	Tay	THE WESTERN PACIFIC RAILROAD COMPANY  DATE Jan. 15.1941 FORM 557 SURVEY NO.														
2		ENGINEER C.C. Story														
2	RODMAN G	Sui	77-2-			-										
5		DT	Honiel	7		- '		M. P.	3/3	PAGE OF						
3	DESC OF WOR	k leve	Is over f	relin	7.1	ine	from	Denot	& N	1. W. to a Located Spring						
000	STATION	B. S.	н. г.		s.	RC		ELEVATION		REMARKS						
2	B.M.	09	9 458151	/				4580	57	Elev. Spike In 12" Pine						
0	0-1-1		430101	2				7 2 0 0	2-1	North of M. 1. Sta. 1415+20						
0	1413+86					2	32	79	24	opp. E.F. of Section House						
000										on Top of Rail.						
000	14/8+40.11	3.3				6	11	75	45	1 11 11						
	0+000		1 1 - 2 - 1 -	7 /	0-1	7	68	73	88	Sub-Grade on North						
000	TP.	267	1 4577 6	16	36	6	23	45 75	00	, ' , , , , , , , , , , , , , , , , , ,						
000	3+000			+		7	1.5	70	12	11 11 11 11 11						
000	5					8	37	69								
	TP.	789	77.9	57	61			70	06							
\$	5+120					8	85	69	10	te It is the						
600	6					9	5	68	5	tt tt tt						
Š	7 -0		-	-		9	7	68	3	to the the transfer						
0.00	7+590			-		10	8	63	7	Praw Mode by Filloff.R.						
	9					13	3	11	7	Vraw hove by filloth. N.						
000	+50					1	3	7/	7							
	9+004					Z	4.	75	6							
	TD	12 94	44588 9	7 1	92			76	03							
2	+50					7	7	81	3	- I I I I I I I I I I I I I I I I I I I						
000	10					4	0	8.5	0							
000	T.P.	12 9:	3 46015	10	39			4588	58							
	+32					12	9	38	6							
6	+50					8	6	92	9							
5	+240			-	-	5	0	96	4							
0	+50				-	1	2	4600	3							
6	TP	930	7 46 10 6	0 0	26			01	25							
	17					6	8	03	8							
0	+460					4	8	05	8							
0	+50 13 TP:					1	8	05	8	·						
2	13					1	6	09	0							
000	TP.	68	746166	20	85	-		09	75							
000	+34 4	-		-	-	5	9	13	8							
5	7.P.	10.19	7 4622 3	50	46	2	0	4616	16							
000	14	611	4666	50	40	4	5	17	9							
6	+50					2	9	19	5							
-	1631					4	2	18	2							
3	15					2	0	20	4							
000	T.P.	8 5	446286	7 2	22	-		4620	13							
	+5/4				-	5	0	23	7	Date						
6 1	+61			-		1	9	73	8	Draw						
6	7.6															
2																

	DATE JOY	, ,			STE	RN	PAC			AILROA	D C	SURVEY NO	
١	ENGINEER							- FO	RM 557		_	, .	
ļ	RODMAN 9							_				110	
l		50	7	Ron	7/5	-6			-	M. P.	3/3	PAGE 2 OF 4	
L	DESC. OF WOR	K/e	vel	Sove	- F	rel	1111.	Lin	e fre	om Depo	t to	Spring North Westerly	
	STATION	В.	S.	н. т.		F.	S.	RC	D	ELEVATIO		REMARKS	
	16+00			4628	67			3	9	24	P		
	T.P.	5	05	31	39	Z	33			46 26	34		
	+384							5	a	26	4		
	+50							5	3	76			
	+58							5	1	26	3		
	+68							10	6	20	8	Wash	
	185							.3	0	28	4		
	17.P.							2	1	29	3	•	
	T.P.	8	63	4638	44	1	58			29	81		
	+50.							7	8	30	6		
	+610							7	6	30	8		
-	18							6	3	37	1		
	+34							10	1	28	3	Draw	
	+570							4	0	34	4		
	T.P.	8	22	45	51	/	15			4637	29		
l	19							6	7	38	8		
	+50							5	0	40	5		
١	20							4	8	40			
1	+08 A							5	0	40	5		
	T.P.	8	14	4649	47	4	18			4641	33		
	+50							5	9	43	6		
	+75							5	9	43	6	Placer Hole 40° Rt. 5° Lower	
	21							4	6	44	9		
	+.50							2	3	47	2		
	+741							1	5	48			
1	TP	8	82	4657	57	a	72			4648	7.5		
	22							7	6	50	0	Note-	
	+50							5	3	57	3	There is a	
	23			-	, -			4	0	53	6	good ground line	
	+50							3	1	54	5	at lower eleva-	
	24							Z	0	55	6	tion Bet Sta.	
	T.P.	13	04	4669	89	0	72			4656	85	20+75 and Saddle	
	+50							11.	6	58	3	to fit a more	
	25.							P	6	61	3	enen grado Bet.	
								3	2	66	7	enen grade Bet. these points.	
	+50 TP:	7	74	4676	74	0	8.9			4669	00		
	+99 3							4	6	72	7		
	26+50							5	8	70	9		
	77							5	1	71	6		
	+50							4	4	77	3		
	28							3	5	. 73	2:		
	TP	9	63	4685	02	7	3.5			4675	39		
	+55A							7	7	77	3		
	29							4	9	80	1		
	+50							4	/	80	9		
			1										

DATE Jan	1.15	- HA 1	941	STE	RN	PAC		C R		DC	OMPANY SURVEY NO				
_	_ /	- 5	Laure												
RODMAN_G	2.5	wi	tzes	-			-		SIAIIO	3/2	PAGE 3 OF 4 ing N.W. of Depot.				
CHAINMAN_	N.	2.1	Ben 1	5/	7.1	- /	-1	1000	M. P.	Cari	PAGE OF				
DESC. OF WO	RK_E	vel	sorer	FIE	1100	7.61	ne z	000	1100 07	Spir	ng 11.11.07 Depot.				
STATION	В	S.	н. і.		F.	S.	RO	OD .	ELEVATION	ON	REMARKS				
30+00			4685	OZ			3	5	4681	5					
±50							3	2	91	0					
+50			•				3	5	81	5					
3-2							3	8	81	7					
+50							3	9	81	1					
33							2	7	82	8					
+11 0	9		1100	0.5		97	0	9	84	/					
TH	17	73	4693	53	0	72	11	7	4684	10					
+50.							7	8	86	0					
+95							11	9	81	9	Wash				
34							9	3	84	0	,				
+04							6	6	87	2					
+50	-						4	6	89	2					
35							3	3	90	5					
750							3	7	97	7					
36 1.t.	12	15	4706	7.9	10	59	-	/	41-93	24					
+280	10	00	106				11	8	4694	5					
+50							8	2	4698	1					
+75							4	2	4702	1					
37							2	3	04	0					
+ 25							1	3	4705	0	Saddle Top				
+40	-						1	4	04	9					
+50	,	33	4707	20	_	42	/	5	4705	87					
+70			7101	20		72	3	5	0.3	7					
38							7	1	4700	1					
38							11	3	4695	9					
+50							13	1	4694	1					
+50 TP. +900	0	12	4695	28	12'	04			4695	16					
+900							7		88	2					
39							7	7 5	87	6					
+50. 40							10	4	84	9					
+50							10	5	84	8					
40 . +50 41							7	6	87	7					
+7.04							7	3	88	0					
#50 #2			1110				8	0	87	3					
11/-	10	72	4693	58	12	42	11	,-	4682	86					
+40		Bo	Hom 1	5-	45.)		16 20	5	73	1	Un around draw				
+50		Do	Jon 1	110	100		21	7	71	9	on Grade would be				
100											adistance of 400° ±				

THE THE PARTY OF T

DATE JAK	194		-	FAC		FORM 557 SURVEY NO.							
ENGINEER	, C.	07	gry						STATIO	N_C	110		
RODMAN_C	7-0	WI	zer				_				PAGE 4 OF 4		
CHAINMAN_	Tic	1. 5	enle	51		-	- /	+.	M. P.	2/	PAGE OF		
DESC. OF WOR	K40	reis	over to	re/14	N.71	ne	100	9111	9 Sprin	9 11.	W. of Clio Depot.		
STATION	B. S.		н. г.		F, S.		RC	D	ELEVATION		REMARKS		
43+00			4693	58			8	9	4684	7			
+210							4	5	89	1			
+50							3	1	90	5			
44							4	Z	89	4			
+50							3	8	89	B			
115							4	3	29	3			
+240							6	0	87	6			
T.P.	5	5.3	4694	OZ		09	0		4688	19			
. +50	5	00	46/4	06	5		3	5	90	5			
+95a							4	6	29	4			
46							4	6	89	4			
									28	6			
+50							5	4	27	4			
47							6	6	89	4			
+50							4	9		/			
+900	.21	10	1001				3	0	91	0 99			
T.F.	4	69	4696	58	2	13			4691	0 /			
48							5	4		2			
+50							5	4	91	Z			
B.M.					4	80			4691	78	3 Nails In Baseof 10"		
										7	3 Nails In Base of 10° dia Pine on lin		
											At Sta. 48+79		
49							5	1	91	5			
+16						-	7	0	4689	6	Bottom of Pipe		
110				1				-0	001		Stuck in Bank		
				-							Tanning Coming		
											14pping spring.		
				-									
									-				
		-											
4 7 4 10													
		1											
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