,000.00.

It would mean the placing of an objectionable hump in the grade line and the high fill which would be about 3700 feet in length would be an expensive item to maintain.

This crossing cannot be considered dangerous for the reason that the road is tangent for a long distance both North and South.

CROSSING "D"

The located center line of The Sutherlin Coos Bay & Eastern Railroad crosses the West side of road at Engineer's Survey Station 127 plus 38.5 from which the Southeast corner of Lot 14 Block 2 Plat "A" bears S. 642.4 ft.

This roadway is 20 feet in width.

Crossing at grade.

This is not a County Road but was first opened up as a private road and later, that part between Lot 14 Block 2 Plat "A" and Lot 1 Block 2 Plat "D" was dedicated to the public. Is used by only three or four families.

3700 X

BLOCK TWO. PLAT D

1 2 3
LOWER MILLSITE.

THE J. F. LUSE CO.



13.291 A
THE J. F. LUSE CO.

12.162 A
THE J. F. LUSE CO.

N71°37'E 0.936 A

S81°E 0.937 A

4.504 A

7.614 A.

1/4 Sec. line 7

1/6 Sec. line 7

821.5
Claim line - A. Cl. 40.

S.W. Cor. Cl. 45
Claim line.

185+50 = P.C.
185+82.5

4° R
A 14° 11'
T. 178.2

129+371 FT.

130

363.0

1200.0

117+48.0
1192.2
967.0

230.2

1194.7

1196.2

1199.7

4

3

2

1

15

14

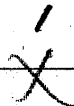
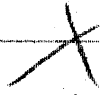
14

13

20'

20'

W



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CROSSING "E"

An overhead crossing at this point would mean a hump in the grade line for a distance of about 2900 feet.

The approximate cost of this crossing would be \$25,000.00.

This crossing cannot be considered dangerous as both the railroad and the highway cross each other at practically right angles and there are no objectionable curves to obstruct the trains.

CROSSING "E"

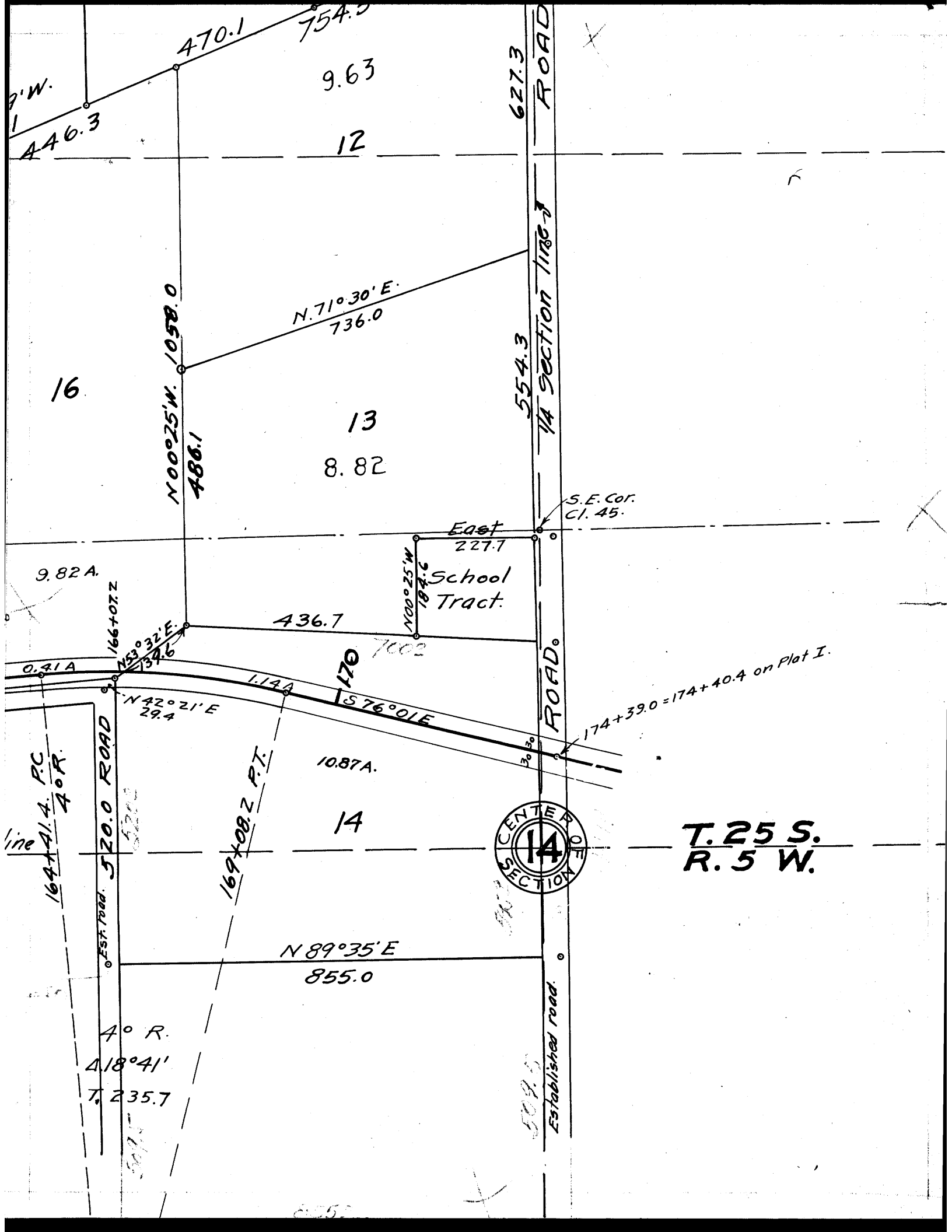
The located center line of the Sutherlin Coos Bay & Eastern Railroad crosses road at Engineer's Survey Station 174 plus 39.0 from which the Southwest corner of Lot 1 Block 1 Plat "I" bears S. 00° 30' W. 441.4 feet.

This road is 50 feet in width.

Crossing at grade.

This is not a County road. Dedicated on Plat "D" and "I" and serves a limited number of families.

2900 feet X



7' W.
 446.3
 470.1
 754.5
 9.63
 12

16
 N 00° 25' W. 1058.0
 486.1
 13
 8.82
 N. 71° 30' E.
 736.0

627.3
 ROAD
 554.3
 14 SECTION 1186
 ROAD

S.E. Cor.
 Cl. 45.

East
 227.7
 School
 Tract.

9.82 A.
 0.31 A
 166+07.2
 N 59° 32' E.
 139.6
 436.7
 N 00° 25' W.
 184.6
 170
 7002
 1.14 A
 N 42° 21' E
 29.4
 1087 A.

174+39.0 = 174+40.4 on Plat I.

line
 164+41.4 P.C.
 40 R.
 EST. Road. 520.0 ROAD
 520.0
 169+08.2 P.T.
 4° R.
 Δ 18° 41'
 T. 235.7



T. 25 S.
 R. 5 W.

N 89° 35' E
 855.0

Established road.

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CROSSING "F"

An overhead crossing at this point would be approximately 3000 feet long.

Due to the fact that the railroad has only a 60 foot right-of-way for the first 8 miles of its line there is not sufficient room to borrow dirt from the right-of-way to construct any additional fills over and above that shown on the profile of the definite location. To construct any of the crossings from "A" to "I" would mean hauling in the dirt at such a cost that this project could not be carried on. It should be remembered that this railroad for its first 8 miles passes through highly developed orchard which makes it impossible to obtain additional borrow pits.

The approximate cost of constructing this crossing would be about \$25,000.00.

CROSSING "F"

The located center line of The Sutherlin Coos Bay & Eastern Railroad crosses the center line of the road at Engineer's Survey Station 245 plus 94.8, from which the Southwest corner of Lot 24 Block 1 Plat "K" bears S. 00° 15' E. 786.5 ft.

This road is 40 feet wide.

Crossing at grade.

Not a County road. Dedicated to public and serves only a limited number of families living in Plats "I" and "K".

Full 2000 Survey

by right of way

Not enough data

No. 506 Line 2

No. 5

SW. Cor. Cl. 49
NW. Cor. Cl. 49

SEC. 04
Cl. 49

Gov't Lot 3.

Block 1 Plot I

14

15

16

24

23

22

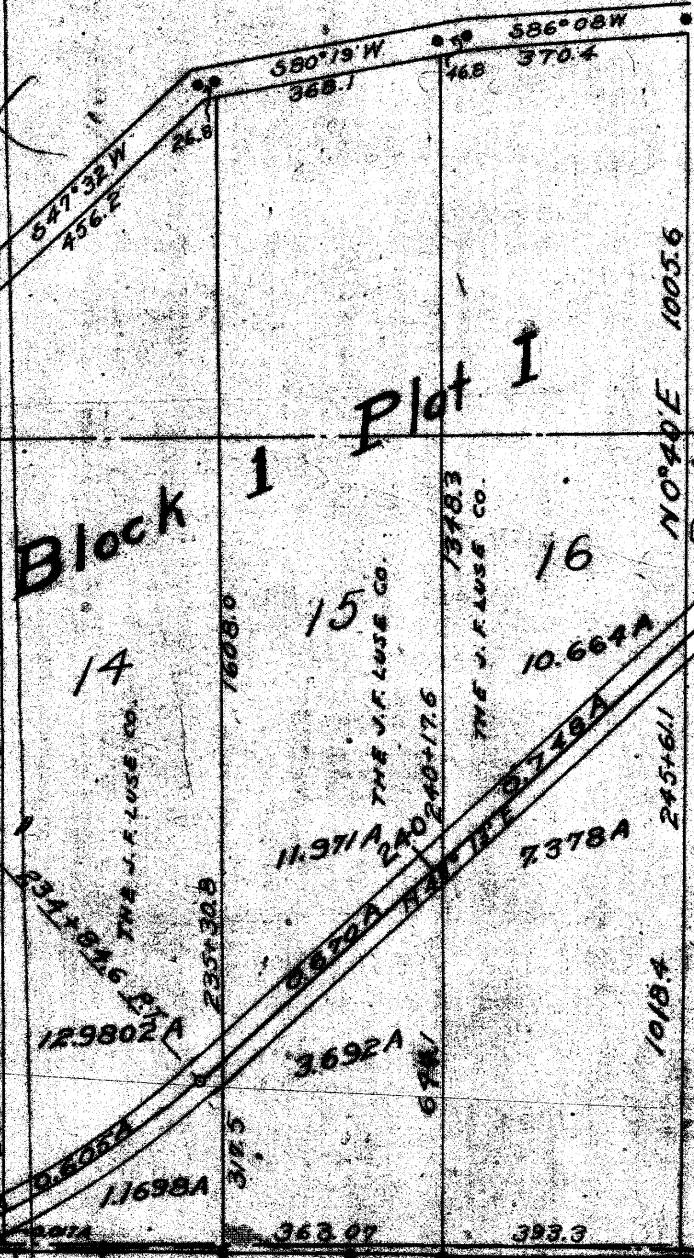
21

12

13

PL

Block 1



THE J. F. LUSE CO.
1320°

9.845A
THE J. F. LUSE CO.
253+85.3

8.017A
THE J. F. LUSE CO.
214+89.2

5.730A
3.657A
6739

2.591+250
2.50+419
2.51+459A
0.2793A
148°13'5" equals 1477.195
1477.195
9.070A

THE J. F. LUSE CO.
330°

THE J. F. LUSE CO.
330°

SW. Cor. Cl. 49

NE. Cor. Cl. 42

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CROSSINGS "G" AND "H"

An overhead crossing at these two points would mean that the grade line would have to be kept at the full height of the crossing between same for the reason that they are only about one quarter of a mile apart. Dirt would have to be borrowed from outside of the right-of-way and hauled a long distance.

The approximate cost of these two crossings would be in the neighborhood of \$50,000.00.

CROSSING "G"

The located center line of The Sutherlin Coos Bay & Eastern Railroad crosses the center line of the road at Engineer's Survey Station 273 plus 40.7, from which the Southeast corner of Lot 9 Block 3 Plat "B" bears E. 613.6 feet.

This road is 50 feet wide.

Crossing at grade.

Not a County road. Dedicated to public on Plats "B" and "K". Serves only a few families.

To get a ^{overhead} 10% expansion, the railroad grade would have to commence to raise at a point ^{at least} 4500 from crossing, which would call for a fill of this length with a height of 18 feet at the crossing, besides calling for a trestle or bridge to carry track over roadways.

CROSSING "H"

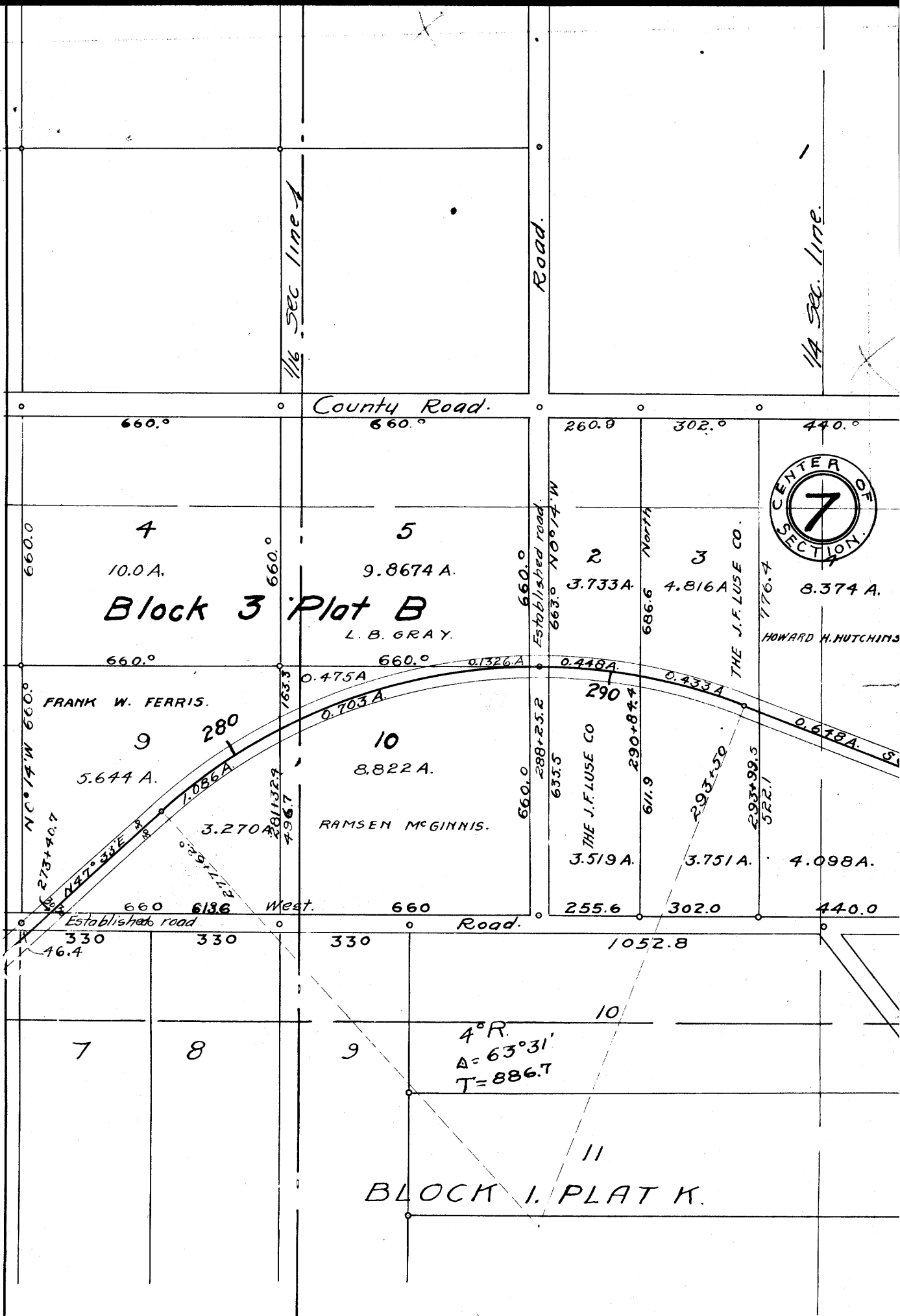
The located center line of the Sutherlin Coos Bay & Eastern Railroad crosses the center line of the road at Engineer's Survey Station 288 plus 25.2, and at the North-east corner of Lot 10 Block 3 Plat "B".

This road 50 feet in width.

Crossing at grade.

Not a County road. Dedicated to the public on Plat "B" serves only a limited number of people.

To get an overhead X on a 10% grade ~~the~~ the railroad grade would have ~~to~~ commence to rise at a point 4600 feet west of X.



Block 3 Plat B

L. B. GRAY.



HOWARD H. HUTCHINS

Block 1, Plat K.

4° R.
A = 63° 31'
T = 886.7

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CROSSINGS "I" AND "J"

An overhead crossing at these two points would cost approximately \$40,000.00.

If these crossings were constructed it would mean that the mill site would have to be abandoned.

The crossings are so close together that the railroad between them would have to be kept up at the full height of the crossing. To abandon this mill site would be to abandon the whole project.

CROSSING "I"

The located center line of The Sutherlin Coos Bay & Eastern Railroad intersects the County road as shown on map.

Crossing at grade.

This road is 60 feet wide.

It is proposed to change the County road at this point and throw same further south along side the irrigation ditch right-of-way. This will change the crossing so that it will be nearly at right angles.

Country passed thru is flat and would necessitate raising track for 1500 feet each side of crossing. Hence constructing an expensive trestle or bridge to carry track over roadway.

Again, we cannot raise this track at either corner of "I" or "Y" and some summit site without raising buildings or constructing graded tracks.

CROSSING "J"

The located center line of the Sutherlin Coos Bay & Eastern Railroad intersects the County road as shown on map.

Crossing at grade.

This road is 60 feet wide.

Railroad track is tangent at both sides of crossing for a considerable distance.

MILL SITE.

THE J. F. LUSE CO.



WAGON ROAD

ROAD

Barren Hillside
California
Ditch
1941
5164

Total Mill Site

S.W. COR. CL. 49

R. CL. 41

LOT 5. SEC. 9.

LOT 6. SEC. 9.

LOT 1. SEC. 16.

N 89° 55' E 1311.7

T. 25 S.

Sec. line

N 89° 27' E 574.55

South

N 10° 23' W 604.3

16

Irrigation Ditch
681.8
S 79° 54' W

400
410
420
S. C. B. & E. Co.

S 85° 39' E
154° 22' E 216.8

S 87° 34' E
208.5
N 70° 45' E
199.7

S 87° 49' W
417.4
S 87° 02' E
373.2

S 83° 35' E
305.4
N 13° 00' E
111.2
S 65° 08' W
157.6
S 65° 21' E
101.5

N 13° 04' E
185.6
N 15° 02' E
300
N 15° 02' E
519.4
S 51° 42' W
225.9
S 72° 55' W
266.4

N 10° 23' W
604.3
S 72° 55' W
266.4
N 78° 59' W
503.5

N 76° 57' W
278.2
N 73° 07' E
276.8

N 73° 07' E
276.8
N 73° 07' E
276.8

N 73° 07' E
276.8
N 73° 07' E
276.8

N 73° 07' E
276.8
N 73° 07' E
276.8

This X to be made
a 90° X.

X

X

X

X

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CROSSINGS "K"

Overhead crossings at these two points would call
for an expenditure of approximately \$35,000.00.

21/E

CROSSING "K"

The located center line of the Sutherlin Coos Bay & Eastern Railroad crosses the County road at two places in Section 31 Township 24 South, Range ~~4~~ West as shown on the accompanying map.

County road is 60 feet wide.

It is the intention to change the County road so that both crossings will be eliminated as shown on the plat.

1/4 Sec.



ROAD
524.7

433.3

2

9.787A

9.45A

9.503

Established road.

N 00° 25' W.

1018.4

1151.2

SW Cor. C/45

GOVT. LOT 4

0673A

0.55A N 85° 20' E

36

0.43

Established road.

402.6

93.8 N 8

983.3
N 85° 17' E.

129+37.1 P.T.

4° R
Δ. 14° 11'
T. 178.2

36.1
127+38.3

132+26.9

49.7

136+29.5

49.4

30.5

CENTER OF SECTION 31

VOGEL.

VOGEL.

1/4 Sec. line

Mound of Stones Co. Surveyor

S. 78° 09' E.

15° R.
A. 57° 35'
T. 210.5

720+06.6 PT.

710+40

710

N. 44° 16' E.

709+40.3

1215.2
S. 2° 21' W. 1287.6

702+87.8 P.I.

4° 46' 17" R.
702+29 P.C. 46° R.

OREGON AND CALIF

VOGEL

N. 37° 55' E.

700

693+35.1

N 89° 42' E 1055.9

31

T. 24 S.