

SOUTHERN PACIFIC
TRANSPORTATION COMPANY

SNOWSHED CHART

SACRAMENTO DIVISION

EMIGRANT GAP — ANDOVER

SCALE 1"=400'

DECEMBER 31, 1949
Rev. Dec. 31, 1976

T-799-D Dr. 53

- NOTES -

TYPES INDICATED ARE FROM THE CHIEF ENGINEER'S DRAWING NO. 192 WHERE THE LETTERS "L" OR "R" FOLLOW THE TYPE IT INDICATES BATTER ON THE SNOWSHED AND THAT BATTER IS EITHER RIGHT OR LEFT. THE YEAR THE SNOWSHED WAS ERECTED SPACING OF BENTS AND TRACK CENTER WITHIN THE STRUCTURE ARE ALSO INDICATED.

PLUSES ON TURNOUT TRUSS SHOW LOCATION OF FIRST TRUSS.

- LEGEND -

④ - INDICATES SNOWSHED NUMBERS

P - INDICATES PHONE

□ RED PROP RENEWALS FOR YEAR

- NOTES -

INDICATED ARE FROM THE CHIEF ENGINEER'S DRAWING NO. 19276
LETTERS "L" OR "R" FOLLOW THE TYPE IT INDICATES BATTER
DOWNSHED AND THAT BATTER IS EITHER RIGHT OR LEFT. THE
DOWNSHED WAS ERECTED SPACING OF BENTS AND TRACK CENTERS
STRUCTURE ARE ALSO INDICATED.

ON TURNOUT TRUSS SHOW LOCATION OF FIRST TRUSS.

DOWNSHED NUMBERS

NE
RENEWALS FOR YEAR

WEST OF
CRYSTAL LAKE

4687+921
4687+942

4702+456
4702+552

◇ 177

4710+662
4710+522

③ T7 SPECIAL-1925
SPECIAL 1925
TUNNEL # 35

176.612 G+05
176.615 G+35

176.758 3+74
176.765 4+04

④

TUNNEL 36

4700+071
4700+082

176.917 2+17

176.979 5+43

4706+528

4710+352
4710+642

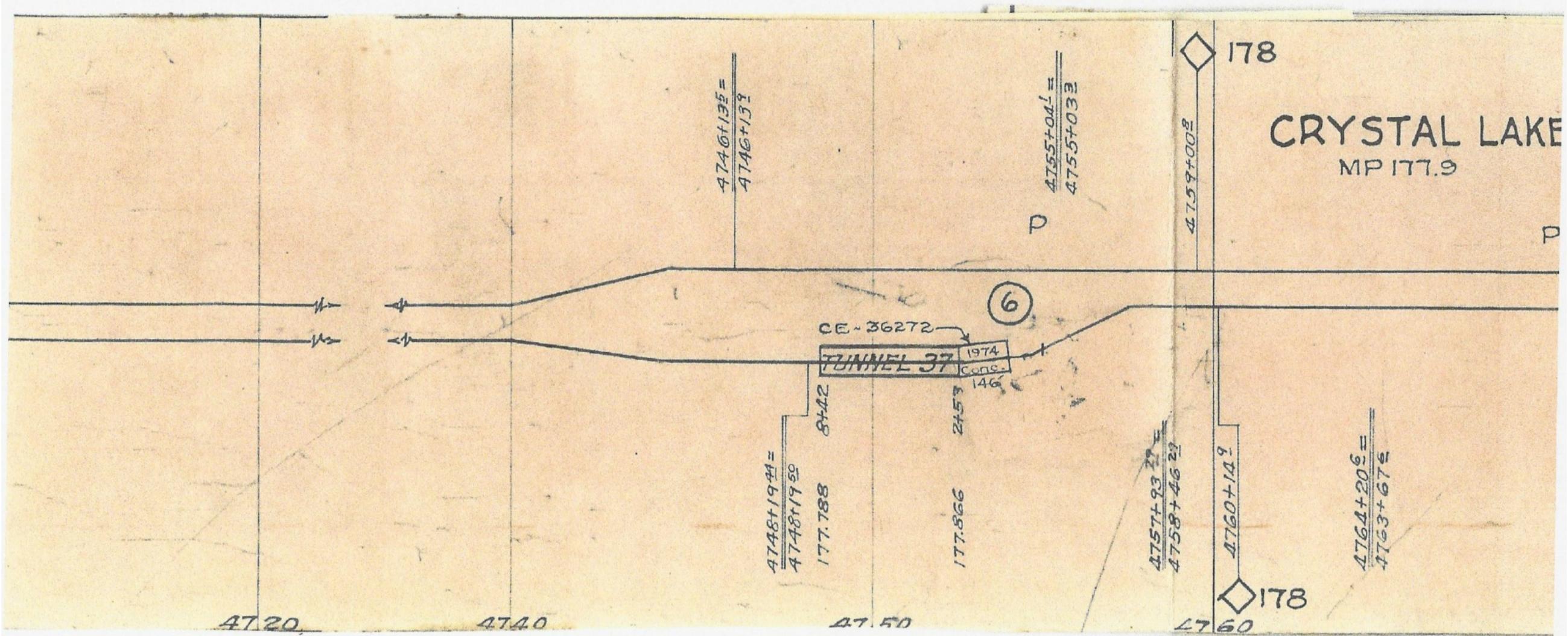
◇ 177

4680

4690

4700

4710



CRYSTAL LAKE
MP 177.9

CRYSTAL LAKE
MP 177.9

P

4764+206 =
4763+676

4795+796 BC =
4795+882 DOT

4798+305 BC =
4798+219 DOT

4802+168 BC =
4802+457 BC

4770

4790

4800

BUTTE
CANYON
BRIDGE
P

9+03.59

179
1796 Lt. of B-481132

2+65.52

4+19.23

10

6+98.37

7+93.25

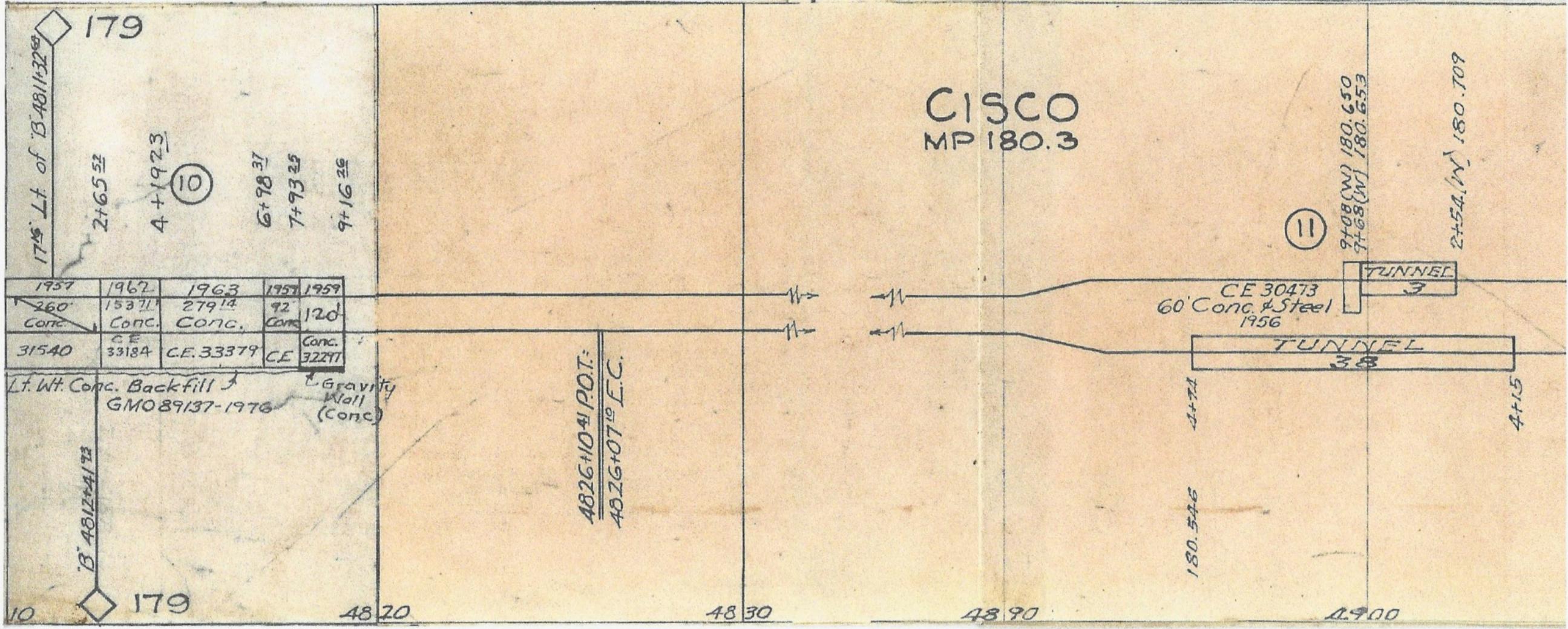
1956	1957	1962	1963	1957
100'	260'	153' 11"	279' 14"	92'
Conc	Conc	Conc.	Conc.	Conc
C.E.	31540	C.E. 33184	C.E. 33379	C.E.

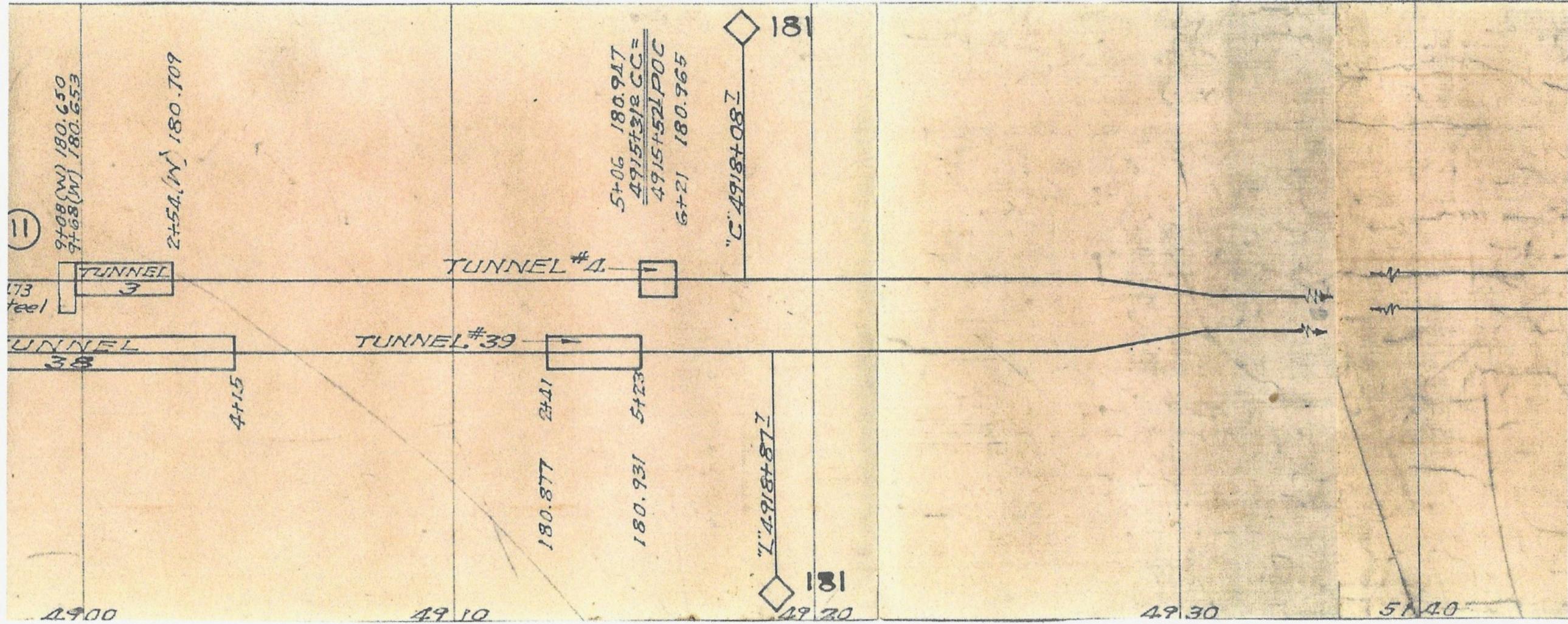
Lt. Wt. Conc. Backfill
GMO 89137-1976

B-4812+4172

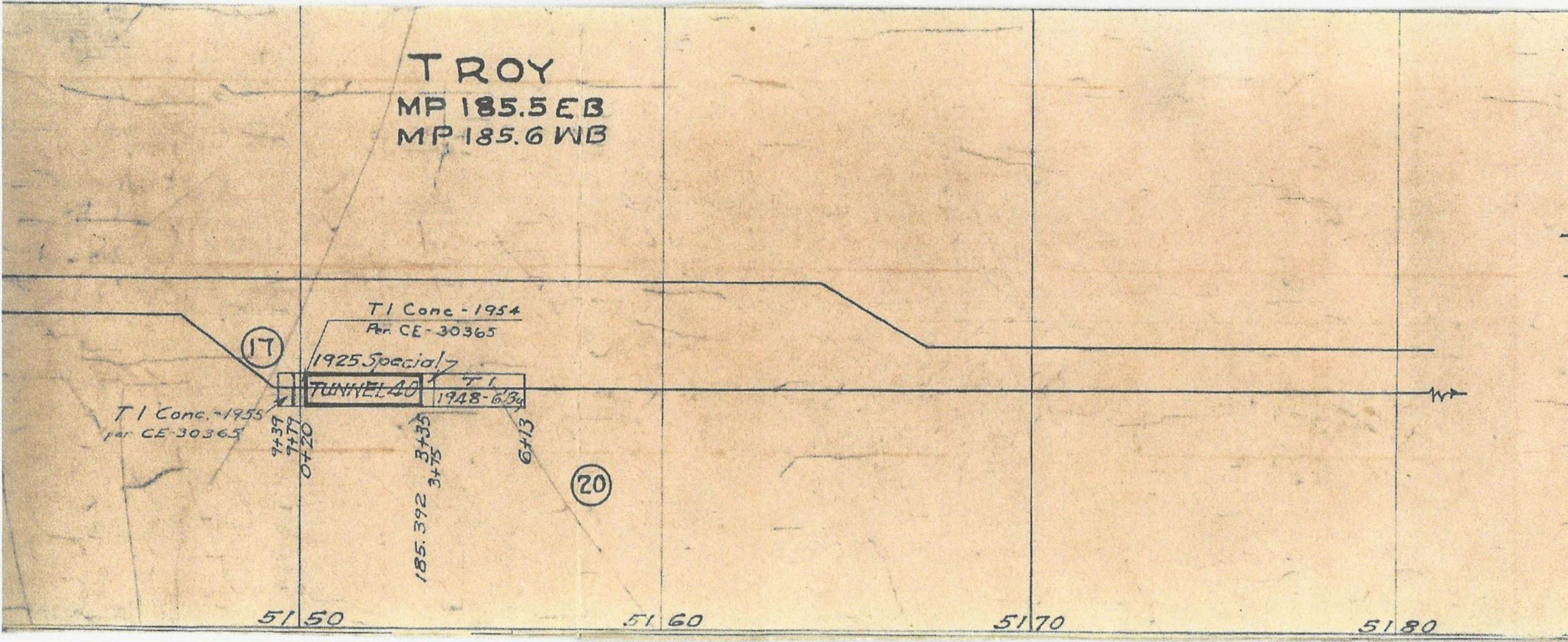
4810

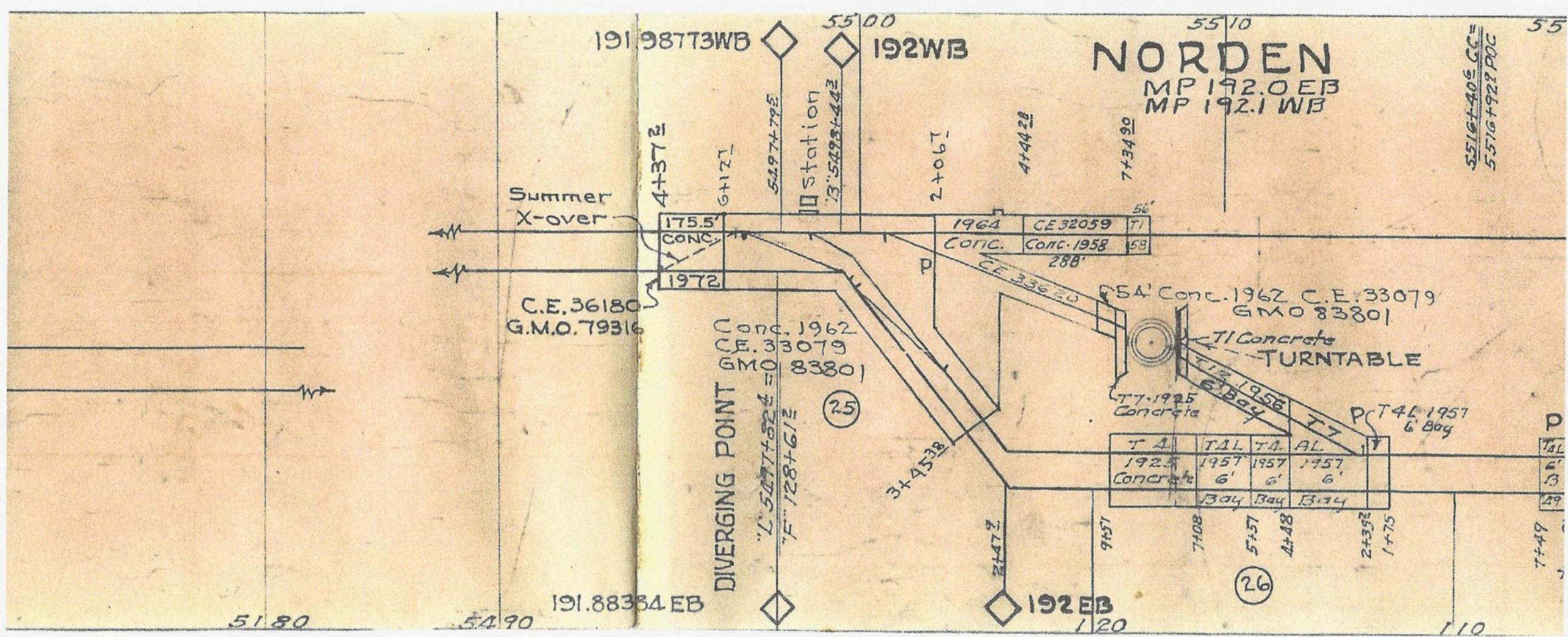
179

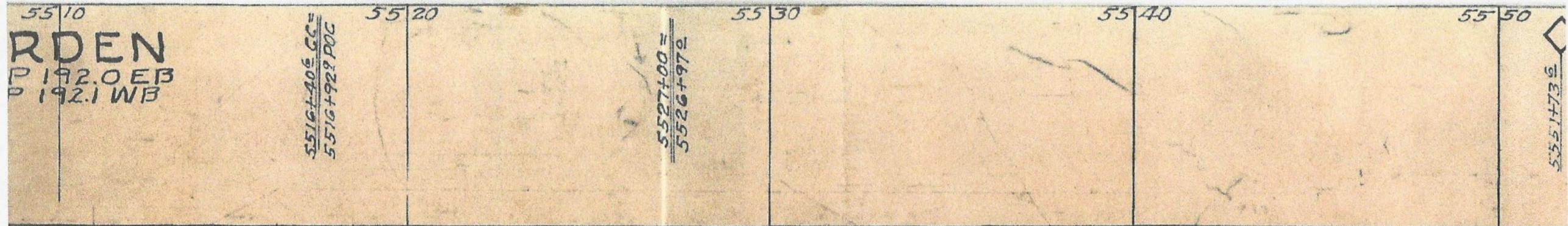




TROY
MP 185.5 EB
MP 185.6 WB



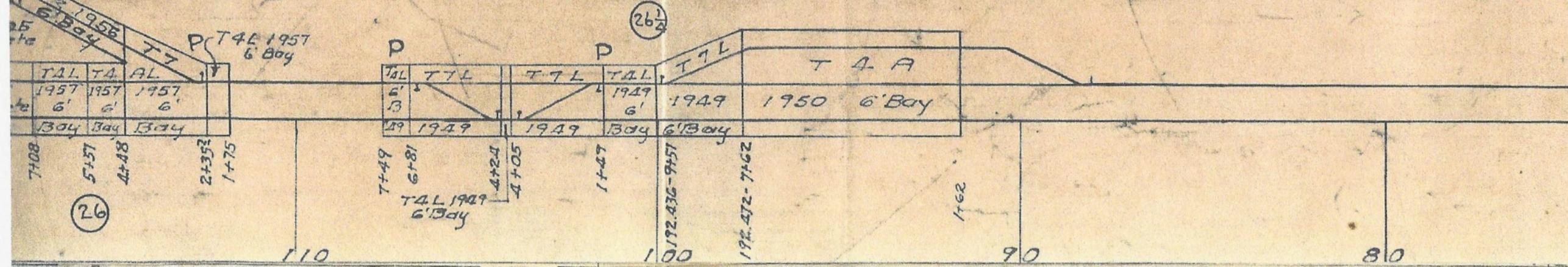




onc. 1962 C.E. 33079
GMO 83801

T1 Concrete
TURNTABLE

STATIONING CARRIED ON EASTWARD AND WESTWARD MAIN T



55 50
◇ 193WB
SUMMIT
55514739
P

55 60

55 70

5578+632
0+00

4+76

33

9+00
8+88
9+32
9+52

CE 9505-1-RW
1943 8' Bay

MAIN TRACKS - NORDEN TO DIVERSION POINT WEST OF EDER

EASTWARD MAIN TRACK

T4L
1954
6' Bay

T7R
1954
6' Bay

5+05

T1L
1951

29

T7 Spec
1925

Back
Face
Portal

0+69

8+70

4+20

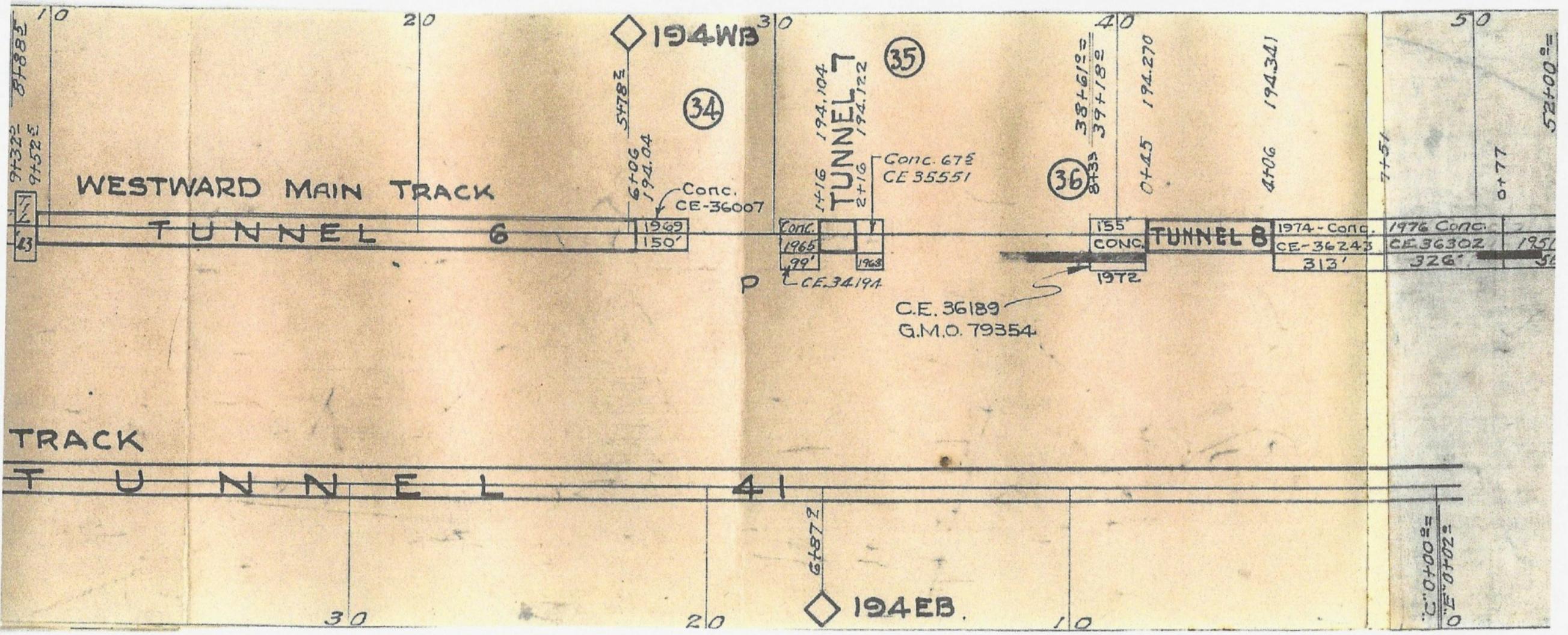
70
◇ 193EB
74679

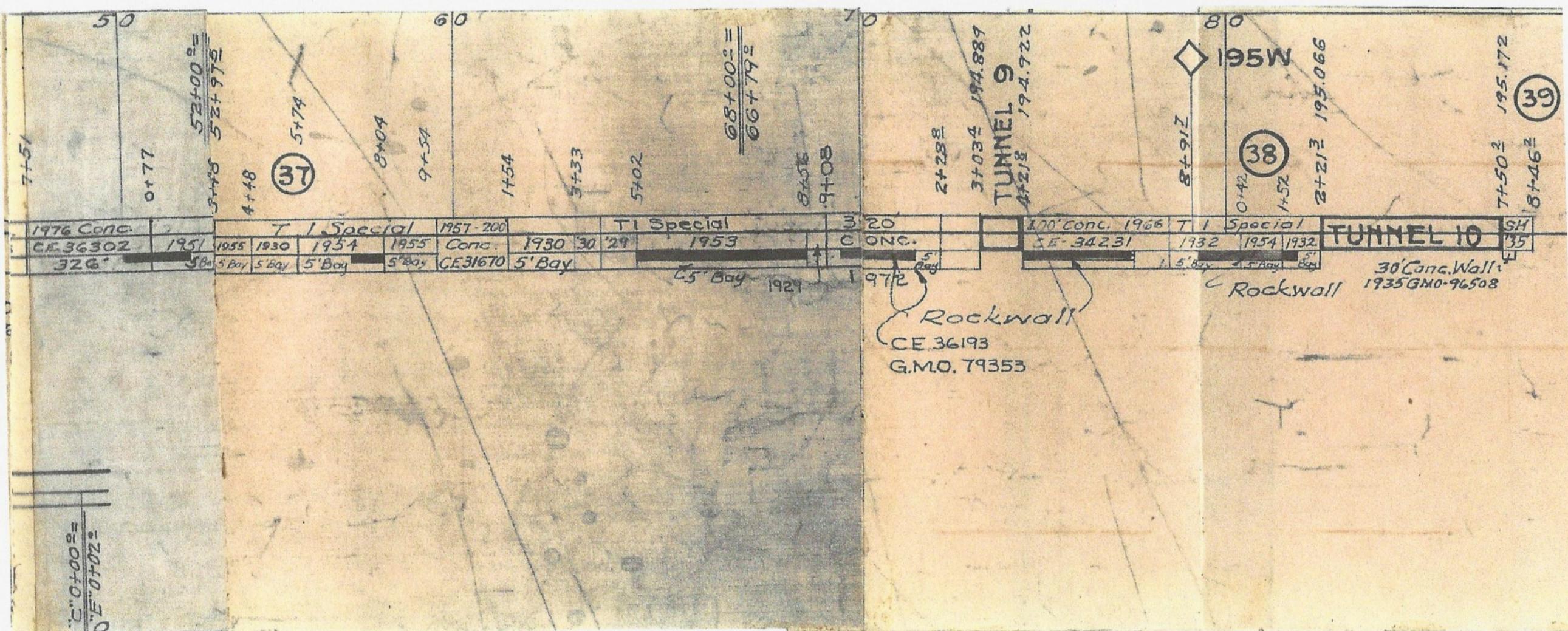
193EB

60

50

40





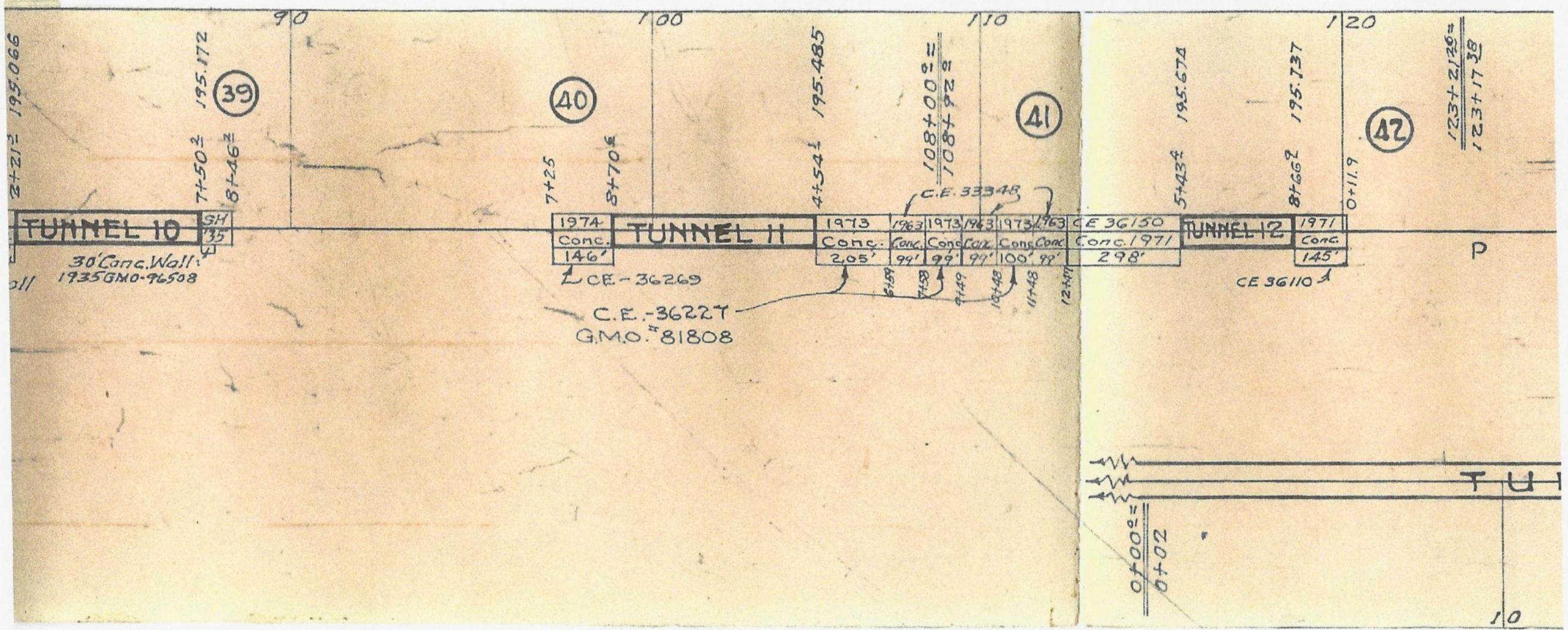
1976 Conc. CE 36302	T I Special				1957-200	T I Special			3	20	170' Conc. 1966	T I Special	TUNNEL 10		SH 35
326'	1951	1955	1930	1954	1955	Conc.	1930	30'	29'	1953	SE-34231	1932	1954	1932	
	5' Bay	5' Bay	5' Bay	5' Bay	5' Bay	CE 31670	5' Bay			5' Bay	5' Bay	5' Bay	5' Bay	5' Bay	

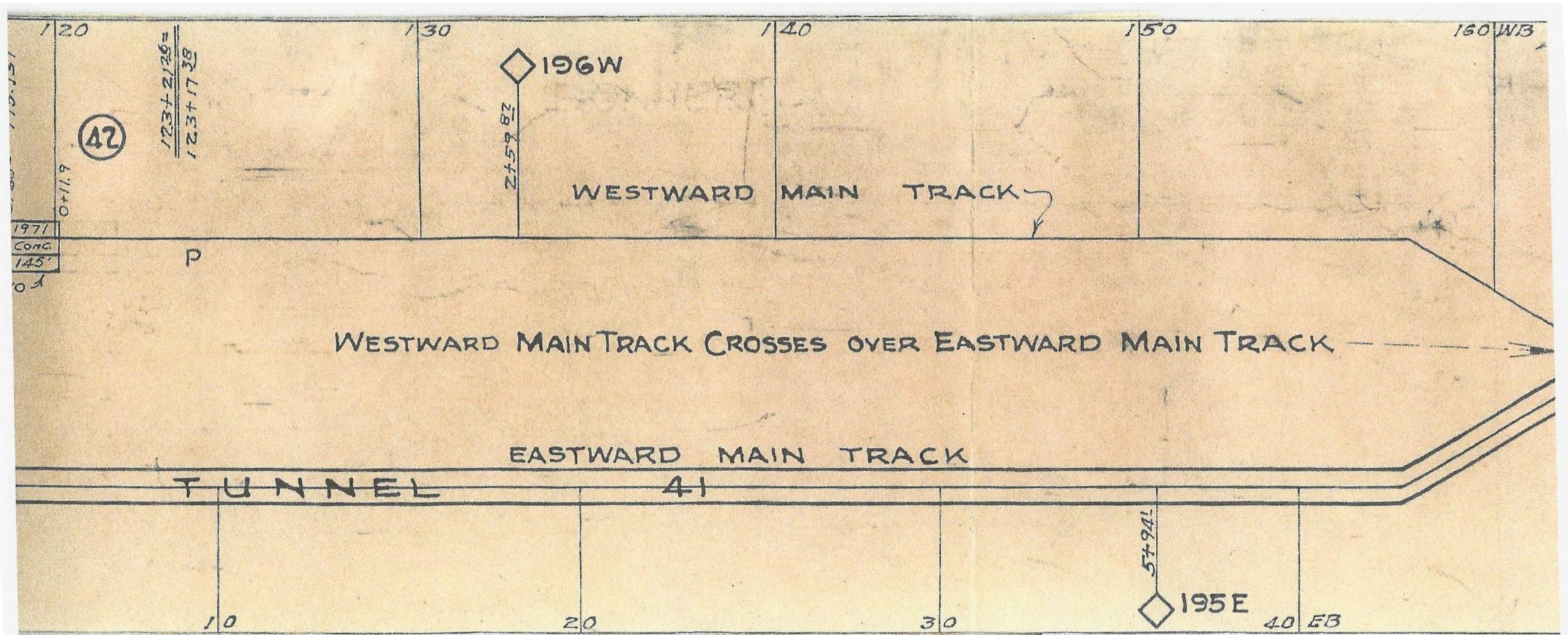
5' Bay 1929

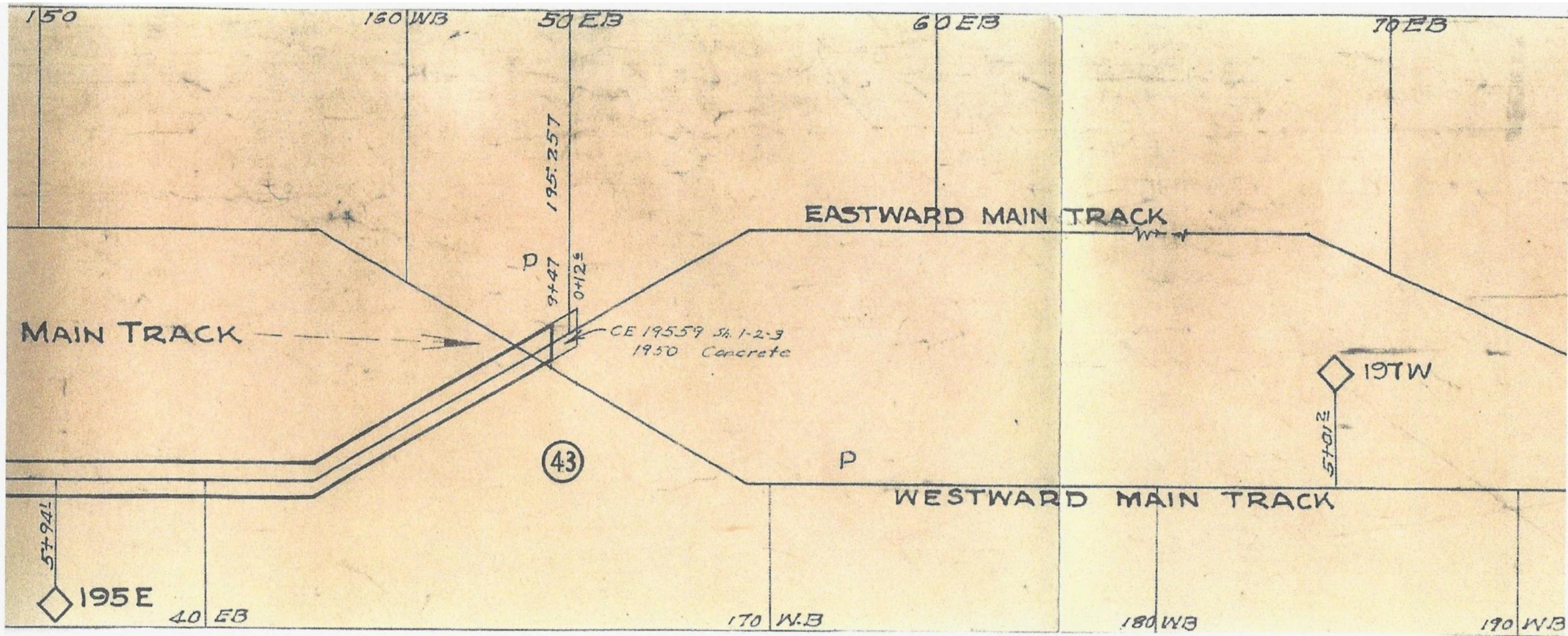
Rockwall
CE 36193
G.M.O. 79353

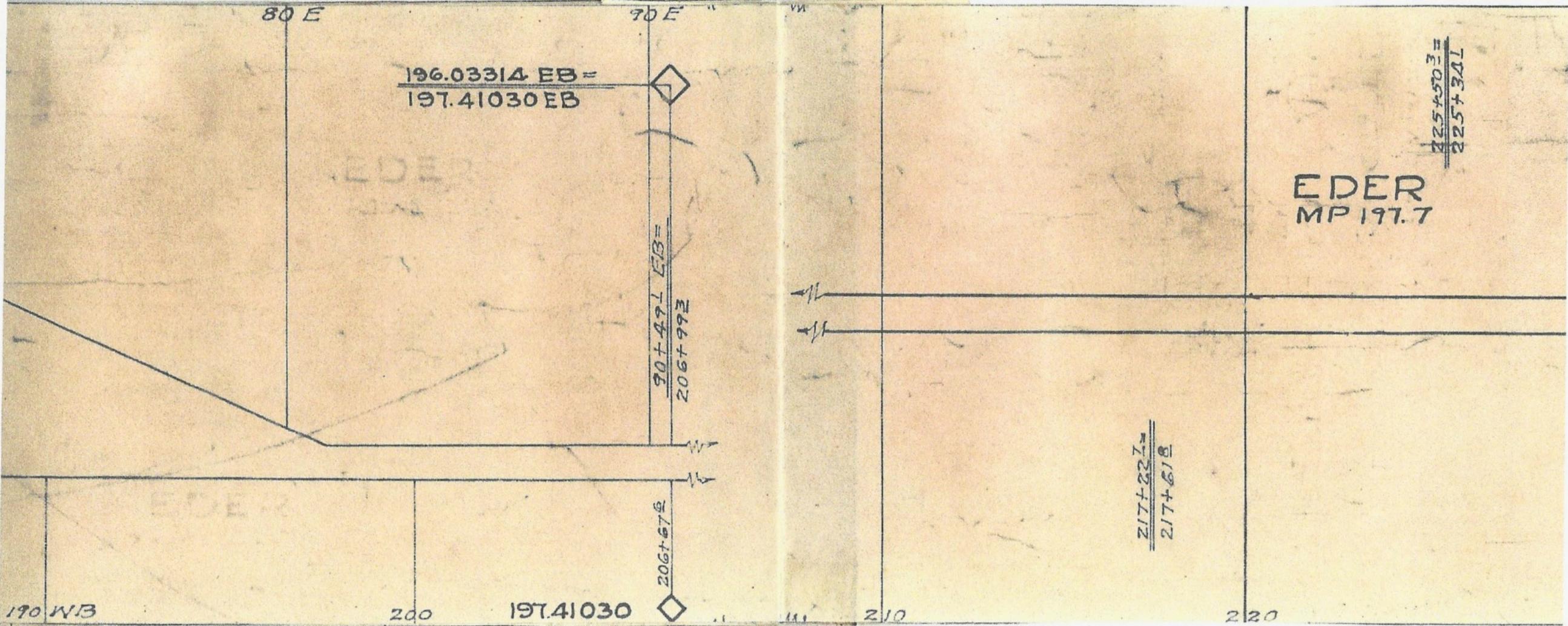
Rockwall 30' Conc. Wall
1935 G.M.O. 96508

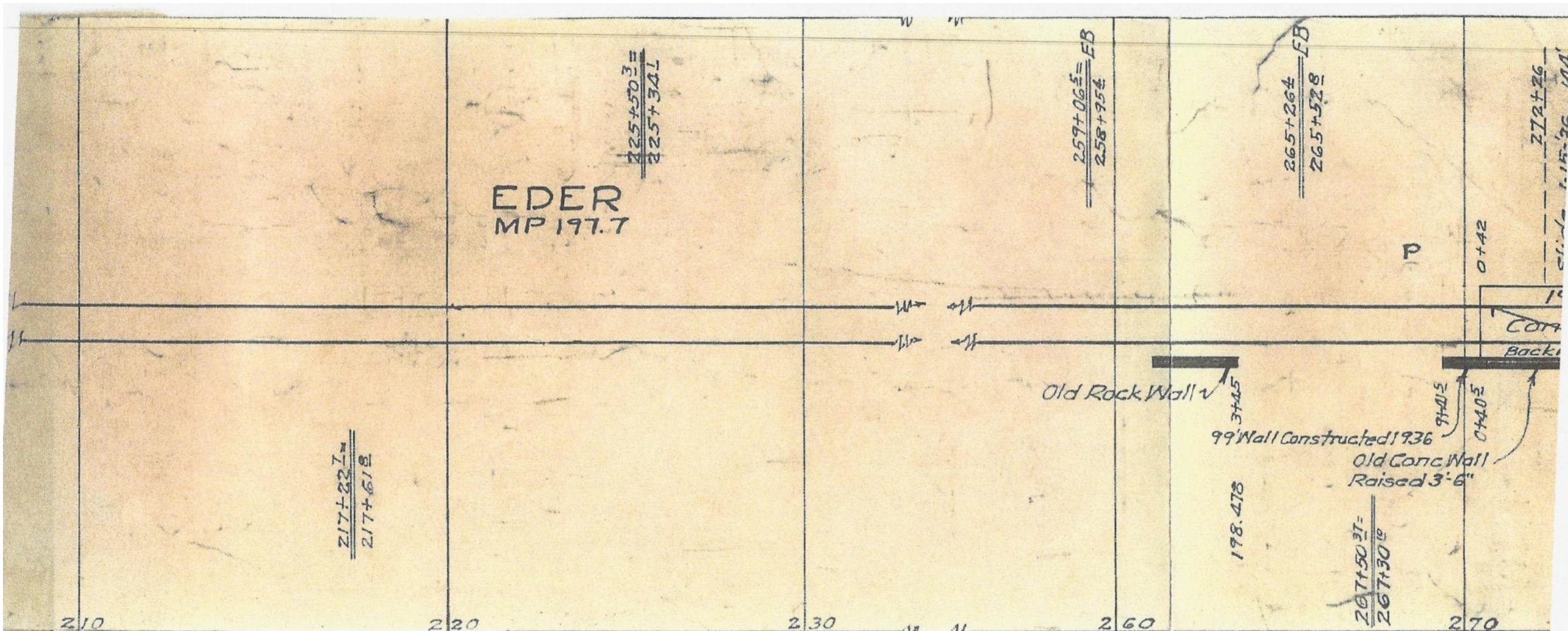
0+000 =
0+002 =











$\frac{259+06\frac{1}{2} = EB}{258+95\frac{1}{2}}$

$\frac{265+264 = EB}{265+52\frac{1}{2}}$

Slide 1-15-36 144'
272+26
273+70

Slide 1-15-36 90'
275+14
276+04

(47)

Slide 12-31
279+71

Slide 281+63

199EB

0+92

1964 - 865'
Concrete CE 33536
Backwork Footing 1964

Old Rock Wall v

99' Wall Constructed 1936
3+45

Old Conc. Wall
Raised 3'-6"

321' Conc. Wall 1936
137\frac{1}{2}' Conc. Wall 1936

Conc. Wall 1938
Levee 1936

198.478

$\frac{267+50\frac{3}{4} =}{267+30\frac{1}{2}}$

$\frac{276+27\frac{1}{2} =}{278+30\frac{1}{2}}$

$\frac{280+63\frac{1}{2} =}{280+57\frac{1}{2}}$

0+97\frac{1}{2}

199WB

260

270

280

290