

# TRACK CHART & ALIGNMENT BOOK

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### FOR

# OREGON DIVISION

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MAXIMUM SPEED RESTRICTIONS (miles per hour) —  
PASSENGER AND FREIGHT -EASTWARD and  
WESTWARD OR WESTWARD ONLY

# SYMBOLS AND ABBREVIATIONS

70-60

Speed sign - Passenger and Freight (Ord.)\*  
Eastern District only.

City Ordinance speed restrictions are applicable  
approaching first public crossing and until engine has  
covered last public crossing within corporate limits.

Y

Yard limit

- - - -

Southern Pacific Pipelines Inc. within S.P.T. Co. right of way.

S  
L = 3857'

Spring switches

Length of siding between fouling points in feet.

## RAIL

S.H. . . . . Secondhand Rail

CWR . . . . . Continuous Welded Rail

W . . . . . Welded Rail 78' new or 72' secondhand

C.M. . . . . Curve Master Rail 39' long

I.M. . . . . Inter Manganese Rail 39' long

F.H. . . . . Flame Hardened Rail

. . . . . Speno Ground



FILTER FABRIC

## DETECTORS



. . . . . Hot Box



. . . . . Dragging Equipment



. . . . . Wide Load



. . . . . High Water

**Note:** The following abbreviations and symbols will be  
made commencing Jan. 1976:

78'HS, 78', 72' . . . . . replaced by 'W'  
HS, HSR . . . . . replaced by 'CWR'

== . . . . . replaced by

WESTWARD

CURVATURE

RAIL: Year laid —

Weight —

DATE: Retied and type of ballast —

EASTWARD  
AND  
SINGLE

RAIL: Year laid —

Weight —

DATE: Retied and type of ballast —

CURVATURE

MAXIMUM SPEED RESTRICTIONS (miles per hour) —

PASSENGER AND FREIGHT -EASTWARD ONLY

MAXIMUM GRADE -PERCENT EASTWARD AND WESTWARD —

ROADMASTER AND ROADMASTER'S DISTRICT —

Centralized Traffic Control —

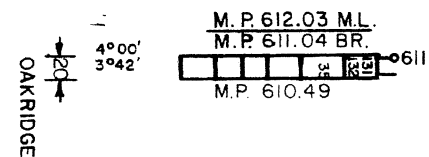
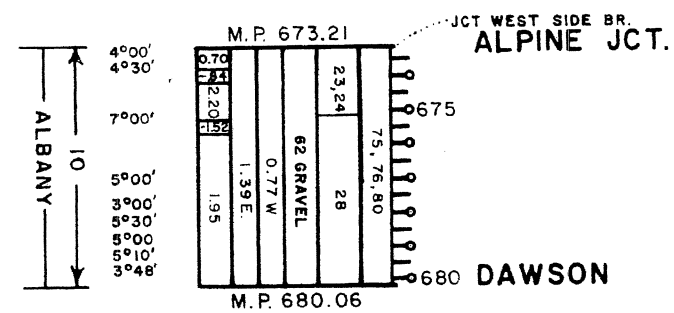
REVISED TO:

REVISED TO:

0-1

BAILEY

FALL CREEK

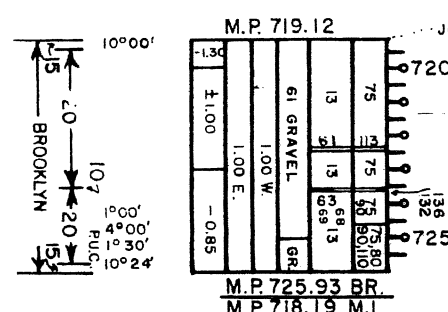
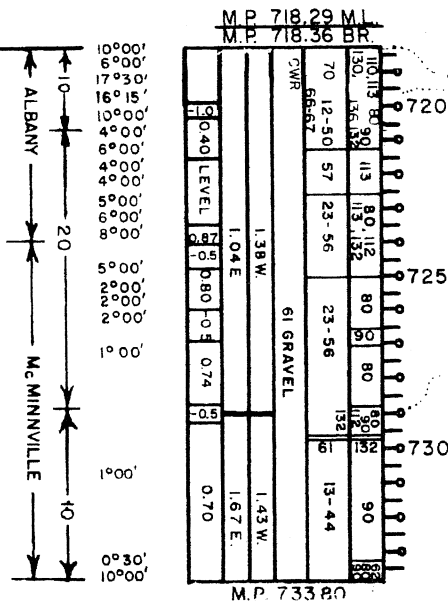


DALLAS

GEER

SALEM  
JCT. MAIN LINE  
O.E. RY. XING  
WEST SALEM  
WINONA  
THIELSEN  
GERLINGER  
DALLAS

GEER  
JCT. WOODBURN - SPRINGFIELD BR.  
8" S.P. PIPE LINE  
SALEM



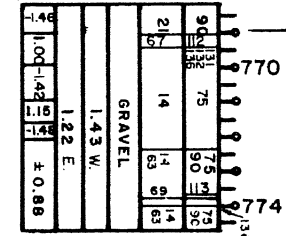
JEFFERSON ST.

LAKEVIEW

M.P. 743.79-TILLAMOOK BR.  
M.P. 768.21-JEFF. ST. BR.

WILSONIA

768.98 EQUATION  
768.97

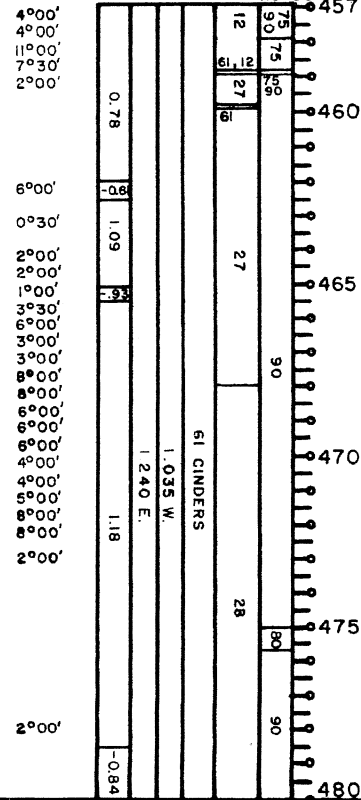


M.P. 774.72

JEFFERSON ST.  
(PORTLAND)

M.P. 456.89

JCT. ALTURAS LINE  
ALTURAS

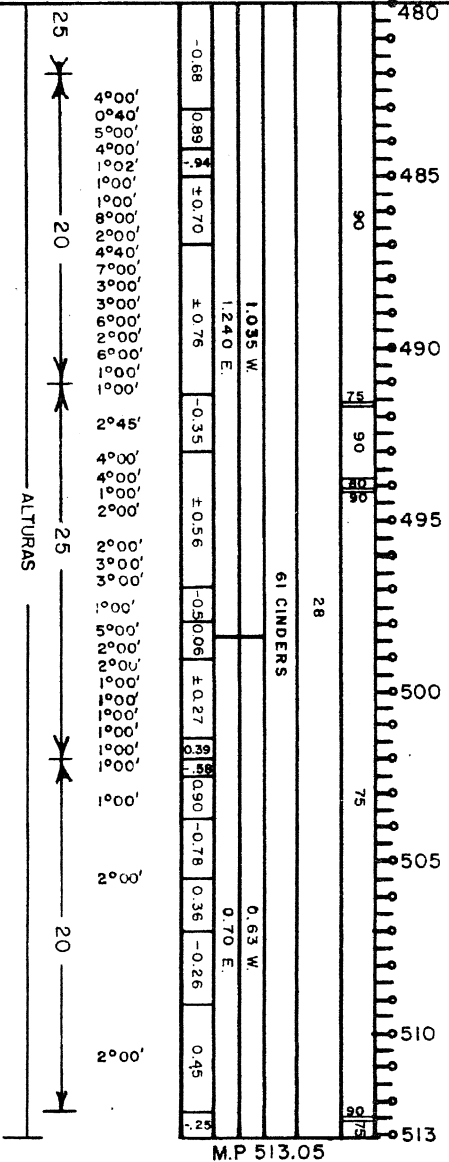


ALTURAS

LAKEVIEW

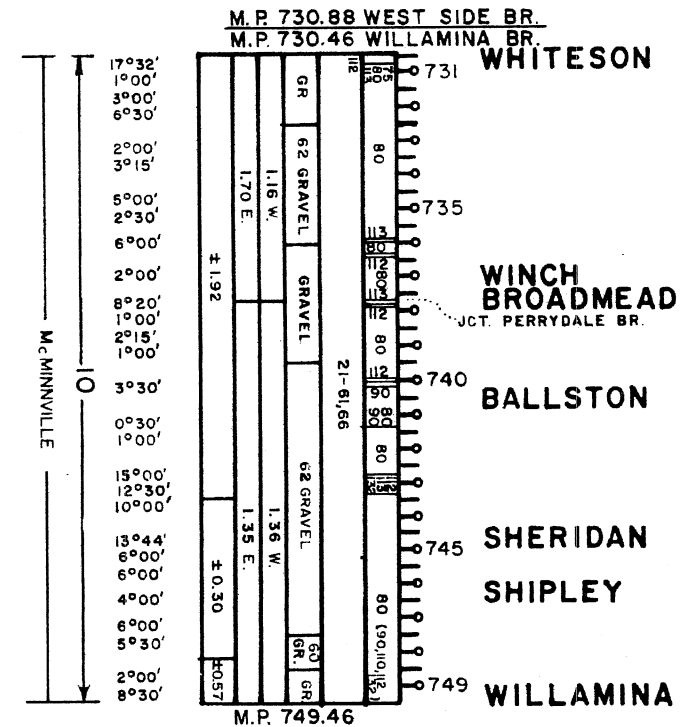
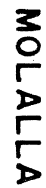
CALIFORNIA OREGON

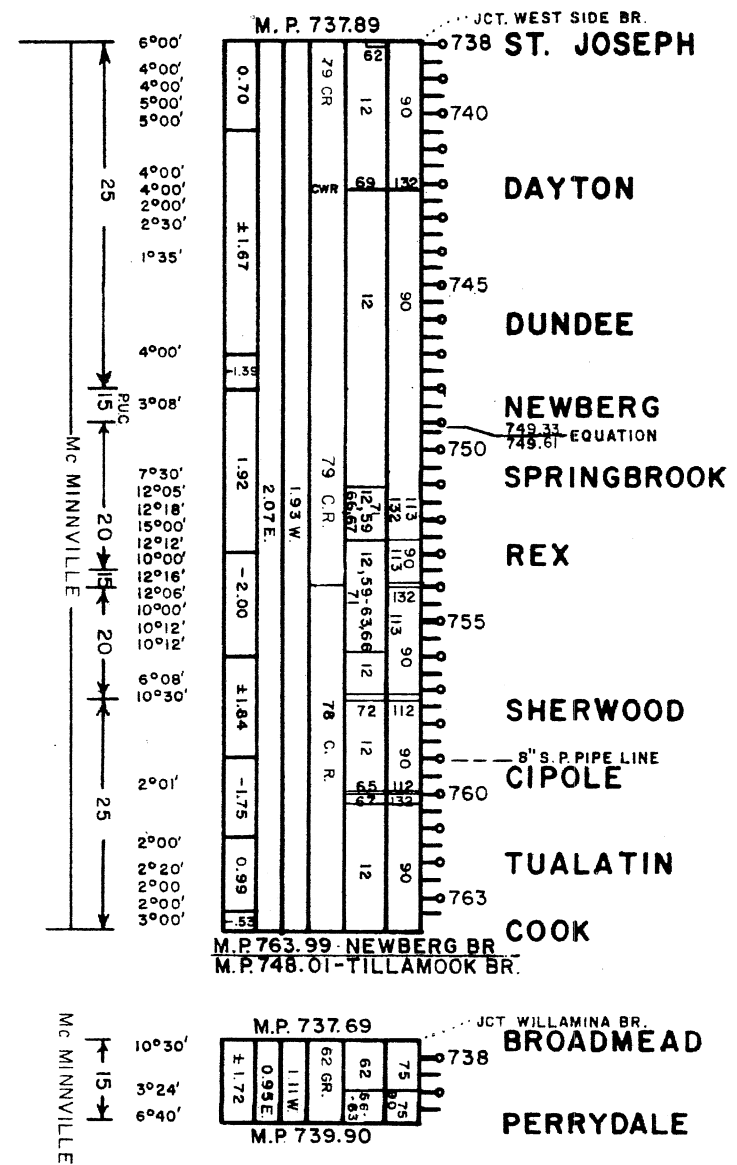
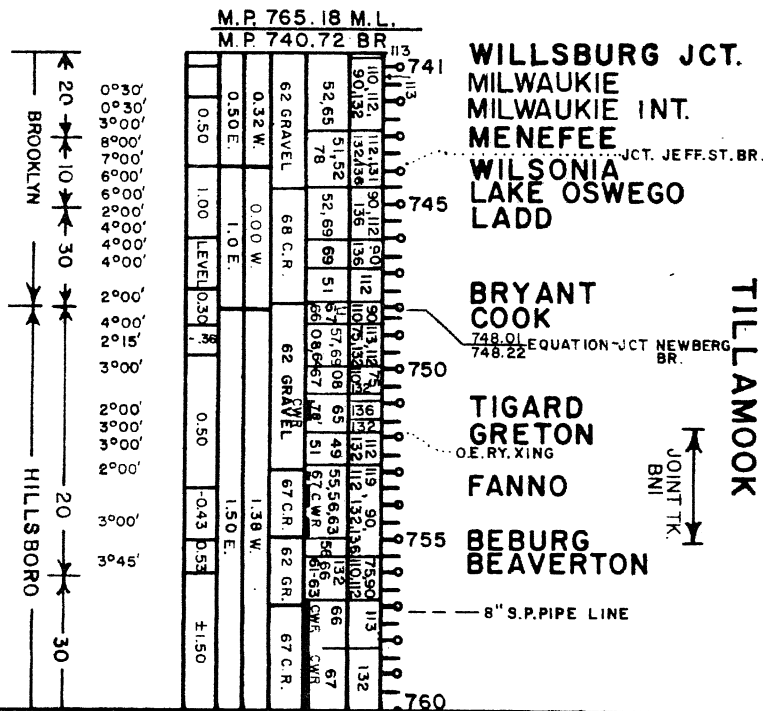
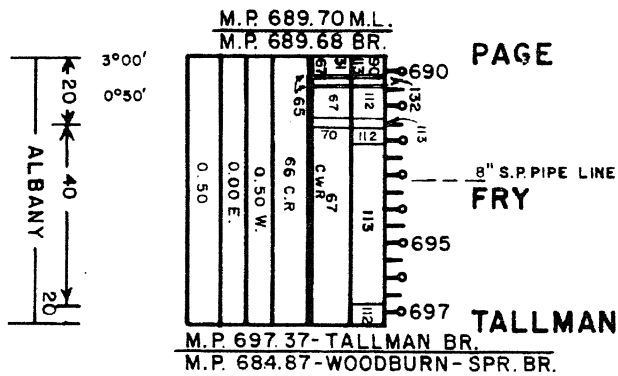
LAKEVIEW

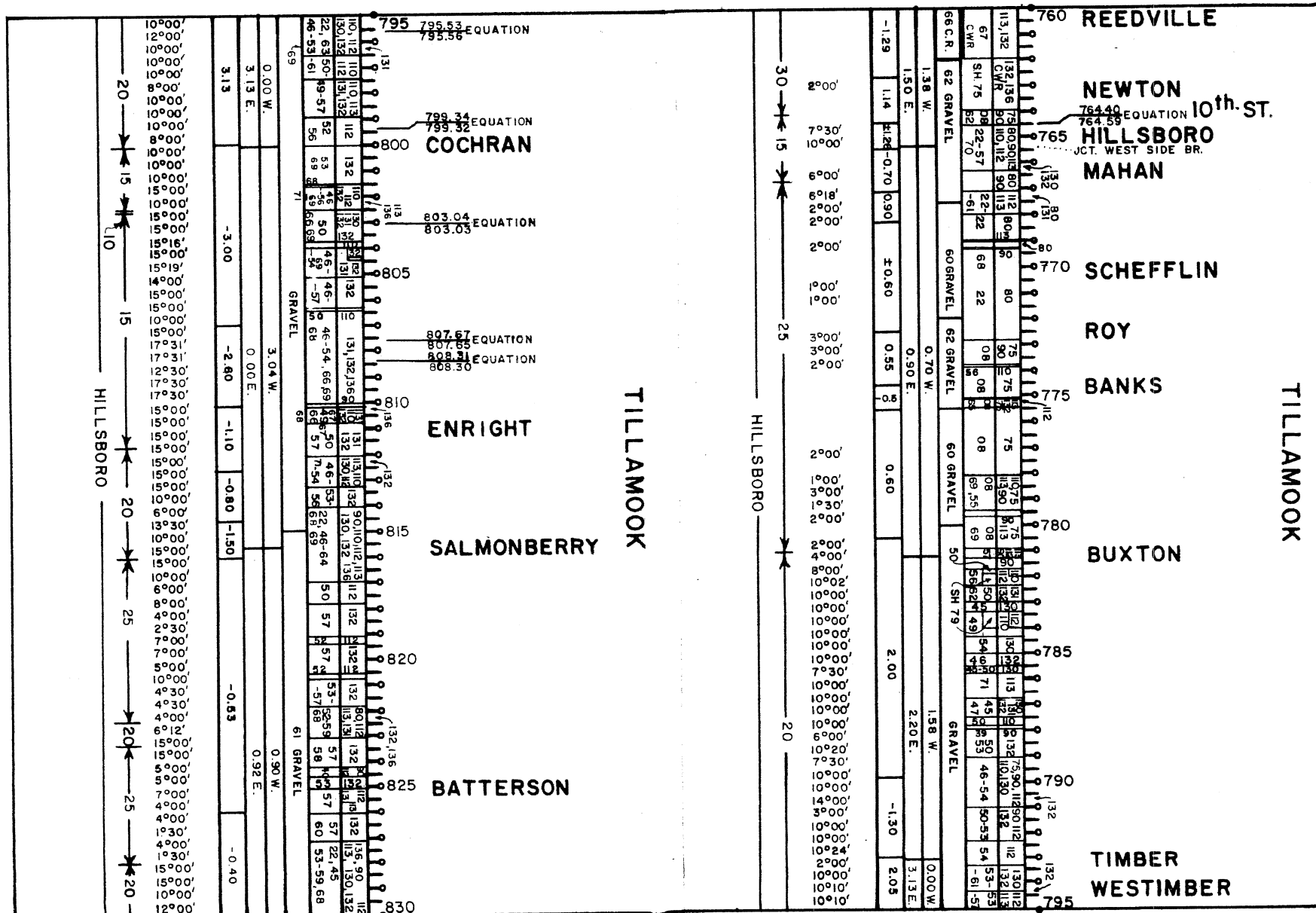


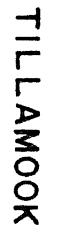
M.P. 513.05

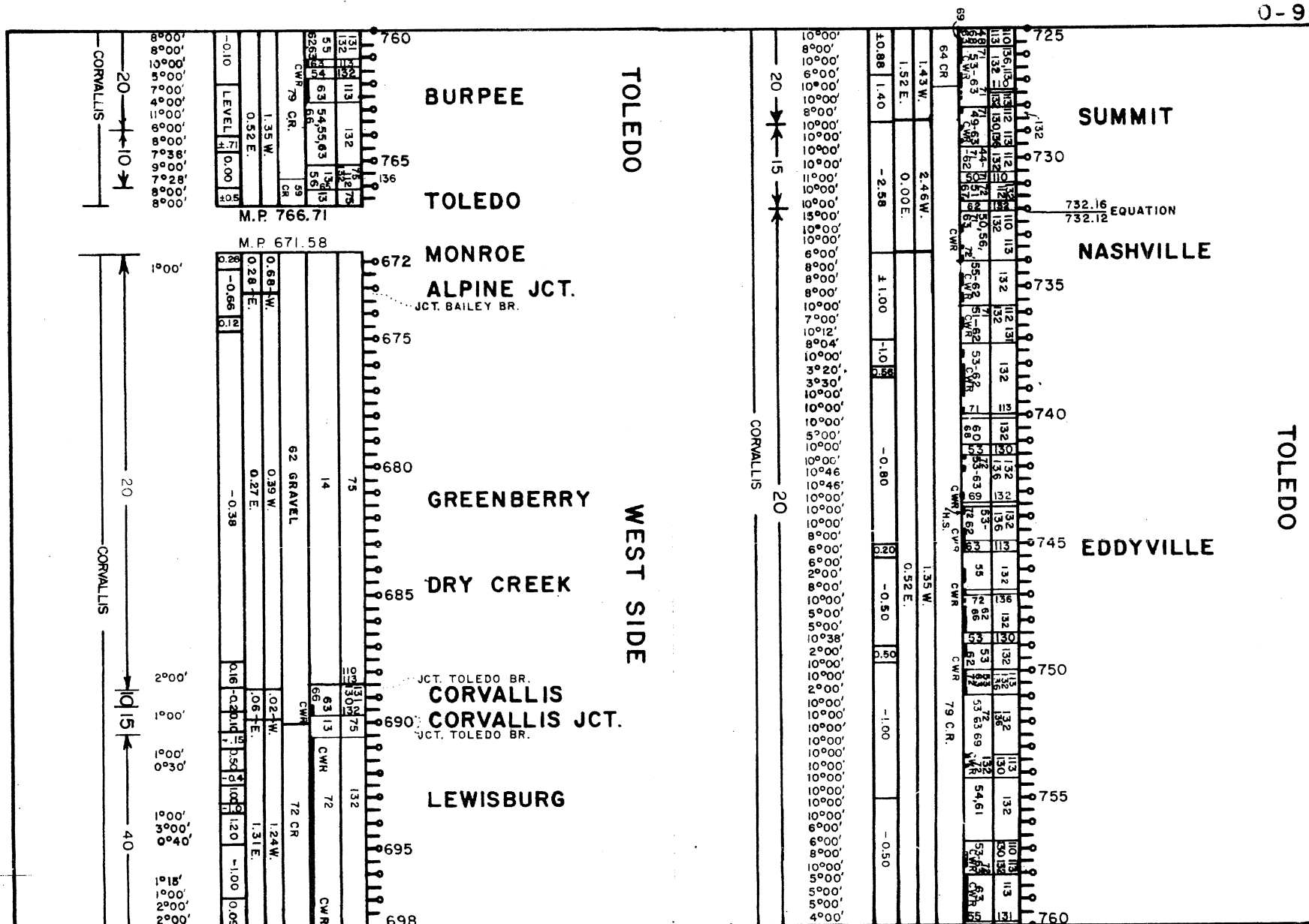


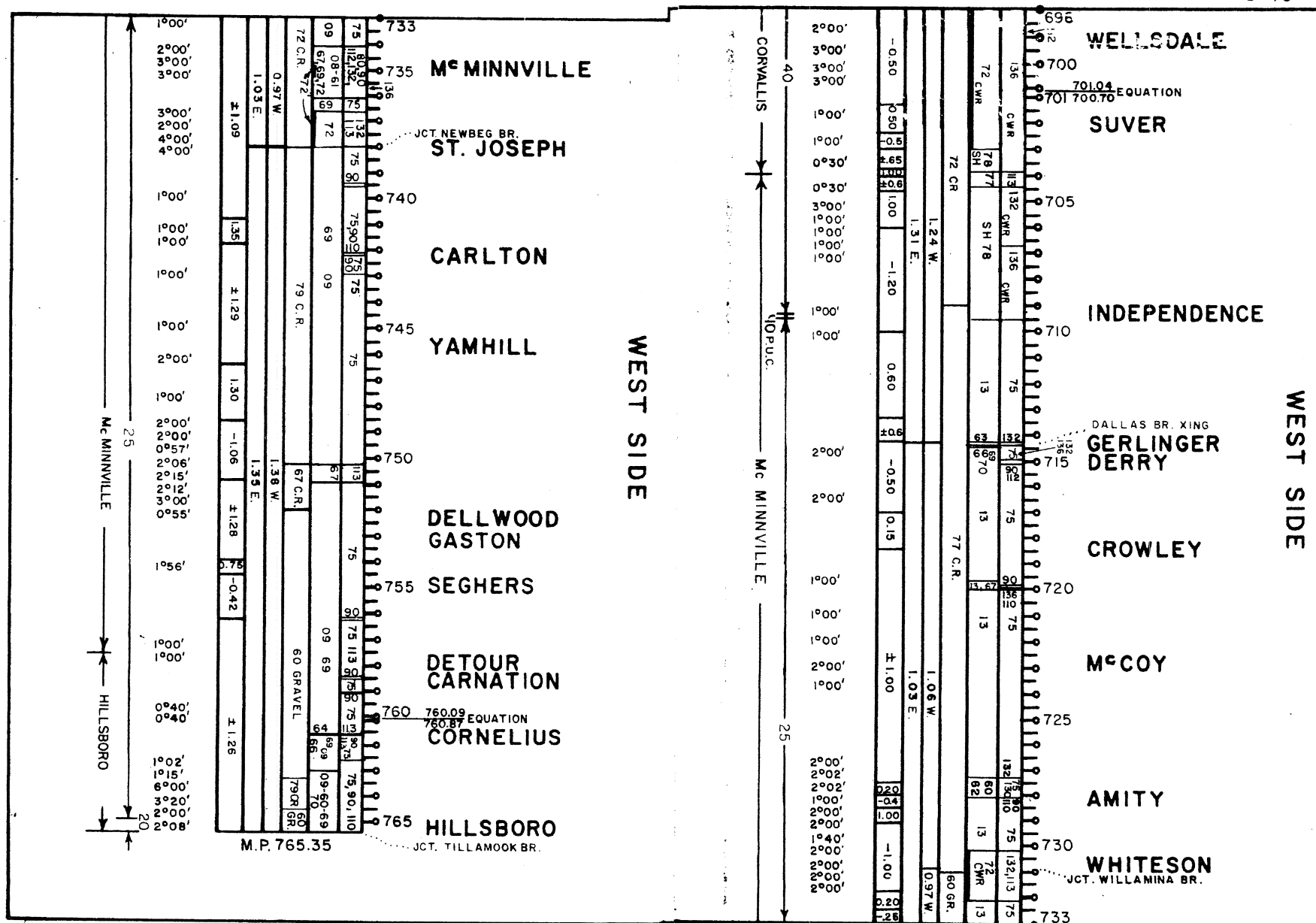


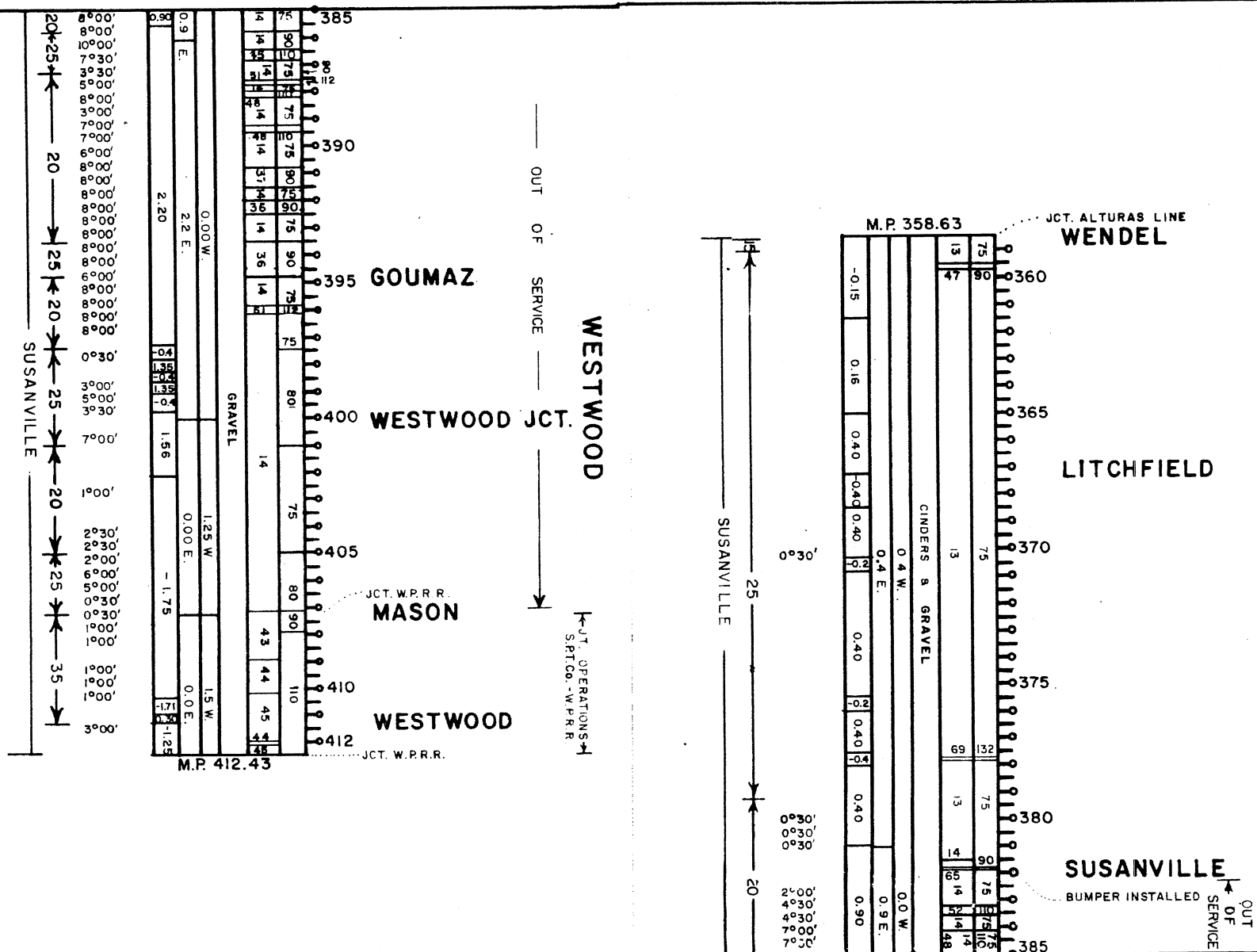


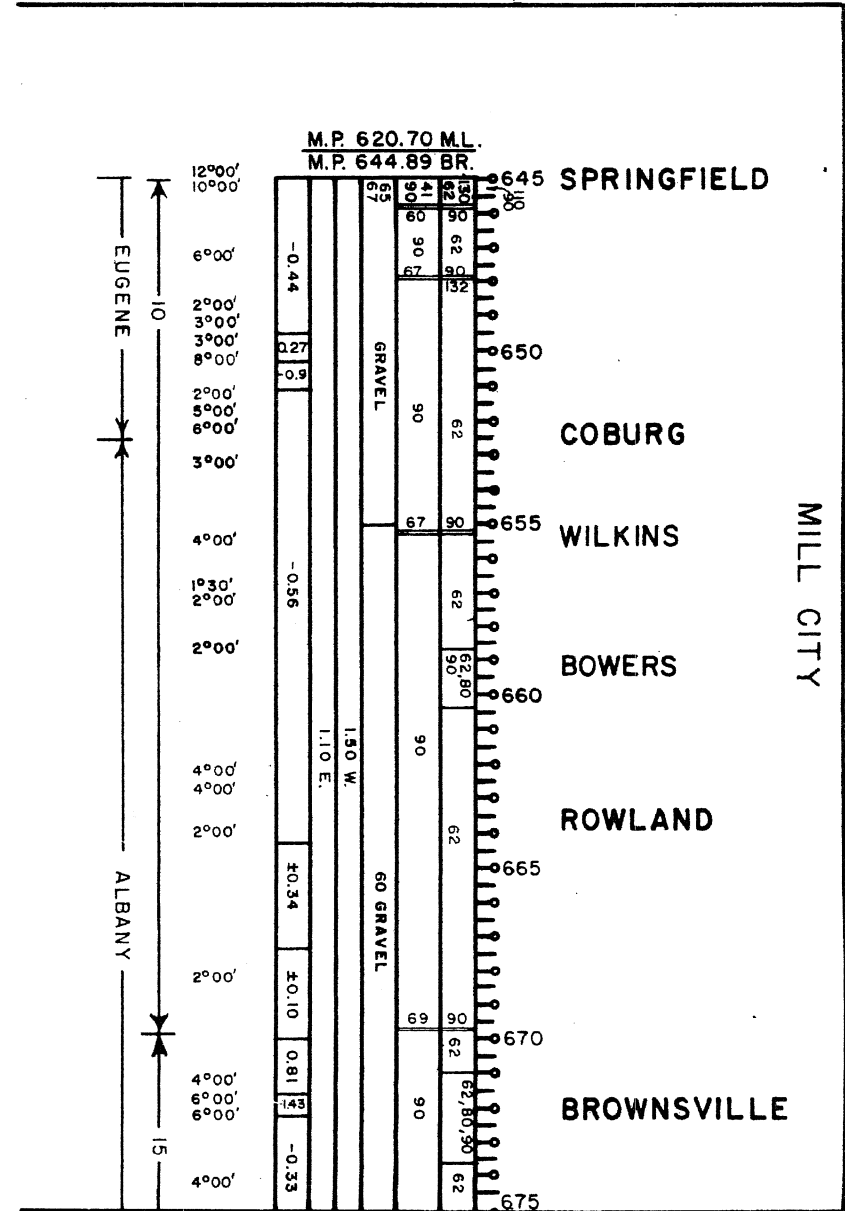
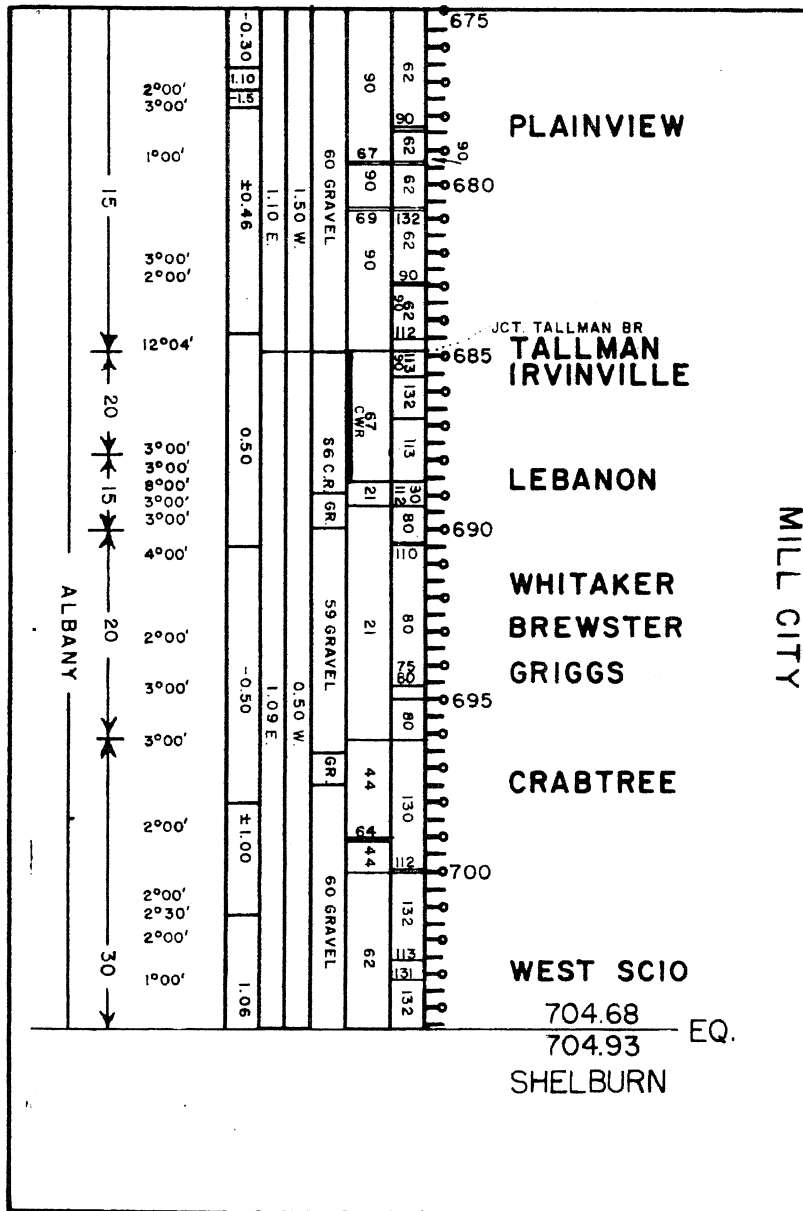




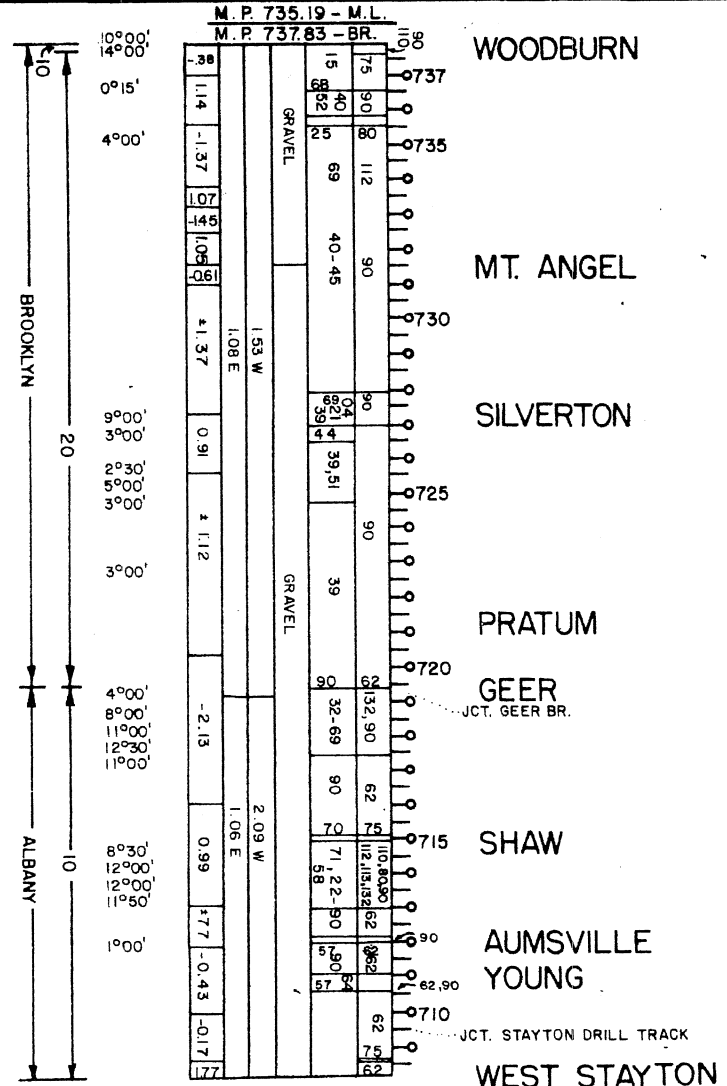


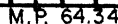




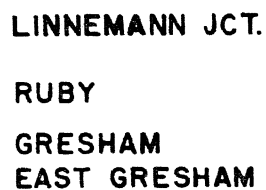




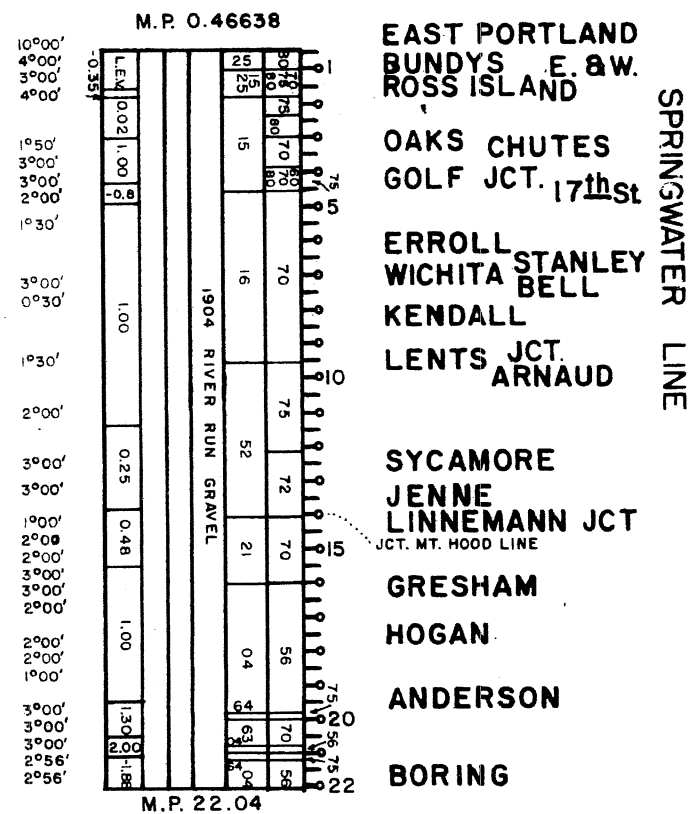




REVISÉD TO



MT. HOOD LINE



649.7  
EUGENE YARD  
03858

TO SAN FRANCISCO

JCT. M.L. M.P. 648.213

M.P. 648.73  
M.P. 648.44

TO PORTLAND

OREGON ELECTRIC RY.

TO SENECA

25  
649.35

649

650

112	113	75	132	132	113	113	75	113
75	113	132	132	113	113	75	113	113
78 C.R.								

JCT. MAIN LINE

9°00'

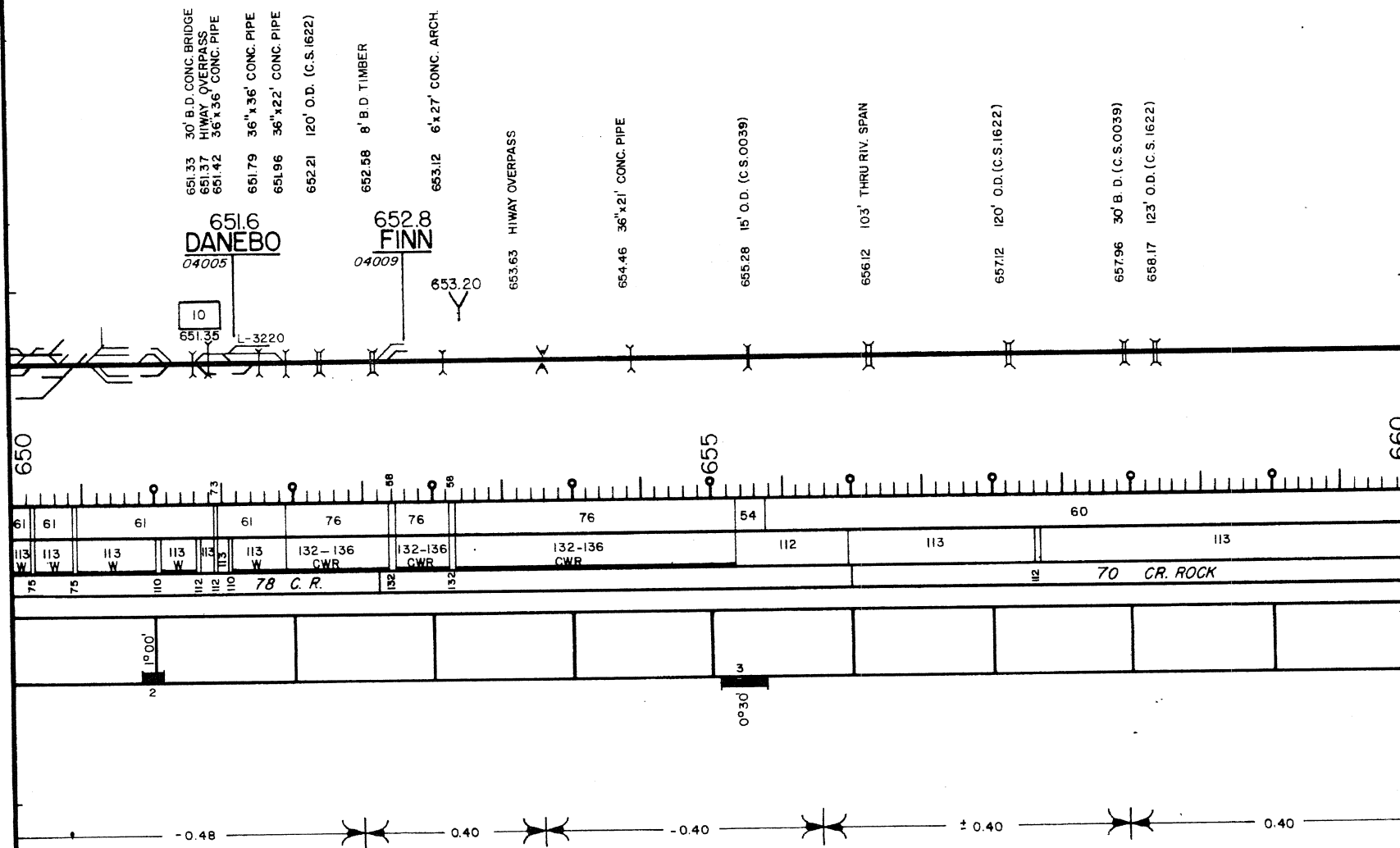
-0.48  
EUGENE DISTRICT

0.6W 0.6E

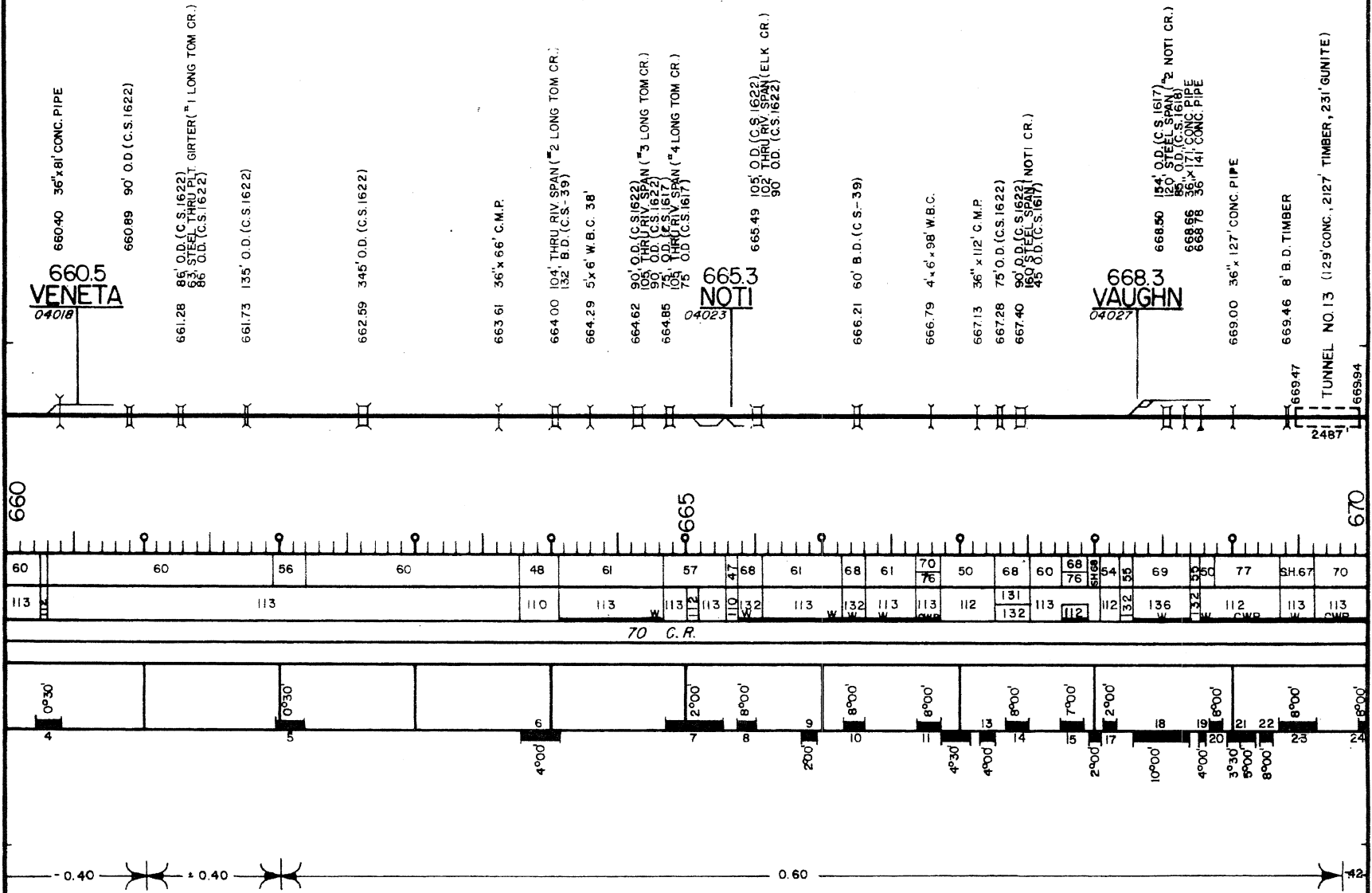
10

25

020



17-4-79



REVISED 12-4-79

0-23

0.6W 0.6E

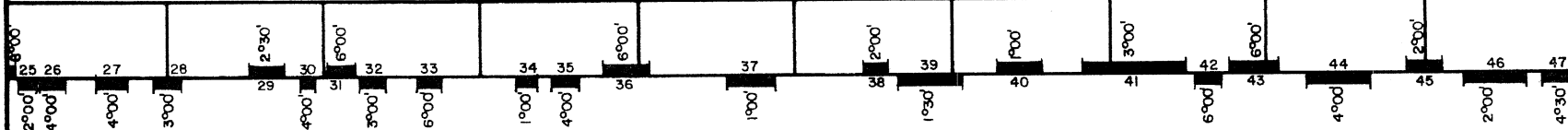
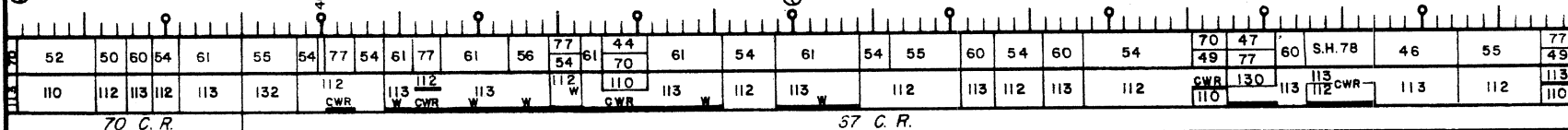
25

670

675

680

20  
678.37



- 0.60

25

20

REVISED 1-9-79

680.05 36"x30" CONC. PIPE  
680.17 154' STEEL THRU RIVITED ("3 WILD CAT CREEK)  
680.46 102' STEEL THRU RIVITED ("4 WILD CAT CREEK)  
680.60 HIGHWAY OVERPASS  
680.77 102' STEEL THRU RIVITED ("5 WILD CAT CREEK)  
681.05 166' STEEL THRU RIVITED ("6 WILL CAT CREEK)  
TUNNEL NO. 14 (34' GUNITE STEEL BENTS, 383' GUNITED)  
681.09  
681.18  
681.45 221' STEEL THRU RIVITED ("7 WILD CAT CREEK)  
681.91 36"x54' CONC. PIPE  
682.06 36"x39' CONC. PIPE  
682.18 201' STEEL THRU RIVITED (SIUSLAW RIVER)  
683.36 328' STEEL THRU RIVITED ("2 SIUSLAW RIVER)  
683.74 34"x48"x52' W.B.C.  
684.66 48"x56"x50' W.B.C.  
685.20 42"x72' C.M.P.  
685.57 36"x33' CONC. PIPE  
686.03 36"x30' CONC. PIPE  
686.48 36"x27' CONC. PIPE  
687.03 68' O.D. (C.S.1622) ROCK CREEK  
687.22 36"x45' CONC. PIPE  
687.26 36"x33' CONC. PIPE  
687.88 86' O.D. (C.S.1617) MEADOW CREEK  
688.29 36"x36' CONC. PIPE  
688.57 36"x33' CONC. PIPE  
688.84 4'x6'x58' W.B.C.  
689.23 15' BALLAST DECK (C.S.39)  
689.43 36"x30' CONC. PIPE  
689.99 4'x5'x24' W.B.C.

685.0  
RICHARDSON  
04045

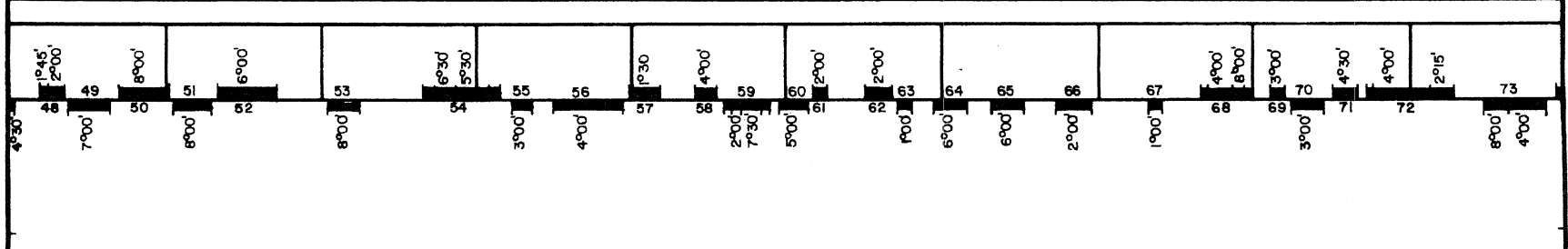
L-3210

680

690

56	67	57 69	70 55	68		55	61	SH.78	61	55	47	77 70	60	55	70 49	77	61	54	61	SH 78	70 77	52	60	SH 77
110	113	113 W	112 CWR	132 131	90	112	113 W	113 CWR	113 112 113 CWR	112	110	SH.113 112 CWR	113	112	113 CWR	113 W	112	113 W	113 CWR	112 113 CWR	112	113 CWR	113 CWR	
67 C.R.																								

67 C.R.



EUGENE DISTRICT

COOS BAY DISTRICT





REVISED 10-4-79

69047 41' THRU GIRDER SPAN (SAN ANTONIO CREEK)

690.85	265' GIRDER & RIVITED SPAN ("3 SIUSLAW RIVER)
691.05	317' GIRDER & RIVITED SPAN ("4 SIUSLAW RIVER) 138 O.D. (C.S.1617)

691.05 317' GIRDER & RIVETED SPAN ("4 SIUSLAW RIVER)  
138' O.D. (C.S.1617)

69138 15'O.D.(C.S. 1618)

692.06 15' O.D. (C.S.0039)  
692.23 4'x5'x40' W.B.C.

692.23 4'x5'x40' W.B.C.

692.54 36"x48' CONC. PIPE

692.78 48"x52"x42' CONC. PIPE

693.27 75'O.D. (C.S. 0039)

694.32 130' O.D. (C.S.1617)  
206 THRU PIN CONN. SPAN ("5 SIUSLAW RIVER)  
90 O.D. (C.S.1622)

694.32 130' O.D. (C.S.1617)  
206 THRU PIN CONN. SPAN ("5 SIUSLAW RIVER)  
90 O.D. (C.S.1622)

694.78 314' THRU RIVITED SPAN ("6 SIUSLAW RIVER)

694.98 15' O.D. (C.S.1622)

695.43 36"x39' CONC. PIPE

696.66 72' BALLAST DECK (C.S.0039)  
156' THURVITTED (LAKE CREEK)  
138' O.D. (C.S.1617)

697.04 36"x59' CONC. PIPE

69723 36" x 95' CONC. PIPE

697.23  
697.34

697.52 36"x74' CONC. PIPE

69772 3'x6'x27' W.B.C.

69825 39"x48"x40' W.B.C.

698.65 3'x4'x40' W.B.C.

699.31 60"x92' C.M.P.

699.51 36" x 39' CONC. PIPE

697.1  
SWISSHOME  
04058

697.8  
SIUSLAW  
04062

699.2  
TIDE  
04065

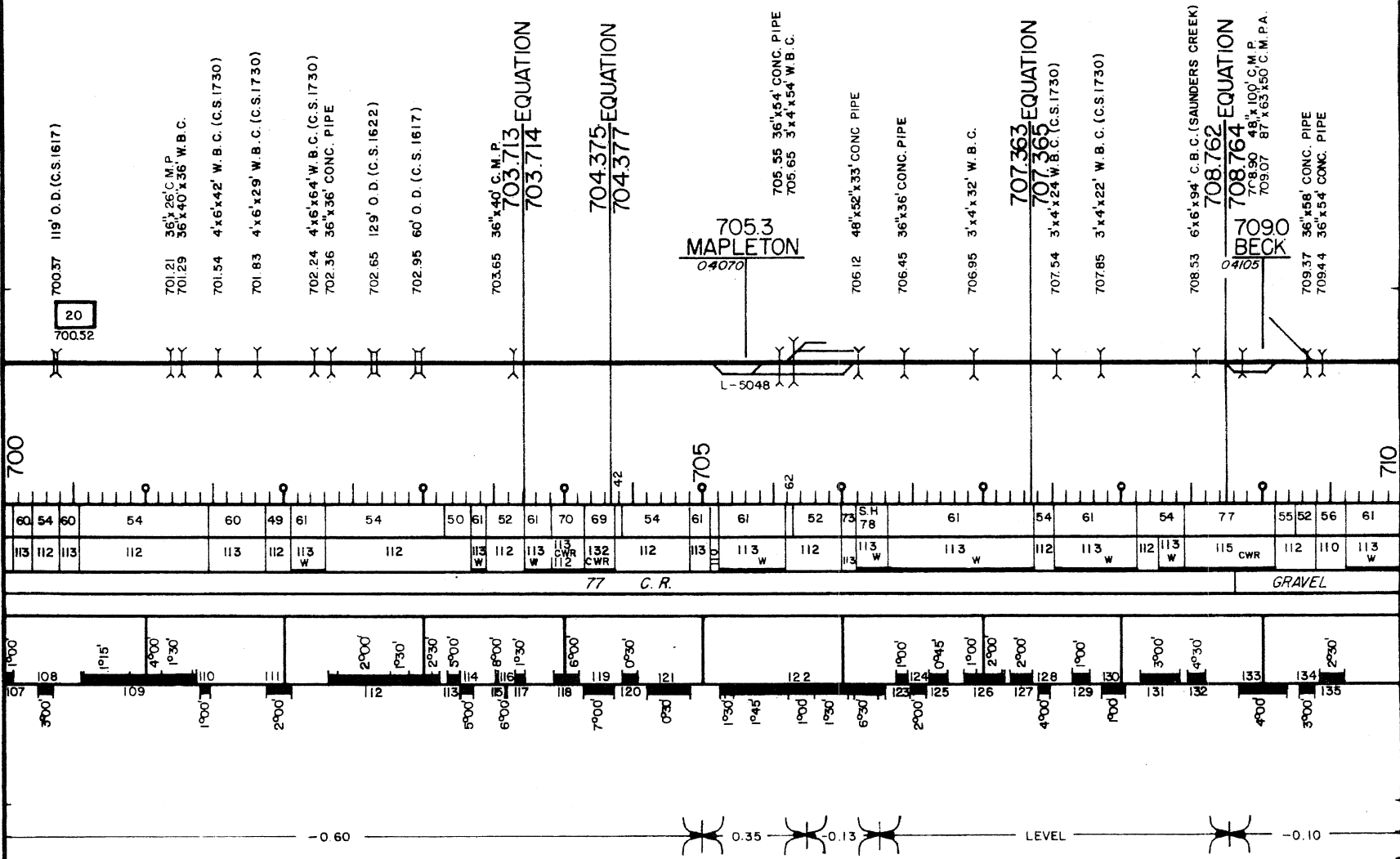
069

695

700

25  
698.5

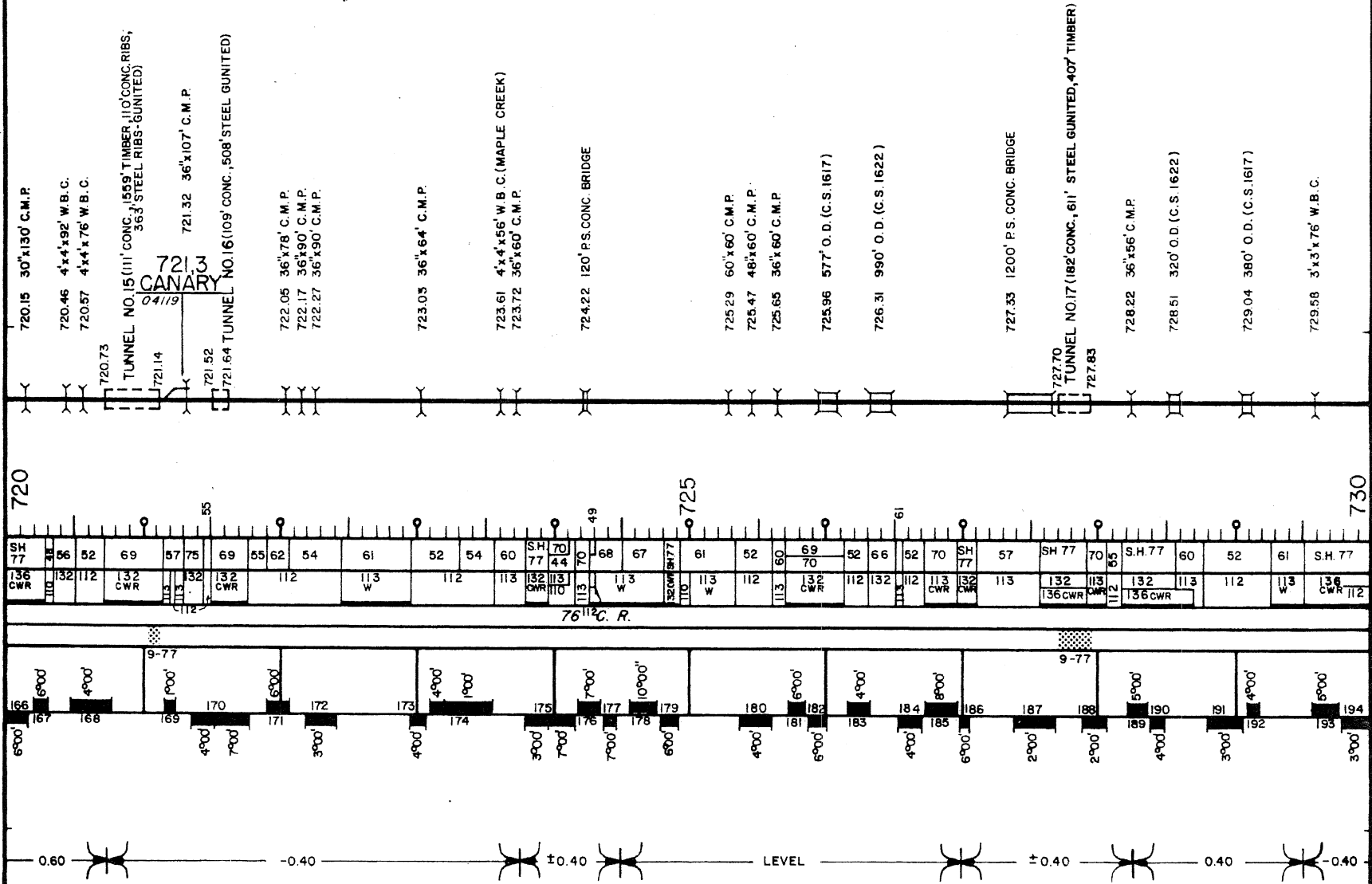
REVISED 1-79



67. 4

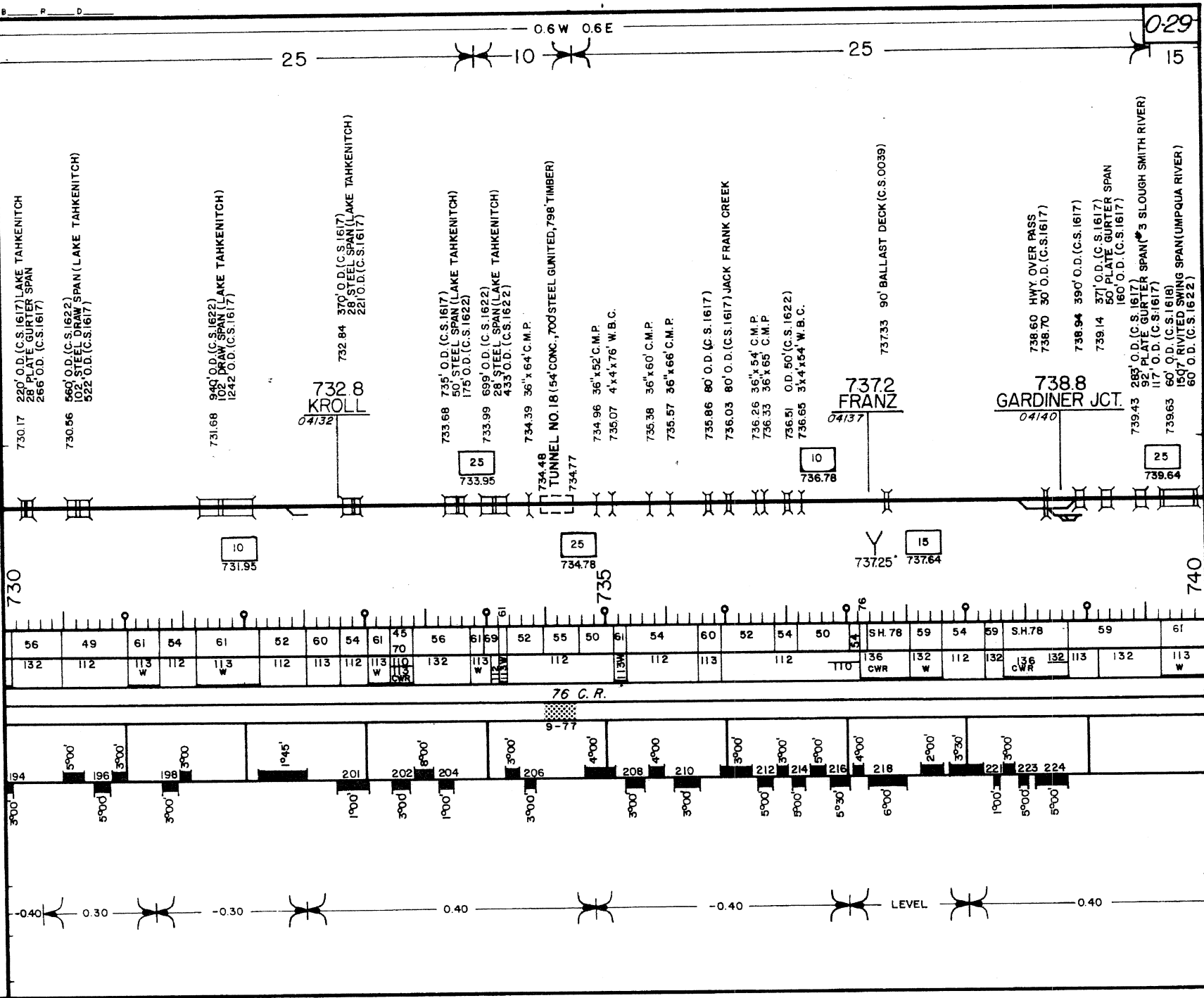


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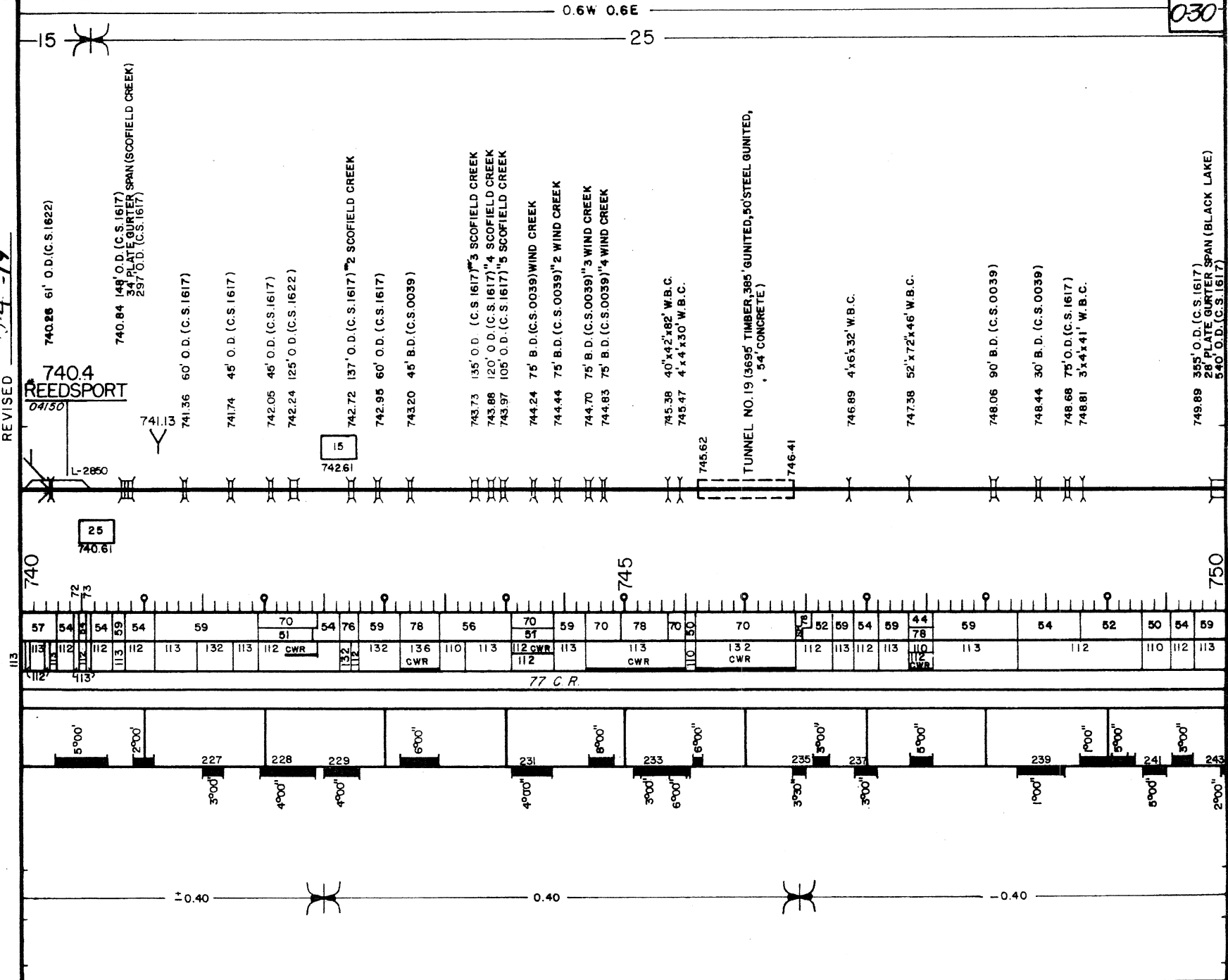
CWR 136 77

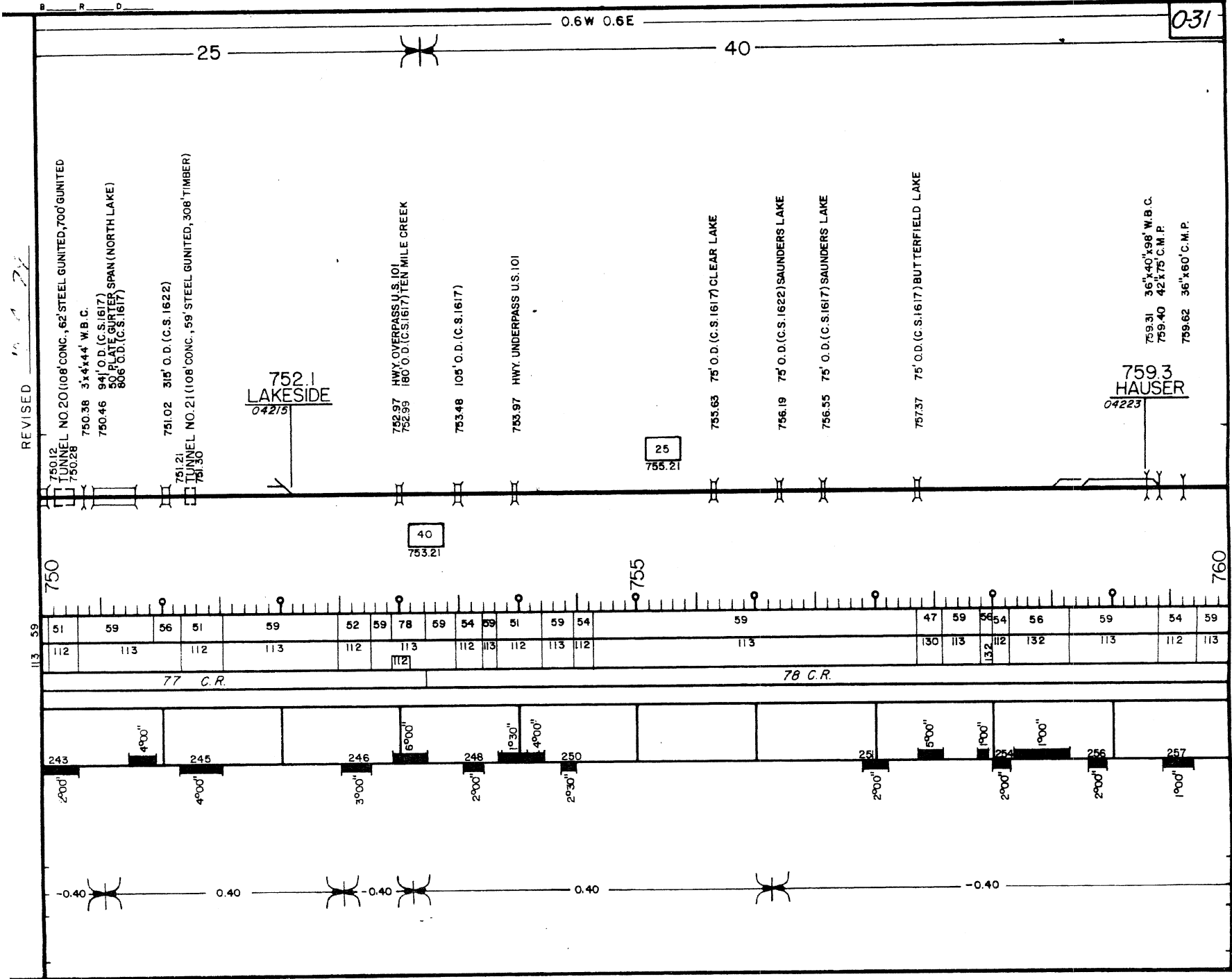
REVISED .79



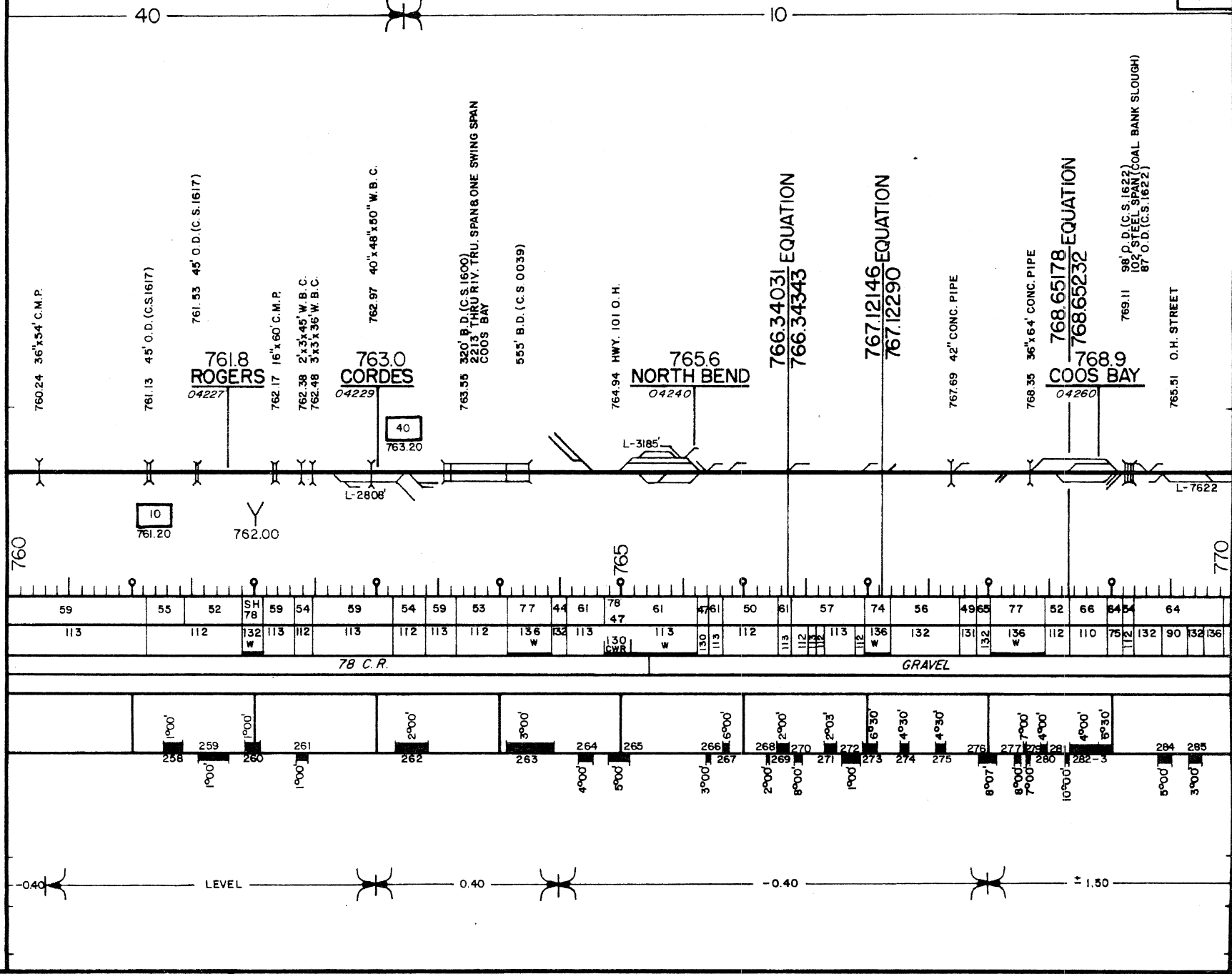
REVISED 10-4-79

030





REVISED 7 1977





7-30-79

REVISÉ

770.02331 EQUATION

770.02334

$$\frac{770.53325}{770.53173} \text{ EQUATION}$$

$$\begin{array}{r} 770.53325 \\ \underline{770.53173} \end{array}$$

770.5  
McCORMAC  
04305

04305

771.3  
CLEO  
4308

4308

20

771.00

771.39 3'x4'x44' W.B.C.

771.76 90' O.D. (C.S.1617)

772.72 84"x42" CATTLE PASS

773.1  
HAYDEN  
04311

04311

10  
773.00

773.94 45' O.D. (C.S.1621)

774.50 3'4'x36'W.B.C.

774.80 90' P.S. CONC. BRIDGE (DAVIS SLOUGH)

775.32 3'x4'x40' W.B.C.

776.19 3'x4'x40'W.B.C.  
776.27 3'x4'x40W B.C.

776.19 3'x4'x40'W.B.C.  
776.27 3'x4'x40W B.C.

776.56 45' O.D.(C.S.1617)

777.03 24' O.D. (C.S. 1622)

778.5  
OVERLAND  
04319

04319

778.57 O.H. STATE HWY. 42

778.37 U.H. STATE HW  
778.66 36"x220' C.M.P.

778.85 36" x 120' C.M.P.

779.80 60' O.D. (C.S. 1622)

082

0-33

1.57 W 1.49 E

- 20

GRAVEL

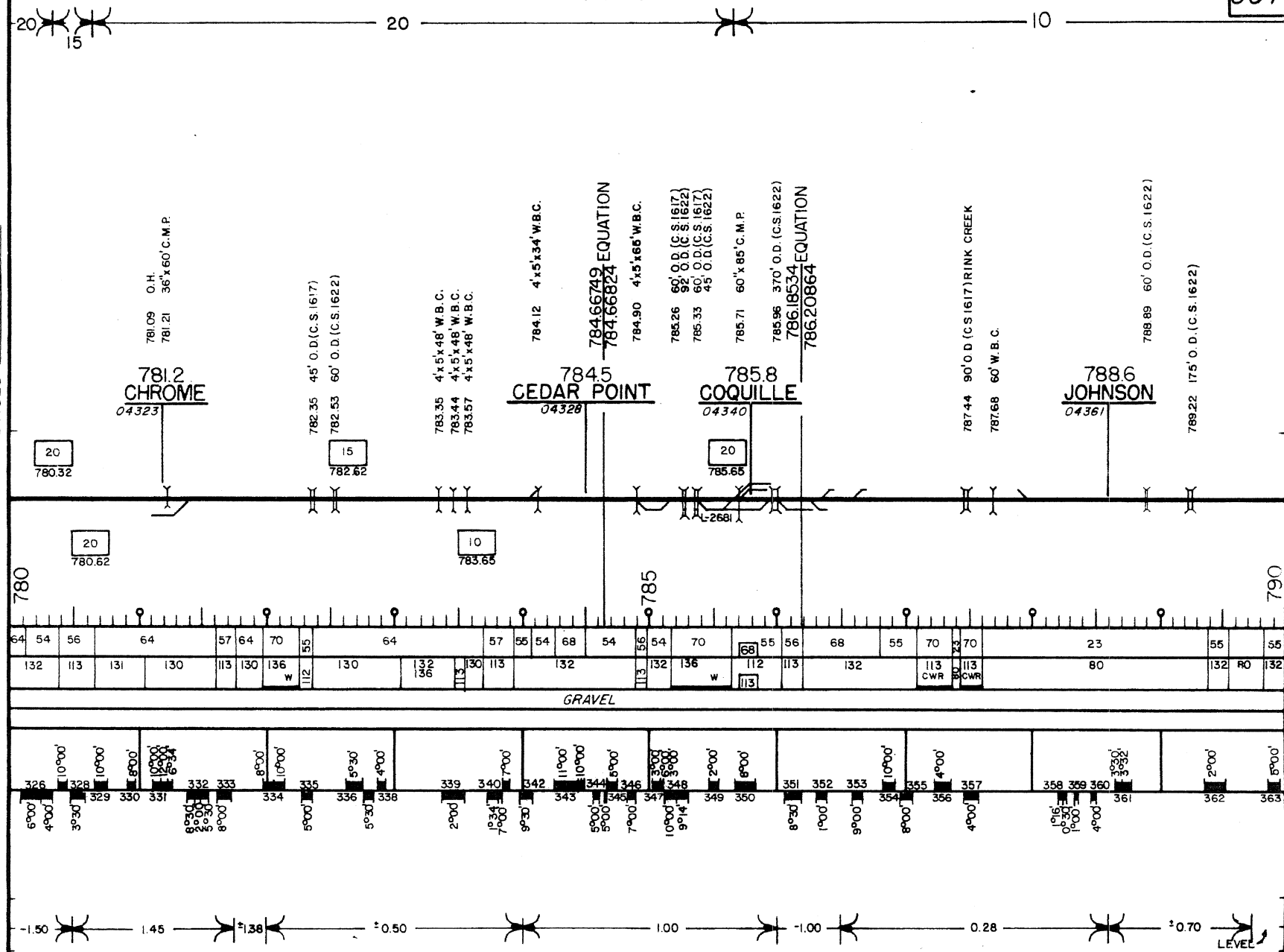
± 1.50

- ± 1.00

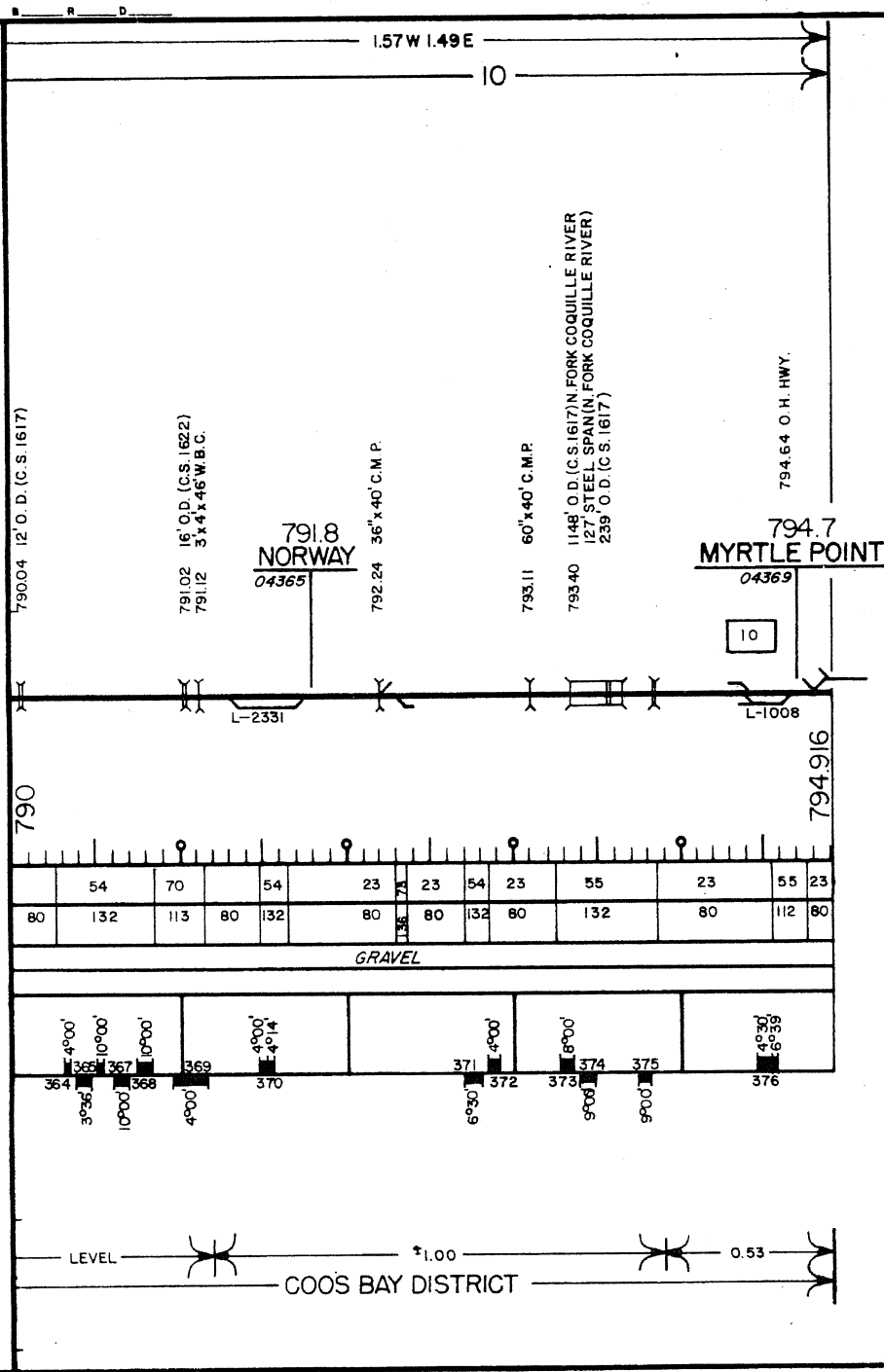
1.42

-1.50-

780



REVISED 12-1-79



315

310,91 20'0.0.  
LITTLE CASTLE FOR  
011'PG

[illegible]

## REDDING DISTRICT

1.27

C T C

25

323.319 EQUATION  
323.346

$$\frac{321.804}{321.844} \text{ EQUATION}$$

322.1  
DUNSMUIR

321.2  
DUNSMUIR YARD

REVISED TO :

320

322

323

324

325

324.99 164' THRU PIN TRUSS 16TH KING SACRAMENTO R.

1.27

- 2.20

**- DUNSMUIR DISTRICT**

٢٠٦

325

325.37 18"X36"CREO. BOX (CS-20)

BOTH SIDES  
20  
325.87

325.98 11'R.T.  
326.1  
SMALL  
07237

326.27 12' R.T.  
326.31 11' R.T.

326.54 11'R.T

326.82 13'R.T.

327.05 10'B.D.(CS-1605)  
327.08 10'B.D.(CS-1605)

327.16 11' RT.

327.23 141 B.D. DK PL GIR., 17TH. XING SACRAMENTO RIVER

327.57 4' STONE ARCH

327.98 209' B.D. DK. PL. GIR. 18TH. XING SACRAMENTO R.

328.20 10' B.D. (CS-1605)  
328.24 4' STONE ARCH

328.36 4' STONE ARCH  
328.37 8' B.D. (CS-1605)

328.62 6'STONE ARCH

325.75 4' STONE ARCH

328.92 4' STONE ARCH

329.40 6' STONE ARCH

330

77 CRUSHED ROCK

2.20



335.29 36" C.M.P.

335.50 2-36" X 58" C.M.P. ARCHES  
335.51 36" C.M.P. 77C

535.68 10'B.D.(CS-1605)

336.35 10' B.D. (CS-39 TYPE)

336.76 36" CONC. PIPE

337.73 36" CONC. PIPE

3338.17 232' B.D. THRU. P.L. GIR., HIWAY U.P.  
3338.22 36" CONC. PIPE

339.07 36" C.M.P.

339.50 24' B.D., I BEAMS, RD. U.P.

339.87  
BOTH SIDES

340

CWR

**335**  
S.H. 62

336

234

McCLOUD  
RIVER R.R.  
TO McCLOUD

50

L-8670

74	78	74
	74	79
W	136 CWR	W CWR
69 C.R.		

74	78	69	74	74	74	69	77	S.H. 74	76	76	74	S.H. 74	78	SH	74	SH 67	74
77	SH 78						71			78	78		77	67	78		
136		CWR		136		CWR		136		CWR		136		CWR		136	
74 CR		69 CR								74 CR ROCK							

74 CR ROCK

1.44

1.63

• 1.40



REVISED TO:

**340**

340.212

## EQUATION

**340.531**

1340.57 20' 0. (C3-1005)

34.32 3/8" CORR. METAL PIPE  
34.40 3/8" C.M.P.

341.60 HIWAY OVERPASS

344.167  
EQUATION  
344.338

**345.2**  
**BLACK BUTTE**

07210

L-13300

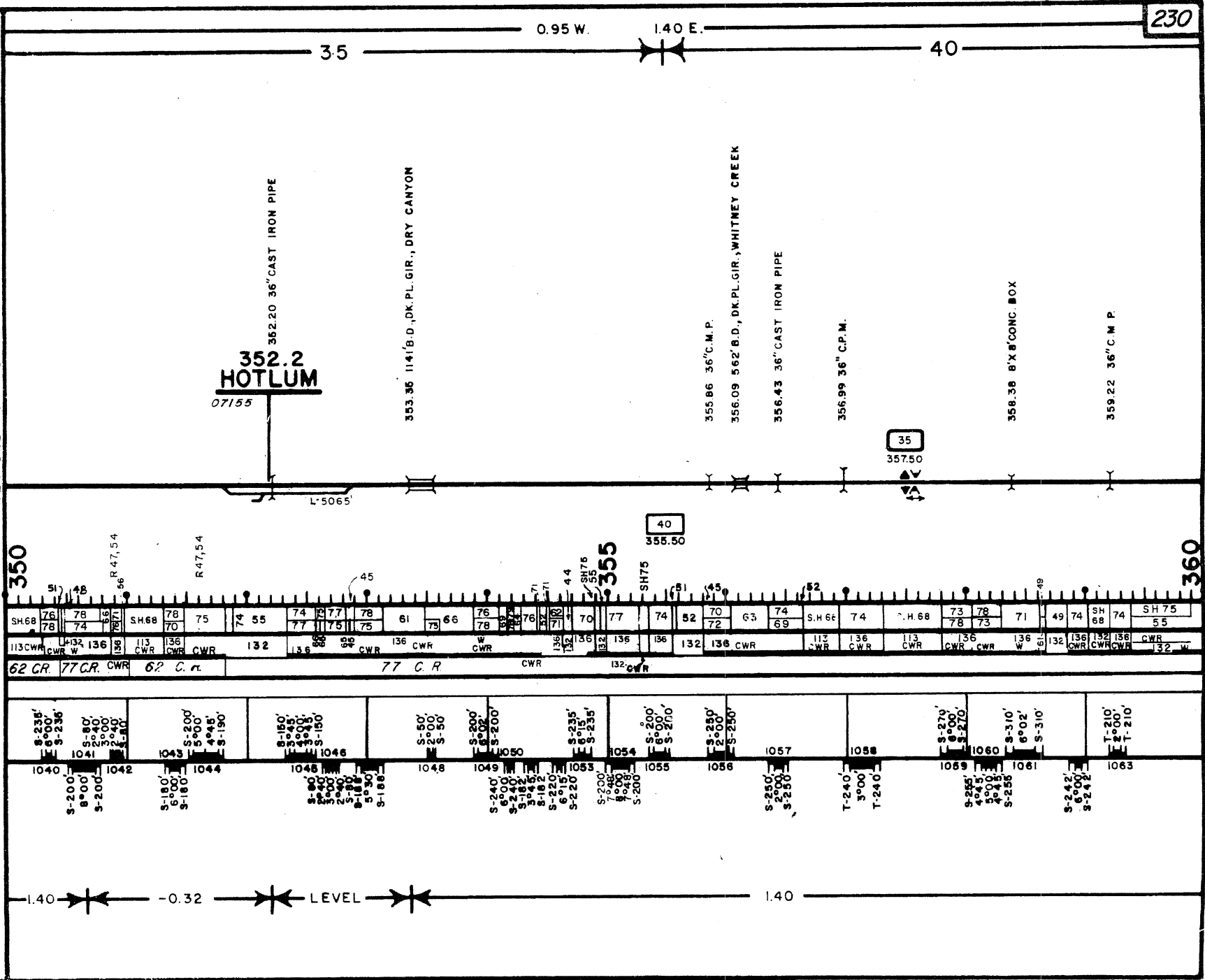
345 18 48°C MP

348.10 48°C MP.

349 02 36" CAST IRON PIPE

350

REVISED TO:



REVISED TO: 79

1.0 W. 1.0 E. 23/

0.95 W. 1.40 E. 40

360.7  
ANDESITE  
07144

360.82 22' B.D. (CS-369) RD. U.P.

362.28 42' C.M.P.

363.99 36" CAST IRON PIPE

364.54 22' B.D. (CS-39) RD. U.P.

365.83 8' X 8' CONC. BOX

366.28 36" C.M.P.

367.38 36" CAST IRON PIPE

368.5  
GRASS LAKE  
07135

368.18 48" CAST IRON PIPE

368.71 36" CAST IRON PIPE

369.01 15' B.D. (CS-39)

369.43 36" CAST IRON PIPE

369.74 36" CAST IRON PIPE

360

365

370

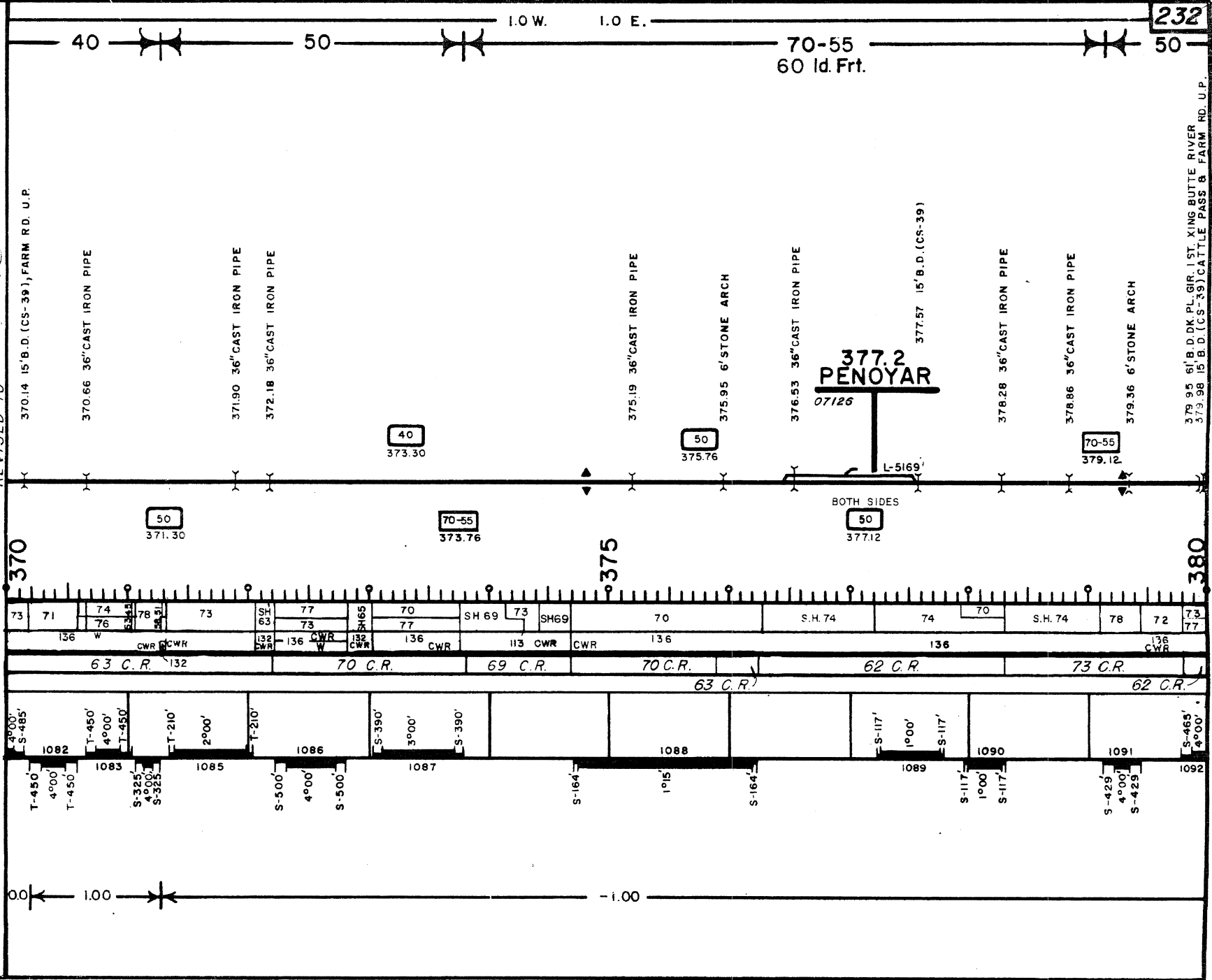
55	74	55	74	75	74	S.H. 69	77	69	74	76	66	S.H. 66	74	S.H. 69	74	SH 74	76	SH 74	74	74	SH 74	79	67	74	78	73
132	136	132	136	136	112	CWR	136	112	136	136	132	CWR	113	CWR	136	CWR	136	CWR	CWR	CWR	136	CWR	CWR	CWR	CWR	
77 C.R.					69 C.R.	CWR	132	62 C.R.	CWR	69 C.R.		62 C.R.		77 C.R.	63 C.R.											

1064	1065	1066	1067	1068	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081
T-210' 4'00'	S-300' 2'30'	S-300'	S-253' 3'00'	T-210' 2'00'	S-300' 2'00'	S-300' 2'00'	S-300' 2'00'	S-175' 2'00'	S-144' 1'00'	S-295' 4'00'	S-476' 4'00'	S-300' 1'00'	S-484' 4'00'	S-360' 4'00'	S-485' 4'00'	

1.40 0.95 LEVEL

DUNSMUIR DIST

REVISED TO 78



50

- 65-55 -  
60 Id. Frt.

381.9  
BRAY

386.0  
KEGG

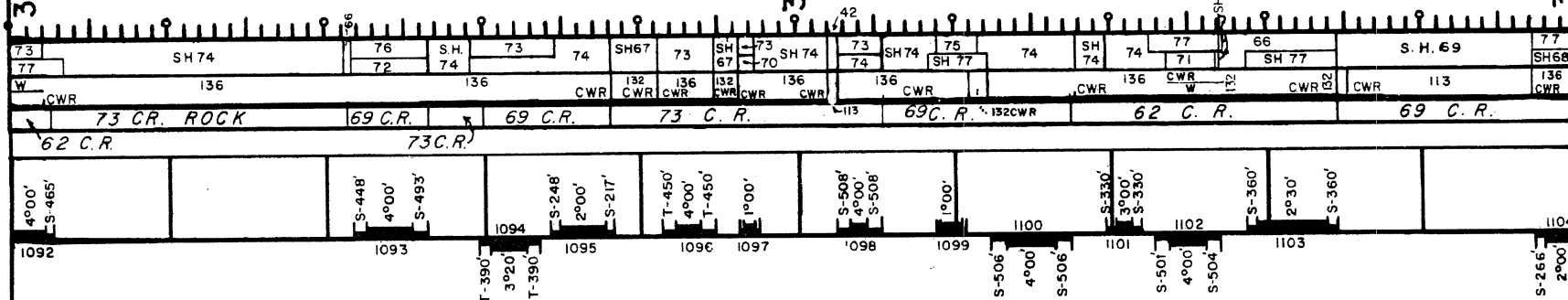
50

389.72

380

385

390



-1.00

1.0 W. 1.0 E.

0.4 W. 0.4 E.

70-55  
60 Id. Frt.

65-55  
60 Id. Frt.

REVISED 1. 79

390.26 36"CAST IRON PIPE

391.24 36"CAST IRON PIPE

392.47 22" B.D. MOSS CREEK

392.79 22" B.D. (CS-39 TYPE)

392.97 22" B.D. (CS-39 TYPE)

393.64 15' B.D. (CS-39)

394.11 22" B.D. (CS-39)

394.0  
MT. HEBRON  
07105

396.7  
MACDOEL  
07042

397.58 36"CAST IRON PIPE

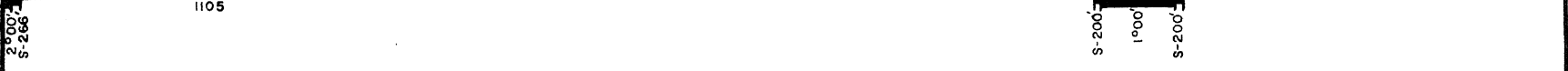
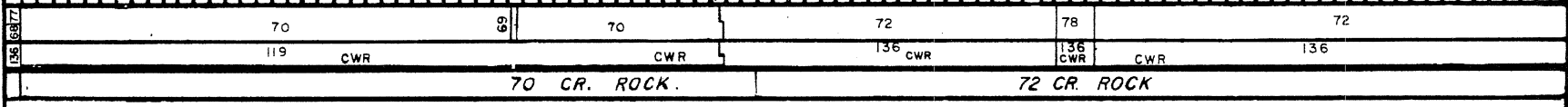
65-55  
392.10

70-55  
390.10

390

395

400

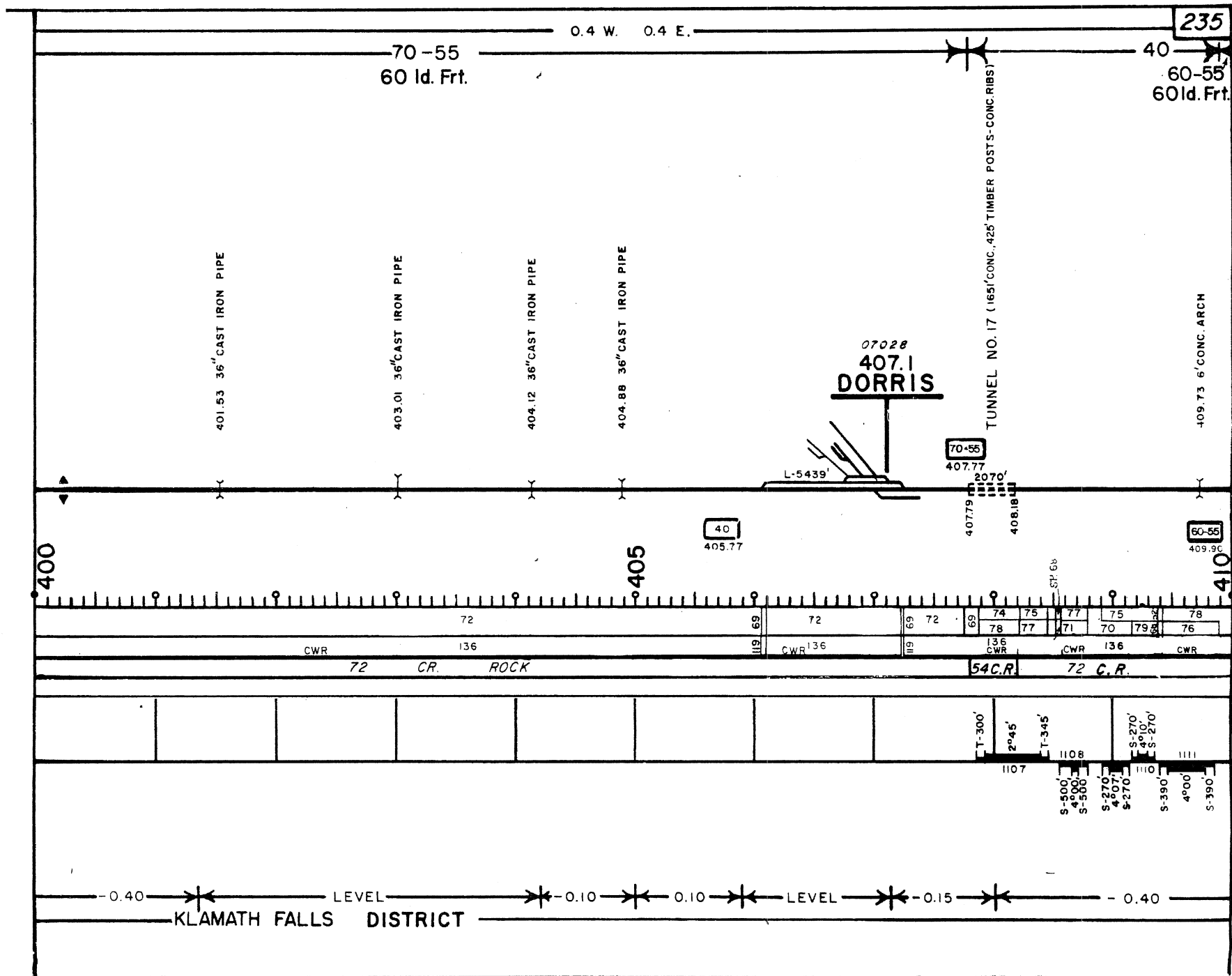


-1.00

-0.30

0.25

-0.40

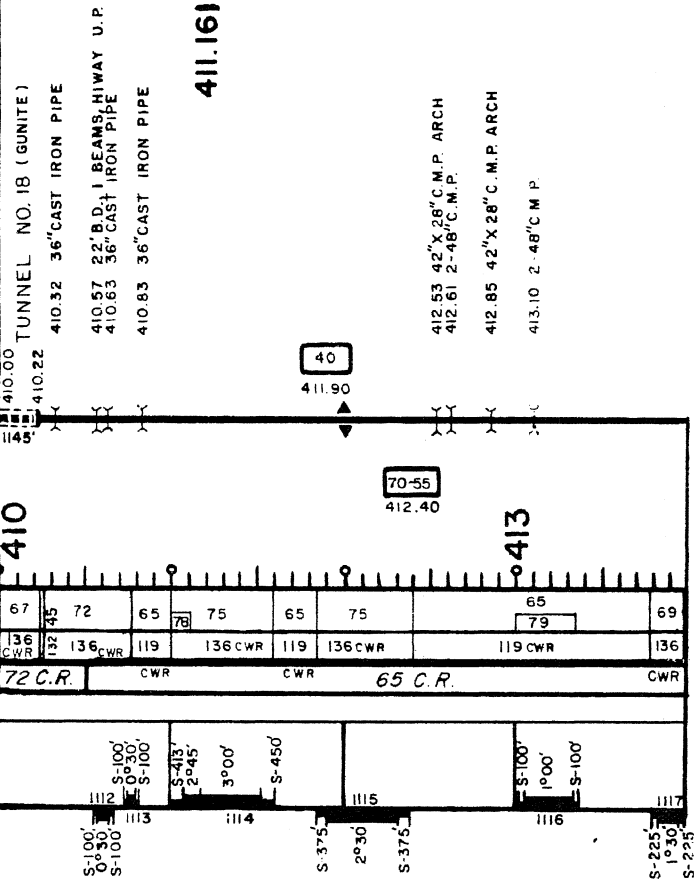


0.4 W. 0.4 E.

70-55  
60 Id. Frt.

60-55  
60 Id. Frt.  
California Oregon

REVISED TO 70



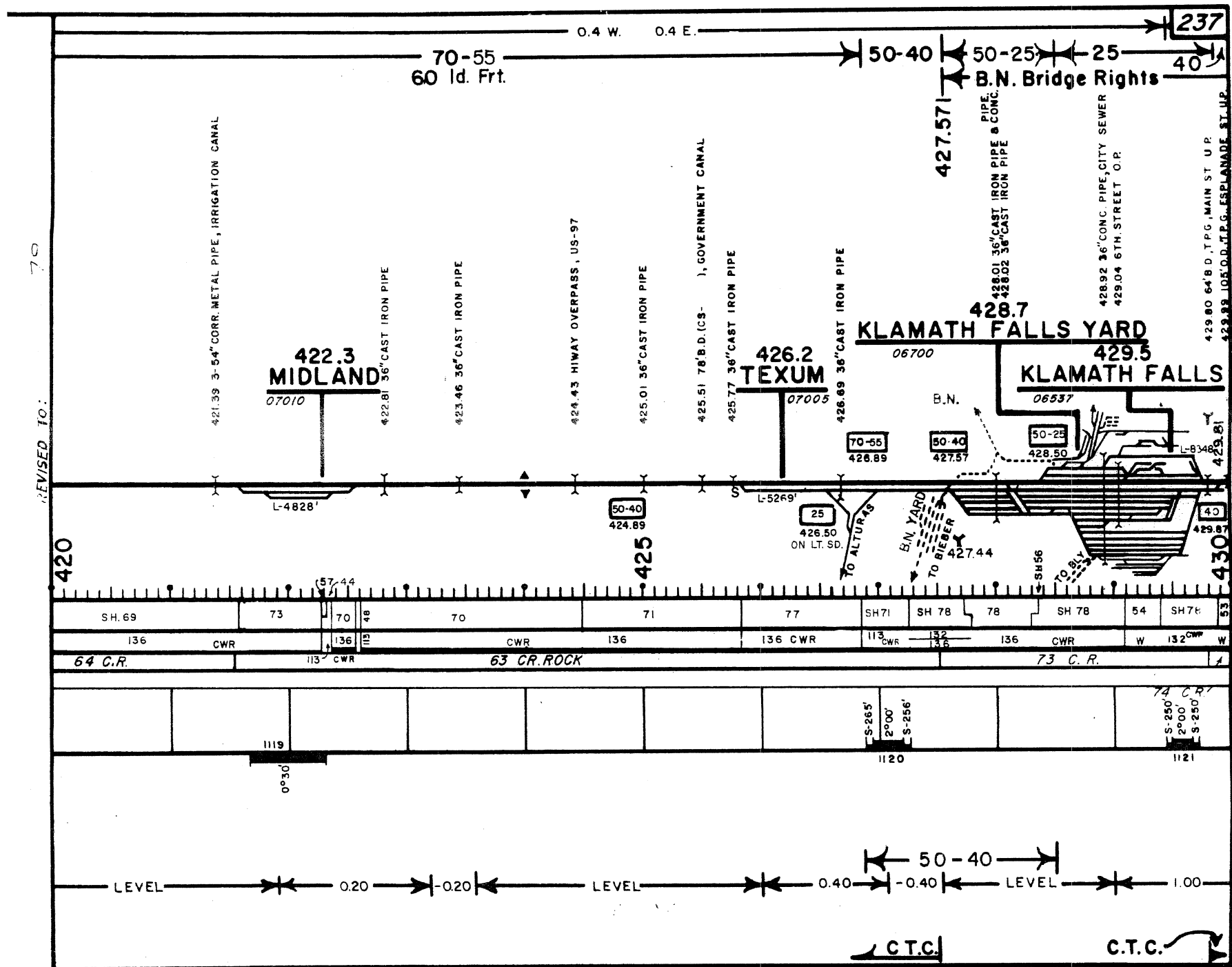
EQUATION

-0.40 -1.00 1.00

KLAMATH DISTRICT

-0.40 LEVEL





0.325 W. 1.0 E. 40 0.40 W. 65-55 60 ld. Frt. 60 70-55 60 ld. Frt.

B.N. Bridge Rights

S.P.—B.N. JOINT OPERATIONS

429.99 108' O.D. T.P.G. ESPLANADE UNDERPASS  
430.19 134' O.D. T.P.G. GOVERNMENT CANAL  
430.30 36" CAST IRON PIPE

430.92

431.37 HIWAY OVERPASS

431.9  
CHELSEA

ON LT. SD.  
25  
431.87

M.P. 432.20

432.40 8' CONC. ARCH

432.58 36" CAST IRON PIPE

433.19 COUNTY RD. O.P.

434.1  
WOCUS

06531

433.67 8' CONC. ARCH

434.58 6'X10' CONC. BOX

435.25 6'X10' CONC. BOX

435.76 6'X10' CONC. BOX

437.63 6'X10' CONC. BOX

438.9  
ALGOMA

06525

439.04 20' B.D., I BEAMS

430

435

440

53	77	59	68	77	59	76	73	75	68	73	67	73	75	77	59	64	64	69	64	79	64	64
132	CWR	136	75' SH64	132	136	CWR	132	136	CWR	132	136	CWR	132	136	CWR	132	CWR	136	CWR	132	136	CWR
74 CR				CWR	77	C. ROCK										73	C. ROCK					

T-210' 2°00'	T-210' 2°00'	S-150' 1°00'	S-150' 1°00'	1124	S-501' 4°00'	S-497'	1125	S-480' 3°59'	S-480'	1126	S-480' 3°59'	S-480'	1127	S-476' 4°00'	S-500'	1128	T-210' 2°00'	T-210' 2°00'	79	S-395' 2°00'	S-300'	+SDG.	1131	S-100' 0°30'	S-100'	S-360' 3°00'	S-360'	1132	1133	
1122	1123																													

1.00 0.40 LEVEL

K-FALLS DISTRICT

CHELSEA DISTRICT

OREGON DIVISION





S. P. - B. N. JOINT OPERATIONS

REVISÉ TO:

465.3  
CALIMUS

06444

L-7161

70-55  
467.67

40  
469.67

470

0.85

$\rho = 0.40$

0.40 W. 0.85 E.

70-55

60 Id. Frt.

S.P. - B.N. JOINT OPERATIONS

REVISED

470.3  
KIRK

06433

L-6138'

471.11 180°B.D. (CS-1600), WILLIAMSON RIVER

474.5  
FUEGO

06432

L-6189'

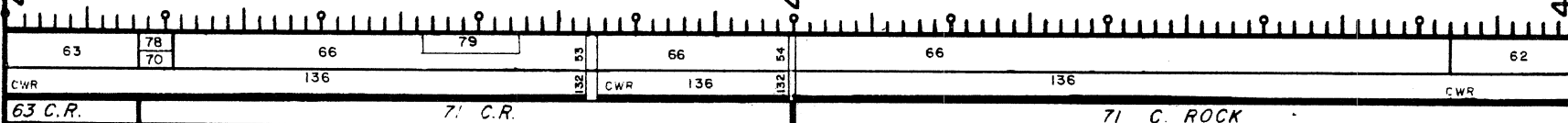
476.01 36" C.M.P.

479.29 36" C.M.P.  
479.35 26" X 48" CREO. BOX (CS-80 TYPE)  
479.66 2-27" X 43" C.M.P. ARCHES, SAND CREEK

470

475

480



1173  
S-350'  
2000'  
S-350'

1174  
S-100'  
0°30'  
S-100'

1175  
S-100'  
0°30'  
S-100'

-0.40 LEVEL 0.40 -0.20 0.20 LEVEL

0.40 W.

0.85 E.

70-55  
60 Id. Frt.

S.P.—B.N. JOINT OPERATIONS

REVISED "C" 3-21-77

480.55 36" C.M.P.

480.99 10' B.D. (CS-1605)

481.48 2-27" X 43" C.M.P. ARCHES

481.98 10' B.D. (CS-1605)

483.04 36" C.M.P.

483.4  
LENZ

05423

487.19 36" C.M.P.

L-6162'

480

480.90

485

490

62 50 53 SH69

53

S.H.69

62

69

62

62

62

62

CWR

136

CWR

132

CWR

136

CWR

132

CWR

136

CWR

136

CWR

136

CWR

136

CWR

136

CWR

136

CWR

136

CWR

136

CWR

136

CWR

136

CWR

136

71 C. ROCK

74 C.R.

79

79

79

1176

S-100'  
0+30'  
S-100'

LEVEL

0.40

0.40 W. 0.85 E.

70-55

60 Id. Frt.

S.P. - B.N. JOINT OPERATIONS

REVISED TO S. 21-77

492.6  
YAMSAY  
53412

498.0  
DIAMOND LAKE  
06406

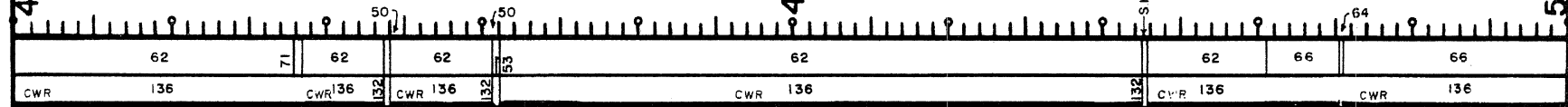
L-6150'

L-6160'

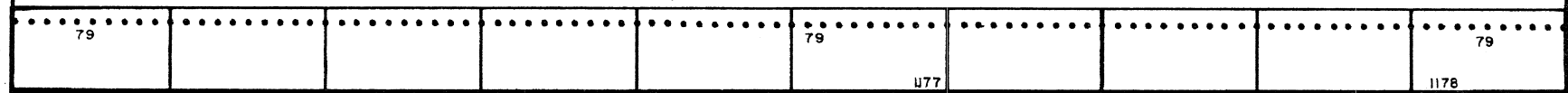
490

495

500



74 C.R.



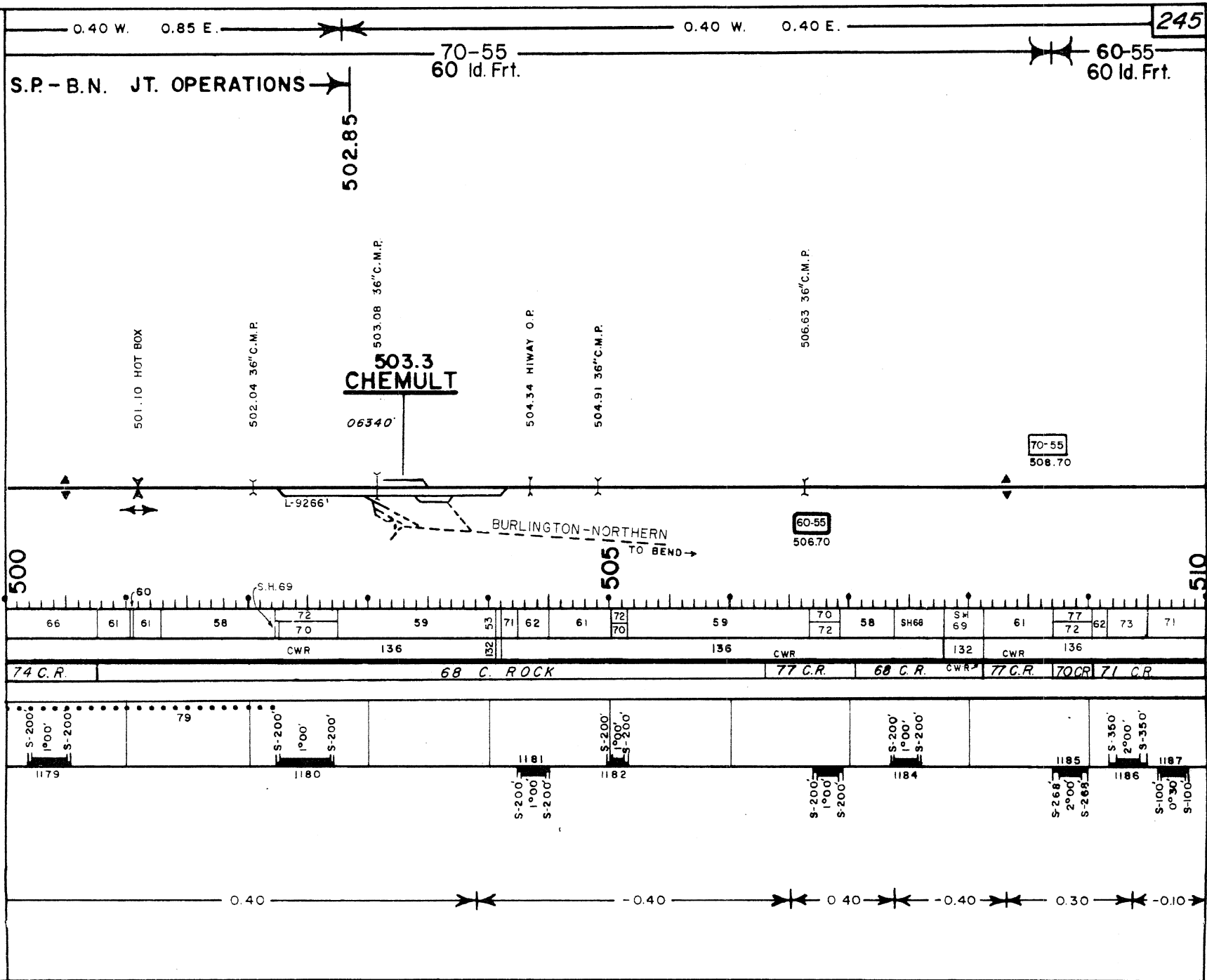
477  
S-100'  
0°30'  
S-100'

1178  
S-100'  
0°30'  
S-100'

0.40 - 0.40 - 0.40



REVISED TO ... 21-79



0.40 W. 0.40 E.

60-55  
60 Id. Frt.

512.92 36" CAST IRON PIPE  
513.02 36" CAST IRON PIPE

513.2  
**GILCHRIST JCT.**  
06320

514.22 16" CONC. ARCH, E. FORK OF DESCHUTES RIVER

514.8  
**MOWICH**  
06315

516.85 4" CONC. ARCH

518.95 36" CAST IRON PIPE

510.10 36" CAST IRON PIPE

510.44 36" CAST IRON PIPE

510.72 36" CAST IRON PIPE

511.25 4" CONC. ARCH

REVISED TO -1971

510

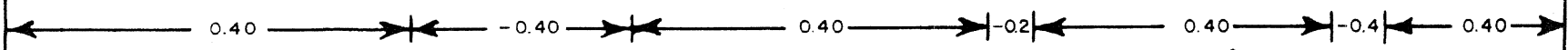
515

520

L-1677'  
L-6462'  
KLAMATH NORTHERN R.R.  
TO GILCHRIST

71	69	76	68	76	61	76	61	76	70	62	73	61	69	69	74	62	74	59	77	69	62	69	79	61
CWR	CWR	CWR	CWR	CWR	CWR	CWR	CWR	CWR	CWR	CWR	CWR	CWR	CWR	CWR	CWR	CWR	CWR	CWR	CWR	CWR	CWR	CWR	CWR	CWR
71 C.R.	61 C.R.	77 C.R.	68 C. ROCK	69 C. ROCK	61 C.R.																			

S-210' 2°20'	S-210'	S-270' 3°10'	S-320' 3°12'	S-320'	S-385' 3°20'	S-395'	S-320' 3°20'	S-320'	S-250' 2°00'	S-250'	S-200' 1°30'	S-200'	S-328' 2°04'	S-328'	S-315' 2°30'	S-350'	S-415' 3°00'	S-269' 1°00'	S-100' 2°29'	S-229'	S-283' 2°00'	S-365' 3°00'	S-365'
1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200											



REVISED TO:

247

60-55  
60 Id. Frt.

70-55  
60 Id. Frt.

60-55

520.20 36" CAST IRON PIPE  
520.37 36" CAST IRON PIPE  
520.62 36" CAST IRON PIPE  
521.14 36" CAST IRON PIPE

522.24 16" CONC. ARCH, BIG MARSH CREEK

523.35 6" CONC. ARCH, REFRIGERATOR CREEK

523.65 36" C.M.P.

524.30 36" C.M.P.

525.42 36" CAST IRON PIPE

528.30 36" C.M.P.

528.52 60" B.O. (CS-39), CRESCENT CREEK

524.0  
UML I  
06309

528.6  
CRESCENT LAKE  
06262

60-55  
525.51

70-55  
528.83

70-55  
523.51

60-55  
526.83

L-6139'

L-9575'

520

525

530

S.H. 69

46

67

61

SH 65  
73

71

77  
SH 77  
71

36

71

71

70

71

SH 71

78

78

CWR 136

132 CWR

136 CWR

CWR

CWR 136

CWR 136

CWR 136

CWR 132

136 CWR

136 CWR

61 C.R.

65 C.R.

CWR

79 C.R.

CWR

S-210'

1°30'

S-210'

1201

S-200'  
1°00'

S-200'

S-400'  
3°00'

S-400'

1203

S-150'

1°00'

S-150'

1204

S-190'

1°00'

S-190'

2205

79

2206  
S-330'  
3°00'

S-330'

S-375'  
3°00'

S-375'

2207

CHELSEA DISTRICT

OAKRIDGE DISTRICT



1.80 W. 0.00 E.

30

REVISED TO 7/1/77

540.39 13' R.T. (CS-17123)

540.8  
ABERNETHY

06248

L-8360

543.44 10' CONC. ARCH, DIAMOND CREEK

544.27 36" CAST IRON PIPE, HATCHET CREEK

544.34  
TUNNEL NO. 4 (573' CONC., 125' TIMBER POSTS-CONC. RIBS)  
698' 544.47

540

545

79	SH 69	74	73	74	76	71	74	78	S.H. 65	78	74	78	75	79	66	79	74	73	76	77	74	79	78	SH 65	79	78	75	78	75	73	S.H. 67
74								77						73		74					74	79	74							77	
136	132	136			CWR			W	132	136	136	136							136	W			CWR	136	132	W		CWR	136	W	132
CWR	CWR	CWR	CWR			136	CWR	CWR		CWR	CWR	CWR	CWR	CWR	CWR																
-79 C.R.																	79 C.R.										178				

S-360'	6'00'	S-360'	2228	S-180'	3'00'	S-180'	S-210'	3'00'	S-210'	6'00'	2232	S-150'	6'00'	S-150'	S-130'	1'00'	S-130'	S-120'	2'00'	S-120'	2235	T-150'	3'00'	T-130'	2236	S-180'	3'00'	S-180'	S-240'	2238	T-210'	8'00'	2239	T-210'	6'00'	T-150'	6'00'	T-150'	2241	S-180'	6'00'	S-180'	2242	S-174'	6'00'	S-213'	2243	S-180'	6'00'	S-180'	S-240'	2245	S-240'
--------	-------	--------	------	--------	-------	--------	--------	-------	--------	-------	------	--------	-------	--------	--------	-------	--------	--------	-------	--------	------	--------	-------	--------	------	--------	-------	--------	--------	------	--------	-------	------	--------	-------	--------	-------	--------	------	--------	-------	--------	------	--------	-------	--------	------	--------	-------	--------	--------	------	--------

30-25

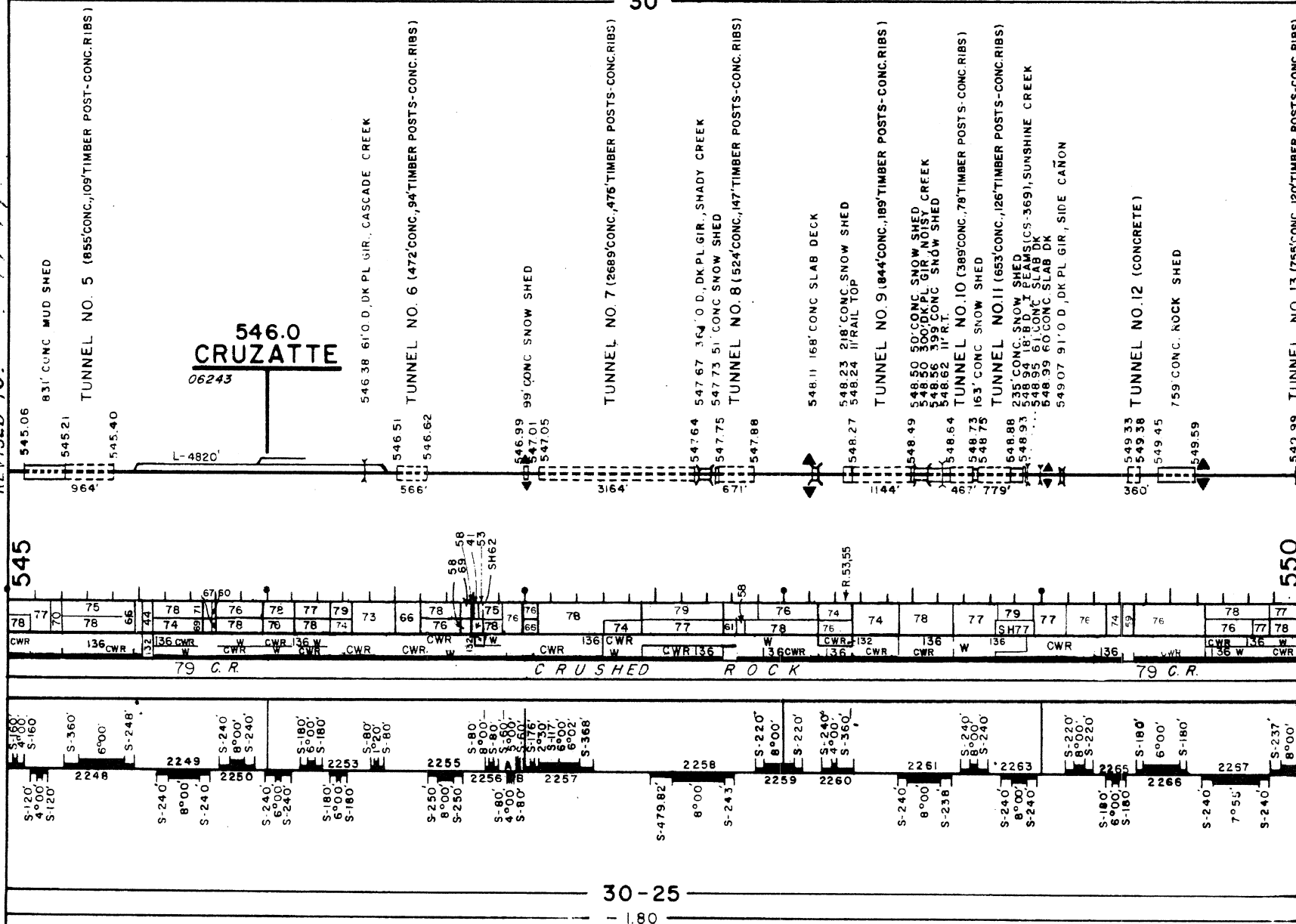
-1.80

545

550

30-25

- 1.80



REVISÉ TO:

NO 13 (755' CONC., 120' TIMBER POSTS-CONC. RIBS)

550 29	6'X 6' CONC	BOX
550 30	6'X 6' CONC	BOX

551.3  
FRAZIER  
06237

TUNNEL NO. 14 (2074' CONC., 47' UNLINED)

552 18 51' CONC. SNOW SHED  
552.19 120' B.D.

552.30 161'DK.PL.GIR , STEEP CANON

55393 TUNNEL NO. 15 (125' CONC./25' TIMBER POSTS-CONC. RIBS)  
55396

554.8  
FIELDS  
06232

550

55.90

[illegible]

Profile view showing elevations and stationing. The profile is a black line with various points labeled with station numbers and elevations. The elevations are in feet and inches, and the stationing is in feet. The profile shows a series of peaks and valleys, with the highest point being 2269.03 feet at station 2268. The elevations are: 2268 (8'00"), 2269.03 (8'00"), 2270 (8'00"), 2271 (8'00"), 2272 (8'00"), 2273 (8'00"), 2274 (8'00"), 2275 (8'00"), 2276 (8'00"), 2277 (8'00"), 2278 (8'00"), 2279 (8'00"), 2280 (8'00"), 2281 (8'00"), 2282 (8'00"), 2283 (8'00"), 2284 (8'00"), 2285 (8'00").

30-25

**- 30 - 25**

- 180







569.57 10' CONC ARCH. WERNER CREEK

568.92 35' R.T.

569.3  
M<sup>c</sup>CREDIE SPRINGS  
06214

L- 8526

REVISED TO : - 7/1

565.48 40' .D., THRU PL.GIR., EAGLE CREEK

566.99 13'R.T.

565

570

52 78 S.H. 65 77 78 76 79 75 77 74 79 74 75 S.H. 65 75 74 75 74 76 78 77 78 62 75 CWR 132 CWR 136 CWR CWR W 136 136 CWR CWR 136 132 CWR 136 CWR W 132 CWR 136 W CWR 136 CWR 73 C.R. 74 C.R. 70 C.R. 74 C.R. 3°00' S-180' S-240' 4°00' S-240' 79 S-180' 3°00' S-180' 2320 S-240' 6°00' S-240' 2322 S-240' 6°00' S-240' 2323 S-240' 6°00' S-240' 2325 S-240' 3°00' S-180' 2326 S-240' 6°00' S-240' 79 S-240' 2°00' S-240' 2328 S-280' 5°00' S-280' 2329 S-360' 6°00' S-360' 2330 S-360' 6°00' S-360' 2331 S-345' 6°00' S-345' 79 +SDG. 2332 S-240' 4°00' S-240' 2333 S-240' 4°00' S-240'

30 - 25

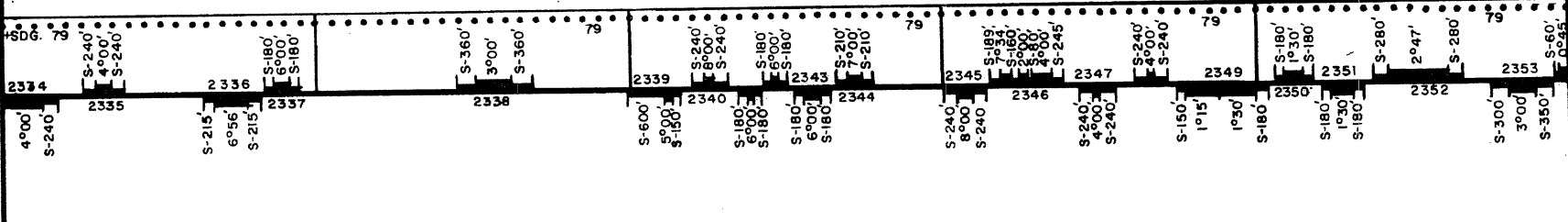
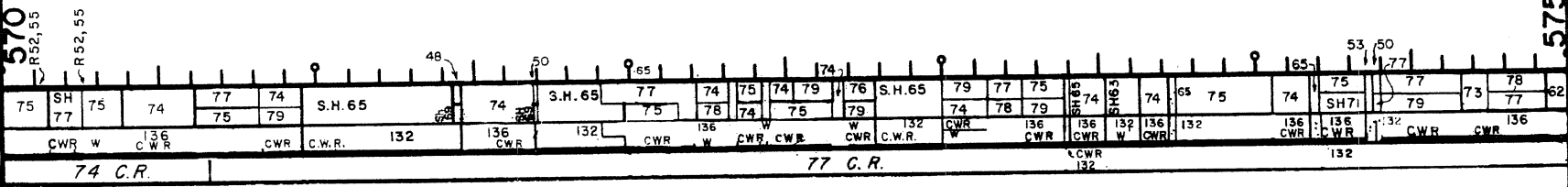
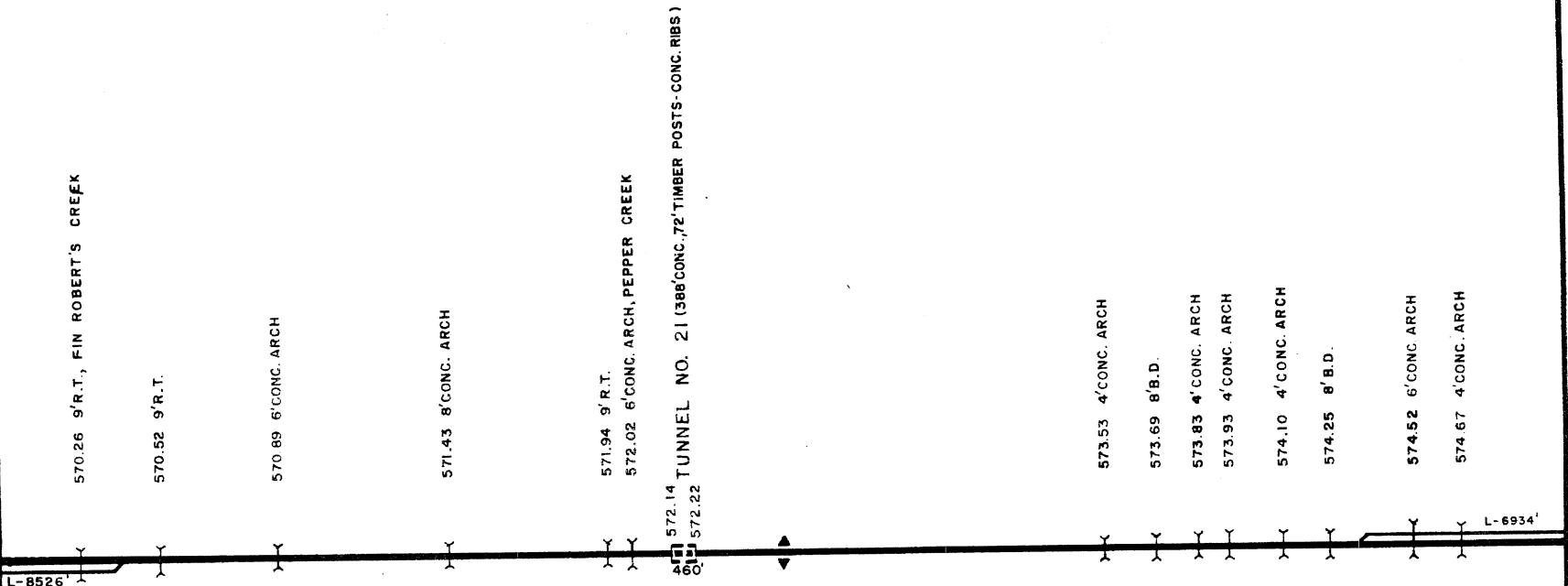
• -1.80

REVISED TO: 74

1.80 W. 0.00 E.

255

30



30-25

-1.80

30

REVISED TO: 6-1-79

575.10 4' CONC. ARCH

575.3  
PRYOR

06207

L-6935

575.86 8'B.D.

576.06 8'B.D.

576.18 8'B.D.

576.41 8'8.D.

576.67 8'B.D.

576.78 8'B.D.

577.07 8'B.D.

577.34 6' CONC. ARCH

577.68 4' CONC. ARCH

578.09 8'B.D.

578.74 282'B.D., DK.PL.GIR., SALMON CREEK

578.90 10' CONC. ARCH

579.27 8'B.D.

579.58 8' B.D.

579.88 15'B.D. (CS-39)

575

580

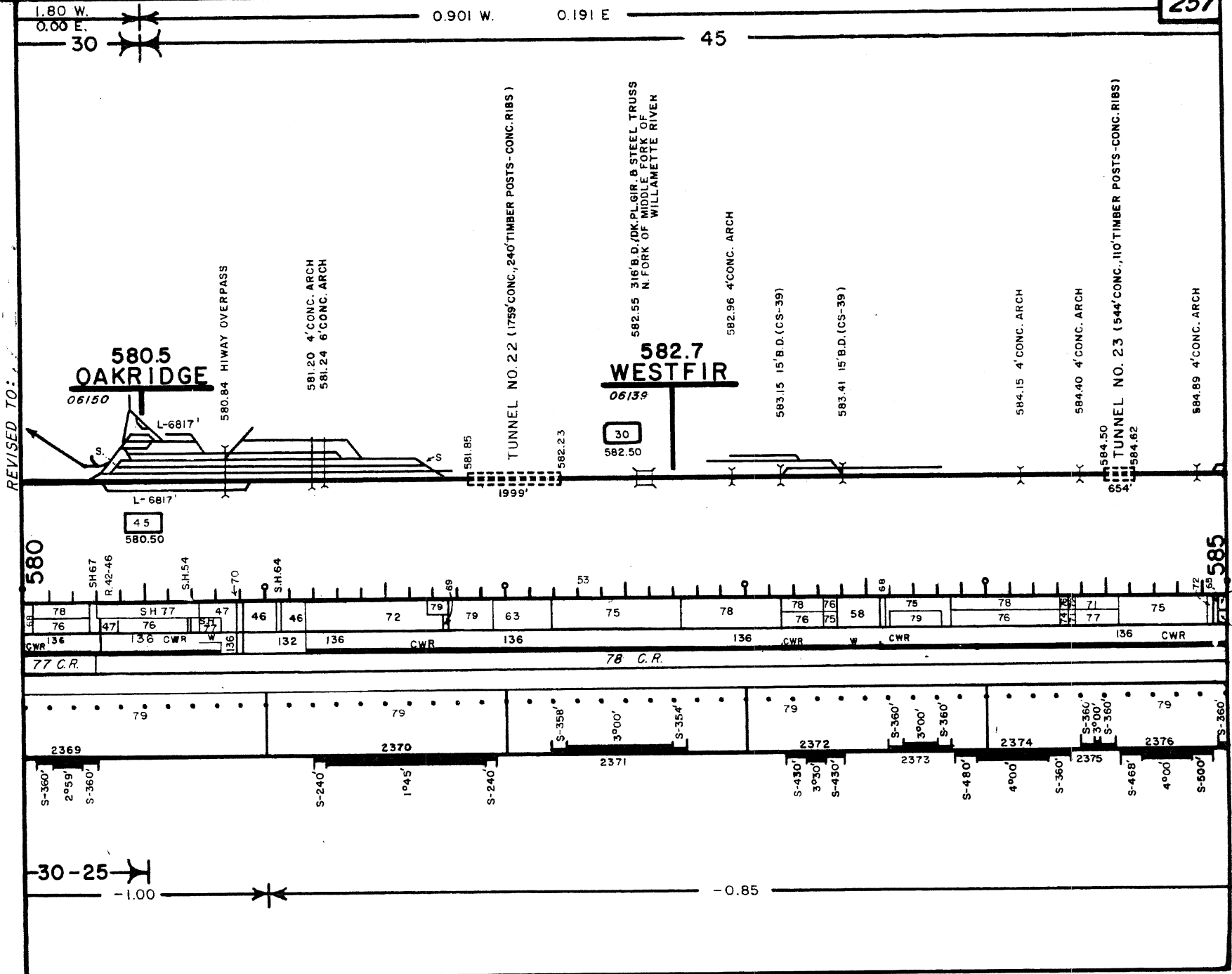
70  
C.R.

[illegible]

30 - 25

-1.80

-1.00.



0.901 W. 0.191 E.

45

50



REVISED TO: 6-21-78

585.24 22' B.D., BUCKHEAD CREEK

585.54 4' CONC. ARCH

585.6  
LOOKOUT

06135

585.91 8' B.D.

586.09 4' CONC. ARCH

586.57 15' B.D.(CS-39), BURNT BRIDGE CREEK

587.06 4' CONC. ARCH

587.19 TUNNEL NO. 24 (109' CONC., 285' UNLINED)  
587.27

587.44 4' CONC. ARCH

587.70 12' CONC. ARCH, TIRE CREEK

588.18 6' B.D.

588.39 8' B.D.

588.62 4' CONC. ARCH

588.90 6' CONC. ARCH

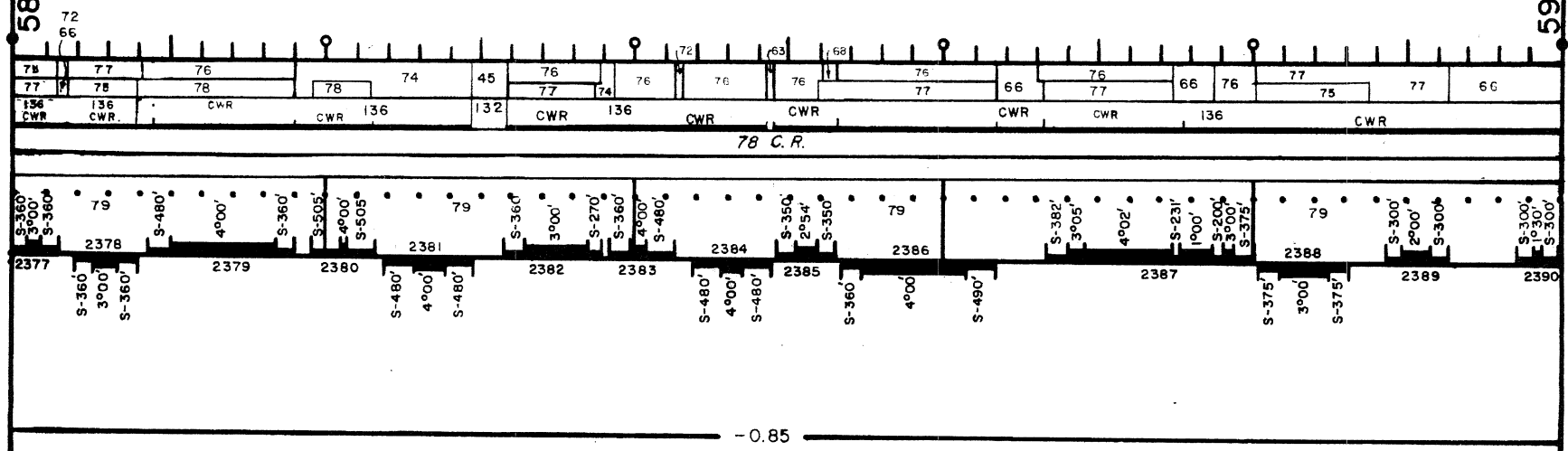
589.26 6'x6' CONC. BOX

L-5753'

50  
589.00

585

590



- 0.19 -

0.901 W. 0.191 E.

50

60-55

REVISED TO: 12-17-79

595.4  
CRALE  
06123

595.42 22' CONC. ARCH, GOODMAN CREEK

595.95 3'X3' CONC. BOX, MOSSY MAPLE CREEK

596.70 5'X5' CONC. BOX, FERN CREEK

596.85 5'X6' CONC. BOX, HAZEL CREEK

597.40 4'X4' CONC. BOX, STERN CREEK

598.08 8'X10' CONC. BOX, ROLLING RIFFLE CREEK

599.11 3'X3' CONC. BOX

50  
599.30

60-55  
597.30

595

600

76	66	78	66	76	78	66	79	SH 66	73	74	78
CWR	136	CWR	136	CWR	136	CWR	136	132	CWR	136	136

75 C. ROCK

2401	S-375'	2402	S-300'	2403	S-300'	2404	S-375'	2405	S-375'	2406	S-350'	2407	S-300'	2407 A	S-250'	2407 B	S-250'	2407 C	S-250'	2408	S-300'	2409	S-375'
	3'00'		3'00'		2'00'		3'00'		3'00'		3'00'		3'00'		1'15'		1'15'		1'15'		2'00'		3'00'

← -0.15 → → 0.18 → → -0.21 → → 0.34 → → -0.33 → → 0.16 → → -0.34 → → 0.40



-60-55

600.6  
MINNOW

06116

L-5330<sup>1</sup>

604.3  
DEXTER

06112

L-5426

605

304.61 24 CONC ARCH, COUNT 1 RD. 0.0.F.

300.00 8'X'0'CONC. BOX, MINNOW CREEK

REVISED TO: 11-21-19

600

CWR

78	S.H.66	75	SH	76	SH 66	76	SH 66	72	SH 66	75	SH	75	SH	77	76	SH	75	SH	75	SH66
76		SH 66	66	78	SH 66	78	SH 66	78	75	76	SH 66	76	74	SH 66	76	76	76	76	76	
136	CWR	132	136	132	136	136	CWR 132	136	132	136	CWR	136	CWR	136	CWR	132	136	CWR	132	136

75 C.R.

[illegible]

0.40 ✱

-0.80

0.901 W. 0.191 E.

60-55

REVISED TO 11-27-29

605.25 4-18' CONC. ARCH., LOST CREEK

605.95 3'X3' CONC. BOX

606.46 3'X3' CONC. BOX

606.72 3'X3' CONC. BOX

607.15 3'X3' CONC. BOX

607.39 4'X4' CONC. BOX

607.51 3'X3' CONC. BOX

608.21 24' CONC. ARCH., RD. U.P.

608.35 16' CONC. ARCH., RATTLE SNAKE CREEK

608.88 HIWAY OVERPASS

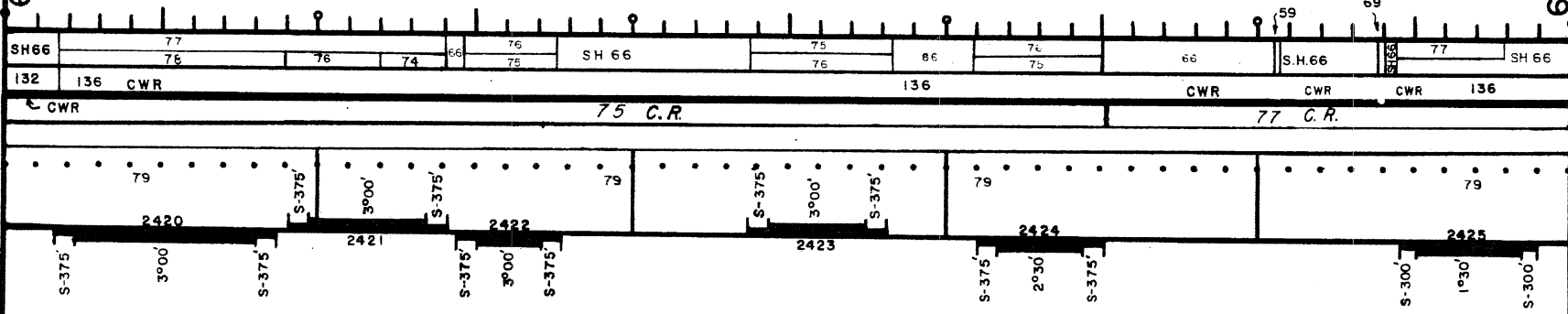
609.9  
DOUGREN  
06105

L-8478

BOTH SIDES  
45  
609.81

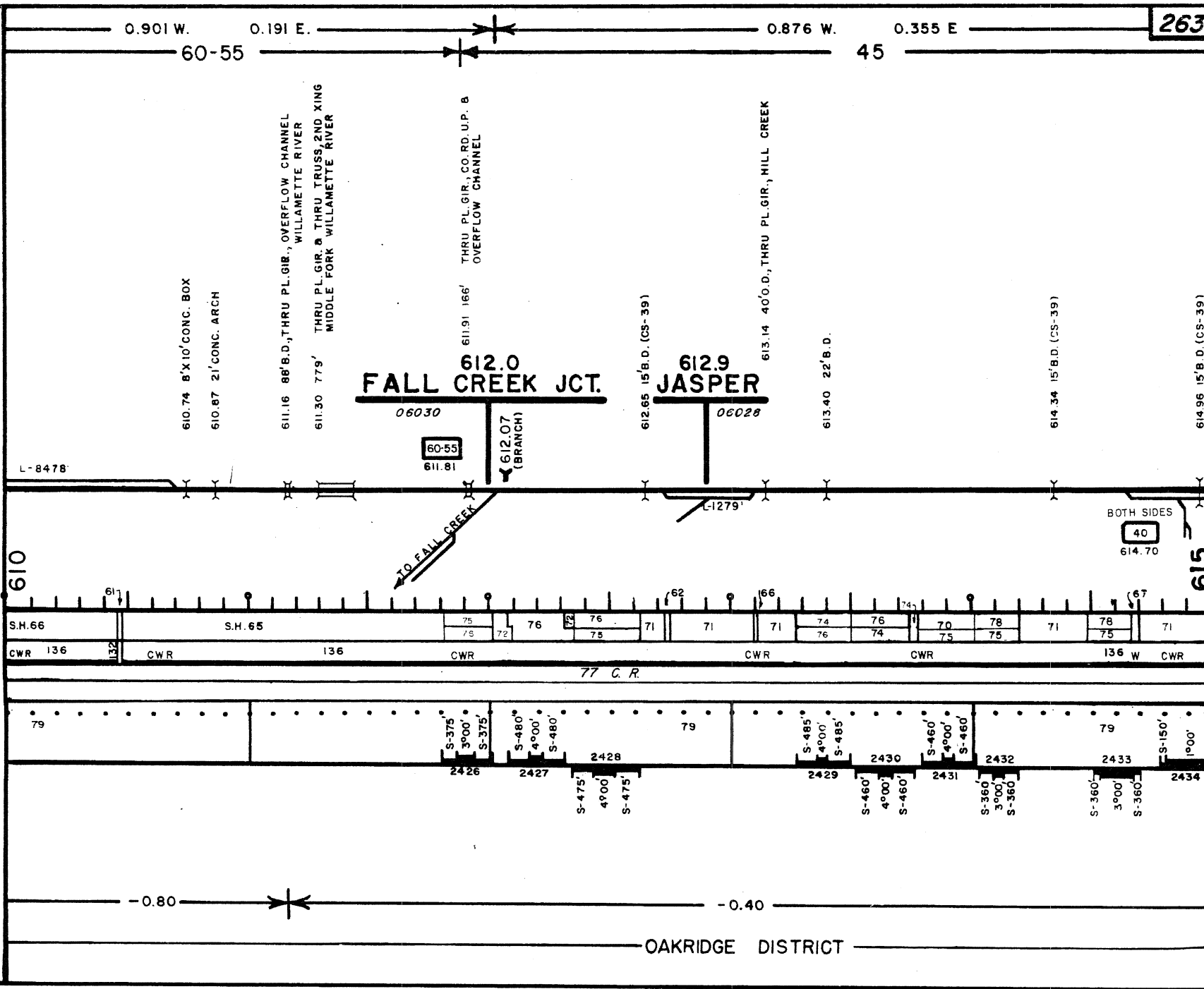
605

610



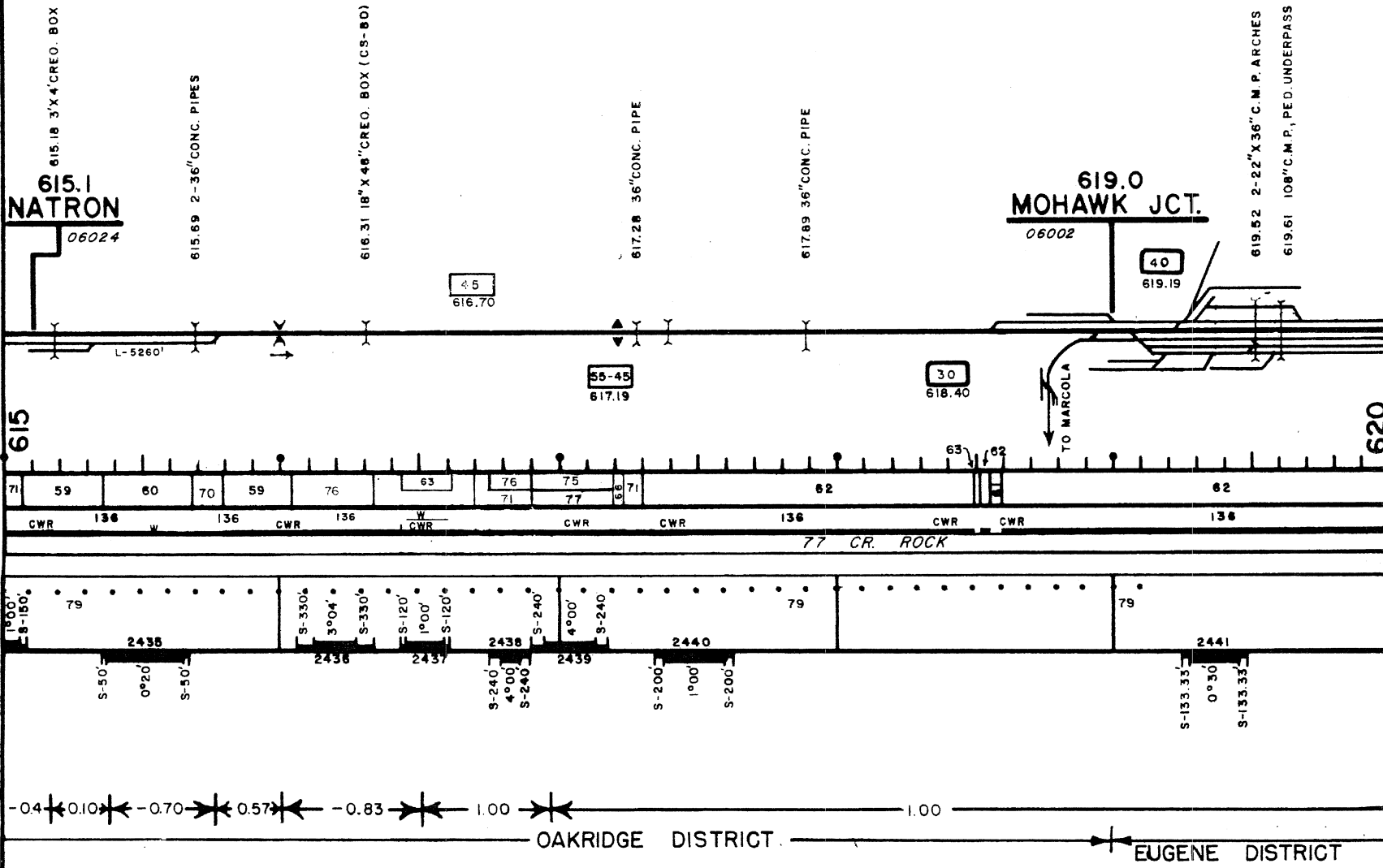
- 0.80

REVISED TO: 0-21-79

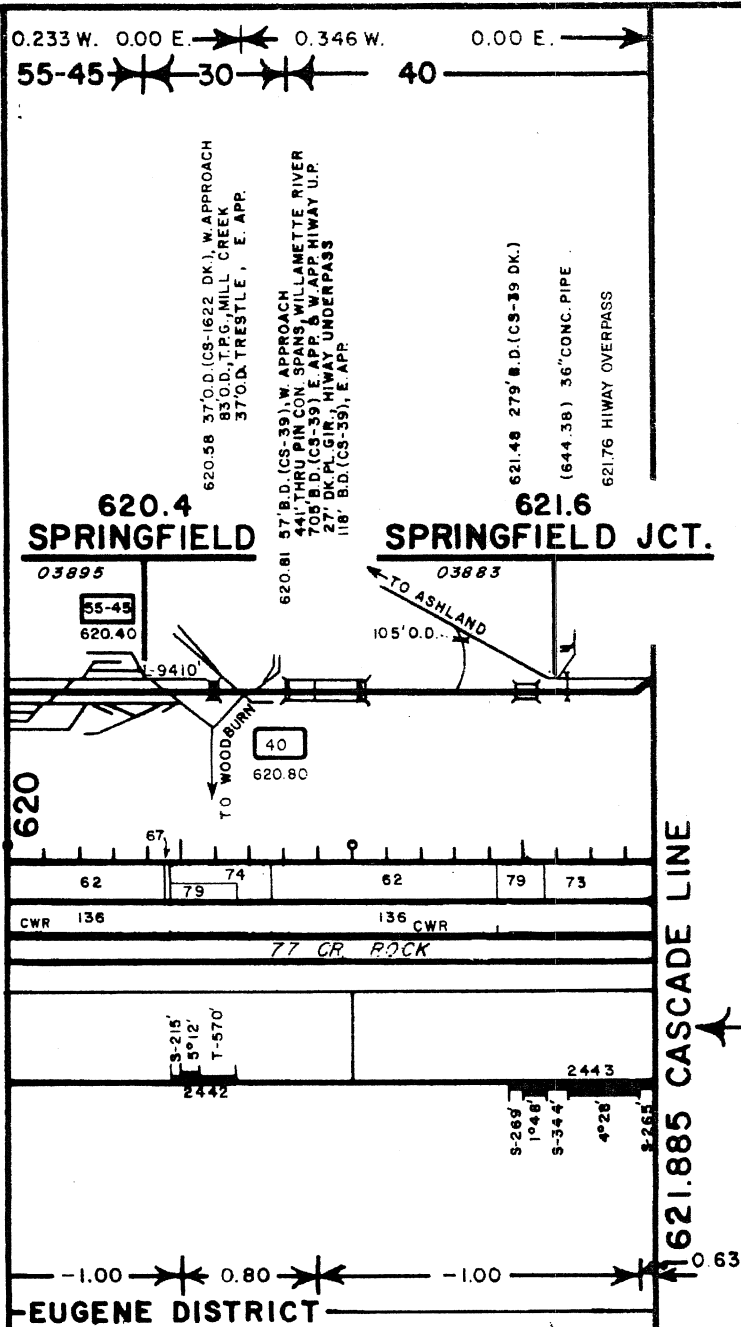


45 40 55-45

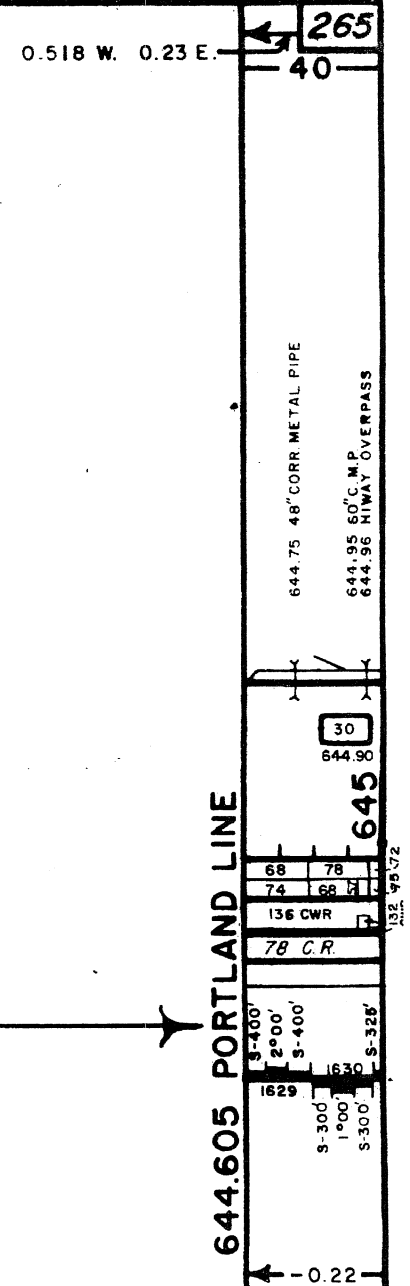
REVISED TO: 06-27-77



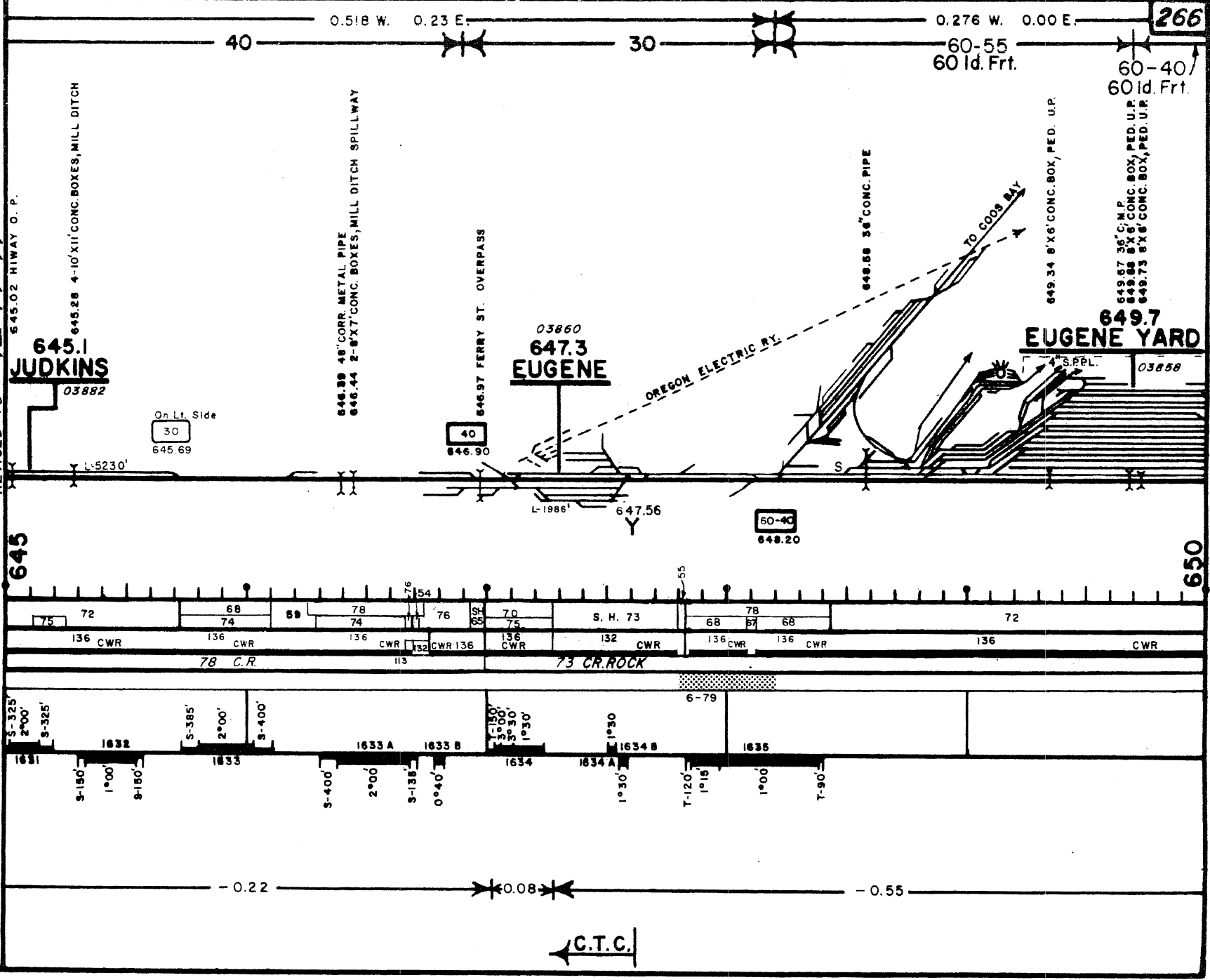
REVISED TO 5-1-79



EQUATION



REVISED TO: 12-14-79





0.575 W. 0.415 E.

60-40  
60 Id. Frt.

70-55  
60 Id. Frt.

655.15 10' B.D. (CS-341)

657.77 75' B.D. (CS-1601)

658.67 106' B.D.

658.95 195' B.D.

659.24 30' B.D.

659.49 75' B.D.

659.74 90' B.D.

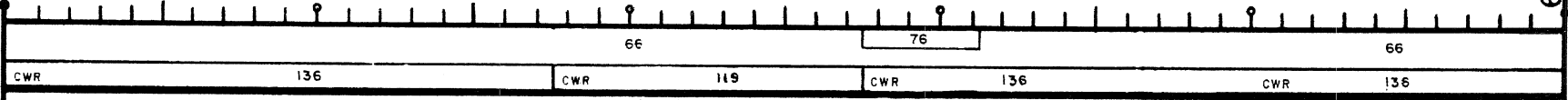
659.9  
**SWAIN**  
03844

70-55  
658.0

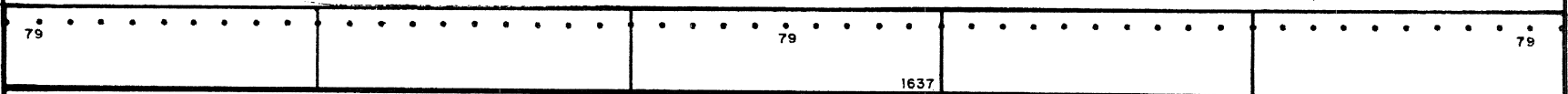
1.7342'

655

660



74 C.R.



S-32.0' 1°00' S-32.0'

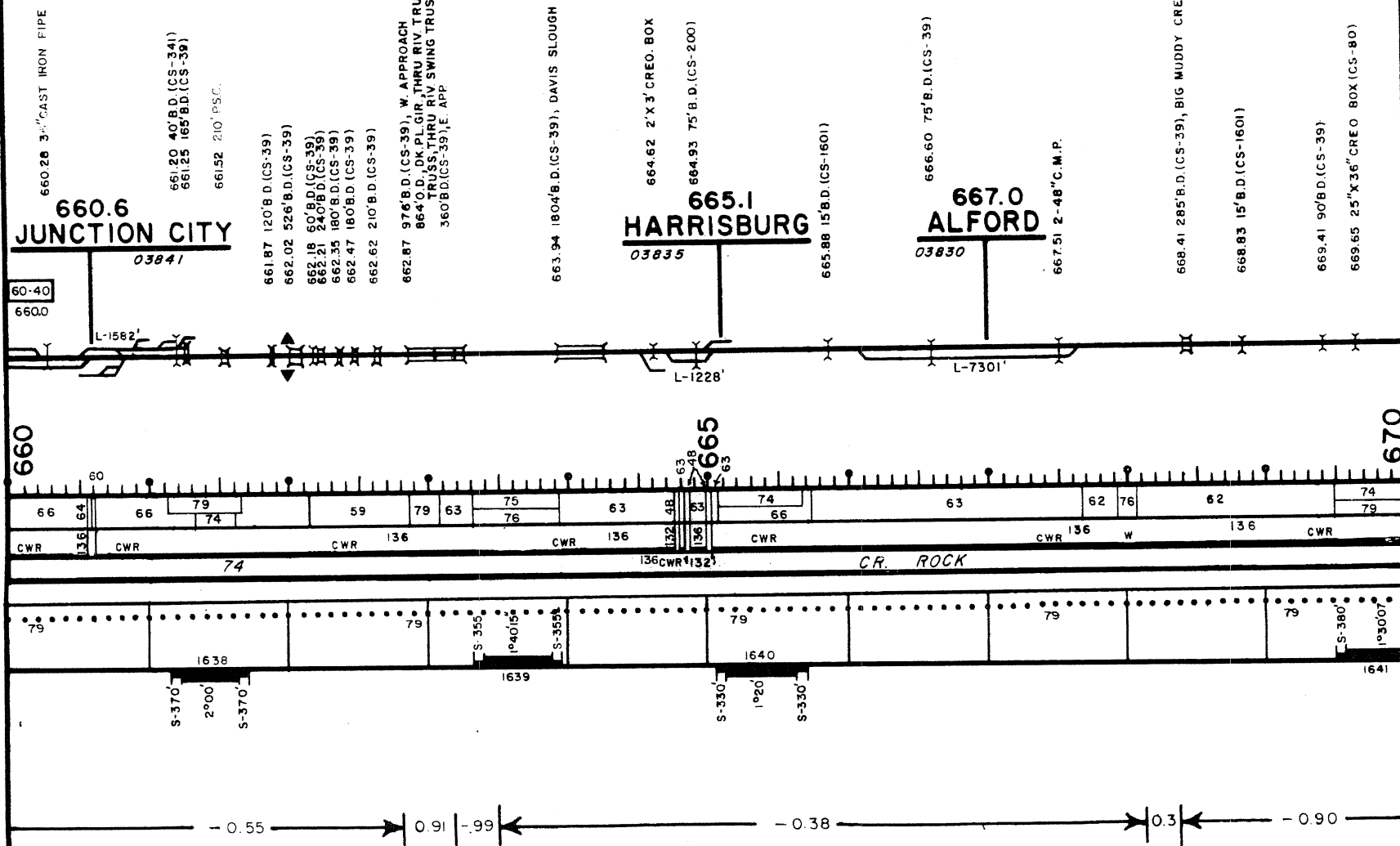
-0.55

REVISED TO



0.575 W. 0.415 E.

70-55  
60 Id. Frt.



660.20 3.4" CAST IRON PIPE

660.6  
JUNCTION CITY  
03841

60-40  
660.0

661.20 40' B.D. (CS-34)  
661.25 165' B.D. (CS-39)  
661.52 210' P.S.C.

661.87 120' B.D. (CS-39)  
662.02 526' B.D. (CS-39)  
662.18 60' B.D. (CS-39)  
662.21 240' B.D. (CS-39)  
662.35 180' B.D. (CS-39)  
662.47 180' B.D. (CS-39)  
662.62 210' B.D. (CS-39)

662.87 97' B.D. (CS-39), W. APPROACH  
664.00 10' PLUG, THRU RIV. TRUSS, THRU PIN CON.  
360' B.D. (CS-39), E. APP

663.94 1804' B.D. (CS-39), DAVIS SLOUGH

664.62 2' X 3' CREO. BOX  
664.93 75' B.D. (CS-200)

665.1  
HARRISBURG  
03835

665.88 15' B.D. (CS-1601)

666.60 75' B.D. (CS-39)

667.0  
ALFORD  
03830

667.51 2-48" C.M.P.

668.41 285' B.D. (CS-39), BIG MUDDY CREEK

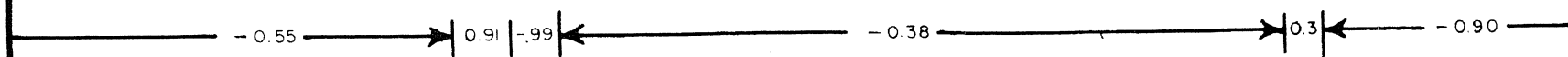
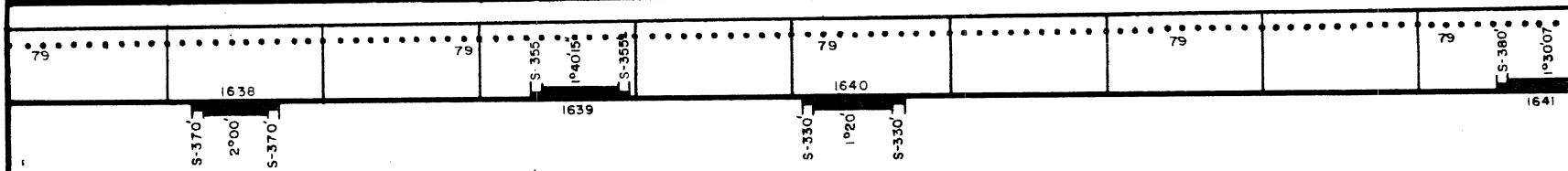
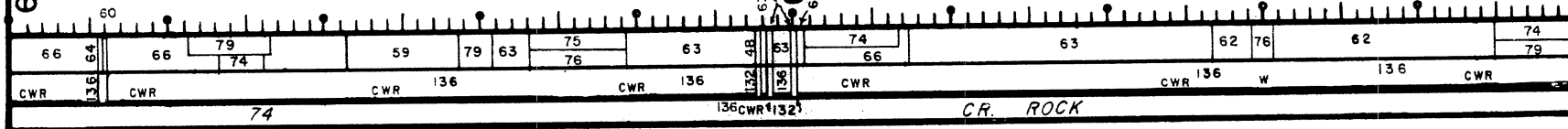
668.83 15' B.D. (CS-1601)

669.41 90' B.D. (CS-39)

669.65 25' X 36" CREO BOX (CS-80)

660

670



REVISED TO 7-1-61

0.575 W. 0.415 E.

70-55  
60 Id. Frt.

670.08 330' B.D. (CS-39)  
670.56 15' B.D. (CS-200)  
671.04 15' B.D. (CS-1601)  
671.37 45' B.D. (CS-39)  
672.10 22" X 36" C.M.P. ARCH  
672.23 10' B.D. (CS-1605)  
673.50 3-16" X 48" CREO. BOXES (CS-80 TYPE)  
674.01 15' B.D. (CS-39)  
674.58 10' B.D. (CS-1605)  
675.44 2-25" X 40" C.M.P. ARCHES  
675.68 2-65" X 40" C.M.P. ARCHES  
676.82 10' B.D. (CS-1605)  
676.94 10' B.D. (CS-1605)  
677.66 2' X 2' CREO. BOX (CS-66 TYPE)  
678.17 15' B.D. (CS-200)  
679.39 285' B.D. (CS-39)

673.8  
HALSEY  
03823

679.0  
SHEDD  
03817

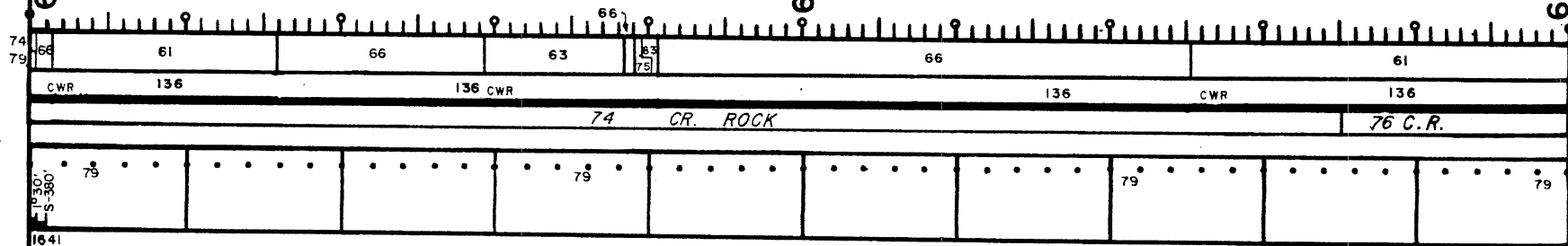
L-5830'

L-7326'

670

675

680



- 0.90 - 0.02 - 0.07 - 0.02 - 0.18 - 0.11 - 0.41 - 0.15

30-

— 70-55  
60 Id. Frt.

089

680.02 75'B0 (C5-39)

680.92 15'B.D.(CS-39)

681.35 45'B.D.(CS-39)  
681.46 75'B.D.(CS-39)

681.70 135'B.D.(CS-39)

682.08 142'0. D. THRU RIV. SPAN, CALAPOOIA RIVER  
162'8. D. (CS-39) E. APP.  
682.24 300'8. D. (CS-39)

682.60 15'B.D.(CS-39)

682.73 75.B.D. (C5-199)  
682.80 45.B.D. (C5-399)

682.97 10'B.D.(CS-1605)  
683.07 10'B.D.(CS-1608)

683.07 10'B.D. (CS-1605)

683 69 105' B.D. (CS-39)

684.03 15'B.D.(CS-1601)

684.6  
TANGENT  
03810

03810

584.76 15' 8. D. (CS-1601)

585.01 10' B.D (CS-1605)

685.31 15'8.D.(CS-39)

686.08 30'B.D.(CS-1801)

686.33 10' B.D.(CS-1605)

686.54 45'B.D.(CS-1601)

607.21 30'B.D.(CS-39)

688.0  
HALLAWELL  
03805

03805

688.87 90'B.D.(CS-39), OAK CREEK

689.32 15' B.D. (CS-39)

03670  
689.9  
PAGE

70-55  
689.88

TO TALLMAN

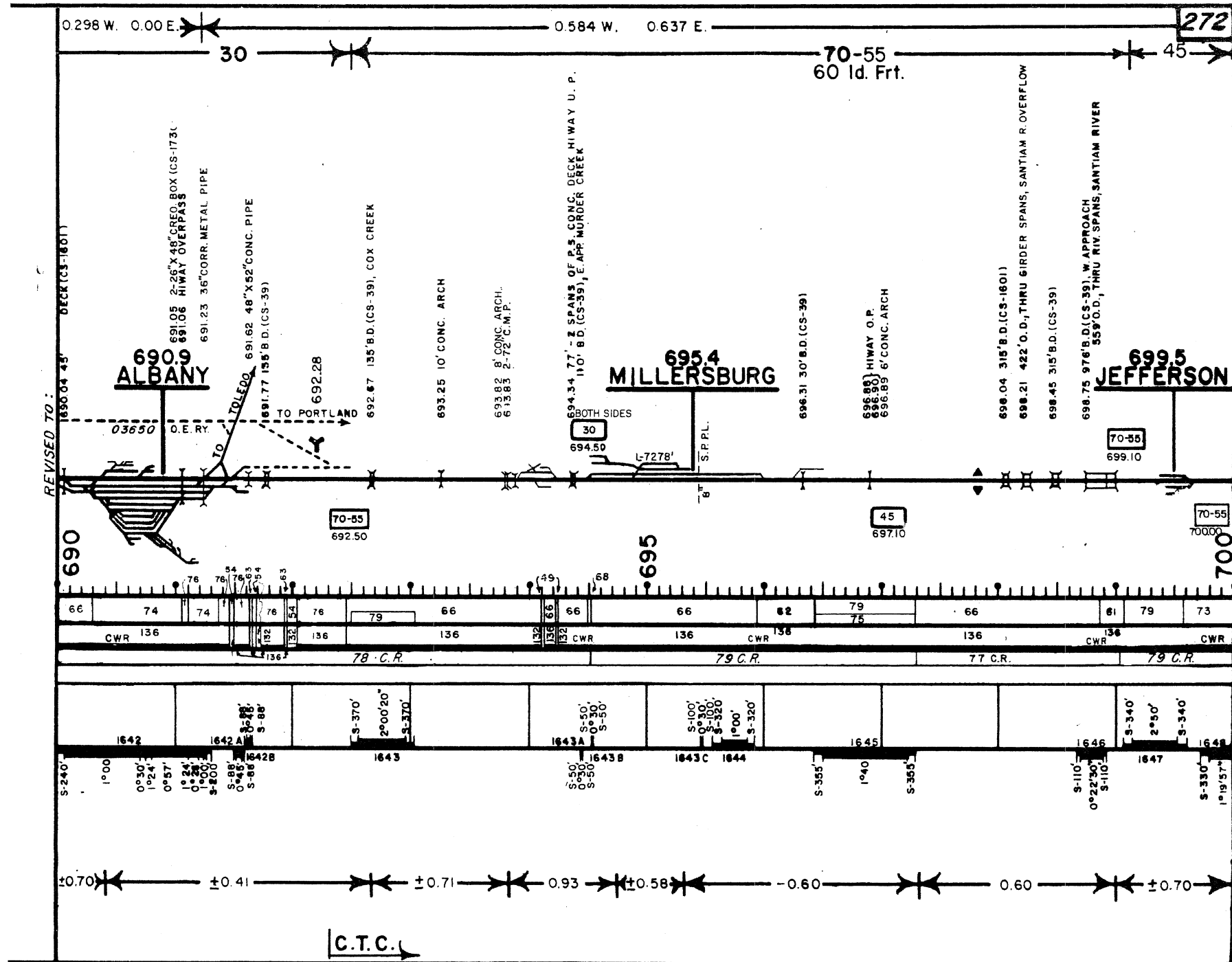
069

S-100,  
Q°30,  
S-100,

1641-A

-0.15    +0.45    -0.41    +0.47    LEVEL    +0.32    -0.63    40/0    -0.94    +0.70  
 EUGENE DIST.                      ALBANY DISTRICT

C.T.C.



0.584 W.

0.637 E.

70-55  
60 Id. Frt.

704.2  
MARION

03623

704.32 45' B.D. (CS-39)

704.93 2-36" CONC. PIPE

708.16 15' B.D. (CS-39)

701.62 20' B.D. (CS-1605)

701.89 HIWAY O.P.  
702.00 45' B.D. (CS-39)

703.13 60' B.D. (CS-39)

703.49 45' B.D. (CS-39)

700.08 36" CAST IRON PIPE

700.75 30' B.D. (CS-1605)

45  
702.00

7708'

REVISED TO: 3-22-72

700

705

710

73

66

75

66

66

64

65

CWR

CWR

136

CWR

136

CWR

136

CWR

79 C.R.

77 C.R.

1648

1'20"

S-330'

1649

S-370'

2'00'

S-370'

1650

S-320'

1'00'

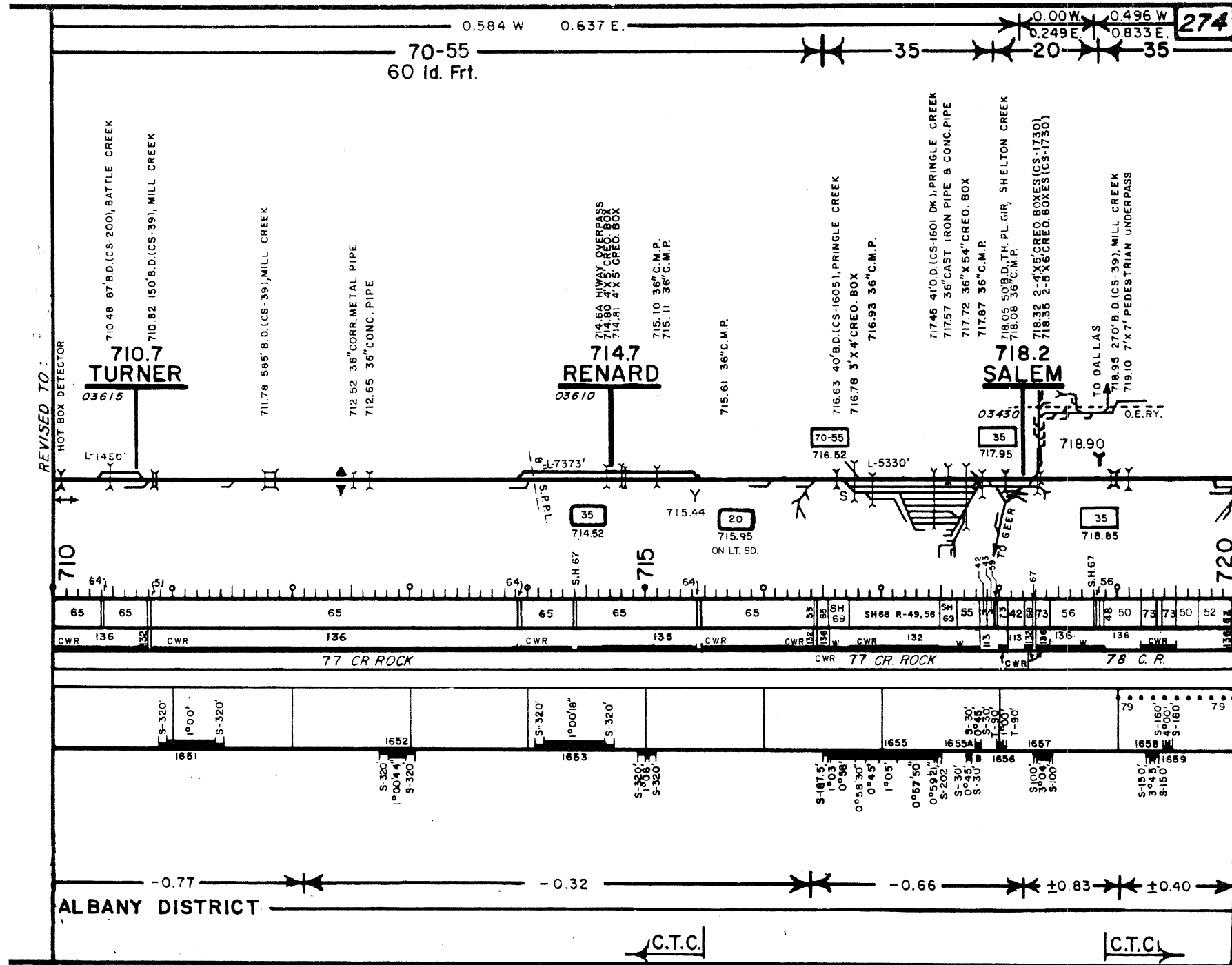
S-320'

0.76

0.58

-0.14

-0.77



-35-

— 70-55  
60 Id. Frt.

7720.51 265' B.D. STEEL GIRDERS, HIWAY U.P.  
7720.55 4' X 4' CONC. BOX

721.07 4' CONC. ARCH

721.36 10' CONC. ARCH

722.45 8 722.46 HIWAY OVERPASSES

722.2  
LABISH

03419

35  
722.58

724.14 105' B.D. (CS-39)

726.9  
BROOKS

03411

727.58 72" C.M.P.

727.88 36" C.M.P.

728.37 · 36" C.M.P.

REVISED TO:

720.85 O. E. RY.

20

L-7402

ON LT. SIDE

70-55

720.56

84

(64)

725

730

52	52	52	49	73	49	49	72	51	72	77	51	56	51	48	48	77	49
132	132	132	132	136 CWR	132	132	136 CWR	132	136 CWR	136 CWR	132	136	132	136	132	136	136

78 C. R.

71 C. ROCK

77 C. ROCK

79

1660  
S-270'  
E 54'  
S-270'

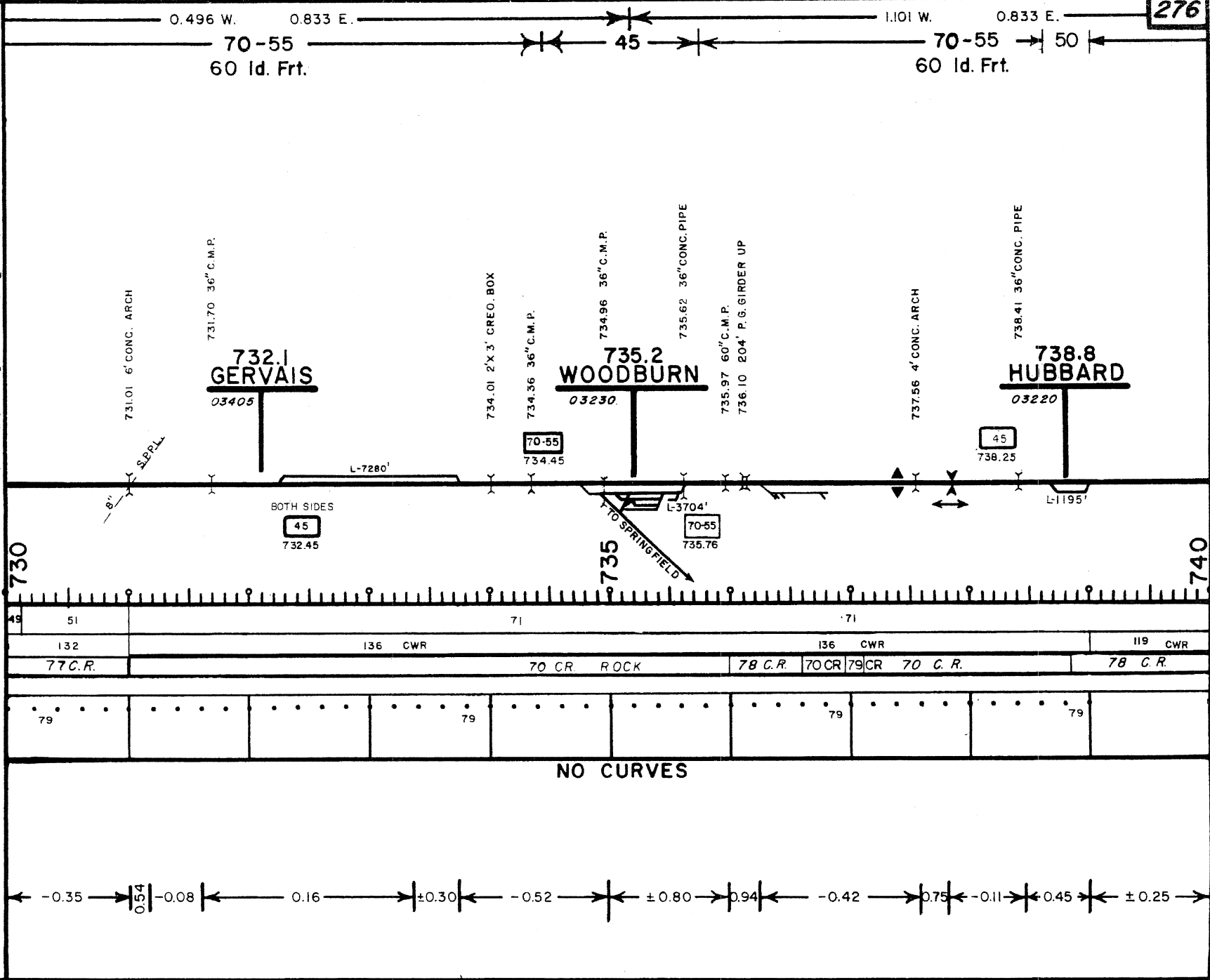
1661

1662

ALBANY DISTRICT

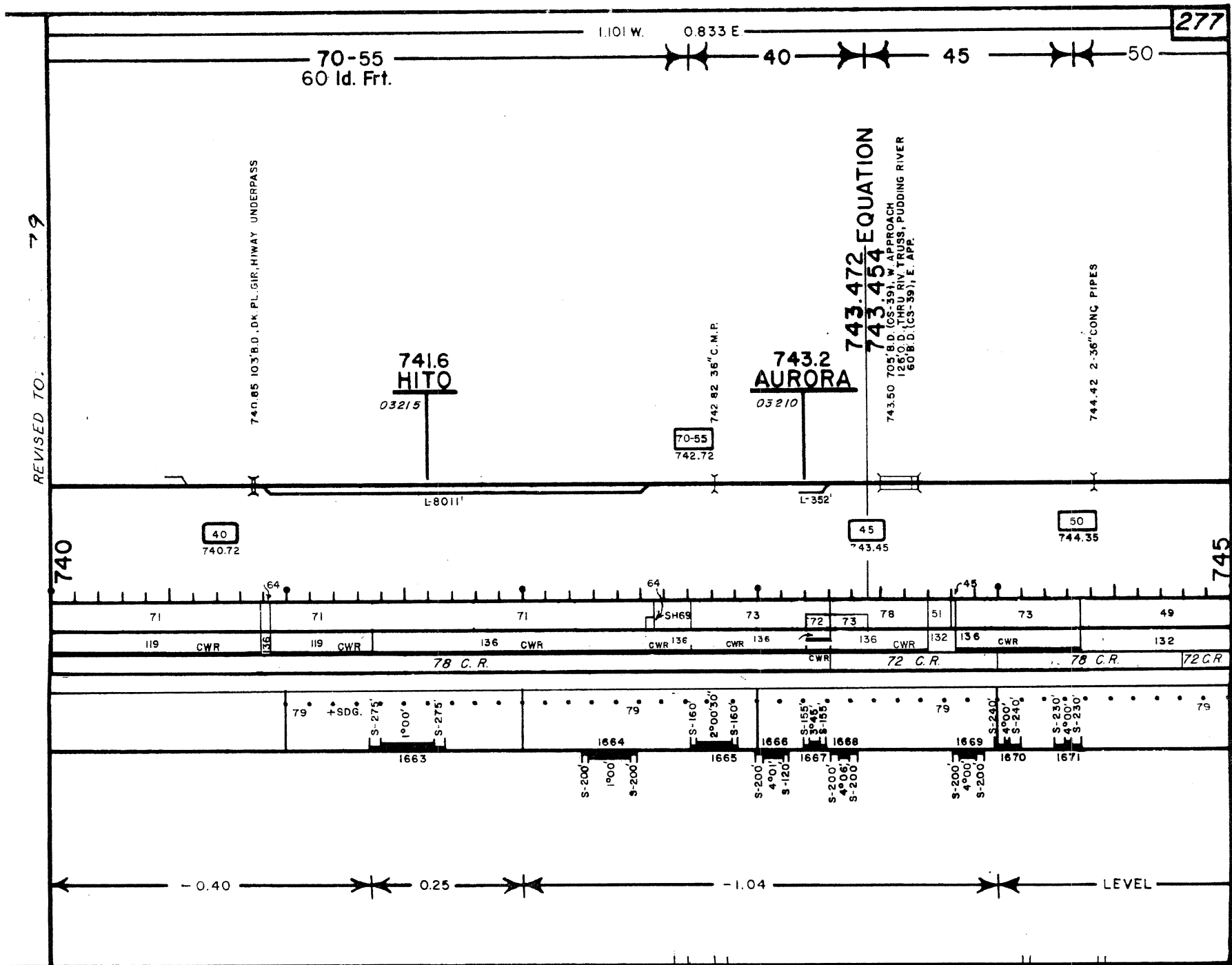
BROOKLYN DISTRICT

REVISED TO:





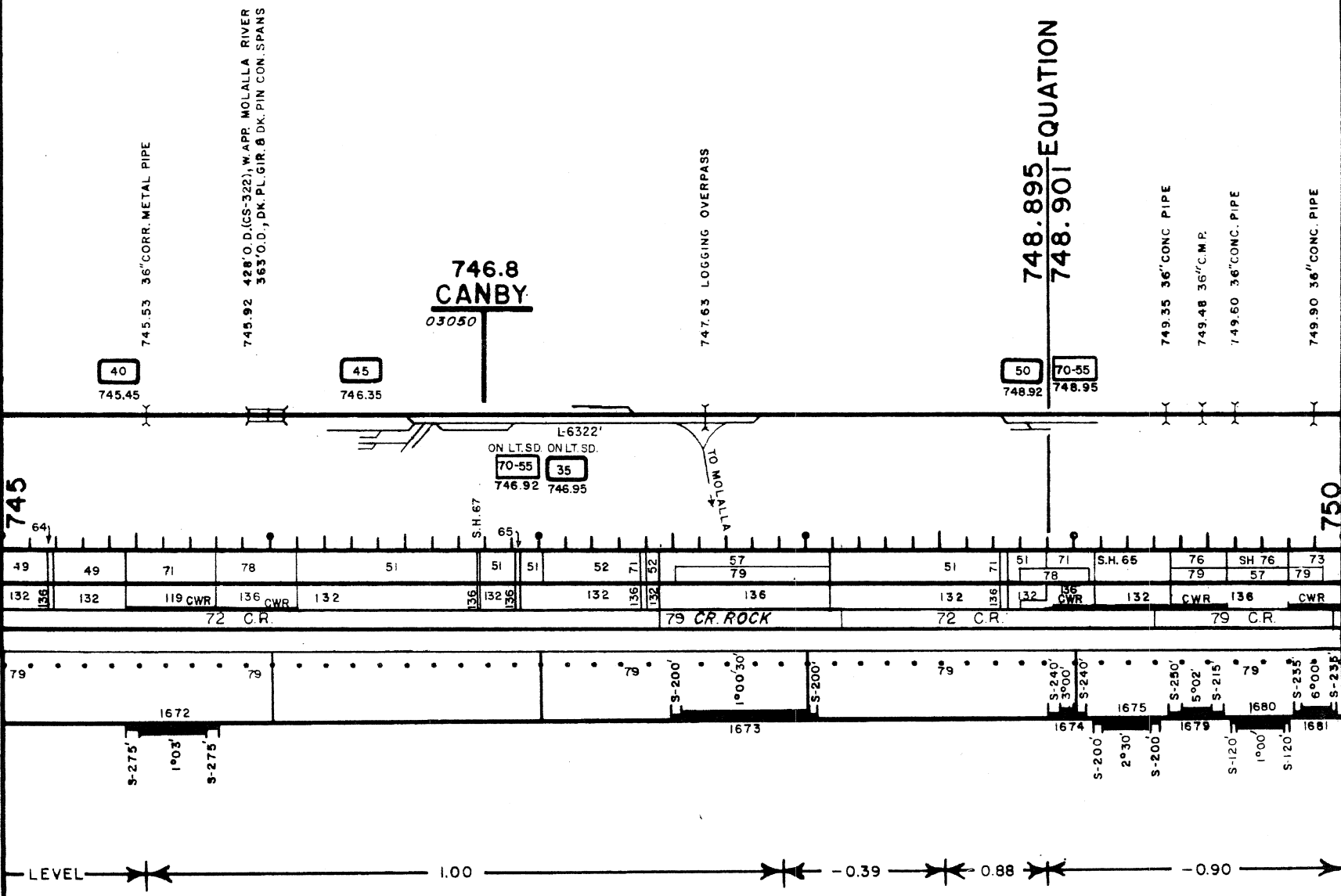
REVISED TO: 79



1.101 W. 0.833 E. 1.215 W. 0.920 E.

50 70-55 35  
60 Id. Frt.

REVISED TO:



REVISED TO:

750.06 20' O.D., D.K. PL. GIR., PARROTT CREEK

35

1.215 W. 0.920 F

55



40

750.1  
NEW ERA

03048

750.8  
COALCA

03048

751.56 24" X 30" CREO. BOX (CS-1730)  
751.68 36" C.M.P.  
751.71 24" CREO. BOX  
751.704 EQUATION  
751.729

752.871 EQ.  
752.898

752.9  
PULP

03040

ON LT. SD.

35  
752.35

40  
752.35

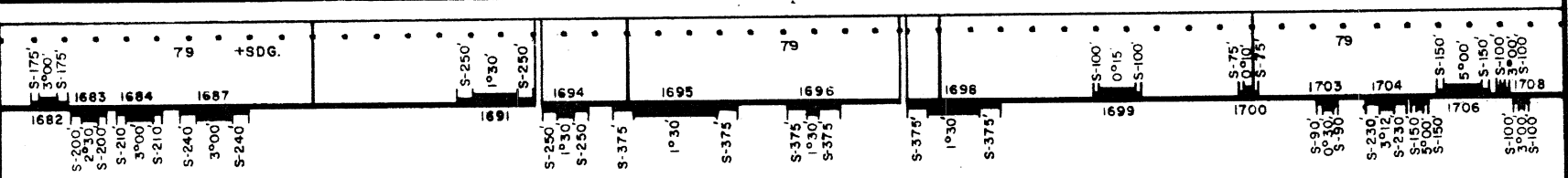
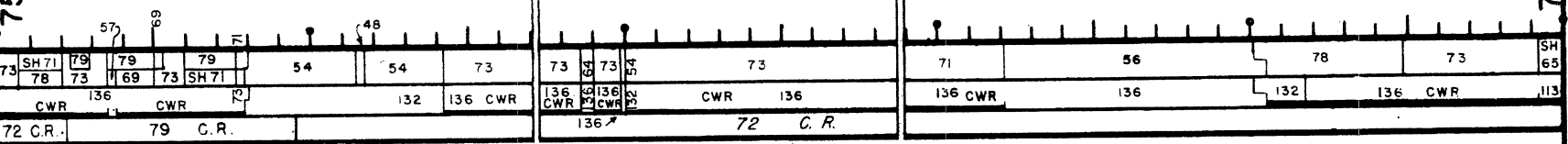
55  
754.35

754.55 3' X 3' CREO. BOX

754.99 16" X 48" CREO. BOX (CS-80)

750

755



0.14 -0.44 1.91 -1.70 0.52 -0.30 0.17 -0.20 0.58 -0.57 0.46

1.215 W 0.920 E.

40

50

65-55  
60 Id. Frt.

OREGON CITY  
03030

CLACKAMAS  
03016

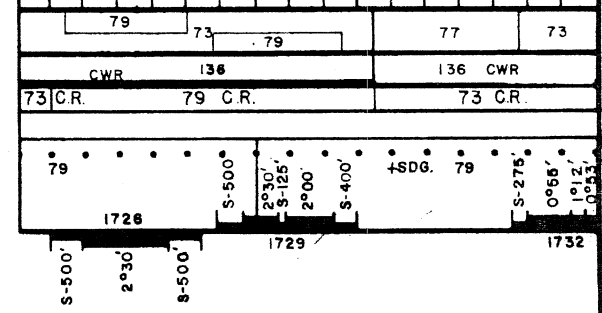
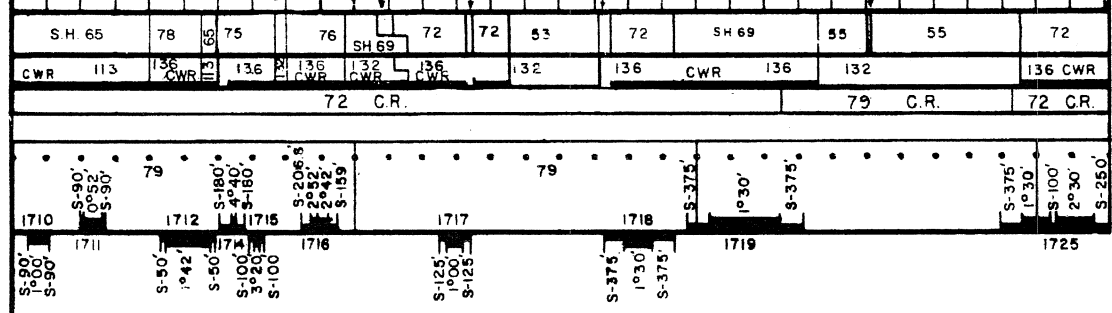
REVISED TO:

755

758

759

760



0.46

-1.50

1.50

S. P. CO.

5534'

50  
756.31

65-55  
757.59

40  
758.31

50  
759.59

755.41 46' B.D. I BEAMS, HWAY U.P.

755.52 PEDESTRIAN U.P.  
755.60 3'X4' STONE BOX

755.82 18'0" O.D. (CS-1622) W. APPROACH  
4'0" O.D., THRU PL. GR., 12TH ST. UP  
62'1' O.D., E. APP. 12TH ST. W. APP. 14TH ST.  
2-30' P.C. GR., 14TH ST. U.P.  
27'1' O.D. (CS-1622) E. APP.  
79 PS, PC CONC.

756.17 19'5" O.D. (CS-1622 DK.), ABERNETHY CREEK

756.59 45' B.D. (CS-1601)

756.82 30' B.D. (CS-1600)

757.03 36" CORR METAL PIPE  
757.05 EAST PORTLAND HWY O.P.

757.59 55' B.D., T.P.G., CLACKAMAS RIVER

757.76 72" C.M.P.

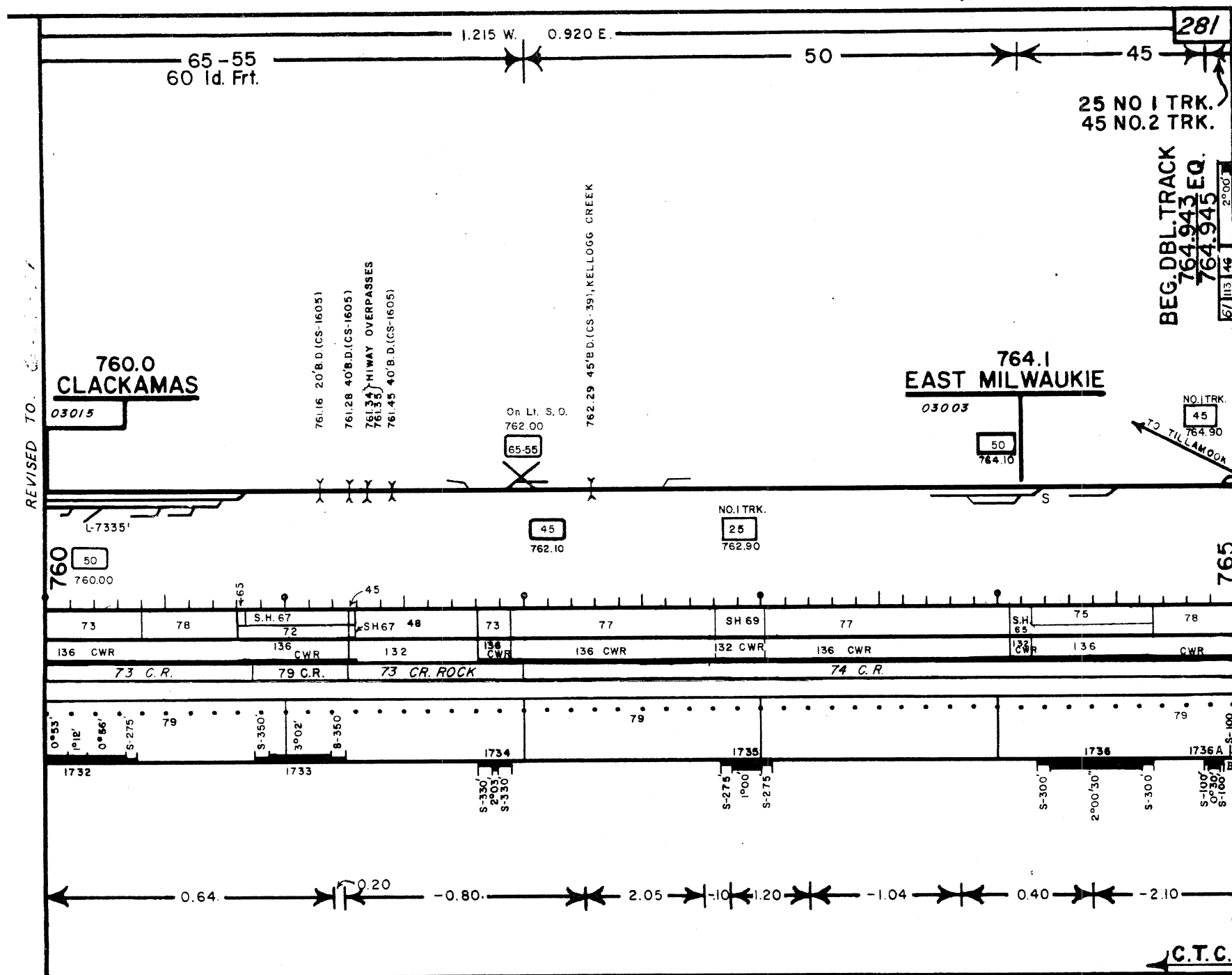
758.80 46' B.D., ROAD UNDERPASS

759.05 60" C.M.P.

759.32 4'X6' CREO. BOX

759.82 HWAY OVERPASS

REVISED TO: 6-1-17



281

25 NO. 1 TRK.  
45 NO. 2 TRK.

BEG. DBL. TRACK  
764.943 EQ.  
764.945 EQ.  
764.946 EQ.  
764.947 EQ.  
764.948 EQ.  
764.949 EQ.  
764.950 EQ.  
764.951 EQ.  
764.952 EQ.  
764.953 EQ.  
764.954 EQ.  
764.955 EQ.  
764.956 EQ.  
764.957 EQ.  
764.958 EQ.  
764.959 EQ.  
764.960 EQ.  
764.961 EQ.  
764.962 EQ.  
764.963 EQ.  
764.964 EQ.  
764.965 EQ.  
764.966 EQ.  
764.967 EQ.  
764.968 EQ.  
764.969 EQ.  
764.970 EQ.  
764.971 EQ.  
764.972 EQ.  
764.973 EQ.  
764.974 EQ.  
764.975 EQ.  
764.976 EQ.  
764.977 EQ.  
764.978 EQ.  
764.979 EQ.  
764.980 EQ.  
764.981 EQ.  
764.982 EQ.  
764.983 EQ.  
764.984 EQ.  
764.985 EQ.  
764.986 EQ.  
764.987 EQ.  
764.988 EQ.  
764.989 EQ.  
764.990 EQ.  
764.991 EQ.  
764.992 EQ.  
764.993 EQ.  
764.994 EQ.  
764.995 EQ.  
764.996 EQ.  
764.997 EQ.  
764.998 EQ.  
764.999 EQ.  
765.000 EQ.

NO. 1 TRK.  
45

TO TILLAMOOK

765

C.T.C.

0.160 W. 0.029 E. 0.545 W. 0.00 E.

45 No. 2 TRK  
25 No. 1 TRK.

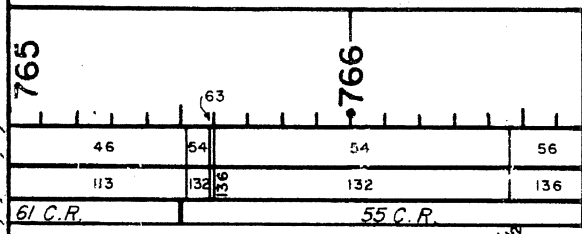
30

20

766.677 EQ. END D.T.  
766.675

767.867 BEG. D.T.

REVISED TO:



765.2 WILLSBURG JCT.

766.9 BROOKLYN

767.9 HAIG

No. 1 TRK.  
No. 2 TRK.

765.01

20  
765.90

NO. 1 TRK.  
45  
766.70

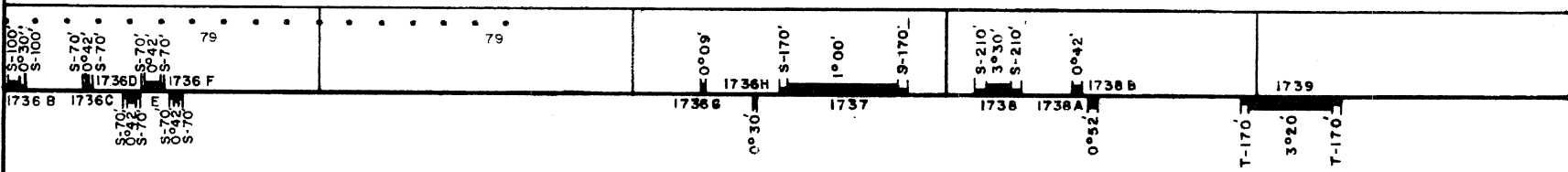
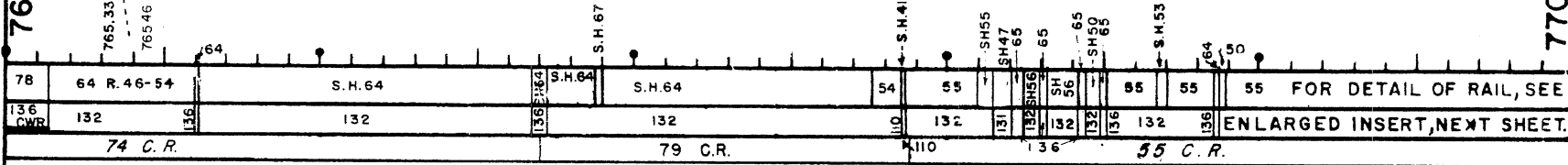
00210 ON LEFT SIDE  
45  
767.90

8  
769.25

6  
769.00

FOR DETAIL OF RAIL, SEE  
ENLARGED INSERT, NEXT SHEET.

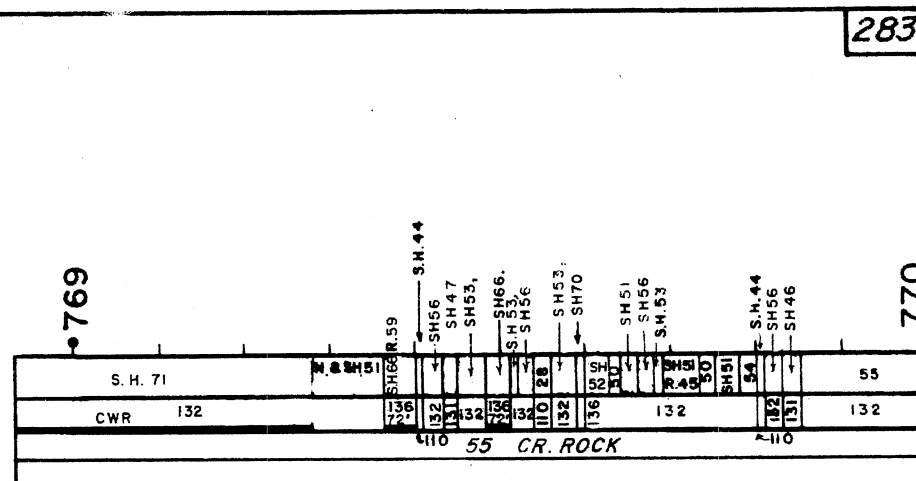
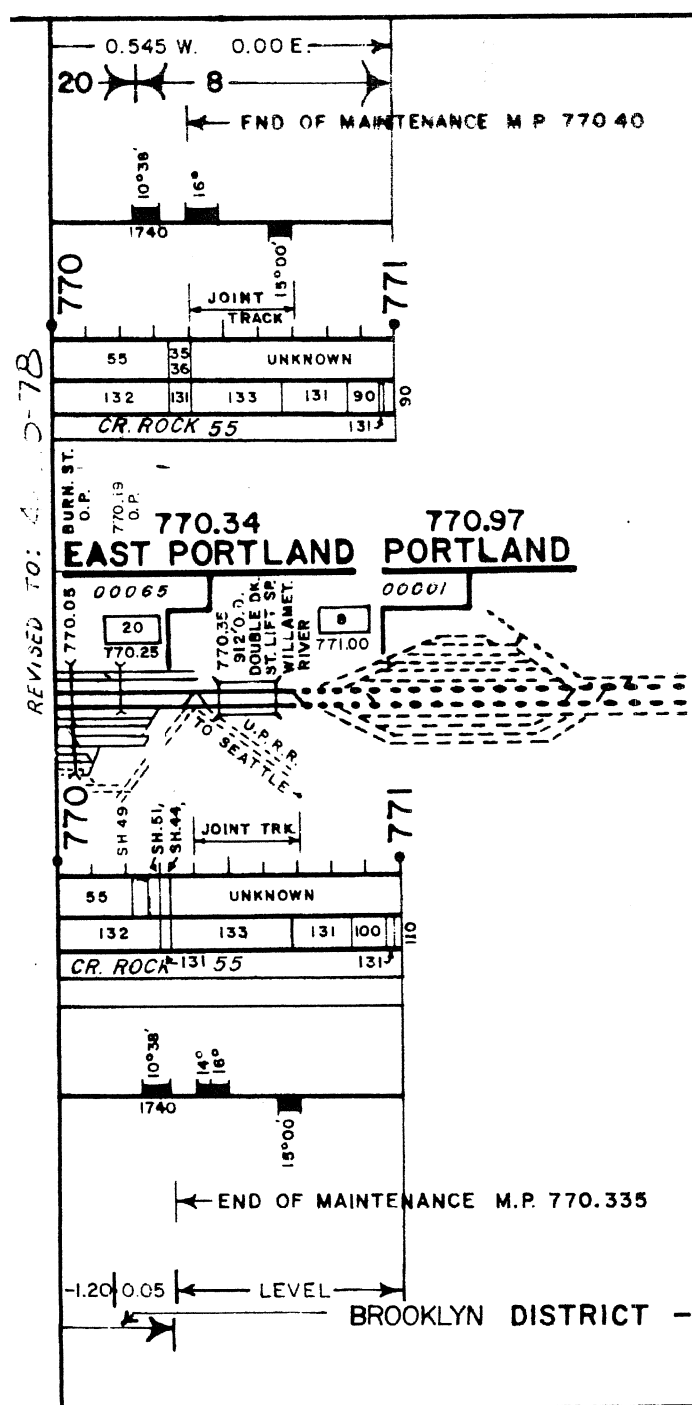
FOR DETAIL OF RAIL, SEE  
ENLARGED INSERT, NEXT SHEET.



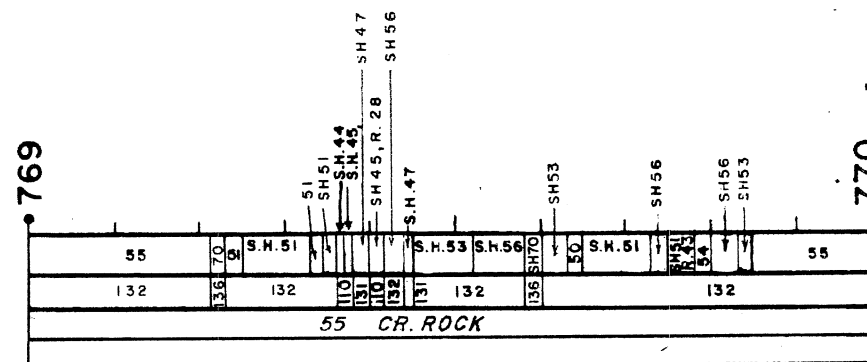
-2.10 0.48 -0.30 0.10 -0.48 0.30 -1.20

BROOKLYN DISTRICT

C.T.C.

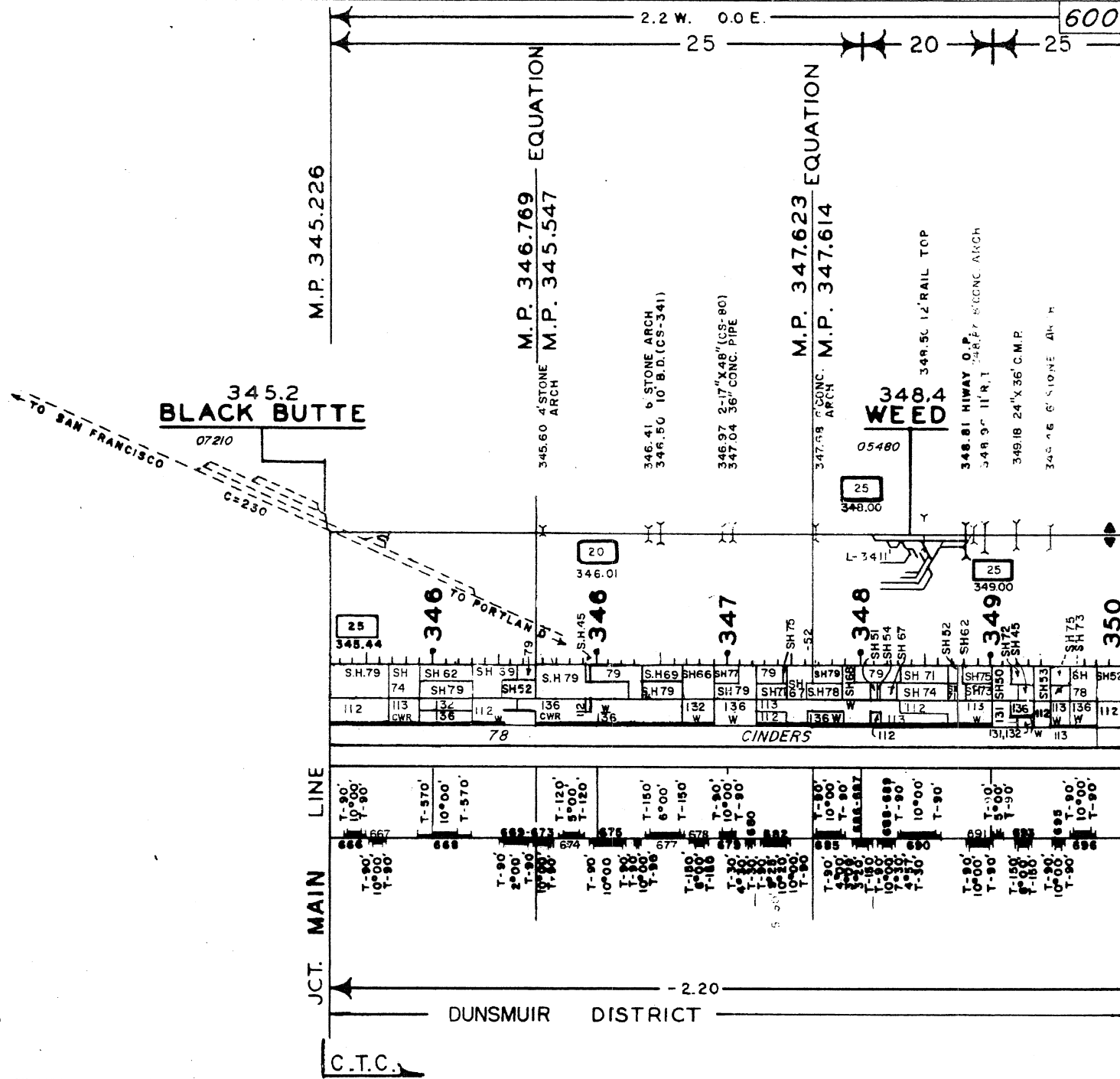


ENLARGED INSERT OF PORTION OF SHEET 282

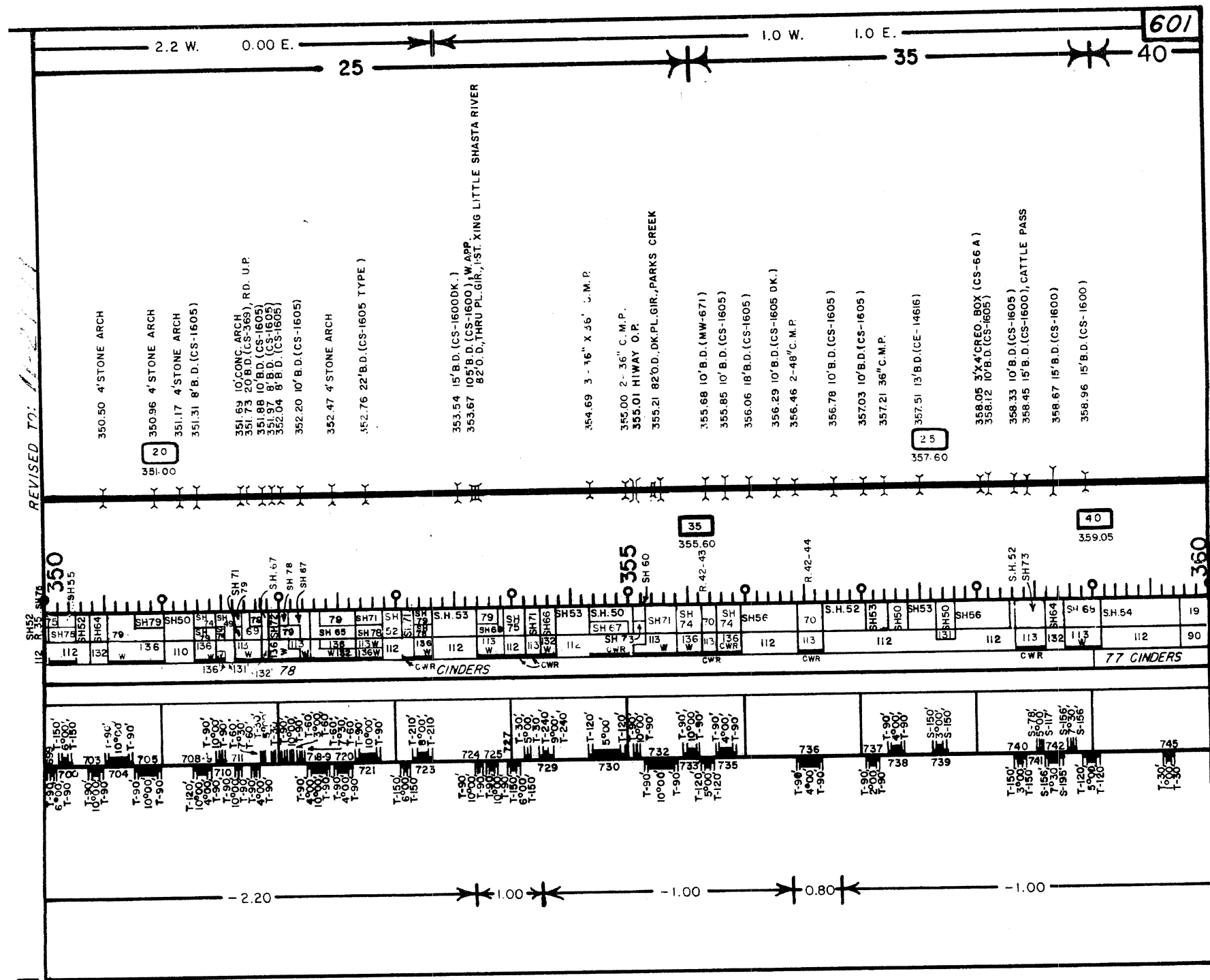


ENLARGED INSERT OF PORTION OF SHEET 282

REVISED TO 11-1-20-77

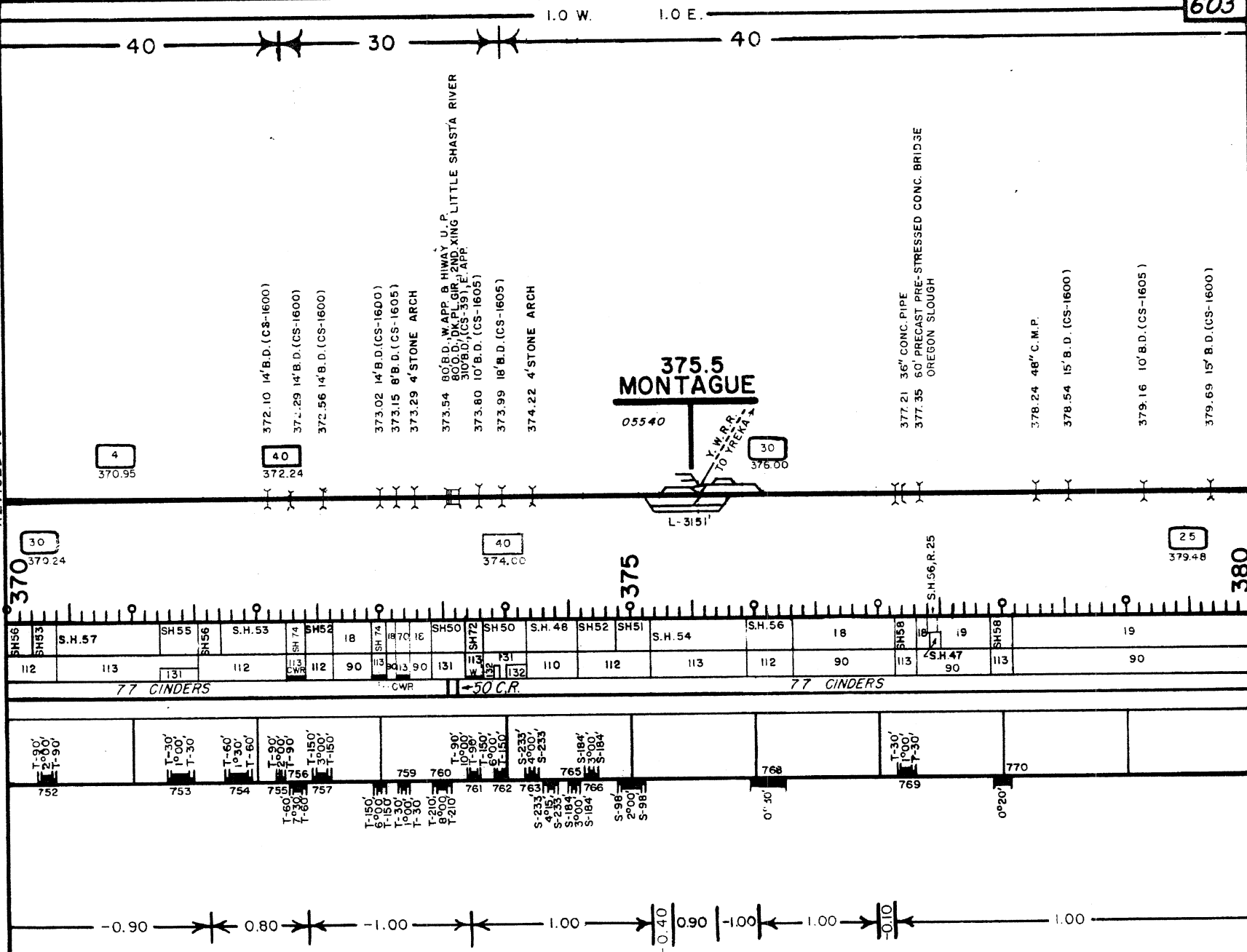








REVISED TO 5-1-73



389.91 10'B.D.(CS-1605)

390

71

112 112

T-30  
T-73  
10015

-1.80

REVISION TO 2-24-29

390.08 HIWAY O.P.

390.76 10' B.D. (CS-1605)

390.94 204' O.D., STEEL TRUSS, KLAMATH RIVER

391.22 10' B.D. (CS-1605)

391.37 10' B.D. (CS-1605)

391.45 10' B.D. (CS-1605)

391.71 10' B.D. (CS-1605)

391.85 13' R.T.

392.39 10' B.D. (CS-1605)

392.93 2-36" CONC. PIPE

393.26 2-36" CONC. PIPE

393.83 10' B.D. (CS-1605)

394.28 10' B.D. (CS-1605)

394.37 36" C.M.P.

394.52 10' B.D. (CS-341)

394.76 3' B.D. (MWD-7741)

394.89 10' B.D. (CS-1605)

394.94 17' B.D. (CS-39 TYPE)

390

395

393.1 HORN BROOK

05416

B.S.

25

393.20

35

391.20

20

392.65

L-3583'

71 CINDERS

817

818

819

820

821

822-823

824

825

826

827

828

829

LEVEL

0.5

1.30

0.60

.83

0.50

0.25

2.00

3.30

DUNSMUIR DISTRICT

OREGON DIVISION

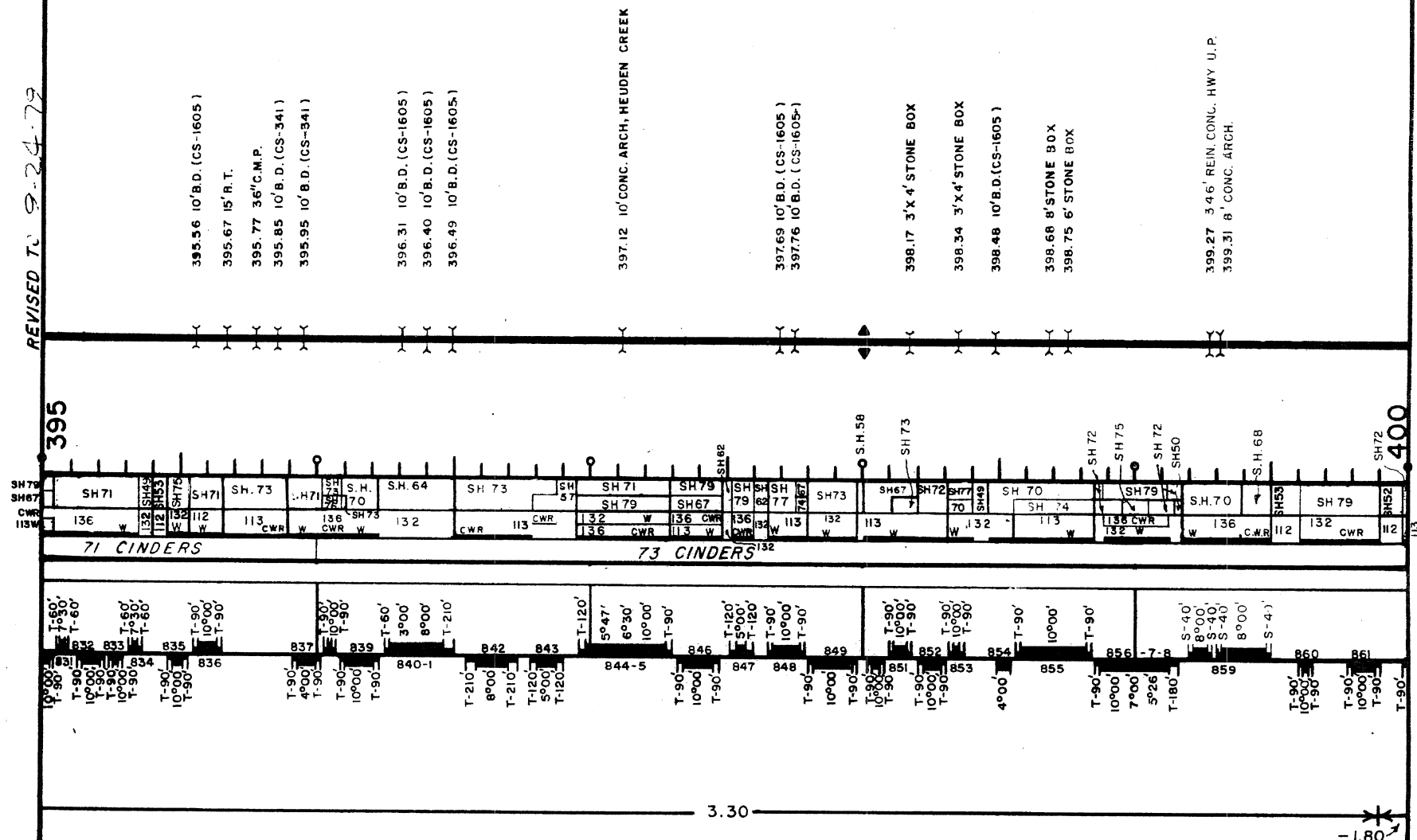
MEDFORD DISTRICT

DUNSMUIR DISTRICT

OREGON DIVISION

- MEDFORD DISTRICT

REVISED TO 9-24-79



-1.80-

### 3.3 E.

20

CALIFORNIA\*OREGON

403.157

400.37 36"C.M.P.

400.67 4'STONE BOX

400.90 4'STONE ARCH

400.99 10'B.O.

401.14 8'STONE ARCH

401.55 10'RAIL TOP

540 T-4 401.69 36"C.M.P.

401.83.19'R.T.

402.01 3'X3' STONE BOX

402.31 42" x 50" C.M.P.

402.46 7' STONE ARCH

402.63 4'STONE ARCH

403.28 8'B.D.(CS-341)

403.42 B'R.T.

403.88 11'R.T.

403.97 11'R.T.

404.44 10'8.D.(CS-1605)

404.64 82' O.D., THRU PL. GIR., 1-ST. XING NORTH FORK  
COTTONWOOD CREEK  
404.70 22' B.D., 2ND. XING NORTH FORK COTTONWOOD CREEK

404.64 82 O.D., THRU P.L.G.R., 1-ST. XING NORTH FORK  
COTTONWOOD CREEK  
404.70 22' B.D., 2ND XING NORTH FORK COTTONWOOD CREEK

4.00

405

73 CINDERS

*CINDERS*

- 1.80

0.20-

- - 1.80

2.30

- 3.30

REVISED TO 10-1-79

405.04 22'B.D., 3RD. XING N.FORK COTTONWOOD CREEK

405.87 4' STONE ARCH

406.07 0'B.O.(CS-341)

406.23 36" C.M.P.

405.39 36" CONC. PIPE  
406.46 36" CONC. PIPE  
406.49 6' CONC. ARCH  
406.52 36" CONC. PIPE

406.77 36" CONC. PIPE

405.86 36" CONC. PIPE

407.05 B'STONE &amp; CONC. ARCH

407.65 6' STONE ARCH

107.93 6' STONE ARCH

408.16 36" C.M.P.

408.32 36" C.M.P

409.72 36" CONC. PIPE

409.01 4'STONE ARCH

409.16 4'STONE ARCH

409.35 4' STONE ARCH

409.617 EQUATION  
409.625 409.70 3' CONC. ARCH

409.625 LOCATION 409.70 3' CONC. ARCH

**405**

410

[illegible]

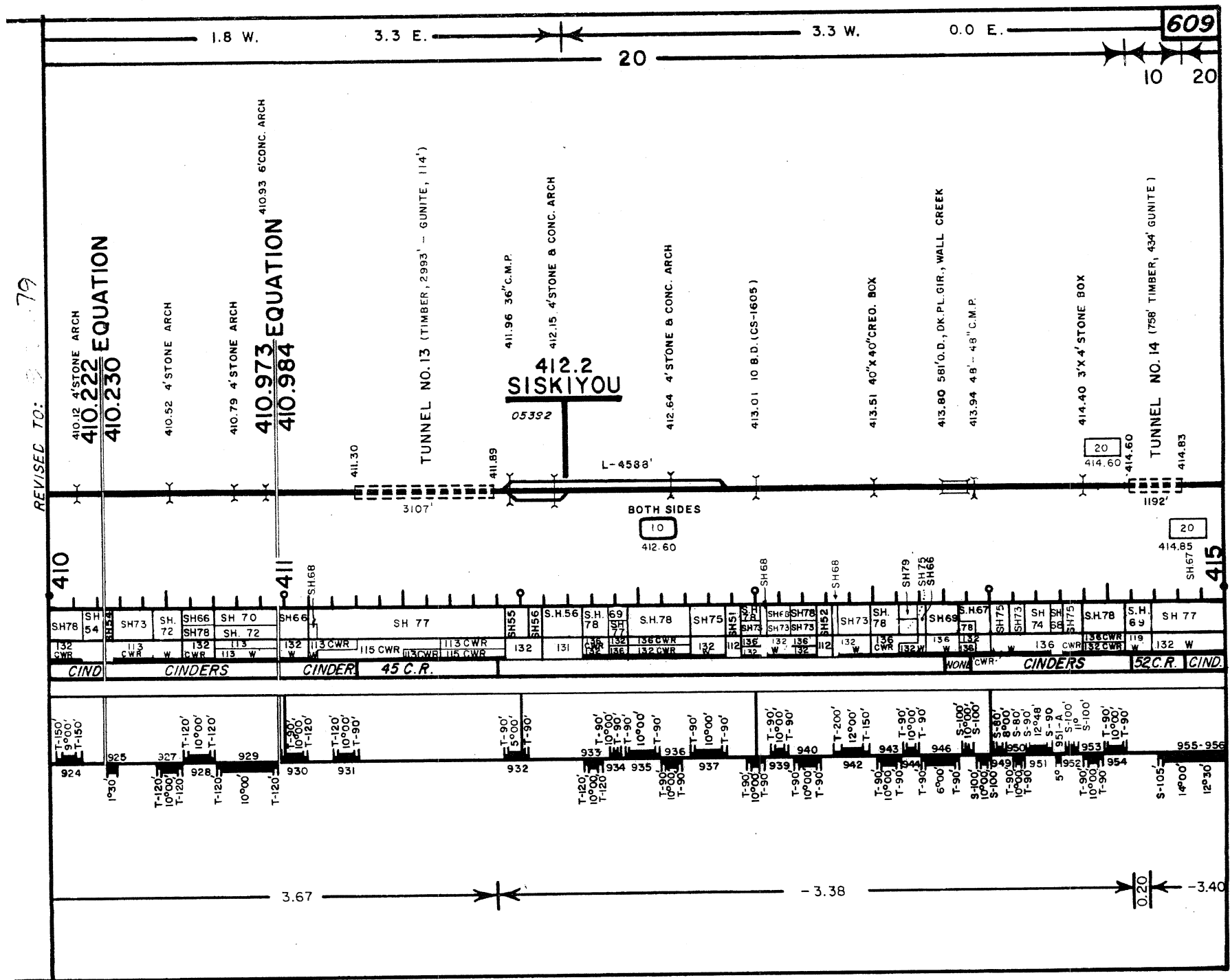
## CINDERS

[illegible]

3.30

- 3.67



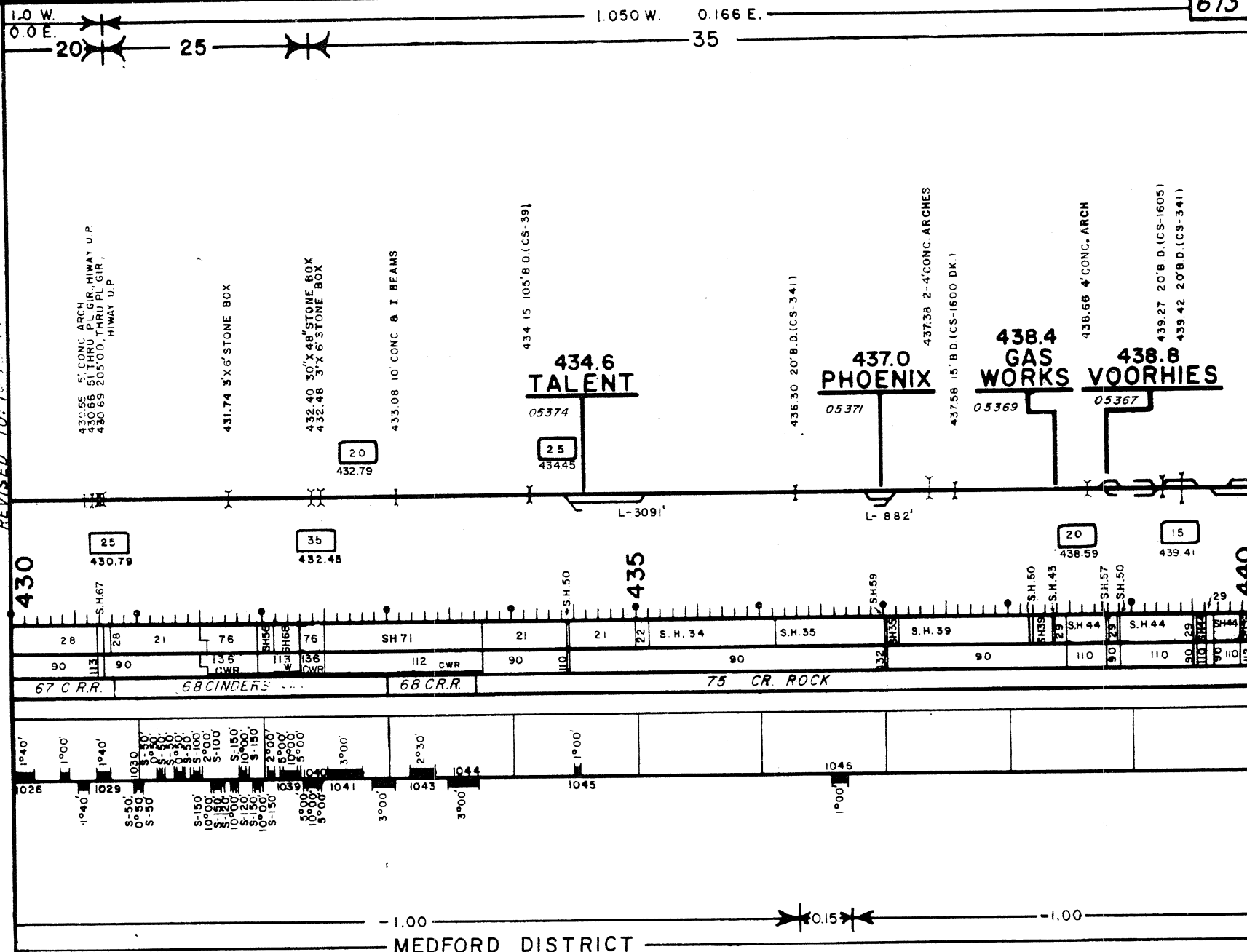








REVISED TO: 10-15-77



-1.00 -0.15 -1.00

MEDFORD DISTRICT

1.050 W.      0.166 E.

440.7  
KANE

441.8  
MEDFORD

1 MEDFORD CORP'N.

NO CURVES

-1.00

- 0.60

REVISED TO 7-17-79

1.050 W.

0.166 E.

615

25

445.7  
CENTRAL POINT

05355

L-2711'

L-1407'

446.21 3'X4' CREO. BOX (CS-66A)  
446.26 30'B.D. (CS-39)

446.85 40'B.D. (CS-1605)

447.35 75'B.D. (CS-39) JACKSON CREEK

447.86 60'B.D. (CS-1600)

448.35 3'X4' CREO. BOX

448.49 45'B.D. (CS-1600 DK.)

448.81 HIWAY OVERPASS  
448.84 HIWAY O.P.

449.1  
TABLE ROCK

05350

449.58 3'X4' CREO. BOX (CS-664)  
449.69 11' RAIL TOP  
449.71 HIWAY O.P.

TO WHITE CITY

445

450

S.H. 52

S.H. 67

29

29

S.P. 47

29

29

27

27

90

90

113

90

90

78 CR. ROCK

78 C.R.

61 CR. ROCK

3'00'

1047

-0.60

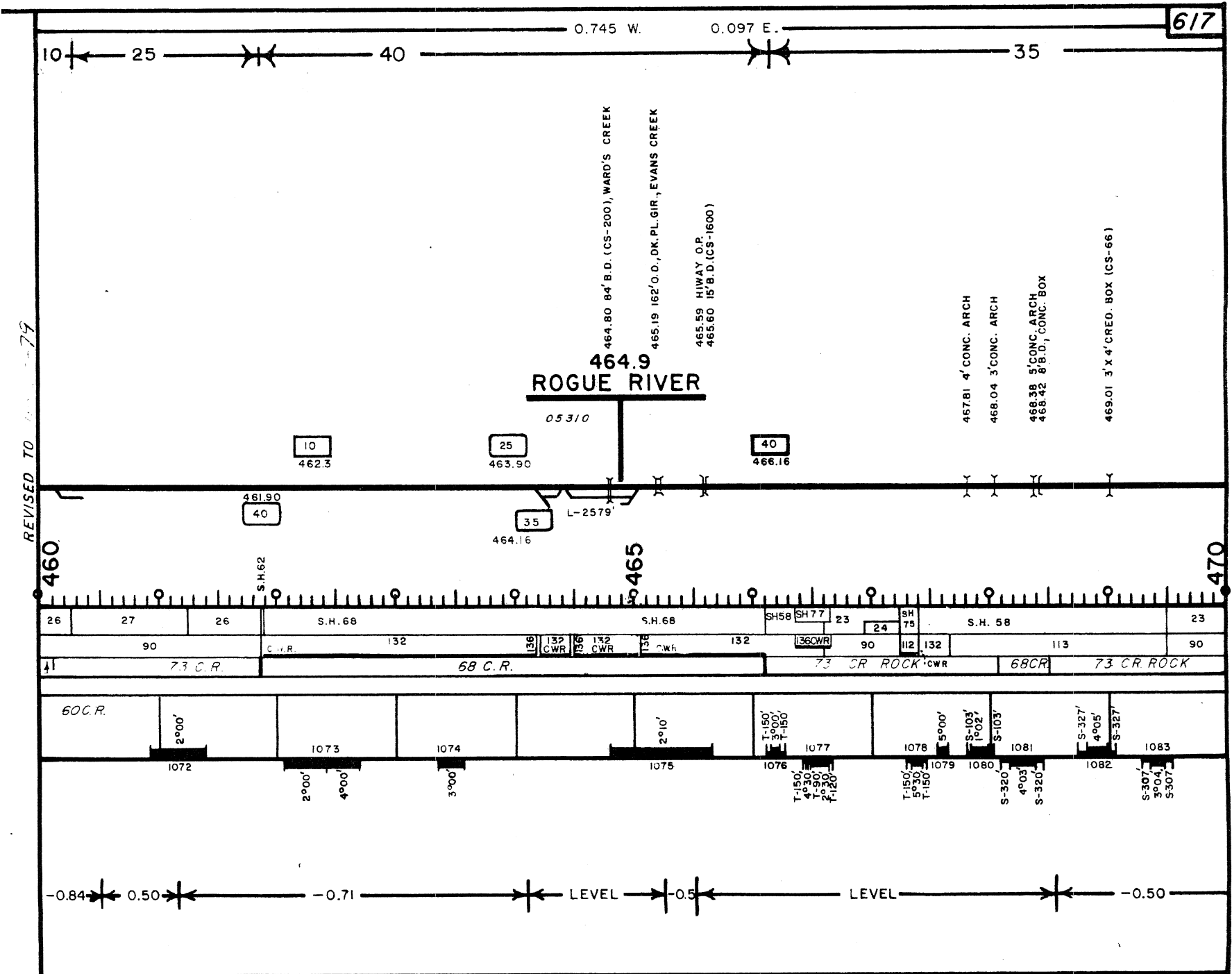
-1.00

0.56

-1.00

460





REVISED TO 11-2-77

618

0.745 W.

0.097 E.

2.277 W.

2.116 E.

35

20

25

30

470.29 8' CONC. ARCH, BLOODY RUN CREEK

470.81 45' B.D. (CS-1600)

471.72 8' CONC. ARCH, JONES CREEK

473.39 15' O.D. (CS-316)

473.57 2' 60" CMP

474.15 45' O.D. (CS-316)  
474.27 50' C.M.P.W. B.C.

477.75 3' CONC. ARCH

472.4  
BULB

473.9  
GRANTS PASS

05280

05278

35

473.66

20

476.18

25

479.65

L-5493

L-3632

20

471.66

25

474.18

30

477.65

470

475

480

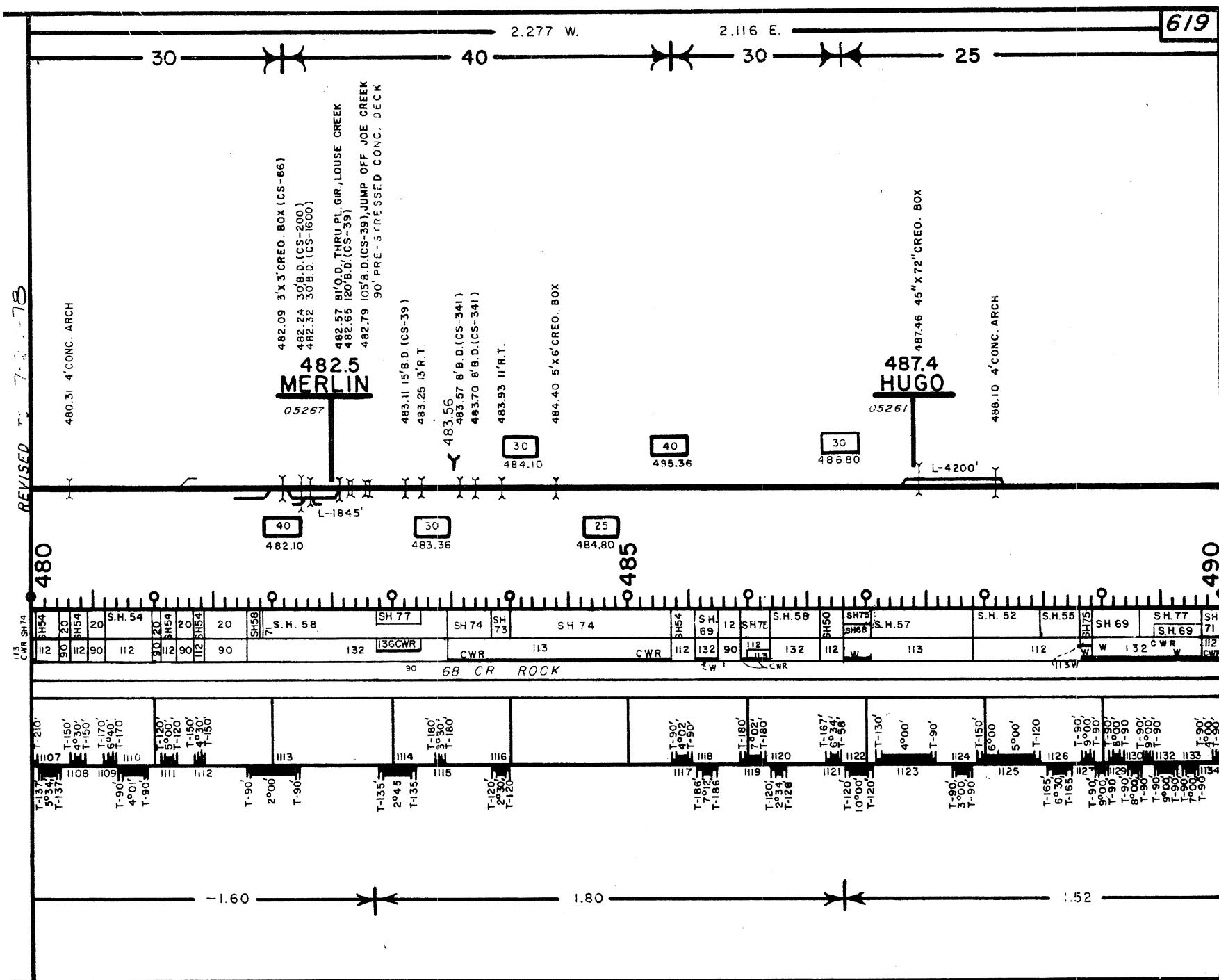
23	SH 71		23	23	SH 72		23	28	20	136 SH73	136 SH73	136 SH73	20	SH54	S.H. 58	SH46	S.H. 51	SH 77	SH 57	S.H. 67	SH68	30	S.H. 57	SH68	SH 72	SH 77	SH 74
90	112 CWR		90	112	CWR		90			CWR	136 SH73	136 SH73	90	112	132	SH46	112	115 CWR	113 W		110	113		113	113	115 CWR	113
73 CR.		68 C R.				61 CR R				32 CWR	112	CR R						68 CR ROCK									

T-270' E-500' T-270'	T-150' 3'00' T-150'	S-200' 3'00'	S-220' 3'00'	T-210' 2'00'	T-210'	S-100' 2'30'	S-100'	S-100' 2'30'	S-100'	S-264' 3'42'	S-264'	S-264' 3'42'	S-321' 4'00'	S-321'	S-286' 4'03'	S-286'	S-120' 10'00'	S-120'	T-90' 10'00'	T-90'	T-150' 6'00'	T-150'	T-120' 6'00'	T-120'	T-180' 7'00'	T-180'	T-180' 7'00'	T-90' 3'00'	4'00'
1084	1085	1086	1087	1088	1088	1088	1088	1088	1088	1089	1089	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106

- 0.50

1.96

- 1.60



25

TUNNEL NO 9 (TIMBER, 130' - GUNITE, 754', 50 CONC.)

490.58  
2105.9  
490.98

492.58 4' CONC. ARCH

493.88 12' CONC. ARCH  
494.1  
LELAND  
05252

L-3366'

495.71 43' O.D., DK PL. GIR., GRAVE CREEK

497.11 310' O.D., DK PL. GIR., WOLF CREEK

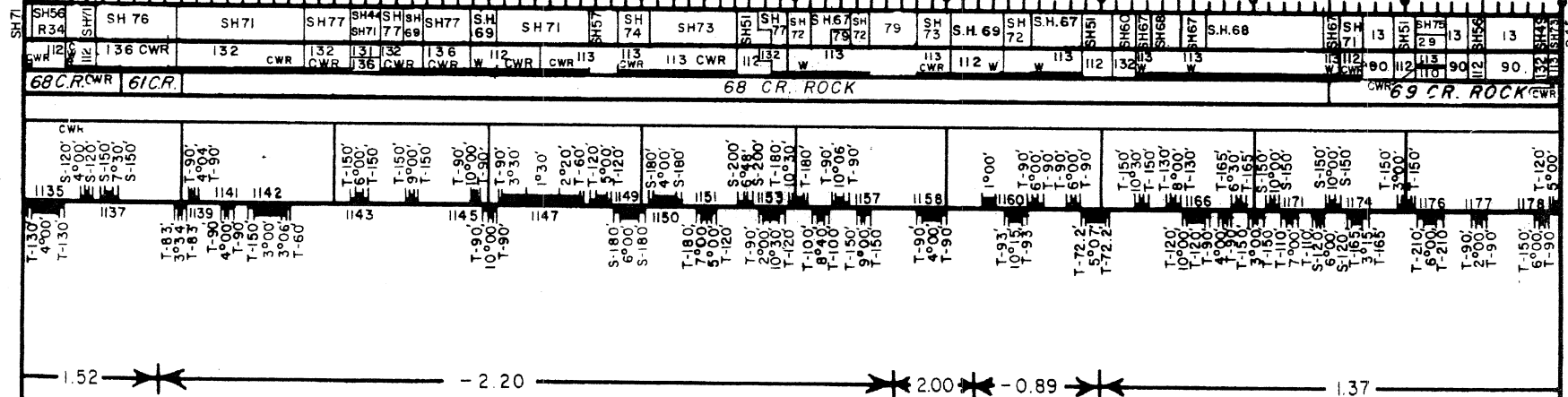
497.58 66" CMP

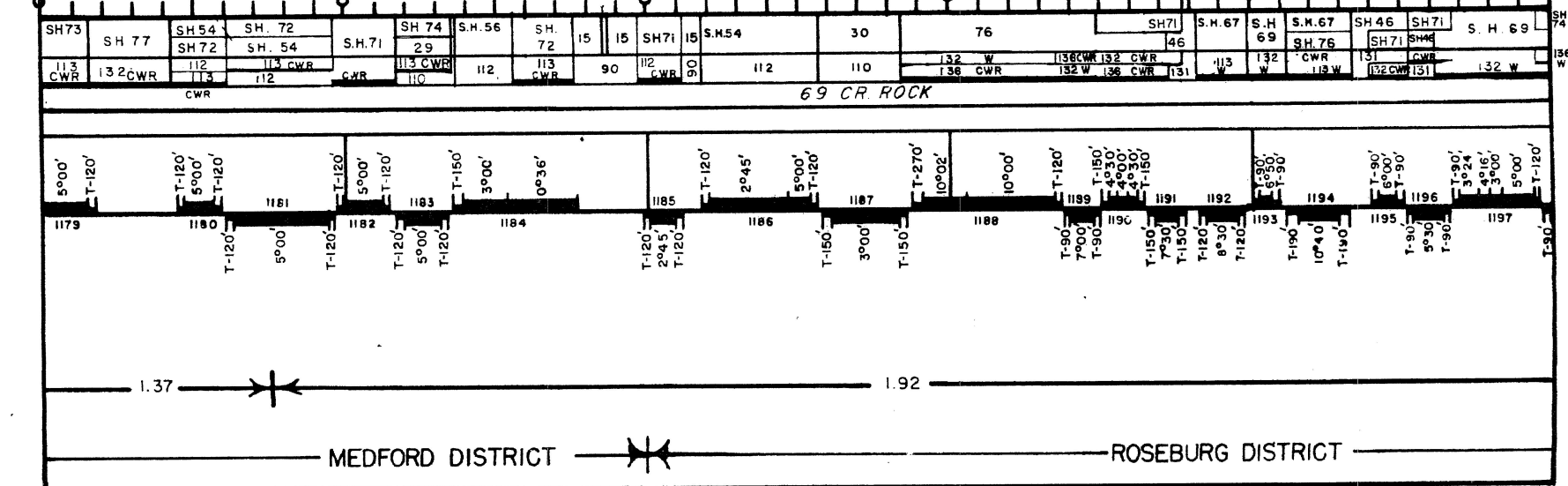
499.40 11" RAIL TOP

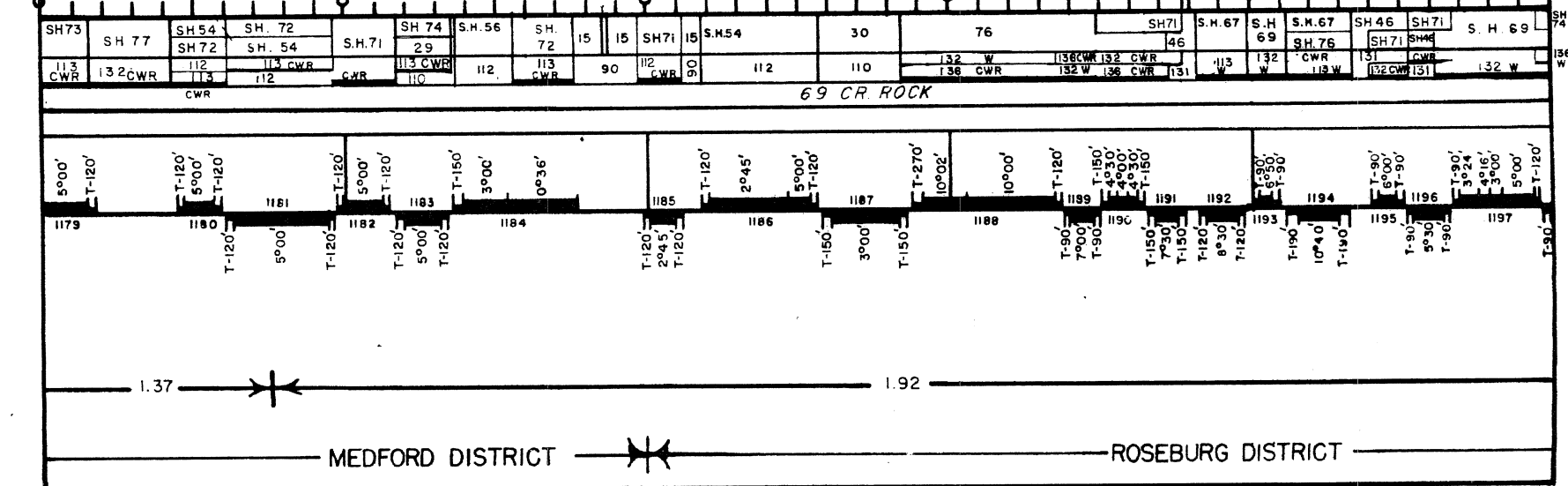
490

495

500







502.0  
WOLF CREEK

~~503.766~~ EQUATION  
~~503.780~~

621

2.277 W.

2.116 E.

25

- 20

-25

500.00 3'x4' CREQ. BOX (CS-66)

501.84 45' B.D. (CS-1600), RD. U.P.

502.86 4' CONC. ARCH

503-24 4' CONC. ARCH  
503-27 19' RD (CS-39) RD. U.P.

504 Q8 4' CONC. ARCH

504.48 4' CONC. ARCH

05242

L-490

20

502.10

504.10

25

504.60

505

69 CR. ROCK

1.37

1.92

- MEDFORD DISTRICT

-ROSEBURG DISTRICT



REVISED TO 6-14-77

623

1.25 W.

0.00 E.

25

510.13 30' B.D. (CS-39)

510.71 4' CONC. ARCH

512.59 8' CONC. ARCH, PANTHER CREEK

514.06 TUNNEL NO. 7 (77' UNLINED, 5' CONC.)

514.37 4' CONC. ARCH

514.72 TUNNEL NO. 6 (448' UNLINED, 68' STEEL BEAMS)  
514.82  
516.6

20  
513.81

510

515

510																					515																																									
23																					S.H. 54 S.H. 51																					S.H. 74																				
SH 74		16		SH 58		16		S.H. 49 S.H. 71		S.H. 58		S.H. 71 S.H. 46		SH 71		68		S.H. 71 S.H. 49		S.H. 71		SH 70		SH 74		SH 73		SH 68 SH 46		SH 71		SH 75		28		S.H. 52		SH 69																								
113		90		132		90		110 W		132		115		112		113		136 CWR		131		112		CWR		113		CWR		113		112		112 CWR		113		112																								
CWR								112 W				131										W		CWR		W		CWR		CWR						W		132																								
69 C R										71 C R																																																				

1216	1217	1218	1219	1220	1221	1222	1223	1224	1225	1226	1227	1228	1229	1230	1231	1232	1233	1234	1235	1236	1237	1238	1239	1240	1241
3'02"	T-150'	T-225'	T-225'	T-90'	T-90'	T-90'	T-90'	T-90'	T-90'	T-90'	T-90'	T-90'	T-90'	T-90'	T-90'	T-90'	T-90'	T-90'	T-90'	T-90'	T-90'	T-90'	T-90'	T-90'	T-90'
		8'02'		8'02'		10'00'	10'00'	10'00'	10'00'	10'00'	10'00'	10'00'	10'00'	10'00'	10'00'	10'00'	10'00'	10'00'	10'00'	10'00'	10'00'	10'00'	10'00'	10'00'	10'00'

-1.00



REVISED TO: 8-19-78

25

20

1.25 W.

0.00 E.

515.232 EQUATION  
515.37 3'X3' CREO. BOX

515.08 9' RAIL TOP  
515.17 9' R.T.

515.72 TUNNEL NO. 5 (236' UNLINED, 80' GUNITE, 25' CONC.)  
515.78 515.82 74' O.D. (CS-1622), DAD'S CREEK

516.01 TUNNEL NO. 4 (62' UNLINED, 263' GUNITE)  
516.07

517.86 4' STONE ARCH

518.14 5' CONC. ARCH

518.29 6' CONC. ARCH

518.44 8' O.D., DK. PL. GR., THREE MILE CREEK

518.58 TUNNEL NO. 3 (60' CONC., 373' GUNITE)  
518.65

518.86 22' B.D. (CS-1605)

519.75 10' CONC. ARCH

519.97 8' O.D., DK. PL. GR., FOUR MILE CREEK

515

SH 28	SH 69	SH 67	SH 71	SH 69	SH 68	SH 71	SH 69	S.H. 49	13	28	SH 69	SH 66	SH 71	SH 66	SH 69	SH 71	13	SH 73	SH 69	SH 66	S.H. 45	SH 69	SH 49	SH 43	SH 65	S.H. 66	SH 69	SH 49	SH 74	S.H. 69	SH 72	SH 67
132 W	113 W	112 W	113 W	113 W	113 W	113 W	113 W	113 W	113 W	112 W	112 W	112 W	112 W	112 W	112 W	112 W	112 W	113 W	113 W	113 W	113 W	113 W	113 W	113 W	113 W	113 W	113 W	113 W	113 W	113 W	113 W	113 W
71	CR	ROCK																														

S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' S-120'	S-120' 10°00' 
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-1.00

-1.25

520



20

REVISÉ TO: 10-13-77

525.15 12' CONC. ARCH, SLIP CREEK

526.10 72" CMP

527.32 16' CONC. ARCH, UNION CREEK

529.19 12' RAIL TOP

529.42 12' CONC. ARCH, LITTLE DAD'S CREEK

529.73 41'O.D.,DK.PL.GIR., TABLE CREEK

525

530

SH 72	SH 69	14	SH 69	14	SH 69	SH 49	SH 74	SH 54	SH 69	SH 69	SH 69	SH 67	SH 54	SH 74	SH 66	SH 77	SH 54	SH 72	SH 56	14	SH 69	14	SH 69	SH 56	SH 71	76	70
30	45		69			40	SH 69	SH 69	71	SH 74	SH 67	SH 70	SH 67	SH 67		SH 69	30		76					SH 67	51	70	71
113	115	12	132	W	90	132	131	132	112	115	113	112	112	113	W	132	112	113	90	132	W	90	113	112	113	W	112
110	131					110	110	110	110	110	110	110	110	110		110	110	110	110	110	110	110	110	110	110	110	110
CWR																											

57-58 C.R.

57-58 C R

[illegible]

-0.70

1.03 W. 1.0 E.

20

25

REVISED TO: 6-1-78

532.38 4' CONC. ARCH

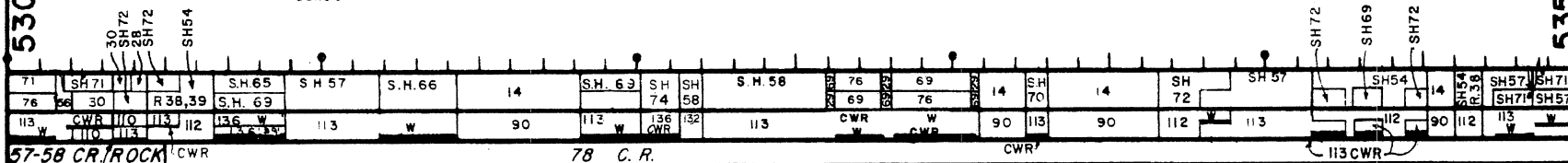
533.44 6' CONC. ARCH

533.85 4' CONC. ARCH

20  
533.00

25  
531.00

530

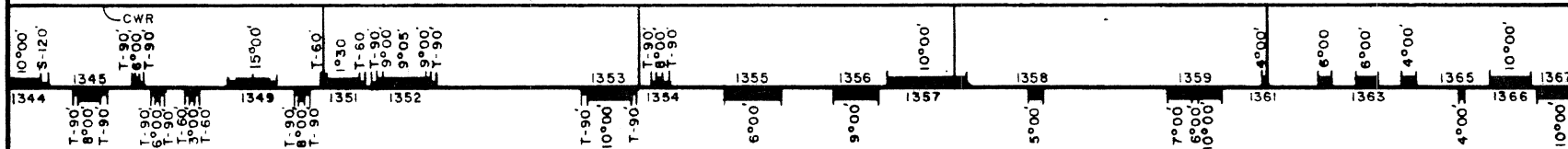


57-58 CR. ROCK

78 C. R.

CWR

113 CWR



- 0.70

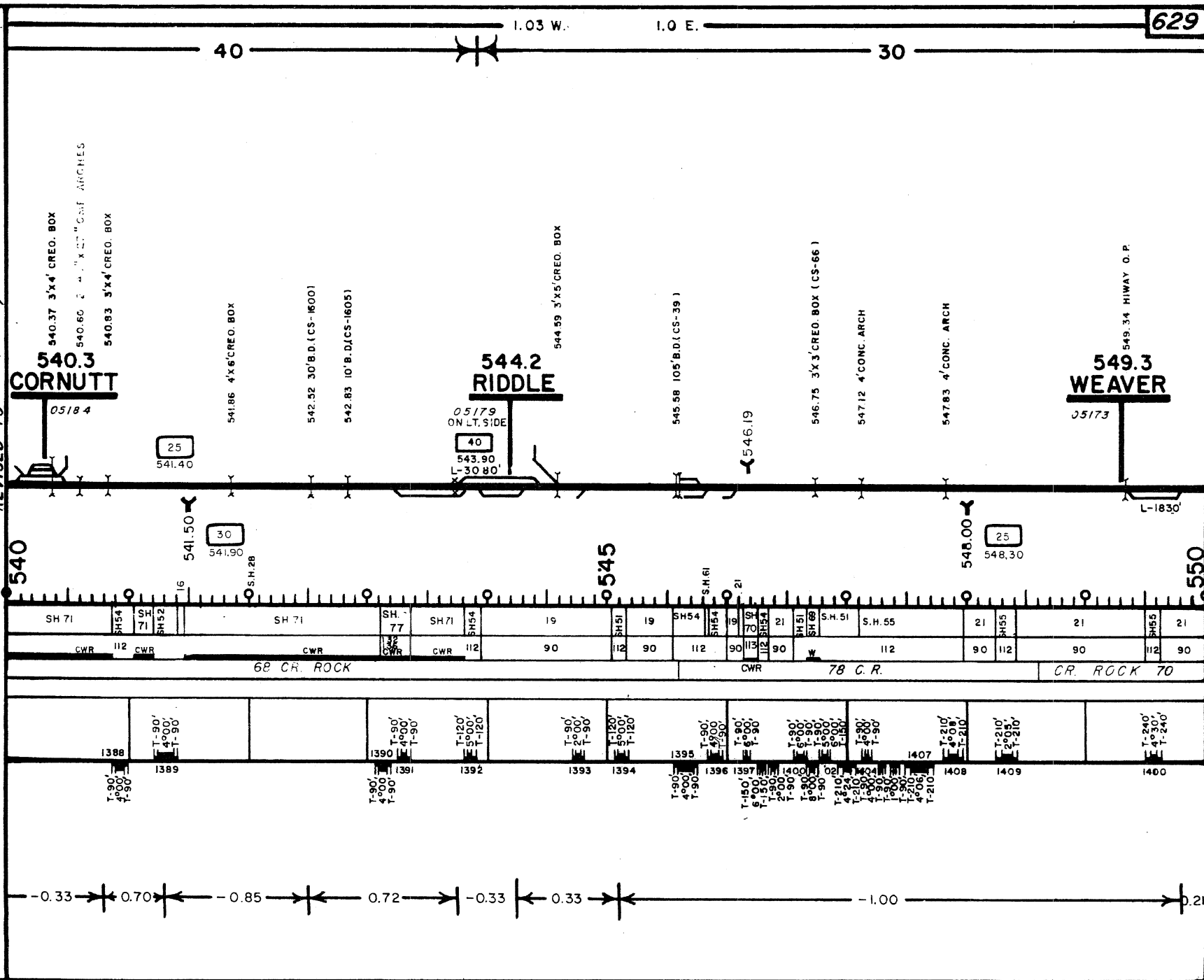
- 0.40

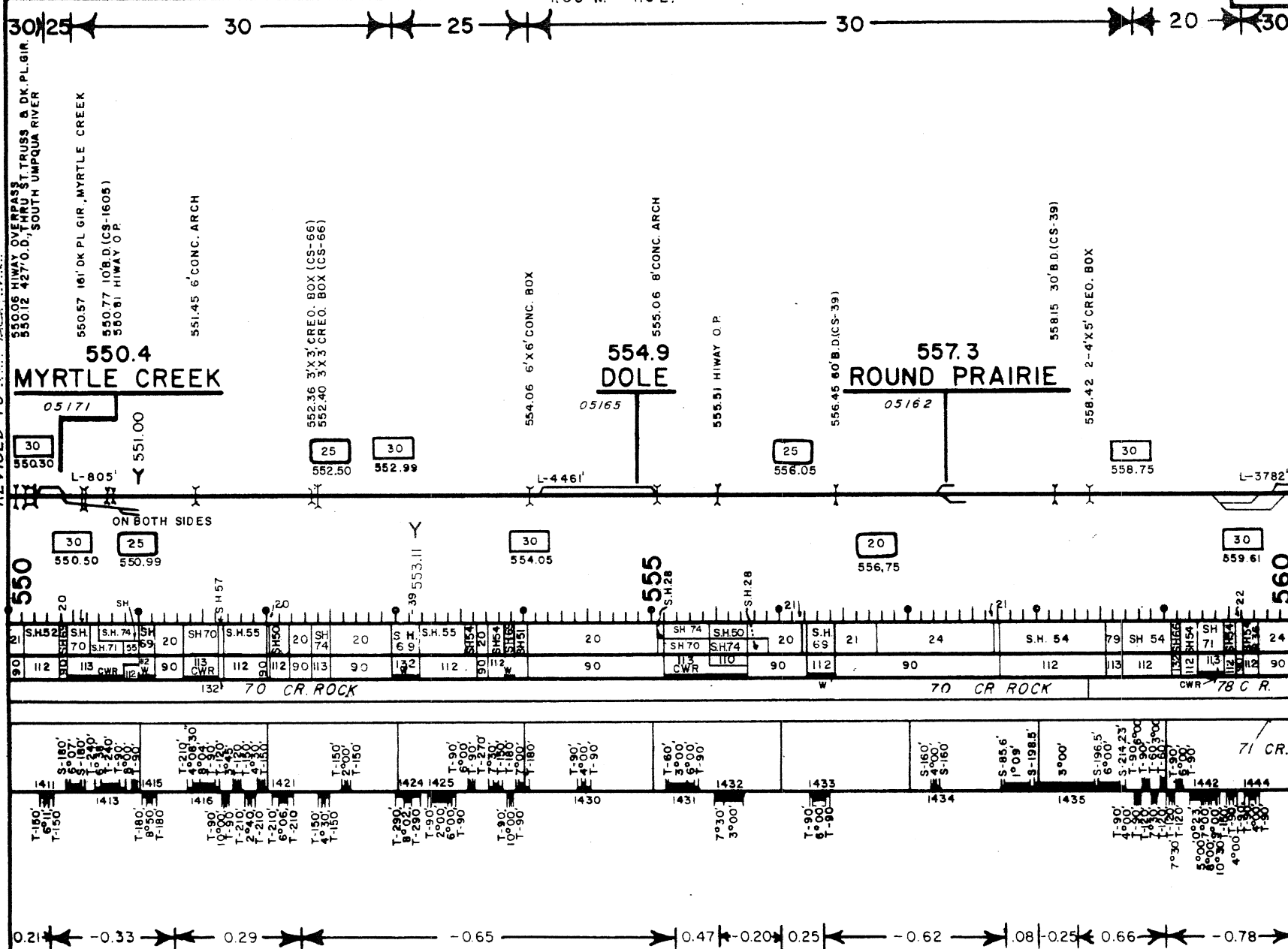
535

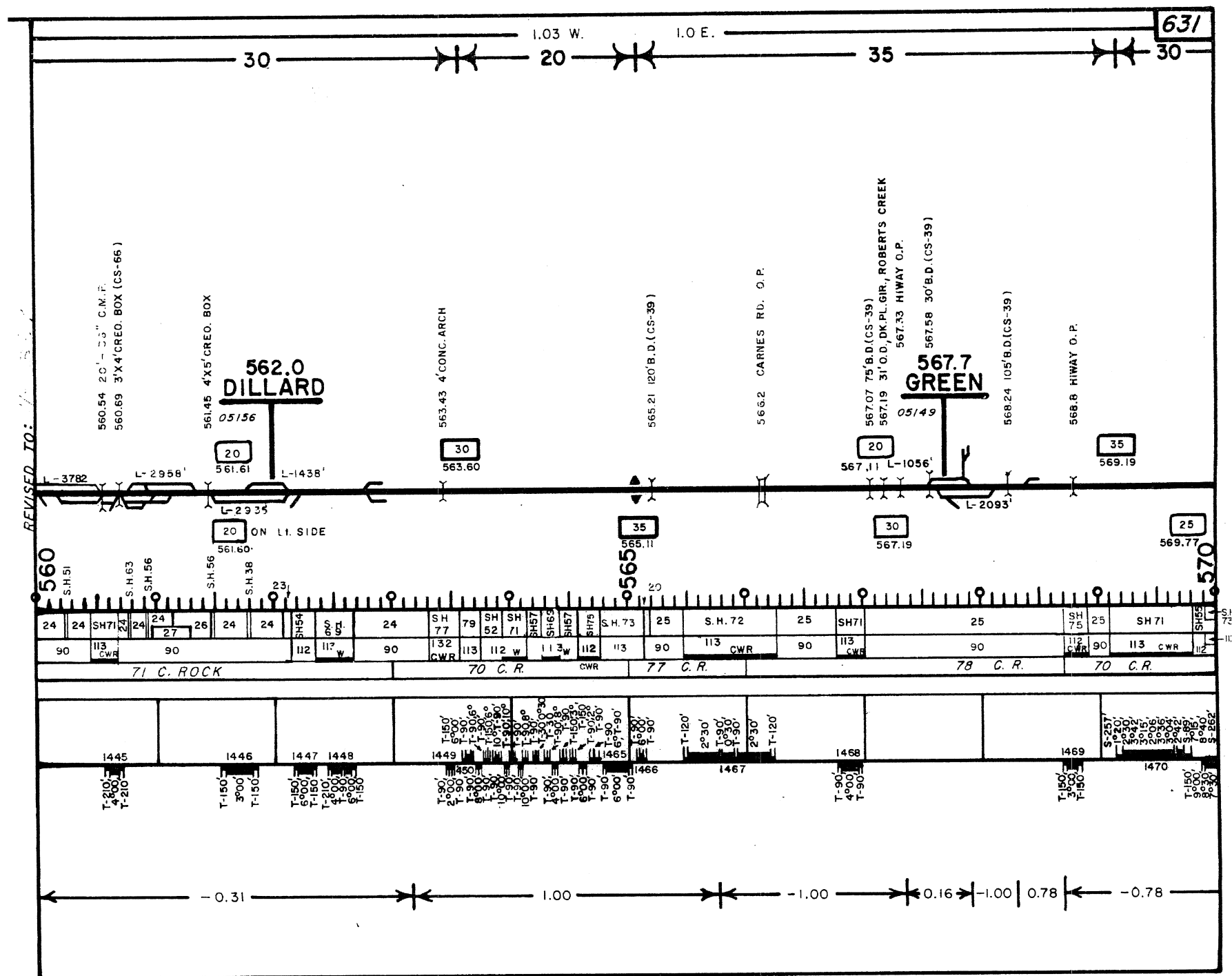
539.81 45' B.D. (CS-39)

S.H.38

- 0.33

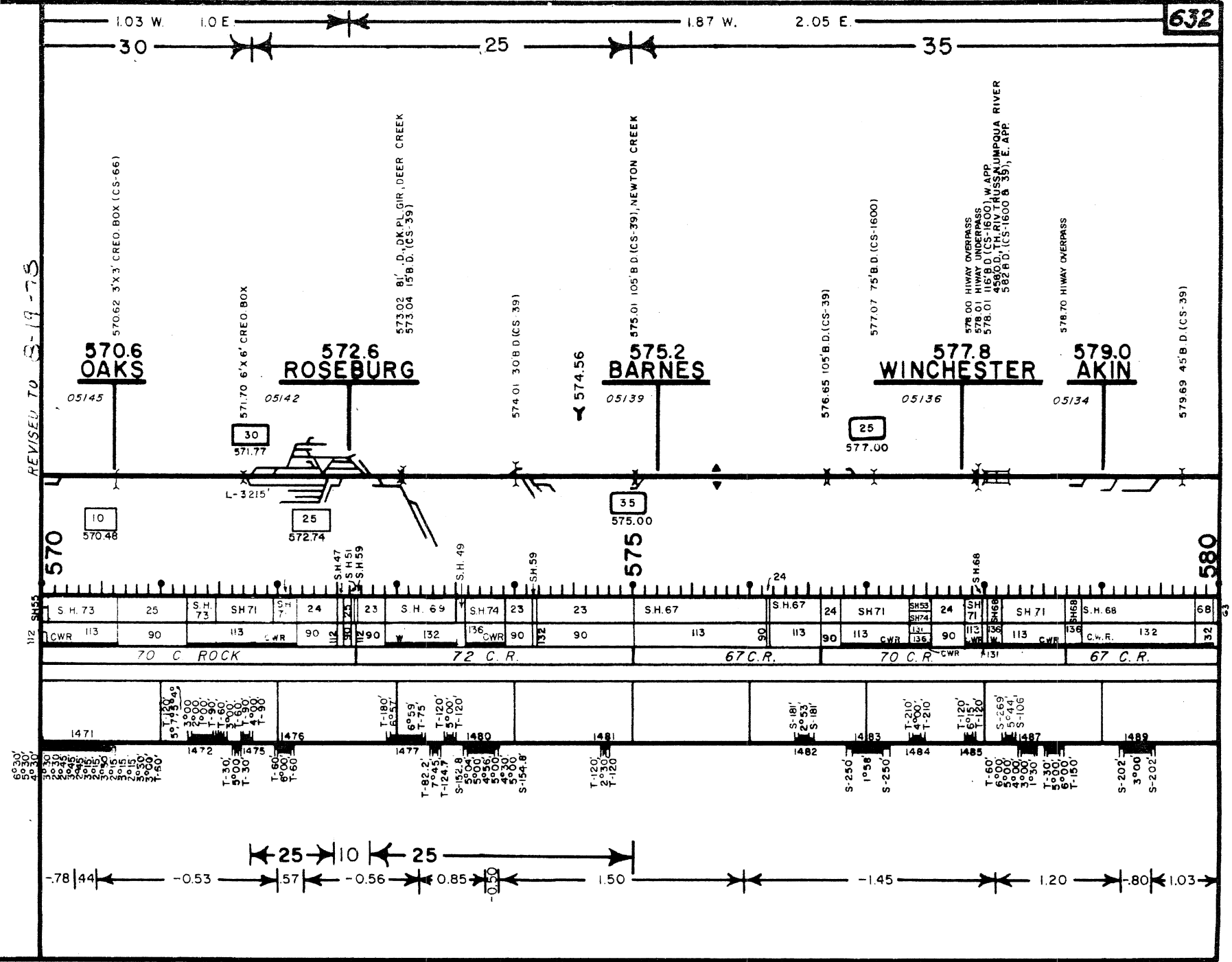






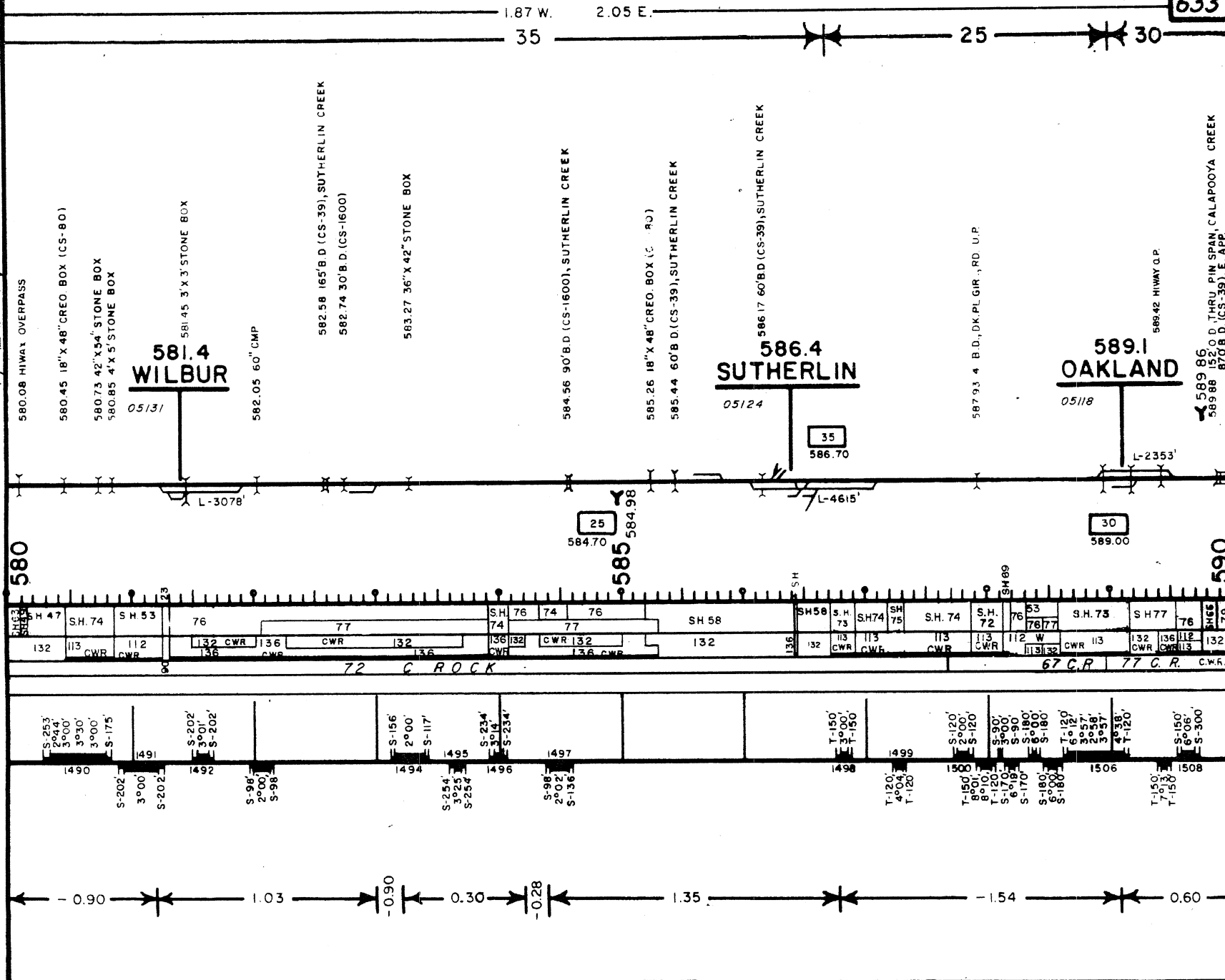


REVISED TO 8-19-75

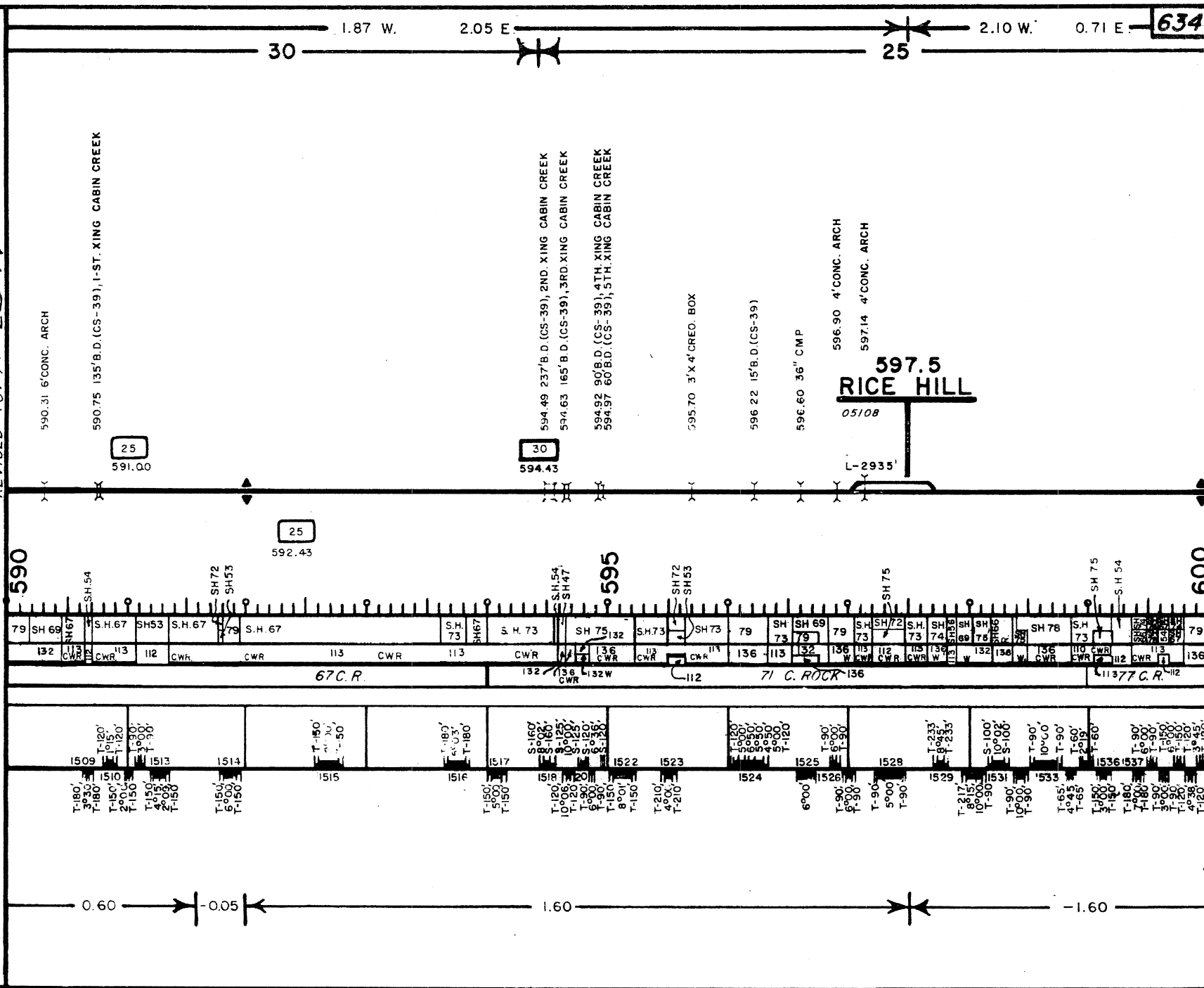


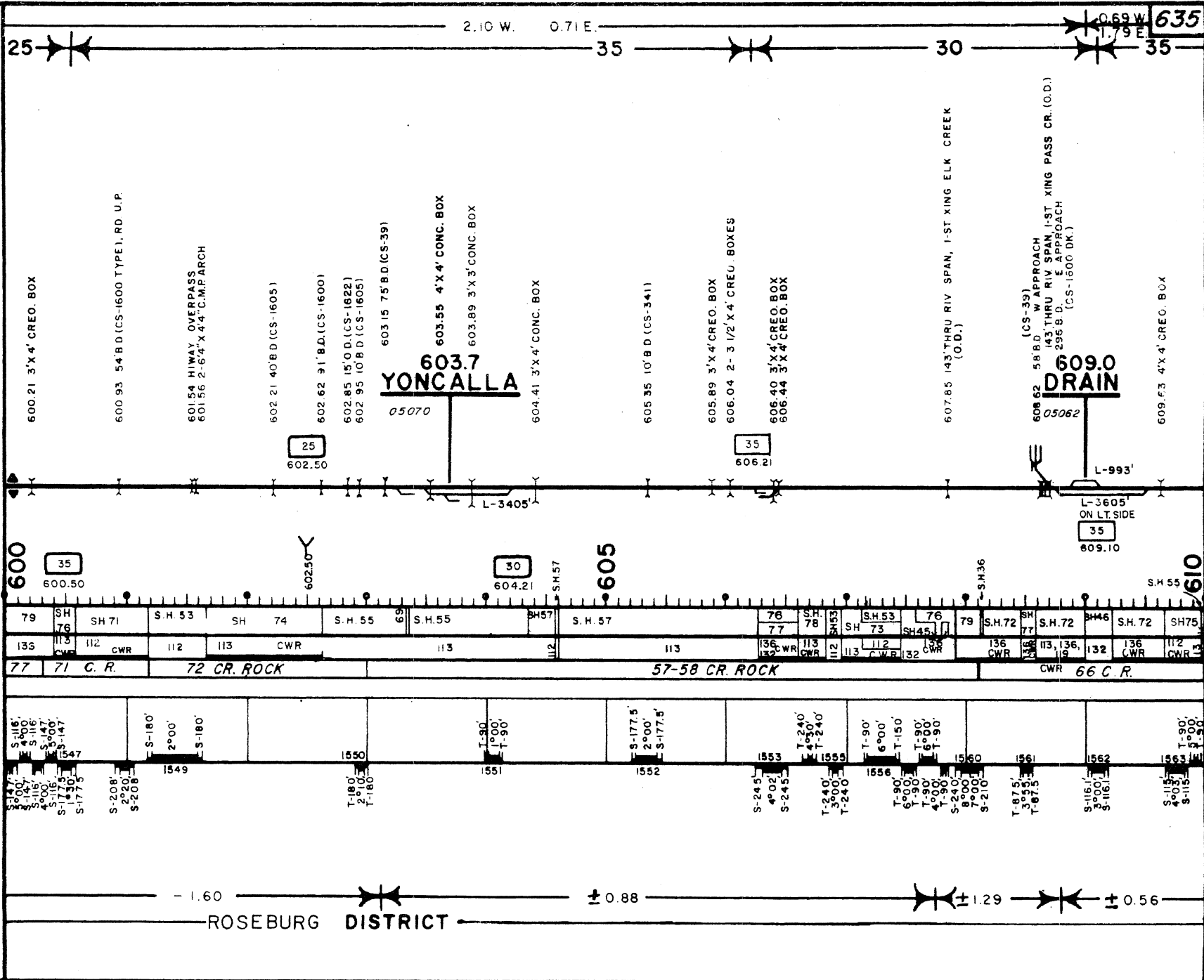
REVISED TO: 11-20-79

633



REVISED TO: 11-28-79

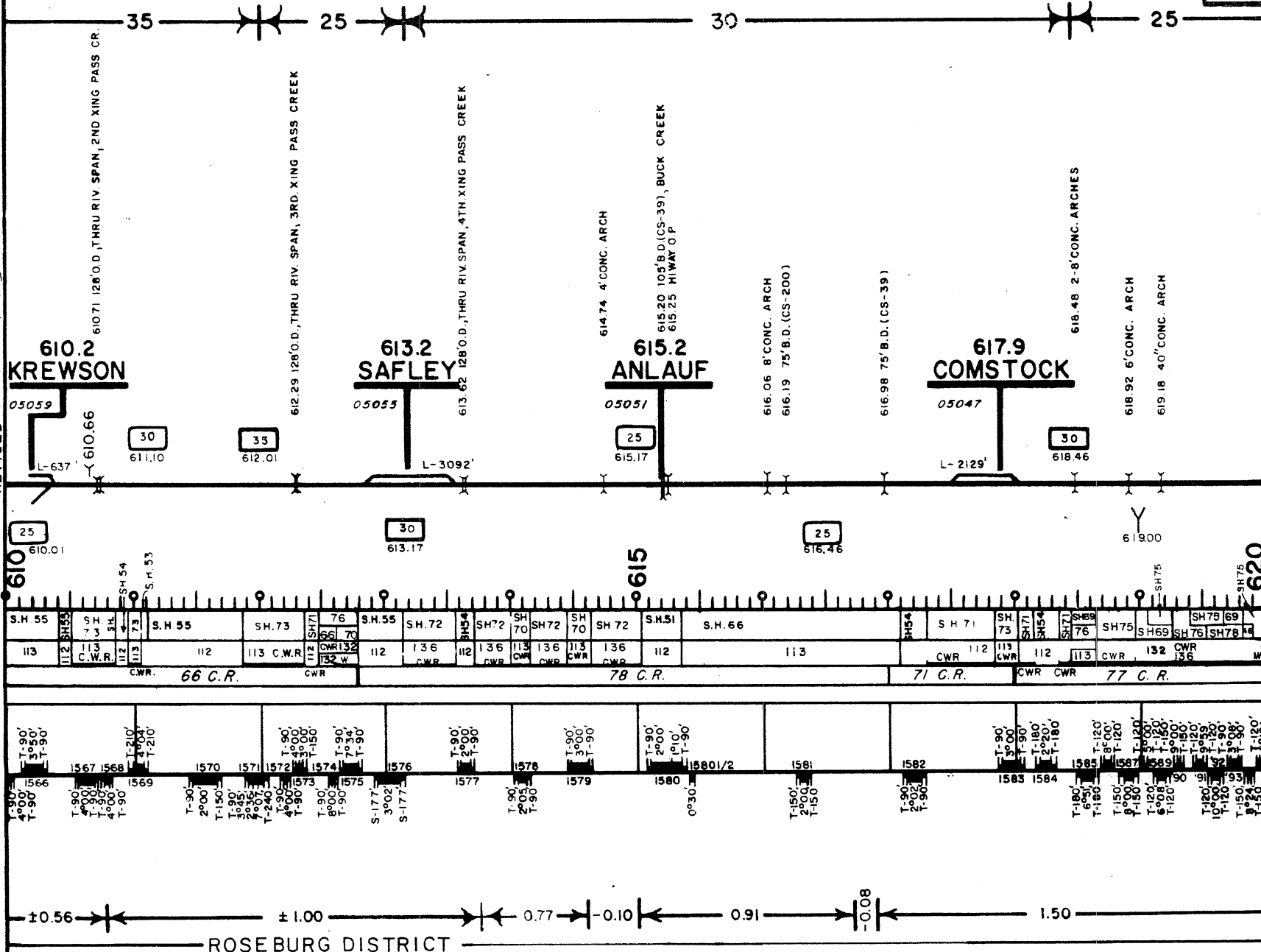




0.69 W.

1.79 E.

REVISED 1-1-78



ROSEBURG DISTRICT



1.14 W.

0.83 E.

25

35

REVISED TO 5-16-79

630.6  
WALKER

05017

631.07 2-5'X7 1/2' CONC. BOXES

631.50  
631.66 16' B.D. (MW-671)

25  
632.40

634.42 75' B.D. (CS-39)

635.5  
CRESWELL

05011

635.68 42'X60' C.M.P.

637.97 330' B.D. (CS-39), CAMAS SWALE

35  
630.40

630

635

640

S.H. 71	SH.55	S.H. 56				SH56	SH56	S.H. 56	S.H. 56				
CWR	112	113				112	112	113	112				
67 CR	60 CR ROC <sub>n</sub>					68 C. R.				78 C. R.			

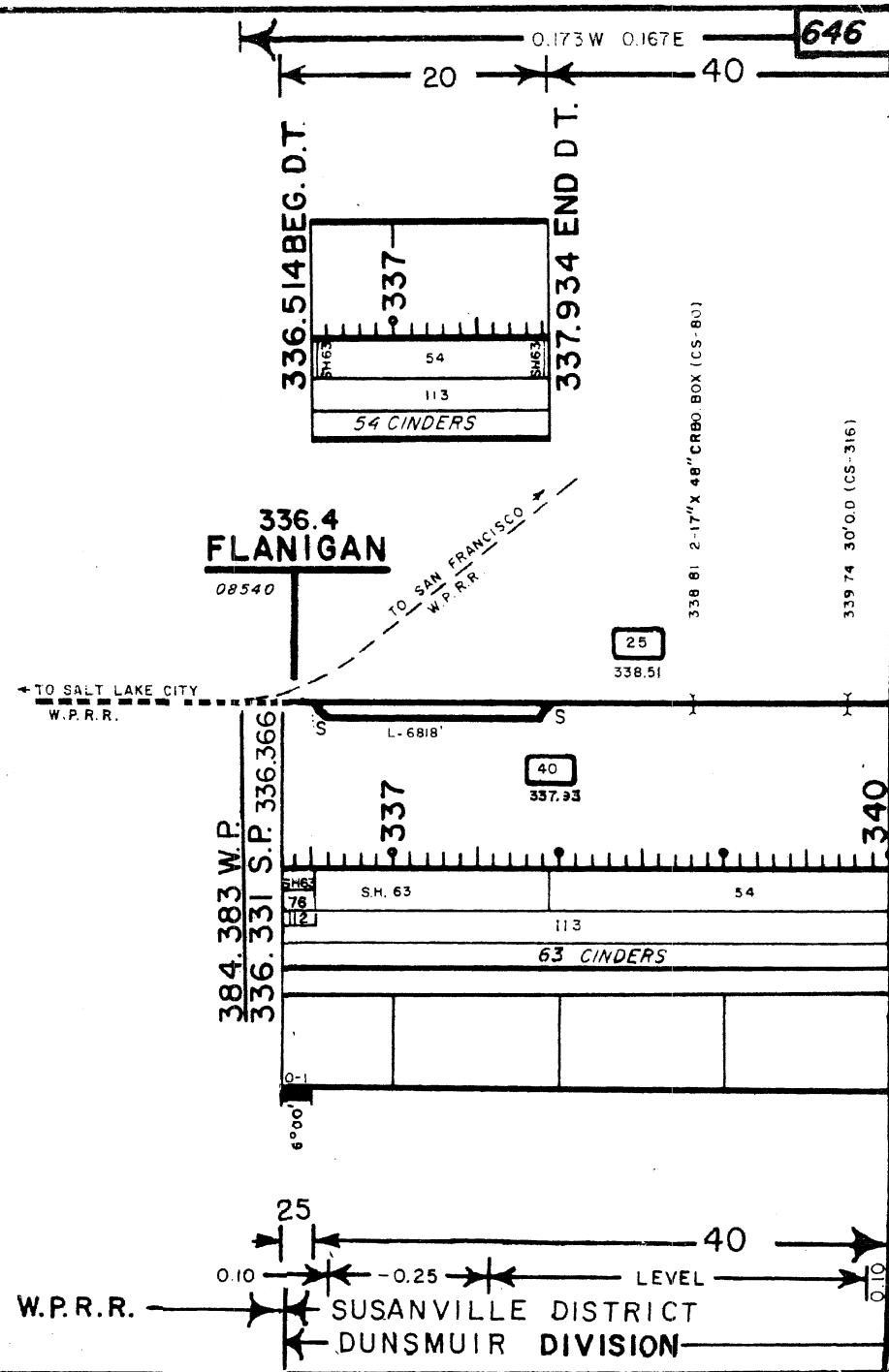
1610 S-244' S-244' S-244' S-244'			S-40' 0°40' S-40'		1613 S-125' 1°00' S-125'			1614 S-238' 2°00' S-238'	1615
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37 ± 0.97 ± 0.83 ± 1.00 LEVEL ± 0.68

ROSEBURG DISTRICT







REVISED TO 1-5-78

647

0.1727 W. 0.1672 E.

Nevada 40 California

343.118

342.34 2'-29" X 48" CREO. BOXES (CS-80)

342.95 24" X 48" CREO. BOX (CS-80)

344.62 45' O.D. (CS-316)

345.2  
STACY  
08520

345.38 2'-48" C.M.P.

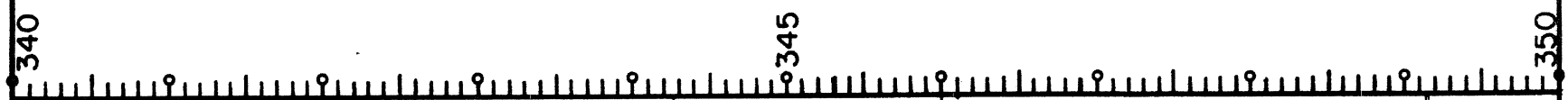
345.68 150' O.D. (CS-316), SKEDADDLE CREEK

345.95 45' O.D. (CS-316)

346.67 20' B.D. (CS-341)

348.66 2'-17" X 48" CREO. BOXES (CS-80)

349.8  
HERLONG



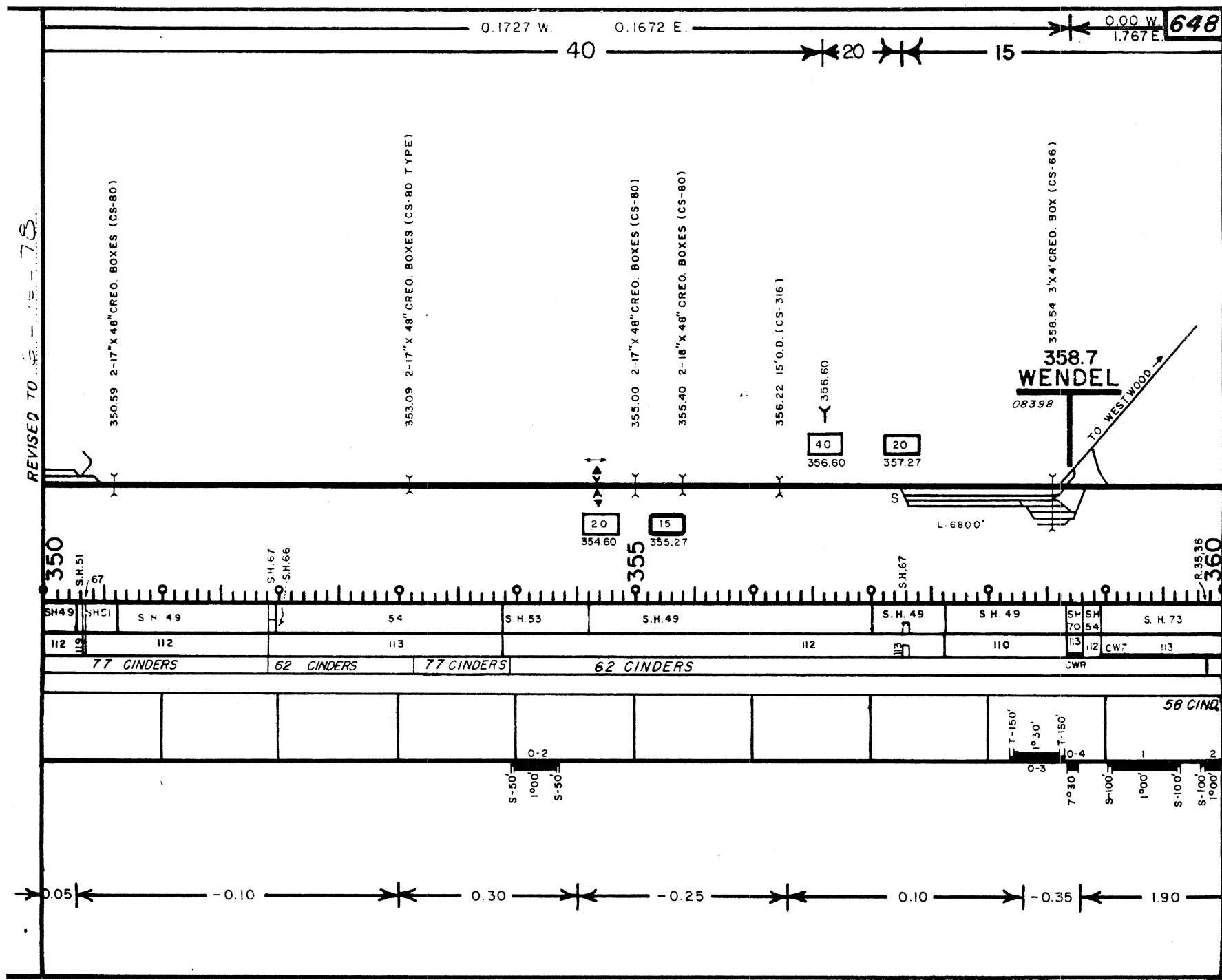
54	56	54	S.H. 49	65	S.H. 49
113	119	113	112	119	112
54 CIN.	56 CINDERS	54 CINDERS	62 CINDERS	77 CINDERS	

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NO CURVES



REVISED TO 6 - 78



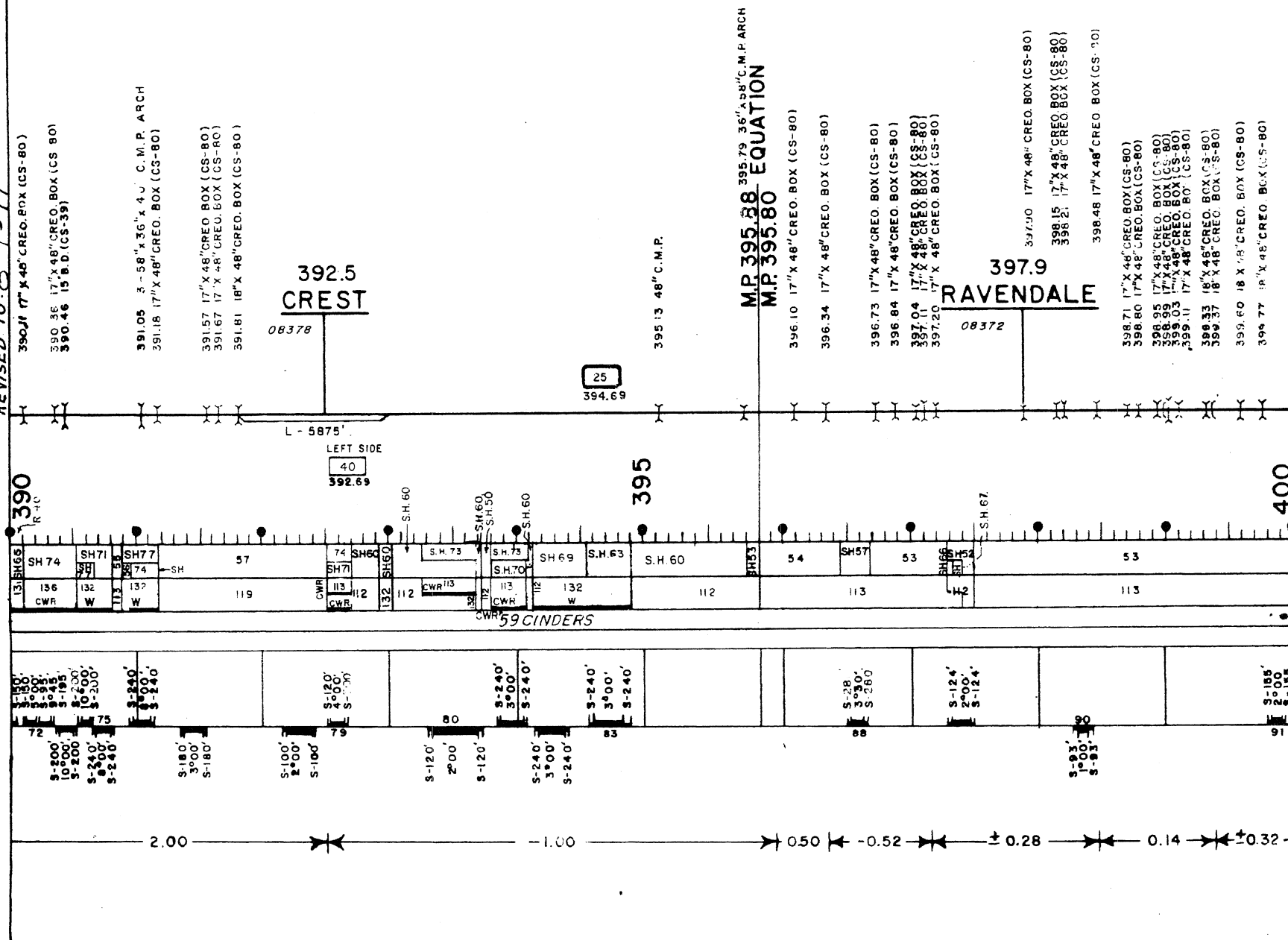






1.643 E

REVISED TO: 8-9-77







REVISED TO 1.2.1. - 77

654

1.004 W.

1.643 E.

40

411.03 36" C.M.P.

411.93 17" X 48" CREO. BOX (CS-80)

412.37 15' B.D. (CS-39)

413.88 36" CAST IRON PIPE

414.41 36" CAST IRON PIPE

414.59 48" C.M.P.

415.15 15' B.D. (CS-39)

415.90 36" C.M.P.

416.60 36" C.M.P.

417.21 36" C.M.P.

417.55 36" C.M.P.

418.08 10' B.D. (CS-341)

MADELINE

418.9

418.99 EQUATION

418.97 419.12 2-36" C.M.P.

08347  
40  
418.75

419.48 36" C.M.P.

419.67 17" X 48" CREO. BOX (CS-80)

35  
419.05

410

415

420

S.H. 67

54

S.H. 67

57

S.H. 67

57

76

S.H. 51

S.H. 71

W

113

S.H. 67

119

S.H. 67

119

S.H. 67

112

C.W.R.

60 CINDERS

61 CINDERS

60 CINDERS

68 CR. ROCK

97  
S-186  
2'00'  
S-217  
3'00'  
S-217

99  
S-221  
3'00'  
S-221

100  
S-420  
3'00'  
S-420

101  
S-160  
2'00'  
S-160

102  
S-270  
2'00'  
S-270  
102 A  
S-160  
2'00'  
S-160

103  
S-159  
2'00'  
S-159

104  
S-93  
1'00'  
S-93

105  
S-155  
3'00'  
S-155

0.24

-0.27

0.44

-0.18

0.18

-0.17

0.29

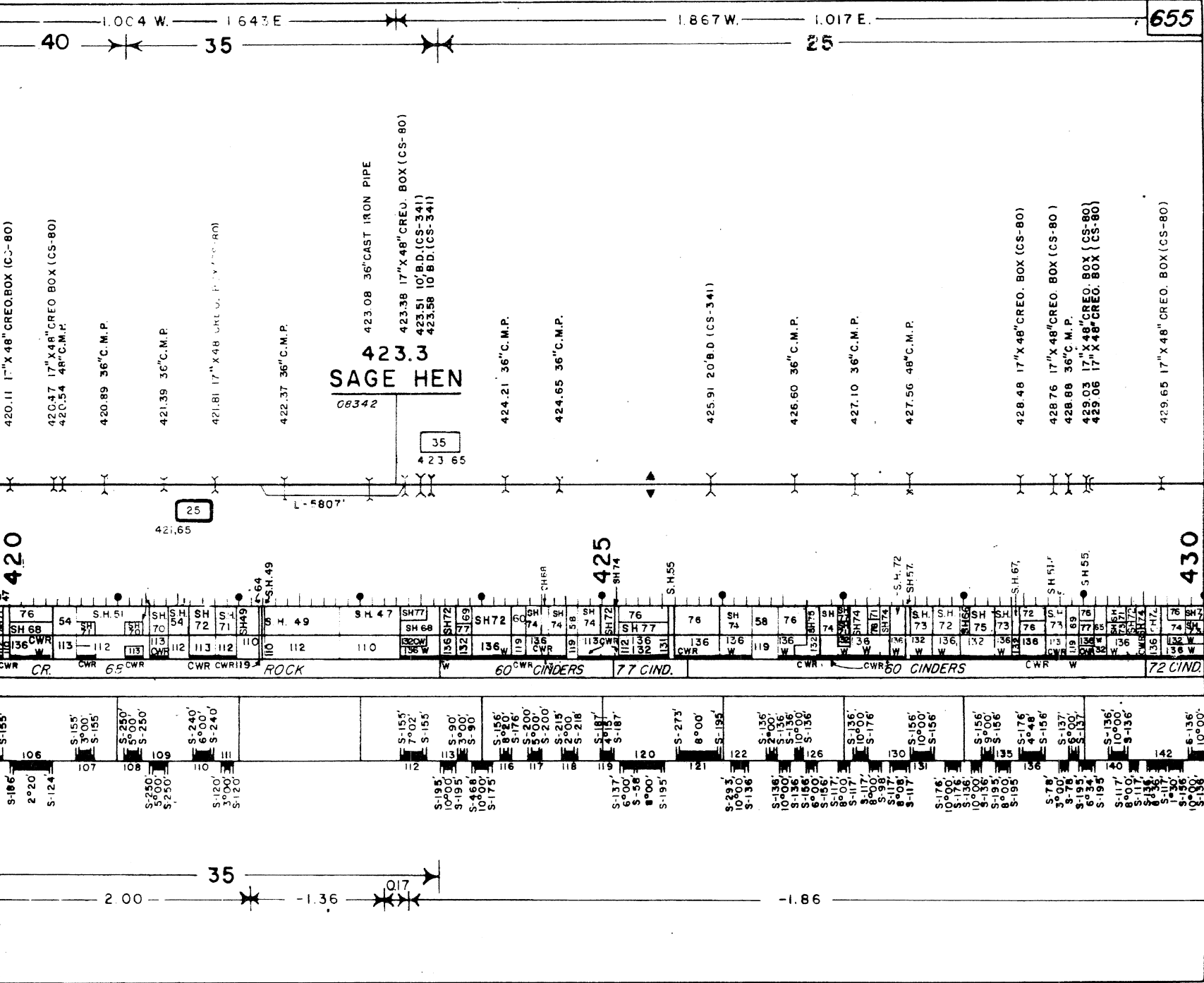
35

2.00

SUSANVILLE DISTRICT

ALTURAS  
DISTRICT

REVISED TO: 7-17-79



REVISED TO 78

1.867 W

1.017 E

656

25

40

430.62 17"X48"CREO BOX (CS-80)

431.25 17"X48"CREO BOX (CS-80)

431.83 36"C.M.P.

431.95 17"X48"CREO BOX (CS-80)

432.10 2-17"X48" CREO BOXES (CS-80)

433.77 36"C.M.P.

434.08 18"X48"CREO BOX (CS-80)

434.41 48"C.M.P.

435.02 48"C.M.P.

436.06 20"BD (CS-341)

436.12 10"BD (CS-341)

436.39 2-17"X48"CREO BOXES (CS-80)

436.97 17"X48"CREO BOX (CS-80)

438.24 27"X43" C.M.P. ARCH

438.73 36"C.M.P.

438.93 2-54" C.M.P.

438.7  
LIKELY

08325

25  
438.43

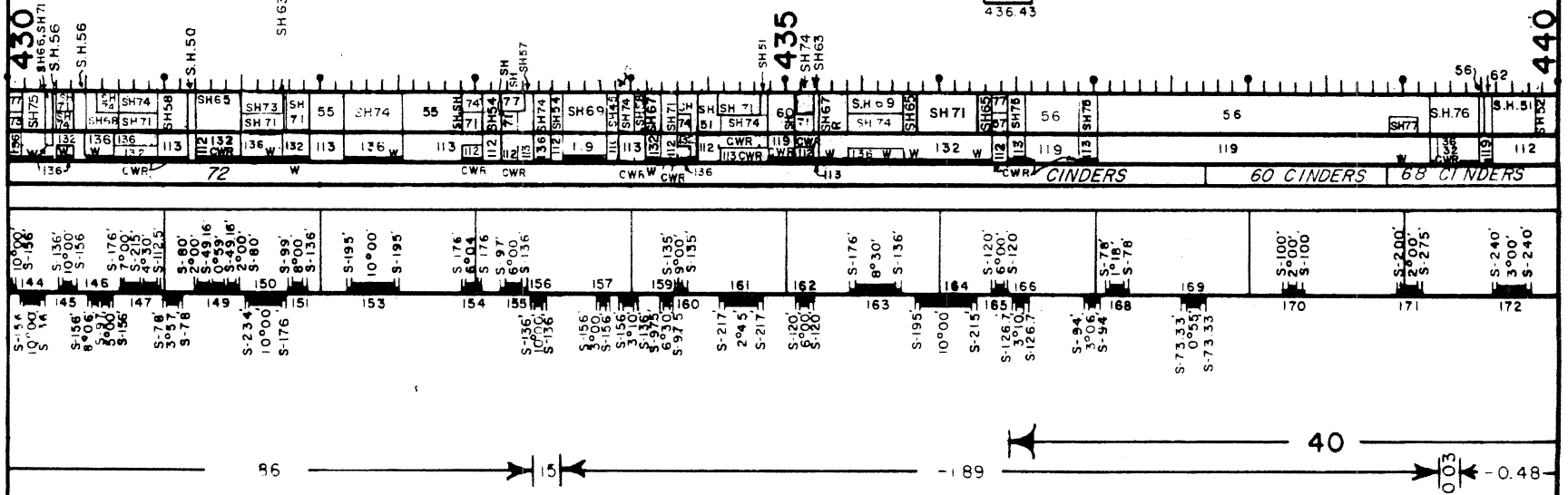
439.19 30"O.D. (CS-316)  
439.27 2-50"O.D. (CS-316)  
439.39 17"X48"CREO BOX (CS-80)  
439.42 17"X48"CREO BOX (CS-80)  
439.56 36"C.M.P.

L-5800 ON LFT. SIDE

430

435

440



REVISED TO 1 2 79

657

1.867 W. 1.017 E.

40

440.79 10' B.D. (CS-341)  
440.89 10' B.D. (CS-341)

441.24 2-50" x 3" C.M.P. ARCHES

441.72 2-60" x 42" C.M.P. ARCHES

443.38 2-72" C.M.P.  
**443.6 BAYLEY**  
08319

444.45 27" x 43" C.M.P. ARCH  
444.59 72" C.M.P.

446.10 72" C.M.P.  
**446.4 McARTHUR**  
08315  
446.84 48" C.M.P.

447.62 20' B.D. (CS-341)

448.36 15' B.D. (CS-39)

440

445

450

S.H. 52

S.H. 53

75

SH 53

60

54

54

53

76

53

76

53

112

113

113

C.W.R.

119

113

112

113

68 CINDERS

71 C. ROCK

71 C. ROCK

S-200'  
4'00'  
S-200'

S-200'  
4'00'  
S-200'

S-200'  
4'00'  
S-200'

S-214'  
3'04'  
S-214'

S-75'  
1'05'  
S-75'

S-60'  
0'36'  
S-60'

S-155'  
0'58'  
S-155'

S-222'  
3'04'  
S-222'

S-210'  
2'06'  
S-168'

-0.48

0.13

-0.26

±0.10

-0.20

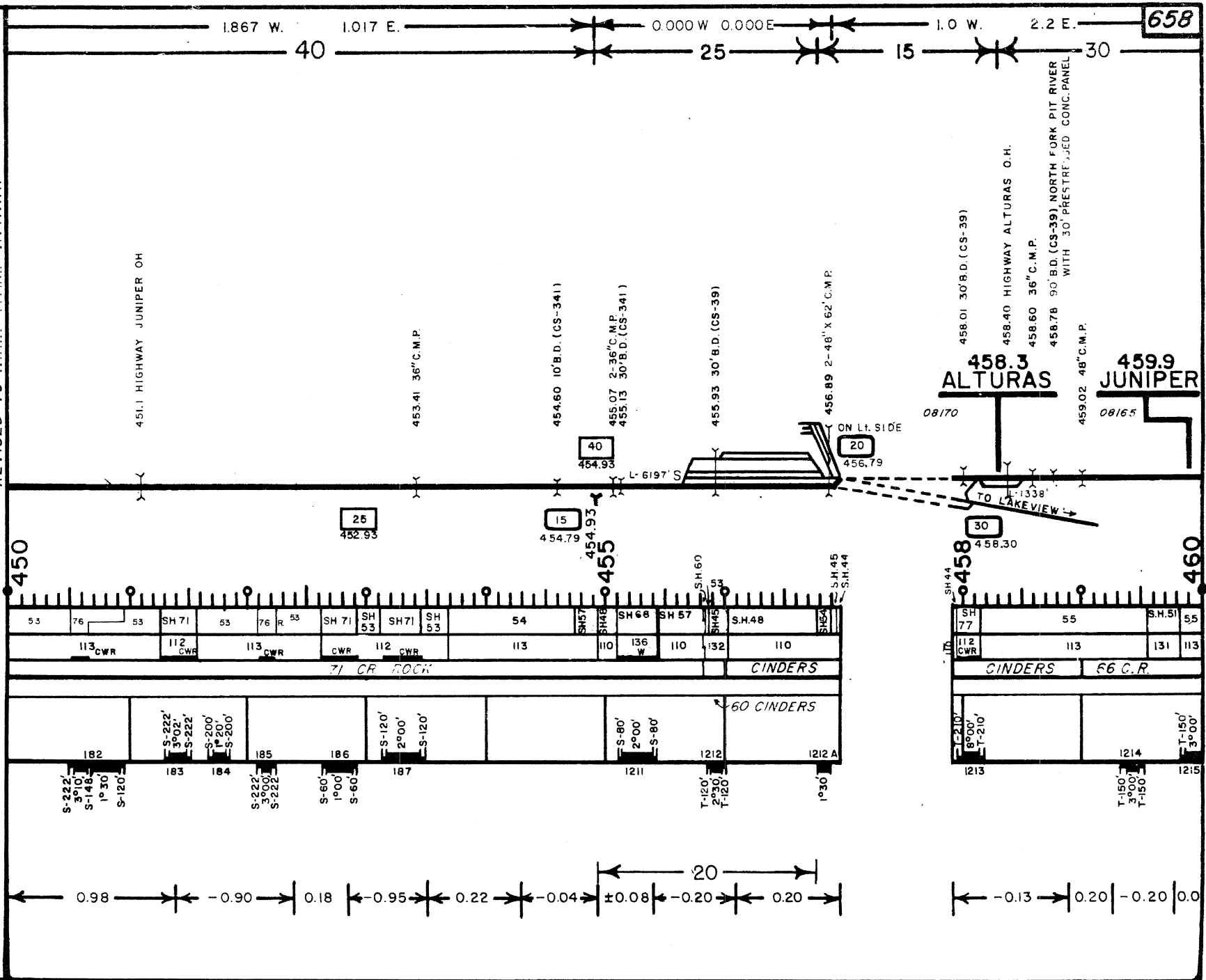
0.05

-0.45

0.06

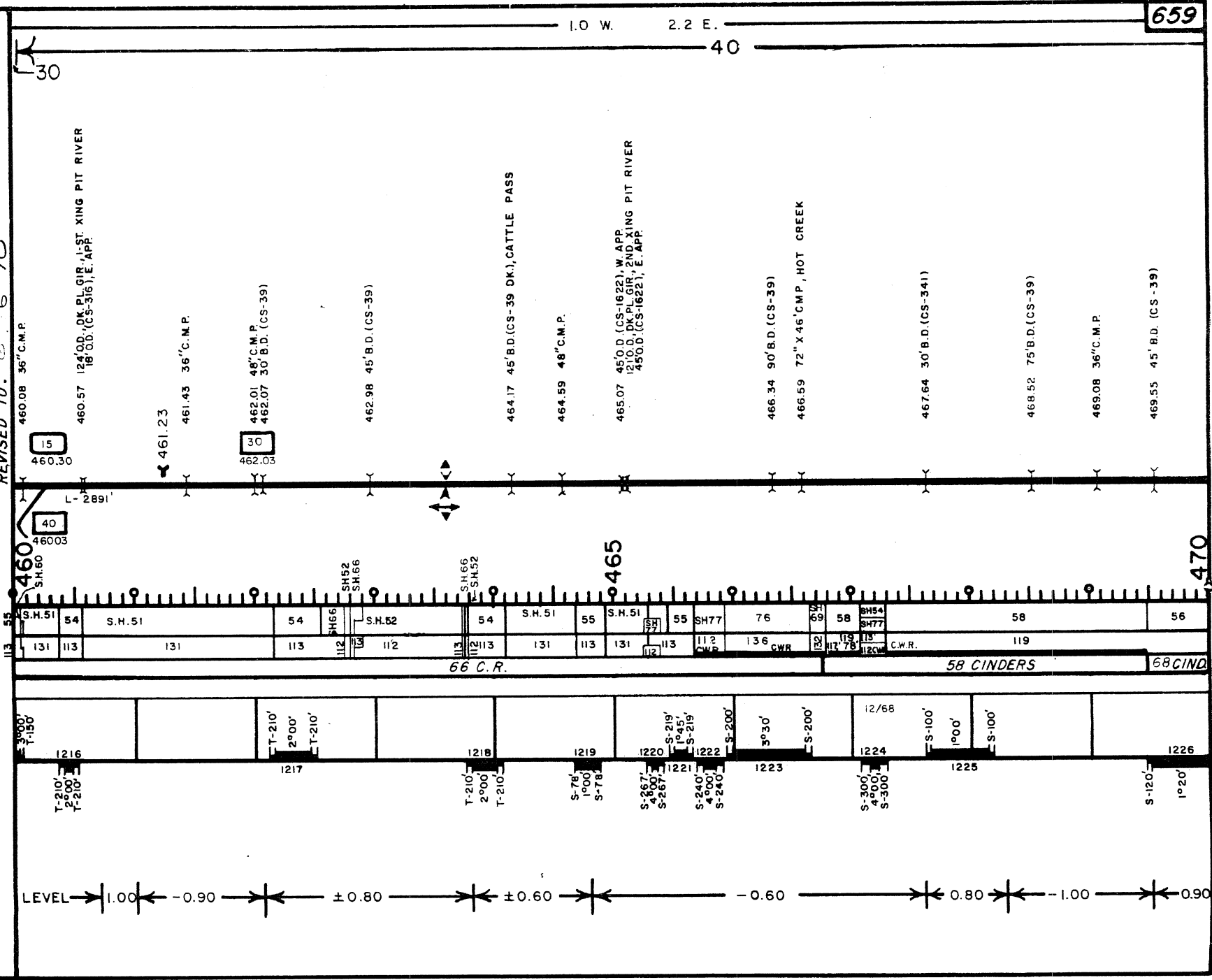
±0.07

REVISED TO 73

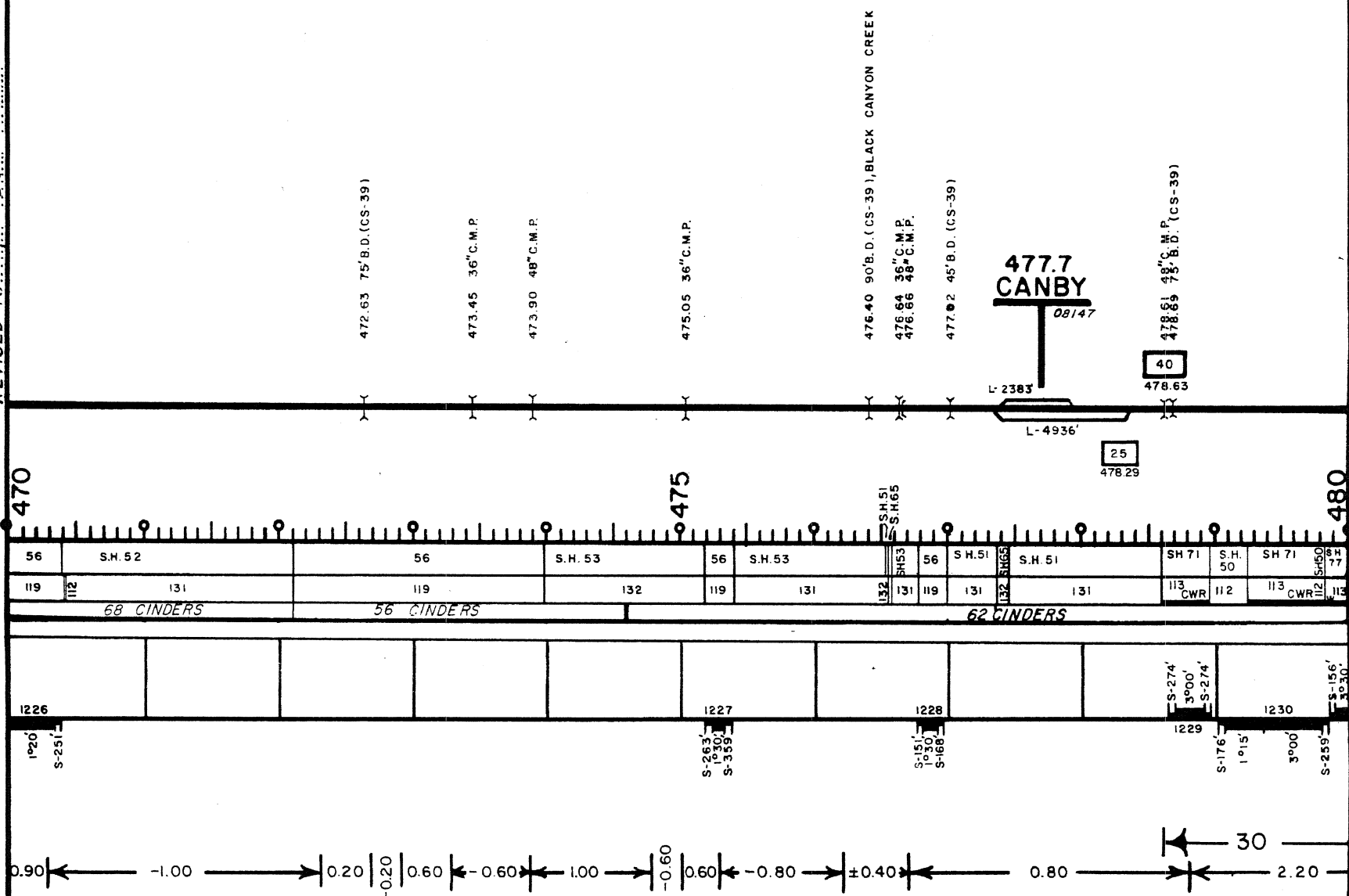


REVISED TO: 6-16-78

659



REVISED TO 7-20-77



REVISED TO: 10-19-77

480.04 30' B.D. (CS-39 DK 1) CATTLE PASS  
480.08 36" C.M.P.

30  
480.29

480.95 5" C.M.P.

481.83 60" - 54" C.M.P.

482.78 48" C.M.P.

485.4  
AMBROSE

081.39

L-385.9'

486.31 2'-58" X 36" C.M.P. ARCHES

487.03 36" C.M.P.

487.51 4'-36" C.M.P.

25  
487.05

40  
485.05

485

S.H. 56

490

480

SH 77	SH 76	SH 75	SH 74	SH 73	SH 72	SH 71	SH 70	SH 69	SH 68	SH 67	SH 66	SH 65	SH 64	SH 63	SH 62	SH 61	SH 60	SH 59	SH 58	SH 57	SH 56	SH 55	SH 54	SH 53	SH 52	SH 51	SH 50	SH 49	SH 48	SH 47	SH 46	SH 45	SH 44	SH 43	SH 42	SH 41	SH 40	SH 39	SH 38	SH 37	SH 36	SH 35	SH 34	SH 33	SH 32	SH 31	SH 30	SH 29	SH 28	SH 27	SH 26	SH 25	SH 24	SH 23	SH 22	SH 21	SH 20	SH 19	SH 18	SH 17	SH 16	SH 15	SH 14	SH 13	SH 12	SH 11	SH 10	SH 9	SH 8	SH 7	SH 6	SH 5	SH 4	SH 3	SH 2	SH 1	SH 0
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72' FH. 66 C.R. 132' CWR 70 CR. ROCK 112

1231	1232	1233	1234	1235	1236	1237	1238	1239	1240	1241	1242	1243	1244	1245	1246	1247	1248	1249	1250	1251	1252	1253	1254	1255	1256
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1231	1232	1233	1234	1235	1236	1237	1238	1239	1240	1241	1242	1243	1244	1245	1246	1247	1248	1249	1250	1251	1252	1253	1254	1255	1256
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1231	1232	1233	1234	1235	1236	1237	1238	1239	1240	1241	1242	1243	1244	1245	1246	1247	1248	1249	1250	1251	1252	1253	1254	1255	1256
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2.20 -0.4 0.10 0.06 0.06 -1.00 1.00 -1.00 0.29 -1.00



1.0 W.

0.48 E.

1.0 W.

0.00 E.

662

40

REVISED 7-1-77

490.66 36" C.M.P.

491.67 48" C.M.P.  
491.81 36" C.M.P.

492.51 45" B.D. (CS-39 DK), CATTLE PASS

494.30 36" C.M.P.

498.83 48" C.M.P.

490

S.H. 62

S.H. 53

S.H. 71

S.H. 53

S.H. 72

S.H. 56

S.H. 49

S.H. 72

S.H. 49

495

S.H. 54

S.H. 49

S.H. 71

R. 55

S.H. 67

S.H. 46

S.H. 71

S.H. 77

S.H. 73

S.H. 69

S.H. 66

S.H. 69

S.H. 52

S.H. 71

500

112

132

131

113

132

113

112

113

CWR

112

113

CWR

112

113

112

113

CWR

132

112

132

CWR

113

CWR

CWR

112

112

113

CWR

70 CR. ROCK

69 C. ROCK

T-210'  
2°00'

T-210'

1257

1258

T-210'

1259

S-137'

1°00'

S-98'

1260

S-156'

1°00'

S-98'

1261

S-154'

1°30'

S-154'

1262

S-94'

1°00'

S-94'

1264

S-310'

6°00'

S-217'

T-210'

6°00'

T-210'

1265

S-93'

1°00'

S-93'

2°00'

S-124'

1266

S-280'

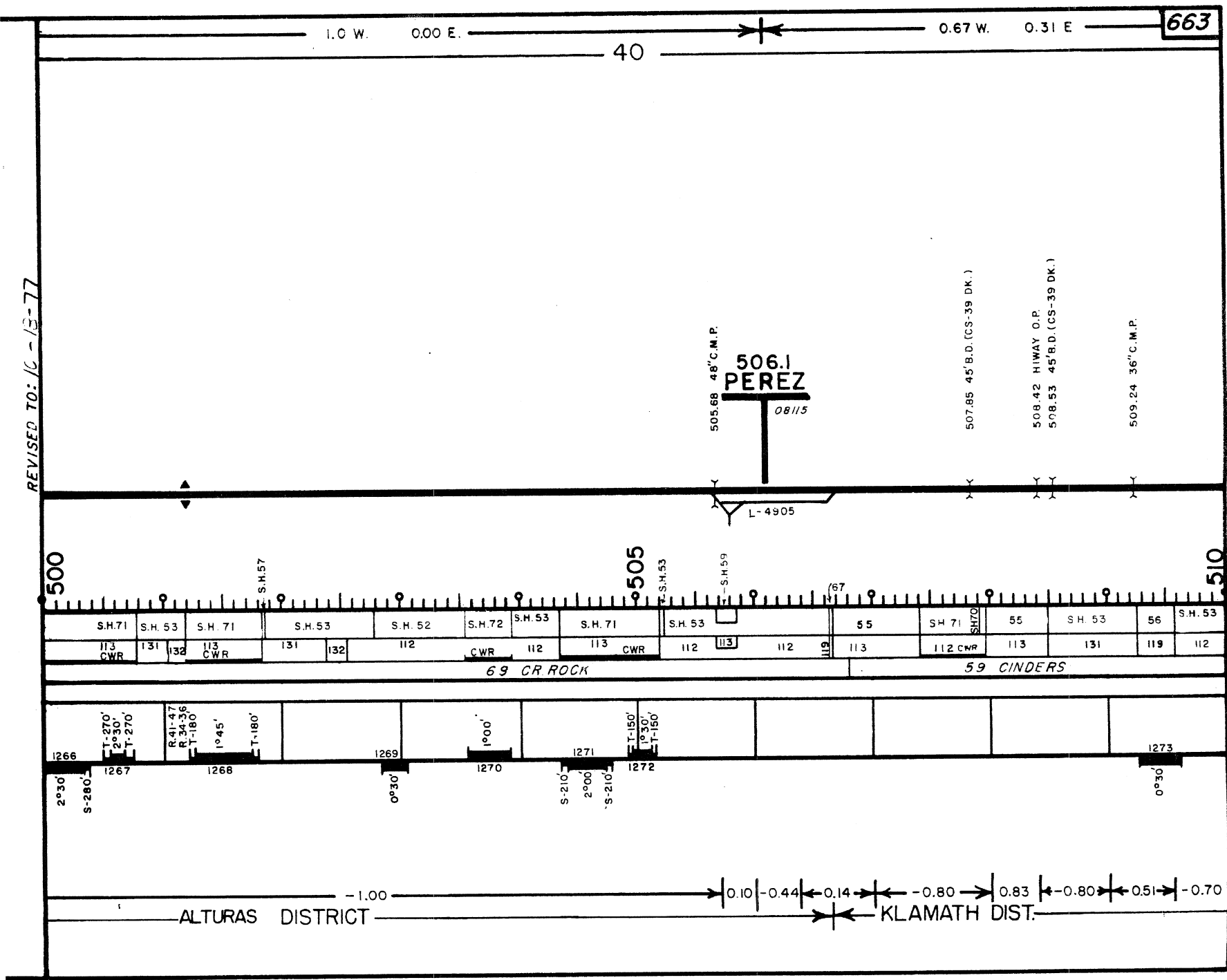
2°30'

-1.00

ALTURAS

DISTRICT

REVISED TO: 16-18-77



506.1  
PEREZ  
08115  
505.68 48" C.M.P.  
L-4905

507.85 45' B.D. (CS-39 DK.)  
508.42 HIWAY O.P.  
508.53 45' B.D. (CS-39 DK.)  
509.24 36" C.M.P.

500

505

510

S.H. 71	S.H. 53	S.H. 71	S.H. 53		S.H. 52	S.H. 72	S.H. 53	S.H. 71	S.H. 53		55	S.H. 71	55	S.H. 53	56	S.H. 53	
113 CWR	131	132	113 CWR	131	132	112 CWR		113 CWR	112	113	112	113	112 CWR	113	131	119	112
50 CRACK											50 CINDERS						

69 CR ROCK 59 CINDERS

1266		1267		1268		1269		1270		1271		1272		1273	
2°30'		S-280'		T-270' 2°30'		R.41-47 R.34-36 T-180'		1°45'		T-180'		1°00'		S-210' 2°00'	
										T-150' 1°30'		T-150'			

ALTURAS DISTRICT KLAMATH DIST.

0.67 W. 0.31 E.

40

REVISED TO 5 - 27 - 77

510.37 10' B.D. (CS-341), CATTLE PASS

510.86 36' C.M.P.

511.76 10' B.D. (CS-341), CATTLE PASS

512.97 15' B.D. (CS-39), CATTLE PASS

518.55 15' B.D. (CS-1600)

519.01 6'x6' CREO. BOX

519.59 13' B.D. (MW D-4736)

510

515

520

S.H. 53

S.H. 49

S.H. 53

74

SH 49

56

62

S.H. 51

112

112

113  
C.W.R.

112

119  
C.W.R.

131

59 CINDERS

67

C.R.

1274

1275

S-240'  
2'00'

S-240'

S-100'  
1'00'

S-100'

1276

1277

0°30'

0°30'

-0.10

0.20

-0.70

0.50

0.54

0.30

-0.60

0.25

-0.93

0.50

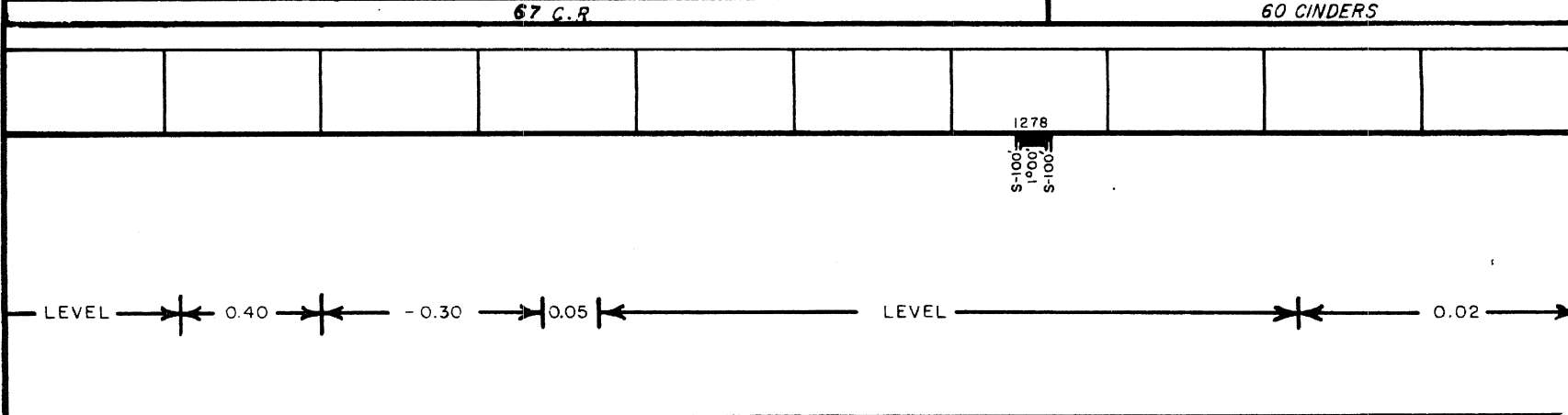
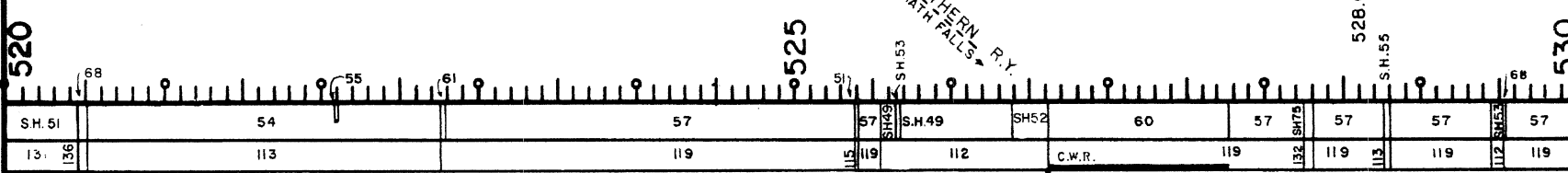
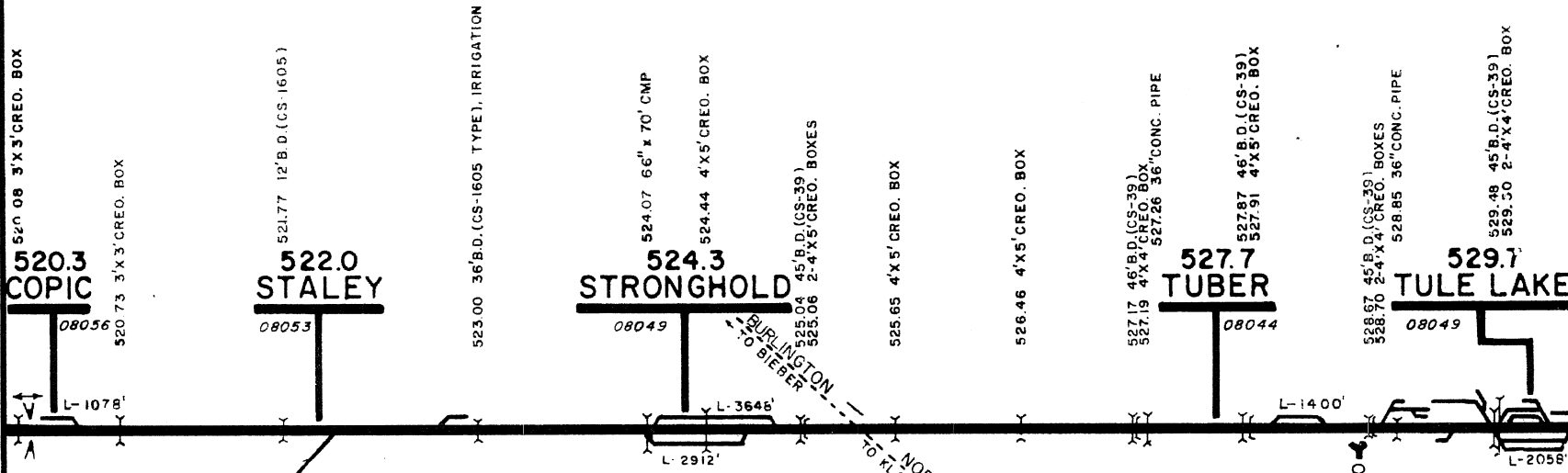
-0.8

0.00

0.67 W. 0.31 E.

40

REVISED TO 7-17-79





REVISED TO: 7-17-79

667

0.35 W. 0.30 E.

40

540.29 30' B.D. (CS-39), CATTLE PASS  
540.33 72" C.M.P.

540.63 36" C.M.P.  
540.77 36" C.M.P.

540.6  
LOST RIVER

08023

L-537

542.09 36" C.M.P.  
542.19 36" C.M.P.

543.68 30' B.D. (CS-39)  
543.8  
HOSLEY

08019

544.41 36" C.M.P.  
544.49 2-42" C.M.P.

545.95 36" C.M.P.  
546.03 2-3' X 4' CREO. BOXES

546.27 36" C.M.P.

546.88 36" C.M.P.  
547.37 36" C.M.P.  
547.1  
STUKEL

08015

L-3666'

L-1292'

547.58 28' B.D. (CS-39)  
547.62 33" C.M.P.  
547.64 54' O.D., THRU PL GIR., GOVERNMENT CANAL

548.05 42" C.M.P.

548.99 36" C.M.P.  
549.01 36" C.M.P.

549.29 36" C.M.P.  
549.30 194' O.D., GOVERNMENT CANAL

549.62 64' B.D. (CS-39)

549.80  
20

550

S H. 78

113 CWR

112 CWR

113 CWR

71 C. ROCK

72 C. ROCK

S-235'  
2'00'

1281

1282

0°30'

0.50 | -0.50 | 0.10 | -0.2 | 0.50 | -0.40 | 0.60 | -0.60 | 0.25 | -0.50 | 0.30

