

COUNTY SURVEYOR'S RECORD, DOUGLAS COUNTY, OREGON

BUSHORS & CO. PORTLAND, ORE. 87545

<p>Survey No. Made on September 2-3, 1947</p> <p>In Town. 27 S Range 5-6 W Sec. 19-24</p> <p>Made for Sam Shoemaker</p> <p>Purpose of Determining the Lot lines between lots 14 and 15 Block 57 Railroad Addition to Roseburg Oregon.</p> <p>C.S. File 38/189</p>	<p>Survey No. Made on</p> <p>In Town. Range Sec.</p> <p>Made for</p> <p>Purpose of</p> <p>M 26 - 55</p>
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This survey was made at the request of Mr. Sam. Shoemaker to determine the location of the dividing line between lots 13-14 and the lots owned by Miss Agnes Pitchford, lots 15-16, Block 57, Railroad Addition to Roseburg, Oregon. Miss Pitchford was notified verbally when the request for the survey was made and again at the start of the survey.

As the location of these lots can only be determined by reference to the street lines surrounding this block, the survey was started by ascertaining the location of the centerlines of the surrounding streets.

From the standard street monuments at the intersections of the centerlines of Mosher and Rose Streets and of Stephens and Lane Streets, the intersection of the centerlines of Stephens and Mosher streets and of Rose and Lane streets were established on the ground.

The distances along the respective centerline of the streets bounding Block 57 were carefully measured two or more times using spring balances for correct tension. The angles made by the intersections of these centerlines were measured two or more times with a transit. The results of these measurements are shown on the attached map which is a part of this record.

The centerline of the alley through block 57 was located on the ground by carefully determining the mid-point of the centerlines of Mosher and Lane streets bounding the opposite sides of block 57.

The actual boundaries of lots 13-14 and 15-16 were then located by proportional measurement along the boundaries of the block and the alley after offsetting one half the width of the streets and alley. The monuments shown on the map, except the cross in the concrete at the southwest corner of lot 16, were found in place but needed straightening up to be at the true point for the corners of their respective lots.

The garages at the corner of Lot 15 were found to overlap lot 14 from 0.64 ft. to 0.85 ft. with the eaves overlapping an additional 0.6 ft. This is shown on the attached map as an insert at an enlarged scale.

All measuring was done by experienced chainmen using spring balances for correct tension. All measurements along control lines were made two or more times to insure their correctness. All angles were measured and doubled with a transit in good adjustment.

BEN. B. IRVING
County Surveyor.

C.S. File
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