

205 206 207 208 209 210

1°40' 2°00' 1°00' 0°45' 0°30' 4°00' 1°00' 2°00' 6°03' 6°03' 1°00'

626' 609' 950' 2231' 943' 418'500' 439'601' 440'750' 8'02' 4'00' 1°00' 927' 2' 1297' 5' 143' 5' 1208' 1"

2802' 2482' 108' 921' 2177' 891' 687' 2495'

202.94 2020 2340 2360 +0.34

-0.06 +0.40

OROVILLE
M.P. 205.06 E. F. D.

QUARTZ
M.P. 209.30 C. S.

47 CAR

Depot

XING #4-205 3'-A (Passy)
U.S. HWY #104

XING #4-205 4'-A
MONTGOMERY ST. OVERPASS

M.P. 205.5 Beginning "OROVILLE LINE CHANGE"

#205.36 36"x54" C
Corr. Iron Pipe

#205.49 36"x100'
Corr. Iron Pipe

--- #205.65 24"x49'7"
Corr. Iron Pipe

#205.79 36"x36"
Corr. Iron Pipe

#206.01 24"x30'4"
Corr. Iron Pipe

--- #206.12 30"x50'2"
Corr. Iron Pipe

#206.21 36"x60'9"
Corr. Iron Pipe

--- #206.40 36"x85'6"
Corr. Iron Pipe

Temporary Wooden
Bridge over track
account Oroville
Line Change Project

--- #206.58 48"x70'2"
Corr. Iron Pipe

--- #206.74 24"x29'6"
Corr. Iron Pipe

#206.98 24"x30'2"
Corr. Iron Pipe

West Forks
TUNNEL NO. 4
M.P. 307.9

#207.46 36"x8'
Corr. Iron Pipe

#207.59 24"x30'
Corr. Iron Pipe

--- #208.16 24"x19'4"
Corr. Iron Pipe

#208.64 2'-48"x10'5"
Corr. Iron Pipe

#208.65 64"x85'
Liner Plate

#208.73 36"x103'2"
Corr. Iron Pipe

#208.89 2'-36"x18'
Cons. Pipe

#208.90 64"x105'
Liner Plate

--- #209.14 24"x27'2"
Corr. Iron Pipe

#209.38 36"x88'
Corr. Iron Pipe

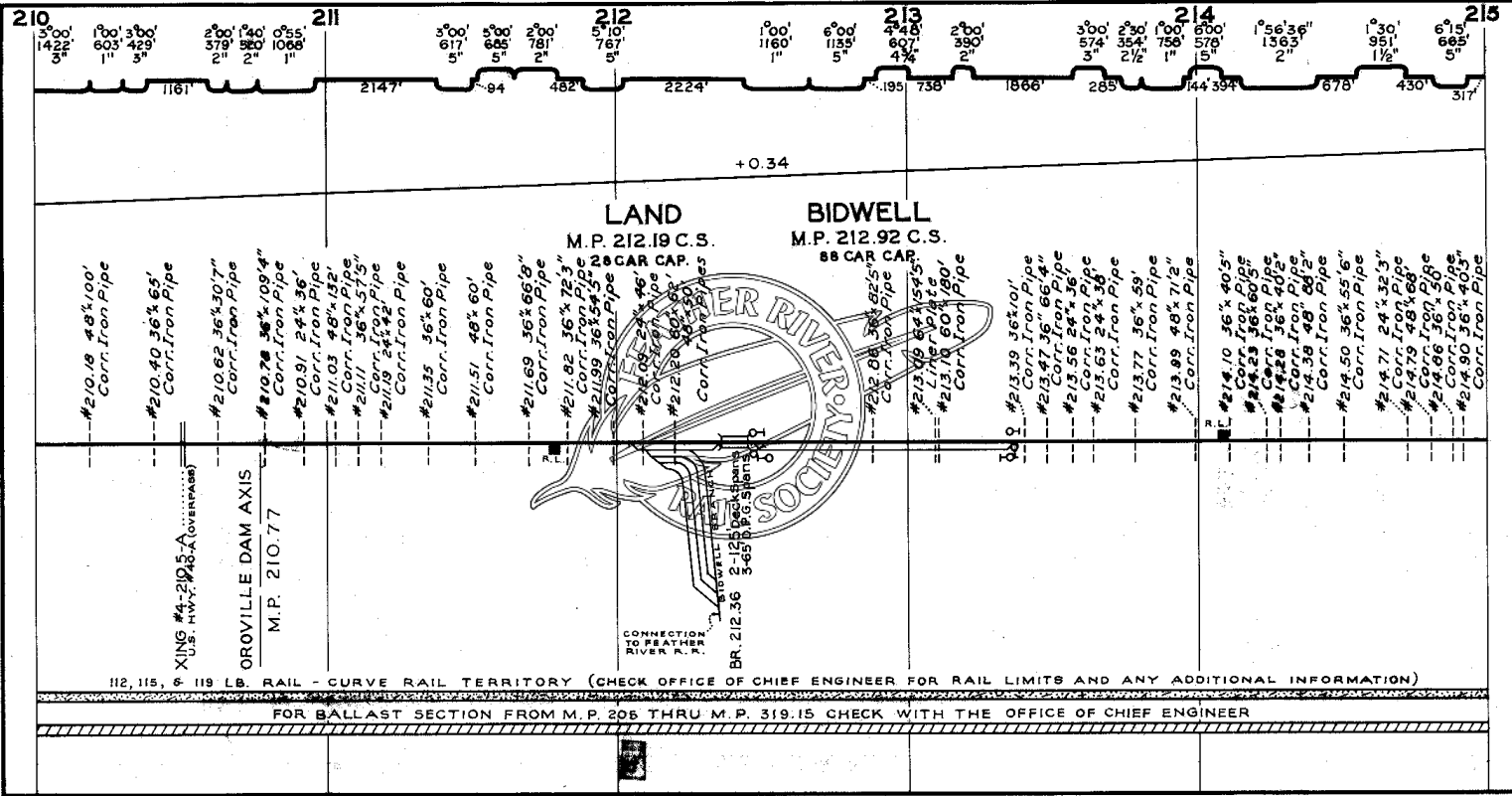
#209.70 36"x69'6"
Corr. Iron Pipe

#209.75 48"x28'2"
Corr. Iron Pipe

--- #209.95 36"x82'6"
Corr. Iron Pipe

112, 115, & 119 LB. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M. P. 205 THRU M. P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER



210

211

212

213

214

215

3°00' 1°00' 3°00' 2°00' 1°40' 0°55' 3°00' 3°00' 2°00' 1°00' 6°00' 2°00' 3°00' 2°30' 1°00' 1°56'36" 1°30' 6°15'
 1422" 603" 429" 379" 380" 1066" 617" 685" 781" 1160" 1155" 607" 380" 574" 354" 756" 578" 1563" 951" 685"
 3" 1" 3" 2" 2" 1" 5" 5" 2" 1" 5" 4" 2" 3" 2 1/2" 1" 15" 1 1/2" 5"

1161' 2147' 84' 482' 2224' 195' 738' 1866' 285' 144' 394' 678' 430' 317'

+0.34

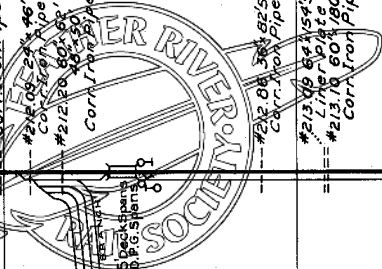
LAND BIDWELL
 M.P. 212.19 C.S. M.P. 212.92 C.S.

28 CAR CAP. 88 CAR CAP.

- #210.18 48"x100' Corr. Iron Pipe
- #210.40 36"x65' Corr. Iron Pipe
- #210.62 36"x30'7" Corr. Iron Pipe
- #210.78 36"x109'4" Corr. Iron Pipe
- #210.91 24"x36' Corr. Iron Pipe
- #211.03 48"x132" Corr. Iron Pipe
- #211.11 36"x57'5" Corr. Iron Pipe
- #211.19 24"x42" Corr. Iron Pipe
- #211.35 36"x60' Corr. Iron Pipe
- #211.51 48"x60' Corr. Iron Pipe
- #211.69 36"x66'8" Corr. Iron Pipe
- #211.82 36"x72'3" Corr. Iron Pipe
- #211.99 36"x54'5" Corr. Iron Pipe
- #212.05 24"x46' Corr. Iron Pipe
- #212.20 60"x28" Corr. Iron Pipe
- #212.30 48"x50" Corr. Iron Pipe
- #212.86 36"x25" Corr. Iron Pipe
- #213.06 64"x54'5" Line plate
- #213.10 60"x80" Corr. Iron Pipe
- #213.39 36"x101' Corr. Iron Pipe
- #213.47 36"x66'4" Corr. Iron Pipe
- #213.56 24"x36" Corr. Iron Pipe
- #213.63 24"x36" Corr. Iron Pipe
- #213.77 36"x59" Corr. Iron Pipe
- #213.99 48"x71'2" Corr. Iron Pipe
- #214.10 36"x40'5" Corr. Iron Pipe
- #214.23 36"x60'5" Corr. Iron Pipe
- #214.28 36"x40'2" Corr. Iron Pipe
- #214.38 48"x86'2" Corr. Iron Pipe
- #214.50 36"x55'6" Corr. Iron Pipe
- #214.71 24"x32'3" Corr. Iron Pipe
- #214.79 48"x68" Corr. Iron Pipe
- #214.86 36"x50" Corr. Iron Pipe
- #214.90 36"x40'5" Corr. Iron Pipe

XING #4-210.5-A (OVERPASS)
 U.S. H.W.Y. 210-A

OROVILLE DAM AXIS
 M.P. 210.77

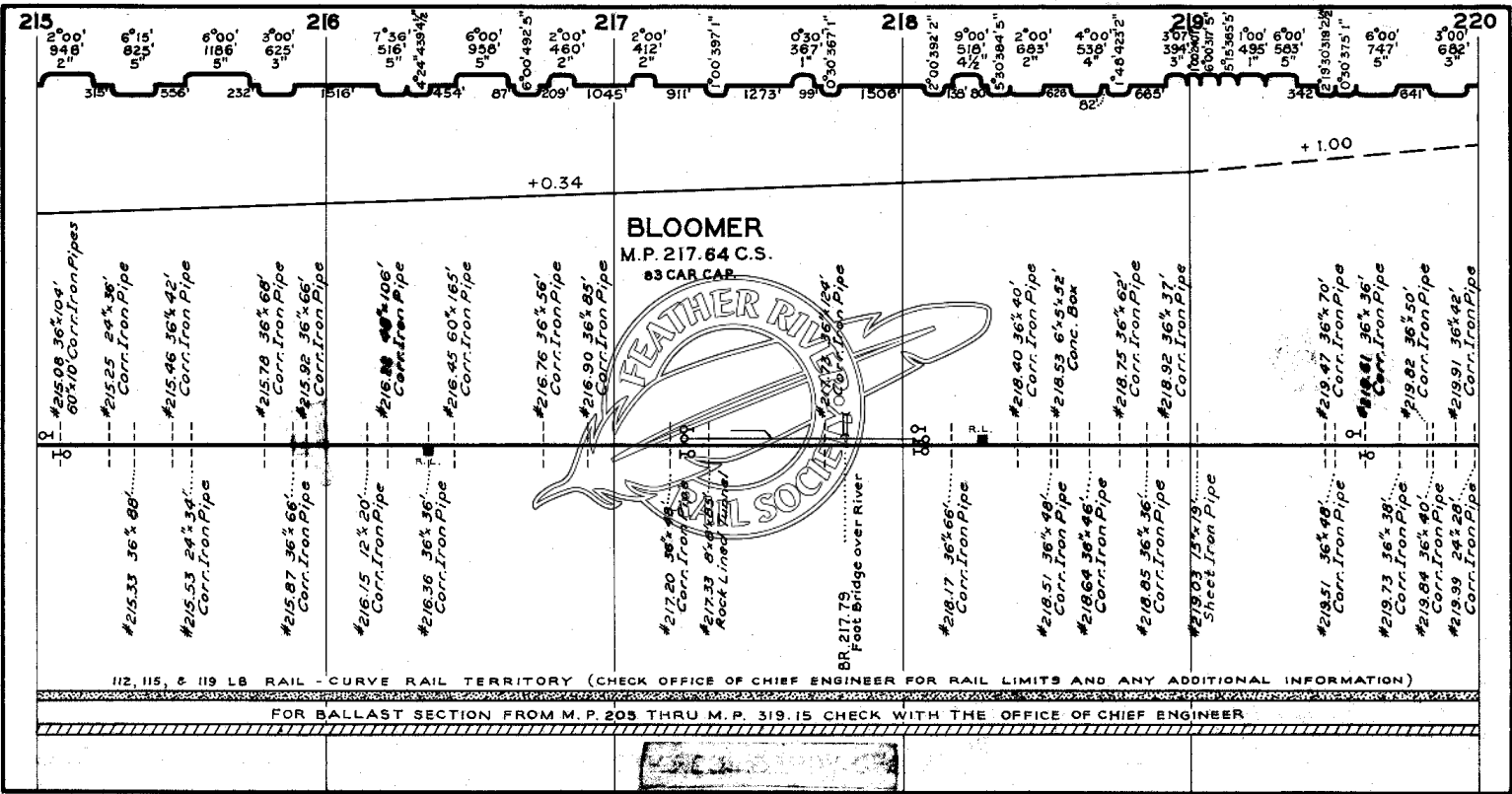


CONNECTION TO FEATHER RIVER P. P.

BR. 212.36 2-125 R.P.G. Slotted
 3-65 R.P.G. Slotted

112, 115, & 119 LB. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M.P. 205 THRU M.P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER



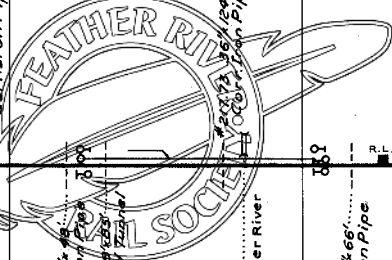
215 2°00' 94.8' 2" 6°15' 82.5' 5" 6°00' 118.6' 5" 3°00' 62.5' 3" 216 7°35' 51.6' 5" 4°24' 43.4% 6°00' 95.6' 5" 6°00' 492.5' 2°00' 460' 2" 217 2°00' 412' 2" 1°00' 397.1" 0°30' 367.1" 218 2°00' 392.2" 9°00' 451.4" 5°30' 384.5" 2°00' 665' 2" 4°00' 556' 4" 219 1°48' 423.2" 3°33' 703.3" 3°07' 600.3" 5°15' 365.5" 7°00' 495' 1" 6°00' 583' 5" 220 2°19' 303.8' 2°00' 375.1" 6°00' 747' 5" 3°00' 682' 5"

315' 556' 232' 1516' 454' 87' 209' 1045' 911' 1273' 99' 1506' 136' 80' 628' 82' 665' 342' 21930318228' 641'

+0.34

+1.00

BLOOMER
M.P. 217.64 C.S.
83 CAR CAR



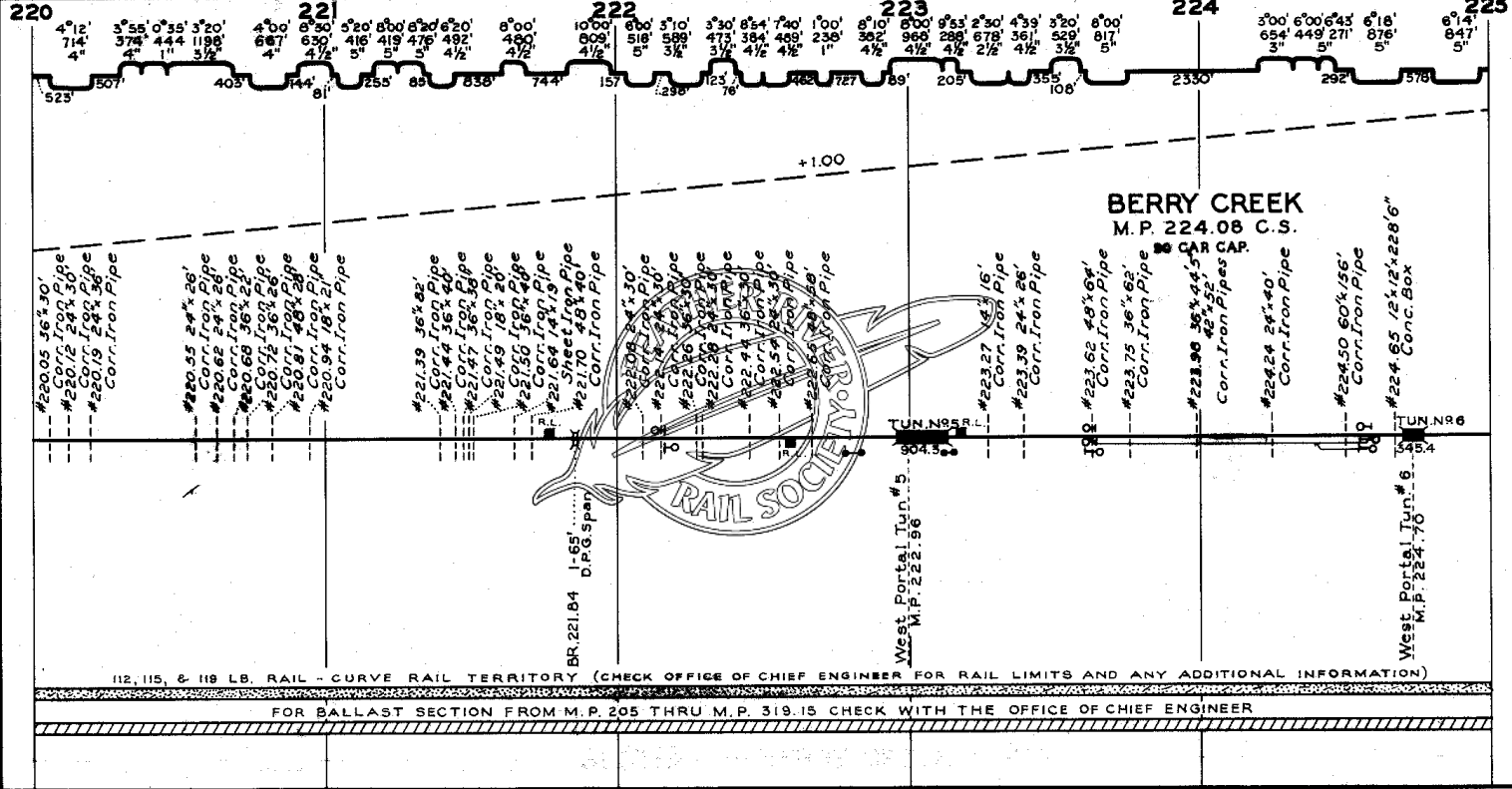
#215.06 36"x104' 60"x10' Corr. Iron Pipes
 #215.25 24"x36' Corr. Iron Pipe
 #215.46 36"x42' Corr. Iron Pipe
 #215.78 36"x68' Corr. Iron Pipe
 #215.92 36"x66' Corr. Iron Pipe
 #216.15 12"x20' Corr. Iron Pipe
 #216.36 36"x36' Corr. Iron Pipe
 #216.45 60"x165' Corr. Iron Pipe
 #216.76 36"x56' Corr. Iron Pipe
 #216.90 36"x85' Corr. Iron Pipe
 #217.20 36"x48' Corr. Iron Pipe
 #217.33 8"x8" Rock Lined Pipe
 #218.40 36"x40' Corr. Iron Pipe
 #218.53 6"x5.52' Conc. Box
 #218.75 36"x62' Corr. Iron Pipe
 #218.92 36"x37' Corr. Iron Pipe
 #219.03 15"x19' Sheet Iron Pipe
 #219.31 36"x48' Corr. Iron Pipe
 #219.73 36"x38' Corr. Iron Pipe
 #219.84 36"x40' Corr. Iron Pipe
 #219.99 24"x28' Corr. Iron Pipe

BR. 217.79
Foot Bridge over River

112, 115, & 119 LB RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M. P. 205 THRU M. P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER





220

221

222

223

224

225

4°12' 3°55' 0°35' 3°20' 4°00' 8°30' 5°20' 8°00' 8°20' 6°20' 8°00' 10°00' 8°00' 5°10' 3°30' 8°54' 7°30' 1°00' 8°10' 8°00' 9°53' 2°30' 4°39' 3°20' 8°00' 3°00' 6°00' 6°43' 6°18' 8°14'
 714" 374" 444" 1198" 687" 630" 416" 419" 476" 492" 420" 609" 518" 588" 382" 960" 298" 678" 361" 529" 817" 654" 449" 271" 876" 847"
 4" 4" 1" 3½" 4" 4½" 5" 5" 5" 4½" 4½" 4½" 5" 3½" 3½" 4½" 4½" 2½" 4½" 3½" 5" 3" 5" 5"

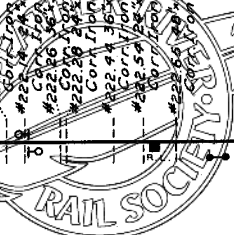
523' 507' 403' 144' 81' 255' 85' 838' 744' 157' 290' 123' 76' 462' 727' 89' 205' 355' 108' 2330' 292' 576'

+1.00

BERRY CREEK
M.P. 224.08 C.S.

86 CAR CAP.

#220.05 36" x 30'
Corr. Iron Pipe
 #220.12 24" x 30'
Corr. Iron Pipe
 #220.19 24" x 36"
Corr. Iron Pipe
 #220.35 24" x 26'
Corr. Iron Pipe
 #220.62 24" x 26'
Corr. Iron Pipe
 #220.68 36" x 23"
Corr. Iron Pipe
 #220.72 36" x 26"
Corr. Iron Pipe
 #220.81 48" x 28"
Corr. Iron Pipe
 #220.94 18" x 21"
Corr. Iron Pipe
 #221.39 36" x 42'
Corr. Iron Pipe
 #221.44 36" x 40'
Corr. Iron Pipe
 #221.47 36" x 36"
Corr. Iron Pipe
 #221.49 18" x 20"
Corr. Iron Pipe
 #221.50 36" x 48"
Corr. Iron Pipe
 #221.64 14" x 19"
Corr. Iron Pipe
 #221.70 48" x 40"
Corr. Iron Pipe
 #222.08 24" x 30'
Corr. Iron Pipe
 #222.12 24" x 30'
Corr. Iron Pipe
 #222.26 36" x 30"
Corr. Iron Pipe
 #222.28 24" x 30"
Corr. Iron Pipe
 #222.44 36" x 30"
Corr. Iron Pipe
 #222.54 24" x 30"
Corr. Iron Pipe
 #222.65 24" x 36"
Corr. Iron Pipe
 #222.75 36" x 62'
Corr. Iron Pipe
 #223.27 48" x 16'
Corr. Iron Pipe
 #223.39 24" x 26"
Corr. Iron Pipe
 #223.62 48" x 64'
Corr. Iron Pipe
 #223.75 36" x 62'
Corr. Iron Pipe
 #223.98 36" x 44' 5"
Corr. Iron Pipes
 #224.24 24" x 40'
Corr. Iron Pipe
 #224.50 60" x 156'
Corr. Iron Pipe
 #224.65 12" x 12' x 228' 6"
Conc. Box



TUN. No 5

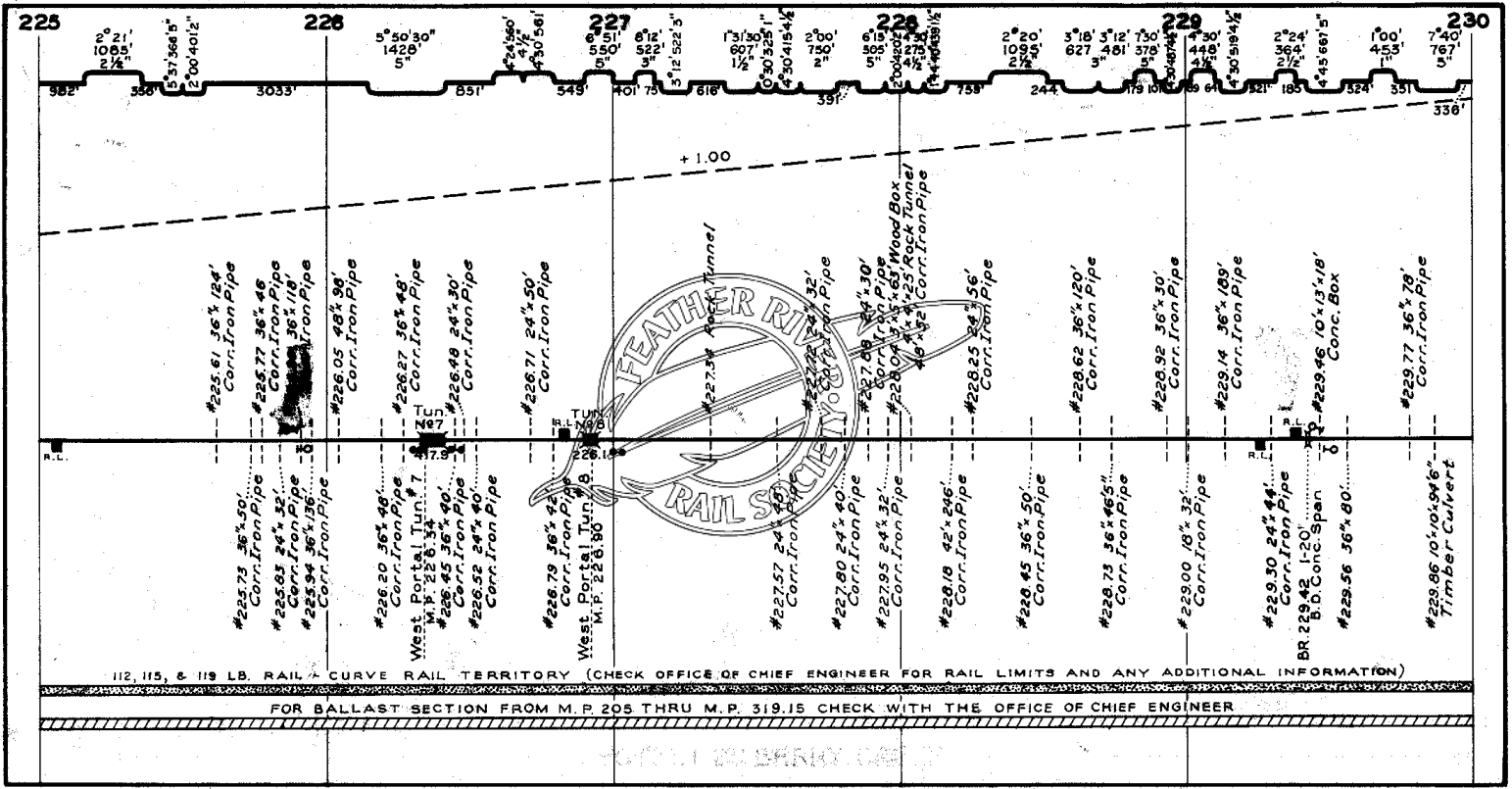
904.3

TUN. No 6

545.4

112, 115, & 118 LB. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M.P. 205 THRU M.P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

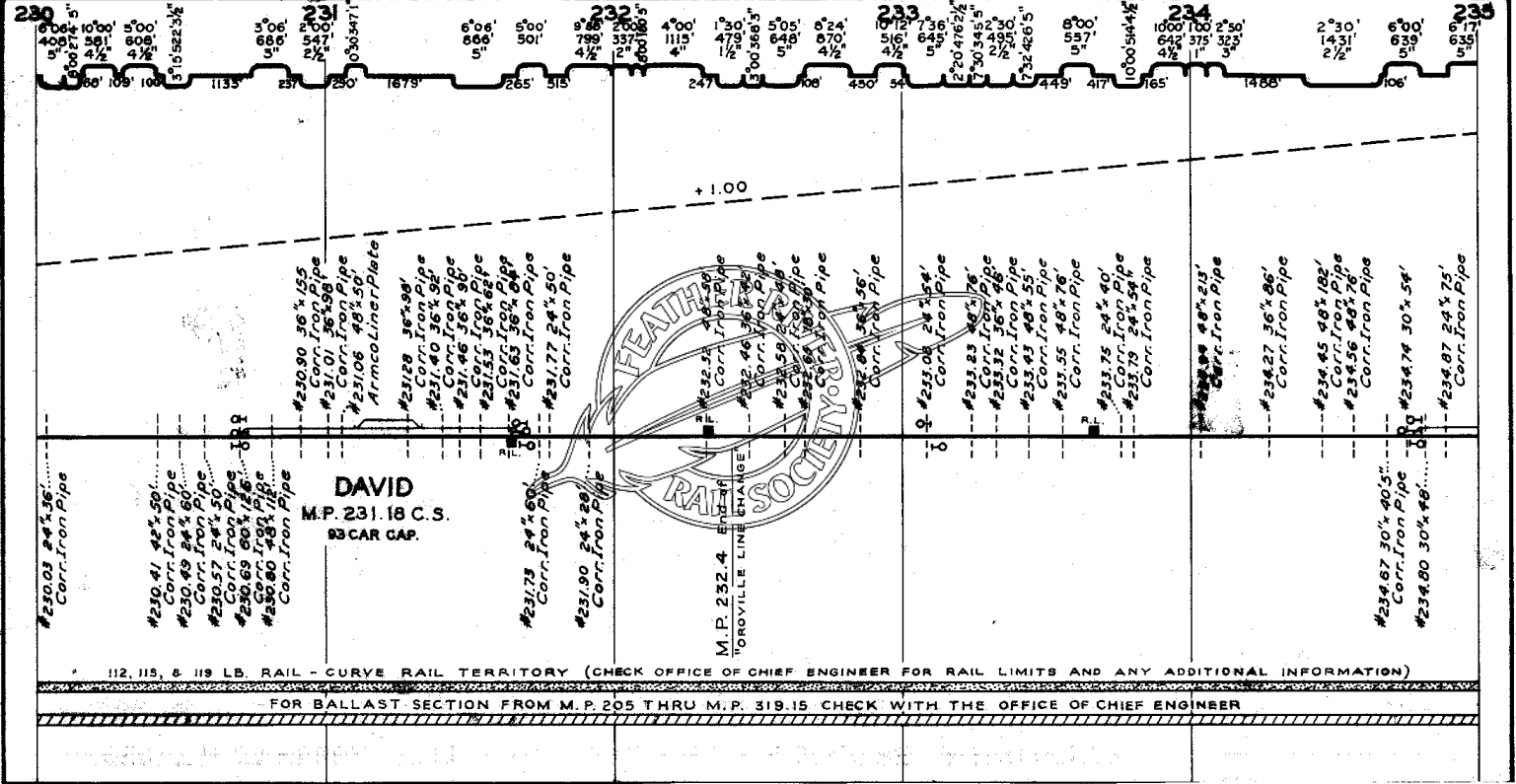


112, 115, & 119 LB. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M.P. 205 THRU M.P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

- #225.61 36" x 124' Corr. Iron Pipe
- #225.73 36" x 50' Corr. Iron Pipe
- #225.83 24" x 32' Corr. Iron Pipe
- #225.94 36" x 136' Corr. Iron Pipe
- #226.20 36" x 48' Corr. Iron Pipe
- West Portal Tun. # 7 M.P. 226.34
- #226.45 36" x 40' Corr. Iron Pipe
- #226.52 24" x 40' Corr. Iron Pipe
- #226.79 36" x 42' Corr. Iron Pipe
- West Portal Tun. # 8 M.P. 226.80
- #227.57 24" x 40' Corr. Iron Pipe
- #227.80 24" x 40' Corr. Iron Pipe
- #227.95 24" x 32' Corr. Iron Pipe
- #228.10 42" x 246' Corr. Iron Pipe
- #228.45 36" x 50' Corr. Iron Pipe
- #228.73 36" x 46.5' Corr. Iron Pipe
- #229.00 18" x 32' Corr. Iron Pipe
- #229.30 24" x 44' Corr. Iron Pipe
- BR 229.42 1-20' B.O. Conc. Span
- #229.56 36" x 80' Conc. Box
- #229.77 36" x 78' Corr. Iron Pipe
- #225.61 36" x 124' Corr. Iron Pipe
- #225.77 36" x 46' Corr. Iron Pipe
- #225.83 24" x 32' Corr. Iron Pipe
- #225.94 36" x 136' Corr. Iron Pipe
- #226.05 48" x 98' Corr. Iron Pipe
- #226.27 36" x 48' Corr. Iron Pipe
- #226.48 24" x 30' Corr. Iron Pipe
- #226.71 24" x 50' Corr. Iron Pipe
- #227.24 24" x 32' Corr. Iron Pipe
- #227.28 24" x 30' Corr. Iron Pipe
- #227.48 24" x 30' Wood Box
- #228.25 24" x 56' Corr. Iron Pipe
- #228.62 36" x 120' Corr. Iron Pipe
- #228.92 36" x 30' Corr. Iron Pipe
- #229.14 36" x 189' Corr. Iron Pipe
- #229.46 10' x 13' x 18' Conc. Box

FEATHER RIVER RAIL SOCIETY



230

231

232

233

234

235

+1.00



DAVID
M.P. 231.18 C.S.
93 CAR CAP.

M.P. 232.4 END OF TOROVILLE LINE CHANGE

#230.03 24"x36"
Corr. Iron Pipe

#230.41 42"x50"
Corr. Iron Pipe

#230.49 24"x60"
Corr. Iron Pipe

#230.57 24"x50"
Corr. Iron Pipe

#230.69 60"x126"
Corr. Iron Pipe

#230.80 48"x118"
Corr. Iron Pipe

#230.90 36"x155"
Corr. Iron Pipe

#231.01 36"x98"
Corr. Iron Pipe

#231.06 48"x50"
Armco Liner Plate

#231.28 36"x98"
Corr. Iron Pipe

#231.40 36"x98"
Corr. Iron Pipe

#231.46 36"x90"
Corr. Iron Pipe

#231.55 36"x82"
Corr. Iron Pipe

#231.63 36"x82"
Corr. Iron Pipe

#231.77 24"x50"
Corr. Iron Pipe

#231.75 24"x60"
Corr. Iron Pipe

#231.90 24"x20"
Corr. Iron Pipe

#232.32 48"x98"
Corr. Iron Pipe

#232.46 36"x82"
Corr. Iron Pipe

#232.59 24"x48"
Corr. Iron Pipe

#232.64 36"x82"
Corr. Iron Pipe

#232.84 48"x56"
Corr. Iron Pipe

#233.08 24"x54"
Corr. Iron Pipe

#233.23 48"x76"
Corr. Iron Pipe

#233.32 36"x46"
Corr. Iron Pipe

#233.43 48"x55"
Corr. Iron Pipe

#233.55 48"x76"
Corr. Iron Pipe

#233.75 24"x40"
Corr. Iron Pipe

#233.79 24"x54"
Corr. Iron Pipe

#234.27 36"x86"
Corr. Iron Pipe

#234.45 48"x182"
Corr. Iron Pipe

#234.56 48"x76"
Corr. Iron Pipe

#234.67 30"x40.5"
Corr. Iron Pipe

#234.80 30"x48"
Corr. Iron Pipe

#234.87 24"x75"
Corr. Iron Pipe

112, 115, & 119 LB. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M.P. 205 THRU M.P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER