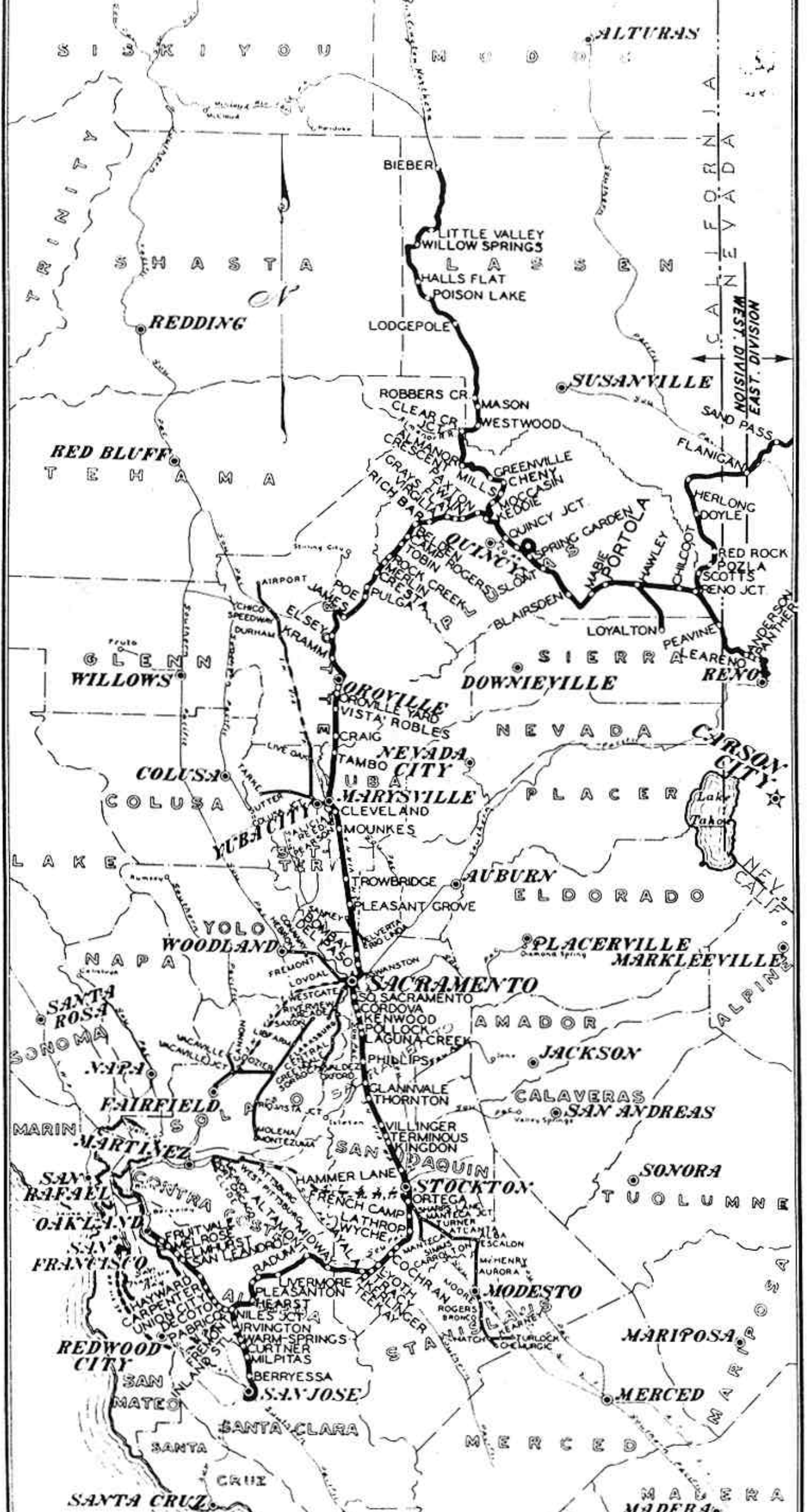


THE WESTERN PACIFIC RAILROAD CO.
TRACK CHART

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

SHASTA

BIEBER

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

REDDING

LODGEPOLE

SUSANVILLE

RED BLUFF
T E H A M A

ROBBERS CR. MASON
CLEAR CR. WESTWOOD

ALMANOR
CRESCENT MILLS
GRAYS FERRY
RICH BAR

GREENVILLE
CHENY
MOCCASIN
KEDDIE

QUINCY

SPRING GARDEN

PORTOLA

SAND PASS
FLANIGAN

HERLONG
DOYLE

RED ROCK
POZLA
SCOTTS
RENO JCT

AIRPORT
JAMES

EL SEY

POE
PULGA

BLAIRSDEN

LOYALTON

PEAVINE

RENO

GLENN
WILLOWS

OROVILLE

ROBLES

DOWNIEVILLE

NEVADA

CARSON CITY
LAKES
TAHOE

COLUSA

TAMBO
NEVADA CITY

PLACER

NEVADA

COLUSA

MARYSVILLE
CLEVELAND

PLACER

NEVADA

LAKE

YUBA CITY

MOUNKES

AUBURN

ELDORADO

WOODLAND

YUBA

TROWBRIDGE

PLEASANT GROVE

PLACERVILLE
MARKLEEVILLE

ALPINE

SANTA ROSA

FREMONT

SACRAMENTO

AMADOR

JACKSON

CALAVERAS
SAN ANDREAS

SONOMA

FAIRFIELD

LOVDOAL

SACRAMENTO
CORDOVA
KENWOOD
POLLOCK
LAGUNA-CREEK
PHILLIPS

AMADOR

JACKSON

CALAVERAS
SAN ANDREAS

MARIN

MARTINEZ

MOLENA
MONTESUMA

SAN JOAQUIN

AMADOR

JACKSON

CALAVERAS
SAN ANDREAS

SAN RAFAEL

MARTINEZ

HAMMER LANE

STOCKTON

AMADOR

JACKSON

CALAVERAS
SAN ANDREAS

OAKLAND

MARTINEZ

ALTA VISTA

STOCKTON
FRENCH CAMP
LATHROP
WYCHE

AMADOR

JACKSON

CALAVERAS
SAN ANDREAS

FRANCISCO

MARTINEZ

ALTA VISTA

STOCKTON
LIVERMORE
PLEASANTON
HEARST
NILES JCT
WIRINGTON
WARM SPRINGS
CURTNER
MILPITAS

AMADOR

JACKSON

CALAVERAS
SAN ANDREAS

REDWOOD CITY

MARTINEZ

ALTA VISTA

STOCKTON
LIVERMORE
PLEASANTON
HEARST
NILES JCT
WIRINGTON
WARM SPRINGS
CURTNER
MILPITAS

AMADOR

JACKSON

CALAVERAS
SAN ANDREAS

SAN MATEO

MARTINEZ

ALTA VISTA

STOCKTON
LIVERMORE
PLEASANTON
HEARST
NILES JCT
WIRINGTON
WARM SPRINGS
CURTNER
MILPITAS

AMADOR

JACKSON

CALAVERAS
SAN ANDREAS

SANTA CLARA

MARTINEZ

ALTA VISTA

STOCKTON
LIVERMORE
PLEASANTON
HEARST
NILES JCT
WIRINGTON
WARM SPRINGS
CURTNER
MILPITAS

AMADOR

JACKSON

CALAVERAS
SAN ANDREAS

SANTA CRUZ

MARTINEZ

ALTA VISTA

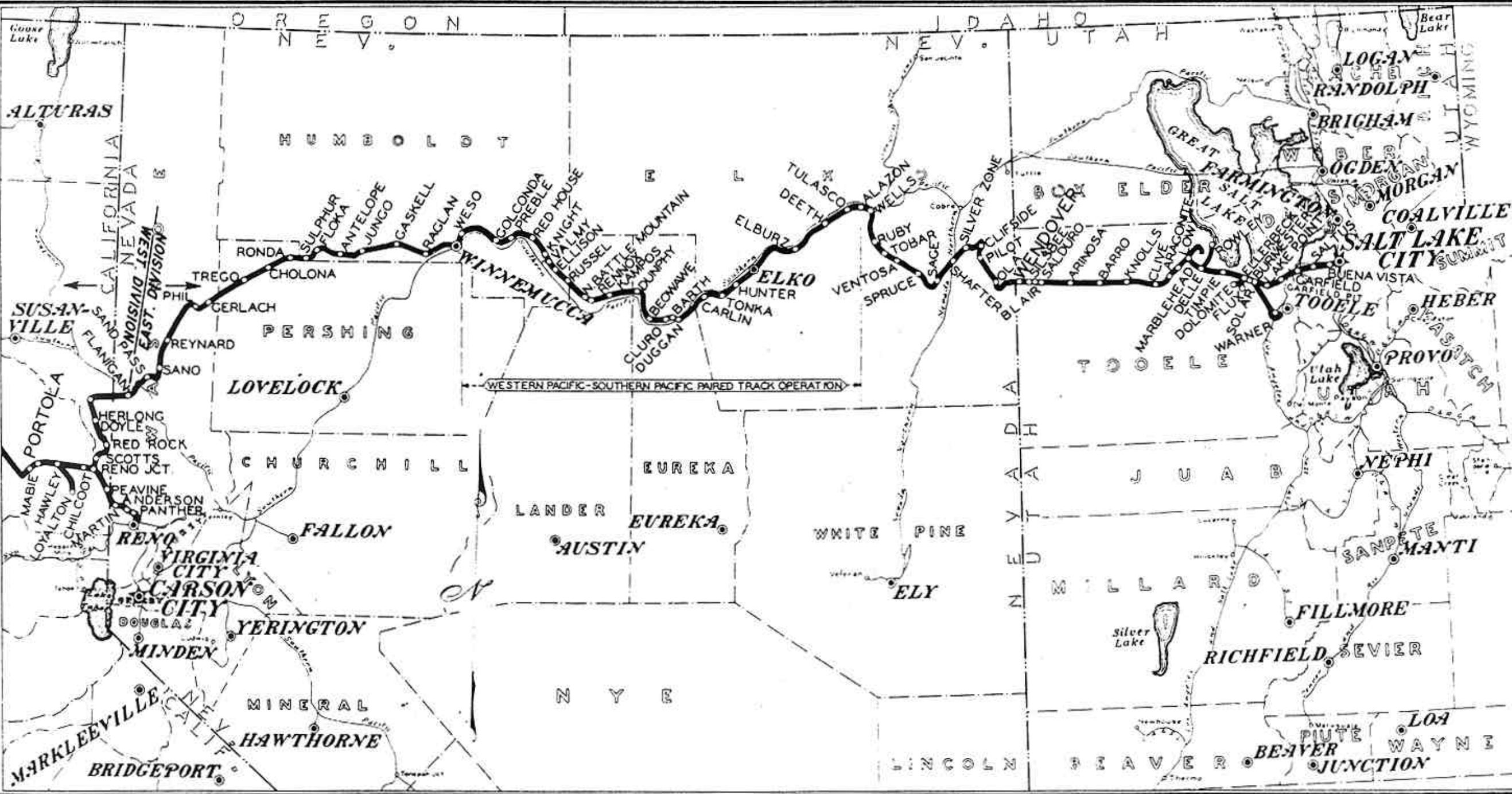
STOCKTON
LIVERMORE
PLEASANTON
HEARST
NILES JCT
WIRINGTON
WARM SPRINGS
CURTNER
MILPITAS

AMADOR

JACKSON

CALAVERAS
SAN ANDREAS

MARIPOSA
MADERA



ALTURAS

SUSANVILLE

RENO

BRIDGEPORT

OREGON

HUMBOLDT

TREGO

GERLACH

PREYNARD

HERLONG

DOYLE

RED ROCK

SCOTTS

RENO JCT.

PEAVINE

ANDERSON

PANTHER

FALLON

VIRGINIA CITY

CARSON CITY

DOUGLAS

YERINGTON

MINDEN

MINERAL

HAWTHORNE

WINNEMUCCA

COLCONDA

PREBLE

RED HOUSE

KNIGHT

MYRICK

ELLISON

RUSSEL

BATTLE MOUNTAIN

REYNOLDS

KAMBOOS

DUNPHY

BEOWAWE

CLURO

BARTH

DUGGAN

HUNTER

TONKA

CARLIN

ELBURZ

ELKO

VENTOSA

SPRUCE

SACER

ELBURZ

HUNTER

TONKA

CARLIN

ELKO

VENTOSA

SPRUCE

SACER

SHAFER

BLAIR

SALDORO

ARINOSA

TULASCO

DEETH

ALAZON

WELLS

SILVER ZONE

CLIFFSIDE

PILOT

WENDOVER

SITABEE

BARRO

KNOLLS

CLINE

ARACONTE

ELDER

TULASCO

DEETH

ALAZON

WELLS

SILVER ZONE

CLIFFSIDE

PILOT

WENDOVER

SITABEE

BARRO

KNOLLS

CLINE

ARACONTE

ELDER

NEVADA

TULASCO

DEETH

ALAZON

WELLS

SILVER ZONE

CLIFFSIDE

PILOT

WENDOVER

SITABEE

BARRO

KNOLLS

CLINE

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ELDER

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SILVER ZONE

CLIFFSIDE

PILOT

WENDOVER

SITABEE

BARRO

KNOLLS

CLINE

ARACONTE

ELDER

LOGAN

RANDOLPH

BRIGHAM

OGDEN

MORGAN

COALVILLE

SALT LAKE CITY

SUMMIT

HEBER

PROVO

UTAH

NEPHI

SANPETE

MANTI

FILLMORE

SEVIER

BUENA VISTA

CARFIELD

TOOELE

WARNER

MARBLEHEAD

DELLE

DOLOMITES

FLUXUS

SOLAR

ELLERBEE

BURNETT

LAKE POINT

FARMINGTON

GREAT SALT LAKE

BEAR LAKE

BEAVER

BEAVER

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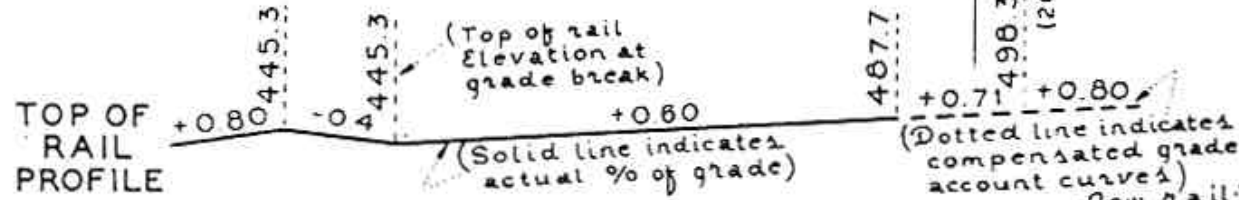
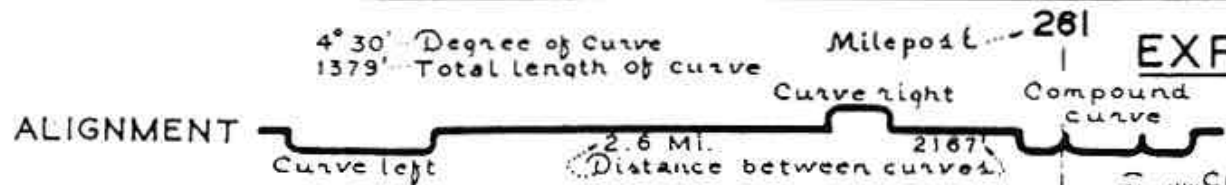
WYOMING

WYOMING

WESTERN PACIFIC-SOUTHERN PACIFIC PAIRED TRACK OPERATION

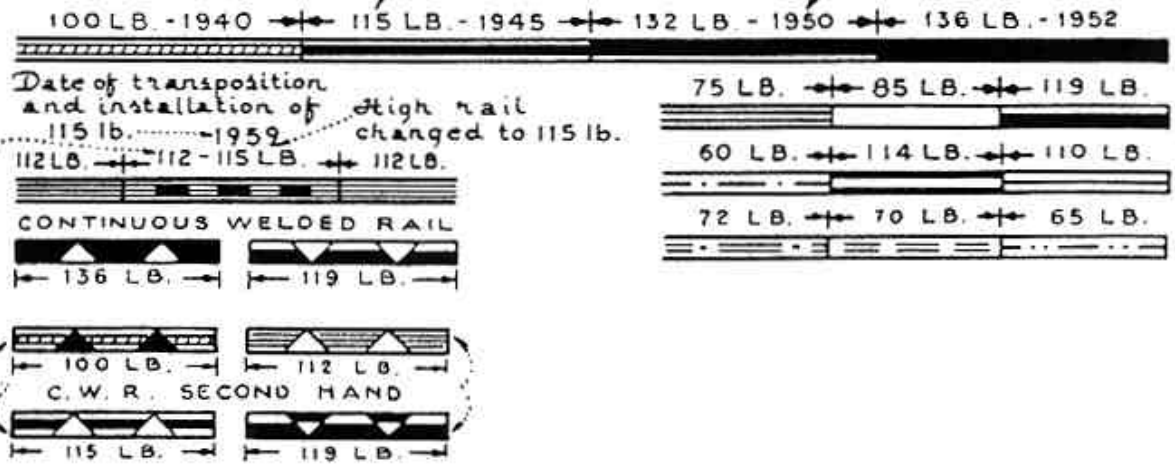


EXPLANATIONS

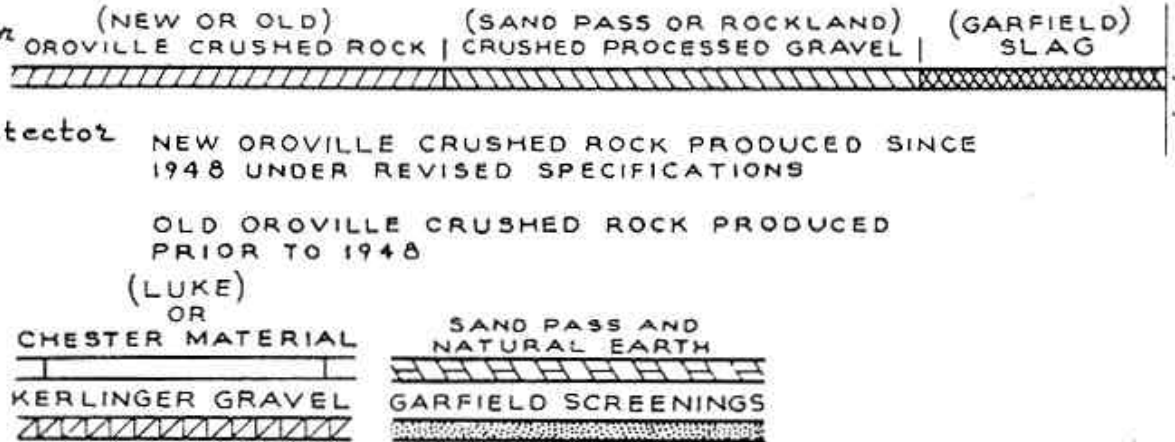


Name of Station **SMITHVILLE**
Miles from San Francisco **M.P. 108.23 C.S.**
Siding capacity **6241 FT.**

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

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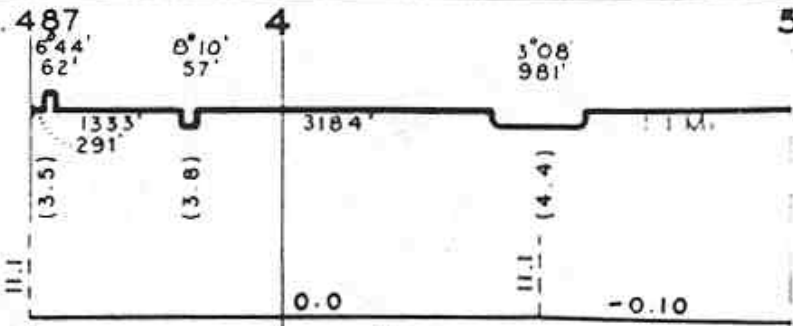
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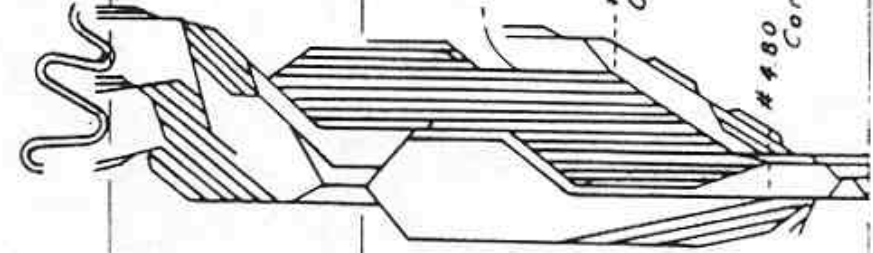
3.487

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5



WESTERN PACIFIC
M O L E



85 LB. RAIL - 1908

OROVILLE CRUSHED ROCK No 3

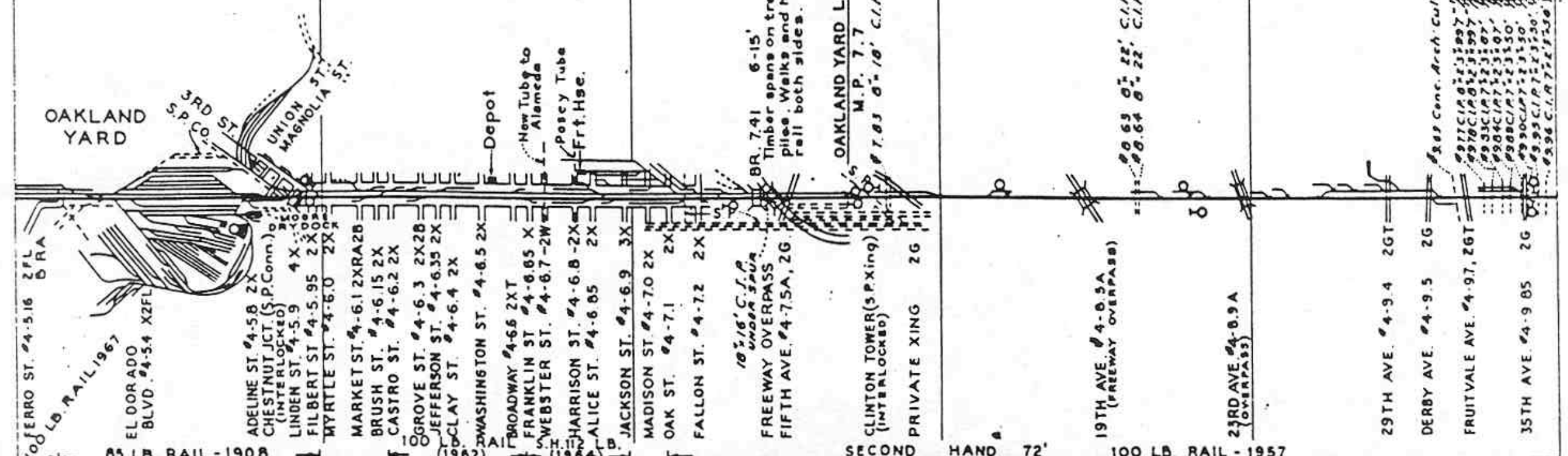
100 LB. RAIL - 1967

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 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 54" C.I.P.

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

#12.87 20" x 38" C.I.P.

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

#14.75 10" x 81" C.I.P.
 #14.78 12" x 80" C.I.P.
 #14.99 9' x 20' x 72" C.I.P.
 #15.00 9' x 20' x 72" C.I.P.

-0.20

-0.50

18.5

-10

10.9

0.0

10.9

+0.26

25.8

+0.70

40.6

+0.15

47.3

-0.22

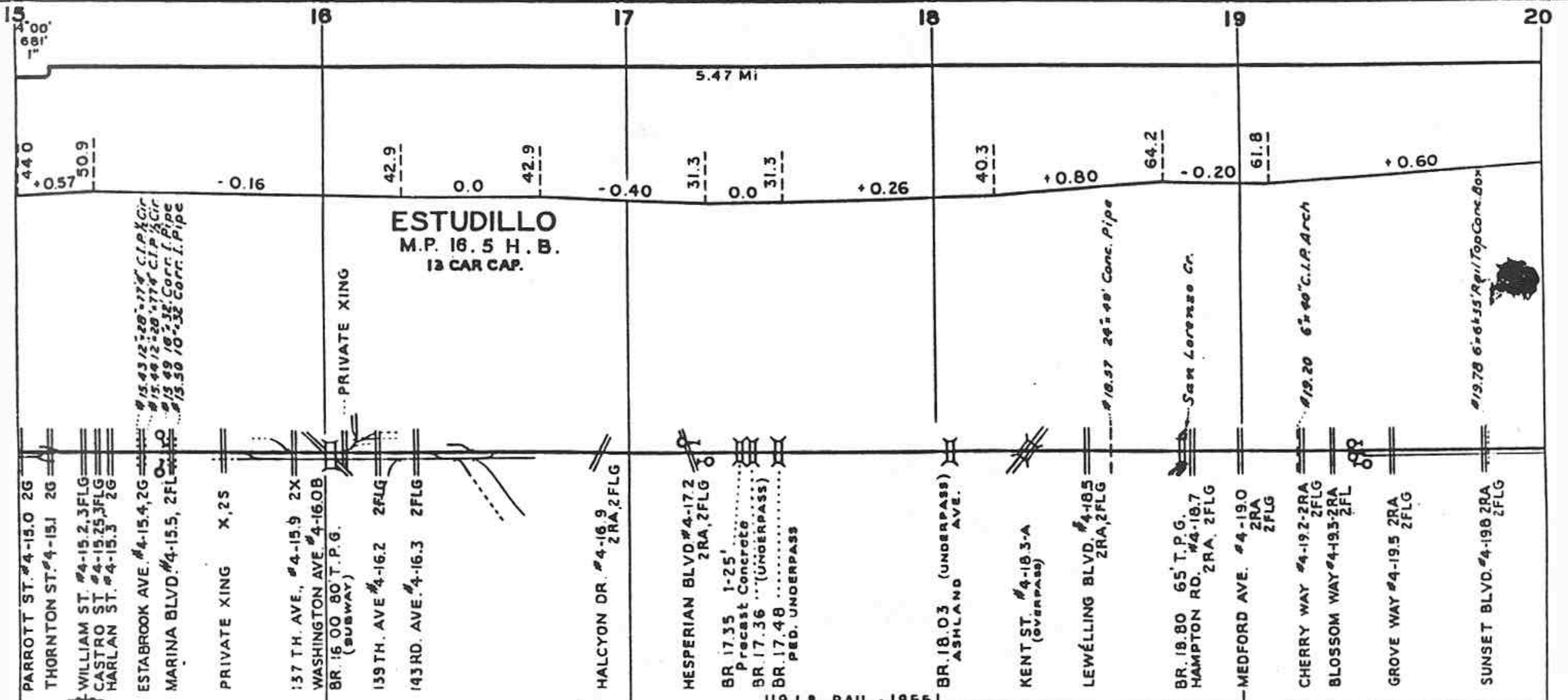
44.0

SECOND HAND 72'

100 LB. RAIL - 1957

NEW OROVILLE CRUSHED ROCK

1/1/66
7/1/68



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. #4-16.0B
 BR. 16 00 80' T.P.G.
 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
 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

#15.43 12'-20" 17" C.I.P. Pipe
 #15.46 12'-20" 17" C.I.P. Pipe
 #15.49 10'-32" Corr. I. Pipe
 #15.50 10'-32" Corr. I. Pipe

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

PRIVATE XING

Sam Lorenzo Cr.

119 LB. RAIL - 1955

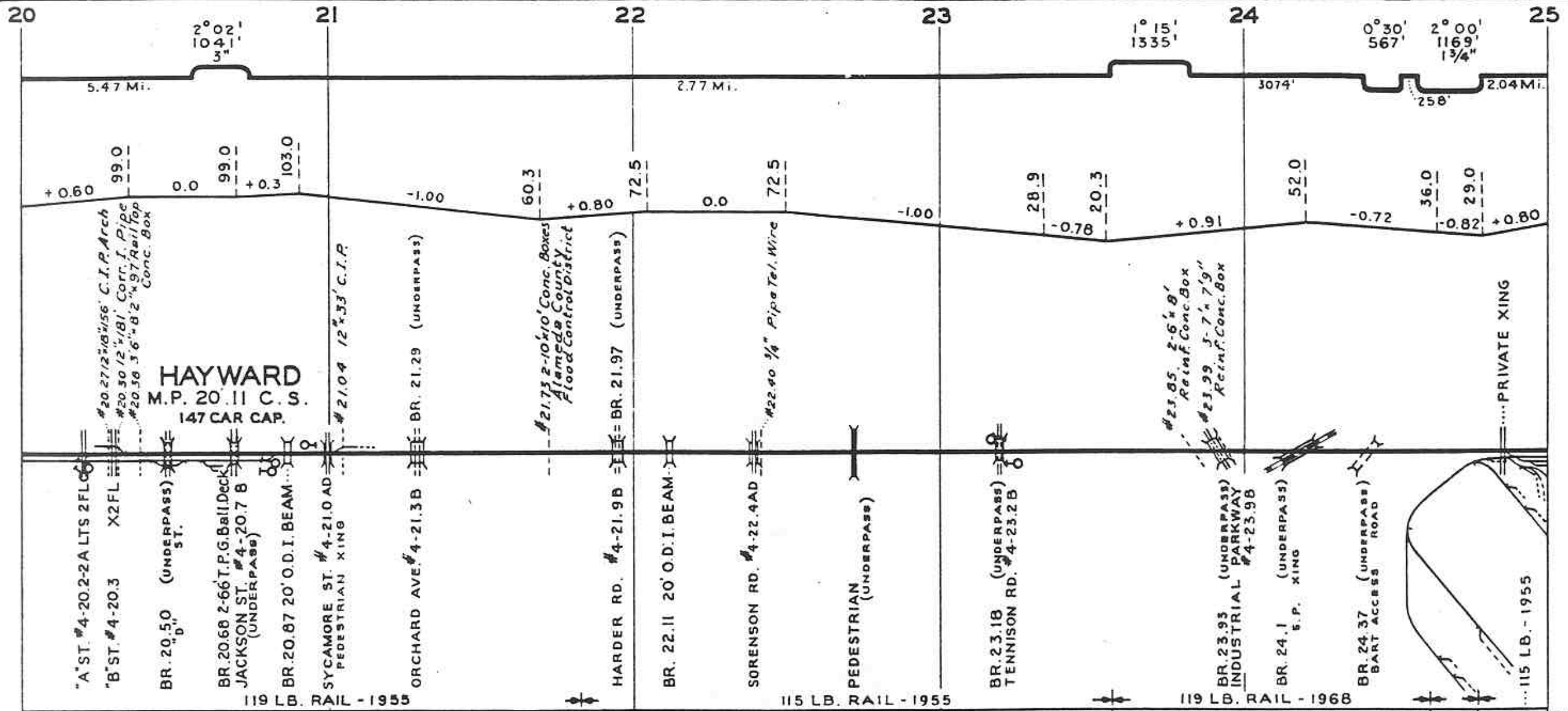
NEW OROVILLE CRUSHED ROCK

5.47 Mi

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

#19.78 6'-6" x 35' Rq II Top Conc. Box

7/1/68
 1/1/66



HAYWARD
 M.P. 20.11 C.S.
 147 CAR CAP.

NEW OROVILLE CRUSHED ROCK

115 LB. - 1951

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

115 LB.-1955

119 LB.-1964

115 LB. RAIL -1955

112 LB.R.1966 115LB 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'

NILES CANYON RD. #4-32.9A

#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.

NILES CANYON RD. #4-33.4A

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

#33.72 5'x6'x105' Conc. Box

PRIVATE XING

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

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

PRIVATE XING

#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)

100 LB. 1945-46

115 LB. RAIL

1960

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

Alameda Cr.
 #36.25 24"x48.5' Conc. (with 4" C.I.P. ext'n.)
 #36.41 24"x3'x50' Conc. Box
 #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.)
 #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.
 PRIVATE XING
 #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.
 #38.60 36"x67' Corr. I. Pipe
 #38.89 30"x109' Corr. I. Pipe
 #39.95 18"x110' Corr. I. Pipe (UNDER ROAD)
 #39.56 18"x42' Corr. I. Pipe
 #39.99 4"x4'x24'6" Conc. Box

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
 BR. 36.76 10' BD. (CONC.)
 BR. 37.12 6-50' T.P.G.
 BR. 37.36 31'3" T.P.G. (UNDER) #4-37.2-B
 HEARST M.P. 38.08 C.S. 86 CAR CAP.
 S.P. XING (UNDER)
 BR. 38.69 99' T.P.G.
 STATE HWY. #107 (UNDER) #4-38.7-B
 BR. 39.40 20' O.D. I-B
 HACIENDA ROAD #4-39.5 2FL
 PRIVATE XING 2P
 119 LB. RAIL - 1960

112 LB. RAIL - 1966
 100 LB. RAIL - 1945-46
 112 LB. RAIL - 1966
 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
SANTARITA RD #4-419.2FL

PRIVATE XING
P.X.W.

PRIVATE XING

PRIVATE XING 2FL

PRIVATE XING P

Rhodes & Jamieson Spur

119 LB. RAIL - 1946

115 LB. RAIL - 1955

100 LB. RAIL - 1946

115 LB. RAIL - 1955

NEW GROVILLE CRUSHED ROCK

1/1/66
7/1/68

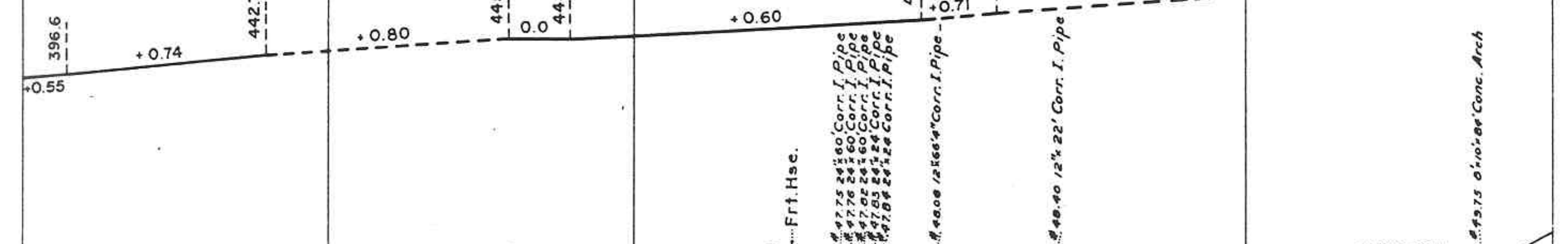
45 46 47 48 49 50

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
115 LB. RAIL - 1955

#47.75 24" 60' CORR. I. PIPE
#47.76 24" 60' CORR. I. PIPE
#47.82 24" 60' CORR. I. PIPE
#47.83 24" 24' CORR. I. PIPE
#47.84 24" 24' CORR. I. PIPE
#48.00 12" 66" 4" CORR. I. PIPE
#48.40 12" 22' CORR. I. PIPE

JUNCTION AVE #4-48.0 2FL
EAST FIRST ST. #4-48.2 2FL

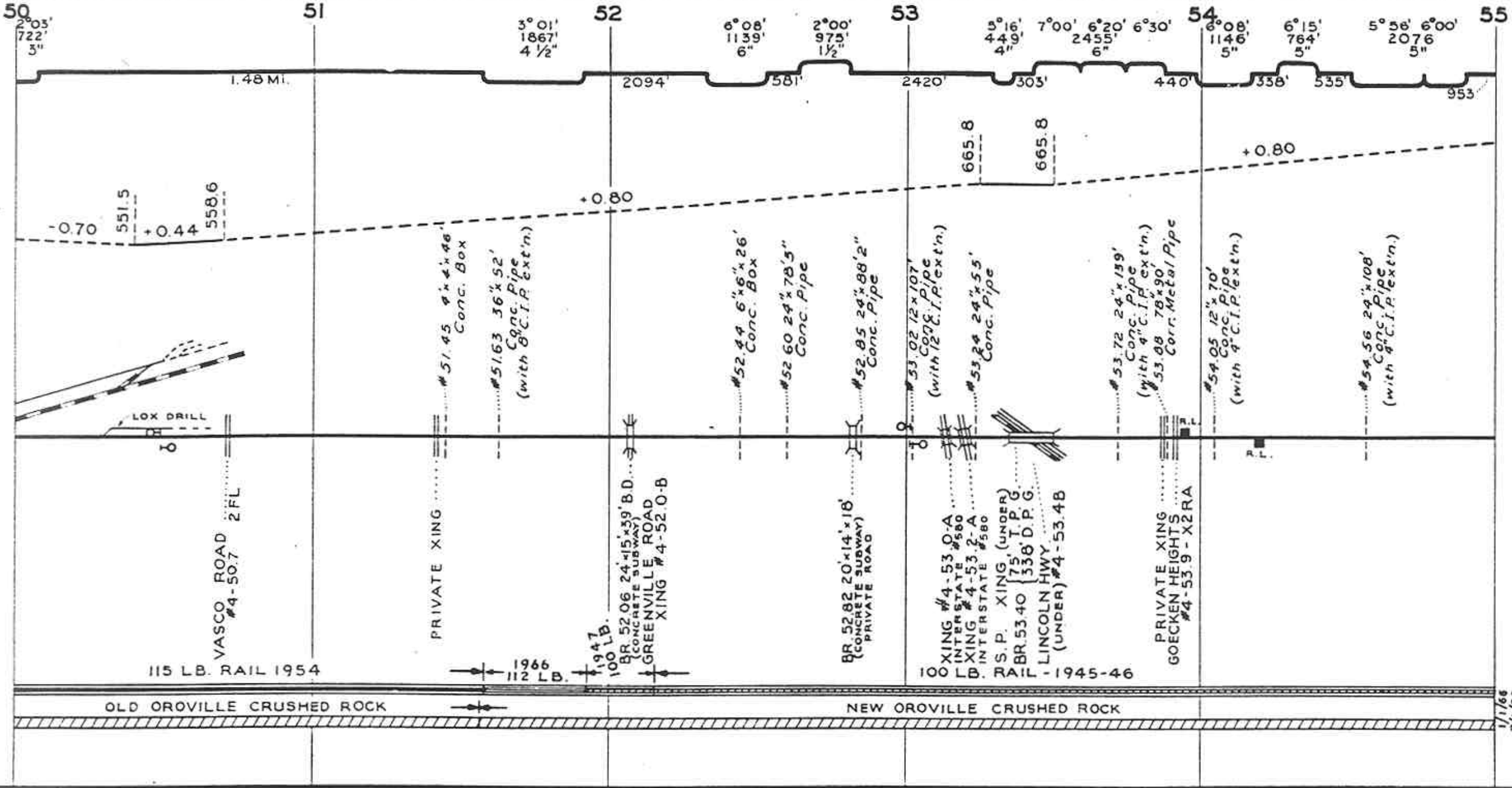
PRIVATE XING; S,P,X

TREVARNO
M.P. 48.95 W.H.B. X-OVER
24 CAR CAP.

PRIVATE XING; P,X
ARMCO DRILL
#49.75 0' 10' 0" CONC. ARCH
S.P. XING (UNDER)
BR. 49.88 90' T.P.G.
100 LB. R. 1947
115 LB. RAIL - 1954

NEW OROVILLE CRUSHED ROCK

1/1/66
7/1/68



50 51 52 53 54 55

2°03' 722' 5" 3°01' 1867' 4 1/2" 6°08' 1139' 6" 2°00' 975' 1 1/2" 5°16' 449' 4" 7°00' 2455' 6" 6°20' 6" 6°30' 54°08' 1146' 5" 6°15' 764' 5" 5°58' 2076' 5" 6°00'

1.48 MI. 2094' 581' 2420' 305' 440' 338' 535' 953'

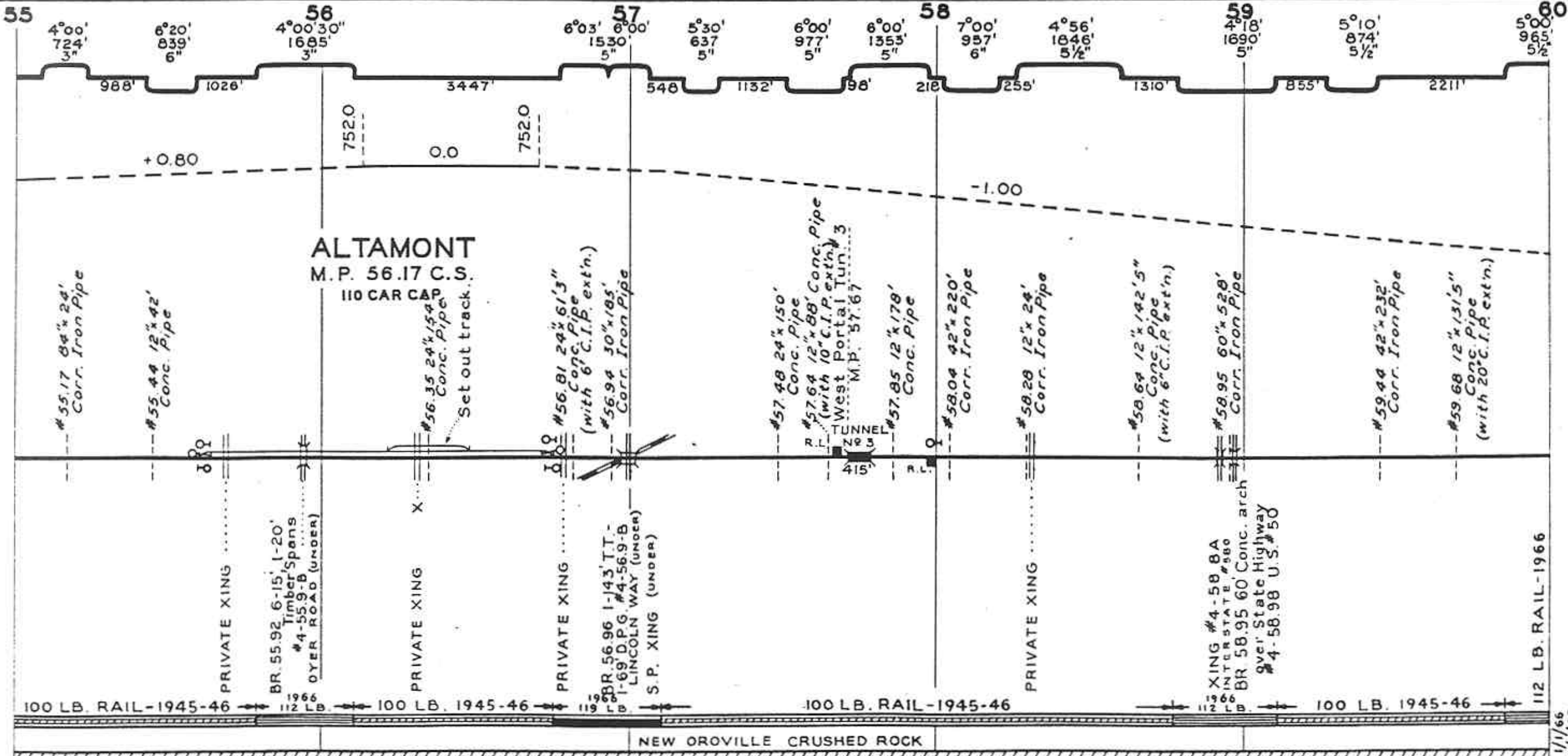
-0.70 551.5 +0.44 558.6 +0.80 665.8 665.8 +0.80

#51.45 4'x4'x46' 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.)

VASCO ROAD #4-50.7 2 FL
 PRIVATE XING
 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 LB. RAIL #4-53.0-A INTERSTATE #580
 XING #4-53.2-A INTERSTATE #580
 P.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 - X2 RA

115 LB. RAIL 1954 1966 112 LB. 1947 100 LB.
 OLD OROVILLE CRUSHED ROCK NEW OROVILLE CRUSHED ROCK

1/1/68
 7/1/68



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

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

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

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" 21'
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 #4-742 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

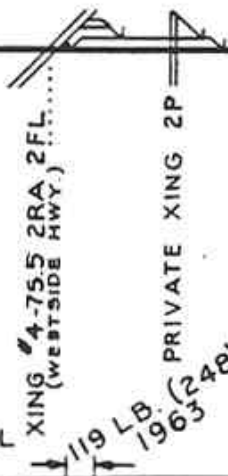
0.0

25.0

+0.31

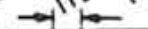
COCHRAN
M.P. 75.68 C.S.
26 CAR CAP.

#75.96 36"x42"
Corr. Iron Pipe



PRIVATE XING 2P
(1963-248)

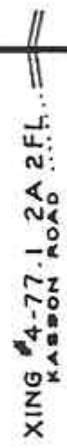
115 LB. RAIL
1953



PRIVATE XING 2P

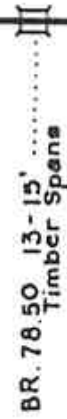


PRIVATE XING P

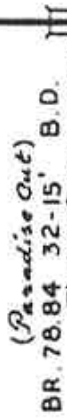


XING #4-77-1 2A 2FL.
KASSON ROAD

115 LB. RAIL - 1953



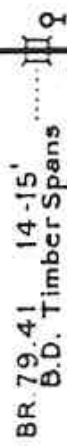
BR. 78.50 13-15'
Timber Spans



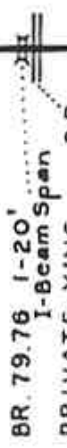
(Paradise Out)
BR. 78.84 32-15' B.D.
Timber Spans

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

OLD OROVILLE CRUSHED ROCK

NEW OROVILLE CR. ROCK

OLD OROVILLE CRUSHED ROCK

1/1/66

80 81 82 83 84 85



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.

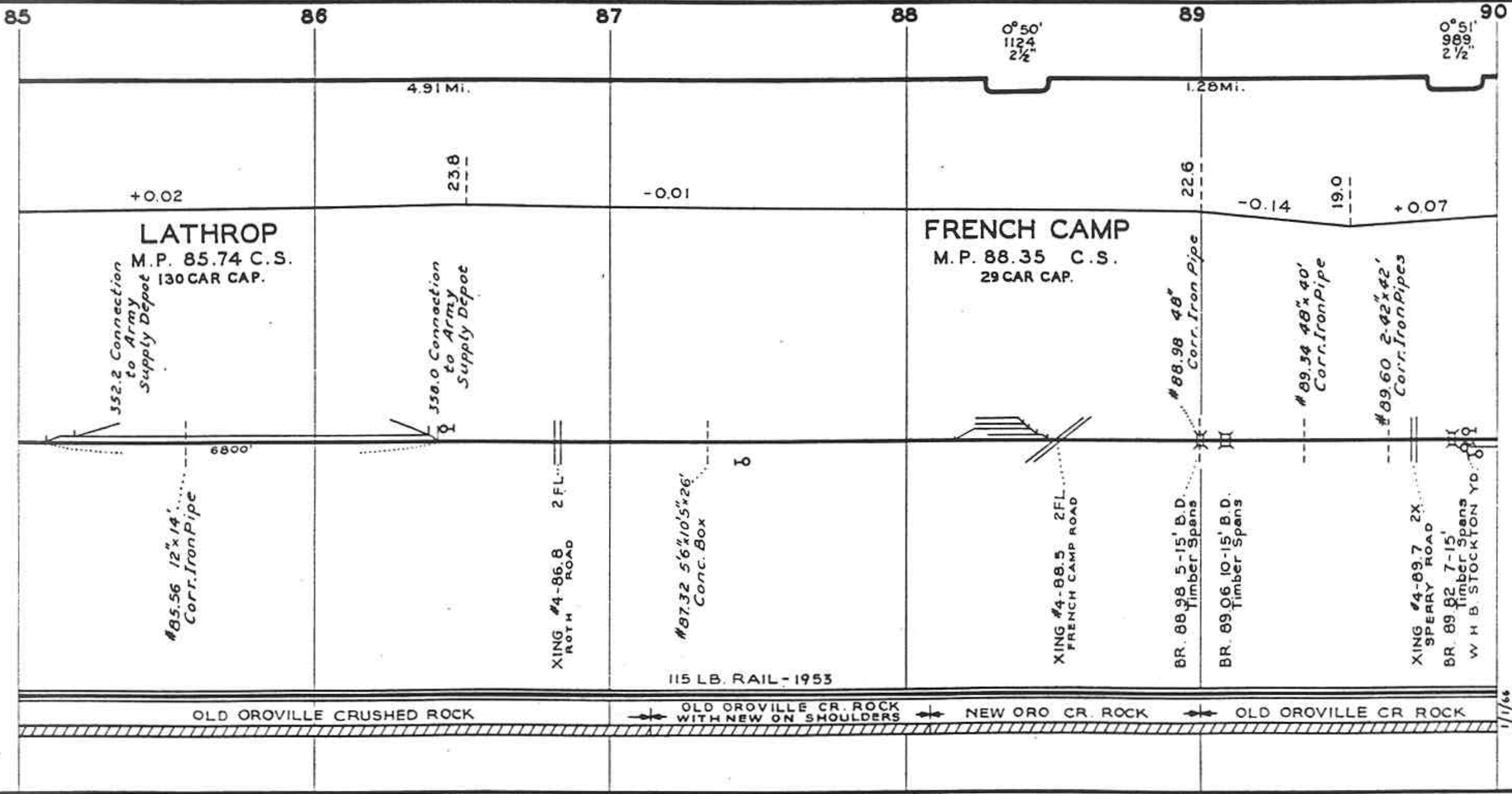
XING #4-83.7 2FL 2A
LOUISE AVE.

S.P. XING (LATHROP)

XING #4-84.8 2FL 2A
LATHROP ROAD

115 LB. RAIL - 1953

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

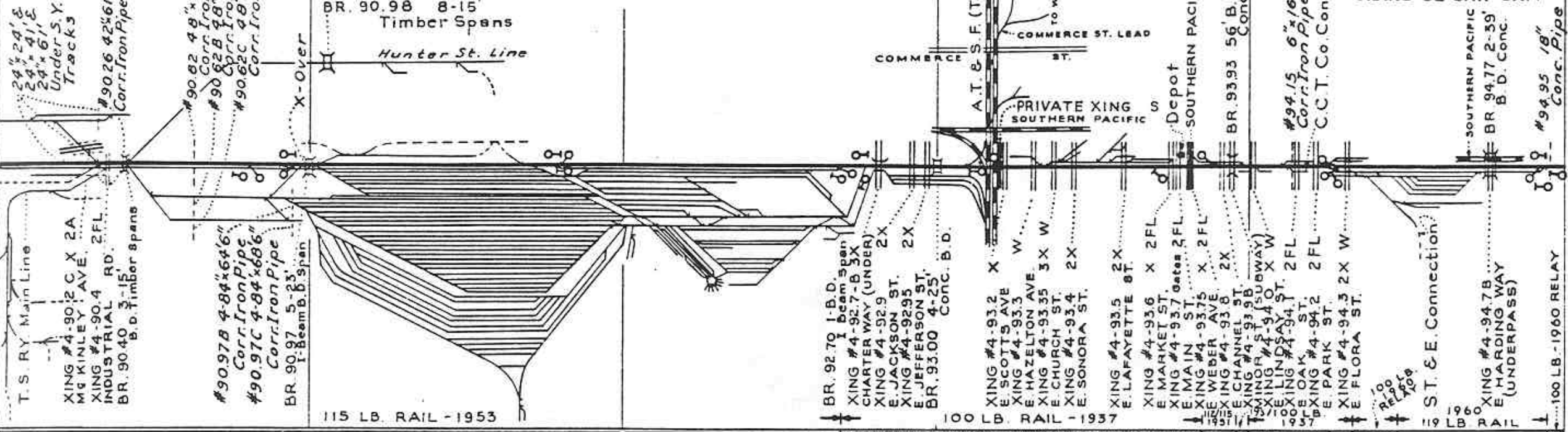
+0.07 25.1 0.0 25.1 26.2 26.2 -0.22 21.5 0.0 21.5 22.8 -0.11 20.7 +0.13 26.0

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.



T. S. RY. Main Line
XING #4-90.2 C X 2A
M G KINLEY AVE. 2FL
XING #4-90.4
INDUSTRIAL RD. 2FL
BR. 90.40 3-15'
B.D. Timber spans

#90.97B 4-84x64'6"
Corr. Iron Pipe
#90.97C 4-84x68'6"
Corr. Iron Pipe
BR. 90.97 5-25'
I-Beam B.D. span

115 LB. RAIL - 1953

BR. 92.70 I-B.D. beam span
XING #4-92.7-B 3X
CHARTER WAY (UNDER)
XING #4-92.9 2X
E. JACKSON ST.
XING #4-92.95 2X
E. JEFFERSON ST.
BR. 93.00 4-25'
Conc. B.D.

XING #4-93.2 X
E. SCOTT'S AVE W
XING #4-93.3
E. HAZELTON AVE
XING #4-93.35 3X W
E. CHURCH ST.
XING #4-93.4 2X
E. SONORA ST.

XING #4-93.5 2X
E. LAFAYETTE ST.
XING #4-93.6 X 2FL
E. MARKET ST.
XING #4-93.7 gates 2FL
E. MAIN ST.
XING #4-93.75 X 2FL
E. WEBER AVE
XING #4-93.8 2X
E. CHANNEL ST.
XING #4-93.9B
XING #4-94.0 (SUBWAY)
XING #4-94.0 X W
E. LINDSAY ST.
XING #4-94.1 2FL
E. OAK ST.
XING #4-94.2 2FL
E. PARK ST.
XING #4-94.3 2X W
E. FLORA ST.

#94.15 6'x16'x48'
Corr. Iron Pipe 1/2 Circle
C.C.T. Co. Connection

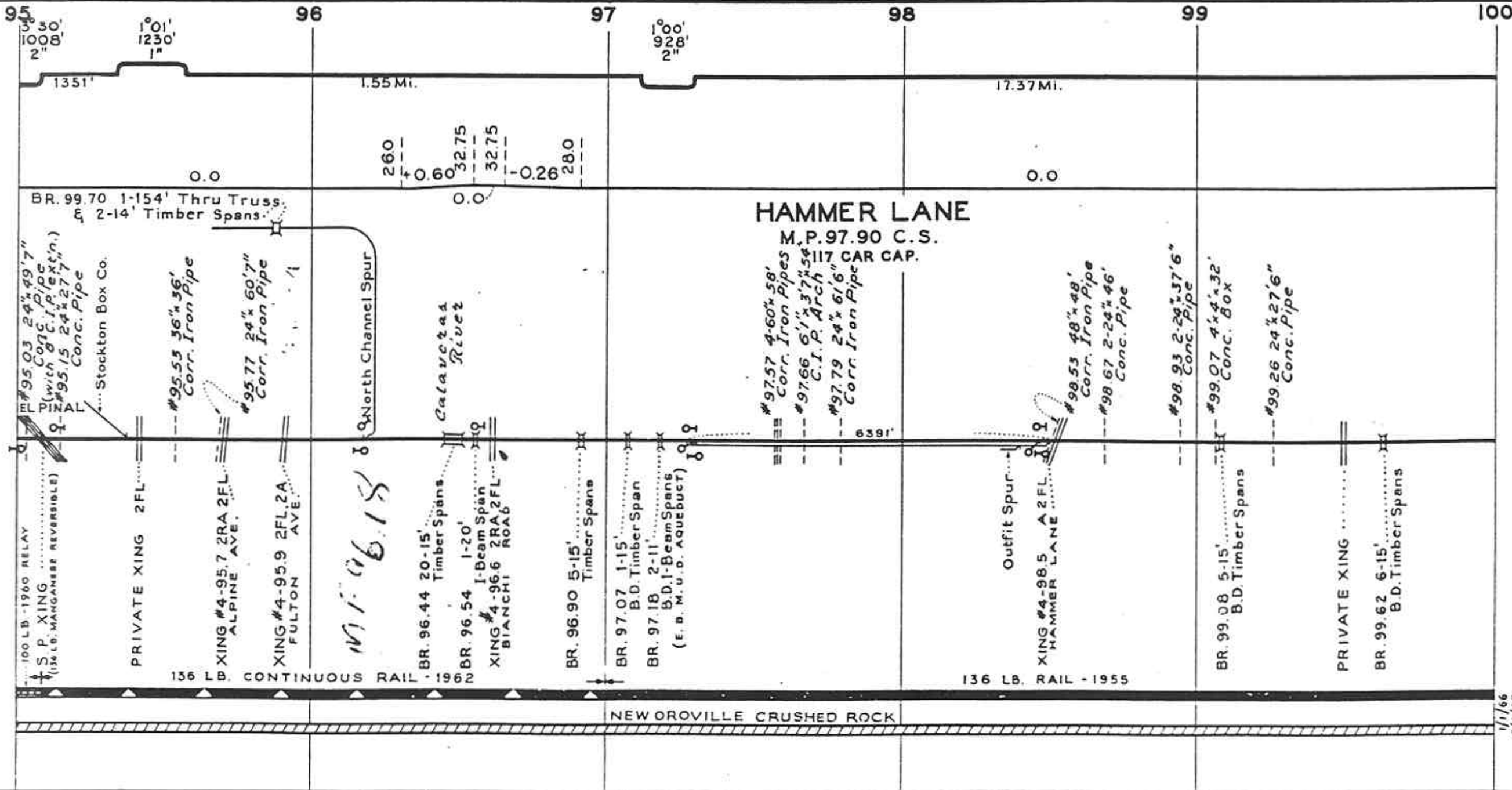
ST. & E. Connection

XING #4-94.7B
E. HARDING WAY
(UNDERPASS)

100 LB. RAIL - 1960 RELAY

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

1/1/66
7/1/68



95 96 97 98 99 100

1008' 2" 1230' 1" 928' 2"

1351' 1.55 Mi. 17.37 Mi.

0.0 260 +0.60 32.75 32.75 -0.26 28.0 0.0

BR. 99.70 1-154' Thru Truss
 & 2-14' Timber Spans

HAMMER LANE

M.P. 97.90 C.S.
 117 CAR CAP.

#95.03 24"x49'7"
 Conc. Pipe
 (with C.I. Pipe Ext'n.)
 #95.15 24"x27'7"
 Conc. Pipe
 Stockton Box Co.

#95.53 36"x36'
 Corr. Iron Pipe
 #95.77 24"x60'7"
 Corr. Iron Pipe

North Channel Spur

Calaveras River

M.I. 06.18

BR. 96.44 20-15'
 Timber Spans
 BR. 96.54 1-20'
 I-Beam Span
 XING #4-96.6 2RA 2FL
 BIANCHI ROAD

BR. 96.90 5-15'
 Timber Spans

BR. 97.07 1-15'
 B.D. Timber Span
 BR. 97.18 2-11'
 B.D. I-Beam Spans
 (E. B. M. U. D. Aqueduct)

#97.57 4-60"x58'
 Corr. Iron Pipes
 #97.66 6'1"x37'4.5"
 C.I. P. Arch
 #97.79 24"x61'6"
 Corr. Iron Pipe

639'

Outfit Spur

XING #4-98.5 A 2FL
 HAMMER LANE

#98.53 48"x48'
 Corr. Iron Pipe
 #98.67 2-24"x46'
 Conc. Pipe

#98.93 2-24"x37'6"
 Conc. Pipe

BR. 99.08 5-15'
 B.D. Timber Spans

#99.07 4'x4'x32'
 Conc. Box
 #99.26 24"x27'6"
 Conc. Pipe

PRIVATE XING

BR. 99.62 6-15'
 B.D. Timber Spans

156 LB. CONTINUOUS RAIL - 1962

136 LB. RAIL - 1955

NEW OROVILLE CRUSHED ROCK

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 X2A
 DAVIS ROAD

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

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

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

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 XA
 HARNEY LANE

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

--- #104.99 24" x 23 7/8"
 Conc. Pipe East
 12" x 23 7/8"

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

#106.53 2-24'x31'
Conc. Pipe

PRIVATE XING, P

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

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

XING #4-107.9 2A 2FL
TURNER ROAD

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

#108.28 24'x87'
Conc. Pipe

PRIVATE XING, P
BR. 108.49 1-15'
B.D. Timber Span

#108.36 24'x29'6"
Conc. Pipe

#108.46 24'x28'8"
Conc. Pipe

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

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

20.0

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

XING #4-110.1 X
ACAMPO ROAD

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

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

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

---1-50'D. Girder Span
1-112'-119 LB. RAIL - 1969

390'-119 LB. RAIL - 1969

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

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

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

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.

Stock Track

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. 124.88 2-15'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

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' Corr. 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

XING #4-133.9 2FLG 47TH AVE.
TO CAMPBELL SOUP CO.
#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.)
#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 28.0 -0.20 20.5 -0.30 20.3 +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"x31' Conc. Pipe (with 34'C.I.P. ext'n.)

#136.90 8"x10'x2" Conc. Box (measuring)

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 #50 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

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

XING #4-138.0 Q ST. 2 FLG

XING #4-138.05-D ALLEY X

XING #4-138.1 P ST. 2 FLG

XING #4-138.15-D ALLEY 2X

XING #4-138.2 O ST. 2 FLG

XING #4-138.25-D ALLEY 2X

XING #4-138.3 N ST. 2 FLG

XING #4-138.32 ALLEY 2X

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

XING #4-138.37-D ALLEY 2X

XING #4-138.4 L ST. 2 FLG

XING #4-138.45-D ALLEY 2X

XING #4-138.5 K ST. 2 FLG

DEPOT & DIVISION OFFICES XING #4-138.6 J ST. 2 FLG

XING #4-138.65-D ALLEY 2X

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

XING #4-138.72-D ALLEY 2X

XING #4-138.75 H ST. 2 FLG

XING #4-138.77-D ALLEY 2X

XING #4-138.8 G ST. 2 FLG

XING #4-138.85-D ALLEY 2X

XING #4-138.9 F ST. 2 FLG

XING #4-138.95-D ALLEY 2X

XING #4-139.0 E ST. 2 FLG

XING #4-139.05-D ALLEY G

XING #4-139.1 D ST. 2 FLG

XING #4-139.15-D ALLEY G

XING #4-139.2 C ST. 2 FLG

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

S.P. OVER-XING

Interchange

American River

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

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

100 LB. RAIL - 1938

100 LB. RAIL - 1938

1/1/66 7/1/68

140

141

142

143

144

145

3.45 Mi.

34.35 Mi.

45.0
-0.33
40.0

0.0

400
-0
39.0

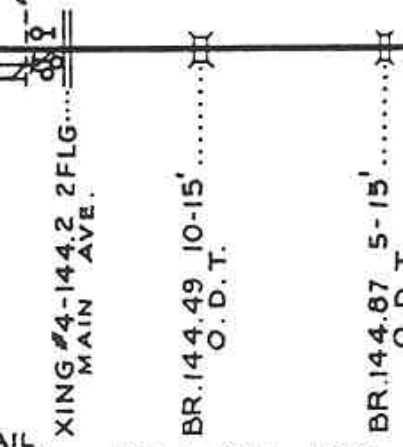
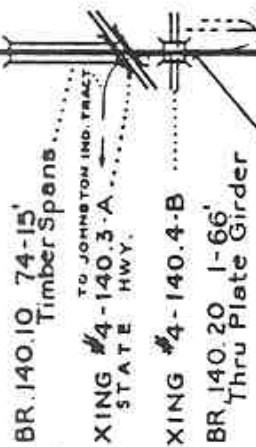
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GLOBE

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

DEL PASO

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



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

00'30"
2902'
2"

#140.99 36'x65'
Corr. Iron Pipe
#141.05 70'x30'
Corr. Iron Pipe

Ancade Cr.
#141.8 12'x67'
Corr. Iron Pipe

#142.15 12'x60'
Corr. Iron Pipe
#142.30 12'x60'
Corr. Iron Pipe

#142.79 12'x60'
Corr. Iron Pipe

#143.30 12'x77'
Corr. Iron Pipe

#143.96 12'x83'
Corr. Iron Pipe

#144.17 24'x42' Conc.
24'x32' Corr. Iron Pipe

same as BR. 140.10

1/1/66
7/1/68

145

146

147

148

149

150

34.35 Mi.

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

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

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

0.0

39.0

+ 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.)

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

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

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

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

0.0

44.5

-0.32

38.0

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

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

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

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

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

0.0

38.0

+0.09

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

---#148.18 12"x23'2"
Conc. Pipe
(with 6' C.I.P. ext'n.)

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

40.8

0.0

40.8

39.0

-0.36

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

---#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.)

0.0

M.P. 149.709

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

15 LB RAIL - 1950

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

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.

PRIVATE XING
---#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.)

XING #4-150.9 2FLG
RIEGO ROAD
---#150.97 24"x28'
Conc. Pipe
(with 6' C.I.P. ext'n.)

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

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

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

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

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

PRIVATE XING

S. N. RY.
---#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.)
XING #4-152.9 2X
SANKEY ROAD

115 LB. RAIL - 1950

---#152.95 12"x30'3"
Conc. Pipe

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

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

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

XING #4-153.9 2X
KEYES ROAD
---#153.94 24"x24'7"
Conc. Pipe
(with 8' C.I.P. ext'n.)

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

---#154.08 48"x25'
Corr. Iron Pipe
(with 8' C.I.P. ext'n.)

BR. 154.52 7-15'
Timber Spans

XING #4-154.9 2X
SPANISH RANCH ROAD
---#154.85 48"x35' C.I.P.
---#154.96 24"x30' Conc.
(with 5' C.I.P. ext'n.)

NEW OROVILLE CRUSHED ROCK

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

I 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

I 1 2
--- #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

0.0

48.0

+0.24

53.1

-0.15

49.1

0.0

49.1

+0.10

NEW OROVILLE CRUSHED ROCK

VN 06
1/1/68

160

161

162

163

164

165

51.1

+ 0.04

52.35

+ 0.15 55.0

0.0

55.0

+ 0.05

57.1

56.5

+ 0.09

58.5

0.0

58.5

57.0

0.0

34.35 Mi.

TROWBRIDGE

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

BR. 160.05 5-15' Timber Spans

--- #160.17 2-24"x32'
Conc. Pipes
(and 3' C.I.P. ext'n.)

PRIVATE XING
--- #160.38 24"x27'2"
Conc. Pipe
(and 4'6" C.I.P. ext'n.)

BR. 160.55 4-15' Timber Spans

BR. 160.93 10-15' Timber Spans

BR. 160.97 9-15' Timber Spans

PRIVATE XING

--- #161.11 2-24"x23'
Conc. Pipes
(and 7' C.I.P. ext'n.)

--- #161.42 24"x25'5"
Conc. Pipe
(and 21' C.I.P. ext'n.)

--- #161.60 24"x25'6"
Conc. Pipe
(and 22' C.I.P. ext'n.)

XING #4-162.0 2A 2FL
NICHOLAS ROAD
--- #161.07 24"x60'
Corr. Iron Pipe

--- #162.04 12"x21'
Conc. Pipe
(and 8' C.I.P. ext'n.)

--- #162.17 24"x33'5"
Corr. Iron Pipe

BR. 162.48 3-15' Timber Spans

XING #4-162.6 2FL 2RA
PACIFIC AVENUE

--- #162.75 36"x34'
Conc. Pipe
(and 3' C.I.P. ext'n.)

XING #4-163.0 2X 2A
CORNELIUS AVENUE
--- #163.04 24"x27'7"
Conc. Pipe
(and 4' C.I.P. ext'n.)

--- #163.05 24"x 27'
Conc. Pipe
(and 6' C.I.P. ext'n.)

--- #163.21 24"x29'
Corr. Iron Pipe

--- #163.38 24"x27'
Conc. Pipe
(and 3' C.I.P. ext'n.)

--- #163.55 24"x24'5"
Conc. Pipe
(and 7' C.I.P. ext'n.)

--- #163.63 24"x24'2"
Conc. Pipe
(and 8' C.I.P. ext'n.)

--- #163.86 24"x25'5"
Conc. Pipe
(and 6' C.I.P. ext'n.)

BR. 164.38 6-15' Timber Spans

BR. 164.70 7-15' Timber Spans

--- #164.91 24"x39'
Conc. Pipe
(and 5'6" C.I.P. ext'n.)

115 LB. RAIL - 1950

115 LB. RAIL - 1950

NEW OROVILLE CRUSHED ROCK

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 f-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 I
ELLIS ROAD, 2X

PRIVATE XING

XING #4-184 G 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.P. 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

195

196

197

198

199

200

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.

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

#196.19 36"x28'
Corr. Iron Pipe

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

---#197.62 24"x39"
Conc. Pipe
(and 4" C.I.P. extn.)

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

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

#198.89 24"x37.6"
Conc. Pipe

#198.93 24"x38'
Conc. Pipe

---#198.93 24"x38'
Conc. Pipe
(and 4" C.I.P. extn.)

#199.29 12"x40'
Conc. Pipe

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

#199.56 12"x39'
Conc. Pipe

---#199.57 12"x42"
Conc. Pipe
(and 3" C.I.P. extn.)

#199.65 12"x39'
Conc. Pipe

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

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

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

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

PRIVATE XING

115 LB. RAIL - 1949

PRIVATE XING

BR. 198.97 3-15'
Timber Spans

PRIVATE XING

XING #4-199.3 2X
SOUTH VILLA AVE.

XING #4-199.5 2FL 2RA
GIBALTER AVE.
#199.57 12"x42"
Conc. Pipe

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

NEW OROVILLE CRUSHED ROCK

OLD OROVILLE CRUSHED ROCK

NEW OROVILLE CRUSHED ROCK

1/1/66

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 5 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
202.5

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

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

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

1/1/66
7/1/68

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.

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

#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

#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)

#212.35 Conc. Underpass (PRIVATE ROAD)

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

#213.76 Conc. Underpass (PRIVATE ROAD)

#214.18 18"x115' Corr.IronPipe

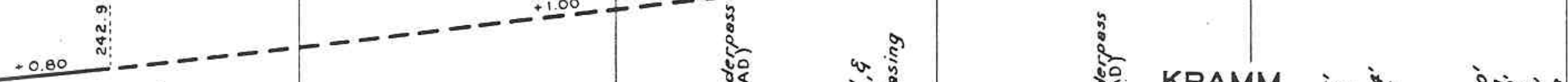
#214.33 18"x184' Corr.IronPipe

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

#214.79 138"x150' Corr.IronPipe

#214.87 60"x78' Corr.IronPipe

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



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

BR. 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

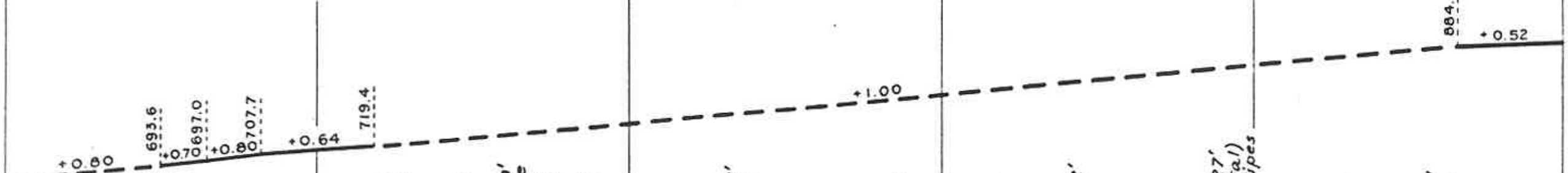
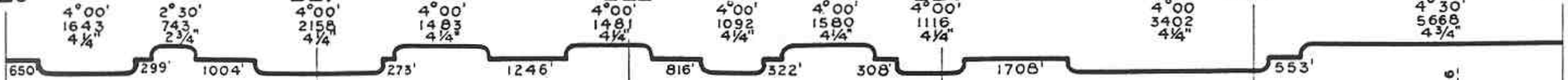
221

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
- BR. 221.26 Conc. (Under) PRIVATE ROAD
- #221.14 120"x202' Corr. Iron Pipe
- #221.18 18"x110' C.I.P. Casing (*)
- #221.30 24"x102' Corr. Iron Pipe
- #221.40 30"x52' Corr. Iron Pipe
- #221.47 48"x48' Corr. Iron Pipe
- #221.62 60"x54' Corr. Iron Pipe
- #221.65 18"x290' Corr. Iron Pipe
- #221.66 18"x100' Corr. Iron Pipe
- #221.73 24"x96' C.I.P. Casing (*)
- #221.74 18"x80' Corr. Iron Pipe
- #221.88 48"x40' Corr. Iron Pipe
- #221.80 60"x40' Corr. Iron Pipe
- #222.07 60"x136' Corr. Iron Pipe
- #222.15 60"x144' Corr. Iron Pipe
- #222.26 48"x48' Corr. Iron Pipe
- #222.34 84"x194' 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
- #222.93 60"x192' Corr. Iron Pipe
- #223.40 60"x194' Corr. Iron Pipe
- #223.52 60"x162' Corr. Iron Pipe
- #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
- XING #4-223.8A U.S. HWY. #40-A (OVERPASS) PENTZ
- #224.39 18"x80' 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

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

1077.0

West Portal Tun #8
M.P. 230.42

TUNNEL NO 8

8656'

Dark Canyon Bridge

OLD MAIN LINE

North Fork Bridge

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

119 LB. RAIL
CONTINUOUS
(1962)

BR. 230.39 1-66'
Filled Conc. Arch

NEW OROVILLE CRUSHED ROCK

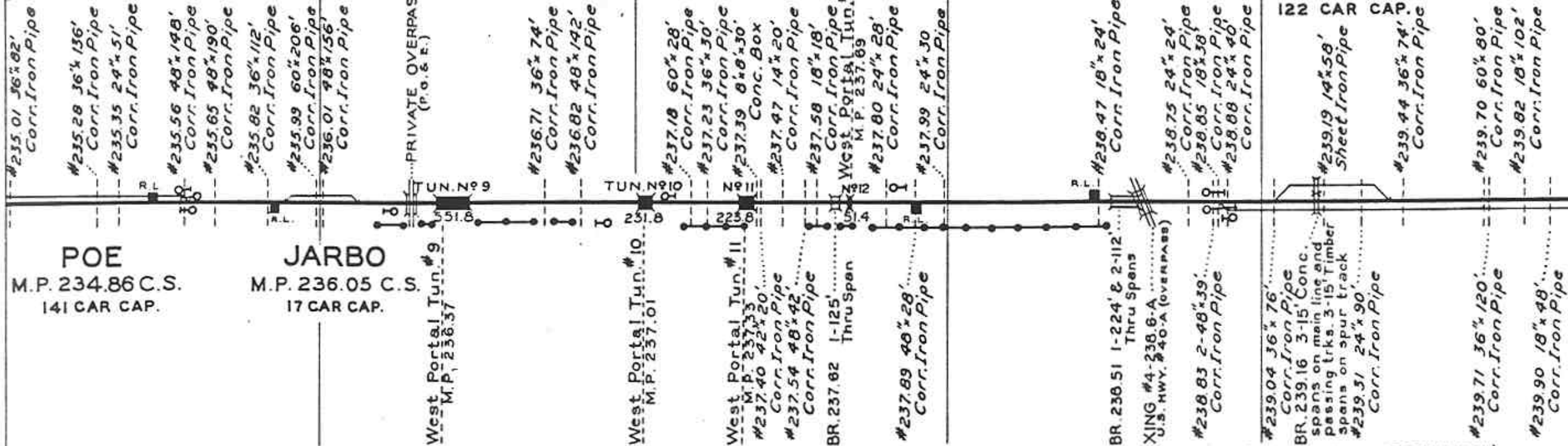
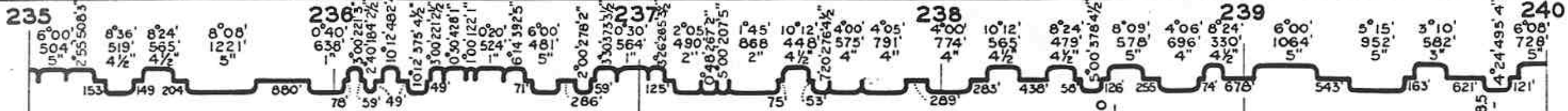
BR. 232.11
3-22' Conc. B.D. Spans
4-26' Conc. B.D. Spans
1-194' Conc. Arch Span, B.D.
1-308' Conc. Arch Span, B.D.
1-247' Conc. Arch Span, B.D.

--- #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"x102'
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

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

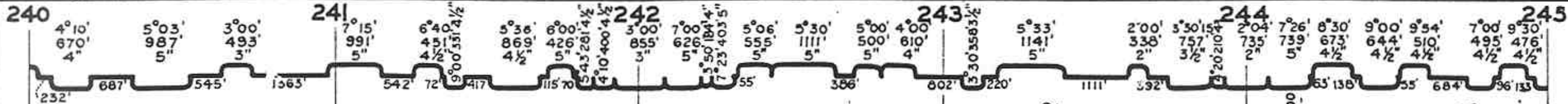
1/1/66
7/1/68



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

11/26
7/1/68



- | | | | | | | | | | | | | | | | | | | | |
|---------------------------------|---------------------------------|---|-----------------------------------|---------------------------------|---|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|------------------------------|
| #240.10 30'x32' Corr. Iron Pipe | #240.27 36'x98' Corr. Iron Pipe | #240.55 10'x10'x101' Timber Lined Culvert | #240.70 14'x19'5" Sheet Iron Pipe | #241.00 36'x42' Corr. Iron Pipe | #241.17 12'x14'x133' Timber Lined Culvert | #241.82 14'x19' Sheet Iron Pipe | #242.50 36'x76' Corr. Iron Pipe | #242.71 48'x240' Corr. Iron Pipe | #243.08 12'x40' Corr. Iron Pipe | #243.20 12'x38' Corr. Iron Pipe | #243.59 24'x60' Corr. Iron Pipe | #244.34 24'x38' Corr. Iron Pipe | #244.50 24'x60' Corr. Iron Pipe | #244.63 48'x50' Corr. Iron Pipe | #244.95 24'x32' Corr. Iron Pipe | #244.97 18'x24' Corr. Iron Pipe | | | |
| #240.02 48'x83' Corr. Iron Pipe | #240.30 18'x57' Corr. Iron Pipe | #240.41 36'x180' Corr. Iron Pipe | #240.70 36'x48' Corr. Iron Pipe | #240.91 36'x40' Corr. Iron Pipe | #241.04 36'x52' Corr. Iron Pipe | #241.30 24'x50' Corr. Iron Pipe | #241.48 36'x128' Corr. Iron Pipe | #242.33 36'x128' Corr. Iron Pipe | #242.57 36'x50' Corr. Iron Pipe | #242.92 24'x56' Corr. Iron Pipe | #243.19 5'x5'x110' Conc. Box | #243.30 48'x249' Corr. Iron Pipe | #243.48 45'x51x65' Timber Box | #243.63 24'x90' Corr. Iron Pipe | #243.82 36'x50' Corr. Iron Pipe | #244.25 24'x46' Corr. Iron Pipe | #244.40 24'x68' Corr. Iron Pipe | #244.59 24'x36' Corr. Iron Pipe | #244.88 18'x18'x24' Rock Box |

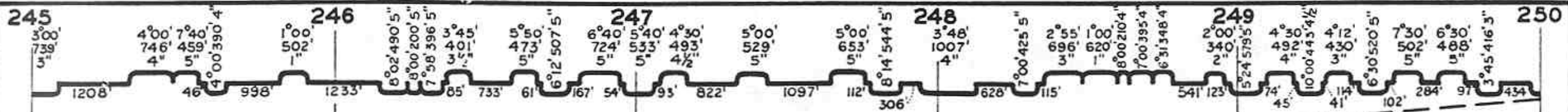
CRESTA
M.P. 243.51 C.S.

78 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

1/1/68
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

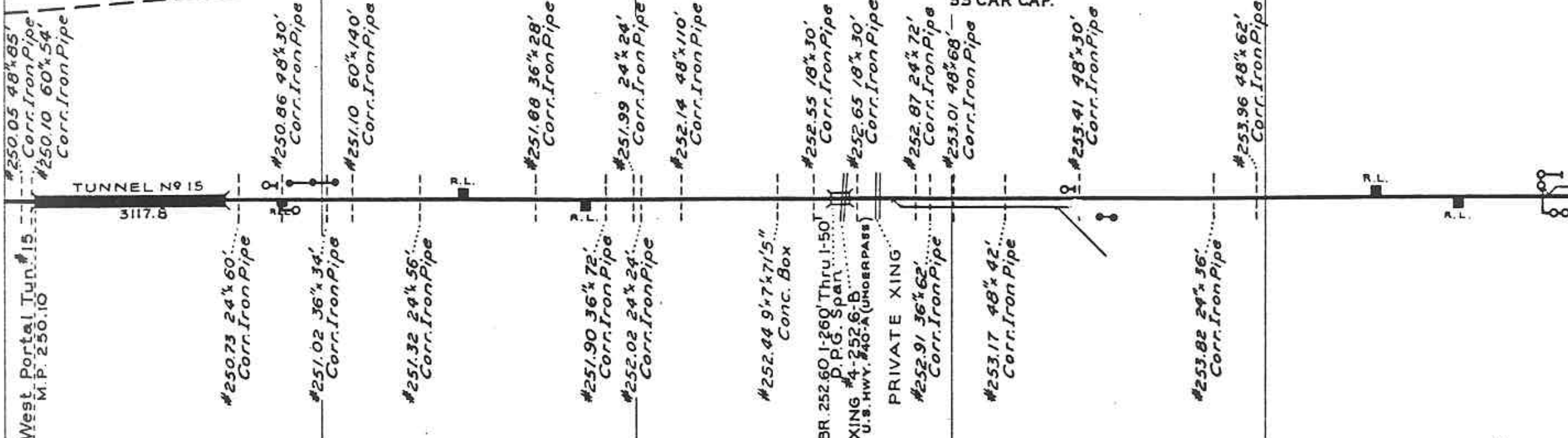
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2259' 101' 217' 78' 90' 99' 209' 1150' 324' 61' 52' 349' 60' 56' 585' 117' 138' 834' 79' 520' 433' 4"

+1.00

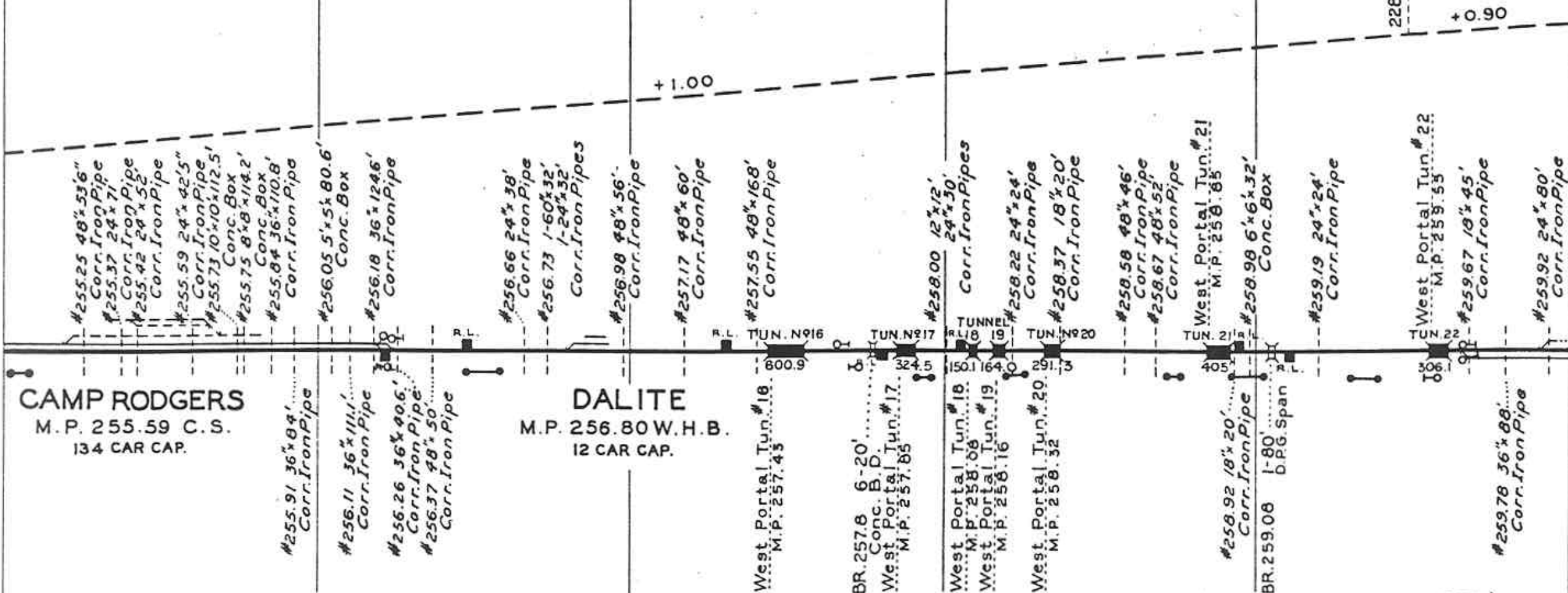
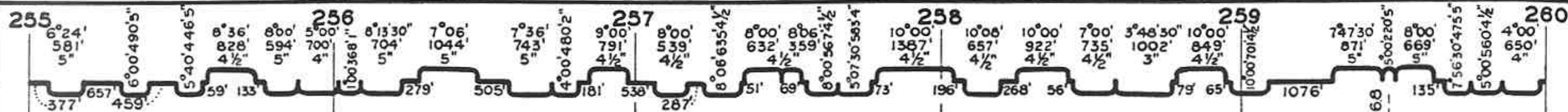
TOBIN

M. P. 253.12 C. S.
55 CAR CAP.



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.

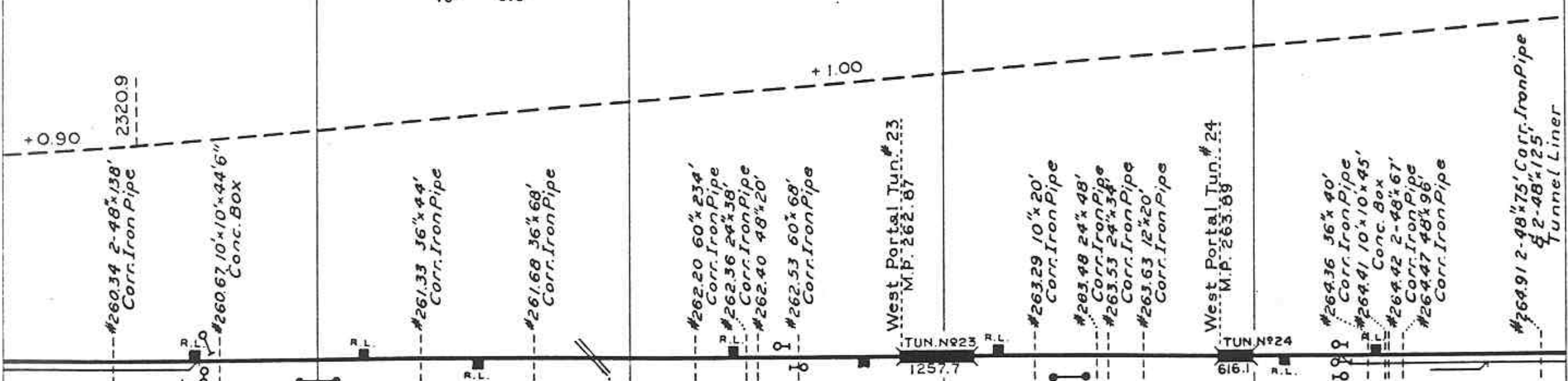
112, 115, & 119 LB. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

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°00'88.5" 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' 1 1/2" 8°15'0' 5' 5" 10°00'1064' 4 1/2" 2°30'324'24" 8°04'677' 5" 6°59'940' 5" 7°50'099' 6" 8°00'1877' 4 1/2" 7°00'314'4 1/2" 3°05'523'3" 2°00'430'2" 4°59'0' 2" 0°30'320'1" 10°00'358'4 1/2" 1°30'411' 1 1/2" 10°00'567' 4 1/2" 10°00'1259' 4 1/2" 10°00'648' 4 1/2" 10°04'30' 731' 4 1/2" 3°00'433'3" 4°30'403'4" 8°48'421'4 1/2" 4°48'25' 2 1/2" 4°48'25' 2 1/2" 4°48'25' 2 1/2"



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

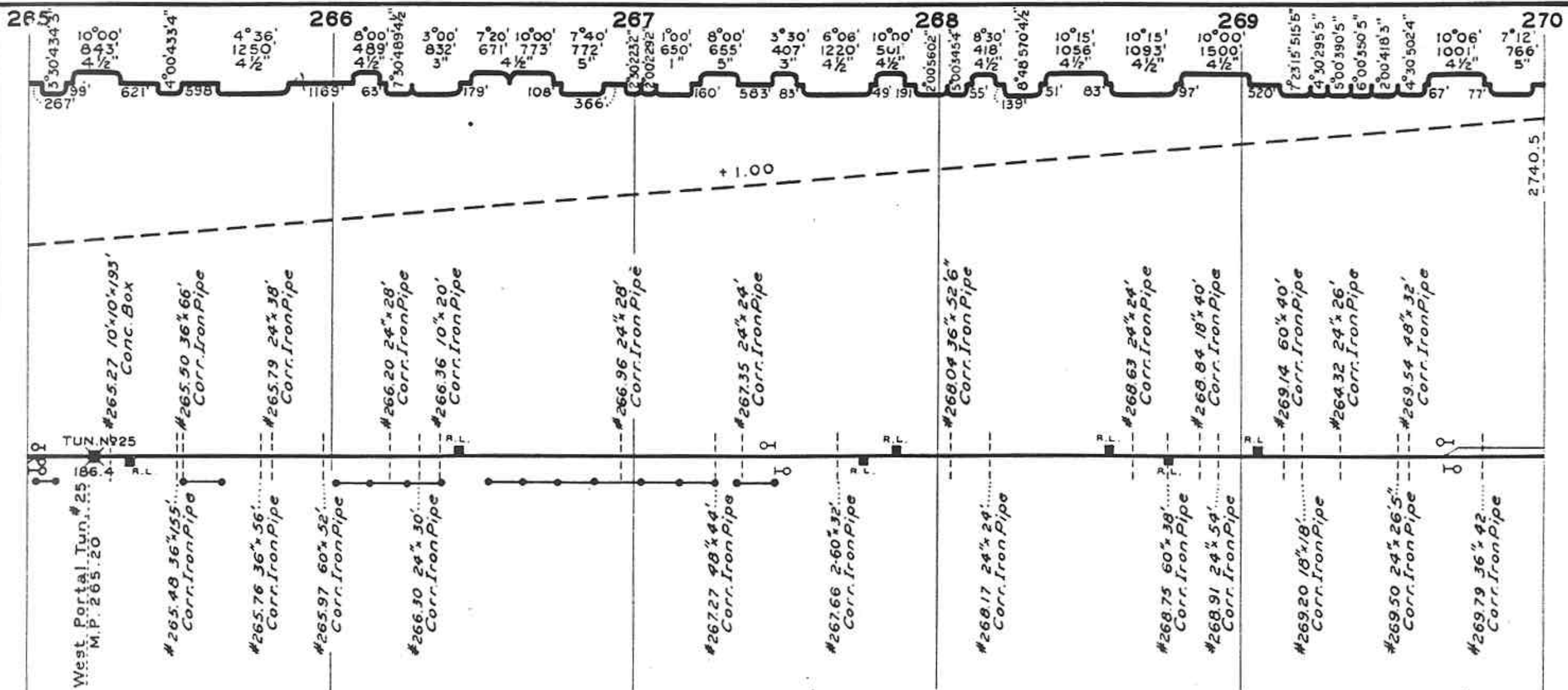
PRIVATE XING.....

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)

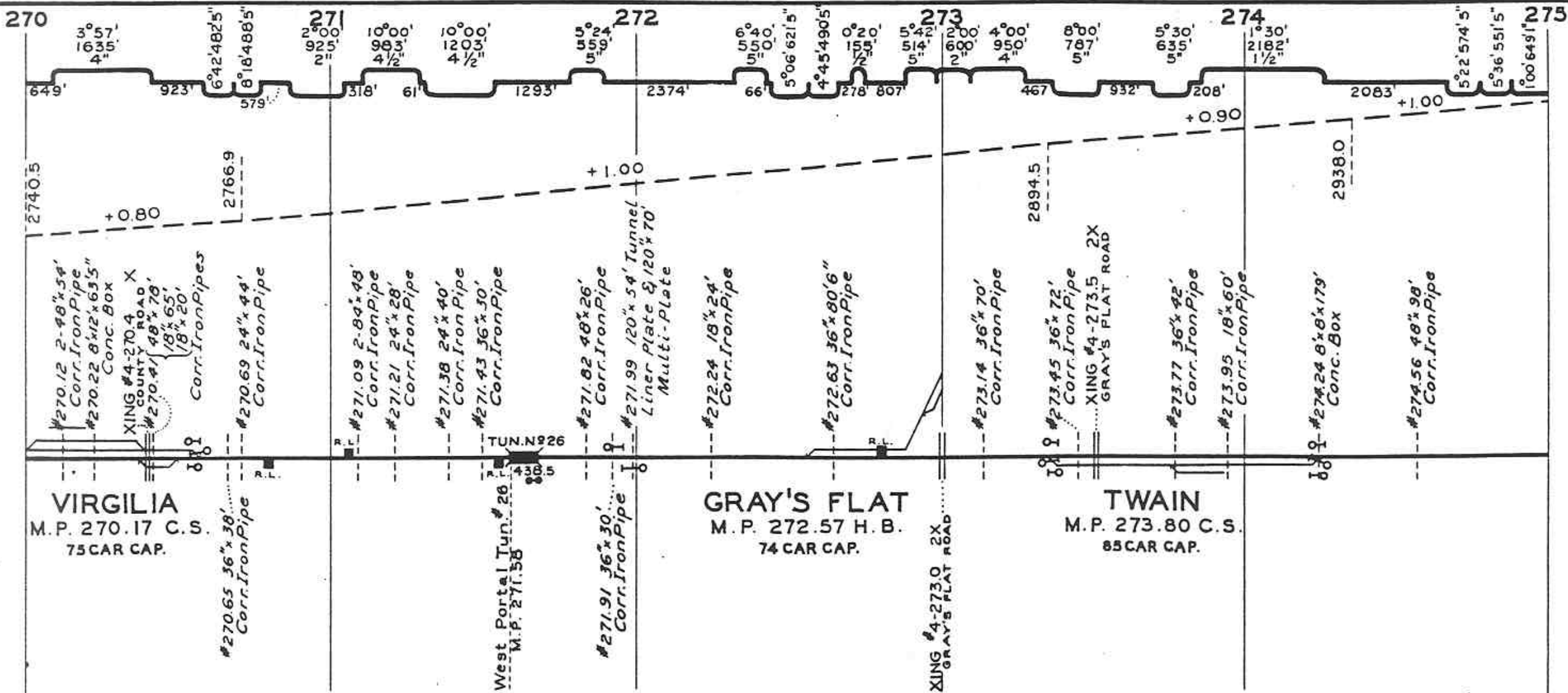
FOR BALLAST SECTION FROM M. P. 205 THRU M. P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

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.

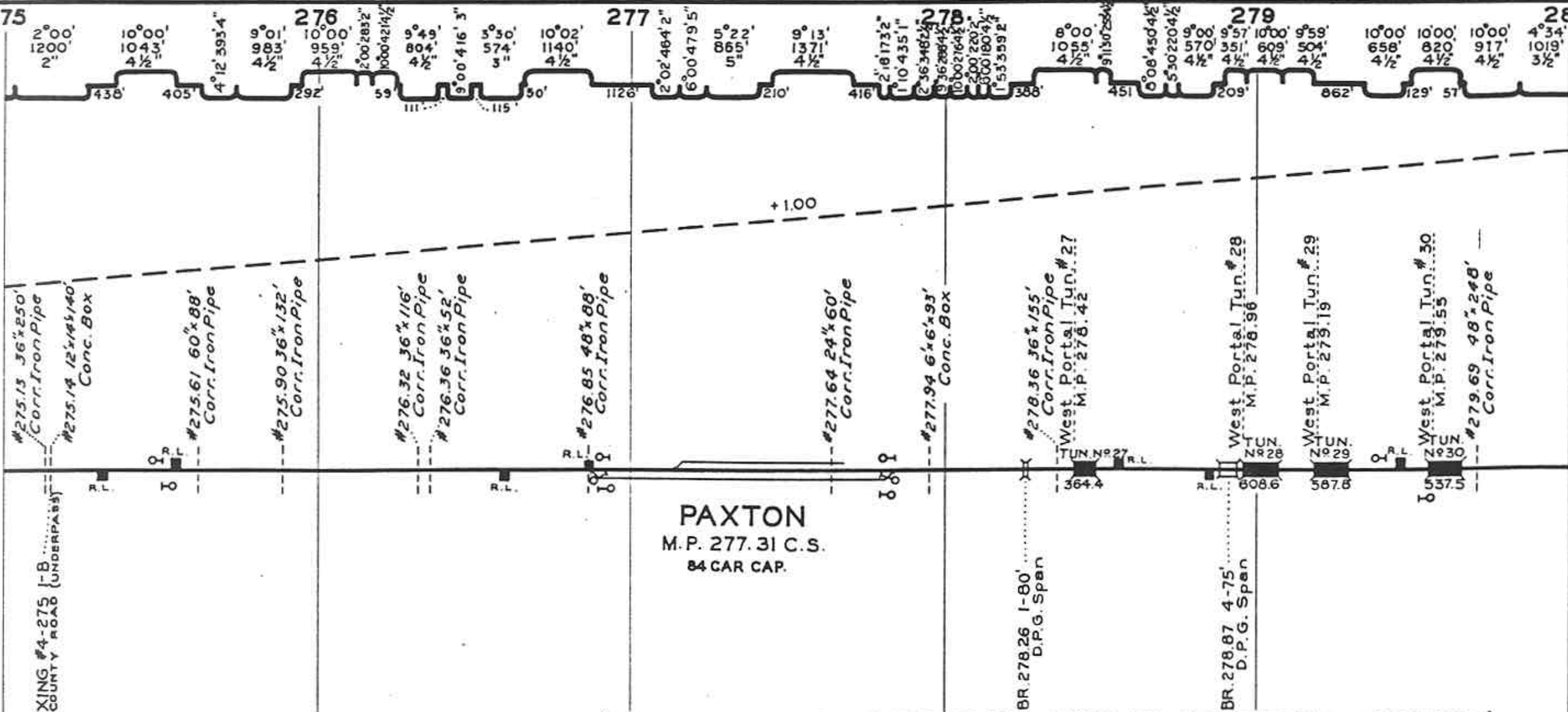
TWIN
M.P. 273.80 C.S.
85 CAR CAP.

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

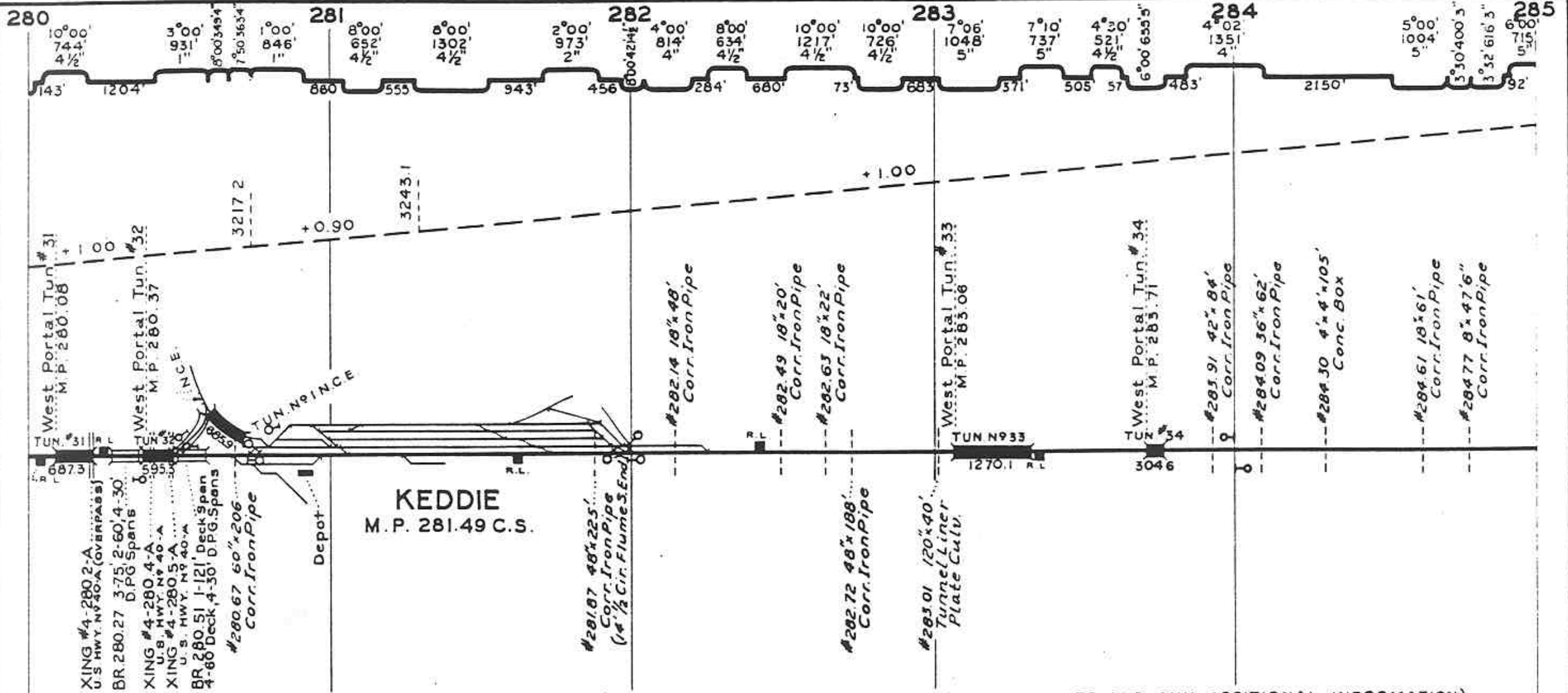


PAXTON
M.P. 277.31 C.S.
84 CAR CAP.

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

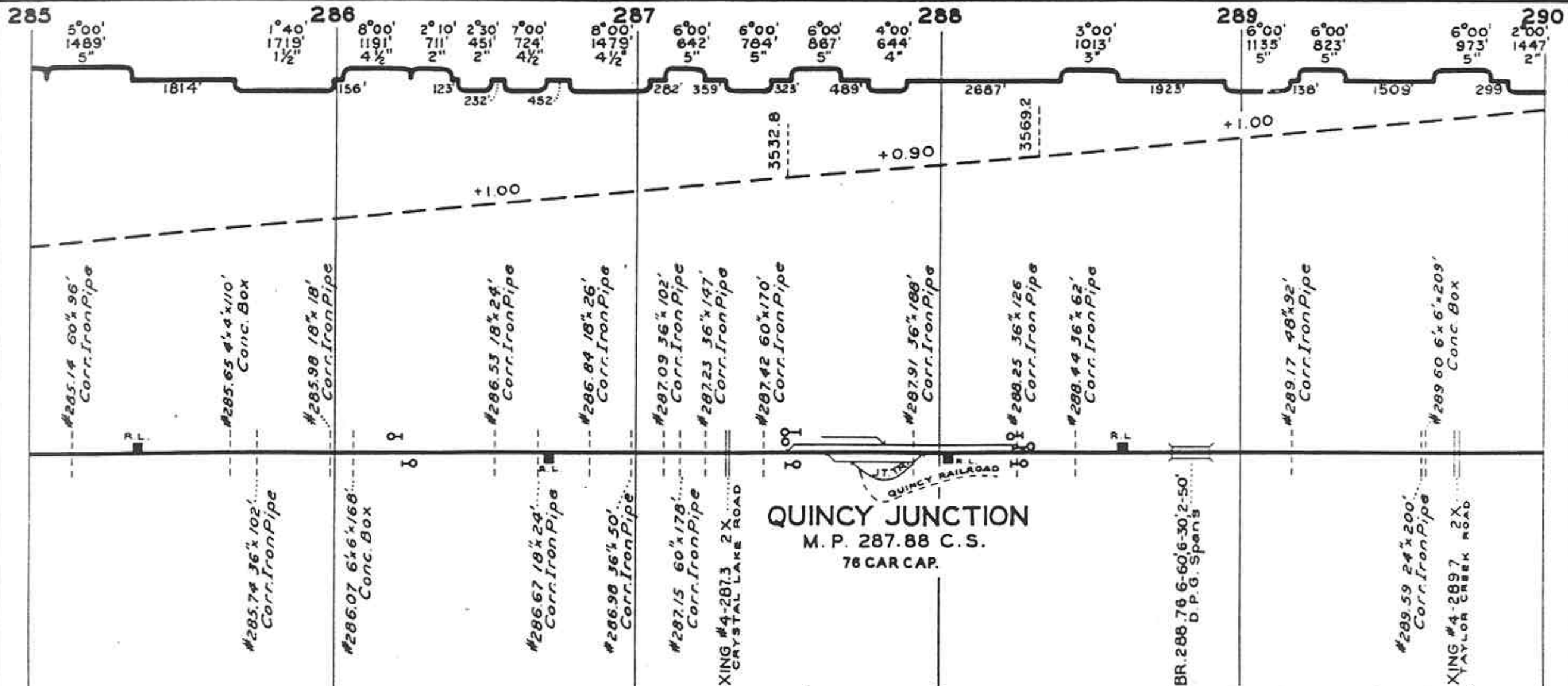
FOR BALLAST SECTION FROM M.P. 205 THRU M.P. 319.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

1/1/56
7/1/58



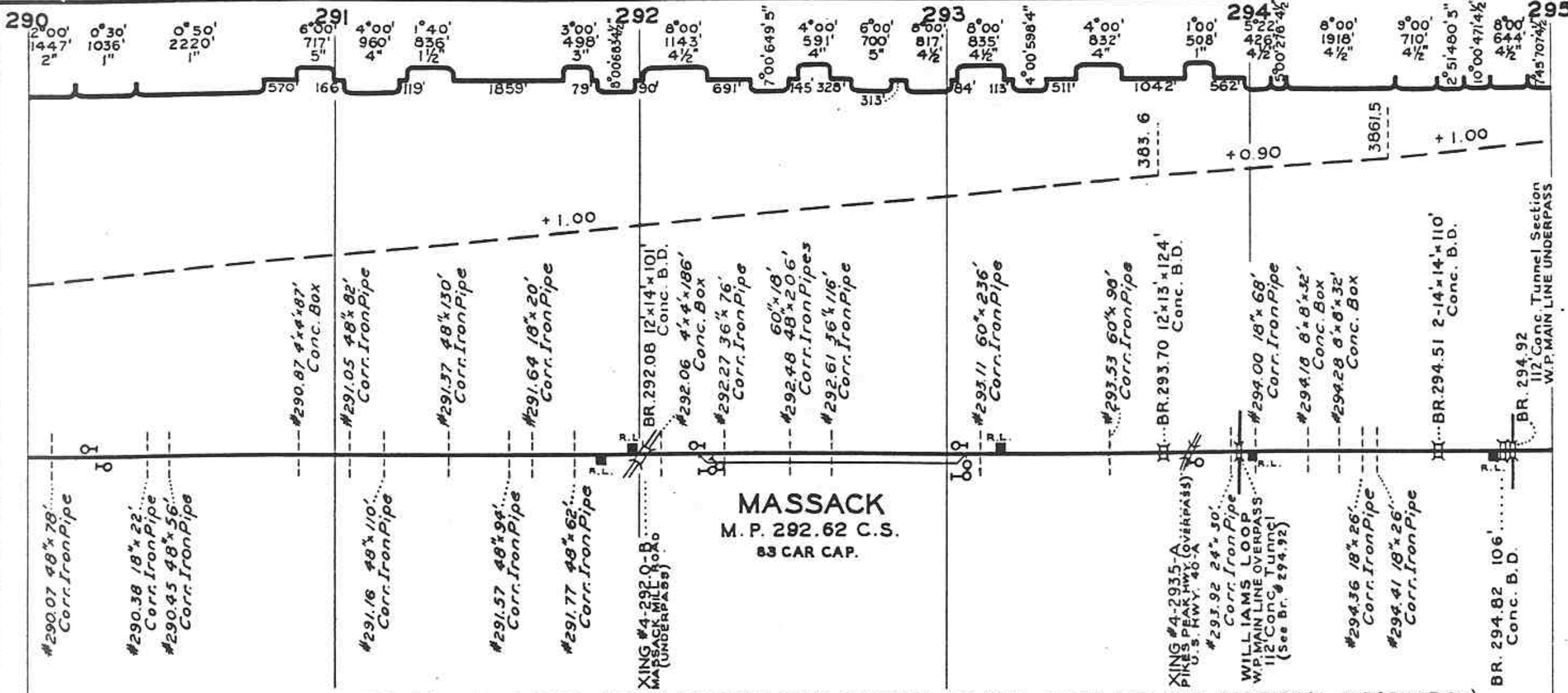
112, 115, & 119 L.B. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

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

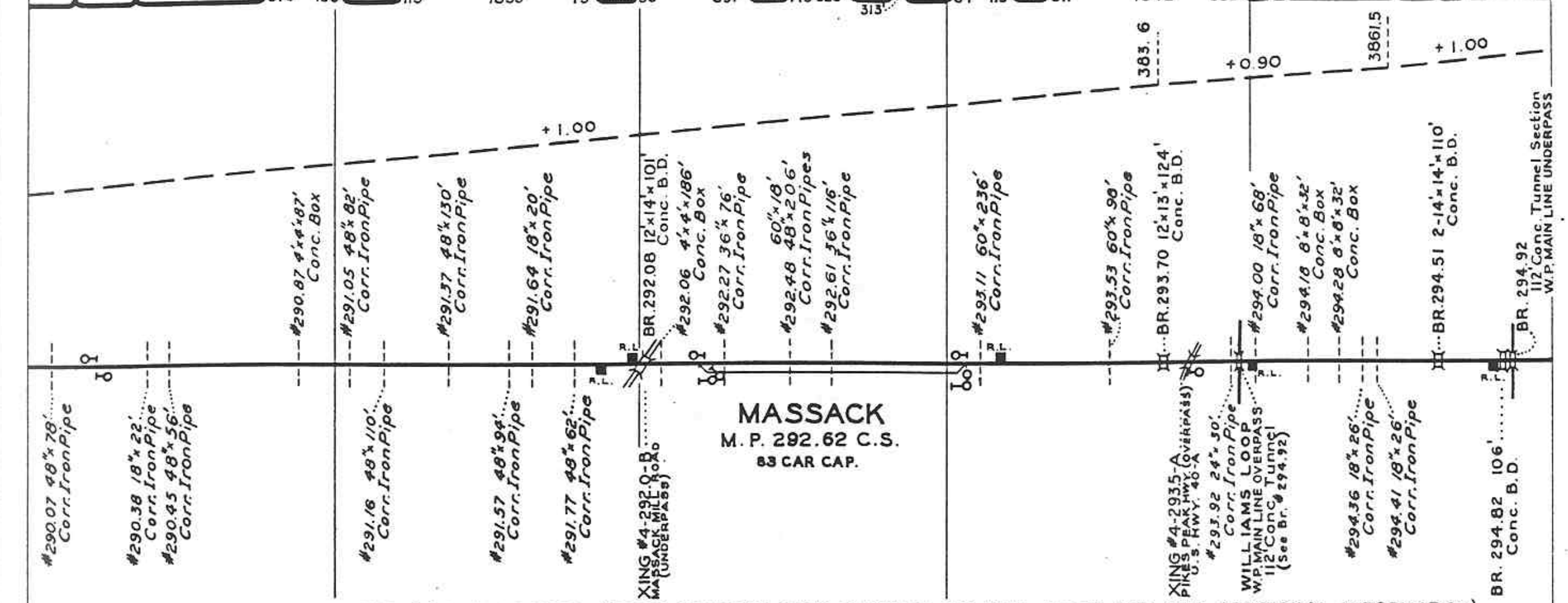


112, 115, & 119 LB RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

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



290	2°00' 144.7'	0°30' 1036'	0°50' 2220'	6°00' 717' 5"	4°00' 960' 4"	1°40' 836' 1 1/2"	3°00' 498' 3"	8°00' 1143' 4 1/2"	7°00' 649' 5"	4°00' 591' 4"	6°00' 700' 5"	8°00' 817' 4 1/2"	8°00' 835' 4 1/2"	4°00' 596' 4"	4°00' 832' 4"	1°00' 508' 1"	294	5°22' 426' 4 1/2"	5°00' 276' 4 1/2"	8°00' 1918' 4 1/2"	9°00' 710' 4 1/2"	2°51' 480' 5"	10°00' 471' 4 1/2"	295	6°00' 800' 4 1/2"
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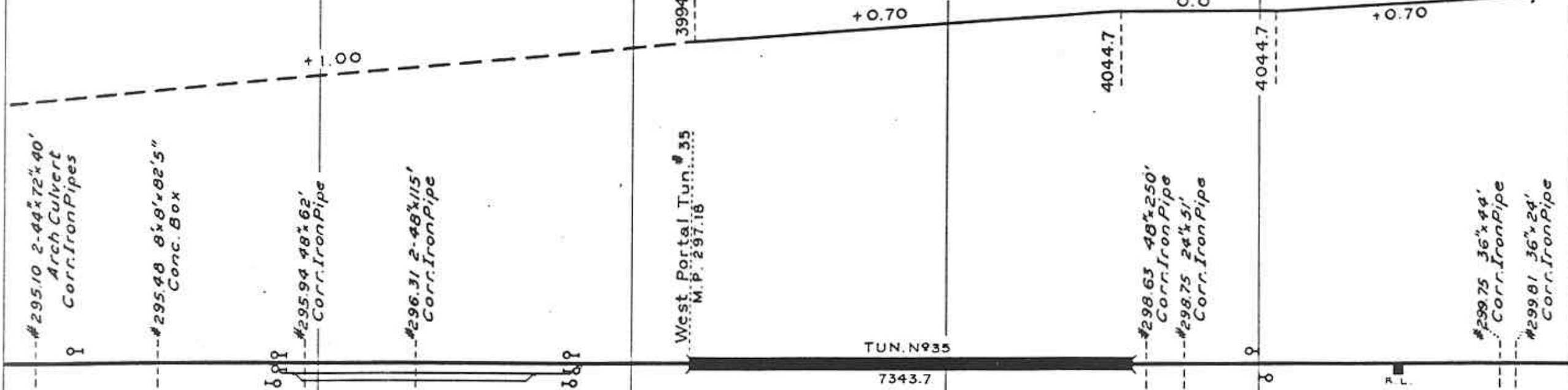


112, 115, & 119 LB. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

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

1/1/66
1/1/66

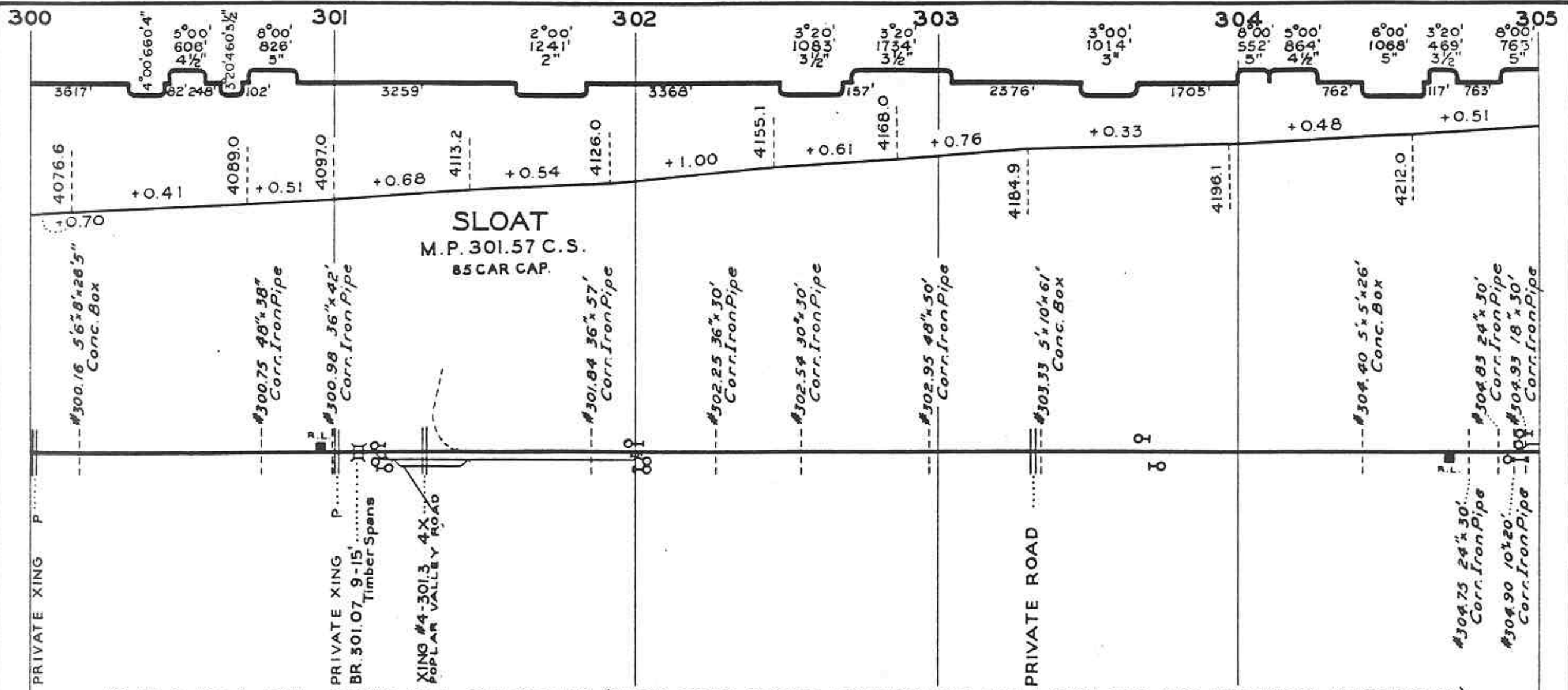
295 296 297 298 299 300



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



SLOAT
M.P. 301.57 C.S.
85 CAR CAP.

PRIVATE XING P

PRIVATE XING P

BR. 301.07 9-15'

Timber Spans

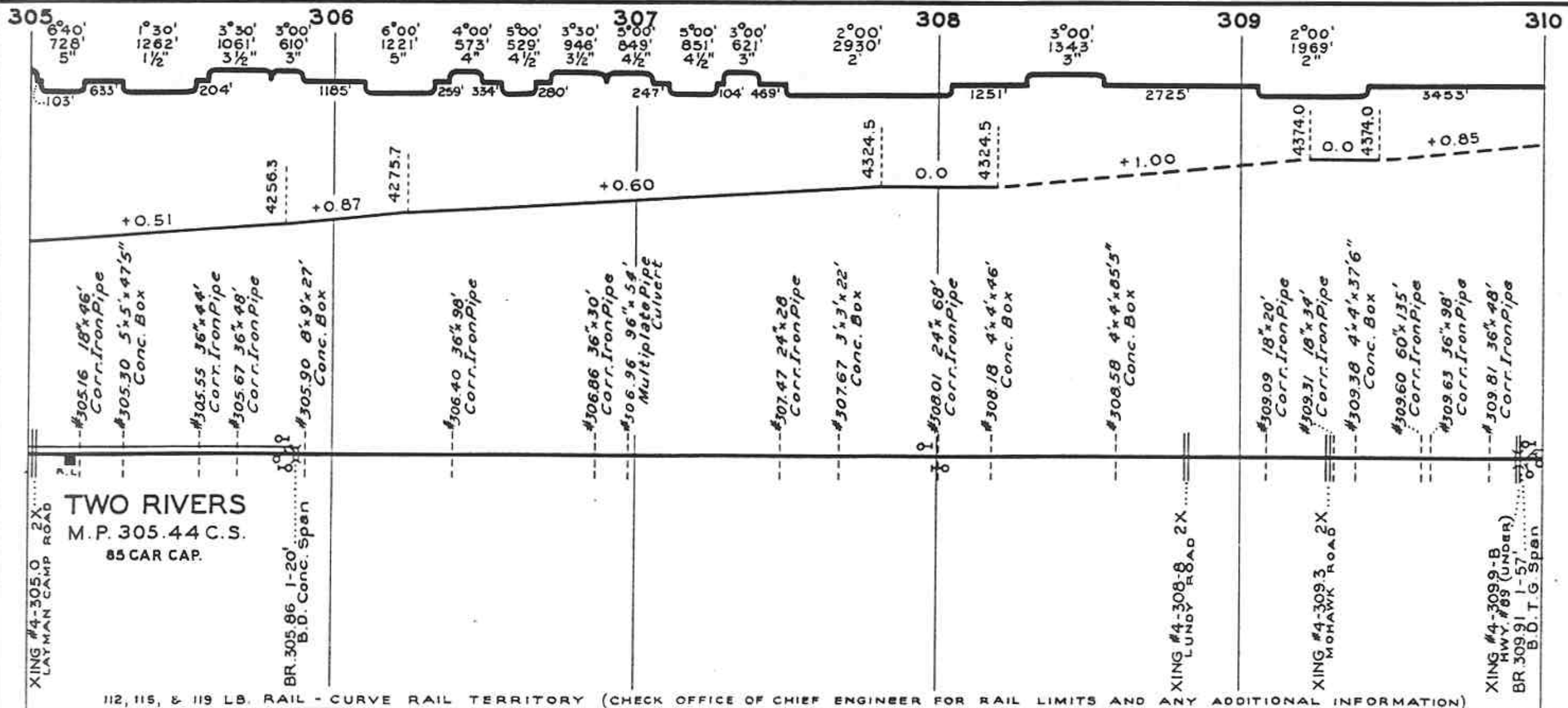
XING #4-301.3 4X

POPLAR VALLEY ROAD

PRIVATE ROAD

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 0 4374.0 3453' +0.51 +0.87 4256.3 +0.60 4275.7 4324.5 0.0 4324.5 +1.00 +0.85

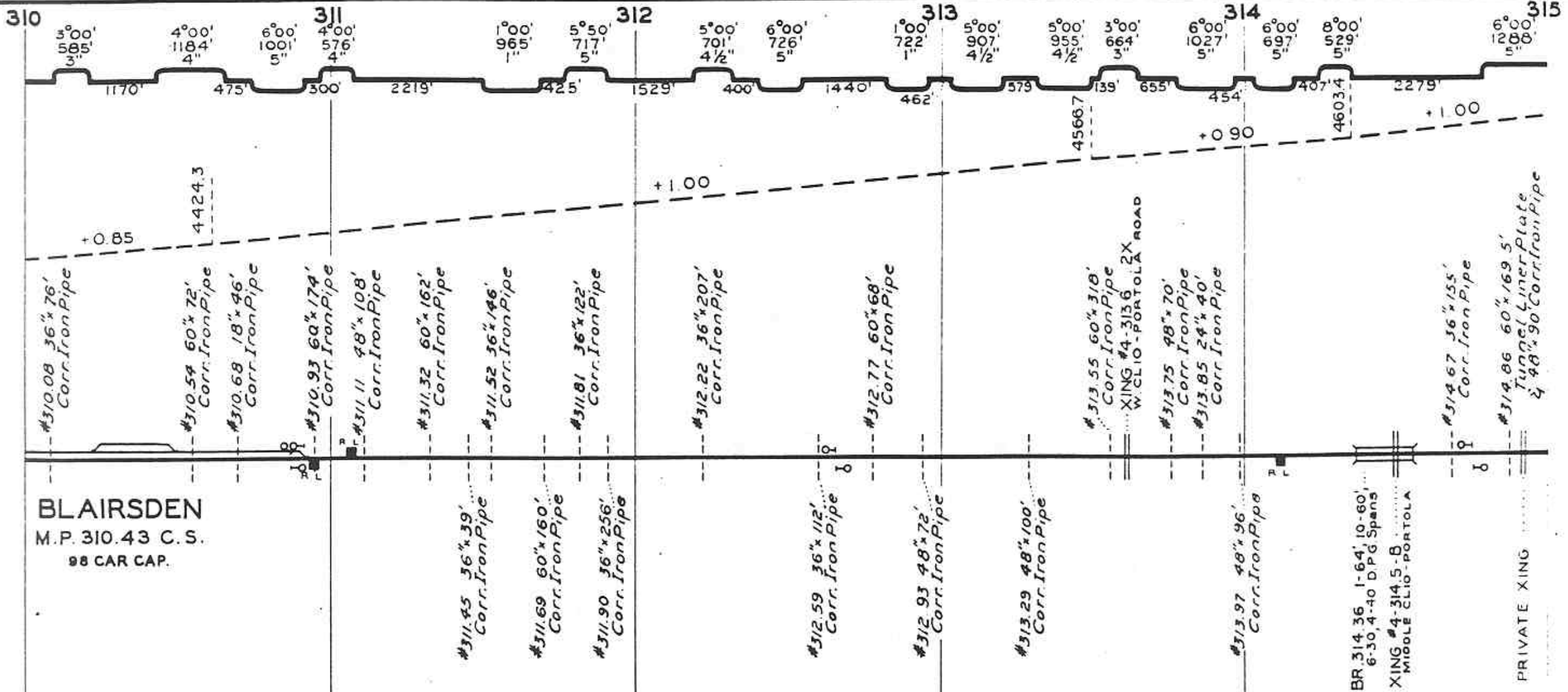
#305.16 18"x46' Corr. Iron Pipe
 #305.30 5'x5'x47'5" Conc. Box
 #305.55 36"x44' Corr. Iron Pipe
 #305.67 36"x48' Corr. Iron Pipe
 #305.90 8'x9'x27' Conc. Box
 #306.40 36"x98' Corr. Iron Pipe
 #306.86 36"x30' Corr. Iron Pipe
 #306.96 96"x54' Multiplate Pipe Culvert
 #307.47 24"x28' Corr. Iron Pipe
 #307.67 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

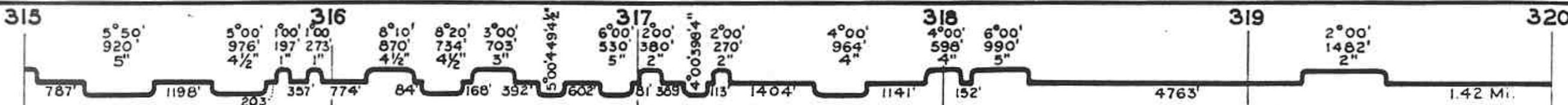
1/1/66
7/1/68



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

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



- #315.01 36"x36' Corr. Iron Pipe
- #315.19 48"x134' Corr. Iron Pipe
- #315.59 48"x76' Corr. Iron Pipe
- West Portal Tun. #36 M.P. 316.00
- #316.20 36"x88' Corr. Iron Pipe
- #316.56 36"x50' Corr. Iron Pipe
- #317.17 24"x46' Corr. Iron Pipe
- #317.36 48"x102' Corr. Iron Pipe
- #318.16 48"x52' Corr. Iron Pipe
- #318.73 60"x48' Corr. Iron Pipe
- #319.37 60"x50' Corr. Iron Pipe

TUN #36
762.7

BR. 316.76 1-150' Deck Span
2-58', 2-58' D.P.G. Spans

BR. 317.43 1-150' ThruSpan
2-45', 2-48' D.P.G. Spans

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

1/1/66

320

321

322

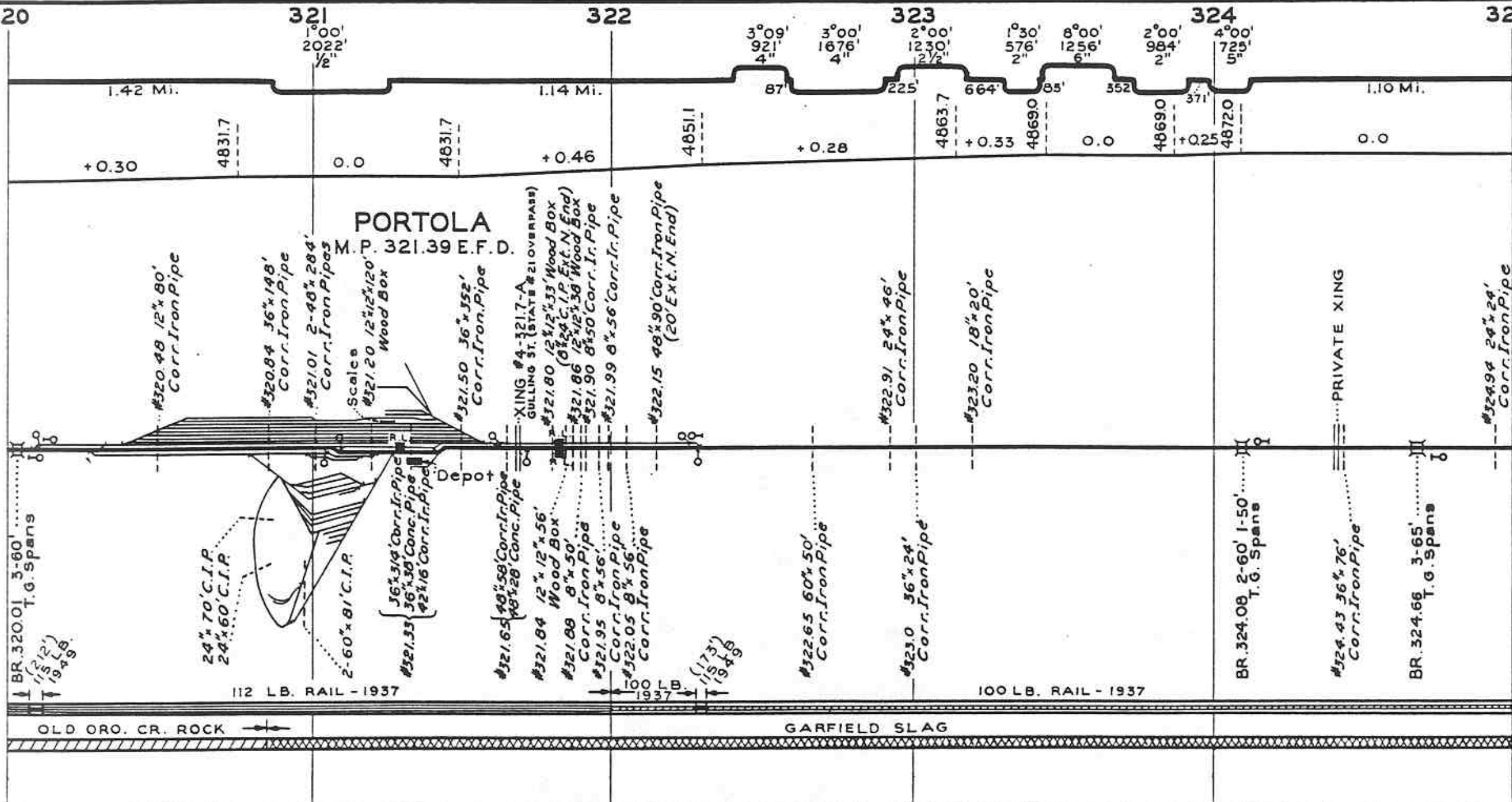
323

324

325

PORTOLA

M. P. 321.39 E. F. D.



1.42 Mi.

1.14 Mi.

1.10 Mi.

+0.30

0.0

+0.46

+0.28

+0.33

+0.25

0.0

#320.48 12'x80' Corr. Iron Pipe

#320.84 36'x198' Corr. Iron Pipe

#321.01 2-48'x284' Corr. Iron Pipes

Scalce #321.20 12'x12'x120' Wood Box

#321.50 36'x352' Corr. Iron Pipe

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

#321.80 12'x12'x33' Wood Box (0'x24' C.I.P. Ext. N. End)

#321.86 12'x12'x38' Wood Box

#321.90 8'x50' Corr. Ir. Pipe

#321.99 8'x56' Corr. Ir. Pipe

#322.15 48'x90' Corr. Iron Pipe (20' Ext. N. End)

#322.91 24'x46' Corr. Iron Pipe

#323.20 18'x20' Corr. Iron Pipe

#324.43 36'x76' Corr. Iron Pipe

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

#324.94 24'x24' Corr. Iron Pipe

BR. 320.01 3-60' T.G. Spans (15' 12' 1948)

24'x70' C.I.P.
24'x60' C.I.P.

112 LB. RAIL - 1937

BR. 322.05 8'x56' Corr. Iron Pipe (17' 3' 1948)

#322.65 60'x50' Corr. Iron Pipe

#323.0 36'x24' Corr. Iron Pipe

100 LB. RAIL - 1937

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

#324.43 36'x76' Corr. Iron Pipe

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

1/1/66
7/1/68