

THE WESTERN PACIFIC RAILROAD COMPANY

DATE April 13, 1941 FORM 555 SURVEY No. _____
 ENGINEER C.C. Story R.F. Price STATION Clid
 RODMAN L. Garrison M. P. 313 + PAGE 1 OF 5
 CHAINMAN L. Borjas
 DESC. OF WORK Final Cross Sections for Passing Track Extension

$0^{\circ} = 2^{\circ}$ Below Near Main Line
 Top of Rail. A.F.E. 27-41

1423+91.83 EC

1423+50

(109° -69° -54° 0° 0°
 228° 124° 101° 32° 9° 0)

1423+78.5 \neq G.I.P. Culvert. See Culverts

1423

(-74° -67° 0° 0°
 140° 120° 32° 9° 0)

1422+50

(-56° -47° -05° -02° -0°
 112° 93° 32° 29° 9° 0)

1422

(-35° 0° 0°
 77° 29° 9° 0)

1421+50

(15° -03° -0°
 49° 30° 8° 0)

1421

(-24° -1° 0° $+1^{\circ}$
 40° 35° 27° 9° 0)

1420+50

(-25° 0° $+07^{\circ}$
 25° 22° 11° 0)

1420

(-2° -04° 0°
 28° 26° 12° 0)

+52.10 B.C

($0^{\circ} = 2^{\circ}$ Below Near Rail.)

1419

(-2° 0° 0°
 32° 30° 20° 0)

↑
5
TO

LINE
Main

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 DESC. OF WORK Final Cross Sections for Passing Track Extension

FORM 555

SURVEY No. _____

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 M. P. 3134 PAGE 2 OF 5

$D^{\circ} = 2^{\circ}$ Below Near Main Line
 Top of Rail.

A.F.E. 27-41

1427+50

(+11⁰ 0⁰ 0⁰ 0⁰
 67⁰ 56⁰ 25⁰ 9⁰ 0)

1427

(18⁵ 0⁰ 0⁰
 58⁰ 50⁰ 9⁰ 0)

1426+75

(+37⁰ 0⁰ 0⁰
 61⁰ 54⁰ 8⁰ 0)

+50

(0⁰ -1⁰ -1⁰ -3⁰ 0⁰ -0⁵
 81⁰ 66⁰ 47⁰ 41⁰ 29⁰ 8⁰ 0)

1426+42.80 B.S.

1426

(-23⁰ 0⁰ 0⁰
 61⁰ 28⁰ 18⁰ 0)

+50

(-49⁰ -45⁵ -35⁰ 0⁰ 0⁰
 98⁰ 95⁰ 77⁰ 29⁰ 8⁰ 0)

1425+03.83 E.S.

1425

(-65⁰ -59⁰ +10⁰ 0⁰
 122⁵ 108⁰ 30⁰ 9⁰ 0)

+50

(-88⁰ -86⁵ -83⁰ -74⁰ 0⁰ 0⁰
 187⁰ 157⁰ 146⁰ 128⁰ 32⁰ 9⁰ 0)

1424

(111⁰ 106⁰ -103⁰ -95⁰ -79⁰ 0⁰ 0⁰
 191⁰ 188⁰ 176⁰ 158⁰ 135⁰ 32⁰ 9⁰ 0)

MAIN LINE

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 ENGINEER C.C. Story - R.F. Price R STATION Clio
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 CHAINMAN L. Borjas
 DESC. OF WORK Final Cross Sections for Passing Track Extension

0° = 2° Below Near Rail on Main Line

A.F.E. 27-41

1432

(+15⁴ +12° +1° +0⁶ 0°
 54° 51° 40° 26° 9° 0

+50

(+13³ +1° +0⁶ 0°
 52° 39° 26° 9° 0

1431

(+15¹ +10° +1° +0⁷ 0°
 52° 49° 40° 26° 9° 0

+50

(+16° +11° +1° +0⁴ 0°
 55° 51° 41° 26° 9° 0

1430

(+17⁶ +12⁶ +1⁵ +0⁴ 0°
 60° 57° 46° 26° 8° 0

+50

(+18° +10° +1° +0³ 0°
 64° 59° 50° 26° 8° 0

1429

(+17³ +9⁷ +1⁵ +0⁶ 0°
 69° 63° 55° 26° 8° 0

1428 + 82.80 B.C.

+50

(+12⁵ +10⁵ +1° +0³ 0°
 72° 69° 60° 26° 8° 0

1428

(+9³ +6° 0° 0° 0°
 77° 67° 62° 26° 8° 0

To 5.5' Line

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 DESC. OF WORK Final Cross Sections for Passing Track Extension
A.F.E. 2-7-41

0° = 2° Below Nearest M.L. Top Rail

1436 (24° -11° 0° -0°
65° 45° 29° 9° 0

+97.63 E.S.

+50 (-18.7° -10° +6.5° +0.4° 0°
65° 50° 36° 26° 10° 0

1435 (0° 0°
26° 10° 0

+50 (11° -0.3° -0.3° +0.8° +0.6° 0°
53° 45° 42° 39° 26° 9° 0

1434 (+9.4° +0.9° +0.8° +0.5° 0°
54° 42° 38° 26° 9° 0

1433+57.63 E.C.

+50 (11.3° 4.1° +0.1° 0°
54° 41° 26° 9° 0

1433 (+16° +1° +0.5° 0°
54° 41° 26° 9° 0

1432+50 (+16.5° +1° +0.8° 0°
55° 41° 26° 9° 0

A
57.63
No
Main
line

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A.F.E. 27-41

0° = 2° Below Near M.L. Top Rail.

48" x 104" G.I.P. No. 313 29

1437+10 : End of Embankment Fill for Trk. Extr.
 ↑
 Wedge

1436+98 W.H.B. Proposed Passing Track Extension

1436+98	(-39°	-24°	-11°	0°	0°
	66°	50°	31°	16°	6° 0

1436+78 48" G.I.P. No. 313 29 (48" x 104")