

HISTORIC AMERICAN ENGINEERING RECORD

INDEX TO PHOTOGRAPHS

HAER No. OR-95

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Southern Pacific Railroad Natron Cutoff, Tunnel 23
Milepost 584.5
Westfir vicinity
Lane County
Oregon

For written information regarding Tunnel 23, please refer to Southern Pacific Railroad Natron Cutoff (HAER No. CA-217). Note also that all references to tunnel portals are given in Southern Pacific Railroad terminology. Headquartered in San Francisco, the SP considered all trains heading *away* from San Francisco to be eastbound, all trains heading *toward* San Francisco to be westbound, regardless of actual cardinal direction. Thus a train heading north from Los Angeles to Portland would be westbound until it passed San Francisco, at which time it would become eastbound. Similarly, the railroad referred to all tunnels and other structures along its lines in the same fashion, with tunnels always having west and east portals. Direction of view in the captions will indicate cardinal direction.

Documentation: 4 photographs (1997)

Ed Andersen, Photographer
John Snyder, Field Director

PHOTOGRAPHS

- CA-95-1 West portal of Tunnel 23, contextual view to the west-northwest, 380mm lens. Tunnel 22 pierces the toe of Lookout Point. Note that the tracks have been realigned toward the Willamette River to bypass Tunnel 23.
- CA-95-2 West portal of Tunnel 23, view to the west-northwest, 135mm lens. Note the use of concrete face and wingwalls, with dressed stone voussoirs, wingwall coping, concrete parapet with stone belt course and coping, and rubble masonry slope protection flanking the portal. Built for the Oregon Eastern, this Southern Pacific Common Standard tunnel is contemporary with those built by different contractors for the California Northeastern at the south end of the Natron Cutoff (see Tunnel 17, HAER CA-218, and Tunnel 18, HAER CA-219).
- CA-95-3 East portal of Tunnel 23, view to the east-southeast, 135mm lens with electronic flash fill.
- CA-95-4 East portal of Tunnel 22, view to the east-southeast, 135mm lens with electronic flash fill. Note the depth of water within the tunnel, a symptom of the spring-laden slope above the tunnel that led to its eventual abandonment.