## OREGON DIVISION - MAIN LINE

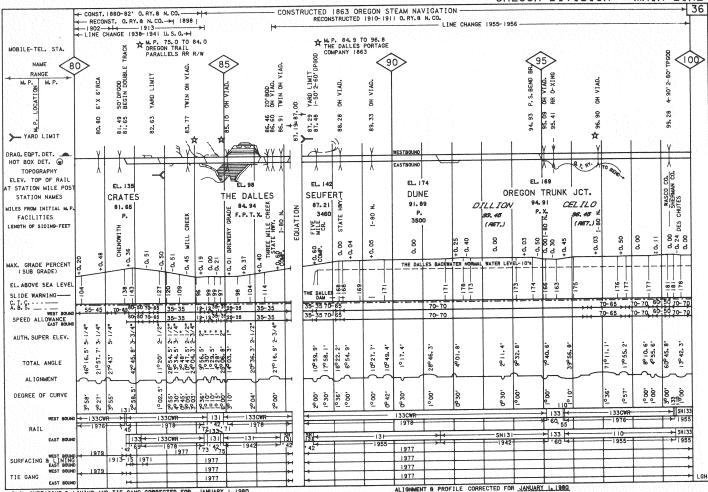
	TRACKAGE RIGHTS OVER POR	RT. TERM. R. R. CO.	CONSTRUCTED 18	80-1882 OREGON RAILWAY &	NAVIGATION CO.	
		NST. 1917 O. W. R. R. G. N. CO. POINT M. P.		ITS  M. P. 10.57 12.5' RT.  "GRAVE OF UNKNOWN	New York and a reserved	RECONST. 1907-08' 0. RY. 8 N. CO.
ILE-TEL. STA.	0.0	38. 7		CHILD" 1849	25. DPG8D 6. Y 8 RCA 45. TPG8D 45. TPG8D 75. St. St. St. St. St. St. St. St. St. St	
NAME /		<u></u>		(10)	<15>\$\frac{1}{5}	<
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M. P. M. P.		A P P P P P P P P P P P P P P P P P P P		SBD SBD CSBD N OH CSBD	26' DPGBD 6' X 8' RCA 6' X 1PGBD 45' TPGBD 0H VIAD. PS=21, 99	
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H. SUPER ELEV.						3.
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OTAL ANGLE	54° 45° 79° 14. 17° 14. 17° 14. 17° 14. 15° 17° 17° 17° 17° 17° 17° 17° 17° 17° 17		17.	10° 19, 1' 10° 19, 1' 10° 19, 1' 13° 34, 7'	39°59. 31°45. 6°02. 13°32.	9°35' 8°21' 3°47, 3°602' 11°33,
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EAST BOUND		aber 15aa ber 1	CONTRACTOR OF THE CONTRACTOR O	1976		1979

OREGON	DIVI	SION -	MAIN	LINE

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TOP OF RAIL	40.52 >	A A	^   _ ′					EL 94					^				EL 112	
TION NAMES	88	CASCADE	LOCKS		FARLE			S WYE	TH		LINDS						MENO	
ACILITIES	RIVER	42. 90 P. 6752	CREEK		46, 67 (AET						52, 80 (AE7						58, 36 P. 9895	
OF SIDING-FEET	MULTNOMAH HOOD RIVER	THE DOCKS	HERMAN					BAS										
		JS.A.						BOAT	1			. ~						aNa
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ALLOWANCE	2 2	2". 2".		3/4	3-1/2" 5-1/4"	2"  - /4" 3/4" 2-3/4"	1/4	3/4	3-1/4		-/4-	3-1/4"	_	2-1/2	4/1-4	30	3-1/4	1-3/4 4-3/4 4-1/2
SUPER ELEV.	5: 2-1/ 5: 3: 3-1	ام منه		16.5	- 101-	N 0000	2 2 2 3			1	7. 8.7 F		3,3	2	ñ	in	1	m
TAL ANGLE	2030, 13033° 41046, 37056.	2039. 15017. 25°17. 11°07.	17º 19' 28º 53, 12º 55'	490 33,	20°26. 43°54. 4°17.	90 38 50-52 50-53 50-53	25°35. 21°12' 14°22.	90 35.	23°06	34°02' 20°35' 6°29'	14037.	60° 27'	2003.	23°59.		43°36'	15,21	34055.
LIGNMENT	1			100		مممـــمر فا ينا	ان. س	.5:	\			.5.	٥		<b>⊢</b> \		1	, , , , , , , , , , , , , , , , , , ,
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RAIL	133	33CWR	33CWR  3   33CWF	3CWR   131	133CF	R 133CWR -	33) 💆				133			<b>→</b>  131	1313 131		- 133	
nate	4-1956 → 1.2i	68 647276 197	2 44 72 44 66 72 92	7 72 1944	70 768	944	0 7 8 7 8 4	1966	  0 ' 75	953 70	<u>← 1966</u>	195∟	<del>≻   4</del>   966	7.44	14 64	952- 68	52 4-1	65
CING & LINING		144.00 B	sar Bal	1000		172	1919							"	<b>H</b>		1979	
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MARKET I	<b>F</b>						CONSTR	UCTED	880-   81	B2 OREG	ON RAIL	WAY &	NAVIGAT	ION CO.								
				7. P. T. DO.	4	HOOD RI	&P.	⇒ LC		NELUCA! I		1958 <b>→</b>	- 1991	Η·	C 1953→	*	M.P. 7 PARALL M.P. 7 8 WAGO	5.0 TO ELS RR 5.0 OR NS RAF	84.0 0 R/W EGON TR TED DOW	REGON AIL TE N RIVE	TRAIL RMINATE R	ED
OBILE TEL STA.	60>		d	88	<	65>	-	2/1-		<b>/</b>	0>4				_	75>						<
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BOX DET.  TOPOGRAPHY	À	1		By Y	X			N/	1 1	X	λ					1	2	-		Į.		
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FROM INITIAL M. P.		1	100D R				8		1	SIER 9.11			F I E L D 72. 29					OWENA	4			
FACILITIES	ROAD	XEEK EEK	P.	1			8	WASCO CO.		Р.	HWY.		(AET.)			ROAD		Ρ.				
TH OF SIDING-FEET	l	S.	5070	1 00			1	800		385 H	82					PRIVATE		6615				
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SUB GRADE) ABOVE SEA LEVEL		1		og L	90.8		91.2	MAX. BACKWAT	FLOOD STAG ER BONNEVIL WATER LEV	LE DAM			92.2		1		- 6			2	THE	
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S	50-35	ļ	[	35-35		55-45	45-35 7	65 55-4	70-65	40-30		50-40		70-65	60-5070		4570-6	5 60- 50	0-6565	- 55, 70	-65 55	5- 45
ED ALLOWANCE	- WWW 444	3-3/4" 4" 4-1/2" 5"	4. 7-1/4 7-1/2 7-1/2	1/4	1.74	3/4	1/2"	4	3,4	4   /2" 	3/4"	2-3/4"	3" 3"	3-1/2"	4-1/2"	5-1/4"	5-1/4"	n n	1/2"	1/2	5-1/4	3.
H. SUPER ELEV.	2 449	1 m 4	4 - 444	4	9 2 2 2	M444	5. 3		1 - 4	1 + 1	P 4	4 44	r ih	h	4 - 4	2, 5-	rp		2 i	h,	ري م	
	20.20.	25° 30, 5'   1° 03, 2'   9° 07'	23055.8° 2000.7° 17011. 14058.8°	.60	2 62	20° 45, 2' 42°36, 5' 23°08'	280 02.	27°55'	31°08' 48°37' 16°27.	47° 44' 8° 47. 7' 2° 56. 3'	57.	40° 14. 7°	29001.	10°58,	34°41.8° 4°49.5° 22°22°		670 05'	37° 47°	3053.1	.61 <sub>0</sub> 11	54024.	22,000
TOTAL ANGLE	25 4 8 E	2-2-	12 W F 4 P	240	250	20 42 23 23	28	275	319	F885	25 - 25 - 25 - 25 - 25	\$ 58	30 29	9	340	370	9	37°4	& ₹	-  -	540	250
ALIGNMENT	100.	J - V	2,5		1-0	T	1		is		~ -	_~	4-0-		] " ;	7	$\neg \vdash$	4		T	in.	<i>ٽ</i>
GREE OF CURVE	200° 200° 200° 200°	8889 989 15	8888	40 40.	8 8 8 9 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2	30.55	20 12	2030	2003. 5000. 30 10.	2020- 1020- 1020-	20 20 20 20 20 20	2000,	2006	2,000	10 12	40 02	4000	3°00°	06 30°	.00 oZ	30 59,	2000
in and the second	133CWR	133CWF		13	3CWR 133			133CWR			7133CWR	133CWR	133CWR	133CWR	133CWR						14,3	
RAIL		33→	4	133		651 L:	33	→   <del>4</del>	13	33-	<u>-</u> Ⅲ	4-1	33 → -	-133→	4-13				-133CW			
	77	00377 17			72 7	65 73	1965	1	1965	1979	73 77 65 65	15, 65,	73 03 77	965 477	774-196	72			1316-			
ACING & LINING	1		1	<b>-</b>		1		1	<b>†</b>				t –					$\neg \uparrow$				-
TIE GANG								1		1979			17.7						<u> </u>			



RAIL, SURFACING & LINING AND TIE GANG CORRECTED FOR

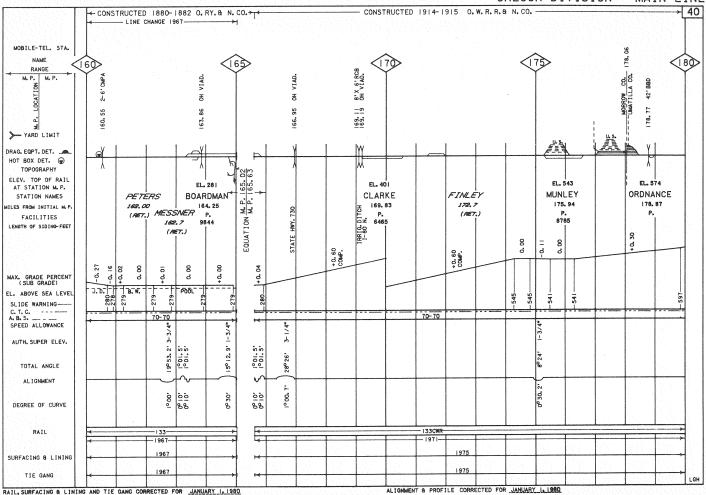
JANUARY I, 1980

OREGON DIVISION - MAIN LINE

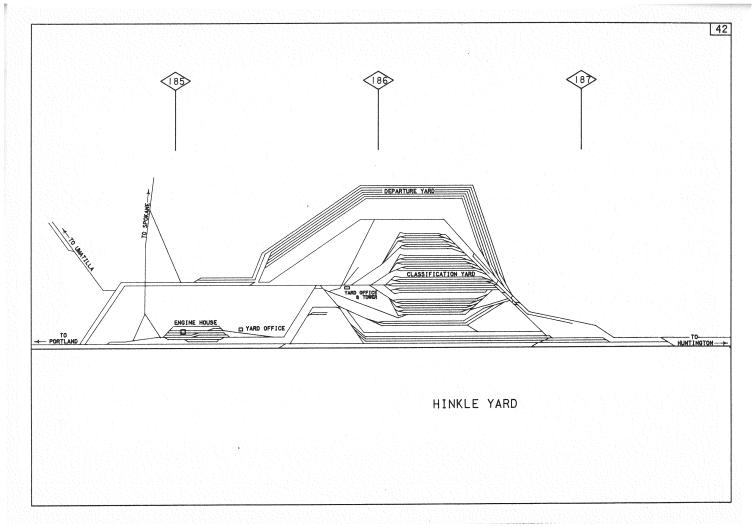
	<b>T</b>			сс	NSTRUCTED	1880 OREGON	RAILWAY &	NAVIGATION		IN DIVIS	1014 1017	AIN L11
	gara istansina		ANGE 1955-195		REC	CONSTRUCTED 1911	-1912 O. RY. 8	N. CO.	INE CHANGE 1967-			<b>—</b>
	HAYSTACE M. P. 81.7	M. P. Y	☆ M. P. 100. C	TO 104.0								
MOBILE-TEL. STA.	81.7		RR R/W	_			^			~		人
NAME <	100	DOUBLE	_	05>		TWIN OH VIAD	[10		22 <	15>		(12)
M. P. M. P.	Y   8	Q 40	, da 200			₹ ₹		7' SPP	8=			I
M. P. M. P.	3.30	END.	OHVIAD. 60' DPGQD			TWIN OH VI		<u>;</u>	7.00			
790	9	9	52 52			45 42 1		ε0	09-{5-97' DPGBD			
٥	9	03. 1	104.0			08. 4		. 0	4			
YARD LIMIT		_						-	Ī			
RAG. EQPT. DET.	Î IV	1	<b>☆</b> ∨	1	1 0	1 V d VV	- 1	200.1	ık	1		
HOT BOX DET. 🍙		STBOUND	<del>-                                      </del>	<u> </u>	(=)	<del>                                      </del>	+			<del> </del>	+	+-+
TOPOGRAPHY ELEV. TOP OF RAIL	/\ EA	STBOUND	11.77			^   ^^		ľ				
T STATION MILE POST	EL. 180	EL.	183 📆			EL. 193		EL. 280	V ER			
STATION NAMES	MILLER		GGS 😹 🚉 🥳	GRAN	r	RUFUS		GOFF	= SHERMAN CO GILLIAM CO JOHN DAY RIVER		1 1	IOOK
FACILITIES	X. VANA		94 HOLLC	106, 11 (RET.)		108.72 P.		¥ 112.59	LLI		1	18.94 RET.)
ENOTH OF SIDING-FEET	1 2363 1		SH SH D BY			1375		v 10795	10 10 10 10 10 10 10 10 10 10 10 10 10 1			- i
	FULTON		U. S. HWY. 97 SPANISH HOLLOW FORMER GRASS VALLEY B RETIRED BY W. Q. 30966 6/8/67				- 0 5	0 HELMS	0.50	- o	8	
	ŭ.		,			9	+0.54	0.00	0 0 0	o l	8	
AX. GRADE PERCENT	0,00	0.02	0.00	0, 02	0, 00	+0.02	19 +++++	1-1-1-	JOH	N DAY BACKWATER	EL. 265 ( NORMAL	POOL )
(SUB GRADE) EL.ABOVE SEA LEVEL	1 +1	LES BACKWATER NO		+ 1	+ -	1	JOHN DAY					
SLIDE WARNING-	9 8	8 8	-182	80	8 8 8	187	232- 244- 255- 265-	-278- -278- -280-	-280- -292- -292-	281-		
g: I: 8:	J	70-70	70-60			70-70			70-60	<del>-1</del>	70-70	=
SPEED ALLOWANCE EAST BOUND	70-70		17489				<del>                                     </del>		>14 10-60 +14		70-70	+
AUTH. SUPER ELEV.						유 - / 4 # 1 / 4 #	1-1/2"	1-1/2"	1-1/2" 4-1/2" 5" 4-3/4"	3-1/4		1/5
AUTH. SUPER ELEV.						44				9 P T		1
TOTAL ANGLE	4°58.9°	2º 23. 9'	10 26.34	40 11.67	5005.6	70 38, 5'	5026.9'	1057.7	20 25.6' 330 54' 320 56.9'	6°54.9°	2.6	19056.8'
	6 6 6	12°23.	9 8	8 8	86	8 %	8 8 8	11057.	20 19. 20 25. 33° 54' 32° 56.	6°54.	180 12	80
AL I GNMENT	<b>├</b>		$-+\sim$	$\sim$	─/	$\leftarrow$	1-4	$\sim$	$\sim \downarrow \sim$		1	
DEGREE OF CURVE	30.	0 000		9 9	45.	0 0	0 0 0		0 4 6 0		80	30,
	1° 00°	00°, 00°, 00°, 00°, 00°, 00°,		1,000	8	1,000,1	0° 30°	06 30,	2 208'	0°48'	8	8
WEST BOUND	< SHI33	1955	<del>  4</del>	133CWR		<del>)  </del>			133 1967			
RAIL EAST BOUND	SH133											
	1955		1977			1976			1967			
SURFACING & LINING	1977					14.3.0 K			1,361			1 1
TIE GANG	1022	<del>                                     </del>	1977			h-14-	+		1967	<u> </u>		
EAST BOUND	G AND TIE GANG CO	<del></del>	JANUARY 1, 198	esa liga		1,111		ta tang	(S.) (C.)	54.05 E 140	Isas Isas	Lo

STATE OF T	‡		R	ECONSTR	UCTED I	911-191	CONST	RUCTED	1880-1	881 OR	EGON RA	ILWAY 8	NAVIG	TION C	CONSTR	UCTED I		<u> </u>		
										- LINE CH	IANGE 196	7					ROOSEVE	LT M. P. 77. 7		
NAME RANGE	20				$\langle$	25>				<b>₽</b> <	30>				$\langle$	35	æ	BD	PP. ML	<
P. M. P.	Ĭ			2-7'SPP					2-5'SPP	20'x 21'RCB						20' X21' RCB	3, 4 MI.	4-70' DPGBD	BR. OPP. M	
a' a'				123, 42					g g	129, 12						135, 46	136, 45	137. 40		
ARD LIMIT			ria de la companya de	l v	1 ,			1.	l y	ďγ						ΙΥΙ		ΙY		
OX DET.   DPOGRAPHY				1		,			1							Į,				
TOP OF RAIL STATION M. P.	EL. 28					RANS	<b>,</b>		EL. 2 BLAL					GILM	IORE			A STATE OF THE STA	EL 298	TON
ROM INITIAL M.P. ACILITIES H OF SIDING-FEET	120. P. 974					125, 69 (RET.)			128. P. 97					194. (Al	. 09 17.)			CANYON	138. 7 P. 9962	5
Nan Nan Nan				-														ALKAL I		
GRADE PERCENT	0,00-	0,00	10.0+			0. 00				10.01	0 0 0 0 0 0 0 0 0				0.00		+0, 22	+0.27 0.00 +0.44	00 0	
UB GRADE) OVE SEA LEVEL WARNING	F-FFF	278	-278		_JOHN_D	Y BACKWA	TER EL.	265 ( NOF	RMAL POOL		278			_			-278	28 28 28 28 28 28 28 28 28 28 28 28 28	-293	
ALLOWANCE				2	-	-	+	+	1/4"	70-70	4	**	**	1/4	4	* *	÷		1-3/4	-
SUPER ELEV.	4' 1-1/2"	.1.23/	.4' 1-3/	.6. 1-1/2	.2' 1-3/	3' 1-3/	.8' 1-3/4"	, 4' 3-1/4°	<u>ئ</u> ب	.2'3-1/4"	. 6. 1-1	1, 8' I-3/4"	1. 1-3/	.h	21,6' 1-3/	5. 4' 3-1/4"	5052,1'3-1/4"	ma	9 6	5.4' 3"
TAL ANGLE	130 12.	5°25.	15°36.	24°55.	501.	602.	5027.	9.46.	18031.	12039.	27017	5°40.	70 44.	29004.	10021	12°56.4'	98	32°38.	9,	} 4º 56.
LIGNMENT EE OF CURVE	0630,	% 48°	06.30.	00 42.	06.30.	0°30'	0630,	,000	اه ٥٥٠	اه٥٥،	1030'	06.30	06.30,	,000 <sub>0</sub> 1	06.30.	1°00' (	.000	1011,7	0630	0°54°
		<u> </u>	<u></u>	<u></u>						133-						24.				
RAIL	F			1	5.14				lang.	1967 -	<b>.</b>			NEN I		83,93				
CING & LINING	+	CONTRACTOR Annotation Annotation						15.1 1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1	LAND LAND											
TIE GANG	-	<u> </u>	1	+	-	-		-	+	1967	<del>                                     </del>					-	-	<b>—</b>	<del> </del>	1 1 1

	1				~~~~			PAR	TIALLY	RECONS	TRUCTED	AILWAY 1916	U MATT	DATION .	00.					
NAME RANGE  A.P. M.P.  d. J.	140>				<b>(</b>	45>		147.81 P.S. HEPPNER BR.	, 18 5-132'DPGBD	_	50>	51,47 3-49'BBD				55		157.64=P.S1.P.CARTY SPUR		
EQPT. DET.  BOX DET.  DOPOGRAPHY  TOP OF RAIL STATION M. P. ATION NAMES  ROM INITIAL M. P. ACILITIES  H OF SIDING-FEET			•		1	HEF (LOWS) 95, 42 (AET.)	EL. 306 PPNER 146. 99 P. 9735	JCT.	WILLOW CREEK		BOUL D. 150. 6 (RET.	7 = =				CARTY SPUR	EL. 323 CASTL 156. 69 P. 9527	Ε		
GRADE PERCENT UB GRADE) IOVE SEA LEVEL E WARNING O ALLOWANCE		1/2"   0.00	374" + 0.02	293	00 00	-293	4" -302	+0. 12	-312-+0.14	JOHN 70-70	-378	8 0	265 ( NOF	MAL POOL	-0.30	323	325	-320	-0.26	- 296-
SUPER ELEV.  TAL ANGLE  LIGNMENT	50' 34°26.2' 5"	48' (23'01.3' 2-1.	30' 26° 48,  '  -3			36' 24'00' 2"	00' 17'04.7' 3-1/4"	15°21.6' 3-	16001.2' 3-		18. 2523.1'	8. \$ 20.1'  *				<i>_</i>	18. g <sup>0</sup> 13.4'			
RAIL. CING & LINING	1030	8	8			8	.00 01	1,000,1	.00 0:1	1967	8 —133— —1967—	.81.00					8			



	CONST.	1914-'15	5 O. W. R. 8	N. CO. —	<del>&gt; -</del>  :	950-195		NSTRUC ≻H≺	TED 1880	)-1882 1914	OREGO	ON RAIL	LWAY 8	NAVIGAT		ONSTRUC	TED 190	)2		
OBILE-TEL, STA.				ų.	26.00							☆ M.	P. 192. 4 ONTZE, BL	8 40'N."DA RIED 1852"	VID	*	A.P. 193. DREGON TR RR R/W. I	0 TO 221 AIL PARA 843	LLELS	
NAME RANGE M. P. M. P.	80	2-20' 80D 7-70' DPG0D		-47'88D BEGIN SPOKANE ML		85>			I-40' BOD	$\triangleleft$	%ivi %ivi 800.0000000000000000000000000000000000			6, X 6, CB		95>	10'X 5'RCB		150' 1700	<2
M. P. LOCATION		181.15 2-7		83, 66 83, 68 85, 68					188, 63		190, 03 190, 03 190, 39 20			192,69	3		136, 66 10		198, 26 2-	
EQPT. DET.		YVY	ļ	Y	7				<del>  </del>		γY		*	Y Î	/ 6		Į Y	1	Į Y	
TOPOGRAPHY		λλ		λ					1		A A			X /	\		λ		1	114
STATION M. P. 'ATION NAMES FROM INITIAL M. P. FACILITIES			TLAND	Q.		EL. 615 INKLE 185. 29 F. P. Y.		S	EL. 592 TANF I E	LD	30) I-80 tOAD		EL. 6 ECH 192. P.	0 8			ISH DITCH		UMATILLA RIVER	EL. 741 NOL IN 199. 69 P.
H OF SIDING-FEET		IRRIGATION DI' UMATILLA RIVER		COUNTY ROAD					OO DRAINAGE DITCH		(U.S.HWY.30) ] PRIVATE ROAD		629	2000		.33	+0, 43 FURNISH	+0. 20	8 888	8478
GRADE PERCENT SUB GRADE)	-0, 35	0, 00	+0° 60	+0.30	-0.05	00.00		-0.40	0.00 DR	+0.60	90.0	+0,33	40,40	+0, 32	o d	0,00				
BOVE SEA LEVEL	165	552—	552—	582—	613	614	-613	613	591	919	919		638	658	-680	690	710	724	739	743
c	70-70	60-5	1	70-70		<del> </del>			60-50			1	50-50 70	-655	11 1 1	6560-45	70-65	55-45	7	0-65
D ALLOWANCE	3-1/4"	<b>\$</b>							4-1/2"	7 1,4		in in		4	n to	5-1/4	1-1/2"	3-3/4"	4-3/4"	
OTAL ANGLE	24°33°	30°26*			13,02.	8004	50 56'	14000	23°00'	\$ 2	14022*	91000, 3		12033, 5	540331	70 18, 5	180 49*	590 10"	31048	9030.5
AL I GNMENT	1				<u> </u>		$\vdash$	<del></del>			M-	is ir	+		<del> </del>	$+\sim$	1		1-	1
REE OF CURVE	1000	2059			.000	,000,1	.00 0-	20 12	20 56'	8	10.47	2059.	5	2004.	4° 29°	3°23'	.00 0.1	2030	12	00 59
RAIL	+		-133CWR-		<b>&gt;</b>  <	133	<u>}</u>					<u></u>	1330				<u></u>		133	33CWR>
CING & LINING			I 97 I		,I.	1950	<b>≻</b>  -			1975			197	5			. N			
a cinino			188				N.			1975				1		ALTE	16.71	100		

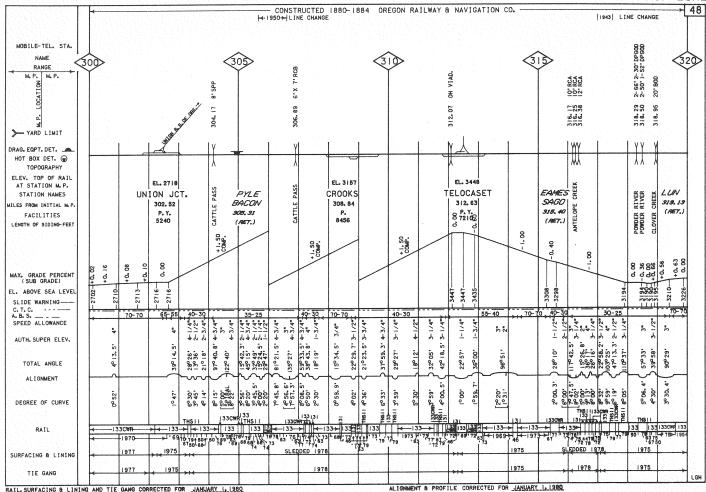


	₹ 1902 <del>&gt; </del> 4	- CONSTRUCTED	1880-1882 OREGON RECONSTRUCTED	RAILWAY & NAVIGA	TION CO.	175e7	1880-1883	
OBILE-TEL. STA.  NAME RANGE M, P. M. P.	0000 I-50' TP800	6'X 6'RCB TUNNEL NO.3-1/2 610' 2-150'	05T '08!	6. X 6. RCB	P. S. PILOT ROCK BR.	6'X 6'TWB  6'X 6'TWB  2- 150'TOD	он VIAD. Он VIAD. 40' ВОО	<
YARD LIMIT	201.55	203, 73		209, 32	211.32	213.20	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	INC. PAGEO.
ORADE PERCENT SUB ORADE  ORADE PERCENT SUB ORADE  ORADE PERCENT SUB ORADE  ORADE PERCENT SUB ORADE  ORADE VELL  ORADE WARNING  ORADE  O	YOAKUM 201. 68 (AET.) 00 00 00 00 00 00 00 00 00 00 00 00 00	CAMPGELL 209, 69 (1957,) 300 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	884 0.00 884 0.00 991 40.20 893 4.6.20	+0. +0. +0. +0. +0. +0. +0. +0. +0. +0.	EL. 984  RIETH 212.69  P. 13450  06:0+  12.66  P. 13450  06:0+  12.66  70-66	PENDAIR PEND 21 (ART.) 14 900 00 00 00 00 00 00 00 00 00 00 00 00	1073 + 0.50 FRAIRS 51. 1.140 HIGHWAY HIGHWAY 1.250 HIGHWAY	EL. 1157 MUNRA 216, 99 P. 5662 27 0 + 29 08 10 45 08 10 4
TH SUPER ELEV.  TOTAL ANGLE  ALIGNMENT  GREE OF CURVE	1032   40°   17.7'   2° 00°	72.53.8° (18.38° ) 679.41.3° (18.38° )	1°31.2°	3° 20. 1' ( 59° 56' ←1/2° 3° 20' ) 93° 46. 1'	40 00. 2' (676 51. 5')	130, 71   289 32, 51	\$\text{90}\$\ \text{1057}\$\ \text{1057}\$\ \text{257}\$\ \text{274}\$\ \text{257}\$\ \te	30  5' 25'26,5' 4-1/2"
RAIL	1330	133	133CWR   3   133   133     133CWR	133CWR		133   133CWR	→   4   133 - 14   1974	133CWR
TIE GANG			1975	1975		1977	1975	

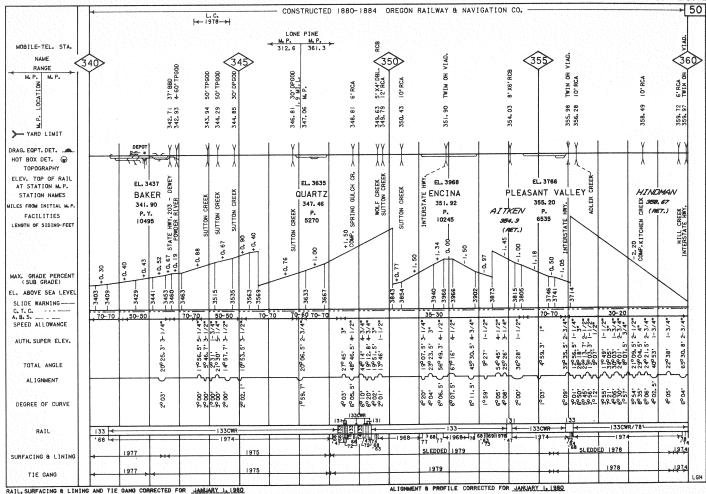
	L. C.	CONSTRUCTED 1880-1883 OREGON RAILWAY & NAVIGATION	CARRAGE HILL
MOBILE-TEL. STA.	M.P. 193.0 TO 221.0  OREGON TRAIL PARALLELS RR.R/W	8	M.P. M.P.
NAME	220 225	230 gg	235
M. P. M. P.	20' 800	150' TT0D 8 10' SPP 150' TT0D 1-20' SPTBD	13.5 MILL 30 M.P. 18 + 30'B00 67 150'T700
a.	224.21	226. 86 228. 34 230. 57 231. 36 232. 34 233. 10	13. 18. 235. 30 235. 78 238. 67 239. 10
YARD LIMIT	* * * * * * * * * * * * * * * * * * * *		
BOX DET.			
TOPOGRAPHY  V. TOP OF RAIL  STATION M.P.	EL. 1213 EL. 1351	EL 1414 Z EL 1540 Z EL 154	TUMIA GIBBON BONIFE
FROM INITIAL M.P.	MISSION   MINTHOR	227.21 E 229.61 292.11 8 2	239. 83
FACILITIES TH OF SIDING-FEET	P. 224, 95 P. 1295 (AET.) 5625	1 2290 S 5765 7 2 290	5090 A 8601
	8 .000 .000 .000 .000 .000 .000	H H H H H H H H H H H H H H H H H H H	
			2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
GRADE PERCENT SUB GRADE)	+ 0 20		
ABOVE SEA LEVEL DE WARNING		1   1   1   1   1   1   1   1   1   1	1629   1639   1639 
SED ALLOWANCE	70-60	40-30 70-60 55-	45 70-60 35-25 70-60 50-40 70-60
TH. SUPER ELEV.	9. 3-1/4" 8.3-1/4" 1. 2-1/2"	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5: 1-3/4* 5: 1-1/4* 6: 4-1/2* 6: 4-1/2* 6: 4-1/2* 7: 4-1/2*
TOTAL ANGLE	11° 29, 9'	2	19° 10, 5' 19° 10, 5' 19° 10, 5' 19° 10, 5' 19° 10, 5' 19° 10, 5' 19° 10, 5' 19° 24° 34° 34° 34° 34° 34° 34° 34° 34° 34° 3
AL I GNMENT	- E	-h++	~ <del>\</del>
GREE OF CURVE	10 20.	7	3001.5. 8000. 8000. 8000. 8000. 8000.
		131 THS11 SH133	131 SH 133
RAIL	133cm	+33	133CWR 74781 733 133 134 133 134 137 137 137 137 137 137 137 137 137 137
ACING & LINING	1978 1974 1978 1978 1978 1978	74 170, 1111, 1111, 1111, 1111, 1111, 172, 172	1974 7435 60 45 51 72 75 75 77 75 75 75 75 75 75 75 75 75 75
TIE GANG	1978 1975 1978	1975	1976
amena (1 No.	G AND TIE GANG CORRECTED FOR JANUARY L. 1980	ALIGNMENT & PROFILE CORRECTE	

	<b>I</b>			- CONSTRUCTED 1880-	1883 OREGON RAILW	AY & NAVIGATION CO	N DIVISION -	- MAIN LI
MOBILE-TEL. STA.  NAME RANGE M. P. M. P.	77 10'800 38 6'X 4'RCB	.78 30'80D .58 20'80D	245	247, 22 2-76' TPGGD 247, 80 40' TPGGD	.39 15'800 .38 7'X 5'RCB	. 52   125 TLT	35 16'880 18 2-64'7F000	258.33 9'5PP 258.95 20'800
> YARD LIMIT DRAG. EQPT. DET.	7	A	e	74 74 F	250, 251, 251,	7 252   Y	255. 257.	258. 258.
HOT BOX DET.  TOPOGRAPHY  ELEV. TOP OF RAIL AT STATION M. P. STATION NAMES		ONWAY	SLOAN	EL. 2305	NOR!	EL. 2680	ALLEN E HU	2913 \d
ILES FROM INITIAL M.P. FACILITIES LENGTH OF SIDING-FEET		242.16 (AET.)	25.74 (AET.) 04 (AET.) 06 00 00 00	MEACHAM CRE		254, 29 (AEC.) P. 603 805 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	50 50 1.1.14 ME	2913 NO BRON 2007. 7. 73 TY Y
AX, GRADE PERCENT (SUB GRADE) - ABOVE SEA LEVEL	1901 + 0, 94   1907 + 0, 62   1934 + 1, 00	1961	2089	2218 +1.00 2218 +1.00 2226 +0.33 2229 +0.10 2330 +0.73 2300 +0.73 2300 +0.73 2300 +0.73 2300 +0.73	00:		2390 2804 2891	
SLIDE WARNING	25-25	70-60 55-45	70-60 45-35 70-60 60	-45, 70-60	, , , , , , , , , , , , , , , , , , ,	-30	4 3 4 4 4 1 1 2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	25-20 25-20 25-20 25-20
TOTAL ANGLE	50° 12' 833.5' 4° 36' 38° 48' 4- 54° 13.7'	19059.7; 32054.7; 29054.73 18054.5; 2016.6; 14018.5;	7.7.7.7. 5. 4.7.7. 5. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4.	امتمت مثا	42°43' 4-1/ 12°51' 1-1/ 28°32,5' 1-1/ 46°36,3' 4-3/	- l io io iolio - io iol	73° 00, 51° 4- 13° 23, 51° 4- 20° 03, 51° 1- 20° 03, 51° 1- 27° 19, 51° 4- 27° 19, 51° 19, 51° 4- 27° 19, 51° 19, 51° 4- 27° 19, 51° 19	88.5.7.7. 8.5.7.7.7. 9.5.5.7.7.7.
AL I GNMENT	206'5' 206'5' 1055' 272'8' 273'8' 273'8'	~~~~~\	* # # # # # # # # # # # # # # # # # # #		3 2 20		2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 488 8488 2 488 8488
DEGREE OF CURVE THSI	1 1 1 2 1	33CWR 33		33 -133CWR→ -133> -1330	THS11	H CROPPED + SHI 33	2 8 2 THS11 1	33   33   33   33   33   33   33   33
RFACING & LINING	7969 72 7479 79 7969 72 7479 79 7270 70 79	2736	1974	78 1974 1976	1974 1974	79 45 74 57 45 76 74 57 45 74 57 45 75 74 57 45 75 74 57 45 75 74 57 45 75 74 57 45 75 75 75 75 75 75 75 75 75 75 75 75 75	76()74   1	1974 + 79
TIE GANG				1976		ar ka ab	>∺ 1974	1977

	OREGON DIVISIO	N - MAIN L
Restricted I	TRACK NO. I CONSTRUCTED 1977———————————————————————————————————	<u> </u>
OBILE-TEL. STA.	M.P. 266.0 TO 283.0  MT. EMILY  M.P. M.P. 45.0  M.P. M.P. 45.0  M.P. M.P. 50.0  MT. EMILY  M.P. 6.0  M.P.	
NAME RANGE M. P. M. P.	180	OH VIAD.
P. LOCAT		
최 YARD LIMIT	27. 28. 28. 28. 28. 28. 28. 28. 28. 28. 28	588
BOX DET. (a)	OEPOT NO. 2 TRACK	
V. TOP OF RAIL STATION M.P. TATION NAMES FROM INITIAL M.P. FACILITIES	Q   Q   Q   Q   Q   Q   Q   Q   Q   Q	EL. 2703 HOT LAKE 299. 67
GRADE PERCENT SUB GRADE)	2 2 1 1 2 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	+0.02 STATE HIGHWAY
BOVE SEA LEVEL	0,	
C	100   100	2700
. SUPER ELEV.		4/1-4
TAL ANGLE	37° 10. 8° 2° 48. 3° 2° 3. 4° 3. 4° 3. 4° 3. 8° 2. 3. 4° 3. 8° 2. 3. 4° 3. 8° 2. 3. 4° 3. 8° 2° 3. 4° 3° 2° 3. 8° 2° 3. 8° 2° 3. 8° 2° 3. 8° 2° 3. 8° 2° 3. 8° 2° 3. 8° 2° 3° 3° 2° 2° 3° 3° 2° 3° 3° 3° 3° 3° 3° 3° 3° 3° 3° 3° 3° 3°	5 5 22. 7.
EE OF CURVE	1	1,005,
RAIL	THS   _SH 33-	
CING & LINING	133   33 CWR	
TIE GANG	1978 1977 1978 1977	a (900) (8%)

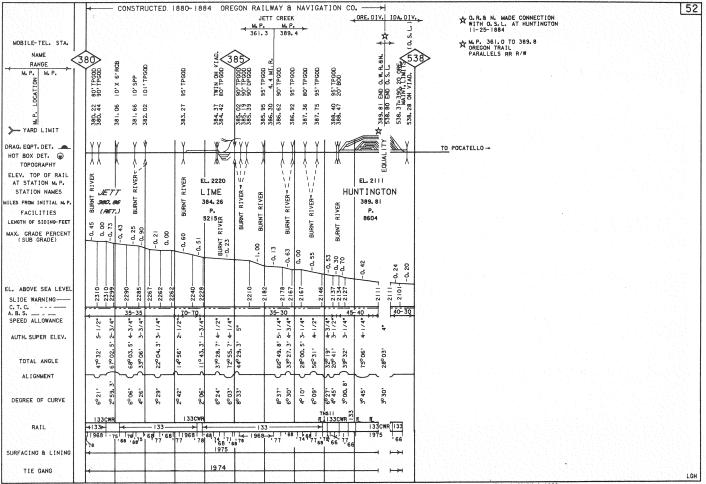


NAMES OF STREET	1						Сі	ONSTRUC	TED 188	30-1884	OREGO	RAIL	WAY & N				71 713		IVIA	114 F
		☆ M. P.	322.0 0 SSES RR	REGON T	RAIL															
NAME RANGE M. P. M. P.	320 005dc.\$		5 4 4 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6		%2, 800 % 46, 800	1	908 E			<	389.6 -3.	33, 380	# x 6'RCB		<	335>	# 6 8 RCB	37.308		<
ot al YARD LIMIT	320, 67		322223	322, 93	323, 82	325, 13	325. 89				330, 67	331, 33	332, 24				335, 96	336, 94		
EQPT. DET	I Y	-		Marian Commence	Y Å	<u> </u>	Y <del> </del>	-		+	<u> </u>	<u> </u>	+1	+	-	-	Y Y		ļ .	-
OPOGRAPHY TOP OF RAIL STATION M.P. ATION NAMES ROM INITIAL M.P.	^	NORTI	EL. 3251 H POWD 322. 33		BAKER CO	hu.	TCHIN.	1			SAND CREEK	HAI 33	3335 NES 2. 24				9	DBA MING EL. 33 WING 337. 1	}	
ACILITIES OF SIDINO-FEET	WOLF CREEK	-	MILL DITCH 8		E N. POWDER	+0,38	+0.60 +0.23 +0.23	+0.29	-0.50	-0.08 -0.50	0.00 SAND	20CK	WILLOW CREEK	+0.28	0.24	00.00	SPRII	+0.13 0614	29	+0.47
GRADE PERCENT SUB GRADE)	0.00	+0.25	+0.63	+0.48	100									++++	<del>     </del>	$\prod$				
E WARNING	3226-		-3267-	ļ	3303	-3350-	3375-	3385-	-3349	-3347-	70-70	-3334-	-3332-	-3337-	-3346-	3346-	-3353-	3363-	-3369-	-3389-
SUPER ELEV.		. 4-3/4"		.8.3-1/2"				3-1/2												
TAL ANGLE		28°22		18,001.8"		ļ		.60 03.												
EE OF CURVE		10.59		0°58.5'				GROPPED												
RAIL	4										33				<u></u>				<u> </u>	L
	4-1953→	56 774	1956+		1969		1956-	-					T	1968-	T	Ŧ		<del></del>		F
ING & LINING	1975,	-	<u> </u>	ļ	+	<del> </del>	<u> </u>	<b></b>	ļ	1977			-	-		-		<del> </del>	1.4.	,
	1975		100		1.3	1.5%	les s			1977		S. 3	1.0	1.5		100	les i	12.5	1.5	
TIE GANG	-		1		1	T	1	1	<del>                                     </del>	1				<del></del>	<del>                                     </del>	+		<del>                                     </del>	<u> </u>	<b></b>

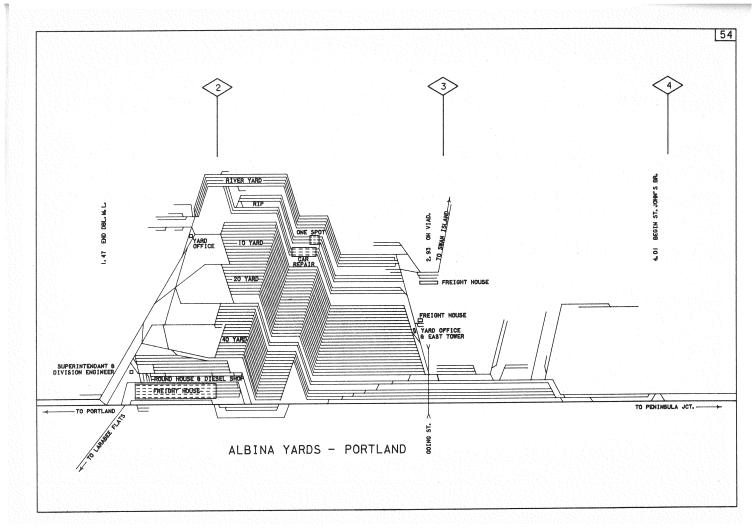


	4	CONSTRUCT	TED 1880-1884 OREGON	RAILWAY & NAVIGATION CO. —	
OBILE-TEL. STA.	M.P. 361.0 TO 389.8  OREGON TRAIL PARALLELS  RR R/W				L.C. 1948
NAME RANGE M. P. M. P.	360 442 884 887 887 887 887 887 887 887 887 887	365	₹ £ £	000 000 000 000 000 000 000 000 000 00	
0CAT128	l .	₹ £8£	ž ž ž	, , , , , , , , , , , , , , , , , , ,	
ر غا YARD LIMIT	360,008 360,100 360,100 361,64 362,18		368, 84 369, 83 370, 21	371.30 372.02 373.76 373.76	375, 14 376, 11 377, 09 378, 19 378, 75 378, 75
EQPT. DET. BOX DET. TOPOGRAPHY		<del>                                      </del>	<del>                                     </del>		
TOPOGRAPHY  TOP OF RAIL  STATION M.P.  TATION NAMES  FROM INITIAL M.P.	EL. 3166		EL. 2657  DURKEE MAG 366, 71	EL. 2550 V W A A A A A A A A A A A A A A A A A A	EL 2405  WEATHERBY
FACILITIES H OF SIDING-FEET	8339 CRELY) CREEK 6.00 O CREEK	CHARD CREEK CHARD CREEK C. LIBU 1-80 PRICHARD 1-80 1-80	CR. 6966 6.0966 6.4	NI INC CR 181 VEI 181	BURNT  198  0 198  RNT RIVE  NT RIVER
GRADE PERCENT SUB GRADE)	-2.2 1.65 -1.21 ALDER STATE HRY -1.12	2. 20 -0. 52 ICHARD -1. 77 -1. 13 PRI -1. 37	0.00 DURKEE -1.00 STA' -0.73	1.00 MANN 0.00 0.29 1.10 0.29 1.10	0,000 -1,000 -0,360 -0,360 -0,27 -0,54 -0,27 -0,690 Bull
BOVE SEA LEVEL	3130	2853	2655 — 2655 — 2596 — 2585 —	2560 2560 2560 2548 -2548 2501 2498	2465 -2465 -2465 -2428 -2428 -2428 -2428 -2392 -2392 -2392 -2393 -2393 -2354 -2353
C	30-20	70-70 70-60	70-70 .70-	60, 70-70	35-30 35-35
H. SUPER ELEV.	3-3/4° 1 2-3/4° 1-3/4° 1-3/4° 1-3/4°	2 4/1	2" 2"	- 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	7 1 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
OTAL ANGLE	8° 43.5' 19° 53' 19° 53' 19° 56' 19° 19' 19' 19' 19' 19' 19' 19' 19' 19' 19'	21054, 7,	280 17, 3'	20° 36′   9° 47, 3′   4°° 26′   5°° 59′   5°° 59′   6°° 45, 5′   0°° 45, 3′   0°° 4	289 04, 5) 1060 031 162 12' 162 12' 162 12' 173 43, 7' 27 12, 3' 27 12, 3' 27 12, 3'
AL I GNMENT		io	3, 3,		
REE OF CURVE	8 3 3 4 8 3 1 1 2 2 3 1 1 2 3 3 1 1 2 3 3 1 1 2 3 3 1 1 2 3 3 1 1 2 3 3 1 1 3 3 3 3		06 59, 31	5 25	[ 48   57   15   15   15   15   15   15   15
RAIL	133CWR		133	THS1 28 133 14 13 14 13 14 13 14 13 14 14 14 14 14 14 14 14 14 14 14 14 14	-   THS     THS
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		9 - 1968 - 77	1968	79 <sup>77</sup> 68 68 68 68 70 1975 68 68 68 70	THS1   THS1
ACING & LINING	1974 1978		A. A. L.	1974	
I I E GANG	Reserved to the second second	. Kali sa a a .	Same Carry Name	lass star sees area	and the River have have

## OREGON DIVISION - MAIN LINE



OREGON DIVISION - MAIN LINE CONSTRUCTED TRACKAGE RIGHTS OVER B. N. INC. P. T. CO. SUPL. - AGREEMENT DATED SEPT. 22, 1958 - 9756W 53 1909-1911 0.8 W.R.CO. 1907-8 0. aw. R. FREIGHT LINE PASSENGER LINE MOBILE-TEL. STA. 159" TTOD 70" DPG0D 7-SP, TPTOD BR. 5436 817 NAME 0 10-SP. TPT0D 70. DPG0D 32-SP. TPT0D P. S. ST. JOHNS TUNNEL NO. 18, RANGE 287, TT00 | 'LIFT SP 60' DPG00 M. P. M. P. EQUATION VIAD. 픙 224 JOHNS 82 8 4 91 ď 43 59 93 ż YARD LIMIT đ ď DEPOT DRAG, EQPT, DET. ..... TO SEATTLE → HOT BOX DET. ( TOPOGRAPHY NO NO PORTLAND KASTROUND ELEV. TOP OF RAIL EL. 60 EL. 29 AT STATION MILE POS EL. 33 EL. 29 EL. 30 EL. 45 EL. 49 EAST ST. JOHNS PORTLAND ALBINA ST. JOHNS STATION NAMES JCT. PORTLAND WILLBRIDGE N. PORTLAND JCT. N. PORTLAND JCT. 6.97 MILES FROM INITIAL MLP. 0,00 1.56 4.02 0.00 4.30 --- 8. O6 EL. 37 I. J. P. Y. COLUMBIA SLOUGH FACILITIES I.P. B. F. K. P. I.P. 6.81->-PENINSULA WILLAMETTE Q. T. W. Y.Z. 5, 63 6.83 → P. T. Y. 5 8 5 5 20 40 05 8 8 23 882 8 8 0, 33 00 00 o o ô MAX. GRADE PERCENT ð 0000 ô d ġ ď 00 ö 000 ô ð (SUB GRADE) EL. ABOVE SEA LEVEL SLIDE WARNING-2-244 - 228 2324 - 228 000 2 2000 27 3 3330 8 63 C. I. C. ---6-6 10-10 WEST BOUND 10-10 SPEED . ALLOWANCE 30-30 70-50 EAST BOUND 0" - 3888 686888 66 23 AUTH, SUPER ELEV. ò 6°22' 93 30, 8 3056 36,32 TOTAL ANGLE 350 õ ALIGNMENT DEGREE OF CURVE 30, 9.4 ô 2000 8 8 mm. m 8 WEST BOUND SH133 ÷115 112 132 + -115-1942 → 54 1942 I 1950 - 1952-RAIL EAST BOUND SH133 ' --- SH131-**→** <- SH133-> →115 112 132 115-60 1.28 23.60 1950 -1952-1942 1946 SURFACING 1913 1943 1913 1942 47 1946 WEST BOUND TIE GANG EAST BOUND LGH RAIL, SURFACING & LINING AND TIE GANG CORRECTED FOR JANUARY 1, 1980 ALIGNMENT & PROFILE CORRECTED FOR JANUARY 1, 1980



ALIGNMENT & PROFILE CORRECTED FOR JANUARY 1, 1980

													10 N 1 1		REGO	N DI	VISI	<u>on –</u>	MAI	N L
	<b>†</b>						RACKAG ⊢ L.C	E RIGHT <del>2 ≻</del>	S OVER	H. N. 1	IC. CONT.	. DATED J	ULY I, I		<del>*</del>					
				3-SP, TPT00 4-100' DPG0D 1-250' TT00 NO. 81											2 70					
LE-TEL. STA.	8 4			09											NO.		99			
NAME <	60>			12	<€	55>	Z CO. CO. 2-80' I-70' DPGOD			<	70>				8e√7	5>	NO. 68			<
RANGE P. M. P.	1 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5			95 000			0,02				$\Upsilon$	5			1.27-I		TP T00			
S	Fa			3-SP. TPT00 4-100' DPG0	ſ		1 -				[6]	10. CA		<	-1 .05	2	£ .		4	
P. No.	NLP. 85 T2-75'	7. CA	-	92 P	- 1	a.	000				a	×		6° CA	2-5	-	7.5		7. CA	
9	2 C			2 - 6		B. N. M. P. 80	100				% %	8		25	53	Ž	~		<u>=</u>	
a. 2	B. N. 60, 15-	61,59		63, 16	Ŀ	<u>ما</u>	COWL I				اق	71.08		73, 52	74, 53	1	76.		78.81	
ARD LIMIT	Τ .												1							
QPT. DET.	Y	Y \		ly y			<u> </u>	4-	<del></del>	WESTBO	NND	<u> </u>	4	1-12-	<b>-</b>	-	<u> </u>		$-\sqrt{1+}$	
DX DET.   POGRAPHY	1	<del>\</del>	\	<del>                                      </del>	<b>†</b>	<del>                                     </del>	11 1	DEPOT	+	EASTBO	UND	1		∧ DEP	от Л		λ		X	/
TOP OF RAIL					EL. 112			EL. 142						EL. 306					EL	441
ION MILE POST				5	OLEQUA	J	li.	VADE	3					WINLO	1		EVAL	INE		AVIN
OM INITIAL M.P.	VER			2	64. 53	VADE	II PR JC	67 00						73. 67				90	71	9. 87
LITIES	TOUTLE RIVER			COWLITZ		1	% 04											67°)	9 -	v 0
Į.	5	1		COW			(AET.)				2	+0, 88				75	0. 90	0 0 0	+0.06	0.00
	٢						۸ او	0 65 65	34	+0.48	+0.31	٠	7		. 76	+0.87	-	$\top$	r il	ГΤ
		8	13	0.00	+0.27	0.2	+0,36	+0, 69	+0, 34				30 30	+0.81	9 9					
ADE PERCENT GRADE)	00 00	ð	+0.43	9 00	1 + +	+	+	TITT	$\mathbb{T} \sqcup \mathbb{T}$				+0.45	٢						
VE SEA LEVEL										F 10 m	_			1 1	1 4 6	2 4		441	4 4	2 =
WARNING	5 5	-82	-87	000	-13	-122	32	444	- 155	185	206	-238	-267 -272 -275	-30	-334	-372	44	44	\$ \$	44 44
WEST BOUND									1	1		<del></del>		50.55		0-55	-	70-55		50-
WEST BOUND ALLOWANCE EAST BOUND	+	70-55	++ 6	0-55	70-55	+	60-55	-	-	+	70-55	+	+	50-50		200 ++4		10.00		
SUPER ELEV.													1							
		io	io &		on n	9 4	1, 0		1 50		-	ão	75	à à	, ja ja	42.		è		
TAL ANGLE		330 45	60 16.	240111	21030 9003' 8013'	19°50'	58°26'	30,36	.90021	180 20.	50 17	10 48	11022	26038	39 <sup>0</sup> 19'	206.		12,00,		
IGNMENT			ئىمىر	$\uparrow$ $\sim$	<u>ــــــــــــــــــــــــــــــــــــ</u>	امر	ᢆᢋ	-f`	<u></u>	4~		+~-	<u> </u>	-~	-w	-		$\sim$		
E OF CURVE			6 6		6 66	6 8	- 2		-	<u>.</u>	6	6	0	0.0	0.000	9		29,		
No.		20 30,	1°00°	30 05,	0.00	1°30'	8 % 8	3002	1001	1031	10 10,	00 30.	06.30	% % %		300,	A	8		132
WEST BOUND	4-112-	→ 13	2 115	+132 <del>→</del> +	115-		949- 68 60	<del>}  </del>			132PW				132 132 58 60 195	PW 132		132PW-		- <b>&gt;</b> 'ব্য
RAIL	1947		1	1950	I		3432 99	66 49			1938		132	<u> </u>		<u></u>				- 4
EAST BOUND	112-		2 115	132	115-	74	9499 689	68 49 58PW	_	=	1005	+	1967	_	58.	₩ 494	1945	1967		149
ING & LINING	+	1947		1948	-	1947	137				1945 1945				1952	1.48	1	1952		14
WEST BOUND			-					7				-	-	<u> </u>	ļ	<del>                                     </del>	$\vdash$			
NG EAST BOUND				-	<del> </del>				-			+	+	+	+	+	1			

OREGON DIVISION - MAIN LINE TRACKAGE RIGHTS OVER B. N. INC. CONTRACT DATED JULY 1, 1909 9-SP, TPT0D-EB 4-30' DPG0D-WB NO, 51 MOBILE-TEL. STA. NO. 46  $\langle 100 \rangle$ NAME 80 RANGE 5' X 7' CA M. P. 93, 07 2, 38, 800 3 B. N. M. P. 60 91,55 YARD LIMIT DRAG. EQPT. DET. HOT BOX DET. EASTBOUND A TOPOGRAPHY ELEV. TOP OF RAIL THURSTON CO. ď EL. 182 EL. 186 AT STATION MILE POST EL. 190 EL. 206 ÉL. 257 1/40 86.27 STATION NAMES CHEHALIS CENTRALIA WABASH BUCODA MILES FROM INITIAL M. P. 0,30 87. 29 90. 99 93. 18 98. 33 FACILITIES MAX. GRADE PERCENT +0,30 0.00 ( SUB GRADE) -0, 98 0, 31 0, 33 0, 29 0,00 0, 22 9.0 +0,30 0, 30 8 91 % 0,21 +0,30 o ø ರ EL. ABOVE SEA LEVEL 238-85-833 -256 -256 SLIDE WARNING-WEST BOUND SPEED ALLOWANCE 50-50 60-55 70-60 40-40 65-55 70-60 65-60 70-60 AUTH, SUPER ELEV. 77004 38046 600 48 26,00, 21024' 32 72 220 45 19054 14000 TOTAL ANGLE g, AL I GNMENT 00 % % % 132 DEGREE OF CURVE 0 0 3000 300, 3004 000 9 30 00 42 000 96,20 132 -115-132 132 115 - 1967--1950 RAIL EAST BOUND → I115 132--115-115-→ | 115 <del>|</del> < -132-→ 4 112 → 112 → 112 → -1951-148 1945 1952 1948 WEST BOUND TIE GANG

ALIGNMENT & PROFILE CORRECTED FOR JANUARY L. 1980

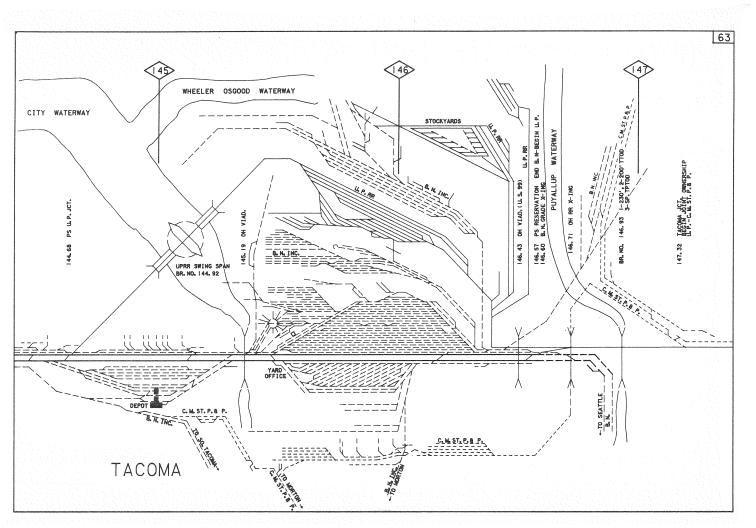
RAIL, SURFACING & LINING AND TIE GANG CORRECTED FOR

JANUARY L 1980

THE TELL STALE   STA		TRACKAGE RIGHTS OVER B. N. INC. > CONTRACT DATED 7-  - 1909			B. N. INC. CONTRA DATE OF OPERATION	. <del>-</del>	Y 1, 1911			8 12
### BOUND  #### BOUND  ###################################	NAME RANGE  A.P. M. P.  YARD LIMIT  EOPT. DET.  BOX DET.  TOPOGRAPHY  TOP OF RAIL  ATION NAMES  FROM INITIAL M.P.  CILLITIES  GRADE PERCENT  SUB GRADE)  BOVE SEA LEVEL  E WARNING	273 + 0.31	-0.36	101,   15.6 (BN)   15.6 (BN)   101,	SE SOUL SELICES RIVED SIGNATURE STATE STAT	-0.33	-0.56 PATTERSON LAKE > (113.40 6-5P. TPT00 N0.3 -0.31 +0.28 LOGGING CREEK > (114.22 16-5P. TPT00 N0.3 +0.28 LOGGING CREEK > (1	8 8 8 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	139 V	-0.36 (1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
RAIL  EAST BOUND	WEST SOUND EED ALLOWANCE EAST SOUND TH. SUPER ELEV.  TOTAL ANGLE ALIGNMENT GREE OF CURVE	1°00° (1°0° (1°00° (1°0° (1°00° (1°0° (1		9		.00%		115	- 2g	3,00,
ACING ELST BOUND 1947 1945 1947	RAIL									1961
WEST BOUND	ACING B LINING	<del> </del>	196	1945	132			194		

<b>,</b>				KEGON DIVISION - MAIN LIN
		TRACKAGE RI	SHTS OVER B. N. INC. CONTRACT DATED MAY I, UCTED 1914 DATE OF OPERATION DECEMBER 15, 1914	1911
				회사회에는 회사 이 경우 경험을 받는 📜
MARINETT PIL	r,		± 130 ± 2 €	
NAME <	1000 \$	₹ <125>	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OH VIAD.    PLD to VIAD.   Call
RANGE M. P. M. P.	. 8 8.	¥ (125)	20179 20179 20179 2017 2017 2017 2017 2017 2017 2017 2017	
M. P. M. P.	1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	\$ H	14-5P. TPT00 MG 33-5B. TPT00 MG 35-5P. TPT00 MG 35-5P. TPT00 MG 37-1PT00 MG 1-5P. TPT00 MG 1-5P. TPT00 MG	0H Y1A0.    PLIO   CE   PED. Lh X1MG   OH Y1A0.   S-SP, TPT00 M0.   S-SP, TPT00 M0.
OCATION	94 V1AD. 95 SP. DP-000 95 SP. PP-000 94 V1AD.	D8L	0H VIAD. 33-5P. TPT00 I 3-5P. TPT00 I 5-5P. TPT00 I 6-5P. TPT00 I 1-5P. TPT00 II	
7 1		124, 14 DBL		34, 94   135, 146   135, 79   136, 96   137, 65   138, 67   139, 74
o.'	B, N, M 120, 72 121, 29 121, 24 121, 64	124, 14 B, N, M	128, 24 128, 79 129, 30 129, 30 130, 73 131, 87	134,94 135,40 135,79 136,96 137,65 138,67 138,67
YARD LIMIT	Trespose, to	. T	WESTBOUND	, la
RAG. EQPT. DET	- Y-Y YY Y	<u> </u>	<u> </u>	<del>                                       </del>
TOPOGRAPHY		1	A A A DEPOT	
ELEV. TOP OF RAIL STATION MILE POST	EL. 86 NISQUALLY	EL. 18	EL. 18 EL. 22 EL. 18	EL. 18
STATION NAMES	NISQUALLY	KETRON	STEILACOOM CASCADE SPUR PIONEER	TITLOW
ILES FROM INITIAL M. P.	120. 59	126. 95	129.36 130.56 131.88	135. 29   SIXTH AVE,
FACILITIES			131. 15 129.36 131. 15 131. 15 131. 15	135, 40
			MO 131. 15	(AET.)
	-0.21 -0.27 -0.42 0.00		AVE ST.	D14 7 mg
AX. GRADE PERCENT (SUB GRADE)	-0.27 -0.42 0.00	COMP.	0,000   FIFTH ST. MATE	
		10	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	98 + 11111
EL. ABOVE SEA LEVEL	75 75 655		16-116-116-116-116-116-116-116-116-116-	16
. I. Ç				A 4 1212 12 12 12 12 12 12 12 12 12 12 12 1
SPEED ALLOWANCE EAST BOUND		70-60	50-50 70-60 30-30 70-60	35-35 70-60
AUTH. SUPER ELEV.				
AUTH. SUPER ELEV.	10	in		h h
TOTAL ANGLE	27° 42' 30° 43' 25° 05' 12° 54' 10° 46' 38° 11' 5° 57. 5'	6°38' 10°40' 14°34' 14°34' 37°33' 38°04' 15°10'	21°55° 21°55° 21°55° 15°58° 15°58° 17°58° 11°28° 11°28° 11°30° 11	39° 30′ 5° 11′ 5° 11′ 11° 22′ 11° 22′ 12° 07′ 12° 07′ 12° 07′ 12° 04° 11° 22′ 12° 04°
				W 1 2 2 2 3 2 4
AL I GNMENT				
DEGREE OF CURVE	1000, 300, 300, 300, 300, 300, 300, 300,	2000, 1000, 2000,	2 2 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	000 00 00 00 00 00 00 00 00 00 00 00 00
	132   15   15	5 132 132 132 115 132 115 132	115	115
RAIL	132 -68132 -68132		115 + 132 + 1968   115	132
EAST BOUND	132	1 115   115   112   115   1132   115	115 - 132 - 132	─132 → ← 132 →
WEST BOILD	66 46 58 65 1966 6 F 60 45	49' 46 9 46 49 66' 49 46 64 49 64 49 665' 49 6	3 49 4 1966 - 60' 86 42 4 1 1945	1966 1966 49 1966 49 64
URFACING & LINING EAST BOUND	1945	1942	1945	1945
TE GANG				
TI SUPERCING B I THIS	IG AND TIE GANG CORRECTED FOR _J	JANUARY I. 1980	ALIGNMENT & PROFILE CORRECTED FOR	LG

	OREGON DI	VISION - MAIN
	TRACKAGE RIGHTS OVER B. N. INC. CONTRACT OWNERSHIP O. W. R. R. & N. CO. AND C. M. ST. P. & P. R. R. JOINT OWNERSHIP CONSTRUCTED BY C. M. ST. P. & P. R. P. P. R. P. R. P. R. P. R. P. P. R. P. R. P. R. P. R. P. P	CONT. DATED JAN. 1, 1909 -
	$v_{i}$ $v_{i$	
BILE-TEL. STA.	NO. 3 NO. 3 NO. 3 1 STH ST 2 1S.T. 2 2	FIFE N.P.
NAME <		BN6 (M1CW) 11
M. P. M. P.	-SP. TPT00 NO -SP. TPT00 FF -S	MI. R
0CAT10N	64 VIAD.  F. SP. TPTOD NO. 3. 1  F. SP. TPTOD FF. 256  F. SP.	2.5 M 1 M 1.8 M 1.
99	1 0 7 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	E .
9	141.61 141.61 141.61 144.73 144.73 144.73 144.73 144.73 144.73 144.73 144.73 144.73 144.73 144.73 144.73 144.73 144.73 144.73 144.73 147.73 14	[D] 6
YARD LIMIT		MILW. 2181. WASH. HASH.
BOX DET.	WESTBOLION AND THE STROLLON AND THE STRO	N I
TOPOGRAPHY	A SASTERIAN AND AND AND AND AND AND AND AND AND A	
V. TOP OF RAIL TATION MILE POST	^	EL. 70 g
TATION NAMES	MC CARVER ST. U.P. JCT. TÀCOMA RESERVATION TACOMA JCT. HUGHES N. PUYALLUP SUMNER	BENROY H
ACILITIES	142.30 144.68 145.00 146.57 147.41   SPUR 152.85 154.51   1.J.P.Y. 1.J.P.Y. 2 2 2 151.51 2 2	BENROY 5
NA T		
	WAPATO COENTO	8 0 0 0 0 5
GRADE PERCENT		+0.00 +0.10 +0.10 +0.10 +0.10 +0.10
SUB GRADE)	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
ABOVE SEA LEVEL		
C	<del></del>	25 6 5 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
WEST BOUND ED ALLOWANCE EAST BOUND	75-50 30-30 15-15 10 15 3	40
H. SUPER ELEV.		
0.75		
TOTAL ANGLE	\$\bar{\rho} \frac{\rho}{\rho} \frac{\rho}{\rho	
ALIGNMENT		
REE OF CURVE	- 8 8 8 8850008	
33.9	- 2 2 6 8 8	
WEST BOUND	132 +115 115 115 133 + 132 -1968 +5616166-1968-1969-1969-1969-1969-1969-196	1952
EAST BOUND	132   132   132   132   132   133   134   135   136   1	
Gentle Action	1960 - 2 66 65 1 57 56 - 966 - 197 50 - 1949	1979
ACING & LINING EAST BOUND WEST BOUND	1945 1949	en isa katasa
GANG EAST BOLIND		107 1005 8655 0566
SURFACING & LINING	AND TIE GANG CORRECTED FOR JANUARY   1980 ALIGNMENT & PROFILE CORRECTED FOR JANUARY   1980	



	0. W. R. I	R. 8 N. CO. AI	ND C. M. SI. CONST		BY c.	M. a ST	. P. RY.	r CONT	.DATED	JAN. I,		<del>     </del>	D	ATE OF	R. 8 N. CO OPERATI		. 1910 - 1, 1910 ICKEN	
BILE-TEL. STA.	7 FF 240	FF 236	22 F	2-SP. TPT00 FF 1988	FF 194		FF 882	ttt /	00 FF		FF 64 FF 662 FF 660-D	77.77 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2	/NO. 174	75>	3, 176, 32	M. P. 2184 (MILW)	M, P,	CHTS CHSTP
RANGE N. P. M. P.	- Se - 1 2001 TH - CS - 4	- SP. TPT00	65 65 65 65 65 65 65 65 65 65 65 65 65 6	180°TT00	4-SP. TPT00		22-1- 22-1- 22-1- 22-1- 23-1-	44 44 44	20 THT -92-6	1-SP, TPT00	4444 4444 4444 4444 4444 4444 4444 4444 4444	6 0 6 0	YAND LIMIT		OH VIAD. NO. 176.	-	1 2 3 4	200 × 100 ×
4 6	160, 52	162, 92 11.W. F 176, 0] 7	64.37 64.65 64.65 64.65 64.65 64.65	165, 90	166, 53	M	168.57 168.57 168.64 168.81		170,26	Ē	72227 72227 72227 72238		174.68		176. 23		174, 73 M.P.	9000 00 - 0000 00 - 0000 00
YARD LIMIT EQPT. DET		<b>₩</b>	<u>                                      </u>	<b>H</b>	10-	<u> </u>		4	IY EN	<del> -</del> 4	WY W	4 <b>/</b>	, 		<b>-</b>	A CAN	CHSTP	<b>-</b>
OPOGRAPHY TOP OF RAIL STATION M.P. ATION NAMES FROM INITIAL M.P.	B. N. RY. BL. 73 ARMY SUPPLY AUBURN 161.74	1	THOM:	14	EL. 42 KENT		An A	ΛΛ	\_\A_\(\bar{\bar{a}}\).	EL. 30 ANDOVE	W. Sur Se	EL 28 CK RIV		T	ROAD	9	Z	EL 17 ARGC 179. 2
ACILITIES H OF SIDINO-FEET			(AET)									I. J. P. 3235 1300	1 1		BOEING ACCESS	MANOR YARD	GEORGETOWN	PLACE W. A. Y. Y. A. Y. E. FRY. A. Y. E. Y.
GRADE PERCENT	+0.00 +0.00 -0.40 -0.30	0, 00	-0.08	+0, 20 +0, 40 +0, 40	-0, 30	ල - ල	-0.05	-0.05		00 00	- 0 - 0 20 20 20 20 20	මු ඉ <u>ං</u> හලුල ප්ප්ප්ප්		-0.07	00.00	-0.05 0.00 +0.05	0.00	0. 00 ALBRO PLACE
BOVE SEA LEVEL E WARNING	- 84 - 86 - 78 - 78	60	34 34	\$ <del>1</del> 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	-45	34	-30	-28			-28 -27 -27		-24	-23		9 9		9 9
D ALLOWANCE	45 40	4	45	*/-	- /4"  - /2	2-1/2°	40		1/2"	-	35 * * - * -	54.0 12	<b></b>		35		15	35
SUPER ELEV.	2723 2-			5 55'  -	5°27'  - 8°49' 2-	9007.3" 2-			10061	3028		% 44°	25°41'	150 42, 2*	12°36.2°	3054"	21015.5	2044.3
LIGNMENT	2 00.			اړ٠٥٥,	,00° 2°00°				og 30.	,00°-	3,00,	.020 .030 .151 .151	2°00°		0°59.7"	0638*	-0 30°	1
RAIL							132					115		<u></u>	133			13
CING & LINING				1952			1952				1979	57 68 1952	1		1960-	337	SY	-
TIE GANG		VI K			À										1975			

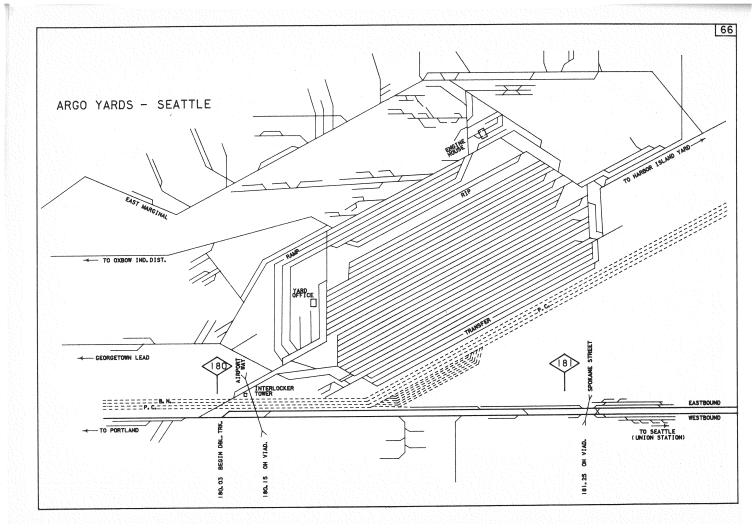
OREGON DIVISION - MAIN LINE 65 NO. 183, 08 MOBILE-TEL. STA. NAME RANGE M. P. đ 92 82. YARD LIMIT DRAG, EQPT, DET. \_\_\_\_ E DEPOT HOT BOX DET. @ TOPOGRAPHY ELEV. TOP OF RAIL EASTBOUND EL. 15 AT STATION MILE POST B.N. TAK. RIGHTS STATION NAMES SEATTLE 183.10 MILES FROM INITIAL M. P. FACILITIES В 8TH. AVE. 48 g 0,00 8 0,06 MAX. GRADE PERCENT 000 ô (SUB GRADE) EL. ABOVE SEA LEVEL 40 6 50 50 SLIDE WARNING-20 WEST BOUND 15 SPEED ALLOWANCE 20 AUTH, SUPER ELEV. 400 38. 15, 23. 13047 TOTAL ANGLE AL I GNMENT DEGREE OF CURVE 2000 9243 WEST BOUND RAIL 100 1 / ←100> ←100 > EAST BOUND 20 69 20 69 1920 . 69 1920 > 40 SURFACING & LINING EAST BOUND

WEST BOUND

EAST BOUND

TIE GANG

LGH



	Extraposition and a second	CONSTRUCTED 1910-1911 O.R.F TURNED OVER FOR OR	.8 N. CO.8 O. W. R. R. 8 PERATION JUNE 6, 1911	N. CO	6
MOBILE-TEL, STA.	Decap				
NAME	1-29' DPGBD	<b>√10</b> >	<u> </u>	20>	<b>АНАМ</b>
RANGE M. P. M. P.	OH VIAD. 9-89: FP700 OH VIAD. 0H VIAD. 0H VIAD.	OH VIAD. CITY LIMITS OH VIAD. 3-SP, SPTOO	2-45' TPGBD	4-59. PPT00 4-59. PPT00 4-59. PPT00 5-59.	9억   5, 55
o° ⊒ YARD LIMIT	2. 1. 1. 1. 2. 6. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5.	9.91 10.42 10.52 11.39	45 45	20.059   1.054	PS 21.
DRAG. EQPT. DET.	TUNNEL	alcey Y-1 Yaal YIYA	/ L_Y 1	(_   Y     Y   Y   Y   Y   X	DEPOT TO HUNTINGTON→
HOT BOX DET. 🗑 TOPOGRAPHY	Johnst. Jet.				TO HUNTINGTON→
ELEV. TOP OF RAIL AT STATION M.P.	EL. 37 EL. 52	EL. 50 EL. 66	EL. 46	EL 46 EL 45 19 EL 1	51
STATION NAMES P	ENINSULA JCT. KENTON	CHAMP FIR	WARD	HEMLOCK REYNOLDS TROU	TDALE
FACILITIES	5. 63 7. 65 P. Y. P. Lil	AVE. 4VE. 18.01 BLVD.	14.16	17. 03 19. 99 2. 21. P. P. F. P.	
MAX, GRADE PERCENT (SUB GRADE)	0,000	N. E. 33RD. J. N. E. 42ND. J. S. N. E. 60TH. N. E. 82ND.	-0.20 N. E. 122ND. U. 0.00	10.00 REALWITE ROAD PRIVATE	
EL. ABOVE SEA LEVEL					
SLIDE WARNING	- 36 - 46 - 48	-56 -56 -56 -56	39		Î
A. B. S SPEED ALLOWANCE	25-25		35-35		
AUTH- SUPER ELEV-	1-1/4°	3/4"		3/4" 3/4" 3-1/4" 3-1/4" 1-3/4" 2-1/2" 2-1/4"	
TOTAL ANGLE	103°24' 8°31' 10°37.5' 13°02.5' 10°19.7'	90 00 24 44 4 60 24 44 4 4 60 24 44 4 60		30 48, 5; 170 46, 310 31, 420 47, 3; 140 22; 30 015, 30 05, 30 05, 30 05,	
ALIGNMENT	A-~				
DEGREE OF CURVE	141 9	88 8 88 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8		2007 2007	
RAIL	4 131 > 4 SH133>	<u>□</u>		-SH133	
	1947 + 1972 - 147	1973		1977	
SURFACING & LINING	'47	73 47 73	1976	'51	
TIE GANG			1976		
	3 AND TIE GANG CORRECTED FOR JAN	JARY 1, 1980		PROFILE CORRECTED FOR JANUARY 1, 1980	LGH