

San Francisco, June 15, 1940.

Mr. C.C. Story.....Keddie

Attached is print showing topography taken by you on recent survey at M.P. 316.17, Survey #2380, for proposed ditch to lead to a new 24" pipe to be installed about Engr.Sta. 1274+75.

After further investigation it has been decided that a much better drainage facility can be installed with a slight additional expense, if a 36" pipe is jacked through the fill opposite the hole which A.F. Williams has indicated on the attached sketch as being at Engr.Sta. 1273+05. This Engr.Sta., however, does not appear to fit the topography if the culvert is jacked through the fill at right angles with the outlet end on top of the big rock at an elevation about 20 feet below the main line.

Will you please arrange to take additional topography in the vicinity of Engr.Sta. 1273 where the culvert would be located to connect the hole on the north side of the track with the outlet end of the pipe at the top of the big rock referred to. In order to obtain a 2% grade for the pipe the inlet end would be at an elevation approximately 17 feet below top of tie and pipe should be jacked through the fill, if possible, at right angle. After taking the necessary topography please furnish a cross-section similar to the attached at the proposed location of the pipe. The outlet end of the pipe should rest on top of solid rock to prevent washing and it may be necessary to extend the pipe beyond the toe of the fill and not install a headwall. The upper end would undoubtedly require a headwall and I want to know the character of the material where the headwall would be installed.

Use the same datum as on previous survey so we can extend the contours on the same datum.

Copy of Major Simmons' letter of June 14th to Mr. Combs is attached for your information.

This survey should be made as soon as possible after you return to Keddie. You will note, however, from Major Simmons' letter that he wants Mr. Combs on the ground when the survey is made so you should wire Mr. Combs a few days in advance as it may be necessary for you to change the time of making the survey to conform with his itinerary.

J. W. Williams.

Attmts.
RIG:SH

San Francisco, June 18, 1940.

Mr. C. A. Combs:

Regarding additional survey to be made by Mr. Story at proposed culvert location, M.P. 316.17:

Mr. Story now advises that it will be about June 20th before he will complete surveys previously requested on the Eastern Division so it is probable that he will not return to Keddie until about June 21st or 22nd.

If agreeable to you, I suggest that you set a date, about June 24th or 25th, for meeting Mr. Story on the ground in connection with survey for additional topography requested.

J. W. Williams.

cc-Mr. C. C. Story.....Winnemucca



Gus, if you wish my field notes you can pick them up at Keddie. Should be under culverts. Believe I used 1" below top of rail & made location from tunnel portal
C.C.S.

RIG:SH

San Francisco, June 24, 1940.

Mr. C. C. Story.....Elko

Please ~~arrange~~ to make a survey for the construction of a small dam at the ~~end~~ end of Bridge 645.19, at Carlin; also for a ditch leading from the dam southwesterly (timecard direction) 40 or 50 feet. The purpose of this dam is to raise the elevation of the water at the bridge and convey it by a ditch to higher ground so that we can obtain a flow into our ice pond.

Your topography should include elevations on the area roughly outlined by green dotted line on the attached sketch. Also full information on the two 17-foot span bridge, including elevations at the bottom of the stringers, top of bridge seats and top of concrete footings if you can obtain same. Your sketch should also include good detail on the two wings at the south side of the bridge where the proposed concrete dam would be constructed.


Please advise if there is any paving in the bottom of the structure or a curtain wall at the location where the dam is proposed.

Would prefer to have this survey rather than have the balance of the notes requested in connection with the Elko station ground survey.

There are so many jobs coming up that it looks like it will be necessary to have Mr. Kramm make the survey at M.P. 316.20. Please forward your letter of instructions together with notes of your original survey, and print, to Mr. Kramm at Oakland, as he will be going to Keddie the early part of next week.

Attmt.
RIG:SH

J. W. Williams.

cc-Mr. C. A. Combs.....
Mr. A. A. Kramm  Under present plan Mr. Kramm will go to Keddie about Monday, July 1st, to set centers for the proposed re-arrangement of tracks through Keddie Yard. It is my understanding that the gang on the Bidwell Branch will finish up about the end of the month. If you can arrange to Meet Mr. Kramm at 316.20 on July 1st, 2nd or 3rd, it will be satisfactory.

J.W.W.

THE WESTERN PACIFIC RAILROAD COMPANY

FORM 585

SURVEY No.

DATE 7/3/40
 ENGINEER A. A. Komm
 RODMAN A. C. Strickler
 CHAINMAN G. L. Blair
 DESC. OF WORK PROPOSED LOCATION OF CULVERT TO BE JACKED THRU FILL

STATION CL10 (East)
 M. P. 316² PAGE 1 OF 2

0+67² Hub Hub 2 → Elev 85²⁴

0+37² Hub Approx Theoretical Top of Slope. Hub 2 → Elev 86⁰⁸

0+10²⁴ Hub

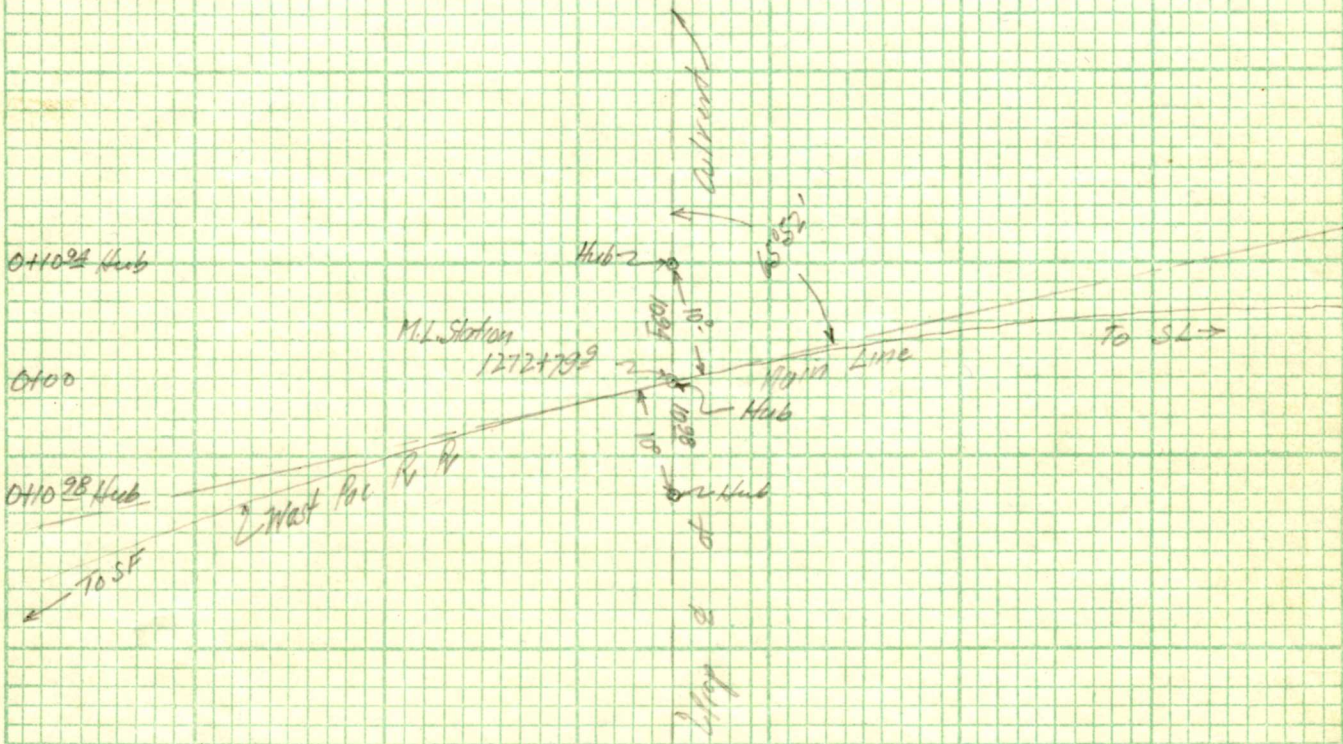
0+00

0+10²⁸ Hub

10.5'

0+39⁵⁸ Hub Approx theoretical Top of Slope. Hub → Elev 85⁴⁰

0+50 Approx End of Culv Elev Road 83'



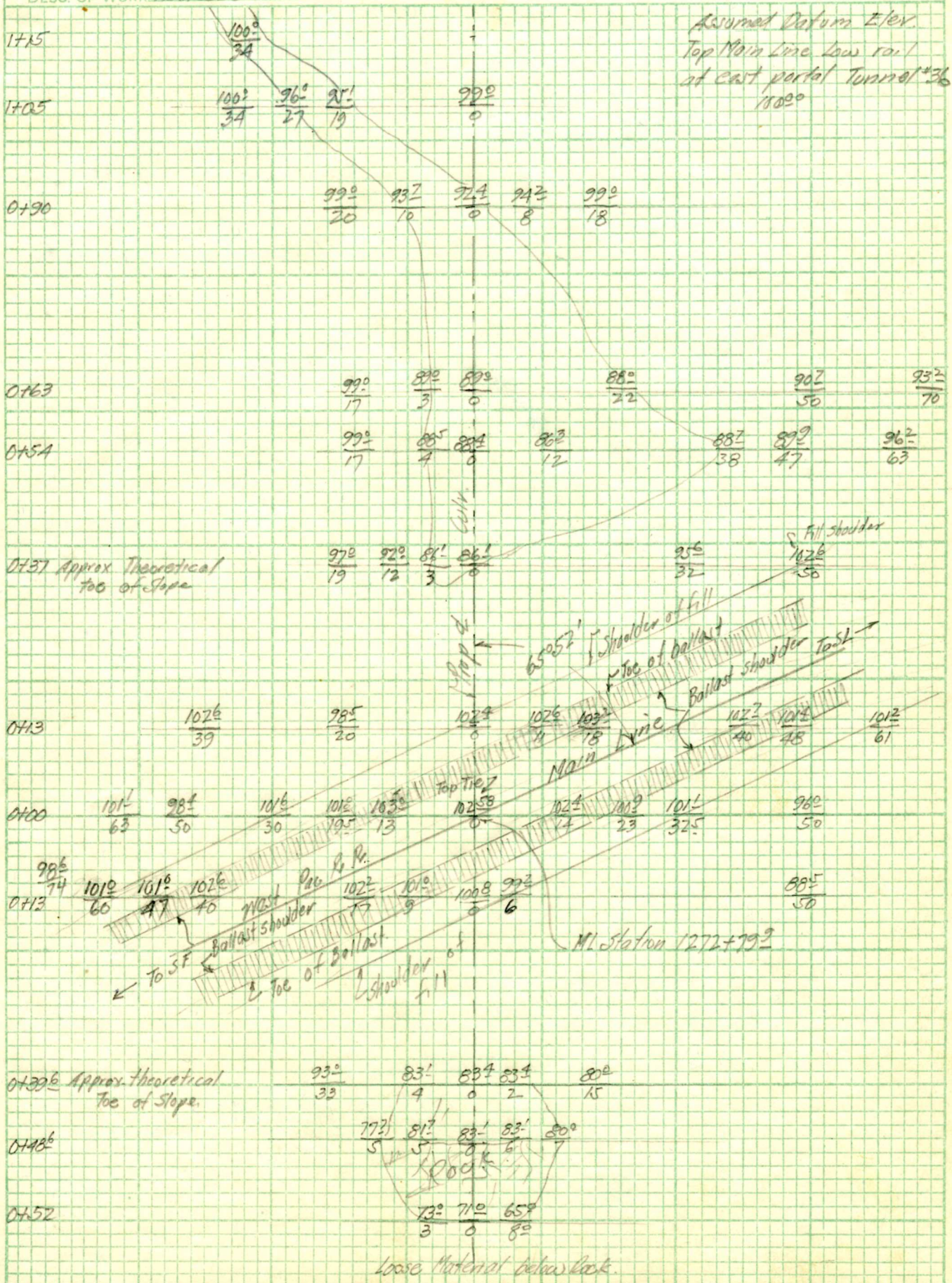
THE WESTERN PACIFIC RAILROAD COMPANY

DATE 7/3/40
 ENGINEER A.A. Kramm
 RODMAN A.C. Strickler
 CHAINMAN G.L. Blair
 DESC. OF WORK PROPOSED LOCATION OF 36" CORR. CULV. TO BE JACKED THRU FILL

FORM 555

SURVEY No. _____

STATION 210 (East)
 M. P. 316.2 PAGE 2 OF 2



(COPY)

Oakland, California,
July 1, 1940.

~~Mr. B. J. Simmons:~~

Your letter under date of June 14th, relative to
Culvert 316.20:

I made an inspection of the proposed location for
this culvert on June 28th. The survey party was not avail-
able on account of being on other work, but I left instruc-
tions for them to complete the survey at their first oppor-
tunity.

I had the section men dig a trench from the top
of the exposed bedrock to within the edge of the standard
roadbed and then make sounding with twenty ft. churn drill.

As we are unable to locate any rock underneath the
roadbed that will interfere with the jacking of culvert thru
this fill we deduce it will take a pipe approximately 105 ft.
in length, allowing 10 ft. additional outside the exposed
bedrock so that we will have a good free spillway and so that
there will be no undermining at some future date.

I have asked the survey party to check this length
and complete the contours, showing the drop we will have on
this pipe, which I estimate will be about 3-1/2 feet to keep
free of the exposed bedrock. Survey party may be able to
complete the survey this coming week.

The pipe will cross diagonally and will not require
any ditch in the upper end. The exact location will be
furnished as soon as the survey is made.

C. A. Combs.

Copy made for:

Mr. A. A. Kramm.....Oakland

J.W.W.,
7/3/40.

