

Alignment Data

0+00 HB Portland End

+30.78 P.I. 5°-44' switch turnout #10 frog

+78.28 PF #10

+98.30 BC 10°-00' Rt 0°-00'

1+25 1°-20'

+50 2°-35'

+75 3°-50'

+87.30 & Bt #1 4°-27'

2+01.71 - 2 5°-10 1/4'

+16.61 - 3 5°-55'

+30.40 - 4 6°-36'

Skewed Bent

+45.31 - 5 7°-21'

+45.97 EC 7°-23'

+60.31 & Bt 6 - -

+75.31 - 7 - -

+90.31 - 8 - -

+96.09 BC 10°-00' Lt 0°-00'

3 + 05.22 & Bt 9 0°-27 1/2' - -

+20.12 - 10 Skewed Bent

+33.91 - 11 1°-53 1/2'

+48.82 - 12 2°-38'

+63.23 - 13 3°-21 1/2'

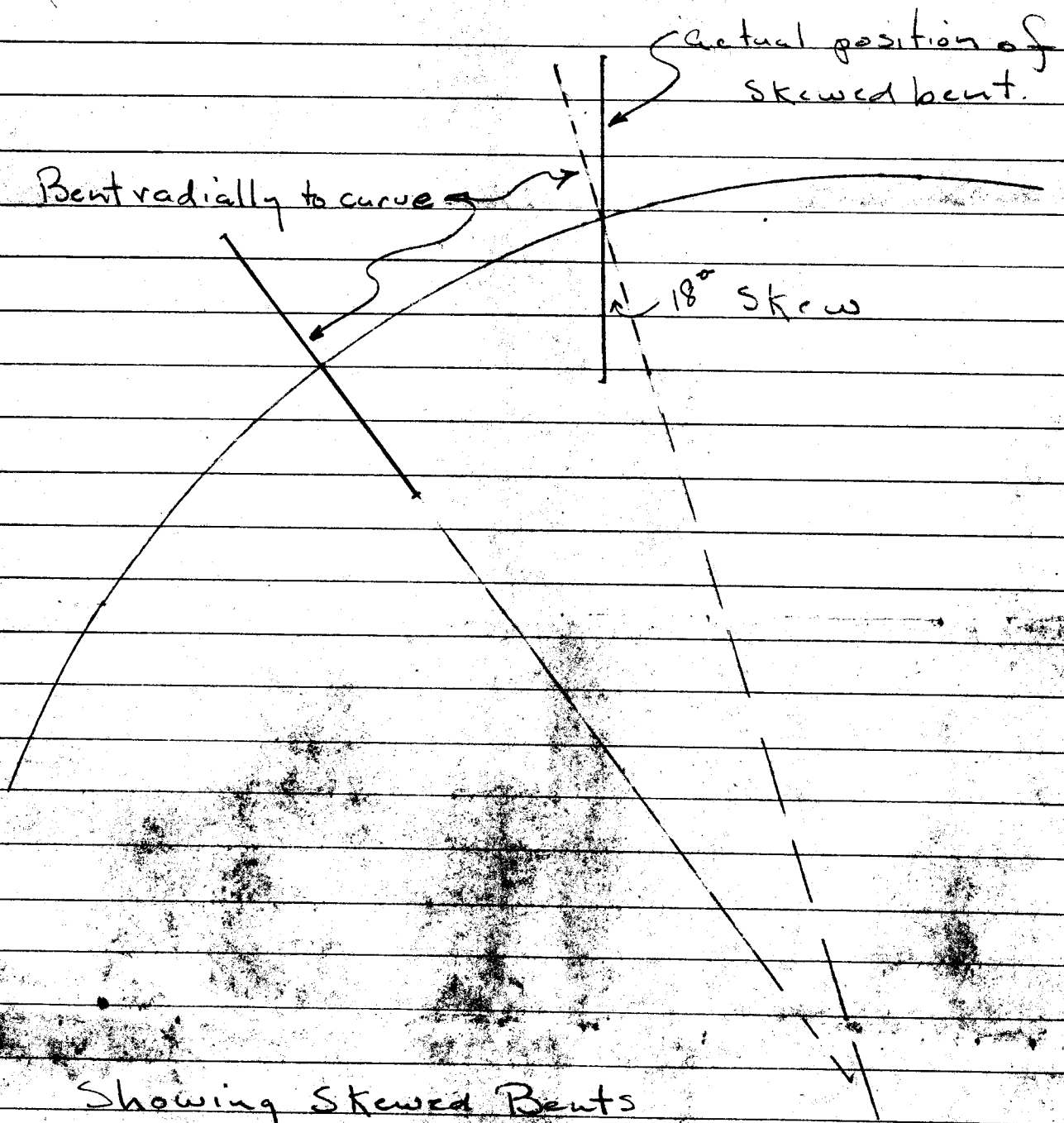
+75 3°-57'

4 + 00 5°-12'

+50 7°-42'

5 + 04.09 EC 10°-15'

7 + 38.30 BC 10°-00' Lt.



Showing Skewed Bents

on Portland End Trestles

Bts 4 to 10 incl are skewed

C. S. File No.

35-62

The image shows a page of graph paper with a grid of small squares. A vertical line runs down the center of the page, dividing the grid into two equal halves. The grid is approximately 20 squares wide and 30 squares high. On the left side of the page, there are four circular punch holes. The text 'C. S. File No.' is written in the top right corner, and the number '35-62' is written above it.

97.29
 95.07 ✓ 8+75

 2,22

26.7
 25
 222³5 - 1475
 1 12.3
 2 14.61
 3 14.9

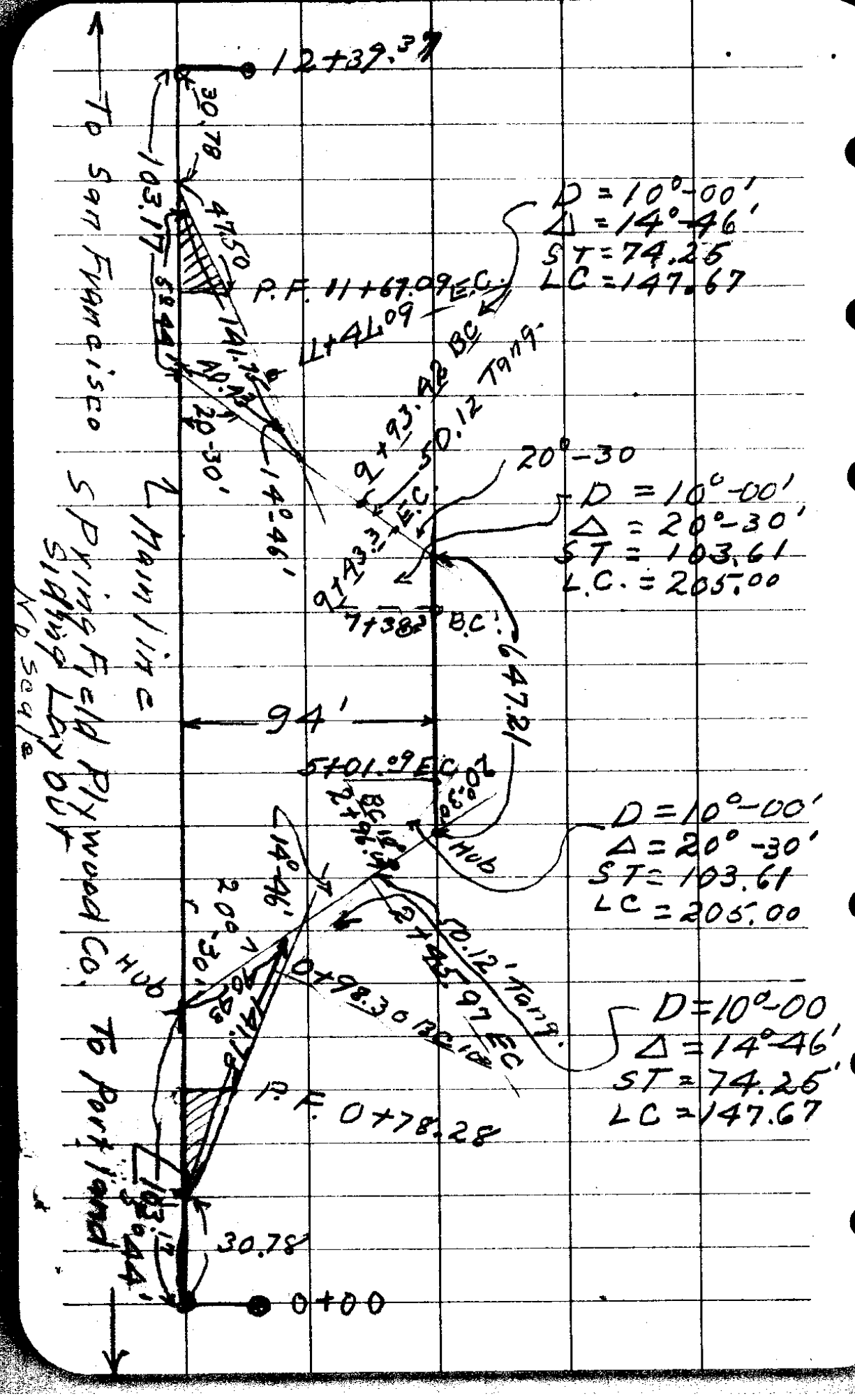
+ π - R 1360
 3.08 97.29 94.2

SW Pt 2.72 94.59
 FY09 2.42 94.87

C.S. File No.

85-62

The image shows a sheet of graph paper with a grid of small squares. A vertical line runs down the center of the page, dividing the grid into two equal halves. The grid is mostly empty, with some faint, illegible markings in the lower right quadrant. On the left side of the page, there are four circular punch holes. The top right corner contains the handwritten file number '85-62' and the printed text 'C.S. File No.' followed by a horizontal line.



$D = 10^{\circ}-00'$
 $\Delta = 14^{\circ}-46'$
 $ST = 74.25$
 $LC = 147.67$

$D = 10^{\circ}-00'$
 $\Delta = 20^{\circ}-30'$
 $ST = 103.61$
 $LC = 205.00$

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 $\Delta = 20^{\circ}-30'$
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 $LC = 205.00$

$D = 10^{\circ}-00'$
 $\Delta = 14^{\circ}-46'$
 $ST = 74.25$
 $LC = 147.67$

← To San Francisco

Main line
Springfield Plywood Co.
Sliding Lay Out
NP 509/e

To Portland

P.F. 11+67.09 EC

L+46.09

91+33.19 + 93.48 BC

20°-30'

77+38.2 BC

94'

5401.09 EC

92+96.1 BC

20°-30' HUB

97+97 EC

98.30 REIC

P.F. 0+78.28

30.78

0+00

30.78

47.50

103.17

58.44

141.78

14°-46'

20°-30'

94'

14°-46'

20°-30'

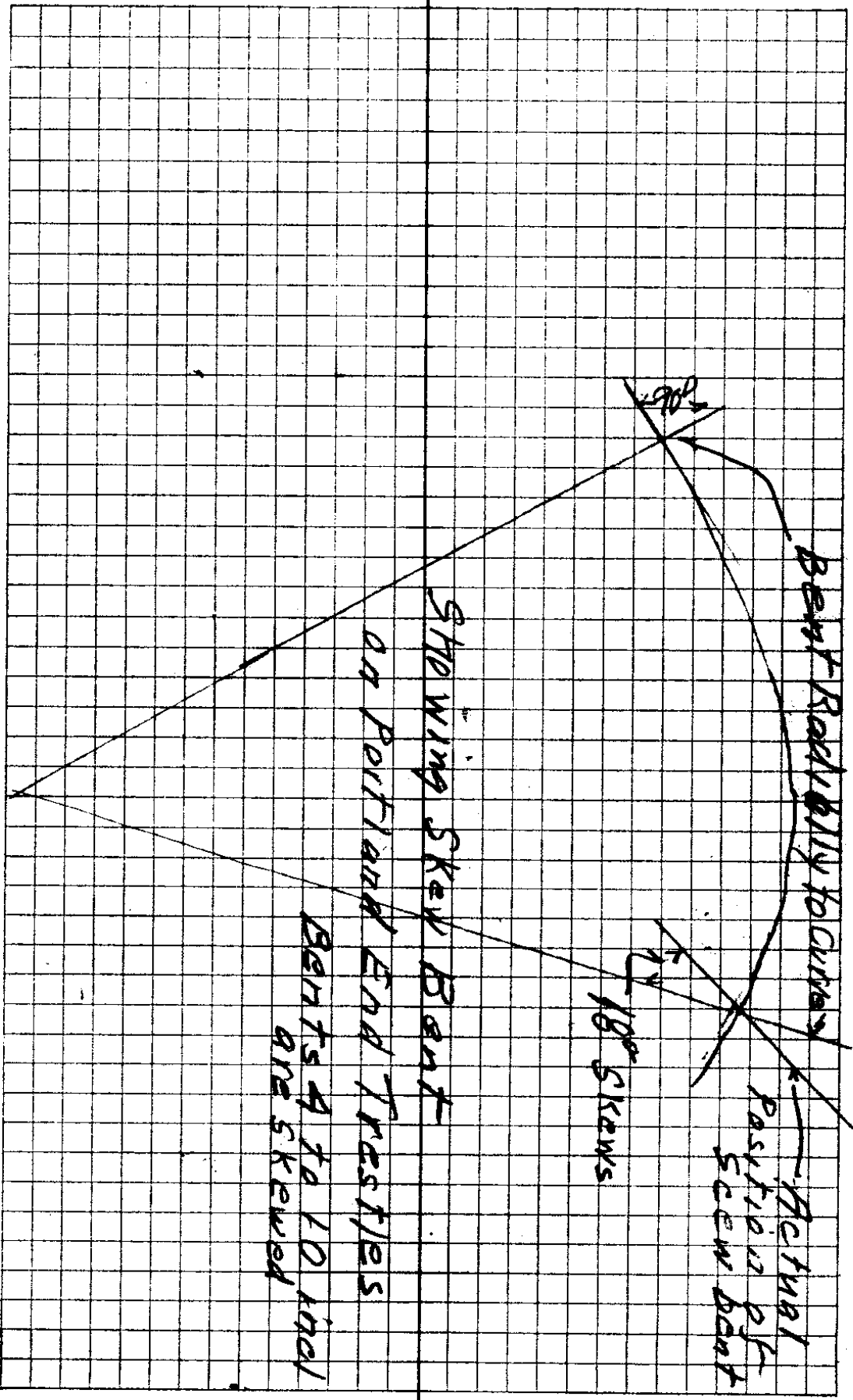
141.78

103.17

58.44

30.78

0+00



			π		
Bent ①	3.80	99.66		95.86	
Right	1.873			93.32	6.34
R Rail		Grade	97.09	93.37	6.29
Q			$\frac{3.72}{93.37}$	93.41	6.25
L Rail	Stat. 1.873			93.45	6.21
Left				93.50	6.16

Bent ②					95.86
RT	1.82	97.68		93.26	4.42
Rt Rail	Stat 2.107	Grade	97.03	93.31	4.37
Q			$\frac{3.72}{93.31}$	93.35	4.63
Lt Rail	Stat 2.107			93.39	4.29
Left				93.44	4.24

		Bent 3			
	3.86	99.72			95.86
Rt				93.21	6.51
R Rail		Grade	96.98	93.26	
Q			$\frac{3.72}{93.26}$	93.30	
Lt Rail				93.34	
Left				93.39	6.33

Thurs Mar 17-42

95.86	96.93	10.79
<u>1.82</u>	<u>3.72</u>	<u>6.7</u>
97.68	93.21	4.09
93.31		99.91
<u>4.37</u>		<u>93.21</u>
	573	6.70
	<u>4.37</u>	
	1.36	
		37
		<u>12</u>
		74

Wed Mar 18-42

Bent 2. 97.03 93.31

<u>3.72</u>	12	38
93.31		<u>4.0</u>

96.98	95.86
<u>3.72</u>	<u>4.05</u>
93.26	99.91 ✓ H1
	<u>93.26</u>

Grade

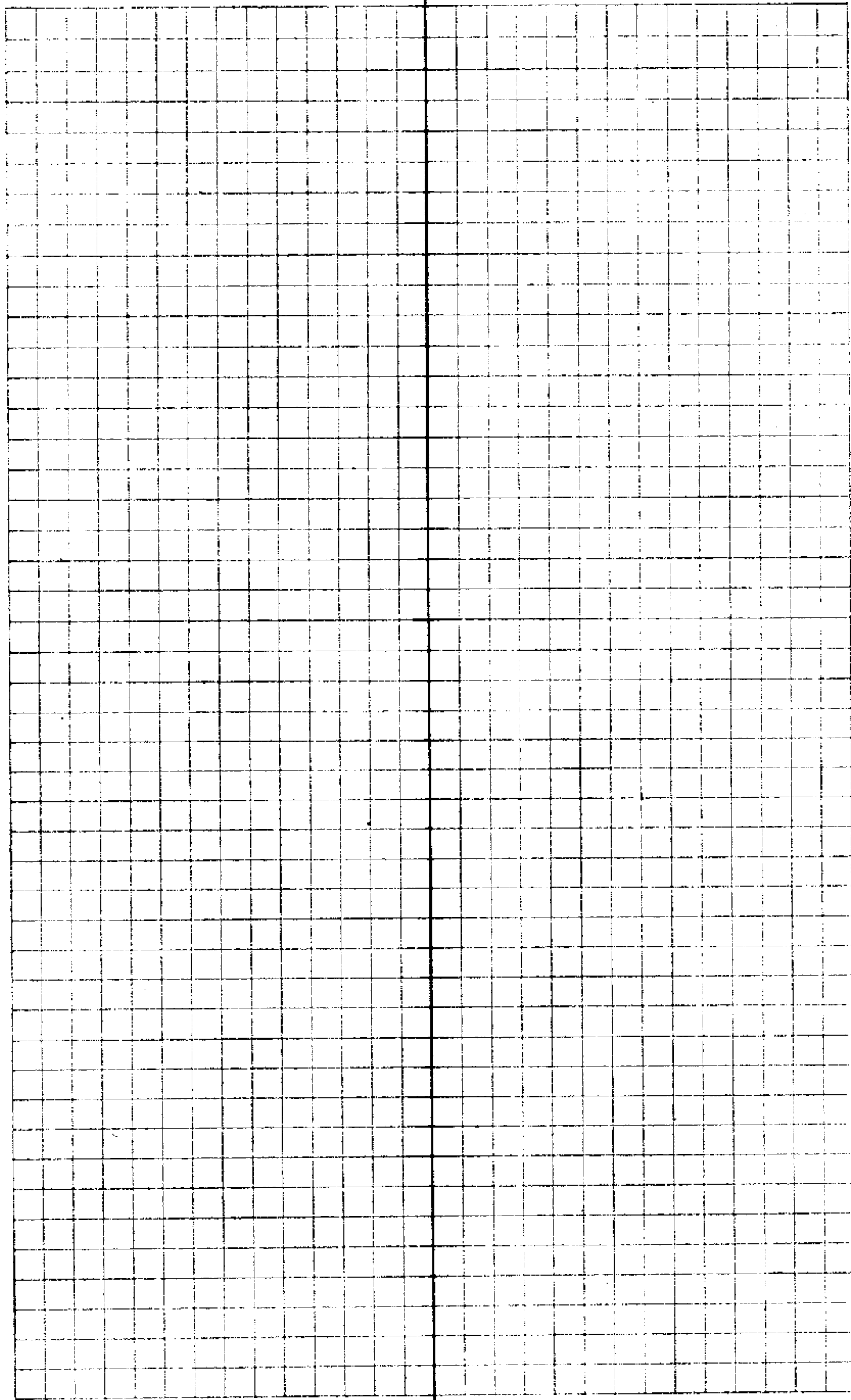
96.98	6.65	96.5
		<u>6.85</u>
		3.00

99.72	99.91	96.45
<u>93.11</u>	<u>92.73</u>	<u>3.72</u>
	7.28	92.73

61
433/4
222
2.6

6.61

99.72
93.39
6.33



Bent 4

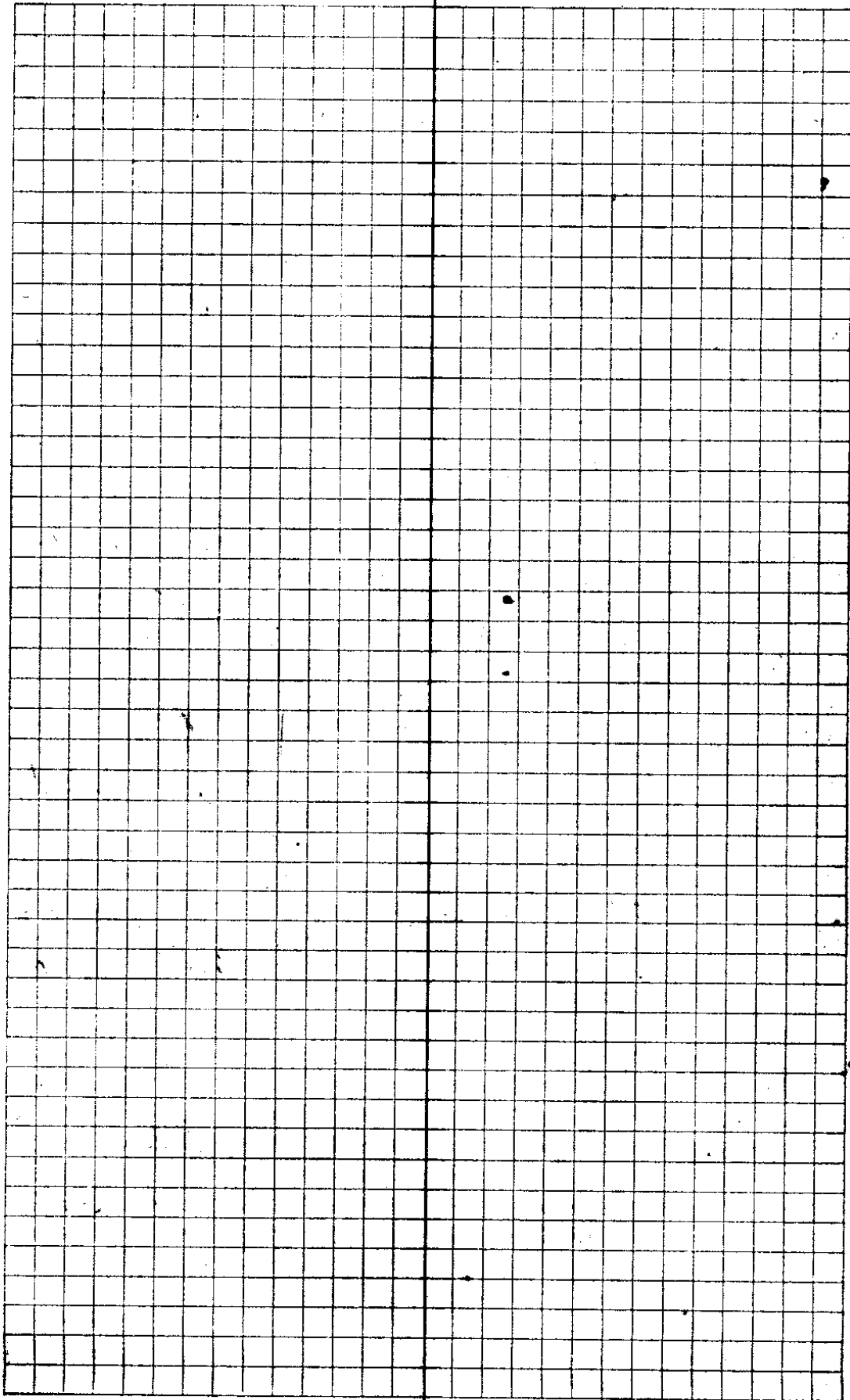
Sta	+	∇	-		
	3.98	99.84			95.86
RT				93.17	6.67
RT Rail		Grade 96.93		93.21	
Q				$\begin{array}{r} 3.72 \\ 93.21 \\ \hline \end{array}$	
LT Rail				93.27	
Left				93.31	6.53

Bent 5

RT	3.67	99.53		93.13	6.40
RT Rail		Grade 96.87		93.15	
Q				$\begin{array}{r} 0.04 \\ 93.17 \\ \hline \end{array}$	
LT Rail				93.19	
Left				93.22	6.31

Bent 6

	3.89	99.75			95.86
RT				93.09	6.66
RT Rail		Grade 96.82		93.10	
Q				93.11	
LT Rail				93.12	
Left				93.13	6.62



	3.75	99.61			95.86
R+				93.08	6.53
R+ Rail				93.07	
Q				93.06	
Lt Rail			96.77	93.05	
Left				93.04	6.57

	3.91	99.77			95.86
RT				93.06	6.74
RT Rail				93.03	
Q				93.01	
Lt Rail			96.71	92.99	
Left				92.96	6.81

	3.30	99.16			95.86
R+				93.03	6.13
R+ Rail					
Q					
Lt Rail			96.65	92.98	
Left				92.89	6.27

C.S. File No. 35-62

The image shows a page of graph paper with a grid pattern. A vertical line runs down the center of the page, and a horizontal line runs across the top, just below the header. The grid is composed of small squares. There are four hole punches on the left side of the page. The page is otherwise blank.

	3.54	99.40			95.86
RT				93.01	6.37 6.59
RT Rail	#10				
Q					
LT Rail	Bent #10		96.60	92.88	6.57
Left				92.83	6.77

	3.74	99.60			95.86
RT				82.97	6.63
RT Rail	#11				
Q					
LT Rail	Bent #11		96.55	92.83	
Left				92.78	6.82

	3.48	99.34			95.86
RT				92.97	6.47
RT Rail	#12				
Q					
LT Rail	Bent #12		96.50	92.78	
Left				92.73	6.61

	3.34	99.20			95.86
RT				92.87	6.33
R. Rail	#13				
Q					
LT Rail	Bent #13		96.45	92.73	
Left				92.68	6.52

The image shows a page of graph paper with a grid of small squares. A vertical line runs down the center of the page, dividing the grid into two equal halves. The grid is mostly empty, with a few faint marks and a small diagonal line on the right side. The page has three binder holes on the left edge.

South Bridge

		3.08	97.29		94.21
Rt				91.48	5.81
Rt Rail	Bent 10				
↳					
Lt Rail		95.06	91.34		
Left				91.29	6.00

		3.47	97.68		94.21
Rt				91.47	6.21
Rt Rail	Bent 12				
↳					
Lt Rail		95.05	91.33		
Left				91.28	6.40

		3.32	97.53		94.21
Rt				91.42	6.11
Rt Rail	Bent 11				
↳					
Lt Rail		95.04	91.32		
Left				91.28	6.25

$$\begin{array}{r} 94.21 \\ 3.08 \\ \hline 97.29 \\ 91.48 \\ \hline 5.81 \\ 7.29 \end{array}$$

$$\begin{array}{r} 97.29 \\ 91.29 \\ \hline 6.00 \end{array}$$

$$\begin{array}{r} 94.21 \\ 3.47 \\ \hline 97.68 \\ 91.33 \\ \hline 6.35 \end{array}$$

$$\begin{array}{r} 94.21 \\ 3.47 \\ \hline 97.68 \\ 91.47 \\ \hline 6.21 \end{array}$$

$$\begin{array}{r} 97.68 \\ 91.28 \\ \hline 6.408 \end{array}$$

$$\begin{array}{r} 97.68 \\ 7.57 \\ \hline 90.11 \end{array}$$

$$\begin{array}{r} 91.33 \\ 90.11 \\ \hline 1.22 \end{array}$$

$$\begin{array}{r} 94.21 \\ 3.32 \\ \hline 97.53 \\ 91.28 \\ \hline 6.25 \end{array}$$

$$\begin{array}{r} 97.53 \\ 91.42 \\ \hline 6.11 \end{array}$$

				9
	3.45	97.66		94.21
Rt			11.38	6.28
Rt Rail				
Q				
Lt Rail			95.03	91.31
Left			91.28	6.38

	3.40	97.61		94.21
Rt			91.33	6.28
Rt Rail				
Q				
Lt Rail			95.02	91.30
Left			91.29	6.32

		97.61		94.21
Rt	3.40		91.28	6.33
Rt Rail			95.01	91.29
Q				
Lt Rail				
Left			91.32	6.29

94.21	97.67
<u>3.45</u>	
97.61	11.28
<u>91.35</u>	<u>1.37</u>
6.29	

97
<u>15</u>
82.66
<u>91.33</u>
82.6
<u>8.7</u>

94.21	97.61
<u>3.46</u>	<u>91.29</u>
97.61	6.32
<u>91.33</u>	
6.28	

97.61
<u>15</u>
91.3
<u>82.6</u>
8.7

97.61	97.61
<u>91.28</u>	<u>91.32</u>
33	6.29

97.61
<u>14.7</u>
82.9
<u>8.7</u>

	3.52	97.73		94.21
R+			91.25	6.48
R+Rail			95.00	91.28
♀				
LT Rail				
Left			91.35	6.38

Beats 7

	3.02	97.23		94.21
R+			91.23	6.00
R+Rail			94.99	91.27
♀				
LT Rail				
Left			91.37	5.86

Beats 6

	3.02	97.23		94.21
R+			91.21	6.02
R+Rail			94.98	91.26 ₁₄
♀				
LT Rail				
Left			91.40	5.83

Beats 5

$\begin{array}{r} 94.21 \\ 3.52 \\ \hline 97.73 \\ 91.25 \\ \hline 6.48 \end{array}$	$\begin{array}{r} 97.73 \\ 91.35 \\ \hline 6.38 \end{array}$	$\begin{array}{r} 97.73 \\ 121 \\ \hline 89.6 \end{array}$
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$$\begin{array}{r} 94.21 \\ 97.73 \\ \hline 89.6 \end{array}$$

$$\begin{array}{r} 94.21 \\ 3.02 \\ \hline 97.23 \\ 91.23 \\ \hline 6.0 \end{array}$$

$$\begin{array}{r} 97.23 \\ 91.37 \\ \hline 5.86 \end{array}$$

$$\begin{array}{r} 97.23 \\ 74 \\ \hline 89.83 \\ 91.25 \\ 89.83 \\ \hline 1.42 \end{array}$$

$$\begin{array}{r} 97.23 \\ 91.21 \\ \hline 6.02 \end{array}$$

$$\begin{array}{r} 97.23 \\ 91.4 \\ \hline 5.83 \end{array}$$

	3.34	97.55		94.21
Rt			91.20	6.35
Rt Rail			94.97	91.25
♀				14
Lt Rail				
Left			91.39	6.16

	3.07	97.28		94.21
Rt			91.19	6.09
Rt Rail			94.96	91.24
♀				
Lt Rail				
Left			91.38	5.90

	3.66	97.87		94.21
Rt			91.18	6.67
Rt Rail			94.95	91.23
♀				
Lt Rail				
Left			91.37	6.50

	2.77	96.98		94.21
Rt			91.17	6.87
Rt Rail			94.94	91.22
♀				
Lt Rail				
Left			91.36	5.62

$$\begin{array}{r}
 94.21 \\
 \underline{3.34} \\
 97.55 \\
 \underline{91.20} \\
 8.35
 \end{array}$$

$$\begin{array}{r}
 97.55 \\
 \underline{91.39} \\
 6.16
 \end{array}$$

$$\begin{array}{r}
 94.21 \\
 \underline{3.07} \\
 97.28 \\
 \underline{91.19} \\
 6.09
 \end{array}$$

$$\begin{array}{r}
 97.28 \\
 \underline{91.38} \\
 5.9
 \end{array}$$

$$\begin{array}{r}
 94.21 \\
 \underline{3.66} \\
 87.57 \\
 \underline{91.18} \\
 6.69
 \end{array}$$

$$\begin{array}{r}
 97.87 \\
 \underline{91.37} \\
 6.50
 \end{array}$$

$$\begin{array}{r}
 94.21 \\
 \underline{2.77} \\
 96.98 \\
 \underline{91.17} \\
 5.81
 \end{array}$$

$$\begin{array}{r}
 96.98 \\
 \underline{91.36} \\
 5.62
 \end{array}$$

B.C. 7 + 38.28

25

25

24.2

25.8

25.1

25.2

14.5

14.5

14.0

7+3 8.3 - BC
25

7+6 3.3 -
25

1-15

7+8 8.3
25 2

2-30

8+9 2.5
25 8

3-43

8+3 8.3
25 1

5-00

8+3 3.4
25 2

6-15

8+8 8.6 Bent 13
14 5

7-31

9+9 3.1 Bent 12
14 5

8-145

9+1 7.6 Bent 11
14

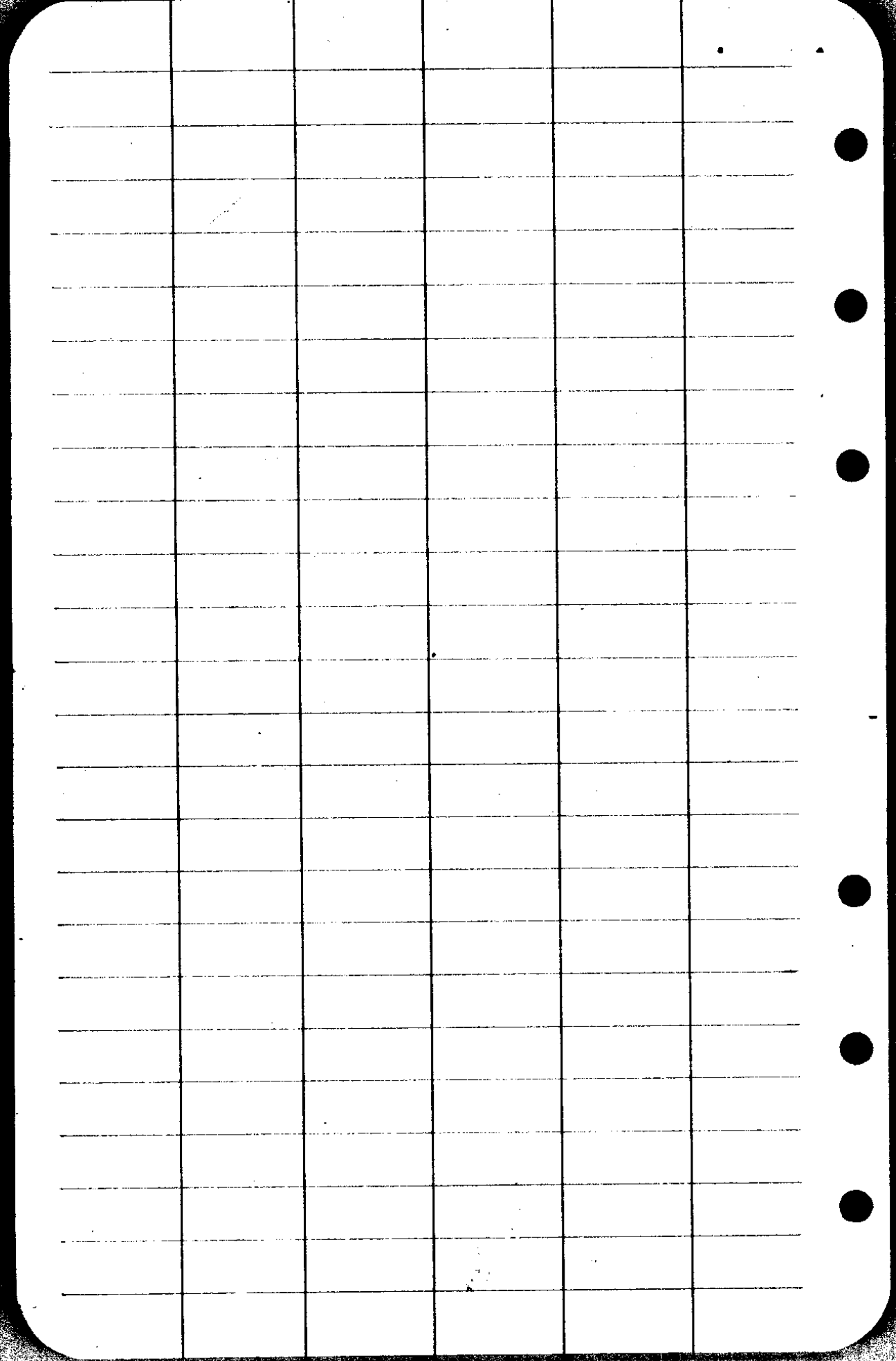
8-58

9+3 1.6 Bent 10

9-40

9+4 3.3 FC

10-15



Alignment Data

0+00 HB Portland End			
+30.78 P.I. 5°44' Switch Turnout to Flag			
+78.29 PF #10			
+78.30	BC	10°-00'	RT 0°-00'
+25.0			1°-20'
+50			2°-35'
+75			3°-50'
+87.30	Q Bent #1		4°-27'
2+01.71	"	2	5°-10 1/2'
+16.61	"	3	5°-55'
+30.90	"	4	6°-36' Skewed Bent
+45.31	"	5	7°-21' " "
+45.97	EC		7°-23'
+60.31	Q Bent 6		" "
+75.31	"	7	" "
+90.31	"	8	" "
+96.09	BC	10°-00'	L+ 0°-00'
3+05.22	Q Bent 9		6°-27 1/2' " "
+20.12	"	10	1°-12' Skew Bent
+33.91	"	11	1°-58 1/2'
+48.82	"	12	2°-38'
+63.23	"	13	3°-21 1/2'
+75.0			3°-57'
4+00			5°-12'
+50			7°-42'
5+01.09	EC		7°-15'
7+33.30	B.C.	10°-00'	L+

35/62

C. S. File No.

CS FILE FOLDER

CONTAINS

MORE

INFORMATION