

# TRACK CHART

BINDER NO. 10

LOS ANGELES DIVISION  
LOS ANGELES TERM. DIVISION



THE A.T. & S.F. RY. COMPANY

# TRACK CHART BINDER NO. 10

## LOS ANGELES DIVISION

WEST OF TOPOCK TO LOS ANGELES

SAN BERNARDINO TO LOS ANGELES

FULLERTON TO SAN DIEGO

WEST OF PARKER TO CADIZ

MENTONE TO SAN BERNARDINO

REDONDO JUNCTION TO LONG BEACH

ESCONDIDO TO ESCONDIDO JUNCTION

CORRECTED TO JUNE 1, 1986

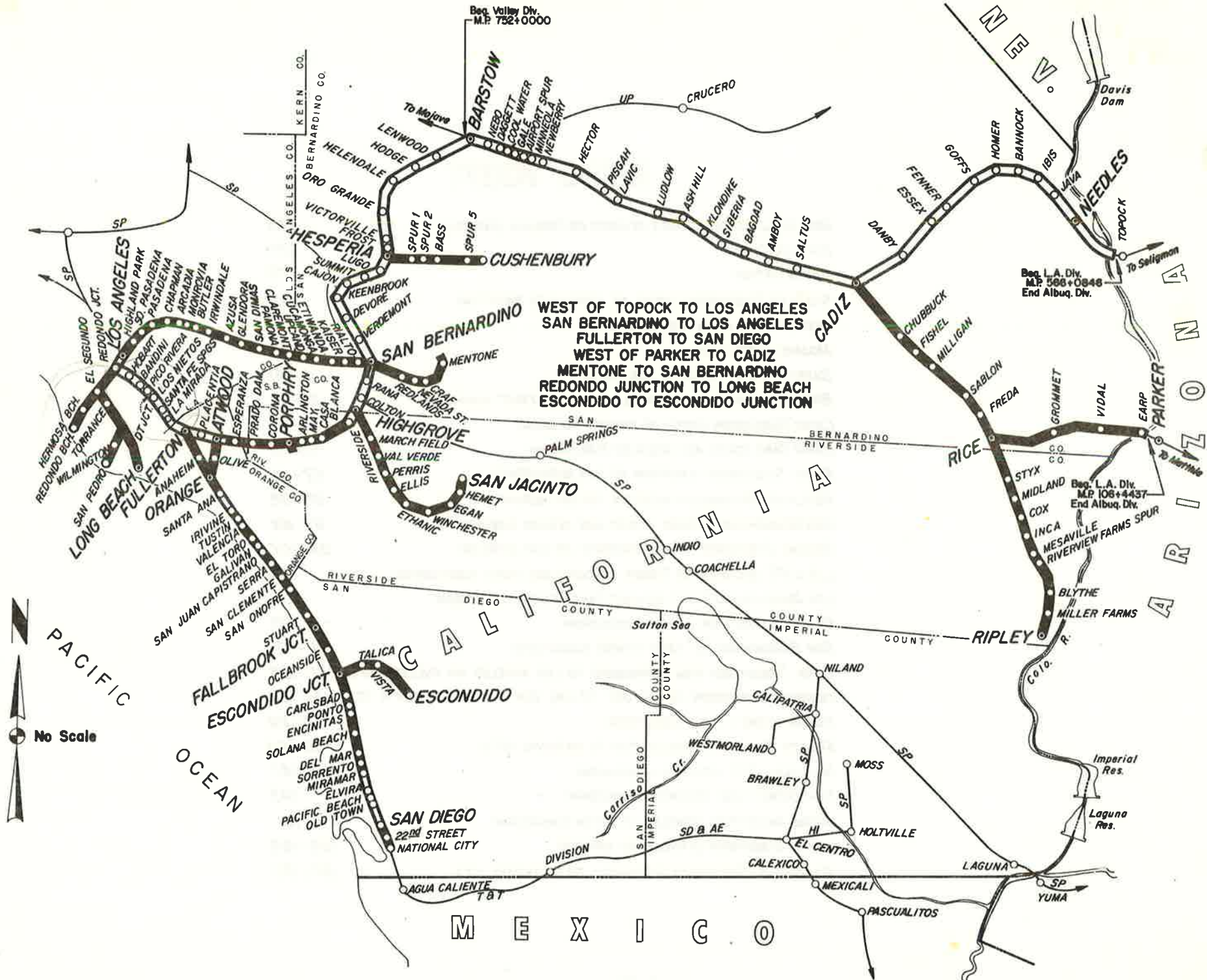
ISSUED

AUGUST 29, 1986



## INDEX SHEET

<i>MAP OF LOS ANGELES AND LOS ANGELES TERMINAL DIVISIONS</i>	175
<i>EXPLANATIONS</i>	174
<i>ABBREVIATION</i>	173
<i>NEEDLES SUBDIVISION (WEST OF TOPOCK TO BARSTOW)</i>	1-42
<i>NEEDLES YARD (NEEDLES SUBDIVISION)</i>	5
<i>MOJAVE SUBDIVISION</i>	42
<i>BARSTOW YARD (NEEDLES SUBDIVISION)</i>	41
<i>BARSTOW HUMP YARD (NEEDLES, MOJAVE AND FIRST SUBDIVISION)</i>	43-45
<i>CADIZ SUBDIVISION (WEST OF PARKER TO CADIZ)</i>	46-66
<i>CADIZ YARD (CADIZ AND NEEDLES SUBDIVISION)</i>	65-66
<i>FIRST SUBDIVISION (BARSTOW TO SAN BERNARDINO)</i>	67-88
<i>REDLANDS SUBDIVISION (MENTONE TO SAN BERNARDINO)</i>	89-92
<i>SAN BERNARDINO "A" YARD (FIRST AND SECOND SUBDIVISIONS)</i>	87-88
<i>SECOND SUBDIVISION (SAN BERNARDINO TO LOS ANGELES)</i>	93-107
<i>L.A.U.P.T. AND MISSION TOWER (SECOND AND THIRD SUBDIVISIONS)</i>	107
<i>LOS ANGELES AND FIRST STREET YARD (THIRD SUBDIVISION)</i>	108
<i>REDONDO JUNCTION (THIRD SUBDIVISION)</i>	109
<i>SAN BERNARDINO "B" YARD (THIRD SUBDIVISION)</i>	111-112
<i>THIRD SUBDIVISION (SAN BERNARDINO TO LOS ANGELES VIA FULLERTON)</i>	107,111-128
<i>HARBOR SUBDIVISION (RDND. JCT. TO LNG. BCH. &amp; WTSN. TO PIER A YD.)</i>	129-137
<i>HOBART YARD (THIRD SUBDIVISION)</i>	127-128
<i>FOURTH SUBDIVISION (FULLERTON TO NATIONAL CITY)</i>	138-164
<i>NATIONAL CITY (FOURTH SUBDIVISION)</i>	141
<i>SAN DIEGO YARD (FOURTH SUBDIVISION)</i>	143
<i>IRVINE INDUSTRIAL COMPLEX (FOURTH SUBDIVISION)</i>	161
<i>OLIVE SUBDIVISION (ATWOOD TO ORANGE)</i>	165-166
<i>ESCONDIDO SUBDIVISION (ESCONDIDO TO ESCONDIDO JCT.)</i>	167-172

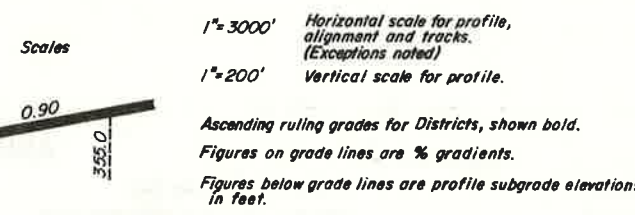
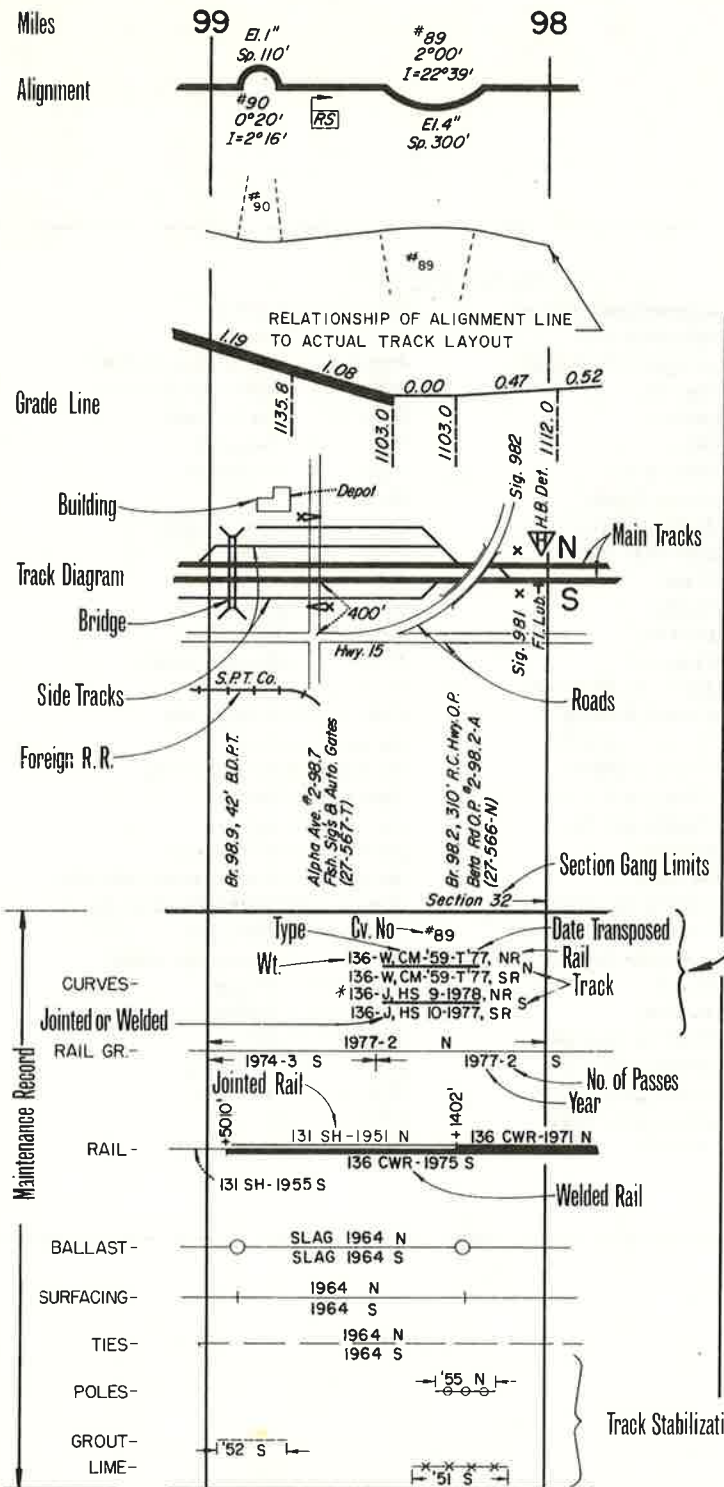


WEST OF TOPOCK TO LOS ANGELES  
 SAN BERNARDINO TO LOS ANGELES  
 FULLERTON TO SAN DIEGO  
 WEST OF PARKER TO CADIZ  
 MENTONE TO SAN BERNARDINO  
 REDONDO JUNCTION TO LONG BEACH  
 ESCONDIDO TO ESCONDIDO JUNCTION

Req. L.A. Div.  
 M.P. 508+0848  
 End Albuquerque Div.

Req. L.A. Div.  
 M.P. 108+4437  
 End Albuquerque Div.





- + Flange Lubricator
  - x All types of signals, except bridge signals.
  - Columns, water and oil.
  - ▽ Crossing warning device, flashing signals with automatic gates.
  - 75 55 Permanent slow speed sign with appropriate speeds shown.
  - RS Permanent resume speed sign (green board).
  - ▽ Shifted load detector.
  - △ Hot box detector.
  - ⚡ Dragging equipment detector, arrow or arrows denote direction protected.
  - YL Yard limit sign.
  - SL Switching limit sign.
  - \*2-69.3-A P.U.C. number, as shown on public road crossings.
  - (26-007-F) D.Q.T. number as shown on public and private crossings.
- Car capacities shown on all station detail sheets are based on 50 ft. overall allowance per car.

**Curve Rail**

Type of Curve Rail	Symbol
1. Flame Hardened	FH
2. Curvemaster (U.S. Steel Co.)	CM
3. Fully Heat Treated (Bethlehem Stl.)	FHT
4. Hi Si (C.F. & I. Stl. Co.)	HS
5. Cromoly or Chromalloy (C.F. & I.)	CR (Cromo)
6. Japanese (Nippon)	JP (JAP)
7. Other Rail	OR (followed by lower case letter example: ORc, indicating Chrome 1%)
(a) British Steel	
(b) Chrome Vanadium	
(c) Chrome 1%	
(d) Open Hearth	
(f) German	

\* Second Hand Rail

## BRIDGES

Ab.-----Abutment  
 Ap.-----Approach  
 Ar.-----Arch  
 B.D.-----Ballast Deck  
 Brk.-----Brick  
 Br.-----Bridge  
 Bx.-----Box  
 C.-----Concrete  
 C.I.P.-----Cast Iron Pipe  
 C.P.-----Concrete Pipe  
 C.M.P.-----Corrugated Metal Pipe  
 D.G.-----Deck Girder  
 D.T.-----Deck Truss  
 Dbl.-----Double  
 Dr. Sp.-----Draw Span  
 Ext.-----Extension  
 Ftg.-----Footing  
 F.T.-----Frame Trestle  
 I. Bm.-----I-Beam  
 Lg.-----Long  
 Msy.-----Masonry

## FACILITIES

B-----Booth Telephone  
 C-----Office Of Communication  
 Cdr. Cv.-----Cinder Conveyor  
 Coa. Ch.-----Coal Chute  
 F.-----Fuel  
 O.Col.-----Oil Column  
 O.T.-----Oil Tank

O.D.-----Open Deck  
 O.C.P.-----Oval Concrete Pipe  
 O.R.C.P.-----Oval Reinforced Conc. Pipe  
 P.C.-----Pre-stressed Concrete  
 Ped.-----Pedestal  
 P.T.-----Pile Trestle  
 R.C.P.-----Re-inforced Concrete Pipe  
 Rd. Wd.-----Red Wood  
 S.S.C.-----Steel Stringers and Caps  
 S.S.P.-----Structural Steel Pipe  
 Sto.-----Stone  
 T.R.-----T-Rail  
 Th. G.-----Thru Girder  
 Th. T.-----Thru Truss  
 T. Bx.-----Timber Box  
 Tr.-----Trated  
 Trip.-----Triple  
 Vit. P.-----Vitrified Pipe  
 W.F.-----Wide Flange  
 Wd.-----Wood  
 Wr. I. P.-----Wrought Iron Pipe

R-----Radio Communication  
 Stk. Yd.-----Stock Yard  
 T-----Turntable  
 T.T.-----Treating Plant  
 W.-----Water  
 W.Col.-----Water Column  
 W.T.-----Water Tank  
 Y.-----Wye

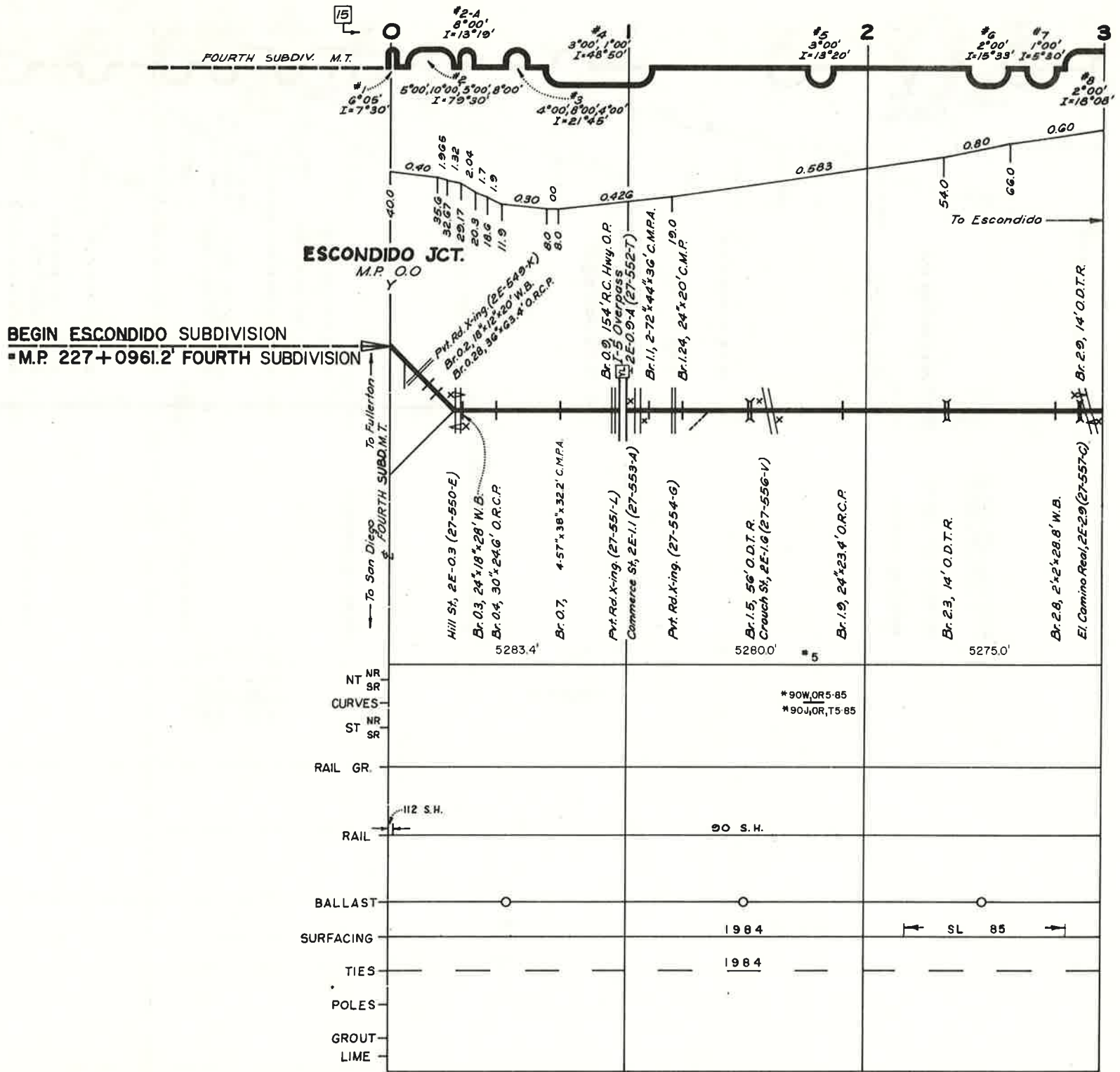
## ABBREVIATIONS

A.B.S.-----Automatic Block System  
 Auto. Gate-----Automatic Gate  
 A.T.S.-----Automatic Train Stop  
 Ave.-----Avenue  
 Bch.-----Branch  
 Blk.-----Block  
 Blvd.-----Boulevard  
 Br. Sig.-----Bridge Signal  
 B.P.-----Bumping Post  
 Cant. Sig.-----Cantilever Signal  
 Cr.-----Creek  
 Co.-----County  
 Div.-----Division  
 E.W.-----Eastward  
 El.-----Elevation of Curves  
 Exp. Bldg.-----Express Building  
 Fl. Lub.-----Flange Lubricator  
 Flsh. Sig.-----Flashing Signal  
 F. Lt. P.-----Flood Light Pole  
 F. Lt. T.-----Flood Light Tower  
 Frt.-----Freight  
 Gr.-----At Grade  
 H.B. Det.-----Hot Box Detector  
 H. B. Refl. Bd.-----Hot Box Reflector Board  
 Hw. Det.-----Highwater Detector  
 Ho.-----House  
 Hwy.-----Highway  
 I.-----Total Curve Angle  
 I. Sig.-----Interlocking Signal  
 I. Sw.-----Interlocking Switch  
 I. Tower-----Interlocking Tower  
 Jct.-----Junction

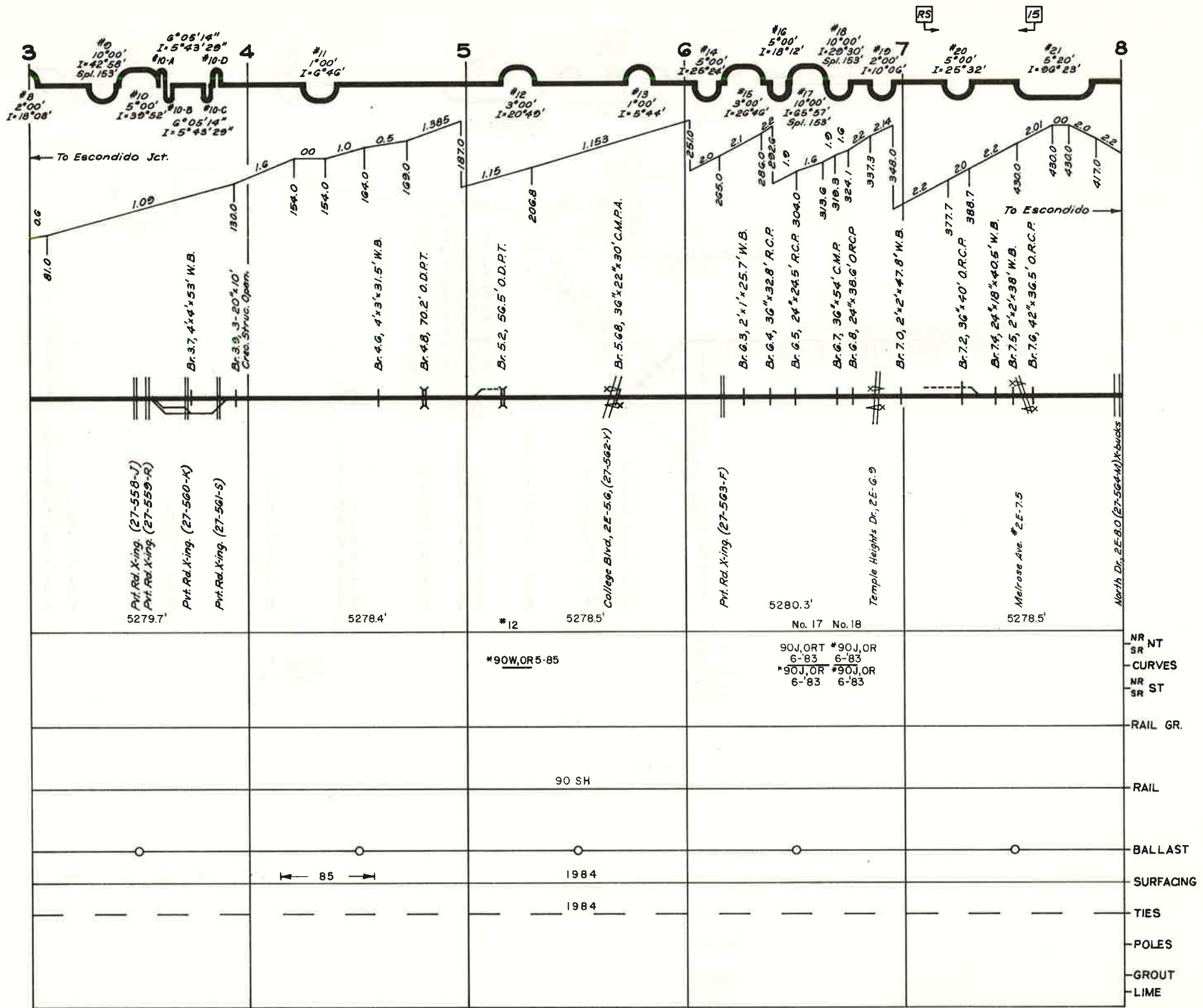
## MISCELLANEOUS

Lav.-----Lavatory  
 Lt.-----Left  
 M M.-----Middle Main (also M)  
 N.M.-----North Main (also N)  
 N.B.-----North Bound  
 O.P.-----Overpass  
 Psgr.-----Passenger  
 Po.-----Power  
 Pvt.-----Private (also Pr)  
 Pub.-----Public  
 R.R.-----Railroad  
 Ry.-----Railway  
 Reserv.-----Reservoir  
 R.S.-----Resume Speed  
 Rt.-----Right  
 R.W.-----Right-of-way  
 Riv.-----River  
 Rd. Xing.-----Road Crossing  
 Sec.-----Section  
 Sig.-----Signal  
 S.B.-----South Bound  
 Sp.-----Spiral Length (also Spl.)  
 S.M.-----South Main (also S.)  
 S.Sw.-----Spring Sw.  
 St.-----Street (also State)  
 Sta.-----Station  
 T.C.S.-----Traffic Control System  
 Trk.-----Track  
 U.P.-----Underpass  
 W.W.-----Westward  
 Yd.-----Yard  
 YL.-----Yard Limits

Add "s" to the above abbreviations when plural form are required.

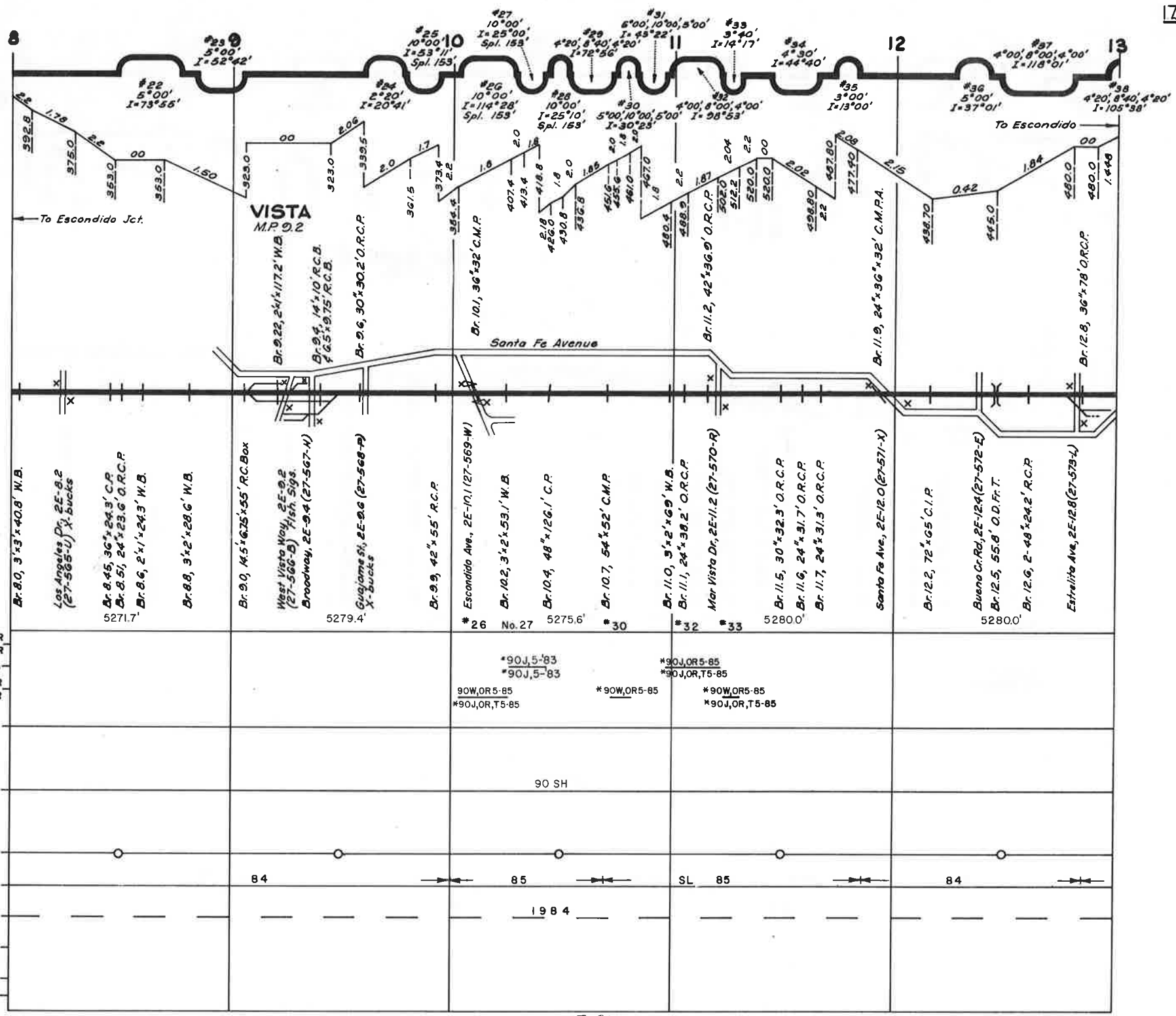


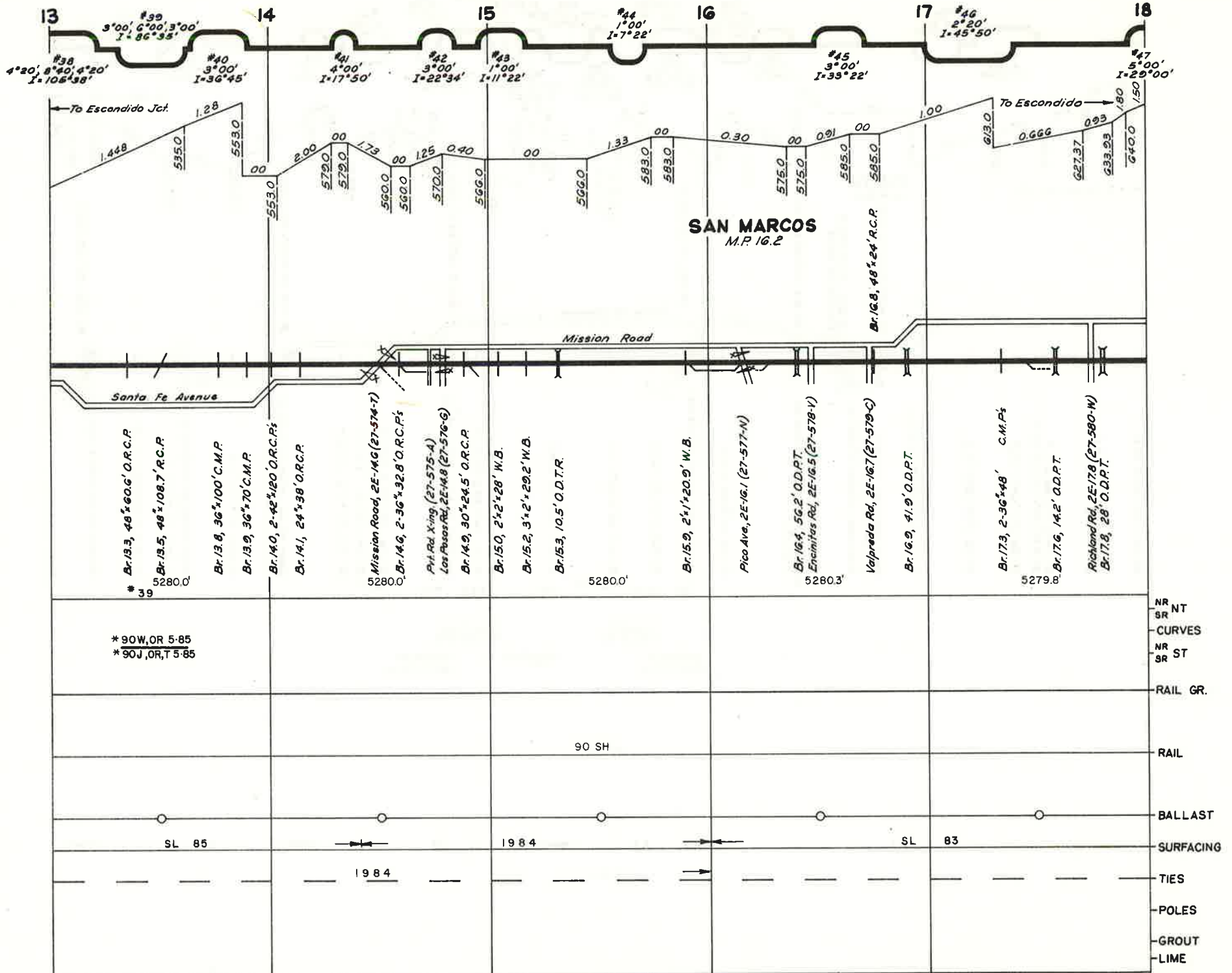




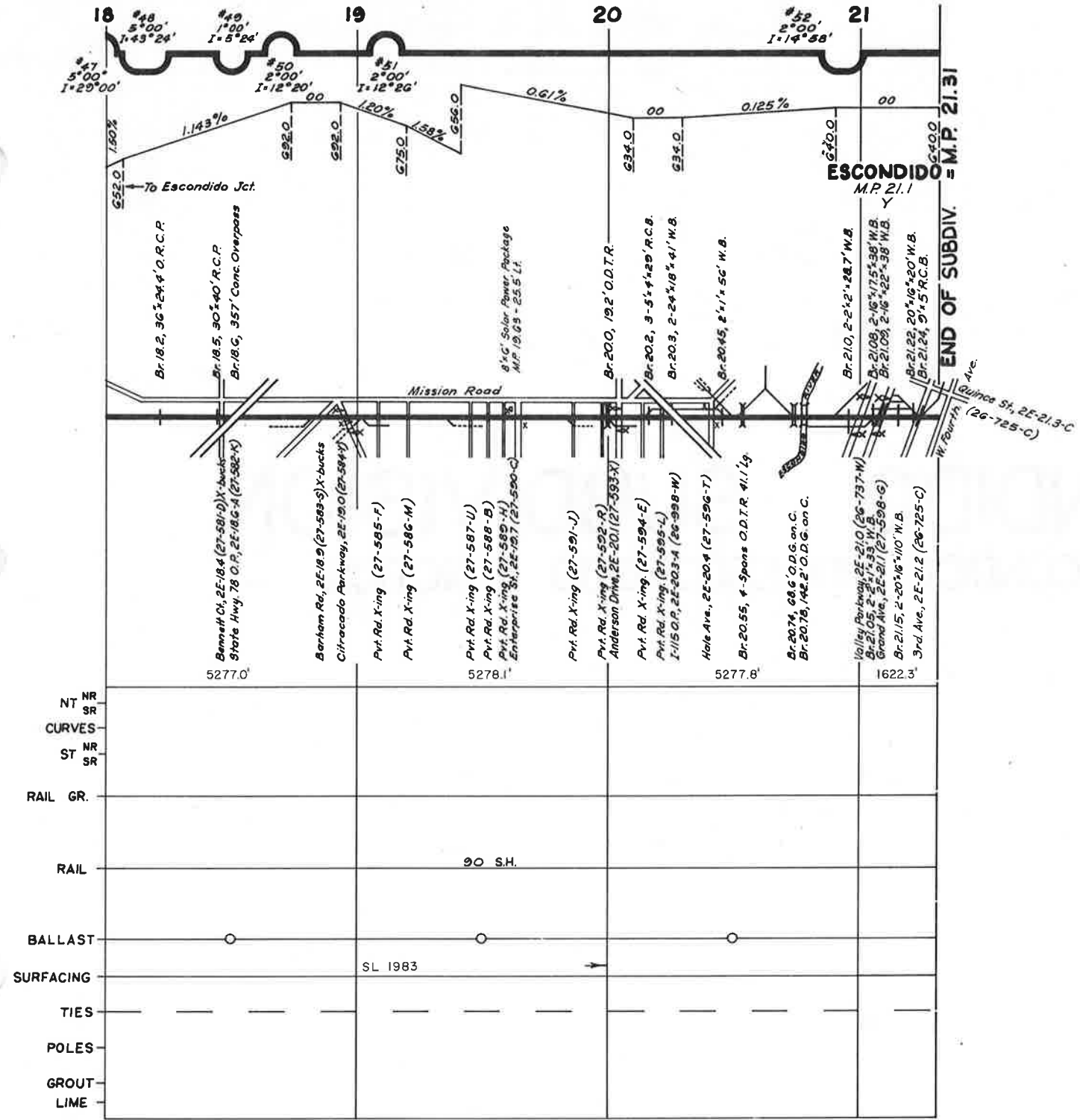
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BINDER NO. 10





REVISED 5-86

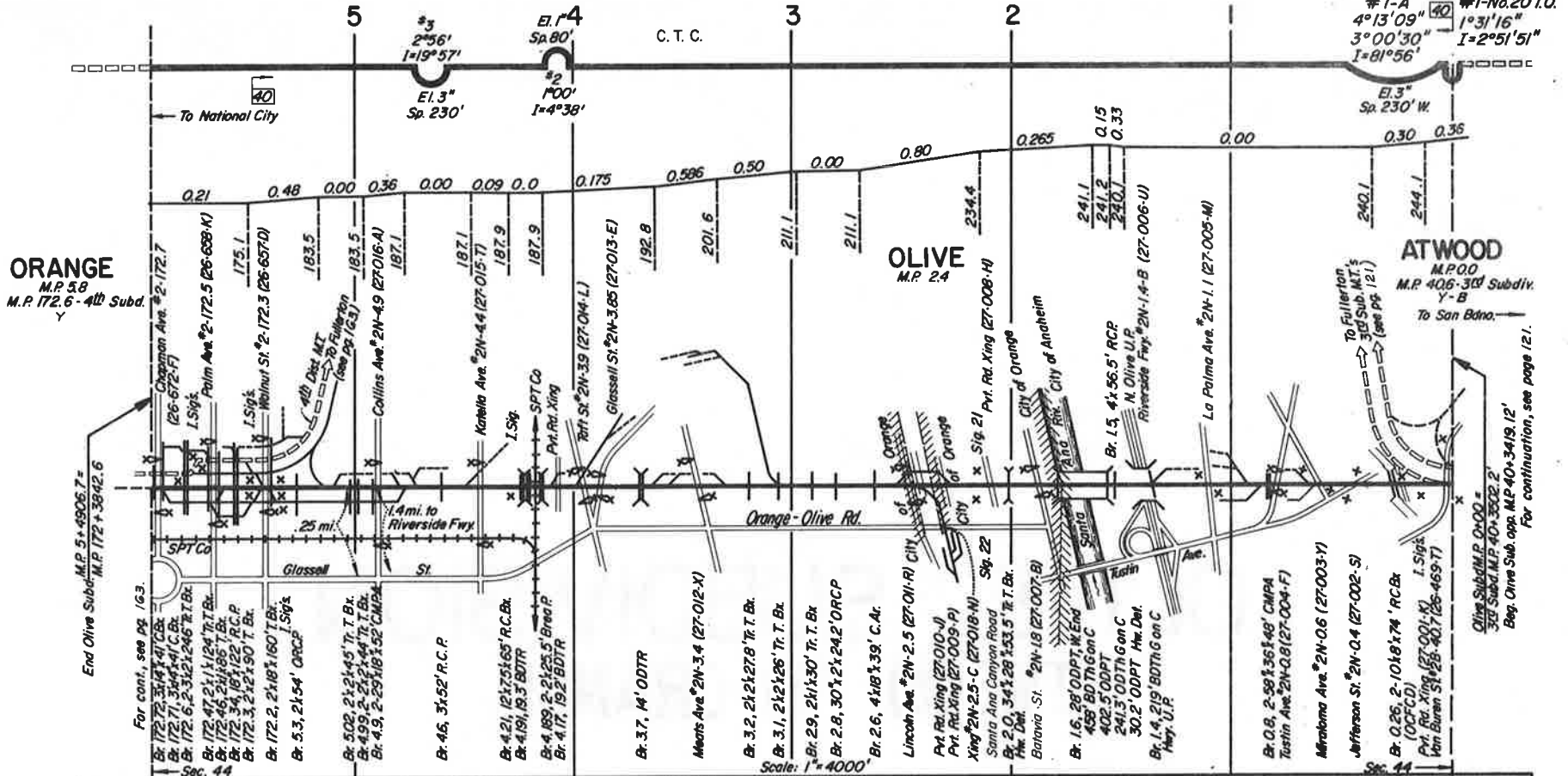


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REVISED 5-86

# ESCONDIDO SUBDIVISION

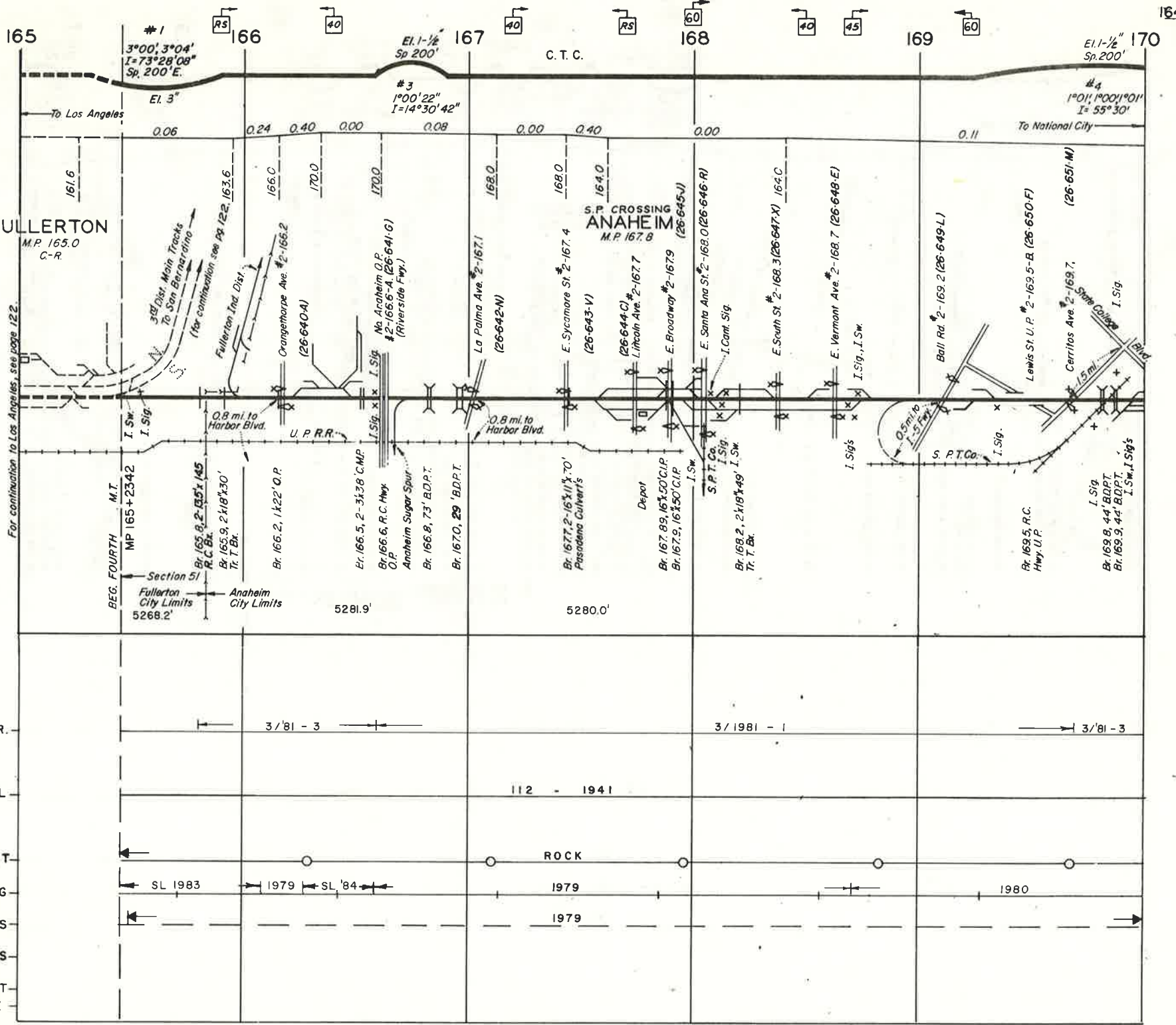
ESCONDIDO TO ESCONDIDO JUNCTION



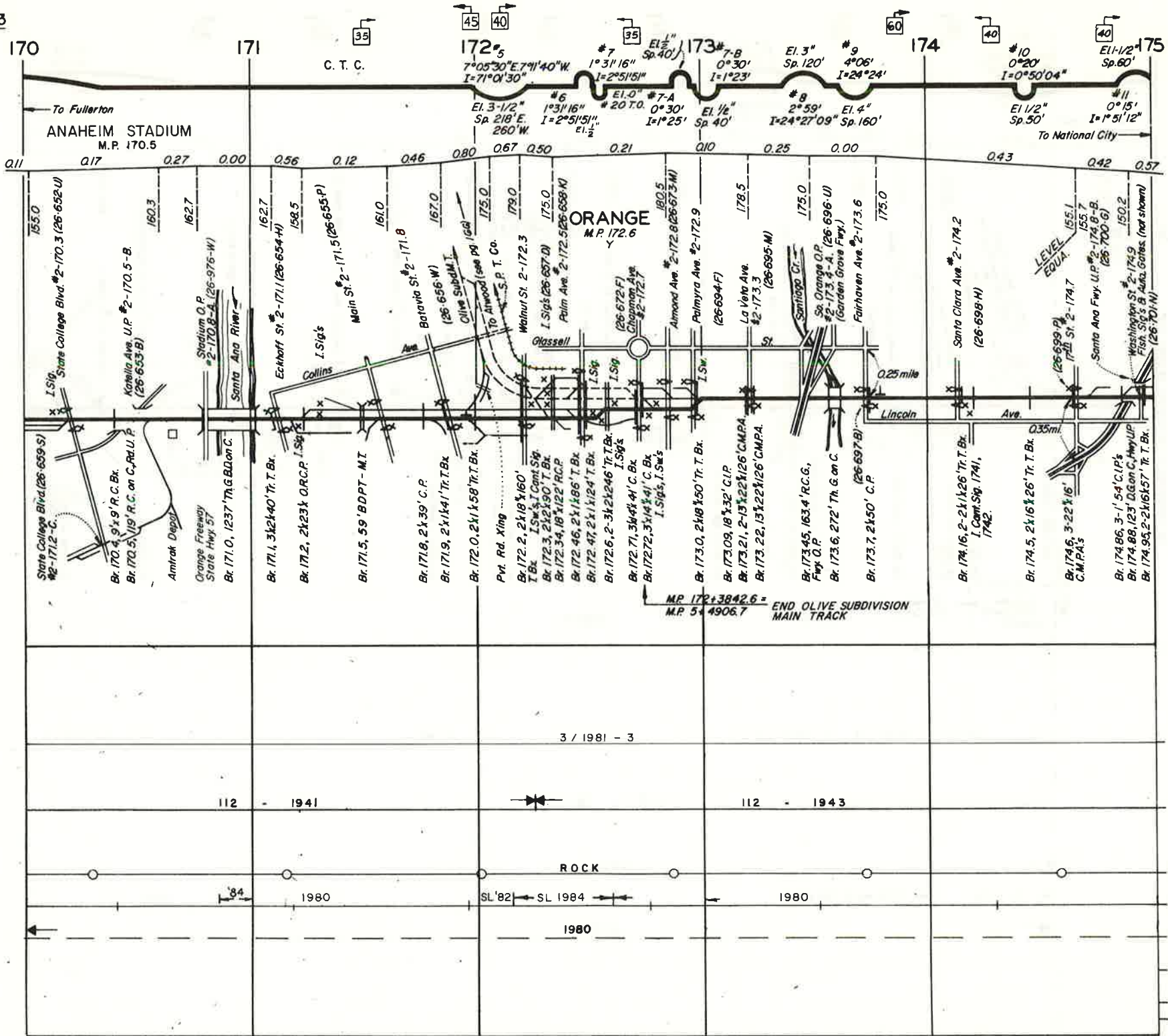
	5280.0'	5280.0'	5280.0'	5280.0'	5363.2'
CURVES					
RAIL GR					
RAIL		112 CWR (SH) 4-1963		112 (SH) +4167'	112 CWR (SH) 4-1963
BALLAST			GRAVEL		
SURFACING	SKIN LIFT 1965		SL 1984	SL 1965	SL '84
TIES		UTP 1962		84	
POLES					
GROUT					
LIME					

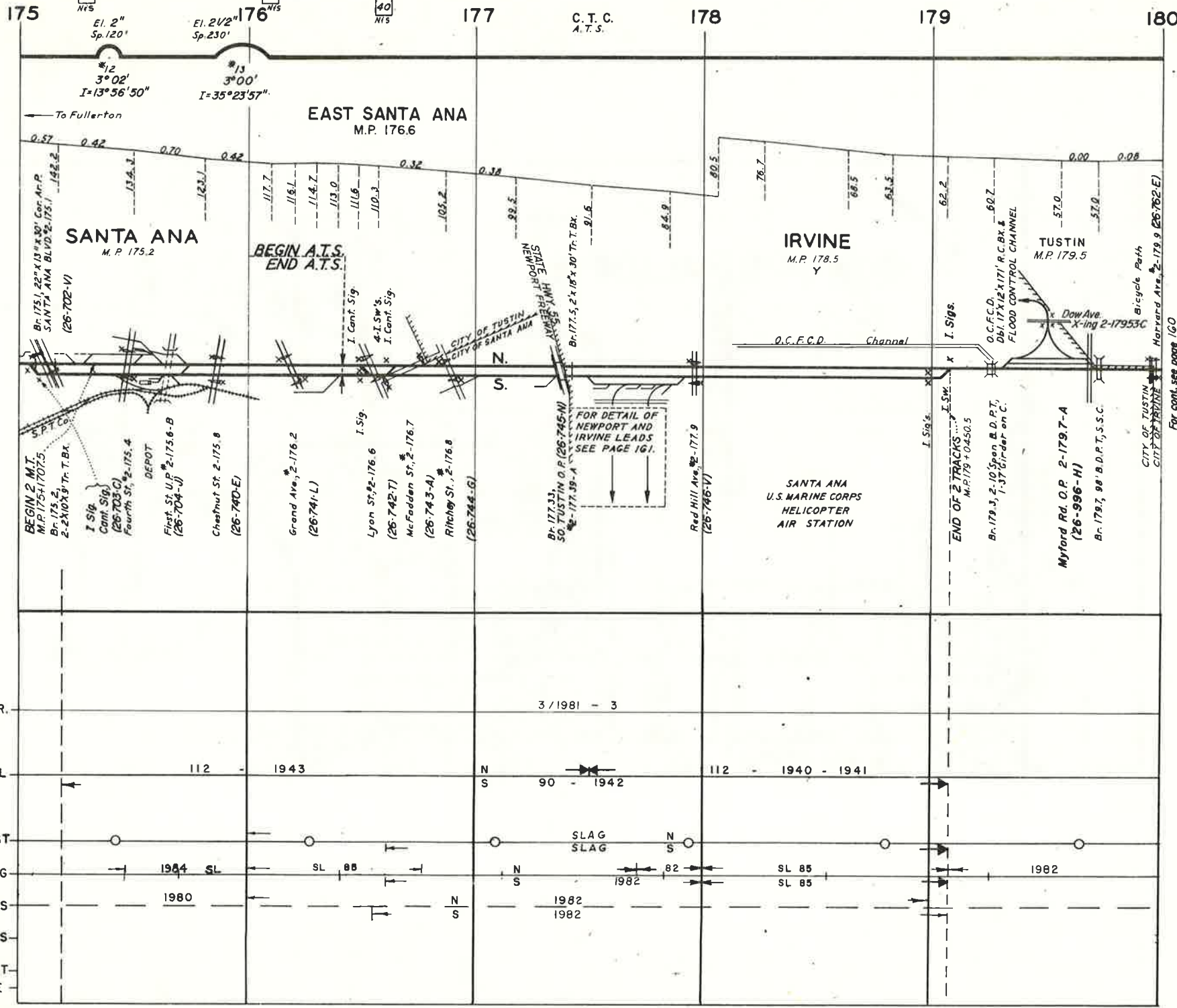
For continuation, see page 121.

**OLIVE SUBDIVISION  
ATWOOD TO ORANGE**









175

176

177

178

179

180

El. 2" Sp. 120'

El. 2 1/2" Sp. 230'

40 N/S

C. T. C. A. T. S.

EAST SANTA ANA M.P. 176.6

SANTA ANA M.P. 175.2

IRVINE M.P. 178.5

TUSTIN M.P. 179.5

SANTA ANA U.S. MARINE CORPS HELICOPTER AIR STATION

Myford Rd. O.P. 2-179.7-A (26-996-H)

3° 02' I=13° 56' 50"

3° 00' I=35° 23' 57"

To Fullerton

BEGIN A.T.S. END A.T.S.

FOR DETAIL OF NEWPORT AND IRVINE LEADS SEE PAGE 161.

For cont. see page 160

RAIL GR.

3/1981 - 3

RAIL

112 - 1943

N 90 - 1942 S

112 - 1940 - 1941

BALLAST

SLAG SLAG

SURFACING

1984 SL

SL 88

1982

SL 85

1982

TIES

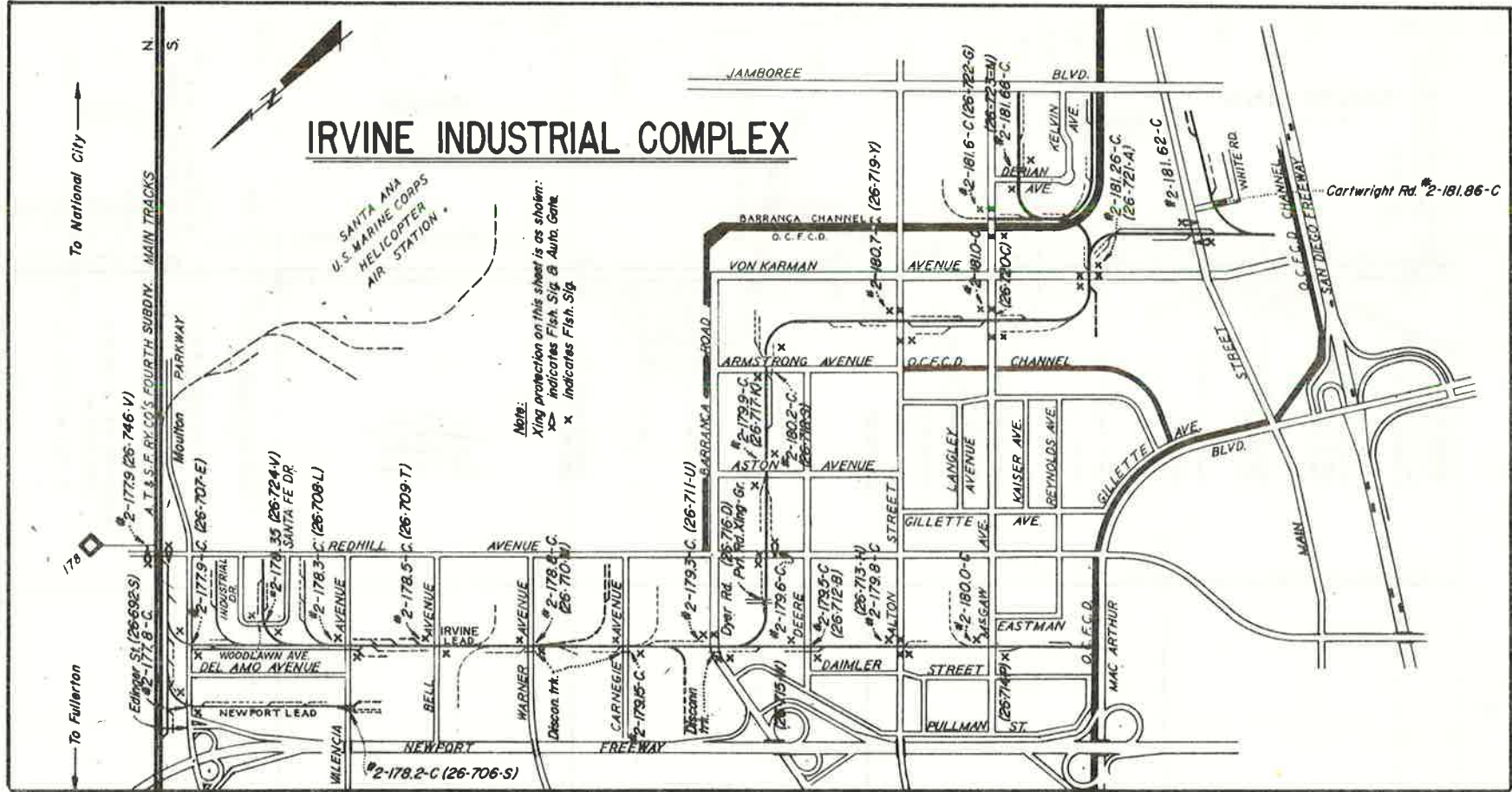
1980

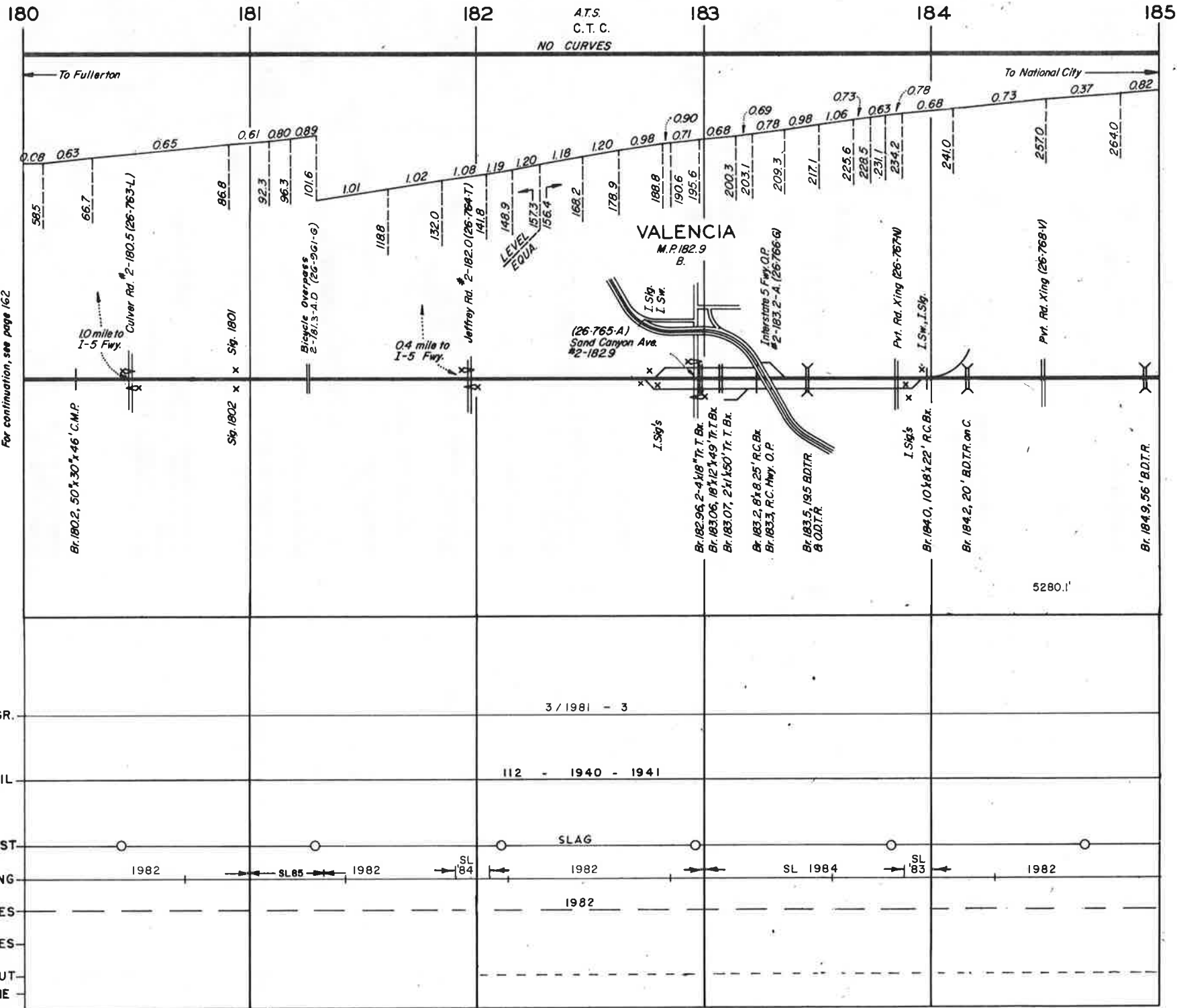
1982

POLES

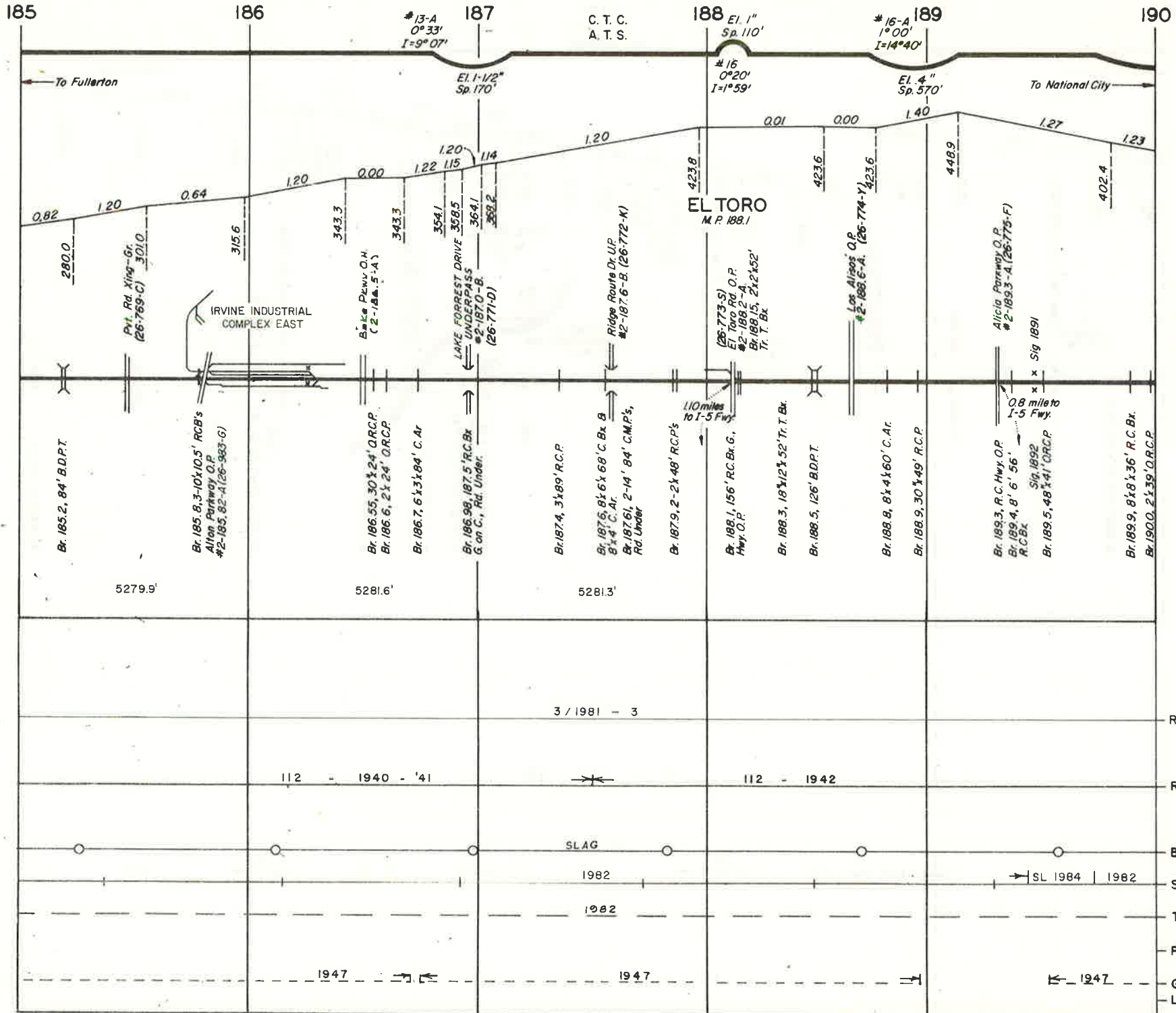
GROUT

LIME

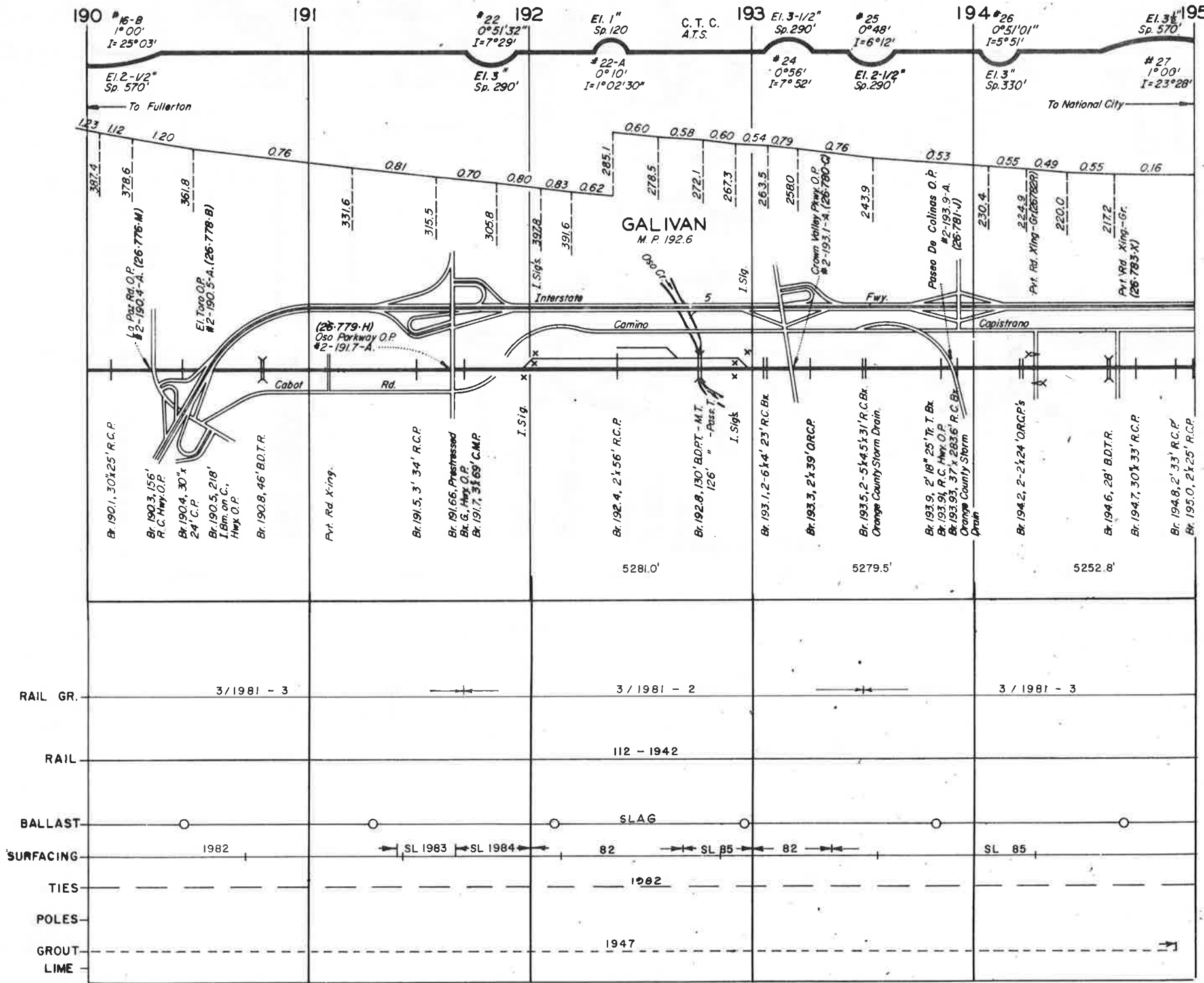


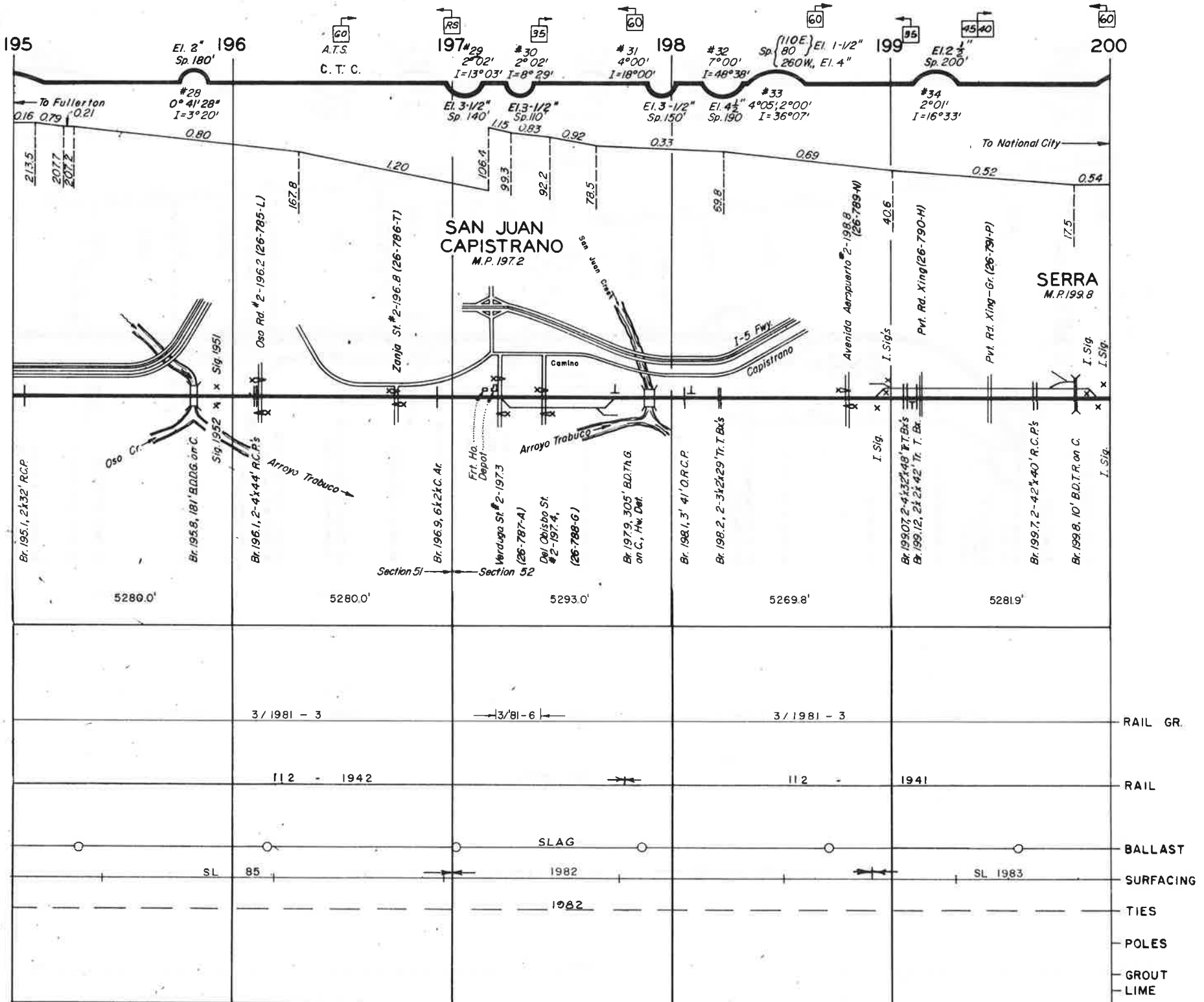


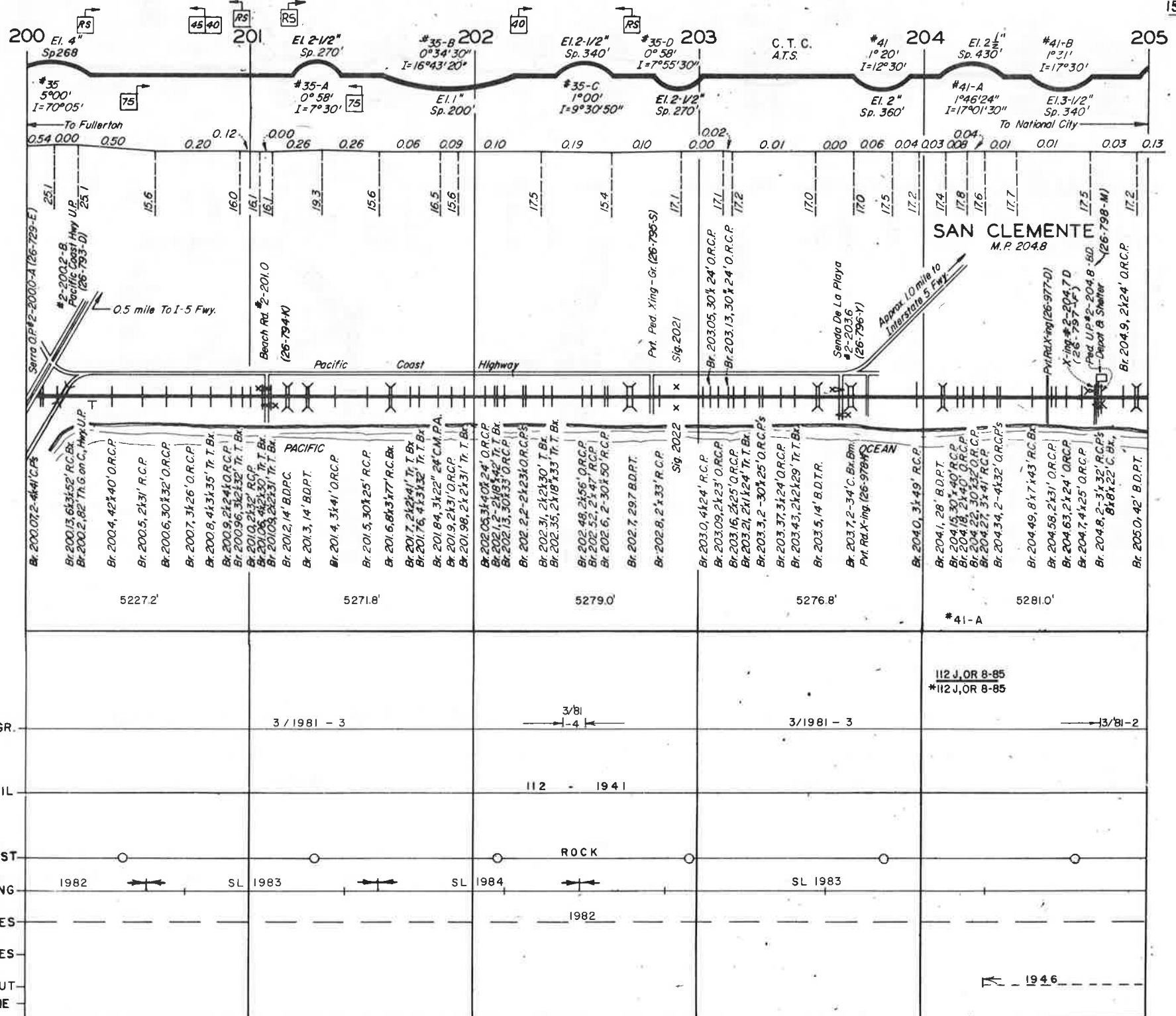
For continuation, see page 162



REVISED 5-86





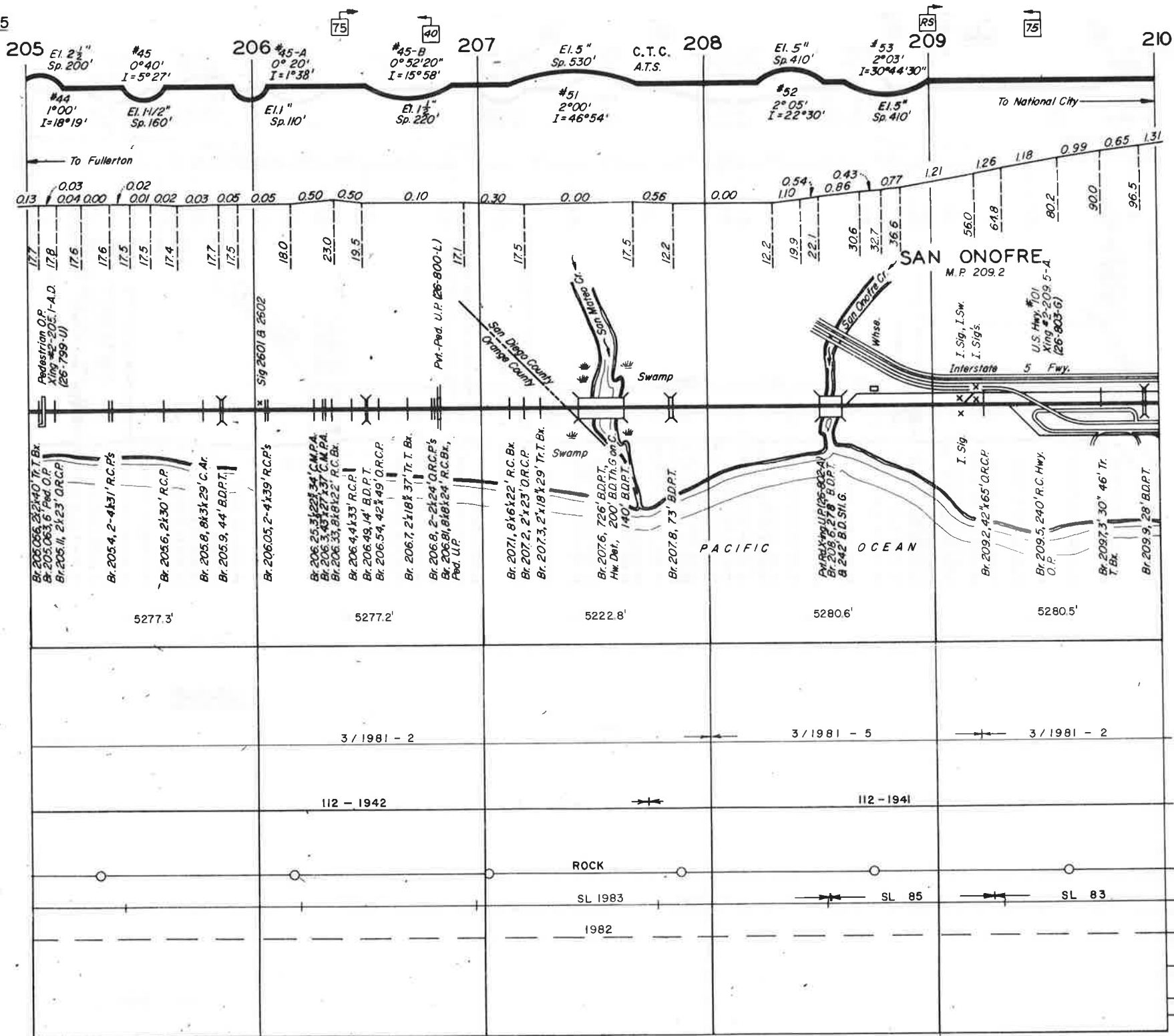


**SAN CLEMENTE**  
M.P. 204.8

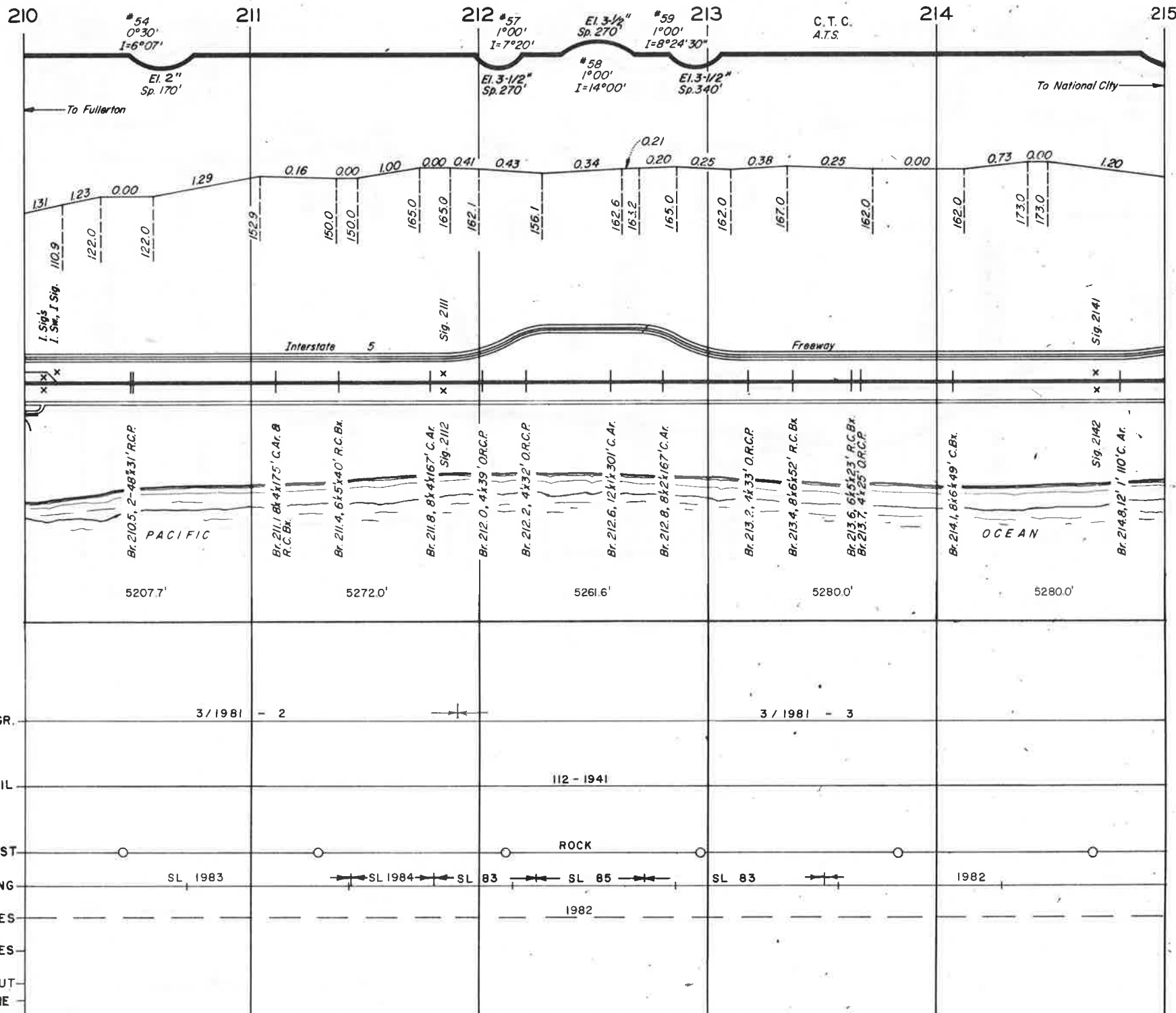
\*41-A  
112 J, OR 8-85  
\*112 J, OR 8-85

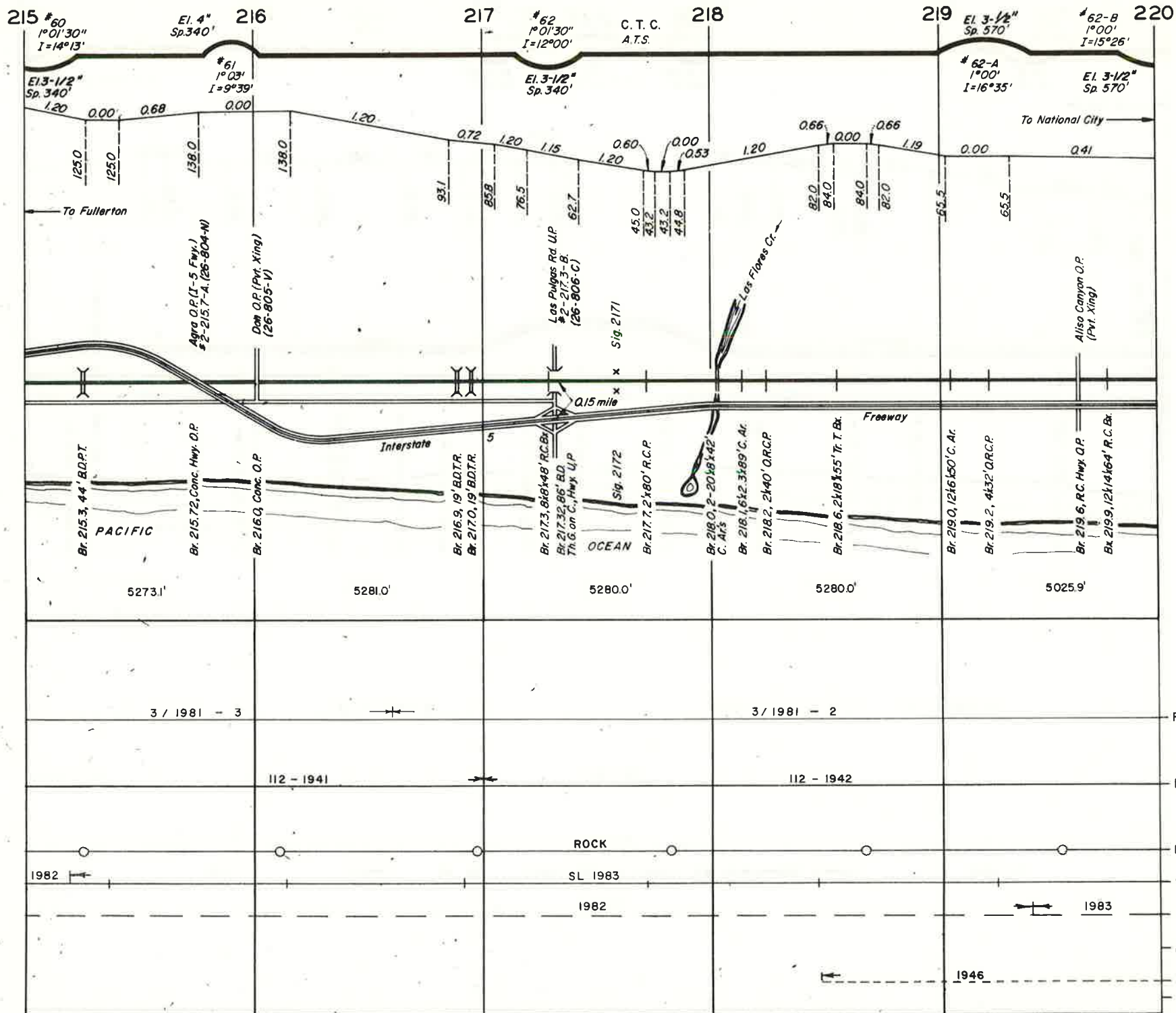
RAIL GR.		3 / 1981 - 3		3 / 1981 - 3		13 / 81 - 2
RAIL			112 - 1941			
BALLAST			ROCK			
SURFACING	1982	SL 1983	SL 1984		SL 1983	
TIES			1982			
POLES						
GROUT						1946
LIME						

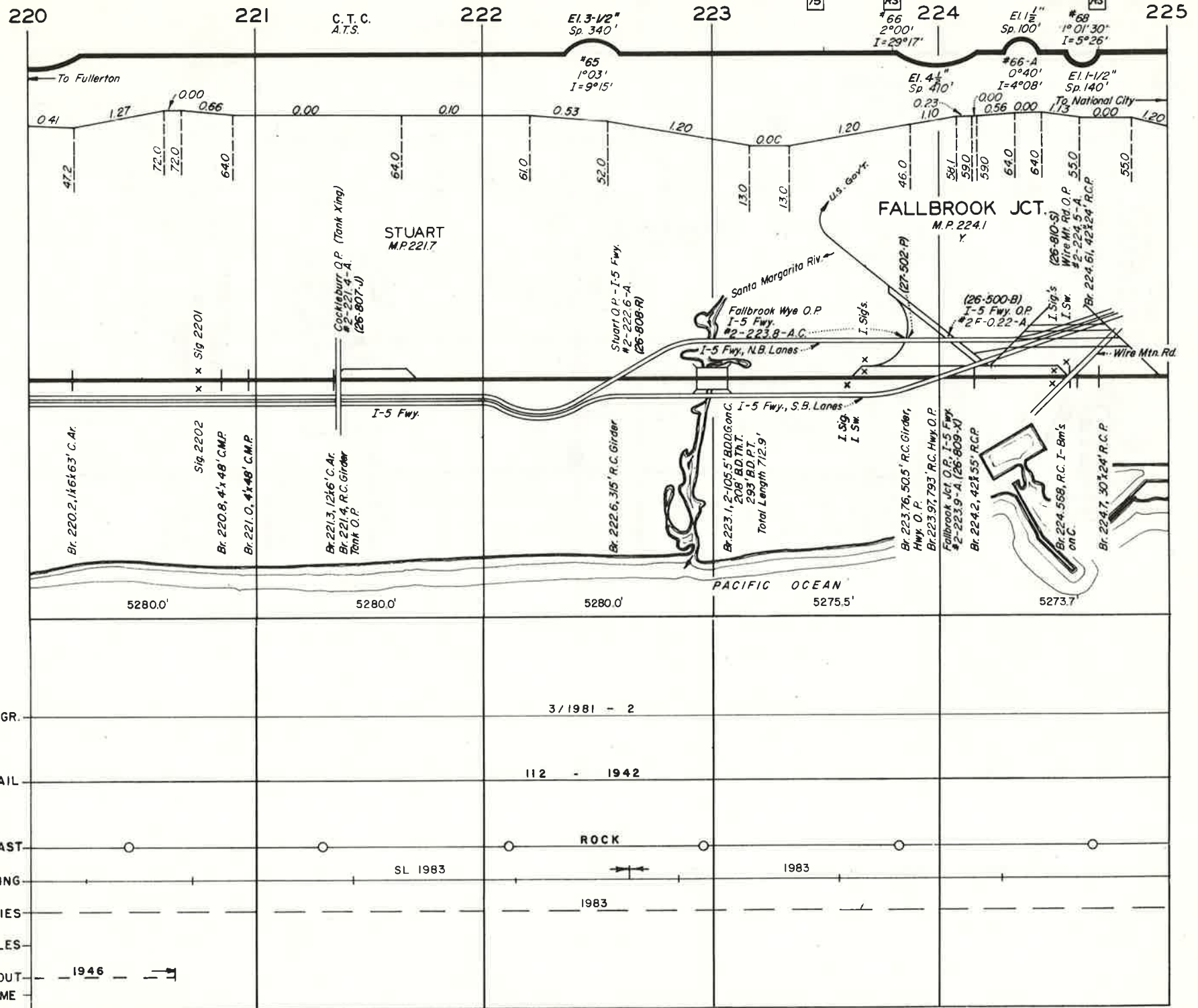


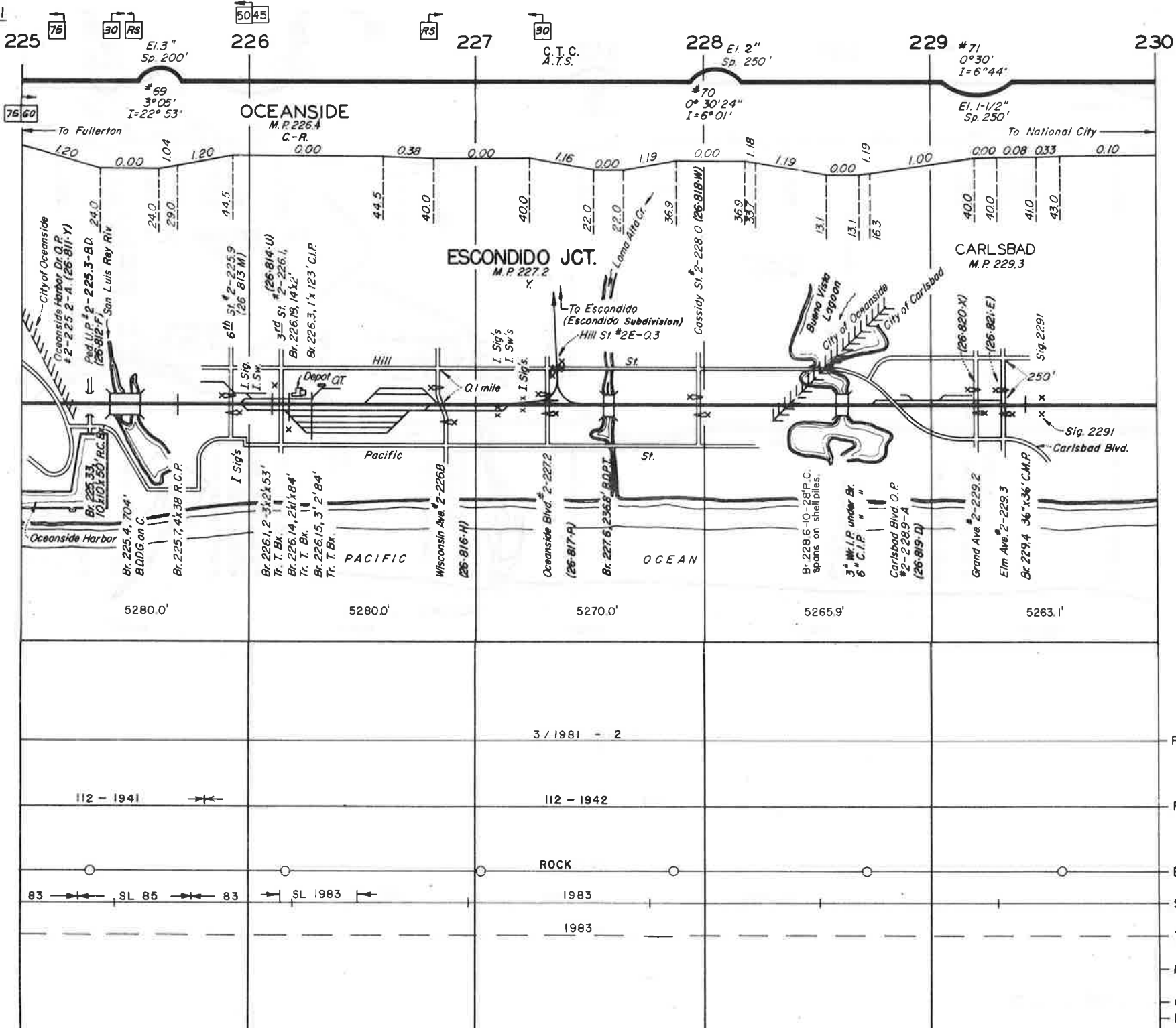


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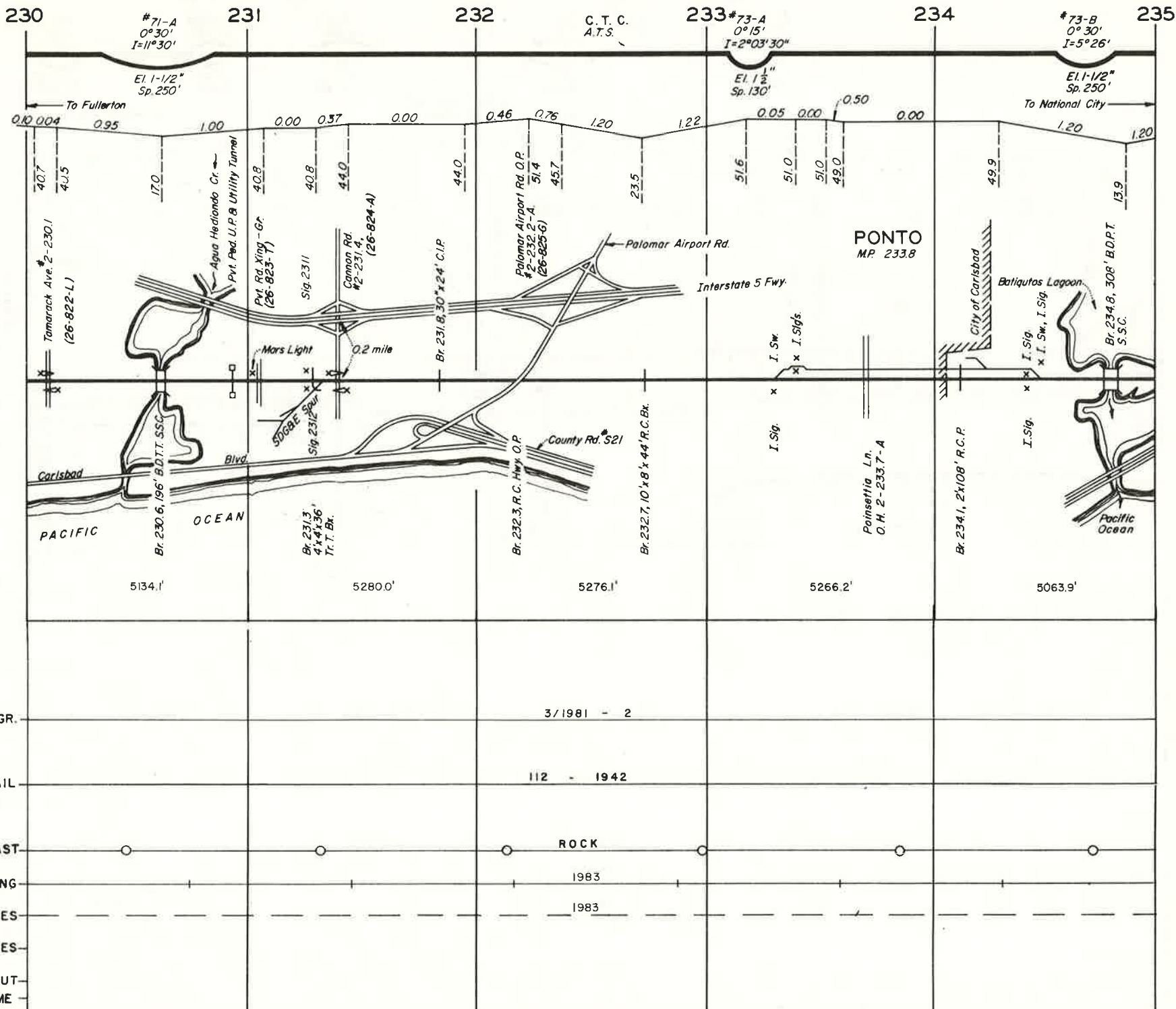








REVISED 5-86



235

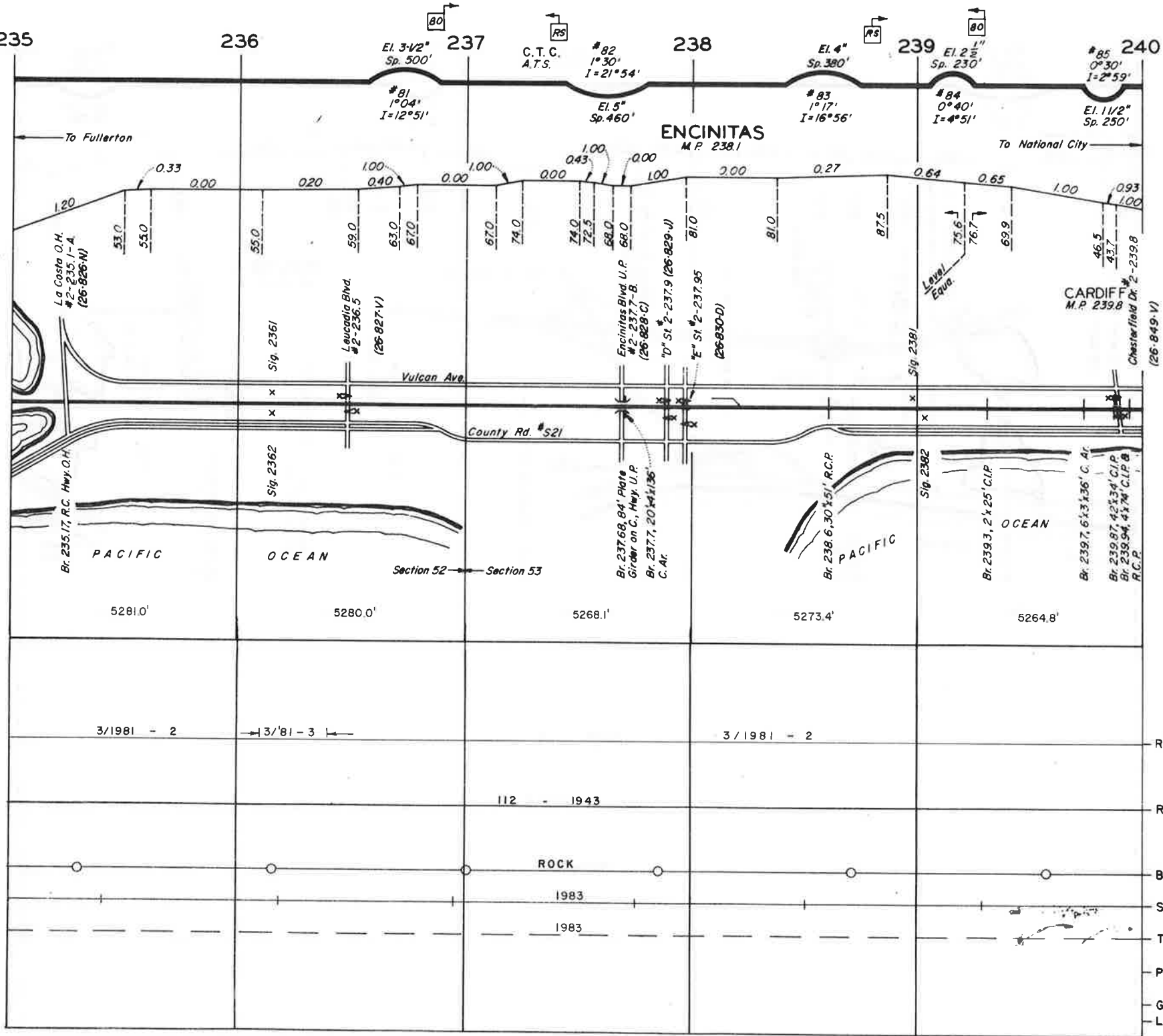
236

237

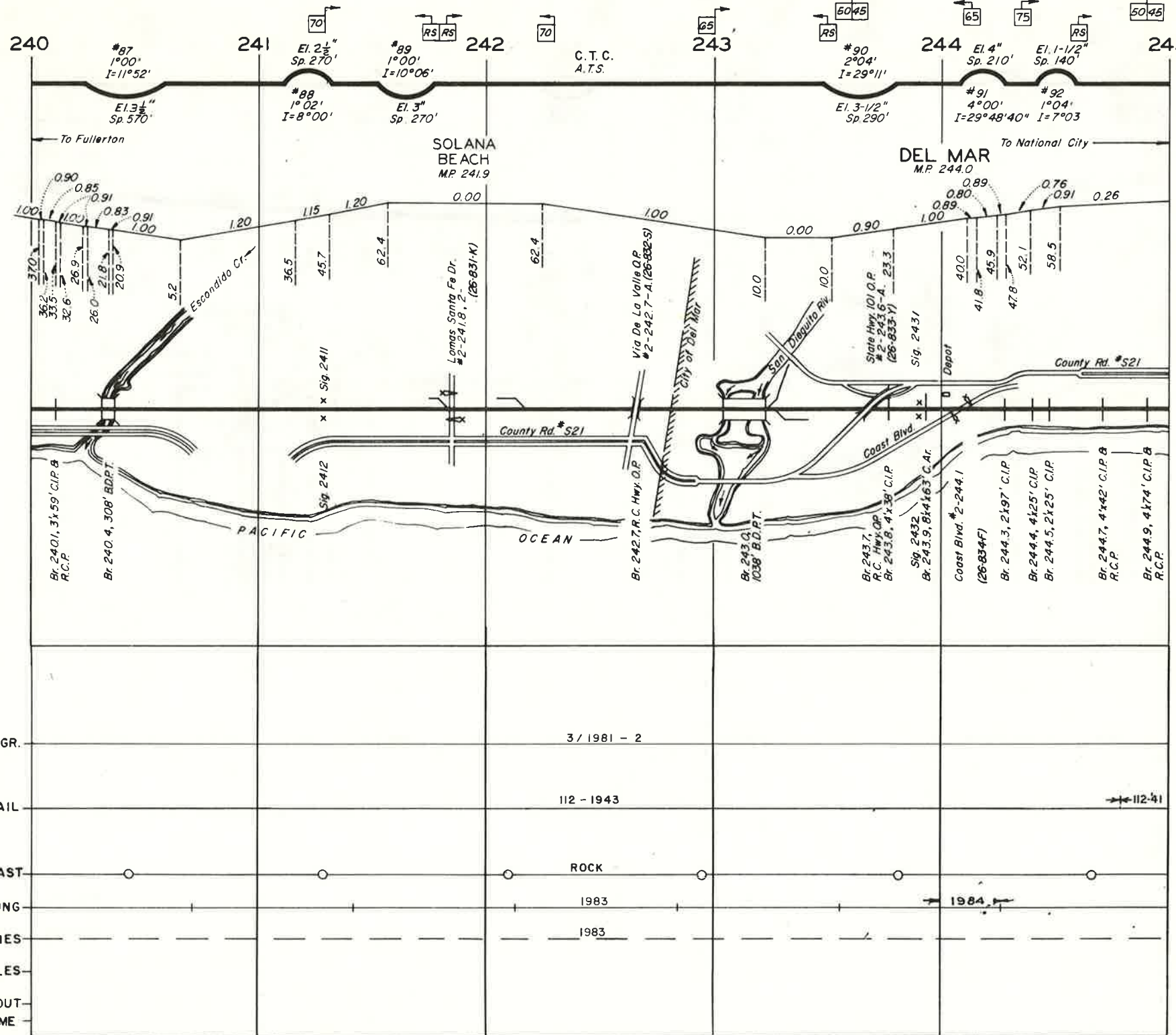
238

239

240



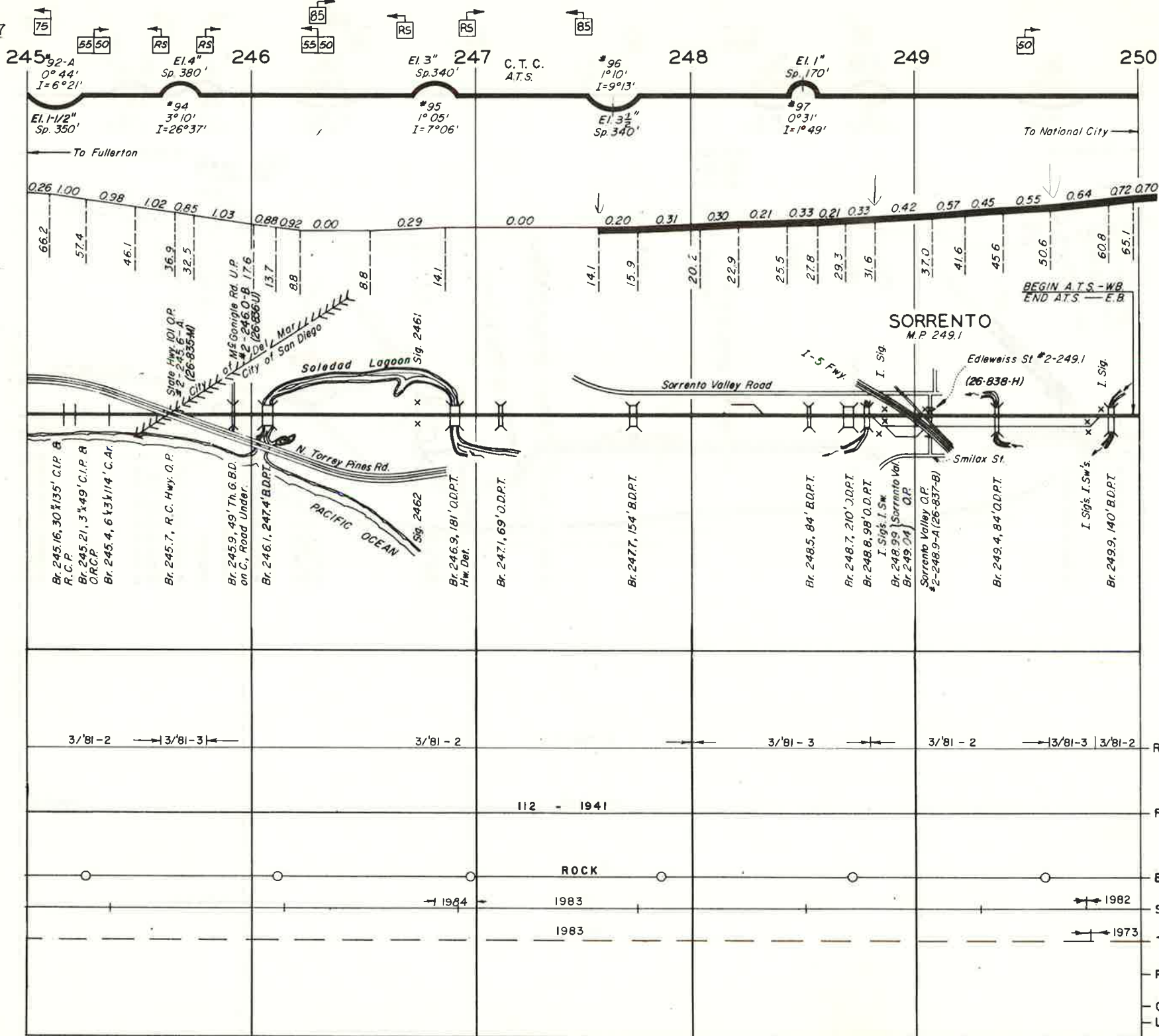
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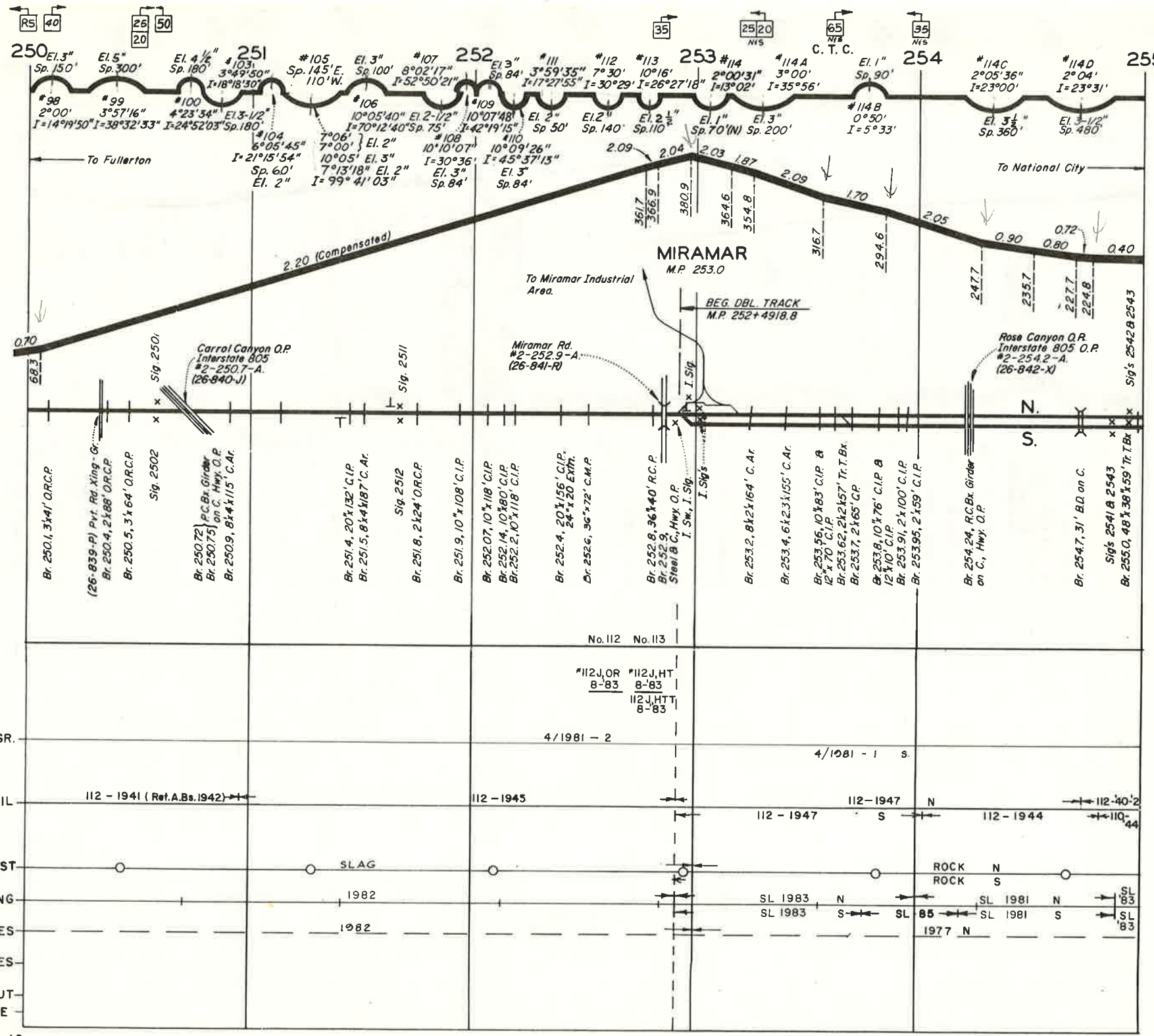


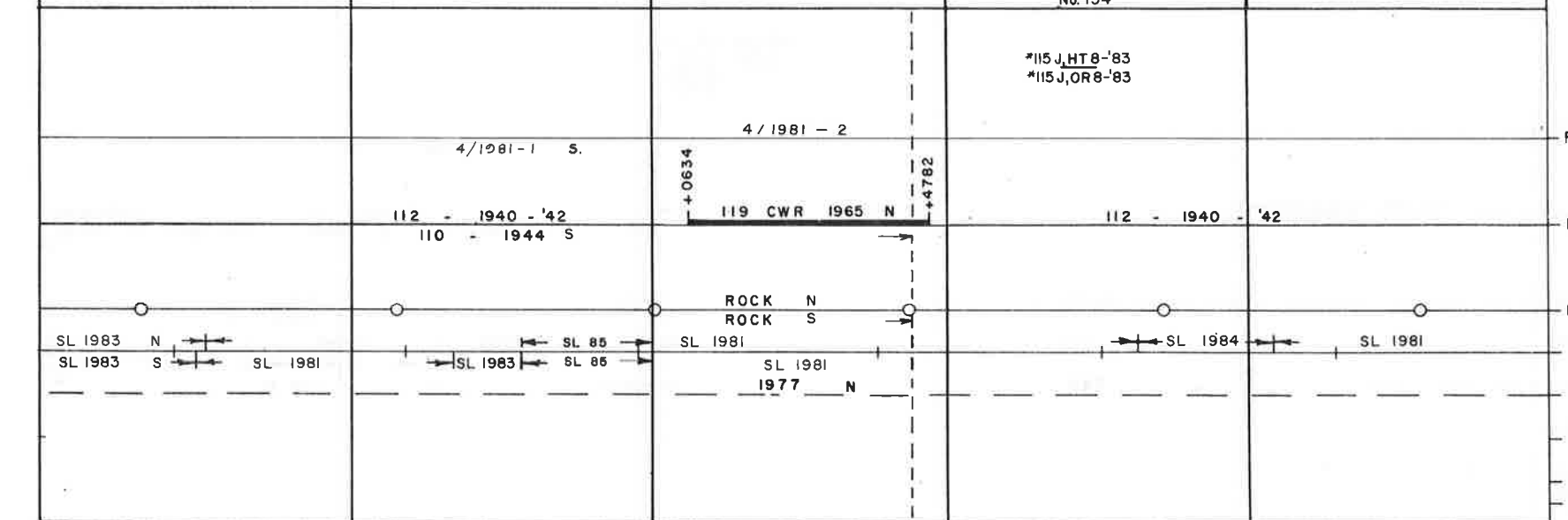
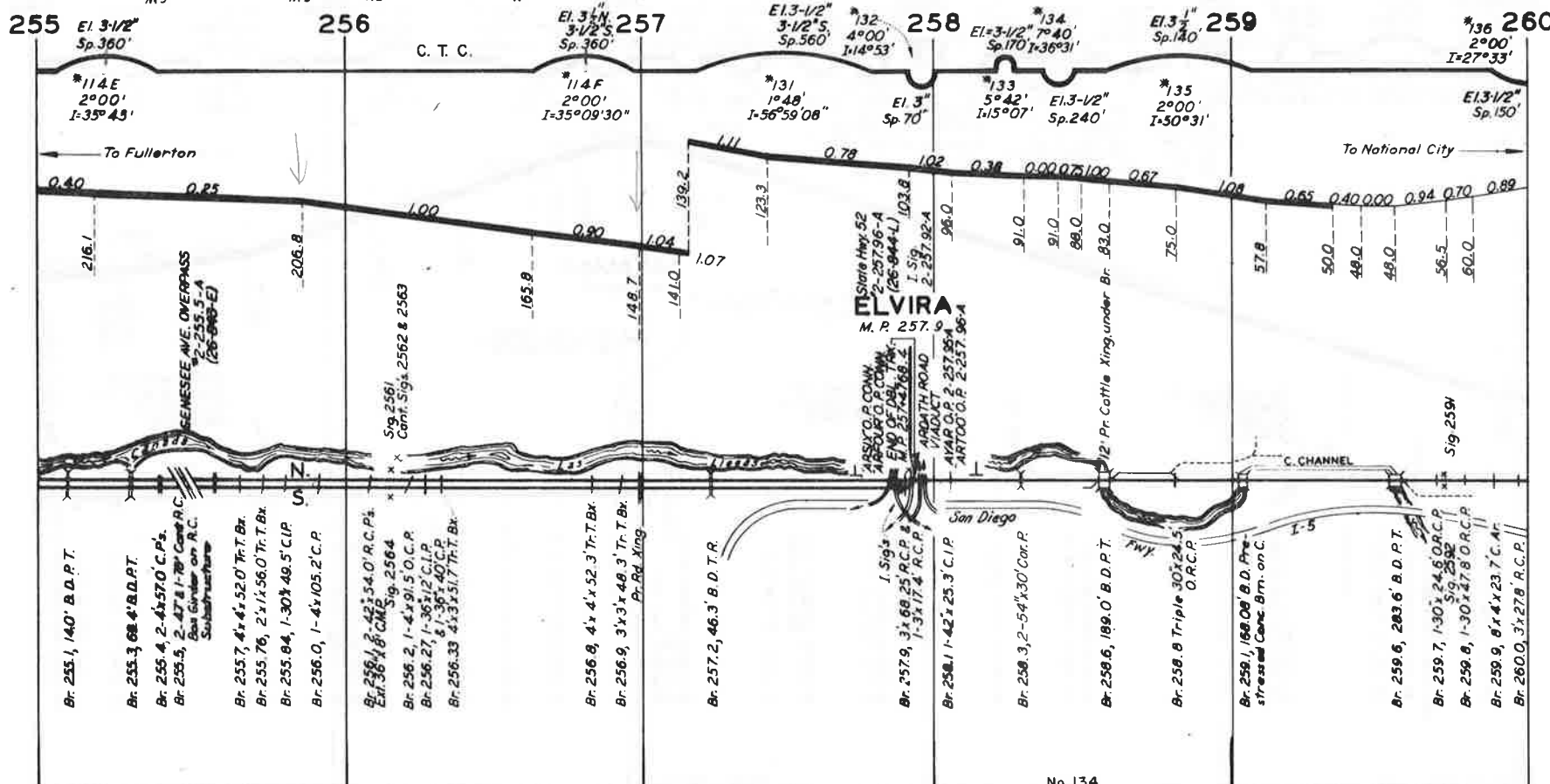
RAIL GR.  
RAIL  
BALLAST  
SURFACING  
TIES  
POLES  
GROUT  
LIME

3 / 1981 - 2  
112 - 1943  
ROCK  
1983  
1983  
1984  
112-41



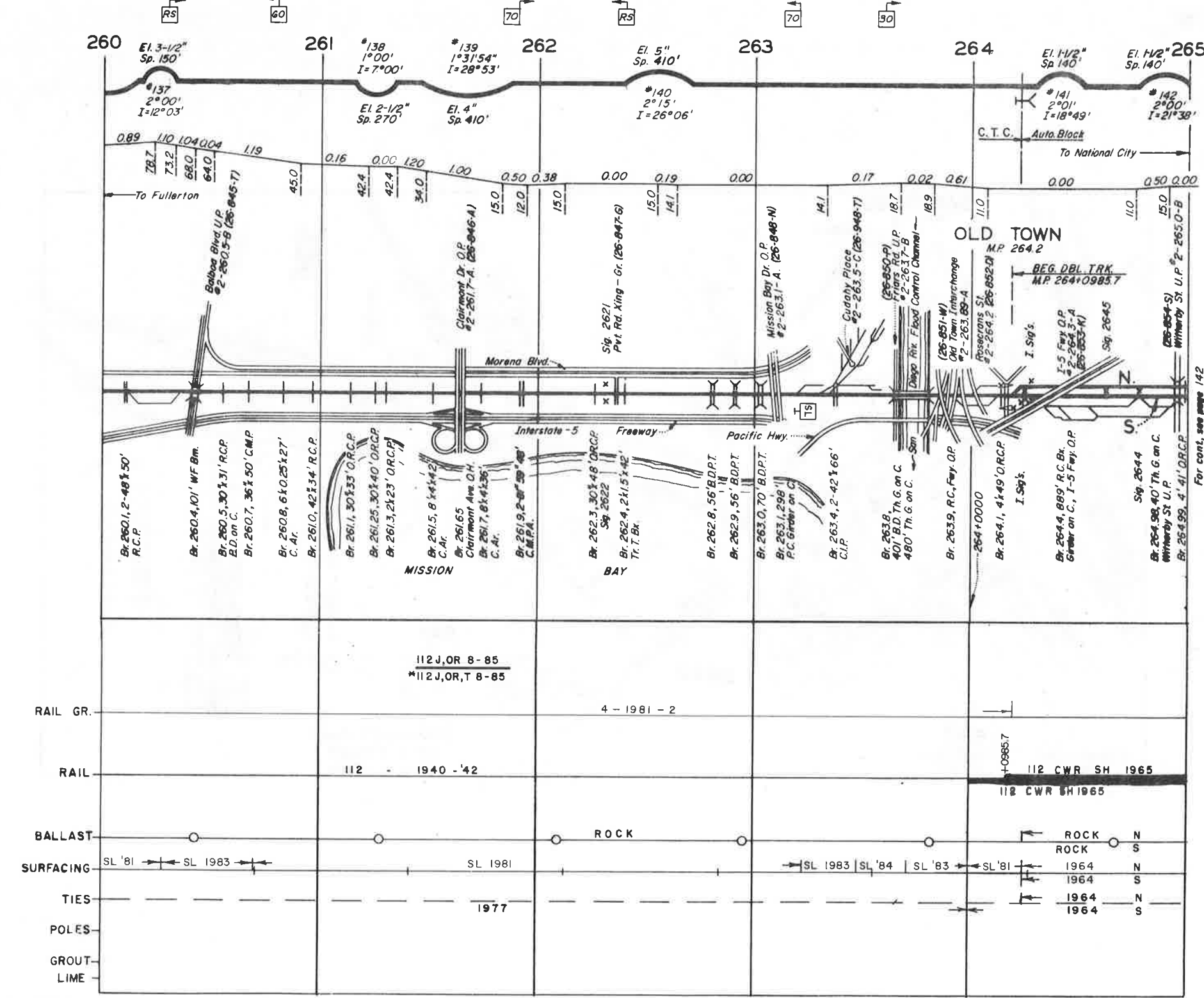






BR: 255.1, 140' B.D.P.T.  
 BR: 255.3, 68.4' B.D.P.T.  
 BR: 255.4, 2-4x570' C.P.s.  
 BR: 255.5, 2-47 & 1-78' Cor.R.C.  
 BR: 255.7, 4x4x520' Tr.T.Br.  
 BR: 255.76, 2x1x56.0' Tr.T.Br.  
 BR: 255.84, 1-30x49.5' C.I.P.  
 BR: 256.0, 1-4x105.2' C.P.R.  
 BR: 256.1, 2-42x54.0' R.C.P.s.  
 BR: 256.2, 1-4x91.5' O.C.R.  
 BR: 256.27, 1-36x12' C.I.P.  
 BR: 256.33, 4x3x51.7' Tr.T.Br.  
 BR: 256.4, 4x4x52.3' Tr.T.Br.  
 BR: 256.9, 3x3x48.3' Tr.T.Br.  
 BR: 257.2, 46.3' B.D.T.R.  
 BR: 257.9, 3x68.25' R.C.P. & 1-3x17.4' R.C.P.  
 BR: 258.1, 1-42x25.3' C.I.P.  
 BR: 258.3, 2-54x30' Cor.P.  
 BR: 258.6, 189.0' B.D.P.T.  
 BR: 258.8, Triple 30x24.5' O.C.R.P.  
 BR: 259.1, 188.08' B.D.P.P.  
 BR: 259.5, 283.6' B.D.P.T.  
 BR: 259.7, 1-30x24.5' O.C.P.  
 BR: 259.8, 1-30x47.8' O.C.P.  
 BR: 259.9, 8x4x23.7' C.Br.  
 BR: 260.0, 3x27.8' R.C.P.

REVISED 5-86



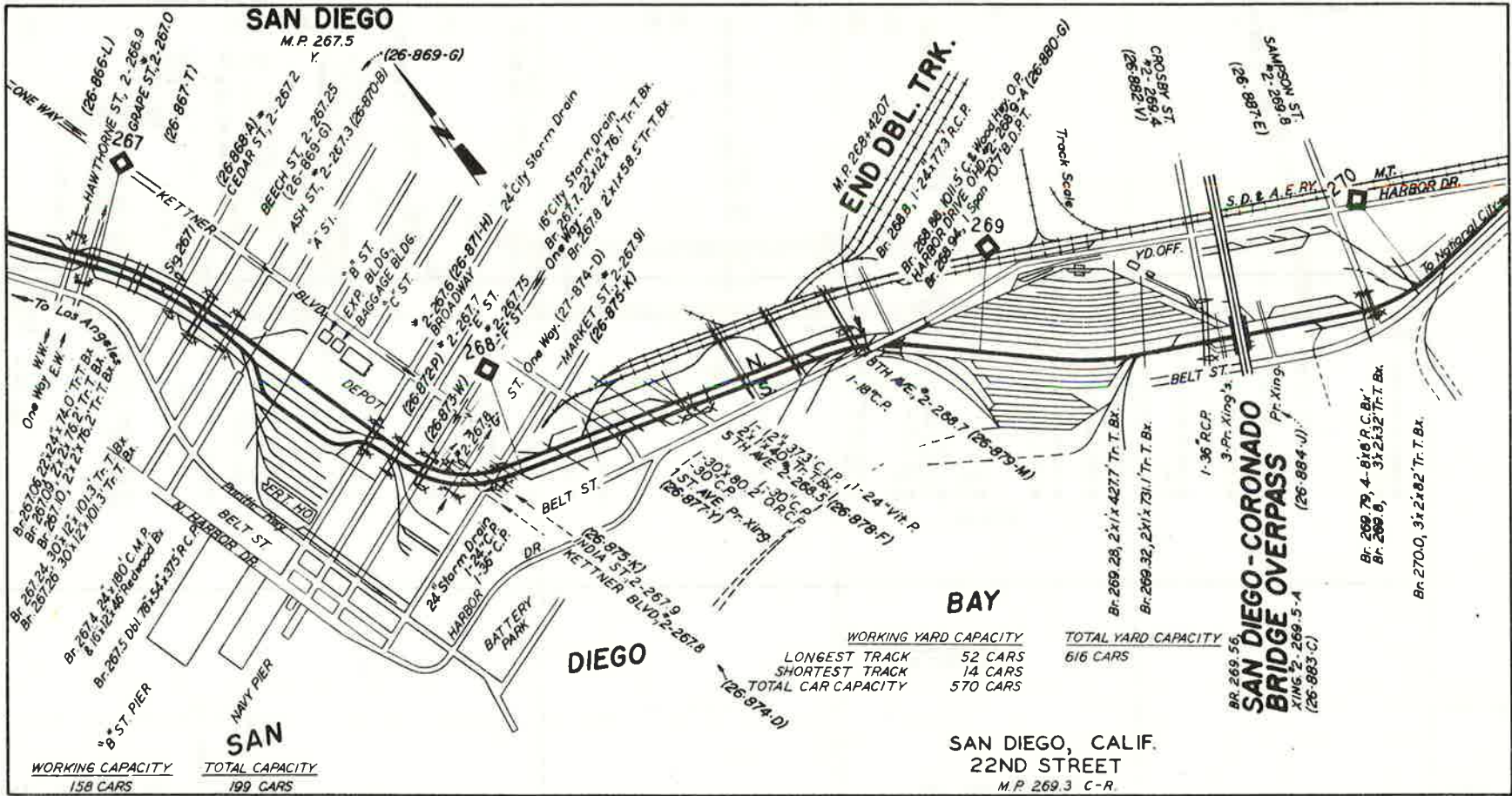
112 J, OR 8-85  
\*112 J, OR, T 8-85

4-1981-2

112 1940-42

+0985.7  
112 CWR SH 1965  
112 CWR SH 1965

RAIL GR.				
RAIL				
BALLAST			ROCK	
SURFACING	SL '81	SL 1983	SL 1981	SL 1983   SL '84   SL '83
TIES			1977	
POLES				
GROUT LIME				



265

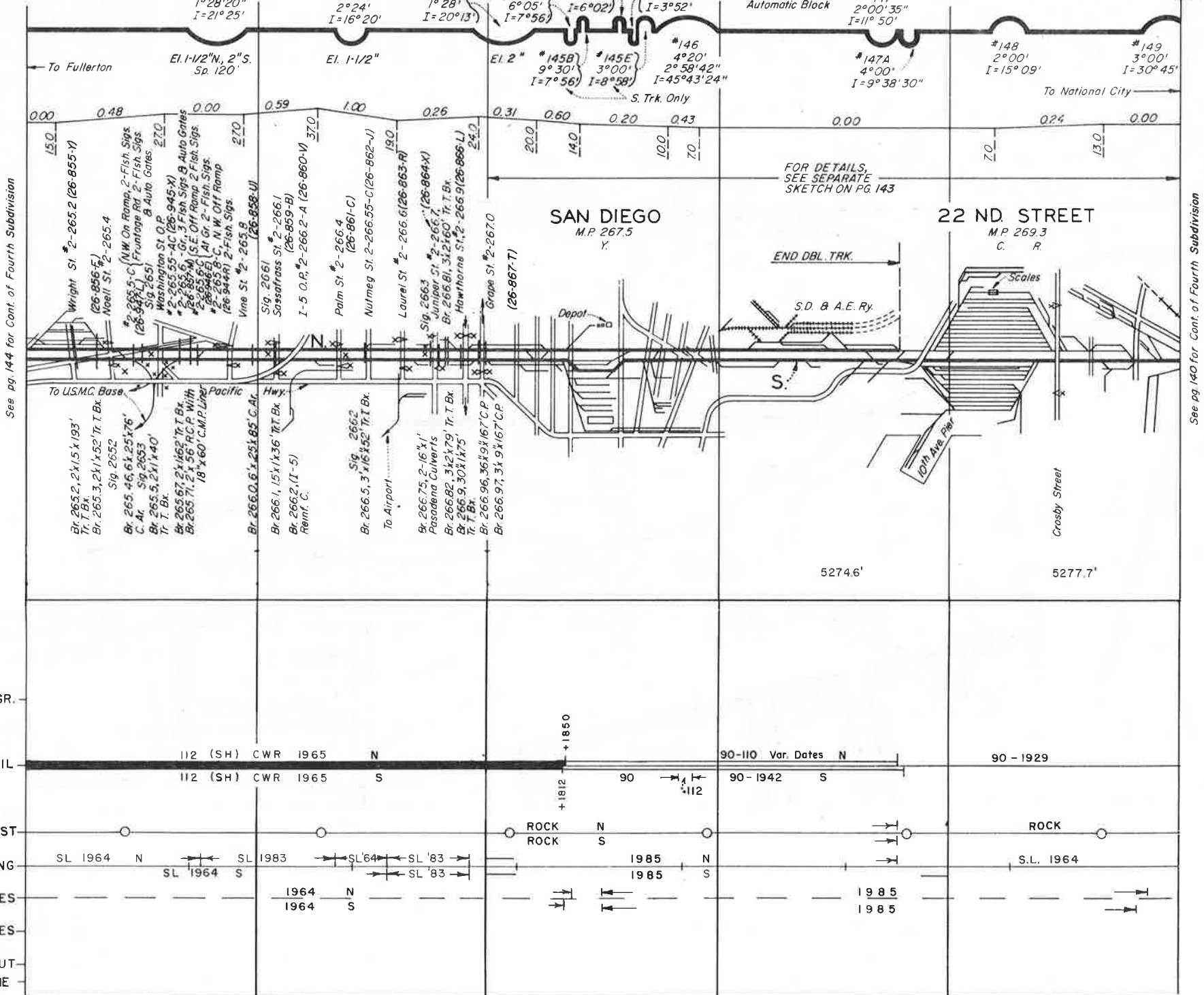
266

267

268

269

270



See pg. 144 for Cont. of Fourth Subdivision

See pg. 140 for Cont. of Fourth Subdivision

RAIL GR.

RAIL 112 (SH) CWR 1965 N

RAIL 112 (SH) CWR 1965 S

BALLAST

SURFACING SL 1964 N

SURFACING SL 1964 S

TIES 1964 N

TIES 1964 S

POLES

GROUT

LIME

+1850

+1812

90-110 Var. Dates N

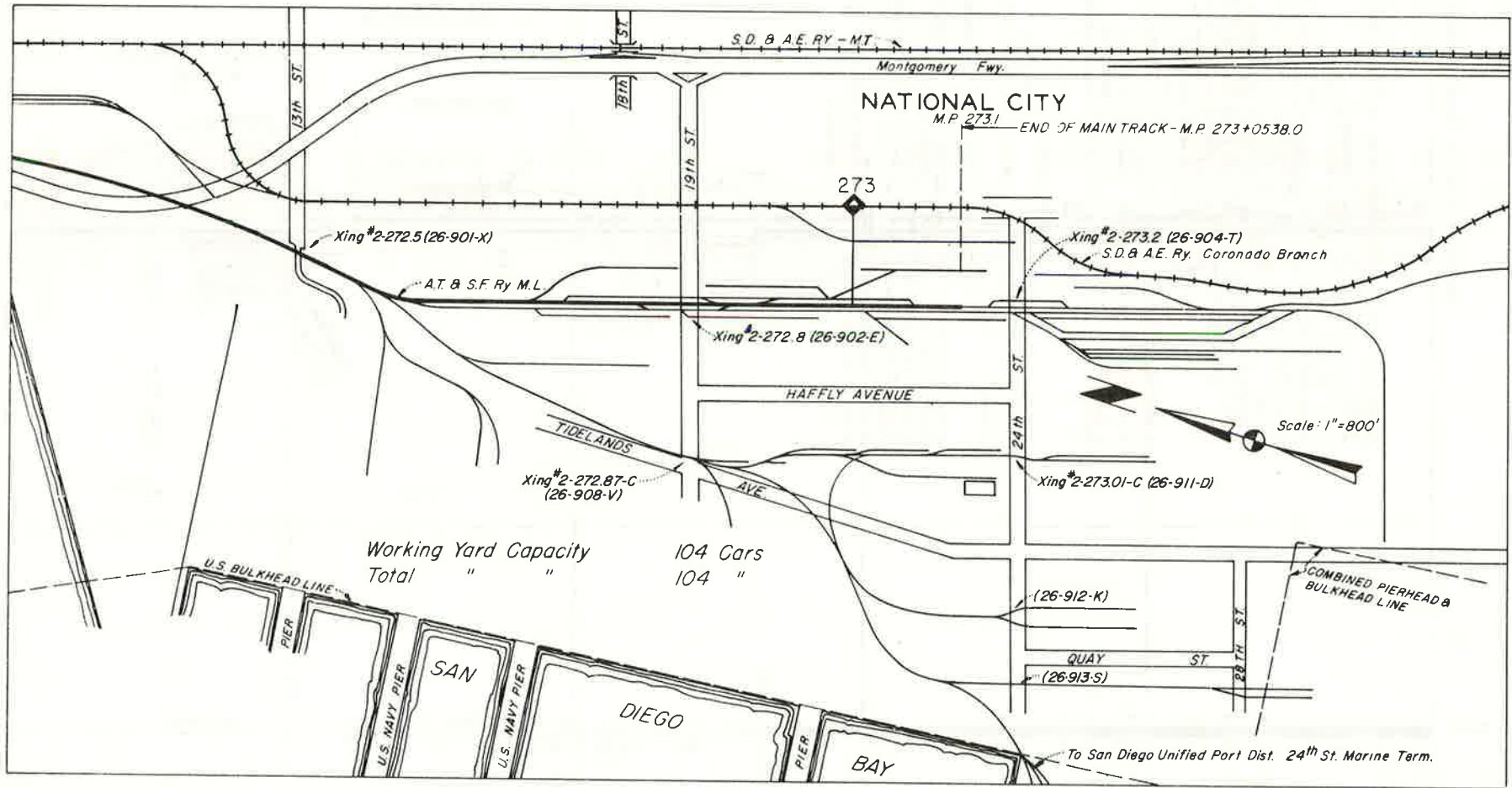
90-1942 S

90-1929

5274.6'

5277.7'

REVISED 5-6



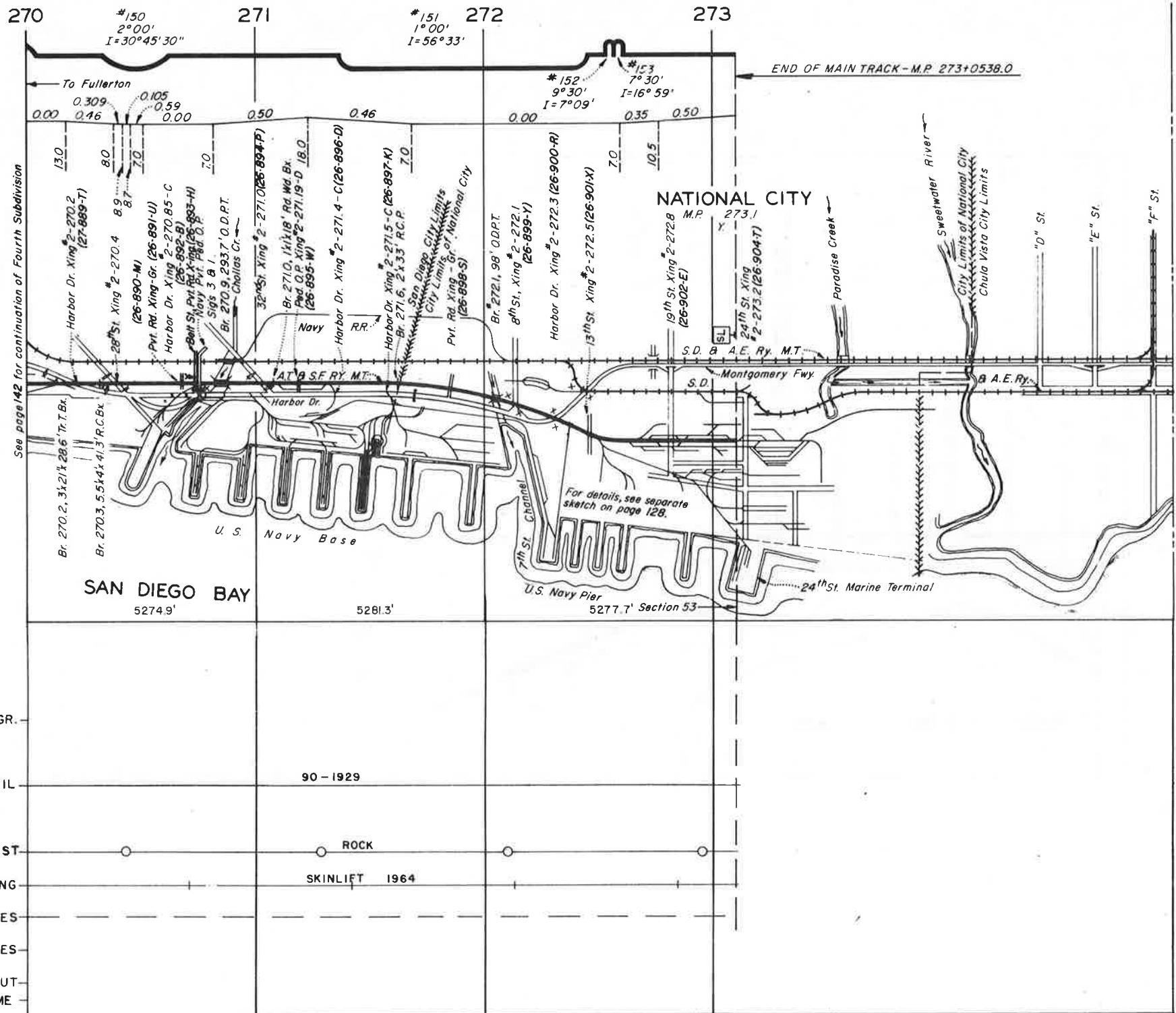
Working Yard Capacity	104 Cars
Total " "	104 "

(26-912-K)

QUAY ST  
(26-913-S)

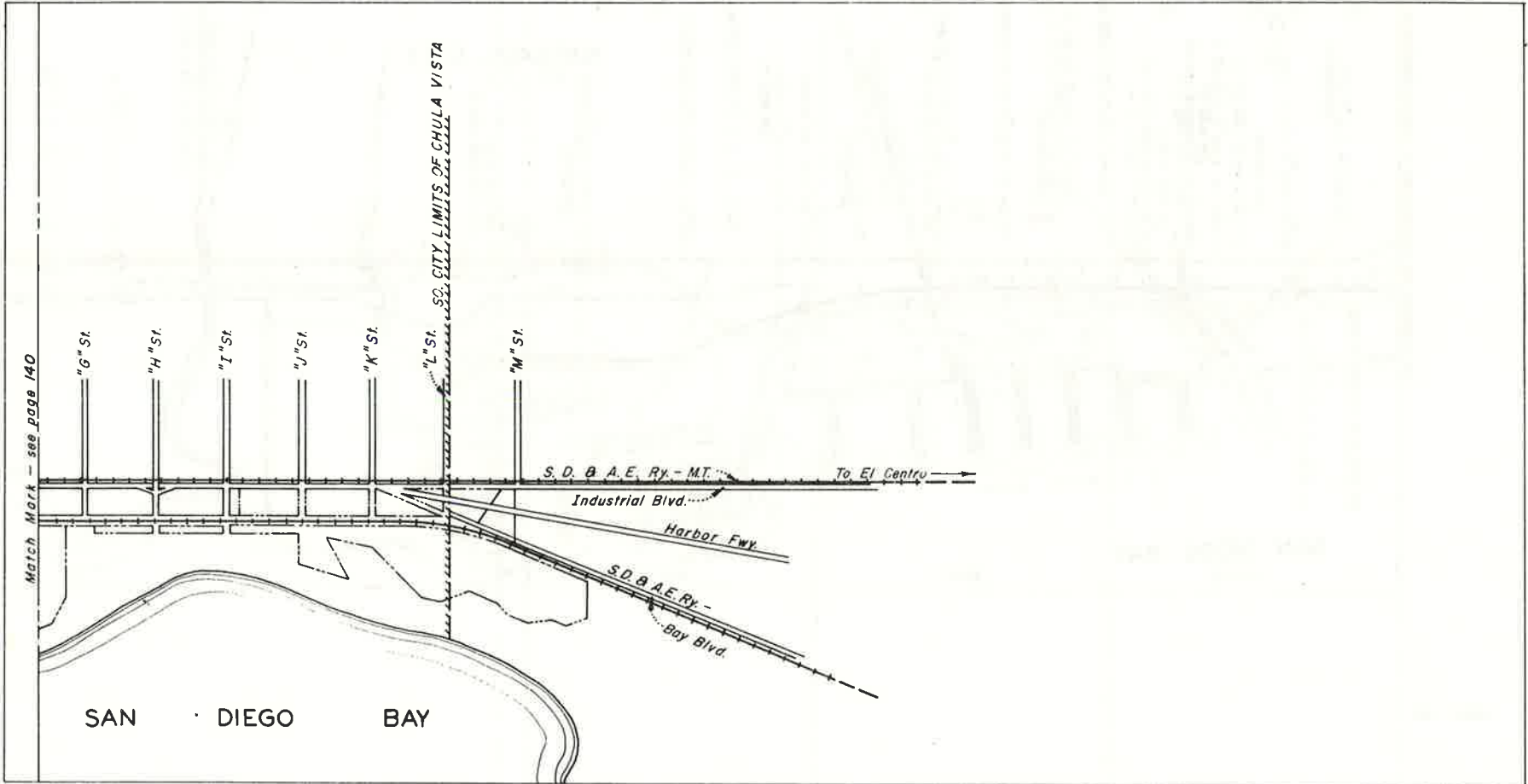
COMBINED PIERHEAD & BULKHEAD LINE

To San Diego Unified Port Dist. 24th St. Marine Term.

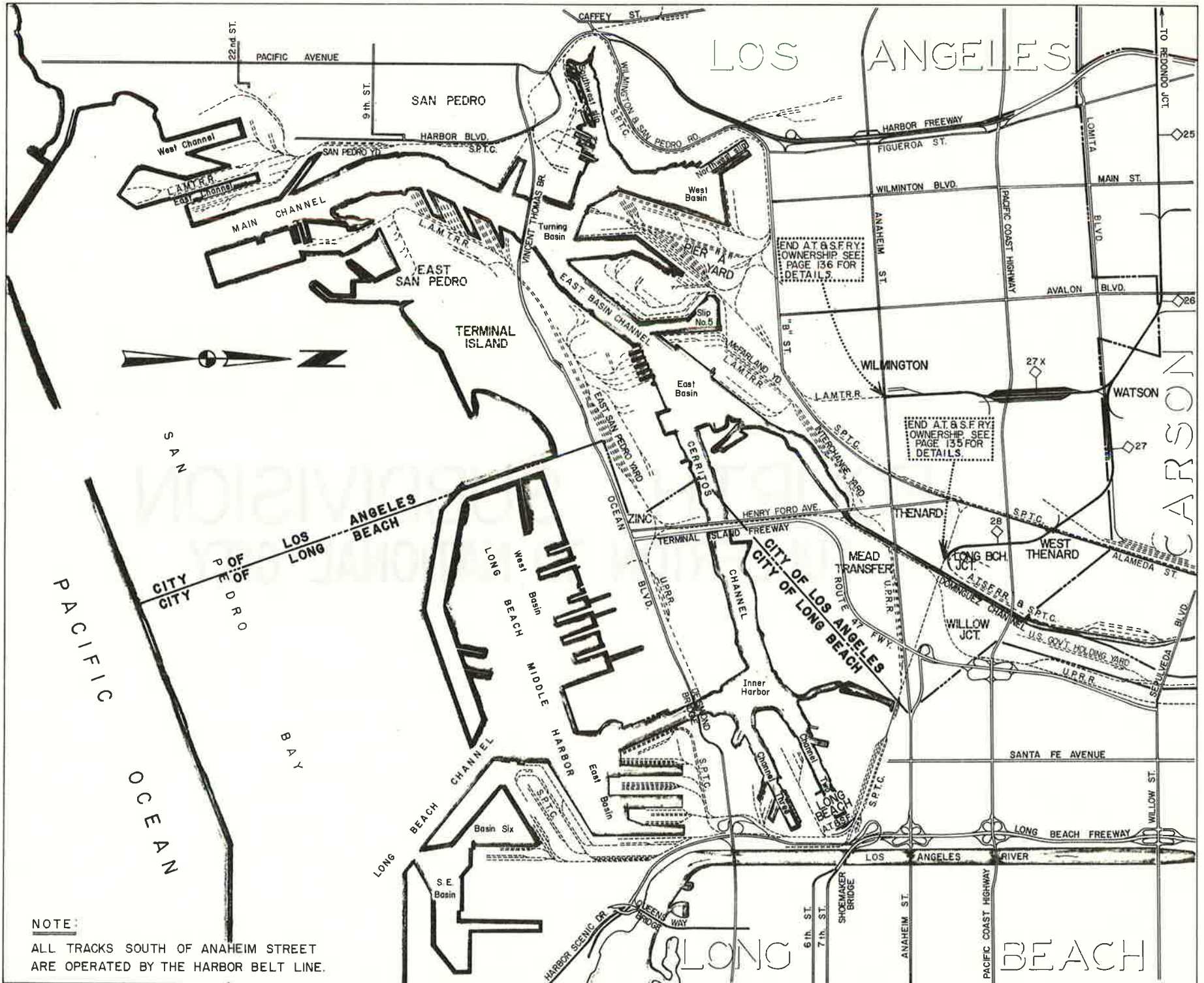


Match Mark - see page 139



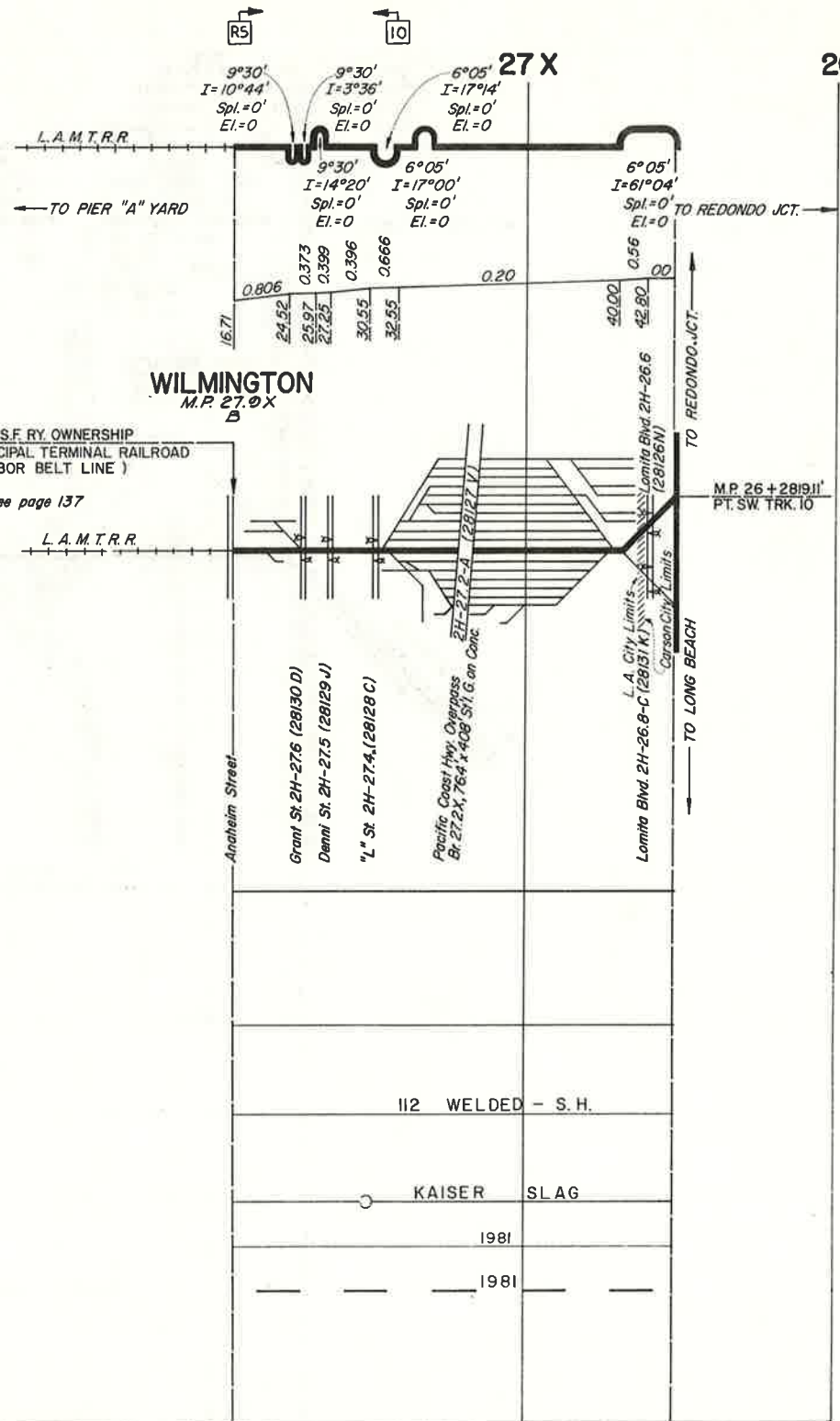


**FOURTH SUBDIVISION  
FULLERTON TO NATIONAL CITY**

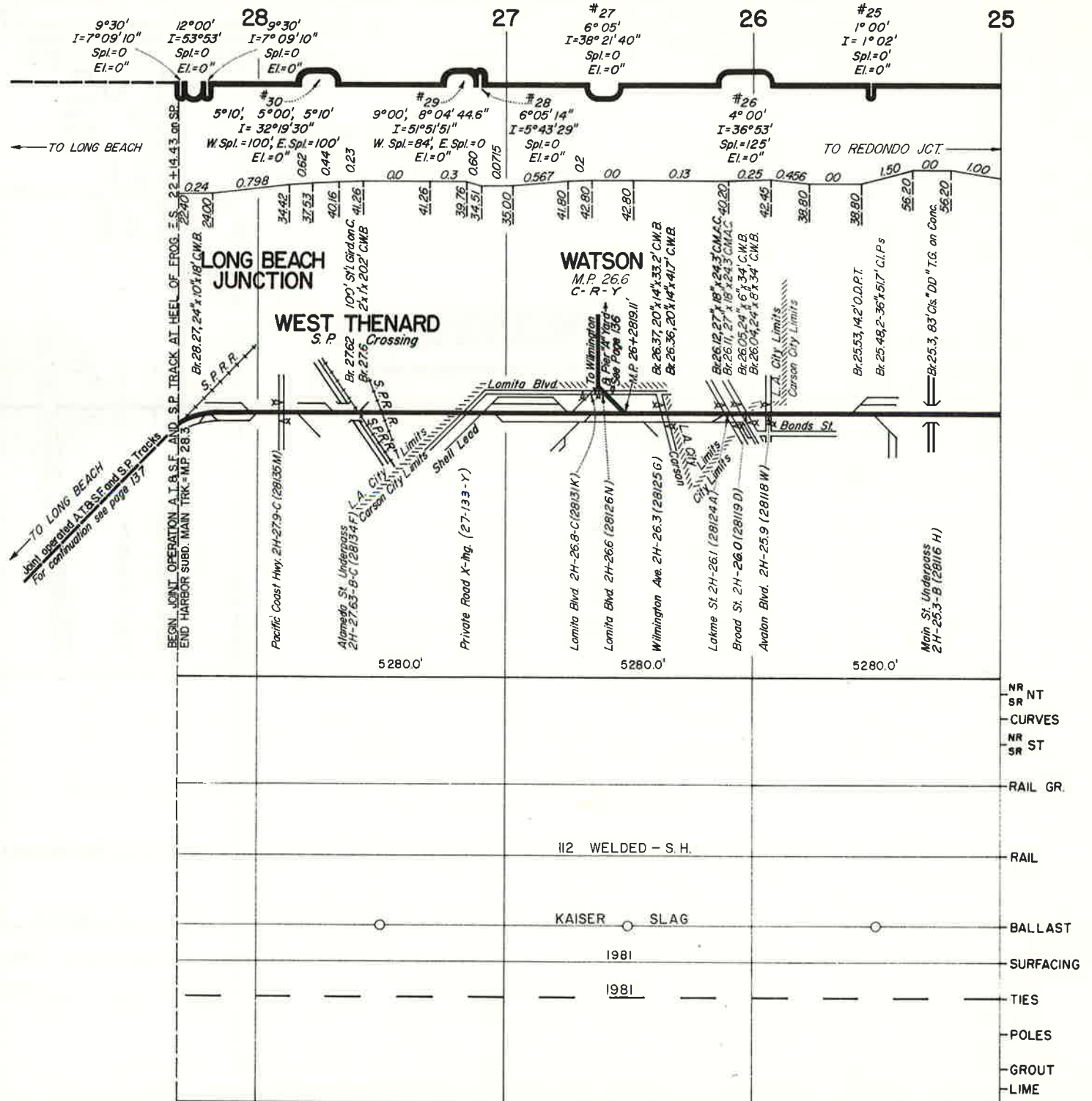


**NOTE:**

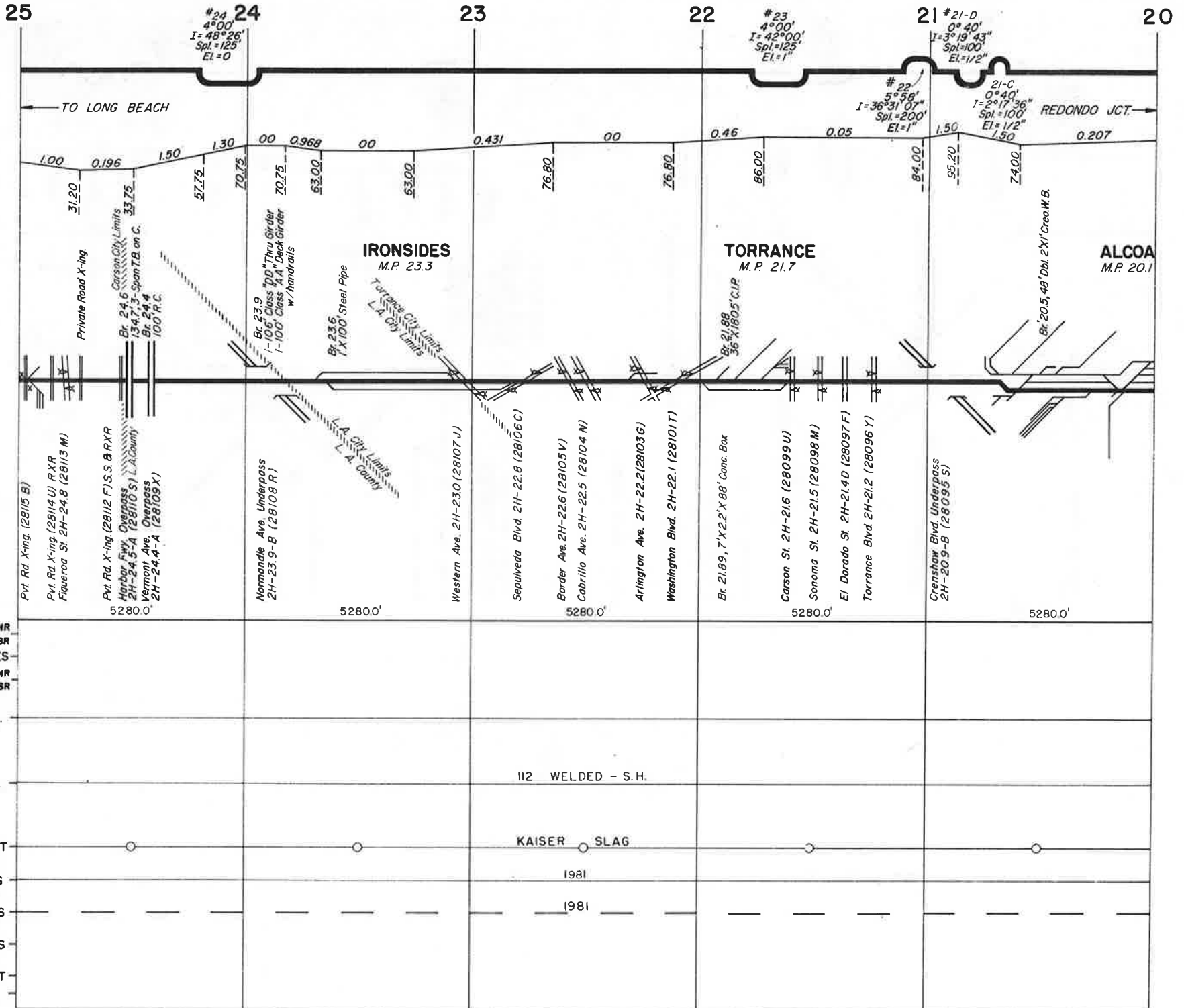
ALL TRACKS SOUTH OF ANAHEIM STREET ARE OPERATED BY THE HARBOR BELT LINE.

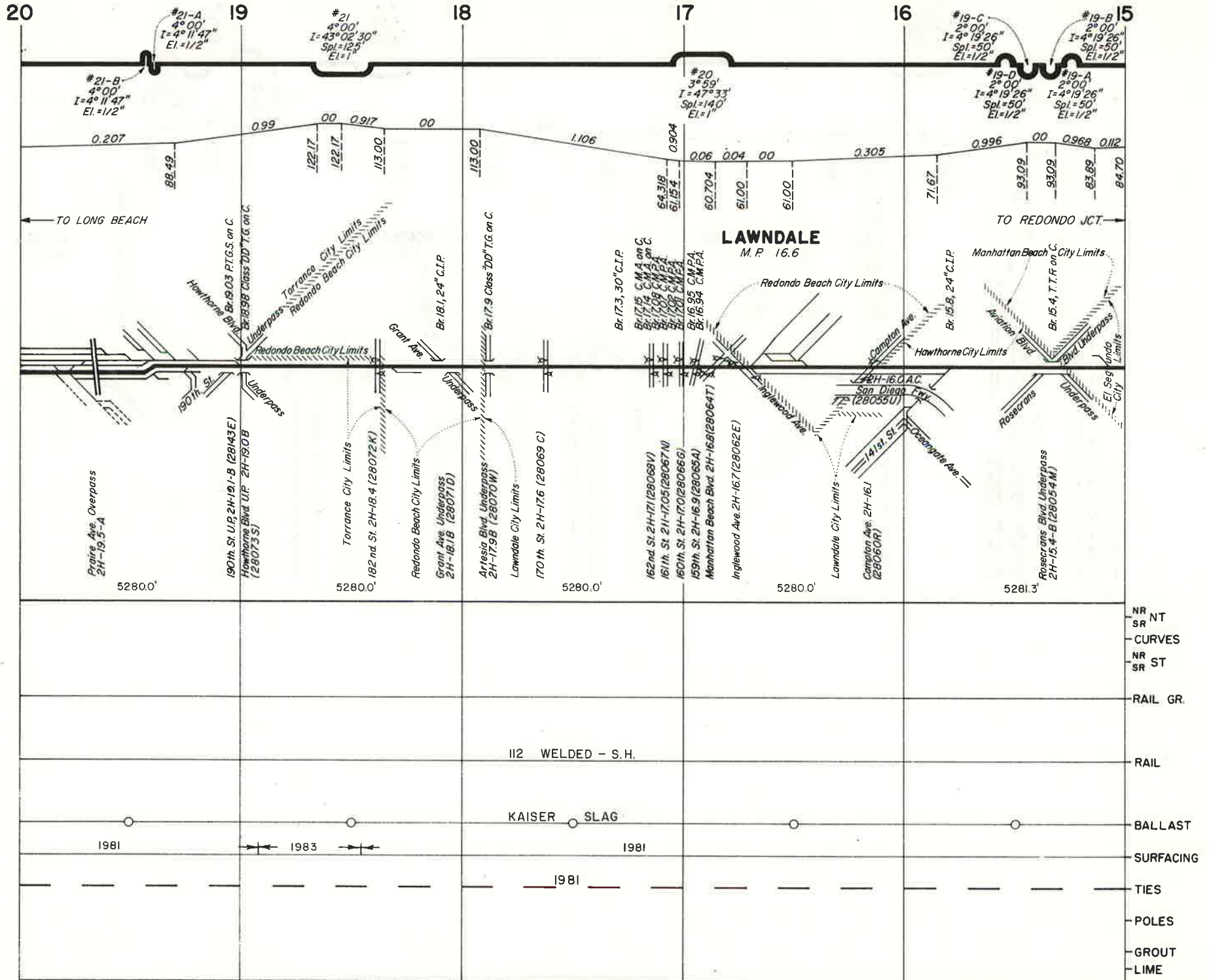


- NT MR
- SR
- CURVES
- ST MR
- SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME



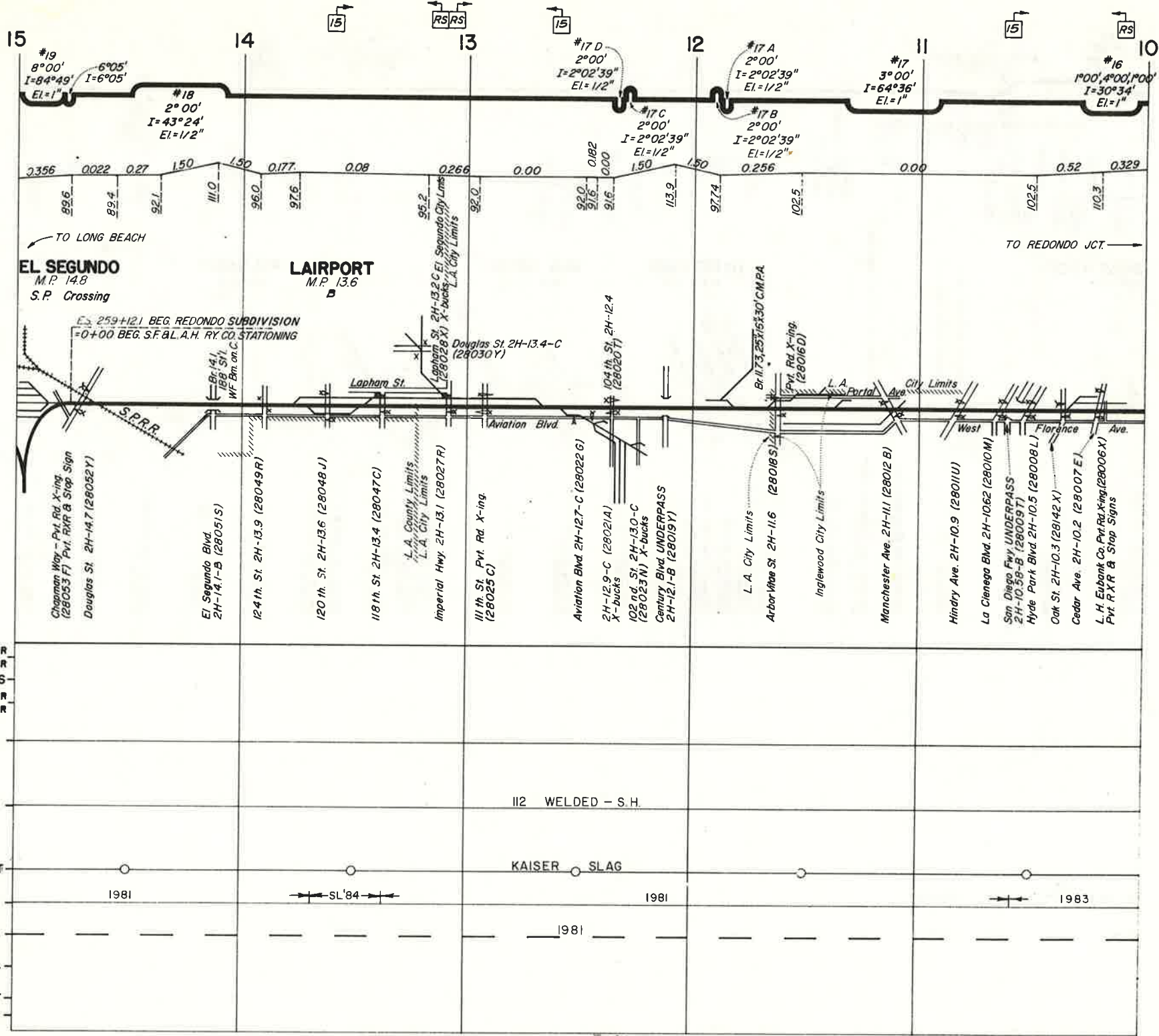
REVISED





REVISED

5-86



**EL SEGUNDO**  
M.P. 14.8  
S.P. Crossing

**LAIRPORT**  
M.P. 13.6

ES. 259+121 BEG. REDONDO SUBDIVISION  
= 0+00 BEG. S.F. & L.A.H. RY CO. STATIONING

Chapman Way - Pvt. Rd. X-ing  
(28053 F) Pvt. R.R. & Stop Sign  
Douglas St. 2H-14.7 (28052 Y)

El Segundo Blvd.  
2H-14.1-B (28051 S)

124th St. 2H-13.9 (28049 R)

120th St. 2H-13.6 (28048 J)

118th St. 2H-13.4 (28047 C)

Imperial Hwy. 2H-13.1 (28027 R)

111th St. Pvt. Rd. X-ing  
(28025 C)

Aviation Blvd. 2H-12.7-C (28022 G)

2H-12.9-C (28021 A)  
X-backs

102nd St. 2H-13.0-C  
(28023 N) X-backs

Century Blvd. UNDERPASS  
2H-12.1-B (28019 Y)

Arbor-Vire St. 2H-11.6 (28018 S)

Manchester Ave. 2H-11.1 (28012 B)

Hindry Ave. 2H-10.9 (28011 U)

La Cienega Blvd. 2H-10.62 (28010 M)

San Diego Fwy. UNDERPASS  
2H-10.58-B (28009 T)

Hyde Park Blvd. 2H-10.5 (28008 L)

Oak St. 2H-10.3 (28142 X)

Cedar Ave. 2H-10.2 (28007 E)

L.H. Eubank Co. Pvt. Rd. X-ing (28006 X)  
Pvt. R.R. & Stop Signs

NR  
NT  
SR  
CURVES  
ST  
NR  
SR  
RAIL GR.  
RAIL  
BALLAST  
SURFACING  
TIES  
POLES  
GROUT  
LIME

112 WELDED - S.H.

KAISER SLAG

1981

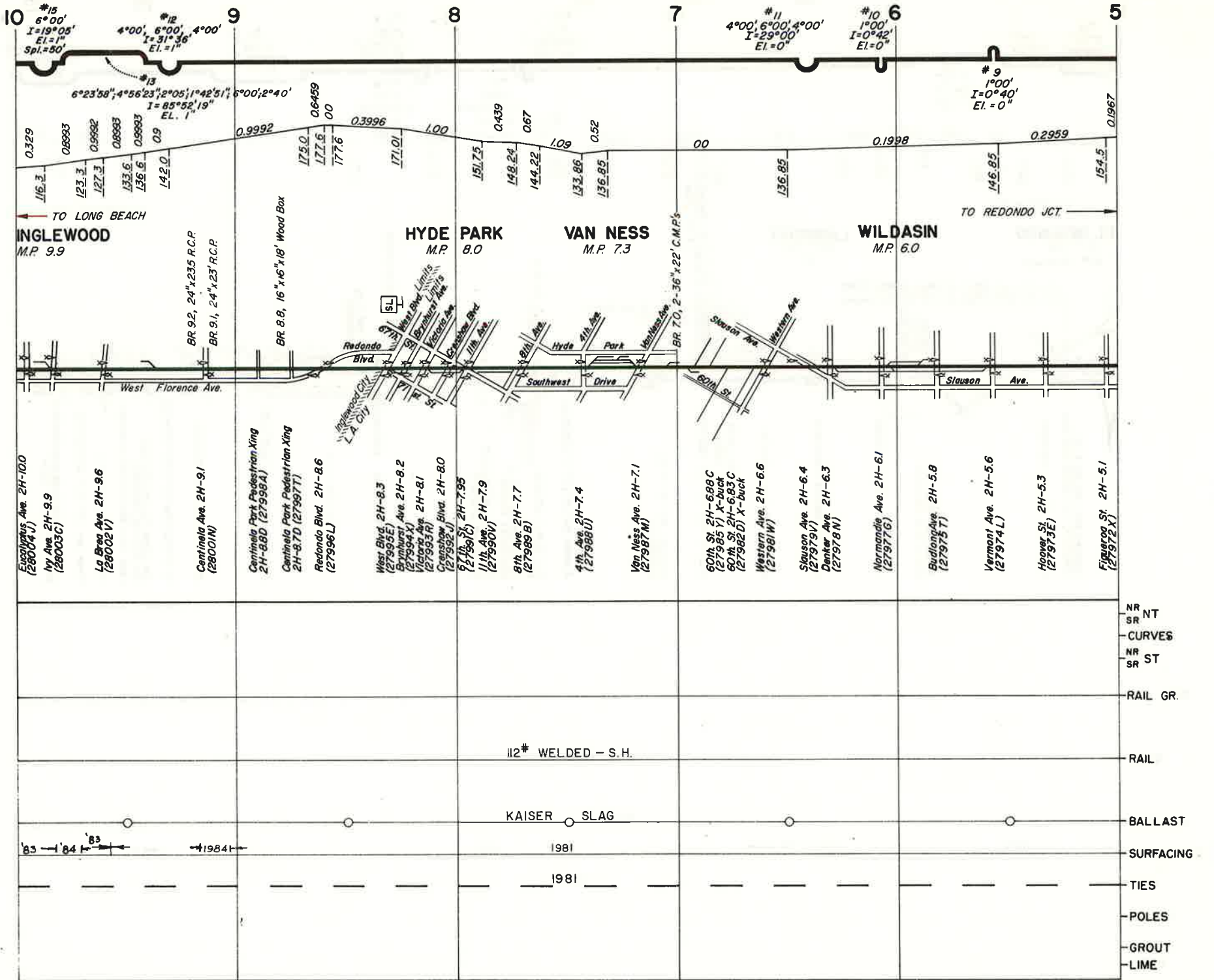
SL'84

1981

1983

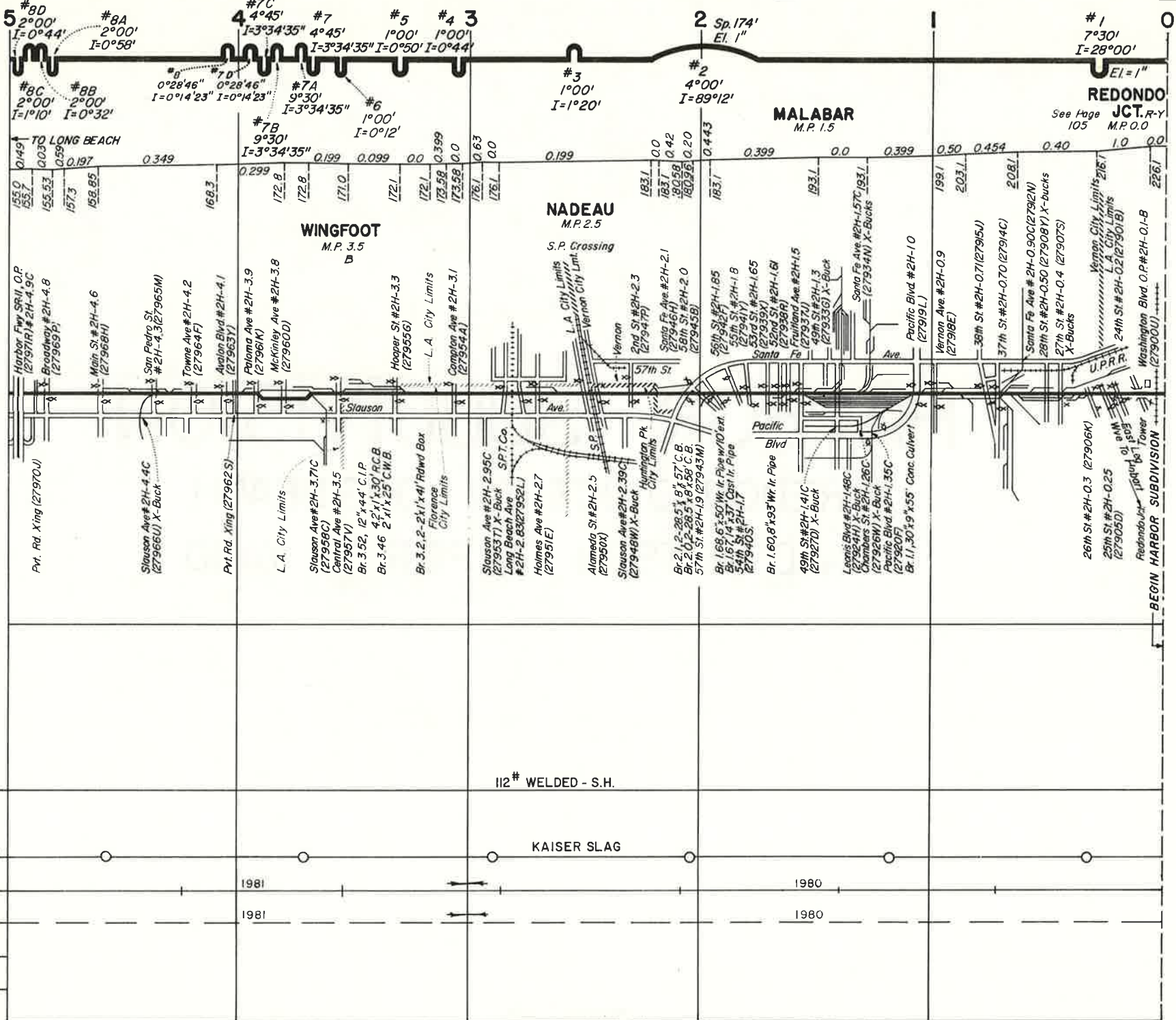
1981





REVISED 5-84

BINDER NO. 10



RAIL  
 BALLAST  
 SURFACING  
 TIES  
 POLES  
 GROUT

112# WELDED - S.H.

KAISER SLAG

1981

1980

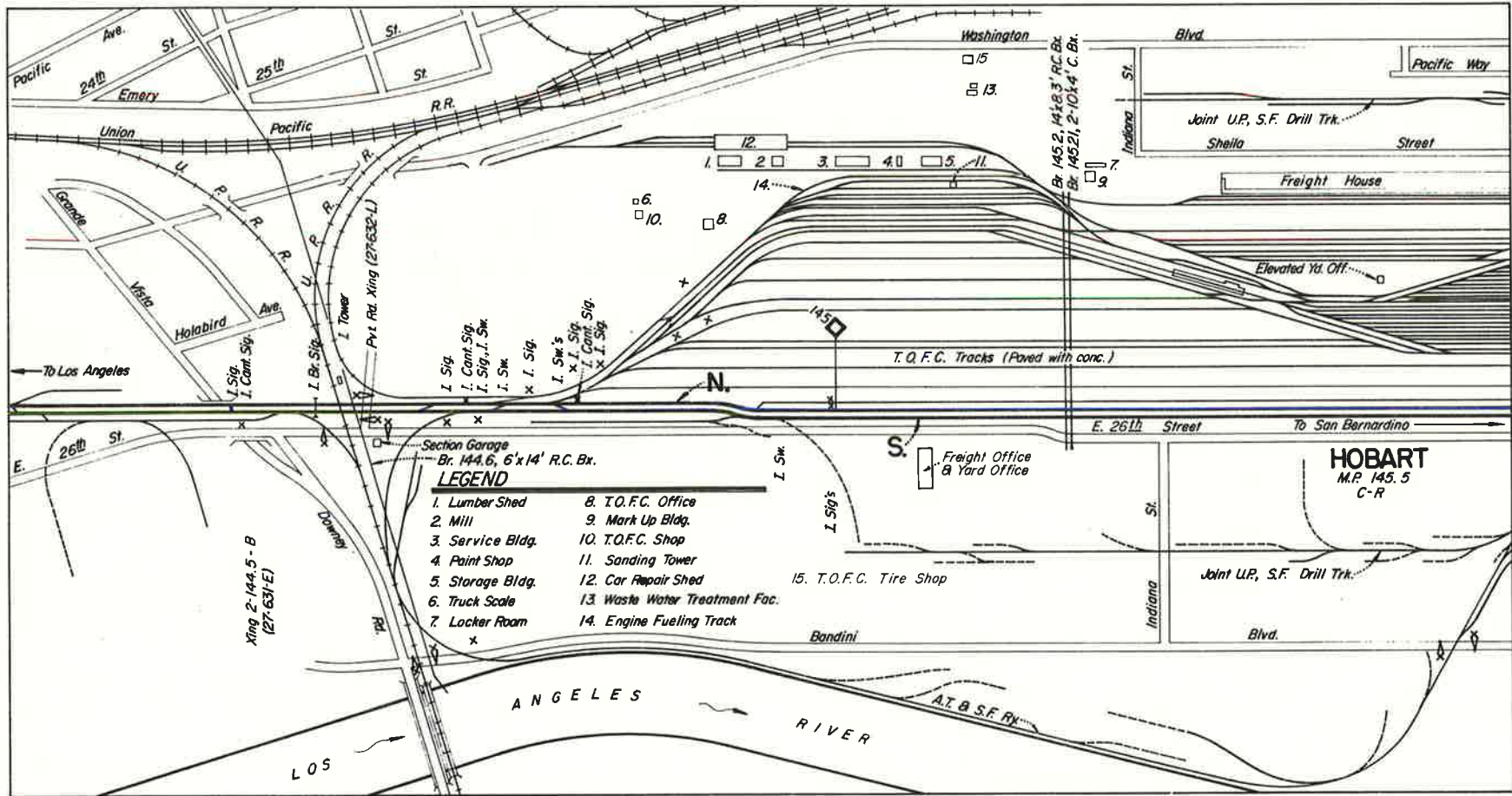
1981

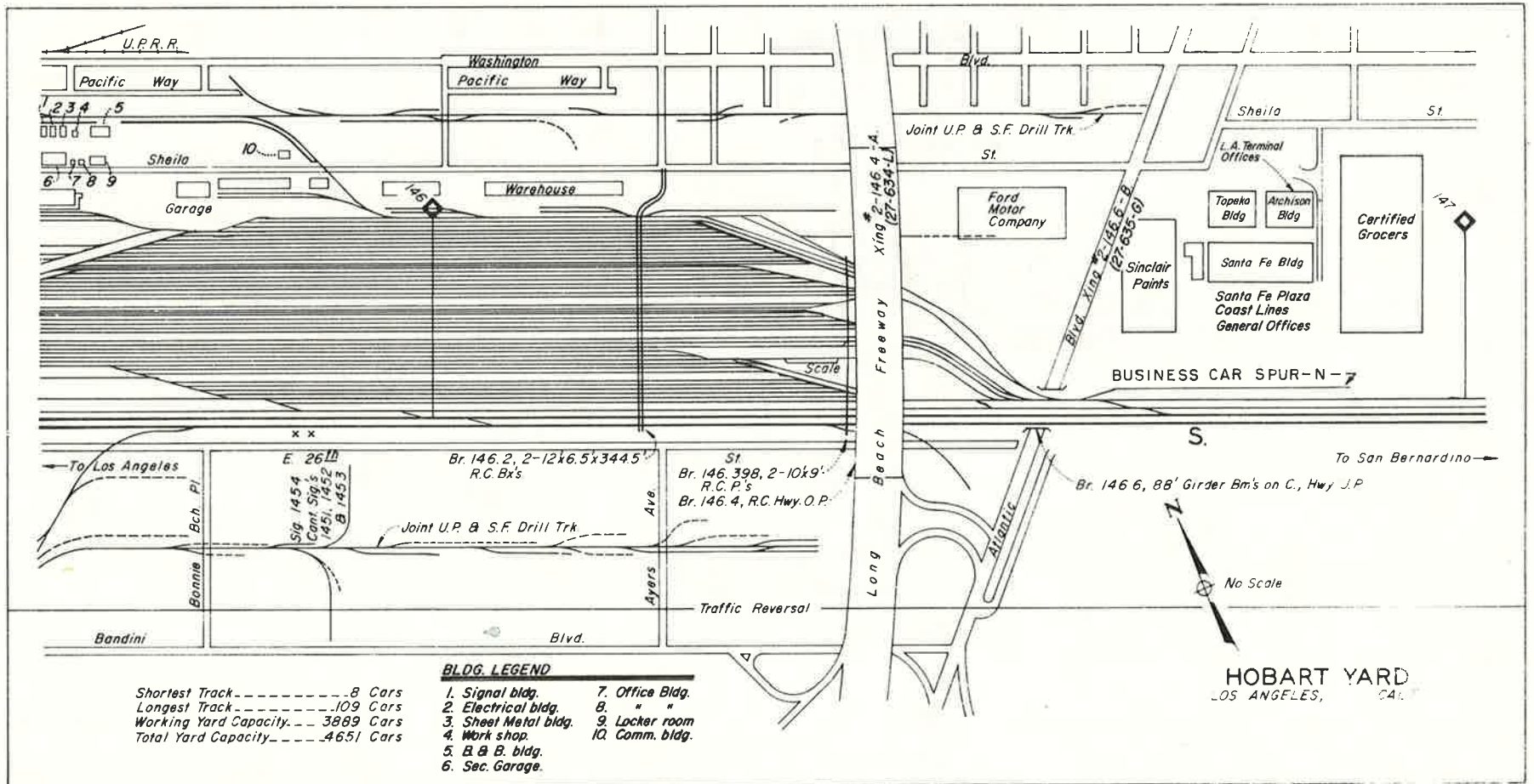
1980

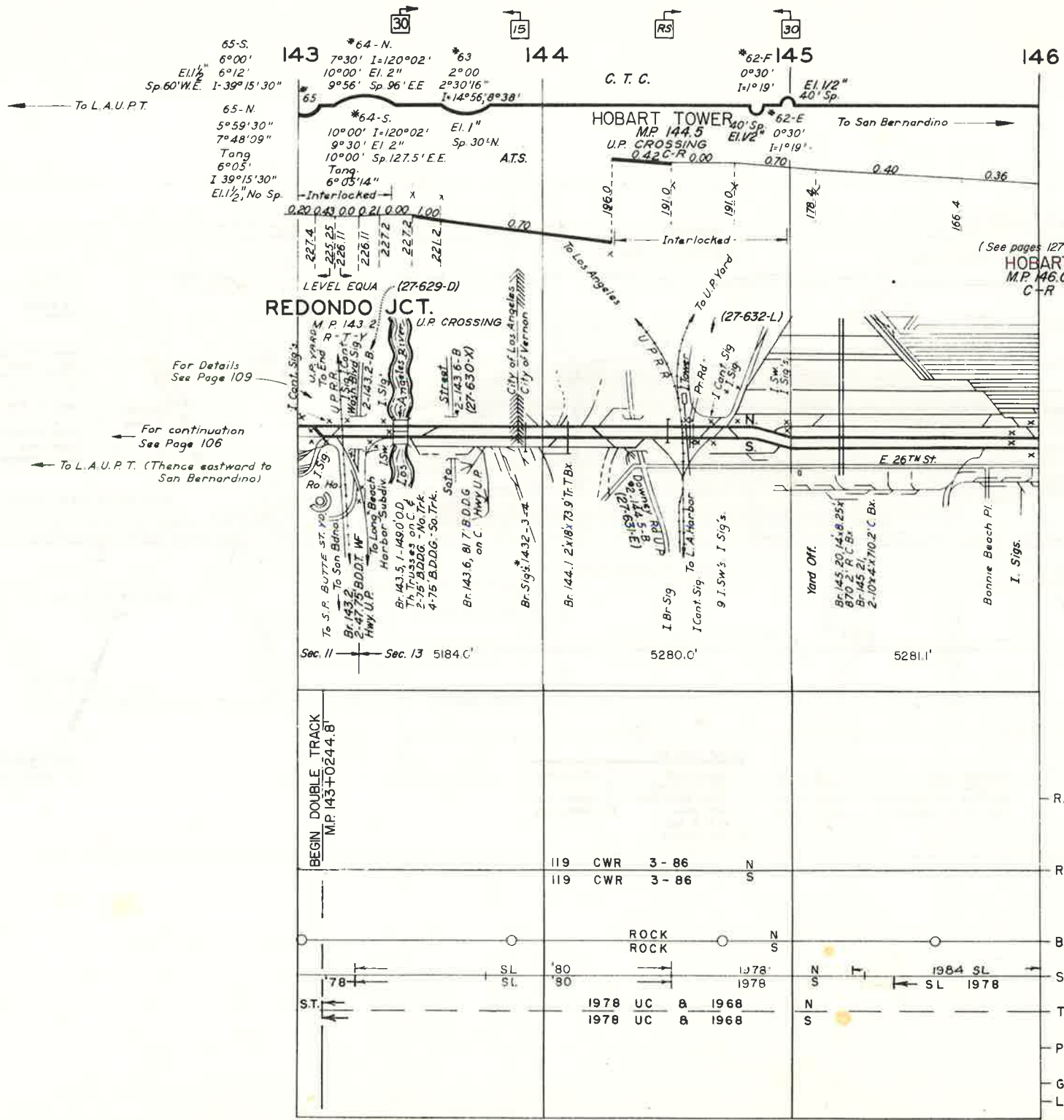
# HARBOR SUBDIVISION

REDONDO JCT. TO LONG BEACH  
AND WATSON TO PIER "A" YARD









For Details See Page 109

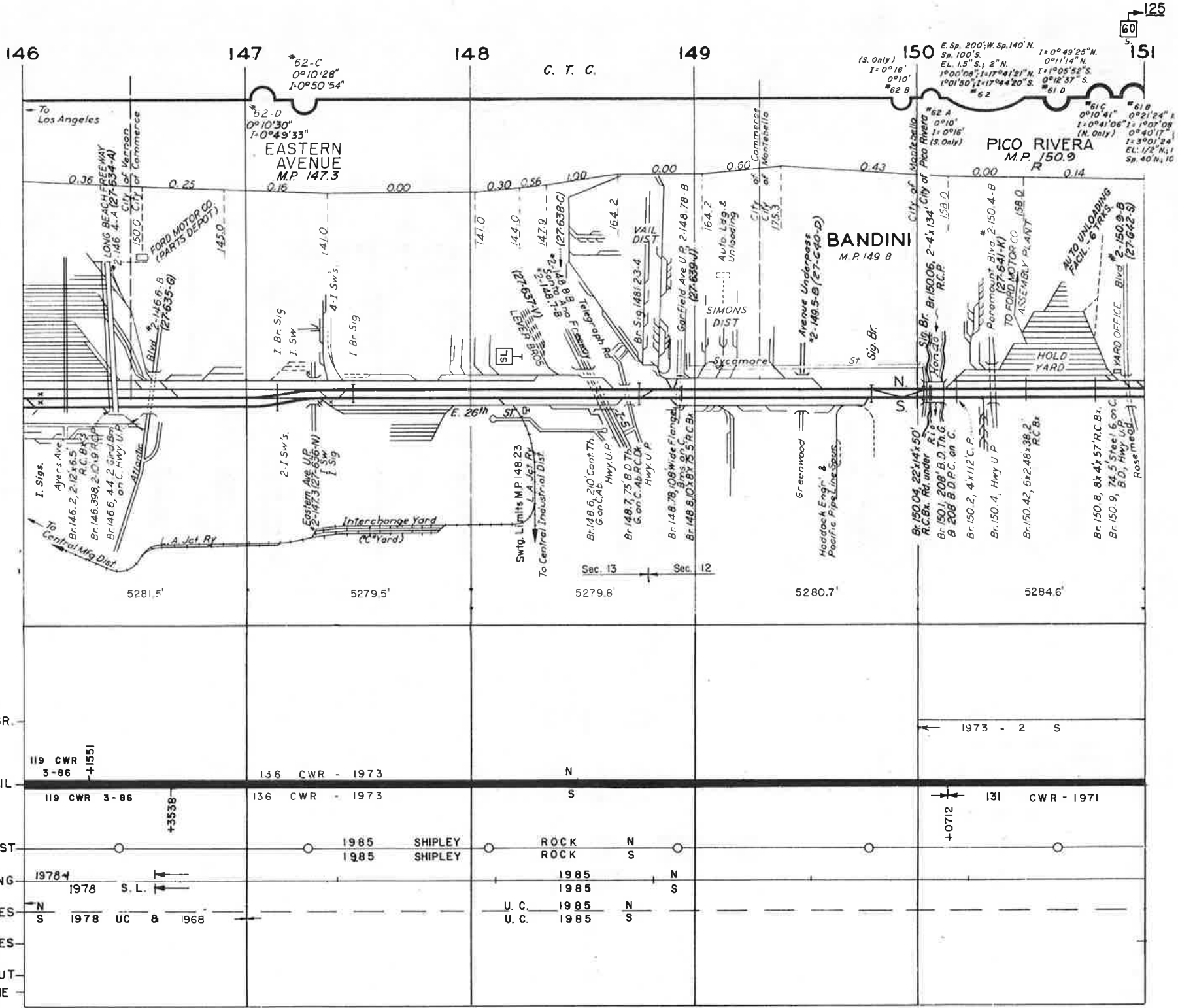
For continuation See Page 106

To L.A.U.P.T. (Thence eastward to San Bernardino)

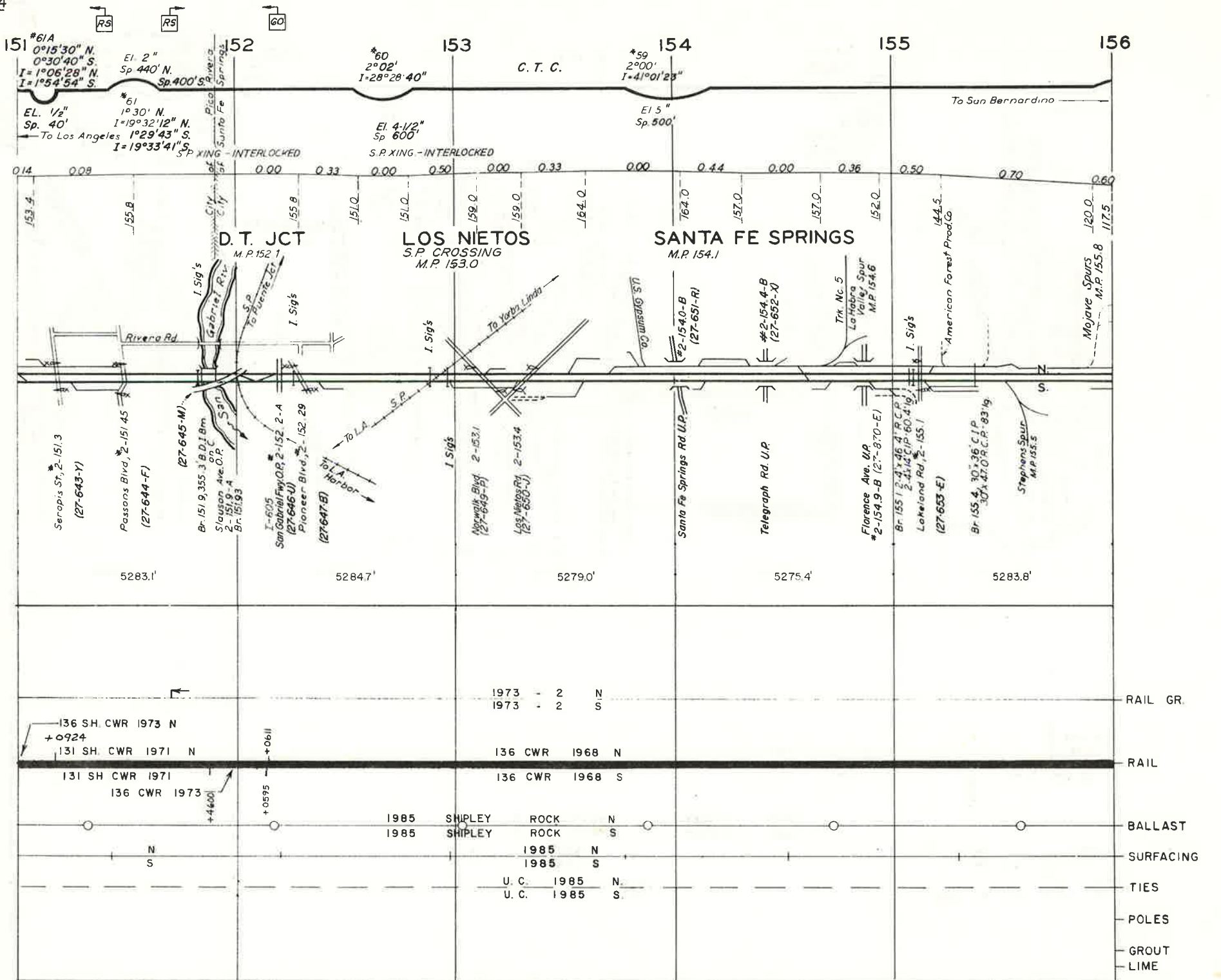
(See pages 127 & 128)

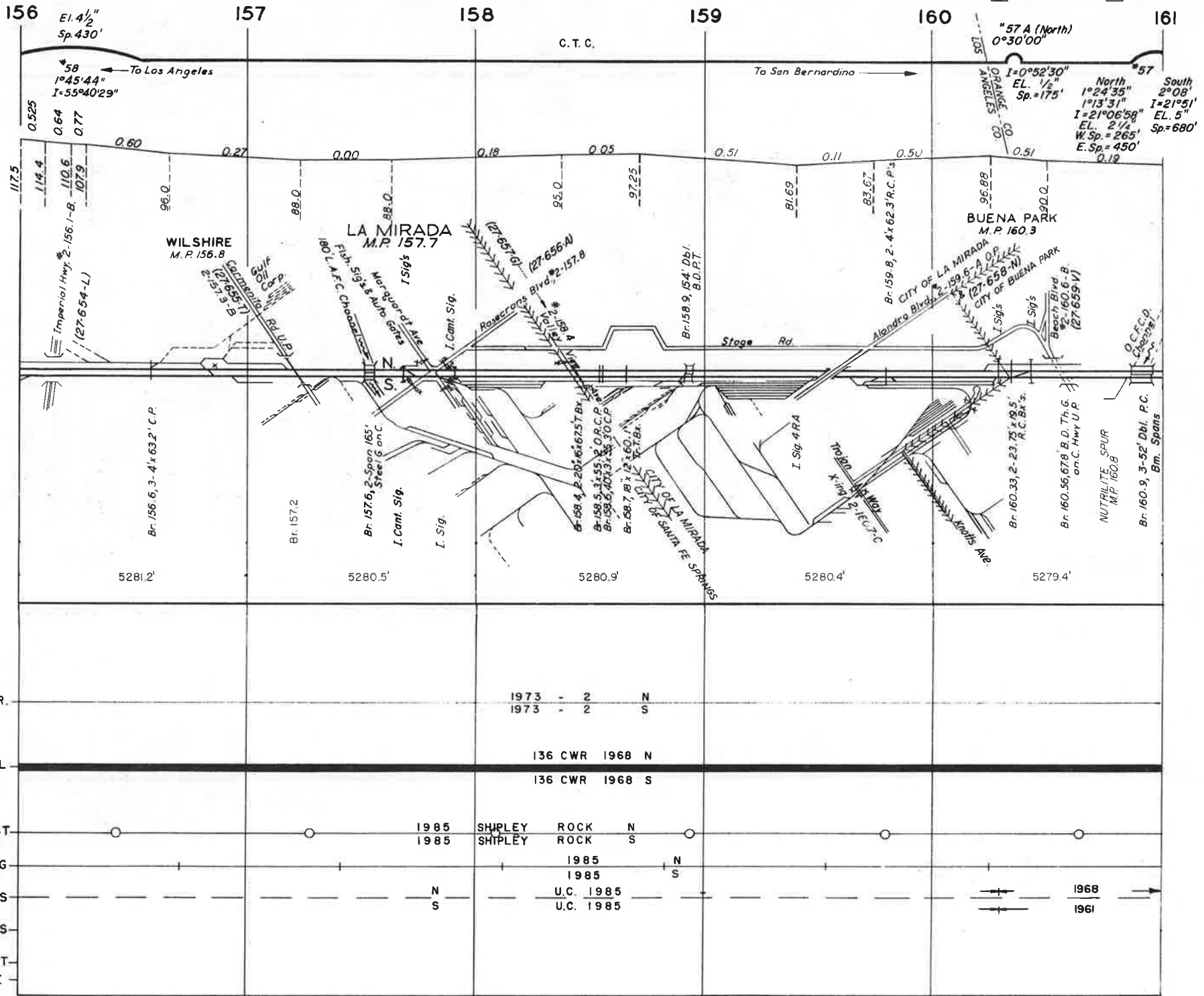
BEGIN DOUBLE TRACK MP 143+0244.8'

RAIL GR.	RAIL	BALLAST	SURFACING	TIES	POLES	GROUT LIME
119 CWR 3-86 N	119 CWR 3-86 S	ROCK ROCK N S	SL 80	1978 UC & 1968	1978 UC & 1968	1978 UC & 1968
			SL 80	1978 UC & 1968	1978 UC & 1968	1978 UC & 1968
			SL 80	1978 UC & 1968	1978 UC & 1968	1978 UC & 1968
			SL 80	1978 UC & 1968	1978 UC & 1968	1978 UC & 1968
			SL 80	1978 UC & 1968	1978 UC & 1968	1978 UC & 1968
			SL 80	1978 UC & 1968	1978 UC & 1968	1978 UC & 1968

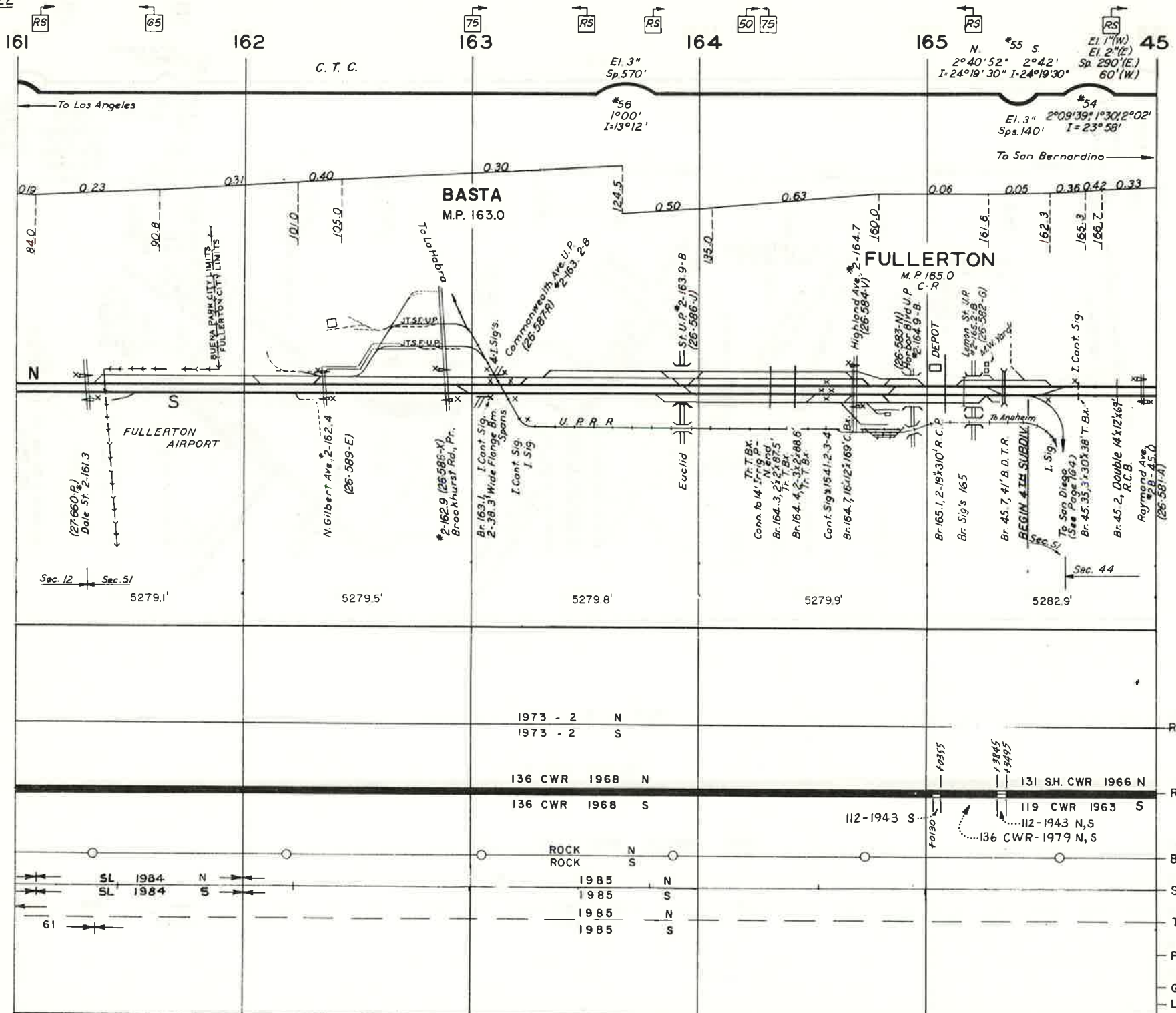




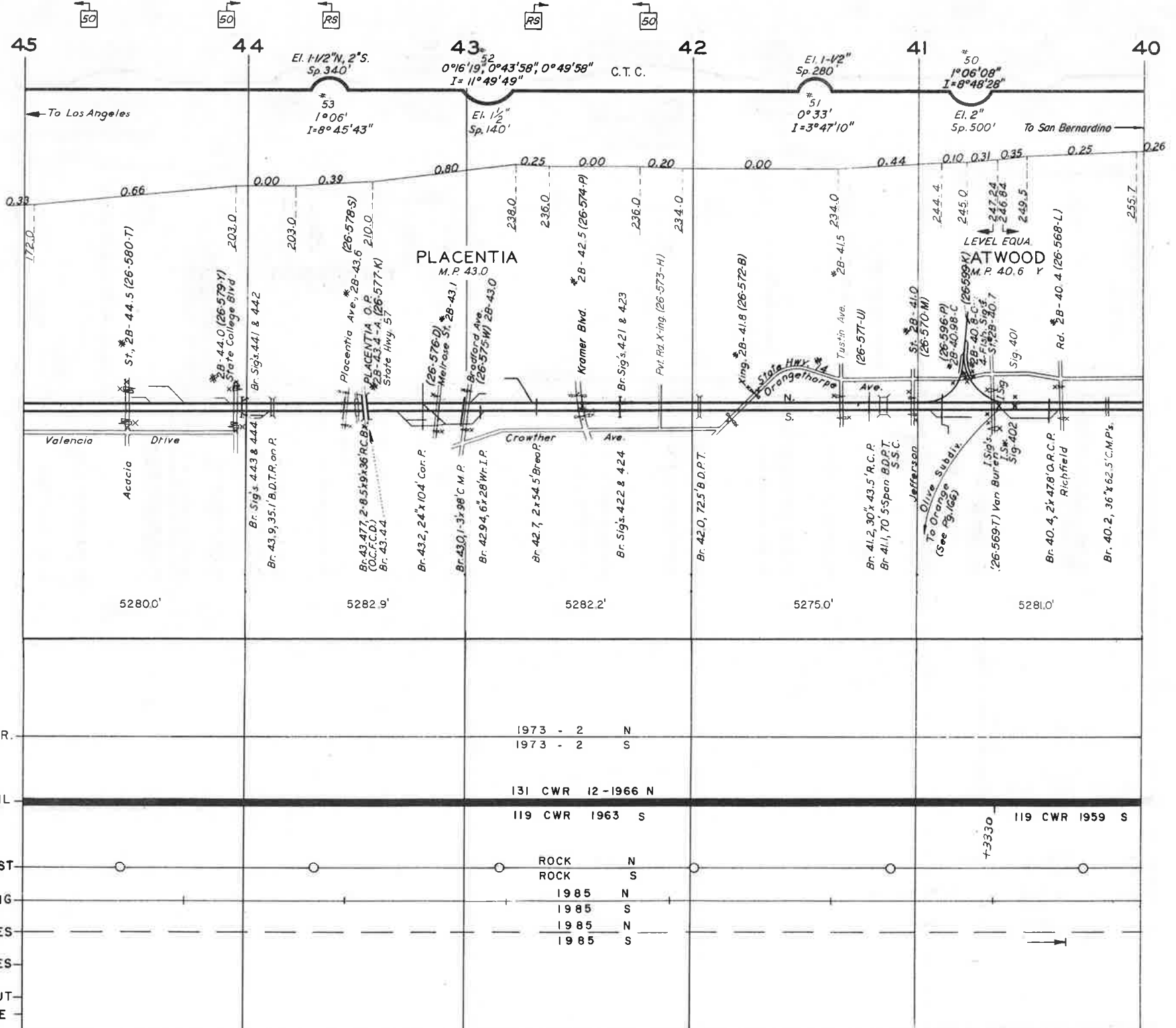




RAIL GR.			1973 - 2	N	
			1973 - 2	S	
RAIL			136 CWR	1968	N
			136 CWR	1968	S
BALLAST		1985	SHIPLEY	ROCK	N
		1985	SHIPLEY	ROCK	S
SURFACING				1985	N
				1985	S
TIES		N	U.C.	1985	
		S	U.C.	1985	
POLES					1966
					1961
GROUT					
LIME					



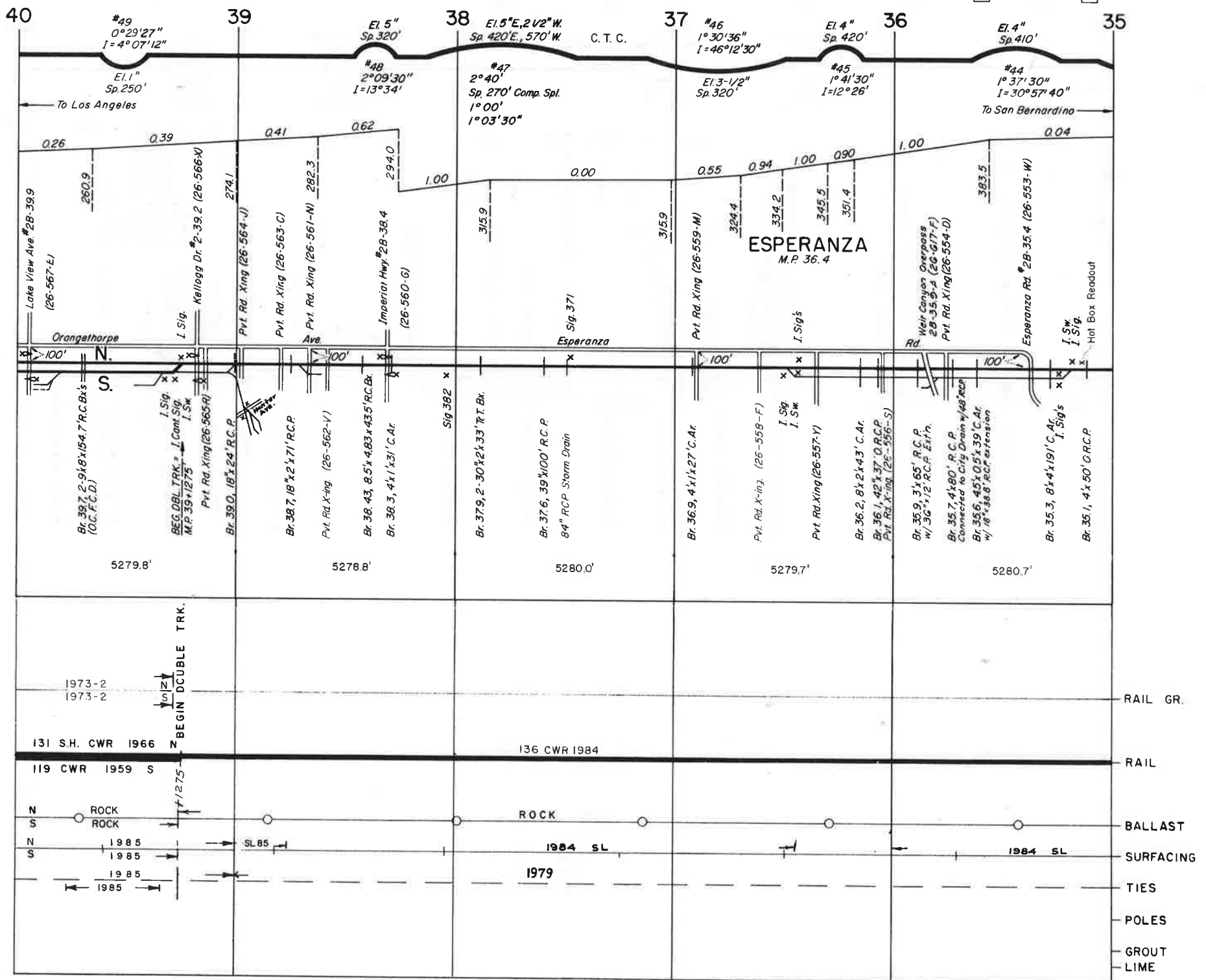
REVISED \_\_\_\_\_



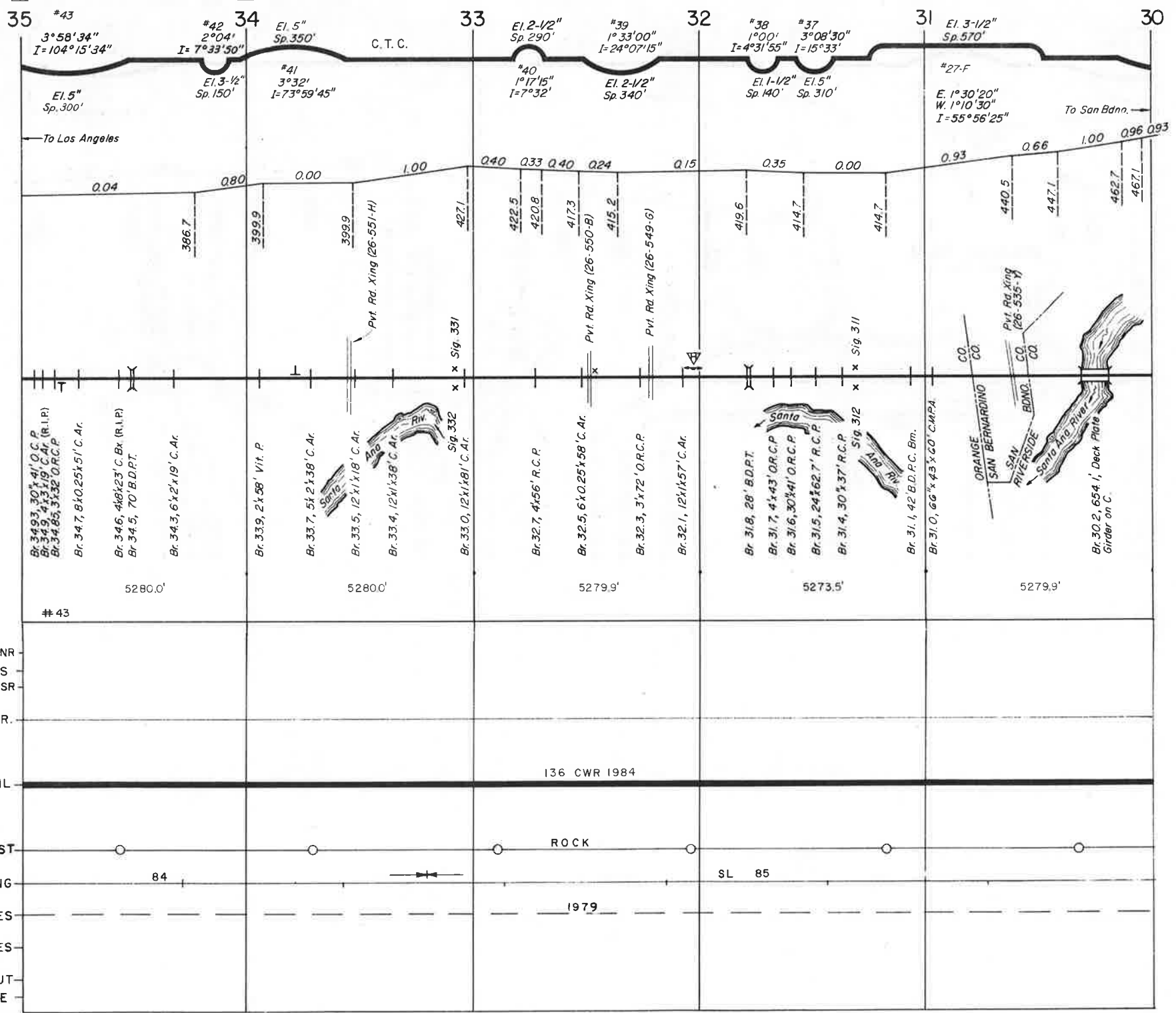
PLACENTIA  
M.P. 43.0

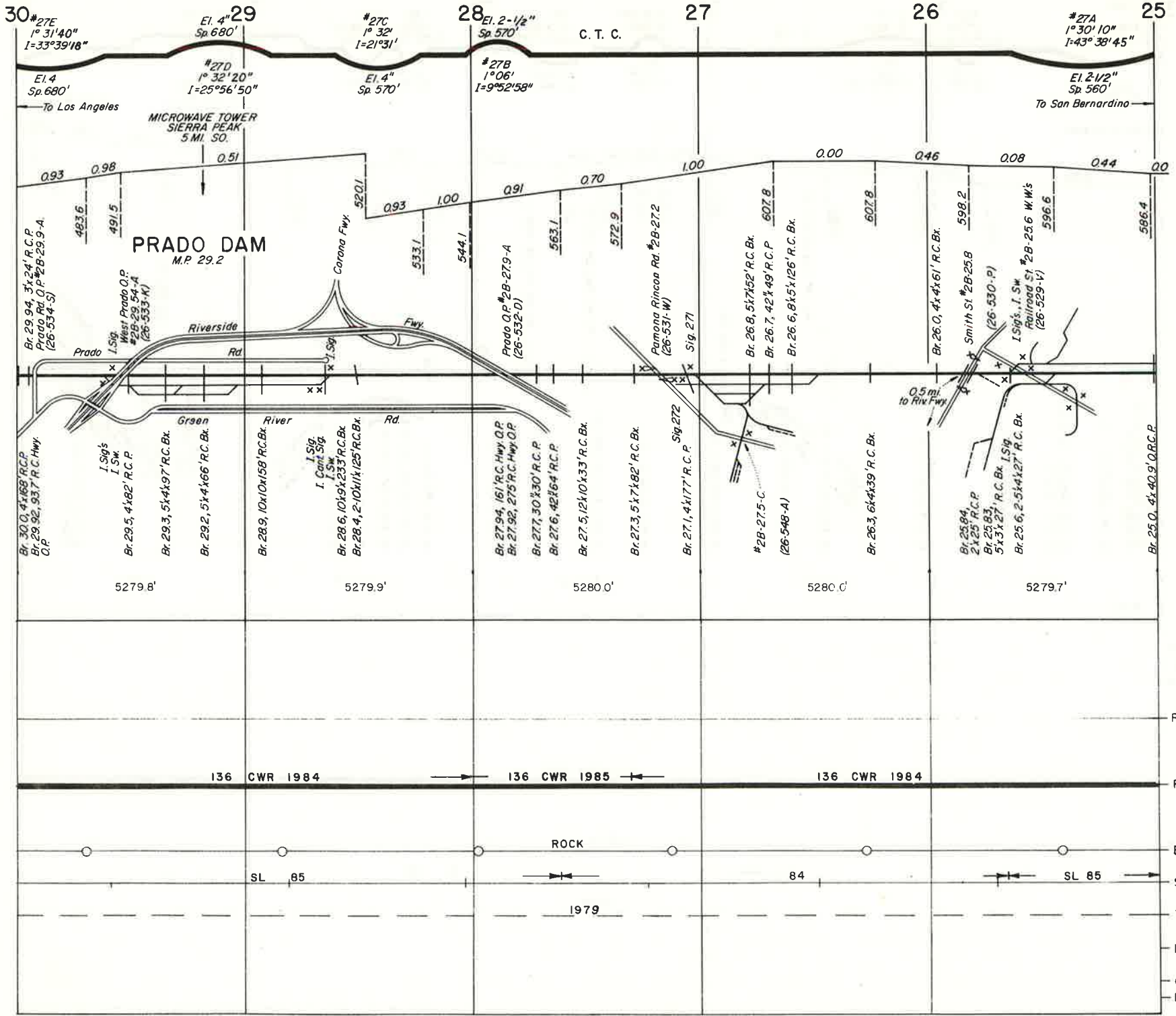
ATWOOD  
M.P. 40.6

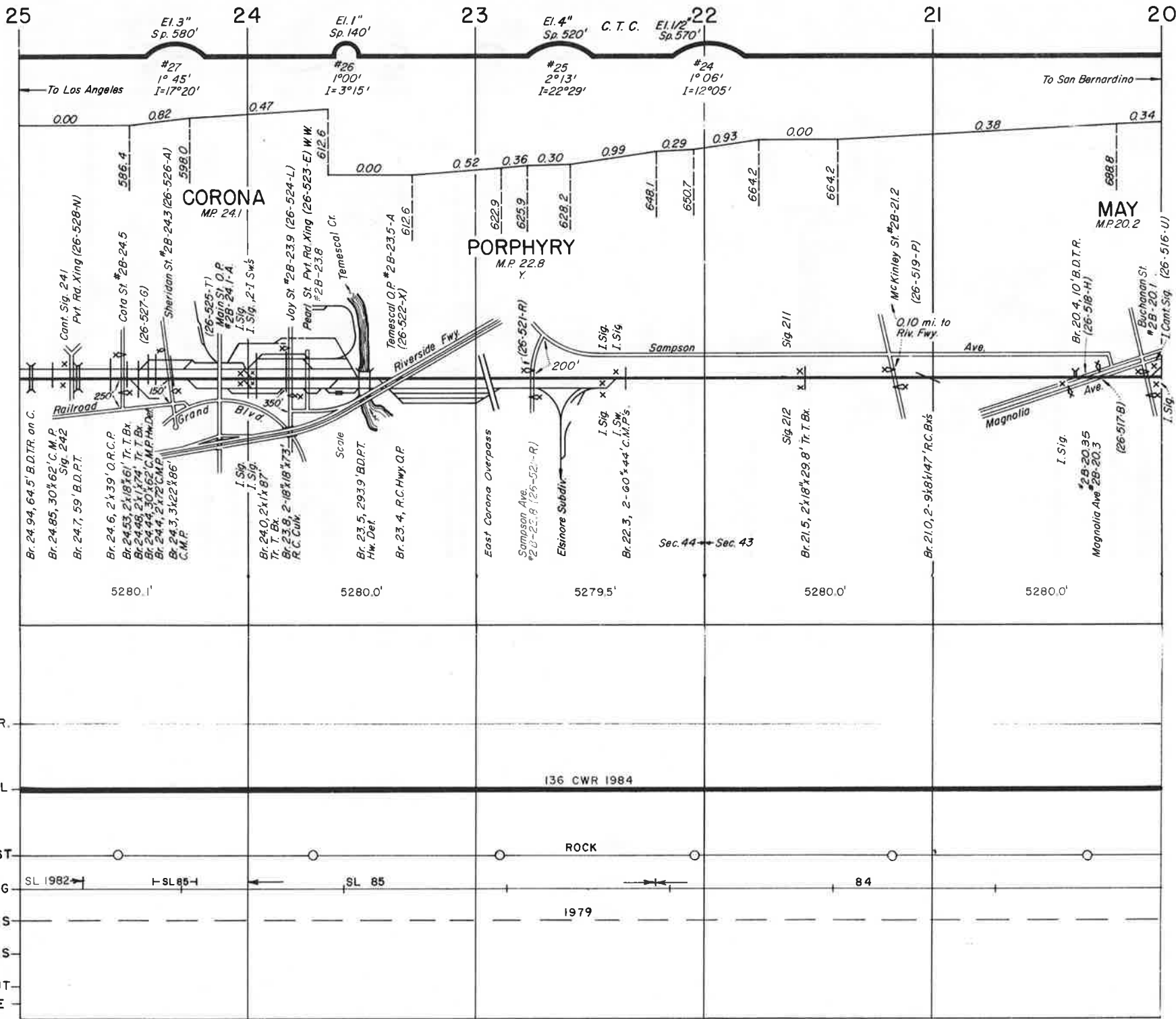
RAIL GR.		1973 - 2	N
		1973 - 2	S
RAIL		131 CWR	12-1966 N
		119 CWR	1963 S
BALLAST		ROCK	N
		ROCK	S
SURFACING		1985	N
		1985	S
TIES		1985	N
		1985	S
POLES			
GROUT			
LIME			



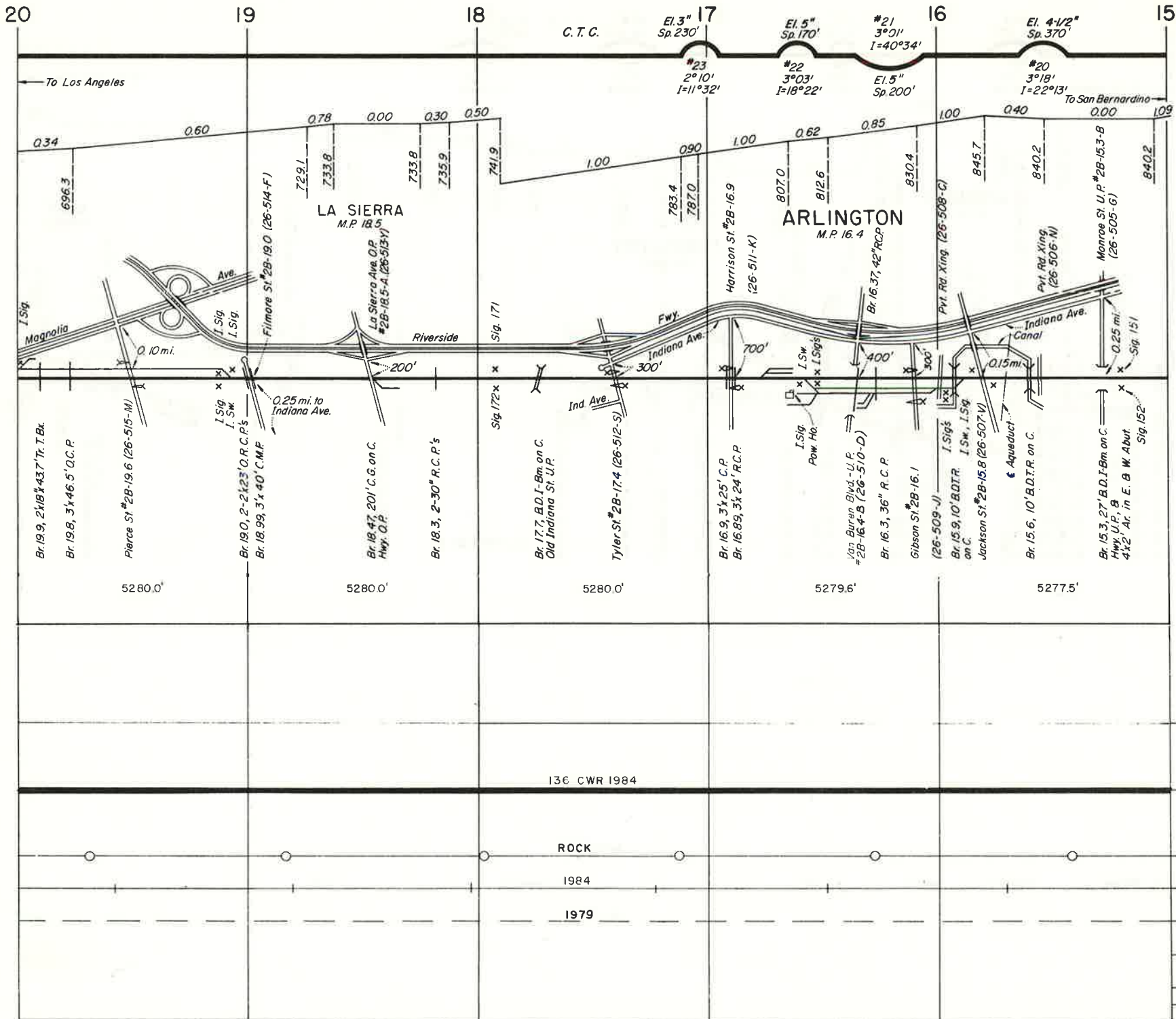
REVISED \_\_\_\_\_

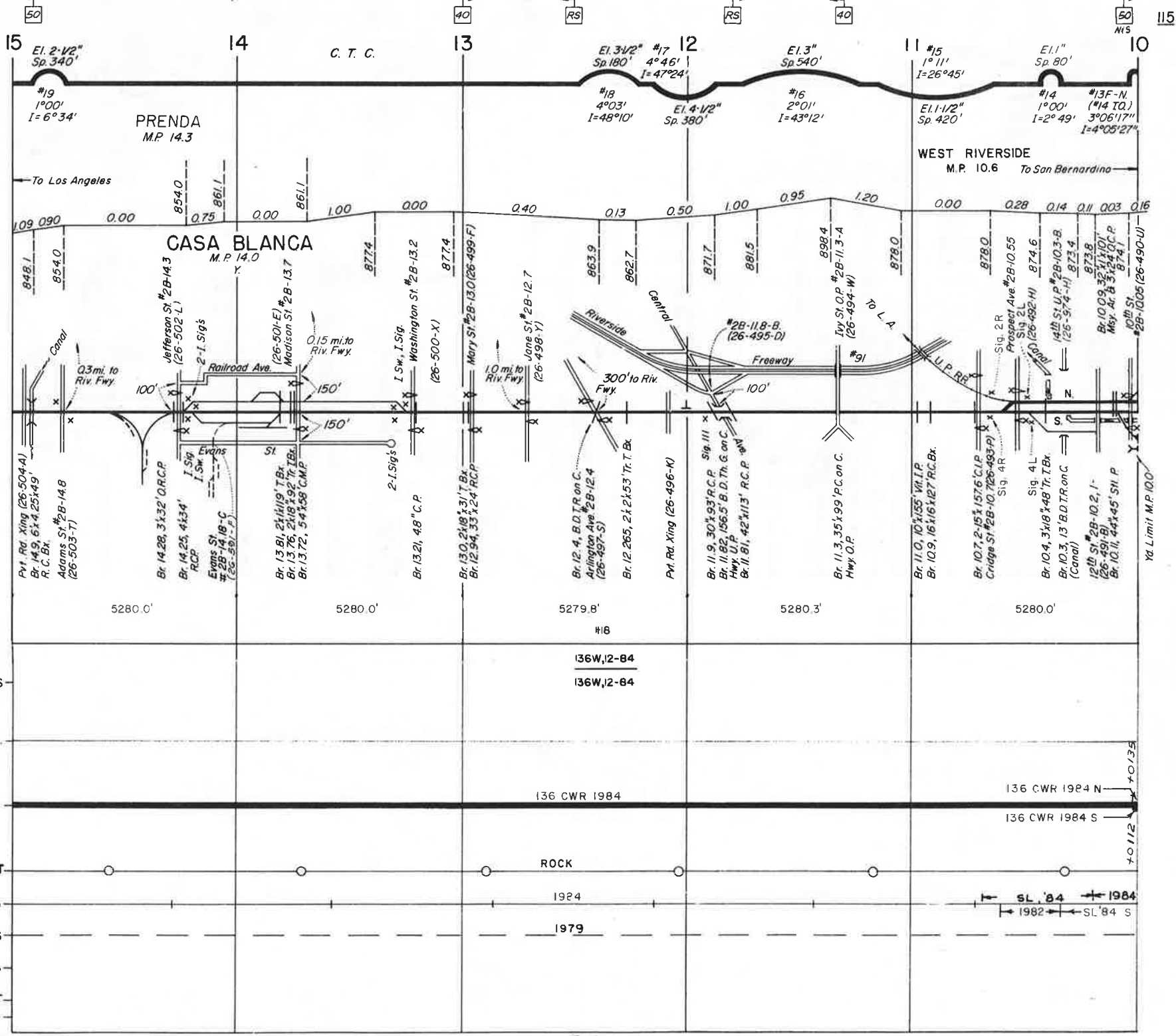


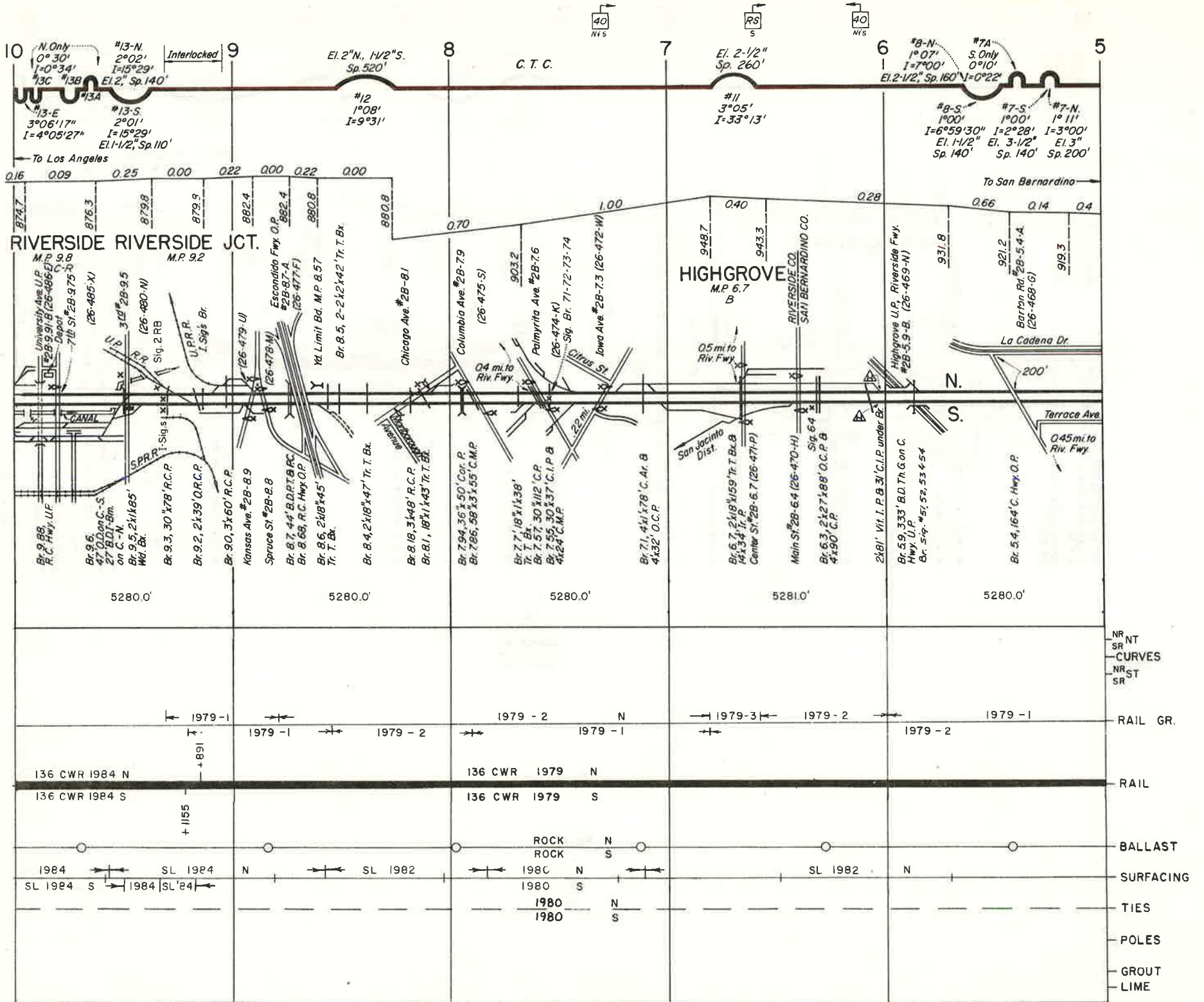


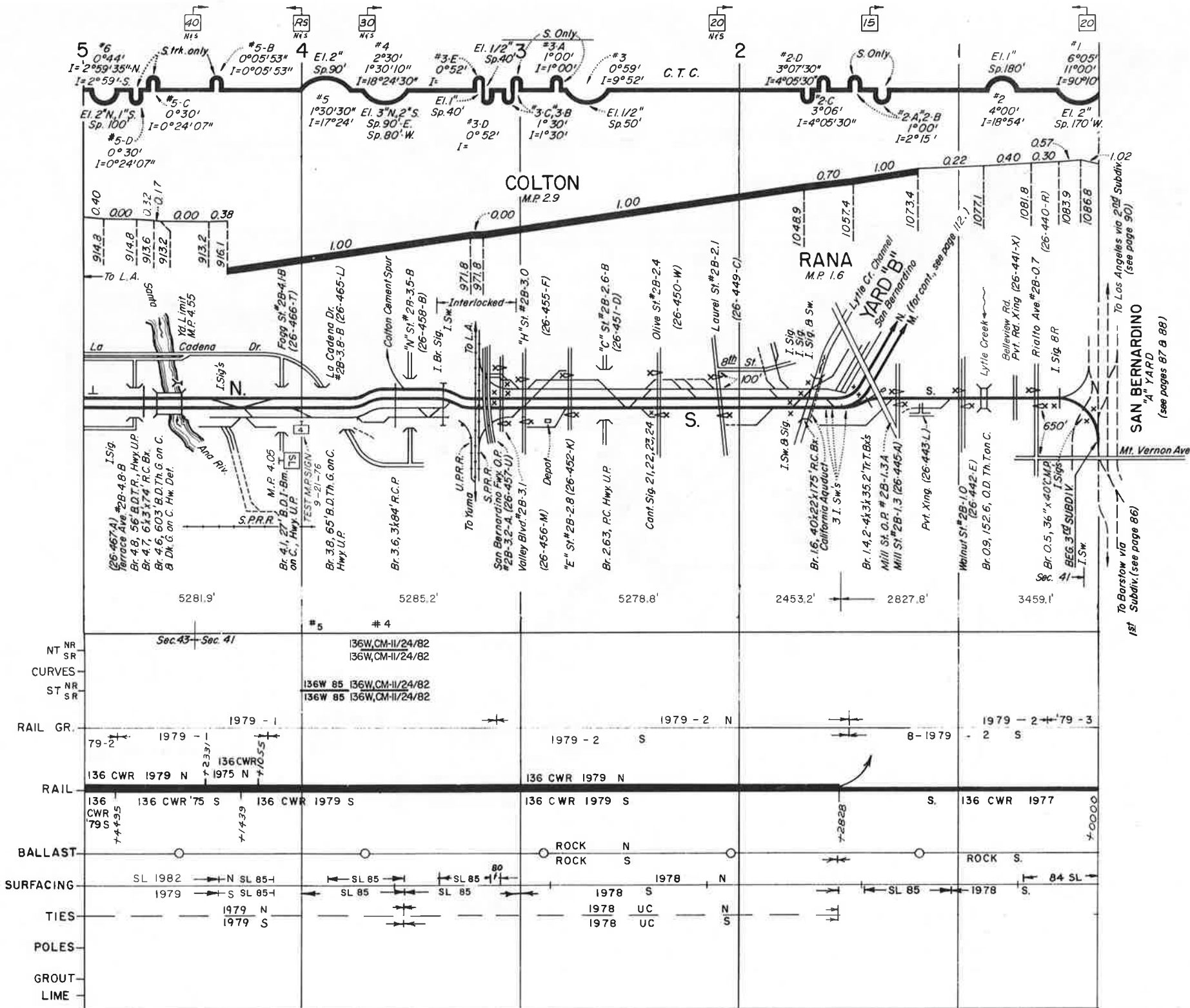






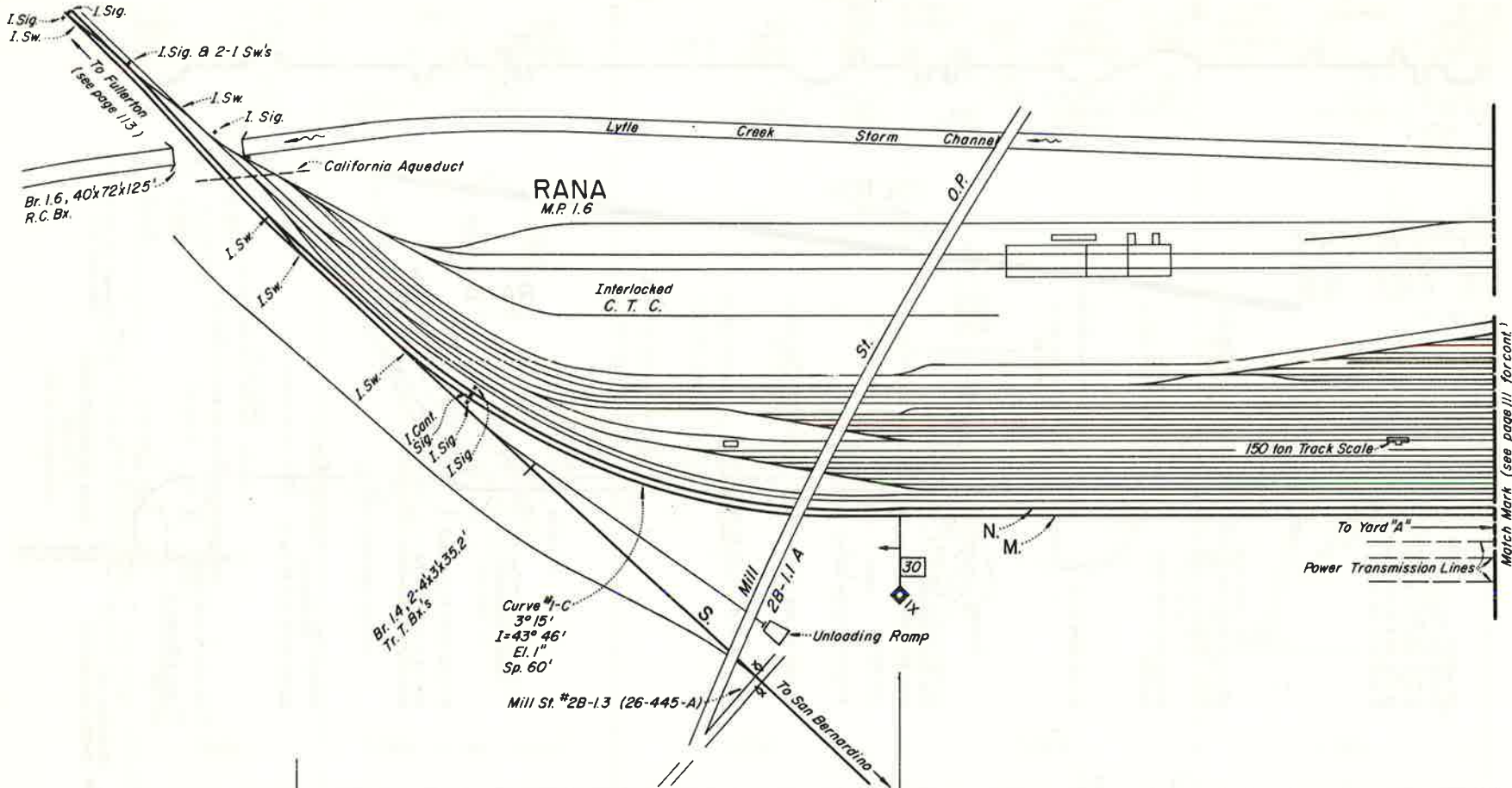






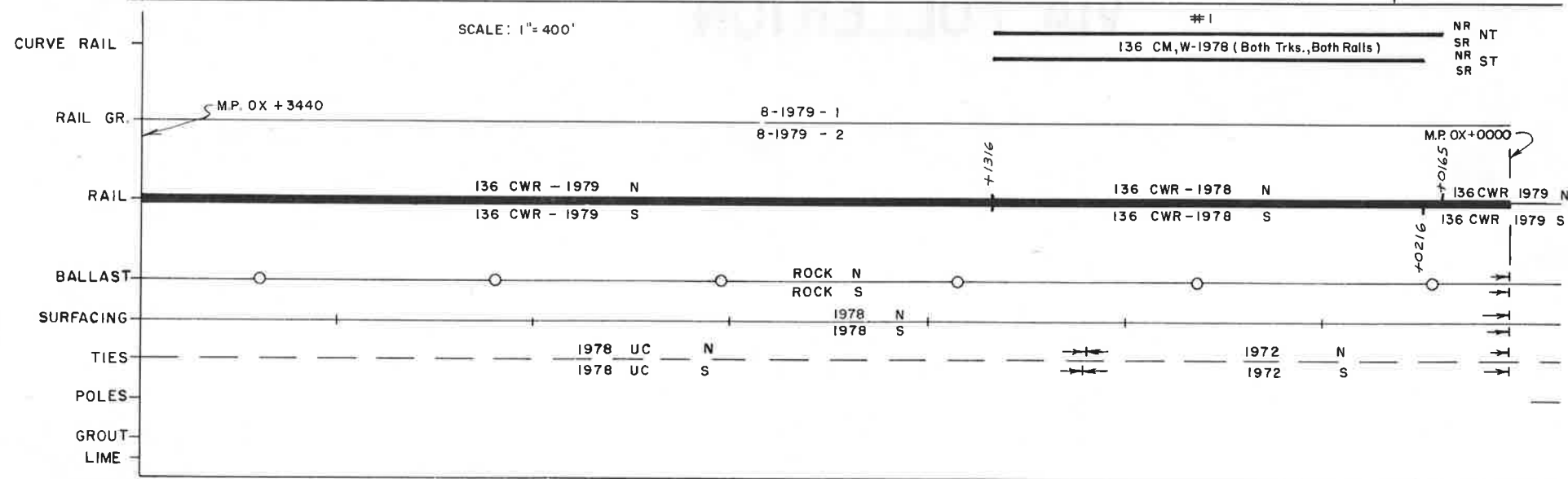
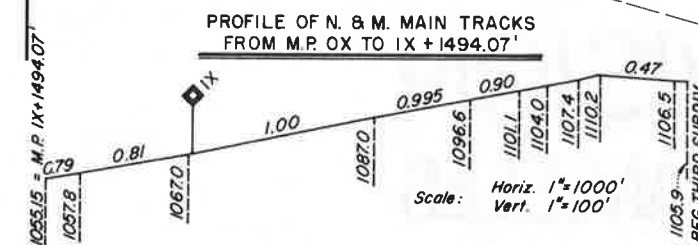
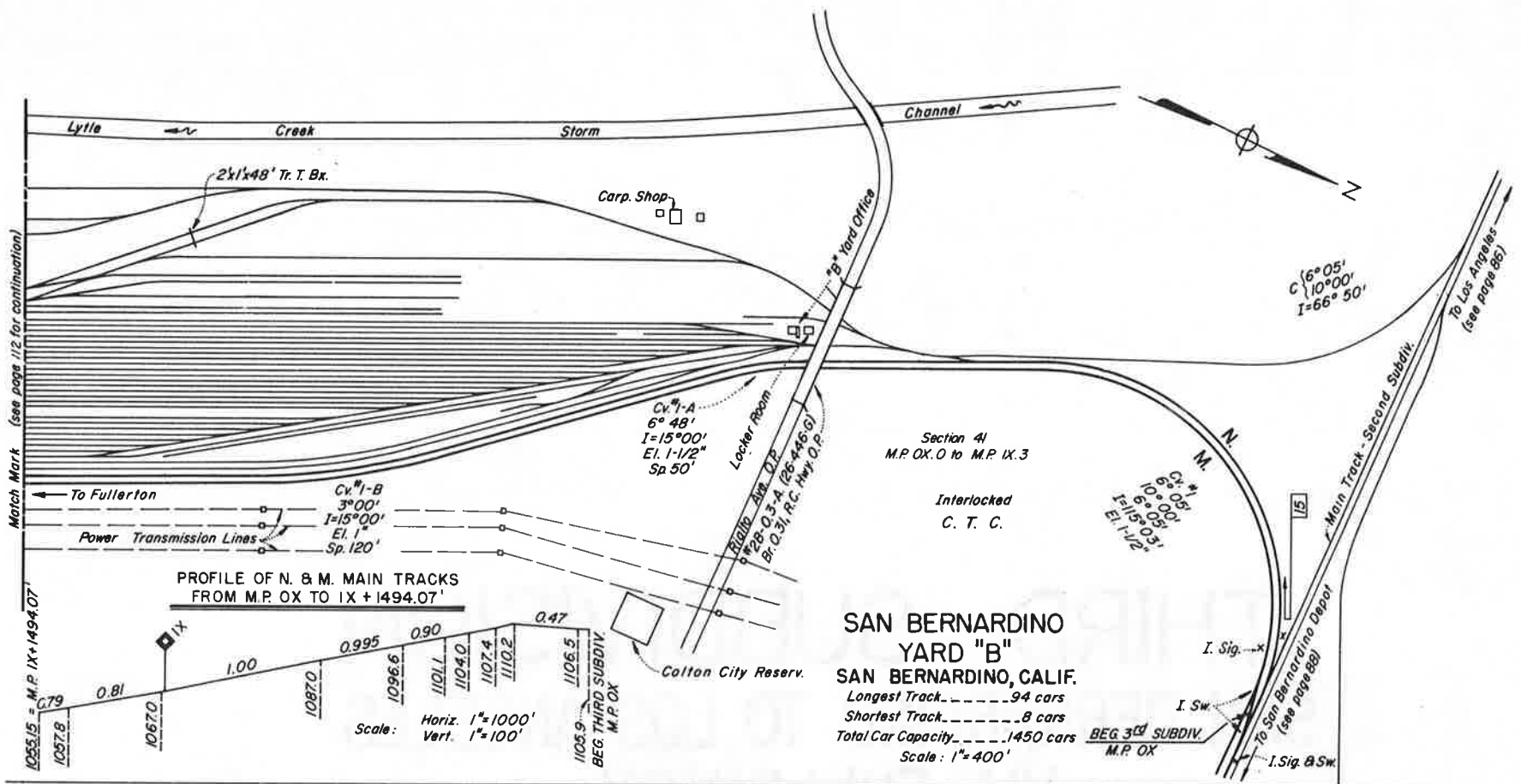
To Los Angeles via 2nd Subdiv (see page 90)  
 To Los Angeles via 2nd Subdiv (see page 90)  
 To Barstow via 1st Subdiv (see page 86)  
 To Barstow via 1st Subdiv (see page 86)

SAN BERNARDINO  
 "A" YARD  
 (see pages 87 & 88)



SCALE 1" = 400'	
8-1979-3	8-1979-1
M.P. IX + 0000	M.P. OX + 3440
136 CWR - 1979 N	136 CWR - 1979 S
ROCK N ROCK S	
1978 N	1978 S SL '80
1978 UC N	1978 UC S

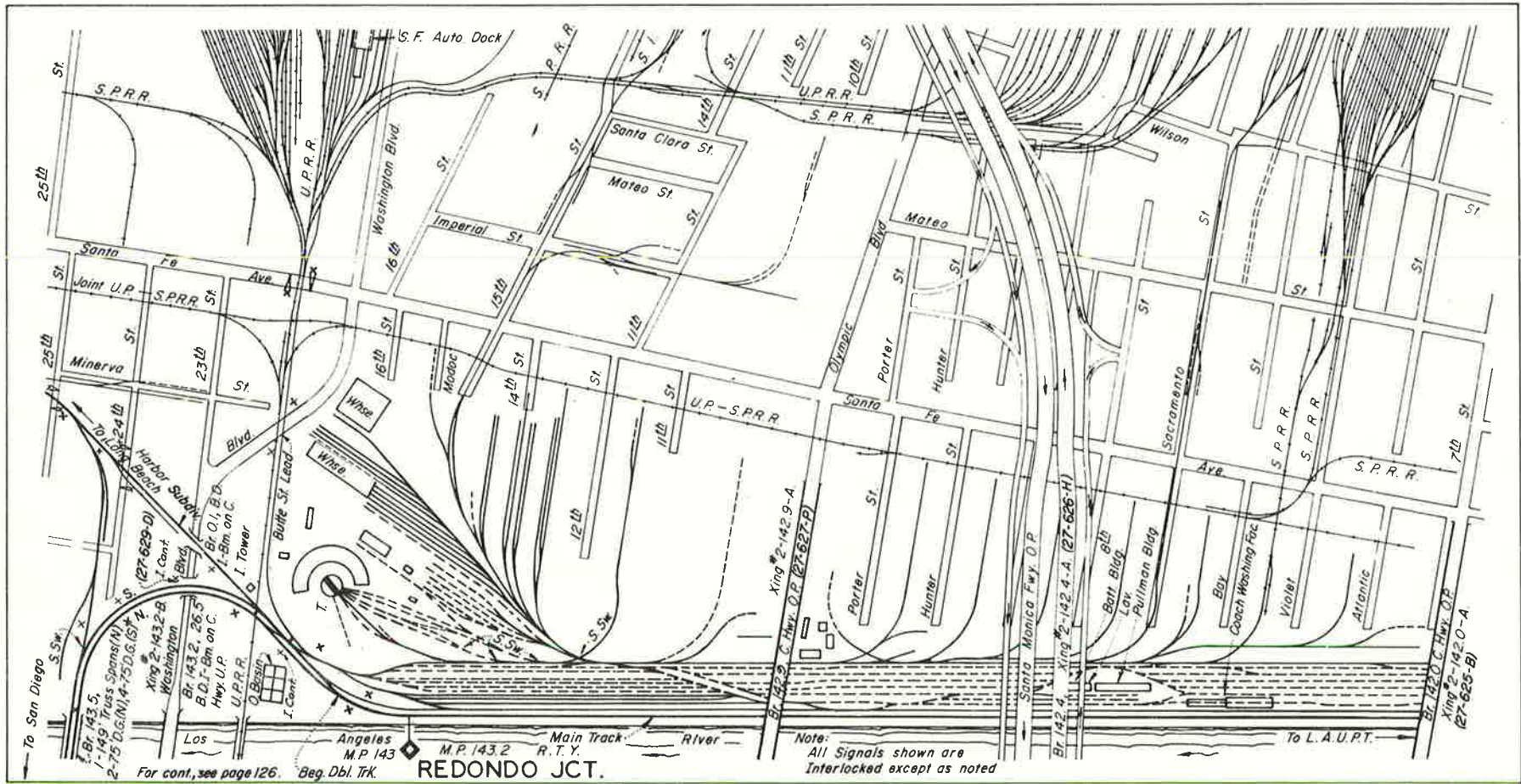
Match Mark (see page 111 for cont.)



**THIRD SUBDIVISION  
SAN BERNARDINO TO LOS ANGELES  
VIA FULLERTON**

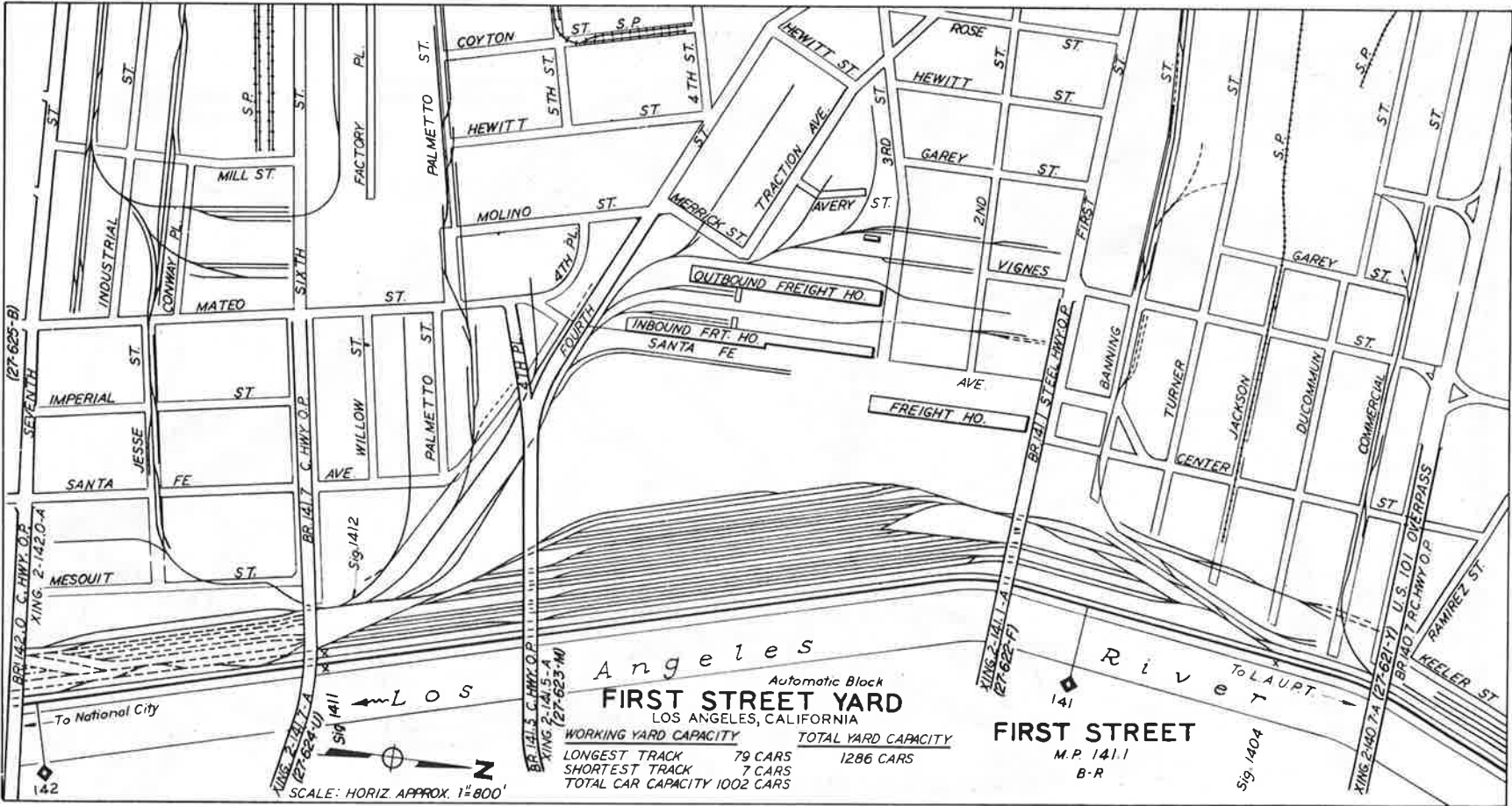


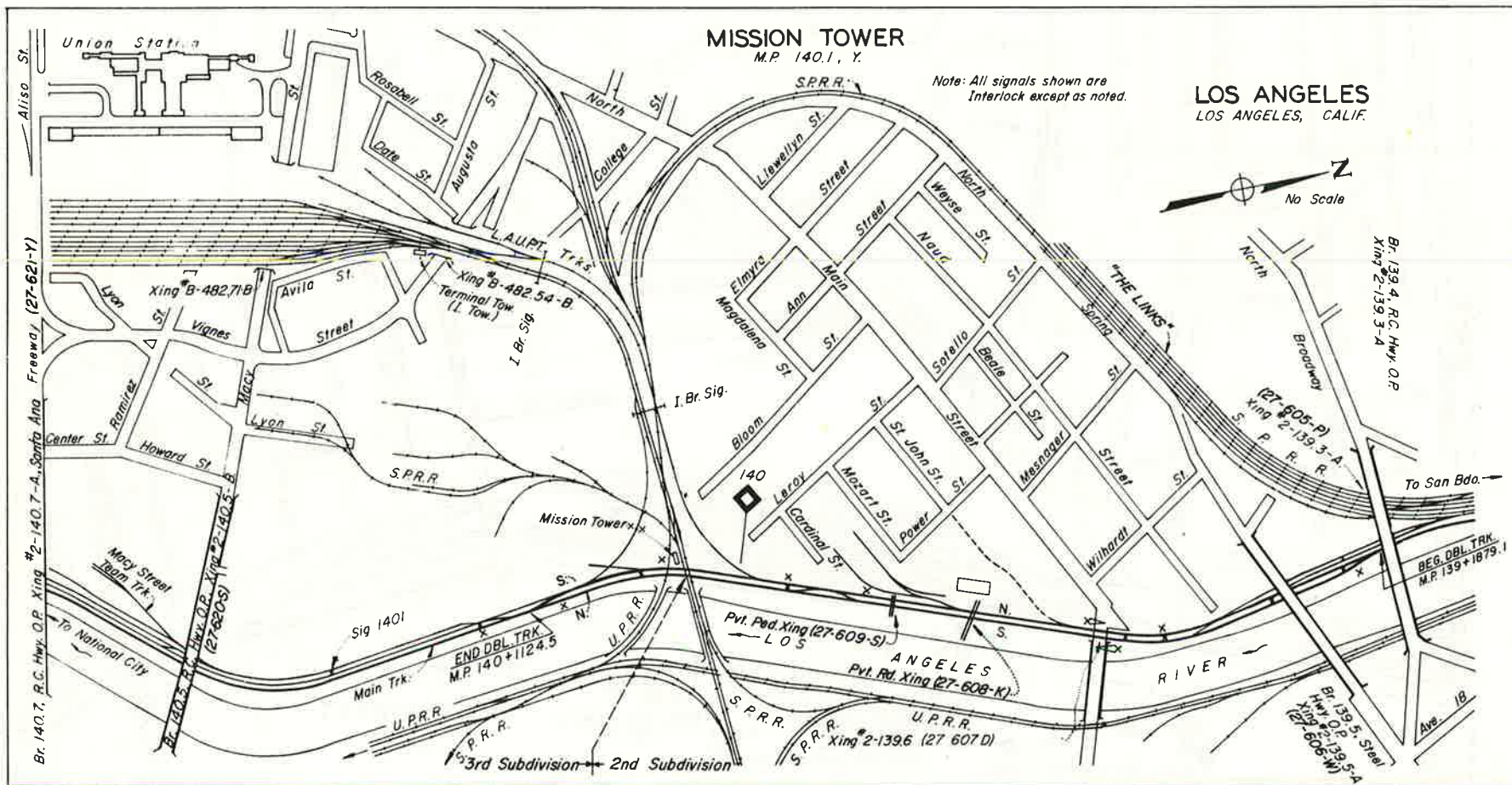


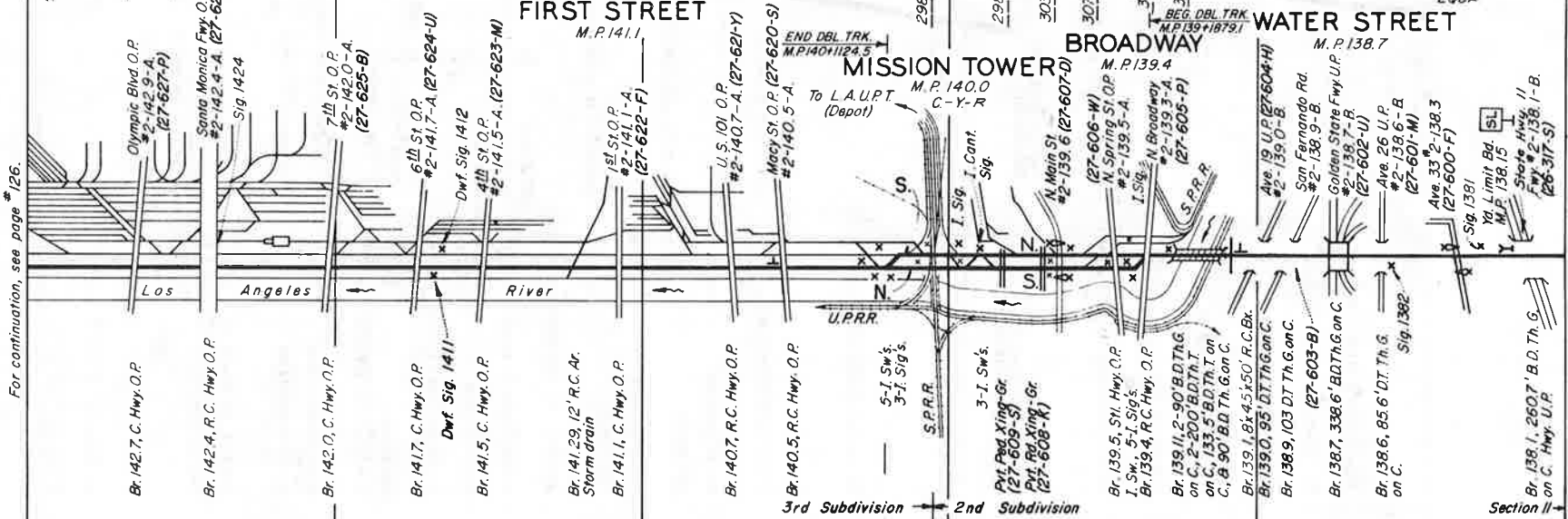
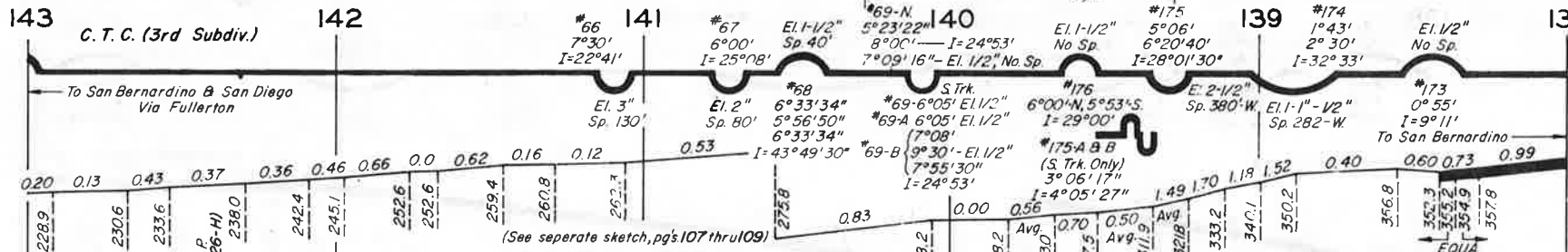


For cont., see page 126.

**REDONDO JCT.**







RAIL GR.									
RAIL									
BALLAST									
SURFACING									
TIES									
POLES									
GROUT LIME									

For continuation, see page #126.

(See separate sketch, pg's 107 thru 109)

119 CWR 3-86

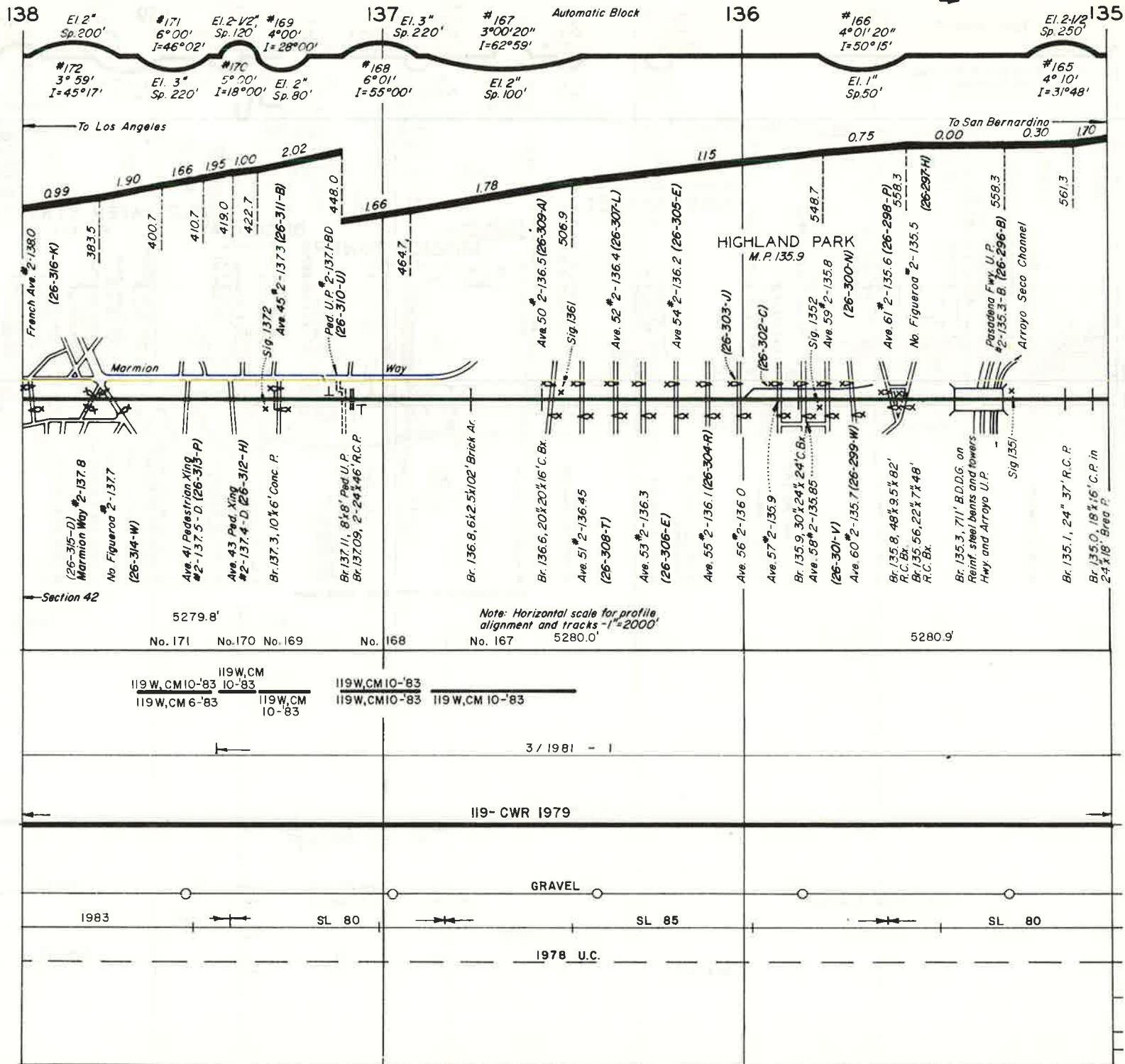
1978

1980

1978 U.C.

5277.7'

5280.9'



Note: Horizontal scale for profile, alignment and tracks - 1" = 2000'

119 W, CM 10-83  
119 W, CM 10-83  
119 W, CM 10-83  
119 W, CM 10-83

3 / 1981 - 1

119-CWR 1979

GRAVEL

1983

SL 80

SL 85

SL 80

1978 U.C.

RAIL GR.

RAIL

BALLAST

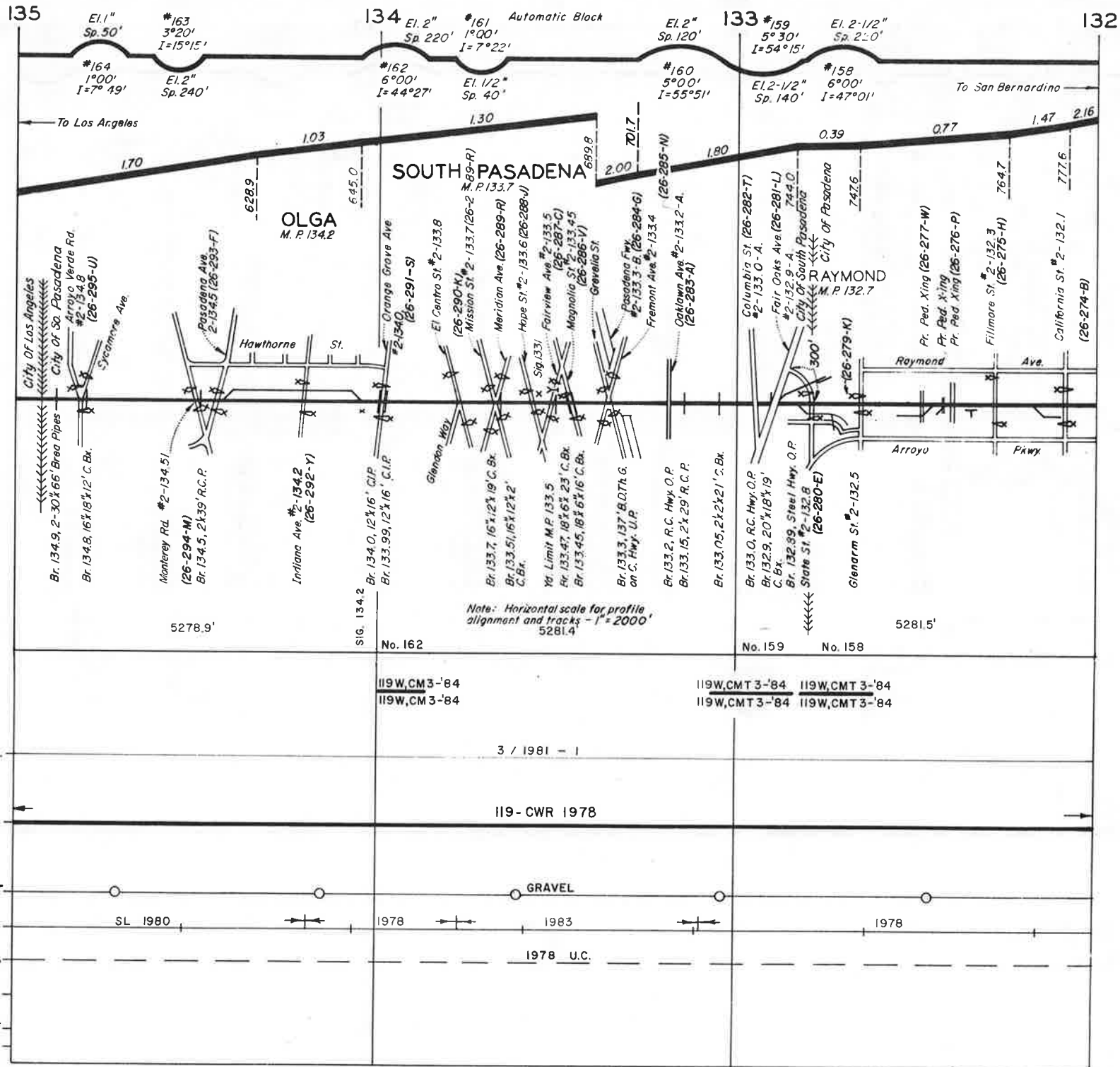
SURFACING

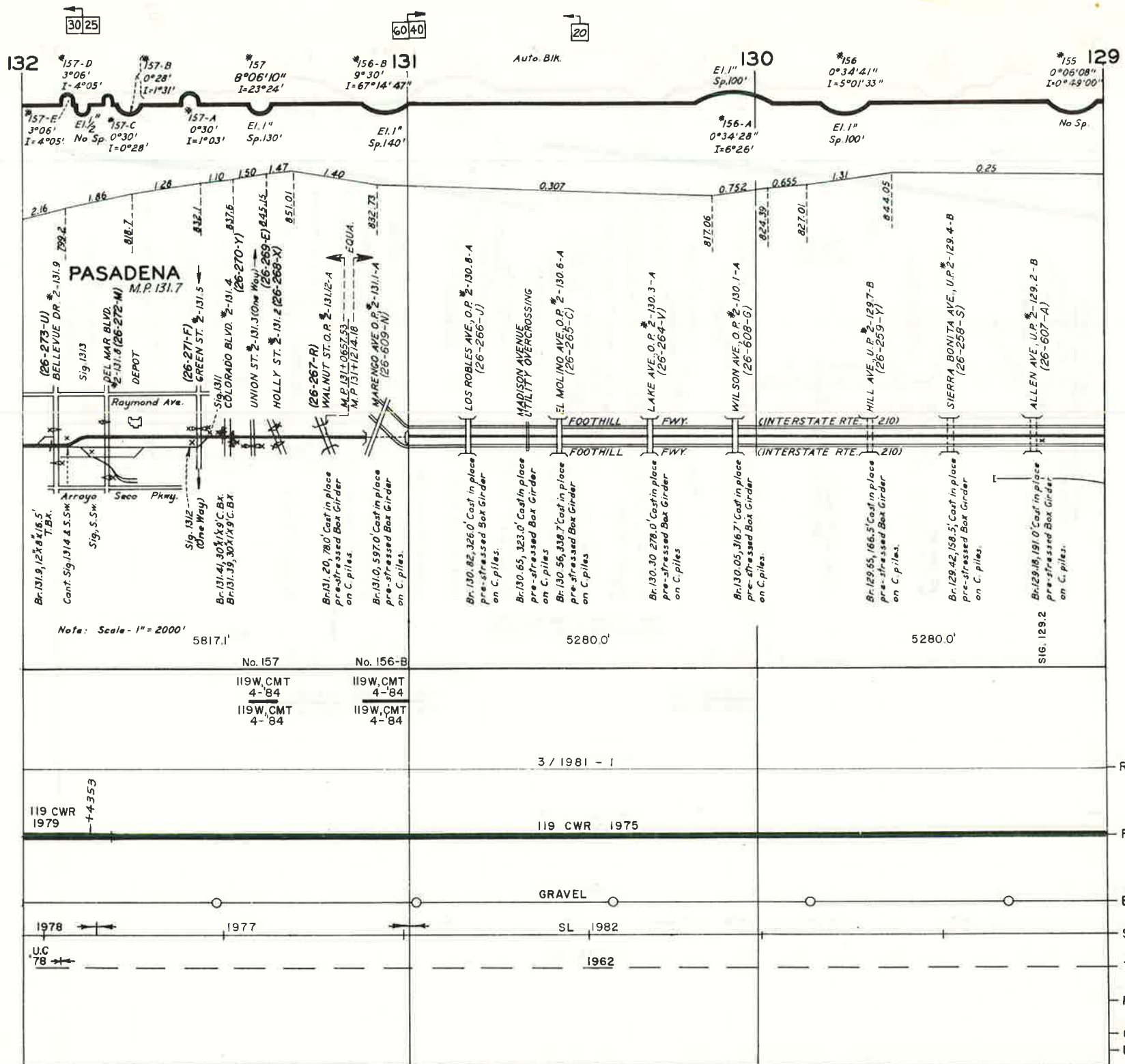
TIES

POLES

GROUT

LIME





Note: Scale - 1" = 2000'

129

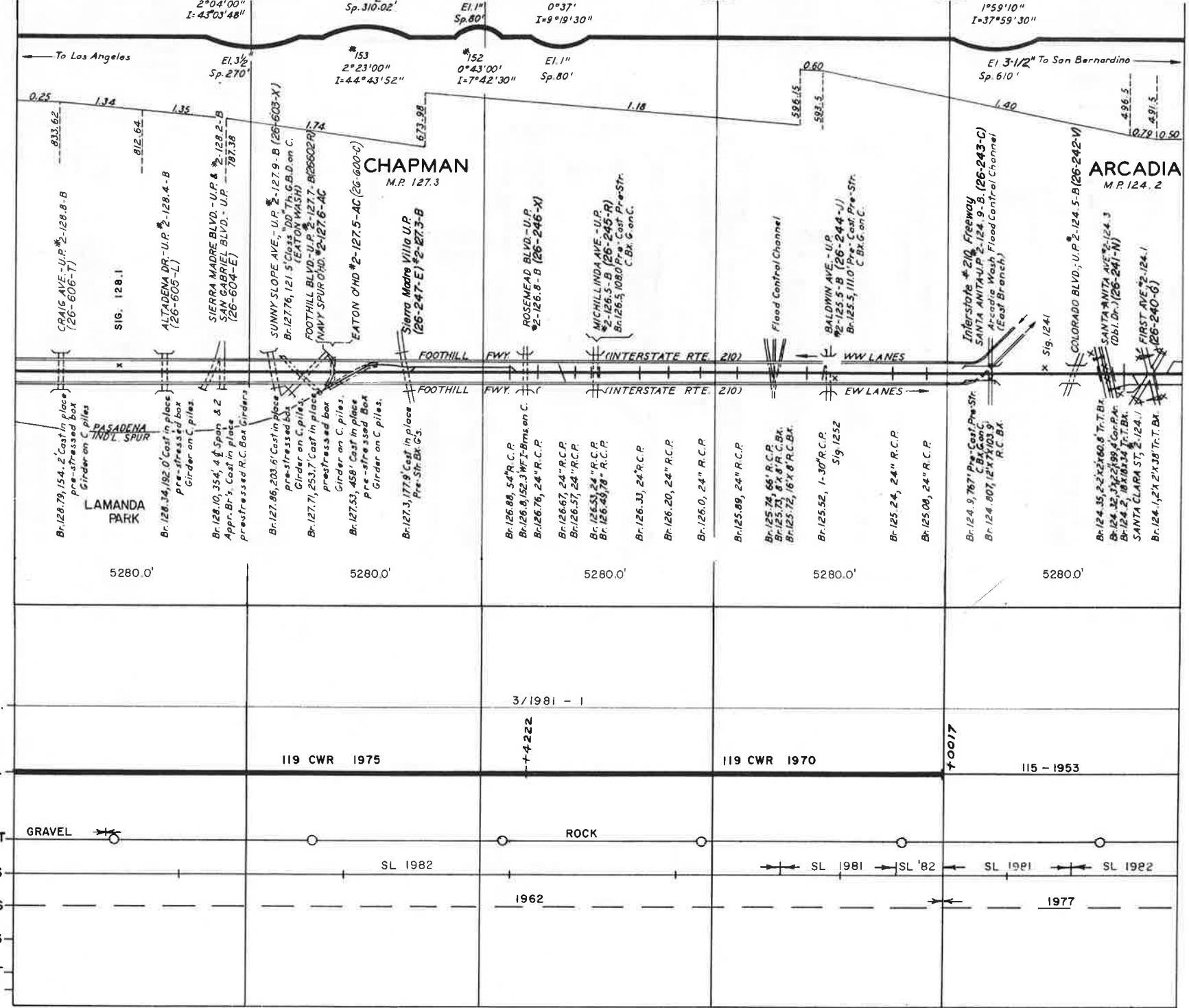
128

127

126

125

124



To Los Angeles

To San Bernardino

CHAPMAN  
M.P. 127.3

ARCADIA  
M.P. 124.2

LAMANDA PARK  
PASADENA  
INDL. SPUR

5280.0'

5280.0'

5280.0'

5280.0'

5280.0'

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

GRAVEL

ROCK

SL 1982

SL 1981

SL '82

SL 1981

SL 1982

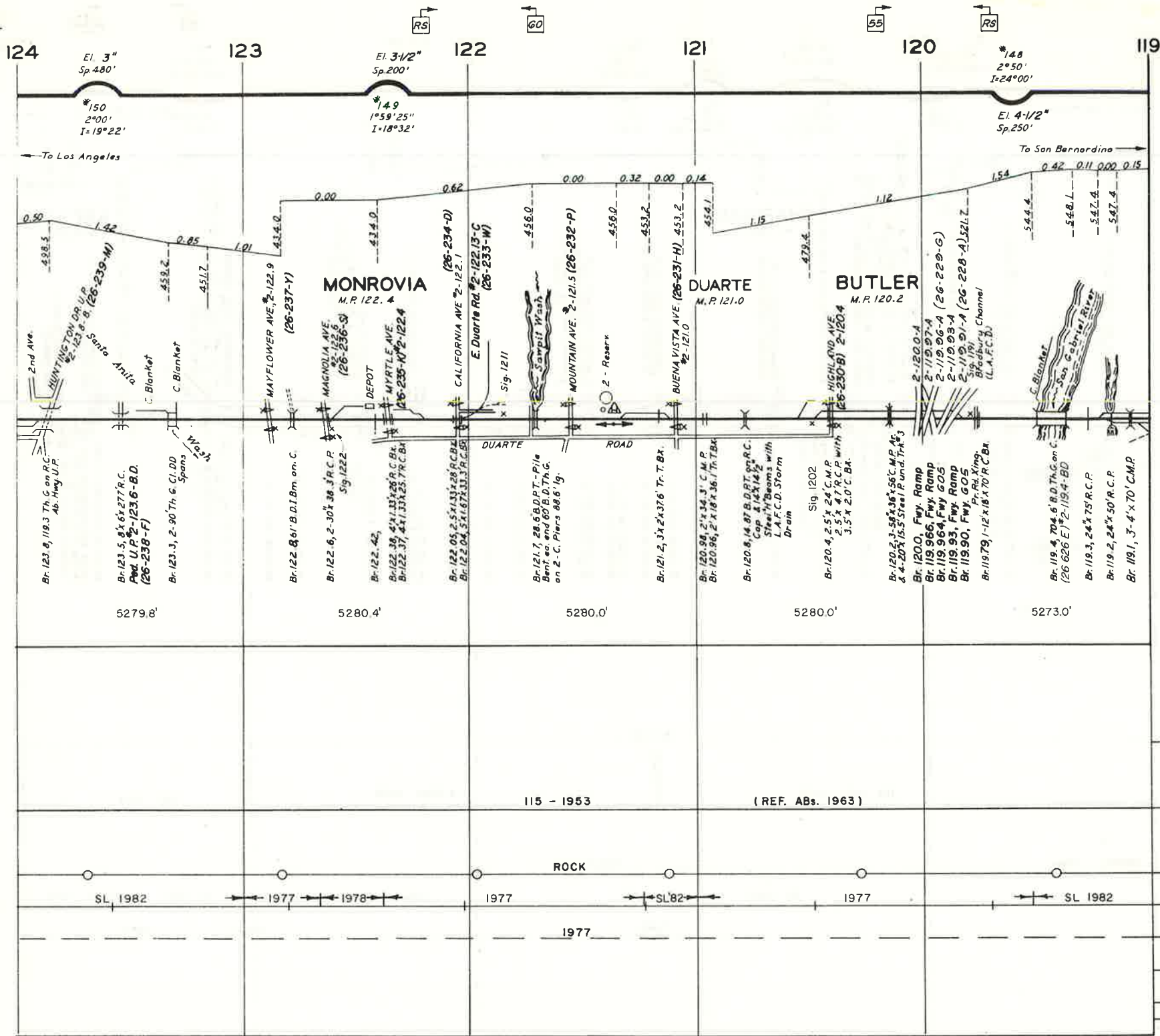
1962

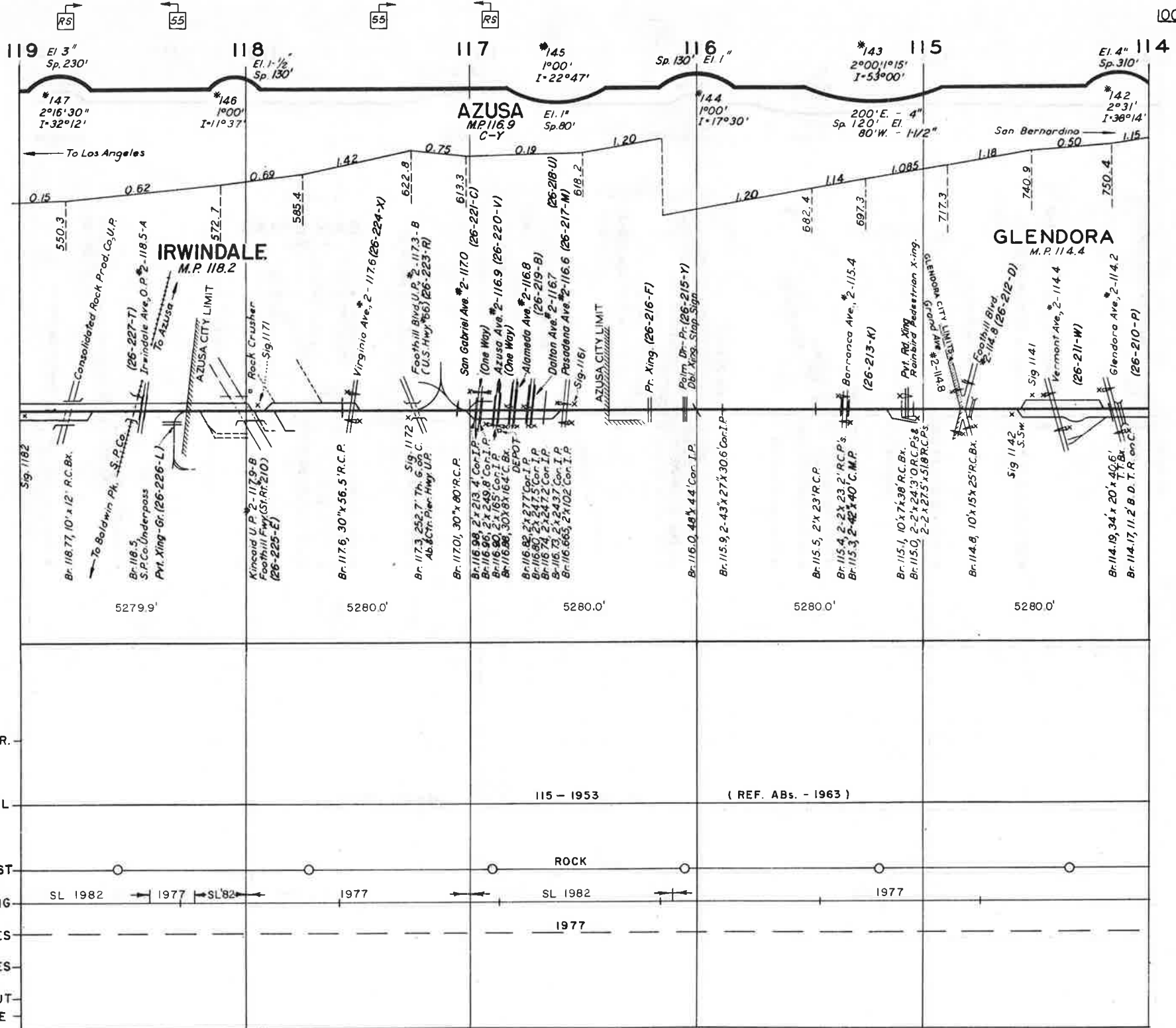
1977

REVISED

BINDER NO. 10







114

113

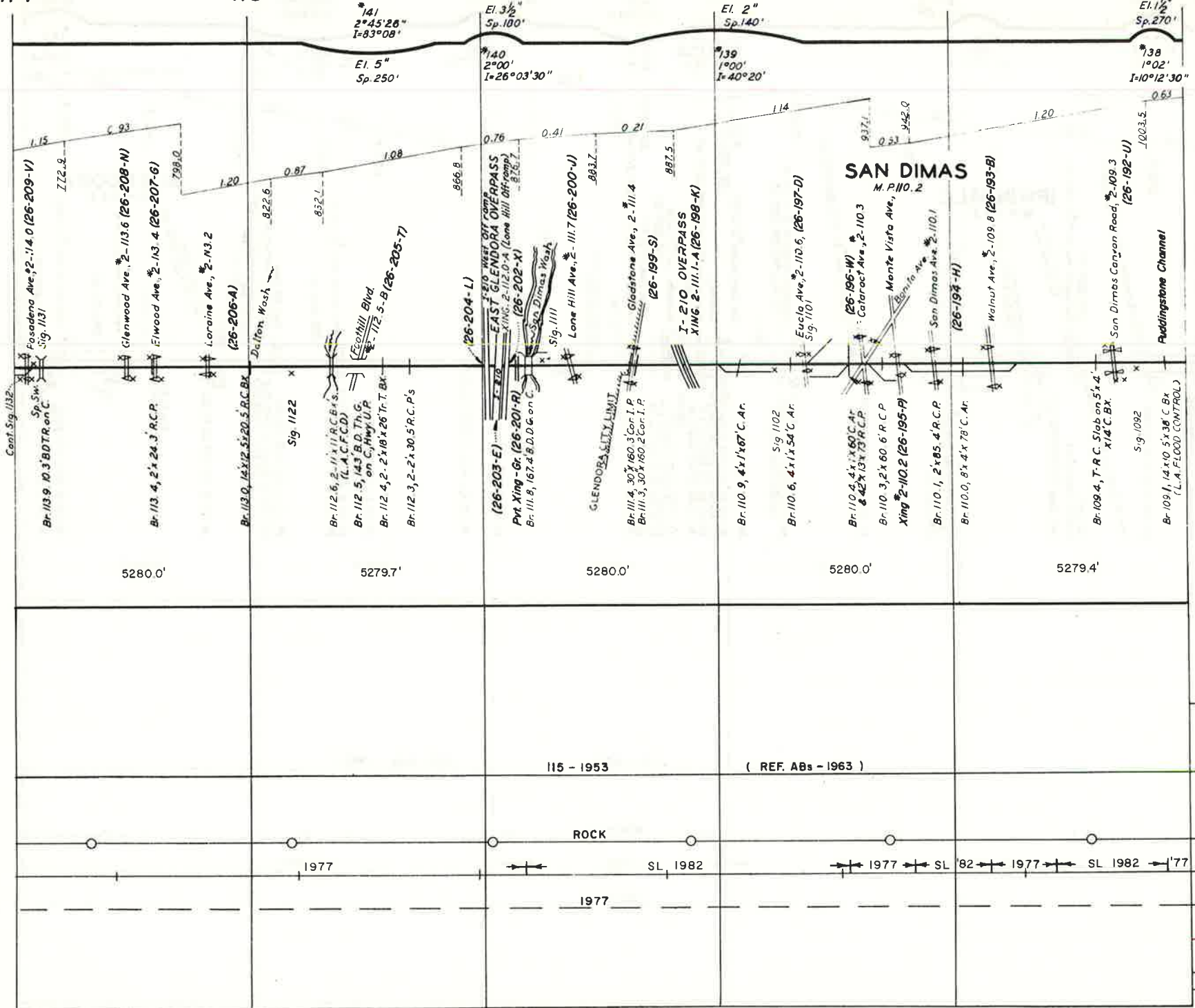
112

111

110

109

A.B.S.



115 - 1953

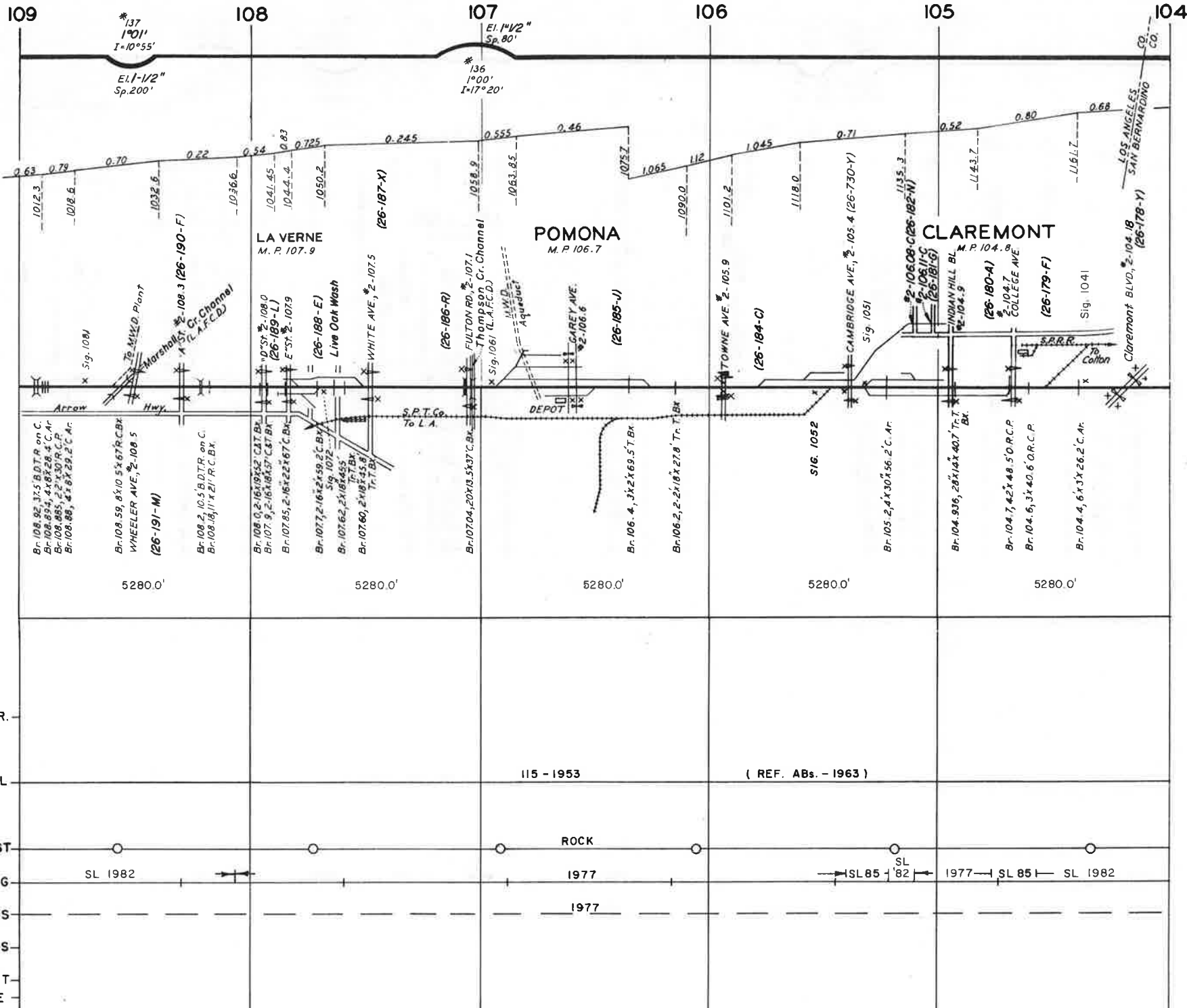
( REF. ABs - 1963 )

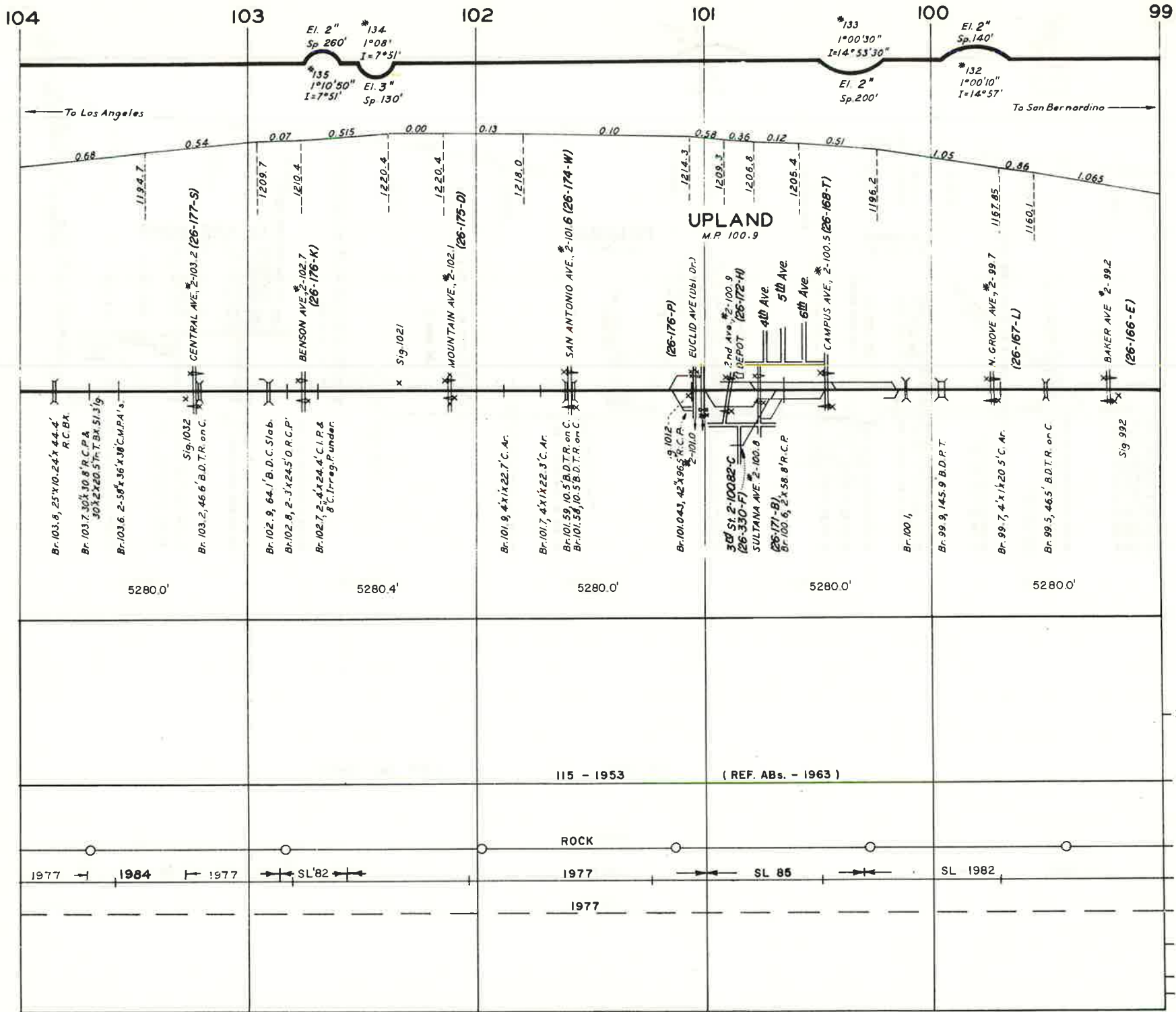
ROCK

SL, 1982

1977 SL 82 1977 SL 1982

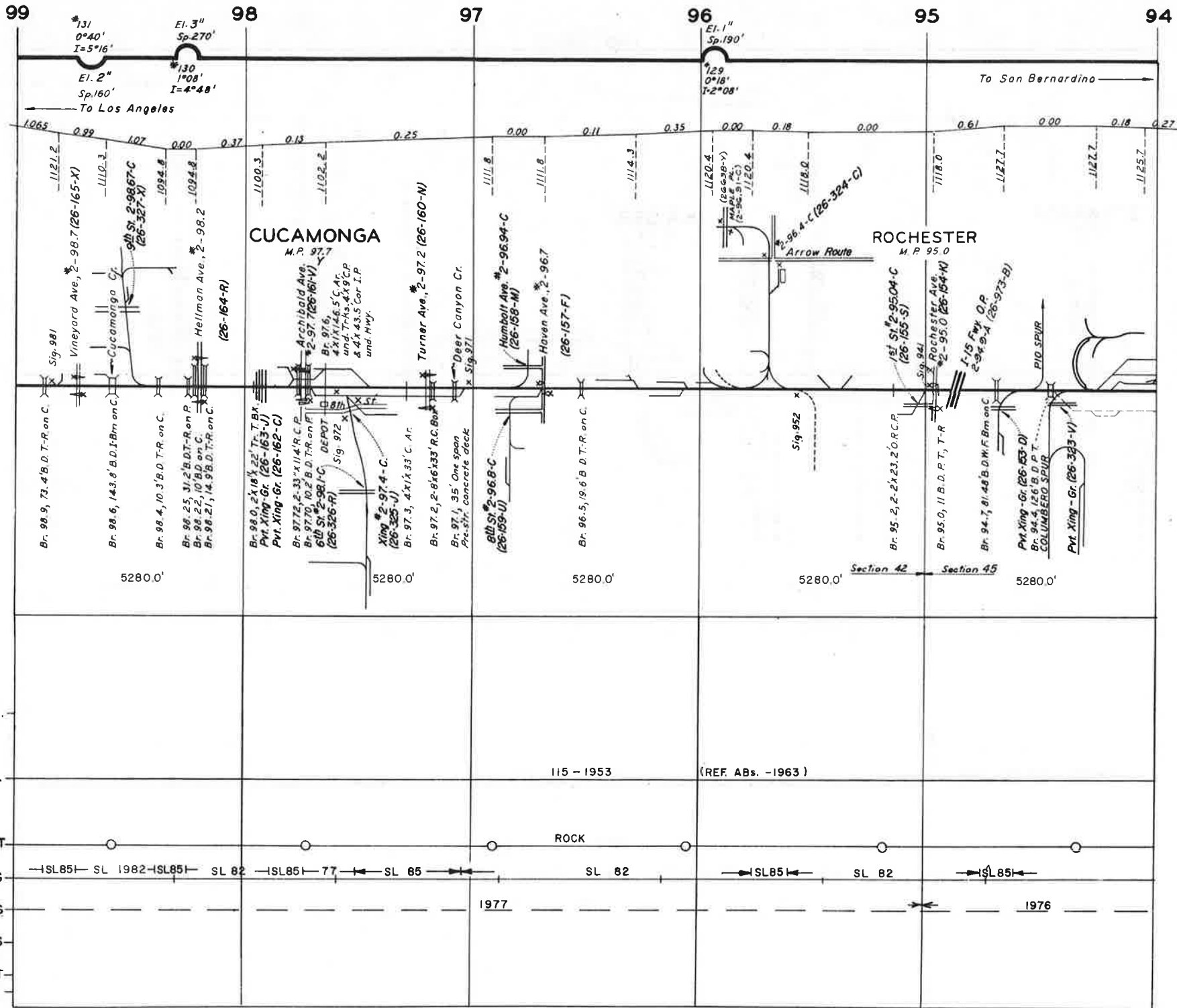
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME

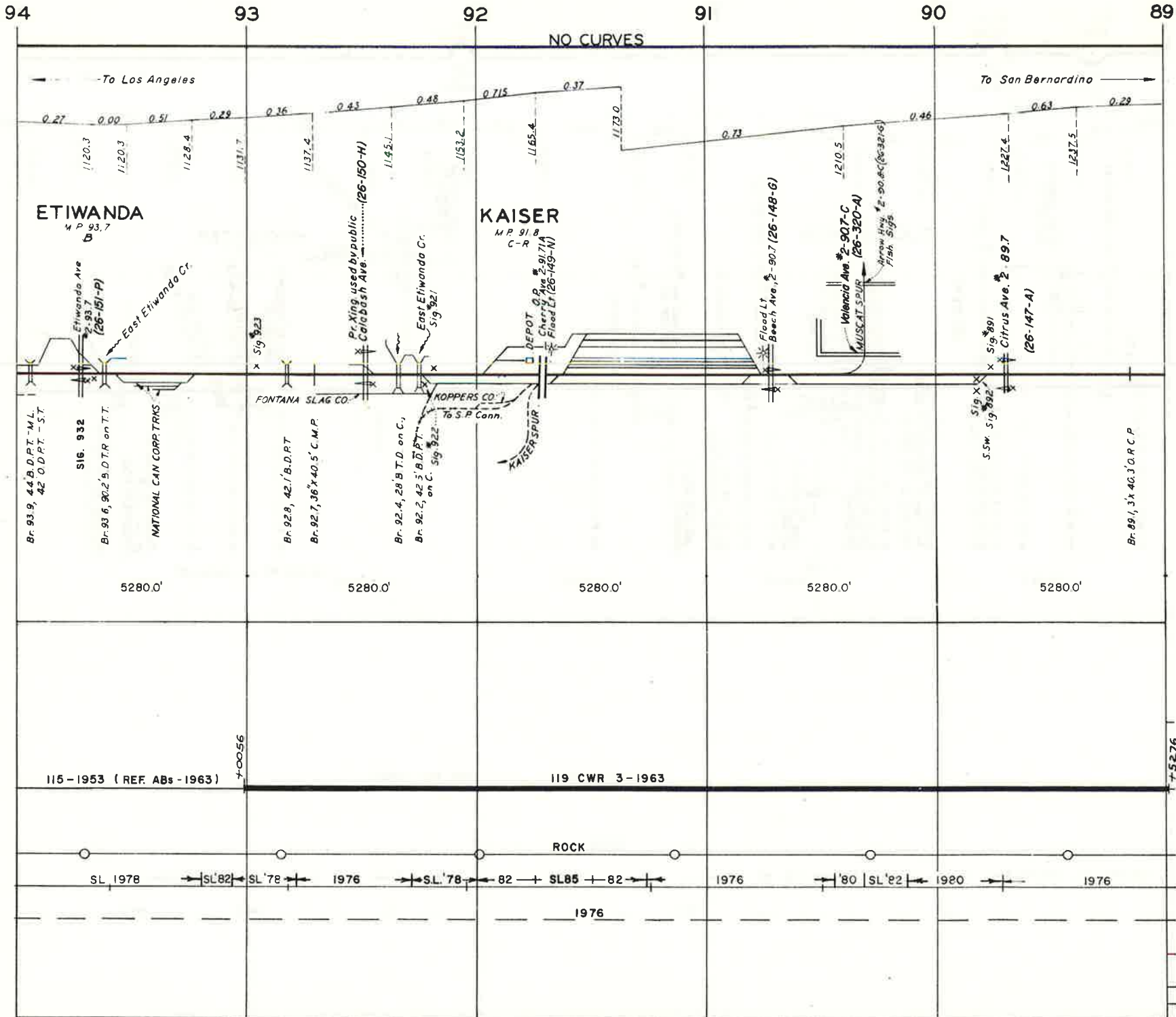




REVISED 7/86

BINDER NO. 10





89

88

87

86

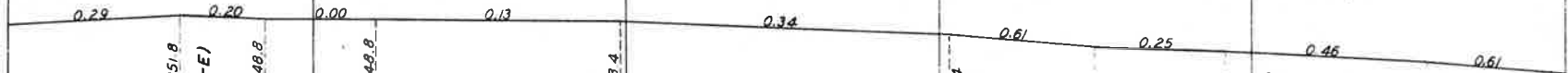
85

84

NO CURVES

To Los Angeles ←

→ To San Bernardino



FONTANA  
M.P. 88.8

RIALTO  
M.P. 84.9

Juniper Ave.  
2-88.9

(26-146-T)

Sierra Ave. 2-88.7

(26-145-L)

Mango Ave. 2-88.5

(26-144-E)

Palmetto Ave. 2-88.2

(26-143-X)

Alder Ave. 2-87.7

(26-142-R)

Sig. 871

Locust Ave. 2-87.2

(26-141-J)

Cedar Ave. 2-86.4

(26-140-C)

Br. 86.2, 2-30' x 24.5' O.R.C.P.

RIALTO CITRUS SPUR

Coccol Ave. 2-85.7

(26-139-H)

Lilac Ave. 2-85.4 (26-138-B)

Sig. 851

Willow Ave. 2-85.2

(26-137-U)

Br. 85.1, 3' x 46' C.M.P.

Riverside Ave., 2-84.7

(26-136-M)

Sycamore Ave. 2-84.7

(26-135-F)

Acacia St. 2-84.4

(26-134-Y)

Eucahyptus Ave. 2-84.2

(26-133-S)

Br. 88.67, 24' x 23.3' O.R.C.P.  
Br. 88.65, 36' x 22' x 40' C.M.P.

5280.0'

5280.0'

5280.0'

5280.0'

5280.0'

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

119 CWR 1979

+0035

119 CWR 1963

+0013

119 CWR 1979

ROCK

1976

SL 76

SL 85

SL 76

SL 85

1976



**SECOND SUBDIVISION  
SAN BERNARDINO TO LOS ANGELES**

1. 2. 3. 4. 5. 6. 7. 8. 9. 10.

11. 12. 13. 14. 15. 16. 17. 18. 19. 20.

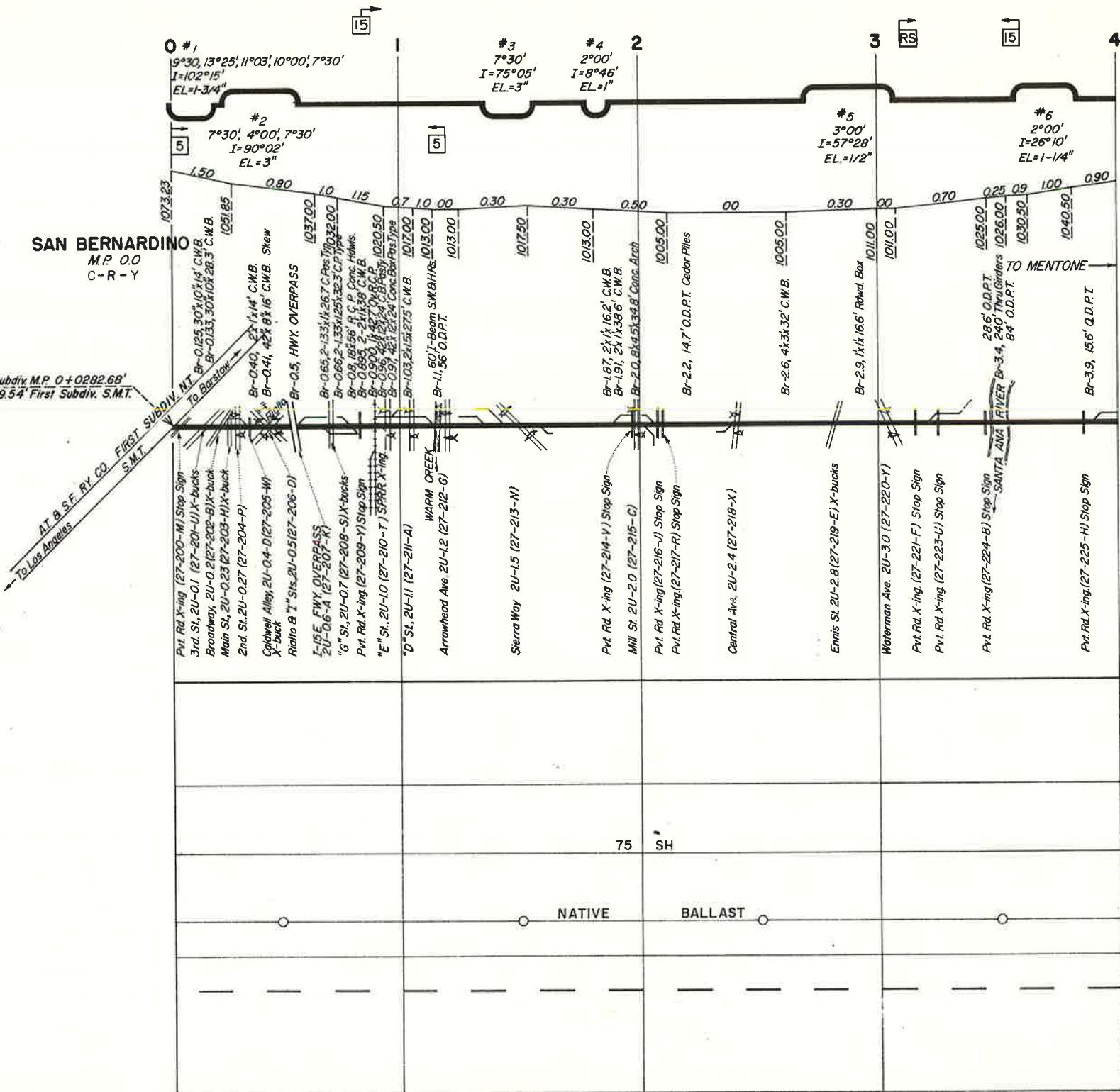
21. 22. 23. 24. 25. 26. 27. 28. 29. 30.

31. 32. 33. 34. 35. 36. 37. 38. 39. 40.

41. 42. 43. 44. 45. 46. 47. 48. 49. 50.

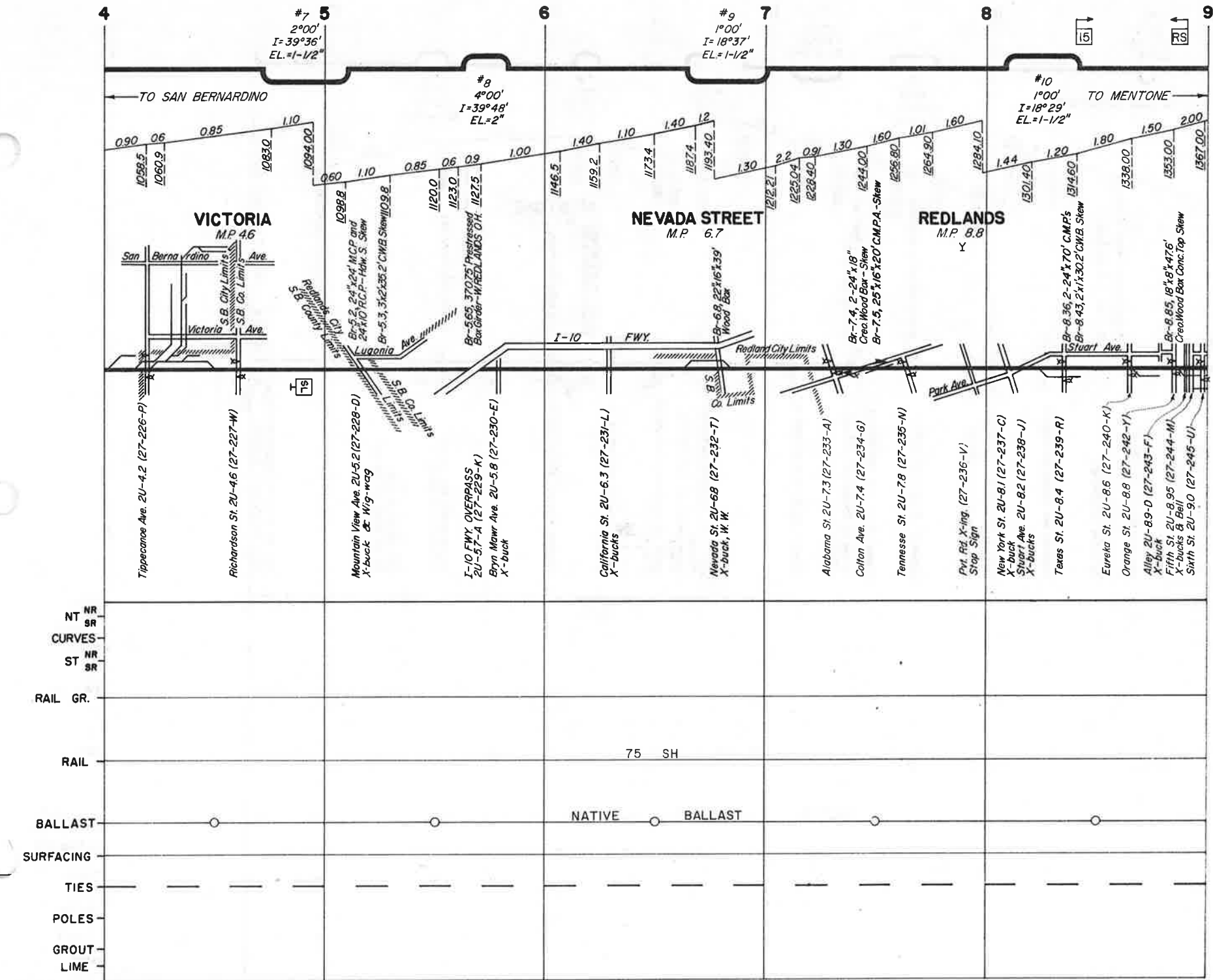
Begin Redlands Subdiv M.P. 0+0292.68' = M.P. B1+0519.54' First Subdiv. S.M.T.

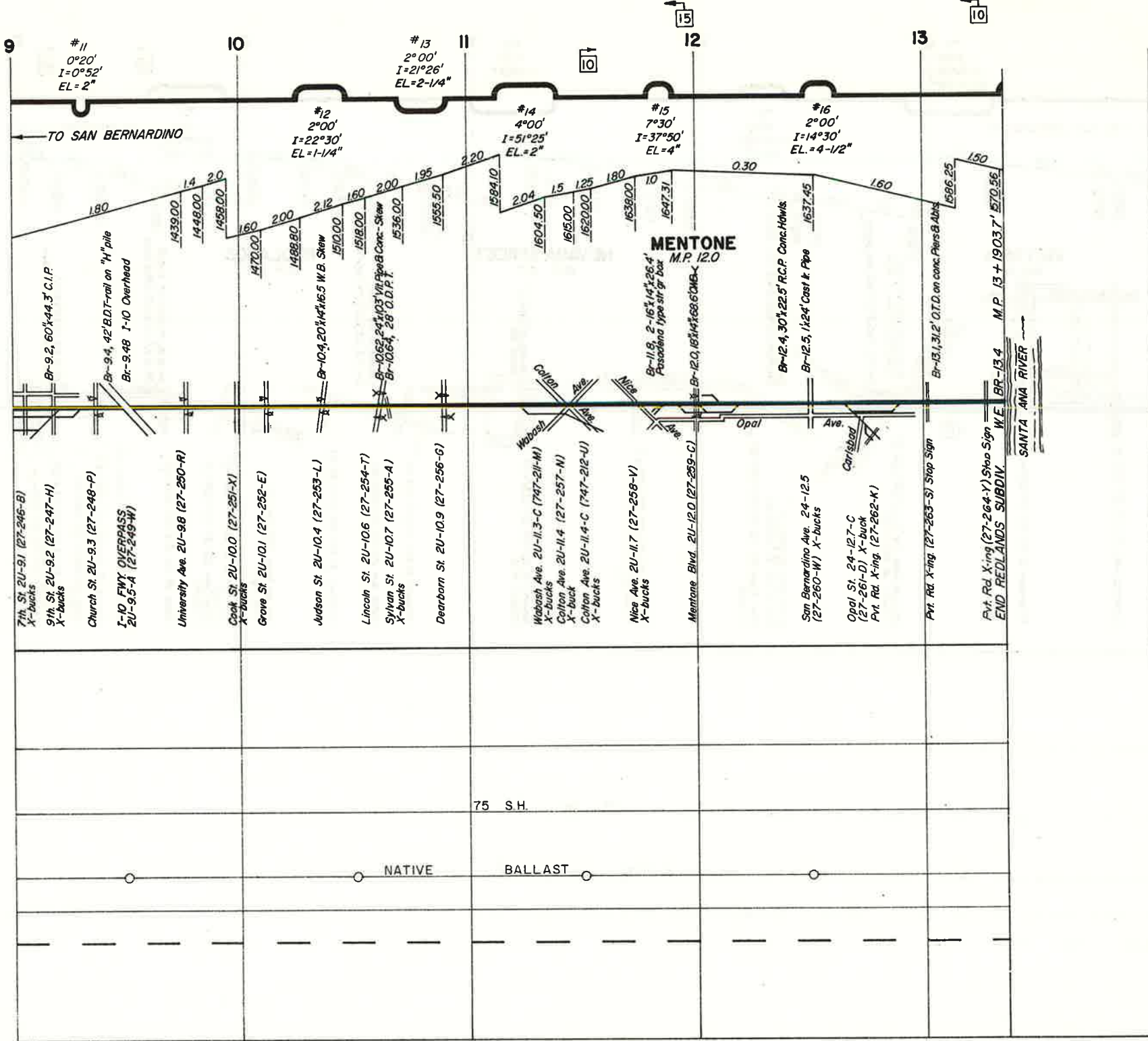
SAN BERNARDINO  
M.P. 0.0  
C-R-Y



REVISED E-86

BINDER NO. 10

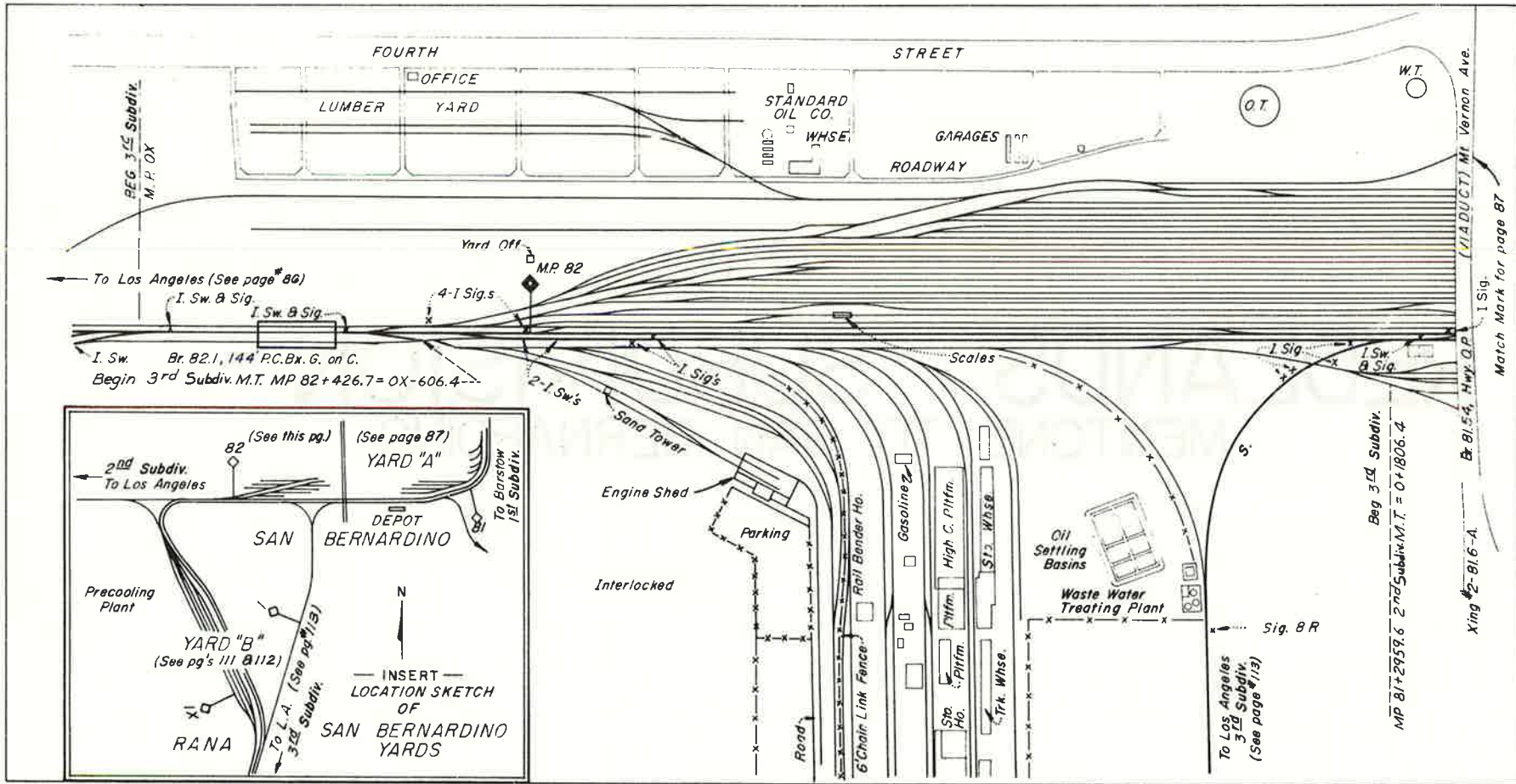


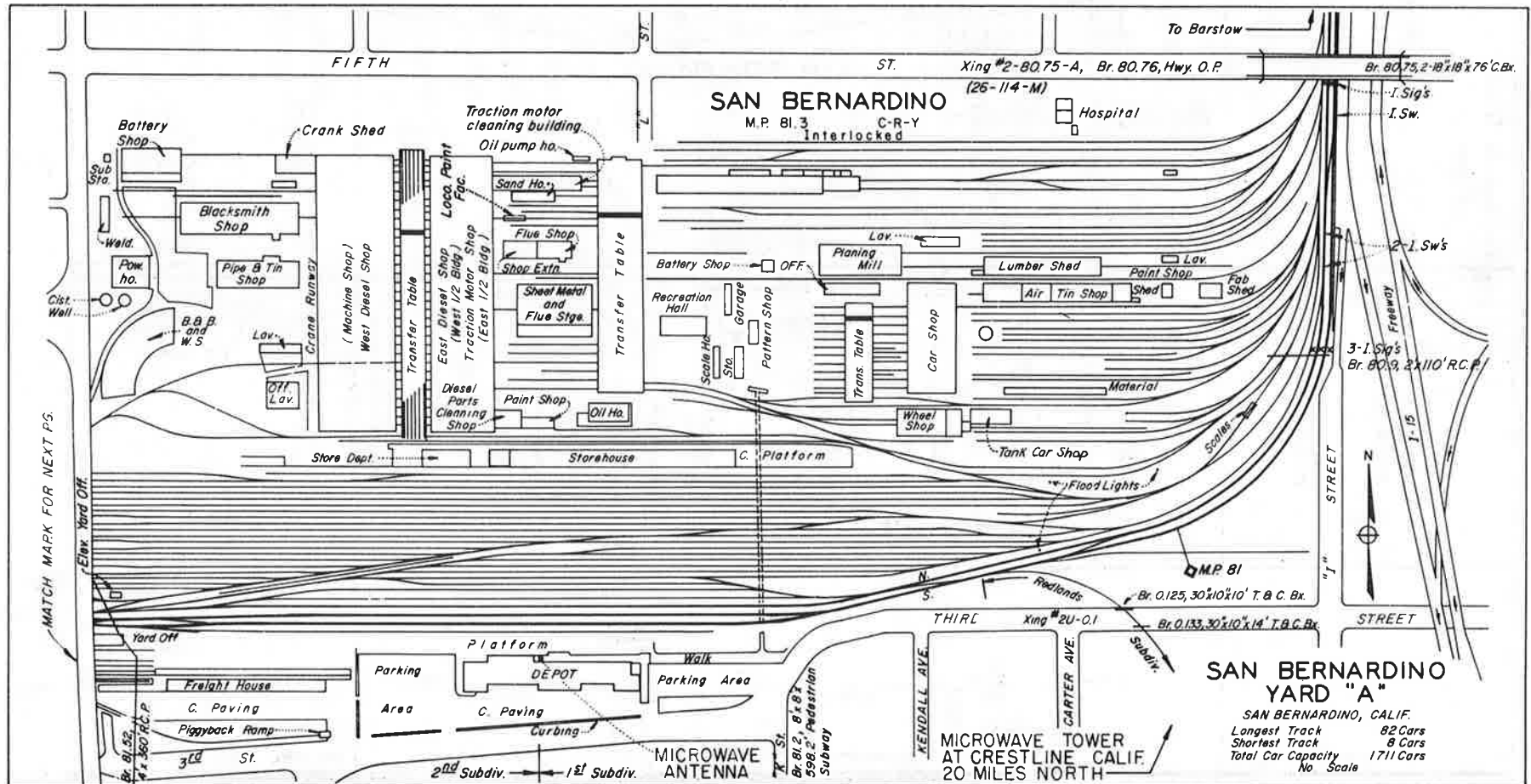


- NR NT
- SR CURVES
- NR ST
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME

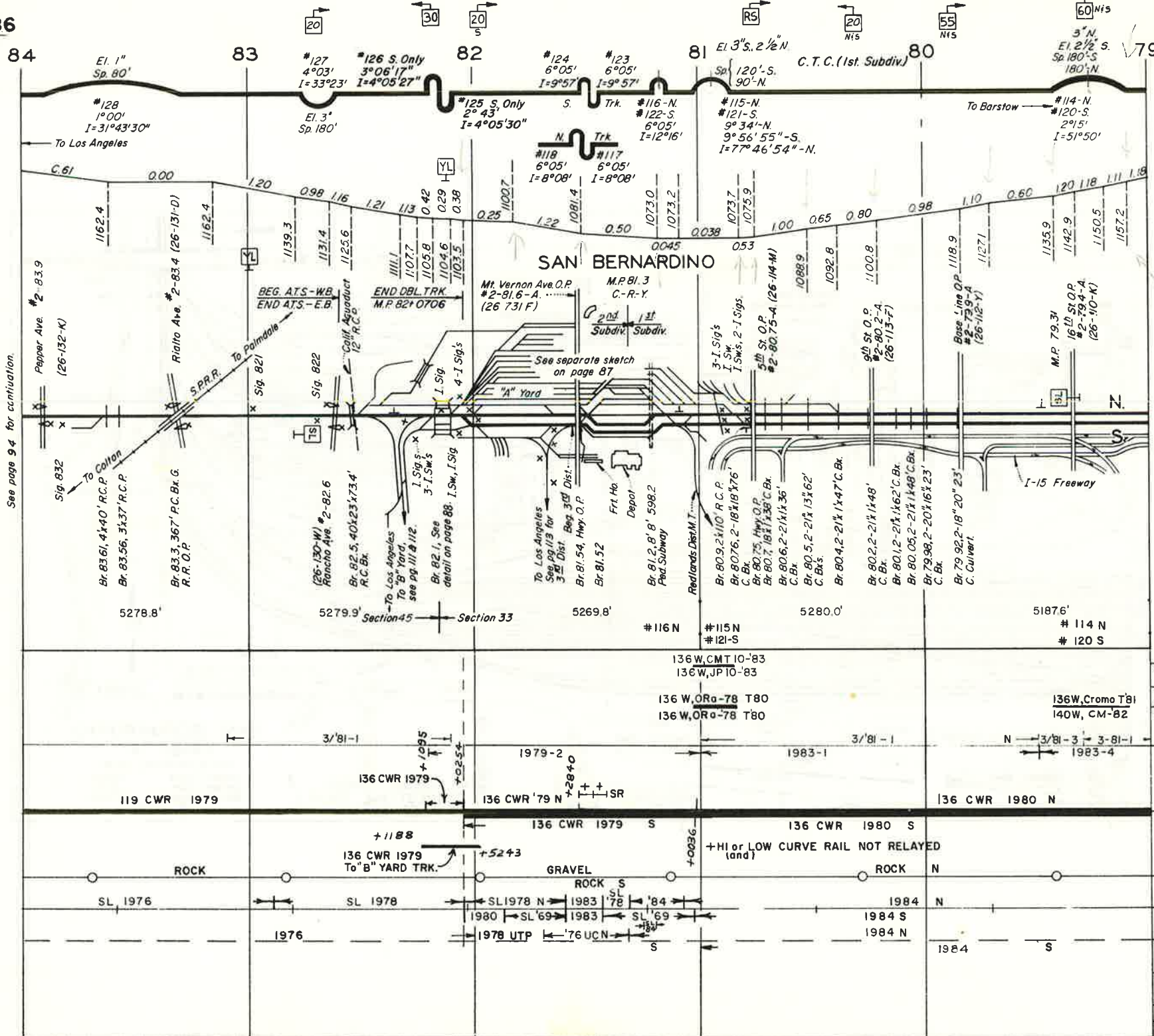
# REDLANDS SUBDIVISION

MENTONE TO SAN BERNARDINO









See page 94 for continuation.

- NR NT
- CURVES
- NRST
- SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME

5278.8'

5279.9'

5269.8'

5280.0'

5187.6'

119 CWR 1979

136 CWR 1979

136 CWR '79 N

136 CWR 1980 N

ROCK

GRAVEL

ROCK

SL 1976

SL 1978

SL 1978 N

SL 1978 S

1984 N

1984 S

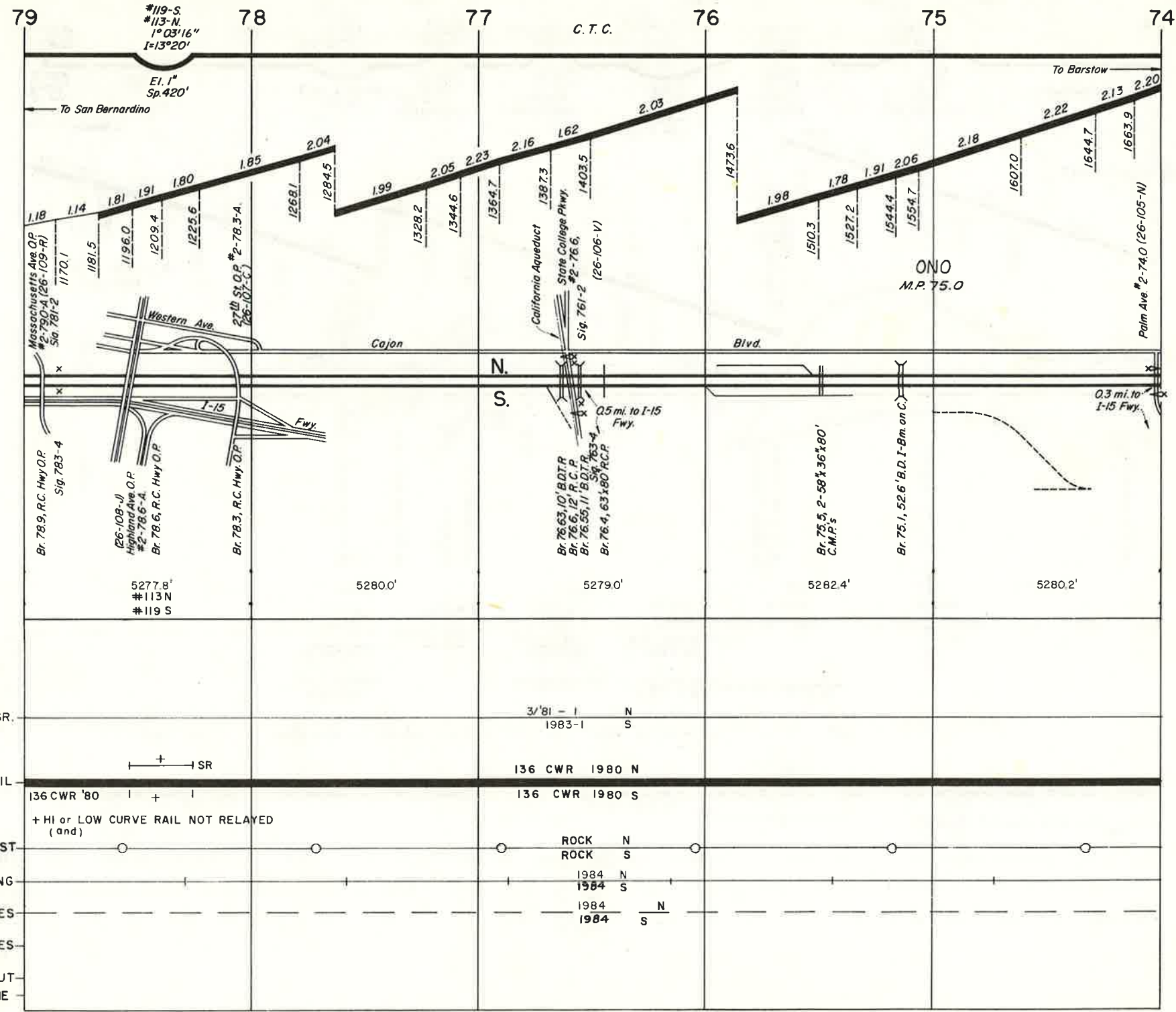
1976

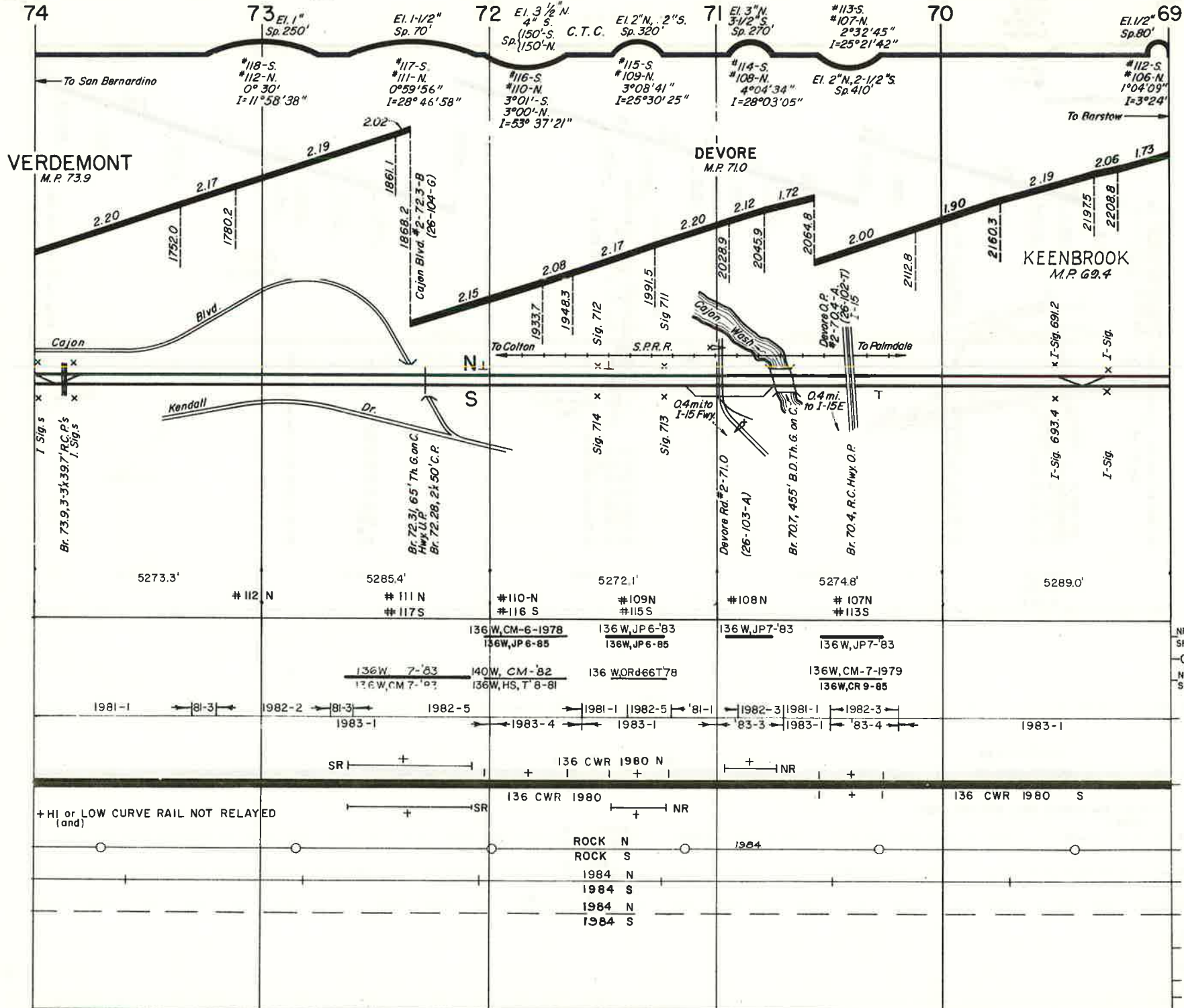
1978 UTP

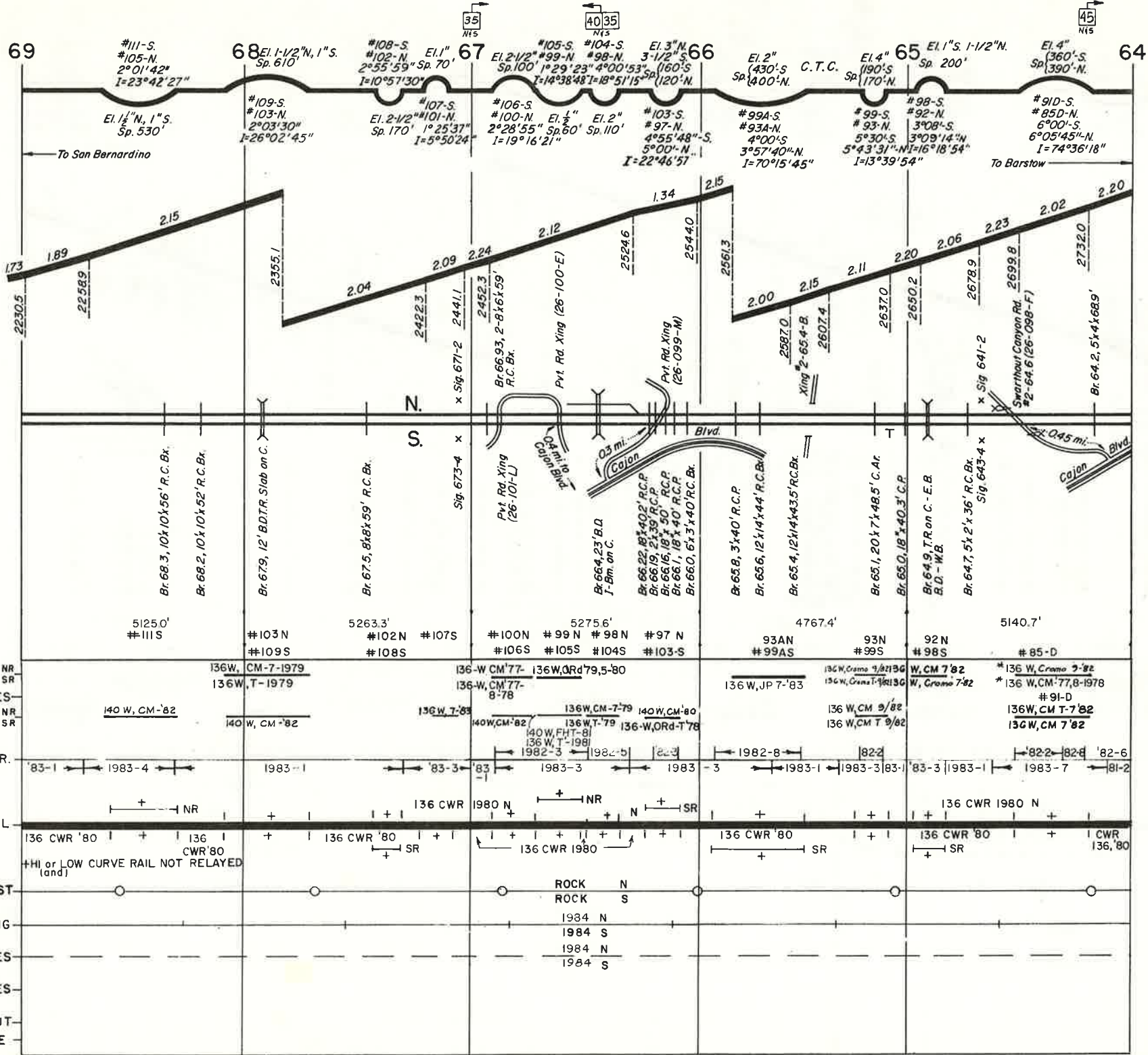
1983

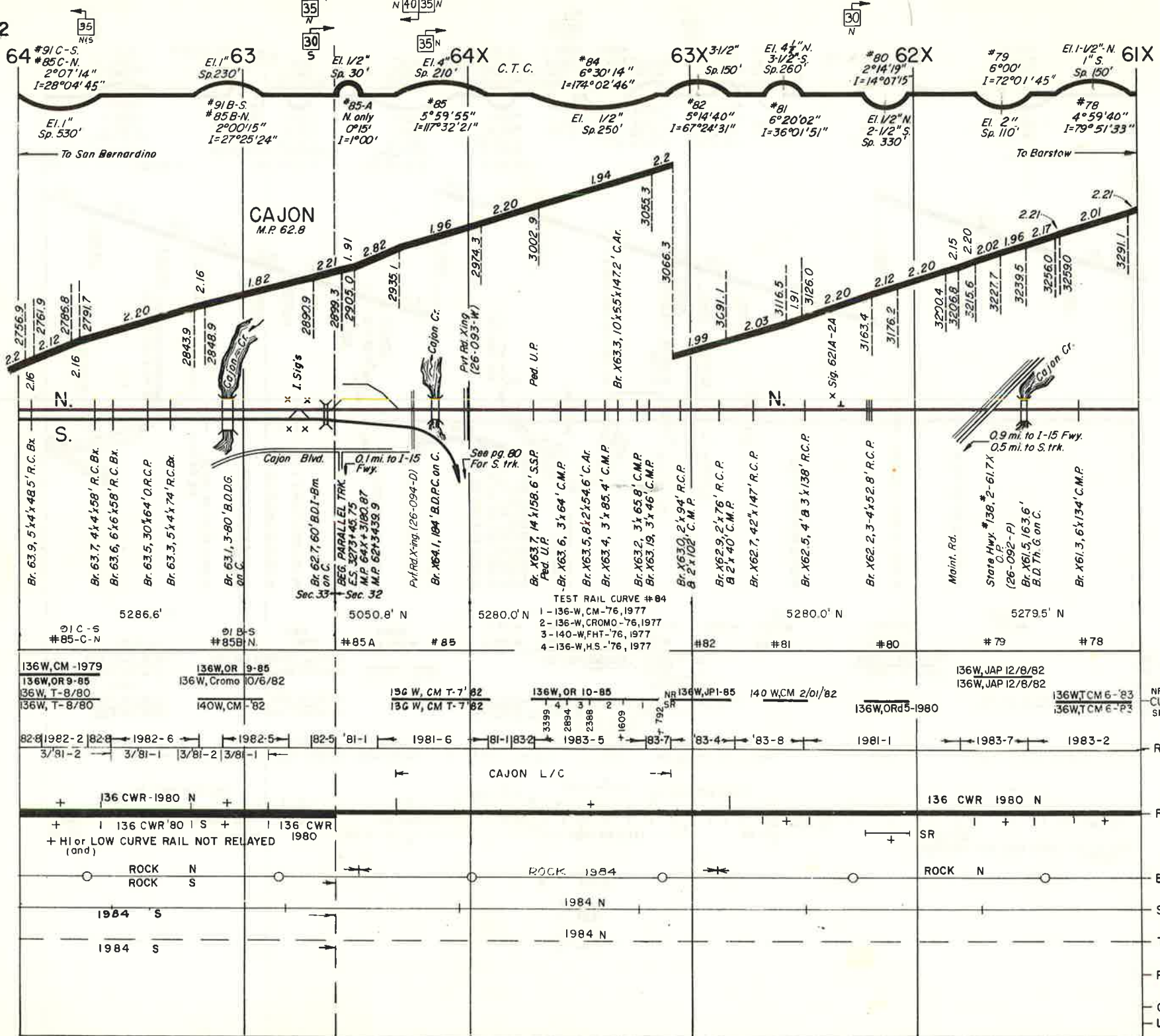
1984

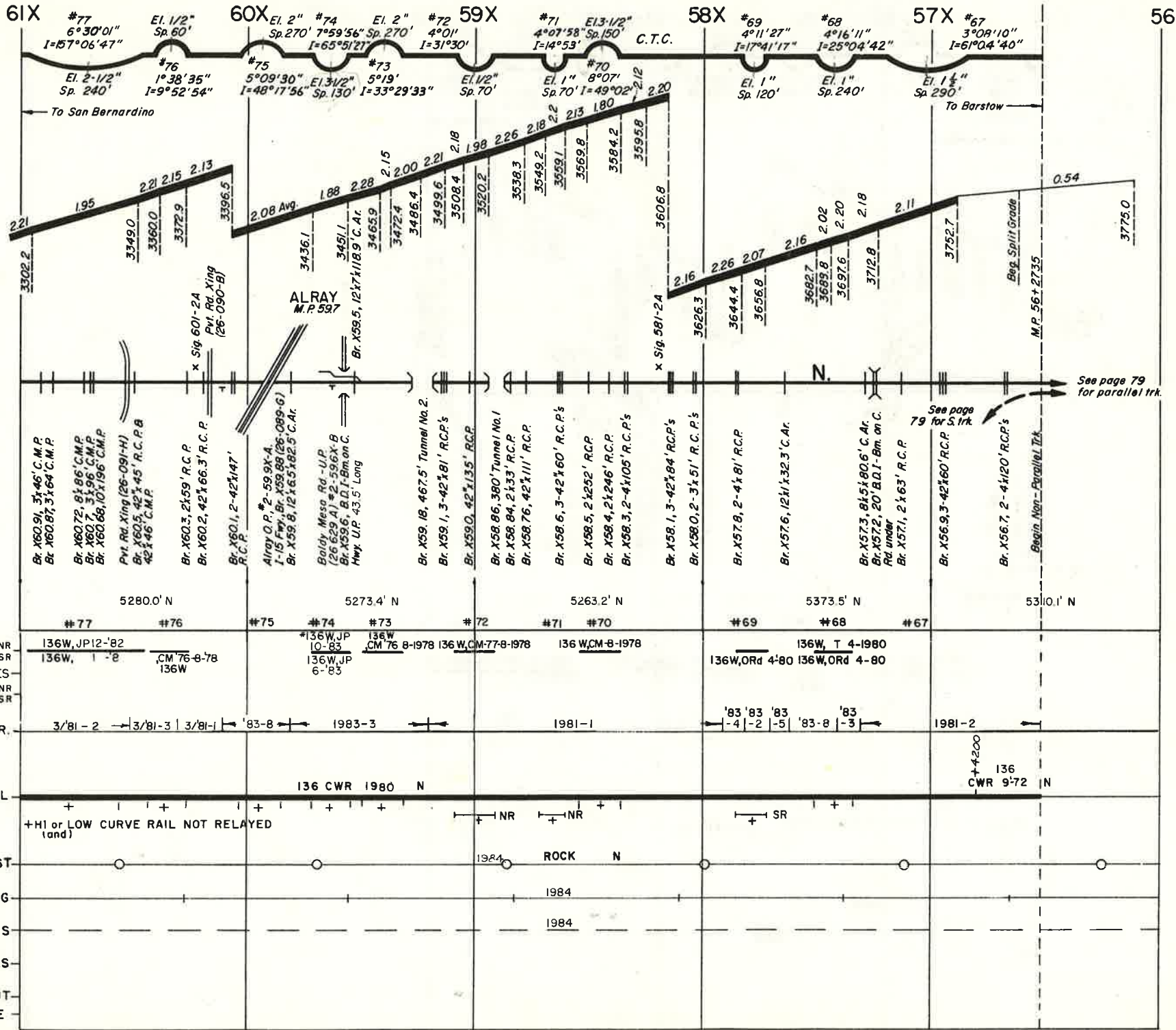
1984

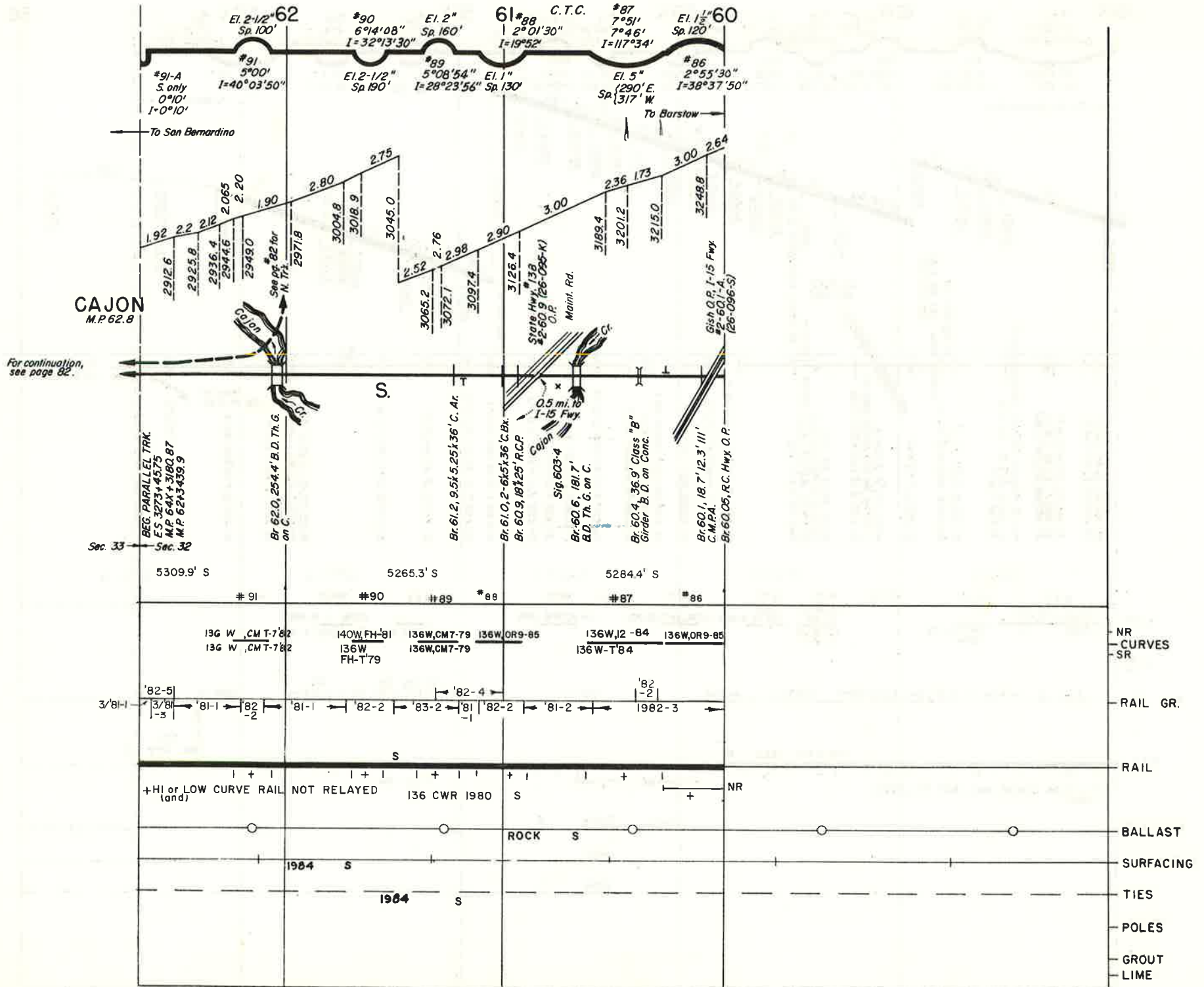












CAJON  
M.P. 62.8

For continuation,  
see page 82.

BEG. PARALLEL TRK.  
E.S. 3273+4575  
M.P. 64+3182.87  
M.P. 62+3433.9

Sec. 33  
Sec. 32

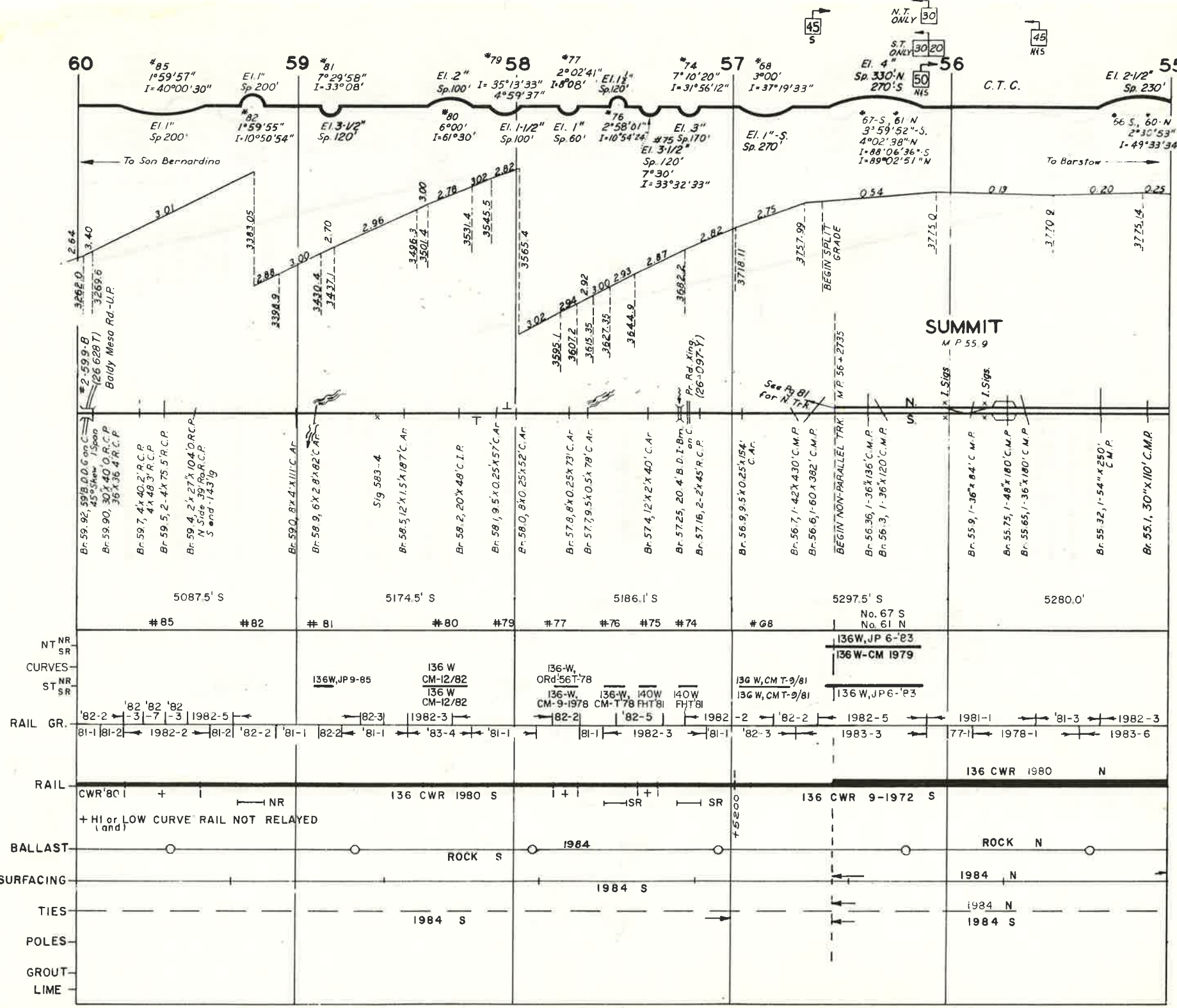
5309.9' S

5265.3' S

5284.4' S

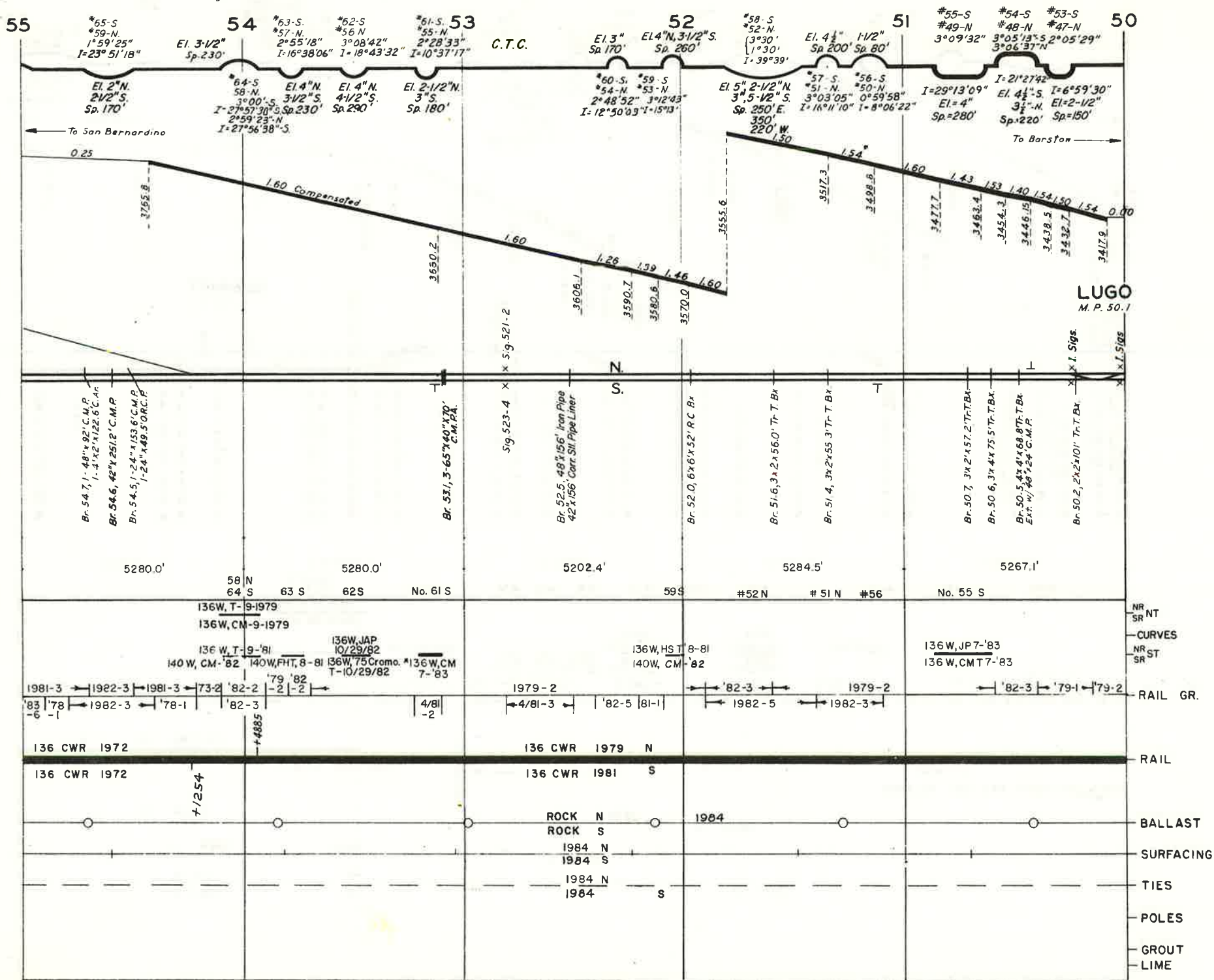
#91	#90	#89	#88	#87	#86
136 W CM T-782 136 W CM T-782	140 W FH-81 136 W FH-T79	136 W CM T-79 136 W CM T-79	136 W OR 9-85 136 W OR 9-85	136 W 12-84 136 W T-84	136 W OR 9-85
3/81-1 82-5 81-1 82-2	81-1	82-2	83-2 81-1 82-2	81-2	1982-3
S					
+HI or LOW CURVE RAIL (and)	NOT RELAYED	136 CWR 1980	S		NR
			ROCK	S	
	1984	S			
		1984	S		

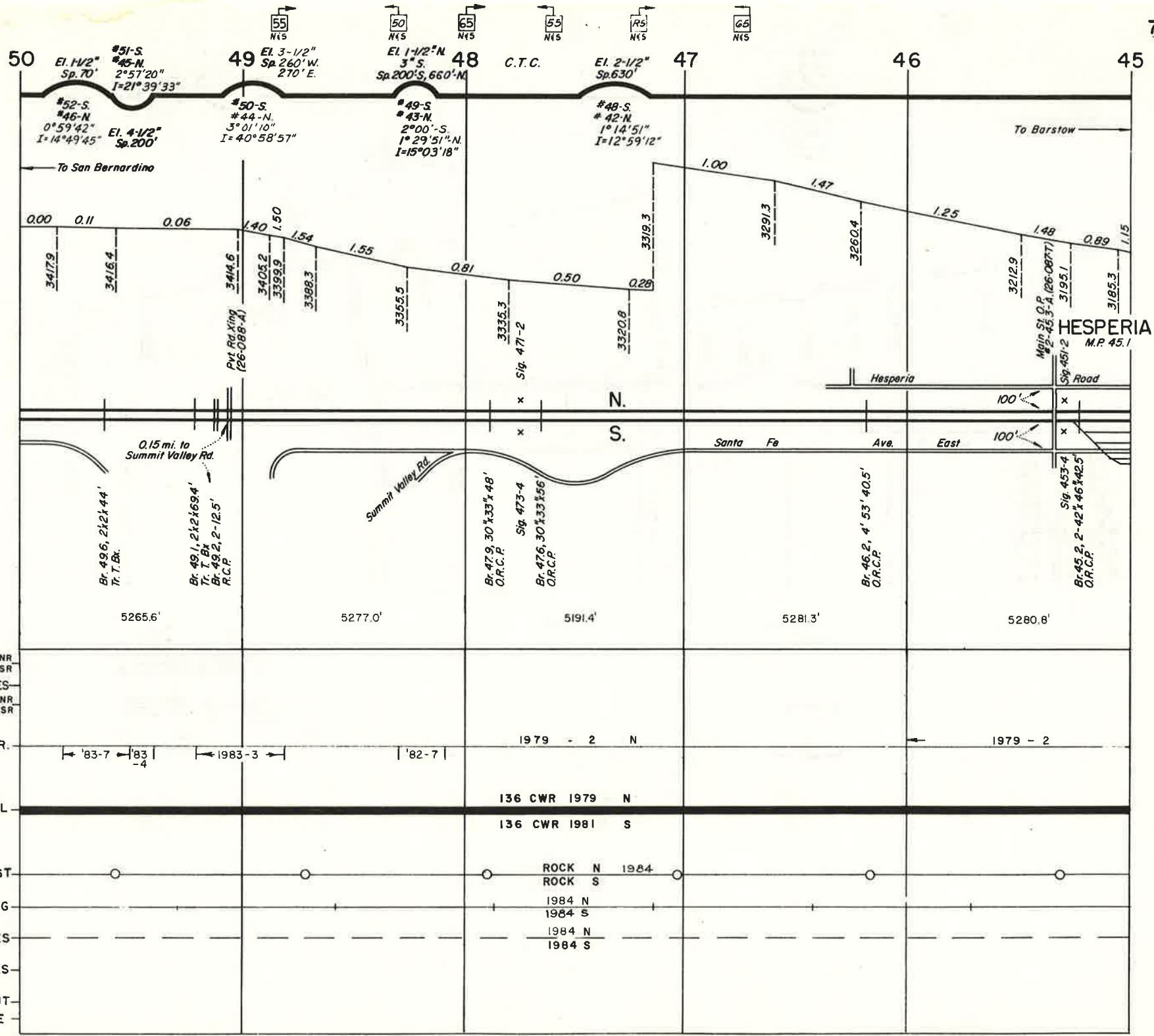
REVISED 8/16

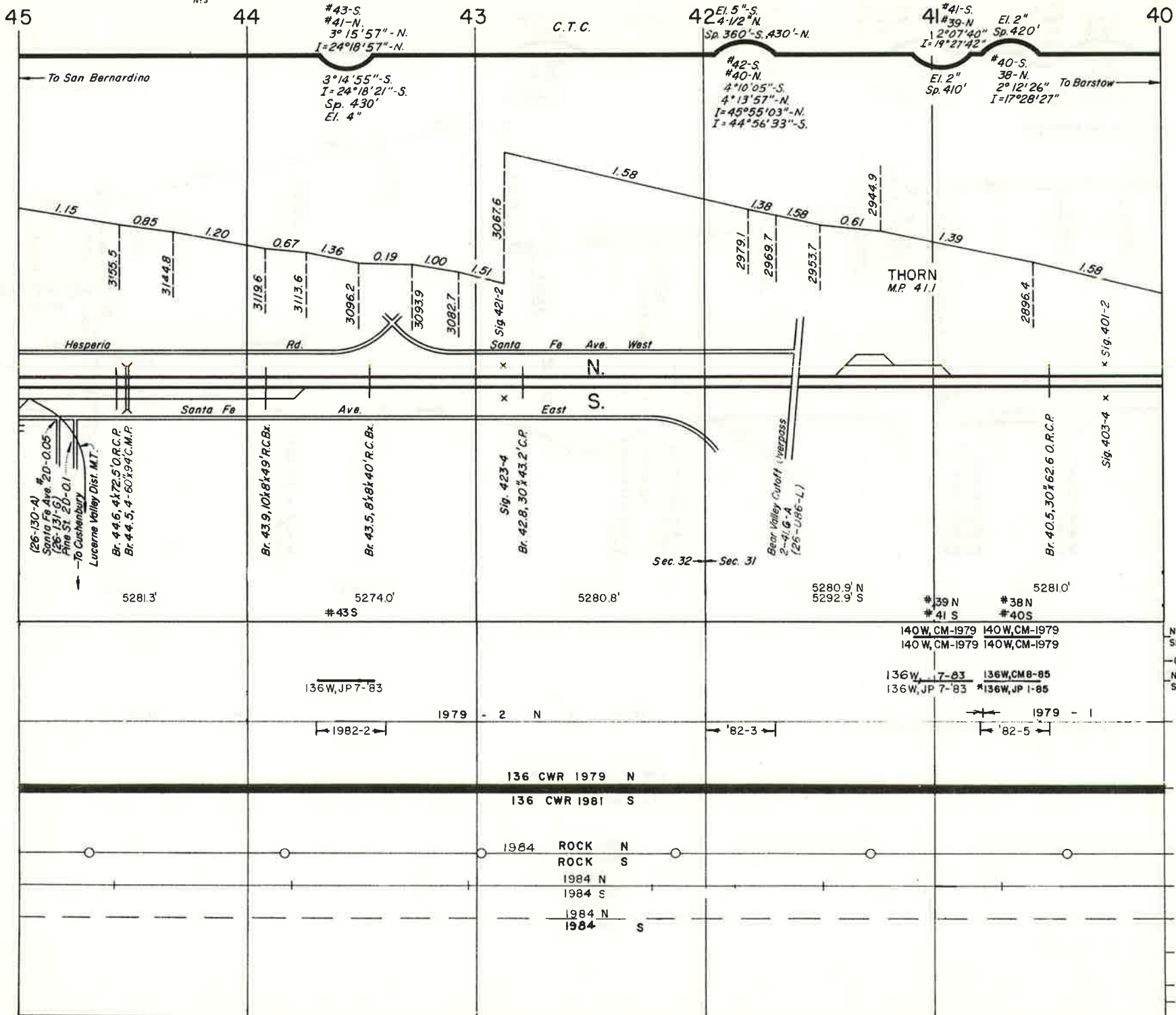


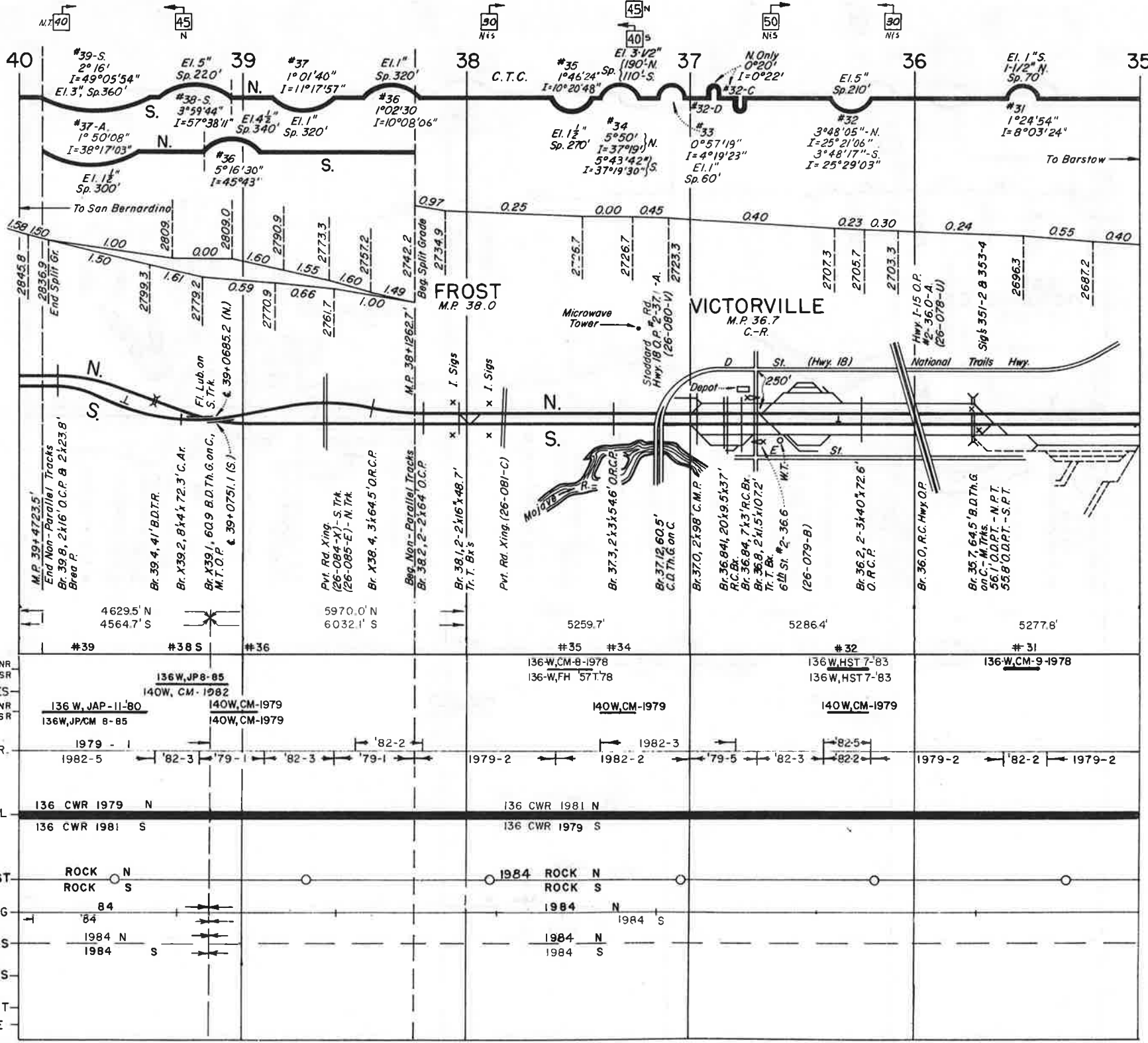


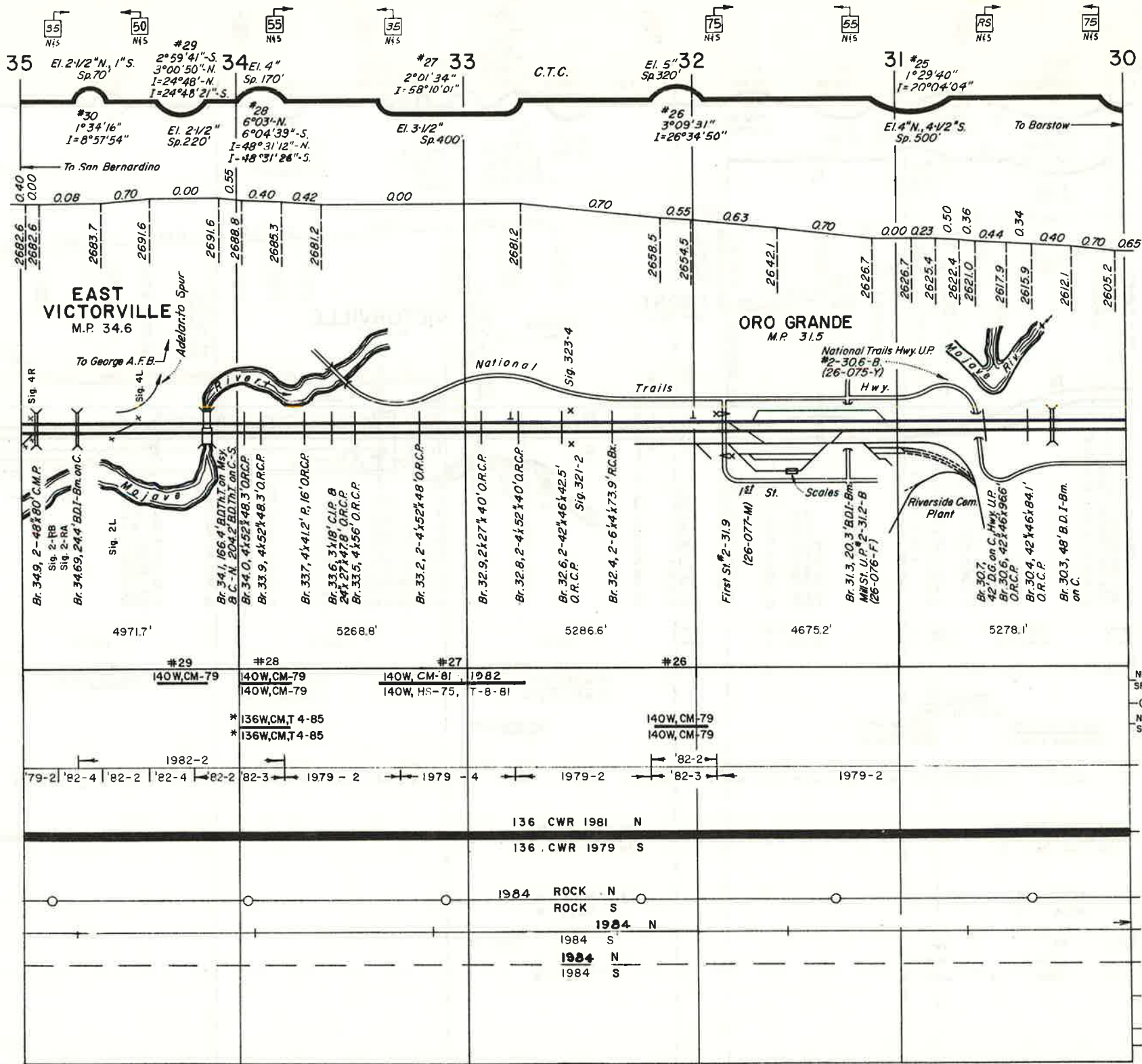
28LK

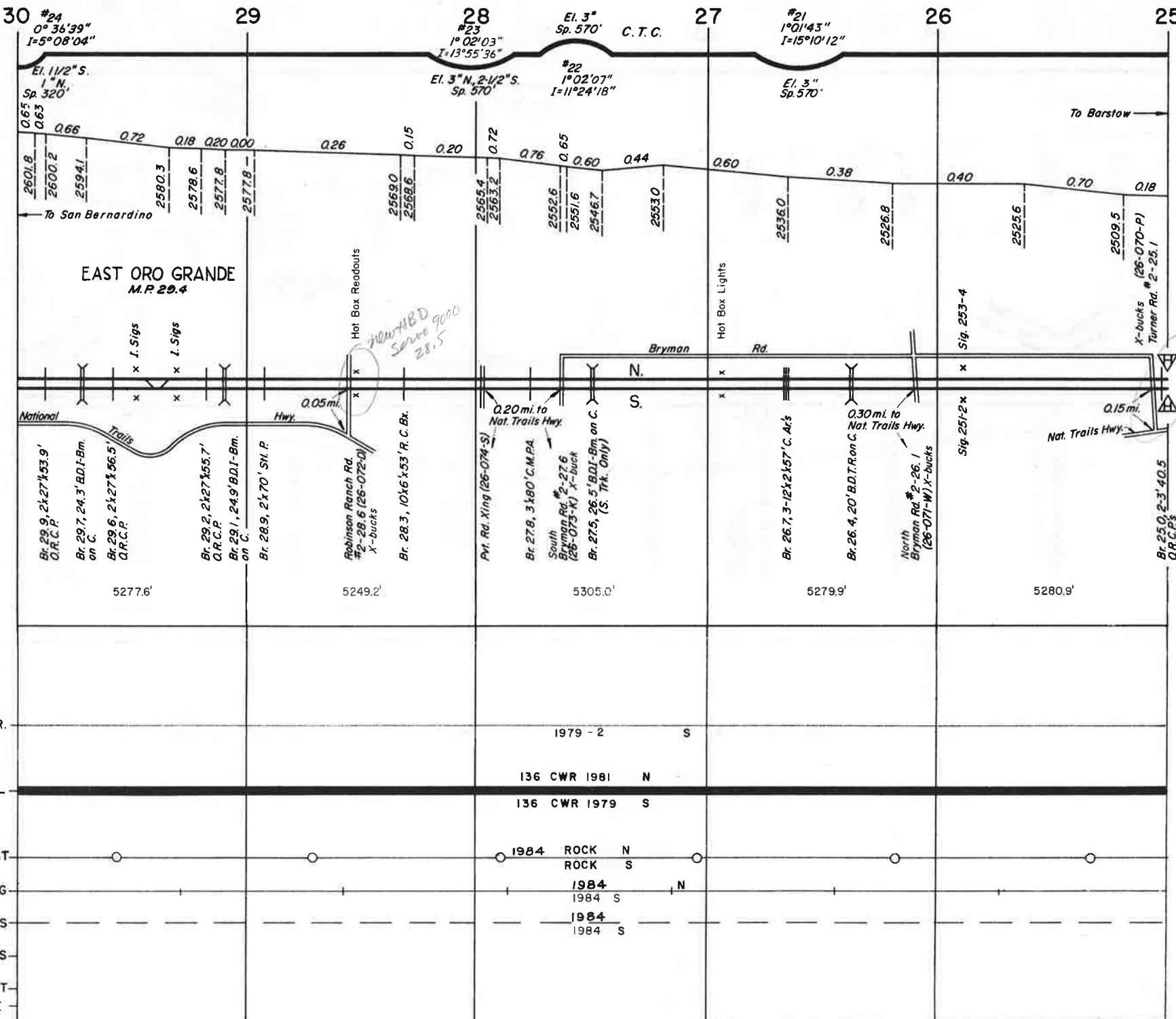












30 #24  
 0° 36' 39"  
 I=5° 08' 04"

29

28  
 #23  
 1° 02' 03"  
 I=13° 55' 36"

EI. 3°  
 Sp. 570" C.T.C.

27

#21  
 1° 01' 43"  
 I=15° 10' 12"  
 EI. 3°  
 Sp. 570"

26

25

EI. 1 1/2" S.  
 1" N.  
 Sp. 320"

EI. 3" N, 2-1/2" S.  
 Sp. 570"

#22  
 1° 02' 07"  
 I=11° 24' 18"

0.65  
 0.63  
 0.66  
 0.72  
 0.18  
 0.20  
 0.00  
 0.26  
 0.15  
 0.20  
 0.72  
 0.76  
 0.65  
 0.60  
 0.44  
 0.60  
 0.38  
 0.40  
 0.70  
 0.18

To San Bernardino

To Barstow

EAST ORO GRANDE  
 M.P. 29.4

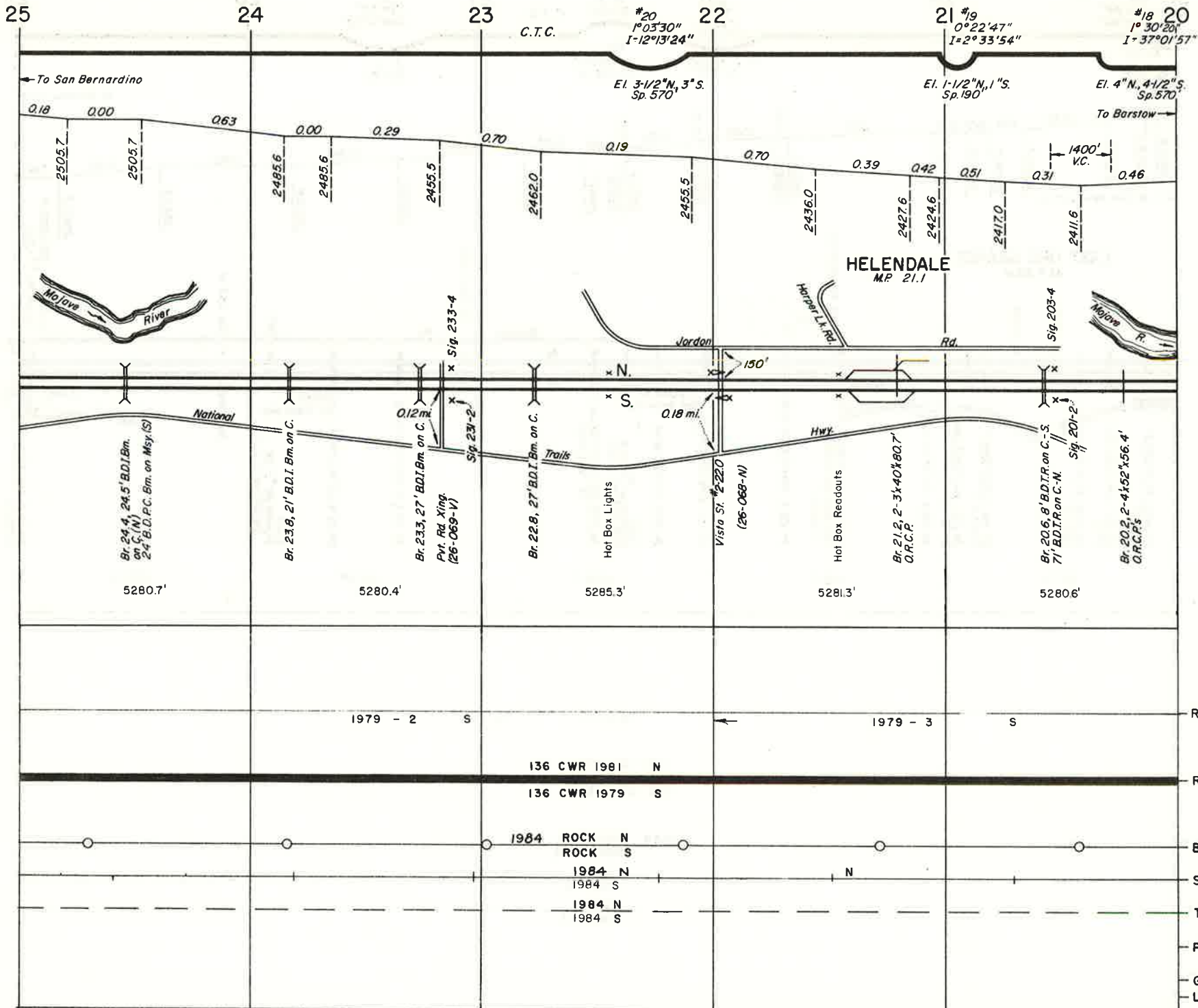
National Trails Hwy.  
 I. Sigs  
 Hot Box Readouts  
 Bryman Rd.  
 Hot Box Lights  
 Nat. Trails Hwy.  
 X-bucks Turner Rd. # 2-25.1

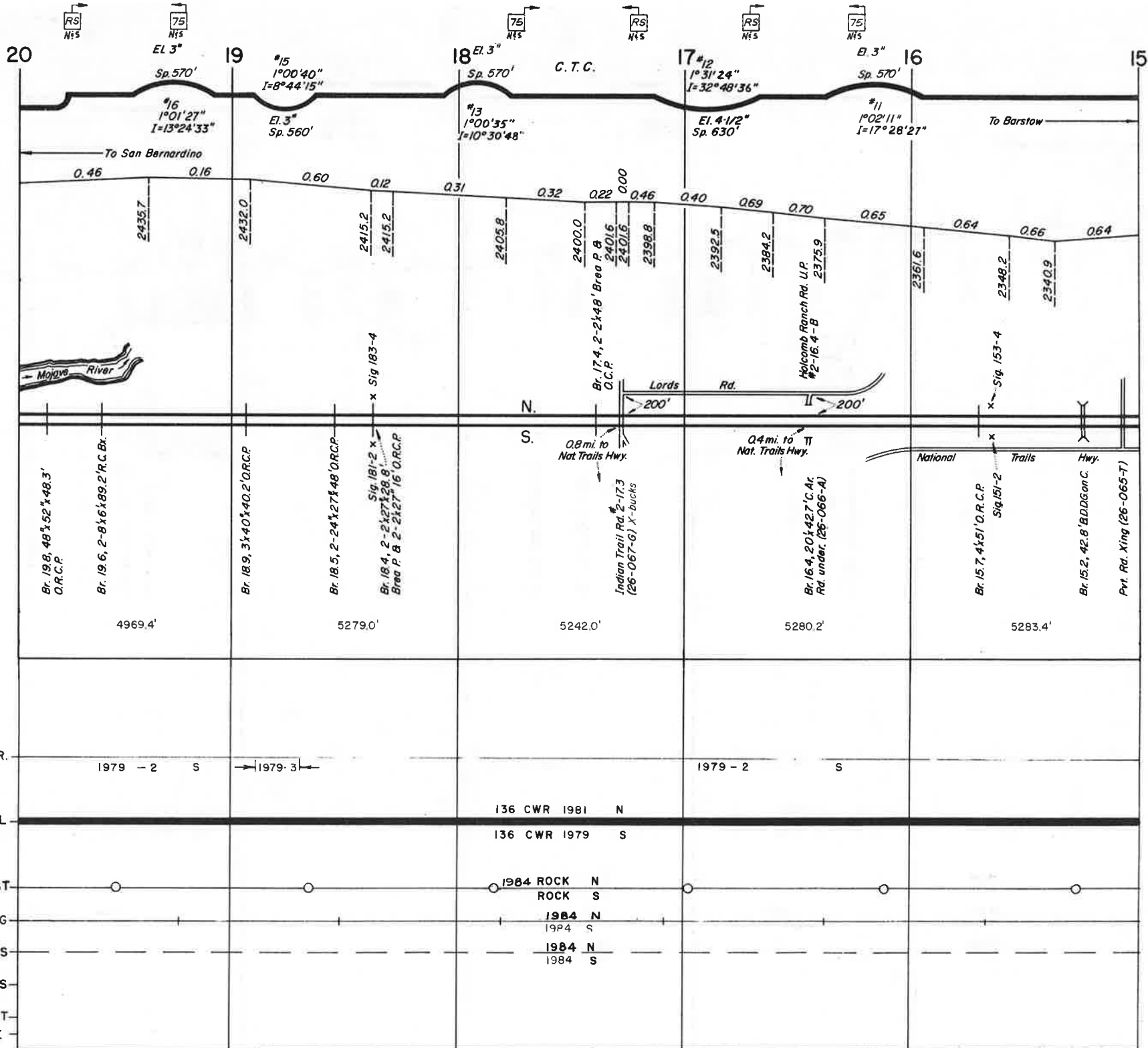
Br. 29.9, 24x27x53.9' O.R.C.P.  
 Br. 29.7, 24.3' B.D.I-Bm on C.  
 Br. 29.6, 24x27x56.5' O.R.C.P.  
 Br. 29.2, 24x27x55.7' O.R.C.P.  
 Br. 29.1, 24.9' B.D.I-Bm on C.  
 Br. 28.9, 24x70' SH. P.  
 Robinson Ranch Rd. #2-28.6 (26-072-D) X-bucks  
 Br. 28.3, 10x6x53' R. C. Bx.  
 Pvt. Rd. Xing (26-074-S)  
 Br. 27.8, 3x80' C.M.P.A.  
 South Bryman Rd. #2-27.6 (26-073-K) X-buck  
 Br. 27.5, 26.5' B.D.I-Bm on C. (S. Trk. Only)  
 Br. 26.7, 3-12x2x57' C. A.s  
 Br. 26.4, 20' B.D.T.Ron C.  
 North Bryman Rd. #2-26.1 (26-071-W) X-bucks  
 Br. 25.0, 2-3' 40.5' O.R.C.P.s

5277.6' 5249.2' 5305.0' 5279.9' 5280.9'

RAIL GR.  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 POLES  
 GROUT LIME

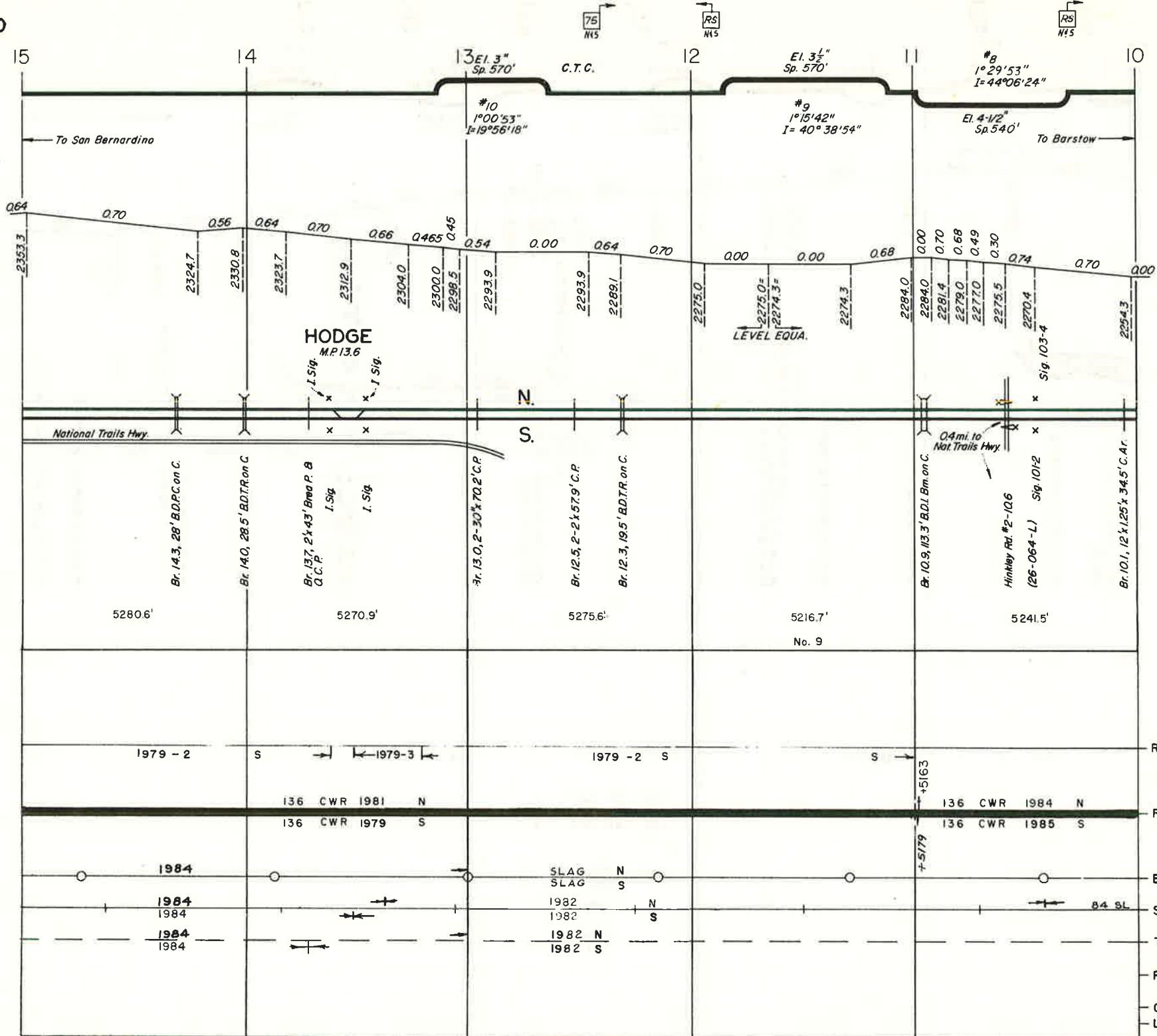
1979 - 2 S  
 136 CWR 1981 N  
 136 CWR 1979 S  
 1984 ROCK N  
 ROCK S  
 1984 S N  
 1984 S

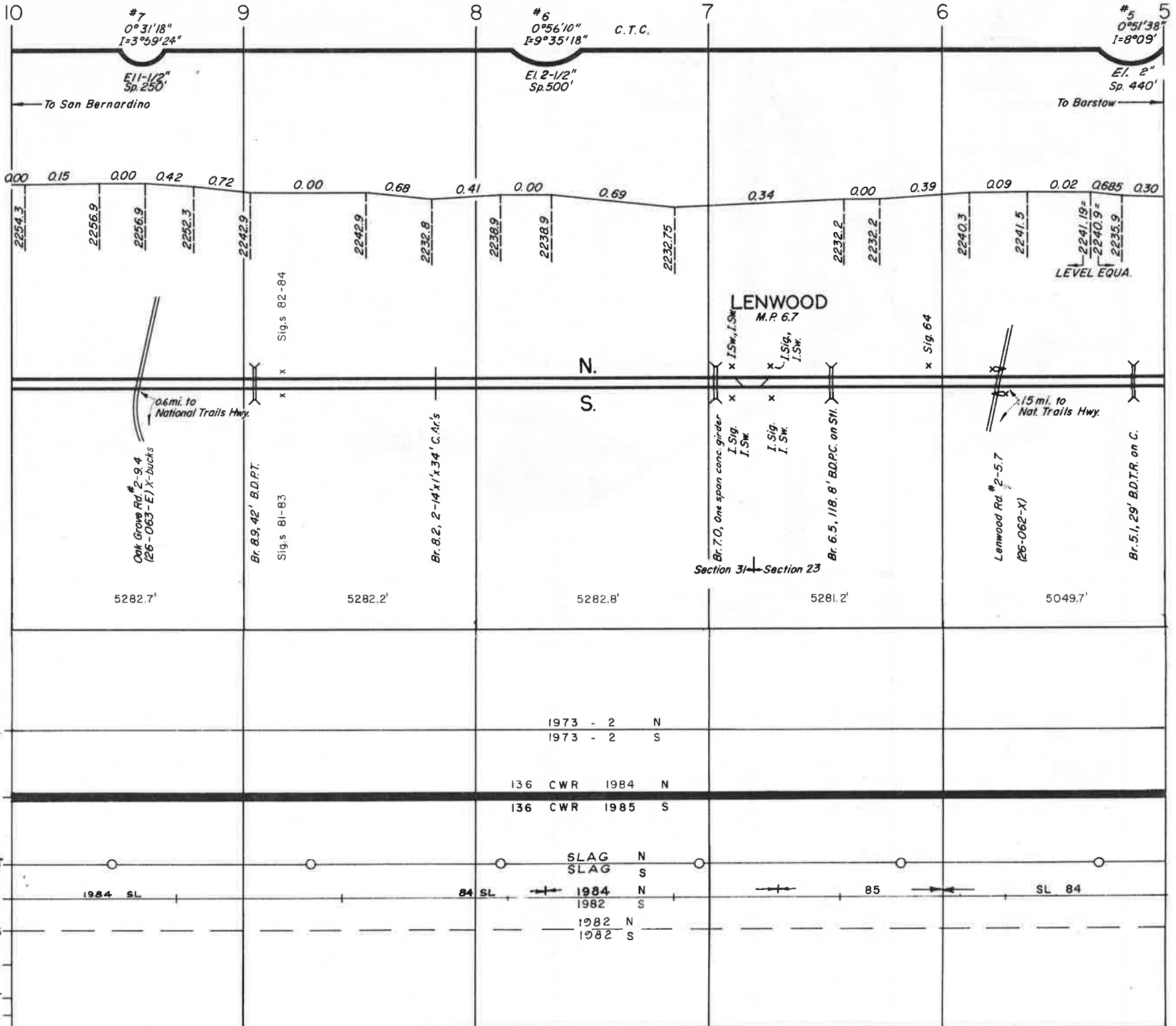




RAIL GR.	1979 - 2 S	1979 - 3	1979 - 2 S
RAIL		136 CWR 1981 N 136 CWR 1979 S	
BALLAST		1984 ROCK N ROCK S	
SURFACING		1984 N 1984 S	
TIES		1984 N 1984 S	
POLES			
GROUT			
LIME			







0.00 0.15 0.00 0.42 0.72 0.00 0.68 0.41 0.00 0.69 0.34 0.00 0.39 0.09 0.02 0.685 0.30

2254.3 2256.9 2256.9 2252.3 2242.9 2242.9 2232.8 2238.9 2238.9 2232.75 2232.2 2232.2 2240.3 2241.5 2241.19 = 2240.9 = 2235.9

LEVEL EQU.

LENWOOD  
M.P. 6.7

N.  
S.

0.6 mi. to  
National Trails Hwy.

1.5 mi. to  
Nat. Trails Hwy.

Oak Grove Br. #2-9.4  
(25-063-E) X-Ducks

Br. 8.9, 42' B.D.P.T.  
Sig.s 81-83

Br. 8.2, 2-14' x 1' x 34' C.Ar's

Br. 7.0, One span conc. girder  
I.Sig. I.Sw

Br. 6.5, 118, 8' B.D.P.C. on SH.

Lenwood Rd. #2-5.7  
(25-062-X)

Br. 5.1, 29' B.D.T.R. on C.

Section 31 ← Section 23

5282.7'

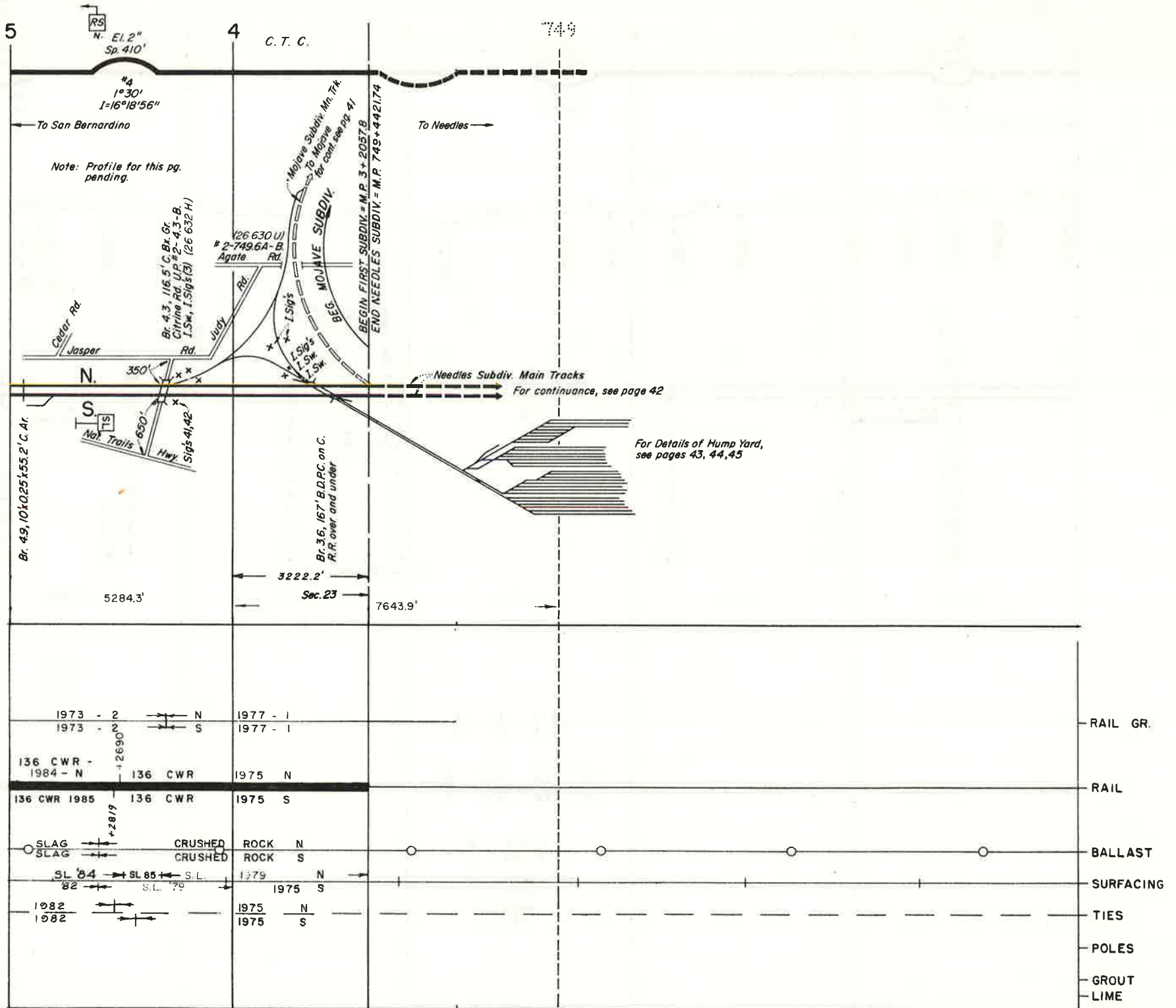
5282.2'

5282.8'

5281.2'

5049.7'

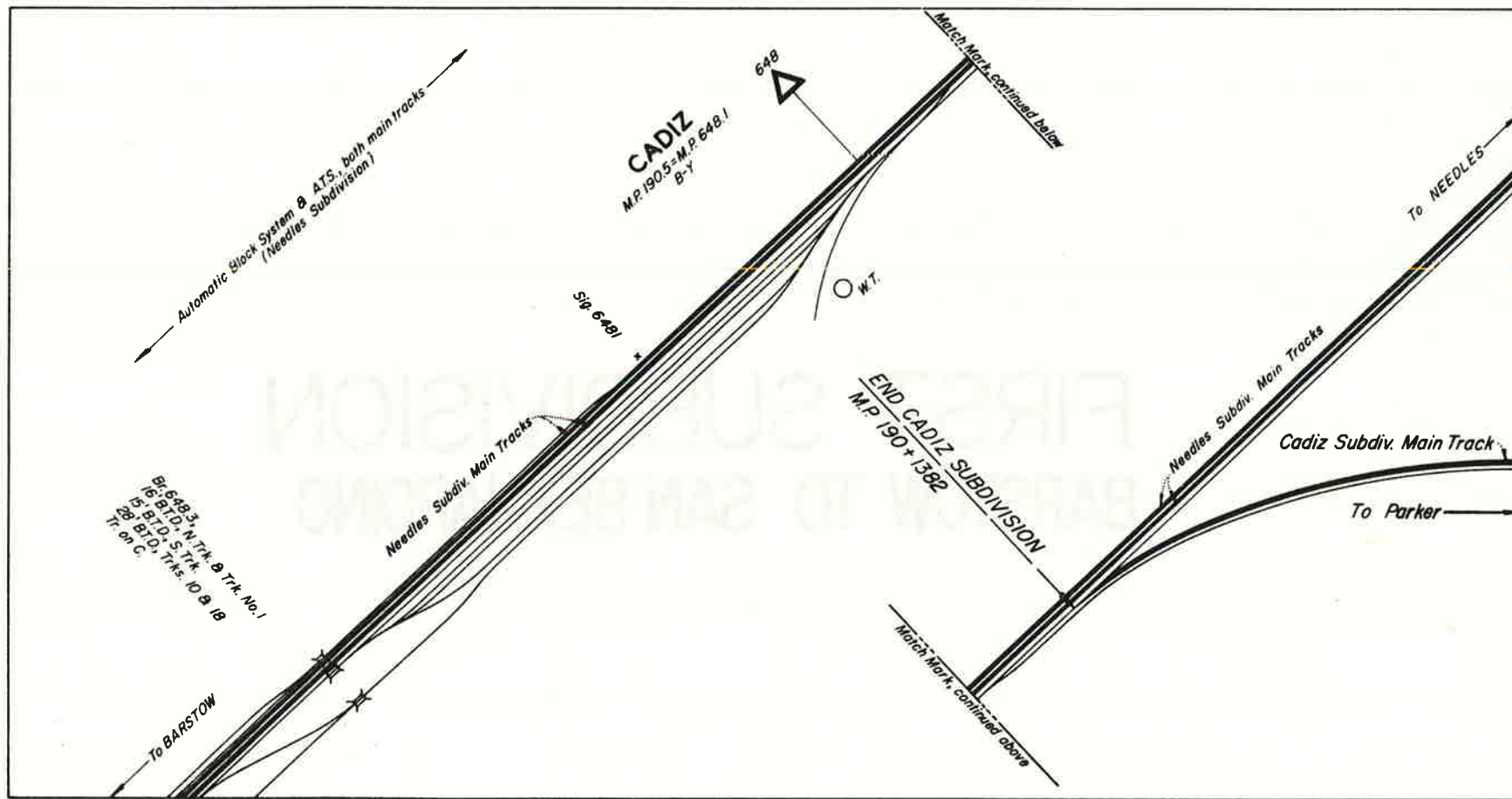
RAIL GR.			1973 - 2	N		
			1973 - 2	S		
RAIL			136 CWR	1984	N	
			136 CWR	1985	S	
BALLAST			SLAG		N	
			SLAG		S	
SURFACING	1984 SL		84 SL	1984	N	
				1982	S	
TIES			1982	N		
			1982	S		
POLES						
GROUT						
LIME						

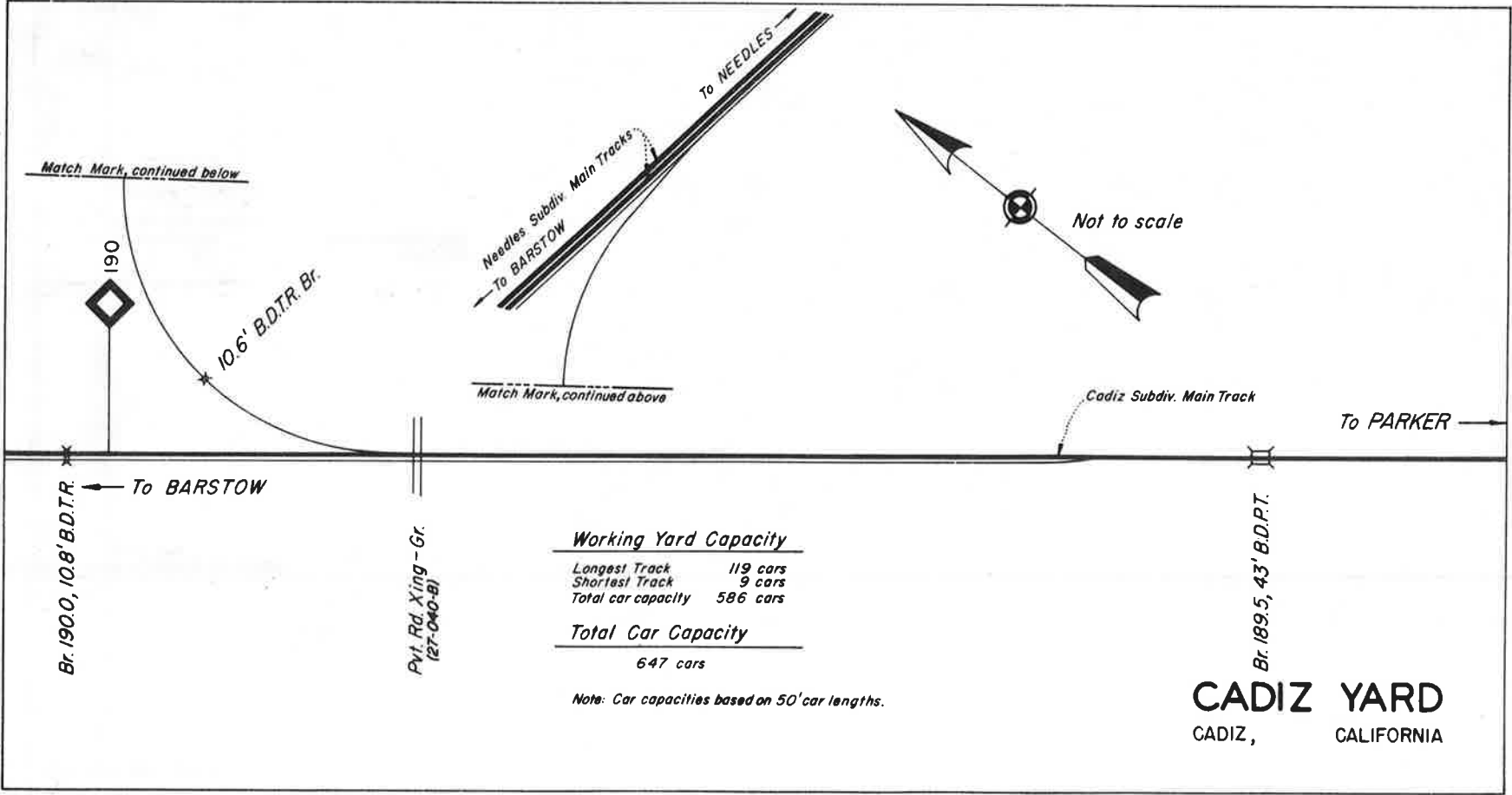


REVISED 1/16



**FIRST SUBDIVISION  
BARSTOW TO SAN BERNARDINO**





Working Yard Capacity

Longest Track 119 cars  
 Shortest Track 9 cars  
 Total car capacity 586 cars

Total Car Capacity

647 cars

Note: Car capacities based on 50' car lengths.

**CADIZ YARD**  
 CADIZ, CALIFORNIA

← To BARSTOW

\*95  
3°00'  
I = 22°42'  
4' 5 4'  
I = 22°42'  
6°05'14"  
I = 5°43'29"

To PARKER

0.453 0.60

842.0

### CADIZ

M.P. 190.5 = M.P. 648.1  
B-Y  
(See pages 65 & 66 for  
separate sketch)

FOR CONTINUATION,  
SEE PG. 19.

M.P. 190 + 1382  
END CADIZ SUBDIV.

Br. 190.0, 10.6' B.D.T.R.

← Sec. 12      ← Sec. 14

NEEDLES SUBDIV.      CADIZ SUBDIV.

90 (S.H.) C.W.R. — 1975

RAIL

+ 1382

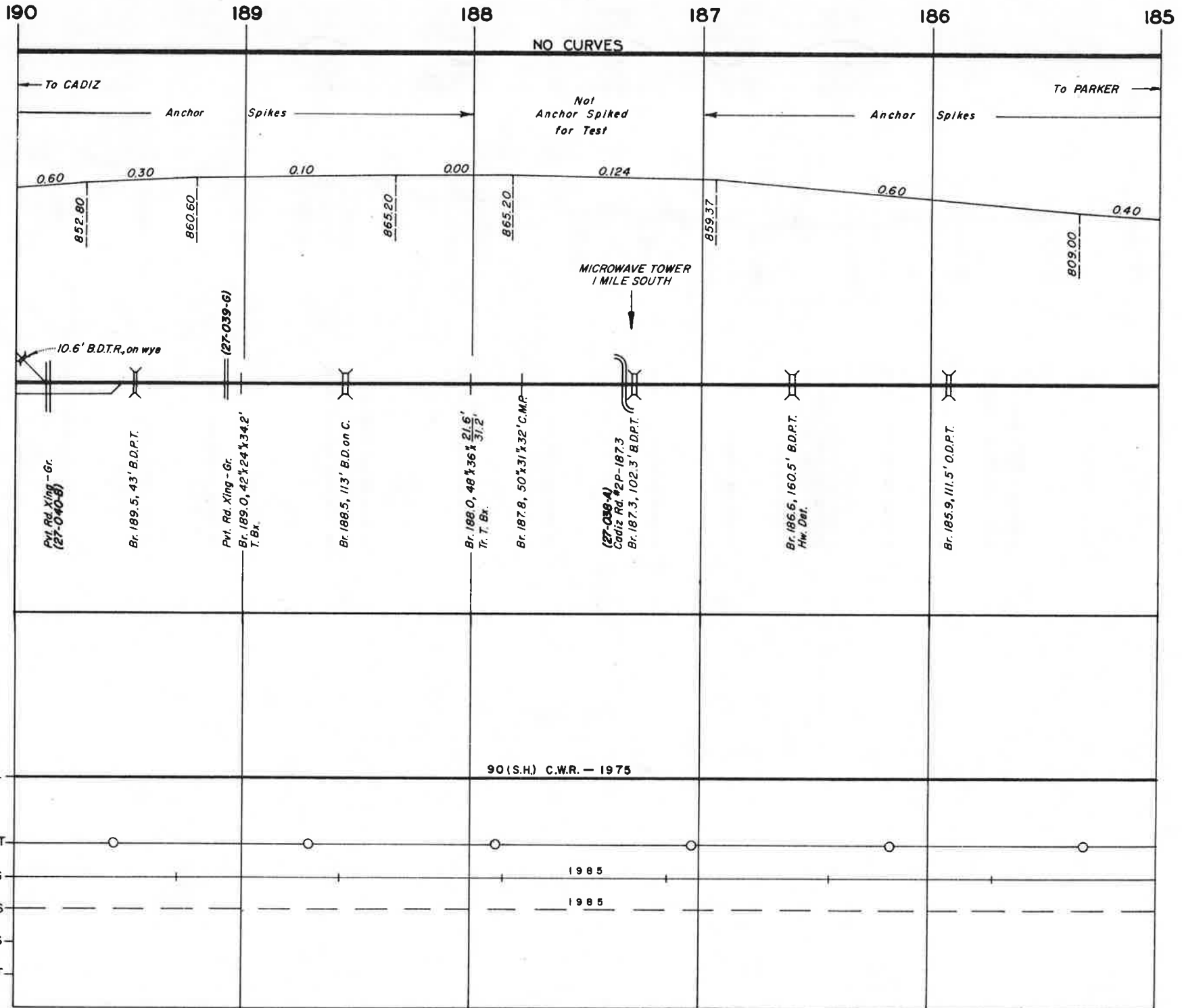
BALLAST

85 SURFACING

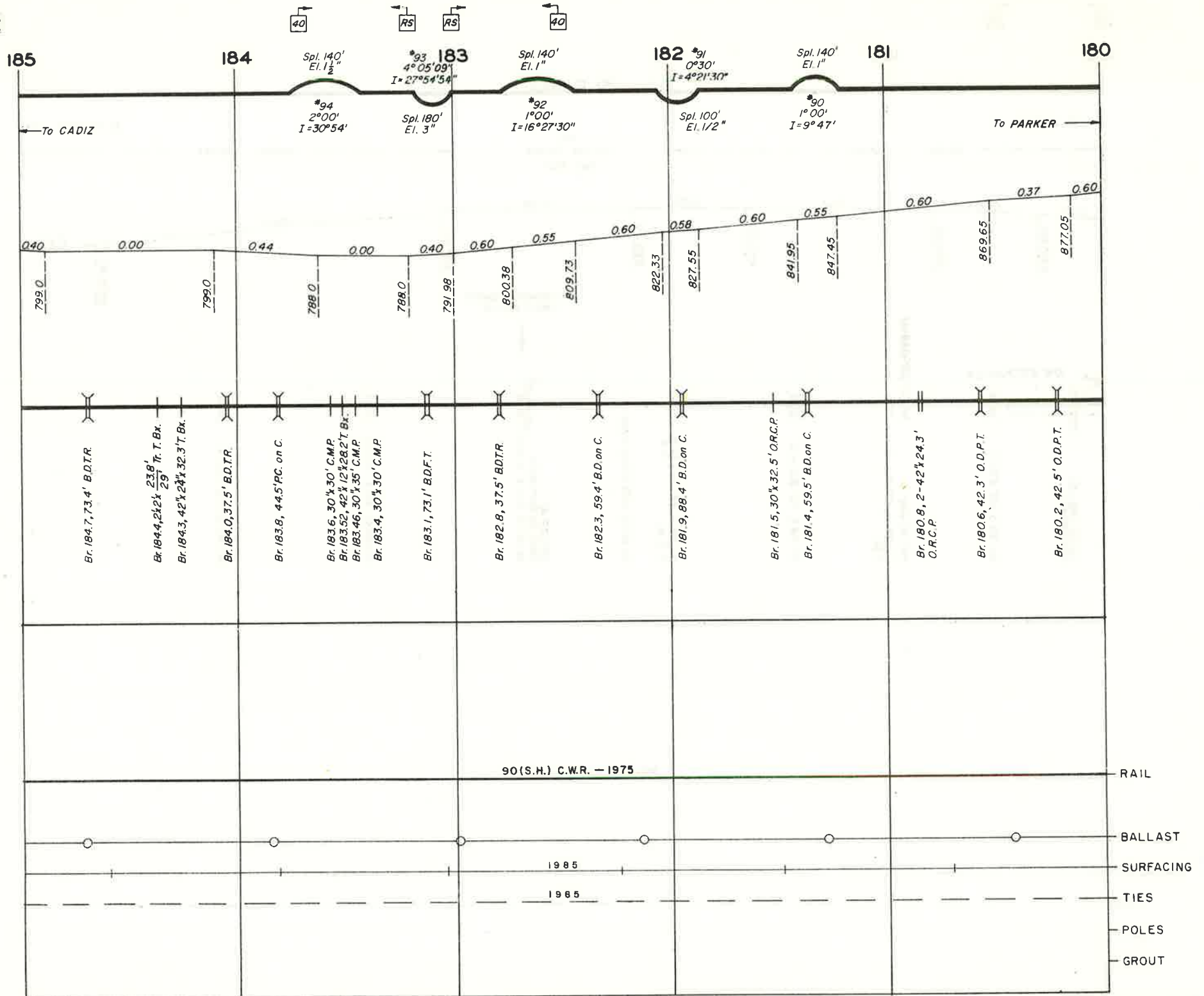
85 TIES

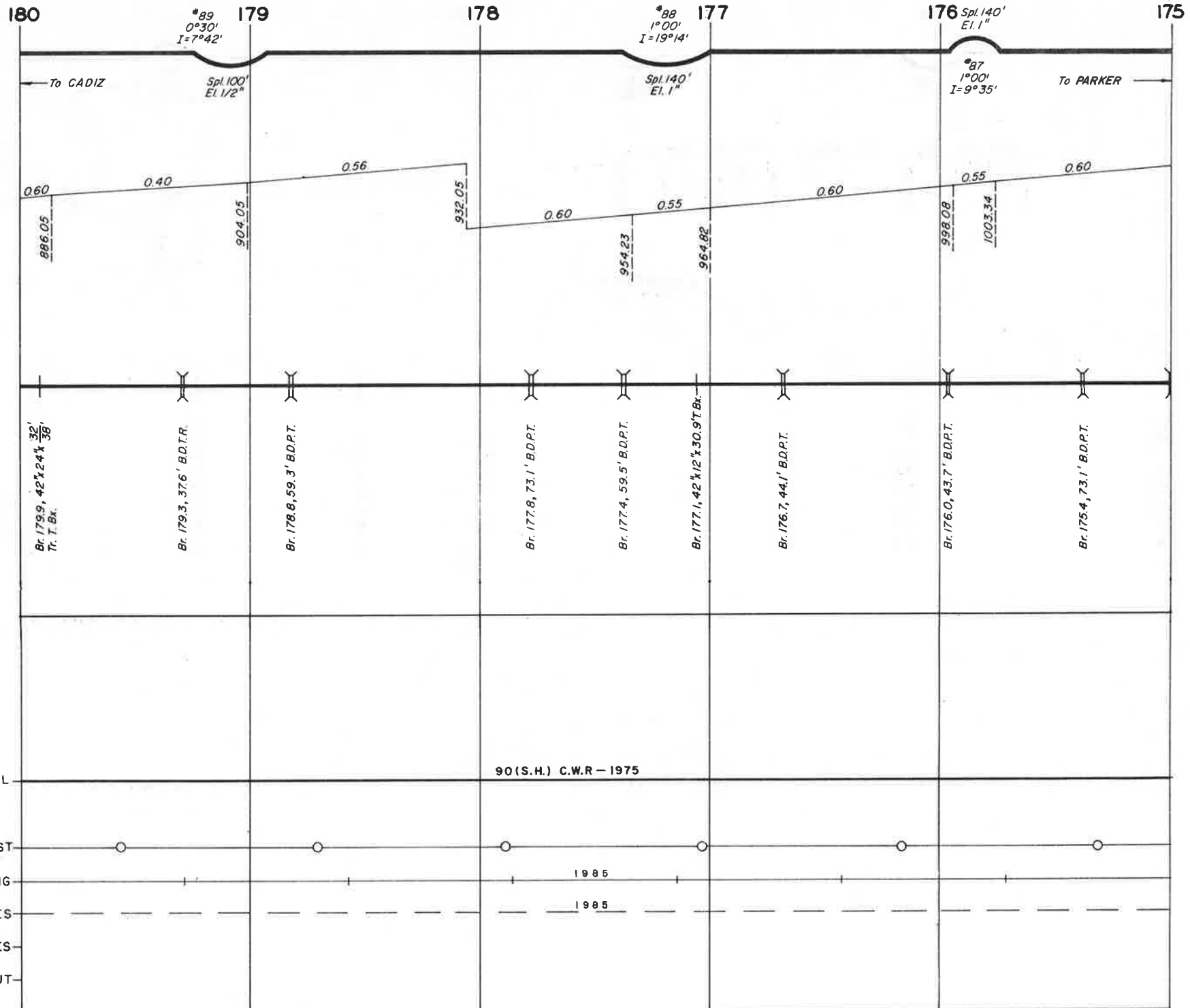
POLES

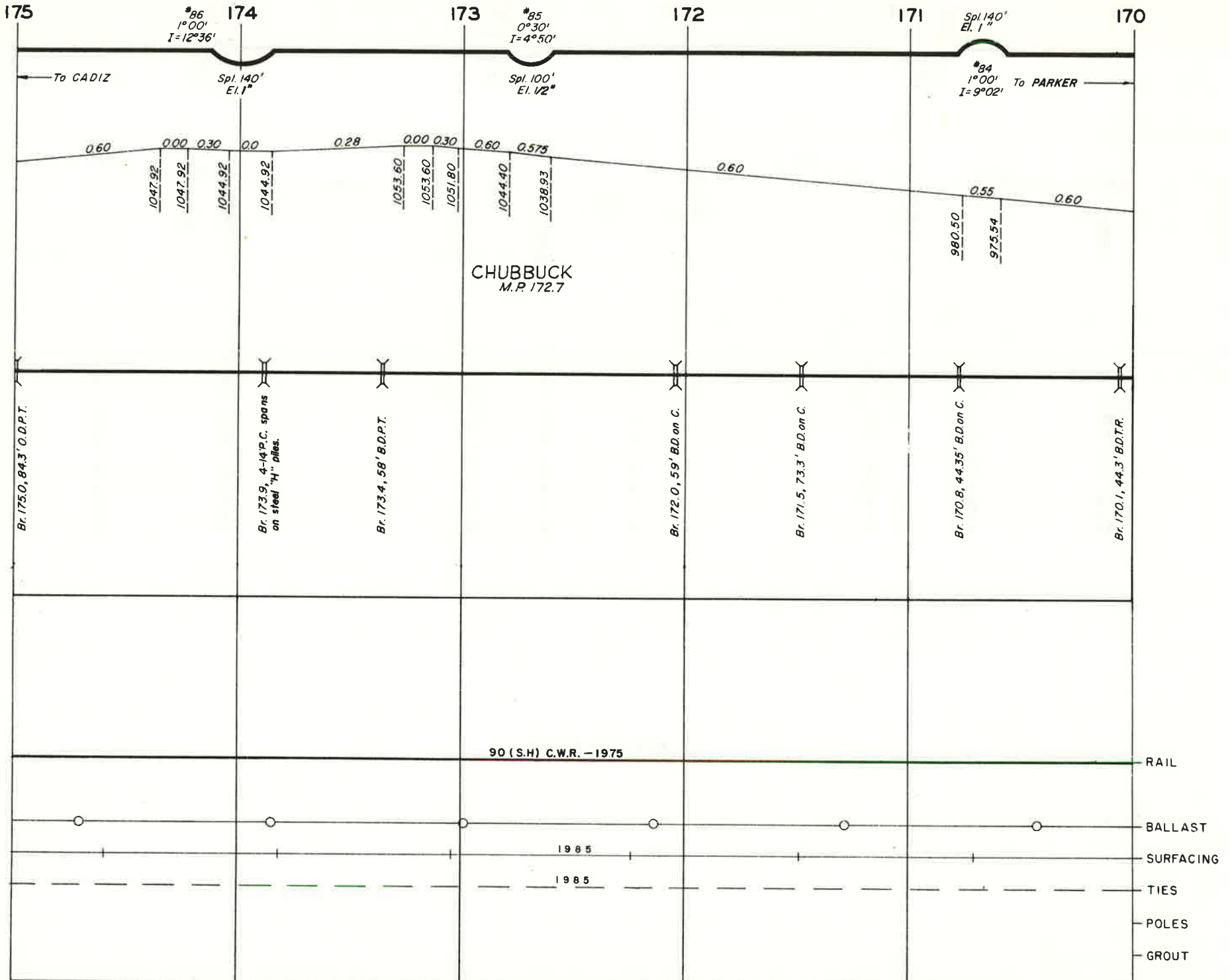
GROUT

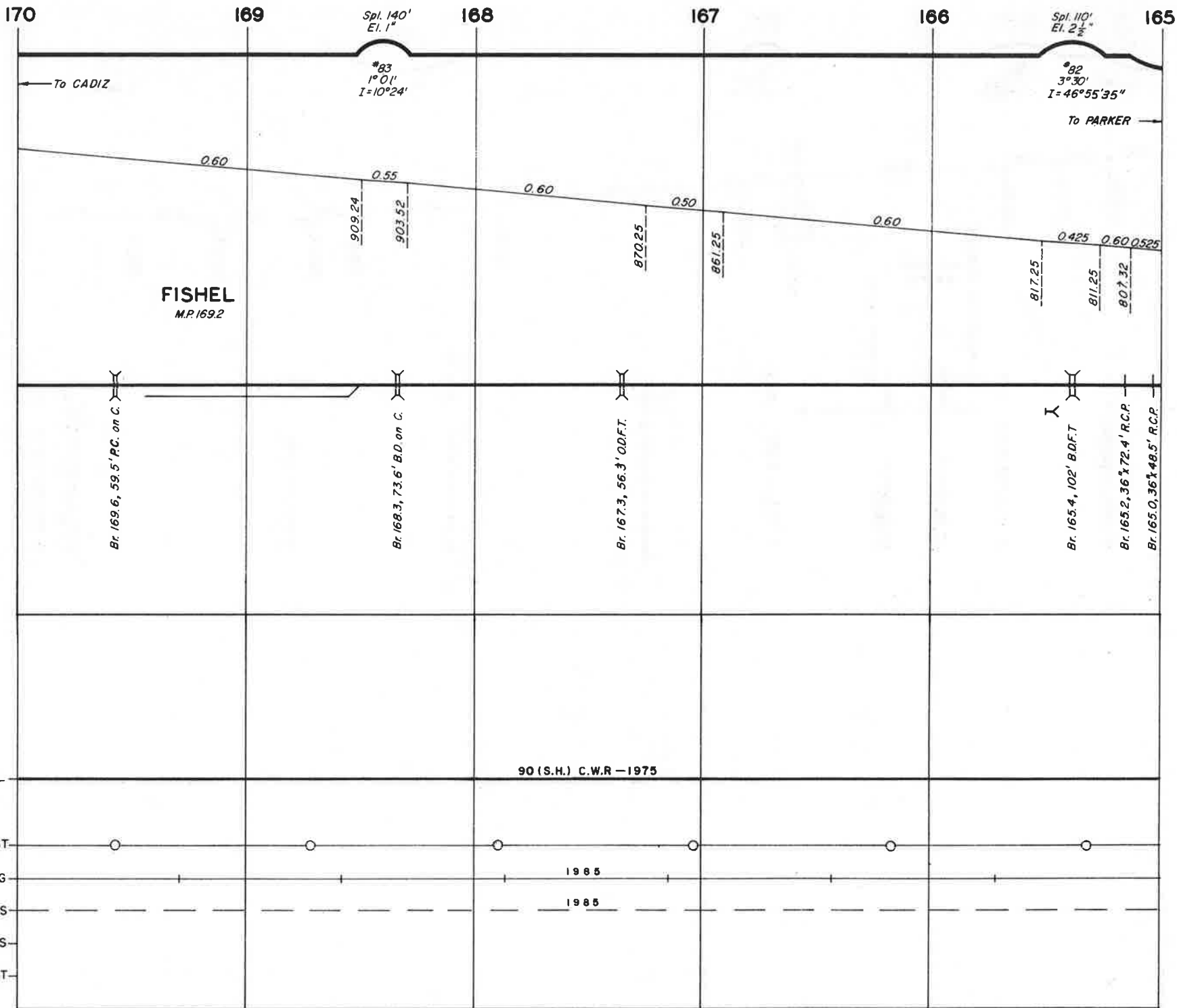












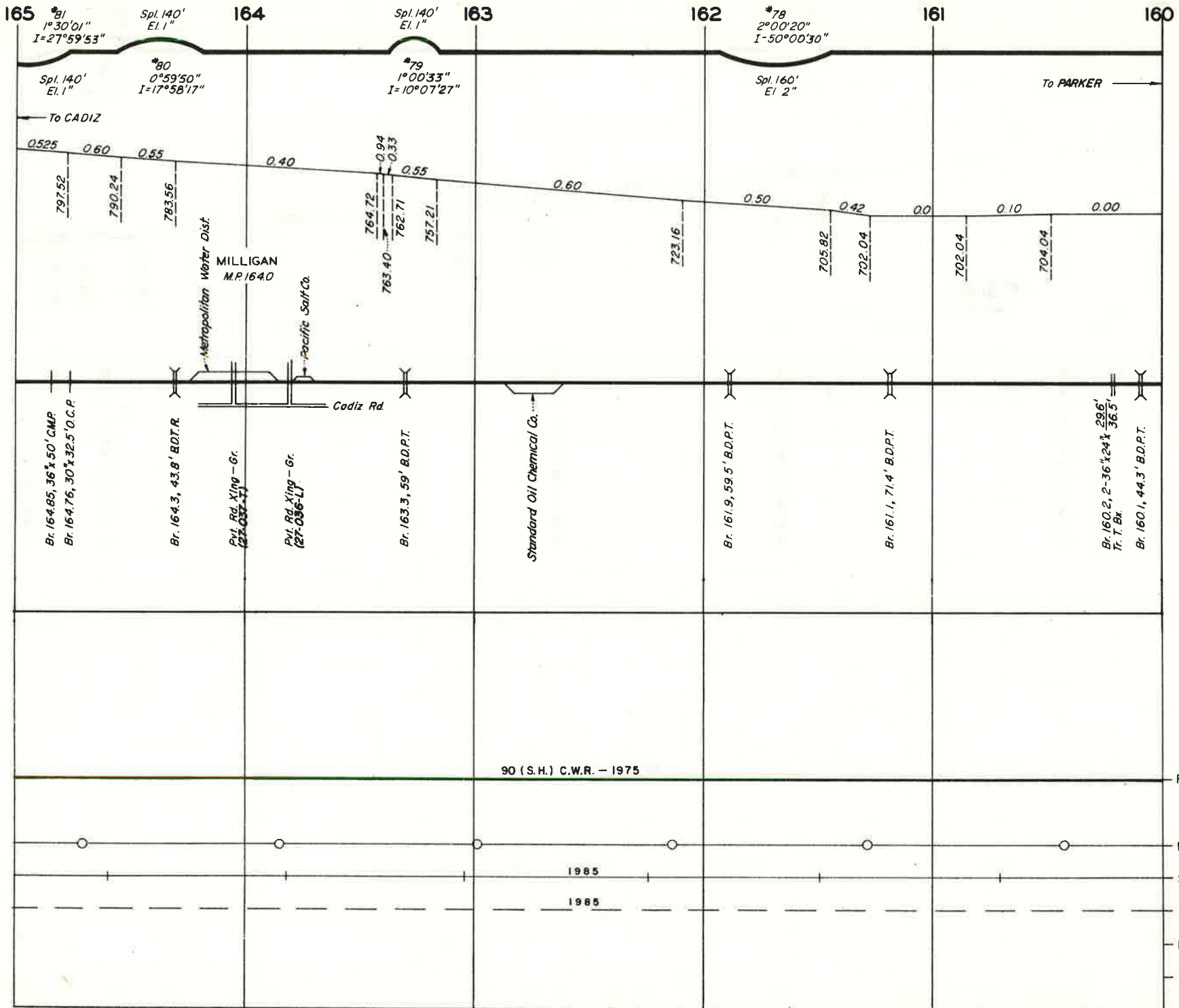
FISHEL  
M.P. 169.2

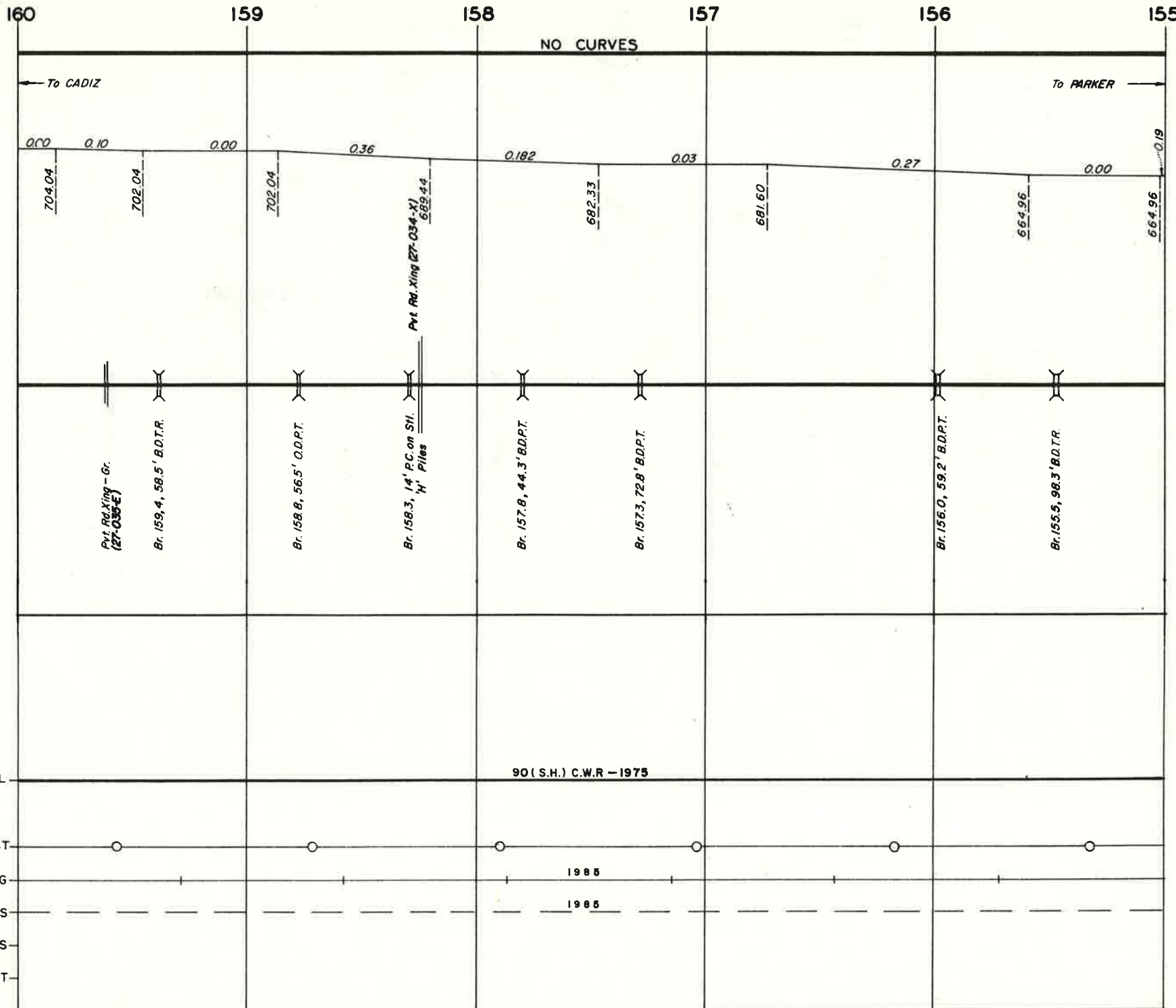
RAIL  
BALLAST  
SURFACING  
TIES  
POLES  
GROUT

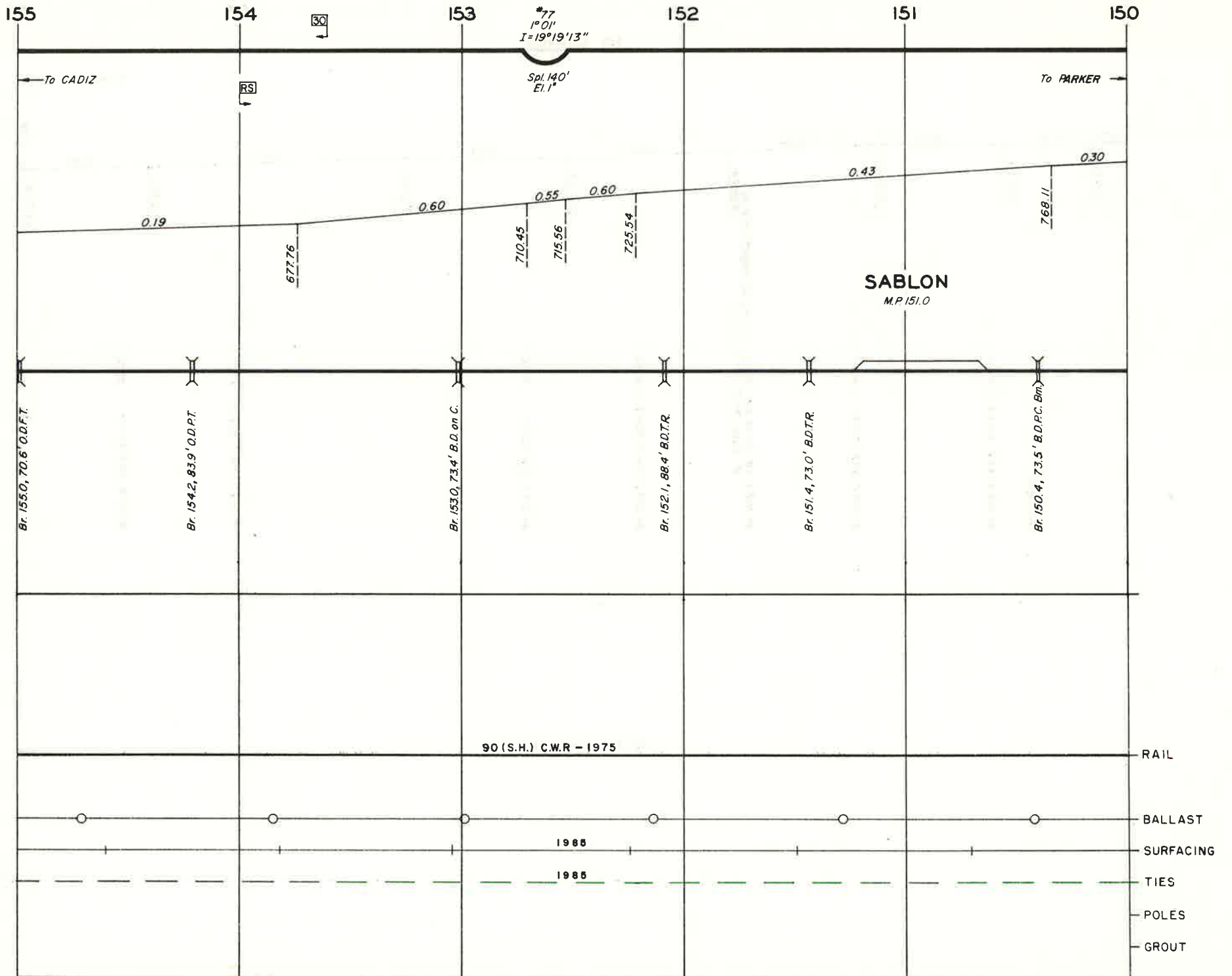
90 (S.H.) C.W.R - 1975

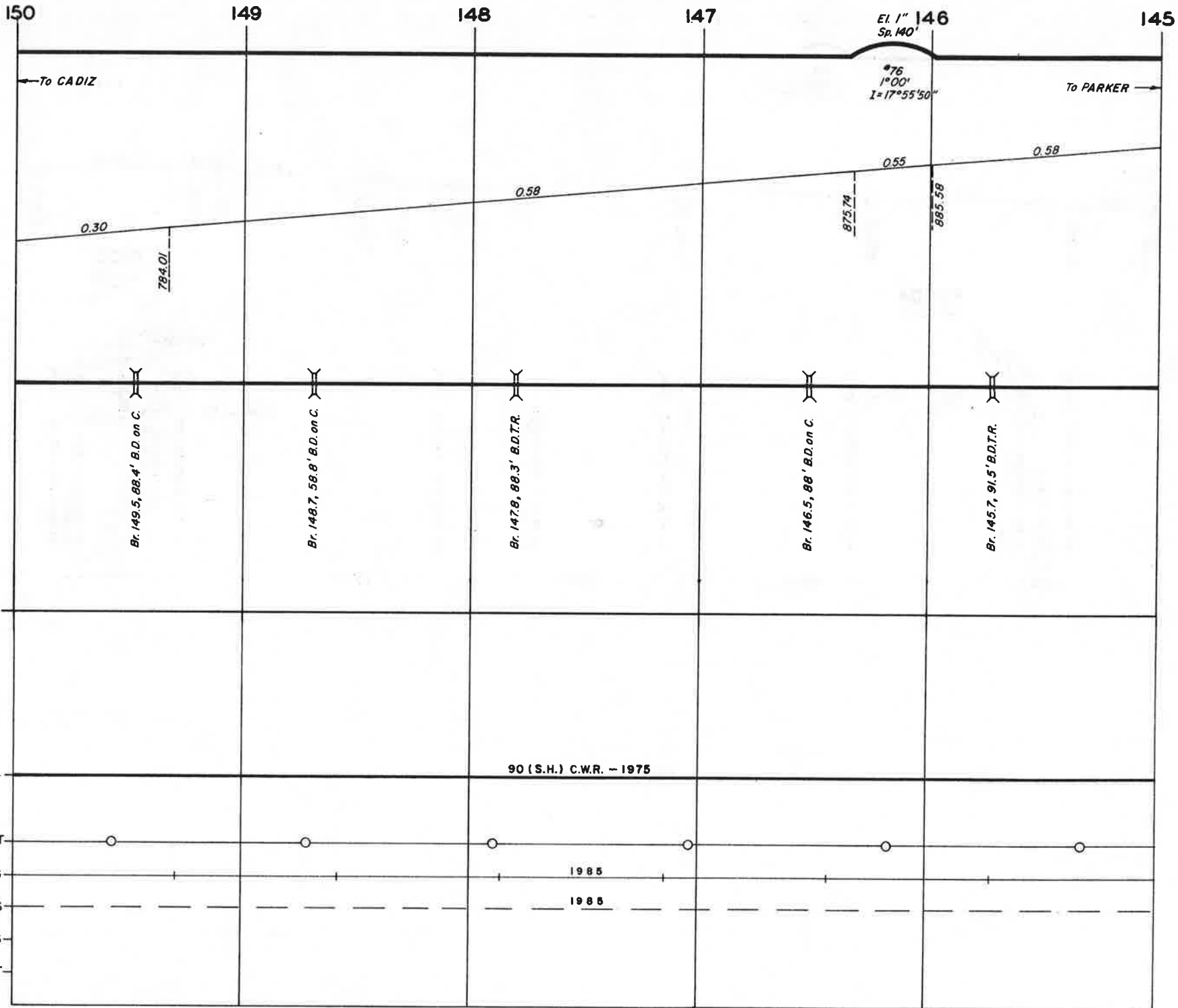
1985

1985

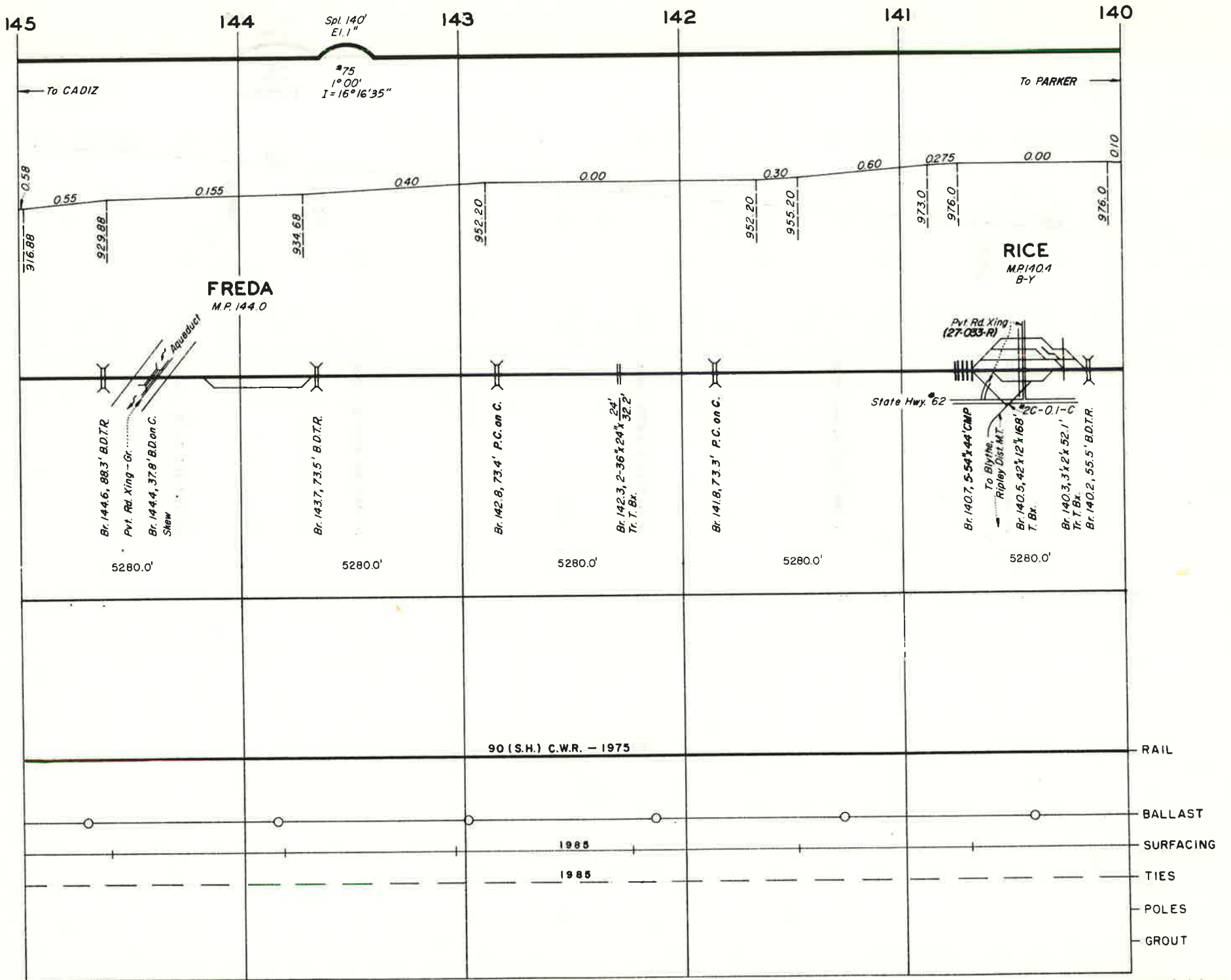


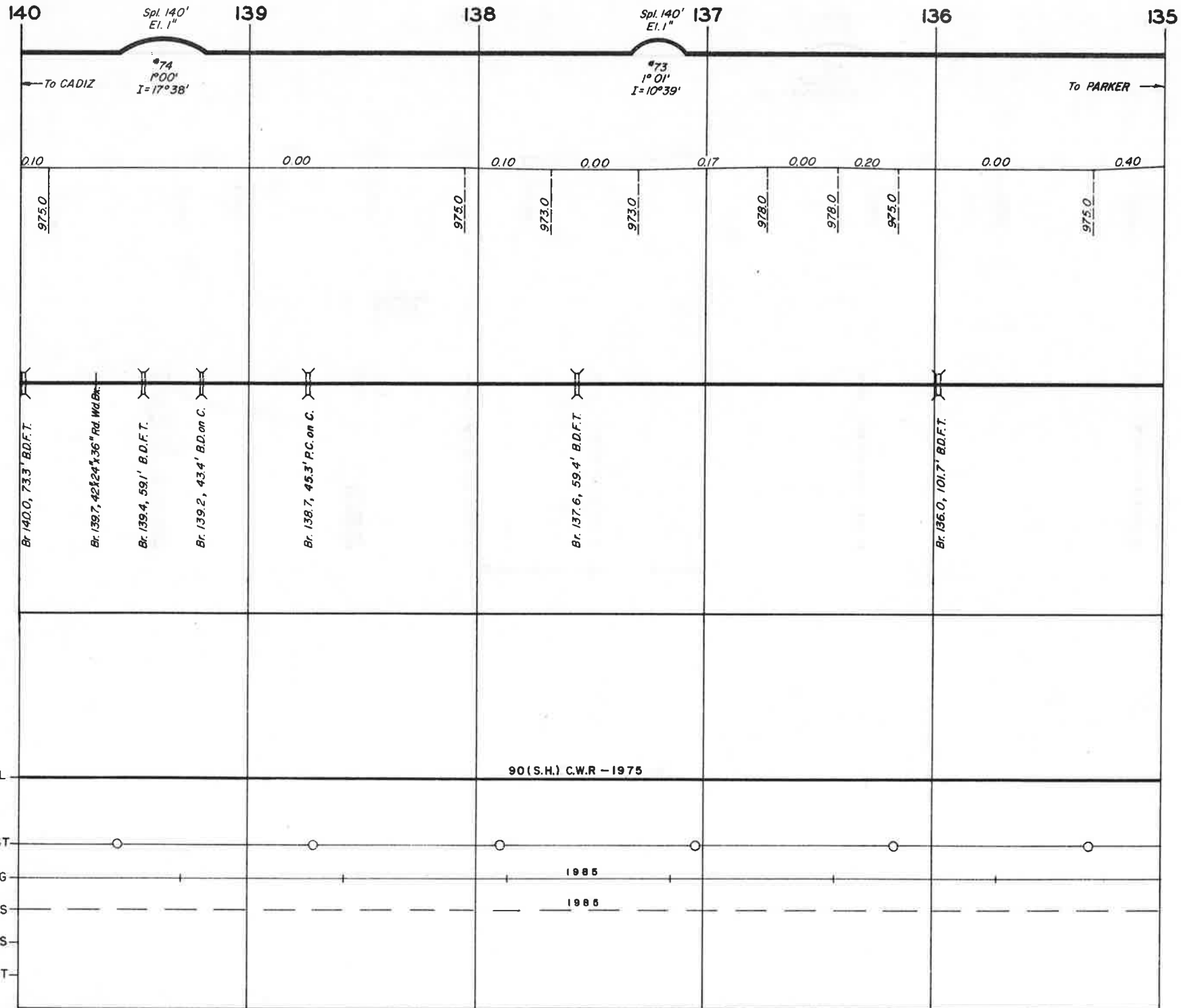






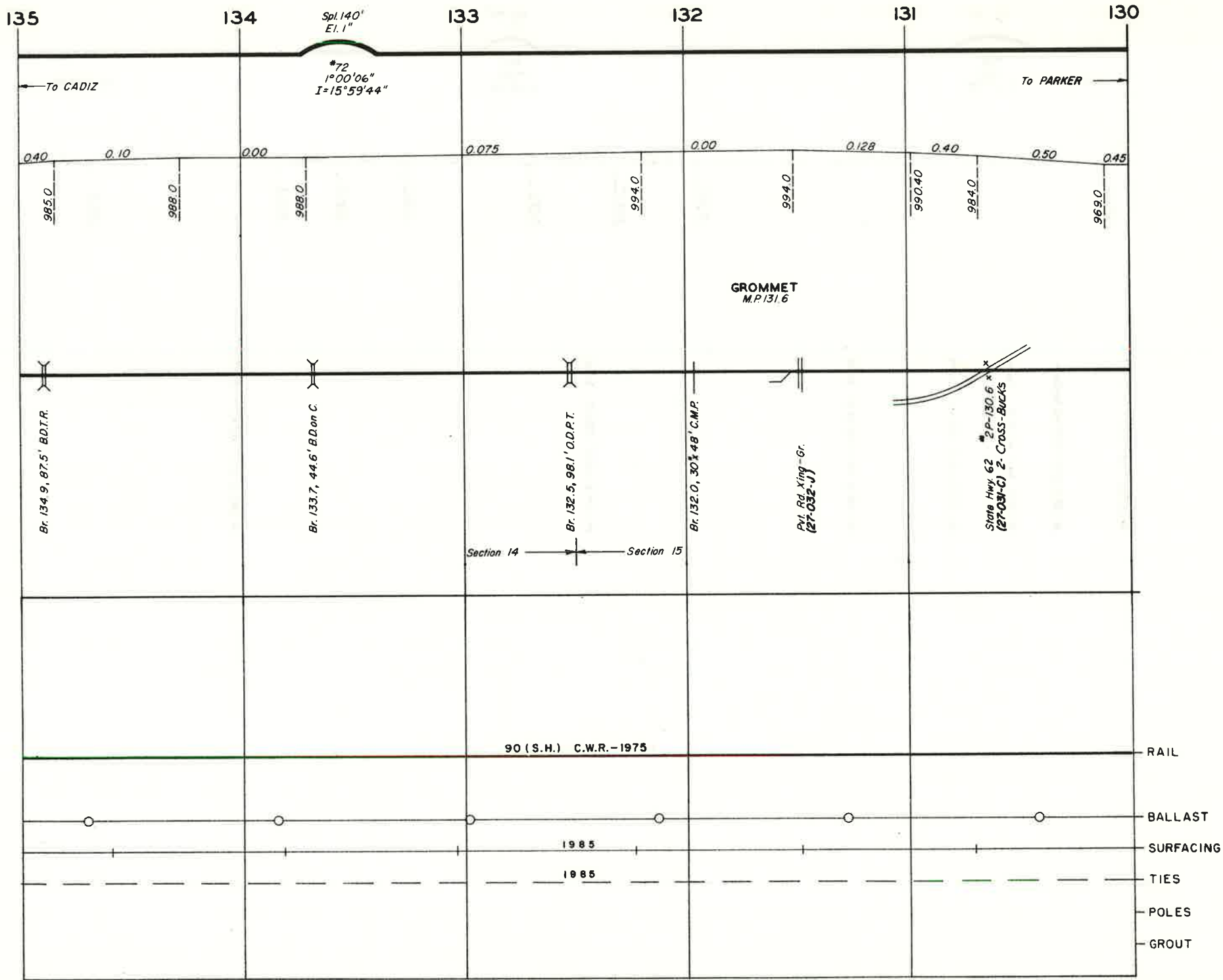




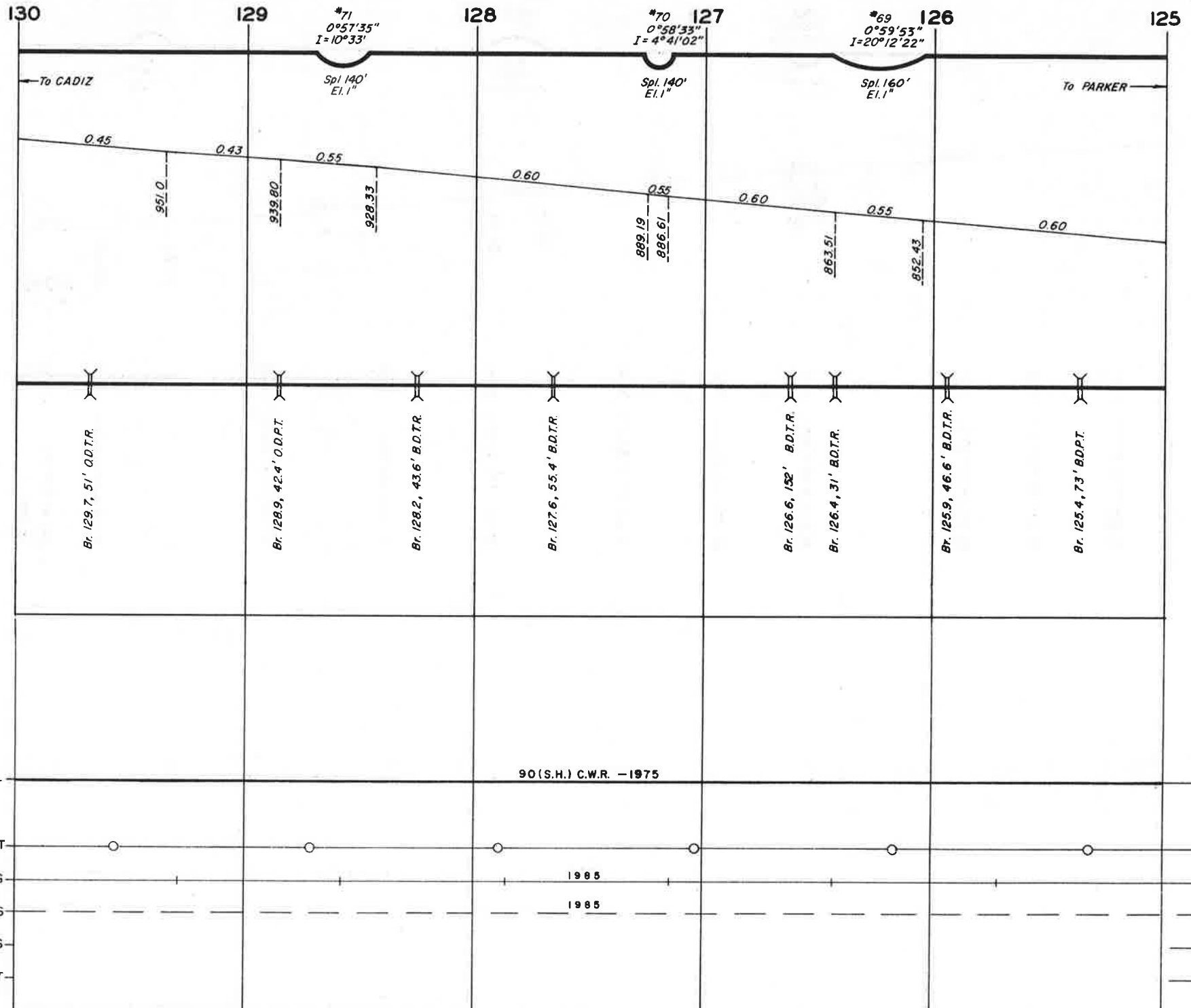


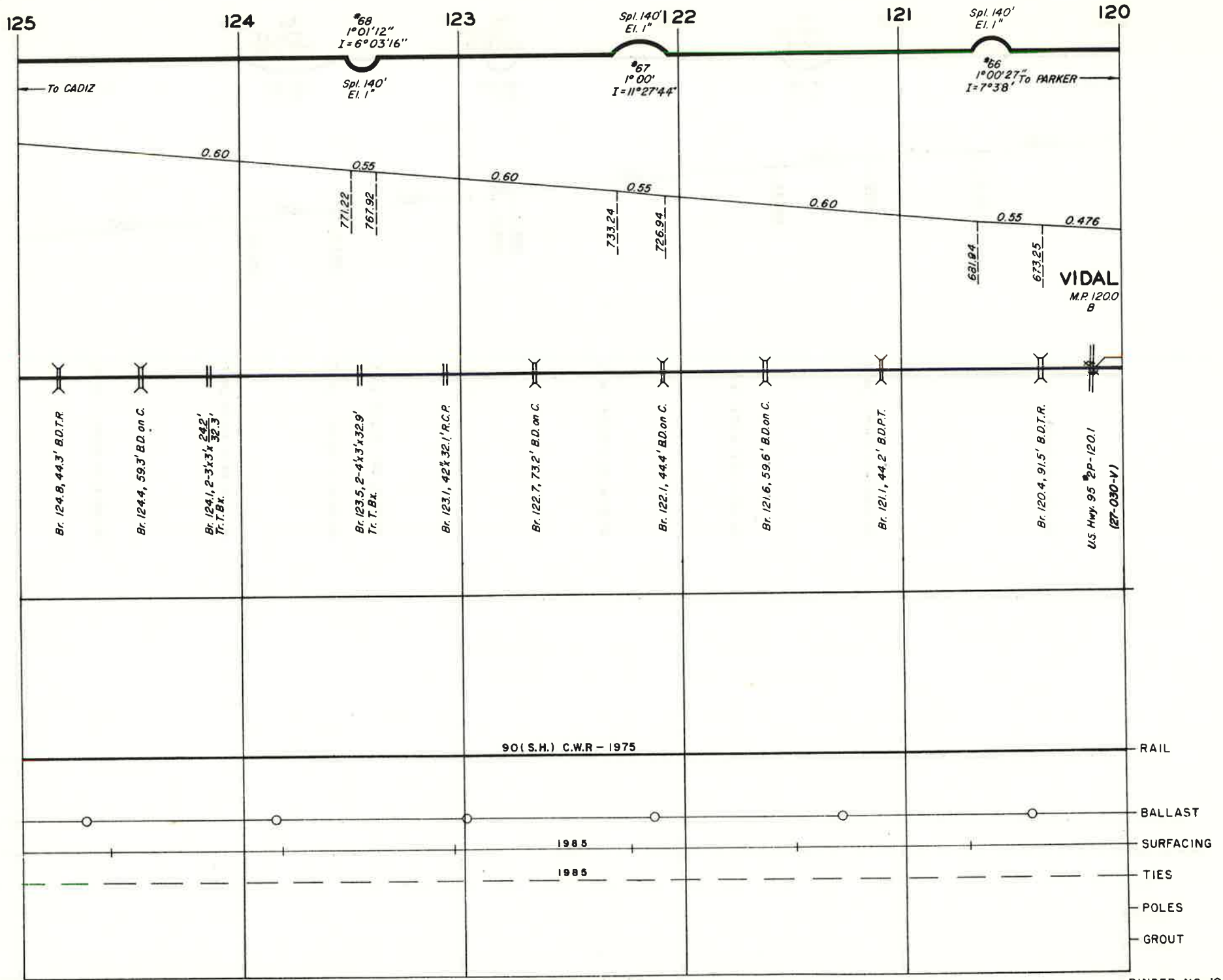
BINDER NO. 10

REVISED \_\_\_\_\_



REVISED 10/86





**VIDAL**  
M.P. 1200  
B

U.S. Hwy. 95 2P-120.1  
(27-030-V)

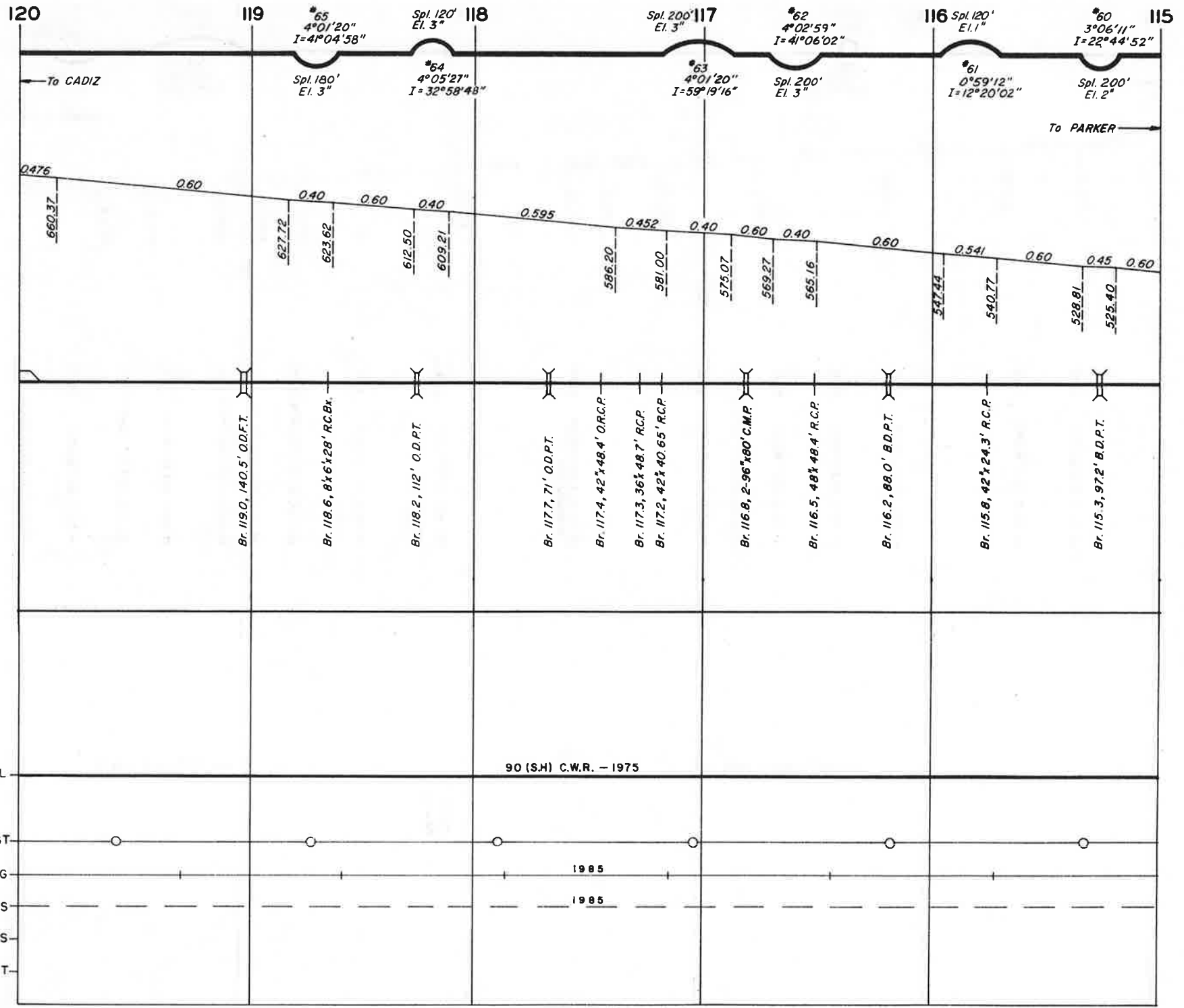
90 (S.H.) C.W.R - 1975

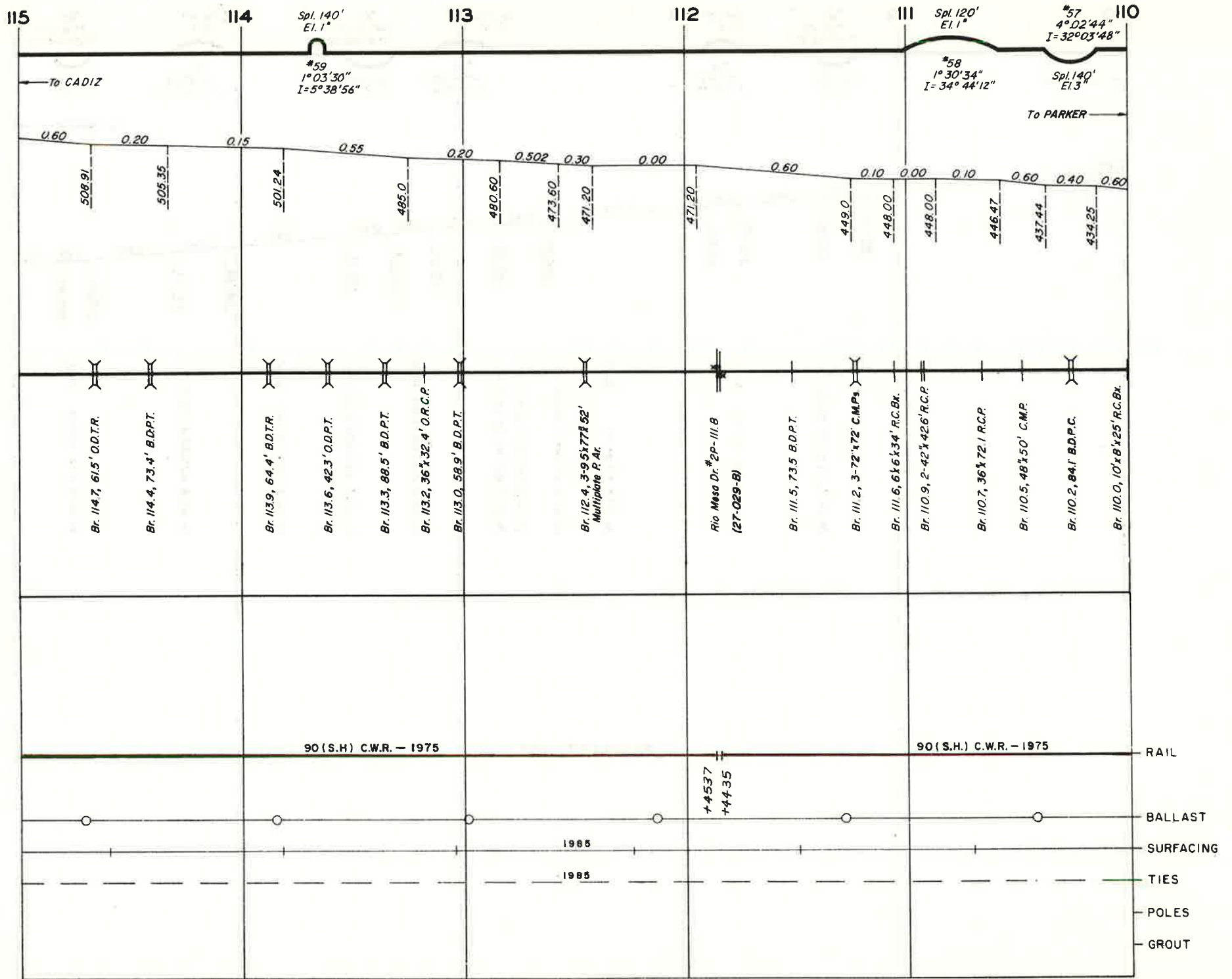
1985

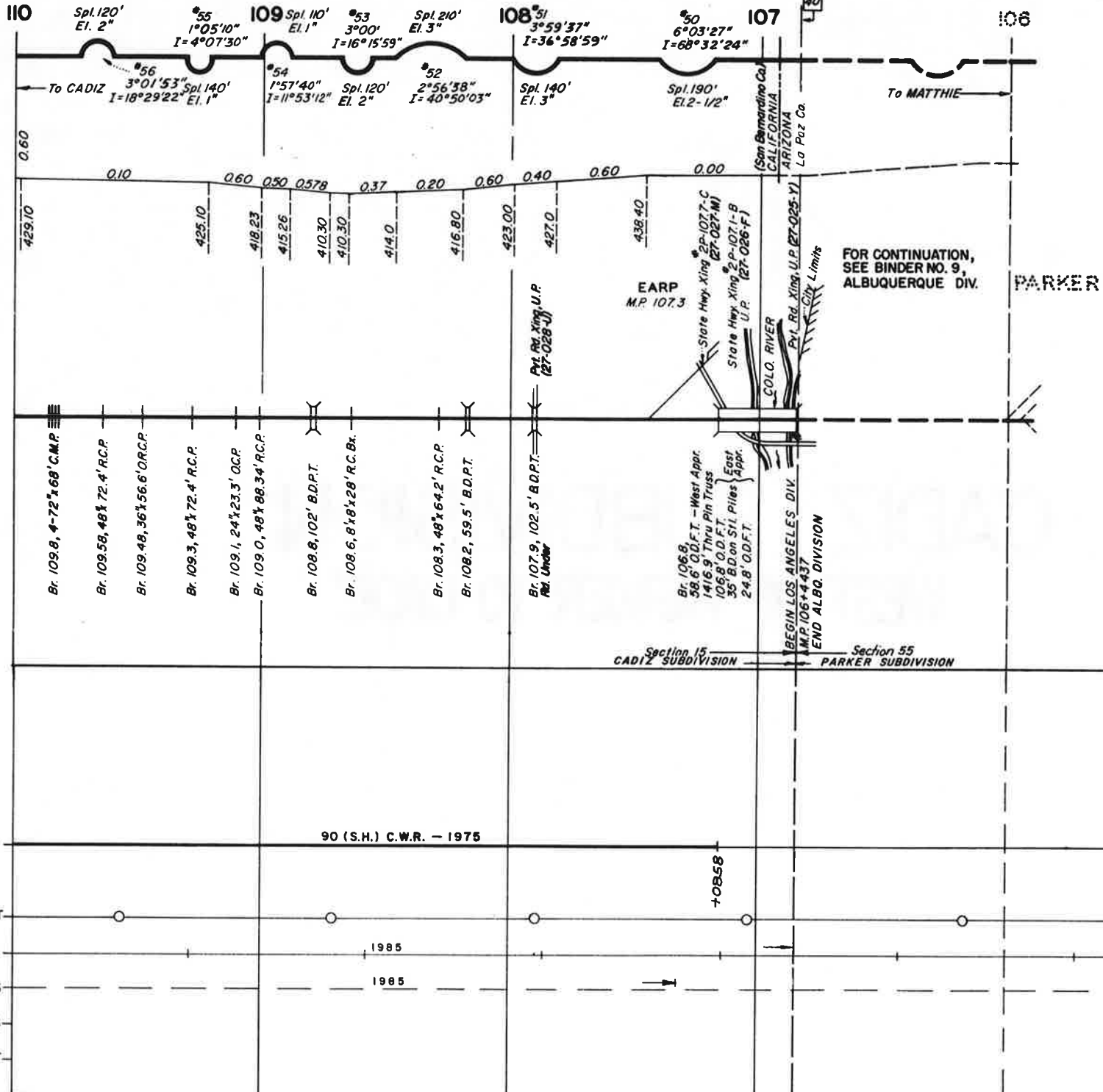
1985

REVISED

BINDER NO. 10







FOR CONTINUATION,  
SEE BINDER NO. 9,  
ALBUQUERQUE DIV. PARKER

Section 15  
CADIZ SUBDIVISION

Section 55  
PARKER SUBDIVISION

90 (S.H.) C.W.R. - 1975

RAIL

BALLAST

SURFACING

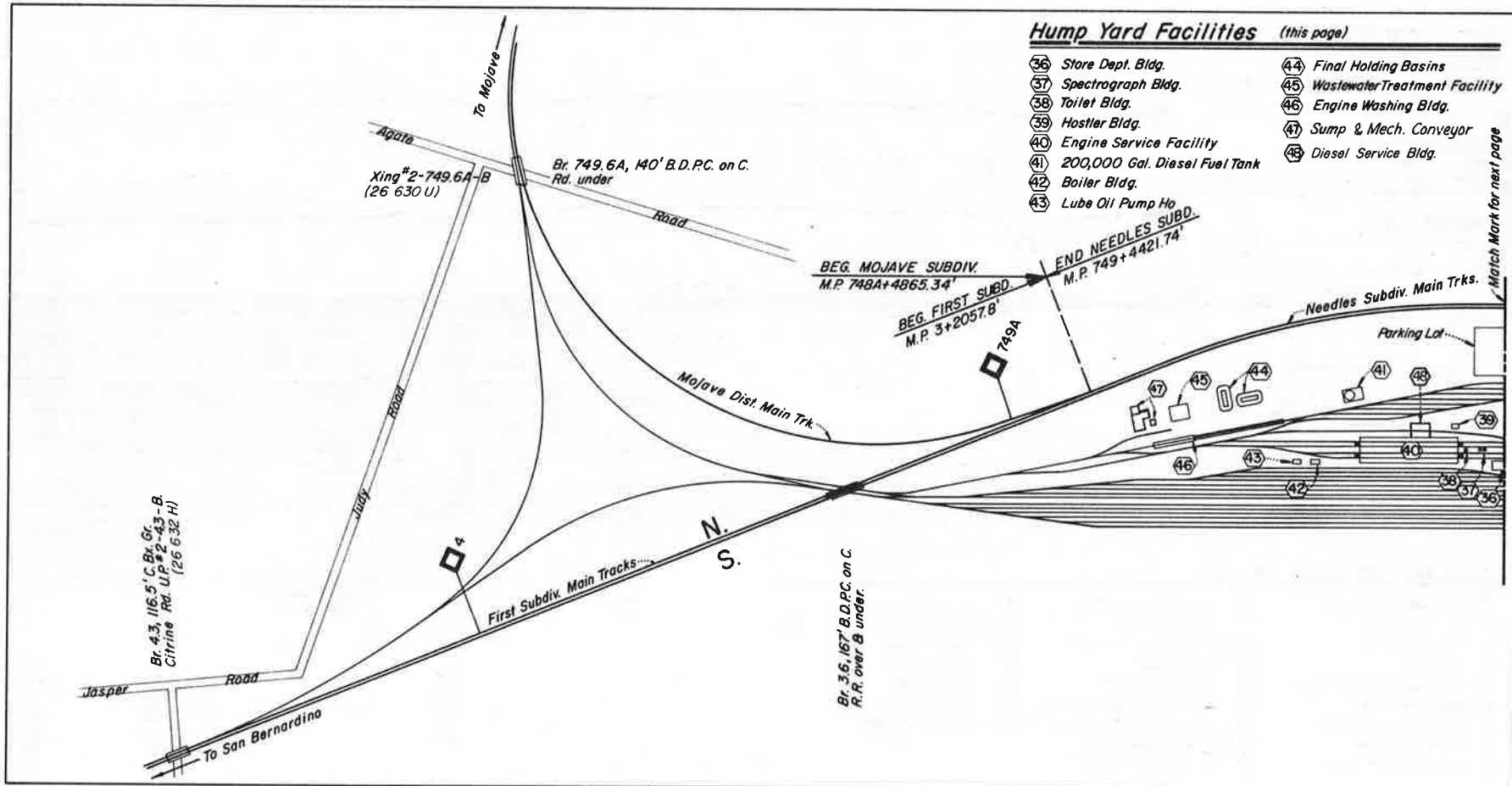
TIES

POLES

GROUT



CADIZ SUBDIVISION  
WEST OF PARKER TO CADIZ



**Hump Yard Facilities (this page)**

- |                                  |                                  |
|----------------------------------|----------------------------------|
| 36 Store Dept. Bldg.             | 44 Final Holding Basins          |
| 37 Spectrograph Bldg.            | 45 Wastewater Treatment Facility |
| 38 Toilet Bldg.                  | 46 Engine Washing Bldg.          |
| 39 Hostler Bldg.                 | 47 Sump & Mech. Conveyor         |
| 40 Engine Service Facility       | 48 Diesel Service Bldg.          |
| 41 200,000 Gal. Diesel Fuel Tank |                                  |
| 42 Boiler Bldg.                  |                                  |
| 43 Lube Oil Pump Ho.             |                                  |

Match Mark for next page

**Hump Yard Capacities**

**Receiving Yard**

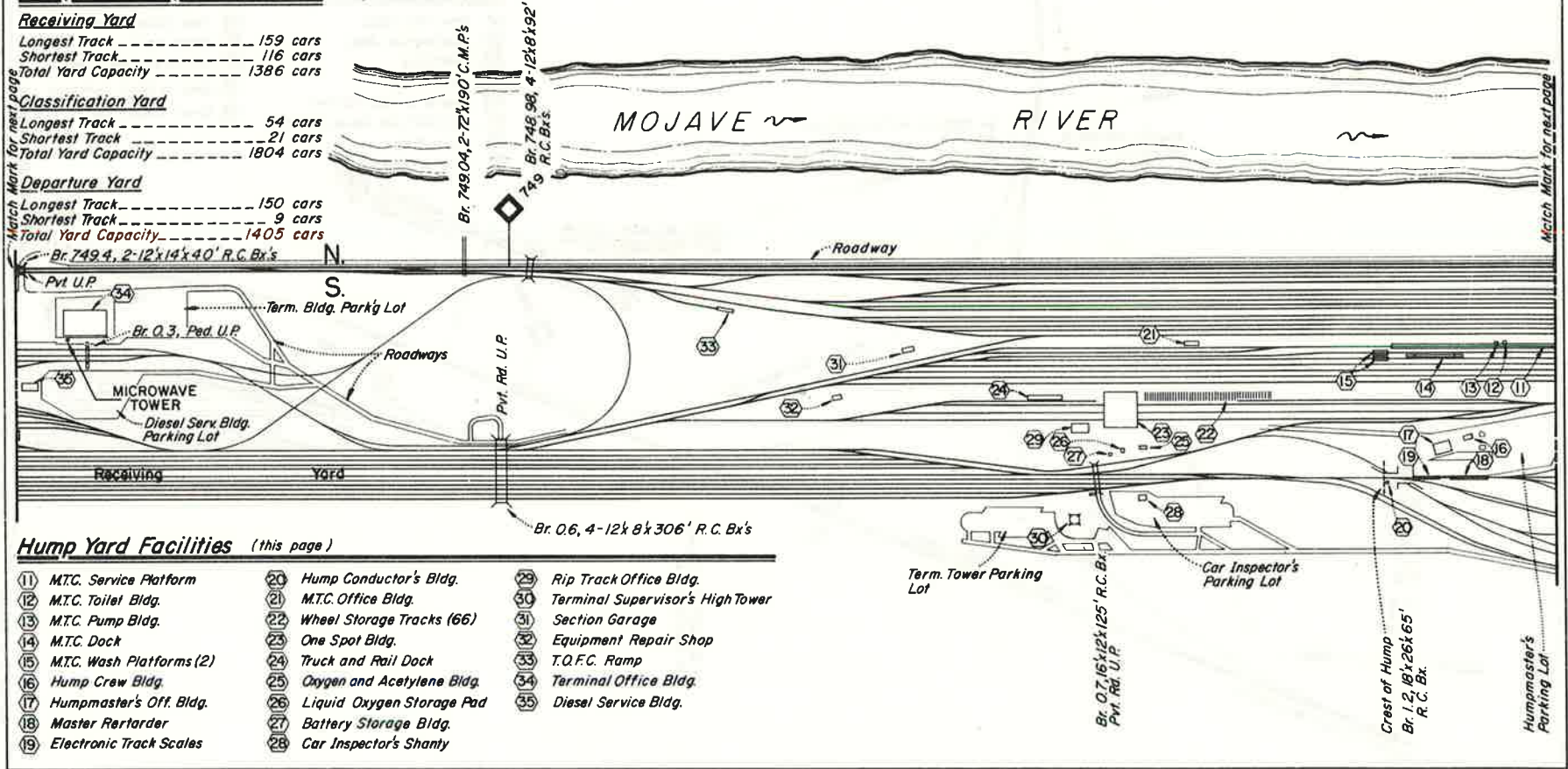
Longest Track ----- 159 cars  
 Shortest Track ----- 116 cars  
 Total Yard Capacity ----- 1386 cars

**Classification Yard**

Longest Track ----- 54 cars  
 Shortest Track ----- 21 cars  
 Total Yard Capacity ----- 1804 cars

**Departure Yard**

Longest Track ----- 150 cars  
 Shortest Track ----- 9 cars  
 Total Yard Capacity ----- 1405 cars

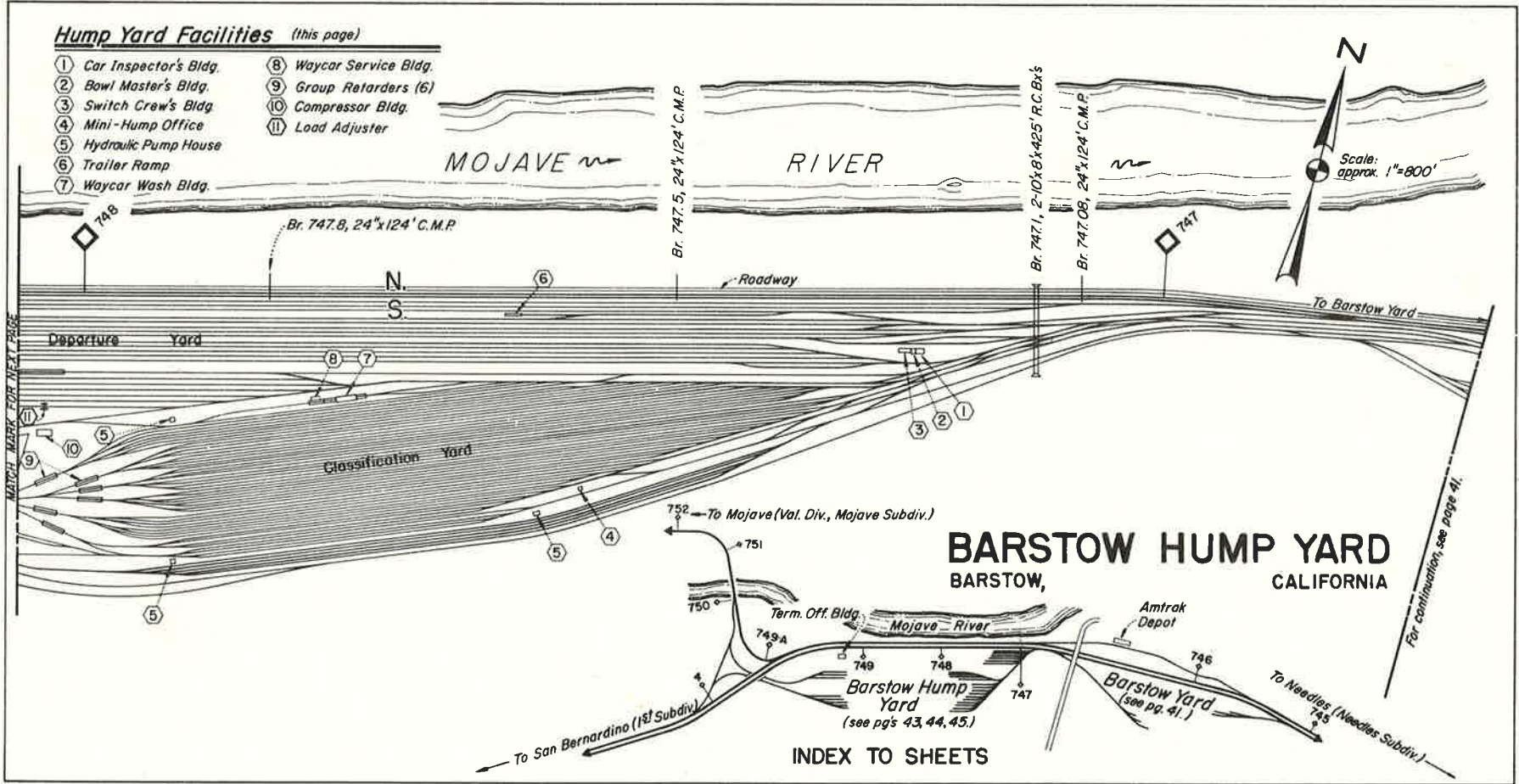


**Hump Yard Facilities (this page)**

- |                              |                               |                                     |
|------------------------------|-------------------------------|-------------------------------------|
| 11 M.T.C. Service Platform   | 20 Hump Conductor's Bldg.     | 29 Rip Track Office Bldg.           |
| 12 M.T.C. Toilet Bldg.       | 21 M.T.C. Office Bldg.        | 30 Terminal Supervisor's High Tower |
| 13 M.T.C. Pump Bldg.         | 22 Wheel Storage Tracks (66)  | 31 Section Garage                   |
| 14 M.T.C. Dock               | 23 One Spot Bldg.             | 32 Equipment Repair Shop            |
| 15 M.T.C. Wash Platforms (2) | 24 Truck and Rail Dock        | 33 T.O.F.C. Ramp                    |
| 16 Hump Crew Bldg.           | 25 Oxygen and Acetylene Bldg. | 34 Terminal Office Bldg.            |
| 17 Humpmaster's Off. Bldg.   | 26 Liquid Oxygen Storage Pad  | 35 Diesel Service Bldg.             |
| 18 Master Retarder           | 27 Battery Storage Bldg.      |                                     |
| 19 Electronic Track Scales   | 28 Car Inspector's Shanty     |                                     |

**Hump Yard Facilities** (this page)

- |                         |                        |
|-------------------------|------------------------|
| ① Car Inspector's Bldg. | ⑧ Waycar Service Bldg. |
| ② Bowl Master's Bldg.   | ⑨ Group Retarders (6)  |
| ③ Switch Crew's Bldg.   | ⑩ Compressor Bldg.     |
| ④ Mini-Hump Office      | ⑪ Load Adjuster        |
| ⑤ Hydraulic Pump House  |                        |
| ⑥ Trailer Ramp          |                        |
| ⑦ Waycar Wash Bldg.     |                        |





753

752

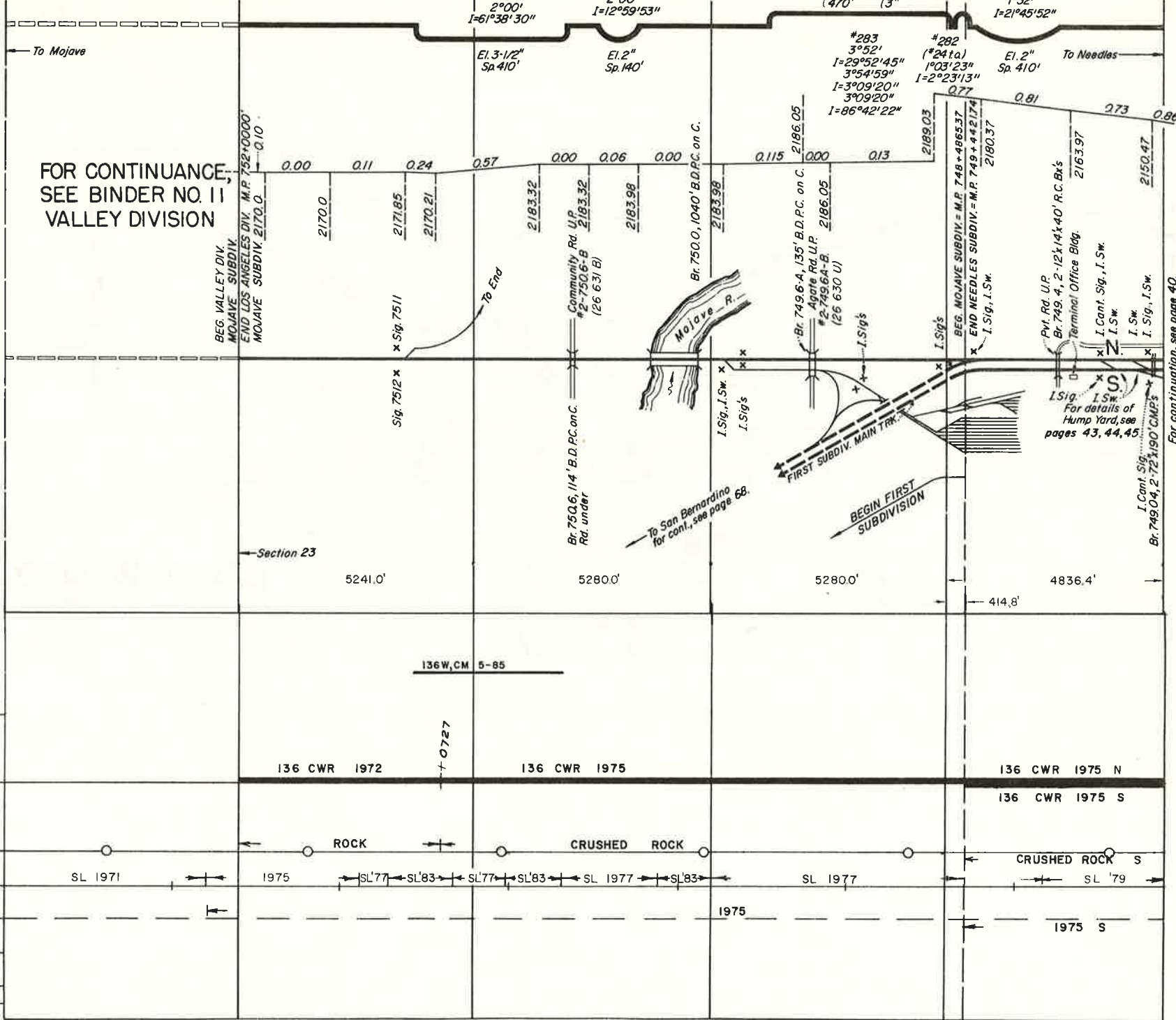
751

750

749-A

749

FOR CONTINUANCE,  
SEE BINDER NO. 11  
VALLEY DIVISION



BEG. VALLEY DIV.  
MOJAVE SUBDIV.  
END LOS ANGELES DIV. M.P. 752+0000'  
MOJAVE SUBDIV. 2170.0

0.00 0.11 0.24 0.57 0.00 0.06 0.00 0.115 0.00 0.13

2170.0 2171.85 2170.21 2183.32 2183.32 2183.98 2183.98 2186.05 2186.05 2189.03

Community Rd. U.P.  
#2-7506-B  
(26 631 B)

Br. 750.0, 1040' B.D.P.C. on C.

Br. 749.6-A, 135' B.D.P.C. on C.  
Agate Rd. U.P.  
#2-749.6A-B  
(26 630 U)

BEG. MOJAVE SUBDIV. = M.P. 748+4865.37  
END NEEDLES SUBDIV. = M.P. 749+4421.74

Pvt. Rd. U.P.  
Br. 749.4, 2-12x14x40' R.C. Box's  
Terminal Office Bldg.

Section 23  
5241.0'

5280.0'

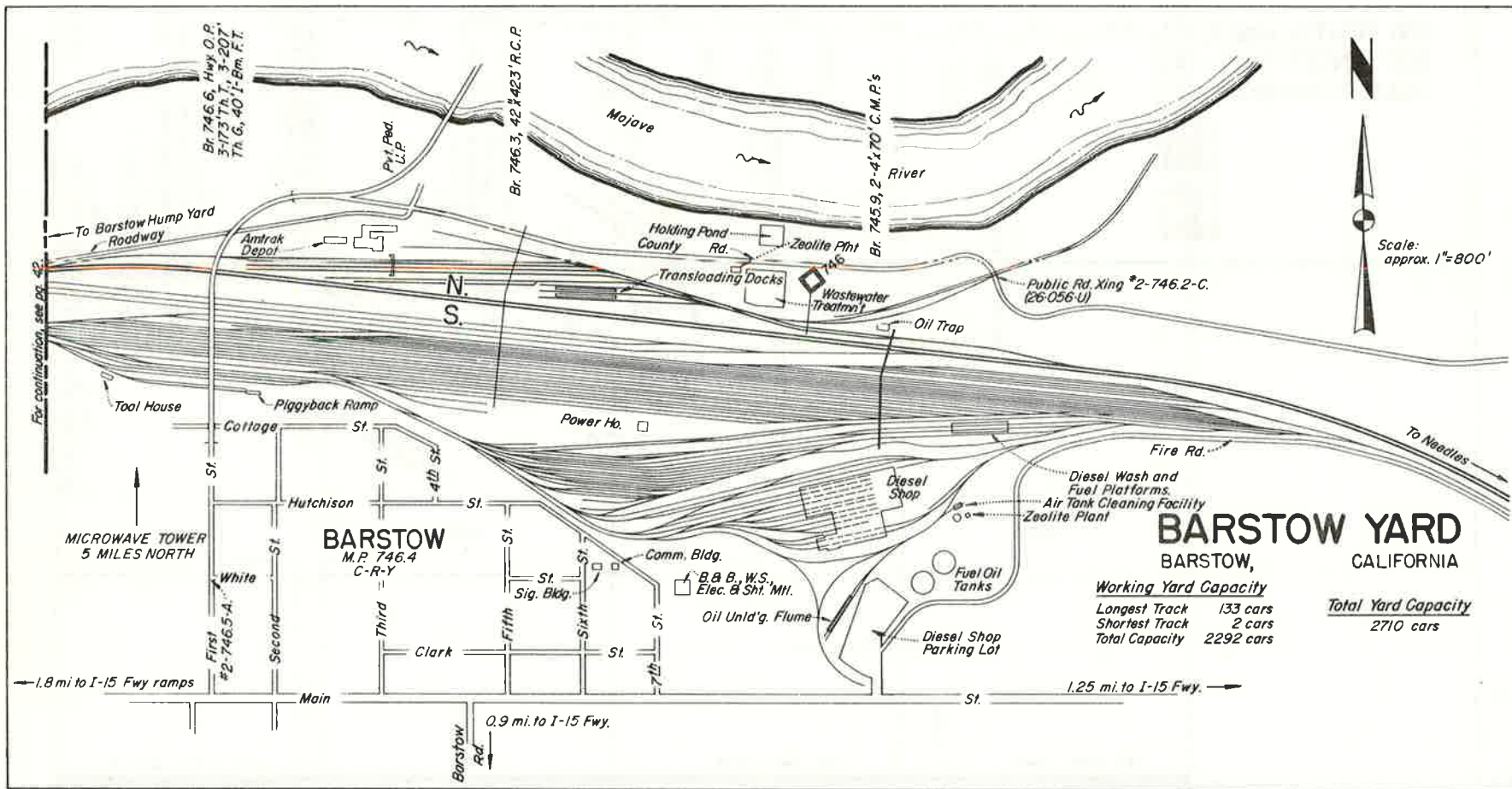
5280.0'

4836.4'

414.8'

RAIL GR.	136W, CM 5-85							
RAIL	136 CWR 1972		136 CWR 1975		136 CWR 1975 N		136 CWR 1975 S	
BALLAST	ROCK		CRUSHED ROCK				CRUSHED ROCK S	
SURFACING	SL 1971	1975	SL'77	SL'83	SL'77	SL'83	SL 1977	SL '79
TIES							1975 S	
POLES								
GROUT LIME								

For continuation, see page 40.



Track Speed

749

748

747

746

745

744

To Mojave and San Bernardino

C.T.C.

To Needles

Note: Profile information for this area pending.

Note: Profile information for this area pending.

BARSTOW

M.P. 746.4

C-R-Y

Amtrak Depot

First St O.P.

2-746.5-4

103 mi. to

MICROWAVE TOWER

5 MILES NORTH

Br 746.6, Hwy O.P. Main St

3-173 Th.T.

3-207 Th.G.

1-40' I.-Bm. FT.

Br 746.3, 42'x

423.5' R.C.P.

Priv. Rd. X-ing

(26-057-B)

Br 745.9, 2-4x70'

C.M.P.'s

Br 744.8, 2-4x46x102'

Tr. T. Br.'s

Br 744.6, 190'

D.G. on C.

Br 744.5, 2-4x4x107'

Tr. T. Br.'s

Br 744.3, 10x3.5x82'

C. Max. Al.

For continuation, see page 42

For Details of Barstow Hump Yard, see pages 43,44,45

For Details of Barstow Yard, see pg. 41

Br 748.98, 2-12x132' R.C. Br.'s

Br 747.8, 2x124' C.M.P.

Br 747.5, 2x124' C.M.P.

Br 747.1, 2-10x8x425' R.C. Br.'s

Br 747.08, 2x124' C.M.P.

Yucca St O.P. #2-745.2-A (26-055-M)

I-15 Freeway E. Barstow U.P. #2-744.6-B (26-054-F)

5280.0'

5280.0'

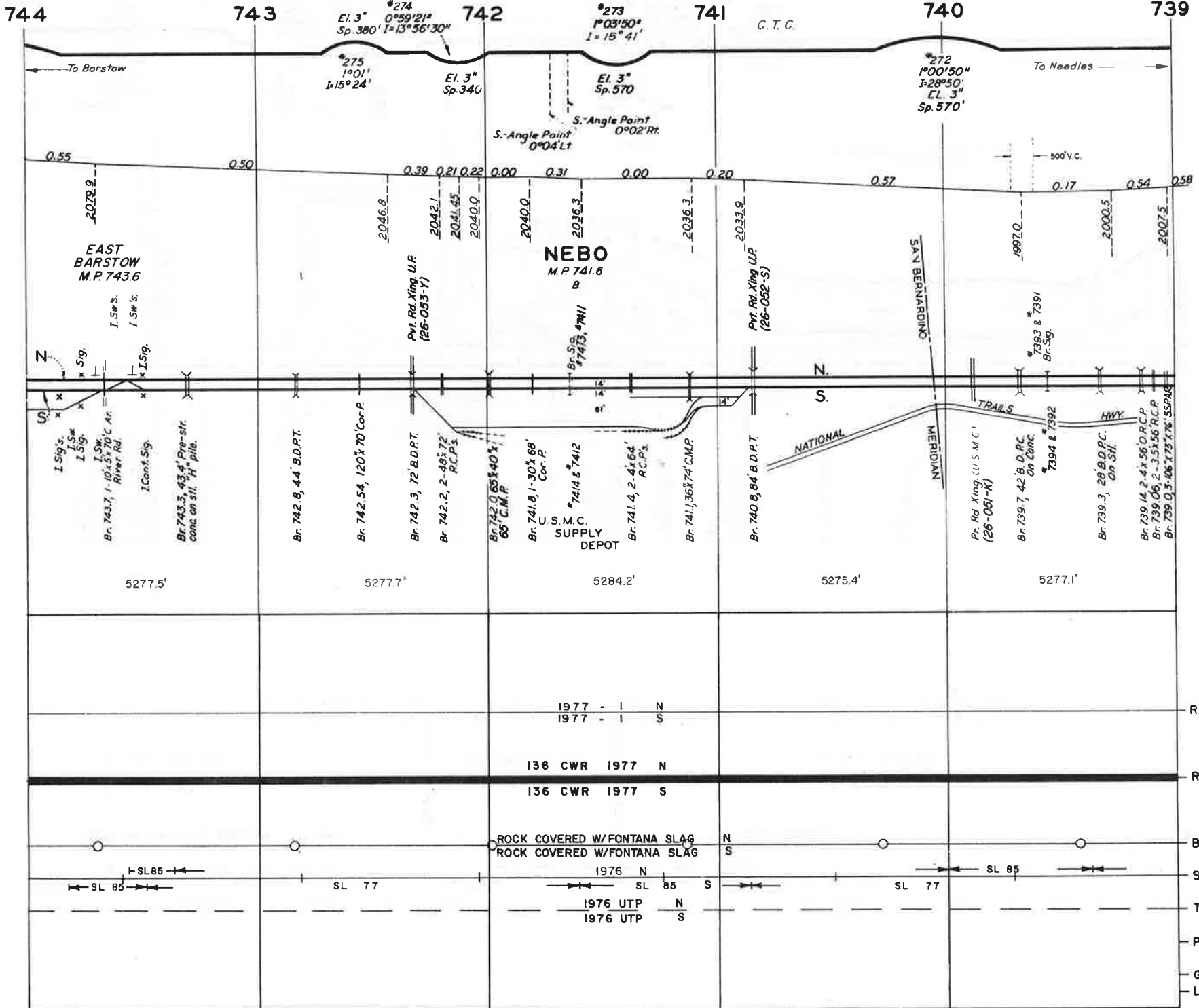
5286.7'

5306.3'

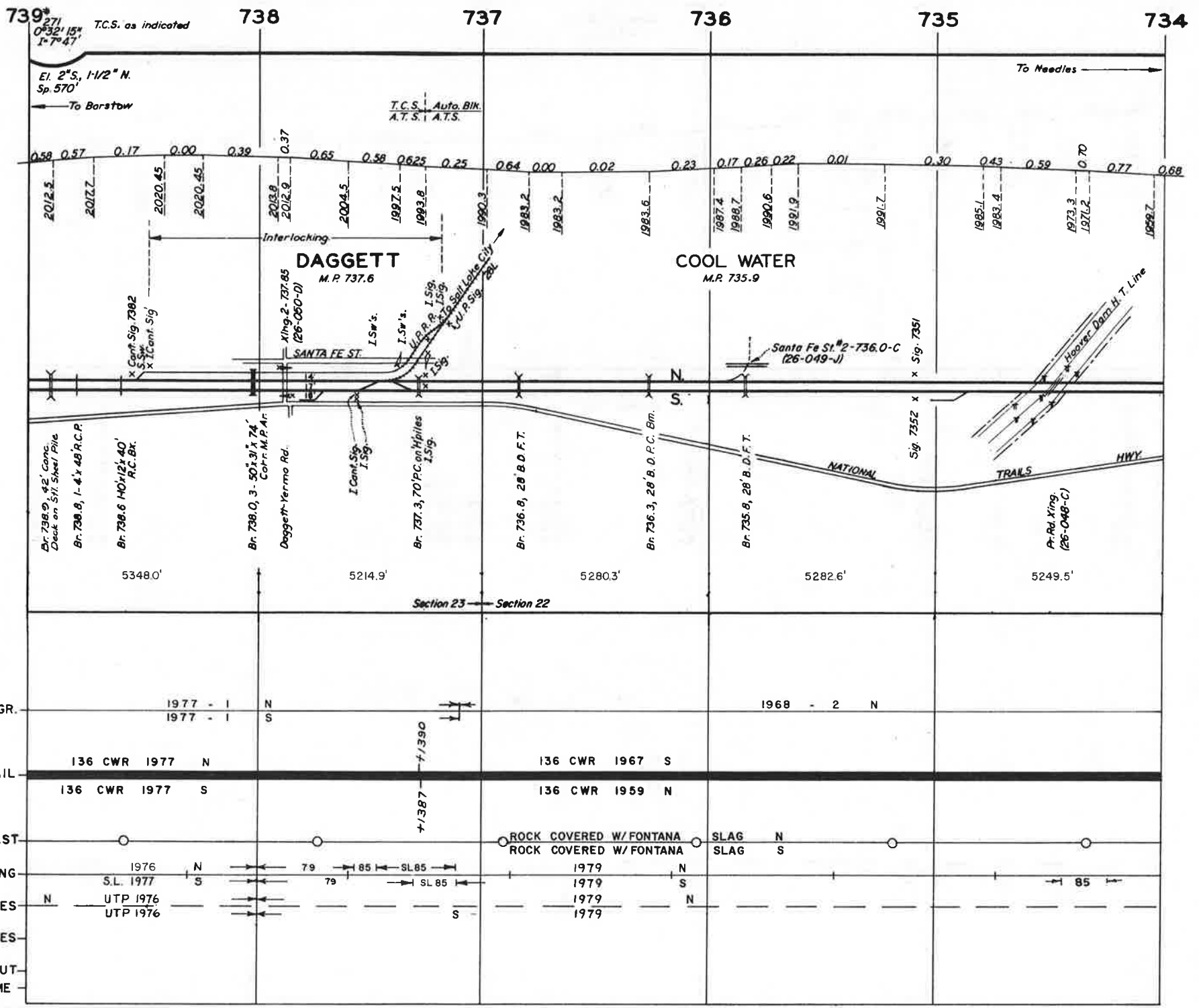
5257.9'

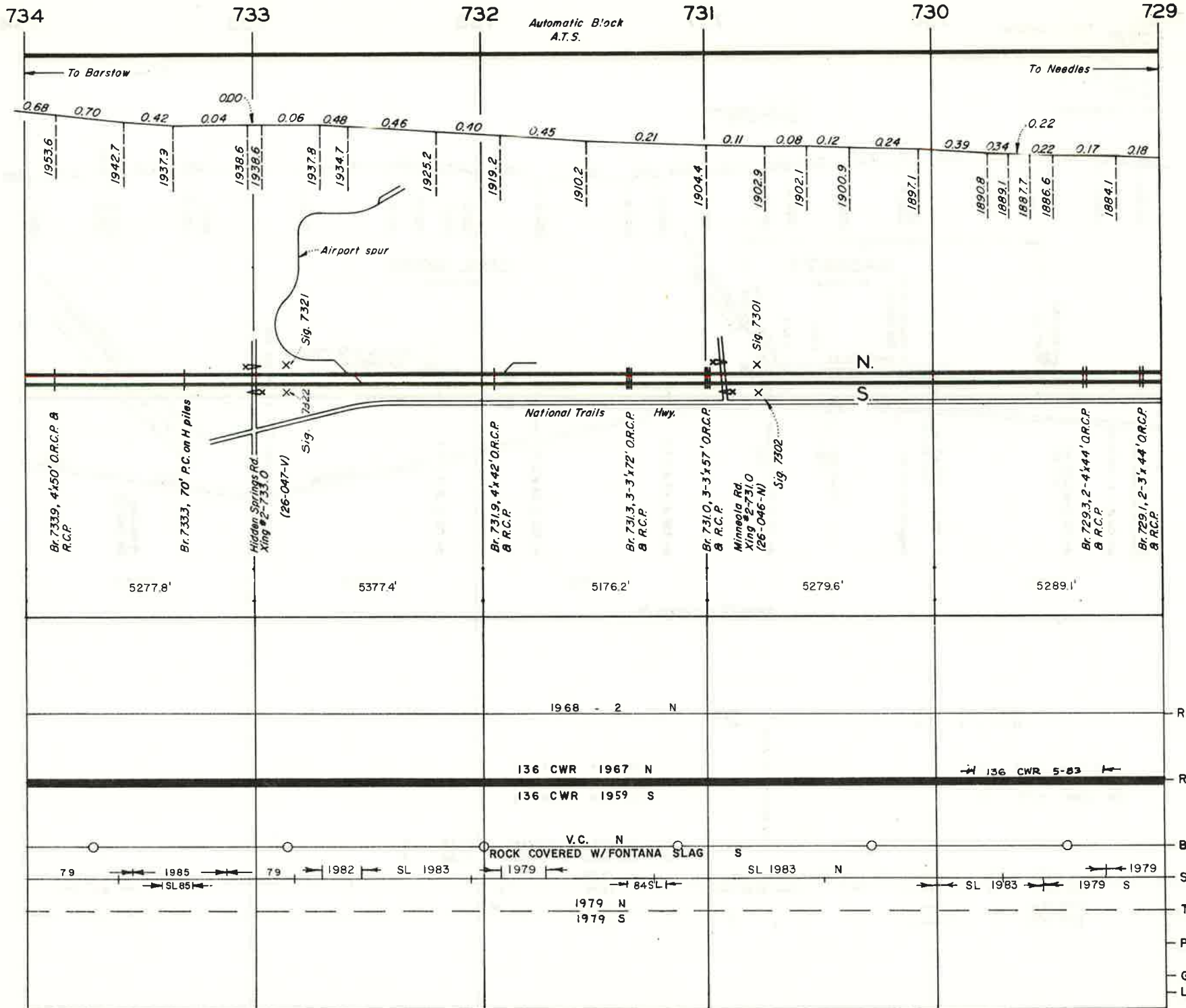
RAIL GR.	5/78 5/78 -1 S	5/1978 - 3 S	1977 - 1 5/78 +2939	1977 - 1 5/78 +3891	3-1984 N
RAIL	136 CWR 1975 N	136 CWR 1975 S	136 S.H. CWR 1976 N	136 S.H. CWR 1976 S	136 CWR 1977 N
BALLAST	CRUSHED ROCK	CRUSHED ROCK	CRUSHED ROCK	CRUSHED ROCK	ROCK C/W FONTANA SLAG
SURFACING	SL 79 84 SL SL 79	1977 SL 79 1982	85 79 SL 1983 N	1976 SL 76 1976 N	SKINLIFT 1971 N SKINLIFT 1977 S
TIES	1975 N 1975 S	1975 N 1975 S	1976 S	1976 S	1976 U.T.P. 1976 U.T.P.
POLES					
GROUT					
LIME					





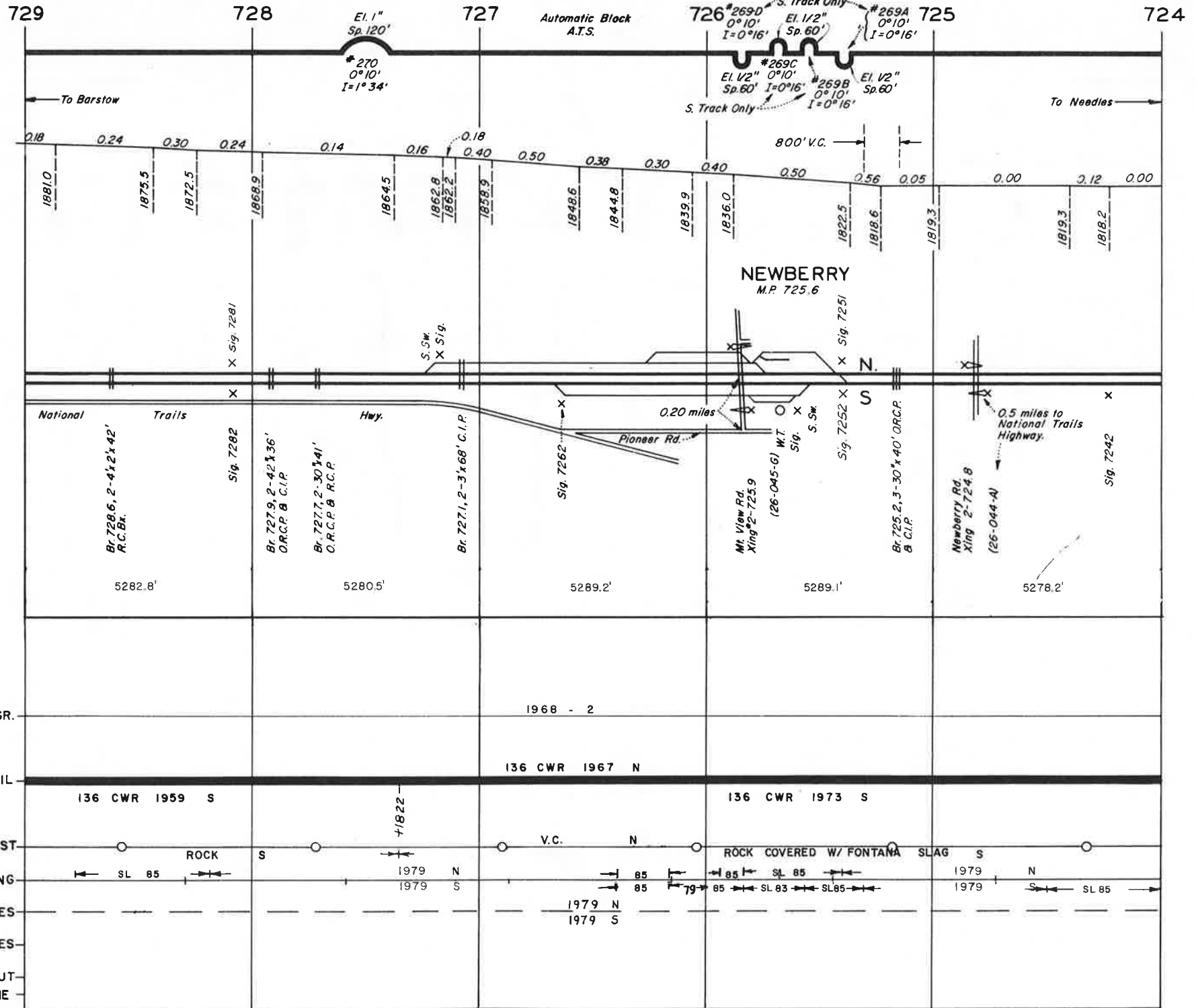
Track Speed

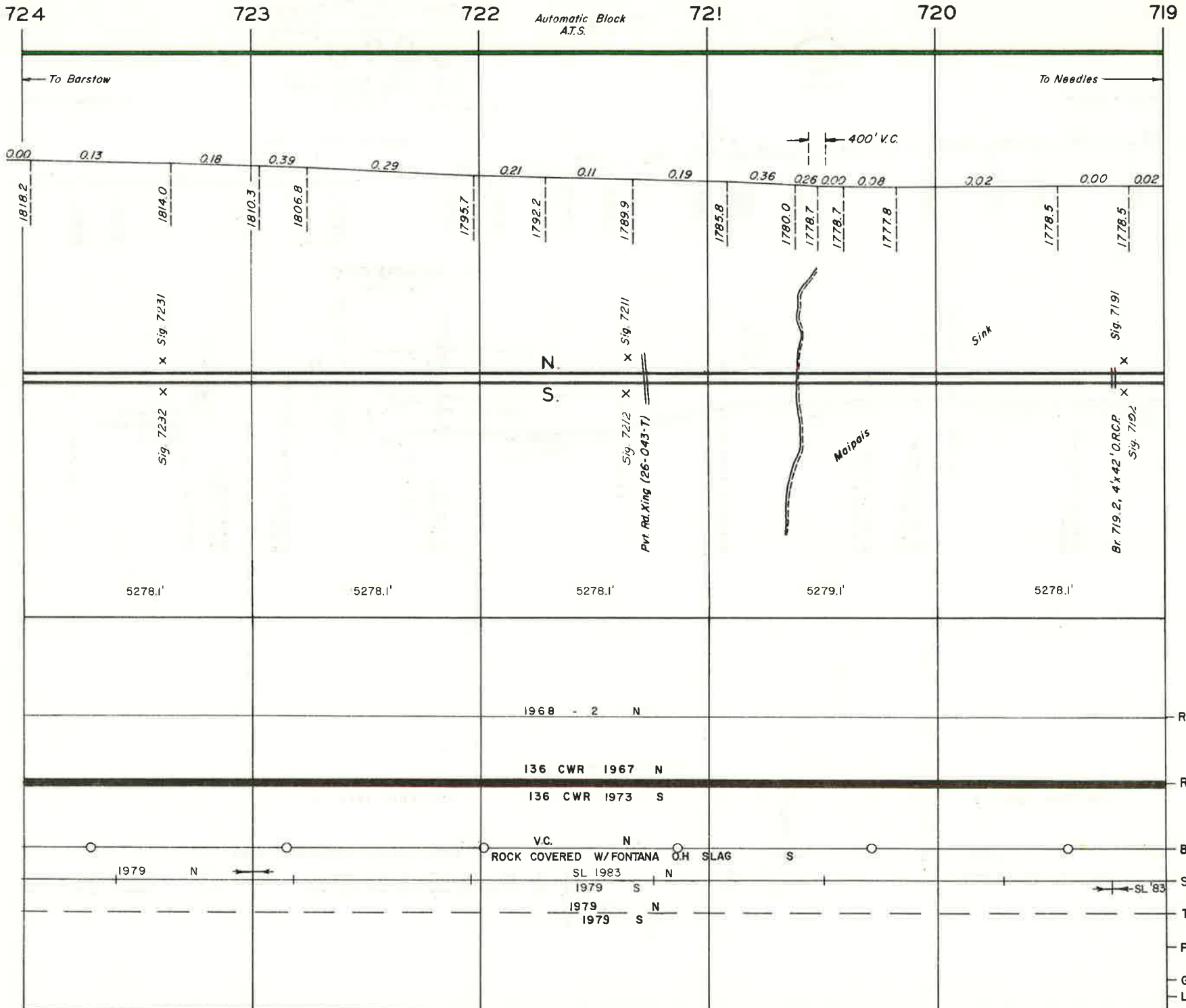


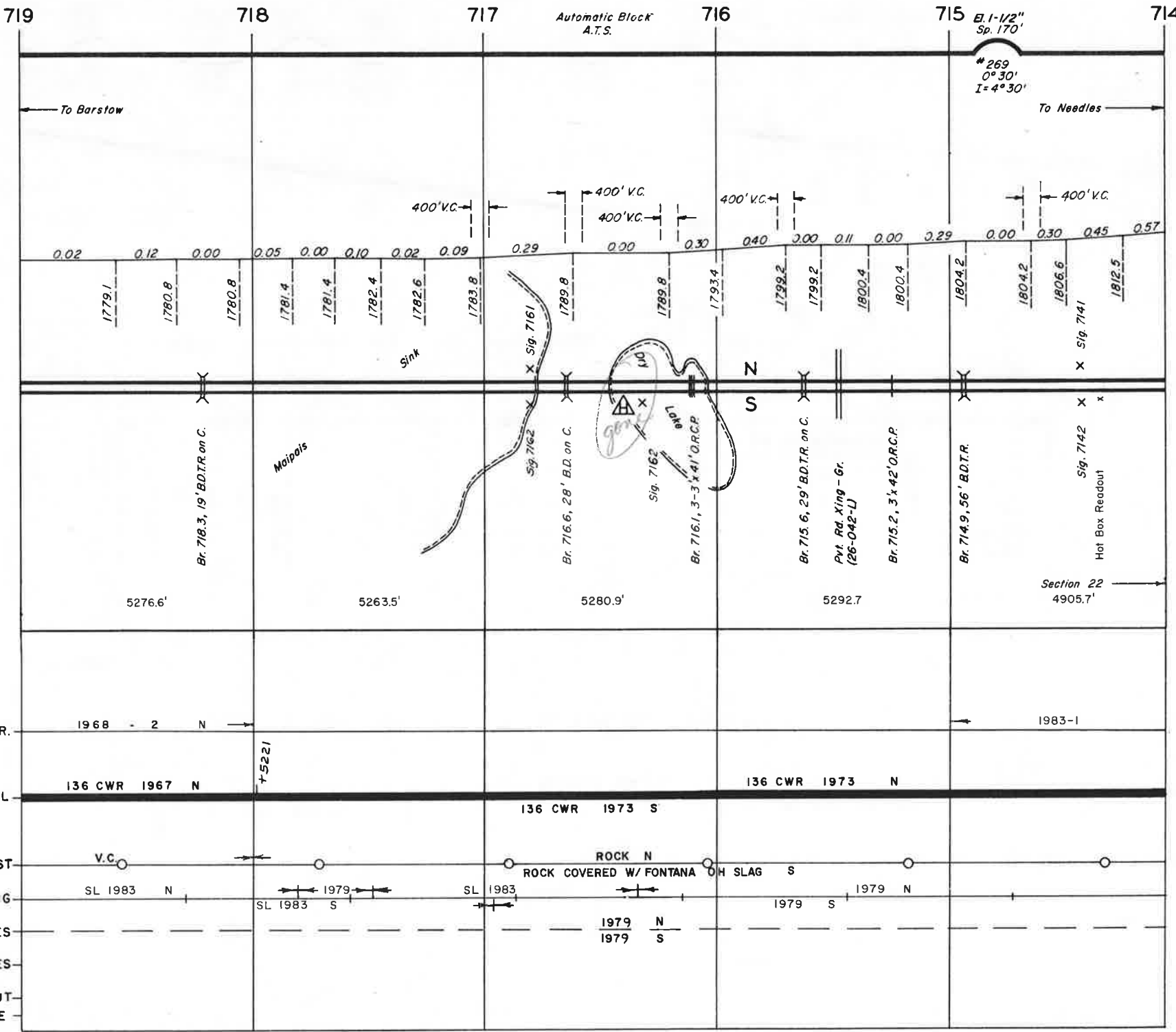


REVISED 2/6

BINDER NO. 10







714

713

712

711

710

709

Automatic Block  
A.T.S.

Track Speed

To Barstow

To Needles



HECTOR  
M.P. 712.8  
B.

Hot Box Locator

Tamarisk Trees

N.

S.

Sig. 7111

Sig. 7091

Hector Rd.  
1.1 miles to I-40 Hwy. exit  
1.2 miles to National Trails Hwy.

+2225'  
Br. 713.3, 42' B.D. on C.B.  
B.D.P.T. (N)  
42' B.D.T.R. (S)

Br. 711.9, 42' B.D.P.T.  
Sig. 71112

Br. 710.8, 28' P.C. on C.

Br. 710.1, 42' B.D.P.C. on  
Steel Piles.

Br. 709.5, 20' B.D.T.R. on C.

Br. 709.4, 47' B.D.T.R. on C.  
Sig. 7092

Br. 709.3, 20' B.D.T.R. on C.  
Sig. 7092

Section 21

5651.9'

5280.0'

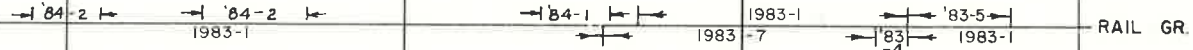
5281.8'

5280.3'

5284.9'

" 263

136W, OR 6-85



136 CWR 1973 N

136 CWR 1973 S

136 CWR 1970 S

ROCK COV. W/FONTANA SLAG

ROCK N  
ROCK S

+3335

+2870

1983 N  
SL85

1979 S  
1979 N  
1979 S

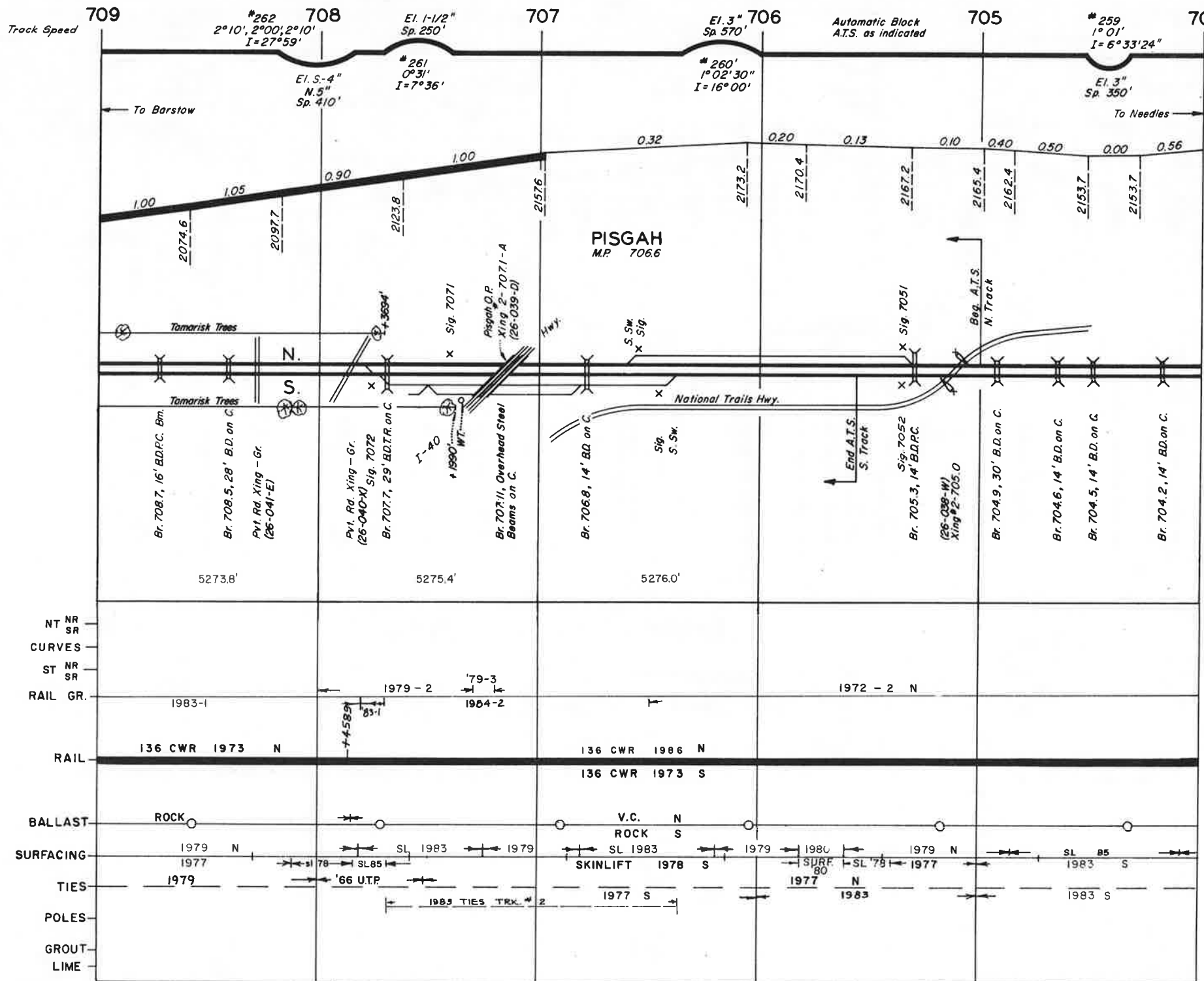
1979 N  
1977

1977  
1966 U.T.P.

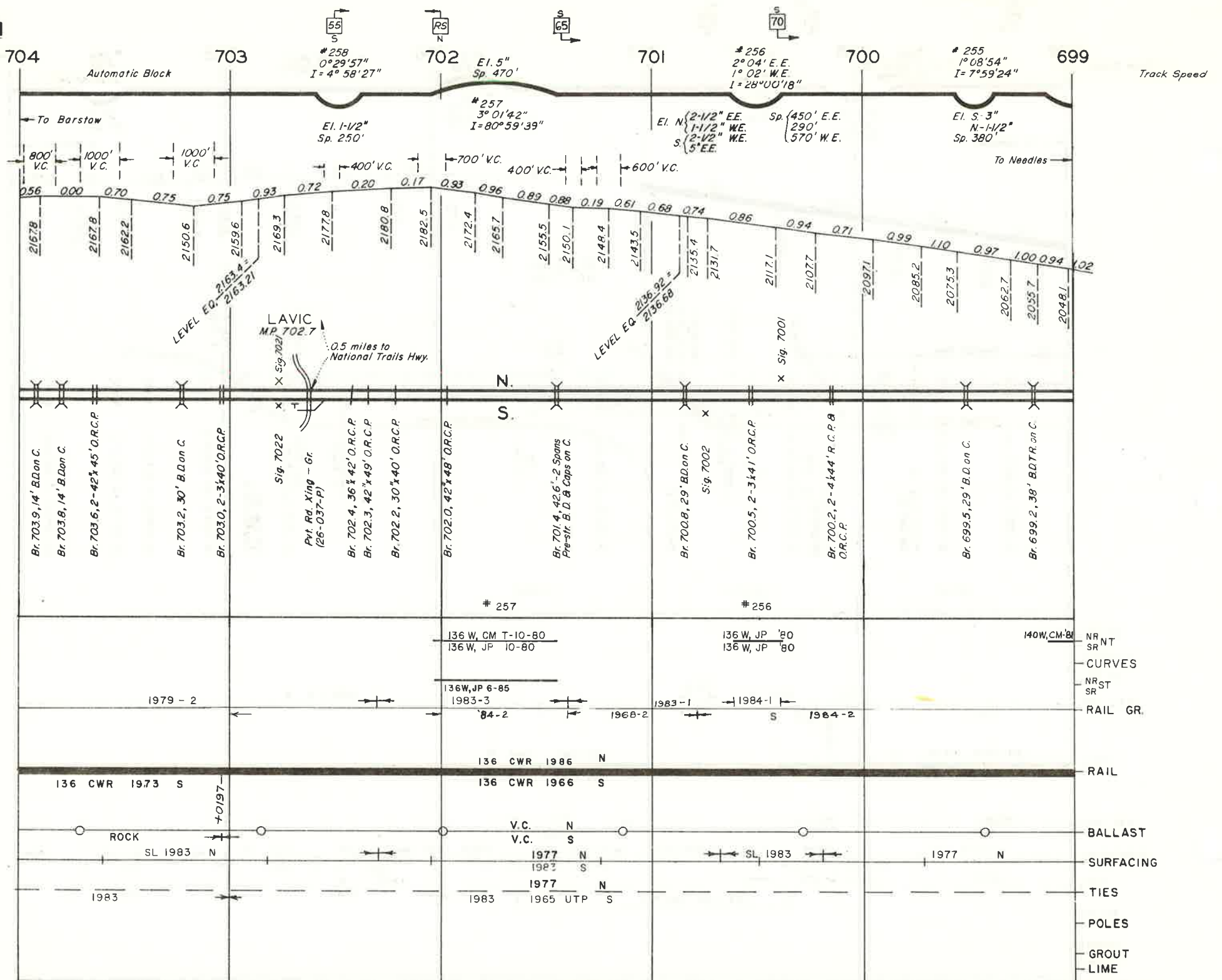
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME

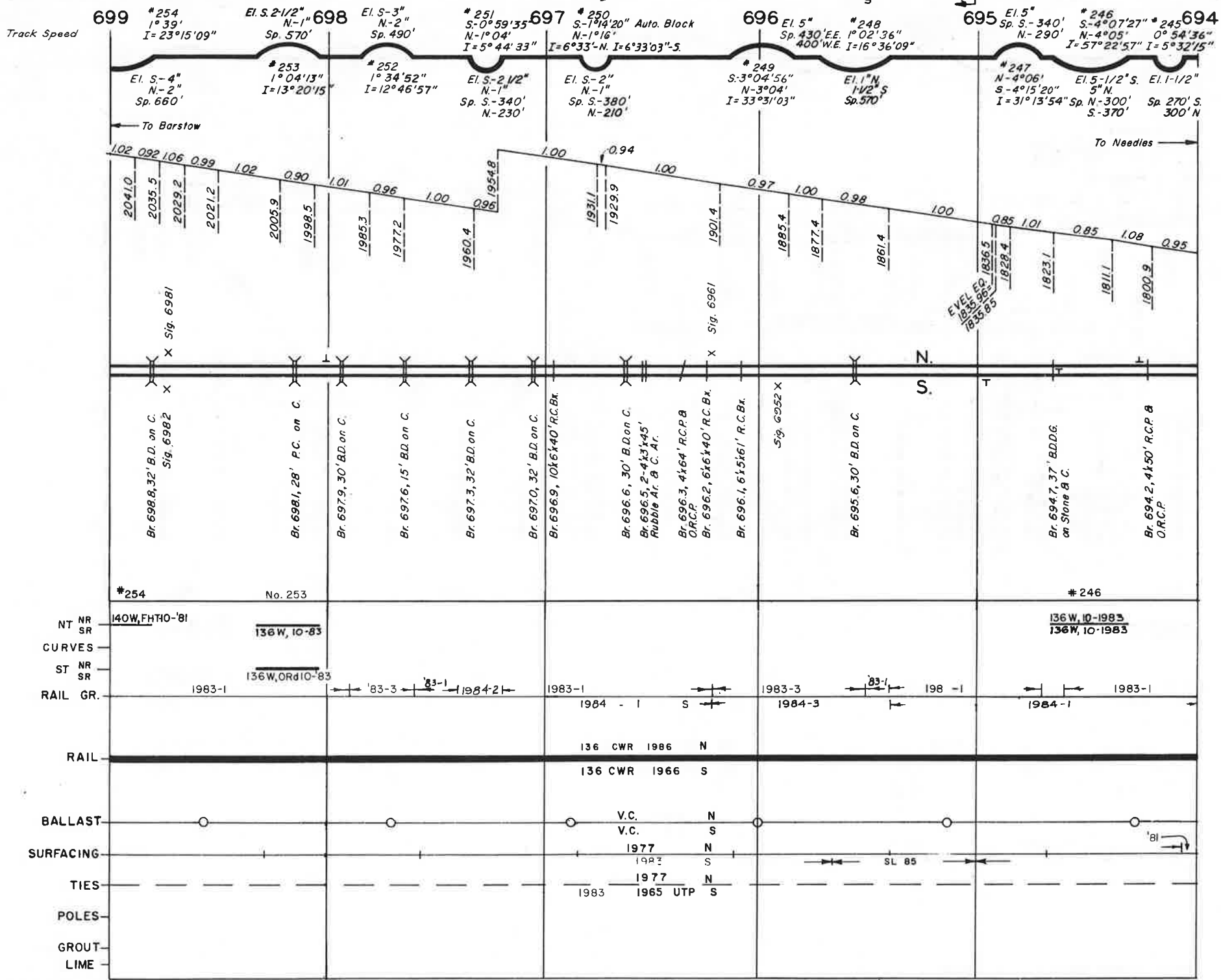
REVISED 2/2

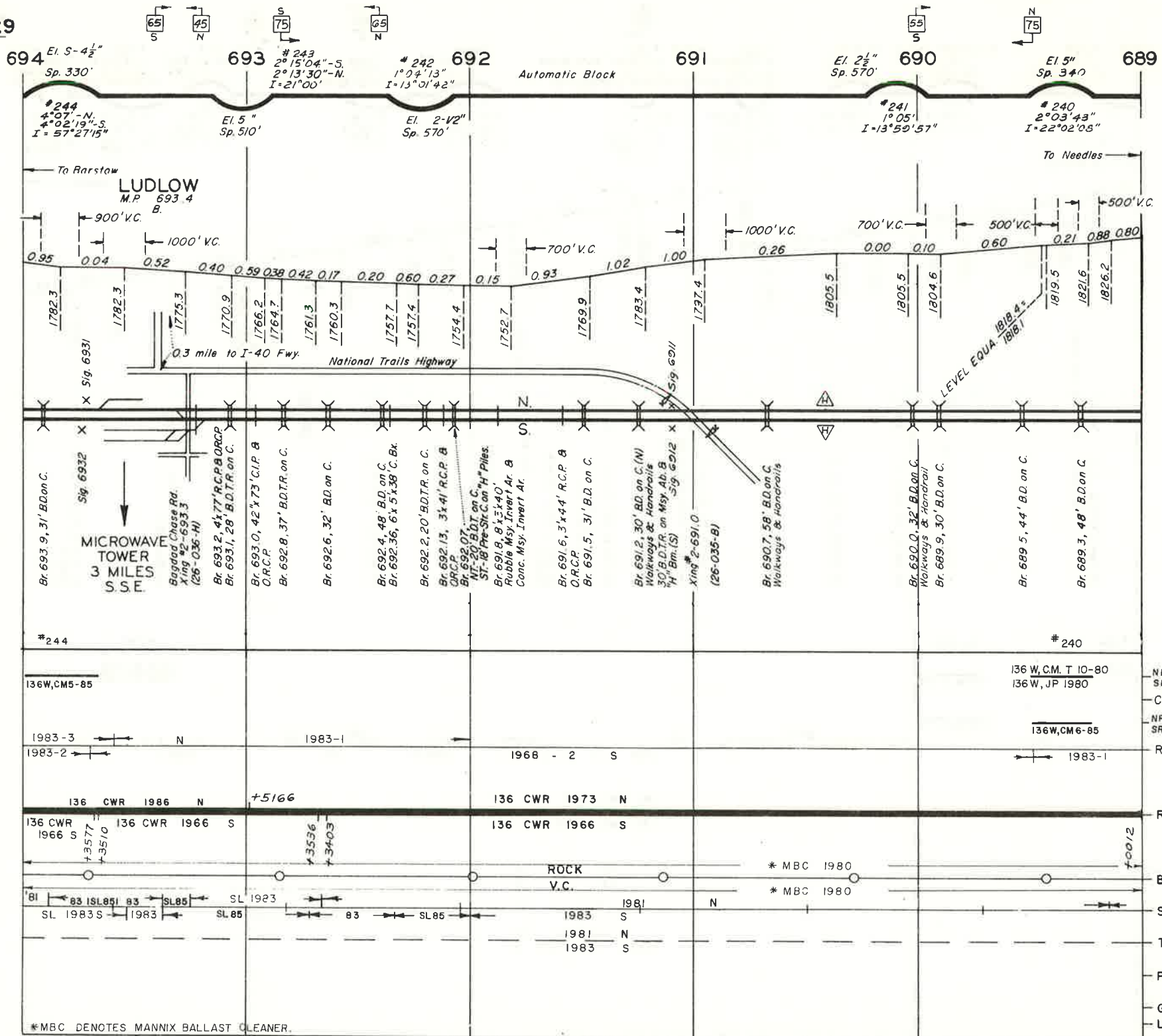
BINDER NO. 10











Track Speed

\*MBC DENOTES MANNIX BALLAST CLEANER.

REVISED 5/8/80

BINDER NO. 10

NR NT  
SR  
CURVES

NR ST  
SR  
RAIL GR.

RAIL

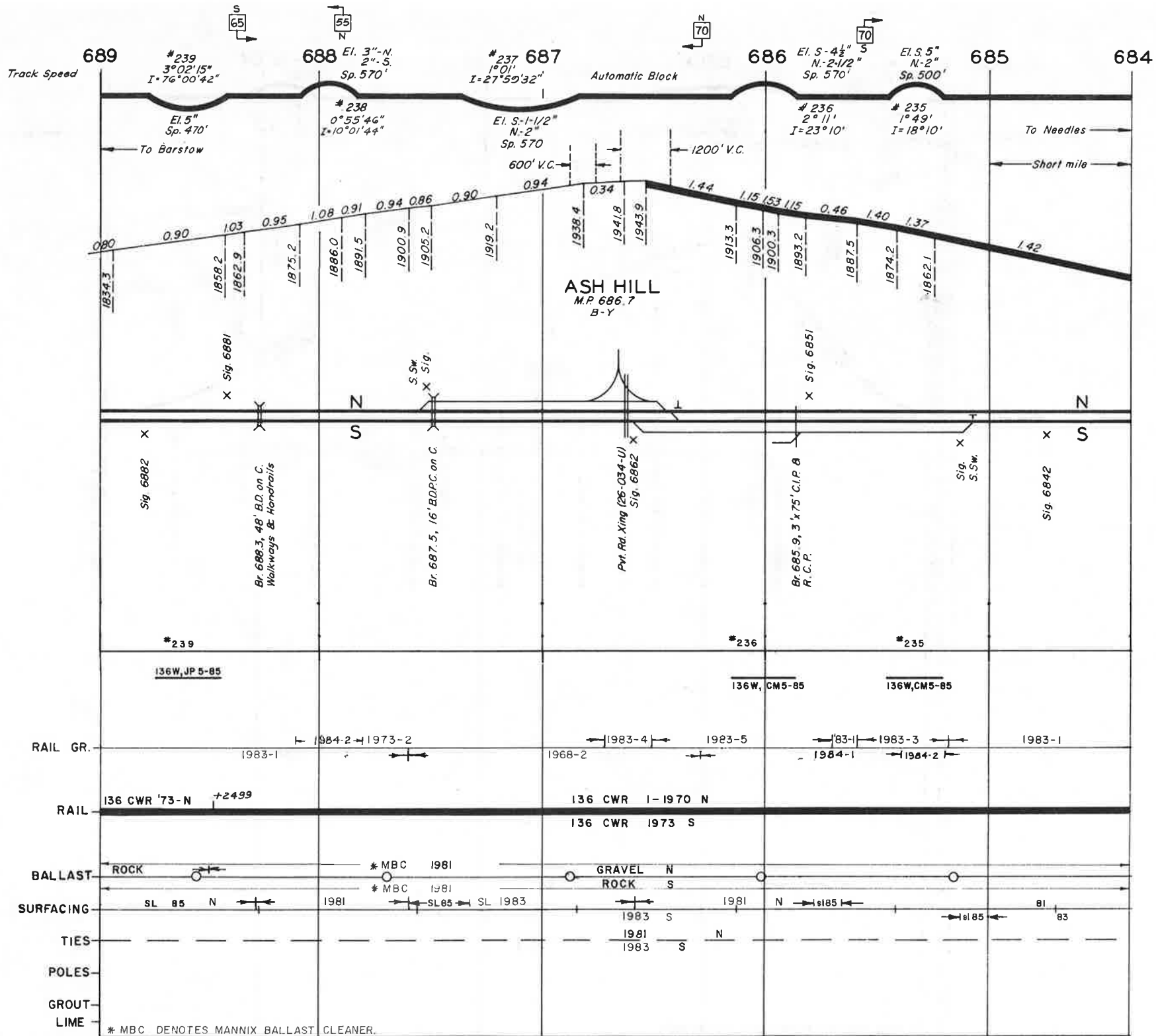
BALLAST

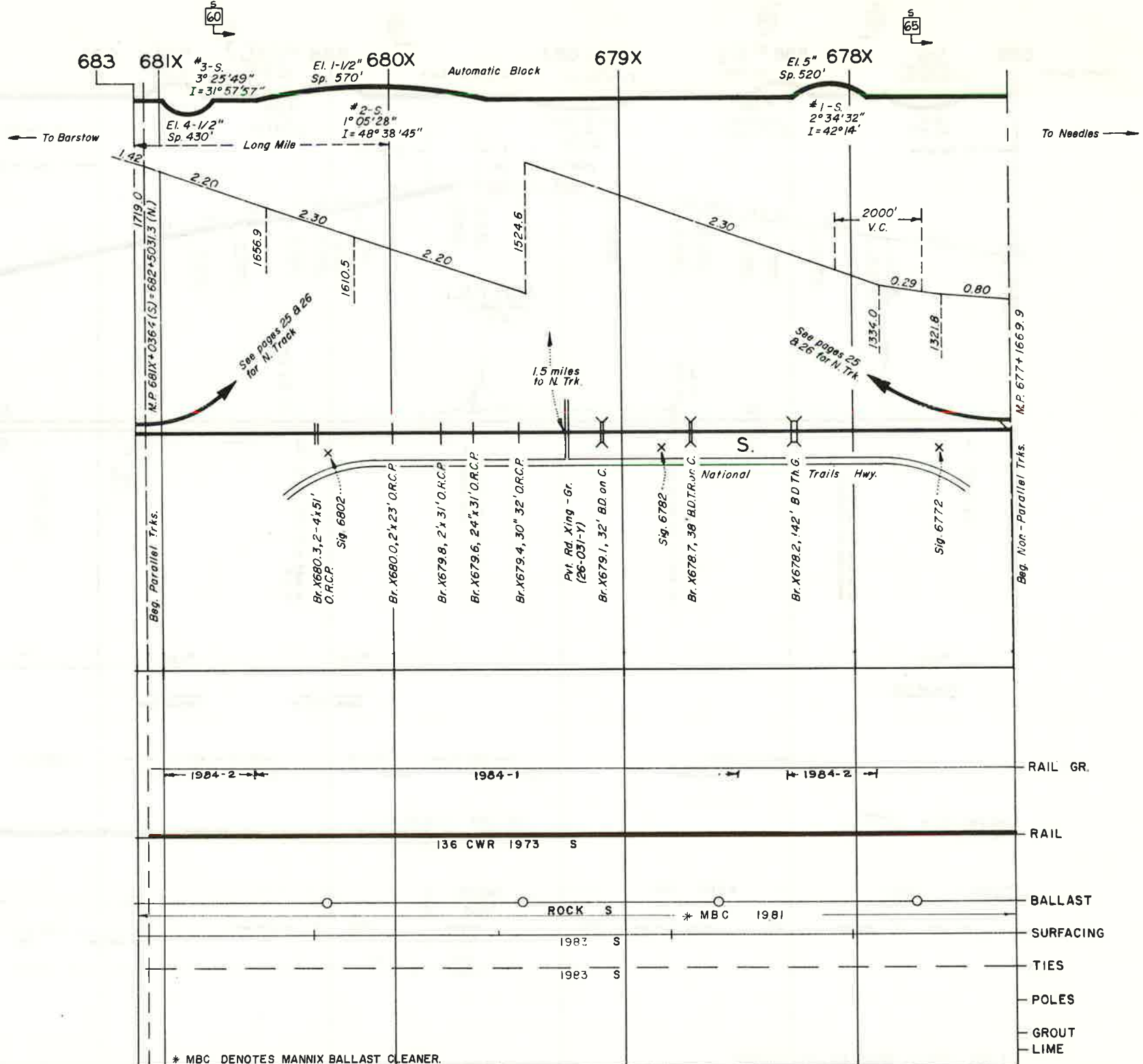
SURFACING

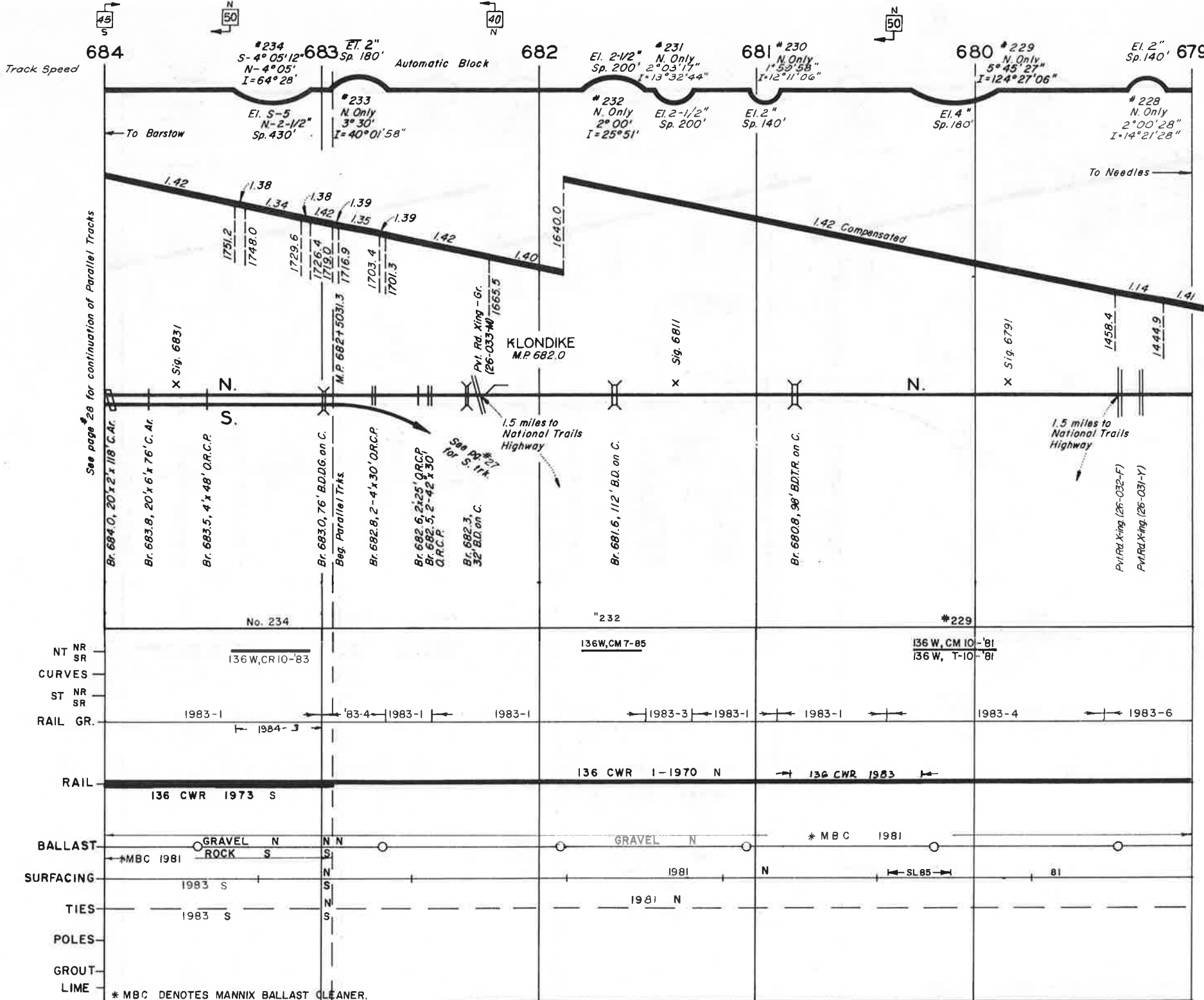
TIES

POLES

GROUT  
LIME

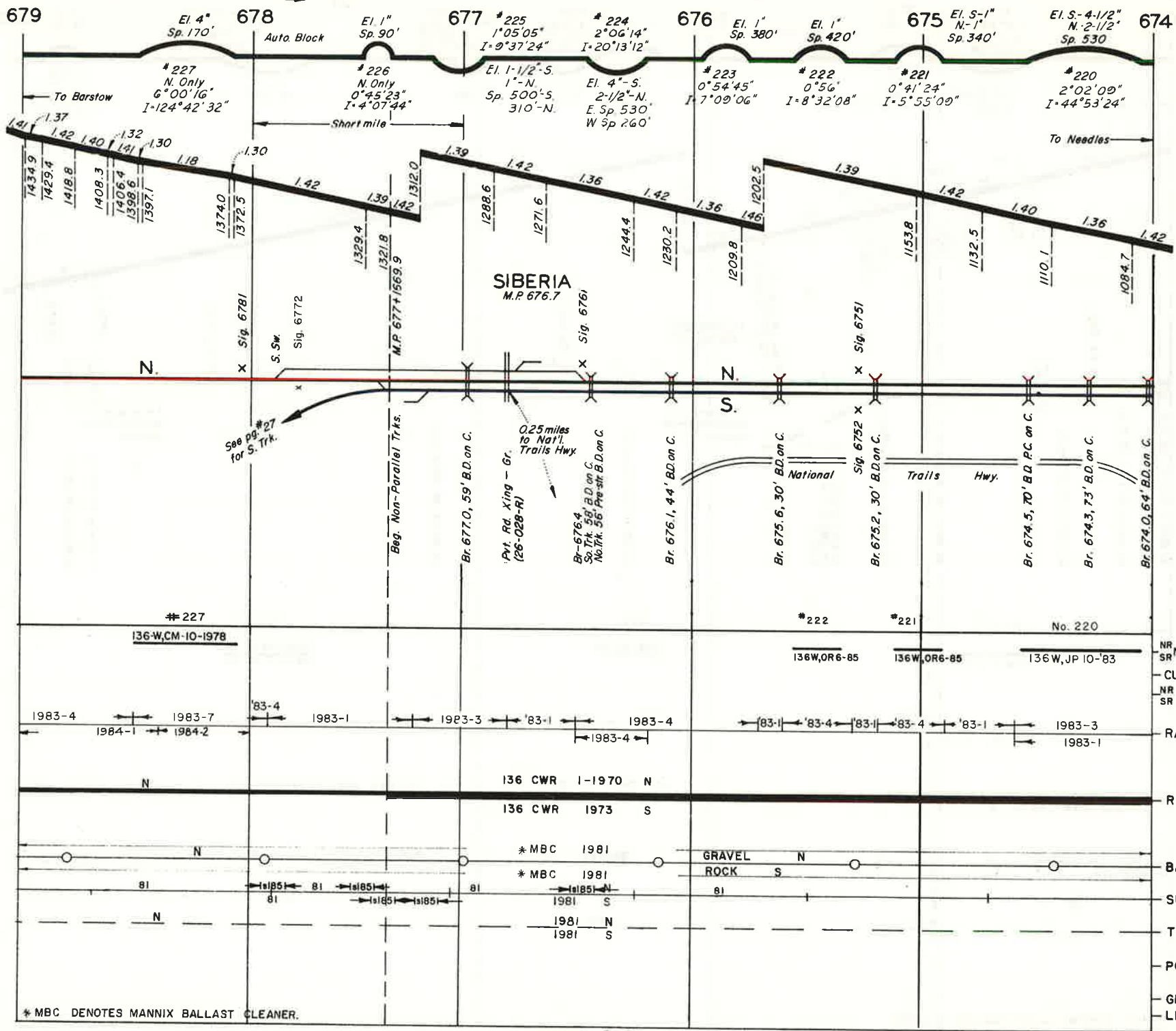




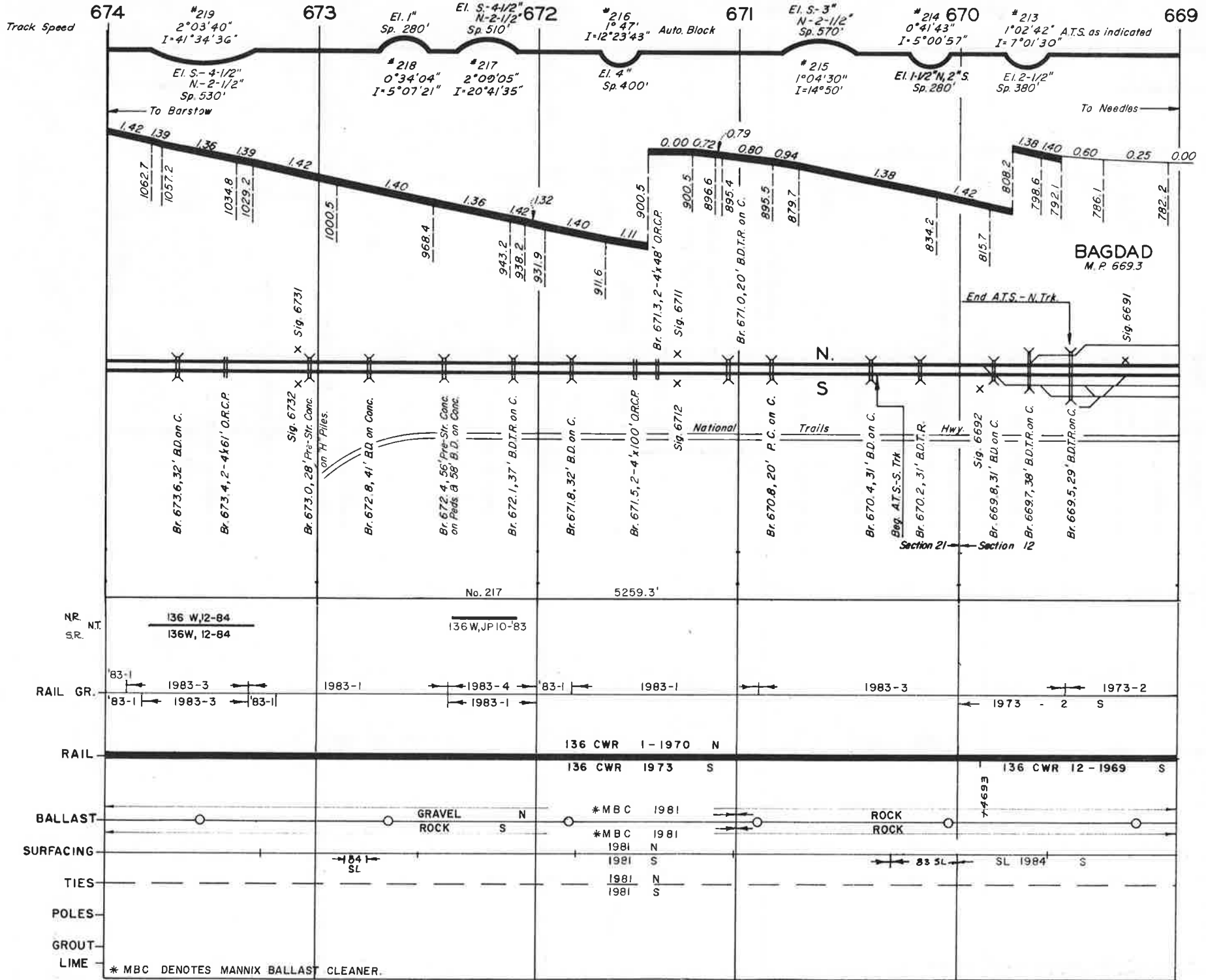


\* MBC DENOTES MANNIX BALLAST CLEANER.

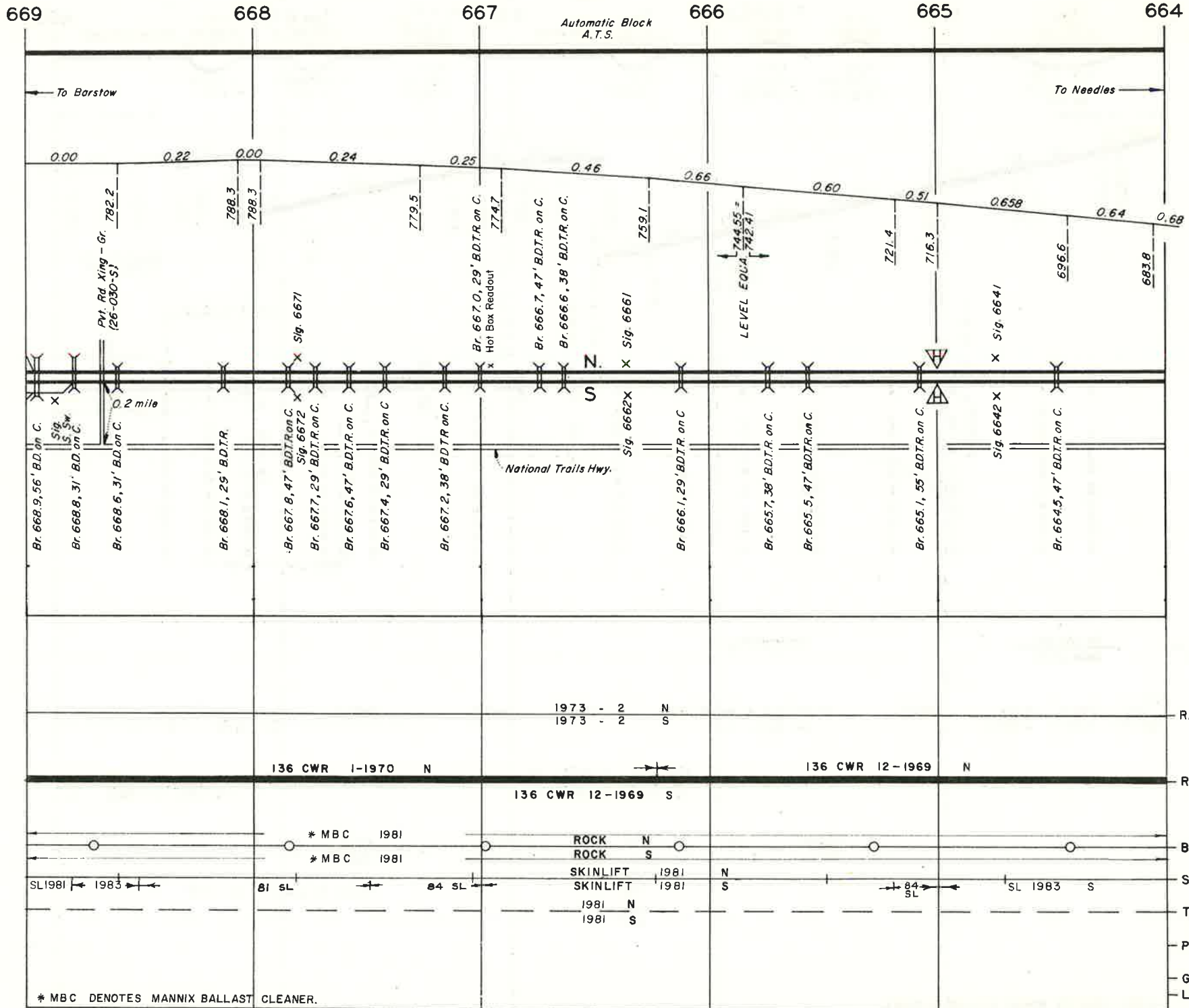
REVISED

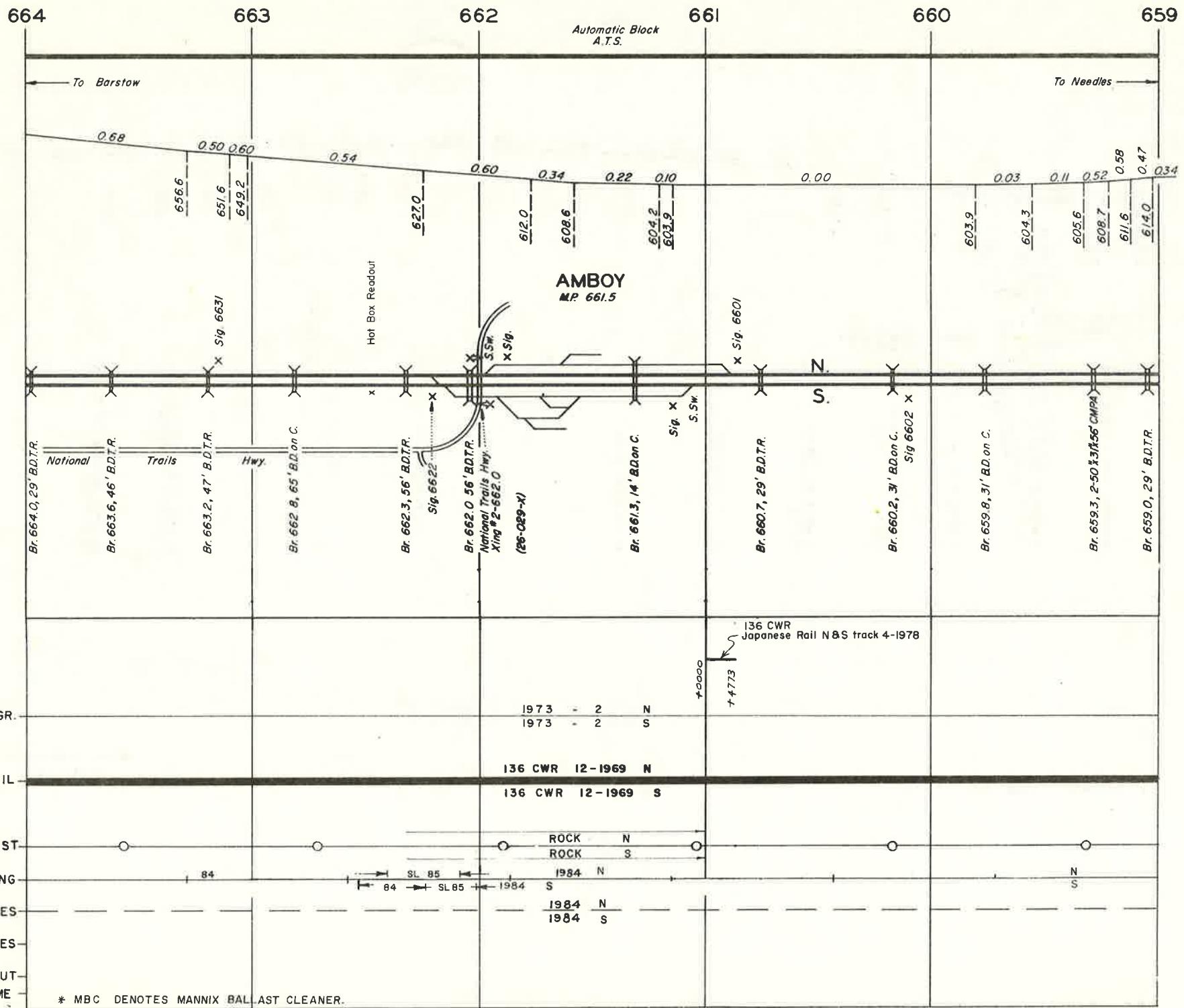


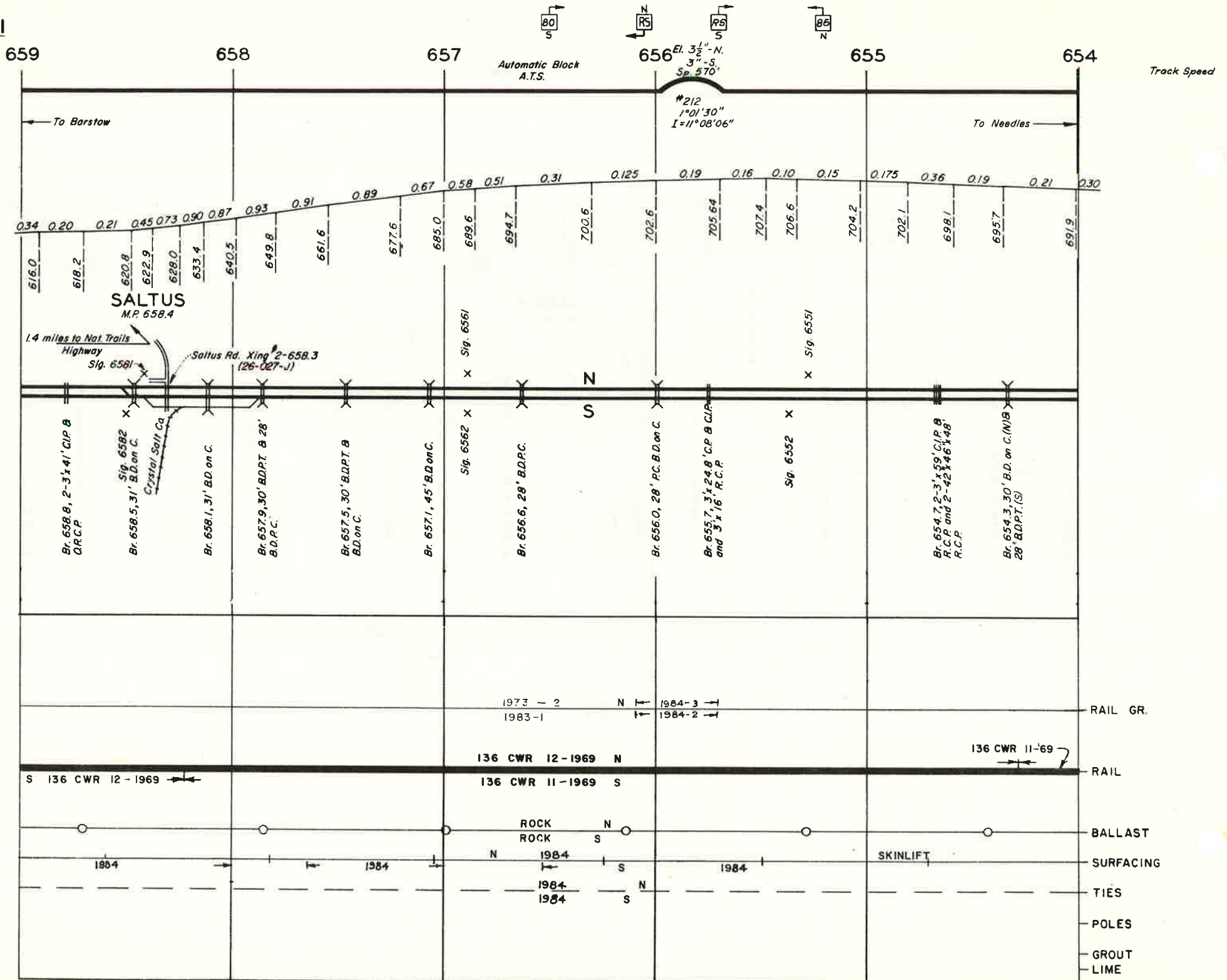
Track Speed

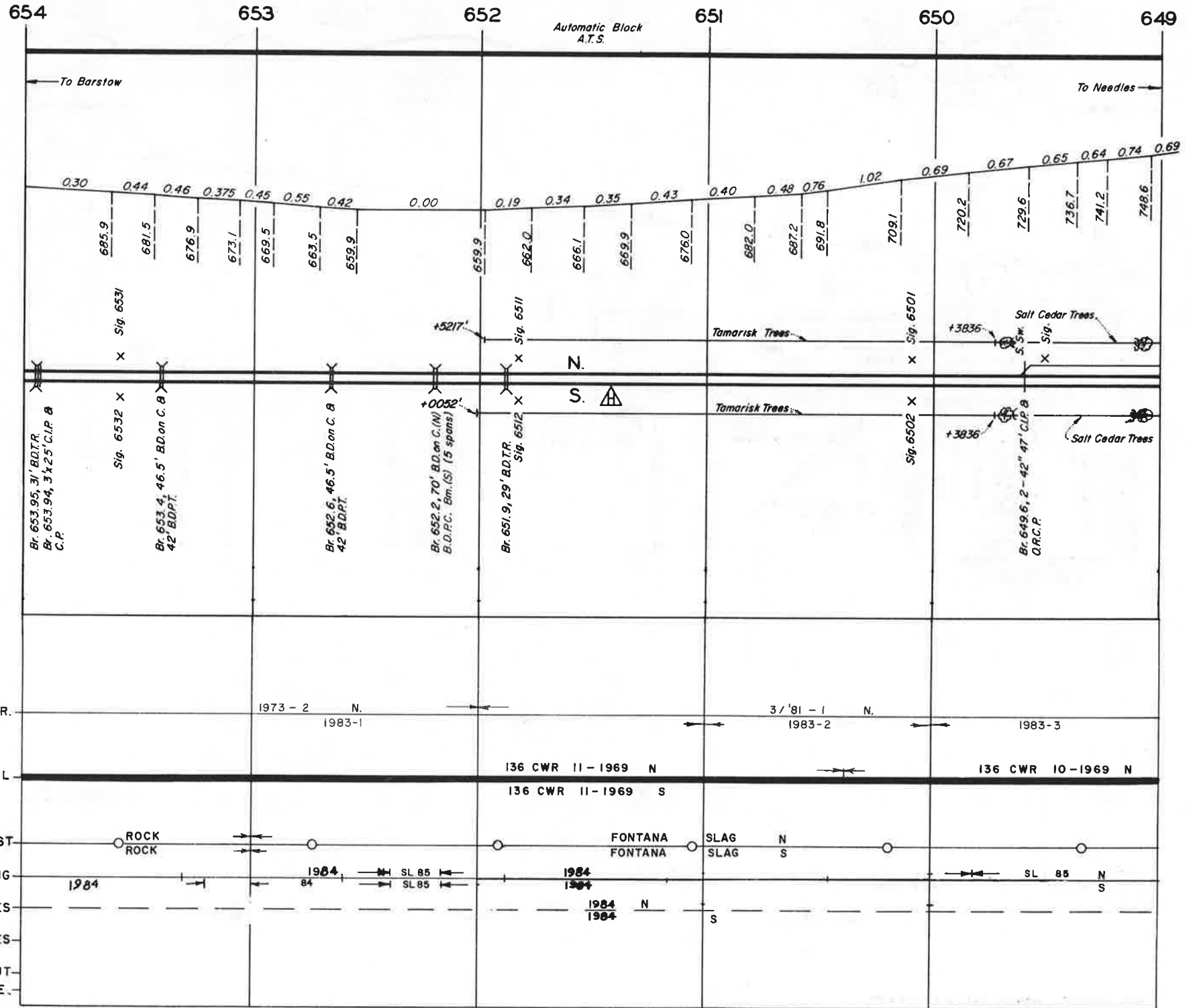


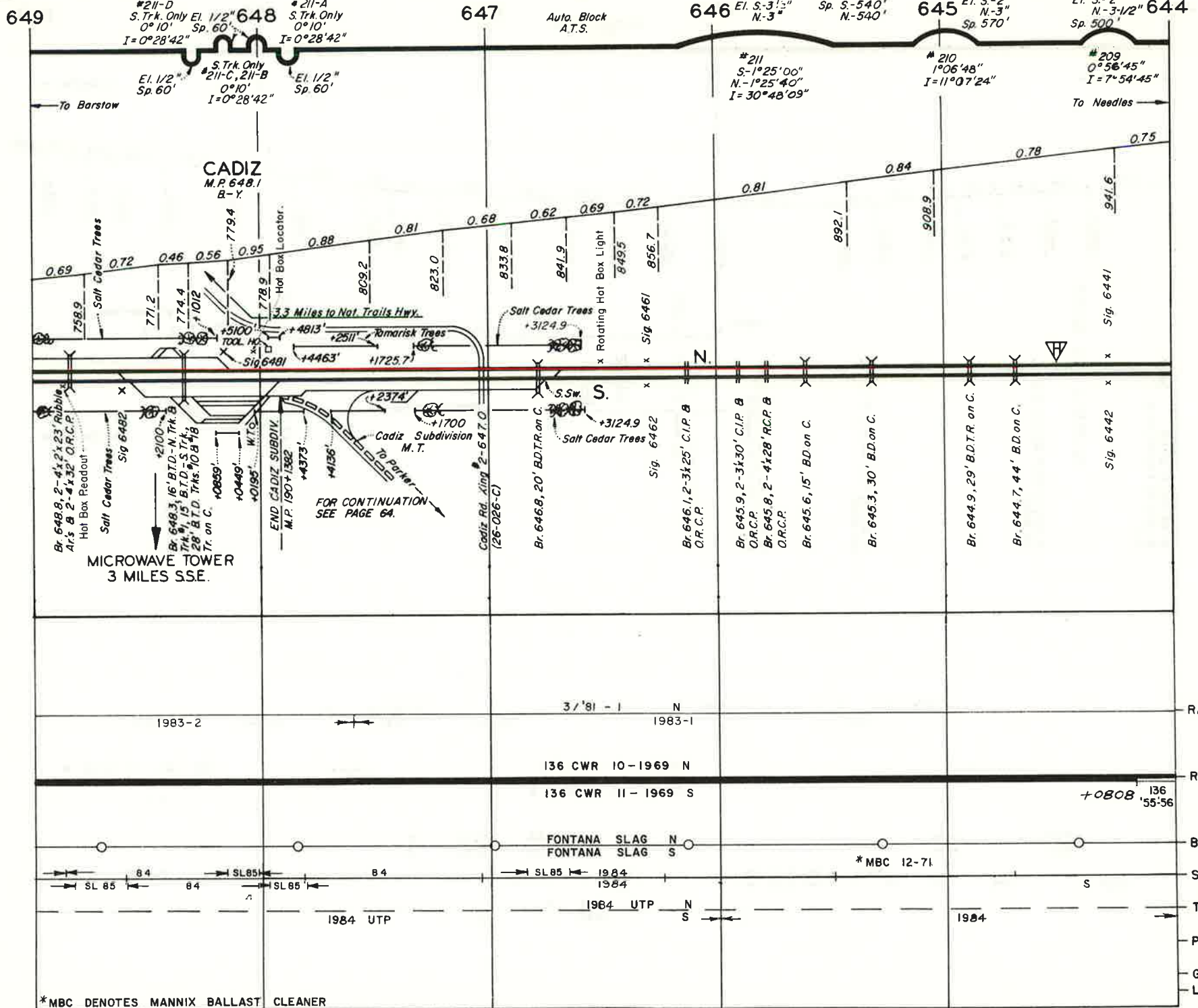












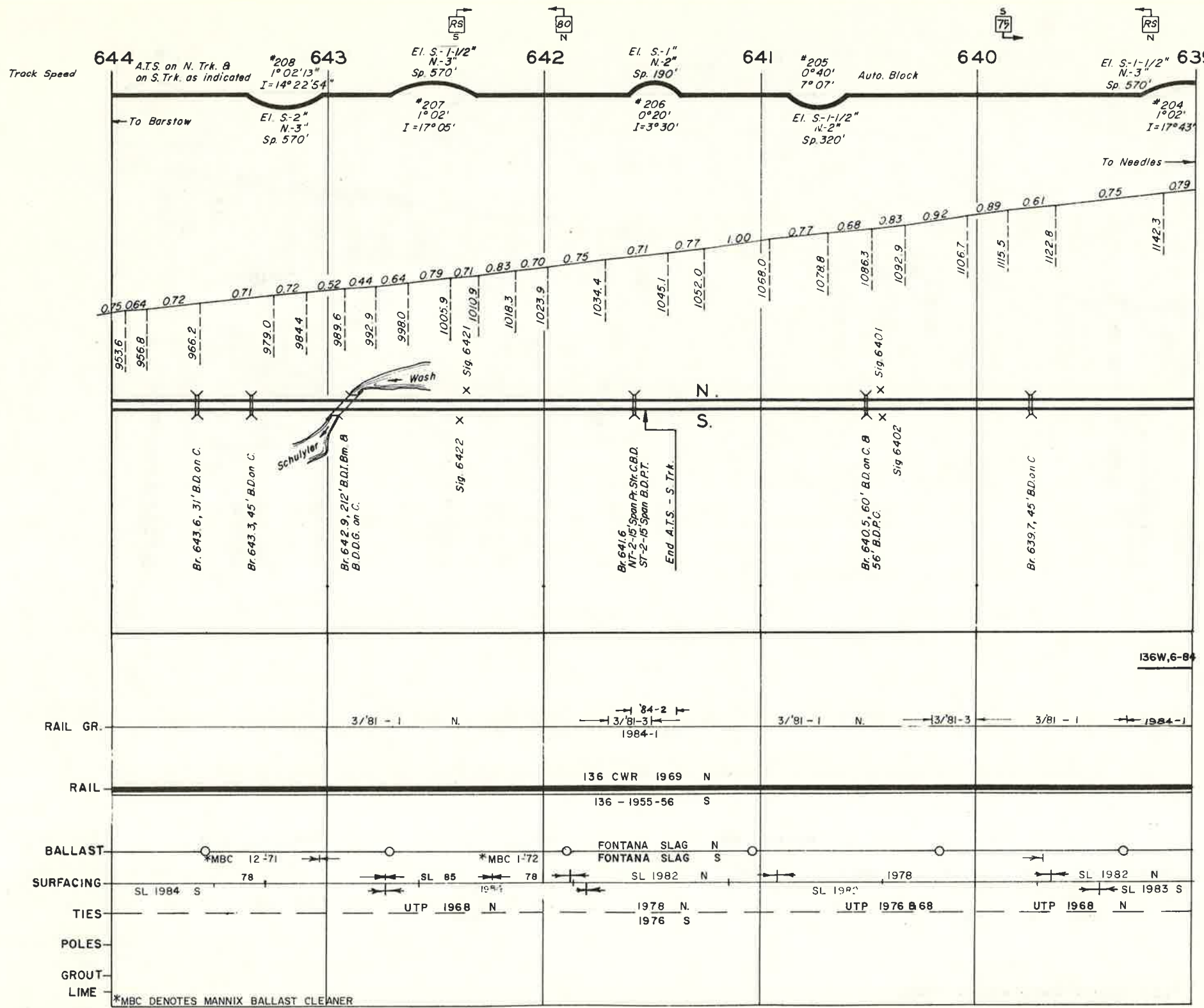
Track Speed

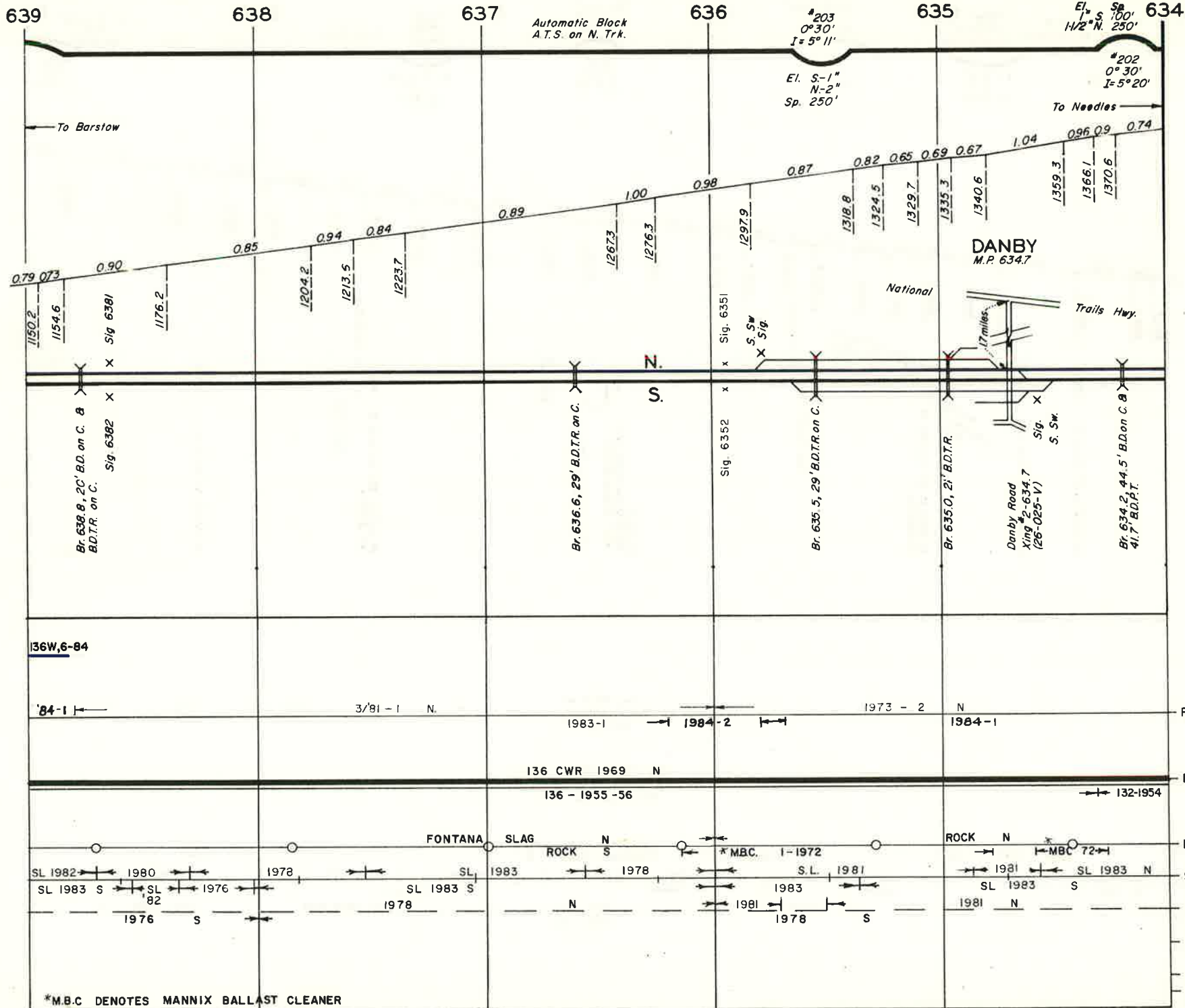
\*MBC DENOTES MANNIX BALLAST CLEANER

REVISED

BINDER NO. 10

- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME





Track Speed

136W,6-84

'84-1

3/'81-1 N.

1983-1

1984-2

1973-2 N

1984-1

RAIL GR.

136 CWR 1969 N

136 - 1955 -56

132-1954

RAIL

FONTANA

SLAG

ROCK N

ROCK S

\*M.B.C. 1-1972

ROCK N

\*M.B.C. 72

SL 1982

1980

1978

SL 1983 S

1978

1983

1978

1981

1983

1981

1983

1981

SL 1983 S

1981

SL 1983 N

SL 1983 S

1976

1976

1978

1978

1981

1978

1978

1978

1978

1978

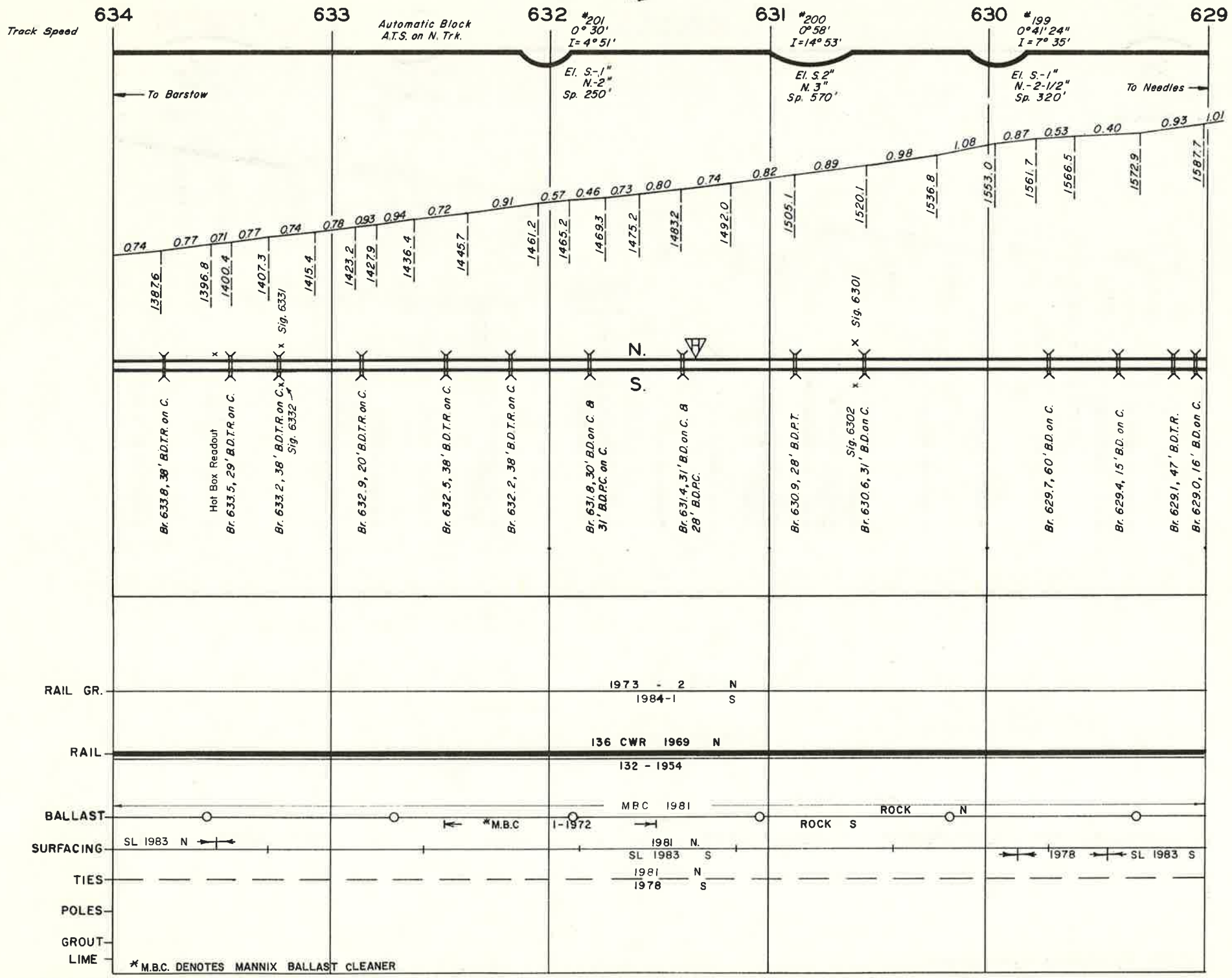
1978

1981

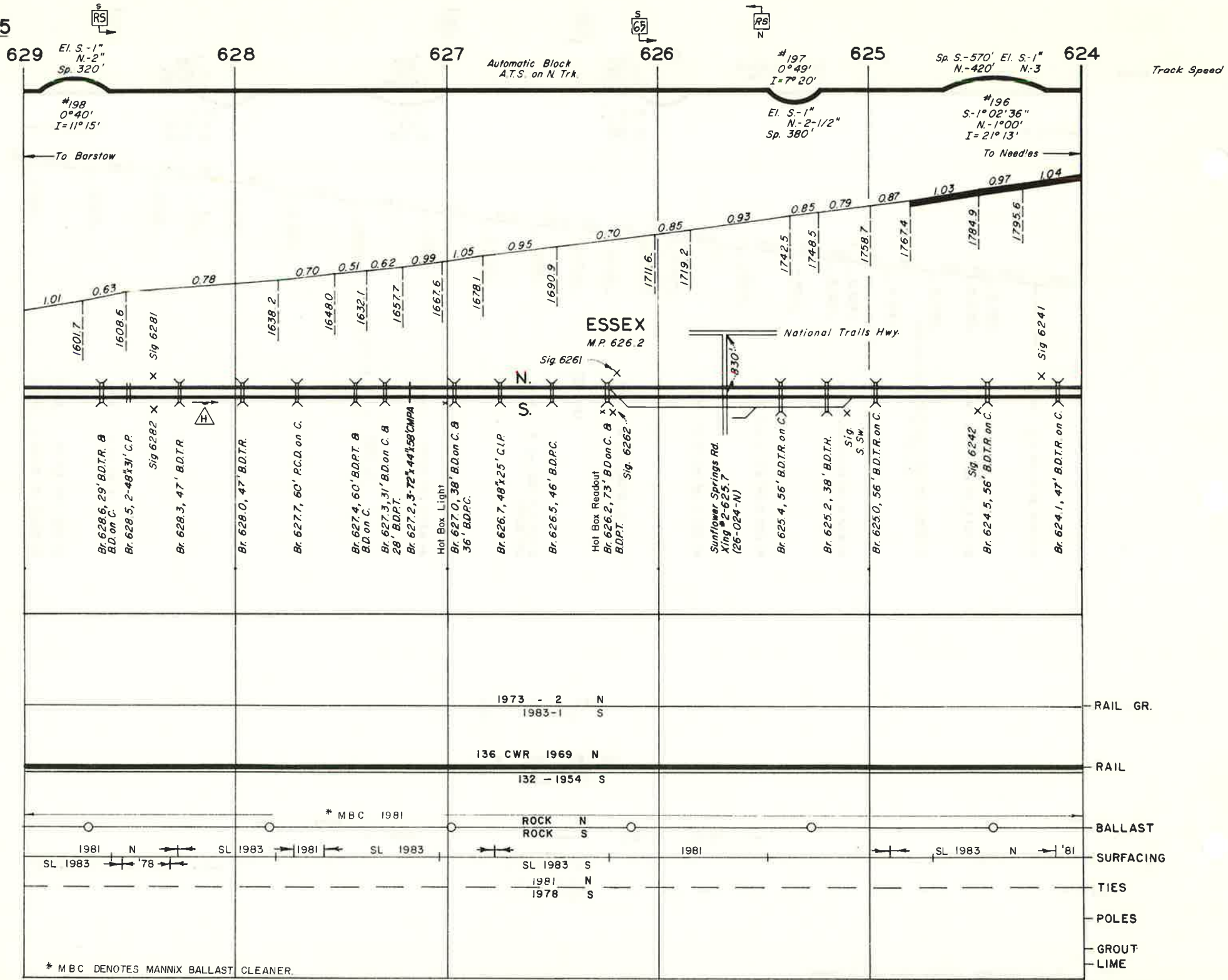
1981

1981

\*M.B.C DENOTES MANNIX BALLAST CLEANER







El. S.-1"  
N.-2"  
Sp. 320'

628

627

Automatic Block  
A.T.S. on N Trk.

626

#197  
0°49'  
I=7°20'

625

Sp S.-570' El. S.-1"  
N.-420' N.-3

624

Track Speed

#198  
0°40'  
I=11°15'

To Barstow

#196  
S.-1°02'36"  
N.-1°00'  
I=21°13'

To Needles

1601.7  
1608.6

Sig 6282 X

1638.2

1648.0

1632.1

1657.7

1667.6

1678.1

1690.9

ESSEX  
M.P. 626.2

Sig. 6261

National Trails Hwy.

Sunflower Springs Rd.  
Xing #2-625.7  
(26-024-N)

Br. 625.4, 56' B.D.T.R. on C.

Br. 625.2, 38' B.D.T.H.

Br. 625.0, 56' B.D.T.R. on C.

Br. 624.5, 56' B.D.T.R. on C.

Br. 624.1, 47' B.D.T.R. on C.

Br. 628.6, 29' B.D.T.R. &  
B.D. on C.  
Br. 628.5, 2-48 1/2' C.P.

Br. 628.3, 47' B.D.T.R.

Br. 628.0, 47' B.D.T.R.

Br. 627.7, 60' R.C.D. on C.

Br. 627.4, 60' B.D.P.T. &  
B.D. on C.  
Br. 627.3, 31' B.D. on C. &  
28' B.D.P.T.  
Br. 627.2, 3-72 1/4 1/2 1/8 C.M.P.A.

Hot Box Light  
Br. 627.0, 38' B.D. on C. &  
36' B.D.P.C.

Br. 626.7, 48 1/2 25' C.I.P.

Br. 626.5, 46' B.D.P.C.

Hot Box Readout  
Br. 626.2, 73' B.D. on C. &  
B.D.P.T.

1973 - 2 N  
1983-1 S

136 CWR 1969 N

132 - 1954 S

\* MBC 1981

ROCK N  
ROCK S

SL 1983 N  
SL 1983 S

SL 1983 N  
SL 1983 S

SL 1983 S  
1981 N  
1978 S

SL 1983 N  
SL 1983 S

\* MBC DENOTES MANNIX BALLAST CLEANER.

REVISED

BINDER NO. 10

Track Speed

624

El. 1"-S.  
3"-N.  
Sp. 570'

623

\*194  
0°30'  
I=5°17'

A.T.S. on N.Trk.  
Auto. Block

621

\*193  
0°56'24"  
I=9°30'

620

192  
1°03'54"  
I=11°24"

619

To Barstow

To Needles



National Trails Hwy.  
Xing 2-623.7-A  
(26-023-G) 1826.6

Br. 623.72, 184' C. Hwy. O.P.  
Br. 623.67, 47' B.D.T.R. on C.

Br. 623.2, 38' B.D.T.R. on C.

Br. 622.9, 56' B.D. on C.

Br. 622.5, 38' B.D.T.R. on C.  
Sig. 6222

Br. 622.1, 38' B.D.T.R. on C.

Br. 621.7, 3-Spans pre-str.  
conc. deck.

Br. 621.4, 38' B.D.T.R. on C.

Br. 621.2, 56' B.D. on C.

Br. 620.8, 29' B.D.T.R. on C.

Br. 620.5, 29' B.D.T.R. on C.

Br. 620.1, 38' B.D.T.R. on C.

Br. 619.6, 260' B.D. on C.

Br. 619.3, 56' B.D.T.R. on C.  
Fanner Q.P.  
Xing 2-619.1-A  
(26-024-J)-WB Lane  
(26-021-T)-E.B. Lane

Goffs Road

N.  
S.

Santa Fe Wash

F.W.Y. 1-40

Section 12

RAIL GR.

1973 - 2 N  
1983 - 1 S

RAIL

136 CWR - 10 - 1969

N

136 CWR - 9 - 1969

132 - 1954

BALLAST

\*MBC 1981

ROCK N  
ROCK S

1984

SURFACING

1981

SL

1983

N

1981

SL 1983

S

SL '81

SL, 1969

SL

1984

SL

1984

N

S

TIES

1981

1978

1969

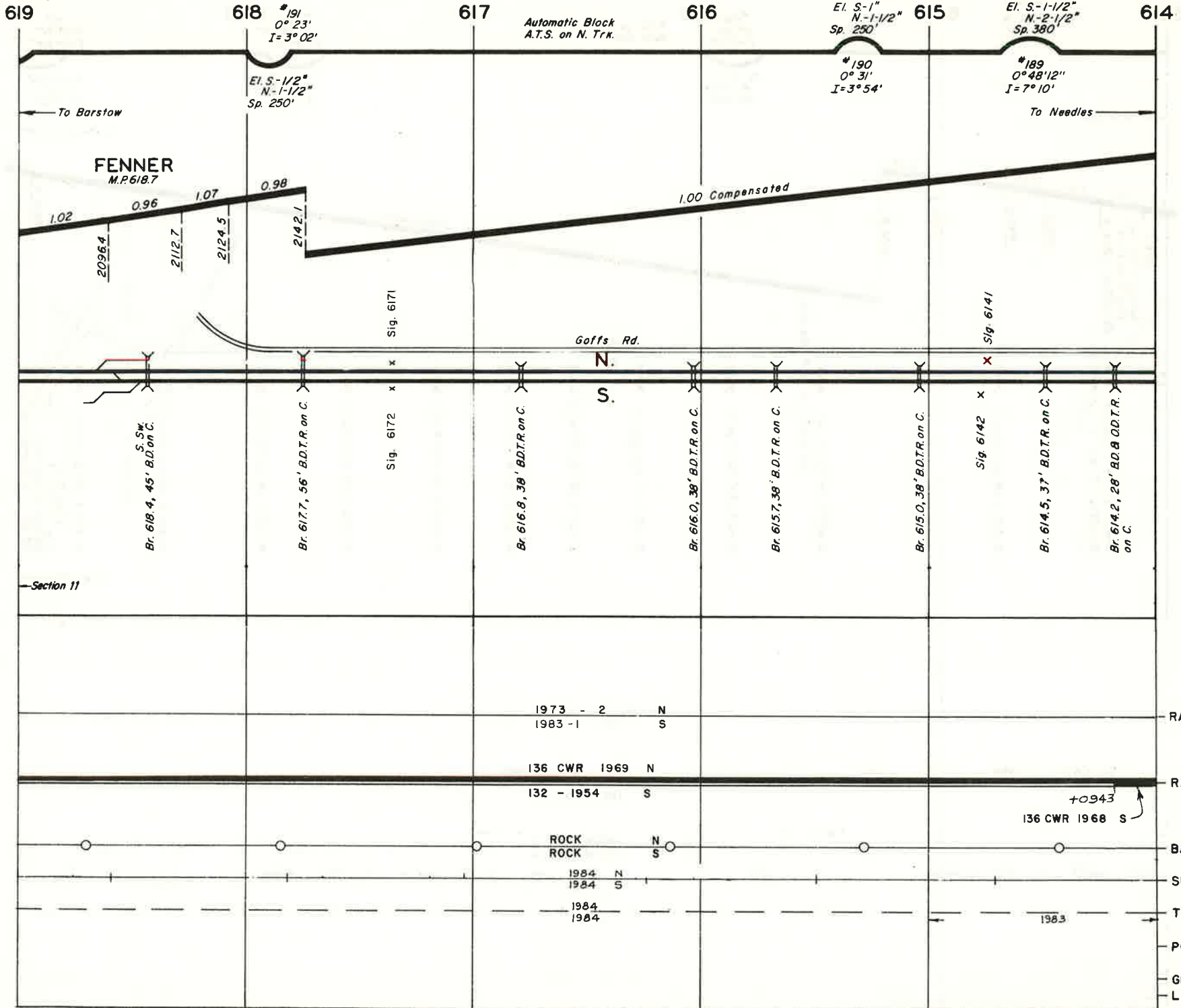
1984

POLES

GROUT

LIME

\*MBC DENOTES MANNIX BALLAST CLEANER.



Track Speed

FENNER  
M.P. 618.7

Automatic Block  
A.T.S. on N. Trk.

El. S-1"  
N-1-1/2"  
Sp. 250'  
#190  
0° 31'  
I=3° 54'

El. S-1-1/2"  
N-2-1/2"  
Sp. 380'  
#189  
0° 48' 12"  
I=7° 10'

Goffs Rd.

Br. 618.4, 45' B.D. on C.  
S.W.

Br. 617.7, 56' B.D.T.R. on C.

Br. 616.8, 38' B.D.T.R. on C.

Br. 616.0, 38' B.D.T.R. on C.

Br. 615.7, 38' B.D.T.R. on C.

Br. 615.0, 38' B.D.T.R. on C.

Br. 614.5, 37' B.D.T.R. on C.

Br. 614.2, 28' B.D. & O.D.T.R. on C.

Section 11

1973 - 2 N  
1983 - 1 S

136 CWR 1969 N  
132 - 1954 S

ROCK ROCK N S

1984 N  
1984 S

1984  
1984

+0.943  
136 CWR 1968 S

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

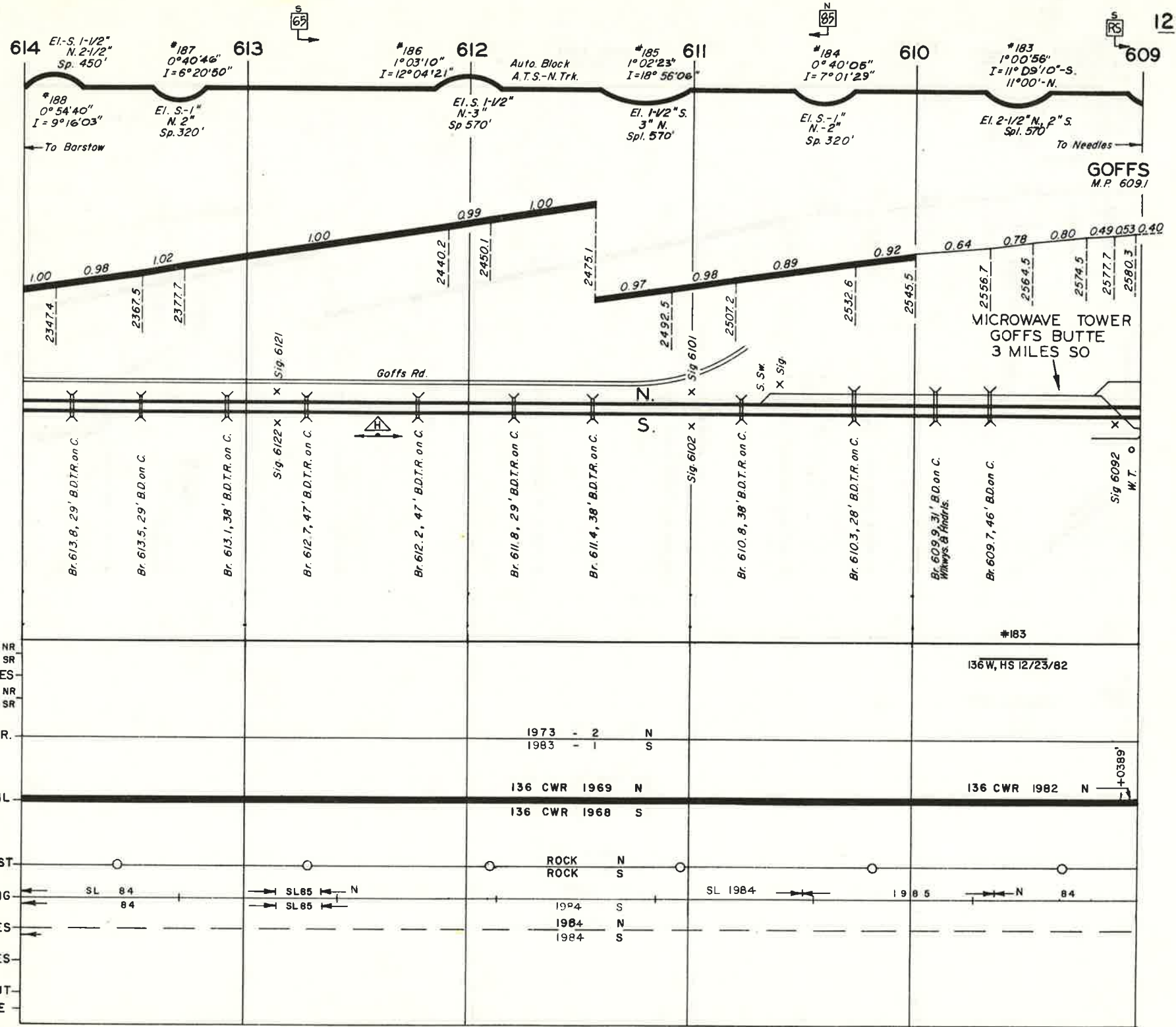
POLES

GROUT

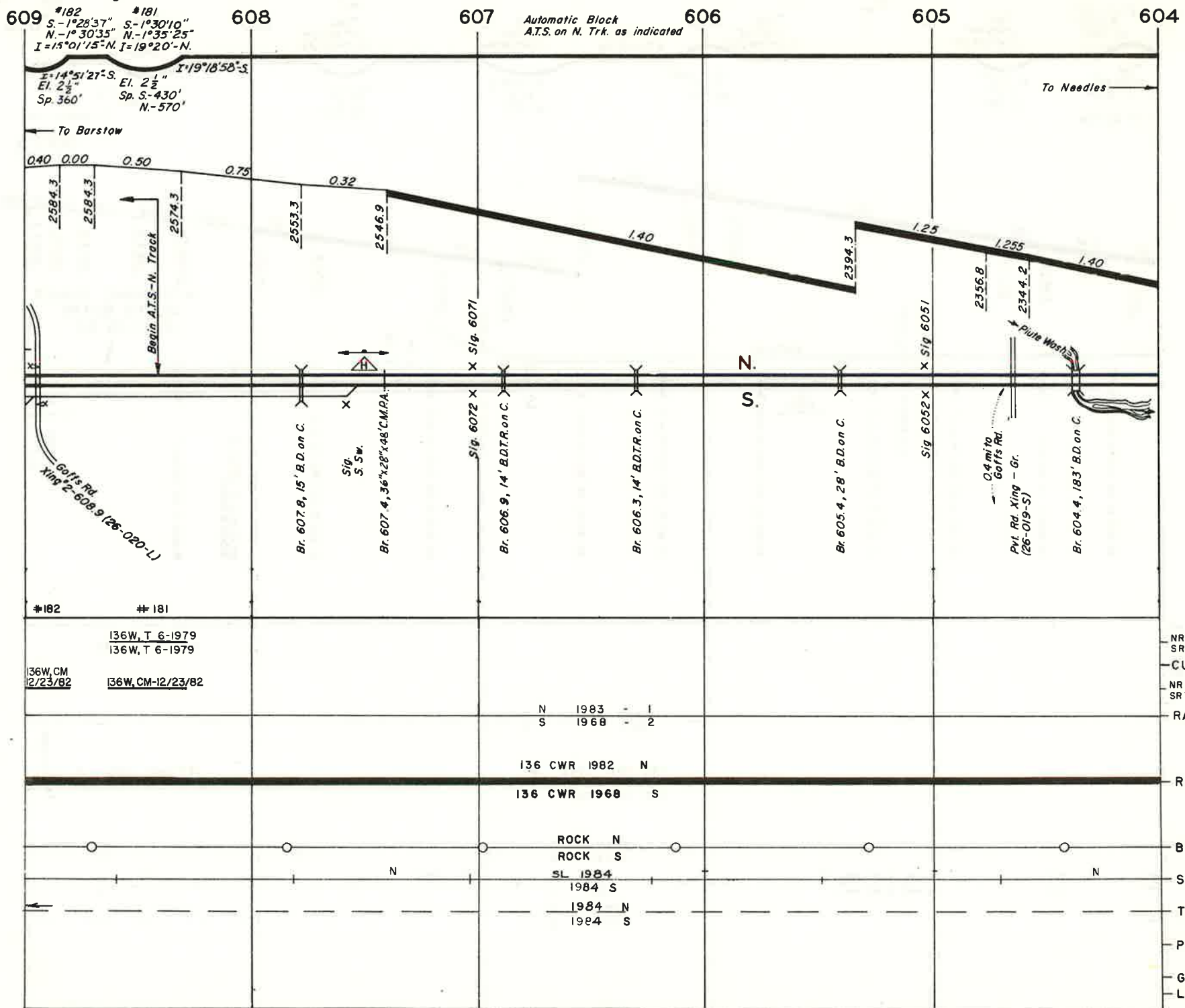
LIME

REVISED

Track Speed



80  
5



Track Speed

#182 #181  
 136W, T 6-1979  
 136W, T 6-1979  
 136W, CM  
 2/23/82 136W, CM-12/23/82

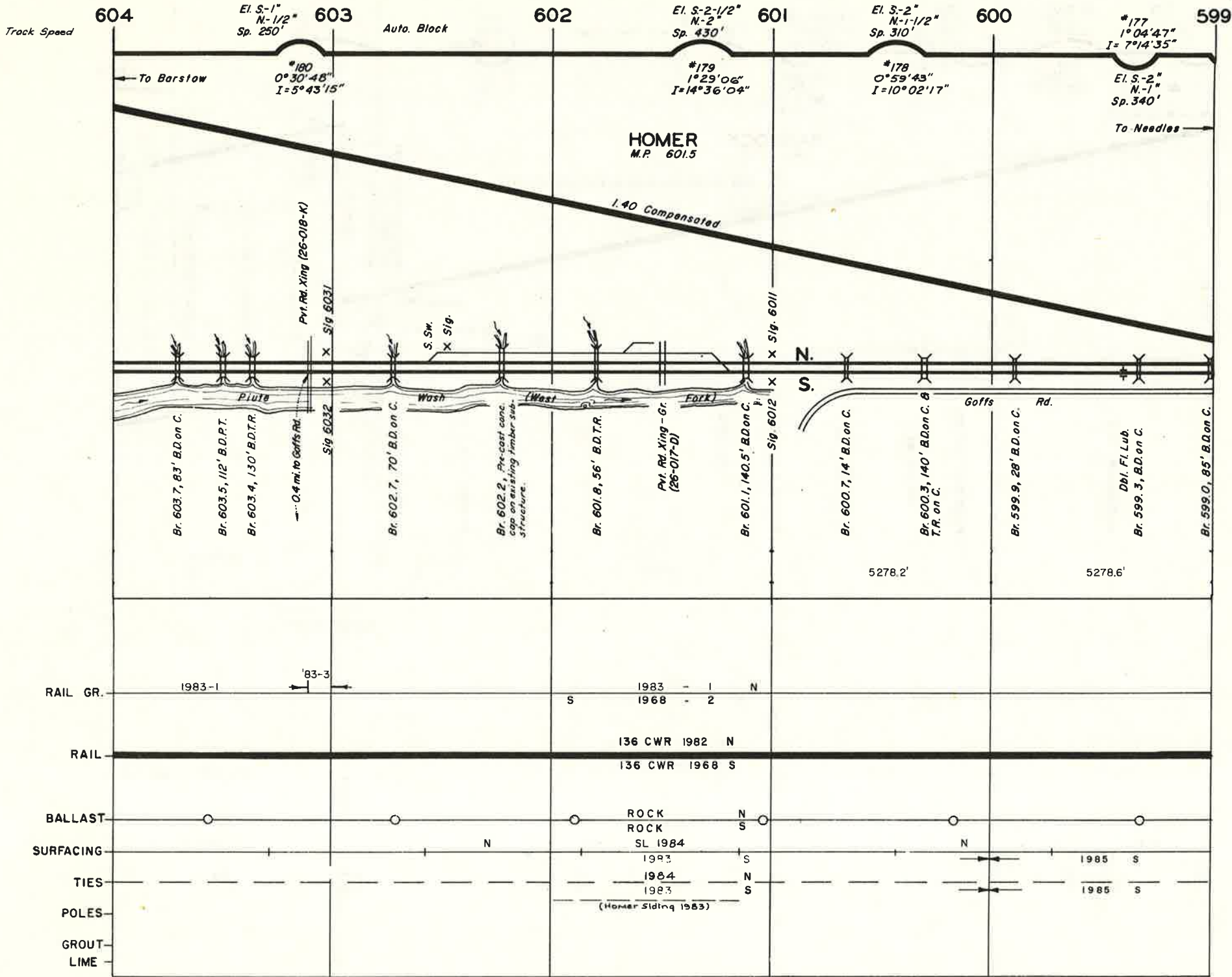
N 1983 - 1  
 S 1968 - 2

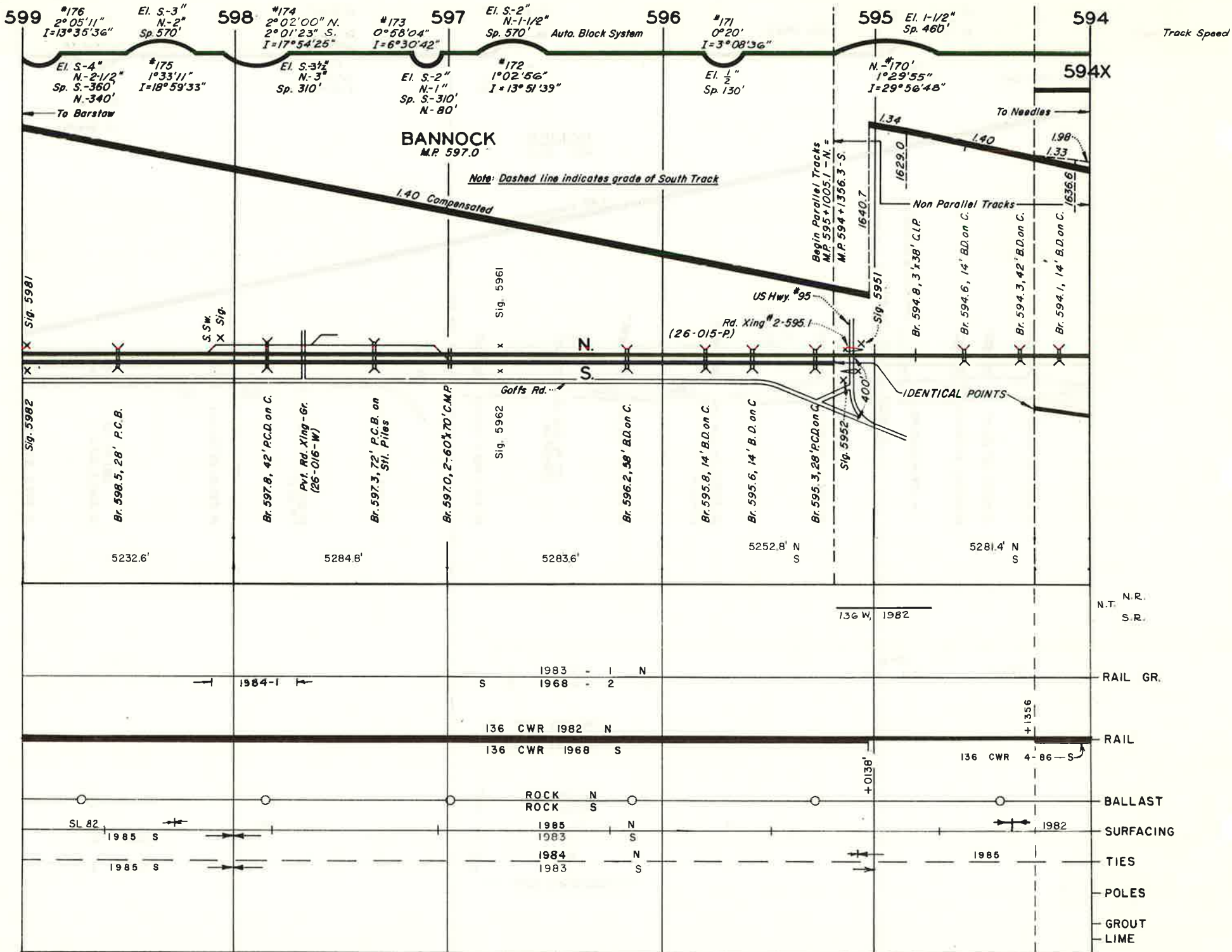
136 CWR 1982 N  
 136 CWR 1968 S

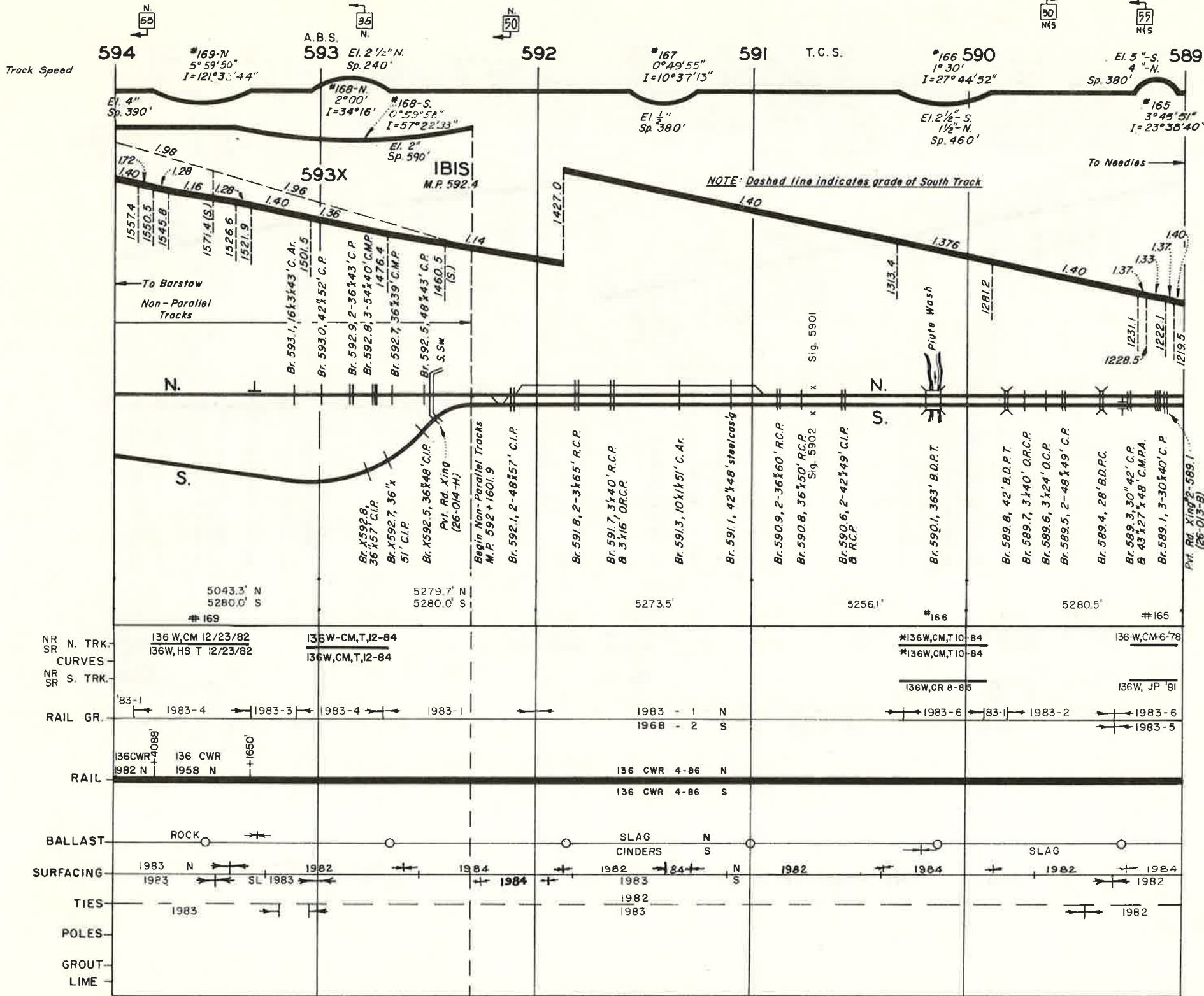
ROCK N  
 ROCK S  
 SL 1984

1984 S  
 1984 N  
 1984 S

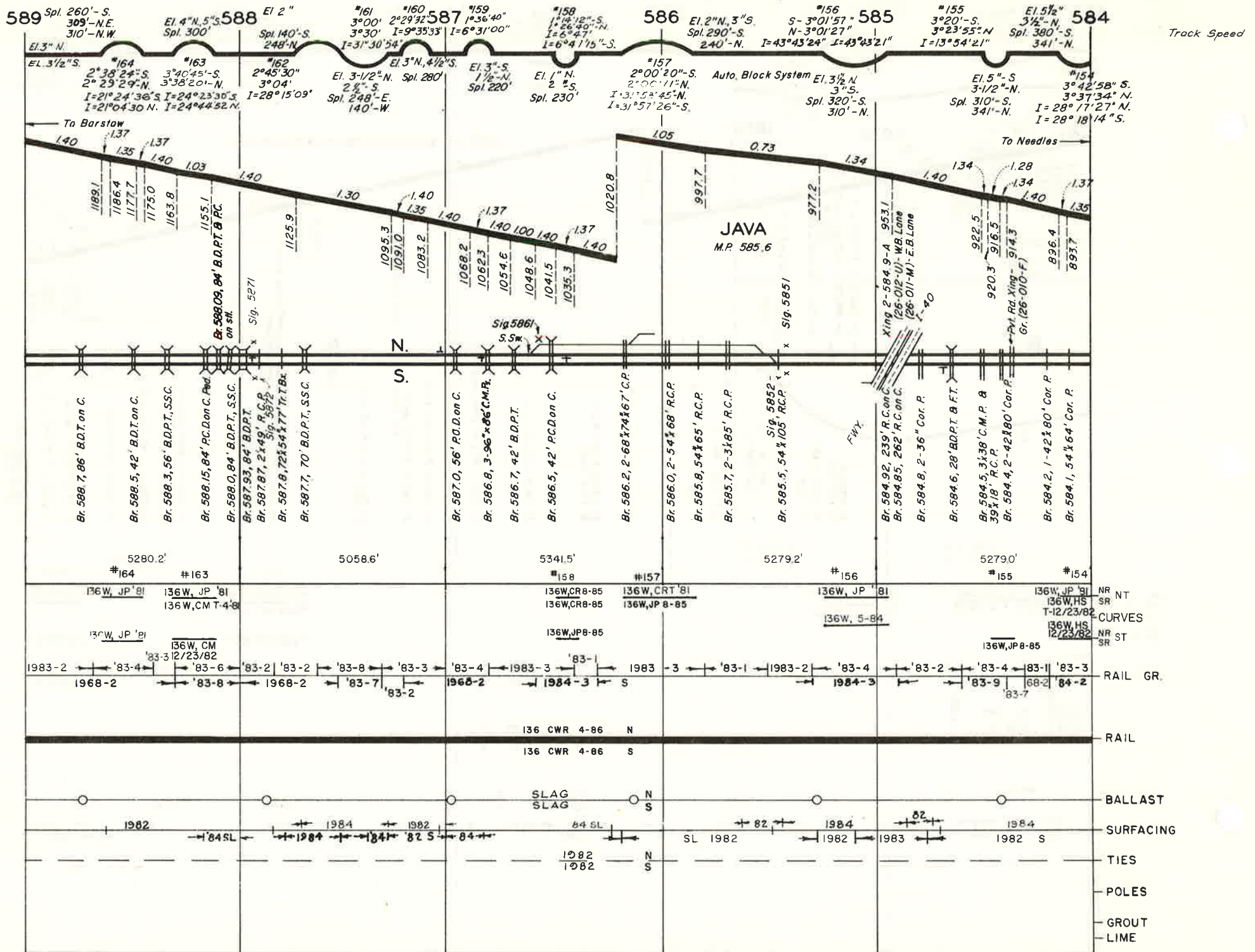
NR NT  
 SR  
 CURVES  
 NR ST  
 SR  
 RAIL GR.  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 POLES  
 GROUT  
 LIME

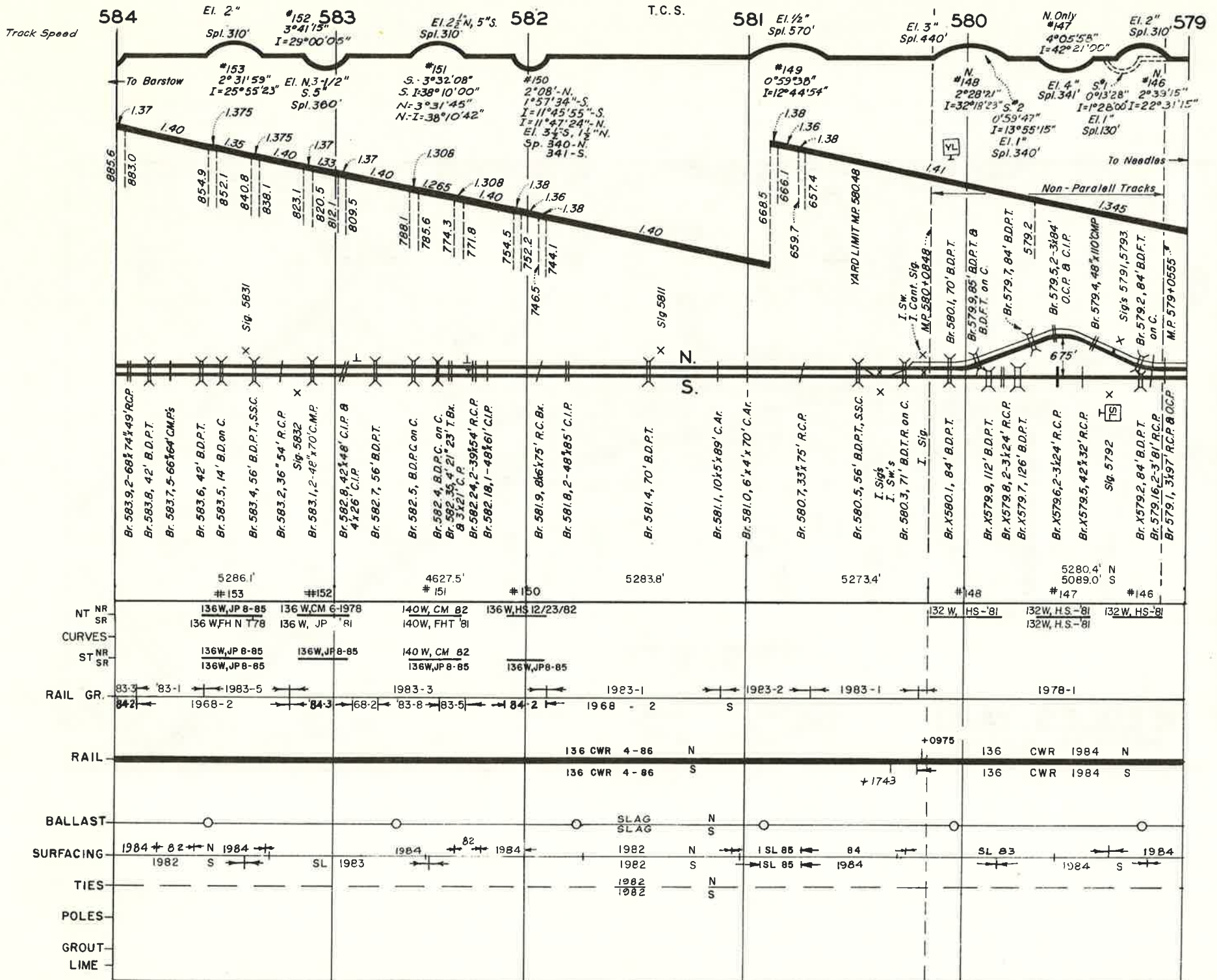


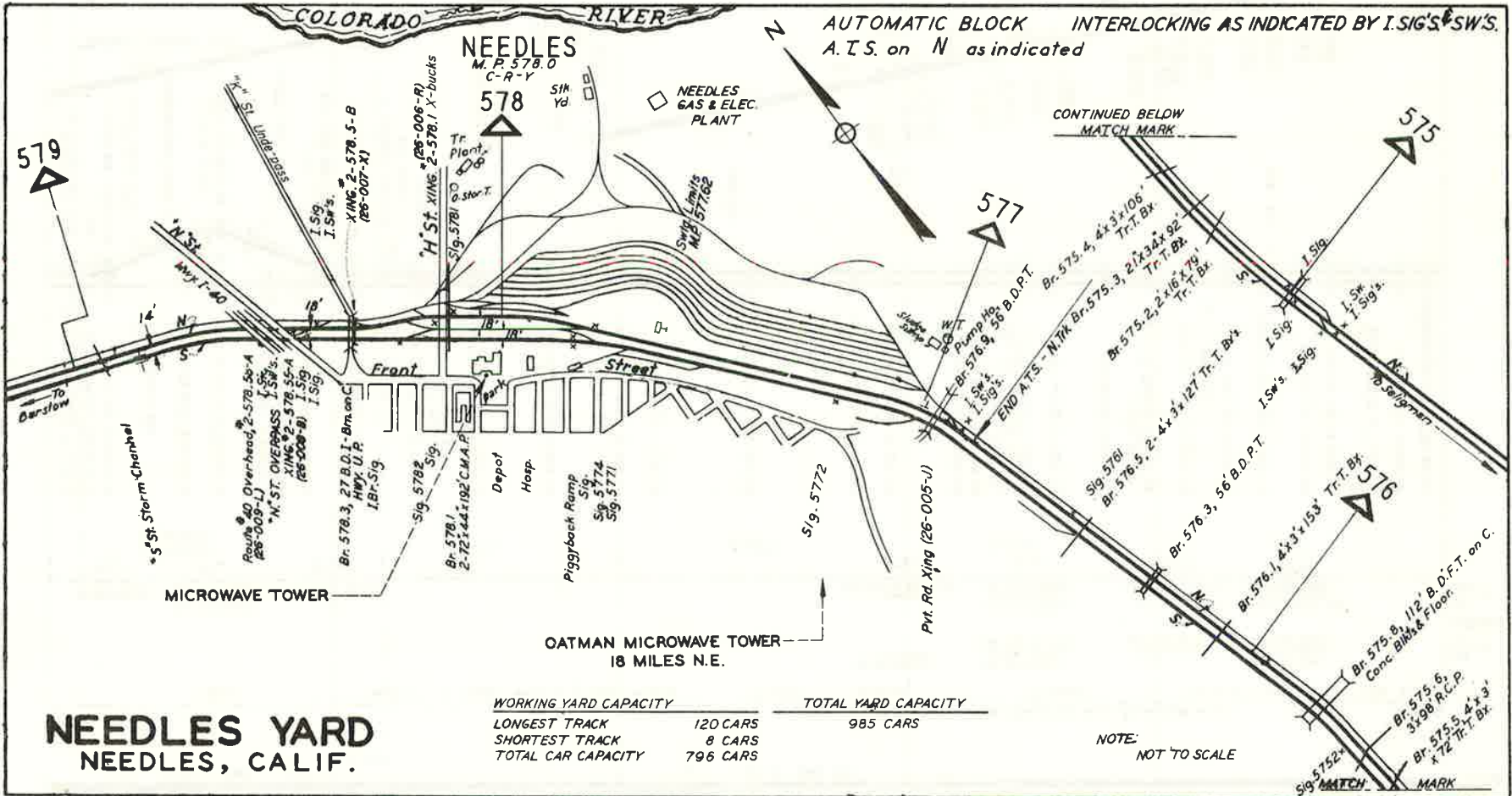








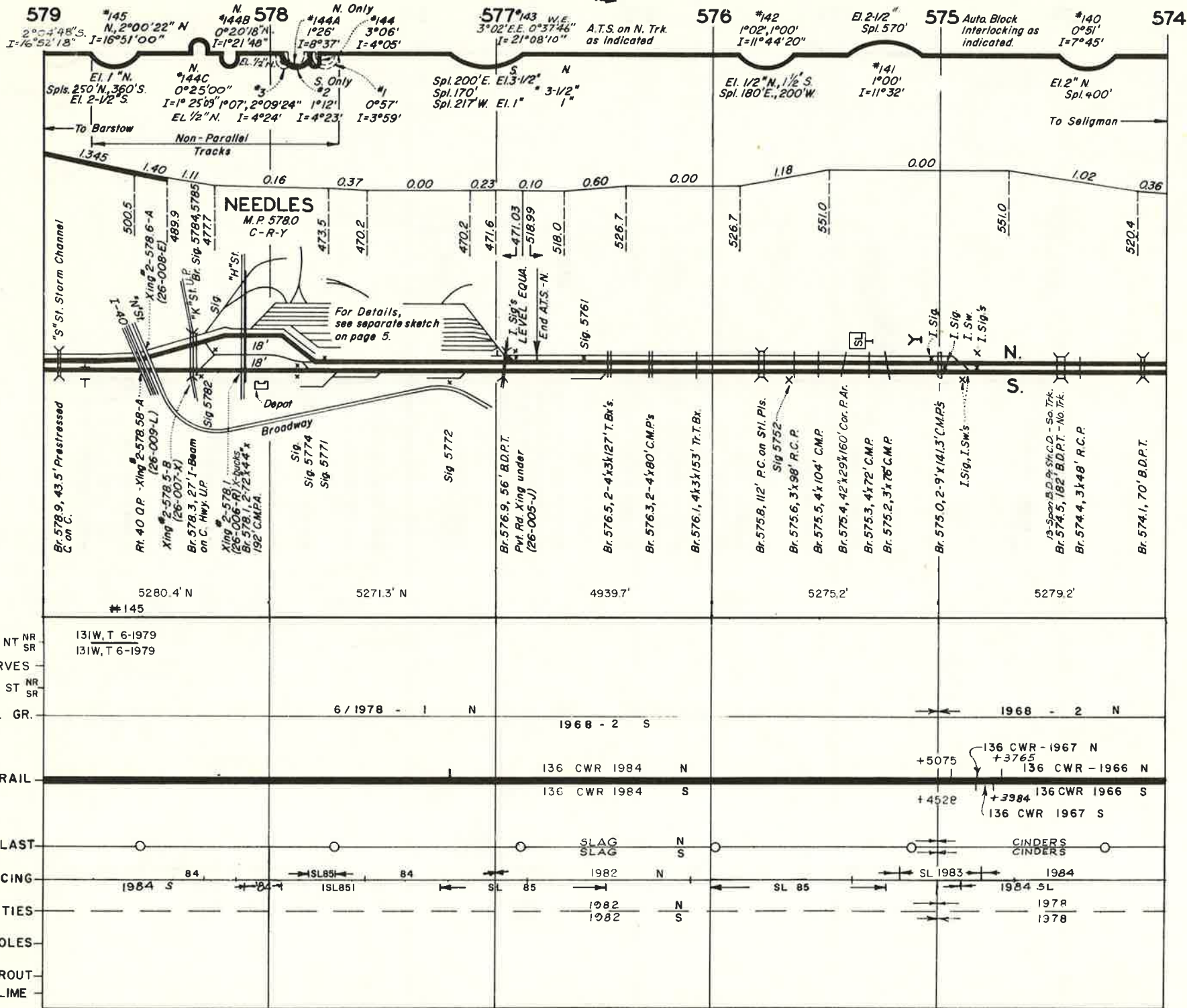




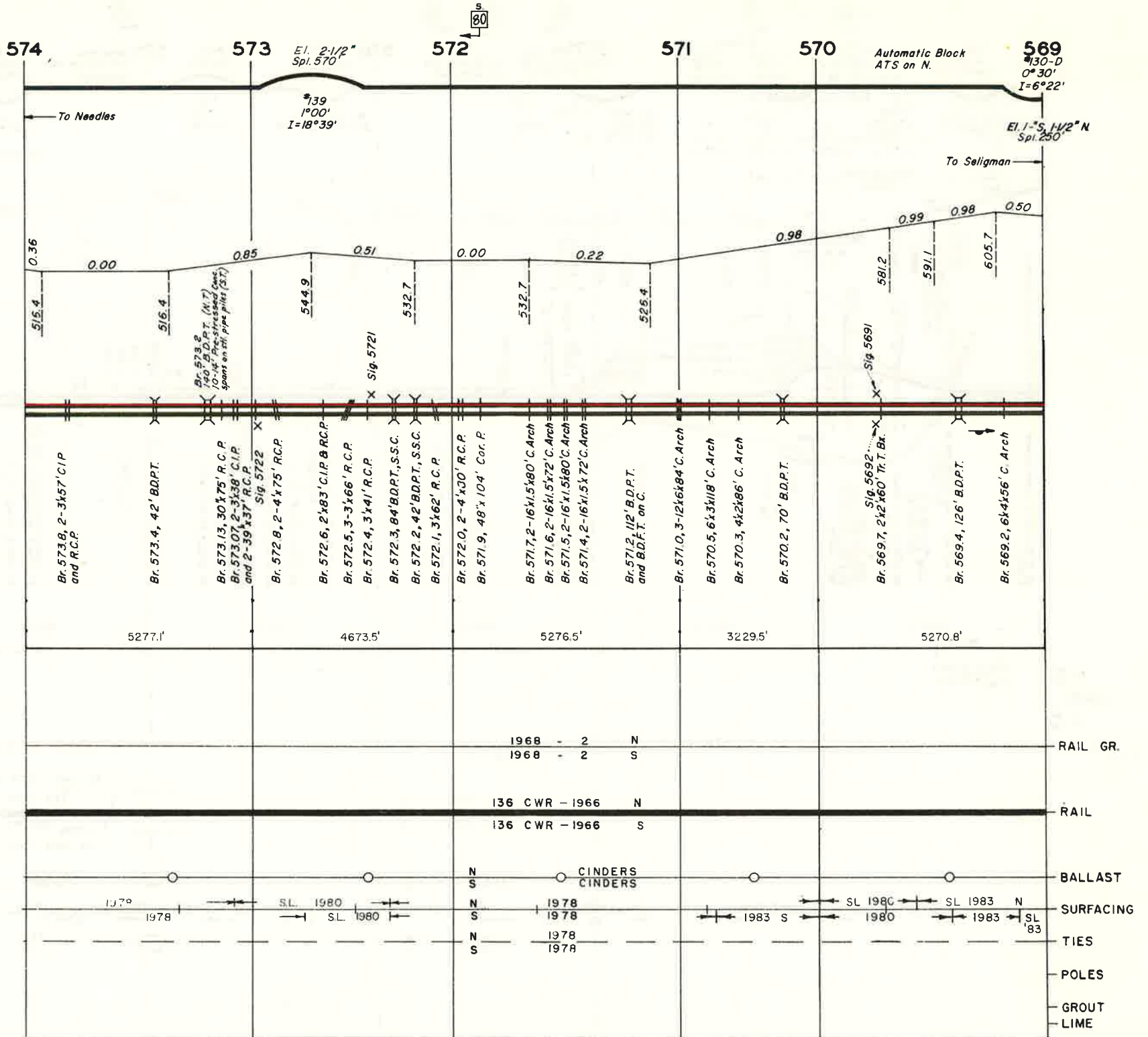
**NEEDLES YARD**  
NEEDLES, CALIF.

WORKING YARD CAPACITY	TOTAL YARD CAPACITY
LONGEST TRACK 120 CARS	985 CARS
SHORTEST TRACK 8 CARS	
TOTAL CAR CAPACITY 796 CARS	

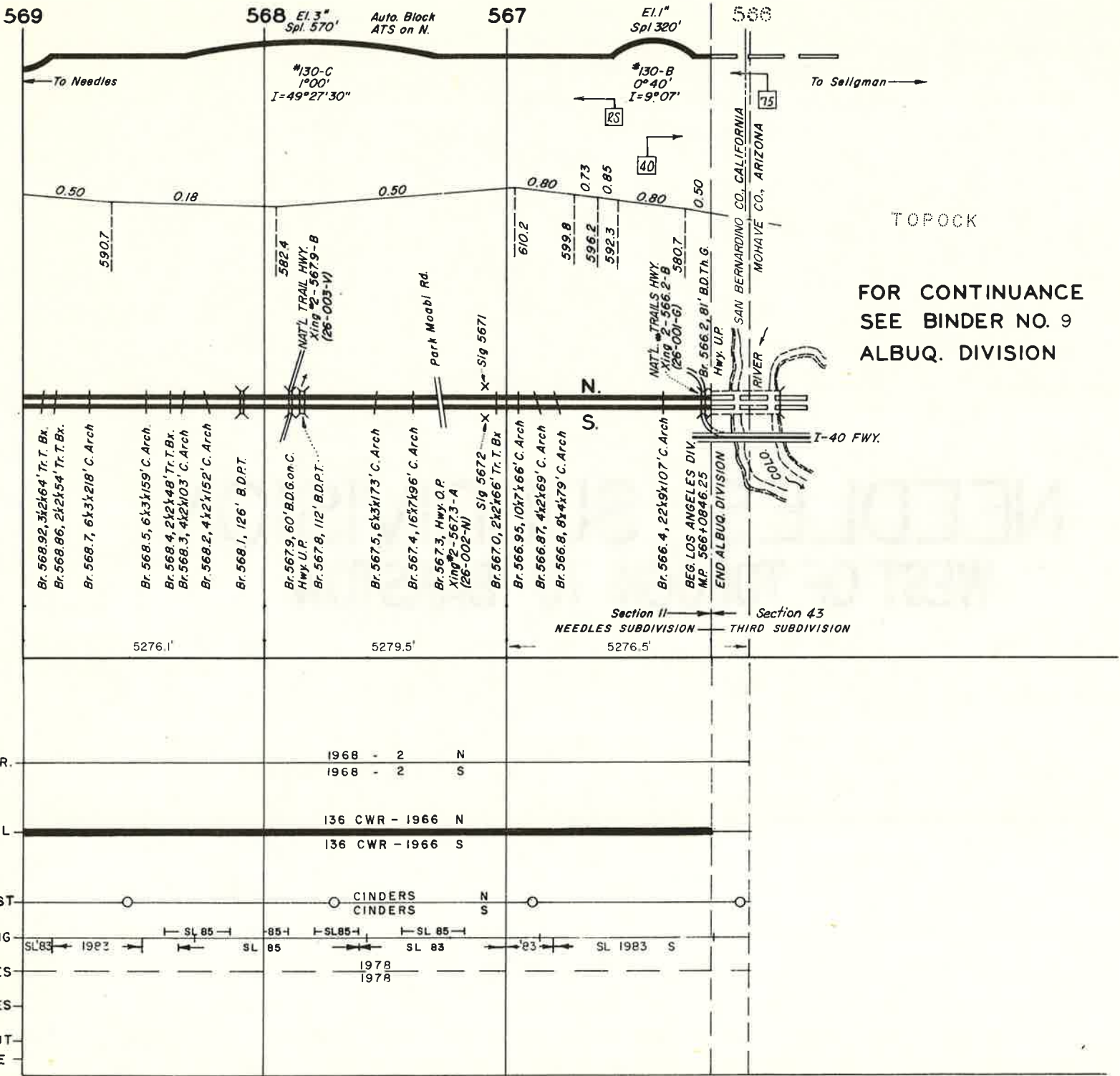
NOTE:  
NOT TO SCALE



NT	NR	13(W, T 6-1979							
SR		13(W, T 6-1979							
CURVES	NR								
ST	SR								
RAIL	GR.		6 / 1978 - 1 N						1968 - 2 N
RAIL				136 CWR 1984 N				+5075	136 CWR - 1966 N
				136 CWR 1984 S				+452E	136 CWR 1966 S
									136 CWR 1967 S
BALLAST				SLAG	N				CINDERS
				SLAG	S				CINDERS
SURFACING		1984 S	84	SL 85	84	1982 N		SL 1983	1984 SL
TIES				1982 N		1982 S			1978
POLES									1978
GROUT									
LIME									



BINDER NO. 10



FOR CONTINUANCE  
SEE BINDER NO. 9  
ALBUQ. DIVISION

NEEDLES SUBDIVISION  
WEST OF TOPOCK TO BARSTOW