



## SP&S Profile -Alignment and Track Charts

Terminals Subdivision-Portland-Vancouver (former Terminals Division)  
1<sup>st</sup> Subdivision-Vancouver-Wishram (former Vancouver Division, 1<sup>st</sup> Subdivision)  
2<sup>nd</sup> Subdivision-Wishram-Pasco (former Vancouver Division, 2<sup>nd</sup> Subdivision)  
3<sup>rd</sup> Subdivision-Pasco-Spokane (former Vancouver Division, 3<sup>rd</sup> Subdivision)  
4<sup>th</sup> Subdivision-Lyle-Goldendale (former Vancouver Division, 4<sup>th</sup> Subdivision)  
5<sup>th</sup> Subdivision-Wishram-Bend (former Oregon Trunk Railway)  
6<sup>th</sup> Subdivision-Willbridge-Seaside (former Portland Division , 1<sup>st</sup> Subdivision)  
7<sup>th</sup> Subdivision-Warrenton-Hammond (former Portland Division, 2<sup>nd</sup> Subdivision)  
8<sup>th</sup> Subdivision-United Jct.-County Line (former United Railways)  
9<sup>th</sup> Subdivision-United Jct.-Eugene (former United Ry and Oregon Electric 1<sup>st</sup> and 2<sup>nd</sup> Subdivisions)  
10<sup>th</sup> Subdivision-Forest Grove-Orencia (former Oregon Electric 4<sup>th</sup> Subdivision)  
11<sup>th</sup> Subdivision-Albany Yard-Foster (former Oregon Electric 5<sup>th</sup> Subdivision)  
12<sup>th</sup> Subdivision-Sweet Home-Dollar-**abandoned prior to these charts** (former Oregon Electric 6<sup>th</sup> subdivision)-**not included**  
NP-SP&S Jct.-Pasco (SP&S track rights)  
NP-Marshall Jct.-Yardley (SP&S track rights)  
GN-Ft. Wright-Hillyard (SP&S track rights)  
Vancouver Yard

**Notes: Gales Creek & Wilson River (Wilksboro-Glenwood), OE Gray's-Corvallis and West Woodburn-Woodburn, Portland-Greton, Garden Home-Orencia were all abandoned prior to these charts, some as far back as 1933, and are not included.**

**Also note that part of the 10<sup>th</sup> subdivision is now part of Tri-Met's MAX line and the 9<sup>th</sup> subdivision has been abandoned in part, specifically from Beaverton to Bowers Jct.**

All charts were scanned at 150 dpi. Yard charts were scanned at 300 dpi to assure better clarity, due to detail. Plans that appear "crooked" were aligned straight in the scanner, and were crooked on the original. Pages that appear "blotched" were blotched on the originals.

# S. P. & S. RY.

## PROFILE - ALIGNMENT & TRACK CHART

### PORTLAND TO WISHRAM

SCALE: HORIZONTAL - 1 INCH = 2640 FEET

VERTICAL - 1 INCH = 100 FEET

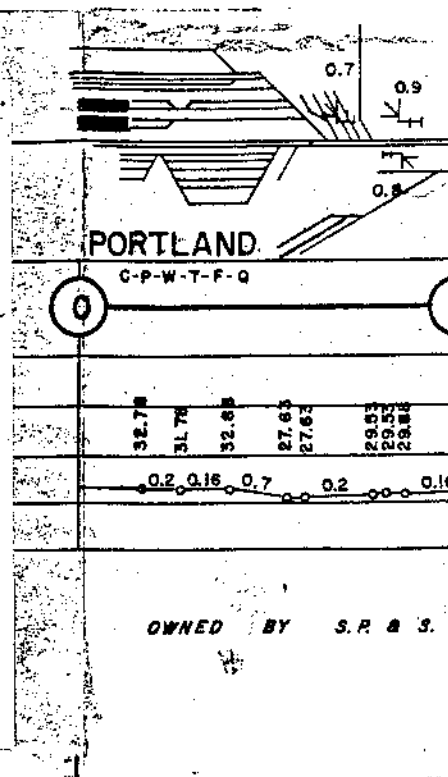
OFFICE OF CHIEF ENGINEER

PORTLAND, OREGON

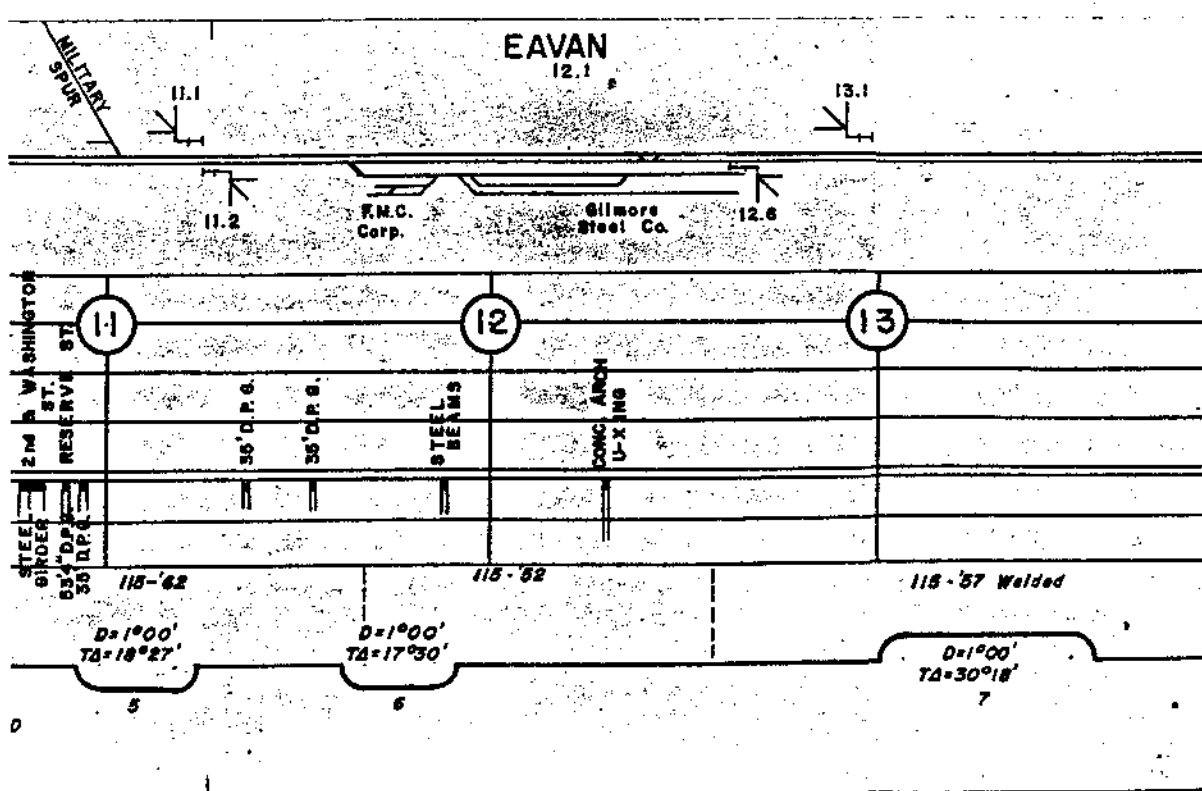
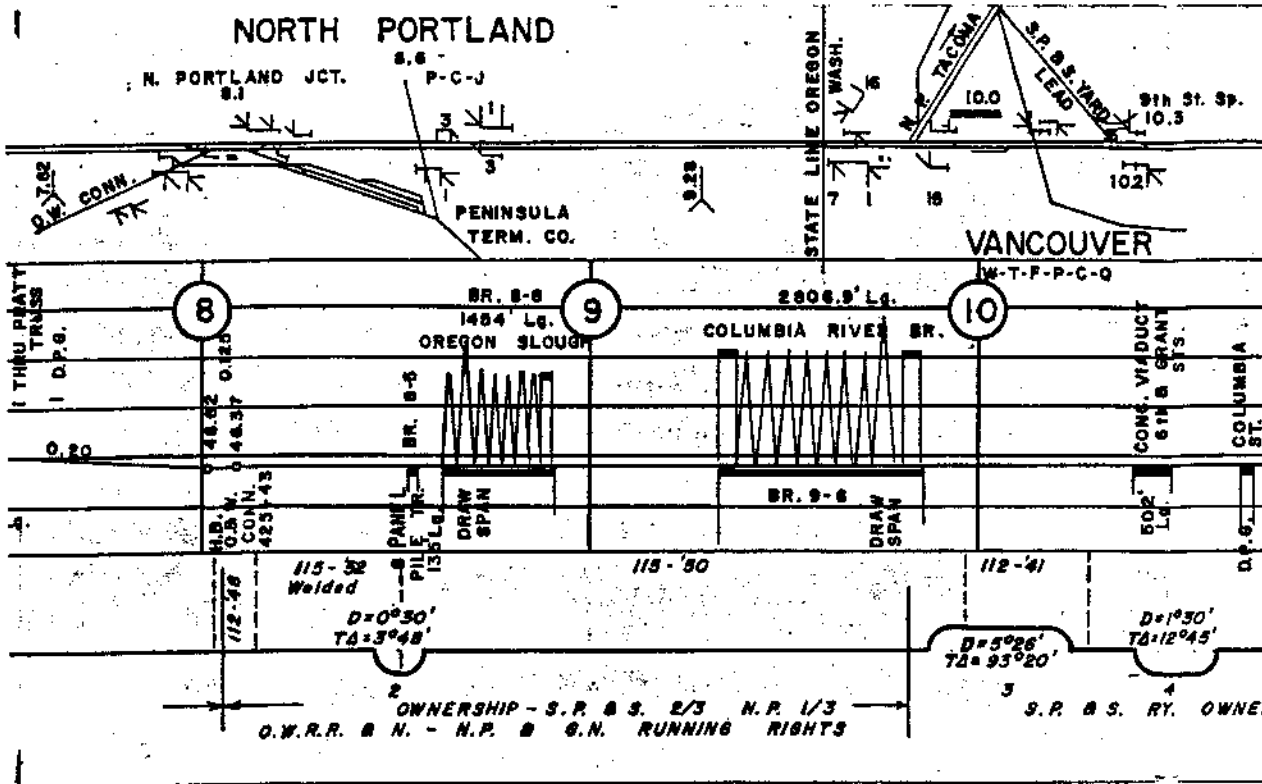
MAR 3 1970

- Symbols**
- Depot
  - Detector Fence
  - Speed Limit Board
  - Signal Overlap
  - Spring Switch
  - Interlockers
  - Curve Lubricator
  - Track Occupancy Indicator
  - Hi Si High Silicon Rail
  - F.H. Flame Hardened Rail
  - T.P. Transposed Rail
  - Tunnel
  - Tunnel With Detector Fence At Portals

- C - Continuous Office
- F - Fuel
- J - Junction
- O - Agent or Operator
- P - Dispatchers Telephone
- Q - Radio Installation
- T - Turntable or Wye
- W - Water
- Y - Yard Limits



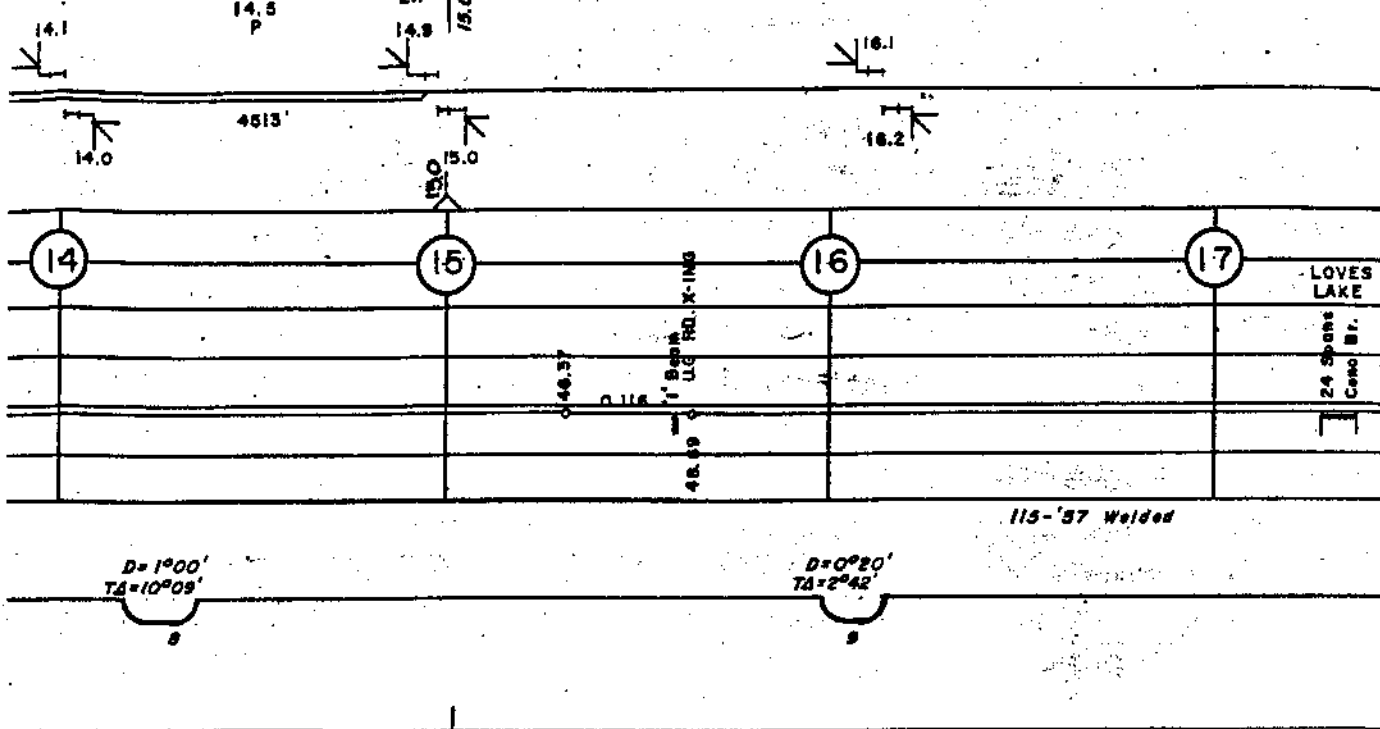




MC LOUGHLIN

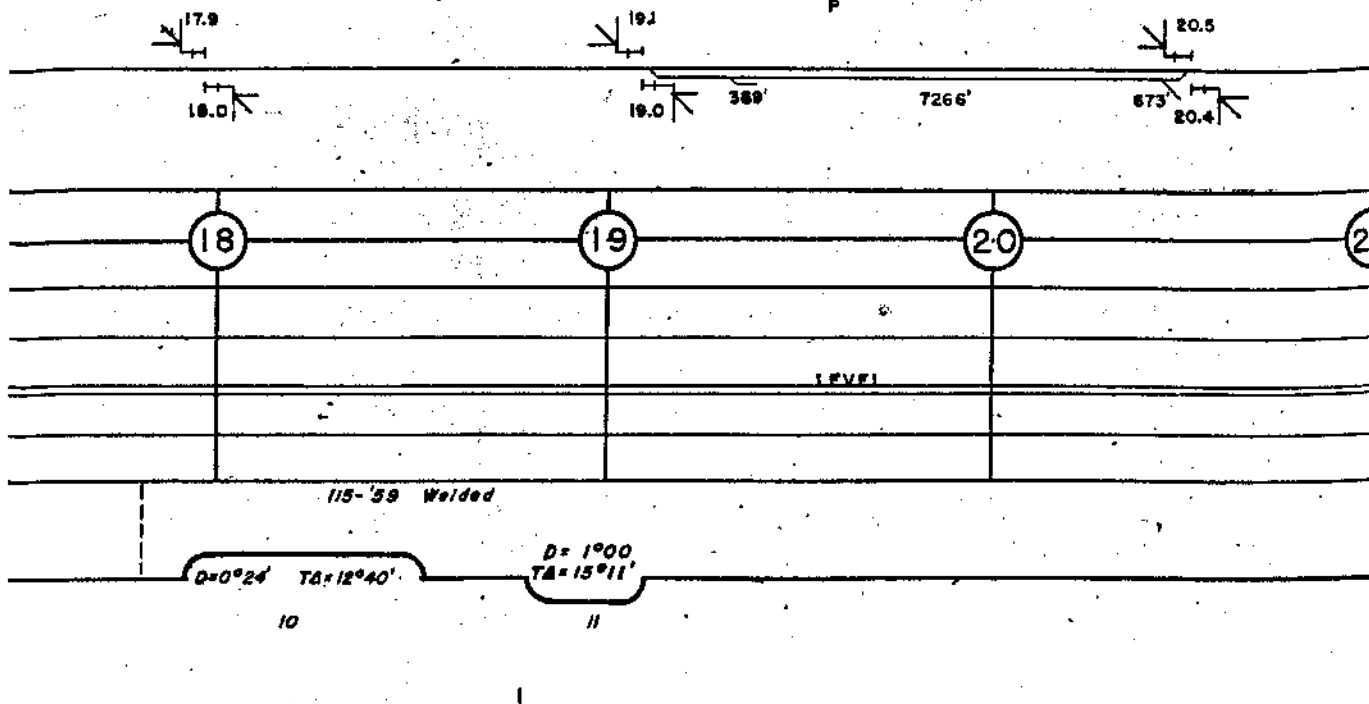
SEC 21

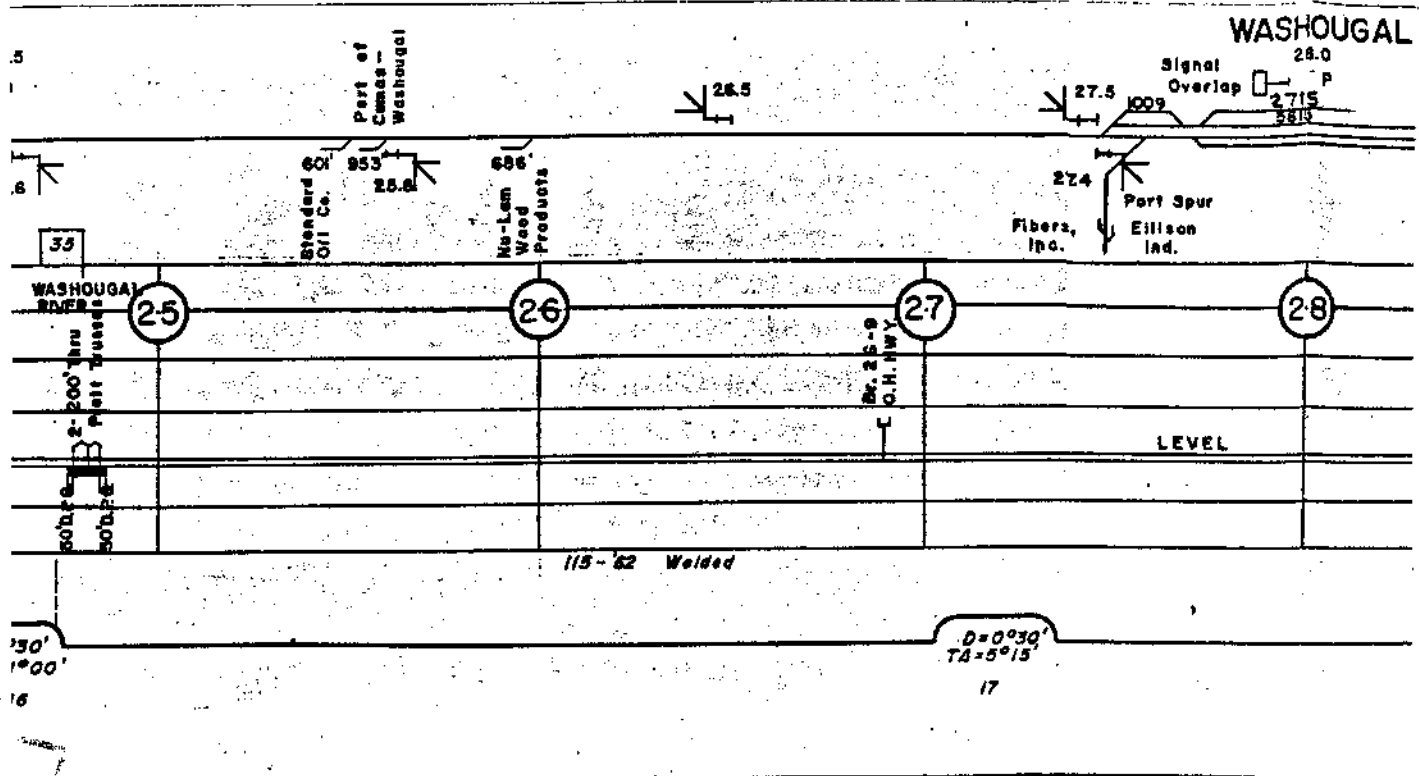
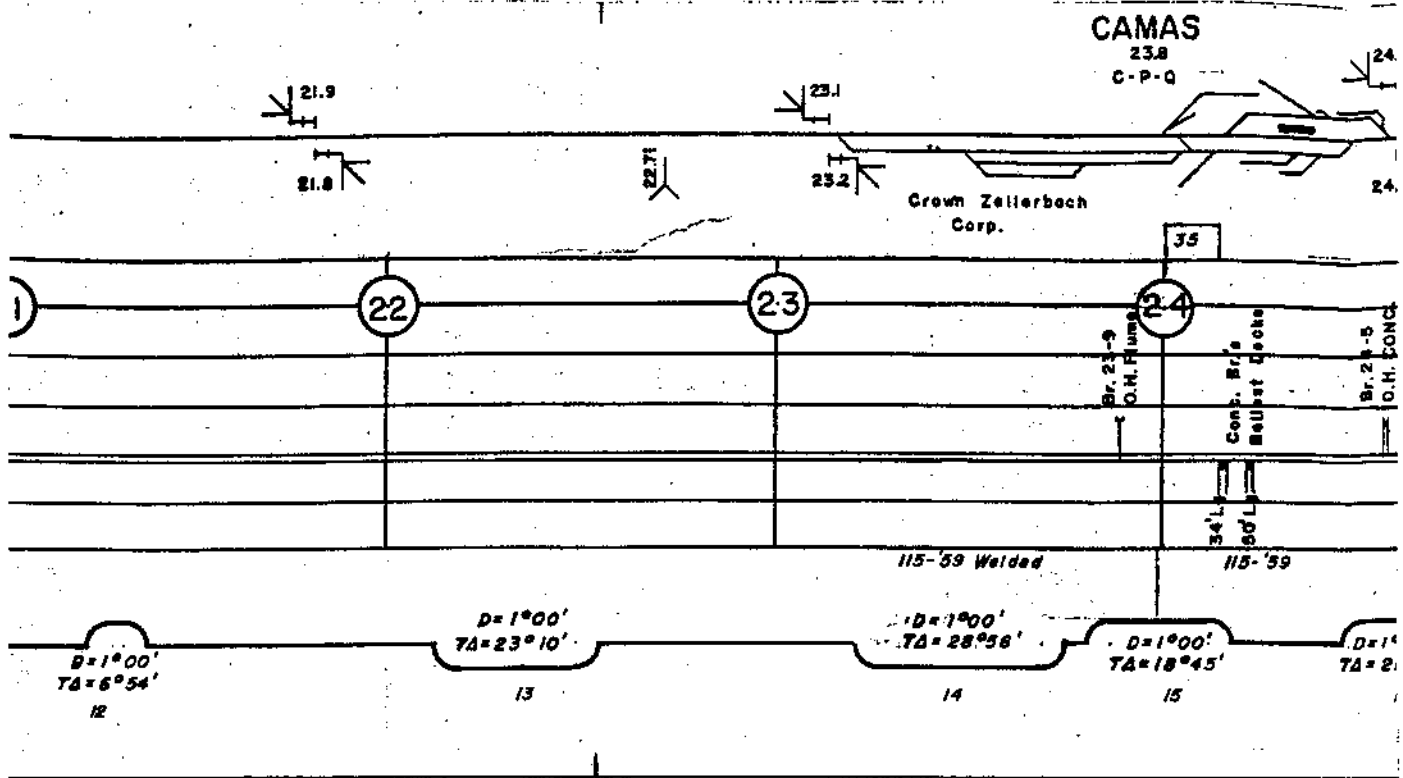
SECTION 22



FISHER

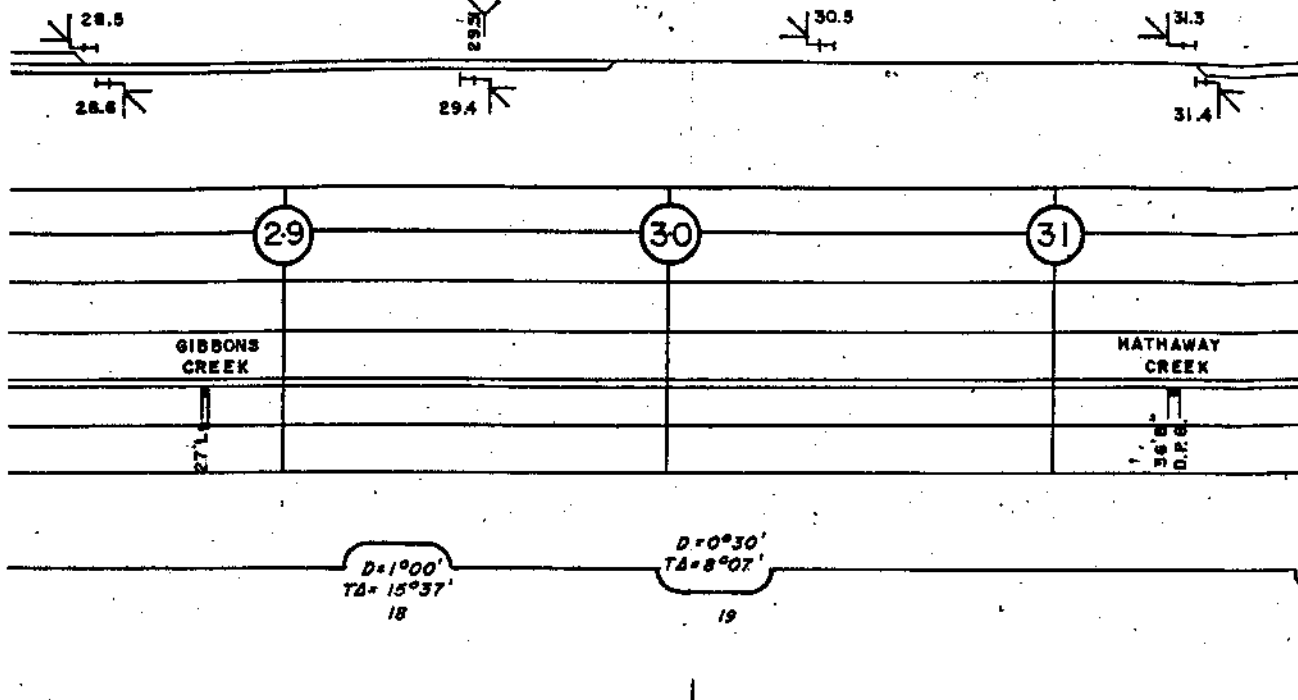
19.8 P





SECTION 22

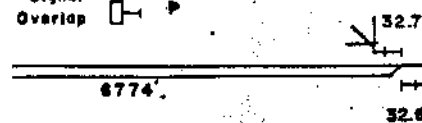
SECTION 23



MT. PLEASANT

Signal  
Overlap

32.0

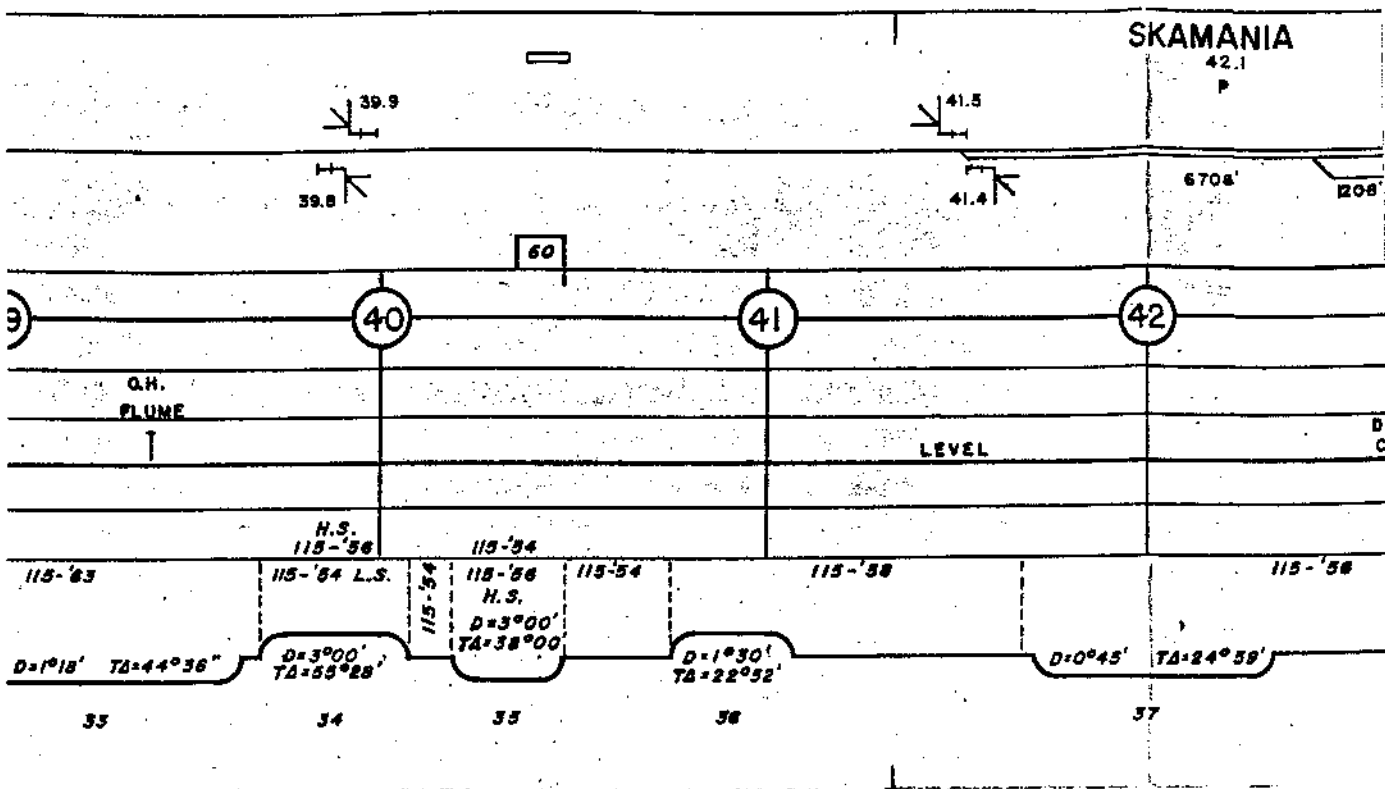
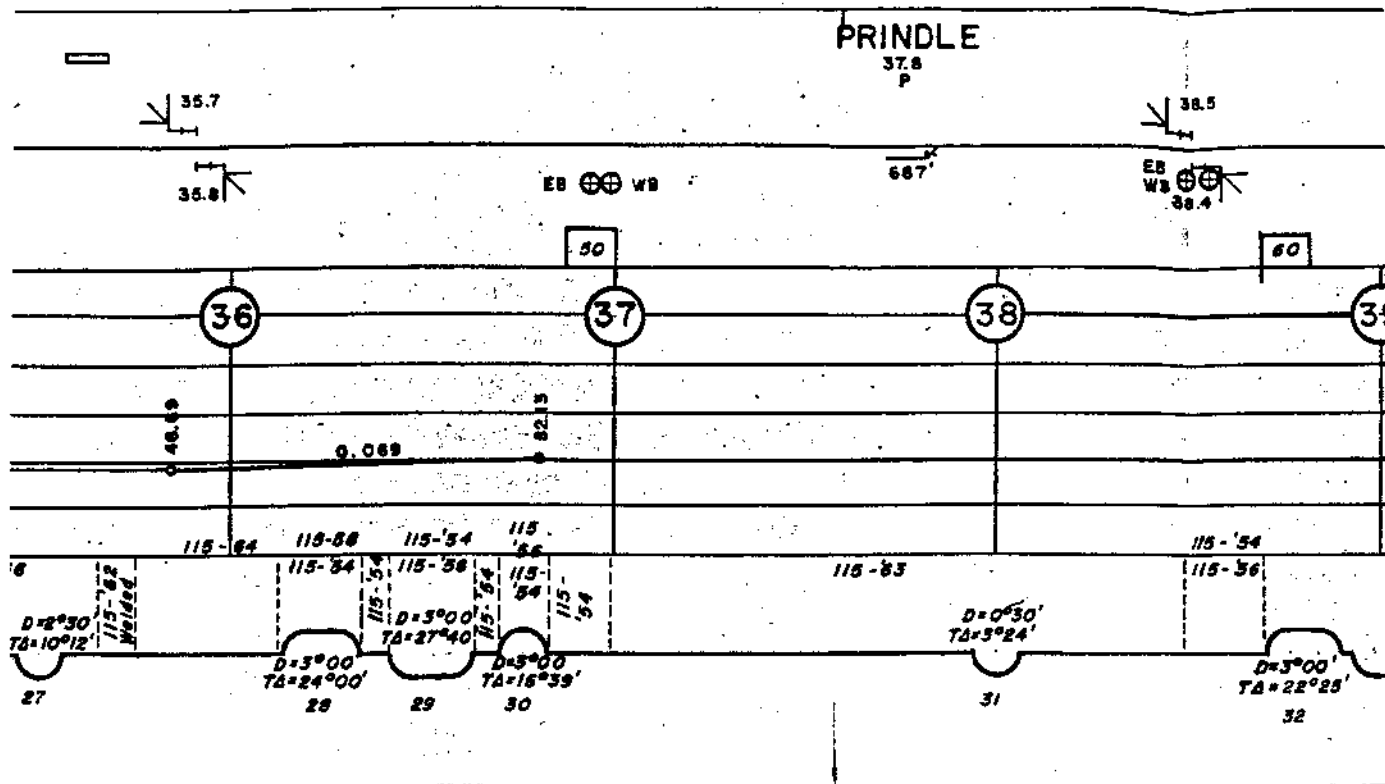


WB

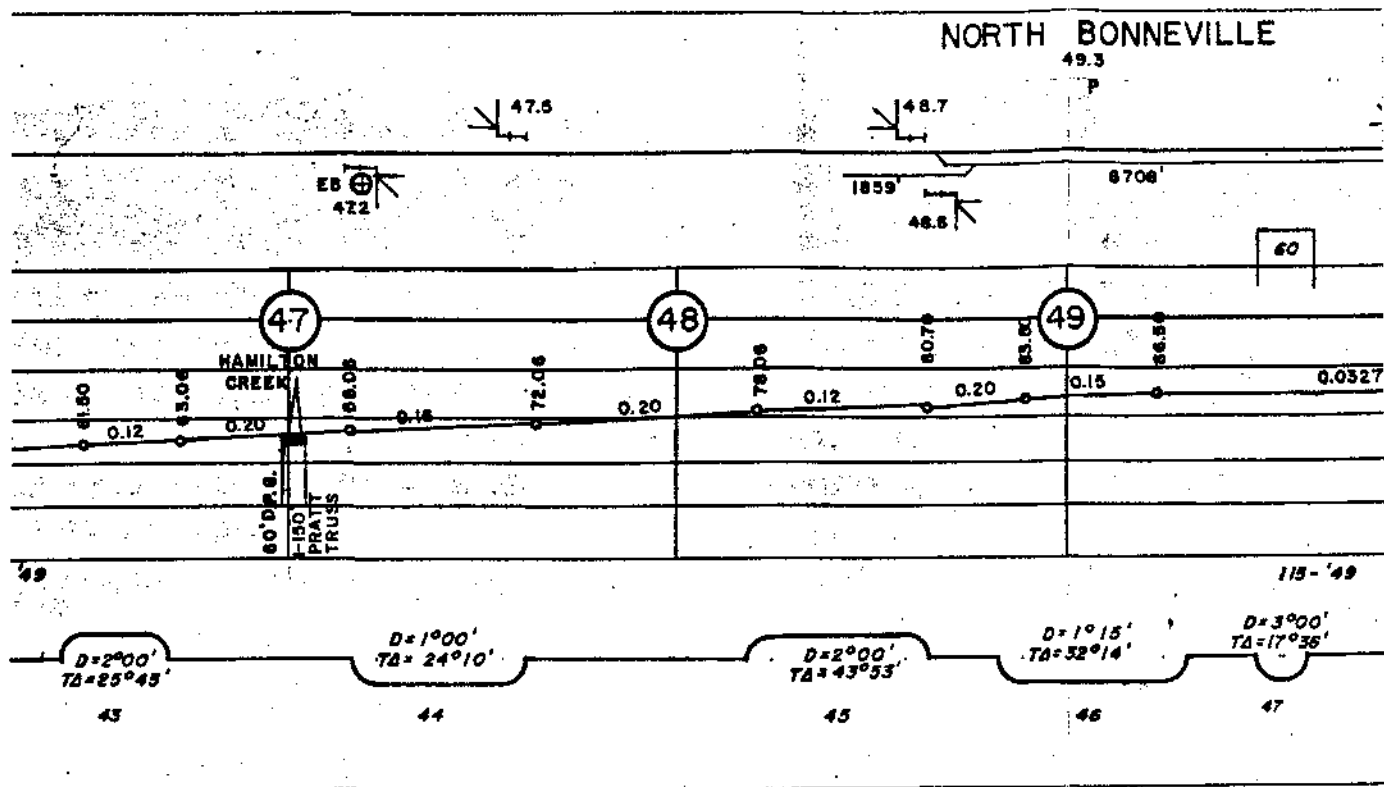
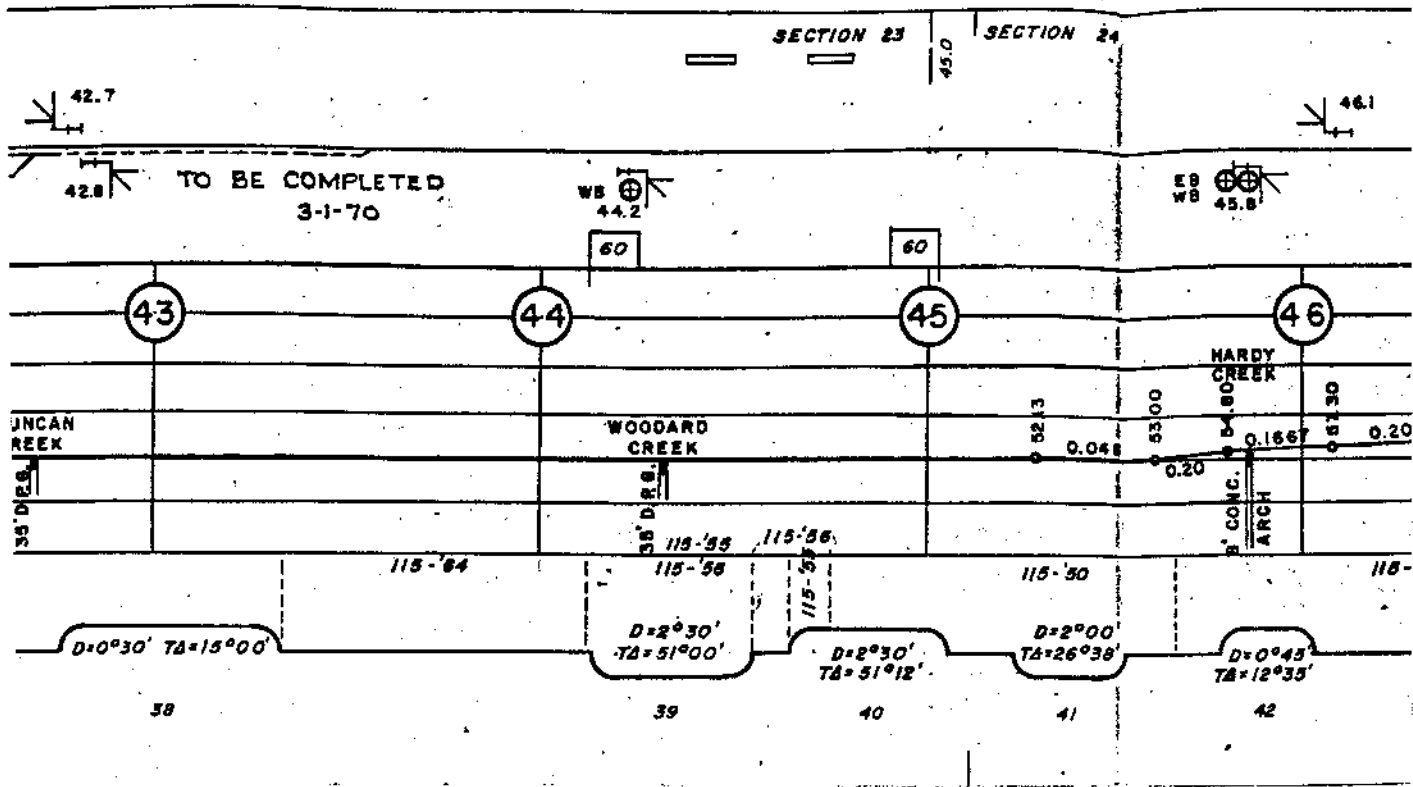
EB WB

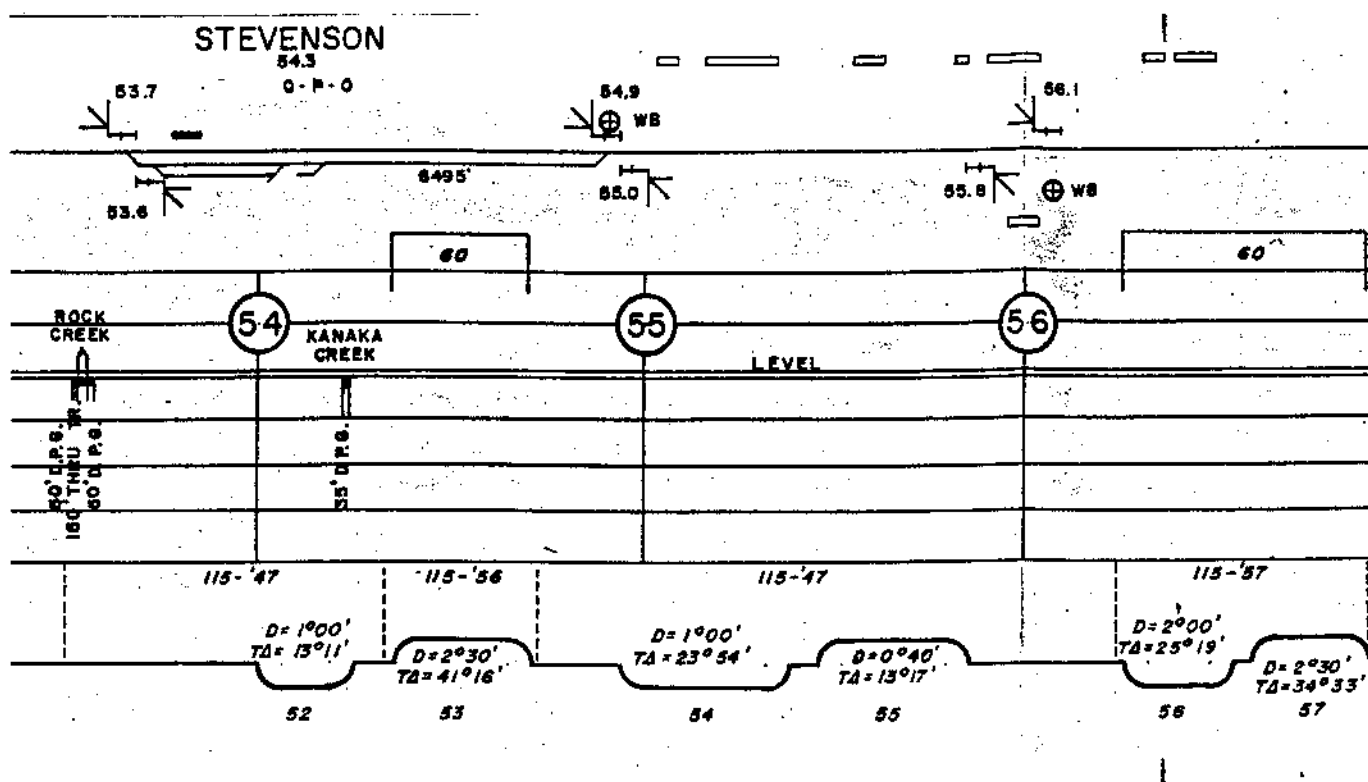
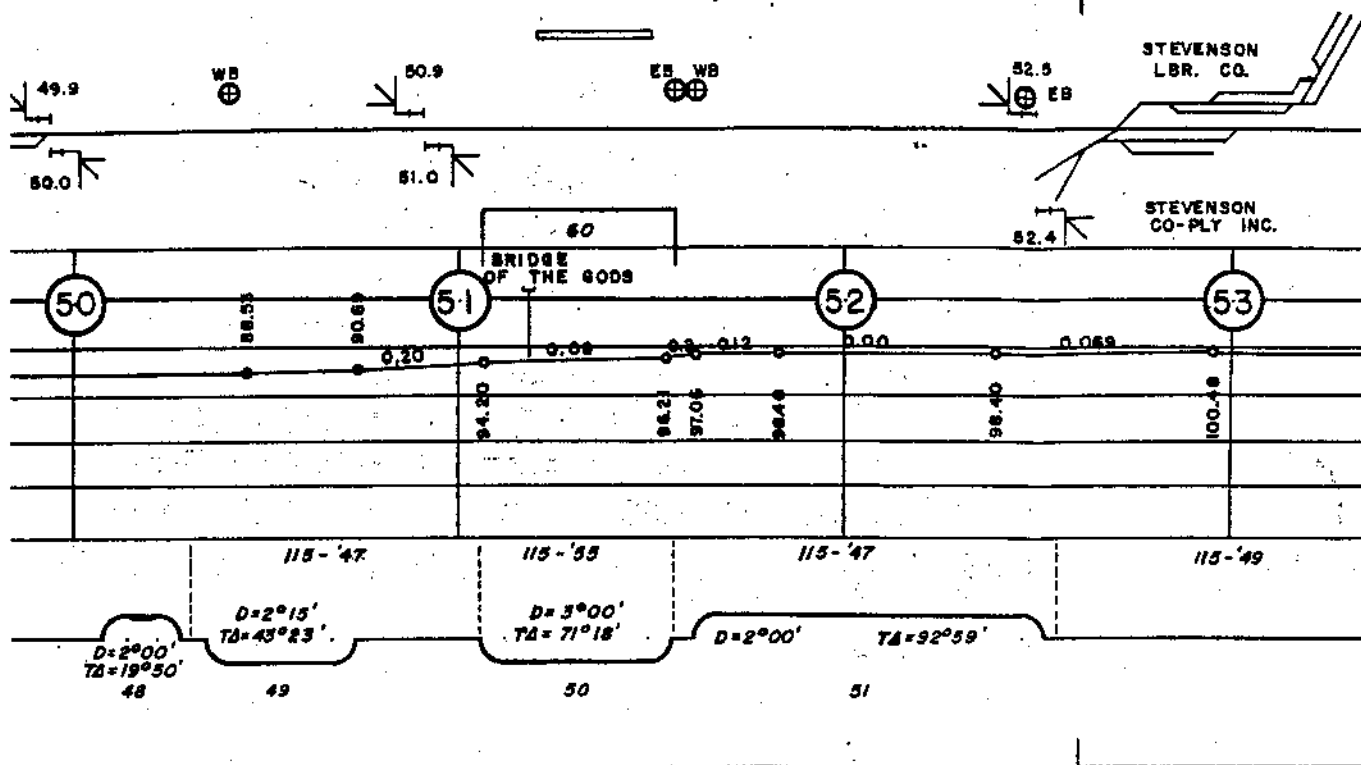
TUNNEL  
CAPE HORN

2381.6' Lg.





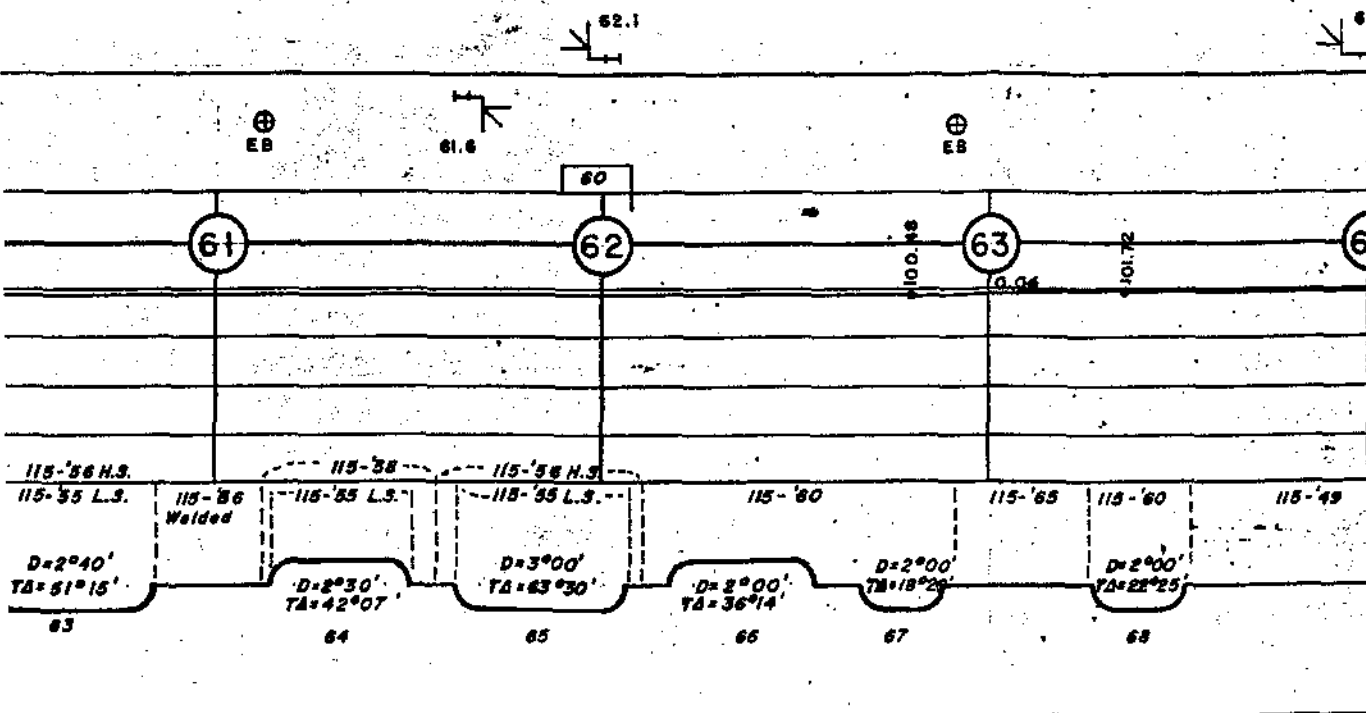
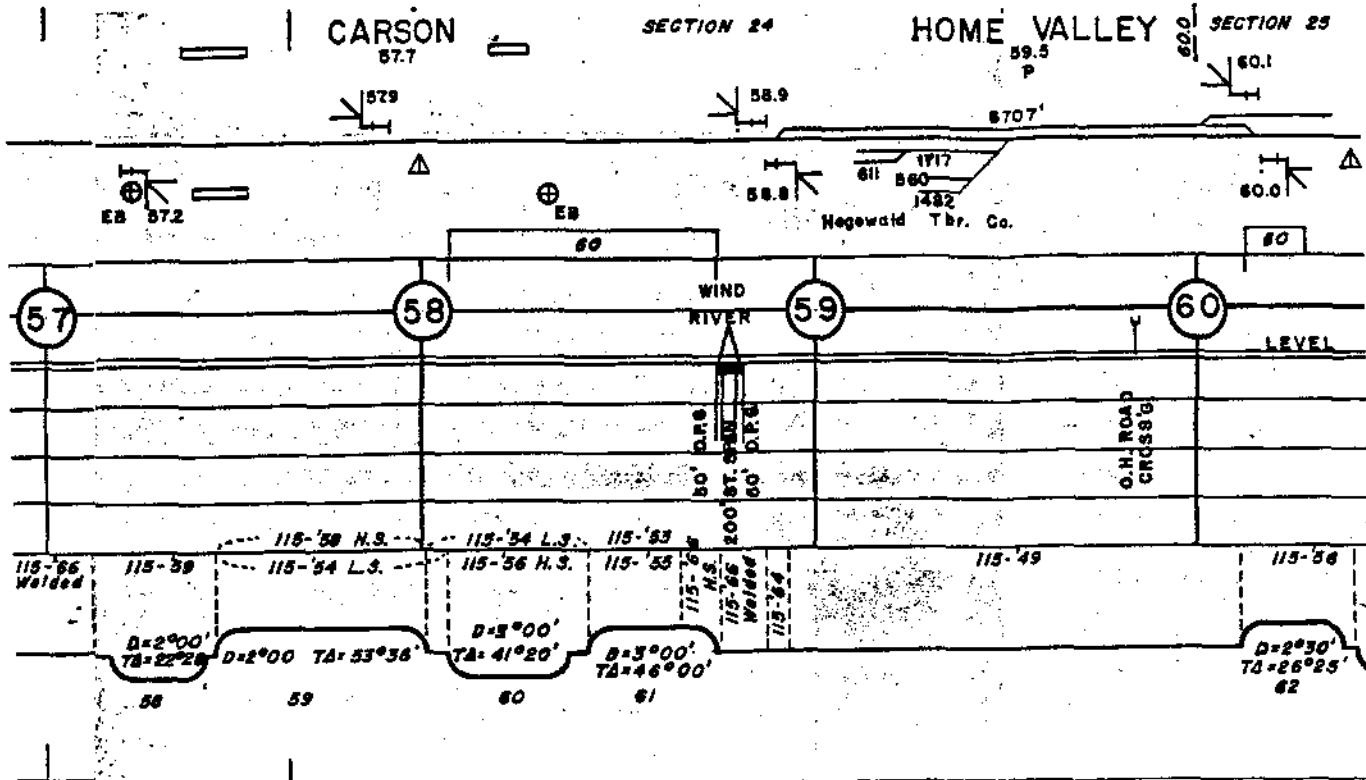




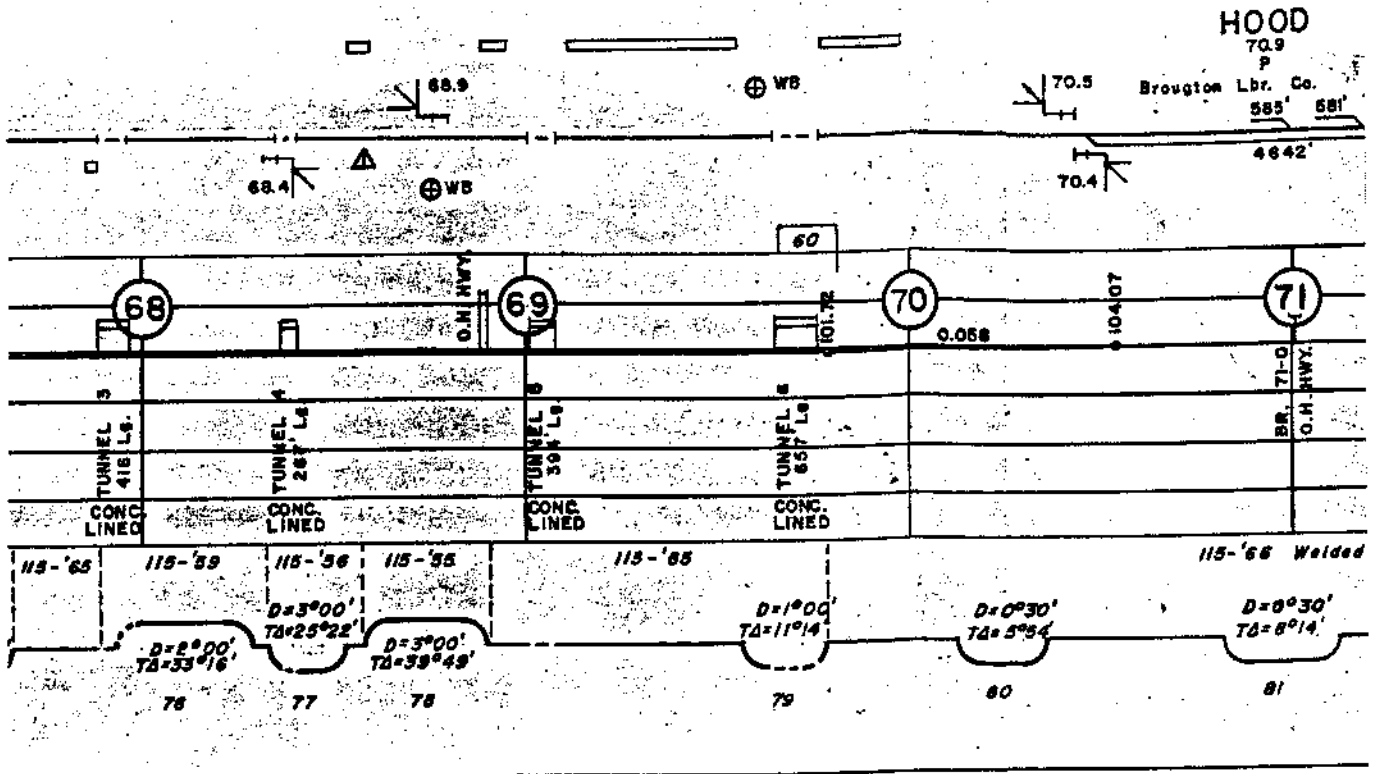
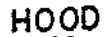
CARSON  
57.7

SECTION 24

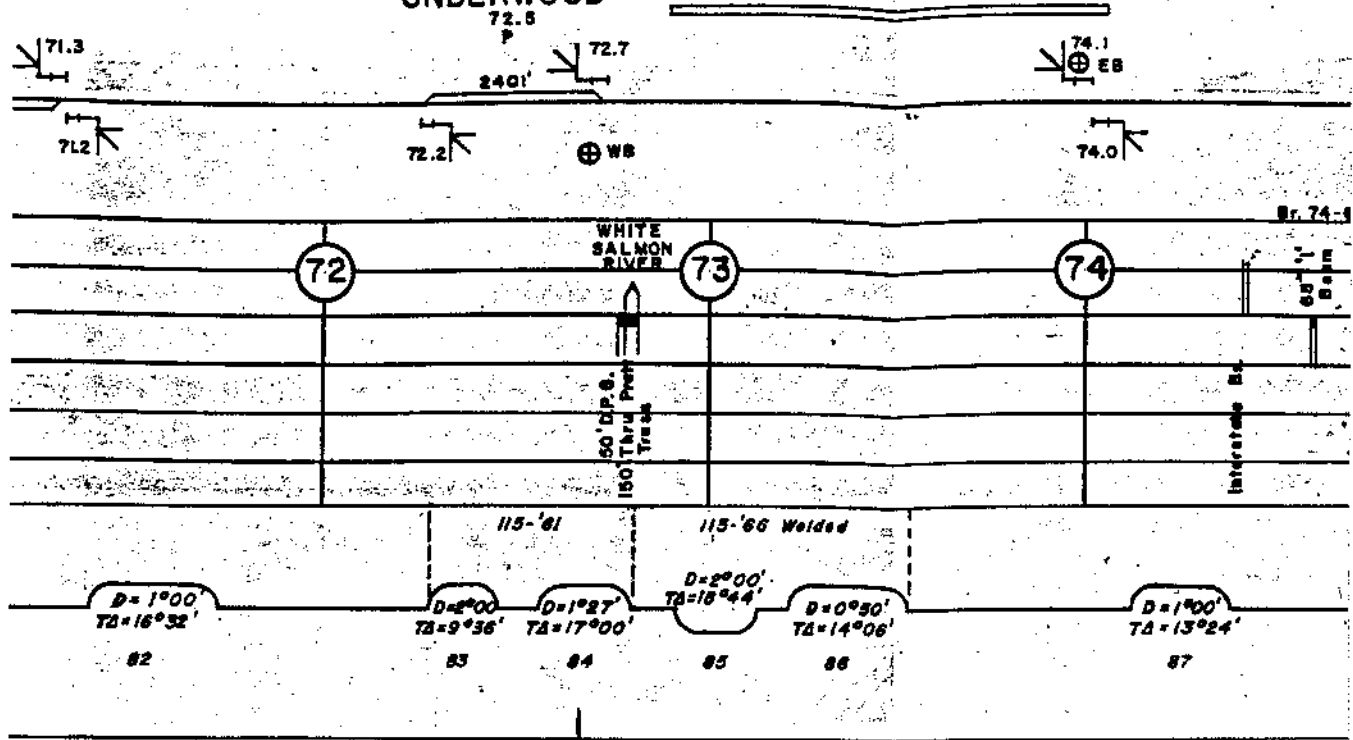
HOME VALLEY SECTION 25



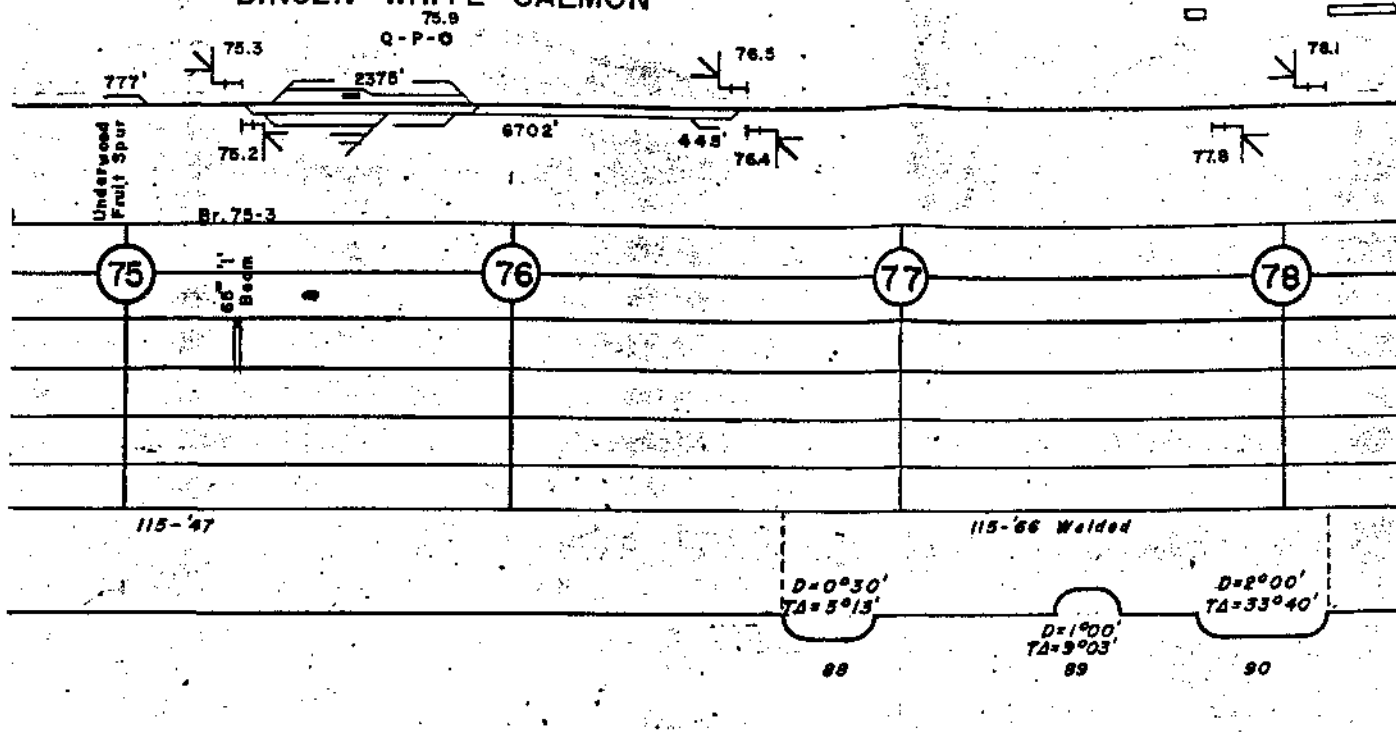
## 65.2

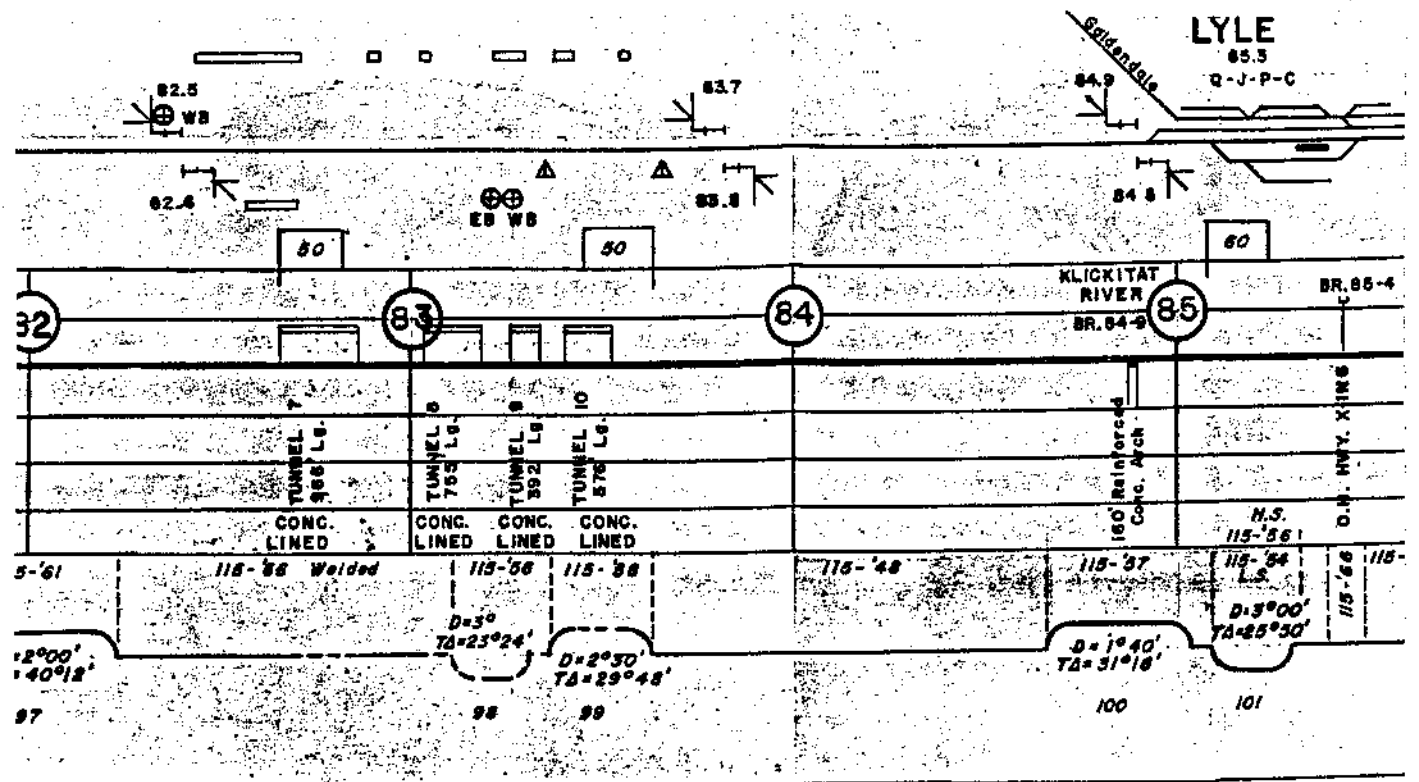
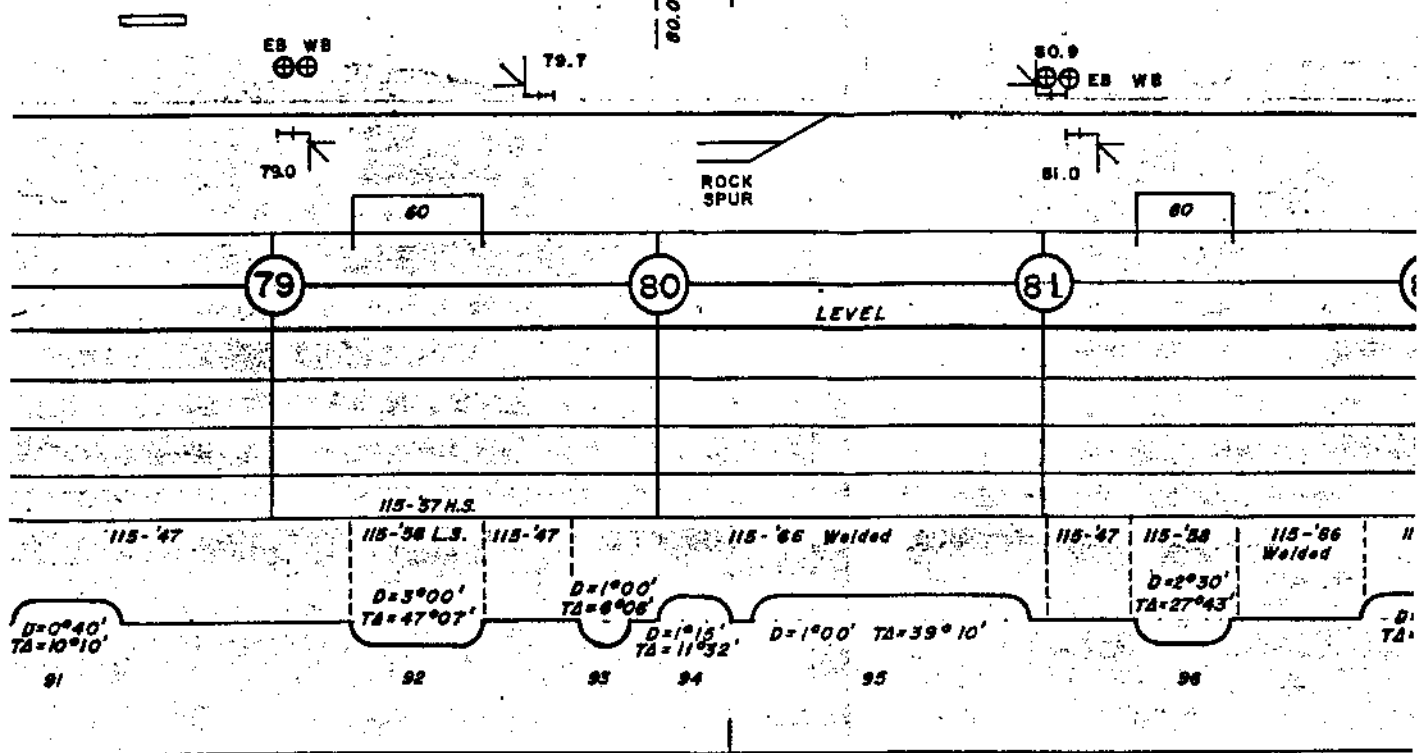


# UNDERWOOD



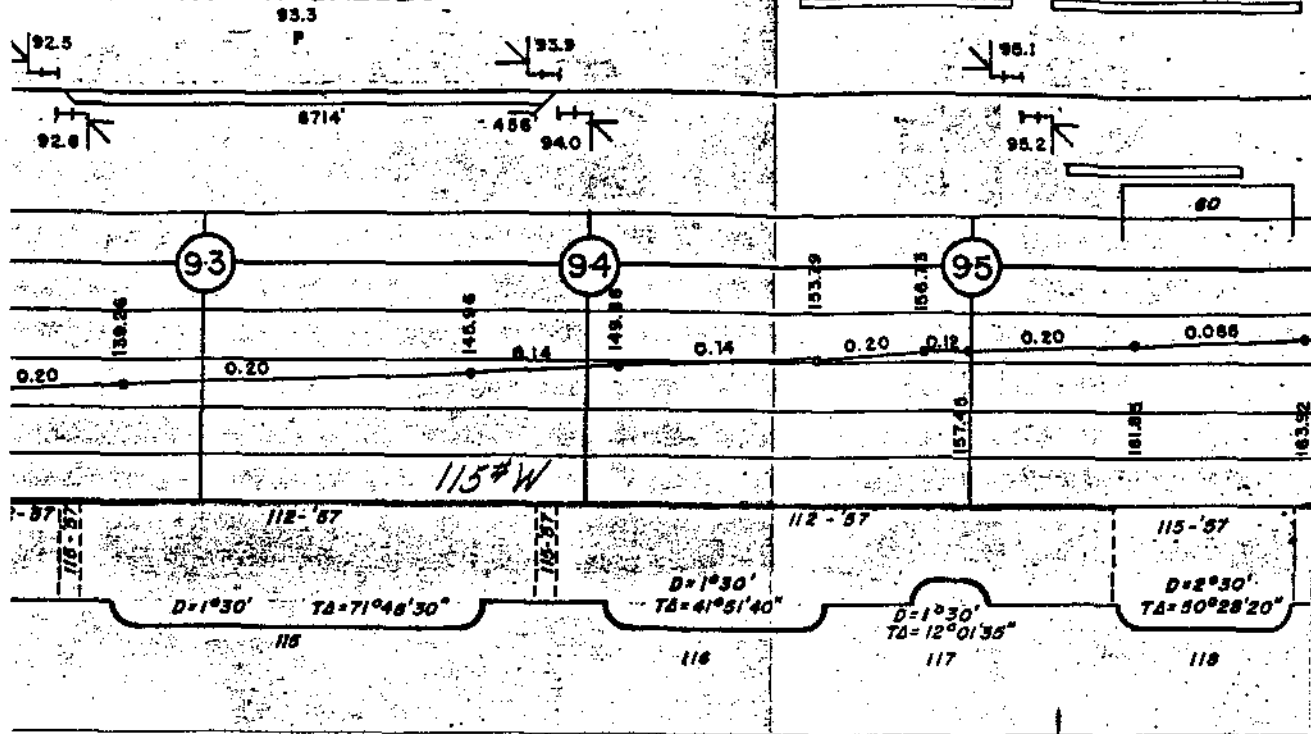
# BINGEN-WHITE SALMON





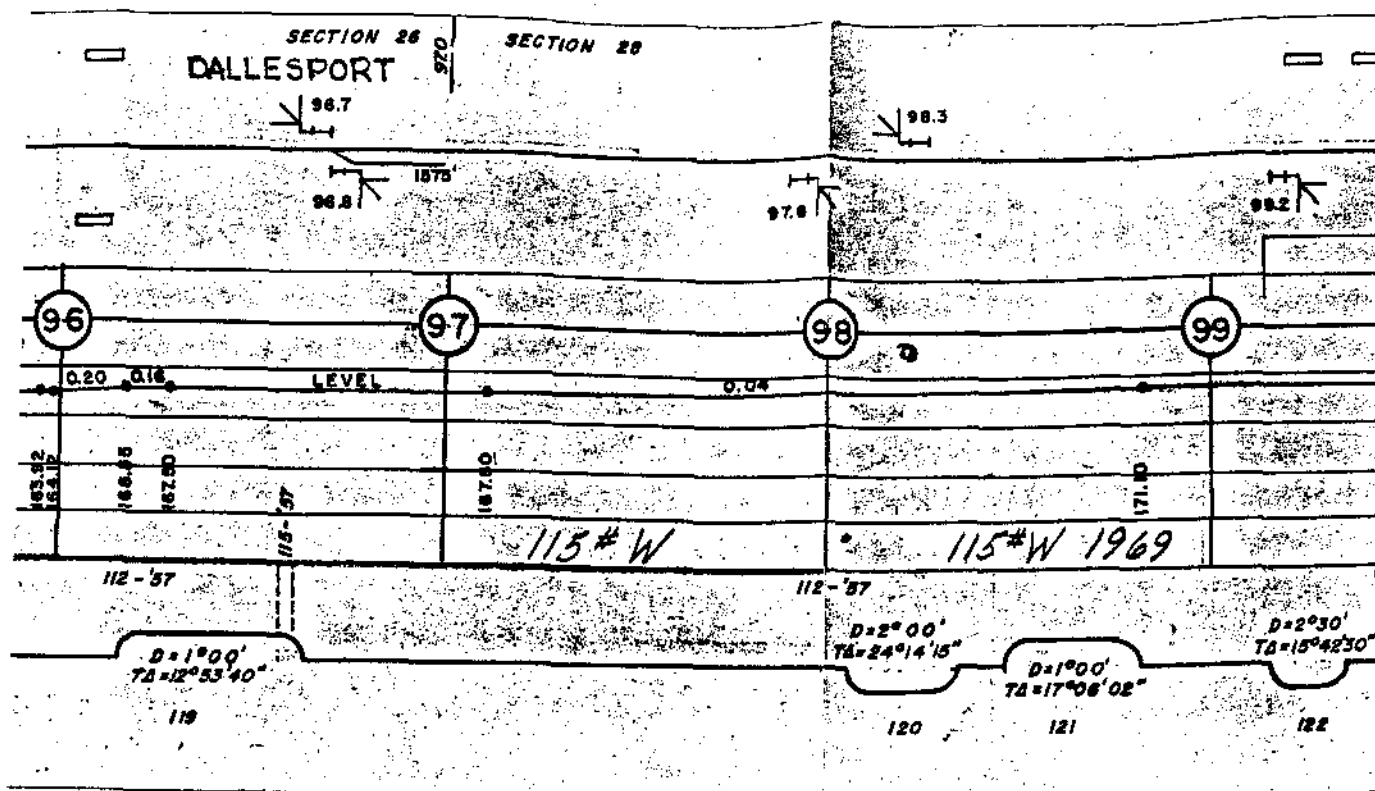


# NORTH DALLES



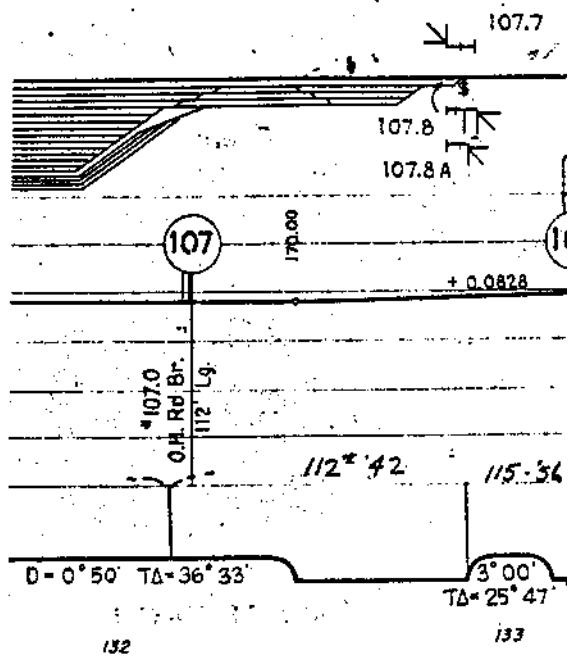
## SECTION 26 DALLESPORT

## SECTION 28









S. P. & S. RY.

PROFILE - ALIGNMENT & TRACK CHART

WISHRAM TO PASCO

SCALE: HORIZONTAL - 1 INCH = 2640 FEET

VERTICAL - 1 INCH = 100 FEET

OFFICE OF CHIEF ENGINEER

PORTLAND, OREGON

MAR 3 1970

Symbols



Depot



Detector Fence



Speed Limit Board



Signal Overlap



Spring Switch



Interlockers



Curve Lubricator



Track Occupancy Indicator

Hi Si High Silicon Rail

F.H. Flame Hardened Rail

T.P. Transposed Rail



Tunnel



Tunnel With Detector  
Fence At Portals

C- Continuous Office

F- Fuel

J- Junction

O- Agent or Operator

P- Dispatchers Telephone

Q- Radio Installation

T- Turntable or Wye

W- Water

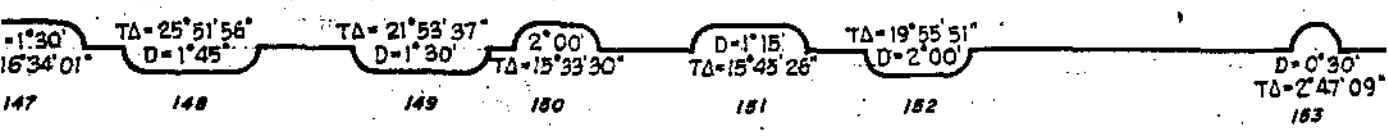
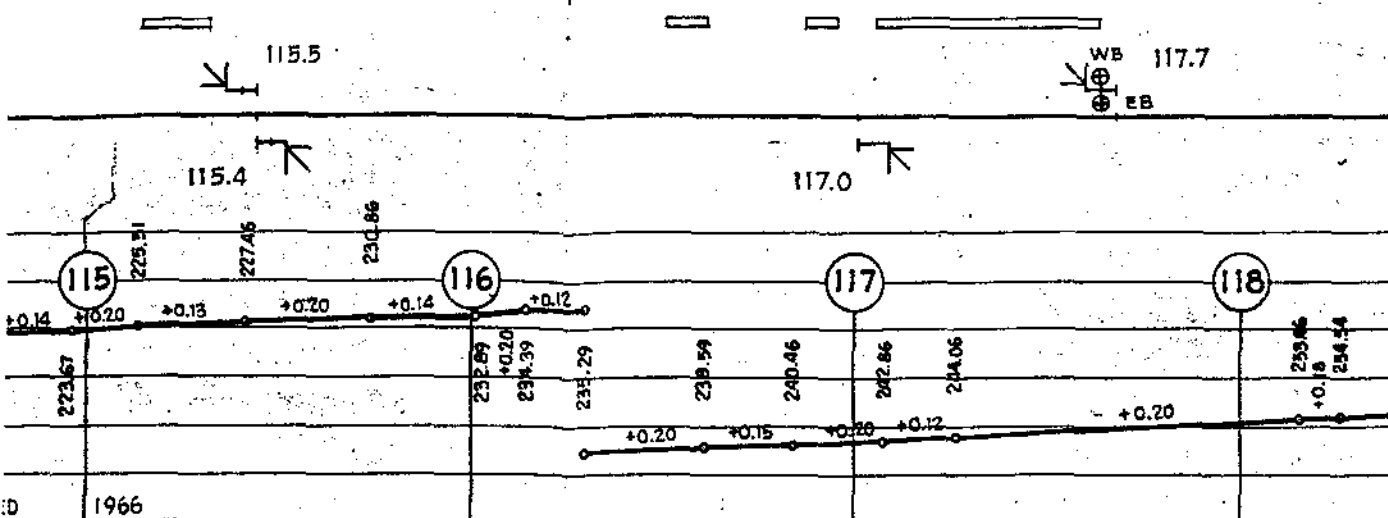
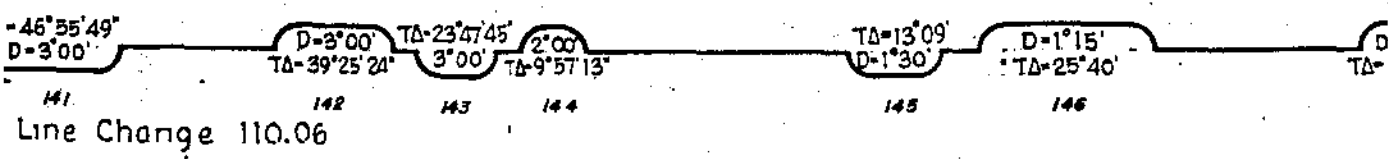
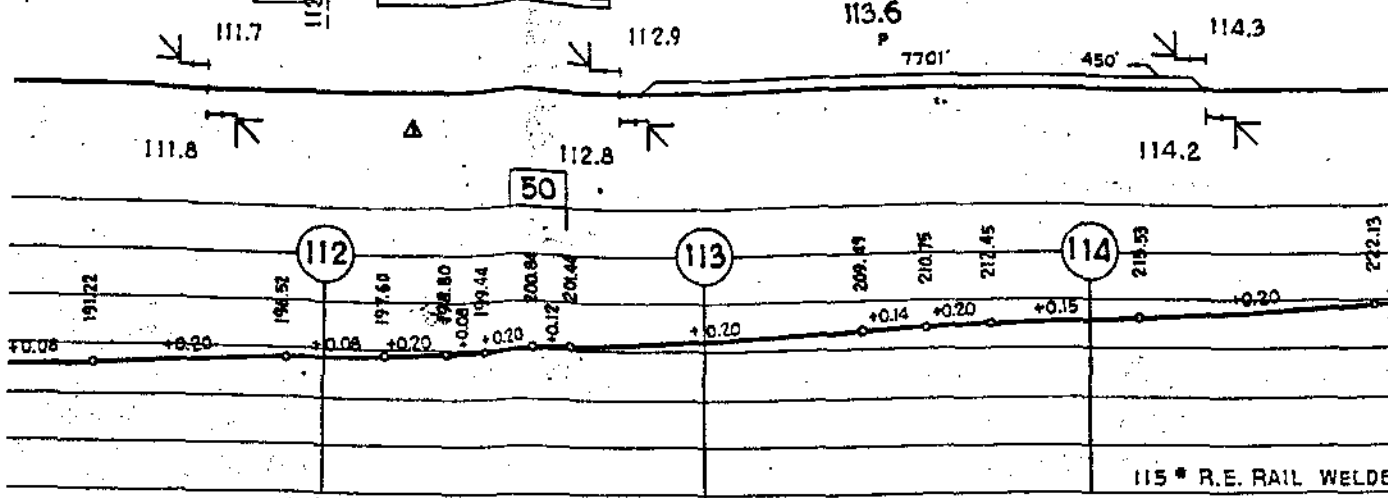
Y- Yard Limits



SECTION 28.00

SECTION 31

MARYHILL



CLIFFS  
118.9

1968'

WB 119.1

WB 120.9

119.0

120.8

119

120

121

+0.20

268.54  
+0.16  
269.30

+0.20

+0.25

BR 120-3  
3-43  
Underpass 129.19  
272.92  
276.03  
276.66  
276.66  
276.66

Dam Axis

+0.20

265.30  
265.14  
267.34  
269.42

+0.12 +0.20 +0.16

TA=5°56'40"  
1'00"

154

TA=13°00'20"  
D=2'00"

155

D=1°00"  
TA=12°13'00"

156

TOWAL  
125.0

122.7

124.3

800'

7745'

122.6

124.2

122

123

124

125

+0.20

299.02  
300.00  
300.00

+0.1225

LEVEL

115 \* R.E. RAIL

D=0°45'  
TA=3°25'00"

157

D=0°30'  
TA=12°03'00"

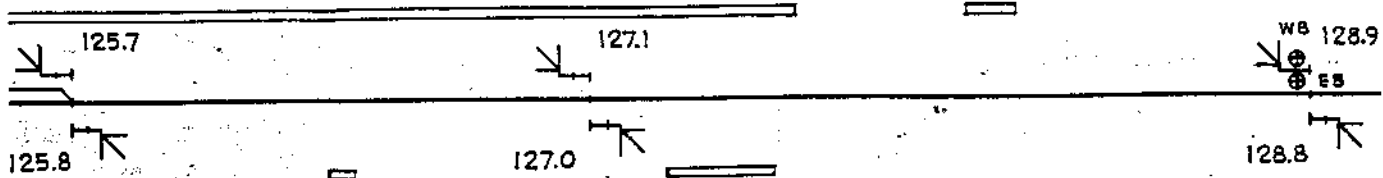
158

D=1°00'  
TA=16°34'

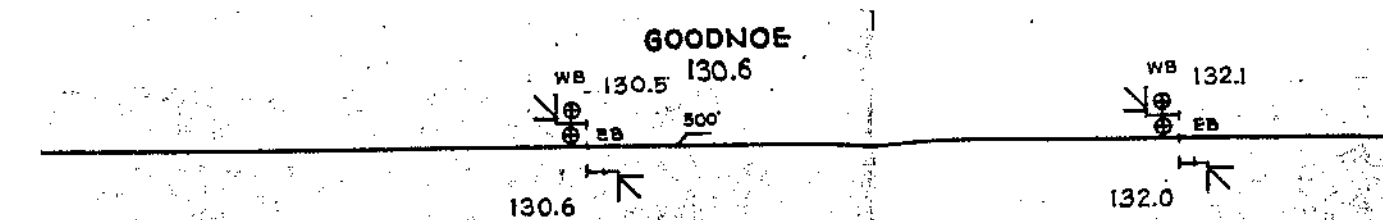
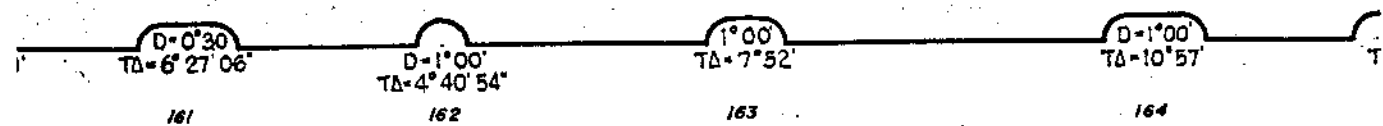
159

D=1°00'  
TA=6°40'

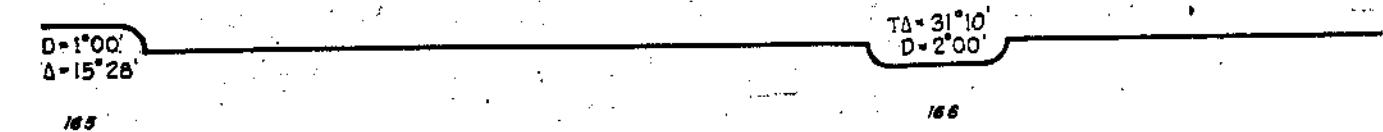
160

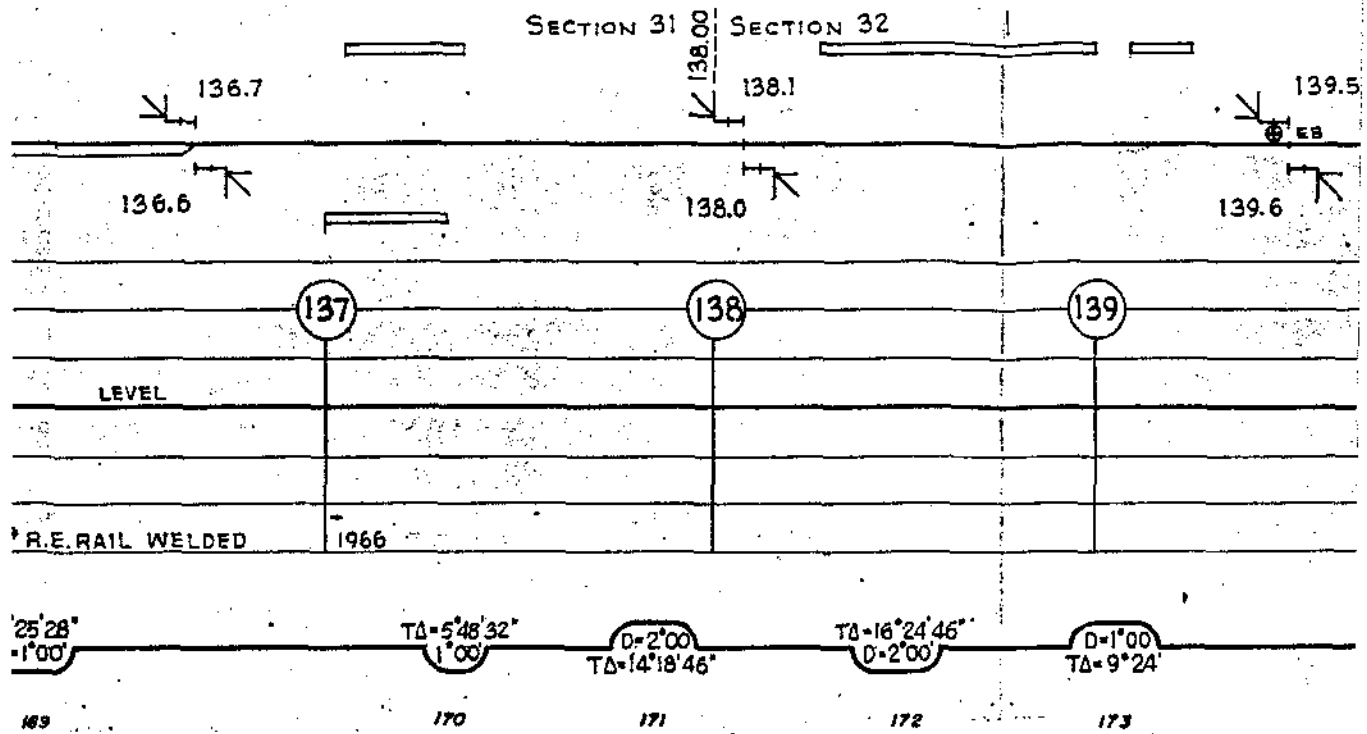
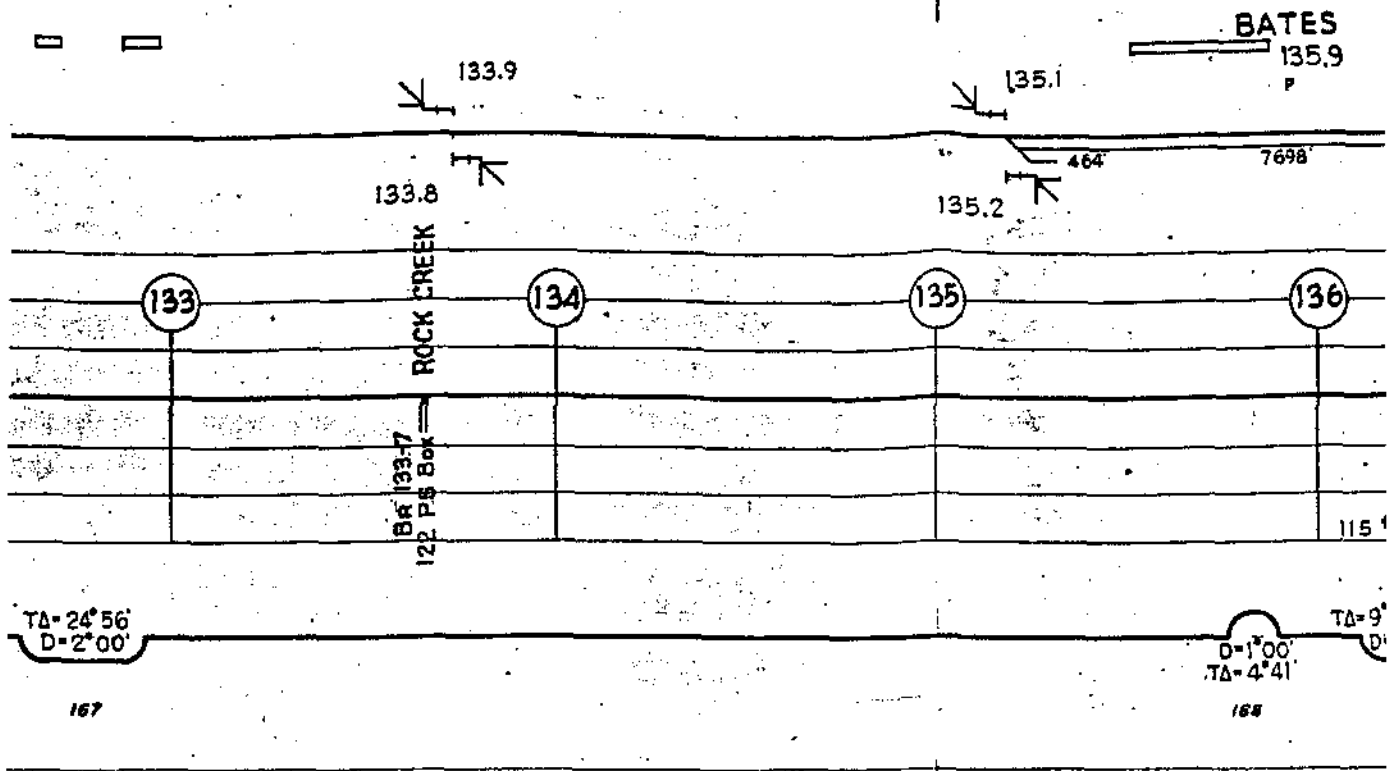


126	127	128	129
WELOED	1966		



130	131	132
LEVEL		







SUNDALE  
140.8

140.9

WB 142.3

1164

140.8

142.4

140

141

CHAPMAN  
CREEK

142

143

BR 141-1  
2.67 P.S.G.  
135' Lg.

TA=7°20'  
D=1°00'

TA=7°35'  
D=1°00'

D=1°00'  
TA=8°40'

D=2°00'  
TA=22°21'

TA=7°27'  
D=1°00'

174

175

176

177

178

WB 144.1

144.0

145.5

145.6

144

145

146

LEVEL

TA=12°42'  
D=1°00'

D=1°00'  
TA=10°14'

TA=7°54'  
D=1°00'

TA=33°25'00"  
D=2°00'

179

180

181

182

## 150.1

7485

150

1966

7  
TΔ-

186

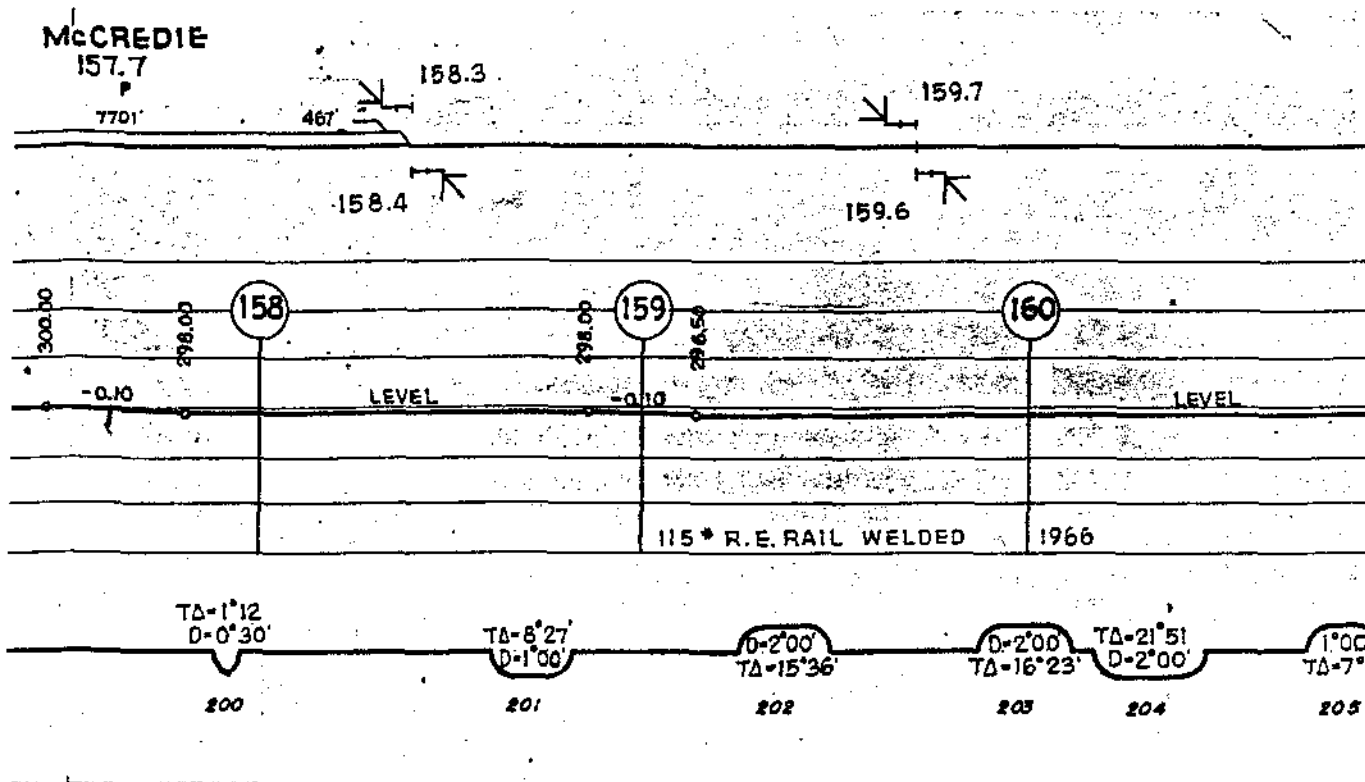
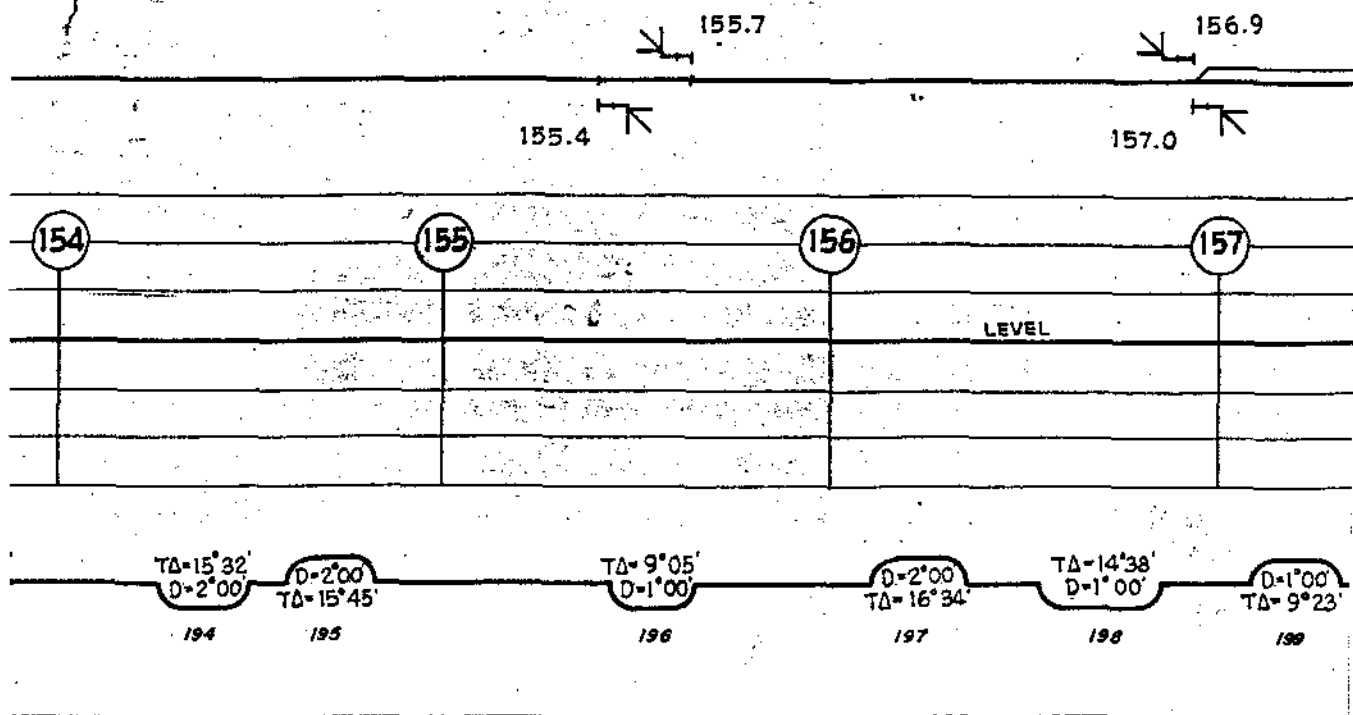
153.4

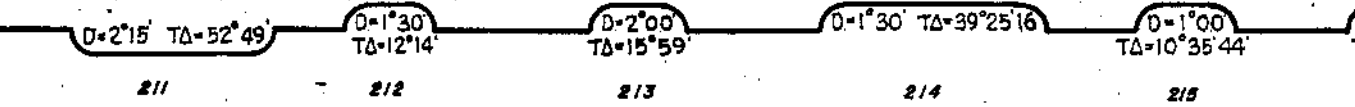
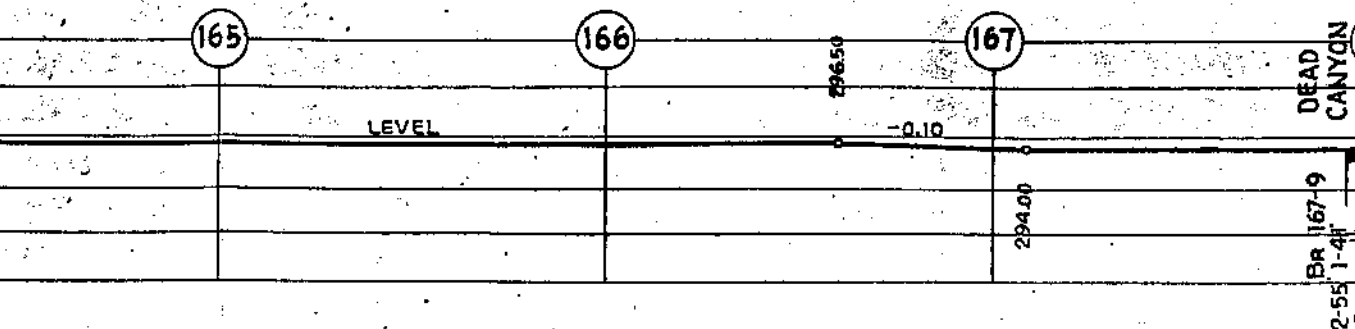
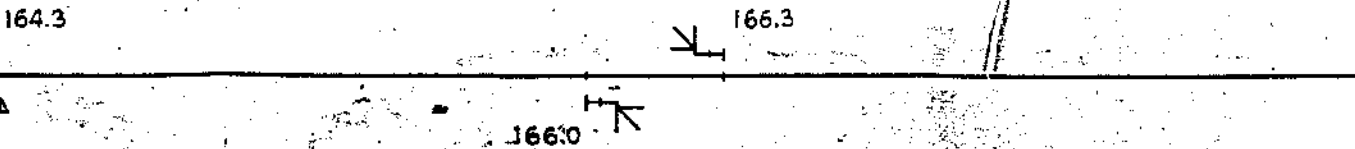
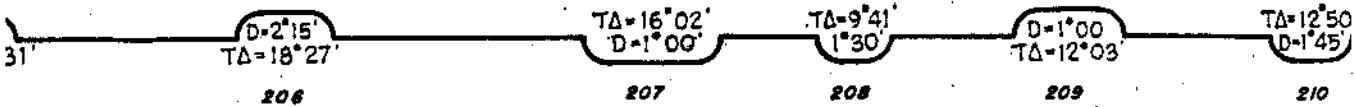
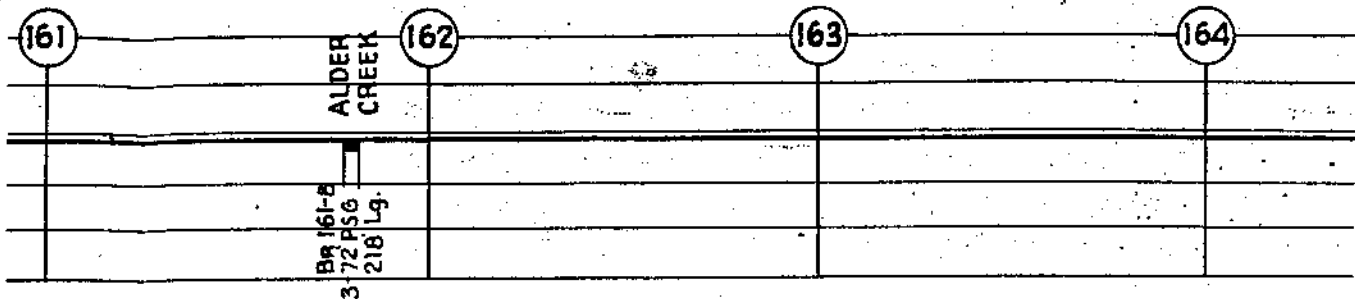
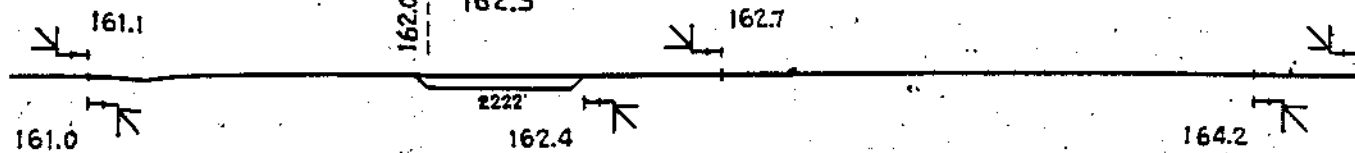
152

**LEVEL**

$$\frac{TA=5'49''}{1'00''}$$

193





# WHITCOMB

170.4

168.1

169.7

171.1

168.2

169.6

171.0

168

169

170

171

LEVEL

115 \* A.B. RAIL WELDED

1966

-1°30'  
-16°04'

TA = 22°46'  
D = 1°00'

TA = 19°14'  
D = 2°00'

216

217

218

WHITCOMB  
BALLAST SPUR

172.7

174.5

172.4

174.0

172

173

174

175

LEVEL

GLADE  
CREEK

8" 174-9  
3-70 PS6  
210' Lg.

D = 2°00'  
TA = 18°22'

TA = 14°49'  
D = 2°00'

TA = 3°06'  
D = 0°30'

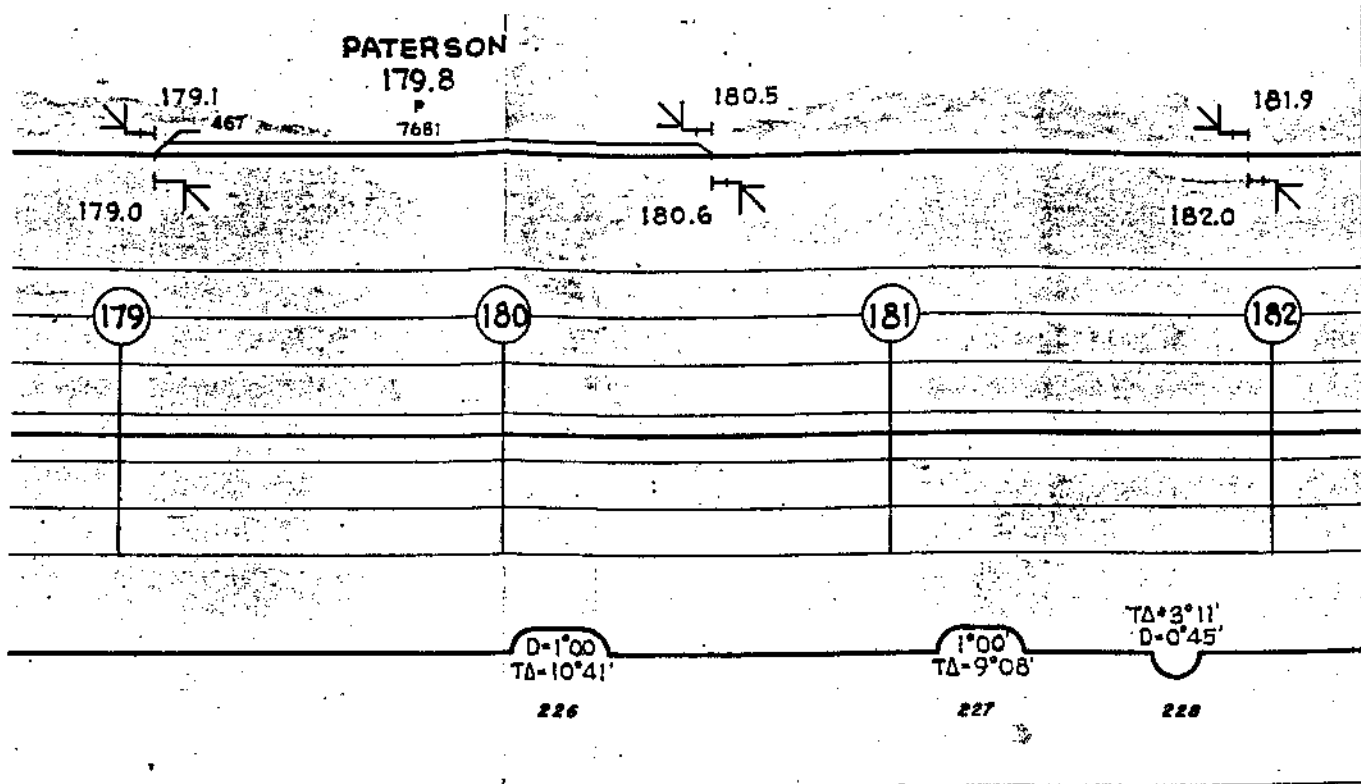
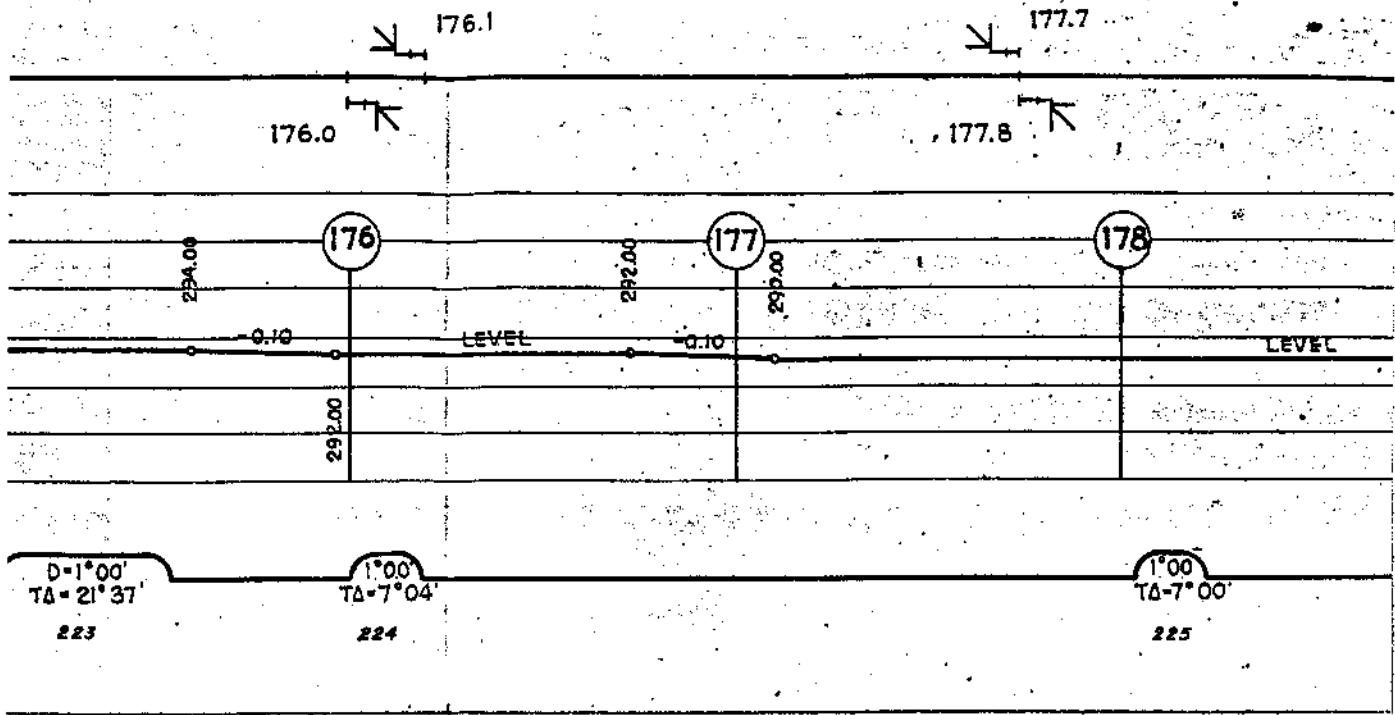
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D = 2°15'

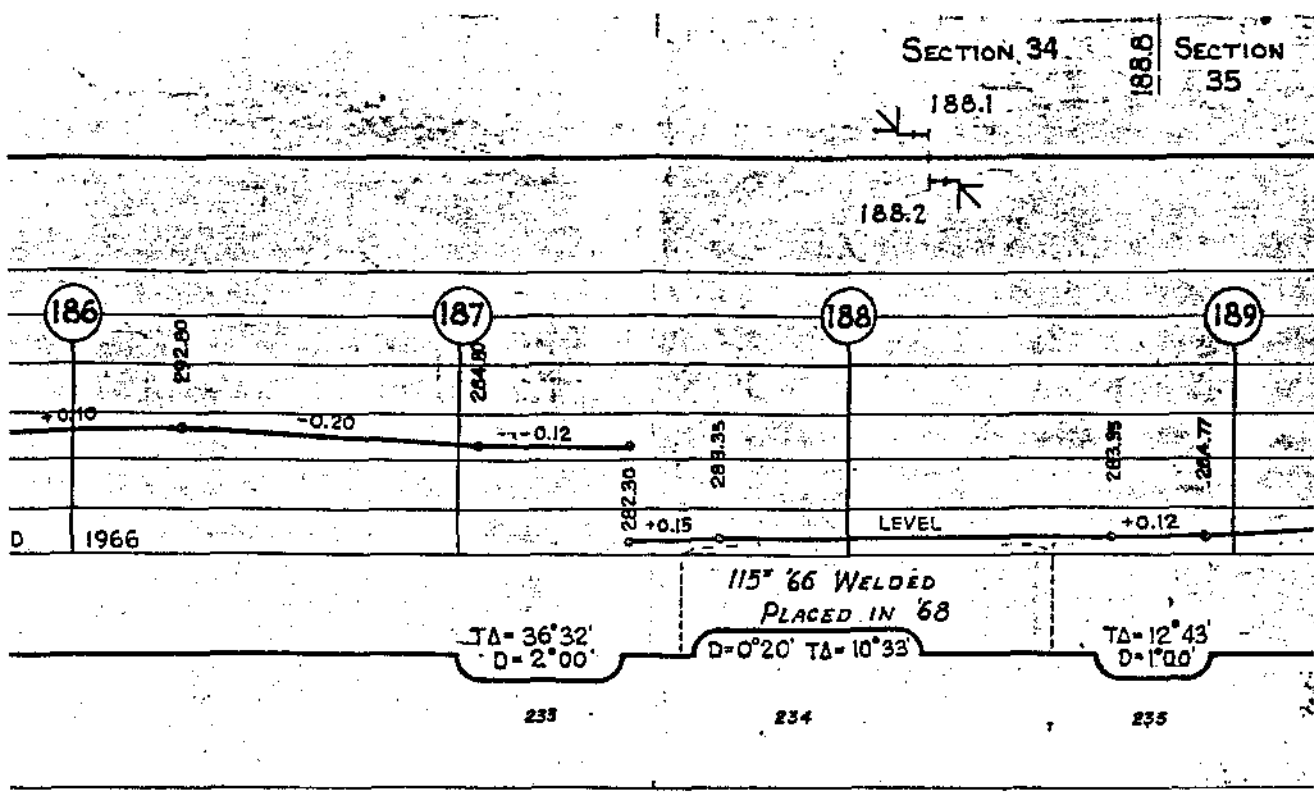
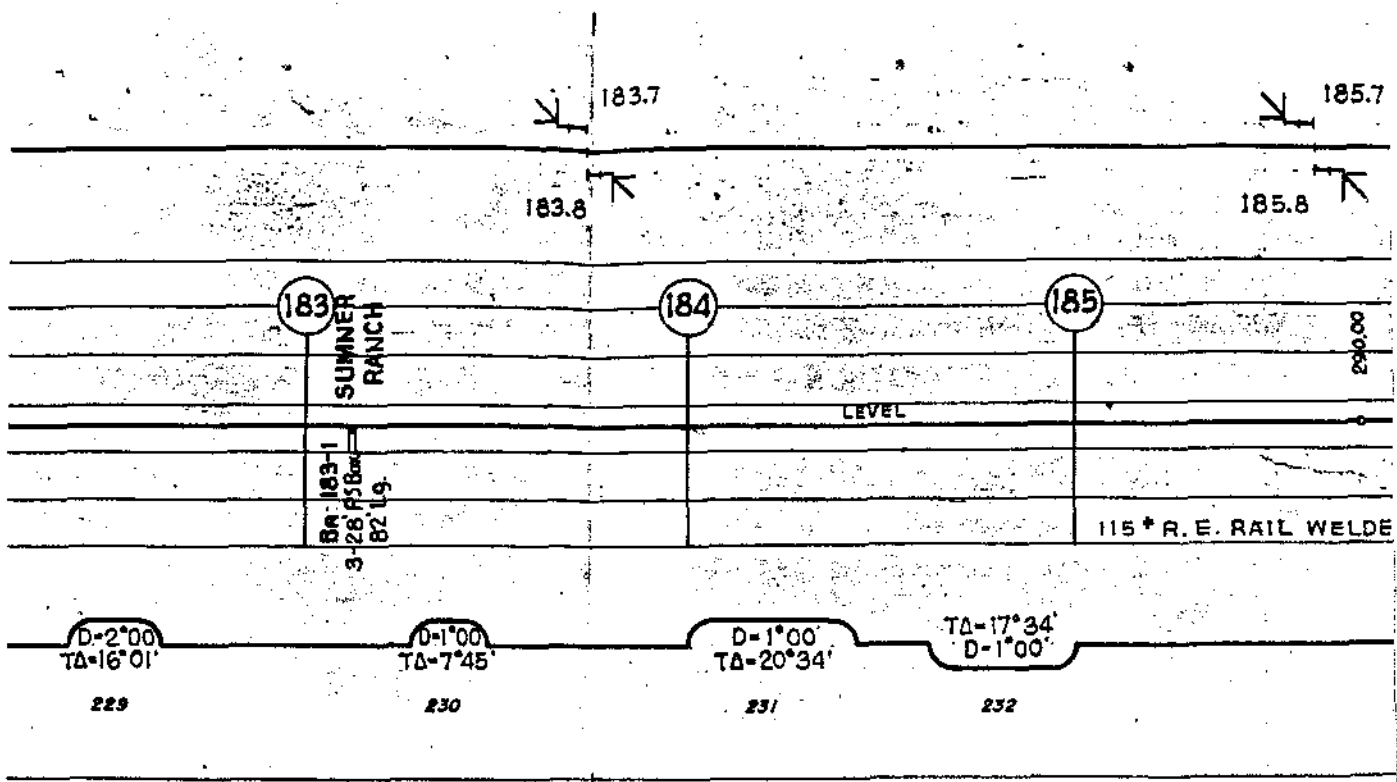
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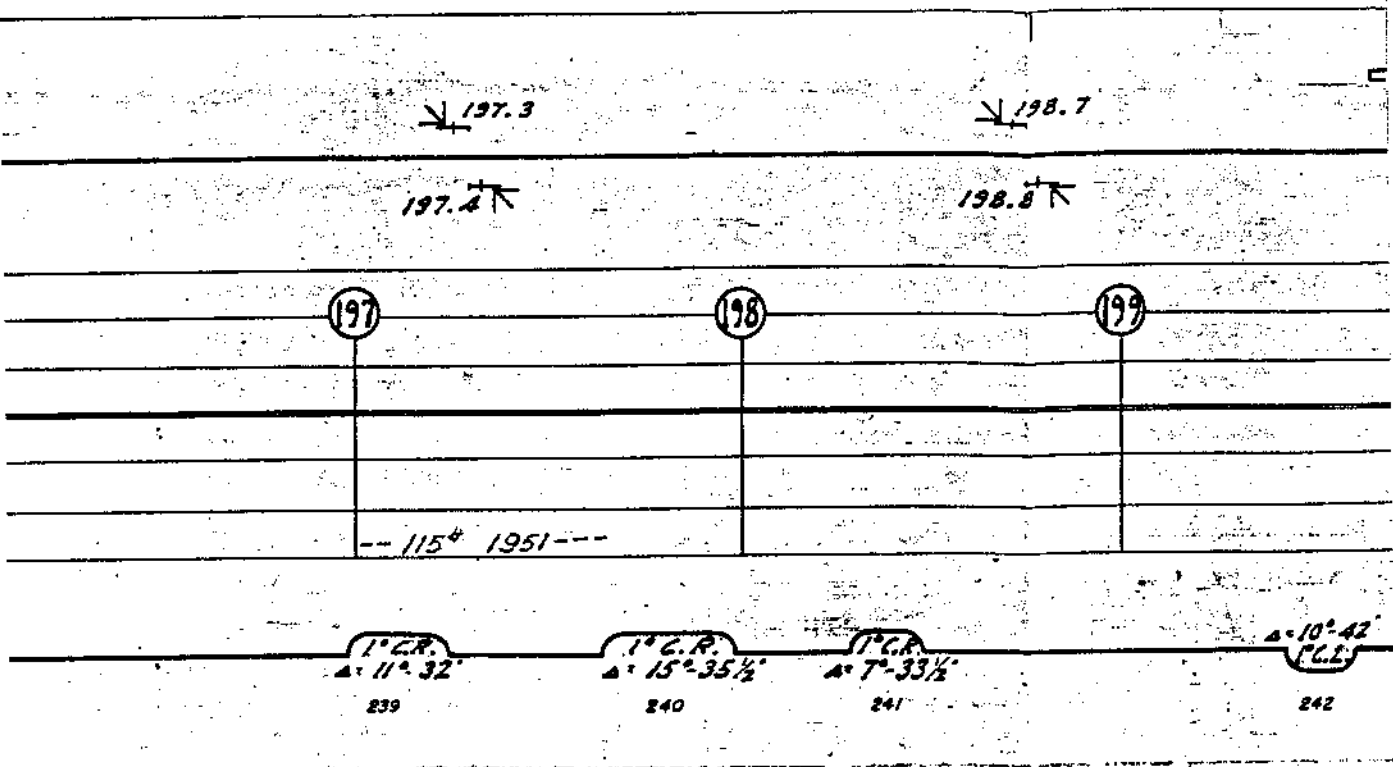
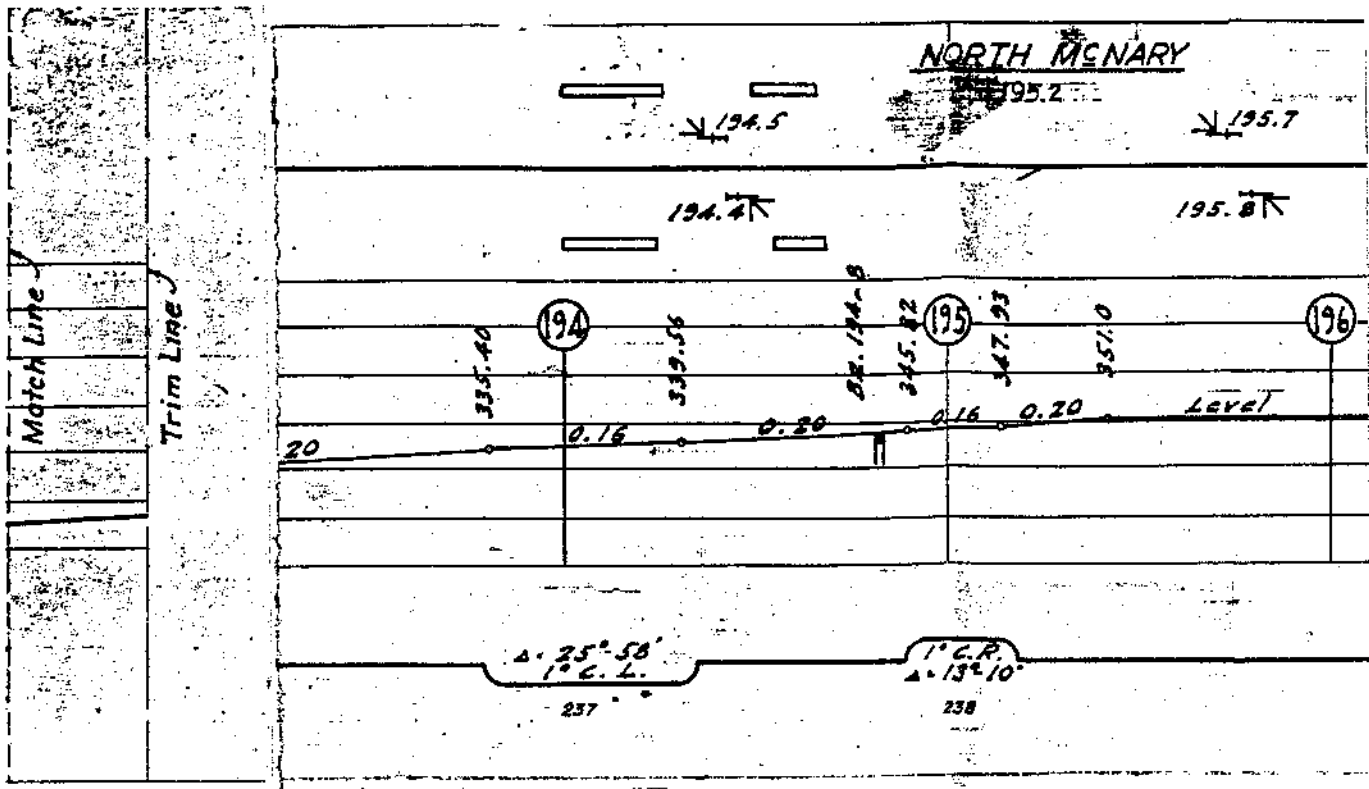
220

221

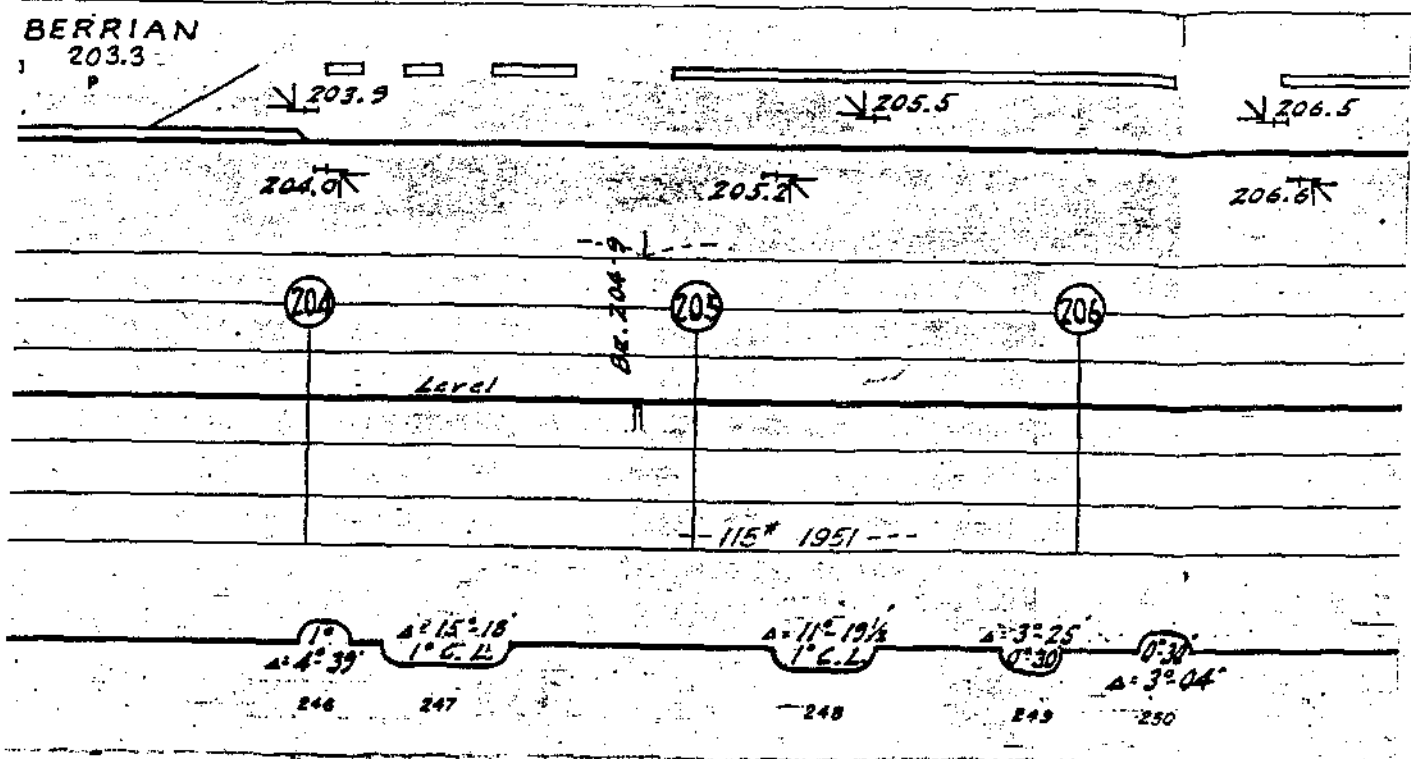
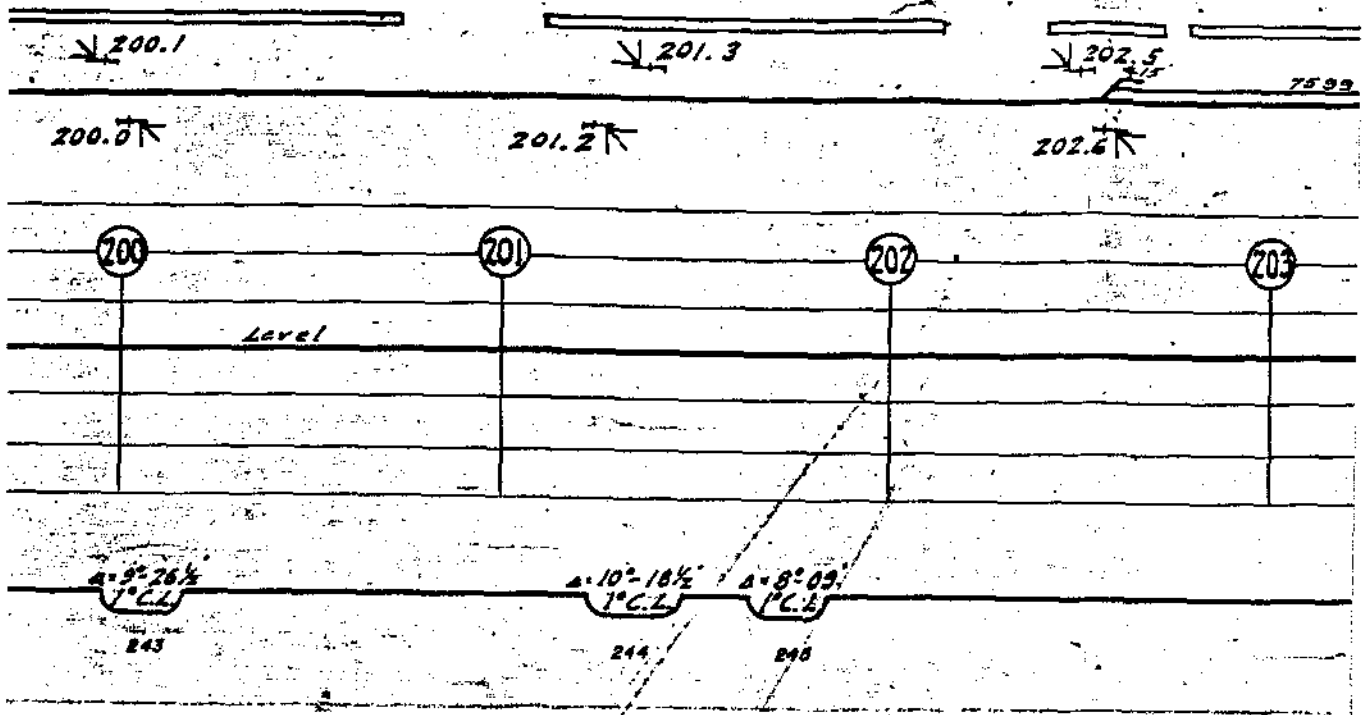
222











SECTION 35 2090 SECTION 36

208.1

209.5

208.0

209.6

207

208

209

35/0

35/0

210

Level 0.05

0°30' C.R.  
Δ° 14° 27'

Δ° 20° 02'  
1° C.L.

Δ° 8° 39'  
1° C.L.

251

252

253

Power Tamped

210.9

212.1

213.7

210.6

212.2

213.6

60

211

212

213

Level

-- 115" 1951 --

Δ° 11° 33 1/2'  
1° C.L.

Δ° 14° 33'  
2° 30' C.R.  
Δ° 27° 47'

Δ° 1° 59 1/2'

254

255

256

257

Power Tamped

# YELLEPIT

215.8

215.1

216.5

7602

215.0

216.6

60

214

215

216

217

Level

$\Delta = 27^{\circ} - 34'$   
3° C.L.

$\Delta = 20^{\circ} - 52\frac{1}{2}'$   
3° C.L.

1° C.R.  
 $\Delta = 15^{\circ} - 11'$

$\Delta = 19^{\circ} - 31'$   
1° 15' C.L.

258

259

260

261

218.3

220.5

217.8

220.0

218

219

352.0

220.0  
353.0

221

Level

0.05

Level

---115# 1951---

$\Delta = 28^{\circ} - 25'$   
1° C.L.

1° C.R.  
 $\Delta = 21^{\circ} - 08'$

$\Delta = 27^{\circ} - 31'$   
1° C.L.

262

263

264

FINLEY

223.9

Q-P-C

222.1

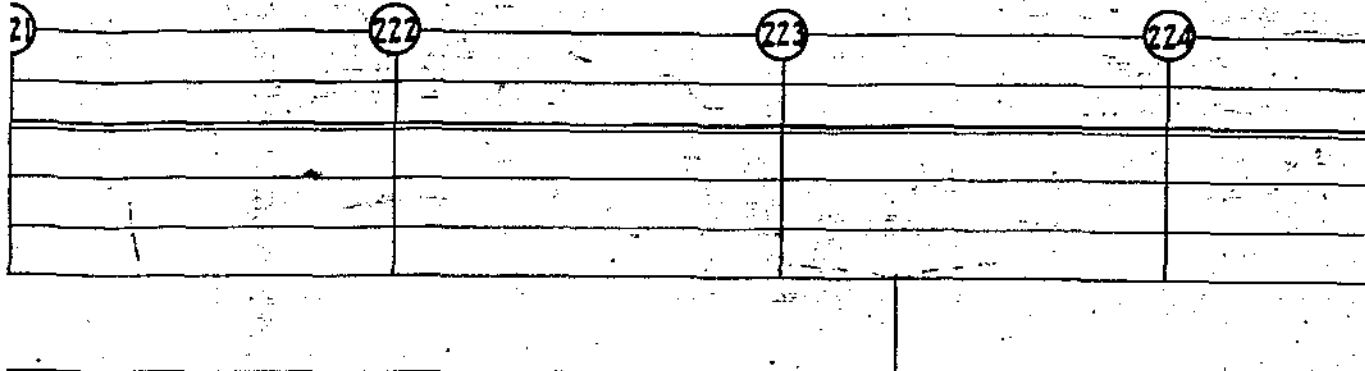
223.5

224.3

222.8

223.6

224.4

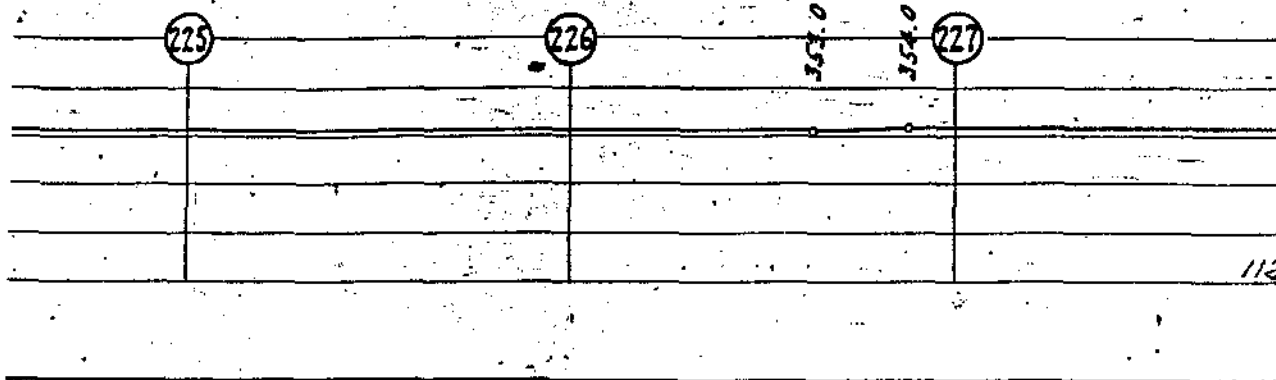


226.5

227.7

225.4

227.6



POWER TO

KENNEWICK

SECTION 36

N.P. RR

PASCO

228.5

231.3

8495

229.9

229.65

P.T.-C.F.-W.-Q

230.0

229.60

U.P. Overpass

PASCO RR

228

229

230

231

Level

0.10

Level

BE. 228-4  
U.P. Overpass

BE. 230-0  
COLUMBIA RIVER

1942

115' 68"

2° 40' C.R.  
T.A. = 73° 15'

265

map

S. P. & S. RY.

PROFILE-ALIGNMENT & TRACK CHART

PASCO TO SPOKANE









SCALE: HORIZONTAL - 1 INCH = 2640 FEET  
VERTICAL - 1 INCH = 100 FEET

OFFICE OF CHIEF ENGINEER


PORTLAND, OREGON


MAR 3 1970

# Symbols

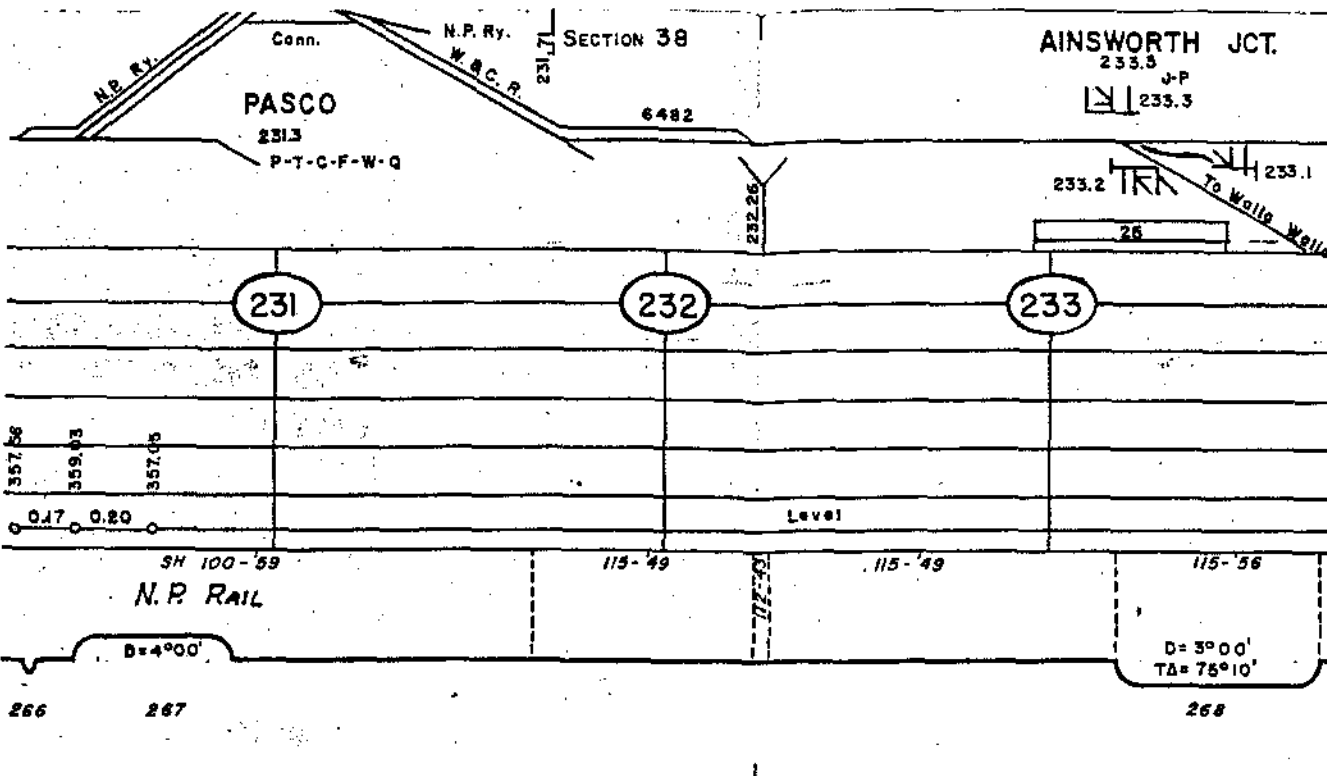
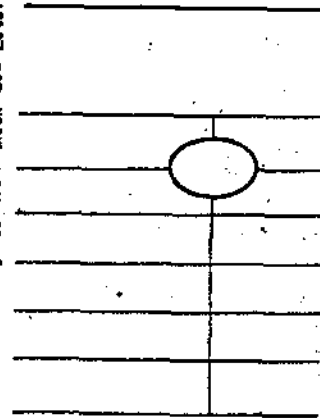
-  Depot
-  Detector Fence
-  Speed Limit Board
-  Signal Overlap
-  Spring Switch
-  Interlockers
-  Curve Lubricator
-  Track Occupancy Indicator
- Hi Si High Silicon Rail
- F.H. Flame Hardened Rail
- T.P. Transposed Rail

- C- Continuous Office
- F- Fuel
- J- Junction
- O- Agent or Operator
- P- Dispatchers Telephone
- Q- Radio Installation
- T- Turntable or Wye
- W- Water
- Y- Yard Limits

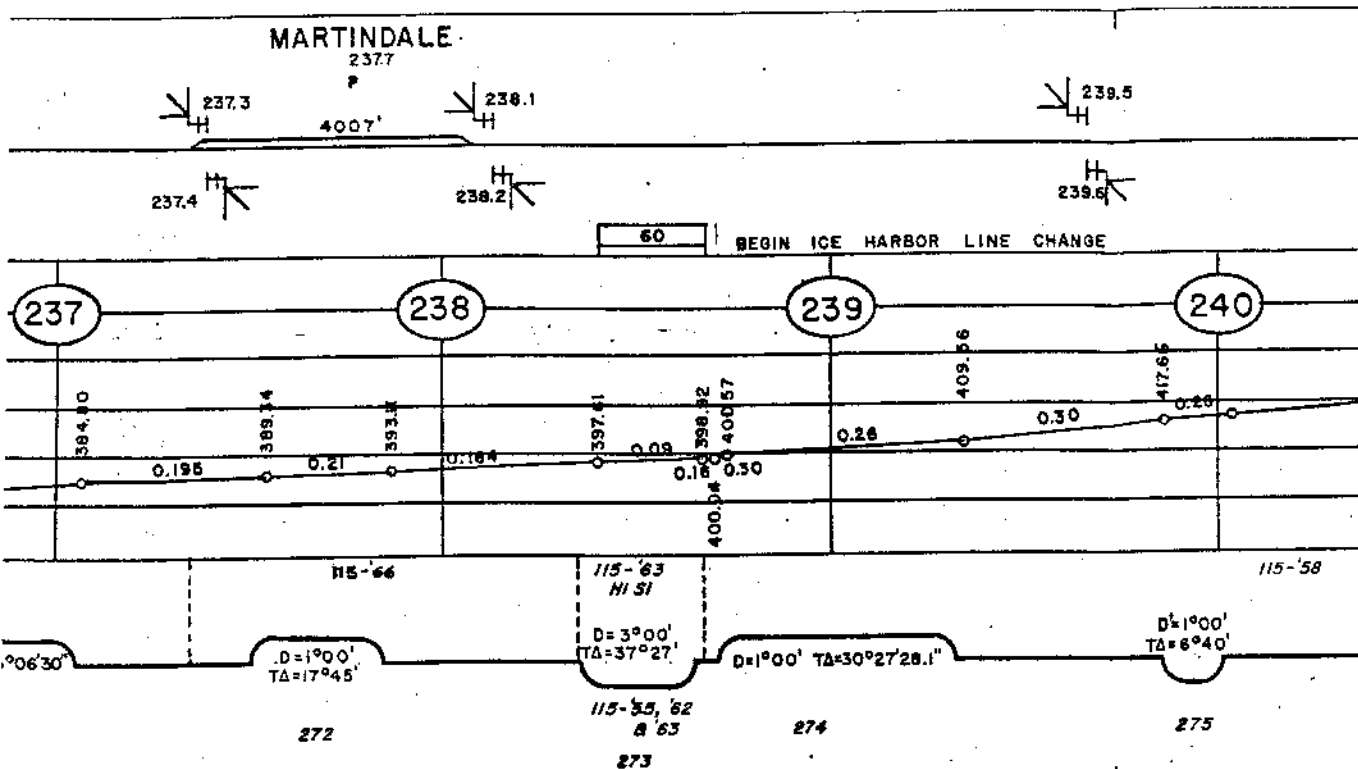
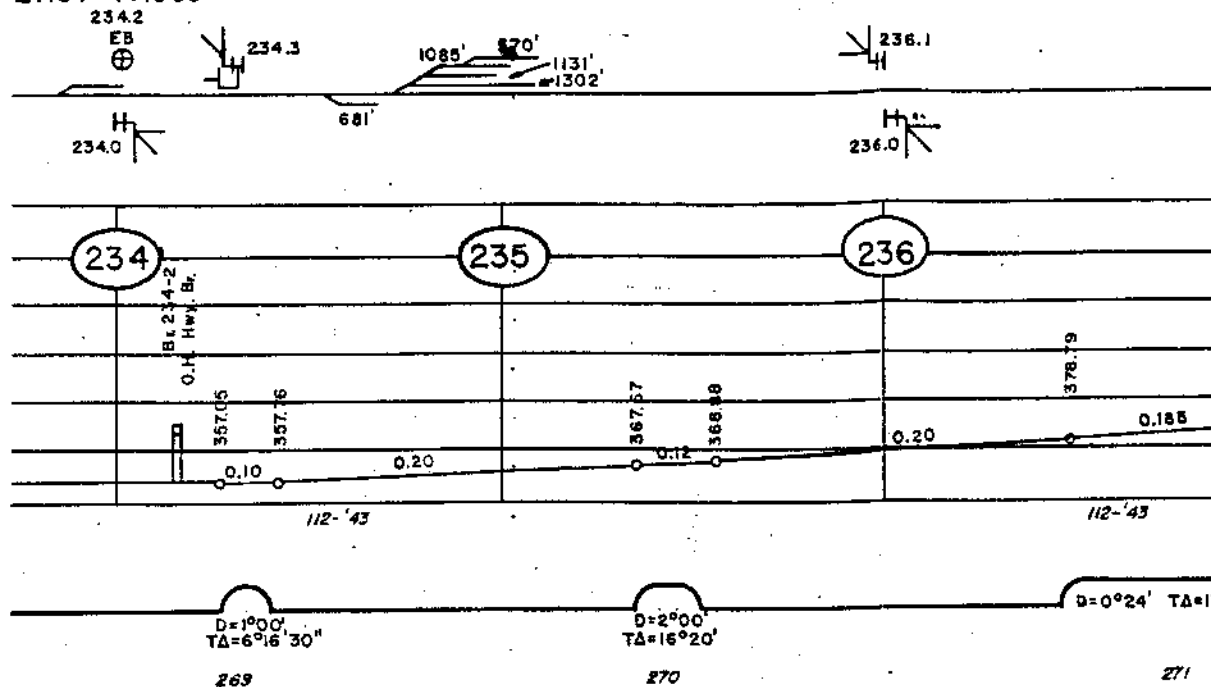
 Tunnel

 Tunnel With Detector Fence At Portals

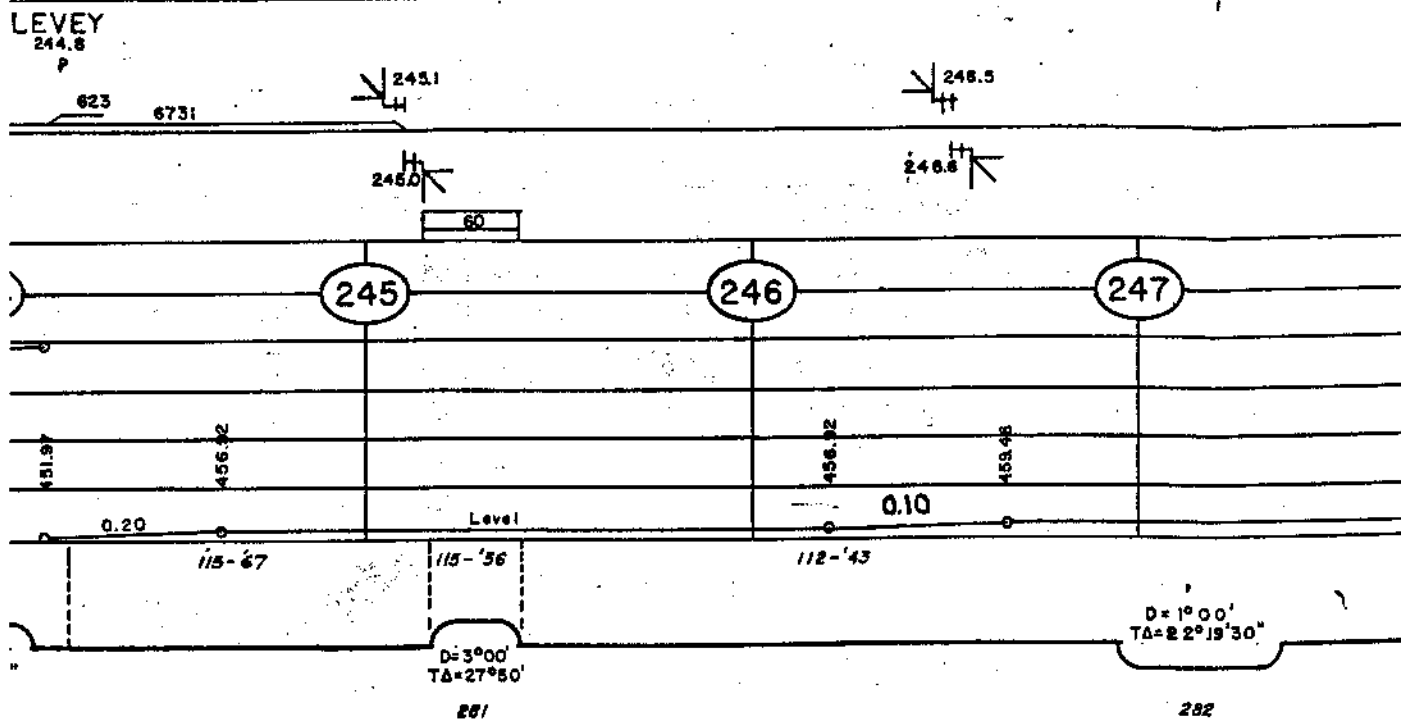
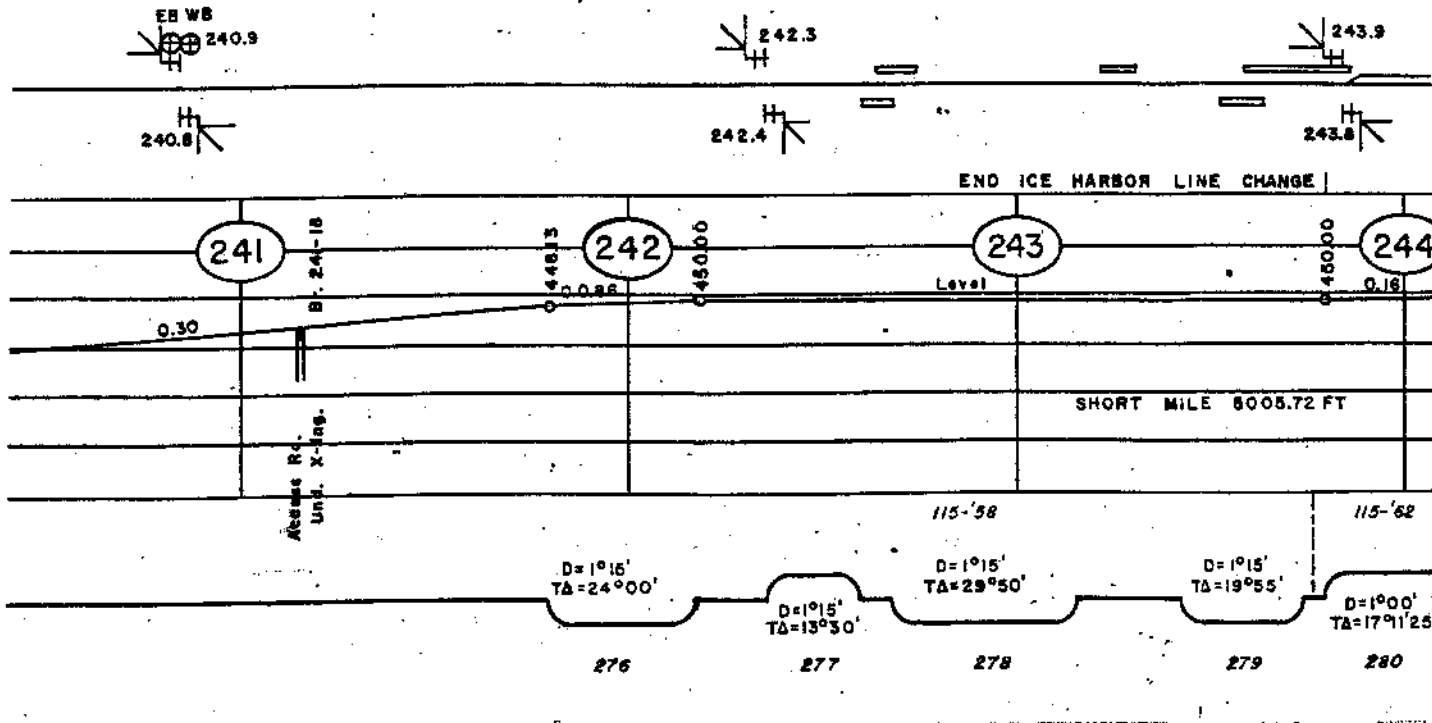
Elevations are subgrade from Mean Sea Level

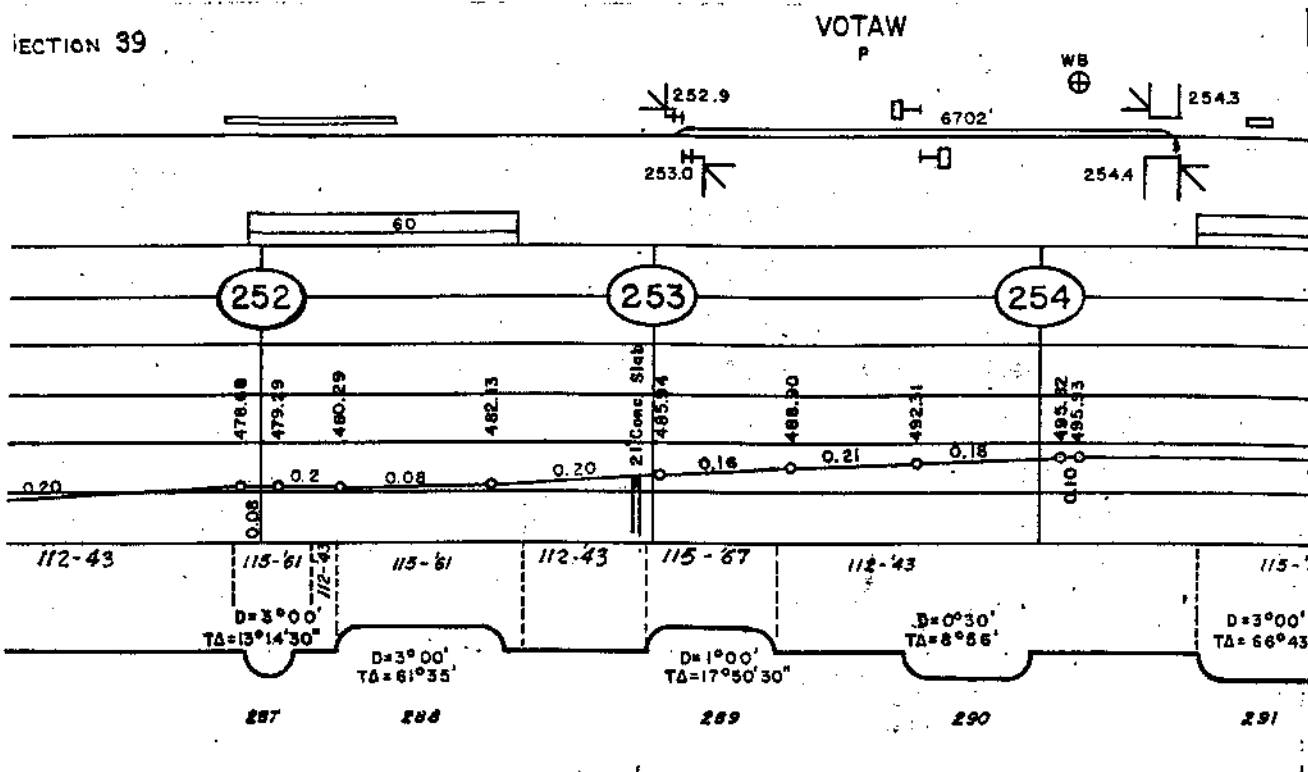
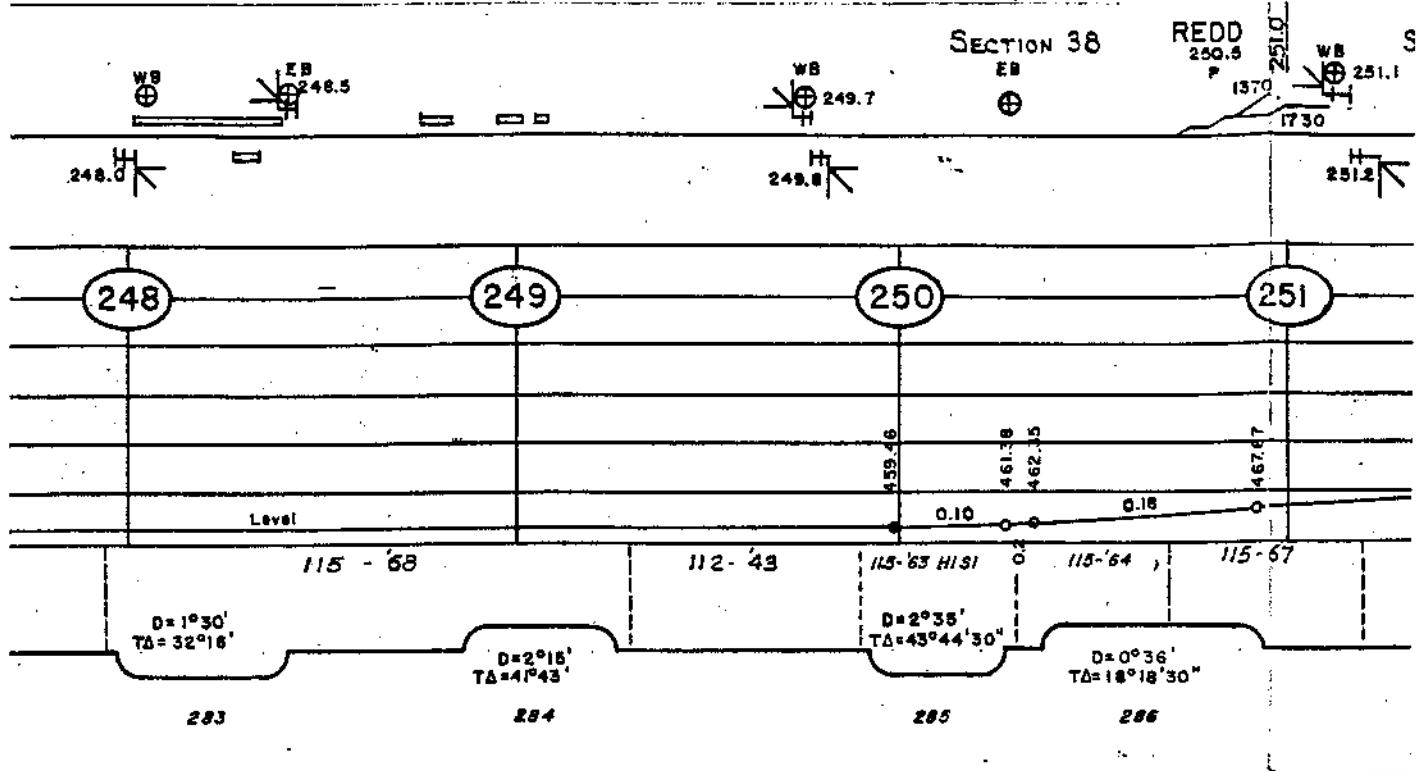


# EAST PASCO

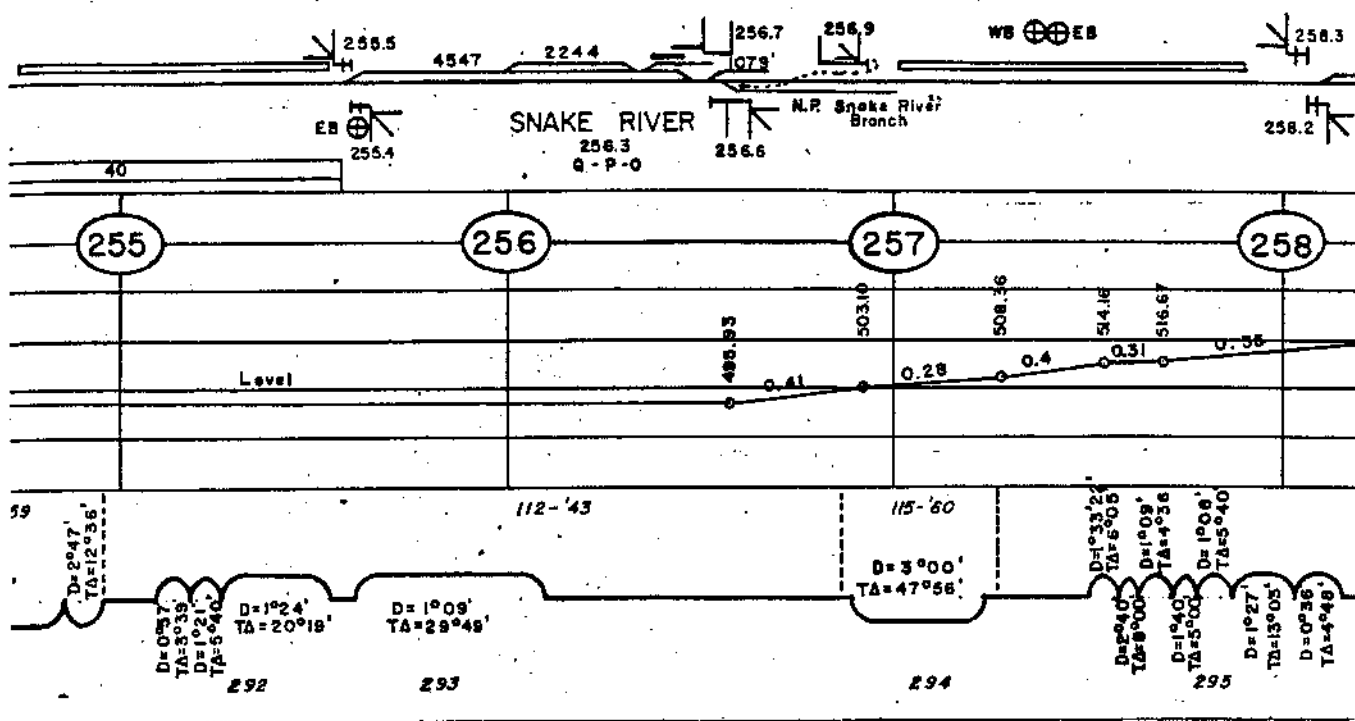




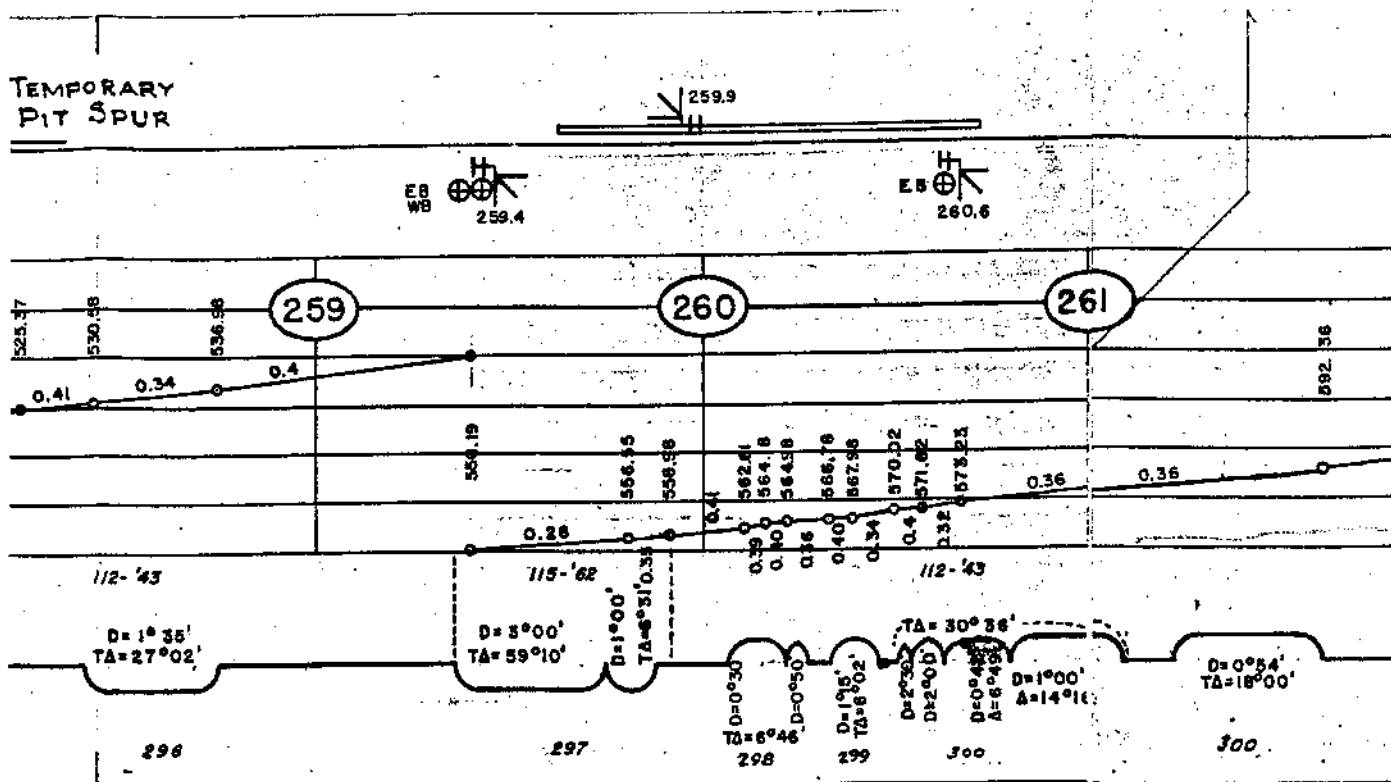


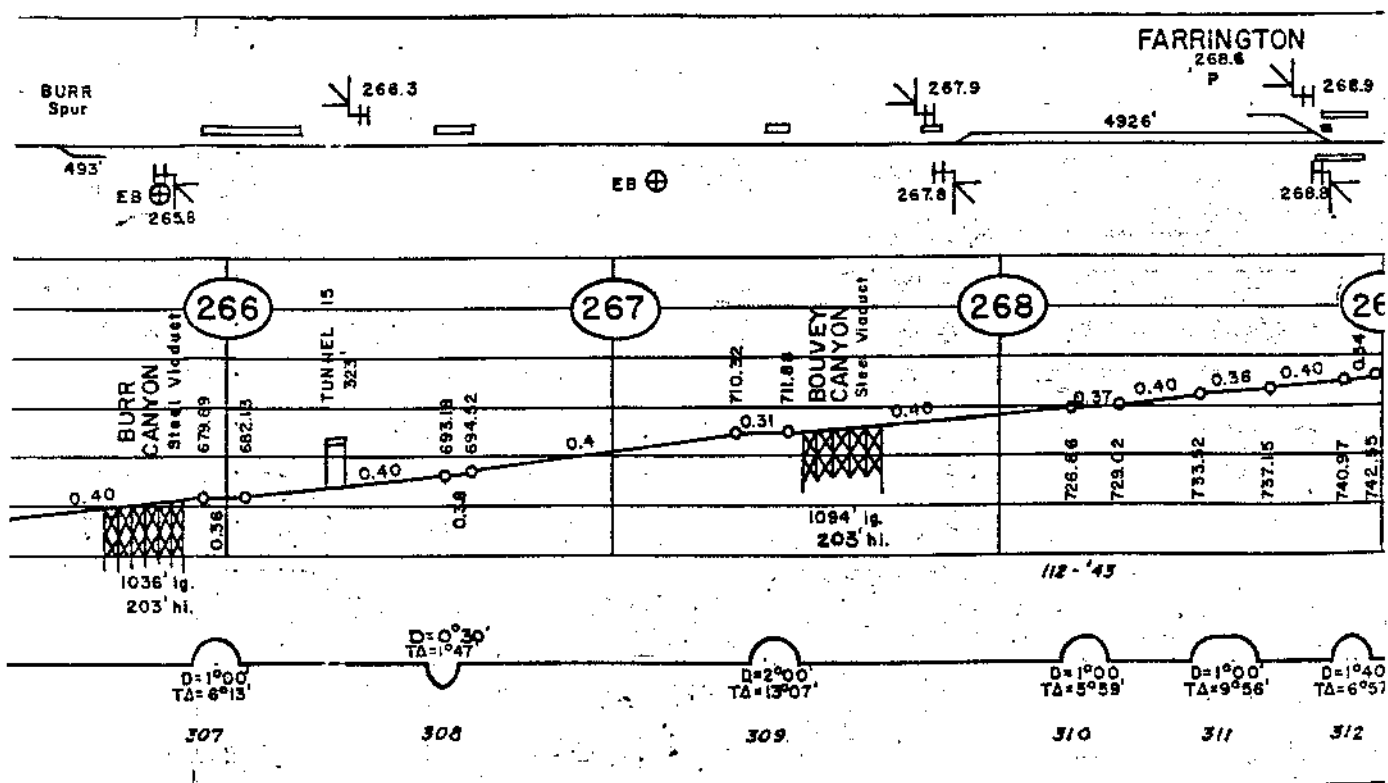
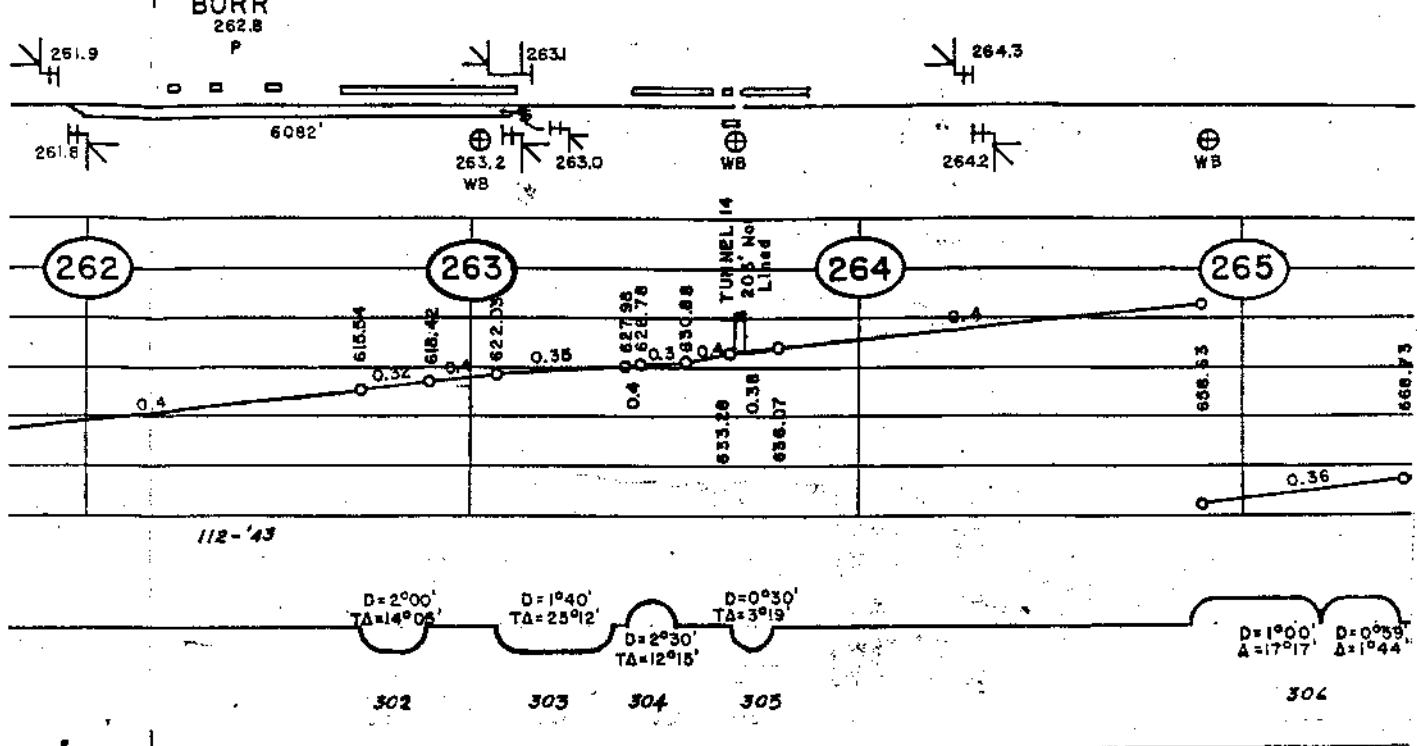


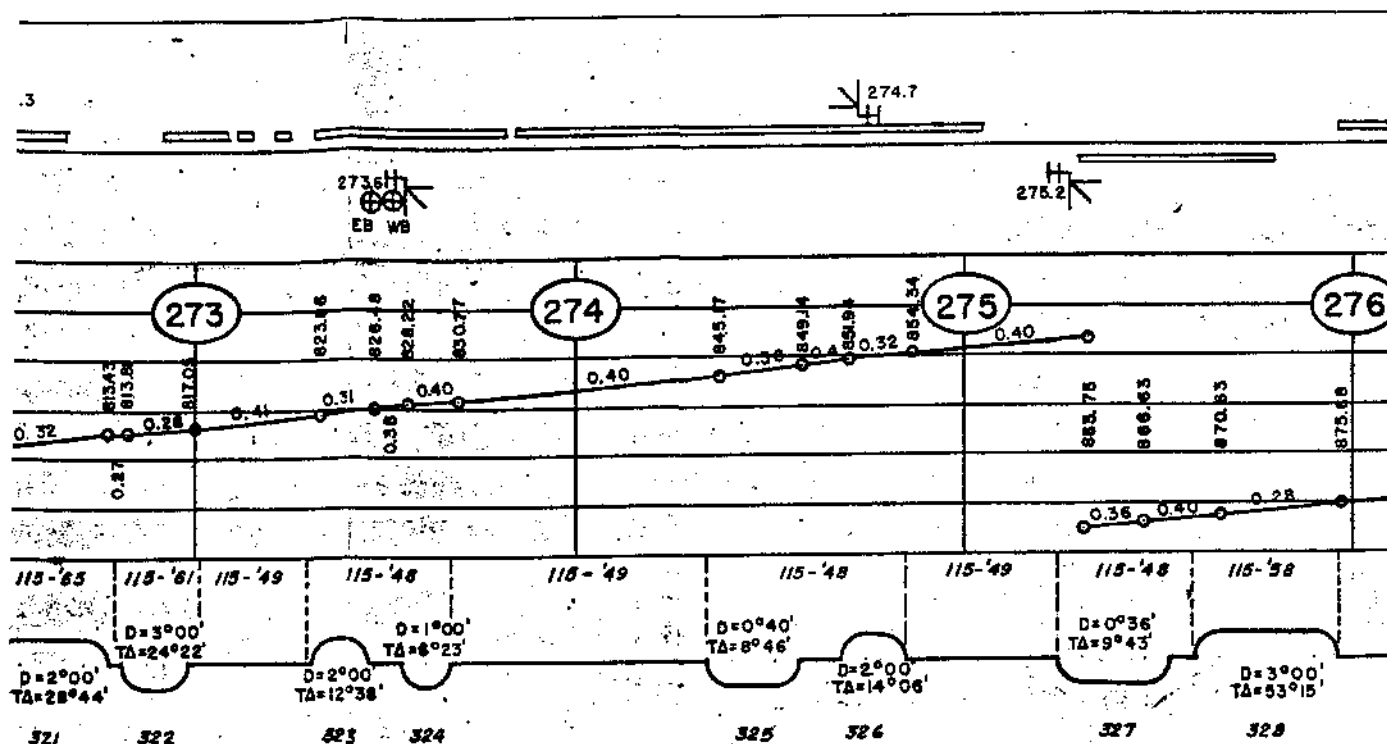
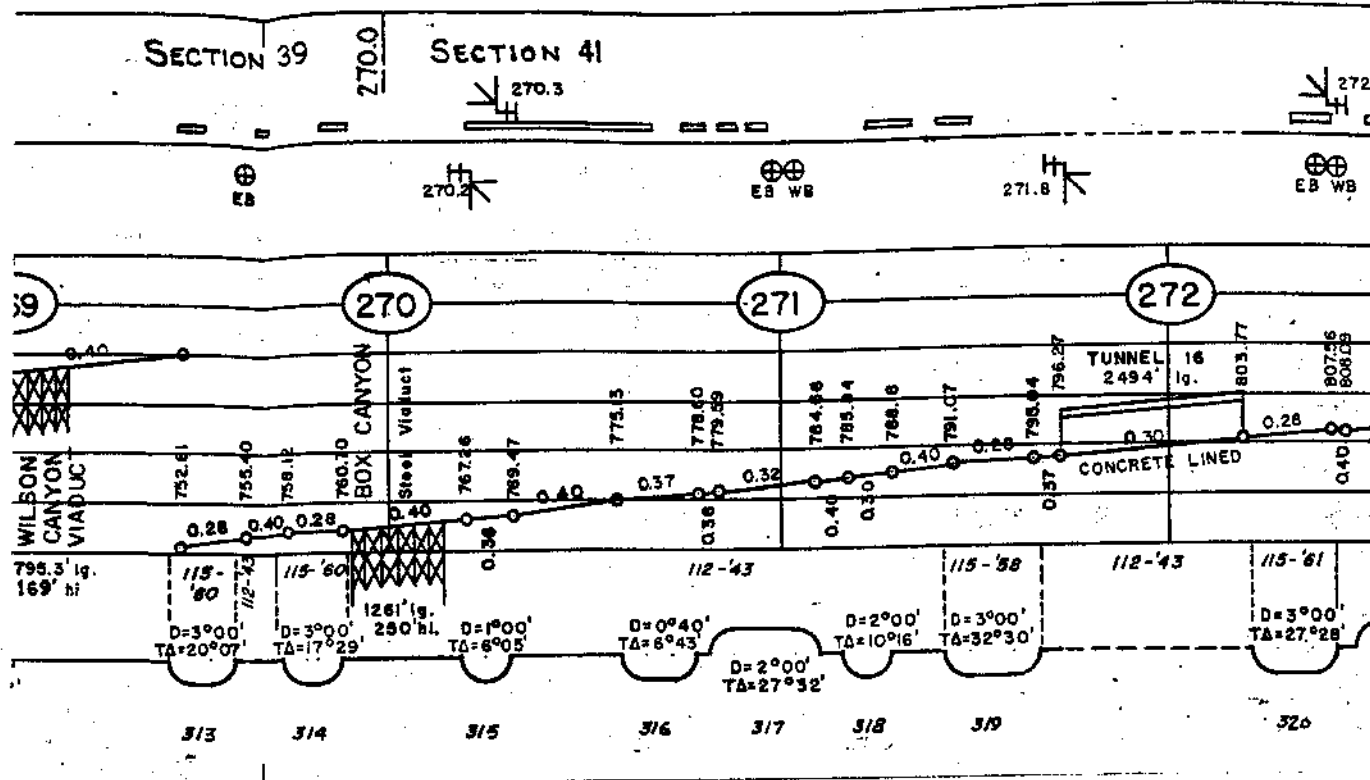
# SNAKE RIVER JCT. 256.8

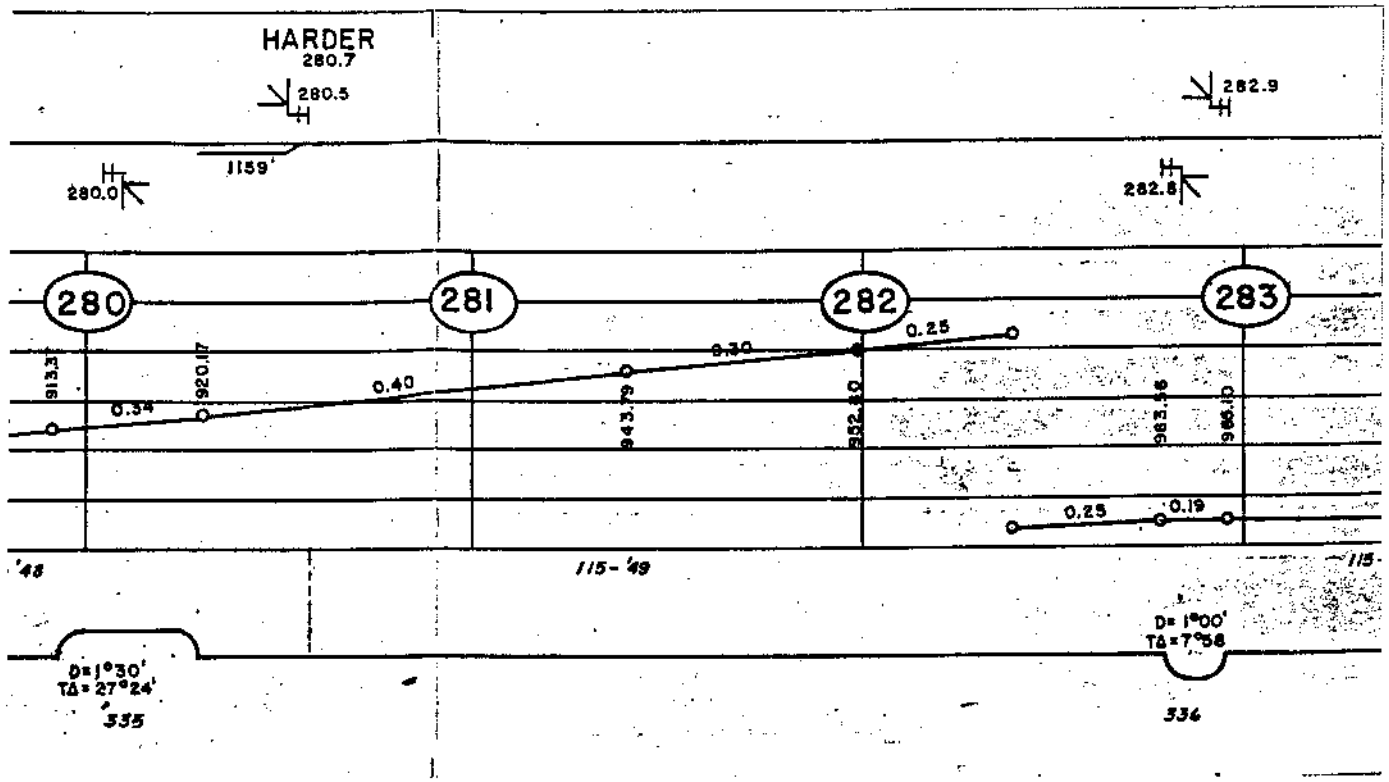
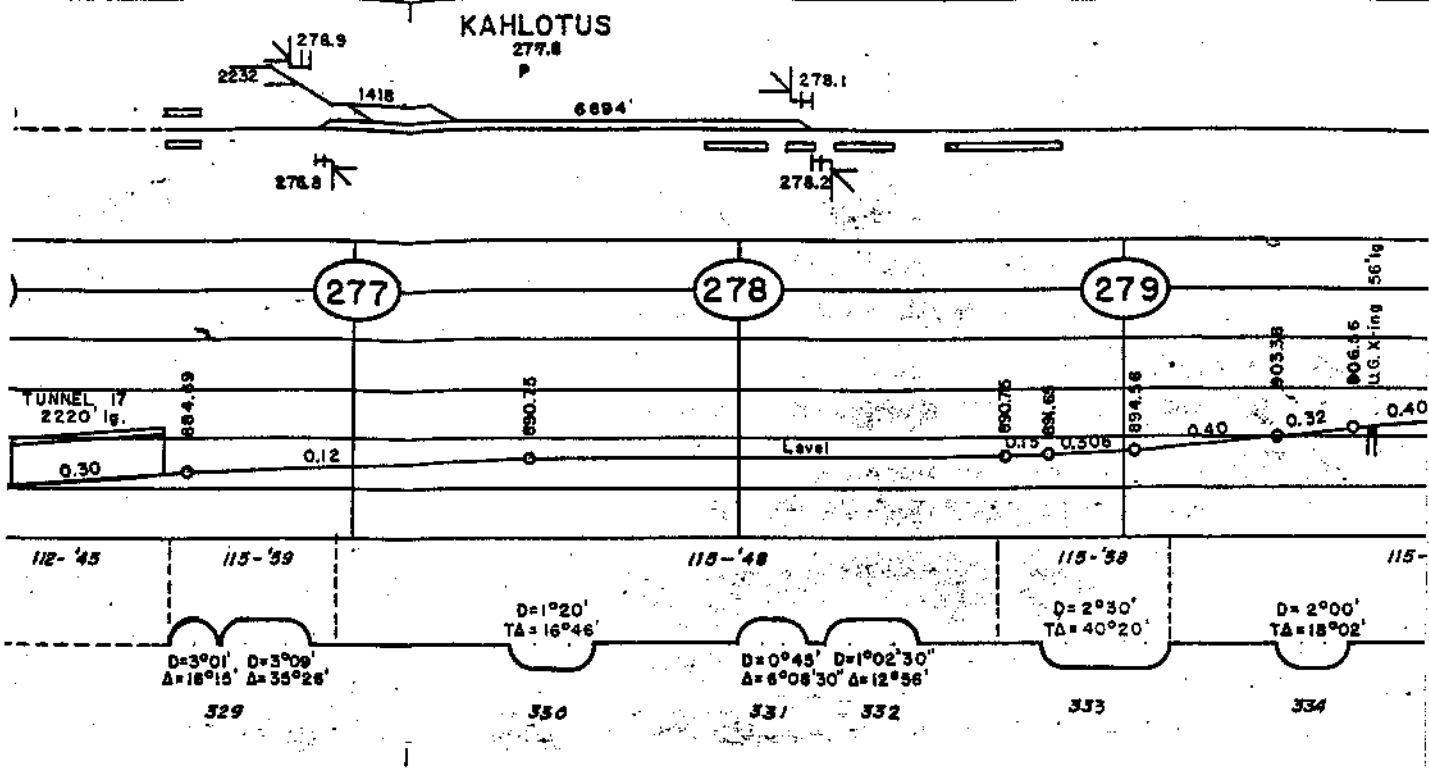


## TEMPORARY PIT SPUR









# SPERRY

286.3  
P

284.5  
WB

286.3  
WB

284.6

1120'

286.4

284

285

286

287

Level

112-46

115-49

D=1°00'  
TA=9°38'

337

D=0°30'  
TA=4°04'

338

D=1°00'  
TA=9°15'

339

SECTION 41

2890

SECTION 42

288.3

289.9

288.4

290.0

6923'

337

288

289

290

D=1°00'  
TA=7°10'

340

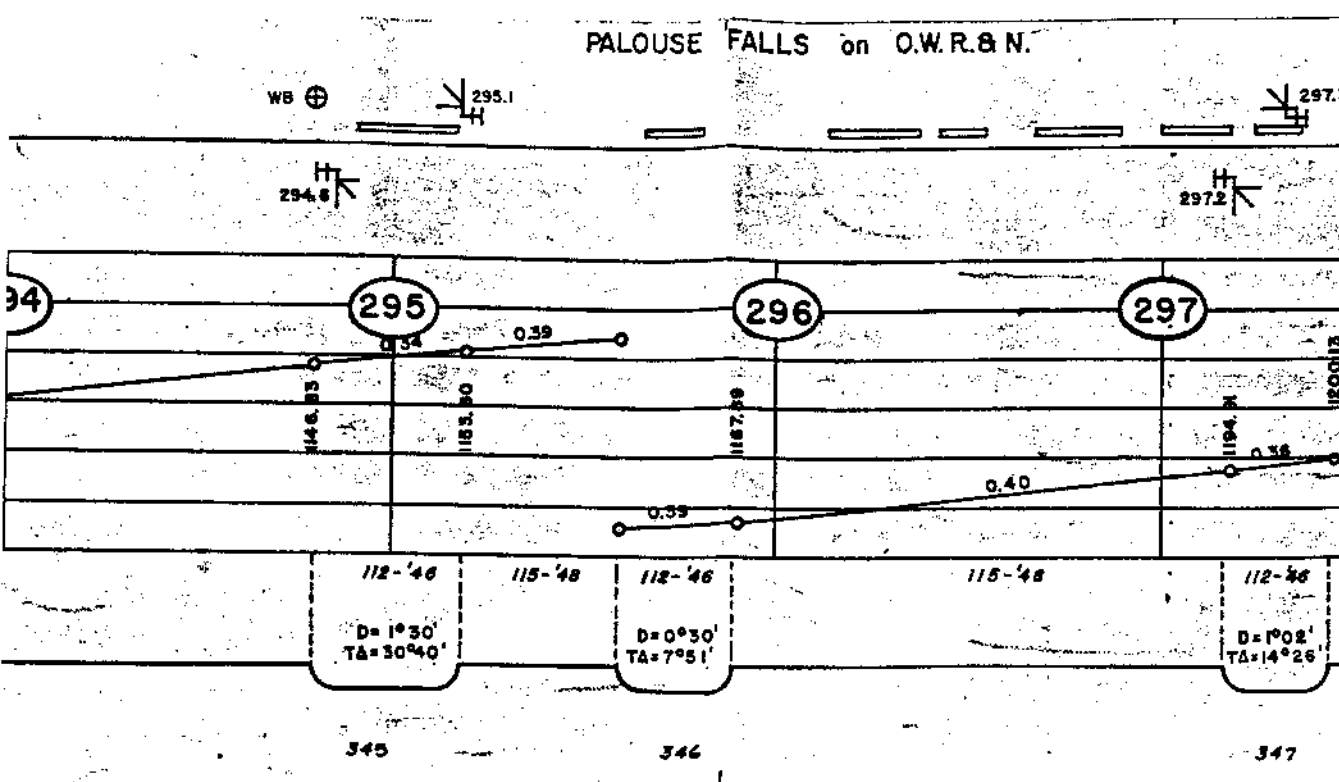
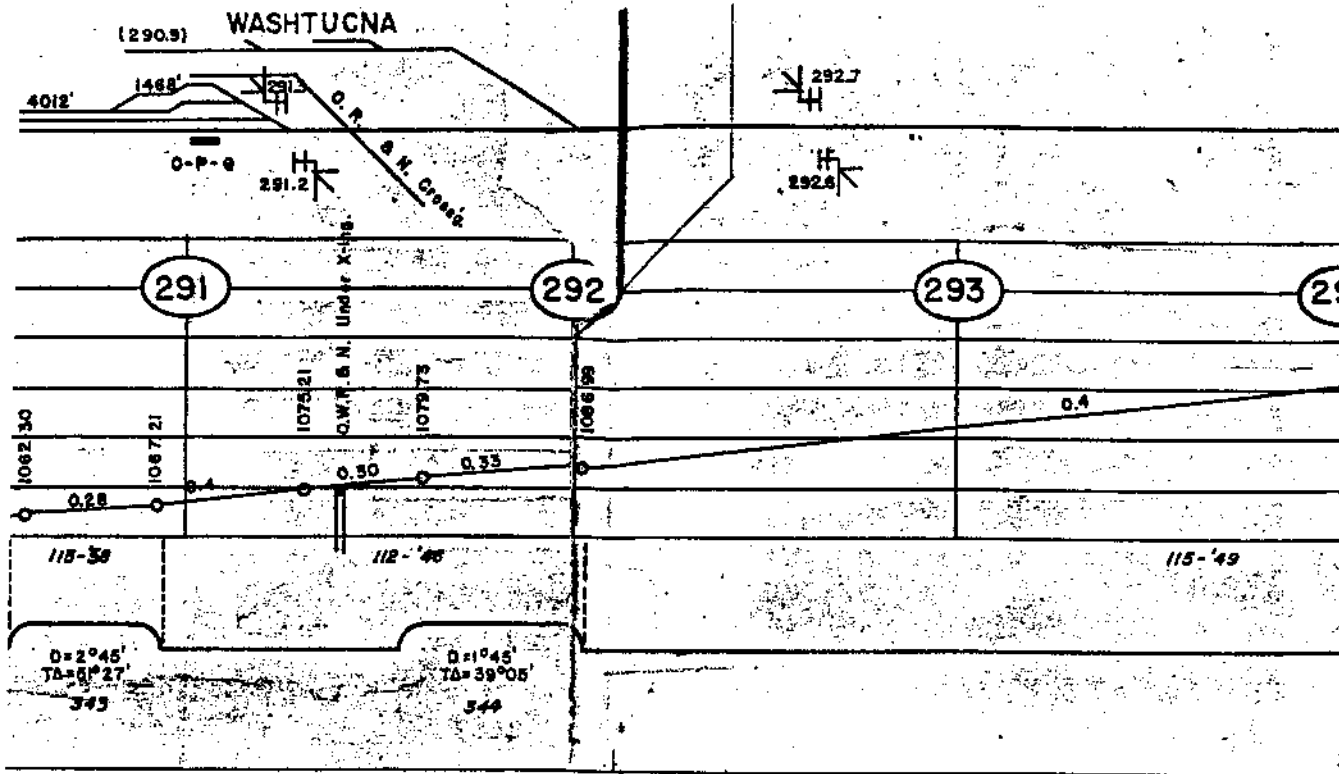
D=1°00'  
TA=22°18'

341

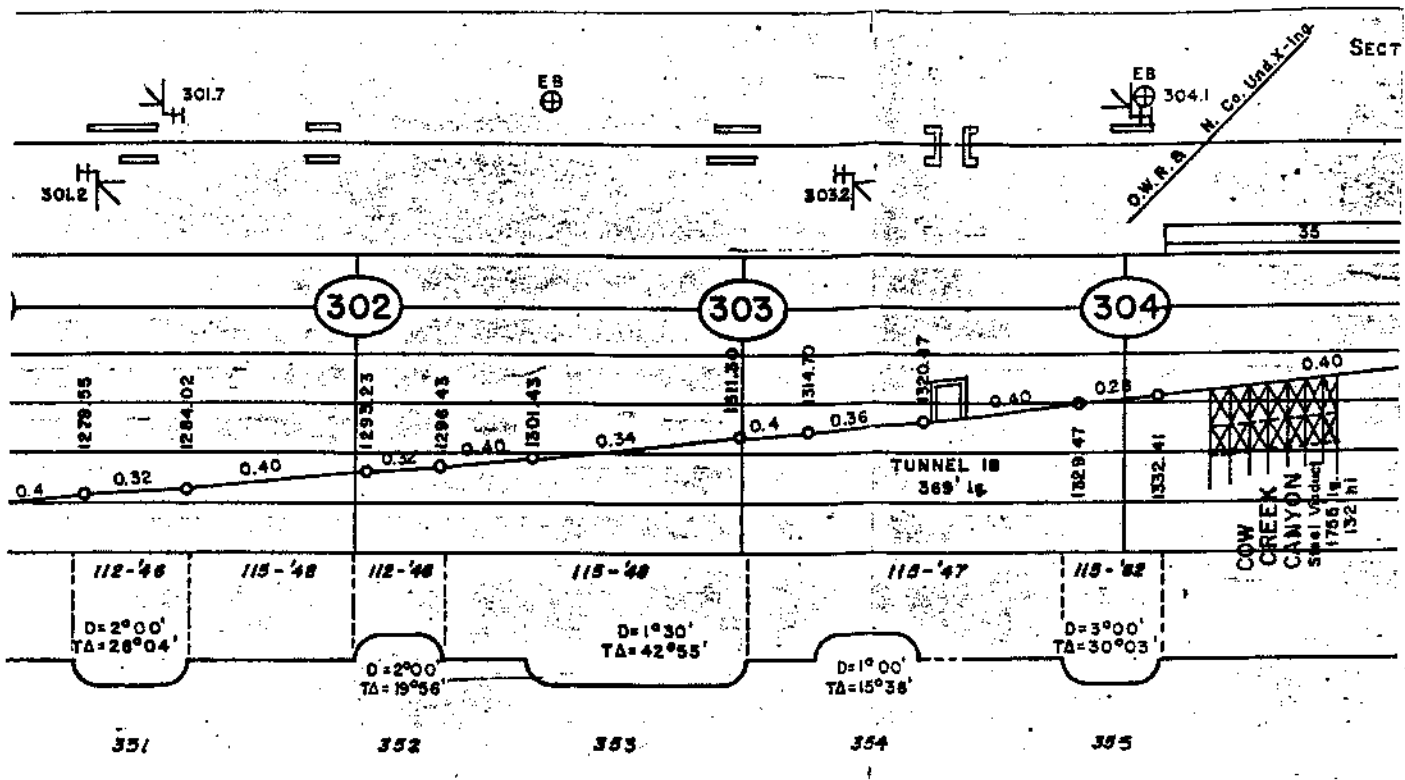
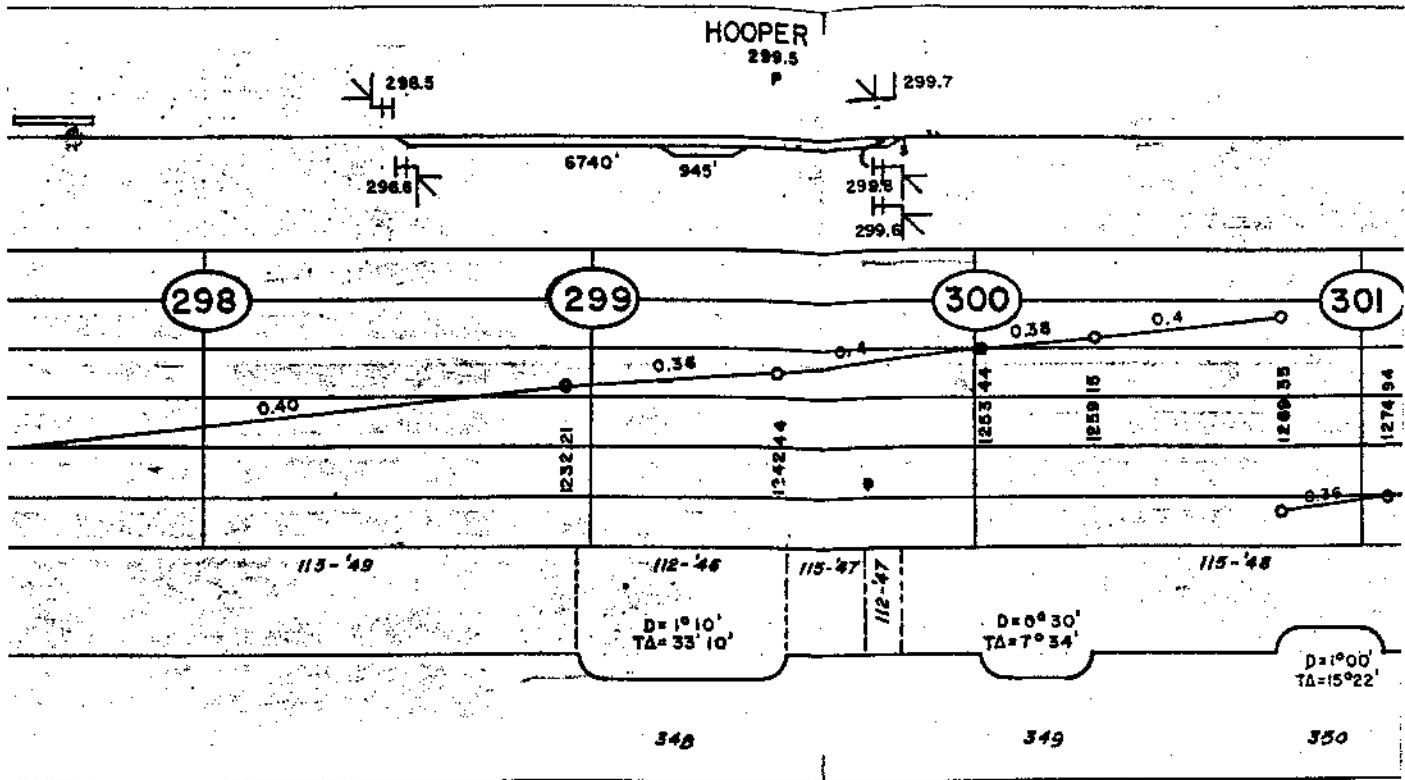
D=0°46'30" A=6°58' D=0°43' A=9°19'

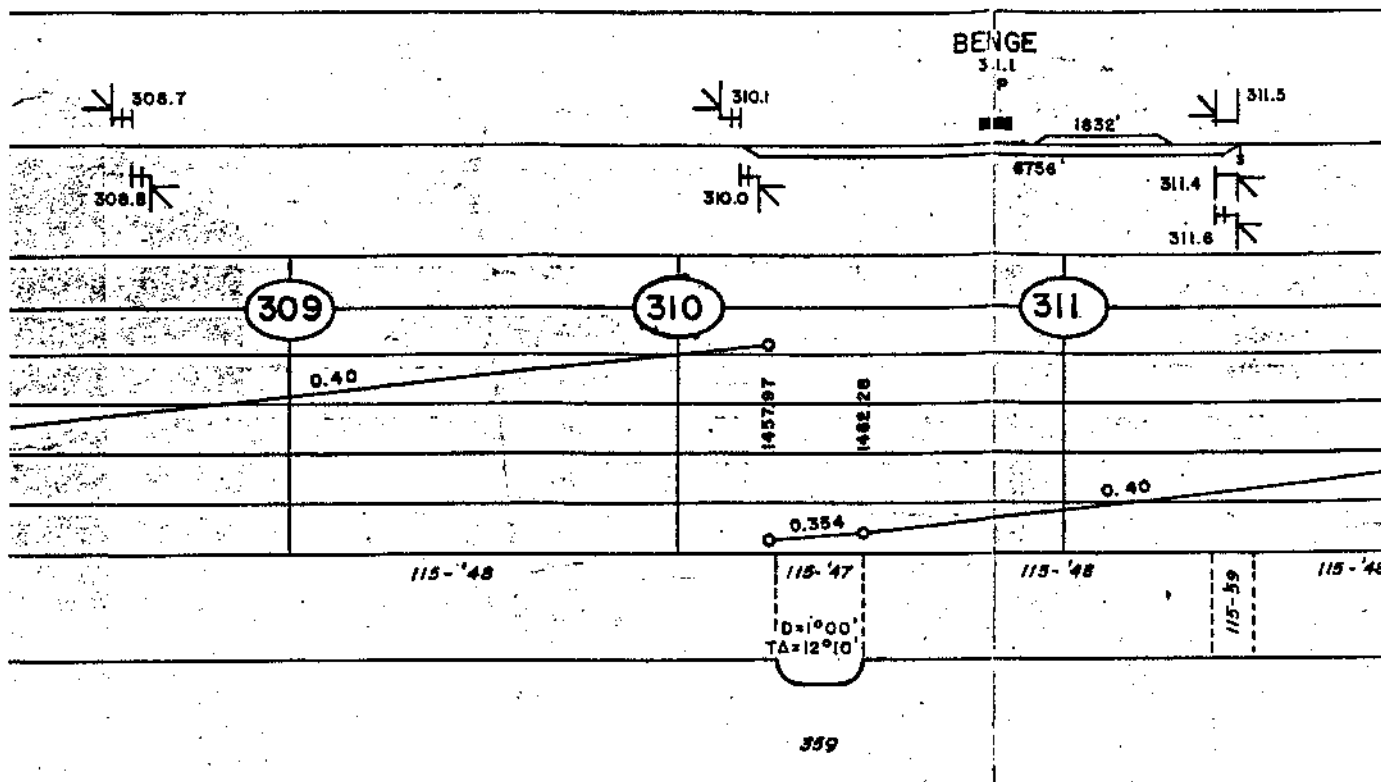
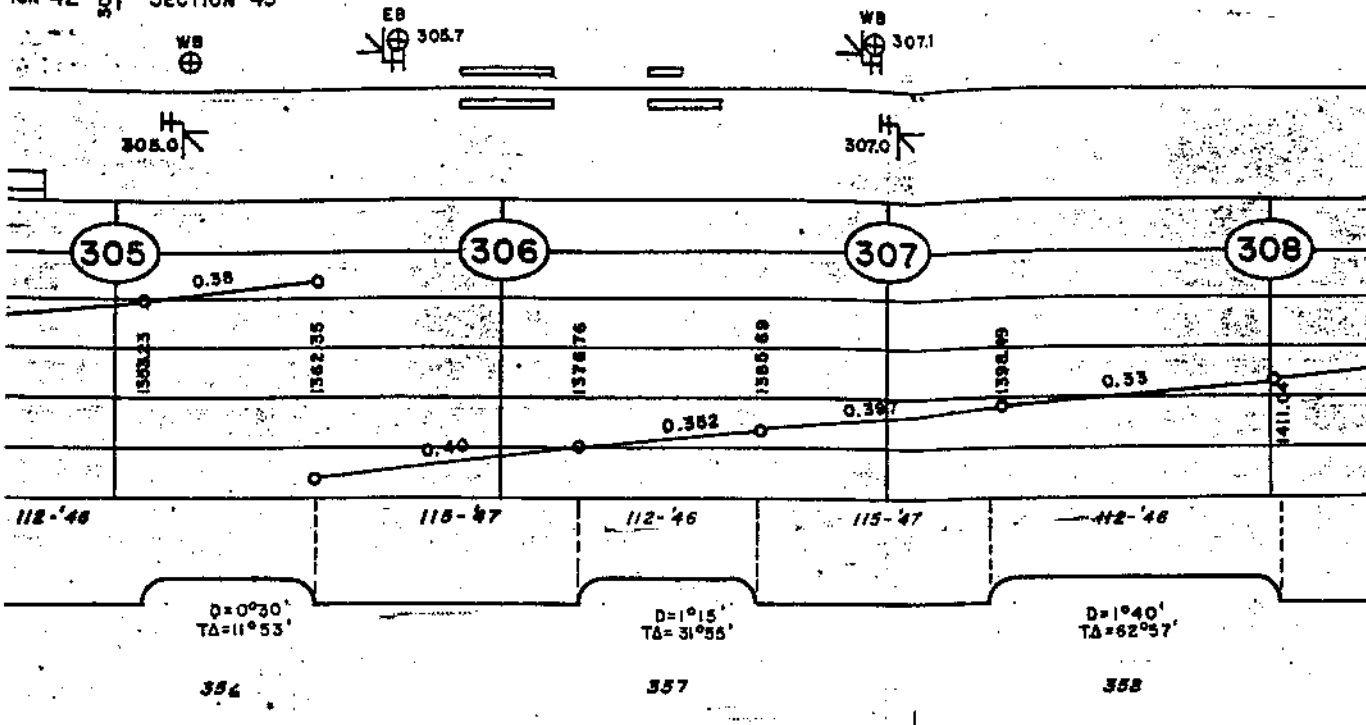
D=1°45' A=44°25'

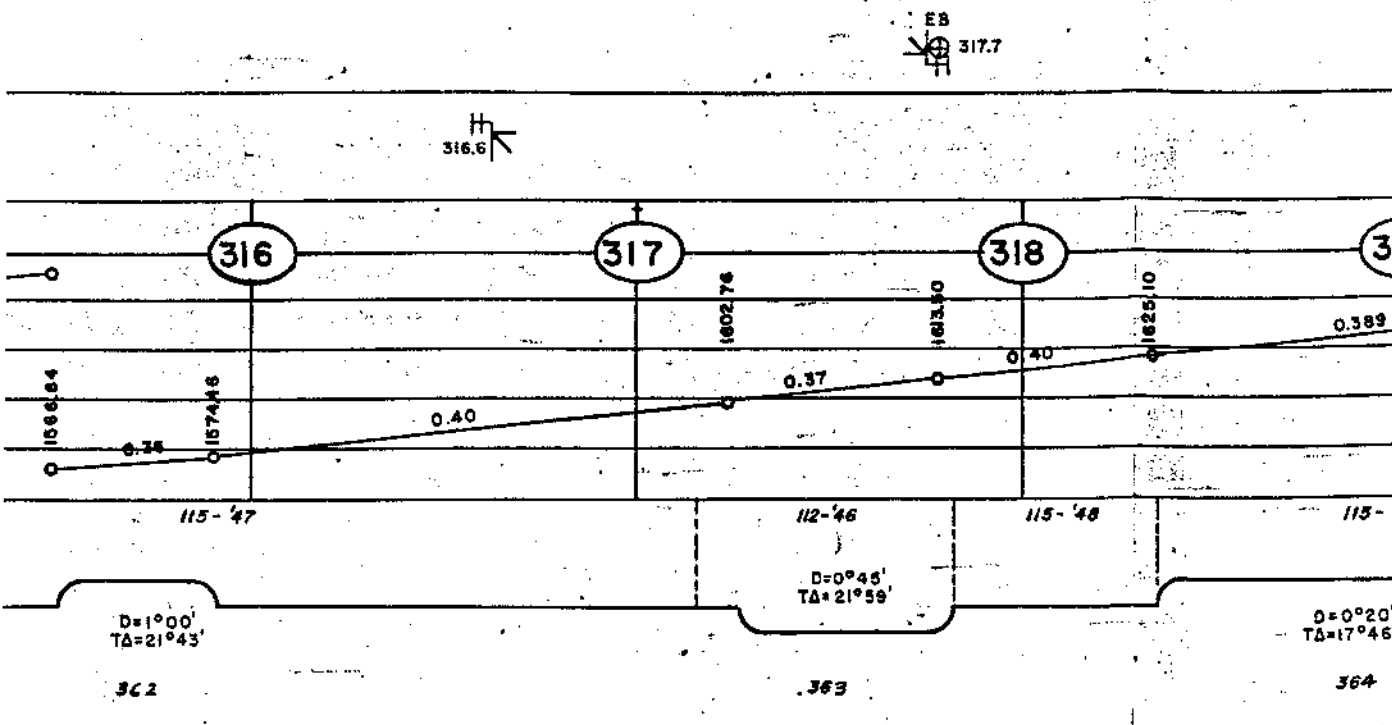
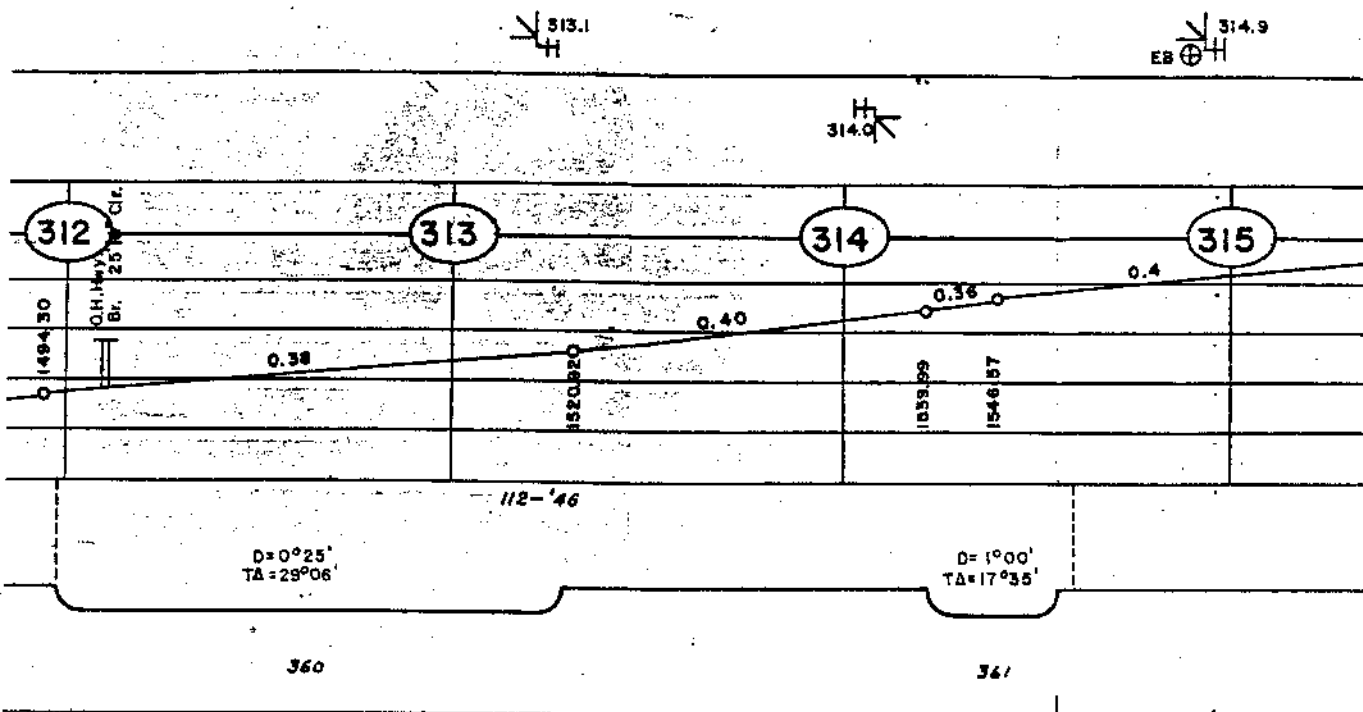
342











SECTION 43

SECTION 44

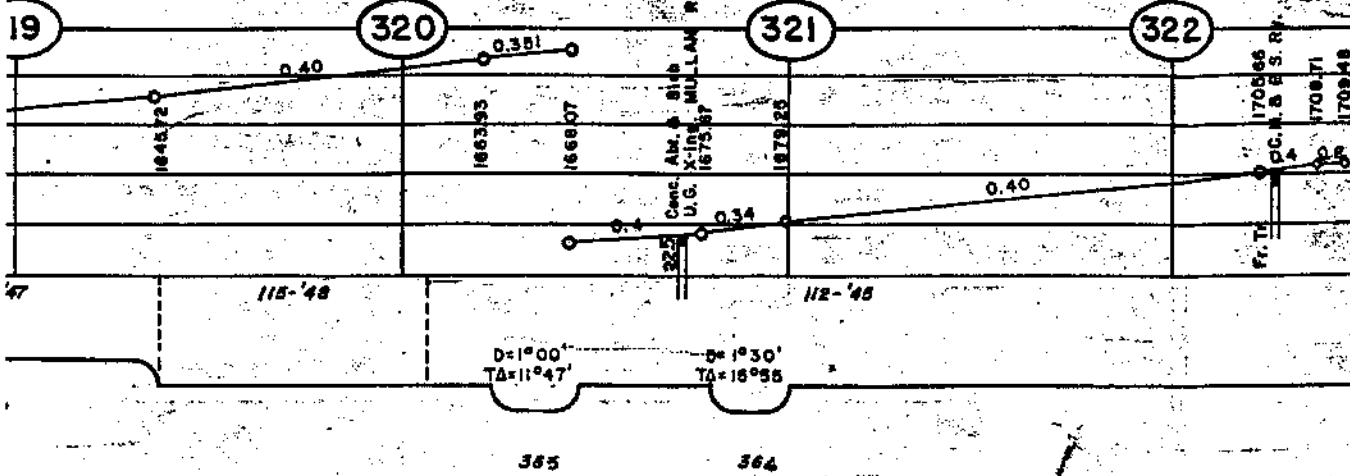
320.5

322.0

C.M.B.  
P.S. RT. X-ING

319.0

321.4



MACALL

323.8

324.1

325.3

322.9

322.8

324.0

325.4

323

324

325

326

1702.48

0.41

0.205

1743.98

1744.71

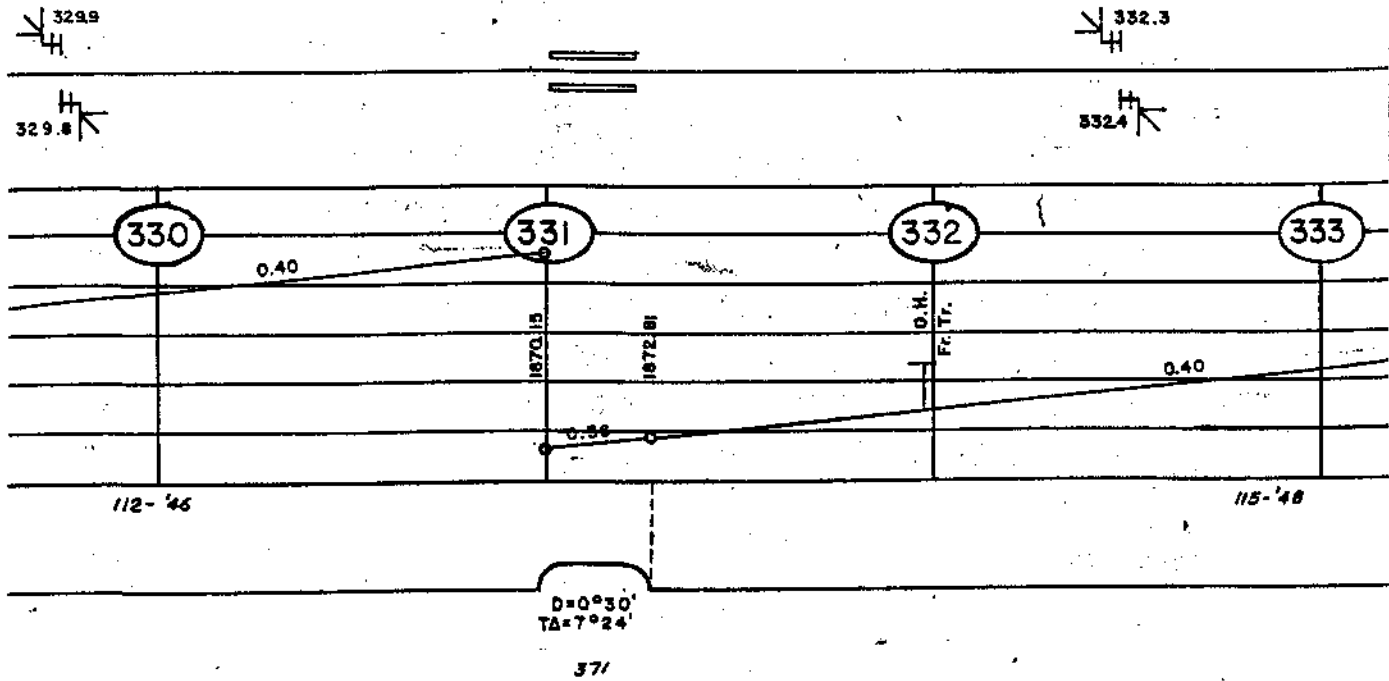
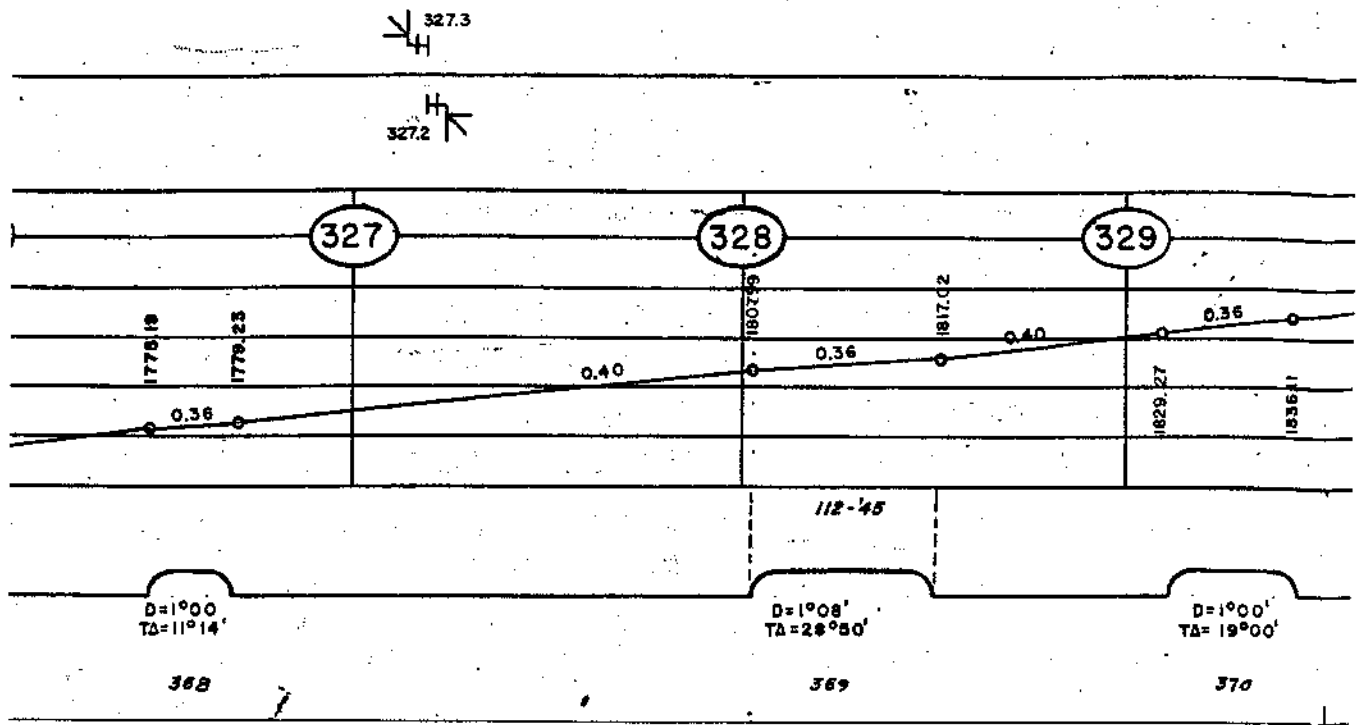
0.40

112-45

112-46

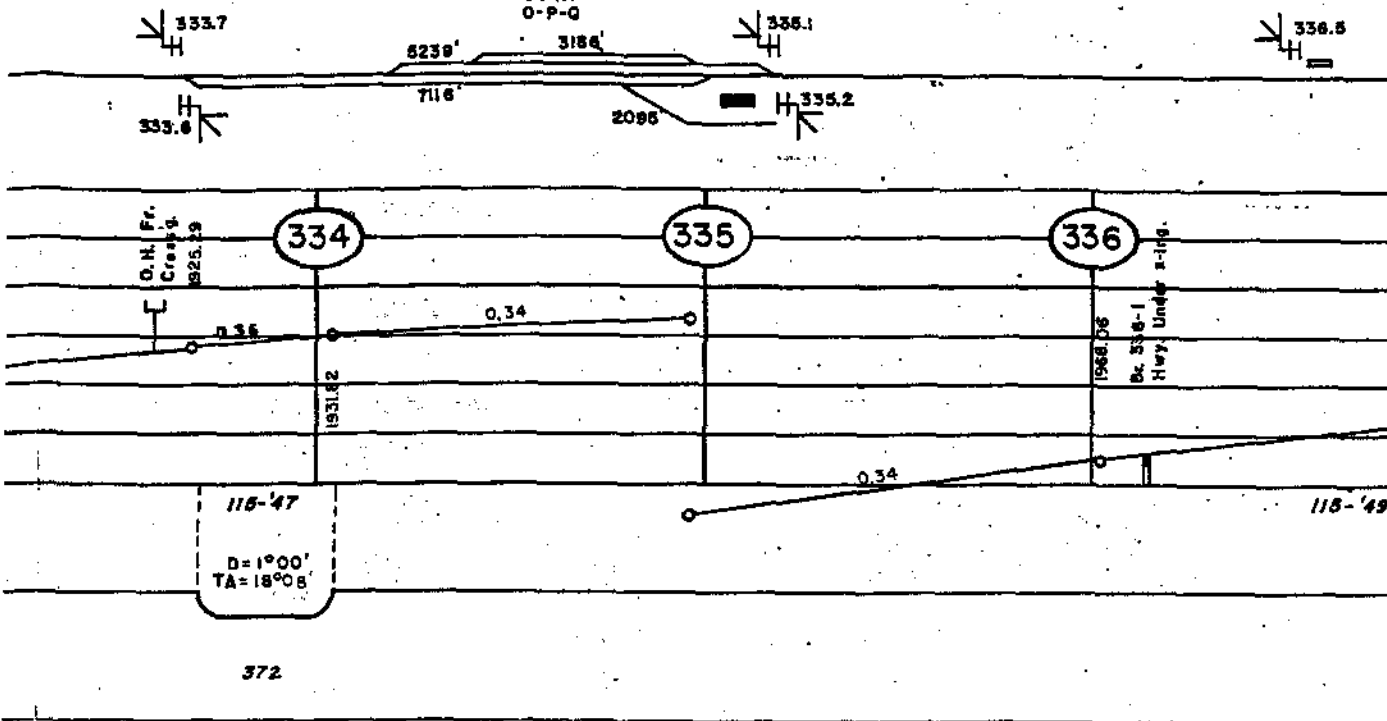
 $D=1^{\circ}00'$   
 $TA=6^{\circ}00'$ 

367



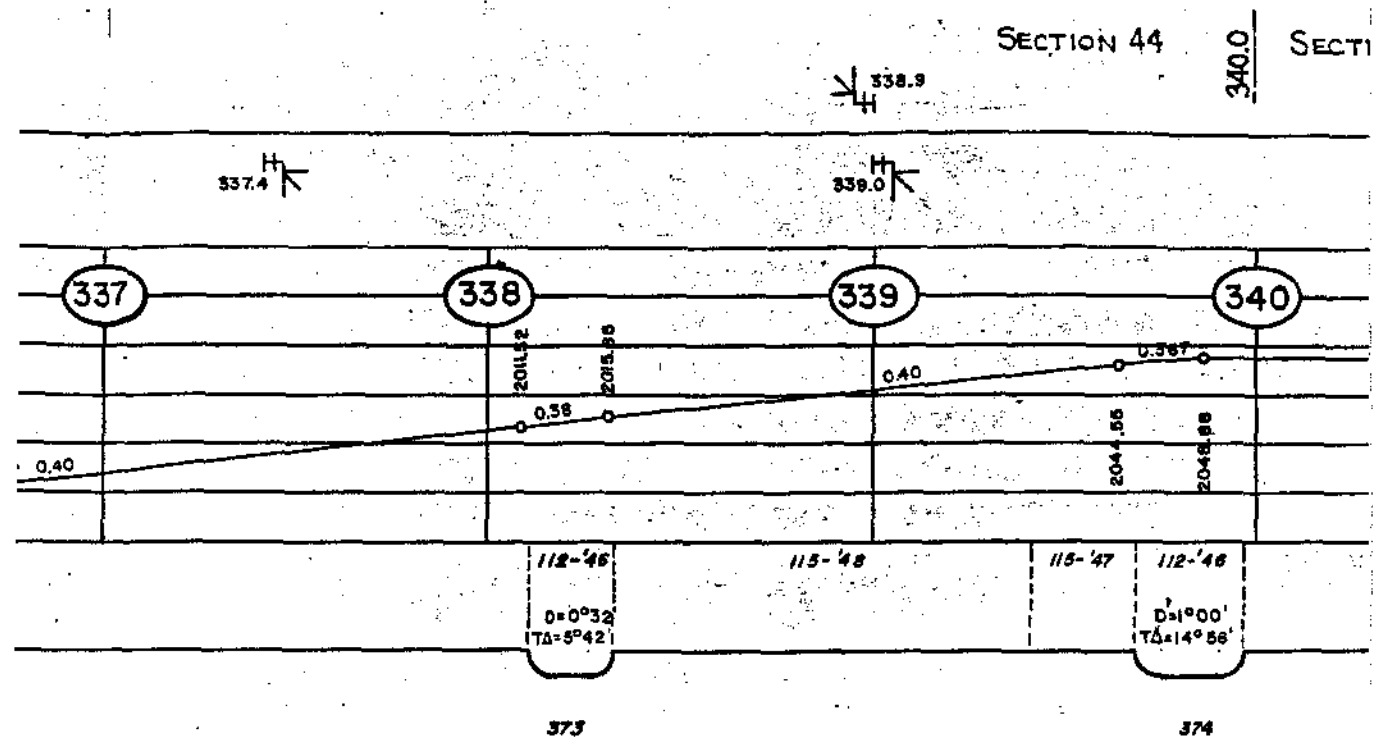
# LAMONT

334.7  
O-P-Q



## SECTION 44

SECTION



340.7

342.5

6705'

1434'

343.7

340.8

342.4

343.8

60

341

342

343

Level

0.385

Conc. Box  
Co. Rd.

2044.38

2061.52

2066.21

0.40

0.28

115-47

115-36 L.S.

115-47

115-48

115-47

115-63  
B HI 31

D=3°00'  
TA=39°28'

375

344.9

EB

347.1

343.0

344

345

346

347

2106.31

0.374

2120.68

0.40

0.36

0.40

2134.42

2138.31

2161.21

2175.89

0.38

112-46

115-47

112-46

115-47

112-46

D=0°40'  
TA=24°45'

D=1°00'  
TA=10°48'

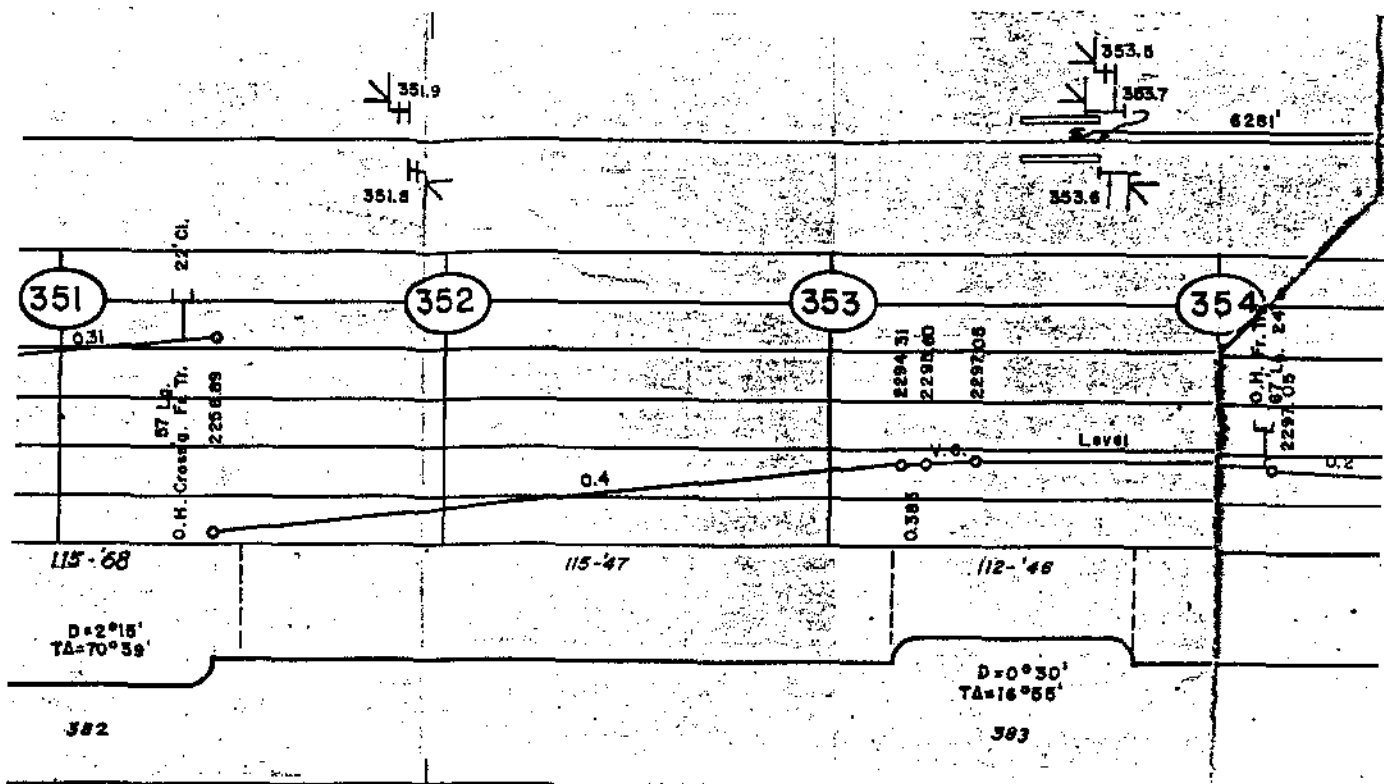
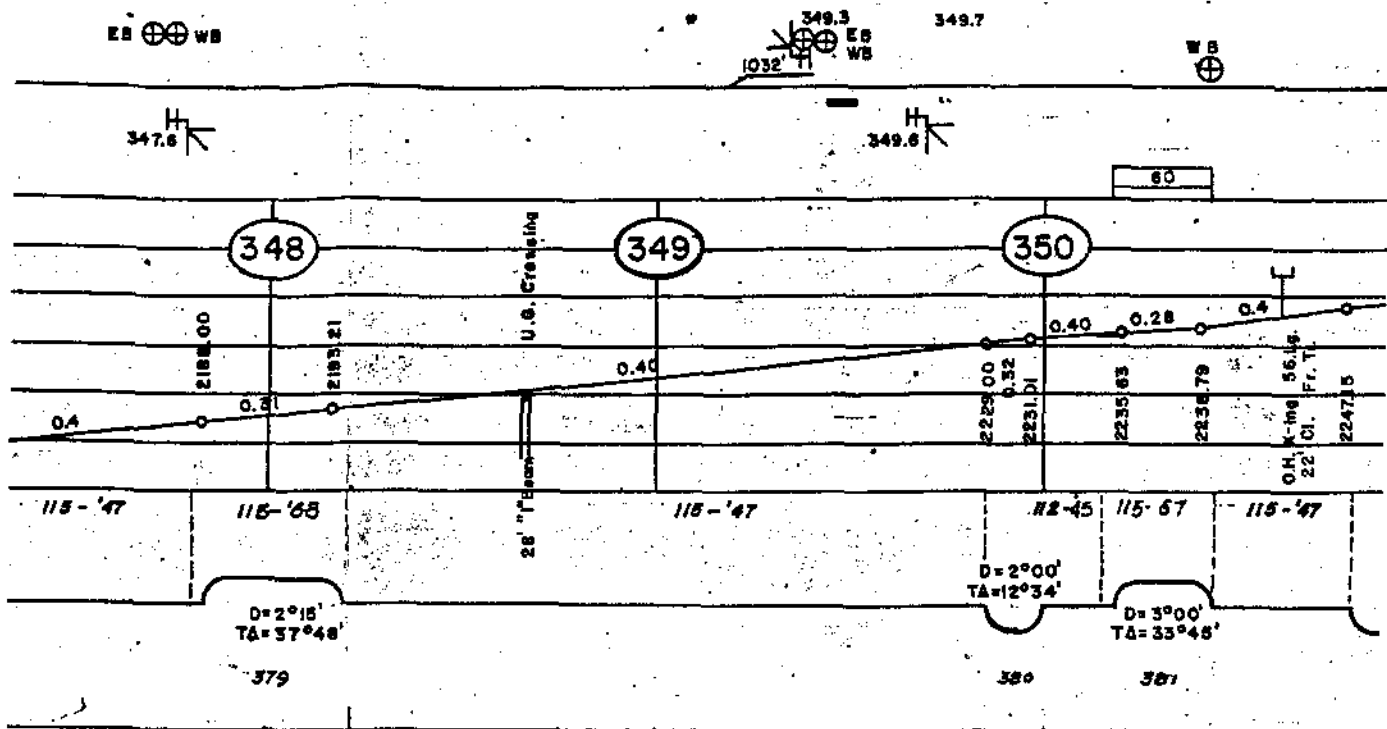
D=0°30'  
TA=14°58'

376

377

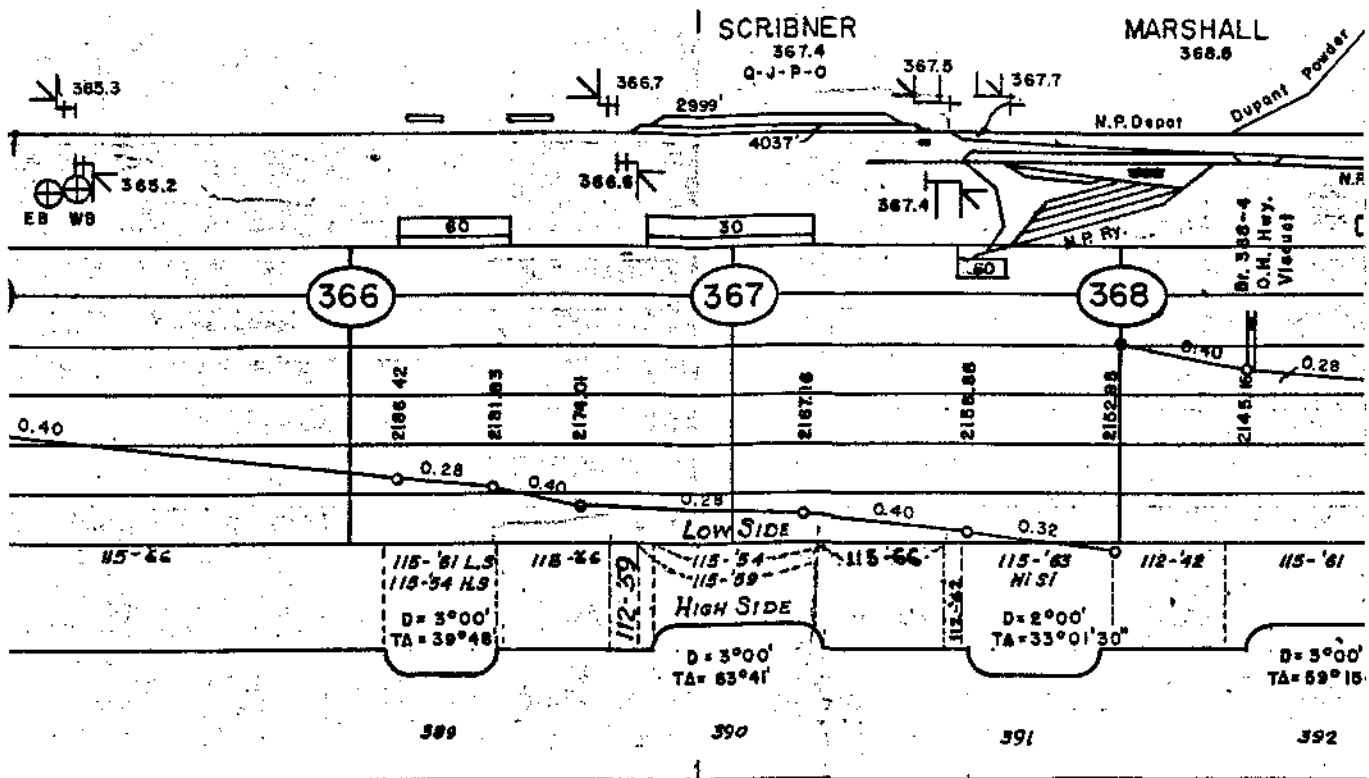
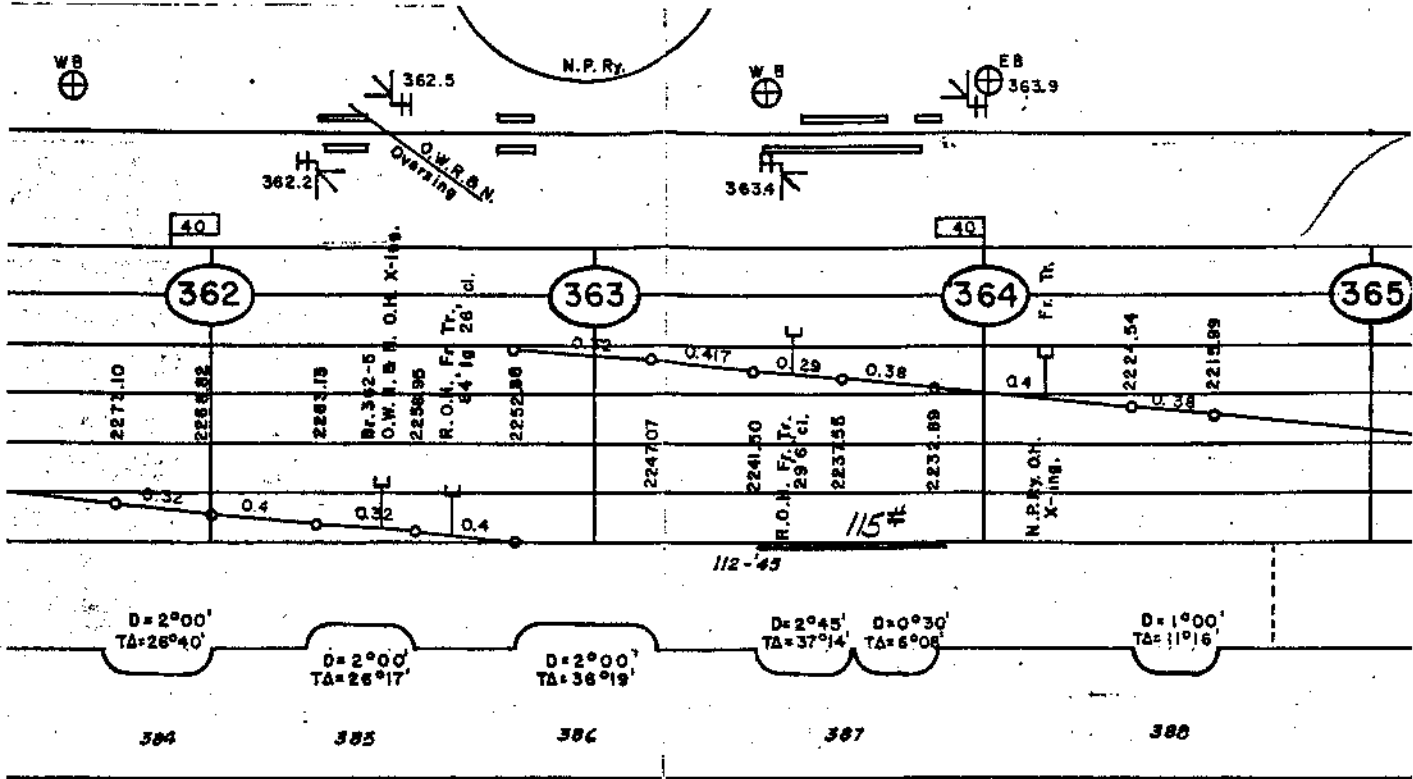
378

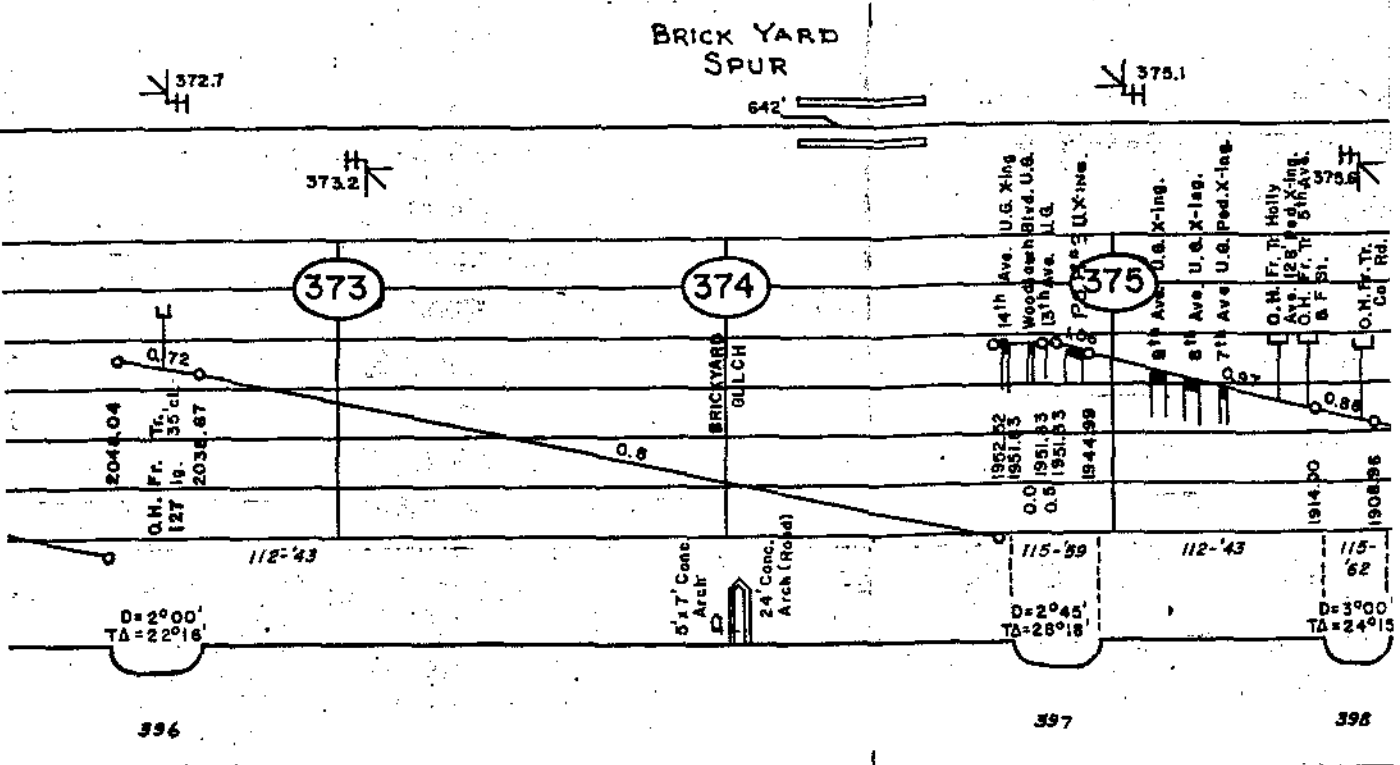
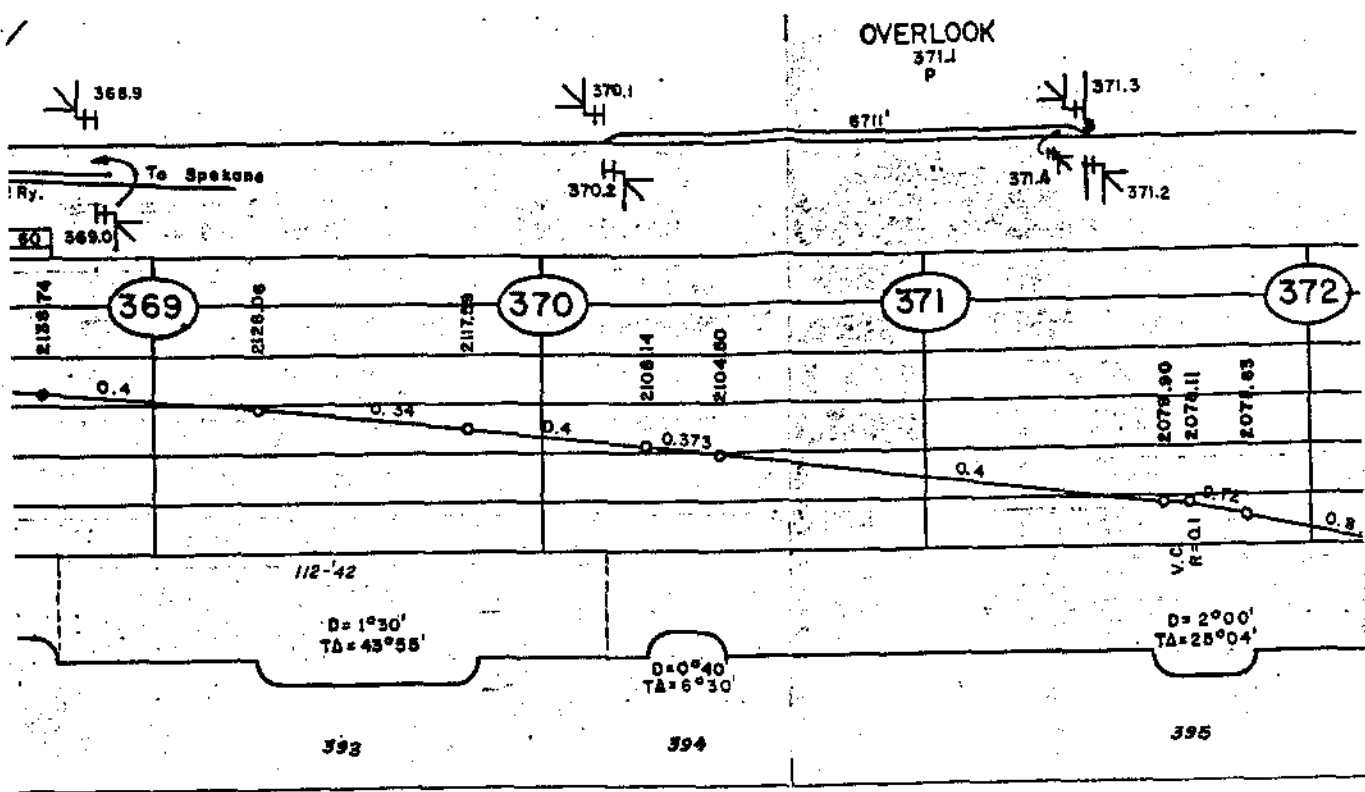
AMBER











SECTION 47

FORT

G-J-P-C

WRIGHT

377.2

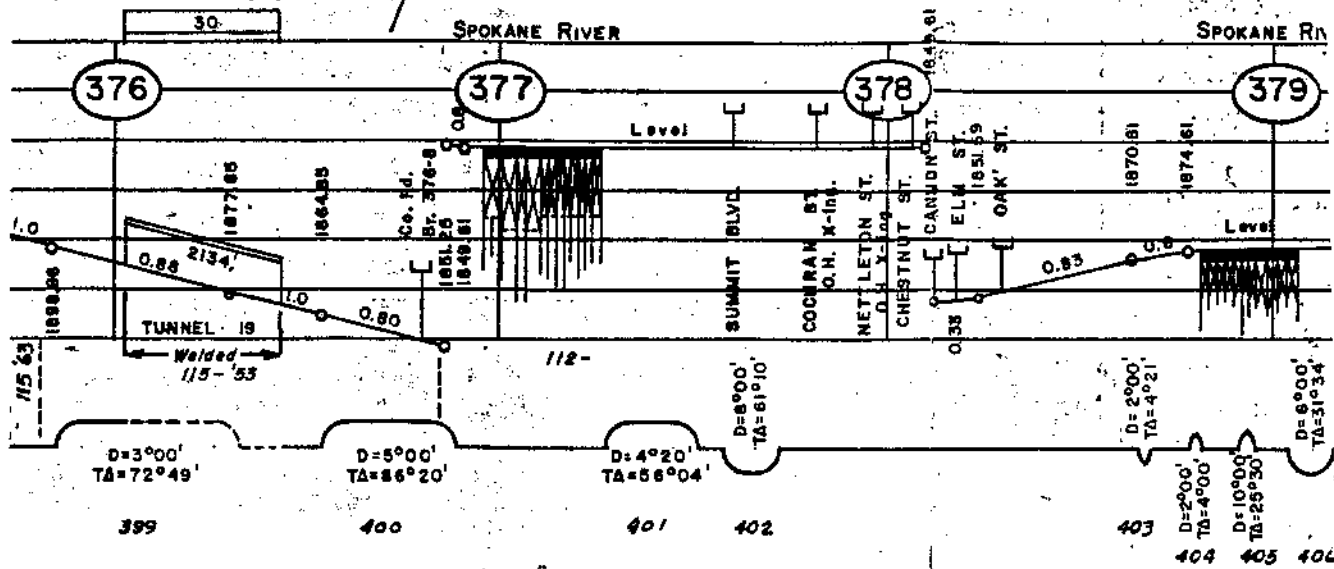
G.N. Ry.

SPOKANE

G-W-P-O

GREAT

DEP

379.21  
NORTHERN

OT

ER

WASHINGTON

1874.61  
1875.61D=7°00'  
TA=17°00'

407

S. P. & S. RY.

PROFILE - ALIGNMENT & TRACK CHART

GOLDENDALE BRANCH

SCALE: HORIZONTAL - 1 INCH = 2640. FEET

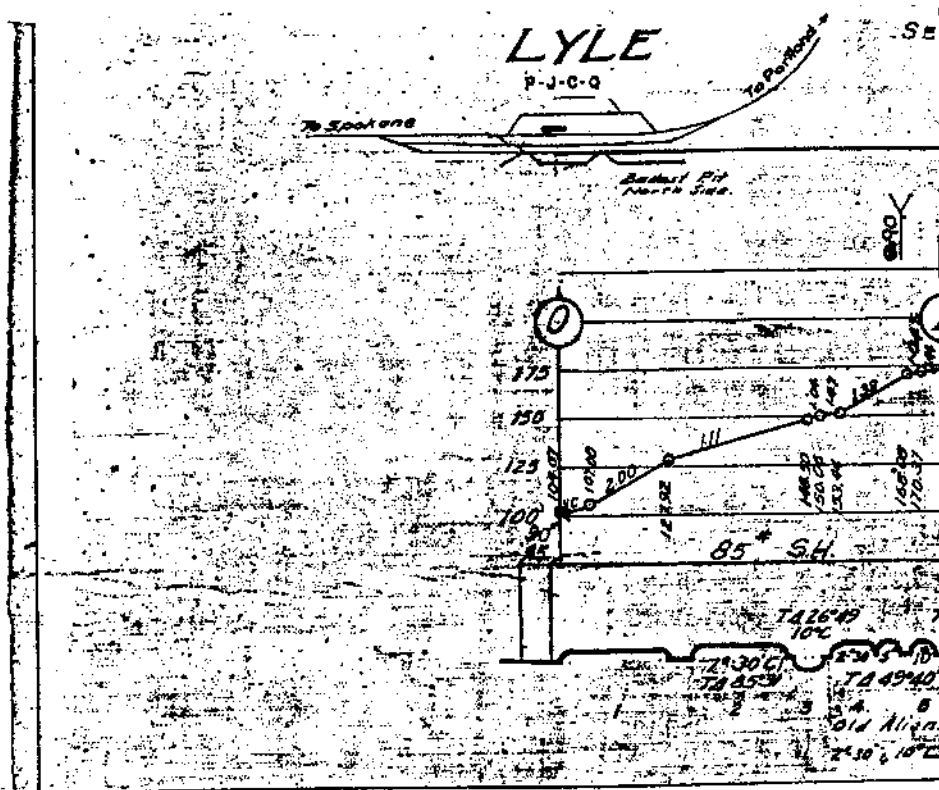
VERTICAL - 1 INCH = 100 FEET

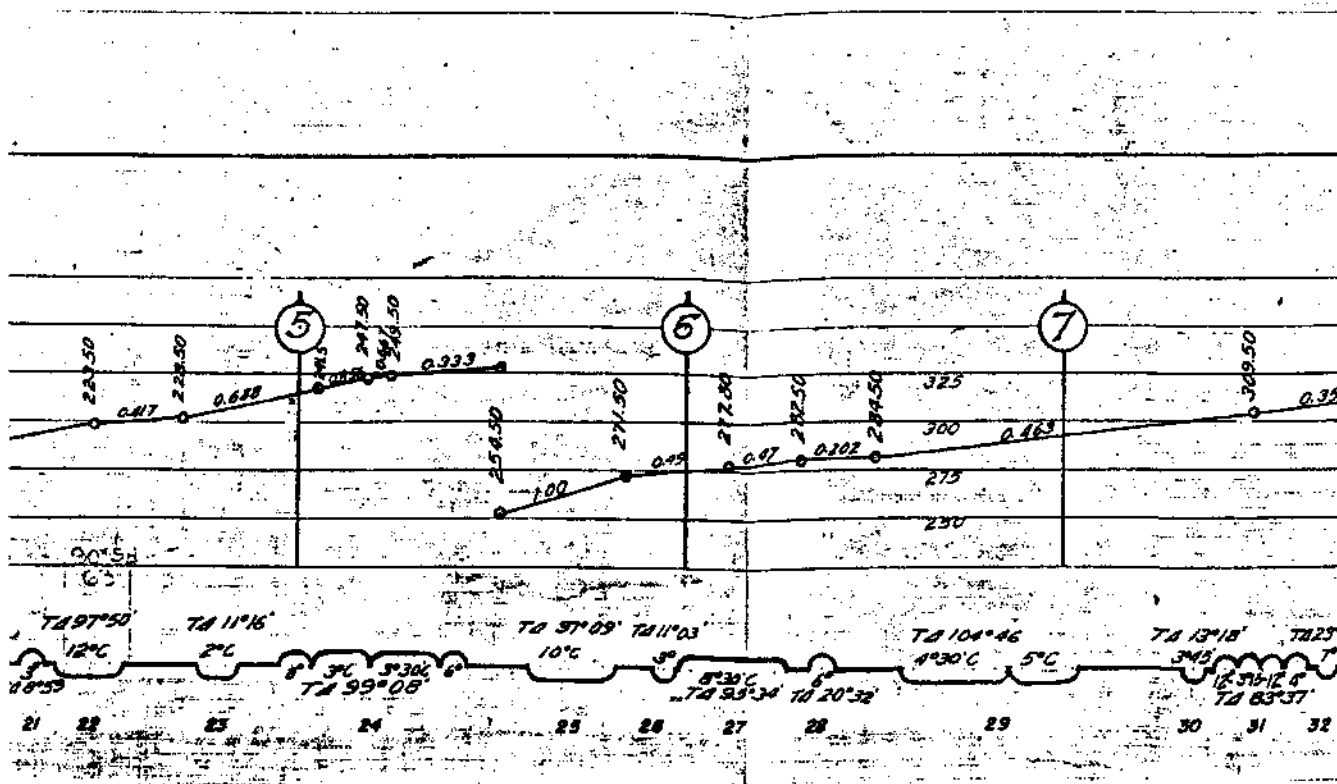
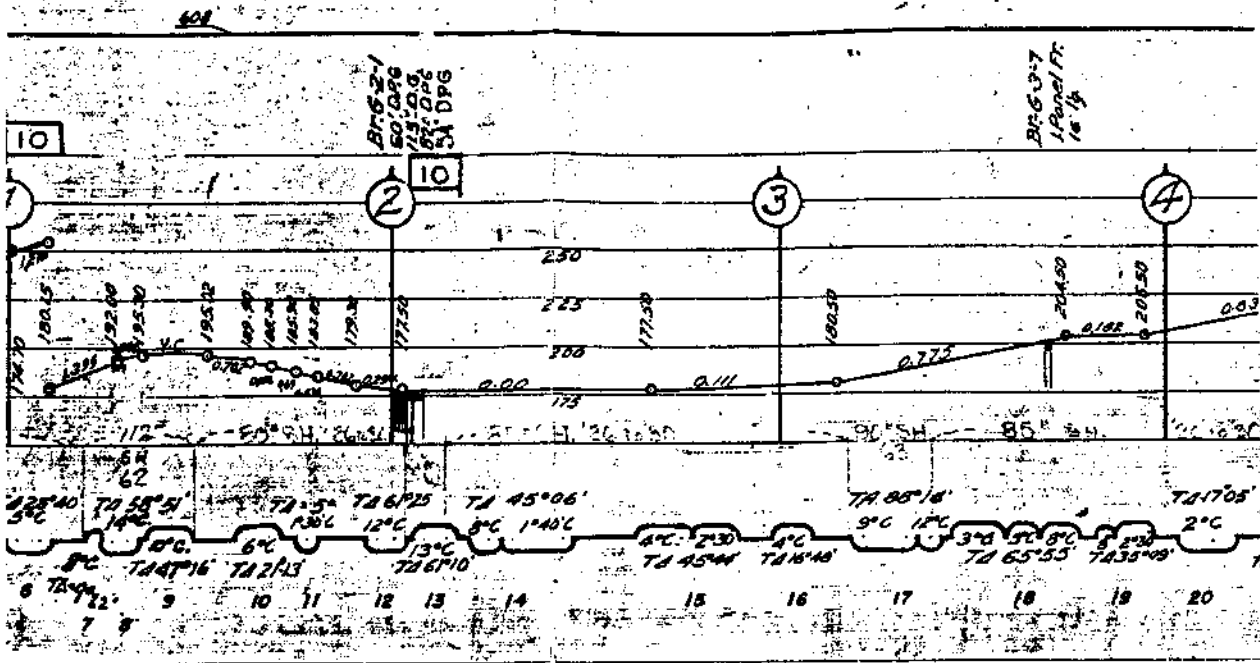
OFFICE OF CHIEF ENGINEER

PORTLAND, OREGON

MAR 3 1970

C- Continuous Office.  
F- Fuel  
J- Junction  
O- Agent or Operator  
P- Dispatchers Telephone  
Q- Radio Installation  
T- Turntable or Wye  
W- Water  
Y- Yard Limits.

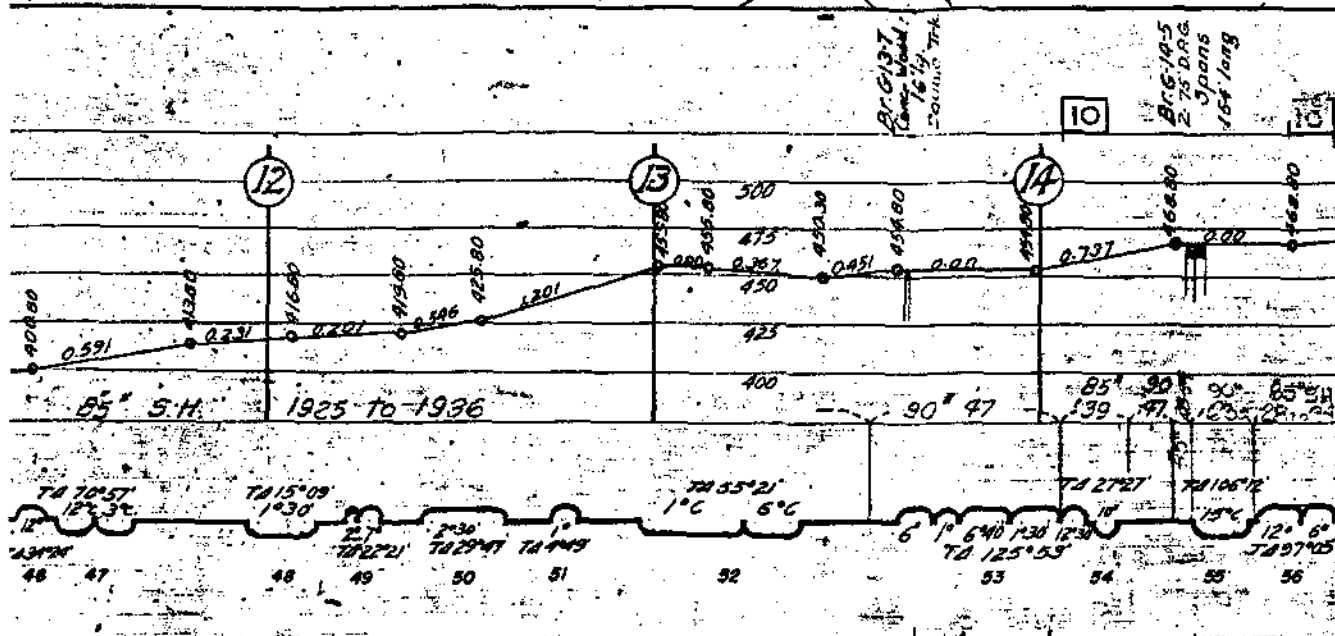




Br. G. 9-3  
1 Panel Fr.  
18'19.

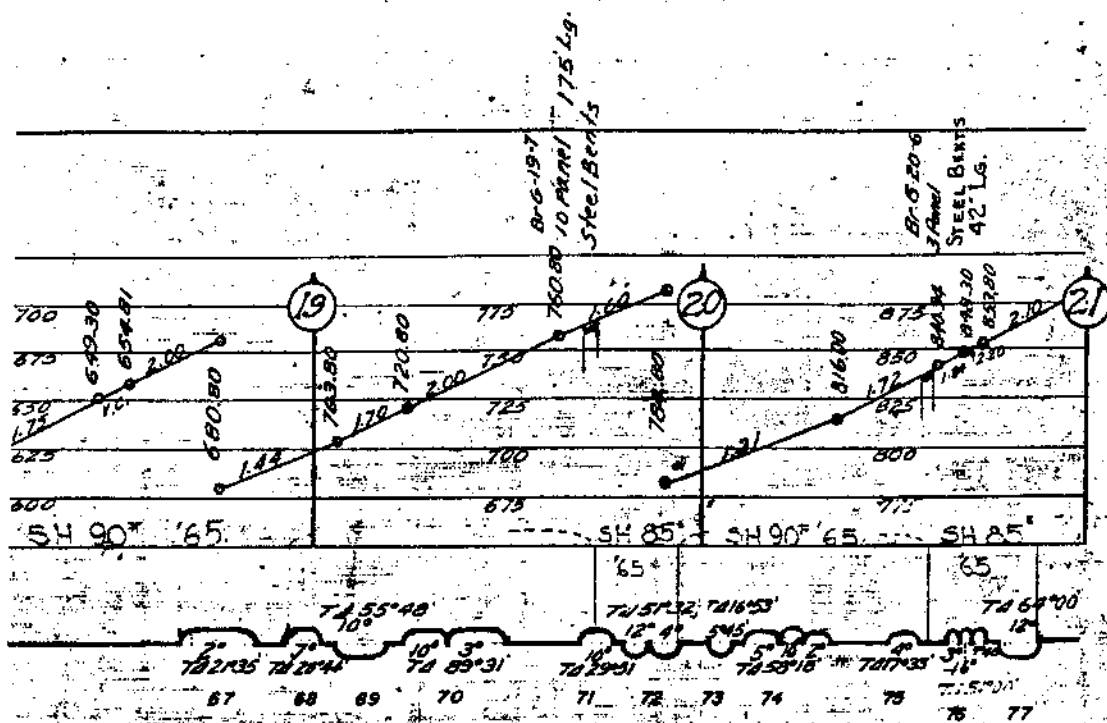
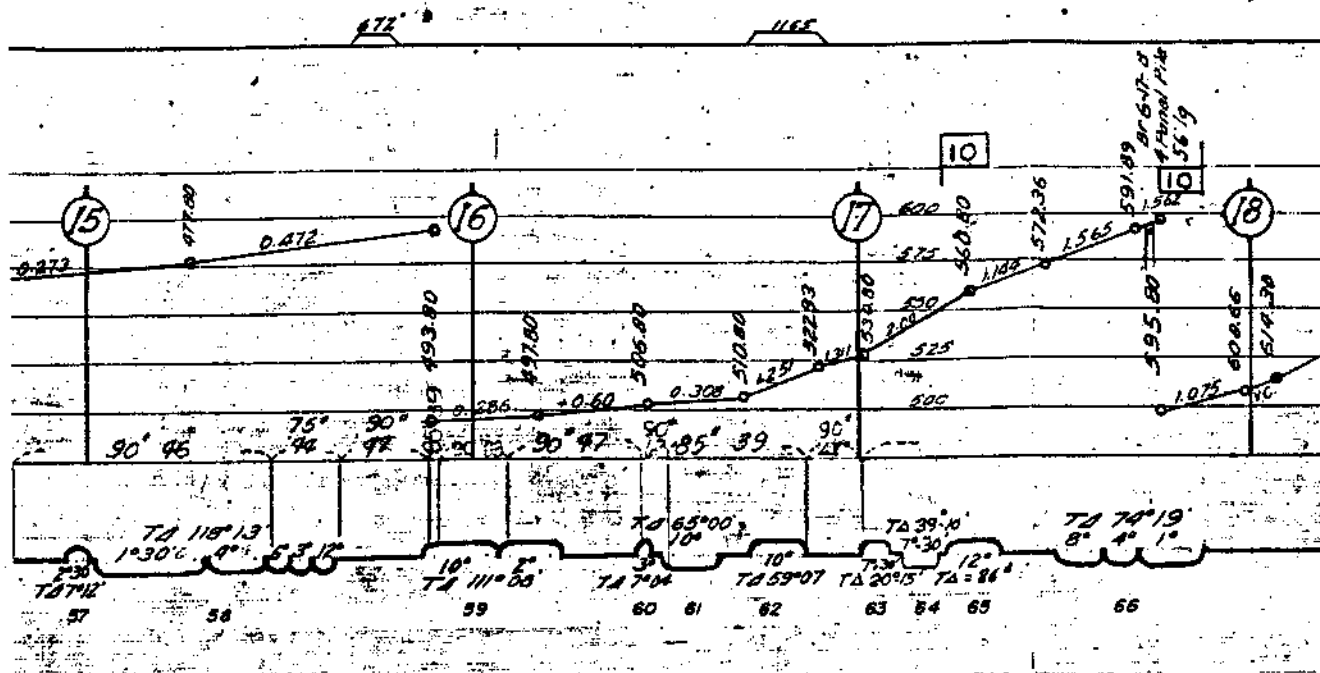


Bennett Logging Co.



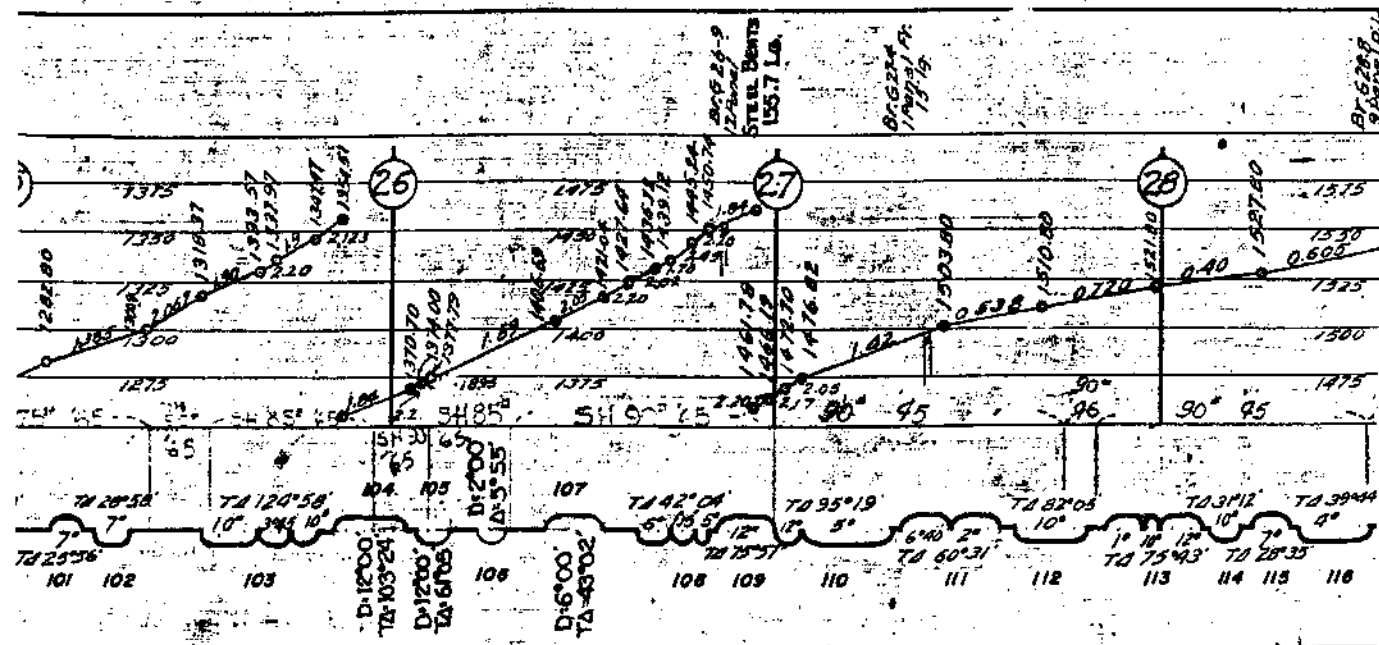
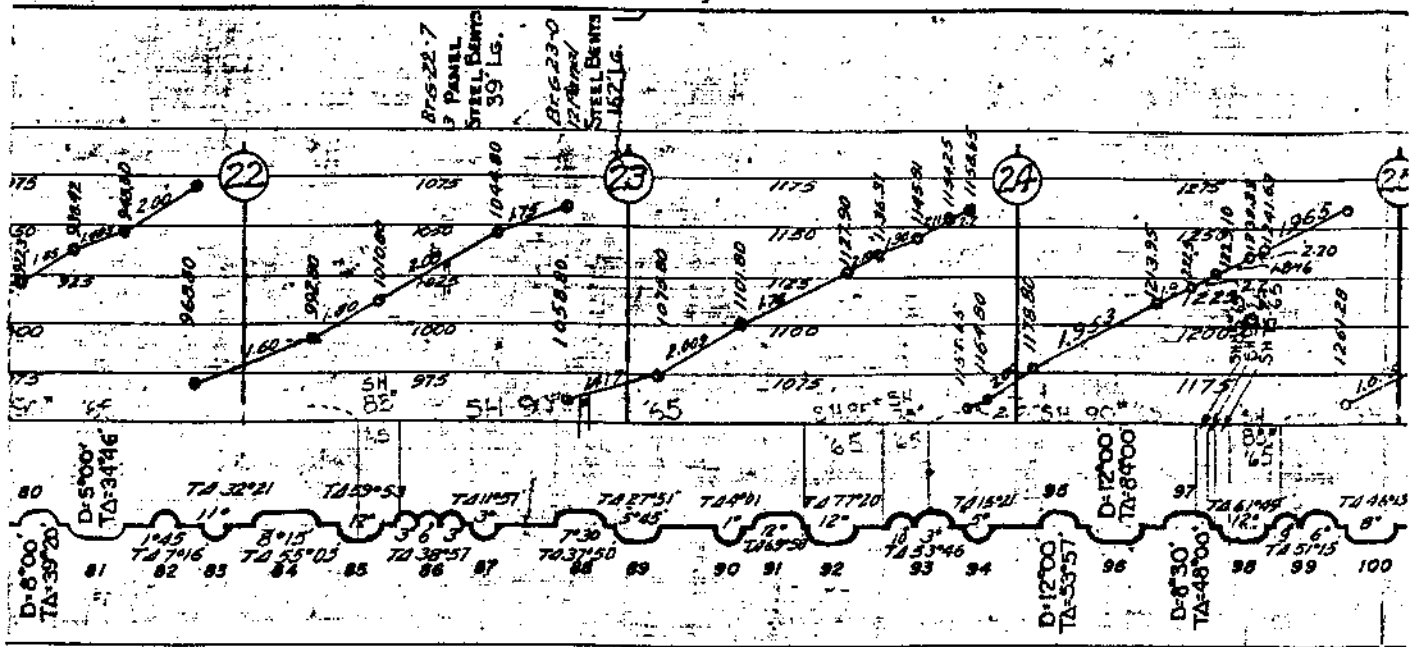


WAHKIAKUS

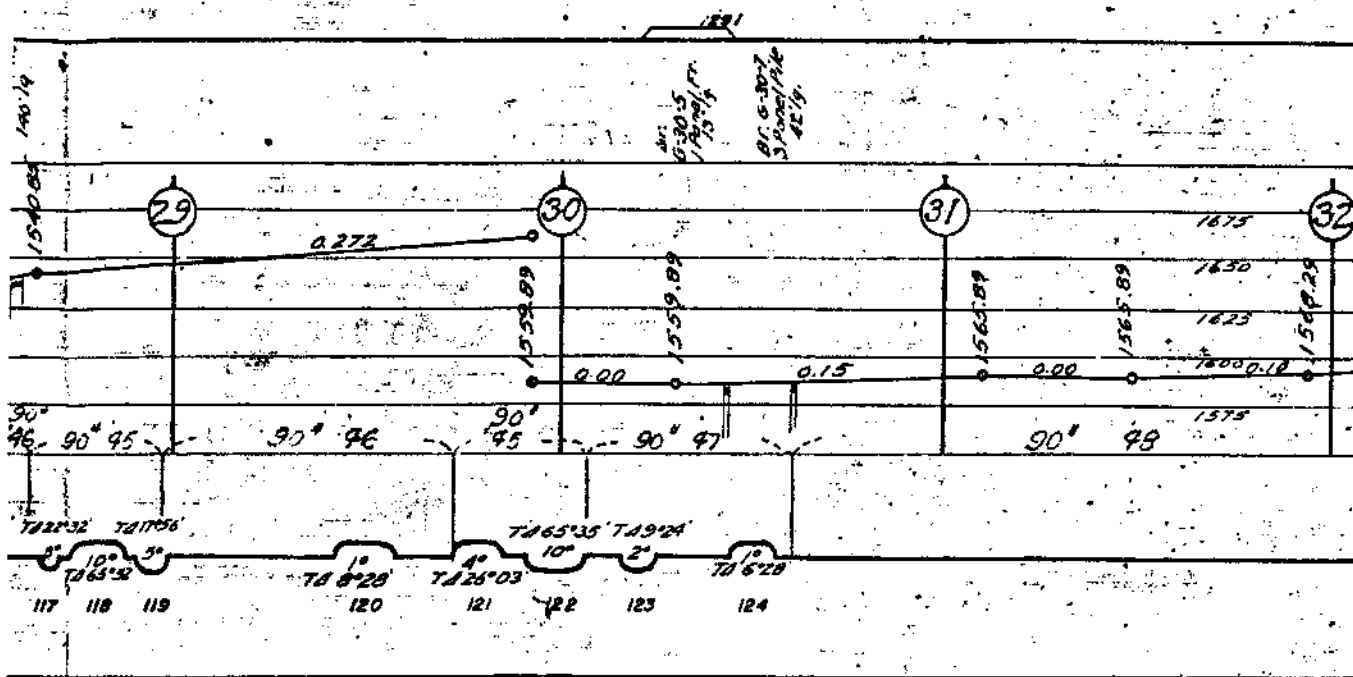


# SWALE

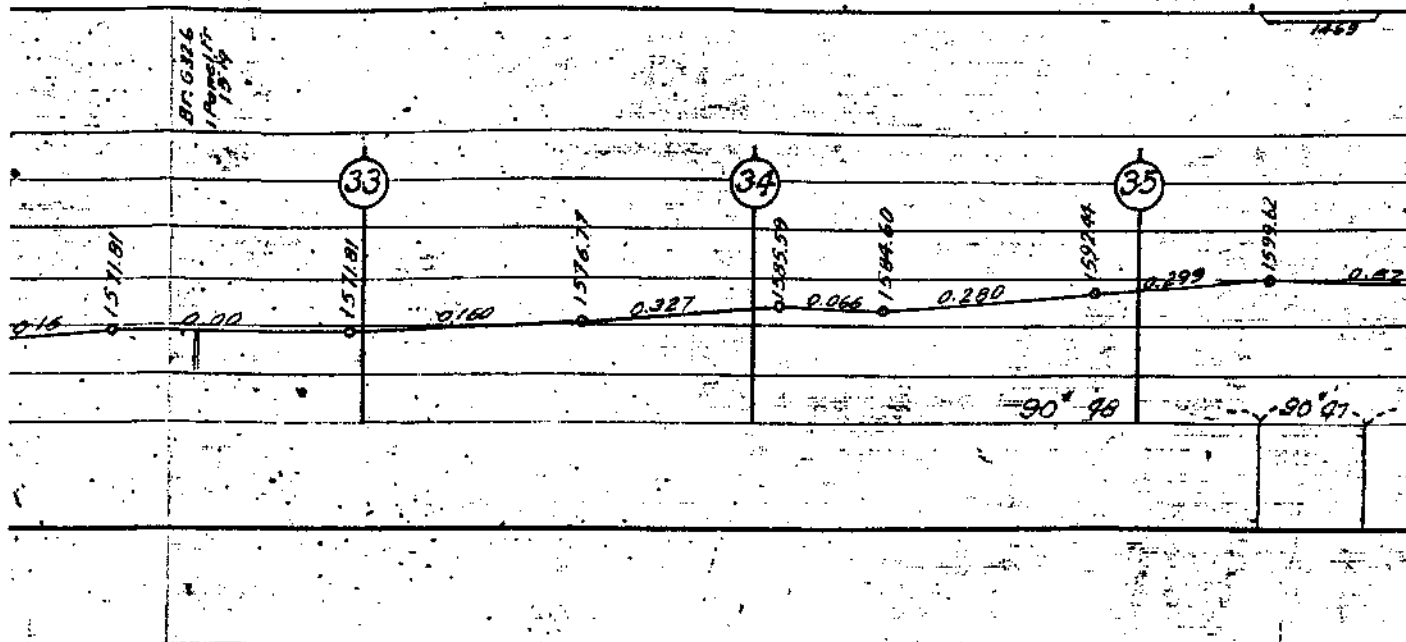
Outlet - 504'



# WARWICK



# CENTER



The drawing is a technical cross-section of a ship's hull, divided into three numbered sections: 125, 126, and 127. Each section shows the internal structure, including the hull plating, stiffeners, and various mechanical components. Section 125 shows a hull section with a vertical centerline and various structural elements. Section 126 shows a hull section with a vertical centerline and various structural elements. Section 127 shows a hull section with a vertical centerline and various structural elements. The drawing includes numerous dimensions, angles, and labels for specific components.

[illegible]

# OREGON TRUNK RAILWAY











## PROFILE - ALIGNMENT & TRACK CHART

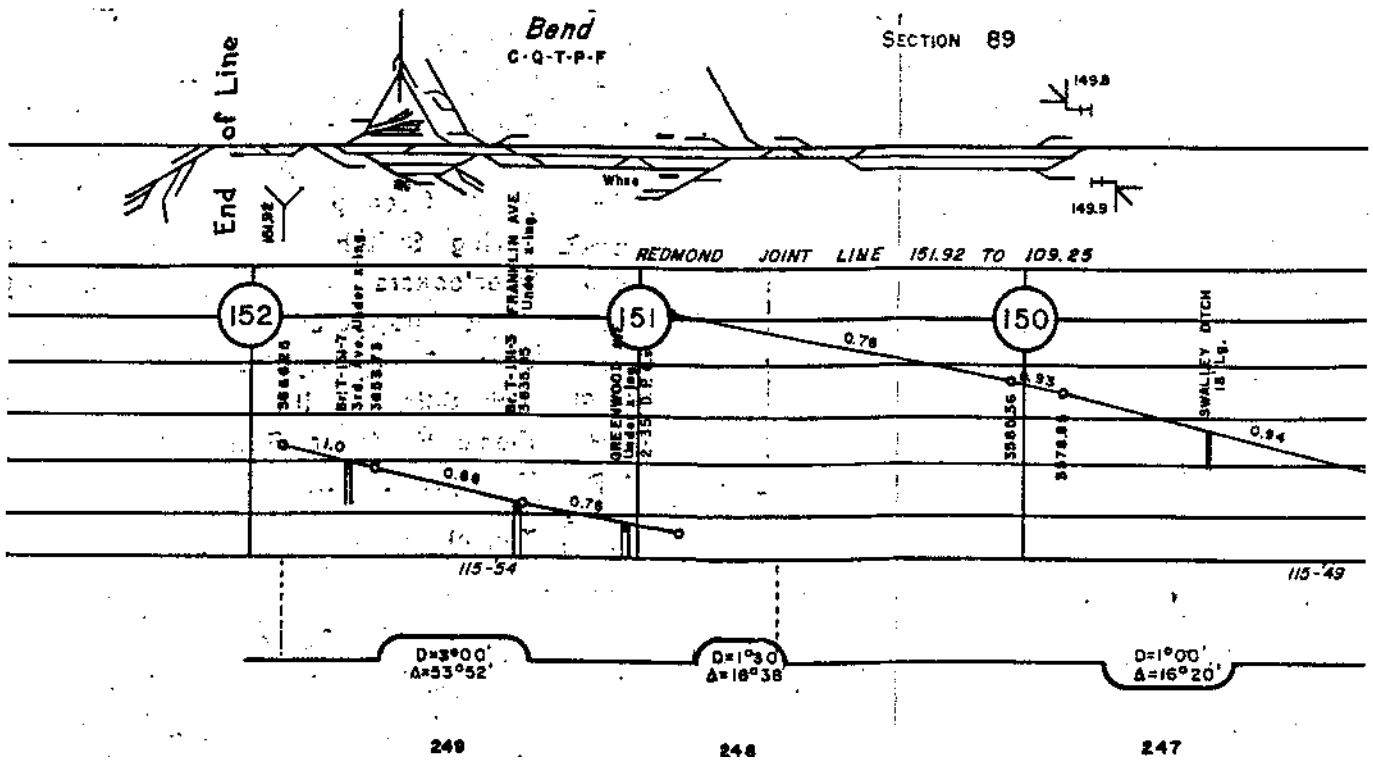
### WISHRAM TO BEND

SCALE: HORIZONTAL - 1 INCH = 2640 FEET  
VERTICAL - 1 INCH = 100 FEET

OFFICE OF CHIEF ENGINEER      PORTLAND, OREGON

MAR 3 1970

Symbols	
	Depot
	Detector Fence
	Speed Limit Board
	Signal Overlap
	Spring Switch
	Interlockers
	Curve Lubricator
	Track Occupancy Indicator
Hi Si	High Silicon Rail
F.H.	Flame Hardened Rail
T.P.	Transposed Rail
	Tunnel
	Tunnel With Detector Fence At Portals
C-	Continuous Office
F-	Fuel
J-	Junction
O-	Agent or Operator
P-	Dispatchers Telephone
Q-	Radio Installation
T-	Turntable or Wye
W-	Water
Y-	Yard Limits



LEE  
MILLWORK  
CORP.

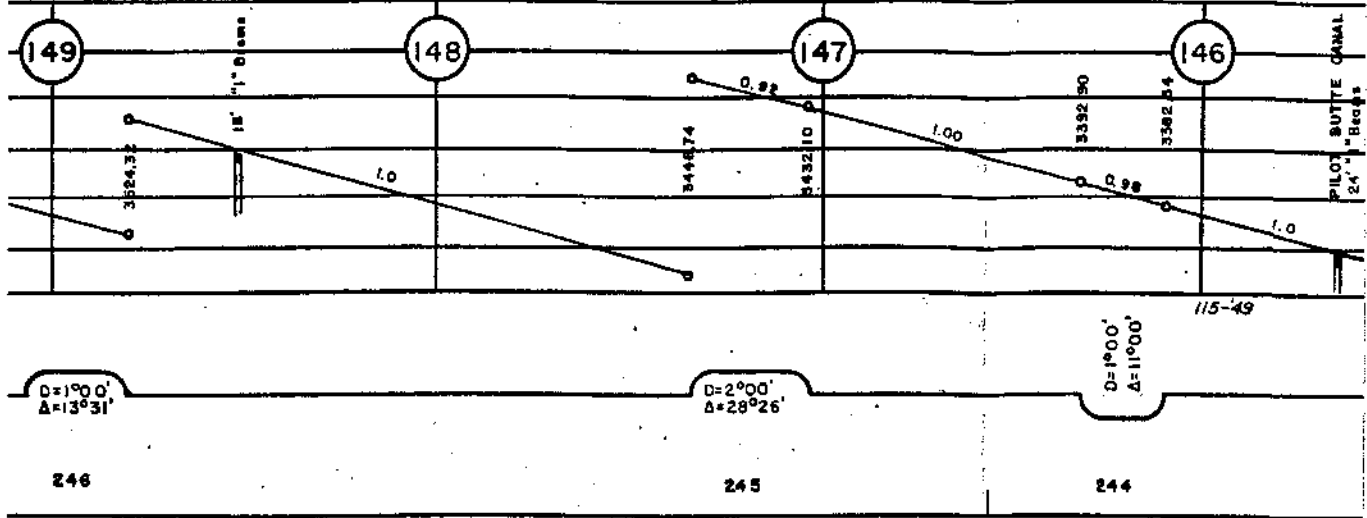
1480

145.8

148.9

148.1

148.7



Deschutes  
P

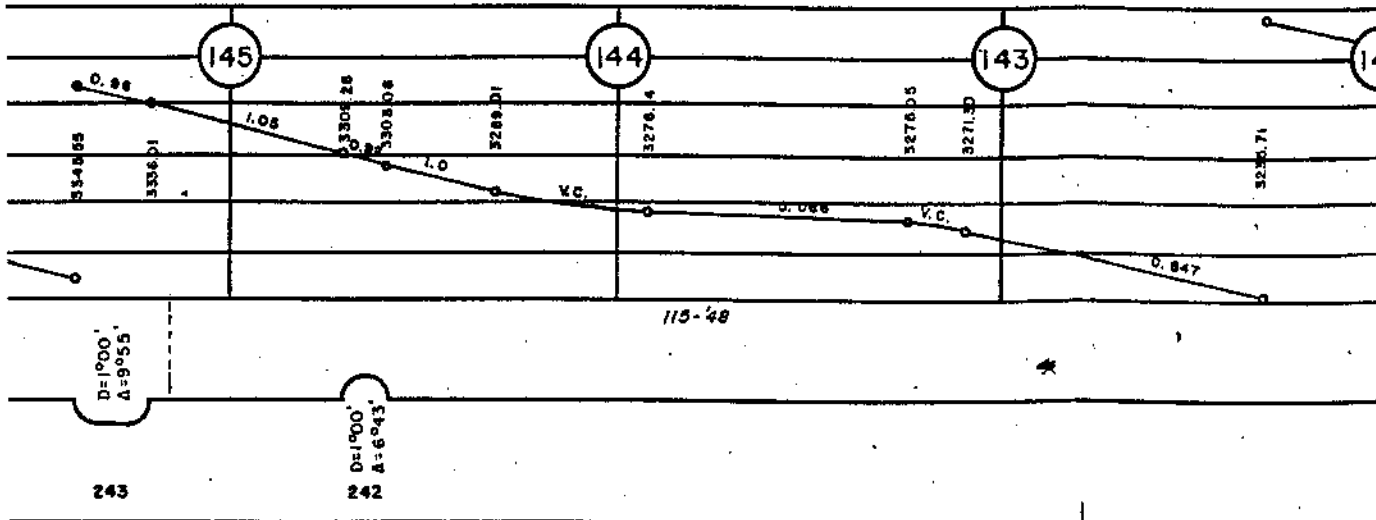
144.0

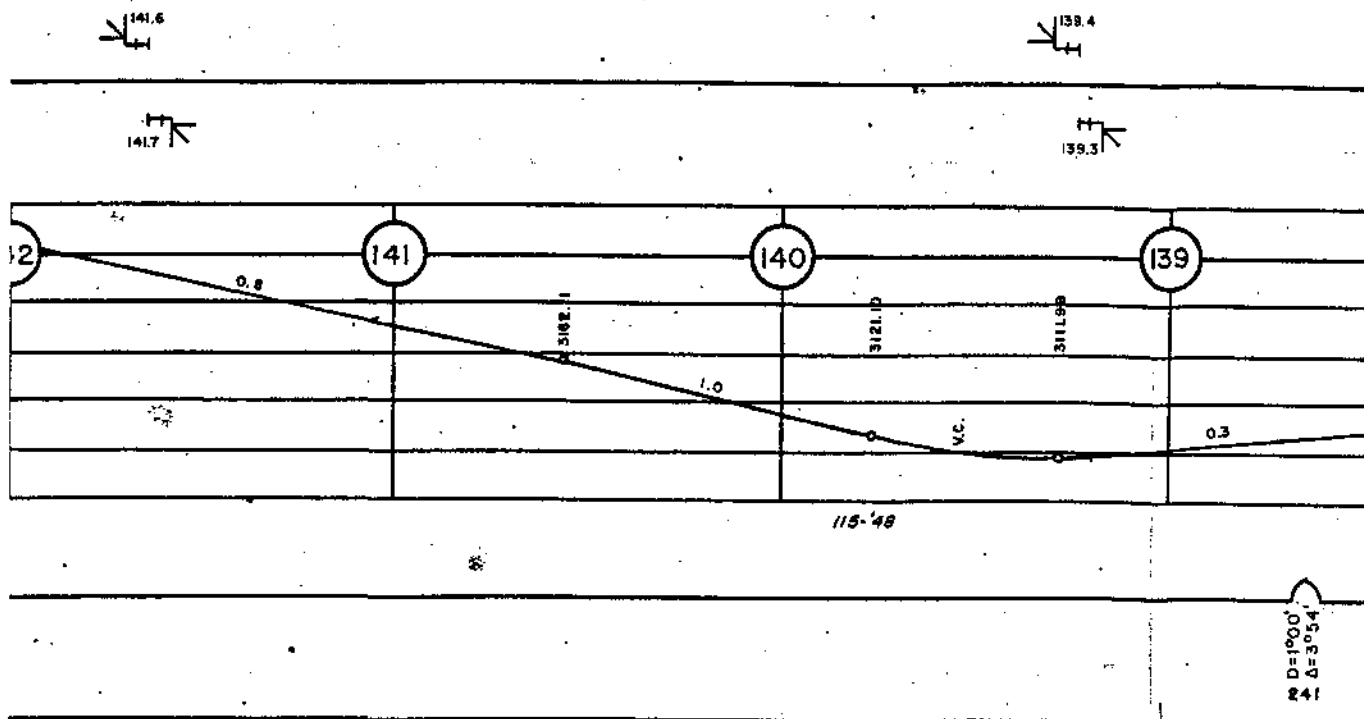
143.2

1558 3009

143.9

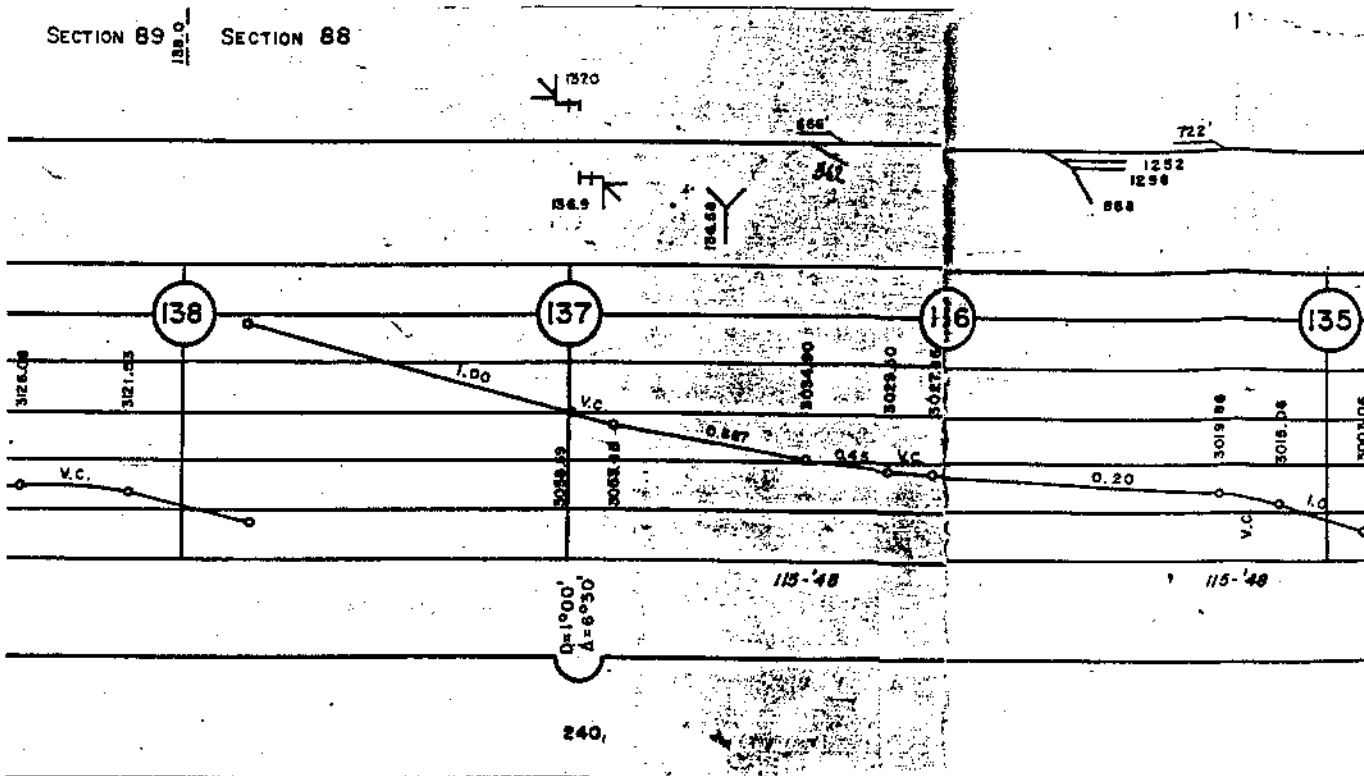
143.3





SECTION 89  
138.0

SECTION 88



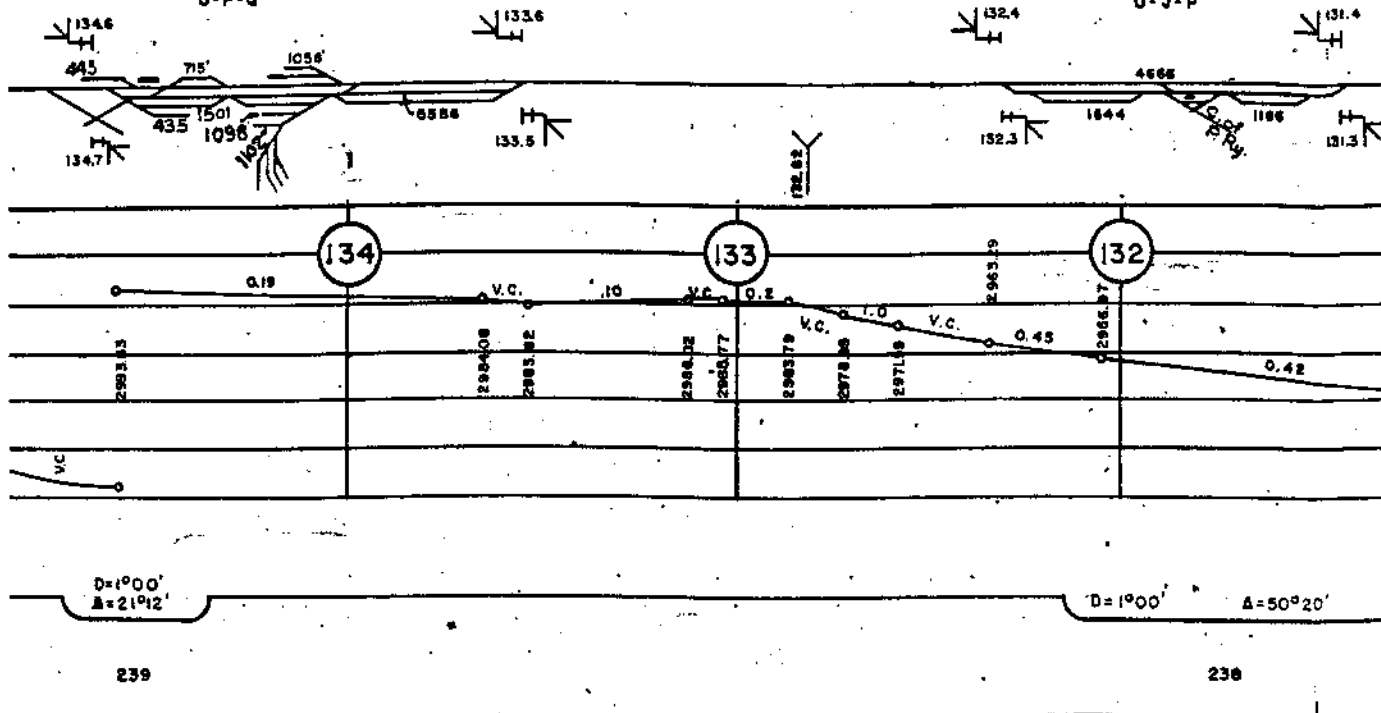


# Redmond

O-P-Q

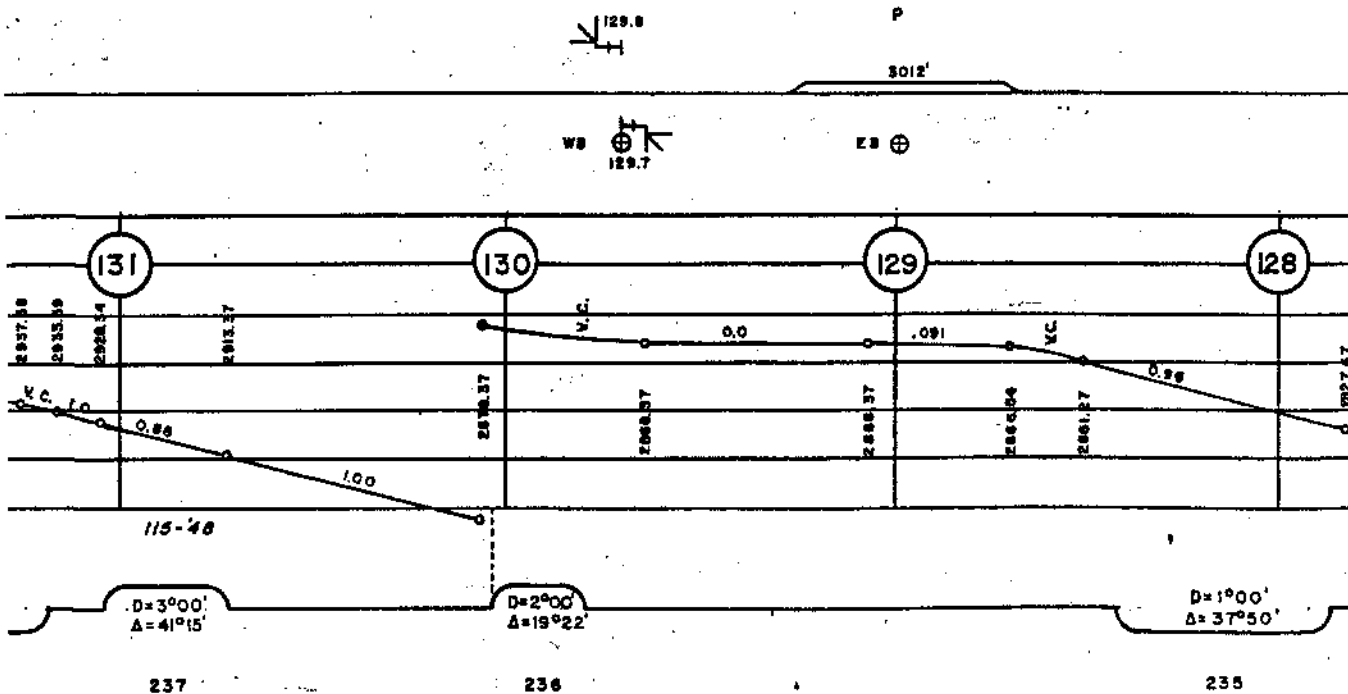
# Prineville Junction

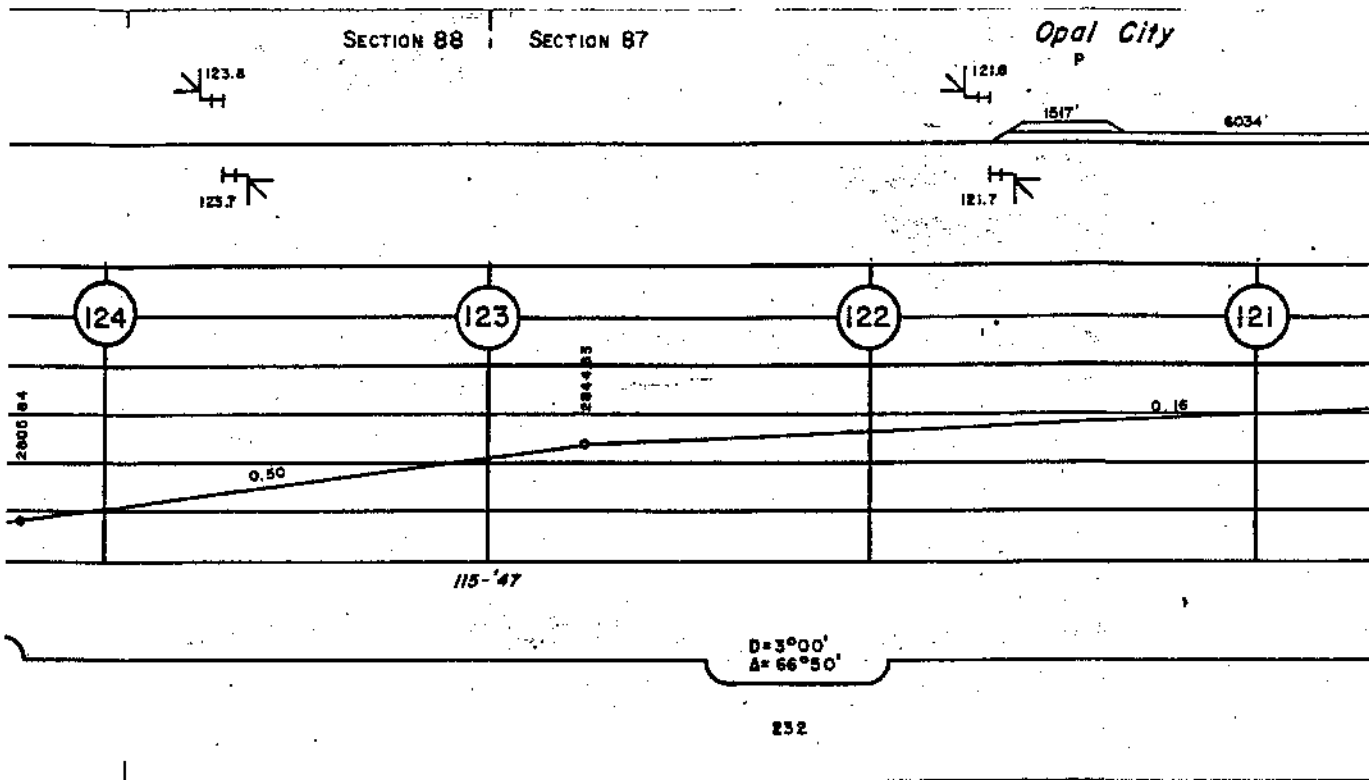
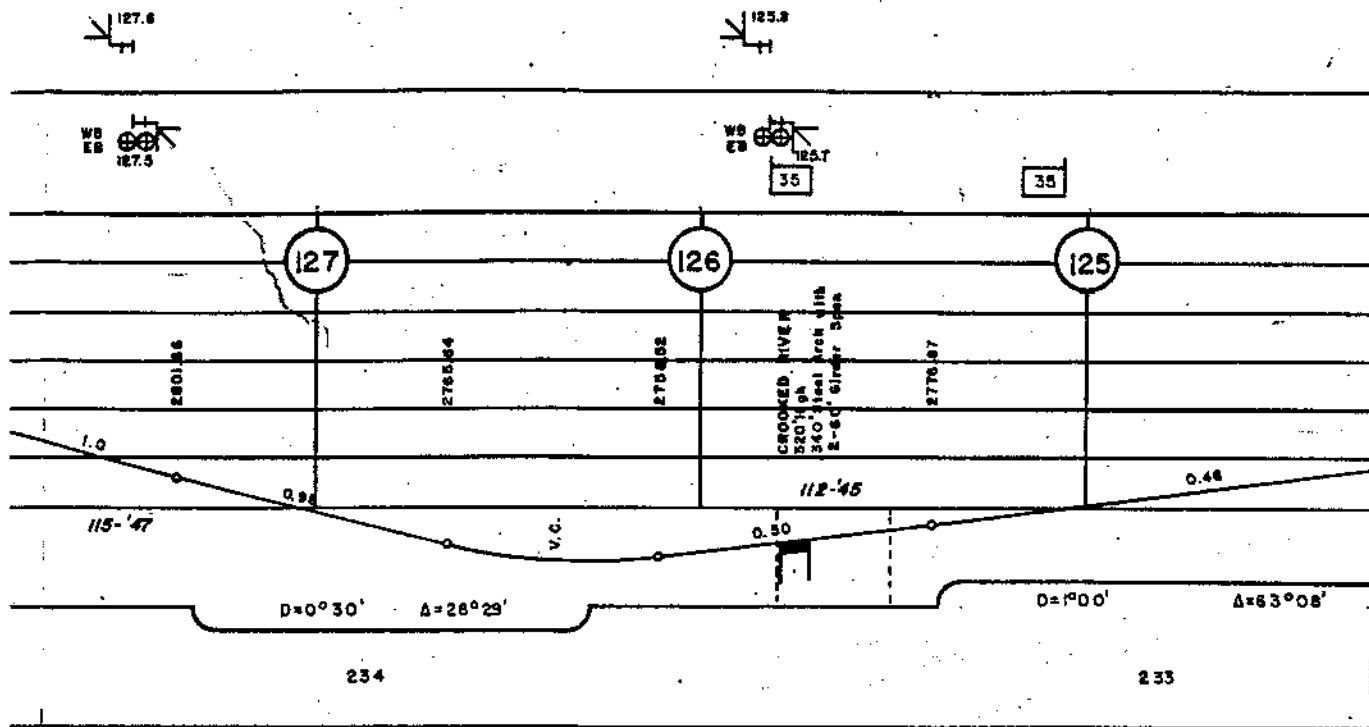
O-J-P

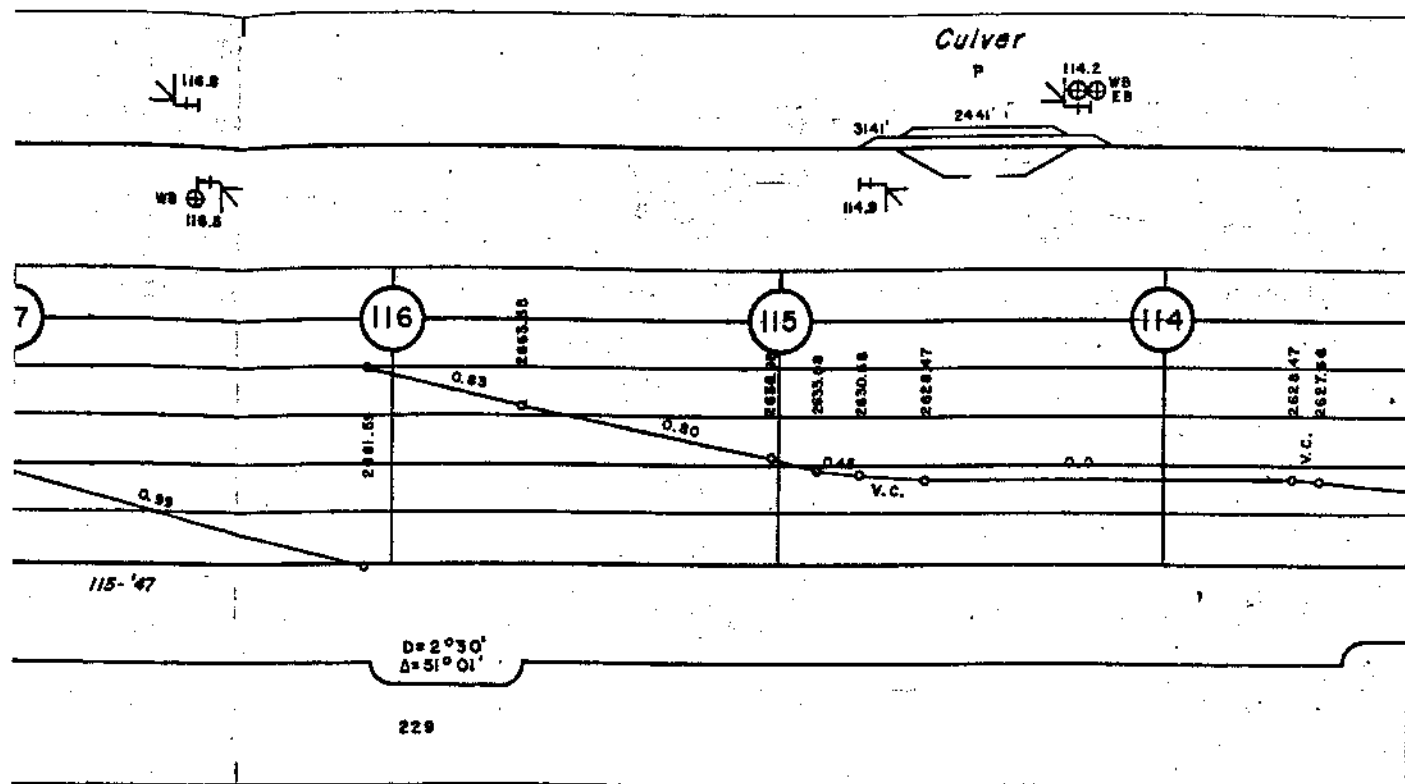
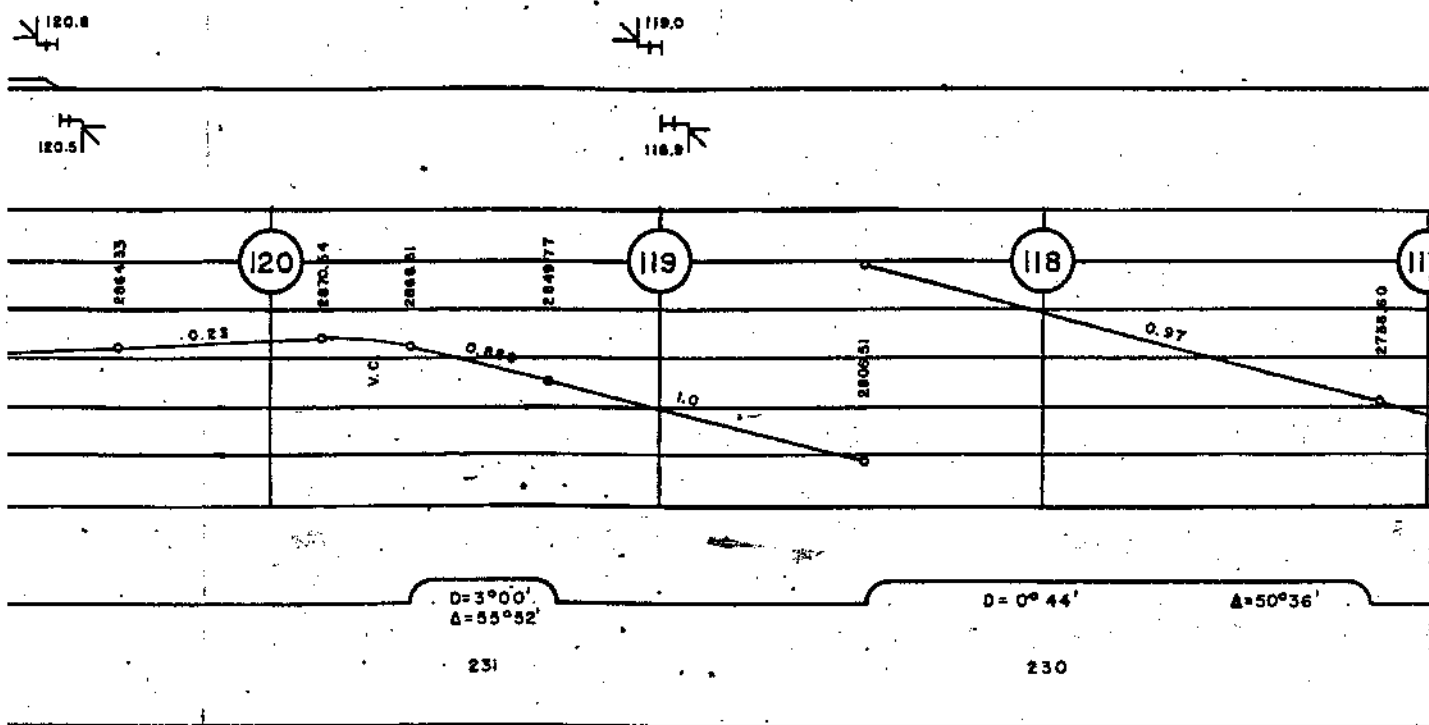


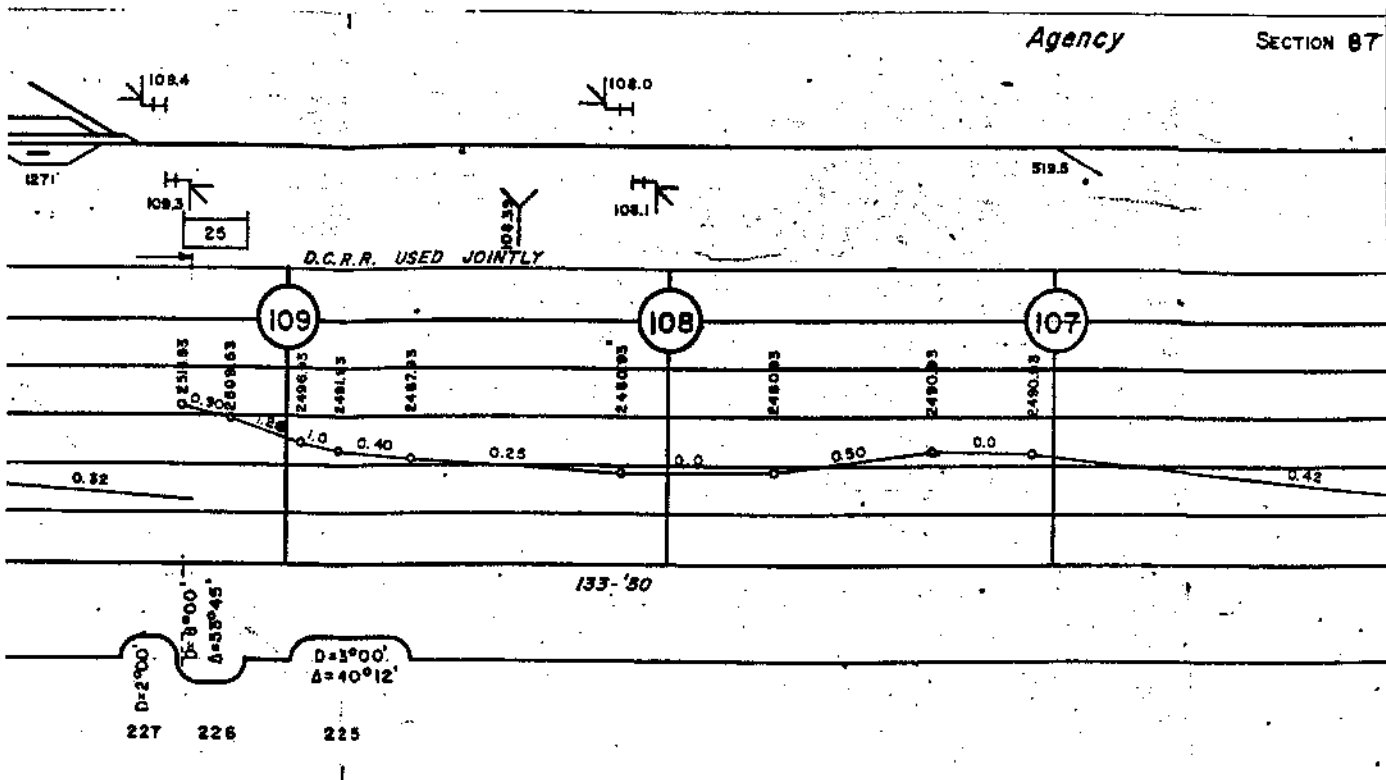
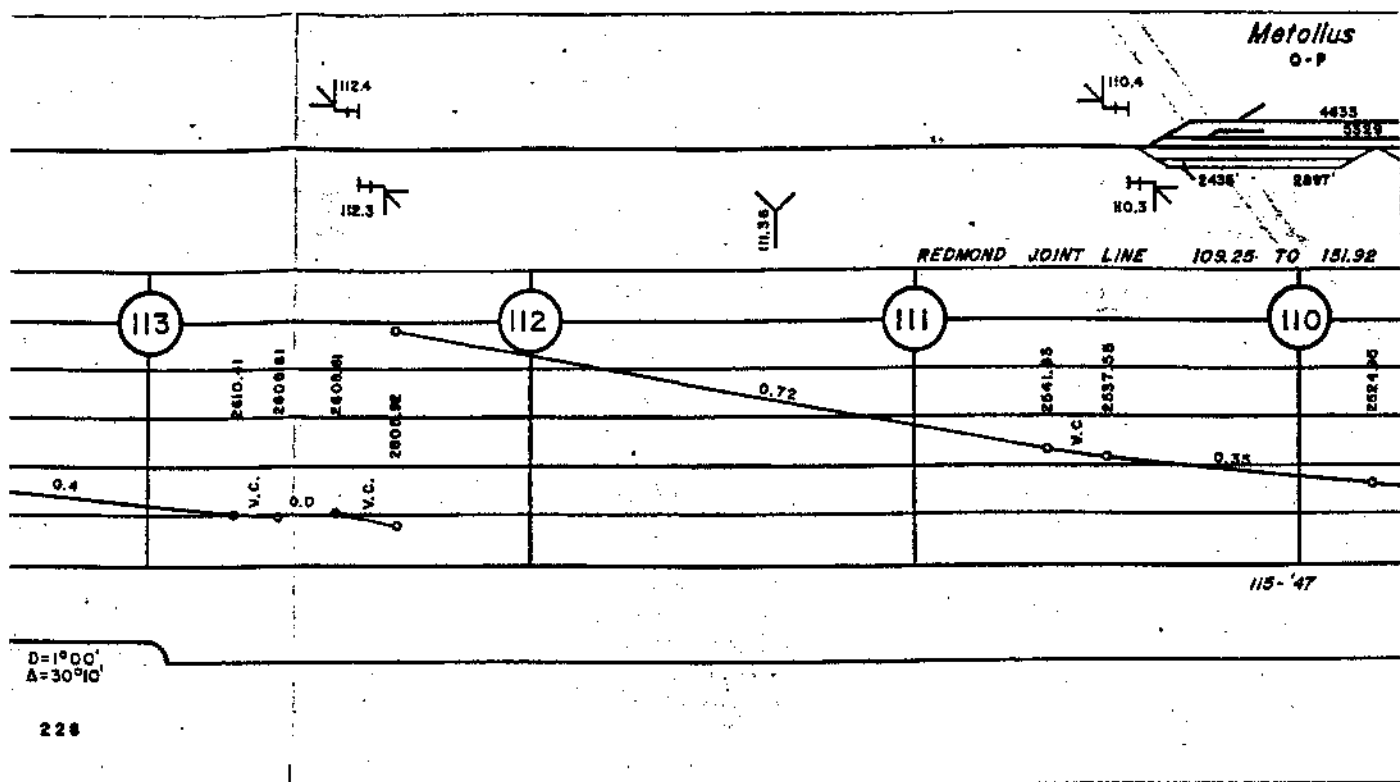
# Terrebonne

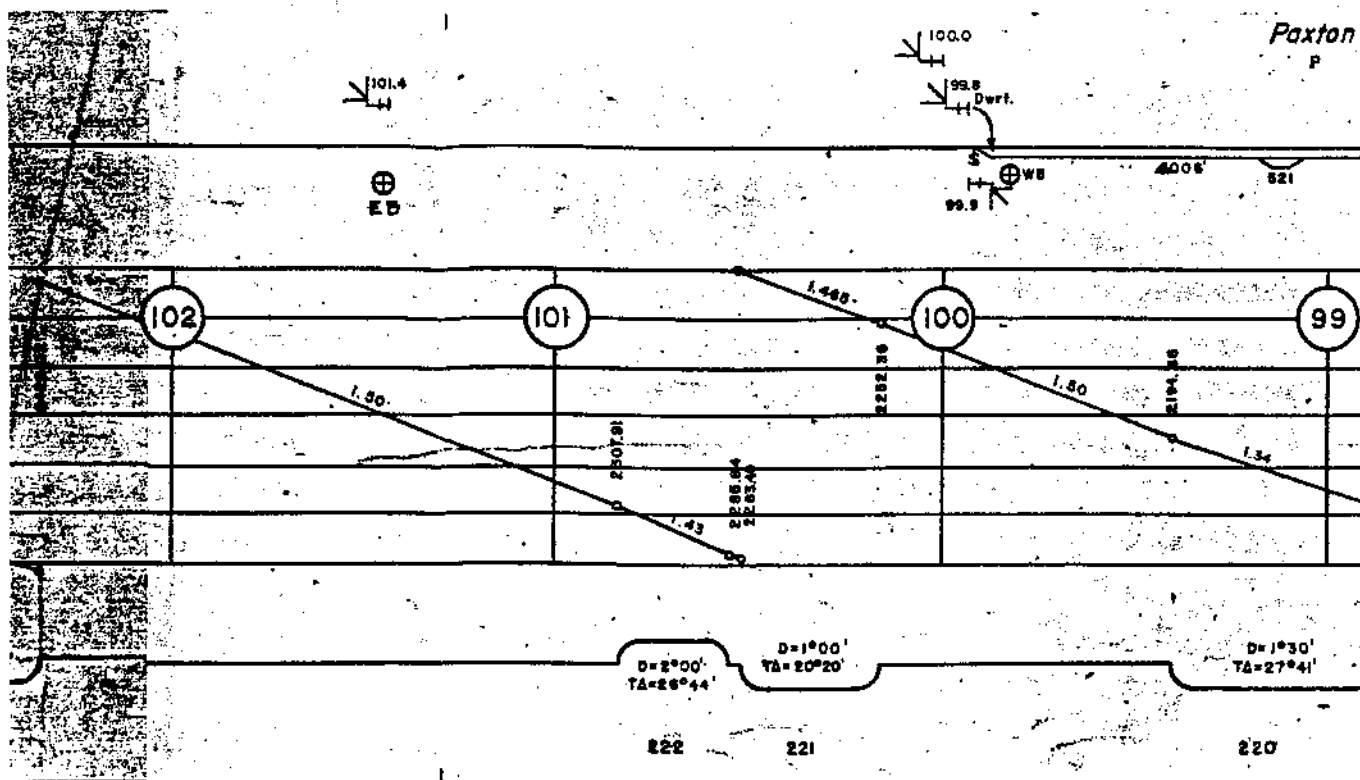
P

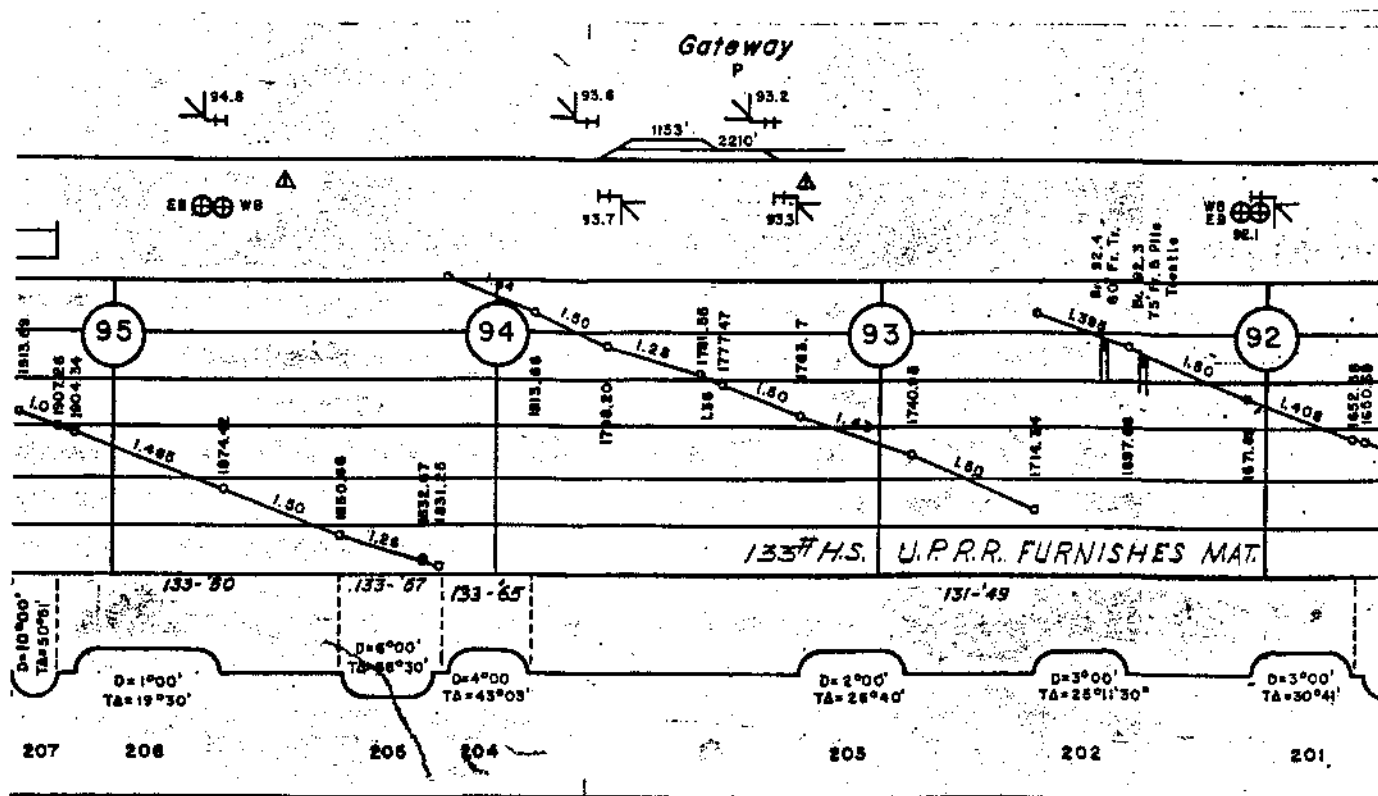
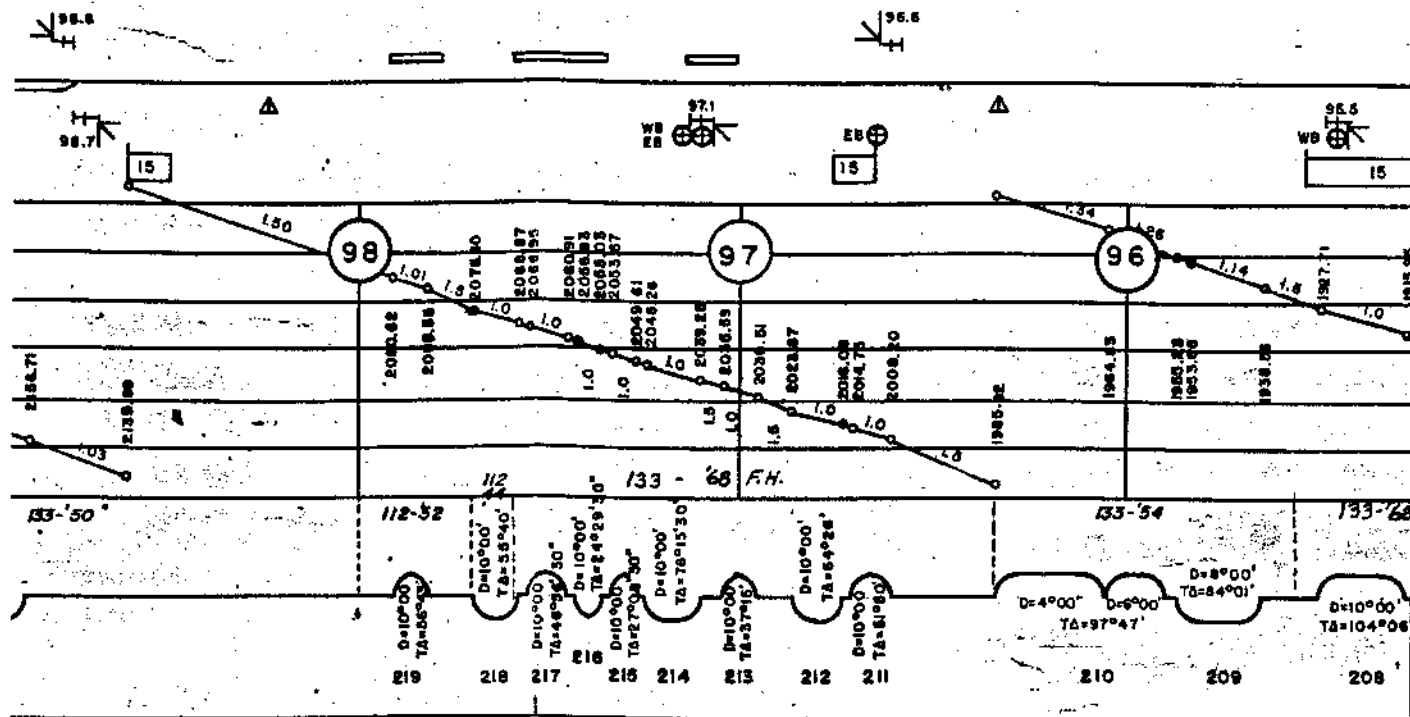


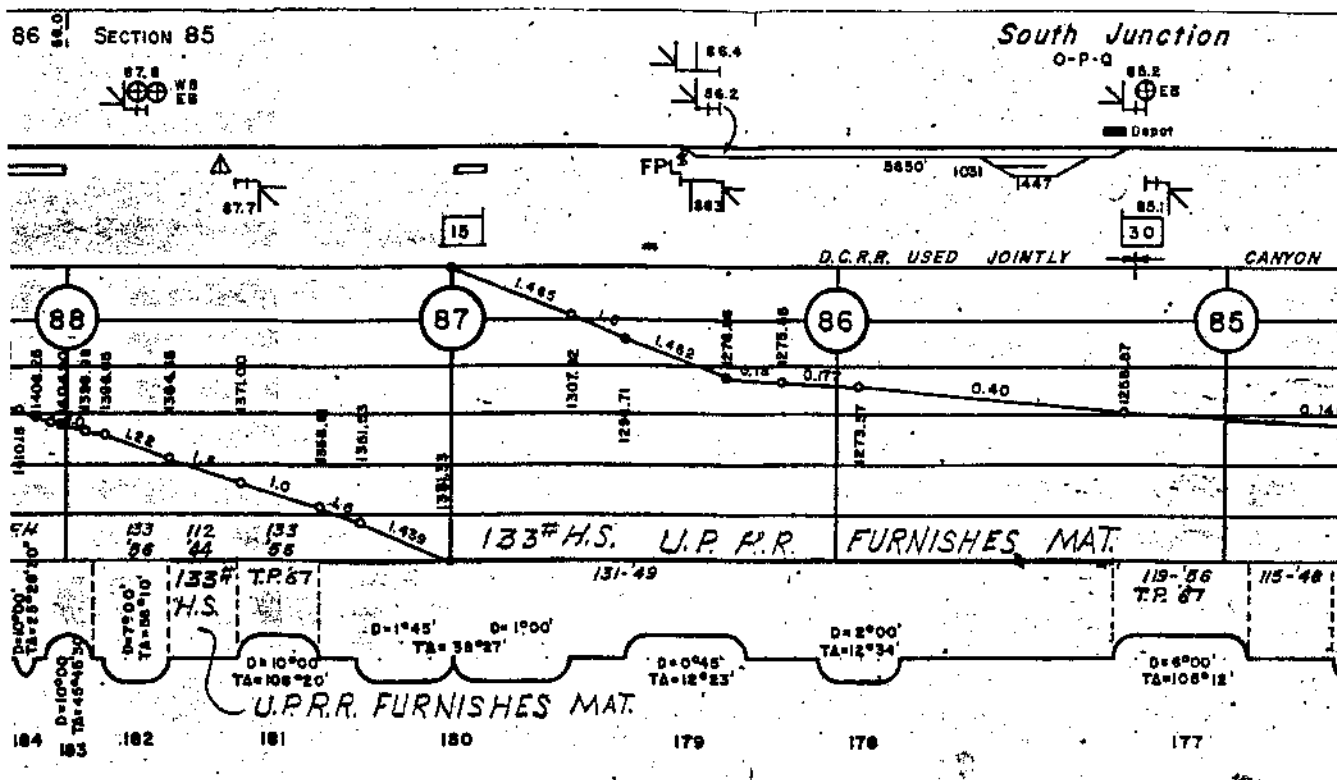
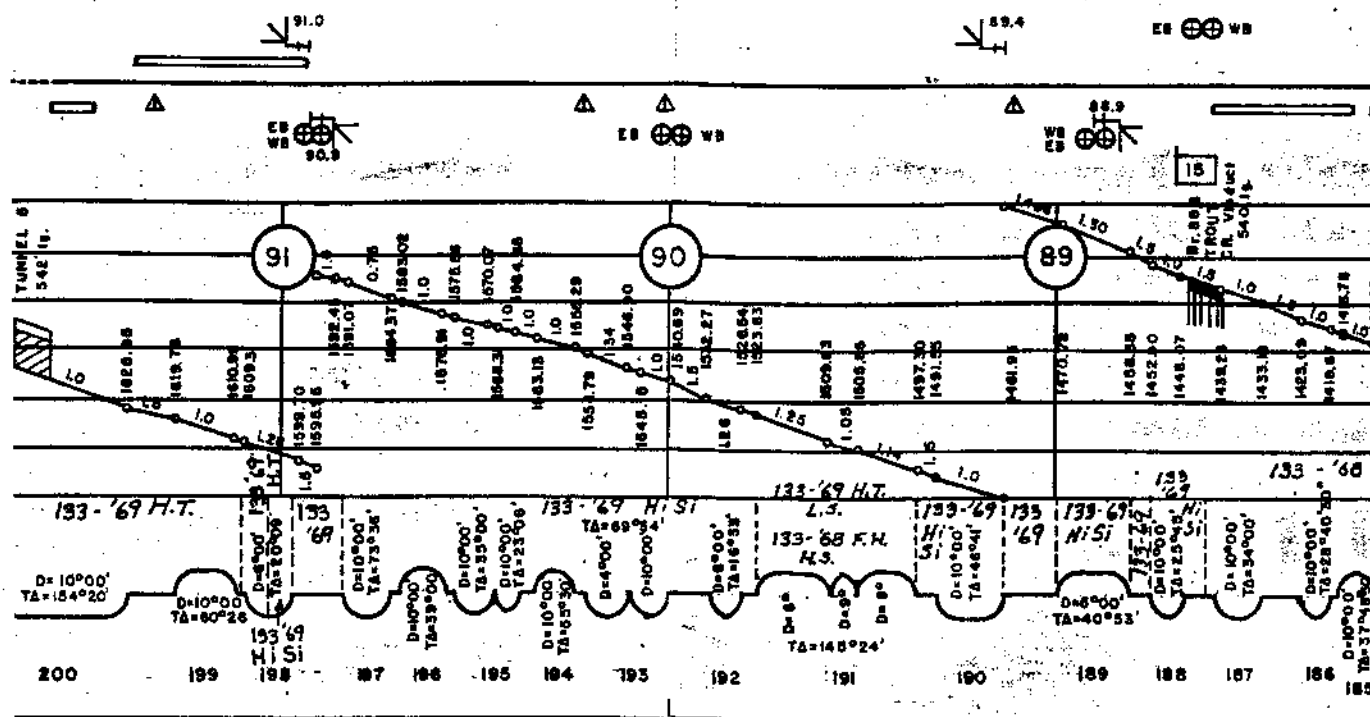








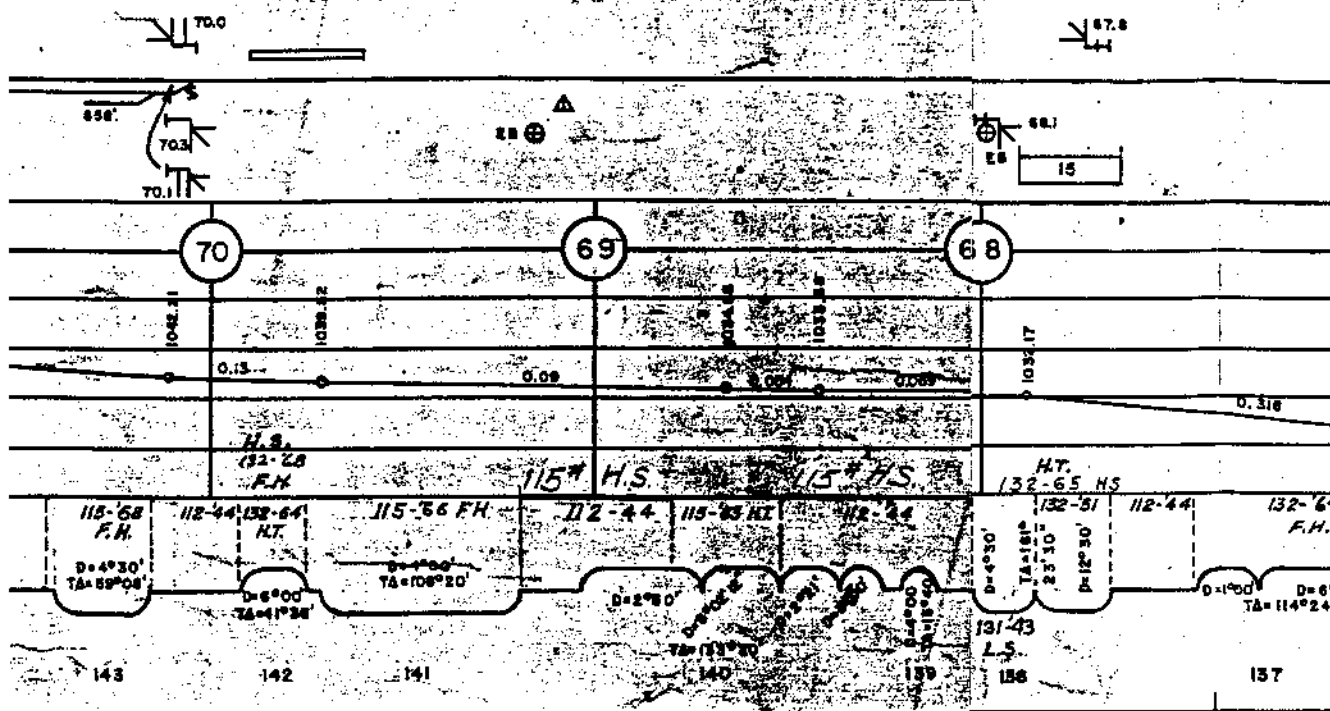




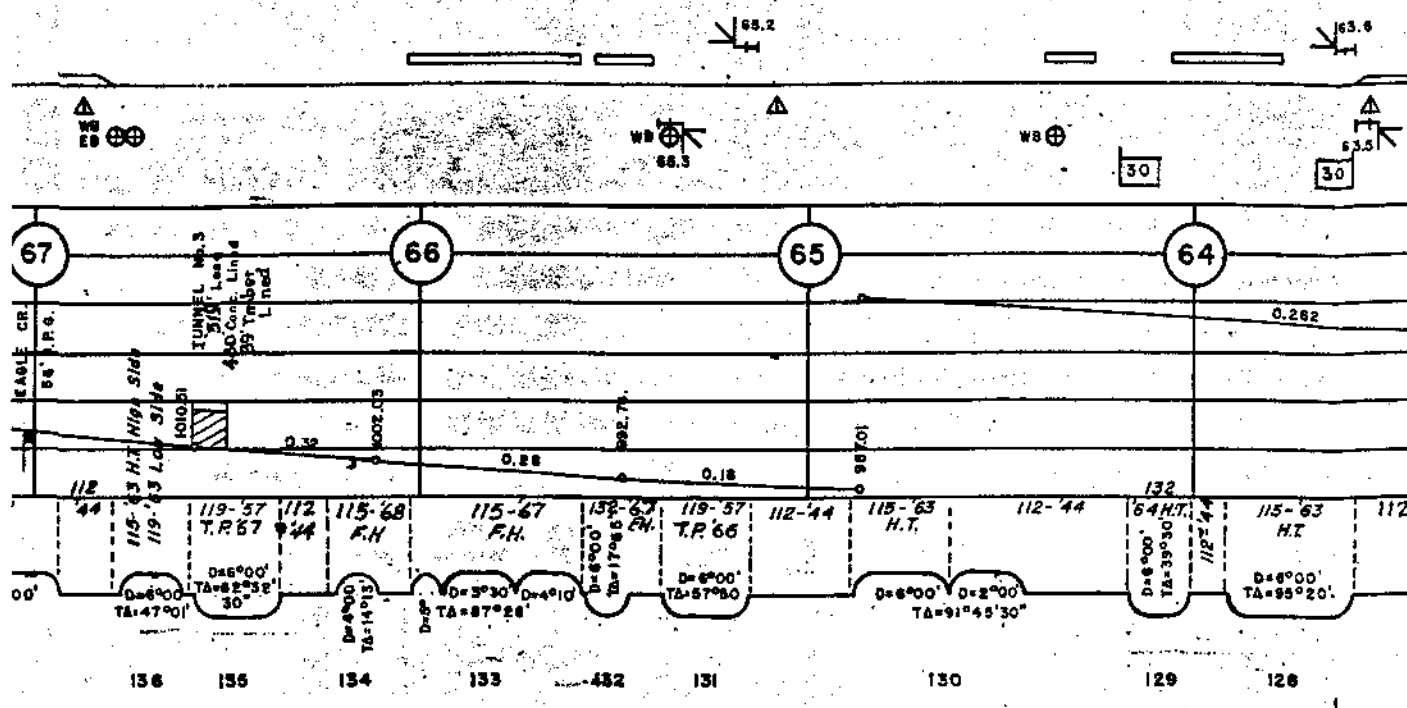


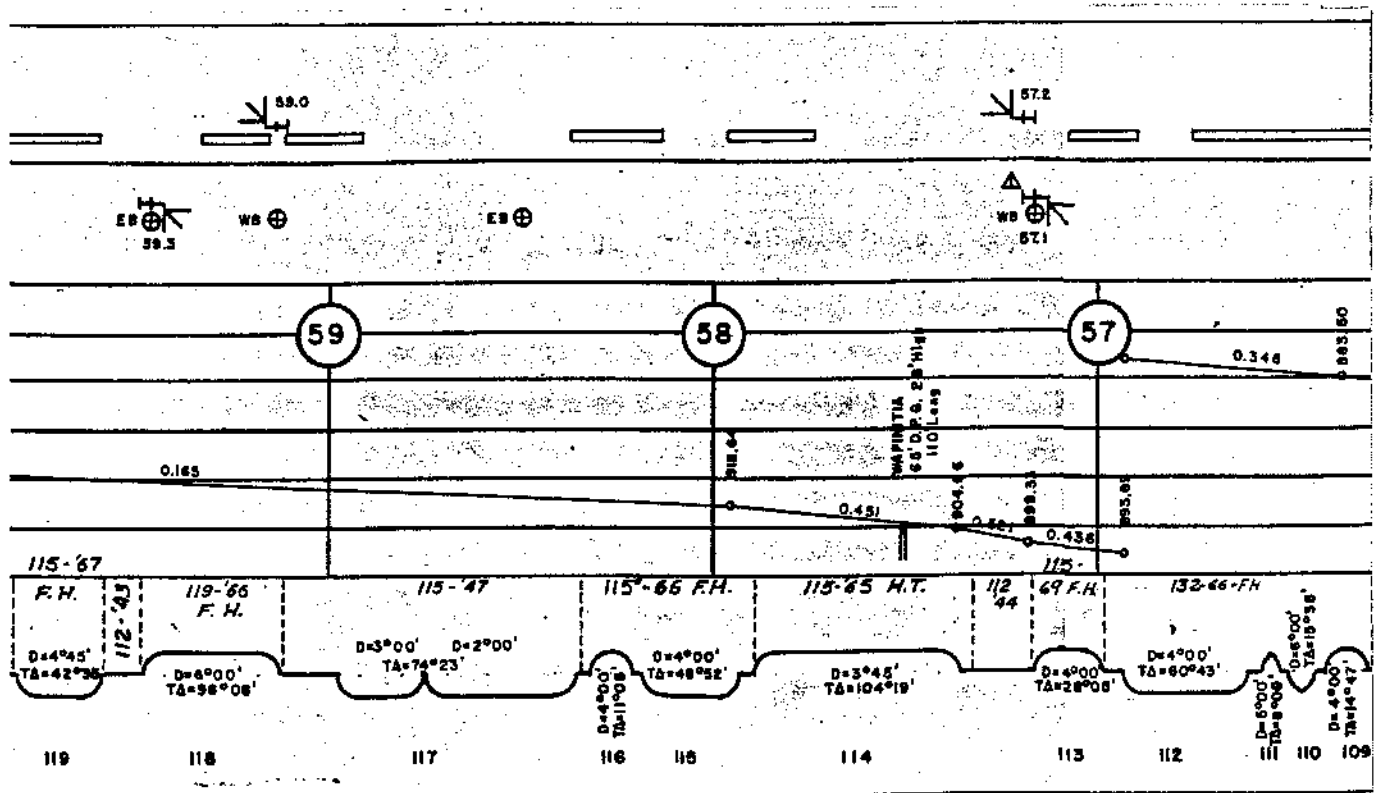
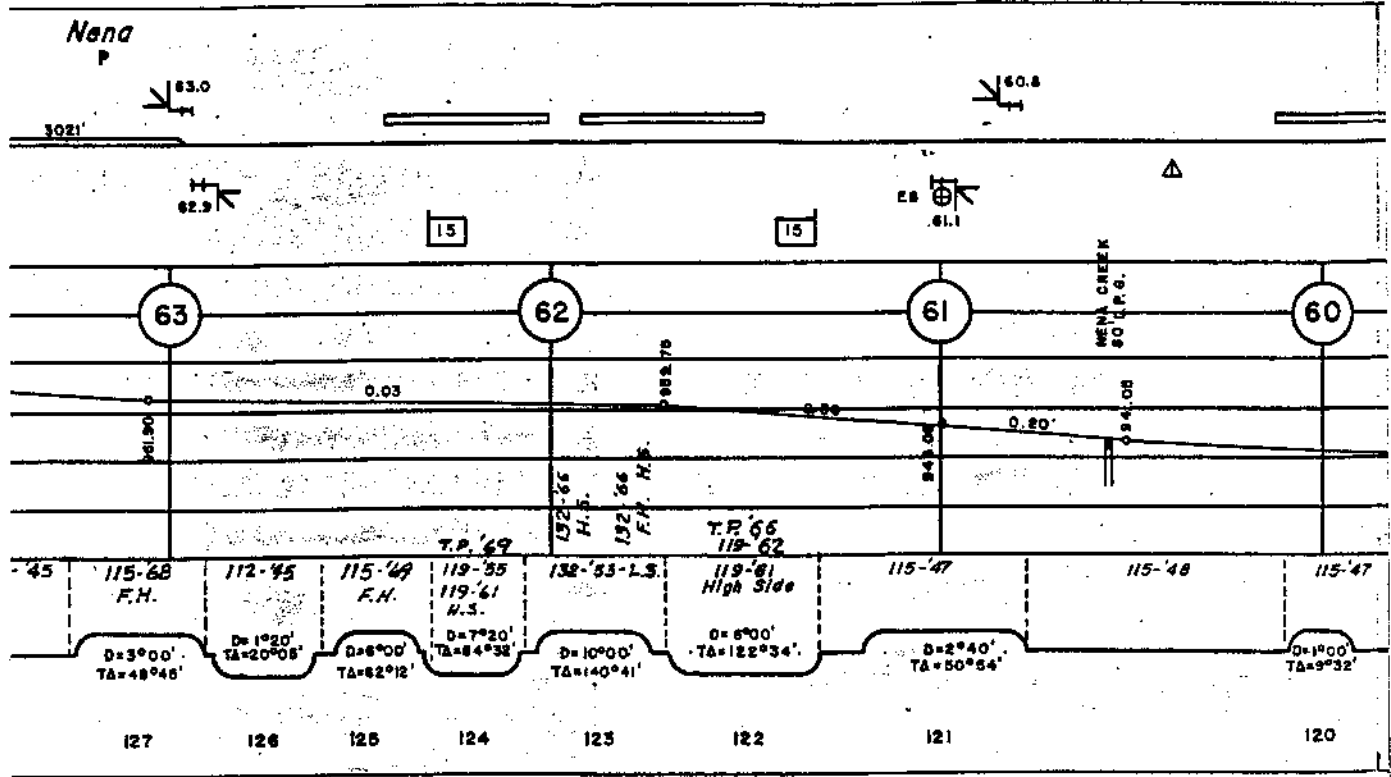






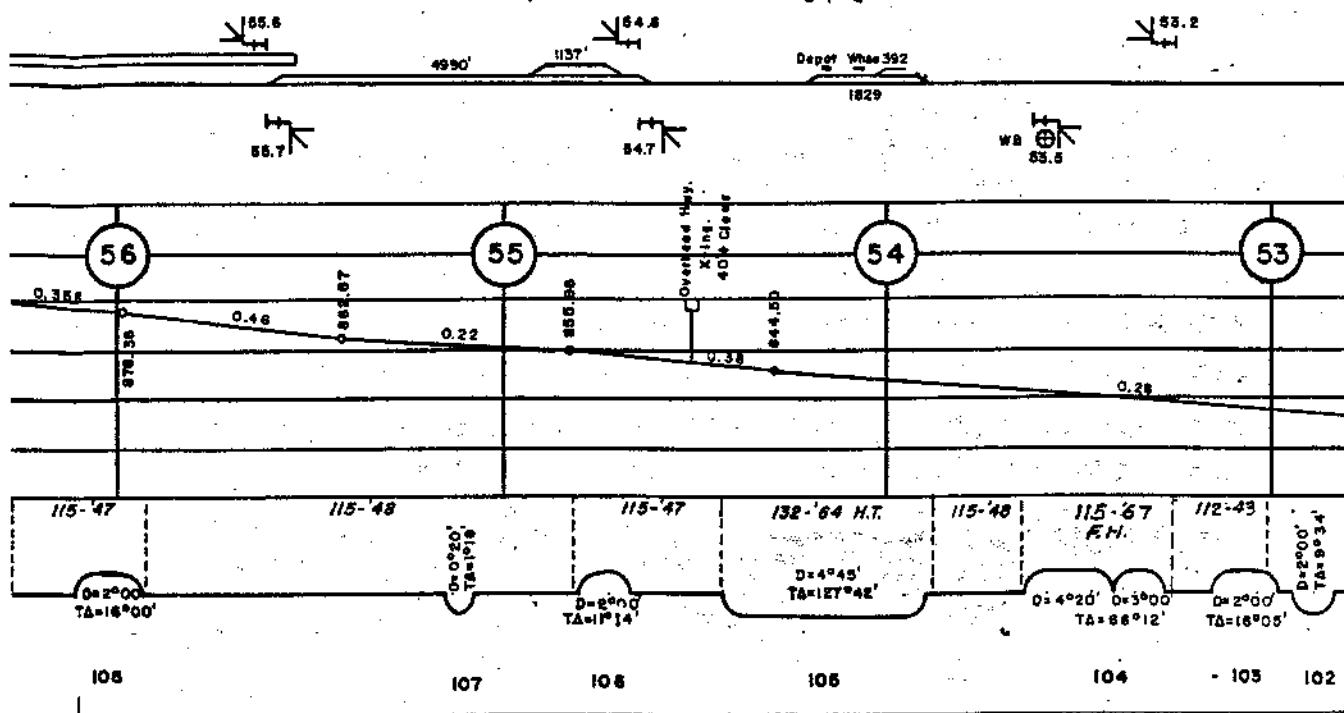
Dant





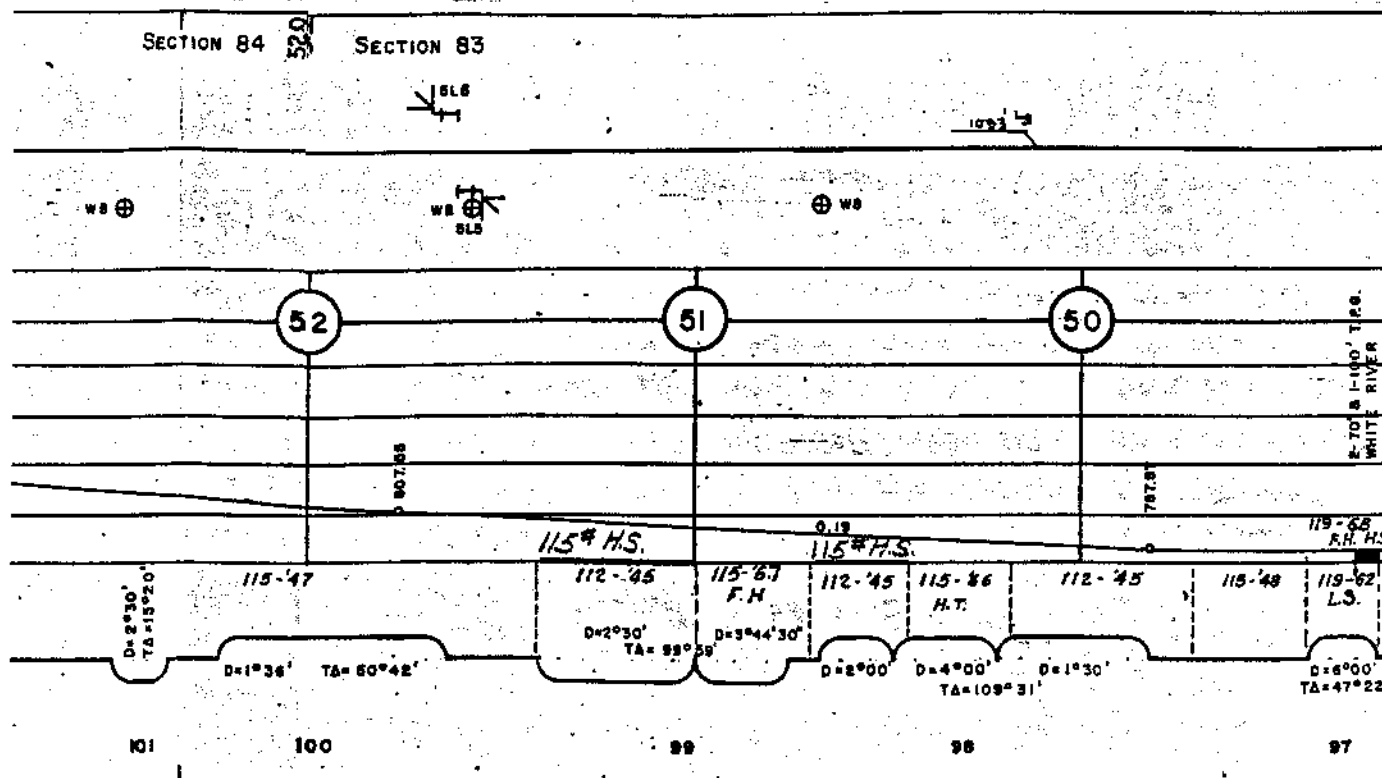
Cambrai  
P

Maupin  
O-P-Q

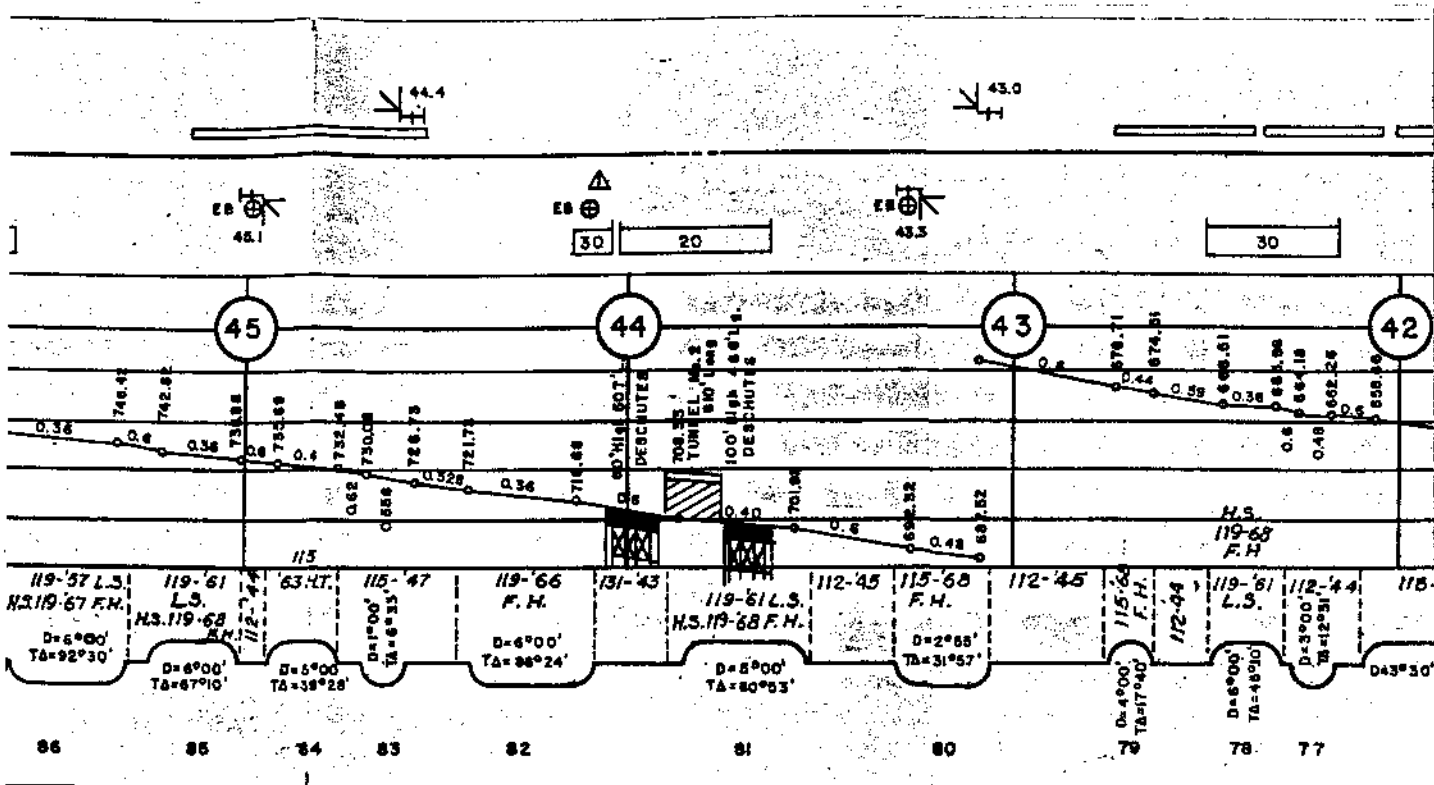


SECTION 84

SECTION 83



**F**







Dike

3008

25.2

15

27

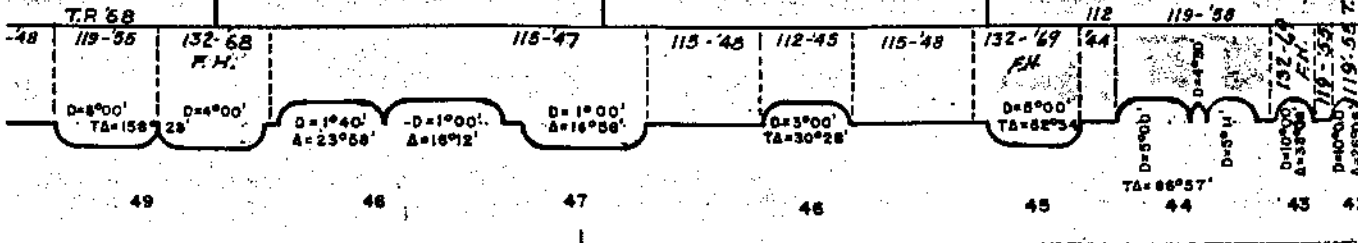
26

25

2

LEVEL

119-28 H.S.  
55 L.S.



23.2

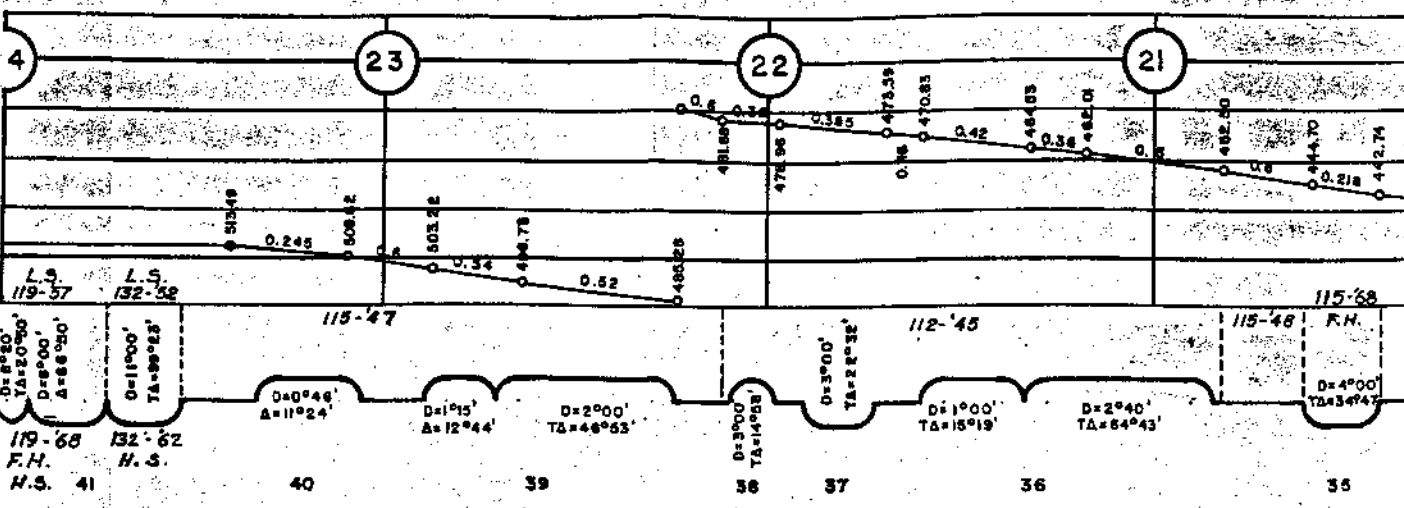
21.8

20.4

23.3

21.1

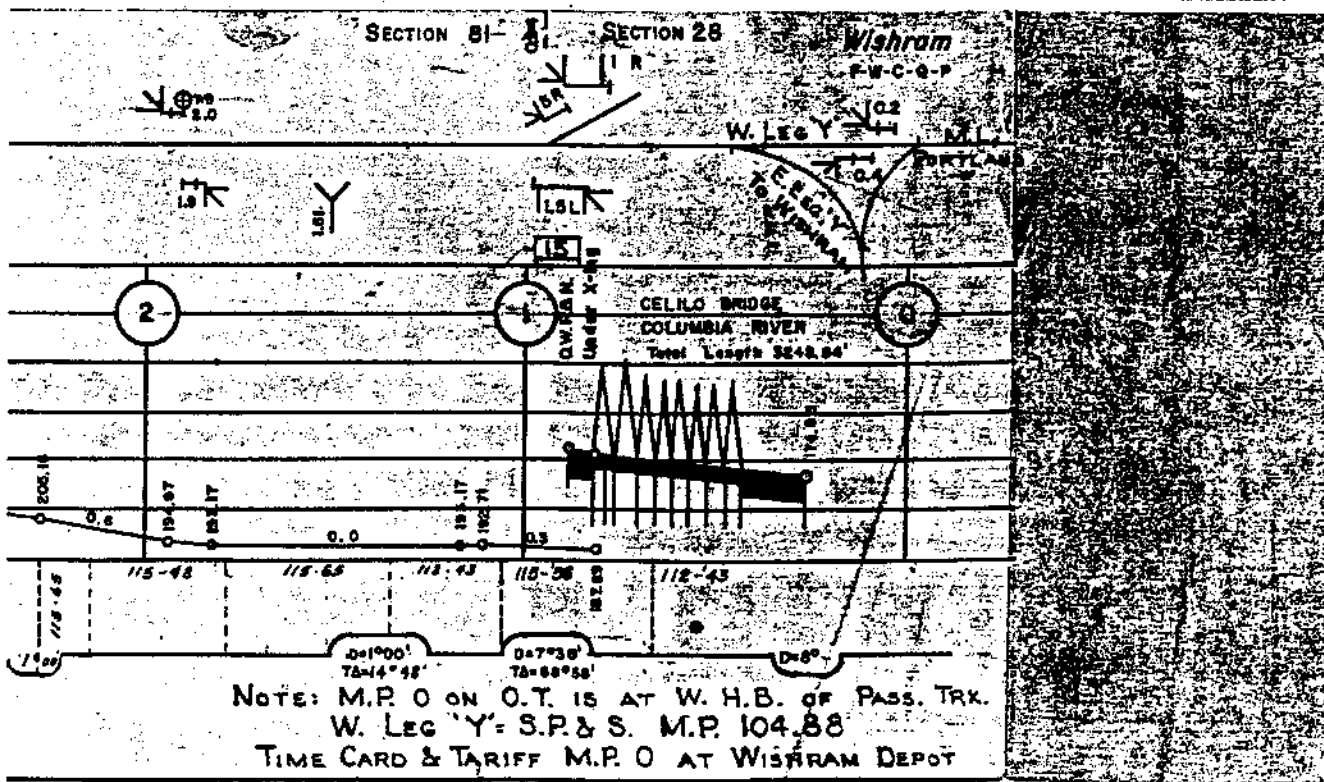
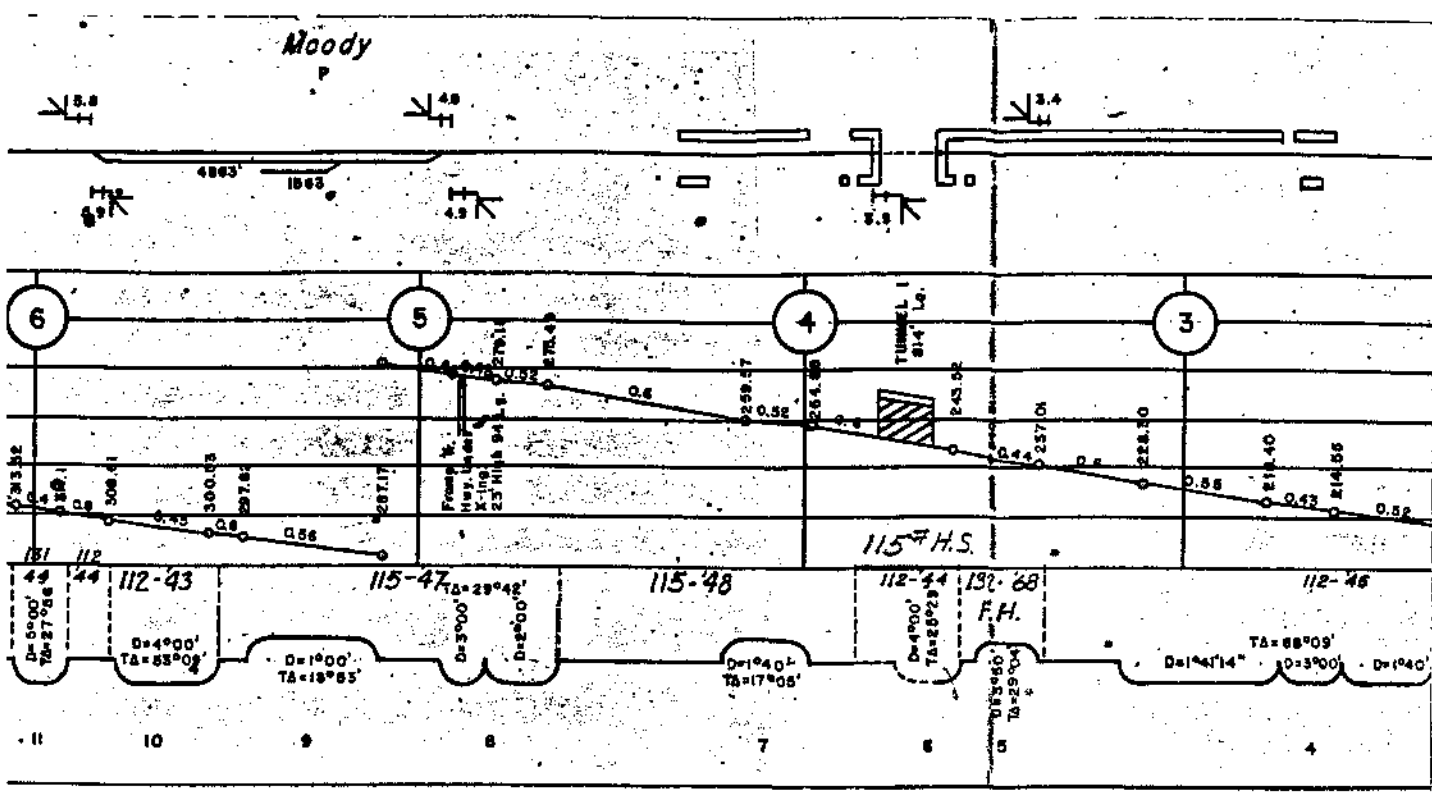
20.5











S. P. & S. RY.

PROFILE-ALIGNMENT & TRACK CHART

PORTLAND TO SEASIDE

SCALE: HORIZONTAL- 1 INCH = 2640 FEET

VERTICAL - 1 INCH = 100 FEET

OFFICE OF CHIEF ENGINEER













PORTLAND, OREGON

MAR 3 1970

# BRIDGE LEGEND

P.T.	Pile Trestle
P.T. & B.D.	Pile Trestle Ballast Deck
F.T.	Frame Trestle
F.T.S.	Frame Trestle Steel Bents
W.F.	Wide Flange Beams
D.P.G.	Deck Plate Girder
T.P.G.	Through Plate Girder
T.T.	Through Truss
D.T.	Deck Truss
D.S.	Draw Span
C.V.	Concrete Viaduct
S.V.	Steel Viaduct
C.A.	Concrete Arch
S.A.	Steel Arch
P.S.C.	Prestressed Concrete Girders
O.H.	Overhead Crossing

## Symbols

	Depot	C - Continuous Office
	Detector Fence	F - Fuel
	Speed Limit Board	J - Junction
	Signal Overlap	O - Agent or Operator
	Spring Switch	P - Dispatchers Telephone
	Interlockers	Q - Radio Installation
	Curve Lubricator	T - Turntable or Wye
	Track Occupancy Indicator	W - Water
Hi Si	High Silicon Rail	Y - Yard Limits
F.H.	Flame Hardened Rail	
T.P.	Transposed Rail	
	Tunnel	
		
	Tunnel With Detector	
	Fence At Portals	

Hammond  
2.7

Flavel  
1.8

SECTION 7

Warrenton  
Prairie L&N Co.

1341

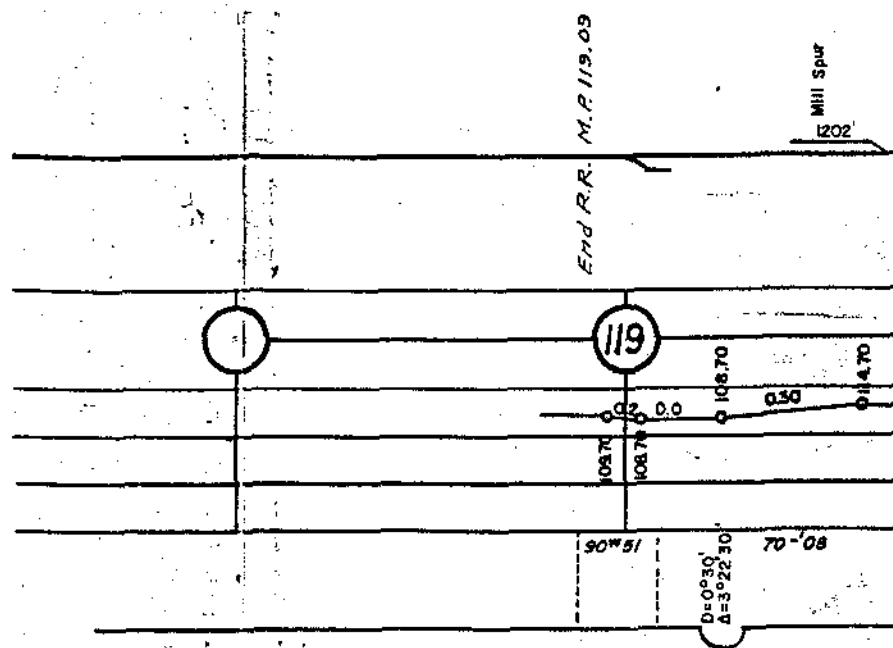
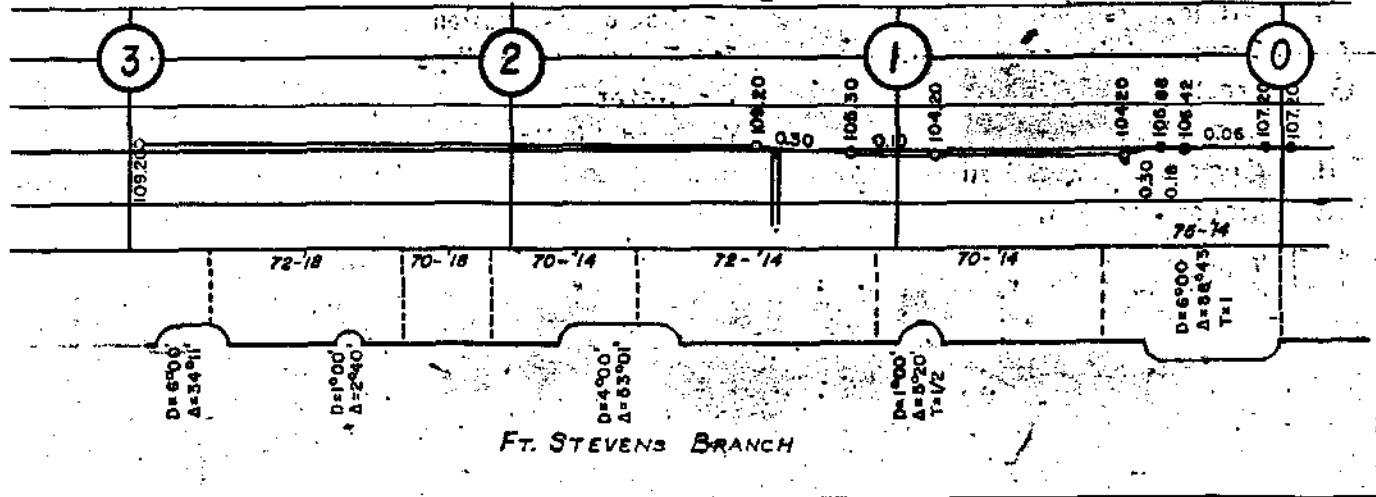
Biaproducts  
Spur

459'  
Pt. Adams Spur

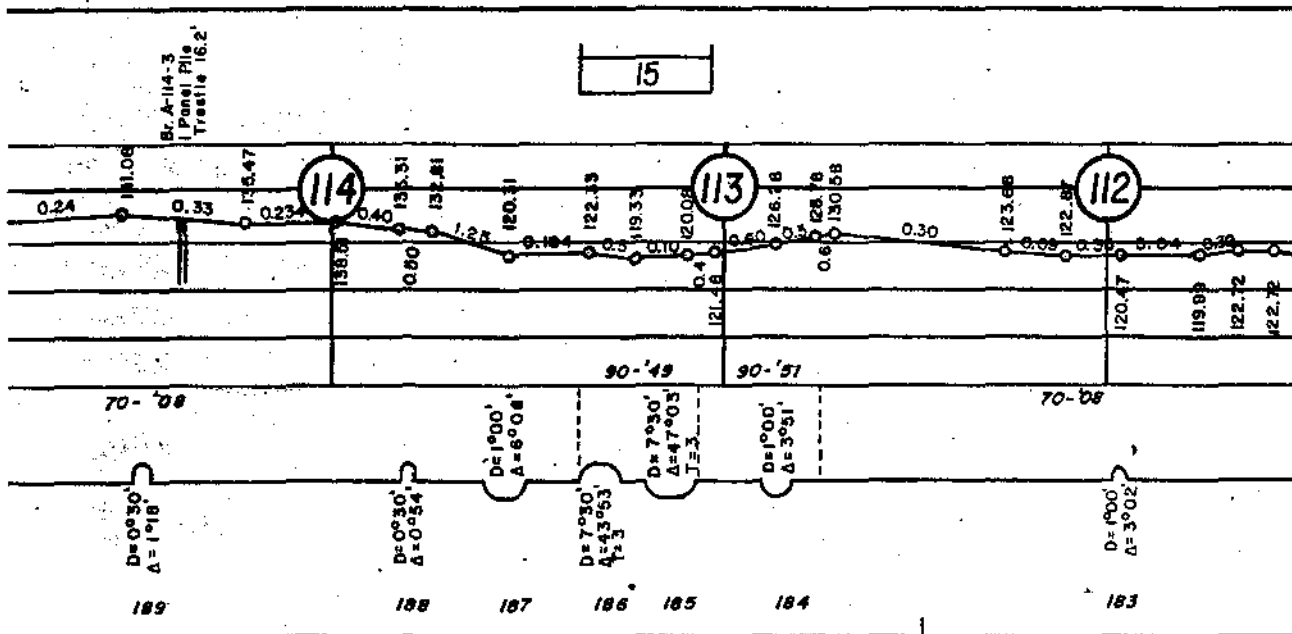
406'  
Biaproducts  
Spur

Br. A-106-9  
5 Peat Pile

Seaside

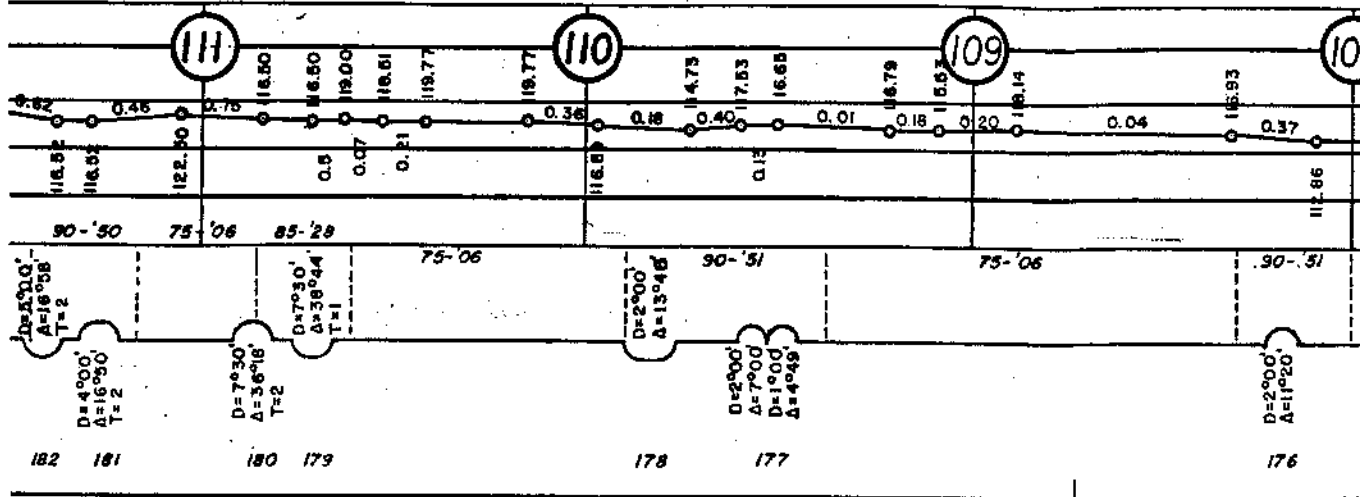


Note: Elevations from  
Goble West are for subgrade  
referred to 100' above  
mean sea level.



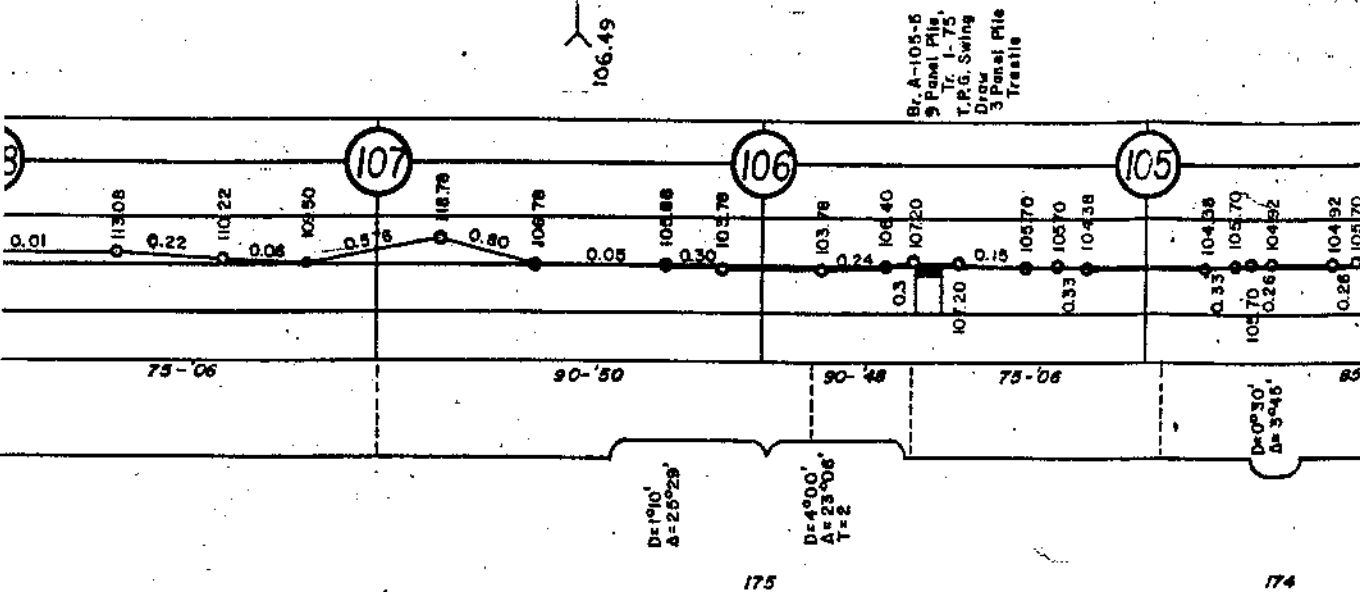
1107'

15

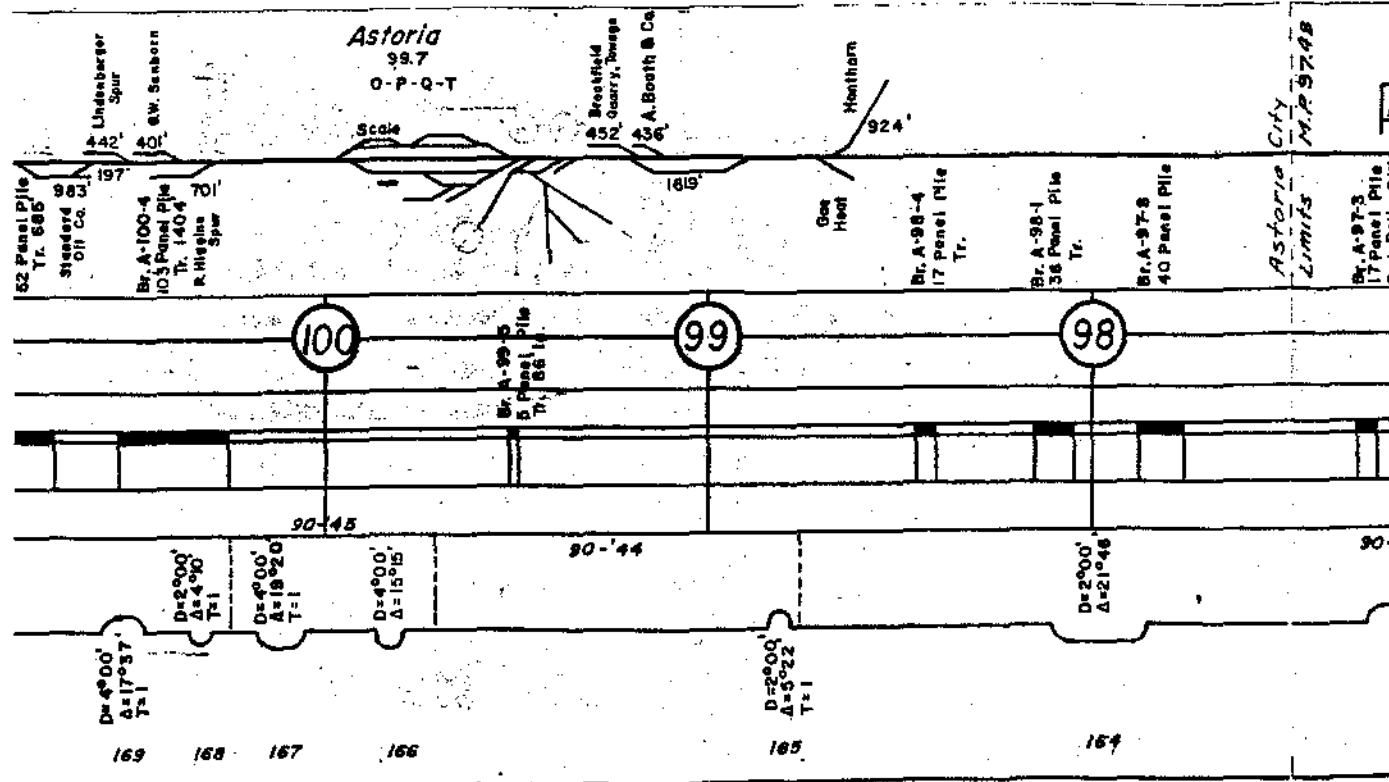
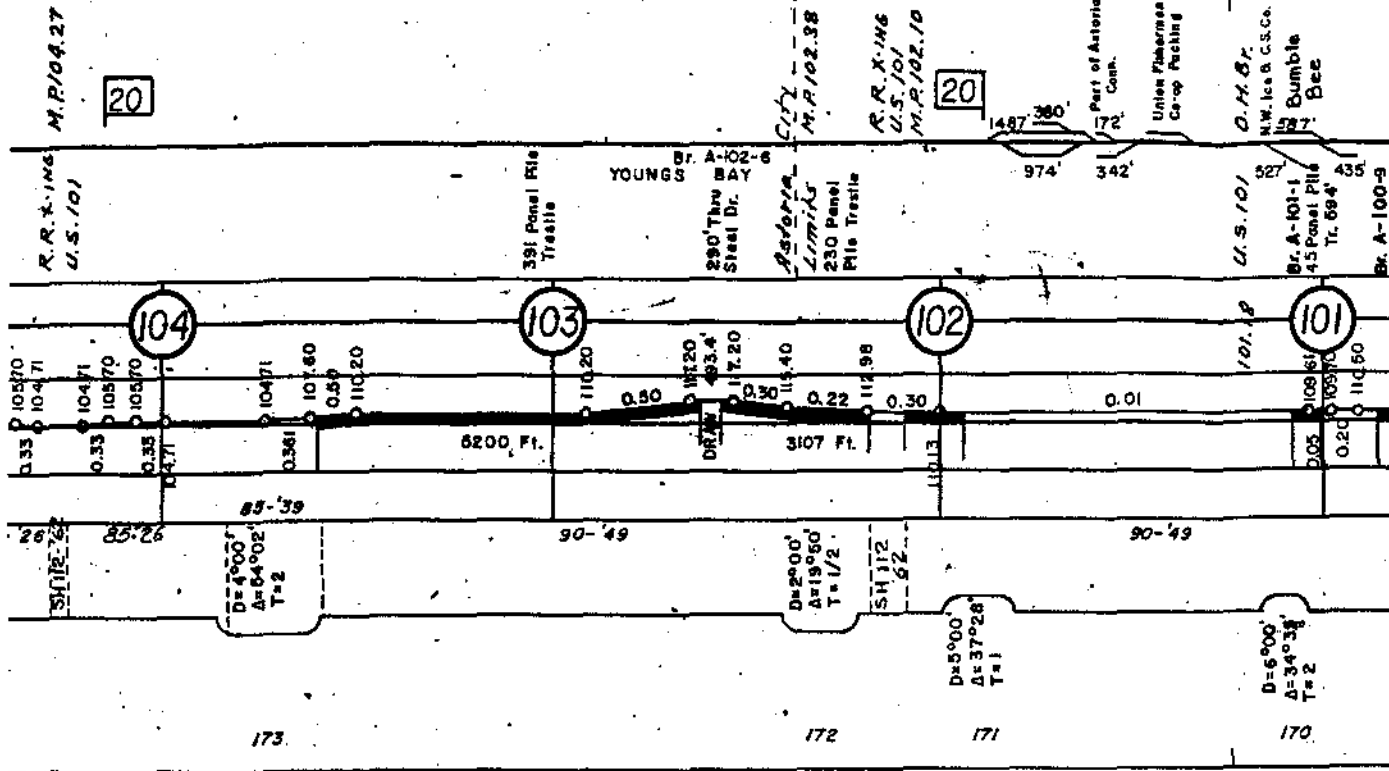


Warrenton  
105.6  
J-T

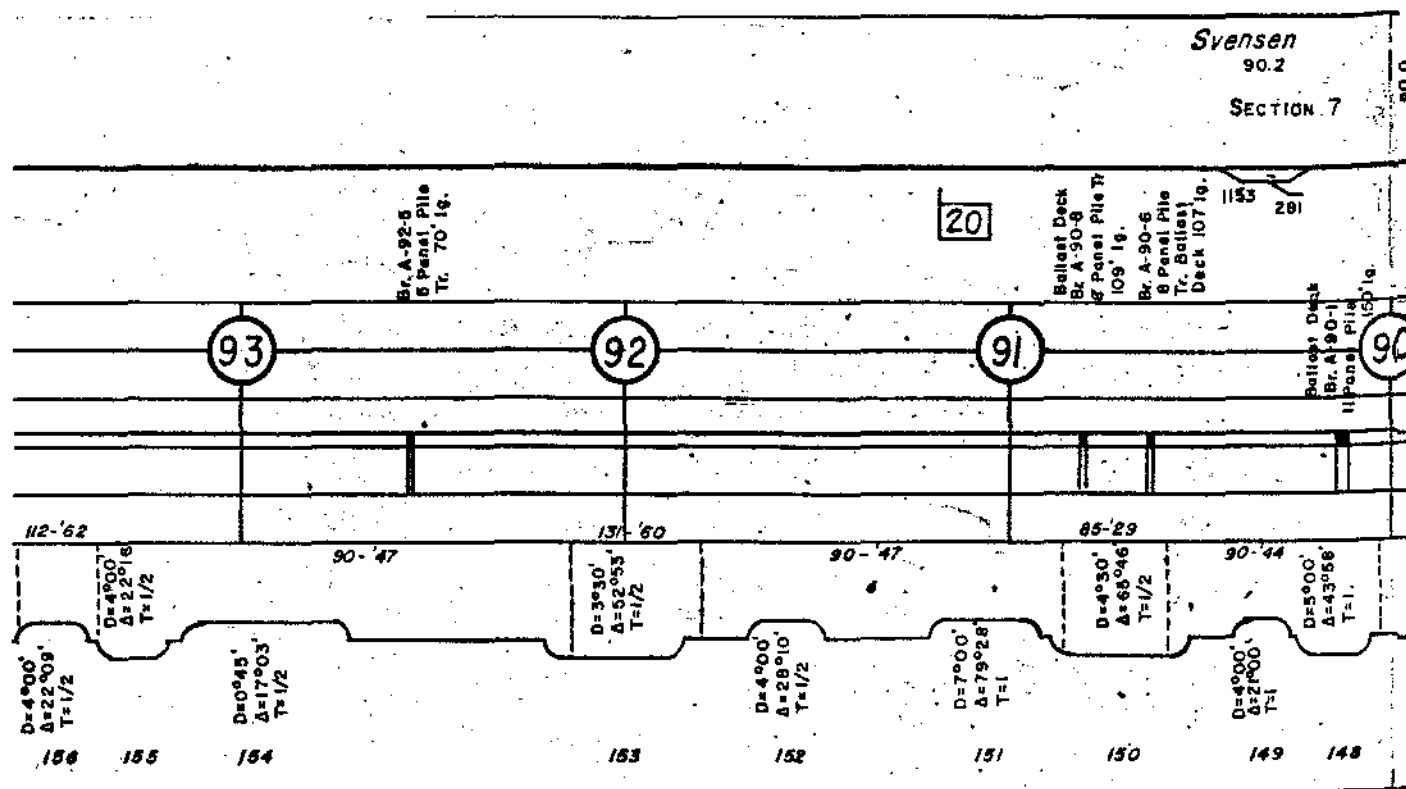
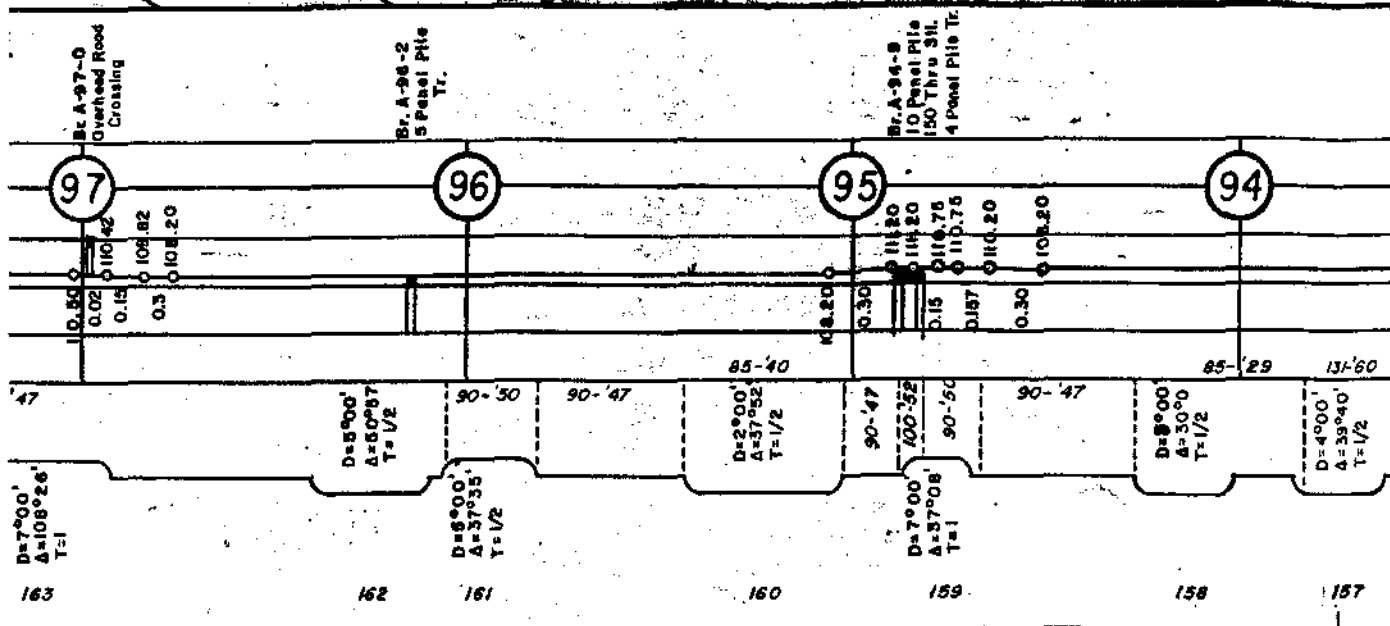
Warrenton  
105.6  
J-T





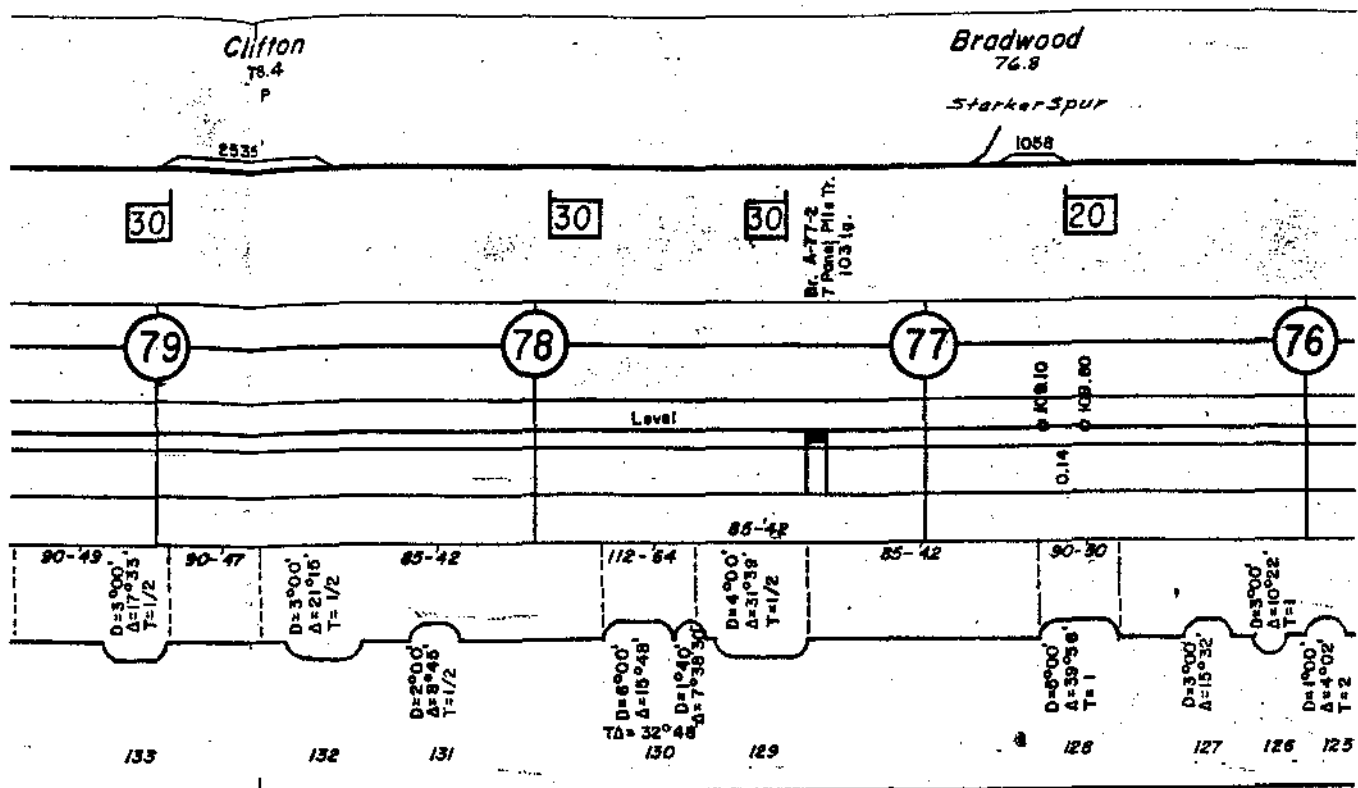
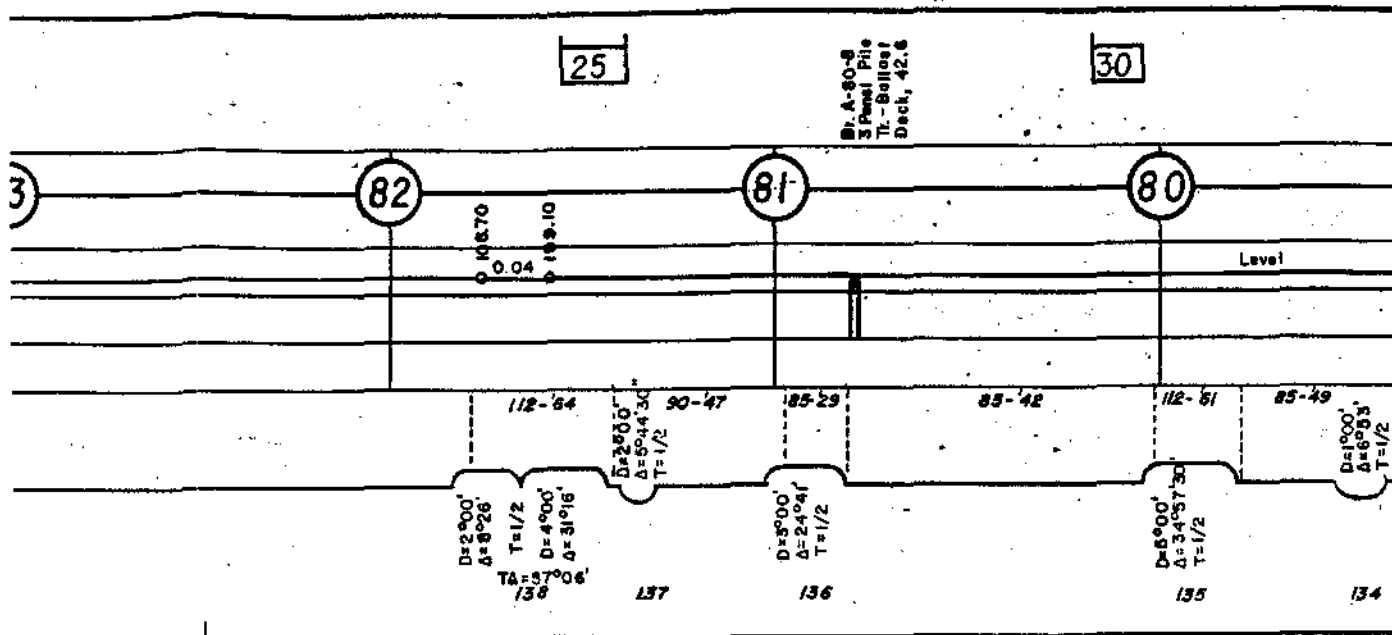


Tongue Point  
Naval Base Spur 562  
258 1173  
20  
Mill Creek Spur  
98.09

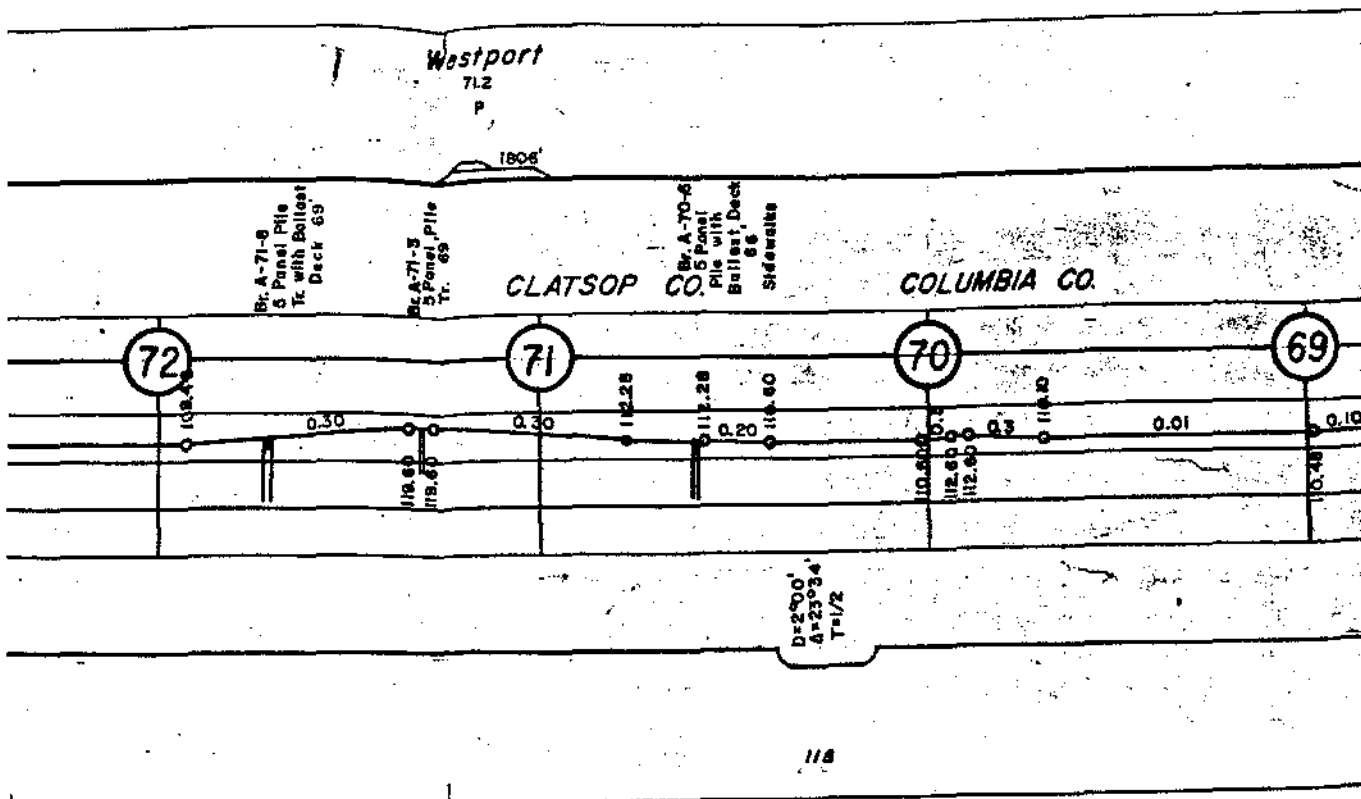
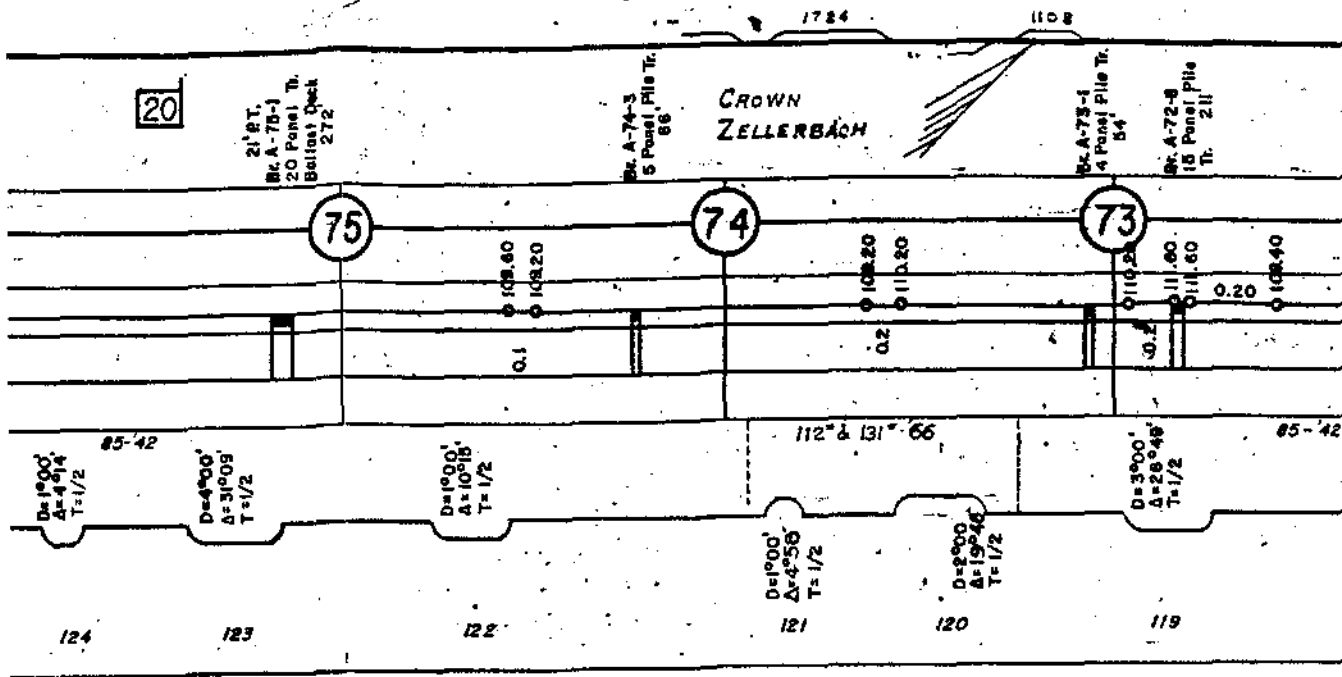


06.5  
P





Wauna  
73.5



Marshland  
66.8

1232'

Br. A-65-6  
3 Panel Pile  
Trestle with  
Ballast Deck  
41.0 ft.

68

67

66

111.60  
111.60  
111.60  
111.60

0.01

111.60  
0.30  
111.90  
111.90  
0.25  
111.80

D=0°50'  
A=33°40'  
T=1/2

85-42

117

SECTION 6

63.0

SECTION 4

Clatskanie

82.2  
0-P

Beaver  
Lbr. Co.

2766'  
635'  
2543'  
230'

Dr. A-62-7  
1 Panel Pile T.  
178' Thru St.  
Drew  
Transit Station T.

Shell Oil Co.  
Clatskanie Tim. Prod.

65

64

63

62

0.0098

112.82  
0.10  
113.72

0.20

116.72  
116.10  
116.10  
116.10  
116.10

0.15  
115.10  
115.00

85-39

85-42

D=1°00'  
A=5°00'  
T=1/2

D=4°00'  
A=69°08'  
T=1/2

D=2°00'  
A=18°32'  
T=1/2

D=3°00'  
A=53°50'  
T=1/2

D=2°00'  
A=11°12'  
T=1/2

D=0°50'  
A=4°12'

116

115

114

113

112

111



Rock  
SPUR

25

Tunnel 3  
174.7 16.

84'  
6 Panel File B.  
B.L.A. B-3  
70' T.P.G.  
3 Panel File Tc  
39

54

53

52

0.01

118.60

118.60

118.60

118.60

0.2

0.2

0.2

0.2

RINEARSON  
SLOUGH

D=3°30'  
Δ=22°40'  
T=1

D=2°30'  
Δ=12°27'  
T=1/2

D=3°00'  
Δ=12°25'  
T=1

D=3°00'  
Δ=19°42'  
T=1

D=3°00'  
Δ=15°38'  
T=1

D=3°00'  
Δ=15°42'  
T=1/2

D=4°00'  
Δ=30°42'  
T=1/2

D=4°00'  
Δ=44°40'  
T=1

D=7°00'  
Δ=41°42'  
T=1

D=2°45'  
Δ=26°40'  
T=1/2

D=3°00'  
Δ=30°47'  
T=1/2

97

96

95

94

93

92

91

90

89

88

87

86

85

O.H.W.B. M.F

51

50

49

48

0.007

90-49

D=2°00'  
Δ=16°17'  
T=1/2

D=1°00'  
Δ=15°57'  
T=1/2

D=2°00'  
Δ=11°02'  
T=1/2

D=2°00'  
Δ=11°00'  
T=1/2

84

83

82

81



147.45

Avon 46.8

Rainier

45.8  
P

Rainier Mfg. Co.

1142

653

3046

Goodat Rock Co.

Rainier City  
Limits M.P. 47.0

Dr. A-46-0  
16 Panel Pile  
Ballast Deck  
84' lg.

Rainier City  
Limits M.P. 44.60

25

47

46

45

44

90-48

D=0'30'  
Δ=1'39'  
T=1/2

SH 112-68

D=2'00'  
Δ=12'52'  
T=1/2

D=2'00'  
Δ=30'52'  
T=1/2

90-46

D=3'00'  
Δ=22'42'  
T=1/2

D=2'00'  
Δ=9'48'  
T=1/2

90-46

D=1'00'  
Δ=6'45'  
T=1/2

D=3'00'  
Δ=16'34'  
T=1/2

90-48

D=3'00'  
Δ=14'46'  
T=1/2

D=3'00'  
Δ=28'43'  
T=1/2

85-46

D=3'00'  
Δ=1'46'  
T=1/2

D=3'00'  
Δ=15'03'  
T=1/2

80

79

78

77

76

75

74

73

72

71

Prescott 41.3

TROUAN 40.7

Holden Lbr. Co.

266'

P.G.E.

727

Dr. A-43-8  
1 Panel Pile  
Trestle 151g

25

Dr. A-42-7  
16 Panel Pile  
Trestle 83

43

42

41

0.01

0.01

0.01

90-49

D=5'00'  
Δ=26'04'  
T=1/2

85-46

D=4'00'  
Δ=8'36'  
T=1

90-50

D=2'30'  
Δ=10'36'  
T=1

D=5'00'  
Δ=23'03'  
T=1

D=2'30'  
Δ=9'36'  
T=1/2

85-24

D=4'00'  
Δ=47'32'  
T=1/2

D=4'00'  
Δ=82'42'  
T=1/2

85-20

D=3'00'  
Δ=49'06'  
T=1/2

D=3'00'  
Δ=21'35'  
T=1/2

85-20

D=1'30'  
Δ=14'26'  
T=1/2

70

69

68

67

66

65

64

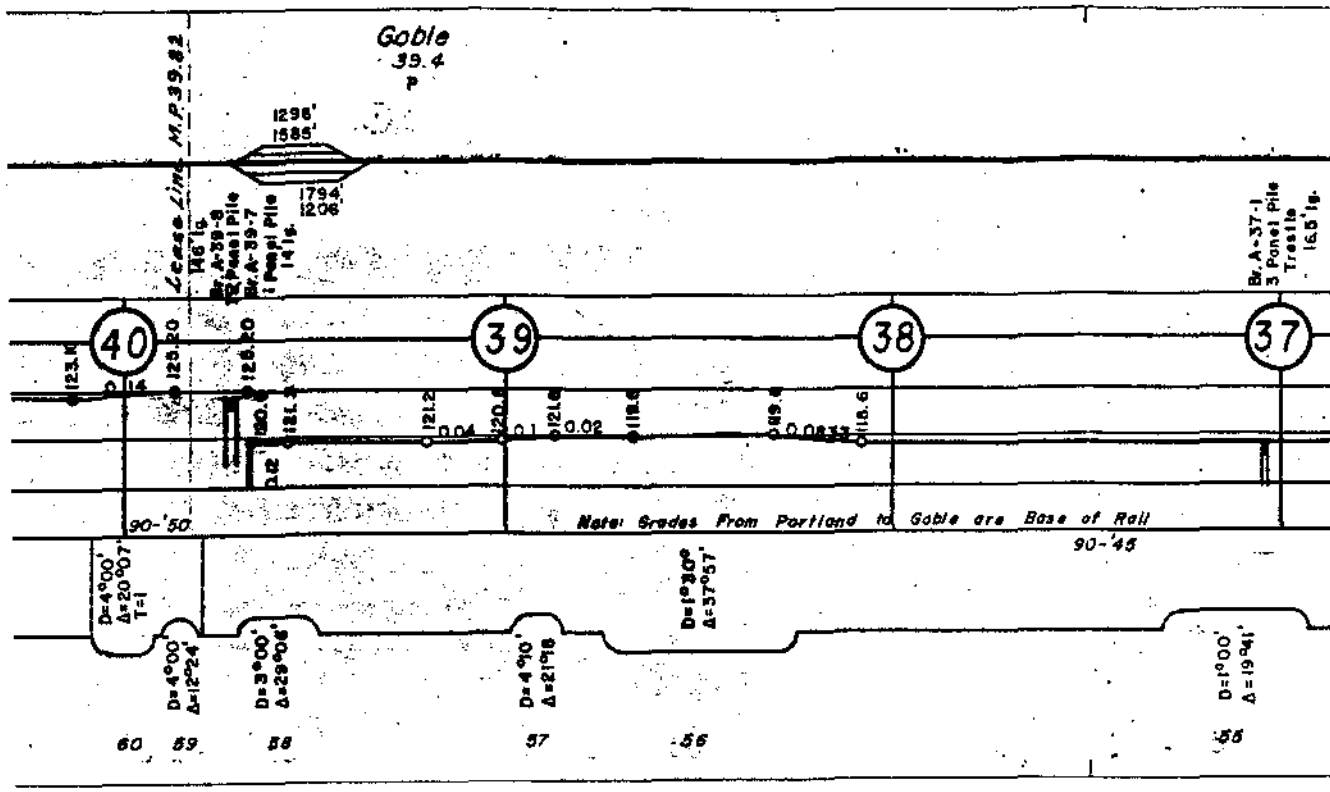
63

62

61

Note: Grades & Elevations From  
Referred to Datum 100'

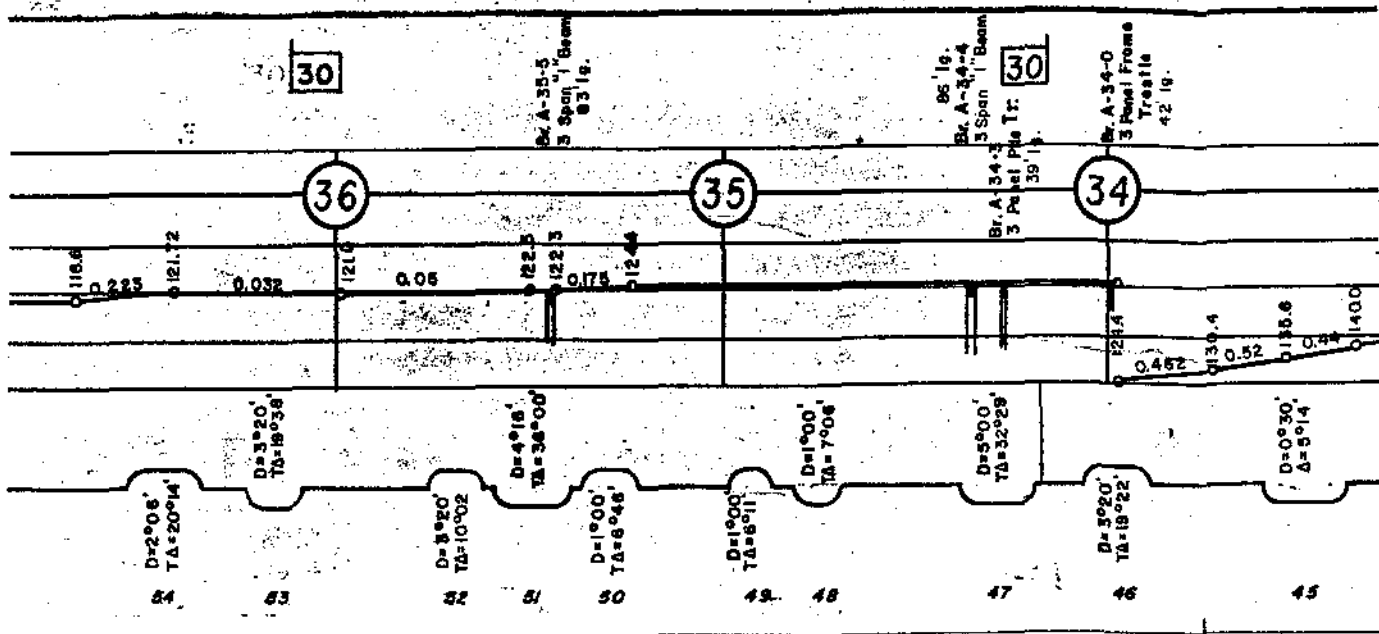
Below Mean Sea Level

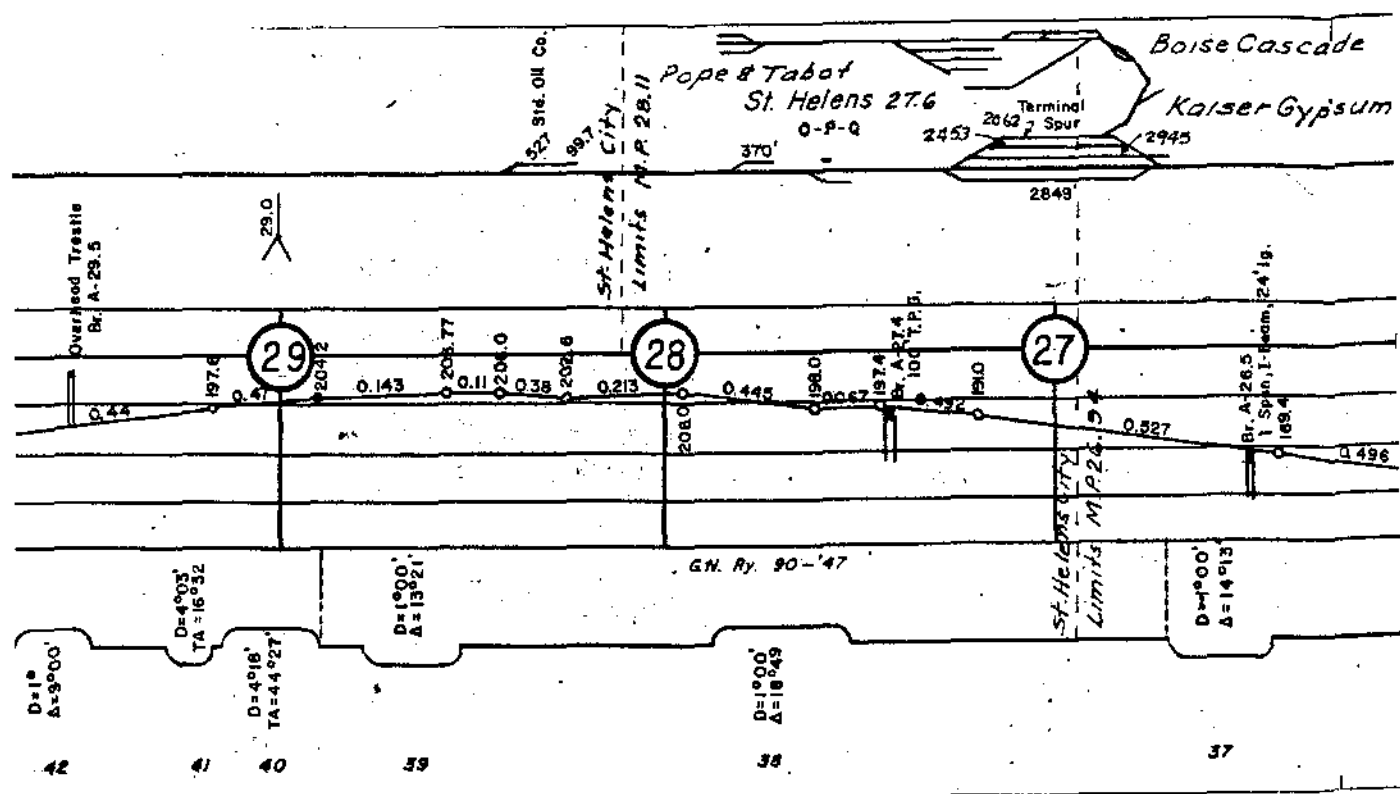
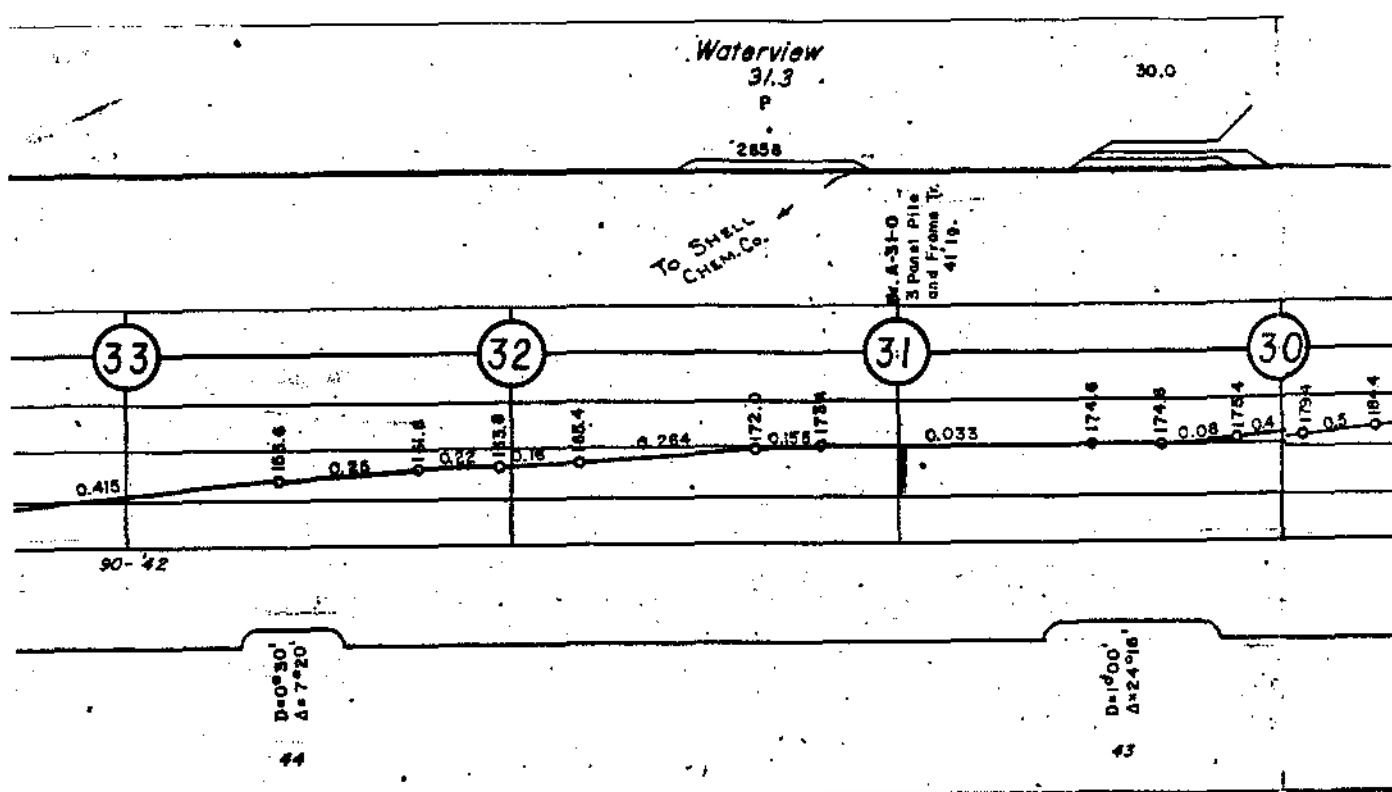


SECTION 4

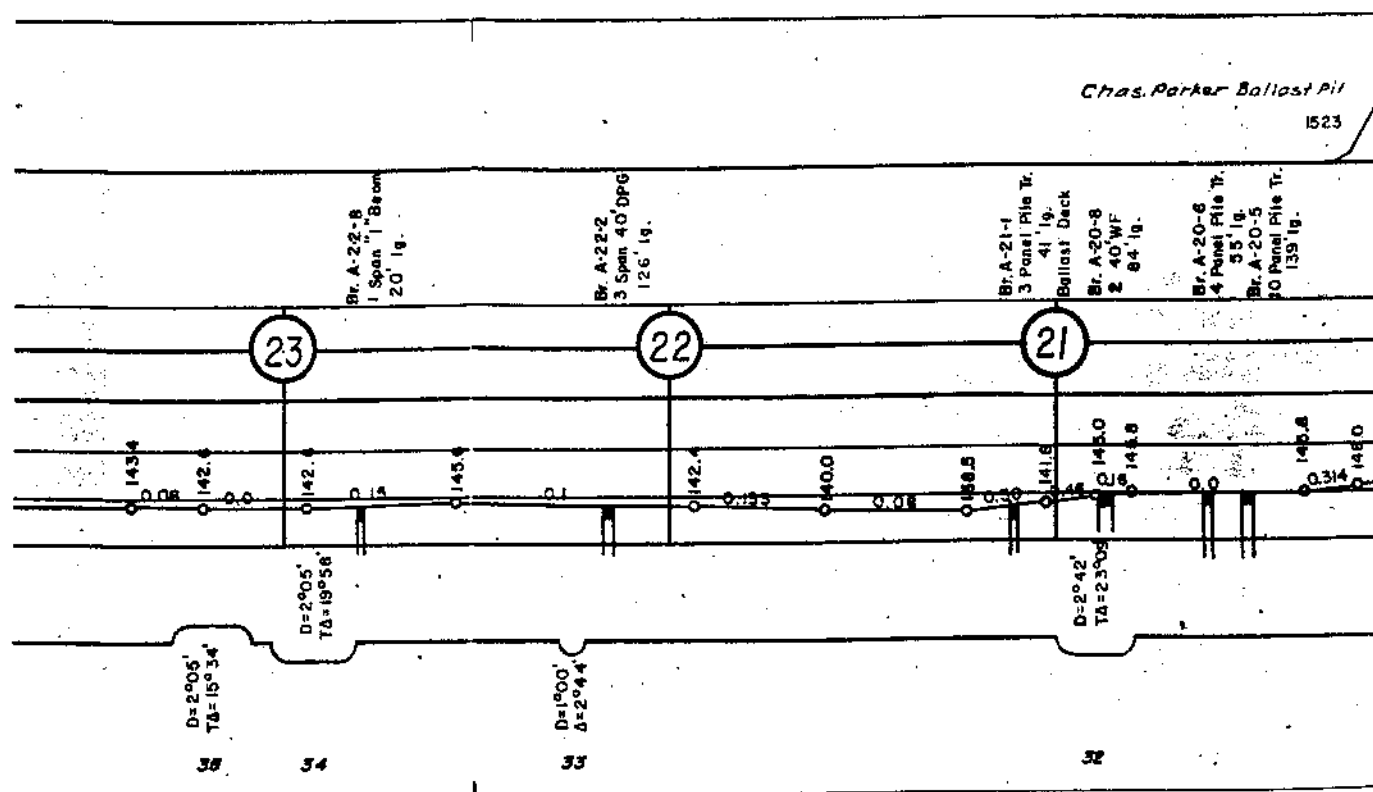
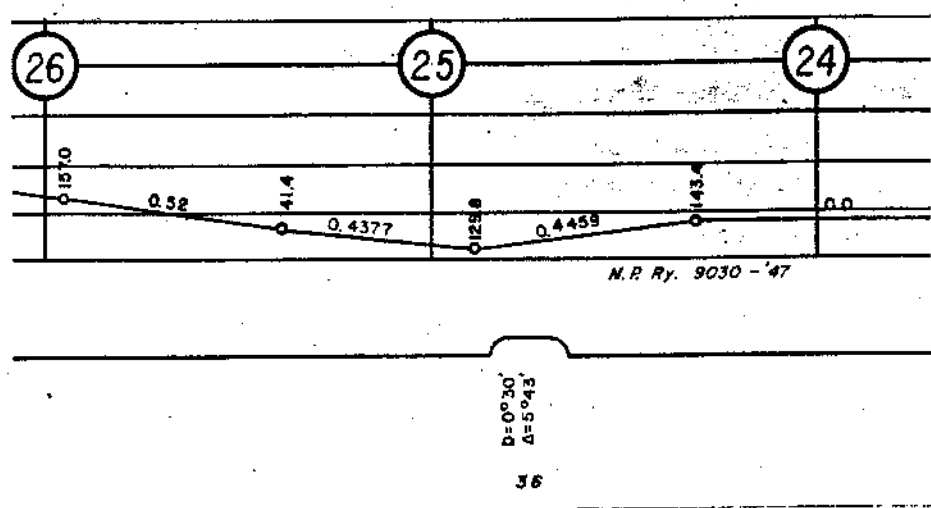
SECTION 3

35.0





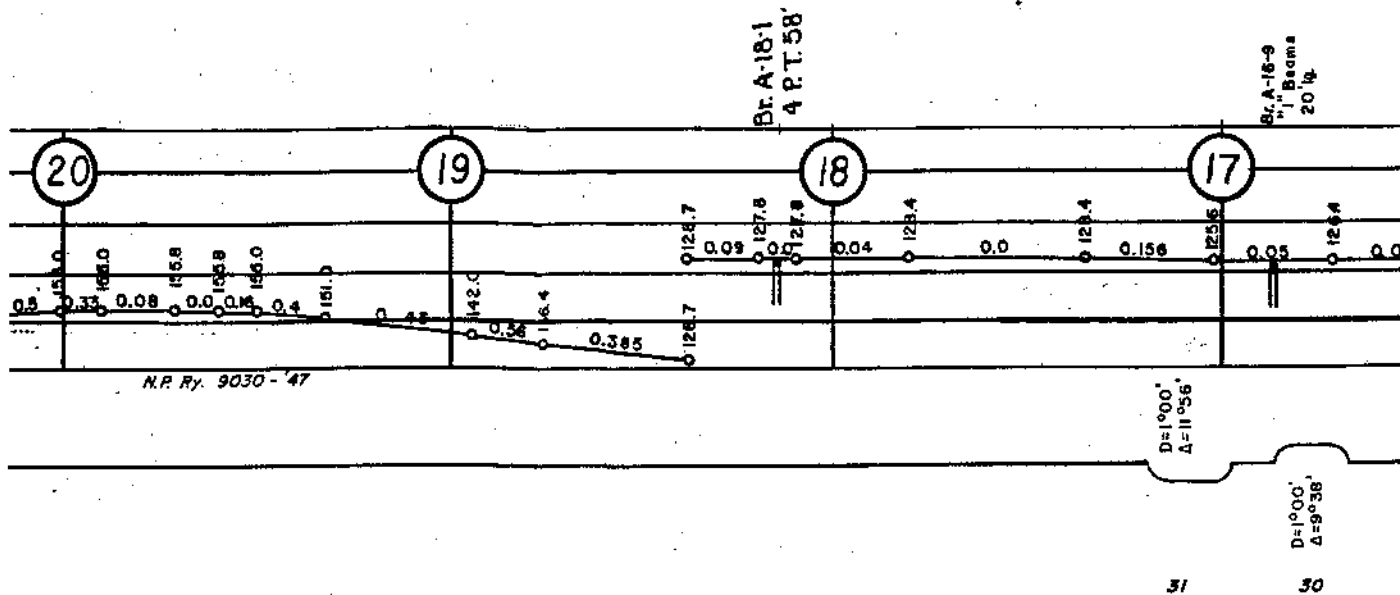
Multnomah  
Plywood  
2560



Calif. Conserving Co.

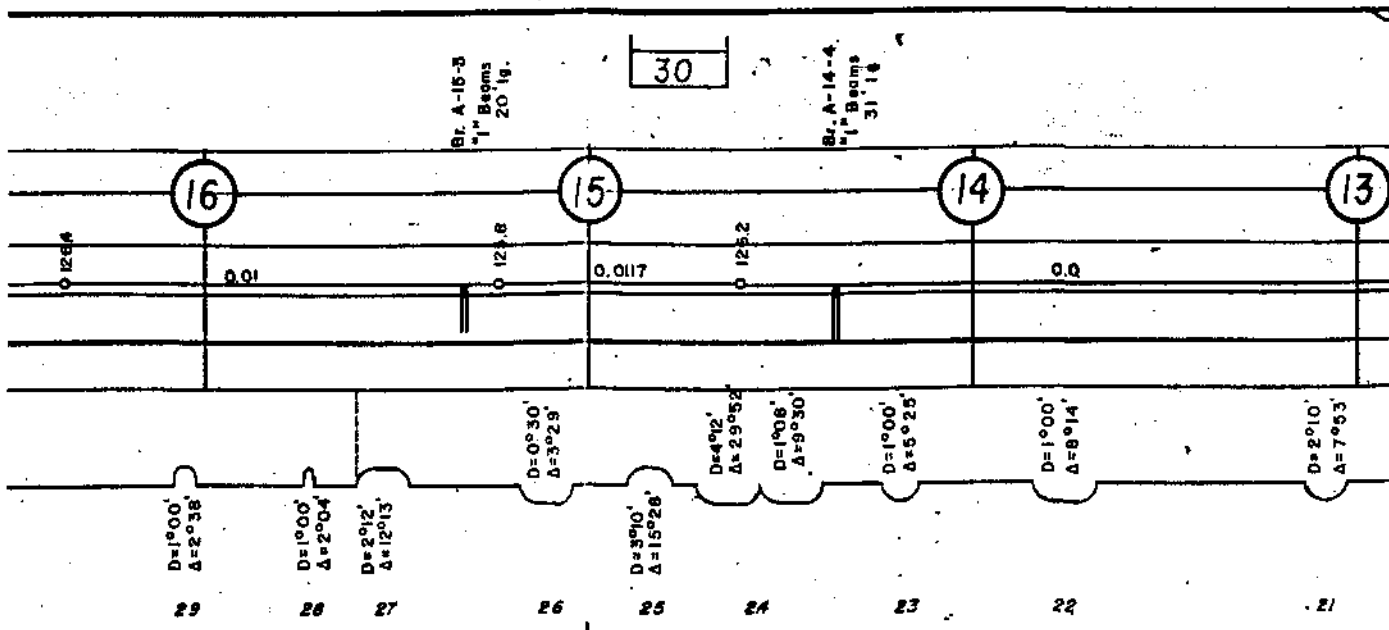
9673 2117

1009'



SECTION 3

SECTION 2





**N.W. Nat.  
Gas Corp.**

Willbridge  
4.3

## SECTION 1

**C-P-Q-J**

[illegible]

LAKE YARD 2.0

**Portland**  
C-P-W-T-F-O

Figure 1 is a line graph with three data points. The x-axis is labeled with circled numbers 2, 1, and 0 from left to right. The y-axis has labels 0.02, 0.04, 0.06, 0.08, 0.10, and 0.12. The data points are connected by a line, showing a decreasing trend in relative error as the number of nodes increases.

Number of nodes	Relative error
2	0.126
1	0.051
0	0.019

Note: Grades From Portland to Goble are  
Base of Rail

$$\begin{aligned} D &= 2^{\circ}00' \\ \Delta &= 11^{\circ}28' \end{aligned}$$

D=0020  
A=2007

S. P. & S. RY.

PROFILE - ALIGNMENT & TRACK CHART

VERNONIA BRANCH

SCALE: HORIZONTAL - 1 INCH = 2640 FEET  
VERTICAL - 1 INCH = 100 FEET

OFFICE OF CHIEF ENGINEER

PORTLAND, OREGON

MAR 3 1978



# SYMBOLS:

- Passenger Depot
- ⊙ Telegraph Office
- ⊙ Block Station
- ⊙ Water
- ⊙ Fuel
- ⊙ Turntable
- ⊙ Mail Crane
- ⊙ Semaphore

## Symbols

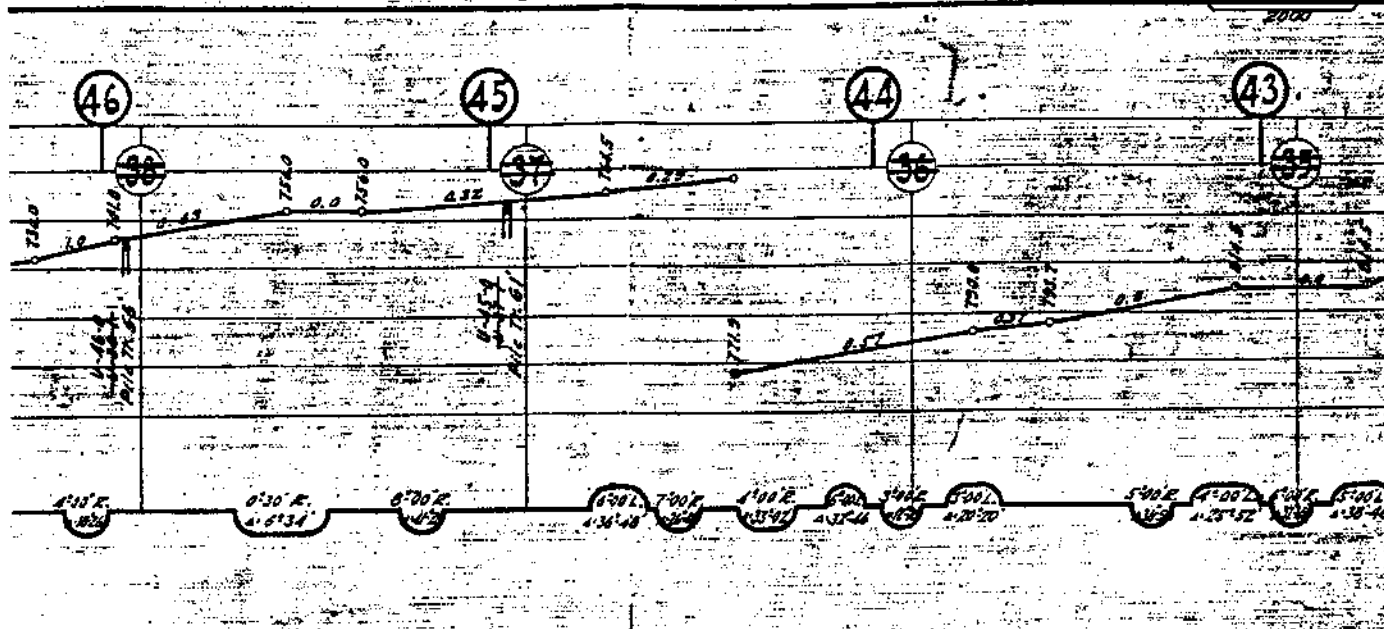
- Depot
- Detector Fence
- Speed Limit Board
- Signal Overlap
- Spring Switch
- ⊗ ⊗ Interlockers
- △ Curve Lubricator
- ⊕ Track Occupancy Indicator
- Hi Si High Silicon Rail
- F. H. Flame Hardened Rail
- T. P. Transposed Rail
- Tunnel
- Tunnel With Detector Fence At Portals

- C- Continuous Office
- F- Fuel
- J- Junction
- O- Agent or Operator
- P- Dispatchers Telephone
- Q- Radio Installation
- T- Turntable or Wye
- W- Water
- Y- Yard Limits

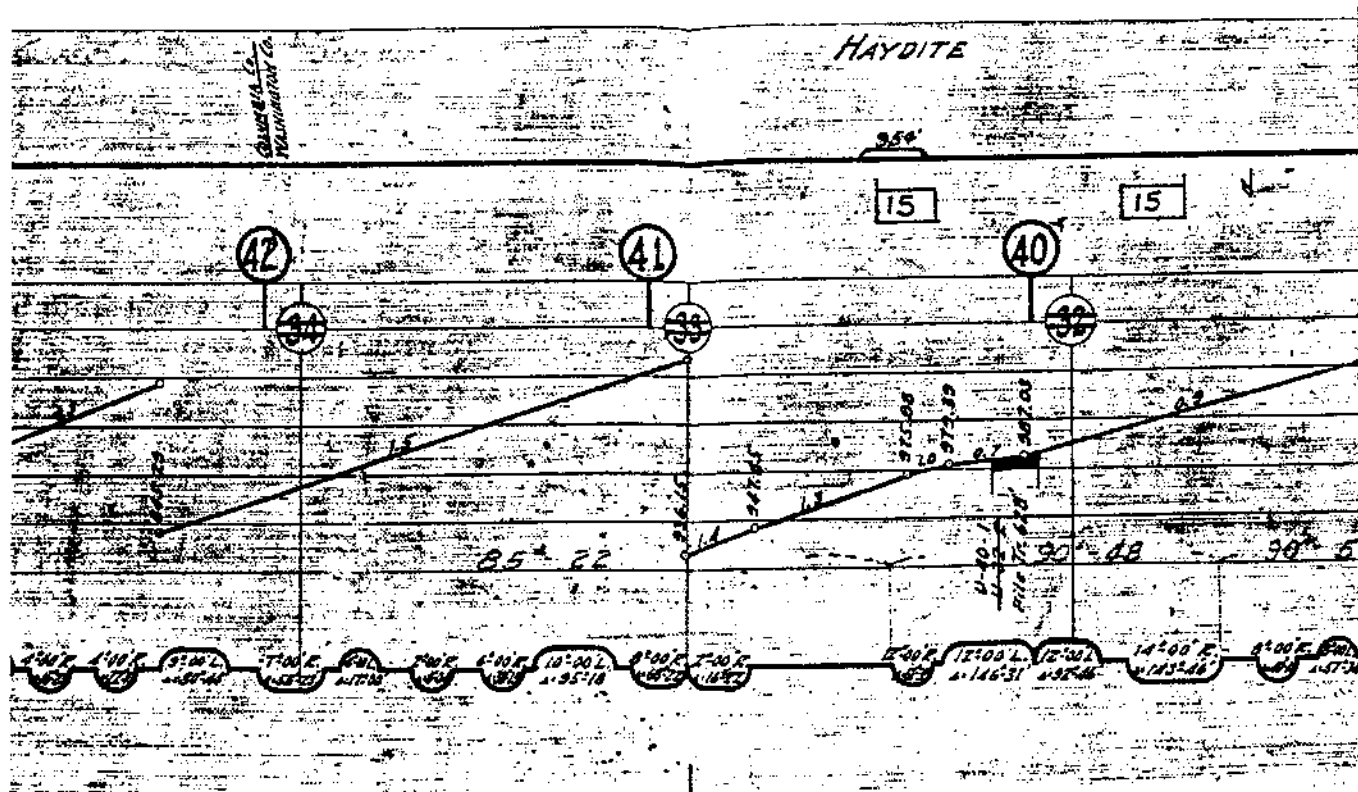




**Index**



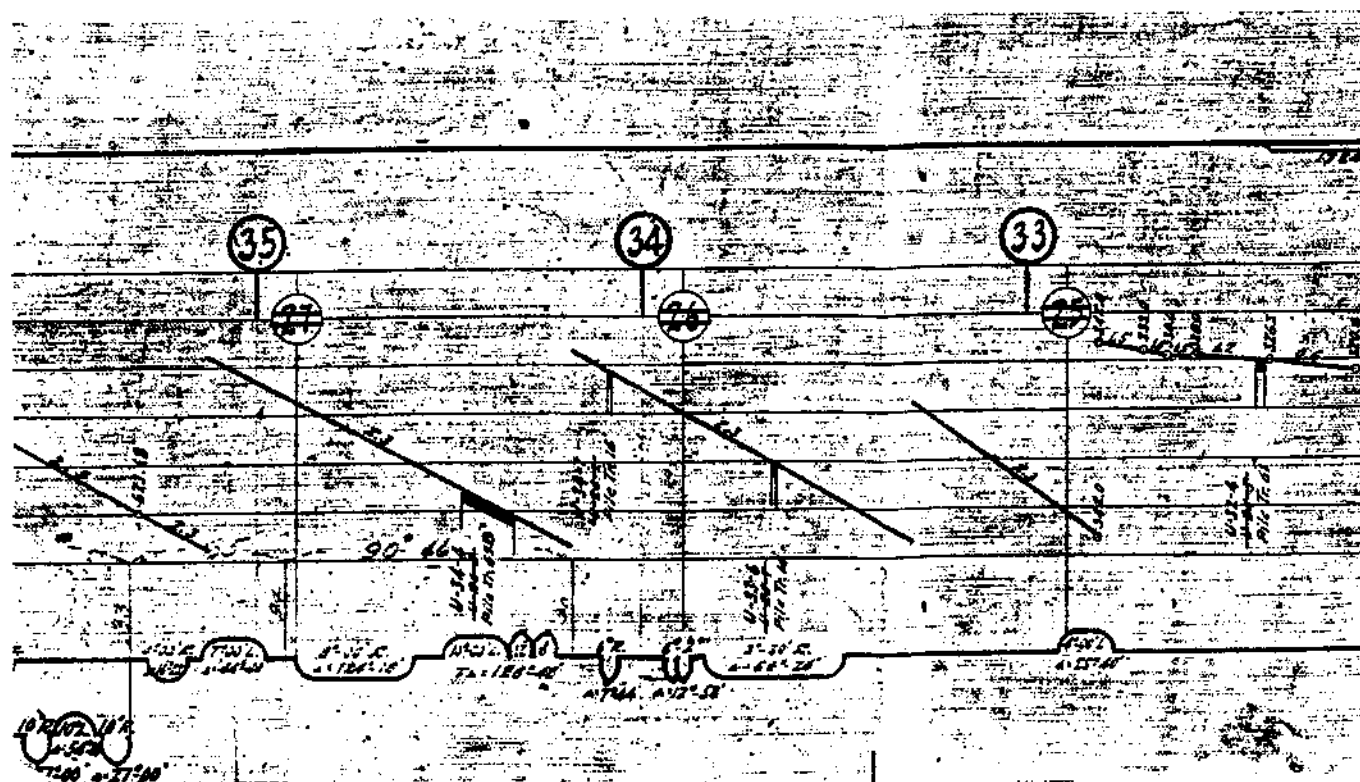
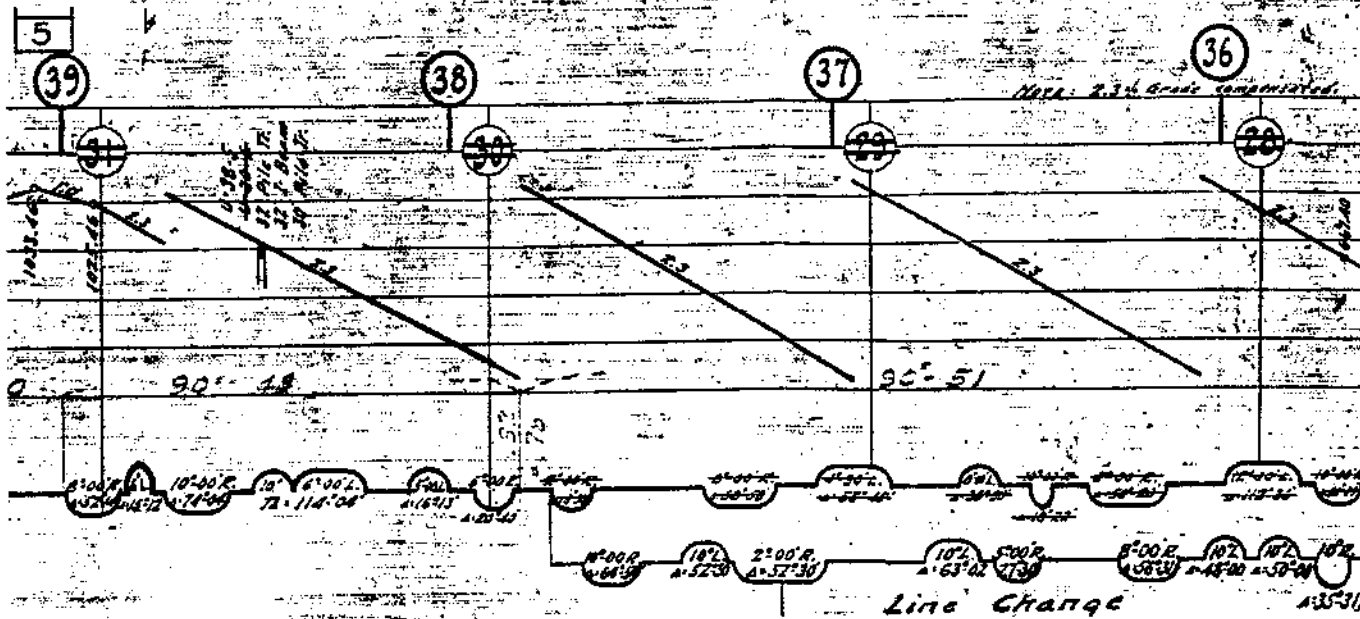
## HAYDITE



TOPHILL

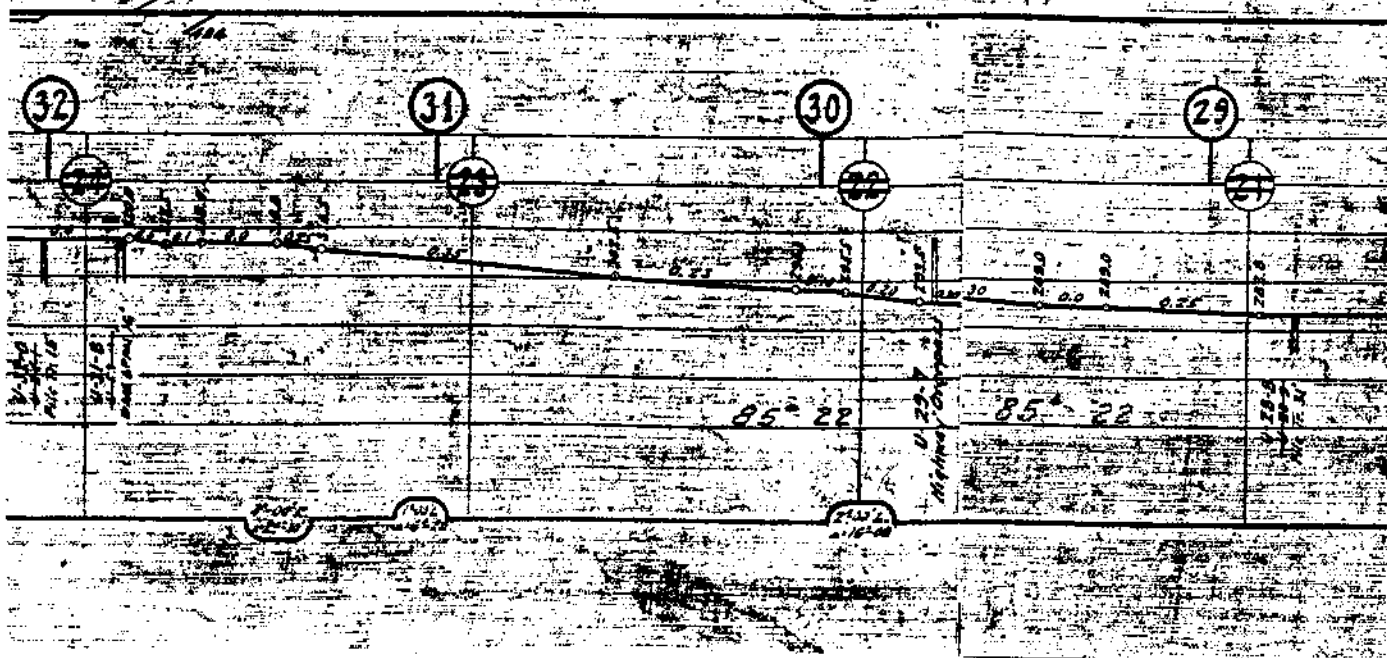
P

1559



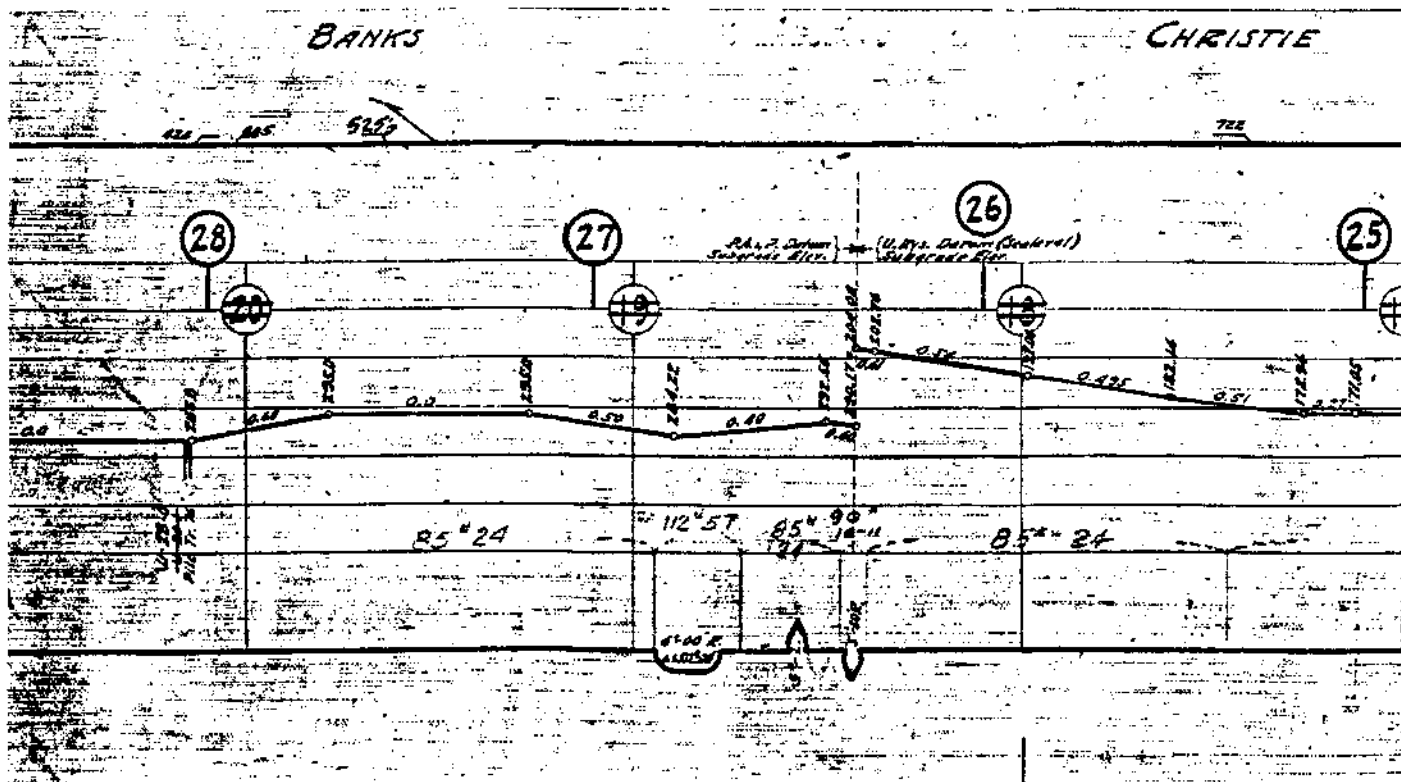
MANNING

P



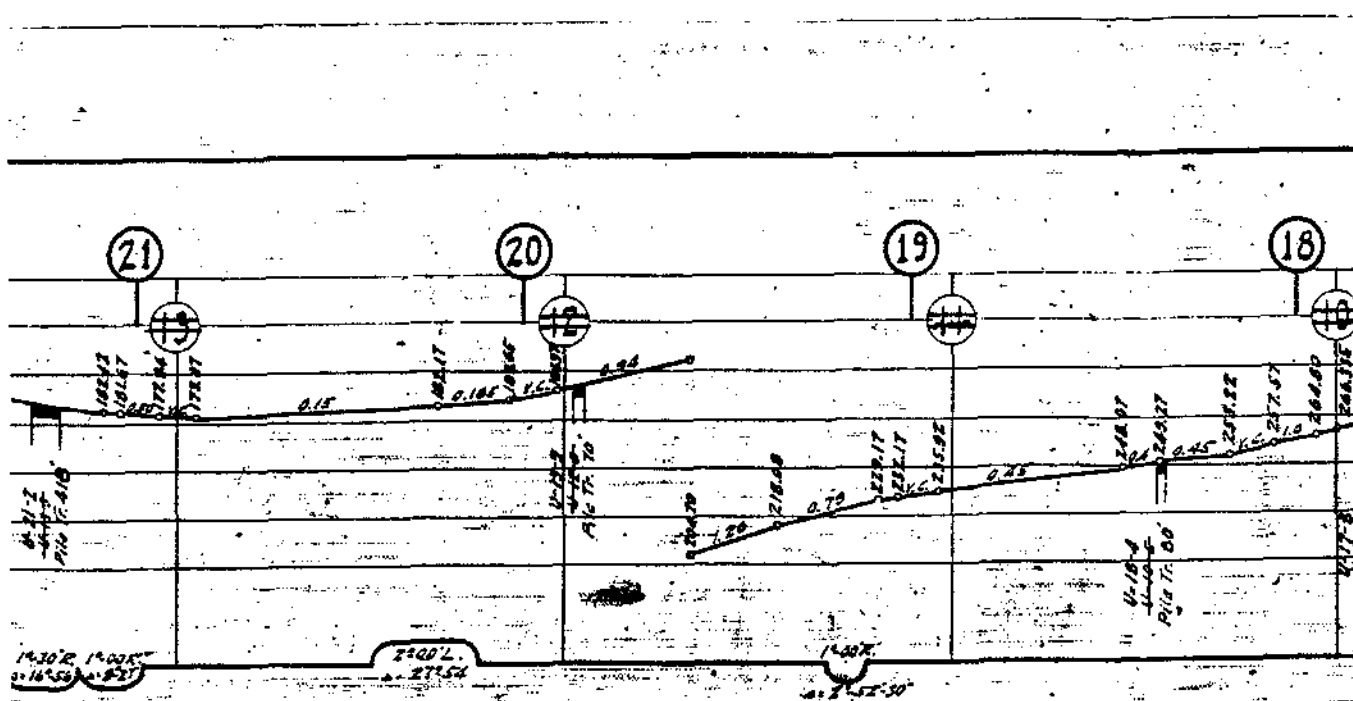
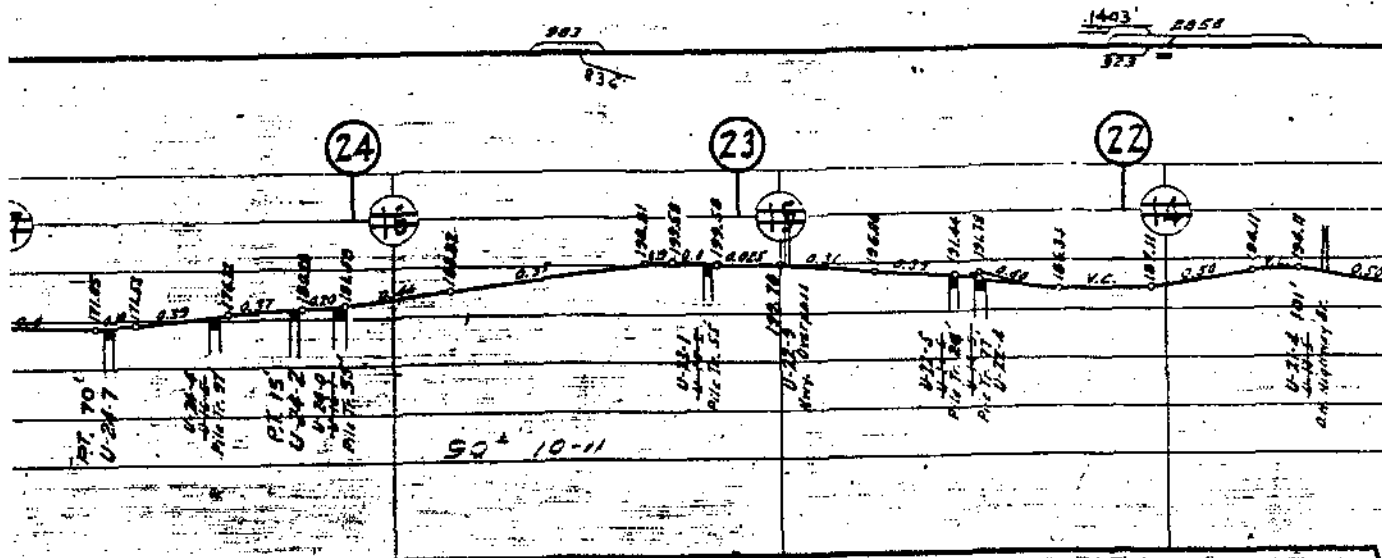
BANKS

CHRISTIE



VADIS

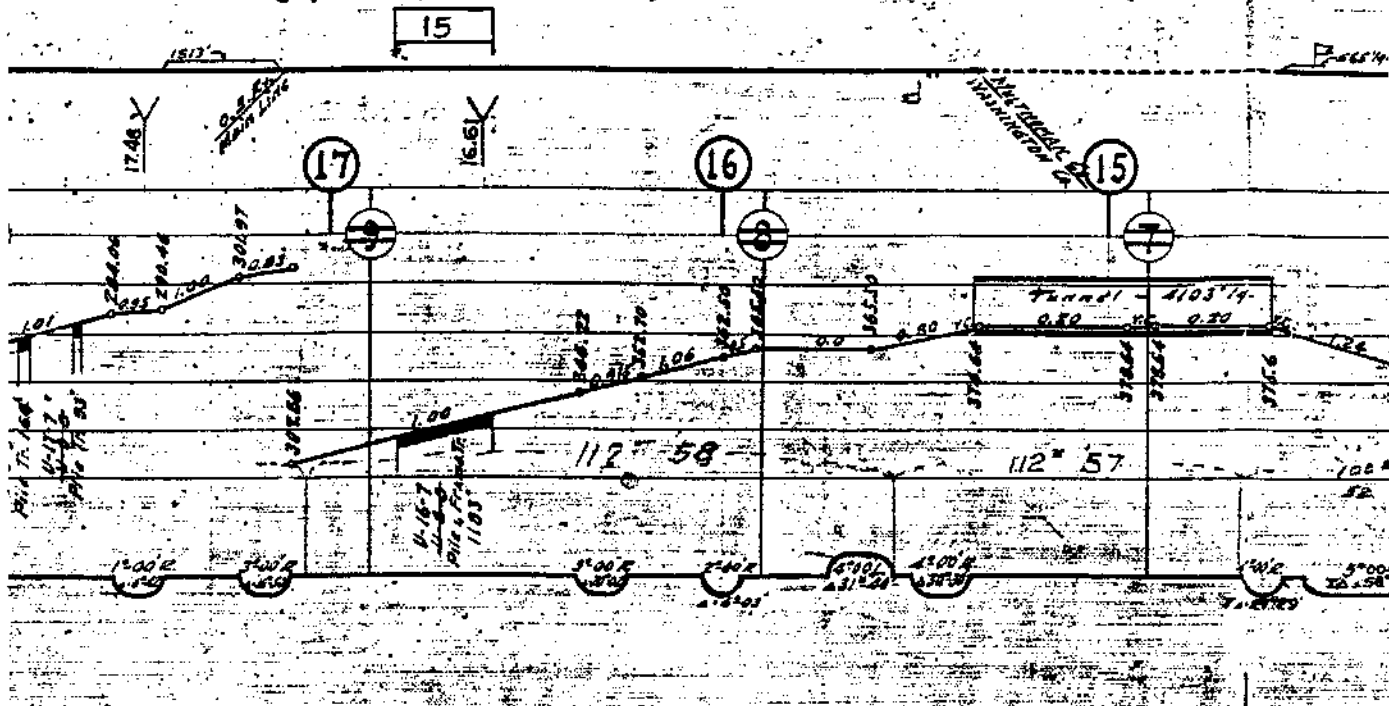
NORTH PLAINS  
O-P



BOWLES JCT.

J-P

15



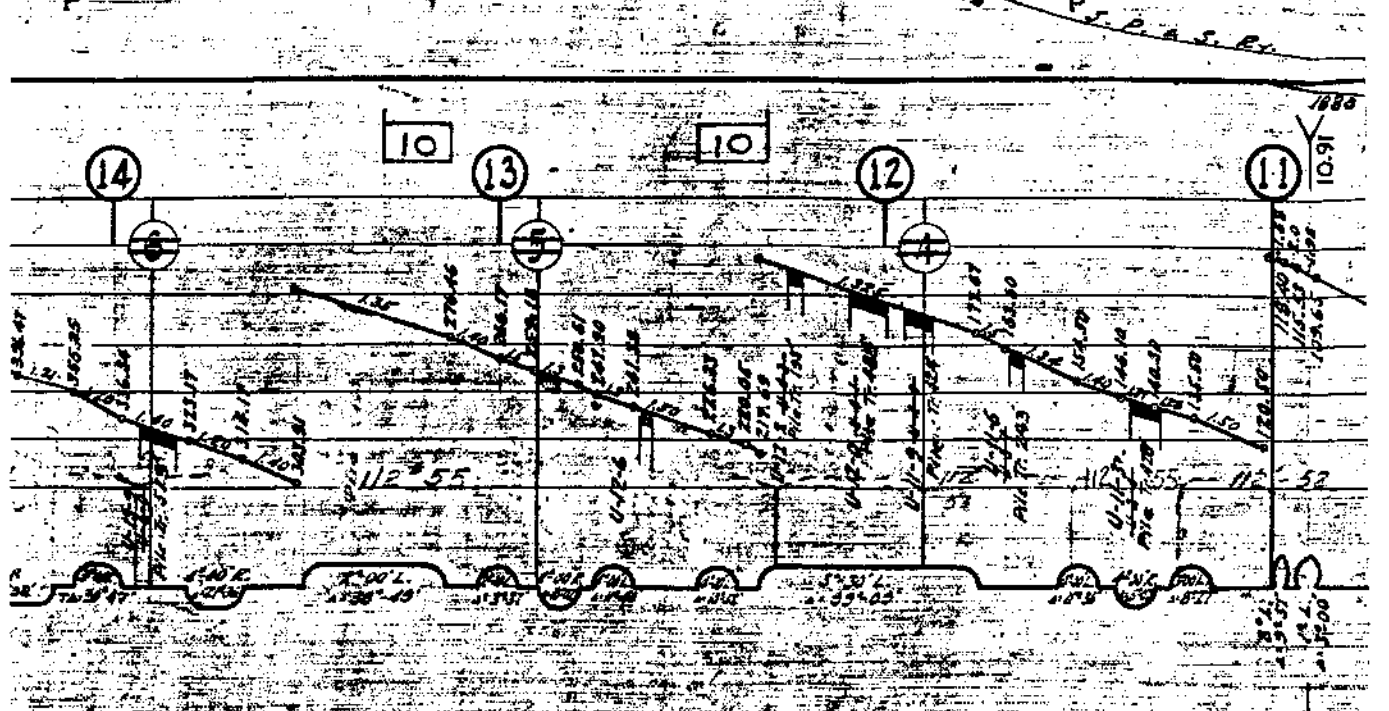
TUNNEL SPUR

ENTERING

SECTION 119

BURLINGTON BAY SPUR

P.T. & S. R.





UNITED ST.

P-3

S.P. & S.R.

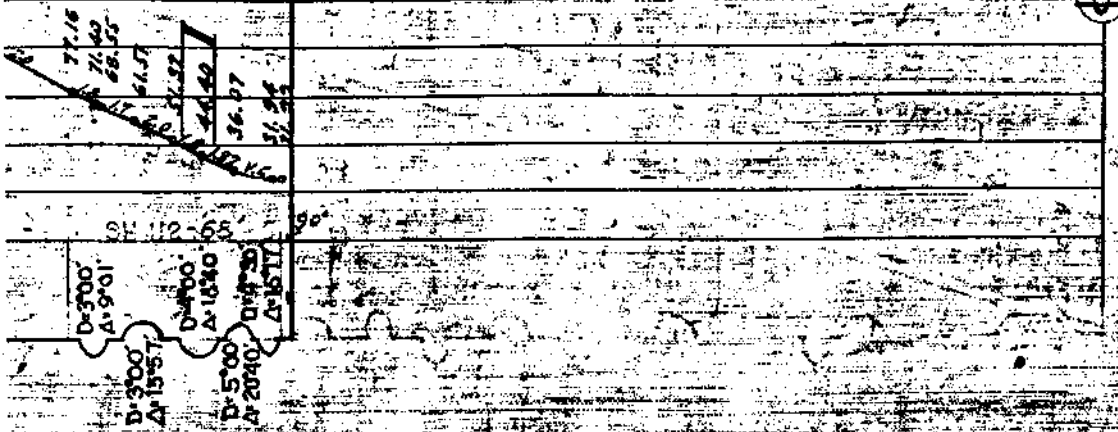
To Portland

8

10

New Connection Built & Old Main Line taken up - A.F.E. # E-2032

O.H. Hwy. Crossing  
Br. # U-10-2



# OREGON - ELECTRIC RY.

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






## PROFILE-ALIGNMENT & TRACK CHART

SCALE HORIZONTAL 1 INCH= 2640 FEET  
VERTICAL 1 INCH= 100 FEET

OFFICE OF CHIEF ENGINEER PORTLAND OREGON

CORRECTED TO MAR 3 1970

# Symbols.

	Depot	C - Continuous Office
	Detector Fence	F - Fuel
	Speed Limit Board	J - Junction
	Signal Overlap	O - Agent or Operator
	Spring Switch	P - Dispatchers Telephone
	Interlockers	Q - Radio Installation
	Curve Lubricator	T - Turntable or Wye
	Track Occupancy Indicator	W - Water
Hi Si	High Silicon Rail	Y - Yard Limits
F.H.	Flame Hardened Rail	
T.P.	Transposed Rail	
	Tunnel	
		
	Tunnel With Detector Fence At Portals	

6472-96 END OF LINE

Co. Interstate  
Tractor  
Howard  
Cooper

140

75° 12'

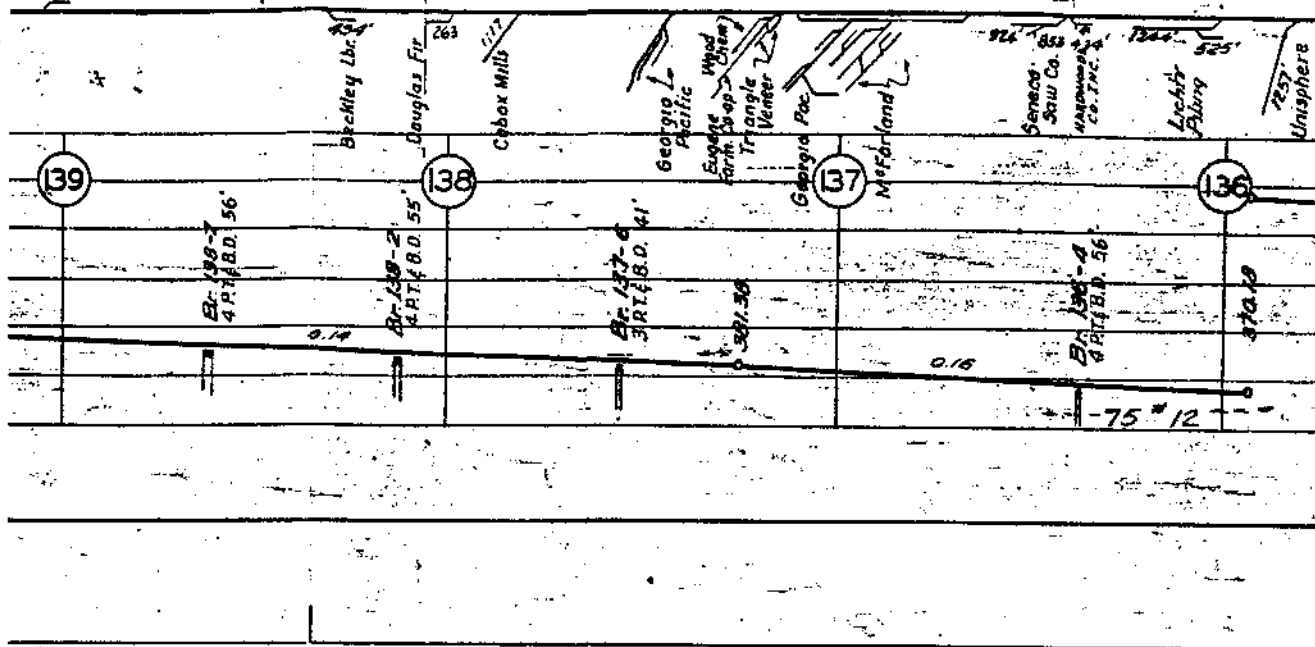
2:00  
TA-55-51

ENID

Suburban Gas

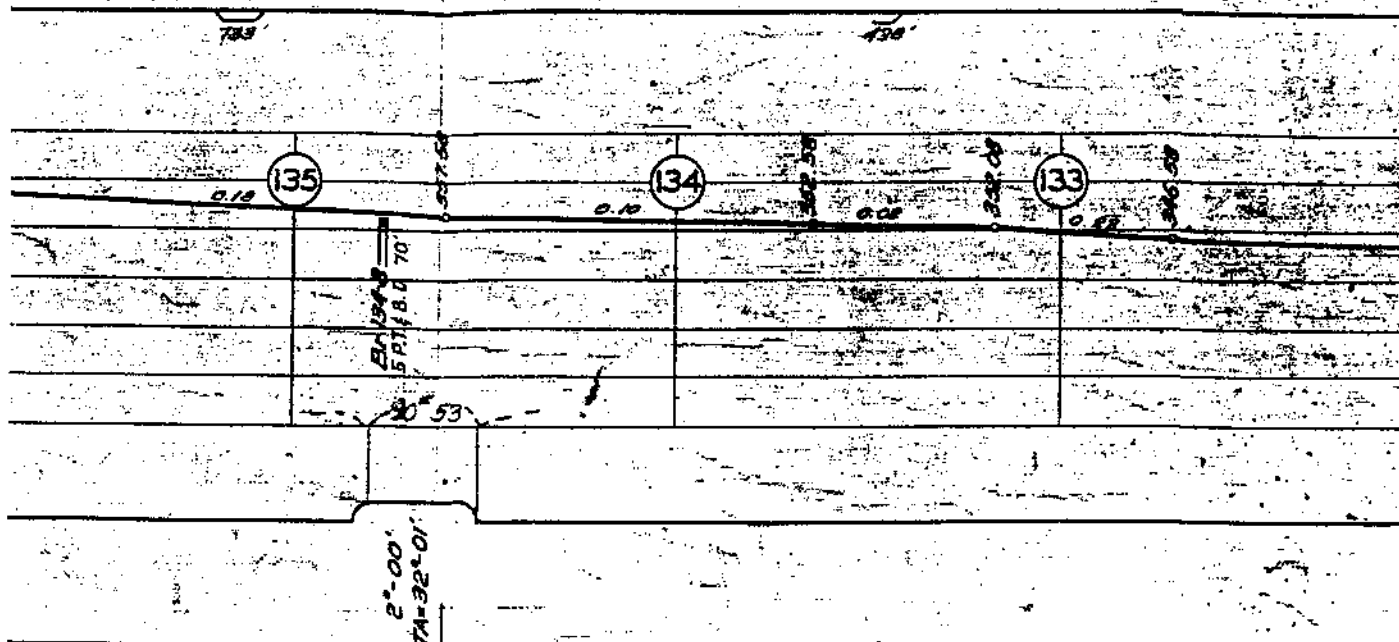
**EUGENE  
CITY LIMITS  
MP 138.06**

13620



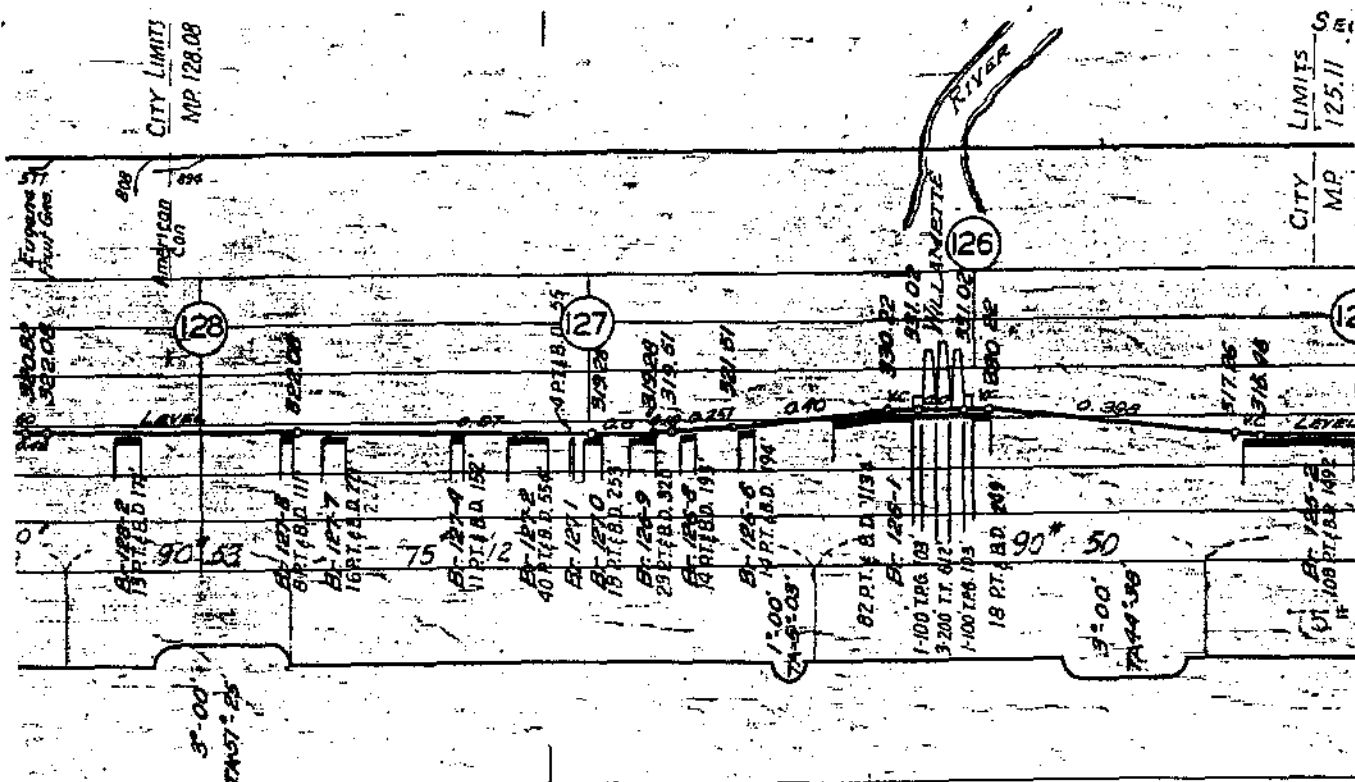
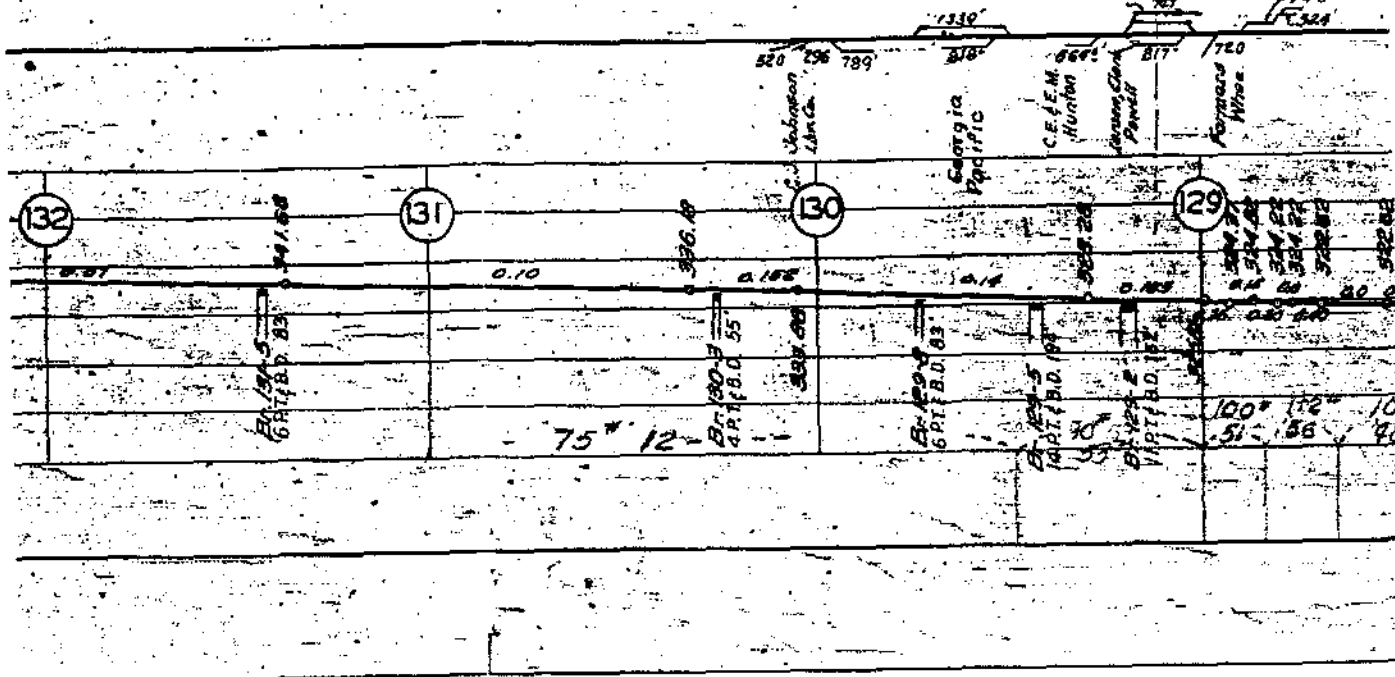
**AWBREY**

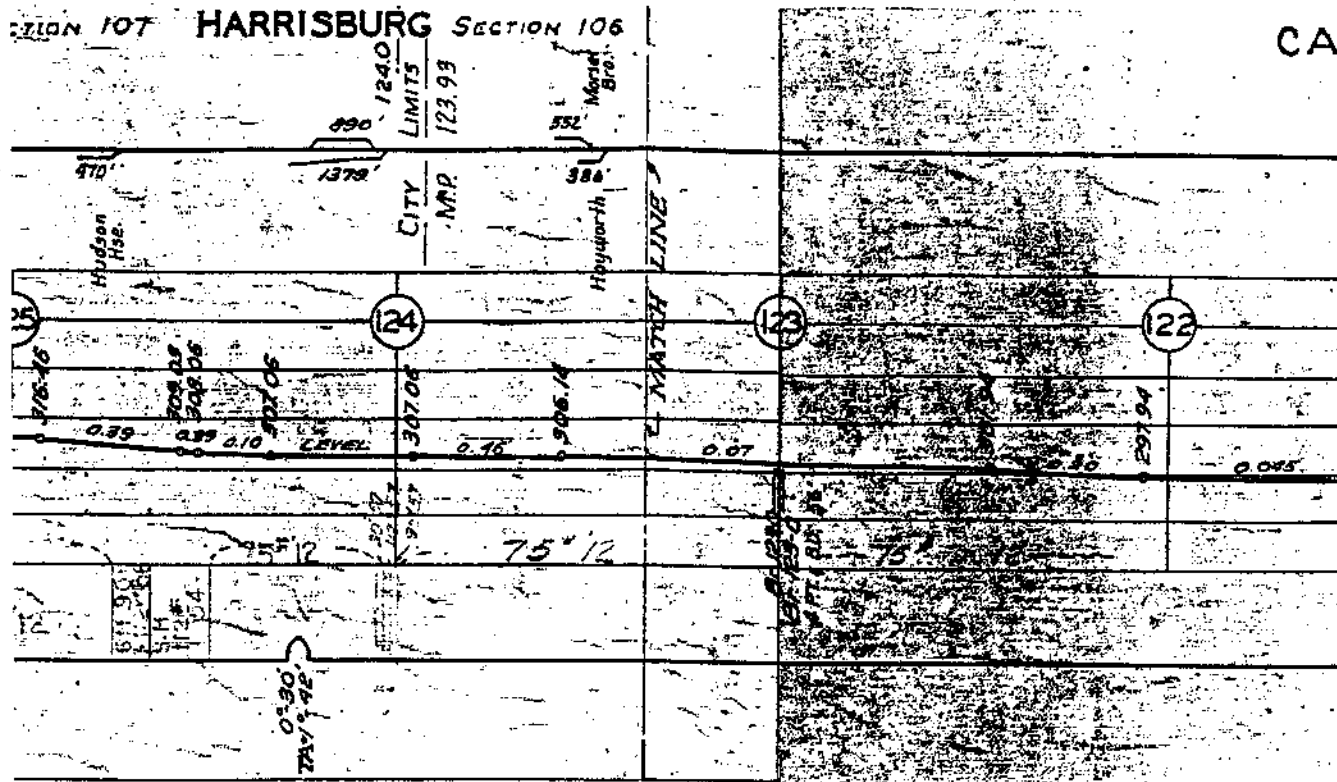
## MEADOW VIEW



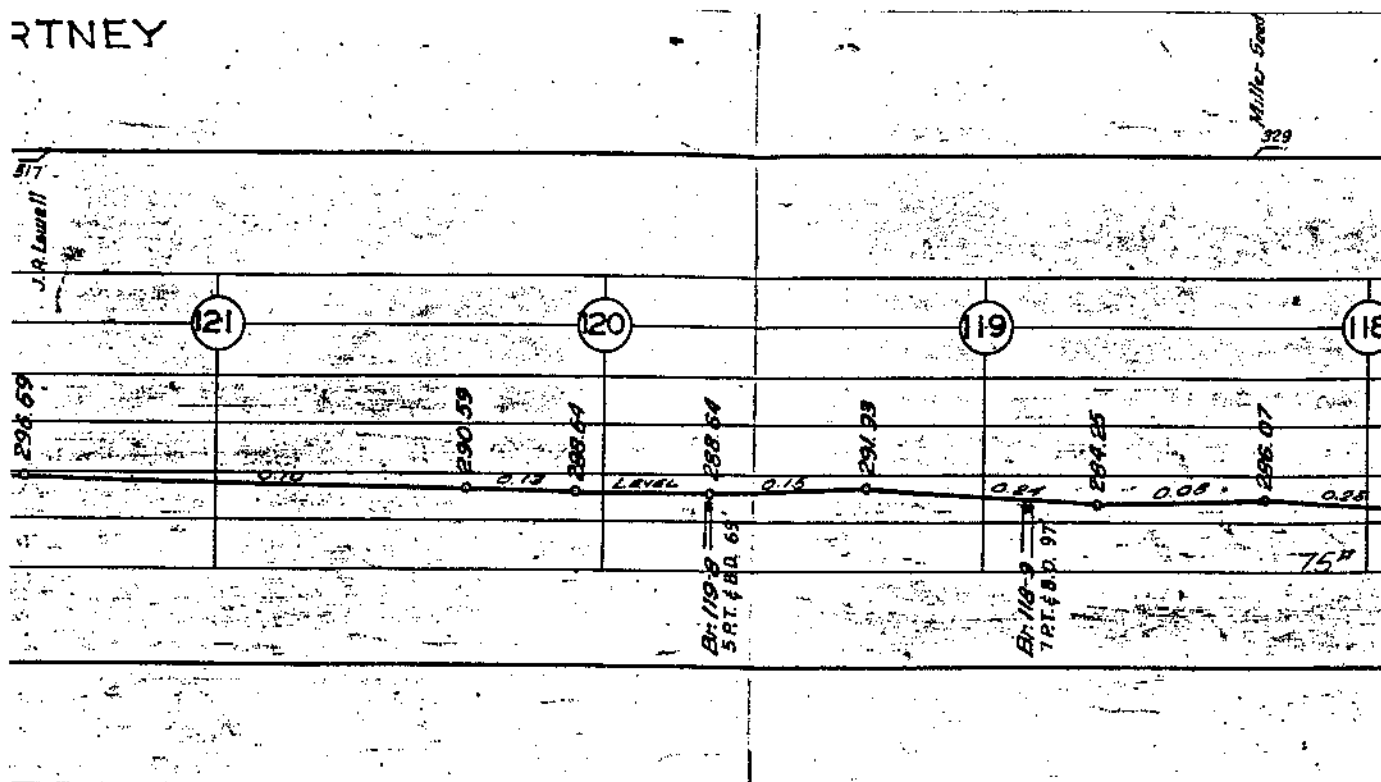
# JUNCTION CITY

CITY LIMITS  
MP 129.12

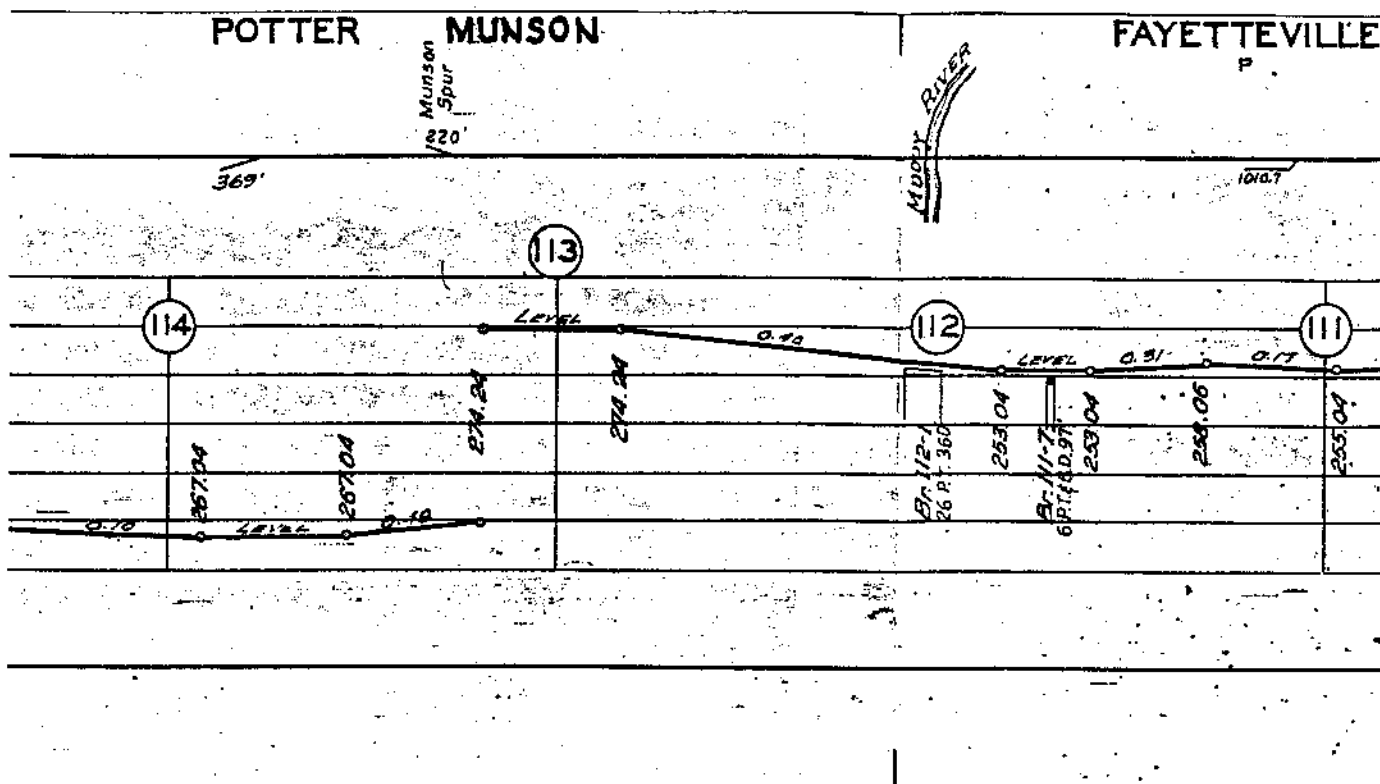
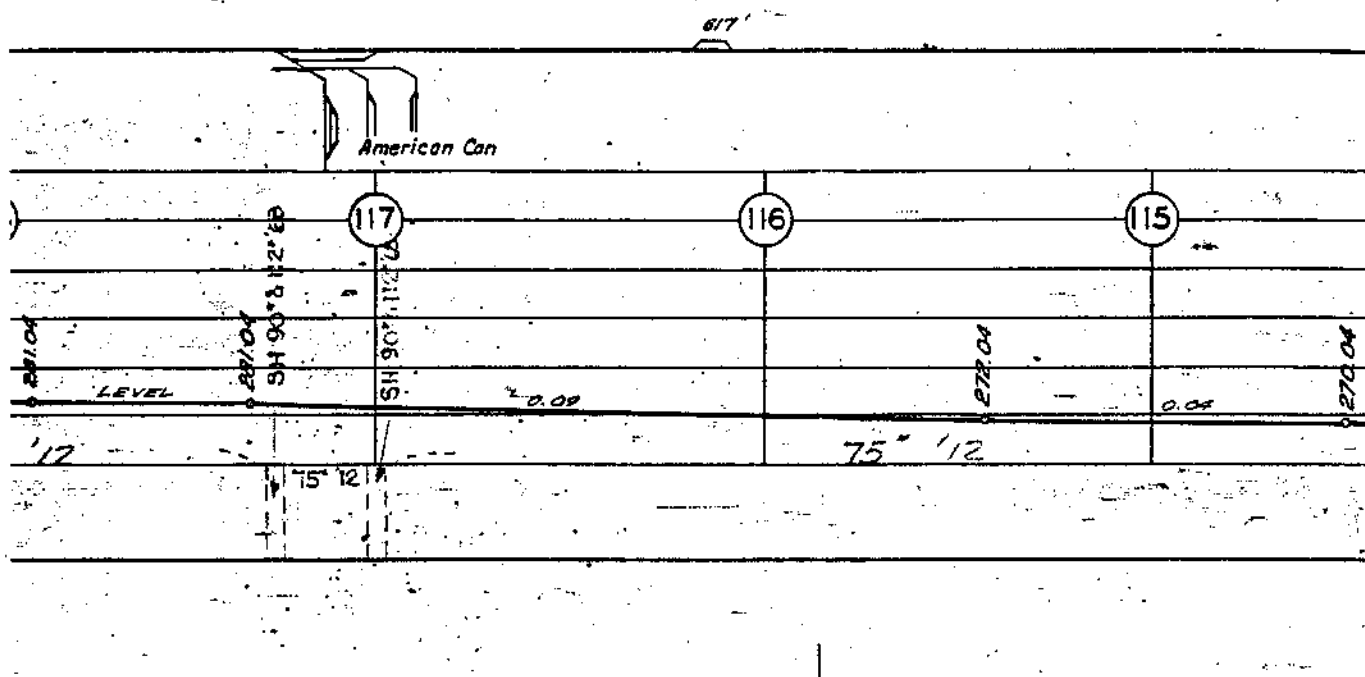




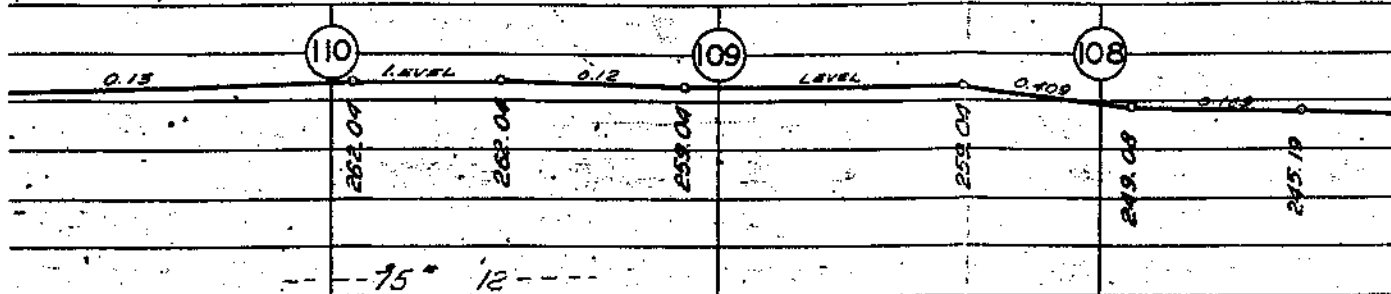
RTNEY



# AMERICAN



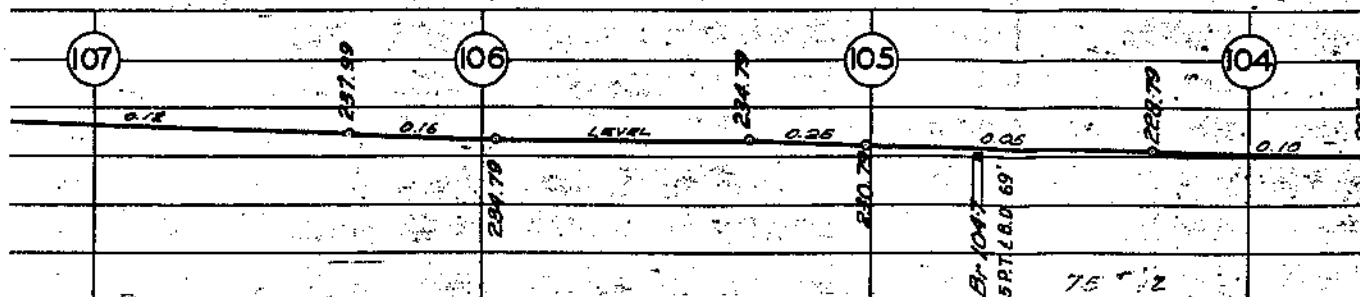




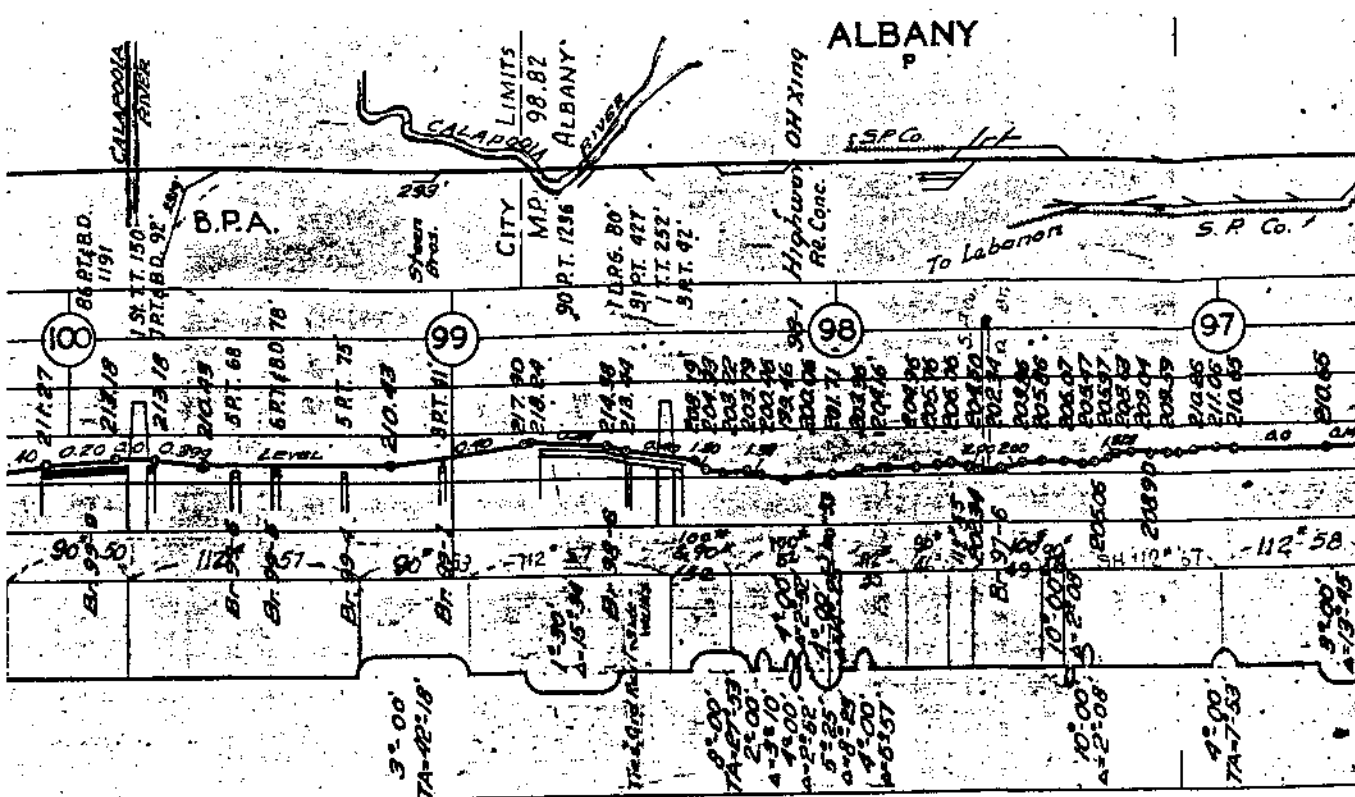
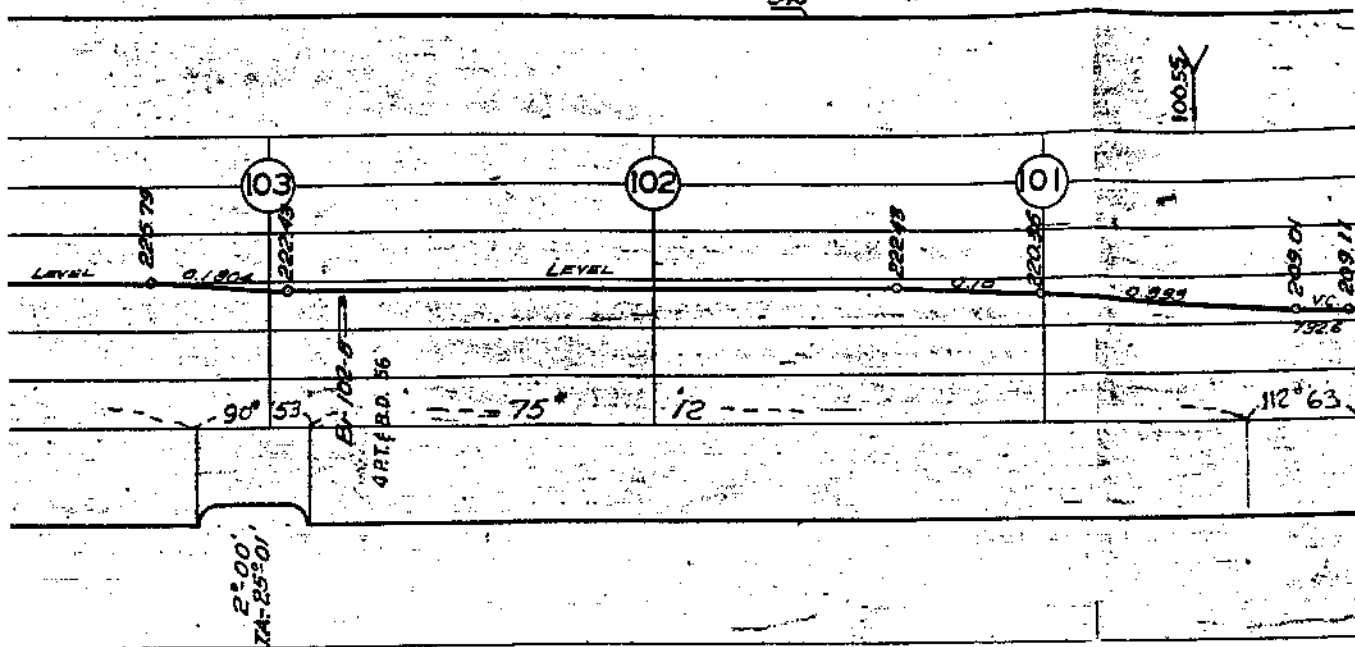
VERDURE

EHLEN

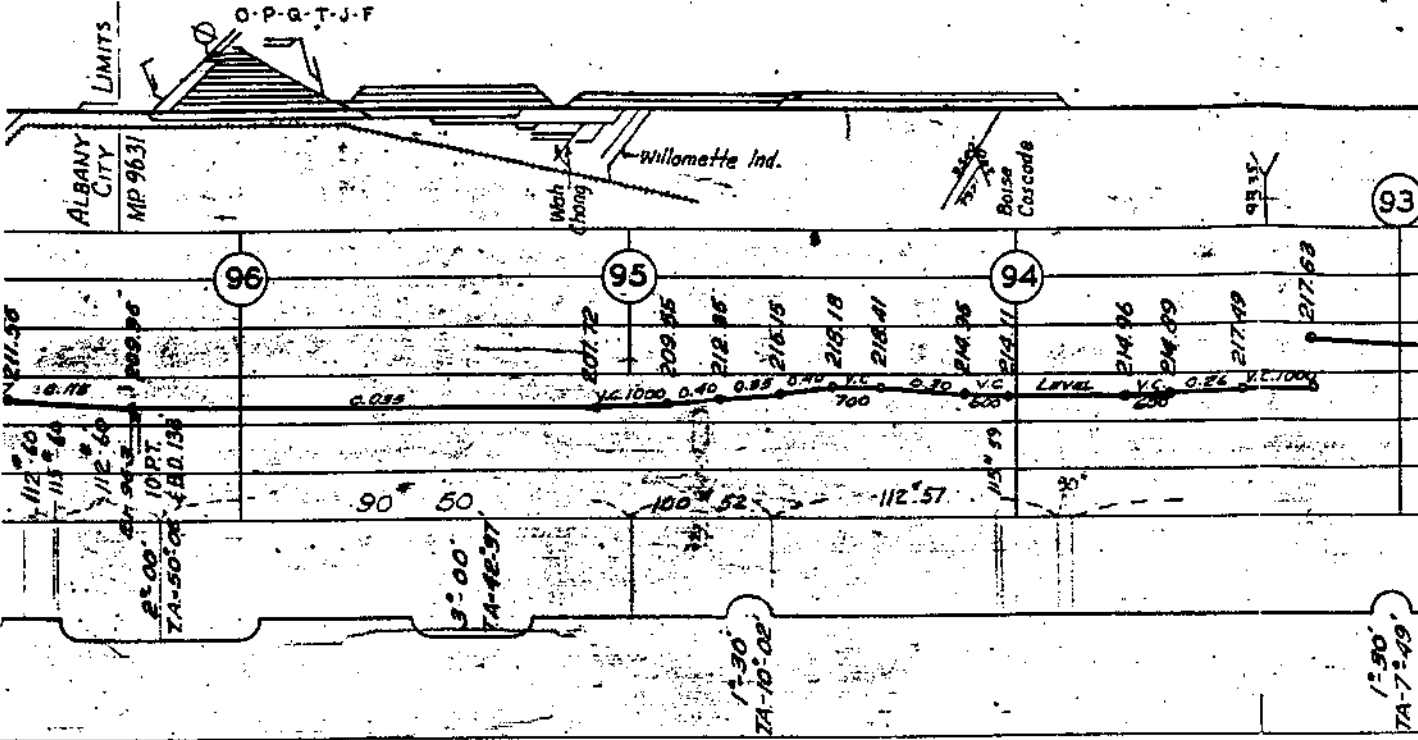
708  
Von Waders  
& Rogers



Substr.  
Spur



# ALBANY YARD



MARION CO



1168'

89

88

87

86

This plan view map illustrates a proposed road alignment, likely for a highway or major thoroughfare, passing through a rural landscape. The alignment is shown as a straight line across the middle of the page, with stationing markers at intervals of 10 units from 90 to 200. Key features include:

- Bridges:** Several bridges are labeled, such as "Br-89-C", "Br-89-D", "Br-89-E", and "Br-89-F".
- Culverts:** Multiple culverts are indicated by small rectangular symbols and labels like "CULVERT".
- Gates:** Two gates are marked with "GATE" labels.
- Stationing:** Numerical markers (90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200) are placed along the top edge of the map.
- Other Features:** The map shows various field patterns, fences, and other infrastructure elements typical of a rural area.

85.0

**SIDNEY**

SECTION 103

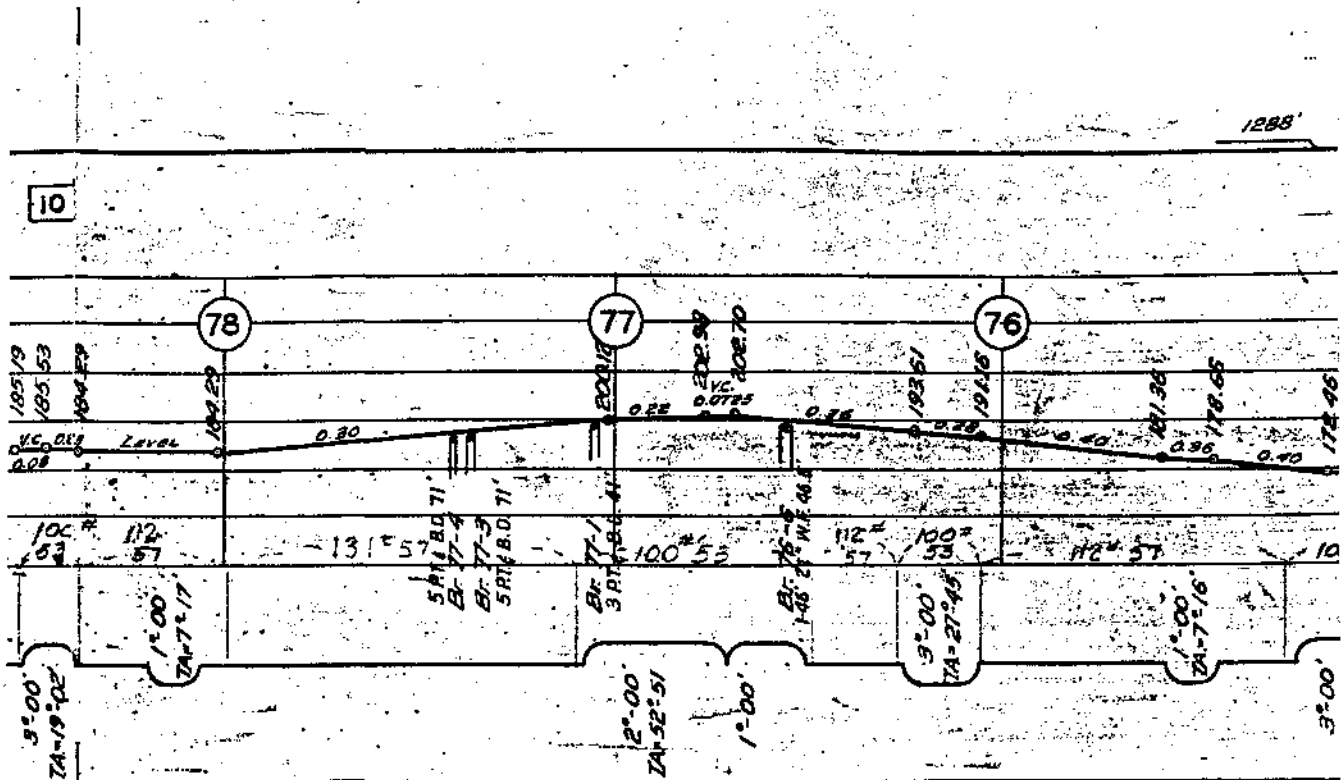
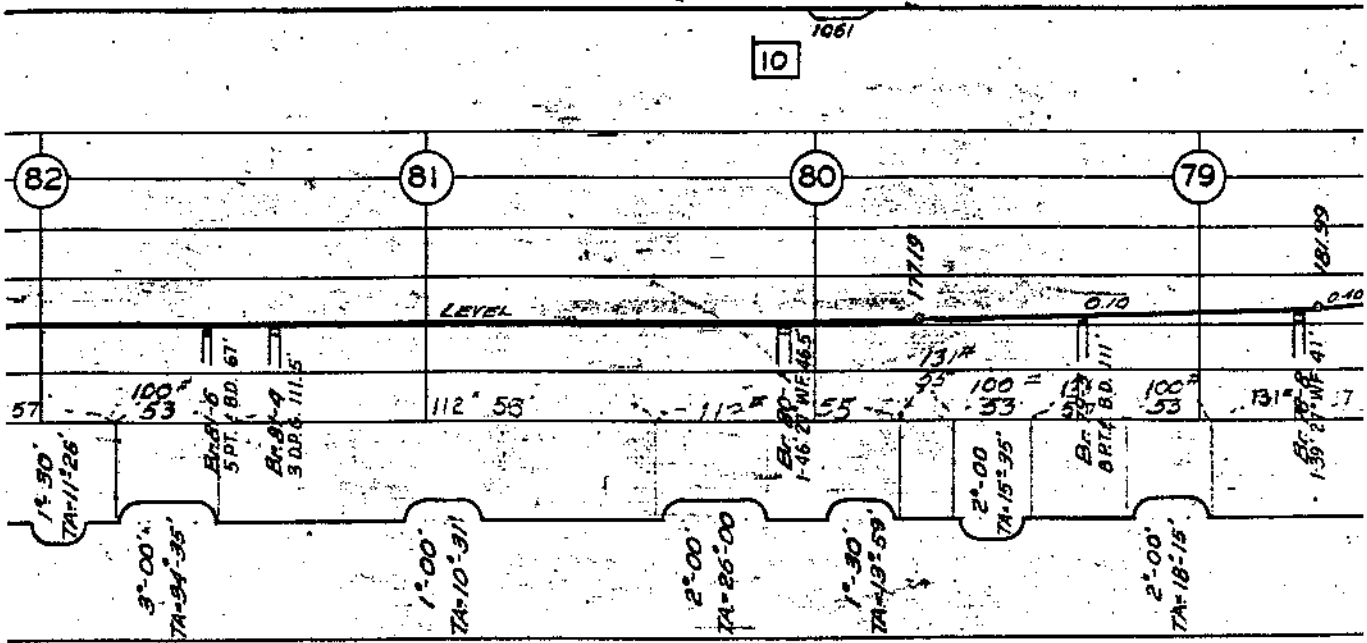
4009

85

84

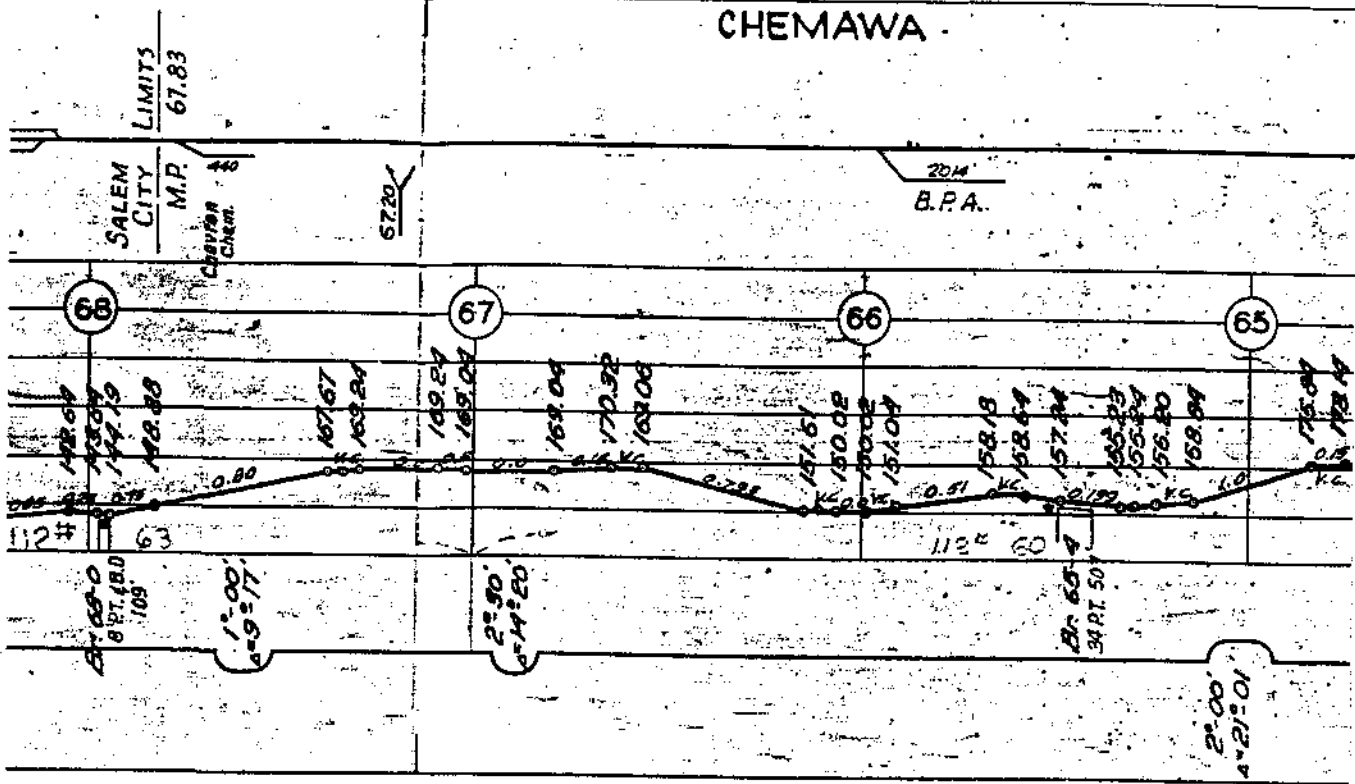
83

# ORVILLE P





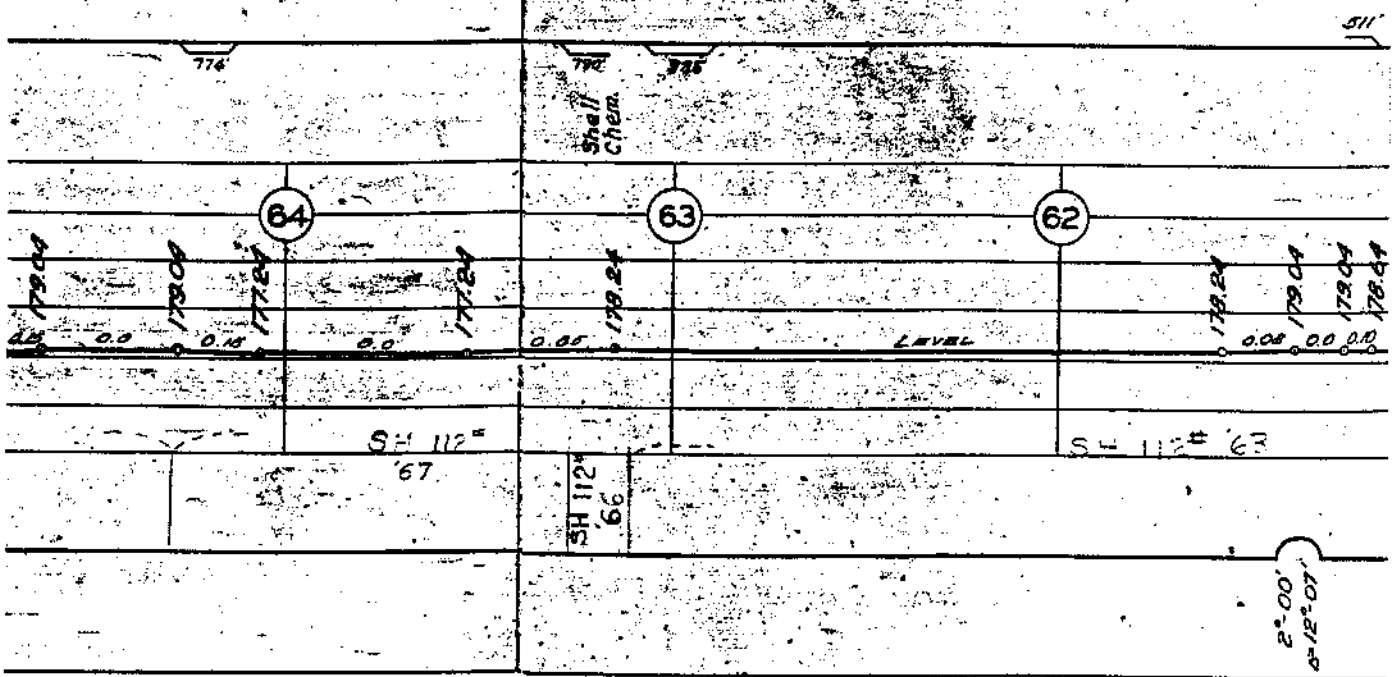
# CHEMAWA

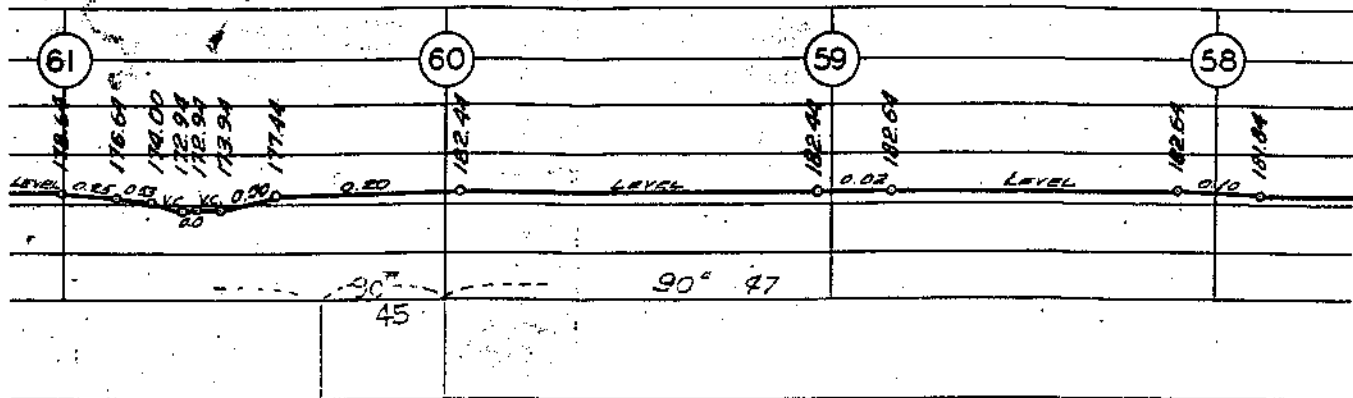


## QUINABY

## HOPMERE

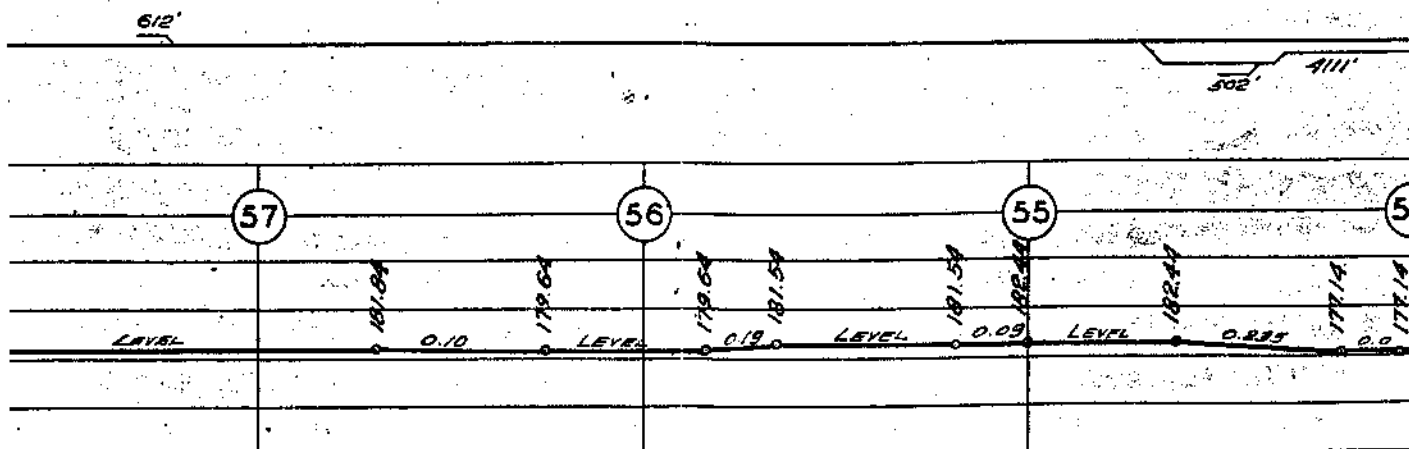
## WACONDA



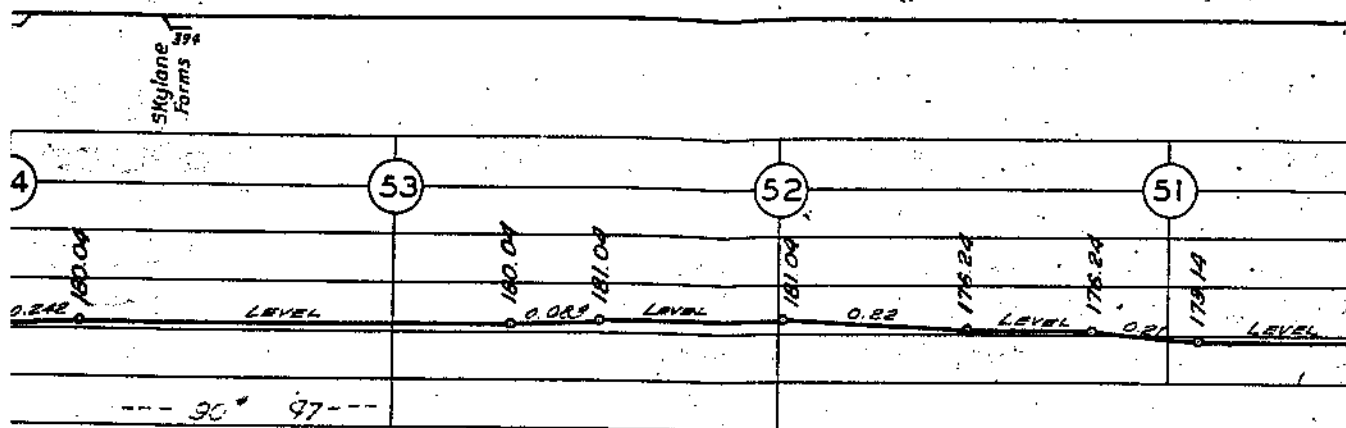


ST. LOUIS

WEST WOODBURN  
P



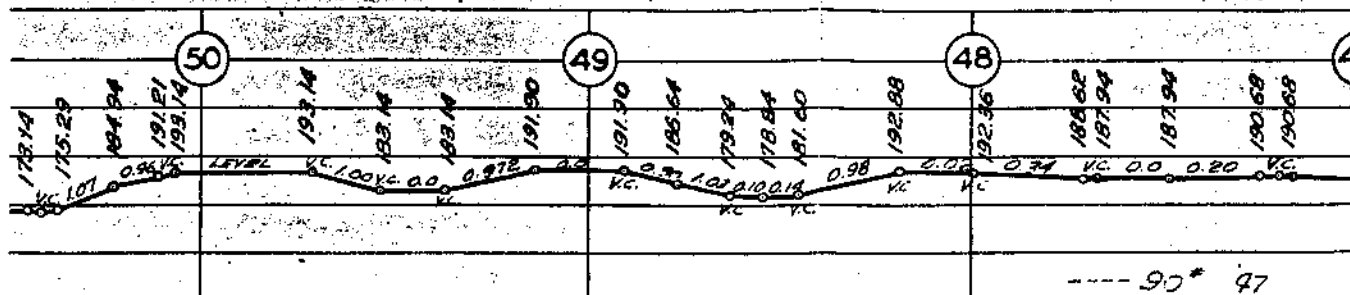




SECTION 103 500 SECTION 102 DONALD P

CITY	LIMITS	MP
	49.33	
	48.84	

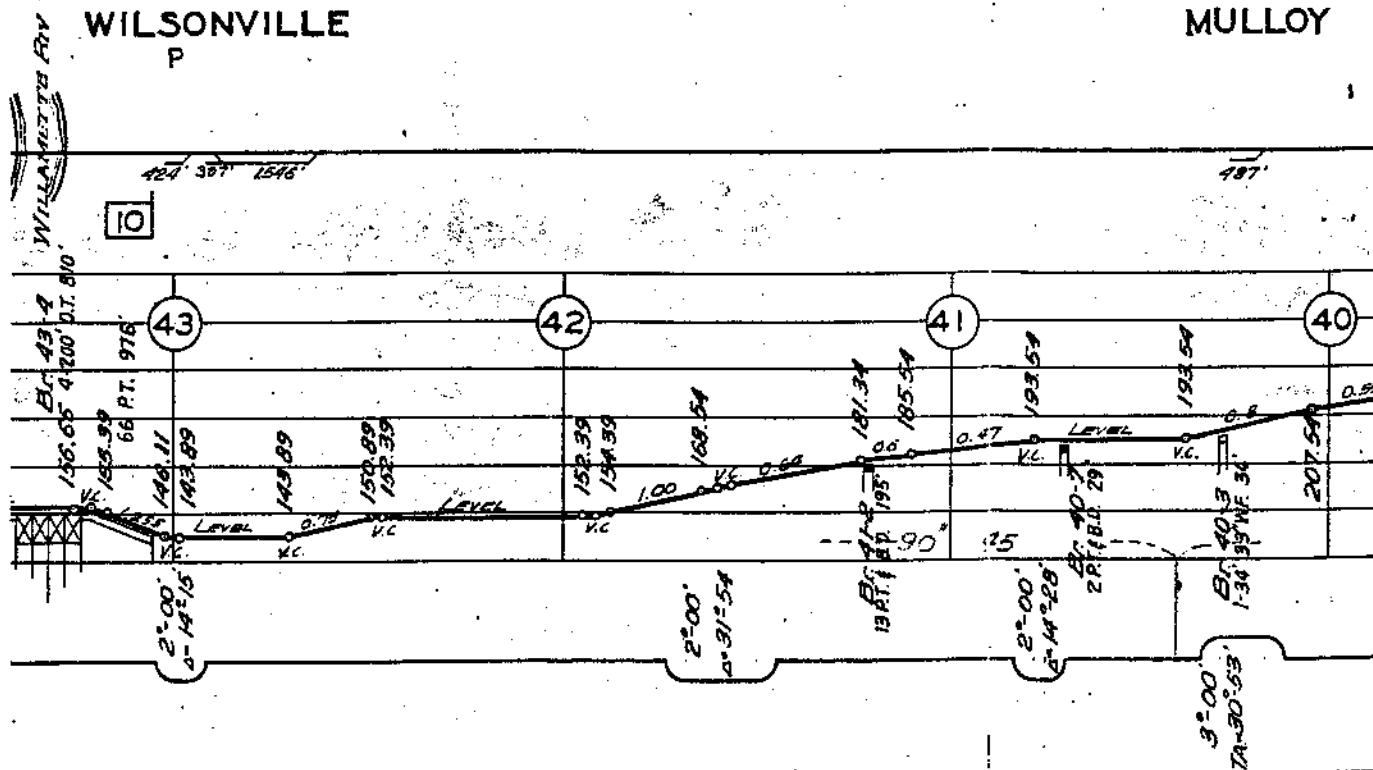
1512'



9044

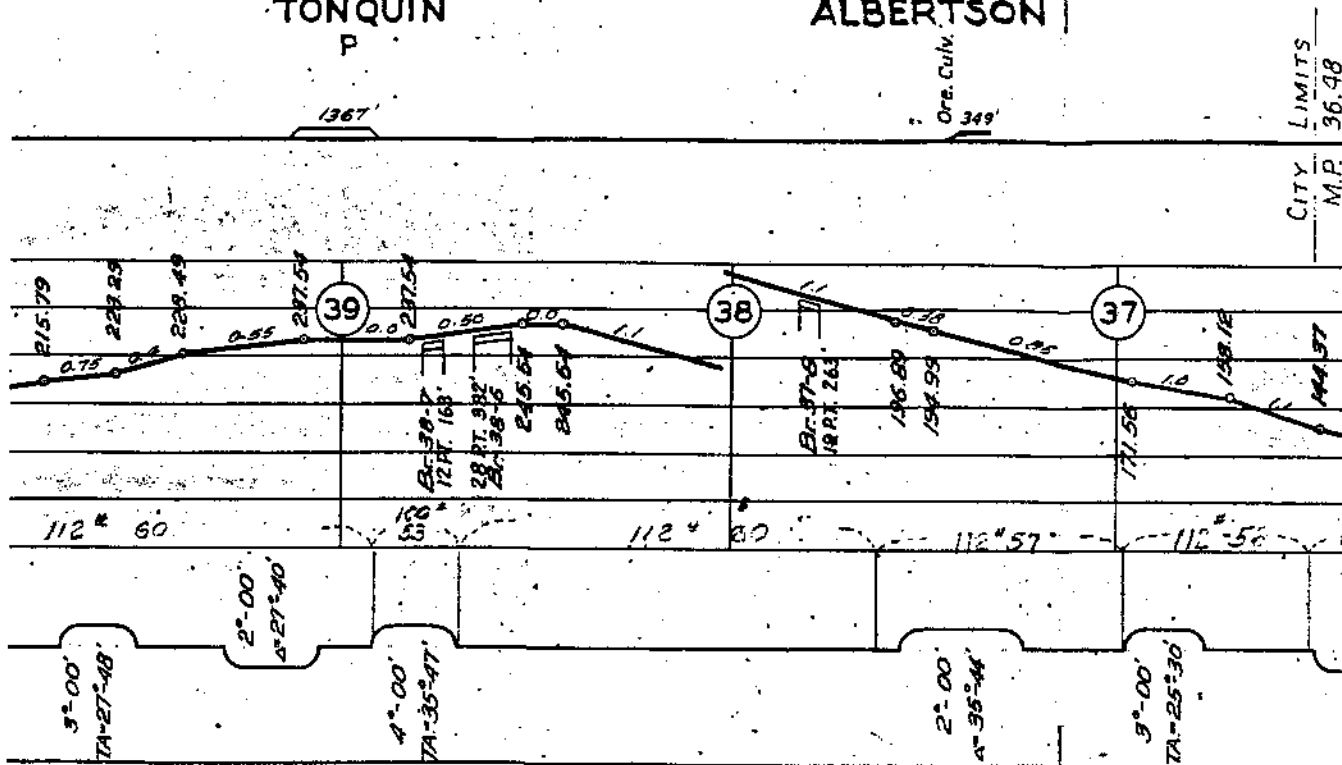


MULLOY



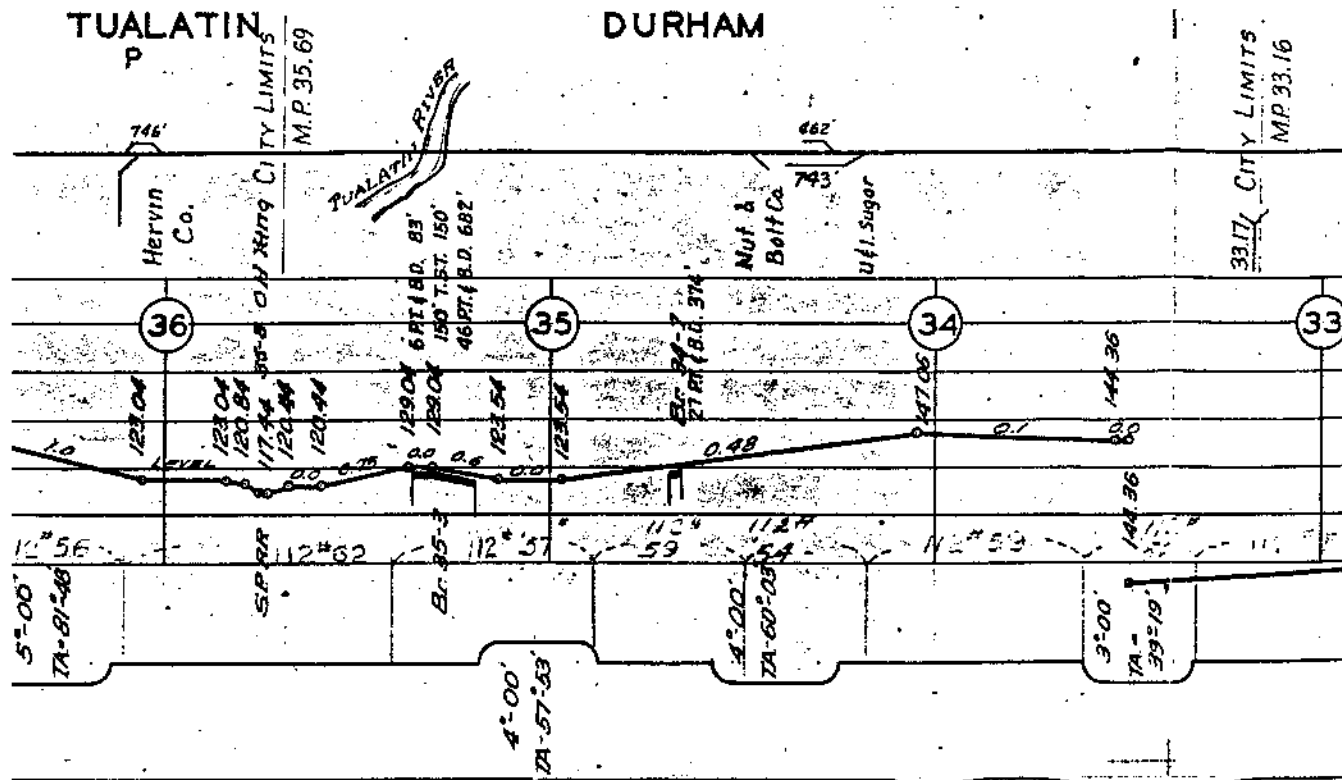
TONQUIN

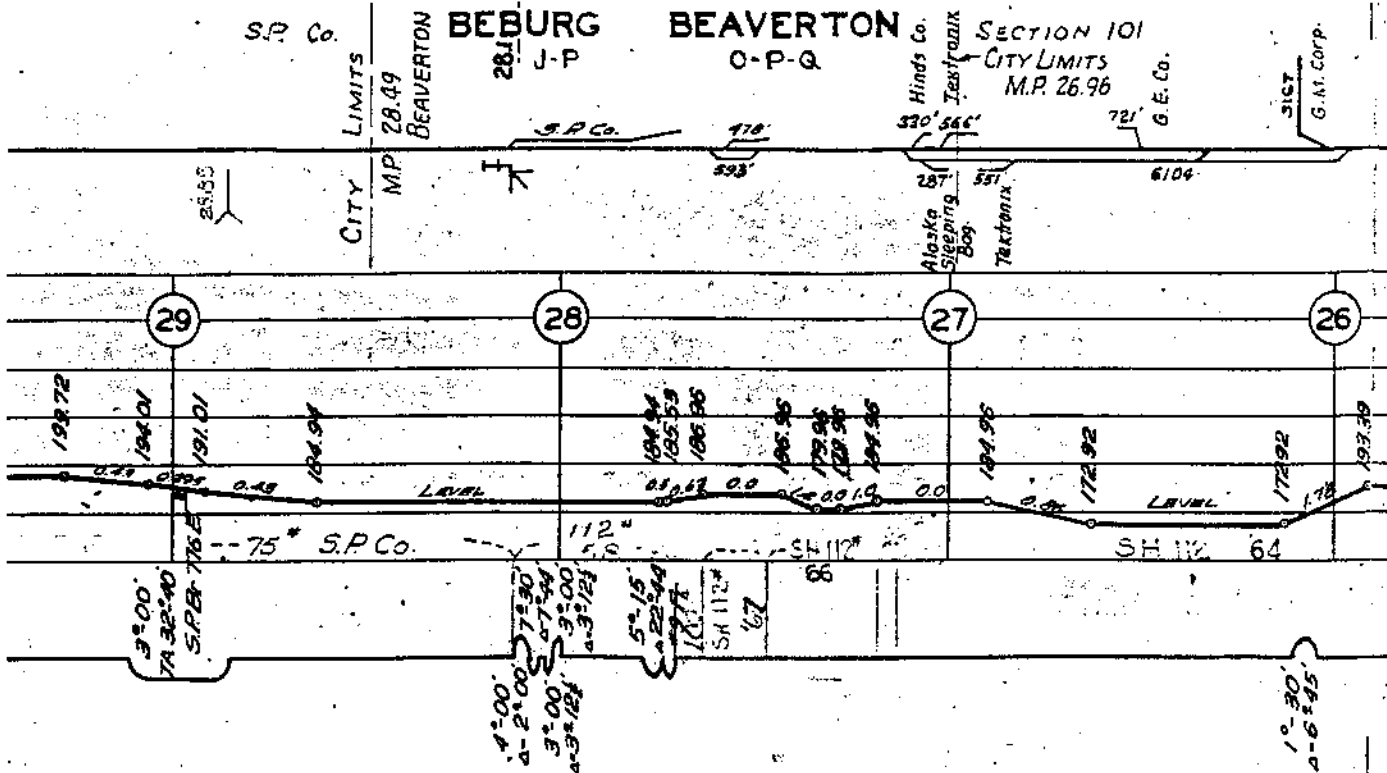
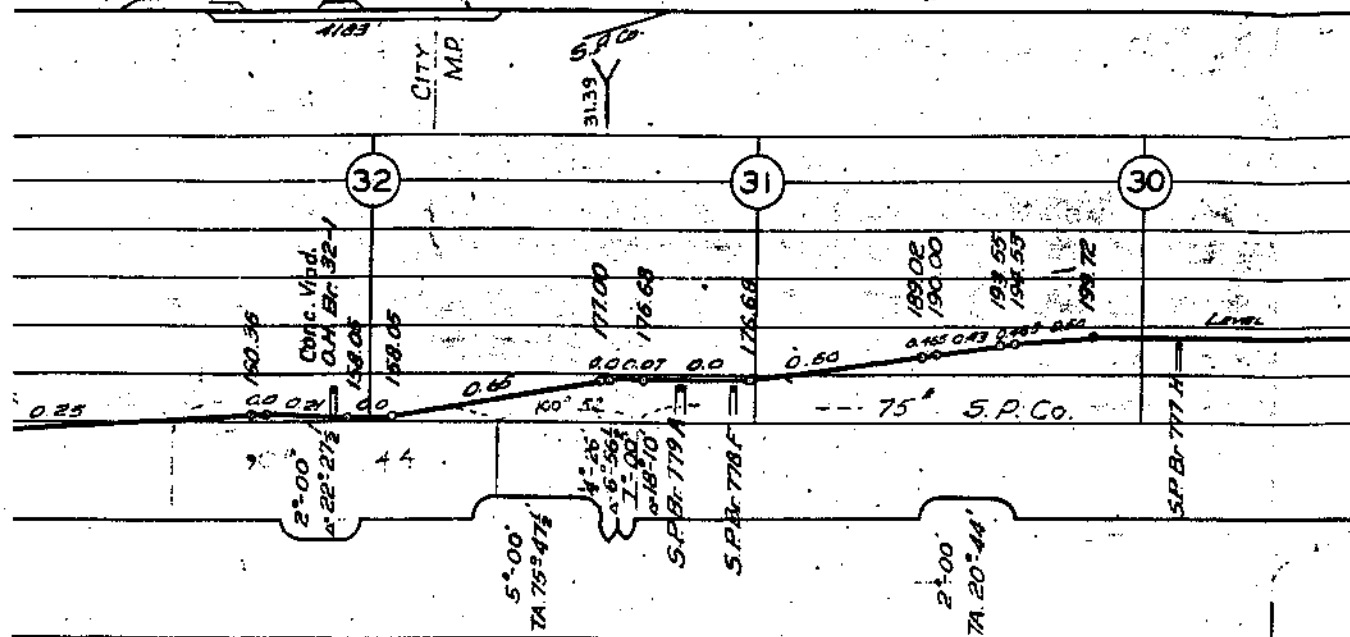
ALBERTSON

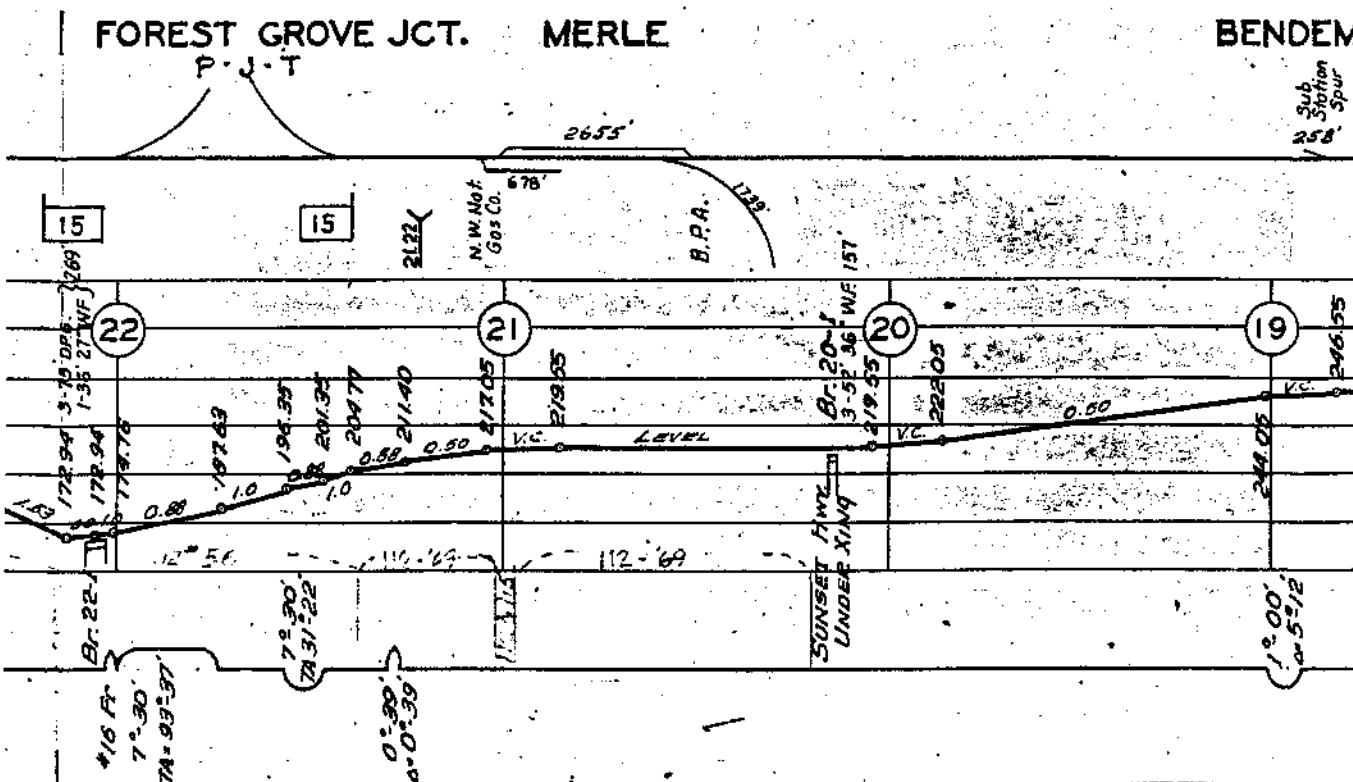
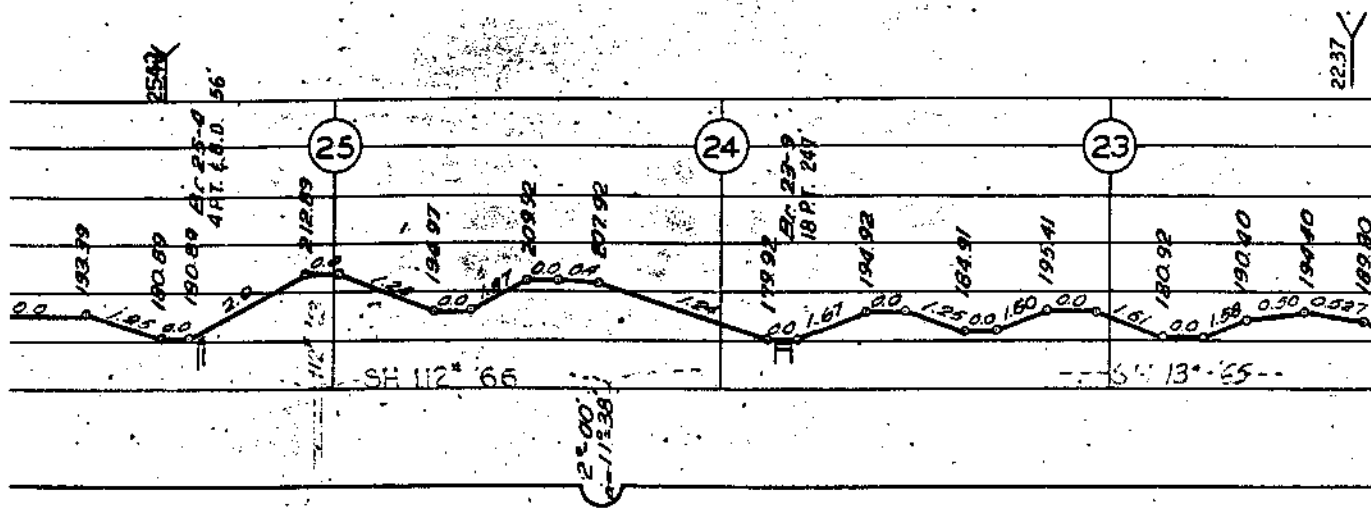


TUALATIN

DURHAM

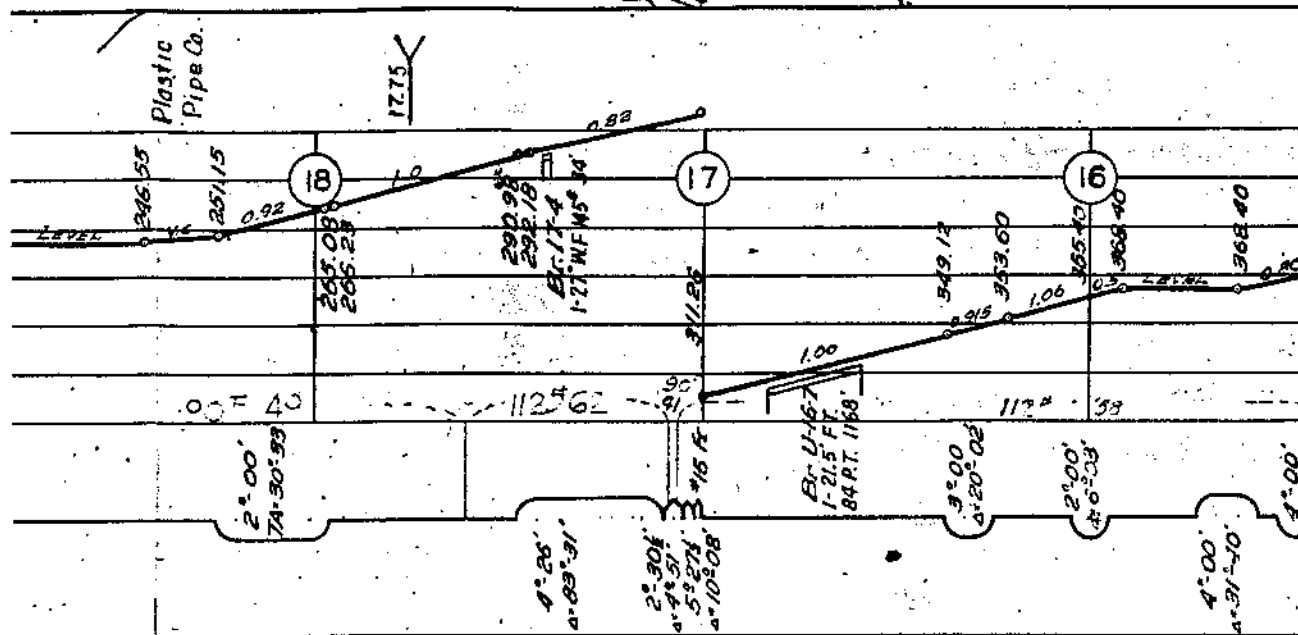




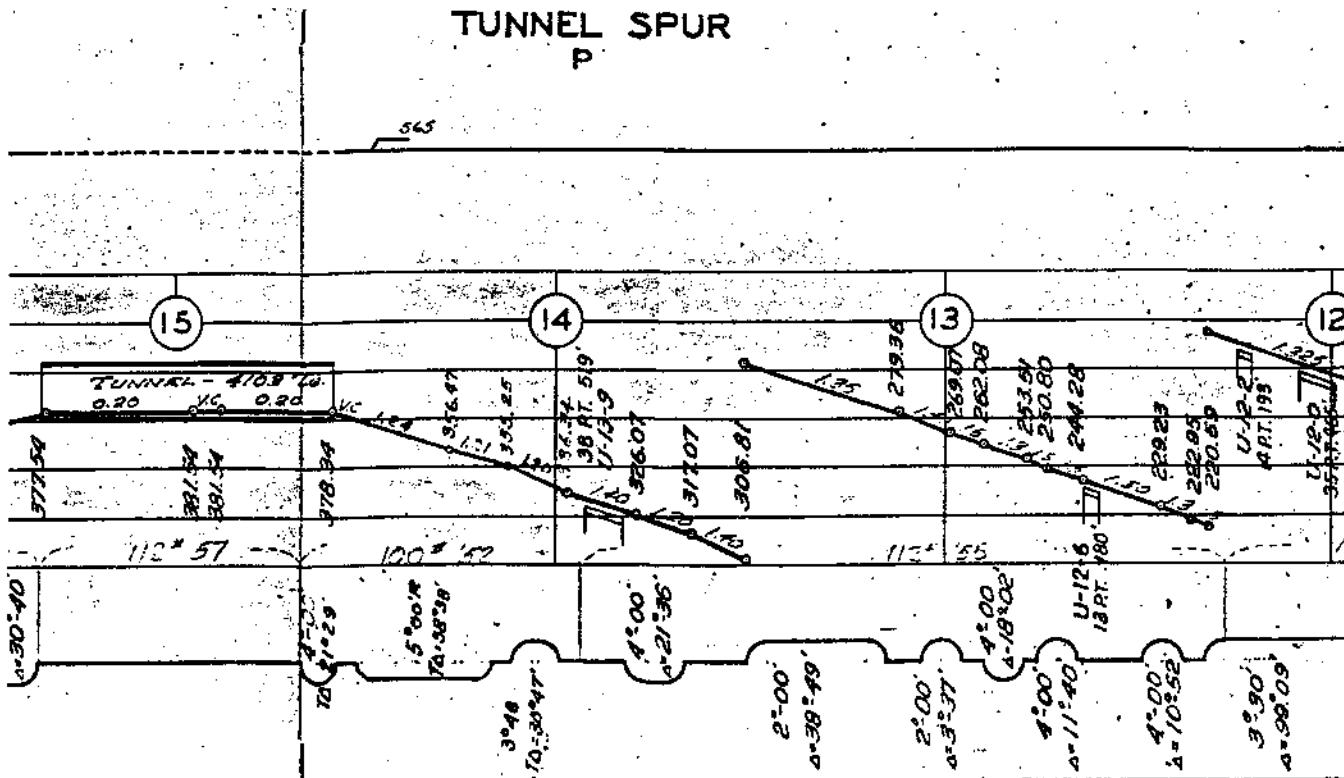


To Vermont  
U.R. 171  
155

J-P



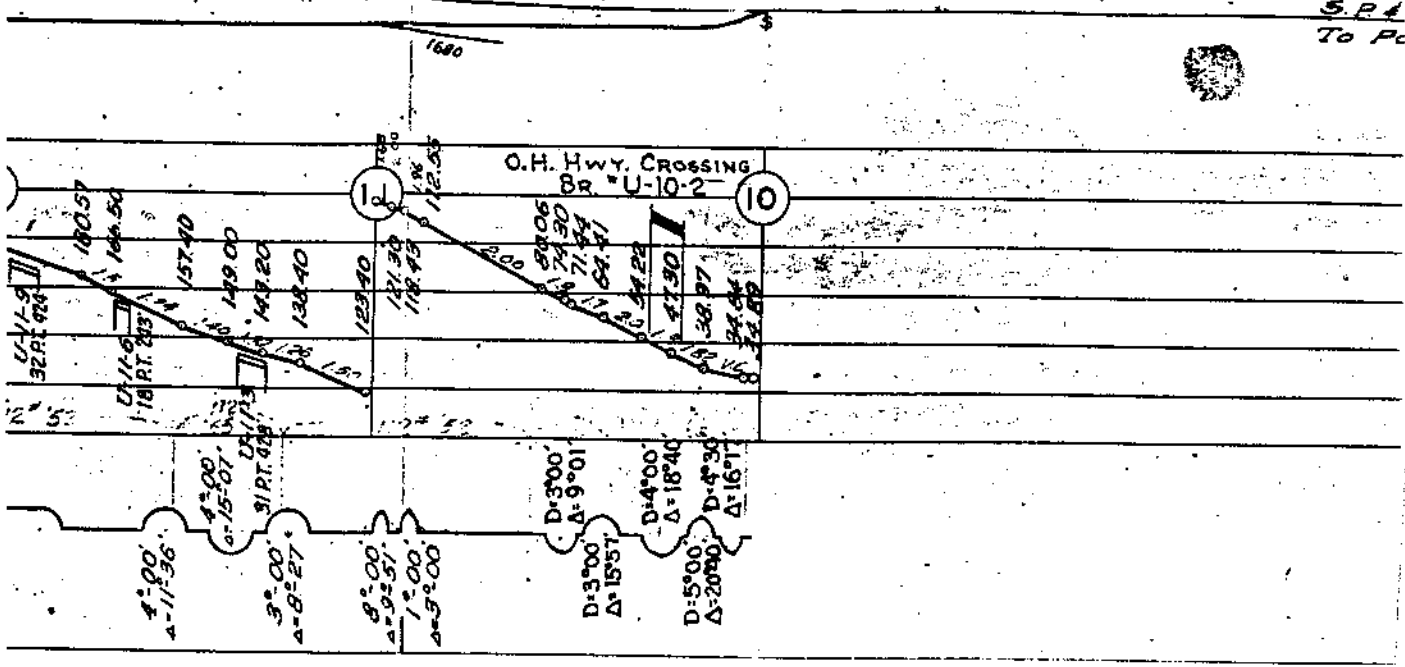
TUNNEL SPUR



BURLINGTON BAN SPUR  
P  
S P & S RY  
To ASTORIA  
HAFTON

UNITED JCT.  
P-J

S.P. 4  
To P.C.



# OREGON - ELECTRIC RY.

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## PROFILE-ALIGNMENT & TRACK CHART

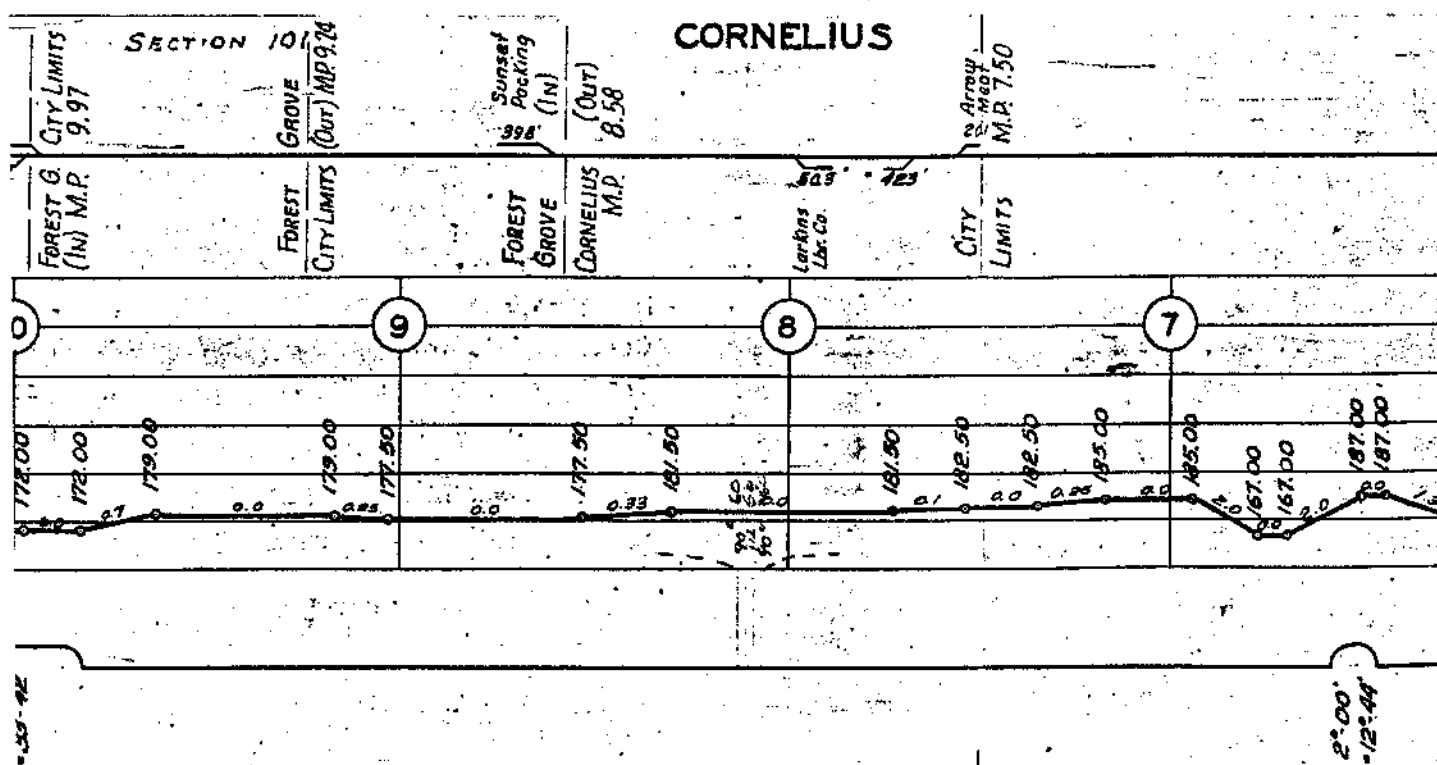
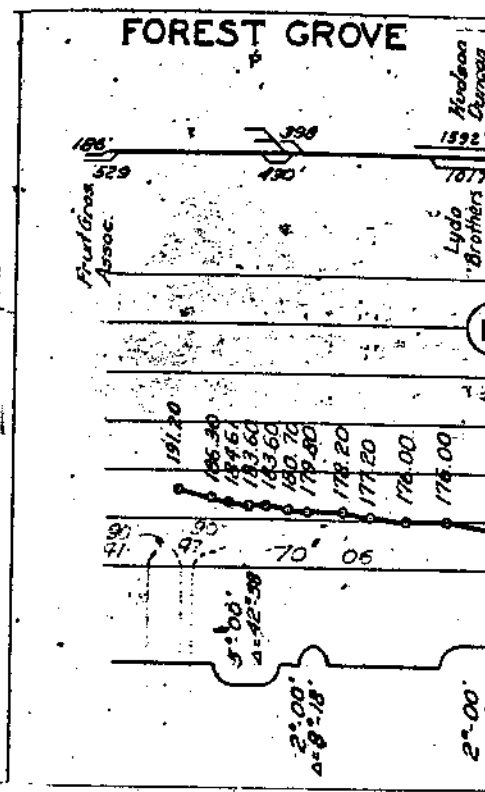
SCALE HORIZONTAL 1 INCH= 2640 FEET  
VERTICAL 1 INCH= 100 FEET

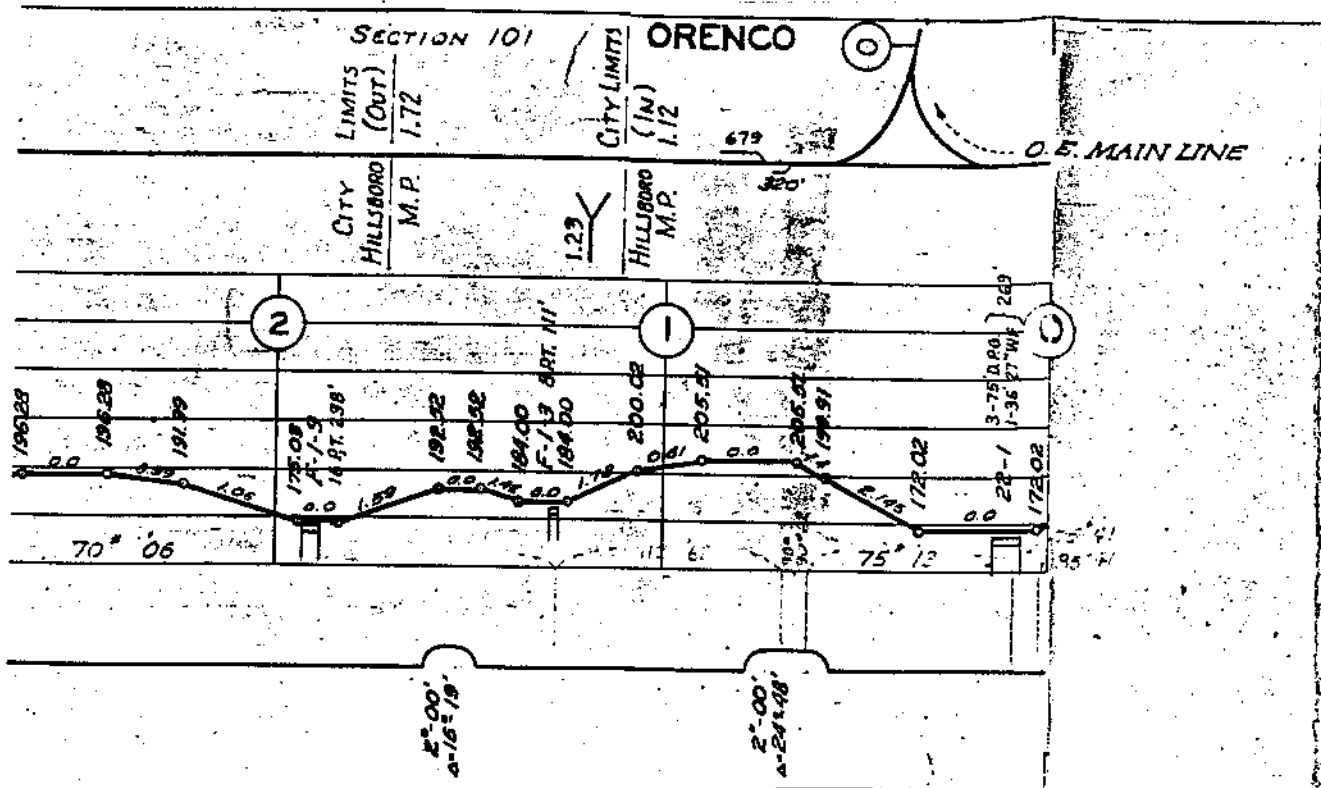
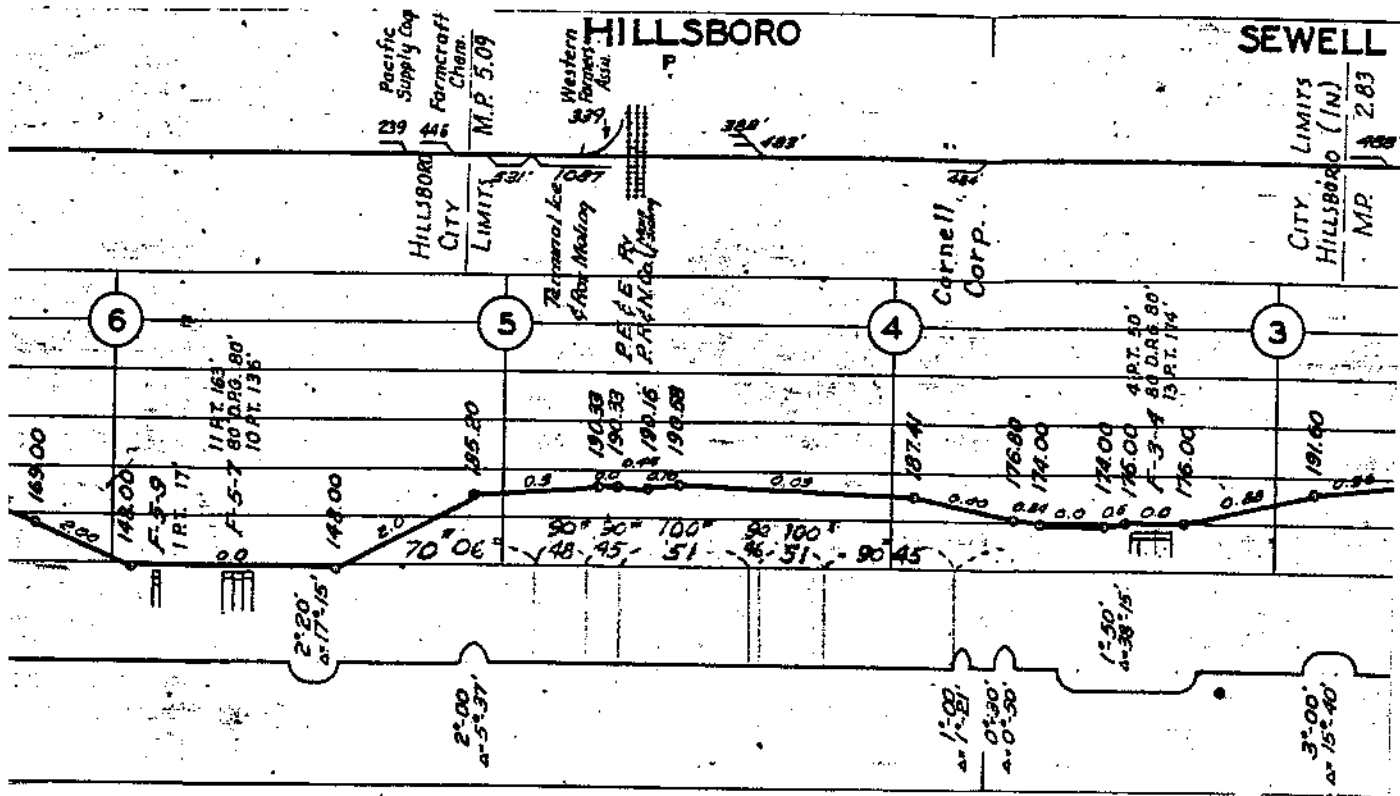
OFFICE OF CHIEF ENGINEER PORTLAND OREGON

CORRECTED TO MAR 3 1970



Symbols.	
	Depot
	Detector Fence
	Speed Limit Board
	Signal Overlap
	Spring Switch
	Interlockers
	Curve Lubricator
	Track Occupancy Indicator
Hi Si	High Silicon Rail
F.H.	Flame Hardened Rail
T.P.	Transposed Rail
	Tunnel
	Tunnel With Detector Fence At Portals
C-	Continuous Office
F-	Fuel
J-	Junction
O-	Agent or Operator
P-	Dispatchers Telephone
Q-	Radio Installation
T-	Turntable or Wye
W-	Water
Y-	Yard Limits





# OREGON - ELECTRIC RY.

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






## PROFILE-ALIGNMENT & TRACK CHART

SCALE HORIZONTAL 1 INCH= 2640 FEET  
VERTICAL 1 INCH= 100 FEET

OFFICE OF CHIEF ENGINEER PORTLAND OREGON

CORRECTED TO MAR 3 1970

# Symbols.

	Depot	C - Continuous Office
	Detector Fence	F - Fuel
	Speed Limit Board	J - Junction
	Signal Overlap	O - Agent or Operator
	Spring Switch	P - Dispatchers Telephone
	Interlockers	Q - Radio Installation
	Curve Lubricator	T - Turntable or Wye
	Track Occupancy Indicator	W - Water
Hi Si	High Silicon Rail	Y - Yard Limits
F.H.	Flame Hardened Rail	
T.P.	Transposed Rail	
	Tunnel	
		
	Tunnel With Detector Fence At Portals	

FOSTER

SECTION 108

SWEET HOME

CITY LIMITS  
MP 29.06

O-P-R-T  
Clear Lim  
N. Western  
Shingle

Clear Lim.

Western  
Vernor

Shoreland  
Transport

Shoreland  
Transport

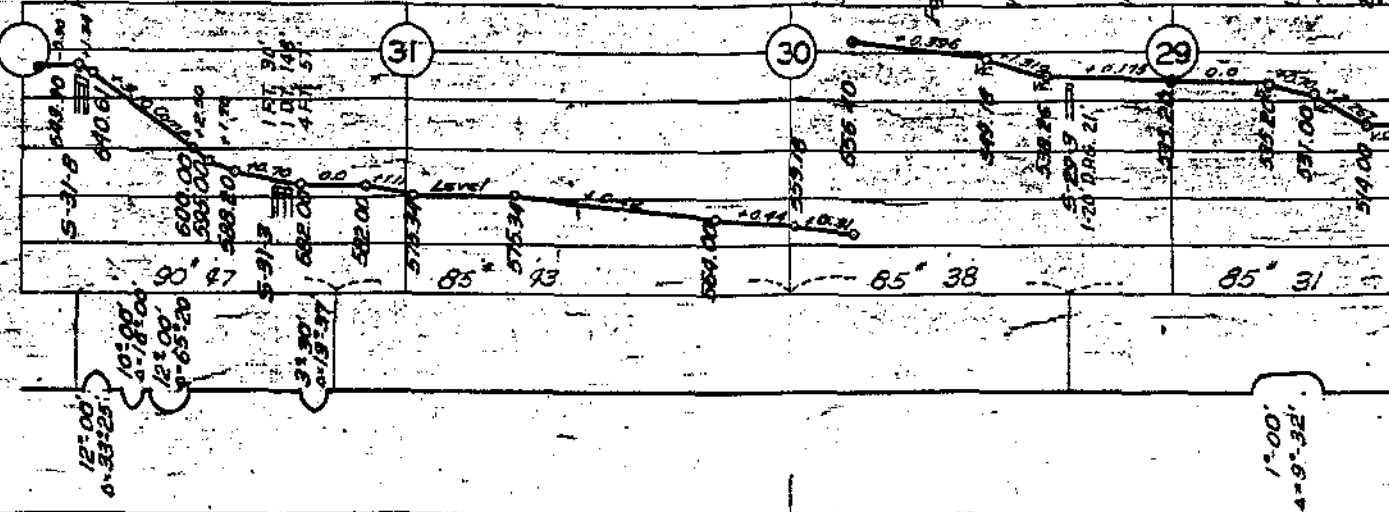
Willamette  
Ind. Inc.

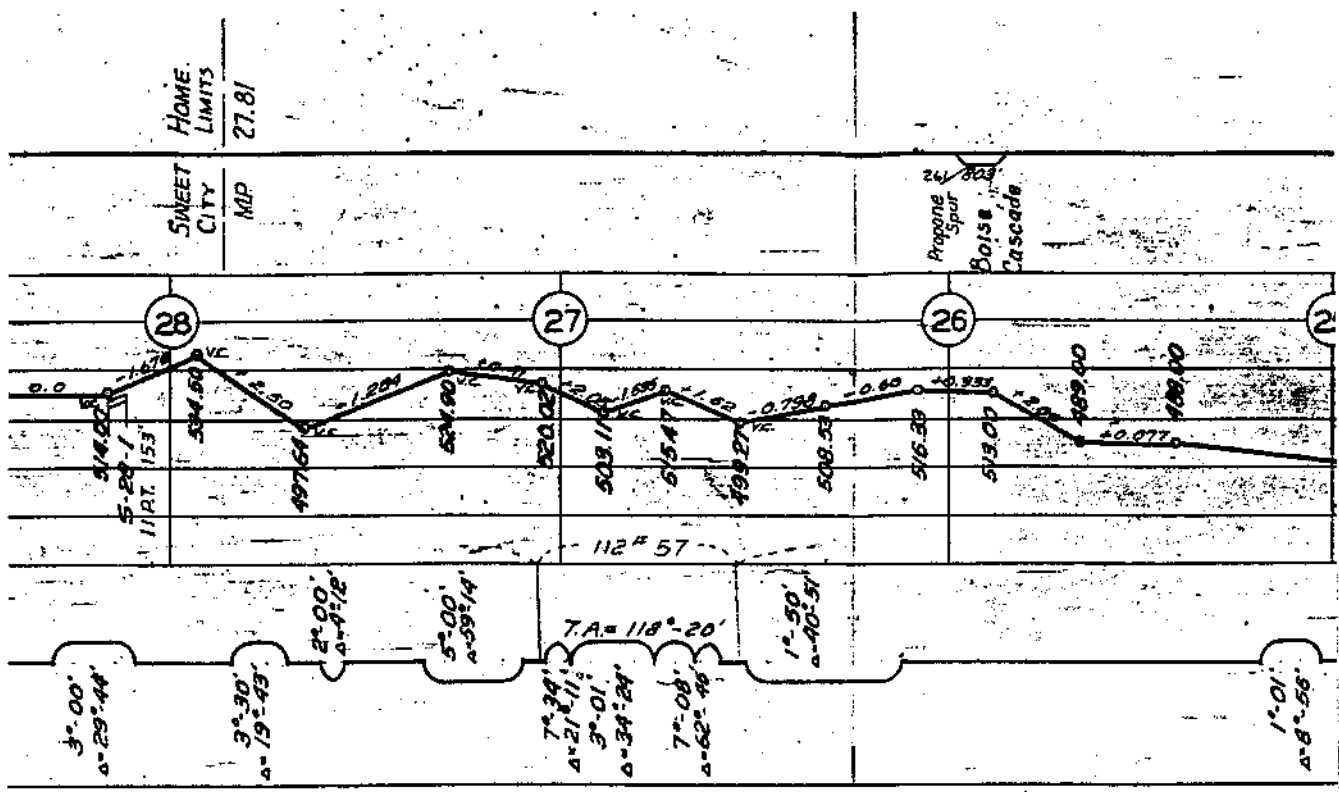
Willamette  
Ind. Inc.

Willamette  
Ind. Inc.

Willamette  
Ind. Inc.

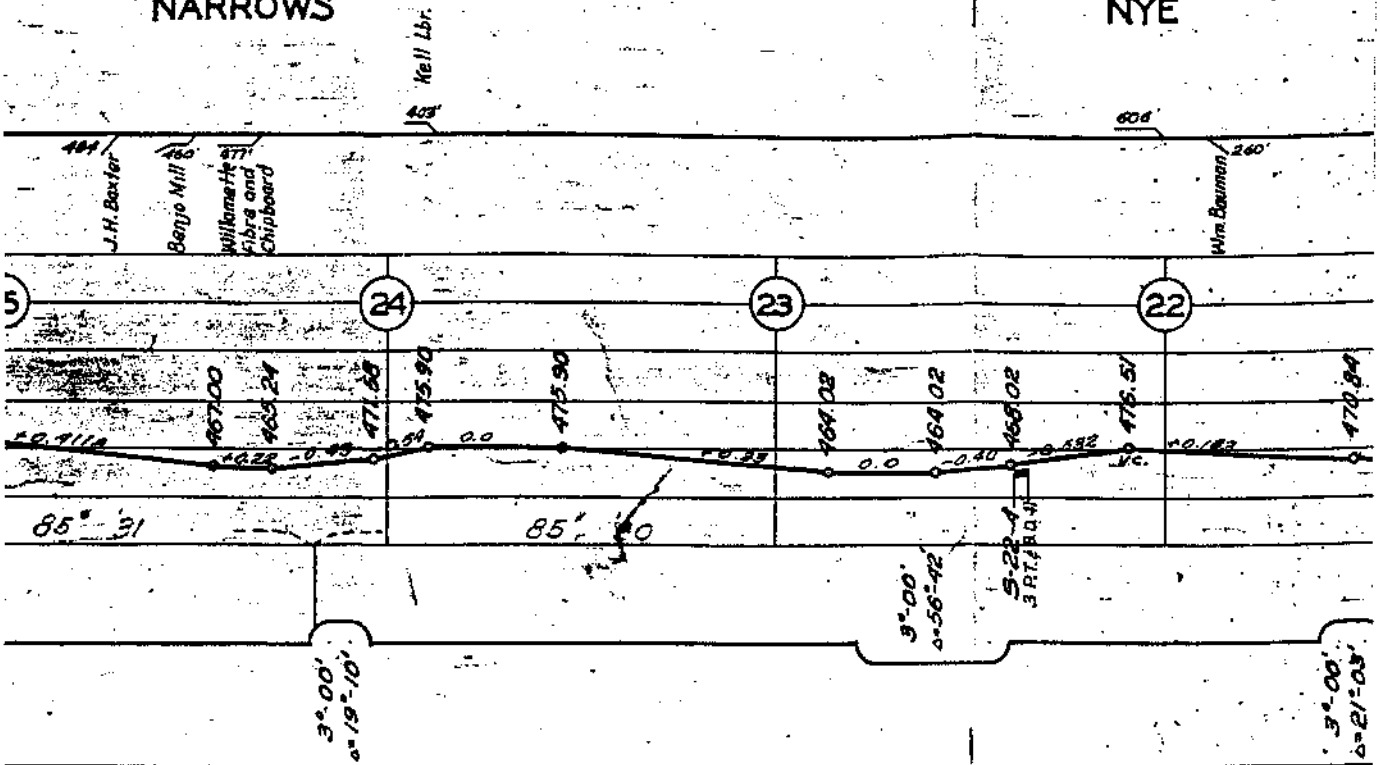
Willamette  
Ind. Inc.





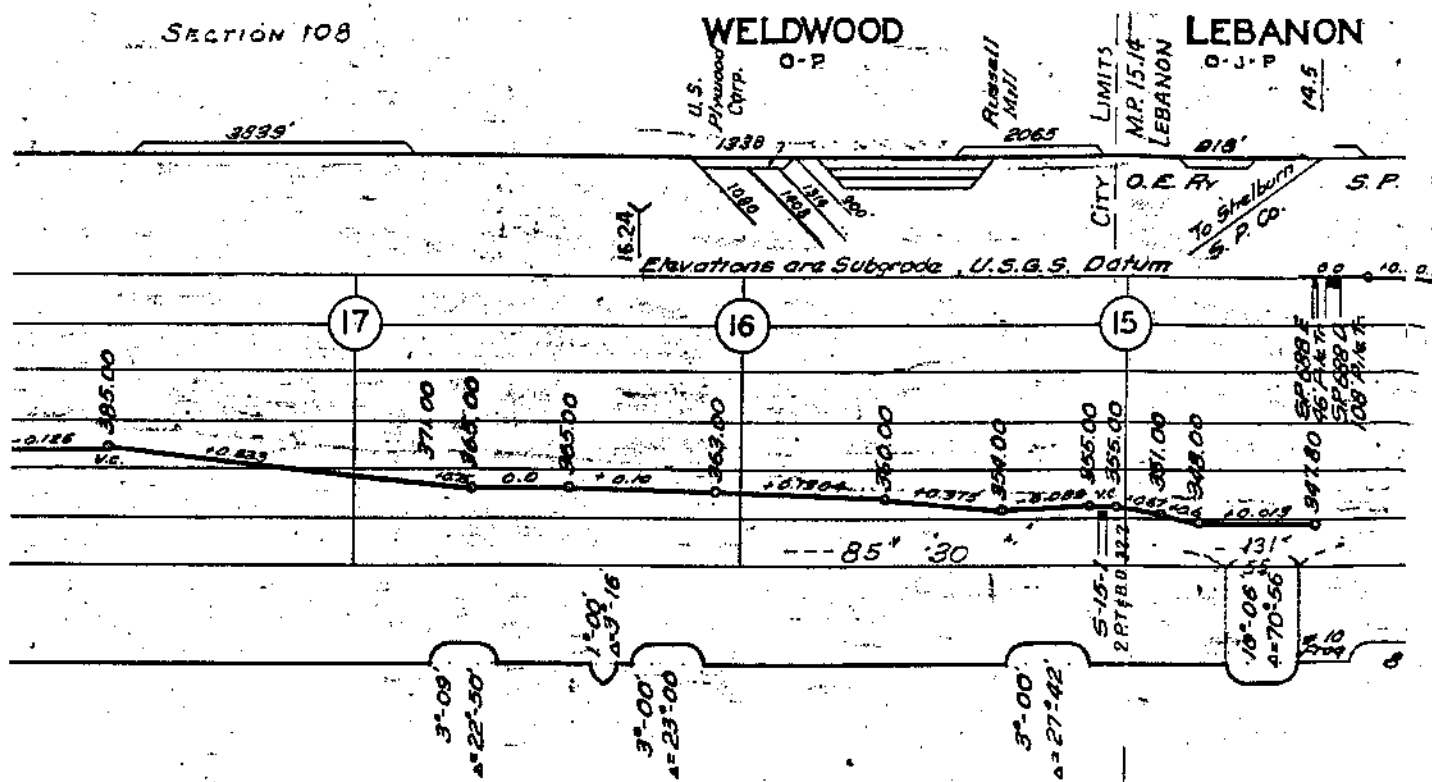
NARROWS

NYE



Technical drawing of a road layout showing a series of connected line segments with stationing and bearing data. The drawing includes labels for "Bauman Lbr.", "Bauman Sales", "Cascade Wreckers", and "Lebanon Lbr.". Stationing numbers 18, 19, 20, and 21 are marked along the route. A callout box at the bottom right specifies "1.56'" and "Δ=27.52".

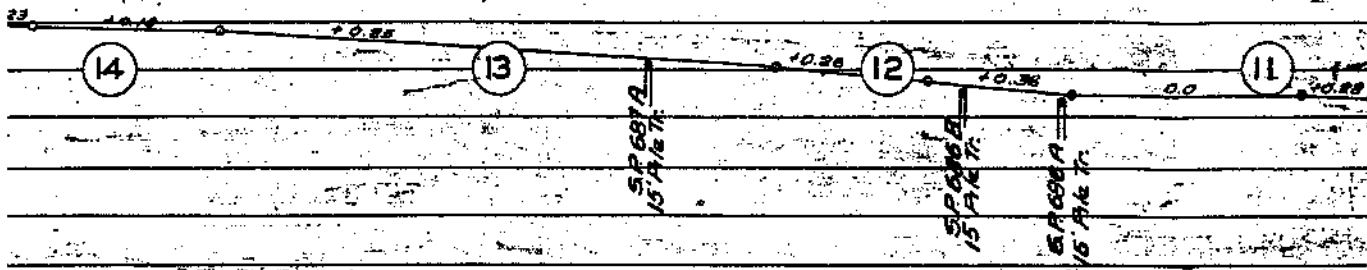
Station	Bearing	Distance
18	N 0.4074° E	392.00
19	N 0.25° E	394.00
20	N 0.32° E	403.00
21	N 0.5913° E	401.00



12.17

Co.

Interchange  
Track

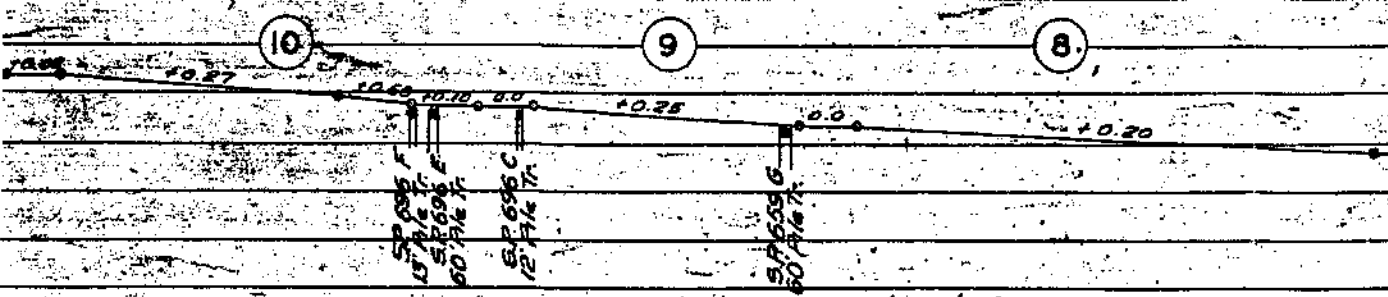


TALLMAN

GOLTRA

To Springfield

S.P. Co.





FRY

FROMAN

S.P. Co.

7

6

5

4



0+50

ALBANY

ALBANY YARD

O-P-Q-T-J-F

To Eugene  
O.E. Ry.

S.P. Co. To Portland

S.P. Co.

O.E. Ry.

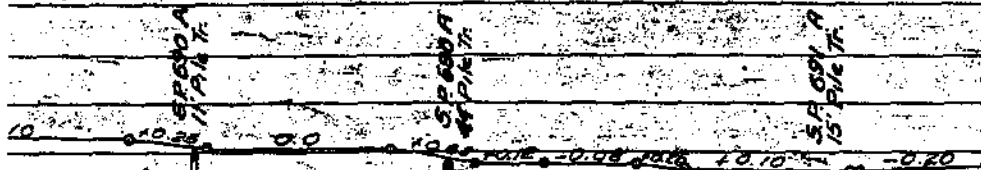
B-97-BS  
12V 1/4 in.

3

2

1

0



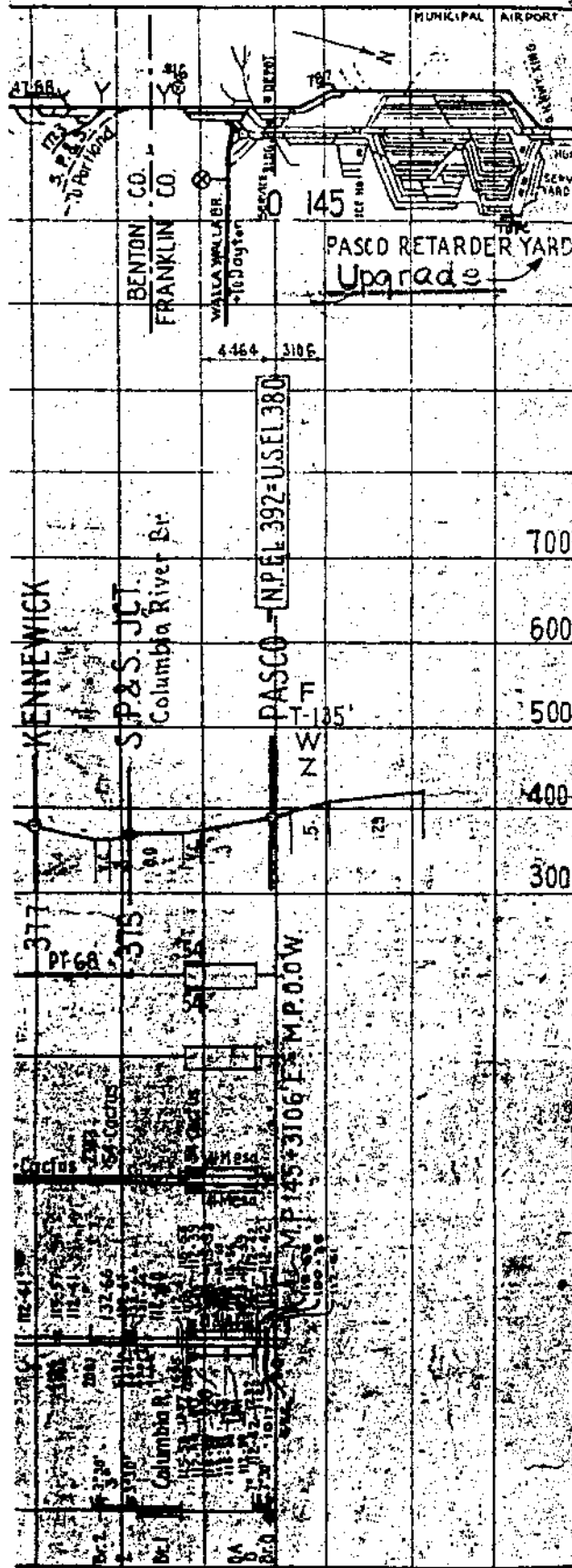
3

1

3

15-11 Pasco

# SCHEDULE OF TIE RENEWAL GANG TRACK SECTIONS



## LEGEND

- DW Broken Wheel Detector
- DE Dragging Equipment Detector
- DH Hot Box Detectors
- F Fuel
- T Turntable or Wye
- Z Scales
- W Water
- Y Yard Limit
- X Spring Switch without F.P.L.
- ⊗ Spring Switch with F.P.L.
- Rail & Flange Lubricators

- Crushed Stone Ballast
- Processed Gravel
- Pit Run Gravel
- None

POWER TAMPING

BANKWIDENING

BALLAST

RAIL { Conventional Joints  
Continuous Welded

CURVES & BRIDGES

YEAR CONSTRUCTED

RESTRICTED SPEED ZONES



(24.74 Trk. Mi.)

15-8 Spokane

S.P.S. Under 100  
UP & NW Underling

10 P.S. Br.  
10 Lemington

MARSHALL

Hangman

PT-66

PT-68  
PT-65  
PT-67

3900  
2500

4500  
3500  
1500  
PT-66

3700  
3100

PT-66

BW-43

68

PT-66

BW-44

1946 Marshall  
1943 Marshall  
1944 Marshall

1942 Marshall

1944 Marshall & Cactus

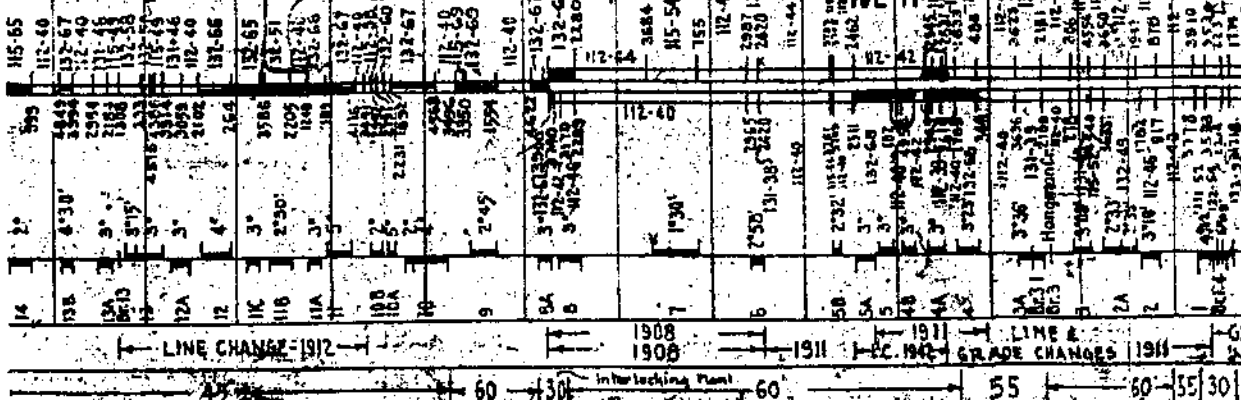
1947 Marshall

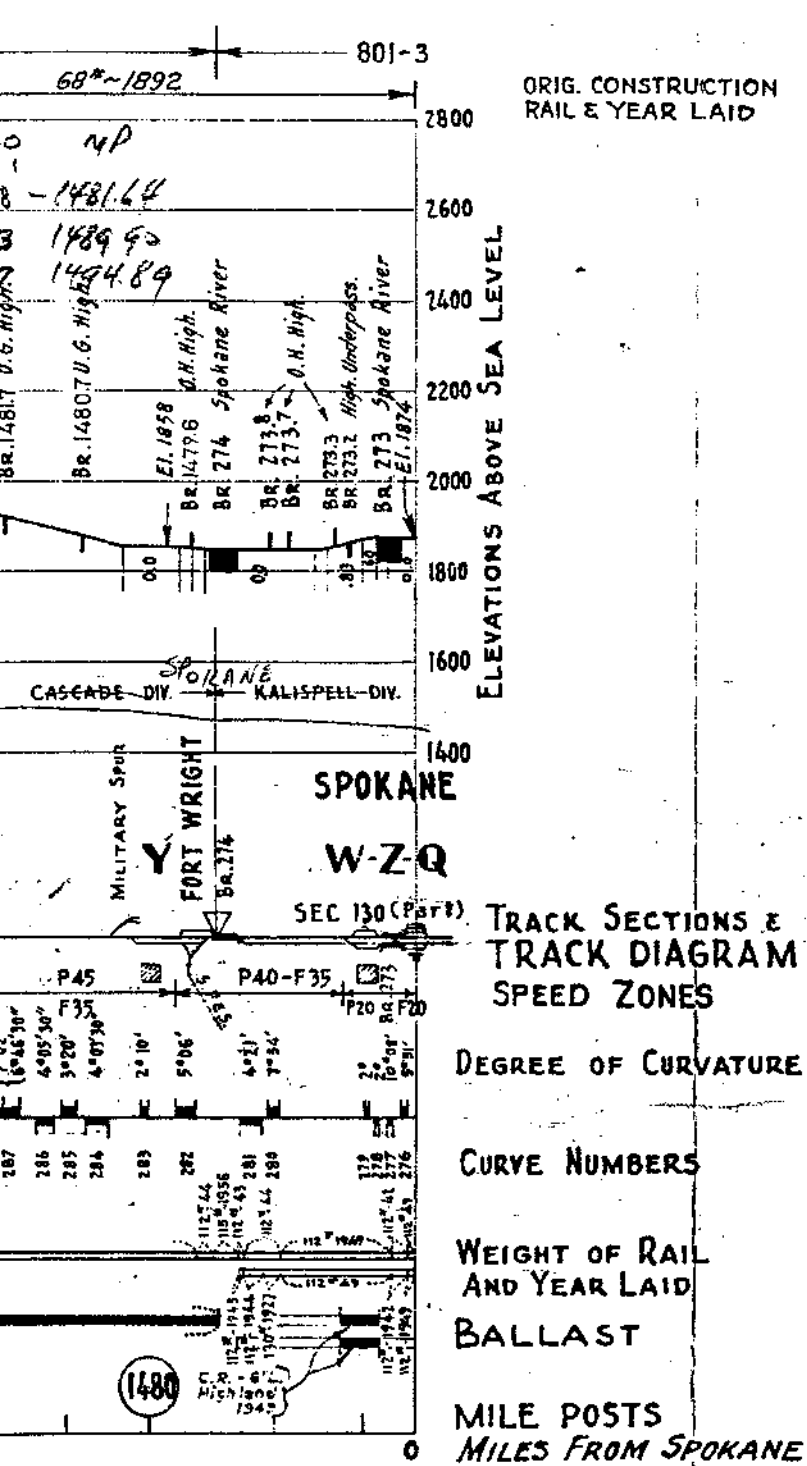
132HS-W

132W

132W

Cactus





ORIG. CONSTRUCTION  
RAIL & YEAR LAID

801-3  
68<sup>th</sup> - 1892

ELEVATIONS ABOVE SEA LEVEL

2600  
2400  
2200  
2000  
1800  
1600

SPOKANE

Q-W-Z

TRACK SECTIONS &  
TRACK DIAGRAM  
SPEED ZONES

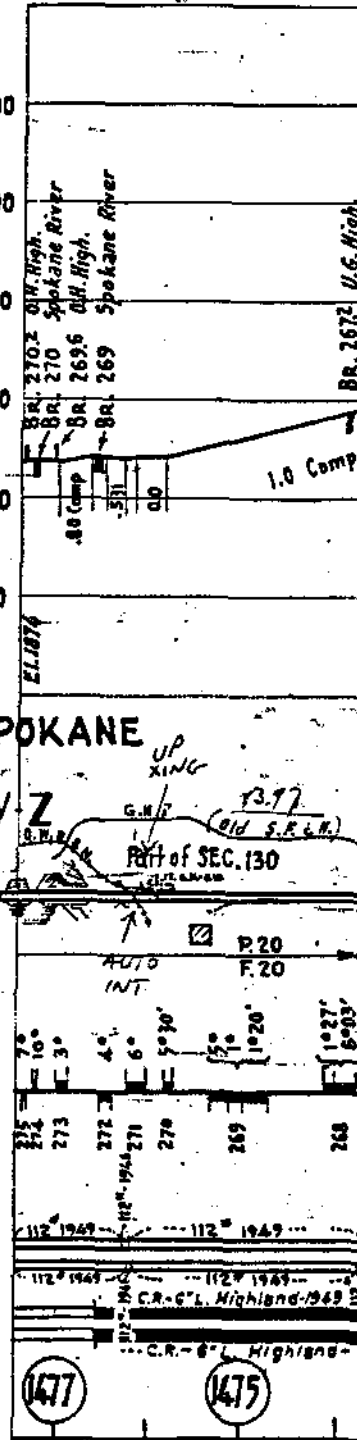
DEGREE OF CURVATURE

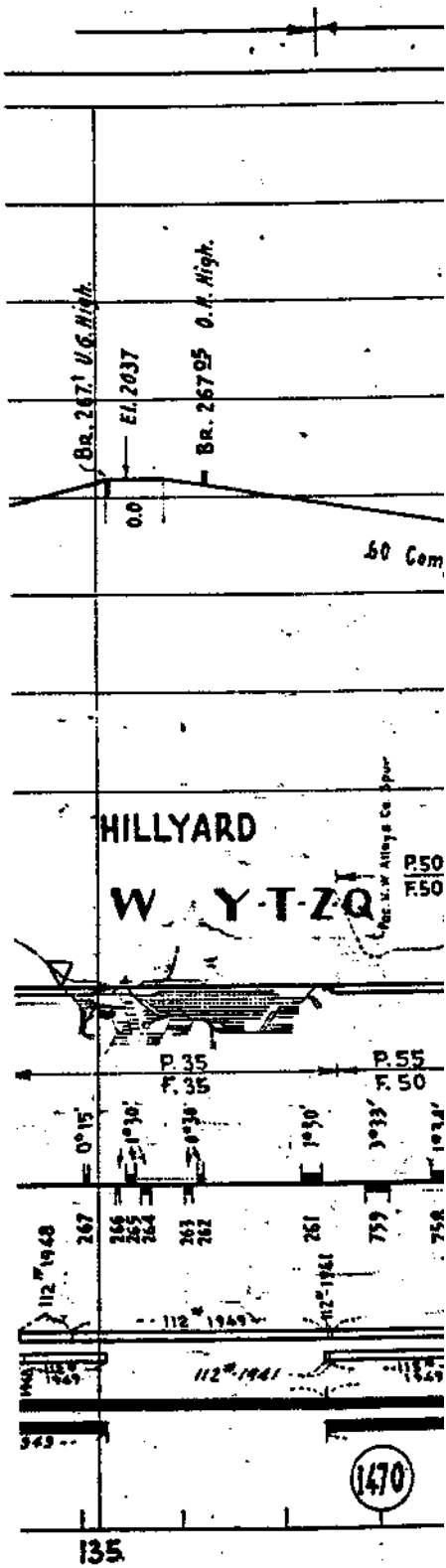
CURVE NUMBERS

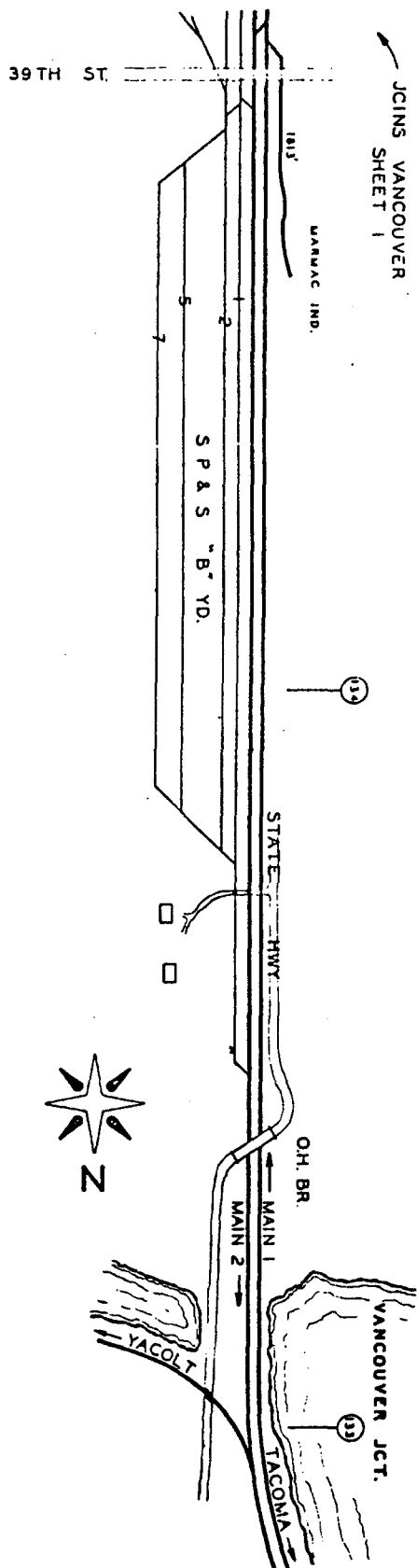
CONTINUOUS WELDED RAIL

WEIGHT OF RAIL  
AND YEAR LAID  
BALLAST

MILE POSTS  
MILES FROM TROY







S P & S "B" YD.  
VANCOUVER TO VANC. JCT.

A.C.E. SEATTLE



