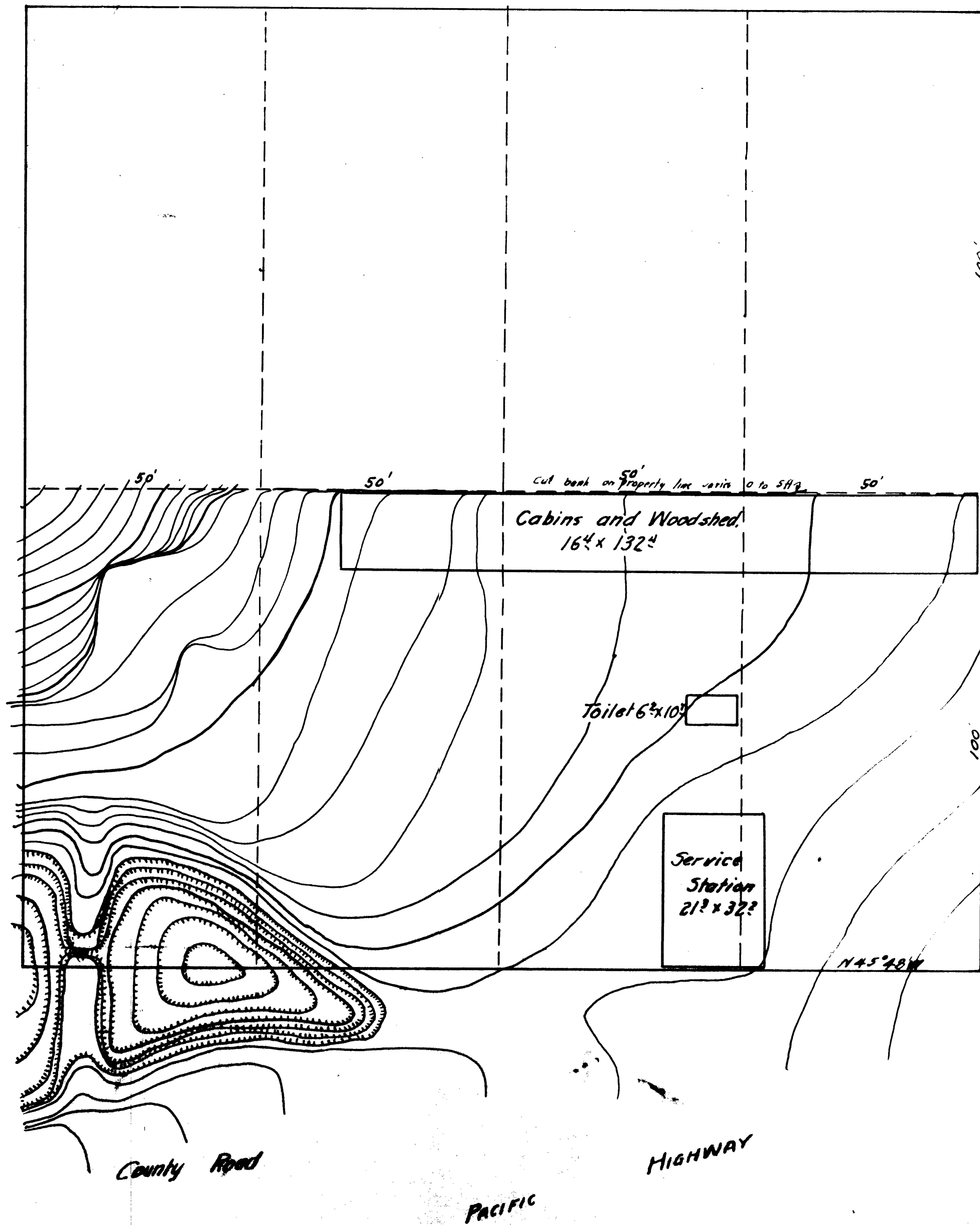
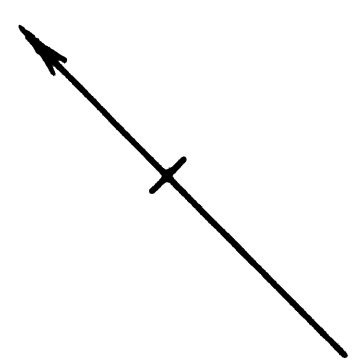


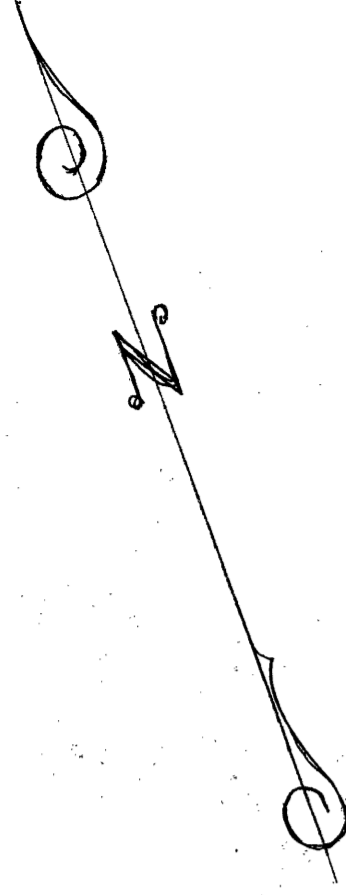
Service Station and Camp Ground
 Lots 1-2-3-4 Block 11
 MYRTLE CREEK, OREGON.

Surveyed and Platted by
 BEN. B. IRVING, ROSEBURG OREGON.
 SCALE 1" = 20' Contour Interval 1ft.

NOTE: As there is no monuments controlling the plat of Myrtle Creek it was necessary to work from the property lines as established by custom and use as outlined by side walks, buildings and fences.

Ben. B. Irving
 NOV 8 1907
 LIBRARY





76° 25' 58" 45'
1116 113.2
ST. 484.2

To San Francisco

Main Line Southern Pacific R.R.

B.M. U.S.G.S.
Elev. 1425.0

R.R. Property Stake
Set 3/4 x 24" Iron Bar

R.R. Property Stake
Set 3/4 x 24" Iron Bar

PACIFIC AVENUE

Garage

MOLLIE STREET

Set 1 1/4 x 15" Iron Bar

Iron Bar

Iron Bar on center
of Montgomery Ave

MAP OF TRACE FOR
UNION OIL CO.

GLENDALE - DOUGLAS CO. OREGON

Sec. 4 T. 33. S. R. 6 W. W.M.

H.L. Fappstein, County Surveyor

Scale 1" = 50'

January 17, 1929

Drawn M.G.B.

County Surveyors File 27-22

M 3 - 65

Section 5
Section 4

28
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23

24

N 52° 32' E
108.7

423.5'

N 76° 38' W 41.0'

N 23° 36' E 238.5'

S 66° 42' E 416.7'

328.3'

50'

60'

80'

100'

100'

1244098 F.C.

1234986 C.T. 1/2

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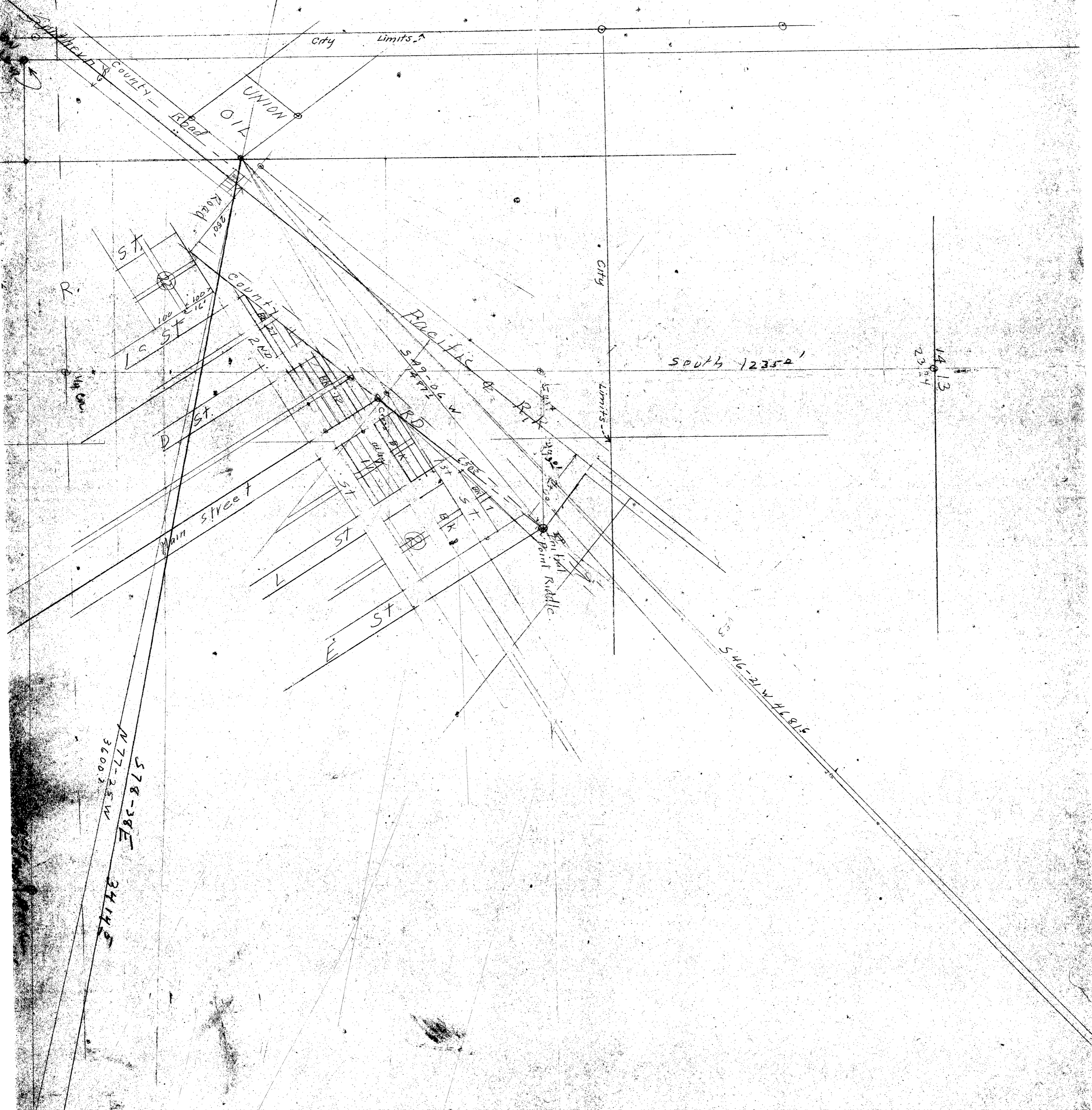
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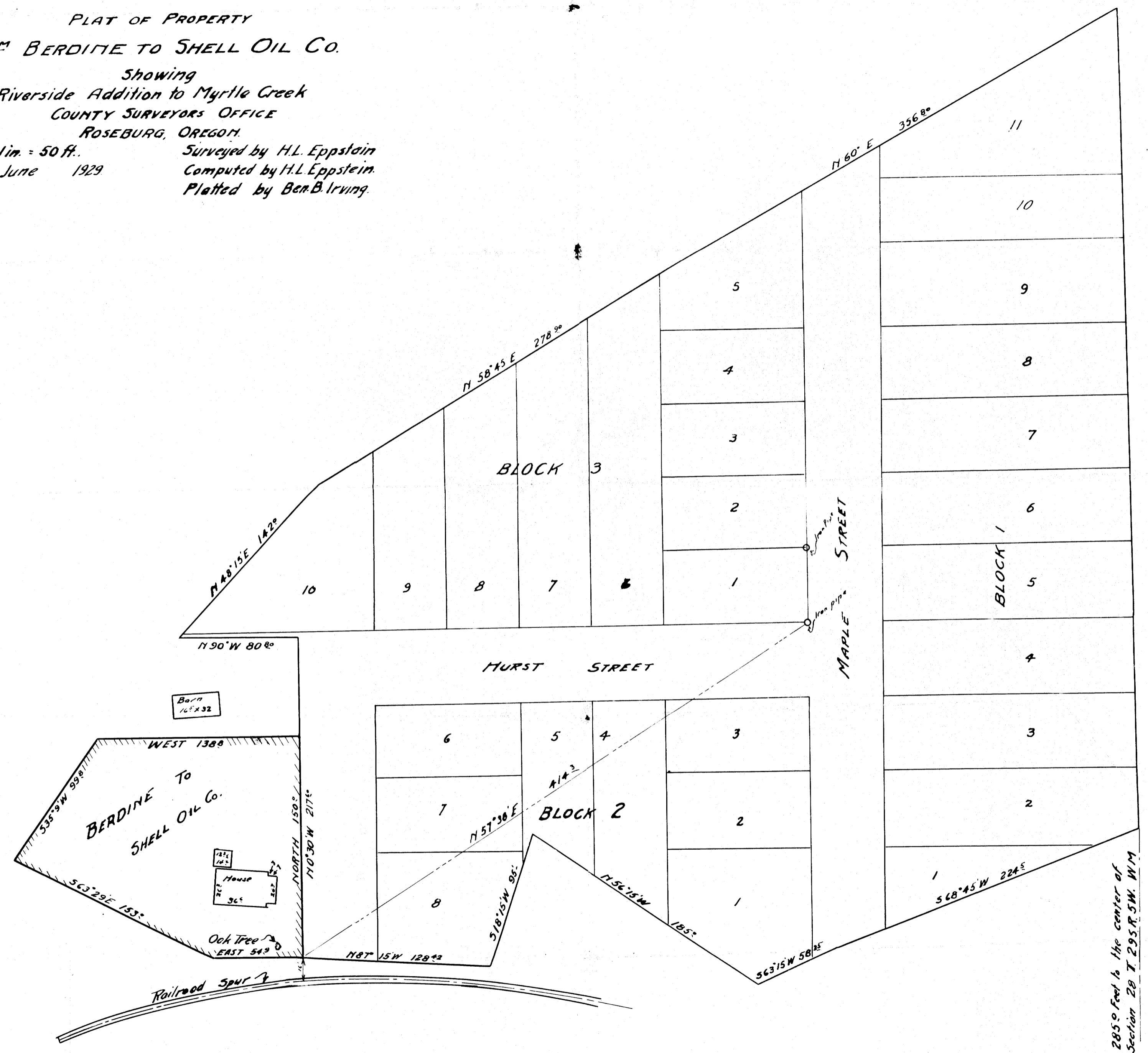


PLAT OF PROPERTY
 W^m BERDINE TO SHELL OIL CO.

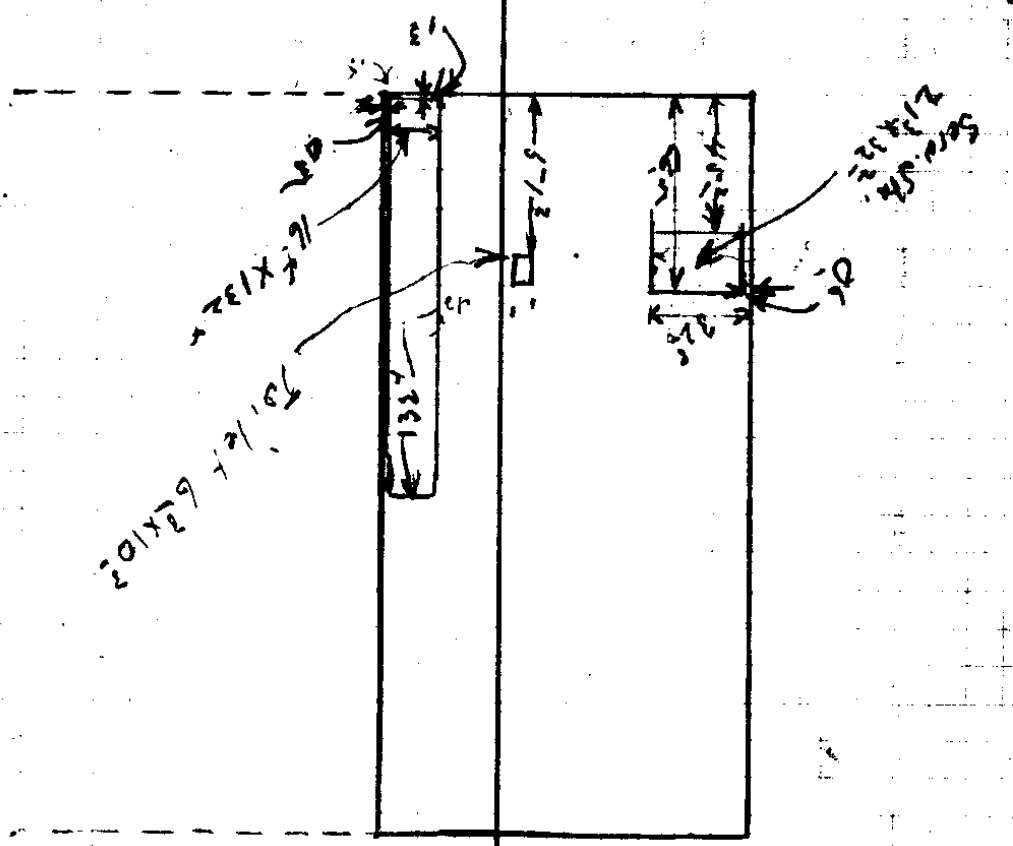
Showing
 Riverside Addition to Myrtle Creek
 COUNTY SURVEYORS OFFICE
 ROSEBURG, OREGON.

Scale: 1 in. = 50 ft.
 Date: June 1929

Surveyed by H.L. Eppstain
 Computed by H.L. Eppstain
 Platted by Ben B. Irving.



285.0 Feet to the center of
 Section 29 T. 29S. R. 5W. W.M.



Ahead of Central Line Hole top

Top bank Hole

Top of Hole append of fill across

NW Cor. Lot + 7° 15'

On line to NW Cor + 5° 00'

+ 4° 30'

+ 3° 40' SW Cor taken

HI at Center of Blk on St Line

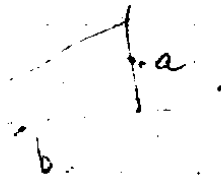
Measure wood shed
1272
1414

4889
1272
4888
1272
1778408

0641
90
57690

0875
117
6345
9625
107975

0787
68
6296
4722
53516



tan A = $\frac{a}{b}$
cot A = $\frac{b}{a}$

$$a = b \tan A$$

45°
77°4'

C.S. File No. 22/22A

U O, Co, Sutherland
ELEV 527.68

STA 1+50
 $\frac{64}{60}$ $\frac{63}{49}$ $\frac{71}{47}$ $\frac{52}{37}$ $\frac{55}{24}$ 5.80 $\frac{71}{49}$ $\frac{75}{58}$ $\frac{68}{62}$ $\frac{89}{72}$

1+25
 $\frac{63}{60}$ $\frac{63}{57}$ $\frac{70}{48}$ $\frac{52}{38}$ $\frac{64}{21}$ $\frac{56}{26}$ $\frac{65}{15}$ $\frac{51}{12}$ 5.30 $\frac{56}{92}$ $\frac{63}{14}$ $\frac{56}{21}$ $\frac{62}{35}$ $\frac{72}{32}$ $\frac{72}{32}$ $\frac{62}{32}$

1+00
 $\frac{66}{60}$ $\frac{62}{51}$ $\frac{75}{48}$ $\frac{62}{38}$ $\frac{68}{32}$ $\frac{61}{26}$ $\frac{69}{14}$ $\frac{52}{12}$ 5.40 $\frac{68}{25}$ $\frac{65}{32}$ $\frac{70}{61}$ $\frac{82}{71}$ $\frac{82}{82}$ $\frac{42}{92}$

0+75
 $\frac{22}{60}$ $\frac{81}{49}$ $\frac{62}{38}$ $\frac{72}{31}$ $\frac{65}{25}$ $\frac{73}{14}$ $\frac{60}{11}$ 6.00 $\frac{68}{40}$ $\frac{73}{44}$ $\frac{66}{50}$ $\frac{73}{71}$ $\frac{85}{88}$ $\frac{53}{96}$ $\frac{38}{120}$

0+50
 $\frac{80}{60}$ $\frac{88}{57}$ $\frac{82}{47}$ $\frac{73}{38}$ $\frac{72}{24}$ $\frac{81}{14}$ $\frac{72}{11}$ 6.70 $\frac{65}{23}$ $\frac{72}{48}$ $\frac{80}{52}$ $\frac{85}{96}$ $\frac{53}{108}$ $\frac{32}{121}$ $\frac{32}{137}$

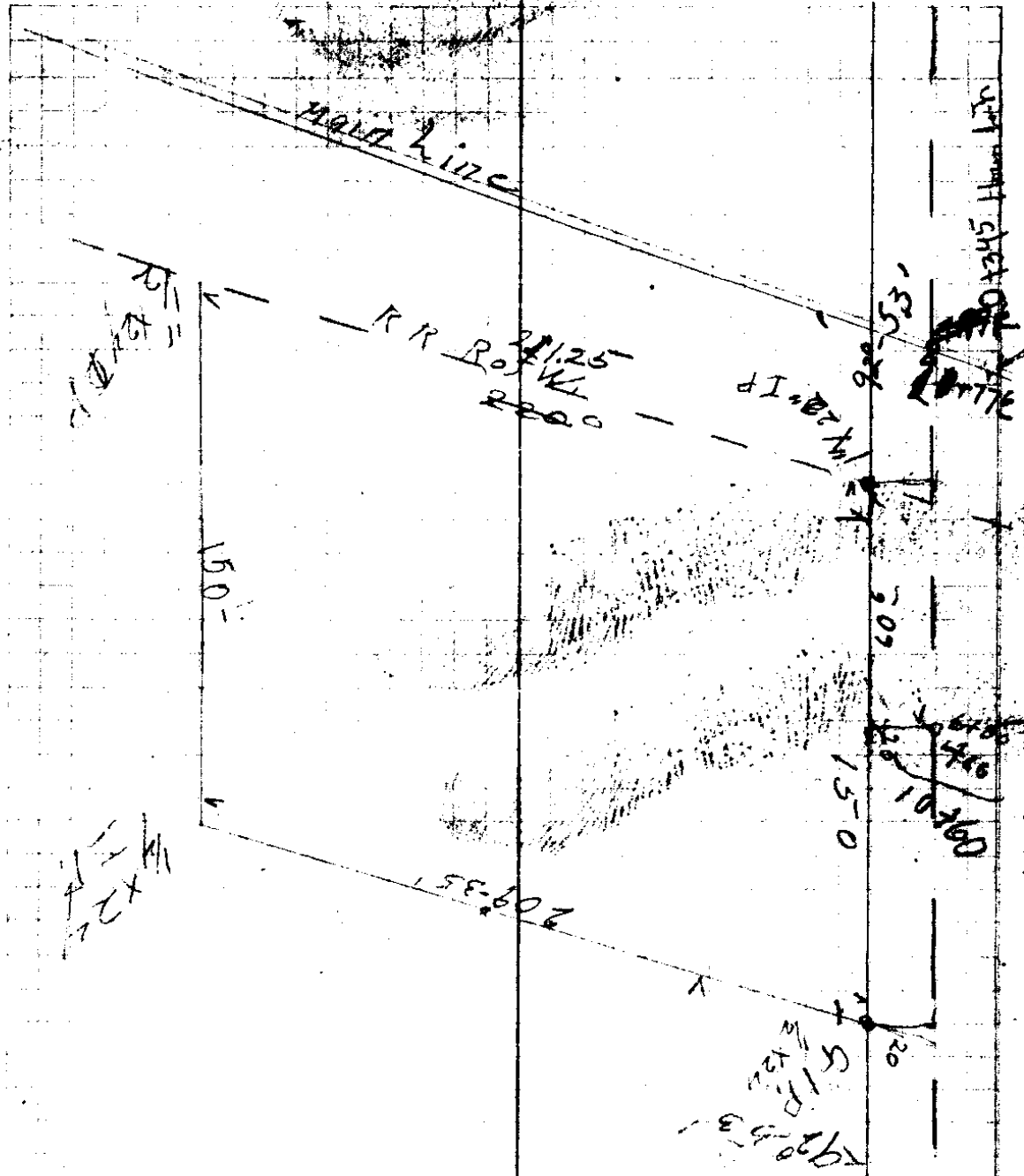
0+25
 $\frac{80}{60}$ $\frac{81}{57}$ $\frac{92}{47}$ $\frac{72}{38}$ $\frac{76}{24}$ $\frac{91}{14}$ $\frac{80}{11}$ 7.40 $\frac{68}{35}$ $\frac{82}{55}$ $\frac{82}{106}$ $\frac{66}{118}$ $\frac{42}{128}$ $\frac{72}{150}$

0+00
 $\frac{83}{60}$ $\frac{90}{47}$ $\frac{82}{38}$ $\frac{72}{24}$ $\frac{91}{14}$ $\frac{72}{10}$ 7.60 $\frac{71}{38}$ $\frac{83}{102}$ $\frac{85}{102}$ $\frac{58}{142}$ $\frac{42}{162}$ $\frac{42}{152}$

-+25
 $\frac{82}{60}$ $\frac{94}{47}$ $\frac{86}{38}$ $\frac{82}{24}$ $\frac{95}{14}$ $\frac{78}{11}$ 7.60 $\frac{73}{48}$ $\frac{76}{78}$ $\frac{72}{100}$

S.W. CO. 1700 7100

G. S. M. 22/22



444 HD Passing Track
 3+50 " " 6°
 2+30 Passing Track - 11°
 0+00 Passing Track Curve 184
 open 33°
 1+50 Force Stone sum 31°
 1+25 { Railway 18°
 { open 21°
 1+1 HD SPK 3 10°

G.S. FROM 2/22A

SACOR
 BIKB
 East Drain

#

USGS East Stock Yard Drain

$\frac{76}{200}$ ^{290.9}

$\frac{73}{250}$ ^{291.3}

$\frac{82}{100}$ ^{289.8}

$\frac{80}{200}$ ^{290.5}

$\frac{78}{250}$ ^{290.7}

$\frac{86}{60}$ ^{289.9}
N.W.C.
IRON PIPE

$\frac{82}{100}$ ^{289.8}

$\frac{83}{121}$ ^{290.3}

$\frac{89}{133}$ ^{289.6}

$\frac{83}{142}$ ^{290.2}

$\frac{78}{210}$ ^{290.7}

$\frac{78}{250}$ ^{290.7}

$\frac{88}{60}$ ^{289.7}

$\frac{82}{100}$ ^{289.8}

$\frac{88}{123}$ ^{290.5}

$\frac{89}{142}$ ^{289.6}

$\frac{86}{200}$ ^{290.4}

$\frac{78}{200}$ ^{290.7}

N.W.C. IRON PIPE

C.S. File No. 22/22A

V.O. Drain

IV

$$\begin{array}{r} 83^{290.2} \\ \hline 100 \end{array}$$

$$\begin{array}{r} 85^{290.0} \\ \hline 152 \end{array}$$

$$\begin{array}{r} 82^{290.3} \\ \hline 200 \end{array}$$

$$\begin{array}{r} 82^{290.3} \\ \hline 250 \end{array}$$

$$\begin{array}{r} 86^{289.9} \\ \hline 100 \end{array}$$

$$\begin{array}{r} 72^{290.8} \\ \hline 155 \end{array}$$

$$\begin{array}{r} 85^{290.0} \\ \hline 164 \end{array}$$

$$\begin{array}{r} 72^{290.8} \\ \hline 185 \end{array}$$

$$\begin{array}{r} 80^{290.5} \\ \hline 200 \end{array}$$

$$\begin{array}{r} 80^{290.5} \\ \hline 245 \end{array}$$

$$\begin{array}{r} 82^{289.8} \\ \hline 60 \end{array}$$

$$\begin{array}{r} 86^{289.9} \\ \hline 100 \end{array}$$

$$\begin{array}{r} 84^{290.1} \\ \hline 157 \end{array}$$

$$\begin{array}{r} 84^{290.1} \\ \hline 200 \end{array}$$

$$\begin{array}{r} 81^{290.4} \\ \hline 250 \end{array}$$

$$\begin{array}{r} 82^{289.6} \\ \hline 100 \end{array}$$

$$\begin{array}{r} 83^{289.8} \\ \hline 140 \end{array}$$

$$\begin{array}{r} 85^{290.0} \\ \hline 200 \end{array}$$

$$\begin{array}{r} 72^{290.8} \\ \hline 250 \end{array}$$

$$\begin{array}{r} 85^{290.1} \\ \hline 100 \end{array}$$

$$\begin{array}{r} 85^{290.0} \\ \hline 150 \end{array}$$

$$\begin{array}{r} 82^{290.2} \\ \hline 200 \end{array}$$

$$\begin{array}{r} 80^{290.5} \\ \hline 250 \end{array}$$

$$\begin{array}{r} 92^{289.3} \\ \hline 60 \end{array}$$

$$\begin{array}{r} 90^{289.5} \\ \hline 100 \end{array}$$

$$\begin{array}{r} 85^{290.0} \\ \hline 150 \end{array}$$

$$\begin{array}{r} 81^{290.4} \\ \hline 200 \end{array}$$

$$\begin{array}{r} 82^{290.3} \\ \hline 230 \end{array}$$

$$\begin{array}{r} 84^{290.1} \\ \hline 150 \end{array}$$

$$\begin{array}{r} 83^{290.2} \\ \hline 200 \end{array}$$

$$\begin{array}{r} 81^{290.4} \\ \hline 230 \end{array}$$

9 inch PIPE SEC
7.6

$$\begin{array}{r} 92^{289.2} \\ \hline 100 \end{array}$$

$$\begin{array}{r} 85^{290.0} \\ \hline 200 \end{array}$$

I

C. S. File No. 22/22A

Union Oil Co.
At Sur Ben Service Sta

C.S. File No. 22-22A

CS FILE FOLDER

CONTAINS

MORE

INFORMATION