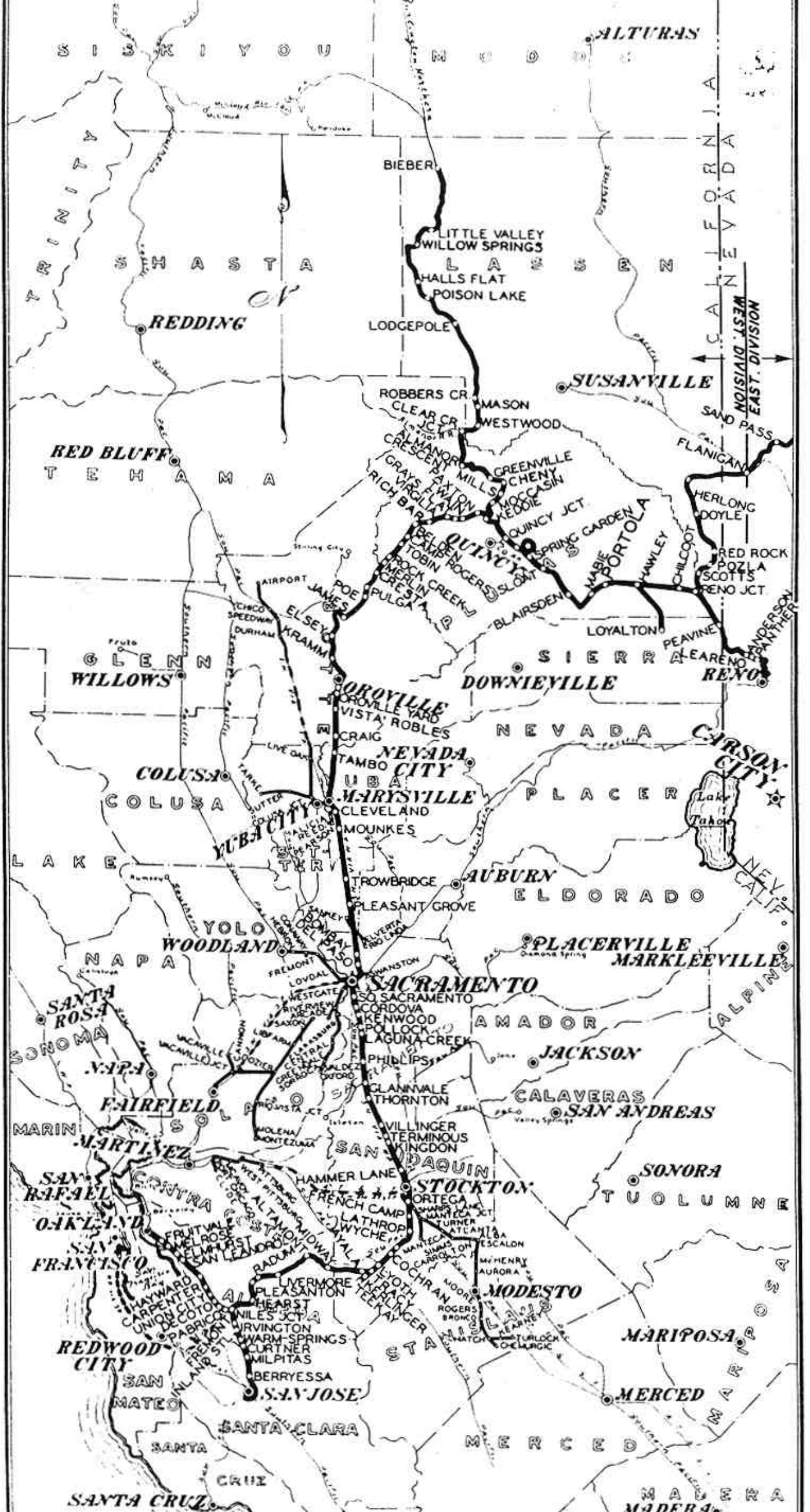


THE WESTERN PACIFIC RAILROAD CO.
TRACK CHART

OFFICE OF CHIEF ENGINEER
SAN FRANCISCO, CALIFORNIA

JAN. 1, 1968



S I S K I Y O U M O D

ALTURAS

C A N A D I A
E V E R E T T
L E N
C A N A D I A
WEST DIVISION
EAST DIVISION

BIEBER

LITTLE VALLEY
WILLOW SPRINGS
L A S S E N
HALLS FLAT
POISON LAKE

S H A S T A

REDDING

LODGEPOLE

SUSANVILLE

RED BLUFF
T E H A M A

ROBBERS CR. MASON
CLEAR CR. WESTWOOD

ALMANOR
CRESCENT MILLS
GRAYS FERRY
RICH BAR
QUINCY

GREENVILLE
CHENY
MOCCASIN
KEDDIE

SAND PASS
FLANIGAN

HERLONG
DOYLE

RED ROCK
POZLA
SCOTTS
RENO JCT

AIRPORT
JAMES

ROCK CREEK
MERLIN
CRESTA

BLAIRSDEN

LOYNALTON

PEAVINE

RENO

GLENN
WILLOWS

EL SEY
KRAMM

OROVILLE

DOWNIEVILLE

NEVADA

CARSON CITY
Lake Tahoe

COLUSA

TAMBO
NEVADA CITY
UBA

PLACER

LAKE

COLUSA

YUBA CITY

MARYSVILLE
CLEVELAND
MOUNKES

EL DORADO

TROWBRIDGE
AUBURN
PLEASANT GROVE

WOODLAND

YOLO

PLACERVILLE
MARKLEEVILLE

SANTA ROSA

FREMONT

SACRAMENTO

AMADOR

JACKSON

SONOMA

FAIRFIELD

LOVING

CORDOVA
KENWOOD
POLLOCK
LAGUNA-CREEK
PHILLIPS

SAN ANDREAS

MARTINEZ

MOLENA
MONTESUMA

GLANNVALE
THORNTON

CALAVERAS

SONORA

SAN RAFAEL

HAMMER LANE

STOCKTON

TUOLUMNE

OAKLAND

FRENCH CAMP

LA THROP
WYCHE

MODESTO

FRANCISCO

LIVERMORE

PLEASANTON
HEARST
NILES JCT
IRVINGTON
WARM SPRINGS
CURTNER
MILPITAS

MARIPOSA

MERCED

REDFORD CITY

BERRYESSA

ST. JOSE

SAN MATEO

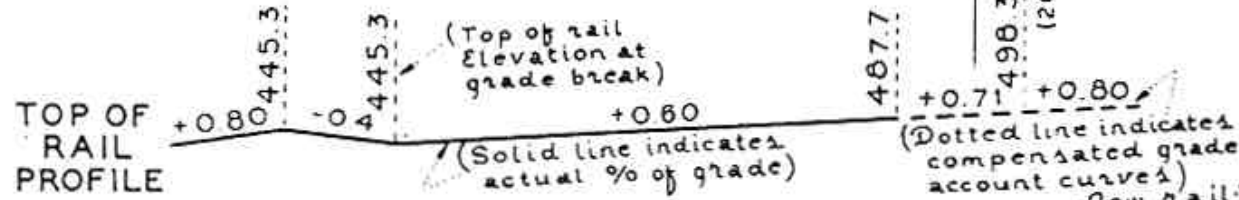
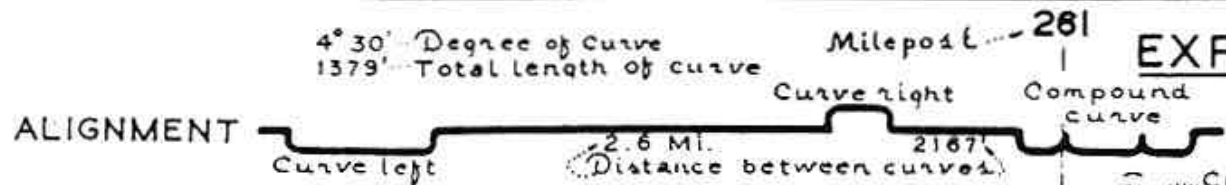
SANTA CLARA

SANTA CRUZ

SANTA CRUZ

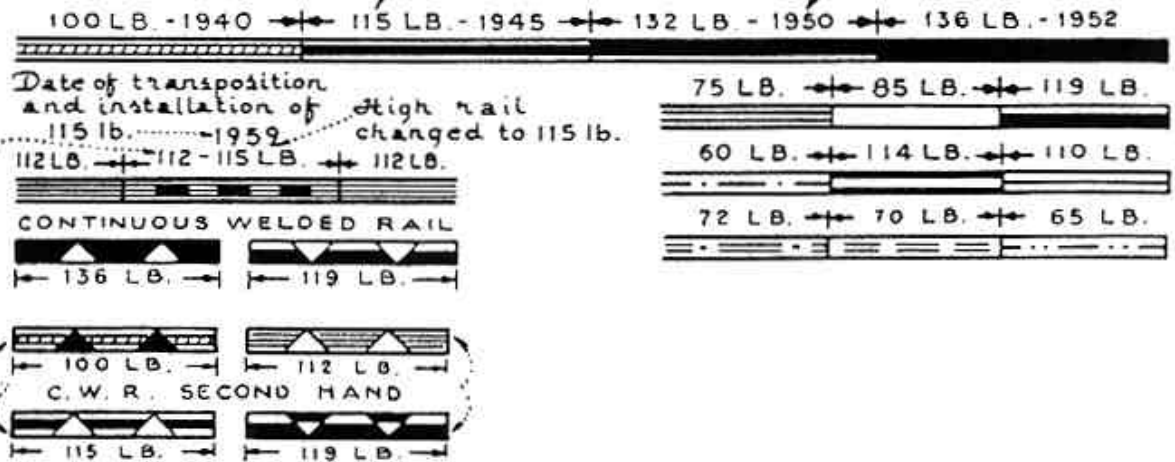
MADERA

EXPLANATIONS

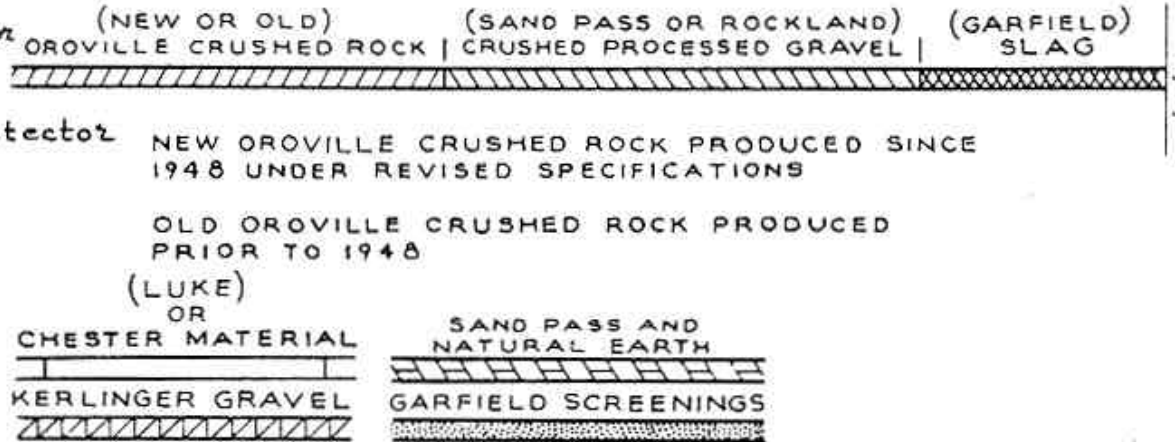


Name of Station **SMITHVILLE**
 Miles from San Francisco... **M.P. 108.23 C.S.**
 Siding capacity **6241 FT.**

RAIL



BALLAST



STRAIGHT LINE TRACK CHART



ABBREVIATIONS

CROSSING PROTECTION

Abt.----- Abutment
 Ave.----- Avenue

B.D.----- Ballast Deck
 Bch.----- Branch
 Br.----- Bridge
 Br. Sig.---- Bridge Signal

Cap.----- Capacity
 C.S.----- Center of Siding
 Cir.----- Circle
 C.I.P. (C.M.P.) Corrugated Iron Pipe
 C.M.M.P.---- Corrugated Metal Multi-plate

Conc. P.---- Concrete Pipe
 Conn.----- Connection
 Co.----- County
 Cr.----- Creek
 Dbl.----- Double
 D.G.----- Deck Girder

D.T.----- Deck Truss
 Div.----- Division
 Dbl. Tr.---- Double Track

E.----- East
 E. F. D.---- East Face of Depot
 El.----- Elevation
 Ext.----- Extension

F.T.----- Frame Trestle
 Frt.----- Freight

H.B.----- Headblock-point of Switch
 Ho.----- House
 Hwy.----- Highway
 H.B.D.----- Hot Box Detector
 H.B.I.----- Hot Box Indicator
 H.B.L.----- Hot Box Locator
 F.D.----- Flood Detector

I-Bm.----- I-Beam
 Ind.----- Industrial
 Jct.----- Junction
 Mas'ry. Box Masonry Box
 O.D.----- Open Deck
 (Over)----- Overpass

Psgr.----- Passenger
 Ped.----- Pedestrian
 P.T.----- Pile Trestle
 R.L.----- Rail Lubricator
 R.C.P.----- Reinforced Concrete Pipe
 Riv.----- River
 R-A-R----- Runaround
 T.G.----- Through Girder
 T.P.G.----- Through Plate Girder
 T.T.----- Through Truss
 Trk. (Tr.)--- Track
 Tun.----- Tunnel

(Under)---- Underpass
 U.G.----- Underground
 V.C.P.----- Vitrified Clay Pipe

W.----- West
 W.F.D.----- W. Face Depot
 Wr.I.P.----- Wrought Iron Pipe

Xing----- Crossing

A.T. & S.F.-- Atchison, Topeka & Santa Fe
 Railway System
 C. C. T.----- Central California Traction Co.
 S.N.Ry. (S.N.) Sacramento Northern Railway
 S.P.Co. (S.P.) Southern Pacific Co.
 S.T. & E.---- Stockton Terminal & Eastern R.R.

X----- Crossbuck nonreflectorized
 RX----- Crossbuck reflectorized (CPUC-1R)
 P.S.----- Private Crossing sign (CPUC-1C)
 DX----- Pedestrian Crossing sign (CPUC-1D)
 B----- Standard Stop sign
 O----- Overhead RR Warning sign (old CPUC #2)
 OE----- Illuminated O sign
 W----- Wigwag (old CPUC #3)
 FL----- Flashing Light signal (CPUC #8)
 Lts.----- Floodlights
 B.S. E.---- Bus Stop Exemption Sign
 F.G.----- Crossing Flagged by train crew member
 G----- Crossing gates (CPUC #9)
 T----- Traffic Signals

0

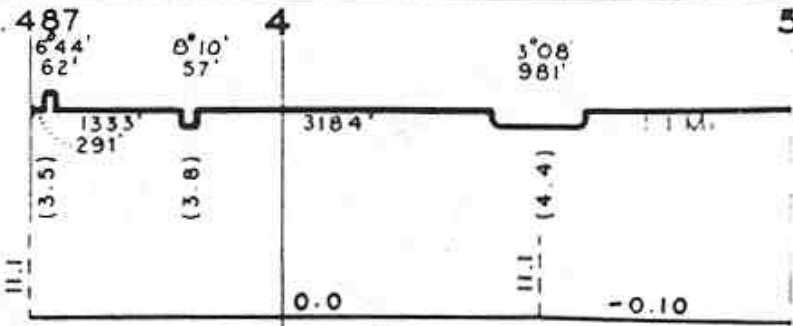
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3

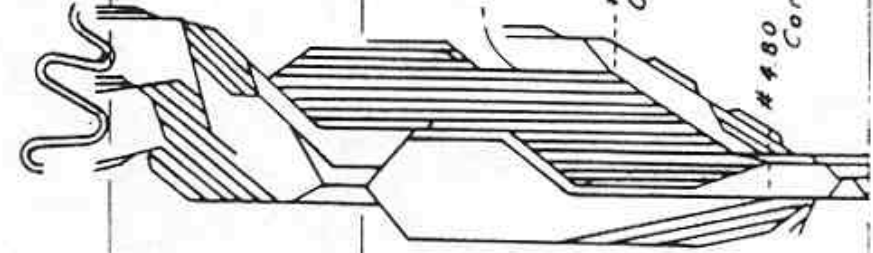
3.487

4

5



WESTERN PACIFIC
M O L E



85 LB. RAIL - 1908

OROVILLE CRUSHED ROCK No 3

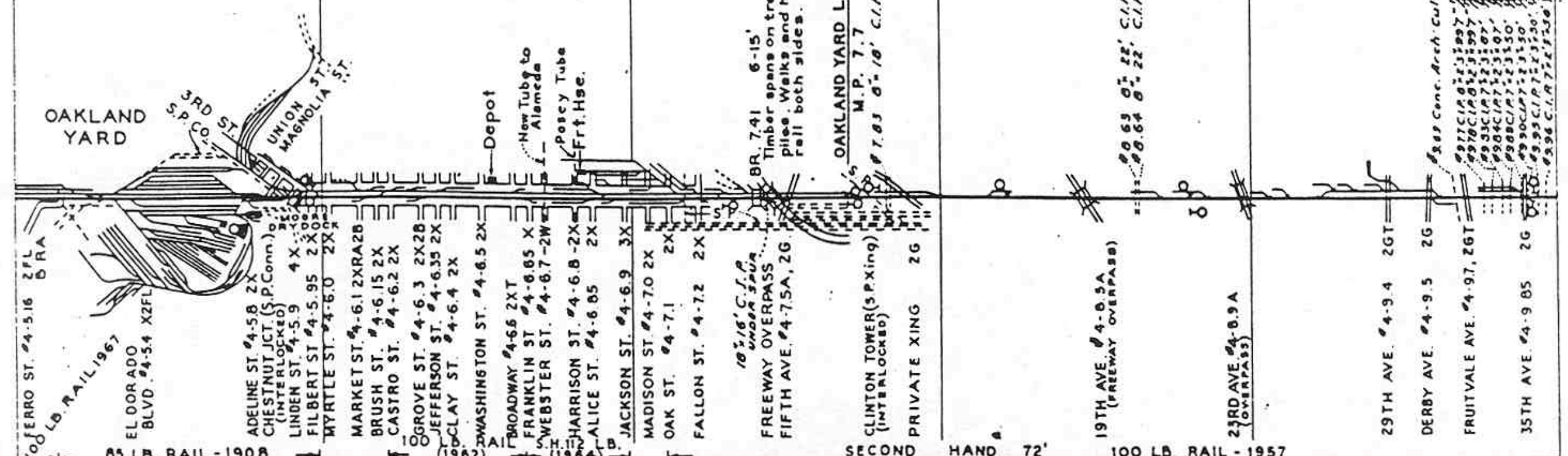
100 LB. RAIL - 1967

1/1/66
1/1/68

5 6 7 8 9 10
 4°30' 7°00' 3°00' 1°00'30' 1°01' 0°30' 0°40' 3°00' 3°00' 2°00'
 506' 67'6" 343' 1379' 1620' 850' 1158' 503' 373' 295'
 1" 1" 1" 1" 1" 1/2" 1/2" 1 1/2" 1 1/2" 1"

1.1 Mi. 488' 278' 1.02 Mi. 1914' 1356' 212' 2715' 244' 498' 2916'
 -0.10 7.7 - 0.0 7.7 +0.92 10.0 0.0 10.0 +0.30 14.8 0.0 14.8 -0.35 8.2 0.0 8.2 +0.27 11.8 +0.96 22.2 -0.70 10.5 0.0 10.5 +0.78 35.2 0.0 35.2 -0.20

OAKLAND
 M. P. 6.57 E.F.D.



85 LB. RAIL - 1908
 OROVILLE CRUSHED ROCK No 3
 112 LB. - 1966
 PAVED STREET
 112 CONTINUOUS RAIL - 1966
 NEW OROVILLE CRUSHED ROCK
 100 LB. RAIL - 1957
 SECOND HAND 72'

7/1/68

10

11

12

13

14

15

3°00'
6'14"
1 1/2"

3°30'
6'22"
1/2"

4.15 Mi.

1944'

38TH AVE #4-10.0 2X
 40TH AVE #4-10.15 2FL
 41ST AVE #4-10.25 2X
 42ND AVE #4-10.25a (underpass) 2X
 HIGH ST #4-10.5 2FL
 BR.10.40 2-17'6" Conc.B.D.Spans
 45TH AVE #4-10.45 XW
 SOU. PAC. CO.
 47TH AVE #4-10.5 XW
 BR.10.69 1-10' Conc.B.D.Span
 50TH AVE #4-10.7 XW
 54TH AVE #4-10.9 2X

BR.11.18 3-15' TimberSpans
 SEMINARY AVE #4-11.3 2FL
 66TH AVE #4-11.6 2FL
 BR.11.75 3-7'x10'x56' Conc.B.D.
 69TH AVE #4-11.9 2FL
 BR.11.94 Ped. Underpass
 73RD AVE #4-12.0 2FL
 BR.12.05 2-20' TimberSpans
 75TH AVE #4-12.1 2FL
 77TH AVE #4-12.2 2FLGT
 81ST AVE #4-12.3, 2FL

BR.12.50 1-20' I-beam Span.
 85TH AVE #4-12.6, 2FLG
 92ND AVE #4-12.95 2G
 98TH AVE #4-13.3 2FLG
 105TH AVE #4-13.7 2FLG
 SAN LEANDRO BLVD. #4-13.78
 BR.13.8 180'(subway) Conc. & Sth.

PERALTA ST #4-14.5, 2FLG
 BR.14.55 Conc. Box
 DAVIS ST #14.75 2 RA, 3G
 WESTUDILLO ST #4-14.8 2X

MELROSE
 M.P. 10.6
 (S.P. XING)
 (INTERLOCKED)
 BR.10.20 100' B.D.
 #10.01 C.I.P. 7'x23'x37.9' 1/2 C.I.P.
 #10.02 C.I.P. 7'x23'x50' 1/2 C.I.P.
 #10.06 C.I.P. 8'x23'x50' 1/2 C.I.P.
 #10.07 C.I.P. 8'x23'x50' 1/2 C.I.P.
 #10.12 C.I.P. 10'x49' 1/2 C.I.P.
 #10.13 C.I.P. 7'x22'x23' 1/2 C.I.P.
 #10.50 C.I.P. 8'x23'x46' Conc.
 #10.59 C.I.P. 8'x23'x50' Conc.
 SOUTHERN PACIFIC CO.
 #10.75 C.I.P. 7'x23'x67' 1/2 C.I.P.
 Conc.
 #10.76 16" Conc.
 #10.80 7'x30' Conc.
 #10.81 7'x30' Conc.
 #10.85 12" Conc.

KOHLER
 M.P. 11.27 C.S.
 69 CAR CAP.

SAN LEANDRO
 M.P. 14.79 C.S.

#11.07 20" x 60" C.I.P.

#12.00 18" x 50' C.I.P.
 #12.01 18" x 50' C.I.P.

#12.19 60" x 64" C.I.P.

West Hengen Lead

East Hengen Lead

#12.59 24" x 42" C.I.P.

#12.87 20" x 38" C.I.P.
 (UNDER SPUR)

ELMHURST XING
 SOUTHERN PACIFIC
 (INTERLOCKED)
 OAKLAND SWITCHING LIMIT
 M.P. 13.78

#14.75 10" x 81" C.I.P. 1/2 C.I.P.
 #14.78 12" x 80" C.I.P. 1/2 C.I.P.
 #14.99 9'x20'x72" C.I.P. 1/2 C.I.P.
 #15.00 9'x20'x72" C.I.P. 1/2 C.I.P.

-0.20

-0.50

18.5

-10

10.9

0.0

10.9

+0.26

25.8

+0.70

+0.15

47.3

-0.22

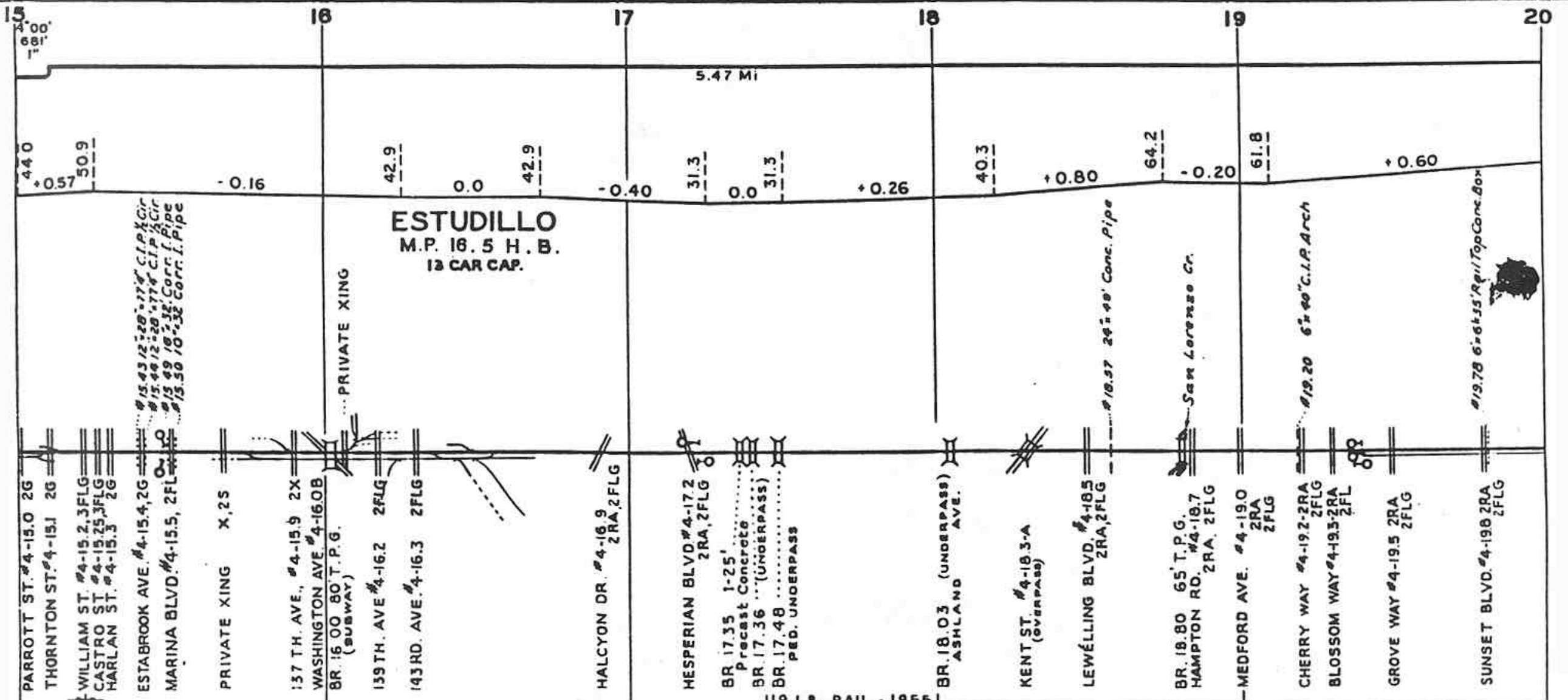
44.0

SECOND HAND 72'

100 LB. RAIL - 1957

NEW OROVILLE CRUSHED ROCK

1/1/66
7/1/68



15 16 17 18 19 20

4.0
68.00
1.81.00

44.0
0.57
50.9

0.16

42.9
0.0
42.9

0.40

31.3
0.0
31.3

0.26

40.3

+0.80

64.2
0.20

61.8

+0.60

5.47 Mi

ESTUDILLO
M.P. 16.5 H. B.
13 CAR CAP.

PRIVATE XING

15.43 12'-20" 17'4" C.I.P. X Cir
15.46 12'-20" 17'4" C.I.P. 1/2 Cir
15.49 10'-32" Corr. I. Pipe
15.50 10'-32" Corr. I. Pipe

PARROTT ST. #4-15.0 2G
THORNTON ST. #4-15.1 2G
WILLIAM ST. #4-15.2, 3FLG
CASTRO ST. #4-15.25, 3FLG
HARLAN ST. #4-15.3 2G
ESTABROOK AVE. #4-15.4, 2G
MARINA BLVD. #4-15.5, 2FLG
PRIVATE XING X, 2S
137 TH. AVE., #4-15.9 2X
WASHINGTON AVE. #4-16.0 B
BR. 16.00 80' T.P.G.
(SUBWAY)
PRIVATE XING
139 TH. AVE. #4-16.2 2FLG
143 RD. AVE. #4-16.3 2FLG
HALCYON DR. #4-16.9
2RA, 2FLG
HESPERIAN BLVD. #4-17.2
2RA, 2FLG
BR. 17.35 1'-25'
Precast Concrete
BR. 17.36 (UNDERPASS)
BR. 17.48 PED. UNDERPASS
119 LB. RAIL - 1955
BR. 18.03 (UNDERPASS)
ASHLAND AVE.
KENT ST. #4-18.3-A
(OVERPASS)
LEWELLING BLVD. #4-18.5
2RA, 2FLG
BR. 18.80 65' T.P.G.
HAMPTON RD. #4-18.7
2RA, 2FLG
MEDFORD AVE. #4-19.0
2RA
2FLG
CHERRY WAY #4-19.2-2RA
2FLG
BLOSSOM WAY #4-19.3-2RA
2FLG
GROVE WAY #4-19.5 2RA
2FLG
SUNSET BLVD. #4-198.2RA
2FLG

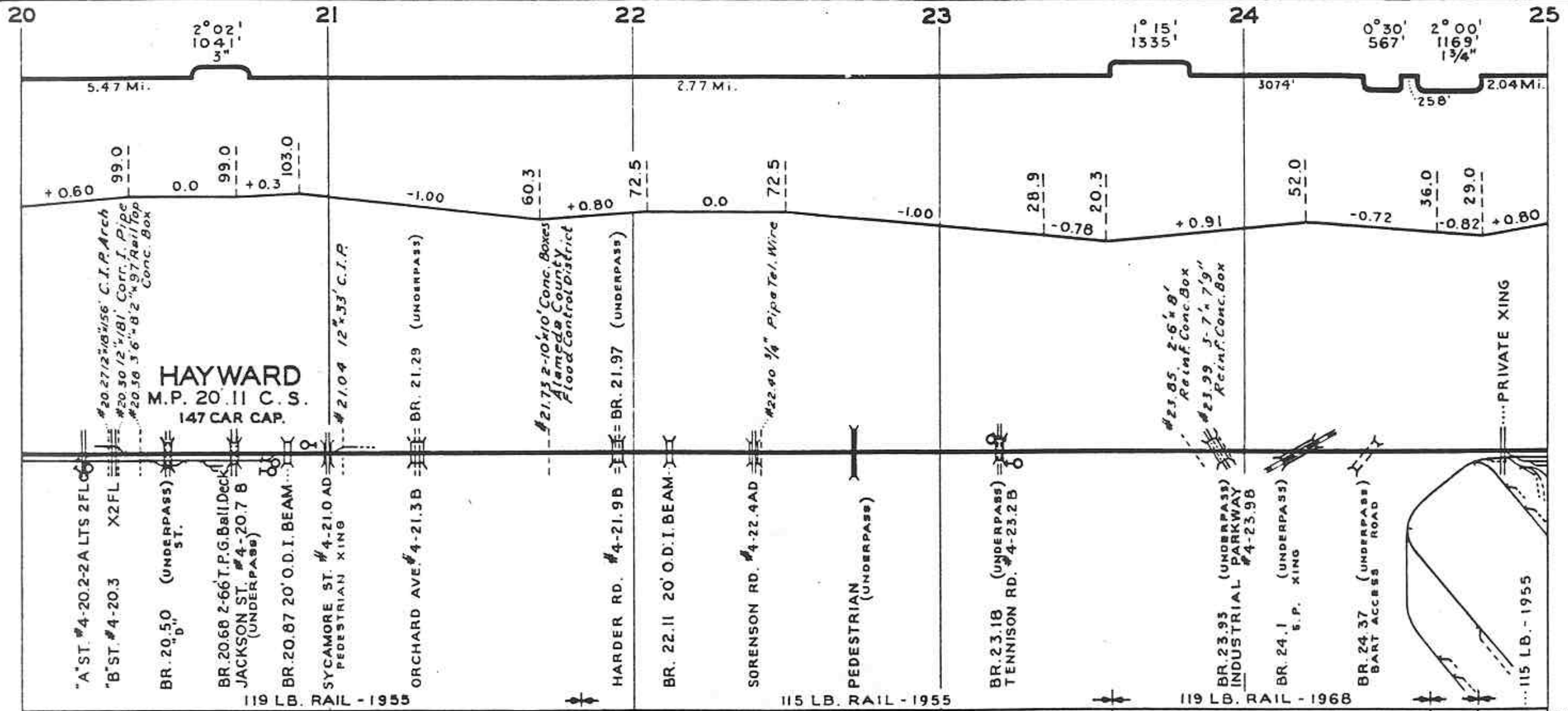
18.57 24" 48' Conc. Pipe

Sam Lorenzo Cr.

19.20 6" 60" C.I.P. Arch

19.78 6" 6" 35' Rqil Top Conc. Box

NEW OROVILLE CRUSHED ROCK



119 LB. RAIL - 1955

NEW OROVILLE CRUSHED ROCK

115 LB. RAIL - 1955

115 LB. - 1951

115 LB. - 1955

1/1/66
7/1/60

25

26

27

28

29

30

2.04 Mi.

2.34 Mi.

3630'

0°45'
559'
2"

6°04'
1415'
5"

+0.80

68.5

0.0

68.5

-0.33

47.6

+0.12

53.6

+0.40

60.0

+0.25

69.4

-0.20

66.9

+0.80

UNION CITY
M.P. 25.88 C.S.
38 CAR CAP.

DECOTO
M.P. 26.58 C.S.
18 CAR CAP.

PABRICO
M.P. 27.22 C.S.
75 CAR CAP.

EBERLEY
M.P. 28.90 C.S.
20 CAR CAP.

FREMONT
M.P. 29.71 E.F.D.
78 CAR CAP.

CARPENTER
M.P. 25.08 C.S.
39 CAR CAP.

#26.24 48" C.I.P.
Storm Drain
(Alameda Co. Flood Control)

#27.21 2-90" Conc. Pipe
Storm Drain
(Alameda Co. Flood Control)

PRIVATE XING
20.58 12" x 90' Rdwd Syp.

76" Tunnel liner plate
(Alameda County Water Dist.)

29.75 8" x 165' Black I.P.

WHIPPLE RD #4-25.6-2RA2FL

BR. 26.09 3-15' B.D. spans

"F" ST. #4-26.4-X2RA

"H" ST. #4-26.6-2XRAW

"I" ST. #4-26.7-2X2RA

DECOTO-CENTERVILLE #4-26.9-2RA2FL

BR. 27.35 10' B.D.

NILES-ALVARADO RD. #4-27.9-2RA2FL

PRIVATE XING 2FL

PRIVATE XING X

BR. 29.24 1-100' x 4-50' T.P.G.

PRIVATE XING 2X,W

Depot

S.V.C. TRACKS

115 LB.-1955

119 LB.-1964

115 LB. RAIL -1955

112 LB. R. 1966 115 LB. RAIL 1955

NEW OROVILLE CRUSHED ROCK

1/1/66
7/1/68

30

31

32

33

34

35

2°00'
1272'
1"100"

4°00'
1500'
3"

5°08'
1694'
4"

5°15'
516'
4"

2°00'30"
2193'
1 1/2"

5°01'
1455'
4"

6°25'
746'
5"

6°01' 3°00'30"
5"2108' 2 1/2"

6°00'
708'
5"

4°06'
1562'
5"

3°04'

3630' 1727' 596' 220' 280' 4442' 305' 1205' 833' 304' 1080'

+0.80

131.7

+1.00

149.2

+0.42

159.7

+0.30

166.2

+1.00

180.2

+0.7

184.4

+0.60

207.2

+0.50

#30.34 9'x39.2' Conc. Arch
(Not Drainage)

#30.50 8'x50' C.I.P.

#30.59 36'x40' Conc. Pipe

#30.90 5'x2'x60'
Conc. Arch

#31.02 36'x36' Conc. Pipe
(24'x20' C.I.P. Ext'n.)

#31.16 30'x3'2'x45'
Conc. Box

#31.80 36'x60' Conc. Pipe

M.P. 32.12 WEST PORT.

TUNNEL NO. 1

4321'

#32.98 24'x90' Corr. I. Pipe

#33.00 16'x84'6" Corr. I. Pipe

#33.12 36'x6' Conc. Pipe
(with 8" C.I.P. ext'n.)

#33.20 36'x24' Conc. Pipe
(with 8" C.I.P. ext'n.)

M.P. 33.39 WEST PORT.

#33.61 24'x73'7" Conc.
(with 36'x25' C.I.P. ext'n.)

#33.72 5'x6'x105' Conc. Box

#33.98 1.3'x1'x21.5' Wood Box

#34.05 1'x2.5'x21.5' Wood Box

#34.15 12'x16' Corr. I. Pipe

#34.29 24'x38' Corr. I. Pipe

#34.55 48'x30' Corr. I. Pipe

#34.49 24'x34' Corr. I. Pipe

NILES (INTERLOCKED)
S P XING
BR 30 40 2-50' T.P.G.
(STATE HWY. UNDERPASS)
#4-30.4B

NILES JCT.
SAN JOSE BCH. W.P.R.R. O.V.

CLARKE DRIVE
#4-31.0 2FL, G
1966

1951

115-119 (1963)

NILES CANYON RD. #4-32.9A
1951

NILES CANYON RD. #4-33.4A
1951

PRIVATE XING
1960

PRIVATE XING

115 LB. RAIL-1955

112 LB.

115 LB.

115 LB.

100 LB. 1945-46

115 LB. RAIL

115-119 LB.

100 LB. 1945-46

112 LB. RAIL-1966

NEW ORO. CR. ROCK

OLD ORO. CR. ROCK

NEW OROVILLE CRUSHED ROCK

OLD OROVILLE CRUSHED ROCK

7/1/66
7/1/68

35 3°00'3"08" 1728' 3" 2°00' 535' 2" 4°02' 1699' 4" 5°42' 971' 6" 5°10' 1717' 6" 37 2°00'30" 1694' 3" 38 1°00' 488' 1/2" 3°00'30" 855' 3" 5°18' 800' 5" 39 1°00' 504' 1/2" 4°02' 1789' 6" 40

665' 1523' 1555' 284' 1803' 1959' 1014' 620' 2437' 3589'

226.9 0 226.9 +0.70 250.7 +0.45 255.2 -0.45 248.0 +0.68 266.3 +0.50 276.0 +0.64 284.4 +0.80 326.8 0 326.8 -1.00 305.7 0.0 305.7 +0.40 313.3 +0.76

BR. 35.09 2-50' and 2-65' 1-42' deck plate girders and 2-125' thru spans.

PRIVATE XING 2S
 #4-35.9-B
 STATE HWY. #107 (UNDER)
 BR. 35.92 85' BD. T.G.
 MAIN ST. #4-36.0 2FL-2RA
 BR. 36.11 30' BD
 BOND ST. #4-36.1 XRA

#36.25 24"x48.5' Conc. (with 4" C.I.P. ext'n.)
 #36.41 24"x3'x50' Conc. Box

BR. 36.76 10' BD. (CONC.)
 #36.69 24"x28' Conc. (with 6" C.I.P. ext'n.)

#36.96 24"x36' Conc. Pipe (36"x33' C.I.P. ext'n.)

BR. 37.12 6-50' T.P.G.
 BR. 37.36 31'3" T.P.G. (UNDER) #4-37.2-B

#37.26 4"x6"x100' Conc. Box
 #37.28 36"x63'6" Conc. Pipe

#37.61 36"x30' Conc. Pipe (with 36"x30' C.I.P. Ext.)
 #37.65 36"x68' C.I.P.
 #37.75 12"x42' C.I.P.

HEARST
 M.P. 38.08 C.S.
 86 CAR CAP.

PRIVATE XING

#50.05 36"x32'6" Conc. Pipe (with 36"x26' C.I.P. Ext.)

#38.01 24"x24'6" Conc. Pipe and 24"x20' C.I.P.
 #38.50 24"x44' Conc. Pipe and 24"x20' C.I.P.

S.P. XING (UNDER)
 BR. 38.69 99' T.P.G.
 STATE HWY. #107 (UNDER) #4-38.7-B

#38.60 36"x67' Corr. I. Pipe
 #38.89 30"x109' Corr. I. Pipe

BR. 39.40 20' O.D. I-B
 HACIENDA ROAD #4-39.5 2FL
 #39.95 18"x110' Corr. I. Pipe (UNDER ROAD)
 #39.56 18"x42' Corr. I. Pipe

PRIVATE XING 2P
 119 LB. RAIL - 1960

112 LB. RAIL - 1966 100 LB. RAIL - 1945-46 112 LB. RAIL 100 LB. RAIL - 1945-46 115 LB. RAIL - 1954

OLD OROVILLE CRUSHED ROCK NEW OROVILLE CRUSHED ROCK

1/1/66 7/1/68

40 41 42 43 44 45

4° 02'
1789'
6"

3° 58'
1146'
4"

1° 12'
1234'
4"

1.38 Mi.

4046'

3.54 Mi.

+0.76 321.1 +0.10 324.1 +0.45 340.5 +0.08 352.5 0.0 352.5 +0.21 360.5 +0.50 364.5 +0.40 369.0 +0.20 385.6 +0.55

PLEASANTON (M.P. 41.66)



RADUM
M.P. 43.34 C.S.

INTERSTATE HWY. #680
OVERPASS #4-40.2A
#40.23 4'x4'x39'7" Con. Box
#40.24 60'x48' C.I.P.

#41.17 2-18"x36'
Corr. Iron Pipes

#41.51 12"x114' Corr. I. Pipe
#41.56 12"x56.5' Corr. I. Pipe
#41.57 12"x56' Corr. I. Pipe
#41.65 12"x61' Corr. I. Pipe
#41.66 12"x58' Corr. I. Pipe

BERNAL ST. #4-41.1 2FL
ANGELO AVE. #4-41.3 2FL
ROSE AVE. #4-41.4 2FL
DIVISION ST. #4-41.5 2FL
ST. MARYS ST. #4-41.6 2FL
ST. JOHN ST. #4-41.7 2FL
BR. 4172 135' T.T.
PRIVATE XING 2X
SANTA RITA RD #4-419.2FL

PRIVATE XING
P.X.W.

PRIVATE XING

PRIVATE XING 2FL

PRIVATE XING P

Rhodes & Jamieson Spur

119 LB. RAIL

115 LB. RAIL - 1955

100 LB. RAIL - 1946

115 LB. RAIL - 1955

NEW GROVILLE CRUSHED ROCK

1/1/66
7/1/68

45 46 47 48 49 50

1°00'30" 1480' 1 3/4" 2°00' 721' 2 3/4" 1°00' 2133' 1 1/2" 3°03' 1288' 4 1/2"

3.54 Mi. 1.27 Mi. 1364' 4537' 581'

396.6 442.7 445.3 445.3 487.7 498.3 561.4

+0.55 +0.74 +0.80 +0.60 +0.71 +0.80 -0.7

PRIVATE XING; P
PRIVATE XING P

BR. 46.59 165' B.D.
MURRIETA BLVD. #4-46.7 2FLG
LIVERMORE
M.P. 47.05 C.S.
80 CAR CAP.

"P" ST. NO. #4-47.2 4FL, 2G
"L" ST. NO. #4-47.5 2A-2FL
"K" ST. NO. #4-47.6 2X-IW
LIVERMORE AVE. NO. #4-47.7 2FL
"I" ST. NO. #4-47.8 X-IW

JUNCTION AVE #4-48.0 2FL
EAST FIRST ST. #4-48.2 2FL
PRIVATE XING; S,P,X

TREVARNO
M.P. 48.95 W.H.B. X-OVER
24 CAR CAP.
PRIVATE XING; P,X

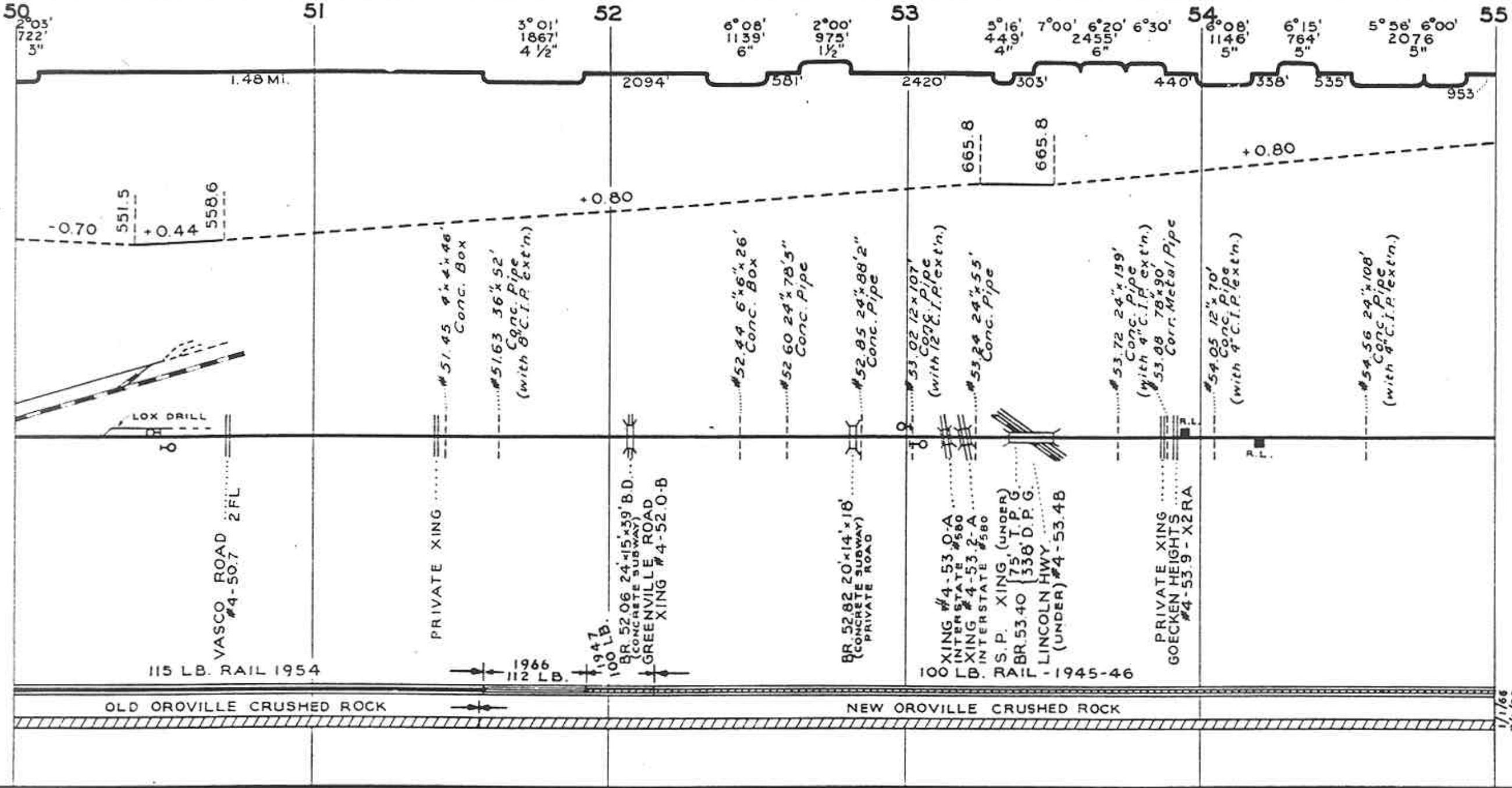
ARMCO DRILL
S.P. XING (UNDER)
BR. 49.88 90' T.P.G.
100 LB. R. 1947

#17.75 24" 60' CORR. I. PIPE
#17.76 24" 60' CORR. I. PIPE
#17.82 24" 60' CORR. I. PIPE
#17.83 24" 24' CORR. I. PIPE
#17.84 24" 24' CORR. I. PIPE
#48.00 12" 60" CORR. I. PIPE
#48.40 12" 22' CORR. I. PIPE

#49.75 0' 10" 84' CONC. ARCH

NEW OROVILLE CRUSHED ROCK

1/1/66
7/1/68



50
2°03'
722'
5"

51

3°01'
1867'
4 1/2"

52

6°08'
1139'
6"

2°00'
975'
1 1/2"

53

5°16'
449'
4"

7°00'
2455'
6"

6°20'
6'30"

54

6°08'
1146'
5"

6°15'
764'
5"

5°58'
2076'
5"

6°00'

55

1.48 MI.

2094'

581'

2420'

305'

440'

338'

535'

953'

-0.70
551.5
+0.44
558.6

+0.80

665.8

665.8

+0.80

#51.45 4"x4"x48'
Conc. Box

#51.63 36"x52'
Conc. Pipe
(with 8"C.I.P. ext'n.)

#52.44 6"x6"x26'
Conc. Box

#52.60 24"x78.5"
Conc. Pipe

#52.85 24"x88.2"
Conc. Pipe

#53.02 12"x107'
Conc. Pipe
(with 12"C.I.P. ext'n.)

#53.24 24"x55'
Conc. Pipe

#53.72 24"x159'
Conc. Pipe
(with 4"C.I.P. ext'n.)

#53.88 78"x90'
Corr. Metal Pipe

#54.05 12"x70'
Conc. Pipe
(with 4"C.I.P. ext'n.)

#54.56 24"x108'
Conc. Pipe
(with 4"C.I.P. ext'n.)

LOX DRILL

VASCO ROAD
#4-50.7 2'FL

115 LB. RAIL 1954

PRIVATE XING

1966
112 LB.

1947
100 LB.

BR 52.06 24"x15"x39' B.D.
(CONCRETE SUBWAY)
GREENVILLE ROAD
XING #4-52.0-B

BR 52.82 20"x14"x18'
(CONCRETE SUBWAY)
PRIVATE ROAD

100 XING #4-53.0-A
INTERSTATE #580
XING #4-53.2-A
INTERSTATE #580

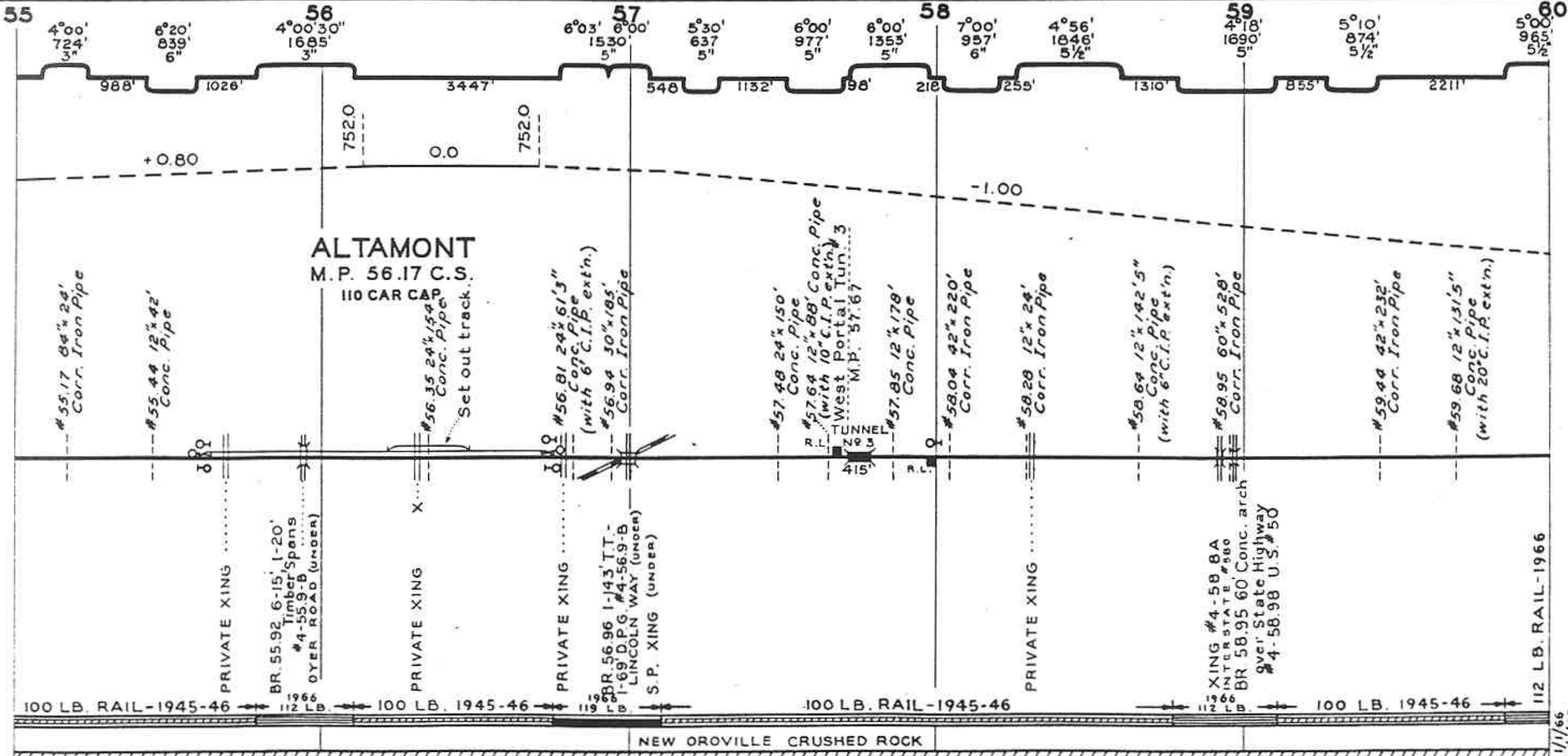
S.P. XING (UNDER)
BR 53.40 { 75' T.P.G.
338' D.P.G.
LINCOLN HWY.
(UNDER) #4-53.4B

PRIVATE XING
GOEKEN HEIGHTS
#4-53.9 - X2RA

OLD OROVILLE CRUSHED ROCK

NEW OROVILLE CRUSHED ROCK

1/1/68
7/1/68



55

56

57

58

59

60

ALTAMONT
M.P. 56.17 C.S.
110 CAR CAP

Set out track.

BR. 55.92 6-15' 1-20'
Timber Spans
#4-55.9-B
OYER ROAD (UNDER)

BR. 56.96 1-14.3 T.T.
#1-69 D.P.G. #4-56.9-B
LINCOLN WAY (UNDER)

S.P. XING (UNDER)

BR. 58.95 60' Conc. arch
#4-58.98 U.S. #50
over State Highway

NEW OROVILLE CRUSHED ROCK

1/1/66
7/1/68

60

61

62

63

64

65

4°08'
851'
4 1/2"

3°04'
1239'
4 1/2"

4°05'
1410'
4 1/2"

4°10'
753'
4 1/2"

3°06'
886'
3 1/2"

5°10'
978'
5 1/2"

1°30'
1676'
1 1/2"

1382

1.37 Mi.

1.30 Mi.

407'

1523'

507'

488'

-1.00

546.6

-0.70

504.2

-0.90

458.4

-1.00

#60.18 48"x240'
Corr. Iron Pipe

#61.03 4'-5" x 366'
Conc. Box

#61.40 12"x90'
Conc. Pipe
(with 24"x10" C.I.P. ext'n.)

#61.54 24"x70'
Conc. Pipe
(with 8" C.I.P. ext'n.)

#61.69 15' Rail Top
Cattle Pass
#61.72 24"x82' x 4"
Conc. Pipe

#61.90 12"x84'
Conc. Pipe
(with 6" C.I.P. ext'n.)

#62.13 24"x39'
Conc. Pipe

#62.49 12"x97.5"
Conc. Pipe

#62.65 48"x171.5"
Corr. Iron Pipe

#62.95 36"x82.7"
Conc. Pipe
(with 20" C.I.P. ext'n.)

MIDWAY
M.P. 63.34 C.S.
110 CAR CAP

#63.47 6' x 7' x 98"
Conc. Box

#63.64 12"x96'
Conc. Pipe

#64.62 12"x90'
Conc. Pipe

#64.92 24"x100'
Conc. Pipe

112 LB. RAIL - 1966

1945 -
100 LB.

PRIVATE XING

BR. 61.22 1-15' I-Beam Span

BR. 61.69 1-15' I-Beam Span B.D.

115 LB. RAIL - 1953

BR. 62.63 2-25' 1-37' Precast Concrete XING #4-62.6-B PATTERSON PASS (UNDER)

PRIVATE XING

PRIVATE XING

M.P. 63.645

PRIVATE XING

PRIVATE XING

100 LB. RAIL - 1946

BR. 64.43 12-15' Timber Span

100 LB. 1947

OLD OROVILLE CRUSHED ROCK WITH NEW ON SHOULDERS

OLD OROVILLE CRUSHED ROCK

ALAMEDA COUNTY
SAN JOAQUIN COUNTY

1/1/65
7/1/68

65

66

67

68

69

70

3°06'
923'
3 1/2"

4°04'
1490'
4 1/2"

5°09'
1580'
5 1/2"

1°00'
3944'
2 1/2"

2118' 2740' 1571' 1492' 220.5' 182.4' 3.76 Mi.

-1.00

-0.90

-0.36

---#65.11 24"x105'
Conc. Box

---#65.46 24"x50'
Conc. Pipe
(with 16" C.I.P. extn.)

---#65.68 12"x56'Ø"
Conc. Pipe

---#66.08 36"x46'6"
Conc. Pipe

---#66.64 24"x98'2"
Conc. Pipe

---#66.99 24"x42'
Conc. Pipe

---#68.68 3'x4'x100'
Rein. Conc. Boxes
(Delta Mendota Canal)
PRIVATE XING, 23'

---#69.05 24"x35'5"
Conc. Pipe
---#69.12 2'x4'x6'
Cast Iron Pipe

PRIVATE XING

XING #4-66.6A
INTERSTATE 9500

BR. 67.87 1-20'
Conc. B.D.

PRIVATE XING

BR. 68.68 3-16'x16'x70'
Rein. Conc. Boxes
(Delta Mendota Canal)

XING #4-69.7 2FL
CORRAL HOLLOW ROAD

100 LB. RAIL - 1947

115 LB. RAIL - 1953

OLD OROVILLE CRUSHED ROCK

OLD OROVILLE CRUSHED ROCK WITH NEW ON SHOULDERS

1/1/66
7/1/68

70

71

72

73

74

75

2'00"
2319
3 1/2"

3.76 Mi.

5.65 Mi.

-0.36

146.6

-0.16

140.6

-0.54

122.9

-0.37

111.0

-0.70

104.0

-0.60

83.6

-0.42

66.1

-0.30

TRACY

M.P. 71.83 E.F.D.
M.P. 72.79 C.S.
220 CAR CAP.

LYOTH

M.P. 73.77 H.B.
U.S.Q.M.

--- #70 24 24" 33'6"
Conc. Pipe

XING #4-707 2X2A
JEFFERSON ROAD

#71.62 24"x21"
Conc. Pipe
(with 8' C.I. Pextn)

XING #4-717 2FL
MACARTHUR ROAD

CARBONA
BRANCH

PRIVATE XING

XING #4-728 2RA 2FL G
CHRISMAN ROAD

U.S.Q.M.

S.P XING (LYOTH)
XING #4-74.2 2A 2FL
BANTA ROAD

PRIVATE XING

115 LB. RAIL - 1953

112 LB. - 1966

115 LB. RAIL - 1953

OLD OROVILLE CR. ROCK WITH NEW ON SHOULDERS

NEW ORO
CR. ROCK

OLD OROVILLE CRUSHED ROCK

1/1/66
7/1/68

75

76

77

78

79

80

1°00'15"
14.59
2 1/2"

2°00'
1777
2"

5.65 Mi.

1.70 Mi.

-0.30

42.5

-0.42

28.6

-0.20

22.7

+0.10

25.0

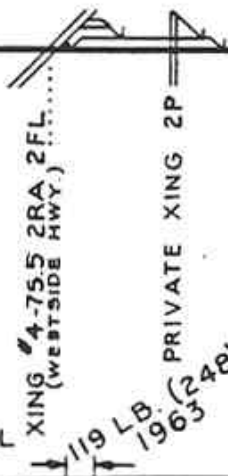
0.0

25.0

+0.31

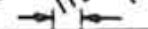
COCHRAN
M.P. 75.68 C.S.
26 CAR CAP.

#75.96 36"x42"
Corr. Iron Pipe



PRIVATE XING 2P
(1963-248)

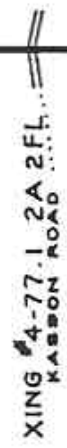
115 LB. RAIL
1953



119 LB.
1963-248

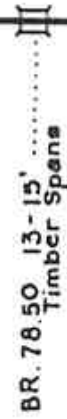


PRIVATE XING P

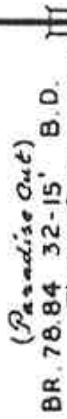


XING #4-77-1 2A 2FL.
KASSON ROAD

115 LB. RAIL - 1953



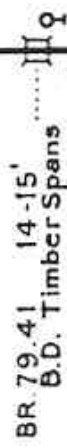
BR. 78.50 13-15'
Timber Spans



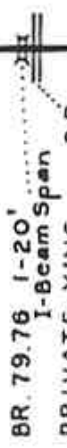
(Paradise Out)
BR. 78.84 32-15' B.D.
Timber Spans

PRIVATE XING 2P
PRIVATE XING P

#79.19 36"x61'
Conc. Pipe



BR. 79.41 14-15'
B.D. Timber Spans



BR. 79.76 1-20'
I-Beam Span

PRIVATE XING 2P
PRIVATE XING P

OLD OROVILLE CRUSHED ROCK

NEW OROVILLE CR. ROCK

OLD OROVILLE CRUSHED ROCK

1/1/66

80 81 82 83 84 85

2°00' 1777 2" 1.60 Mi. 1°00' 167 1 1/2" 0°50' 394.8' 1 1/2" 1°00' 74.4' 1 1/2" 0°50' 251.0' 1 1/2" 1°00' 167 1 1/2" 4.91 Mi.

+0.31 31.25 0.0 31.25 -0.28 24.0 0.0 24.0 -0.05 21.5 +0.02

WYCHE
M.P. 82.14 C.S.
110 CAR CAP.

#80.11 24"x61'2" Conc. Pipe
#80.18 16"x50' Corr. Iron Pipe
San Joaquin River
#80.37 36"x90' Corr. Iron Pipe
#80.89 56"x44'3" Corr. Iron Pipe

#81.65 4'x4'x43' Conc. Box
#82.42 7'x10'x26' Conc. Box (with 56"x26' C.I.P.)

PRIVATE XING
BR. 80.28, 1-210' DRAW
1-100' & 1-80'
Thru Girder Spans

PRIVATE XING

XING #4-82.1 2X 2A
MC KINLEY AVE.

XING #4-82.7 2RA 2FL
W. YOSEMITE AVE.

XING #4-83.7 2FL, 2A
LOUISE AVE.

S.P. XING (LATHROP)
LATHROP ROAD

XING #4-84.8 2FL 2A
LATHROP ROAD

115 LB. RAIL - 1953

OLD OROVILLE CRUSHED ROCK NEW OROVILLE CRUSHED ROCK OLD OROVILLE CRUSHED ROCK

85

86

87

88

89

90

0° 50'
1124
2 1/2"

0° 51'
989
2 1/2"

4.91 Mi.

1.28 Mi.

+0.02

23.8

-0.01

22.6

-0.14

19.0

+0.07

LATHROP

M.P. 85.74 C.S.
130 CAR CAP.

FRENCH CAMP

M.P. 88.35 C.S.
29 CAR CAP.

352.2 Connection
to Army
Supply Depot

358.0 Connection
to Army
Supply Depot

#85.56 12"x14'
Corr. Iron Pipe

6800'

XING #4-86.8
ROTH ROAD
2 FL.

#87.32 5'6"x10'5"x26'
Conc. Box

115 LB. RAIL - 1953

XING #4-88.5
FRENCH CAMP ROAD
2 FL.

BR. 88.98 5-15' B.D.
Timber Spans

BR. 89.06 10-15' B.D.
Timber Spans

XING #4-89.7
SPERRY ROAD
2X

BR. 89.82 7-15'
Timber Spans
W H B STOCKTON YO.

#88.98 48"
Corr. Iron Pipe

#89.34 48"x40'
Corr. Iron Pipe

#89.60 2-42"x42'
Corr. Iron Pipes

OLD OROVILLE CRUSHED ROCK

OLD OROVILLE CR. ROCK
WITH NEW ON SHOULDERS

NEW ORO CR. ROCK

OLD OROVILLE CR. ROCK

1/1/66
7/1/68

90 91 92 93 94 95

3°01' 800' 2 1/2
2174'
1.90 Mi.
2°00' 499' 1"
2°24' 980' 1 1/2
3°00' 332' 3/4
3°00' 332' 3/4
5°00' 290' 3/4
3°02' 516' 1"
3°30' 458' 1"
3°00' 521' 2"
3°30' 570' 2"
674' 2033' 63' 2294' 103' 1758' 423' 1050' 142'

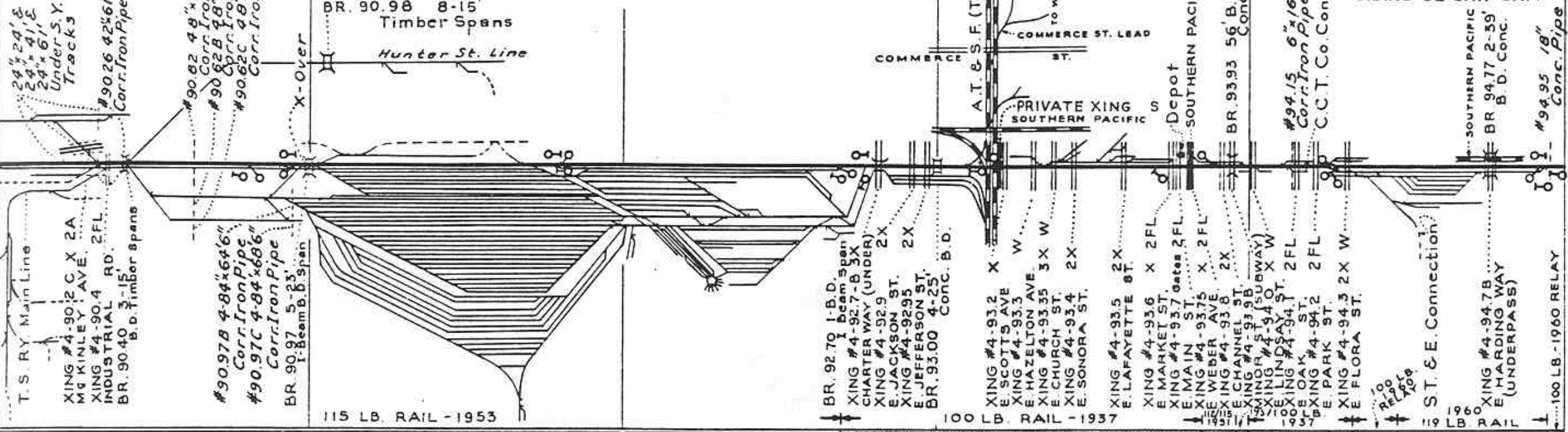
+0.07 25.1 0.0 25.1 26.2 26.2 -0.22 21.5 0.0 21.5 22.8 -0.11 20.7 +0.13 26.0

ORTEGA
M. P. 90.41 H. B.
HUNTER ST. LINE

STOCKTON YARD
M. P. 92.07 E. F.
YARD OFFICE

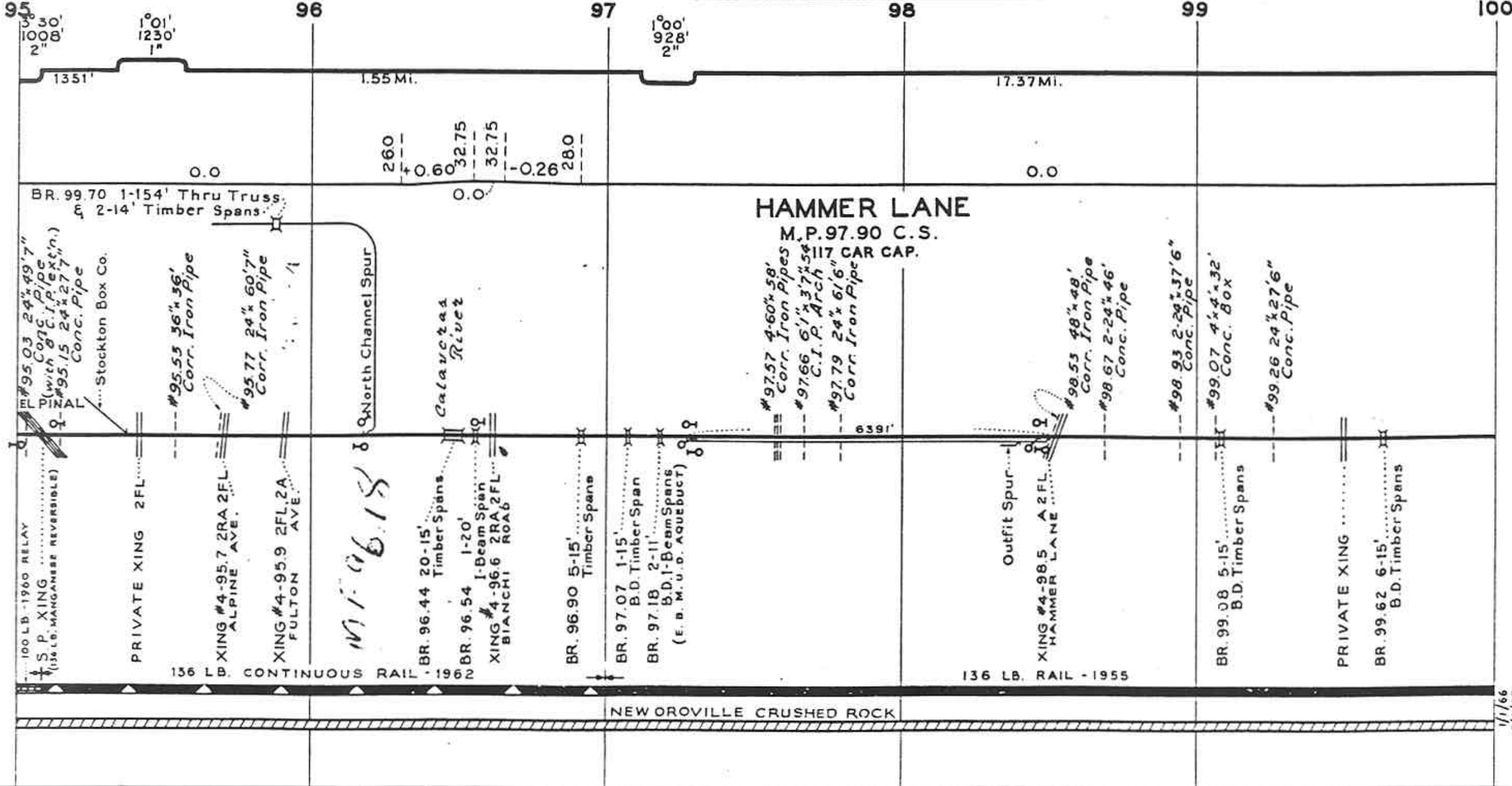
STOCKTON
M. P. 93.78 E. F. D.

FLORA STREET
M. P. 94.29 W. H. B.
SIDING 52 CAR CAP.



NEW OROVILLE CRUSHED ROCK OLD ORO. CR. ROCK NEW ORO. OLD ORO. NEW ORO. NO 1 OLD ORO. NEW OROVILLE NO 1

1/1/66
7/1/68



1/1/66
7/1/68

100

101

102

103

104

105

280

280

17.37 Mi.

0.0

PRIVATE XING 2X
 XING #4-100.2 X
 WAKEFIELD ROAD
 BR. 100.18 5-25'
 B.D. Conc. Span
 PRIVATE XING
 XING #4-100.4 2A 2FL
 LOWER SACRAMENTO ROAD
 BR. 100.73 1-15'
 B.D. TimberSpan
 PRIVATE XING
 BR. 101.01 1-15'
 B.D. TimberSpan
 BR. 101.30 3-15'
 B.D. TimberSpan
 XING #4-101.3 X2A
 EIGHT MILE ROAD
 BR. 101.31 1-15'
 B.D. TimberSpan
 BR. 101.54 1-15'
 B.D. TimberSpan

--- #101.85 2-30" x 40'
 Corr. Iron Pipes

PRIVATE XING

BR. 102.39 2-15'
 TimberSpan
 XING #102.4
 DAVIS ROAD

--- #102.96 36" x 50'
 Corr. Iron Pipe

BR. 103.49 1-15'
 TimberSpan
 XING #103.5 R X2A
 ARMSTRONG ROAD
 BR. 103.67 1-15'
 B.D. TimberSpan

--- #103.23 2-12" x 27"
 Conc. Pipe
 (with 2-B.C.I.P. ext'n.)

BR. 104.05 2-15'
 B.D. TimberSpan

--- #104.31 24" x 45"
 Conc. Pipe
 (with 6'C.I.P. ext'n)

XING #104.6
 HARNEY LANE

KINGDON
 M.P. 104.52 C.S.
 70 CAR CAP.

--- #104.99 24" x 23.7"
 Conc. Pipe East
 12" x 23.7"

XING #105.0 2A 2FL
 DE VERBES ROAD

136 LB. RAIL - 1955

136 LB. CONTINUOUS RAIL - 1968

119 LB. CONT. RAIL - 1967

NEW OROVILLE CRUSHED ROCK

1/1/66
7/1/68

105

106

107

108

109

110

17.37 Mi.

0.0
28.0

+0.05

30.0

0.0

30.0

-0.10

TERMINOUS JUNCTION

M.P. 105.29 W.H.B.

VILLINGER

M.P. 107.78 H.B.

LAS VINAS

M.P. 109.07 H.B.

XING #4-105.2 2X 2A
KINGDON ROAD

PRIVATE XING

#105.33 3'x4'x50'
Conc. Box

XING #4-105.7 2A 2FL
TERMINOUS ROAD

PRIVATE XING, P

#106.53 2-24'x31'
Conc. Pipe

XING #4-106.8 2X 2A
SARGENT LANE

#107.26 84'x44'
Corr. Metal Multi-Plate

BR. 107.36 1-15'
B.D. Timber Span

13 CAR CAP

XING #4-107.9 2A 2FL
TURNER ROAD

#107.77 2-30'x28'3"
Conc. Pipes

#107.96 36'x54'7"
Corr. Iron Pipe

#108.28 24'x87'
Conc. Pipe

#108.36 24'x29'6"
Conc. Pipe

#108.46 24'x28'8"
Conc. Pipe

PRIVATE XING, P

BR. 108.49 1-15'
B.D. Timber Span

PRIVATE XING, P

XING #4-109.1 2FL 2X 2A
WOODBIDGE ROAD
(FORMERLY
BRACK ROAD)

#109.05 24'x24'
Conc. Pipe

#109.06 24'x25'9"
Corr. Iron Pipe

#109.39 24'x56'
Conc. Pipe
(with 8" C.I. Pext'n)

PRIVATE XING, P

BR. 109.67 1-15'
B.D. Timber Span

PRIVATE XING

119 LB. CONTINUOUS RAIL - 1967

NEW OROVILLE CRUSHED ROCK

1/1/66
7/1/68

110

111

112

113

114

115

1°01'30"
990'
2"

17.37 mi.

-0.10
22.6

0.0

22.6

-0.12

20.0

0.0

20.0

THORNTON
M.P. 113.88 E.F.D.
71 CAR CAP.

XING #4-110.1 X
ACAMPO ROAD

---#110.23 24"x30'4"
Conc. Pipe

BR. 110.69 1-15'
B.D. Timber Spans

BR. 111.16 2-15'
B.D. Timber Spans
XING #4-111.2 X
PELTIER ROAD

BR. 111.63 2-15'
B.D. Timber Spans

---#112.26 60"x38'
Corr. Iron Pipe
---#112.38 60"x38'
Corr. Iron Pipe

BR. 112.62 4-15'
B.D. Timber Spans

---#112.89 24"x27'6"
Conc. Pipe

XING #4-113.3 2RA,3FL
WALNUT GROVE ROAD

---#113.82 56"x38'
Conc. Pipe

XING #4-114.3 X2RA W.
NEW HOPE ROAD
(FORMERLY
GALT ROAD)

---#114.21 24"x48'
Corr. Iron Pipe

---#114.44 24"x41'
Conc. Pipe
(with 4 C.I. Pext'n.)

---#114.69 36"x55'
Conc. Pipe
(with 8 C.I. Pext'n.)
---#114.75 24"x36'5"
Corr. Iron Pipe

PRIVATE XING, P.....

119 LB. CONTINUOUS RAIL - 1967

NEW OROVILLE CRUSHED ROCK

1/1/66
7/1/68

115

116

117

118

119

120

1°02'
1216'
2"

2.47 Mi.

13.03 Mi.

0.0

20.0

+0.38

26.0

M.P. 116.09

0.0

26.0

-0.15

22.0

0.0

22.0

+0.05

---#115.04 36"x30'3" Conc. Pipe
24" Corr. Iron Pipe Inside
#115.12 12"x50' Conc. Pipe

---#115.25 24"x66'
Sheet Iron Pipe

---#115.63 24"x72'6" Conc. Pipe

---#115.82 36"x42'4" Conc. Pipe

SAN JOAQUIN COUNTY
SACRAMENTO COUNTY

BR. 116.28 1-150'
T.T. Span, 1-50' & 1-65' D.P.G.

BR. 115.95 1-20'
B.D. I-Beam

BR. 116.07 1-164'
I.G. Draw Bridge

1-50 D.P. Girder Span

1-12'-119 LB. RAIL - 1969

390'-119 LB. RAIL - 1969

BR. 116.37 107-15'
B.D. Timber Spans

BR. 117.06 19-15'
B.D. Timber Spans

XING #4-117.5 X
DESMOND ROAD

BR. 117.89 32-15'
B.D. Timber Spans

Stock Track

XING #118.6 2RA 2FL
TWIN CITIES ROAD

PRIVATE XING; P ...
#119.20 30"x20'
Corr. Iron Pipe

GLANNVALE
M.P. 118.5 H.B.
13 CAR CAP.

119 CONTINUOUS RAIL

119 LB. CONTINUOUS RAIL - 1969

136 LB. CONTINUOUS RAIL - 1969

NEW OROVILLE CRUSHED ROCK

1/1/66
7/1/69

120

121

122

123

124

125

+0.05

25.0

13.03 Mi.

0.0

25.0

+0.04

PHILLIPS

M.P. 121.88 C.S.
125 CAR CAP.

XING #4-120.7 X
LAMBERT ROAD
BR. 120.75 3-15'XX
B.D. Timber Spans

PRIVATE XING P
58'-115 LB. RAIL - 1956
218'-136 LB. RAIL - 1956

--- #121.25 24" x 20'6"
Conc. Pipe
(with 20' C.I.P. ext'n.)

--- #121.49 44" x 72' x 50'
C.I.P. Arch

#121.85 48" x 30'
Corr. Iron Pipe
(with 17' C.I.P. ext'n.)

XING #4-122.0 X A
POINT PLEASANT ROAD

#122.15 36" x 30'
Corr. Iron Pipe
(with 17' C.I.P. ext'n.)

--- #122.26 42" x 46'6"
Corr. Iron Pipe

71'-115 LB. RAIL - 1956
248'-136 LB. RAIL - 1956

--- #122.56 3'-48' x 36'
Corr. Iron Pipe

PRIVATE XING P
BR. 123.06 2-15'XX
B.D. Timber Spans

--- #122.87 42" x 30'
Corr. Iron Pipe

XING #4-123.3 X
CORB ROAD

--- #123.35 48" x 30'
Corr. Iron Pipe

PRIVATE XING 2X
PRIVATE XING
BR. 123.91 7-15'XX
B.D. Timber Spans

#123.74 12" x 30'6"
Corr. Iron Pipe

PRIVATE XING
PRIVATE XING
PRIVATE XING
XING #4-124.7 X 2A
BILBY ROAD

--- #124.05 36" x 26'6"
Conc. Pipe
(with 15' C.I.P. ext'n.)

--- #124.29 24" x 40' x 46'
C.I.P. Arch

#124.76 2-12' x 49'
Conc. Pipe
#124.77 2-12' x 33' 0"
Conc. Pipe

PRIVATE XING
BR. 124.91 7-15'XX
B.D. Timber Spans

136 LB. CONT. RAIL - 1969

136 LB. CONTINUOUS RAIL - 1969

136 LB. CONTINUOUS RAIL - 1969

100 LB. RAIL - 1938

OLD OROVILLE CRUSHED ROCK

125

126

127

128

129

130

13.03 Mi.

26.1
+0.14
29.0
+0.04

0.0

29.0
-0.20
21.8
0.0

ALBERT

--- #125.04 4'-48" x 36'
Corr. Iron Pipe

--- #125.54 60" x 48'
Corr. Iron Pipe

--- #125.72 24" x 26' 0" Conc. Pipe
24" x 12' Corr. Iron Pipe

XING #4-125.6 2A, 2FL
FRANKLIN BLVD.

BR. 126.51 6-15'
Timber Spans

PRIVATE XING

--- #127.08 24" x 35'
Corr. Iron Pipe

XING #4-127.3 X
ELLIOTT ROAD

100 LB. RAIL - 1938

--- #127.75 2'-48" x 36'
Corr. Iron Pipes

--- #127.95 48" x 36'
Corr. Iron Pipe

--- #128.09 48" x 36'
Corr. Iron Pipe

PRIVATE XING

BR. 128.29 1-15'
B.D. Timber Spans

--- #128.56 24" x 27' 4"
Conc. Pipe

--- #128.57 2'-42" x 36'
Corr. Iron Pipe

XING #4-128.6 2X
DWIGHT ROAD

XING #4-128.8 2X
SIMS ROAD

--- #128.89 2'-42" x 40'
Corr. Iron Pipe

PRIVATE XING

♂

BR. 129.77 13-15'
B. D. Spans

OLD OROVILLE CRUSHED ROCK

1/1/66
7/1/68

130 131 132 133 134 135

100'
1037'
1"

13.03 Mi.

6.14 Mi.

0.0

21.8

+0.26

24.0

-0.18

24.7

0.0

24.7

+0.15
26.5

+0.05

31.0

--- #130.06 7x9x26'
Conc. Box

BR.130.45 10-15' Timber Spans
Union Ho. Cr.

BR.131.03 16-15' Timber Spans
B.D. Timber Spans
Morrison Cr.

XING #4-131.8 2A 2FLG...
MEADOWVIEW ROAD

--- #131.85 24x32'
Corr. Iron Pipe
--- #131.88 24x32'
Corr. Iron Pipe

POLLOCK

M.P. 132.39 C.S.

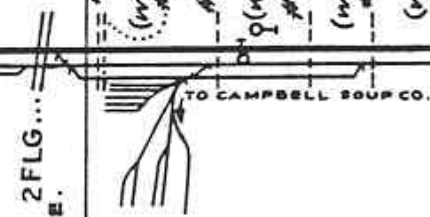
100 CAR CAP.

--- #132.14 12x27'7"
Conc. Pipe
10x16x21'3"
Wood Box S. End
--- #132.36 2-24x50'
Corr. Iron Pipe
--- #132.64 12x50'
Conc. Pipe
--- 12x16" Wood Box S. End

XING #4-132.9 2FLG...
FLORIN ROAD
BR.132.93 1-15' Timber Span
B.D. Timber Span

--- #132.89 24x27'
Corc. Pipe
(with 8' C.I.P. ext'n.)

--- #133.23 24x34'
Conc. Pipe
--- #133.35 12x27'6"
Conc. Pipe
(with 5' C.I.P. ext'n.)
--- #133.41 12x23'
Conc. Pipe
(with 4' C.I.P. ext'n.)
--- #133.54 24x20'
Corr. Iron Pipe



CORDOVA

M.P. 134.43 C.S.

--- #134.02 12x24'
Conc. Pipe
(with 36' C.I.P. ext'n.)
--- #134.04 24x60'
Corr. Iron Pipe
--- #134.26 24x20'
Conc. Pipe
(with 40' C.I.P. ext'n.)
--- #134.44 12x24'
Conc. Pipe
(with 22' C.I.P. ext'n.)
--- #134.56 24x10'
Conc. Pipe
(with 24' C.I.P. ext'n.)
--- #134.70 2-48x50'
Corr. Iron Pipe
(with 12' C.I.P. ext'n.)

XING #4-134.9 4FL...
FRUITRIDGE ROAD

--- #134.95 24x30'
Conc. Pipe

100 LB. RAIL - 1938

112 LB. RAIL
1950

119 LB. RAIL - 1965
100 LB. RAIL - 1938

OLD OROVILLE CRUSHED ROCK

1/1/66
7/1/68

6.14 Mi.

3.45 Mi.

1° 20' 24.33" 1/2"

SACRAMENTO

M.P. 138.63 E.F.D.

HAGGIN

M.P. 139.50 C.S.

SACRAMENTO SHOPS

31.0 +0.02 31.5 -0.12 29.7 +0.30.3 -0.20 28.0 -0.30 20.5 +0.30 23.62 -0.30 20.3 +0.20 25.8 -0.20 22.5 +0.13 27.5 0.27.5 25.3 +1.00 49.75 0 49.75 -0.5

#135.14 24"x80" Conc. Pipe (with 20'C.I.P. ext'n.)
 #135.32 24"x31'9" Conc. Pipe (with 24'C.I.P. ext'n.)
 #135.64 24"x34' Conc. Pipe (with 42'C.I.P. ext'n.)
 #135.77 24"x68' Corr. Iron Pipe
 #135.79 12"x51' Conc. Pipe (with 34'C.I.P. ext'n.)

#136.90 8"x10'2" Conc. Box (measures)

XING #4-136.0A (OVERPASS) BUTTERVILLE RD. (12' W. AVE)

XING #4-136.9 FREEPORT BLVD. (ZIN ST.) 3 FLGT
 XING #4-136.9-BD (PED. UNDER)

XING #4-137.1 SECOND AVE. 2 X W

XING #4-137.4 BROADWAY 2 FLG
 XING #4-137.5A INTERSTATE #80
 XING #4-137.6 W ST. 2 FLG

XING #4-137.7 V ST. 2 FLG

XING #4-137.8 T ST. 2 FLG

XING #4-137.9 S ST. 2X2 FL

XING #4-137.95 ALLEY 2X

XING #4-138.0 Q ST. 2 FLG

XING #4-138.1 P ST. 2 FLG

XING #4-138.2 O ST. 2 FLG

XING #4-138.3 N ST. 2 FLG

XING #4-138.35 M ST. 2 FLG (CAPITOL AVE)

XING #4-138.4 L ST. 2 FLG

XING #4-138.5 K ST. 2 FLG

XING #4-138.65-D ALLEY 2X

XING #4-138.72-D ALLEY 2X

XING #4-138.77-D ALLEY 2X

XING #4-138.85-D ALLEY 2X

XING #4-138.95-D ALLEY 2X

XING #4-139.05-D ALLEY G

XING #4-139.15-D ALLEY G

BR 139.34 2-36' & 1-44-6" Spun Conc. (overhead) Sacramento Northern Ry

BR 139.78 3-196' Thru Spans 1-6' Thru Girder

S.P. R ST. LINE TO R ST. LINE

XING #4-138.05-D ALLEY X

XING #4-138.15-D ALLEY 2X

XING #4-138.25-D ALLEY 2X

XING #4-138.32 ALLEY 2X

XING #4-138.37-D ALLEY 2X

XING #4-138.45-D ALLEY 2X

DEPOT & DIVISION OFFICES

XING #4-138.6 J ST. 2 FLG

XING #4-138.7 I ST. 2A, 2 FLG

XING #4-138.75 H ST. 2 FLG

XING #4-138.8 G ST. 2 FLG

XING #4-138.9 F ST. 2 FLG

XING #4-139.0 E ST. 2 FLG

XING #4-139.1 D ST. 2 FLG

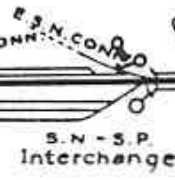
XING #4-139.2 C ST. 2 FLG

S.P. OVER-XING

OLD ORO. CR. ROCK NEW ORO. CR. ROCK OLD OROVILLE CRUSHED ROCK

100 LB. RAIL - 1938

100 LB. RAIL - 1938



American River

140

141

142

143

144

145

3.45 Mi.

34.35 Mi.

45.0
-0.33
40.0

0.0

400
-0
39.0

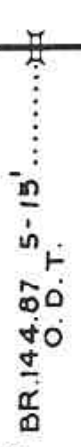
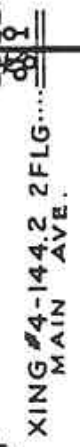
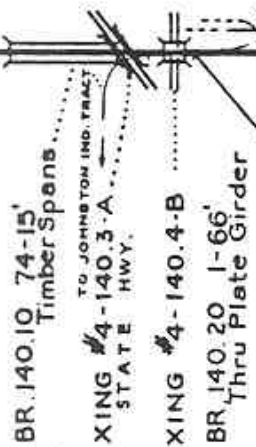
0.0

GLOBE

M. P. 140.71 H. B.
(S. N. CONN.)

DEL PASO

M. P. 143.60 C. S.
122 CAR CAP.



#140.99 36' x 65' Corr. Iron Pipe
#141.05 70' x 30' Corr. Iron Pipe

Ancade Cr.
#141.8 12' x 67' Corr. Iron Pipe

#142.15 12' x 60' Corr. Iron Pipe
#142.30 12' x 60' Corr. Iron Pipe

#142.79 12' x 60' Corr. Iron Pipe

#143.30 12' x 77' Corr. Iron Pipe

#143.96 12' x 83' Corr. Iron Pipe

#144.17 24' x 42' Conc. 24' x 32' Corr. Iron Pipe

1950 115 LB. RAIL - 1949

115 LB. RAIL - 1950

119 LB. RAIL - 1955

119 LB. RAIL (1963)

115 LB. RAIL - 1950

NEW OROVILLE CRUSHED ROCK

1/1/66
7/1/68

145

146

147

148

149

150

34.35 Mi.

---#145.17 2-12"x33'6"
Conc. Pipe
0.0

---#145.41 48"x54'
Corr. Iron Pipe
39.0

---#145.72 36"x33'
Conc. Pipe
(with 8' C.I.P. ext'n.)
+ 0.30
44.5

BOMBAY
M.P. 146.56 H. B.
13 CAR CAP.

==#146.3 24"x26'6"
Conc. Pipe
(9' C.I.P. ext'n.)
0.0

---#146.48 36"x31'
Conc. Pipe
(15' C.I.P. ext'n.)
44.5

---#146.62 24"x26'
Conc. Pipe
-0.32

---#146.78 36"x36'
Conc. Pipe
(8' C.I.P. ext'n.)
38.0

==#146.93 36"x32'
Conc. Pipe
(8' C.I.P. ext'n.)

---#147.10 36"x40'
Conc. Pipe
0.0

---#147.40 12"x33'
Conc. Pipe
38.0

---#147.46 18"x36'
Conc. Pipe
+ 0.09

---#147.62 24"x28'6"
Conc. Pipe
(with 9' C.I.P. ext'n.)

---#147.83 48"x36'
Corr. Iron Pipe

==#148.06 5'10"x6'6"x50'
C.I.P. Arch
40.8

---#148.18 12"x23'2"
Conc. Pipe
0.0

---#148.35 24"x32'5"
Conc. Pipe
(with 3' C.I.P. ext'n.)
40.8

---#148.35 24"x32'5"
Conc. Pipe
(with 3' C.I.P. ext'n.)
39.0

---0.36

---#149.37 48"x32'
Corr. Iron Pipe
0.0

---#149.62 12"x24'
Conc. Pipe
(with 11' C.I.P. ext'n.)

---#149.76 24"x24'6"
Conc. Pipe
(with 7' C.I.P. ext'n.)

XING #4-146.3 2A, 2FLG.
ELKHORN ROAD

PRIVATE XING

BR. 147.20 2-15'
B.D. Conc. Spans

XING #4-147.40 2X A
STRAUGH ROAD

PRIVATE XING

XING #4-148.3 2X, 2FLG.
ELVERTA ROAD

BR. 148.50 3-15'
Timber Spans

BR. 149.01 1-15'
B.D. Timber Spans

SACRAMENTO COUNTY
SUTTER COUNTY

BR. 149.94 1-13'
Pre-cast conc. Slab
B.D.

NEW OROVILLE CRUSHED ROCK

1/1/66
7/1/68

M.P. 149.789

150

151

152

153

154

155

39.0

+ 0.33

45.9

0.0

45.9

+ 0.2

43.0

0.0

43.0

+ 0.21

48.5

- 0.08

46.0

0.0

46.0

+ 0.11

48.0

0.0

34.35 Mi.

---#150.26 24"x40'
Conc. Pipe
(with 10' C.I.P. ext'n.)

---#150.47 24"x35'
Conc. Pipe
(with 16' C.I.P. ext'n.)

---#150.74 24"x54'4"
Conc. Pipe
(with 6' C.I.P. ext'n.)

---#150.80 24"x52'
Conc. Pipe
(with 14' C.I.P. ext'n.)

---#150.97 24"x28'
Conc. Pipe
(with 6' C.I.P. ext'n.)

---#151.06 24"x25'
Conc. Pipe
(with 11' C.I.P. ext'n.)

---#151.39 24"x25'
Conc. Pipe
(with 8' C.I.P. ext'n.)

---#151.88 36"x29'
Conc. Pipe
(with 3' C.I.P. ext'n.)

---#152.19 65"x40'x40'
Corr. Iron Pipe
Arch. Culv.

---#152.53 24"x25'
Conc. Pipe
(with 6' C.I.P. ext'n.)

---#152.69 12"x26'
Conc. Pipe
(with 3' C.I.P. ext'n.)

---#152.81 24"x255'
Conc. Pipe
(with 8' C.I.P. ext'n.)

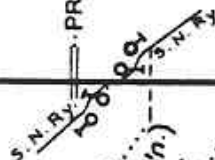
---#152.95 12"x30'3"
Conc. Pipe
(with 3' C.I.P. ext'n.)

---#153.04 36"x35'
Conc. Pipe
(with 3' C.I.P. ext'n.)

---#153.12 36"x30'
Conc. Pipe
(with 8' C.I.P. ext'n.)

SANKEY
M.P. 152.50
(S. N. RY. CONN.)

PRIVATE XING



115 LB. RAIL - 1950

NEW OROVILLE CRUSHED ROCK

PRIVATE XING

XING #4-150.9 2FLG
RIEGO ROAD

BR. 151.24 1-15'
B.D. Timber Span

BR. 151.74 3-15'
B.D. Conc. Spans

BR. 153.61 8-15'
B.D. Timber Spans

XING #4-153.9 2X
KEYES ROAD

BR. 154.33 5-15'
B.D. Timber Spans

BR. 154.52 7-15'
Timber Spans

XING #4-154.9 2X
SPANISH RANCH ROAD

1/1/66
7/1/68

155

156

157

158

159

160

34.35 Mi.

PLEASANT GROVE

M.P. 156.52 C.S.
125 CAR CAP.

BR. 155.27 6-15' Timber Spans

--- #155.38 24"x29' Conc. Pipe (with 14'C.I.P. ext'n.)

BR. 155.69 5-15' Timber Spans

--- #155.62 24"x29' Conc. Pipe (with 6'C.I.P. ext'n.)
#155.87 24"x31'7" Conc. Pipe (49'C.I.P. Ext. N. Side)
#155.98 36"x32'C.I.P. (UNDER ROAD)
#155.99 24"x28' Conc. Pipe (with 12'C.I.P. ext'n.)

XING #4-156.0 2A 2FL HOWSLEY ROAD

#156.05 24"x82' Conc. Pipe (with 16'C.I.P. ext'n.)

BR. 156.75 4-15' Timber Spans

XING PRIVATE ROAD

BR. 157.15 4-15' B.D. Timber Spans

1 1 2

XING #4-157.4 2FL, 2X CATLETT ROAD

115 LB. RAIL - 1950

BR. 157.54 3-15' B.D. Timber Spans

BR. 157.95 2-7' & 6-15' Timber Spans

--- #157.86 24"x33' Conc. Pipe (with 4'C.I.P. ext'n.)

PRIVATE XING

--- #158.16 36"x36' Corr. Iron Pipe

#158.51 24"x27'8" Conc. Pipe (with 6'C.I.P. ext'n.)

#158.52 24"x27' Conc. Pipe (with 6'C.I.P. ext'n.)

BR. 158.86 14-15' Timber Spans

#158.82 24"x40'7" Corr. Iron Pipe

XING #4-158.9 2X BRIGGS RANCH ROAD

BR. 159.16 2-15' B.D. Timber Spans

--- #159.12 24"x27' Conc. Pipe with 7'C.I.P. ext'n.)

BR. 159.56 2-15' B.D. Timber Spans

--- #159.85 24"x54' Corr. Iron Pipe

NEW OROVILLE CRUSHED ROCK

VN/66
1/1/68

0.0

48.0

+0.24

53.1

-0.15

49.1

0.0

49.1

+0.10

160

161

162

163

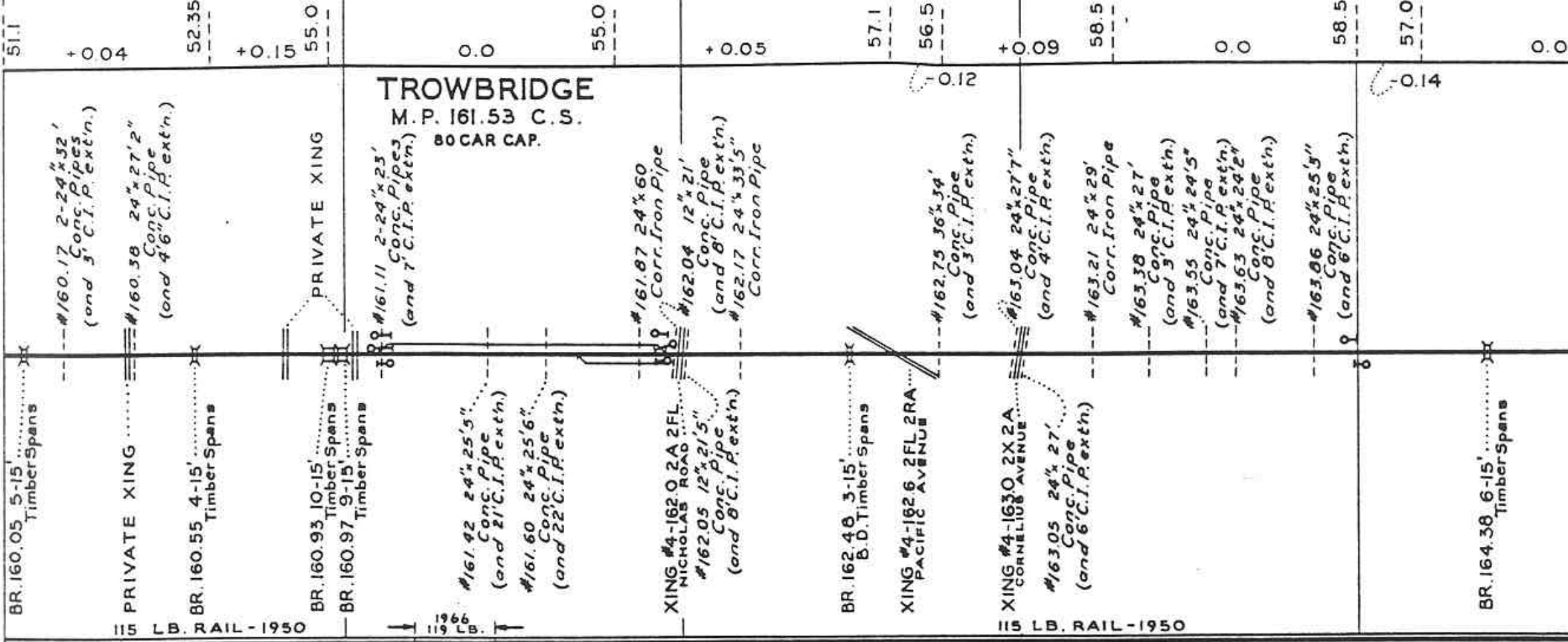
164

165

34.35 Mi.

TROWBRIDGE

M. P. 161.53 C. S.
80 CAR CAP.



1/1/66
7/1/68

165

166

167

168

169

170

34.35 Mi.

0.0
0.570

+0.35

670

0.0

670

M.P. 100.253

620

0.0

PRIVATE XING

BR. 165.16 7-15' B.D. Timber Spans

BR. 165.50 1-20' Conc. B.D. XING #4-165.5-B RIO OSO ROAD (UNDER)

115 LB. RAIL - 1950

#165.89 48x92'7" Corr. Iron Pipe BR. 165.89 24-15' B.D. Timber Spans Yankee Slough

PRIVATE XING

SUTTER COUNTY
YUBA COUNTY

BR. 166.25 75x15' Timber Spans & 5-50' T.P.G.

PRIVATE XING X

1949

Ω Ω

XING #4-167.6 OLD RIO OSO ROAD X

115 LB. RAIL - 1950

XING #4-169.2 2X 4A OLD RIO OSO ROAD

115 LB. 1949

NEW OROVILLE CRU. ROCK

WASHOUT AREA 2 1/2 MILES ALL NEW OROVILLE CRUSHED ROCK

NEW OROVILLE CRU. ROCK

OLD ORO. CR. ROCK

1/1/66
7/1/68

170

171

172

173

174

175

34.35 Mi.

0
62.0
+ 0.10
64.0

64.0
+ 0.10
67.0

+ 0.025

69.4
+ 0.10

EAST ARBOGA
M. P. 172.50 C. S.
73 CAR CAP.

XING #4-170.1 2FLG. ALGODON ROAD
XING #4-170.3-A STATE ROUTE 70
PRIVATE XING #170.54 2-36"x48" Conc. Pipe

#171.27 84"x92' Corr. Iron Pipe
#171.28 84"x76' Corr. Iron Pipe
#171.29 84"x76' Corr. Iron Pipe
#171.30 84"x98' Corr. Iron Pipe

XING #4-172.1 2A 2X PLUMAS-ARBOGA ROAD
#172.14 24"x26' Conc. Pipe (5' C.I.P. ext'n)
#172.38 24"x69'5" Conc. Pipe
#172.46 24"x46' Conc. Pipe (and 3' C.I.P. ext'n)
#172.56 24"x44' Conc. Pipe

XING #4-173.6 2FL MEGOWAN ROAD
#173.18 12"x24' Conc. Pipe (and 8' C.I.P. ext'n)
#173.31 12"x24' Conc. Pipe (and 10' C.I.P. ext'n)
#173.35 24"x27' Conc. Pipe (and 3' C.I.P. ext'n)
#173.65 24"x24' Conc. Pipe (and 10' C.I.P. ext'n)
#173.79 24"x25' Conc. Pipe (and 8' C.I.P. ext'n)

PRIVATE XING P
#174.16 24"x24' Conc. Pipe (and 6' C.I.P. ext'n)
#174.30 24"x24' Conc. Pipe (and 6' C.I.P. ext'n)
#174.41 24"x41'5" Corr. Iron Pipe

XING #4-174.9 2FL SEVENTH AVE.

115 LB. RAIL - 1949

OLD OROVILLE CRUSHED ROCK

1/1/66
7/1/68

175

176

177

178

179

180

1°00'
4226'
2"

4°00'
1303'
2"

3°58'30"
1311'
2 1/2"

34.35 Mi.

2.14 Mi.

1628'

5253'

+0.10

76.33

0.0

76.33

+0.07

78.0

0.0

78.0

+0.27

86.0

0.0

---#175.03 12"x22'
Conc. Pipe
(and 10' C.I.P. ext'n.)
---#175.24 24"x23.5"
Conc. Pipe
(and 7' C.I.P. ext'n.)

#175.45 30"x44'
Corr. Iron Pipe

SACRAMENTO NORTHERN RY.
(ALICIA CONN.)
M.P. 175.63

---#175.85 24"x53.5"
Conc. Pipe
(and 6' C.I.P. ext'n.)

===#176.12 { 84"x62' Pipe Arch
30"x60' C.I.P.

BR. 176.51 3-15' Timber Spans

---#176.73 36"x68'
Corr. Iron Pipe

---#176.93 2-36"x64.5"
Conc. Pipes

XING #4-177.2-B
FEATHER BLVD. (UNDER)
BR. 177.22 1-6'6" T.P.G. B.D. Spans

115 LB. RAIL - 1949

BR. 177.80 6-80' Thru Girders
4-15' Timber Spans
and 1-7' Timber Spans

BR. 178.18 4-150' & 2-100'
Thru Spans

XING #4-179.21-A
U.S. HWY. No. 99 E.C.

BR. 178.79 1-40' 2-18' 2-12'
B.D. Conc. Slabs

XING #4-178.9-B
5TH STREET (UNDER)

XING #4-179.2-A
10TH ST., STATE HWY. No. 3
(OVERHEAD)

BR. 179.40 1-36'
Conc. B.D.

XING #4-179.4-B
STREET (UNDER)

XING #4-179.5-B
14TH STREET (UNDER)

BR. 179.53 1-34'
Conc. B.D.

LEVEE TRK. LEVEE TRK.
PRIVATE XING, X

#179.72 12"x79.2"
Corr. Iron Pipe

#179.89 36"x147'
Corr. Iron Pipe

==#179.90 36"x188'
Conc. Pipe

I.W.P. - S.P.
INTERCHANGE

MARYSVILLE
M.P. 178.78 E.F.D.
107 CAR CAP.

S.N.RY.
TO YUBA CITY

OLD OROVILLE CRUSHED ROCK

NEW OROVILLE CRUSHED ROCK

1/1/66
7/1/68

180

181

182

183

184

185

3° 06'
1290'
4 1/2"

18.14 Mi.

0.0

86.00

84.0

0.70

0.0

#181.50 24"x132'
Conc. Pipe

#182.89 24"x20'
Conc. Pipe
(and 67' C.I. P. ext'n)

#183.23 24"x76'5"
Conc. Pipe

#183.50 24"x30'
Conc. Pipe
(and 96'5' C.I. P. ext'n)

#184.44 36"x48'
Corr. Iron Pipe

136 LB. XING-1964
BINNEY JCT
SOUTHERN PACIFIC
146 LB. XING-1964
U.S. HWY #40-A
XING #4-180-1-B
B STREET (UNDER)
BR 180 32 1'-52'
Thru Girder B.D. Span

BR 180 99 33'-15'
Timber Spans

PRIVATE XING;
LEVEE ROAD; XING

PRIVATE XING
LEVEE ROAD

XING #4-183-1
ELLIS ROAD, 2X

PRIVATE XING

XING #4-184-6 2A 2X
WOODRUFF LANE

115 LB RAIL - 1949

NEW OROVILLE CRU. ROCK

OLD OROVILLE CRUSHED ROCK

NEW OROVILLE CRUSHED ROCK

1/10

185

186

187

188

189

190

18.14 Mi. Tan.

840

+0.005

94.0

+0.07

TAMBO
M. P. 185.98 C. S.
72 CAR CAP.

PRIVATE XING; X
Ω

PRIVATE XING
Ω
#186.17 18" x 55'
Corr. Iron Pipe
36" x 45' C.I.P.
(UNDER ROAD)

115 LB. RAIL 1949

XING #4-187.7 2A 2X
Ω
RAMERIZ ROAD
#187.71 36" x 250'
Conc. Pipe

PRIVATE XING
Ω

PRIVATE XING X
Ω

NEW OROVILLE CRUSHED ROCK

1/1/66

190

191

192

193

194

195

18.14 Mi. Tan.

+0.07

101.0

0.

M.P. 190.72

101.0

-0.12

97.25

0.0

97.25

+0.21

105.5

+0.09

#190.17 42"x50'
Corr. Iron Pipe

PRIVATE XING, 2P.....
BR. 190.40 22-15' & 2-8'
B.D. Timber Spans

BR. 190.68 24-15' & 2-8'
B.D. Timber Spans
YUBA COUNTY
BUTTE COUNTY

BR. 190.84 20-15' & 2-8'
B.D. Timber Spans
BR. 191.00 4-15'
B.D. Spans

BR. 191.40 4-15'
B.D. Timber Spans

XING #4-191.6 2XA.....
HONCUT ROAD
BR. 191.66 7-15'
B.D. Timber Spans

Ω

115 LB. RAIL 1949

XING #4-192.6 2XA.....
MIDDLE HONCUT RD.

CRAIG
M.P. 192.95 C.S.
125 CAR CAP.

#192.75 12"x46'
Corr. Iron Pipe

#192.96 12"x22'
Conc. Pipe
(18' C.I. R. ext'n.)

#193.49 24"x24' 7"
Conc. Pipe
(16' C.I. P. ext'n.)

#193.63 7'6"x48'
Corr. Iron Pipe

XING #4-193.7 2X.....
CENTRAL HONCUT ROAD
BR. 193.76 8-15'
B.D. Timber Spans

PRIVATE XING

#194.82 12"x23' 8"
Conc. Pipe
#194.99 12"x24'
Conc. Pipe

NEW OROVILLE CRUSHED ROCK

1/1/66
7/1/68

18.14 Mi. Tan.

2.64 Mi. Tan.

100.30'
1469'
2"

+0.09

120.75

+0.23

126.75

+0.08

128.75

+0.26

136.25

+0.35

1600

+0.08

161.75

+0.39

VISTA ROBLES
M. P. 198.77 H. B.
33 CAR CAP.

BR. 195.16 4-15'
B. D. Timber Spans

--- #195.86 29'x45'5"
Conc. Pipe
(and 8' C.I. P. ext'n.)

XING #4-196.2, 2A, 2X
JACKSON ROAD

#196.19 36'x28'
Corr. Iron Pipe

BR. 196.70 8-15'
B. D. Timber Spans

--- #197.14 48'x30'
Corr. Iron Pipe

PRIVATE XING
115 LB. RAIL - 1949

--- #197.62 24'x39'
Conc. Pipe
(and 4' C.I. P. ext'n.)

--- #197.92 36'x28'
Corr. Iron Pipe

PRIVATE XING

--- #198.58 24'x30'
Conc. Pipe

#198.89 24'x37'6"
Conc. Pipe

#198.93 24'x38'
Conc. Pipe

BR. 198.97 3-15'
Timber Spans

(and 3' C.I. P. ext'n.)

PRIVATE XING

#199.29 12'x40'
Conc. Pipe

XING #4-199.3 2X
SOUTH VILLA AVE.

--- #199.43 12'x38'9"
Conc. Pipe

#199.56 12'x39'
Conc. Pipe

XING #4-199.5 2FL 2RA
GIBALTER AVE.

(and 3' C.I. P. ext'n.)

#199.57 12'x42'
Conc. Pipe

#199.65 12'x39'
Conc. Pipe

--- #199.76 10'x52'
Corr. Iron Pipe

BR. 199.86 1-30'
B. D. Steel Spans

NEW OROVILLE CRUSHED ROCK

OLD OROVILLE CRUSHED ROCK

NEW OROVILLE CRUSHED ROCK

200

201

202

203

204

205

2.64 Mi. Tan.

2.06 Mi. Tan.

6°06'
1082'
5"

1°40'
2829'
3"

3°00'
1874'
2 1/2"

+0.39

209.65

-0.17

191.85

+0.23

204.90

-0.12

#200.04 24"x33'2"
Conc. Pipe

#200.39 12"x33'
Conc. Pipe
(and 6'C.I.P. ext'n)

#200.75 12"x39'5"
Conc. Pipe

#201.06 24"x24'5"
Conc. Pipe
(with 24'x40'
C.I.P. ext'n)

#201.84 24"x48'
Conc. Pipe

#202.05 24"x56'
Conc. Pipe
(and 4'C.I.P. ext'n)

#202.37 24"x28' Conc. Pipe
1/2" (and 30'C.I.P. ext'n)
#202.46 24"x27' Conc. Pipe
1/2" (and 24'C.I.P. ext'n)

OROVILLE YARD M. P. 202.89 E. F. Y. O.

ADELAIDE SPUR

#202.74 24"x24'5"
C.I.P. (Drain from
Roundhouse)

Yard Office

#203.00 36"x315'
Corr. Iron Pipe

#203.34 36"x167'5"
Corr. Iron Pipe

#204.26 9"x114'
C.I.P. (Multi Plate)
XING #4-204.26B FA.S 1169
COUNTY HWY. (UNDER)

XING #4-204.7-B
LINCOLN ST.
XING #4-204.8-B
HUNTOON ST.
XING #4-204.9-B
MEYERS ST.

BR. 200.16 7-15'
B.D. Timber Spans

BR. 200.48 1-30'
B.D. Steel Spans

XING #4-200.6 2A 2X
BAGGETT-PALERMO ROAD

115 LB. RAIL 1949

XING #4-201.7, A
KUSEL ROAD (OVERPASS)

1964
115-119 LB.

XING #4-202.7 2A 2X
BAGGETT-MARYSVILLE RD

112 LB. RAIL - 1946

PRIVATE XING
S.P. INTERCHANGER

BR. 204.26 1-38'
B.D. Steel Span
119 LB. (1968)

XING #4-204.5 2FL
MITCHELL AVE.

112 LB.

BR. 204.74
LINCOLN ST. (SUBWAY)

BR. 204.82 3-18, 2-15'
Timber Spans

BR. 204.89 B.D.
MYERS ST. (SUBWAY)

NEW OROVILLE CRUSHED ROCK

OLD ORO. CR. ROCK

1/1/66
7/1/68

205

1°40' 2°00' 1°00'
626' 609' 798'

812'
202.94
-0.06
202.0
0202.5

ORVILLE
M.P. 205.06 E.F.D.
94 CAR CAP.

Depot
#205.36 36"x54.5"
Corr. Iron Pipe

XING #4-205 3-A
BRIDGE ST. (OVERPASS)
XING #4-205 4-A
MONTGOMERY ST. (OVERPASS)

112 LB. - 1946

OLD OROVILLE
CRUSHED ROCK

210

4828'
202.5
+0.80

#209.53 36"x128'
Corr. Iron Pipe
#209.69 24"x88'
Corr. Iron Pipe
#209.84 36"x96'
Corr. Iron Pipe

(78')
119 LB. - 1962

NEW OROVILLE
CRUSHED ROCK

IDENTICAL POINTS

EQUATION M.P. 205.47 = M.P. 209.51

EQUATION IS RESULT OF OROVILLE LINE CHANGE BEING
4.04 MILES SHORTER THAN OLD MAIN LINE

1/1/66
1/1/68

210 211 212 213 214 215

4° 30' 1651 4 3/4" 3° 00' 1641 3/4" 4° 00' 1617 4 1/4" 4° 00' 3065 4 1/4" 4° 00' 1258 3 1/4" 3° 00' 3770 3 1/4" 4° 00' 3491 4 1/4"

4828' 954' 300' 394' 4416' 2629'

ZEPHYR

#210.65 72"x84' Corr.IronPipe

Feather River Bridge

BR. 210.82
2-88' D.P.G. Spans, B.D.
1-125' D.P.G. Spans, B.D.
7-98' D.P.G. Spans, B.D.

973'

XING #4-211.0A (M)
DROVILLE-CONCOW RD. (OVERPASS)

#211.39 48"x48' Casing (Powers Canal Siphon)

#212.02 102"x150' Corr.IronPipe

#212.37 60"x112' Corr.IronPipe

#212.59 84"x40' Corr.IronPipe

#212.79 72"x48' Corr.IronPipe

#212.35 Conc. Underpass (PRIVATE ROAD)

#212.78 36"x74' & 36"x78' & C.I.P. Casing

#213.11 96"x104' Corr.IronPipe

#213.41 66"x214' Corr.IronPipe

#213.72 78"x146' Corr.IronPipe (MIOCENE CANAL)

#213.78 4'x7'x85' Concrete Box

#213.76 Conc. Underpass (PRIVATE ROAD)

KRAMM M.P. 213.85 C.S. 127 CAR CAP.

#214.07 92"x216' Corr.IronPipe

#214.16 36"x72' Corr.IronPipe

#214.29 30"x68' Corr.IronPipe

#214.49 60"x46' Corr.IronPipe

#214.58 90"x44' Corr.IronPipe

#214.70 60"x116' Corr.IronPipe

#214.77 138"x150' Corr.IronPipe

#214.87 Concrete Underpass (PRIVATE ROAD)

#214.18 18"x115' Corr.IronPipe

#214.33 18"x184' Corr.IronPipe

#214.76 60"x170' C.I.P. Casing

#214.79 138"x150' Corr.IronPipe

#214.87 60"x78' Corr.IronPipe

+0.80 242.9

+1.00

374.6

+0.80

119 LB. 78' RAIL - 1962

NEW OROVILLE CRUSHED ROCK

1/1/66 7/1/68

215

216

217

218

219

220

4° 00'
1643
4 1/4"

4° 00'
1475
4 1/4"

4° 00'
3207
4 1/4"

4° 00'
4950
4 1/4"

3° 30'
2220
3 3/4"

3° 30'
1024
3 3/4"

3° 30'
1583
3 3/4"

3° 00'
3189
3 1/4"

359'

794'

321'

298'

293'

2013'

356'

1533'

649.9'

+1.00

ELSEY

M. P. 220.01 C. S.

129 CAR CAP.

443.5

#215.08 18"x267'
Corr. Iron Pipe

#215.18 18"x53'
Corr. Iron Pipe

#215.28 18"x130'
Corr. Iron Pipe

#215.42 18"x171'
Corr. Iron Pipe

#215.54 18"x85'
Corr. Iron Pipe

#215.64 78"x130'
Corr. Iron Pipe

#216.19 10"x200'
C.I.P. Casing

#217.32 30"x46'
Corr. Iron Pipe

#217.39 18"x36'
Corr. Iron Pipe

#217.51 42"x46'
Corr. Iron Pipe

#217.65 24"x60'
C.I.P. Casing

#217.80 60"x146'
Corr. Iron Pipe

#217.96 60"x38'
Corr. Iron Pipe

#218.61 24"x59'
C.I.P. Casing

#218.71 24"x52'
C.I.P. Casing

#218.81 15"x90'
C.I.P. Casing

#219.07 60"x280' Liner
Plate Water Tunnel

#219.09 174"x152'
Corr. Iron Pipe

#219.38 Coal Canyon
33" P.G. E. Per-
stock King U.G.

#219.45 66"x74'
Corr. Iron Pipe

#219.74 96"x102'
Corr. Iron Pipe

#219.76 24"x80'
C.I.P. Casing

#215.09 48"x84'
Corr. Iron Pipe

#215.31 30"x42'
Corr. Iron Pipe

#215.40 36"x80'
Corr. Iron Pipe

#215.53 30"x64'
Corr. Iron Pipe

BR. 215.69 Conc. (Under)
PRIVATE ROAD

#215.83 30"x48'
Corr. Iron Pipe

#215.94 36"x74'
Corr. Iron Pipe

#216.21 138"x204'
Corr. Iron Pipe

#216.58 2-138"x180'
Corr. Iron Pipe

#216.80 36"x40'
Corr. Iron Pipe

#217.01 42"x48'
Corr. Iron Pipe

#217.19 30"x52'
Corr. Iron Pipe

BR. 217.38 Conc. (Under)
PRIVATE ROAD

#217.49 24"x52'
C.I.P. Casing

#217.77 24"x54'
C.I.P. Casing

#217.85 24"x44'
C.I.P. Casing

#218.24 42"x128'
Corr. Iron Pipe

#218.39 24"x62'
C.I.P. Casing

#218.47 60"x90'
Corr. Iron Pipe

BR. 218.72 Conc. (Under)
PRIVATE ROAD

#218.74 12"x270'
C.I.P. Casing

#218.76 96"x198'
Corr. Iron Pipe

#218.97 24"x82'
C.I.P. Casing

BR. 219.12 Conc. (Under)
PRIVATE ROAD

#219.15 12"x44'
C.I.P. Casing

#219.37 12"x72'
C.I.P. Casing

#219.54 24"x72'
C.I.P. Casing

#219.70 24"x86'
C.I.P. Casing

#219.73 Conc. (Under)
PRIVATE ROAD

#219.88 60"x132'
Corr. Iron Pipe

119 LB. 78' RAIL - 1962

NEW OROVILLE CRUSHED ROCK

⊗ Not Owned by W.P.R.R.

1/1/66
7/1/68

220

221

222

223

224

225



- #220.23 84"x102' Corr. Iron Pipe
- #220.34 12"x88' C.I.P. Casing
- BR. 220.48 Conc. (Over) COOPER-DODGE
- #220.51 90"x72' Corr. Iron Pipe
- #220.62 60"x116' Corr. Iron Pipe
- #220.64 12"x112' C.I.P. Casing
- #220.85 156"x74' Corr. Iron Pipe
- #221.14 120"x202' Corr. Iron Pipe
- BR. 221.26 Conc. (Under) PRIVATE ROAD
- #221.40 30"x52' Corr. Iron Pipe
- #221.47 48"x48' Corr. Iron Pipe
- #221.62 60"x54' Corr. Iron Pipe
- BR. 221.75 Conc. (Under) PRIVATE ROAD
- #221.74 18"x80' Corr. Iron Pipe
- #221.80 60"x40' Corr. Iron Pipe
- #222.07 60"x136' Corr. Iron Pipe
- #222.15 60"x114' Corr. Iron Pipe
- #222.36 60"x146' Corr. Iron Pipe
- #222.68 48"x42' Corr. Iron Pipe
- #222.81 60"x42' Corr. Iron Pipe
- #222.98 96"x224' Corr. Iron Pipe
- #223.40 60"x194' Corr. Iron Pipe
- #223.52 60"x162' Corr. Iron Pipe
- XING #4-223.8A U.S. HWY. #40-A (OVERPASS) PENTZ
- #223.23 48"x72' Corr. Iron Pipe
- #223.43 162"x152' Corr. Iron Pipe
- #223.71 60"x90' Corr. Iron Pipe
- #223.89 2-84"x127' (254' total) Corr. Iron Pipes
- #224.39 18"x60' Corr. Iron Pipe
- #224.34 60"x98' Corr. Iron Pipe
- #224.60 60"x140' Corr. Iron Pipe

119 LB. 78' RAIL - 1962

NEW OROVILLE CRUSHED ROCK

TUN. No 4
2410'

West Portal Tun #4
M.P. 224.66

119 LB. RAIL
CONTINUOUS
(1962)

1/1/66
7/1/68

225

226

227

228

229

230

4° 00' 26.48" 4 1/4"

2° 30' 29.51" 2 3/4"

4° 00' 12.56" 4 1/4"

4° 00' 11.91" 4 1/4"

4° 00' 10.99" 4 1/4"

4° 00' 20.71" 4 1/4"

950' 1189' 432' 4814' 2011' 369' 2.90 Mi. Tangent

+0.52 899.0 +0.9 906.5 +0.80 936.7 +0.17 943.4 +0.40 952.7 +0.46

JAMES M.P. 226.03 C.S. 132 CAR CAP.

#225.15 18"x38' Corr. Iron Pipe
#225.18 18"x38' Corr. Iron Pipe
#225.31 72"x62' Corr. Iron Pipe
#225.51 42"x76' Corr. Iron Pipe
#225.67 36"x120' Corr. Iron Pipe

#226.53 24"x57' 30"x60' Corr. Iron Pipes
#226.69 42"x110' Corr. Iron Pipe

West Branch
#227.32 18"x66' Corr. Iron Pipe
West Portal Tun. #5 M.P. 227.34

#227.95 12"x224' Corr. Iron Pipe
#227.98 138"x186' Corr. Metal Multi-plate
West Portal Tun. #6 M.P. 228.14

#228.63 8"x20' perforated Metal Pipe
#228.71 90"x130' Corr. Metal Multi-plate
#228.97 30"x74' Corr. Iron Pipe

#229.17 66"x170' Corr. Metal Multi-plate
W.C.M.M.P. Flume up-stream 48" radius x 84' PRIVATE XING

West Portal Tun. #7 M.P. 229.54

#225.17 42"x94' Corr. Iron Pipe
#225.22 30"x38' Corr. Iron Pipe
#225.44 18"x76' Corr. Iron Pipe
XING #A-225.6A U.S. HWY. 40A (CHEROKEE OVERPASS)

#226.07 60"x126' Corr. Iron Pipe
#226.11 48"x80' Corr. Iron Pipe
#226.33 24"x78' Corr. Iron Pipe
#226.45 90"x109' Corr. Iron Pipe

BR 226.95
1-36' D.P.G. Span B.D.
1-360' T.T. Span B.D.
2-432' T.T. Span B.D.
1-576' T.T. Span B.D.

119 LB. 78' RAIL-1962

118 LB. RAIL CONTINUOUS 1962

119 LB. 78' RAIL-1962
#228.07 150"x373' Corr. Metal Multi-plate
#228.09 24"x540' Corr. Iron Pipe

119 LB. RAIL CONTINUOUS 1962

#228.65 30"x104' Corr. Iron Pipe
#228.66 18"x43' Corr. Iron Pipe
#228.81 42"x88' Corr. Iron Pipe

119 LB. 78' RAIL-1962

#229.22 108"x458' Corr. Metal Multi-plate

#229.48 2-126"x284' Corr. Metal Multi-plate
#229.52 48"x58' Corr. Iron Pipe

119 LB. RAIL CONTINUOUS 1962

119 LB. 78' RAIL-1962

NEW OROVILLE CRUSHED ROCK

1/1/66 7/1/68

230 231 232 233 234 235

2.90 Mi. Tangent

+0.46

+0.48

+1.00

1027.3
West Portal Tun #8
M.P. 230.42

TUNNEL NO 8

Dark Canyon Bridge

119 LB. RAIL CONTINUOUS (1962)

BR. 230.39 1-66' Filled Conc. Arch
119 LB. 78' RAIL - 1962
119 LB. CONTINUOUS RAIL - 1962

North Fork Bridge

OLD MAIN LINE

BR. 232.11
3-22' Conc. B.D. Spans
4-26' Conc. B.D. Spans
1-194' Conc. Arch Span, B.D.
1-308' Conc. Arch Span, B.D.
1-247' Conc. Arch Span, B.D.

- #232.46 36"x42' Corr. Iron Pipe
- #232.58 24"x40' Corr. Iron Pipe
- #232.65 18"x30' Corr. Iron Pipe
- #232.84 36"x56' Corr. Iron Pipe
- #233.08 24"x54' Corr. Iron Pipe
- #233.23 48"x76' Corr. Iron Pipe
- #233.32 36"x46' Corr. Iron Pipe
- #233.43 48"x55' Corr. Iron Pipe
- #233.55 48"x76' Corr. Iron Pipe
- #233.75 24"x40' Corr. Iron Pipe
- #233.79 24"x54' Corr. Iron Pipe
- #234.04 48"x213' Corr. Iron Pipe
- #234.27 36"x86' Corr. Iron Pipe
- #234.45 48"x182' Corr. Iron Pipe
- #234.56 48"x76' Corr. Iron Pipe
- #234.74 30"x54' Corr. Iron Pipe
- #234.87 24"x75' Corr. Iron Pipe
- #234.67 30"x40.5' Corr. Iron Pipe
- #234.80 30"x48' Corr. Iron Pipe

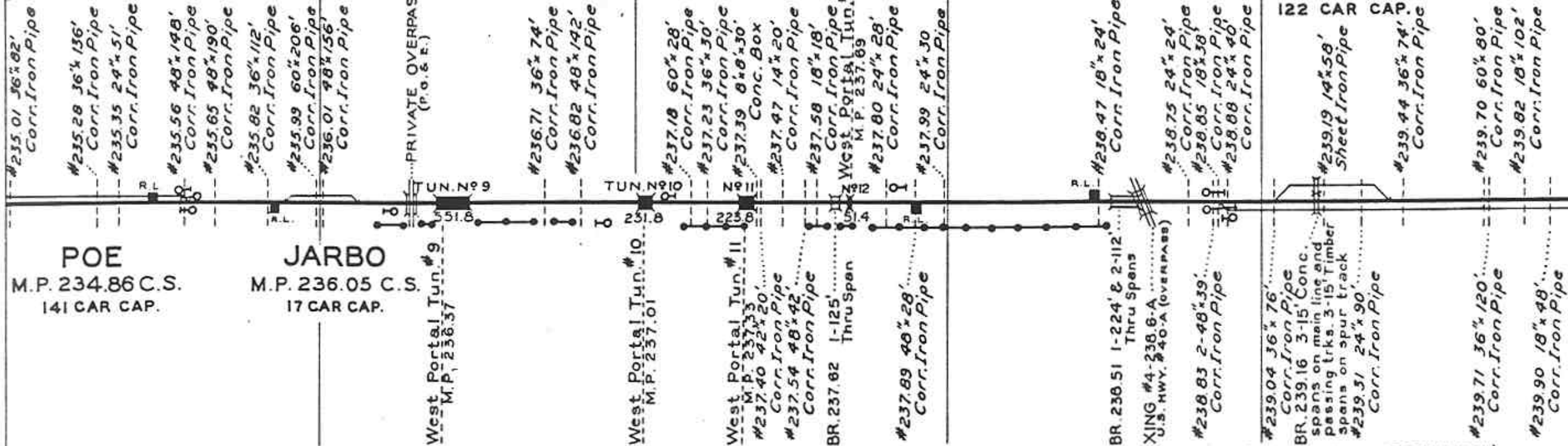
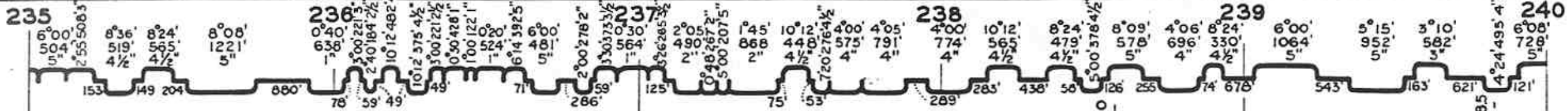
POE
M.P. 234.86 C.S.
141 CAR CAP.

112, 115, & 119 LB. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

NEW OROVILLE CRUSHED ROCK

FOR BALLAST SECTION FROM M.P. 205 THRU M.P. 319.15
CHECK WITH THE OFFICE OF CHIEF ENGINEER

1/1/66
7/1/68

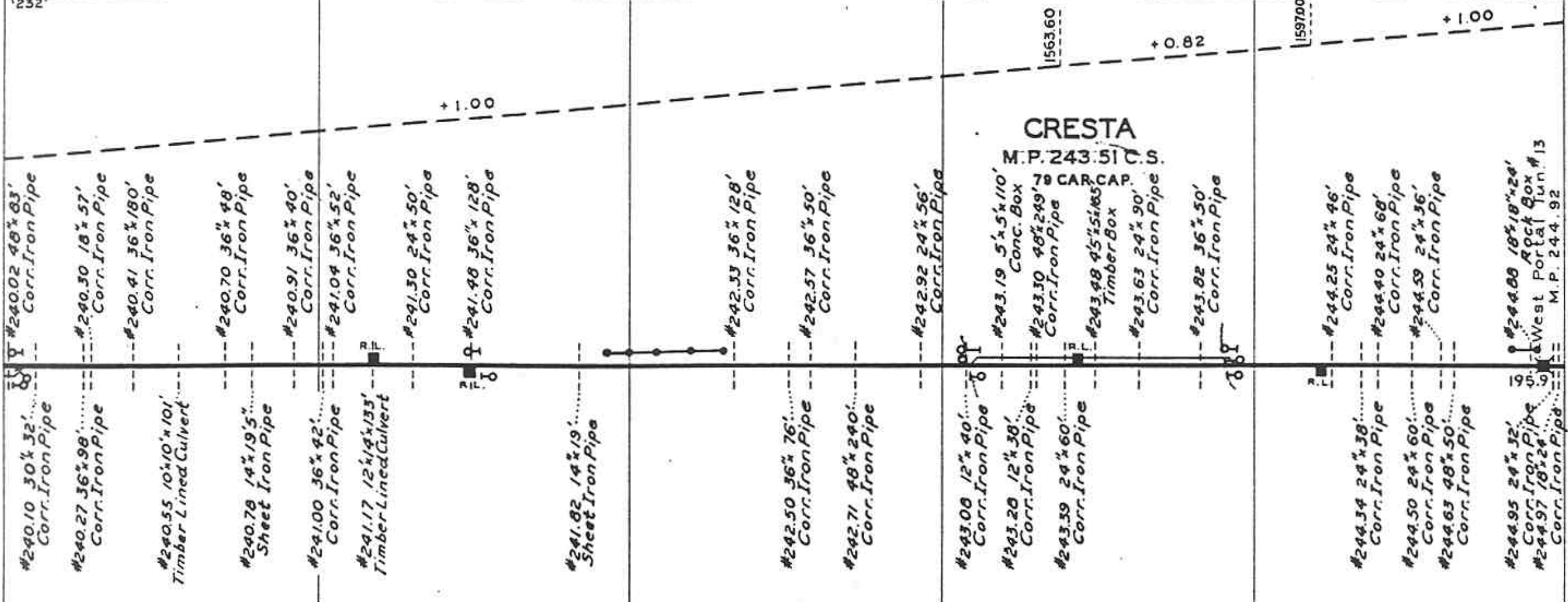


112, 115, & 119 LB. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M. P. 205 THRU M. P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

11/26
7/168

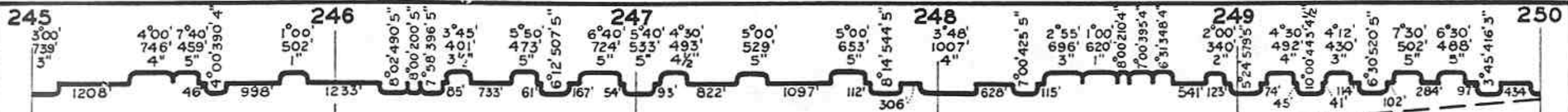
240 4°10' 670' 4" 5°03' 987' 5" 3°00' 493' 3" 241 7°15' 991' 5" 6°40' 451' 4 1/2" 5°38' 869' 4 1/2" 8°00' 426' 5" 543' 281' 4 1/2" 242 3°00' 855' 3" 7°00' 626' 5" 5°50' 184' 4" 7°23' 403' 5" 5°06' 555' 5" 5°30' 1111' 5" 5°00' 500' 5" 4°00' 610' 4" 243 5°33' 1141' 5" 2°00' 538' 2" 3°30' 154' 3 1/2" 2°20' 210' 4" 244 2°04' 735' 2" 7°26' 739' 5" 8°30' 673' 4 1/2" 9°00' 644' 4 1/2" 9°54' 510' 4 1/2" 7°00' 495' 4 1/2" 9°30' 476' 4 1/2" 245



112, 115, & 119 LB. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M.P. 205 THRU M.P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

1/1/68
7/1/68



M. P. 245.40

- #245.14 18"x16' Corr. Iron Pipe
- #245.23 36"x36' Corr. Iron Pipe
- #245.32 24"x28' Corr. Iron Pipe
- #245.40 48"x40' Corr. Iron Pipe
- #245.49 24"x28' Corr. Iron Pipe
- #245.58 48"x32' Corr. Iron Pipe

PLUMAS COUNTY
BUTTE COUNTY

GRIZZLY
M. P. 246.09 H. B.
11 CAR CAP.

#246.31 24"x30' Corr. Iron Pipe

- #245.82 36"x38' Corr. Iron Pipe
- #245.90 45"x58' Rock Tunnel

#246.17 36"x42' Corr. Iron Pipe
West Portal, Tun. #14
M. P. 246.25

- #246.57 48"x20' Corr. Iron Pipe
- #246.62 36"x40' Corr. Iron Pipe
- #246.79 36"x38' Corr. Iron Pipe
- #246.83 24"x44' Corr. Iron Pipe

BR 246.97 1-20' I-Beam Span

MERLIN
M. P. 247.55 C. S.
73 CAR CAP.

- #247.12 36"x40' Corr. Iron Pipe
- #247.24 36"x44' Corr. Iron Pipe
- #247.31 36"x56' Corr. Iron Pipe
- #247.37 60"x100' Corr. Iron Pipe
- #247.54 36"x80' Corr. Iron Pipe
- #247.61 36"x130' Corr. Iron Pipe
- #247.66 24"x50' Corr. Iron Pipe
- #247.77 36"x116' Corr. Iron Pipe
- #247.86 36"x56' Corr. Iron Pipe

#247.80 36"x90' Corr. Iron Pipe

- #248.16 60"x40' Corr. Iron Pipe
- #248.22 60"x38' Corr. Iron Pipe
- #248.37 24"x28' Corr. Iron Pipe
- #248.41 24"x32' Corr. Iron Pipe
- #248.47 36"x25' Corr. Iron Pipe

BR 248.67 1-125' Deck Span
3-60' 2-40' 1-30' D.P.G. Spans

ROCK CREEK
M. P. 249.22 H. B.
18 CAR CAP.

#248.89 48"x166' Corr. Iron Pipe

- #249.04 24"x32' Corr. Iron Pipe
- #249.12 36"x54' Conc. Box
- #249.16 36"x40' Corr. Iron Pipe
- #249.37 24"x44' Corr. Iron Pipe
- #249.50 5'x4'x168' Timber Box
- 48'x168' C.I.P. Inside
- #249.67 4'x4'x71.5' Conc. Box

#249.71 36"x112' Corr. Iron Pipe

#249.93 24"x64' Corr. Iron Pipe

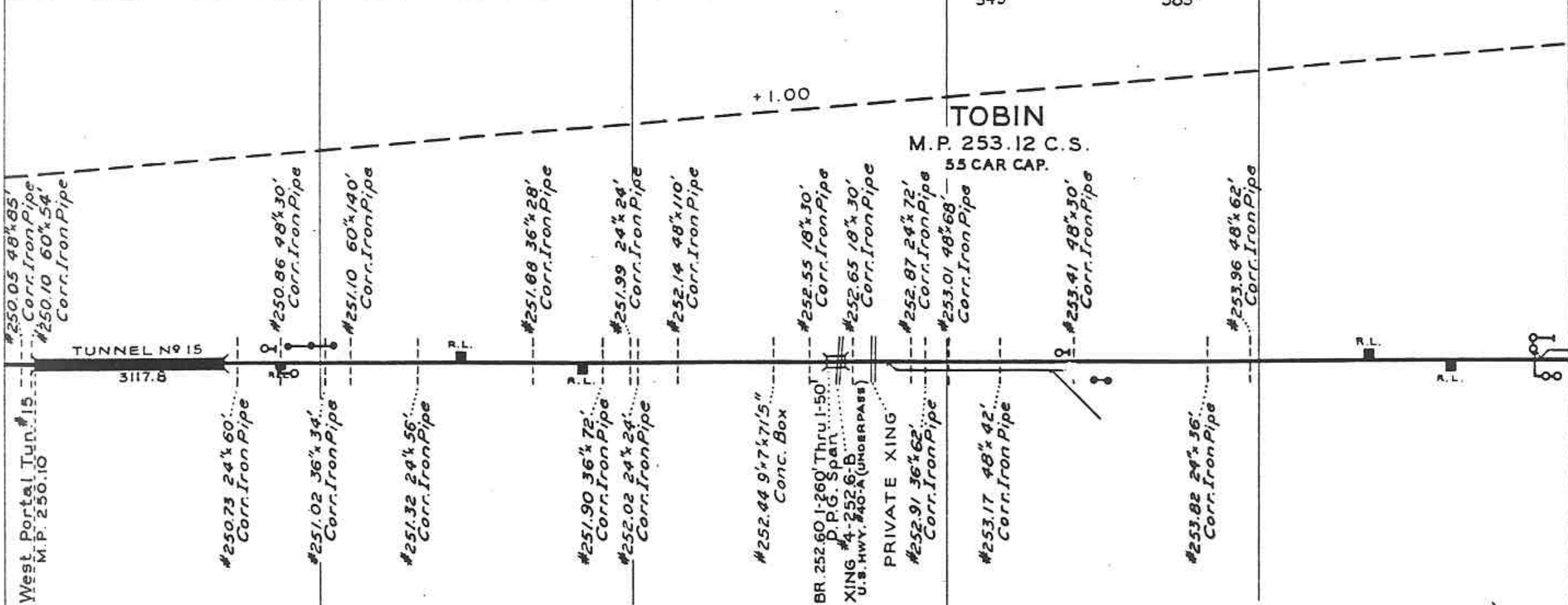
#249.99 48"x82' Corr. Iron Pipe

112, 115, & 119 LB RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M. P. 205 THRU M.P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

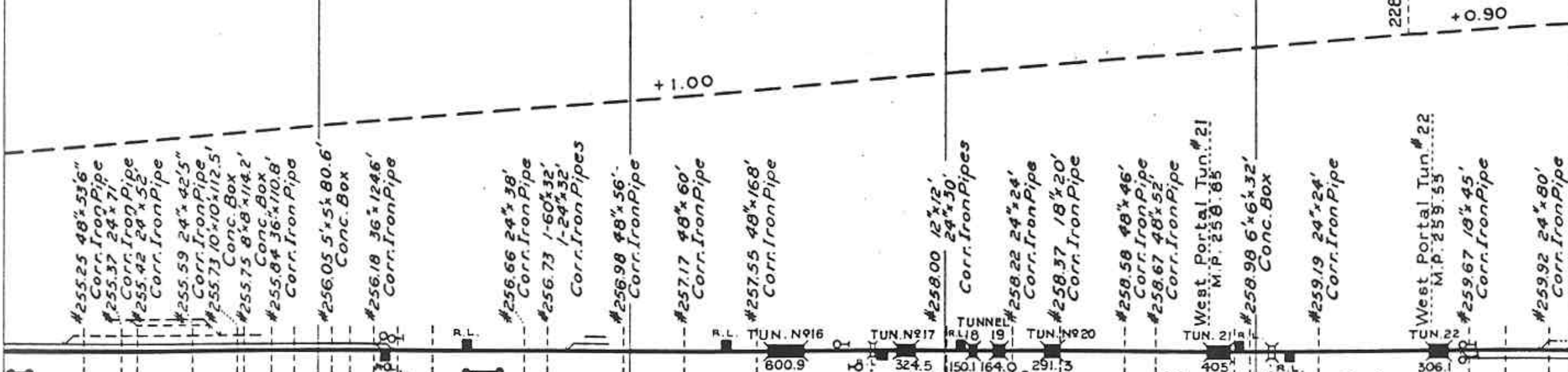
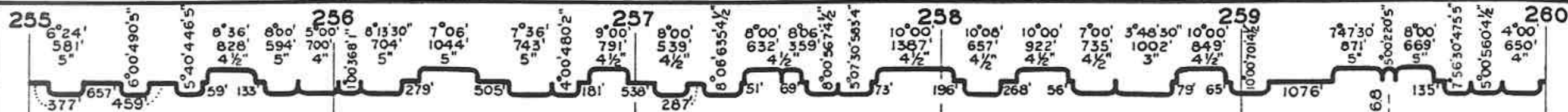
250 251 252 253 254 255

2°55'26" 834' 1/4" 6°00'666'3/2" 4°12' 820' 690' 2 1/2" 4°12' 820' 690' 2 1/2" 8°45' 720' 4 1/2" 8°00' 654' 4 1/2" 3°30' 650' 3" 10°12' 830' 4 1/2" 0°51' 755' 1°00' 830' 1°00' 369'4 1/2" 4°15'50" 882' 4" 2°00' 523' 2" 2°00' 1000'280'4 1/2" 2°00' 610' 2" 7°50' 520' 4 1/2" 8°24'30'57'4 1/2" 3°00' 800' 3" 4°14' 540' 4" 6°00' 841' 5" 8°00' 645' 5" 8°20' 300'280'3" 8°20' 403' 5" 6°06'525'5" 6°42' 952' 5" 10°00' 515' 4 1/2" 10°06' 578' 4 1/2" 9°15' 803' 4 1/2" 8°21'30'736' 484' 50' 520'433' 4"



112, 115, & 119 LB. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

NEW ORO. CR. ROCK FOR BALLAST SECTION FROM M.P. 205 THRU M.P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER



CAMP RODGERS
M. P. 255.59 C. S.
134 CAR CAP.

DALITE
M. P. 256.80 W. H. B.
12 CAR CAP.

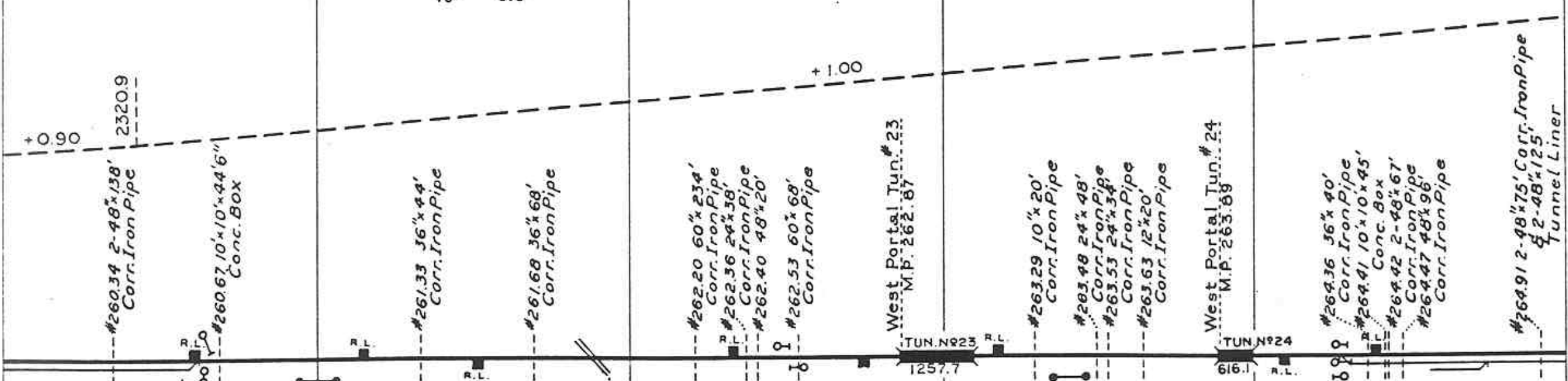
112, 115, & 119 LB. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M. P. 205 THRU M. P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

1/1/66
7/1/68

260 261 262 263 264 265

2'00'52.2" 7°56'47.5" 7°24'51" 8°00'89.5" 6°02'74.5" 10°00'1303.4 1/2" 8°20'482.5" 5°00'298.5" 3°30'737.3 1/2" 6°24'423.5" 9°42'473.4 1/2" 8°15'51.0" 10°00'1064.4 1/2" 2°30'324.24" 8°04'677.5" 6°59'94.0" 7°50'899.6" 8°00'1877.4 1/2" 7°00'314.4 1/2" 3°05'523.3" 2°00'430.2" 4°59'27.0" 0°30'320.1" 10°00'358.4 1/2" 1°30'411.1 1/2" 10°00'567.2" 10°00'1259.4 1/2" 10°00'648.4 1/2" 10°04'30.731.1" 4 1/2" 3°00'433.3" 4°30'403.4" 8°48'421.4 1/2" 4 1/2" 4 1/2" 2°53.0" 4 1/2" 2°53.0"



BELDEN
M. P. 260.13 C. S.
94 CAR CAP.

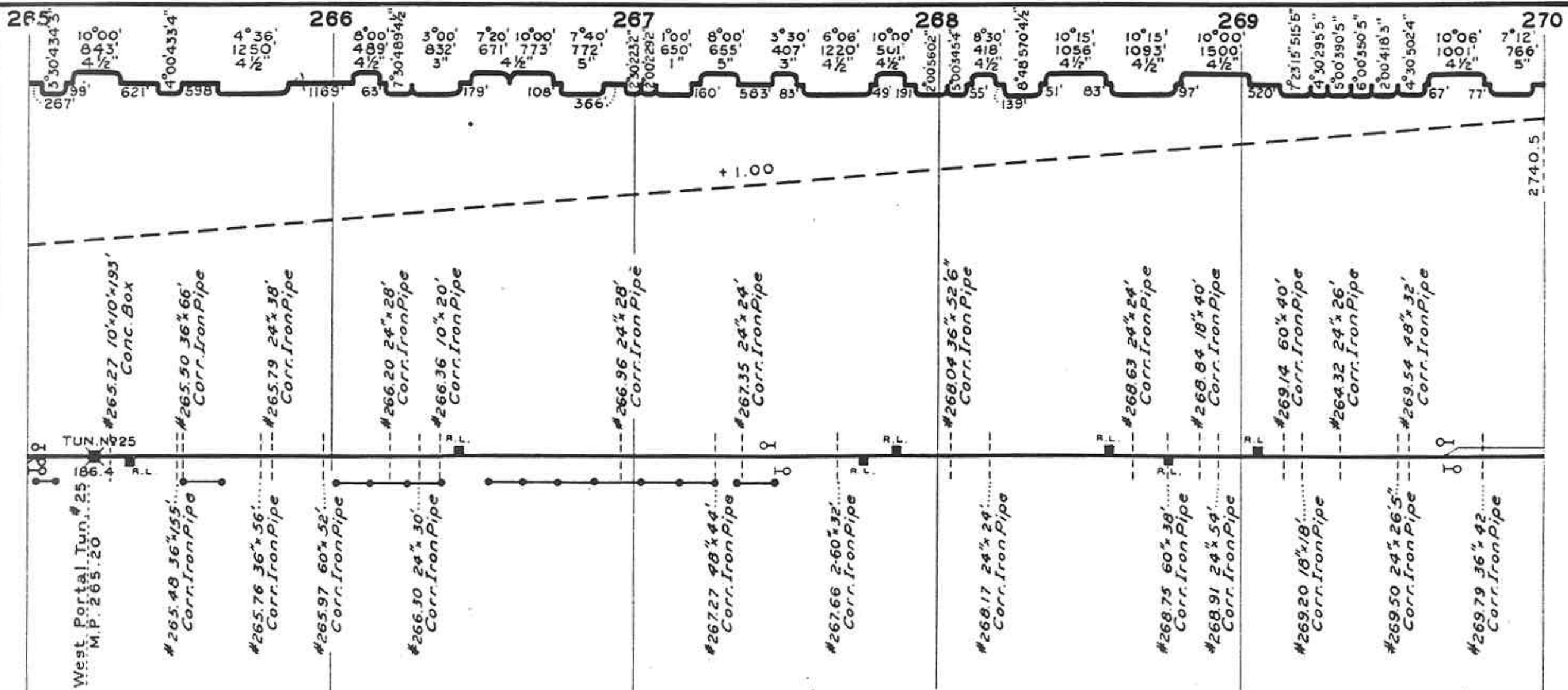
PRIVATE XING.....

RICH BAR
M. P. 264.66 C. S.
73 CAR CAP.

112, 115, & 119 LB. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

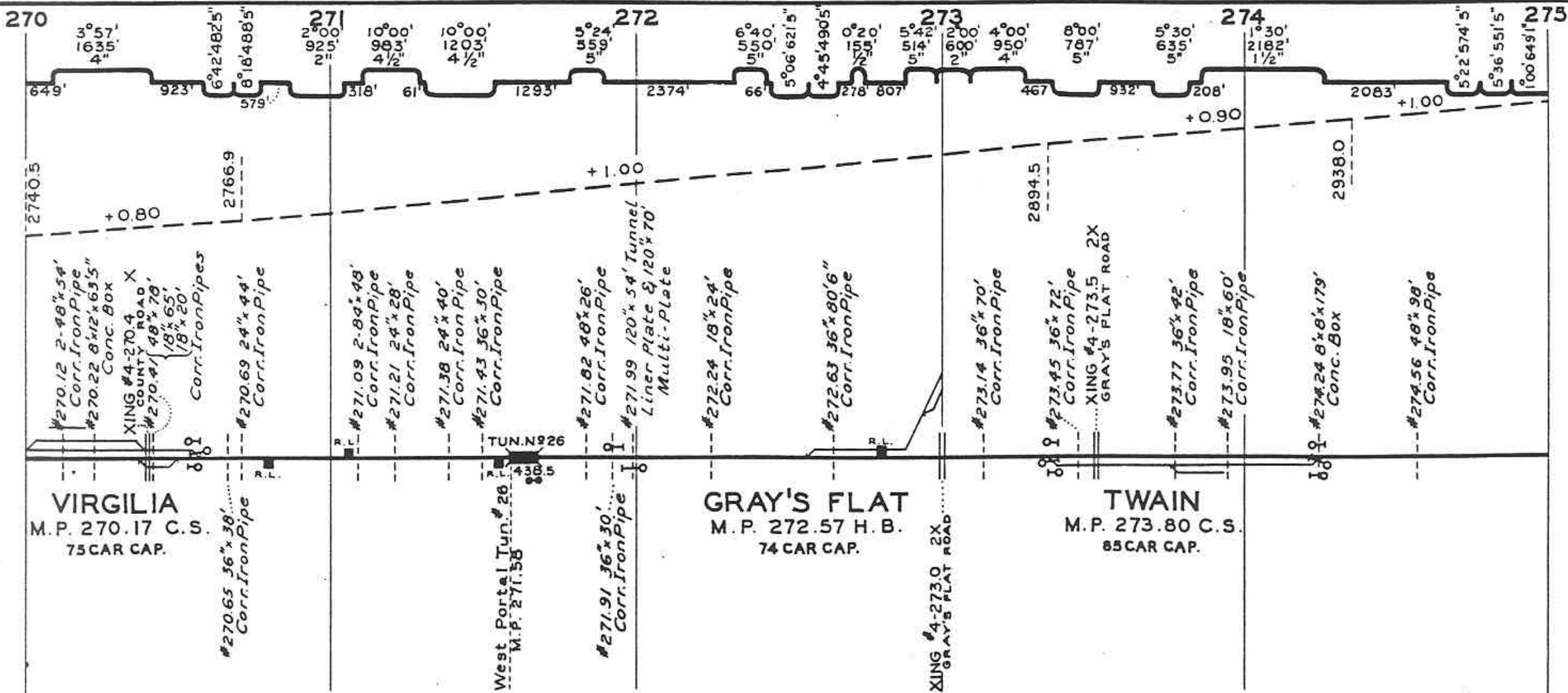
FOR BALLAST SECTION FROM M. P. 205 THRU M. P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

1/1/66
7/1/68



112, 115, & 119 LB. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M.P. 205 THRU M.P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER



VIRGILIA
M.P. 270.17 C.S.
75 CAR CAP.

GRAY'S FLAT
M.P. 272.57 H.B.
74 CAR CAP.

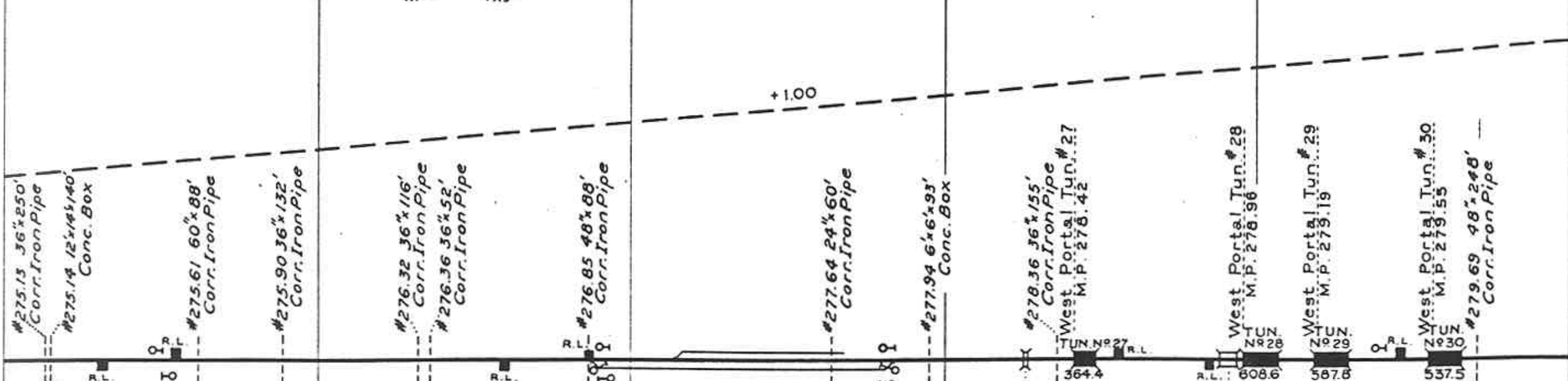
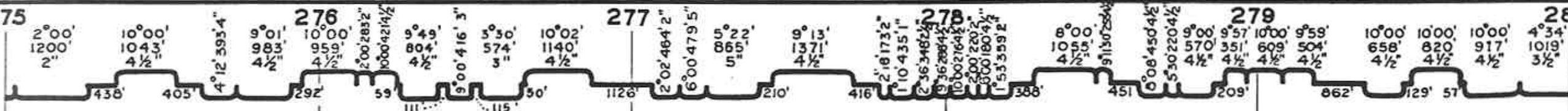
TWAIN
M.P. 273.80 C.S.
85 CAR CAP.

112, 115, & 119 LB RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M.P. 205 THRU M.P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

1/1/65
7/1/65

275 2° 00' 1200' 2" 10° 00' 1043' 4 1/2" 9° 01' 983' 4 1/2" 10° 00' 959' 4 1/2" 2° 00' 283' 2" 10° 00' 421 1/2" 9° 49' 804' 4 1/2" 5° 30' 574' 3" 10° 02' 1140' 4 1/2" 276 2° 02' 464' 2" 6° 00' 479' 5" 5° 22' 865' 5" 9° 13' 1371' 4 1/2" 277 2° 16' 173' 2" 1° 10' 435' 1" 2° 36' 348' 2 1/2" 278 9° 36' 288' 4 1/2" 10° 00' 276' 4 1/2" 2° 00' 220' 2" 6° 00' 160' 4 1/2" 1° 53' 359' 2" 10° 00' 400' 4 1/2" 9° 00' 570' 4 1/2" 10° 00' 450' 4 1/2" 5° 30' 220' 4 1/2" 9° 57' 351' 4 1/2" 10° 00' 609' 4 1/2" 9° 59' 504' 4 1/2" 10° 00' 658' 4 1/2" 10° 00' 820' 4 1/2" 10° 00' 917' 4 1/2" 4° 34' 1019' 3 1/2" 279 280



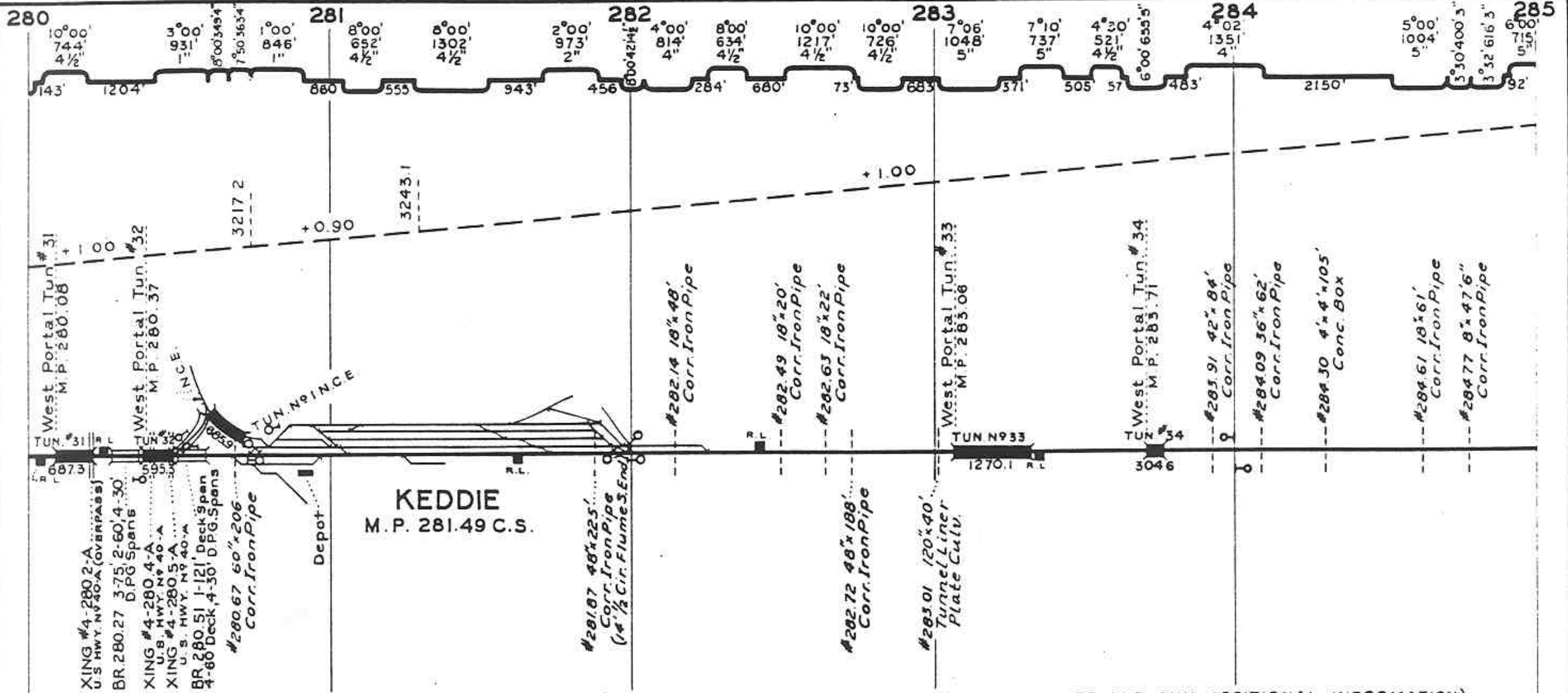
PAXTON
M.P. 277.31 C.S.
84 CAR CAP.



112, 115, & 119 LB RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

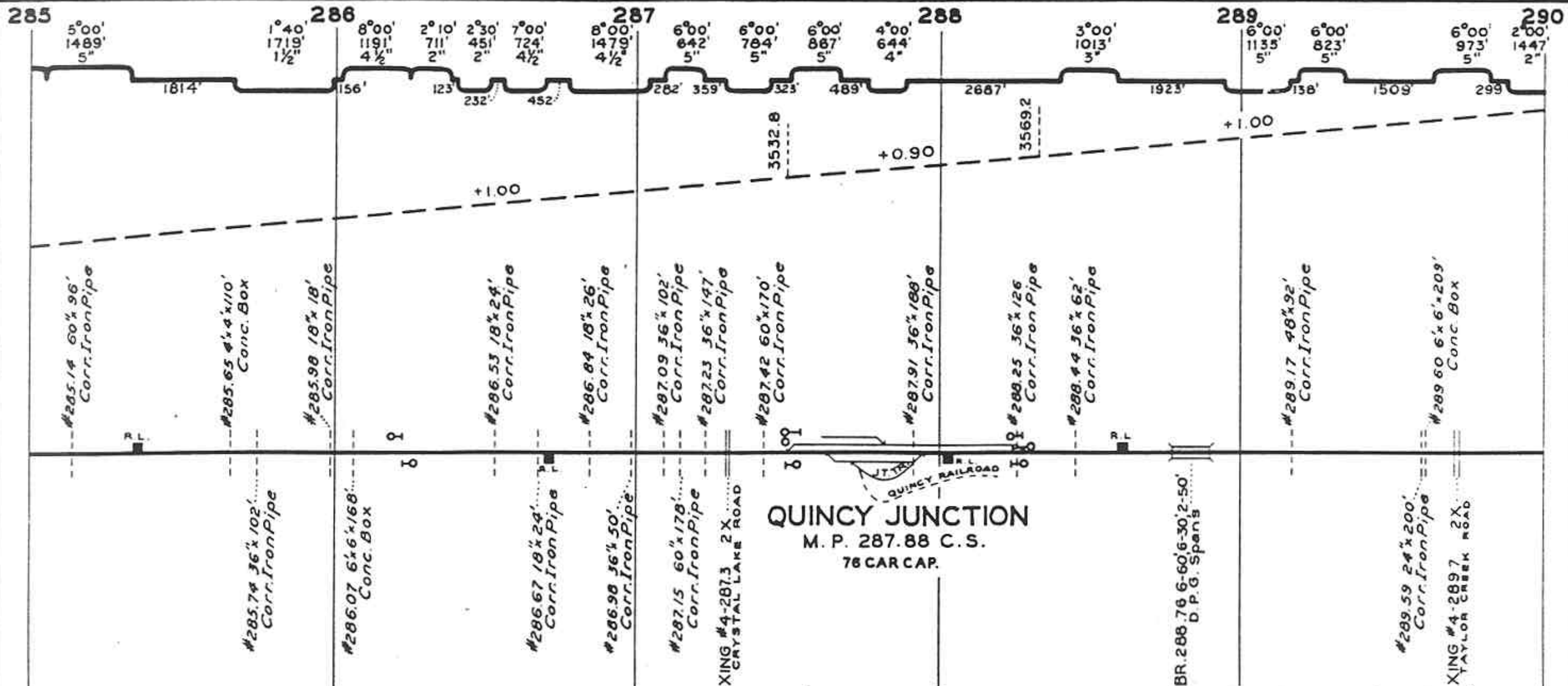
FOR BALLAST SECTION FROM M.P. 205 THRU M.P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

1/1/56
7/1/58



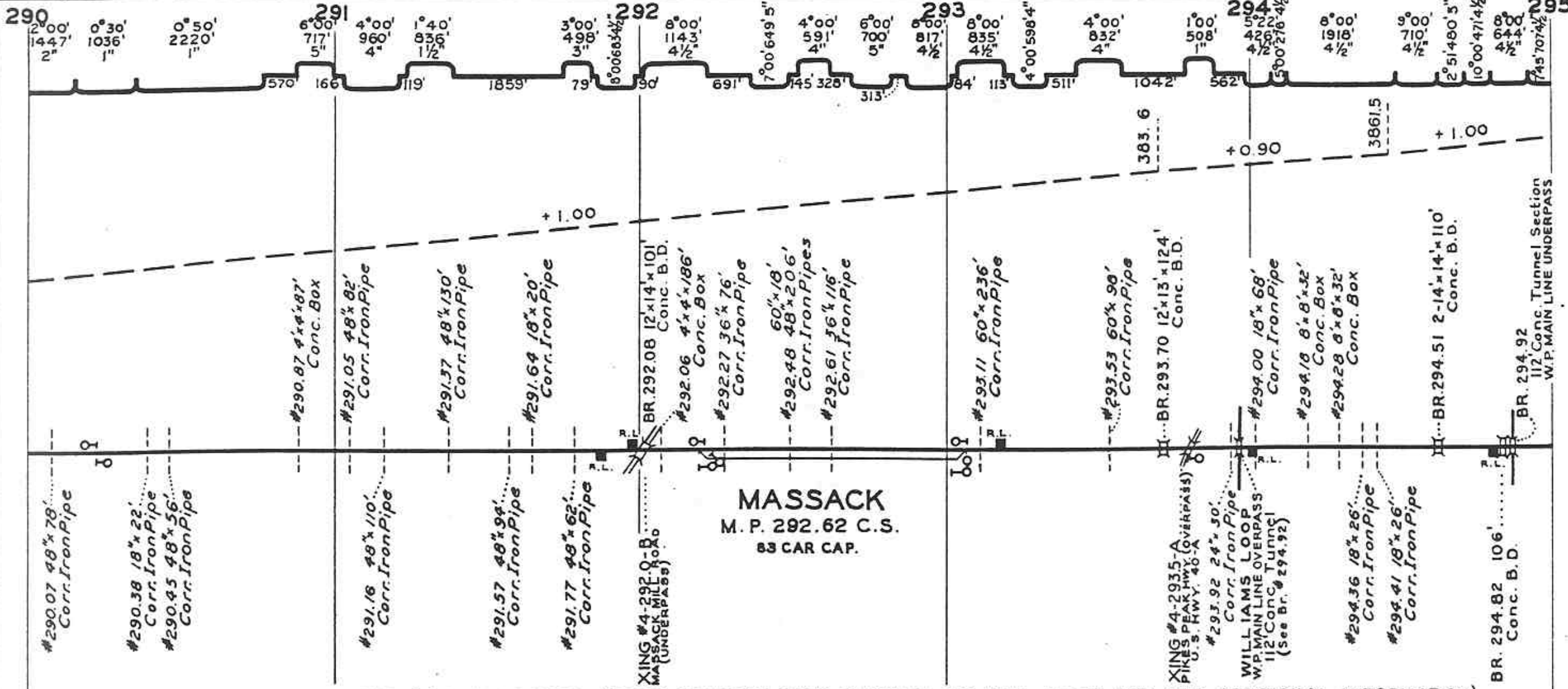
112, 115, & 119 L.B. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M.P. 205 THRU M.P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER



112, 115, & 119 LB RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M. P. 205 THRU M. P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER



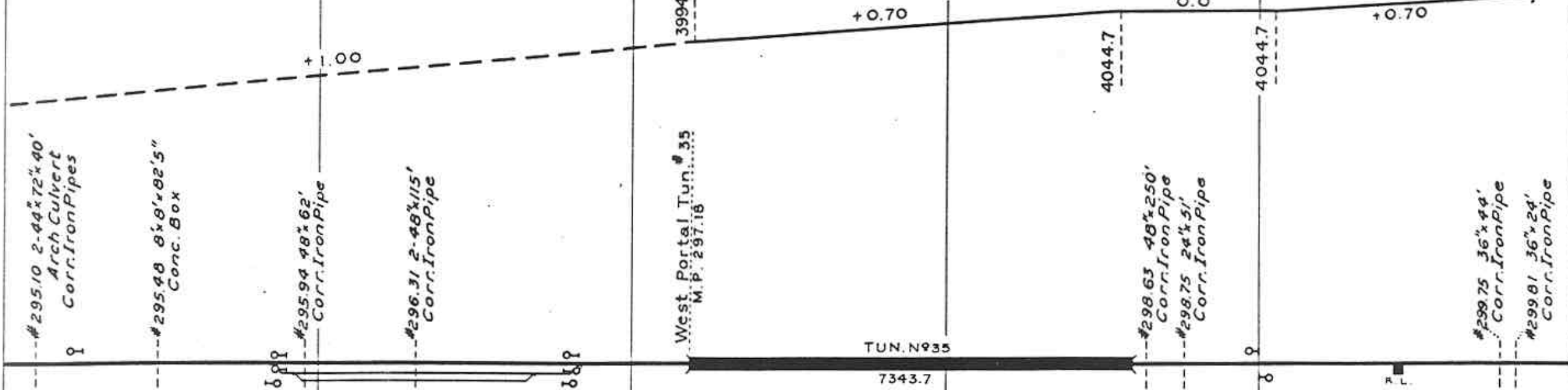
MASSACK
 M. P. 292.62 C.S.
 83 CAR CAP.

112, 115, & 119 LB. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M.P. 205 THRU M.P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

1/1/66
 1/1/68

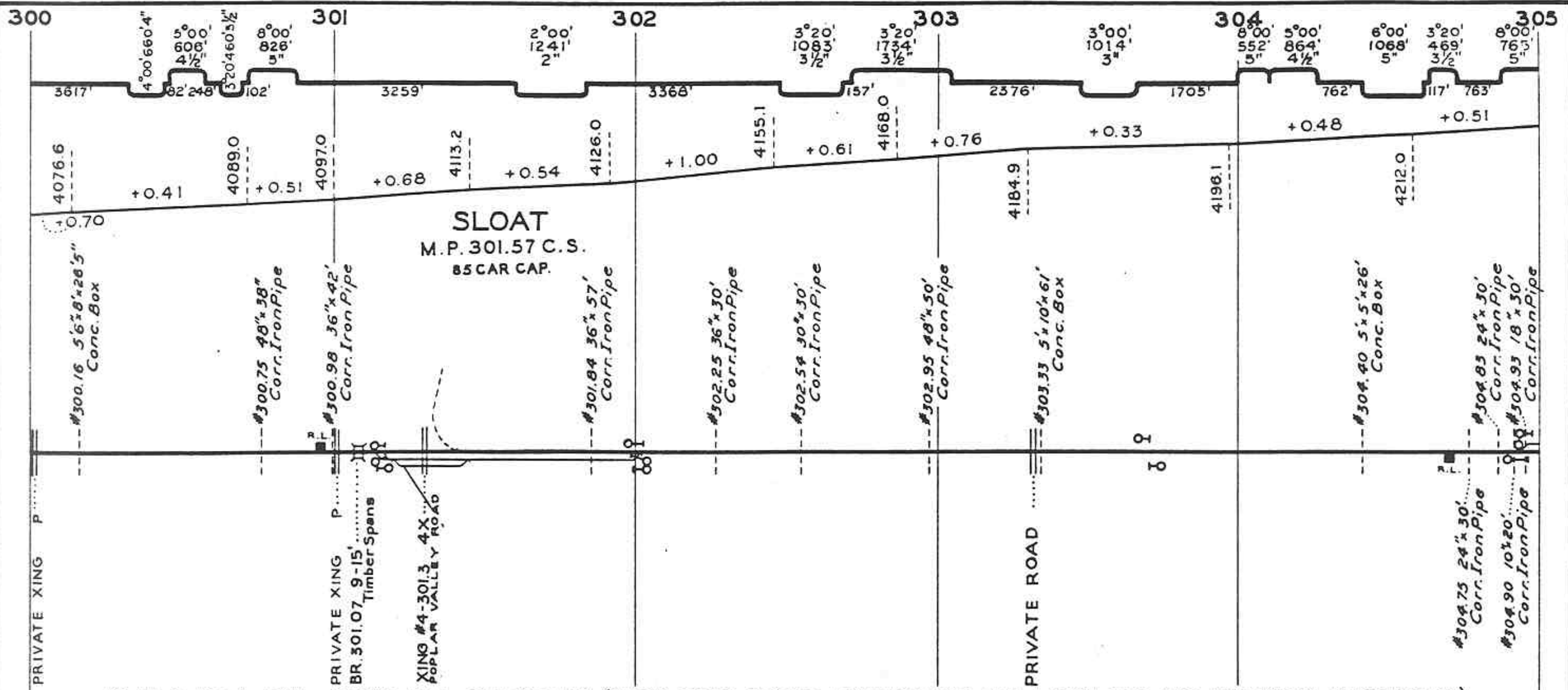
295 296 297 298 299 300



SPRING GARDEN
 M.P. 296.35 C.S.
 92 CAR CAP.

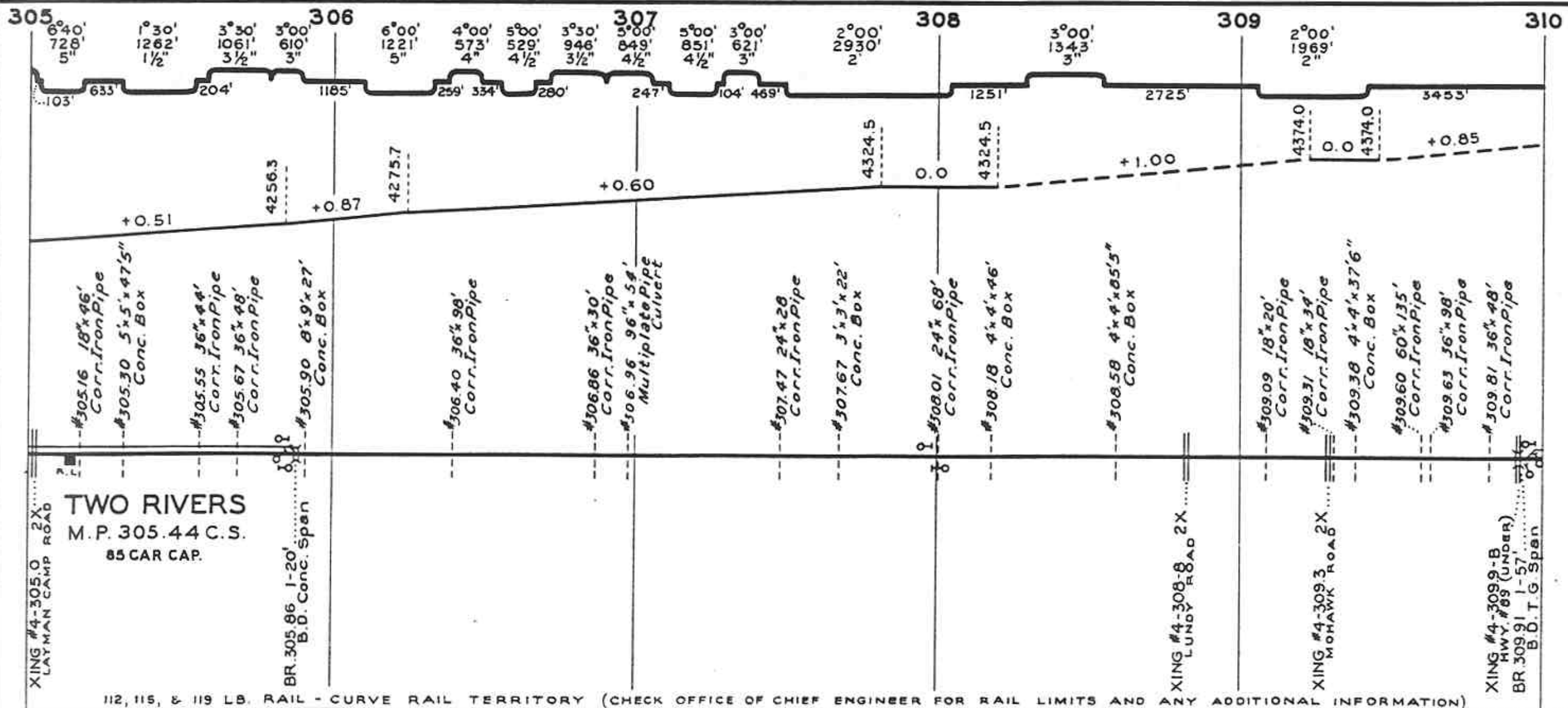
112, 115, & 119 LB RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M.P. 205 THRU M.P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER



112, 115, & 119 LB RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M.P. 205 THRU M.P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER



305 6°40' 728' 5" 1°30' 1262' 1/2" 3°30' 1061' 3 1/2" 3°00' 610' 3" 306 6°00' 1221' 5" 4°00' 573' 4" 5°00' 529' 4 1/2" 3°30' 946' 3 1/2" 3°00' 849' 4 1/2" 307 5°00' 851' 4 1/2" 3°00' 621' 3" 2°00' 2930' 2" 308 3°00' 1343' 3" 309 2°00' 1969' 2" 310

103' 633' 204' 1185' 259' 334' 280' 247' 104' 469' 1251' 2725' 4374.0 0 4374.0 3453' +0.51 +0.87 4256.3 +0.60 4275.7 4324.5 0.0 4324.5 +1.00 +0.85

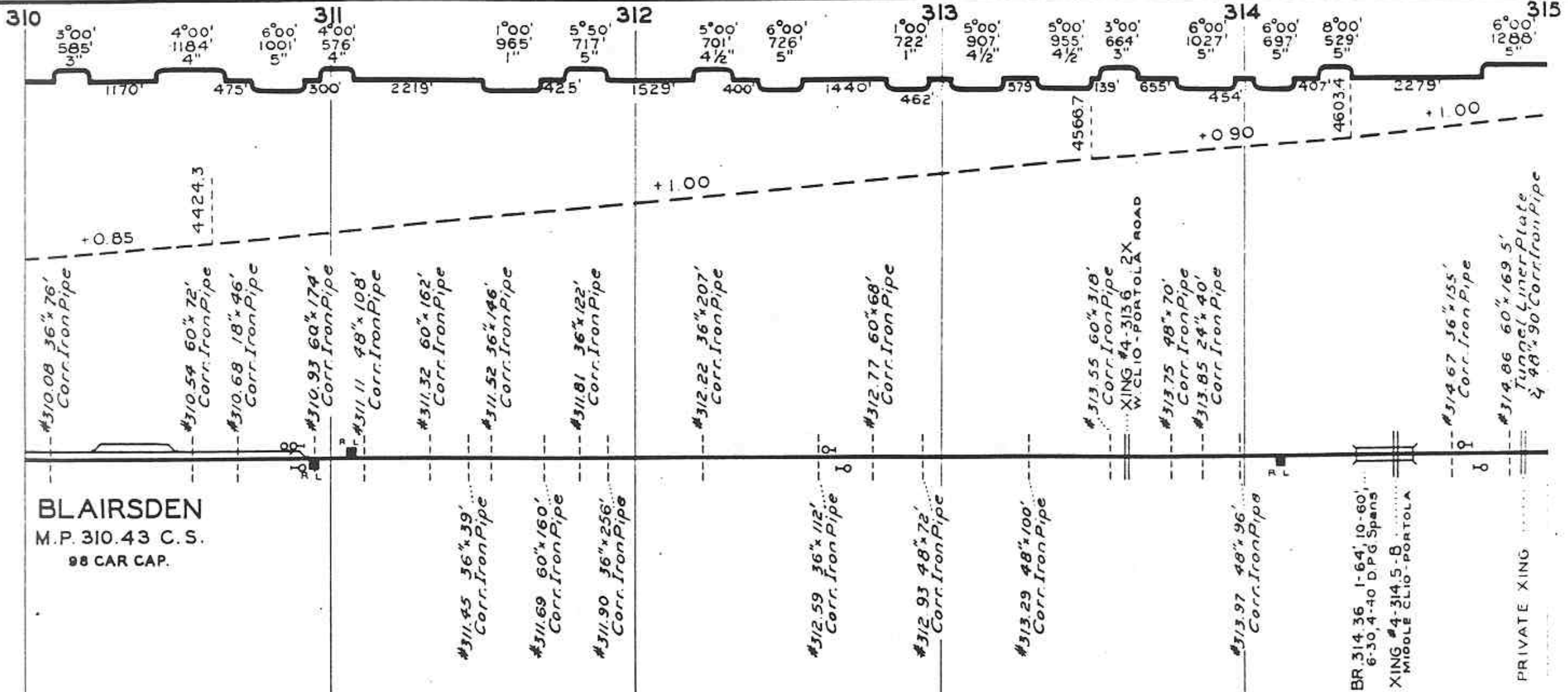
#305.16 18"x46' Corr. Iron Pipe
 #305.30 5'x5'x47'5" Conc. Box
 #305.55 36"x44' Corr. Iron Pipe
 #305.67 36"x48' Corr. Iron Pipe
 #305.90 8'x9'x27' Conc. Box
 #306.40 36"x98' Corr. Iron Pipe
 #306.86 36"x30' Corr. Iron Pipe
 #306.96 96"x54' Multiplate Pipe Culvert
 #307.47 24"x28' Corr. Iron Pipe
 #307.67 3'x3'x22' Conc. Box
 #308.01 24"x68' Corr. Iron Pipe
 #308.18 4'x4'x46' Conc. Box
 #308.58 4'x4'x65'5" Conc. Box
 #309.09 18"x20' Corr. Iron Pipe
 #309.31 18"x34' Corr. Iron Pipe
 #309.38 4'x4'x37'6" Conc. Box
 #309.60 60"x135' Corr. Iron Pipe
 #309.63 36"x98' Corr. Iron Pipe
 #309.81 36"x48' Corr. Iron Pipe

XING #4-305.0 2X LAYMAN CAMP ROAD
 TWO RIVERS M.P. 305.44 C.S. 85 CAR CAP.
 BR. 305.86 1-20' B.D. Conc. Span
 XING #4-308-B LUNDY ROAD 2X
 XING #4-309.3 MOHAWK ROAD 2X
 XING #4-309.9-B HWY. #69 (UNDER) BR. 309.91 1-57' B.D. T.G. Span

112, 115, & 119 LB. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M.P. 205 THRU M.P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

1/1/66
7/1/68



BLAIRSDEN
 M.P. 310.43 C.S.
 98 CAR CAP.

BR 314.36 1-64', 10-60', ...
 6-30', 4-40 DPG Spans
 XING #4-314.5-B
 MIDDLE CLIO-PORTOLA

PRIVATE XING

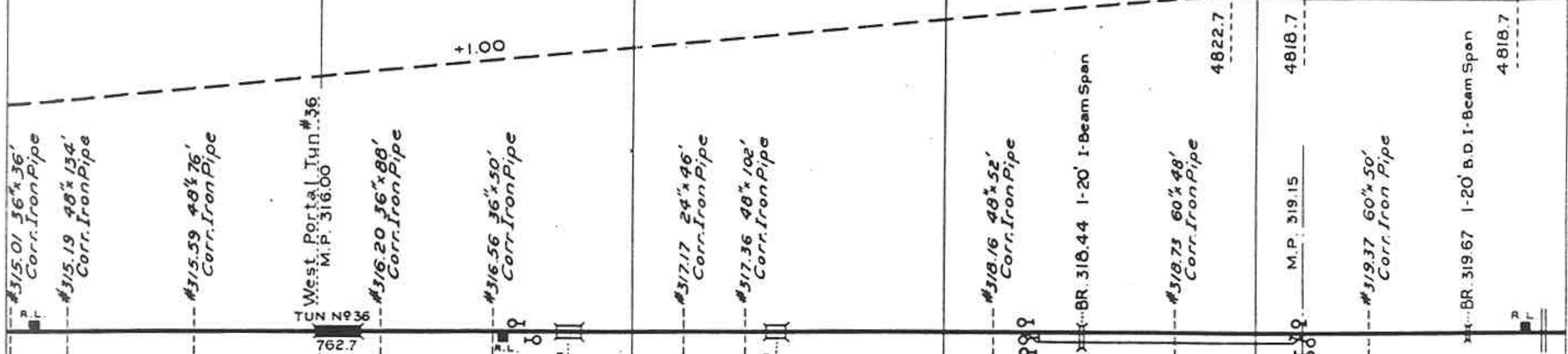
112, 115, & 119 LB RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M.P. 205 THRU M.P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

315 5° 50' 920' 5" 5° 00' 976' 4 1/2" 1° 00' 197' 1" 1° 00' 273' 1" 8° 10' 870' 4 1/2" 8° 20' 734' 4 1/2" 3° 00' 703' 3" 5° 00' 449 1/2" 6° 00' 530' 5" 2° 00' 200' 2" 2° 00' 270' 2" 4° 00' 964' 4" 316 4° 00' 598' 4" 6° 00' 990' 5" 317 2° 00' 1482' 2" 318 319 2° 00' 1482' 2" 320

787' 1198' 203' 357' 774' 84' 168' 392' 602' 81' 389' 4' 00' 396 1/4" 113' 1404' 1141' 152' 4763' 1.42 Mi.

-0.26 0.0 +0.30



MABIE
 M.P. 318.72 C.S.
 82 CAR CAP.

WESTERN DIVISION EASTERN DIVISION

PRIVATE XING

112, 115, & 119 LB. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M.P. 205 THRU M.P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

OLD ORO. CR. ROCK

320

321

322

323

324

325

1.42 Mi.

1.14 Mi.

1.10 Mi.

+0.30

4831.7

0.0

4831.7

+0.46

4851.1

+0.28

4863.7

+0.33

4869.0

0.0

4869.0

+0.25

4872.0

0.0

PORTOLA

M. P. 321.39 E. F. D.

BR. 320.01 3-60' T.G. Spans
(15/121)
(1948)

24" x 70' C.I.P.

24" x 60' C.I.P.

112 LB. RAIL - 1937

#320.48 12" x 80' Corr. Iron Pipe

#320.84 36" x 198' Corr. Iron Pipe

#321.01 2-48" x 284' Corr. Iron Pipes

Scalces

#321.20 12" x 12' x 120' Wood Box

#321.50 36" x 352' Corr. Iron Pipe

XING #4-321.7-A GULLING ST. (STATE #21 OVERPASS)

#321.80 12" x 12' x 33' Wood Box (0" x 24' C.I.P. Ext. N. End)

#321.86 12" x 12' x 38' Wood Box

#321.90 8" x 50' Corr. Ir. Pipe

#321.99 8" x 56' Corr. Ir. Pipe

#322.15 48" x 90' Corr. Iron Pipe (20' Ext. N. End)

#322.65 60" x 50' Corr. Iron Pipe

#323.0 36" x 24' Corr. Iron Pipe

#322.91 24" x 46' Corr. Iron Pipe

#323.20 18" x 20' Corr. Iron Pipe

100 LB. RAIL - 1937

BR. 324.08 2-60' 1-50' T.G. Spans

#324.43 36" x 76' Corr. Iron Pipe

PRIVATE XING

BR. 324.66 3-65' T.G. Spans

#324.94 24" x 24' Corr. Iron Pipe

OLD ORO. CR. ROCK

GARFIELD SLAG

1/1/66
7/1/68

325

326

327

328

329

330

0° 30'
527'
1 1/4"

1.10 Mi.

5.26 Mi.

0.0

4872.0

+0.05

4878.3

+0.20

HAWLEY
M.P. 327.49 C.S.
120 CAR CAP.

PRIVATE XING

#325.25 12"x20'
Corr. Iron Pipe
(12"x12' Wood Center)

#325.84 24"x36'
Corr. Iron Pipe

#328.40 3'-48"x39'
Corr. Iron Pipe

#329.59 30"x41'
Corr. Iron Pipe

BR. 325.08 1-15'
Timber Span

BR. 325.47 3-15'
Timber Spans

100 LB. RAIL - 1937

XING #4-326.1 2FL
BECKWITH - CALPINE ROAD

BR. 326.61 3-65'
Thru Girder Spans

12'
19'
41'
89'

100 LB. RAIL - 1937

LOYALTON BR

12'
19'
41'
89'

XING #4-328.6
COUNTY ROAD

BR. 328.74 3-15'
Timber Spans

100 LB. RAIL - 1937

GARFIELD SLAG

1/1/66
7/1/68

330

331

332

333

334

335

0°30'
760'
1 1/4"

5.26 Mi.

8.77 Mi.

+0.20

-0.17

0.0

+0.10

+0.18

4886.5

4881.7

4881.7

4885.8

PRIVATE XING

BR 330.04 3-15'
B.D. Timber Spans

BR 331.12 3-15'
B.D. Timber Spans

BR 331.08 1-15'
B.D. Timber Spans

PRIVATE XING
#332.93 2-36" x 39'
Corr. Iron Pipe

XING #4-334.19
#334.19 30" x 36'
Corr. Iron Pipe

100 LB. RAIL - 1937

100 LB. RAIL - 1938

GARFIELD SLAG

CRUSHED PROCESSED GRAVEL (ROCKLAND)

335

338

337

338

339

340

+0.18
49160

+0.40

8.77 Mi.

1°00'
627'
2 1/2"

1.85 Mi.

CHILCOOT

M. P. 339.10 C. S.
127 CAR CAP.

#335.26 24"x28'
Corr. Iron Pipe

#335.38 18"x36'
Corr. Iron Pipe

#335.53 18"x28'
Corr. Iron Pipe

#335.60 18"x30'
Corr. Iron Pipe

#335.73 36"x42'
Corr. Iron Pipe

#335.85 36"x54'
Corr. Iron Pipe

#336.13 24"x46'
Corr. Iron Pipe

#336.26 18"x60'
Corr. Iron Pipe

#336.44 36"x64'
Corr. Iron Pipe

#336.58 36"x62'
Corr. Iron Pipe

#336.94 36"x60'
Corr. Iron Pipe

#339.59 12"x53'
Corr. Iron Pipe

#339.78 12"x32'
Corr. Iron Pipe

#339.96 8"x16'
Iron Pipe

#335.35 24"x28'
Corr. Iron Pipe

BR 335.43 3-15'
Timber Spans

#335.57 18"x28'
Corr. Iron Pipe

#335.62 5'x11"x33'
Conc. Box

BR 335.90 2-15'
B.D. I-Beam Span

PRIVATE XING, 2P

BR 336.32 2-15'
B.D. I-Beam Span

BR 336.68 2-15'
B.D. I-Beam Span

XING #4-337.4-B
LOYALTON RD. (UNDER)

BR 337.44 1-26', 1-10'
B.D. I-Beam Span

#338.74 18"x41'
Corr. Iron Pipe

#339.11 48"x54'
Corr. Iron Pipe

XING #4-339.6 2X

1/2(212)
1/2(519)
1/2(409)

1/2(212)
1/2(519)
1/2(409)

100 LB. RAIL - 1938

100 LB. RAIL - 1938

100 LB. RAIL - 1938

CRUSHED PROCESSED GRAVEL (ROCKLAND)

340 341 342 343 344 345

3°00'30" 2°03' 3°05' 3°12' 5°15' 4°06' 3°12' 1°00' 2°06'
3"042' 1003' 1296' 922' 995' 1042' 1057' 513' 625'
3" 4" 3" 5 1/2" 5 1/2" 6" 4 1/4" 5 1/2" 1 1/2" 3"

1.85 Mi. 1398' 1487' 222' 2199' 371' 292' 1327' 180' 548'

+0.40 -0.70

-0.80

RENO JUNCTION

M.P. 341.81 C.S.

PLUMAS COUNTY
LASSEN COUNTY

#340.05 12"x52'
Corr. Iron Pipe

#340.25 8"x16'
Corr. Iron Pipe

#341.07

#341.48 3-8"x18'
Corr. Iron Pipes

#341.68 36"x150'
Corr. Iron Pipe

#342.68 36"x50'
Corr. Iron Pipe

#343.02 36"x150'
Corr. Iron Pipe

#343.23 36"x98'
Corr. Iron Pipe

#343.48 36"x48'
Corr. Iron Pipe

#343.67 36"x120'
Corr. Iron Pipe

#344.34 36"x58'
Corr. Iron Pipe

TUNNEL

Nº 37

3322.0

6001.7



XING #4-342.1 2X
E. RENO JCT. ROAD

100 LB. RAIL
1938

112 LB. RAIL-1946

119 LB. RAIL-1959

112 LB. RAIL-1938

(78')
119 LB. RAIL-1968
(216')
115 LB. RAIL-1949

CR. PR GR
ROCKLAND

OROVILLE CRUSHED ROCK

1/1/66
1/1/66

345 346 347 348 349 350

1°30' 3°20' 4°24' 2°30' 4°41'30" 5°03' 6°00'30" 4°05' 4°12' 2°00'50" 2°00'
 480' 847' 892' 1870' 2546' 1845' 2146' 2040' 1203' 1676' 1558'
 2 1/2" 5" 6" 4" 6" 6" 5" 6" 2 1/2" 2 1/2"

503' 1095' 401' 374' 4706' 176' 298' 1321' 418' 1061'
 -0.80 -0.60 -0.80

SCOTTS
 M.P. 345.59 C.S.
 127 CAR CAP.

POZLA
 M.P. 349.12 C.S.
 29 CAR CAP.

#345.41 48"x80'
 Corr. Iron Pipe
 #345.50 48"x97'
 Corr. Iron Pipe

(212')
 1949
 BR. 346.28 1-16'
 I-Beam Span (Underpass)

---#346.51 60"x64'
 Corr. Iron Pipe

---#346.68 60"x96'
 Corr. Iron Pipe

---#347.06 8'x8'x29'
 Conc. Cattle Pass

---#347.12 60"x138'
 Corr. Iron Pipe

---#347.52 36"x110'
 Corr. Iron Pipe

---#348.00 48"x90'
 Corr. Iron Pipe

---#348.13 48"x204'
 Corr. Iron Pipe

---#348.24 48"x110'
 Corr. Iron Pipe

---#348.42 36"x64'
 Corr. Iron Pipe

---#348.86 60"x132'
 Corr. Iron Pipe

---#349.42 48"x76'
 Corr. Iron Pipe

---#349.58 60"x116'
 Corr. Iron Pipe

112 LB. RAIL -1938

1958
 119 LB. RAIL

112 LB. RAIL -1938

1957
 119 LB.

112 LB. RAIL -1938

OROVILLE CRUSHED ROCK

GARFIELD
 SLAG

OROVILLE
 CR ROCK

GARFIELD
 SLAG

OROVILLE CRUSHED ROCK

ROAD XING

1/1/66
 1/1/68

350 351 352 353 354 355

2°00' 1558' 2 1/2" 4°05' 1631' 6" 4°06' 1566' 6" 3°00'45" 3250' 4" 4°10' 1118' 6" 3°03' 1300' 5" 1°20'07" 3049' 2 1/2" 2°03' 1442' 4" 1°30'10" 4081' 3"

1110' 1027' 234' 389' 2793' 841' 1064' 1942'

-0.80 -0.70 -0.80

RED ROCK
M.P. 352.54 C.S.
72 CAR CAP.

- #350.04 36"x55' Corr. Iron Pipe
- #350.34 8'x8'x174'5" Conc. Cattle Pass
- #350.86 24"x40' Corr. Iron Pipe
- #351.13 48"x122' Corr. Iron Pipe
- #351.44 36"x44' Corr. Iron Pipe
- #352.00 60"x104' Corr. Iron Pipe
- #353.21 48"x50' Corr. Iron Pipe
- #353.59 36"x30' Corr. Iron Pipe
- #353.78 24"x150' Corr. Iron Pipe
- #353.96 24"x40' Corr. Iron Pipe
- #354.13 48"x64' Corr. Iron Pipe
- #354.40 48"x120' Corr. Iron Pipe

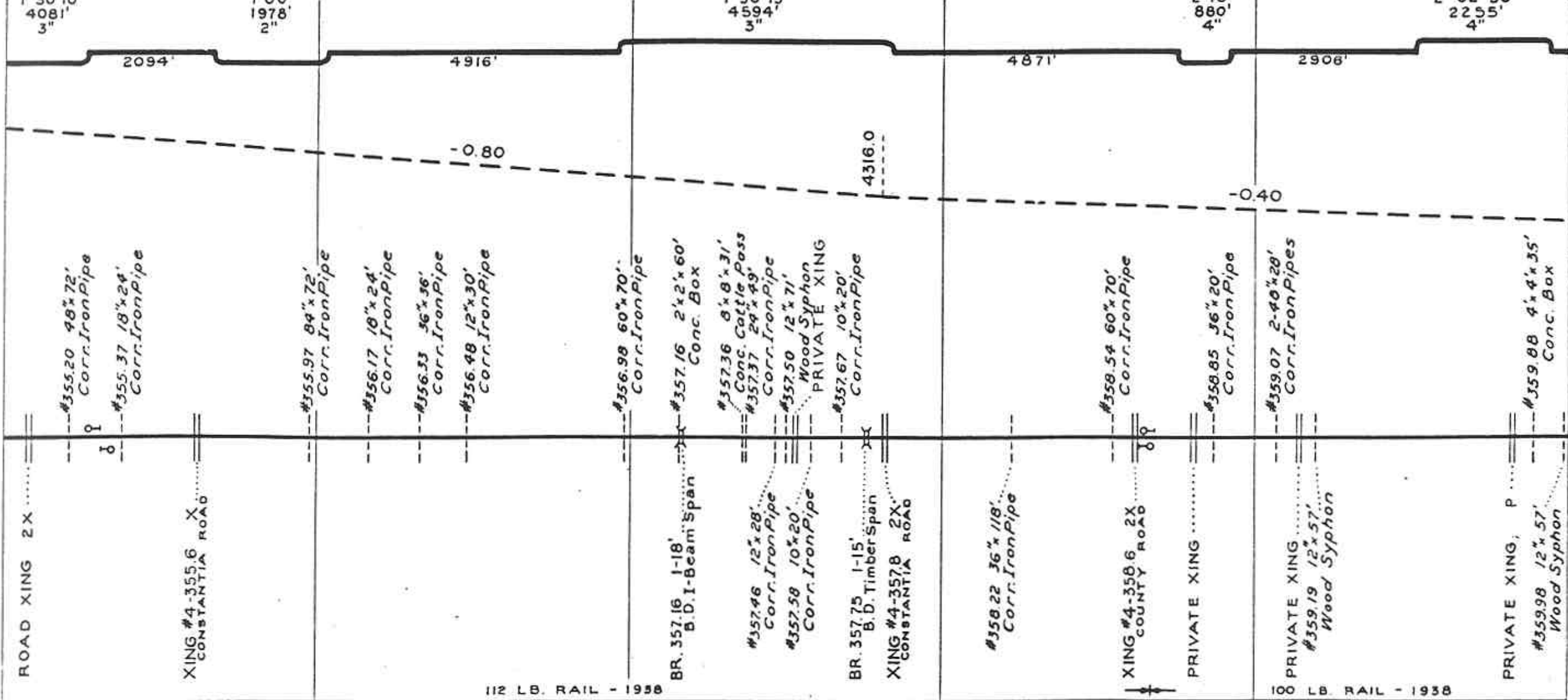
- #352.49 60"x20' 66"x20' C.I.P. 64"x57' Liner Plate
- #352.70 36"x170' Corr. Iron Pipe
- #352.97 60"x90' 121"x90' Corr. Iron Pipe
- BR. 353.29 3-75' 2-30' D.P.G. spans

112 LB. RAIL-1938 (78') 119 LB. RAIL-1968 112 LB. RAIL-1938 (78') 119 LB. RAIL-1968 112 LB. RAIL-1938 112 LB. RAIL 112 LB. RAIL-1938 112-115 LB. 112 LB. RAIL-1938

ORVILLE CRUSHED ROCK

1/1/66 1/1/68

355 1° 30' 10" 4081' 3" 356 1° 00' 1978' 2" 357 1° 30' 15" 4594' 3" 358 2° 10' 880' 4" 359 2° 02' 30" 2255' 4" 360



112 LB. RAIL - 1938

100 LB. RAIL - 1938

ORVILLE CRUSHED ROCK

360

361

362

363

364

365

2°04'30"
1754'
4"

2°10'
1335'
4"

1°00'
2123'
2"

1.71 Mi.

4723'

5.74 Mi.

-0.40

4246.8

-0.20

4240.5

-0.40

DOYLE
M.P. 362.55 C.S.
127 CAR CAP.

PRIVATE XING
PRIVATE XING

#360.17 36"x29'
Conc. Syphon
#360.50 18"x24' 5"
Corr. Iron Pipe

#360.77 4'x4'x32'
Conc. Box

100 LB. RAIL - 1938

BR. 361.38
Doyle Subway
25' B.D. 1-Beam

XING #4-361.4B
STATE R929 (Underpass)

XING #4-361.7-A
U.S. HWY. N995 (Overhead)

#361.99 60"x54'
Corr. Iron Pipe

(211)
1949

#362.30 60"x60'
Corr. Iron Pipe

100 LB. RAIL - 1938

XING #4-362.4 2X
COUNTY ROAD

#362.92 18"x130'
Corr. Iron Pipe

(212)
1949

BR. 363.35 1-60'
D.P.G. Span
2-9 B.D. 1-Beams

100 LB. RAIL - 1938

#364.01 36"x58'
Corr. Iron Pipe

OROVILLE CRUSHED ROCK

1/1/68
7/1/68

365 366 367 368 369 370

1°00'
9136'
2"

5.74 Mi.

-0.40
4220.5

-0.24

4182.0

-0.40

XING #4-365.5 2X
PIKES PEAK HWY.

♀
♂

PRIVATE RD. XING 2X

♀
♂

100 LB. RAIL - 1938

100 LB. RAIL
1937

OROVILLE CRUSHED ROCK

1/1/66
7/1/68

370

371

372

373

374

375

1°00'
9138'
2"

1°00'
2539'
2"

1°00'
1538'
2"

4954'

1.88 Mi.

937 Mi.

-0.40

HERLONG
M.P. 371.69 C.S.
84 CAR CAP.

To Sierra Ordnance Depot

XING #4-374.3
COUNTY ROAD

100 LB. RAIL-1937

100 LB. RAIL-1937

100 LB. RAIL-1937

119 LB. 78' RAIL -1957

ORVILLE CRUSHED ROCK

GARFIELD SLAG

(215)
15
1945

(214)
15
1945

1/1/66

375

376

377

378

379

380

9.37 Mi.

-0.40

40095

40095

0008

3990.7

ROAD XING

X

XING #4 377.4

COUNTY ROAD

X

119 LB. 78' RAIL 1957

GARFIELD SLAG

State Line... LASSEN COUNTY CALIFORNIA NEVADA WASHOE COUNTY
M.P. 378.34

#378.79 24"x30'
Corr. Iron Pipe

#578.98 18"x24'
Corr. Iron Pipe

#379.51 18"x24'
Corr. Iron Pipe

#579.86 18"x24'
Corr. Iron Pipe

1/1/66

380

381

382

383

384

385

1° 00'
2277'
1/2" = 0"

9.37 Mi.

1.66 Mi.

0.0

3990.7

+0.13

3999.0

+0.30

4012.6
+0.4

FLANIGAN
M.P. 383.55 C.S.
125 CAR CAP.

---#380.19 18"x24'
Corr. Iron Pipe

---#380.79 18"x24'
Corr. Iron Pipe

---#381.47 24"x32'
Corr. Iron Pipe

---#382.98 18"x49'
Corr. Iron Pipe

---#384.88 24"x36'
Corr. Iron Pipe

BR. 381.83 3-15'.....X
Timber Spans

BR. 382.46 3-15'.....X
Timber Spans

---#383.34 24"x30'
Corr. Iron Pipe

S. P. Co.
TRackage
RIGHTS
M.P. 384.58

S.P. Connection



119 LB. 75' RAIL - 1957

100 LB. RAIL - 1937
150'
412'
412'
500'

100 LB. RAIL - 1937

COUNTY ROAD 2X
1173'
1513'
4100'
119 LB. 1937
136 LB.
119 LB.
136 LB. CONT.
RAIL - 1968

GARFIELD SLAG

CR. PROCESSED GRAVEL
(SAND PASS)

1/1/66
7/1/68

385

386

387

388

389

390

1°30'30"
2439'
2 1/2"

3°08'30"
1584'
5"

1°00'
2890'
1 3/4"

3°00'50"
1320'
5"

3°01'42"
1181'
5"

3°06'
1656'
5"

3°08'30"
1492'
5"

2°00'18"
2604'
3 3/8"

1.66 Mi.

3234'

696'

958'

891'

484'

+0.40

40310

+0.20

4036.3

+0.40

+0.29

40900

---#385.45 24"x38'
Corr. Iron Pipe

---#386.24 24"x30'
Corr. Iron Pipe

---#387.65 24"x32'
Corr. Iron Pipe

---#388.20 18"x26'
Corr. Iron Pipe
---#388.28 18"x28'
Corr. Iron Pipe

---#389.94 24"x30'
Corr. Iron Pipe

COUNTY ROAD 2X

COUNTY ROAD 2X

136 LB. CONTINUOUS RAIL-1968

136 LB. CONTINUOUS RAIL-1965

CRUSHED PROCESSED GRAVEL (SAND PASS)

1/1/66
1/1/68

390

391

392

393

394

395

2°00'18" 2604' 3/8" 7°00' 1494' 6" 2°00' 4322' 2" 5°57'50" 1116' 5" 4°31'30" 1816' 4" 1°40' 694' 1 3/4" 3°09' 1137' 3 1/2" 1°30' 518' 1 1/2" 3°00'30" 1100' 3 1/2" 5°00' 1518' 6" 4°00' 507' 300' 715' 5" 6" 3°03' 1738' 3 1/2"

2055' 180' 173' 82' 1259' 86' 452' 989' 4189.3' 1350' 2925'

+0.29 4113.5 +0.40 4134.0 +1.00 4166.1 +0.38 -0.80 4170.6 -1.00

SAND PASS
M. P. 393.75 C. S.
125 CAR CAP.

---#390.28 24"x28'
Corr. Iron Pipe

---#390.49 3'-00"x56'
Corr. Iron Pipe

---#391.36 2'-60"x64'
Corr. Iron Pipe

---#391.63 24"x32'
Corr. Iron Pipe

---#392.19 3'-72"x56'
Corr. Iron Pipe

---#392.53 3'-10"x44'
Multiplate Arches

---#393.21 60"x42'
Corr. Iron Pipe

---#394.80 18"x28'
Corr. Iron Pipe

---#394.97 36"x30'
Corr. Iron Pipe

ROAD XING

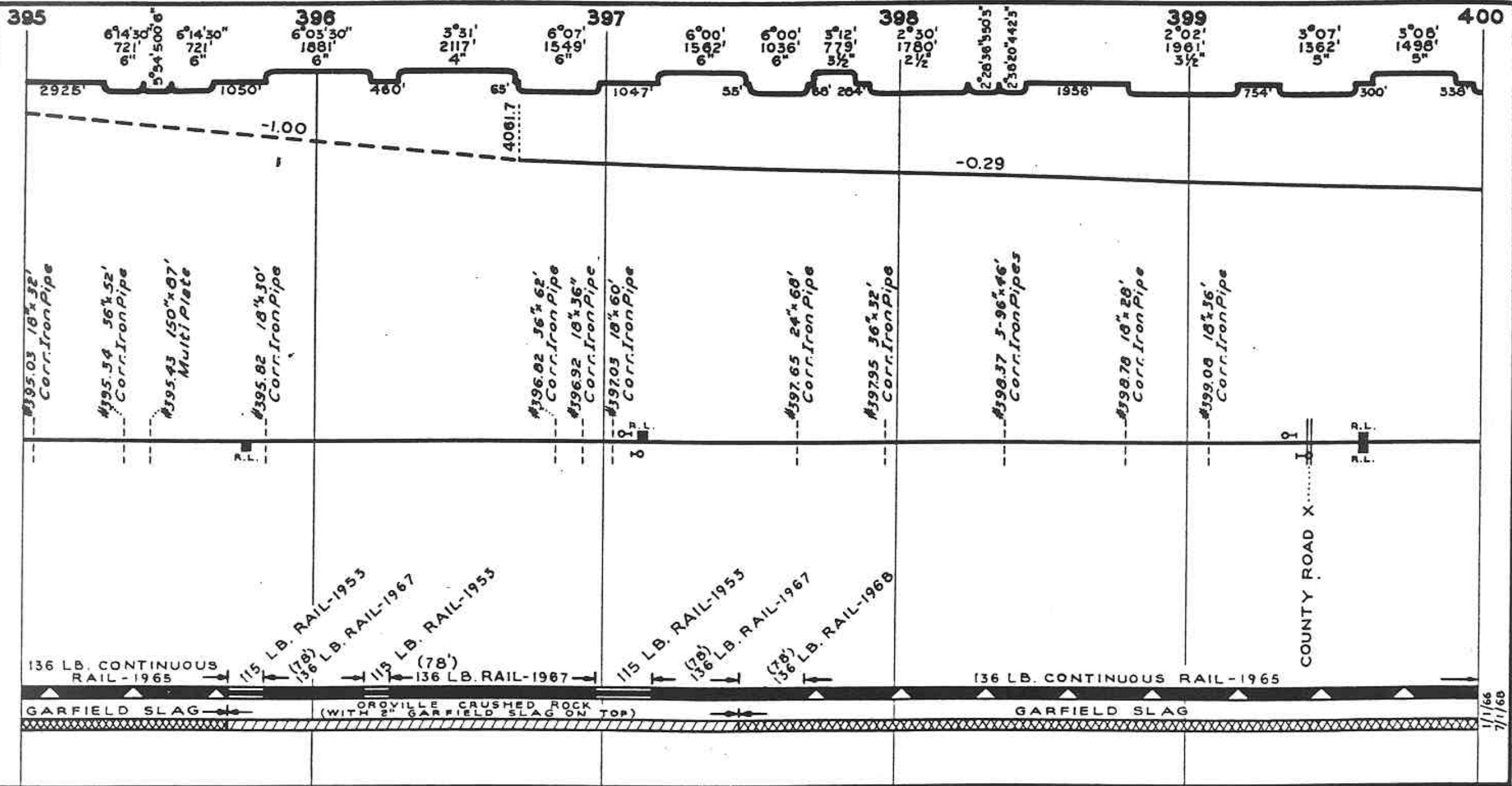
136 LB. CONTINUOUS RAIL - 1965

136 LB. CONTINUOUS RAIL - 1965

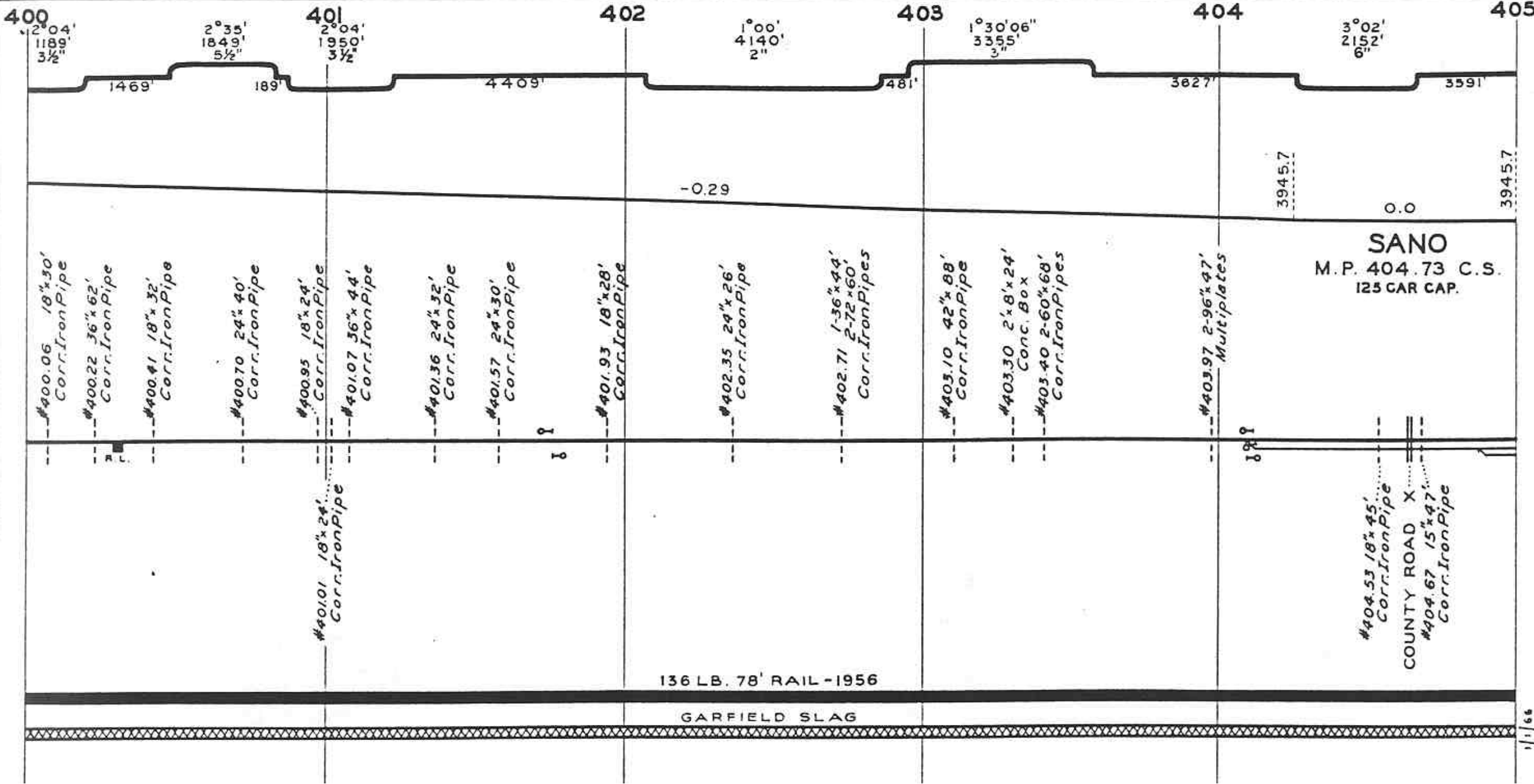
GARFIELD SLAG

1968

1/1/66
1/1/68



1/1/66
7/1/68



400
2°04'
1189'
3½"

2°35'
1849'
5½"

401
2°04'
1950'
3½"

402

1°00'
4140'
2"

403

1°30'06"
3355'
3"

404

3°02'
2152'
6"

405

1469'

189'

4409'

481'

3827'

3591'

-0.29

3945.7

0.0

3945.7

SANO
M.P. 404.73 C.S.
123 CAR CAP.

#400.06 18"x30'
Corr. Iron Pipe

#400.22 36"x62'
Corr. Iron Pipe

#400.41 18"x32'
Corr. Iron Pipe

#400.70 24"x40'
Corr. Iron Pipe

#400.95 18"x24'
Corr. Iron Pipe

#401.07 36"x44'
Corr. Iron Pipe

#401.36 24"x32'
Corr. Iron Pipe

#401.57 24"x30'
Corr. Iron Pipe

#401.93 18"x28'
Corr. Iron Pipe

#402.35 24"x26'
Corr. Iron Pipe

#402.71 1-36"x44'
2-72"x60'
Corr. Iron Pipes

#403.10 42"x88'
Corr. Iron Pipe

#403.30 2'x8'x24'
Conc. Box

#403.40 2-60"x68'
Corr. Iron Pipes

#403.97 2-96"x47'
Multiplates

#401.01 18"x24'
Corr. Iron Pipe

#404.53 18"x45'
Corr. Iron Pipe

#404.67 15"x47'
Corr. Iron Pipe

136 LB. 78' RAIL - 1956

GARFIELD SLAG

COUNTY ROAD X

1/1/66

405 406 407 408 409 410

1° 00' 15"
3289'
2"

1° 00' 36"
2436'
2"

3591' 2.73 Mi. 7.29 Mi.

3945.7

3908.5

3895.7

3895.7

-0.40

-0.30

0.0

-0.28

--#405.05 15"x32'
Corr. Iron Pipe
--#405.23 15"x46'
Corr. Iron Pipe
--#405.51 2'x6'x22'
Conc. Box
--#405.81 36"x42'
Corr. Iron Pipe

--#407.23 5'x8'x24'
Conc. Box
--#407.41 18'x28'
Corr. Iron Pipe
--#407.47 18'x28'
Corr. Iron Pipe
--#407.74 8'x8'x24'
Conc. Box
--#407.95 4'x8'x24'
Conc. Box

--#408.78 78"x52'
Conc. Pipe

BR. 406.25 3-15'
B.D. Timber Spans

BR. 406.50 3-15'
B.D. Timber Spans

BR. 406.90 3-15'
B.D. Timber Spans

BR. 407.11 3-15'
B.D. Timber Spans

BR. 408.34 1-15'
B.D. Timber Span

BR. 409.20 1-15'
B.D. Timber Span

BR. 409.77 3-15'
B.D. Timber Spans

136 LB. 78' RAIL - 1956

136 LB. RAIL - 1954

GARFIELD SLAG

OROVILLE CRUSHED ROCK (WITH 2" GARFIELD SLAG ON TOP)

1/1/66
7/1/68

410

411

412

413

414

415

7.29 Mi.

-0.28

3870.0

+0.06

BR. 410.39 1-15'
B.D. Timber Span

BR. 410.99 1-15'
B.D. Timber Span

BR. 413.23 1-15'
B.D. Timber Span

BR. 413.99 1-15'
B.D. Timber Span

BR. 414.78 1-15'
B.D. Timber Span

136 LB. RAIL - 1954

OROVILLE CRUSHED ROCK (WITH 2" GARFIELD SLAG ON TOP)

1/1/66

415

416

417

418

419

420

7.29 Mi.

4.33 Mi.

1°00'
1576'
2"

+0.06

3884.0

+0.22

3895.5

-0.32

3882.0

0.0

3882.0

-0.40

3866.0

0.0

3866.0

+0.40

3874.8

0.0

REYNARD
M.P. 416.38 C.S.
114 CAR CAP.

#417.55 2-24"x26'
Corr. Iron Pipes

#419.28 36"x36"x28'
Wood Box

#419.48 36"x36"x28'
Wood Box

BR. 415.17 1-15'
B.D. Timber Span

BR. 415.74 1-15'
B.D. Timber Span

112
1216
415
500

COUNTY ROAD X

BR. 416.93 1-15'
B.D. Timber Span

BR. 417.21 1-15'
B.D. Timber Span

BR. 418.25 1-15'
B.D. Timber Span

BR. 418.71 1-15'
B.D. Timber Span

136 LB. RAIL-1954

136 LB. RAIL-1954

136 LB. RAIL-1954

136 LB. RAIL-1954

OROVILLE CRUSHED ROCK (WITH 2" GARFIELD SLAG ON TOP)

1/1/66

420

421

422

423

424

425

4.35 Mi.

8.21 Mi.

0.0

-0.20

3853.0

0.0

3874.8

1°00'
723'
2"

BR 42010 1-15'
B.D. Timber Span

BR 42041 1-15'
B.D. Timber Span

BR 42171 2-15'
B.D. Timber Spans

BR 42200 1-15'
B.D. Timber Span

BR 42263 1-15'
B.D. Timber Span

BR 42354 1-15'
B.D. Timber Span

BR 42437 1-15'
B.D. Timber Span

136 LB. RAIL-1954

OROVILLE CRUSHED ROCK (WITH 2"-4" GARFIELD SLAG ON TOP)

1/1/50

425

426

427

428

429

430

2° 30' 42"
39 81
5"

8.21 Mi.

0.0

3853.0

+0.12

3863.3

+0.39

BR. 425.32 1-15'
B.D. Timber Span

BR. 426.51 1-15'
B.D. Timber Span

#427.74 24"x40'
Conc. Pipe

#428.39 30"x50'
Conc. Pipe

#429.36 2-24"x46'
Corr. Iron Pipes

136 LB. RAIL - 1954

136 LB RAIL - 1955

OROVILLE CRUSHED ROCK (WITH 2" GARFIELD SLAG ON TOP)

GARFIELD SLAG

1/1/56

430 431 432 433 434 435

2° 30' 42"
3981'
5"

2° 31' 10"
3313'
5"

3.20 Mi.

4.62 Mi.

+0.39 3906.0 0.0 3906.0 -0.21 3893.7 0.0 3893.7 +0.37 3928.3 0.0 3928.3

#430.08 2-24"x28'5"
Corr. Iron Pipes

1-36"x52'
Corr. Iron Pipe
30"x36"x52'
Wood Box

1-24"x52'
Corr. Iron Pipe
24"x24"x52'
Wood Box

1-42"x52'
Corr. Iron Pipe
30"x36"x52'
Wood Box

#431.41 24"x50'
Corr. Iron Pipe

#431.90 30"x36"x52'
Wood Box

24"x28'
Corr. Iron Pipe
24"x24"x52'
Wood Box

#433.99 18"x42'
Corr. Iron Pipe

#434.60 30"x50'
Corr. Iron Pipe

PHIL
M.P. 430.90 C.S.
125 CAR CAP.

#431.12 36"x50'
Corr. Iron Pipe

BR. 432.42 3-15'
B.D. Timber Spans

COUNTY ROAD X

#433.47 24"x24'
Corr. Iron Pipe
24"x24"x52'
Wood Box

136 LB. RAIL-1955

GARFIELD SLAG

1/1/66
7/1/68

435

436

437

438

439

440

3928.3

-0.40

3911.6

0.0

3911.6

+0.23

3932.5

-0.39

3912.0

0.0

4.82 Mi.

5.33 Mi.

0° 30'
992'

---#435.70 { 24"x24'
Corr. Iron Pipe
24"x24"x32'
Wood Box

---#436.38 2-18"x24"x32'
Wood Boxes

---#436.92 36"x24'
Corr. Iron Pipe

#437.22 2-18"x24"x32'
Wood Boxes

#437.33 30"x45'
Corr. Iron Pipe

GERLACH
M.P. 437.94 C.S.
126 CAR CAP.
M.P. 438.28 E.F.D.

Depot

STATE HWY. #49 2FL, 2X
---#438.80 24"x28"x'
Corr. Iron Pipe

---#439.30 24"x30'
Corr. Iron Pipe

136 LB. RAIL-1955

GARFIELD SLAG

7/1/66
7/1/68

440

441

442

443

444

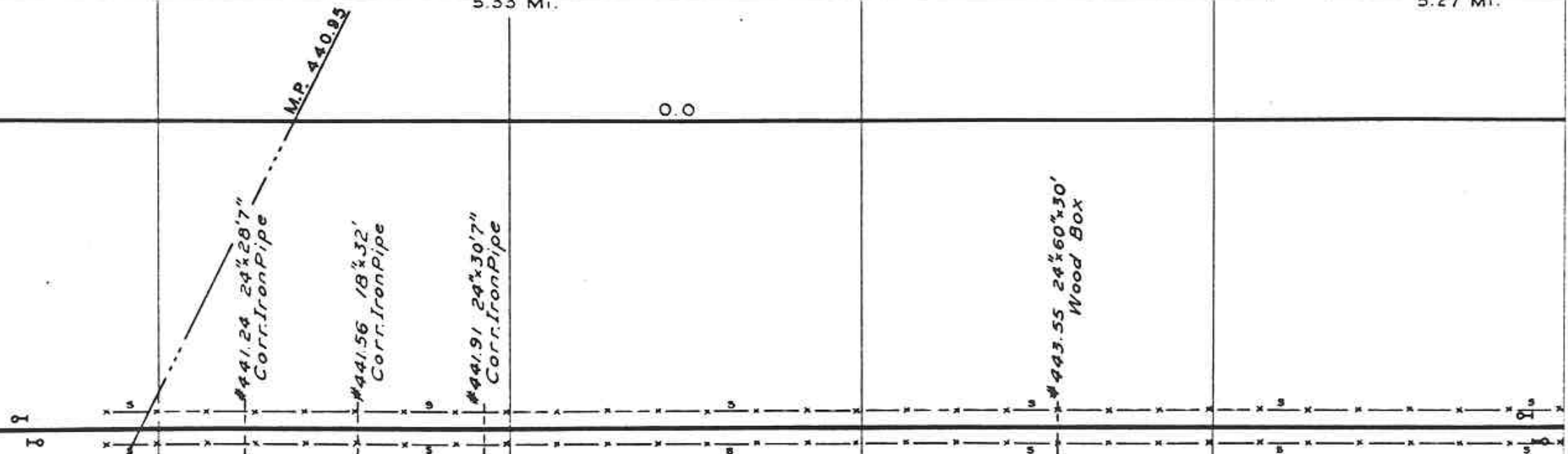
445

0° 30'
850'
1 1/2"

5.33 Mi.

5.27 Mi.

0.0



WASHOE COUNTY
HUMBOLDT COUNTY

136 LB. RAIL - 1955

GARFIELD SLAG

1/1/66

445

446

447

448

449

450

5.27 Mi.

18.40 Mi.

1°00'
882'
2"

0.0

3912.0

+0.31

3925.2

0.0

#445.16 24"x60"x30'
Wood Box

#446.02 30"x28'
Corr. Iron Pipe

#447.49 2-24"x28'
Corr. Iron Pipes

#449.17 36"x28'
Corr. Iron Pipe

#449.43 2-24"x28'5"
Corr. Iron Pipes

#449.59 24"x28'
Corr. Iron Pipe

#449.80 24"x28'
Corr. Iron Pipe
24"x24"x32'
Wood Box

ROAD XING

136 LB RAIL - 1955

GARFIELD SLAG

136 LB. 78' RAIL - 1956

COUNTY ROAD

1/1/56

450 451 452 453 454 455

16.40 Mi.

0.0 3925.2 -0.15 3911.7 +0.38 3936.0 -0.38 3914.8 0.0 3914.8 +0.40

TREGO
M. P. 451.22 C.S.
125 CAR CAP.

---#450.14 18"x32'
Corr. Iron Pipe

δ 9

---#450.76 24"x44'
Corr. Iron Pipe

COUNTY ROAD 2X

δ 9

---#452.06 24"x28'
Corr. Iron Pipe

136 LB. 78' RAIL - 1956

---#452.84 24"x28'
Corr. Iron Pipe

COUNTY ROAD 2X

---#453.41 24"x26'
Corr. Iron Pipe

---#453.62 24"x24"x26'
Wood Box

δ 9

---#454.11 42"x52'
Corr. Iron Pipe

GARFIELD SLAG

---#454.85 40"x37'
Corr. Iron Pipe

1/1/66
7/1/68

455

456

457

458

459

460

16.40 Mi.

+0.40

3943.4

0.0

3943.4

+0.12

3954.9

+0.40

---#455.25 48"x25'
Corr. Iron Pipe

Ω
δ

---#456.75 30"x46'
Corr. Iron Pipe

---#457.47 24"x30'6"
Corr. Iron Pipe

---#458.26 30"x40'5"
Corr. Iron Pipe

Ω
δ

---#458.87 48"x40'4"
Corr. Iron Pipe

136 LB. 78' RAIL - 1956

119 LB. 78' RAIL - 1957

GARFIELD SLAG

1/1/66

460

461

462

463

464

465

16.40 Mi.

+0.40

4005.6

-0.40

3965.0

+0.27

4017.5

-0.14

CHOLONA
M.P. 461.26 C.S.
125 CAR CAP.

---#462.55 48"x50.5"
Corr. Iron Pipe

---#463.49 36"x44"
Corr. Iron Pipe

---#464.00 36"x48"
Conc Pipe

---#464.20 36"x34"
Conc Pipe

---#464.59 36"x40.5"
Corr. Iron Pipe

PRIVATE XING

1957
119 LB. 78' RAIL

115 LB. -216' 1950

119 LB. 78' RAIL - 1957

115 LB. -216' 1950

119 LB. 78' RAIL - 1957

GARFIELD SLAG

1/1/66

465

466

467

468

469

470

1° 00'
2173'

16.40 Mi.

9.00 Mi.

-0.14

4005.4

+0.32

40290

0.0

40290

+0.26

---#465.58 42"x60'
Corr. Iron Pipe

---#466.08 60"x50'
Corr. Iron Pipe

---#466.55 48"x40.5"
Corr. Iron Pipe

---#468.50 24"x26' Conc. Pipe
(6' C.I.P. Ext. Both Ends)

---#468.92 36"x48'
Corr. Iron Pipe

119 LB. 78' RAIL - 1957

BR. 469.04 2-15' B.D. Timber Spans
119 LB. RAIL - 1959

GARFIELD SLAG

115 LB. - 212' 1950

1/1/66

470

471

472

473

474

475

9.00 Mi.

+0.26
40439

0.0

40439

-0.30

4023.2

+0.14

4035.2

+0.31

RONDA
M.P. 470.57 C.S.
125 CAR CAP.

SULPHUR
M.P. 474.52 W.H.B.

#472.85 2-72"x52'
Corr. Iron Pipe

#472.85 72"x52'
Corr. Iron Pipe

#472.87 2-60"x48'6"
Corr. Iron Pipe

#473.93 36"x40'5"
Corr. Iron Pipe

#474.83 36"x60'6"
Corr. Iron Pipe

115 L.B.-212' 1950

BR. 471.44 1-20' B.D. Timber Spans

COUNTY ROAD X

119 LB. RAIL-1959

119 LB. RAIL-1959

136 LB. CONTINUOUS RAIL-1968

GARFIELD SLAG

ROAD XING 2X

1/1/66
7/1/60

475

476

477

478

479

480

9.00 Mi.

3.63 Mi.

+0.31

4055.7

+0.74

4085.9

+0.80

---#475.46 36"x40'5"
Corr. Iron Pipe

---#475.92 40"x40'5"
Corr. Iron Pipe

---#476.77 36"x55'
Corr. Iron Pipe

---#477.59 36"x28'
Corr. Iron Pipe

---#478.98 36"x49'
Corr. Iron Pipe

---#479.49 24"x54'
Conc. Pipe

---#479.80 36"x48'
Corr. Iron Pipe

COUNTY ROAD 2X

FLOKA
M.P. 479.38 C.S.
125 CAR CAP.

136 LB. CONTINUOUS RAIL - 1968

136 LB. CONTINUOUS RAIL - 1969

GARFIELD SLAG

1/1/66
7/1/68

480

481

482

483

484

485

2° 32' 30"
2222'
5"

2° 10'
977'
4 1/2"

2° 06'
1197'
4"

1912'

2.41 Mi.

3.93 Mi.

4340.0

+ 0.40

4350.7

+ 0.72

4371.6

+ 0.43

+ 0.80

#481.01 30"x72'9"
Corr. Iron Pipe
Corr. Iron Pipe

2-30"x88'
#481.36 1-36"x88'
Corr. Iron Pipes

#481.91 2-60"x60'
Corr. Iron Pipes

#482.63 2-60"x36'4"
Corr. Iron Pipes

#483.97 60"x34'
Corr. Iron Pipe

ROAD XING

136 LB. CONTINUOUS RAIL - 1969

GARFIELD SLAG

1/1/66
7/1/68

485

486

487

488

489

490

3.93 Mi.

2° 03' 15.37" 3 7/8"

3° 01' 24" 2217' 5 1/2"

3° 10' 956' 5 1/2"

3° 02' 1774' 5"

5° 00' 1504' 6"

+0.43

4422.2

+0.80

4529.7

-1.00

#485.00 36"x30' Conc. Pipe (6'C.I.P. Ext. Both Ends)

#486.15 36"x30' Conc. Pipe (6'C.I.P. Ext. Both Ends)

#487.11 48"x76" Corr. Iron Pipe

#488.95 36"x46' Conc. Pipe (6'C.I.P. Ext. Both Ends)

#489.11 36"x45' Conc. Pipe (6'C.I.P. Ext. Both Ends)

#489.41 36"x30'6" Conc. Pipe (6'C.I.P. Ext. Both Ends)

#489.52 36"x52' Conc. Pipe (6'C.I.P. Ext. Both Ends)

#489.70 36"x51' Conc. Pipe (6'C.I.P. Ext. Both Ends)

#489.98 30"x86' Corr. Iron Pipe

ANTELOPE
M.P. 487.59 C.S.
125 CAR CAP.

ROAD XING

136 LB. CONT. RAIL-1969

1955

1957

136 LB. CONTINUOUS RAIL-1969

112-119 LB.

119 LB. RAIL

136 LB. CONT. RAIL-1969

(78')

136 LB. RAIL-1968

#489.26 30"x64'6" Corr. Iron Pipe

1968 (78')

136 LB. CONT. RAIL-1969

#489.79 30"x82'6" Corr. Iron Pipe

(78')

136 LB. RAIL-1967

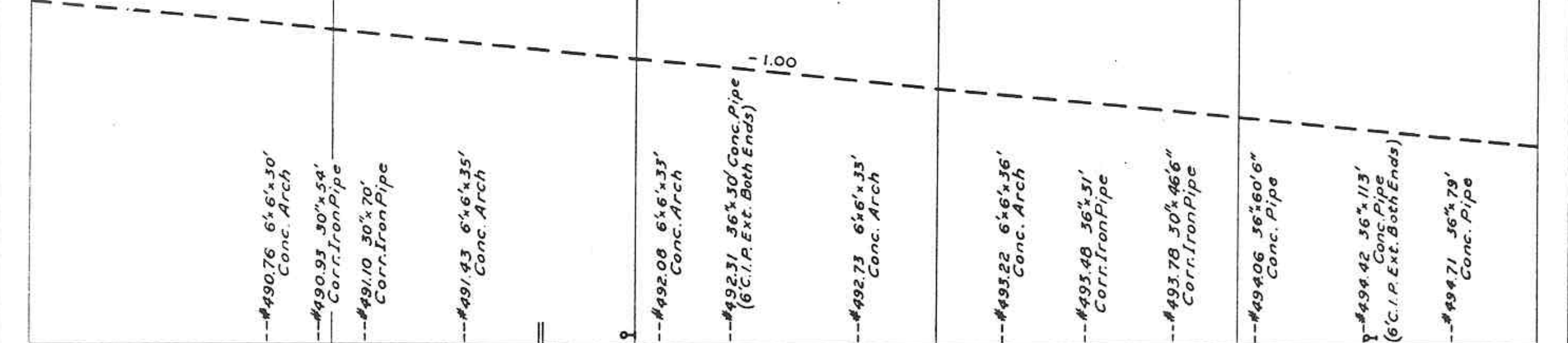
GARFIELD SLAG

7/1/66
7/1/68

490 491 492 493 494 495

2°30' 29'36" 3 1/2" 4°30' 76'3" 6" 2°04' 71'0" 3" 3°06' 125'3" 4" 4°15' 135'0" 6" 2°04' 89'2" 3" 5°40' 71'8" 6" 6°00' 227'8" 6" 4°15' 125'1" 6"

640' 820' 1876' 1674' 922' 3129' 2851' 135' 1264'



(78) 136 LB. RAIL - 1967

(78) 136 LB. RAIL - 1967

GARFIELD SLAG

119 LB. - 1969 CONTINUOUS RAIL

112 LB. RAIL - 1937

136 LB. CONT. RAIL - 1969

112 LB. - 1937

136 LB. (78) RAIL - 1968

112 LB. RAIL - 1937

136 LB. (78) RAIL - 1967

1937 112 LB.

1947 112-115

112 LB. - 1937

1/1/66
7/1/68

495

496

497

498

499

500

3° 03'
1952'
5"

1736'

14.34 Mi.

-1.00

4170.0

0.0

4170.0

+0.08

JUNGO
M. P. 496.60 C.S.
125 CAR CAP.

---#495.01 36" x 40' Conc. Pipe
(6' C.I.P. Ext. Both Ends)

JUNGO ROAD 2X

.....115 LB. - 212' 1950

112 LB. RAIL 1937

112 LB. RAIL 1937

136 LB. 78' RAIL - 1956

GARFIELD SLAG

CRUSHED PROCESSED GRAVEL (ROCKLAND)

GARFIELD SLAG

1/1/66

500

501

502

503

504

505

14.34 Mi...

+0.08

4176.8

0.0

4176.0

+0.06

4184.0

-0.41

4169.0

+0.11

---#504.59 36"x42'6"
Conc. Pipe
(6'C.I.P. Ext. Both Ends)

Ω
δ

136 LB. 78' RAIL - 1956

136 LB. CONTINUOUS
RAIL - 1968

GARFIELD SLAG

1/1/66
7/1/68

505 506 507 508 509 510

14.34 Mi.

+0.11

4174.6

+0.21

4194.8

0.0

4194.8

+0.48

4220.0

GASKELL
M. P. 508.55 C.S.
125 CAR CAP.

*#508.08 24"x41'
Conc. Pipe
(6' C.I.P. Ext.
Both Ends)*

COUNTY ROAD

115 LB. - 212' 1950

115 LB. - 212' 1950

136 LB. CONTINUOUS RAIL - 1968

115 LB. RAIL 1953

115 LB. RAIL 1953

115 LB. RAIL 1953

GARFIELD SLAG

1/1/66
7/1/68

510

511

512

513

514

515

2° 03'
2182'
5"

0° 00'
1248'
2 1/2"

2.59 Mi.

6.62 Mi.

42200

42200

4245.1

0.0

+0.43

0.0

---#510.41 24"x25' Conc. Pipe
(6' C.I.P. Ext. Both Ends)

---#511.23 24"x30"x40'
Corr. Iron Pipe Arch

---#513.78 24"x28' Conc. Pipe
(6' C.I.P. Ext. Both Ends)

---#514.91 24"x28' Conc. Pipe
(6' C.I.P. Ext. Both Ends)

COUNTY ROAD 2X

115 LB RAIL 1953

GARFIELD SLAG

1/1/66

515

516

517

518

519

520

1' 00"
35 1/8"
2 1/2"

6.62 Mi.

0.0

4245.1

+0.20

4269.7

0.0

RAGLAN
M.P. 519.15 C.S.
125 CAR CAP.

---#516.65 24"x40' Conc. Pipe
(6'C.I.P. Ext. Both Ends)

---#517.58 24"x35' Conc. Pipe
(6'C.I.P. Ext. Both Ends)

⊗

⊗

⊗

115 LB. RAIL 1953

115 LB. - 212' 1950

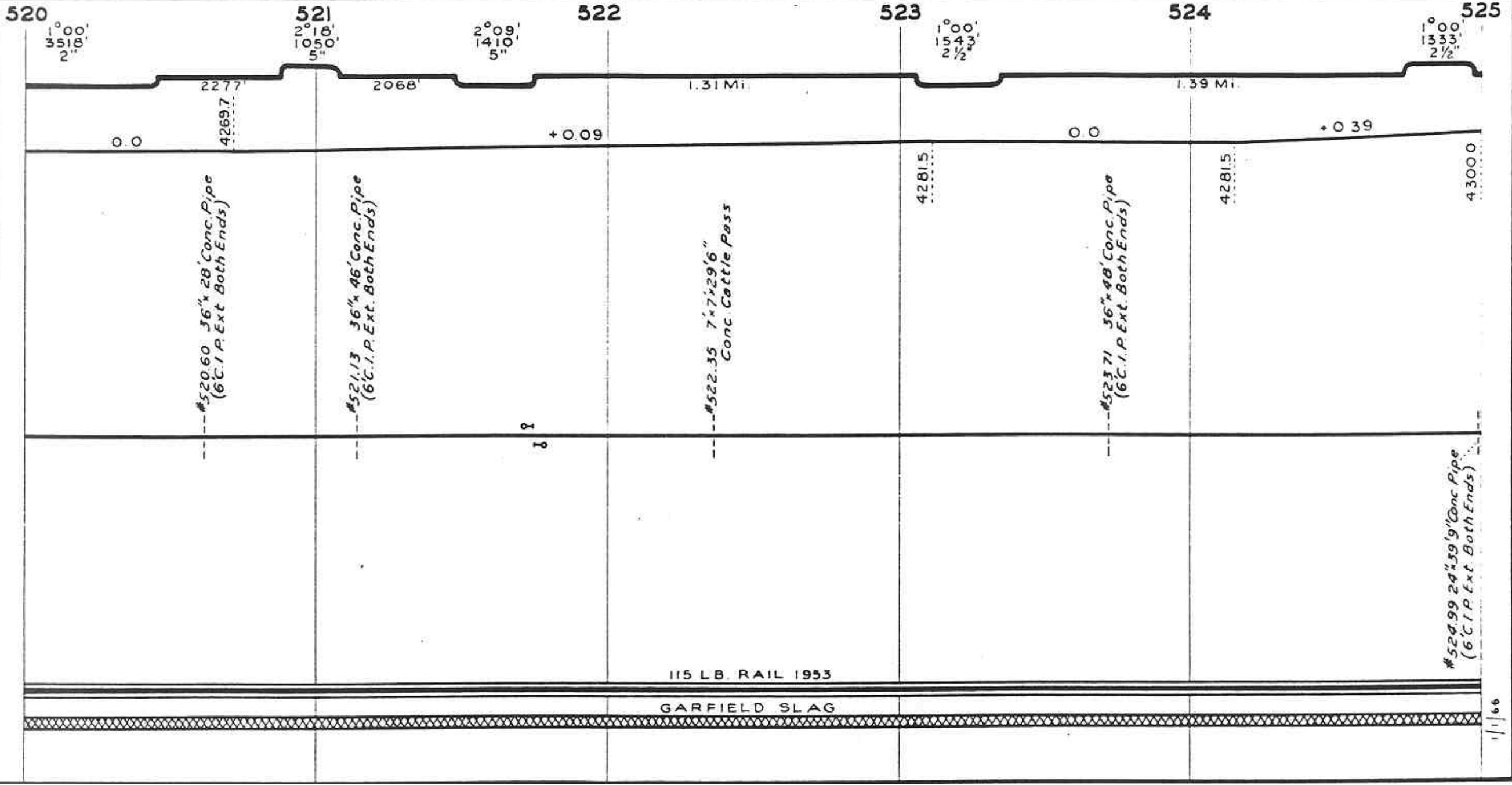
115 LB. RAIL 1953

115 LB. - 212' 1950

115 LB. RAIL 1953

GARFIELD SLAG

1/1/66



525

526

527

528

529

530

1°02'
974'
2 1/2"

2.40 Mi.

2.74 Mi.

4300.0

0.0

4300.0

-0.34

4275.7

---#526.98 24"x45'6"
Conc. Pipe
(6' C.I.P. Ext. Both Ends)

---#528.40 24"x55'
Conc. Pipe
(6' C.I.P. Ext. Both Ends)

---#529.94 36"x41'
Conc. Pipe
(6' C.I.P. Ext. Both Ends)

COUNTY ROAD

115 LB. RAIL 1953

136 LB. RAIL-1964

GARFIELD SLAG

1/1/66

530

531

532

533

534

535

1°00'
1357'
2 1/2"

0°45'
723'
1 1/2"
0°30'560"
0°45'
748'
1"

2.74 Mi.

1.48 Mi.

3.07 Mi.

4275.7

4275.7

42790

42790

4301.7

0.0

+0.18

0.0

+0.43

0.0

WINNEMUCCA

M. P. 532.27 E. F. D.

COUNTY ROAD 2X

24" x 58" Conc. Pipe
(6' C.I.P. Ext. Both Ends)

JUNGO ROAD

Depot

HWY. OVERPASS

136 LB. RAIL-1964

BR. 533.17, 11-20'
B.D. Timber Spans

ROAD XING 2X

ROAD XING

GARFIELD SLAG

SAND PASS CR. PRO. GR.

GARFIELD SLAG

535

536

537

538

539

540

0°30'
430'
1 1/4"

2°04'
2021'
5"

1°00'
1430'
2 1/2"

3.07 Mi.

1.10 Mi.

2.71 Mi.

4330.7

0.0

4301.7

+0.27

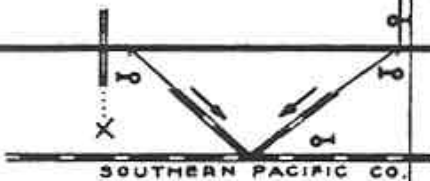
0.0

WESO
M. P. 535.50 W.H.B.
BEGIN PAIRED TRACK

S. P. Co.
TRACKAGE
RIGHTS

W.P. - S.P. PAIRED TRACK

M.P. 535.95



W.P. - S.P. PAIRED TRACK

M.P. (SP) 420.86

PRIVATE XING X

PRIVATE XING

136 LB. RAIL-1964

132 LB. RAIL - 1951

GARFIELD SLAG

---#538.49 36"x30' Conc. Pipe
(5'C.I.P. Ext. Both Ends)

---#538.71 24"x20'
Conc. Pipe

---#539.29 24"x32' Conc. Pipe
(6'C.I.P. Ext. Both Ends)

---#539.95 24"x27' Conc. Pipe
(4'C.I.P. Ext. North End)
(20'C.I.P. Ext. South End)

1/1/68
7/1/68

540

541

542

543

544

545

1° 31'
1744'
3 1/4"

1° 00'
1382'
2 1/2"

1° 00'
1402'
2 1/2"

1° 34'
1371'
3 1/4"

1.28 Mi.

1556'

2238'

1056'

5.62 Mi.

0.0

4330.7

-0.30

4316.7

+0.14

4323.0

0.0

4323.0

+0.23

---#540.33 24"x45' Conc. Pipe
(6'C.I.P. Ext. South End)
---#540.43 24"x46' Conc. Pipe
(4'C.I.P. Ext. South End)

---#540.61 36"x48'
Conc. Pipe

δ

---#541.04 36"x30.5"
Corr. Iron Pipe

---#541.25 36"x25' Conc. Pipe
(4'C.I.P. Ext. Both Ends)

---#541.72 36"x29' Conc. Pipe
(4'C.I.P. Ext. Both Ends)

PRIVATE XING X.....

---#542.35 48"x33' Conc. Pipe
(4'C.I.P. Ext. Both Ends)

---#542.91 48"x37'
Corr. Iron Pipe

---#543.06 36"x57.6"
Corr. Iron Pipe

δ

---#544.05 6"x7"x25.6"
Conc. Cattle Pass

132 LB. RAIL - 1951

(1968)
132-136 LB.

132 LB. RAIL - 1951

CRUSHED PROCESSED GRAVEL (ROCKLAND)

1/1/66
7/1/66

545

546

547

548

549

550

1° 30'
1758'
3/4"

1° 30'
1780'
3/4"

5.62 Mi.

1929'

+0.23

4336.8

0.0

4336.8

+0.27

4346.0

0.0

---#546.64 36"x24'
Conc. Pipe

---#547.09 36"x25'
Conc. Pipe

---#547.34 24"x31'
Corr. Iron Pipe

---#547.46 24"x30'6"
Corr. Iron Pipe

---#548.02 4"x4"x27'9"
Conc. Syphon

---COUNTY ROAD X

---#548.45 30"x48'
Corr. Iron Pipe

---#548.66 30"x59'
Corr. Iron Pipe

---#548.88 36"x21' Conc. Pipe
(6' C.I.P. Ext. Both Ends)

---#549.01 36"x31'
Conc. Pipe

---#549.26 48"x36'
Corr. Iron Pipe

---#549.45 24"x35'6"
Conc. Pipe

---#549.81 24"x22'
Conc. Box

δ

δ

δ

GOLCONDA
M. P. 548.18 C. S.
128 CAR CAP.

COUNTY ROAD X

132 LB. RAIL - 1951

CRUSHED PROCESSED GRAVEL (ROCKLAND)

11/66

550

551

552

553

554

555

1° 00'
1407'
2 3/4"

0° 30'
657'
1 1/4"

0° 49' 54"
2970'
1 3/4"

1° 00' 0.5"
4309'
2 1/2"

1° 00'
3952'
2 1/2"



#550.24 36"x44.7"
Corr. Iron Pipe
#550.25 42"x49"
Conc. Syphon

BR 550.55 1-120' Thru Span
#550.58 42" Corr. Iron Pipe

BR 551.05 1-18' B.D. Steel Span

BR 551.86 1-11' B.D. Steel Span
BR 552.01 1-18' B.D. Steel Span

BR 552.20 1-11' B.D. Steel Span
BR 552.40 1-11' B.D. Steel Span
BR 552.48 1-11' B.D. Steel Span
BR 552.50 1-11' B.D. Steel Span

#552.76 24"x78' Conc. Pipe

BR 553.28 1-20' B.D. Steel Span

#553.15 24"x78' Conc. Pipe

GETCHELL ROAD 2X 2FL

PRIVATE XING
#553.61 2'-36"x22"x34" Corr. Iron Pipe Arch Culvert

BR 553.87 1-18' B.D. I-Beam Span

PREBLE
M. P. 553.8
(S. P. CONN.)

SOUTHERN PACIFIC CO.

BR 554.46 1-11' Conc. B.D. Span

BR 554.82 1-18' Conc. B.D. Span

132 LB. RAIL - 1951

CRUSHED PROCESSED GRAVEL (ROCKLAND)

555

558

557

558

559

560

1° 00'
39' 52"
2 1/2"

1° 20' 05"
42' 04"
3"

1.42 Mi.

3.74 Mi.

+0.34

0.0

4376.3

PRIVATE XING

BR. 555.93 1-120'
Thru Truss

---#556.72 36"x42'7"
Corr. Iron Pipe

---#557.15 36"x34'
Conc. Pipe

BR. 557.02 1-120'
Thru Span

PRIVATE XING

---#559.06 6'x7'x25'4"
Conc. Cattle Pass

---#559.63 30"x34'
Corr. Iron Pipe

132 LB. RAIL - 1951

CRUSHED PROCESSED GRAVEL (ROCKLAND)

1/1/66

560

561

562
0° 46'
1.02 Mi.
1 3/4"

563

564

565

3.74 Mi.

2.50 Mi.

0.0

+0.06

4376.3

---#560.33 30"x41"
Corr. Iron Pipe

---#561.39 6'x7'x25'6"
Conc. Cattle Pass

RED HOUSE
M. P. 562.39 C.S.
115 CAR CAP.

---#563.06 6'x7'x25'6"
Conc. Cattle Pass

---#563.04 6'x7'x25'6"
Conc. Cattle Pass

---#564.05 24"x30'4"
Corr. Iron Pipe

ROAD XING X

ROAD XING X

132 LB. RAIL - 1951

115 LB. RAIL - 1950

132 LB. RAIL - 1951

CRUSHED PROCESSED GRAVEL (ROCKLAND)

GARFIELD SLAG

CRUSHED PROCESSED GRAVEL (ROCKLAND)

1/1/60

565

566

567

568

569

570

1'00"
1128"
2 1/2"

8.74 Mi.

+0.06

44057

+0.40

PRIVATE XING
---#566.58 18"x30'
Corr. Iron Pipe

---#567.83 24"x22'6"
Conc. Pipe

---#569.21 24"x22'6"
Conc. Pipe

---#569.86 18"x39'
Corr. Iron Pipe

132 LB. RAIL -1951

CRUSHED PROCESSED GRAVEL (ROCKLAND)

1/1/66

570

571

572

573

574

575

4458.00
74 Mi.

4466.5

000'
1542'
2 1/2"

18.25 Mi.

4433.7

+0.40

+0.16

-0.40

+0.10

KNIGHT
M. P. 570.27 H. B.
8 CAR CAP.

#570.73 24"x47'6"
Conc. Pipe

#574.43 6'x7'x25'5"
Conc. Cattle Pass

ROAD XING X
#570.32 30"x79'
Corr. Iron Pipe

ROAD XING
#574.43 6'x7'x25'5"
Conc. Cattle Pass

132 LB RAIL - 1951

CRUSHED PROCESSED GRAVEL (ROCKLAND)

1/1/68

575

576

577

578

579

580

18.25 Mi.

+0.10

ELLISON

M.P. 575.45 C.S.

120 CAR CAP.

#575.15 24"x46'
Corr. Iron Pipe

18"x16'
24"x24'
Corr. Iron Pipes
8' Tie Ext. Both Ends
#575.62

#578.02 30"x24'
Corr. Iron Pipe

δ

δ

132 LB. RAIL -1951

132 LB. RAIL -1953

CRUSHED PROCESSED GRAVEL (ROCKLAND)

GARFIELD SLAG

1/1/66

580

581

582

583

584

585

18.25 Mi.

+0.10

RUSSELL SPUR

M.P. 582.52 H.B.

6 CAR CAP.

M.P. 580.778

LANDER COUNTY
HUMBOLDT COUNTY

---#581.86 18"x27'6"
Corr. Iron Pipe

---#582.17 18"x27'6"
Corr. Iron Pipe

---#583.11 24"x25'
Conc. Pipe

---#584.02 18"x24'
Corr. Iron Pipe

---#584.43 36"x30'
Corr. Iron Pipe

---#584.85 24"x22'6"
Conc. Pipe

ROAD XING X

132 LB. RAIL - 1953

GARFIELD SLAG

585

586

587

588

589

590

18.25 Mi.

+0.10

N. BATTLE MOUNTAIN

---#585.55 24"x26'
Conc. Pipe

---#586.65 24"x28'
Corr. Iron Pipe

---#587.64 24"x23'6"
Conc. Pipe

---#588.23 24"x25'
Conc. Pipe

---#589.11 24"x22'
Conc. Pipe
(24"x22' C. I. P. Extn)

---#589.89 24"x25'6"
Conc. Pipe

δ

δ

N. BATTLE MTN.
R O A D

132 LB. RAIL - 1953

GARFIELD SLAG

590

591

592

593

594

595

18.25 Mi.

2227'

4.68 Mi.

+0.10

RENNOX
M.P. 590.73 C.S.
115 CAR CAP.

#590.00 18"x24"x24'
Conc. Box

#591.51 24"x24'6"
Conc. Pipe

#592.38 24"x24'
Corr. Iron Pipe

ROAD XING X.....

BR. 593.17 1-15'
I-Beam Ballast
Deck Span

BR. 593.62 1-15'
I-Beam Ballast
Deck Span

BR. 594.21 1-30'
I-Beam Ballast
Deck Span

132 LB. RAIL -1953

132 LB. RAIL -1951

GARFIELD SLAG

CRUSHED PROCESSED GRAVEL (ROCKLAND)

1°00'09"
3791'
2 1/2"

0°30'
1197'
1/4"

1°00'
1670'
2 1/2"

1/1/66
7/1/68

595

596

597

598

599

600

4.68 Mi.

9.54 Mi.

+0.10

---#595.02 6'x7'x20'
Conc. Cattle Pass

---#595.93 6'x7'x32'6"
Conc. Cattle Pass

---#598.40 30'x32'6"
Corr. Iron Pipe

BR. 599.07 1-30'.....X
I-Beam Ballast,
Deck Span

BR. 599.93 1-30'.....X
I-Beam Ballast,
Deck Span

152 LB. RAIL - 1951

CRUSHED PROCESSED GRAVEL (ROCKLAND)

1'00"
9'37"
2 1/2'

600

601

602

603

604

605

9.54 Mi.

+0.10

45730

+0.14

KAMPOS

M. P. 600.64 C. S.
128 CAR CAP.

---#600.20 2-30"x46'
Corr. Iron Pipe

PRIVATE XING

---#601.62 24"x28'6"
Corr. Iron Pipe

PRIVATE XING

---#601.84 36"x25'
Corr. Iron Pipe

132 LB. RAIL - 1951

---#602.97 3'x6'x20'
Conc. Box

PRIVATE XING

---#604.32 6'x7'x20'
Conc. Cattle Pass

PRIVATE XING

---#604.61 24"x24' Conc. Pipe
(5' C. I. P. Ext. Both Ends)

115 LB. RAIL - 1950

CRUSHED PROCESSED GRAVEL (ROCKLAND)

GARFIELD SLAG

1/1/66

605

606

607

608

609

610

9.54 Mi.

1.13 Mi.

+0.14

10
2050'
2 1/2"

M.P. 605.80

PRIVATE XING

#605.75 36"x24' Conc. Pipe
(3 C.I.P. Ext. Both Ends)

LANDER COUNTY
EUREKA COUNTY

#606.62 2-24"x26'
Corr. Iron Pipe

PRIVATE XING

#607.23 2-24"x26'
Corr. Iron Pipe

PRIVATE XING

#607.59 36"x28'
Corr. Iron Pipe

PRIVATE XING

#608.63 3'x4'x24'
Conc. Box

#608.87 24'x18' Conc. Pipe
(6 C.I.P. Ext. Both Ends)

BR. 609.33 1-20'
I-Beam Ballast,
Deck Trestle Span

DUNPHY
M. P. 609.56 C. S.
112 CAR CAP.

136 LB. CONTINUOUS RAIL - 1967

115 LB. RAIL - 1950

GARFIELD SLAG

1/1/66
7/1/68

610

611

612

613

614

615

PRIVATE XING X

U.S. HIGHWAY 40
OVERPASS

BR. 610.21 4-15'

B.D. Timber Spans

PRIVATE XING

#610.32 48'x30'

Corr. Iron Pipe

#610.33 5'x10'x24'

Conc. Box

#610.66 5'x10'x24'

Conc. Box

#610.67 2-4'x4'x26'6"

Conc. Boxes

BR. 610.96 1-160'

Thru Span

U.S. HIGHWAY (OVERPASS)

INTERSTATE 80

BR. 612.15 1-13'

Timber Span

BR. 612.66 2-15'

B.D. Steel Spans

BR. 614.14 1-18'

B.D. Steel Span

#614.46 24'x44'

Conc. Pipe

6.79 Mi.

+0.14

115 LB. RAIL - 1950

132 LB. RAIL - 1953

GARFIELD SLAG

1/1/66
7/1/68

615

616

617

618

619

620

6.79 Mi.

1.37 Mi.

+0.14

0°30'40" 0°31'
59' 2677'
1/4" 2 1/2"

BEOVAWE
M.P. 619.47 C.S.
123 CAR CAP.

BR. 616.58 1-18'X
B.D. Steel Span

BR. 618.02 1-17'6"X
B.D. Timber Span

BR. 618.32 1-20'X
B.D. Timber Span

W.P.-H.B. M.P. 618.77

X-OVER

HWY. 21 2X2FL

SOUTHERN PACIFIC

132 LB. RAIL - 1953

115 LB. RAIL - 1950

115 LB. RAIL - 1950

GARFIELD SLAG

1962
136

1/1/56

620

621

622

623

624

625

0° 31' 26.77" 2 1/2"

1° 02' 25.72" 2 1/2"

1° 01' 30" 57.4" 2 1/2"

0° 40' 50.8" 1 3/4"

3.91 Mi.

2589'

+0.14

4720.7

+0.21

---#620.83 2-36"x22' Conc. Pipes

---#621.04 2-30"x34' Corr. Iron Pipes

---#621.27 2-36"x25' Conc. Pipes

1-#624.24 36"x30'6" Conc. Pipe

---#624.63 36"x31'6" Conc. Pipe

BR. 620.13 1-17' B.D. Steel Span

BR. 622.15 1-18' B.D. Timber Span

BR. 622.33 1-17' Timber Span

BR. 623.56 1-13' B.D. Timber Span

BR. 624.89 1-120' Thru Span
BR. 624.97 3-15' Conc. B.D.

115 LB RAIL - 1950

1961 136 LB.

136 LB 1960

GARFIELD SLAG

1/1/66

625 626 627 628 629 630

2°05' 1747' 5" 1°00' 2145' 2 1/2" 1°00' 1136' 2 1/2" 4°06' 1619' 8" 4°30'58 1/2" 4°03'00 1/2" 4°01'52' 261 1/2" 4°50'160 1/2" 4°27'40'366 1/2" 4°42' 1194' 6" 2°31' 1988' 4 1/2"

2589' 3446' 3449' 2911' 756' 1374' 412' 490'

+0.21

CLURO
M. P. 626.91 C.S.
107 CAR CAP.

---#625.81 6'x7'x20'
Conc. Box

---#626.06 24'x27'6"
Conc. Pipe

---#626.45 { 36'x31'
Conc. Pipe
36'x22'
Corr. Iron Pipe

---#627.61 36'x38'
Conc. Pipe

---#627.73 36'x48'
Corr. Iron Pipe

---#628.07 24'x38'6"
Conc. Pipe

---#628.48 36'x66'
Corr. Iron Pipe

---#628.58 24'x39'6"
Conc. Pipe

---#629.65 24'x42'
Conc. Pipe

---#629.78 6'x6'x27'6"
Conc. Arch

1960 136 LB. 1959 136 LB.

136 LB. RAIL - 1960

1957 136 LB. 1960 136 LB. 1957 136 LB. 1960 136 LB.

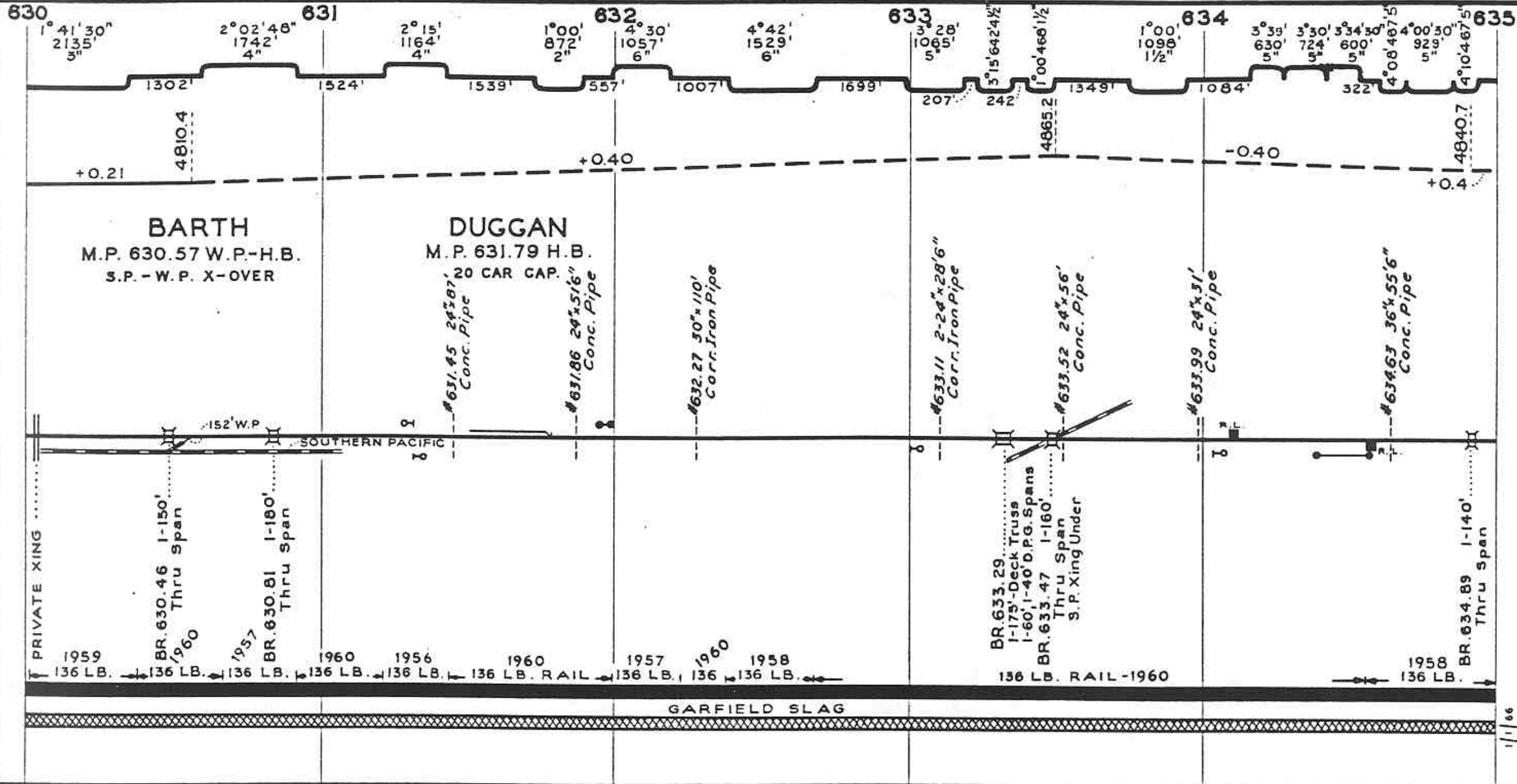
BR. 628.89 2-80' D.P.G. Spans

BR. 629.21 2-80' D.P.G. Spans

136 LB. RAIL - 1960

GARFIELD SLAG

1/1/66
7/1/68



630

631

632

633

634

635

BARTH
M.P. 630.57 W.P.-H.B.
S.P. - W.P. X-OVER

DUGGAN
M.P. 631.79 H.B.
20 CAR CAP.

SOUTHERN PACIFIC

GARFIELD SLAG

PRIVATE XING

BR. 630.46 1-150'
Thru Span

BR. 630.81 1-180'
Thru Span

BR. 633.29 1-175'-Deck Truss
1-60', 1-40' D.P.G. Spans
BR. 633.47 1-160'
Thru Span
S.P. Xing Under

BR. 634.89 1-140'
Thru Span

1959 136 LB. 1960 136 LB. 1956 136 LB. 1960 136 LB. 1957 136 LB. 1960 136 LB. 1958 136 LB. RAIL-1960

1958 136 LB.

1° 41' 30"
2135'
5"

2° 02' 48"
1742'
4"

2° 15'
1164'
4"

1° 00'
872'
2"

4° 30'
1057'
6"

4° 42'
1529'
6"

3° 28'
1065'
5"

3° 15' 642' 4 1/2"

1° 00' 468' 1 1/2"

1° 00'
1098'
1 1/2"

3° 39'
630'
5"

3° 30'
724'
5"

3° 34' 30'
600'
5"

4° 08' 467' 5"

4° 00' 30'
929'
5"

4° 10' 467' 5"

1302'

1524'

1539'

557'

1007'

1699'

207'

242'

1349'

1084'

322'

4840.7'

+0.21

4810.4

+0.40

-0.40

+0.4

#631.45 24"x31"
Conc. Pipe

#631.86 24"x51 1/2"
Conc. Pipe

#632.27 30"x110'
Corr. Iron Pipe

#633.11 2-24"x28' 6"
Corr. Iron Pipe

#633.52 24"x56"
Conc. Pipe

#633.99 24"x31"
Conc. Pipe

#634.63 36"x55' 6"
Conc. Pipe

152' W.P.

1/1/66

635

636

637

638

639

640

5°00' 879' 5" 4°06' 1439' 5 1/2" 3°00'30" 972' 4" 3°36'12" 1172' 4 1/2" 4°49'40" 943' 5" 4°32'30" 1958' 6" 4°06' 1444' 6" 2°02' 2090' 3"

2641' 140' 436' 1042' 486' 794' 764' 3.51 Mi.

4853.7

4853.7

+0.16

O.O

BR. 635.33 1-120'
Thru Span
ROAD XING (OVER TUNNEL)

TUN.
#39
M.P. 635.37

1060.9

132 LB. RAIL - 1953

132-136 LB.

132 LB. RAIL - 1953

West Portal Tun. #40
M.P. 636.80

TUN.
#40
M.P. 636.80

322.0

136 LB. RAIL - 1960

1958

132 LB.

GARFIELD SLAG

#637.71 30"x36'
Corr. Iron Pipe
(36"x16' Ext. Both Ends)

#638.70 24"x35' Conc. Pipe
(30"x12' C.I.P. Ext. South End)
(30"x16' C.I.P. Ext. North End)

#639.06 24"x30' Conc. Pipe
(30"x12' C.I.P. Ext. Both Ends)

#639.17 24"x34'
Corr. Iron Pipe

#639.19 24"x54'
Corr. Iron Pipe

M.P. 638.883

#639.91 36"x40'6"
Corr. Iron Pipe

EUREKA COUNTY
ELKO COUNTY

136 LB. RAIL - 1960

1/1/66
7/1/68

640 641 642 643 644 645

3.51 Mi.

2.07 Mi.

1.79 Mi.

1°00'
149'
2 1/2"

1°01'
525'
2"

1°00'
2000'
2"

1°00'30"
577'
2"

+0.16

0.0

+0.22

#640.18 24"x28'
Conc. Pipe

#640.36 36"x33'
Conc. Pipe

#640.77 24"x23'
Conc. Pipe

#641.25 36"x40'
Corr. Iron Pipe

#641.96 36"x40'
Corr. Iron Pipe

#642.85 24"x24 1/2"
Corr. Iron Pipe

#643.14 36"x33'
C.I.P. Siphon
#643.21 24"x36'
Conc. Pipe

#644.33 24"x62'
Corr. Iron Pipe

#644.64 12"x45'
Corr. Iron Pipe

#644.84 18"x100'
Corr. Iron Pipe

WEST CARLIN
M.P. 643.41 H.B.
W.P. - S.P. CONN.

CARLIN
M.P. 644.62 H.B.
27 CAR CAP.

PRIVATE XING

PRIVATE XING

PRIVATE XING

PRIVATE XING

HIGHWAY 20 2XFL

#643.40 6'x7'x9'
Conc. Pass

BR. 643.58 1-140'
Thru Span

ROAD XING

ROAD XING

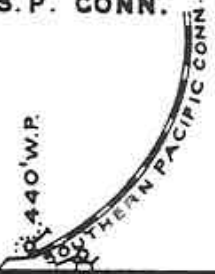
ROAD XING

136 LB. RAIL - 1960

136 LB. RAIL - 1962

112 LB. RAIL - 1945

GARFIELD SLAG



645 646 647 648 649 650

1.79 Mi.

1.33 Mi.

1° 00' 23.53' 2" 53'

2° 30' 73.55' 5" 11'

3° 06' 114.25' 5" 24'

2° 06' 108.66' 4" 11'

+0.22

4917.7

0.0

4917.7

+0.35

4941.7

0.0

4941.7

+0.40

2998'

EAST CARLIN
M.P. 646.00 H.B.
W.P. - S.P. CONNECTION

---#645.30 36"x40'3"
Corr. Iron Pipe

S.P. CONNECTION

SPRING SWITCH

---#646.32 36"x60'
Corr. Iron Pipe

---#646.64 24"x33'
Conc. Pipe

---#646.87 24"x37'
Conc. Pipe

---#647.28 36"x35'
Conc. Pipe

ROAD XING

BR. 648.02 1-120'
Thru Span

---#648.97 24"x48'6"
Conc. Pipe

West Portal Tun #4
M.P. 649.24

TUN. 2941
2341.8

---#649.79 36"x80'
Corr. Iron Pipe

---#649.90 6'x8'x66'6"
Conc. Arch

BR. 645.19 2-17'
B.D. I-Beam Spans

BR. 645.61 2-20'
B.D. I-Beam Spans

BR. 645.99 1-15'
B.D. P.T.
UNDER S.P. CONN.

BR. 645.93 1-11'
I-Beam Span

BR. 646.05 1-30'
B.D. I-Beam Span

136 LB. CONTINUOUS RAIL - 1962

1957 136 LB. CONTIN- 1959
136 LB. CONTINUOUS RAIL - 1962 | 136 LB.

GARFIELD SLAG

1/1/66
7/1/68

650

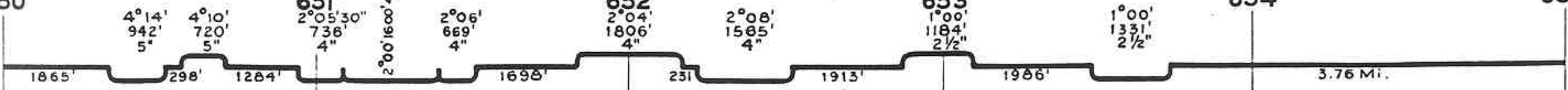
651

652

653

654

655



TONKA
 M. P. 650.08 H. B.
 28 CAR CAP.

---#650.27 36"x64'
 Conc. Pipe

West Portal Tun. # 42
 M. P. 650.71
 TUN. Z# 42
 1071.7

4981.7

4981.7

136 LB. CONTINUOUS RAIL - 1962
 136 LB. - 1959
 136 LB. - 1959
 136 LB. - 1962
 136 LB. - 1958

BR. 650.95 1'-120' Thru Span

BR. 651.42 1'-120' Thru Span

---#652.05 36"x42'
 Corr. Iron Pipe
 ---#652.10 2-36"x35'6"
 Conc. Pipe

---#652.17 80"x63'
 Corr. Iron Pipe

---#652.51 36"x50'
 Corr. Iron Pipe

---#652.81 36"x40'3"
 Corr. Iron Pipe
 ---#652.93 36"x40'3"
 Corr. Iron Pipe

---#652.94 36"x40'3"
 Corr. Iron Pipe

---#653.19 36"x40'3"
 Corr. Iron Pipe

---#653.36 24"x38'
 Corr. Iron Pipe

---#653.68 36"x40'3"
 Corr. Iron Pipe

---#653.97 24"x25'6"
 Conc. Pipe

---#654.82 16"x36'7"
 Cast Iron Syphon

---#654.99 2-24"x28'
 Corr. Iron Pipe

136 LB. CONTINUOUS RAIL - 1962

132 LB. RAIL - 1951

GARFIELD SLAG

CR. PROCESSED GRAVEL (ROCKLAND)

1/1/66

655

658

657

658

659

660

3.76 Mi.

1.60 Mi.

1.21 Mi.

+0.18

+0.05

HUNTER

M. P. 658.33 C. S.

128 CAR CAP.

- #655.09 2-24"x28'
Corr. Iron Pipes
- #655.10 2-24"x28'
Corr. Iron Pipes
- #655.34 2-24"x28'
Corr. Iron Pipe
- #655.42 24"x24'6"
Corr. Iron Pipe
- #655.57 24"x28'5"
Corr. Iron Pipe
- #655.62 24"x32'
Conc. Pipe
- #655.86 24"x50'
Corr. Iron Pipe

- #656.19 2-24"x46"
Corr. Iron Pipes
- #656.48 2-36"x49'
Corr. Iron Pipes
- #656.67 2-36"x44'
Corr. Iron Pipe
- #656.92 3x5x40'
Conc. Rail Top
- #657.02 3x5x24'
Conc. Rail Top
- #657.05 24"x28'5"
Corr. Iron Pipe

1° 00'
1245'
2 1/2"

1° 00'
1095'
2 1/2"

5016.7

#658.31 24"x34'6"
Conc. Pipe

#659.16 36"x28'7"
Conc. Pipe

#659.21 36"x28'
Conc. Pipe

ROAD XING

ROAD XING

#656.82 24"x40'
Corr. Iron Pipe

#657.17 24"x28'5"
Corr. Iron Pipe

PRIVATE XING

BR. 657.39 1-100'
Thru Girder

PRIVATE XING

PRIVATE XING

132 LB. RAIL-1951

CRUSHED PROCESSED GRAVEL (ROCKLAND)

660 661 662 663 664 665

0° 30'
916'
1 1/4"

1° 00'
958'
1 1/2"

3.48 Mi.

3046'

+0.05

5026.7

+0.35

5038.7

+0.21

5043.7

+0.08

---#660.27 36"x44'4"
Corr. Iron Pipe

---#660.63 24"x30'
Corr. Iron Pipe

δ

---#661.27 36"x29'
Conc. Pipe

---#661.77 24"x24'
Corr. Iron Pipe

---#662.10 24"x35'
Conc. Pipe

---#662.21 2-24"x40'
Corr. Iron Pipe

---#662.51 2-24"x30'
Corr. Iron Pipe

---#662.66 24"x34'
Corr. Iron Pipe

---#662.79 2-36"x30'
Corr. Iron Pipe

---#662.93 5'x10'x24"
Conc. Box

---#662.94 36"x36'x9"
Corr. Iron Pipe

---#663.29 2-24"x30'
Corr. Iron Pipe

---#663.51 30"x34'
Corr. Iron Pipe

---#663.67 5'x10'x24"
Conc. Box

---#663.68 36"x30'
Corr. Iron Pipe

---#663.99 24"x35'
Conc. Pipe

---#664.20 24"x28'
Corr. Iron Pipe

---#664.50 36"x25'
Corr. Iron Pipe

SOUTHERN PACIFIC CO

ELKO

PRIVATE XING

BR.663.99 1-120' Thru Span

BR.664.20 1-30' B.D. I-Beam Span

HOT SPRINGS RD. 2X
1-36"x100' Conc. Pipe

#664.50 1-42"x78' Corr. Iron Pipe

#664.60 18"x167' Corr. Iron Pipe

#664.76 10' Conc. Pipe (Drain from Diesel No.)

#664.95 16"x140' Corr. Iron Pipe

132 LB. RAIL-1951 ↔ 136 LB. RAIL-1961

132 LB. RAIL-1951

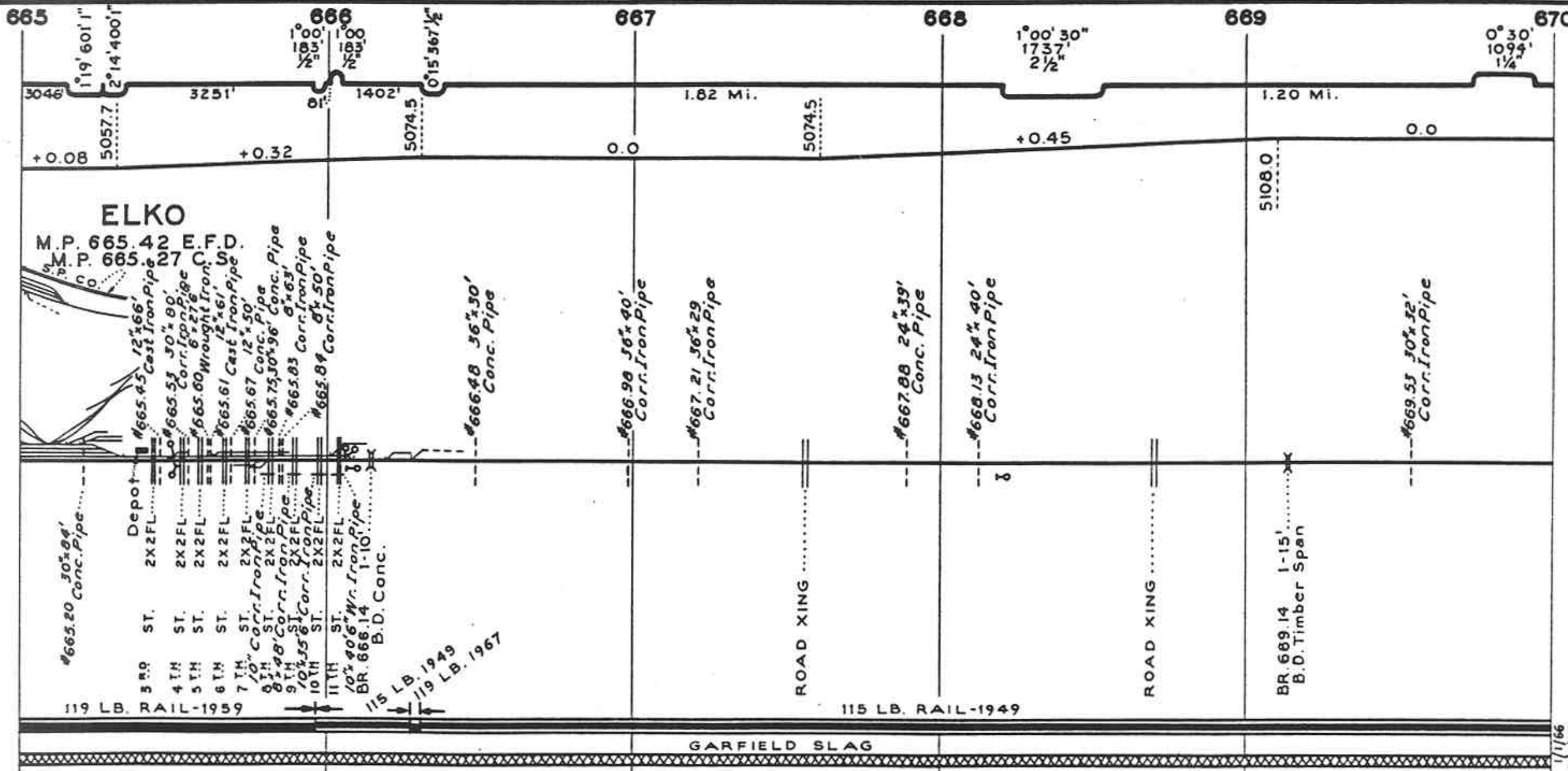
115 LB. RAIL-1949

115 LB. RAIL-1955
119 LB. RAIL-1959

CRUSHED PROCESSED GRAVEL (ROCKLAND)

GARFIELD SLAG

1/1/66



665

666

667

668

669

670

3046' 1°19' 60" 1" 2°14' 400" 1" 3251' 1402' 1.82 Mi. 1737' 2 1/2" 1°00' 30" 1.20 Mi. 1094' 1 1/4" 0°30'

+0.08 5074.7 5074.5 0.0 5074.5 +0.45 5108.0 0.0

ELKO

M.P. 665.42 E.F.D.
M.P. 665.27 C.F.D.

- #665.45 12x66' Cast Iron Pipe
- #665.53 30x80' Corr. Iron Pipe
- #665.60 6x276' Wrought Iron
- #665.61 12x61' Cast Iron Pipe
- #665.67 12x50' 10" Corr. Iron Pipe
- #665.75 30x96' Conc. Pipe
- #665.83 8x63' 8" Corr. Iron Pipe
- #665.84 8x50' 8" Corr. Iron Pipe

- #666.48 36x30' Conc. Pipe
- #666.98 36x40' Corr. Iron Pipe
- #667.21 36x29' Corr. Iron Pipe
- #667.88 24x39' Conc. Pipe
- #668.13 24x40' Corr. Iron Pipe
- #669.53 30x32' Corr. Iron Pipe

- #665.20 30x84' Conc. Pipe
- 3 R.O. ST. 2X2FL
- 4 TH ST. 2X2FL
- 5 TH ST. 2X2FL
- 6 TH ST. 2X2FL
- 7 TH ST. 2X2FL
- 8 TH ST. 2X2FL
- 9 TH ST. 2X2FL
- 10 TH ST. 2X2FL
- 11 TH ST. 2X2FL
- 10x40' Wr. Iron Pipe
- BR. 666.14 1-10' B.D. Conc.

119 LB. RAIL-1959
115 LB. RAIL-1949
119 LB. 1967

ROAD XING

ROAD XING

BR. 689.14 1-15' B.O. Timber Span

115 LB. RAIL-1949

GARFIELD SLAG

1/1/66
7/1/68

670

671

672

673

674

675

00'07.3"
2596'
2 1/2"

1°00'30"
1612'
2 1/2"

1°30'
917'
3"

4°02'
2300'
6"

4913'

1.35 Mi.

3479'

4552'

0.0

5108.0

+0.18

5130.0

+0.34

5144.2

+0.13

#670.22 36"x26'6"
Corr. Iron Pipe
#670.31 36"x30'
Corr. Iron Pipe

#671.08 24"x26'
Corr. Iron Pipe
#671.28 36"x32'6"
Corr. Iron Pipe

ROAD XING
#671.60 36"x36'
Corr. Iron Pipe
#671.74 24"x36'
Corr. Iron Pipe

#672.34 26"x30'
Corr. Iron Pipe
#672.69 36"x30'
Corr. Iron Pipe

#673.30 36"x46'
Corr. Iron Pipe
#673.67 36"x44'
Corr. Iron Pipe

#673.91 24"x40'
Conc. Pipe
#674.01 36"x30'
Corr. Iron Pipe
#674.24 36"x37'
Corr. Iron Pipe

#674.54 6'x7'x23'
Conc. Cattle Pass
#674.95 36"x44'6"
Corr. Iron Pipe

PRIVATE XING

#671.24 24"x26'
Corr. Iron Pipe

#671.64 36"x30'
Corr. Iron Pipe

#671.65 36"x26'
Corr. Iron Pipe

BR. 671.85 1-60'
Thru Girder Span

BR. 672.08 1-120'
Thru Span

ROAD XING

ROAD XING

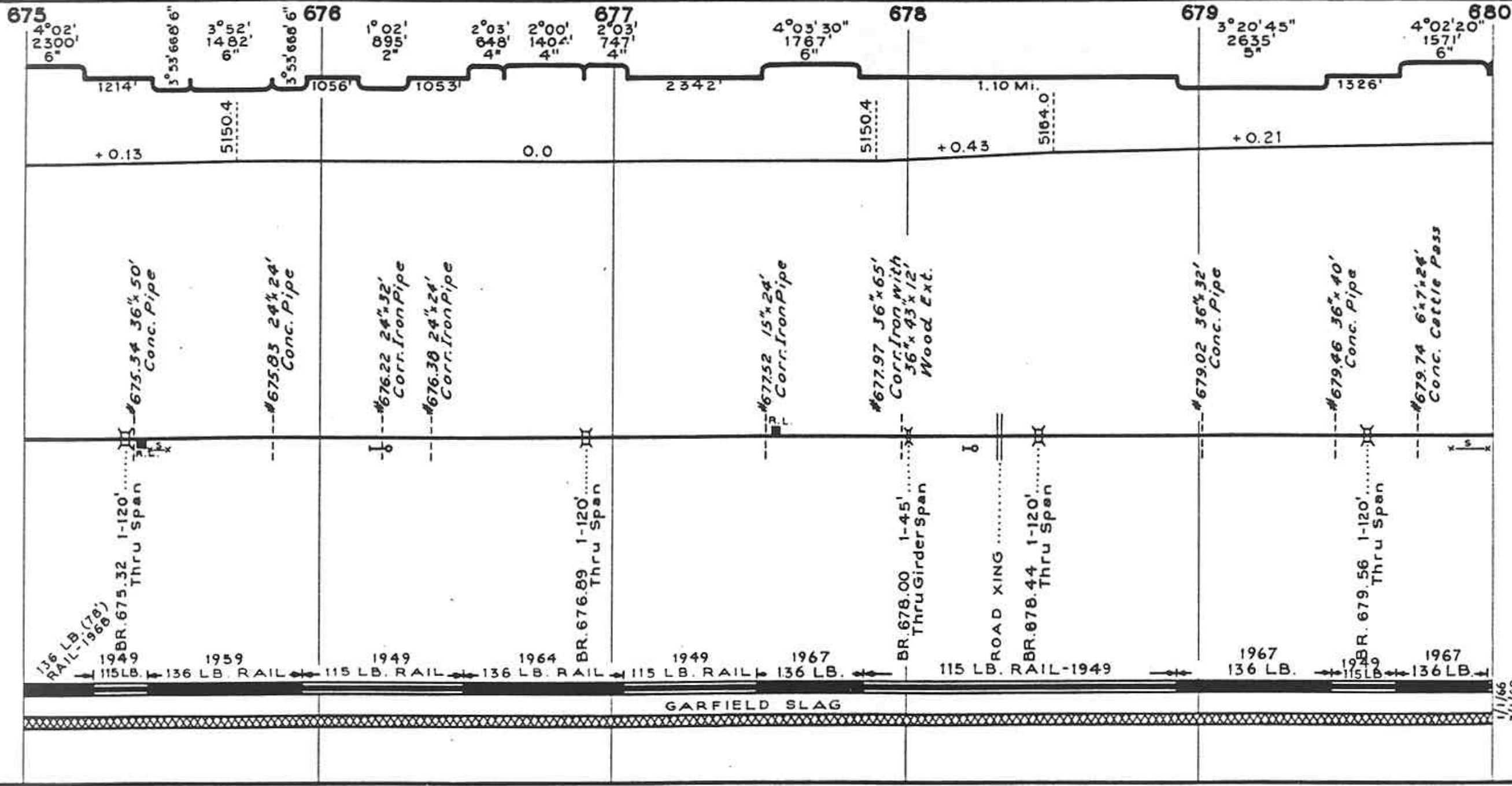
ROAD XING

115 LB. RAIL-1949

GARFIELD SLAG

136 LB. (78)
RAIL-1968

1/1/66
7/1/60



1/1/66
7/1/68

680 681 682 683 684 685

1° 25' 1490' 2" 4° 06' 1391' 6" 1° 04' 716' 2" 1° 00' 15" 2189' 2 1/2"

2316' 1.69 Mi. 5182.7 1.59 Mi. 2.43 Mi.

+0.21 5182.7 0.0 5182.7 +0.16

ELBURZ
M. P. 683.28 C. S.
117 CAR CAP.

SOUTHERN PACIFIC CO.

---#681.01 36"x29'
Conc. Pipe

---#682.45 24"x49'
Corr. Iron Pipe

---#683.28 24"x46'
Corr. Iron Pipe

---#684.08 30"x24'
Corr. Iron Pipe

---#684.80 36"x24'
Corr. Iron Pipe

115-119 LB. - 1955
BR. 680.51 1-120'
Thru Span

136 LB. (78')
RAIL - 1968

BR. 681.28 1-80'
Thru Girder Span

ROAD XING

ROAD XING

ROAD XING

ROAD XING

ROAD XING

115 LB. RAIL - 1949

115 LB. - 1964

136 LB. CONTINUOUS RAIL - 1963

136 LB. - 1960

136 LB. CONT. RAIL - 1963

GARFIELD SLAG

1/1/66
7/1/68

685

686

687

688

689

690

2.43 Mi.

3.09 Mi.

+0.16

5241.7

+0.29

---#685.03 30"x23'6"
Corr. Iron Pipe

ROAD XING

BR.685.50 1-30'.....X
B. D. I-Beam Span

I

BR.686.02 1-60'.....X
Thru Girder Span

BR.686.07 1-62'.....X
Thru Girder Span

---#687.23 36"x42'
Corr. Iron Pipe
---#687.37 2-60"x30'6"
Corr. Iron Pipe

COUNTY ROAD 2FL.....

I

---#688.55 24"x40'
Conc. Pipe

---#689.42 36"x30'
Corr. Iron Pipe

---#689.67 30"x30'6"
Corr. Iron Pipe

---#689.87 24"x34'
Conc. Pipe

136 LB. CONTINUOUS RAIL - 1963

GARFIELD SLAG

1°01'59"2 1/2"
2500'
2 1/2"

1/1/66
7/1/68

690

691

692

693

694

695

1°00'
2565'
2 1/2"

0°30'
730'
1 1/4"

3.09 Mi.

1.67 Mi.

1.70 Mi.

+0.29

0.0

+0.18

5267.0

5267.0

--#690.93 36"x32'
Corr. Iron Pipe

--#692.01 30"x29'
Corr. Iron Pipe

==#692.90 36"x30'
Corr. Iron Pipe
==#692.91 2-24"x30'
Corr. Iron Pipes

I--#693.21 36"x29'
Corr. Iron Pipe

==#693.56 36"x30'
Corr. Iron Pipe
==#693.57 2-24"x32'
Corr. Iron Pipes
--#693.66 24"x26'
Corr. Iron Pipe
--#693.77 2-36"x30'
Corr. Iron Pipes

--#693.91 36"x38'
Corr. Iron Pipe

--#694.23 2-48"x30'6"
Corr. Iron Pipes

--#694.49 24"x30'
Corr. Iron Pipe

==#694.73 24"x32'
Corr. Iron Pipe
--#694.74 24"x32'
Corr. Iron Pipe
--#694.82 2-36"x36'
Corr. Iron Pipes

136 LB. CONT. RAIL - 1963 ← 136 LB. - 1959 →

136 LB. CONTINUOUS RAIL - 1963

GARFIELD SLAG

695

696

697

698

699

700

0° 30'
635'
1 1/4"

0° 30'
997'
1 1/4"

0° 30'
1400'
1 1/4"

1.92 Mi.

2.35 Mi.

+0.18

DEETH
M. P. 699.97 C. S.
114 CAR CAP.

#695.28 30"x22'
Corr. Iron Pipe

#695.66 2-60"x32'
Corr. Iron Pipes
#695.76 2-48"x31'
Corr. Iron Pipes
#695.88 30"x27'
Corr. Iron Pipe

#696.24 5'x10'x24'
Conc. Box
#696.25 5'x10'x24'
Conc. Box

#696.91 24"x36'
Conc. Pipe
#696.92 5'x10'x24'
Conc. Box

#697.91 60"x36'
Corr. Iron Pipe

#698.15 24"x35.5"
Corr. Iron Pipe
#698.30 24"x28.6"
Corr. Iron Pipe

#698.53 36"x30'
Corr. Iron Pipe

#698.88 36"x29.6"
Corr. Iron Pipe

#699.14 1-36"x30.6"
Corr. Iron Pipes
#699.15 6'x6'x24'
Conc. Box

#698.94 24"x48'
Corr. Iron Pipe

δ

δ

ROAD XING
BR. 697.06 1-100'
Thru Girder Span

ROAD XING
HWY. OVERPASS
COUNTY RD. 2X2FL

BR. 699.66 3-15'
B.D. Timber Spans

136 LB. CONTINUOUS RAIL-1963

136 LB. CONTINUOUS RAIL-1964

GARFIELD SLAG

1/1/66
7/1/68

700

701

702

703

704

705

1'00'
2330'
2 1/2"

3726'

4.47 Mi.

5366.0

+0.40

+0.18

DEETH
M. P. 699.97 C. S.
114 CAR CAP.

W. P. - S. P. CONN.
M. P. 701.02 E. H. B.

#700.70 48"x56'
Corr. Iron Pipe

SOUTHERN PACIFIC CO

BR. 700.42 1-20'
B.D. I-Beam Span

ROAD XING
BR. 701.08 5-15'
B.D. Timber Spans

BR. 701.33 1-18'
B.D. Timber Span

BR. 702.04 1-20'
B.D. Timber Span

HIGHWAY OVERPASS
INTERSTATE NR 80

BR. 702.45 1-17'
B.D. Steel Span

136 LB. CONTINUOUS RAIL - 1964

136 LB. - 1959

PRIVATE XING
136 LB. CONTINUOUS
RAIL - 1964

#704.96 3'x6'x80'
Conc. Arch

GARFIELD SLAG

1/1/66
7/1/68

705

706

707

708

709

710

0°45'
2880'
1 3/4"

1°00'
2656'
2 1/2"

3726'

1.64 Mi.

3.20 Mi.

+0.40

TULASCO
M. P. 708.75 H.B.
20 CAR CAP.

---#706.35 5'x6'x154'
Conc. Arch

---#708.22 5'x6'x102'
Conc. Arch
---#708.29 36"x112'
Conc. Pipe

---#708.77 56"x158'
Conc. Pipe

---#708.99 24"x89'6"
Conc. Pipe

---#709.79 5'x6'x169'
Conc. Arch

1/2"

1/2"

ROAD XING

ROAD XING

136 LB. CONTINUOUS RAIL-1964

136 LB. -1959

136 LB. CONTINUOUS RAIL-1964

GARFIELD SLAG

CRUSHED PROCESSED GRAVEL (ROCKLAND)

1/1/66

710

711

712

713

714

715

1°00'
2003'
2 1/2"

0°08'
500'
0

3.20 Mi.

1.77 Mi.

1.49 Mi.

+0.40

ALAZON
W.P.-S.P. CONN.
M.P. 713.57

W.P. - S.P.
PAIRED TRACK

SOUTHERN PACIFIC CO

R.L.

#710.26 5'x6'x123'
Conc. Arch

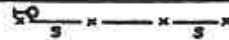
#711.20 24"x144'
Corr. Iron Pipe

#712.14 24"x165'
Corr. Iron Pipe

#713.04 31"x50"x24'
Corr. Ir. Arch. Culv.

#713.85 24"x120'6"
Corr. Iron Pipe

#714.20 24"x152'
Corr. Iron Pipe



136 LB. CONTINUOUS RAIL - 1964

136 LB - 1959

136 LB. CONTINUOUS RAIL - 1964

115 LB. RAIL - 1953 (107)
132 LB. - 1953 (339)

115 LB. RAIL - 1953 119 LB - 1960

CRUSHED PROCESSED GRAVEL (ROCKLAND)

GARFIELD SLAG

1/1/66

715 716 717 718 719 720

2°01' 2188' 3"
2°02' 1678' 3"
2°30'48" 3878' 4"
2°02' 1858' 4"
1°00' 1325' 1 1/2"

1.49 Mi. 505' 1471' 3745' 4985' 3535'

+0.40

WELLS

M. P. 717.71 C. S.
125 CAR CAP.

#715.08 36"x103'
Conc. Pipe

#715.60 24"x104'
Corr. Iron Pipe

#715.98 24"x42'
Conc. Pipe

#716.28 24"x98' Masonry Box
(12' C.I.P. Ext. Both Ends)

BR. 717.70 1-20', 2-15', 2-12'
Timber Spans

BR. 717.63 6-15'
Timber Spans

BR. 717.53 1-30'
1-166' Through Truss

#716.98 24"x32' Conc. Pipe
(6' C.I.P. Ext. Both Ends)

#717.50 24"x87'
Conc. Pipe
(8' C.I.P. Ext. North End)

#717.82 24"x42'
Corr. Iron Pipe

#718.12 24"x63'
Corr. Iron Pipe

#718.26 24"x58'6" Conc. Pipe
(6' C.I.P. Ext. North End)

#718.38 24"x50' Conc. Pipe
(6' C.I.P. Ext. Both Ends)

#719.05 2-36"x22"x32'
Corr. Iron Pipes
Arch Culvert

#719.24 24"x36'
Corr. Iron Pipe

#719.40 2-24"x32'
Corr. Iron Pipes

#719.84 24"x39' Conc. Pipe
(6' C.I.P. Ext. Both Ends)

#716.60 24"x65'4"
Conc. Pipe

HWY. OVERPASS

ROAD XING 2X

COUNTY ROAD 2X

COUNTY ROAD X

119 LB. RAIL - 1960

115 LB. RAIL - 1951

119 LB. CONTINUOUS RAIL - 1967

119 LB. RAIL - 1960

GARFIELD SLAG

CRUSHED PROCESSED GRAVEL (ROCKLAND)

1/1/68
7/1/68

720

721

722

723

724

725

2° 01'
3240'
4"

1° 00'
2933'
2"

1° 00'
1600'
2"

1° 00'
1242'
2"

3082'

4969'

5185'

4.66 Mi.

+0.40

+0.10

0.0

5786.7

5796.7

#720.20 24"x30'
Corr. Iron Pipe

#720.44 24"x59' Conc. Pipe
(8'C.I.P. Ext. North End,
6'C.I.P. Ext. South End)

#721.06 24"x79' Conc. Pipe
(8'C.I.P. Ext. Both Ends)

#722.92 2-18"x36"x28'
Wood Boxes

#723.86 24"x32'
Corr. Iron Pipe

#723.87 24"x50'
Corr. Iron Pipe

#724.44 24"x25'6"
Conc. Pipe

#724.45 24"x39'
Corr. Iron Pipe

ROAD XING

Ω
δ

x s x x s x x s x

Ω
δ

COUNTY ROAD 2FL

119 LB. RAIL-1960

119 LB. CONTINUOUS
RAIL - 1962

CRUSHED PROCESSED GRAVEL (ROCKLAND)

11/1/66

725

726

727

728

729

730

4.68 Mi.

4.37 Mi.

0.0

-0.43

5779.7

-0.24

5755.7

-0.40

RUBY
M. P. 728.07 C. S.
125 CAR CAP.

---#725.44 24"x30' Conc. Pipe
(6'C.I.P. Ext. Both Ends)

---#725.71 24"x31' Conc. Pipe
(6'C.I.P. Ext. Both Ends)

---#726.00 24"x26' Conc. Pipe
(6'C.I.P. Ext. Both Ends)

---#726.57 24"x33' Conc. Pipe
(6'C.I.P. Ext. N. End,
6' Ext. S. End) 5796.7

---#727.54 { 24"x62' Conc. Pipe
(20'C.I.P. Ext. N. End,
6'C.I.P. Ext. S. End)
36"x36"x42'
Wood Box

---#727.88 36"x22"x36'
Pipe Arch

---#728.17 24"x24'
Conc. Pipe
(6'C.I.P. Ext. N. End)

---#728.33 36"x55'
Conc. Pipe
(6'C.I.P. Ext. N. End)

---#729.07 36"x30' Conc. Pipe
(6'C.I.P. Ext. Both Ends)

---#729.64 24"x25' Conc. Pipe
(6'C.I.P. Ext. Both Ends)

U.S. HWY. N 93 2X2FL

119 LB.-1961 (190')

115 LB.-1951 (212')

115 LB.-1951 (212')

ROAD XING 2X...

119 LB. CONTINUOUS RAIL - 1962

119 LB. CONTINUOUS RAIL - 1962

100 LB. RAIL - 1937

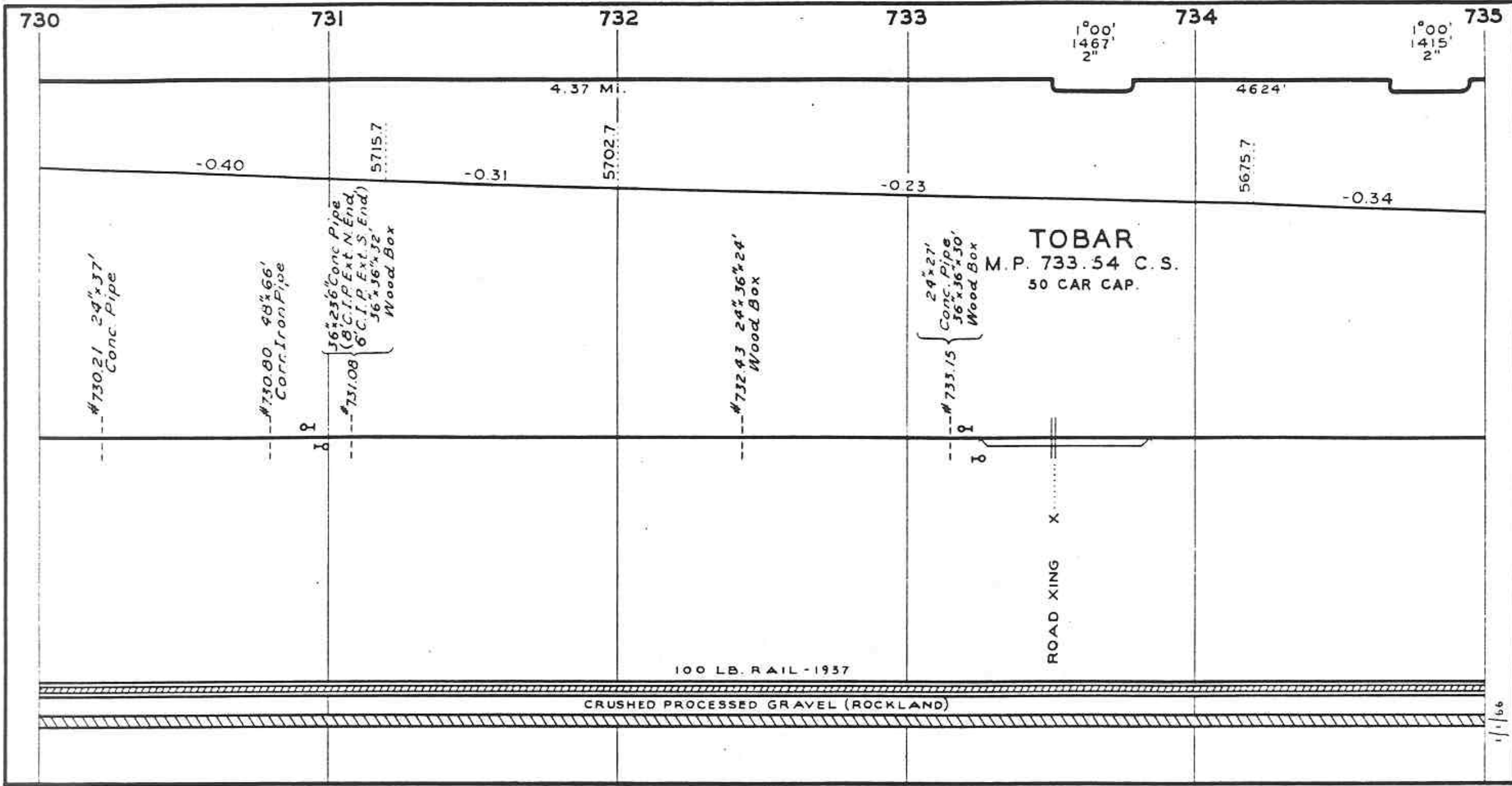
100 LB. RAIL - 1937

GARFIELD SLAG

CRUSHED PROCESSED GRAVEL (ROCKLAND)

1'00"
2007'
2"

1/1/68
7/1/68



735

738

737

738

739

740

13.06 Mi.

-0.34

-0.39

5603.7

0.0

#735.08 24' x 33' Conc. Pipe
(6' C.I.P. Ext. North End)
#735.09 2' x 3' x 28'
Wood Box

VENTOSA
M. P. 738.29 C.S.
125 CAR CAP.

#737.67 24' x 37'
Conc. Pipe

#739.79 24' x 23' Conc. Pipe
(6' C.I.P. Ext. South End)

Ω

δ

x u x

Ω

Ω

δ

115 LB.-1951 (212')

ROAD XING
VENTOSA AIRPORT RD.
115 LB.-1951 (212')

100 LB. RAIL-1937

100 LB. RAIL-1937

100 LB. RAIL-1937

CRUSHED PROCESSED GRAVEL (ROCKLAND)

1/1/66

740

741

742

743

744

745

13.06 MI.

0.0

---#741.91 24"x27'
Conc. Pipe

---#742.77 24"x30'
Conc. Pipe

---#24405 24"x37'
Conc. Pipe

Ω

Ω

Ω

Ω

100 LB. RAIL-1937

CRUSHED PROCESSED GRAVEL (ROCKLAND)

11/66

745

746

747

748

749

750

1° 00' 09"
3528'
2"

1° 30'
1357'
3"

13.06

4980'

5268

0.0

5603.7

+1.00

SPRUCE
M. P. 747.23 C.S.
125 CAR CAP.

#745.56 24"x30'
Conc. Pipe

ROAD XING

#748.66 65"x71'
Multi-Plate

#749.35 4'x4'x46'
Conc. Arch

#749.59 24"x125'
Conc. Pipe

δ

δ

100 LB. RAIL-1937

115 LB.-1951

100 LB. -1937

112 LB. -1938

115 LB.-1951 (212')

112 LB.-1938

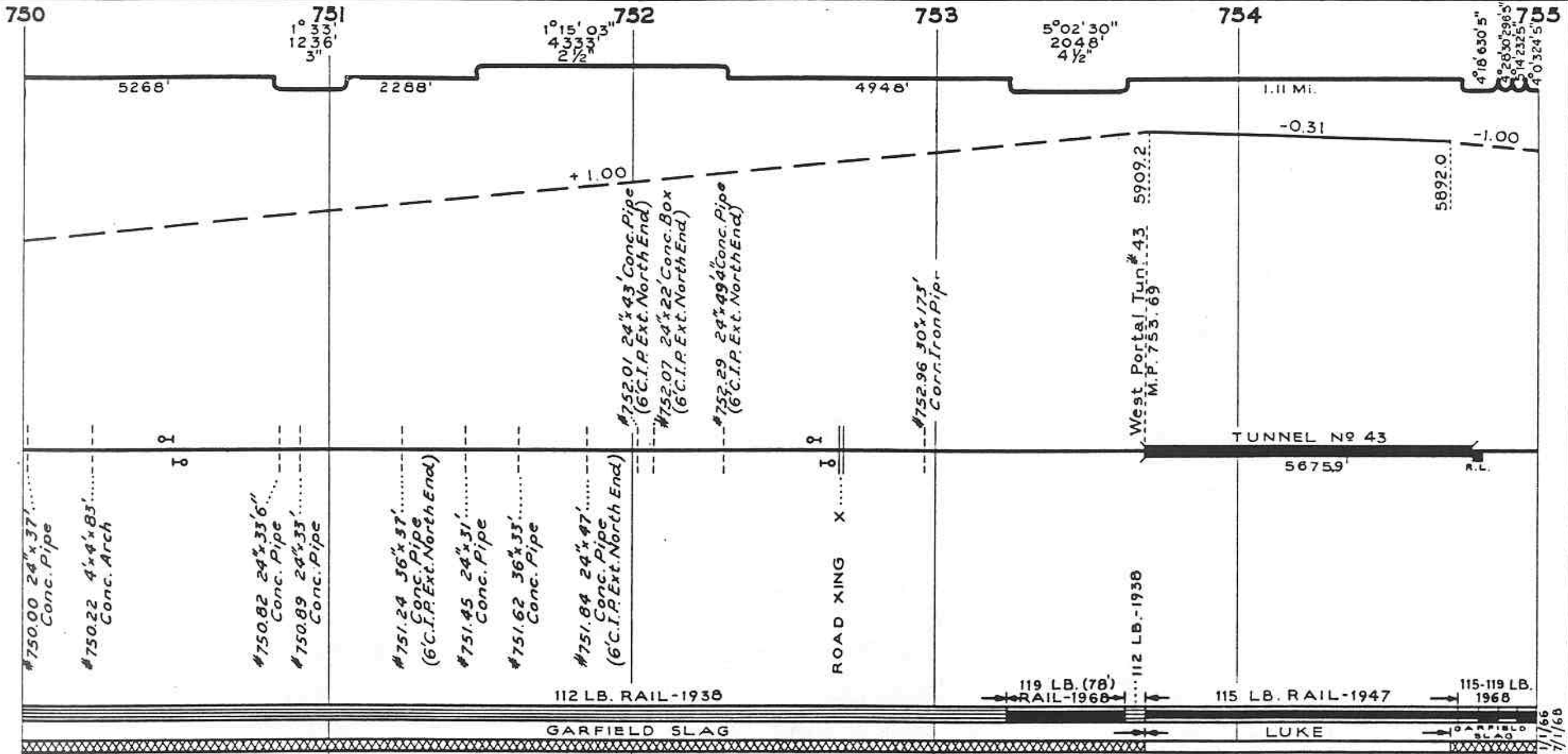
112-115 LB.-1948

112 LB. RAIL-1938

CRUSHED PROCESSED GRAVEL (ROCKLAND)

GARFIELD SLAG

1/1/66
7/1/68



1/1/66
7/1/68

755 756 757 758 759 760

0°40'20" 0°20' 0°53'40" 1°00' 1°00' 3°03' 0°45" 1°20'
449' 650' 316' 1197' 1060' 1675' 800' 2140'
1" 1" 1" 2" 2" 4 1/2" 1 1/2" 2 1/2"

1590' 4238' 3141' 4384' 949' 1607' 11.22 Mi.

-1.00

SAGE
M. P. 757.63 C.S.
125 CAR CAP.

Setout Track

#755.27 24"x24"x173'
Conc. Box
#755.37 36"x98' Conc. Pipe
(B.C.I.P. Ext. North End)
#755.55 32"x156'
Conc. Pipe
#755.69 36"x120'
Conc. Pipe
#755.83 4'x4'x113'
Conc. Arch

#756.15 4'x4'x99.5"
Conc. Arch
#756.49 36"x36"x46'
Conc. Arch
#756.75 36"x36"x62'
Conc. Arch

#757.46 36"x61'
Conc. Pipe

#758.02 36"x80'
Stone Box

#758.85 24"x27'
Conc. Pipe

115-119 LB.
1960

(78')
119 LB. RAIL-1960

115 LB.-1951 (212')

(78')
119 LB. RAIL-1956

115 LB.-1951 (212')

(78')
119 LB. RAIL-1956

GARFIELD SLAG

7/1/60

760

761

762

763

764

765

11.22 Mi.

-1.00

5590.0

0.0

---#762.66 24"x30'6"
Corr. Iron Pipe

8

8

8

ROAD XING

119 LB. 78' RAIL - 1956

119 LB. 78' RAIL - 1957

GARFIELD SLAG

1/1/68
7/1/68

765

766

767

768

769

770

11.22 Mi.

0.0

5590.0

+0.13

5601.0

+0.60

5626.3

+1.00

5684.3

+1.00

SHAFTER
M. P. 766.43 C.S.
125 CAR CAP.

M.P. 765.78

NEVADA NORTHERN

ROAD KING

115 LB.-1951

119 LB. 78' RAIL-1957

119 LB. (78') RAIL-1957

115 LB.-1951

119 LB. (78') RAIL-1957

119 LB. CONTINUOUS RAIL-1963

GARFIELD SLAG

1/1/66
7/1/68

770

771

772

773

774

775

1°00'
252.8'
1/2"

2°00'36"
212.4'
3"

1°00'
117.0'
1/2"

11.22 Mi.

1.24 Mi.

1.14 Mi.

+1.00

+0.90

+1.00

-1.00

---#770.57 36"x36'
Corr. Iron Pipe

---#771.22 36"x36'
Corr. Iron Pipe

---#771.56 18"x40'
Corr. Iron Pipe

---#774.49 24"x27' Conc. Pipe
(6 C.I.P. Ext. Both Ends)

---#774.61 24"x31'6" Conc. Pipe
(6 C.I.P. Ext. Both Ends)

SILVER ZONE
M. P. 772.48 C. S.
125 CAR CAP.

5838.3

5876.3

5748.3

8

8

8

x x x x

119 LB. CONTINUOUS RAIL -1963

119 LB. CONTINUOUS RAIL -1963

119 LB. CONTINUOUS RAIL -1963

GARFIELD SLAG

115 LB.-1951 (212')

115 LB.-1951 (212')

HWY. OVERPASS

1/1/66

775

776

777

778

779

780

3°00'30"
157.3'
3"

4°02'
134.9'
5"

6°09'
121.7'
4½"

8°08'
142.7'
6"

1°00'
109.8'
1"

5°03'
123.6'
4"

3°06'
71.8'
2"

9°49'
56.2'
5"

10°06'
50.0'
5"

10°00'
70.0'
5"

10°04'
77.6'
4½"

4°02'
107.0'
5"

2°20'15"
171.1'
2½"

1.14 Mi. 2050' 1822' 487' 980' 922' 2587' 302' 834' 1229'

-1.00

#775.13 30"x196'
Corr. Iron Pipe

#775.89 24"x110'
Conc. Pipe

#776.97 3'x4'x113'
Rock Masonary

#777.12 30"x54'6"
Corr. Iron Pipe

#777.65 24"x95'
Conc. Pipe

119 LB. CONTINUOUS
RAIL - 1963

ROAD XING

112-119 LB. (1968)

112 LB. - 1938

112-119 LB. - 1955

112 LB. - 1938

119 LB. - (1955 & 1968)

112 LB. - 1938

115-119 LB. - 1955

112 LB. - 1938

#778.64 2-72"x44"x34'
Corr. Iron Pipes
Arch Culvert

119 LB. (1955 & 1968)

112 LB. - 1938

112-119 LB. - 1959

112 LB. - 1938

GARFIELD SLAG

1/1/66
7/1/68

780 781 782 783 784 785

CLIFSIDE
M.P. 780.96 C.S.
125 CAR CAP.



#780.22 24"x34' Conc. Pipe
(6' C.I.P. Ext. Both Ends)

#780.50 24"x33' Conc. Pipe
(6' C.I.P. Ext. North End)
(24' C.I.P. Ext. South End)

#780.75 2-36"x20' Conc. Pipes
(30' C.I.P. Ext. North End)
(6' C.I.P. Ext. South End)

115 LB.-1951 (212')
112-119-LB. (1968)

ROAD XING
#781.84 36"x25'6" Conc. Pipe
(8' C.I.P. Ext. North End)
(6' C.I.P. Ext. South End)

112 LB.-1938
115-119 LB. (1968)

BR. 782.20 1-30'
B.D. I-Beam Span
STATE HWY. (Underpass)
BR. 782.22 Conc. Subway
(Old Hwy. Underpass
Abandoned)

#782.28 4'x6'x36'
Stone Box

#782.60 18"x18"x42'
Stone Box

#782.71 18"x18"x32'
Stone Box

#782.83 60"x49'
Corr. Iron Pipe

#782.93 18"x18"x32'
Stone Box

#783.38 24"x24"x82'6"
Stone Box

#783.87 22"x30"x89'
Stone Box

#784.89 24"x30"x90'
Stone Box

#784.97 24"x24"x96'
Stone Box

112 LB. RAIL-1938 112 LB-1945 112 LB.-1946 112-119-LB.-1957 112 LB.-1946 119 LB. RAIL-1957 112 LB.-1946 112-119 LB.-1957 119 LB. RAIL-1956

GARFIELD SLAG

1/1/66
7/1/68

785 786 787 788 789 790

1°00' 59.3" 1 1/2
2°00' 12.83" 2 1/2
3°01'20" 1817' 5"
2°03' 21.43" 4"
2°03' 21.43" 4"
1°03' 94.4" 2"

3017' 550' 2558' 2006' 1.21 Mi. 2655'

-1.00

#785.44 36"x36"x93'
Stone Box
#785.61 24"x24"x60'
Stone Box
#785.71 24"x24"x41'
Stone Box

#786.24 36"x36'
Conc. Pipe

#786.49 24"x48'
Conc. Pipe

#786.85 24"x36'
Conc. Pipe

#787.20 36"x37'
Conc. Pipe

PRIVATE XING X

#788.53 3-60"x58'
Corr. Iron Pipes

PILOT
M. P. 788.94 C.S.
125 CAR CAP.

X X X X X

X X X X X

X X X X X

X X X X X

X X X X X

X X X X X

X X X X X

X X X X X

X X X X X

119 LB. RAIL - 1956

112 LB. RAIL - 1937

112 LB. RAIL - 1937

112 LB. RAIL - 1937

GARFIELD SLAG

#787.12 24"x24'
Conc. Pipe
(6' C.I.P. Ext. Both Ends)

#787.82 24"x24'
Conc. Pipe
(6' C.I.P. Ext. Both Ends)

#787.96 24"x16'
Conc. Pipe
(6' C.I.P. Ext. Both Ends)

#788.24 36"x33'
Conc. Pipe
(6' C.I.P. Ext. Both Ends)

#788.46 2-60"x62'
Corr. Iron Pipes

#788.71 50"x51"x60'
Arch Culvert

#788.79 60"x58'
Corr. Iron Pipe

#789.05 2-54"x58'
Corr. Iron Pipes

#789.32 2-60"x58'
Corr. Iron Pipes

#789.51 24"x18' Conc. Pipe
(8' C.I.P. Ext. North End)
(6' C.I.P. Ext. South End)

#789.79 2-36"x59"x30'
18"x60"x50' Wd. Box
C. I. P. Arch

1/1/66
7/1/68

790

2° 02'
2429'
4"

791

1° 00'
2393'
2"

792

793

1° 00'
2239'
2"

794

16° 00'
1450'
2"

795

2146'

1.64 Mi.

2503'

1.20 Mi.

-1.00

4830.3

-0.83

#790.53 5'x6'x38'
Conc. Box
#790.61 36"x39'6"
Conc. Pipe

#791.01 24'x29'
Conc. Pipe

..... ROAD XING

#792.72 2-5'x6'x46'
Conc. Boxes

#793.60 5'x6'x38'
Conc. Box

#794.34 2-6'x6'x41'
Conc. Boxes

#790.77 {
1-36'x30'
Conc. Pipe
2-6'x6'x30'
Conc. Boxes

#792.20 {
1-36'x35'6"
Conc. Pipe
2-6'x6'x41'
Conc. Boxes

112 LB. RAIL - 1937

CRUSHED PROCESSED GRAVEL (ROCKLAND)

LUKE

GARFIELD
SLAG

1/1/66
7/1/68

795 796 797 798 799 800

4° 15'
1198'
6"

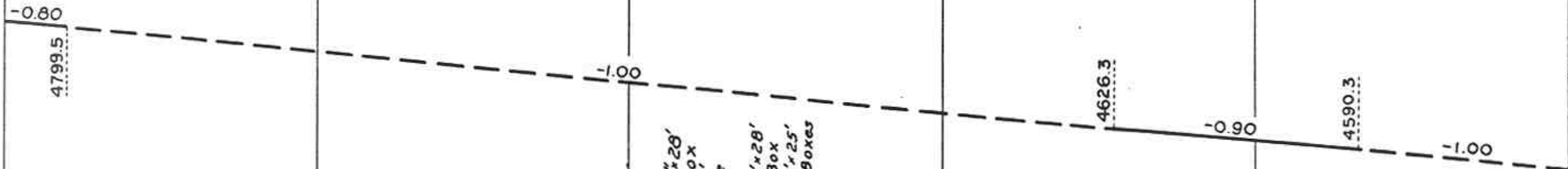
3° 02' 30"
2101'
5"

2° 05' 30"
1556'
4"

1° 01'
1563'
2"

6° 06' 50"
885'
5"
5° 58' 30"
1000'
5"
6° 06' 50"
885'
5"

1.20 Mi. 1701' 3018' 4731' 5861'



#797.15 24"x24"x28'
Masonry Box
Corr. Iron Pipe
#797.23 36"x28'
#797.48 {
1-5'x10'x28'
Conc. Box
2-5'x10'x25'
Conc. Boxes

OLA
M. P. 798.62 C.S.
125 CAR CAP.

P.L.

Ω

#798.05 24"x24"x24'6"
Masonry Box with 30"x12"
C.I. P. Ext. S. E.

#798.86 24"x24"x42'
Masonry Box
#798.96 24"x24"x41'
Masonry Box

#799.34 24"x24"x30'
Masonry Box Skewed
#112 L.B.-1938

112 LB. RAIL-1937

112 LB. RAIL-1938

112 LB. RAIL-1938

115-119 LB. (1968)

#112 L.B.-1938

G.S. CR. PROCESSED GRAVEL (ROCKLAND)

GARFIELD SLAG

1/1/68
7/1/68

800

801

802

803

804

805

2° 01' 45"
2545.5"
4"

2° 01' 45"
2986.5"
4"

2096'

3.75 Mi.

-1.00

---#800.28 36"x36"x75'
Stone Box
(6' C.I.P. Ext. Both Ends)

---#800.63 36"x36"x46'
Stone Box

---#801.11 24"x24"x25'
Stone Box

---#804.03 { 24"x24"x28'
Stone Box
3"x4"x44'
Conc. Box

---#804.44 { 24"x24"x37'
Stone Box
3"x4"x48'
Conc. Box

♀

♂

♀

BR. 801.79 4-10"x10'
Conc. Ballast
Deck Boxes

112 LB. RAIL-1938

GARFIELD SLAG

HWY. OVERPASS
U.S. #50

1/1/66
7/1/68

805

806

807

808

809

810

1° 45' 33"
358'
3" 2 33"

1° 00' 10"
2857'
2 1/2"

417

2871'

42.7 Mi.

4250.8

4235.3

4224.5

-1.00

-0.30

-0.08

#805.31 36"x36"x42'
Stone Box

ELKO COUNTY
NEVADA
UTAH
TOOELE COUNTY

M.P. 805.58 State Line

ROAD XING 2FL

ROAD XING X

115 LB. -1951 (212')

#806.12 36"x90'
Corr. Iron Pipe

WENDOVER
M.P. 806.34 E.F.D.

Depot

#806.44 36"x36'
Corr. Iron Pipe
(Under Army Base Spur)

#806.84

Stone Box 24"x24"x104'
Wood Box 20"x39"x59'

#807.87 Wood Box
18"x30"x91'
(Ext. North 16"x44"x30')

#808.29 2-17"x24"x21'
Wood Box

BLAIR SPUR
M.P. 808.69 H.B.
90 CAR CAP.

BLAIR SPUR

U.S. HWY. 40-50 2X

PRIVATE XING X

PRIVATE XING X

112 LB. RAIL -1938

112 LB. RAIL -1938

115 LB. RAIL -1947

GARFIELD SLAG

1/1/66
7/1/68

810

811

812

813

814

815

42.7 Mi. Tan.

o o

SILSBEE

M.P. 811.63 H. B.

---#810.33 16"x36"x36'
Wood Box

♀

♂

PRIVATE KING X

115 LB RAIL -1947

---#810.92 16"x36"x24'
Wood Box

---#811.09 2"x2"x29'
Wood Box

---#811.34 16"x36"x26'
Wood Box

---#811.60 16"x32"x26'
Wood Box

PRIVATE KING X

---112 LB -1947 (107')

UTAH SALT SPUR

---#811.89 16"x32"x26'
Wood Box

---#812.17 16"x32"x25'
Wood Box

---#812.42 24"x24"x26'
Wood Box

---#812.67 16"x32"x26'
Wood Box

♀

♂

---#812.92 16"x32"x26'
Wood Box

---#813.17 16"x36"x33'
Wood Box

---#813.44 16"x36"x26'
Wood Box

---#813.74 16"x36"x26'
Wood Box

BR 814 01 1-10'
Timber Span, Ballasted
untreated piles

---#814.02 24"x36"x28'
Wood Box

---#814.24 16"x36"x26'
Wood Box

BR 814 50 1-10'
Timber Span, Ballasted
untreated piles

---#814.62 16"x32"x26'
Wood Box

---#814.75 { 1-16"x32"x26'
1-22"x36"x28'
Wood Boxes

♀

♂

GARFIELD SLAG

SALDURO

M. P. 815.42 C.

125 CAR CAP.

- #815.08 16"x34"x39' Wood Box
- #815.20 22"x36"x38' Wood Box
- #815.50 16"x34"x36' Wood Box (9'C.I.P. Ext. S. End)
- #815.74 24"x32"x42' Wood Box
- 22"x36"x24' Wood Box (18'C.I.P. Ext. S. End)

PRIVATE XING X

- #815.99 16"x32"x45' Wood Box
- #816.12 20"x42"x24' Wood Box

BR 816.25 1-10' Timber Span, Ballasted untreated piles

- #816.43 16"x36"x26' Wood Box
- #816.62 16"x36"x28' Wood Box
- #816.70 24"x36"x28' Wood Box

BR 816.75 1-10' Timber Span, Ballasted untreated piles

42.7 Mi. Tan.

- #817.07 16"x36"x26' Wood Box

#817.50 36"x45' Corr. Iron Pipe

- #817.31 24"x24"x28' Wood Box

- #817.56 16"x36"x26' Wood Box

115 LB. RAIL - 1947

- #817.87 24"x36"x28' Wood Box

GARFIELD SLAG

- #818.15 16"x35"x26' Wood Box

- #818.39 24"x36"x28' Wood Box

- #818.77 24"x36"x29' Wood Box

- #819.14 16"x34"x24' Wood Box

- #819.46 24"x36"x28' Wood Box

- #819.73 17"x36"x27' Wood Box

820

821

822

823

824

825

42.7 Mi. Tan

00

ARINOSA

#820.06 24"x36"x29'
Wood Box

#820.79 16"x30"x24'
Wood Box

#821.30 24"x36"x28 1/2"
Wood Box

#821.85 16"x36"x26'
Wood Box

#822.50 17"x36"x26'
Wood Box

#822.89 17"x38"x26'
Wood Box

#823.34 16"x34"x26'
Wood Box

#823.79 22"x32"x26'
Wood Box

#824.50 22"x32"x26'
Wood Box

PRIVATE XING X
(C.A.A.)

115 LB RAIL-1947

GARFIELD SLAG

1/66

825

826

827

828

829

830

42.7 Mi. Tan.

0.0

ARINOSA
M.P. 825.16 C.S.
125 CAR CAP.

#825.98 16"x30"x25'
Wood Box

#826.17 24"x60"x25'
Wood Box

#826.22 18"x72"x25'
Wood Box

#826.37 17"x56"x24'
Wood Box

#826.48 21"x32"x24'
Wood Box

#826.92 16"x36"x26'
Wood Box

#827.24 16"x30"x26'
Wood Box

#828.01 16"x30"x26'
Wood Box

#829.62 2-10"x24"x27'
Wood Boxes

115 LB RAIL -1947

GARFIELD SLAG

1/1/66

830

831

832

833

834

835

42.7 Mi. Tan.

0.0

#830.90 2-16"x24"x26'
Wood Boxes

#831.59 2-16"x24"x26'
Wood Boxes

#832.22 2-16"x24"x26'
Wood Boxes

#832.72 2-16"x24"x26'
Wood Boxes

#833.36 2-16"x24"x26'
Wood Boxes

#834.06 2-16"x24"x26'
Wood Boxes

BARRO
M.P. 834.90 C.S.
125 CAR CAP.

115 LB. RAIL-1947

GARFIELD SLAG

1/1/66

835

836

837

838

839

840

42.7 Mi. Tan.

0.0

BARRO
M. P. 834.90 C. S.
125 CAR CAP.

#835.60 2-16"x24"x26'
Wood Boxes

#836.77 2-16"x24"x26'
Wood Boxes

#837.71 16"x28"x26'
Wood Box

#838.29 2-16"x28"x26'
Wood Boxes

#838.71 16"x28"x26'
Wood Box

#838.86 2-16"x28"x26'
Wood Boxes

#839.10 16"x28"x26'
Wood Box

115 LB. RAIL-1947

GARFIELD SLAG

840

841

842

843

844

845

42.7 Mi. Tan.

4224.5

4237.0

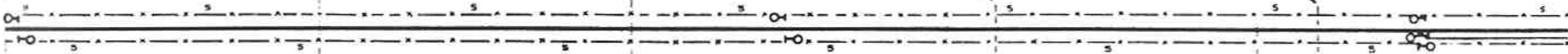
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+0.06

KNOLLS

#843 16 2-16" x 28" x 26"
Wood Boxes

#844 20 2-16" x 28" x 33"
Wood Boxes



115 LB RAIL - 1947

GARFIELD SLAG

19 LB 1956

1/1/60

845

846

847

848

849

850

1'00"
995.42
2 1/2"

42.7 Mi. Ten.

42590

+0.20

0.0

KNOLLS
M. P. 845.16 C.S.
125 CAR CAP.

#845.98 42"x42"x 91'
Wood Box

ROAD XING X

115 LB.-1952 (207')

119 LB. RAIL-1956

GARFIELD SLAG

2" GARFIELD ON TOP OF ROCKLAND

11/66

850

851

852

853

854

855

6.72 Mi. Tan.

0.0

4259.0

+0.14

4273.0

+0.30

4288.0

+0.15

CLIVE
M. P. 854.20 C. S.
125 CAR CAP.

Ω
Ω

Ω
Ω

Ω
Ω

ROAD XING
COUNTY 2X.....

115 LB.-1952 (205')

115 LB.-1952 (207')

119 LB. RAIL-1956

119 LB. RAIL-1956

119 LB. RAIL-1956

GARFIELD SLAG

1/1/66
7/1/68

855

856

857

858

859

860

3° 07'
1636.63
6"

2° 03' 30"
1317.33
4"

6.72 Mi. Tan.

2.77 Mi. Tan.

+0.15

4300

+0.80

4489

---#859.54 24"x37'
Cast Iron

---#859.76 60"x50'
Corr. Iron

♀
♂

119 LB. RAIL-1956

100 LB. RAIL-1938

GARFIELD SLAG

1/1/66

860

861
2°06'
1068
4"

862

863
2°00'27"
3223.22
4"

864

3°04'15"
1875.71
6"

865

4876.60'

1.653 Mi. Tan.

5115.75

2593.05'



ARAGONITE
M.P. 861.50 H. B.

#860.27 60"x32'
Corr. Iron Nestable

#861.08 36"x24' Cast Iron
(6' C.I.P. Ext. North End.)

ROAD XING
COUNTY X

#861.58 36"x60'
Cast Iron
(6' C.I.P. Ext. N.E.)
#861.58 40"x68'
Corr. Iron Pipe

100 LB. RAIL - 1938

GARFIELD SLAG

#864.36 24"x62'
Cast Iron
(6' C.I.P. Ext. S.E.)

#864.60 48"x58'
Corr. Iron Nestable

#864.90 36"x37'
Cast Iron
(6' C.I.P. Ext. S.E.)

865

1° 02'
1087.10
2°

2075.37

4619.0

-0.18

0-#865.50 2-40"x54'
Corr. Iron Pipe
--#865.67 2-36"x48'
Corr. Iron Pipe
--#865.84 2-4"x56'
Corr. Iron Pipe

115 LB.-1952 (206')

1938
100 LB.

M.P. 866.00 2 X
COUNTY ROAD

#866.41 24"x75'
Cast Iron

LOW
M.P. 866.14 C.S.
125 CAR CAP.

0-#866.75 36"x50'
Corr. Iron Pipe

115 LB.-1952 (207')

#867.02 56"x50'
Cast Iron
(4'C.I.P. Ext. S.E.)

1950
100 LB.-1938

GARFIELD SLAG

#867.69 24"x24'
Cast Iron
(6'C.I.P. Ext. N.E.)

1950
115 LB.

100 LB. RAIL-1938

1950
115 LB.

BR. 868.97
Concrete B.D. Subway
over U.S. 40 & 50 Hwys.

100 LB.-1938

119 LB.-1955

HWY. OVERPASS
HWY. OVERPASS

2° 03' 30"
1446.07
4"

4183.24 Tan.

4610.0

+0.12

2° 11' 4"
881.07

896.26

4616.0

-0.10

0-#867.52 60"x42'
Corr. Iron Pipe

2° 04' 4"
1281.61

981.1

4611.0

3° 30' 5"
810.29

289

3° 04' 15"
1938.88
5 1/2"

311

4611.0

0-#868.22 30"x62'
Corr. Iron Pipe
--#868.33 36"x28'
Corr. Iron Pipe

3° 30' 5"
678.67

713.28

3° 06' 5 1/2"

1538.74

+0.35

0-#868.52 2-60"x60'
Corr. Iron Pipes
--#868.68 30"x28'
Corr. Iron Pipe
0-#868.86 2-60"x70'
Corr. Iron Pipes

3° 31' 20"
1533.22
2 1/2"

1205.86

4629.1

-0.80

870

4612.6

1/1/66

870

871

872

873

874

875

2°01'36"
1888.68
4"

2°29'36"
1627.38
5"

2°31'15"
1200
5"

2°28'30"
1200
5"

2°32'30"
1579.35
5"

1°00'12"
3385.47
2"

4296.77

4644.60

5.16 Mi. Tan.

-0.80

MARBLEHEAD
M. P. 870.80 C. S.
36 CAR CAP.

#870.13 24"x24'
Cast Iron

MARBLEHEAD 4.7 MI.

#871.99 30"x65'
Cast Iron

#874.45 60"x68'
Corr. Iron

M.P. 871.00
COUNTY ROAD

119 L.B. - 1955

100 LB. RAIL - 1938

GARFIELD SLAG

1/1/66

875

876

877

878

879

880

5.16 Mi. Tan.

7.59 Mi. Tan.

3° 09'
1291.41

-0.80

4267.0

(878.7)

-0.40

DELLE
M. P. 878.57 C. S.
8080 FT.

Delle Branch

♂
♀

♂
♀

♂
♀

PUBLIC XING
MARBLEHEAD
RD.

#876.21 48" x 48"
Corr. Iron Pipe

#878.34 2-30" x 73 1/4"
Cast Iron
ROAD XING
COUNTY

100 LB. RAIL-1938

115 LB.-1962 (201')

100 LB. RAIL-1938

115 LB.-1952 (208')

1938
100 LB.

119 LB.
1969.

1938
100 LB.

119 LB. RAIL-1961

GARFIELD SLAG

1/1/66
7/1/68

880

881

882

883

884

885

7.59 Mi. Tan.

-0.40

4229.7

-0.03

4225.5

+0.02

4227.5

0.0

#883.28 36"x30'
Cast Iron

#884.55 36"x30'
Cast Iron

#880.94 2-4'x6'x26'
Reinf. Conc.
Box Culv.

BR. 881.96 7-15'
Ballasted deck treated
timber spans, circ. piles

119 LB RAIL-1961

119 LB. RAIL-1955

GARFIELD SLAG

1/1/66
7/1/66

885

886

887

888

889

890

2° 06'
652.66'
5" 66'

7.59 Mi. Tan.

14.51 Mi. Tan.

0.0

4227.5

-0.07

4220.5

0.0

TIMPIE
M.P. 885.77 C.S.
75 CAR CAP.

#886.16 27'x43'x34'
Cor.r.Iron Pipe Arch
#886.17 27'x43'x34'
Cor.r.Iron Pipe Arch

#887.17 36'x30'
Cast Iron

BR. 889.12 1-15'
B.D. Timber Span,
creo. piles

ROAD KING
COUNTY



119 LB. RAIL - 1955

GARFIELD SLAG

1/1/66
7/1/68

890

891

892

893

894

895

14.505 Mi. Tan.

4220.5

+0.03

4225.0

0.0

ELLERBECK
M.P. 892.90 H. B.

#890.28 30"x30'
Conc. Pipe

SOLAR SALT CO.
M.P. 893.37 H. B.

#894.05 2'-10"x33"x20'6"
Wood Boxes

ROAD XING
COUNTY

ELLERBECK BRANCH

BR. 893.33 1-15'
B.D. Timber Span

PRIVATE XING

115 LB. RAIL-1952

GARFIELD SLAG

1/1/66

895

896

897

898

899

900

14.605 Mi. Tan.

4225.0

-0.07

4215.5

0.0

#895.76 24'x30'
Wood Box

#896.30 24'x48'
Cast. Iron

BURMESTER
M.P. 897.14 C.S.
125 CAR CAP.

9
8

9
8

9
8

TOOLE BRANCH

115 LB. RAIL-1952

GARFIELD SLAG

1/1/66

900

901

902

903

904

905

1°00'
2600'
2 1/2"

1°02'30"
700'
2 1/2"

0°57'10"
1513.90'
2 1/2"

14,505 Mi. Tan.

5,686 Mi. Tan.

0.0

BR 901.84 3-15'
Timber B.D.

115 LB RAIL - 1952

GARFIELD SLAG



10/1/52

905

906

907

908

909

910

1°00'
1577.64
2 1/2"

1°14'
2882.43
2 1/2"

5.686 Mi. Tan.

1.816 Mi. Tan.

0.0

PRIVATE XING X
#906.19 2'-36" x 48"
Conc. Pipe

SPRAY
M.P. 906.3 H.B.
110 CAR CAP.

LAGO
M.P. 907.79 C.S.
80 CAR CAP.

---#908.75 3' x 4' x 44'
Wood Box

---#909.77 3' x 4' x 44'
Wood Box



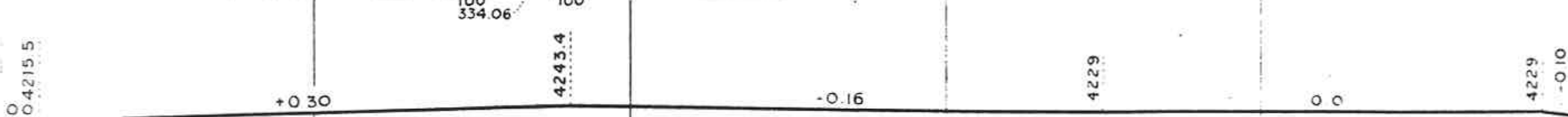
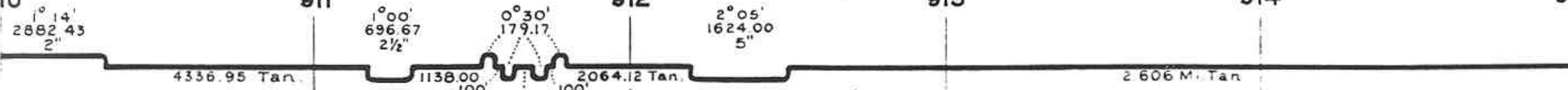
LESLIE SALT SPUR

115 LB RAIL-1952

GARFIELD SLAG

1/1/66

910 911 912 913 914 915



GARFIELD PIT

M. P. 911.73 C. S.
122 CAR CAP.

GARFIELD

M. P. 913.15 C. S.
125 CAR CAP.

M.P. 910.036

---#910.25 24"x36"x90'6"
Wood Box

---#910.87 12"x35'
Conc. Pipe

---#911.37 2-18"x60'
Corr. Iron

---#911.88 18"x95'
Corr. Iron

---#912.12 10"x56'
Corr. Iron

---#912.86 2-24"x24'
Conc. Boxes
29"x24"x18' Tie Ext.
under the passing trk.

---#914.36 2-51"x81"x20'
Conc. Boxes

TOOELE COUNTY
SALT LAKE COUNTY

U.S. 40 OVERPASS

BR. 911.20 1-30'
I-Beam Span
Ballasted

ROAD XING
POWER HOUSE RD.

119 LB. RAIL - 1965

BR. 911.70
SLAG VIADUCT
(OVERPASS)

PRIVATE XING X

Union Pacific Railroad

OVERPASS
GARFIELD ROAD

115 LB. RAIL - 1952

115 LB. RAIL - 1952

GARFIELD SLAG

915

916

917

918

919

920

2° 01' 30"
2305.35'
5"

5.060 Mi. Tan.

-0.10

4223.0

0.0

4223.0

+0.12

4236.0

SALTUS
M.P. 915.07 C.S.
5 CAR CAP.

#915.75 3'x8'x24'
Conc. Box

♀
♂

#917.62 4'x8'x25'
Conc. Box

BR. 918.16 2-15'
Timber Span, creosote
ties, ballasted

♀
♂

115 LB. RAIL-1952

GARFIELD SLAG

1/1/66

920

921

922

923

924

925

1°00'
1726.69
2 1/2"

1°30'
2609.6
3 1/2"

1°30'
3455.0
3 1/2"

5.06 Mi. Tan.

3.160 Mi. Tan.

104.8' Tan.

+0.12

4246.0

-0.15

4236.0

0.0

4236.0

4235.6

+0.178

4241.3

-0.586

TERMINAL
M.P. 922.07 H.B.

BUENA VISTA
M.P. 924.070 H.B.

#921.67 24"x24'
Cast Iron
#921.79 2-36"x30'
Corr. Irons
#921.98 24"x25'
Cast Iron
#922.07 4-36"x30'
Corr. Irons

#923.38 24"x48'
Cast Iron
#923.46 24"x50'
Cast Iron
(6' C.I.P. Ext. N.E.)

#923.73 24"x30'
Cast Iron
#923.77 2-24"x256"
Cast Irons
#923.83 24"x19'
Cast Iron
#923.94 24"x26'
Cast Iron
#923.98 24"x41'
Cast Iron
(4' C.I.P. Ext. both ends)

UTAH POWER & LIGHT CO. SPUR

Spur Tr. (Old B.V. Siding)

ROAD XING WEST
3600 WEST
2 FL

ROAD XING
COUNTY
2 FL

PRIVATE XING

ROAD XING X
GLADIOLA STREET

ROAD XING WEST
34TH WEST

ROAD XING WEST
25th ST.

115 LB. RAIL - 1952

115 LB. RAIL - 1951

119 LB. RAIL - 1967

GARFIELD SLAG

CRUSHED PROCESSED GRAVEL (ROCKLAND)

GARFIELD SLAG

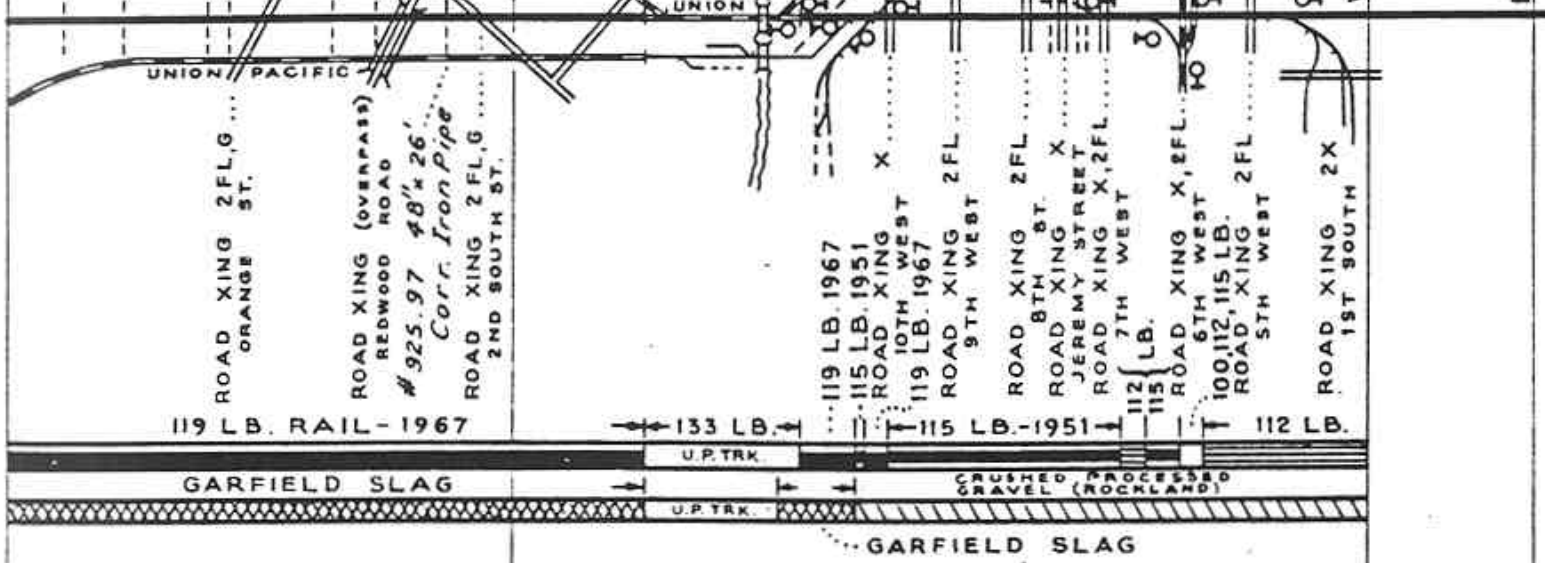
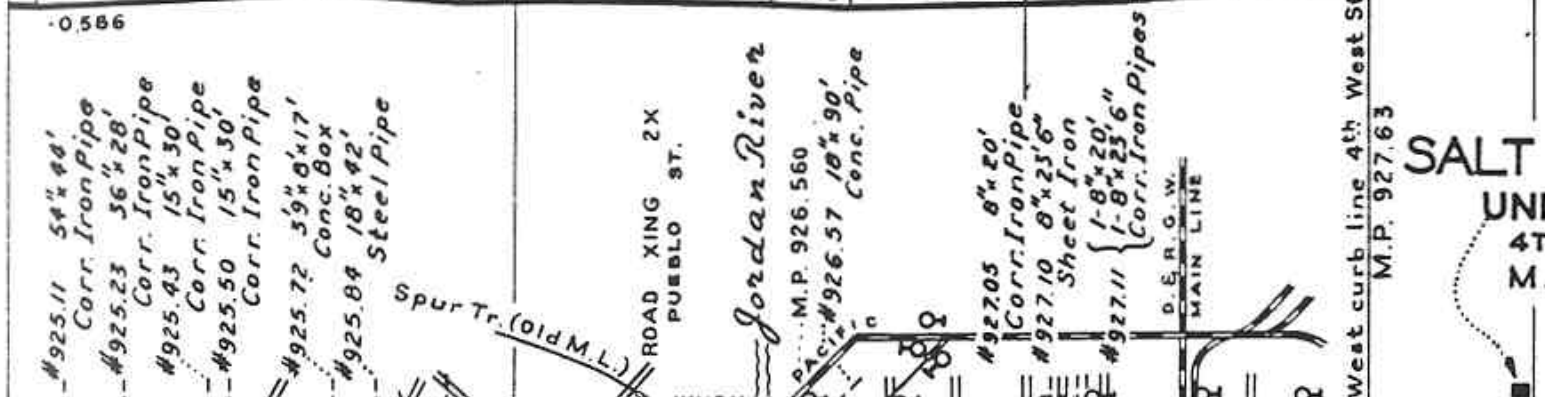
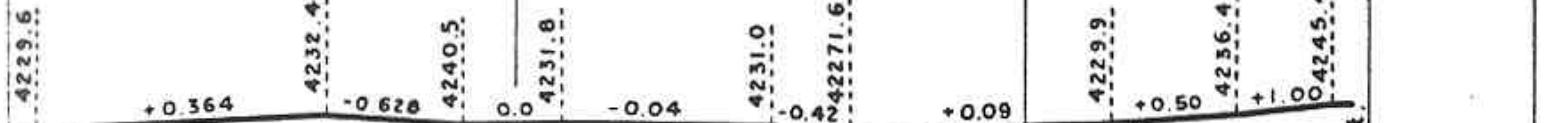
1/1/66
7/1/68

925

926

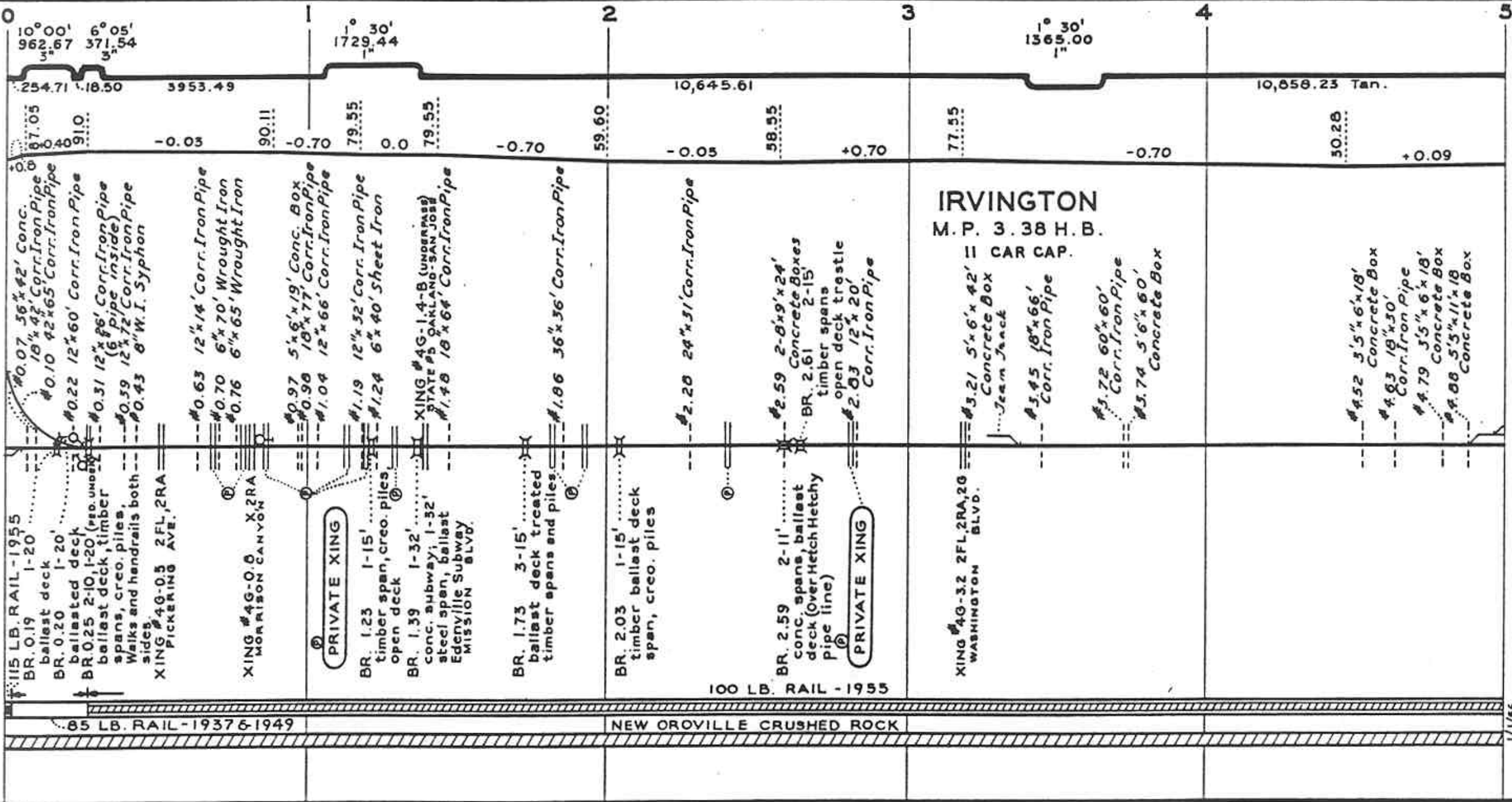
927

928

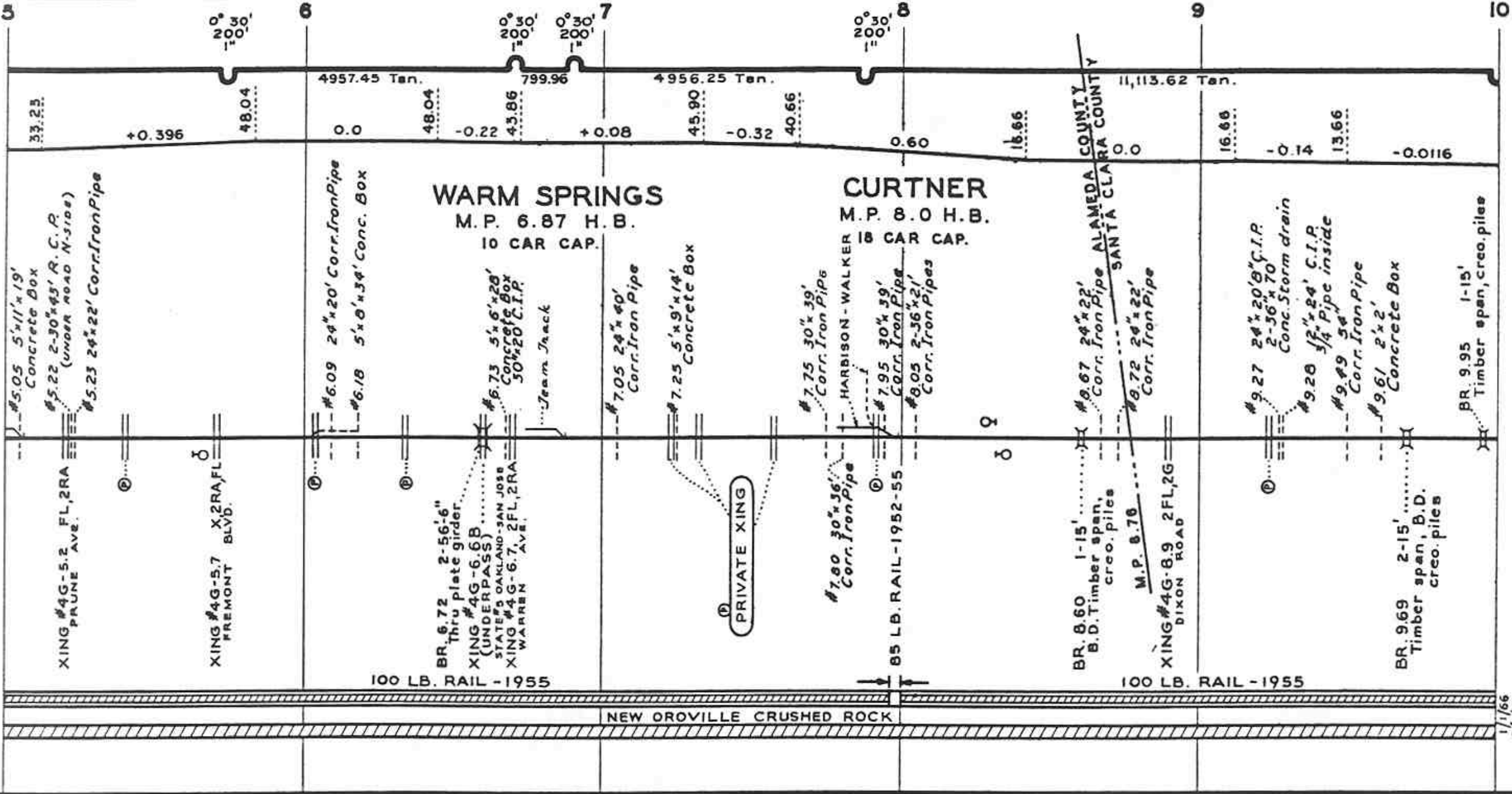


SALT LAKE CITY
UNION DEPOT
 4TH WEST ST.
 M.P. 927.95

SAN JOSE
BRANCH



1/1/66
7/1/68

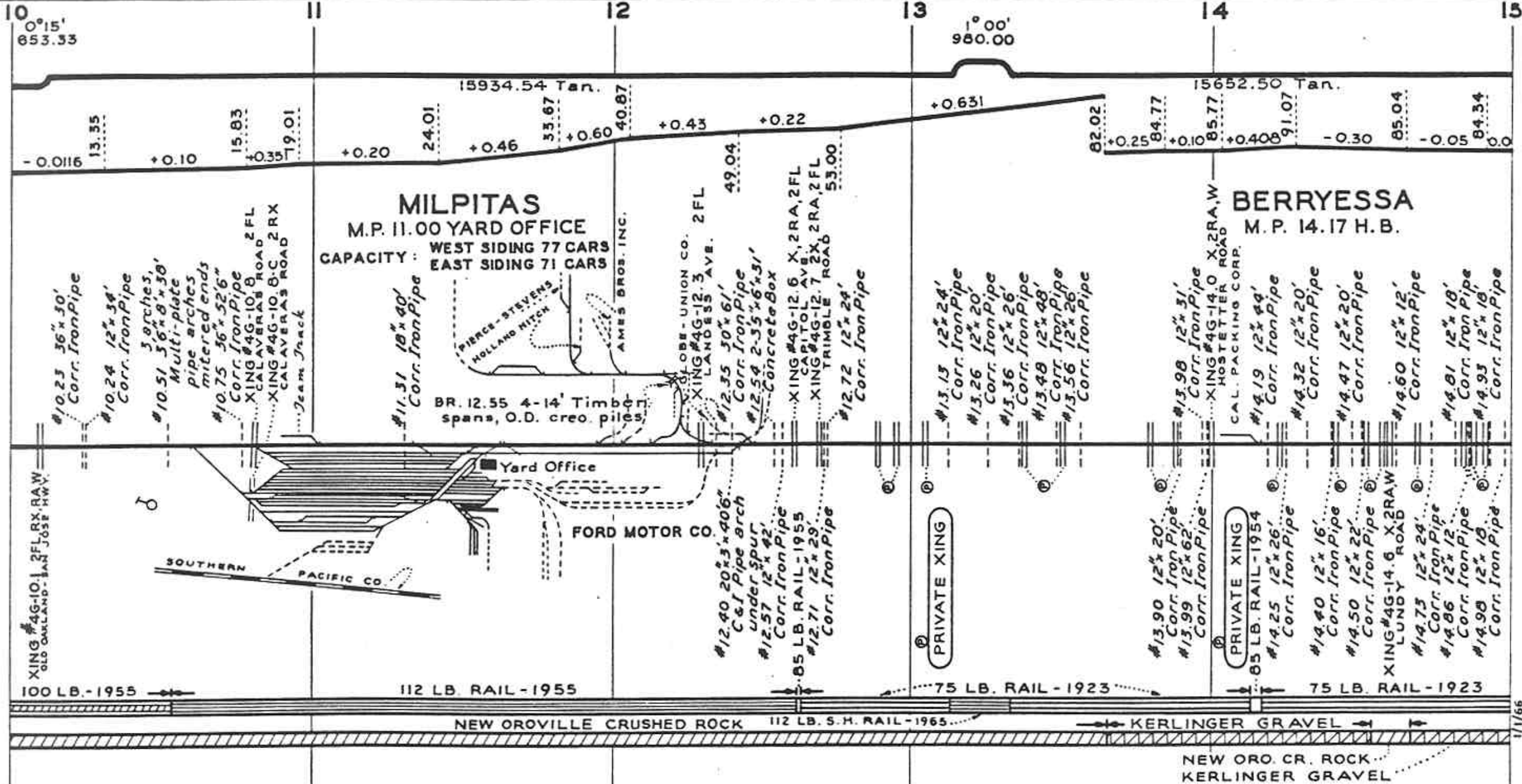


WARM SPRINGS
 M.P. 6.87 H.B.
 10 CAR CAP.

CURTNER
 M.P. 8.0 H.B.
 18 CAR CAP.

NEW OROVILLE CRUSHED ROCK

1/1/66
 7/1/68



10
0°15'
653.53

11

12

13

14

15

1°00'
980.00

15934.54 Tan.

15652.50 Tan.

MILPITAS
M.P. 11.00 YARD OFFICE
CAPACITY: WEST SIDING 77 CARS
EAST SIDING 71 CARS

BERRYESSA
M.P. 14.17 H.B.

BR. 12.55 4-14' Timber spans, O.D. creos. piles

FORD MOTOR CO.

NEW OROVILLE CRUSHED ROCK 112 LB. S.H. RAIL-1965

NEW ORO. CR. ROCK
KERLINGER GRAVEL

XING #4G-10.1 2FL RX. RAW
OLD OAKLAND - SAN JOSE HWY.

100 LB.-1955

112 LB. RAIL-1955

75 LB. RAIL-1923

75 LB. RAIL-1923

-0.0116
13.35
+0.10
15.83
+0.35
19.01

+0.20
24.01
+0.46
33.67
+0.60
40.87
+0.43
+0.22
49.04

+0.631
62.02
+0.25
84.77
+0.10
85.77
+0.408
91.07
-0.30
85.04
-0.05
84.34
0.0

#10.23 36x30'
Corr. Iron Pipe
#10.24 12x34'
Corr. Iron Pipe
#10.51 36x48x50'
3 arches,
Multi-plate
pipe arches
mitered ends
#10.75 36x52.6"
Corr. Iron Pipe
XING #4G-10.8 2FL
CALAVERAS ROAD
XING #4G-10.8-C 2RX
CALAVERAS ROAD
Team Track

#11.31 18x40'
Corr. Iron Pipe

PIERCE-STEVENSON
HOLLAND HITCH
AMES BROS. INC.

GLOBE-UNION CO.
XING #4G-12.3 2FL
LANDESS AVE.
#12.35 30x61'
Corr. Iron Pipe
#12.54 2-35x6x31'
Concrete Box
XING #4G-12.6 X, 2RA, 2FL
CAPITOL AVE
XING #4G-12.7 2X, 2RA, 2FL
TRIMBLE ROAD
#12.72 12x24'
Corr. Iron Pipe

#13.13 12x24'
Corr. Iron Pipe
#13.26 12x20'
Corr. Iron Pipe
#13.36 12x26'
Corr. Iron Pipe
#13.48 12x48'
Corr. Iron Pipe
#13.56 12x26'
Corr. Iron Pipe

#13.90 12x20'
Corr. Iron Pipe
#13.99 12x62'
Corr. Iron Pipe
#13.98 12x31'
Corr. Iron Pipe
XING #4G-14.0 X, 2RA, W
HOSTETTER ROAD
CAL. PACKING CORP.

#14.19 12x44'
Corr. Iron Pipe
#14.32 12x20'
Corr. Iron Pipe
#14.47 12x20'
Corr. Iron Pipe
#14.60 12x12'
Corr. Iron Pipe
#14.81 12x18'
Corr. Iron Pipe
#14.93 12x18'
Corr. Iron Pipe

#12.40 20x3x40'
C&I Pipe arch
under spur
#12.57 12x42'
Corr. Iron Pipe
#12.71 12x29'
Corr. Iron Pipe

PRIVATE XING

#13.90 12x20'
Corr. Iron Pipe
#13.99 12x62'
Corr. Iron Pipe
PRIVATE XING
#14.25 12x26'
Corr. Iron Pipe

#14.40 12x16'
Corr. Iron Pipe
#14.50 12x22'
Corr. Iron Pipe
XING #4G-14.6 X, 2RA W
LUNDY ROAD
#14.75 12x24'
Corr. Iron Pipe
#14.86 12x12'
Corr. Iron Pipe
#14.98 12x18'
Corr. Iron Pipe

1/1/66
7/1/68

2°00' 1323.50

2°00' 2517.01

7°30' 377.59

7°00' 597.90

10°00' 1095.08

15652.50

1641.62

5541.81

258.82

1577.59

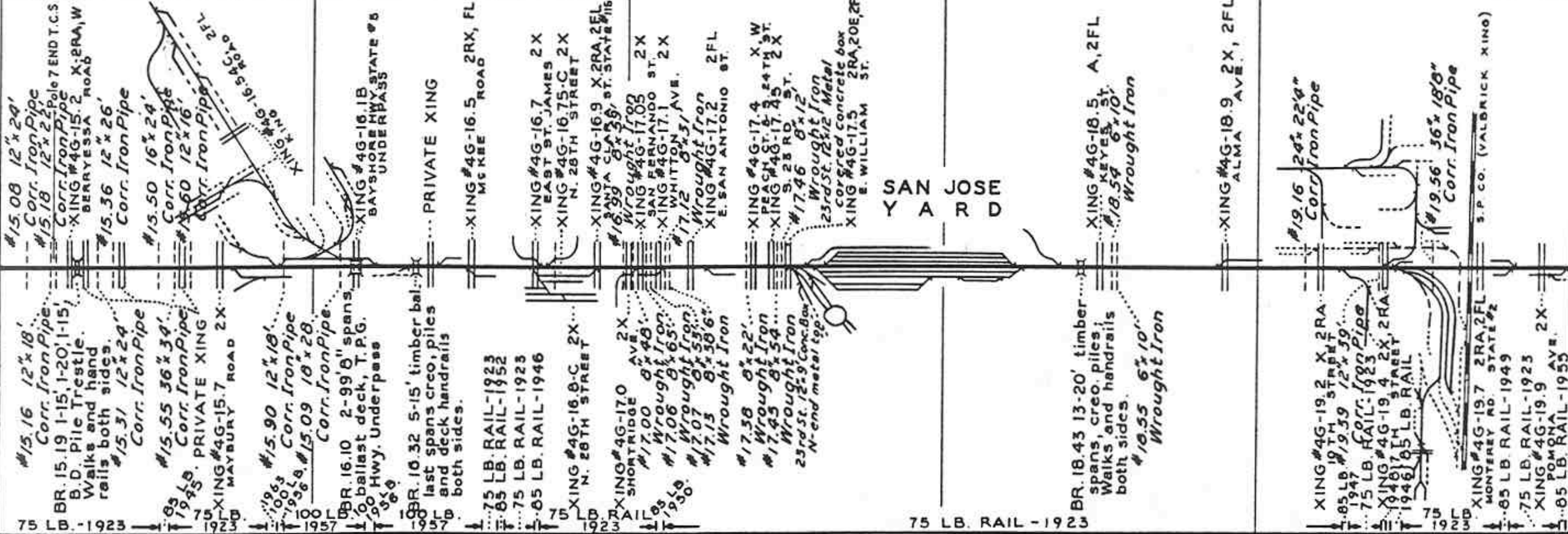
5569.88

U.S.G.S. DATUM EQ. CITY OF S.J. DATUM

0.0
04.34
+0.26
90.84
+0.06
91.50

0.0
91.50
+0.08
+0.10
+0.31
98.55
0.0
98.55

+0.396
113.60
+0.27
120.00
-0.47
110.69
0.0
110.69
0.0
107.25
+0.36
10.49



20

21

22

23

4°00'
894.38

6°00'
664.39

7°00'
577.90

10°00'
715.42

4°00'
335.91

12°00'
295.11

3°44' 206.04
4°00' 299.42
6°00' 96.25

3°00'
200.00
3°00' 208.38

5569.88 1404.93

4454.87 Tan.

2220.64 Tan.

389.18 509.15 76.55 434.16 400.299.42 600.96.25 156.27

118.49 +0.10
119.49 +0.80
-0.216

110.96 -0.154
108.8 108.8
111.36 +0.284

118.38 -0.241
115.24 -0.34
108.009.15 -0.78
105.36 -0.572
103.93
101.75
100.68
99.53
95.80
93.62

Two N#7 Turnouts

XING #4G-20.0
LITTLE ORCHARD AVE. 2X

XING #4G-20.3
ALMADEN ROAD
WILLOW GLEN XING
2 RA, 7 FL

BR 20.59 1-80' O.D. thru
plate girder over
Lewis Canal. Con-
crete abutments.

XING #4G-20.9 X, 2 RA, W
MINNESOTA AVE.

85 LB. RAIL-1946

XING #4G-21.2 2X, 2 RA
BIRD AVE.

XING #4G-21.3 X, 2 RA, W
WILLOW ST.

XING #4G-21.5 2X
BROADWAY

XING #4G-21.7 X, 2 RA, W
COE ST.

BR 21.79 14-15' spans
on creo. piles. Walks
and handrails
both sides.

85 LB. RAIL-1947

100 LB. RAIL-1959

85 LB. RAIL-1947

75
1923

XING #4G-22.3 X, W
AUZERRAIS ST.

85 LB. RAIL-1948

XING #4G-22.5 X, W
SUNOL ST.

85 LB. RAIL-1930-34

85 LB. RAIL-1953

XING #4G-22.9 2X
SAN FERNANDO ST.

75
1923

S.P. CO. MAIN TRACK XING
INTERLOCKING PLANT
#20.45 12"x22'
Corr. Iron Pipe

#20.72 36"x32'
Corr. Iron Pipe
#20.84 36"x32'
Corr. Iron Pipe

Col Gates Creek

XING #4G-21.9 X, W
SUNOL ST.
XING #4G-22.1C, 2 FL
LINCOLN AVE.
XING #4G-22.1 2X
SAVEKER AVE.

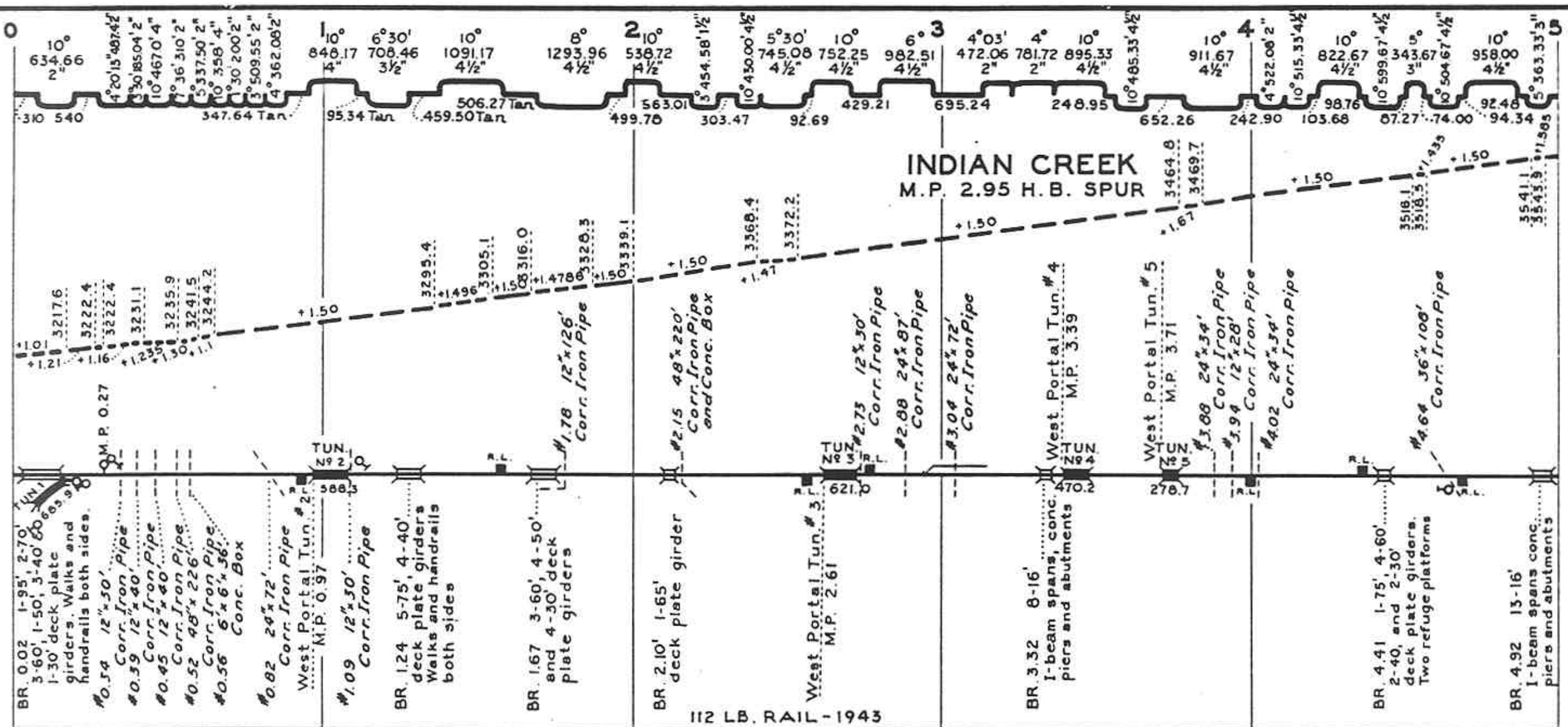
S.P. CO.

WEST SAN JOSE XING
SAN CARLOS ST. 4 FL
XING #4G-22.7 X, 2 FL
PARK AVE.

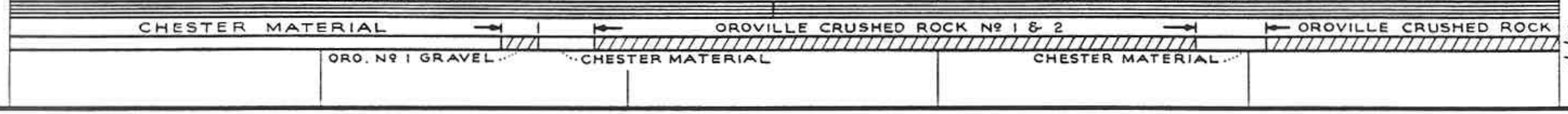
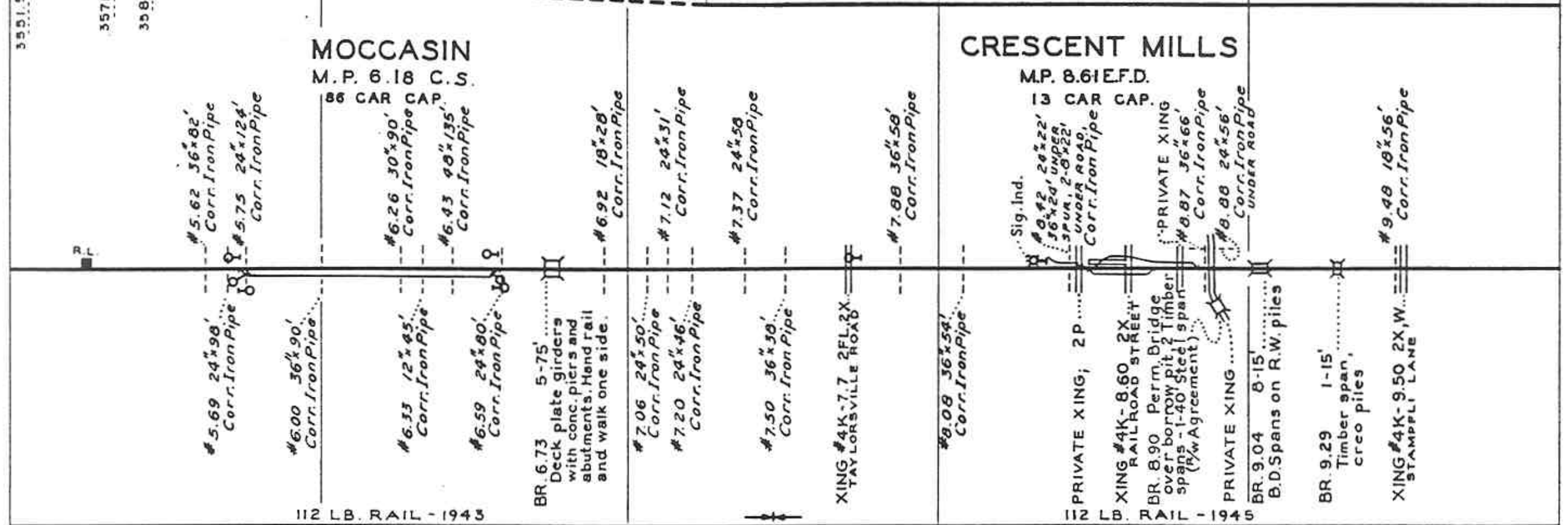
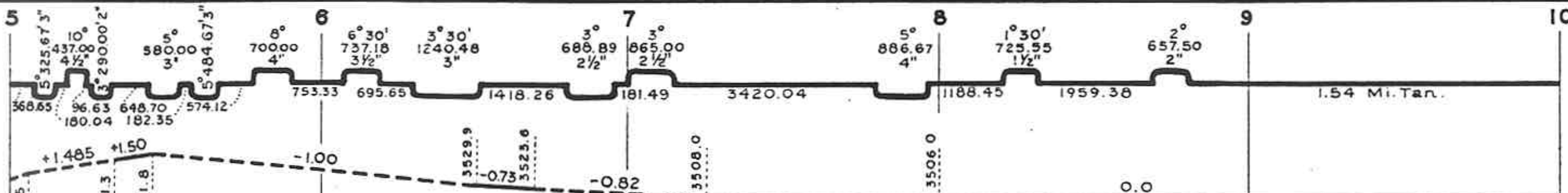
23.067 End

KERLINGER GRAVEL

N . C . E .



OROVILLE CRUSHED ROCK	CHESTER MATERIAL	
1/1/66	7/1/66	



1/1/66

10 11 12 13 14 15

4°00'
1790.83
4"

2°00'
1171.67
2"

2°00'
678.33
2"

4°00'
1295.42
4"

4°00'
918.54
4"

6°00'
1378.61
5"

1.54 Mi. Tan. 618.33 756.67 1279.58 2.08 Mi. Tan. 2447.70 2700.2

0.0

3509.0

+0.50

3570.4

+1.00

BR. 10.36 1-15'
Timber Span
Framed on conc.

#10.72 24"x44'
Corr. Iron Pipe

#10.74 24"x40'
Corr. Iron Pipe

#11.10 36"x36'
Corr. Iron Pipe

#11.22 { 18"x30'
24"x24'
Corr. Iron Pipes
(UNDER ROAD N.E.S.)

#11.16 24"x30'
Corr. Iron Pipe
PRIVATE XING

PRIVATE XING
#11.54 24"x76'
Corr. Iron Pipe

#11.38 { 18"x39'
18"x30'
Corr. Iron Pipes
(UNDER ROAD N.E.S.)

PRIVATE XING
#11.60 24"x32'
Corr. Iron Pipe

#11.42 24"x28'
Corr. Iron Pipe
(UNDER ROAD SOUTH)

PRIVATE XING
#11.87 18"x30'
Corr. Iron Pipe
(UNDER ROAD SOUTH)

#11.82 24"x40'
Corr. Iron Pipe

#11.80 24"x30'
Corr. Iron Pipe
PRIVATE XING

#11.60 24"x30'
Corr. Iron Pipe

#12.19 24"x50'
Corr. Iron Pipe

#12.18 18"x30'
Corr. Iron Pipe
(UNDER ROAD SOUTH)

#12.45 24"x40'
Corr. Iron Pipe
PRIVATE XING

#12.51 2-18"x30'
Corr. Iron Pipes
(UNDER ROAD N.E.S.)

#12.80 24"x30'
Corr. Iron Pipe
PRIVATE XING

#12.52 2-18"x30'
Corr. Iron Pipes
(UNDER ROAD N.E.S.)

#13.09 24"x30'
Corr. Iron Pipe

#13.43 24"x30'
Corr. Iron Pipe

#13.20 24"x20'
Corr. Iron Pipe

#13.25 24"x30'
Corr. Iron Pipe
(UNDER ROAD SOUTH)

#13.50 24"x30'
Corr. Iron Pipe
PRIVATE XING

#13.25 24"x25'
Corr. Iron Pipe

#13.68 2-24"x50'
Corr. Iron Pipes
PRIVATE XING

#13.90 24"x20'
Corr. Iron Pipe

XING #4K-14.OA
STATE HWY. N° 09
(OVERPASS)

36"x56' C.I.P.
(UNDER ROAD SOUTH)
#13.75 24"x26"
18"x14 2-24"x50'
Corr. Iron Pipes
(UNDER ROAD SOUTH)

#14.03 { 36"x32'
30"x32'
Corr. Iron Pipes

#14.04 36"x40'
Corr. Iron Pipe
(UNDER ROAD SOUTH)

#14.13 10"x20'
Corr. Iron Pipe

#14.21 24"x50' C.I.P.
Corr. Iron Pipe

#14.25 36"x60'
Corr. Iron Pipe

#14.30 { 2-8"x35'
10"x30'
Corr. Iron Pipes
(UNDER ROAD N.E.S.)

#14.31 perforated
#14.37 24"x48'
Corr. Iron Pipe

PRIVATE XING

#14.40 24"x50'
Corr. Iron Pipe

#14.56 { 24"x68'
18"x28'
Corr. Iron Pipes

#14.63 36"x66'
Corr. Iron Pipe

#14.70 24"x58'
Corr. Iron Pipe

BR. 14.74 4-15'
D.T. Timber Spans
creo piles, ballast
deck, hand rails
and walks both sides

XING #4K-14.80 2X, 2FL
GREENVILLE
#14.80 36"x40'
Corr. Iron Pipe
(UNDER ROAD)

GREENVILLE

M. P. 14.66 C. S.

112 LB. RAIL - 1945

112 LB. RAIL - 1944

OROVILLE CRUSHED ROCK

OROVILLE CRUSHED ROCK

CHESTER MATERIAL

15

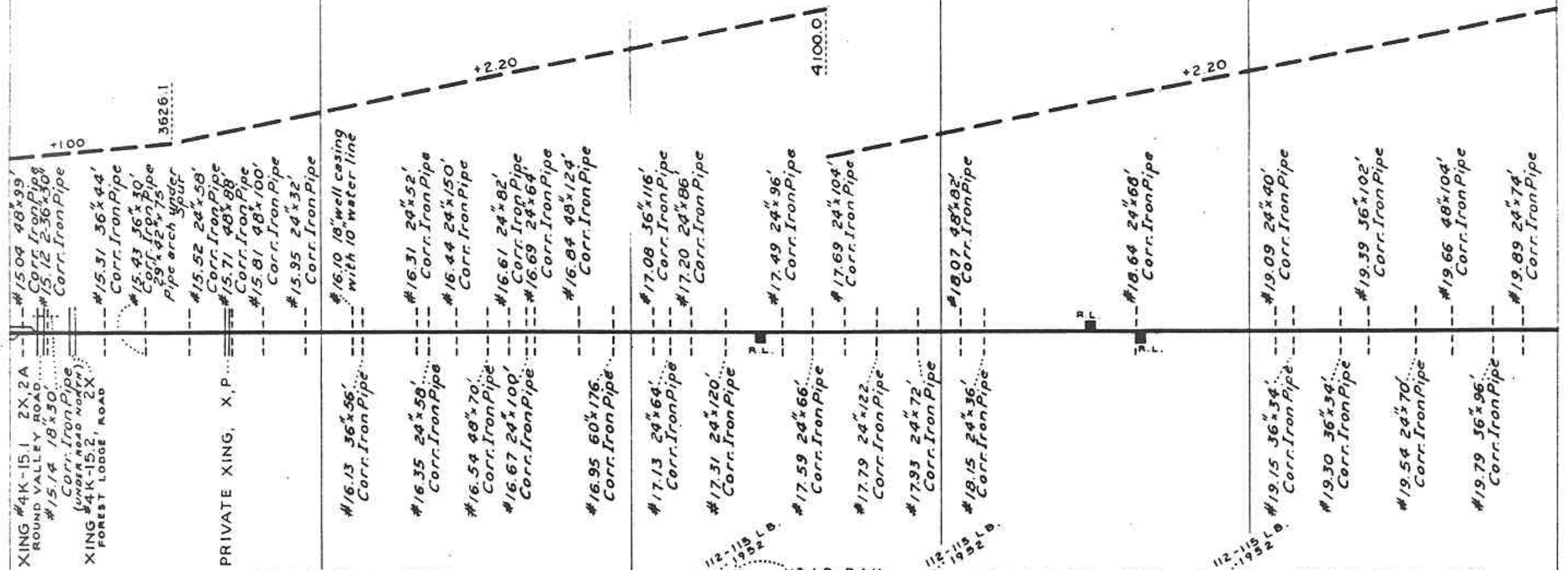
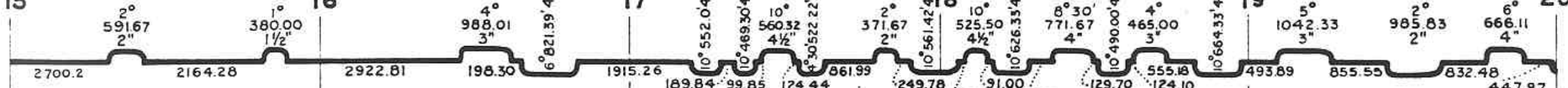
16

17

18

19

20



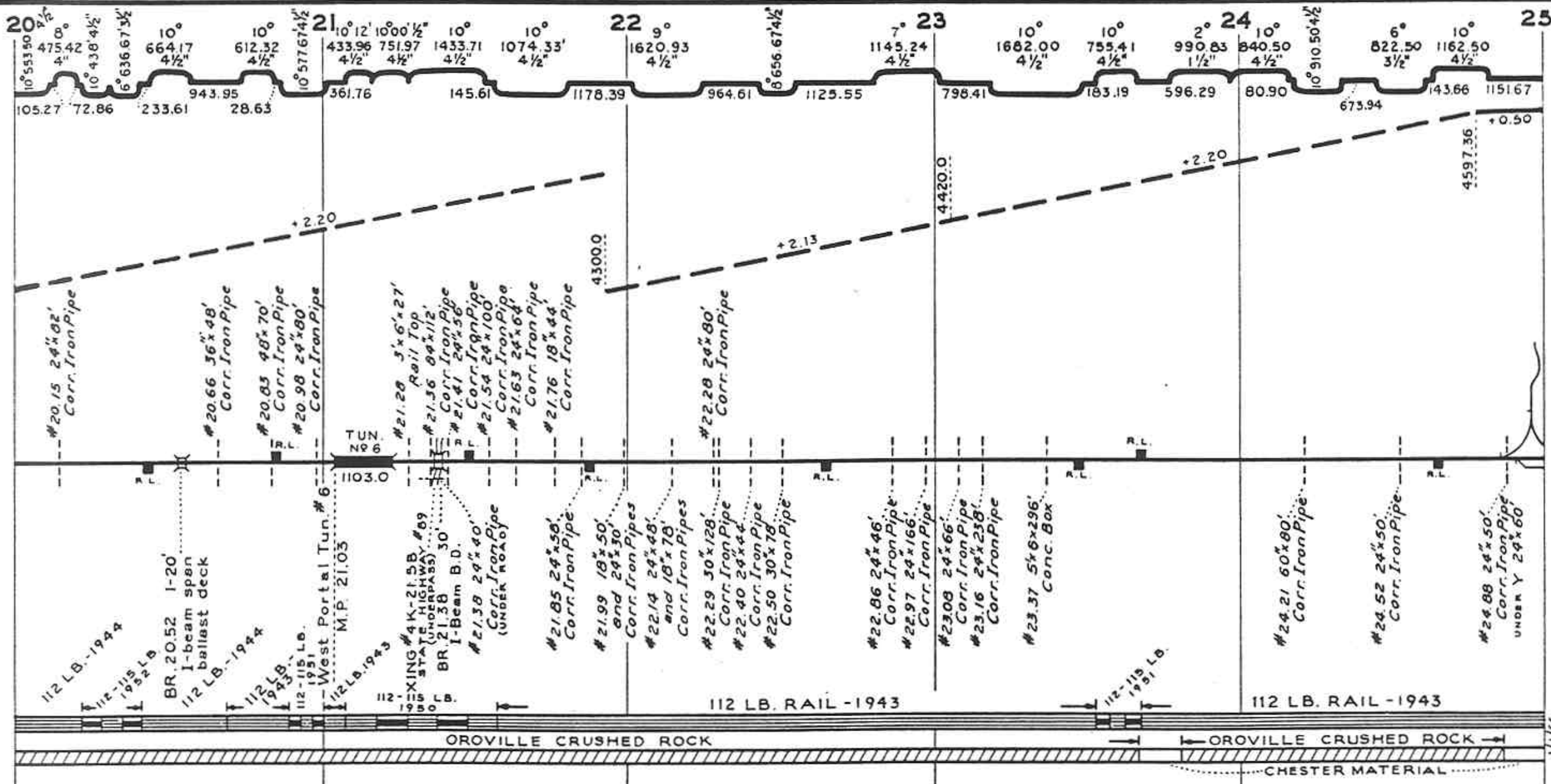
- #15.04 48'x99' Corr. Iron Pipe
- #15.12 2-36'x30' Corr. Iron Pipe
- #15.31 36'x44' Corr. Iron Pipe
- #15.43 36'x30' Corr. Iron Pipe
- #15.52 24'x58' Corr. Iron Pipe
- #15.71 48'x88' Corr. Iron Pipe
- #15.81 48'x100' Corr. Iron Pipe
- #15.95 24'x32' Corr. Iron Pipe
- #16.10 18" well casing with 10" water line
- #16.31 24'x52' Corr. Iron Pipe
- #16.44 24'x150' Corr. Iron Pipe
- #16.61 24'x82' Corr. Iron Pipe
- #16.69 24'x64' Corr. Iron Pipe
- #16.84 48'x124' Corr. Iron Pipe
- #17.08 36'x116' Corr. Iron Pipe
- #17.20 24'x86' Corr. Iron Pipe
- #17.49 24'x96' Corr. Iron Pipe
- #17.69 24'x104' Corr. Iron Pipe
- #18.07 48'x82' Corr. Iron Pipe
- #18.64 24'x66' Corr. Iron Pipe
- #19.09 24'x40' Corr. Iron Pipe
- #19.39 36'x102' Corr. Iron Pipe
- #19.66 48'x104' Corr. Iron Pipe
- #19.89 24'x74' Corr. Iron Pipe
- #16.13 36'x56' Corr. Iron Pipe
- #16.35 24'x58' Corr. Iron Pipe
- #16.54 48'x70' Corr. Iron Pipe
- #16.67 24'x100' Corr. Iron Pipe
- #16.95 60'x176' Corr. Iron Pipe
- #17.13 24'x64' Corr. Iron Pipe
- #17.31 24'x120' Corr. Iron Pipe
- #17.59 24'x66' Corr. Iron Pipe
- #17.79 24'x122' Corr. Iron Pipe
- #17.93 24'x72' Corr. Iron Pipe
- #18.15 24'x36' Corr. Iron Pipe
- #19.15 36'x34' Corr. Iron Pipe
- #19.30 36'x34' Corr. Iron Pipe
- #19.54 24'x70' Corr. Iron Pipe
- #19.79 36'x96' Corr. Iron Pipe

XING #4K-15.1 2X, 2A
ROUND VALLEY ROAD
#15.14 18'x30'
Corr. Iron Pipe
(under road north)
XING #4K-15.2 2X
FOREST LODGE ROAD

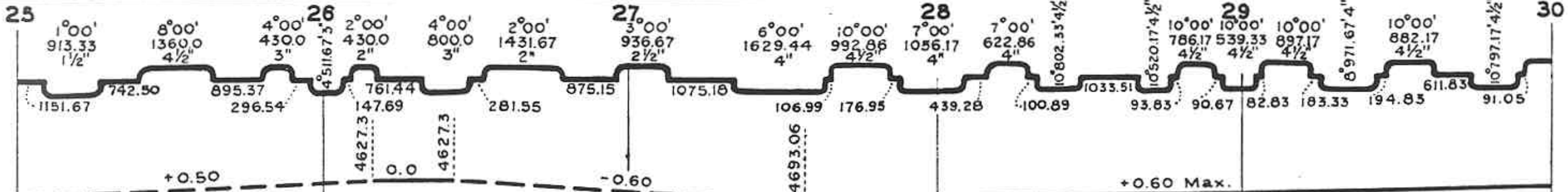
PRIVATE XING, X.P.

112 LB. RAIL - 1944

ORVILLE CRUSHED ROCK



1/1/66
7/1/68



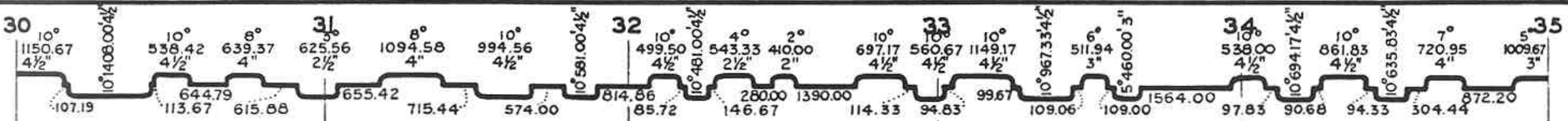
ALMANOR
M.P. 25.71 C.S.
180 CAR CAP.

- #25.26 18"x46' Corr. Iron Pipe (UNDER ROAD)
- #25.70 24"x50' Corr. Iron Pipe
- #26.02 24"x44' Corr. Iron Pipe
- #26.29 24"x82' Corr. Iron Pipe
- #26.48 24"x48' Corr. Iron Pipe
- #26.59 18"x30' Corr. Iron Pipe
- #26.94 24"x24' Corr. Iron Pipe
- #27.08 24"x24' Corr. Iron Pipe
- #27.20 10"x20' Sheet Iron
- #27.54 48"x92' Corr. Iron Pipe
- #27.93 24"x48' Corr. Iron Pipe
- #28.26 18"x28' Corr. Iron Pipe
- #28.36 24"x44' Corr. Iron Pipe
- #28.48 24"x52' Corr. Iron Pipe
- #28.54 36"x74' Corr. Iron Pipe
- #28.71 36"x168' Corr. Iron Pipe
- #28.98 24"x168' Corr. Iron Pipe
- #29.03 24"x128' Corr. Iron Pipe
- #29.26 24"x162' Corr. Iron Pipe
- #29.47 24"x94' Corr. Iron Pipe
- #29.70 24"x128' Corr. Iron Pipe
- #29.82 24"x56' Corr. Iron Pipe
- #29.92 24"x186' Corr. Iron Pipe

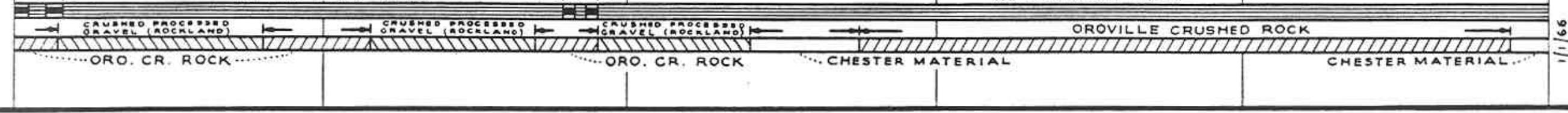
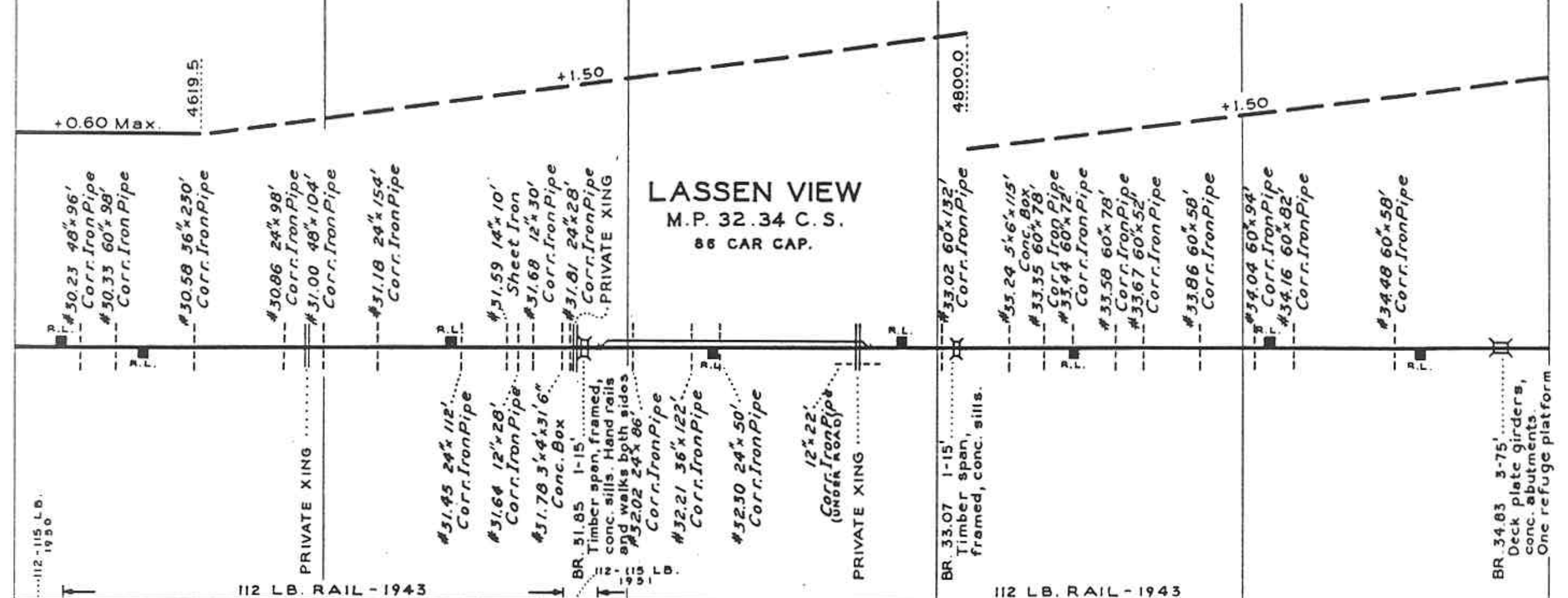
- #25.20 24"x62' Corr. Iron Pipe
- #26.89 12"x26' Sheet Iron
- XING #4K-27.4 X HAUNS MILL ROAD
- #28.45 24"x58' Corr. Iron Pipe
- #28.52 10"x35' Corr. Iron Pipe
- #29.36 36"x56' Corr. Iron Pipe

112 LB. RAIL - 1943





LASSEN VIEW
M.P. 32.34 C.S.
86 CAR CAP.



112-115 L.B. 1950

1/1/66

35 5°00' 1009.67 3" 38 3°00' 548.33 2" 2°00' 1145.00 2 1/2" 6°40' 582.50 4 1/2" 5°54'33.3 1/2" 3°30' 969.29 2 1/2" 7°00' 1158.57 4 1/2" 3°00' 822.78 2 1/2" 38 39 3°00' 2123.30 40

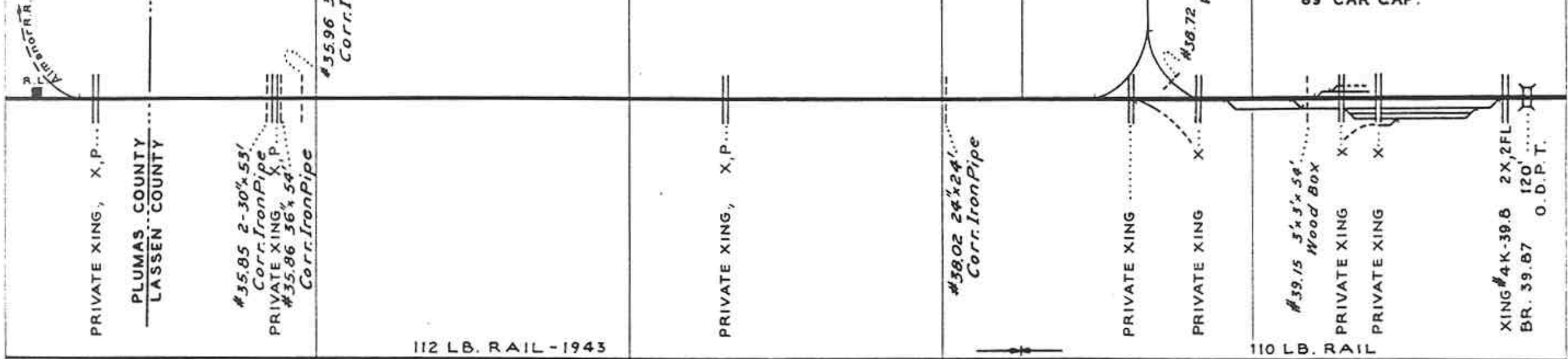
3846.64 1119.57 145.39 530.65 915.61 2320.06 5790.51 3776.00 Tan.



CLEAR CREEK JCT.
M.P. 35.23 H.B.

5.267 Miles ~~Permitted~~ from S.P. (1966)

WESTWOOD
M.P. 39.35 C.S.
89 CAR CAP.



112 LB. RAIL - 1943

110 LB. RAIL



1/1/66
7/1/68

40 ^{1°00'} 1646.70 41 ^{1°00'} 3363.30 42 ^{1°00'} 2960.0 43 ^{4°00'} 86.25 44 ^{2°00'} 3662.50 45 ^{2"}

2501.20 3768.40 Tan. 4197.61 Tan. 1.26 Mi. Tan.



5.267 Miles Purchased from S. P. (1966)

ROBBERS CREEK
M.P. 44.13 C.S.
86 CAR CAP.

#40.59 3' x 4' x 40'
Wood Box

#40.68 3' x 3' x 40'
Wood Box

#41.28 3' x 3' x 24'
Wood Box

#41.61 3' x 4' x 24'
Wood Box

#42.33 3' x 4' x 25'
Wood Box

#42.47 3' x 4' x 23'
Wood Box

#42.97 3' x 4' x 24'
Wood Box

#43.16 3' x 4' x 24'
Wood Box

#43.41 3' x 4' x 23'
Wood Box

M.P. 43.521

XING #4K-40.1 2X, 2W
STATE ROUTE NR 36

HIGHWAY A-21
(COUNTY)

#43.59 36" x 44"
Corr. Iron Pipe

#44.01 24" x 43.6"
Corr. Iron Pipe

110 LB. RAIL

90 LB. RAIL

112 LB. RAIL - 1946

CHESTER MATERIAL

CHESTER MATERIAL

ORO. CR. ROCK

1/1/66
7/1/68

45

2°00'
3662.50
2"

3399.79 Tan.

46

2°00'
2157.08
2"

2058.40

47

1°00'
2561.67
1 1/2"

3575.30 Tan.

48

1°30'
1148.89
2"

808.57

1°30'
1845.0
2"

2125.80

49

1°00'
1385.83
1 1/2"

1.85 Mi. Tan.

50

+1.40

+1.50

5625.3

5625.3

x #45.17 24"x32'
u Corr. Iron Pipe
x #45.31 24"x30'
u Corr. Iron Pipe
x #45.46 24"x32'
u Corr. Iron Pipe
x #45.59 24"x32'
u Corr. Iron Pipe

#46.01 24"x48'
Corr. Iron Pipe

x s x s x

x s x s x s x s x

#47.87 24"x52'
Corr. Iron Pipe

#48.51 24"x48'
Corr. Iron Pipe

x s x s x s x

#49.22 36"x64'
Corr. Iron Pipe

#49.62 24"x36'
Corr. Iron Pipe

x s x s x s x s x

112 LB. RAIL - 1946

OROVILLE CRUSHED ROCK

OROVILLE CRUSHED ROCK

ORO. CR. ROCK

OROVILLE CRUSHED ROCK

CHESTER MATERIAL

CHESTER MATERIAL

1/1/66

50

51

52

53

54

55

1°00'
1018.33
1 1/2"

1°30'
3386.67
2"

1°00'
1211.67
1 1/2"

2°00'
775.83
2"

1°00'
686.67
1 1/2"

1.85 Mi. Tan.

1.41 Mi. Tan.

995.13

2644.7 Tan.

398

+ 1.40 Max

0.0

-1.00

0.0

5754.6

5754.6

5692.30

NORVELL
M.P. 52.48 C.S.
88 CAR CAP.

---#51.21 24"x42'
Corr. Iron Pipe

---#52.50 36"x60'
Corr. Iron Pipe

---#52.69 0"x36"
Well Casing
UNDER NO. TRK.

---#53.04 24"x28'
Corr. Iron Pipe

---#53.12 48"x40'
Corr. Iron Pipe

---#53.58 24"x60'
Corr. Iron Pipe

---#53.78 24"x56'
Corr. Iron Pipe

---#54.42 24"x50'
Corr. Iron Pipe

---#54.62 24"x40'
Corr. Iron Pipe

XING #4K-51.80
COUNTY ROAD X

BR. 51.94 1-60'
Deck plate girders
Walk and hand-
rail one side.

PRIVATE XING

112 LB. RAIL - 1946

112 LB. RAIL - 1942

ORO. CR. ROCK ← ORO-6"-1959

OROVILLE CRUSHED ROCK

OROVILLE CRUSHED ROCK 3"-1956

№ 1

№ 1

1/1/66

55

2°00'
1760.0
2"

1°30'
2151.11
2"

56

57

0°30'
1896.67
1"

58°00'
1645.63
1 1/2"

59

60

2346.18 Tan.

4882.76 Tan.

2694.17 Tan.

2.55 Mi. Tan.

5692.3

+0.80 Max.

5714.4

-1.00

5656.7

+0.20 Max

#55.09 24"x52'
Corr. Iron Pipe
#55.26 24"x50'
Corr. Iron Pipe
#55.44 24"x56'
Corr. Iron Pipe

#56.09 18"x40'
Corr. Iron Pipe

#56.54 24"x50'
Corr. Iron Pipe
#56.76 24"x26'
Corr. Iron Pipe

#57.37 24"x34'
Corr. Iron Pipe

#57.93 24"x40'
Corr. Iron Pipe

#59.04 24"x32'
Corr. Iron Pipe
(UNDER ROAD)

XING #4K-55.0, 2X, 2FL

XING #4K-56.50 2X
COUNTY ROAD

#56.91 24"x48'
Corr. Iron Pipe

#57.21 18"x24'
Corr. Iron Pipe

#58.15 18"x24'
Corr. Iron Pipe

#59.04 24"x28'
Corr. Iron Pipe
(UNDER ROAD)
XING #4K-59.01 2X
COUNTY ROAD

BR 59.19 3-15'
Timber spans,
framed, conc. sills

112 LB. RAIL - 1942

OROVILLE CRUSHED ROCK 3"-1956

N91

1/1/66

60

61

62

63

64

65

1° 00'
2803.33
1/2"

1° 00'
4349.17
1/2"

678.6

4.85 Mi. Tan.

5650.00

5716.7

+0.20 Max

+1.00

LOGPOLE

M.P. 62.87 C.S.

86 CAR CAP.

-1.00

#61.09 36"x34'
Corr. Iron Pipe

#61.55 36"x36'
Corr. Iron Pipe

#61.86 18"x24'
Corr. Iron Pipe

#62.30 36"x40'
Corr. Iron Pipe

#62.56 24"x40'
Corr. Iron Pipe

#62.93 36"x46'
Corr. Iron Pipe

#63.33 18"x24'
Corr. Iron Pipe
(UNDER ROAD)

#63.61 36"x30'
Corr. Iron Pipe

#63.73 30"x28'
Corr. Iron Pipe

#63.96 36"x32'
Corr. Iron Pipe

#64.33 36"x32'
Corr. Iron Pipe

BR. 60.20 3-15'
Timber spans,
framed, conc. sills

PRIVATE XING X.P.

XING #4K-636 X.
CRATER MT ROAD

112 LB. RAIL - 1942

112 LB. RAIL - 1943

OROVILLE CRUSHED ROCK 3"-1956

No 1

1/1/66

65

66

67

68

69

70

4.85 Mi. Tan.

3440.12 Tan.

1952.85

4378.27 Tan.

1° 00'
2259.17
1 1/2"

2° 00'
3365.83
2 1/2"

1° 00'
883.33
1 1/2"

-100

5689.0

0.0

5689.0

-0.54

5677.5

0.0

5674.7

+100

BR. 65.12 3-15' Timber spans, framed, conc. sills.
--- #65.19 24"x34' Corr. Iron Pipe
--- #65.30 24"x24' Corr. Iron Pipe

--- #65.70 24"x28' Corr. Iron Pipe

--- #65.92 2-36"x30' Corr. Iron Pipe

--- #66.15 30"x32' Corr. Iron Pipe

--- #66.68 24"x26' Corr. Iron Pipe

--- #68.00 36"x34' Corr. Iron Pipe

--- #68.35 24"x35' Corr. Iron Pipe

--- #69.42 36"x34' Corr. Iron Pipe

BR. 65.12 3-15' Timber spans, framed, conc. sills.

XING #4K-67.3 X, 2A WESTWOOD-PITTVILLE
BR. 67.34 3-15' Timber spans, framed, conc. sills.
112 L.B. RAIL - 1943

BR. 69.42 3-15' Timber spans, framed, conc. sills.

OROVILLE CRUSHED ROCK 3"-1956

ORO CR. ROCK

OROVILLE ROUND ROCK

OROVILLE MIXED

ORO ROUND ROCK

ORO-6"-1959

No 1

No 2

No 1 & No 2

No 2

No 1

1/1/66

70

71

72

73

74

75

2°00'
1489.17
2 1/2"

1°00'
3065.84
1 1/2"

1°30'
1887.22
2"

1°00'
1260.0
1 1/2"

1.08 Mi. Tan.

1.40 Mi. Tan.

5597.0

5592.0

5574.4

5666.0

0.0

-0.70

+1.00

+0.76

0.0

POISON LAKE

M.P. 70.07 H.B.
(SPUR)

JESKEY SPUR
WELLINGTON LUMBER CO.

PRIVATE XING, P

#70.70 24"x54'
Corr. Iron Pipe

PRIVATE XING

#71.64 36"x66'
Corr. Iron Pipe

BR. 71.78 1-15'
Timber spans,
framed conc.
sills.

#72.00 36"x48'
Corr. Iron Pipe

112 LB. RAIL - 1943

#72.33 24"x40'
Corr. Iron Pipe

XING #4K-72.5 2X12A
WESTWOOD - PITTSVILLE

#72.63 24"x40'
Corr. Iron Pipe

#72.91 24"x40'
Corr. Iron Pipe

#73.35 48"x72'
Corr. Iron Pipe

#73.66 24"x26'
Corr. Iron Pipe

#73.87 36"x32'
Corr. Iron Pipe

#74.16 36"x62'
Corr. Iron Pipe

#74.43 24"x24'
Corr. Iron Pipe

#74.79 48"x48'
Corr. Iron Pipe

XING #4K-75.3 2X12A
WESTWOOD - PITTSVILLE

OROVILLE CRUSHED ROCK 6"-1959

OROVILLE CRUSHED ROCK 6"-1958

Nº 1

Nº 1

1/1/66

75

76

77

78

79

80

2° 00'
2434.58
2 1/2"

2° 00'
1195.83
2"

1° 30'
1332.22
2"

4° 00'
1122.08
3"

10° 00'
1041.50
4 1/2"

10° 00'
917.67
4 1/2"

4° 00'
521.25
3"

1920.98 1.79 Mi. Tan. 5695.0 775.03 1116.29 269.33 1997.59 98.27 881.80 199.92

0.5669.0 +0.40 -1.40 -1.80 5550.0 -1.80 5462.0

HALLS FLAT

M.P. 76.48 C.S.
138 CAR CAP.

- #75.06 36"x44' Corr. Iron Pipe
- #75.23 48"x50' Corr. Iron Pipe
- #75.75 84"x56' Corr. Iron Pipe
- #76.23 36"x64' Corr. Iron Pipe
- #76.64 18"x24' Corr. Iron Pipe (UNDER WYE TRK.)
- #77.64 30"x26' Corr. Iron Pipe
- #77.90 36"x40' Corr. Iron Pipe
- #78.46 24"x32' Corr. Iron Pipe
- #78.74 36"x30' Corr. Iron Pipe
- #79.62 24"x56' Corr. Iron Pipe
- #76.56 24"x60' Corr. Iron Pipe

PRIVATE XING P, X

PRIVATE XING X
BR. 78.15 1-15' Timber span, framed, conc. sills

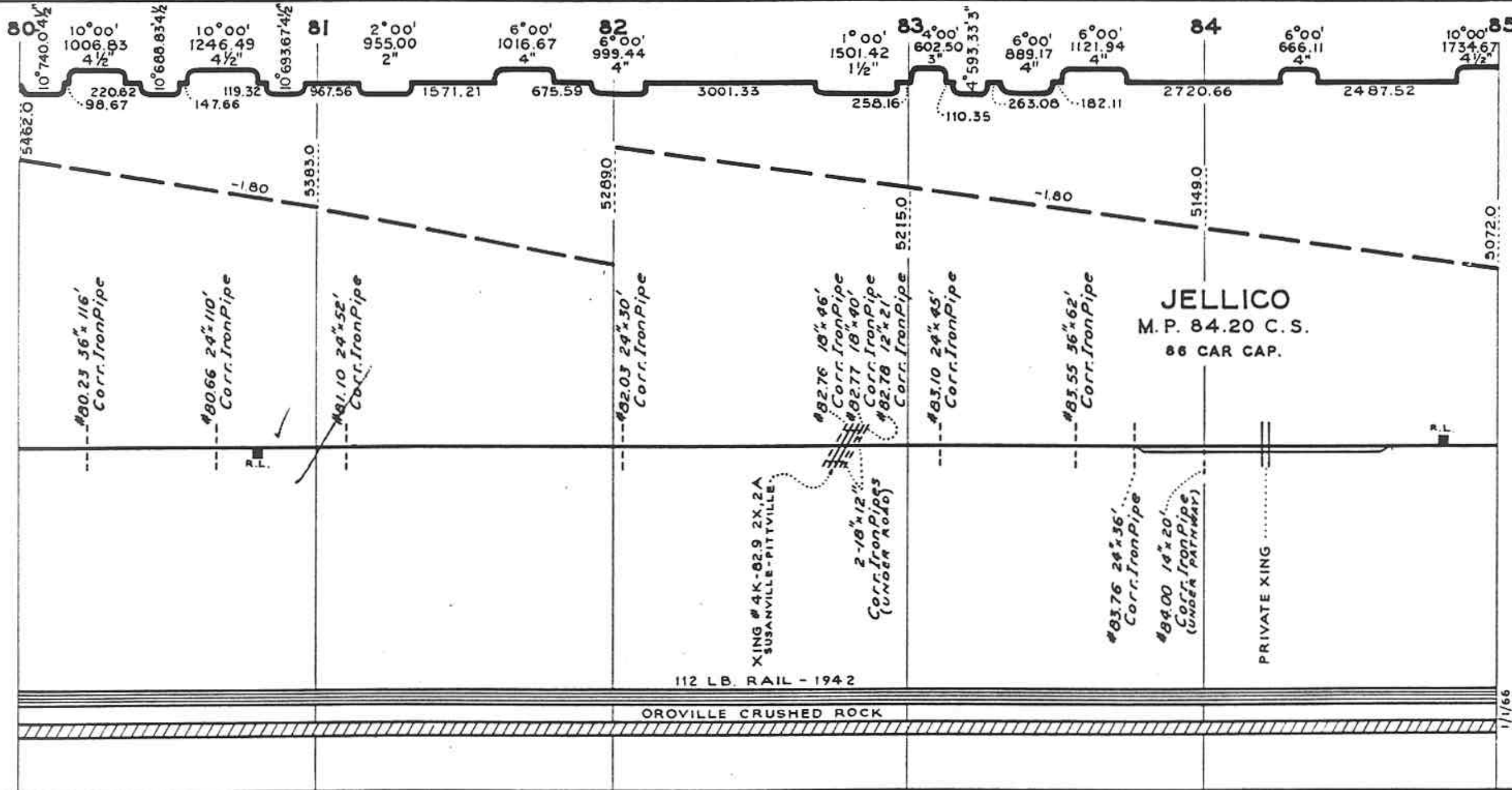
XING #4K-78.7 X
JELLY CAMP, NIGGER SPRING ROAD

112 LB. RAIL - 1943

112 LB. RAIL - 1942



1/1/66
7/1/68



1/1/66
7/1/68

85 10°00' 1734.67 4 1/2" 4°00' 1353.33 3" 6°00' 666.11 4" 6°00' 1022.22 4" 86 1°00' 511.67 1 1/2" 6°00' 927.08 4" 4°00' 521.45 3" 4°00' 1144.83 3" 10°00' 971.67 4 1/2" 88 10°00' 990.33 4 1/2" 8°00' 1165.00 4 1/2" 89 6°00' 903.33 4" 10°00' 1353.33 4 1/2" 90 10°00' 1387.67 4 1/2"

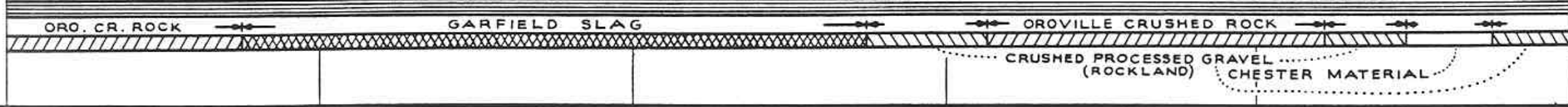
252.23 550.16 347.74 1594.32 2054.61 285.71 1247.49 1184.20 157.88 2435.84 483.94 727.83 1376.11

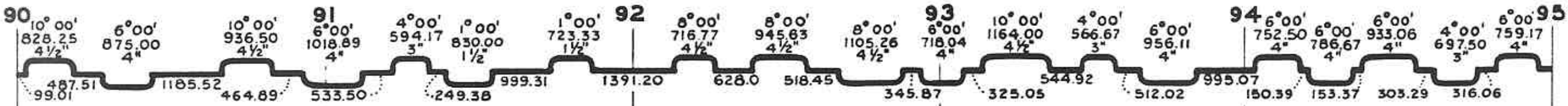
5072.0 -1.80 4895.0 4807.0 -1.80

#85.59 24"x28' Corr. Iron Pipe
 #85.86 2-36"x52' Corr. Iron Pipe
 #86.38 24"x52' Corr. Iron Pipe
 #86.80 36"x60' Corr. Iron Pipe
 #86.99 2-72"x300' Corr. Iron Pipes
 #87.03 84"x44' Corr. Iron Pipe
 #87.41 48"x100' Corr. Iron Pipe
 #87.86 24"x50' Corr. Iron Pipe
 #88.04 24"x58' Corr. Iron Pipe
 #88.20 36"x40' Corr. Iron Pipe
 #88.40 24"x50' Corr. Iron Pipe
 #88.65 36"x44' Corr. Iron Pipe
 #88.80 24"x30' Corr. Iron Pipe
 #89.29 24"x46' Corr. Iron Pipe
 #89.91 36"x74' Corr. Iron Pipe

XING #4K-86.6
 BEAVER SPRINGS ROAD

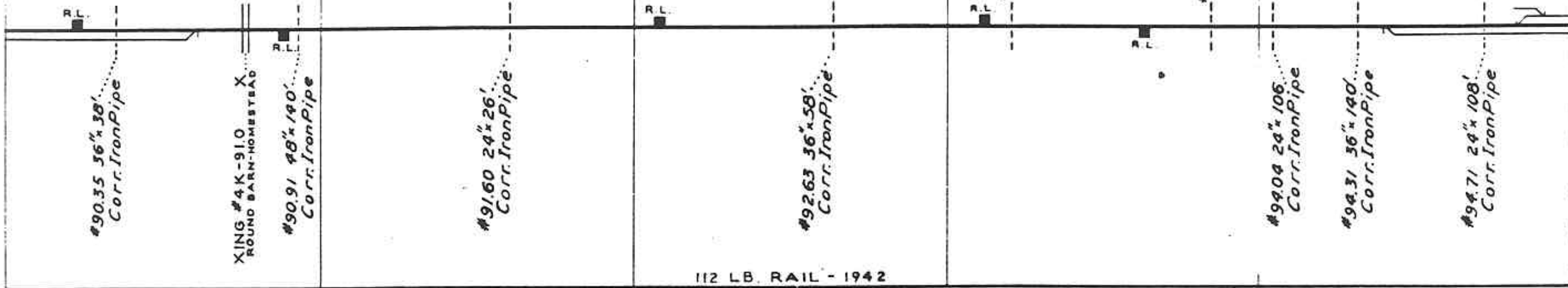
112 LB. RAIL - 1942



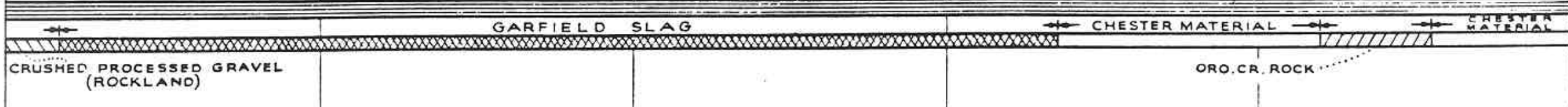


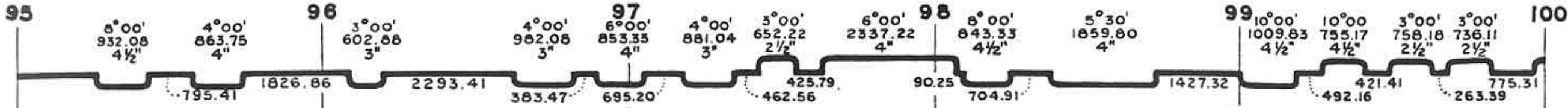
WILLOW SPRINGS
M.P. 90.17 C.S.
86 CAR CAP.

LITTLE VALLEY
M.P. 94.83 C.S.
88 CAR CAP.



112 LB. RAIL - 1942





LITTLE VALLEY
 M. P. 94.83 C. S.
 86 CAR CAP.

XING #4K-95.9, 2X, 2A
 LITTLE VALLEY-PITTSVILLE

INDIAN HEAD LBR. CO. SPUR

BR. 96.01 5-60, 4-30
 deck plate girders

PRIVATE XING
 #96.42 5x10x24'
 Conc. Box

#96.53 24x28'
 Corr. Iron Pipe
 (UNDER ROAD)

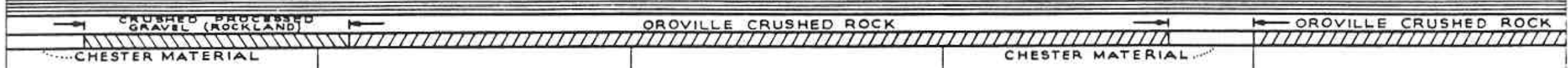
112 LB. RAIL - 1942

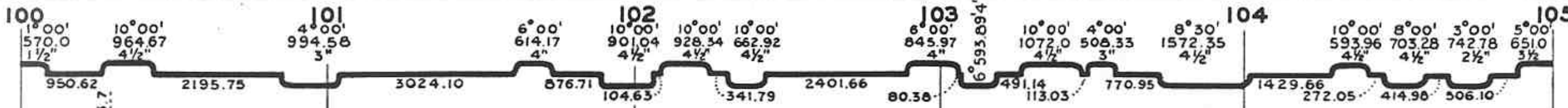
#96.46 24x66'
 Corr. Iron Pipe

#98.47 84x50'
 Corr. Iron Pipe

#98.75 24x80'
 Corr. Iron Pipe

PRIVATE XING
 #99.14 24x70'
 Corr. Iron Pipe





DIXIE
M.P. 100.98 C.S.
86 CAR CAP.

#100.64 24"x60'
Corr. Iron Pipe

#100.89 36"x60'
Corr. Iron Pipe

PRIVATE XING

#101.48 36"x56'
Corr. Iron Pipe

#101.94 84"x30'
Corr. Iron Pipe

#101.99 36"x146'
Corr. Iron Pipe

#102.35 24"x82'
Corr. Iron Pipe

#102.92 48"x56'
Corr. Iron Pipe

#103.52 24"x126'
Corr. Iron Pipe

#104.01 48"x84'
Corr. Iron Pipe

#104.50 24"x52'
Corr. Iron Pipe

#104.72 84"x32'
Corr. Iron Pipe

#104.77 48"x136'
Corr. Iron Pipe

112 LB. RAIL - 1942

GARFIELD SLAG

ORO. CR. ROCK

GARFIELD SLAG

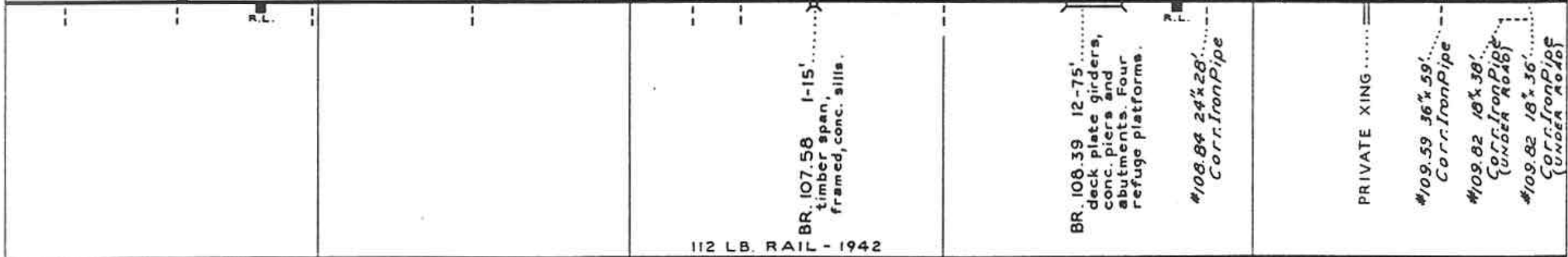
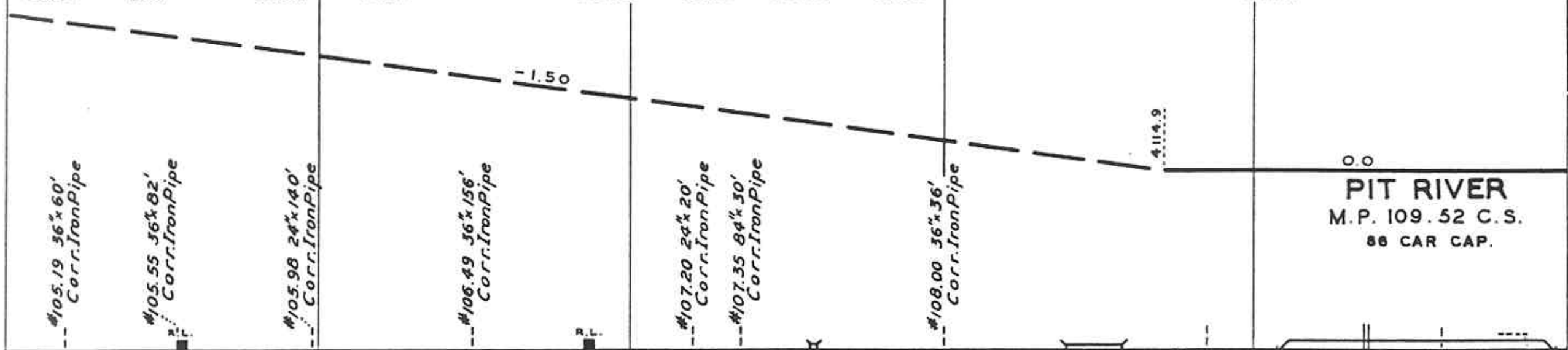
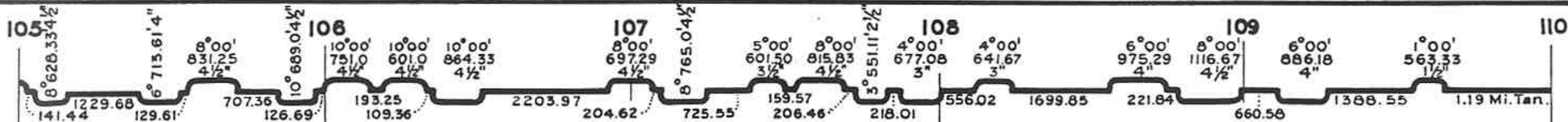
ORO. CR. ROCK

ORO. CR. ROCK

ORO. CR. ROCK
GARFIELD SLAG

GARFIELD SLAG
ORO. CR. ROCK

1/1/66
7/1/66



1/1/66
7/1/68

1000'
1701.67
1 1/2"

1.19 Mi. Tan.

3210.44 Tan.

0.0

#110.44 18"x32'
Corr. Iron Pipe
(UNDER ROAD)

#110.54 24"x26'
Corr. Iron Pipe

#110.87 24"x28'
Corr. Iron Pipe
(UNDER ROAD)

#111.00 24"x24'
Corr. Iron Pipe

W.P.R.R. CO.
M.P. 111.81

DIVISION OF OWNERSHIP

G.N.RY. CO.
M.P. 90.99



BIEBER

Depot

G.N. Ry.

To Klamath Falls

PRIVATE XING

PRIVATE XING

PRIVATE XING

#111.38 60"x30'
#111.40 56"x34'
#111.45 36"x33'
#111.46 60"x30'
Corr. Iron Pipes

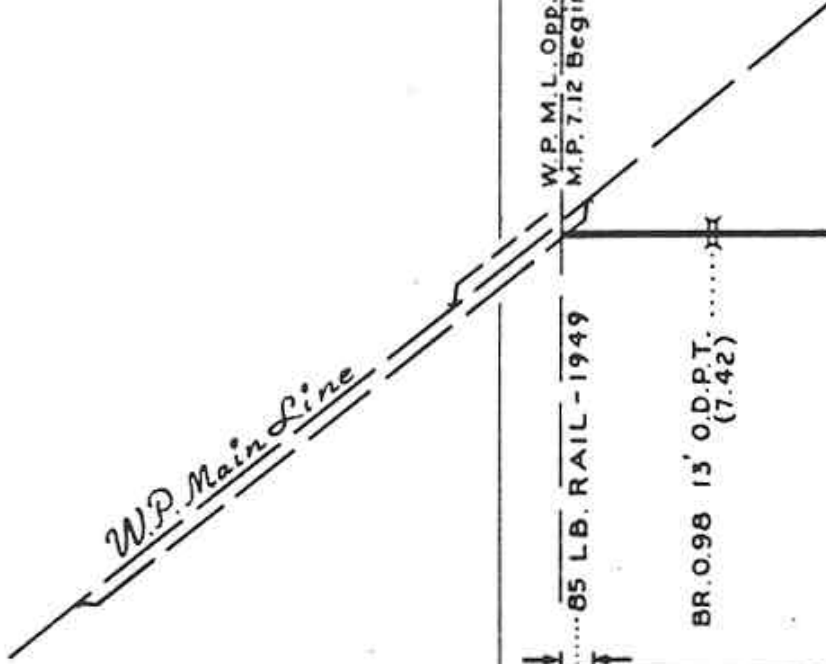
112 LB. RAIL - 1942

GARFIELD SLAG

ORO. CR. ROCK

REDDING-ALTURAS
U.S. HIGHWAY 299

LOYALTON
B R A N C H



W.P. M.L. Opp. M.P. 328.02
M.P. 7.12 Begin Loyalton Br.

HAWLEY

65 LB. RAIL - 1949

- BR. 0.98 13' O.D.P.T. (7.42)
- BR. 1.35 13' O.D.P.T. (7.82)
- BR. 1.49 44' O.D.P.T. (7.96)
- BR. 1.54 14' O.D.P.T. (8.05)
- BR. 1.60 26' O.D.P.T. (8.15)
- BR. 1.94 58' O.D.P.T. (8.38)
- BR. 1.97 44' O.D.P.T. (8.47)
- BR. 1.99 44' O.D.P.T. (8.54)

COUNTY ROAD #4E-1.5, X
BR. 1.50 30' O.D.P.T. (7.98)
BR. 1.55 30' O.D.P.T. (8.07)

75 LB. RAIL - 1924

8 1/2 T.O.

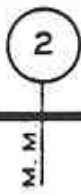
4874.10
0.2
4872.30
4872.98
-0.16
4870.90

+0.17



0.33 Mile Tangent

+0.065



PRIVATE XING

4872.85
4870.45
4870.10

-0.30 -0.05

+0.075

4872.20

10

3

11

4

12

5

13

6

14

7

15

PRIVATE XING, P.

BR. 3.85 1-14'
Timber spans
creo. piles (10.41)
BR. 4.02 1-14'
Timber spans
creo. piles (10.53)

BR. 5.02 1-14'
Timber spans
creo. piles (11.70)

BR. 6.02 1-14'
Timber spans
creo. piles (12.71)
BR. 6.25 1-11'
Timber spans
BR. 6.80 1-12'
Timber spans

BR. 6.98 1-10'
Timber spans
creo. piles solid deck
(13.28)

BR. 7.10 1-12'
Timber spans
creo. piles (13.79)
BR. 7.34 2-14'
Timber spans
creo. piles (13.99)

BR. 7.40 1-10'
Timber spans
creo. piles (14.53)
BR. 7.50 1-14'
Timber spans
creo. piles (14.44)

75 LB. RAIL - 1924

..... COUNTY ROAD #4E-53, X
12.48 16"
Corr. Iron Pipe

--- #11.98 12"
Wrought Iron Pipe
--- #12.04 9"
Wrought Iron Pipe

--- #13.13 10x14"
Wood Pipe

--- #13.67 12"
Wrought Iron Pipe

--- #13.89 10x14"
Wood Pipe
--- #13.92 10x14"
Wood Pipe

==== #14.03 8x20"
Wrought Iron Pipe
--- #14.16 12"
Redwood Box

--- #14.30 12"
Redwood Box
--- #14.39 10x14"
Wood Pipe

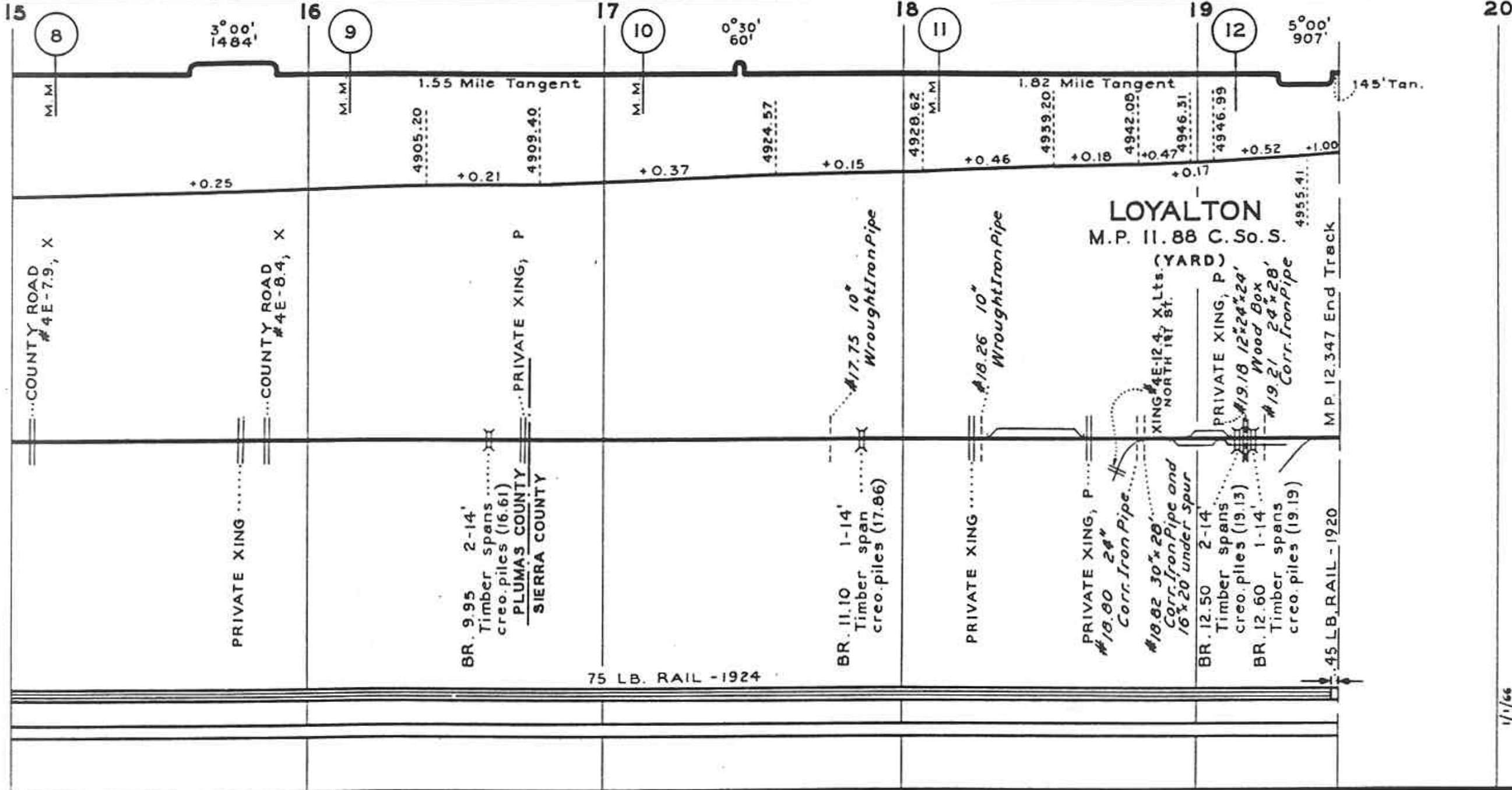
--- #14.52 8x18"
Wood Pipe
--- #14.69 12x12"
Cast. Iron Pipe

M.M. 4874.20
0.0 4874.20
+0.10 4875.80
+0.10 4878.50
4879.20
M.M. 4879.20

M.M. 4882.30
0.0 8.33 Mile Tangent
0.0

M.M. 4882.30
0.0 4881.80
0.0
0.0 4881.80

M.M. 4883.20
+0.04 4883.20
+0.125 4886.20
4886.20



15

16

17

18

19

20

8

9

10

11

12

3° 00'
1484'

0° 30'
60'

5° 00'
907'

1.55 Mile Tangent

1.82 Mile Tangent

145' Tan.

M.M.

M.M.

M.M.

M.M.

M.M.

+0.25

4905.20

+0.21

4909.40

+0.37

4924.57

+0.15

4929.62

+0.46

4959.20

+0.18

4942.08

+0.47

4946.51

+0.52

4946.99

+1.00

4955.41

...COUNTY ROAD #4E-7.9, X

PRIVATE XING
...COUNTY ROAD #4E-8.4, X

BR. 9.95 2-14'
Timber spans
creo.piles (16.61)
PLUMAS COUNTY
SIERRA COUNTY
PRIVATE XING, P

BR. 11.10 1-14'
Timber span
creo.piles (17.96)
#17.75 10"
Wrought Iron Pipe

PRIVATE XING
#18.26 10"
Wrought Iron Pipe

PRIVATE XING, P
#18.00 24"
Corr. Iron Pipe
#18.02 30"x28'
Corr. Iron Pipe and
16"x20' under spur
BR. 12.50 2-14'
Timber spans
creo.piles (19.13)
BR. 12.60 1-14'
Timber spans
creo.piles (19.19)
XING #4E-12.4, X Lts.
NORTH 187 St.
PRIVATE XING, P
#19.18 12"x24"x24'
Wood Box
#19.21 24"x28'
Corr. Iron Pipe

LOYALTON
M.P. 11.88 C. So. S.
(YARD)

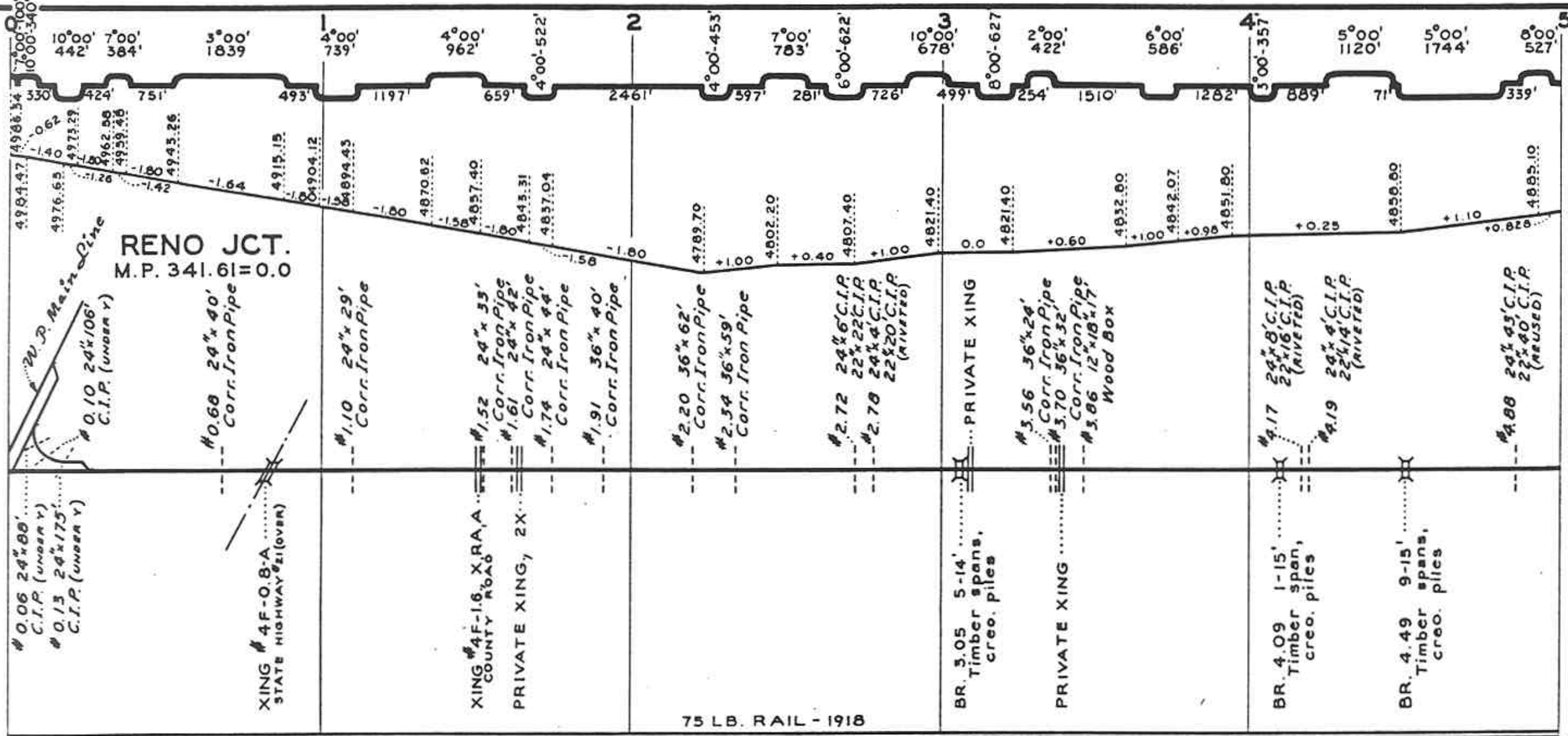
M.P. 12.347 End Track

75 LB. RAIL - 1924

45 LB. RAIL - 1920

1/1/66
7/1/68

RENO
BRANCH



RENO JCT.
M.P. 341.61 = 0.0

0.06 24"x80'
C.I.P. (UNDER Y)
0.13 24"x175'
C.I.P. (UNDER Y)

0.10 24"x106'
C.I.P. (UNDER Y)

0.68 24"x40'
Corr. Iron Pipe

XING # 4F-0.8-A
STATE HIGHWAY 21 (OVER)

1.10 24"x29'
Corr. Iron Pipe

XING # 4F-1.6 X R.A.
COUNTY ROAD

1.52 24"x33'
Corr. Iron Pipe

1.61 24"x42'
Corr. Iron Pipe

1.74 24"x44'
Corr. Iron Pipe

1.91 36"x40'
Corr. Iron Pipe

PRIVATE XING, 2X

2.20 36"x62'
Corr. Iron Pipe

2.34 36"x59'
Corr. Iron Pipe

2.72 24"x6 C.I.P.
22"x22 C.I.P.

2.78 24"x4 C.I.P.
22"x20 C.I.P. (RIVETED)

75 LB. RAIL - 1918

BR. 3.05 5-14'
Timber spans,
creo. piles

PRIVATE XING

3.56 36"x24'
Corr. Iron Pipe

3.70 36"x32'
Corr. Iron Pipe

3.86 12"x18"x17'
Wood Box

PRIVATE XING

BR. 4.09 1-15'
Timber span,
creo. piles

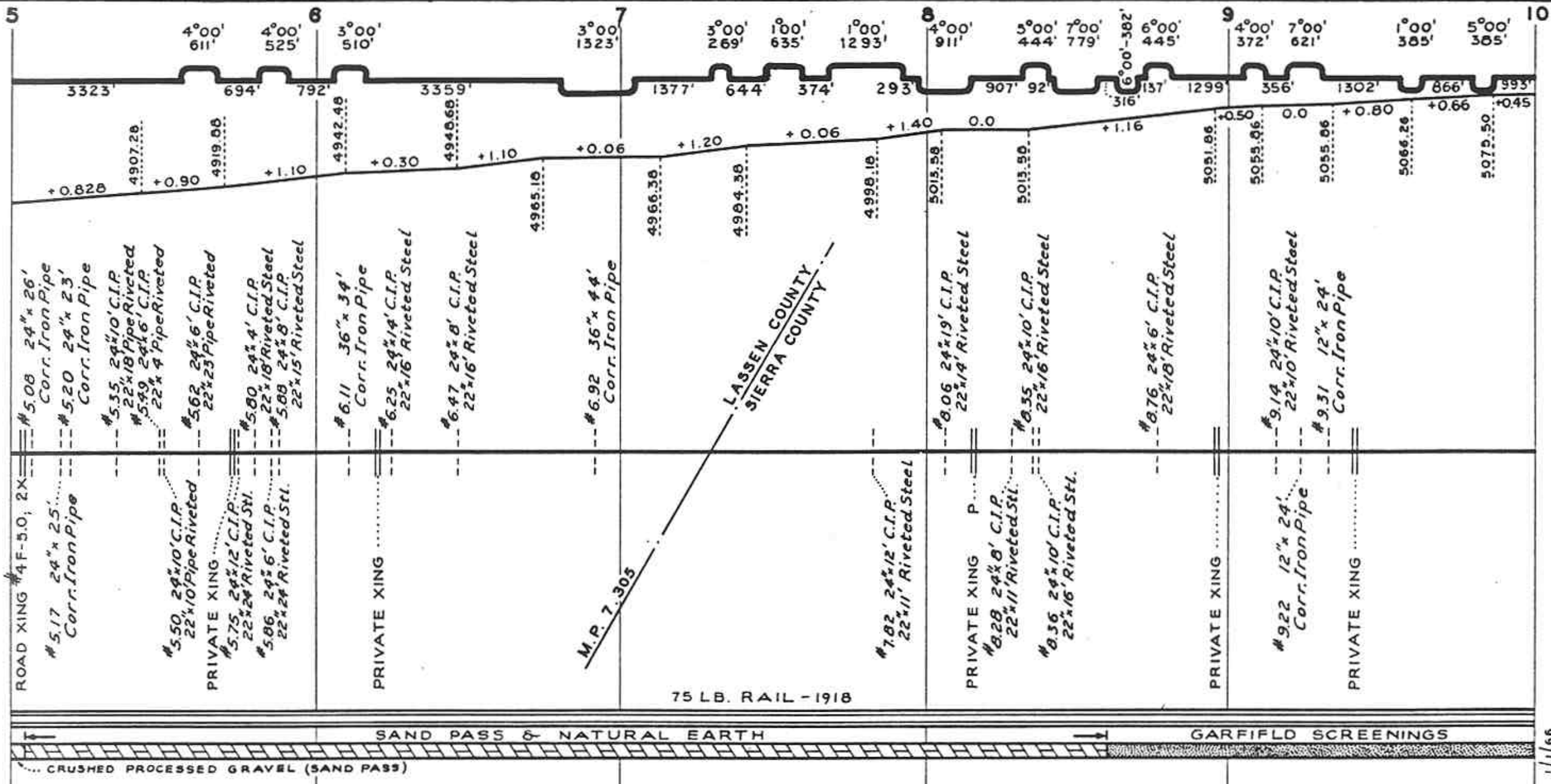
4.17 24"x8 C.I.P.
22"x16 C.I.P. (RIVETED)

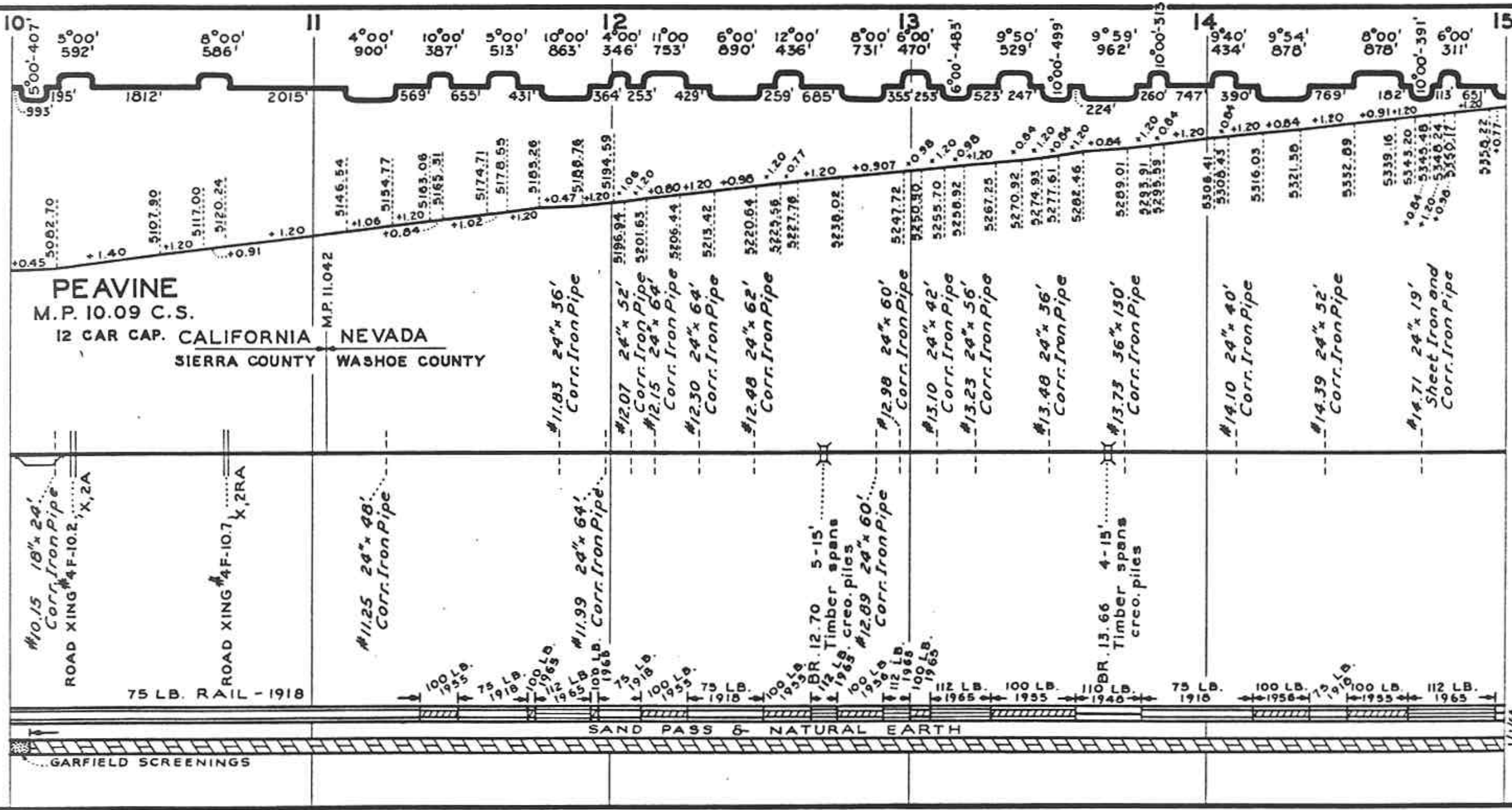
4.19 24"x4 C.I.P.
22"x14 C.I.P. (RIVETED)

BR. 4.49 9-15'
Timber spans,
creo. piles

4.88 24"x45 C.I.P.
22"x40 C.I.P. (REUSED)

CRUSHED PROCESSED GRAVEL (SAND PASS)





PEAVINE
M.P. 10.09 C.S.

12 CAR CAP. CALIFORNIA NEVADA
SIERRA COUNTY WASHOE COUNTY

M.P. 11.042

#10.15 18" x 24'
Corr. Iron Pipe
ROAD XING #4F-10.2, X, 2A

ROAD XING #4F-10.7, X, 2RA

#11.25 24" x 48'
Corr. Iron Pipe

#11.99 24" x 64'
Corr. Iron Pipe

DR. 12.70 5-15'
Timber spans
12 Lb. creo. piles

#12.89 24" x 60'
Corr. Iron Pipe

DR. 13.66 4-15'
Timber spans
creo. piles

#11.83 24" x 36'
Corr. Iron Pipe

#12.07 24" x 52'
Corr. Iron Pipe

#12.15 24" x 64'
Corr. Iron Pipe

#12.30 24" x 64'
Corr. Iron Pipe

#12.48 24" x 62'
Corr. Iron Pipe

#12.98 24" x 60'
Corr. Iron Pipe

#13.10 24" x 42'
Corr. Iron Pipe

#13.23 24" x 56'
Corr. Iron Pipe

#13.48 24" x 36'
Corr. Iron Pipe

#13.73 36" x 130'
Corr. Iron Pipe

#14.10 24" x 40'
Corr. Iron Pipe

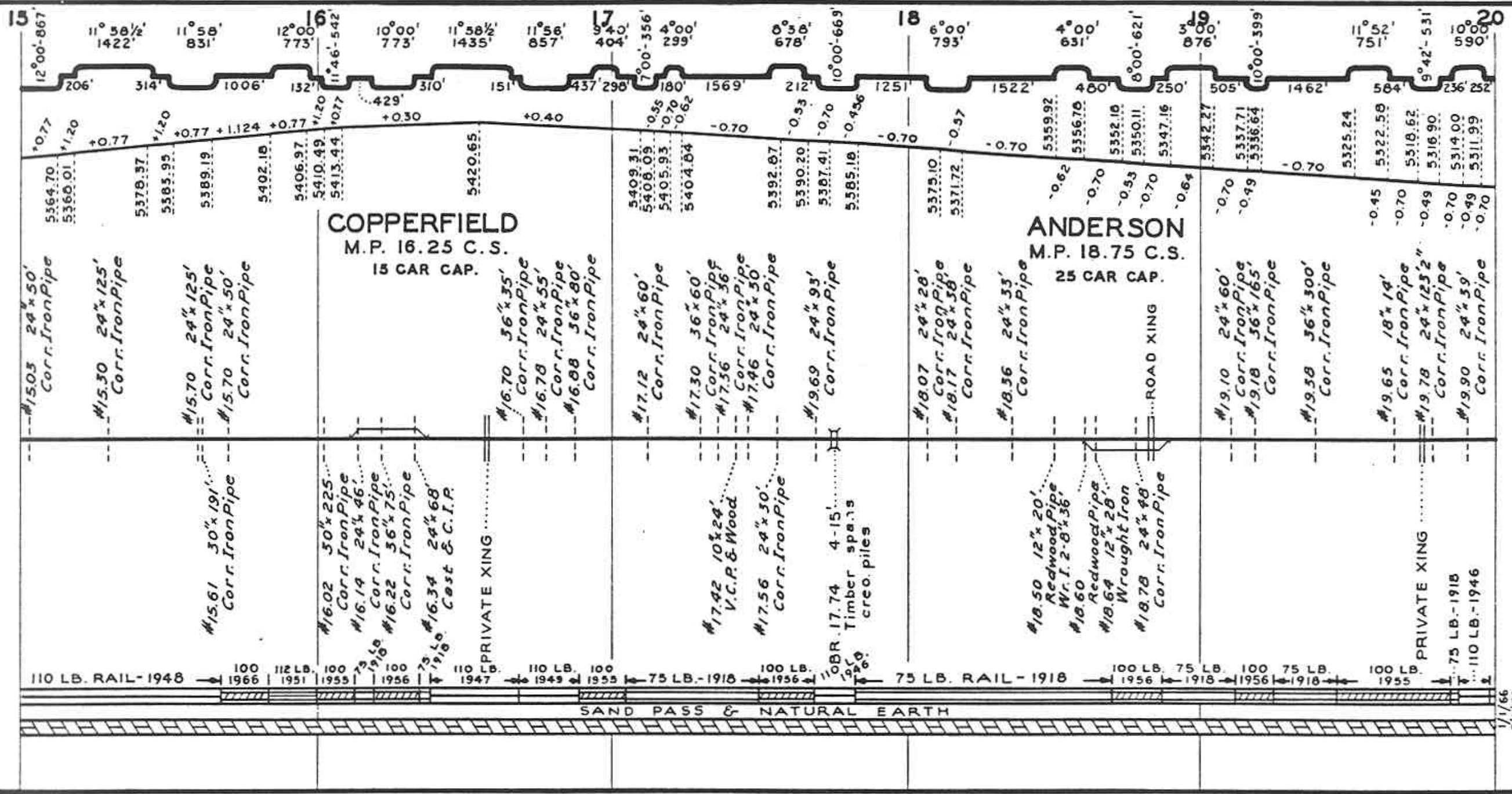
#14.39 24" x 52'
Corr. Iron Pipe

#14.71 24" x 19'
Sheet Iron and
Corr. Iron Pipe

SAND PASS & NATURAL EARTH

GARFIELD SCREENINGS

1/1/66
7/1/68



COPPERFIELD
M.P. 16.25 C.S.
15 CAR CAP.

ANDERSON
M.P. 18.75 C.S.
25 CAR CAP.

PRIVATE XING

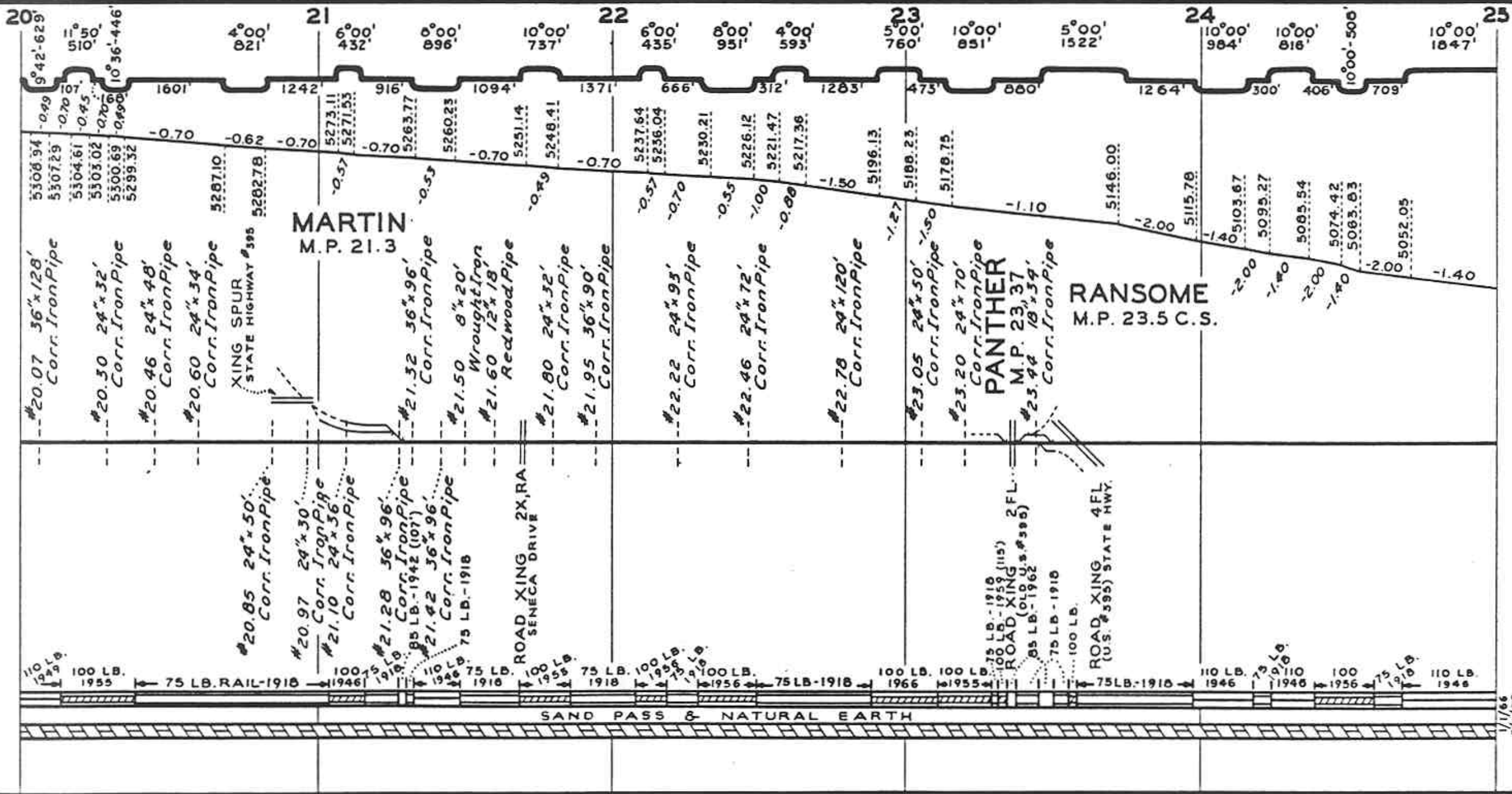
ROAD XING

PRIVATE XING

SAND PASS & NATURAL EARTH

110 LB. RAIL-1948 100 LB. 1966 112 LB. 1951 100 LB. 1955 75 LB.-1918 100 LB. 1956 75 LB. RAIL-1918 100 LB. 1956 75 LB. 1918 100 LB. 1956 75 LB. 1918 100 LB. 1955

1/1/66
7/1/68



MARTIN
M.P. 21.3

PANTHER
M.P. 23.37

RANSOME
M.P. 23.5 C.S.

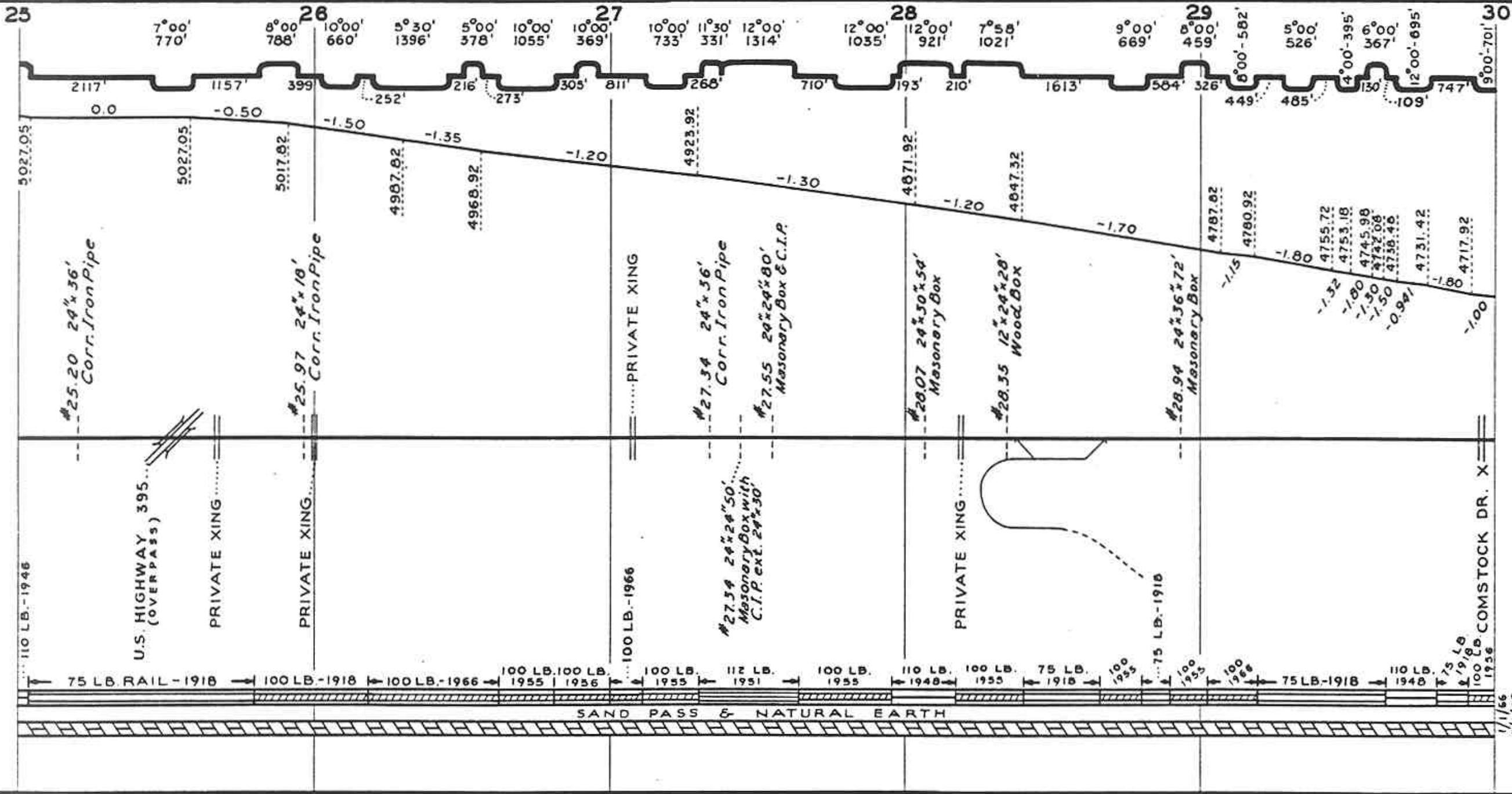
XING SPUR
STATE HIGHWAY #395

ROAD XING
SENECA DRIVE

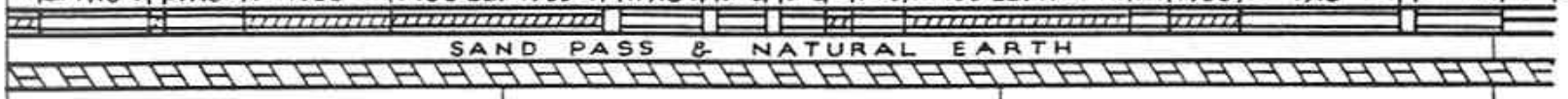
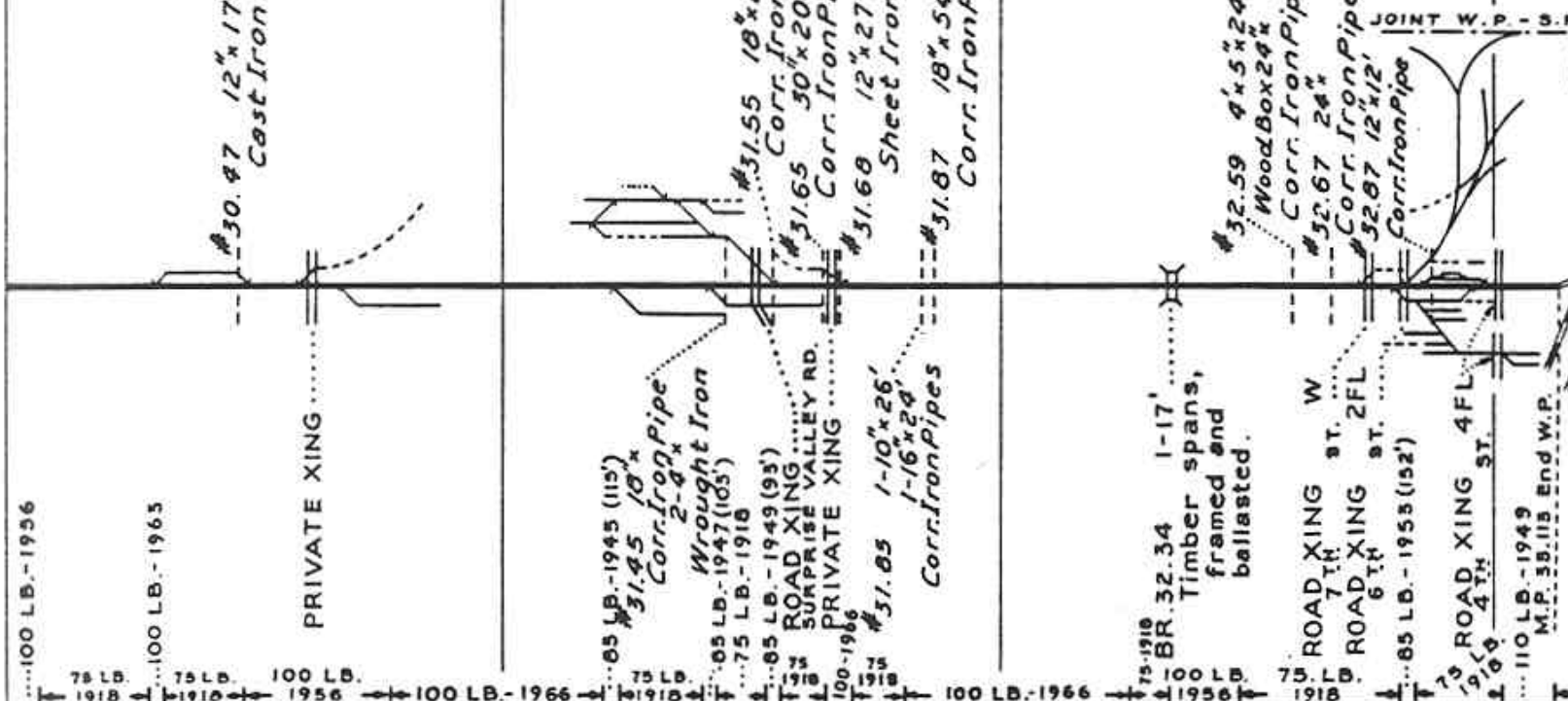
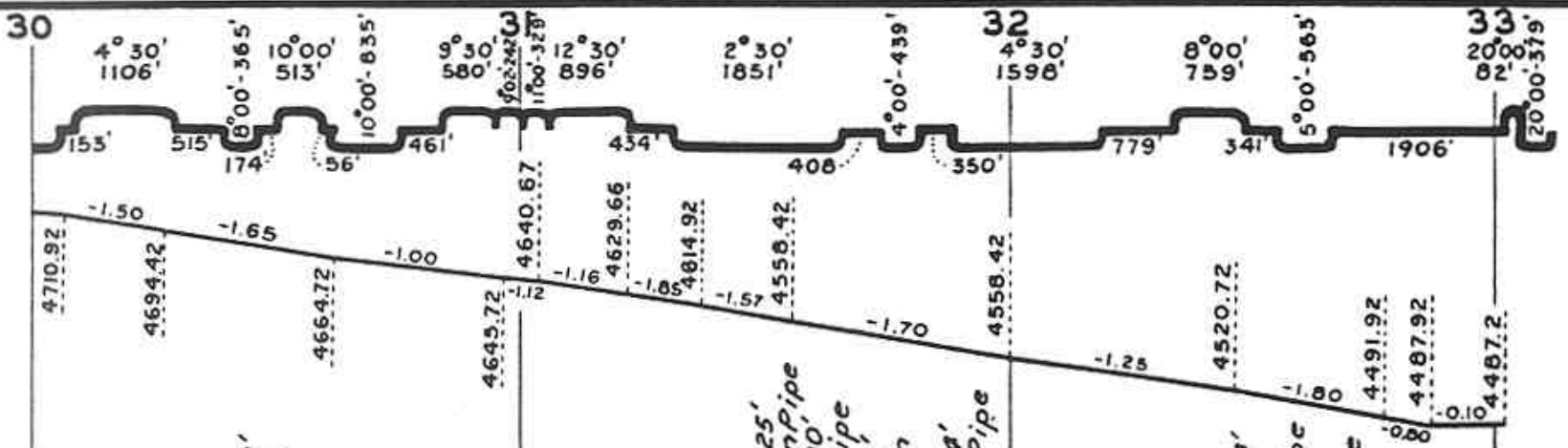
ROAD XING
STATE HWY.
(U.S. #395)

SAND PASS & NATURAL EARTH

1/1/68



1/1/56
7/1/58

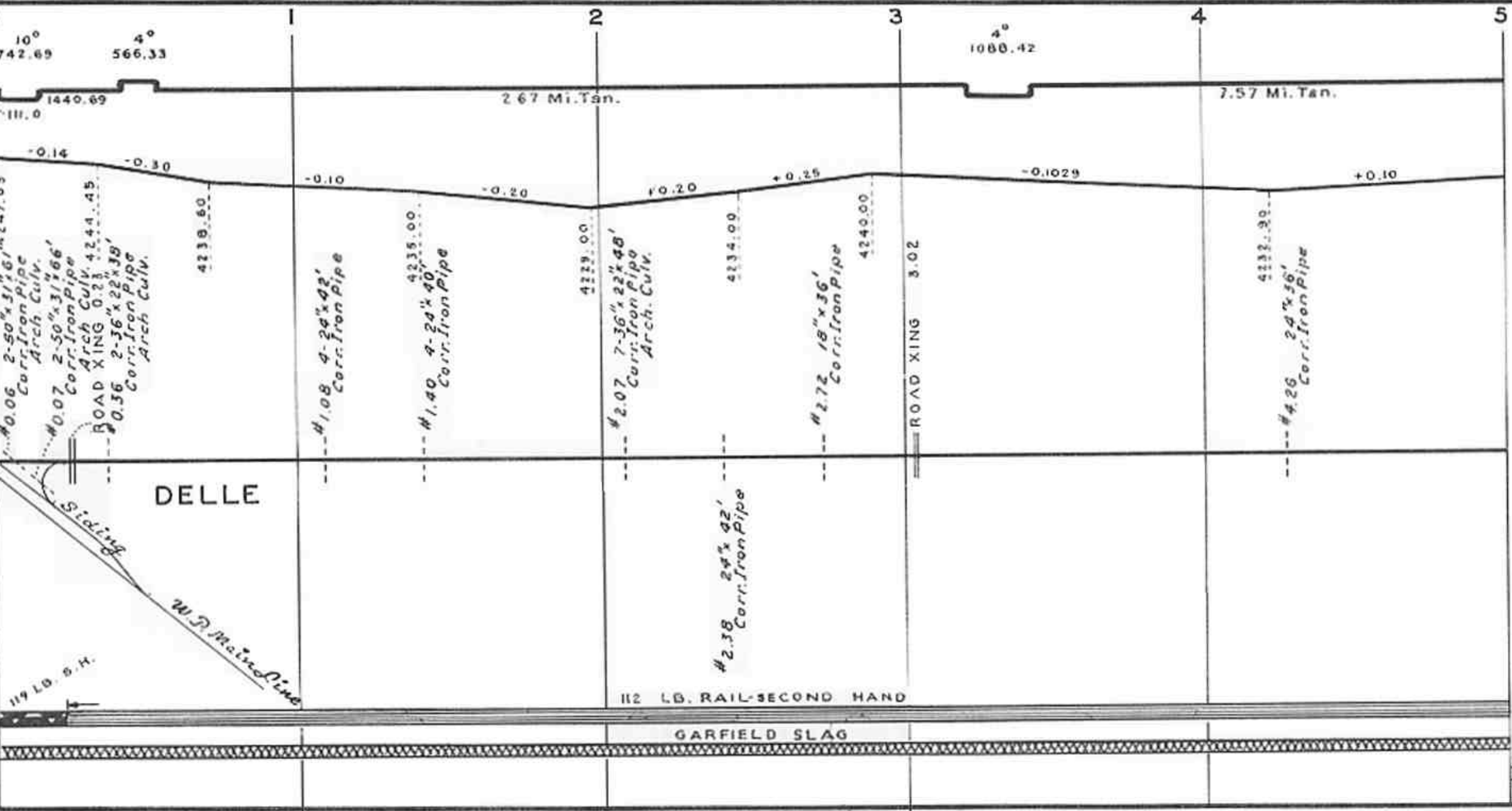


RENO

MARBELHEAD
B R A N C H

DELLE
BRANCH

W.P. Main Track M.P. 079.092



DELLE

119 LB. S.H.

112 LB. RAIL-SECOND HAND

GARFIELD SLAG

5 6 7 8 9 10

7.57 Mi. Tan.

+0.10

-0.30

-0.20

-0.05

-0.09

-0.27

-0.025

42,433.00

42,334.00

42,332.00

42,228.00

42,224.40

42,119.00

--- #7.42 24"x36'
Corr. Iron Pipe

--- #9.26 24"x44'
Corr. Iron Pipe

ROAD XING 8.39

112 LB. RAIL-SECOND HAND

115 LB. RAIL-SECOND HAND

GARFIELD SLAG

1/1/72

12° 30'
330.81

7.57 Mi. Ten

150.03

85.45

0.025
418.20

+0.10

4221.20

0.00

4221.50

+0.10

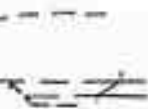
4222.15

M.P. 11.152 End Delle Branch

--- #10 11 2-20" x 46"
Corr. Iron Pipe

ROWLEY
M.P. 10.60 C.S.
3380 FT.

ROAD XING 11.03



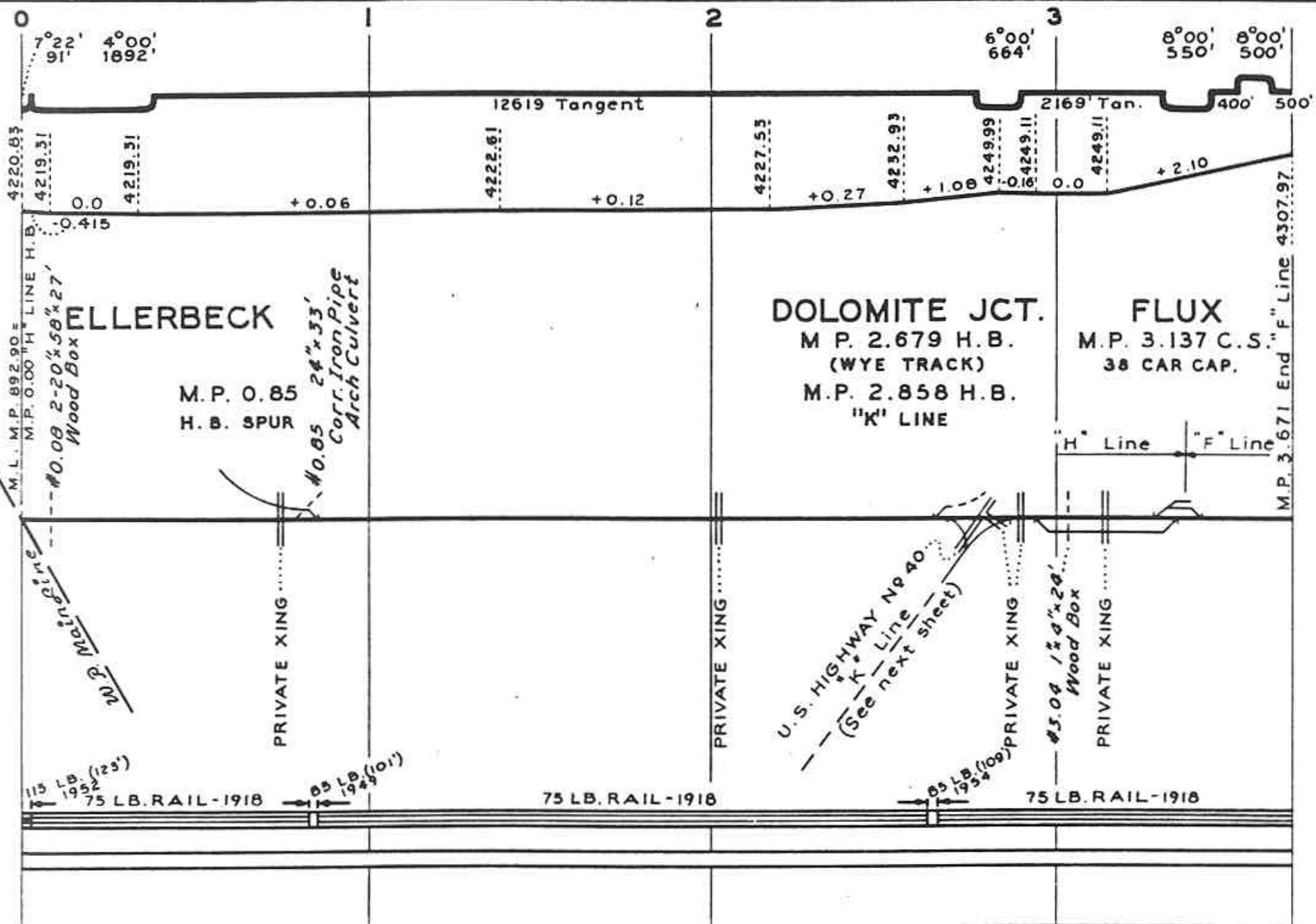
15 LB. S.H.
100 LB. S.H.

112 LB. RAIL
SECOND HAND

100 LB. S.H.

GARFIELD SLAG

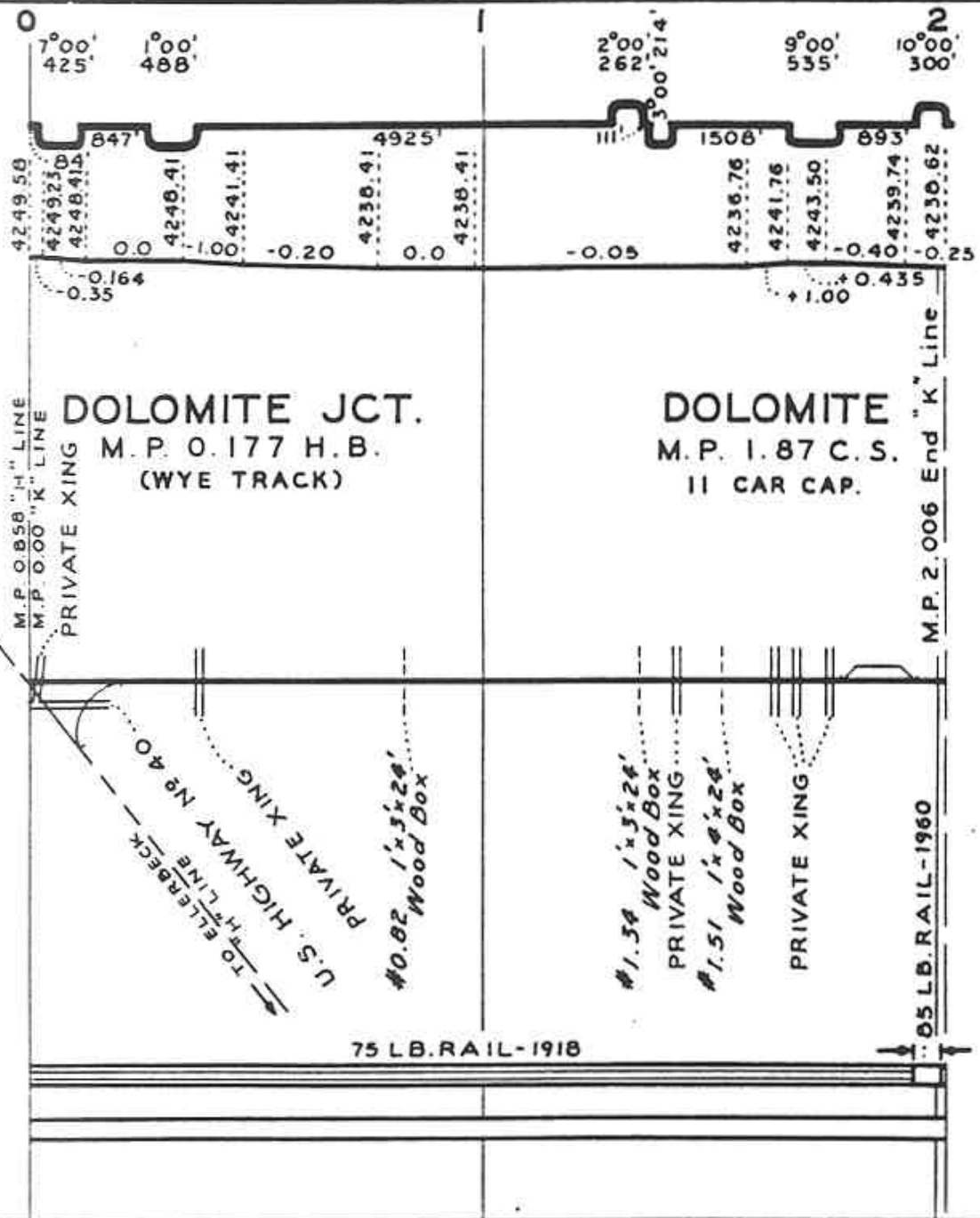
ELLERBECK
B R A N C H



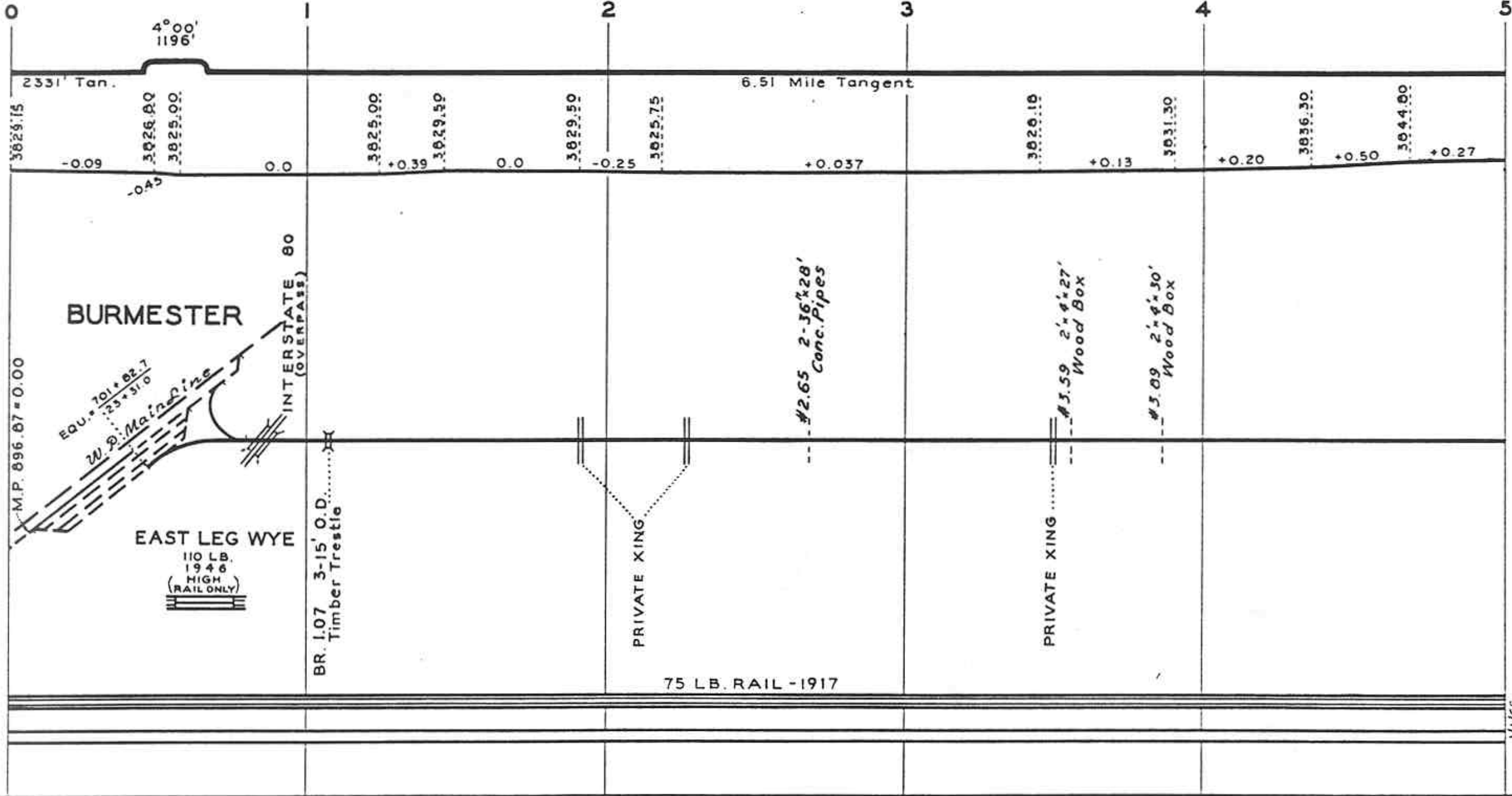
M.L. M.P. 892.90 =
M.P. 0.00 "H" LINE H.B.
M.P. 0.08 2-20" x 58" x 27"
Wood Box

M.P. 3.671 End "F" Line 4307.97

DOLOMITE
B R A N C H



TOOELE
BRANCH



M.P. 896.87 = 0.00

Equ. 701 + 82.7
23 + 31.0
W.D. Mainline

BURMESTER

EAST LEG WYE

110 LB.
1946
HIGH
(RAIL ONLY)

INTERSTATE 80
(OVERPASS)

BR. 1.07 3-15' O.D.
Timber Trestle

PRIVATE XING

75 LB. RAIL - 1917

#2.65 2-36x28'
Conc. Pipes

PRIVATE XING

#3.59 2x4x27'
Wood Box

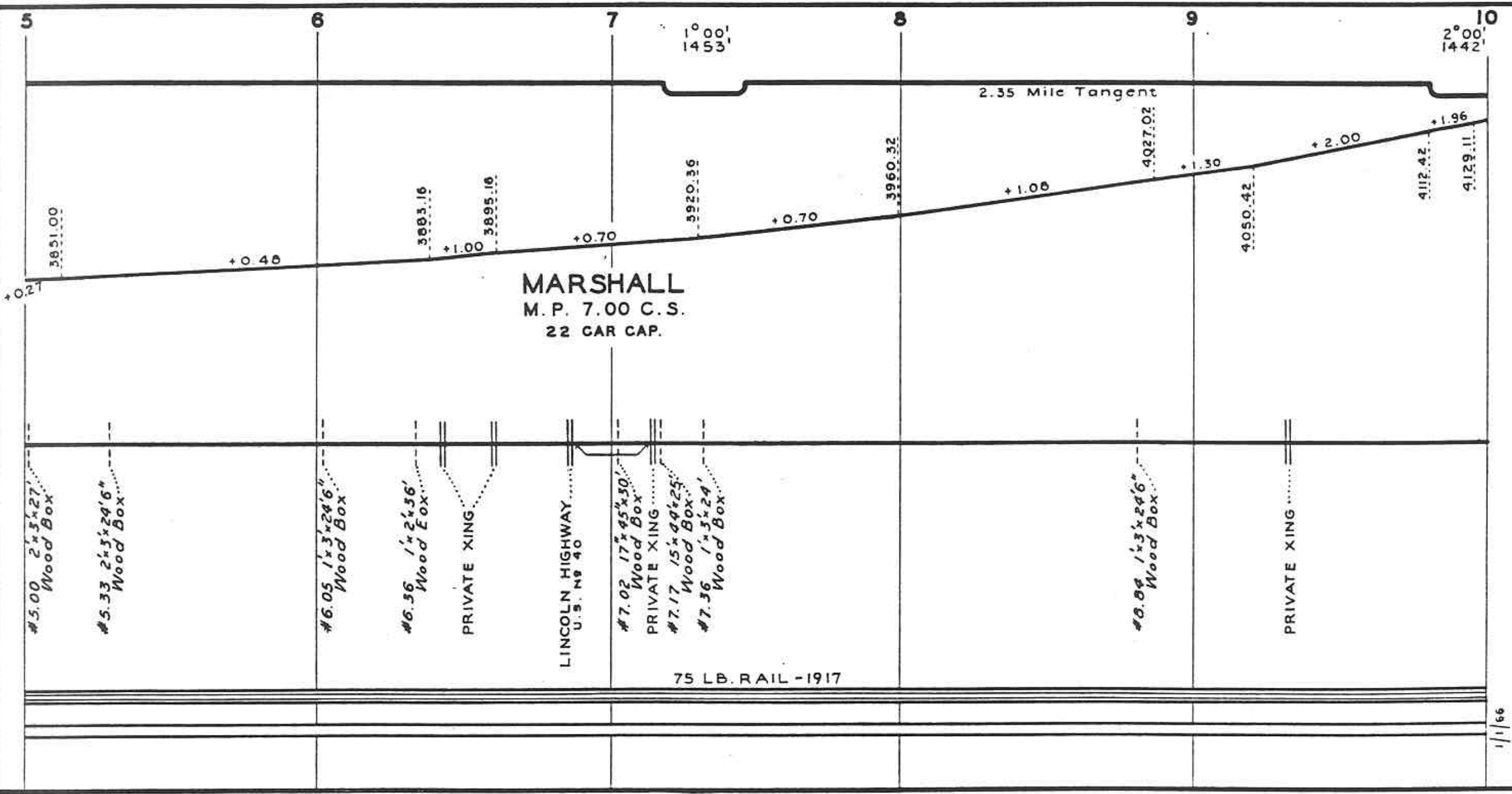
#3.09 2x4x30'
Wood Box

6.51 Mile Tangent

2331' Tan.

Stationing: 3629.15, 3626.00, 3625.00, 3629.50, 3625.75, 3626.10, 3631.30, 3636.30, 3644.00
Elevations: -0.09, -0.43, 0.0, +0.39, 0.0, -0.25, +0.037, +0.13, +0.20, +0.50, +0.27

4°00'
1196'



MARSHALL
 M.P. 7.00 C.S.
 22 CAR CAP.

75 LB. RAIL - 1917

#5.00 2'x3'x27"
Wood Box

#5.33 2'x3'x24'6"
Wood Box

#6.05 1'x3'x24'6"
Wood Box

#6.36 1'x2'x36"
Wood Box

PRIVATE XING

LINCOLN HIGHWAY
U.S. No 40

#7.02 17'x45'x30"
Wood Box

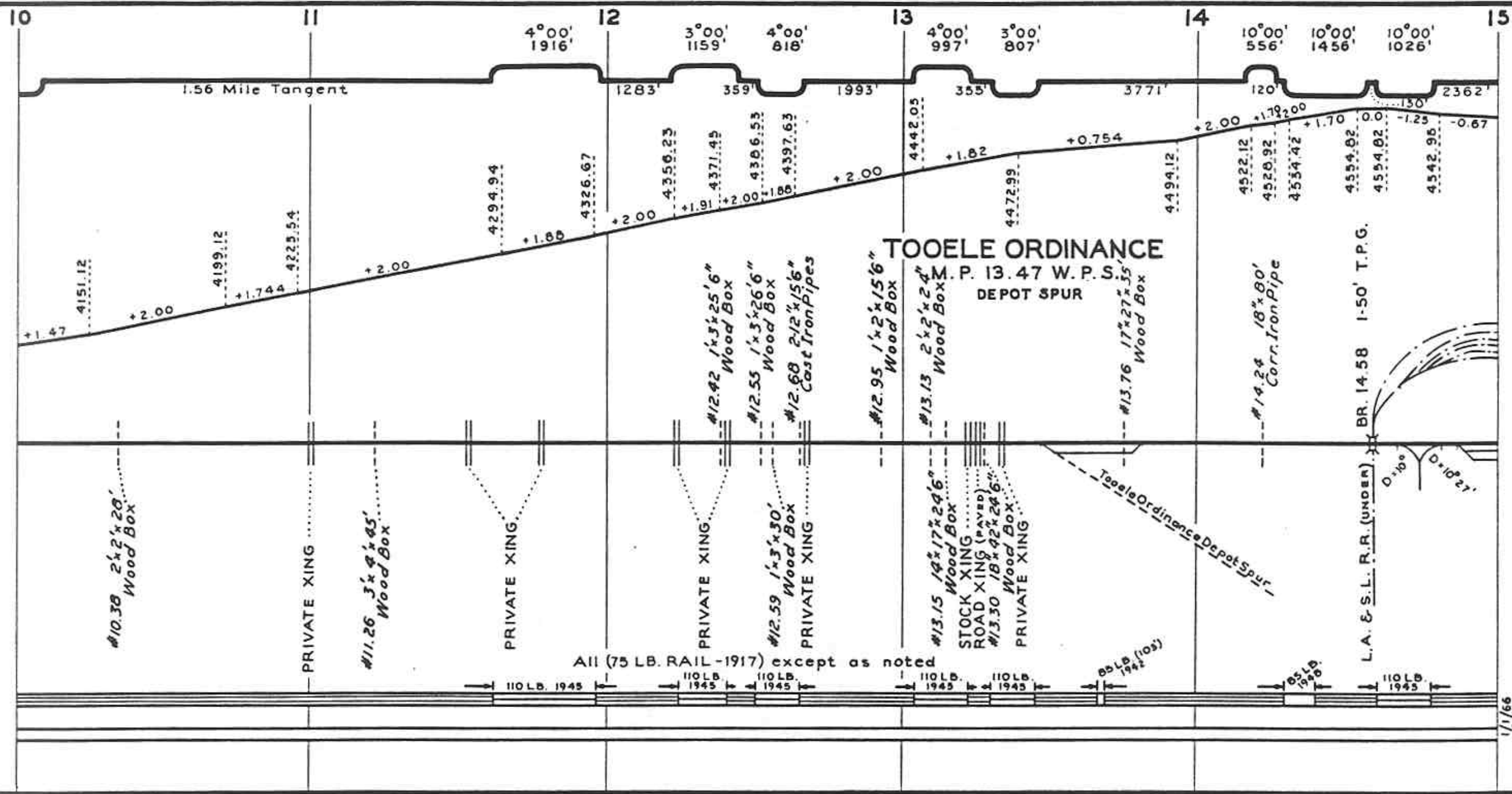
PRIVATE XING

#7.17 15'x44'x25"
Wood Box

#7.36 1'x3'x24'
Wood Box

#8.84 1'x3'x24'6"
Wood Box

PRIVATE XING



1.56 Mile Tangent

TOOELE ORDINANCE
 M. P. 13.47 W. P. S.
 DEPOT SPUR

#10.38 2'x2'x20'
Wood Box

PRIVATE XING

#11.26 3'x4'x45'
Wood Box

PRIVATE XING

PRIVATE XING

#12.42 1'x3'x25'6"
Wood Box

#12.59 1'x3'x30'
Wood Box

#12.55 1'x3'x26'6"
Wood Box

PRIVATE XING

#12.68 2'x2'x15'6"
Cast Iron Pipes

#12.95 1'x2'x15'6"
Wood Box

#13.15 14'x17'x24'6"
Wood Box

STOCK XING

ROAD XING (PAVED)

#13.30 18'x42'x24'6"
Wood Box

PRIVATE XING

#13.13 2'x2'x24"
Wood Box

Tooele Ordinance Depot Spur

#13.76 17'x27'x35'
Wood Box

#14.24 18'x80'
Corr. Iron Pipe

L.A. & S.L. R.R. (UNDER)

BR. 14.58 1-50' T.P.G.

All (75 LB. RAIL - 1917) except as noted

110 LB. 1945

110 LB. 1945

110 LB. 1945

110 LB. 1945

110 LB. 1945

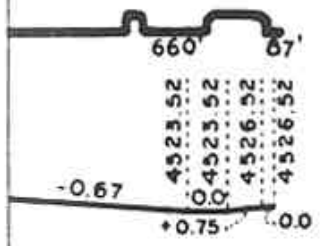
85 LB (103) 1942

85 LB 1940

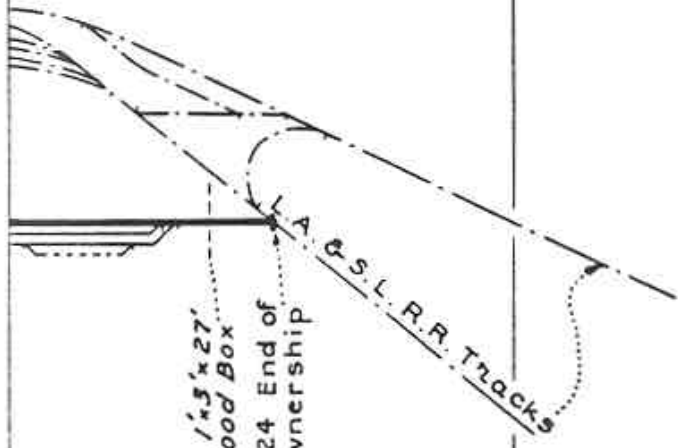
110 LB 1945

1/1/66
7/1/68

4°00' 10°00'
168' 623'



WARNER
M.P. 15.08 C. S.
77 CAR CAP. YARD



#15.40 143'x27'
Wood Box
M.P. 15.524 End of
W.P. Ownership

