



1789.1' H.B. to H.B.

**BR. No 39**  
6 Sp. Frame Ties

**BR. No 38**  
4 Sp. Frame Ties  
9 x 17.1 E.B.

**BR. No 1325**  
C.P.R.

**BR. No 1324**

**BR. No 34**  
5 Sp. Frame Ties

**BR. No 35**  
4 Sp. Frame Ties

249+09.7  
Flan. Po. 11' R.  
D = 3000.0  
C

248+25.6 - Stop-R.R. Jct.  
Sign 15.5' Lt.

247+27.2 P.C.C.  
110°07' C  
Δ = 13°17'

6986+26.1 - 18" Galv. I.P. - 20'

No 9 T.O. - 72.6' Ld. C.P.R.  
End of G.N. Main Track --- H.B. 244+86.4 G.N. = 6985+61.8  
H.B. 244+72.2 G.N. = 6985+47.6  
No 9 T.O. - 72.6' Ld. C.P.R.

**BR. No 3**  
1 Sp. Frame

244+57.1 P.C.C.  
Δ = 15°00'  
C  
243+57.1 P.C.C.  
Δ = 3°00'  
C

C.R. TRK.

10° C.

245+11.1 E.C.

730.6' H.B. - H.B.

3 x 54.9 E.B.  
3 x 40.9 E.B.

88+35.7

87+35.7

30'

27

16

28

250

153'

32'

7+12.8 End I.G.R.  
E.B. 7+28.0

8+23.3 E.B.

9+47.0 End I.G.R.

252+34.1 E.C.  
252+21 E.B.

251+52 E.B.  
251+24.5 End I.G.R.

250+71.3 E.B.  
250+27.2 P.C.C.  
250+15.6 E.B.  
249+85.5 End I.G.R.

E.B. 94+54.6

E.B. 93+94.0

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