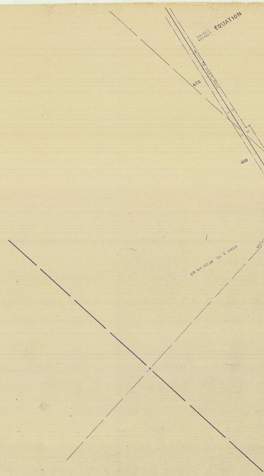

EQUATION
514+12.5
425+93.7
TO PORTLAND
420
410
BR. No 163.66 20' I BEAM
402+

Revised Aug. 8, 1950
" Aug 22, 1950

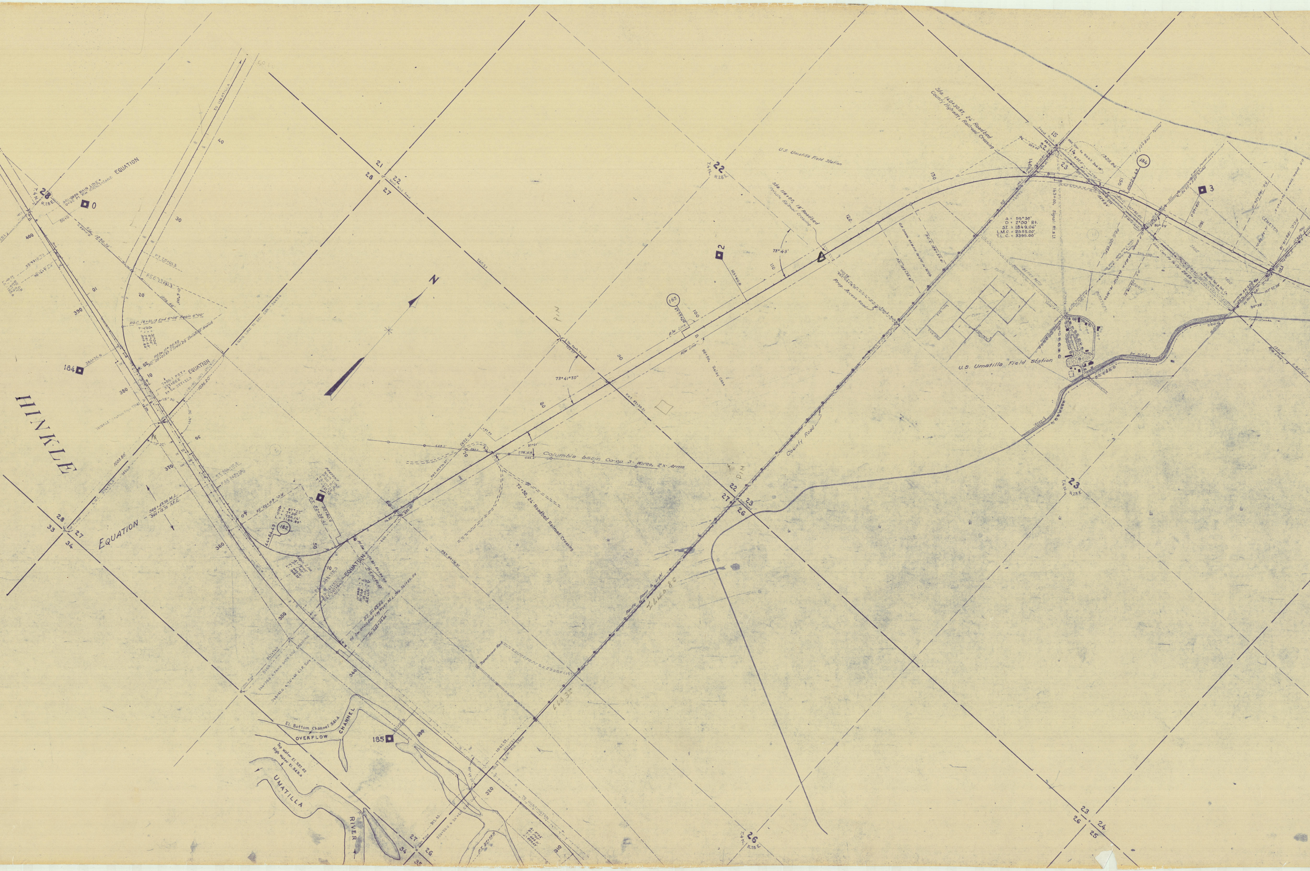
UNION PACIFIC RAILROAD CO.

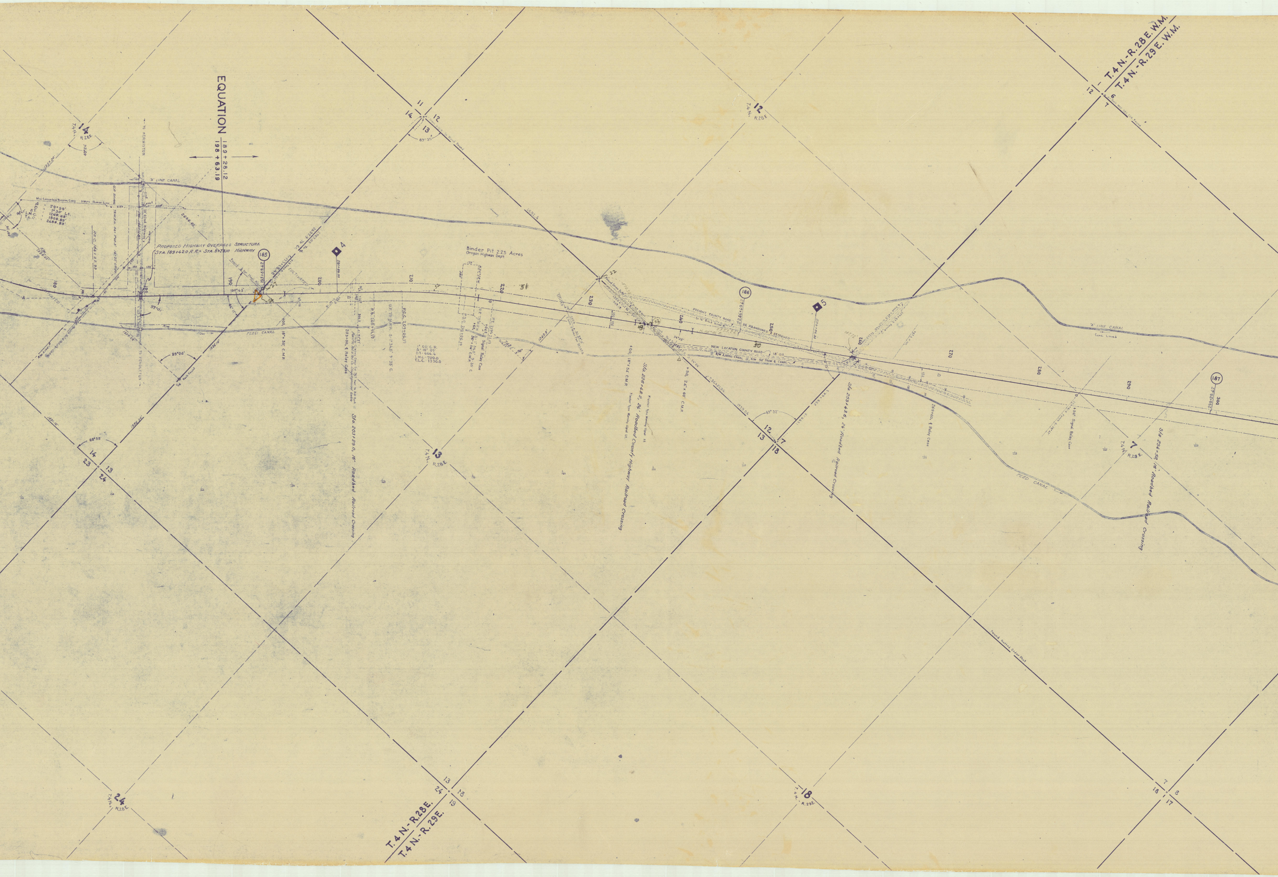
NORTHWESTERN DISTRICT
UMATILLA COUNTY, OREGON

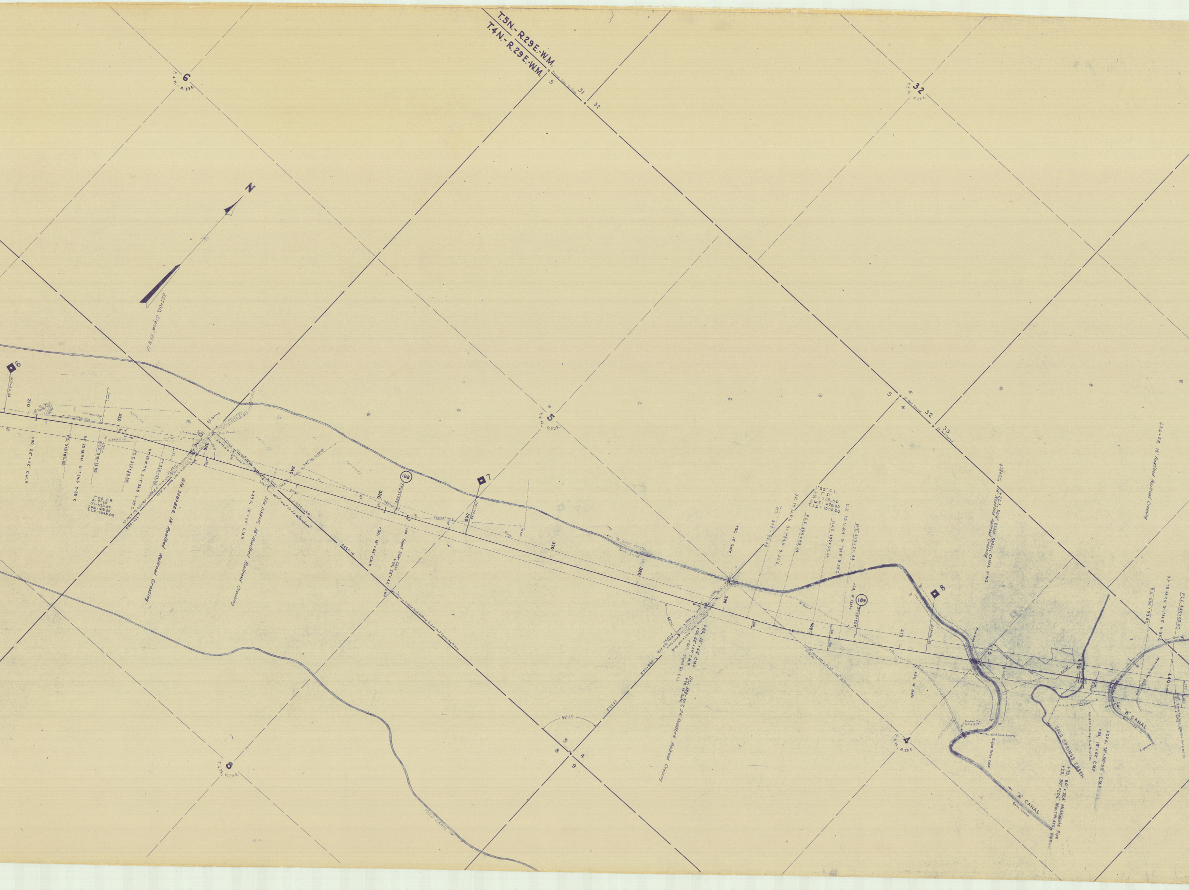
ALIGNMENT MAP
PROPOSED MAIN TRACK
HINKLE TO JUNIPER POINT

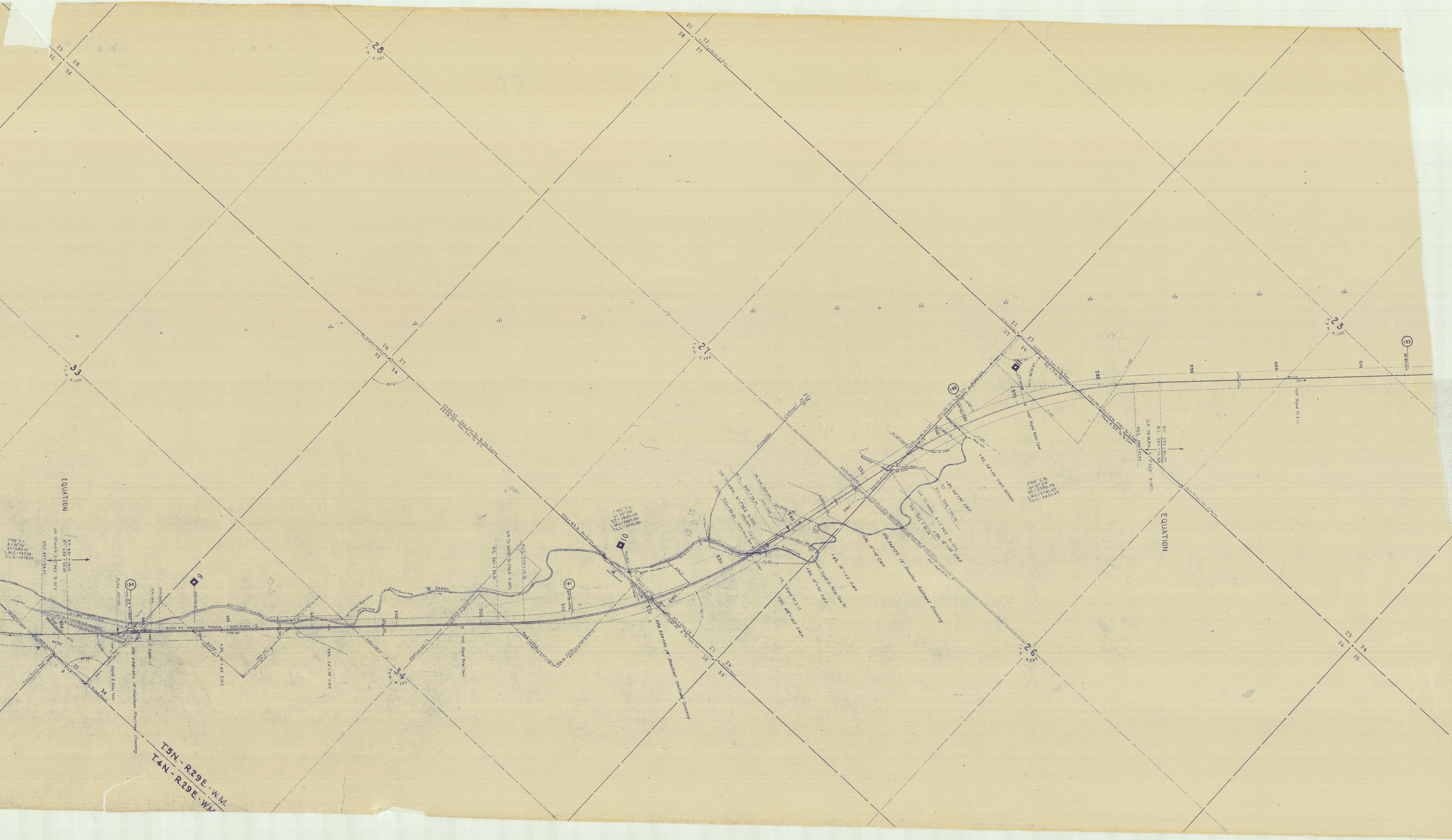
OFFICE OF RESIDENT ENGINEER
SCALE: 1" = 400'
R.E. Drwg. No. 454
HERMISTON, OREGON
OCTOBER 4, 1949

Revised Oct. 8, 1949
" Dec. 16, 1949
" Jan. 3, 1950
" Feb. 16, 1950
" Apr. 3, 1950
" May 20, 1950
" July 6, 1950
" July [illegible] 1950


HINKLE
EQUATION
401+08.56 MAIN LINE = 0+00 P.I. Hw. HINKLE-SAND EQUATION
0
28
T.4 N.
R.28 E.
TO UMATILLA
184
384+36.6
P.T. 25+01.3
P.S.C. 22+91.3
P.O.C. 16+21.13 End 6°06' Begin 4°00'
7+80.1 P.O.T. = 377+65.6 EQUATION
"HINKLE" Station Sign 77+67
1603.80'
1036.20'
73°32'
104°30'
P.T. 366+15.3
P.S.C. 365+15
366+43.75 M.L. = 366+13.75 M.L.
EQUATION
28
33
27
34
1
PRESENT MAIN LINE
182
4+64.49
Δ = 87°22'
D = 7°30'
T = 730.14'
L = 1164.89'
Main Line
EQUATION
P.C. 0+53.22
01 Sw. 0+00 East Leg Wye = M.L. Sta. 348+53.86
21
28
22
27
Rock Mkd. Found
Main Line to Sec. Cor. 3667.4
N
2653.1
73°41'30"
Columbia basin Co-op 3- Wires, 2 X- Arms
72+50, 24' Roadbed Railroad Crossing
37°01'
P.O.T. 60+16.97
Transformer Rack
2
105+60.0
183
98+50. Relay Case
R/W Line
22
T.4 N.
R.28 E.
U.S. Umatilla Field Station
Sta. 116+00, 18' Roadbed Private Railroad Crossing
73°49'
Prop. Access Road
P/M
P.O.T. 87+59.21
County Road
Pacific Power & Light
22
27
23
26
660.35
Sta. 140+30.87, 24' Roadbed County Highway, Railroad Crossing
15
22
14
23
Sec. Cor. to R.O.S.T. 346.18'
1329.84
184
3
Δ = 59°30'
D = 2°00' Rt.
S.T. = 1849.06'
L.M.C. = 2555.00'
T.L.C. = 3395.00'
143+00, Signal Rt. & Lt.
Pacific Tel. & Tel. Co.
Sec. Cor. to 1/4 Cor. 2659.90'
P.C.C. 126+53.61
P.S. 122+33.61
CORN
BERRY PATCH
POTATOES
SAGE
CEMETERY
90°39'
103°51'38"
FEED CANAL
Irr. Ditch
U.S. Umatilla Field Station
R/W Line
23
T.4 N.
R.28 E.
El. Bottom Channel 541.4
OVERFLOW CHANNEL
185
Top Water El. 537.82
High Water El. 548.0
UMATILLA
RIVER
348+41.0 & 24"x48' C.I.P. Culv.
346+36.0 & Farm Gate and Crossing
Iron Pipe
27
34
26
35
TO HUNTINGTON
1062.57
917.45
320+50.0 & 24"x65' C.I.P. Culv.
P.T. 317+56.8
26
T.4 N.
R.28 E.
23
24
26
25
400
390
380
370
360
350
340
330
320
310
10
20
30
40
50
60
70
80
90
100
110
120
130
140
150
160
170


T.4 N.-R.28 E.W.M.
T.4 N.-R.29 E.W.M.
EQUATION
189 + 28.12
198 + 63.19
14
T.4 N.
R.28 E.
11
12
13
14
89°35'
12
T.4 N.
R.28 E.
"A" LINE CANAL
TO HERMISTON
TO PENDLETON
Mid Columbia Basin Coop. 2 Wire Power Line
Δ 29°59'
1°30' Lt.
S.T. 1268.68'
L.M.C. 1509.89'
T.L.C. 2488.89'
2646.60'
P.S.C. 184+22.93
PROPOSED HIGHWAY OVERPASS STRUCTURE
STA. 189+42.0 R.R. = STA. 8+73.10 HIGHWAY
185
193+69.42
190°43'
46°11'
93°01'
89°06'
88°55'
1336.10'
1331.10'
1326.26'
1327.20'
CULTIVATED
FEED CANAL
R/W
180
190
200
210
220
230
240
250
260
270
280
290
300
◆ 4
201+69.37
400, 18" x 30" C.M.P.
203+00, ℄ Relay Case
Sta. 203+29.0, 16' Roadbed Railroad Crossing
P.S. 205+91.19
U.P. 75 M.P.H. 5°1'34.5" 9-35 C.
P.C.C. 209+06.19
1° 00' C.R.
Δ 10° 09'
ST 666.4
L.M.C. 700.0
T.L.C. 1330.0
Binder Pit 2.25 Acres
Oregon Highway Dept.
P.S.C. 216+06.19
P.T. 219+21.19
Signal Relay Case
1248.8'
2652.4
22
186
246+49.42
◆ 5
254+88.38
PRESENT COUNTY ROAD TO BE ABANDONED & REMOVED
NEW LOCATION COUNTY ROAD
18' Oil
R/W ADJOINS CANAL & R/W 50' FROM ℄ CANAL
400, 18" x 54" C.M.P.
Sta. 236+48.2, 24' Roadbed County Highway Railroad Crossing
Flasher Type Warning Signal Lt.
Flasher Type Warning Signal Rt.
+50, 24" x 60" C.M.P.
236+51.94
1929.04
89° 32'
1298.15
259+66.3
12
13
7
18
13
T.4 N.
R.28 E.
Sta. 259+43.6, 24' Roadbed Railroad Crossing
269+00, ℄ Relay Case
+50, Signal Relay Case
"A" LINE CANAL
Conc. Lined
FEED CANAL
187
299+29.42
7
T.4 N.
R.29 E.
Sta. 294+50, 16' Roadbed Railroad Crossing
12
6
7
14
23
13
24
24
T.4 N.
R.28 E.
13
24
18
19
18
T.4 N.
R.29 E.
7
8
18
17
T.4 N.-R.28 E.
T.4 N.-R.29 E.


T.5N.-R.29E.-W.M.
T.4N.-R.29E.-W.M.
6
T.4N. R.29E.
5
T.4N. R.29E.
8
T.4N. R.29E.
4
T.4N. R.29E.
32
31
32
33
Cr. Not Found
N
327+00, Signal Rly. Ct.
6
310
320
330
340
350
360
370
380
390
400
410
420
430
440
ALFALFA
PASTURE
Spring
+00, 24" x 52' C.M.P.
P.S. 315+06.85
U.P. 75 M.P.H. S=1°34.5' 9-35' C.
P.C.C. 318+21.85
P.S.C. 322+36.85
U.P. 75 M.P.H. S=1°34.5' 9-35' C.
P.T. 325+51.85
1°00' C.R.
Δ=7°18'
ST=523.05
L.M.C.=416.00
T.L.C.=1045.00
Sta. 328+82.6, 18' Roadbed Railroad Crossing
+49.5, 18" x 60' C.M.P.
Sta. 338+11, 16' Roadbed Railroad Crossing
Old road to be abandoned
4550.15
188
352+09.72
+00, 18" x 64' C.M.P.
+00, Signal Relay Case
+65, 24" x 42' C.M.P.
7
"A" LINE CANAL
Conc. Lined
+90, 16' Gate
1°00' C.L.
Δ=7°21'
ST=525.56
L.M.C.=420.00
T.L.C.=1050.00
U.P. 75 M.P.H. S=1°34.5' 9-35' C.
P.S. 392+24.44
P.C.C. 395+89.44
P.S.C. 400+09.44
U.P. 75 M.P.H. S=1°34.5' 9-35' C.
P.T. 403+24.44
+00, 16' Gate
189
404+89.42
64°02'
+60, 18" x 44' C.M.P.
+06, 24" x 46' C.M.P.
+50, Signal Rl. & Lt.
Sta. 388+30.7, 24' Roadbed Railroad Crossing
+60, 16' Gate
+20, 16' Gate
96°23'
8
413+04.83
418+00, 16' Roadbed Railroad Crossing
+24.3, 52'6" BEAM SPAN, CANAL X-ING
434+58, 16' Roadbed Railroad Crossing
Timber Cu. 12' x 32'
End Conc. Lining
Signal Relay Case
"A" CANAL
Conc. Lined
COLD SPRINGS CREEK
+75, 60' x 224' Multiplate Pipe
+25, 90" x 204' MULTIPLATE Pipe
+84, 18" x 62' C.M.P.
+22.6, 78" x 50'-5½" C.M.P.
"B" CANAL
U.P. 75 M.P.H. S=1°34.5' 9-35' C.
P.S. 436+93.07
P.C.C. 440+08.07
FEED CANAL



28
T.5N. R.29E.
33
34
27
26
23
EQUATION
1°00' C.L.
Δ = 10°36'
S.T. = 689.10
L.M.C. = 745.00
T.L.C. = 1375.00
P.T. 451 + 13.10
P.T. 450 + 68.07
U.P. 75 M.P.H. S = 1°34.5' 9-35'C.
P.S.C. 447 + 53.07
190
9
460 + 20.35
8200 FT. PASSING TRACK - 15 FT. CTRS.
+30, 18" x 46' C.M.P.
Signal & Relay Case
Sta. 458+98.4, 16' Roadbed Railroad Crossing
2 - Signals Lt.
Found Fence Post
Cr. Not Found
B CANAL
+00, 24" x 58' C.M.P.
+00 Signal Relay Case
U.P. 75 M.P.H. S = 1°34.5' 9-35'C.
P.S. 501 + 99.31
P.C.C. 505 + 14.31
191
510 + 94.45
520 + 49.8 On Curve
1°00' C.L.
Δ = 32°00'
S.T. = 1800.69
L.M.C. = 2885.00
T.L.C. = 3515.00
10
P.I. + 202.13
1041.21' To Sec. Cor.
Sta. 520+50, 16' Roadbed Railroad Crossing
U.P. 75 M.P.H. S = 1°34.5' 9-35'C.
P.S.C. 533 + 99.31
P.T. 537 + 14.31
Irr. Ditch
+05, 48" x 140' C.M.P.
+85, 16" x 76' C.M.P.
Signal Rt. & Lt.
Sta. 548+25, 16' Roadbed Railroad Crossing
U.P. 75 M.P.H. S = 1°34.5' 9-35'C.
P.S. 562 + 91.16
P.C.C. 556 + 06.16
+50, 18" x 28' C.M.P.
+37, 24" x 36' C.M.P.
+42, 24" x 66' C.M.P. SIPHON
1°00' C.R.
Δ = 31°04'
S.T. = 1750.29
L.M.C. = 2791.67
T.L.C. = 3421.67
192
1931.09 S.T. To Sec. Cor.
2658.1 Sec. Cor. To ¼ Cor.
P.I. + 714.75
+92 Signal Relay Case
577 + 34.4 On Curve 1710.1 To ¼ Cor.
1794.8 S.T. To ¼ Cor.
P.T. 585 + 96.77
P.T. 587 + 12.83
U.P. 75 M.P.H. S = 1°34.5' 9-35'C.
P.S.C. 583 + 97.83
+35 Signal Rt. & Lt.
193
151 + 38.35
570
580
590
600
610
T.5N.-R.29E.-W.M.
T.4N.-R.29E.-W.M.