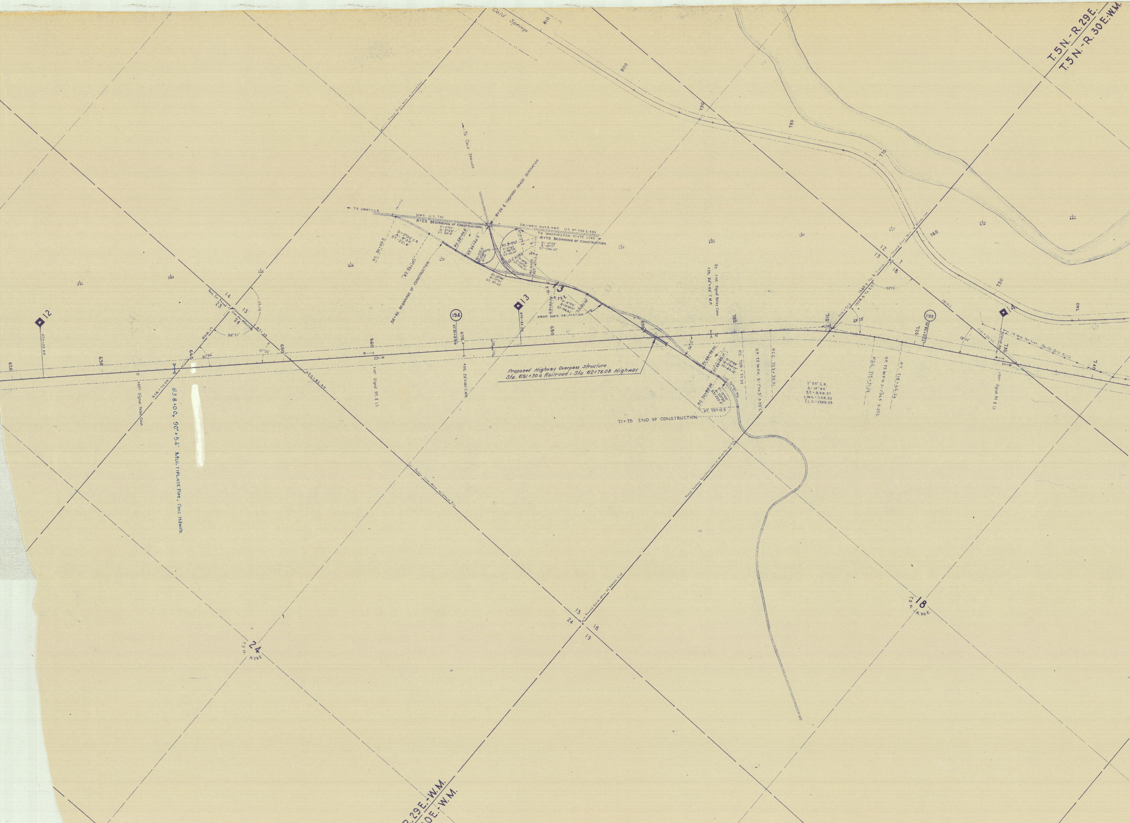
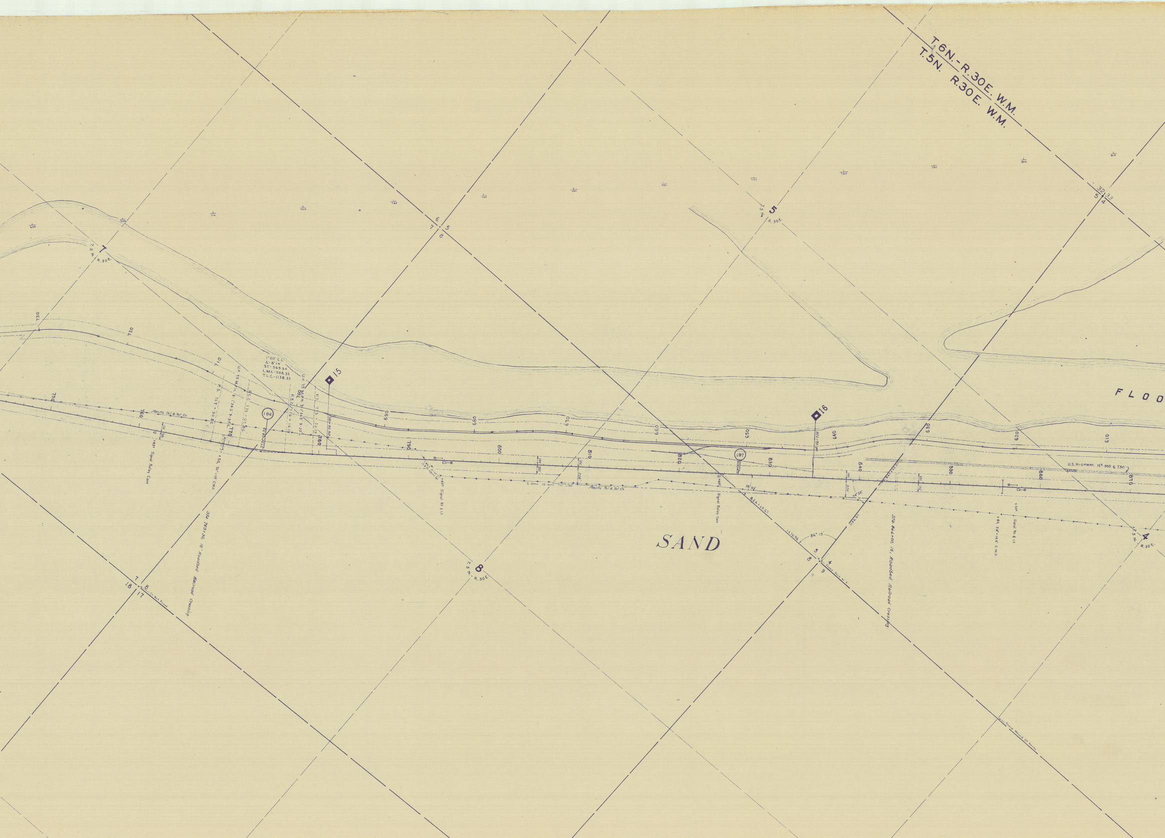
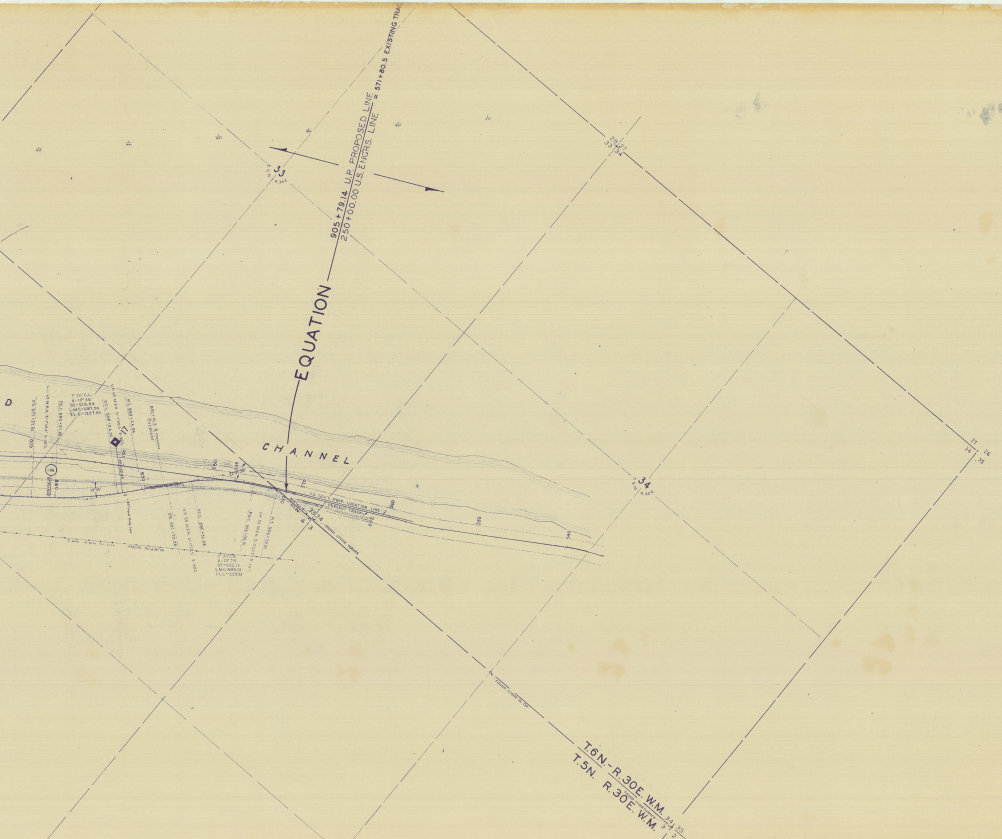

T.5N.-R.29E.
T.5N.-R.30E.W.M.
R.29E.-W.M.
0E. W.M.
Cold Springs
810
800
790
780
770
760
750
740
730
720
710
700
690
680
670
660
650
640
630
620
To Cold Springs
6+26 ℄ Highway Grade Seperation
TO UMATILLA
HWY. U.S. 730
8+20 BEGINNING OF CONSTRUCTION
COLUMBIA RIVER HWY. U.S. No 730 & 395
TO WASHINGTON STATE LINE
8+75 BEGINNING OF CONSTRUCTION
D=2°00' C.R.
Δ=8°50'
S.T.=221.6'
P.C. 30+68.5
P.T. 35+07.1
36+82 BEGINNING OF CONSTRUCTION
P.C. 38+46.8
P.T. 39+66.9
D=12°26'
Δ=93°17'
S.T.=284.50'
D=10°00'
Δ=17°21'
S.T.=87.40'
5 N.
13
R.29 E.
D=4°00'
Δ=15°53'17"
S.T.=199.92
49+90.78
PROP. HWY. RELOCATION
12
13
14
194
195
676+33.90
668+18.39
+00, 24"x160' C.M.P.
+10, Signal Rt. & Lt.
Proposed Highway Overpass Structure
Sta. 691+30.4 Railroad = Sta. 62+76.08 Highway
+00, Signal Relay Case
24"x64' C.M.P.
P.C. 68+98.93
P.T. 69+85.17
D=2°00'
Δ=1°48'17"
S.T.=45.12
P.C. 70+85.36
D=12°00'
Δ=50°33'
S.T.=229.5
P.T. 75+12.3
71+75 END OF CONSTRUCTION
P.S. 700+77.31
U.P. 75 M.P.H. 5=1°34.5' 9-35'C.
P.C.C. 703+92.91
1°00' C.R.
Δ=14°44'
S.T.=898.37
L.M.C.=1158.33
T.L.C.=1768.33
P.S.C. 715+51.24
P.T. 718+66.24
720+38.59
729+87.30
731+55.77
+90, Signal Rt & Lt
2 Arm 16 Wire Tel. Line
Pacific Tel & Tel Co.
710+51.3
1049.0 To ℄ Curve
1004.6 To S.T.
1819.0
60°55'
90°13'
25°52'
12
13
7
18
Found Conc. Mon. w/ Brass Cap
Sec. Cr. Found
Conc. Mon. w/ Brass Cap
14
23
13
24
858.17
871.35
86°01'
91°59'
46°06'
45°53'
650+82.40
638+73.64
633+53.90
+00, Signal Relay Case
638+00, 90"x54' MULTIPLATE PIPE, Conc. Hdwll's.
13
24
18
19
24
T.5 N.
R.29 E.
18
T.5 N.
R.30 E.


T.6N.-R.30E. W.M.
T.5N. R.30E. W.M.
32 33
5 4
5
T.5N.
R.30E.
7
T.5N.
R.30E.
6 5
7 8
FLOO
1°00' C.C.
Δ=8°14'
S.T.=569.94
L.M.C.=508.33
T.L.C.=1138.33
U.P. 15 M.P.H. S.1°34.5' 9-35 C.
U.P. 15 M.P.H. S.1°34.5' 9-35 C.
P.S. 767+90.86
P.C.C. 771+05.86
P.S.C. 776+14.19
P.T. 779+29.19
15
16
196
197
773+78.39
781+93.90
824+73.90
Pacific Tel. & Tel. Co.
Pacific Tel. & Tel. Co.
730
720
710
700
690
680
670
660
650
640
630
620
610
750
760
770
780
790
800
810
820
830
840
850
860
870
+85± Signal Relay Case
+50, 36"x108" C.M.P.
+80± Signal Rt. & Lt.
Signal Relay Case
+50± Signal Rt. & Lt.
+85, 24"x144' C.M.P.
Sta. 769+30, 16' Roadbed Railroad Crossing
Sta. 844+00, 16' Roadbed Railroad Crossing
U.S. HIGHWAY Nº 395 & 730
SAND
824+49.67
1470.96
86°-15'
38°49'
34°58'
1126.07
842+42.20
100'
200'
5 4
8 9
Found Rock w/ +
7 8
18 17
Cn. Not Found
8
T.5N.-R.30E.
4
T.5N.
R.30E.
Found Mound of Rocks


905+79.14 U.P. PROPOSED LINE
250+00.00 U.S. ENGRS. LINE
= 571+80.5 EXISTING TRAC
EQUATION
CHANNEL
D
33
T.6N.
R.30E.
34
T.6N.
R.30E.
28 27
33 34
27 26
34 35
1° 20' C.L.
Δ = 12° 46'
S.T. = 615.84
L.M.C. = 687.50
T.L.C. = 1227.50
P.S. 877+57.46
U.P. 65 M.P.H. S=1°48.0' 9-30'C.
P.C.C. 880+07.46
U.P. 65 M.P.H. S=1°48.0' 9-30'C.
P.S.C. 886+94.96
P.T. 889+64.96
892+16.3 ℄ Highway
OVERPASS
17
198
819+83.69
600
590
580
880
890
900
13°35'
27°07'30"
882+53.90
+85' Signal Relay Case
P.S. 892+50.58
U.P. 50 M.P.H. S=3°22.5' 9-30'C.
P.C.C. 895+20.58
P.S.C. 902+09.91
U.P. 50 M.P.H. S=3°22.5' 9-30'C.
P.T. 904+79.91
2° 30' C.R.
Δ = 23° 59'
S.T. = 622.16
L.M.C. = 689.33
T.L.C. = 1229.33
2 Arm 16 Wire Tel. Line
Pacific Tel. & Tel. Co.
570
250
904+45.16
517.26
33 34
4 3
FOUND STONE CORNER
U.S. GOVT. PROP. LOCATION LINE
PRESENT TRACK
560
260
550
540
FOUND STONE 1/4 COR.
T.6N.-R.30E.W.M.
T.5N. R.30E.W.M.
FOUND STONE CORNER
34 35
3 2

Revised July 31, 1950
" Aug. 8, 1950
" Aug 22, 1950

UNION PACIFIC R.R. 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
OCT. 4, 1949

Revised Oct. 8, 1949
" Dec. 16, 1949
" Jan. 3, 1950
" Feb. 16, 1950
" April 5, 1950
" May 20 1950