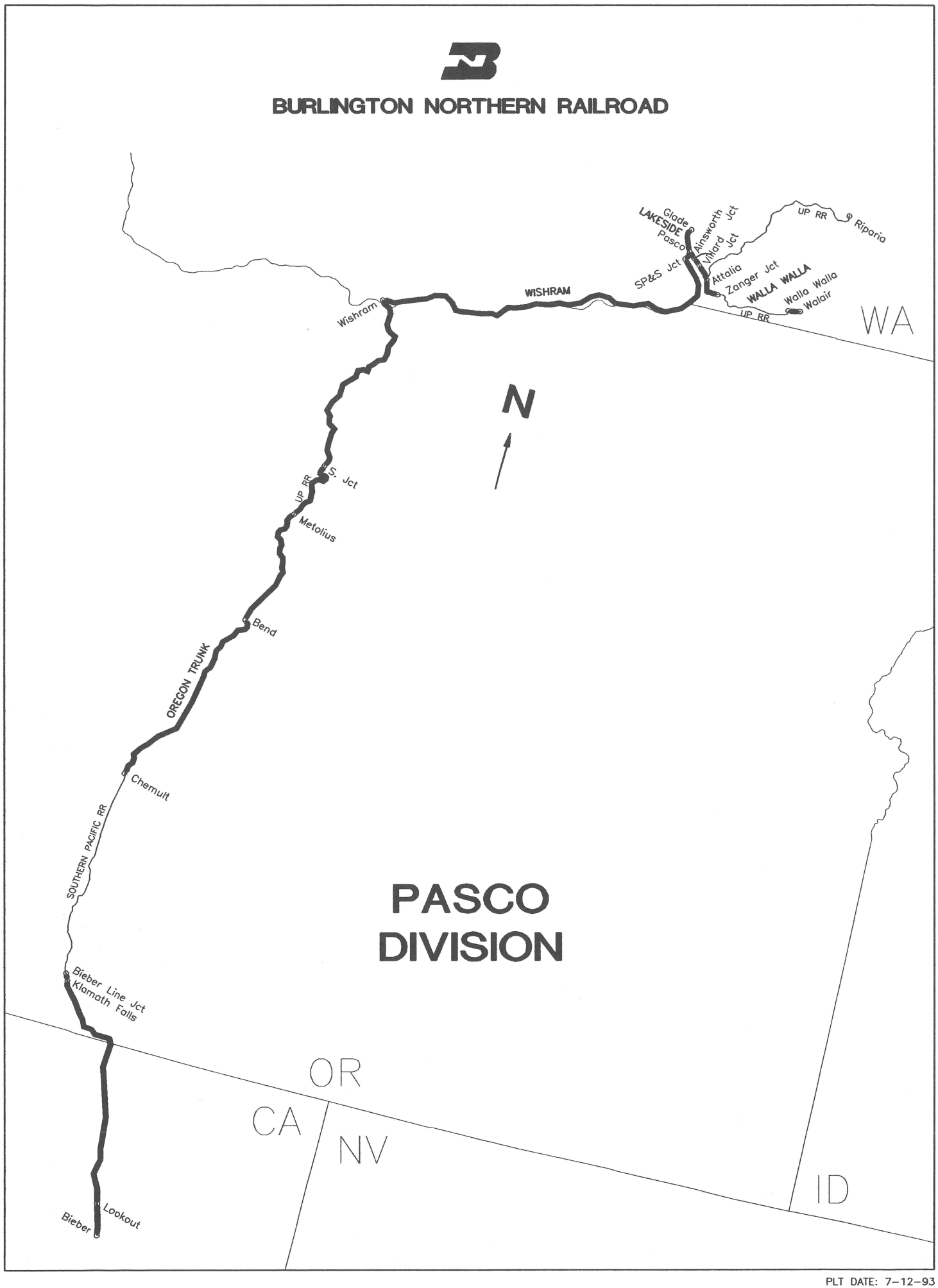


PLT DATE: 7-12-93

WISHRAM SUBDIVISION
PASCO - WISHRAM



PLT DATE: 7-12-93

PASCO DIVISION – WISHRAM SUBDIVISION

PA–6 LS–47 (1)

TRACK CONSTRUCTION: CONSTRUCTED 1907; RELOCATED 1959 – DALLES DAM; PASCO →; ← PORTLAND; RELOCATED 1959 DALLES DAM; CONSTRUCTED 1907; RELOCATED 1968

PORTLAND DIVISION LS 47 | PASCO DIVISION LS 47

BRIDGES: .04 OH HWY DOT # 90–181–C ACCESS TO DAM; .98 OH HWY 101B80S DOCK ROAD; 171.10; EQ 172.34 IN 170.00 ELEV; .13 TUNNEL 12 385' CONC LINED; 175.80; 0.16; 0.20; 0.00; 0.04; 0.00; 0.01; 0.00; 0.02; 0.00; 0.08; 0.00; 0.10 0.14 0.20 0.08

MILEPOST: 547+16.1; 599+96.1; 852+78.1; 705+56.1; 758+34.1 100; 811+15.2; 863+95.6; 916+75.6; 971+78.7; 1025+18.9 105; 1077+98.9; 1130+78.9; 1183+34.2; 1236+15.5; 1290+35.5 110

TEST MILE

SIGNALS: CTC 1973; HB DET DE DET; C20; 2–C20; C9; 2–C20; CTC 1973; C20 CTC 1986; P70 F60 | P60 F50; P25 F25; P60 F50 | P50 F50

SPEED

.05 24" RCP 73'
.30 RCP 45'
.46 24" RCP 40'
.58 PT SW #11
.69 18" RCP 34'
.89 18" RCP 34'
.94 PT SW #11
.13 24" CMP 244'
.19 48" CMP 85'
.40 18" RCP 34'
.59 6'x6' RCB 44'
.81 18" RCP 43'
.08 24" RCP 81'
.46 24" RCP 97'
.60 PUB XING 90183R XBUCKS SPEARFISH RD
.68 2–48" CMP 73'
.10 36" CMP 93' W/ 7'x7' TUNNEL EXT 184'
.43 24" CMP 40'
.73 18" CMP 46'
.79 18" CMP 44'
.16 18" RCP 31'
.28 42" RCP 45'
42" RCP 37'
42" RCP 45'
.60 36" RCP 48'
.89 18" RCP 37'
.93 24" CMP 68'
.21 24" CMP 71'
.24 24" CMP 107'
.24 24" CIP 120'
.71 24" RCP 64'
.74 24" CIP 84'
.74 36" CMP 73'
.04 18" CMP 44'
.20 24" RCP 60'
.25 PUB XING 90184X SIDS
.61 42" RCP 90'
.85 42" RCP 90'
.77 24" RCP 57'
24" CIP 36'
36" CMP 56'
36" RCP 42'
.97 36" RCP 57' & 36" RCP EXT 33'
.16 36" RCP 41'
36" CIP 43'
.33 PT SW #11
.88 PVT XING 90188L
.97 24" CIP 72'
.20 24" CP 27'
24" CMP 20'
.75 PVT XING DOT#
.76 24" CIP 24'
24" CMP 20'
.87 30" CIP 30'
30" CIP 18'
.88 48" CMP 32'
48" CMP 18'
.92 24" CIP 56'
.15 PT SW #9
.38 2–42" CIP 141'
.40 PT SW #9
.57 42" CIP 54'
.XX PT SW #11
.80 PVT XING DOT#
.89 72" TL 154'
.XX PT SW #20
.98 PT SW #20
.05 4'x4' CB
.14 DEPOT
.23 2–36" CIP 447'
.12 6' CA 134' &
6' CMP 58'
.35 48" CMP 178'
.73 PT SW #20
.81 24" CIP 102'
.91 36" TL 80'
.88 24" CIP 48'
24" CMP 42'
.09 36" CP 40' &
36" CMP 24'
.76 36" CP 35'
36" CMP 20'
.77 36" CP 36'
36" CMP 18'
.91 36" CP 36' &
36" CMP 30'

TRACK: 100'; 150'; 100'; 50'; 100'; 150'; 100'; 250'; 100'; 150'; 150'; 150'; 100'; 100'; 50'; 100'; 50'; 50'; 100'; 50'; 100'; 50'; 100'; 50'; 200'; 50'

TRACK 1; TRACK 2

END TWO MAIN TRACKS MP 102.38

.38 PT SW #20
.52 PT SW #11

OREGON TRUNK SUB TO BIEBER

.80 PT SW #20
.85 PT SW #20

BEGIN TWO MAIN TRACKS MP 105.98

DALLESPORT MP 96.6
DOW CHEMICAL MP 97.0
AVERY MP 103.3
WISHRAM * MP 106.1

CURVES: C–96 1–00'; C–98 2–00'; C–98A 1–00'; C–99 2–30'; C–99A 2–30'; C–100 1–30'; C–100A 1–30'; C–100B 1–30'; C–101 2–00'; C–102 1–00'; C–103 2–00'; C–104 2–00'; C–105 1–55'; C–107 0–50'; C–107A 3–00'; C–108 3–00'; C–108A 1–00'; C–109 2–00'; C–109A 1–30'; C–110 3–00'

ALIGNMENT TRACK 1 EXCEPT AS NOTED

1–00' 2–25' 2–00' TRACK 2

T.O.'s 2–00' EXCEPT FOR T.O.'s

RAIL: 132–87; 132–86; 136–92; 136–92; 136–91; 132–86; 136–92; 132–85; 136–90; 136–92; 132–85; 132–89; 132–85; 136–92; 132–86; 132–85; 136–92; 132–73; 136–91; 132–86; 136–92; 132–83; 132–73; 132–86; 132–86; 132–73; 132–89; 136–91; 132–73; 136–90; 136–92; 132–73; 132–85; 115B–50; 132SH–86; 132–92; 132SH–92; 132SH–86; 132SH–86; 136–91; 132–73

TIES: 85; C–90; 85; 85; 85; C–90; TIES C–90

TIES TRK 2; TIES TRK 2

SURFACE: 85; 90; 85; 85; 85; 90; SURF 90

SURF TRK 2 86; 86 SURF TRK 2

05–01–93 P0470601

PASCO DIVISION — WISHRAM SUBDIVISION

PA–6 LS–47 (2)

CONSTRUCTED 1907, RELOCATED 1966 – JOHN DAY DAM

PASCO →

← PORTLAND

CONSTRUCTED 1907, RELOCATED 1966 – JOHN DAY DAM

110 115 120 125

CTC 1986

CAP 7092'

CAP 9136'

CAP 4288'

MARYHILL MP 113.6

HEWETT MP 117.6

CLIFFS MP 118.63

TOWAL MP 125.0

TO ALUMINUM PLANT

17000 TIES – MP 112.8 TO 141 (1989)

TIES C–90

C–90

TIES 89

SURF 90

SURF

05–01–93 P0470602

PASCO DIVISION – WISHRAM SUBDIVISION

PA–6 LS–47 (3)

CONSTRUCTED 1907, RELOCATED 1966 – JOHN DAY DAM

PASCO →

← PORTLAND

CONSTRUCTED 1907, RELOCATED 1966 – JOHN DAY DAM

300.00 0.00 .67 BR 133.70 CBG 122' ROCK CREEK 0.00 300.00

2061+83.4 125 2134+73.4 2187+53.4 2240+33.4 2293+13.4 2311+88.96 2311+88.33 2345+92.7 130 2398+72.7 2451+52.7 2504+32.7 2528+74.5 2530+00.0 2557+38.3 2610+18.3 135 2652+98.3 2669+21.89 2669+20.19 2715+77.1 2768+57.1 2800+96.5 2801+29.0 2821+69.6 140 2874+49.8

C20 DE DET HB DET CTC 1986 C20 C20 CTC 1986

P79 F60 P79 F60 | P70 F60 P70 F60 | P79 F60 P79 F60 P79 F60 | P70 F60 P79 F60

.02 29" X 18" CMA 56'
.28 29" X 18" CMA 54'
.45 29" X 18" CMA 54'
.67 29" X 18" CMA 52'
.74 29" X 18" CMA 40'
.71 PT SW #20
.88 24" CMP 46'
.95 24" CMP 48'

.18 54" CMP 131'
.27 29" X 18" CMA 40'
.52 48" CMP 110'
.66 43" X 27" CMA 40'
.94 29" X 18" CMA 38'

.17 43" X 27" CMA 42'
.61 84" SP 129'
.69 84" SP 149'
.80 72" SP 149'
.98 29" X 18" CMA 38'

.28 108" SP 133'
.44 30" CMP 76'
.55 29" X 18" CMA 42'
.68 29" X 18" CMA 56'
.88 30" CMP 52'

.04 60" SP 192'
.20 36" CMP 46'
.45 36" CMP 163'
.55 120" SP 148'
.64 42" CMP 135'
.75 BN XING DOT #
.78 29" X 18" CMA 38'
.90 29" X 18" CMA 46'

.02 29" X 18" CMA 40'
.22 29" X 18" CMA 44'
.37 29" X 18" CMA 42'
.68 120" SP 160'
.76 29" X 18" CMA 102'
.94 29" X 18" CMA 40'

.23 42" CMP 86'
.49 24" CMP 46'
.64 29" X 18" CMA 38'
.87 78" SP 62'

.02 30" CMP 82'
.23 30" CMP 86'
.44 43" X 27" CMA 46'
.55 BN XING DOT #
.69 29" X 18" CMA 44'
.76 30" CMP 97'
.86 29" X 18" CMA 38'

.32 29" X 18" CMA 40'
.45 CULV
.56 30" CMP 91'
.77 24" CMP 71'
.87 24" CMP 61'

.37 66" SP 205' UNDER PSH 8
.59 30" CMP 57'
.67 24" CMP 39'
.78 36" CMP 55'
.91 24" CMP 53'

.19 PT SW #20
.30 90" SP 163'
.55 30" CMP 71'
.89 48" CMP 67'

.02 30" CMP 67'
.31 54" CMP 100'
.41 54" CMP 130'
.67 PT SW #20
.81 96" SP 133'
.94 BN XING DOT#

.44 24" CMP 66' W/ 18" CMP EXT 59'
.81 CMP 88'

.14 30" CMP 140'
.53 48" CMP 55'
.77 43" X 27" CMA 35'

.10 72" SP 162'
.12 BN XING DOT #
.28 24" CMP 45'
.46 24" CMP 167'
.49 36" CMP 165'

150' 100' 125' 125' 100' 150' 125' 100' 150' 250' 100' 75' 100' 250' 100' 150' 100' 125' 100' 40' 50' 100' 125' 100'

200' 300' 225' 250' 200' 100' 250' 200' 125' 200' 250' 200' 350' 100' 225' 100' 75' 275' 120' 275' 175' 250' CAP 7099' 200' 150' 300' 100' 200' 100' 250' 100'

BATES MP 135.9

C–125 1–00' C–126 0–30' C–126A 1–00' C–127 1–00' C–128 1–00' C–129 1–00' C–131 2–00' C–132 2–00' C–135 1–00' C–136 1–00' C–137 1–00' C–137A 2–00' C–138 2–00' C–139 1–00' C–140 1–00'

132–85 115–66 115–86 136–92 115–66 136P–82 115–66 136P–82 115–86 132–85 115–66 132–85 115–86 132–83 115–66 132–83 115–86

TIES 89 17000 TIES – MP 112.8 TO 141 (1989) 17000 TIES – MP 112.8 TO 141 (1989) TIES 89

SURF SURF

05–01–93 P0470803

PASCO DIVISION – WISHRAM SUBDIVISION

PA–6 LS–47 (4)

CONSTRUCTED 1907, RELOCATED 1965 – JOHN DAY DAM | PASCO → | ← PORTLAND | CONSTRUCTED 1907, RELOCATED 1986 – JOHN DAY DAM

300.00 0.00

.05 BR 141.1 PSG 135' CHAPMAN CREEK

.22 BR 146.3 FERRY RD OP 900866V

.01 BR 147.0 CG 205' WOOD GULCH & CO RD 90065N

0.00 300.00

2874+49.6 m 2880+35.6 Ω 2880+28.5

140 2927+20.5 2950+00.5 3032+80.5

m 3066+57.0 Ω 3066+59.7

3085+83.2 **145** 3138+43.2 3191+23.2 3244+03.2 3296+83.2

m 3315+88.0 Ω 3315+51.7

3349+47.0 3402+27.0 **150** 3455+06.7 3507+88.7 3560+68.7

m 3577+25.4 Ω 3577+25.5

3613+48.7 **155** 3668+28.7

C20 C20

CTC 1986 CTC 1986

HB DET DE DET

P79 F60 | P70 F60 P70 F60 P79 F60 | P70 F60

.04 43" X 27" CMA 50'
.38 24" CMP 66'
.94 66" SPP 358'
.19 29" X 18" CMA 40'
.44 29" X 18" CMA 38'
.60 29" X 18" CMA 38'
.86 29" X 18" CMA 36'
.98 36" CMP 42'
.07 36" CMP 87'
.22 29" X 18" CMA 36'
.45 36" X 22" CMA 40'
.46 PVT XING DOT#
.50 120" SPP 156'
.70 36" CMP 95'
.92 29" X 18" CMA 36'
.03 36" X 22" CMA 36'
.25 36" CMP 40'
.48 29" X 18" CMA 36'
.70 29" X 18" CMA 43'
.85 30" CMP 55'
.98 36" CMP 89'
.24 29" X 18" CMA 36'
.47 29" X 18" CMA 36'
.80 29" X 18" CMA 36'
.84 29" X 18" CMA 36'
.92 29" X 18" CMA 36'
.13 29" X 18" CMA 36'
.17 15" CMP SLEEVE 76'
.29 30" CMP 95'
.85 29" X 18" CMA 36'
.85 CULV
.92 30" CMP 57'
.14 CULV
.37 29" X 18" CMP 36'
.72 36" CMP 107'
.05 PT SW #20
.87 54" CMP 144'
.20 42" CMP 178'
.48 36" CMP 105'
.50 PVT XING DOT#
.78 PT SW #20
.79 42" CMP 72'
.88 42" CMP 121'
.02 30" CMP 88'
.08 36" CMP 89'
.20 30" CMP 70'
.28 30" CMP 58'
.37 30" CMP 95'
.45 30" CMP 80'
.49 42" CMP 113'
.71 29" X 18" CMA 58'
.82 66" SPP 136'
.87 48" CMP 113'
.97 30" CMP 60'
.16 54" CMP 113'
.27 30" CMP 62'
.37 42" CMP 85'
.45 30" CMP 52'
.59 30" CMP 59'
.88 84" SPP 122'
.98 30" CMP 93'
.11 30" CMP 81'
.25 54" CMP 109'
.30 PUB XING DOT#
.31 30" CMP 78'
.42 30" CMP 61'
.58 54" CMP 64'
.71 30" CMP 58'
.84 30" CMP 50'
.93 30" CMP 50'
.05 36" CMP 74'
.24 30" CMP 50'
.27 30" CMP 50'
.55 30" CMP 76'
.69 48" CMP 95'
.86 36" CMP 70'
.05 42" CMP 117'
.38 30" CMP 99'
.49 CULV
.54 120" SPP 426'
.57 120" TPL SPP 238'
.87 30" CMP 44'
.97 30" CMP 76'
.07 30" CMP 57'
.27 30" CMP 55'
.36 42" CMP 49'
.49 30" CMP 51'
.61 30" CMP 71'
.73 30" CMP 75'
.77 30" CMP 61'
.94 30" CMP 63'

200' 100' 100' 125' 100' 150' 100' 47' 47' 40' 40'

100' 200' 250' 150' 300' 150' 300' 250' 100' 200' 275' 400' 275' 350' 400' 250' CAP 8459' 300' 175' 250' 200' 325' 200' 250' 325' 350' 275' 200' 325'

ROOSEVELT
MP 147.8

C–140 1–00' | C–141 1–00' | C–142 1–00' | C–142A 2–00' | C–143 1–00' | C–143A 1–00' | C–144 1–00' | C–144A 1–00' | C–145 2–00' | C–147 2–00' | C–148 2–15' | C–149 1–00' | C–150 1–15' | C–150A 2–00' | C–150B 1–00' | C–151 0–30' | C–152 0–30' | C–152A 0–30' | C–153 1–00' | C–153A 1–00' | C–154 2–00' | C–154A 2–00'

115–66 | 136–90 115–66 | 132–83 | 136–91 | 115–66 | 132–89 115–66 | 132–85 115–66 132–83 | 132–85 115–66 115–66 | 136–90 132–89 115–66 | 136–90 132–89 | 115–66 | 115–66 | 136–90 115–66 136–90 115–66 | 132–83 115–66 132–89

TIES 89 | 41,400 TIES – MP 141 TP 188 (1990) | 41,400 TIES – MP 141 TO 188 (1990) | TIES 90

SURF | 70 | 70 | SURF

05–01–93 P0470804

PASCO DIVISION — WISHRAM SUBDIVISION

PA-6 LS-47 (5)

CONSTRUCTED 1907, RELOCATED 1968 — JOHN DAY DAM

PASCO →

← PORTLAND

CONSTRUCTED 1907, RELOCATED 1968 — JOHN DAY DAM

.80 BR 161.8 CG 210' ALDER CREEK & ALDER CREEK ACCESS RD 900649

.93 BR 167.9 CG 151' DEAD CANYON CANYON RD 900634

0.00 | 300.00 | 0.10 | 0.00 | 296.50 | 0.10 | 0.00 | 0.00 | 0.00 | 0.10 | 294.00 | 0.00

3686+28.7 | 3719+08.7 | 3737+80.9 / 3737+86.0 | 3771+93.2 | 3824+73.8 | 3877+53.8 | 3903+44.9 / 3903+41.9 | 3930+30.8 | 3979+00.1 / 3978+84.1 | 3982+94.9 | 4022+47.9 / 4022+50.1 | 4035+77.1 | 4075+51.2 / 4075+15.4 | 4088+57.1 | 4141+37.1 | 4162+08.31 / 4162+08.57 | 4194+17.4 | 4202+20.2 / 4202+37.4 | 4247+14.5 | 4258+34.8 / 4258+44.7 | 4300+04.4 | 4332+76.9 / 4333+02.4 | 4353+09.9 | 4405+89.9 | 4456+69.9

155 | 160 | 165 | 170

C20 | C20 | CTC 1986 | P70 F60 | CTC 1986 | P70 F60 | C20

.10 30" CMP 81' | .32 30" CMP 79' | .42 30" CMP 87' | .88 30" CMP 55' | .04 30" CMP 89' | .22 30" CMP 89' | .42 30" CMP 69' | .59 29" X 18" CMA 46' | .84 106" SPP 102' | .78 30" CMP 87' | .93 42" CMP 75' | .93 42" SW #20 | .98 42" CMP 85' | .09 36" CMP 109 | .20 42" CMP 101' | .41 72" SPP 108' | .69 29" X 18" CMA 55' | .87 30" CMP 85' | .12 36" CMP 129' | .23 84" SP 99' | .39 PT SW #20 | .44 30" CMP 58' | .56 36" CMP 77' | .83 30" CMP 82' | .93 30" CMP 50' | .19 54" CMP | .46 48" CMP 118' | .84 30" CMP 53' | .96 60" CMP 128' | .02 PVT XING — BN | .11 36" CMP 79' | .38 36" CMP 72' | .55 30" CMP 87' | .73 CULV | .81 CULV | .95 36" CMP 51' | .19 48" CMP 50' | .32 36" CMP 56' | .46 42" CMP 85' | .27 18" CMP 44' | .47 36" CMP 99' | .69 29" X 18" CMA 50' | .86 36" CMP 61' | .19 43" X 27" CMA 44' | .32 29" X 18" CMA 42' | .43 CULV | .82 29" X 18" CMA 40' | .79 PVT XING DOT# | .88 60" CMP 80' | .00 42" CMP 161' | .36 30" CMP 59' | .71 90" CMP 42' | .96 24" CMP 38' | .31 30" CMP 72' | .38 18" CMP 54' | .48 76" SPP 103' | .92 36" CMP 53' | .05 36" CMP 58' | .27 42" CMP 57' | .47 48" CMP 89' | .69 30" CMP 56' | .79 24" CMP 34' | .91 30" CMP 53' | .16 18" CMP 66' | .17 30" CMP 54' | .34 30" CMP 57' | .56 30" CMP 56' | .72 30" CMP 56' | .28 36" CMP 109' | .41 42" CMP 73' | .85 48" CMP 99' | .04 30" CMP 58' | .25 36" CMP 69' | .26 PT SW #20 | .36 36" CMP 115' | .61 BN XING DOT#

40' | 115' | CAP 7103' | 200' | 115' | 200' | 150' | 40' | 50' | 100' | 120' | 40' | 80' | 114' | 40'

325' | 100' | 225' | 115' | 200' | 225' | 115' | 225' | 400' | 275' | 75' | 250' | 450' | 175' | 225' | 100' | 325' | 275' | 100' | 200'

McCREDIE
MP 157.7

C-155 1-00' | C-156 2-00' | C-156A 1-00' | C-157 1-00' | C-157A 0-30' | C-158 1-00' | C-159 2-00' | C-160 2-00' | C-160A 2-00' | C-160B 1-00' | C-161 2-15' | C-162 1-00' | C-162A 1-00' | C-163 1-30' | C-163A 1-00' | C-164 1-45' | C-165 2-15' | C-165A 1-30' | C-166 2-00' | C-167 1-30' | C-167A 1-00' | C-168 1-30' | C-169 1-00'

115-86 | 132-83 | 115-86 132-85 | 136-90 | 115-86 | 132-85 | 136-92 | 136-90 | 132-83 | 136-92 | 136-92 | 132-89 | 132-87 | 136-92 | 136-82 | 136-90 | 132-89 | 136-92 | 136-90 | 136-92 | 136-90 | 136-92 | 136-92 | 136P-82 | 136-92 | 132-89 | 136-92 | 136-90 | 136-92 | 136-92 | 136-92 | 136-92 | 136-92 | 136-90 | 136-92 | 136-91 | 132-85 | 136-92

TIES 90 | 41,400 TIES — MP 141 TO 188 (1990) | 41,400 TIES — MP 141 TO 188 (1990) | TIES 90

SURF | 70 | 70 | 84 | SURF

05-01-93 P0470605

PASCO DIVISION – WISHRAM SUBDIVISION

PA–6 LS–47 (6)

CONSTRUCTED 1907, RELOCATED 1968 – JOHN DAY DAM | PASCO → | ← PORTLAND | CONSTRUCTED 1907, RELOCATED 1968 – JOHN DAY DAM

.92 BR 174.9 CG 210' GLADE CREEK

.11 BR 183.1 CBC 82' SUMNER RANCH CREEK

4458+69.9 | 4492+58.2 / 4463+36.0 | 4482+27.7 | 4535+07.7 | 4587+87.7 | 4640+67.7 | 4693+47.9 | 4746+27.7 | 4755+63.2 / 4755+83.7 | 4799+18.2 | 4851+98.2 | 4863+38.1 / 4884+03.2 | 4905+43.3 | 4958+23.3 | 5011+03.3 | 5063+83.3 | 5096+75.1 / 5098+85.9 | 5116+74.1 | 5141+32.9 / 5141+88.5 | 5170+09.7 | 5222+69.7

0.00 | 294.00 | 0.10 | 0.00 | 292.00 | 0.10 | 0.00 | 290.00

170 | 175 | 180 | 185

C20 | CTC 1986 | HB DET DE DET | C20 | C20 | CTC 1986

P70 F60 | P60 F50 | P79 F60 | P79 F60 | P70 F60

.02 72" SP 115'
.23 30" CMP 92'
.44 30" CMP 72'
.82 30" CMP 72'
.90 48" CMP 121'
.12 PT SW #20
.15 48" CMP 155'
.26 42" CMP 138'
.60 48" CMP 153'
.90 PUB XING 900611 SIGS, GATES WHITCOMB ISLAND RD
.05 36" CMP 63'
.48 24" CMP
.89 36" CMP 133'
.28 30" CMP 44'
.50 30" CMP 44'
.67 24" CMP 36'
.85 24" CMP 48'
.05 30" CMP 99'
.09 PT SW #11
.47 84" SP B4'
.54 PT SW #11
.55 PVT XING 900606E
.55 24" CMP 44'
.78 PVT XING DOT#
.42 PVT XING DOT#
.62 15" CMP 46'
.71 36" CMP 151'
.87 60" CMP 143'
.33 42" CMP 40'
.63 48" CMP 145'
.98 48" CMP 141'
.46 24" CMP 38'
.77 30" CMP 58'
.97 36" CMP 48'
.09 84" SP 66'
.22 48" CMP 62'
.51 36" CMP 38'
.79 CULV
.80 36" CMP 38'
.95 PVT XING 900580
.02 CULV
.03 84" SP 64'
.08 PT SW #20
.26 CULV
.64 18" CMP 54'
.70 60" CMP 87'
.01 54" CMP 67'
.53 PT SW #20
.58 PUB XING 900857W SIGS, GATES PATERSON RD
.80 72" SP 80'
.75 24" CMP 36'
.35 72" SP 106'
.57 30" CMP 105'
.76 24" CMP 52'
.04 30" CMP 58'
.39 48" CMP 94'
.53 30" CMP 70'
.76 48" CMP 119'
.31 30" CMP 73'
.80 30" CMP 87'
.90 30" CMP 73'
.05 30" CMP 54'
.22 30" CMP 80'
.46 36" CMP 110'
.76 30" CMP 60'
.89 30" CMP 56'

114' | 54' | 40' | 125' | 100' | 65' | 150' | 100' | 100' | CAP 7052' | 300' | 100' | 100'

CAP 9128' | 100' | 150' | 200' | 100' | 200' | 100' | 200' | 100' | 225' | 125' | 400' | 100' | 175' | 150' | 100'

200'

WHITCOMB
MP 170.4

WHITCOMB PIT
MP 174.3

PATERSON
MP 179.8

C–170 2–00' | C–172 2–00' | C–172A 2–00' | C–173 0–30' | C–174 2–15' | C–175 1–00' | C–176 1–00' | C–178 1–00' | C–180 1–00' | C–181 1–00' | C–181A 0–45' | C–182 2–00' | C–183 1–00' | C–184 1–00' | C–185 1–00'

136–92 | 132–83 | 136–92 | 132–85 | 136–92 | 132–89 | 136–92 | 136–92 | 132–87 | 132–83 | 136–92 | 132–87 | 136–91 | 136–90 | 136–92 | 136–92 | 132–85 | 136–92 | 132–85 | 136–92 | 132–89 | 136–92 | 136–90 | 136–91

TIES 90 | 41,400 TIES – MP 141 TO 188 (1990) | 41,400 TIES – MP 141 TO 188 (1990) | TIES 90

SURF | 70 | SURF 70

05–01–93 P0470606

PASCO DIVISION – WISHRAM SUBDIVISION

PA–6 LS–47 (7)

CONSTRUCTED 1907, RELOCATED 1968 – JOHN DAY DAM | CONSTRUCTED 1907 | CONSTRUCTED 1907, RELOCATED 1951 – MCNARY DAM | PASCO → | ← PORTLAND | CONSTRUCTED 1907, RELOCATED 1951 – MCNARY DAM

0.00 290.00 0.10 0.20 282.30 0.12 0.15 0.00 0.11 0.20 .59 BR 190.6 WF 65' FOUR MILE CANYON 314.50 0.18 .81 BR 192.8 CA 120' SR 143 UP 900530 0.20 .74 BR 193.7 2 PUB CP DOT# 0.16 0.20 .84 BR 194.8 WF 39' MCNARY DAM RD. UP 899277Y 0.15 0.20 351.00 0.00

5222+89.7 | 185 | 5275+69.7 | 5328+49.7 | 5350+52.0 5381+57.7 | 5407+98.3 | 5460+81.6 | 5513+61.6 | 190 | 5566+41.6 | 5619+21.6 | 5672+01.6 | 5724+81.6 | 5770+90.2 5770+92.4 5778+29.2 | 195 | 5831+09.2 | 5883+89.2 | 5917+04.0 5917+04.6 | 5936+69.8 | 5989+50.0 | 6024+77.4 6024+77.6 | 200 | 6042+30.2

C20 C20

CTC 1986 CTC 1986

P70 F60 | P79 F60 P79 F60

.13 30" CMP 54' .42 42" CMP 70' .98 24" CMP 34' .41 CULV .81 36" CP 43' .98 PUB XING 900569 SIGS & GATES CHRISTY RD .55 PVT XING 900559 XBUCKS .67 PVT XING 900548 .93 36" CP 39' .90 PT SW #20 .04 36" CP 83' .77 PT SW #20 .90 36" CP 84' .24 36" CP 55' .48 PVTXING DOT# XBUCKS .33 36" CP 56' .53 36" CP 55' .93 36" CP 49' .08 6' X 6' CB 44' .58 48" CP 50' .16 36" CP 31' .60 36" CP 31'

100' 125' 310' 100' 50' 100' 200' 100' 200' 100' CAP 9351' 100' 100' 100' 200' 50' 100' 100'

PLYMOUTH *
MP 192.0

C–187 2–00' C–188 0–20' C–188A 1–00' C–192 0–30' C–194 1–00' C–195 1–00' C–197 1–00' C–197A 1–00' C–198 1–00' C–199 1–00'

136–92 132–83 136–92 136–92 132–84 132–87 132–85 132–87 132–85 132–87 132–84 132–87 132–87

TIES 41,400 TIES – MP 141 TO 188 (1990) 87 90 84 TIES 84

SURF 70 80 84 87 SURF 87

05–01–93 P0470607

PASCO DIVISION – WISHRAM SUBDIVISION

PA-6 LS-47 (8)

CONSTRUCTED 1907, RELOCATED 1951 – MCNARY DAM

PASCO →

← PORTLAND

CONSTRUCTED 1907, RELOCATED 1951 – MCNARY DAM

351.00

0.00

.85 BR 204.8 WF 54' SPOKSHOWKI CANYON

0.05

0.00

352.00

200 6042+30.2 m 6051+97.4 Ω 6051+98.0

6085+10.8

6119+37.6 m 6119+37.6

6139+30.5 m 6139+31.8 6148+21.5

6201+01.5

6252+73.8 m 6252+74.7 Ω 6253+82.4

6259+89.0 m 6260+22.9

6281+38.8 m 6281+40.4

6306+97.9

205 6331+52.7 m 6331+53.2 Ω

6375+18.3 m 6375+16.7 Ω 6359+79.3

6375+19.3 m 6375+16.7 Ω

6412+59.3 6416+36.9 m 6416+38.4 Ω

6446+46.3 m 6446+45.7 Ω 6465+37.6

6518+17.6

6531+85.8 m 6531+90.0 Ω

6571+01.8

210 6587+56.1 m 6587+57.9 Ω

6618+46.4 m 6619+58.0 6623+95.1

6826+67.1 m 6826+68.2 Ω 6676+72.9

6698+82.3 m 6698+84.7 Ω

6702+03.1 m 6702+22.9 Ω

6729+75.1

6782+55.1

215 6826+67.1 m 6826+68.2 Ω 6835+36.2

C20 C20

CTC 1986

DE DET HB DET

CTC 1986

P79 F60

P79 F80 | P80 F50

.04 36" CP 37'
.37 36" CP 37'
.67 36" CP 39'

.03 36" CP 53'
.37 36" CP 37'

.26 36" CP 55'
.51 PT SW #20
.63 PVT XING 900529M
.69 6' X 6' CB 53'

.17 36" CP 47'

.93 60" CP 68'
.97 PT SW #20

.13 36" CP 45'
.36 36" CP 47'
.54 36" CP 41'
.79 60" DBL CP 213'

.48 36" CP 39'
.63 36" CP 37'
.76 36" CP 41'
.88 36" CP 41'

.48 36" CP 54'
.88 36" CP 53'

.28 36" CP 37'
.34 36" CP 34'
.61 36" CP 55'
.70 36" CP 127'

.03 PVT XING – BN
.06 48" CP 37'
.18 36" CP 56'
.43 36" CP 41'
.68 36" CP 89'
.81 36" CP 55'

.20 36" CP 58'
.54 36" CP 131'
.85 48" CP 61'
.86 36" CP 118' &
36" CIP 36' &
400'

.49 36" CP 57'
200'

.95 36" CP 57'
.01 36" CP 117'
100'

.83 36" CP 59'

.40 36" CP 59'
.51 36" CP 92' &
36" CP 72'

.10 36" CP 60'
.13 36" CP 97' &
30" CIP 72'

.53 36" CP 59'

.97 36" CP 110'

.07 36" CP 110'

.75 36" CP 59'
.98 30" CP 62'

100' 150' 100' 150' 100' 150' 250' 150' 100' 150' 400' 200' 100' 150' 200'

100' 100' CAP 7015' 100' 100' 100' 100' 100'

BERRIAN
MP 203.3

C-200 1-00'
C-201 1-00'
C-201A 1-00'
C-204 1-00'
C-204A 1-00'
C-205 1-00'
C-205A 0-30'
C-206 0-30'
C-207 0-30'
C-209 1-00'
C-210 1-00'
C-210A 1-00'
C-211 2-30'
C-212 2-30'
C-212A 0-30'
C-214 3-00'
C-215 3-00'

132-87 132-84 132-88 132-88 132-88

136-91
132-77
136-91
136-91
132-77
136-91
136-90

TIES 84

SURF 87 87 86 87 87 86 SURF 86

05-01-93 P0470808

PASCO DIVISION – WISHRAM SUBDIVISION

PA–6 LS–47 (9)

CONSTRUCTED 1907, RELOCATED 1951 – MCNARY DAM | PASCO → | ← PORTLAND | CONSTRUCTED 1907 | CONST. 1888 | CONST. 1906

6835+36.2 — 215 — 6888+16.2 — 6934+29.5 / 6934+26.2 / 6940+92.9 — 6977+43.2 / 6977+42.8 — 6993+72.5 — 7039+43.4 / 7039+44.0 / 7048+53.1 — TEST MILE — 7099+33.1 — 220 — 7152+13.1 — 7185+44.7 / 420+52.8 — 401+04.2 — 348+24.2 — 4831.4' — 299+50.0 — 246+70.0 — 225 — 193+90.0 — 141+10.0 — 88+30.0 — 35+20.5 — SP&S 51.1 / 90+98.3 / NP 73+90.9 — LS 47 | LS 48 — 230

0.00 — 352.00 — 0.05 — 0.00 — 353.70 — 0.03 — 0.00 — 351.40 — 0.09 — 0.08 — 0.00 — .37 OH–UPRR — .58 PUB CH 900328 CHEMICAL RD — 354.00 — 0.10 — 0.00 — EL 357.00 / EL 374.72 ELEV — .98 BR 1 DPC, 4–TRT 6–TPCT 265# COLUMBIA RIVER

C20 — C20 — CTC 1986 — CTC 1986 — C20 — CTC | APB — C11 — C16

P79 F60 — P60 F50 — P79 F60 | P25 F25

.09 PT SW #20 — .73 36" CP 74' — .45 8" CP STDPIPE DR — .50 BN XING DOT# — .58 36" CP 71' — .70 36" CP 59' — .98 PT SW #20 — .02 36" CP 58' — .57 6' X 6' CB 65' — .71 36" CP 54' — .41 36" CP 28' — .94 36" CP 55' — .20 36" CP 58' — .46 36" CP 60' — .48 36" CP 107' — .88 36" CP 56' — .38 PUB XING 90051F XBUCKS EVANS RD — .51 36" CP 28' — .50 6' X 6' CB 59' — .13 24" CIP 84' — .30 48" CP 46' — .59 36" CP 58' — .88 PUB XING DOT# XBUCKS — .92 24" CIP 60' WD 200' — .94 PUB XING 900426 SIGS & GATES EVANS RD — .49 PT SW #11 — .84 24" CP 52' WD 268' — .30 PT SW #11 — .52 PUB XING 90040T SIGS, GATES FINLEY ROAD — .05 PUB XING 90039Y XBUCKS COCHRAN ROAD — .75 PUB XING 90038S SIGS & GATES BOWLES RD — .91 36" CMP 58' — .92 60" C LINER 100' — .99 PUB XING 90037K SIGS & GATES HANEY RD — .33 PVT XING DOT# — .35 8" CIP 112' — .45 PUB XING 90036D XBUCKS PERKINS RD — .29 51' G SIPHON 43" — .47 PUB XING 90033W SIGS & GATES E. 25TH AVENUE — .58 12" CIP 108' — .65 12" CIP 144' — .66 PT SW #20 — .83 12" CIP 132' — .83 12" CIP 132' — .84 PUB XING 90034P XBUCKS, BERNATH RD — .00 24" CIP 72' — .02 10" CIP 72' — .12 10" CIP 60' — 10" CIP 10' — .19 10" CIP 60' — 12" CIP 12'.8" CP 10' — .42 10" CIP 96' — .71 10" WP 106' — .93 12" CIP 60' — .25 PT SW #11 — .25 PUB XING 90031U SIGS & GATES 3RD AVENUE EAST — .45 36" CIP 98' — .68 PT SW #16 — .95 COUNTY LINE

150' — 100' — 200' — 210' — 100' — 100' — CAP 9352' — 100' — 50' — 100' — 50' — 200' — 50' — 100' — 50' — 75' — 100' — 75' — 100' — 75' — 75' — 50' — 150' — 50' — CAP 7932' — 50' — 75' — 200' — WASH. CENT. R.R. TO YAKIMA — BENTON CO. — FRANKLIN CO.

50' — 100' — CAP 3632' — 50' — 200' — 90' — 115' — 75' — 50' — 50' — 75' — 296.7'

.99 PT SW #11

YELLEPIT MP 215.8 — **FINLEY** MP 223.9 — **HOVER** MP 228.5 — **SP&S JCT.** MP 229.7

C–215A 1–00' — C–216 1–15' — C–218 1–00' — C–219 1–00' — C–220 1–00' — C–229 2–40' 2–56'

136–91 / 132–85 / 132–88 — 132–85 / 132–87 — 132–88 — 132–81 — 132–88 — 132–73 — 132–73 115SH–90 — 136P–81 — 136P–81

136–90

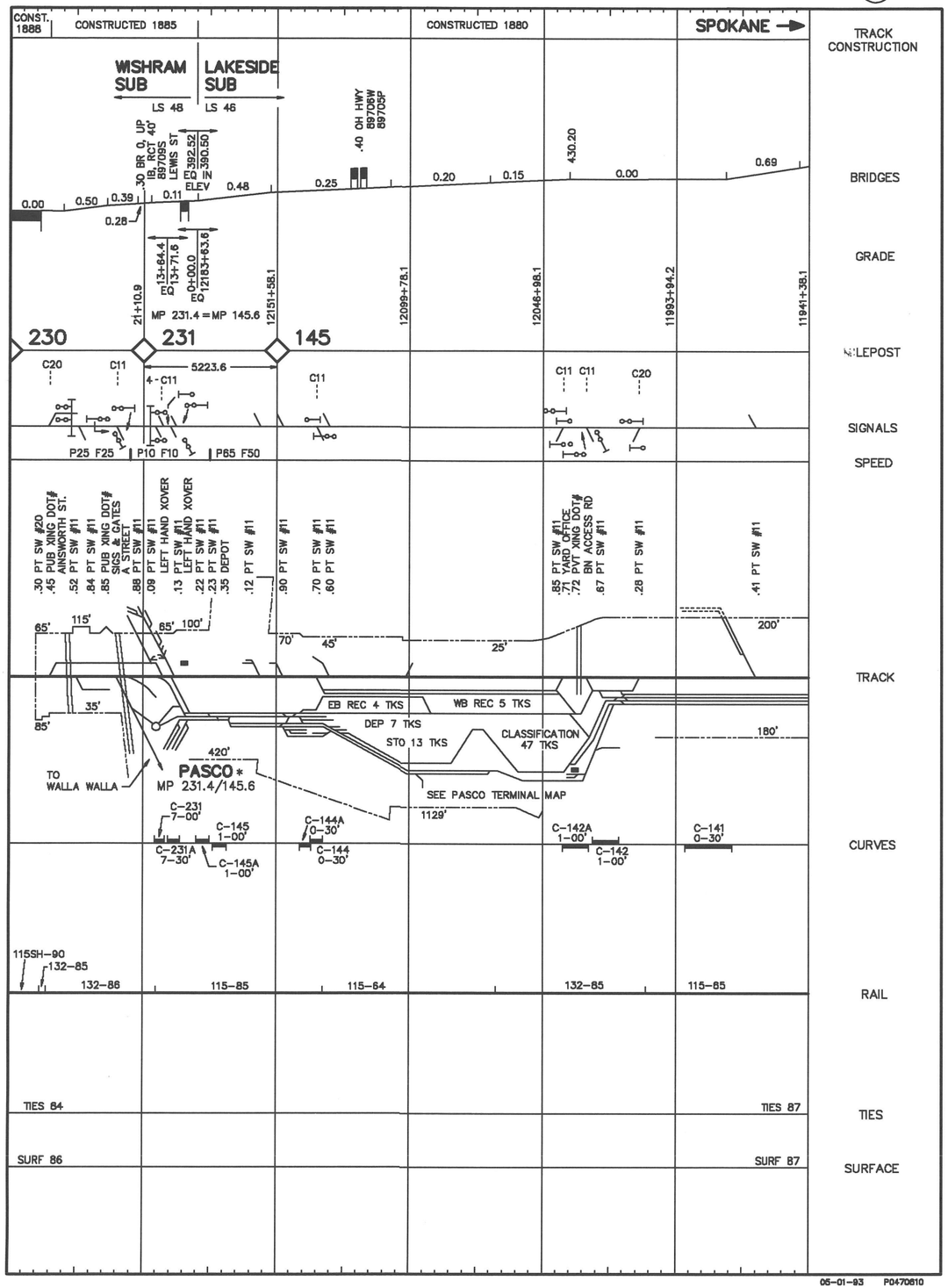
TIES 84 — TIES 84

SURF 86 — SURF 86

05–01–93 P0470809

PASCO DIVISION – WISHRAM SUBDIVISION

PA–6 LS–46 (10)



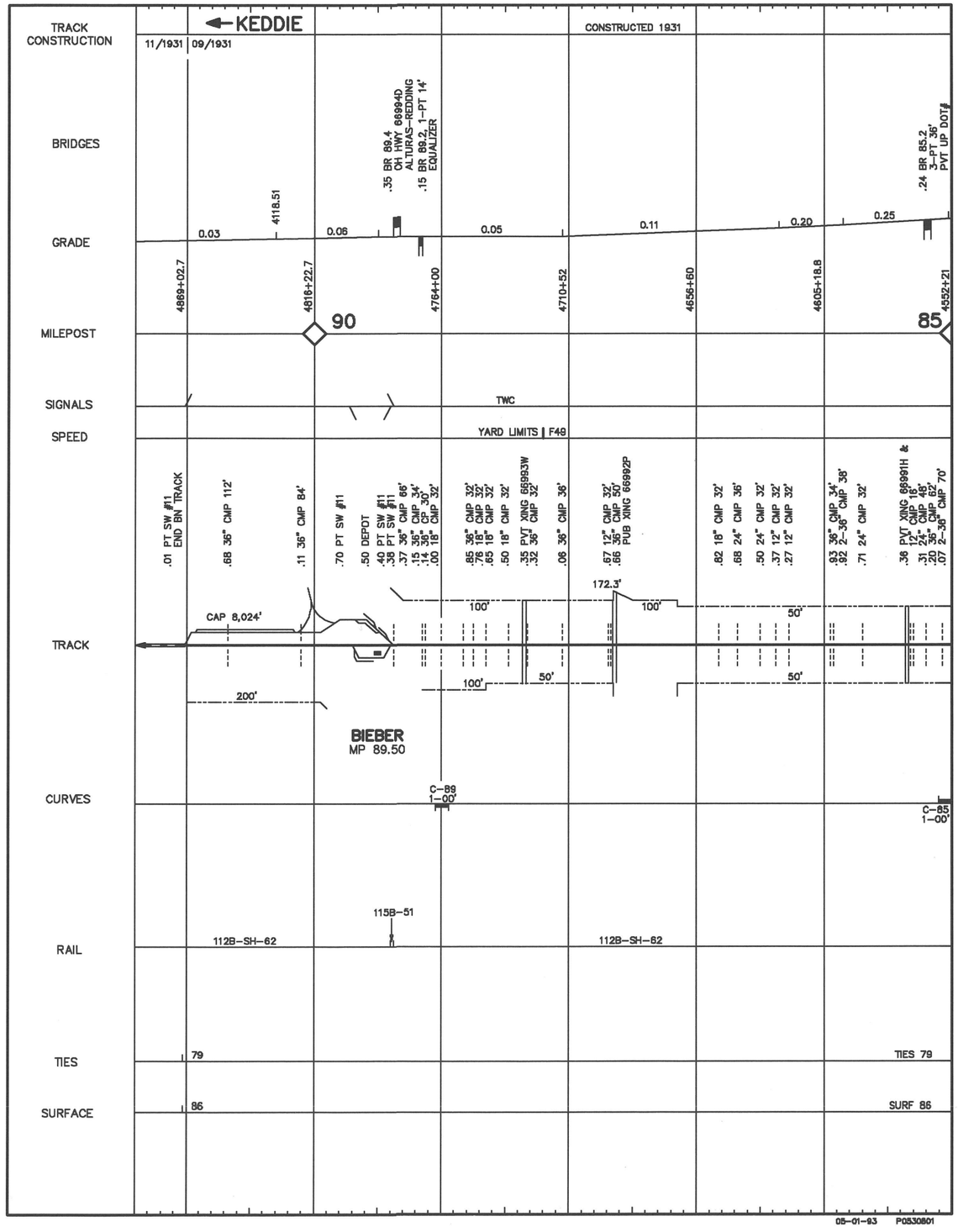
05–01–93 P0470610

OREGON TRUNK SUBDIVISION
WISHRAM - BIEBER



PLT DATE: 7-12-93

PASCO DIVISION – OREGON TRUNK SUBDIVISION PA–8 LS–55 (1)



05–01–93 P0530801

CONSTRUCTED 1931 | WISHRAM → | ← BIEBER | CONSTRUCTED 1931

.86 BR 84.9 4–WF 122' PUB UP 669908 BULLRUN CREEK

.85 BR 77.6 12FT 168' TAYLOR CREEK

.66 BR 74.7 2FT 28' EGS LAKE EQIZ

4194.42 4246.97 4262.77 4253.85

0.80 0.13 0.55 0.15 0.80 0.23 0.04 0.02 0.80

4552+21 | 4499+65 | 4446+30 | 4394+50 | 4341+18.8 | 4288+15 | 4235+49 | 4182+78.8 | 4129+93 | 4077+80 | 4024+12 | 3971+95 | 3933+63.2 Ω 3811+57.5 | 3796+46 | 3743+50 | 3691+50 | 3638+64

85 | 80 | 75 | 70

TWC | TWC

F49 | R49

.36 36" CMP 72'

.87 12" CMP 16'
.83 36" CMP 36'
.51 PVT XING DOT#
.45 COUNTY LINE

.88 16" CMP 32'
.81 24" CMP 44'
.50 PVT XING 669888A
12" CMP 16'
.35 24" CMP 54'

.43 24" CMP 32'

.77 PUB XING 669887T
12" CMP 16'
.75 24" CMP 44'

.13 36" CMP 46'

.50 PT SW #11
.26 24" CP 32' &
24" CMP 20'

.92 24" CMP 62'

.39 24" CMP 100'
.21 24" CMP 78'
.12 PT SW #11
.10 PUB XING 669886L
24" CMP 24' &
12" CMP 20'
.05 24" CP 64'

.21 24" CMP 34'
.15 PUB XING 669885E
XBLOCKS
WHITEHORSE RD

.88 24" CMP 36'

.52 12" CMP 16'

.62 24" CMP 18'
.56 24" CMP 16'

.33 48" CMP 50'

.72 PVT XING 669884X

.15 36" CMP 44'

.21 PVT XING 669883R
16" CMP 18' &
12" CMP 16'

.37 6'x6' CB 24'

50' 100' | 50' 100' | 50' | 100' | 50' | 100' | 50' | 100' | 50' | 100' | 75' | 100' 50' | 100' | 50'

CAP 6,820'

200'

50' 100' | 50' 100' | 50' | 100' | 50' | 100' | 50' | 100' | 75' | 100' 50' | 200' | 50'

150' 175'

LASSEN CO
MODOC CO

LOOKOUT
MP 78.25

C–80
1–00'

C–85
1–00'

C–73
1–00'

112B–SH–62 | 112B–SH–62 | 115B–57 | 112B–SH–62 | 115B–57 | 112B–SH–62 | 112B–SH–62 | 112B–SH–61 | 112B–SH–61

TIES 79 | TIES 79

SURF 86 | 86 79 | SURF 79

05–01–93 P0530802

PASCO DIVISION – OREGON TRUNK SUBDIVISION

PA–8 LS–55 (3)

CONSTRUCTED 1931 | WISHRAM → | ← BIEBER | CONSTRUCTED 1931

0.80 | 0.76 | 0.80 | 0.53 | 0.76 | 0.10 | 0.50 | 0.30 | 0.00 | 0.80 | 0.76 | 0.64 | 0.00 | 0.20 | 0.50

4336.63 | 4393.30 | 4336.00 | 4275.05 | 4322.50

3638+64 | 70 | 3597+32 M / 3597+25.9 Ω | 3585+10 | 3532+54 | 3479+58 | 3427+54 | 3373+54 | 65 | 3353+93.8 M / 3353+86.2 Ω | 3321+38 | 3307+22.4 M / 3307+08.7 Ω | 3267+55 | 3240+77 M / 3240+55.8 Ω | 3215+42 | 3186+07.4 M / 3185+46.1 Ω | 3162+21 | 3108+98 | 60 | 3055+86 | 3003+35 | 2950+61.8 | 2898+17 | 55 | 2844+88.5

TWC | TWC

F49 | F49

.85 24" CMP 48'
.80 PVT XING 66982J

.57 PVT XING 66981C
.51 36" CMP 38'

.97 24" CMP 40'

.58 36" CMP 56'
.47 PUB XING 66980V
12" CMP 16'
.14 24" CMP 40'
.01 PT SW #11

.75 24" CMP 44'
.49 24" CMP 50'
.28 36" CMP 74'

.95 PT SW #11

.17 PVT XING 66979B

.70 24" CMP 32'
.51 24" CMP 24'
.08 24" CP 42'

.67 24" CMP 34'

.98 PVT XING 66978U
.83 24" CMP 28'
.09 24" CMP 32'

.81 2–24" CMP 30'
.46 24" CMP 25'
.32 24" CMP 30'
.21 24" CMP 28'

.97 24" CMP 50'
.57 24" CMP 46'
.23 24" CMP 28'

.83 PUB XING 66977M
.81 24" CMP 25'
.45 24" CMP 26'
.14 24" CMP 32'

.89 24" CMP 48"
.39 24" CMP 36'
.28 24" CMP 42'

.69 24" CMP 36'

.80 24" CMP 42'
.34 24" CMP 34'
.02 24" CMP 36'

.33 24" CMP 28'

50' | 50' | 200' | CAP 5036' | 100' | 50' | 100' | 100' | 100' | 100' | 100'

50' | 100' | 50' | 100' | 100' | 100'

SCARFACE
MP 66.5

C–69 1–00' | C–67 1–00' | C–65 1–00' | C–64 1–00' | C–63 1–00' | C–62 1–00' | C–61 1–00'

112B–SH–61 | 112B–SH–61 | 112B–SH–61 | 112B–SH–60 | 112B–SH–60

TIES 79 | TIES 79

SURF 79 | 79 | 86 | 86 | 79 | SURF 79

05–01–93 P0530803

PASCO DIVISION – OREGON TRUNK SUBDIVISION

PA–8 LS–55 (4)

CONSTRUCTED 1931 — WISHRAM → ← BIEBER — CONSTRUCTED 1931

0.08 — 4329.98 — 0.37 — 0.17 — 0.77 — 4180.18 — 0.50 — 0.51 — 0.07 — 4204.60 — 0.60 — 0.10 — 0.37 — 4120.15

2844+88.5 — 55 — 2792+70 — 2745+37 / 2746+30.2 — 2738+73.9 — 2687+35.3 — 2633+84.2 — 2581+18.2 — 50 — 2527+83.1 — 2475+73.7 — 2423+48.3 — 2370+36.2 — 2333+67.7 / 2335+60.2 — 2319+38.2 — 45 — 2265+95.8 — 2213+14.2 — 2160+15.1 — 2108+10.8 — 2055+72.2 — 40

TWC — TWC

F49 — F49

.88 PT SW #11 — .48 24" CMP 46'

.90 24" CMP 56' — .51 PT SW #11

.93 24" CMP 32' — .91 PUB XING 66976F XBUCKS — .30 30" CMP 60'

.48 30" CMP 36' — .11 24" CMP 35' — .06 PVT XING 66975Y — .94 30" CMP 32' — .81 24" CMP 26' — .86 PT SW #11 — .42 30" CMP 36' — .22 PT SW #11 — .21 PUB XING 66974S XBUCKS

.91 24" CMP 28' — .68 30" CMP 40' — .25 24" CMP 36'

.52 36" CMP 48' — .49 PUB XING 66973K XBUCKS

.88 18" CMP 28' — .37 PUB XING 66972D XBUCKS — .12 36" CMP 56'

.84 30" CMP 46' — .76 30" CMP 46'

.18 PT SW #11

.14 PT SW #11

.70 PUB XING 66971W XBUCKS — .13 24" CMP 36' — .02 30" CMP 36'

.81 30" CMP 42'

200' — 100' — CAP 6,751' — 100' — 100' — 100' — 100' — 200' — CAP 5,073' — 100' — 100'

100' — 100' — 100' — 100' — 100'

KEPHART MP 54.66 — **TIONESTA** MP 50.34 — **MAMMOTH** MP 44.22

C–53 1–00' — C–45 1–00'

112B–SH–60 — 112B–SH–60 — 112B–SH–59 — 112B–SH–59 — 112B–SH–59 — 115B–57

TIES 79 — 79 77 — TIES 77

SURF 79 — 79 77 — SURF 77

05–01–93 P0530804

CONSTRUCTED 1931 | WISHRAM → | ← BIEBER | CONSTRUCTED 1931

.84 BR 37.9 DPG 55' CANAL
.92 BR 31.9 5-PT 70' CANAL
.93 BR 30.0 WF 29' CANAL
.92 BR 29.9 DPG 55' CANAL
.21 BR 25.2 3-WF 87' CANAL

0.80 | 4041.00 | 0.00 | 0.30 | 0.30 | 0.00 | 0.00 | 0.10 | 0.00 | 0.10 | 0.00 | 0.10 | 0.00 | 4044.00 | 0.10 | 0.20 | 0.00

2055+72.2 | 40 | 2001+65.7 | 1949+82.4 | 1896+36.7 | 1843+25.5 | 1791+16.5 | 35 | 1782+94.6 D 1855+58.3 | 1830+14.2 | 1777+47.8 | 1725+61.1 | 1672+29.8 | 1619+35 | 30 | 1568+66 | 1513+89.8 | 1461+09.8 | 1408+29.8 | 25 | 1335+54

TWC | TWC

F49 | F49 | F30 | F49 | F49

.84 30" CMP 30'
.05 30" CMP 36'
.98 PUB XING 66970P XBUCKS
.11 PVT XING 66969V 2-4"x4" CB 38'
.10 PVT XING 66968N XBUCKS
.63 PUB XING 66967G XBUCKS
.80 36" CMP 80'
.11 24" CMP 56'
.03 PUB XING 66966A XBUCKS
.34 PT SW #11
.10 PUB XING 66965T XBUCKS
.50 PUB XING 66964L XBUCKS
.49 30" CP 48'
.97 48" CMP 50'
.94 4'x4' CB 34'
.93 PUB XING 66963E XBUCKS
.43 2-30" CMP 60'
.41 PUB XING 66962X XBUCKS
.93 PUB XING 66961R XBUCKS
.89 30" CMP 58'
.80 PT SW #11
.27 PT SW #11
.17 RR XING SPRR
.15 CULVERT 60"
.15 PUB XING 66960U SIGS & GATES CALIF HWY 139
.13 36" CMP 64'
.92 36" CP 48'
.44 2-30" CMP 35'
.43 PUB XING 66848X XBUCKS
.00 2-30" CMP 46'
.93 PVT XING 66958H
.92 PVT XING DOT#
.60 30" CMP 36'
.46 PUB XING 66957B XBUCKS CO RD
.48 PVT XING 66956J
.47 5'x8' CC 42'
.45 2-30" CMP 54'
.44 PUB XING 66955M XBUCKS CITY ROAD 104
.00 36" CMP 60'
.67 30" CMP 40'
.45 PUB XING 66954F XBUCKS CITY RD 105
.39 30" CMP 40'
.67 PVT XING 66953Y
.46 36" CP 54'
.27 30" CMP 30'
.98 PVT XING 66952S
.97 30" CMP 30'
.23 PUB XING 66949J SIGS, GATES
.23 STATE LINE
.20 PVT XING 66950D
.19 3-30" CMP 84'
CALIFORNIA
OREGON
.08 30" CMP

100' | 100' | 100' | 200' | 75' | 75' | 75' | 75' | 125' | 200'

CAP 2,487'

HANNCHEN
MP 36.30

STRONGHOLD
MP 31.61

C-34
1-00'

MODOC CO.
KLAMATH CO.

115B-57 | 115B-57 | 115B-57 | 115B-55 | 115B-55 | 115B-54

TIES 77 | TIES 77

SURF 77 | 77 | 86 | 86 | 77 | SURF 77

PASCO DIVISION – OREGON TRUNK SUBDIVISION

PA–8 LS–55 (6)

CONSTRUCTED 1931 | WISHRAM → | ← BIEBER | CONSTRUCTED 1931

25 | 20 | 15 | 10 | TEST MILE

TWC | F49 | F49 F40 F49 | TWC

MALIN MP 24.48 | STONEBRIDGE MP 16.85 | MERRILL MP 15.4

115B–54 | 115B–54 115B–53 | 115B–53 115B–52 | 115B–52

TIES 77 | TIES 77

SURF 77 | SURF 77

05–01–93 P0530806

PASCO DIVISION – OREGON TRUNK SUBDIVISION

PA–8 LS–55 (7)

CONSTRUCTED 1931 — WISHRAM → — ← BIEBER — CONSTRUCTED 1931

562+29 — 10 — 508+75 — 456+96 — 404+18 — 351+00 — 324+36.4 / 290+15.2 — 264+07 — 5 — 211+63 — 158+47 — 105+23 — 52+72 — LS 055 — 0+00 — 0

4087.00 — 522+11.2 / 521+92

.85 BR 8.8 2–PPG 117' CANAL
.81 BR 8.7 3–PT 42' PVT UP 66920N
.18 BR 6.2 2DPG,WF 125' LOST RIVER PVT UP DOT#
.57 BR 5.6 4–PT,2–DPG 161' CANAL
.27 BR 5.3 4–PT,WF 104' PVT UP DOT#
.12 BR 5.1 OH HWY 66890W 6–PT,2–FT,WF 149' US HWY 97
.91 BR 4.9 WF 35' PUB UP 66889C
.20 BR 3.2 DPG 54'
.10 BR 3.1 3–PT 29'
.43 BR 2.4 3–PT 42' CANAL
.40 OH HWY 66880R WASHBURN WAY

0.00 | 0.50 | 0.00 | 0.15 | 0.00 | 0.15 | 0.00 | 0.80 | 0.50 | 0.00 | 0.10 | 0.20 | 0.00 | 0.20 | 0.15 | 0.35 | 0.00 | 0.46

TWC — F49 | F30 | F49 — F49 — TWC

.91 24" CMP 44'
.90 PUB XING 66906R
BUCKS HILL RD
24" CMP 48'
.56 PUB XING 66905J
XBUCKS HILL RD
30" CMP 52'
.54 30" CMP 44'
.36 PVT XING 66904C
.15 24" CMP 32'
.11 24" CMP 32'

.88 PVT XING DOT#
.83 PVT XING DOT#
.82 24" CMP 44'
.79 24" CMP 70'
.60 24" CMP 34'
.54 24" CMP 44'
.42 36" CMP 70'
.33 PVT XING 66900A
.01 24" CMP 32'

.85 36" CMP 18'
.77 PUB XING 66899H
XBUCKS
DEHLINGER LANE
.76 24" CMP 54'
.72 30" CMP 82'
.46 PVT XING 66898B
.43 4'x4' RC SIPHON 26'
.36 PVT XING 66897U
.22 36" CMP 52'
.17 18" CMP 24'

.93 PVT XING 66896M
.83 35" CMP 56'
.76 18" CMP 34'
.67 24" CMP 34'
.63 24" CMP 36'
.61 18" CMP 34'
.48 24" CMP 38'
.47 24" CMP 28'
.35 2'-10"x2' RTB 20'
.20 18" CMP 50'

.83 PVT XING 66893S
30" CMP 34'
.65 30" CMP 74'
.61 PVT XING 66892K
.60 PVT XING 66891D
.55 PVT XING DOT#
.53 30" CMP 64'
.11 24" CMP 110'

.74 24" CMP 48'
.62 24" CMP 48'
.55 24" CMP 48'
.54 PUB XING 66887N
XBUCKS
HENLEY RD
.42 30" CMP 103' &
38" CP 82'
.23 PT SW #11
.18 36" CMP 58'
.12 24" CMP 30'

.83 PVT XING 66886G
USRS DRAIN
6'x6' CB 41'
.42 PUB XING 66885A
SIGS & GATES
HOMEDALE RD
30" CMP 44' &
24" CMP 40'
.41 24" CMP 40'
.31 30" CMP 30'
.26 PVT XING 66884T

.75 24" CMP 30'
.40 PUB XING 66883L
SUMMERS LANE
30" CMP 48'
.39 PT SW #11
.30 PUB XING 66882E
SIGS & GATES
JOANS AVE.
.18 24" CMP 32'
.12 24" CMP 32'

.88 96" MULT CULV 82'
.73 30" CMP 74'
.72 30" CMP 36'
.70 PUB XING 66881X
SIGS & GATES
ALTAMONT DR
.70 PT SW #11
.63 PT SW #11
.53 24" CMP 133'
.51 24" CMP 166'
.08 PT SW #11

.96 36" CMP 606'
.56 PT SW #11
.48 PT SW #11
.40 24" CMP 103'
.37 PT SW #11
.30 PUB XING 66879W
SIGS & GATES
WILDLAND ST.
.07 30" CMP 36'
.00 BEGIN BN TRACK
PT SW #10–SP 427.57

TO WHITE LINE YARD
NB
BR 0.5, LAKE EWAUNA
BR 0.6
BR 0.7
BN
TO KLAMATH FALLS
SPRR
SPRR
BN OPERATES OVER SPRR TRACKS BETWEEN CHEMULT AND KLAMATH FALLS

75' | 50' | 75' | 150' | 75' | 100' | 200' | 150' | 75' | 150' | 50' | 150' | 125' | 125' | 150' | 200' | 50' | 100'
75' | 50' | 75' | 75' | 100' | 200' | 75' | 150' | 50' | 50' | 110' | 50' | 125' | 125' | 50' | 100'

HENLEY
MP 4.23

.83 PVT XING 66883Y
CMP 28'
.87 24" CMP 28'
.76 30" CMP 38'
.66 24" CMP 28'
.53 24" CMP 28'
.25 24" CMP 28'
.22 24" CMP 32'
.16 18" CMP 20'
.05 30" CMP 76'
.02 24" CMP 36'

AIRPORT
.31 24" CMP 160'
.30 30" CMP 140'
.16 30" CMP 207'
.14 57x8" CP 214'
.13 30" CMP 207'
.05 24" CMP 204'
.05 24" CMP 272'
.03 24" CMP 240'

SOUTH KLAMATH
MP 0.46

BIEBER LINE JCT
MP 0.0

C–9 1–00' — C–8 1–00' — C–5 1–00' — C–0 5–00'

115B–52 — 115B–52 | 115B–51 — 115B–51 — 115B–51 — 112B–41 — 112SH–86 — 136B–57 / 112B–51 / 115B–51

TIES 77 — TIES 77

SURF 77 — SURF 77

05–01–93 P0530807

PASCO DIVISION – OREGON TRUNK SUBDIVISION

PA–8 LS–54 (8)

CONSTRUCTED 1927 — WISHRAM → — ← BIEBER — CONSTRUCTED 1927

0.27 0.00 0.14 0.30 1.00 4725.81 0.12 0.27 0.30 0.40 0.66 0.91 0.00 0.81 0.57 0.20 0.53 0.71 0.25 0.60 0.55 0.48 0.31 0.62 0.52 0.30 0.41 0.63 0.47 4457.00 0.45

2065+33 | 2012+20 | 1959+50 | 1907+24 | 1854+63 | 1801+02 | 1748+60 | 1695+32 | 1643+03 | 1590+37 | 1537+86 | 1484+00 | 1431+52 | 1419+15.5 ℄ 1408+89.4 | 1368+40 | 1314+23

LS 54 — 65 — 60 — 55

APPROACH TO CTC – SP CONTROLLED

TWC — F49 — TWC — F49

.84 PT SW #14=SP 502.85
.81 END BN
.77 PT SW #11
.57 36" CMP 40'

.56 18" CMP 28'
.30 PUB XING 66866V XBUCKS–USFS RD
.13 PT SW #11

.81 18" CMP 36'
.21 18" CMP 32'

.40 PUB XING 66886N XBUCKS WALKER RIM SPR RD

.70 PUB XING 66864G XBUCKS ROUND MEADOW RD
.29 18" CMP 28'

.89 24" CMP 28'
.70 18" CMP 28'
.62 18" CMP 24'

.04 18" CMP 26'

.87 18" CMP 24'
.51 24" CMP 28'
.10 24" CMP 28'

.62 18" CMP 40'
.07 18" CMP 28'

.93 24" CMP 22'
.61 18" CMP 22'
.17 24" CMP 36'

.99 18" CMP 22'
.80 24" CMP 22'
.60 PUB XING 66863A XBUCKS USFS 2608
.13 24" CMP 28'

.55 24" CMP 26'
.81 PUB XING 66862T XBUCKS

.90 PUB XING 66859L XBUCKS USFS 2481
.56 PUB XING 66860E XBUCKS WALKER MT RD
.48 24" CMP 26'

.38 24" CMP 30'

SPRR

50' 100' 100' 100' 30' 100' 100' 50' 100' 50' 100' 100'

CAP 8,229'

210'

CHEMULT
MP 67.8

C–68 1–00' | C–65 2–01' | C–63 1–30' | C–61A 2–00'30" | C–61 1–30' | C–60B 3–08' | C–60A 3–06' | C–60 2–12' | C–59B 2–08' | C–59A 1–04' | C–59 2–03' | C–58A 2–01'30" | C–58 2–01'30" | C–57 1–00' | C–54 1–00' | C–53 1–00'30"

136–(SP)

115B–56 | 115B–56 | 136–81 | 115B–56 | 112B–SH–63 | 112B–SH–63

TIES 85

SURF 85

05–01–93 P0530808

PASCO DIVISION – OREGON TRUNK SUBDIVISION

PA-8 LS-54 (9)

CONSTRUCTED 1927 | WISHRAM → | ← BIEBER | CONSTRUCTED 1927

0.45 0.00 0.87 4413.71 0.30 0.17 0.28 0.23 0.00 0.40 0.00 0.44 0.27 0.23 0.30 0.18 0.12 0.20 0.00 0.55 0.14 4283.75 0.00

1314+23 | 1260+77 | 1208+55 | 1154+96 | 50 | 1102+83 | 1049+73 | 996+70 | 943+74 | 891+93 | 45 | 838+90 | m817+44.7 Ω817+42.3 | 785+45 | 732+40 | 680+48 | 629+30 | 40 | 575+20 | 521+46

TWC | F49 | TWC | F49

.42 24" CMP 46'

.77 18" CMP 28'
.42 24" CMP 28'
.30 PUB XING 66859K
XBUCKS
BOUNDARY SPRINGS RD
.29 PT SW #11

.75 PT SW #11
.15 24" CMP 34'

.80 PUB XING 66858D
XBUCKS CO RD
.34 24" CMP 28'

.63 24" CMP 32'

.55 24" CMP 36'
.02 PUB XING 66857W
XBUCKS USFS RD

.39 18" CMP 24'
.20 PUB XING 66856P
XBUCKS USFS RD

.63 18" CMP 20'

.95 18" CMP 24'
.80 PUB XING 66855H
XBUCKS FOREST HWY

.84 24" CMP 30'
.55 PUB XING DOT#

.09 24" CMP 24'

.82 24" CMP 30'

.47 24" CMP 26'
.12 PVT XING 66853U
.08 24" CMP 34'

.73 24" CMP 32'
.57 18" CMP 32'
.25 18" CMP 34'
.20 PVT XING 66852M

100' 50' 100' 50' 100' 50' 100' 50' 100' 50' 50'

CAP 7,816'

100' 50' 200' 50' 100' 100' 50' 50'

CRESCENT
MP 50.97

C-53
1-00'30"

C-45
1-00'

C-43
2-03'

C-39
0-30'

112B-SH-63 | 112B-59 | 112B-SH-63 | 115-SH-82 | 112B-SH-63 | 112B-SH-63 | 112B-SH-63 | 112B-SH-64 | 112B-SH-64

TIES 85

SURF 85

05-01-93 P0530809

CONSTRUCTED 1927 | WISHRAM → | ← BIEBER | CONSTRUCTED 1927 | RE–CONST. 1931

0.25 0.00 0.16 0.15 0.20 0.00 0.07 0.00 0.20 0.03 0.20 0.00 0.13 0.39 0.10 0.00 0.10 0.30 0.20 4201.37 0.00 0.30

521+46 469+15 415+74 363+54 35 310+06 257+88 204+39 152+16 99+21 30 46+14 0+00 2147+45.9 2153+00 2205+79 2259+76 2311+56 25 2384+50 2417+60

TEST MILE

TWC F49 TWC F49

.74 24" CMP 44' .68 PUB XING 66851F XBUCKS COUNTY RD

.12 18" CMP 24'

.17 18" CMP 24' .09 PUB XING 66850Y SIGS & GATES FREMONT HWY

.44 COUNTY LINE

.15 18" CMP 20'

.10 PUB XING 66849E XBUCKS OLD ICE CAVE RD

.78 30" CMP 28'

.50 PT SW #11

.78 18" CMP 28'

.93 PT SW #11 .90 PUB XING 66848X XBUCKS SILVER LAKE RD

.40 PUB XING 66847R XBUCKS USFS 2210

.92 18" CMP 24'

.33 18" CMP 24' .29 PUB XING 66845C SIGS & GATES US HWY 97

.75 18" CMP 36'

.19 18" CMP 40'

.85 18" CMP 36'

.80 18" CMP 32' .79 PUB XING 66844V XBUCKS .78 2–18" CP 36'

.90 6'x8' CB 24' .73 PUB XING 66843N XBUCKS FOREST RD

.09 24" CMP 36'

.81 PUB XING 66842G SIGS & GATES

50' 100' 100' 100' 100' 100' 200' 100' 200' 50' 50' 50' 50' 200'

100' 50' 200' 100' 100' 100' CAP 7,836' 50' 50' 50' 50' 100'

KLAMATH CO / DESCHUTES CO

LAPINE*
MP 31.02

C–34
1–00'

112B–SH–64 112B–SH–64 112B–SH–64 115B–SH–64 112B–SH–64 112B–SH–64 112B–SH–65 115B–80 112B–SH–65

TIES 85 TIES 85

SURF 85 SURF 85

05–01–93 P0530810

PASCO DIVISION – OREGON TRUNK SUBDIVISION

PA–8 LS–54 (11)

RE–CONSTRUCTED 1931

WISHRAM →

← BIEBER

RE–CONSTRUCTED 1932

0.30 0.00 4191.10 0.60 0.25 0.40 0.51 0.00 0.51 0.00 0.25 0.00 0.24 0.34 4238.64 1.00 0.10 0.70 4245.10 0.58 0.04 1.05 1.10 1.30 1.21 1.30 4081.99 1.27 1.28 1.30

2417+60 Ω 2427+83.7 0+00 | 42+83 | Ω 67+80.8 530+96.5 | 504+05 | 452+22 | 20 | 397+33 | 345+41 | 292+16 | .16 PUB OH HWY SOUTH CENTURY DR 66840T | 239+02 | 187+11 | 15 | .30 OH HWY DOT# | 133+75 | Ω 122+64 2917+91.9 | 2959+73 | 3012+56 | 3065+41 | 3118+26 | 10 | 3171+16 | 3224+24

TWC F49 | TWC F49

.03 18" CMP 46' | .78 18" CMP 46' | .36 24" CMP 74' | .93 24" CMP 98' | .44 PUB XING 066841A SIGS & GATES VANDEVERT RD | .98 24" CMP 76' | .65 24" CMP 56' | .32 24" CMP 84' | .96 24" CMP 84' | .47 24" CMP 90' | .68 24" CMP 52' | .33 24" CMP 64' | .03 24" CMP 74' | .41 PT SW #11 | .10 PUB XING 66839Y XBUCKS BENHAM FALLS RD | .67 PT SW #11 | .39 24" CMP 78' | .06 24" CMP 112' | .67 24" CMP 34' | .39 24" CMP 50' | .09 24" CMP 40'

50' 100' 50' 75' 75' 50' 75' 75' 75' 50' 100' 100'

50' 100' 50' 75' 75' 50' 75' 75' 75' 50' CAP 8,725' 100'

LAVA
MP 11.93

C–22A 3–00' | C–22 2–33' | C–20A 2–01' | C–20 3–00' | C–19 2–30' | C–18A 2–12' | C–18 2–12' | C–17 1–31' | C–16 3–00' | C–15A 3–00' | C–15 3–00' | C–14 2–03' | C–13 2–02' | C–12 2–01' | C–10 2–01' | C–9 3–06' | C–8A 1–02' | C–8 1–20'

112B–SH–65 | 112B–SH–65 | 112B–SH–65 | 112B–SH–66 | 112B–SH–66

TIES 85 | TIES 85

SURF 85 | SURF 79

05–01–93 P0530811

PASCO DIVISION – OREGON TRUNK SUBDIVISION

PA–8 LS–53 (12)

RE–CONSTRUCTED 1932 FROM MP 151.92/0.0

WISHRAM →

← BIEBER

CONSTRUCTED 1911 TO MP 151.92

3224+24 | 3276+15 | 3329+27 | 3382+18 | 5 | 34+35+18 | 3495+97 | 3548+00 | 3601+20 | 122+22.5 | 0 | 20+59.5 | 32+28.1 | 150 | 85+11.5 | 138+03.4 | 190+53.8 | TEST MILE | 244+96.1 | 2974+78.1 | 145

1.26 | 1.30 | 3938.02 | 0.21 | .41 BR 5.4 WF 32' | 1.00 | .85 BR 4.8 2–DPG, 2–TPG 189' US HWY 97 66836D | 0.63 | 0.86 | 1.30 | .77 BR 2.8 3–WF 86' BOSTERHAUS RD PUB UP 66833H | 1.20 | 0.90 | .21 BR 1.2 WF 101' IRRIG CANAL | 3809+06 ⊡ 167+32.5 | 0.87 | 0.90 | 1.17 | .74 BR T–151.7 & T–151.75 WF 48' PUB UP 66852BL THIRD AVE – DALLES | .30 BR T–151.3 & T–151.35 WF 28' PUB UP 66820G FRANKLIN AVE | .02 BR T–151.0 & T–151.05 2–DPG 72' PUB UP 66819M GREENWOOD AVE | 3729.35 | 0.88 | 0.76 | 0.93 | 0.94 | 3524.32 | 1.00 | 0.92 | 1.00 | 0.96 | 1.00 | 0.98 | 1.05 | .64 BR T–145.6 WF 24'

LS 54 MP 151.92=MP 0.0 | LS 53

TWC | F49 | TWC | ABS/TWC | F49 | YARD | YARD LIMITS | ABS/TWC | YARD | F50 | F50

.88 24" CMP 46' | .28 24" CMP 84' | .83 24" CMP 50' | .50 7'x10' CB 24' & PVT UP DOT# | .62 PUB XING 66836S SIGS & GATES BAKER RD | .40 PVT XING 66837K | .39 PUB XING 66835W XBUCKS | .37 2–30" CP 40' | .87 24" CMP 80' | .26 PUB XING 66834P SIGS & GATES MURPHY RD | .05 24" CMP 22' | .31 PT SW #11 | .37 PT SW #11 | .20 PVT XING | .98 PUB XING 66832B SIGS, GATES REED MARKET RD | .40 PUB XING 66831U XBUCKS WOODLAND BLVD | .85 PT SW #11 | .79 PT SW #11 | .74 PT SW #11 | .56 24" CMP 72' | .52 PT SW #11 | .47 2–54" CP 120' | .36 PT SW #11 | .55 PT SW #11 | .27 PT SW #11 | .96 DEPOT | .78 PT SW #11 | .73 PT SW #11 | .63 PT SW #11 | .70 PUB XING 66814D SIGS, GATES OLNEY AVE | .50 PUB XING 66813W SIGS & GATES REVERE AVE | .85 PUB XING 66811H XBUCKS ADDISON AVE | .82 PT SW #11 | .62 2–7.5'x11' CP 78' | .61 PVT XING 66810B XBUCKS | .31 PT SW #11 | .07 24" WB 28' | .95 PVT XING 66809G | .44 PUB XING 66808A XBUCKS | .60 PUB XING DOT# SIGS, GATES | .11 PVT XING 66807T XBUCKS | .90 9'x5' CB | .82 PVT XING 66806L | .51 PVT XING 66805E

100' | 150' | 100' | 250' | 50' | 100' | 100' | 50' | 90' | 80' | 50' | SEE BEND TERMINAL MAP | 50' | 50' | 100' | 200' | 250' | 350' | 50' | 50' | 250' | 50'

CASCAN MP 2.0 | BEND MP 0.0/151.9

C–8 1–20' | C–6 2–02' | C–5 2–01' | C–3A 2–02' | C–3 3–01' | C–1 2–01' | C–0 2–01' | C–151 3–00' | C–150 1–30' | C–149A 1–00' | C–149 1–00' | C–147 2–00' | C–148 1–00' | C–145 1–00'

112B–SH–66 | 115–SH | 112B–SH–66 | 112B–SH–66 | 115B–54 | 115B–49 | 115B–48 | 115B–49

TIES 85 | 85 | 85 | TIES 85

SURF 79 | 79 | 79 | SURF 79

05–01–93 P0530812

PASCO DIVISION – OREGON TRUNK SUBDIVISION

PA–8 LS–53 (13)

CONSTRUCTED 1911 — WISHRAM → — ← BIEBER — CONSTRUCTED 1911 — (CITY OF PRINEVILLE RY CONSTRUCTED 1918)

1.05 0.92 1.00 3279.01 0.09 0.87 0.80 1.00 0.30 3128.03 1.00 0.69 0.45 0.20 1.00 0.19 2983+52 0.10 0.20 1.00 0.45 0.42 0.88 2913.37 1.00

297+76.1 | 145 | 350+69.5 | 403+37 | 456+14.4 | 508+84.4 | 561+74.4 | 140 | 614+54.4 | 667+33.6 | 720+13.6 | 772+83.6 | 825+73.6 | 135 | 1593+23.5 | 1540+43.5 | 1487+63.5 | 1434+82.8 | 130 | 1361+92.8

ABS/TWC — ABS/TWC

F50 — F50 | F35 | F50

.71 PVT XING 66804X
.92 PT SW #11
.55 PUB XING 66803R SIGS, GATES CENTER ST
.28 30" CMP 24'
.13 24" CMP 22'
.62 PT SW #11
.37 12" CMP 28'
.10 PVT XING
.17 PVT XING 66801C
.83 2–24" CMP 69'
.14 PVT XING 66800V
.65 PT SW #11
.82 PUB XING 66798W SIGS & GATES SIGN OF AWAY
.40 PT SW #11
.28 PVT XING 66797P
.20 18" CMP 27'
.03 12" CMP 30'
.99 12" CMP 31'
.76 PT SW #11
.39 PUB XING 66798H SIGS, GATES SISTERS AVE
.85 30" CMP 34'
.80 PT SW #11
.63 PUB XING 66795B SIGS & GATES EVERGREEN AVE
.52 DEPOT
.40 PUB XING 66789X SIGS & GATES ANTLER AVE
.32 12" CMP 40'
.09 2–12" CMP 88'
.03 PT SW #11
.95 PT SW #11 PUB XING XBUCKS HEMLOCK RD
.86
.84 12" CMP 46'
.78 12" CMP 53'
.58 12" CMP 44'
.37 12" CMP 33'
.34 12" CMP 37'
.09 12" CMP 42'
.05 12" CMP 37'
.92 PVT XING 66783G
.83 24" CMP 22'
.83 24" CMP 24'
.66 2–5'x6' CB
.81 PUB XING 66781T SIGS & GATES KEY RD
.58 12" CMP 58'
.51 12" CMP 36'
.31 PT SW #11
.09 12" CIP 36'
.93 PT SW #11 66780L
.85 SIGS & GATES ONEIL HWY
.84 24" CMP 57'
.67 12" CMP 60'
.46 12" CMP 32'
.41 PVT XING
.43 PT SW #11
.22 12" CMP 33'
.96 24" WB 46'
.78 18" CMP 42'
.61 PVT XING 66779S
.59 12" CMP 24'
.51 24" CMP 24'
.48 PVT XING 66778K
.31 24" CMP 30'
.09 12" CMP 24'
.07 12" CMP 34'

50' — 200' — CAP 6,336' — 50' — 50' — 200' — 50' — 50' — 50' — 100' — 50' — 100' — 50' — CAP 5,122' — CAP 4,202'

DESCHUTES
MP 143.36

REDMOND
MP 134.1

PRINEVILLE JCT.
MP 131.92

.36 PUB XING 66785V XBUCKS MAPLE AVE

C–144 1–00' — C–138 1–00' — C–136 1–00' — C–134 1–00' — C–132 1–00' — C–131 3–00'

115B–48 — 115B–48 — 115B–48 — 115B–48

TIES 85 — TIES 85

SURF 79 — SURF 79

05–01–93 P0530813

CONSTRUCTED 1911 | WISHRAM → | ← BIEBER | CONSTRUCTED 1911

1.00 0.00 2868.37 | 0.09 0.96 | 1.00 | 0.98 2767.70 | 0.50 | 0.46 | 0.50 | 0.16 | 0.23 2871.87 | 0.86 | 1.00 | 0.97 | 0.99 | 0.83 2663.35 | 0.80

.02 OH HWY DOT# HWY 97

.76 BR T-125.7 2-DPG, SA 460' CROOKED RIVER PUB UP 86771M

1381+92.8 | 1329+22 | 1276+42.8 | 1223+81.7 | 1170+81.7 | 1123+34 | 1070+53.8 | 1017+73.8 | 964+93.8 | 912+13.7 | 859+33.7 | 795+77.9 | 742+97.9 | 690+16.6 | 637+36.8 | 584+39

130 | 125 | 120 | 115

ABS/TWC | F50 | F50 | ABS/TWC | F50

.93 12'x12' CB 57'
.42 24" CMP 46'
.36 PVT XING 66776W
.33 PT SW #11
.27 24" CP 42'
.12 18" CP 33'
.99 PUB XING 66775P SIGS & GATES B AVE
.82 24" CMP 86'
.77 PT SW #11
.53 PVT XING 66774H
.28 24" CMP 46'
.62 PUB XING 66773B XBUCKS AUSTIN RD
.60 24" CMP 35'
.55 24" CMP 21'
.28 18" CP 69'
.80 COUNTY LINE
.10 PVT XING 66770F
.95 24" CMP 42'
.26 36" CMP 40'
.50 PUB XING 66769L XBUCKS PARK LN
.42 24" CMP 40'
.83 PVT XING
.49 PVT XING 66768E
.43 24" CMP 34'
.17 48" CP 124'
.71 PUB XING 66767X XBUCKS 3RD ST
.69 PT SW #11
.29 48" CP 62'
.69 36" CP 48'
.55 PT SW #11
.42 CULVERT
.24 12" CMP 33'
.05 PVT XING 66766R & CULVERT
.15 PUB XING 66765J XBUCKS 3RD,RD
.14 24" CMP 34'
.77 36" CMP 52'
.20 PUB XING 66764C XBUCKS
.14 48" CP 41'
.94 PUB XING 66763V XBUCKS CO RD
.69 PUB XING 66762N XBUCKS FEATHER DR
.68 36" CMP 30'
.07 PUB XING 66761G XBUCKS JERICHO LN
.82 72" CP 36'
.72 CULVERT
.50 PVT XING 66760A

CAP 2,548'
CAP 5,570'

200' 50' 100' 70' | 50' 100' 50' | 50' | 75' 75' | 100' 100' 50' | 200' 100' 50' | 75' | 100' 200' | 200' 100' | 50' | 150' 50'

TERREBONNE
MP 128.81

DESCHUTES CO
JEFFERSON CO

OPAL CITY
MP 121.08

C-129 2-00' | C-128 1-00' | C-127 0-30' | C-125 1-00' | C-122 3-00' | C-119 3-00' | C-118 0-44' | C-116 2-30'

115B-74 | 115B-47 | 132-83 112B-45 | 115B-47 | 132-79 | 115B-47 | 115B-74 | 115B-47 | 115SH-88 115B-47

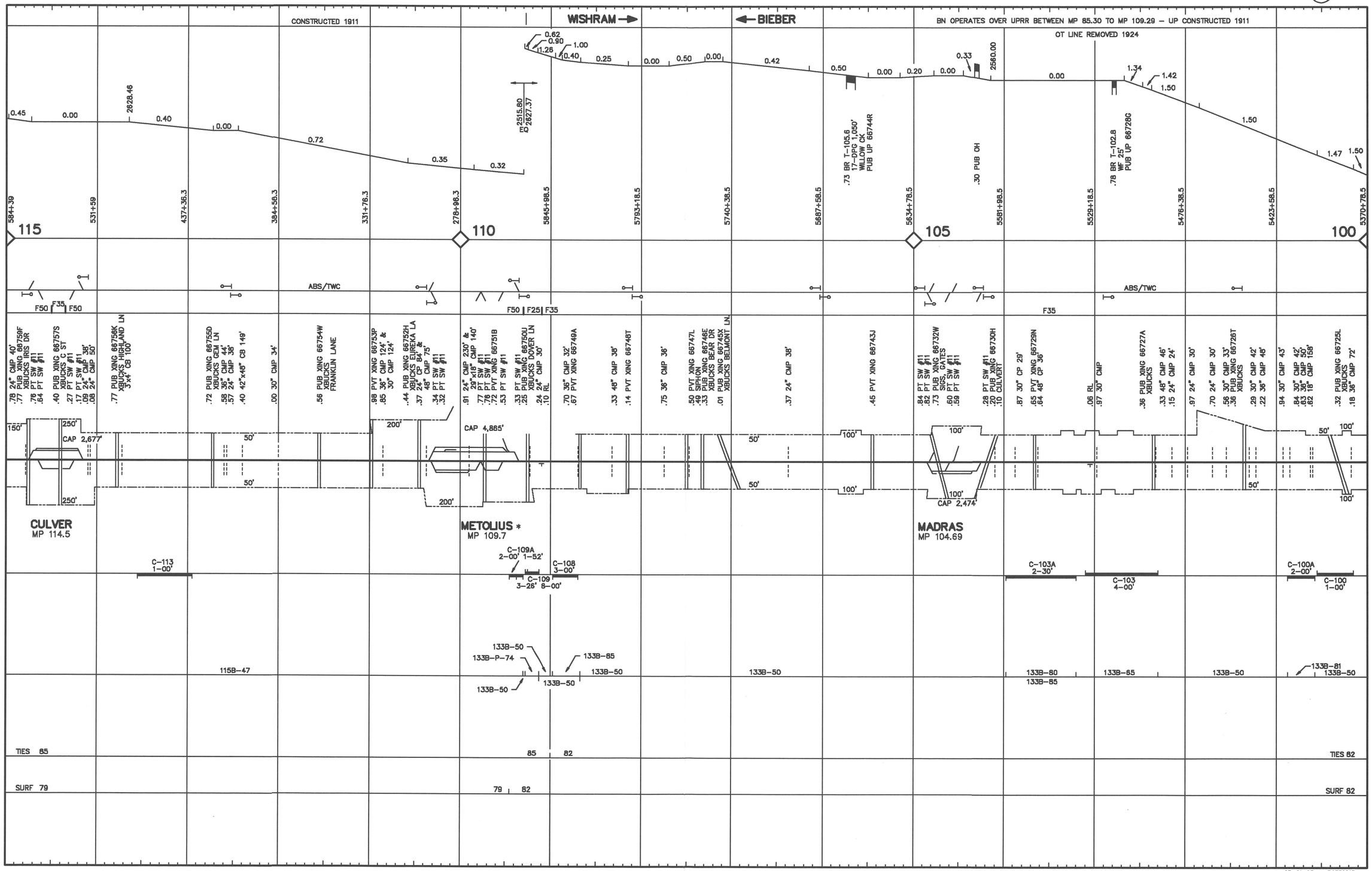
TIES 85 | TIES 85

SURF 79 | SURF 79

05-01-93 P0530814

PASCO DIVISION – OREGON TRUNK SUBDIVISION

PA-8 LS-53 (15)



05–01–93 P0530815

PASCO DIVISION — OREGON TRUNK SUBDIVISION

PA-8 LS-53 (16)

BN OPERATES OVER UPRR BETWEEN MP 85.30 TO MP 109.29 — UP CONSTRUCTED 1911

OT LINE REMOVED 1924

WISHRAM →

← BIEBER

LINE CHANGE 1949

.67 TUNNEL 5 ROCK LINED

.80 PUB UP 66720C 12'x14' CB

.66 BR T-88.6 10-DPG 540' TROUT CREEK PUB UP 66719H

.42 BR T-92.4 4-PT 52' MUD SPRING CK

.35 BR T-92.3 5-PT 75' MUD SPRING CK

5370+78.5 — 100 — 5317+98.5 — 5265+18.5 — 5212+81.1 — 5159+81.1 — 5107+01.1 — 95 — 5054+21.1 — 5004+47.1 — 4951+55.7 — 4898+72.7 — 4845+71.3 — 90 — 4792+91.6 — 4740+11.6 — 4687+13.5 — 4634+33.5 — 85 — 4142+00

ABS/TWC

F35 | F10E F15W

F10E F15W | F35

.92 PT SW #11

.06 PUB XING 66724E XBUCKS

.78 PT SW #11 .75 24" CMP 38' .66 36" CMP 32'

.07 36" CMP 64' RL

.60 RL

.70 105" CMP 250'

.42 RL

.34 24" CP 99' .06 24" CMP 90' & 36" CMP 82'

.52 PVT XING 66723X XBUCKS .44 24" CP 99

.17 PVT XING

.63 RL

.95 PUB XING 66722R XBUCKS

.73 PT SW #11 .58 24" CMP 92' .55 PUB XING 66721J XBUCKS MANN ST

.31 PT SW #11 .17 24" CMP 26'

.86 24" CMP 40'

.51 48" CMP 43'

.16 12'x12' CB 61'

.79 7'x6' TUNNEL 108' .75 72" CMP 160'

.40 RL 12'x16' CB 350' MUD CR

.30 108" MPP 180' PUB UP DOT#

.79 60" CMP 206'

.81 PVT XING 66718B

.15 15" CMP 16' .08 12" CMP 18' .03 12" CMP 16' .01 12" CMP 16'

.74 24" CMP 50' .66 PVT XING 66717U .63 48" CMP 42' .47 42" CMP 82'

.41 PT SW #14 SPRING .34 42" CMP 30'

.97 24" CP 52'

.53 24" CMP 149'

.34 PVT XING 66716M 24" CMP 150'

.29 PT SW #11

50' 150' 250' 100' CAP 5,579' 50' 100' 100' 100' 50' 100' 75' CAP 1,746' 75' 140' 125' 140' 150' 125' 150' 125' 100' 125' 100' 75' 100' 75' 50' 50' CAP 5,386' 200' 75'

PAXTON
MP 99.23

GATEWAY
MP 93.49

SOUTH JUNCTION *
MP 85.61

C-99 1-30' | C-97F 10-00' | C-97E 10-00' | C-97D 10-00' | C-97C 10-00' | C-97B 10-00' | C-97A 10-00' | C-97 10-00' | C-96B 10-00' | C-96A 10-00' | C-96 4-00' 6-00' | C-95C 8-00' | C-95B 10-00' | C-95A 10-00' | C-95 1-00' | C-94A 6-00' | C-94 4-00' | C-93 2-00' | C-92A 3-00' | C-92 3-00' | C-91B 10-00' | C-91A 10-00' | C-91 8-00' | C-90E 10-00' | C-90C 10-00' | C-90D 10-00' | C-90B 10-00' | C-90A 10-00' | C-90 10-00' | C-89C 6-00' | C-89B 9-00' 8-00' | C-89A 10-00' | C-89 5-00' | C-88E 10-00' | C-88D 10-00' | C-88C 10-00' | C-88B 10-00' | C-88A 10-00' | C-88 10-00' | C-87B 7-00' | C-87A 10-00' | C-87 1-45' 1-00' | C-86A 0-45' | C-86 2-00' | C-85 8-00'

133B-50 133B-81 133B-50 133B-73 133B-50 133B-69 133B-81 133B-69 136-91 133B-82 136-92 133B-82 133B-68 136-92 133B-54 133B-68 133B-72 133B-83 133B-68 133B-81 133B-75 133B-82 133B-50 136-91 133B-68 133B-70 133B-70 133B-54 133B-P-82 133B-82 136-92 133B-69 133B-69 132-88 136-92 133B-90 132-88 133B-82 133B-69 136-90 133B-53 133B-83 133B-89 133B-75 133B-69 133B-81 133B-68 133B-82 133B-73 132-88 133B-68 132B-83 133B-81 133B-70 133B-75 133B-70 136P-81

TIES 82

SURF 82

05-01-93 P0330816

CONSTRUCTED 1911 — WISHRAM → ← BIEBER — CONSTRUCTED 1911

4142+00 — 85 — 4089+17 — 4036+35.9 — 3983+65.1 — 3930+79.5 — 3876+47 — 80 — 3823+66.2 — 3770+48.5 — 3717+61.7 — 3655+05 — 3604+28.1 — 75 — 3551+38.5 — 3418+42.8 — 3445+63.1 — 3392+76.3 — 3339+93.7 — 70

0.15 0.40 0.08 0.35 0.40 .40 BR T–82.4 WF–20' PVT UP 66713S 0.00 0.40 1208.61 0.00 0.21 0.20 0.30 0.80 0.23 0.52 0.28 0.50 0.64 0.43 0.45 0.36 0.60 0.35 0.36 .48 TUNNEL 4 CONC LINED 584' 0.60 0.36 .67 BR T–74.6 2–TRT 345' DESCHUTES RIVER PUB UP 66709C 0.44 0.51 0.30 0.00 0.25 1042.21

ABS/TWC — ABS/TWC

F35 | F25 — F25 | F35

.85 RL
.74 48" CP 68'
.56 30" CP 52'
.42 2–36" CP 60'
.29 2–36" CP 52'

.86 12" CP 22'
.76 PVT XING 66715F
.59 30" CP 48'
.47 10"x12" WB 37'
.34 48" CP 40'
.06 PVT XING 66714Y
.05 36" CP 44'

.54 36" CP 40'
.38 PVT XING 66712K
.31 18" CP 28'
.15 48" CMP 38'

.82 12" CP 18'
.73 12" CP 19'
.66 12" CP 19'
.55 18" CP 38'
.48 36" CP 40'
.12 30" CP 28'

.89 36" CP 44'
.81 12" CP 22'
.70 36" CP 44'
.54 48" CP 28'
.37 36" CP 40'
.19 PT SW #11
.15 30" CP 44'
.01 CULVERT
.00 PVT XING 66711D

.56 PVT XING 66710W
.46 CULVERT
.09 PT SW #11 & CULVERT

.48 30" CP 61'
.28 48" CP 60'
.17 2–24" CMP 32'

.23 30" CMP
.05 36" CP 48'

.74 24" CMP 46'

.23 36" CP 48'
.10 2–24" CMP 62'

.91 24" CMP 18'
.80 CULVERT
.78 2–42" CP 64'

.27 30" CP 58'

.87 BN XING SETOFF

.13 30" CMP 32'

.82 48" CP 40'
.74 2–30" CMP 32'
.55 60" CP 30'

.02 30" CMP 15'

.93 2–68"x72" CP 42'
.75 48" CMP 32'
.63 36" CMP 48'

.18 30" CMP 58'
.07 30" CMP 38'

.88 60" CMP 40'
.66 42" CMP 60'
.48 30" CMP 40'
.30 2–42" CMP 48'
.23 42" CMP 32'
.20 PT SW #11

.92 18" CMP 48'
.85 2–60" CMP 66'
.55 18" CMP 74'
.05 PT SW #11

100' 75' 50' 100' 75' 50' 100' 75' 50' 100' 140' 75' 50' 100' 125' CAP 5,294' 100' 100' 75' 100' 50' 100' 75' 75' 50' CAP 5,533'

KASKELA
MP 79.81

DIXON
MP 70.80

C–85 6–00' | C–84 2–30' | C–84A 5–00' | C83A 3–00' | C–82A 3–00' | C–83 6–00' | C–82 4–00' | C–81B 2–30' | C–81A 3–00' | C–81 4–00' | C–80A 5–00' | C–80 4–00' | C–78B 8–00' | C–79 3–00' | C–78A 3–00' | C–77C 8–00' | C–78 8–00' | C–77B 2–00' | C–77A 1–00' | C–76A 6–00' | C–77 4–40' | C–76 2–00' | C–75B 6–00' | C–75A 6–00' | C–75 6–00' | C–74A 6–00' 4–00' | C–74 4–00' | C–73A 4–00' | C–72A 6–00' | C–73 3–00' | C–72 5–30' | C–71B 6–00' | C–71A 6–00' | C–71 1–00' | C–70 4–30'

136–81 115SH–88 115B–73 115–73 115B–69 115B–48 115B–P–72 115B–70 132–79 115B–68 115–71 132–79 115B–48 132B–69 115B–48 115B–65 115B–48 115B–69 115B–48 136B–82 115P–72 115B–P–73 115P–72 136–81 132–80 115B–76 132B–77 115B–47 115B–48 115B–47 115B–88 115–72 136B–82 115B–72 115–73 132–83 136–82 115B–69 115B–P–70 132–79 115B–48 115B–P–77 115B–68 115B–48 115–72 132–79 132B–65 115SH–88 115B–48 132B–74 115B–48 115B–47 115B–75 115B–48 115B–68

TIES 82 — TIES 82

SURF 82 — SURF 82

05–01–93 P0530817

PASCO DIVISION – OREGON TRUNK SUBDIVISION

PA–8 LS–53 (18)

CONSTRUCTED 1911 — WISHRAM → — ← BIEBER — CONSTRUCTED 1910

0.13 | 0.09 | 1034.55 | 0.05 | 0.06 | 0.32 .01 BR T–67.0 2–DPG 115' EAGLE CREEK | 0.32 .55 TUNNEL 3 CONC LINED 519' | 0.28 | 0.18 | 0.26 | 0.03 | 0.36 | 0.20 .55 BR T–60.6 2–DPG 125' NENA CREEK | 0.17 | 918.64 | 0.45 | 0.52 .48 BR T–57.5 2–DPG 135' WAPINITIA CREEK | 0.44 | 0.35 | 0.36 | 0.48 | 0.22

3336+93.7 — 3287+64.6 — 3236+00.2 — 3183+16.3 — 3129+86.8 — 3077+02.7 — 3024+21.7 — 2971+41.5 — 2918+55.8 — 2875+77.4 — 2812+95.7 — 2760+14.6 — 2707+31.4 — 2654+40.9 — 2601+58.3 — 2548+71.7

70 — 65 — 60 — 55

ABS/TWC — ABS/TWC

F35 | F10 | F30 — F30 | F10 — F10 | F35

.98 24" CMP 48'
.79 12" CMP 14'
.78 30" CMP 32'

.31 42" CMP 50'
.08 2–48" CMP 44'

.02 12" CMP 14'

.95 12" CMP 18'
.85 12" CMP 18'
.73 30" CMP 38'
.68 12" CMP 38'
.62 36" CMP 38'
.61 12" CMP 18'

.44 12" CMP 34'
.38 30" CMP 34'
.19 12" CMP 18'
.11 12" CMP 18'
.08 12" CMP 18'

.90 12" CMP 18'
.88 CULVERT 18'
.77 12" CMP 18'
.73 12" CMP 16'
.63 12" CMP 16'
.51 18" CMP 30'
.46 12" CMP 18'
.34 24" CMP 66'
.22 18" CMP 36'
.17 12" CMP 18'
.12 RL 18'
.09 2–48" CMP 60'

.79 PT SW #11
.74 PVT XING DOT#
.70 30" CMP 66'

.42 12" CMP 42'
.30 12" CMP 28'
.25 48" CMP 56'

.13 18" CMP 58'

.93 30" CMP 34'

.72 2–48" CMP 50'
.65 30" CMP 50'
.52 18" CMP 24'
.46 12" CMP 30'
.33 12" CMP 22'
.27 12" CMP 24'
.06 2–48" CMP 44'

.02 30" CMP 32'

.75 60" CMP 44'
.63 12" CMP 24'
.53 12" CMP 24'
.49 12" CMP 24'

.16 24" CMP 48'

.94 12" CMP 20'
.88 12" CMP 22'
.84 12" CMP 22'

.56 PT SW #11
.49 60" CMP 74'

.39 CULVERT
.30 72" CP 42'

.06 24" CMP 60'

.99 PT SW #11
.94 24" CMP 24'
.81 2–60" CMP 44'
.76 30" CMP 54'
.58 60" CMP 38'

.47 42" CMP 64'
.36 12" CMP 16'
.32 12" CMP 16'

.14 18" CMP 36'

.93 42" CMP 64'
.85 18" CMP 40'

.63 RL
.53 18" CMP 40'

.33 48" CMP 64'

.05 42" CMP 32'

.45 24" CP 28'
.42 24" CP 32'
.40 RL
.37 30" CP 32'
.28 18" CP 56'
.22 18" CP 28'
.19 30" CP 36'
.13 30" CP 36'

.98 30" CP 36'

.77 30" CP 48'

.49 42" CP 32'
.45 36" CP 32'
.40 36" CP 32'
.38 30" CP 32'
.29 24" CP 40'
.17 30" CP 36'

.00 24" CP 48'

.86 36" CP 68'
.73 24" CP 32'
.62 30" CP 48'
.49 30" CP 32'

.20 30" CP 36'

.97 42" CP 32'

.73 18" CP 56'
.57 12" CMP 92'

.28 RL
.18" CP 32'
.20 24" CP 32'
.12 18" CP 40'

.83 30" CP 60'

.53 30" CP 68'
.40 24" CP 48'
.34 12" CMP 32'
.29 12" CMP 32'

.08 64"x72" MPP 50'

.93 12" CMP 24'
.82 12" CMP 22'

.60 PT SW #11

.43 48" CP 48'
.31 12" CMP 38'
.20 48" CP 48'
.09 12" CMP 42'

100' — 100' — CAP 2,557' — 50' — 50' — 100' — 50' — CAP 4,526' — 50' — 100' — 50'

DANT
MP 67.0

NENA
MP 63.30

C–69B 6–00' | C–69A 4–00' | C–69 2–50' 2–21' 5–03' 3–00' | C–68A 4–00' | C–68 4–30' 12–30' | C–67 1–00' 6–00' | C–66C 6–00' | C–66B 6–00' | C–66A 4–00' | C–66 5–00' 3–30' 4–10' | C–65A 6–00' | C–65 6–00' | C–64A 8–00' 2–00' | C–64 6–00' | C–63A 6–00' | C–63 3–00' | C–62C 1–20' | C–62B 6–00' | C–62A 7–20' | C–62 10–00' | C–61A 6–00' | C–61 2–40' | C–60 1–00' | C–59A 4–45' | C–59 8–00' | C–58B 3–00' 2–00' | C–58A 4–00' | C–58 4–00' | C–57A 3–45' | C–57 4–00' | C–56D 4–00' | C–56C 5–00' | C–56A 4–00' | C–56B 6–00' | C–56 2–00' | C–55 0–20'

115B–75 | 132B–64 | 115B–66 | 115B–77 | 115B–77 | 115B–70 | 115B–63 | 115B–77 | 115B–P–70 | 132–83 | 132B–80 | 115–72 | 136–82 | 132–79 | 136–81 | 132–79 | 115B–68 | 115B–67 | 132B–67 | 132B–79 | 136–82 | 132B–67 | 132–80 | 115B–72 | 136–82 | 132B–79 | 115B–68 | 115B–77 | 132–79 | 115B–77 | 115B–69 | 136–81 | 136–90 | 132–80 | 115–71 | 115B–48 | 132–81 | 136–91 | 115P–72 | 115B–66 | 115B–69 | 132–80 | 115B–65 | 115B–77 | 132B–66 | 115B–48

TIES 82

SURF 82

TIES 82

SURF 82

05–01–93 P0530818

PASCO DIVISION – OREGON TRUNK SUBDIVISION

PA–8 LS–53 (19)

CONSTRUCTED 1910 | WISHRAM → | ← BIEBER | CONSTRUCTED 1910

.39 PUB XING OH 66707N US 197

.22 BR T–49.2 3–TPG 246' WHITE RIVER

.16 BR T–47.2 667066 3–DPG 199' ST HWY 290

.00 BR T–44.0 2–DPG,3–DRT 507' DESCHUTES RIVER

.82 TUNNEL 43.8 810' ROCK LINED

.69 BR T–43.7 4–DPG, DRT 468' DESCHUTES RIVER

2548+71.7 | 2495+91.8 | 2443+11.1 | 2388+34.2 | 2335+54.2 | 2282+88.8 | 2230+21.7 | 2177+05.8 | 2124+17 | 2071+23.9 | 2017+77 | 1965+47.5 | 1912+52.9 | 1859+69.5 | 1778+44.7 | 1729+48.8

55 | 50 | 45 | 40

ABS/TWC | ABS/TWC

F35 | F35 F30 F35 | F35 | F25 F30

MAUPIN MP 54.2

CAMBRAI MP 54.91

TUSCAN MP 50.4

SHERAR MP 46.9

WASCO CO SHERMAN CO | SHERMAN CO WASCO CO

C–54A 2–00' | C–54 4–45' | C–53A 4–20' 3–00' | C–53 2–00' | C–52B 2–00' | C–52A 2–30' | C–52 1–00' | C–51 2–30' 3–45' | C–50 2–00' 4–00' 1–30' | C–49A 6–00' | C–49 6–00' | C–48A 5–00' | C–48 1–00' | C–47B 6–00' | C–47A 1–00' | C–47 1–30' | C–46C 6–00' | C–46B 4–00' | C–46A 2–30' | C–48 3–30' | C–45A 4–30' 6–00' | C–45 6–00' | C–44B 5–00' | C–44A 1–00' | C–44 6–00' | C–43A 5–00' | C–43 2–55' | C–42C 4–00' | C–42B 6–00' | C–42A 3–00' | C–42 3–30' | C–41 4–00' 2–30' | C–40 2–30'

TIES 92 | 45,000 TIES – MP 0 THRU MP 55 – 1992 | 92 | TIES 92

SURF 82 | 82 | 82 | SURF 82

05–01–93 P0530819

CONSTRUCTED 1910 — WISHRAM → — ← BIEBER — CONSTRUCTED 1910

.70 BR T–39.7 3–DPG 84' OAK CANYON

.76 BR T–31.8 4–WF 56'

.46 BR T–29.5 2–DPG 125'

0.33 0.27 0.43 0.15 606.29 0.01 0.36 0.22 0.19 0.18 0.30 0.25 553.51 0.00 0.44 0.01 0.40 0.29 0.09 0.03 0.02 513.49 0.00

1725+48.6 | 40 | 1672+54 | 1664+56.5 | 1611+91.1 | 1560+39.2 | 1507+58.5 | 35 | 1454+68.3 | 1401+63.6 | 1348+11.1 | 1296+30.3 | 1243+87.3 | 30 | 1191+02.1 | 137+89 | 1085+08.8 | 1033+13.6 | 980+24 | 25

ABS/TWC F30 — ABS/TWC F30

.95 30" CP 44'
.68 PT SW #11
.50 RL
.49 42" CP 48'
.40 12" CMP 54'
.33 12" CMP 45'
.29 36" CP 52'
.16 24" CP 64'

.76 30" CP 61'
.56 24" CP 32'
.37 PT SW #11
.34 24" CMP 27'
.19 12" CMP 19'
.07 18" CP 30'

.89 CULVERT
.73 24" CP 36'
.52 24" CP 44'
.48 CULVERT
.34 12" CMP 21'
.20 36" CP 40'
.01 12" CMP 24'

.76 12" CMP 24'
.47 42" CP 38'
.41 18" CP 40'
.31 18" CP 30'
.13 12" CMP 21'
.09 30" CP 40'

.91 30" CP 44'
.81 42" CP 36'
.75 12" CMP 28'
.71 12" CMP 22'
.65 12" CP 22'
.58 30" CP 36'
.36 12" CMP 20'
.17 12" CMP 22'

.08 12" CMP 22'

.61 24" CP 40'
.43 12" CMP 22'
.40 CULVERT

.08 12" CMP 22'

.87 24" CP 36'
.80 18" CP 21'
.68 24" CP 36'
.50 12" CMP 22'

.30 48" CP 72'

.06 42" CP 40'
.00 24" CP 44'

.78 48" CP 40'
.71 12" CMP 19'
.64 12" CMP 18'

.93 30" CP 48'
.69 24" CP 40'

.47 24" CP 44'
.41 30" CP 51'

.24 24" CP 44'

.10 30" CP 44'

.88 30" CP 42'
.82 12" CMP 19'
.75 12" CMP 18'

.19 PT SW #11
.07 CULVERT

.63 PT SW #11
.50 42" CP 48'
.31 STD DR 40'
.22 30" CP 40'
.09 30" CP 44'
.04 30" CP 66'

.86 18" CMP 15'
.59 30" CP 40'
.46 48" CP 48'
.24 48" CP 56'
.17 42" CP 48'
.15 RL

.48 18" CMP 16'

.22 18" CMP 18'
.09 18" CMP 18'
.08 18" CMP 16'

.96 18" CMP 16'
.81 24" CP 52'
.67 30" CP 56'

.41 48" CP 44'
.30 12" CMP 19'
.15 PT SW #11
.09 30" CP 60'
.02 30" CP 84'

.94 24" CP 68'
.84 30" CP 68'
.78 30" CP 64'
.66 30" CP 60'
.58 PT SW #11
.56 18" CP 44'
.45 12x12" DB

.10 RL
.06 12" CP 15'

100' 100' 100' 100' 100' 100' 50' 100' 50' 100' 50' 100' 50' 100'

CAP 6.292' CAP 2,539' CAP 2,544'

100' 100' 100' 100' 100' 100' 50' 100' 50' 100' 50' 100' 50' 100'

OAKBROOK *
MP 39.66

SINAMOX
MP 30.06

DIKE
MP 25.9

C–40 2–30' 4–00' C–39A 5–26' | C–39 2–00' | C–38 3–15' 2–00' 4–00' 2–12' 6–00' | C–37B 2–00' | C–37A 2–00' 3–00' | C–37 1–00' | C–36A 2–30' | C–36 6–00' | C–35 6–00' 3–00' 4–20' 2–10' 6–00' 6–00' | C–34B 2–30' | C–34A 7–30' | C–34 6–00' | C–33 6–00' 2–40' 2–30' 6–00' 1–45' | C–32 6–00' 3–00' 6–00' | C–31A 1–00' | C–31 2–40' 2–45' | C–30A 8–00' | C–30 2–30' | C–29C 3–00' | C–29B 4–00' | C–29A 2–00' | C–29 1–00' | C–28A 3–00' | C–28 6–00' 4–00' | C–27 8–00' 4–00' | C–26A 1–40' 1–00' | C–26 1–00' | C–25A 3–00'

115B–70 136–82 132–79 132B–64 | 132–79 115–72 | 115B–91 115–72 115B–73 | 115–72 115B–73 115B–73 | 115–72 115B–73 | 115B–75 | 132–80 | 115B–69 115–72 115B–48 136–81 | 132–79 115B–48 | 132–81 | 132–79 | 132B–74 132B–64 | 115B–75 | 115B–71 | 132–79 132B–67 136–90 | 115–72 115B–73 | 115–72 115B–47 115B–67 132–80 136–82 | 132–80 | 115–72 | 132–80 | 115B–48 136B–81 | 132B–68 | 132–79 | 132–80 | 115B–48 115–72 115–72 132B–78 | 115B–48 132–83

TIES 92 — TIES 82

SURF 82 — SURF 82

05–01–93 P0530820

PASCO DIVISION – OREGON TRUNK SUBDIVISION

PA–8 LS–53 (21)

CONSTRUCTED 1910 — WISHRAM → — ← BIEBER — CONSTRUCTED 1910

980+24 | 963+27.2 | 910+33.4 | 857+48.9 | 804+60 | 751+61.1 | 698+75.4 | 646+02.9 | 593+21.3 | 540+24.9 | 418+09.9 | 365+15.2 | 312+22.3 | 259+77.8 | 208+94.4 | 133+98.6

25 — 20 — 15 — 10

513.49 | 333.12

0.00 0.26 0.60 0.54 0.52 0.64 0.34 0.39 0.46 0.42 0.36 0.50 0.60 0.28 0.70 0.46 0.60 0.54 0.58 0.60 0.47 0.34 0.46 0.29 0.38 0.52 0.09 0.15 0.00

ABS/TWC — ABS/TWC

F30 F10 — F35 — F35

.73 36" CP 104'
.68 30" CP 80'
.62 36" CP 48'
.55 36" CP 48'
.44 18" CMP 18'
.38 30" CP 114'
.25 12" CMP 17'
.07 24" CMP 42'

.74 12" CMP 15'
.67 12" CMP 18'
.57 12" CMP 15'
.51 18" CMP 19'

.11 18" CMP 15'
.07 12" CMP 15'
.01 18" CMP 15'

.97 18" CMP 15'
.84 18" CMP 15'

.64 18" CMP 15'
.57 12"x12" CB 215'

.43 18" CMP 18'
.35 18" CMP 17'
.31 18" CMP 17'
.23 18" CMP 17'

.06 12"x12" CB 184'

.95 12" CMP 17'
.84 24" CP 80'
.76 30" CP 80'
.68 30" CP 108'
.53 36" CP 60'
.52 36" CP 60'
.46 30" CP 60'
.38 30" CP 60'
.25 96" ARM TL 35'

.89 18" CMP 20'
.85 18" CMP 15'

.65 12" CMP 25'
.56 42" CP 120'

.41 24" CP 56'
.36 24" CP 48'

.18 37"x91" MPP 48'

.96 24" CMP 23'
.92 30" CMP 64'
.89 30" CP 21'
.73 18" CMP 18'
.70 30" CP 72'
.56 24" CP 44'
.49 18" CMP 28'
.25 48" CP 36'

.06 12" CMP 19'

.91 18" CMP 20'
.78 12" CMP 19'
.74 24" CP 40'

.55 12" CMP 19'
.44 42" CP 44'
.34 PT SW #11'
.29 42" CP 49'

.15 CULVERT
.00 12" CMP 37'

.98 12" CMP 42'
.85 90" CMP 55'
.79 CULVERT
.74 24" CP 57'
.64 24" CP 81'

.38 18" CMP 49'

.22 PT SW #11
.21 12" CMP 23'

.71 24" CP 36'
.57 18" CP 81'
.52 12" CMP 22'

.13 67"x91" MPP 58'
.05 RL
.02 18" CP 60'

.83 12" CMP 23'
.90 2–89"x94" CP 42'
.75 12" CMP 22'

.55 24" CP 63'

.38 42" CP 96'
.28 12" CMP 27'

.07 30" CP 84'
.01 12" CMP 28'

.99 CULVERT
.89 36" CP 44'
.80 12"x10" CB 25'
.75 18" CP 40'
.75 18" CP 75'
.60 42" CP 95'
.58 18" CP 60'
.36 30" CP 60'

.55 48" CP 88'

.25 42" CP 112'
.13 48" CP 112'
.03 PVT XING 667047
2–108" MMP 90'

.80 67"x91" MMP 34'

.28 30" CP 32'
.18 BN XING, SETOFF
.07 24" CP 84'

.64 30" CMP
.55 12" CMP 23'
.40 108" MPP 50'

.19 12" CMP 21'

100' 75' 50' 75' 100' 75' 200' 100' 75' 50' 100' 50' 100' 50'

CAP 5,448'

200' 75' 50' 75' 100' 100' 75' 50' 50' 200' 100' 50'

LOCKIT
MP 17.76

C–24B 4–30' 5–11' C–24 10–00'
C–24A 10–00' C–23 0–46' C–22B 2–00' C–22A 2–00' C–22 3–00' C–21 1–00' 2–40'
C–25 5–00' C–23A 8–00' 6–00' 11–00' C–21A 3–00' C–20 4–00' C–19A 3–30' C–19 1–30' 1–00' C–18 3–00' C–17 4–30' 0–30' 3–00' 2–03' 5–42' C–16 5–36' 5–40' 5–43' 5–40' C–15B 2–30' C–15A 0–30' C–15 2–00' C–14 5–30' C–13 2–00' 2–30' 2–31' 2–28' 0–59' C–12A 5–45' C–12 3–31' C–11 3–00' C–10A 3–11' C–10 1–00'

132–83 136B–81 115B–75 132B–81 115B–73 136–92 132–88 115B–47 115B–72 115B–47 132–79 115–77 115–72 115–72 132–79 115–72 115B–48 115B–68 115B–48 115B–69 115B–48 132–79 115B–48 115B–P–69 115B–70 115B–P–70 115–77 115B–76 115–72 115B–48 115B–P–73 115B–48 115B–P–73 115B–48 115B–P–73 115–72 115B–48 132–83 115B–48 115B–69 115B–48 115B–70 115B–48 115B–48 115B–68

TIES 92

SURF 82

TIES 92

SURF 82

05–01–93 P0530821

PASCO DIVISION – OREGON TRUNK SUBDIVISION

PA–8 LS–53 (22)

CONSTRUCTED 1910 | CONSTRUCTED 1911 | WISHRAM → | ← BIEBER | CONSTRUCTED 1911

153+96.6 | 101+65.8 | 48+83.6 | 481+19.4 | 534+01.7 | 587+07.6 | 639+96.2 | 693+06.2 | 745+95.6 | 798+47.6 | 851+27.7

10 | 5 | 0

0.00 | 333.12 | 0.51 | 0.60 | 0.40 | 0.60 | 0.60 | 0.45 | 0.58 | .89 BR T–4.9 PT UP 7179 PUB UP 86703L | 0.48 | 0.52 | 0.60 | 0.52 | .77 TUNNEL 1 CONC LINED 813' | 0.60 | 0.44 | 0.58 | 0.44 | 0.60 | 0.55 | 0.43 | 0.52 | 0.60 | 193.17 | 0.00 | 0.30 | .96 PUB OH, I–84 | .60 BR T–0.4 22–DPG, 8–TPCT 4,066' COLUMBIA RIVER | 0.28 | 0.51 | 0.71 | 0.50 | 0.00 | 0.00

LS 053 | LS 047

ABS/TWC | ABS/TWC

F35 | F35 | F10

.92 36" CP 98' .77 67"x91" MPP 36' .76 30" CP 72' .71 30" CP 72'

.48 30" CP 99' .34 24" CP 33'

.10 30" CP 48' .03 36" CP 48' .02 67"x91" MPP 36'

.91 36" CMP 132' .77 36" CP 116' .68 36" CP 76'

.48 36" CP 80' .41 24" CP 122'

.17 48" CP 88' .05 36" CP 64'

.95 18" CP 75' .88 67"x91" MPP 36' .87 RL .74 24" CP 165' .64 18" CP 60' .52 36" CP 72' .39 24" CP 51' .29 30" CP 72'

.11 67"x91" MPP 60'

.81 2–48" CP 128'

.63 12" CMP 20' .52 36" CP 48'

.29 36" CP 100'

.13 30" CP 105'

.90 67"x91" MPP 40' .86 PT SW #11 .72 24" CP 100' .66 18" CP 108'

.38 CP 154'

.21 48" CP 56'

.94 PT SW #11 .91 PVT XING

.70 48" RCP 247'

.40 42" CP 80'

.23 24" CP 93'

.21 18" CP 44' .15 24" CP 32'

.96 30" CP 64' .78 30" CP 88'

.55 2–30" CP 148'

.92 42" CP 48' .81 PUB XING 66702E XBUCKS

.52 18" CP 42'

.25 18" CMP 30' .14 24" CMP 57'

.96 PT SW #11, RH

.60 STATE & COUNTY LINE .42 PT SW #11

.19 PT SW #9

TO PORTLAND

MAIN 2 MAIN 1

UPRR

50' | 50' | 50' | 100' | 200' | 50' | 100' | 50' | 50' | 75' | 50' | 50' | 50' | 50' | 25'

CAP 4,399'

WASCO CO., OR. KLICKITAT CO., WA.

MOODY * MP 5.33

O. T. JCT. MP 1.0

TO WISHRAM

WISHRAM MP 0.0

C–9A 2–00' | C–9 2–00' 1–20' | C–9B 3–00' | C–8A 3–20' | C–8 3–00' 1–00' | C–7B 6–00' | C–7A 3–30' | C–7 2–15' | C–6 5–00' | C–5A 4–00' | C–5 1–00' | C–4A 3–00' 2–00' | C–4 1–40' | C–3B 4–00' | C–3A 4–50' | C–3 1–41' 3–00' 1–40' 1–00' | C–1A 1–00' | C–1 7–30' | C–0 8–00'

115B–48 | 115B–74 | 132–80 | 115B–48 | 115B–47 | 115–72 | 115–72 | 132–79 | 132–79 | 115–79 | 115–77 | 115B–72 | 115–77 | 132–79 | 115–77 | 115–72 | 115B–47 | 132–P–79 | 115B–70 | 115B–74 | 115B–48 | 132B–68 | 115B–70 | 115B–P–74 | 115B–65 | 115B–48 | 115B–65 | 136–82 | 115–73 | 132B–82 | 115B–71 | 132B–73 | 115B–83

TIES 92 | 45,000 TIES – MP 0 THRU MP 55 – 1992 | TIES 92

SURF 82 | SURF 82

TRACK CONSTRUCTION

BRIDGES

GRADE

MILEPOST

SIGNALS

SPEED

TRACK

CURVES

RAIL

TIES

SURFACE

05–01–93 P0530822



PLT DATE: 7-12-93

PASCO DIVISION – WALLA WALLA SUBDIVISION

PA–26 LS–450 (1)

TRACK CONSTRUCTION

CONSTRUCTED 1889

PASCO →

← WALAIR

CONSTRUCTED 1880

BRIDGES

1.40 1.32 1174.20 1.52 1.25 1.30 1.44 1.24 1.01 0.61 COMP (0.95 MAX.) 1.43 1.32 1.47 1.49 0.12 1.06 1.41 0.83 .72 PUB OH 97097T US HWY 12 1.10 893.90 0.02 .00 PUB UP 97201K 0.40 0.69 0.78 0.39 0.72 0.17

GRADE

2938+82.6 2887.00.6 2834+22.6 2781+42.6 2728+62.6 2675+82.6 21+86.3 EQ 12843+37.2 56+08 12823+94.6

MILEPOST

68 65 13

5362.3'

SIGNALS

YARD LIMITS

SPEED

F20

68.01 END OF TRACK

.91 PUB XING 97070J
.90 PT SW #9
.80 PVT XING 97071R
.69PT SW #9
.56 PVT XING DOT#
.40 PT SW #9
.32 PVT XING DOT#
.30 PVT XING DOT#
.07 PT SW #9
.06 PUB XING 97074L
.05 PT SW #9

.77 PVT XING 97075T
.71 PVT XING 97076A
.64 PT SW #9
.56 DERAIL
.25 2–42" CIP 36'
.04 PUB XING 97077G

.79 PUB XING 97078N

.97 PUB XING 97079V
.87 PUB XING 97080P
VALENCIA AVE
.80 PUB XING 97081H
FIGUEROA AVE
.72 24" TP 48'
.68 PUB XING 97082D
ALVERADO AVE
.51 PUB XING 97083K
ISAACS ST., SIGS
.40 PUB XING 97084S
PARK STREET
.33 PUB XING 97085Y
TOUCHET STREET
.25 PUB XING 97086F
TUKANON STREET
.17 PUB XING 97087M
MAIN STREET
.08 PUB XING 97093R
E ROSE
.03 PUB XING 97095E
E SUMACH

.95 PUB XING 97096L
.94 PT SW #9

.74 PT SW #9

.63 PUB XING 97098A
.57 PUB XING 97100Y
.54 PVT XING 97101F
.50 PUB XING 97102M
.44 PUB XING 97103U
.37 PUB XING 97104B
.34 PT SW #9
PT SW #7
.31 PUB XING 97105H
.30 RR XING UPRR
.28 PUB XING DOT#
.26 PT SW #9
.25 PT SW #7
.05 PUB XING 97108D

.99 PT SW #9

.78 PVT XING 97109K

.56 PT SW #9
.54 24" TP 34'
.51 PVT XING DOT#
.46 PT SW #9
.41 PVT XING 97110E

62.01 END OF TRACK

.42 END OF TRACK

.99 PT SW #9
.98 PT SW #9
.96 PVT XING 97201K
.67 PT SW #14
PT SW #14
TO ZANGAR JCT. & WALLA WALLA
.36 PT SW #11
.24 PT SW #9
.16 PT SW #11
.08 PT SW #9

TRACK

CAP 825'
50' 75' HWY EASEMENT 50' 50' 25' UPRR
TO WASHINGTON STATE PENITENTARY
TO RIPARIA & SPOKANE
200' 100' 200' TD UPRR

WALAIR
MP 67.7

WALLA WALLA
MP 63.8

BN OPERATES OVER UPRR TRACKS BETWEEN ATTALIA & MP 63.30

CURVES

C–67 2–45'
C–66A 4–00'
C–66 4–00'
C–65A 7–30'
C–65 5–00'
C–64A 4–00'
C–64 6–00'
C–63B 1–55' 2–00'
C–63A 2–00'
C–63 6–00'
C–62 3–00'
C–13 3–00'
C–12B 3–00'
C–12A 8–00'
C–12 4–30'

RAIL

85B–42 100B–54
85B–42 100B–54 85B–42 100B–54
85B–22
85B–21
90B–52 85B–21 90B–42
85B–21 72B–13 72B–13 72B–13 90B–51 90B–51
112B–53

TIES

72 72 TIES

SURFACE

77 77 SURF 59

05–01–93 P4502601

PASCO DIVISION – WALLA WALLA SUBDIVISION

PA–26 LS–450 (2)

CONSTRUCTED 1880 | CONSTRUCTED 1880 | PASCO → | ← WALAIR | CONSTRUCTED 1880

LS 450 | LS 47 | LS 47 | LS 048

.28BR 3 TRT LS TRT, DPG 1574' SNAKE RIVER

354.92 | 356.90 | .34 BR 8 TPG 75' | 12823+94.6 | 12771+14.6 | 12718+34.6 | 12665+54.4 | 12612+74.6 | 12559+95.0 | 12507+14.0 | 12454+35.0 | 12401+55.0 | 12348+75.1 | 12295+95.1 | 12243+15.1 | m12217+97.6 Ω12227+45.2 | mP+86 ΩS+84.3 | 0+67

10 | 5 | 0

ABS | ABS | ABS | C11 | C11

F25 | F25

.67 PT SW #9 | .45 PT SW #11 | .67 PUB XING 972025 .XX END BNRR BEGIN UPRR | .78 60" CMP 99' | .52 24" CMP 37' | .80 PUB XING 97203Y .78 24" CMP 38' | .43 PT SW #11 | .99 24" CMP 46' | .68 PT SW #11 | .67 PT SW #11 | .XX END BNRR BEGIN UPRR | .20 PT SW #11 | .07 PT SW #9 | .96 PUB XING 97204F MAIN STREET .93 PT SW #11 | .14 COUNTY LINE | .70 PT SW #11 | .75 PT SW #11 | .52 PT SW #11 | .40 PUB XING DOT# SIDE GATES A STREET | .32 PT SW #11 | .17 PT SW #11 | .01 PUB XING DOT# SIDE GATES A STREET | .00 PT SW #11

TO KENNEWICK AND YAKIMA

TO PORTLAND

SEE PASCO TERMINAL MAP

TO SPOKANE

200' | 100' | 100' | 200' | 200' | 200' | 200' | 200'

UPRR | UPRR

100' | 100' | 100' | 200' | 200'

ATTALIA MP 12.0

VILLARD JCT MP 5.7

BURBANK MP 4.0

WALLA WALLA CO
FRANKLIN CO

TO MARTINDALE

AINSWORTH JCT MP 2.7

PASCO MP 0.0

C–10 1–00' | C–9 2–00' | C–7A 2–00' | C–7 2–00' | C–6 1–00' | C–4A 1–00' | C–4 1–00' | C–3 4–30' | C–1 2–32' 0–30' | C–0A 5–00' | C–0 8–25'

90B–26 | 115B–72 | 112B–67 | 112B–47

112B–53 | 112B–53 | 112B–53 | 90B–26 | 112B–65 | 115B–49

TIES

SURF 59 | 59 | 54 | 59 | 59 | 59 | 64

TRACK CONSTRUCTION
BRIDGES
GRADE
MILEPOST
SIGNALS
SPEED
TRACK
CURVES
RAIL
TIES
SURFACE

05–01–93 P4502802