

WESTERN REGION



TRACK CHART

Item No. 4807772711

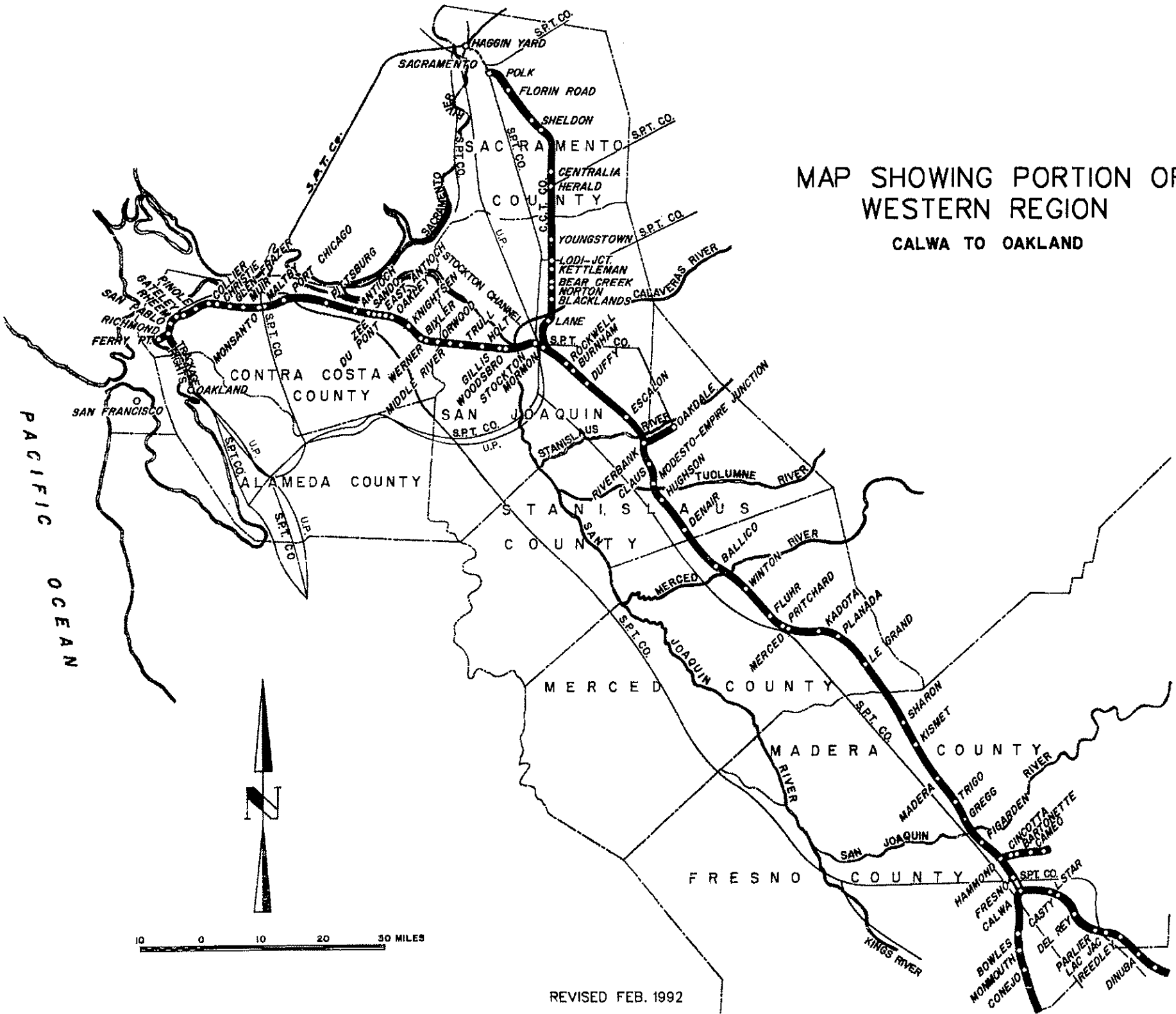
REVISED THROUGH FEBRUARY 1992



*Engineering and
Technology
Development*

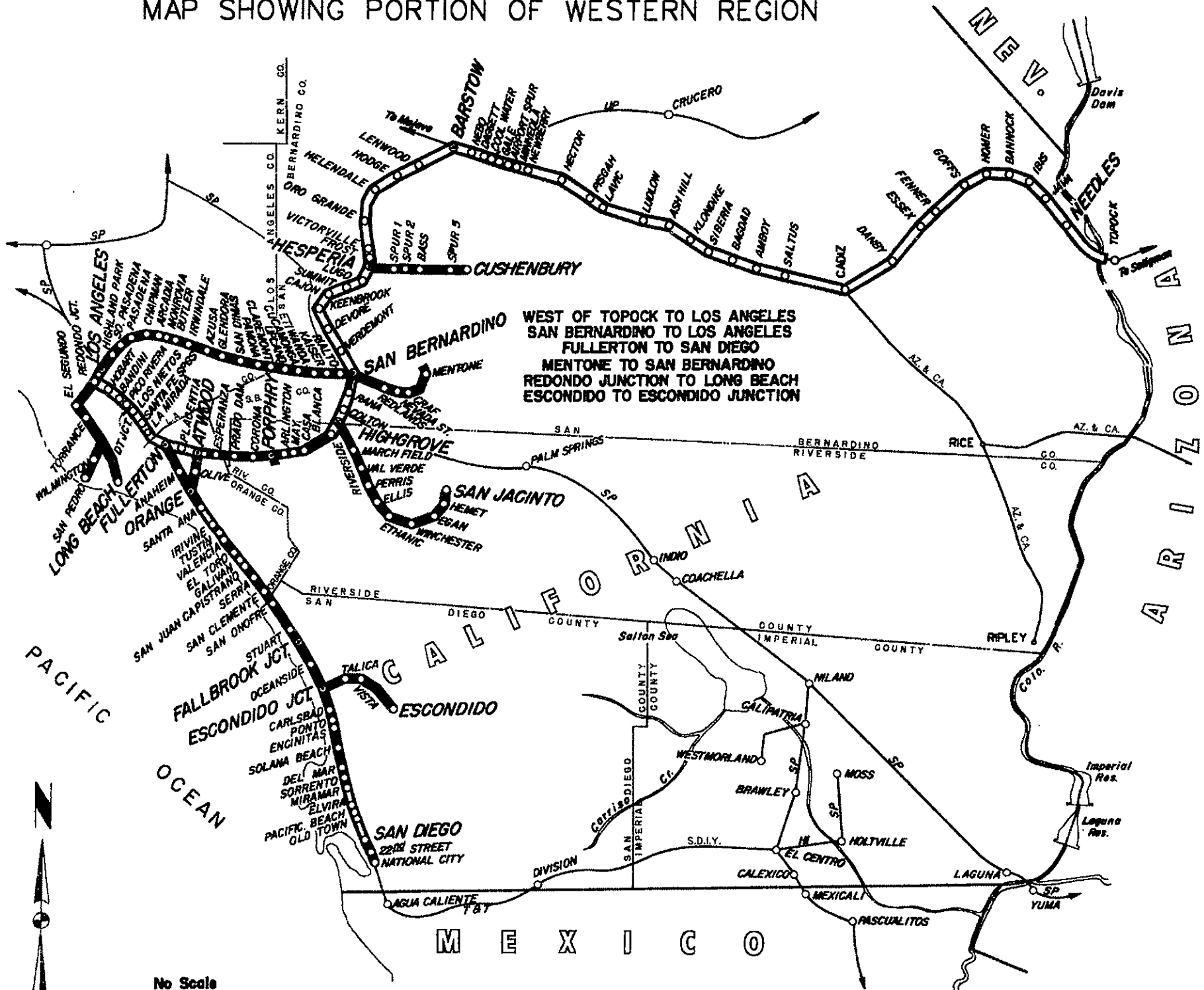
MAP SHOWING PORTION OF WESTERN REGION

CALWA TO OAKLAND



10 0 10 20 30 MILES

MAP SHOWING PORTION OF WESTERN REGION



No Scale

TRACK CHART INDEX WESTERN REGION

STATION	STATE	PAGE NUMBER	SUBDIVISION	APPROX MILEPOST	COUNTY
CLIFF	CALIFORNIA	23	MOJAVE	342.3	KERN
COLLIER	CALIFORNIA	43	STOCKTON	1179.1	CONTRA COSTA
COLTON	CALIFORNIA	4	SAN BERNARDINO	2.9	SAN BERNARDINO
COOL WATER	CALIFORNIA	38	NEEDLES	735.9	SAN BERNARDINO
CONEJO	CALIFORNIA	23	BAKERSFIELD	982.2	FRESNO
CORCORAN	CALIFORNIA	17	BAKERSFIELD	950.9	KINGS
CORONA	CALIFORNIA	8	SAN BERNARDINO	24.1	RIVERSIDE
CUCAMONGA	CALIFORNIA	4	PASADENA	97.7	SAN BERNARDINO
CUTLER	CALIFORNIA	23	PORTERVILLE	19.0	TULARE
D.T. JUNCTION	CALIFORNIA	15	SAN BERNARDINO	152.1	LOS ANGELES
DAGGETT	CALIFORNIA	38	NEEDLES	737.3	SAN BERNARDINO
DANBY	CALIFORNIA	17	NEEDLES	634.7	SAN BERNARDINO
DEL MAR	CALIFORNIA	12	SAN DIEGO	244.0	SAN DIEGO
DENAIR	CALIFORNIA	20	STOCKTON	1079.6	STANISLAUS
DEVORE	CALIFORNIA	19	CAJON	71.0	SAN BERNARDINO
DU PONT	CALIFORNIA	37	STOCKTON	1147.6	CONTRA COSTA
DUARTE	CALIFORNIA	9	PASADENA	121.0	LOS ANGELES
DUCOR	CALIFORNIA	10	PORTERVILLE	71.9	TULARE
DUFFY	CALIFORNIA	27	STOCKTON	1109.6	SAN JOAQUIN
EAST ANTIOCH	CALIFORNIA	37	STOCKTON	1149.2	CONTRA COSTA
EDISON	CALIFORNIA	27	MOJAVE	320.1	KERN
EDWARDS	CALIFORNIA	11	MOJAVE	797.1	KERN
EL SEGUNDO	CALIFORNIA	4	HARBOR	14.8	LOS ANGELES
EL TORO	CALIFORNIA	23	SAN DIEGO	188.1	ORANGE
ELMO	CALIFORNIA	10	BAKERSFIELD	919.2	KERN
ELVIRA	CALIFORNIA	9	SAN DIEGO	257.9	SAN DIEGO
ENCINITAS	CALIFORNIA	13	SAN DIEGO	238.1	SAN DIEGO
ESCALON	CALIFORNIA	26	STOCKTON	1101.6	SAN JOAQUIN
ESCONDIDO	CALIFORNIA	2	ESCONDIDO	21.1	SAN DIEGO
ESCONDIDO JCT.	CALIFORNIA	6	ESCONDIDO	0.0	SAN DIEGO
ESCONDIDO JCT.	CALIFORNIA	15	SAN DIEGO	227.2	SAN DIEGO
ESPERANZA	CALIFORNIA	11	SAN BERNARDINO	36.4	ORANGE
ESSEX	CALIFORNIA	15	NEEDLES	626.2	SAN BERNARDINO
ETIWANDA	CALIFORNIA	3	PASADENA	93.7	SAN BERNARDINO
EUCLID	CALIFORNIA	14	PORTERVILLE	54.3	TULARE
EXETER	CALIFORNIA	17	PORTERVILLE	39.2	TULARE
FALLBROOK JCT.	CALIFORNIA	16	SAN DIEGO	224.1	SAN DIEGO
FAMOSO	CALIFORNIA	5	PORTERVILLE	309.8	KERN
FENNER	CALIFORNIA	13	NEEDLES	618.7	SAN BERNARDINO
FERRY POINT	CALIFORNIA	49	STOCKTON	1191.5	CONTRA COSTA
FIGARDEN	CALIFORNIA	6	STOCKTON	1005.0	FRESNO
FLUHR	CALIFORNIA	17	STOCKTON	1062.9	MERCED
FONTANA	CALIFORNIA	2	PASADENA	88.8	SAN BERNARDINO
FRESNO	CALIFORNIA	3-4	STOCKTON	998.1	FRESNO
FROST	CALIFORNIA	10	CAJON	38.0	SAN BERNARDINO
FULLERTON	CALIFORNIA	13	SAN BERNARDINO	45.39	ORANGE
FULLERTON	CALIFORNIA	13	SAN BERNARDINO	165.61	ORANGE
FULLERTON	CALIFORNIA	28	SAN DIEGO	165.0	ORANGE
FUNSTON	CALIFORNIA	22	NEEDLES	660.1	SAN BERNARDINO
GALE	CALIFORNIA	38	NEEDLES	735.3	SAN BERNARDINO
GALIVAN	CALIFORNIA	22	SAN DIEGO	192.6	ORANGE
GATELEY	CALIFORNIA	44	STOCKTON	1182.6	CONTRA COSTA
GILLIS	CALIFORNIA	33	STOCKTON	1126.6	SAN JOAQUIN
GLEN FRAZER	CALIFORNIA	42	STOCKTON	1173.4	CONTRA COSTA

TRACK CHART INDEX WESTERN REGION

STATION	STATE	PAGE NUMBER	SUBDIVISION	APPROX MILEPOST	COUNTY
LOS ANGELES	CALIFORNIA	14-17	PASADENA	140.0	LOS ANGELES
LOS ANGELES HARBOR	CALIFORNIA	9	HARBOR		LOS ANGELES
LOS NIETOS	CALIFORNIA	15	SAN BERNARDINO	153.0	LOS ANGELES
LUDLOW	CALIFORNIA	29	NEEDLES	693.4	SAN BERNARDINO
LUGO	CALIFORNIA	13	CAJON	50.1	SAN BERNARDINO
MADERA	CALIFORNIA	8	STOCKTON	1019.6	MADERA
MAGNOLIA	CALIFORNIA	12	PORTERVILLE	61.9	TULARE
MAGUNDEN	CALIFORNIA	28	MOJAVE	316.6	KERN
MALABAR	CALIFORNIA	2	HARBOR	1.5	LOS ANGELES
MALTBY	CALIFORNIA	41	STOCKTON	1166.9	CONTRA COSTA
MARCEL	CALIFORNIA	21	MOJAVE	354.1	KERN
MAY	CALIFORNIA	8	SAN BERNARDINO	19.6	RIVERSIDE
MENTONE	CALIFORNIA	3	REDLANDS	12.0	SAN BERNARDINO
MERCED	CALIFORNIA	16	STOCKTON	1056.1	MERCED
MIDDLE RIVER	CALIFORNIA	34	STOCKTON	1134.8	SAN JOAQUIN
MIRAMAR	CALIFORNIA	10	SAN DIEGO	253.0	SAN DIEGO
MISSION TOWER	CALIFORNIA	14	PASADENA	140.0	LOS ANGELES
MODESTO - EMPIRE JCT	CALIFORNIA	22	STOCKTON	1089.2	STANISLAUS
MOJAVE	CALIFORNIA	15	MOJAVE	814.7	KERN
MONMOUTH	CALIFORNIA	24	BAKERSFIELD	985.6	FRESNO
MONOLITH	CALIFORNIA	19	MOJAVE	365.0	KERN
MONROVIA	CALIFORNIA	9	PASADENA	122.4	LOS ANGELES
MONSANTO	CALIFORNIA	41	STOCKTON	1165.8	CONTRA COSTA
MOPECO	CALIFORNIA	5	BAKERSFIELD	890.5	KERN
MORMON	CALIFORNIA	29-31	STOCKTON	1120.0	SAN JOAQUIN
MUIR	CALIFORNIA	42	STOCKTON	1170.6	CONTRA COSTA
NADEAU	CALIFORNIA	2	HARBOR	2.5	LOS ANGELES
NATIONAL CITY	CALIFORNIA	4-5	SAN DIEGO	273.1	SAN DIEGO
NEBO	CALIFORNIA	39	NEEDLES	741.6	SAN BERNARDINO
NEEDLES	CALIFORNIA	4-5	NEEDLES	578.0	SAN BERNARDINO
NEIL	CALIFORNIA	16	PORTERVILLE	40.6	TULARE
NEVADA STREET	CALIFORNIA	4	REDLANDS	6.7	SAN BERNARDINO
NEWBERRY	CALIFORNIA	36	NEEDLES	725.6	SAN BERNARDINO
NORTH BAY	CALIFORNIA	44	STOCKTON	1184.5	CONTRA COSTA
OAKLEY	CALIFORNIA	37	STOCKTON	1146.1	CONTRA COSTA
OCEANSIDE	CALIFORNIA	15	SAN DIEGO	226.4	SAN DIEGO
OIL JCT.	CALIFORNIA	2	PORTERVILLE	110.7	KERN
OLD TOWN	CALIFORNIA	8	SAN DIEGO	264.2	SAN DIEGO
OLGA	CALIFORNIA	12	PASADENA	134.2	LOS ANGELES
OLIVE	CALIFORNIA	2	OLIVE	2.4	ORANGE
ONO	CALIFORNIA	20	CAJON	76.0	SAN BERNARDINO
ORANGE	CALIFORNIA	2	OLIVE	5.8	ORANGE
ORANGE	CALIFORNIA	27	SAN DIEGO	172.6	ORANGE
ORANGE COVE	CALIFORNIA	22	PORTERVILLE	12.2	TULARE
ORO GRANDE	CALIFORNIA	9	CAJON	31.5	SAN BERNARDINO
OROSI	CALIFORNIA	21	PORTERVILLE	18.6	TULARE
ORRIS	CALIFORNIA	9	PORTERVILLE	290.0	TULARE
ORWOOD	CALIFORNIA	35	STOCKTON	1136.8	CONTRA COSTA
PACIFIC COAST BORAX	CALIFORNIA	9	MOJAVE	784.7	KERN
PASADENA	CALIFORNIA	11	PASADENA	131.7	LOS ANGELES
PICO RIVERA	CALIFORNIA	16	SAN BERNARDINO	150.9	LOS ANGELES
PINOLE	CALIFORNIA	44	STOCKTON	1181.5	CONTRA COSTA
PISGAH	CALIFORNIA	32	NEEDLES	706.6	SAN BERNARDINO

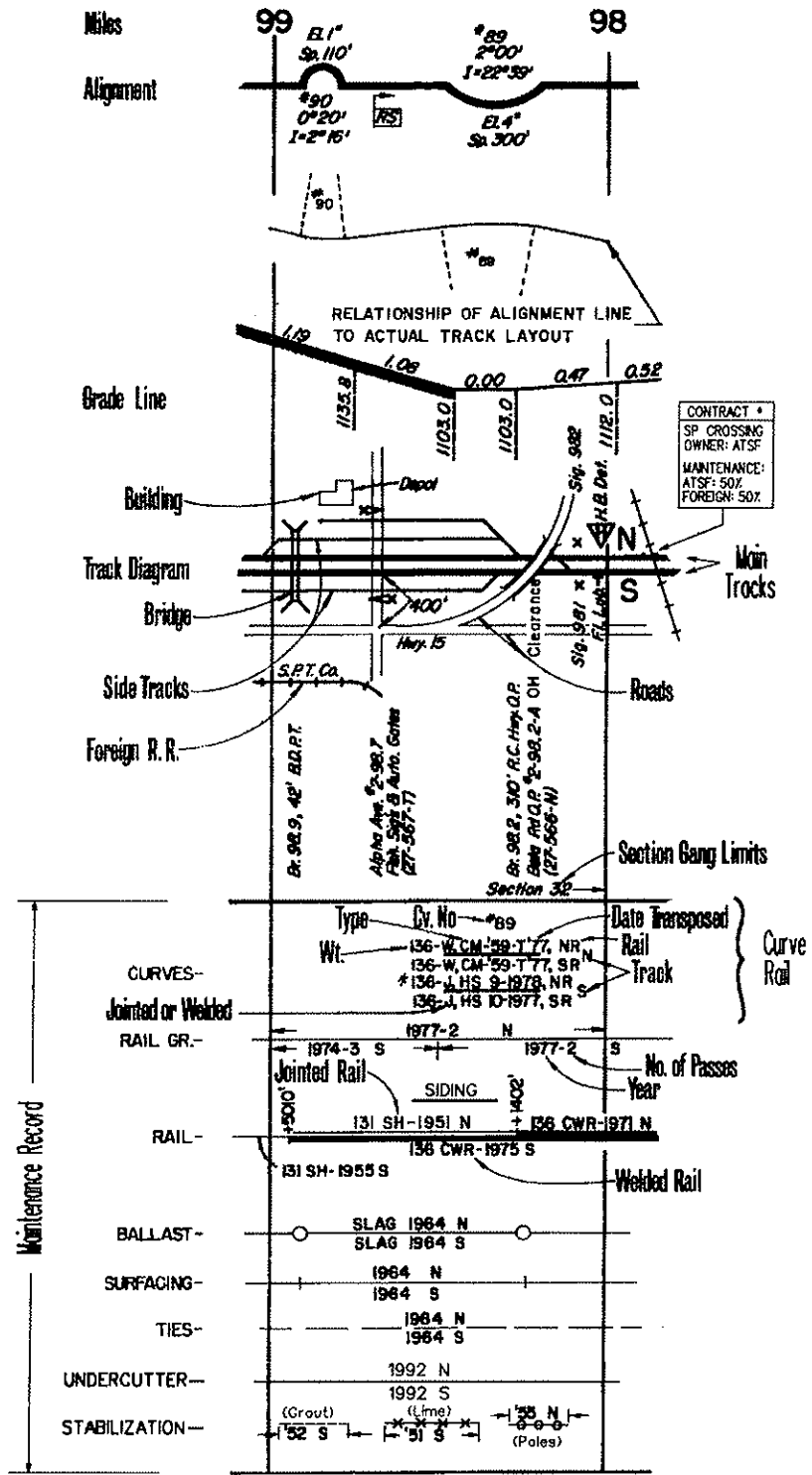
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TRACK CHART INDEX WESTERN REGION

STATION	STATE	PAGE NUMBER	SUBDIVISION	APPROX MILEPOST	COUNTY
SHAFTER	CALIFORNIA	8	BAKERSFIELD	905.4	KERN
SHARON	CALIFORNIA	11	STOCKTON	1031.1	MADERA
SHIRLEY	CALIFORNIA	21	BAKERSFIELD	973.2	KINGS
SIBERIA	CALIFORNIA	25	NEEDLES	676.6	SAN BERNARDINO
SILT	CALIFORNIA	10	MOJAVE	789.6	KERN
SLATER	CALIFORNIA	5	PORTERVILLE	295.9	KERN
SOLANA BEACH	CALIFORNIA	12	SAN DIEGO	241.9	SAN DIEGO
SORRENTO	CALIFORNIA	11	SAN DIEGO	249.1	SAN DIEGO
SOUTH PASADENA	CALIFORNIA	12	PASADENA	133.7	LOS ANGELES
SOUTH SAN BERNARDINO	CALIFORNIA	4	SAN BERNARDINO	1.9	SAN BERNARDINO
STOCKTON	CALIFORNIA	30-31	STOCKTON	1121.4	SAN JOAQUIN
STOIL	CALIFORNIA	14	BAKERSFIELD	936.0	TULARE
STRATHMORE	CALIFORNIA	14	PORTERVILLE	52.0	TULARE
STUART	CALIFORNIA	16	SAN DIEGO	221.7	SAN DIEGO
SUMMIT	CALIFORNIA	14	CAJON	55.9	SAN BERNARDINO
SUMMIT SWITCH	CALIFORNIA	19	MOJAVE	362.4	KERN
TALICA	CALIFORNIA	5	ESCONDIDO	3.7	SAN DIEGO
TEHACHAPI	CALIFORNIA	19	MOJAVE	360.5	KERN
THORN	CALIFORNIA	11	CAJON	41.1	SAN BERNARDINO
TORRANCE	CALIFORNIA	6	HARBOR	21.7	LOS ANGELES
TRIGO	CALIFORNIA	7	STOCKTON	1014.3	MADERA
TRULL	CALIFORNIA	34	STOCKTON	1133.0	SAN JOAQUIN
TUSTIN	CALIFORNIA	26	SAN DIEGO	179.5	ORANGE
TUTTLE	CALIFORNIA	15	STOCKTON	1050.6	MERCED
ULTRA	CALIFORNIA	12	PORTERVILLE	66.0	TULARE
UNA	CALIFORNIA	6	BAKERSFIELD	897.7	KERN
UPLAND	CALIFORNIA	5	PASADENA	100.9	SAN BERNARDINO
VALENCIA	CALIFORNIA	24	SAN DIEGO	182.9	ORANGE
VAN NESS	CALIFORNIA	3	HARBOR	7.3	LOS ANGELES
VENIDA	CALIFORNIA	17	PORTERVILLE	36.7	TULARE
VERDEMONT	CALIFORNIA	19	CAJON	73.9	SAN BERNARDINO
VESTAL	CALIFORNIA	9	PORTERVILLE	291.5	TULARE
VICTORIA	CALIFORNIA	4	REDLANDS	4.6	SAN BERNARDINO
VICTORVILLE	CALIFORNIA	10	CAJON	36.7	SAN BERNARDINO
VISTA	CALIFORNIA	4	ESCONDIDO	9.2	SAN DIEGO
WALNUT	CALIFORNIA	29	STOCKTON	1116.9	SAN JOAQUIN
WALONG	CALIFORNIA	21	MOJAVE	351.8	KERN
WARREN	CALIFORNIA	17	MOJAVE	374.3	KERN
WASCO	CALIFORNIA	9	BAKERSFIELD	913.0	KERN
WATER STREET	CALIFORNIA	14	PASADENA	138.7	LOS ANGELES
WATSON	CALIFORNIA	7	HARBOR	26.6	LOS ANGELES
WERNER	CALIFORNIA	35	STOCKTON	1138.8	CONTRA COSTA
WEST RIVERSIDE	CALIFORNIA	6	SAN BERNARDINO	10.6	RIVERSIDE
WEST THENARD	CALIFORNIA	7	HARBOR	27.6	LOS ANGELES
WILDASIN	CALIFORNIA	3	HARBOR	6.0	LOS ANGELES
WILMINGTON	CALIFORNIA	8	HARBOR	28.0	LOS ANGELES
WINGFOOT	CALIFORNIA	2	HARBOR	3.5	LOS ANGELES
WINTON	CALIFORNIA	18	STOCKTON	1065.4	MERCED
WOODFORD	CALIFORNIA	22	MOJAVE	348.8	KERN
WOODSBRO	CALIFORNIA	33	STOCKTON	1125.0	SAN JOAQUIN
WYETH	CALIFORNIA	20,23	PORTERVILLE	20.6	TULARE
ZEE	CALIFORNIA	37	STOCKTON	1149.7	CONTRA COSTA

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EXPLANATIONS



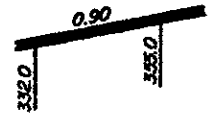
SCALES

1" = 3000' Horizontal scale for profile, alignment and tracks. (Exceptions are noted)

1" = 200' Vertical scale for profile

PROFILES

Ascending ruling grades for subdivisions are shown bold. Figures on grade lines are % gradients. Figures below grade lines are profile subgrade elevations in feet.



SYMBOLS

- + Flange Lubricator
- x All types of signals, except bridge signals
- ⊗ 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)
- △ Slide detector
- AEI Automatic Equipment Identification reader
- ▽ 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.O.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.

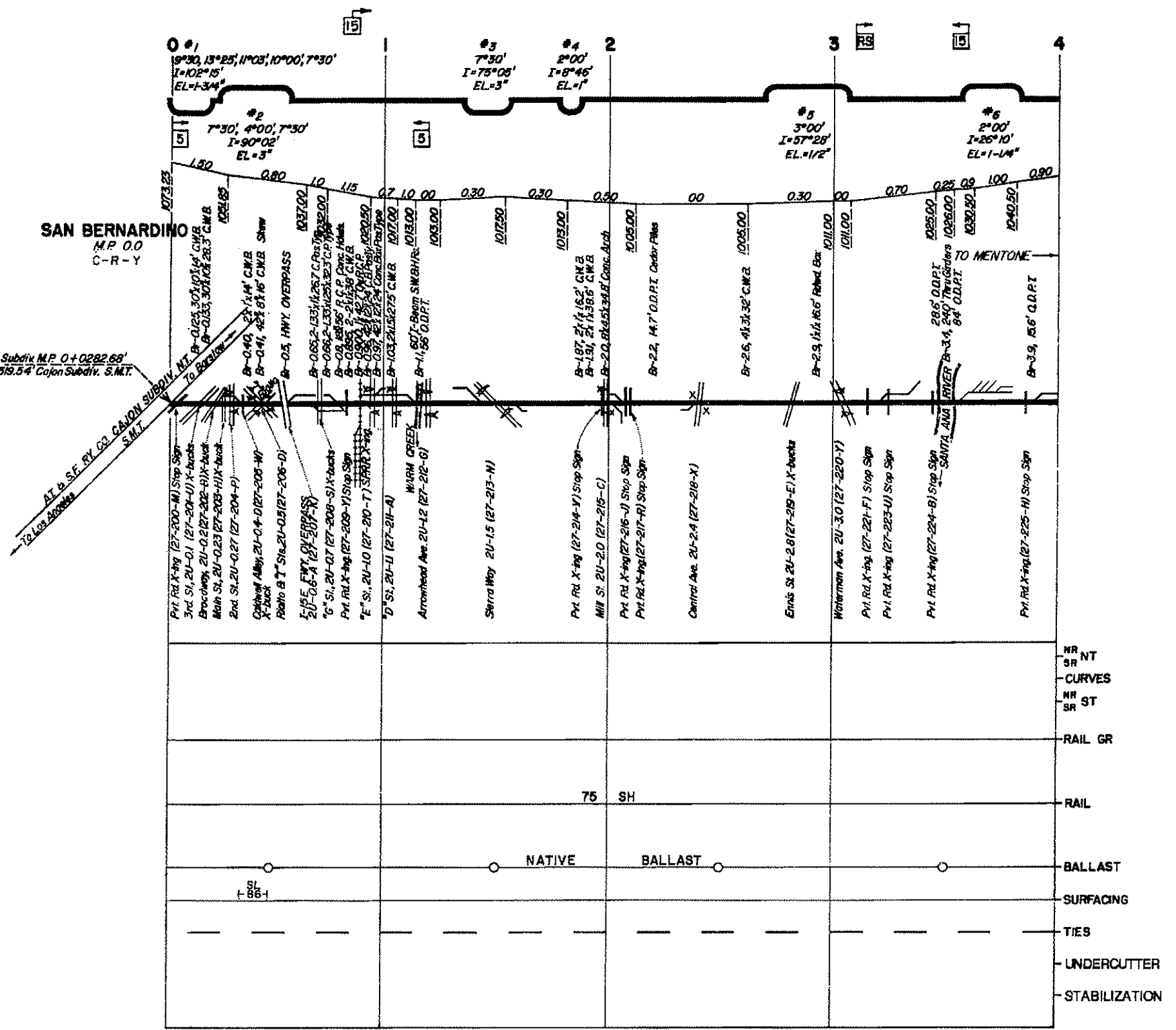
All sidings shown in System Timetable No.2 (date: 4-7-91) are shown graphically in this track chart with their predominant weight of rail.

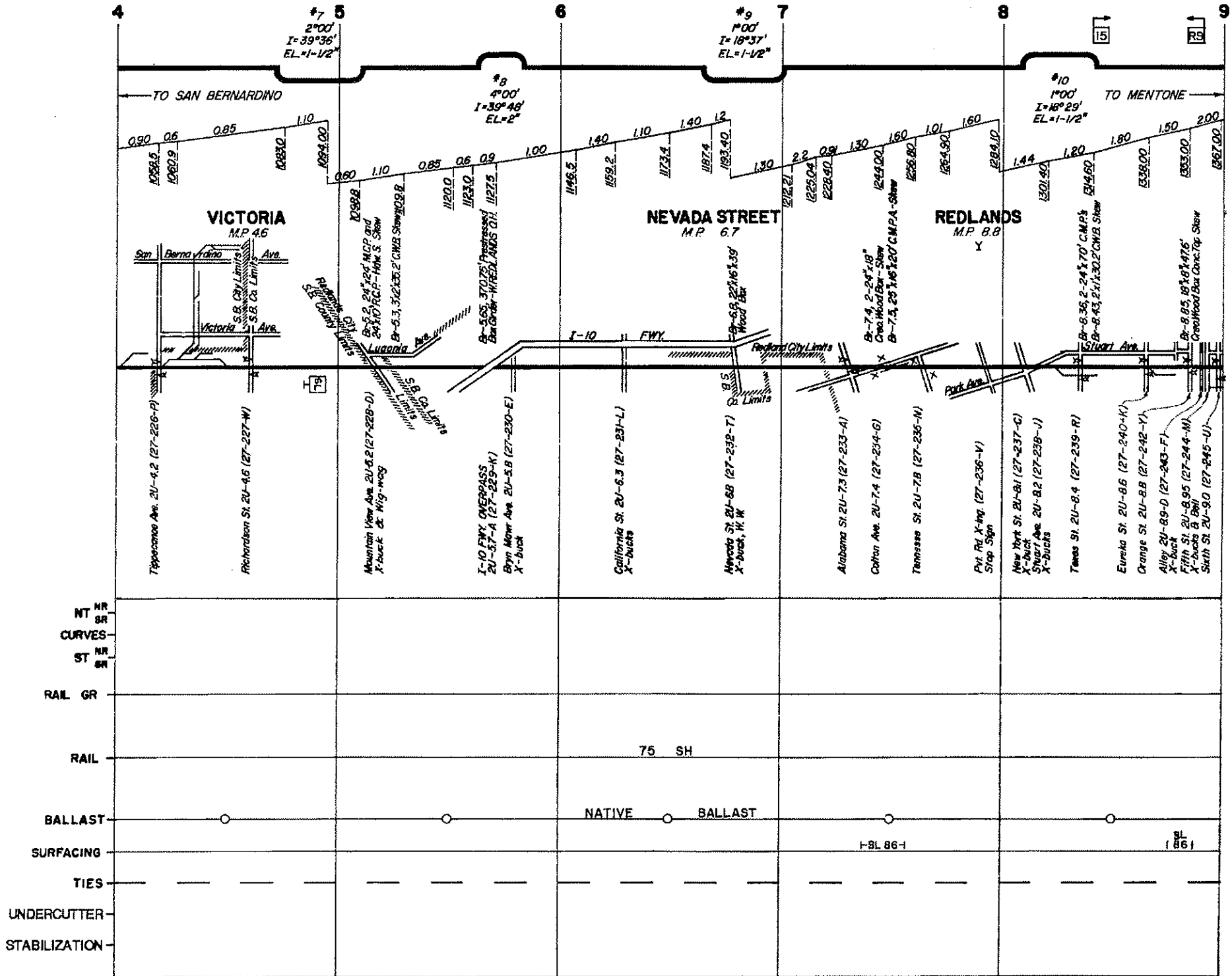
Pondral plate locations are shown where applicable.

CURVE RAIL

- FH Flame Hardened
- CM Curvemaster (U.S. Steel Co.)
- FHT Fully Heat Treated (Bethlehem Steel)
- HS Hi Si (C.F. & I. Steel Co.)
- CR Cromoly or Chromolloy (C.F. & I. Steel Co.)
- JP Japanese (Nippon)
- (Jap)
- OR(a-f) Other Rail
 - (a) British Steel
 - (b) Chrome Vanadium
 - (c) Chrome 1%
 - (d) Open Hearth
 - (f) German

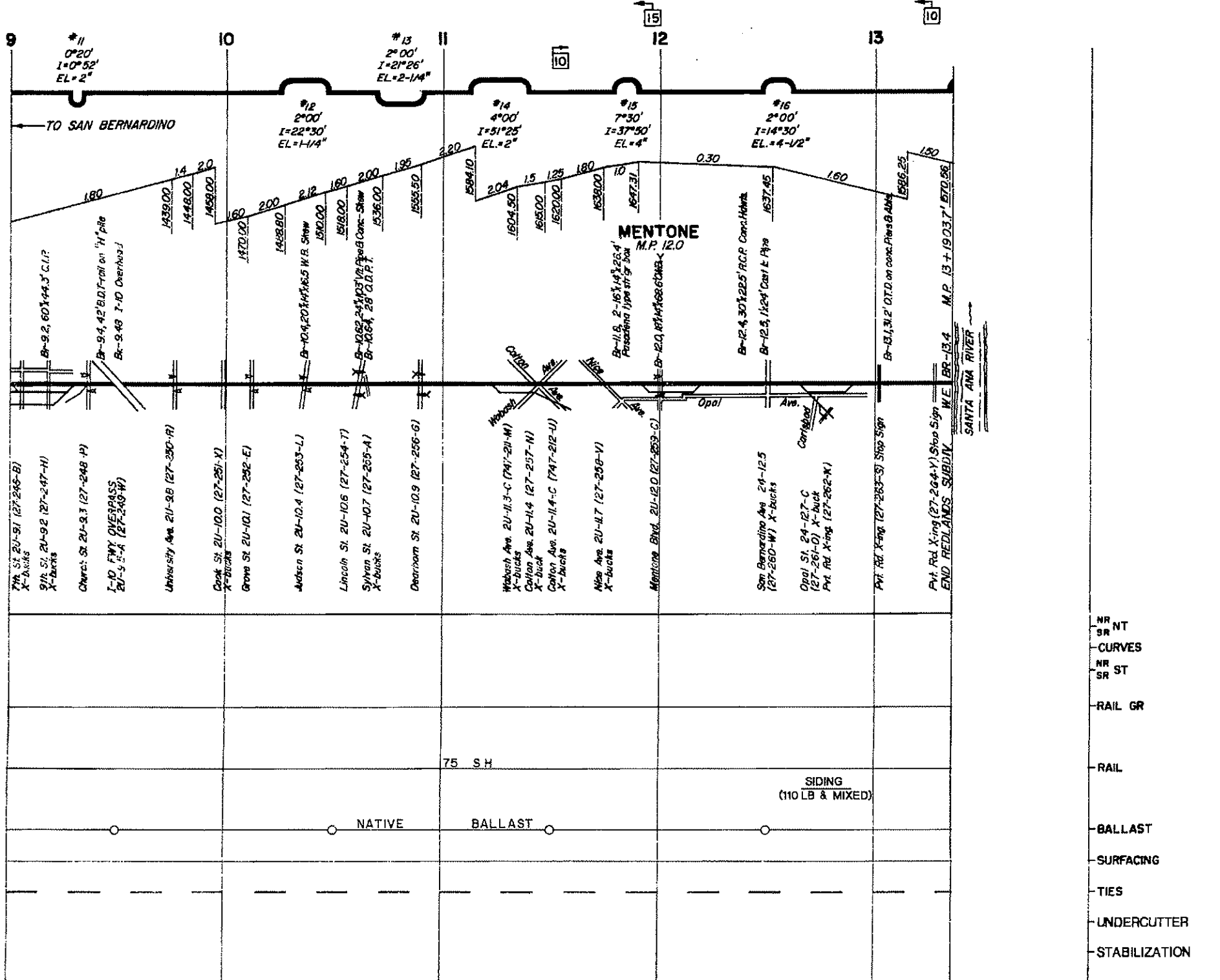
Begin Redlands Subdiv M.P. 0+0282.68' = M.P. 81+0519.54' Cajon Subdiv. S.M.T.





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REDLANDS SUBDIVISION

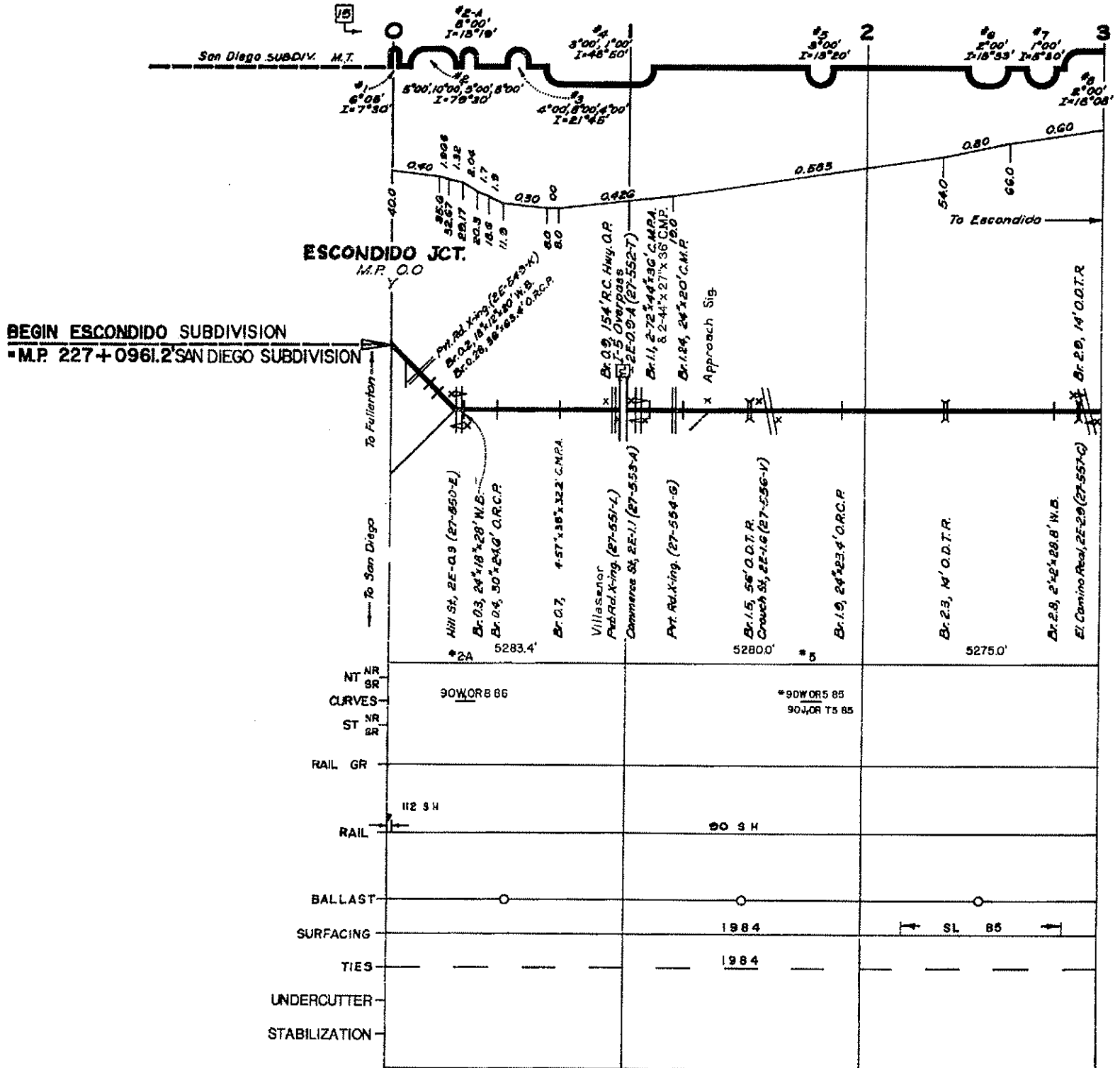


- NR SR NT
- CURVES
- NR SR ST
- RAIL GR
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

Intentionally Blank

Redlands Subdivision

Mentone (M.P. 13.3) to San Bernardino (M.P. 0.0)

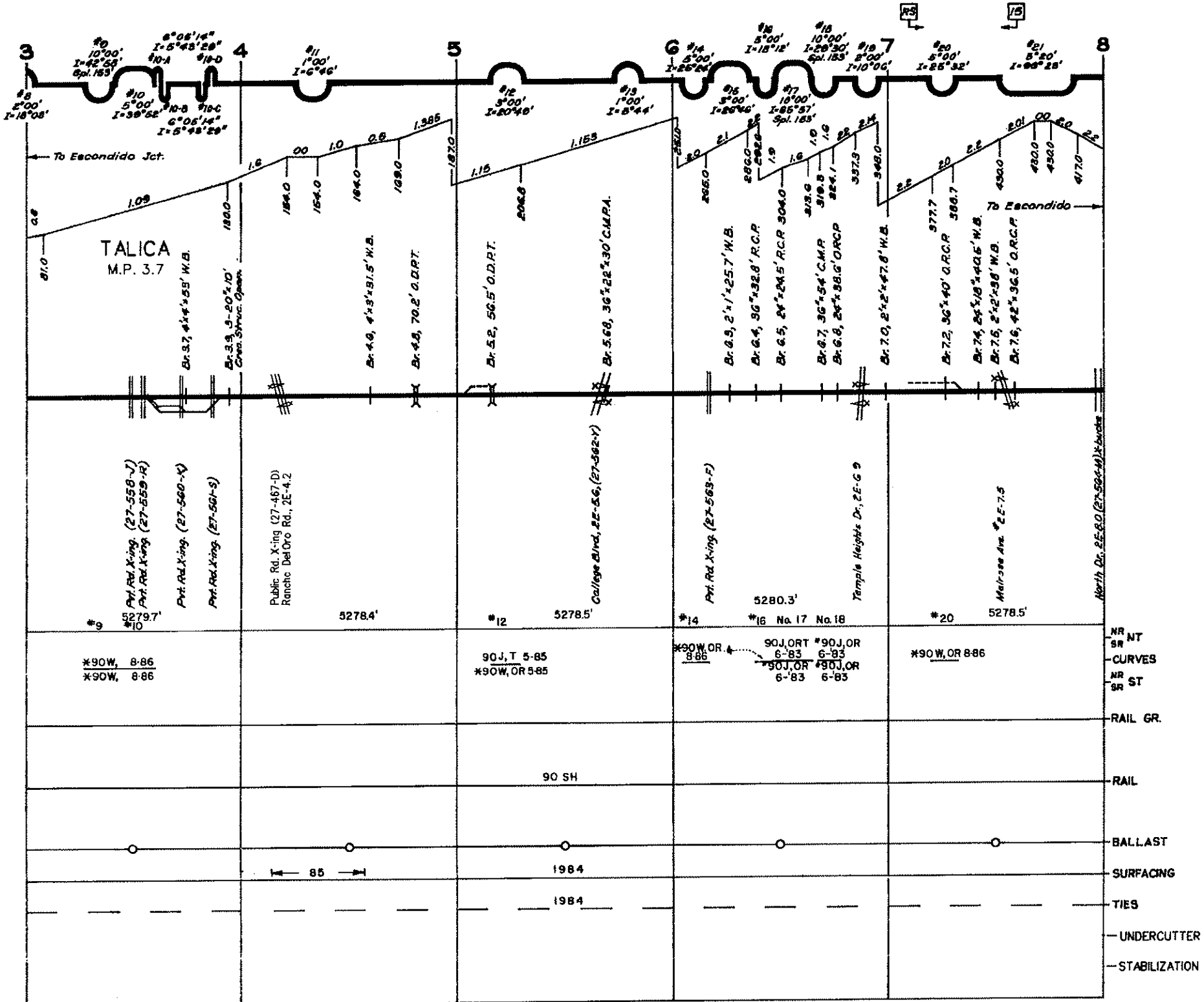


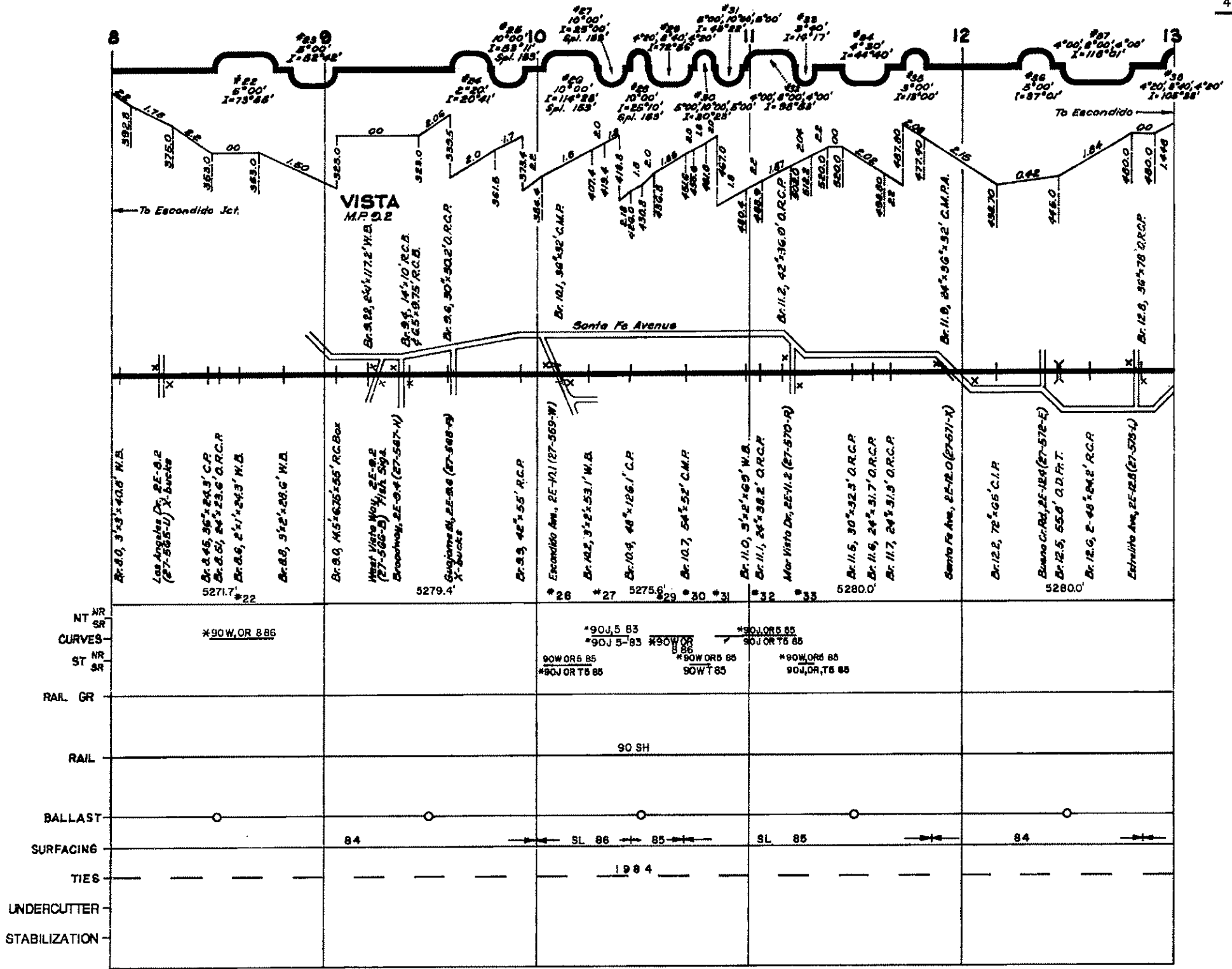
BEGIN ESCONDIDO SUBDIVISION
 M.P. 227 + 0961.2 SAN DIEGO SUBDIVISION

ESCONDIDO JCT.
 M.P. 0.0

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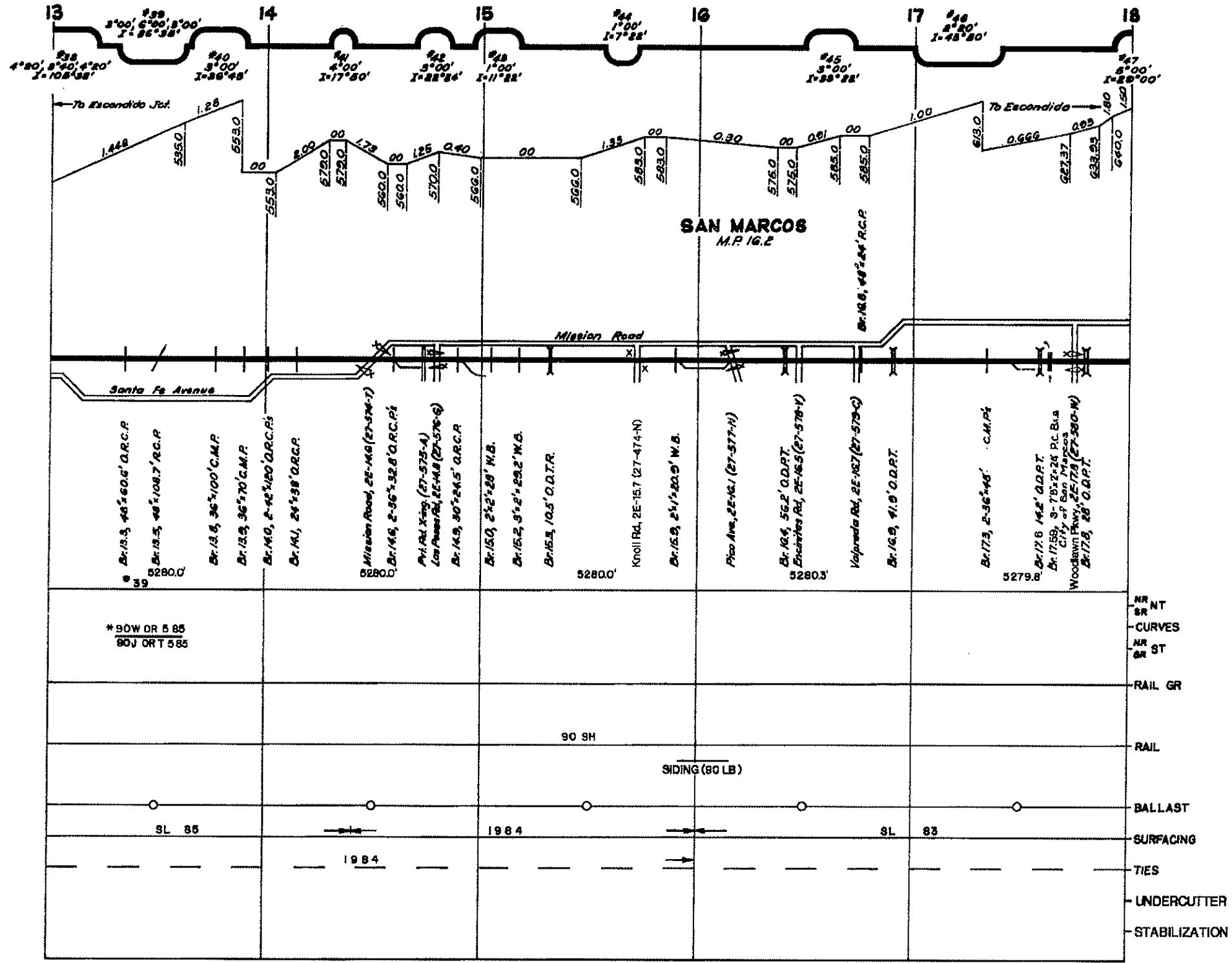
ESCONDIDO SUBDIVISION

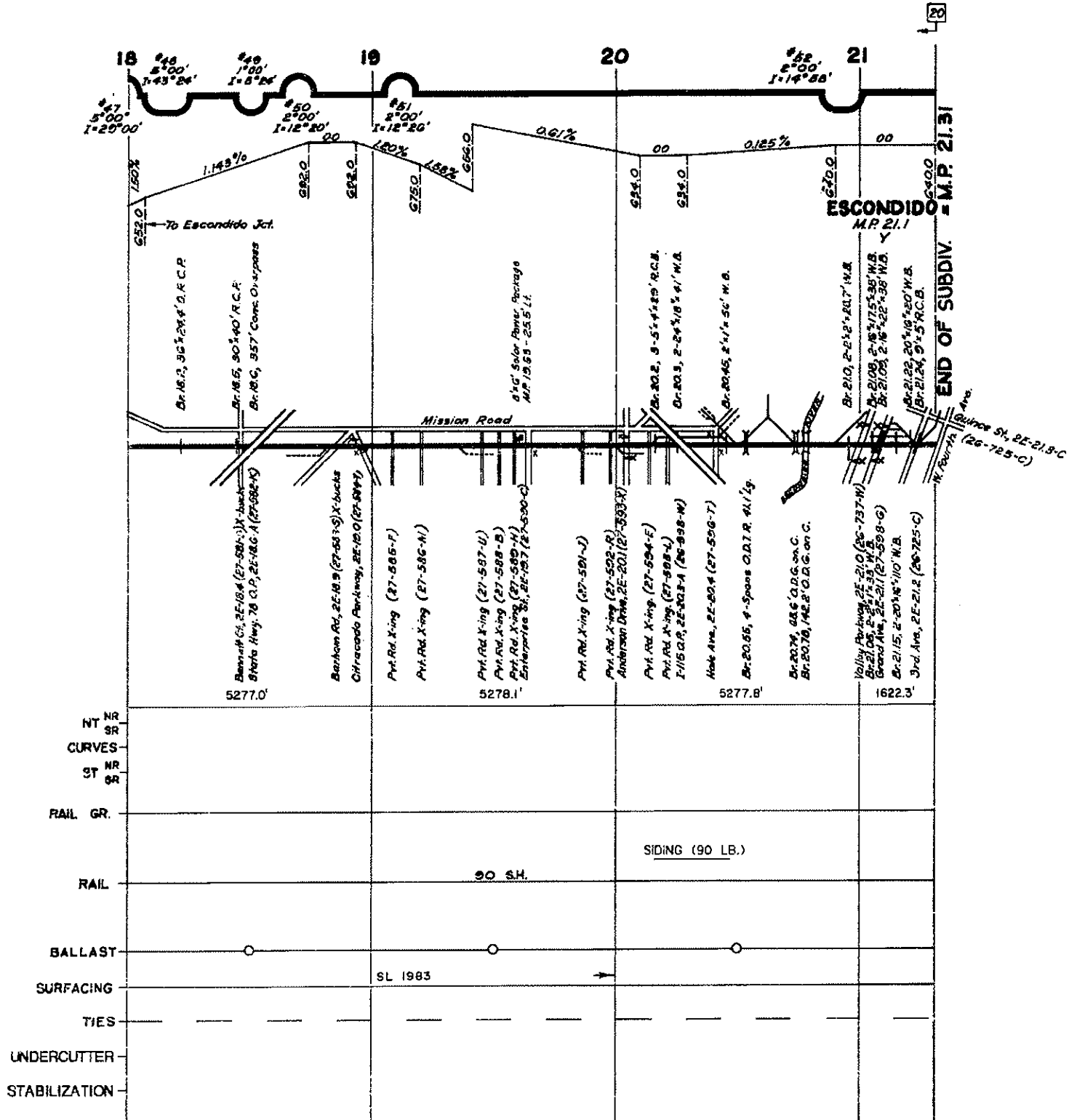




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ESCONDIDO SUBDIVISION



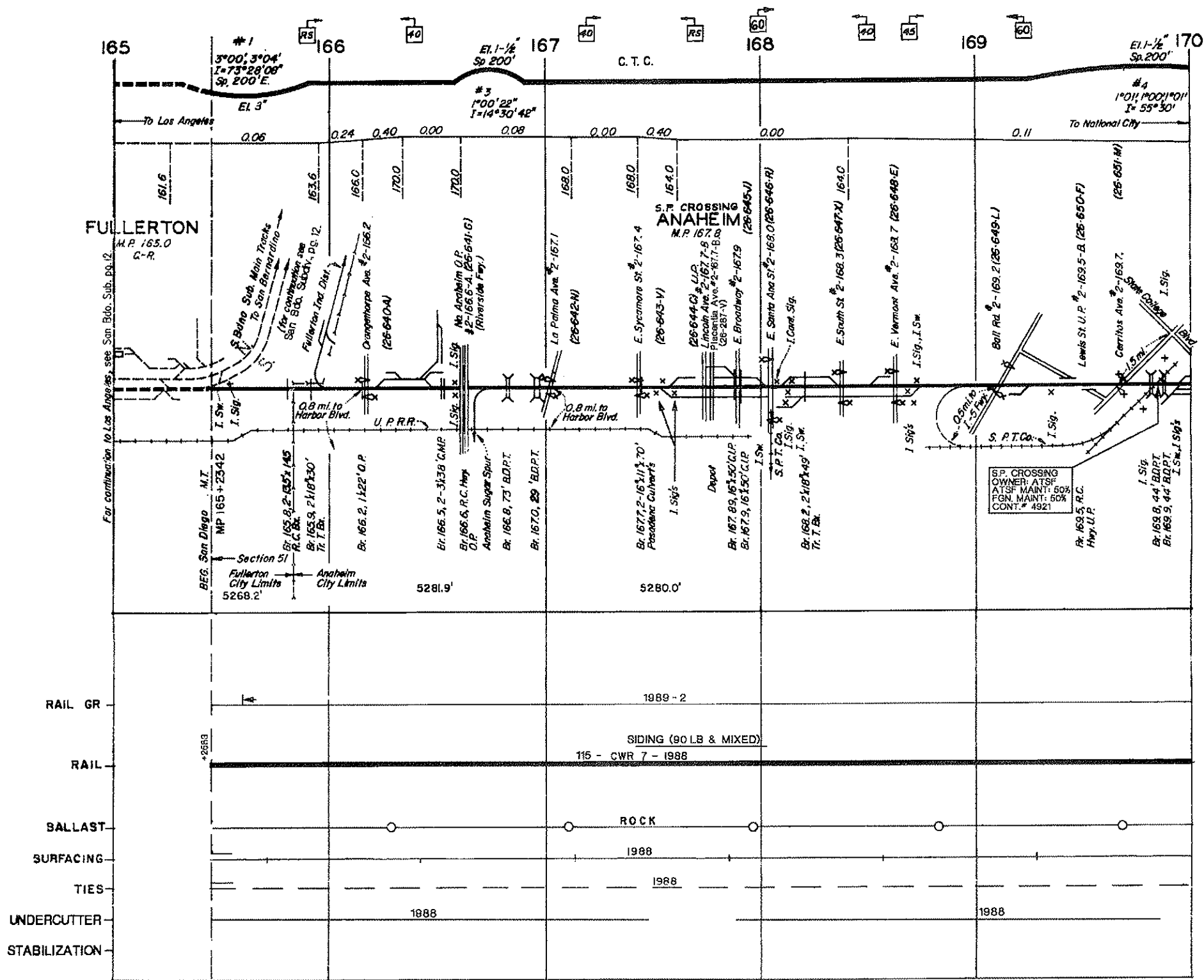


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ESCONDIDO SUBDIVISION

Escondido Subdivision

Escondido (M.P. 21.3) to Escondido Jct. (M.P. 0.0)



FULLERTON

S.P. CROSSING ANAHEIM

S.P. CROSSING ANAHEIM
 OWNER: AT&T
 AT&T MAINT: 60%
 R.C. MAINT: 60%
 CONT. # 4921

RAIL GR
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION

Section 51
 Fullerton City Limits
 Anaheim City Limits

1989 - 2
 SIDING (90 LB & MIXED)
 115 - CWR 7 - 1988

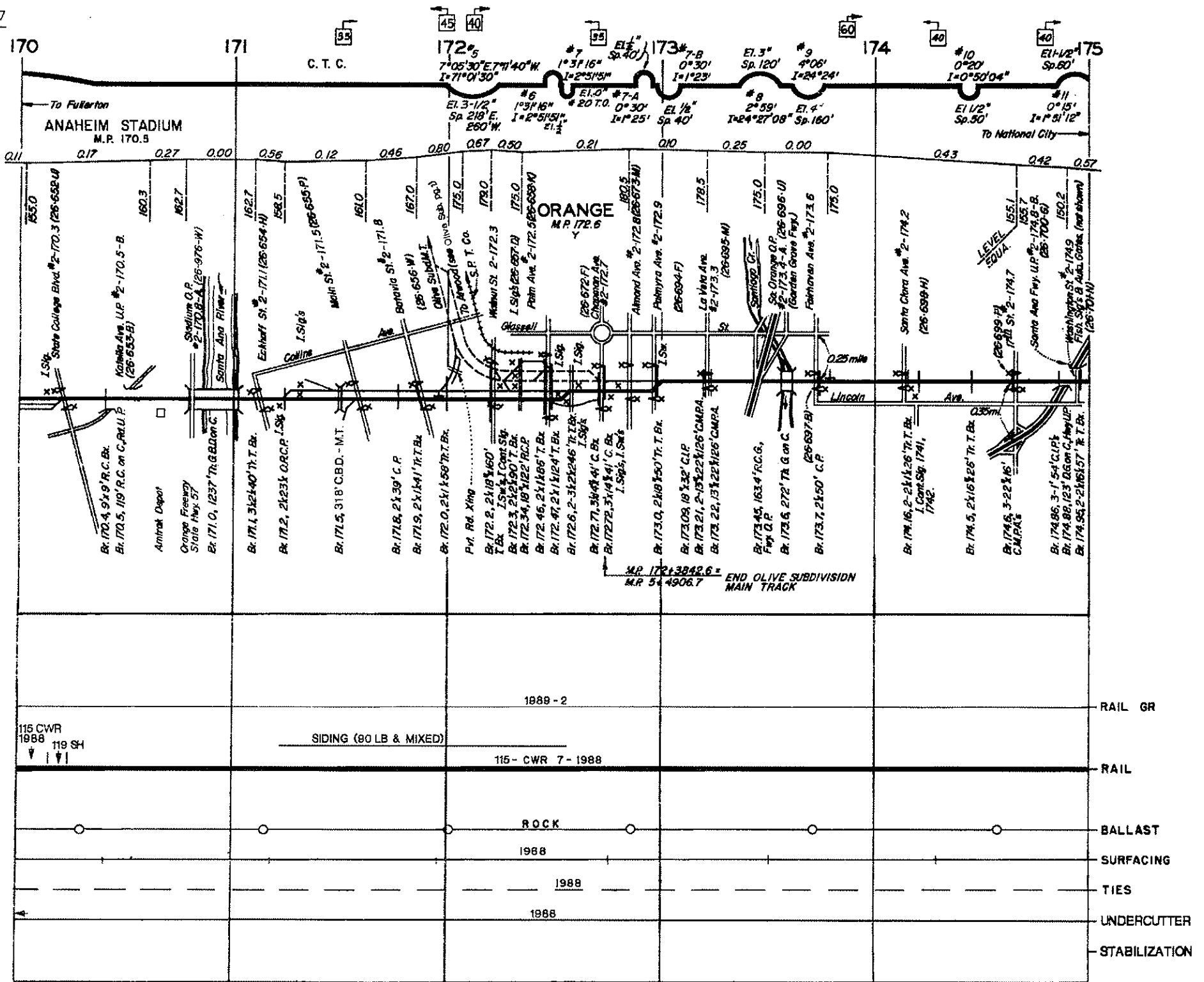
ROCK

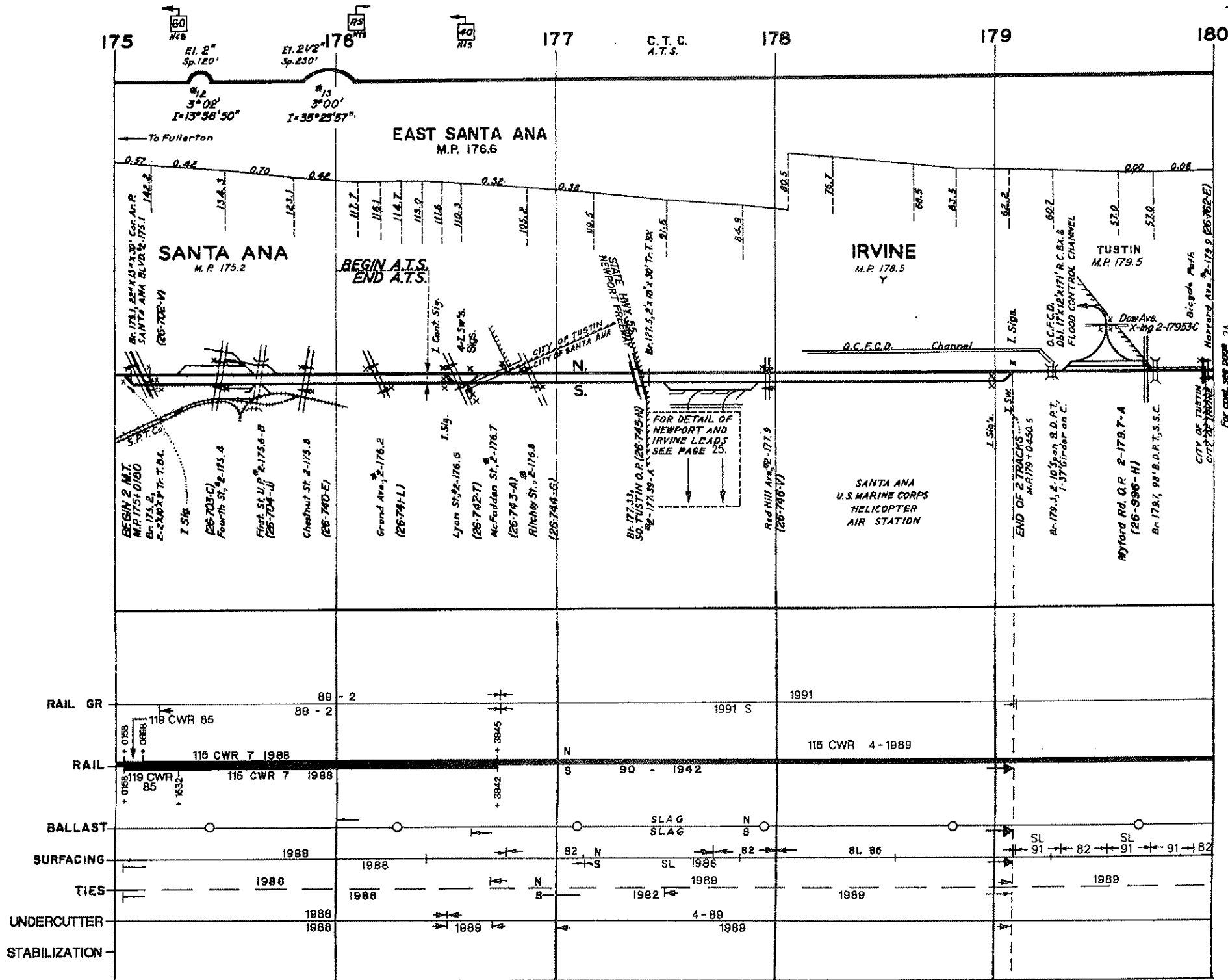
1988

1988

1988

1988

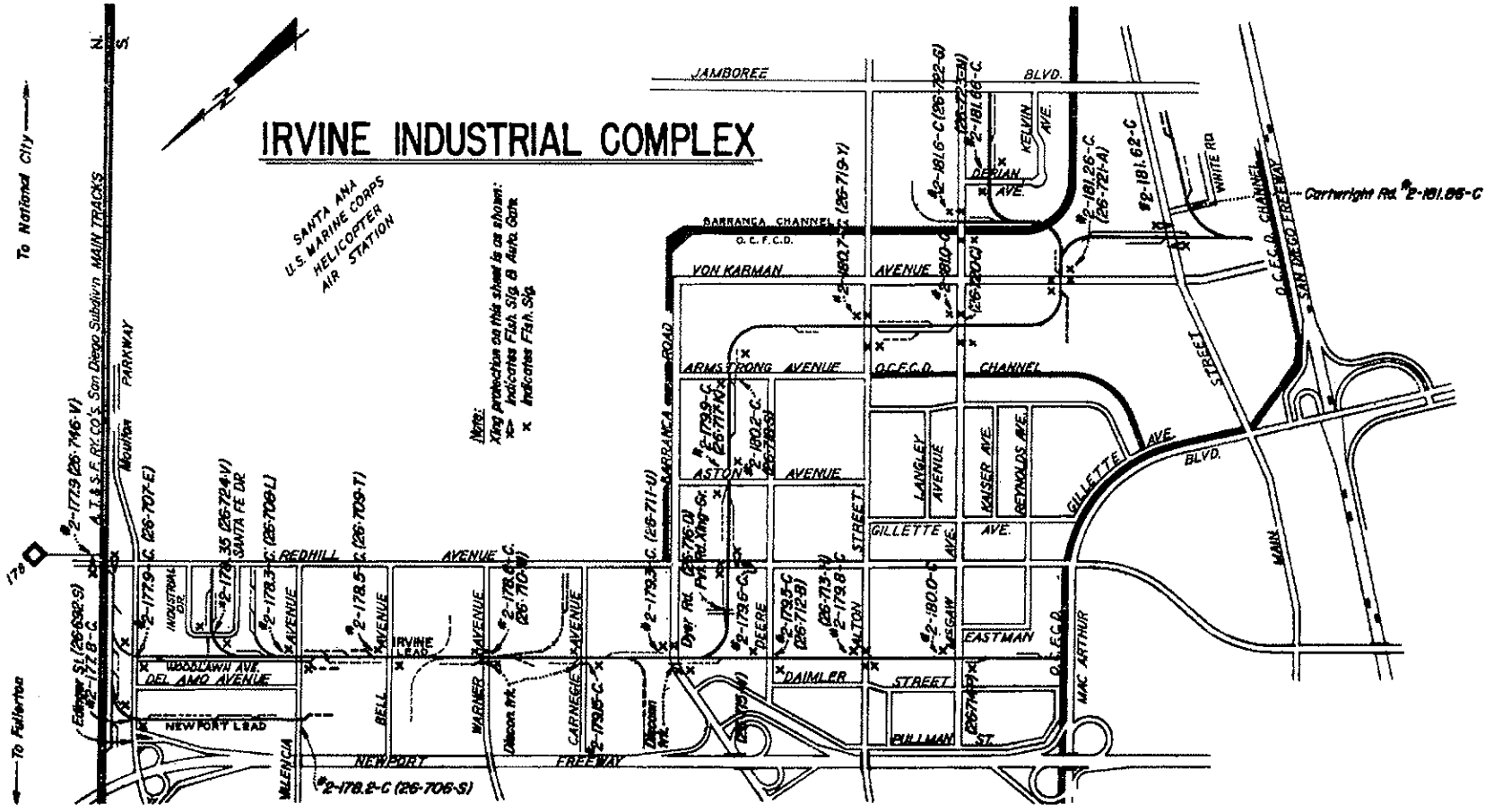


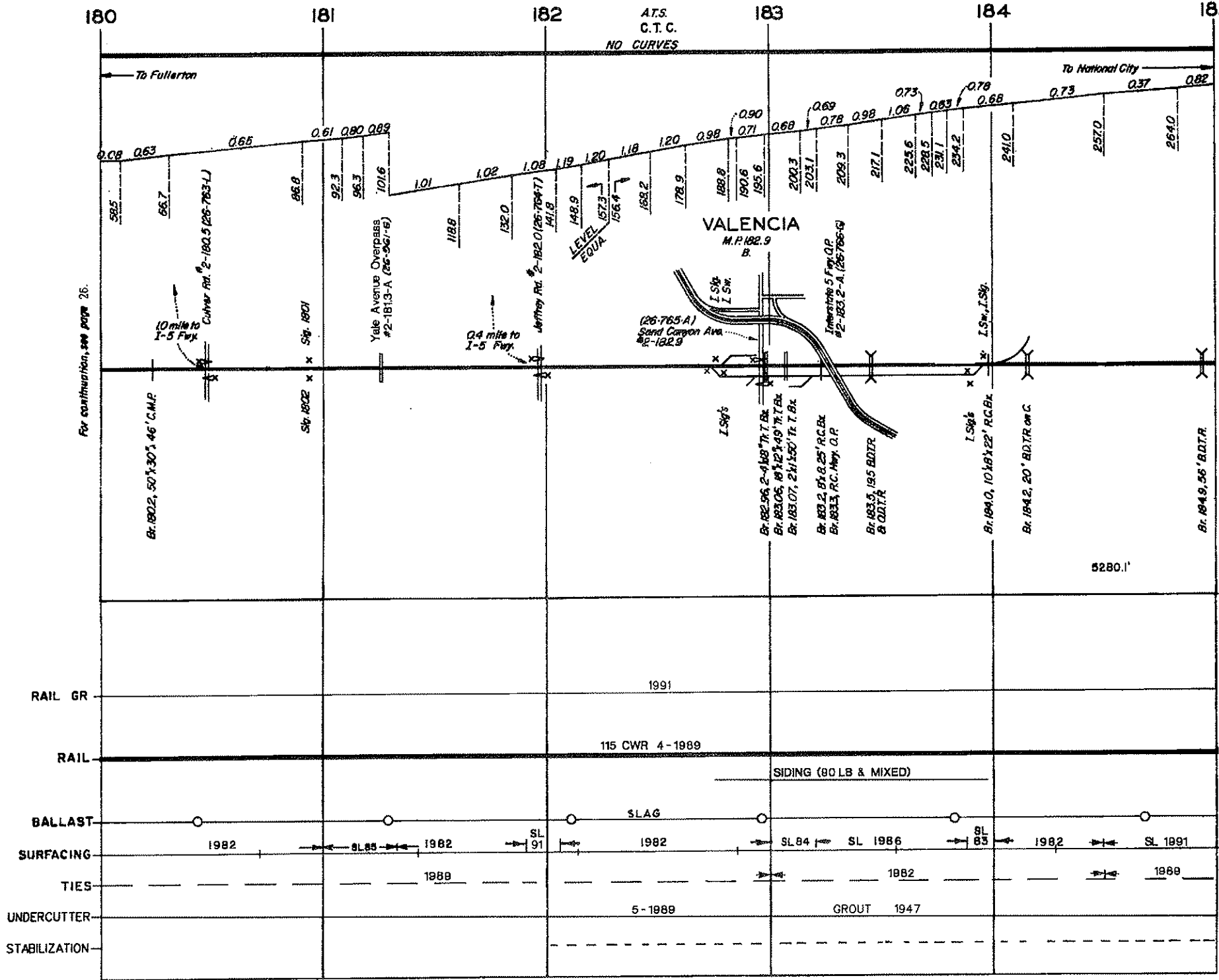


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SAN DIEGO SUBDIVISION

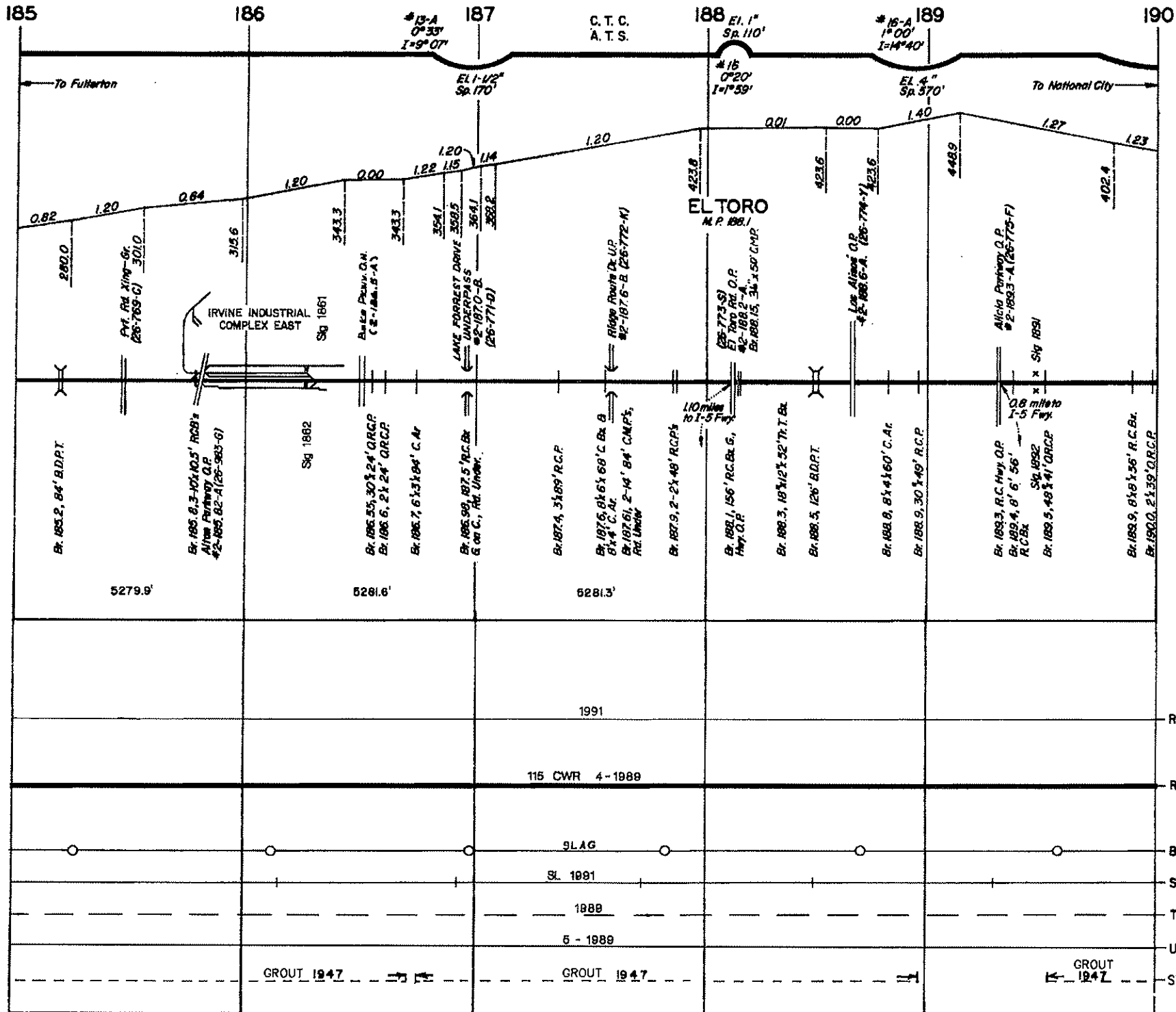
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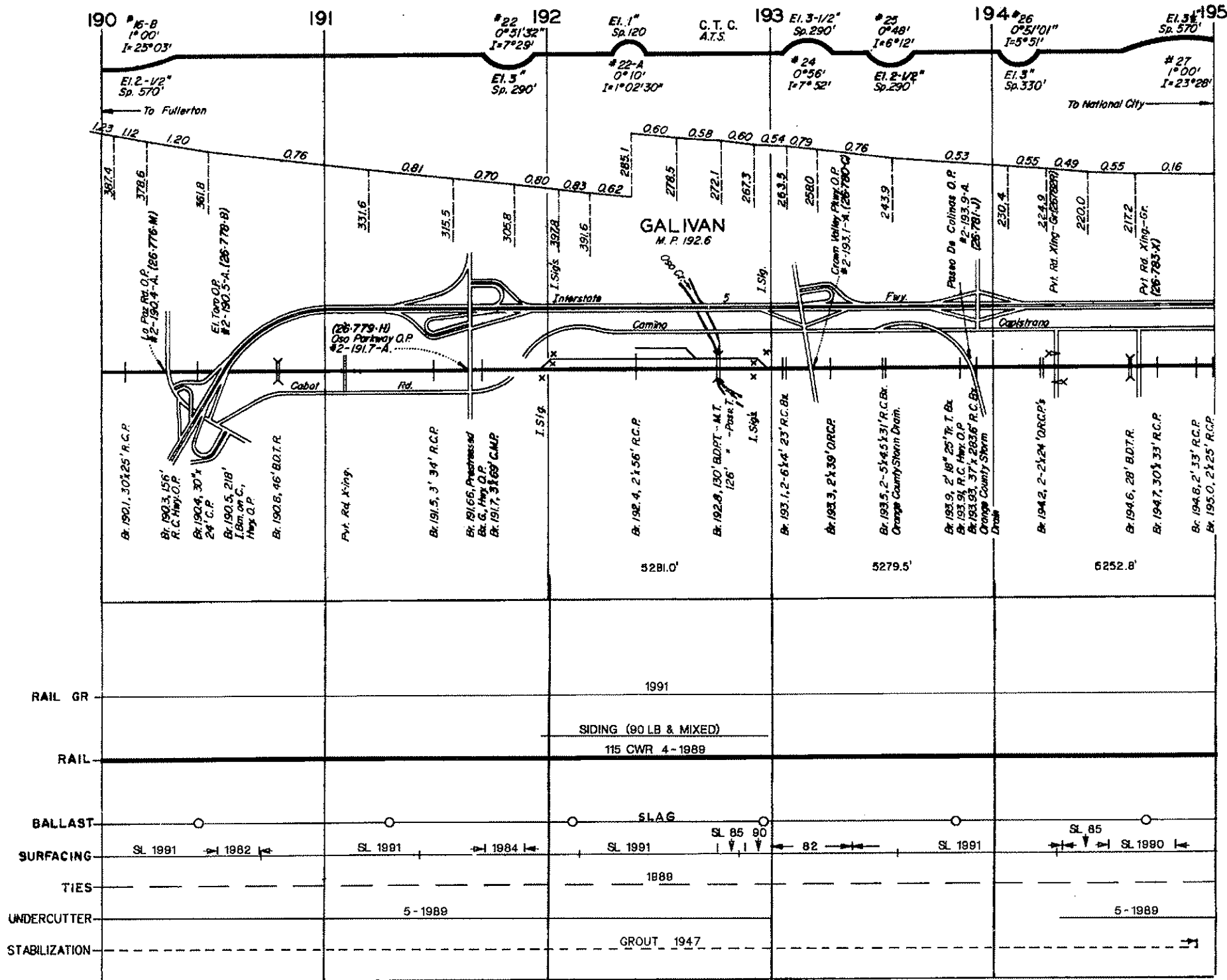




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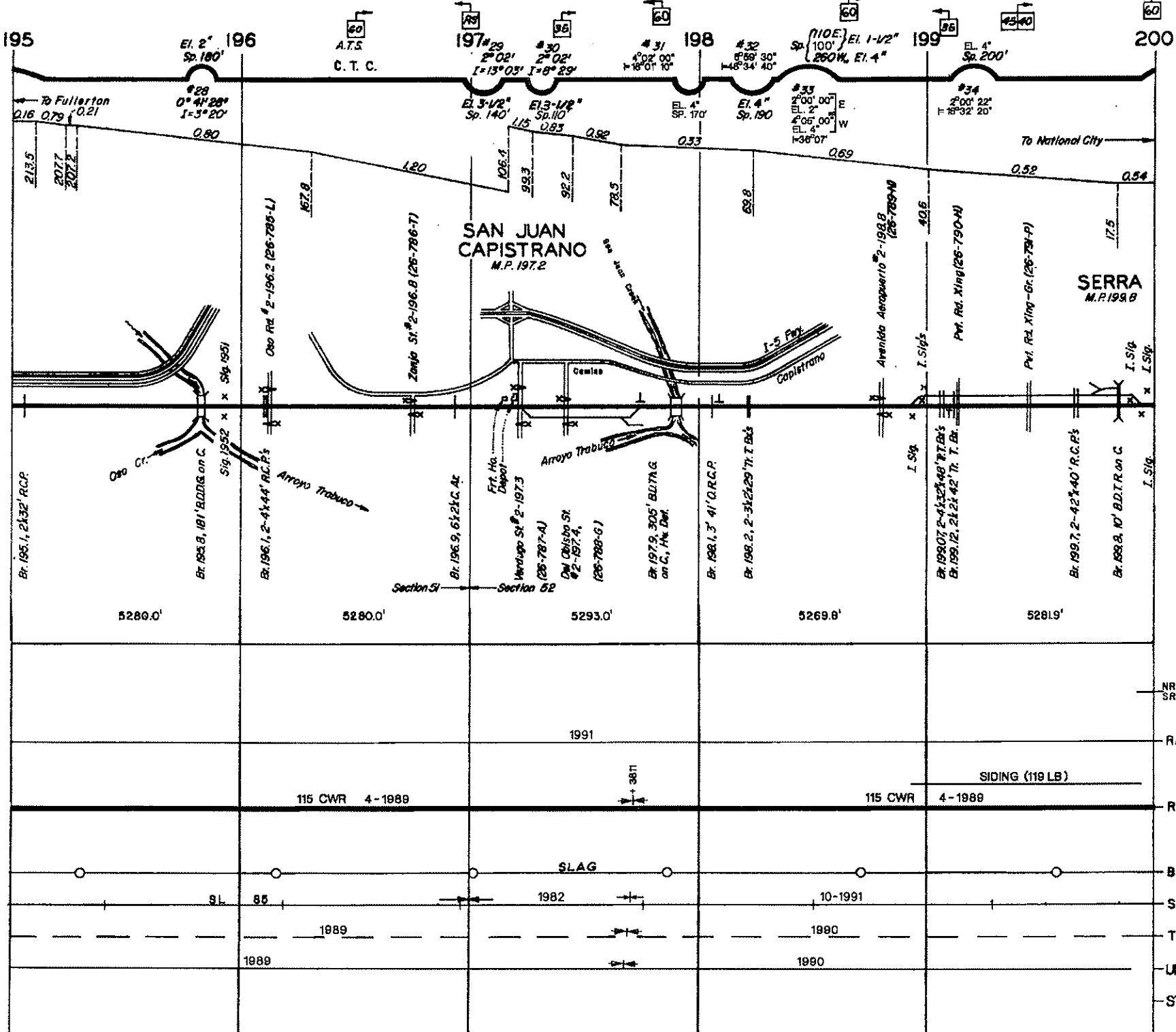
SAN DIEGO SUBDIVISION

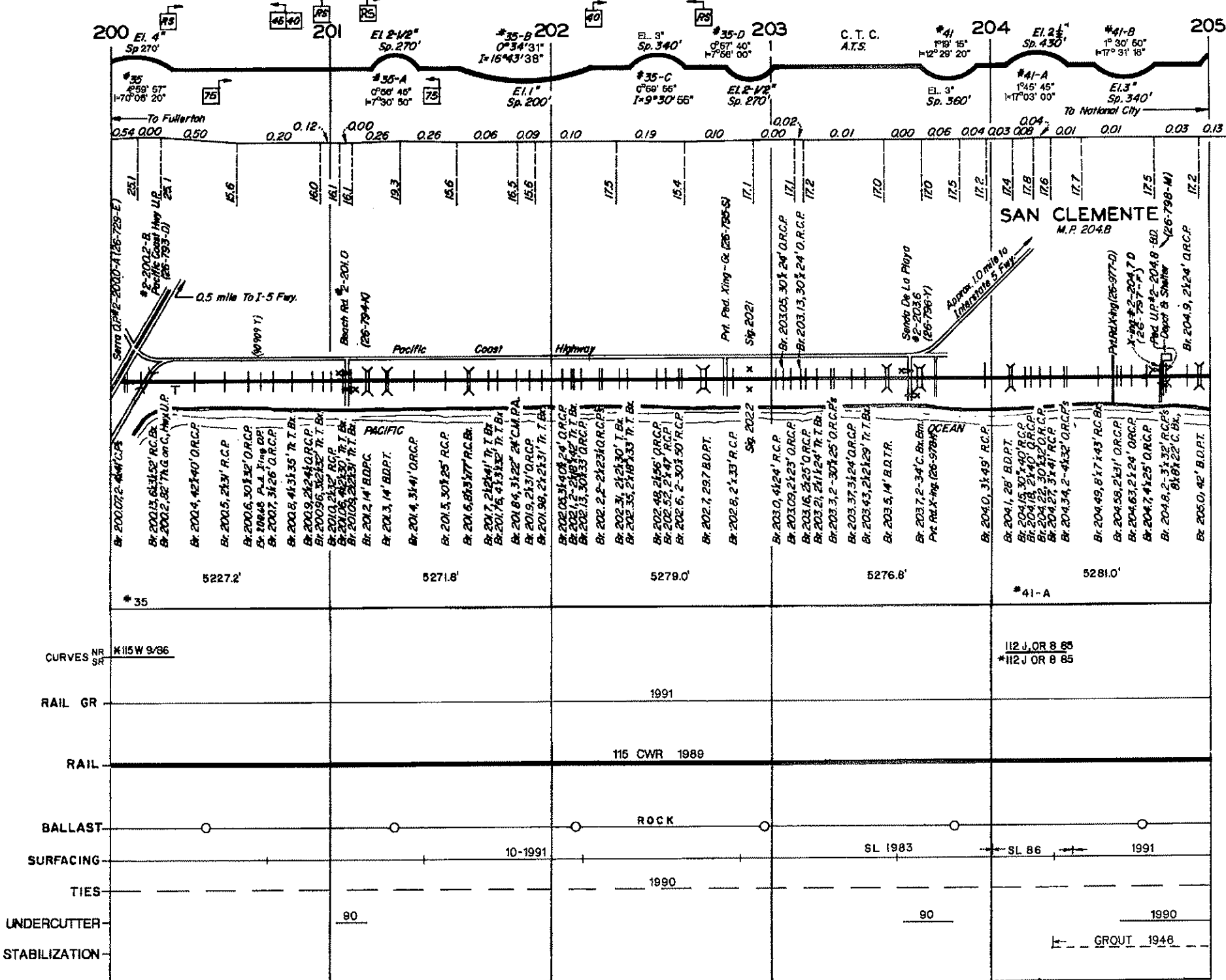




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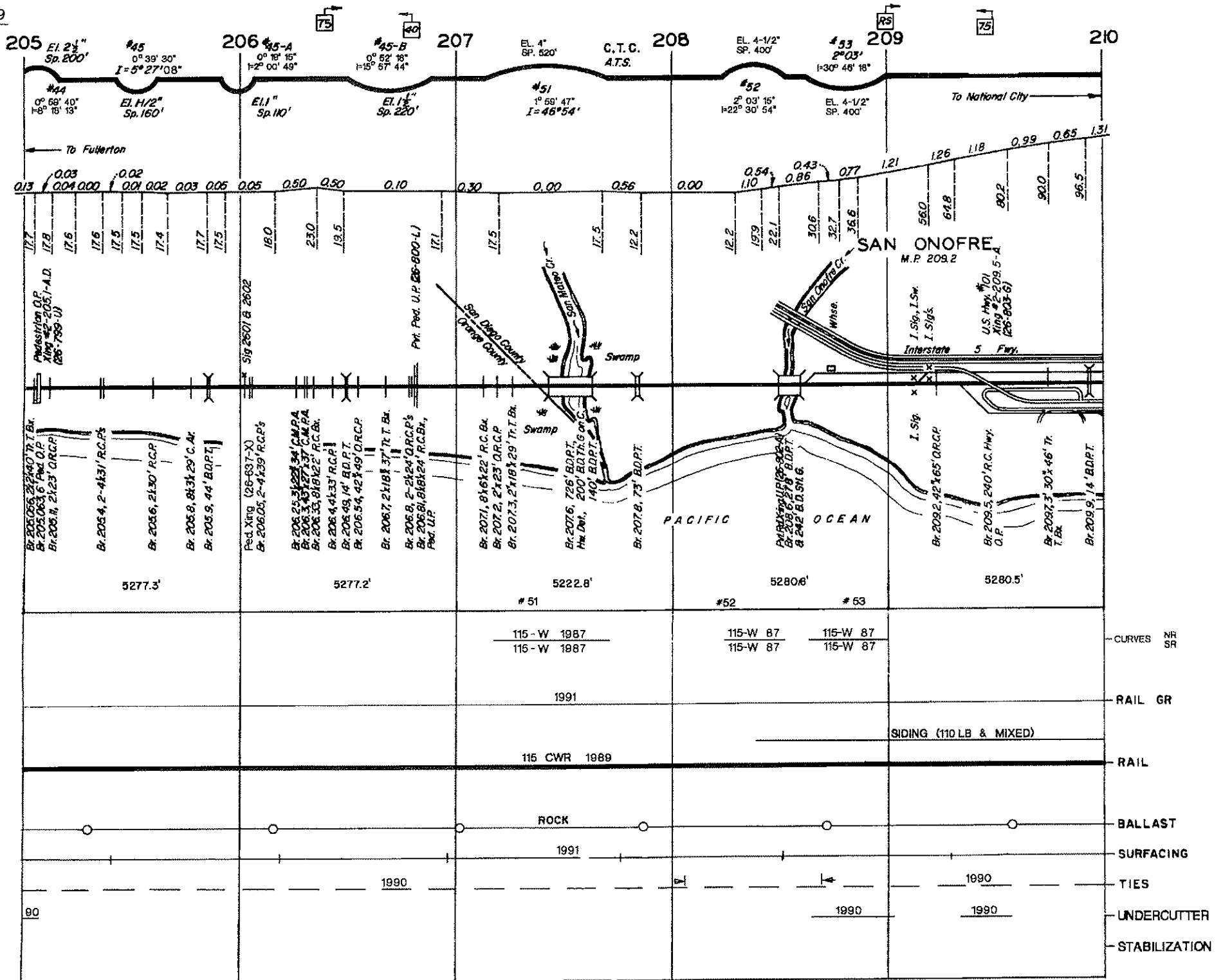
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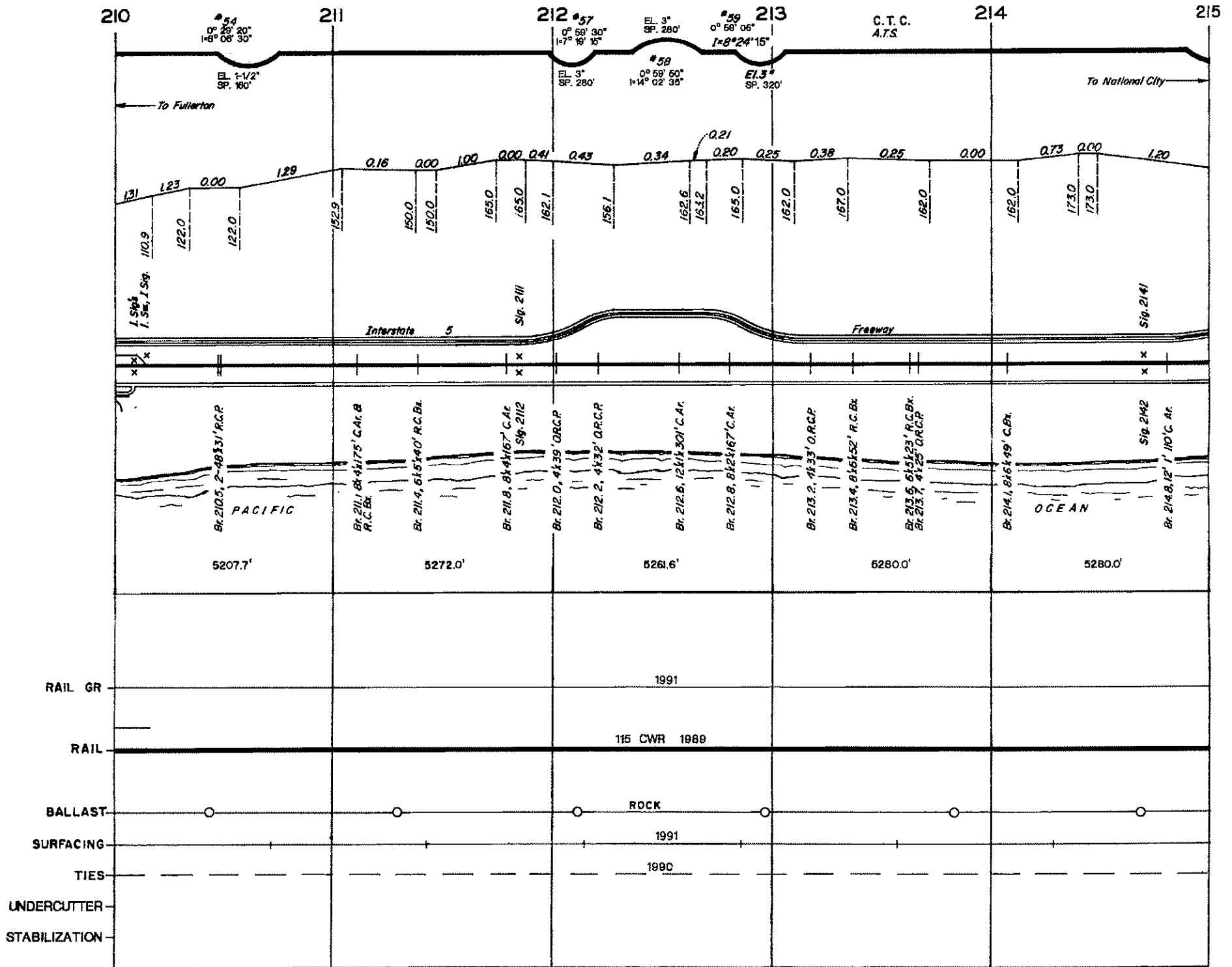




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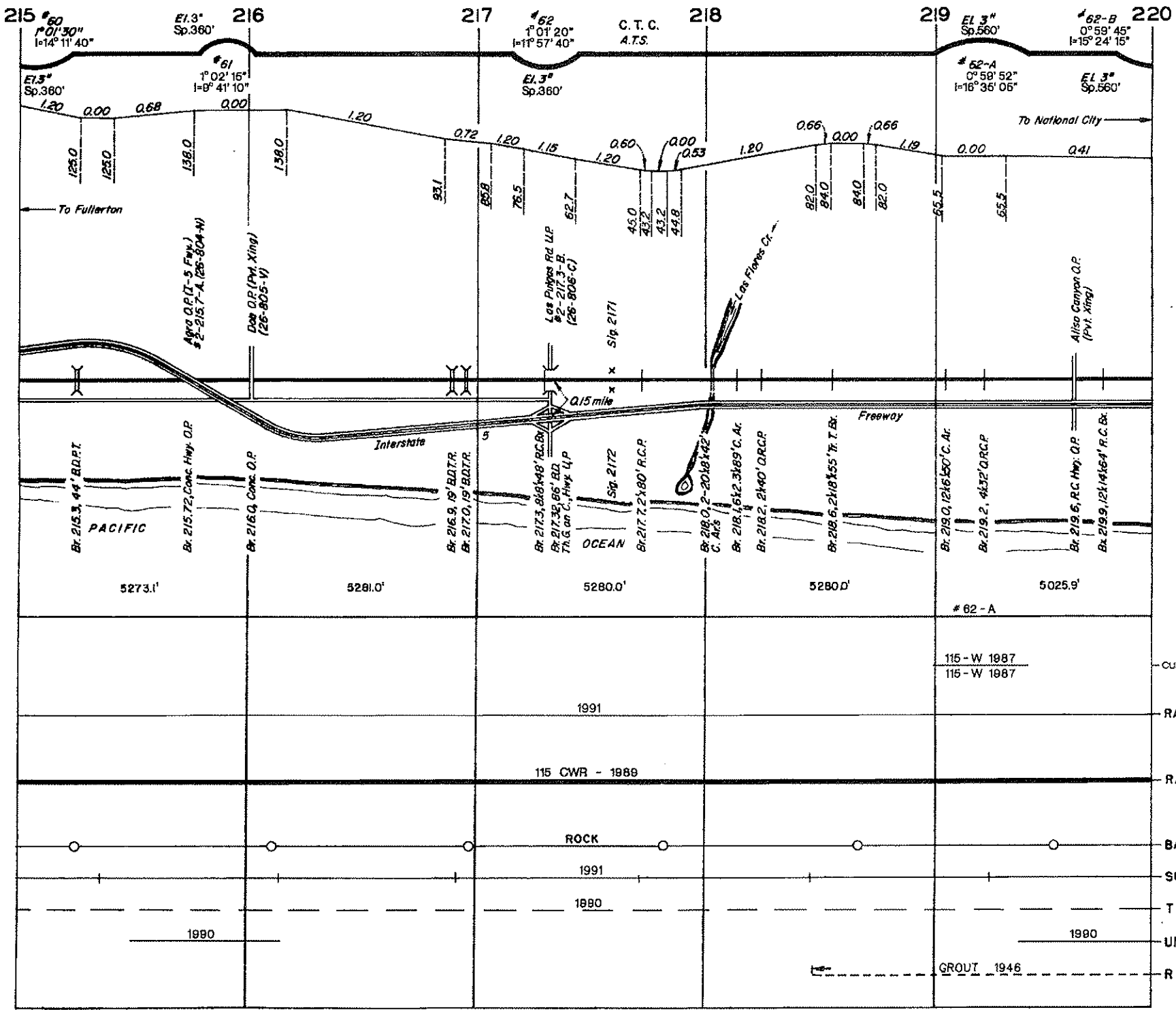
SAN DIEGO SUBDIVISION

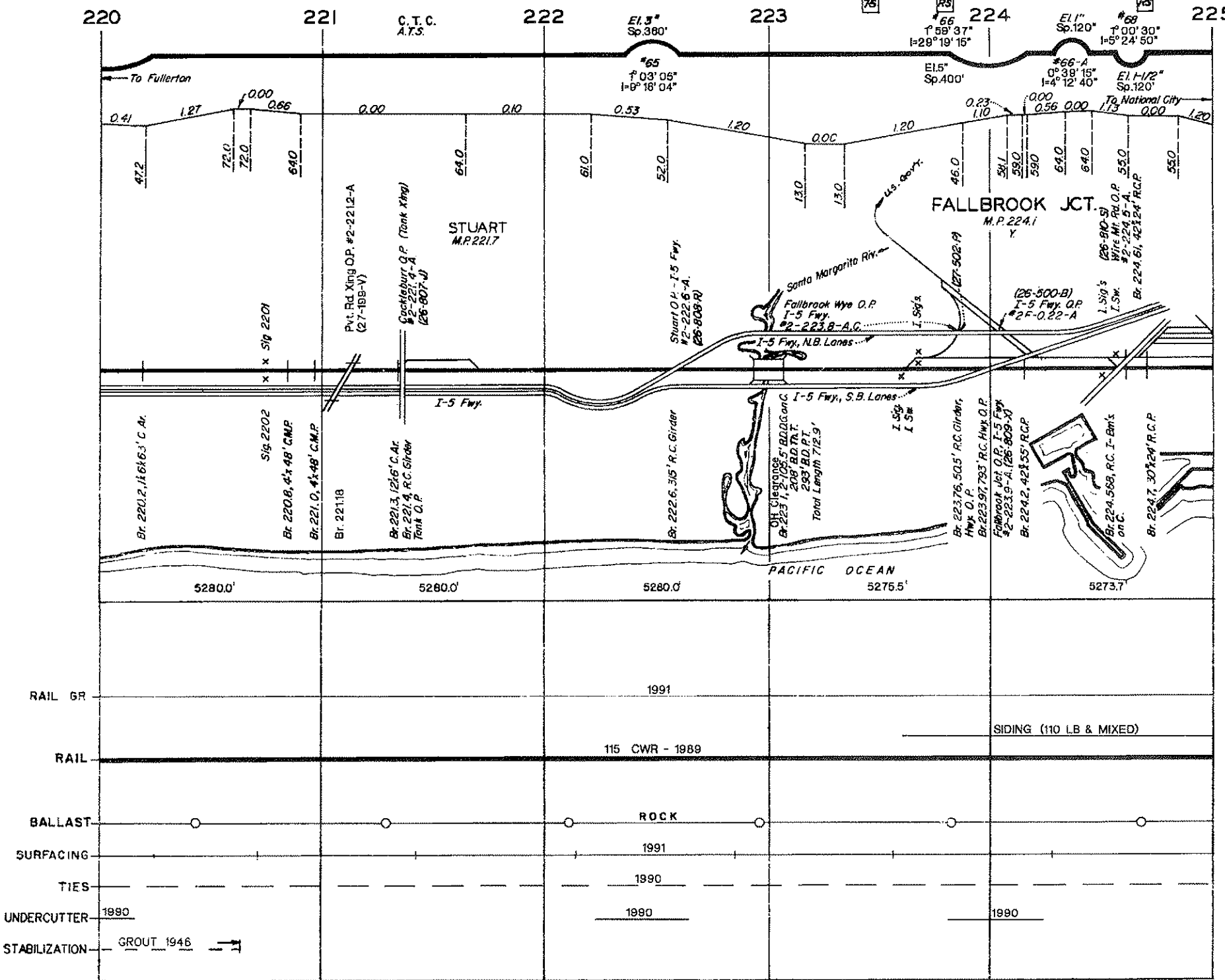




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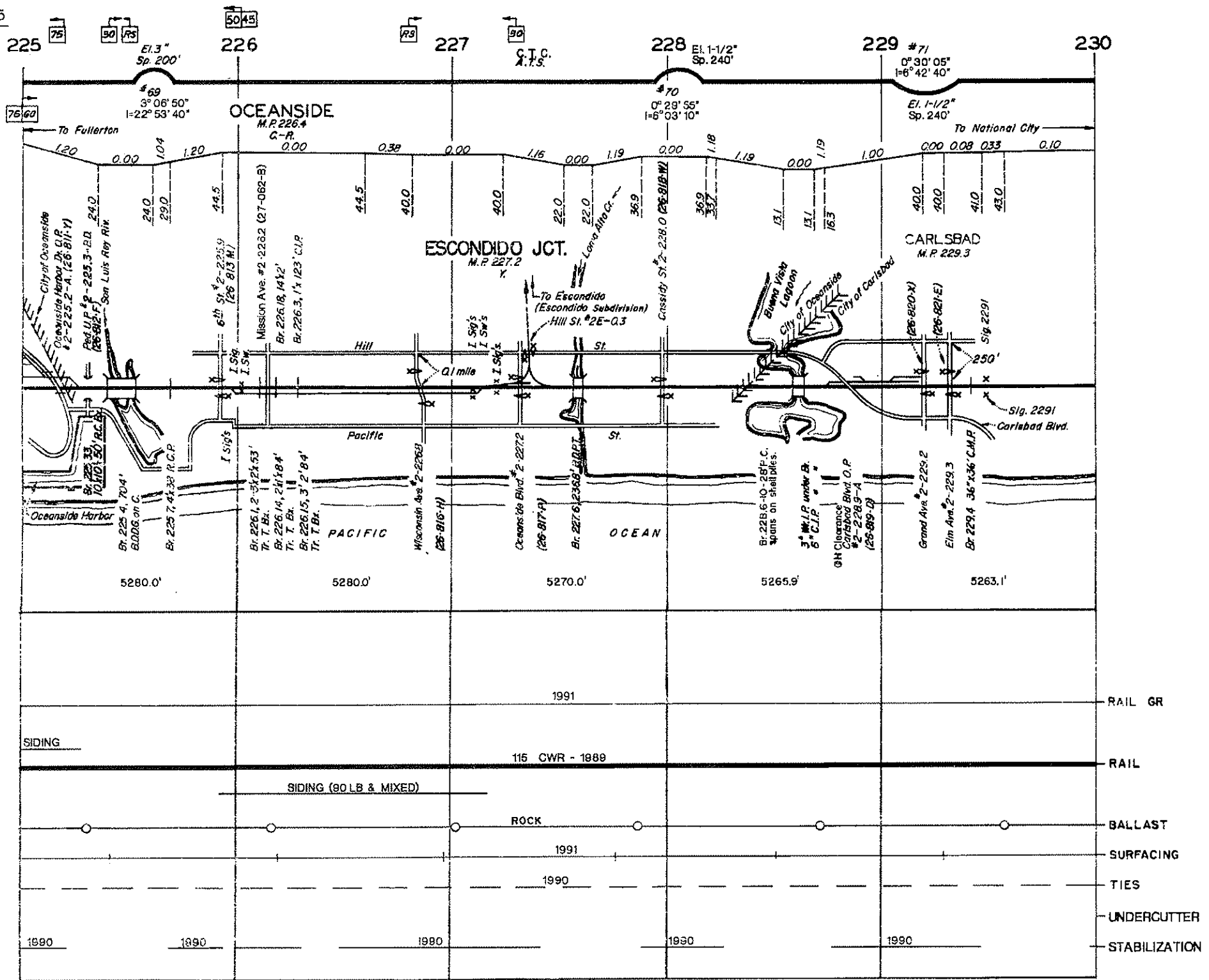
SAN DIEGO SUBDIVISION

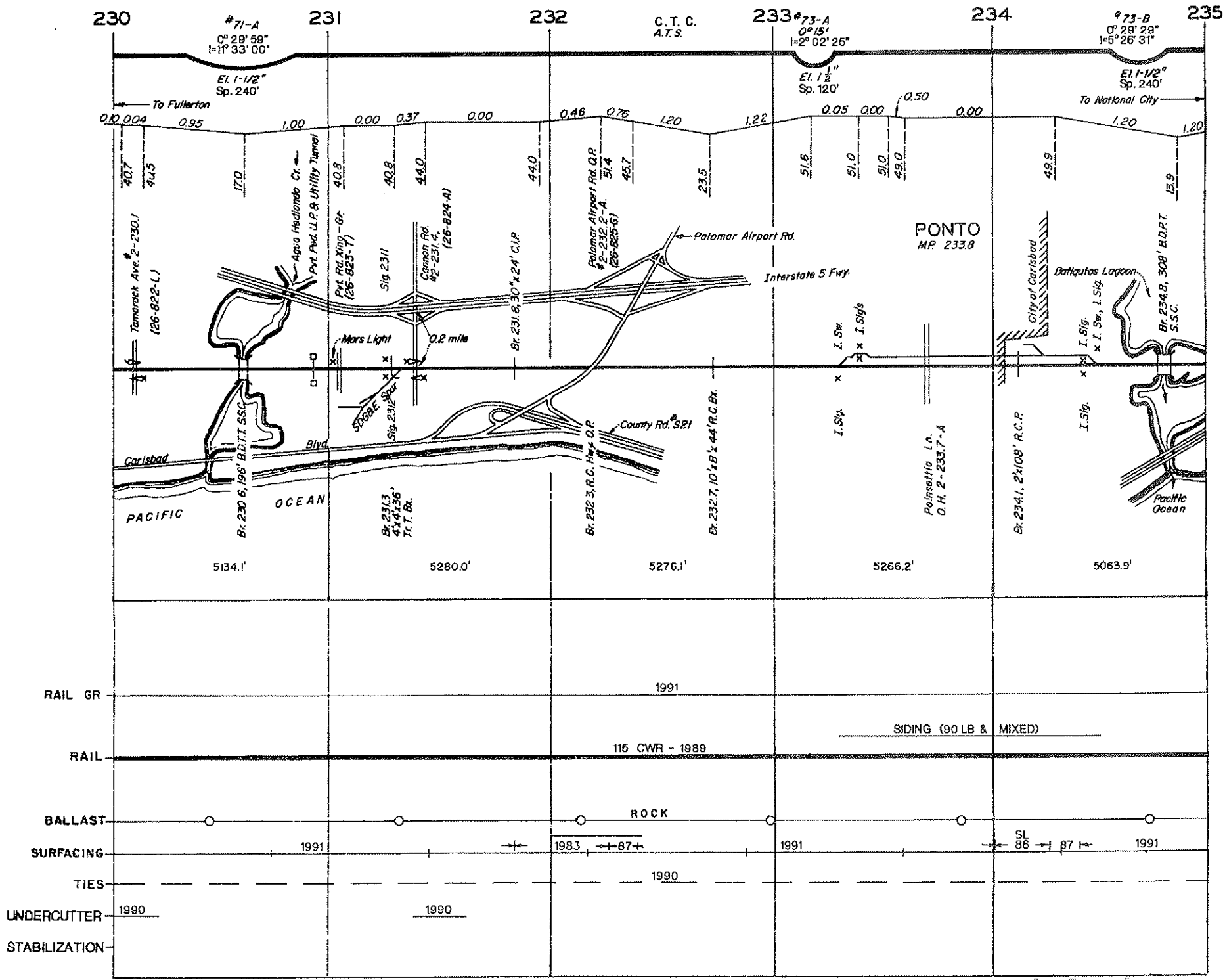




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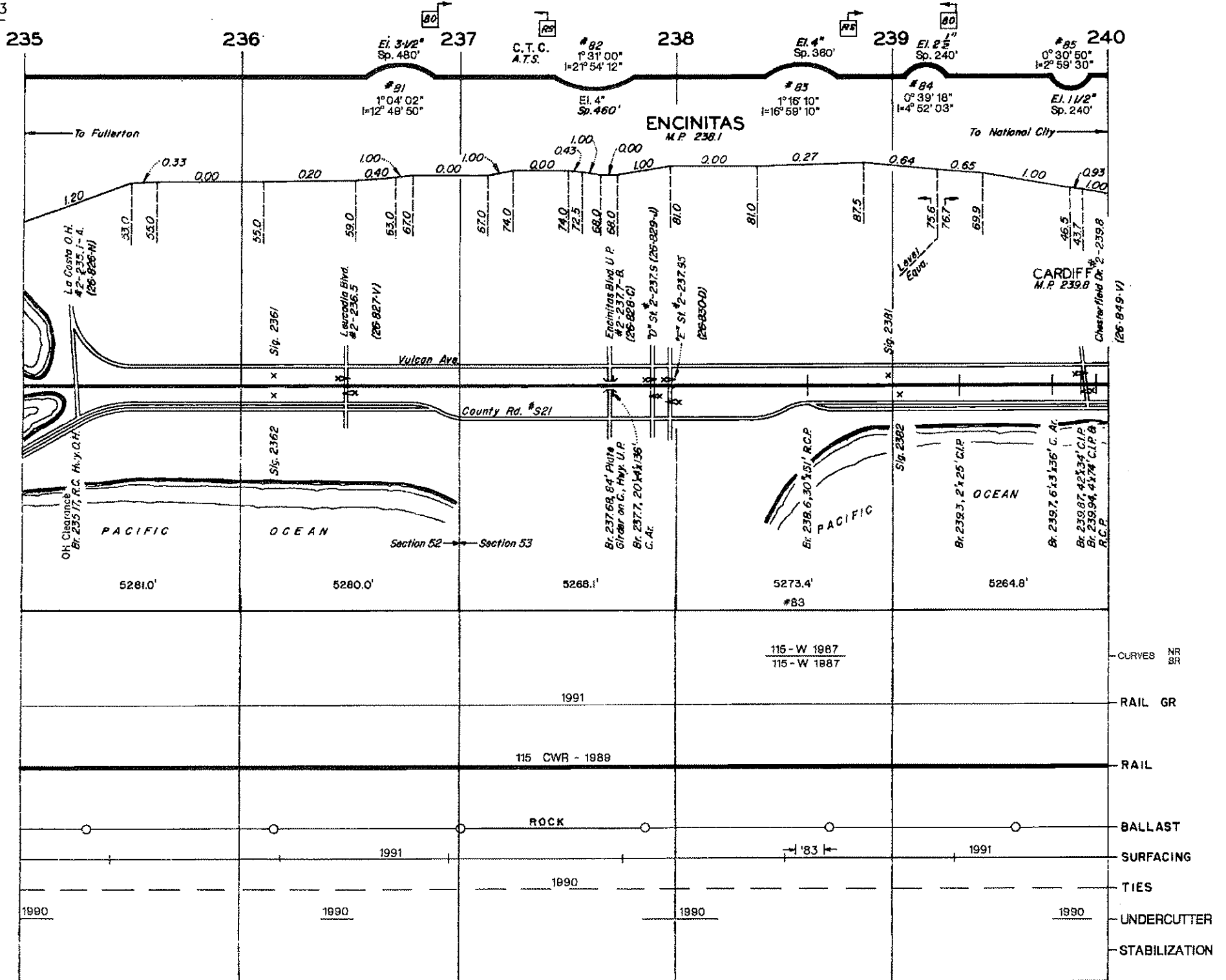
SAN DIEGO SUBDIVISION

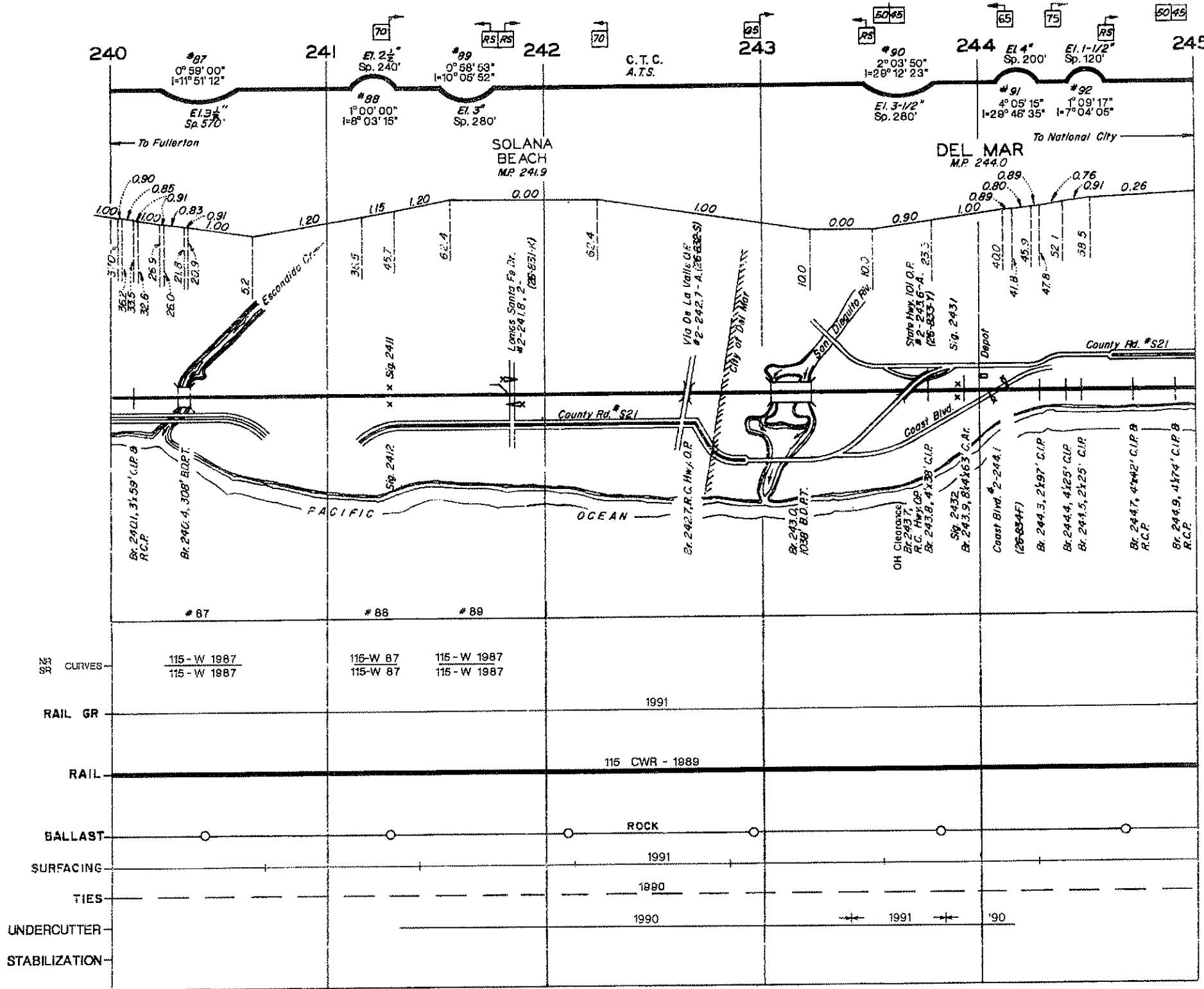




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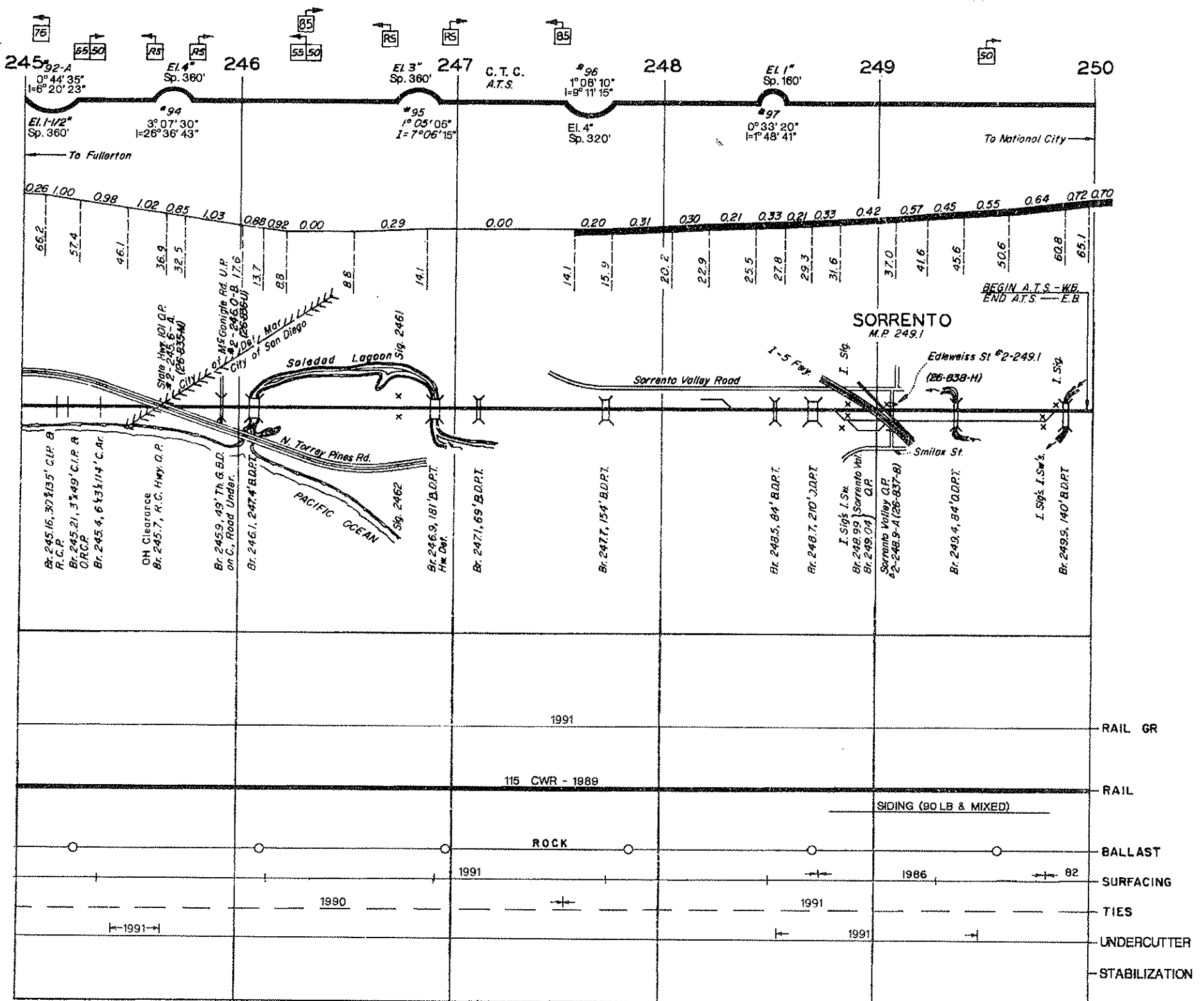
SAN DIEGO SUBDIVISION

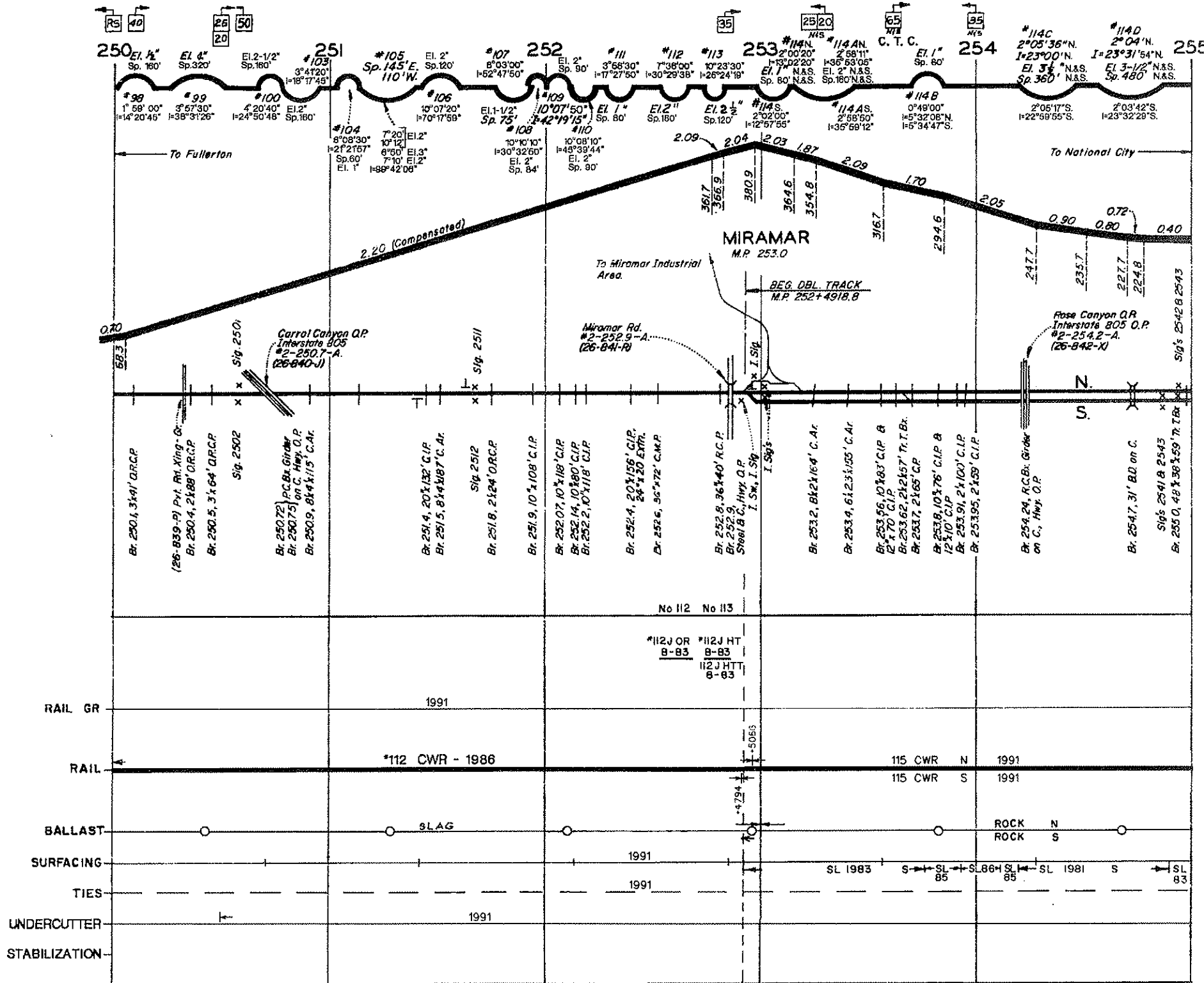




REVISED FEB. 1992

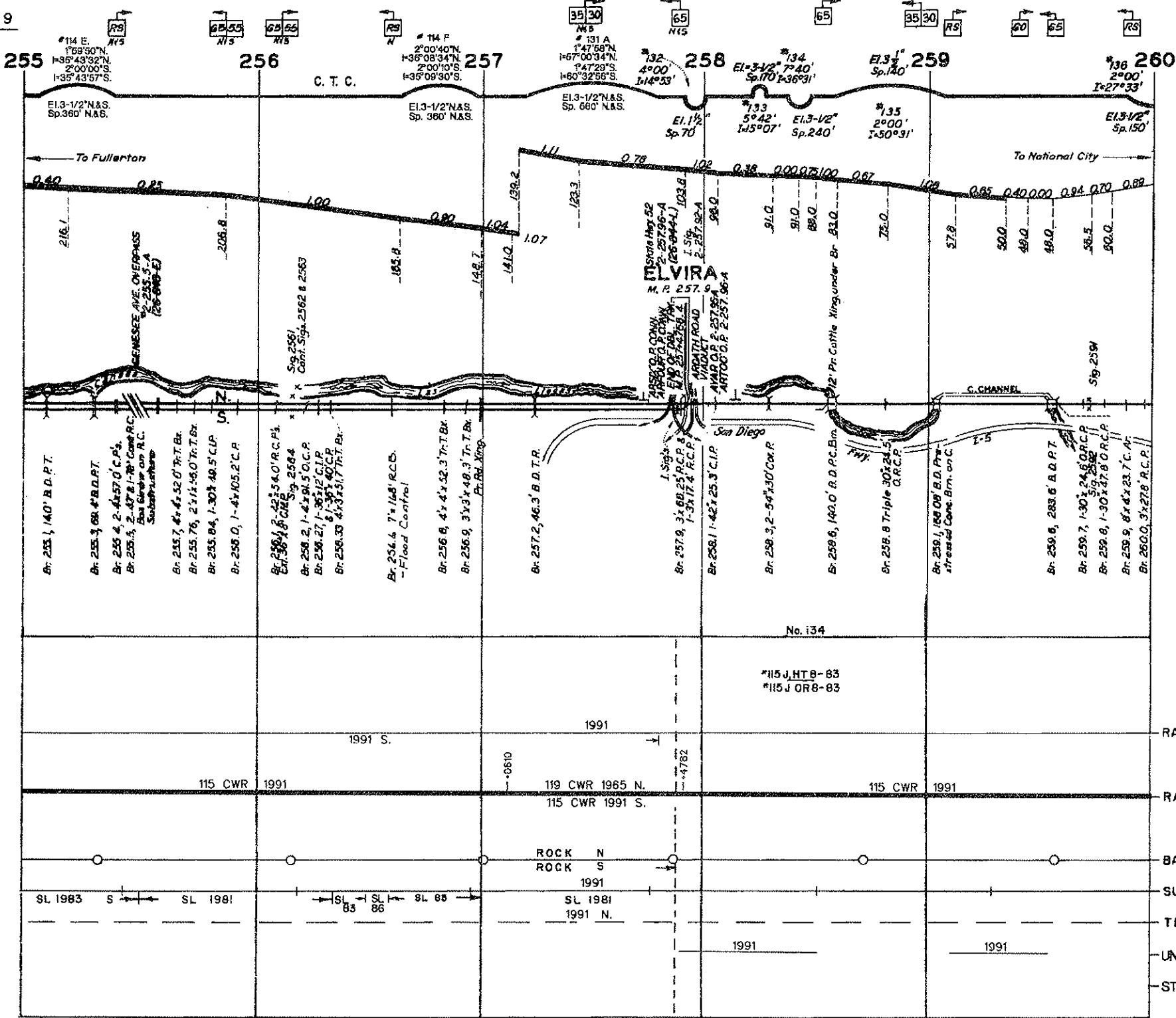
SAN DIEGO SUBDIVISION



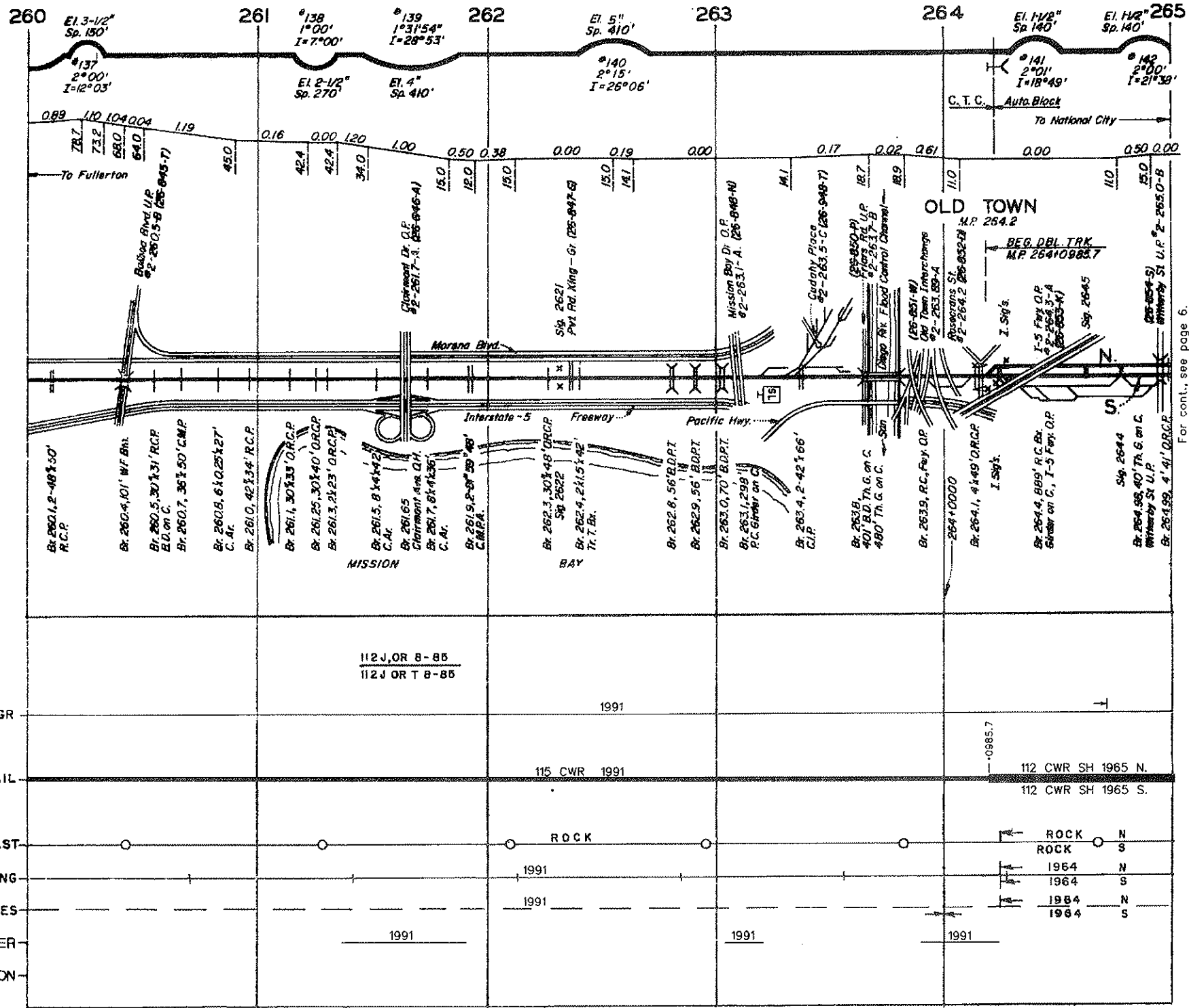


REVISED FEB. 1992

SAN DIEGO SUBDIVISION



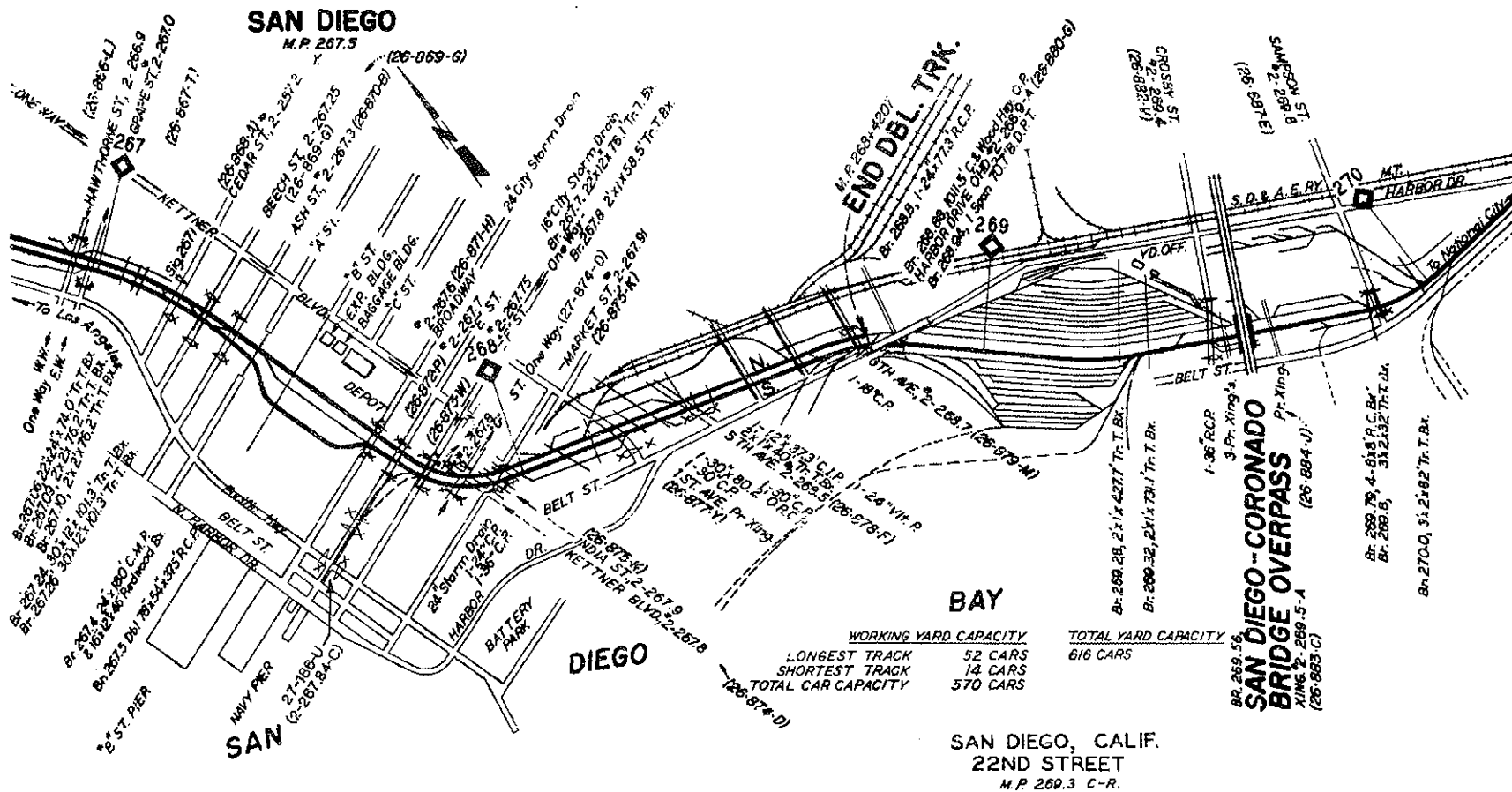
C.T.C.

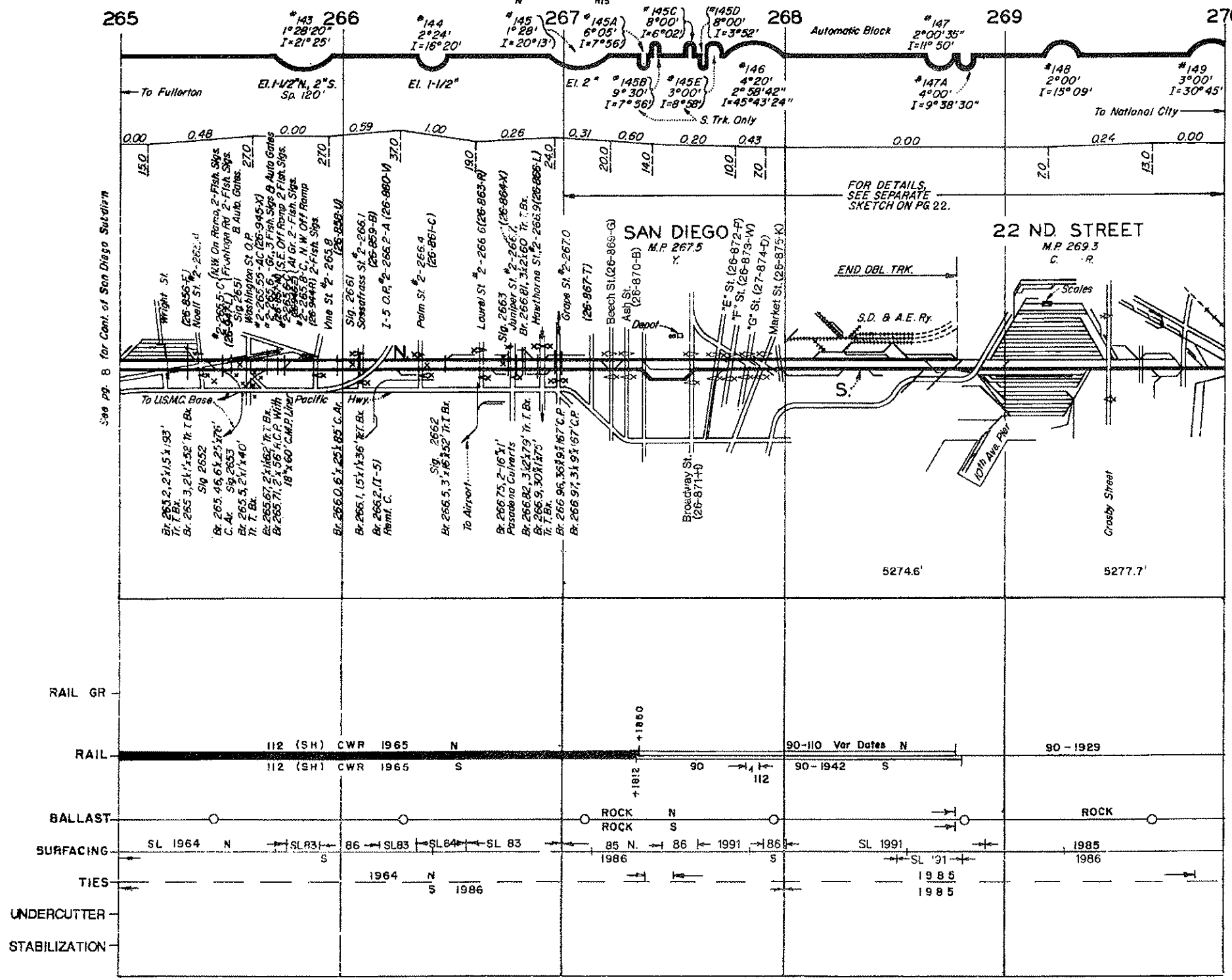


For cont., see page 6.

REVISED FEB. 1992

SAN DIEGO SUBDIVISION



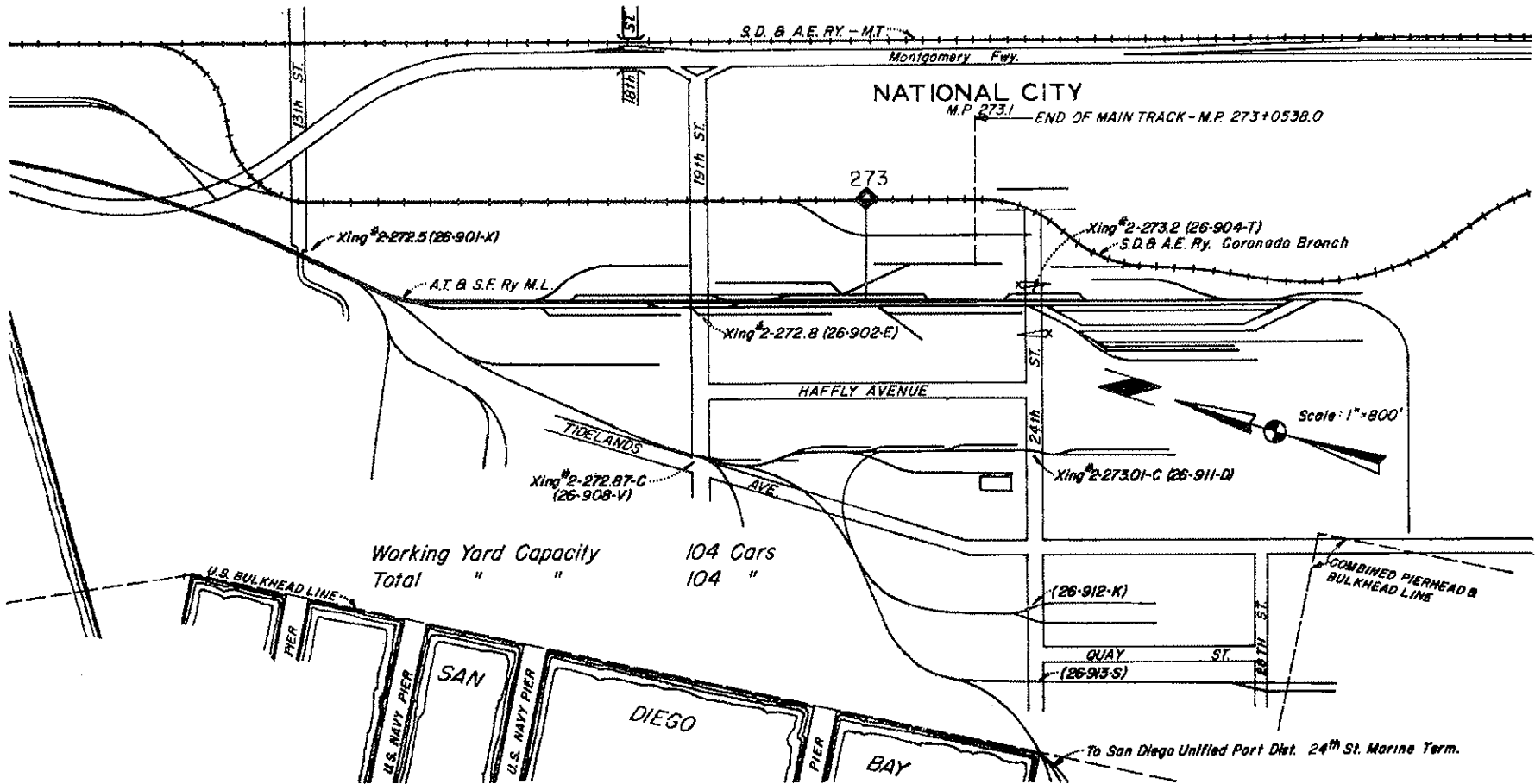


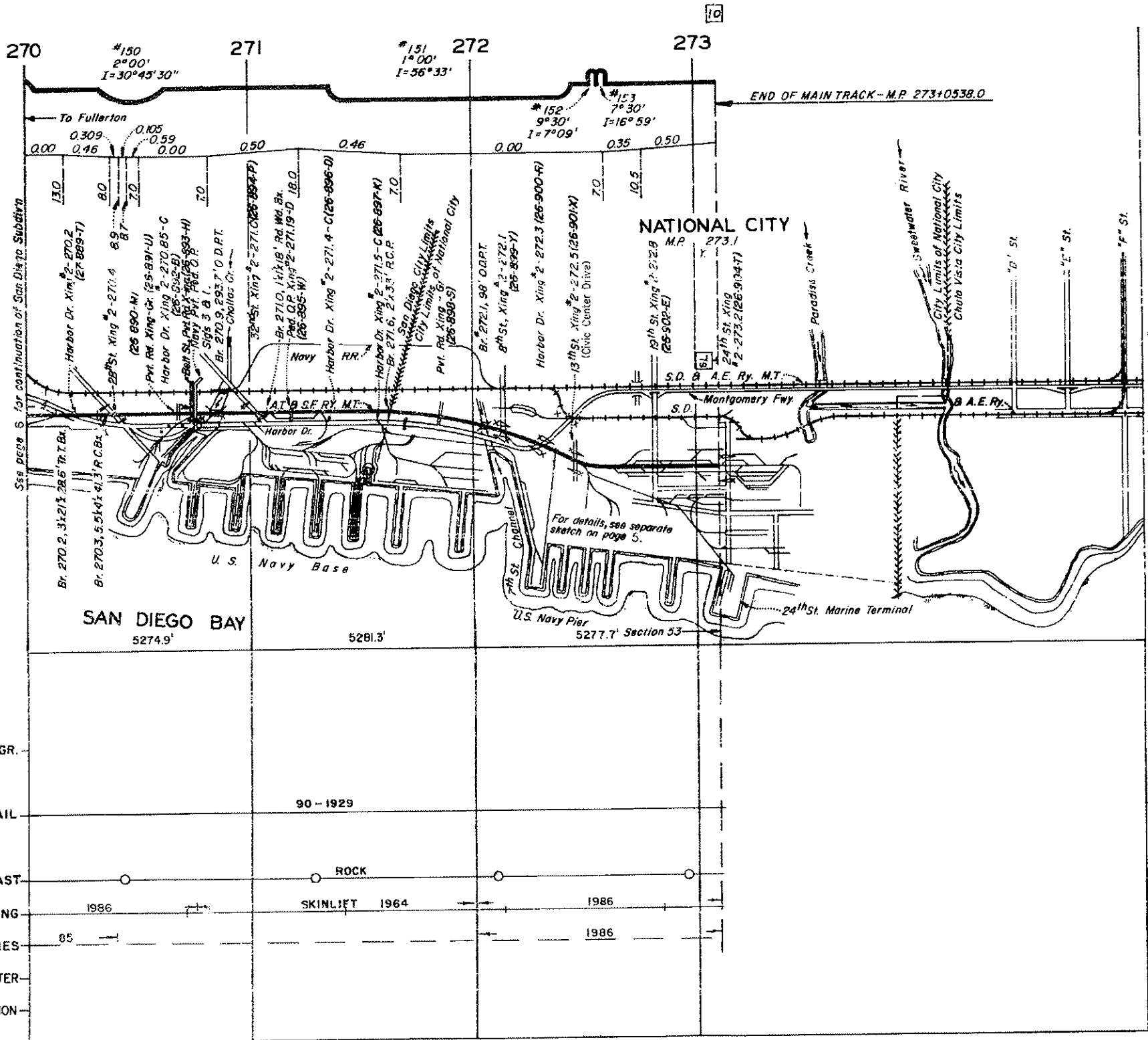
See pg. B for Cont. of San Diego Subdivision

See pg. 4 for Cont. of San Diego Subdivision

REVISED FEB. 1992

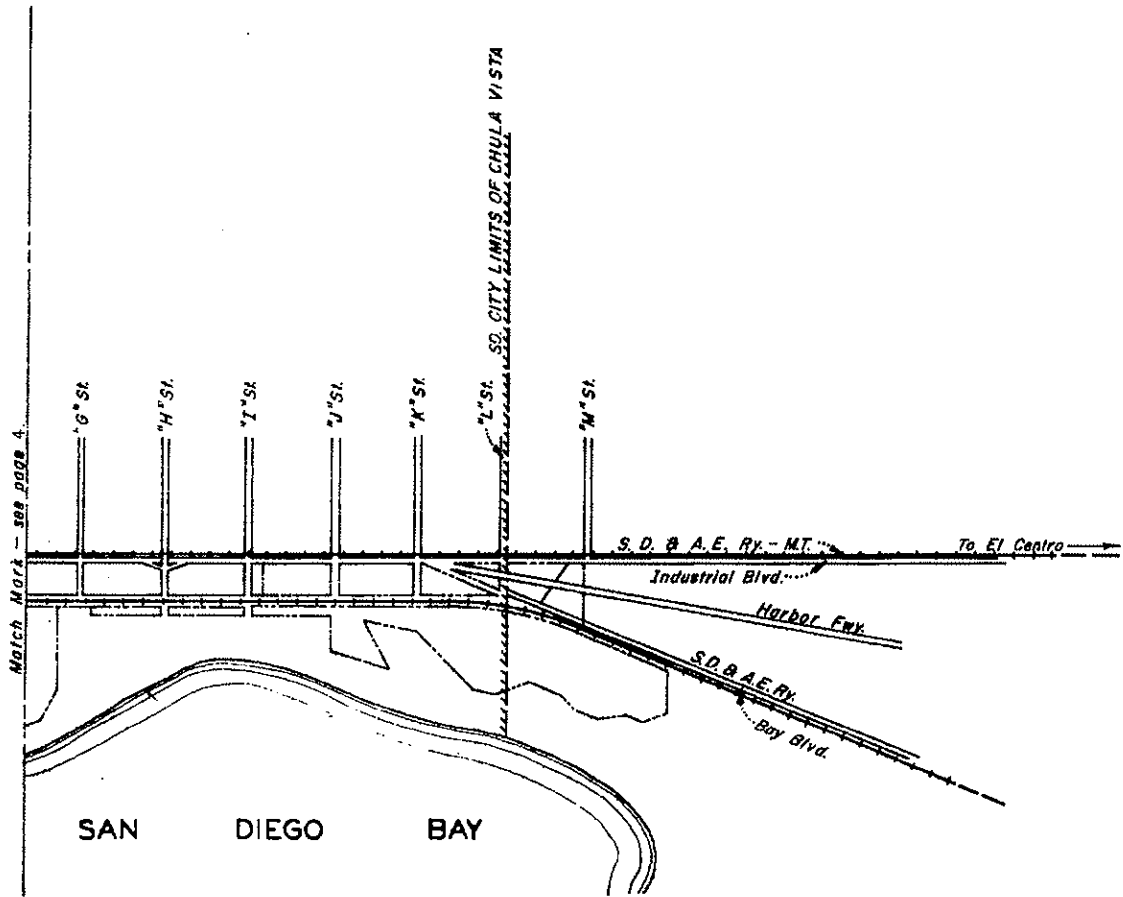
SAN DIEGO SUBDIVISION





See page 6 for continuation of San Diego Subdivision

Match Mark - see page 3.

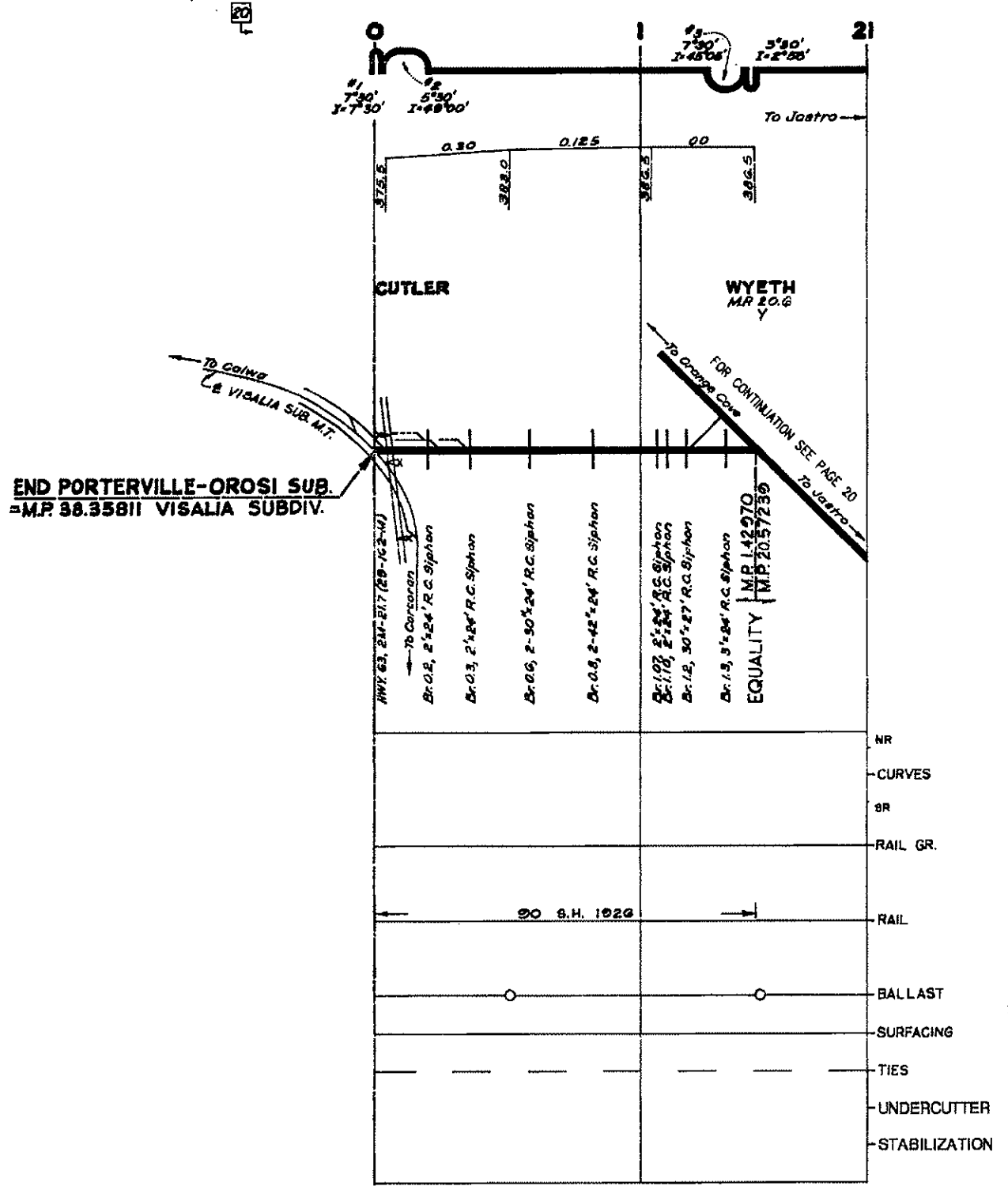


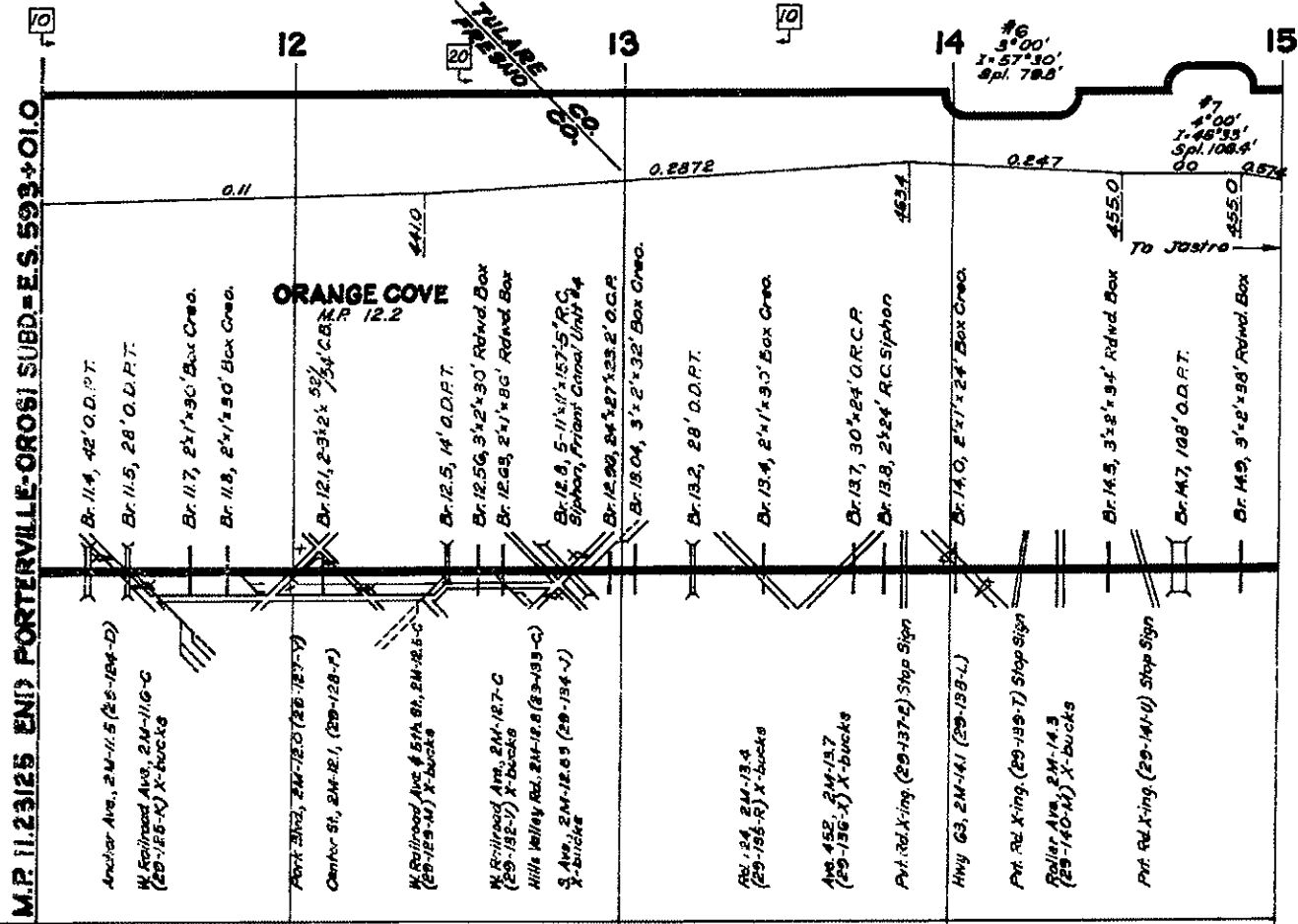
Intentionally Blank

San Diego Subdivision

Fullerton (M.P. 165.4) to National City (M.P. 273.1)

Intentionally Blank



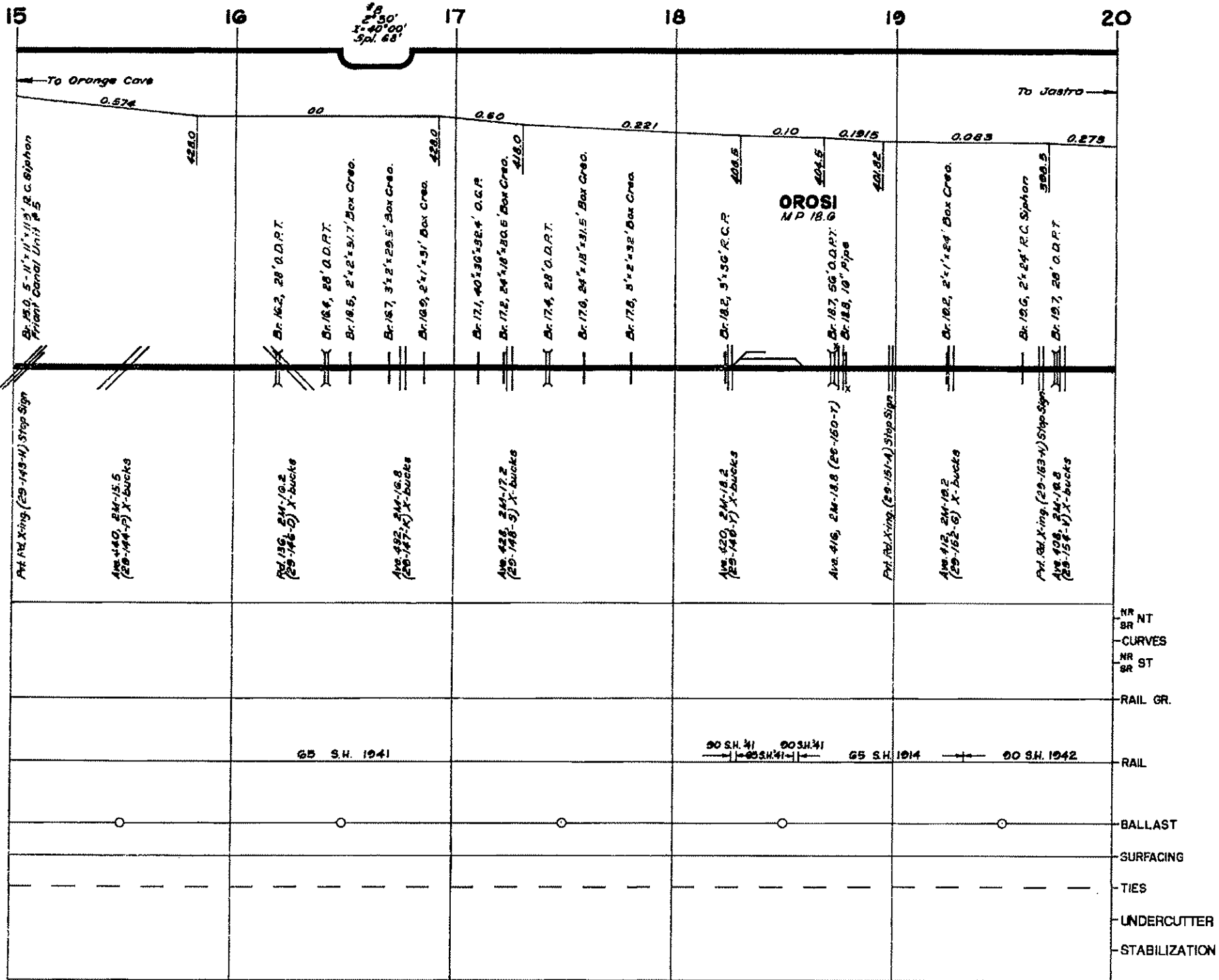


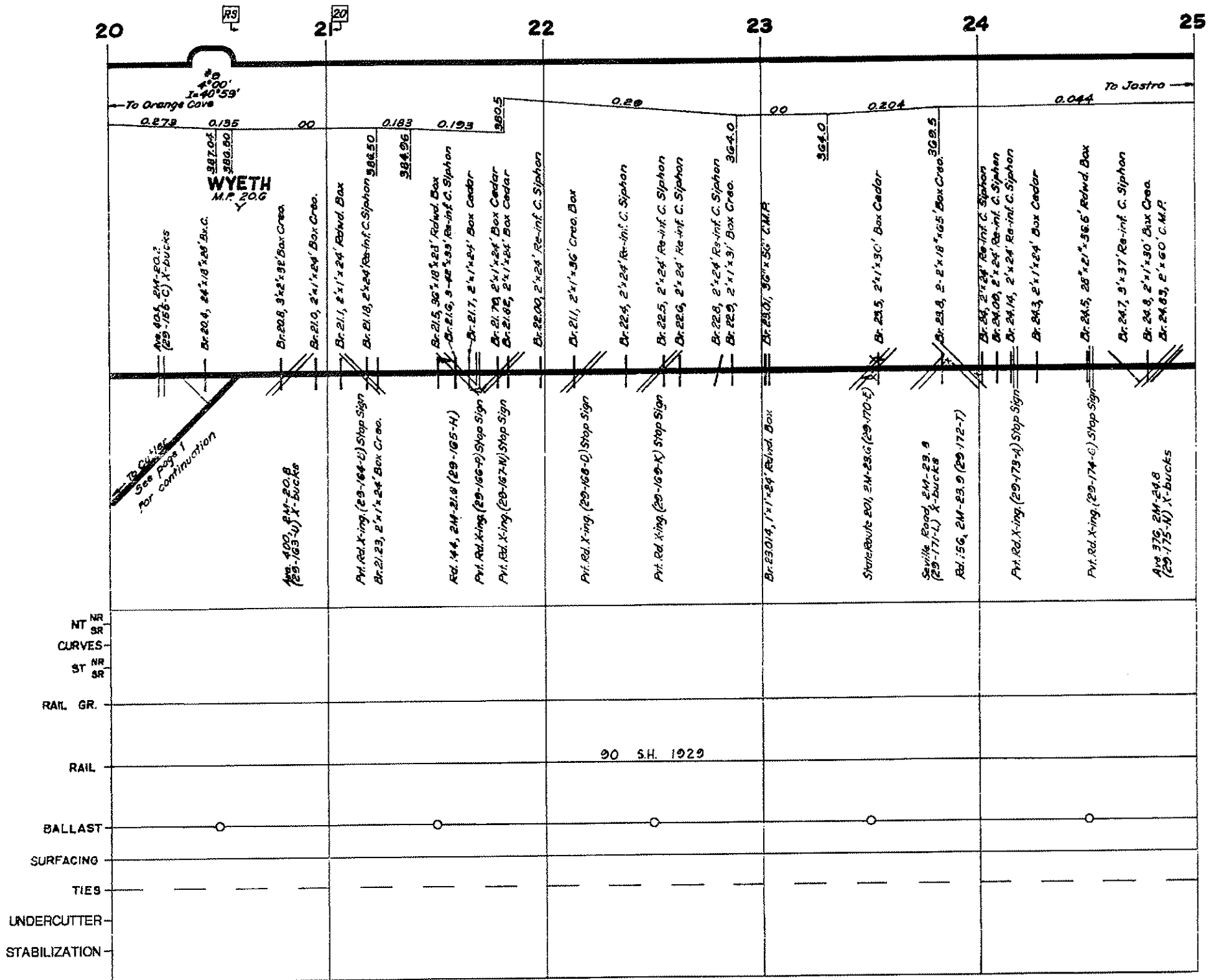
M.P. 11.23125 END PORTERVILLE-OROSI SUBD.-E.S. 593+01.0

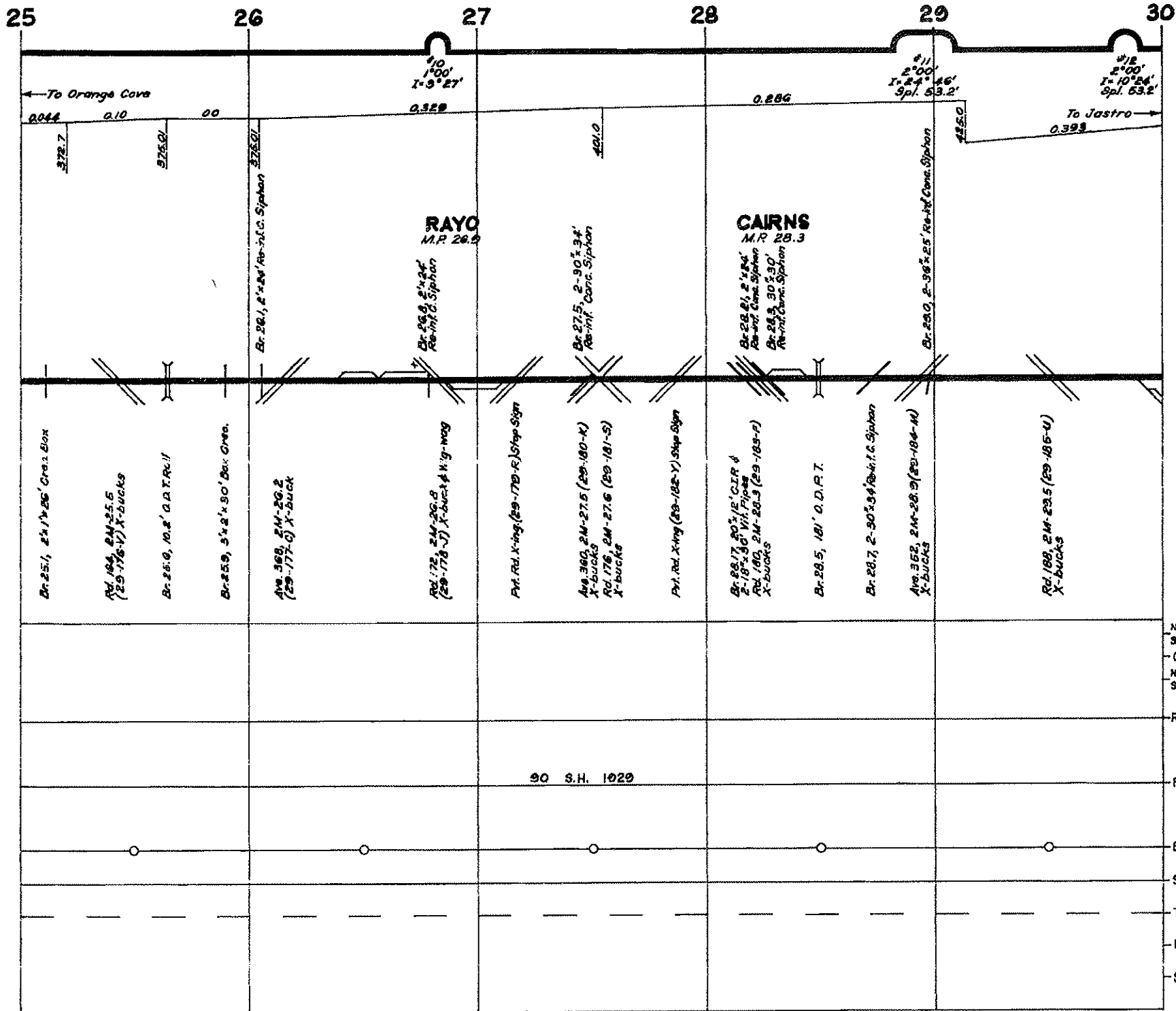
NR	
CURVES -	
BR	
RAIL GR.	
RAIL	65 S.H. 1014 110 S.H. 1014 65 S.H. 1014 65 S.H. 1041 110 S.H. 1014 65 S.H. 1014 65 S.H. 1041
BALLAST	
SURFACING	
TIES	
UNDERCUTTER -	
STABILIZATION -	

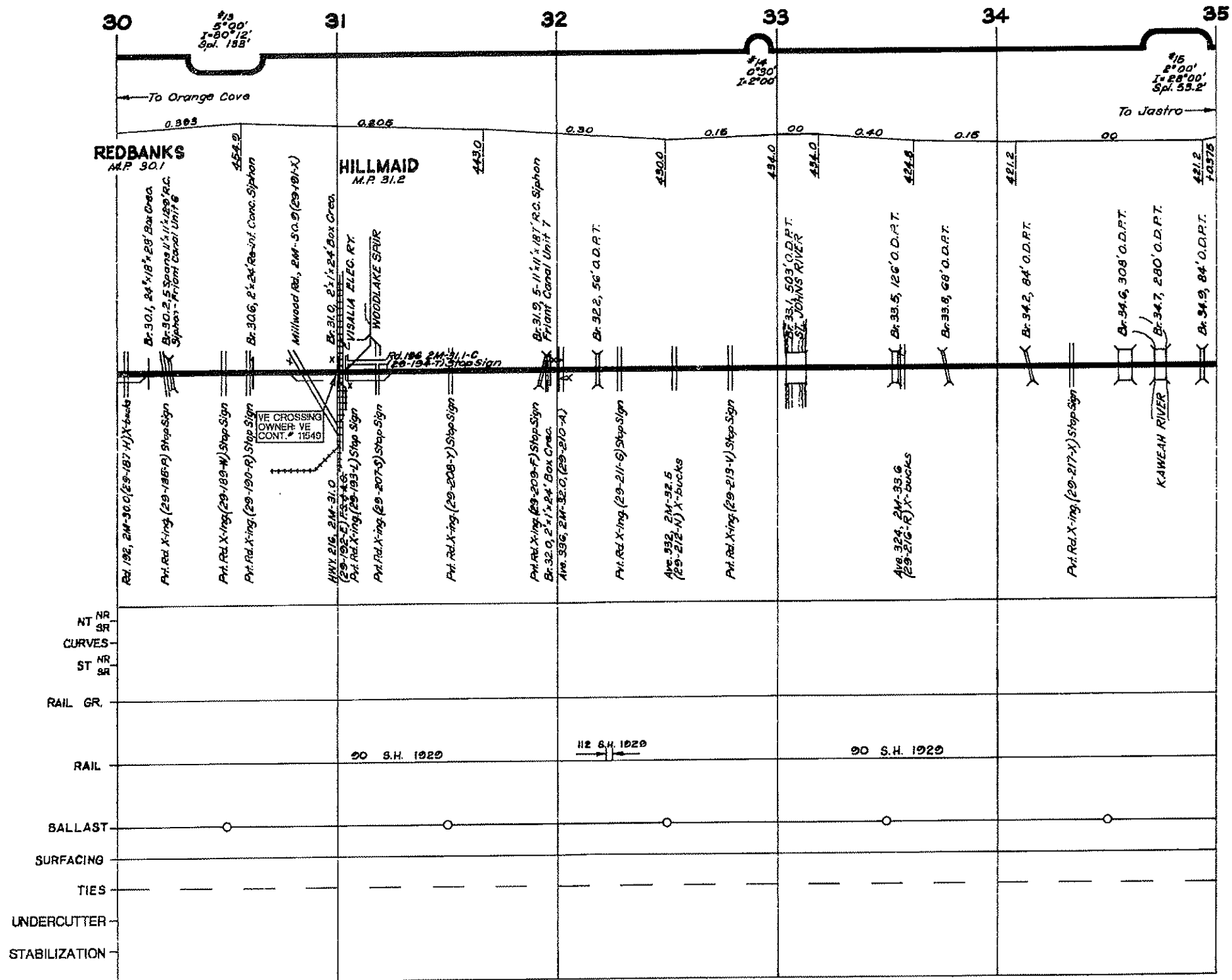
REVISED FEB. 1992

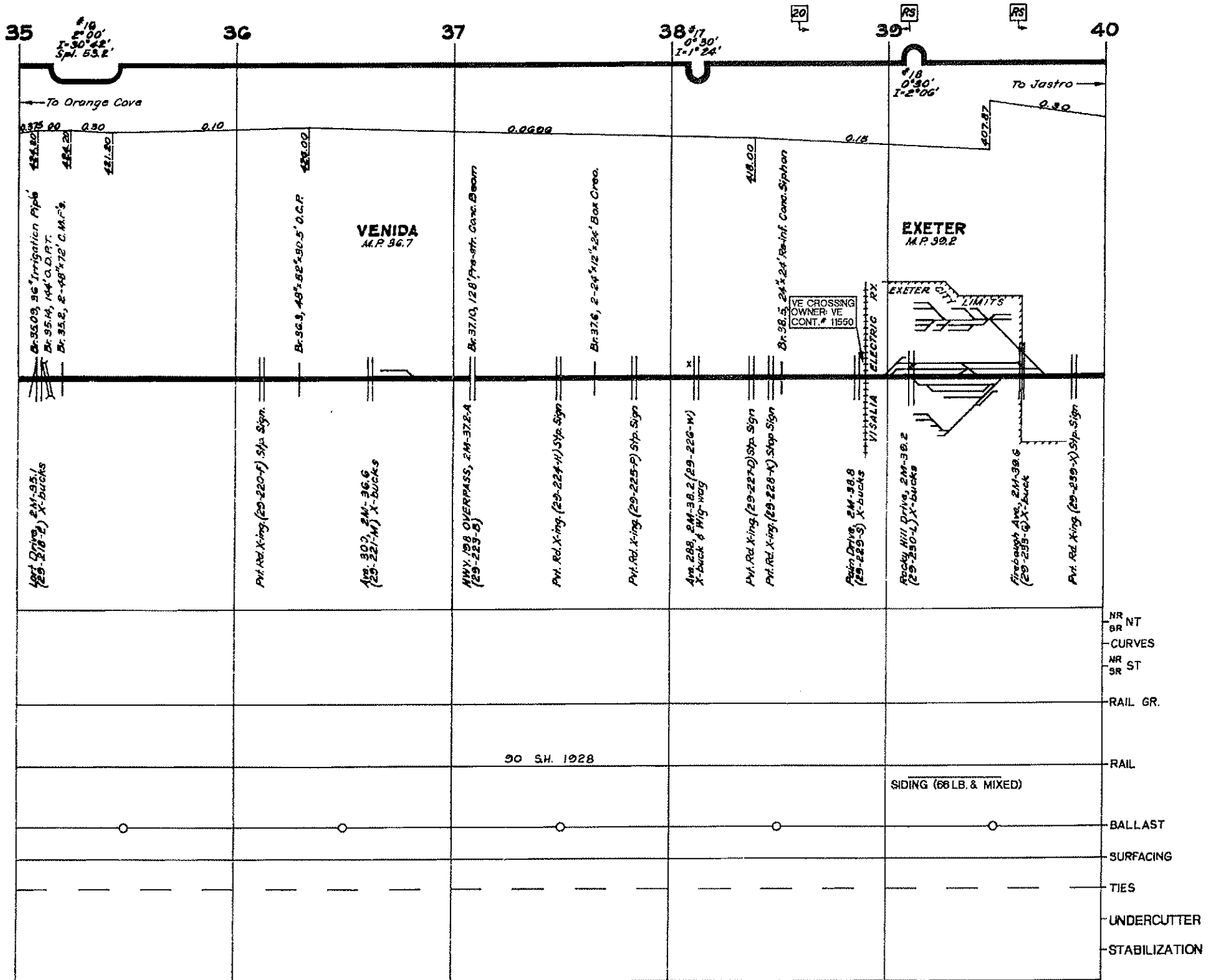
PORTERVILLE SUBDIVISION

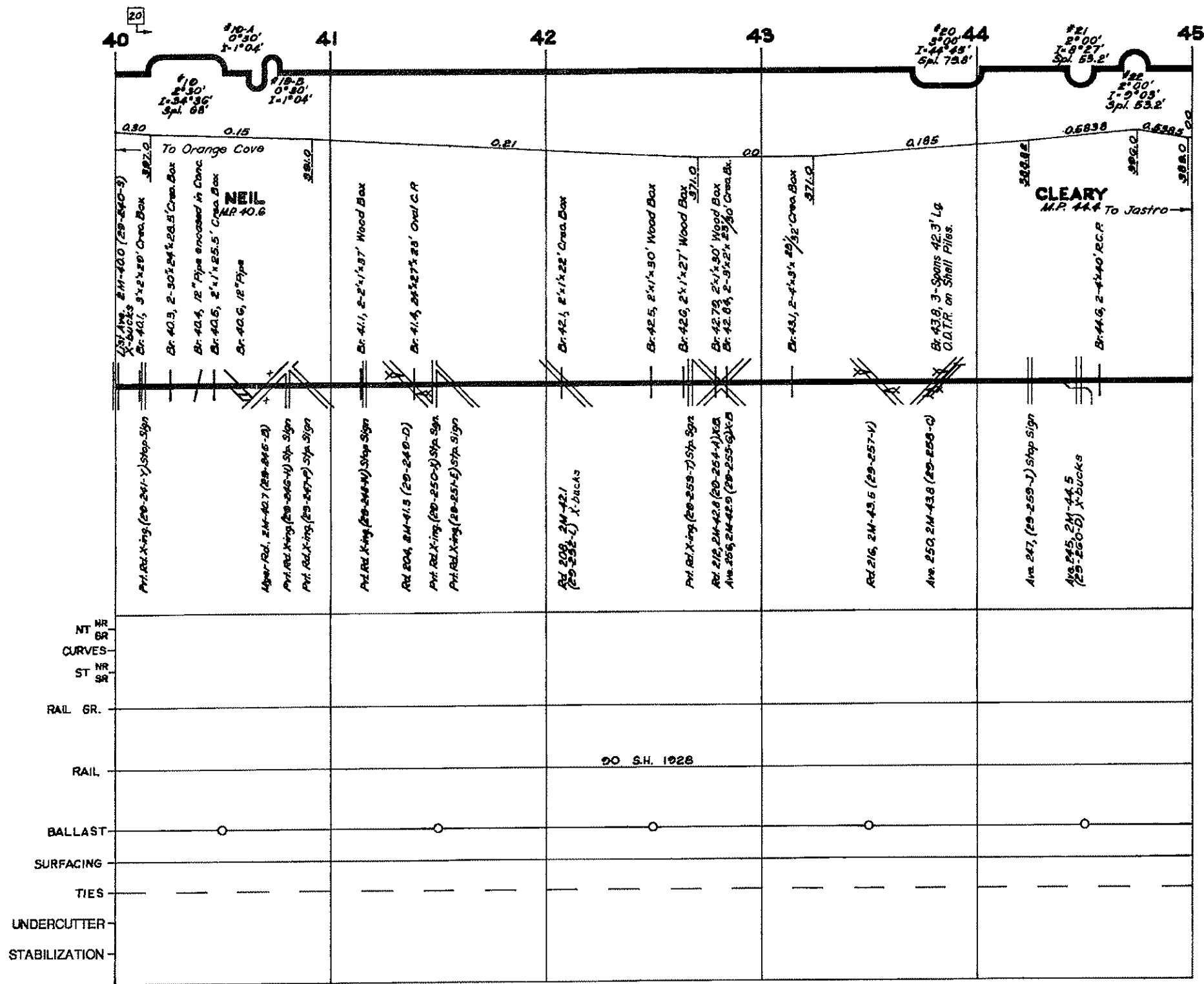


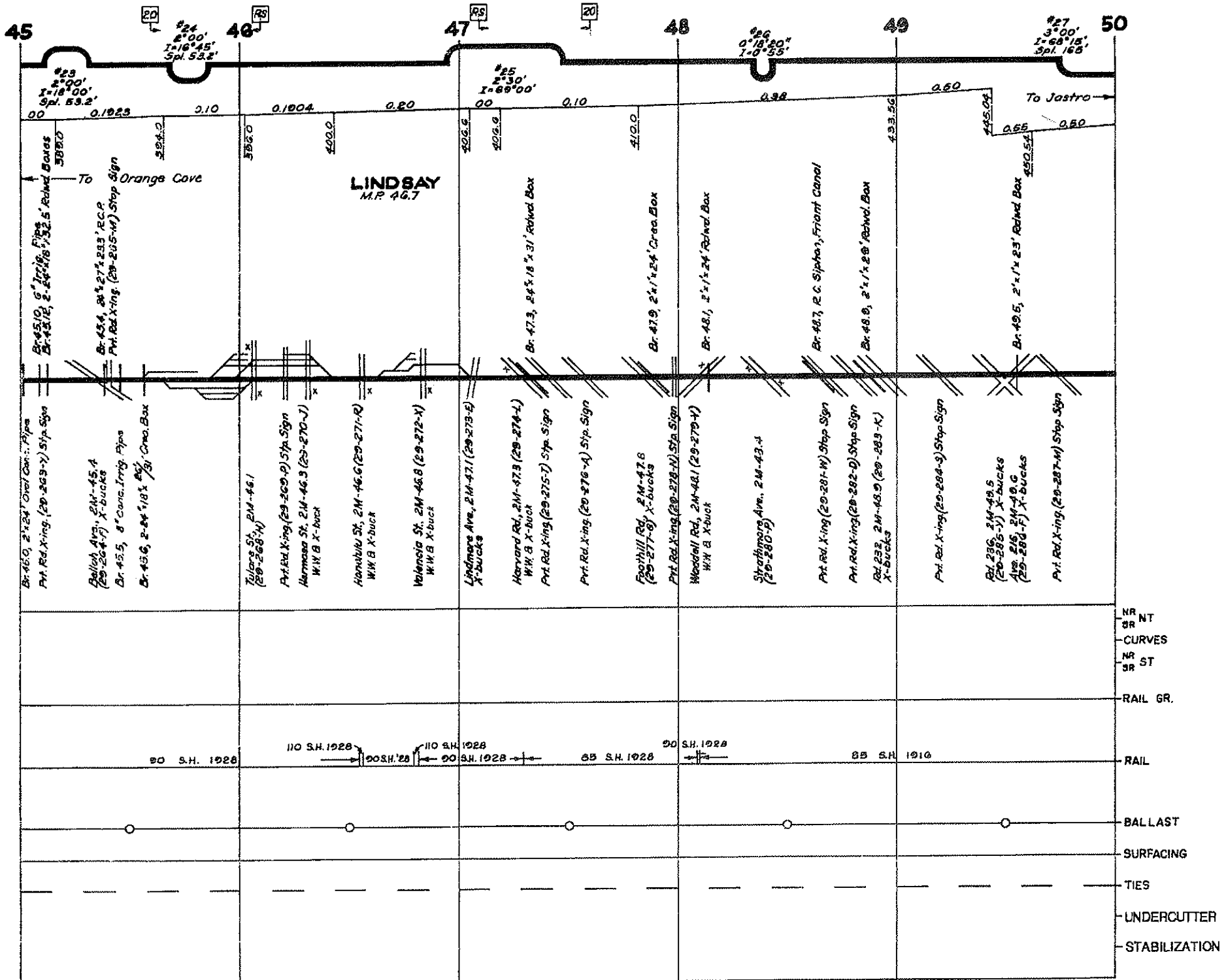






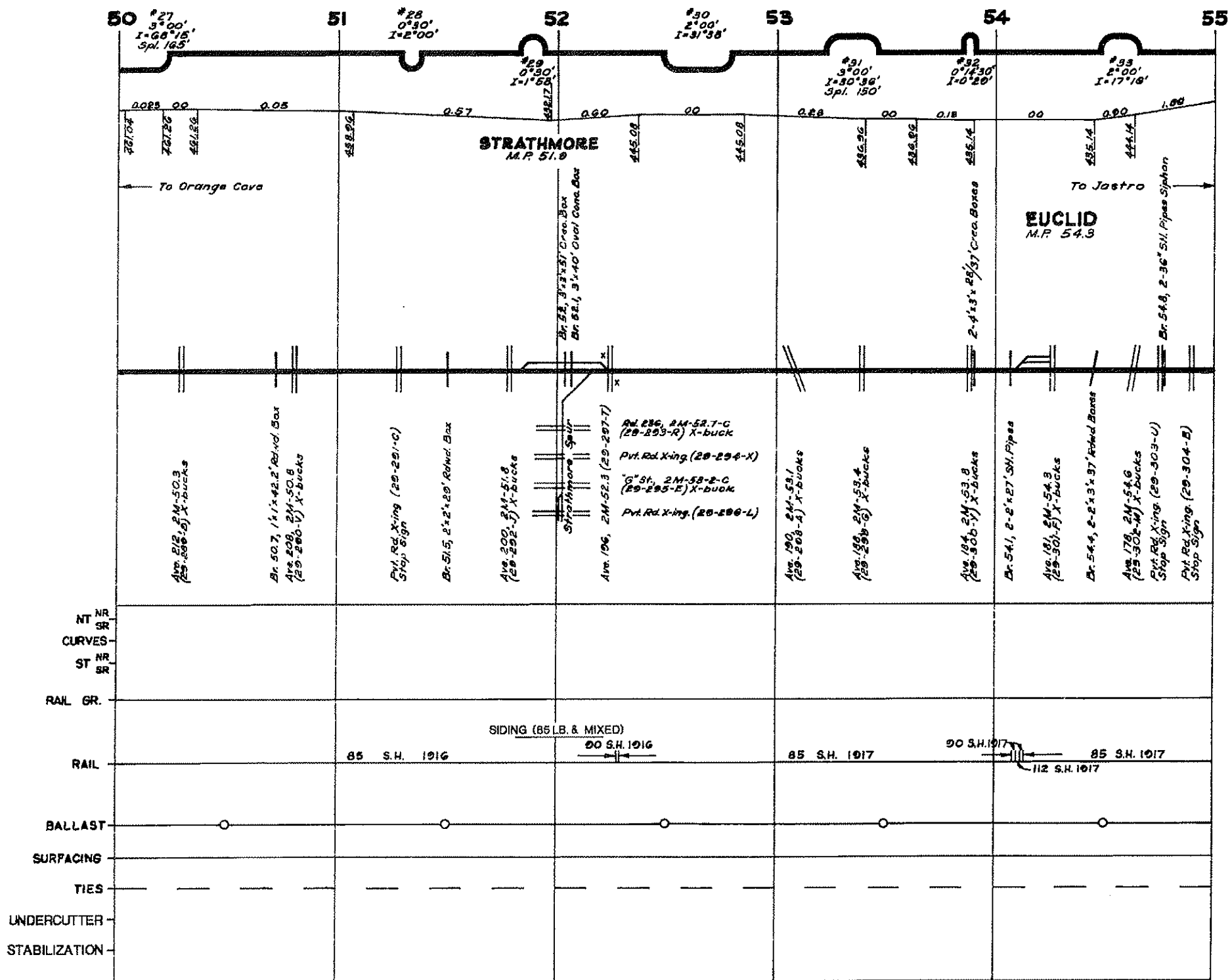






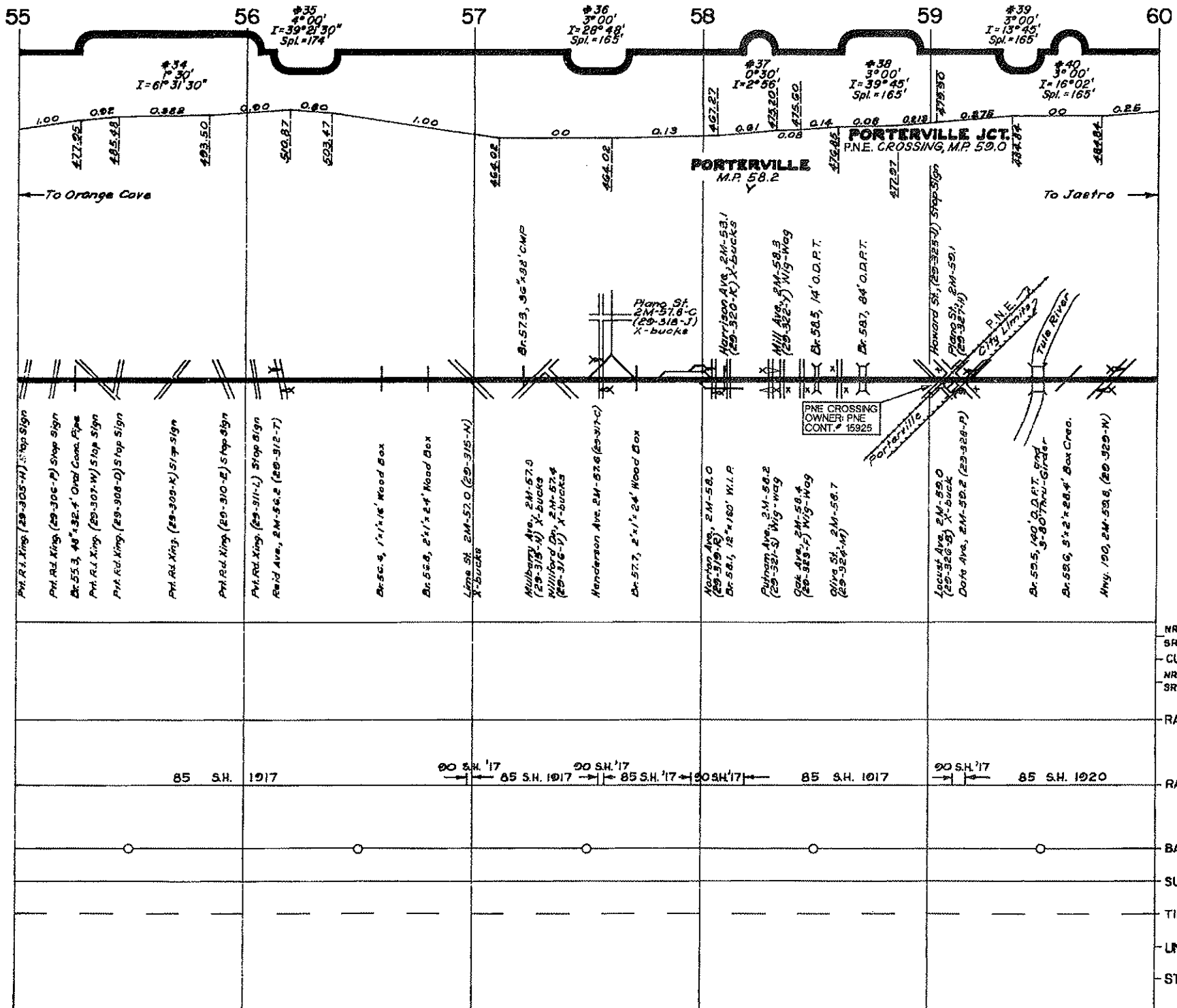
LINDSAY
M.P. 46.7

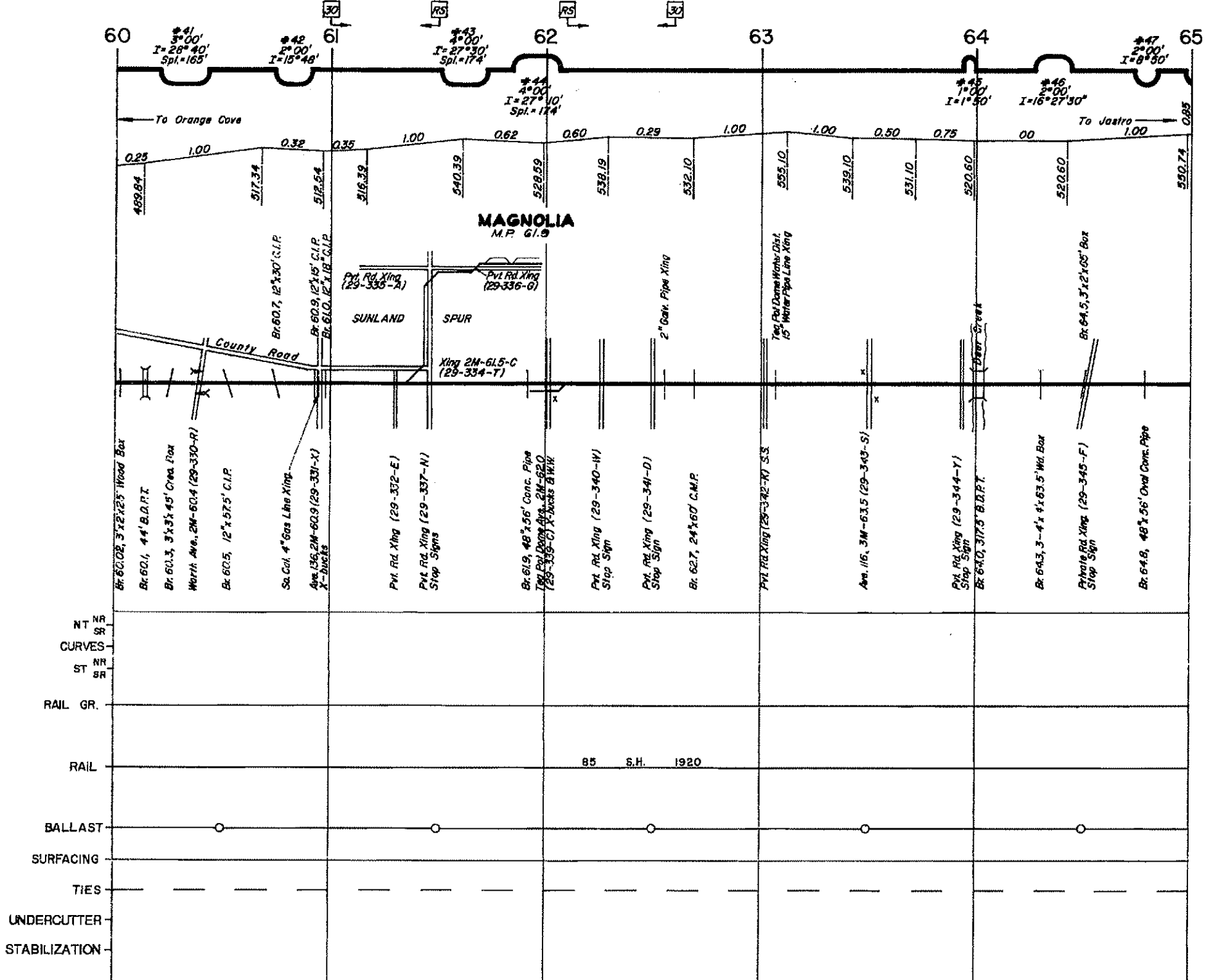
- NR
- SR
- NT
- CURVES
- NR
- SR
- ST
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION



REVISED FEB. 1992

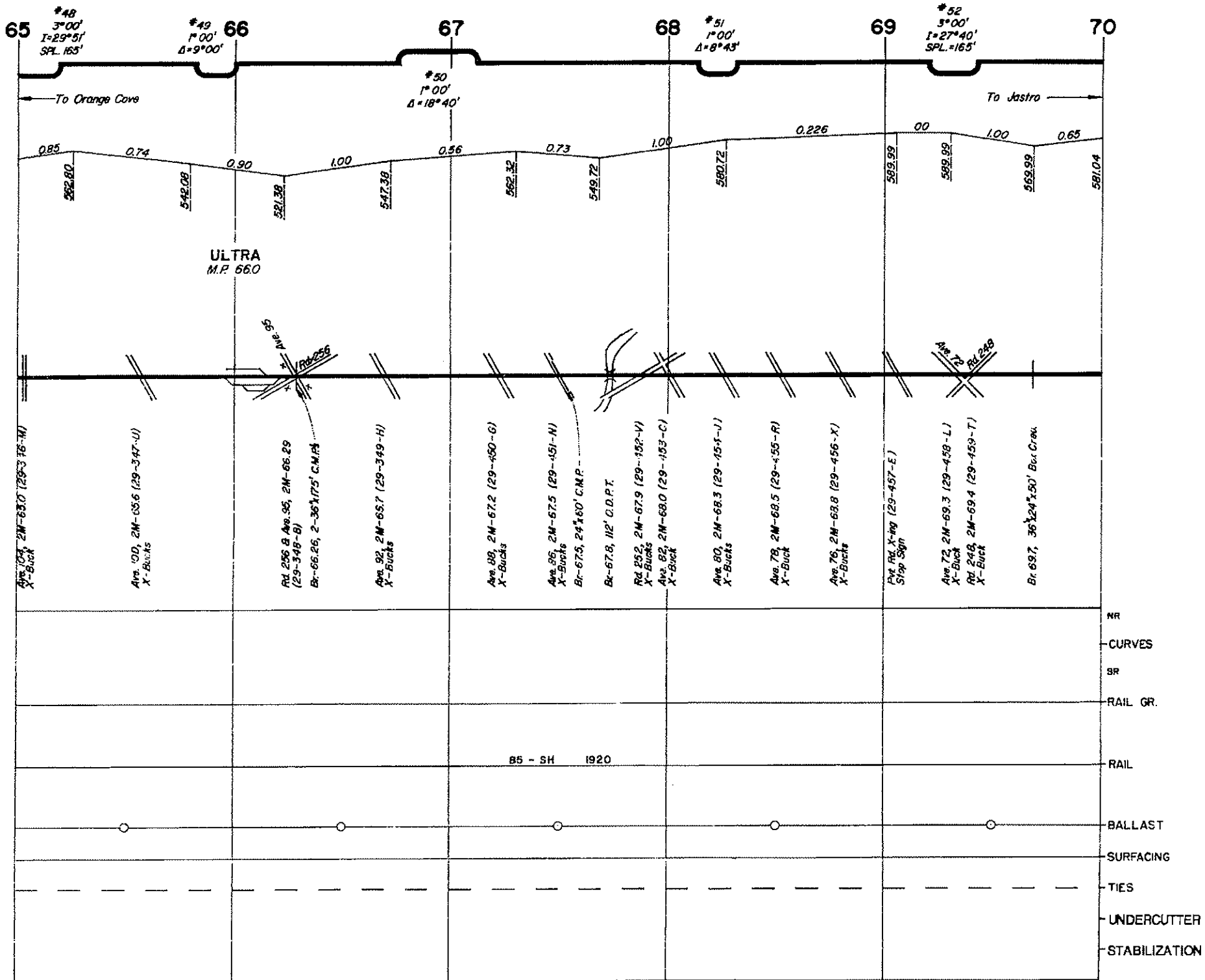
PORTERVILLE SUBDIVISION

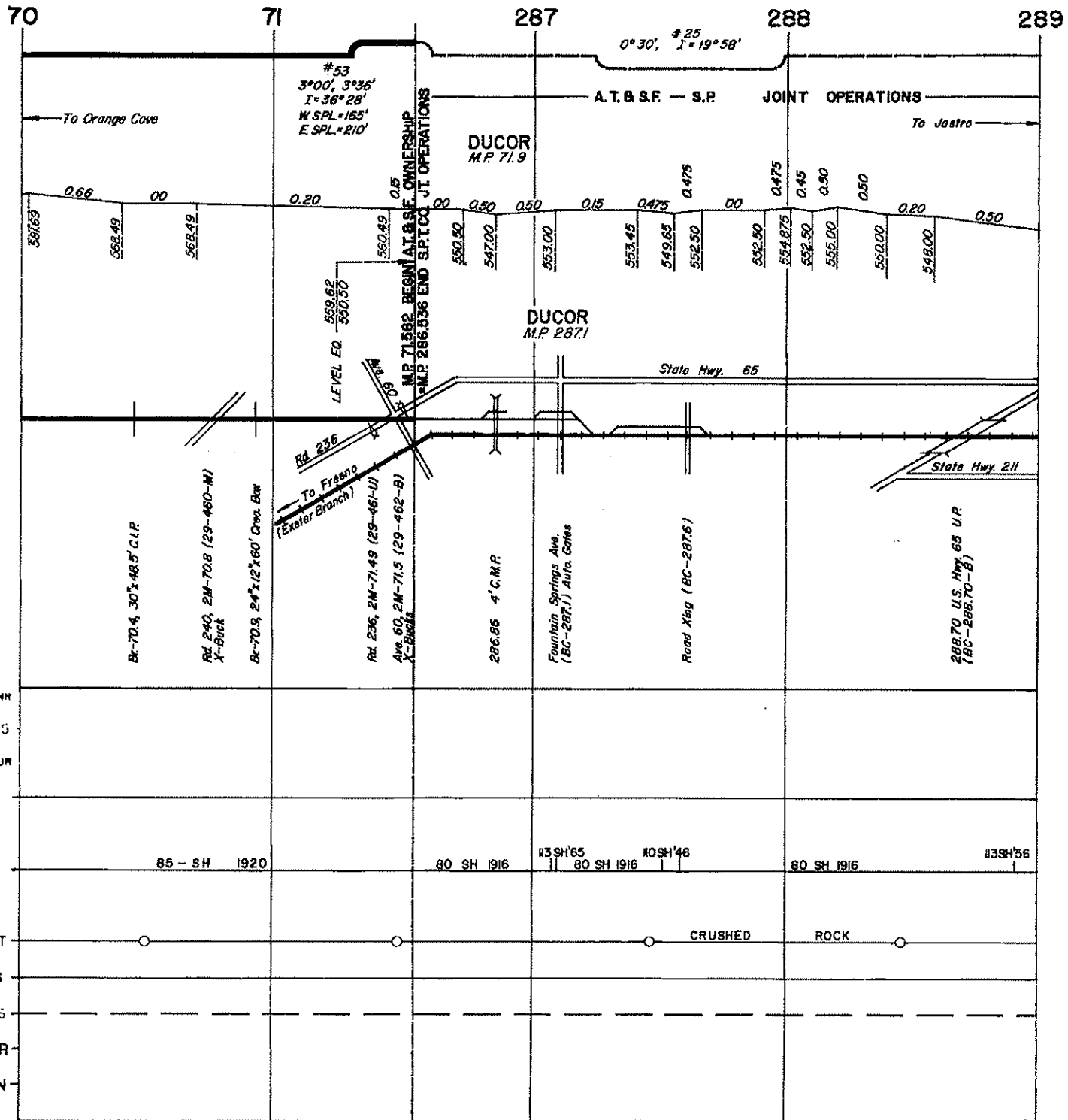




REVISED FEB. 1992

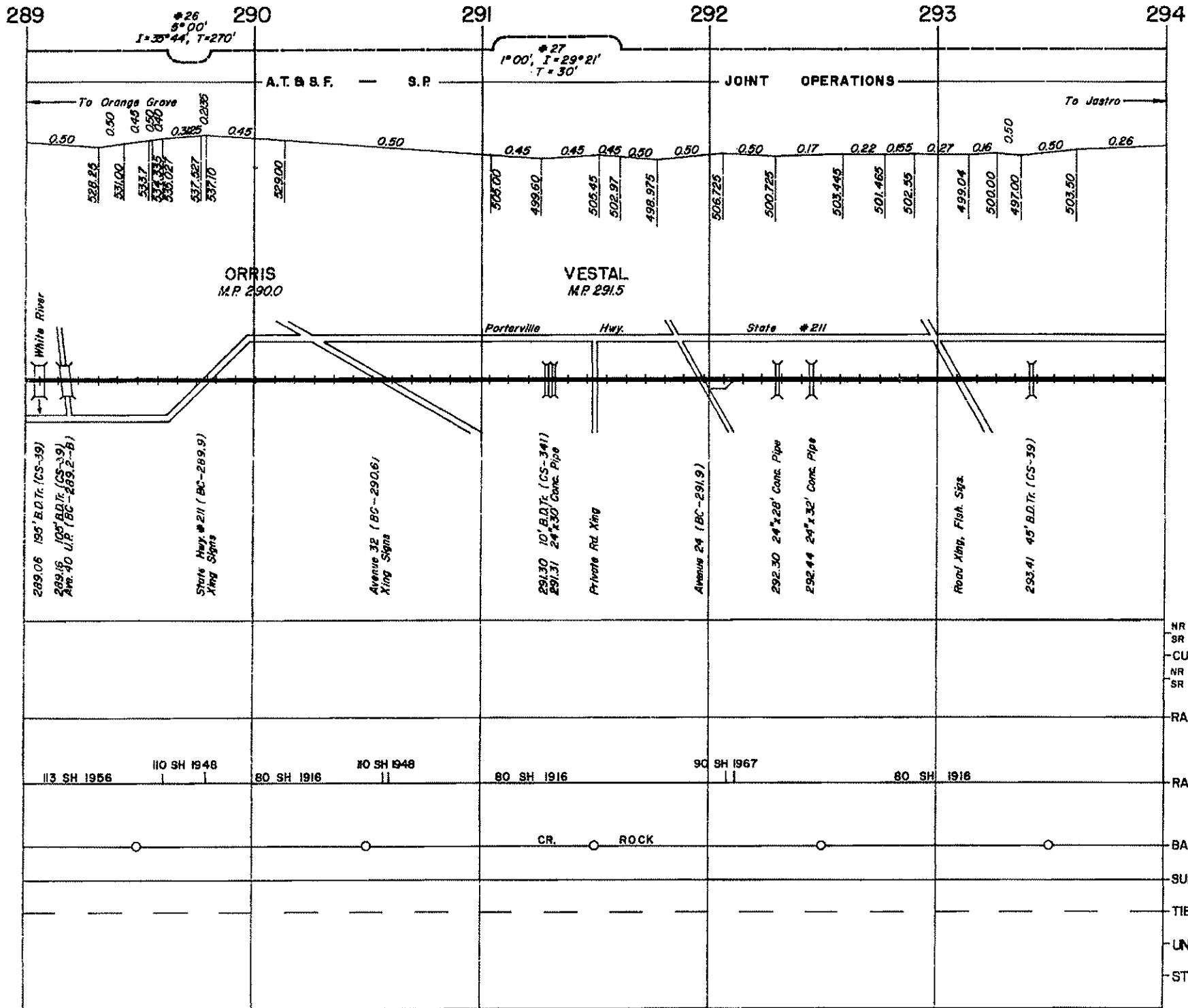
PORTERVILLE SUBDIVISION





REVISED FEB. 1992

PORTERVILLE SUBDIVISION



294

295

296

297

298

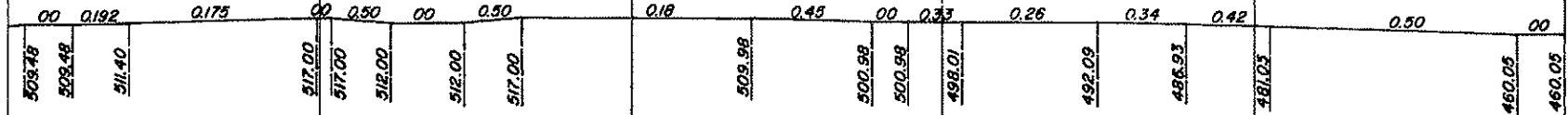
299

NO CURVES

A. T. & S. F. - S. P. JOINT OPERATIONS

To Orange Cove

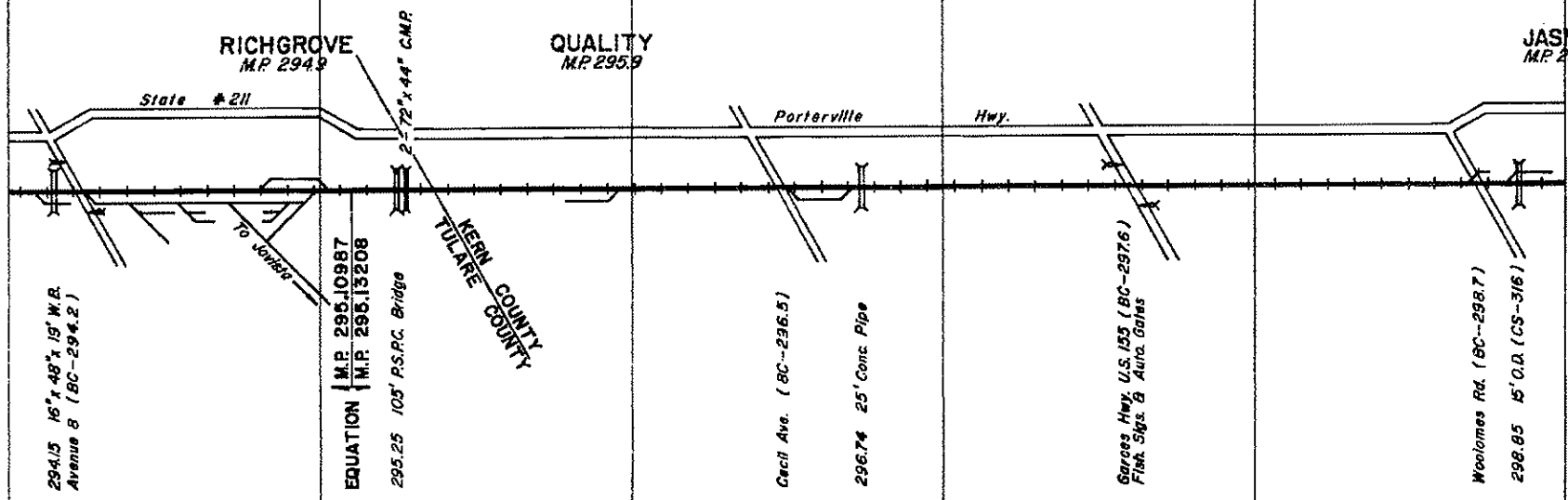
To Jastro



RICHGROVE
M.P. 294.9

QUALITY
M.P. 295.9

JASMIN
M.P. 299.0



NT
SR
CURVES
ST
SR

RAIL GR.

RAIL
#2 S.H. '85
#12 S.H. 1953

BALLAST

SURFACING

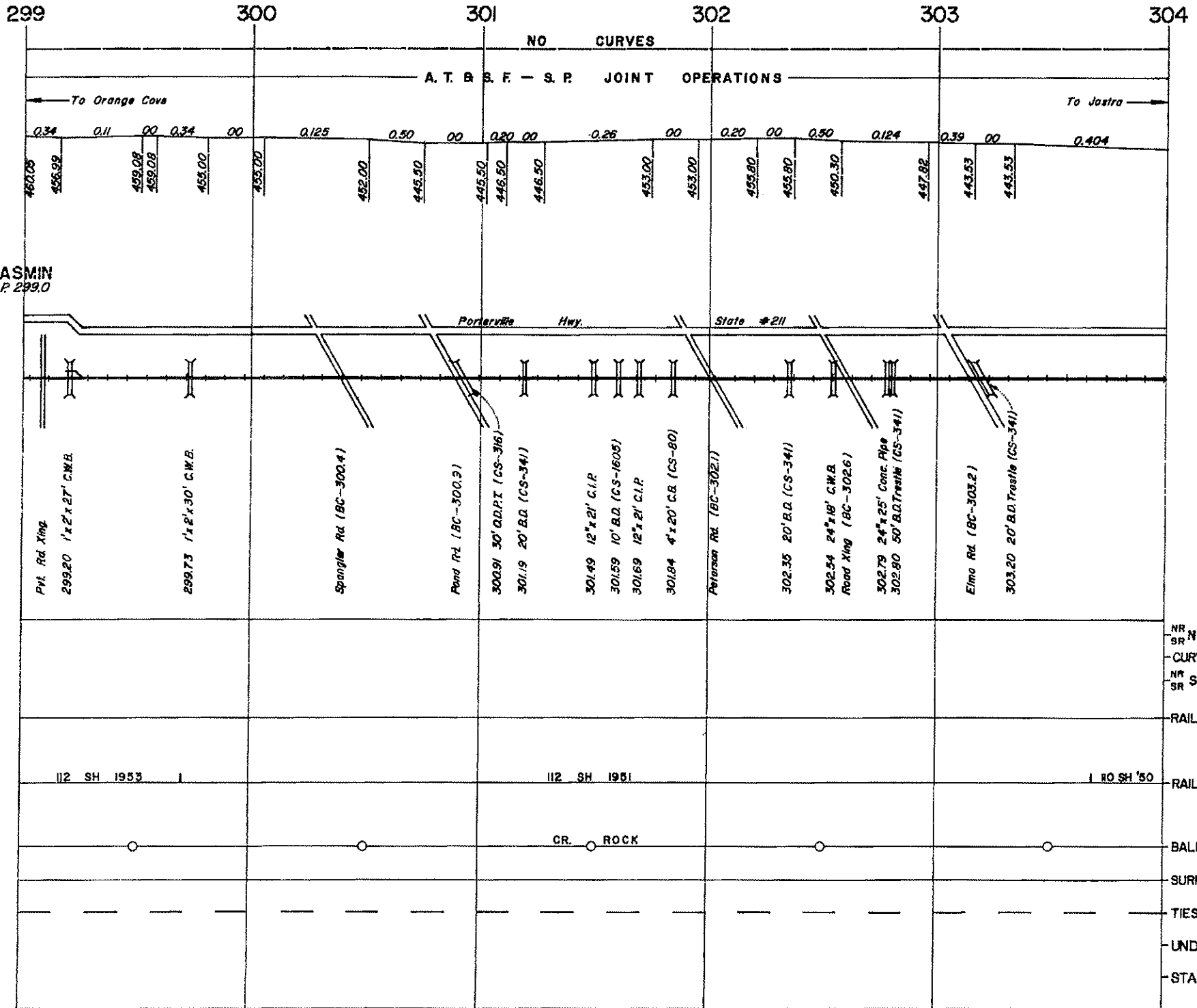
TIES

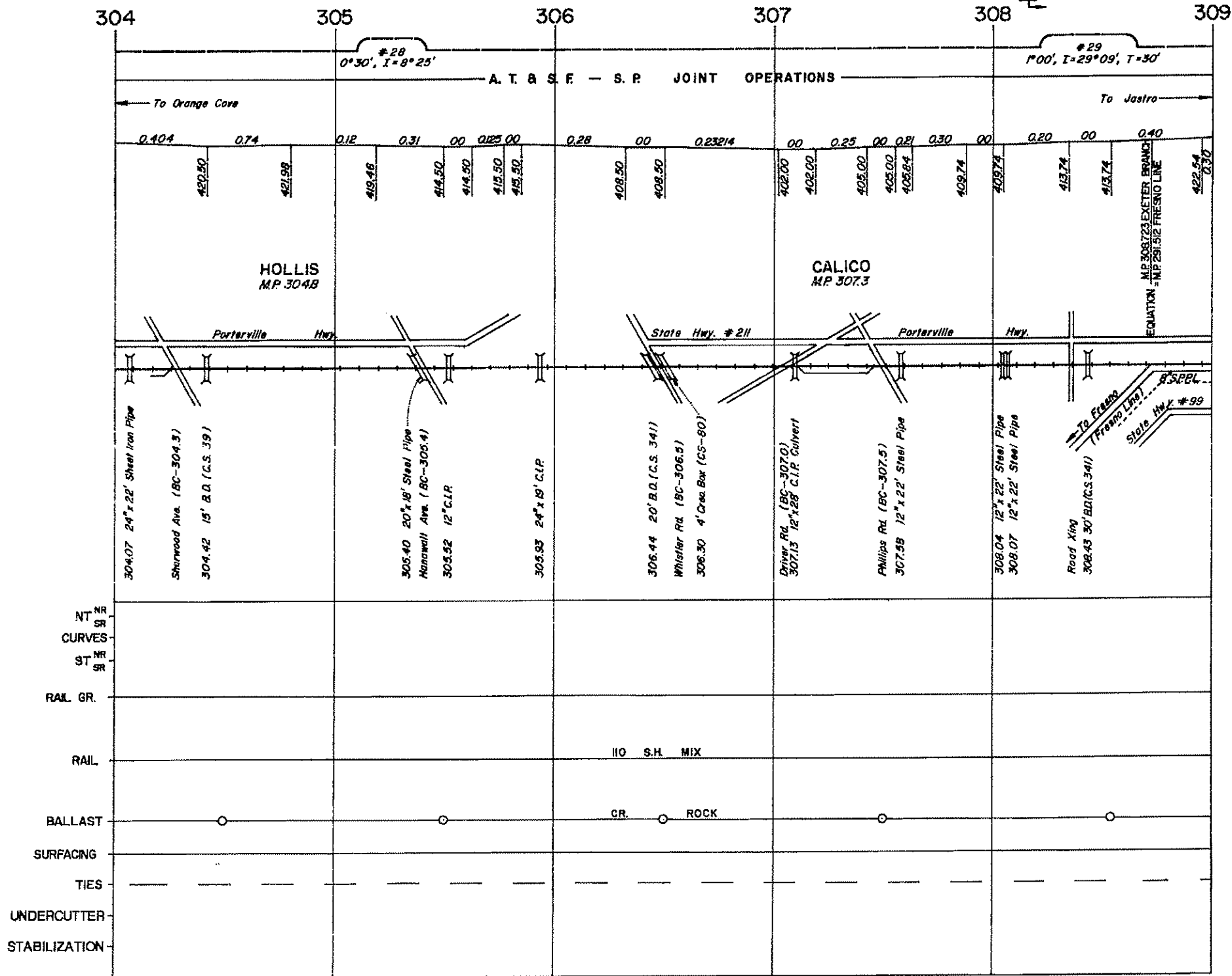
UNDERCUTTER

STABILIZATION

REVISED FEB. 1992

PORTERVILLE SUBDIVISION

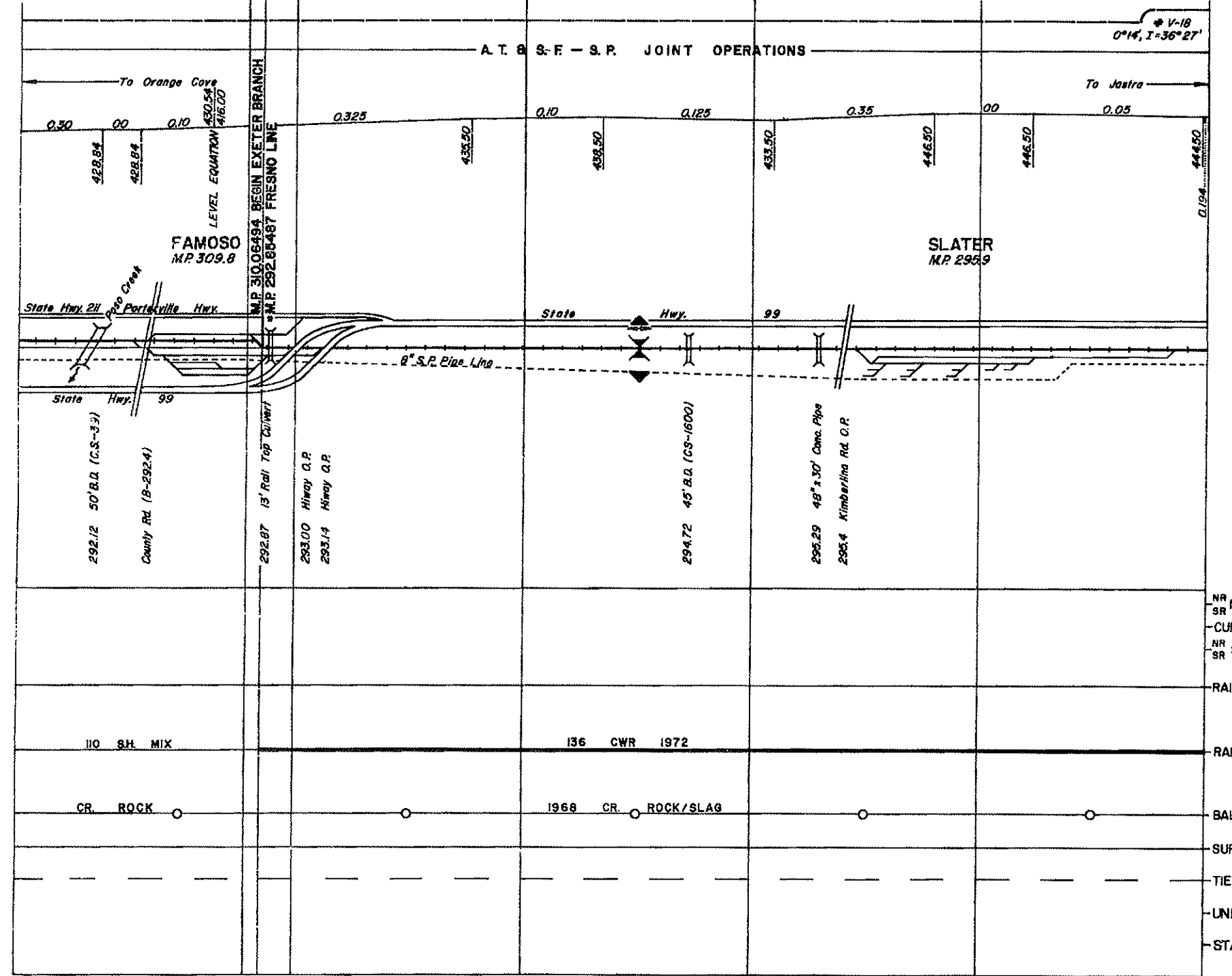




REVISED FEB. 1992

PORTERVILLE SUBDIVISION

309 310 293 294 295 296 297

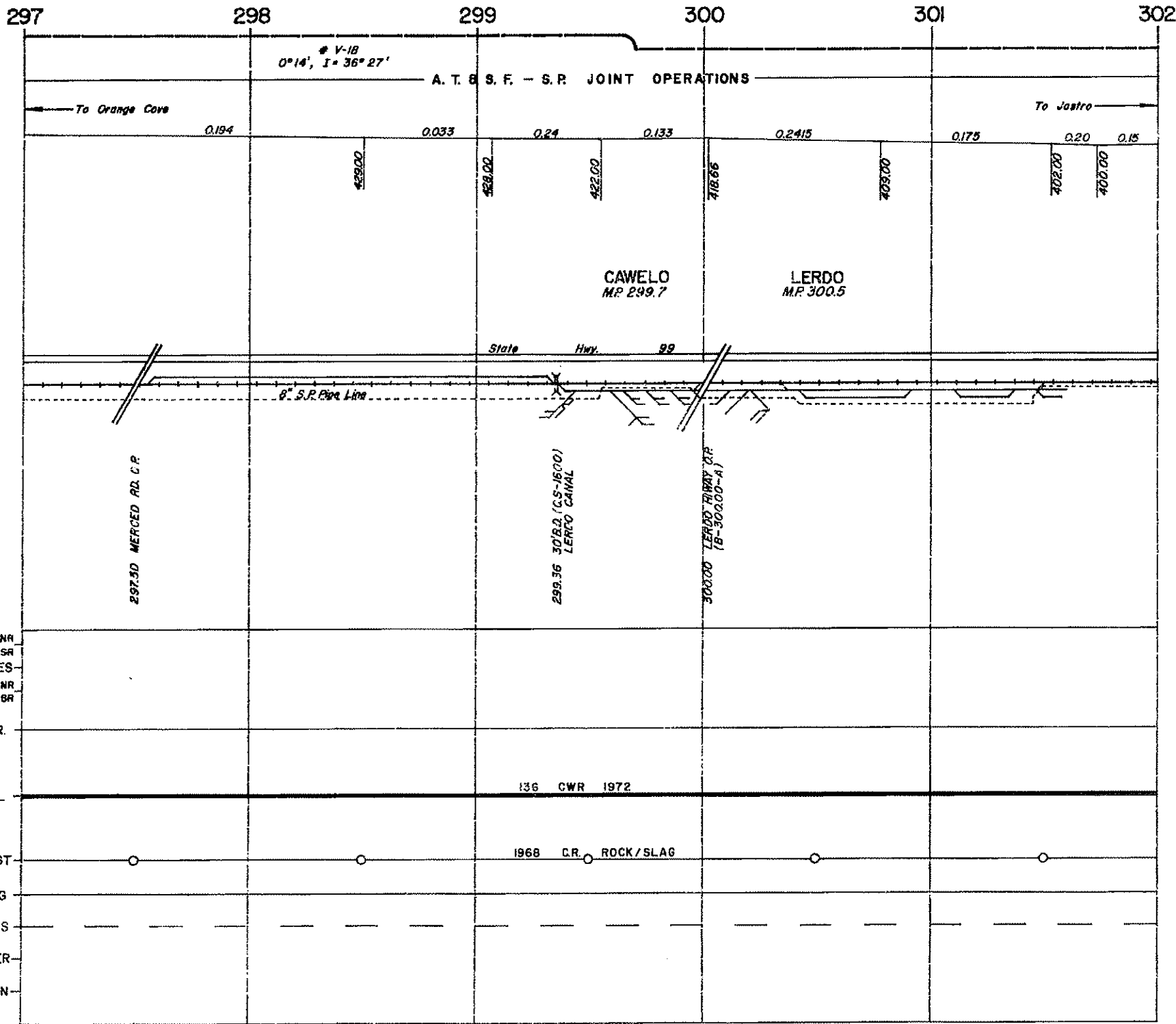


* V-18
0°14', I=36°27'

FAMOSO
MP 309.8

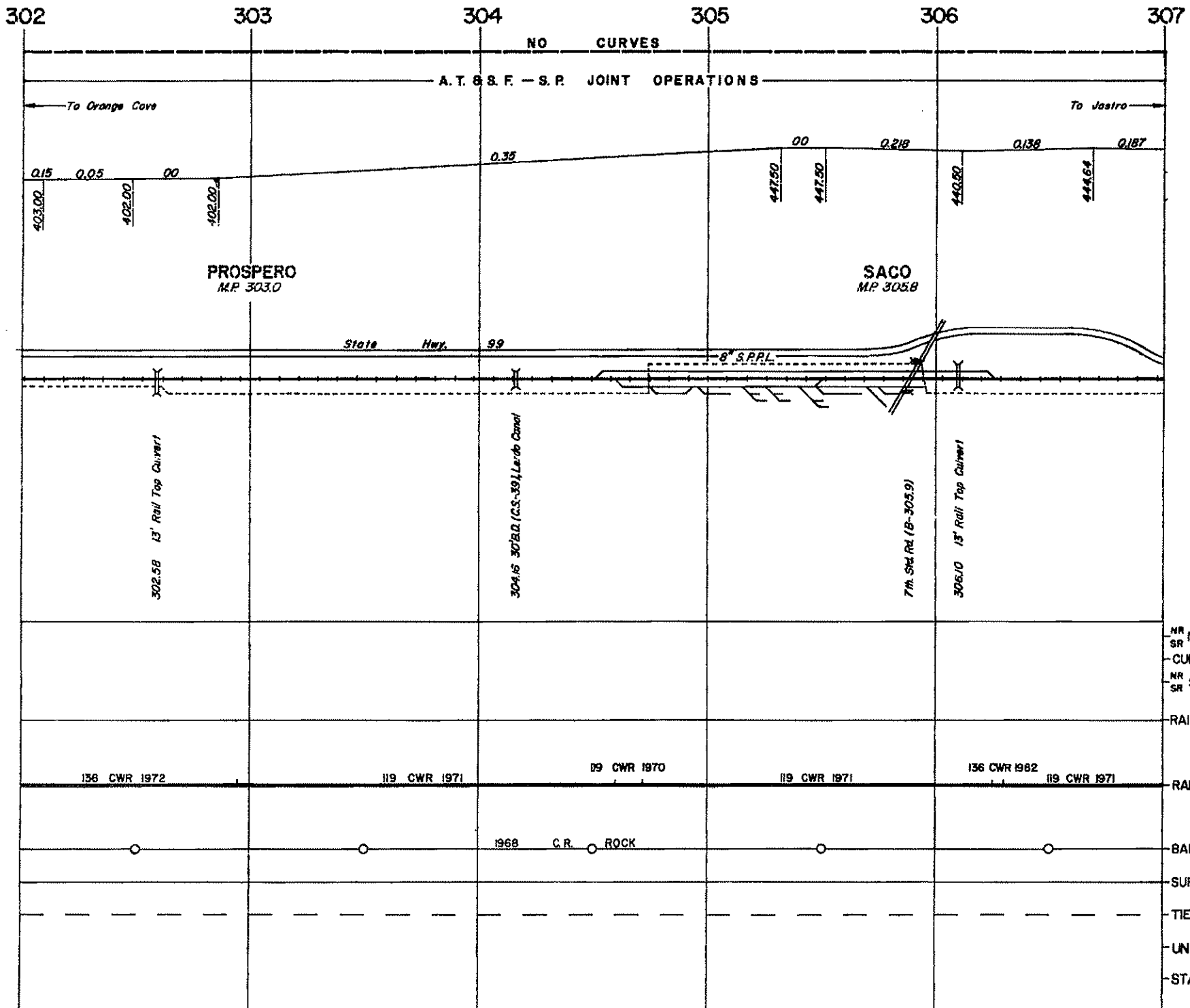
SLATER
MP 295.9

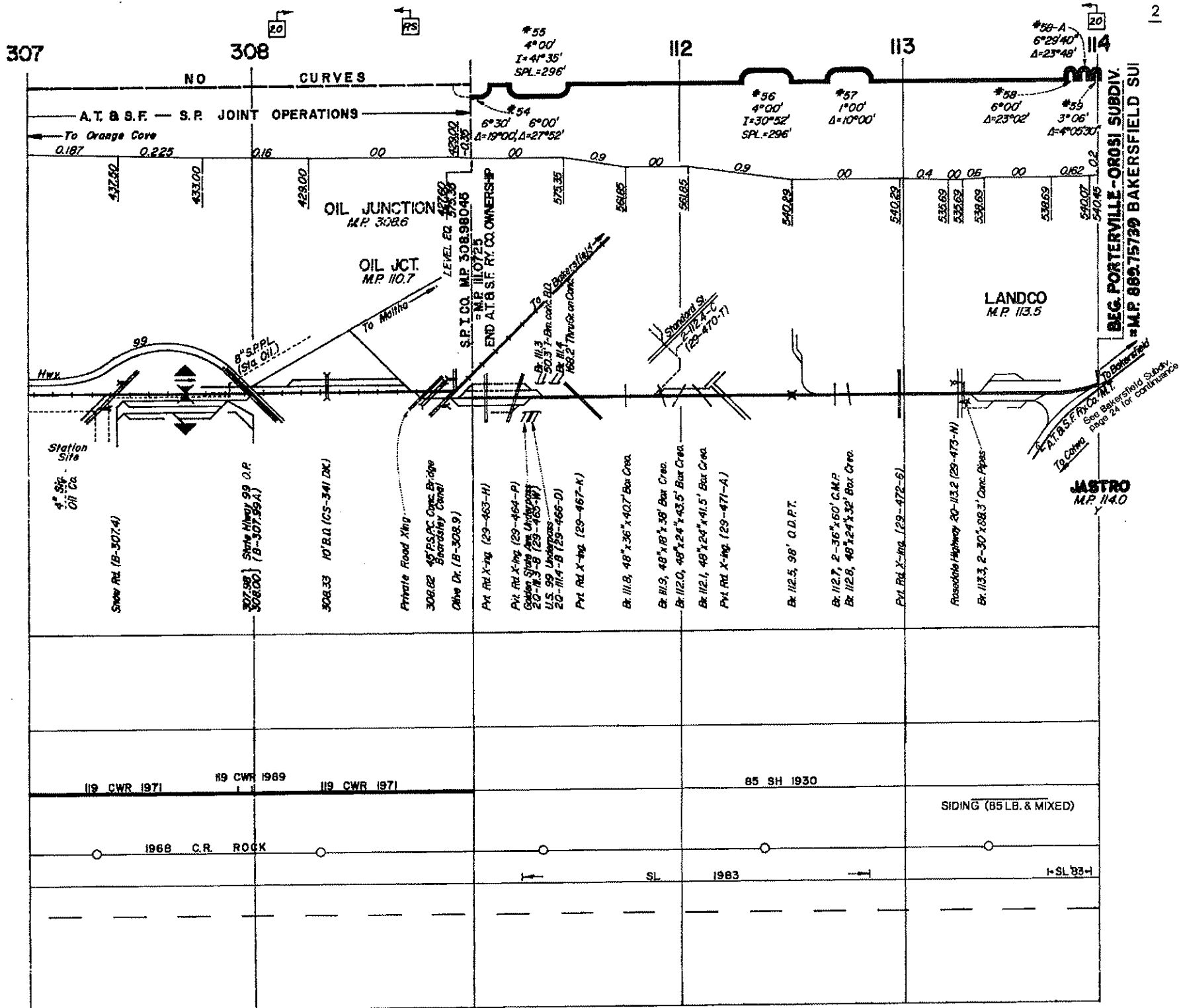
- NR NT
- SR CURVES
- NR ST
- SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION



REVISED FEB. 1992

PORTERVILLE SUBDIVISION



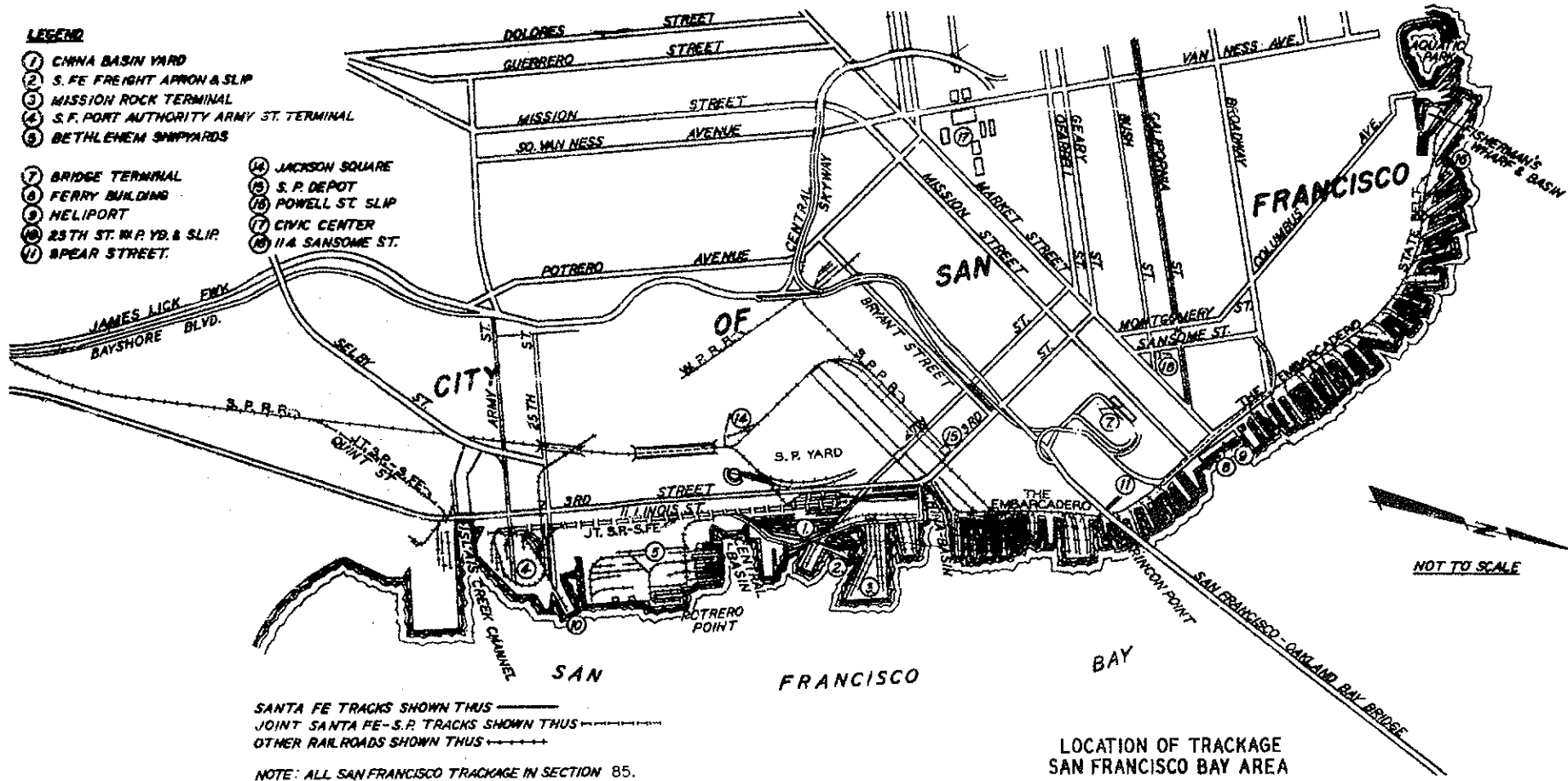


REVISED FEB. 1992

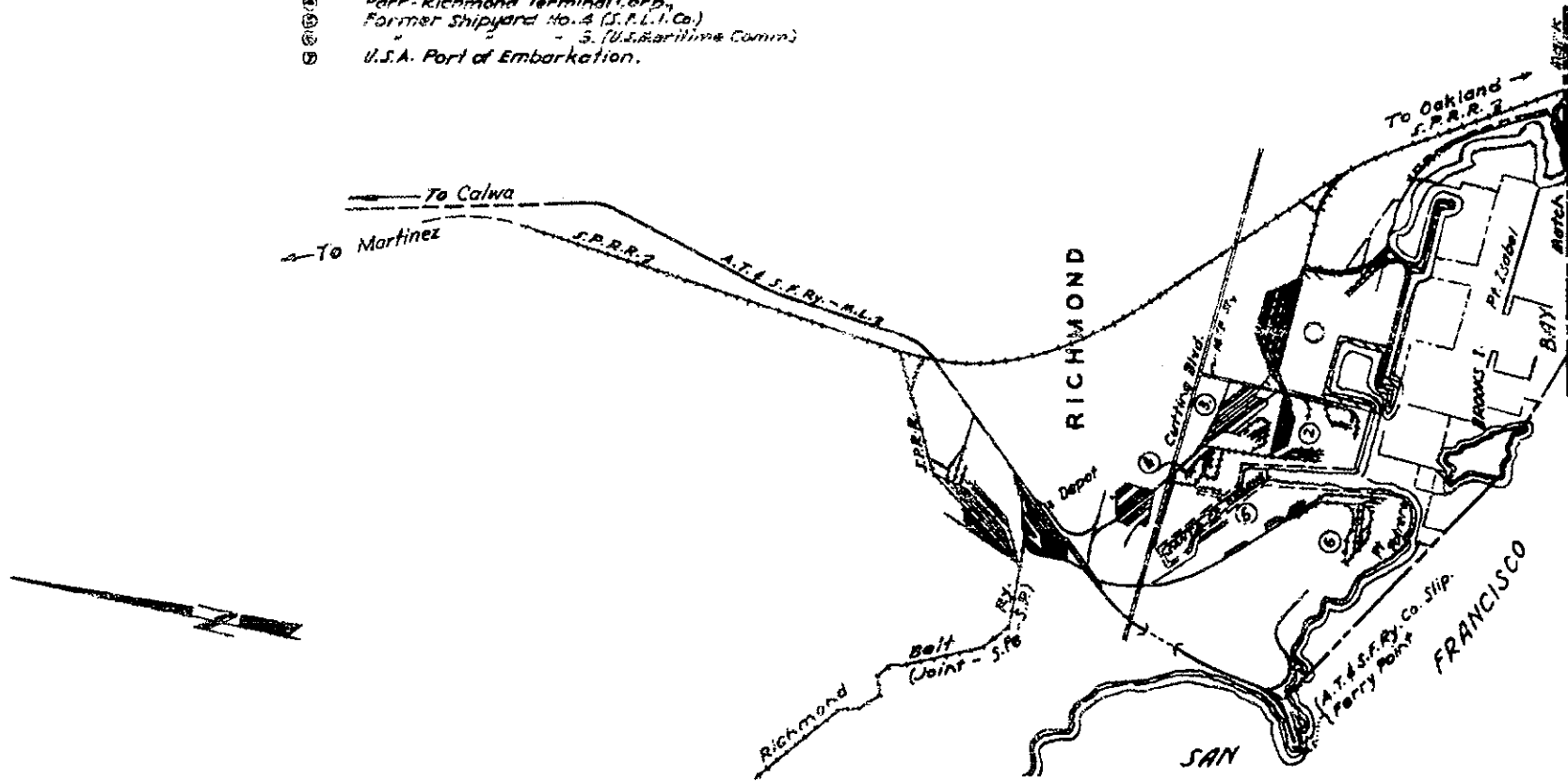
PORTERVILLE SUBDIVISION

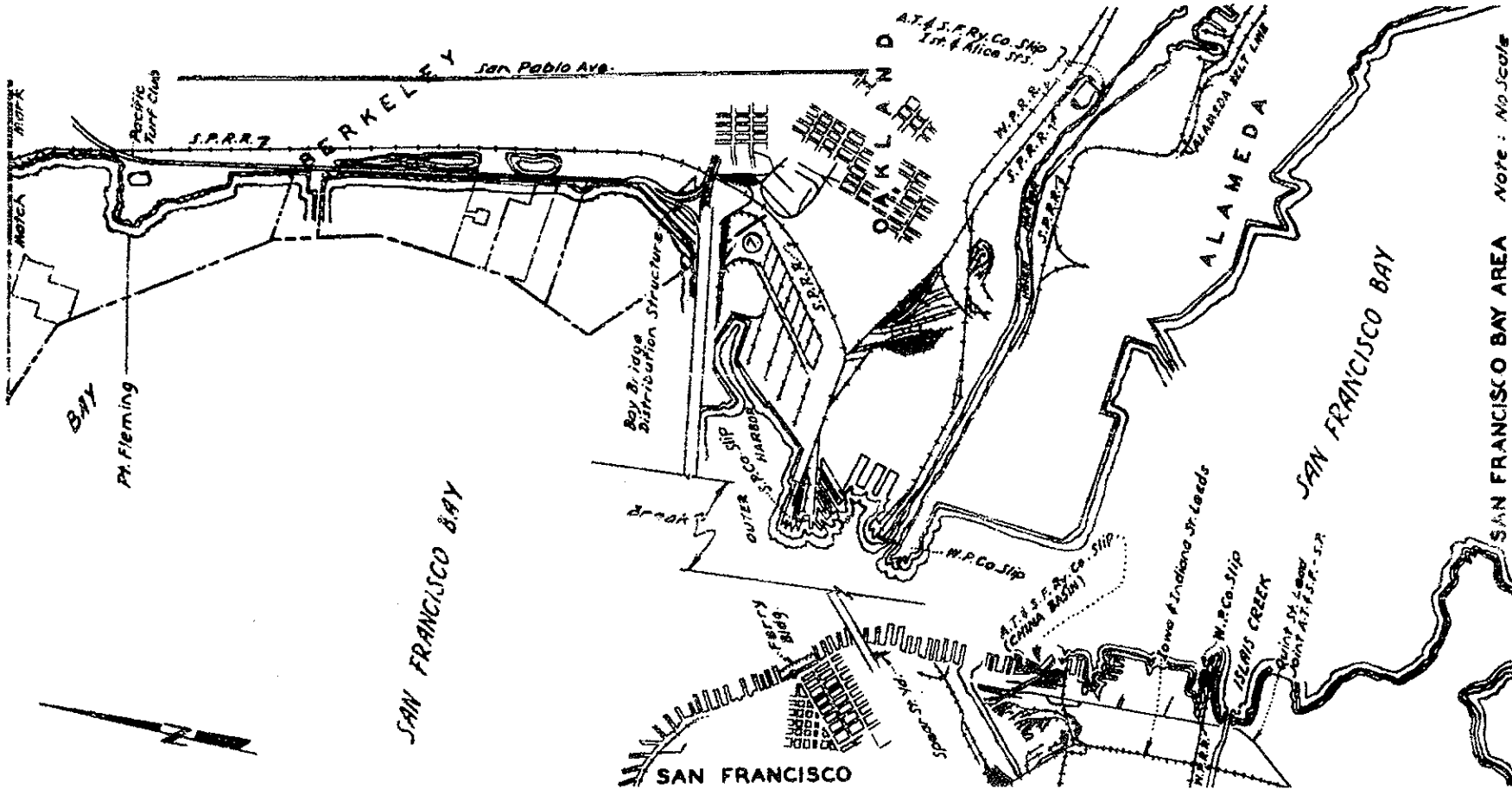
Porterville Subdivision

Jastro (M.P. 114.0) to Orange Cove (M.P. 11.2)

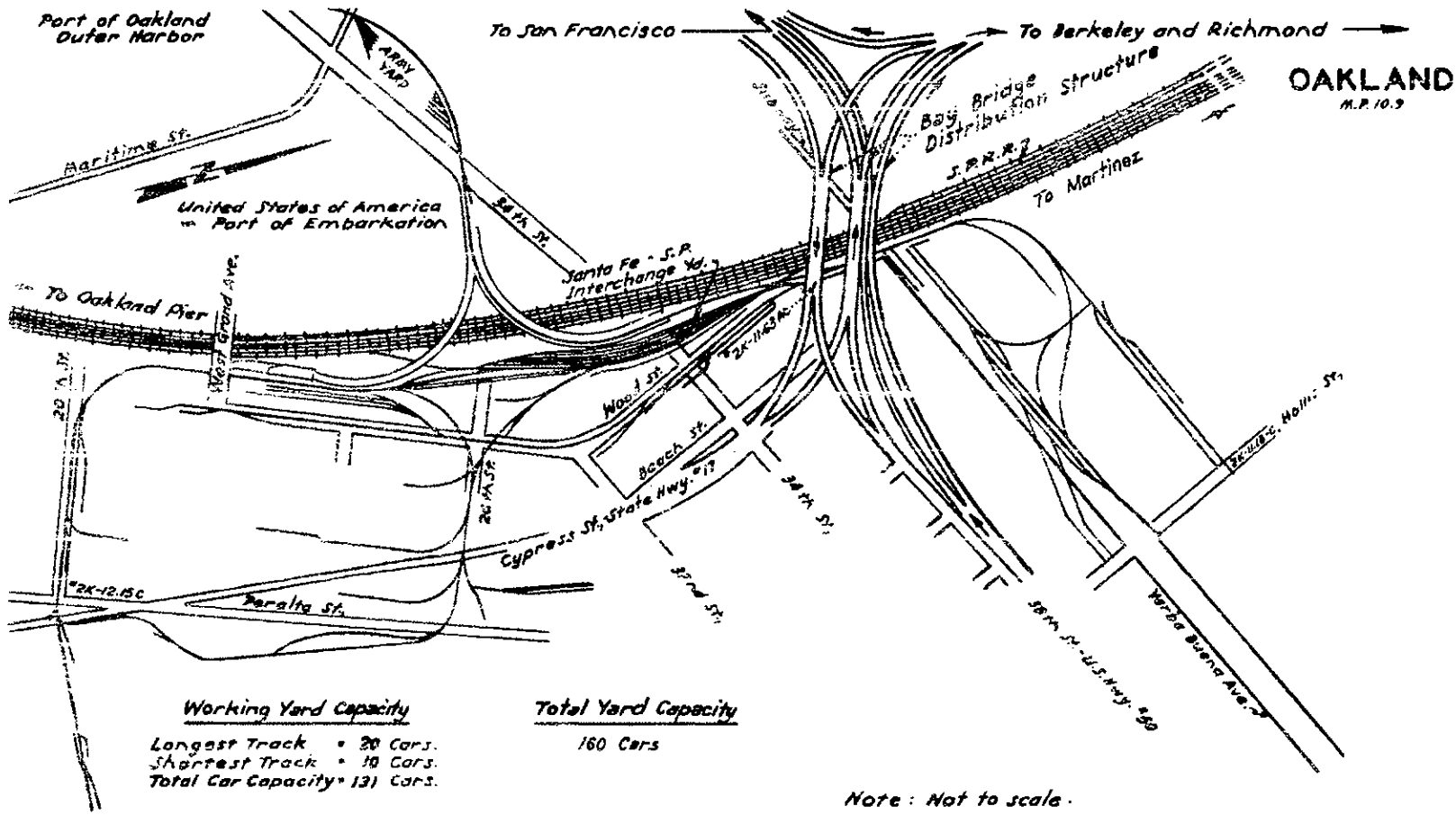


- LEGEND:**
- ① Former Shipyard No. 2
 - ② Weaver Ave. Yard.
 - ③ 14th St. Yard.
 - ④ Parr-Richmond Terminal Corp.
 - ⑤ Former Shipyard No. 4 (S.F.L.I. Co.)
 - ⑥ S. (U.S. Maritime Comm.)
 - ⑦ U.S.A. Port of Embarkation.





San Francisco Bay Area Note: No Scale



Intentionally Blank



SAN FRANCISCO BAY

FERRY POINT

A.P. 1191.5

No Automatic Block

To Richmond

Foghorn Light

OH Clearance

No. 1 Freight Slip

W. Col.

O. Crane

W. Col.

Apron Weight Tower

Conc. Retaining Wall

Wharf No. 1

Whse.

Steel Oil Tank

Conc. Pump Ho.

Store No.
Coal Shed & Mech. Shop
Tall Ho

191

BR. 1190.55

BR. 1190.55

Garrard Blvd. 2

Xing. 2-1191.4-c.

OH Clearance

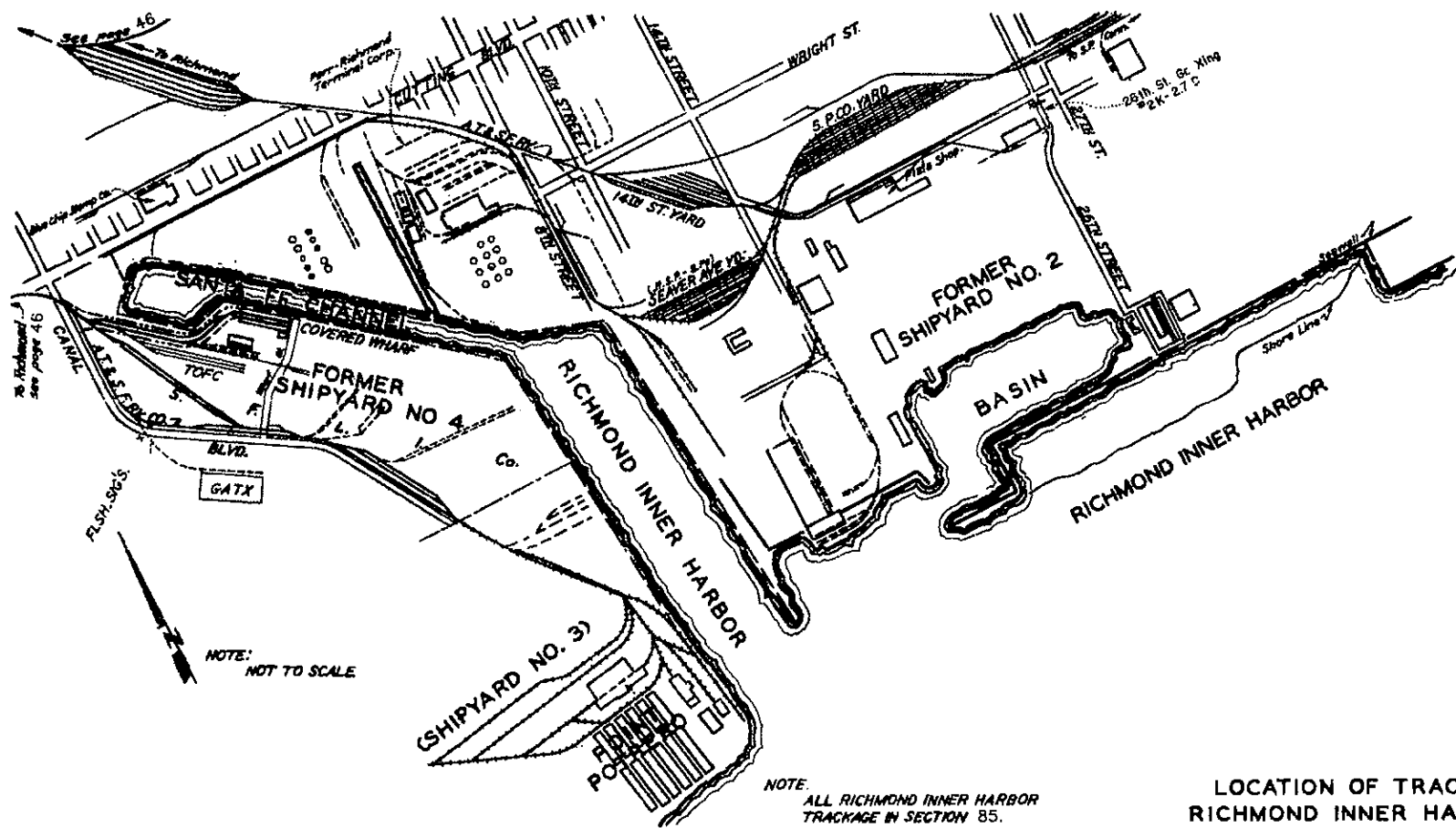
W. Portal -
Tunnel No. 5

BR. 1190.525

W. Portal of
Municipal Tunnel

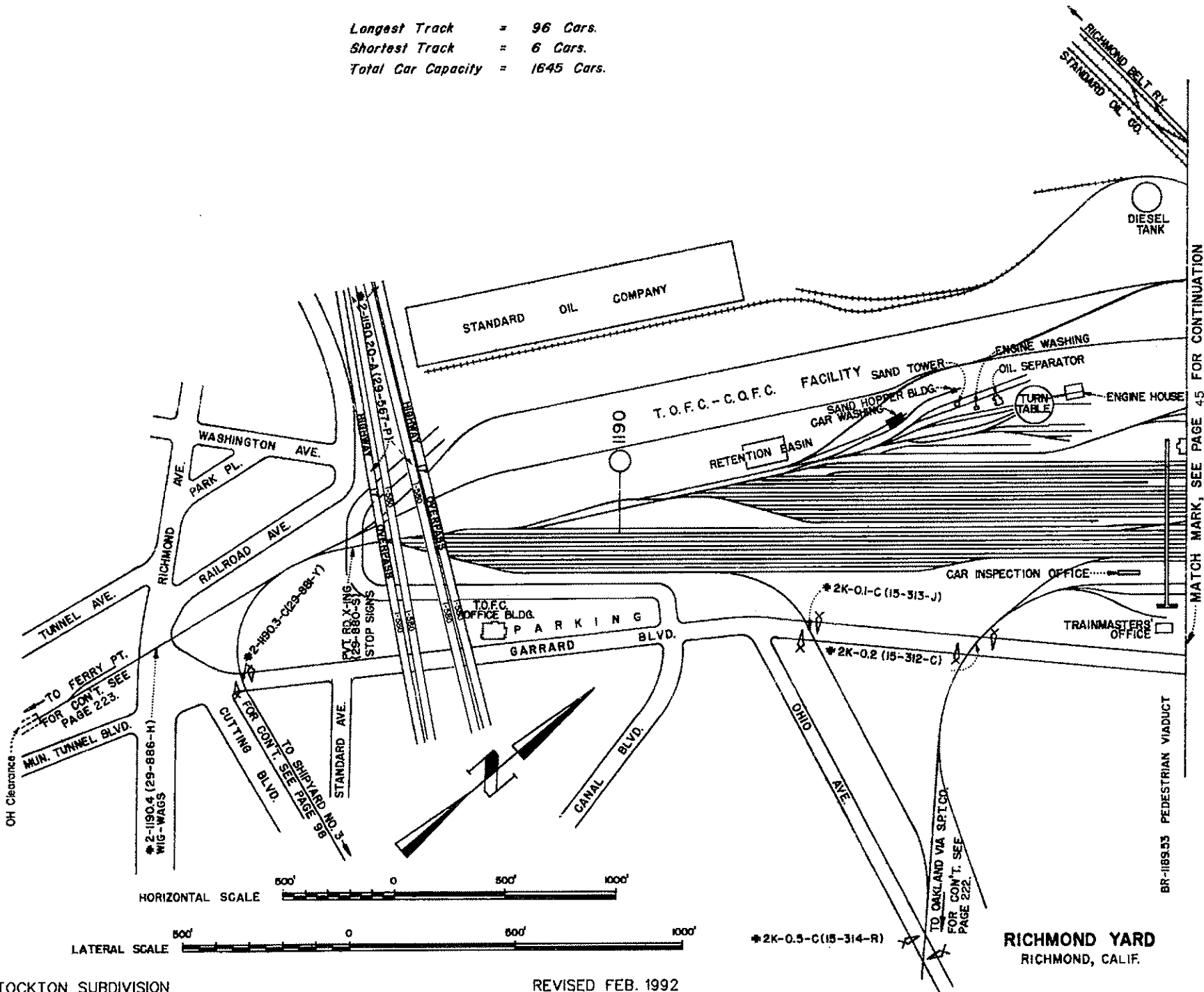
FOR CONTINUATION SEE PAGE 46.

Note: Not to Scale.

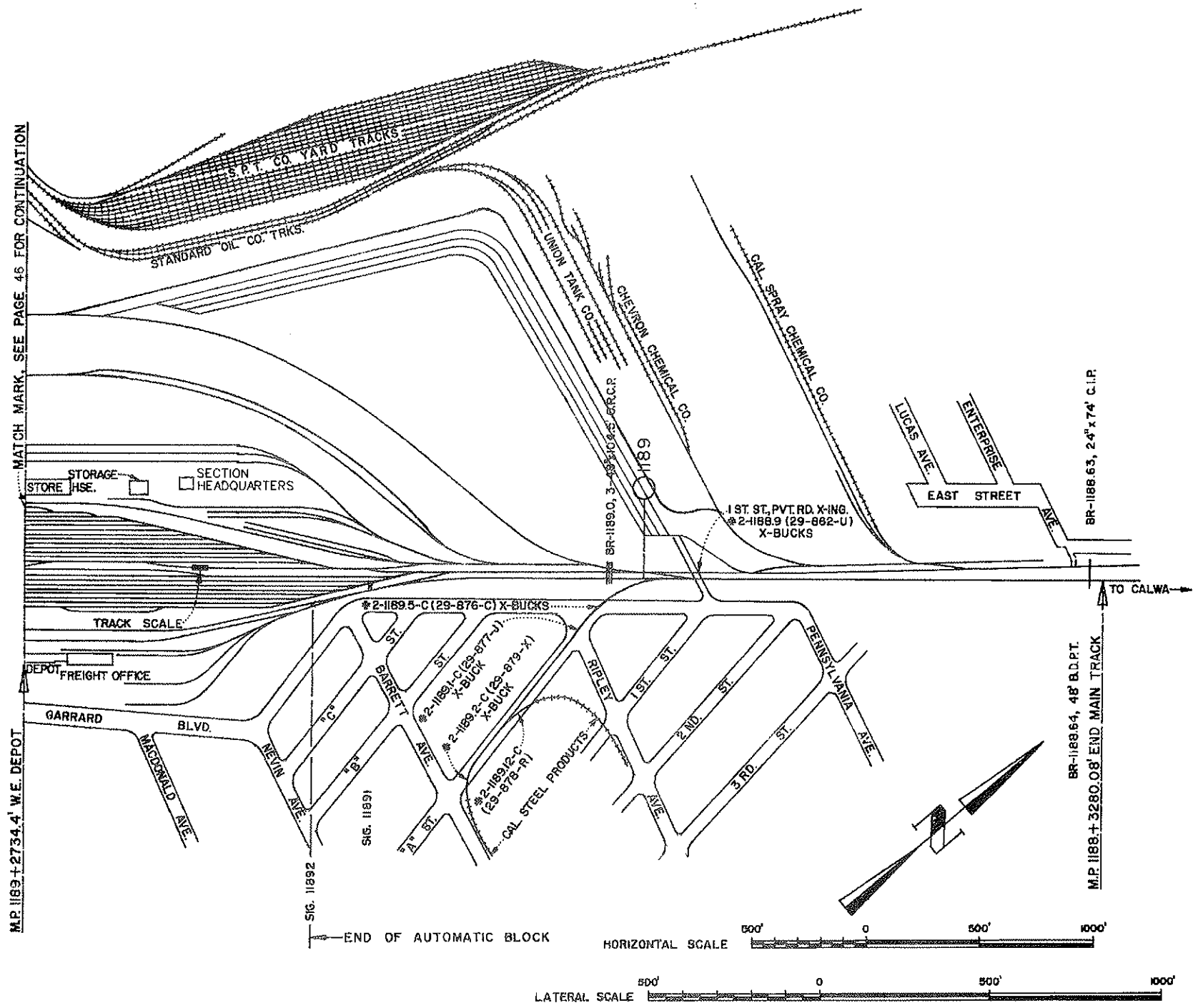


RICHMOND
M.P. 1189.6
C-R-T-Y

Longest Track = 96 Cars.
Shortest Track = 6 Cars.
Total Car Capacity = 1645 Cars.



RICHMOND YARD
RICHMOND, CALIF.



MATCH MARK, SEE PAGE 46 FOR CONTINUATION

M.P. 1189+2734.4' W.E. DEPOT

END OF AUTOMATIC BLOCK

HORIZONTAL SCALE

LATERAL SCALE

REVISED FEB. 1992

STOCKTON SUBDIVISION

1190

1189

EL. 4" 1188
SP. 240'

1187 AUTOMATIC BLOCK SYSTEM

EL. 4" 1186
SP. 360'

EL. 4" 1185
SP. 360'

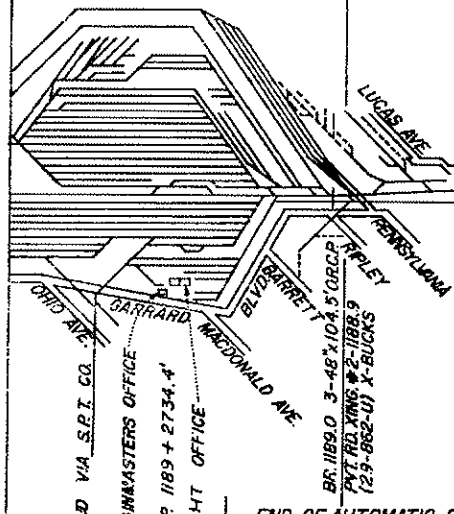
TO FERRY POINT
RICHMOND
M.P. 1189.6
C-R-T-Y

SAN PABLO
M.P. 1187.8

RHEEM
M.P. 1186.5
B

TO CALWA

FOR DETAILS, SEE SEPARATE
SKETCH ON PAGE 45.



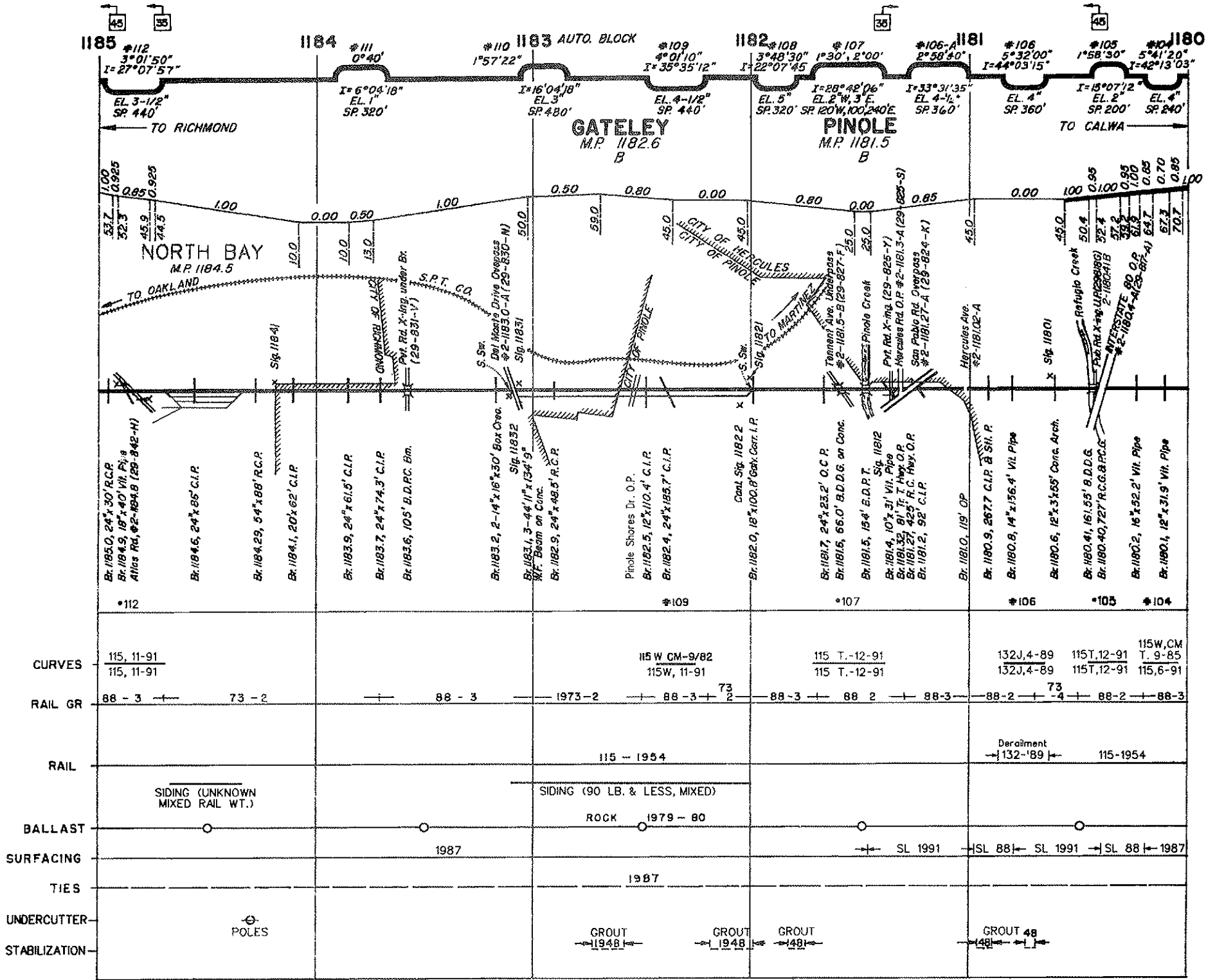
END MAIN TRACK M.P. 1188+3280.08'

END OF AUTOMATIC BLOCK

SECTION 85 SECTION 84

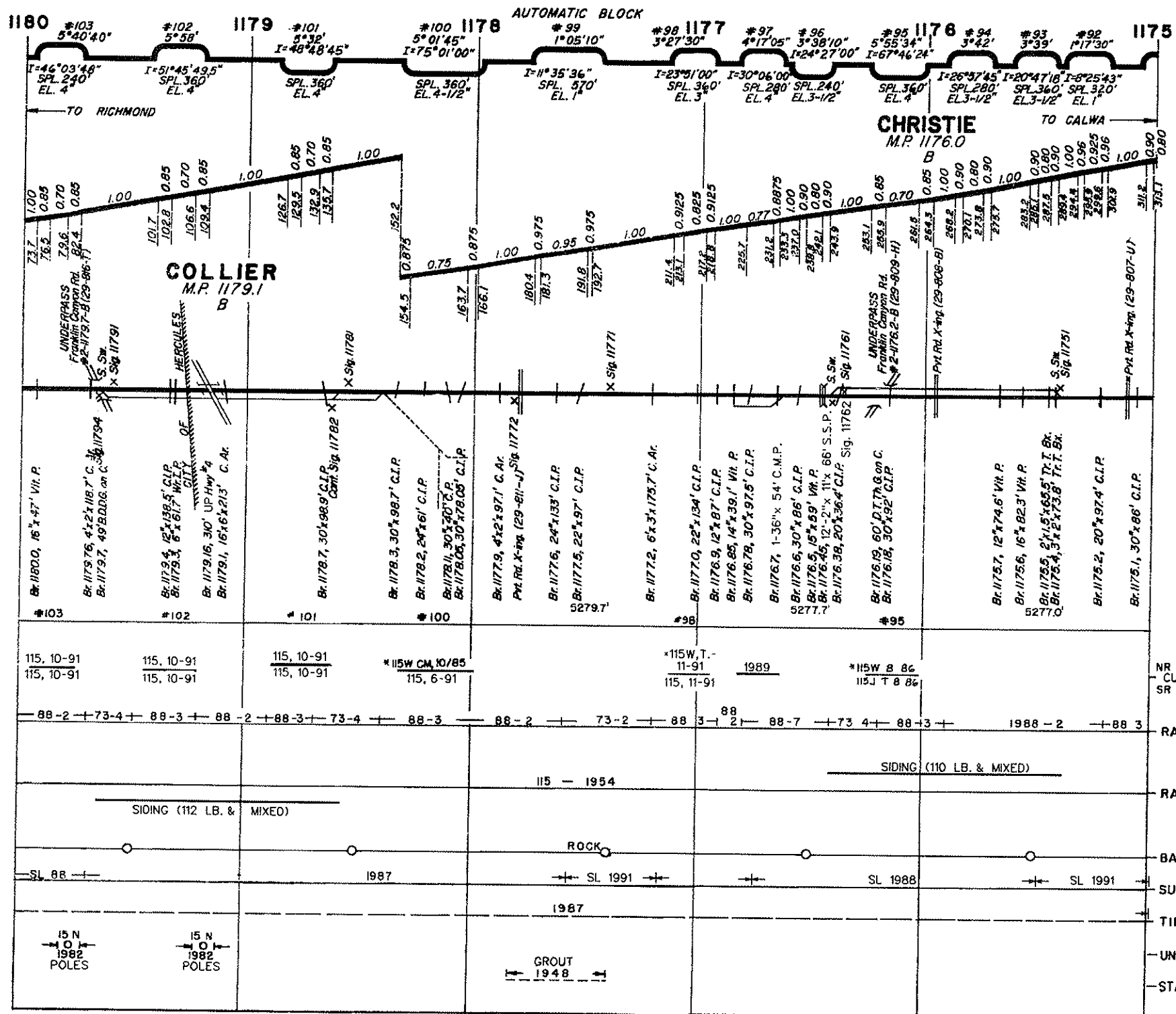
	115W, 12-91 115J, 9-85				115W, 11-91 115W, 11-91
73 - 4		1988 - 3		1973 - 4	88 - 3
			SIDING (90 LB. & MIXED)		
			115 - 1954		
		1979 - 1980	ROCK		
		SL 1991	1987	SL 1991	SL 88 - 87
		1987			
		GROUT 1948		GROUT 1948	

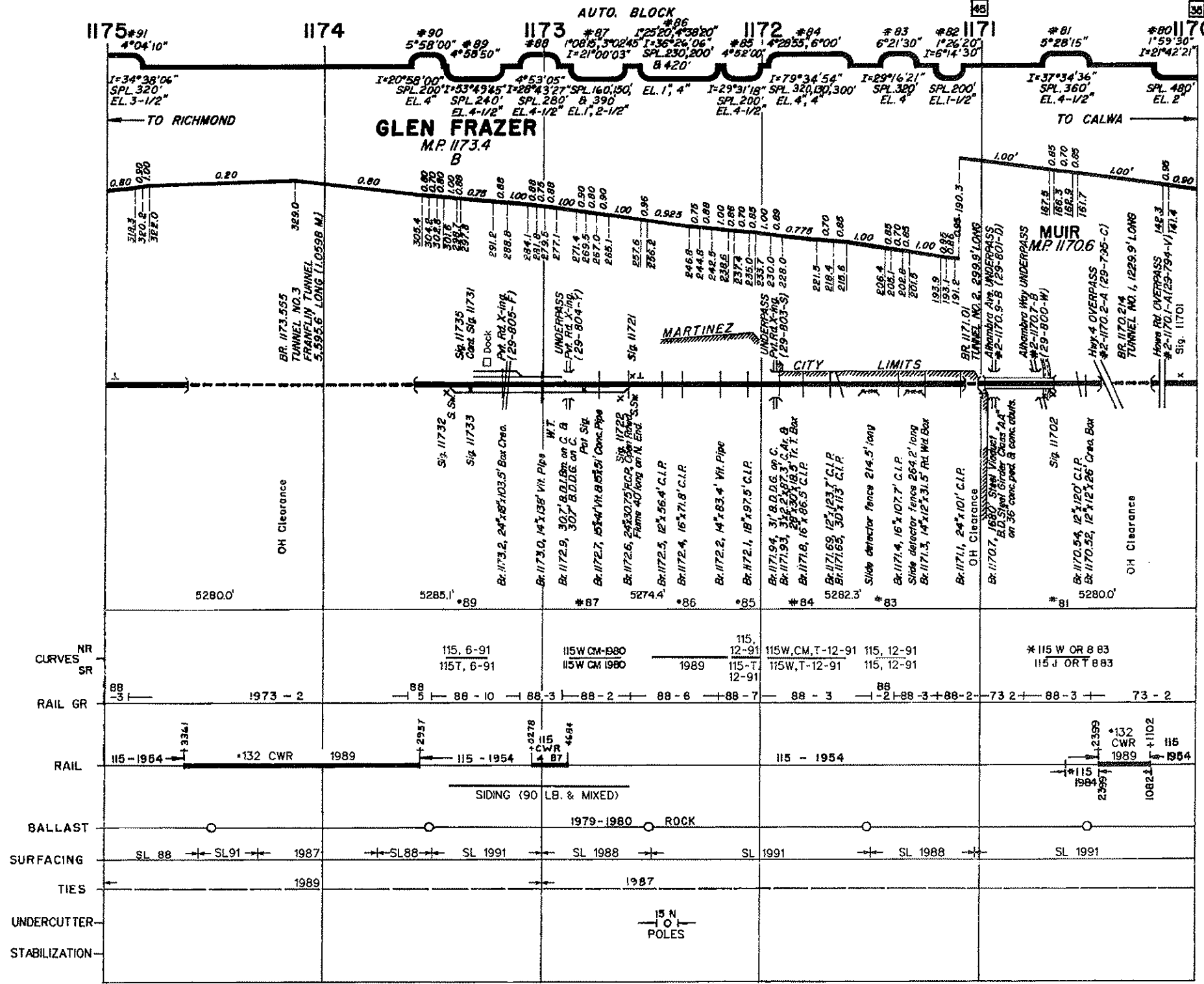
RAIL GR
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION



REVISED FEB. 1992

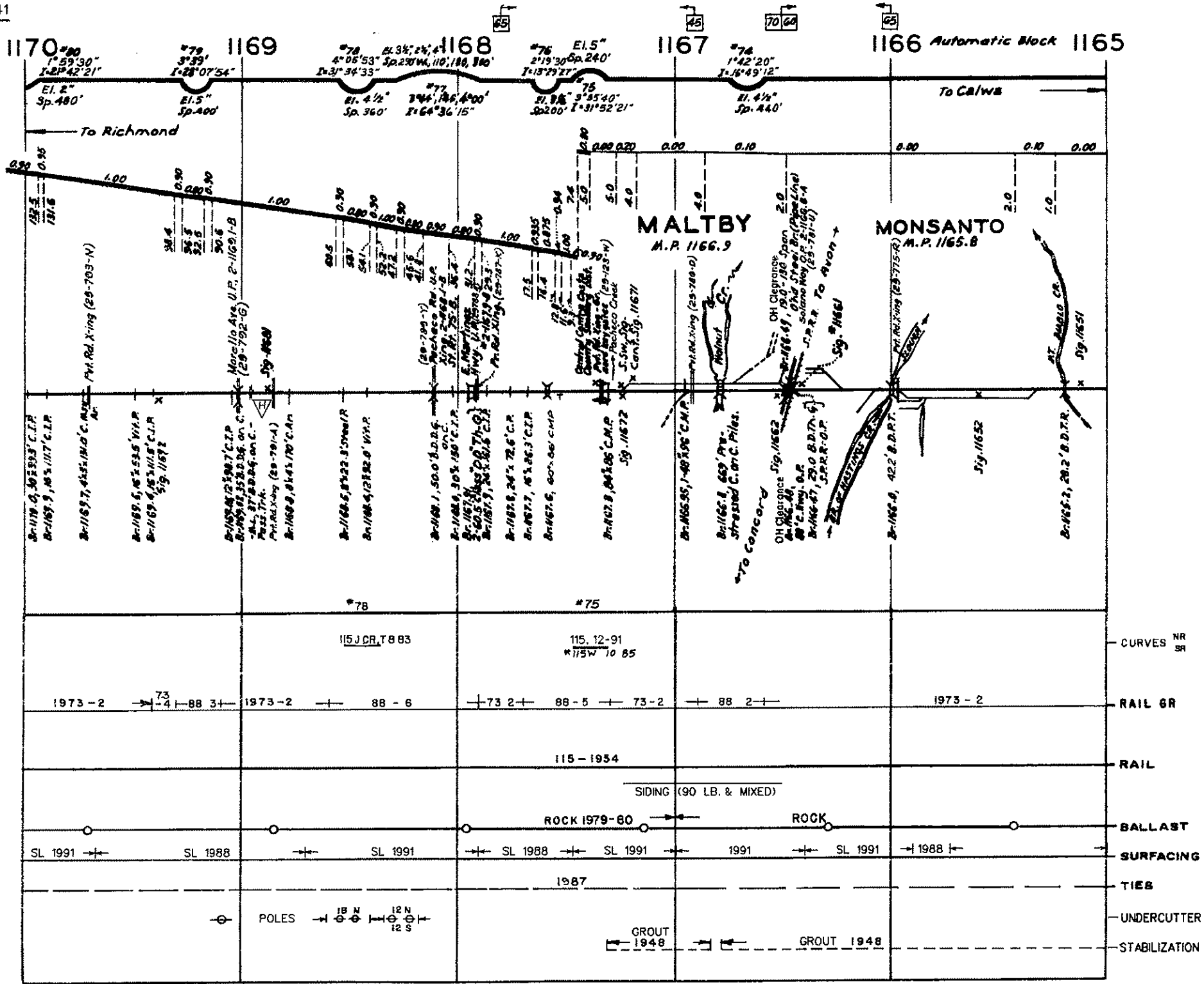
STOCKTON SUBDIVISION

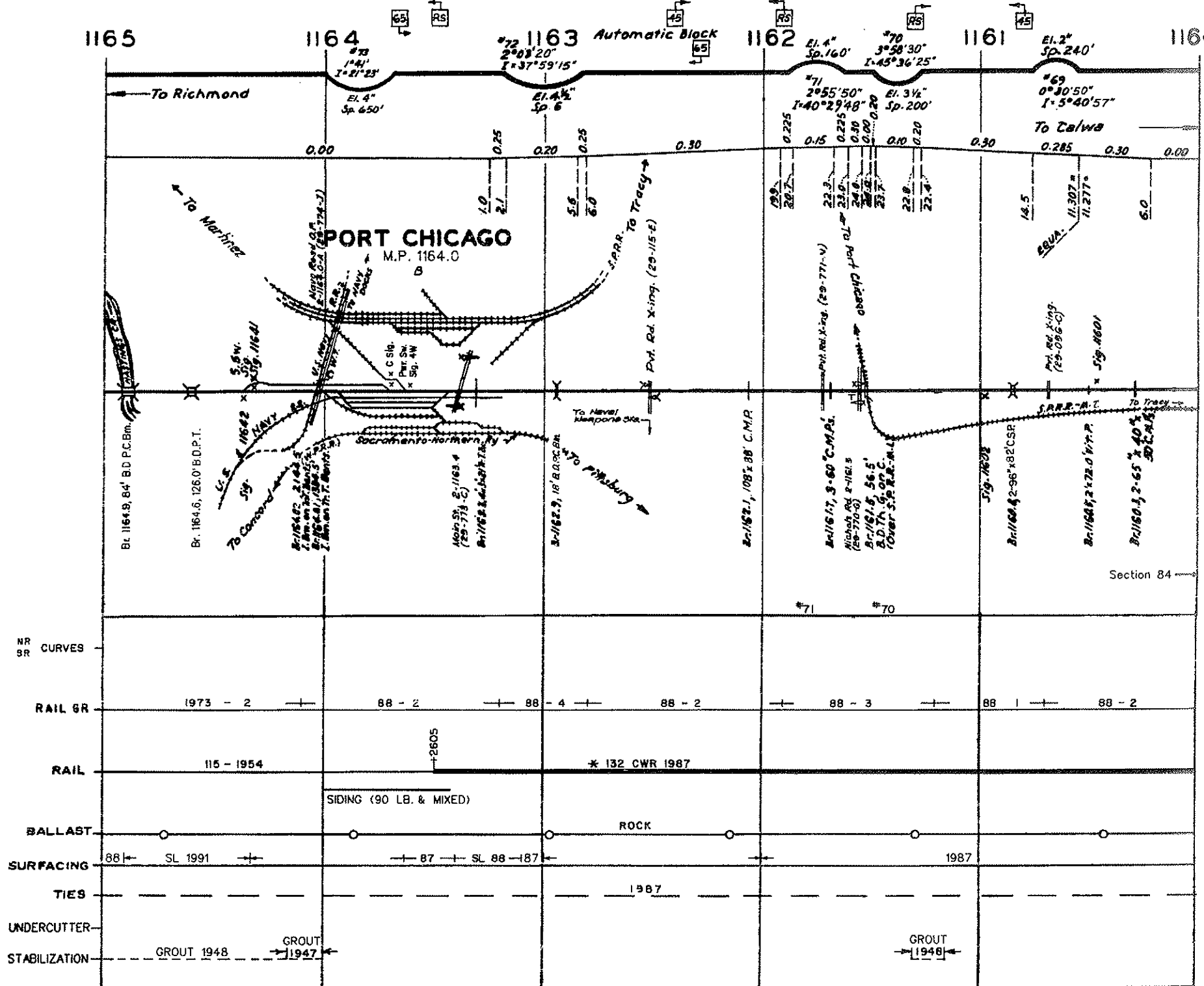




REVISED FEB. 1992

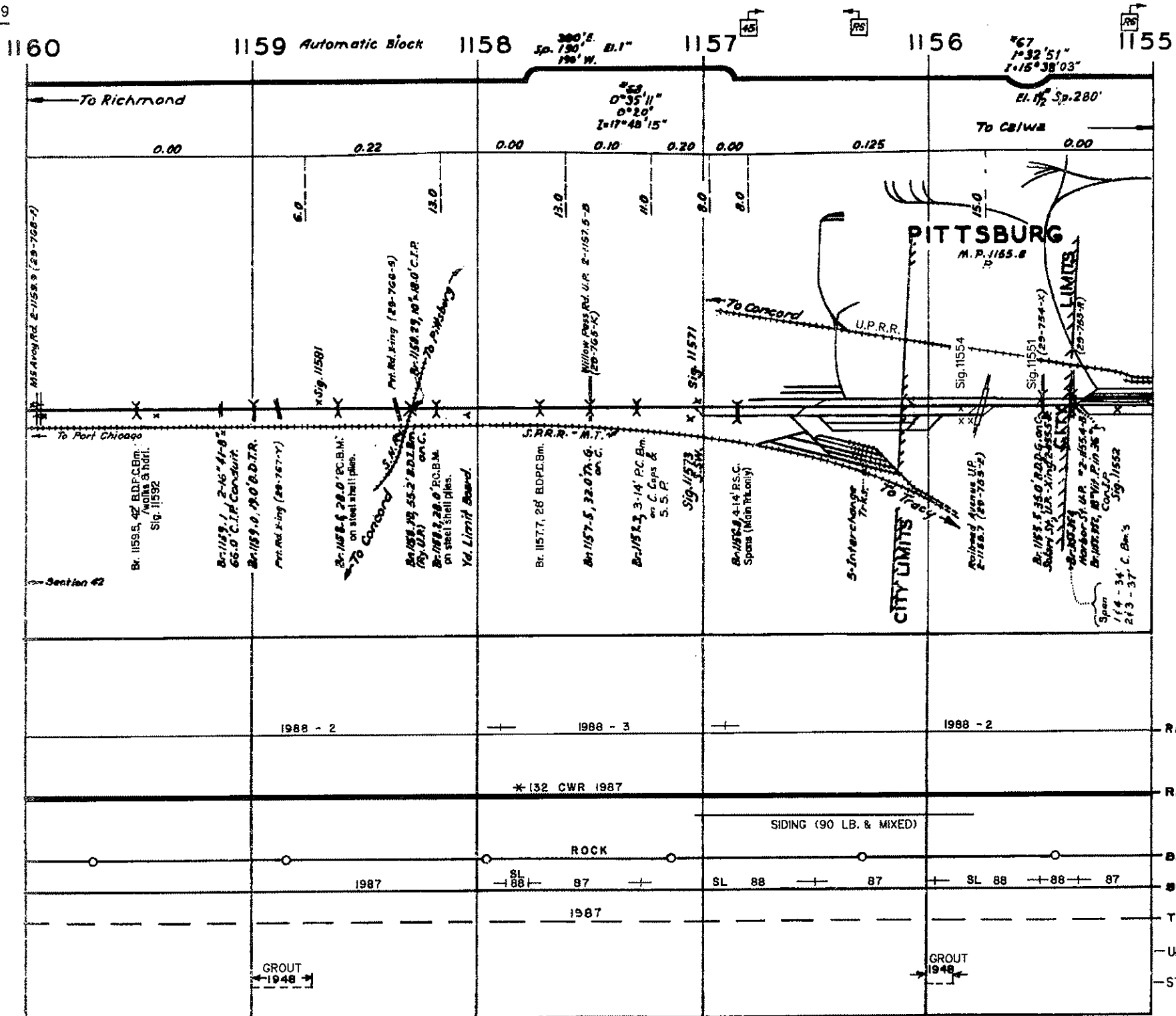
STOCKTON SUBDIVISION

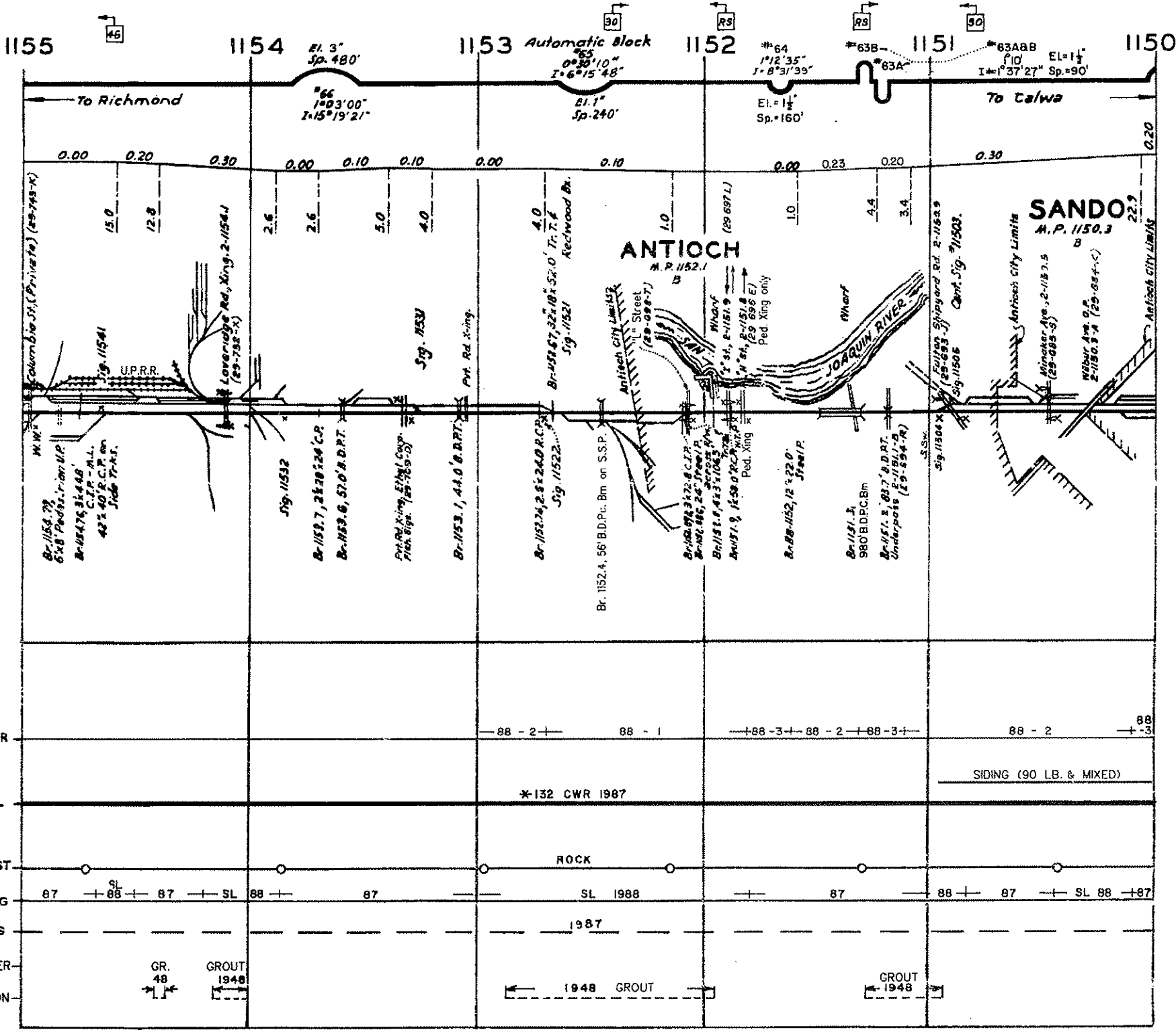




REVISED FEB. 1992

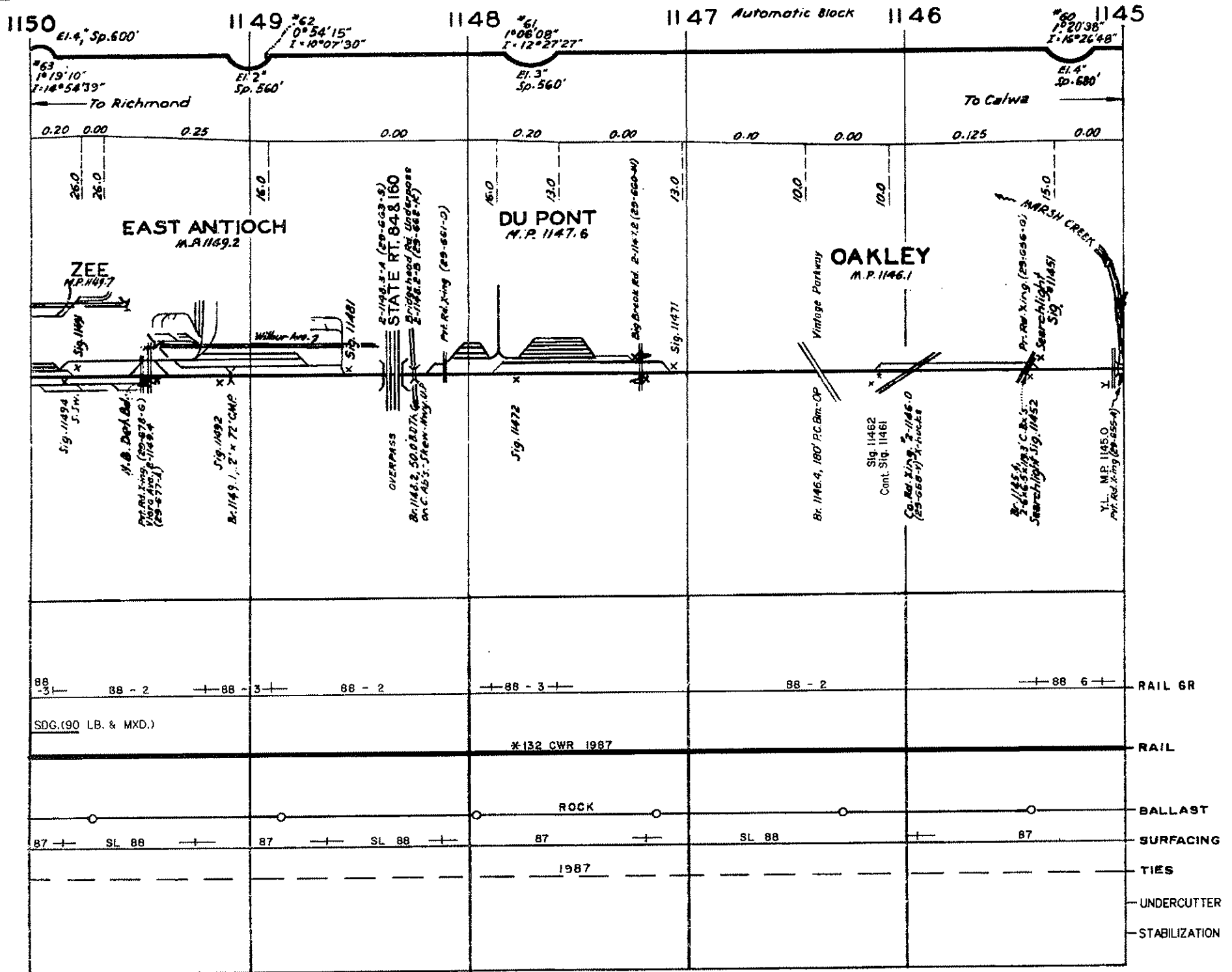
STOCKTON SUBDIVISION

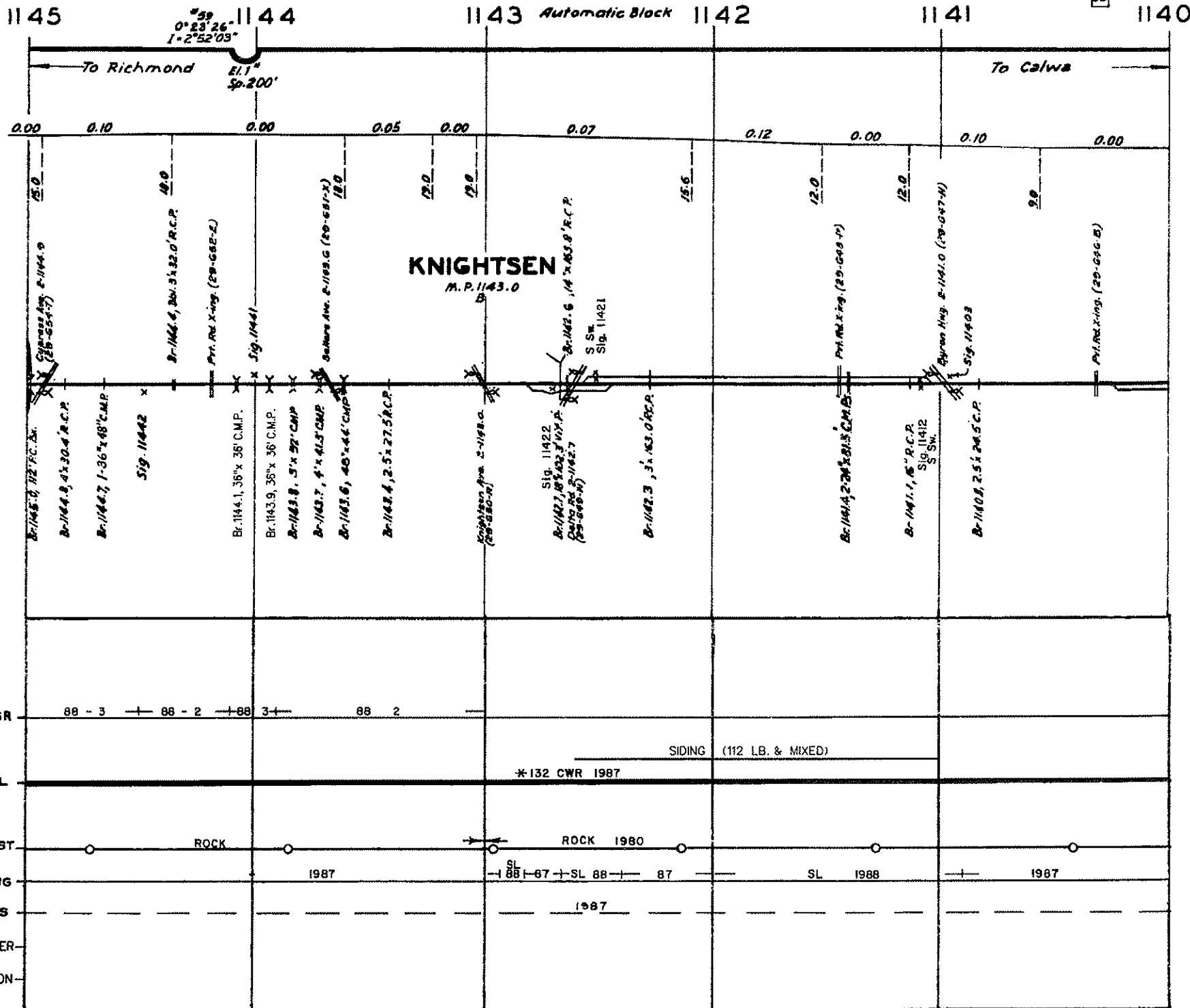




REVISED FEB. 1992

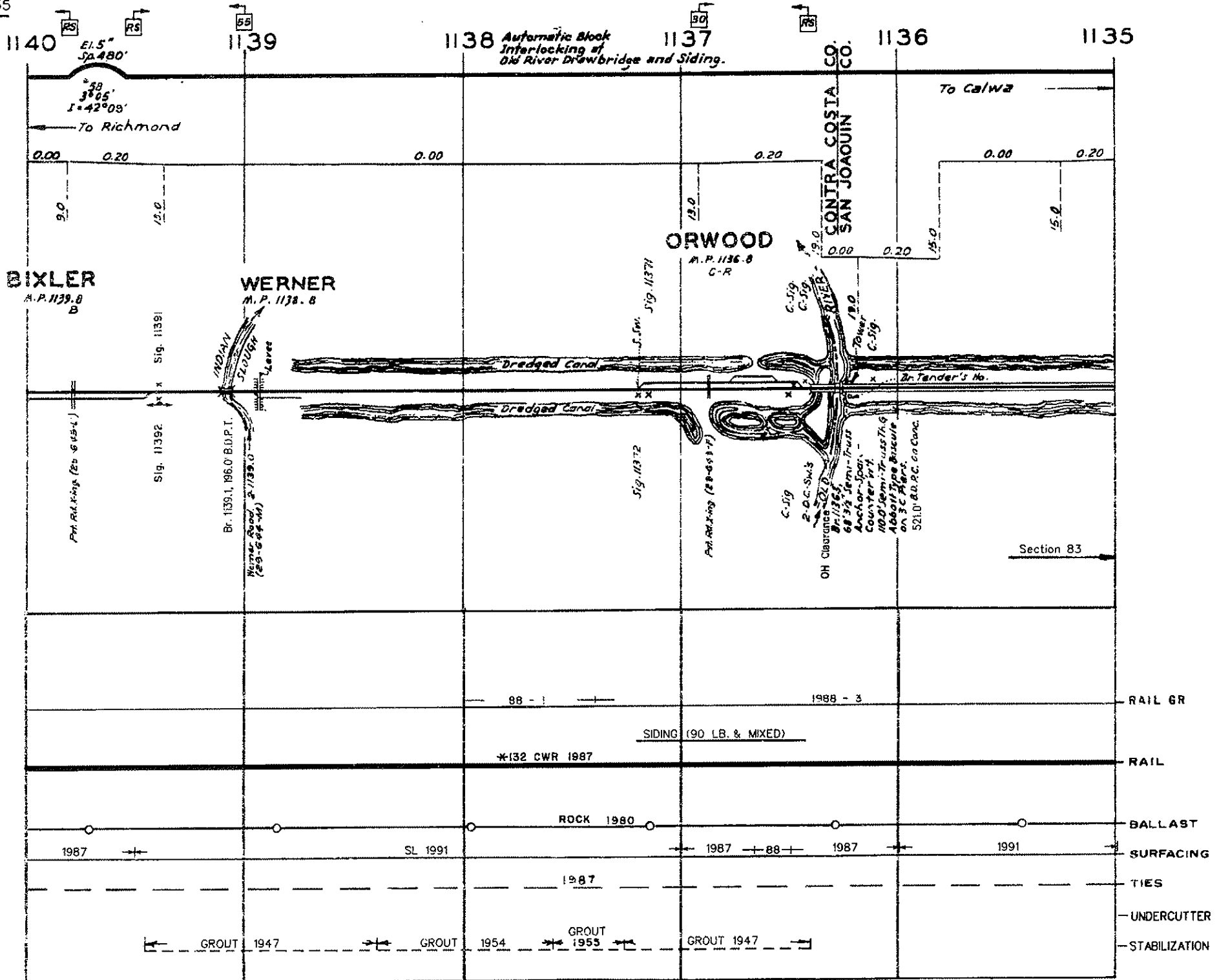
STOCKTON SUBDIVISION





REVISED FEB. 1992

STOCKTON SUBDIVISION



1135 1134 1133 Automatic Block 1132 1131 1130

To Richmond

To Colwa

MIDDLE RIVER

TRULL

M.P. 1134.8
 B
 B-1134.4, 7532.233 P.F.
 MIDDLE RIVER
 70' over
 Decas Island Rd. U.I.
 *2-1134.6-8.
 (27-543-Y)
 Section 82

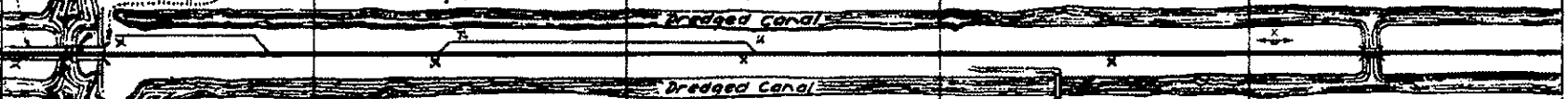
21.1°
 Sp. 160'
 0° 28' 20"
 1-3° 57'
 B-1134.7, OH: Clearance
 487.1 A.D.F.T.
 68-29' Anchor Span,
 Semi-Truss, with
 Overhead Cables,
 110.0' Th. G. Lev. Span
 Abut. Type Masonry
 on 3 C. Piers, 1-28' P.C.
 13.0
 Bm. E.E. Approach

S.W. Sig. 11331

S.W. Sig. 11321

Sig. 11301

B-1130.6, 847'-25 Spans
 B.D.F.T. with walk: & Handrails



Sig.

Sig. 11332

Sig. 11322

Sig. 11312

RAIL GR

88 - 3

88 - 2

RAIL

SIDING (75 LB. & MIXED)

*132 CWR 1987

BALLAST

ROCK 1980

SURFACING

1987

SL 1991

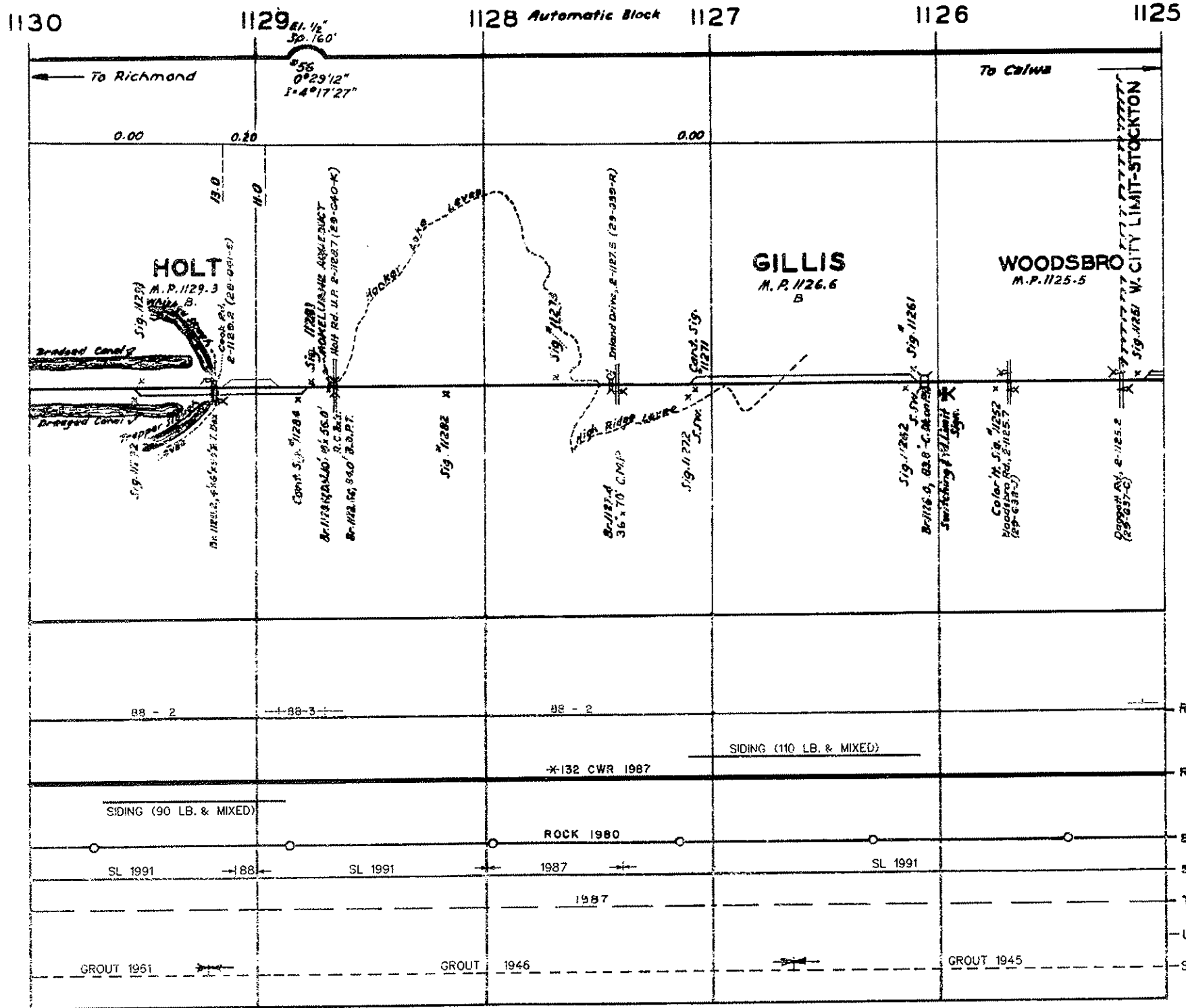
TIES

1987

UNDERCUTTER

STABILIZATION

GROUT 1961



Intentionally Blank

AUTOMATIC BLOCK - INTERLOCKING AT STOCKTON

STOCKTON

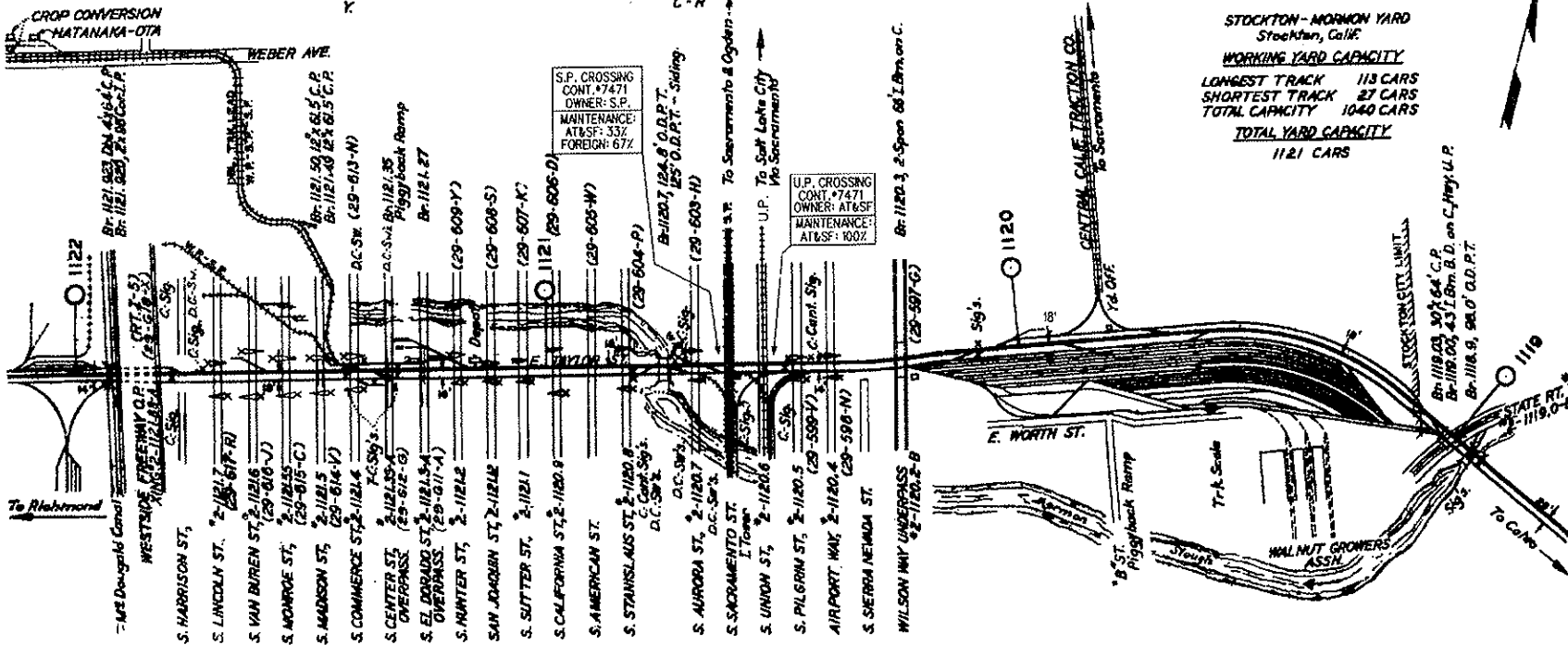
M.P. 1121.4
Y

STOCKTON TOWER

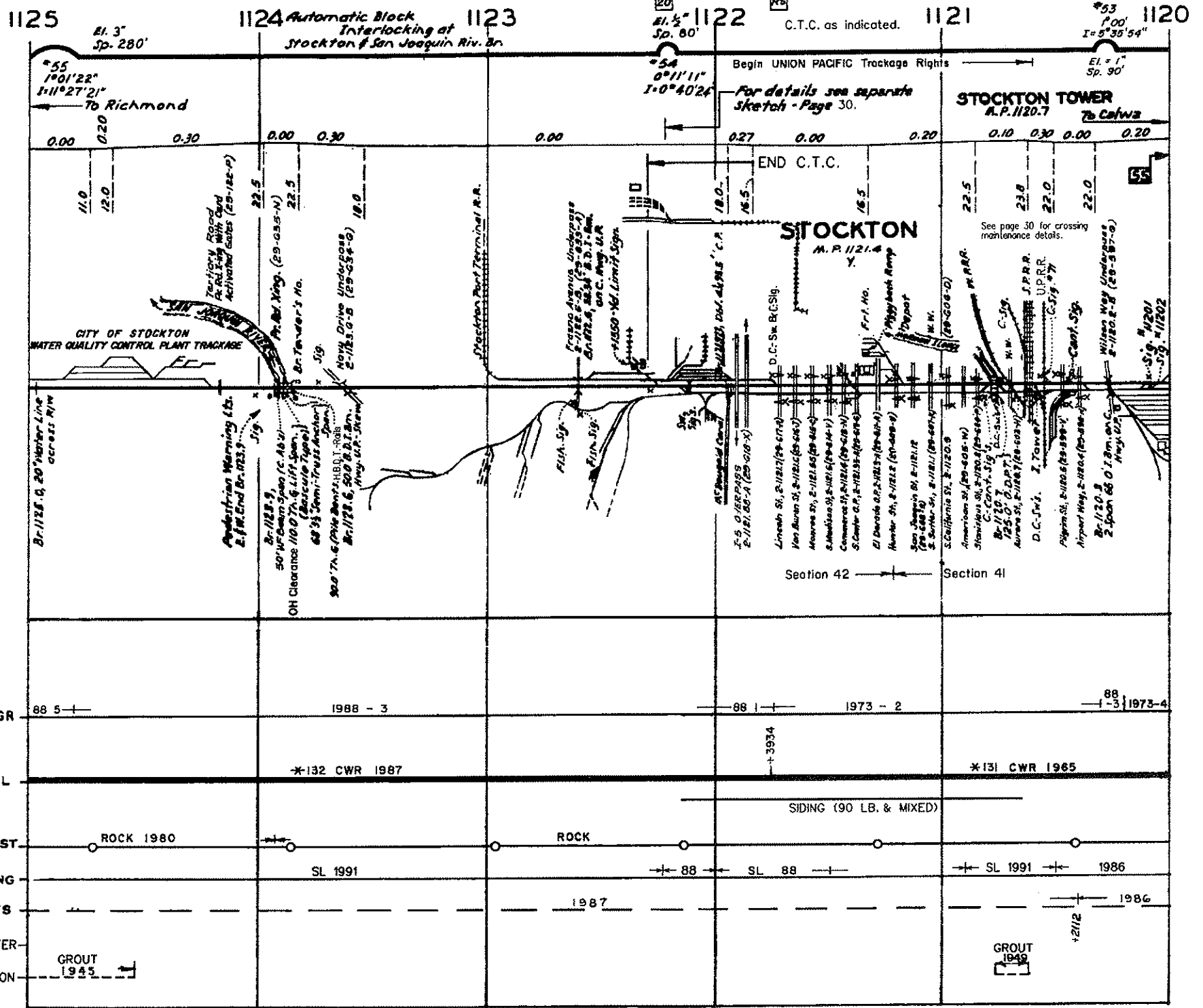
M.P. 1120.7
C-R

MORMON

M.P. 1120.0
R-Y



SCALE: 1 INCH = 2000' HORIZ.



1125

1124 Automatic Block Interlocking at Stockton of San Joaquin Riv. Br.

1123

1122

1121

1120

*55
1°01'22"
1-11°27'21"
To Richmond

*54
0°11'11"
1-0°40'24"

Begin UNION PACIFIC Trackage Rights
For details see separate sketch - Page 30.

*53
1°00'
1-5°35'54"
El. = 1'
Sp. 90'

0.00 0.20 0.30 0.00 0.30 0.00 0.27 0.00 0.20 0.10 0.30 0.00 0.20

11.0 12.0 22.5 22.5 19.0 18.0 18.0 16.5 16.5 22.5 23.8 22.0 22.0

Terjory Road
R.R. 1/4 mi. with Guard
Activated Gates (25-122-P)

City of Stockton
Water Quality Control Plant Trackage

Stockton Port Terminal R.R.

Stockton
M.P. 1121.4
Y.

Stockton Tower
A.P. 1120.7
To Colwa

See page 30 for crossing maintenance details.

Br. 1125.0, 20' Water Line across R/W

Pedestrian Warning Lb.
2 ft. End Br. 1123.9

Br. 1123.9
50' W. from Span (C. 16.5)
OH Clearances 110' Tr. 4 Lift Span.
(Basic Type)
68 3/4 Semi-Truss Anchor
Span

90.9 Tr. 6 (1946) Bents, H.B.D.T. - R.O.B.
Br. 1123.6, 50.0 B.D.T. Br.
Any. U.P. - Stockton

Froggess Avenue Underpass
2-1122.6-5, 2-1122.6-6 (25-122-P)
2-1122.6, 2-1122.6-3, 2-1122.6-4, on C. Hwy. U.P.

Wilson Way Underpass
2-1120.2-8 (25-122-P)

Wilson Way Underpass
2-Span 68.0 I.B.M. on C.
Hwy. 127

Section 42

Section 41

RAIL GR 88 5 | 1988 - 3 | 88 1 | 1973 - 2 | 88 | 1-3 | 1973-4

RAIL *132 CWR 1987 | *131 CWR 1965

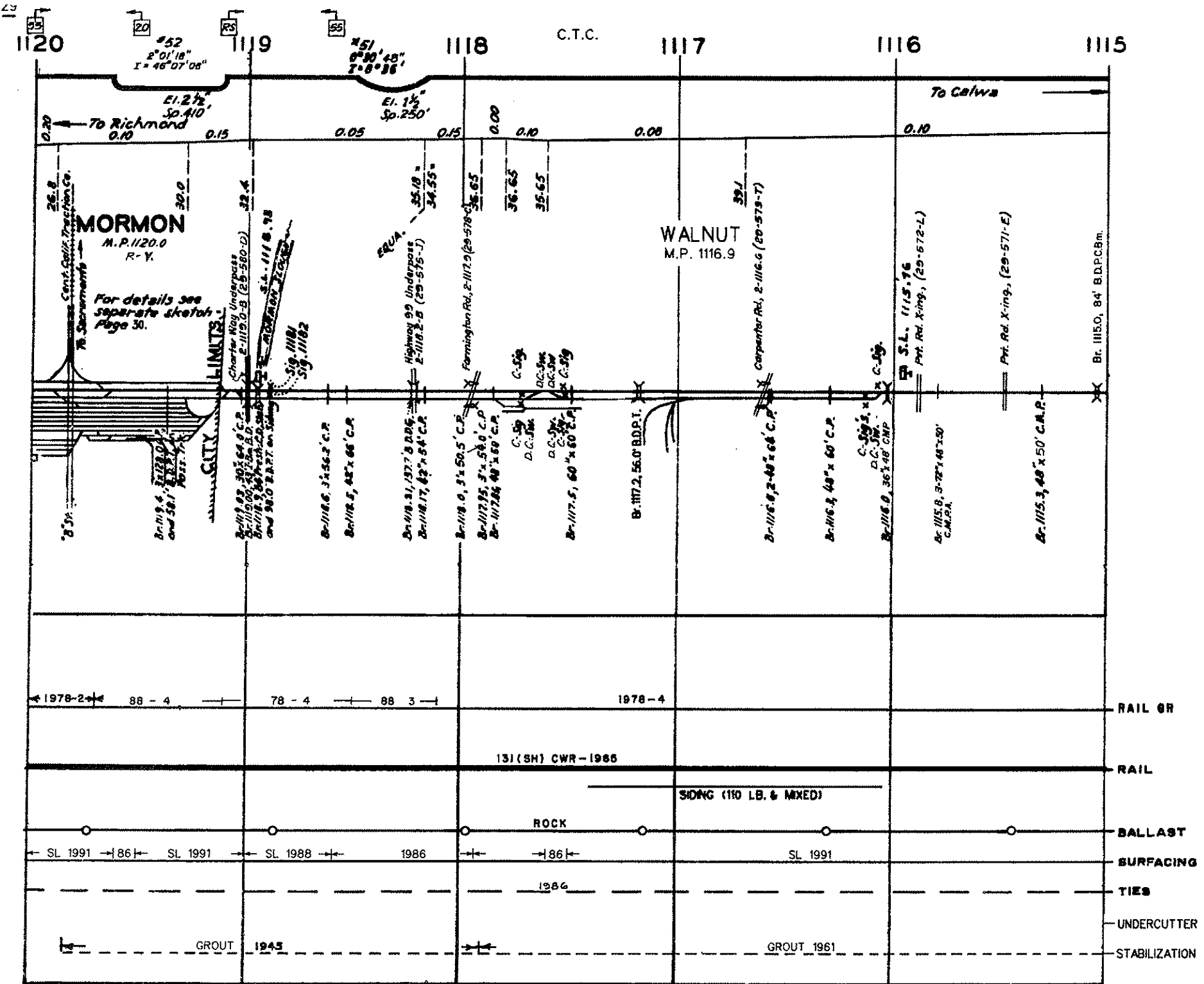
BALLAST ROCK 1980 | ROCK | SIDING (90 LB. & MIXED)

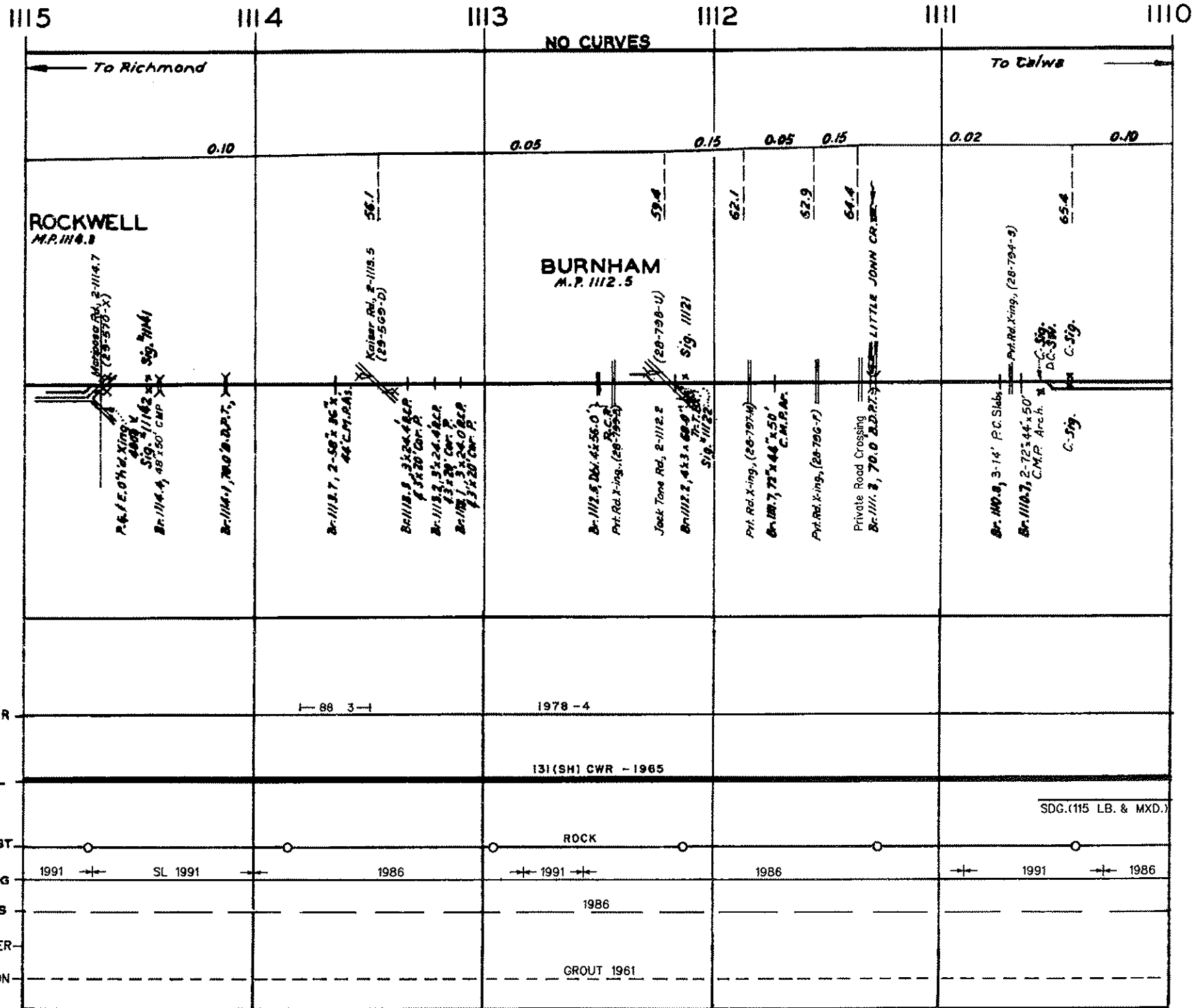
SURFACING SL 1991 | SL 88 | SL 1991 | 1986

TIES 1987 | 1986

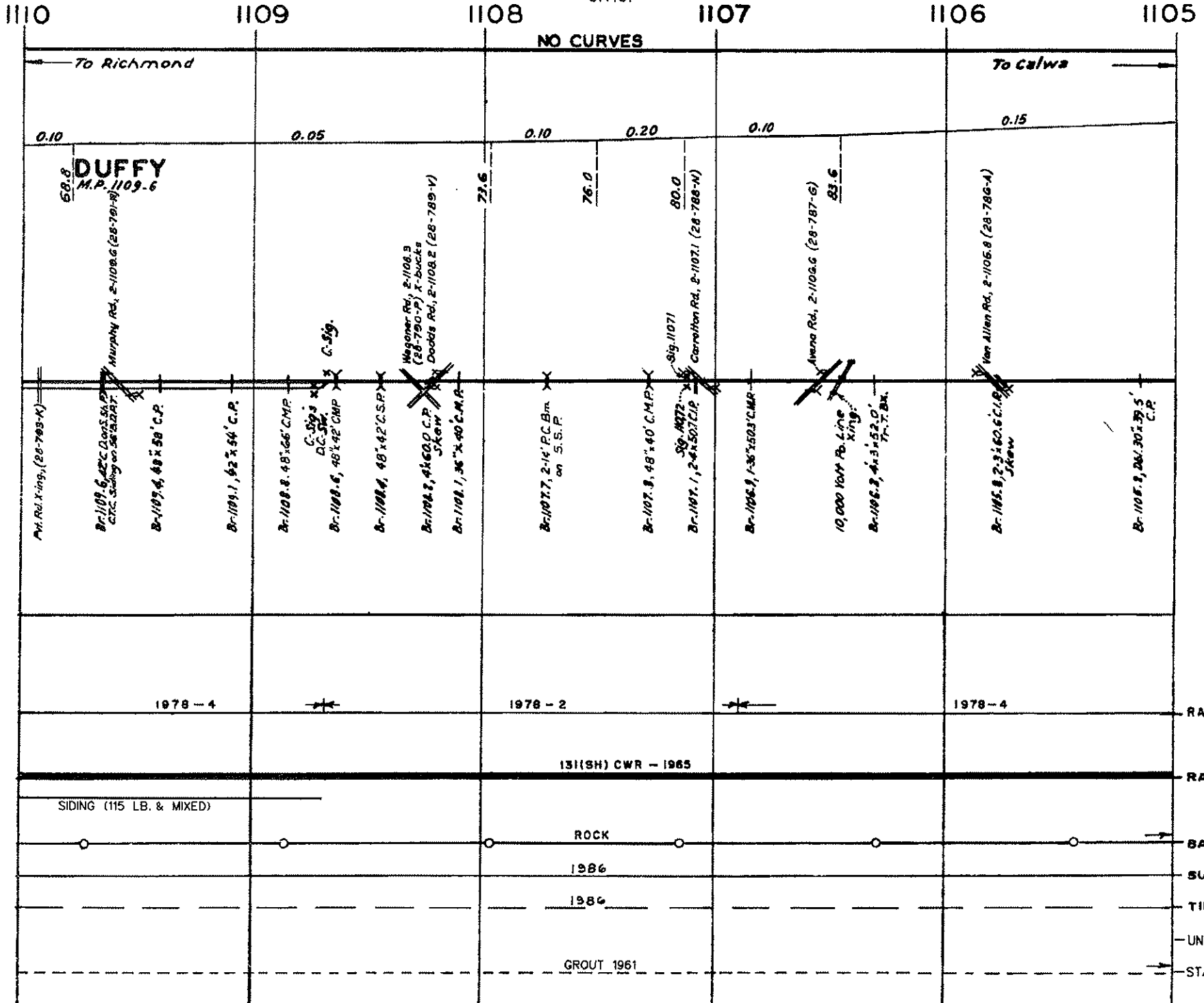
UNDERCUTTER

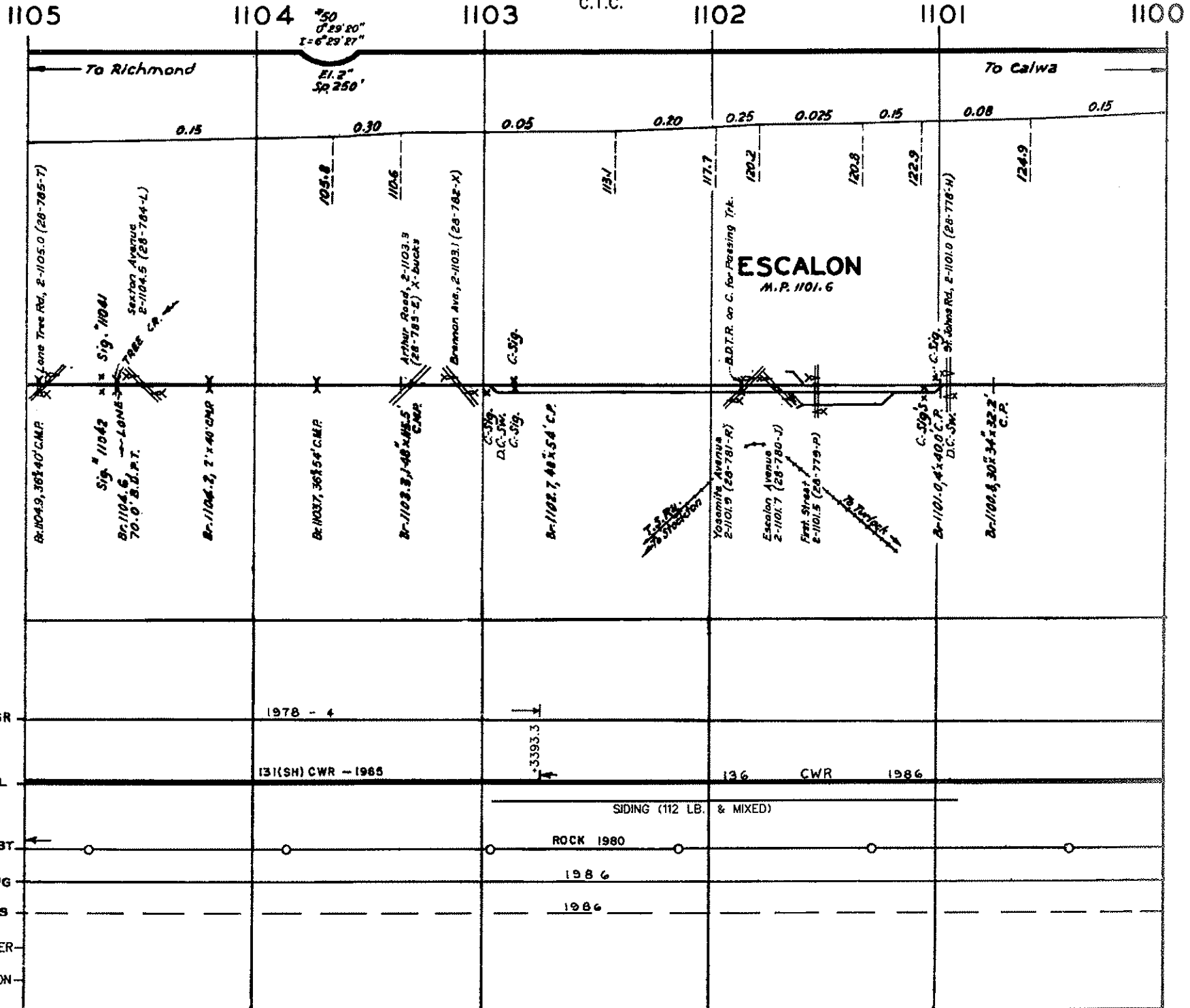
STABILIZATION GROUT 1943 | GROUT 1948 | +2112





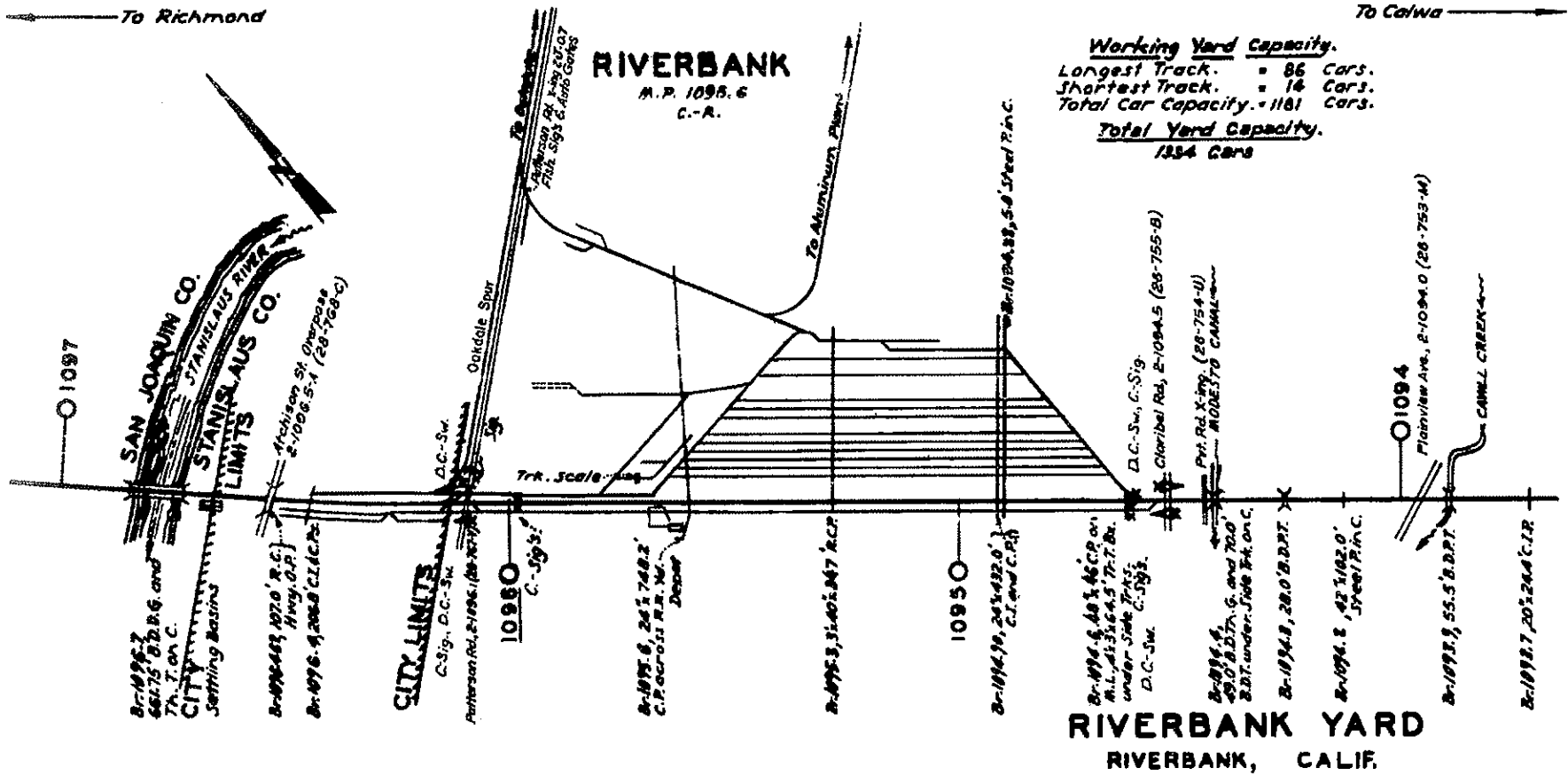
C.T.C.



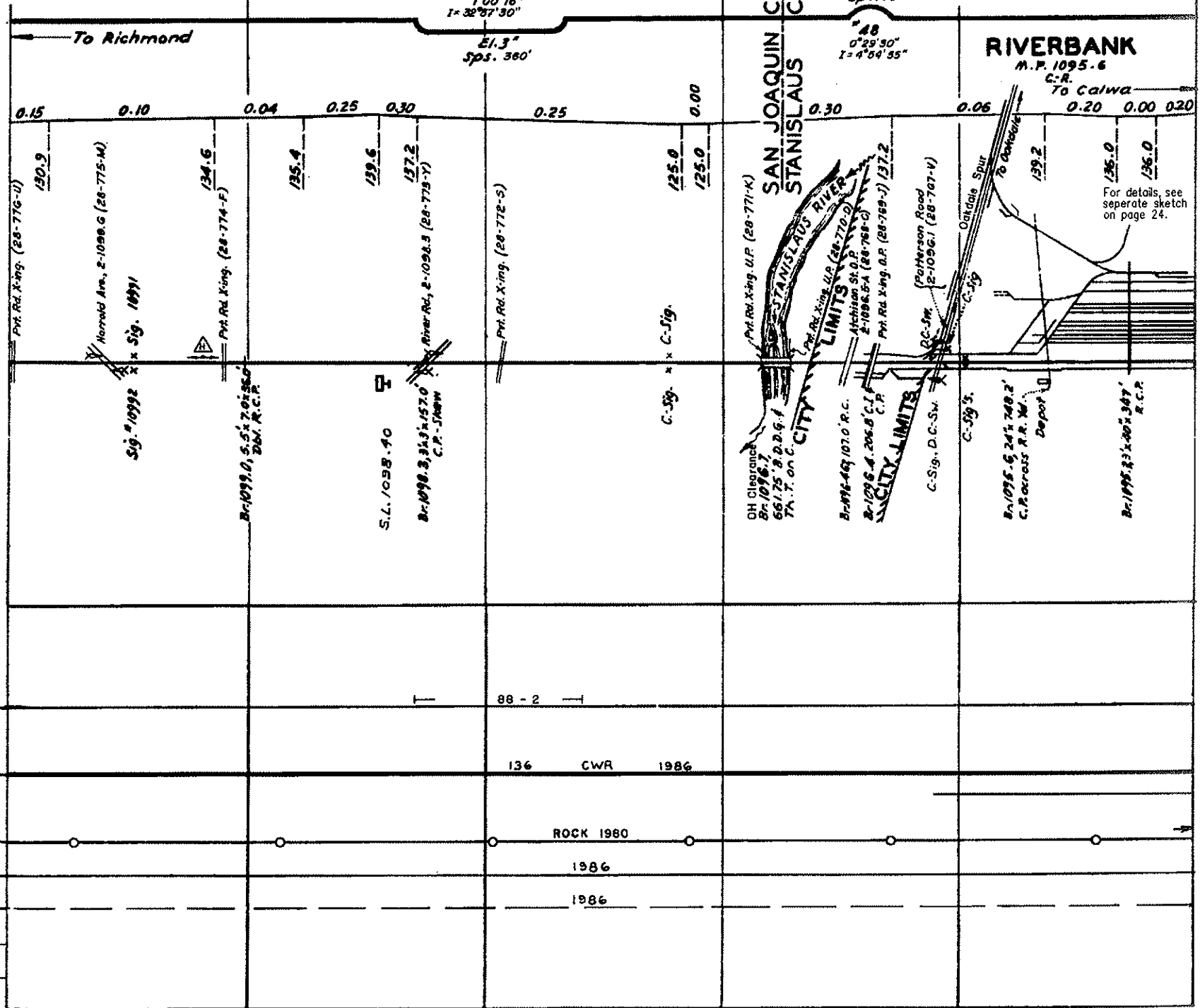


REVISED FEB. 1992

STOCKTON SUBDIVISION



1100 1099 1098 #49 C.T.C. 1097 CO. CO. 1096 1095



For details, see separate sketch on page 24.

REVISED FEB. 1992

STOCKTON SUBDIVISION

1095

1094

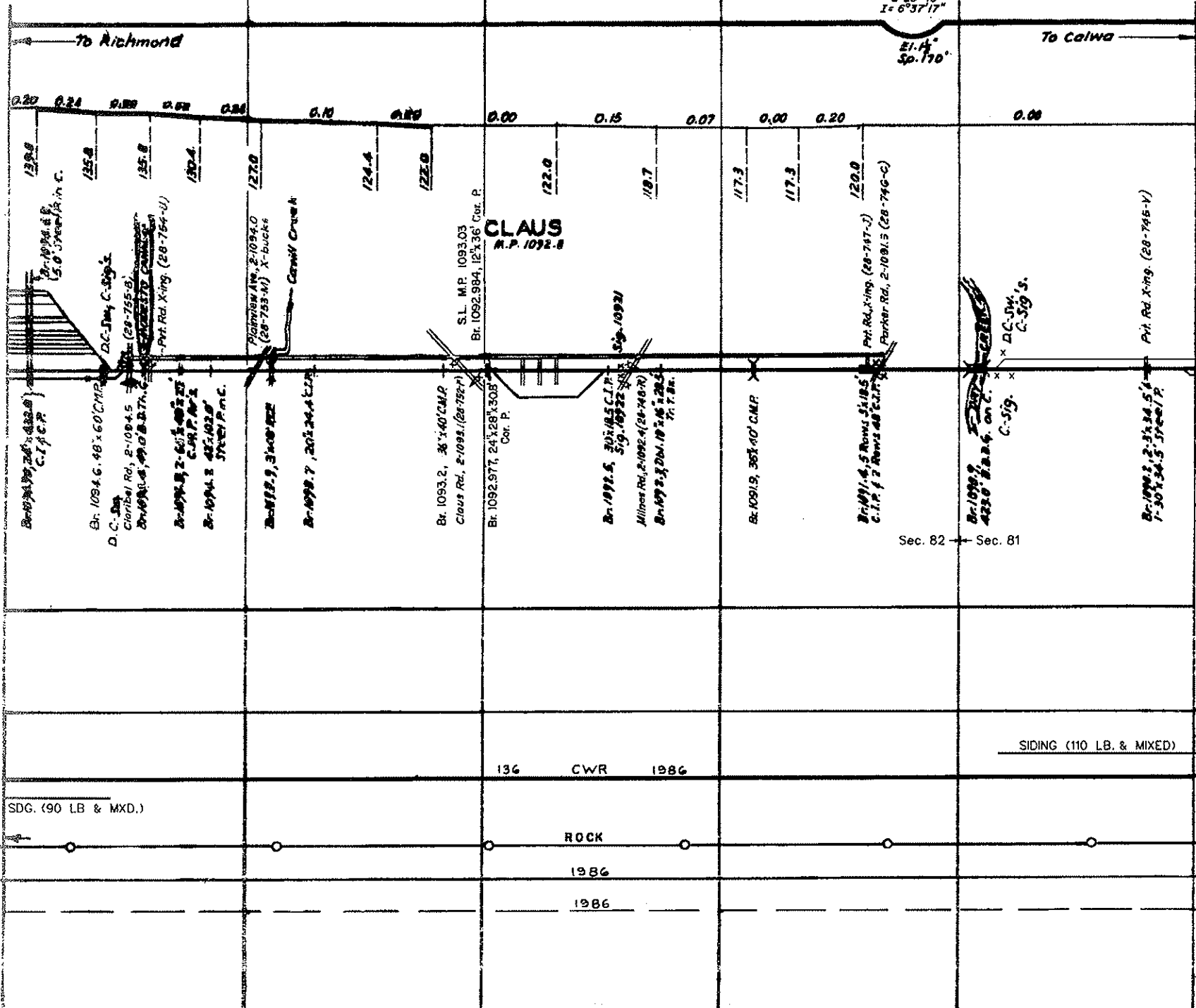
1093

C.T.C.

1092

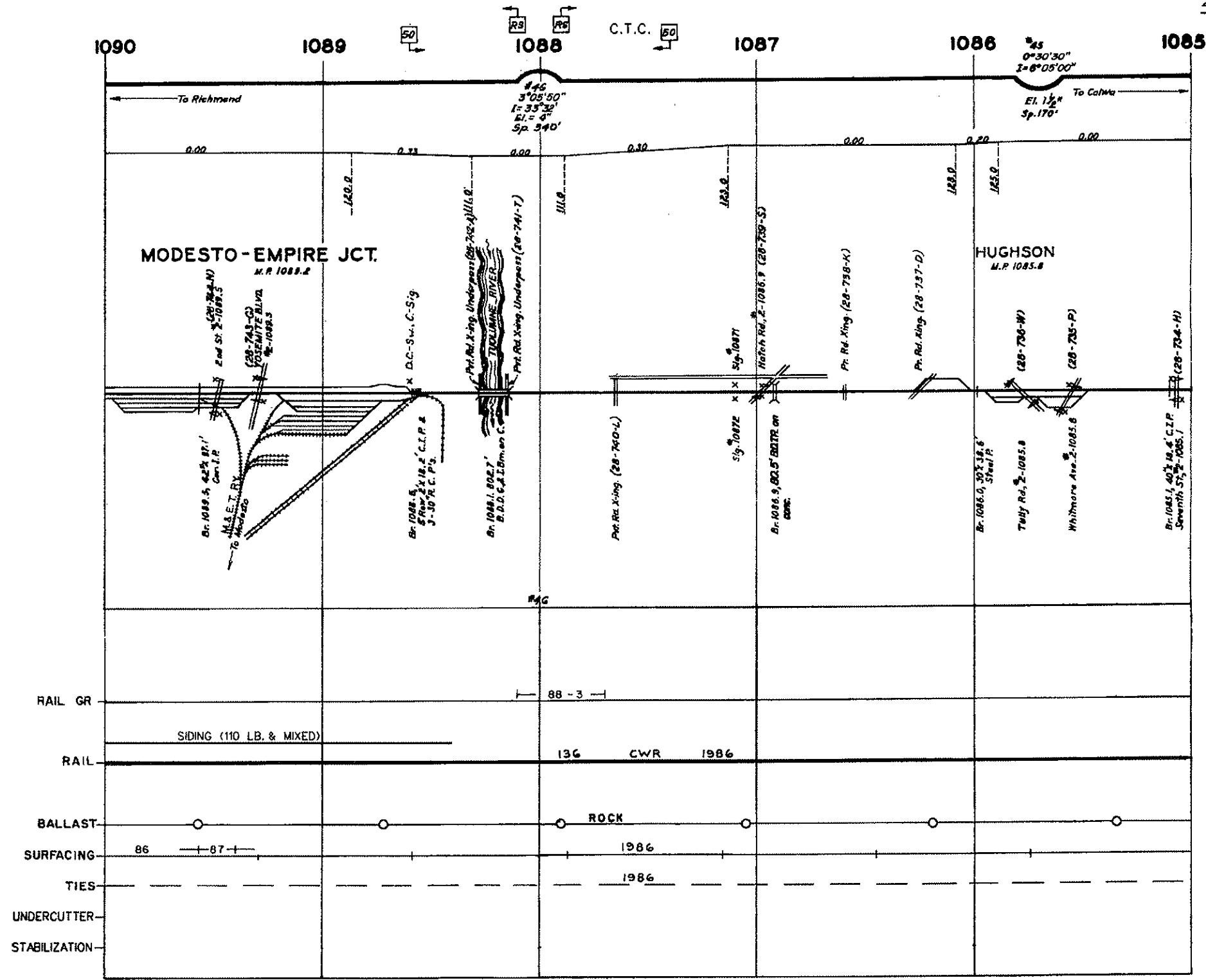
1091

1090



Sec. 82 ← Sec. 81

- RAIL 6R
- SIDING (110 LB. & MIXED)
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

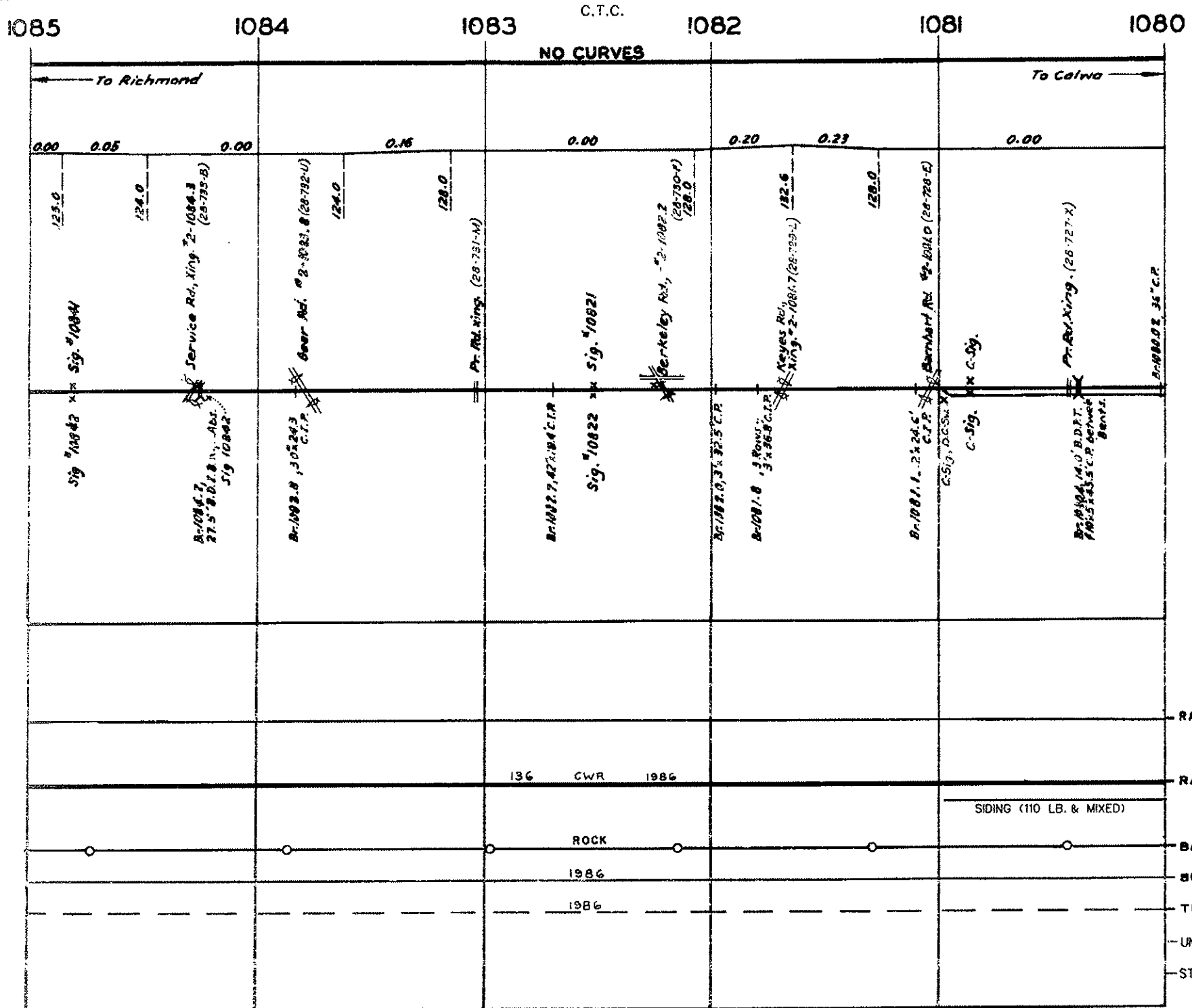


MODESTO-EMPIRE JCT.
M.P. 1088.2

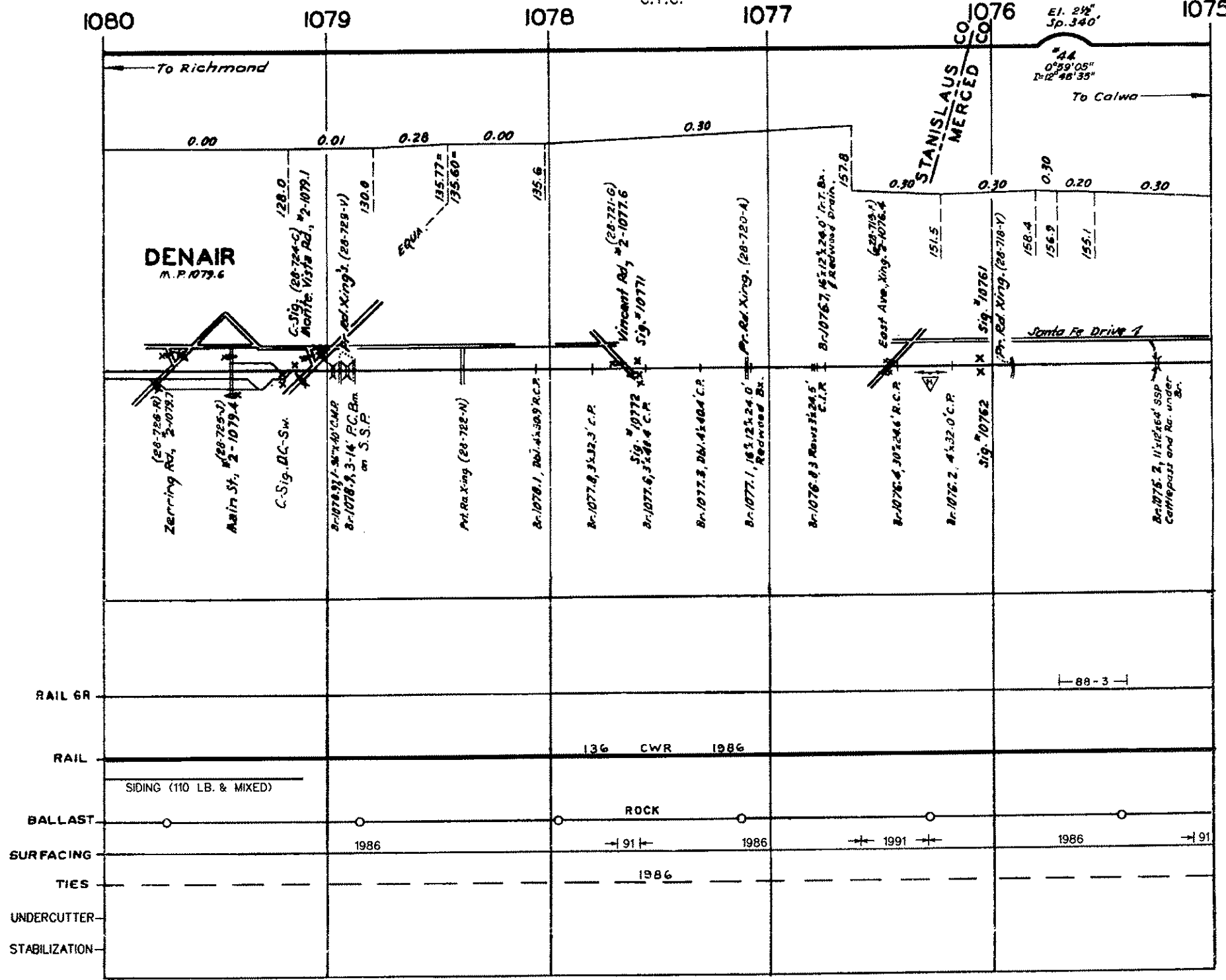
HUGHSON
M.P. 1085.8

TOLUMNE RIVER

RAIL GR		88 - 3		
RAIL	SIDING (110 LB. & MIXED)		136 CWR 1986	
BALLAST			ROCK	
SURFACING	86 — 87 —		1986	
TIES			1986	
UNDERCUTTER				
STABILIZATION				

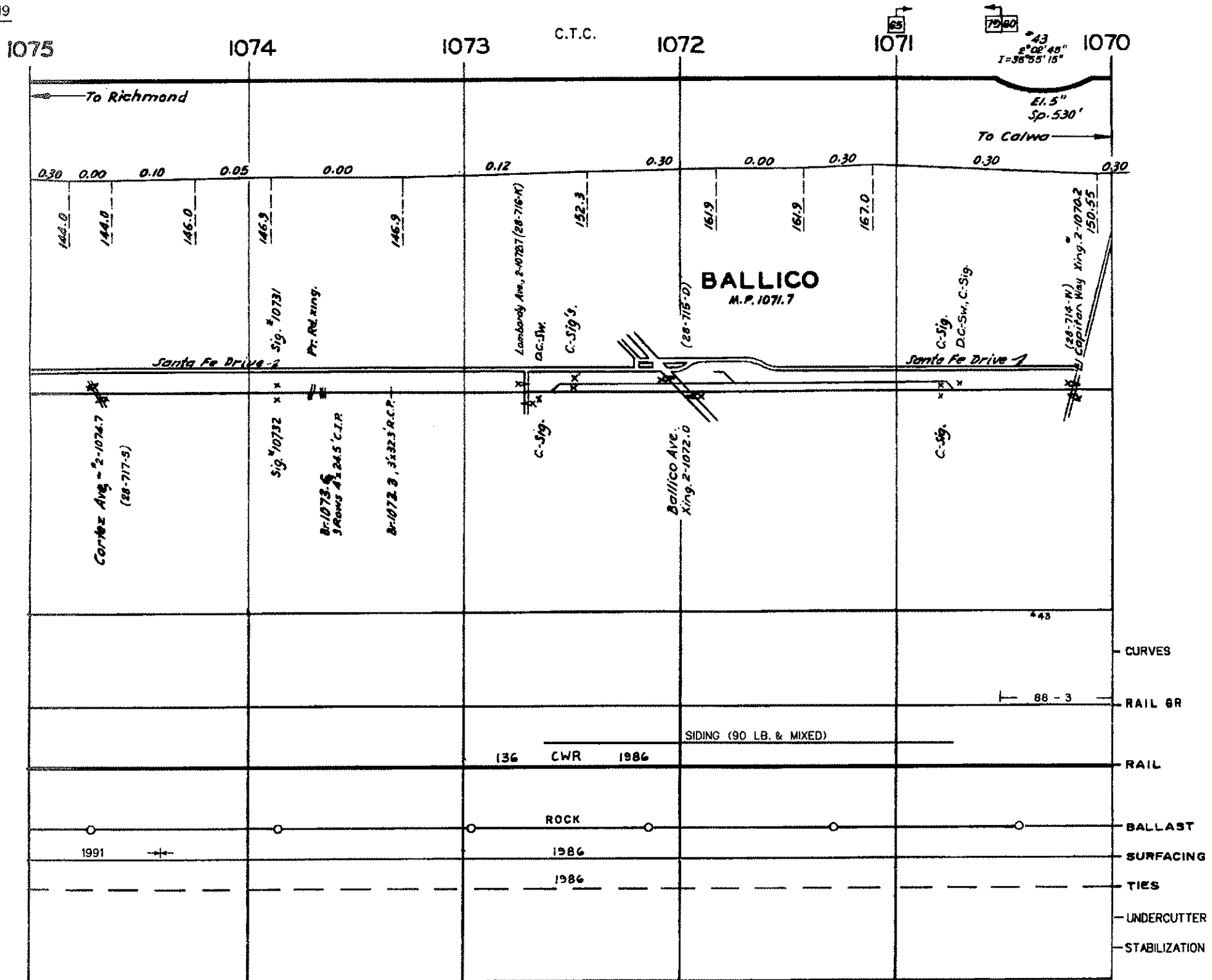


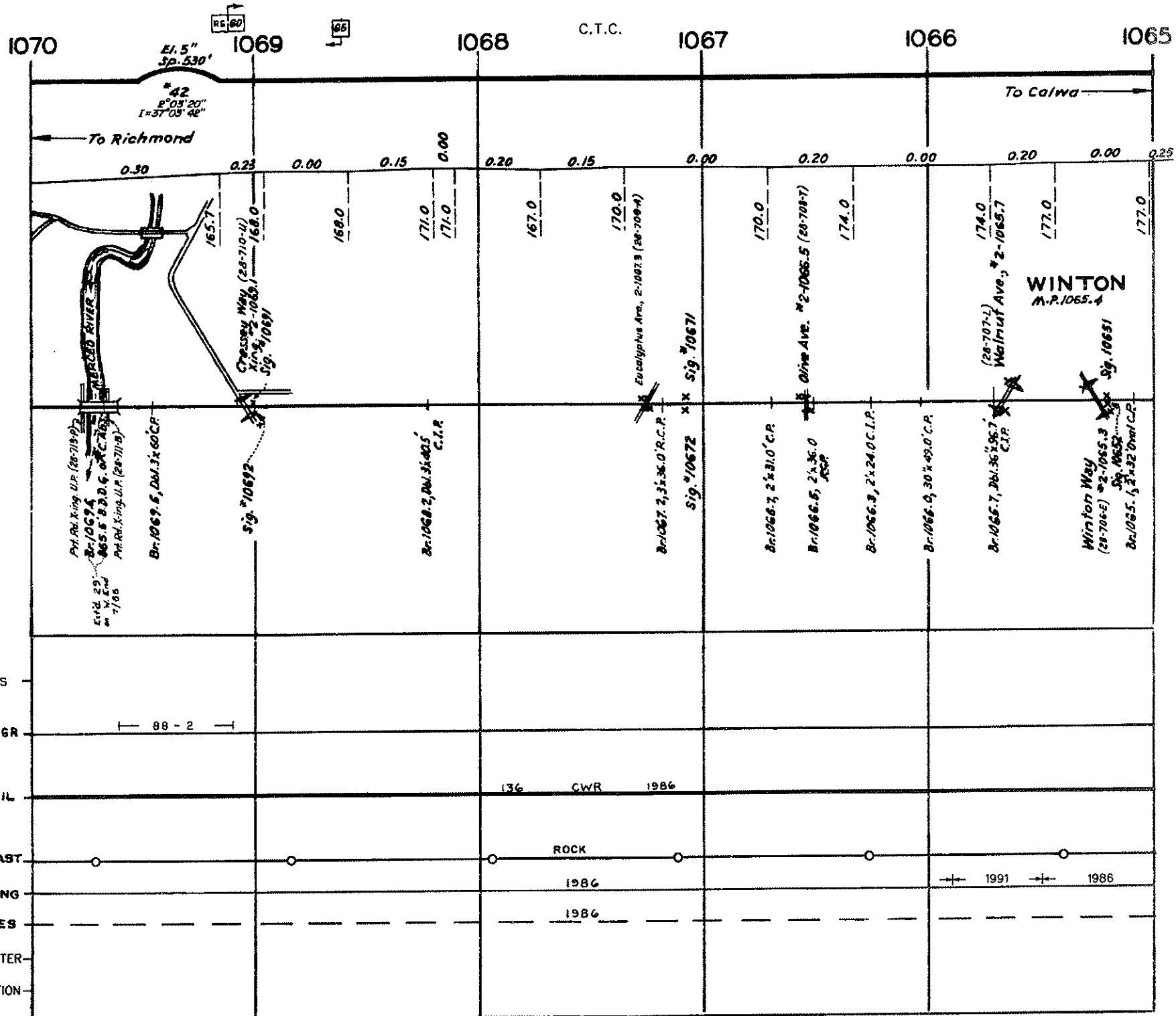
C.T.C.



REVISED FEB. 1992

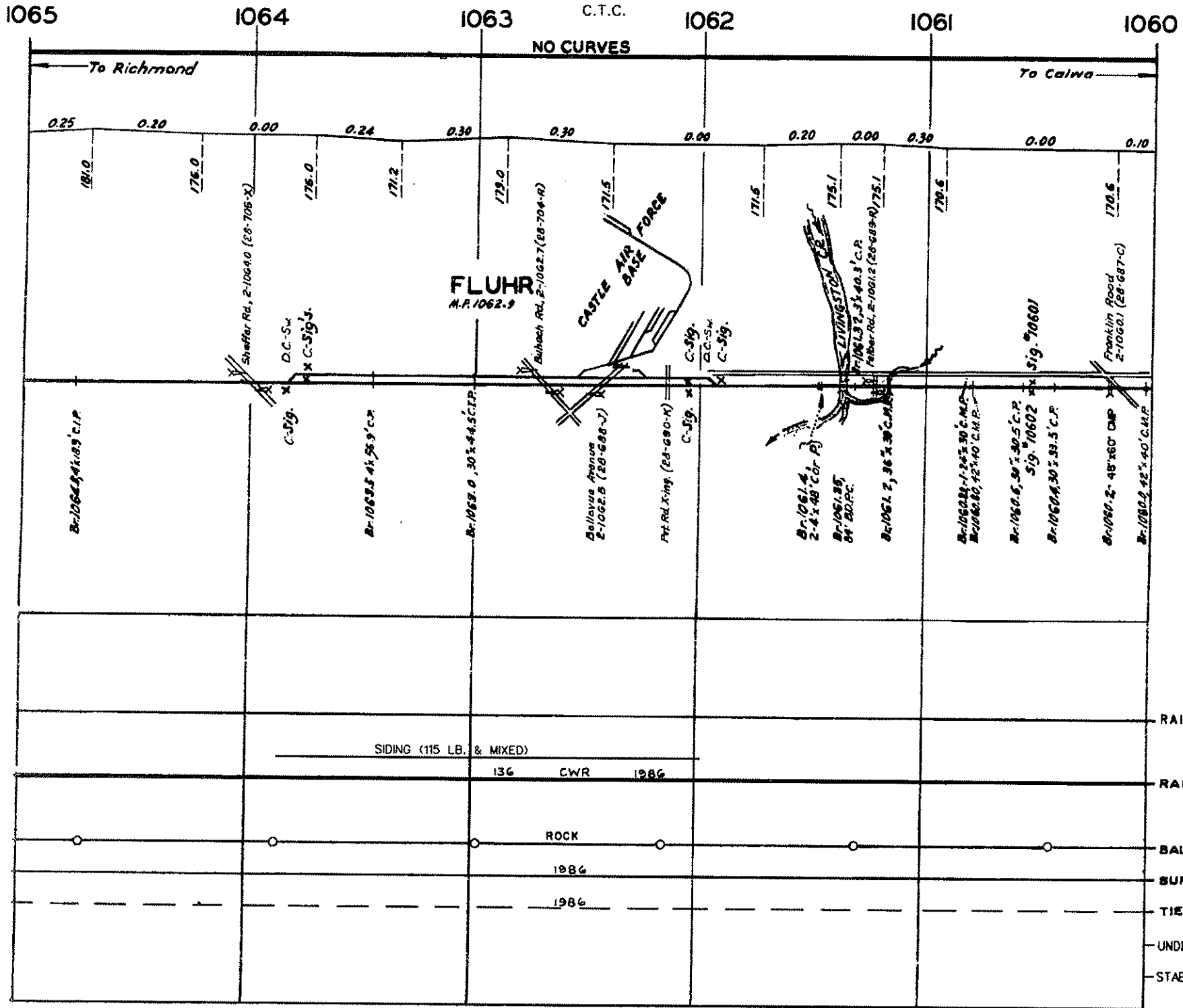
STOCKTON SUBDIVISION

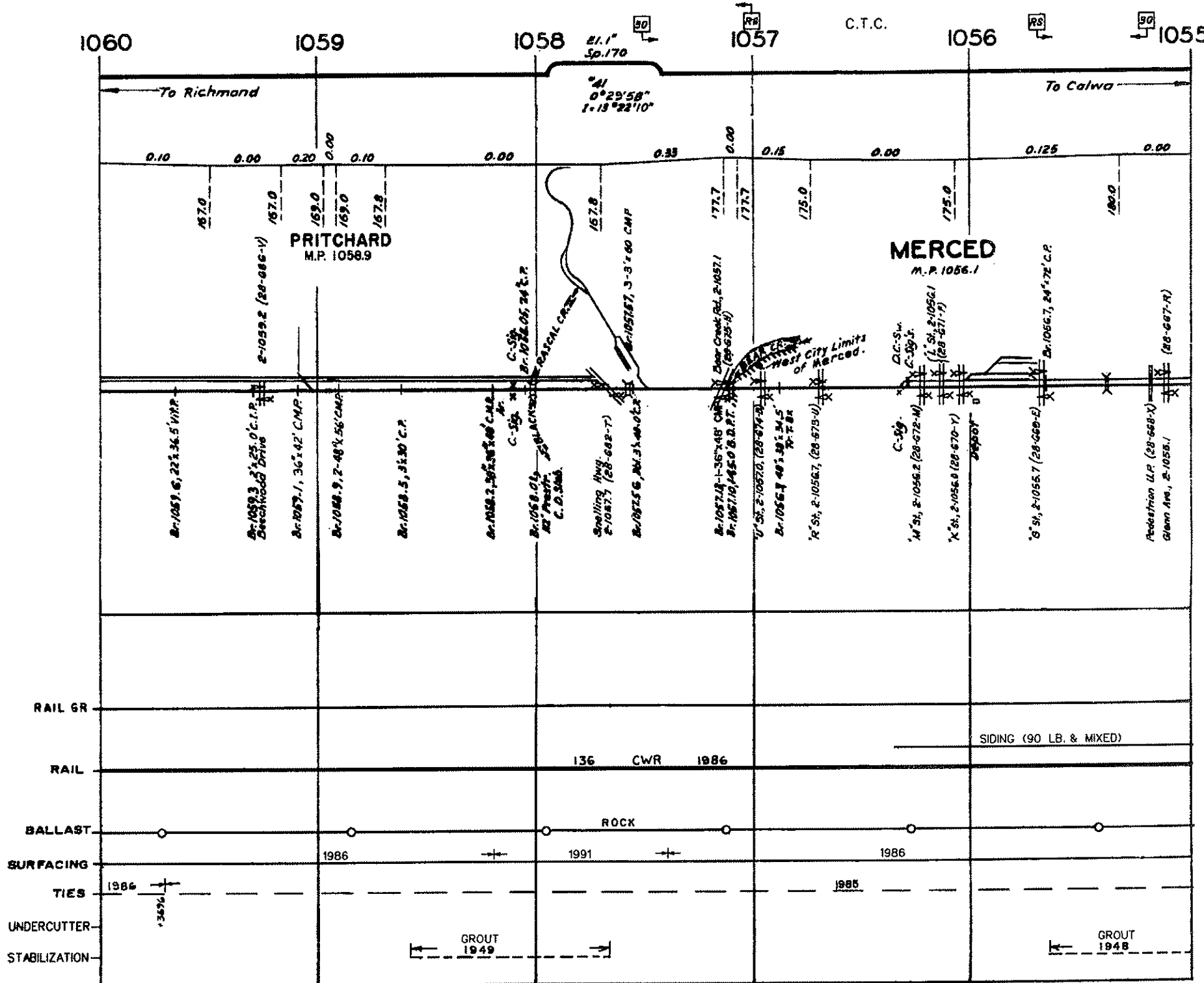




REVISED FEB. 1992

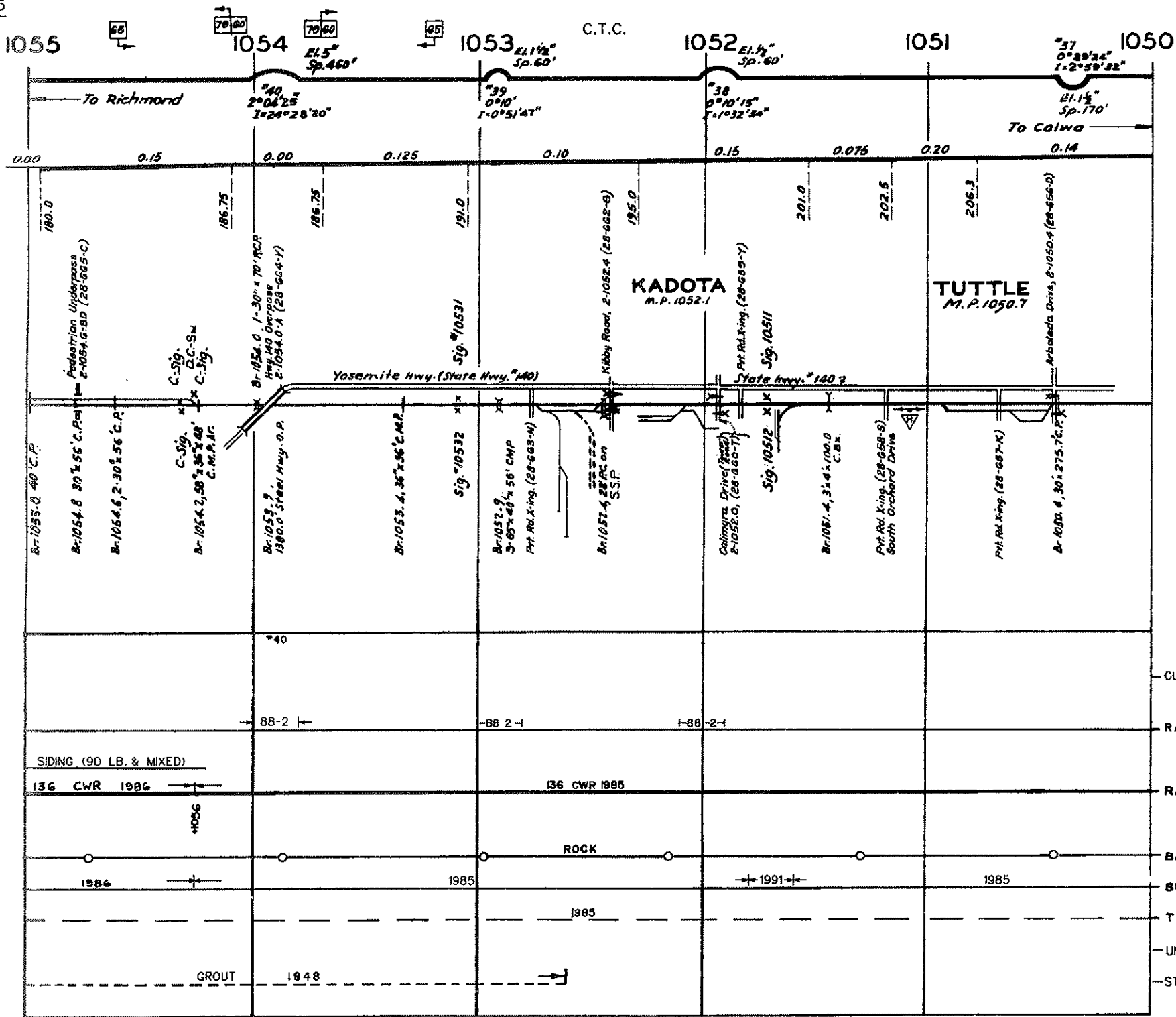
STOCKTON SUBDIVISION



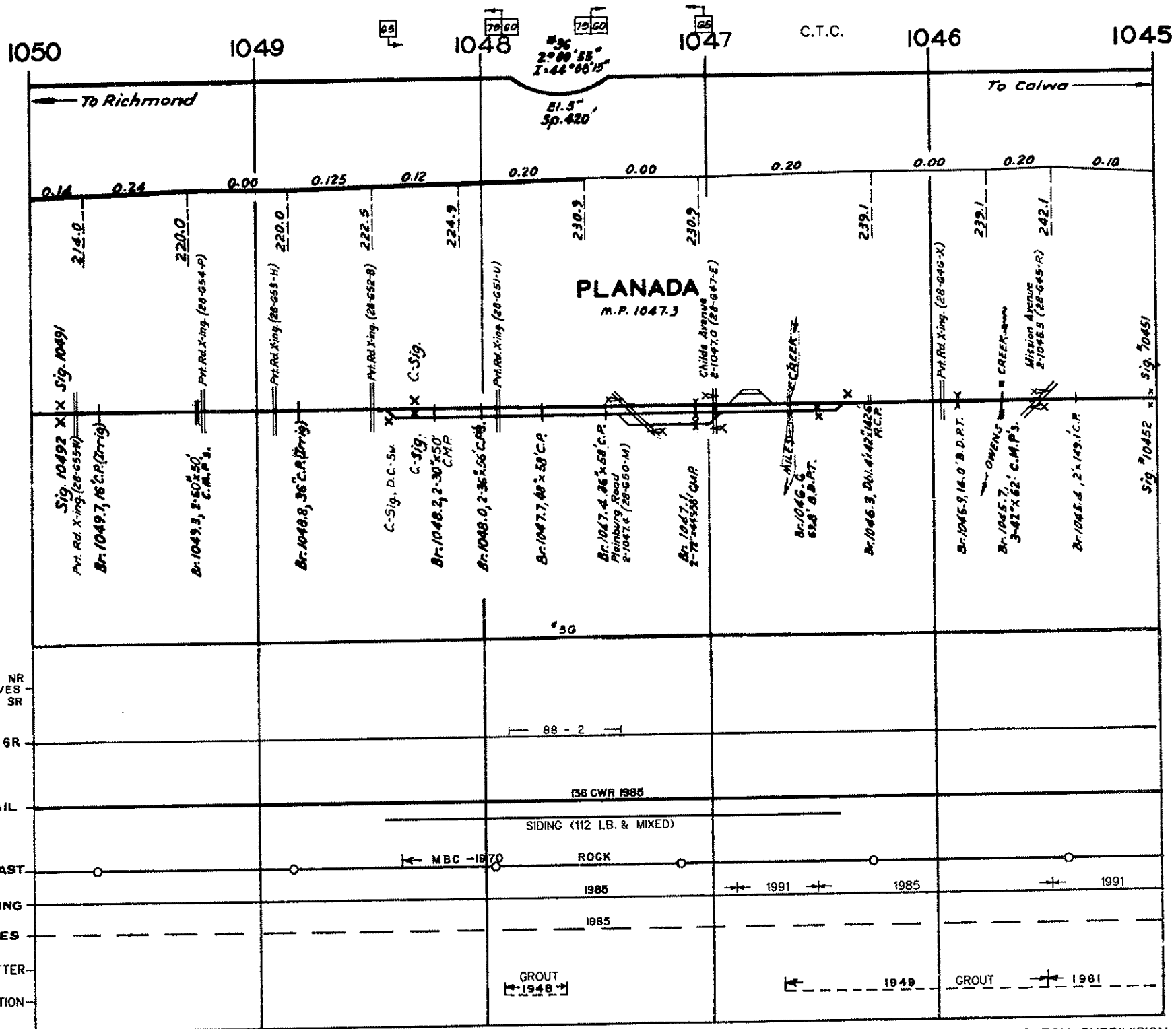


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STOCKTON SUBDIVISION

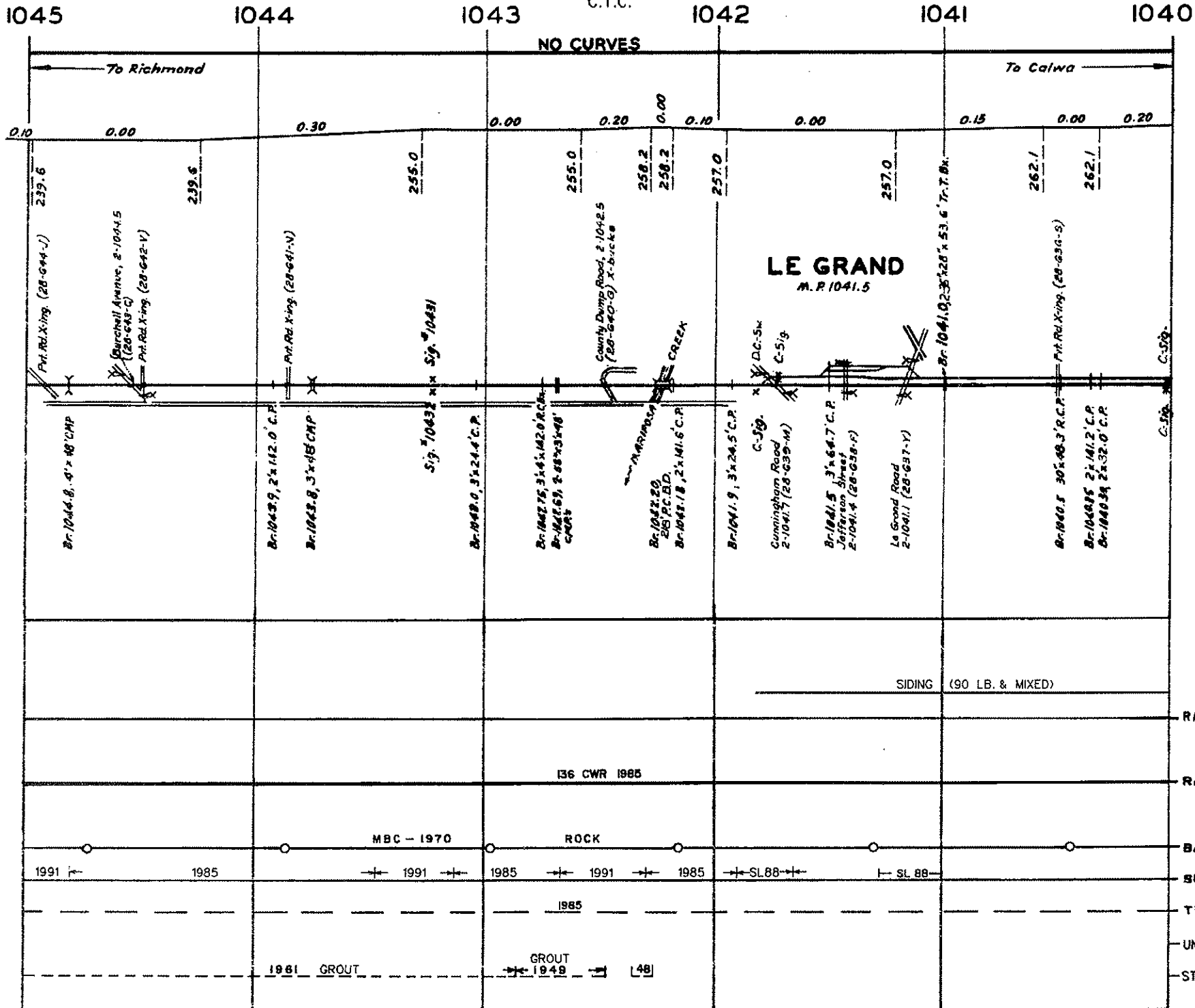


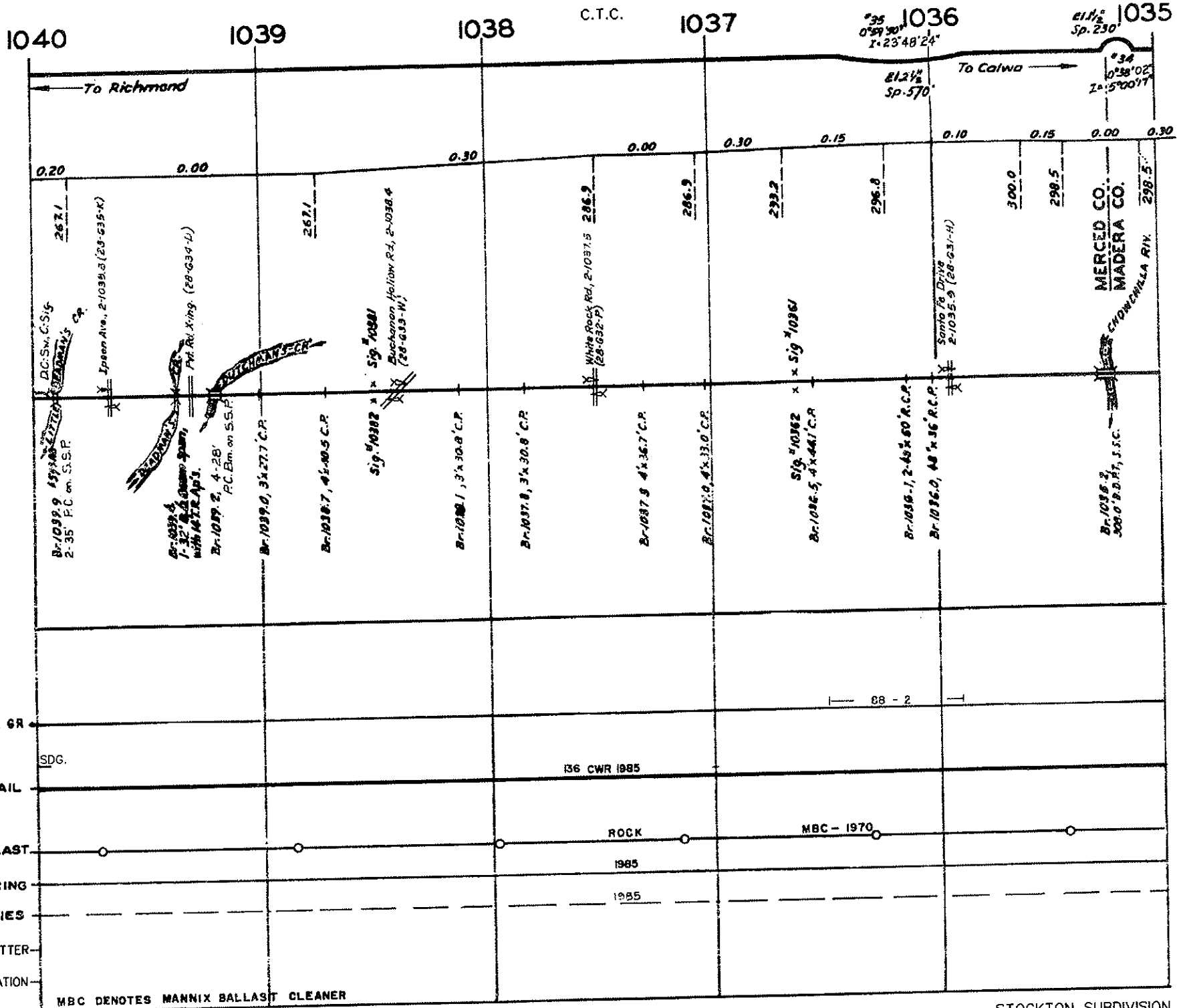
- CURVES
- RAIL GR
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION



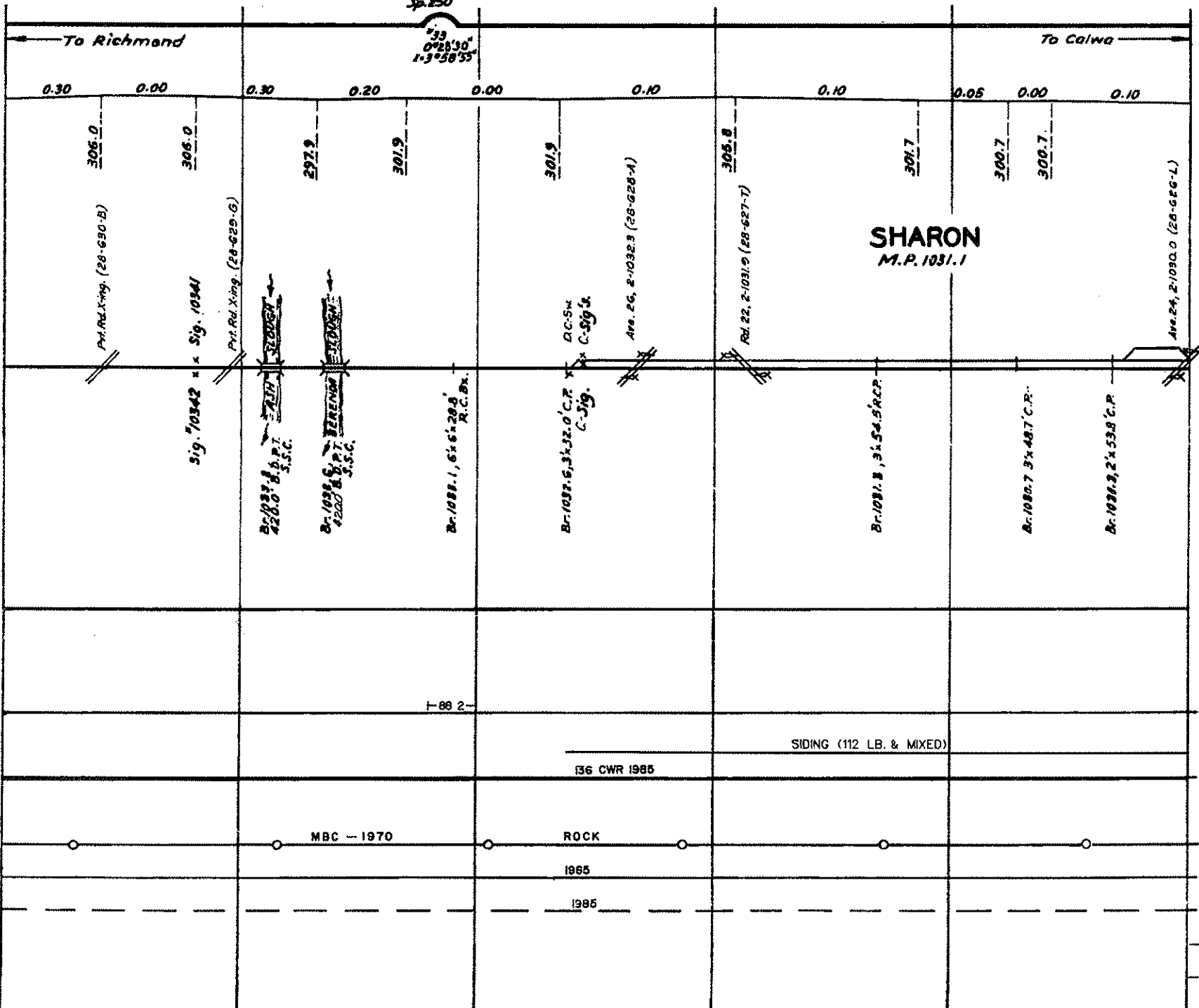
REVISED FEB. 1992

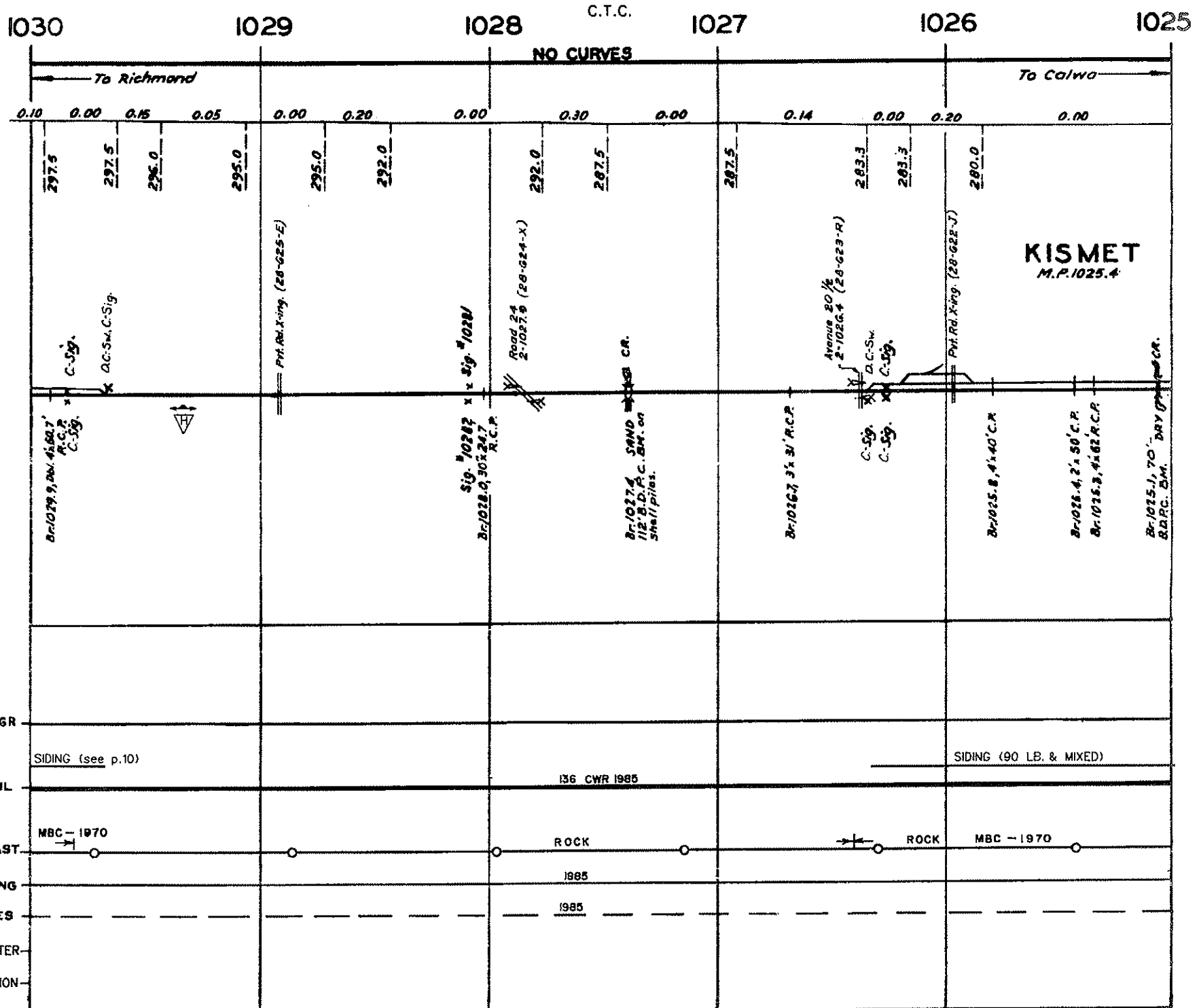
STOCKTON SUBDIVISION





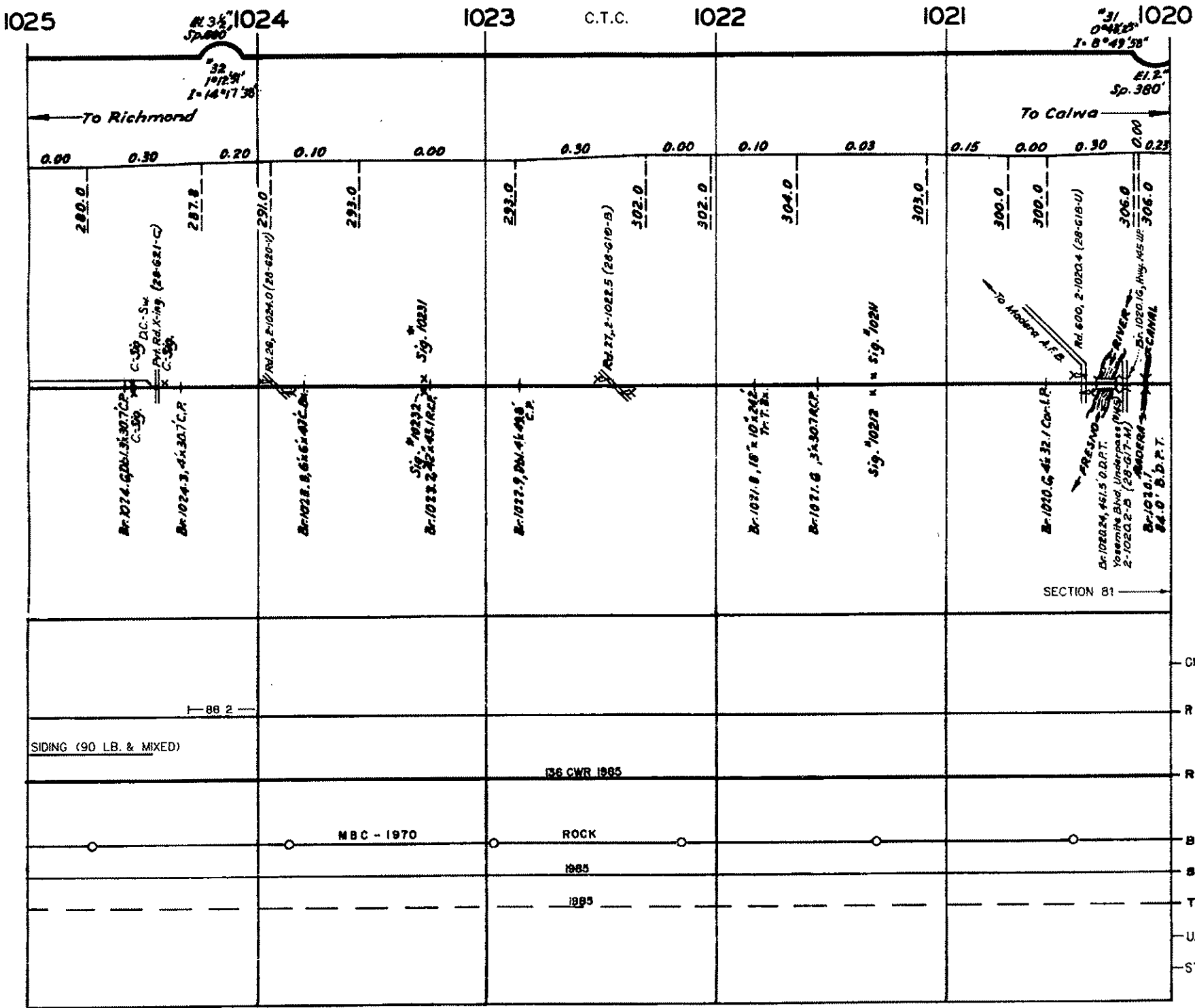
1035 1034 1033 1032 1031 1030

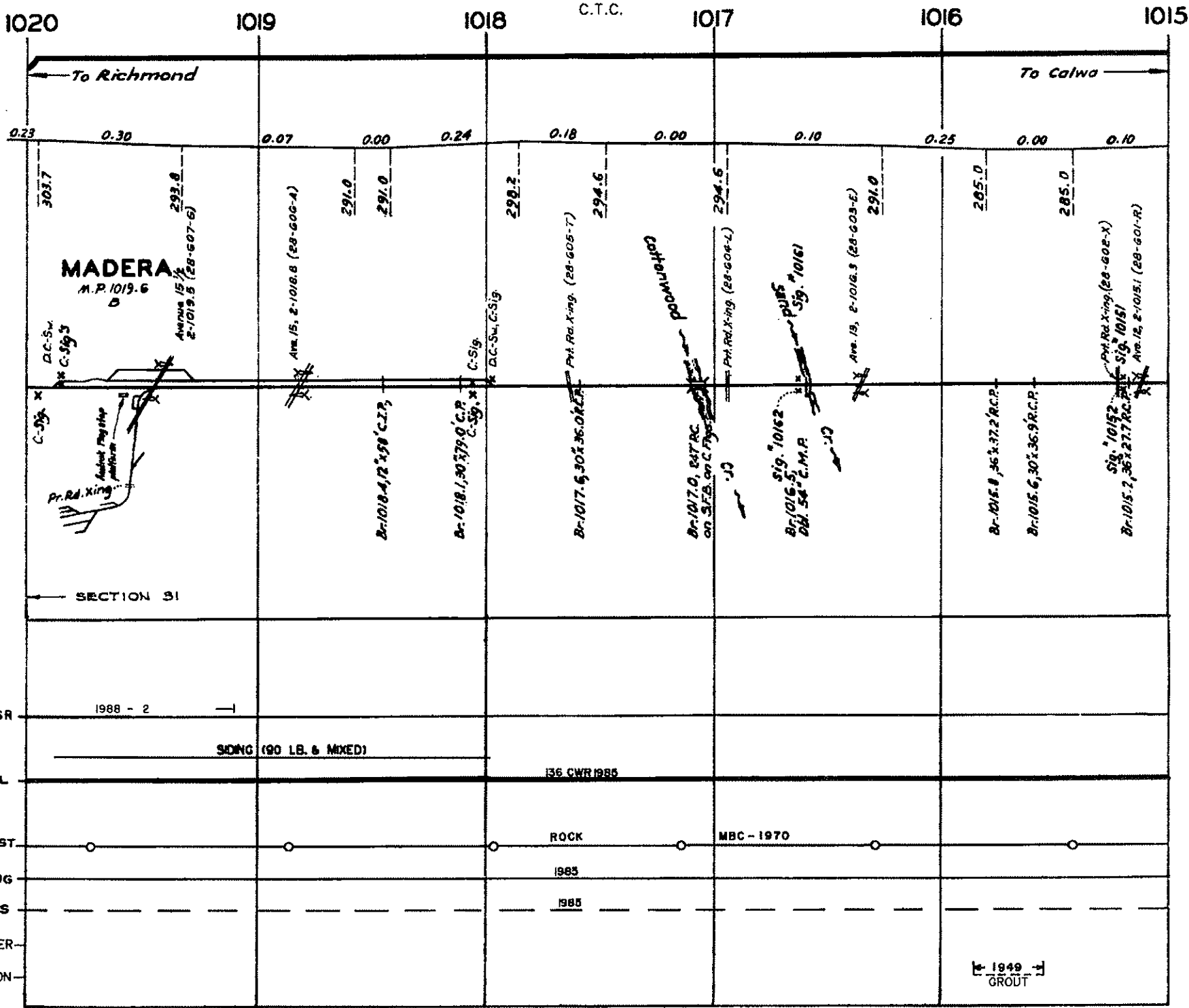




REVISED FEB. 1992

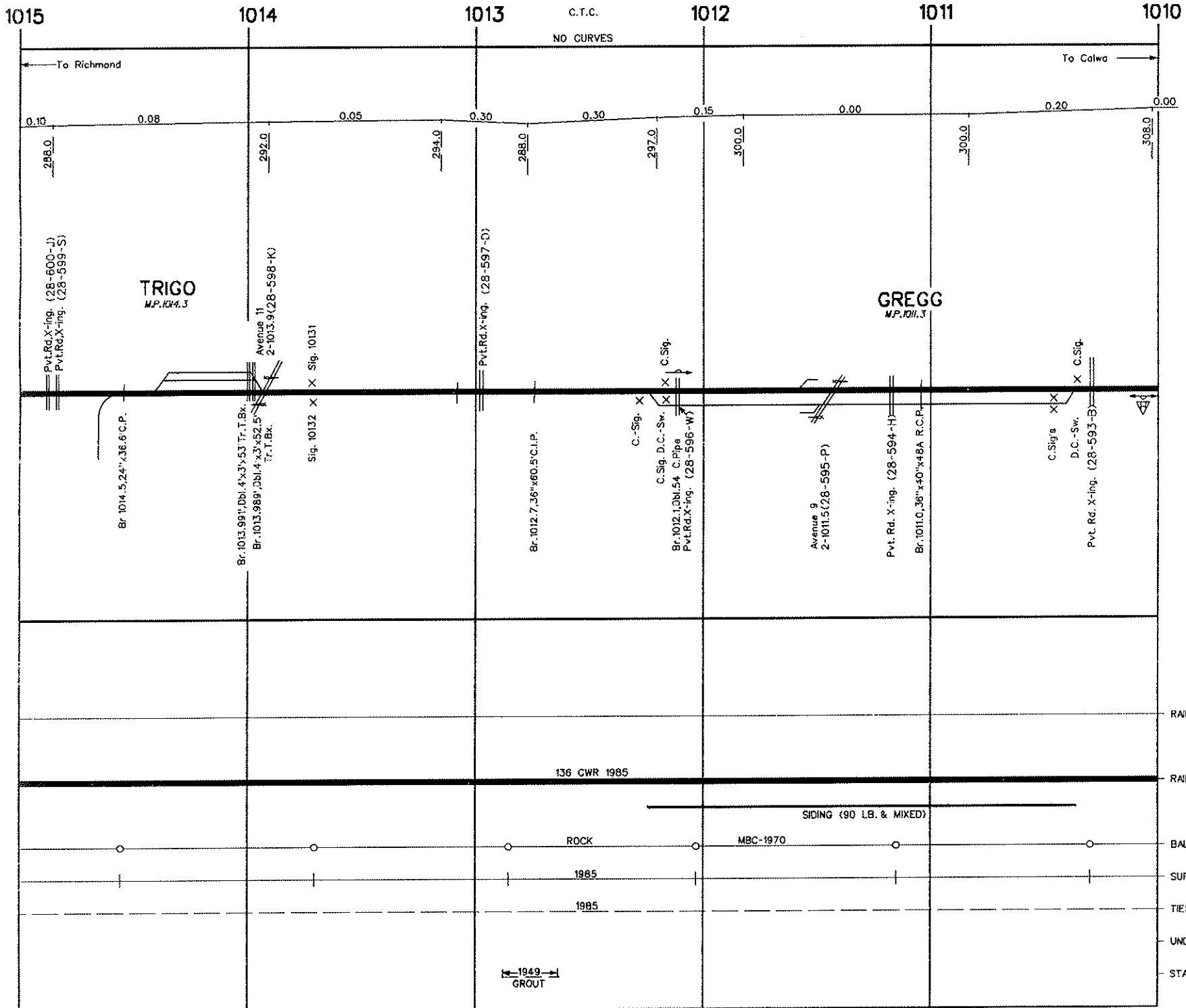
STOCKTON SUBDIVISION

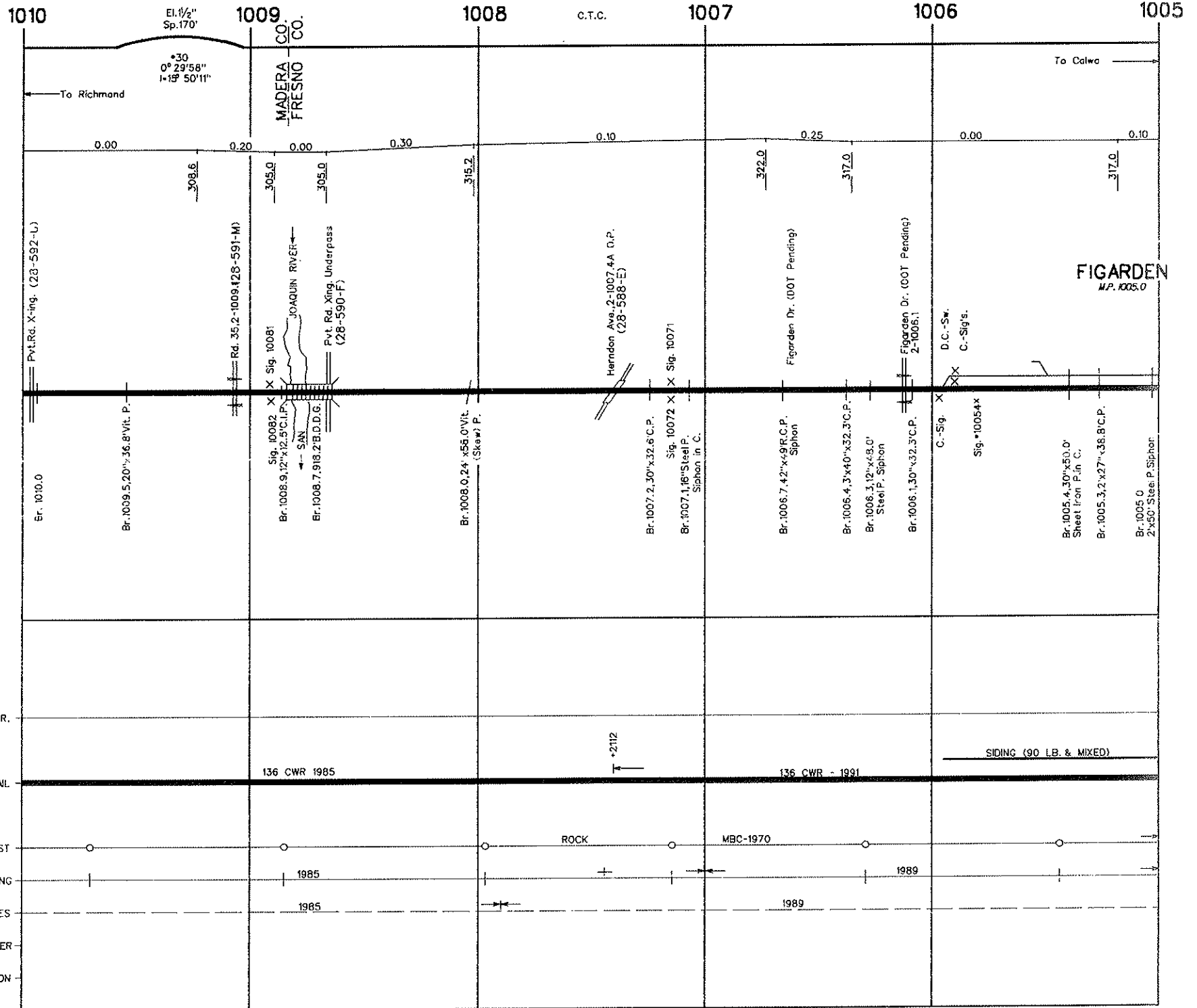




REVISED FEB, 1992

STOCKTON SUBDIVISION





1010

El. 1 1/2"
Sp. 170'

1009

MADERA
FRESNO
CO.
CO.

1008

c.t.c.

1007

1006

1005

To Richmond

To Calwa

0.00

0.20

0.00

0.30

0.10

0.25

0.00

0.10

+30
0° 29' 58"
1-18° 50' 11"

308.6

305.0

305.0

315.2

322.0

317.0

317.0

Pvt. Rd. X-ing. (23-592-L)

Rd. 35.2-1009.128-591-M

X Sig. 10081

Sig. 10082 X

Br. 1008.9, 12"x12.5" C.I.P.

Br. 1008.7, 9.18"x2.8" D.D.G.

JOAQUIN RIVER

SAN

Pvt. Rd. Xing. Underpass
(28-590-F)

Harndon Ave. 2-1007.4A O.P.
(28-588-E)

Br. 1007.2, 30"x32.6" C.P.

X Sig. 10071

Br. 1007.1, 16" Steel P.
Siphon in C.

Figarden Dr. (DOT Pending)

Br. 1006.7, 42"x9" R.C.P.
Siphon

Br. 1006.4, 3"x40"x32.3" C.P.

Br. 1006.3, 12"x48.0"
Steel P. Siphon

Figarden Dr. (DOT Pending)
2-1006.1

Br. 1006.1, 30"x32.3" C.P.

D.C.-Sw

C.-Sig's.

Sig. *10054x

Br. 1005.4, 30"x50.0"
Sheet Iron P. in C.

Br. 1005.3, 2"x27"x36.8" C.P.

Br. 1005.0
2"x50" Steel P. Siphon

FIGARDEN
M.P. 1005.0

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

136 CWR 1985

+2112

136 CWR - 1991

SIDING (90 LB. & MIXED)

ROCK

MBC-1970

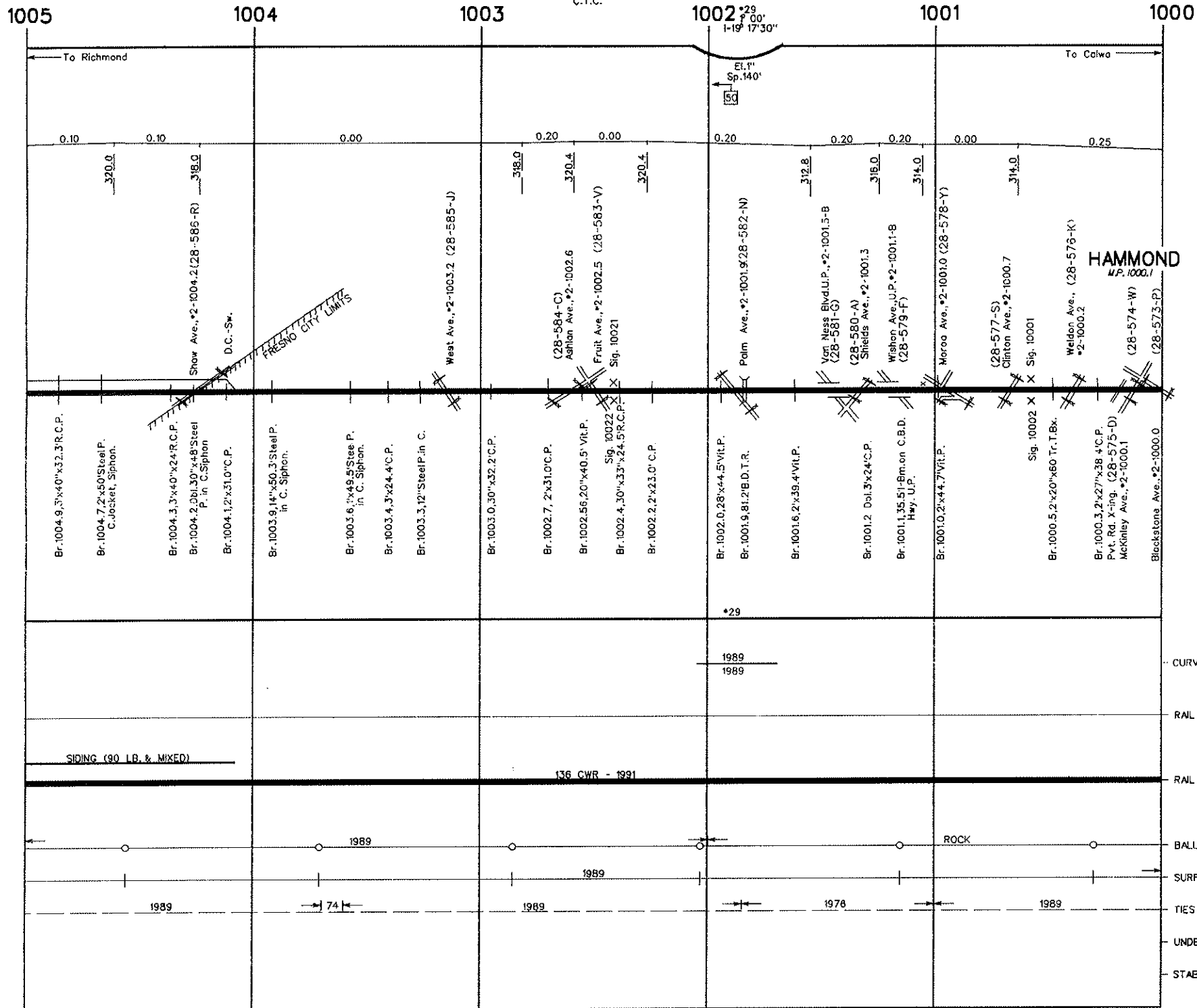
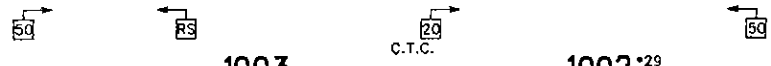
1985

+

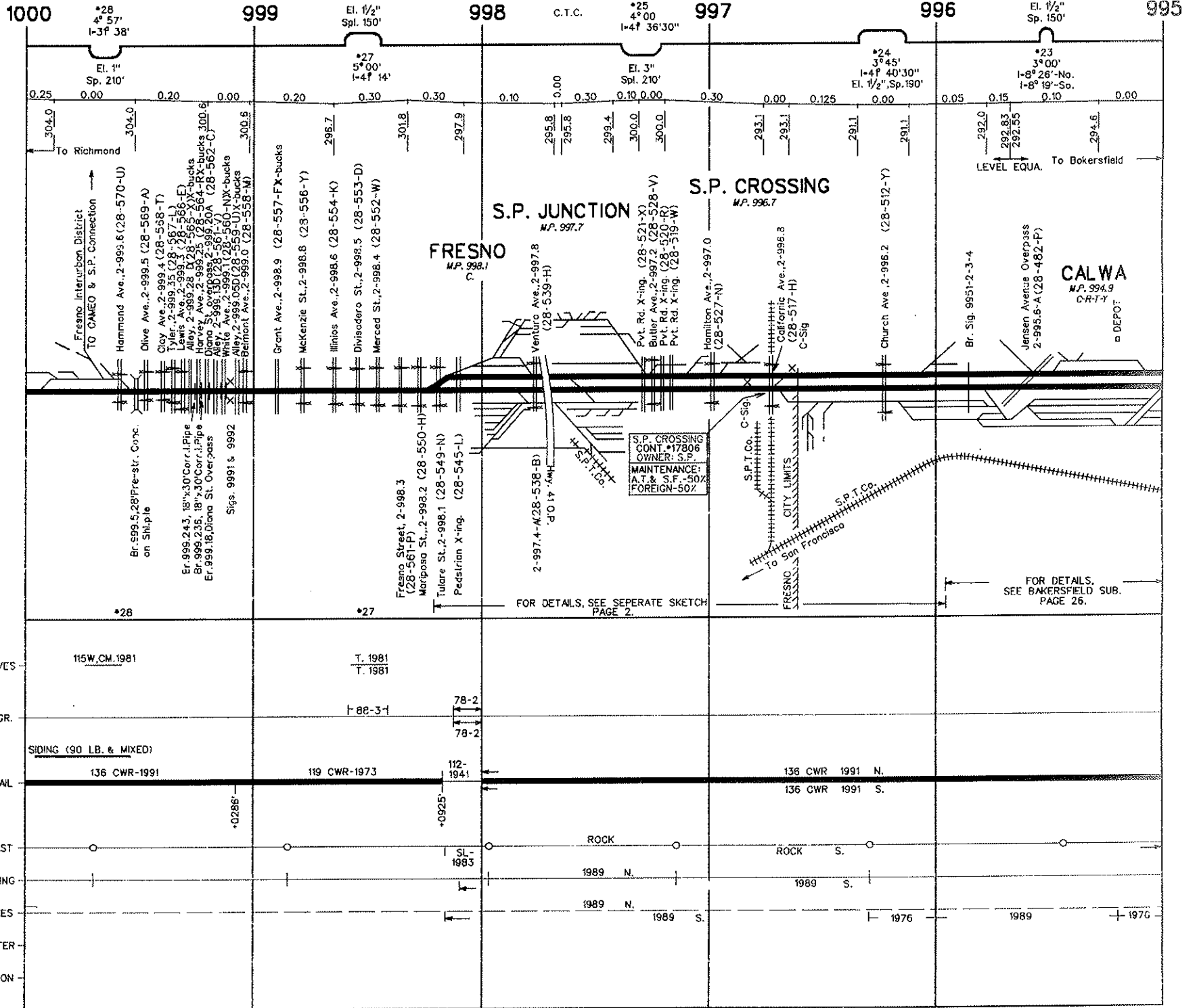
1989

1985

1989



HAMMOND
M.P. 1000.1



FRESNO

M.P. 998.1

S. P. JUNCTION

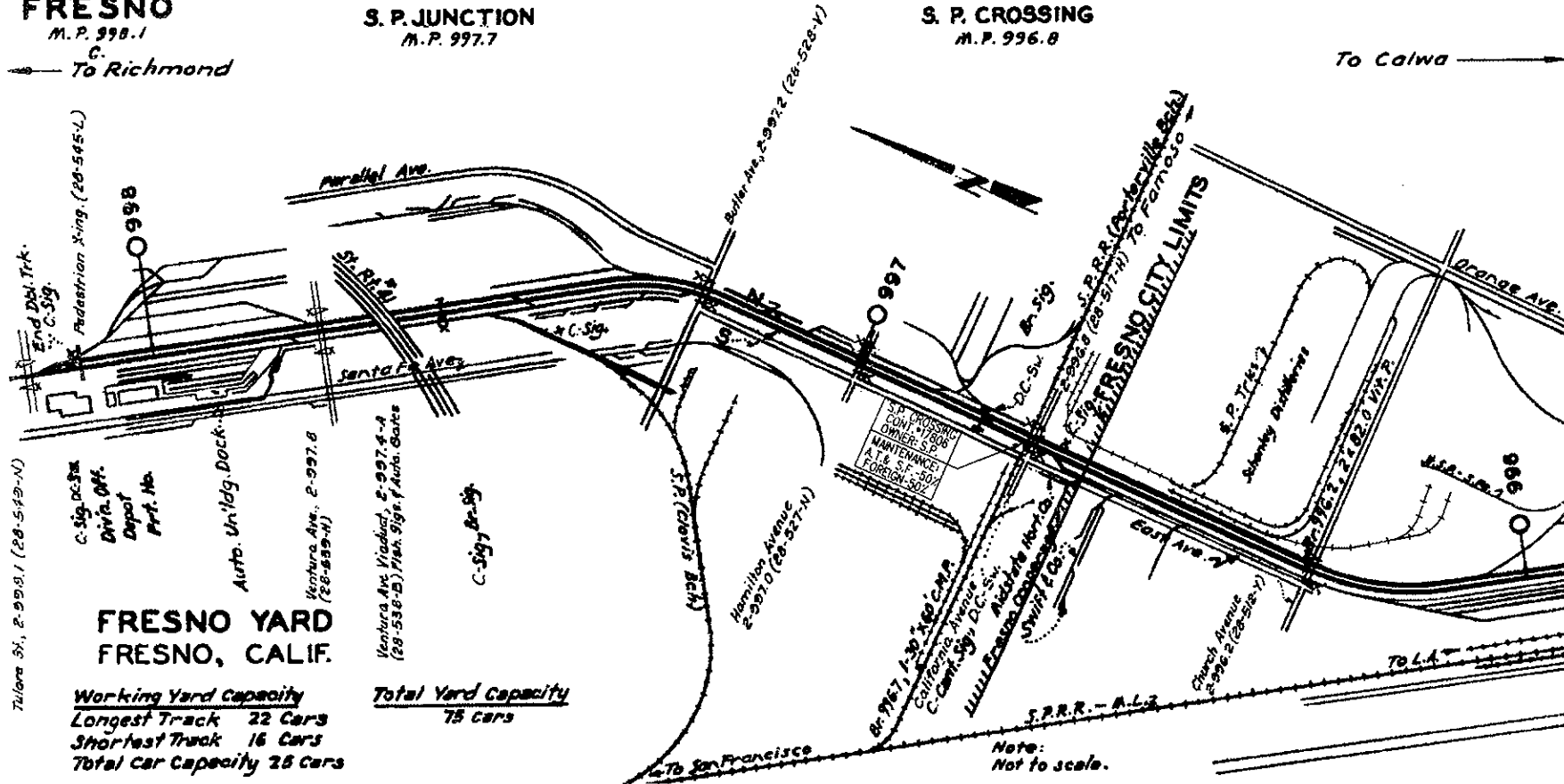
M.P. 997.7

S. P. CROSSING

M.P. 996.8

To Richmond

To Calwa



Tulare St. 2-998.1 (28-543-N)

C. Sig. Dec. 3m
Div'n. Off.
Depot
Part. Ho.

Auto. Unldg. Dock

FRESNO YARD FRESNO, CALIF.

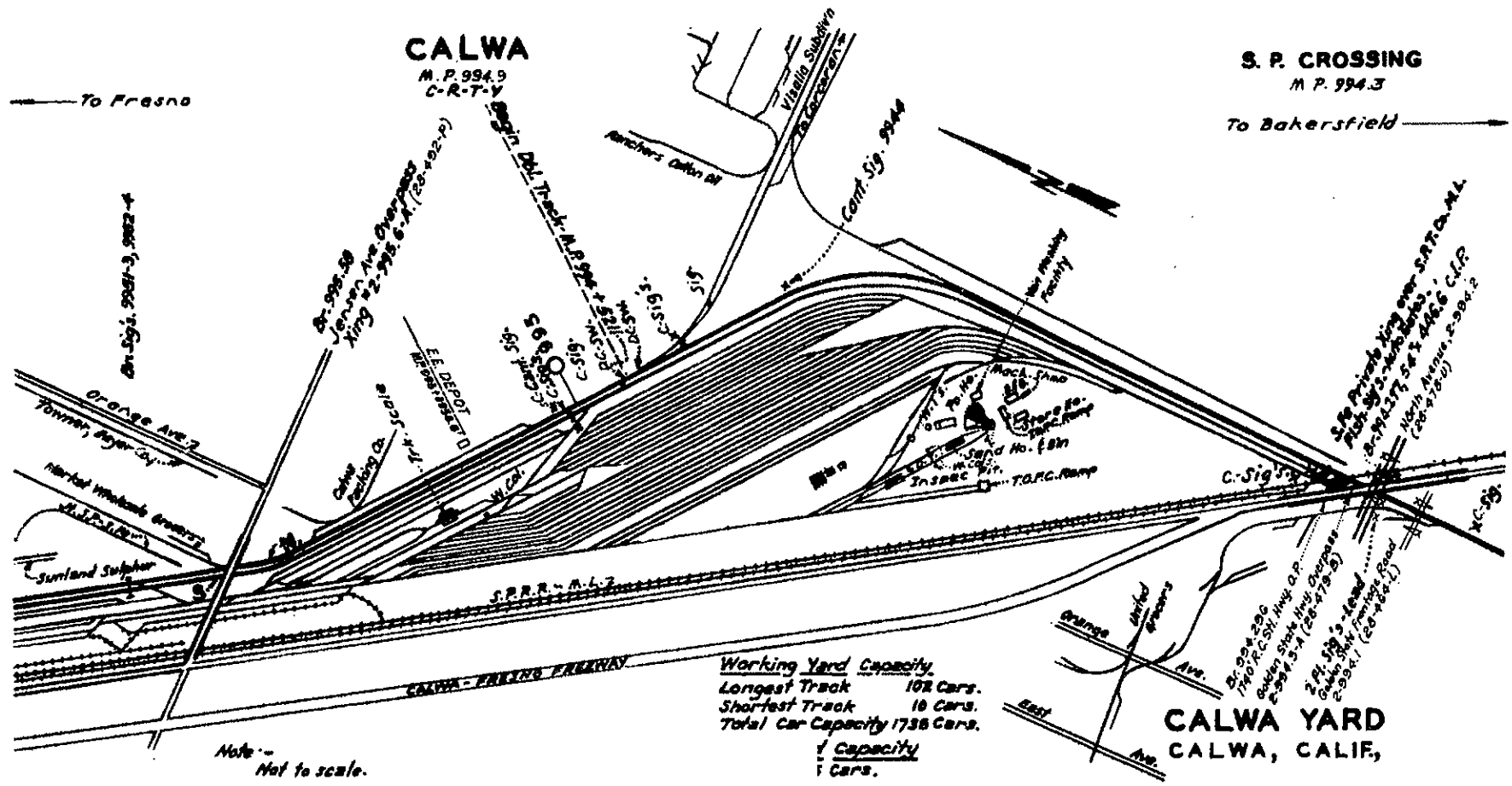
Working Yard Capacity
 Longest Track 22 Cars
 Shortest Track 16 Cars
 Total Car Capacity 28 Cars

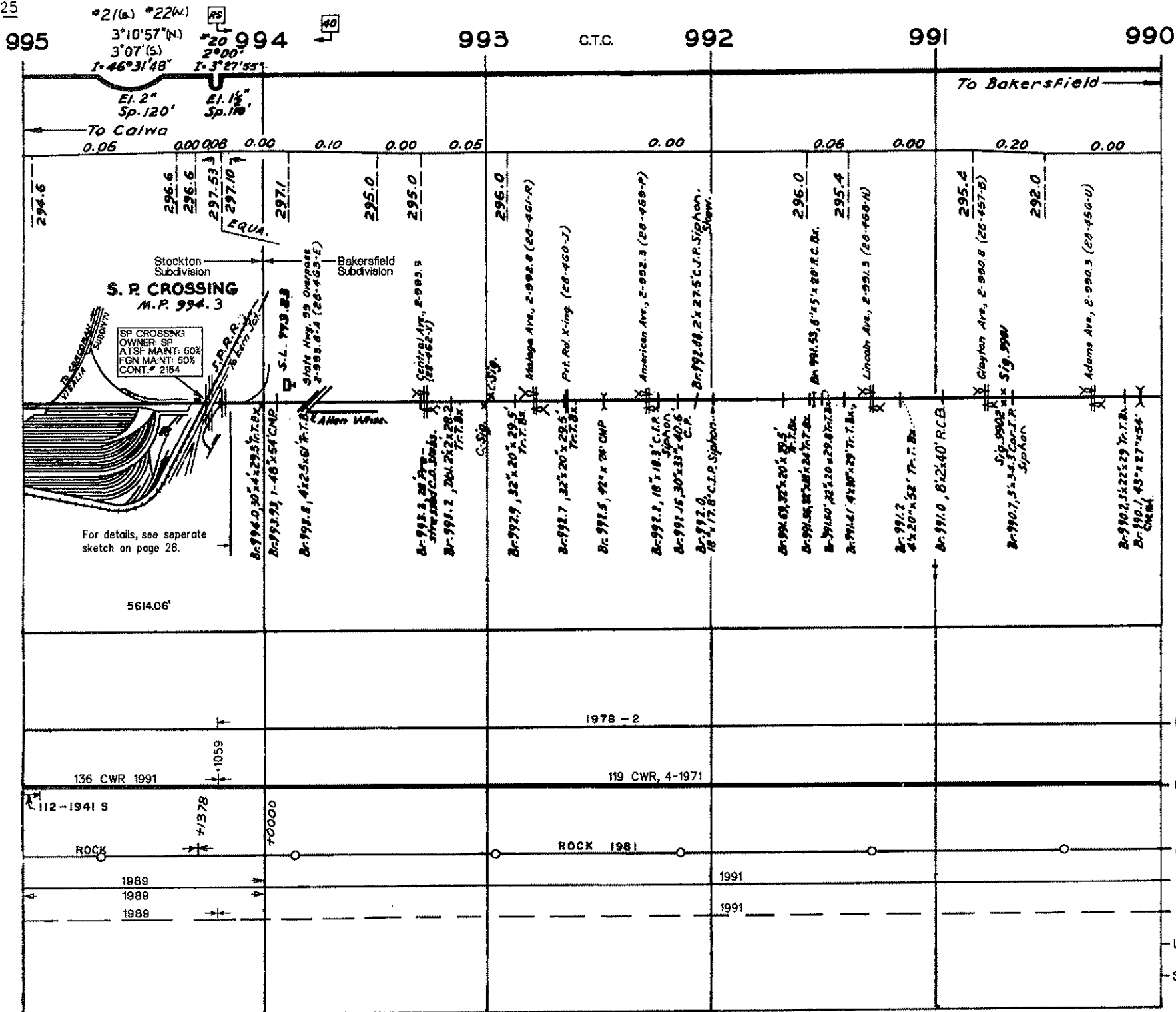
Total Yard Capacity
 75 cars

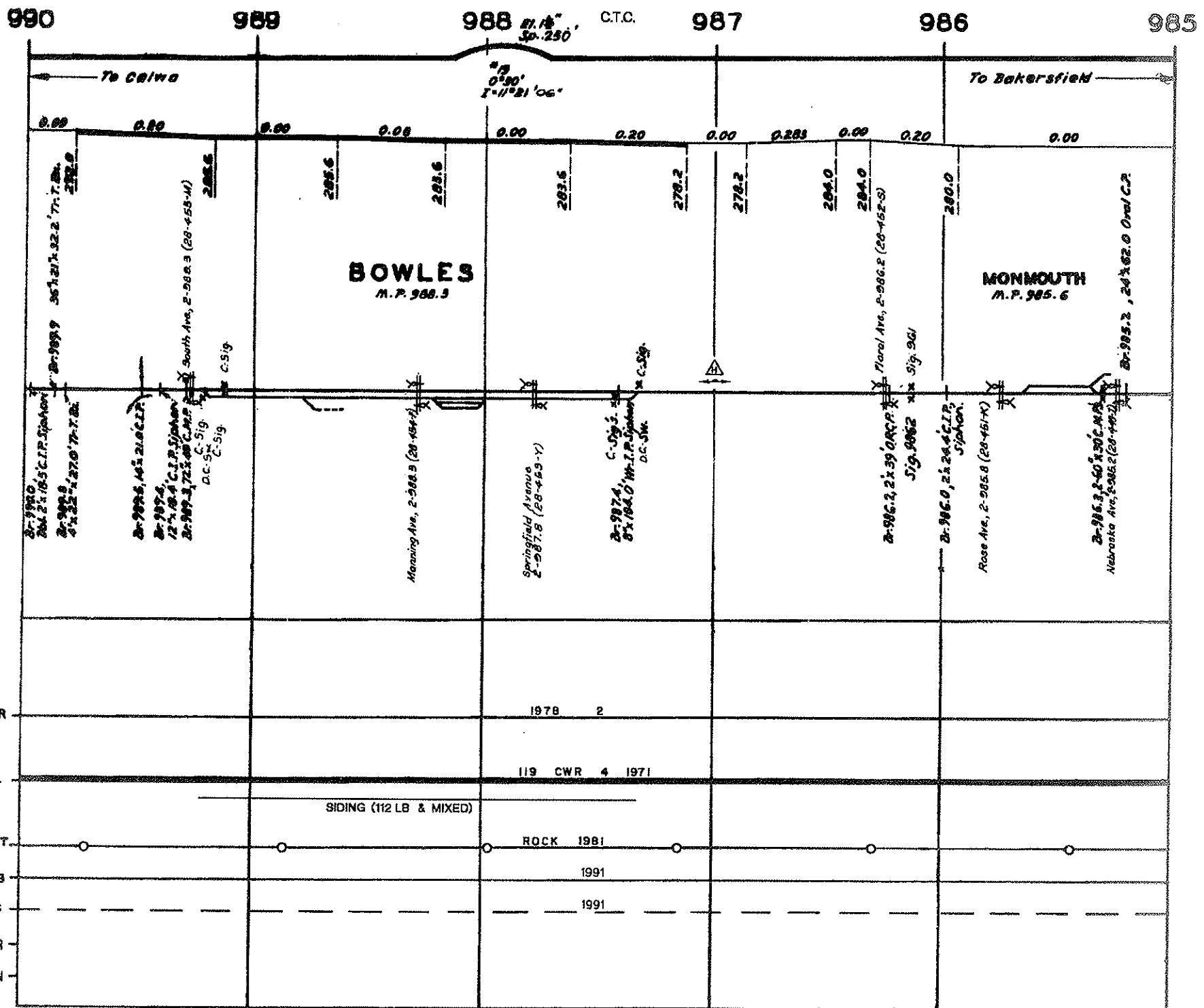
Intentionally Blank

Stockton Subdivision

Calwa (M.P. 995.2) to Richmond (M.P. 1190.0)

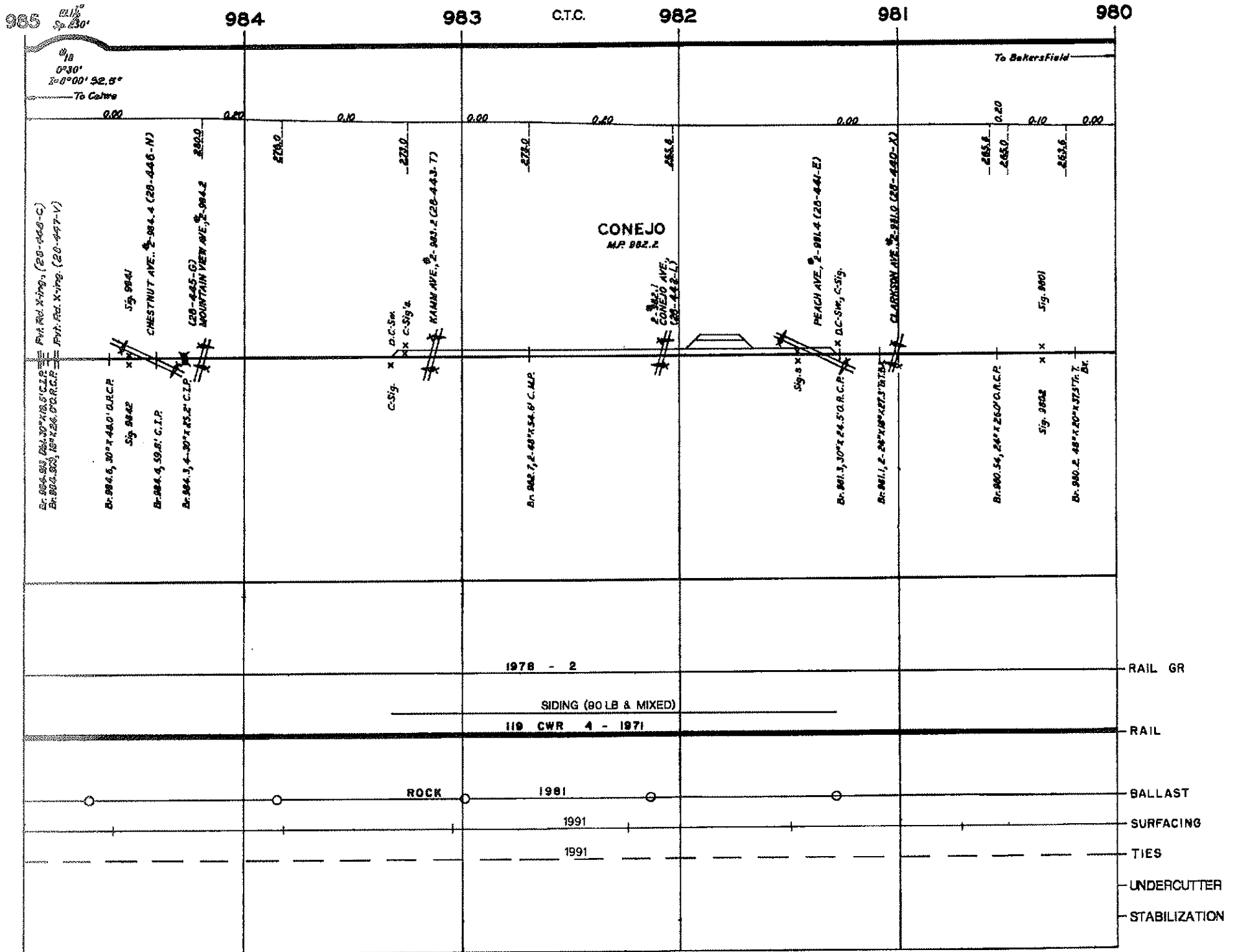


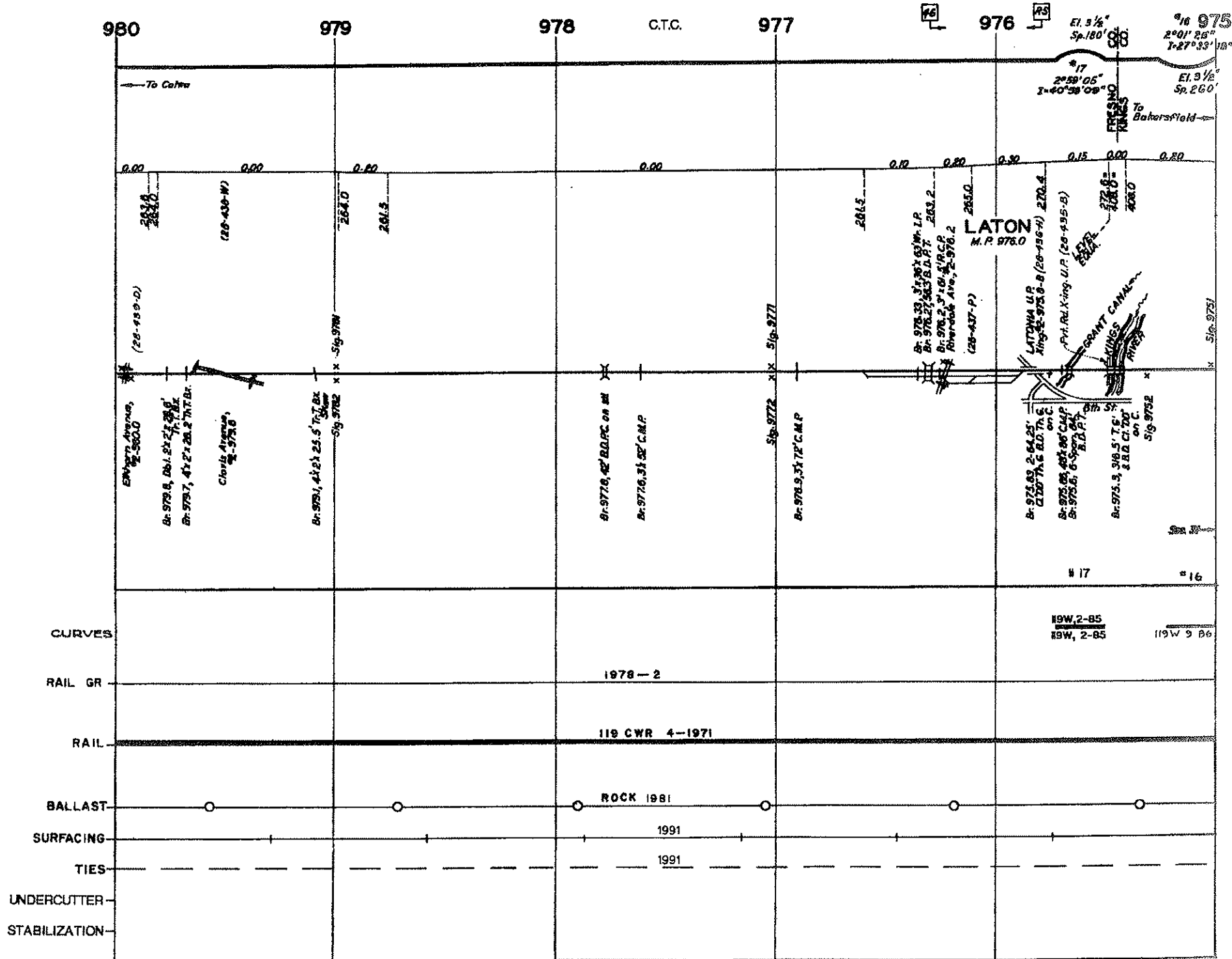




REVISED FEB. 1992

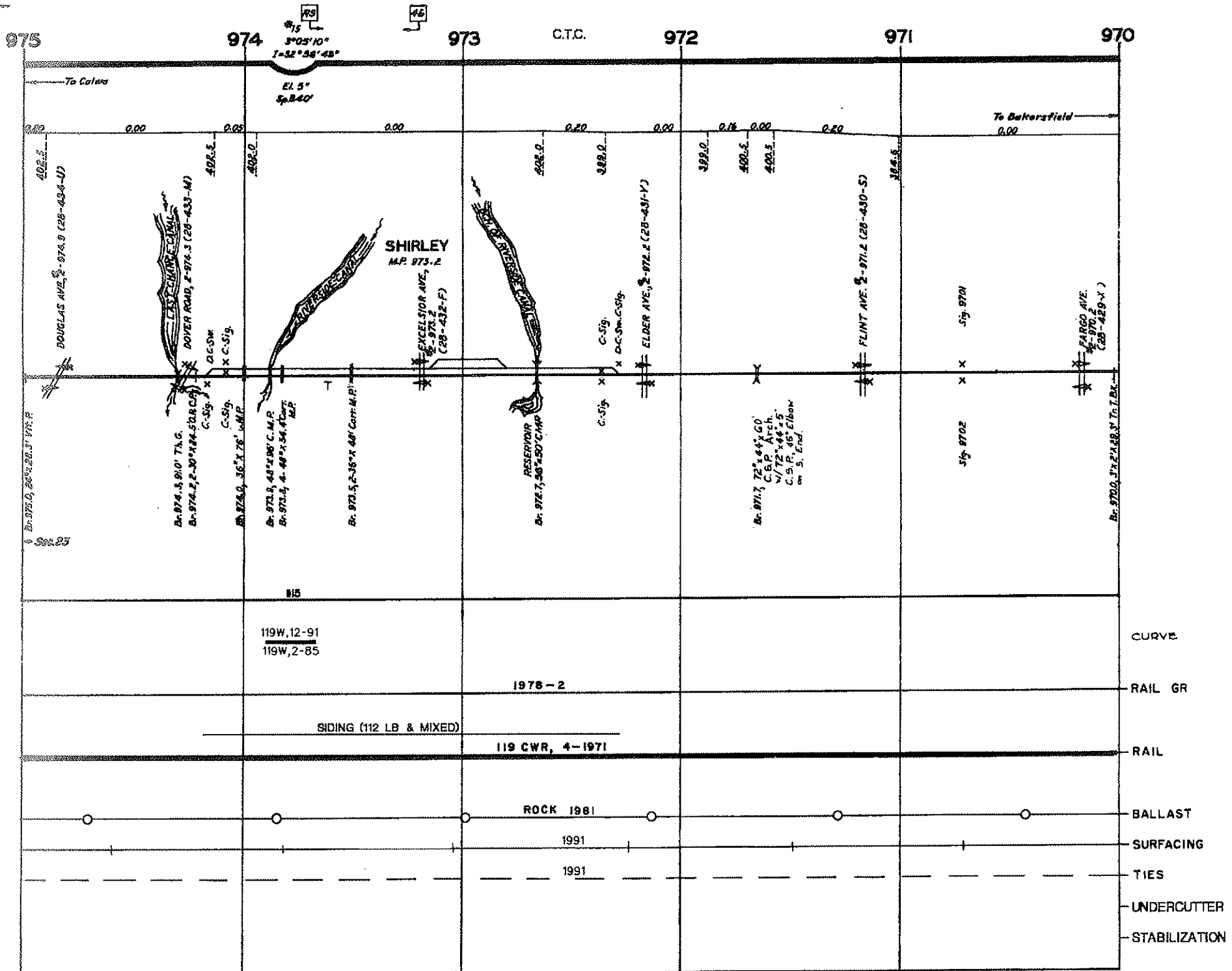
BAKERSFIELD SUBDIVISION

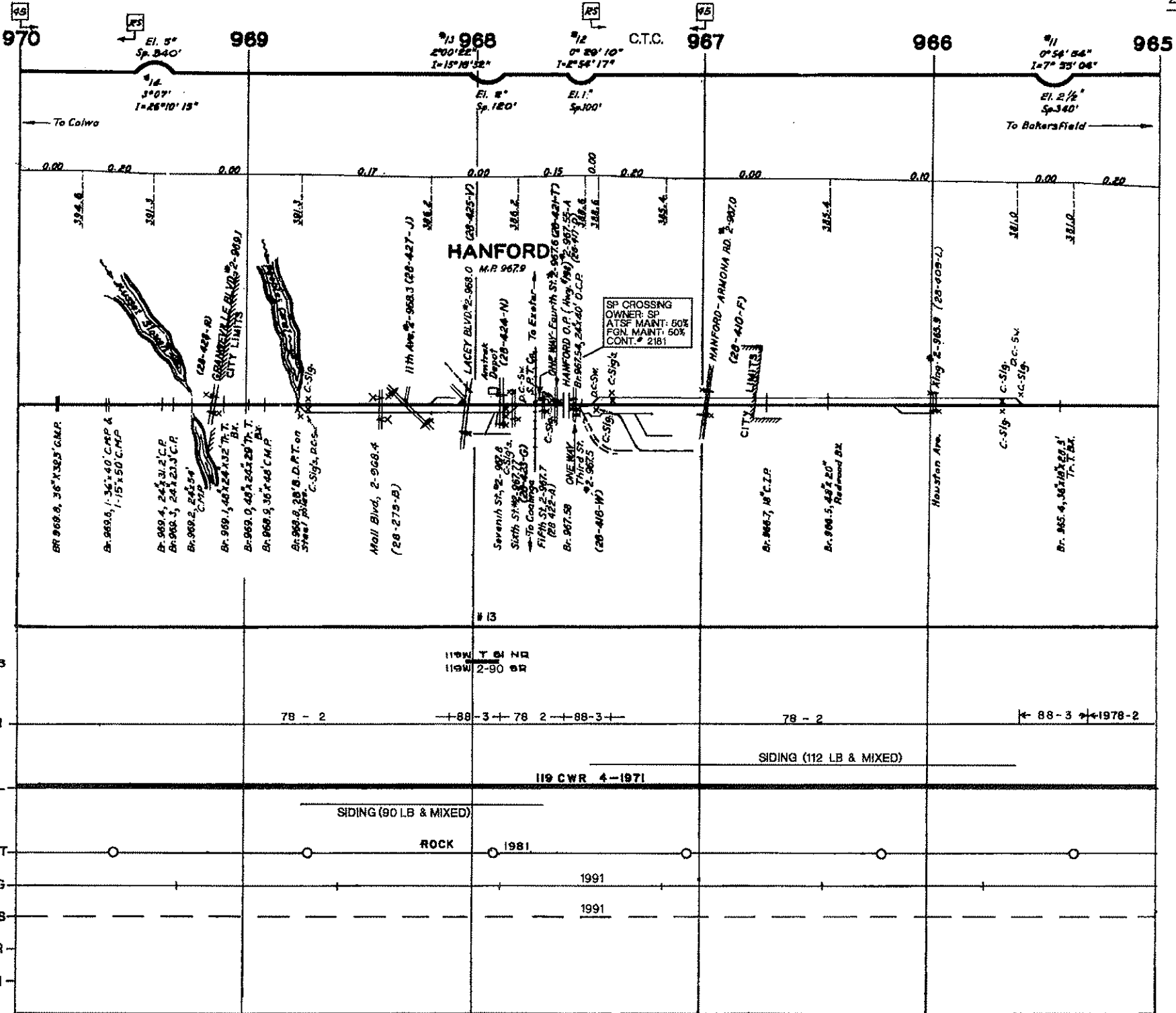




REVISED FEB. 1992

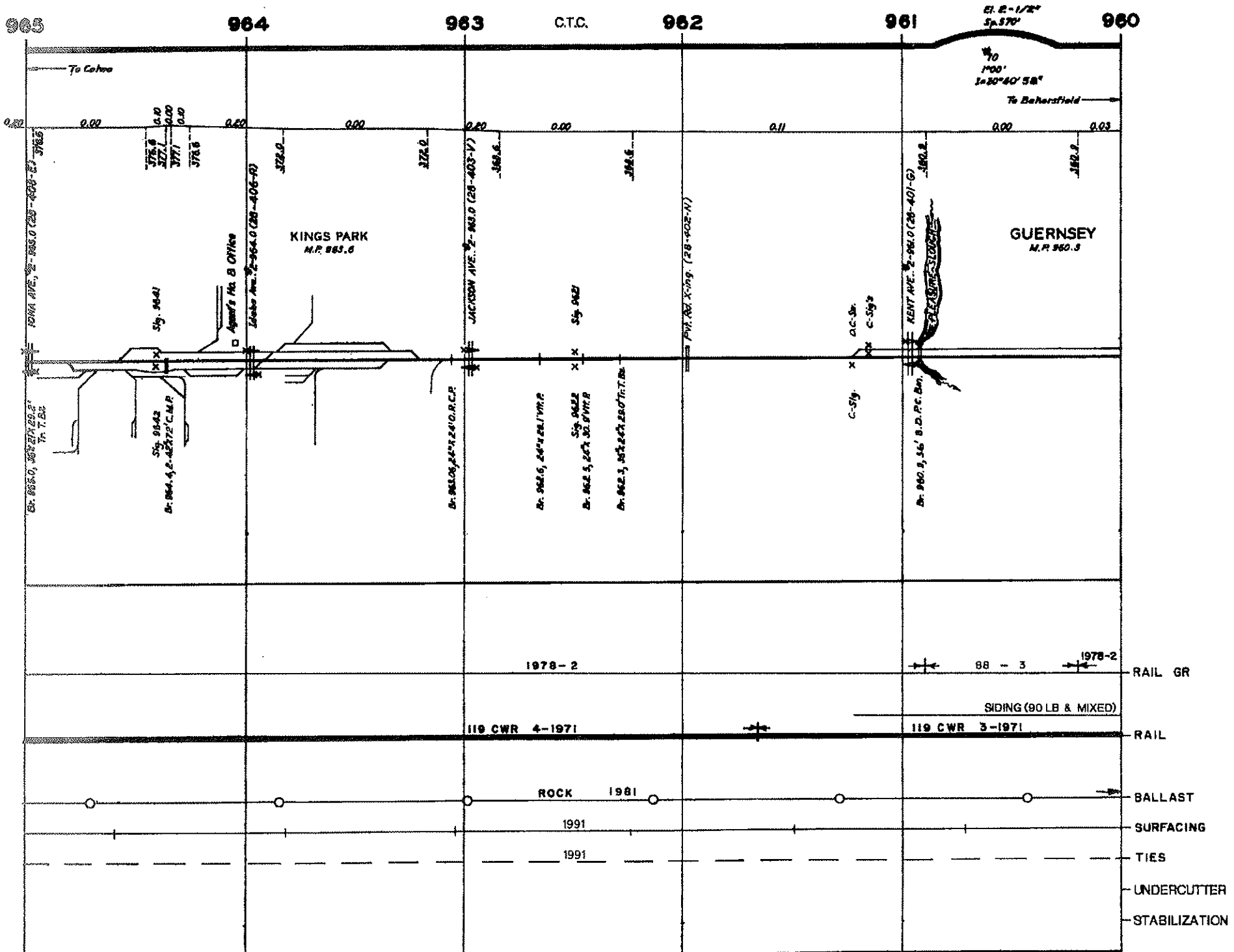
BAKERSFIELD SUBDIVISION





REVISED FEB. 1992

BAKERSFIELD SUBDIVISION



960

959

958

C.T.C.
NO CURVES

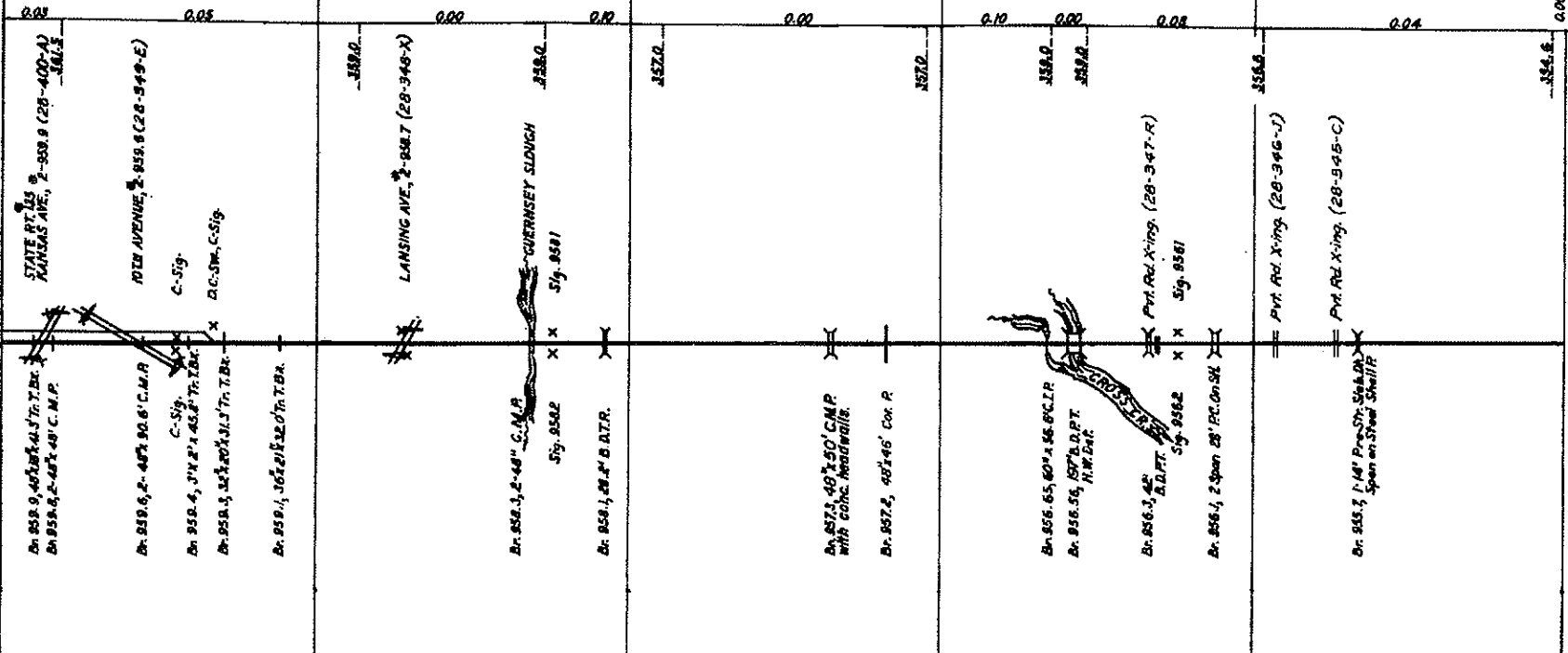
957

956

955

To Colton

To Bakersfield

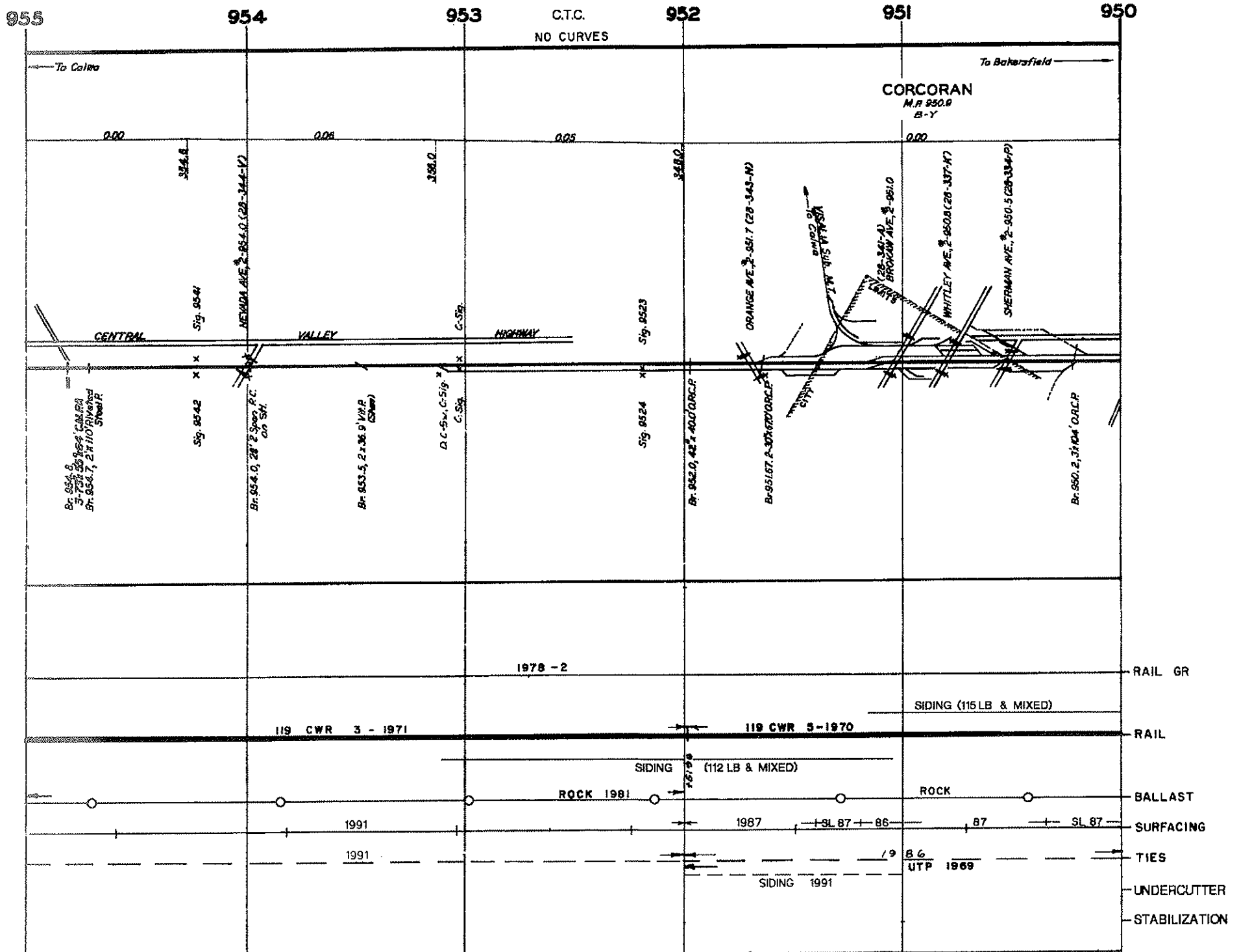


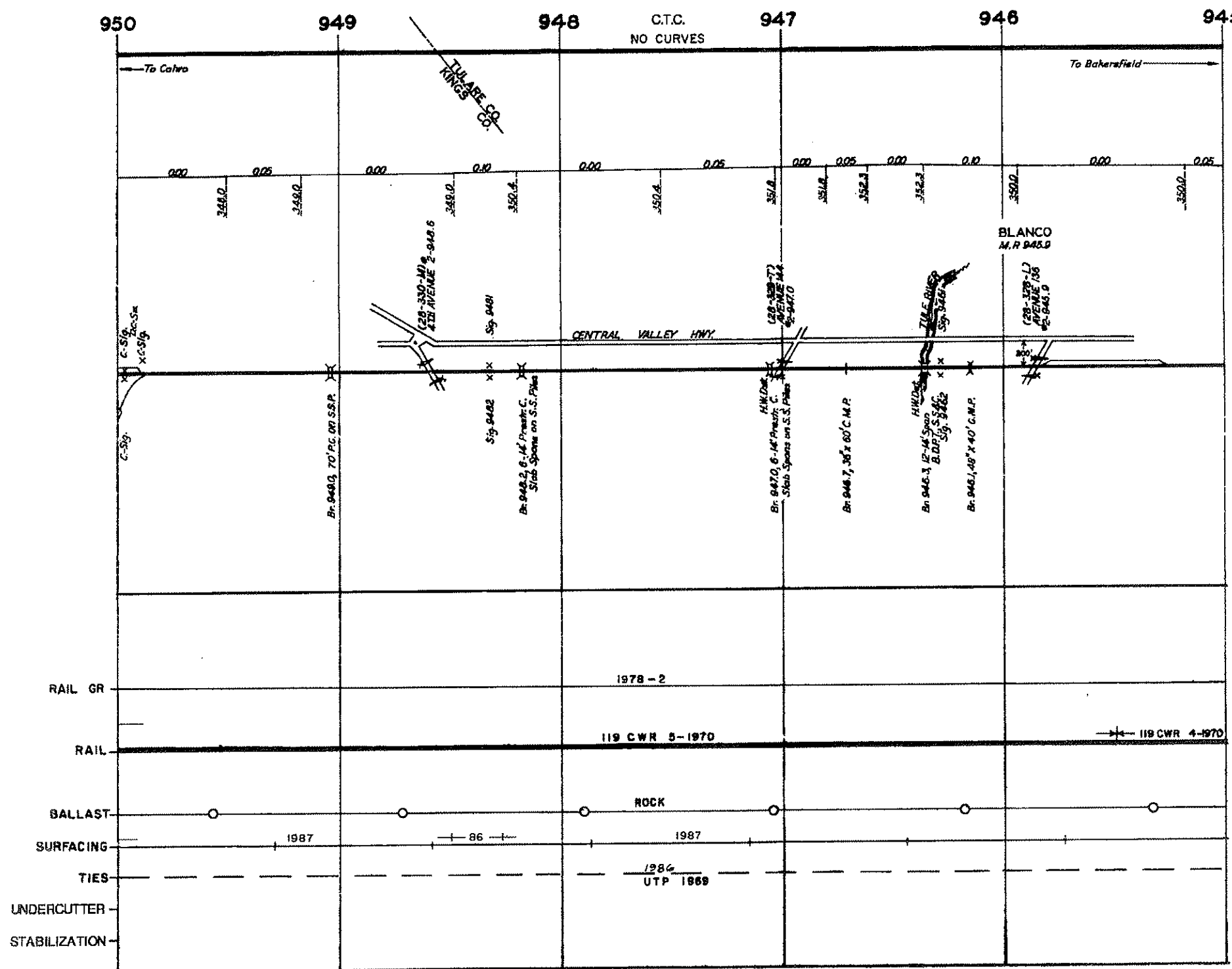
RAIL- GR
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

1978-2
119 CWR 3-1971
ROCK 1981
1991
1991

REVISED FEB. 1992

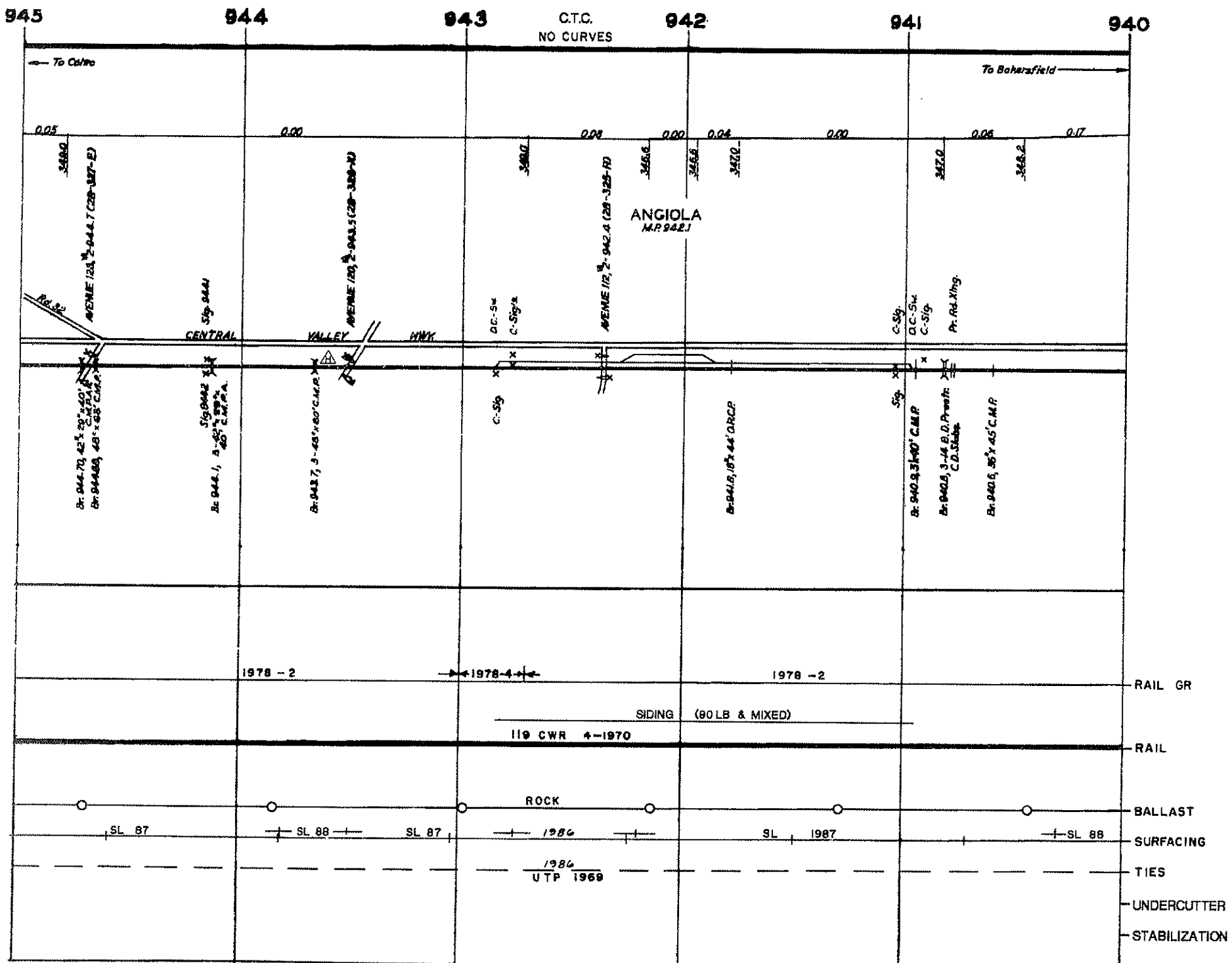
BAKERSFIELD SUBDIVISION

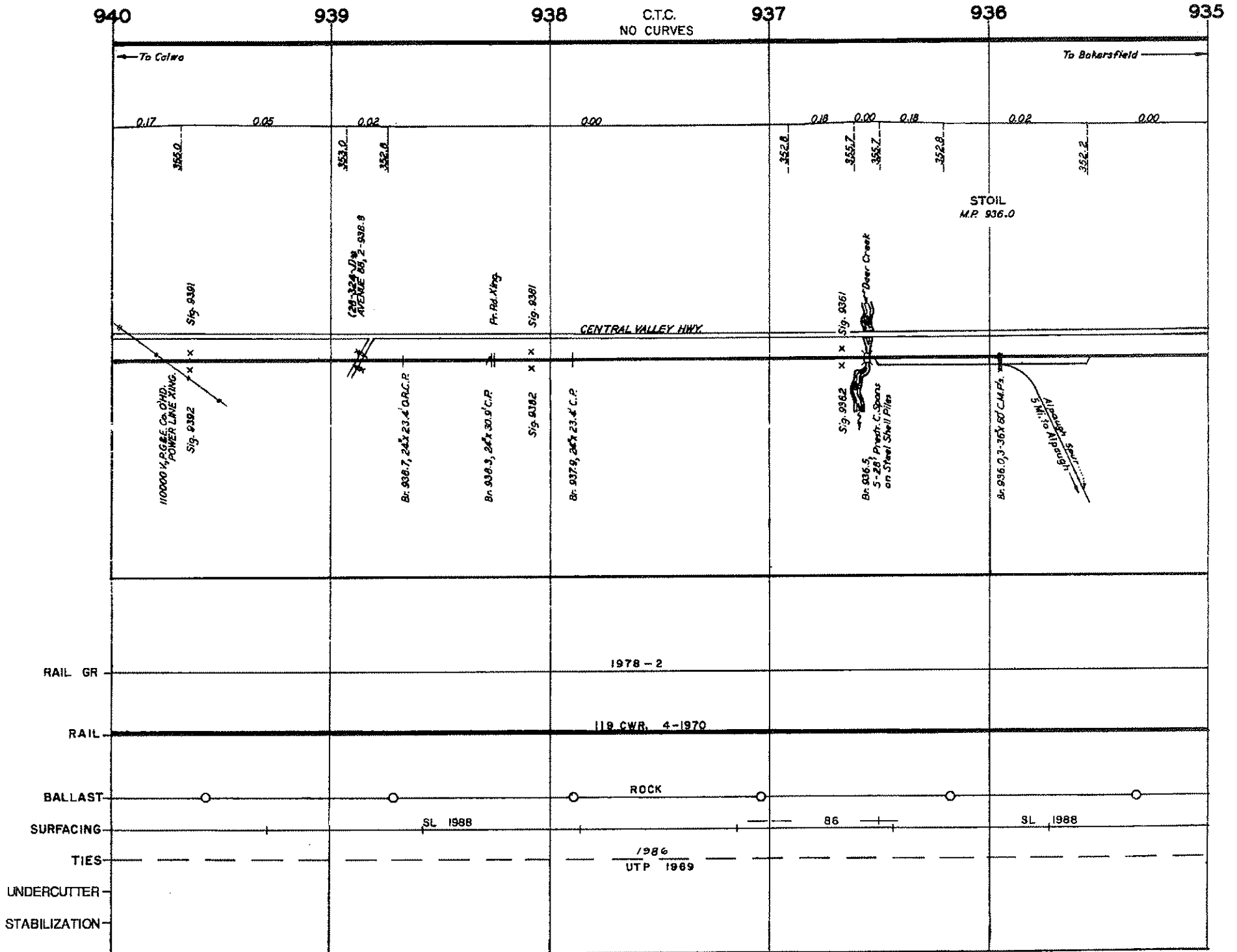




REVISED FEB. 1992

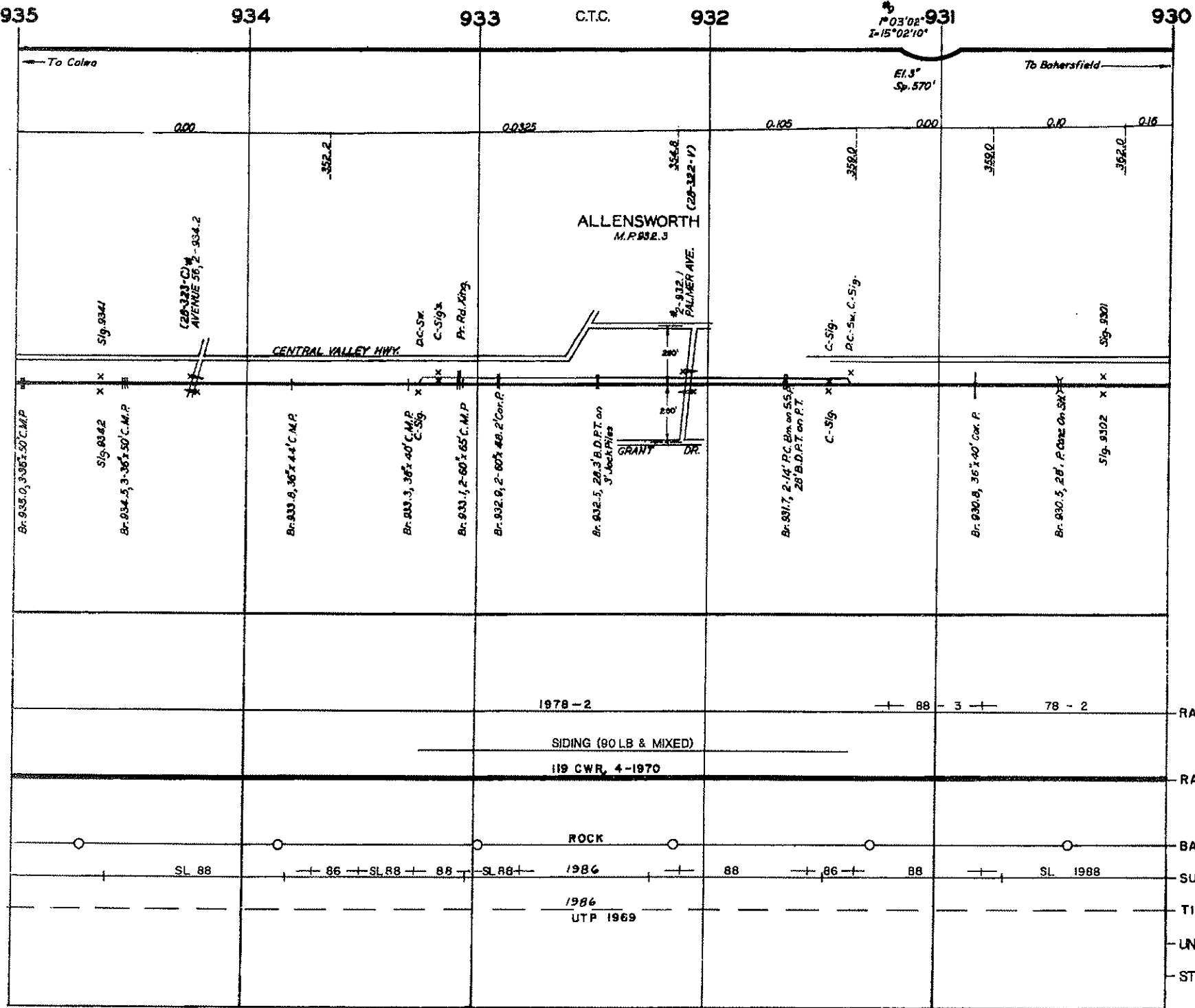
BAKERSFIELD SUBDIVISION

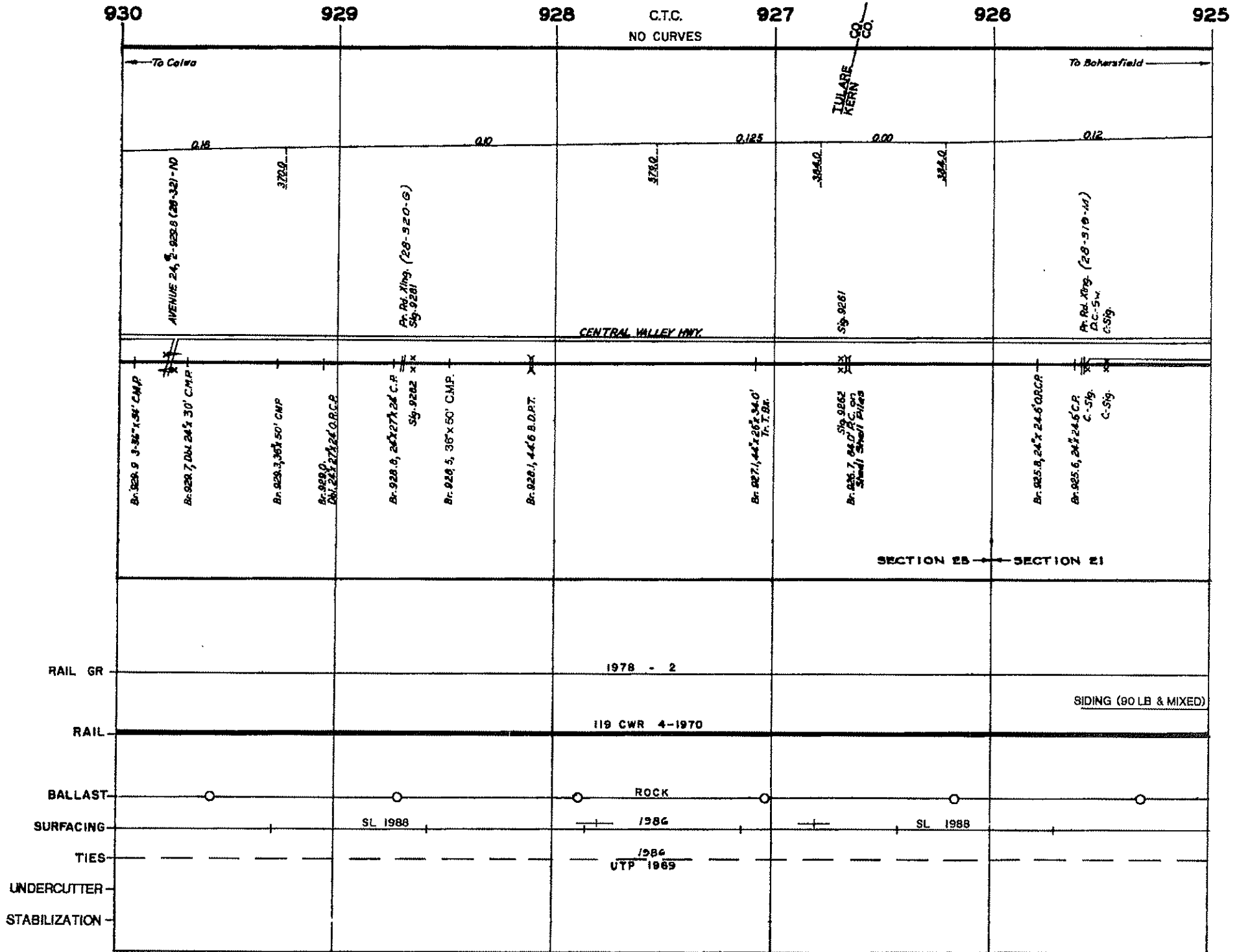




REVISED FEB. 1992

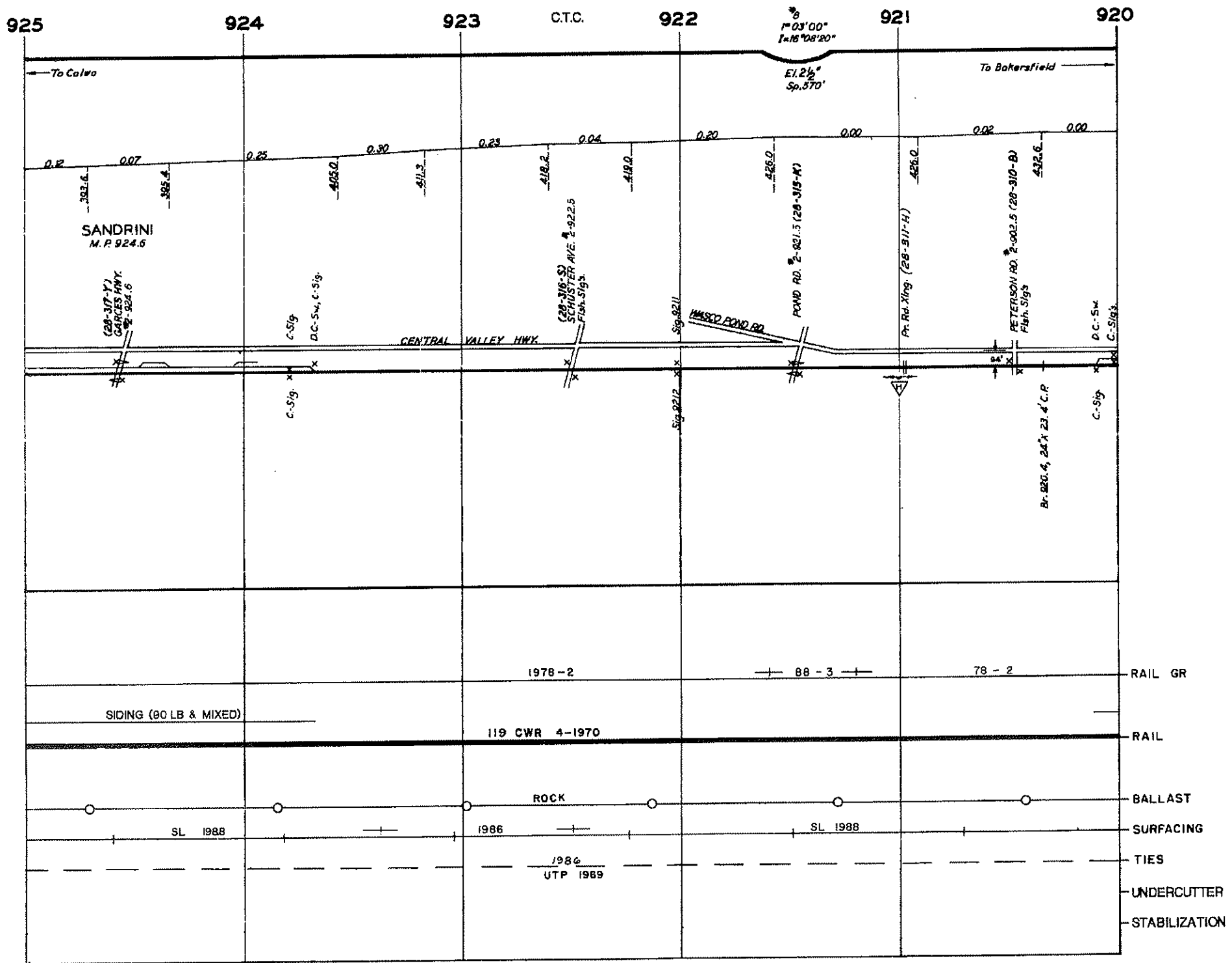
BAKERSFIELD SUBDIVISION

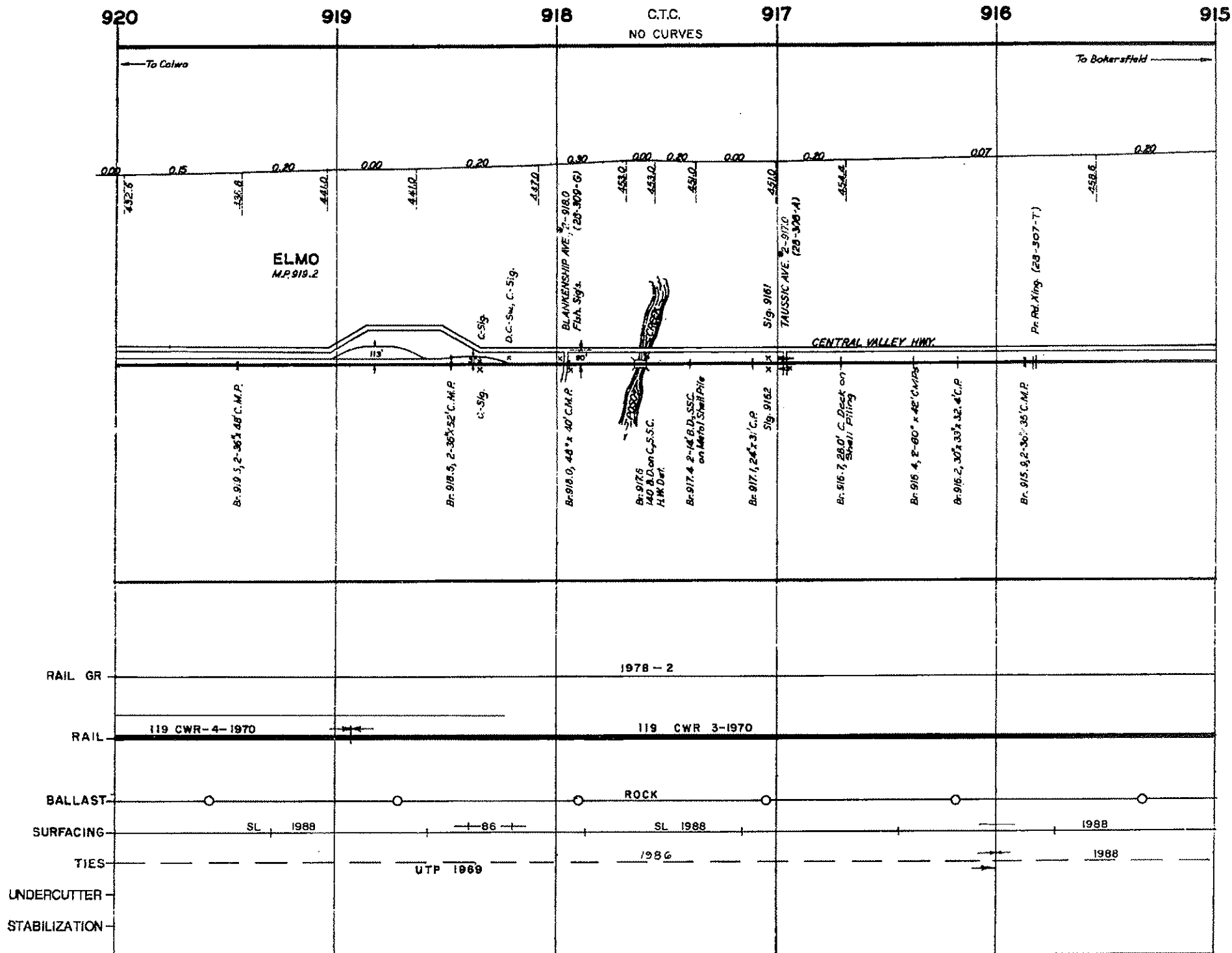




REVISED FEB. 1992

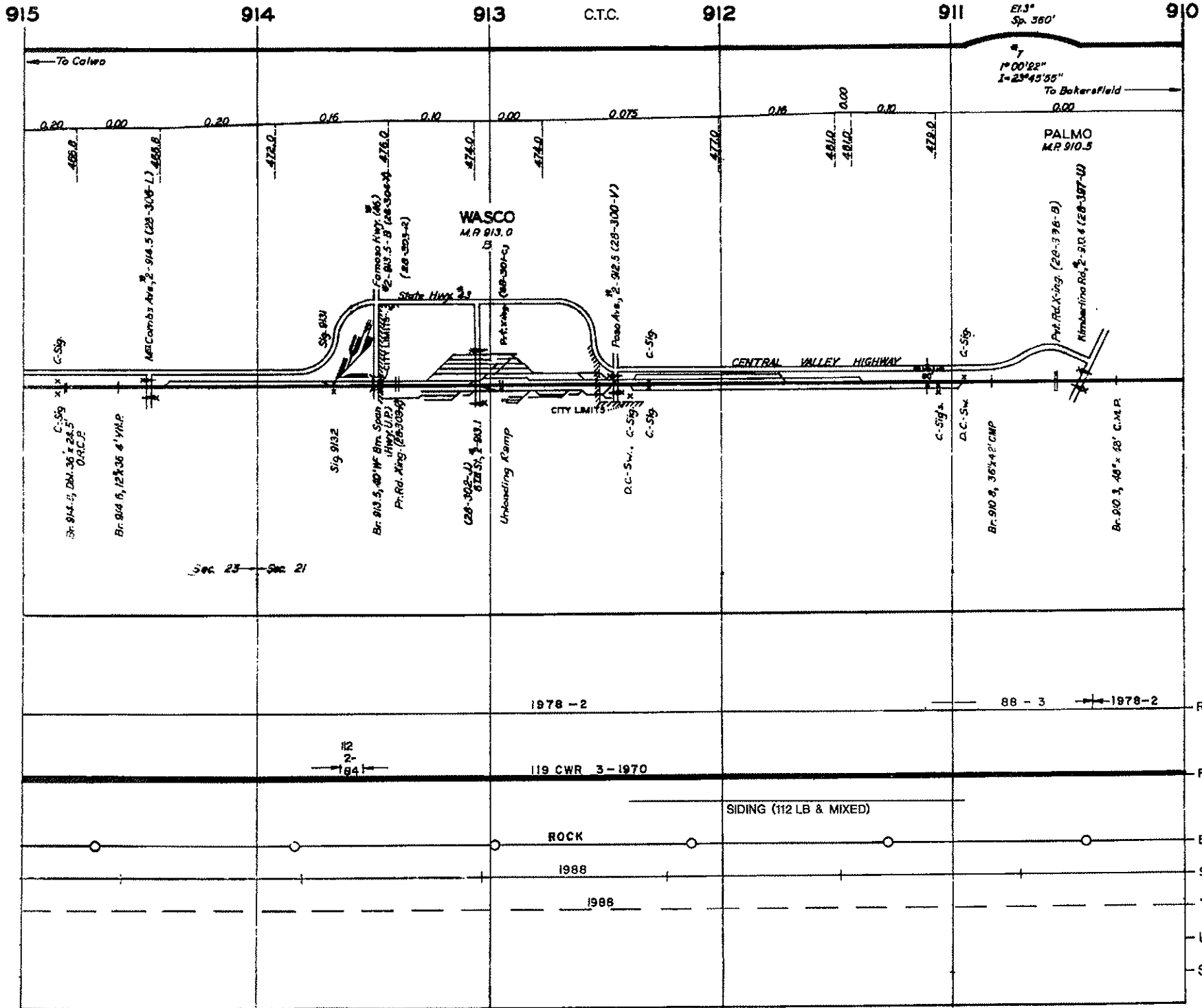
BAKERSFIELD SUBDIVISION

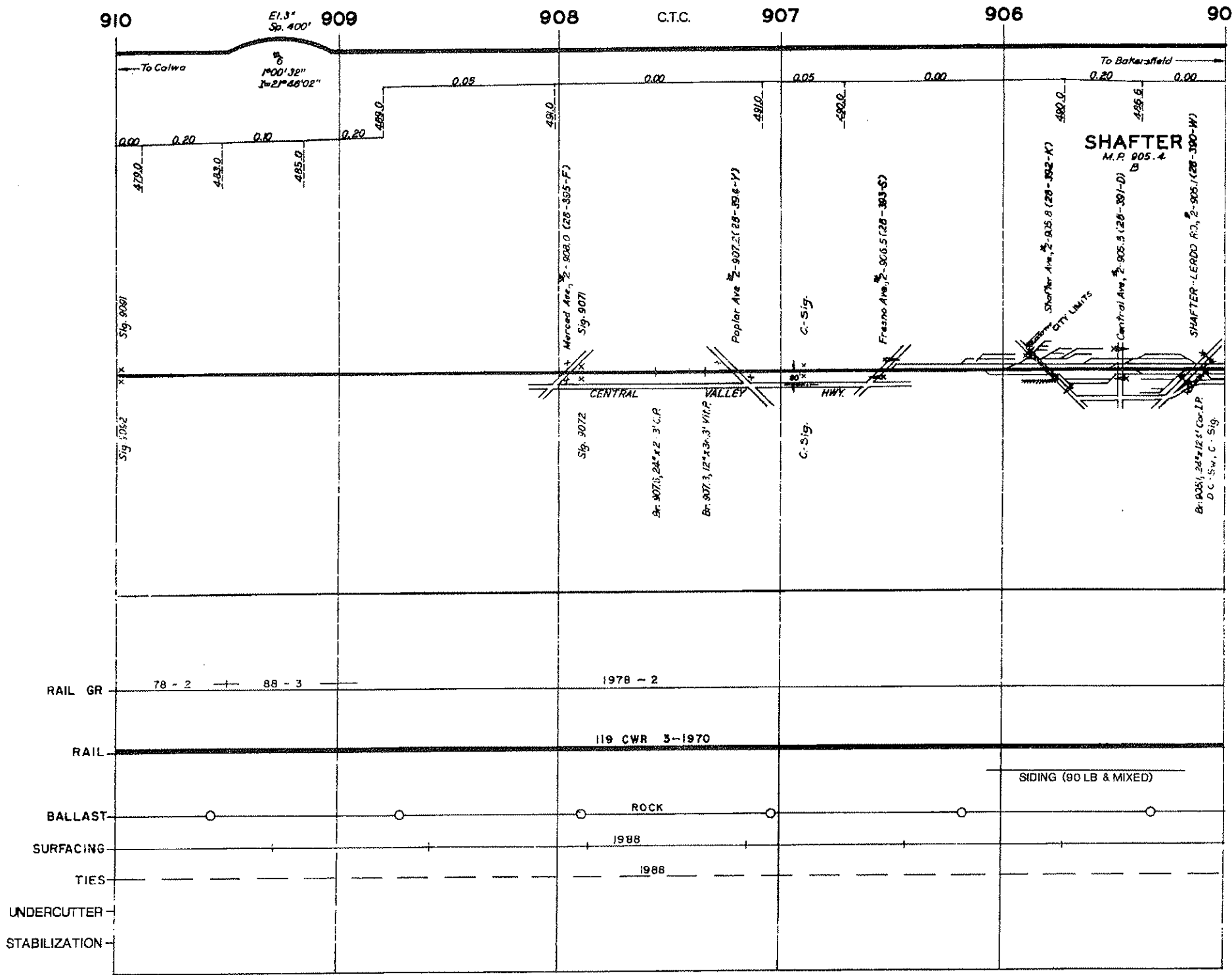




REVISED FEB. 1992

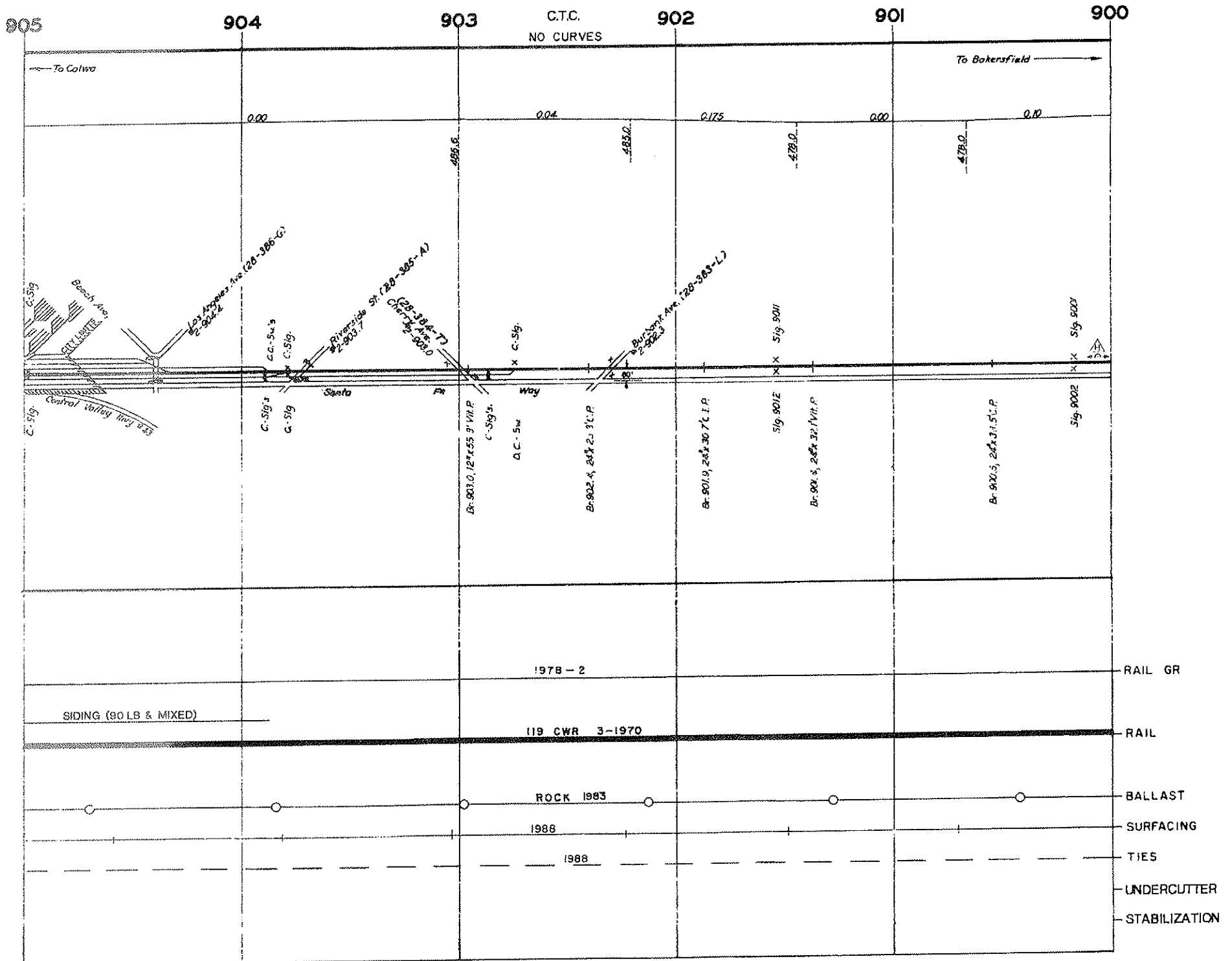
BAKERSFIELD SUBDIVISION

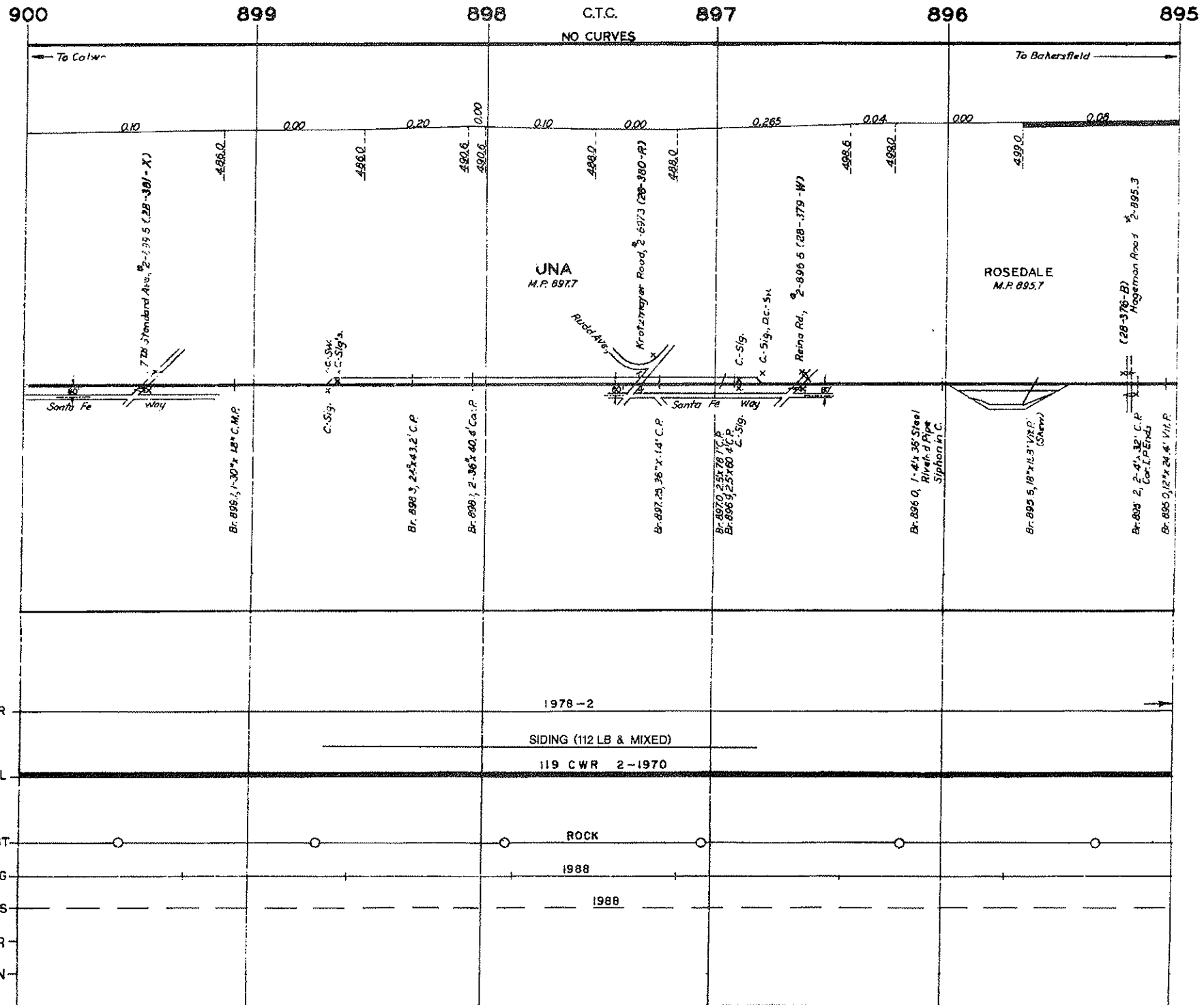


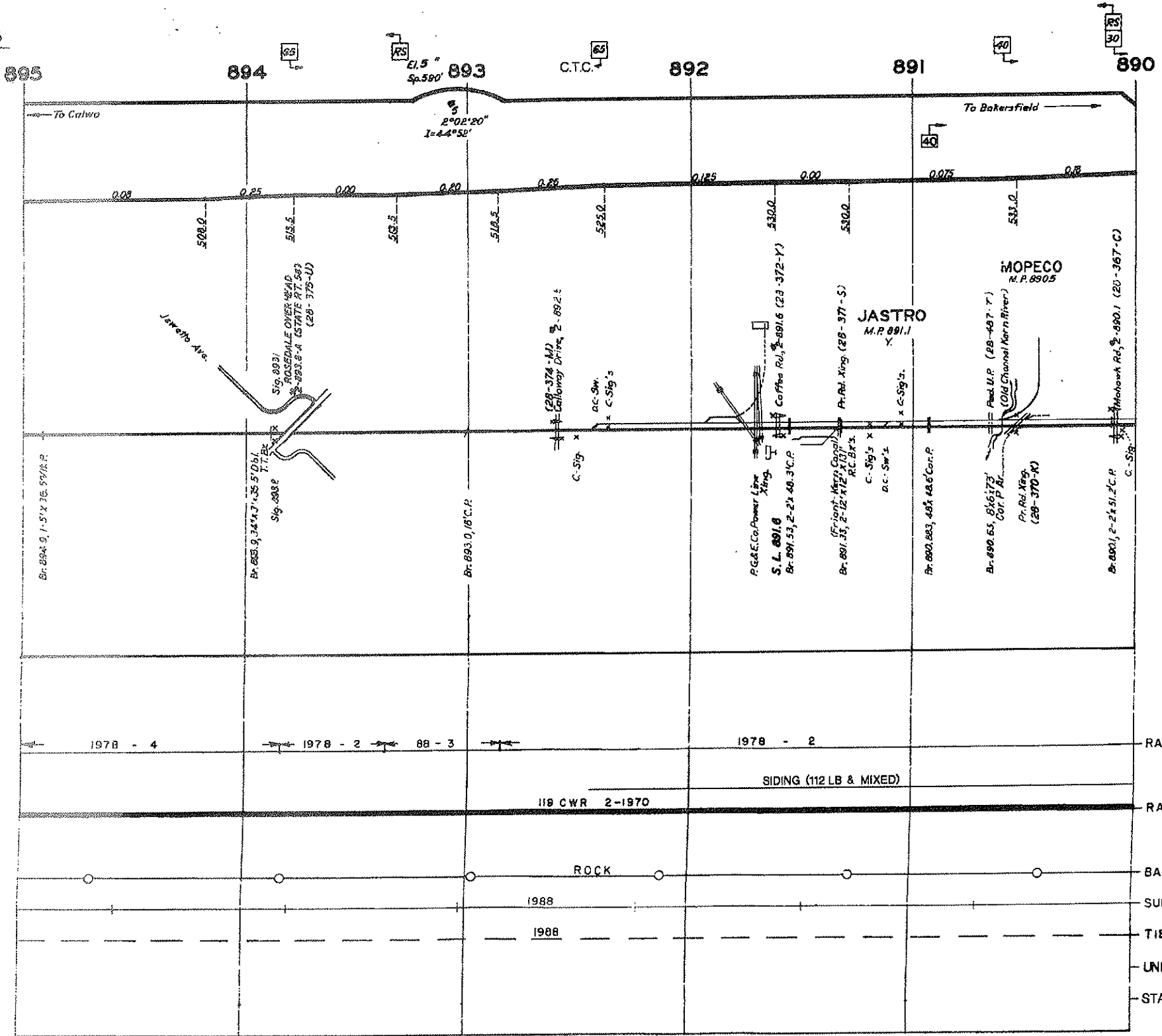


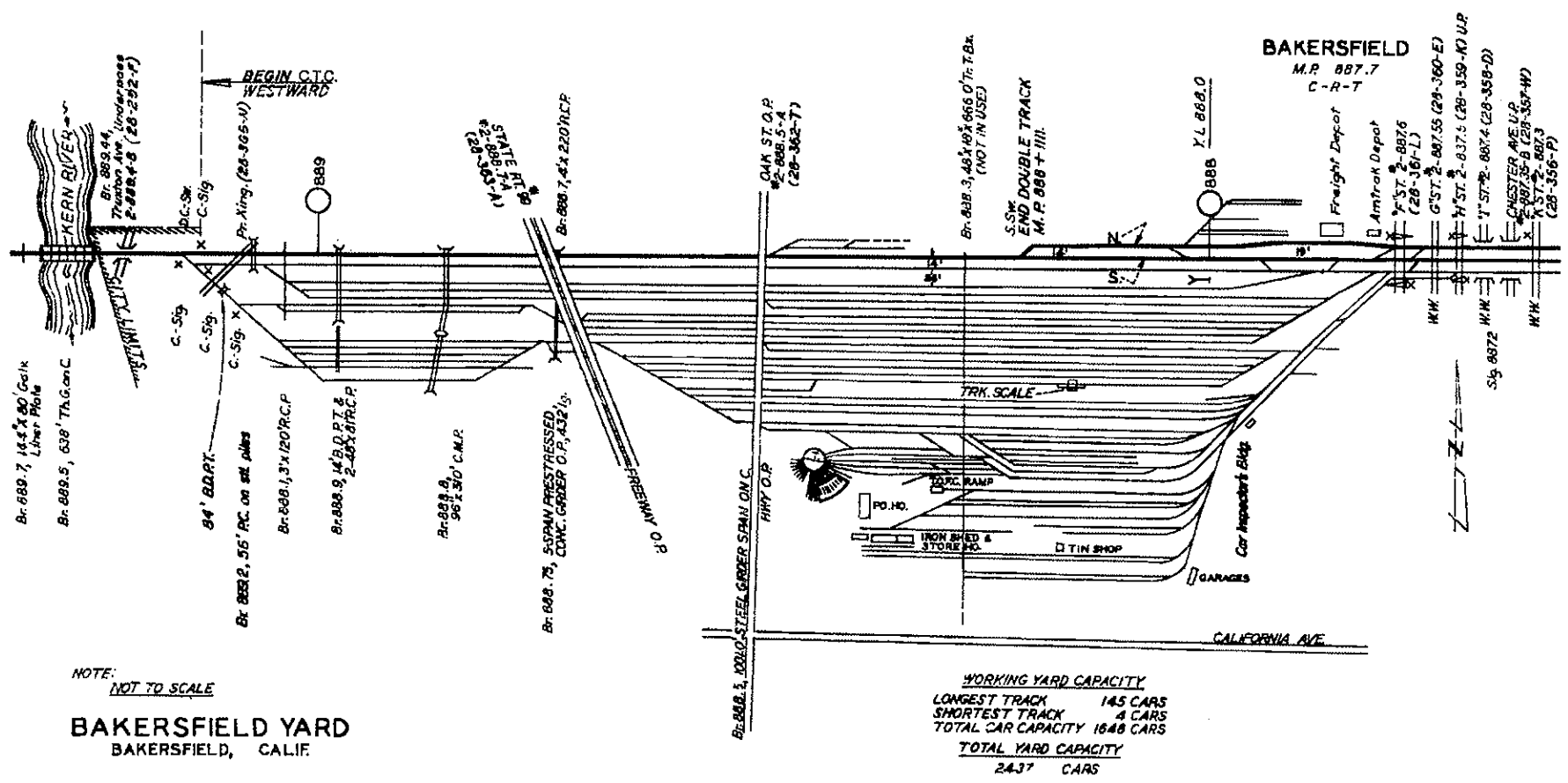
REVISED FEB. 1992

BAKERSFIELD SUBDIVISION







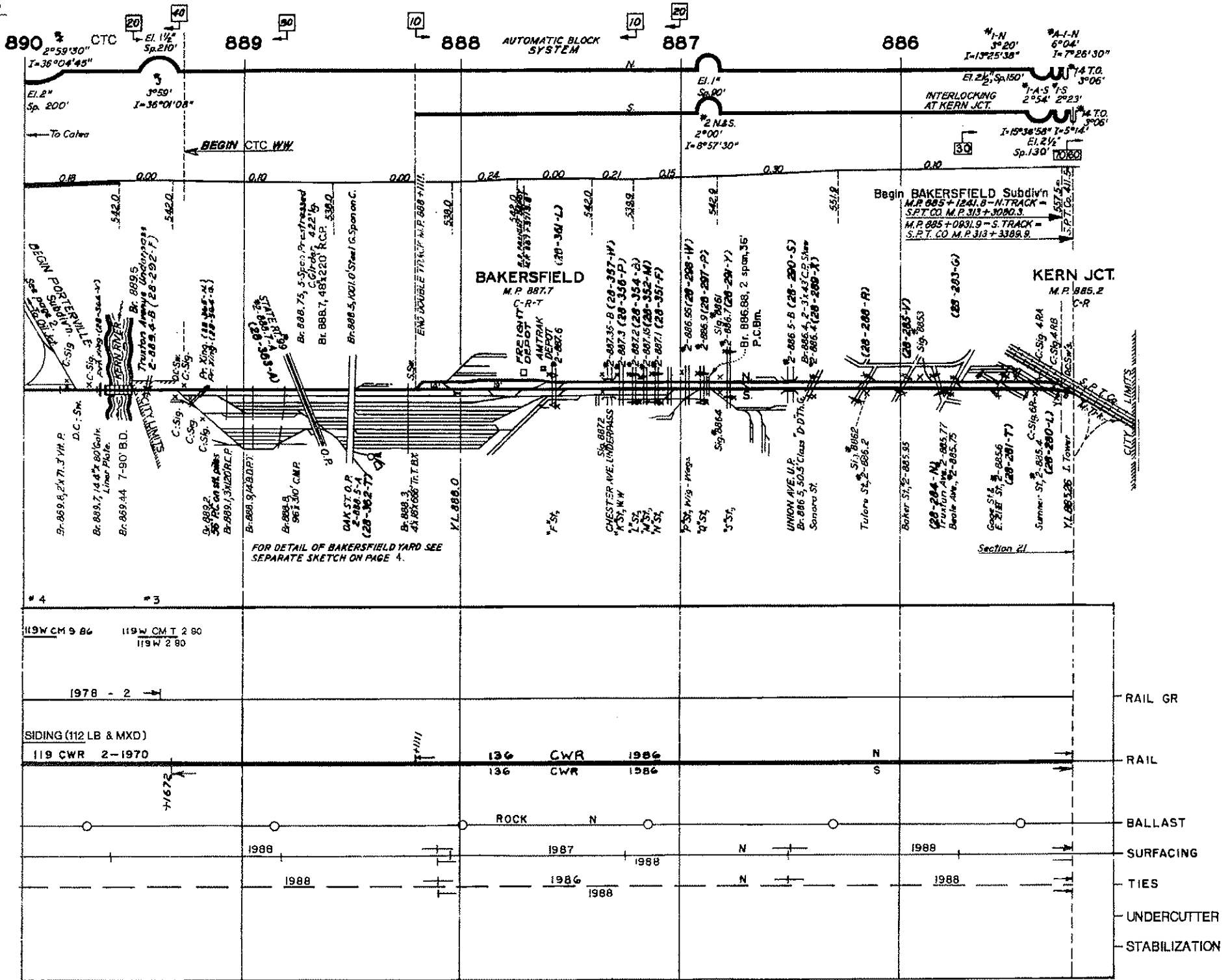


NOTE:
NOT TO SCALE

BAKERSFIELD YARD
BAKERSFIELD, CALIF.

WORKING YARD CAPACITY

LONGEST TRACK	145 CARS
SHORTEST TRACK	4 CARS
TOTAL CAR CAPACITY	1648 CARS
TOTAL YARD CAPACITY	2437 CARS



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Bakersfield Subdivision

Bakersfield (M.P. 885.2) to Calwa (M.P. 995.2)

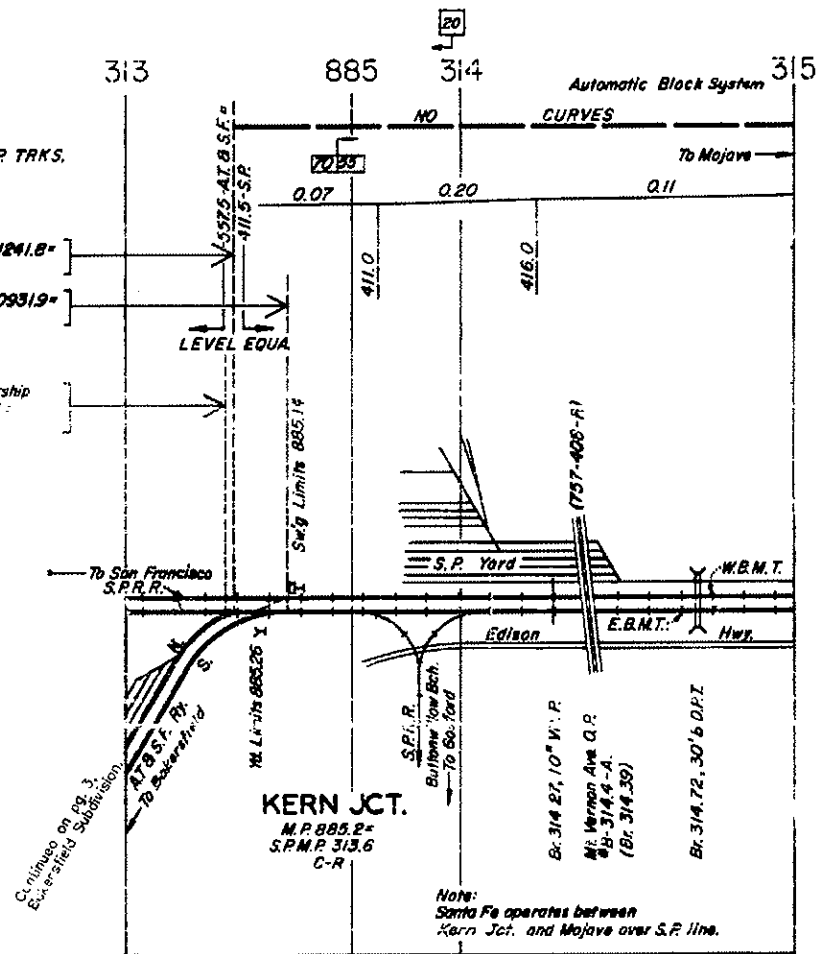
Intentionally Blank

END OF OPERATION OVER S.P. TRKS.
BEG. SANTA FE TRKS.

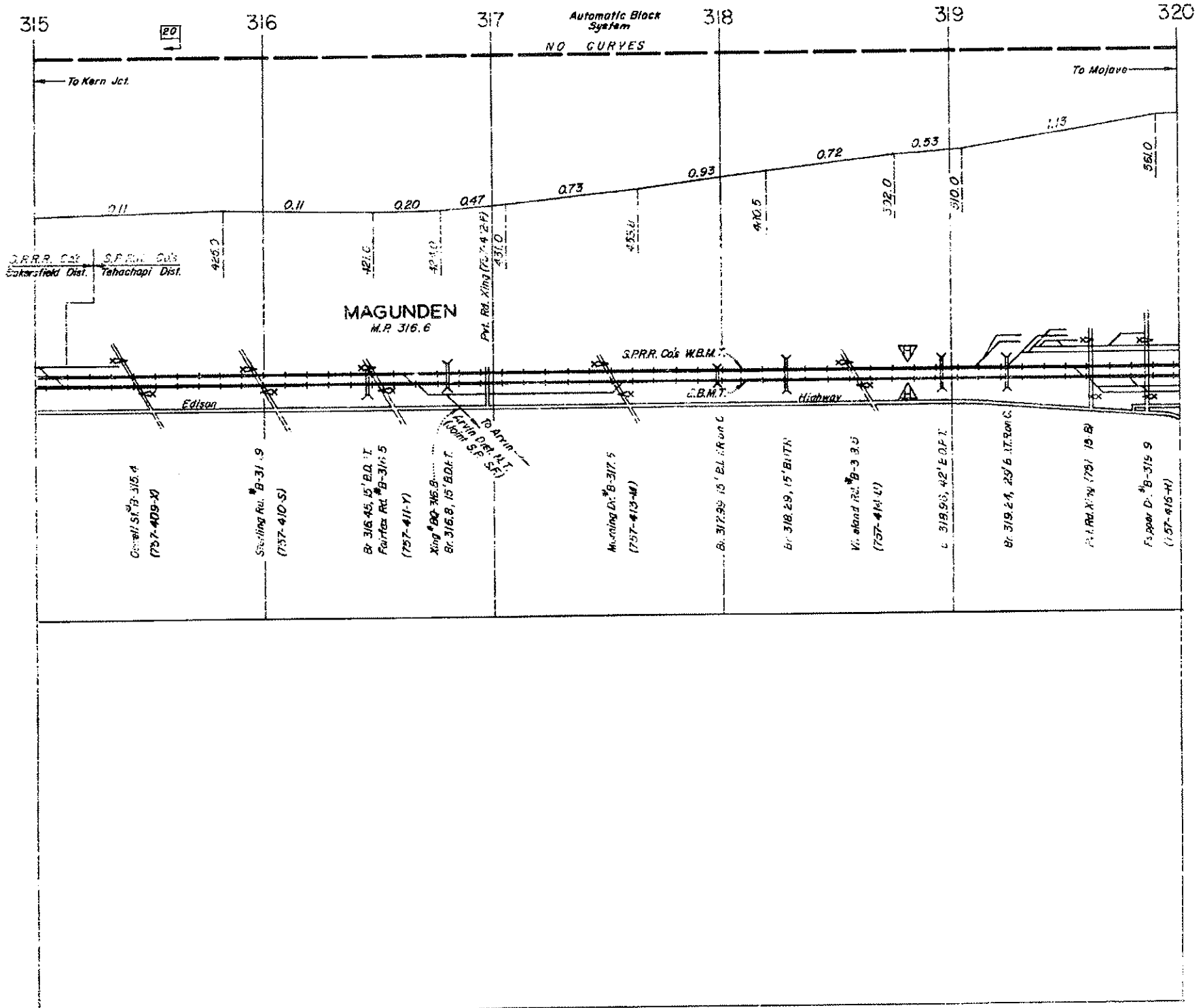
Santa Fe N. Trk. M.P. 885+1241.8 =
S.P.R.R. M.P. 313+3080.3

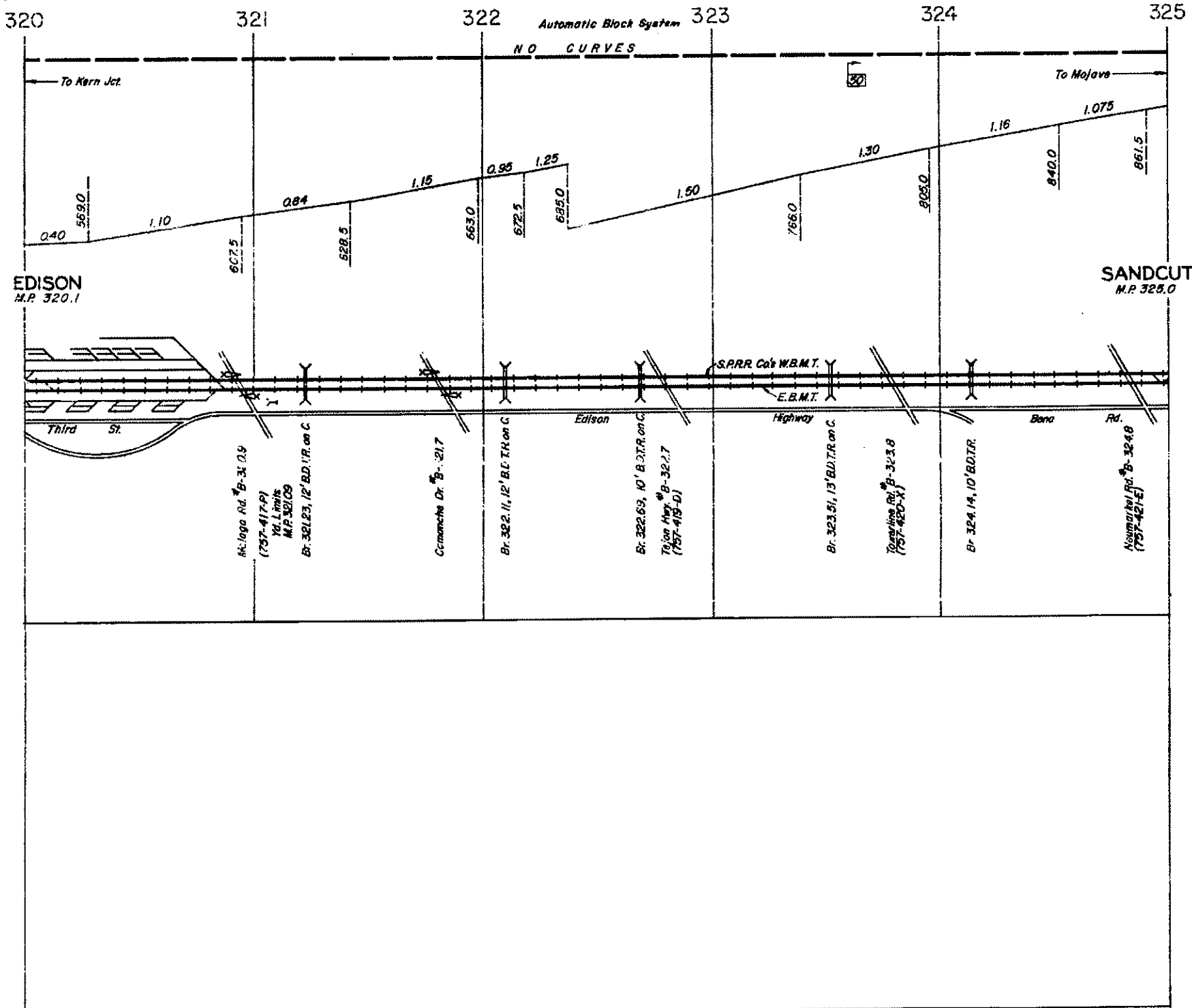
Santa Fe S. Trk. M.P. 885+0931.9 =
S.P.R.R. M.P. 313+3389.9

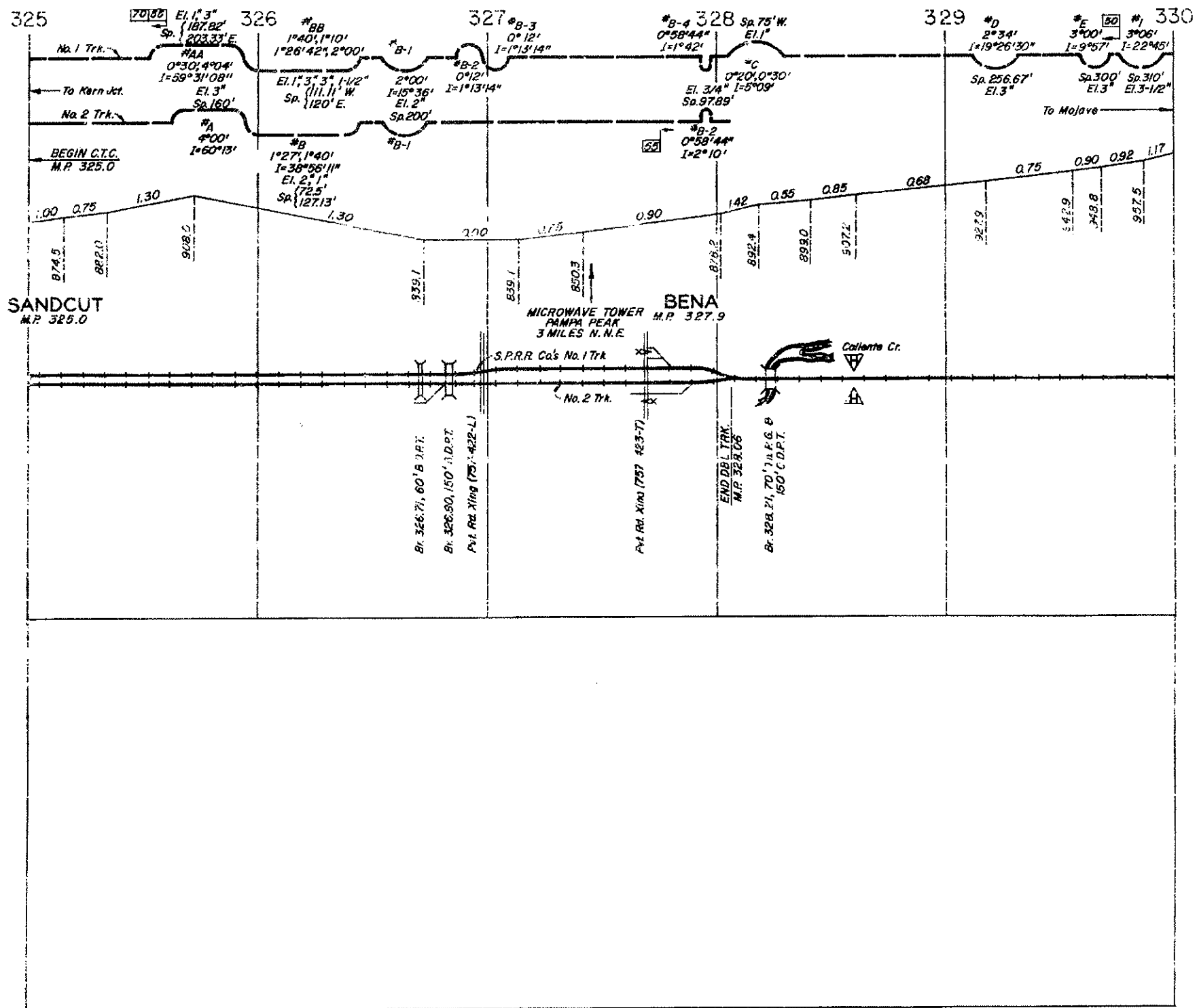
Begin AT. & S.F. Ry. Co. Ownership
Head of Frog M.P. 885+1311.1 =
S.P.R.R. M.P. 313+3010.7

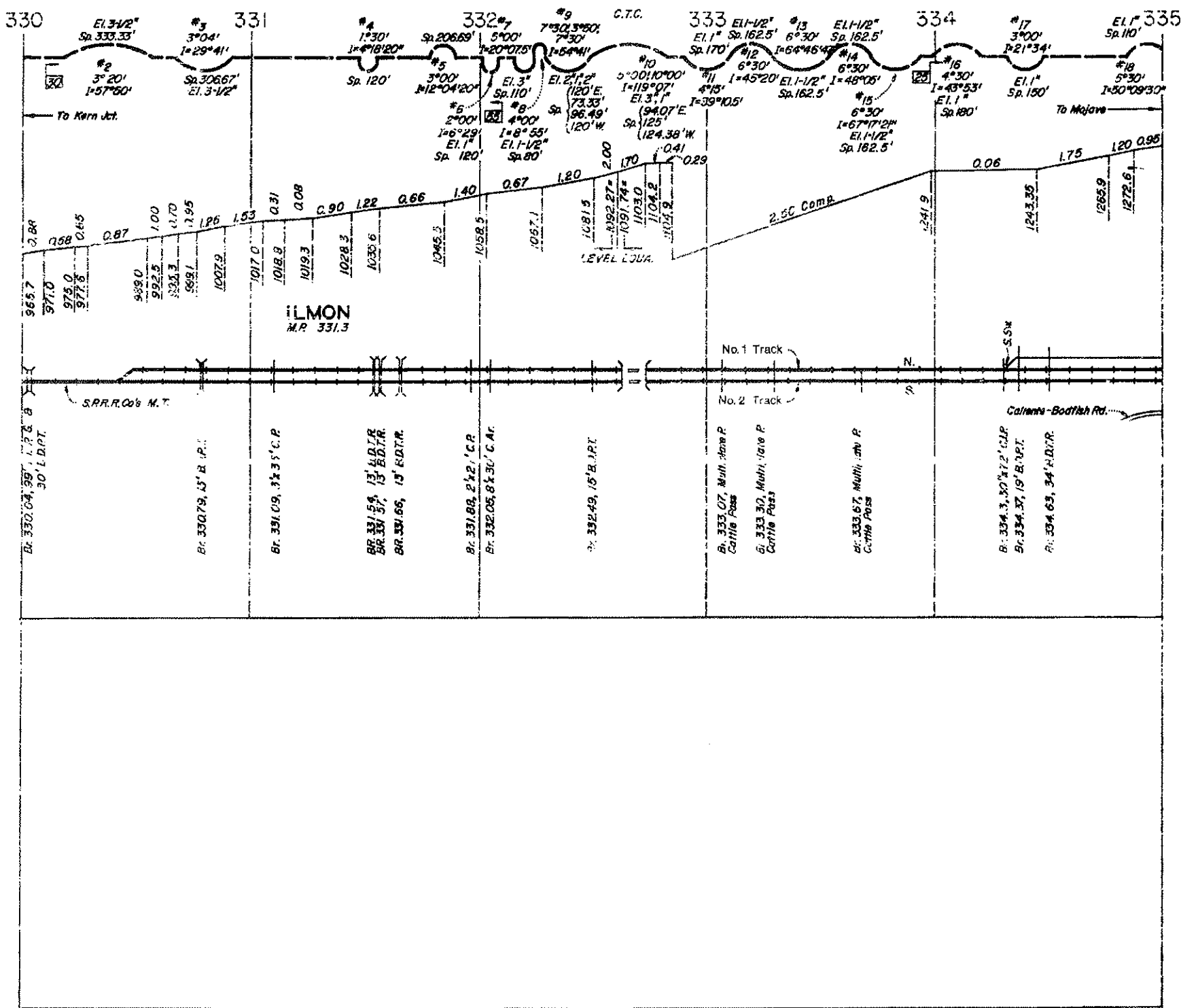


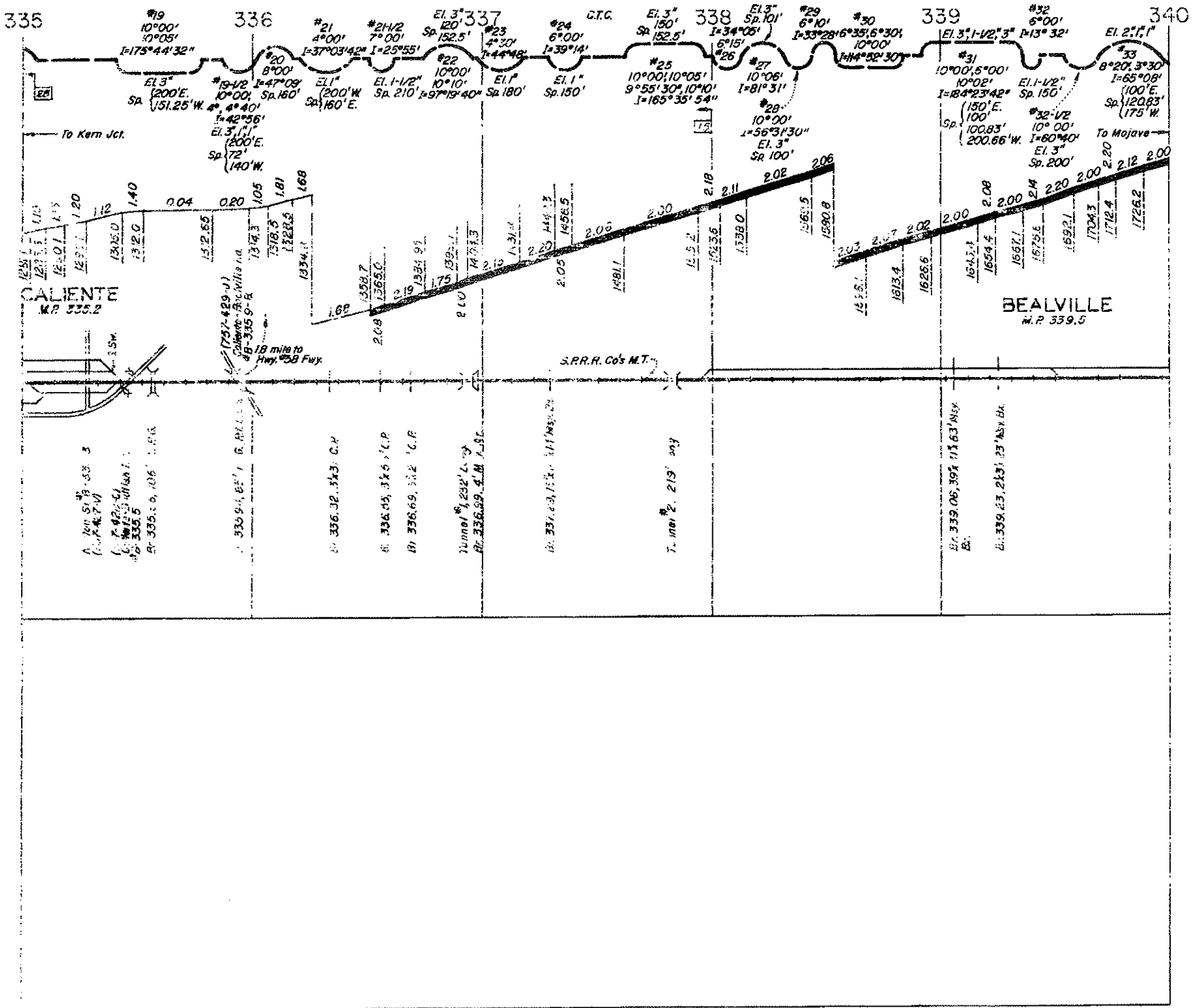
Note:
Santa Fe operates between
Kern Jct. and Mojave over S.P. line.











CALLENTI
N.P. 335.2

BEALVILLE
N.P. 339.5

S.P.R.R. Co's M.T.

A. 100' 51' 19" - 53' 3" (C.P. 41.74)
 C. 7' 42' 54" (C.P. 41.74)
 B. 335.5
 R. 335.5, 105' - 1.00'

335.9, 85' 1" R. 335.9
 (757-429-y)
 Caliente - Bealville l.d.
 48-345 9'-R

336.32, 343' - C.P.

336.05, 345' - C.P.

336.69, 342' - C.P.

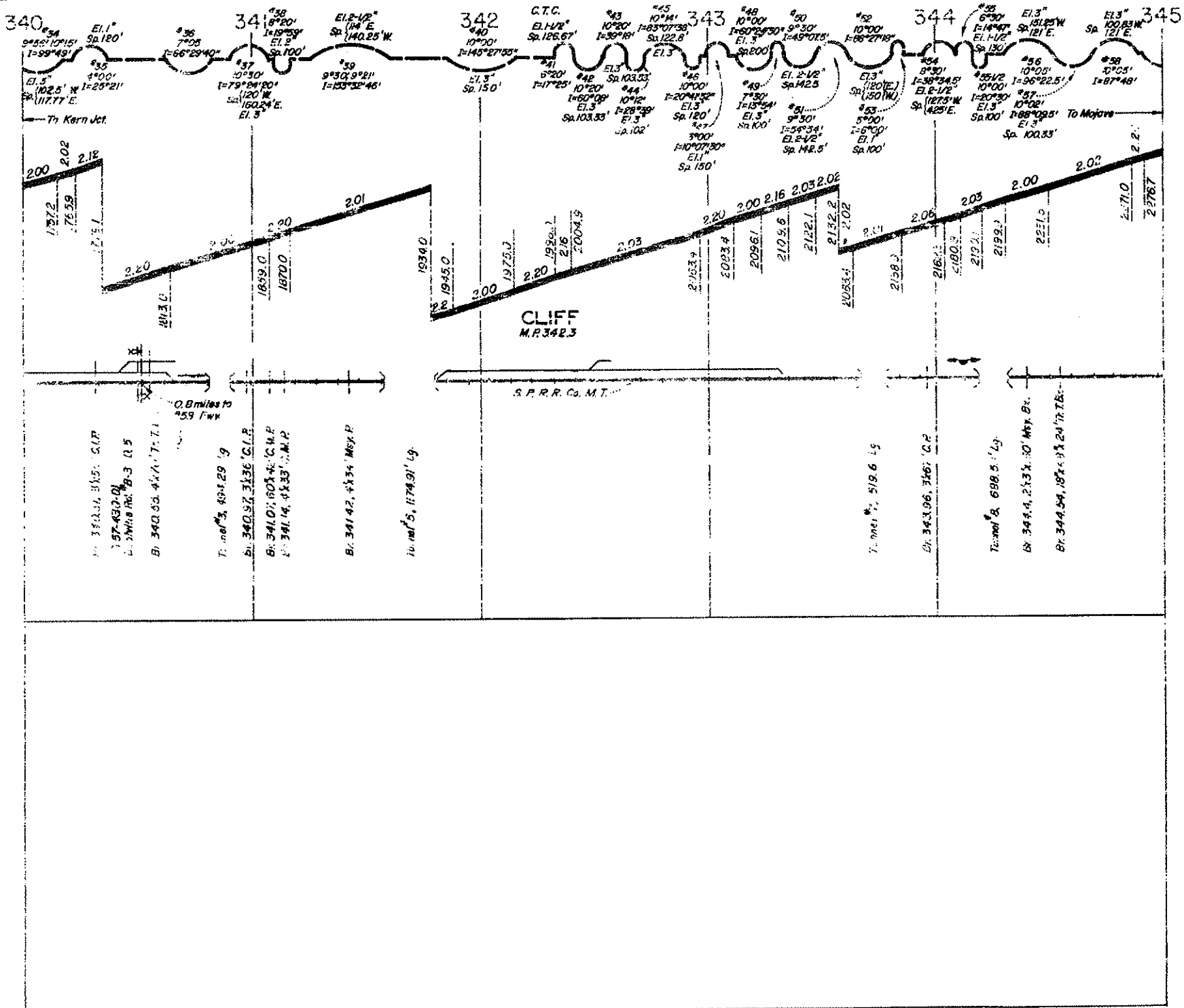
Turnout 252' L. y
 R. 336.89, 4. M. 1.51

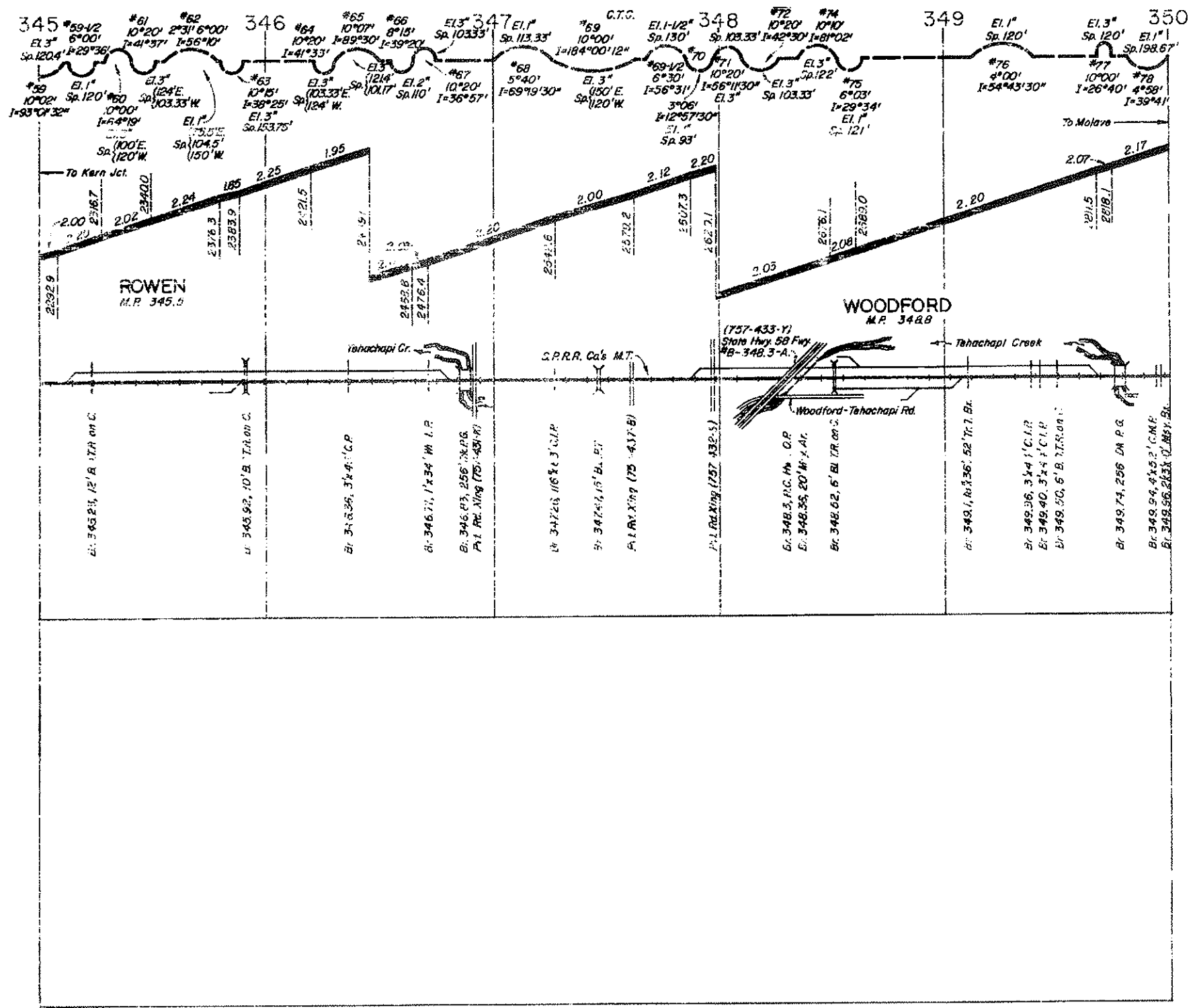
337.8, 152' - 1.11' M. 24

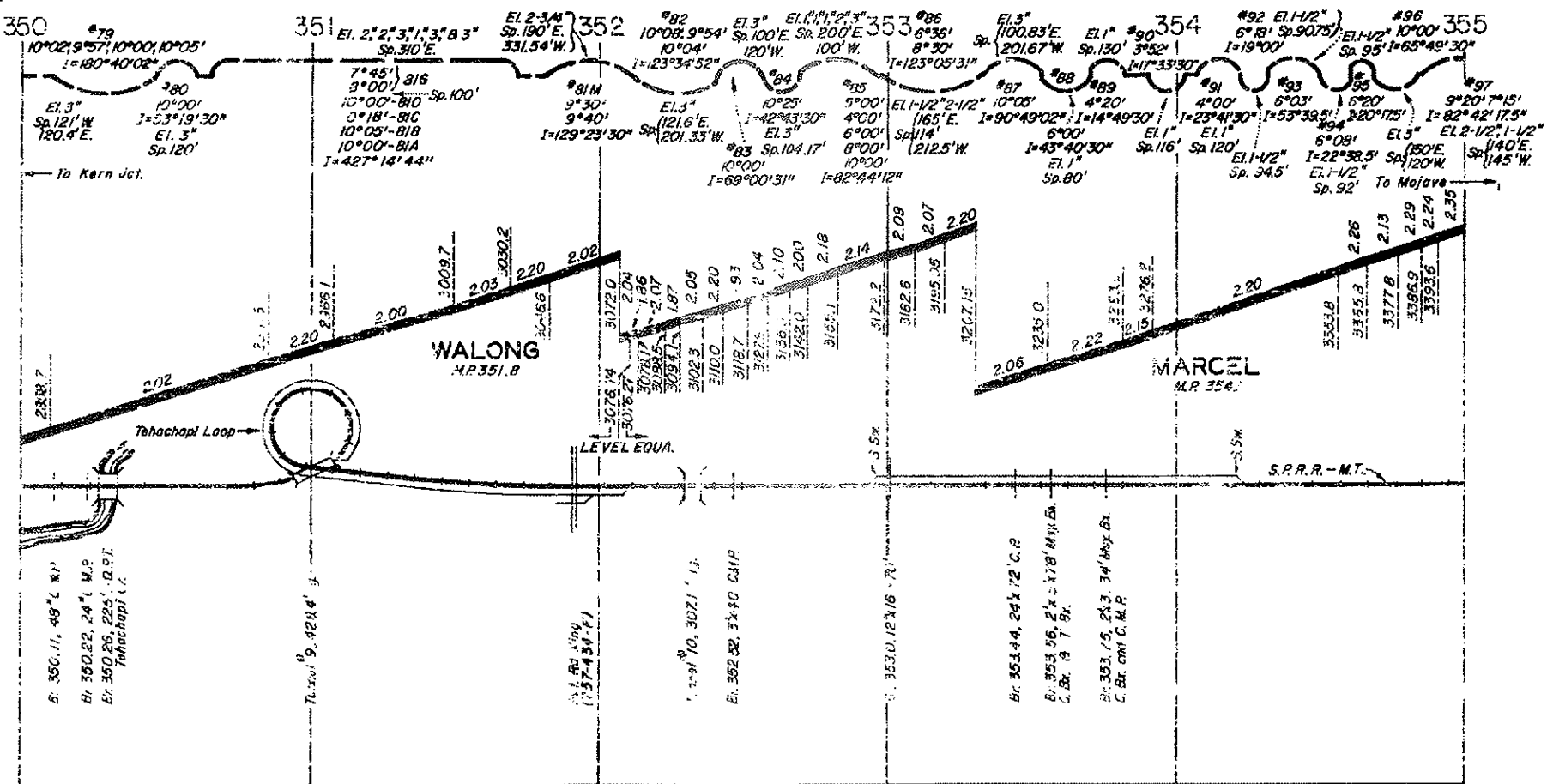
Turnout 219' 20y

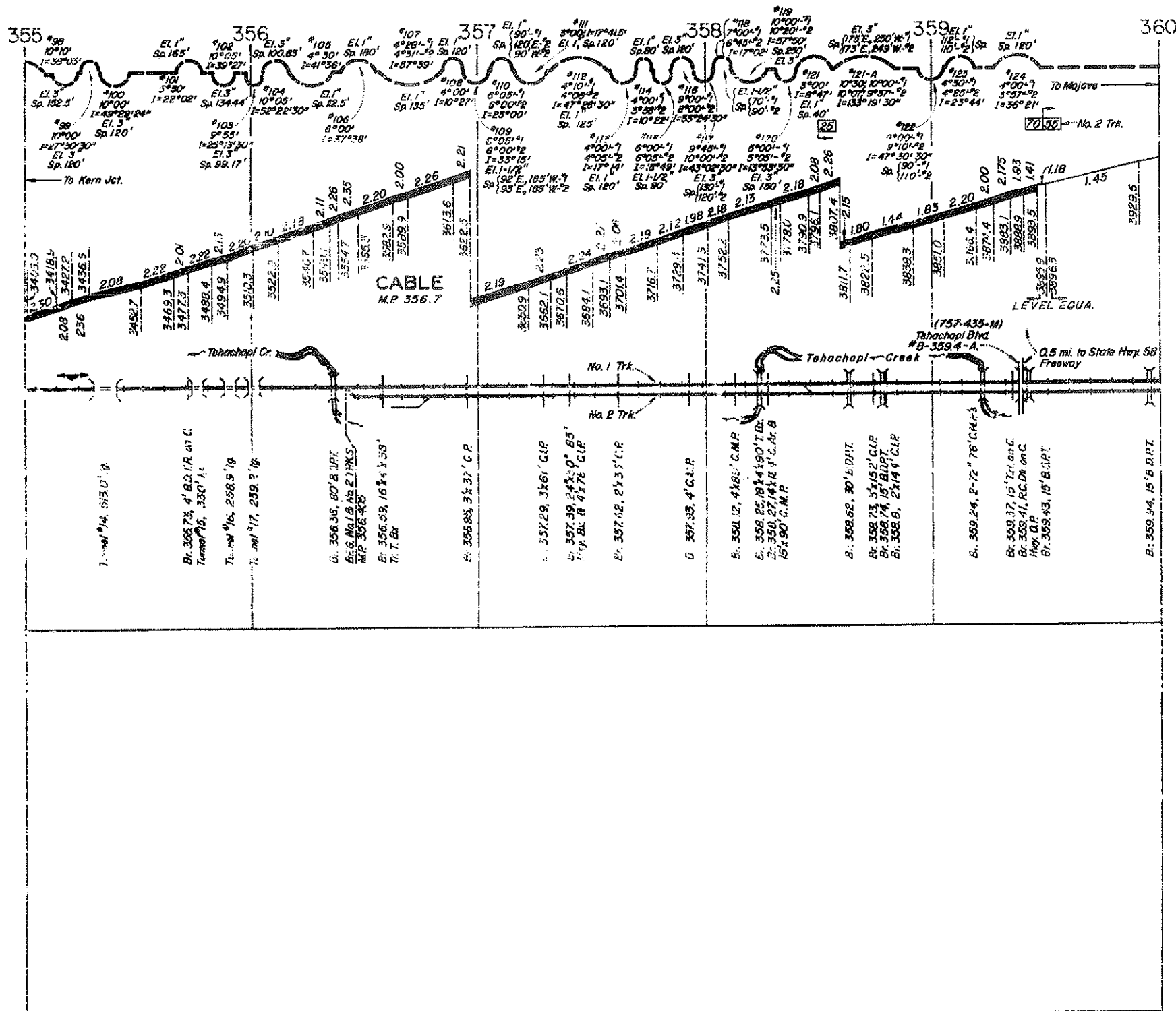
339.06, 391' 11.63' M. 8

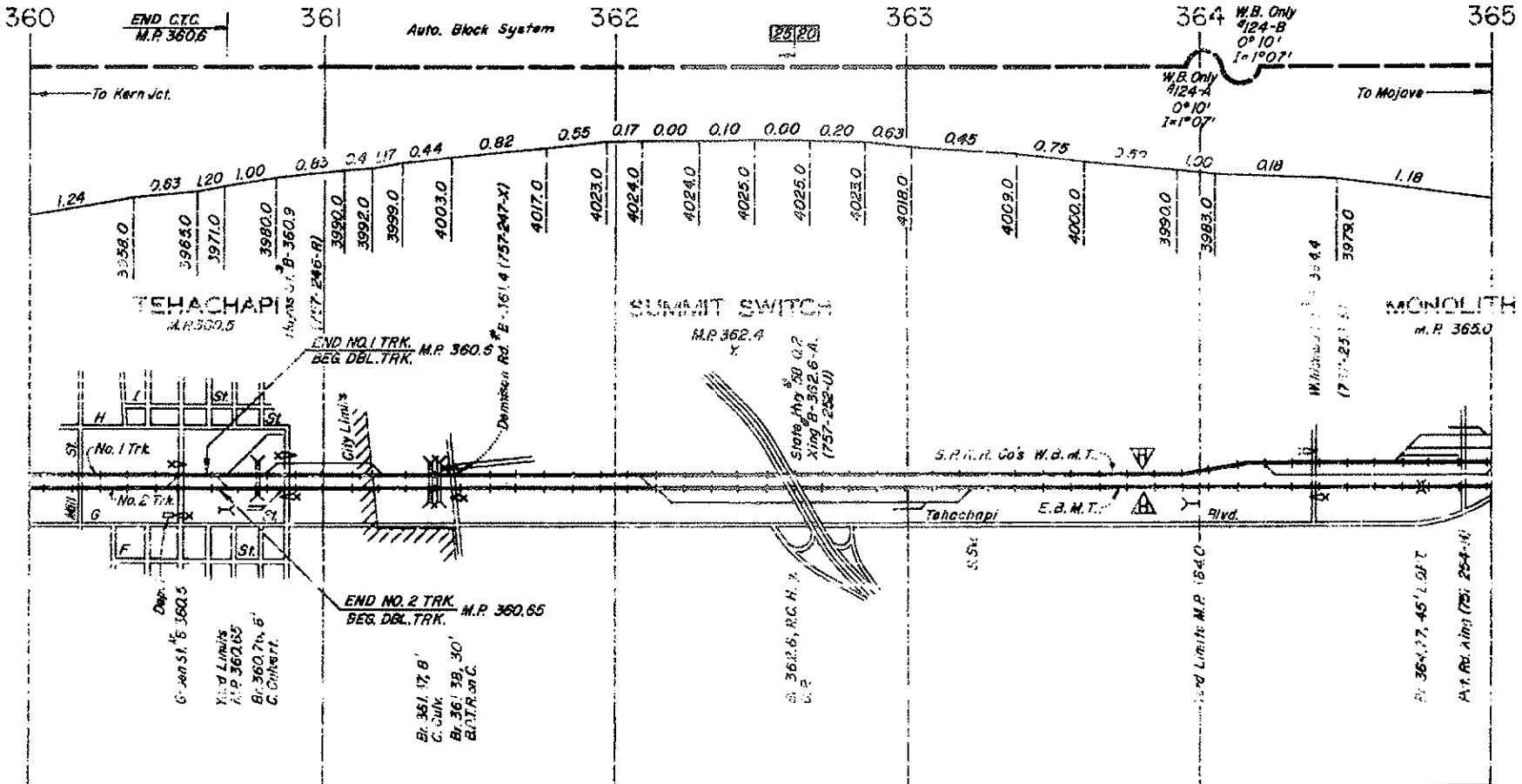
339.23, 213' 23' M. 8

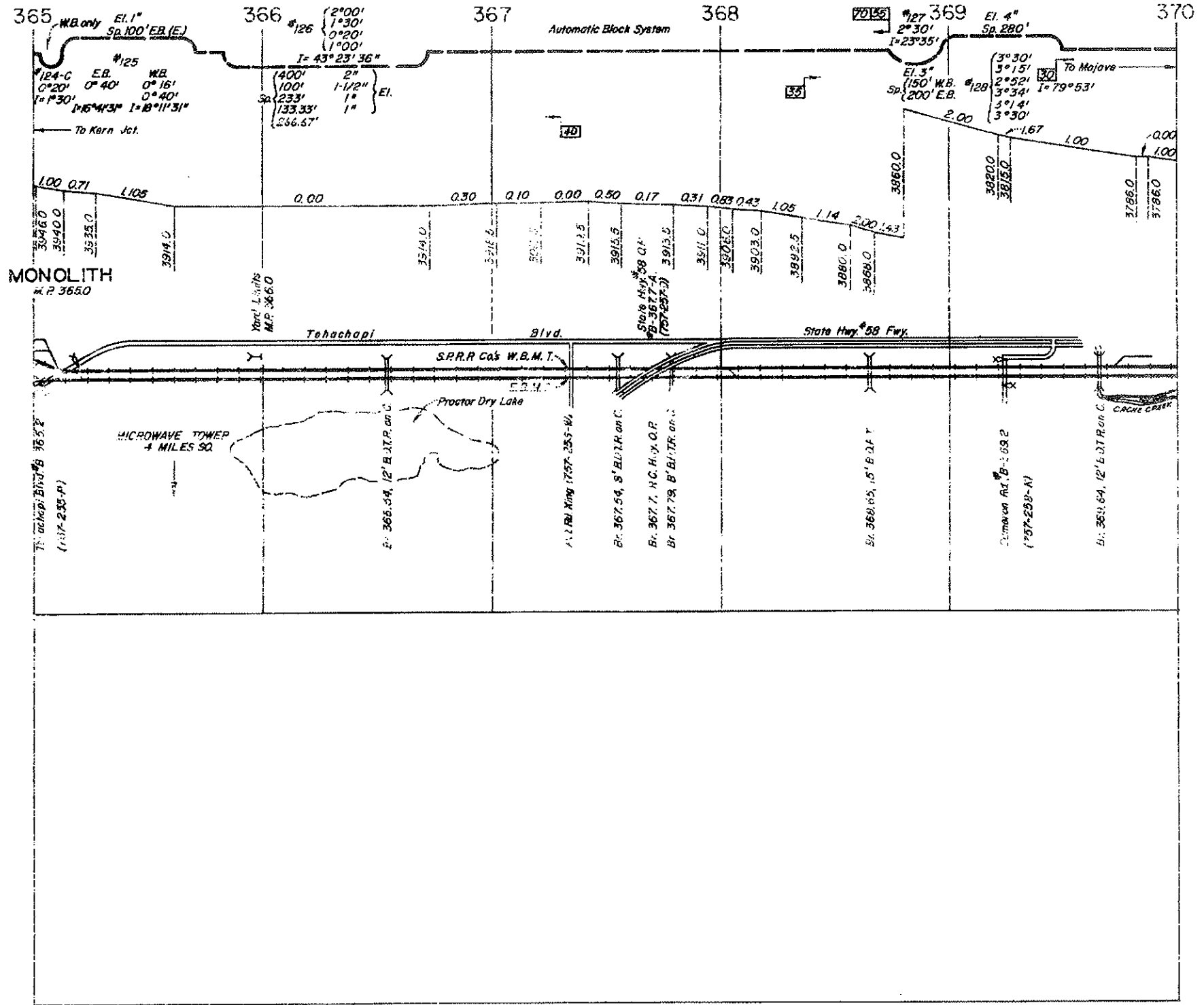


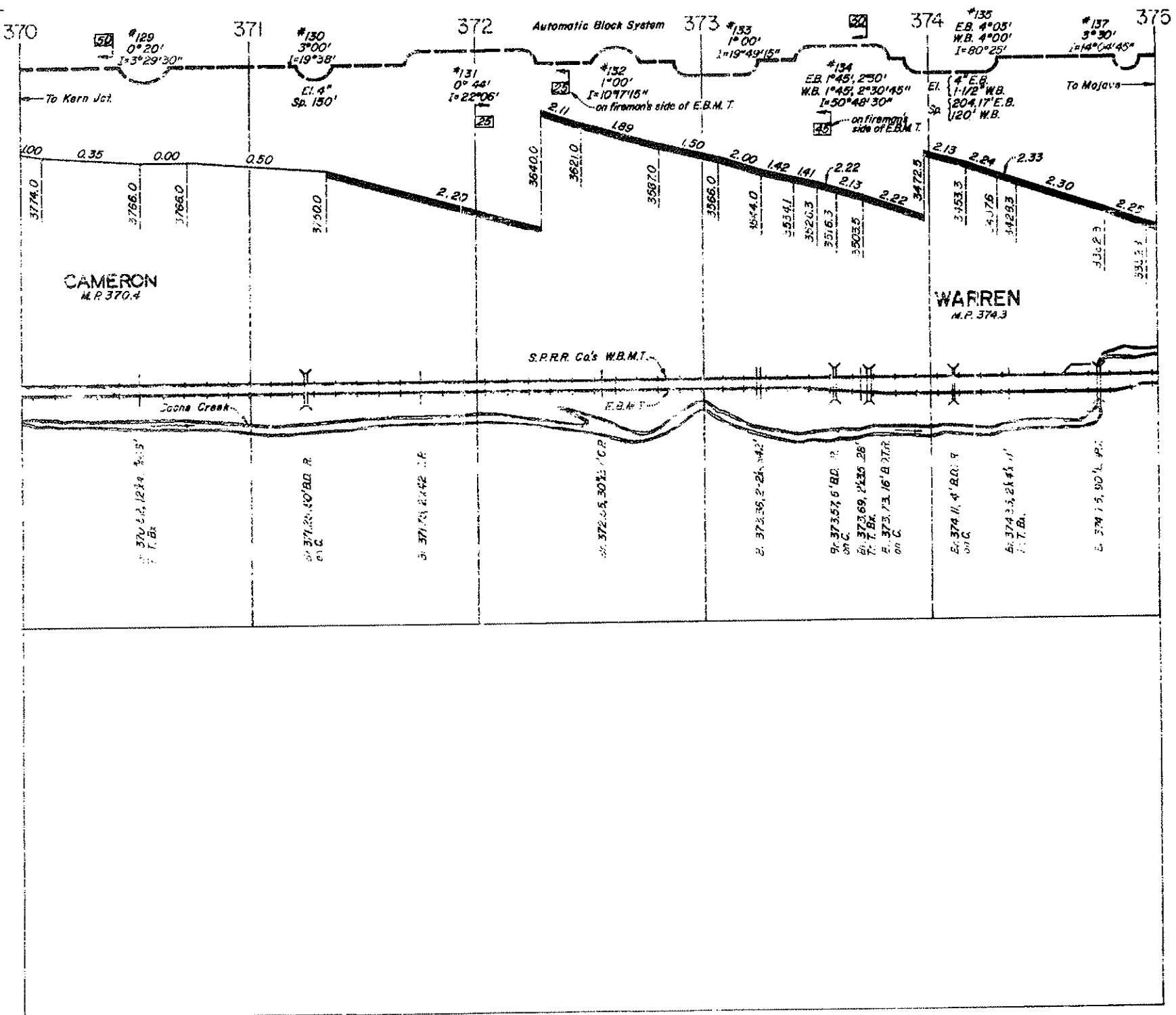


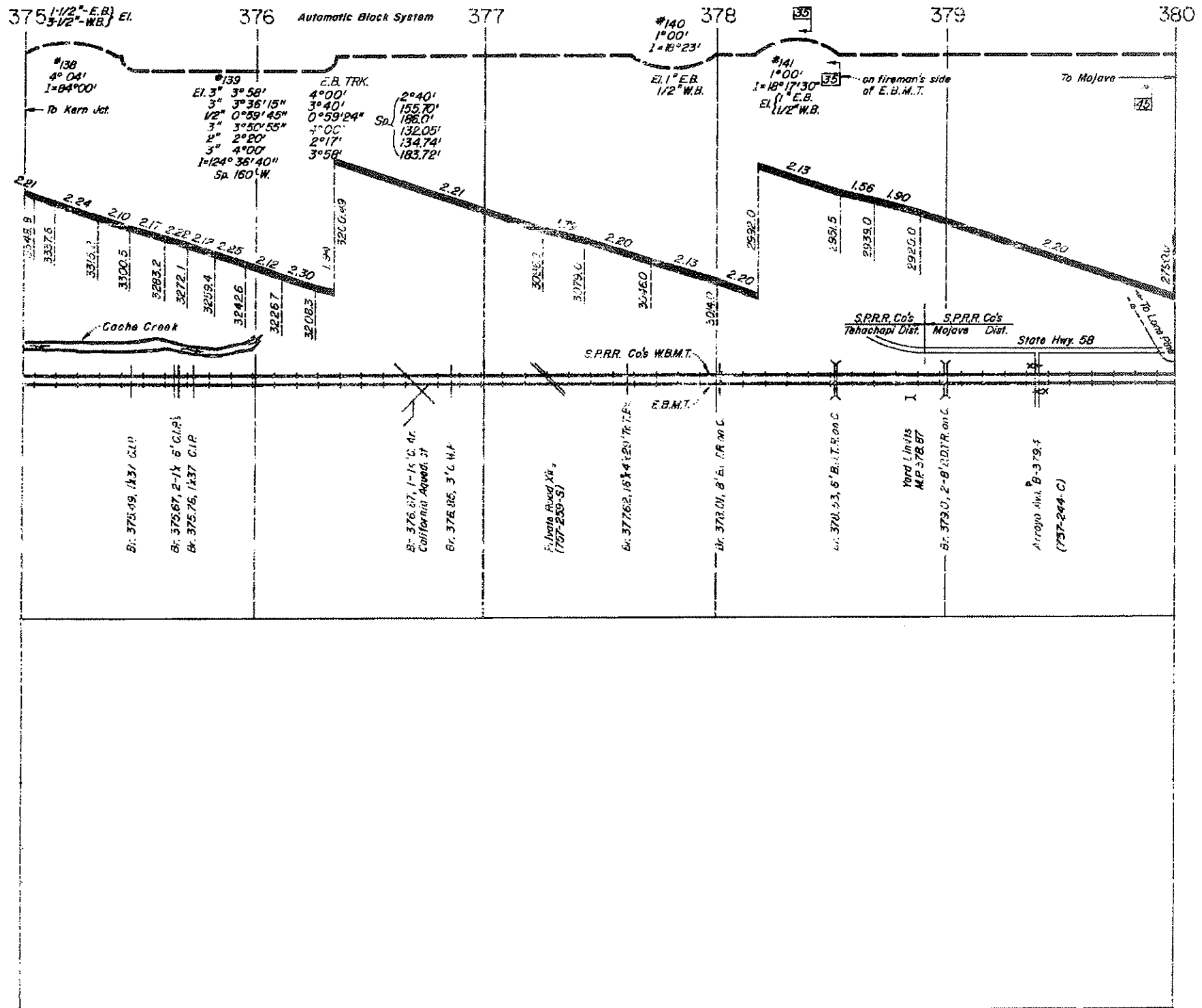


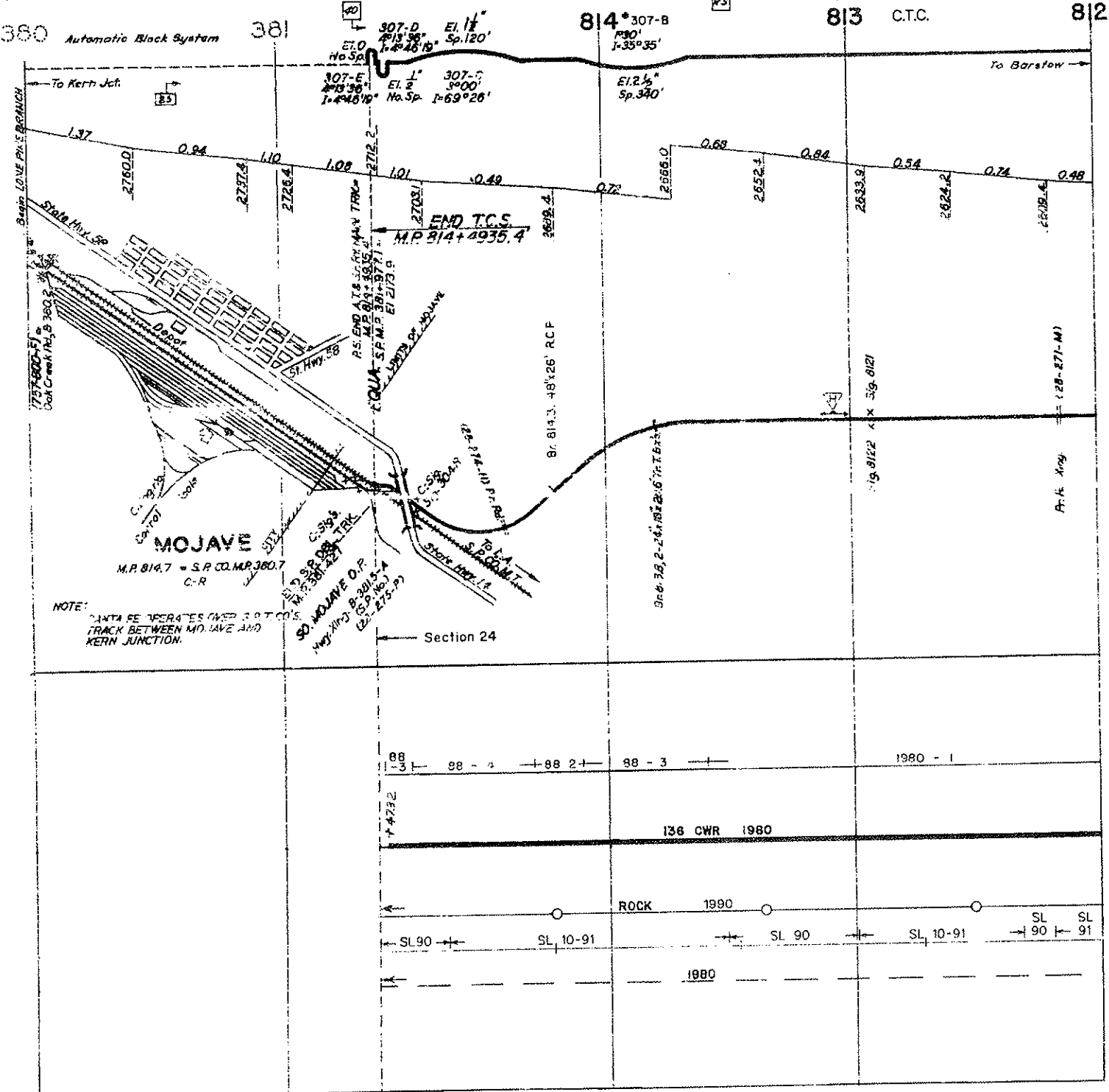


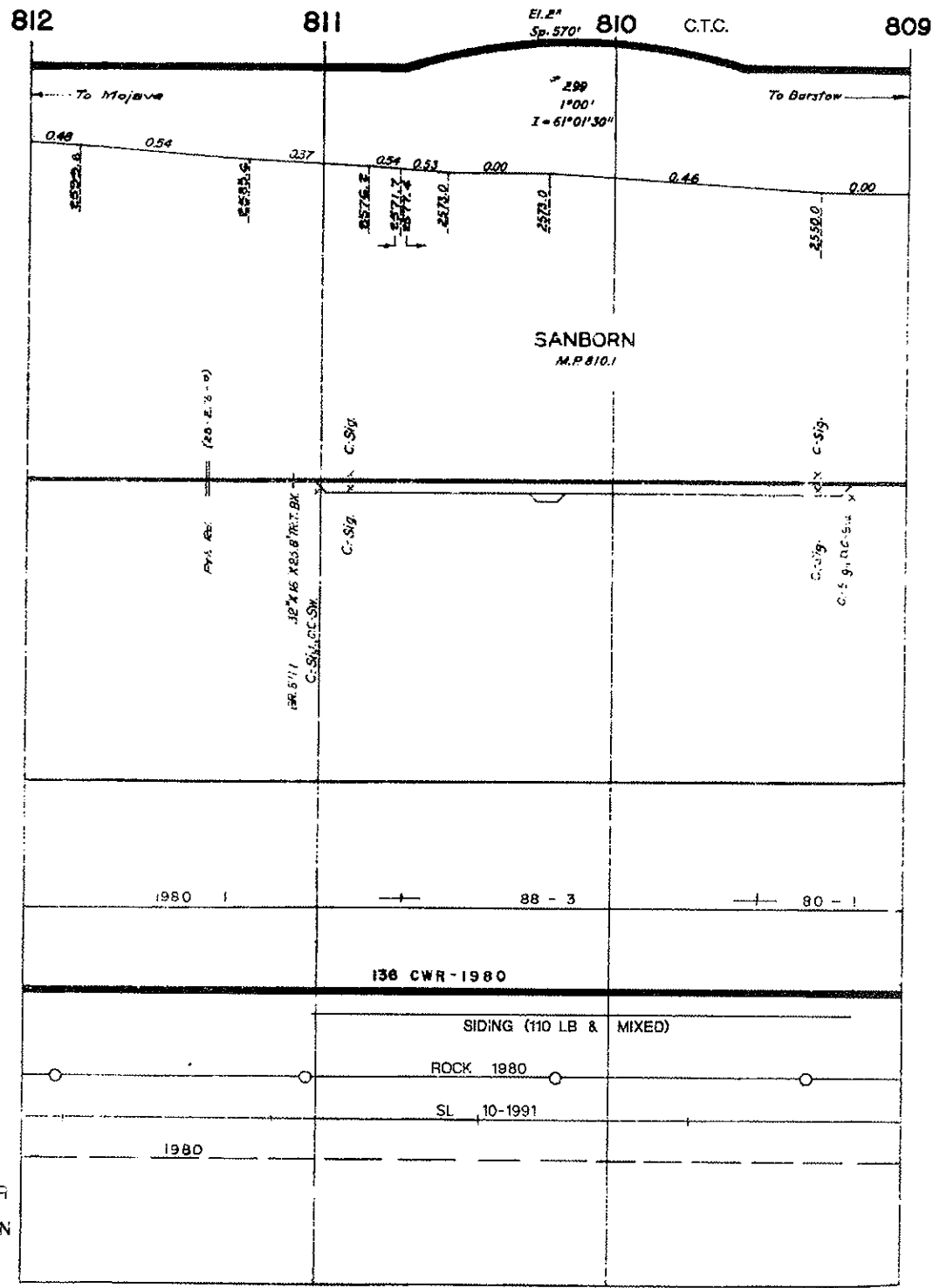








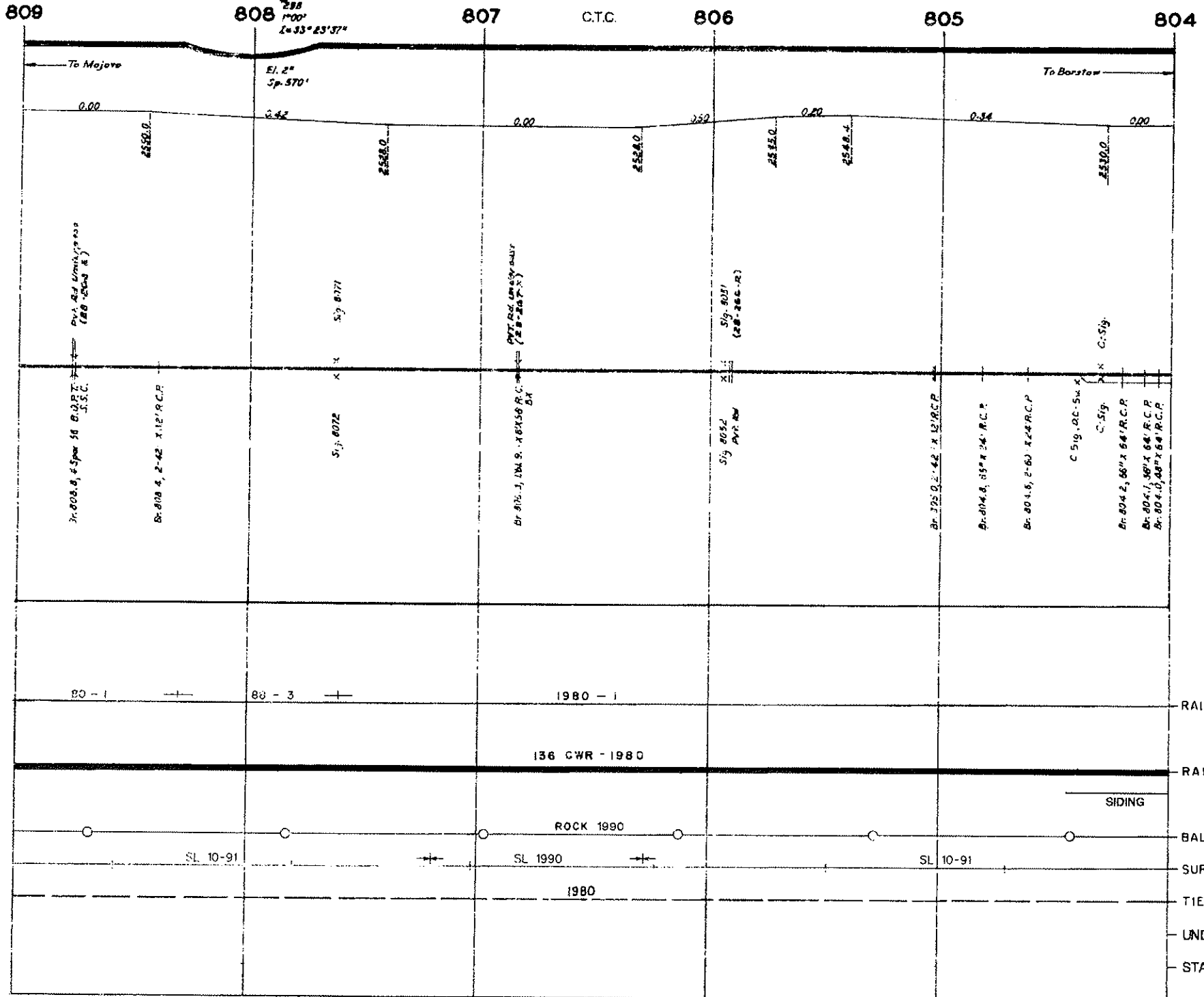


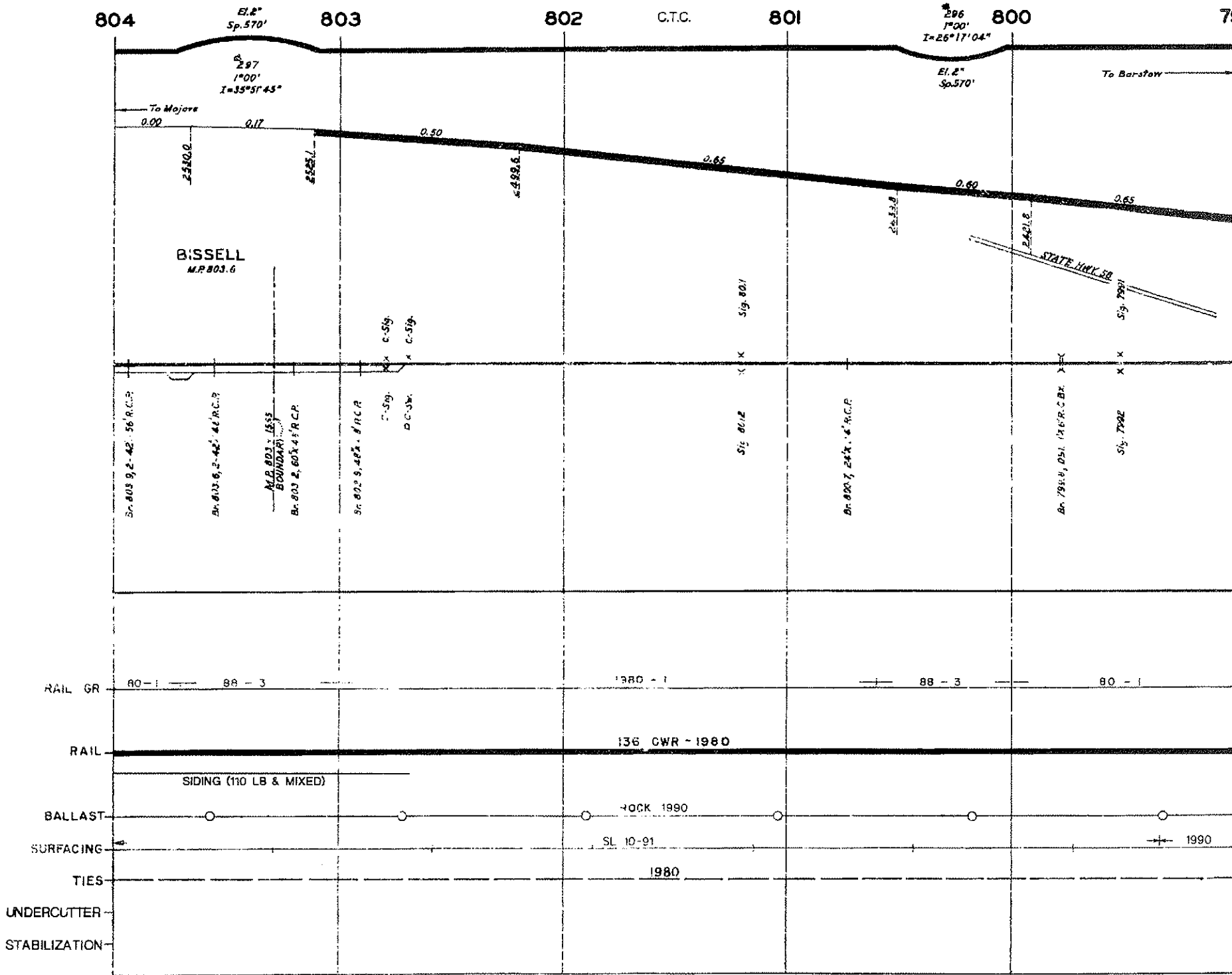


M.B.C. DENOTES MANNIX BALLAST CLEANER

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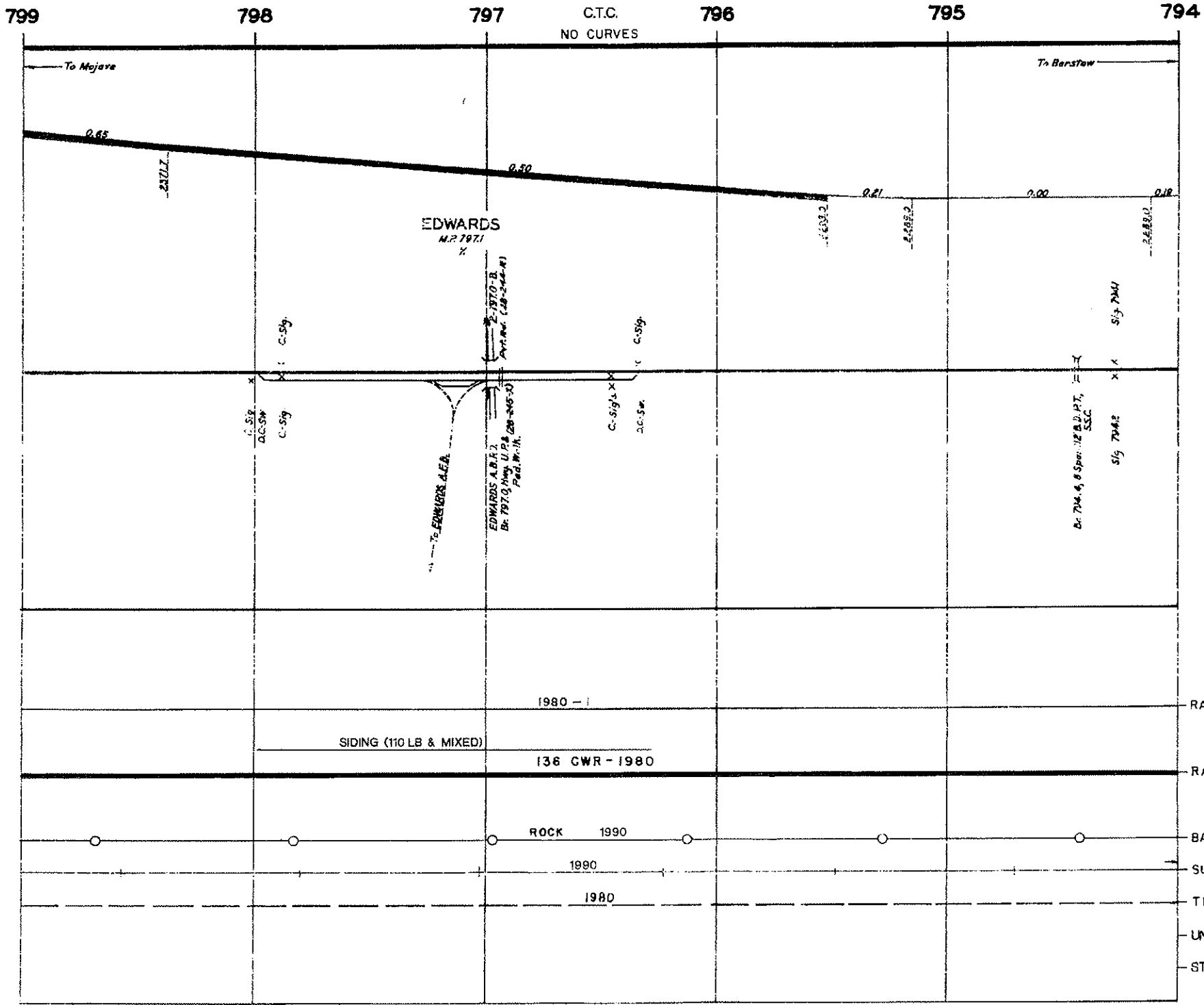
MOJAVE SUBDIVISION





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MOJAVE SUBDIVISION



794

793

792

C.T.C.

791 El. 1" Sp. 250'

790

789

To Mojave

To Barstow

#205
0°30'
To 4°24'48"

0.0

SILT
M.P. 7886

Br. 751.7, 5 span 70 A.D.P.T.
S.S.C.

Br. 792.4, 12 Sp. 1168 A.D.P.T.
S.S.C.

Br. 770.8, 6 Span 104 A.D.P.T.
S.S.C.

C. 59.0 C.S.V. 15
C. 59.1 X 15

Br. 786.6, 35 span 112 A.D.P.T.
S.S.C.

RAIL GR

1980 - 1

88 3 - 1

1980 - 1

RAIL

138 CWR - 1980

BALLAST

1990

ROCK

SURFACING

SL 11-91

1990

SL 10-91

TIES

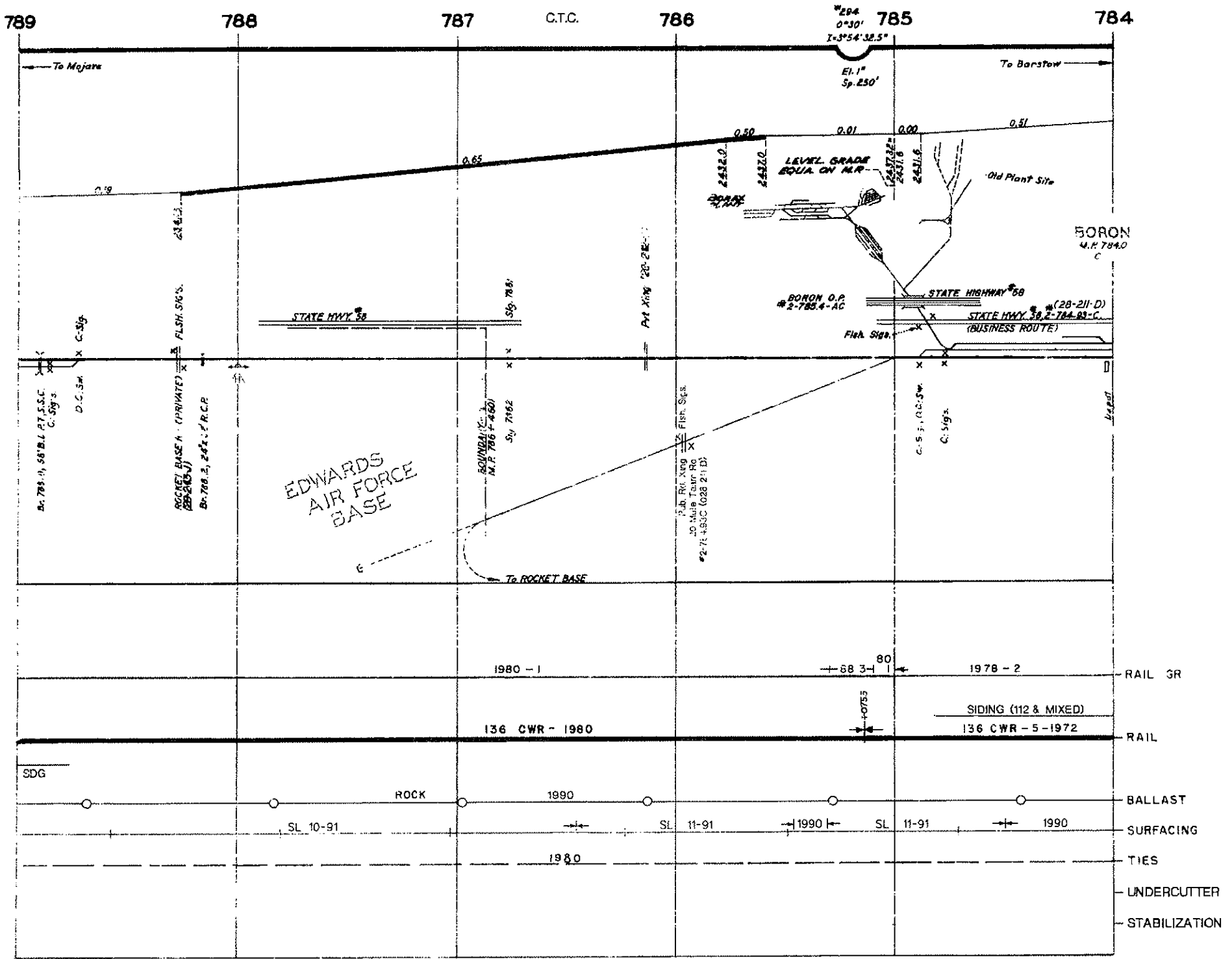
1980

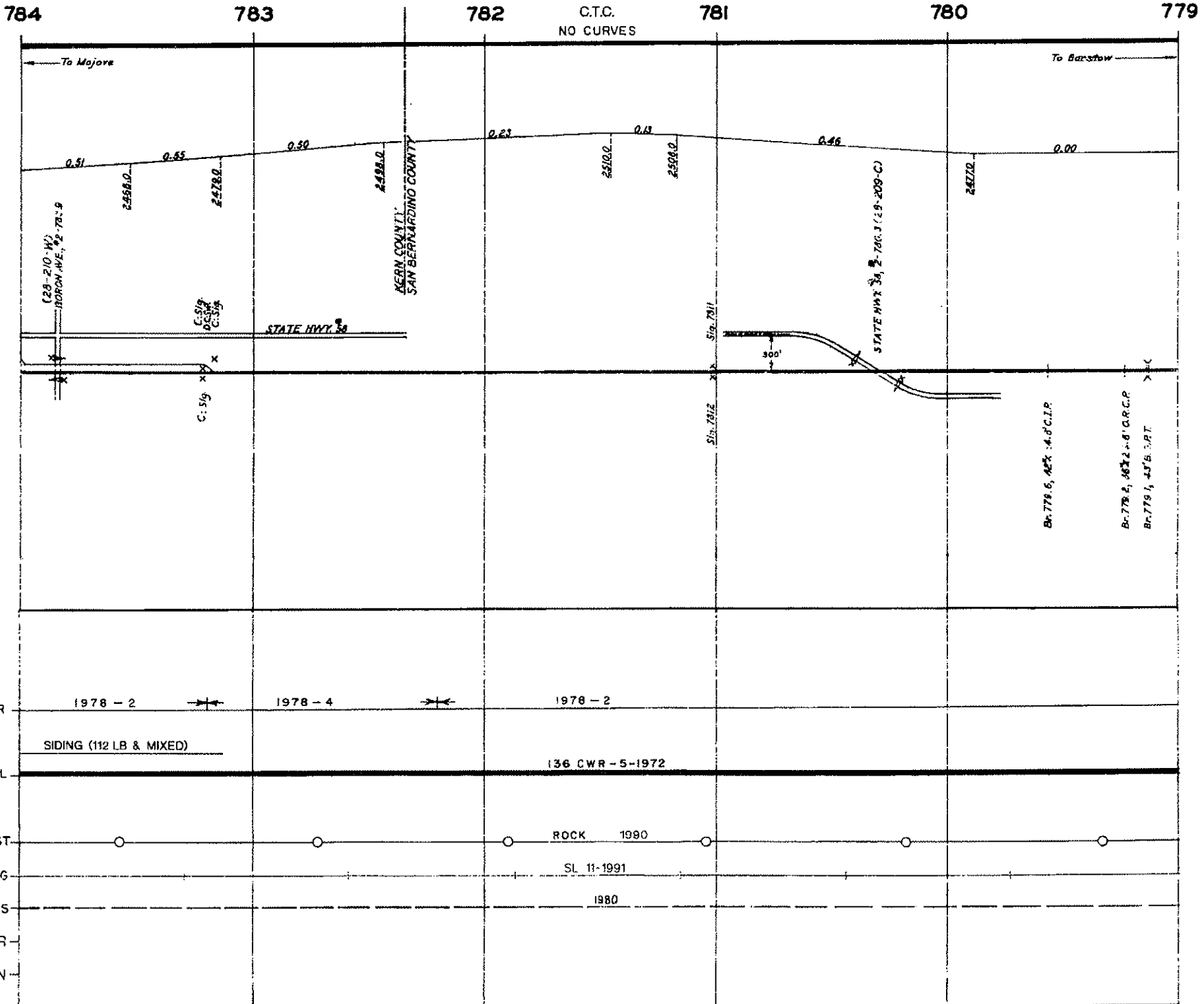
UNDERCUTTER

STABILIZATION

REVISED FEB. 1992

MOJAVE SUBDIVISION





REVISED FEB. 1992

MOJAVE SUBDIVISION

779

778

777

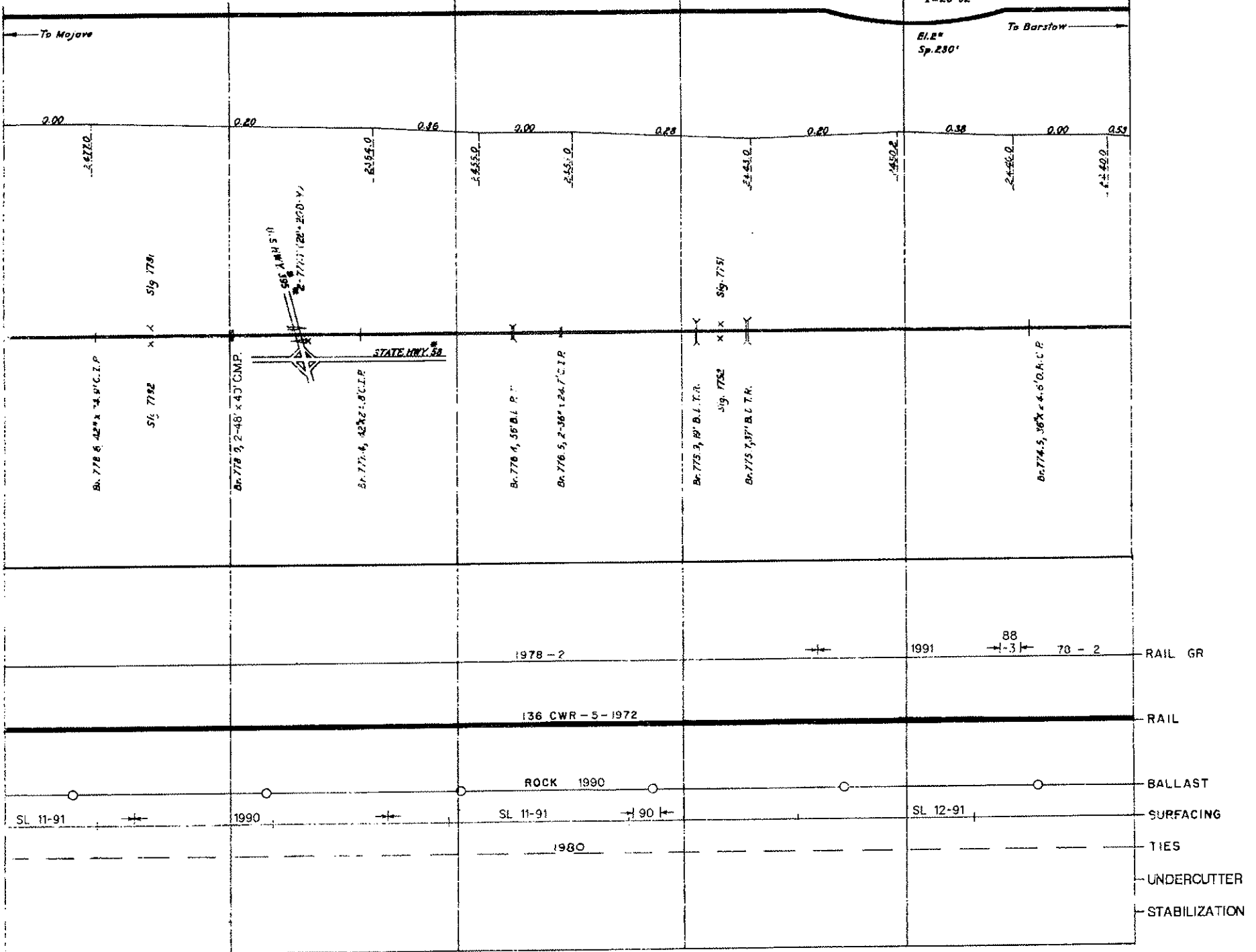
C.T.C.

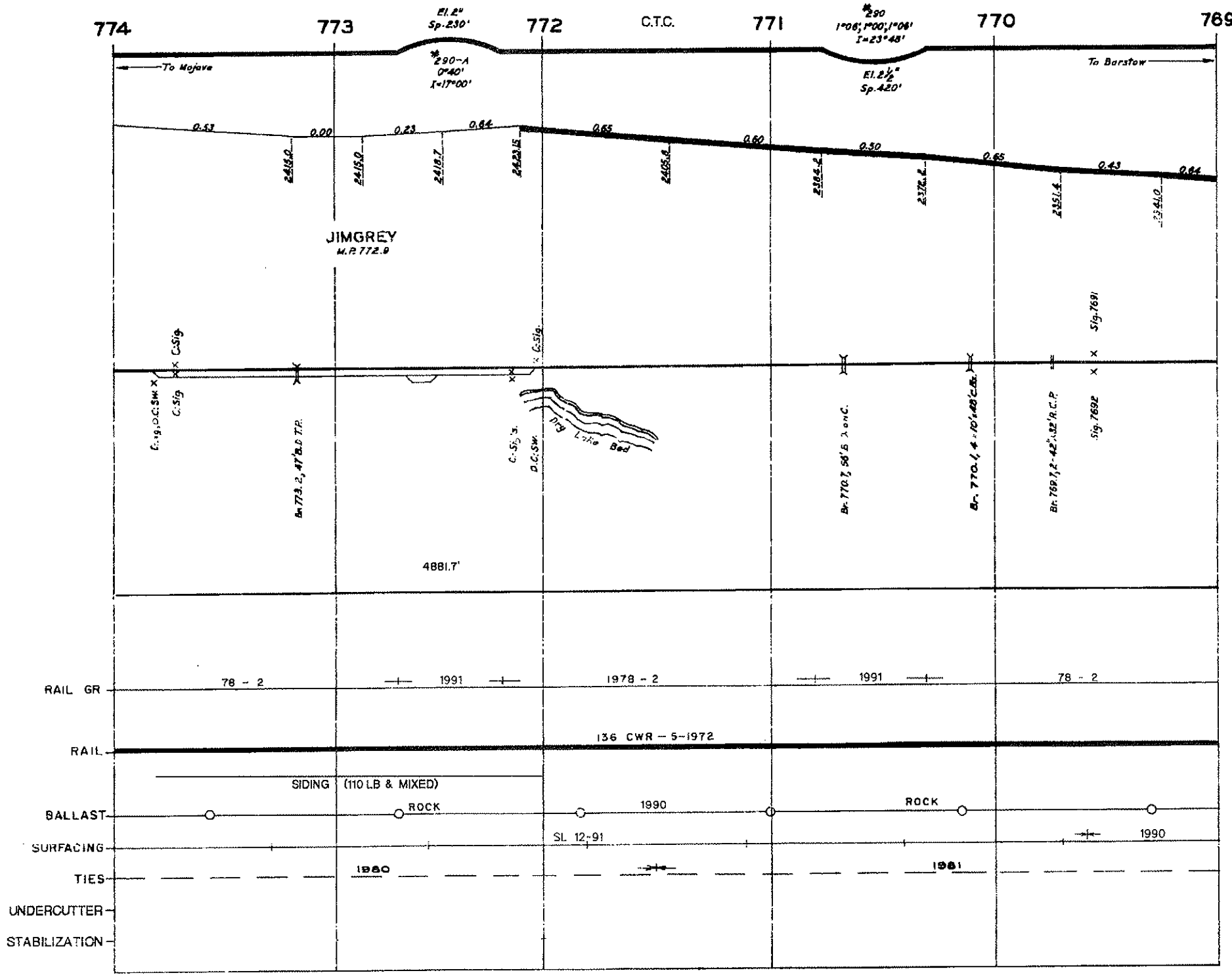
776

775

²⁸³
0°40'
I = 28°02'

774

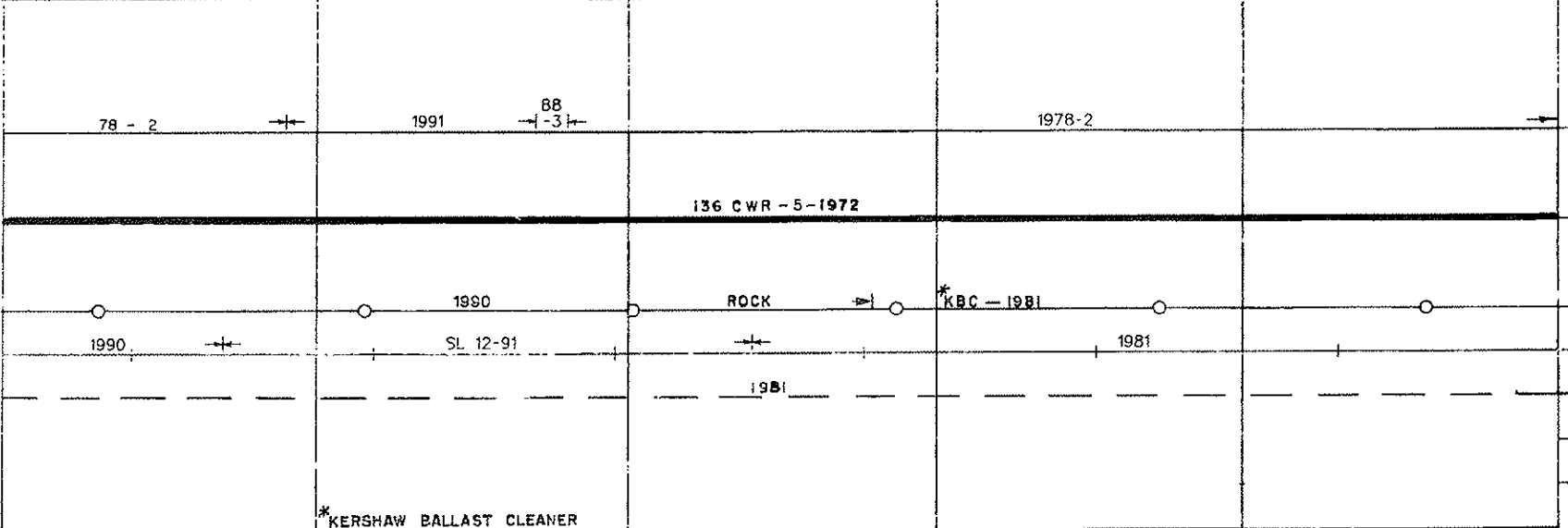
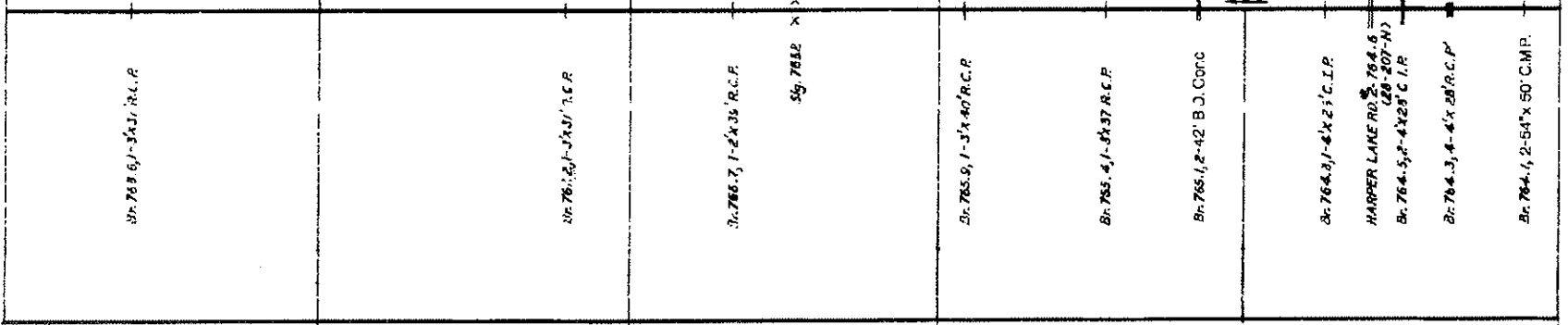
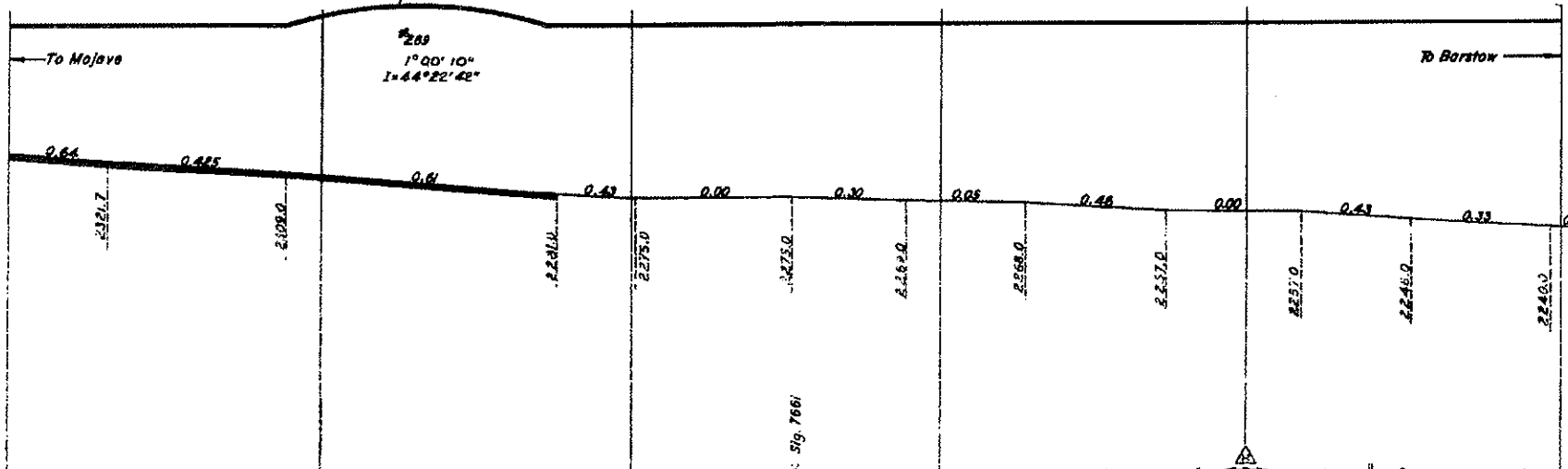




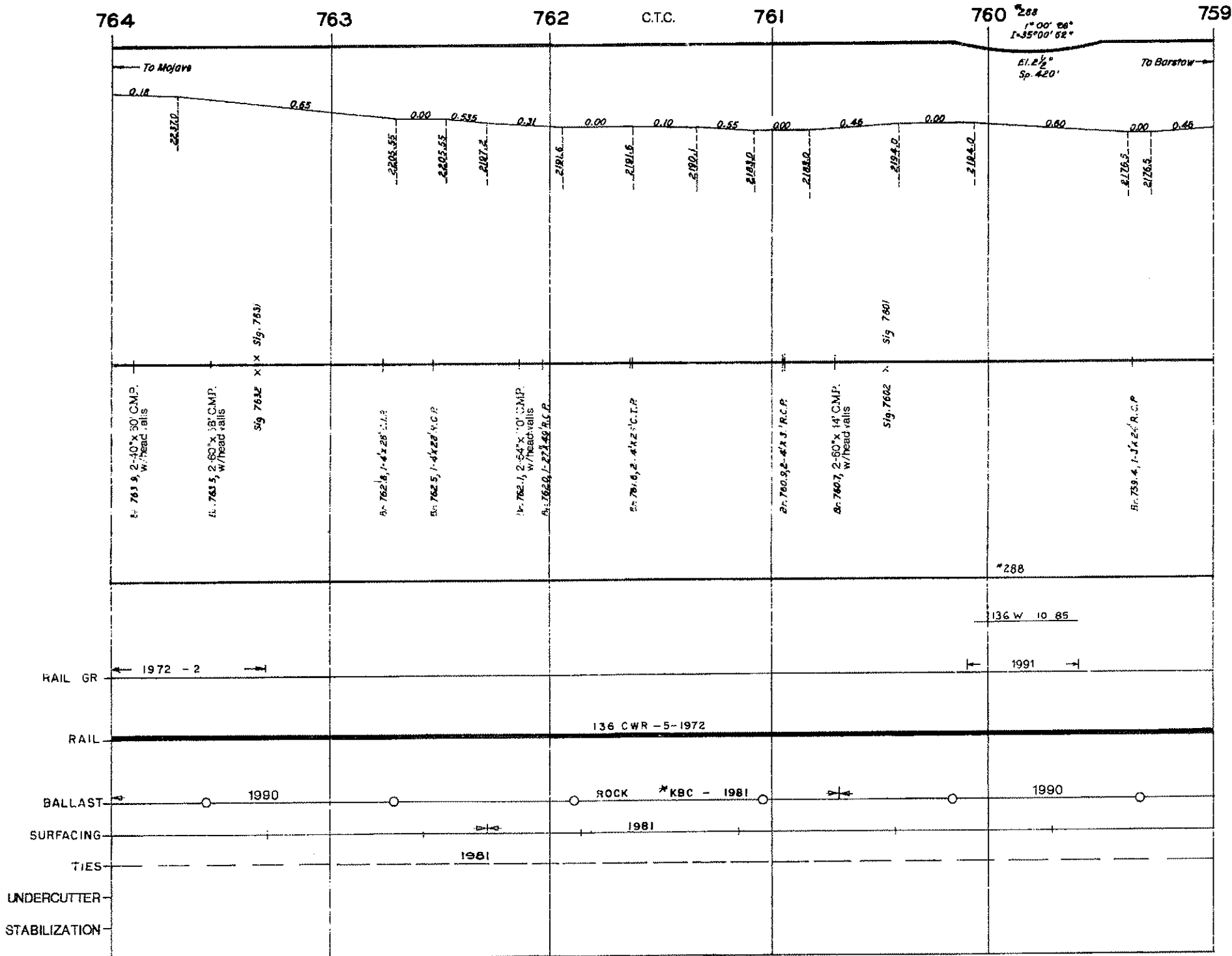
REVISED FEB. 1992

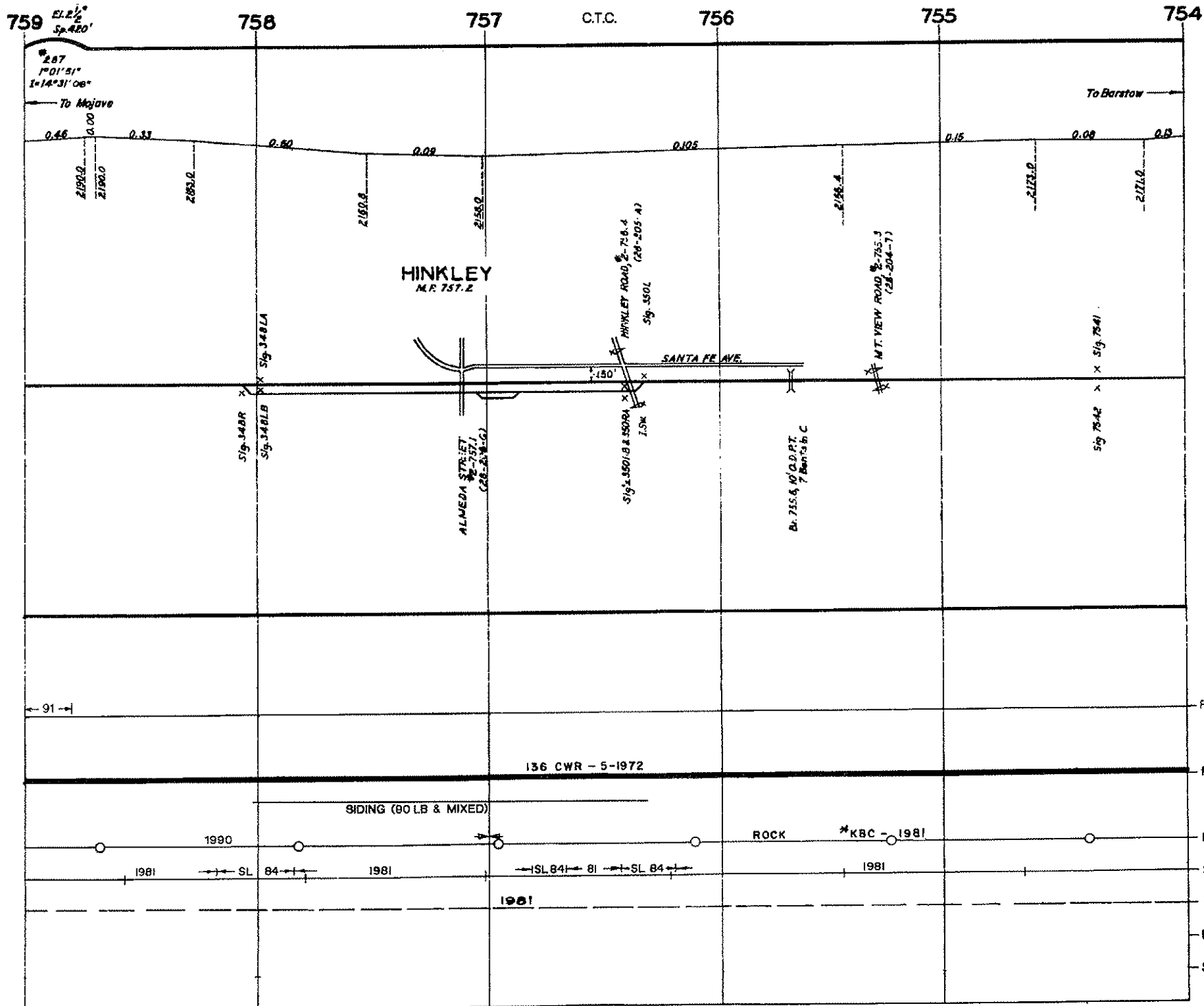
MOJAVE SUBDIVISION

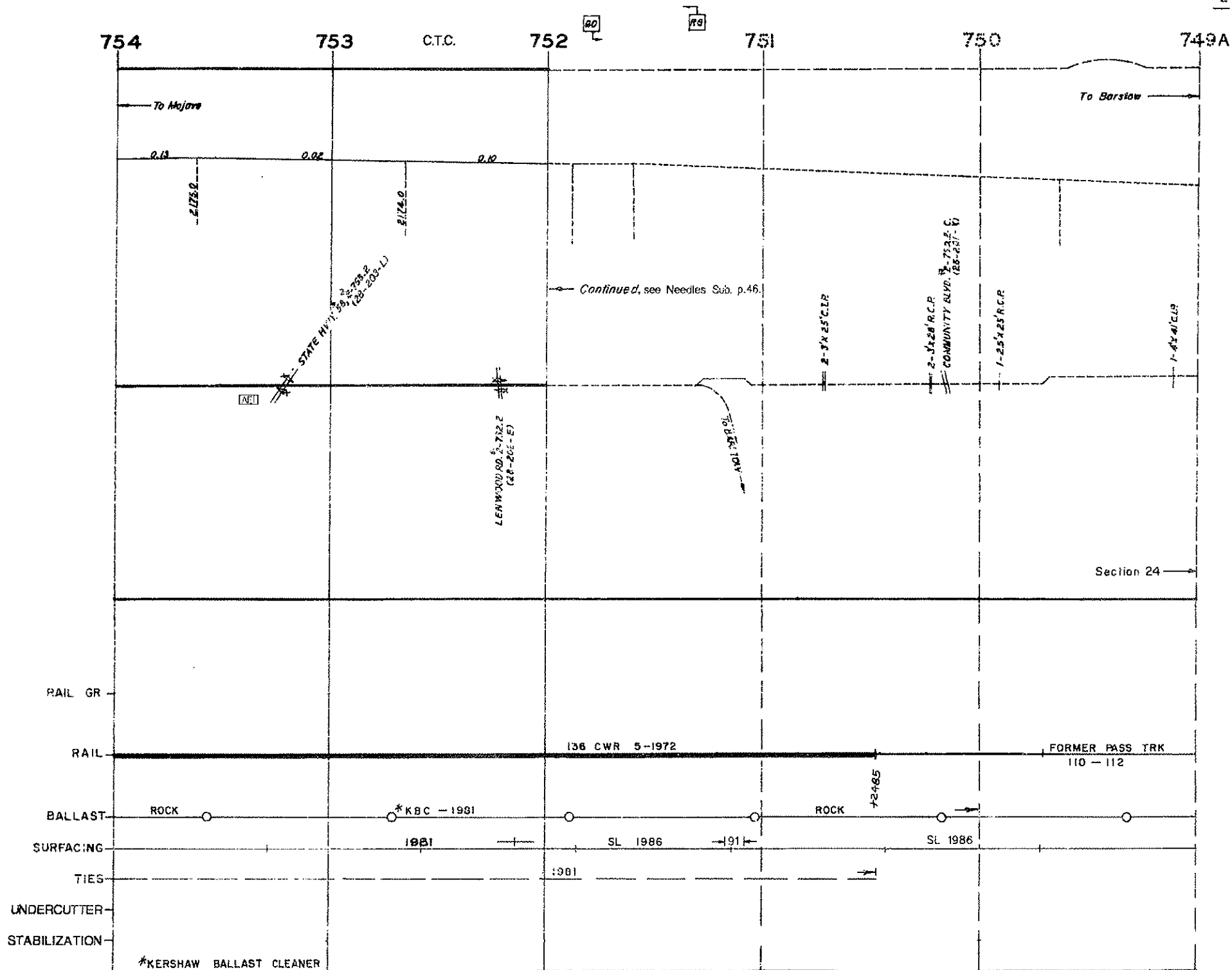
769 768 767 C.T.C. 766 765 764



*KERSHAW BALLAST CLEANER

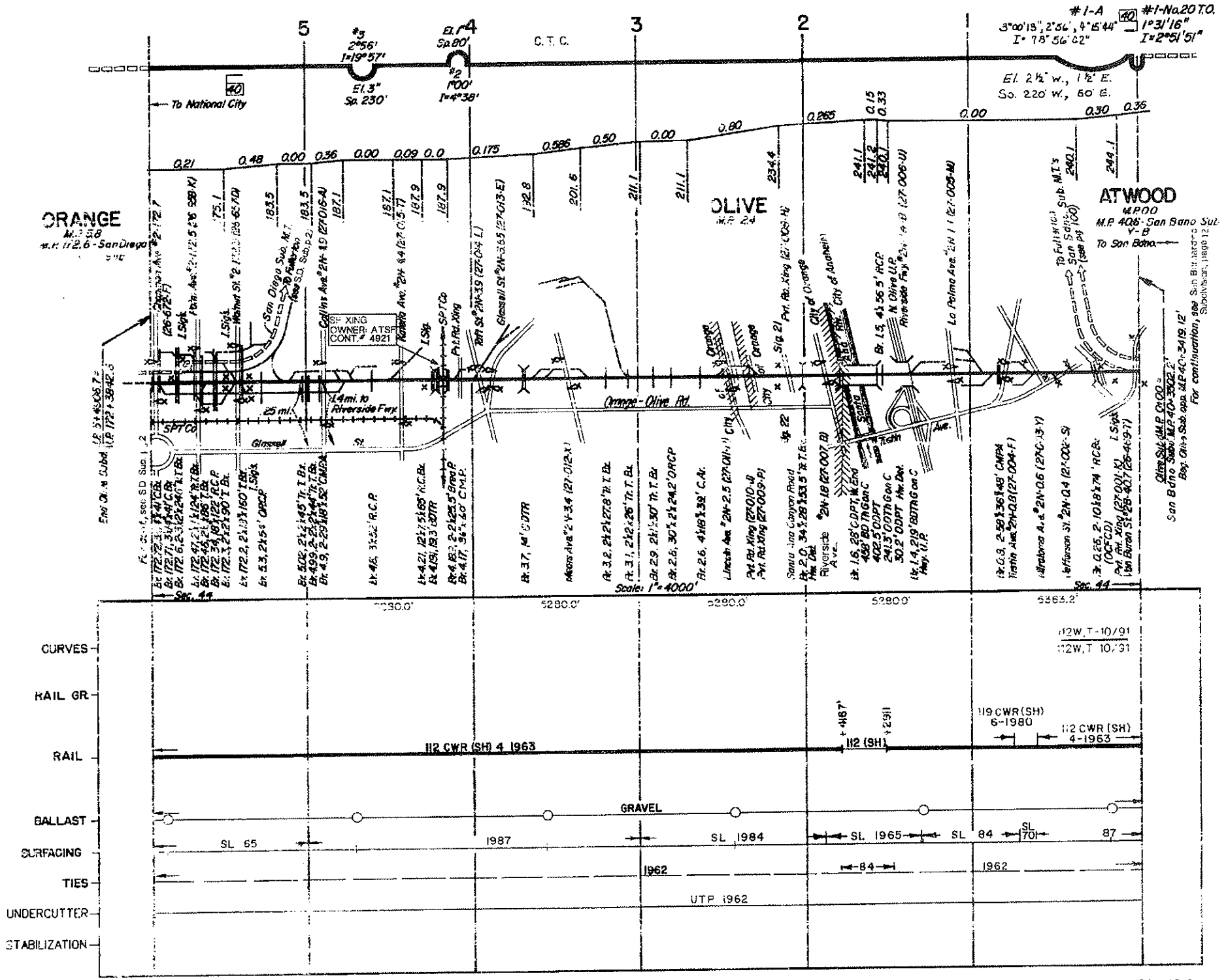






Mojave Subdivision

Barstow (M.P. 749.8) to Bakersfield (M.P. 885.2)
via Southern Pacific (M.P. 381.4 to M.P. 313.6)



REVISED FEB. 1992

OLIVE SUBDIVISION

1

Olive Subdivision

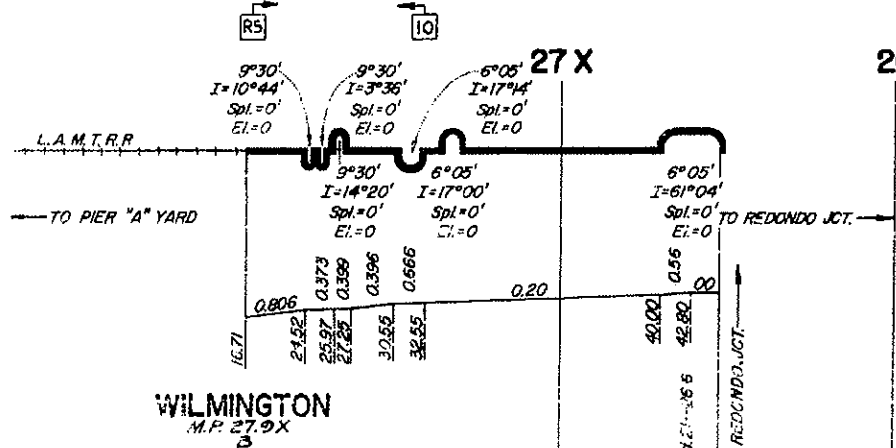
Atwood (M.P. 0.0) to Orange (M.P. 5.9)

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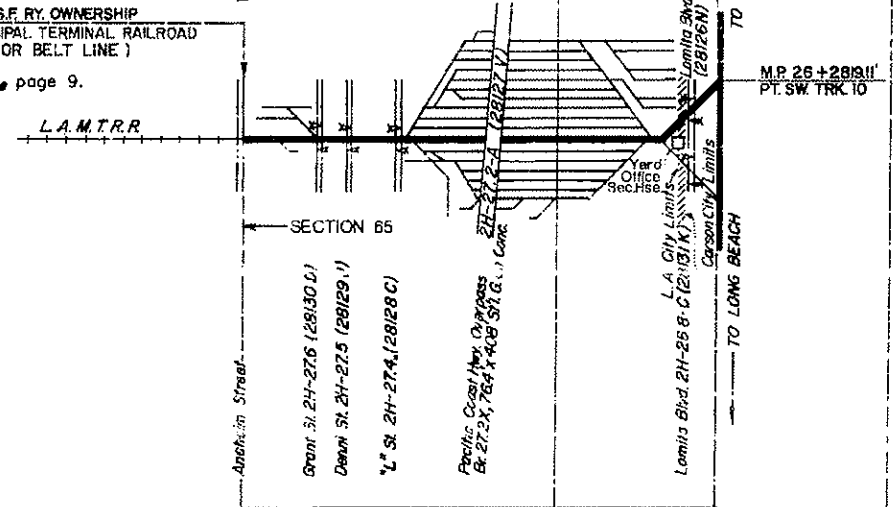


NOTE:

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

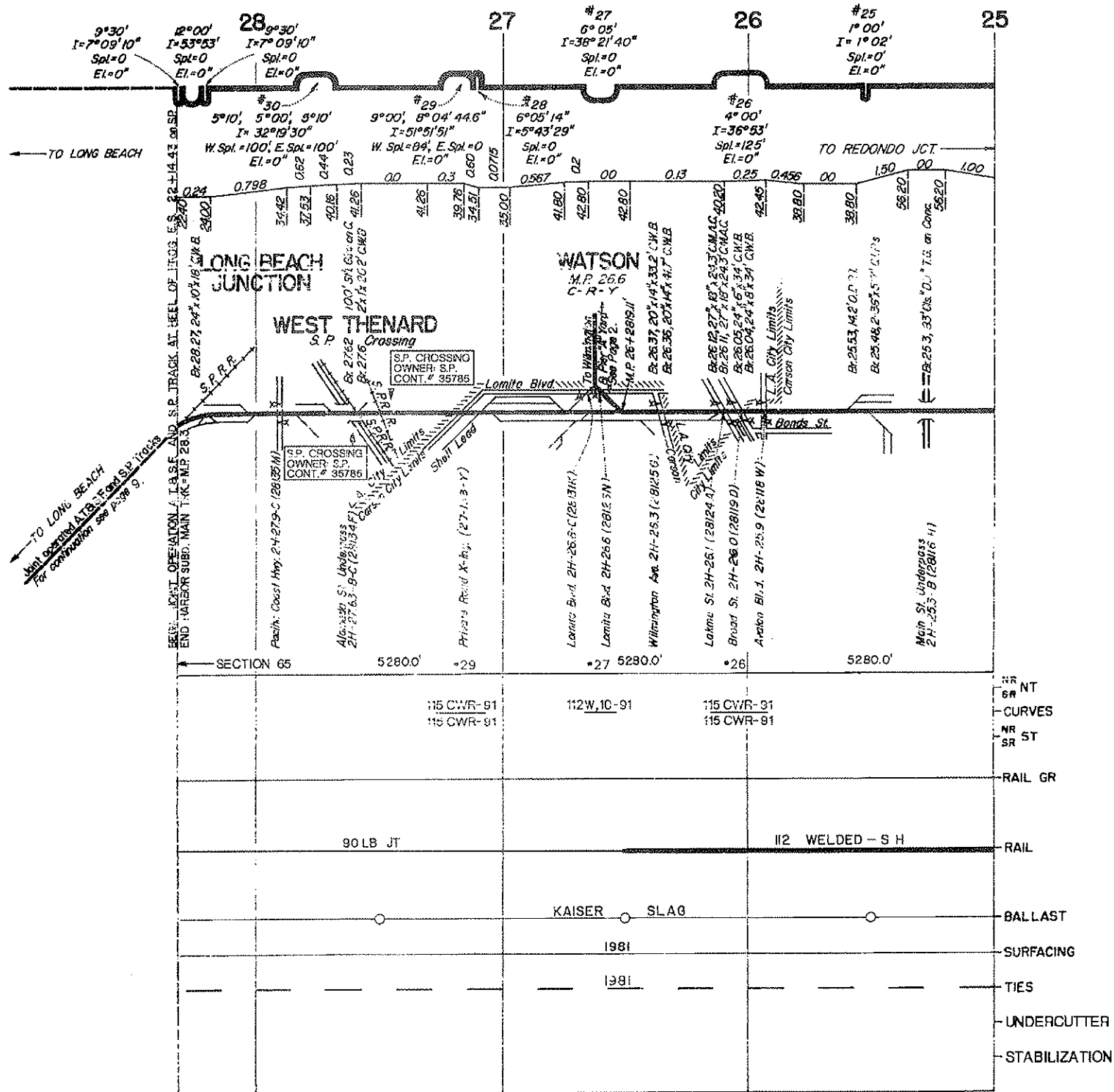


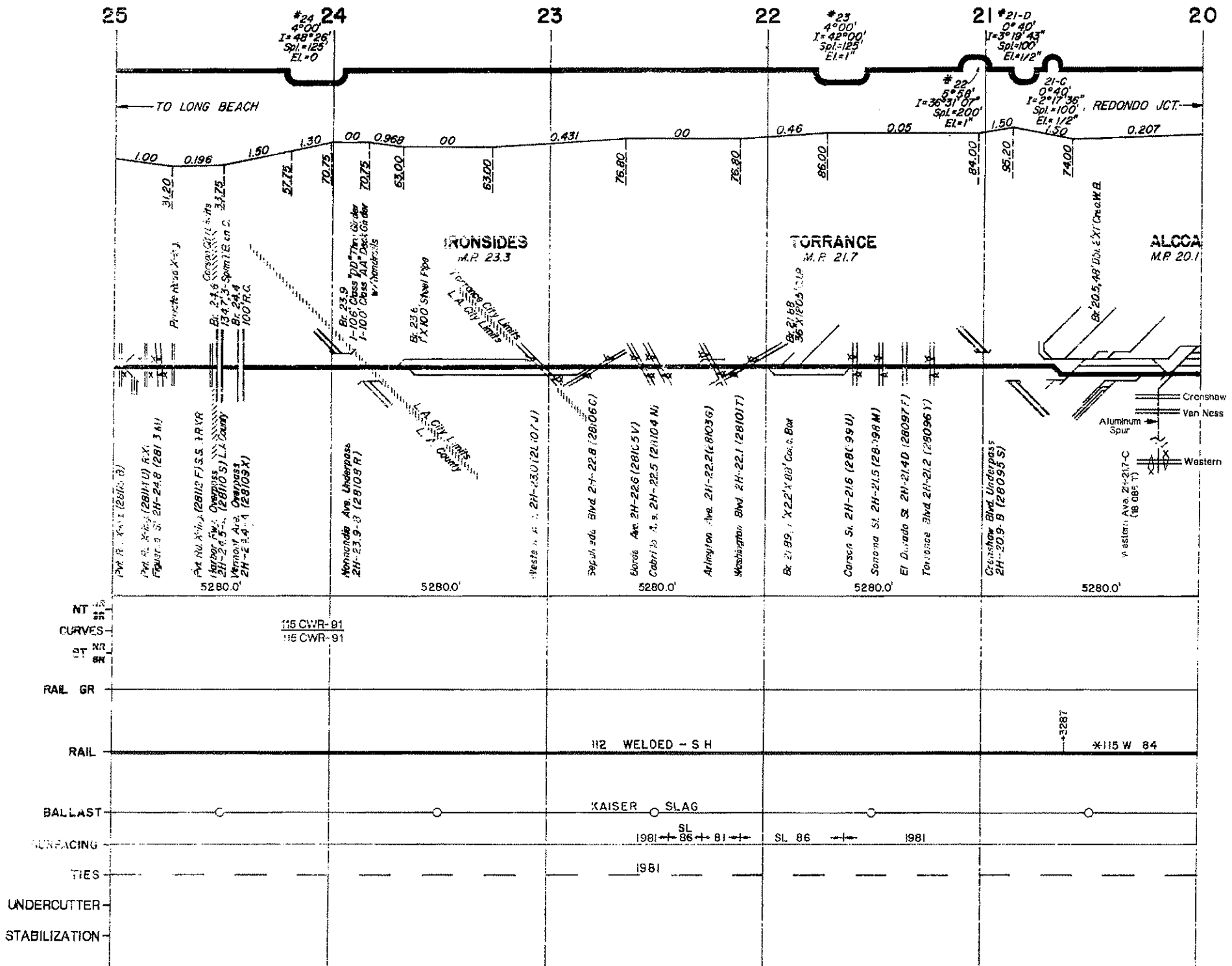
M.P. 27+4976.51' END AT B.S.F. RY. OWNERSHIP
 = BEGIN LOS ANGELES MUNICIPAL TERMINAL RAILROAD
 (OPERATED BY THE HARBOR BELT LINE)
 For continuation see page 9.



- MT SR
- CURVES
- ST SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

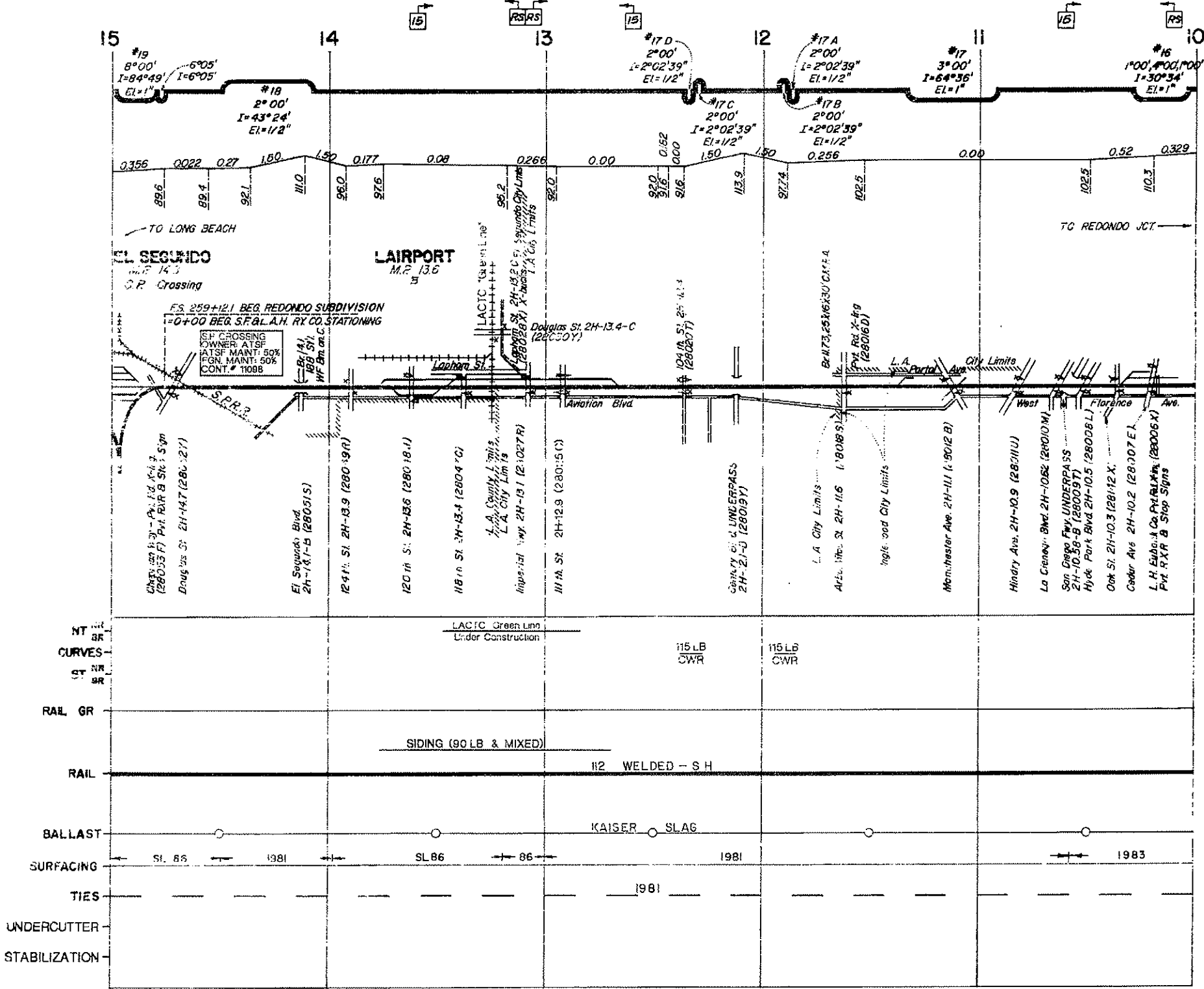
		112-15 CWRI
		112-15 CWRI
		112 WELDED - S H
		KAISER SLAG
		1981
		1981





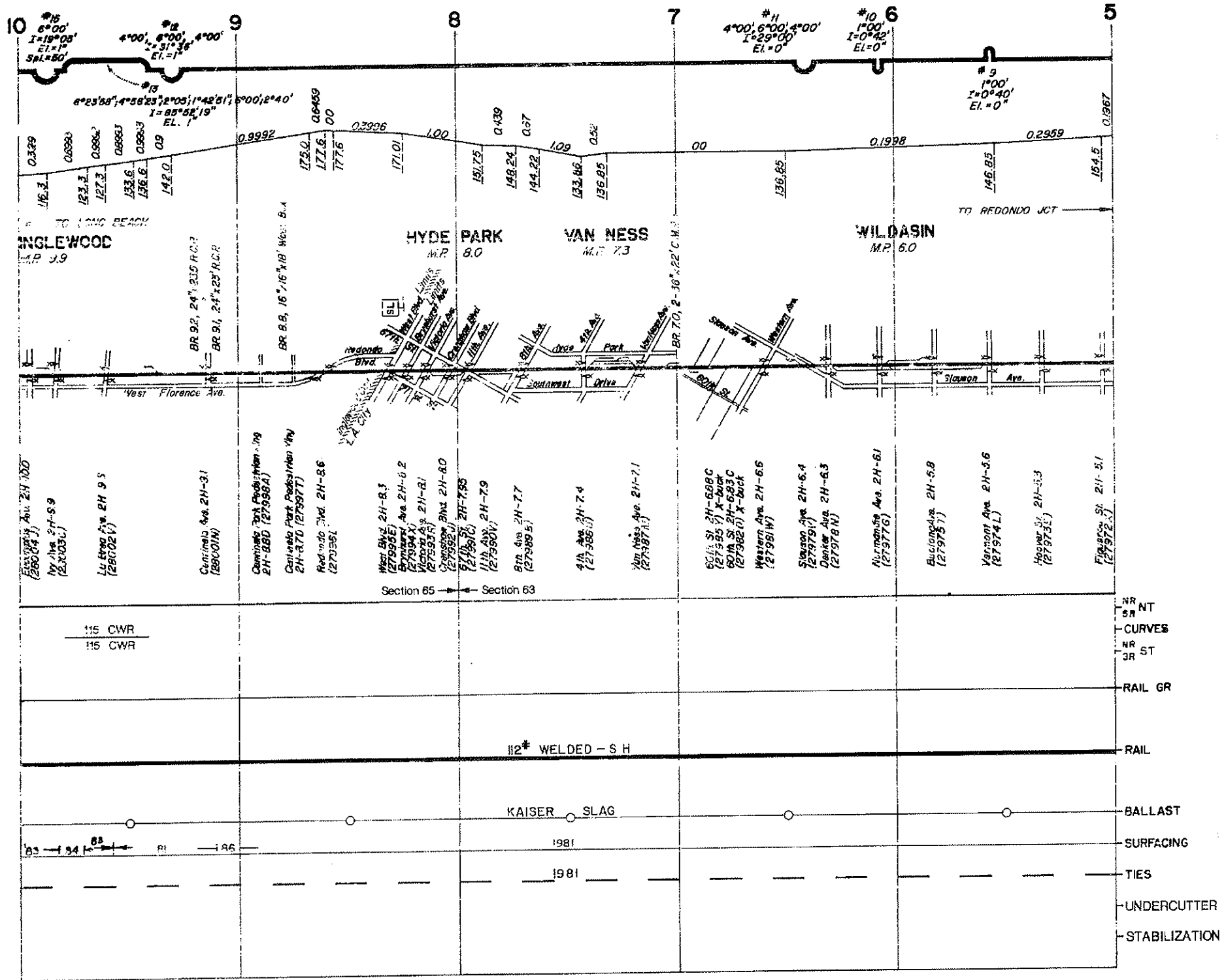
REVISED FEB. 1992

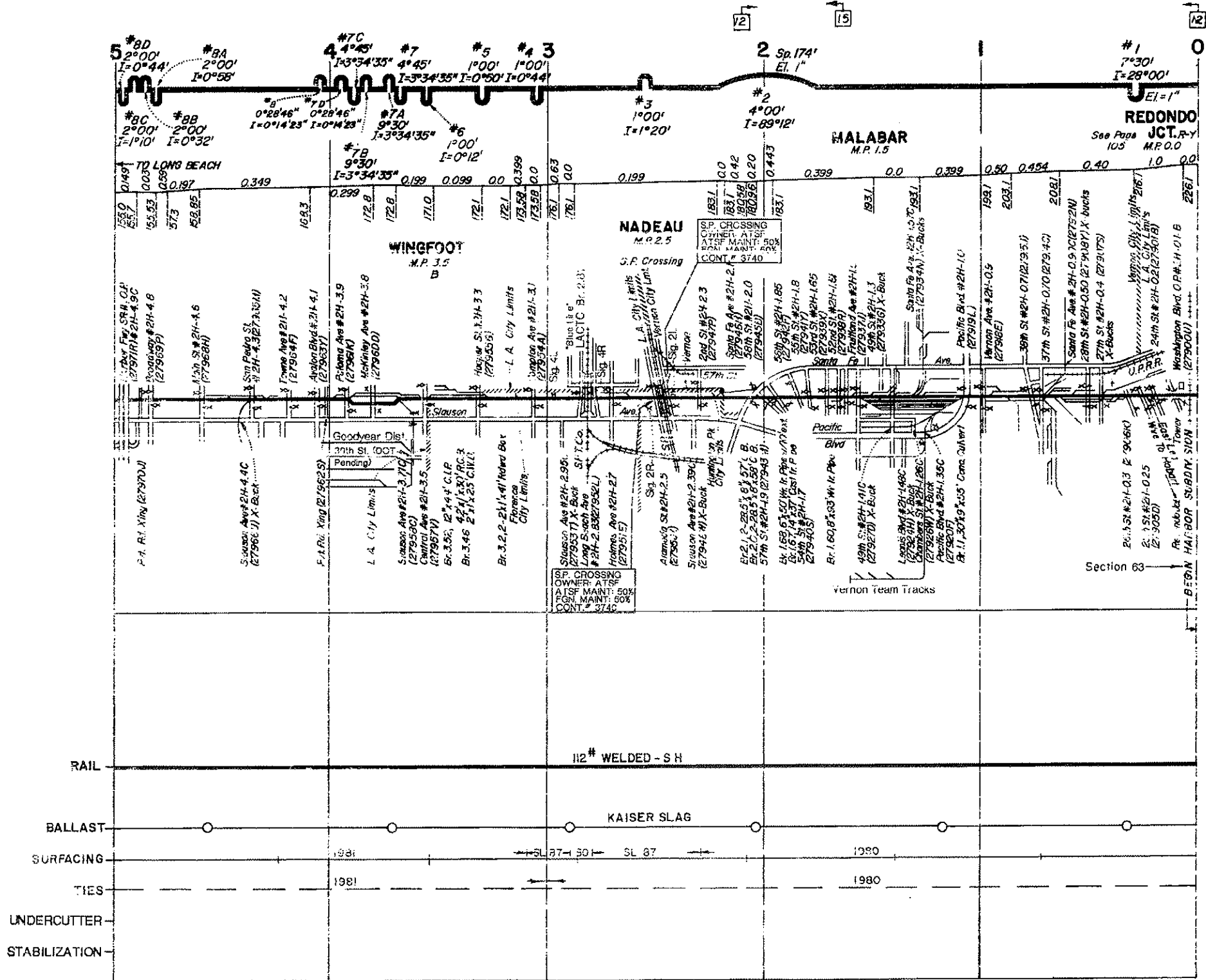
HARBOR SUBDIVISION



REVISED FEB. 1992

HARBOR SUBDIVISION





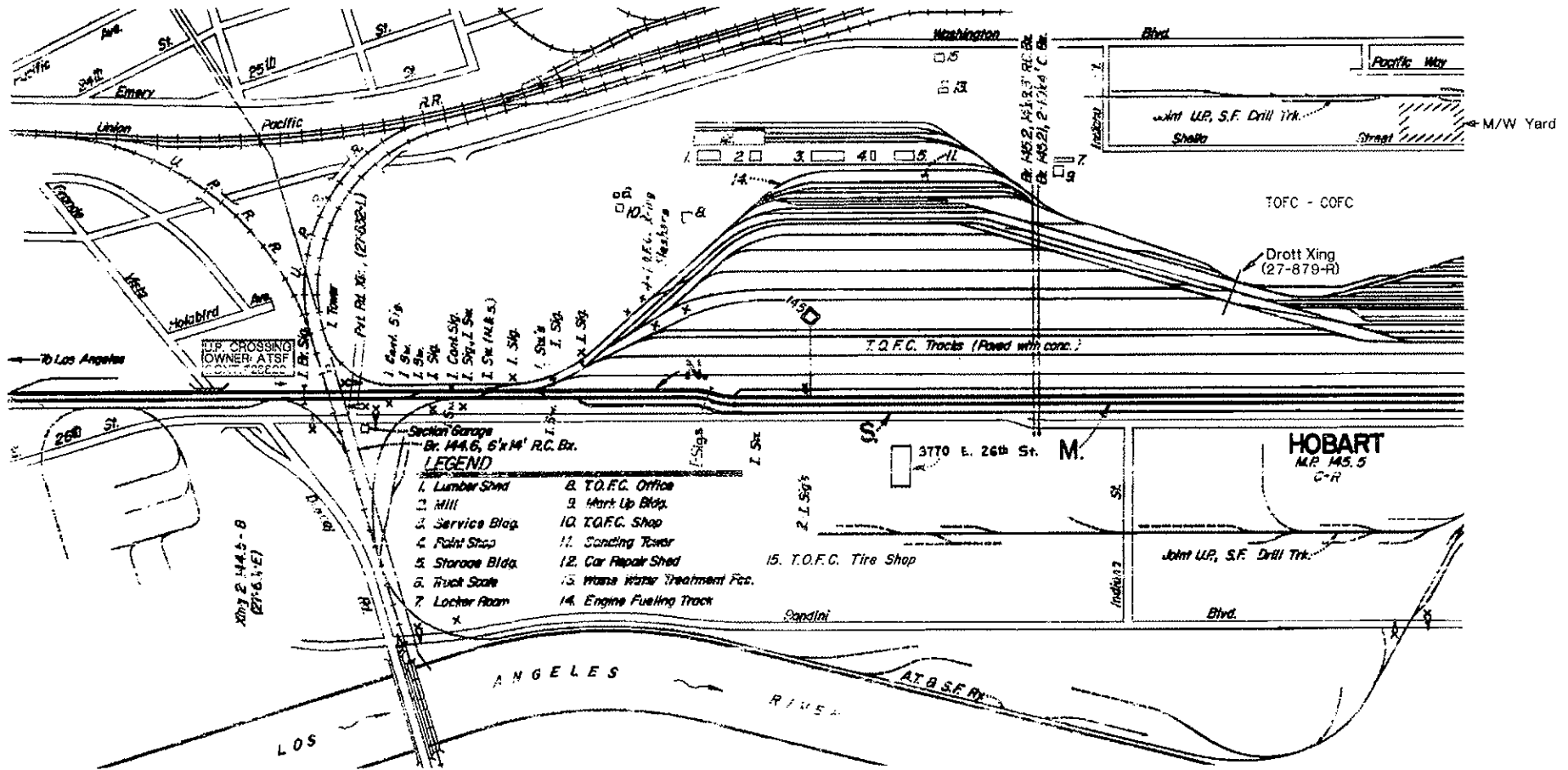
REVISED FEB. 1992

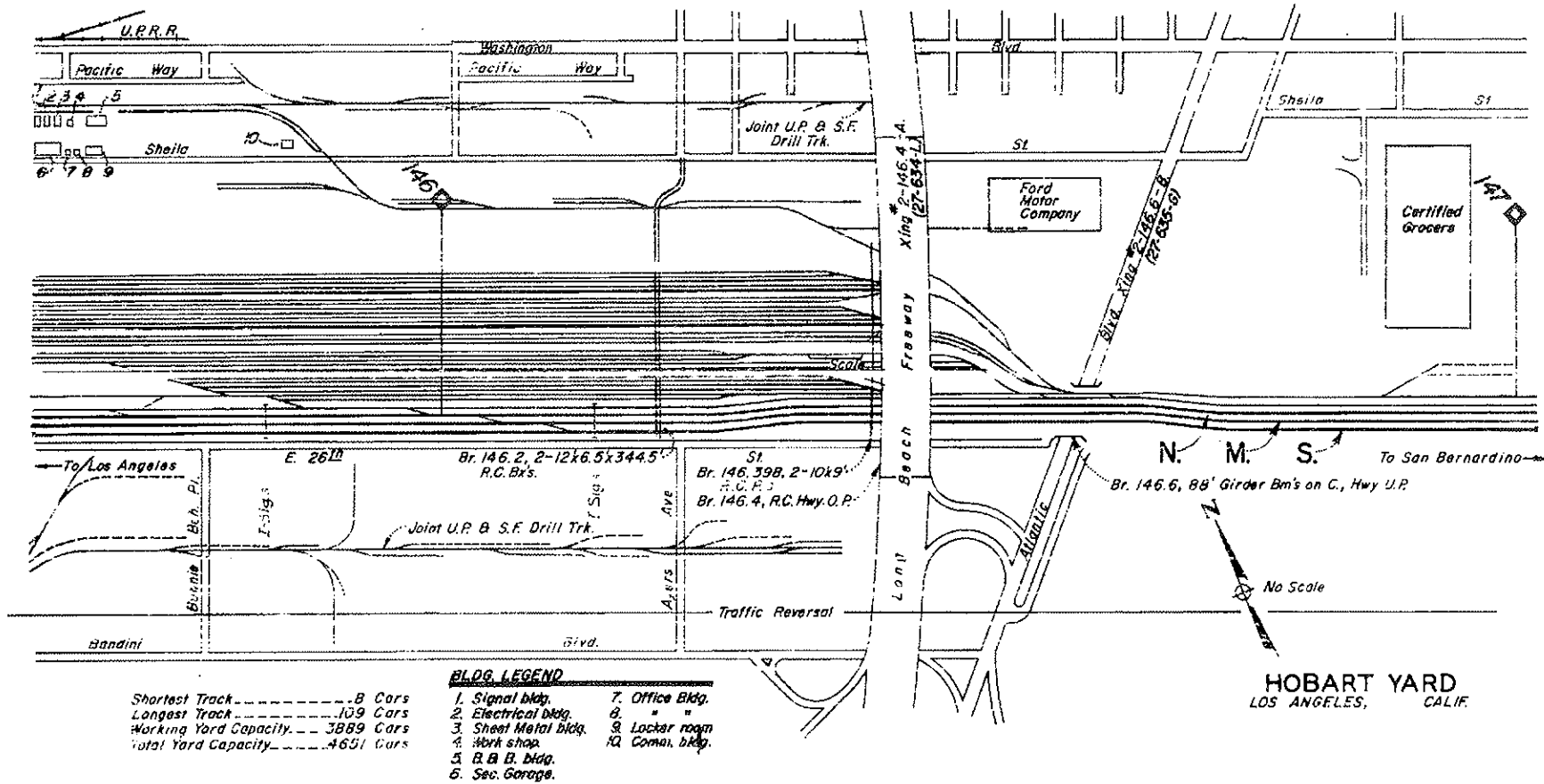
HARBOR SUBDIVISION

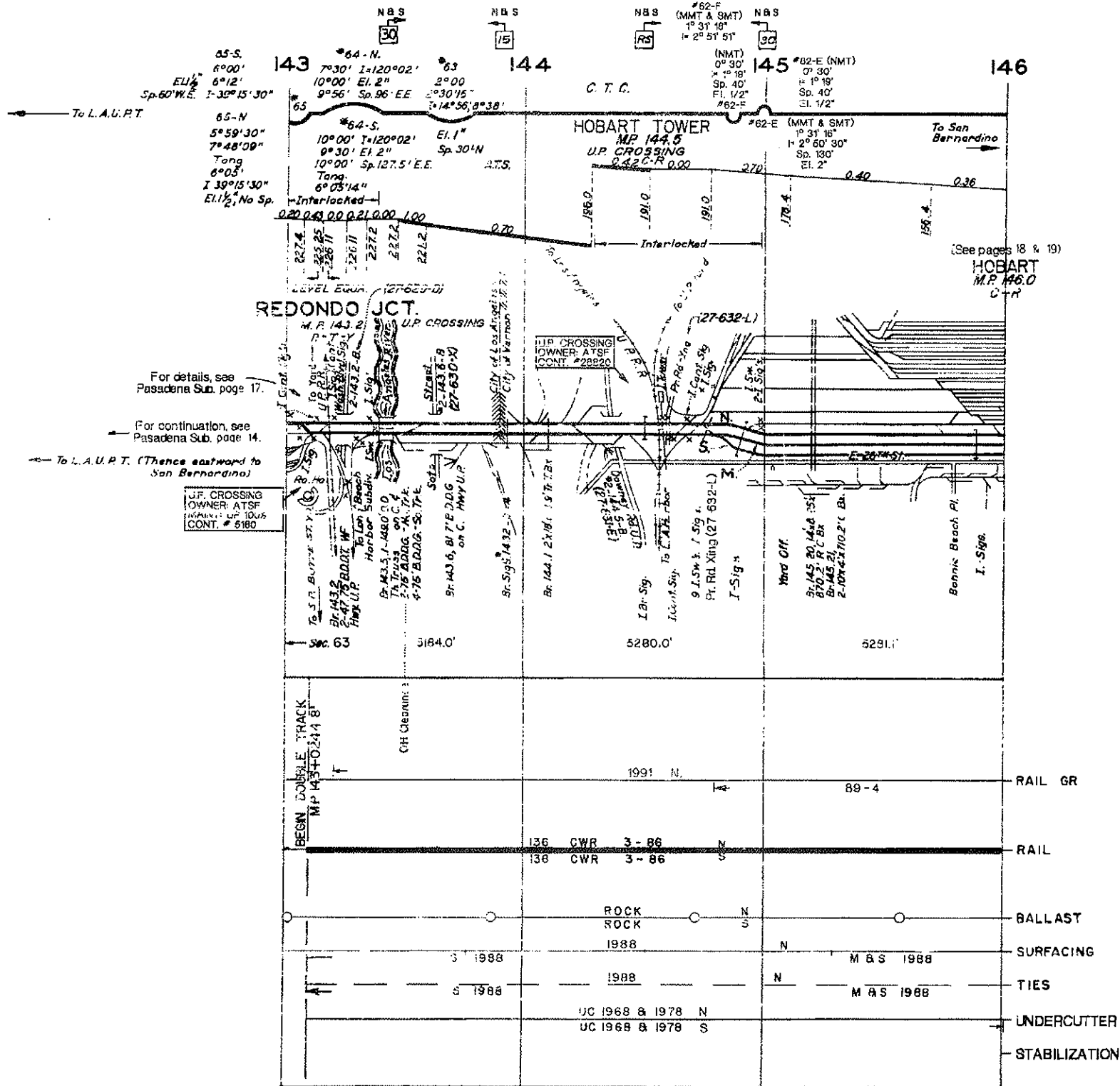
Harbor Subdivision

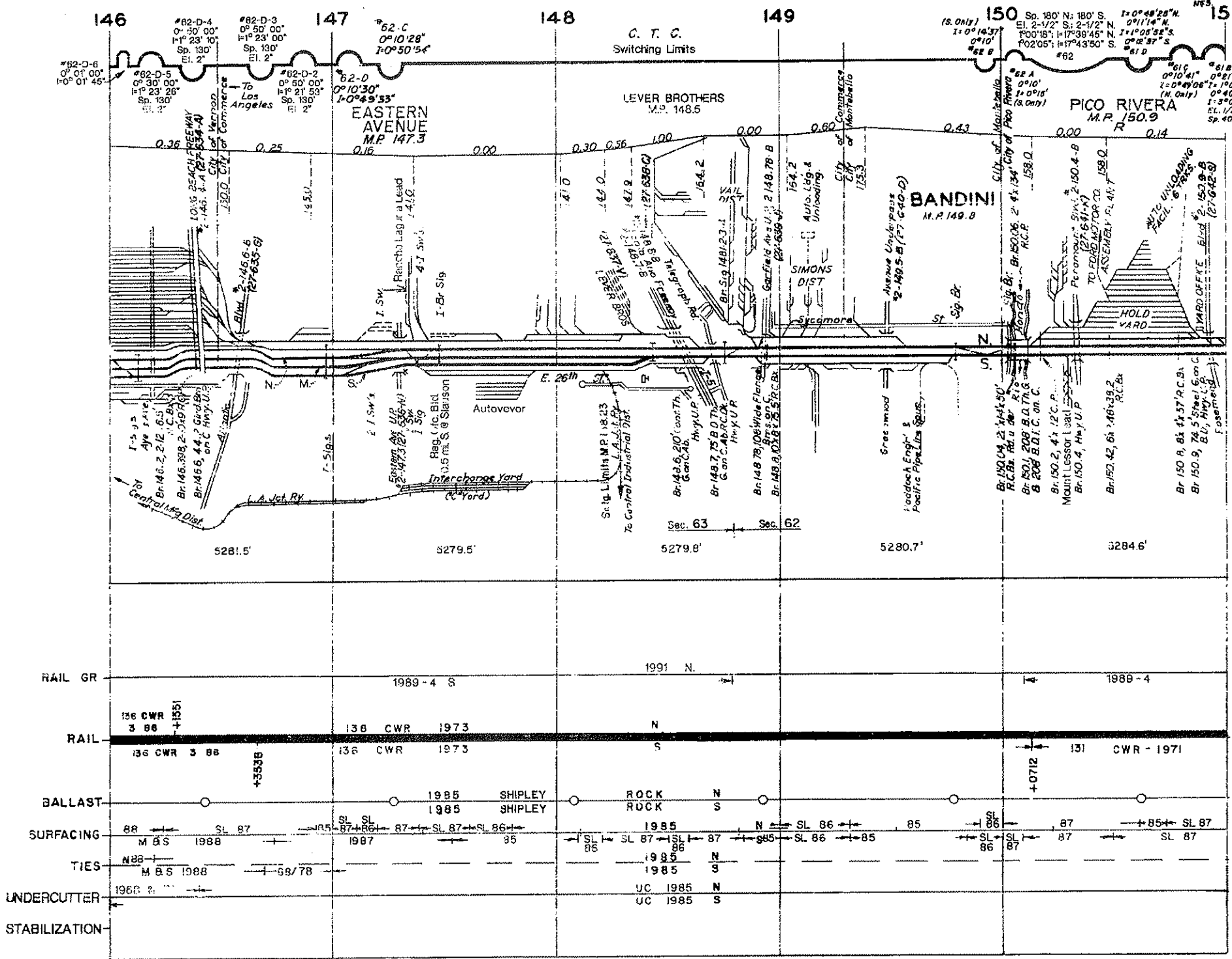
Redondo Jct. (M.P. 0.0) to Long Beach (M.P. 28.3)
and Watson (M.P. 26.6) to Wilmington (M.P. 27.9X)

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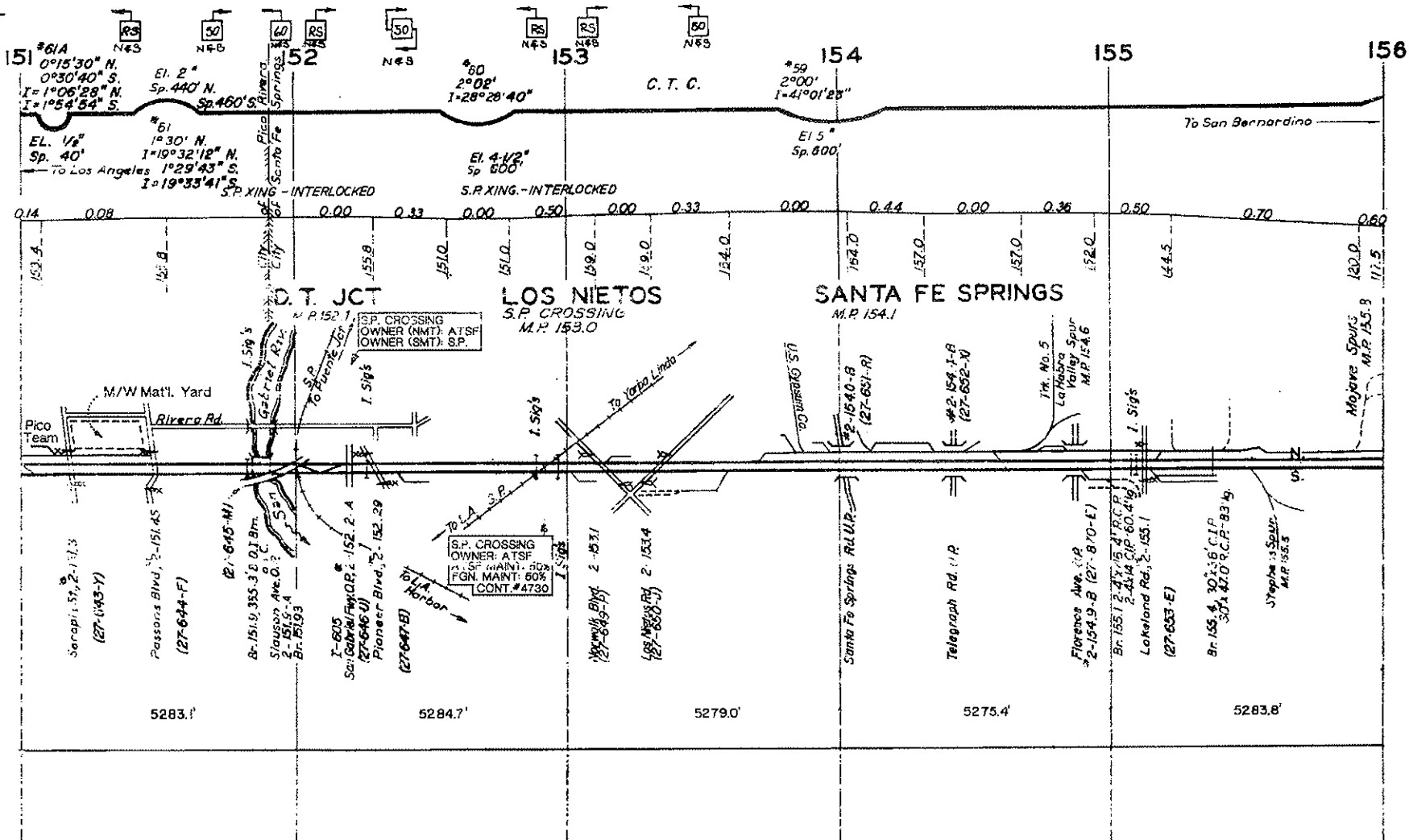




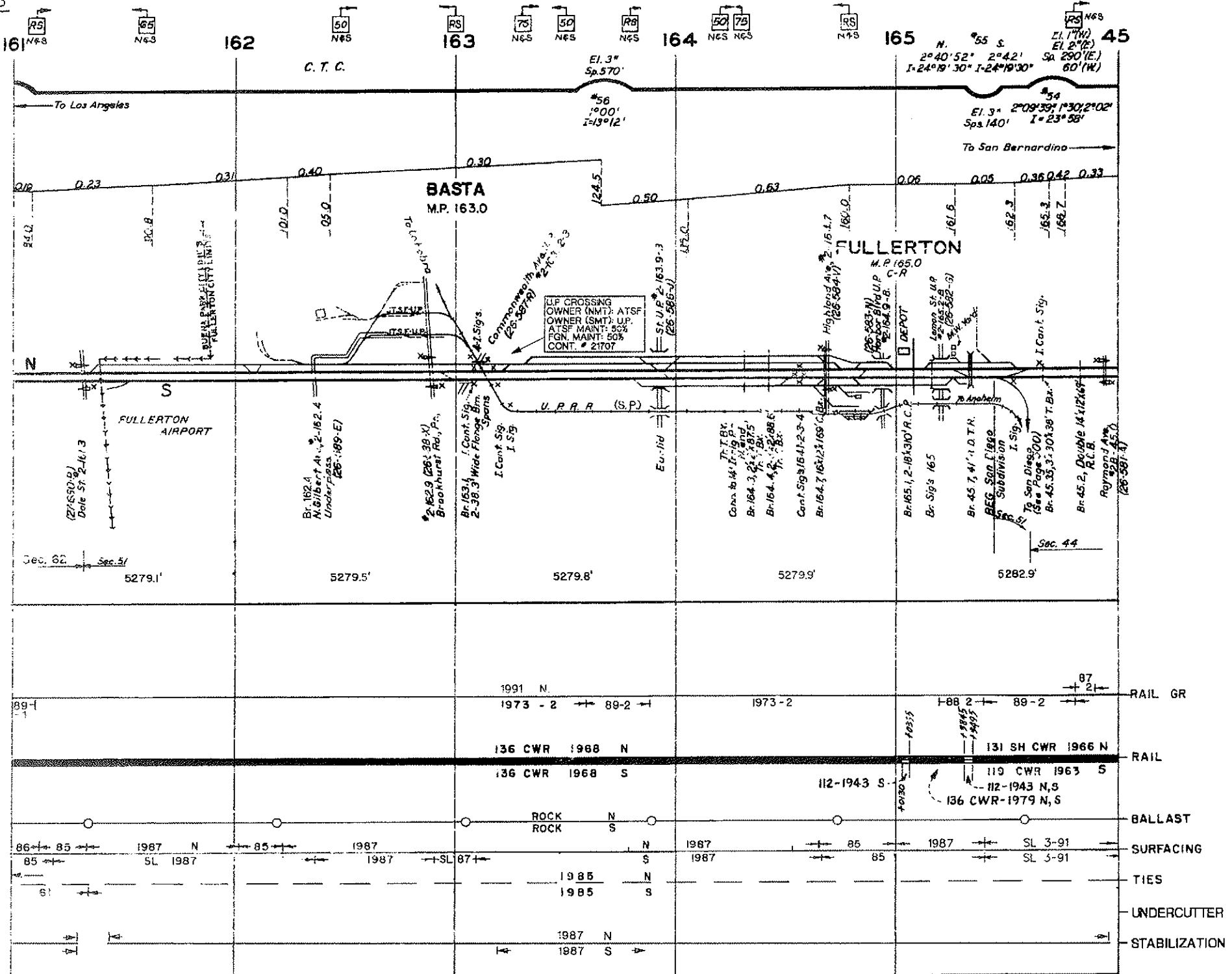




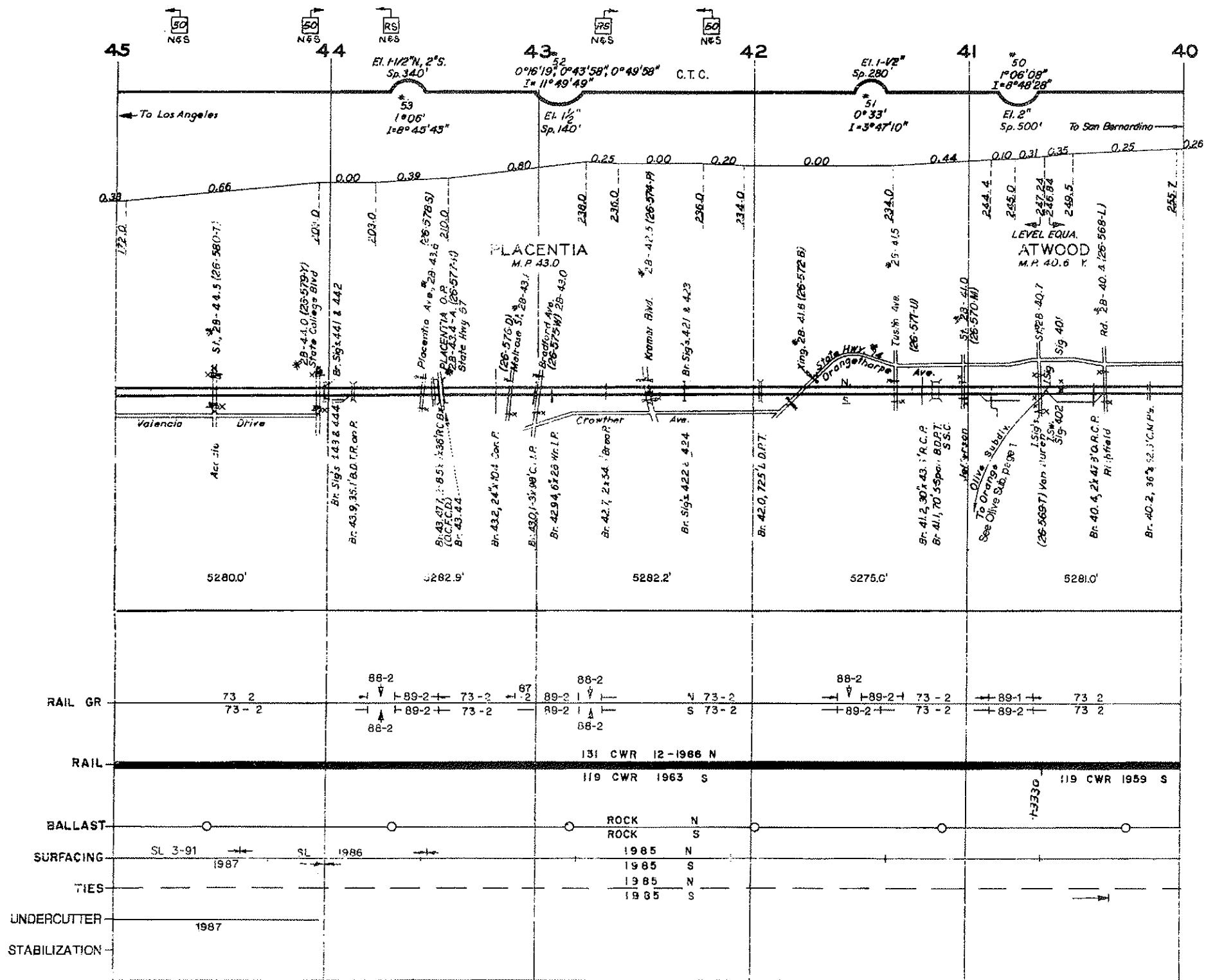
RAIL GR		1989 - 4 S		1991 N		1988 - 4
RAIL	136 CWR 3 88 +1351	136 CWR 1973		N		131 CWR - 1971
BALLAST		1985 SHIPLEY		ROCK	N	
SURFACING	BR 1988	SL 87 1987	SL 87 1985	SL 86 1985	SL 86 1985	SL 87 1985
TIES	M B S 1988	69/78				
UNDERCUTTER	1968			UC 1985 N		
STABILIZATION				UC 1985 S		



89-4	73-2	1973	2	5	89-2	RAIL GR
136 SH CWR 1973 N +0924						
131 SH CWR 1971 N		136 CWR 1968 N				RAIL
131 SH CWR 1971		136 CWR 1968 S				
136 CWR 1973						
SL 87		1985 SHIPLEY ROCK N				BALLAST
SL 87		1985 SHIPLEY ROCK S				
1985 S	86	1985 S		1985		SURFACING
		1985 N				
		1985 S				TIES
		UC 1985				UNDERCUTTER
		UC 1985				STABILIZATION

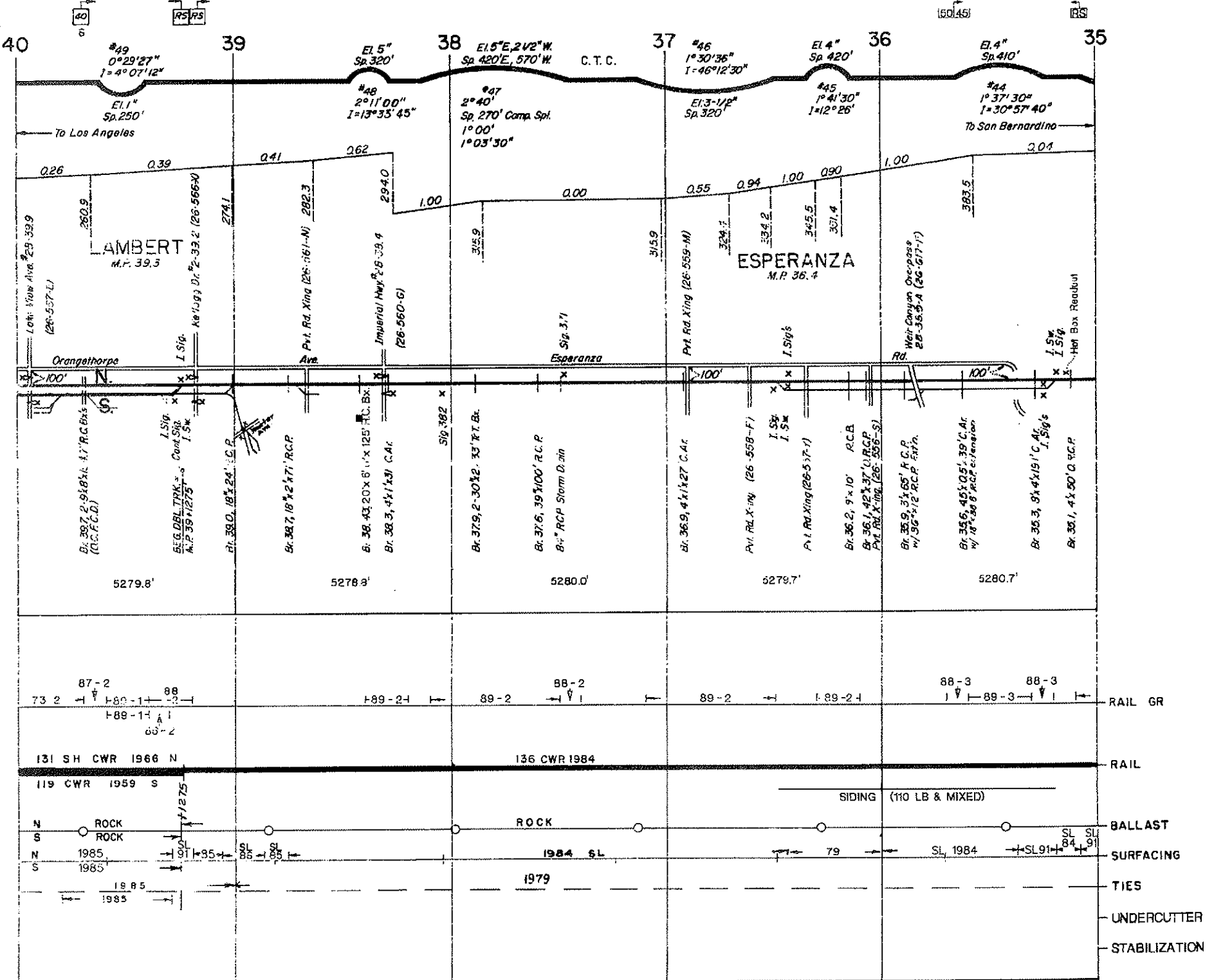


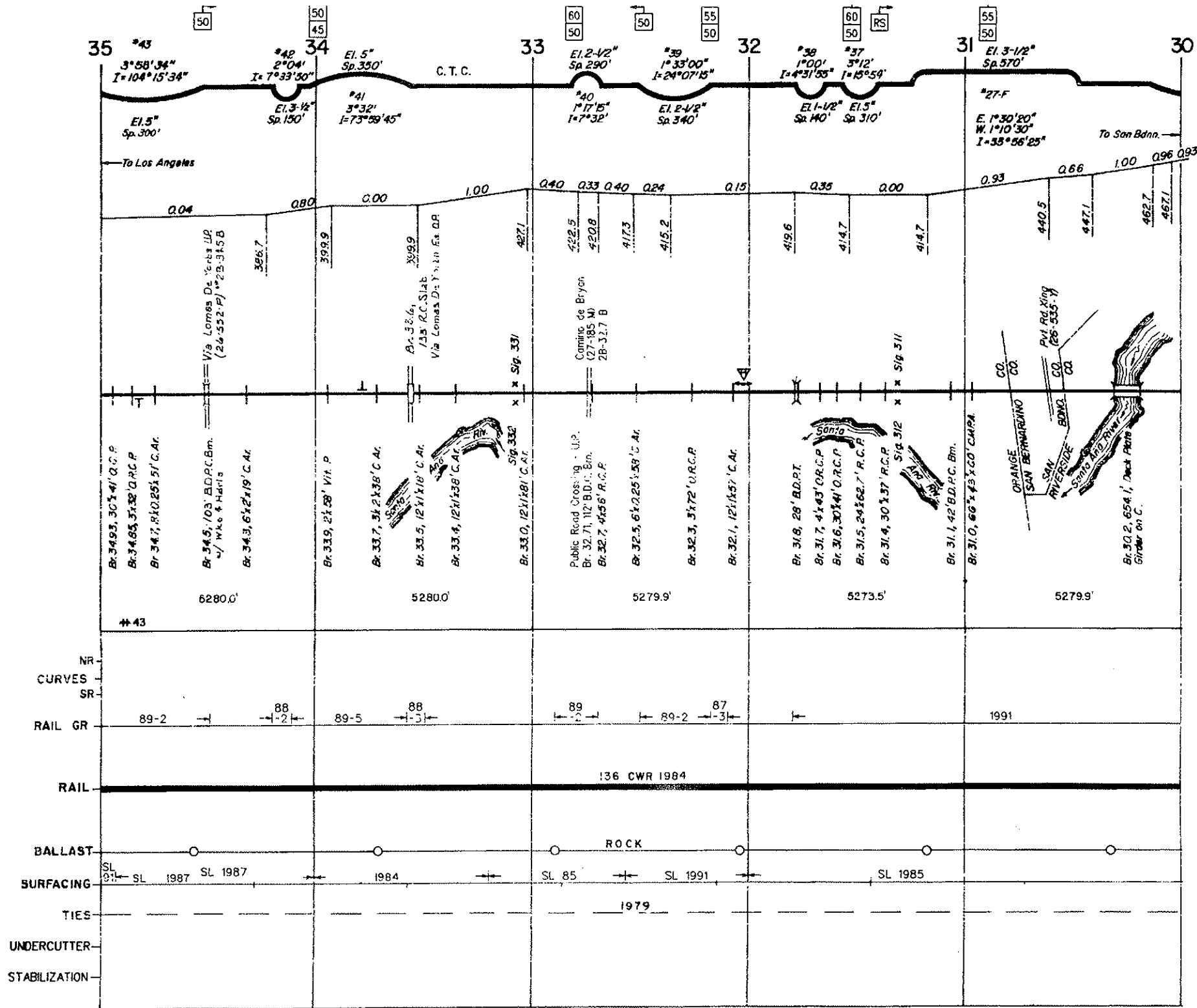
IF CROSSING
OWNER (NMT): ATSF
OWNER (SMT): U.P.
ATSF MAINT: 50%
FGN MAINT: 50%
CONT. # 2107



REVISED FEB. 1992

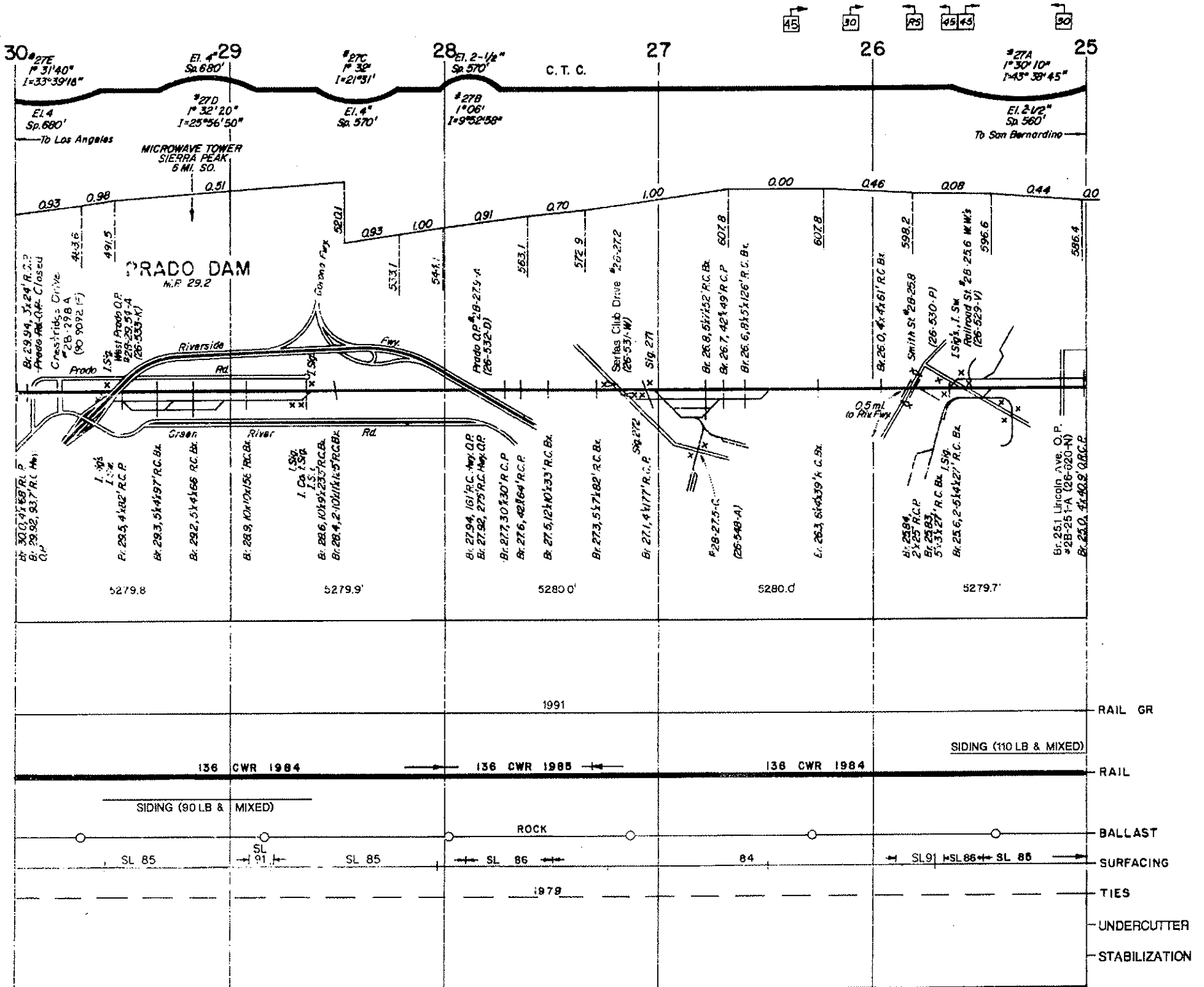
SAN BERNARDINO SUBDIVISION

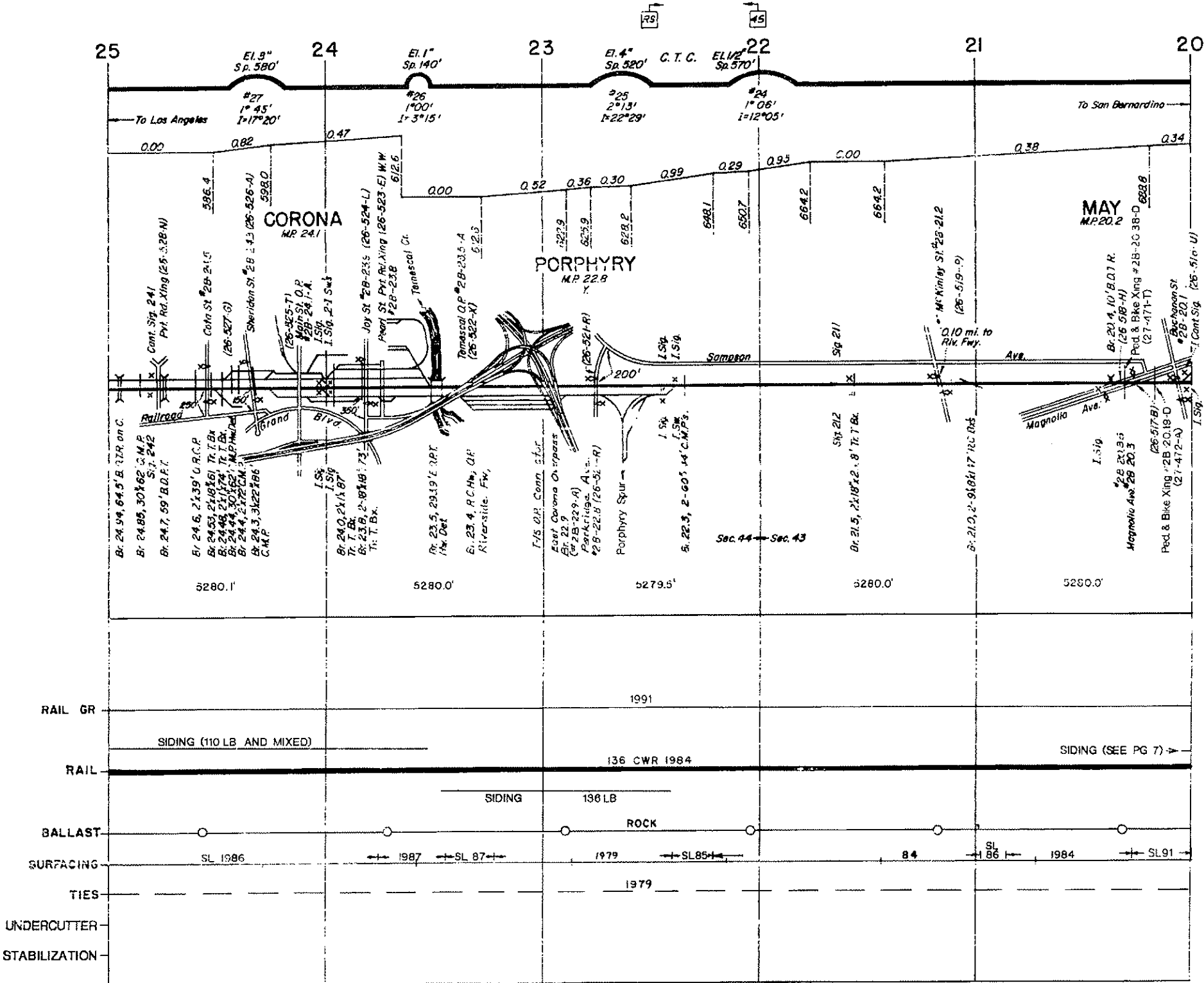


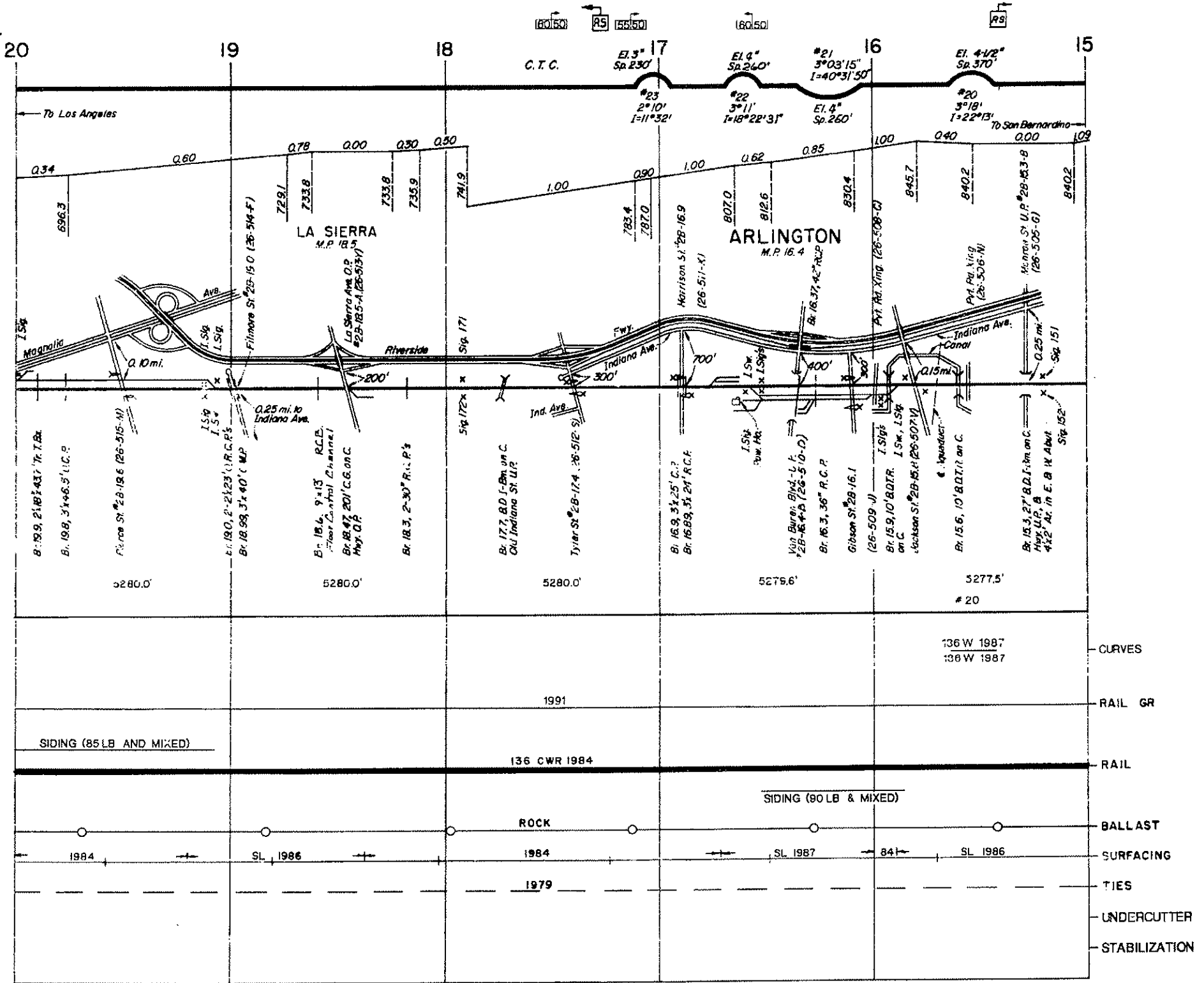


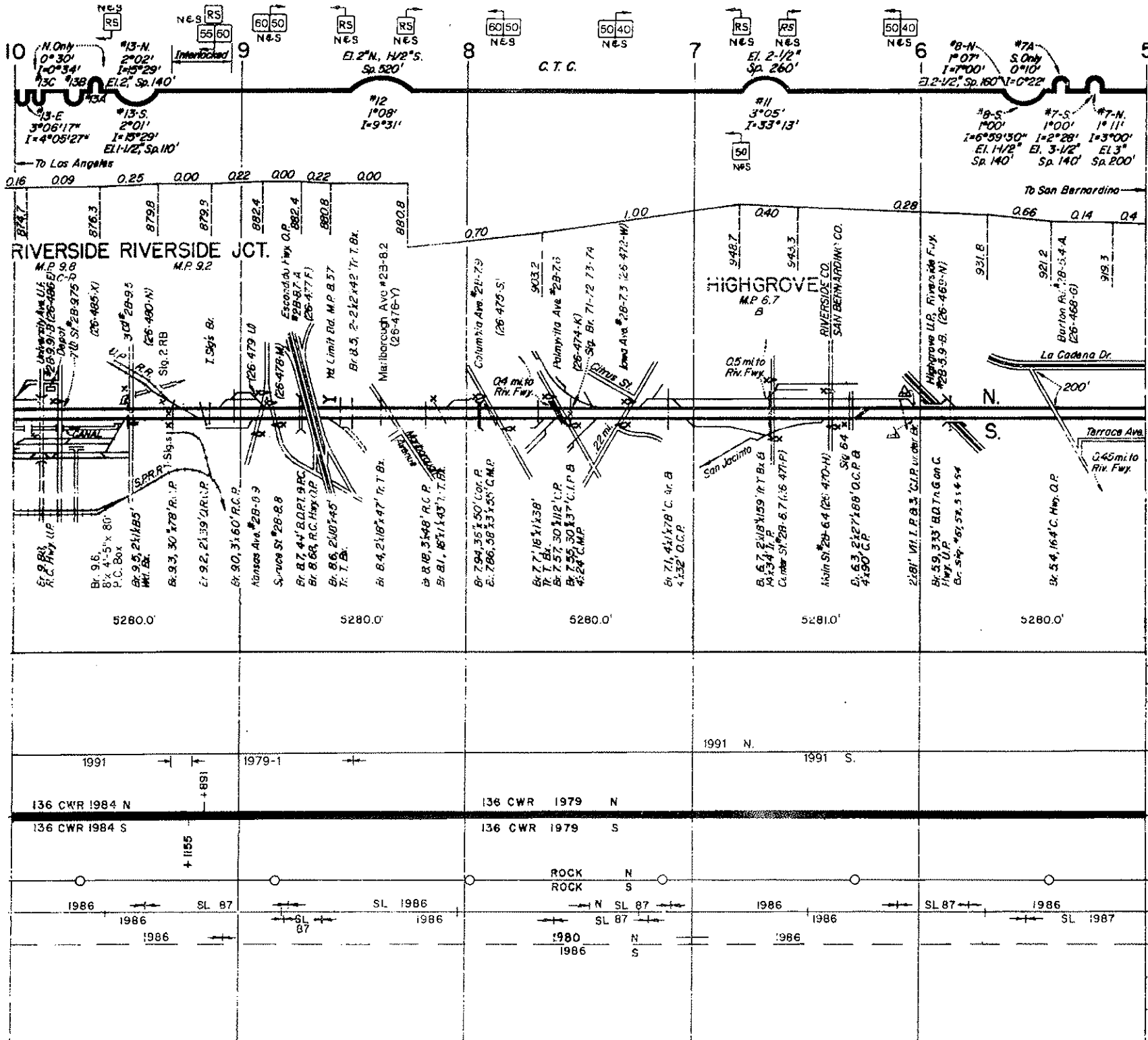
REVISED FEB. 1992

SAN BERNARDINO SUBDIVISION

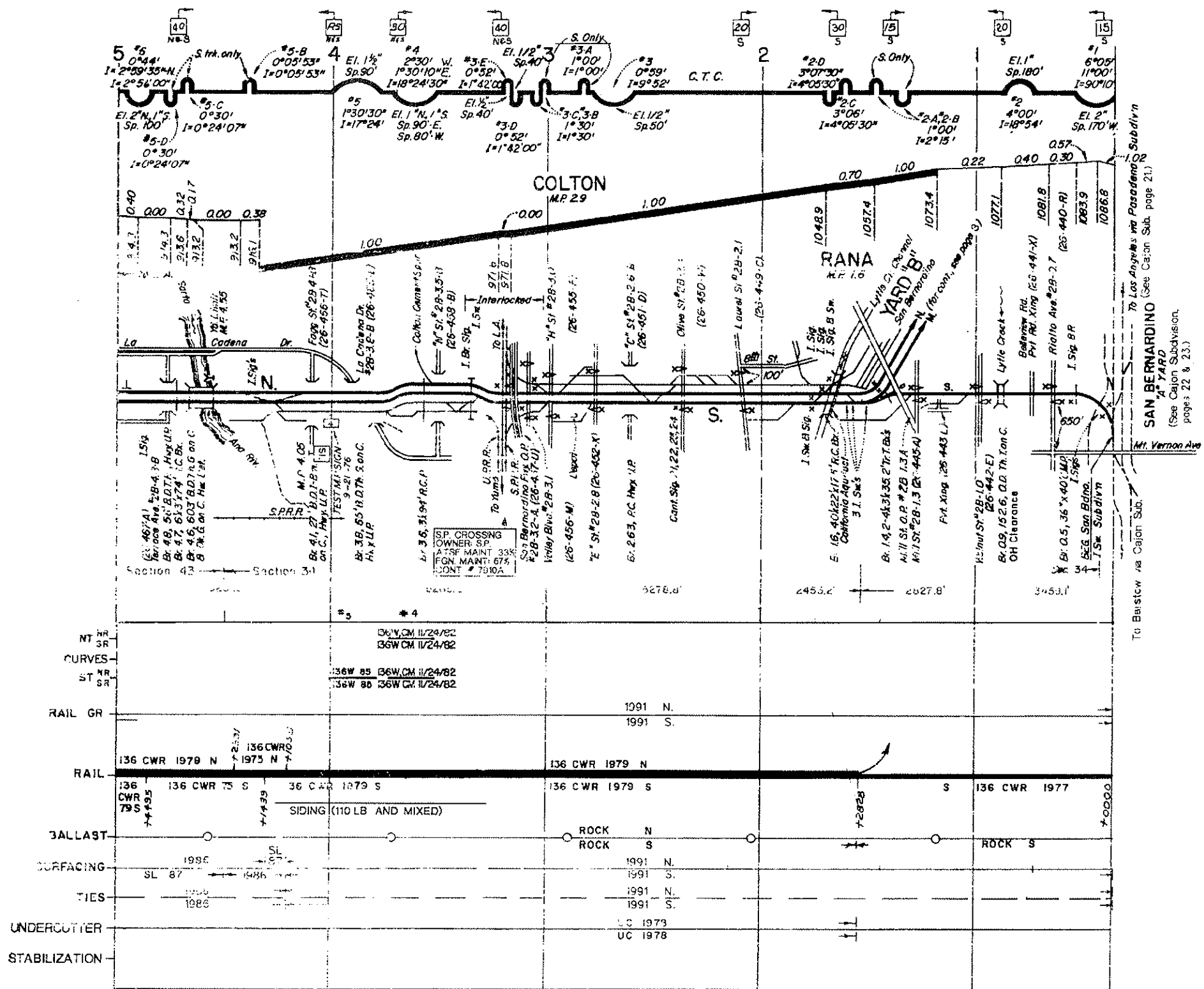








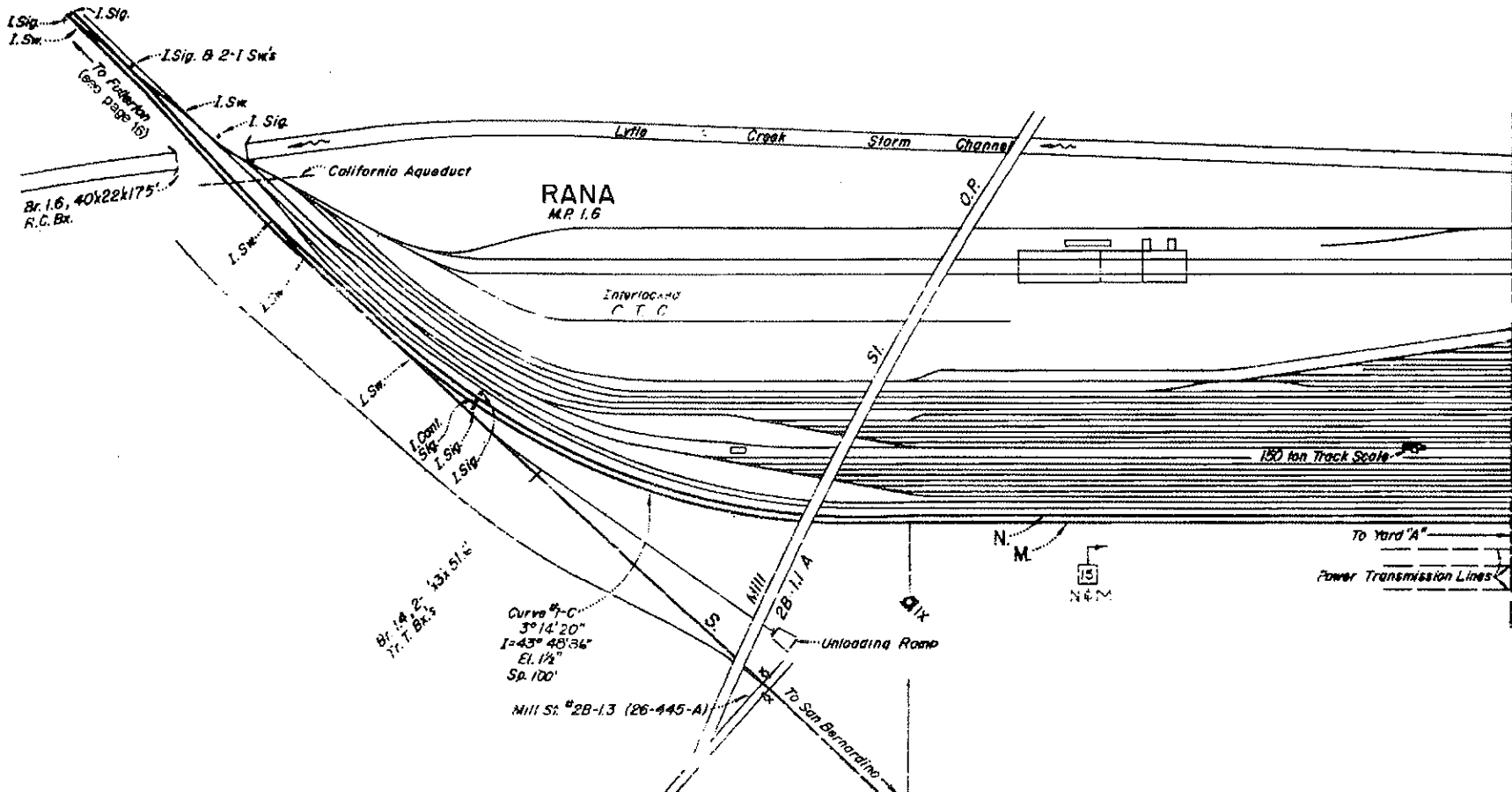
- MR NT
- BR CURVES
- NR ST
- SR
- RAIL GR
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION



REVISED FEB 1992

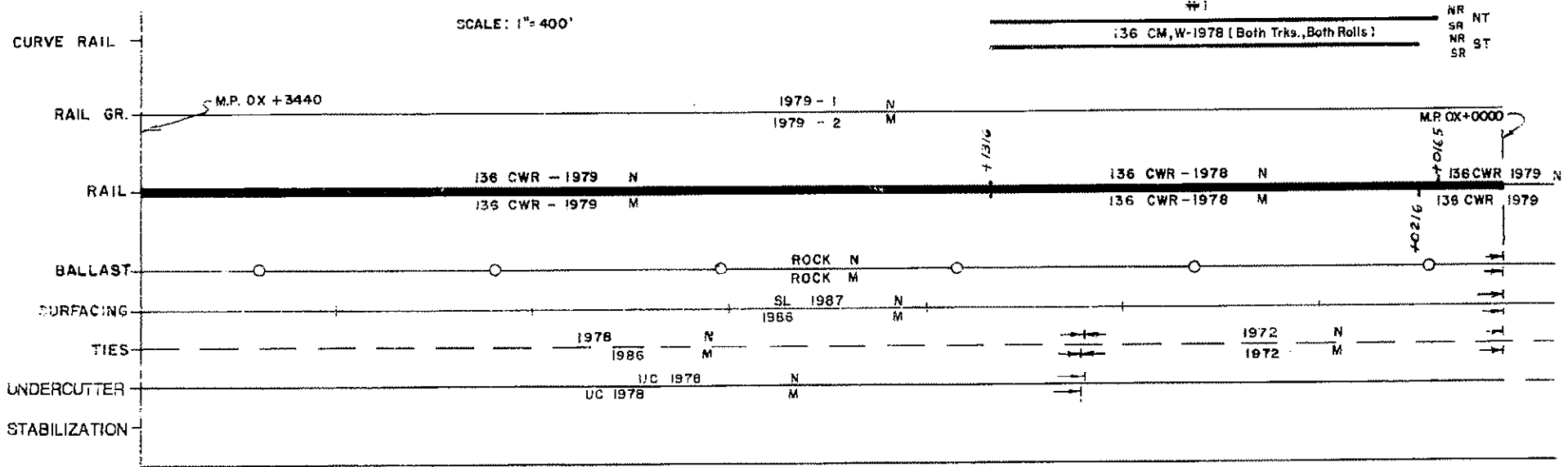
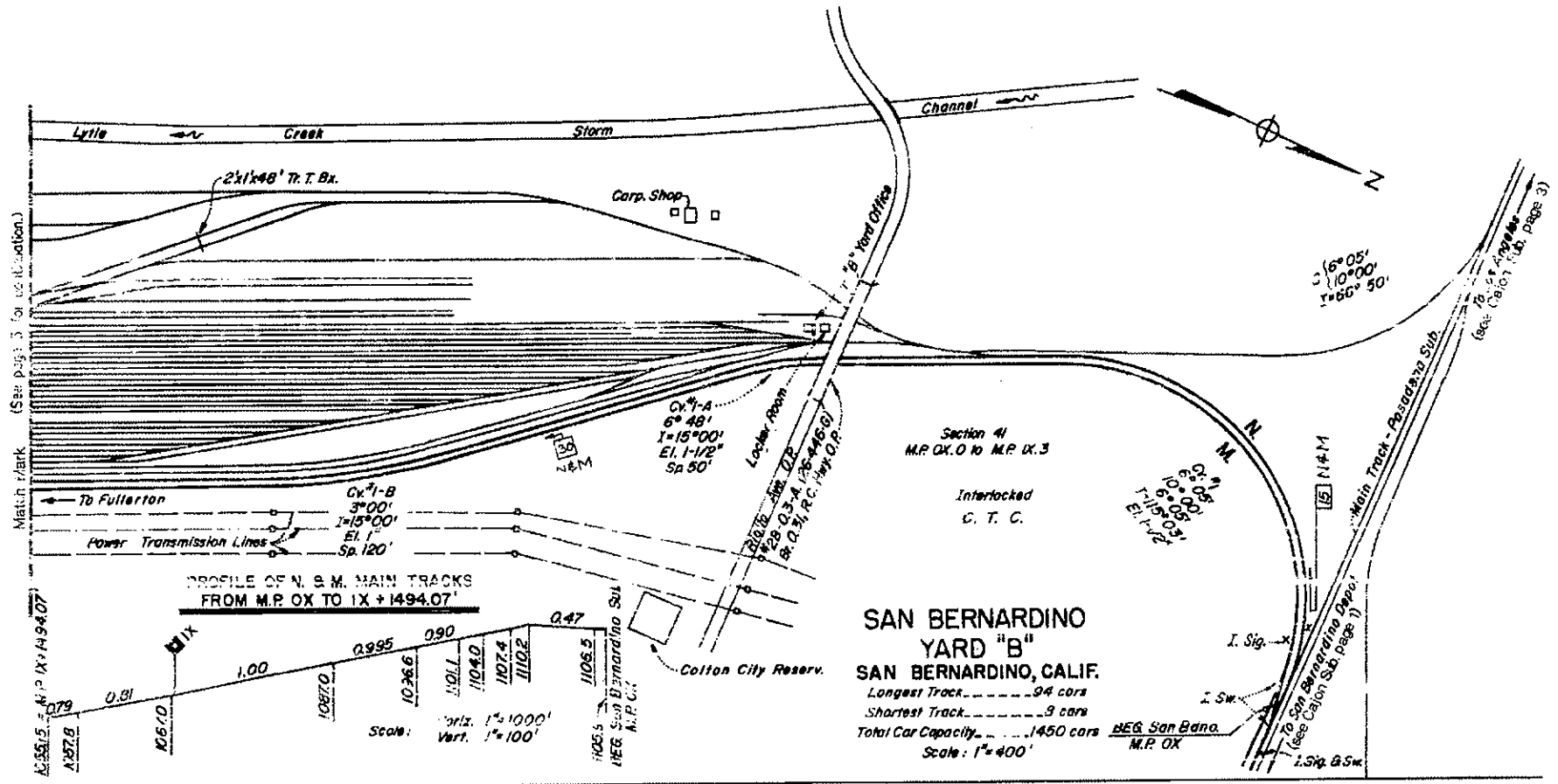
SAN BERNARDINO SUBDIVISION

To Los Angeles via Pasadena Subdiv
 To Barstow via Cajon Sub.
SAN BERNARDINO A YARD
 (See Cajon Subdivision, pages 22 & 23.)
 To Los Angeles via Pasadena Sub. page 21.)



Mark A (See page 2 for continuation.)

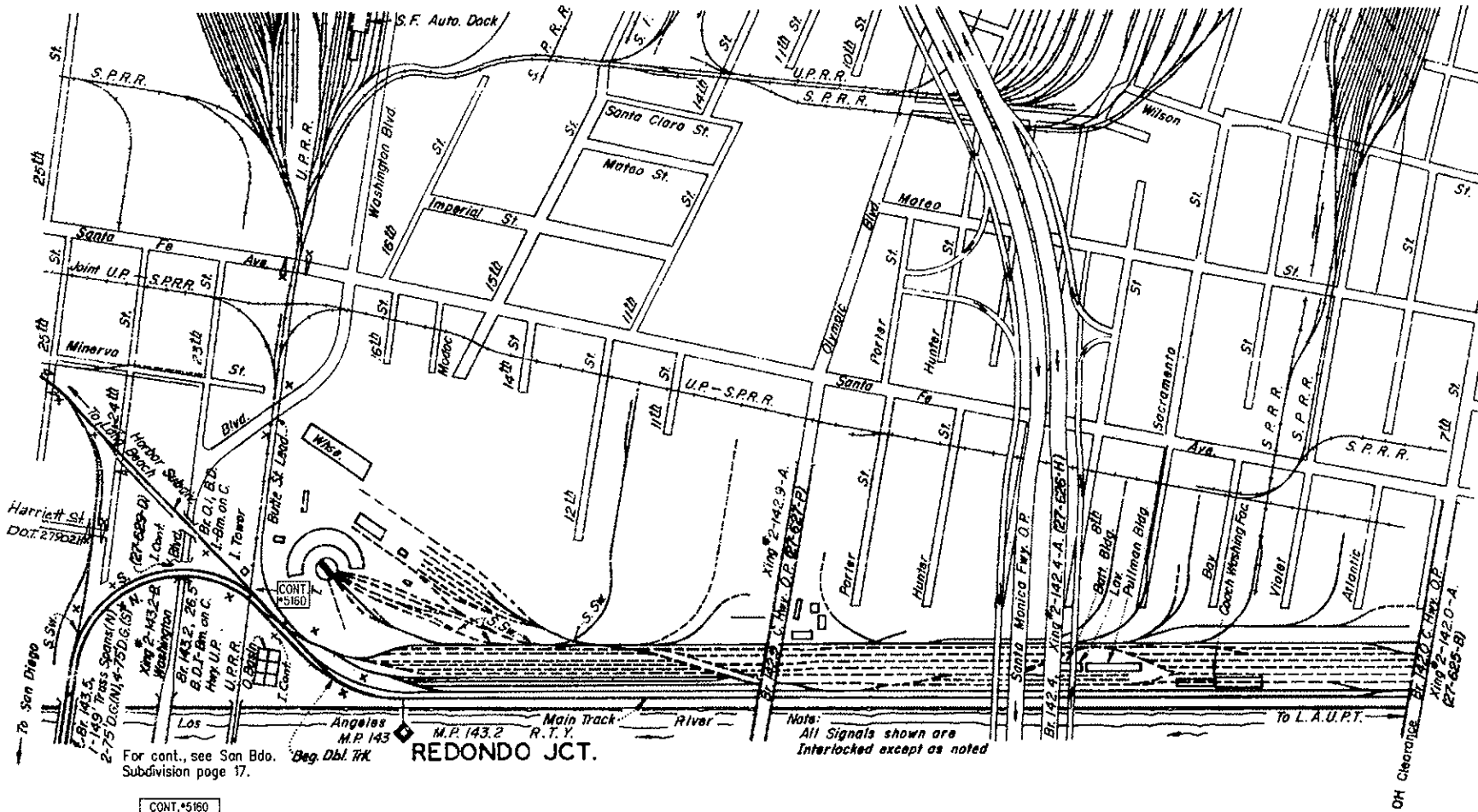
SCALE 1" = 400'					
1986 - 5	1986 - 4	1987 - 2	1979 - 2	1986 - 2	1979 - 1
M.P. IX + 0000			M.P. IX + 3440		
136 CWR - 1979 N			136 CWR - 1979 M		
ROCK N			ROCK M		
1986 N			SL 1987		
1986			1986		
UC 1978 N			UC 1978 M		
STABILIZATION			STABILIZATION		



San Bernardino Subdivision

San Bernardino (M.P. 0.0) to Los Angeles (M.P. 140.1)
via Fullerton

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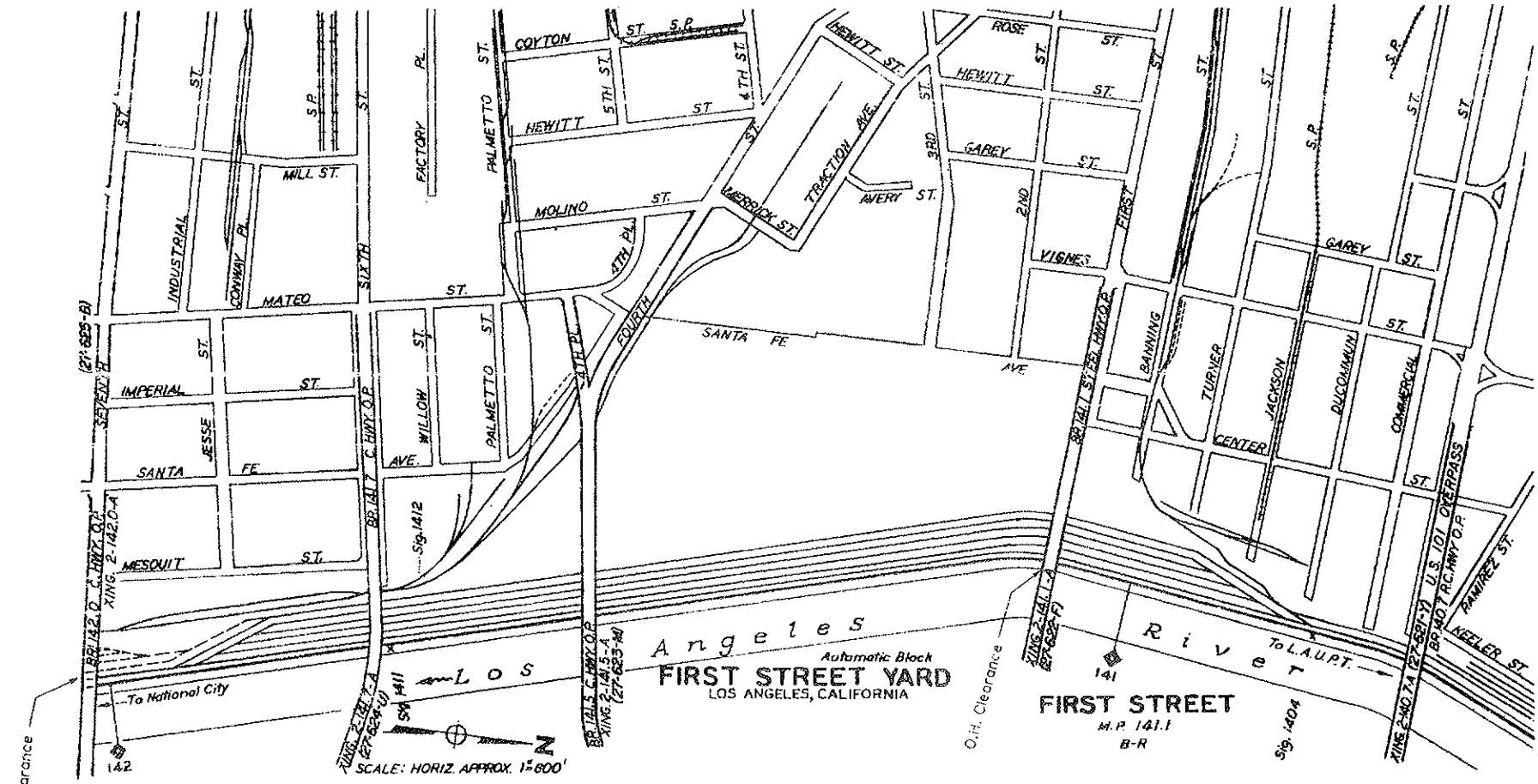


For cont., see San Bdo. Subdivision page 17.

CONT. #5160
 U.P. CROSSING
 OWNER: ATSF
 MAINTENANCE
 ATSF-100%

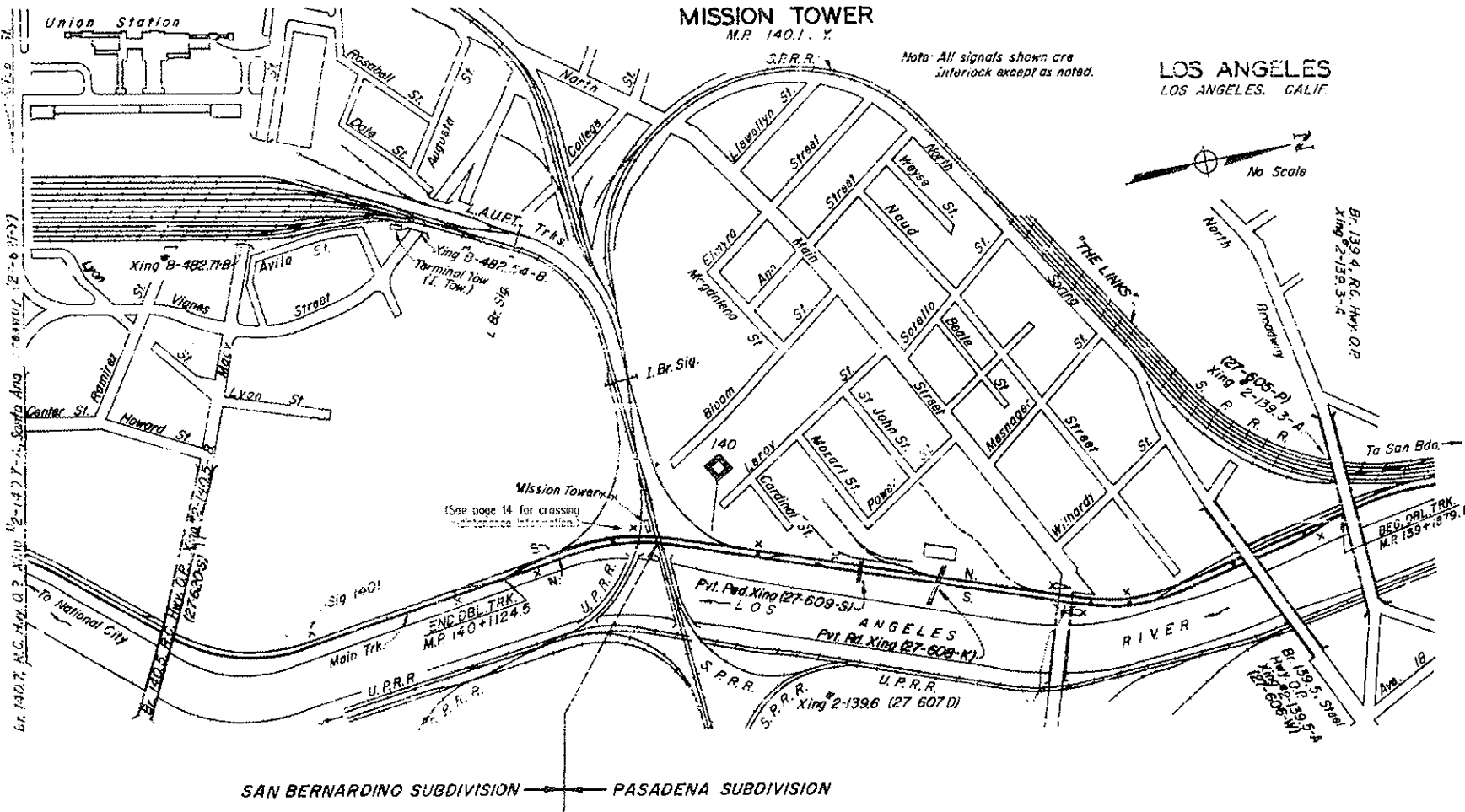
REDONDO JCT.

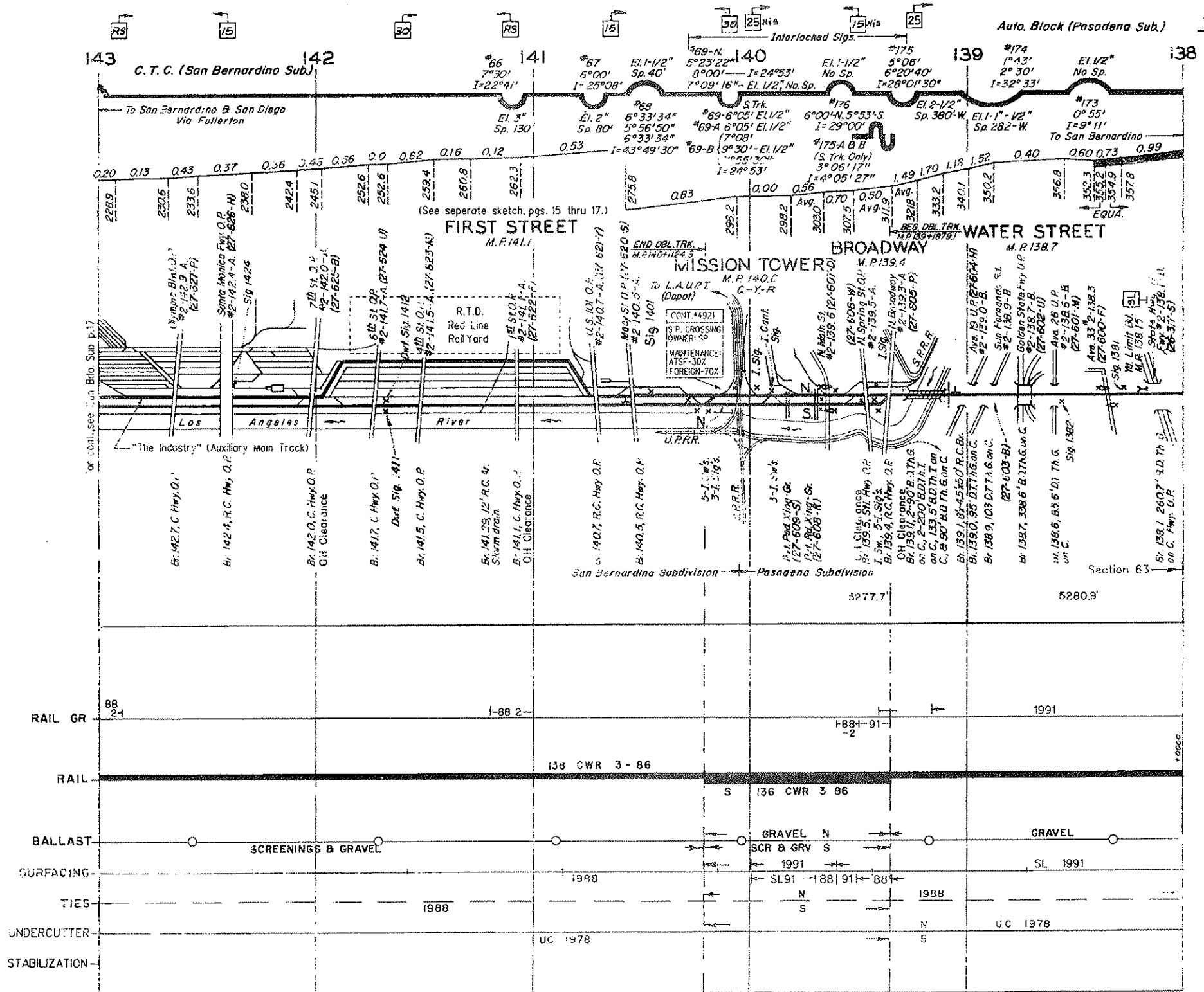
Notes: All Signals shown are Interlocked except as noted



REVISED FEB. 1992

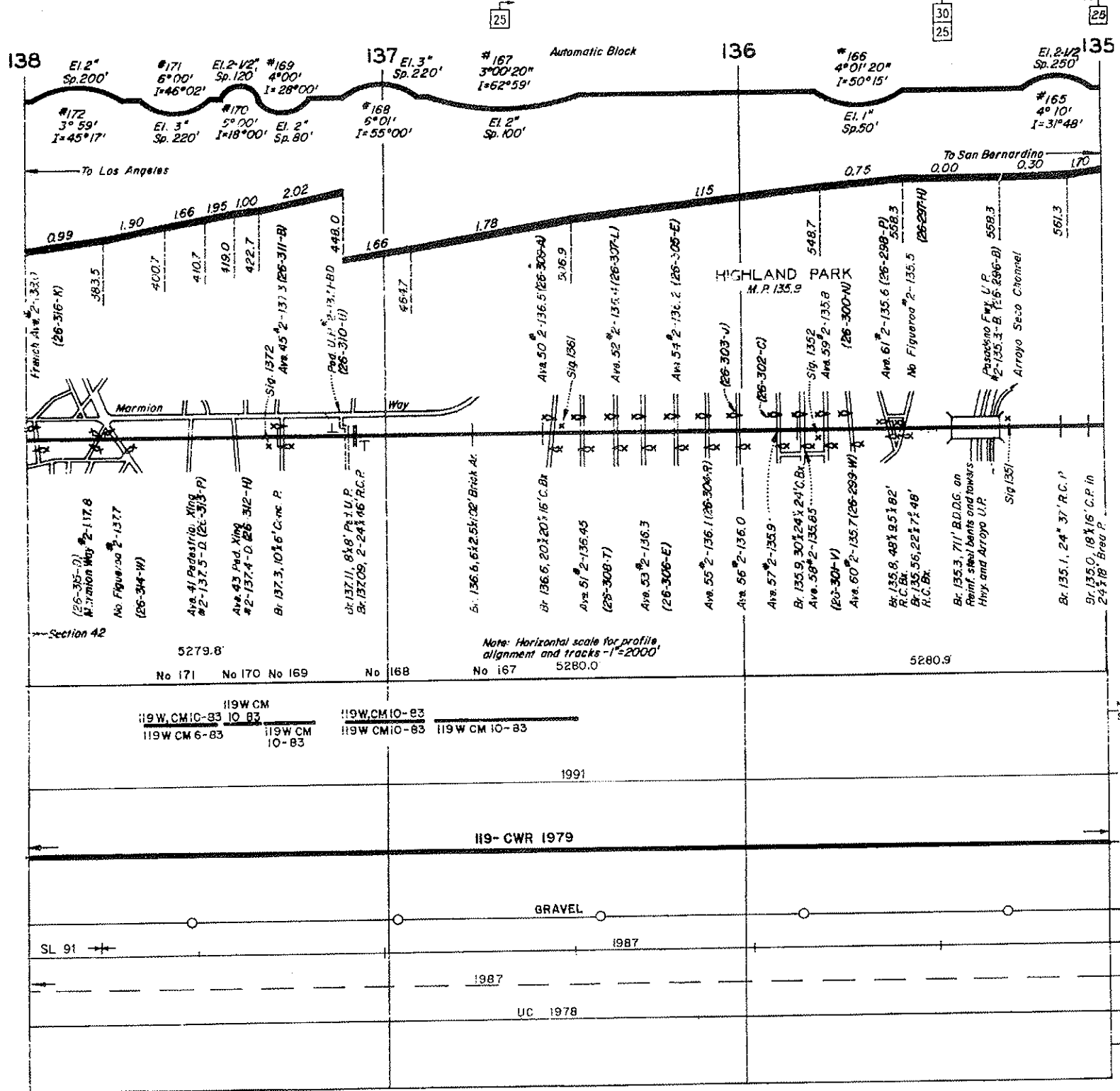
PASADENA SUBDIVISION

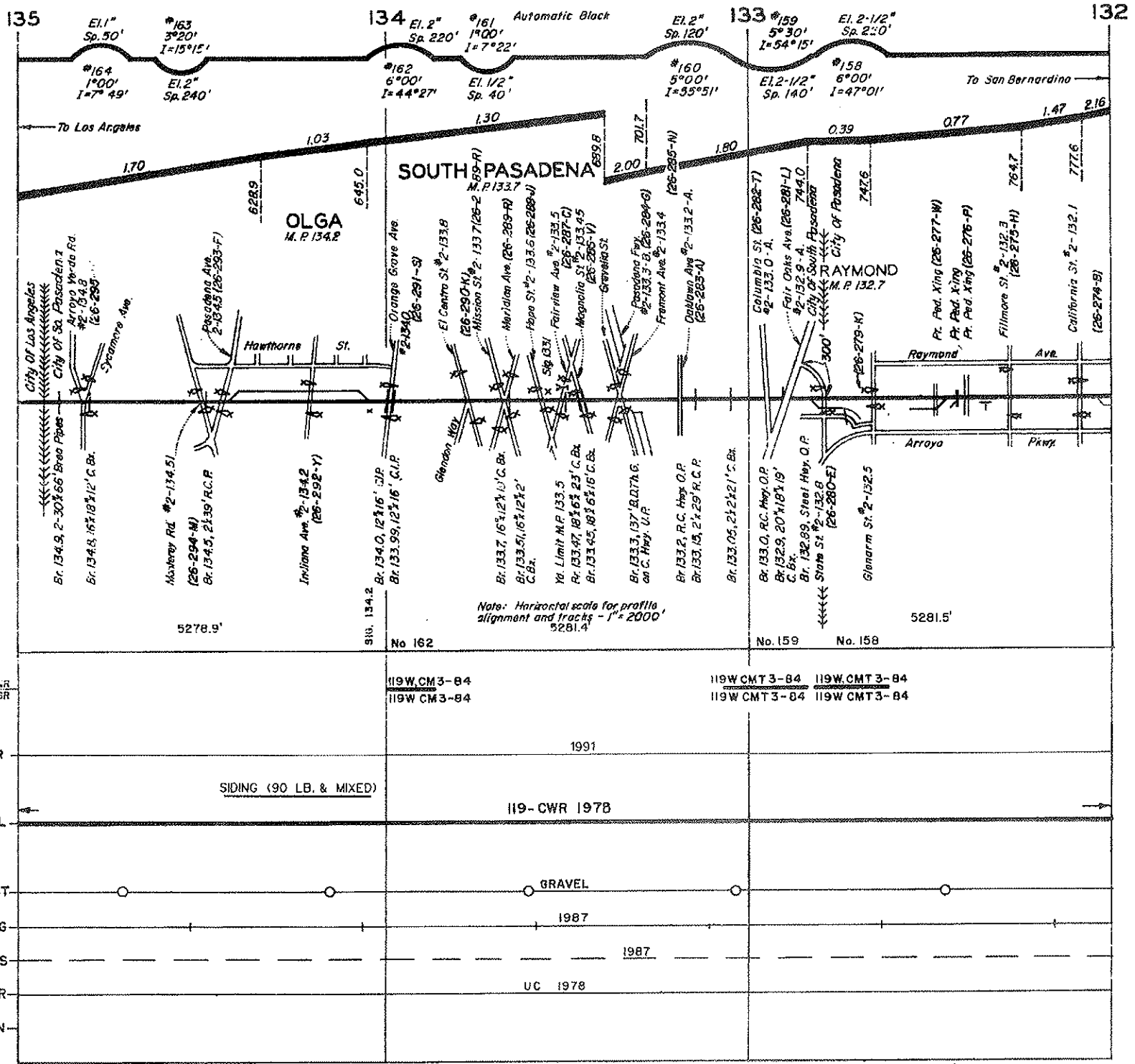


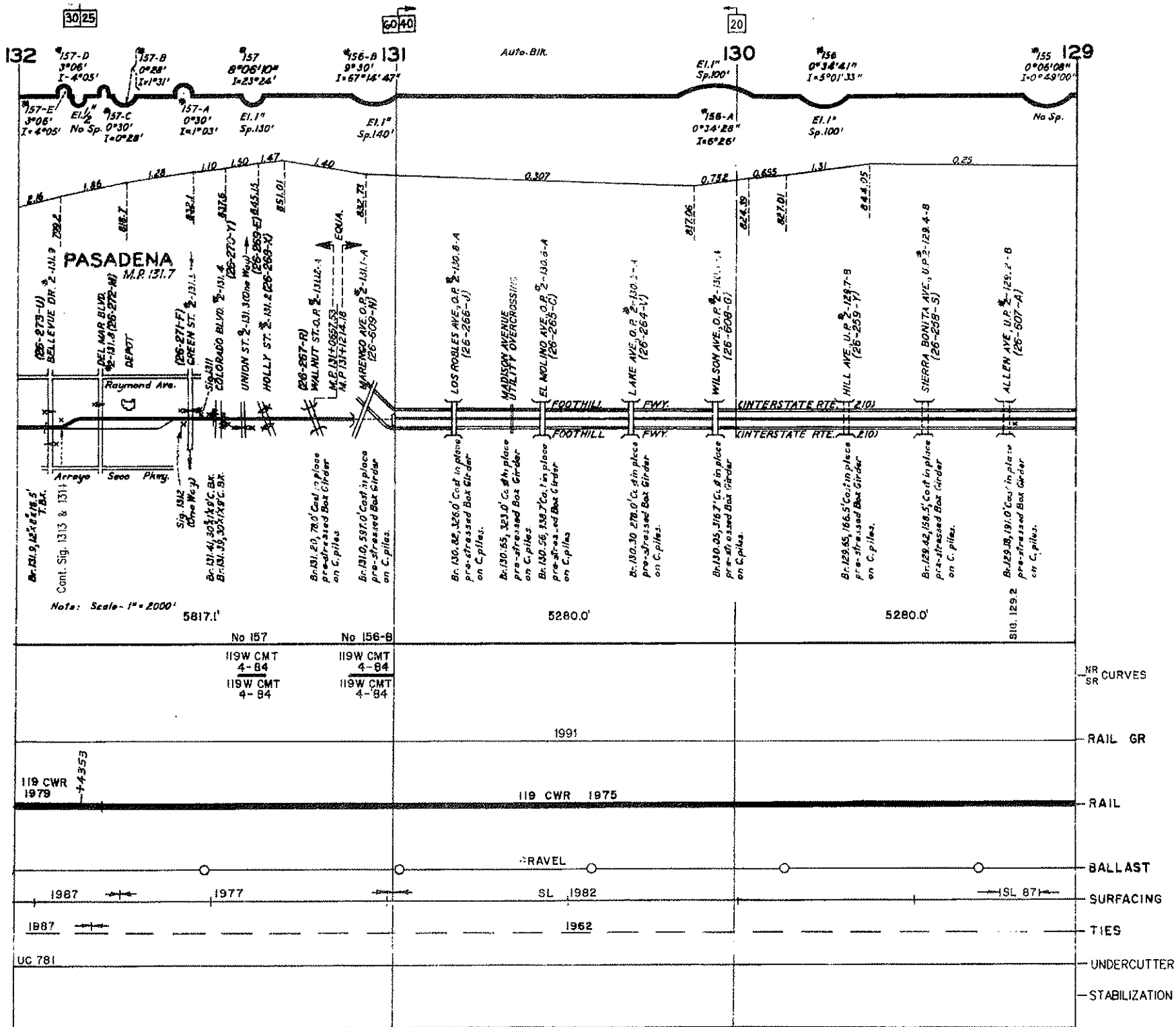


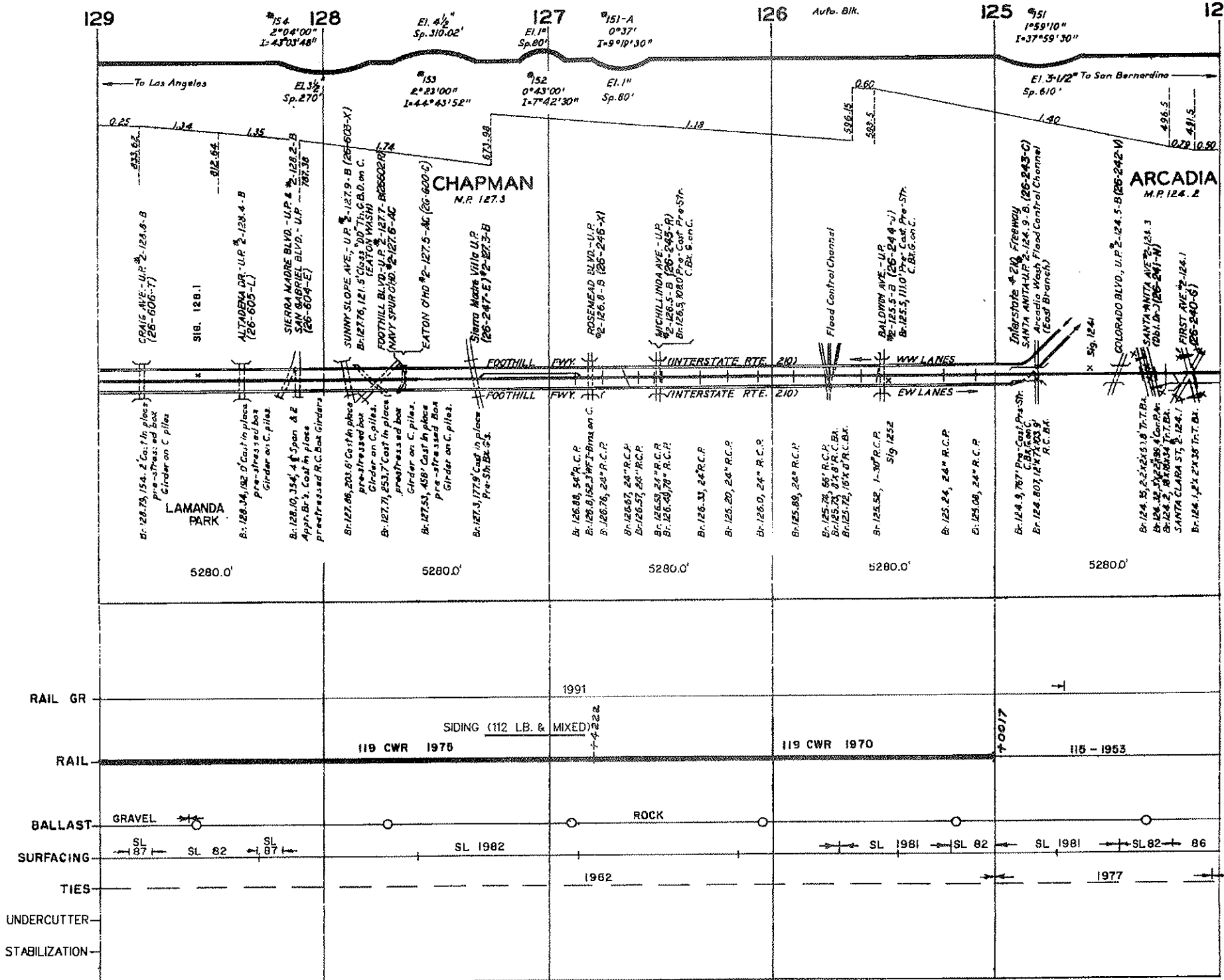
REVISED FEB. 1992

PASADENA SUBDIVISION



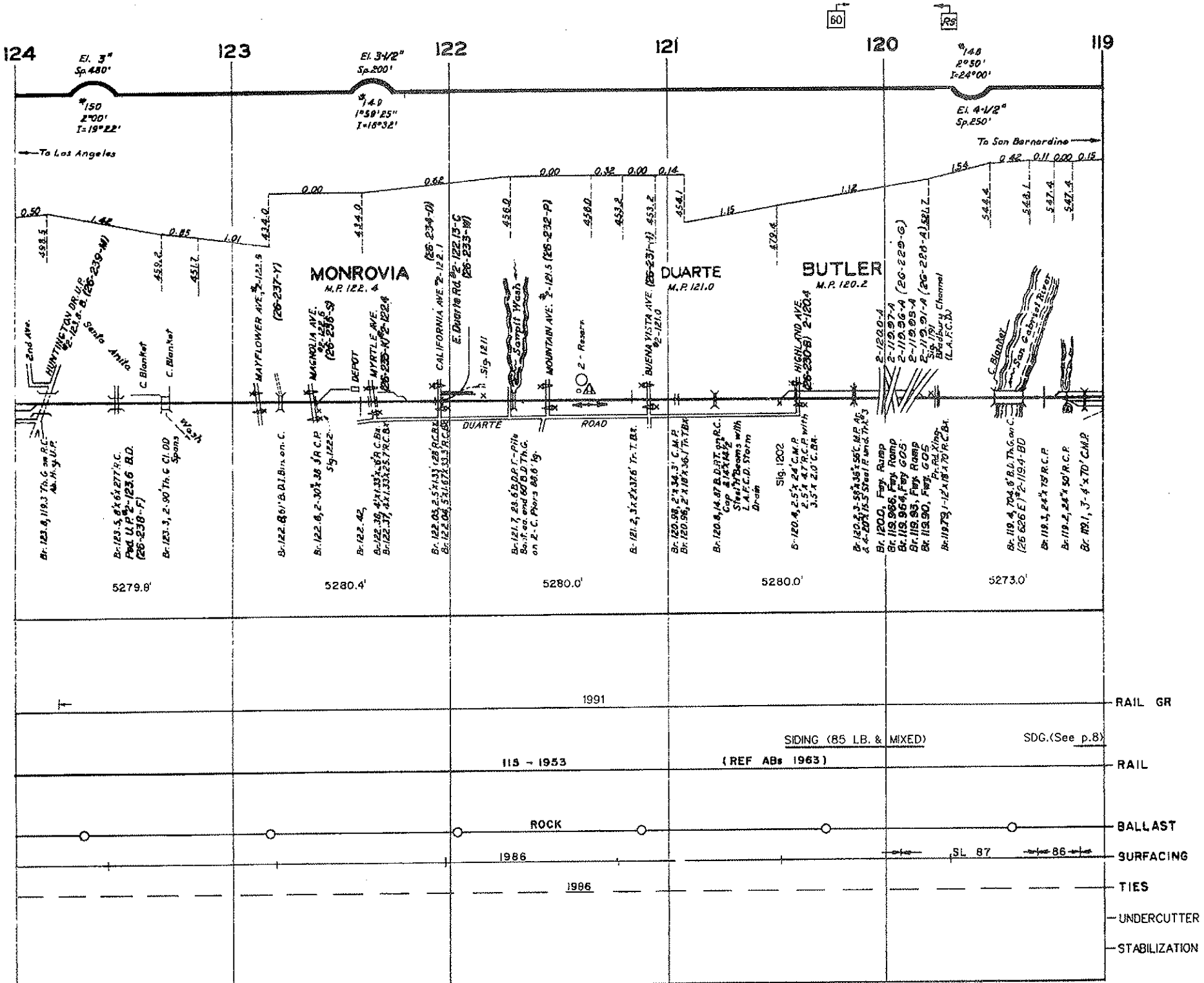


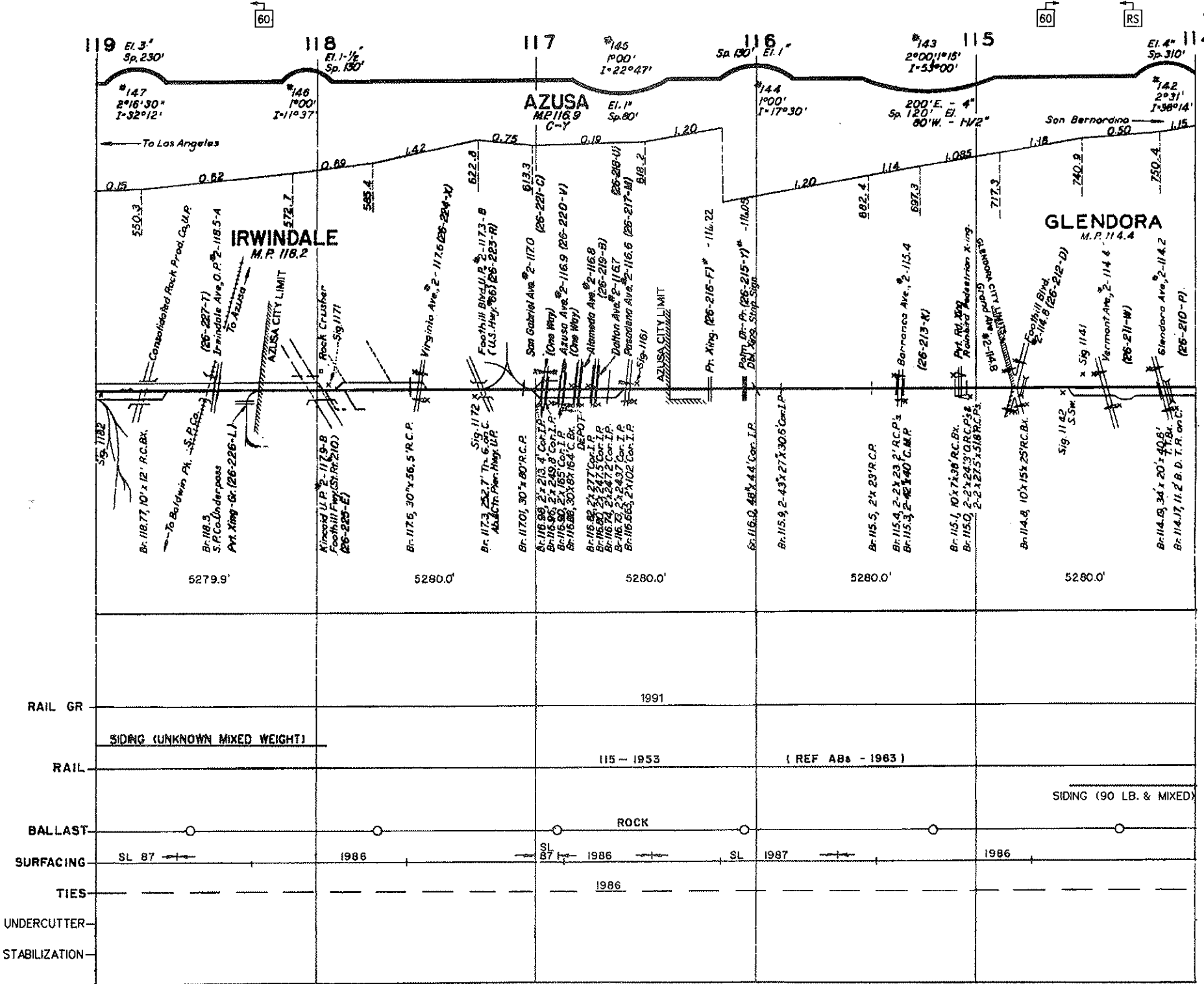




REVISED FEB. 1992

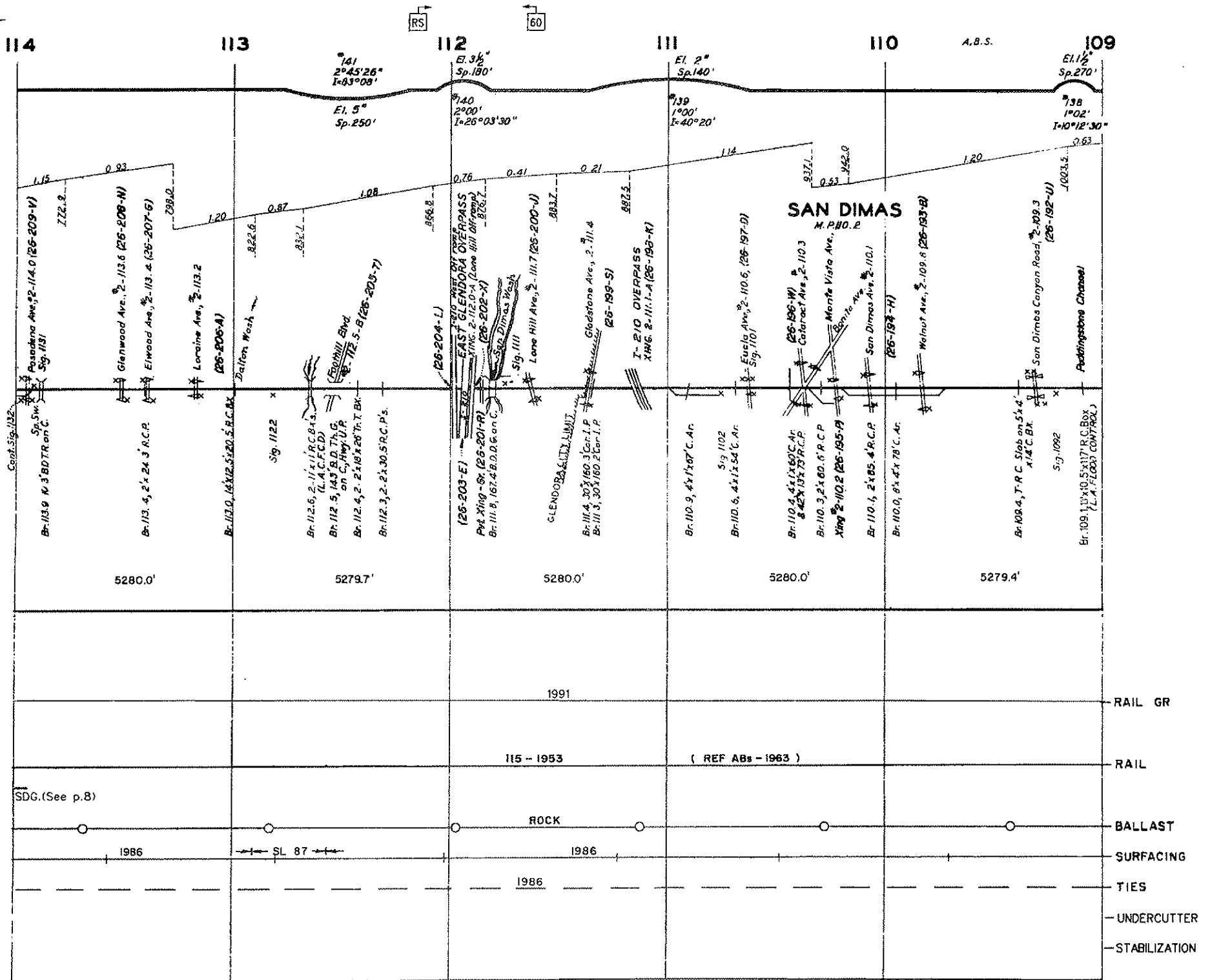
PASADENA SUBDIVISION

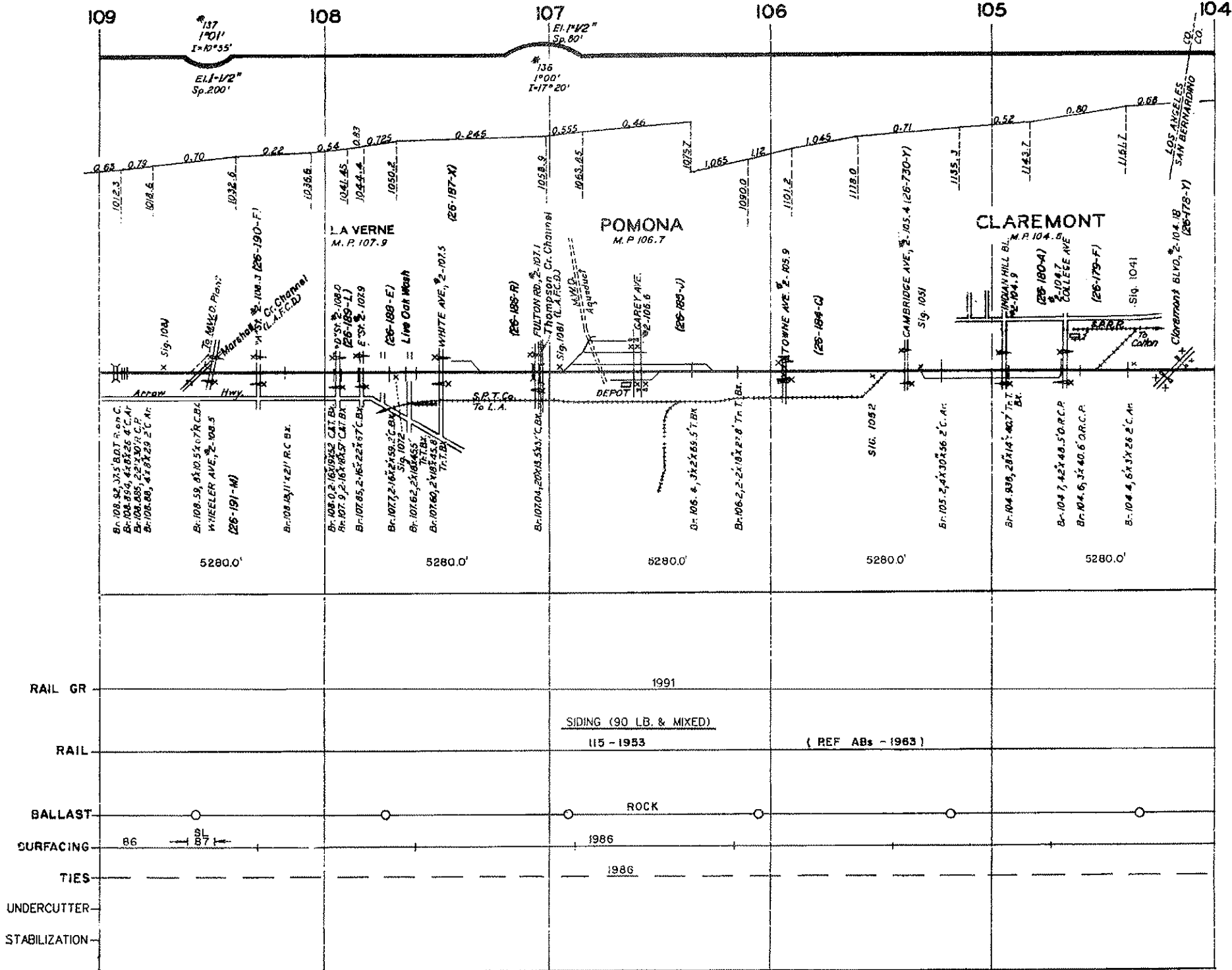




REVISED FEB. 1992

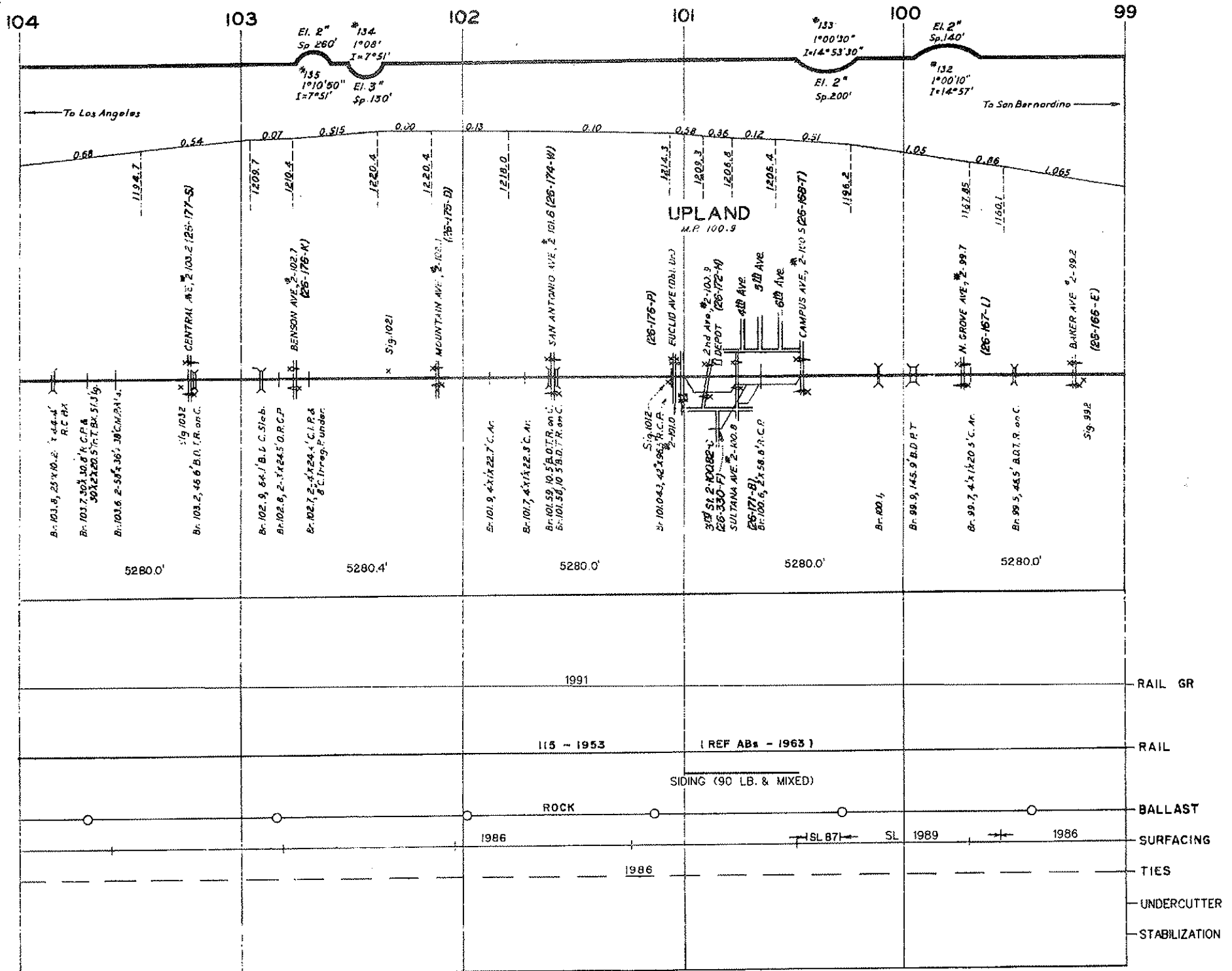
PASADENA SUBDIVISION

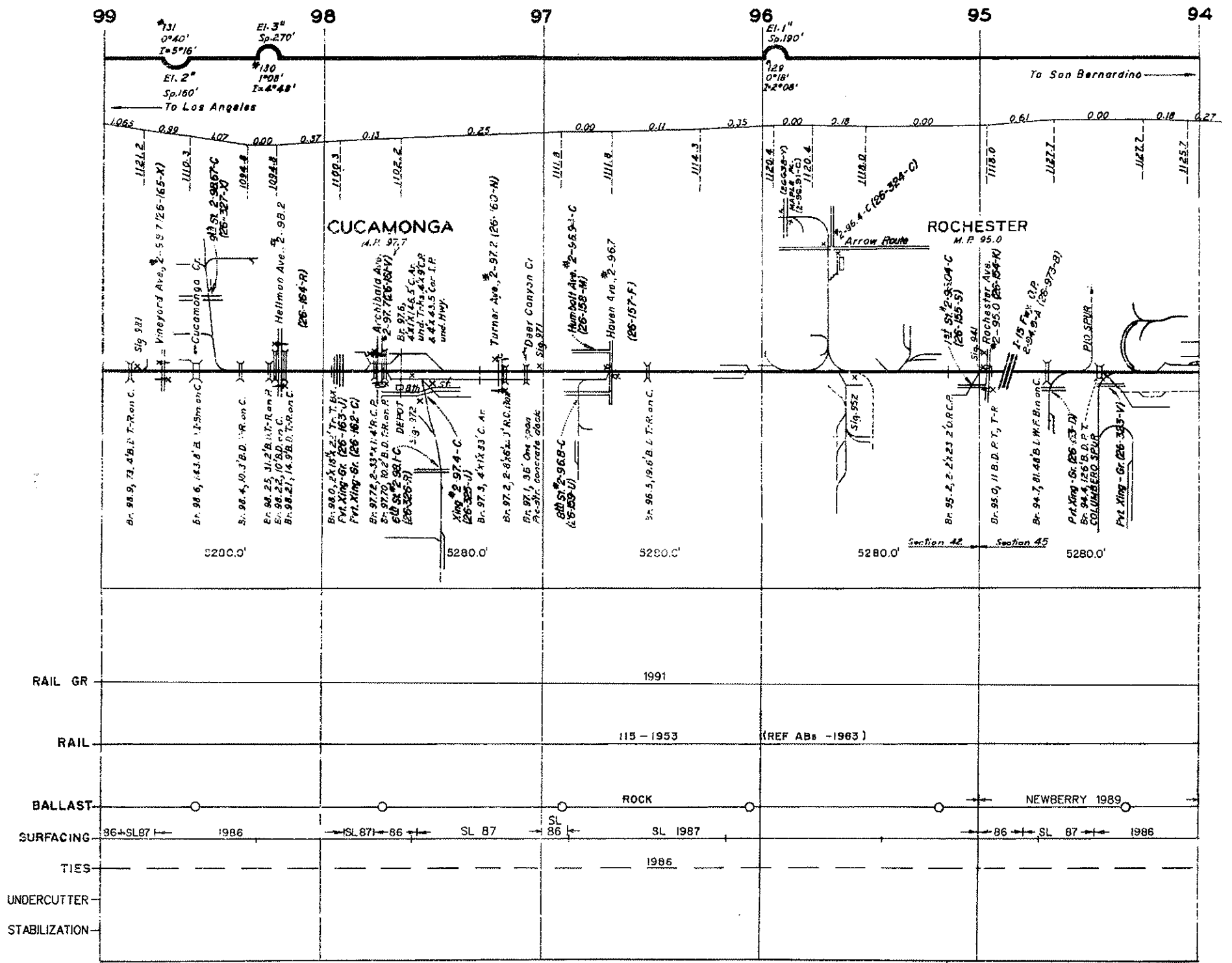




REVISED FEB. 1992

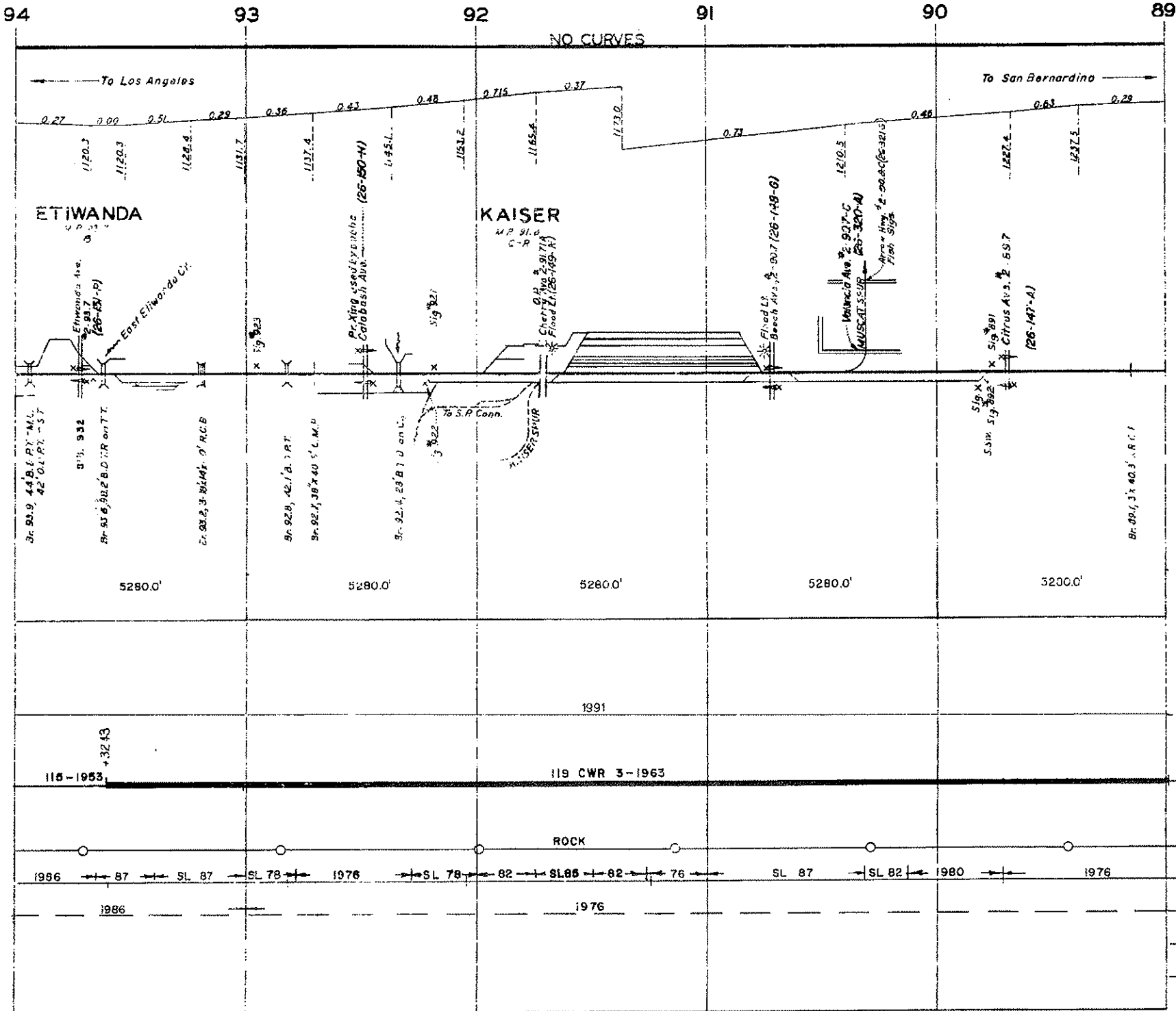
PASADENA SUBDIVISION

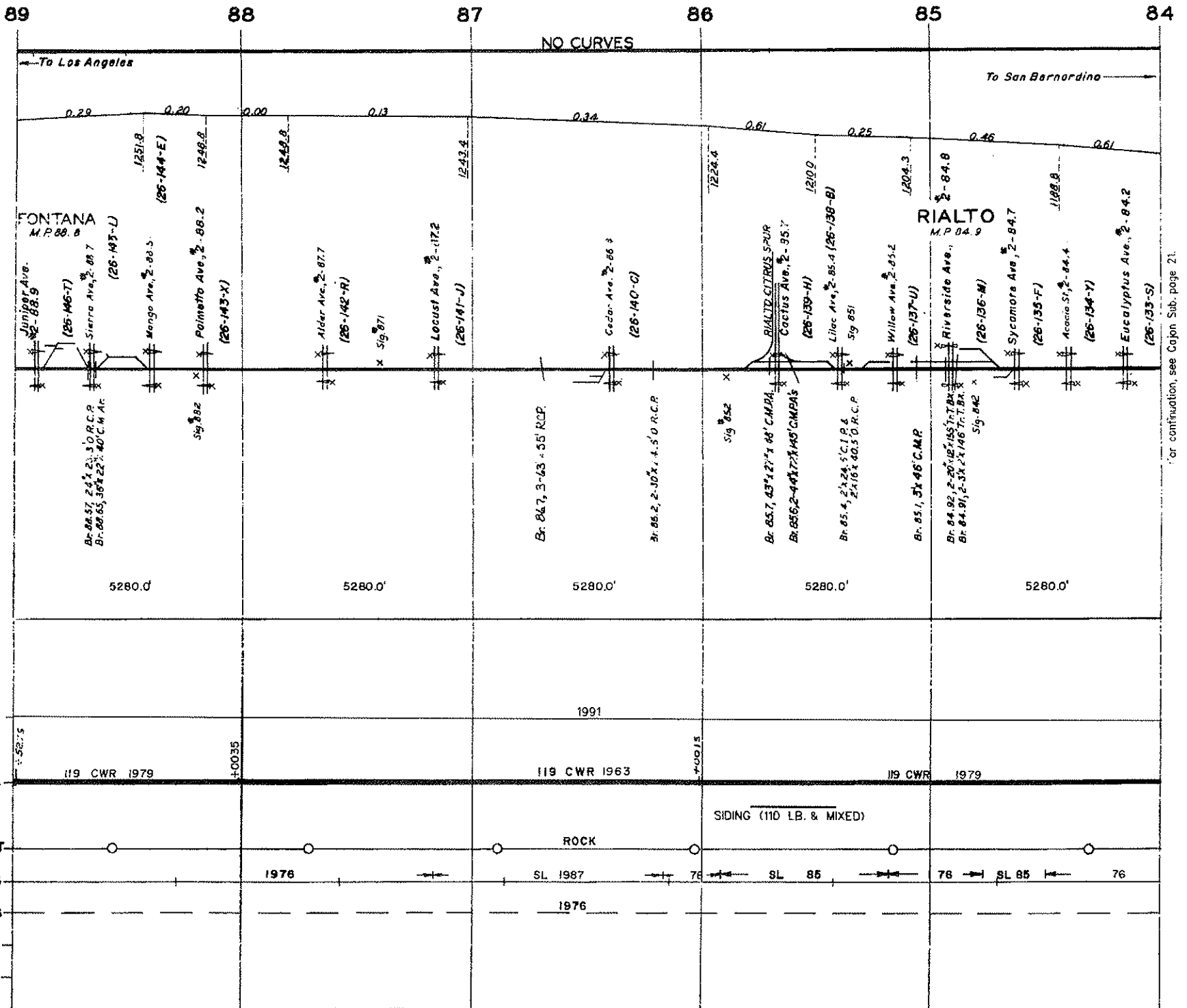




REV. FEB. 1992

PASADENA SUBDIVISION



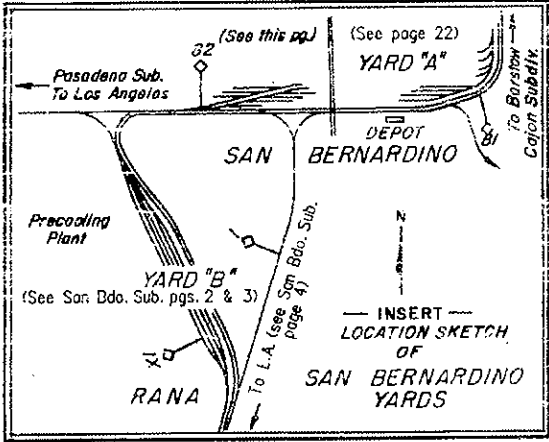
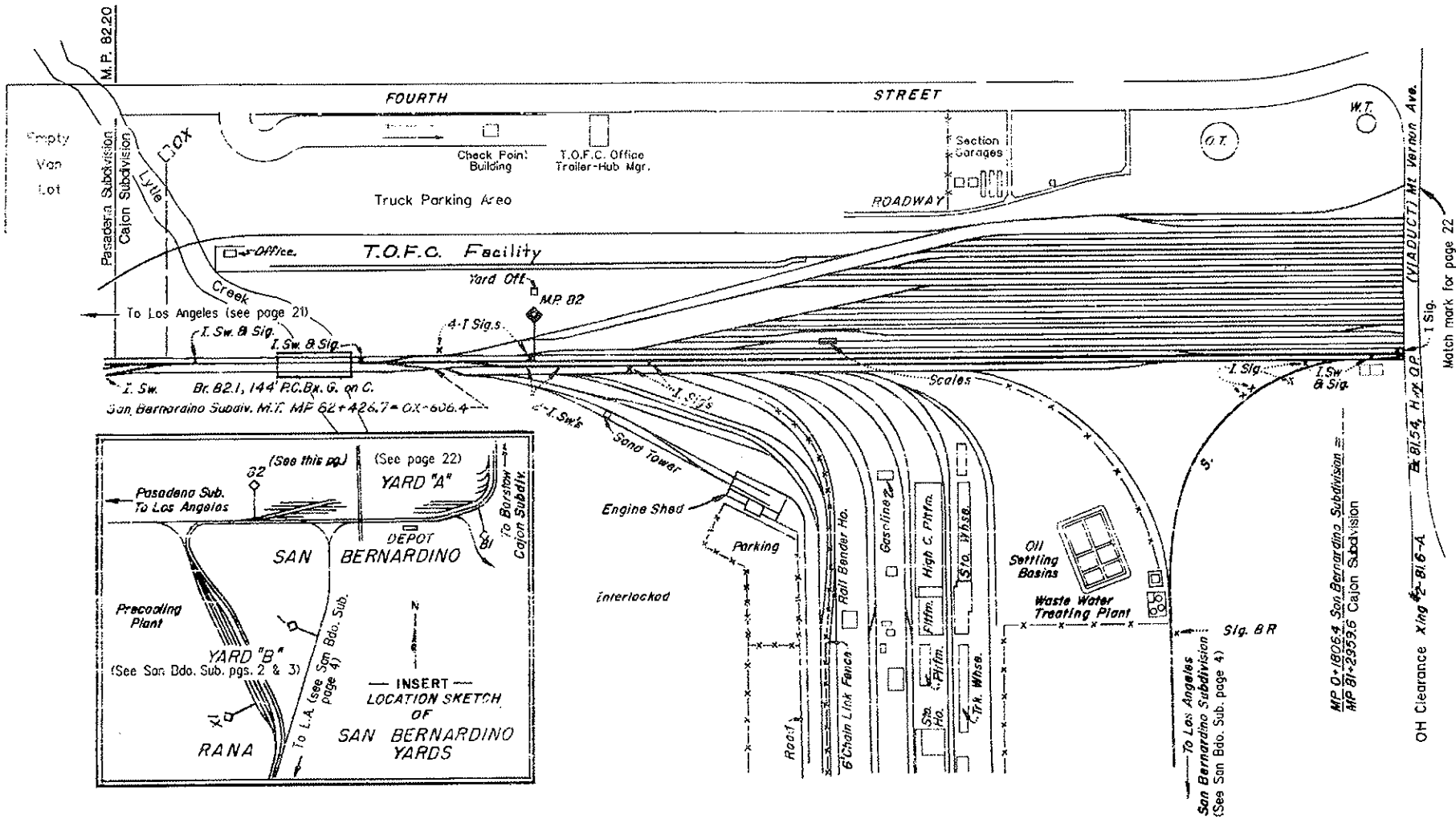


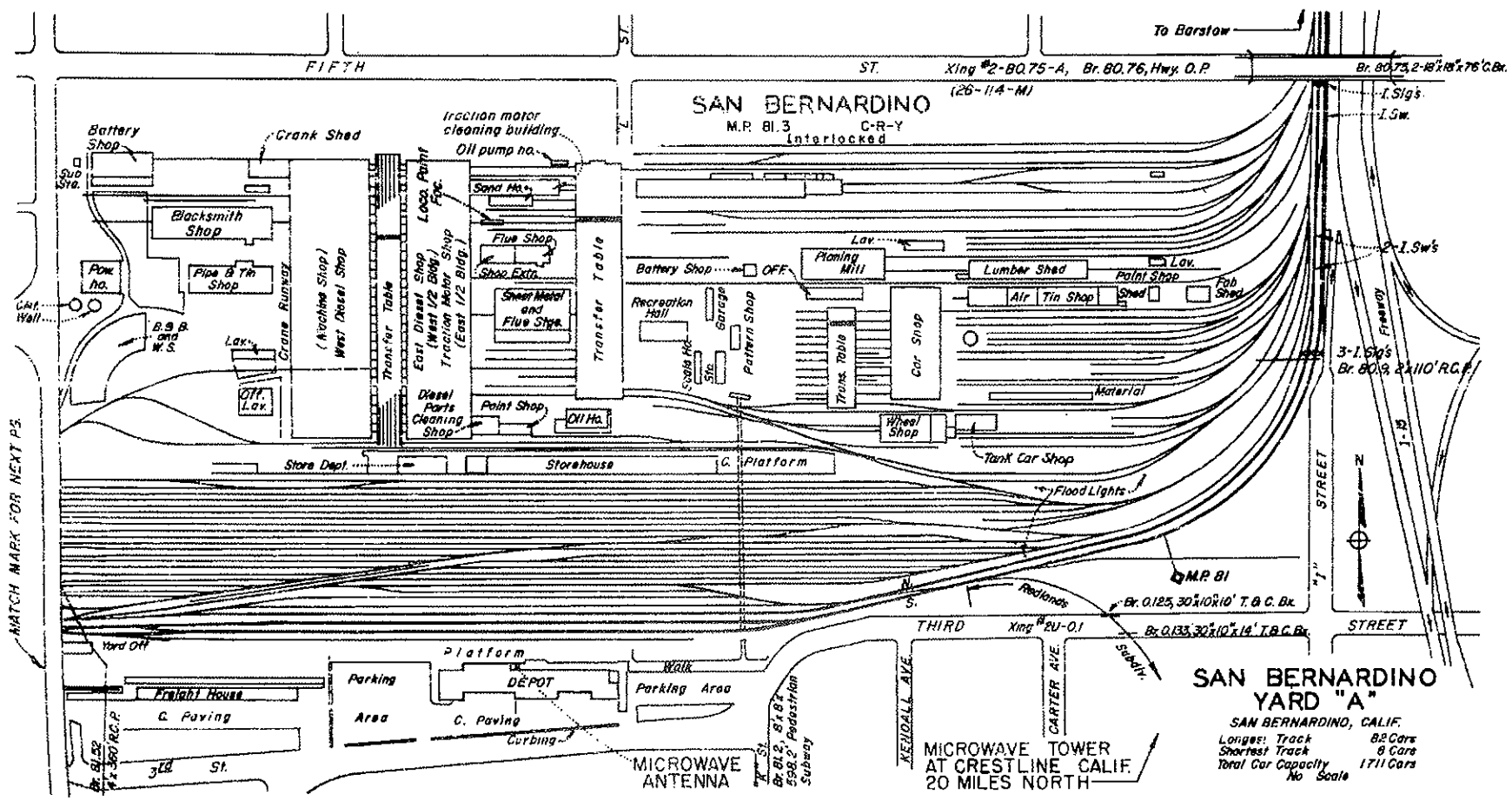
For continuation, see Cajon Sub, page 21.

Pasadena Subdivision

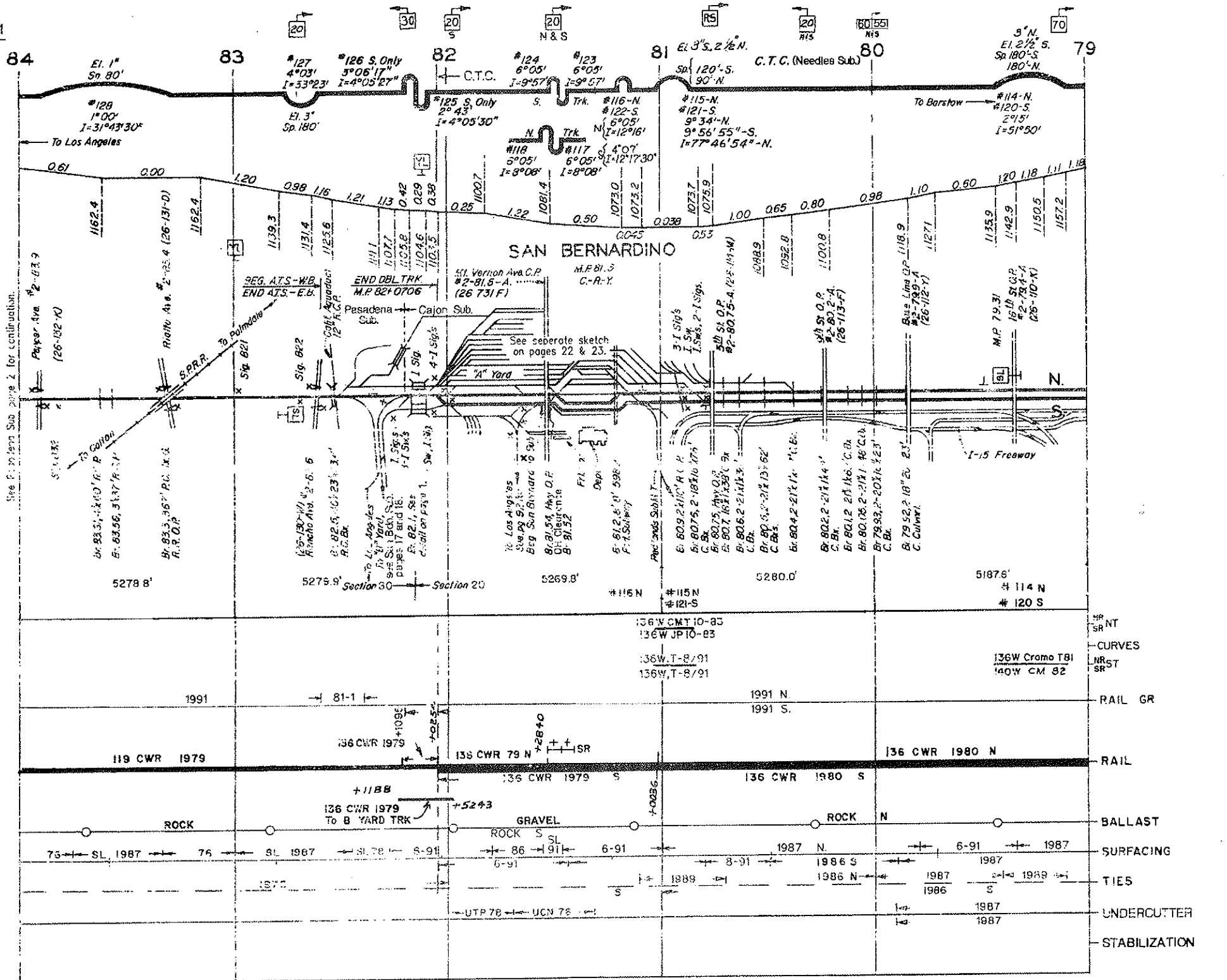
San Bernardino (M.P. 82.2) to Los Angeles (M.P. 140.1)

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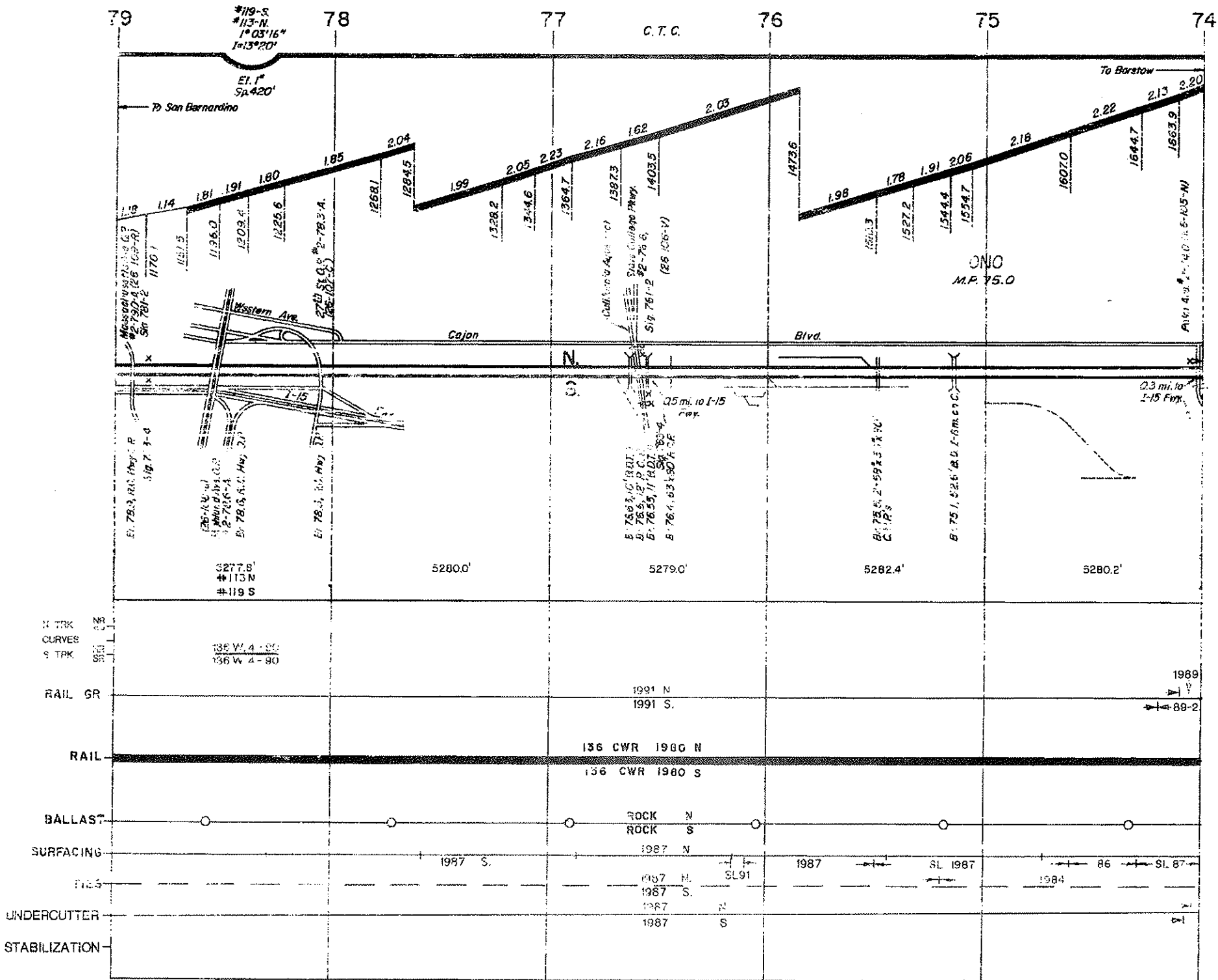




MATCH MARK FOR NEXT P2

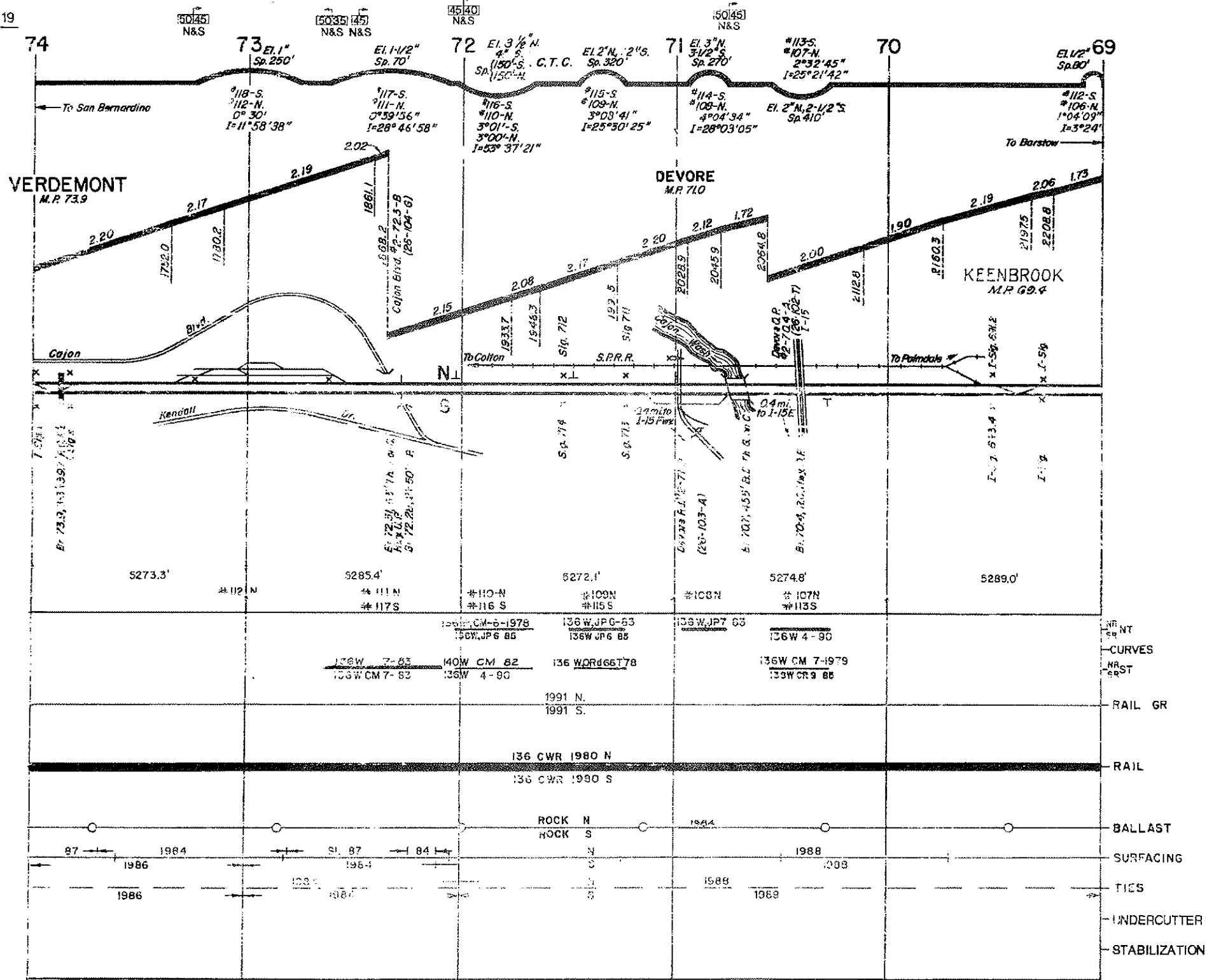


See P: 20 Item Sub page 2 for continuation

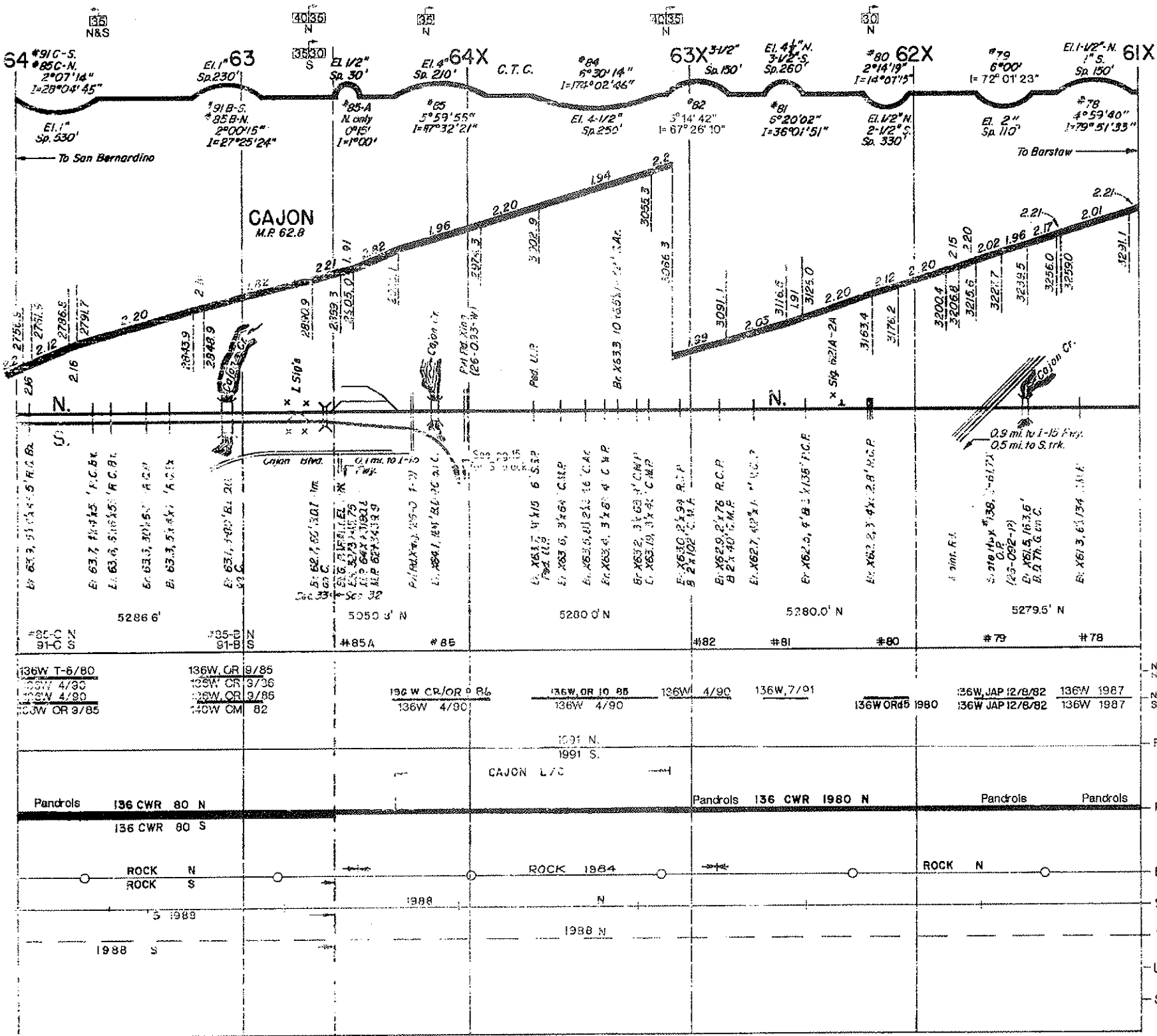


REVISED FEB. 1992

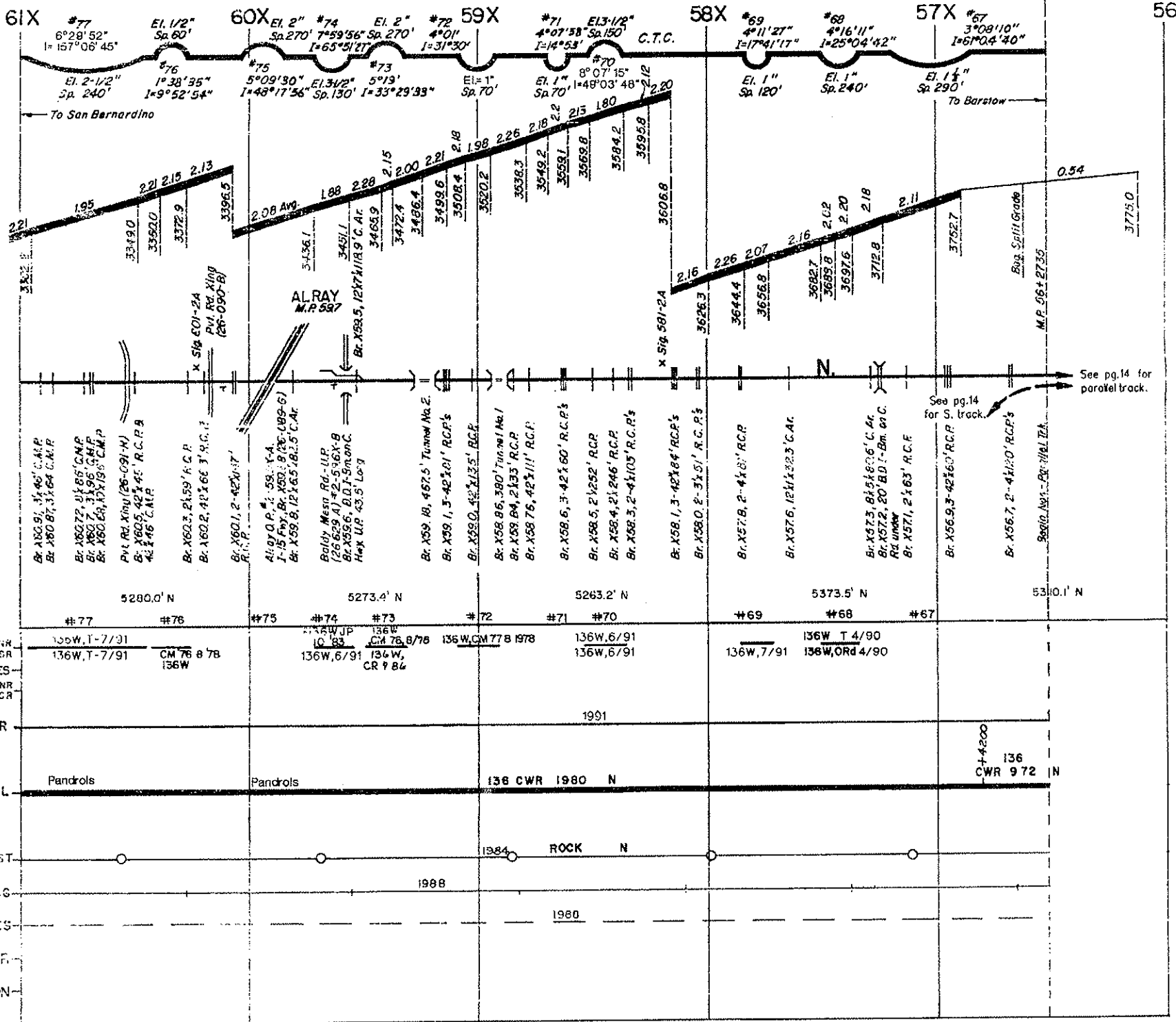
CAJON SUBDIVISION



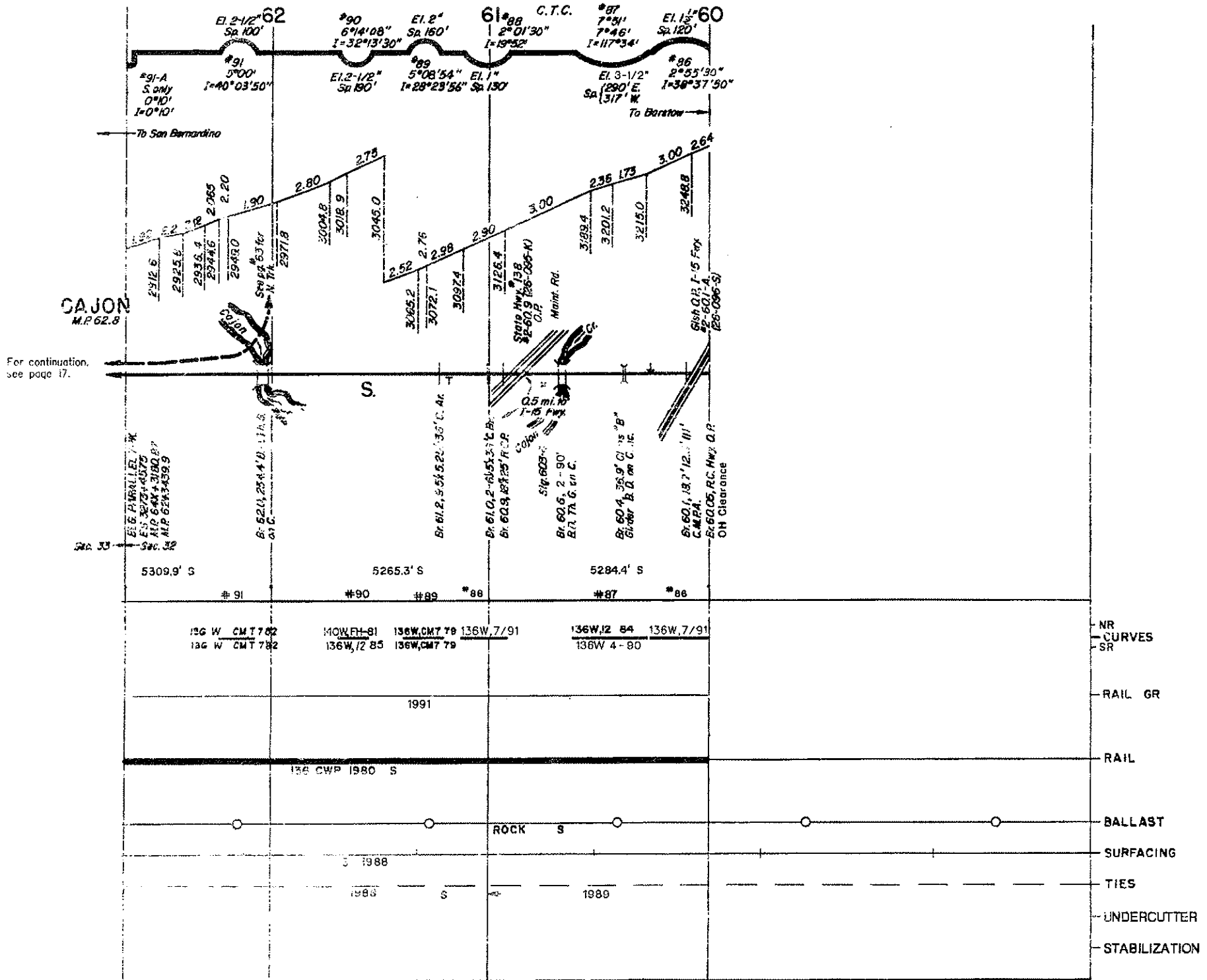
- CURVES
- RAIL GR
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

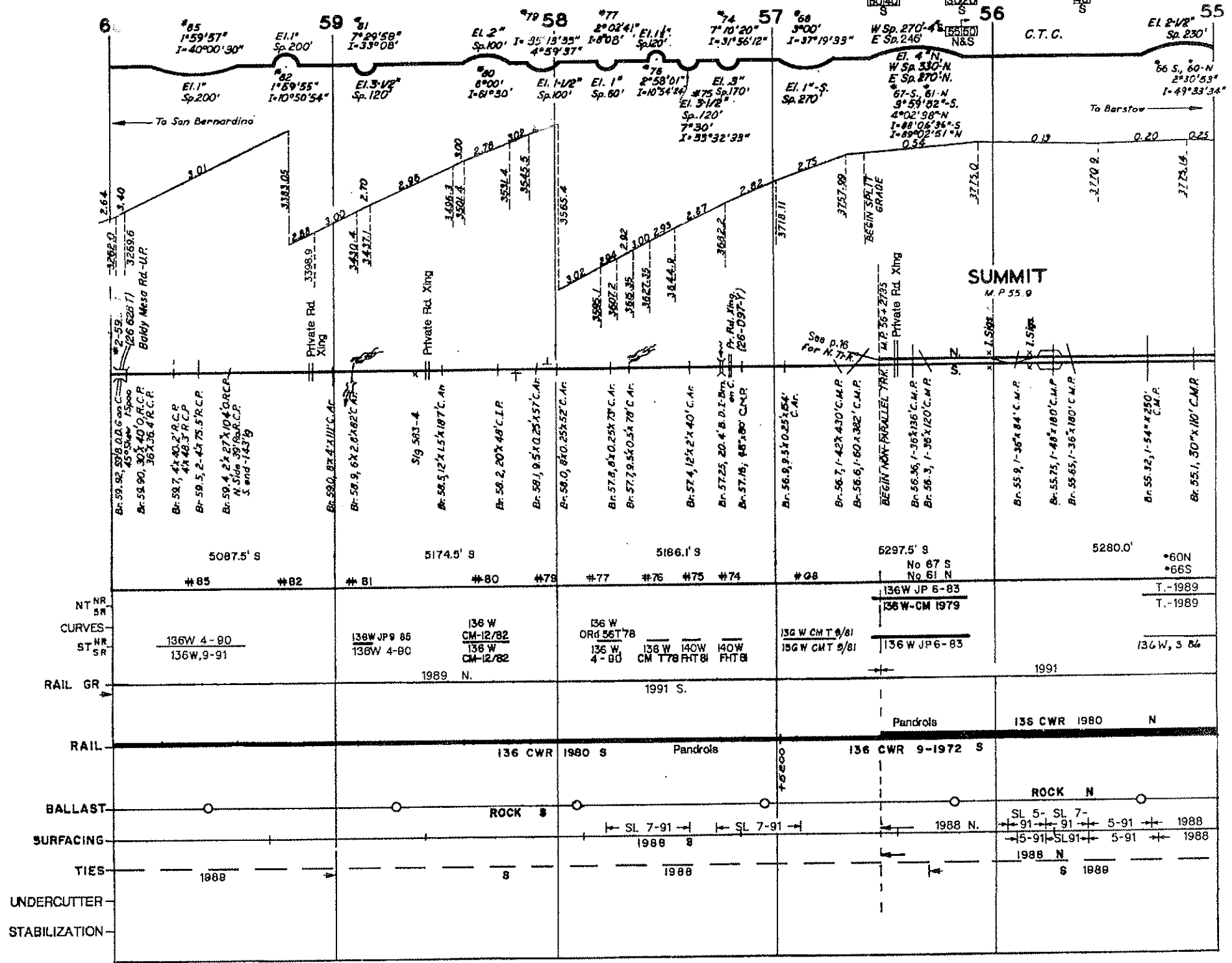


- NR N TRK
- SR S TRK
- RAIL GR
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION



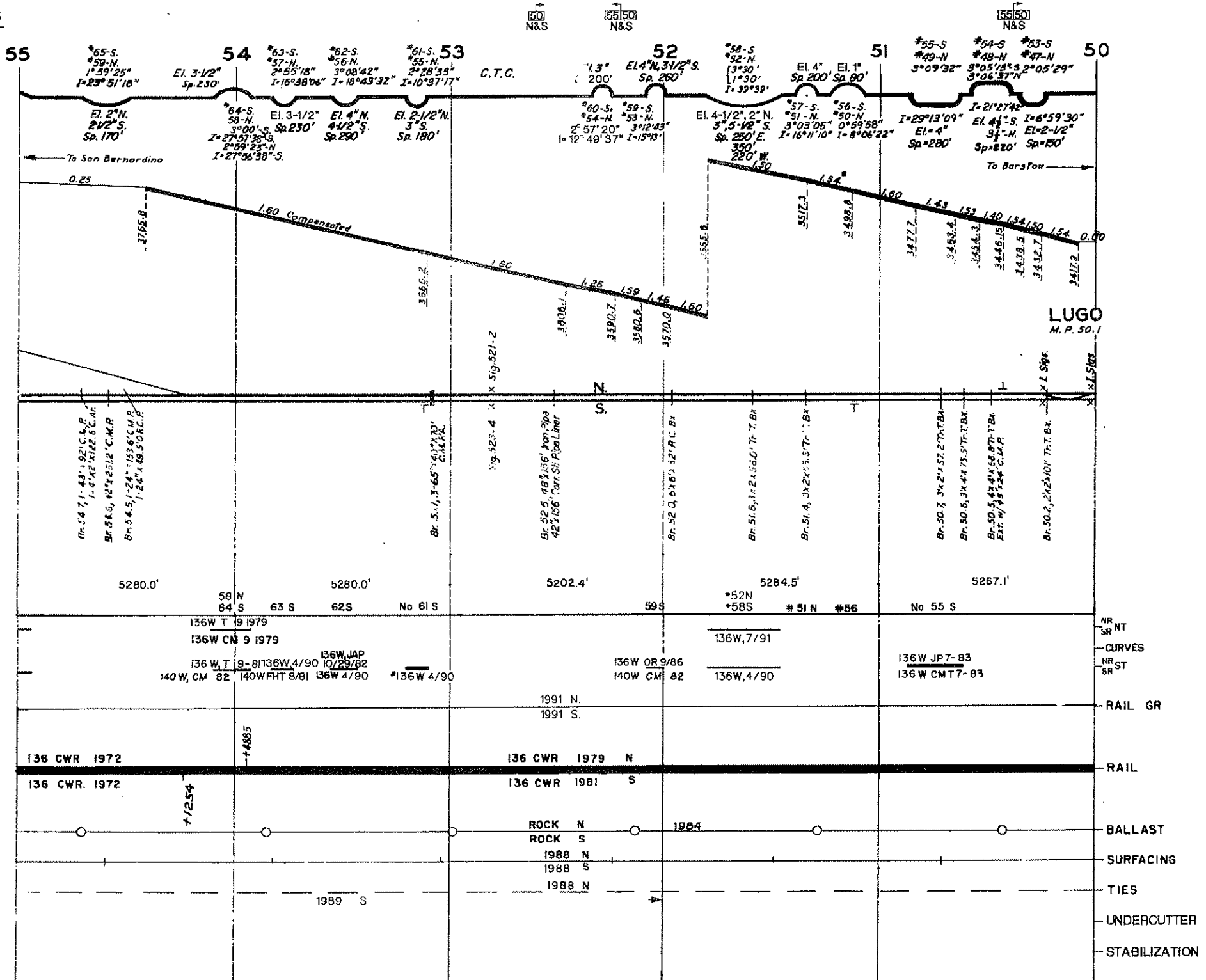
4035
N&S

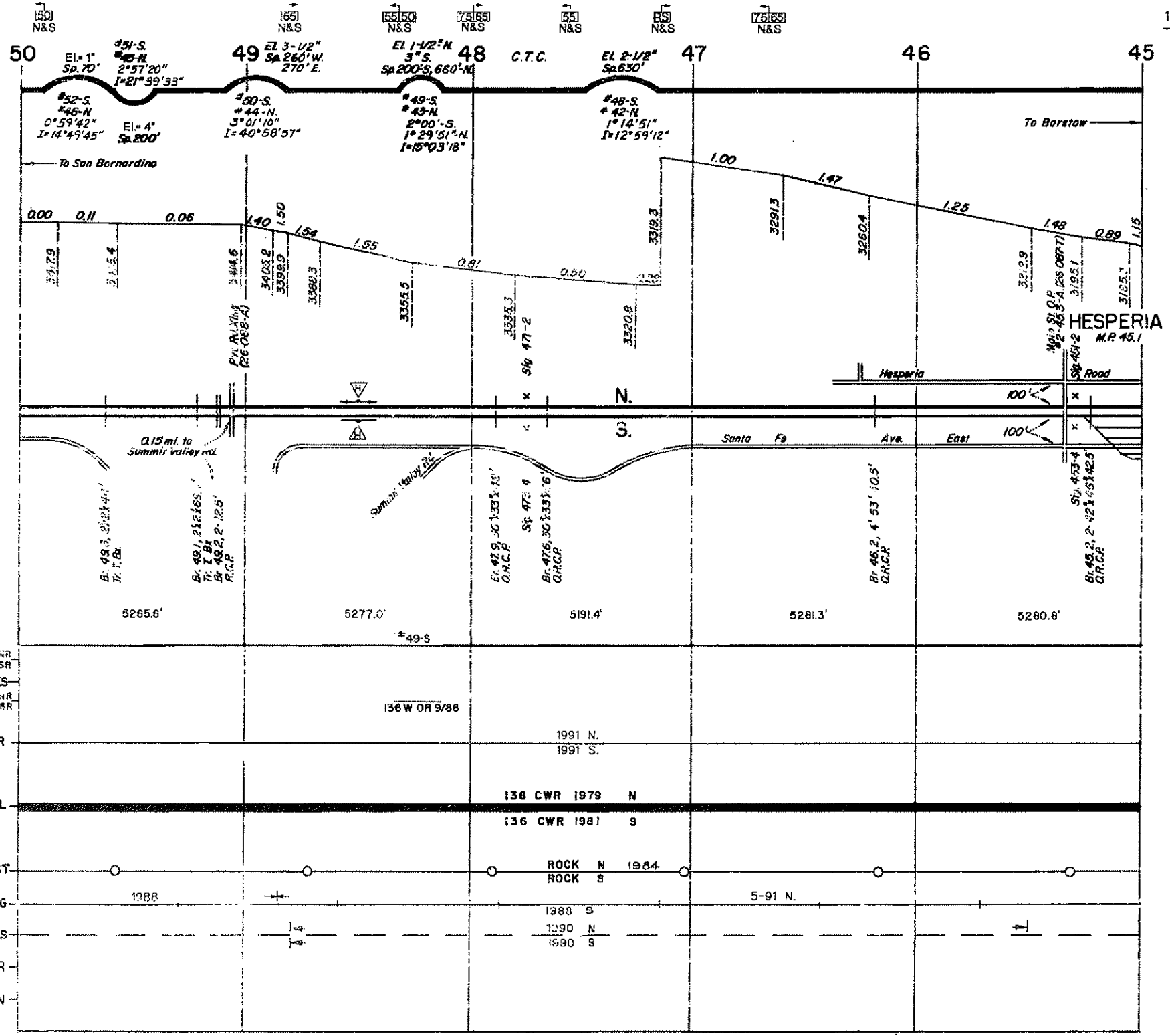




REVISED FEB. 1992

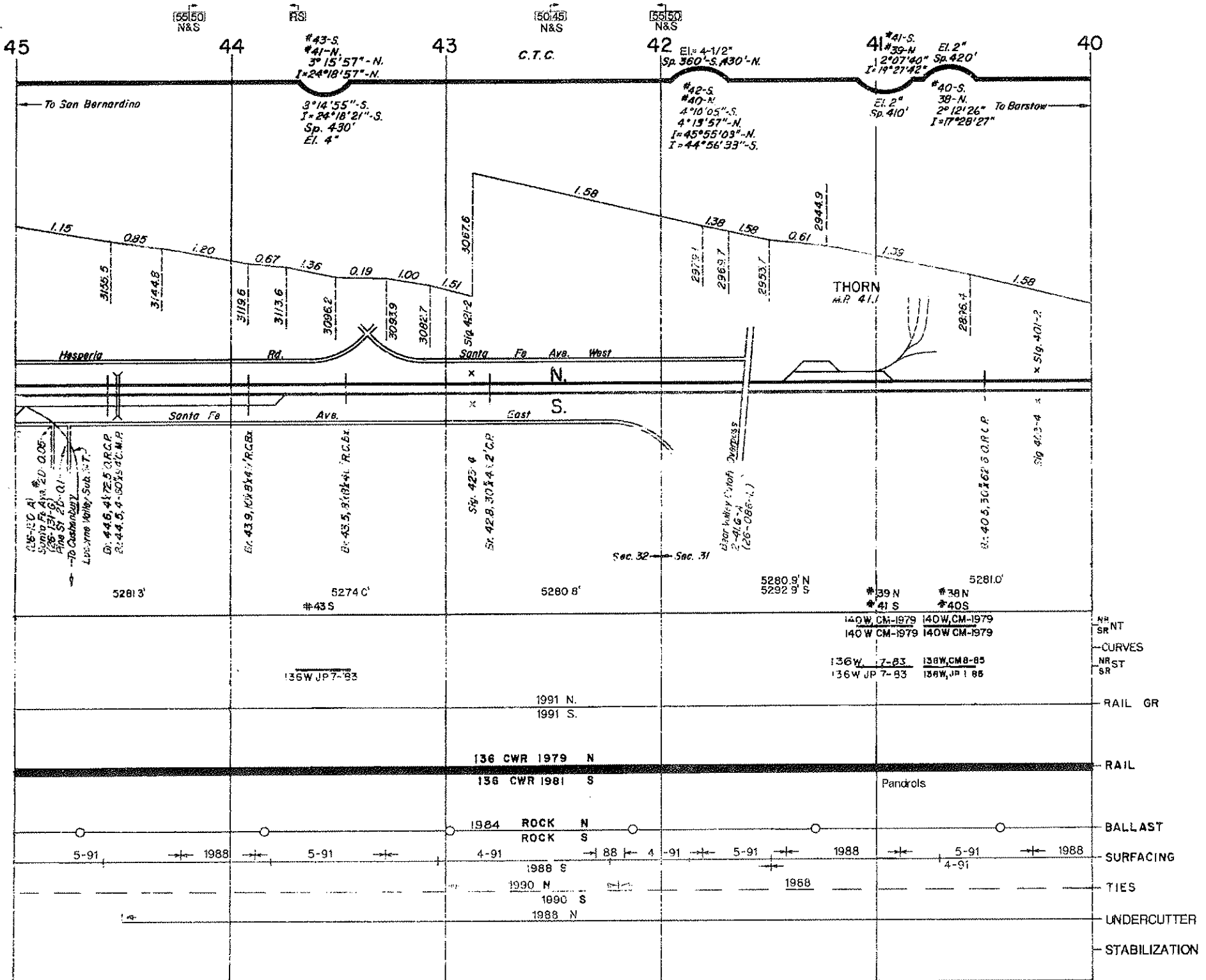
CAJON SUBDIVISION

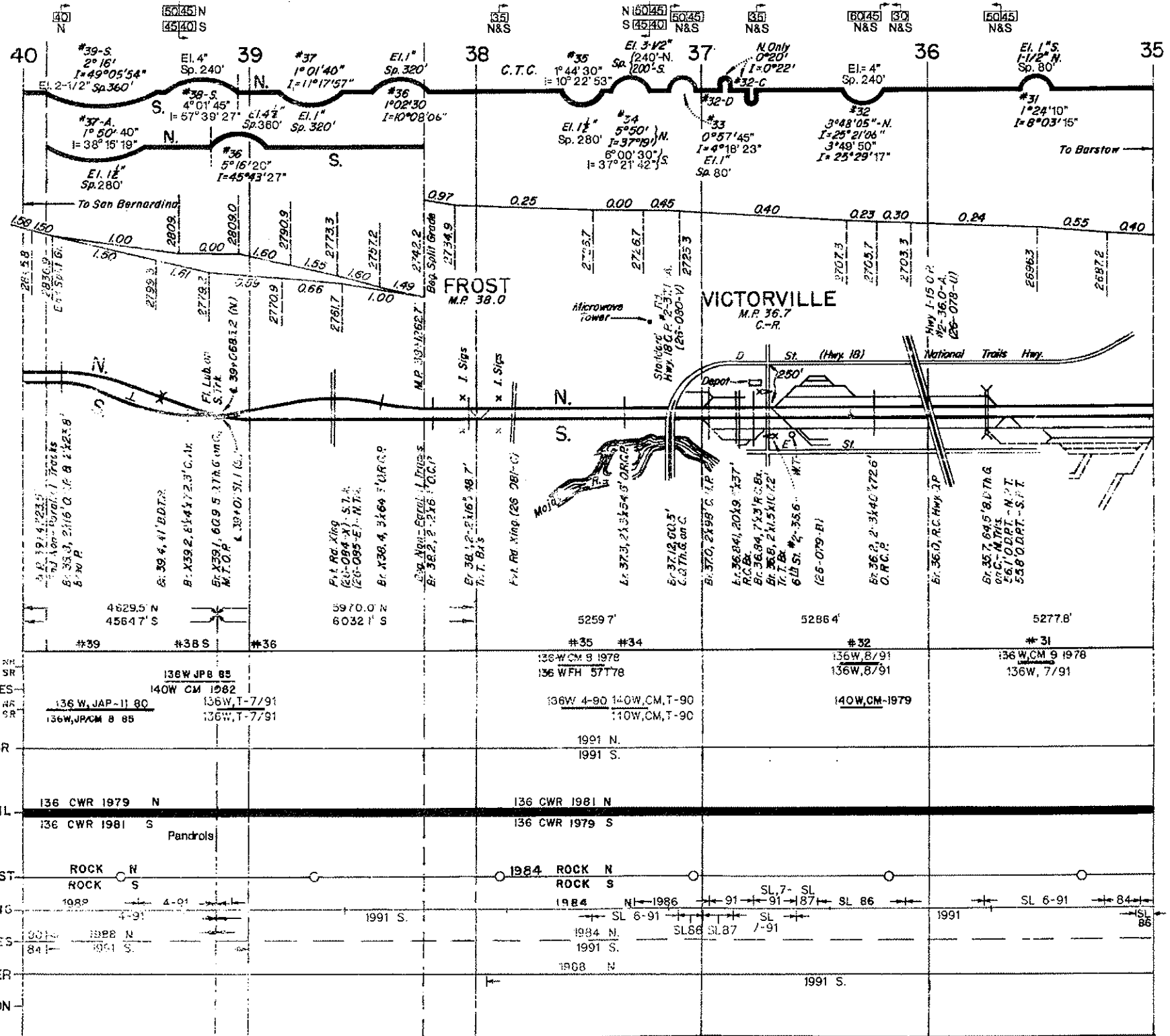




REVISED FEB. 1992

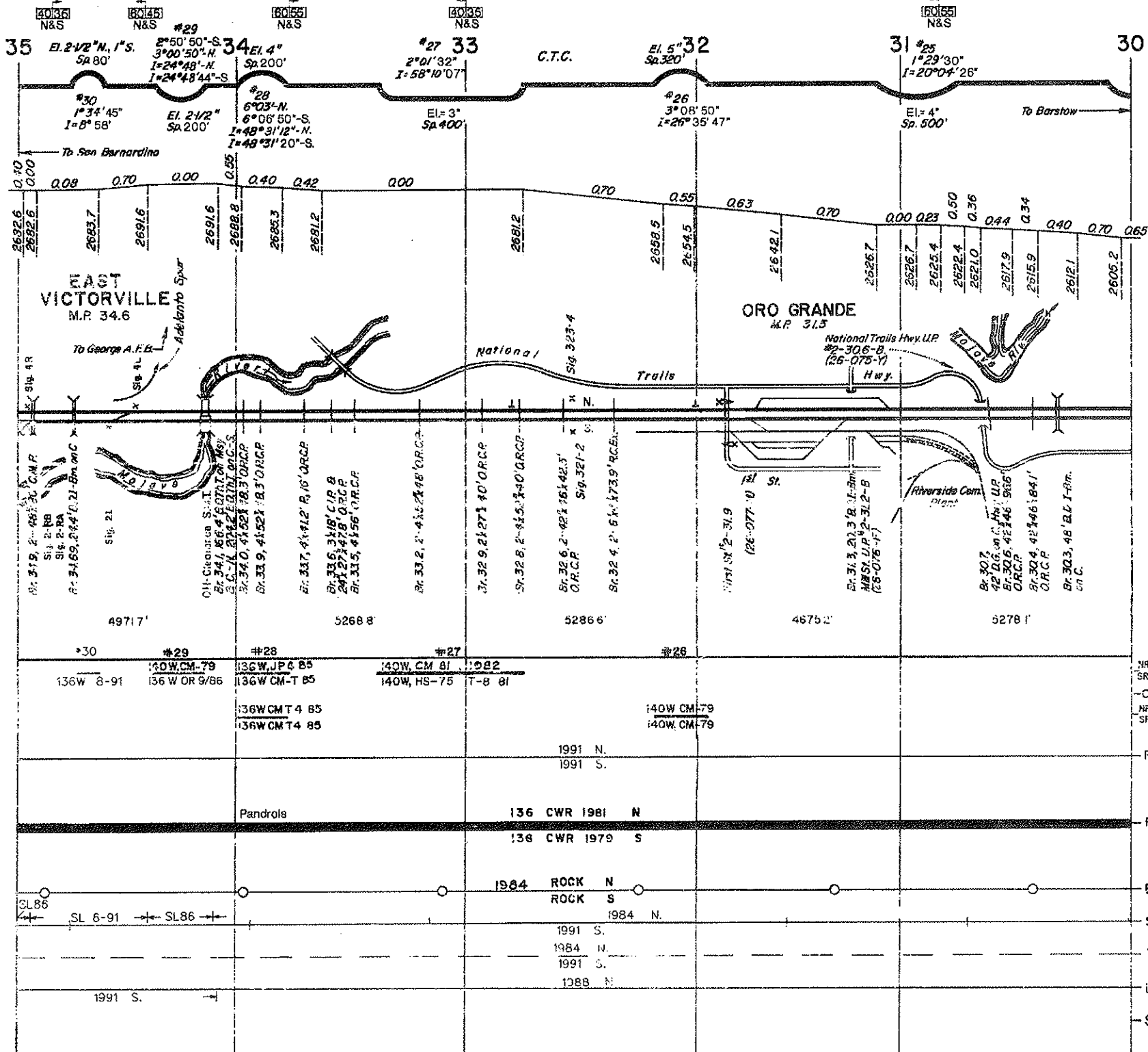
CAJON SUBDIVISION

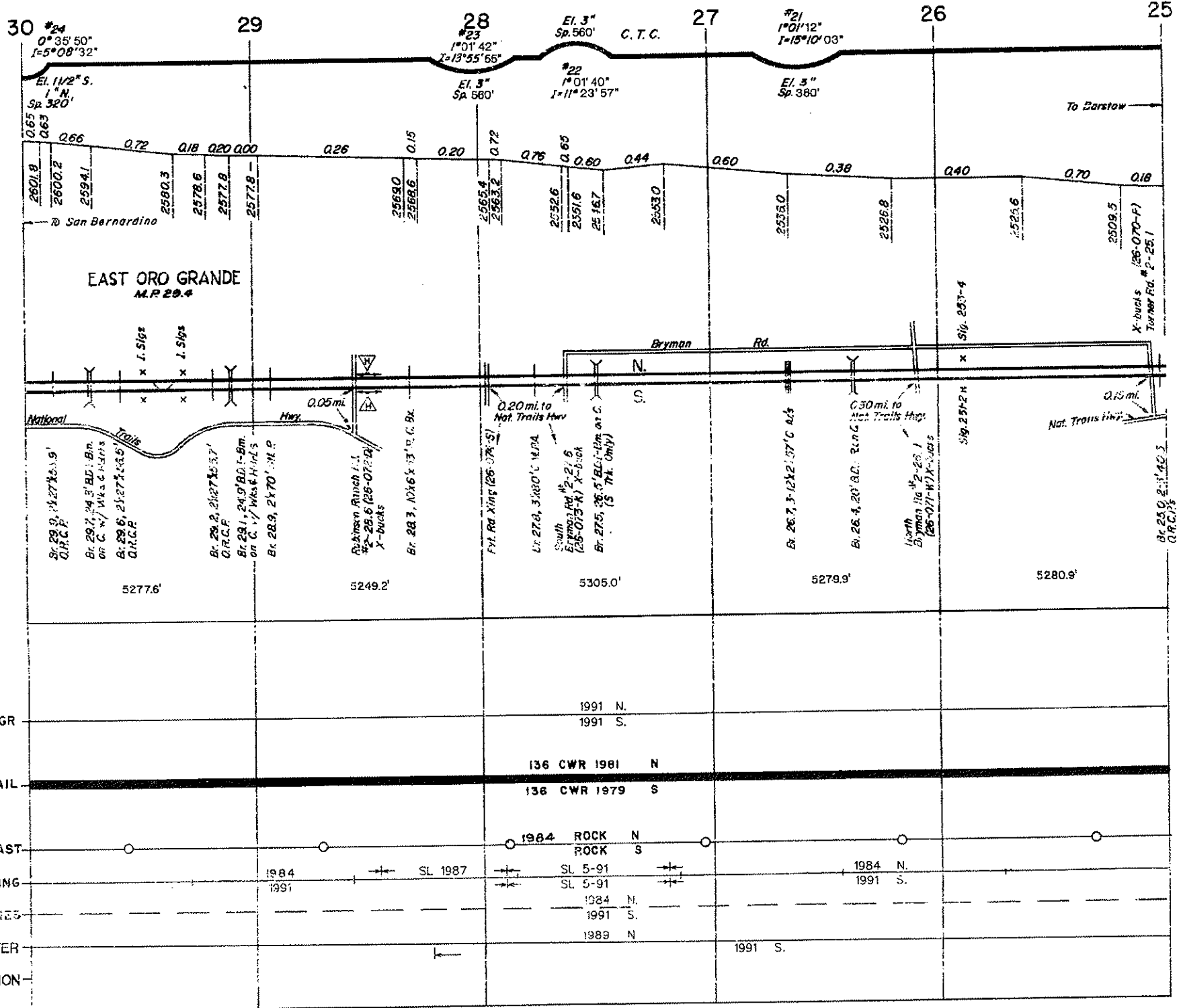




REVISED FEB. 1992

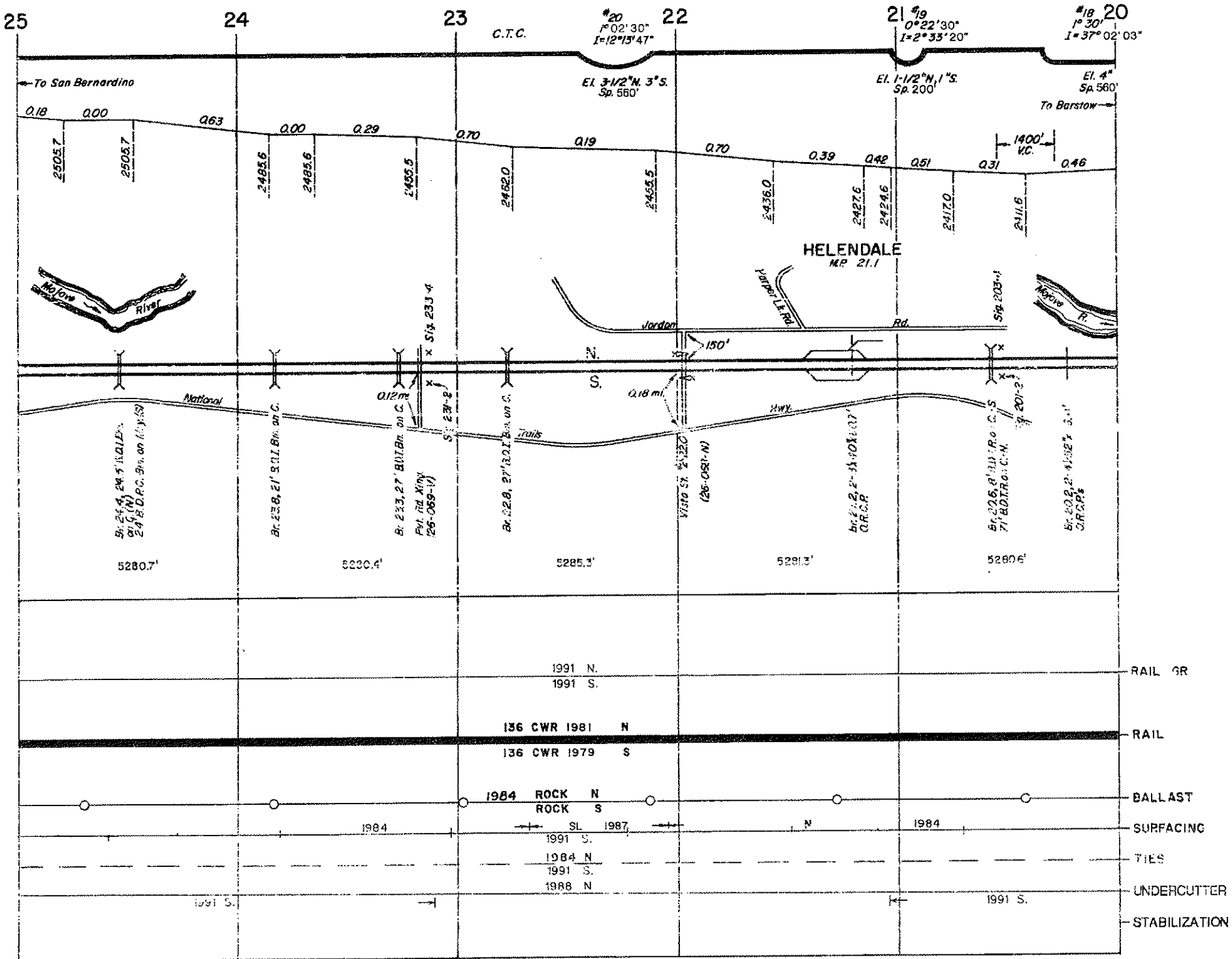
CAJON SUBDIVISION

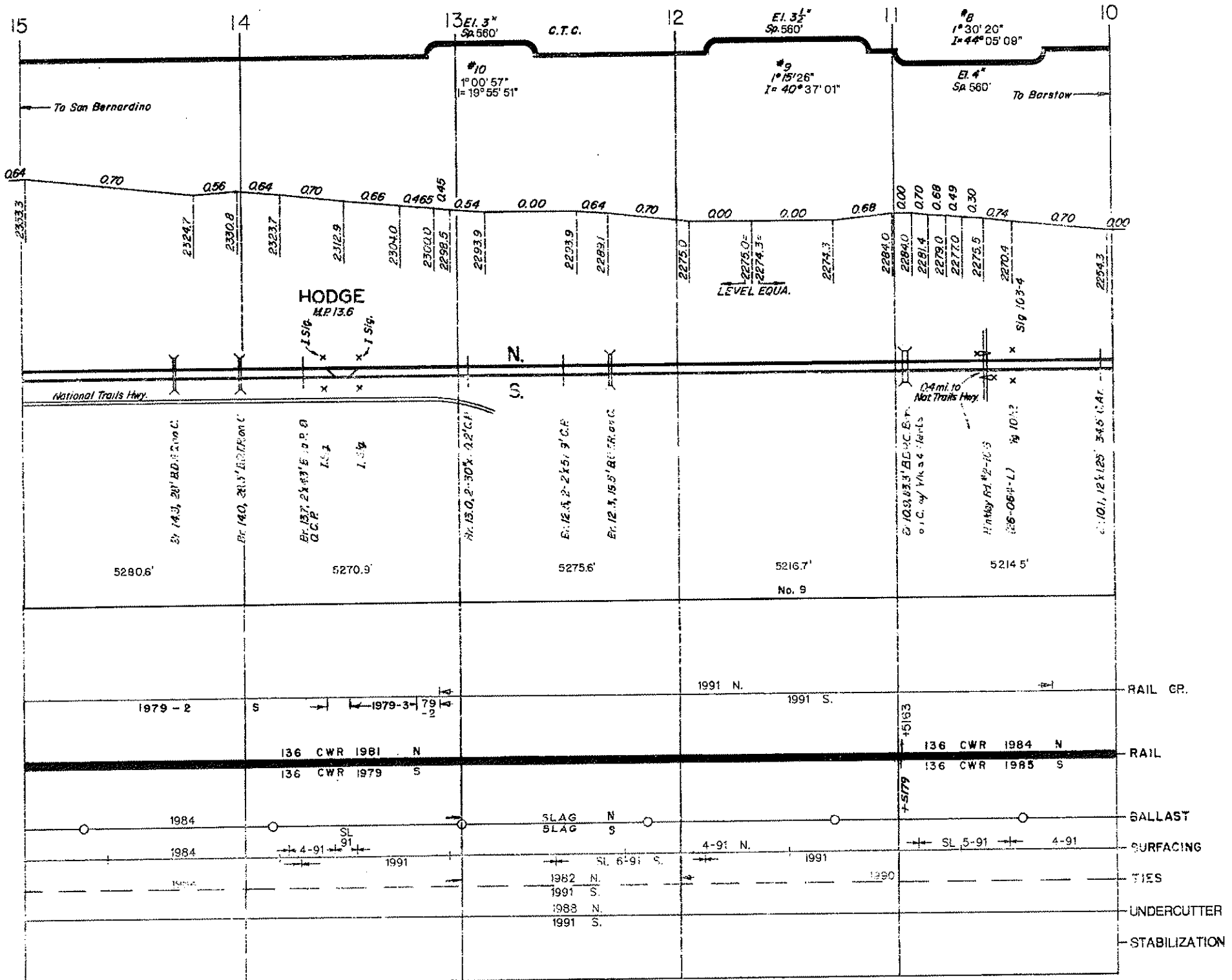


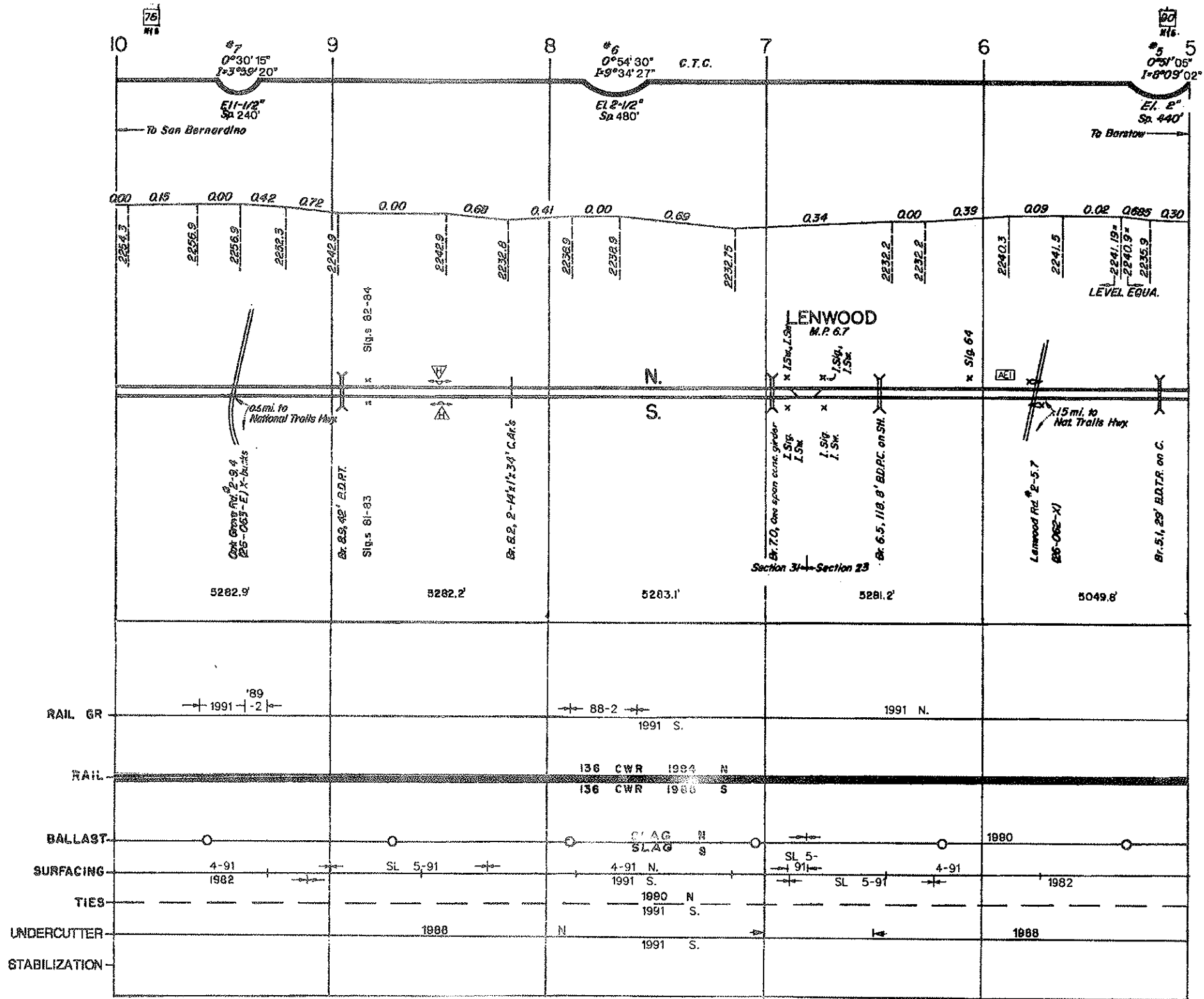


REVISED FEB. 1992

CAJON SUBDIVISION

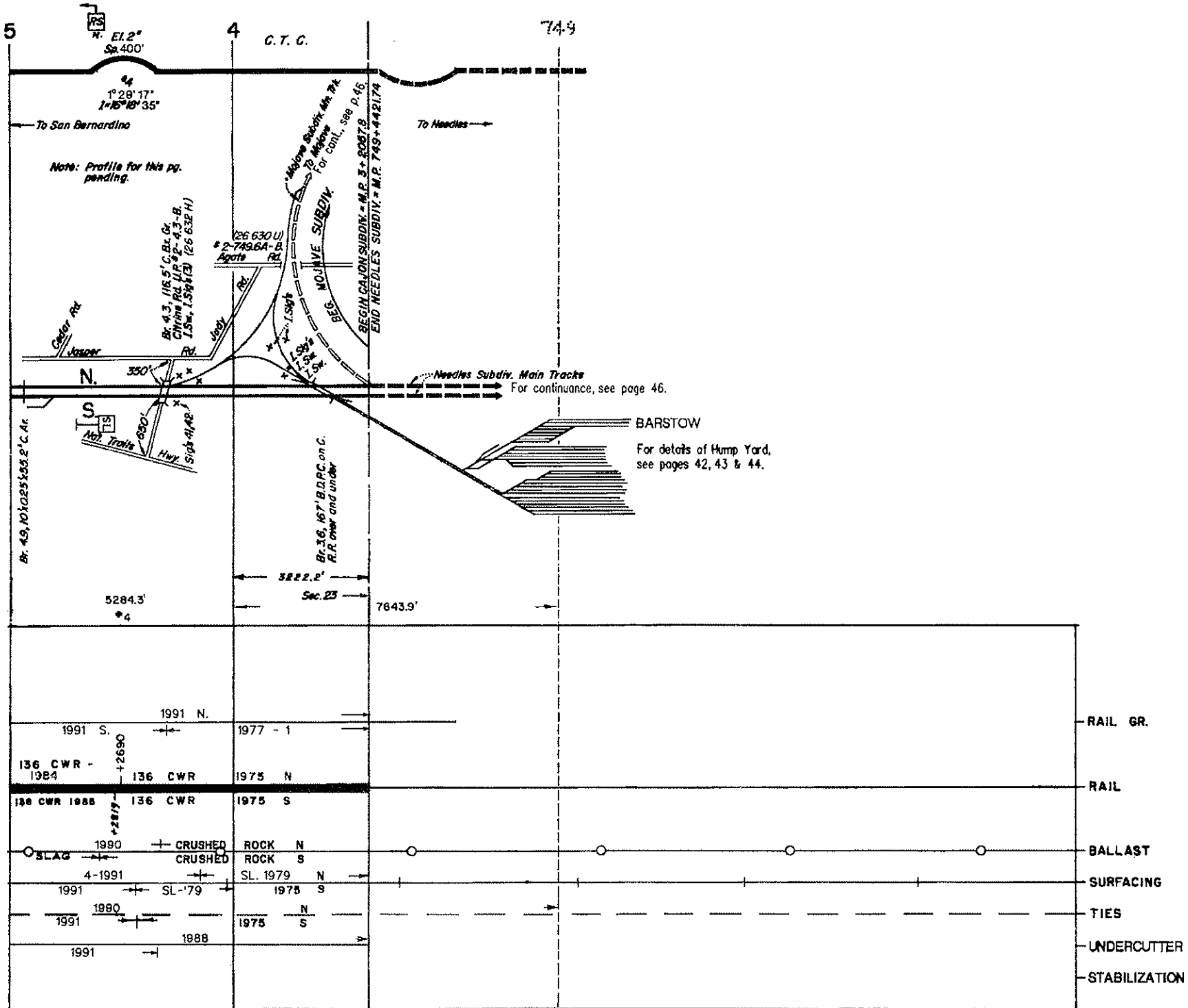






REVISED FEB. 1992

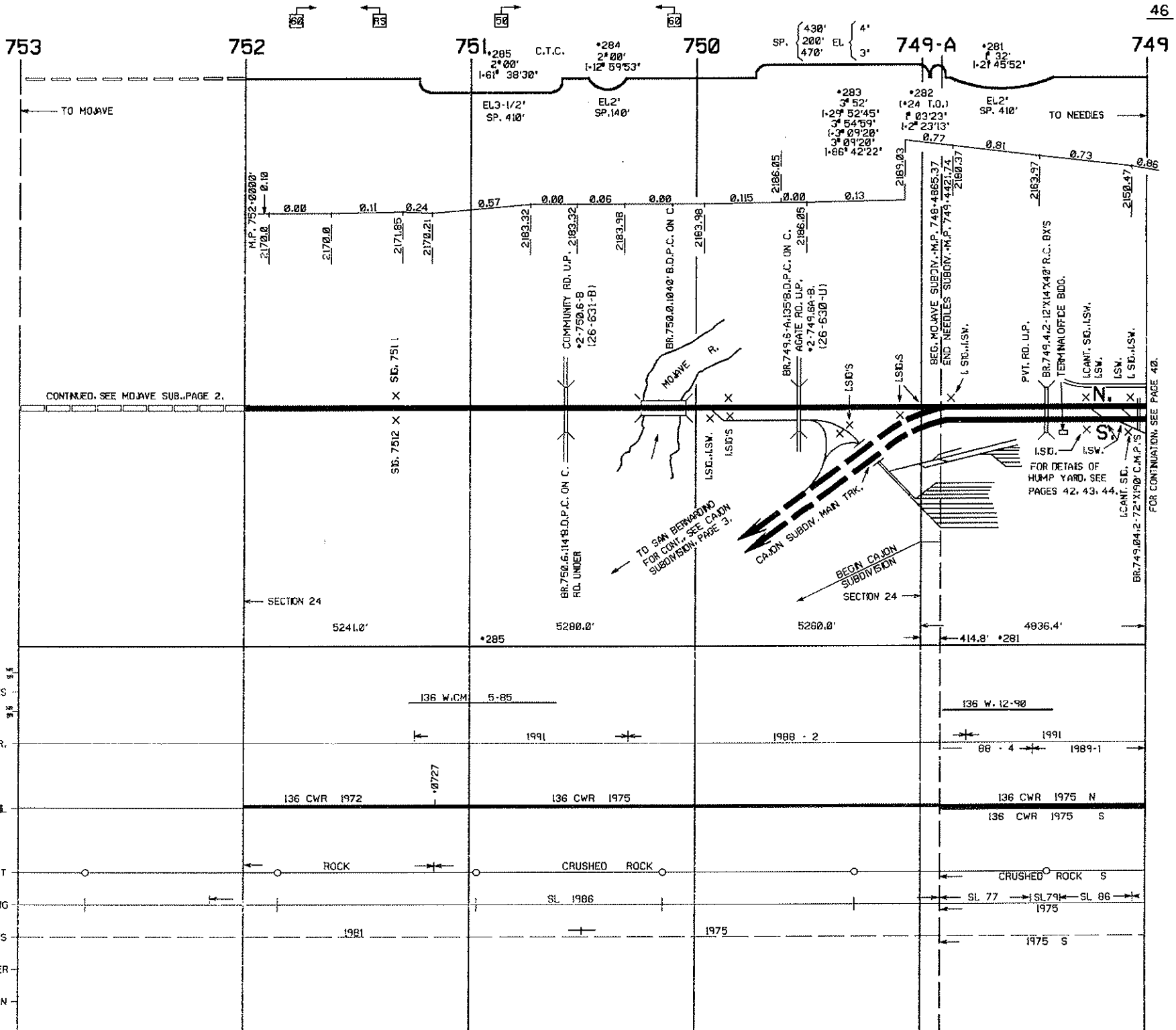
CAJON SUBDIVISION



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Cajon Subdivision

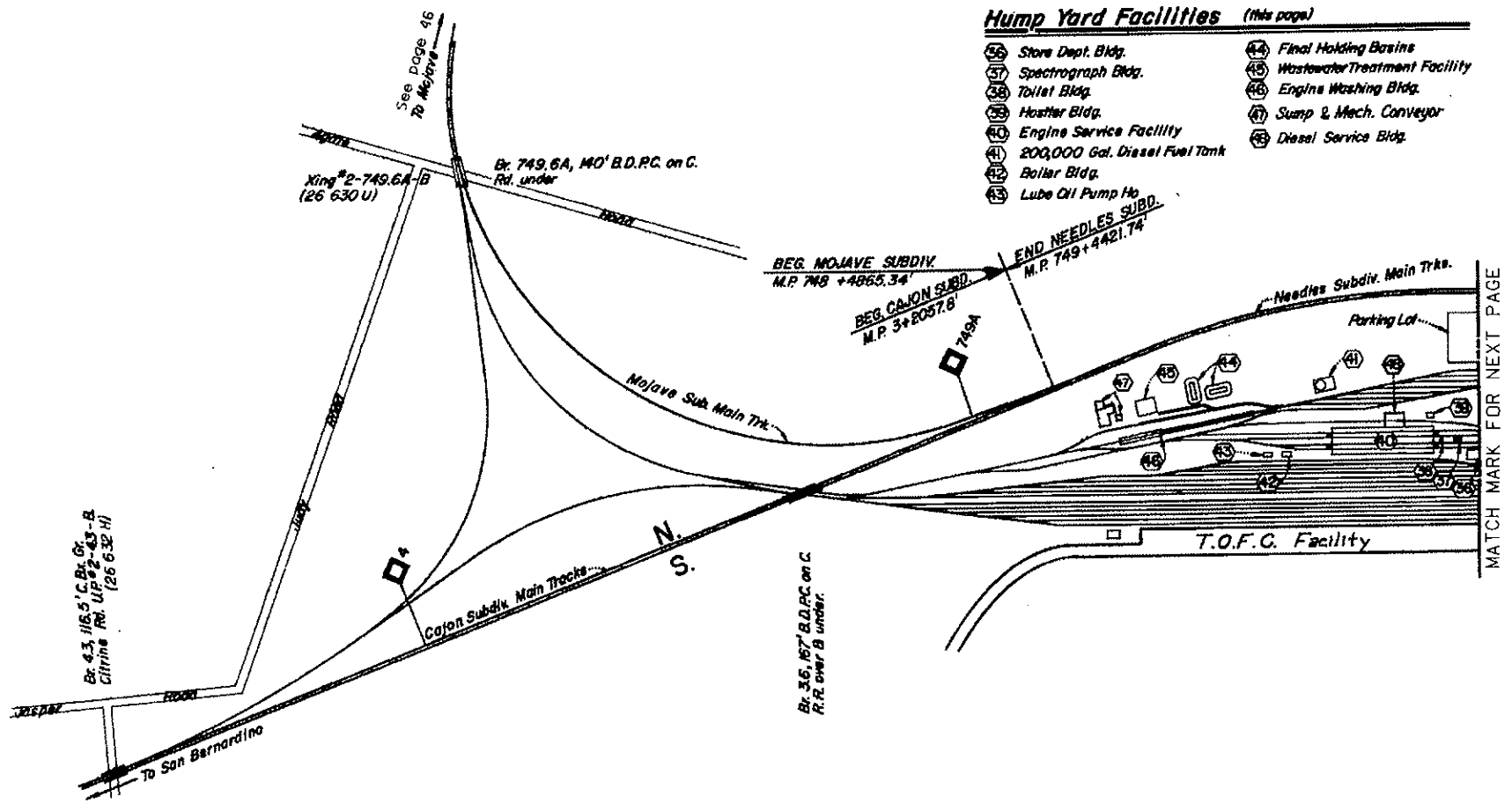
Barstow (M.P. 3.39) to San Bernardino (M.P. 82.2)



REVISED FEB. 1992

NEEDLES SUBDIVISION

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Hump Yard Facilities (this page)

- | | |
|----------------------------------|----------------------------------|
| 56 Store Dept. Bldg. | 44 Final Holding Basins |
| 57 Spectrograph Bldg. | 45 Wastewater Treatment Facility |
| 58 Toilet Bldg. | 46 Engine Washing Bldg. |
| 59 Hoist Bldg. | 47 Sump & Mech. Conveyor |
| 60 Engine Service Facility | 48 Diesel Service Bldg. |
| 41 200,000 Gal. Diesel Fuel Tank | |
| 62 Boiler Bldg. | |
| 63 Lube Oil Pump Ho. | |

MATCH MARK FOR NEXT PAGE

Hump Yard Capacities

Receiving Yard

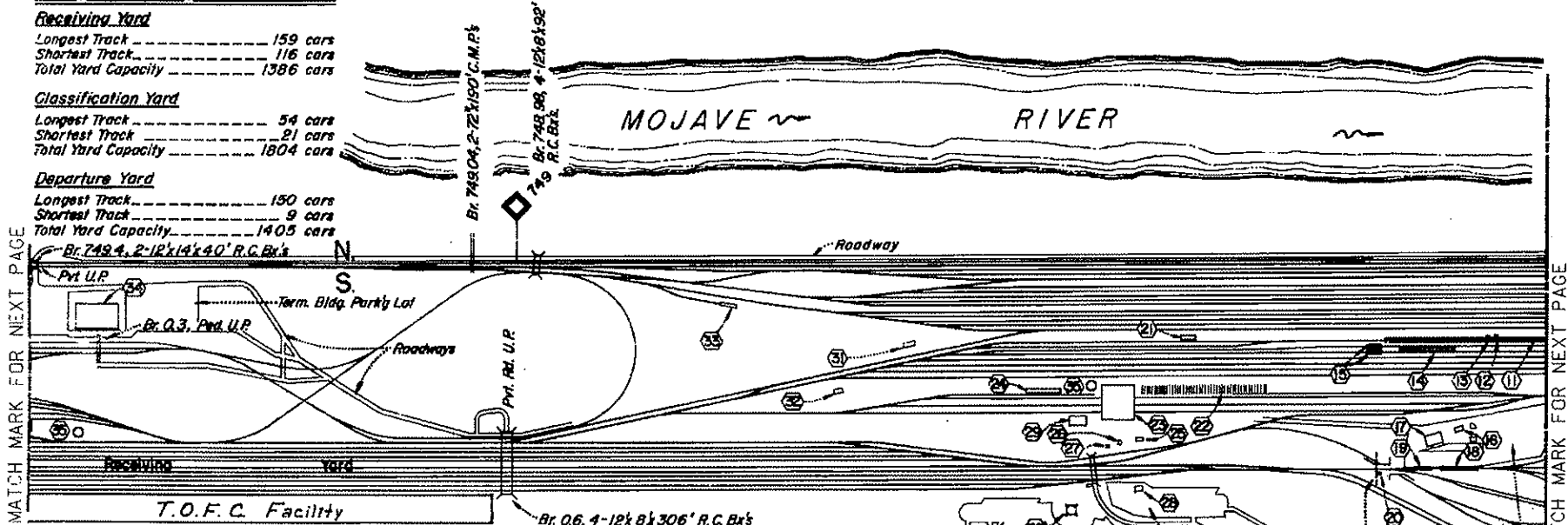
Longest Track ----- 159 cars
 Shortest Track ----- 116 cars
 Total Yard Capacity ----- 1386 cars

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



MATCH MARK FOR NEXT PAGE

MATCH MARK FOR NEXT PAGE

Hump Yard Facilities (this page)

- | | | |
|-------------------------------|---------------------------------|---------------------------------------|
| (1) M.T.C. Service Platform | (20) Hump Conductor's Bldg. | (28) Rip Track Office Bldg. |
| (2) M.T.C. Toilet Bldg. | (21) M.T.C. Office Bldg. | (29) Terminal Supervisor's High Tower |
| (3) M.T.C. Pump Bldg. | (22) Wheel Storage Tracks (66) | (30) Section Garage |
| (4) M.T.C. Dock | (23) One Spot Bldg. | (31) Equipment Repair Shop |
| (5) M.T.C. Wash Platforms (2) | (24) Truck and Rail Dock | (32) T.O.F.C. Ramp |
| (6) Hump Craw Bldg. | (25) Oxygen and Acetylene Bldg. | (33) Terminal Office Bldg. |
| (7) Humpmaster's Off. Bldg. | (26) Liquid Oxygen Storage Pad | (34) 1000 Gal. Abv.-Grd. Sto. Tank |
| (8) Master Reorderer | (27) Battery Storage Bldg. | |
| (9) Electronic Track Scales | (28) Car Inspector's Shanty | |

Term. Tower Parking Lot

Car Inspector's Parking Lot

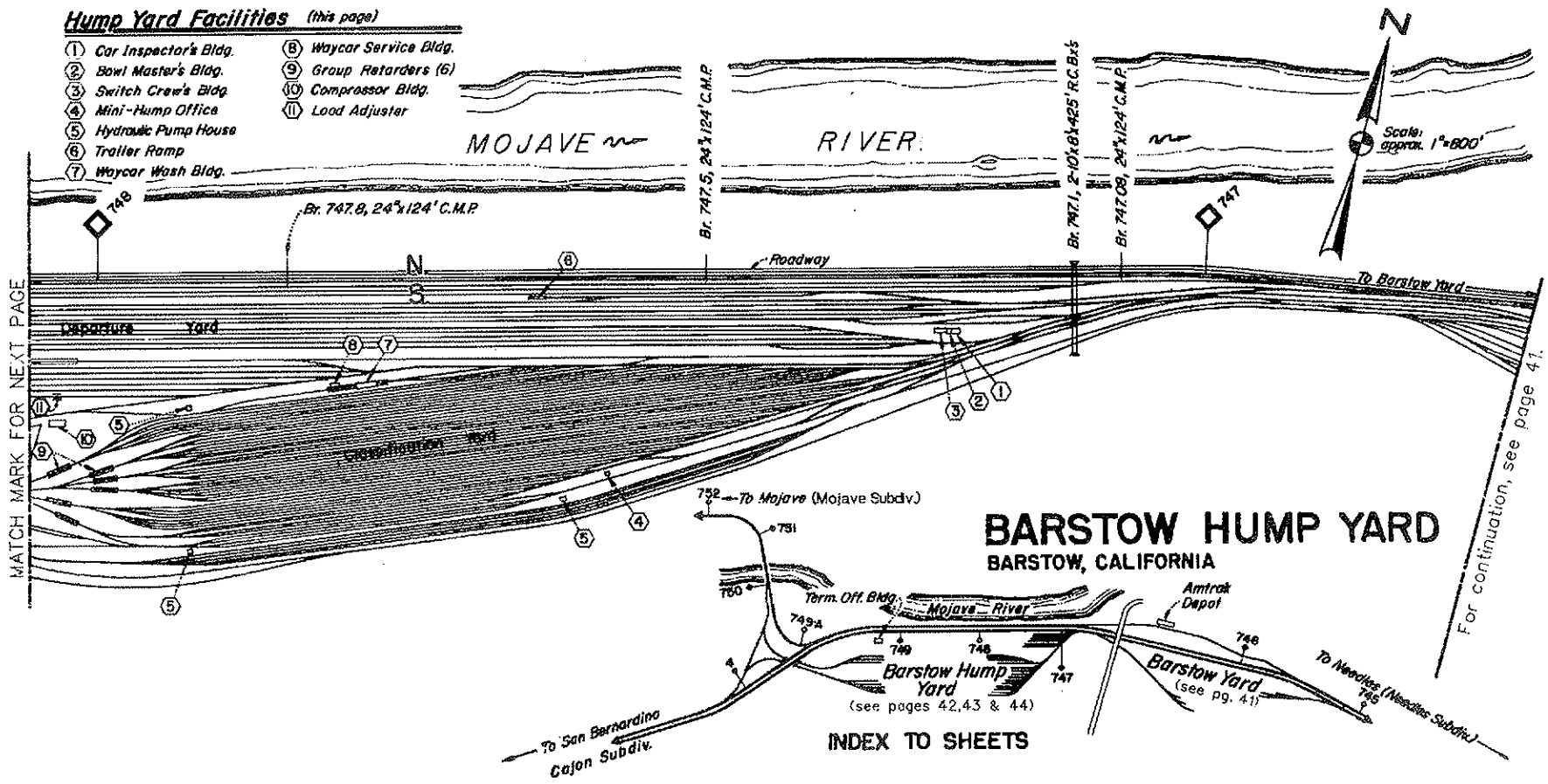
Br. 0.7, 16x12x125' R.C.Br.
 P.V. RR. U.P.

Crest of Hump
 Br. 1.2, 15x26x185'
 R.C.Br.

Humpmaster's Parking Lot

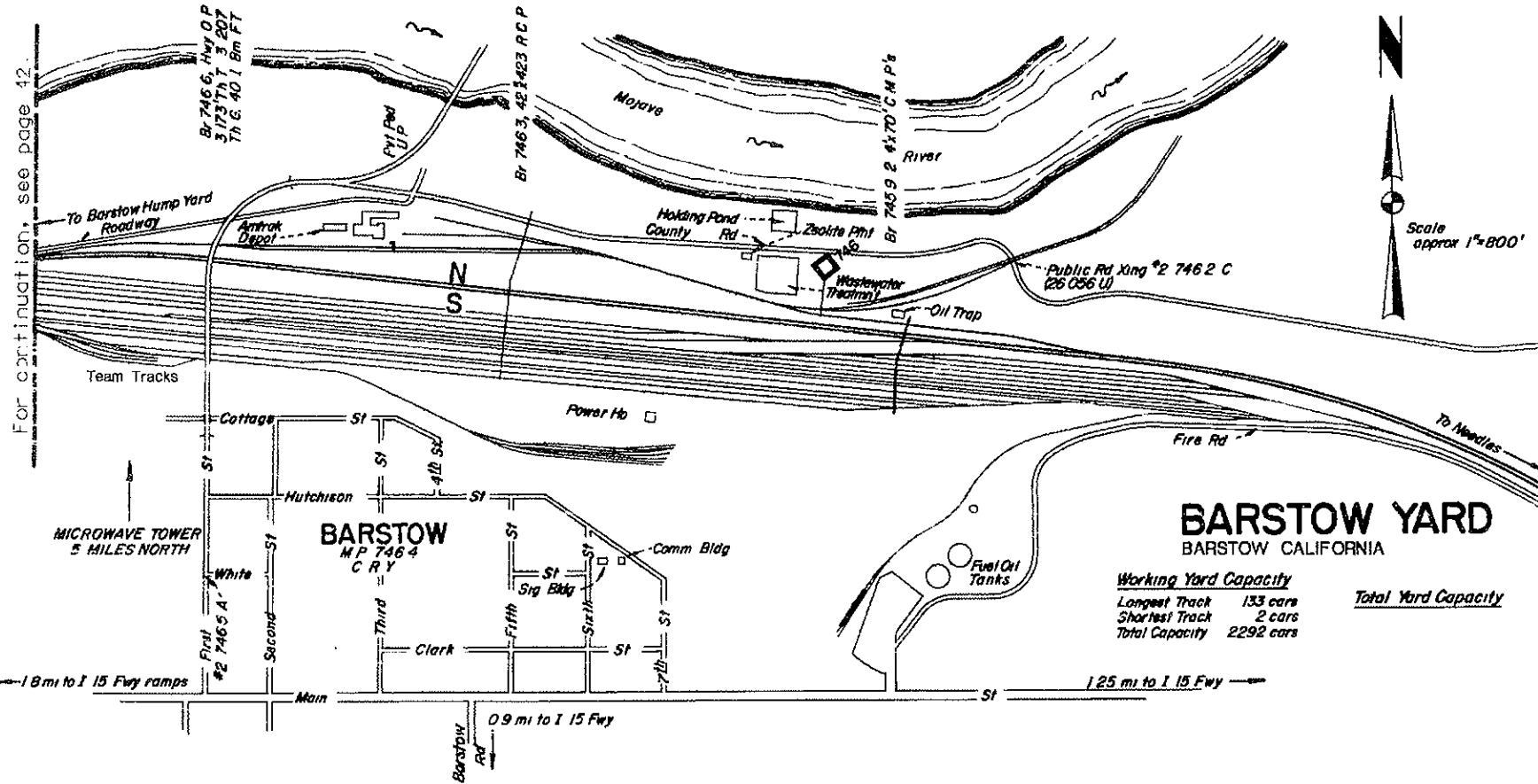
Hump Yard Facilities (this page)

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

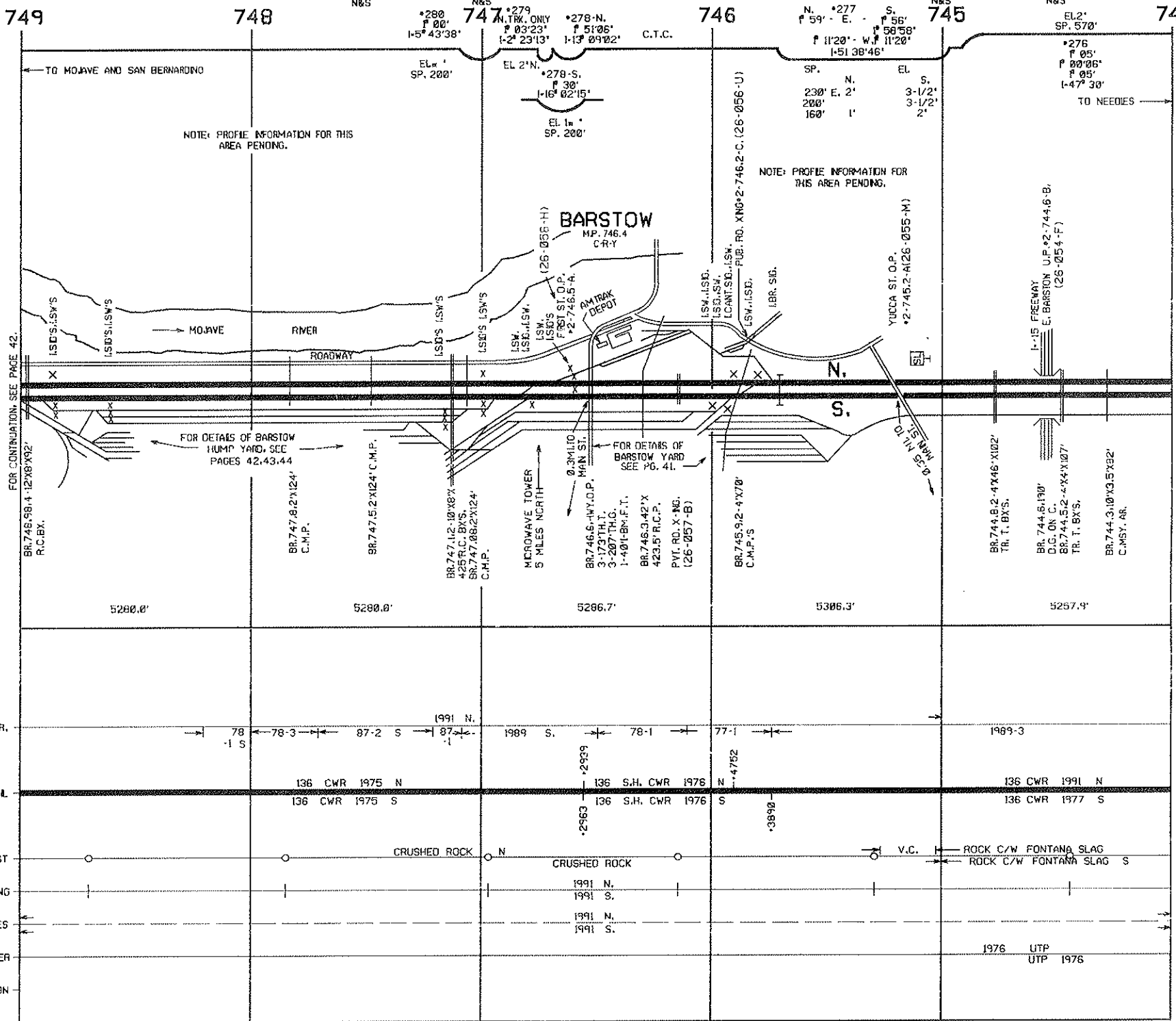


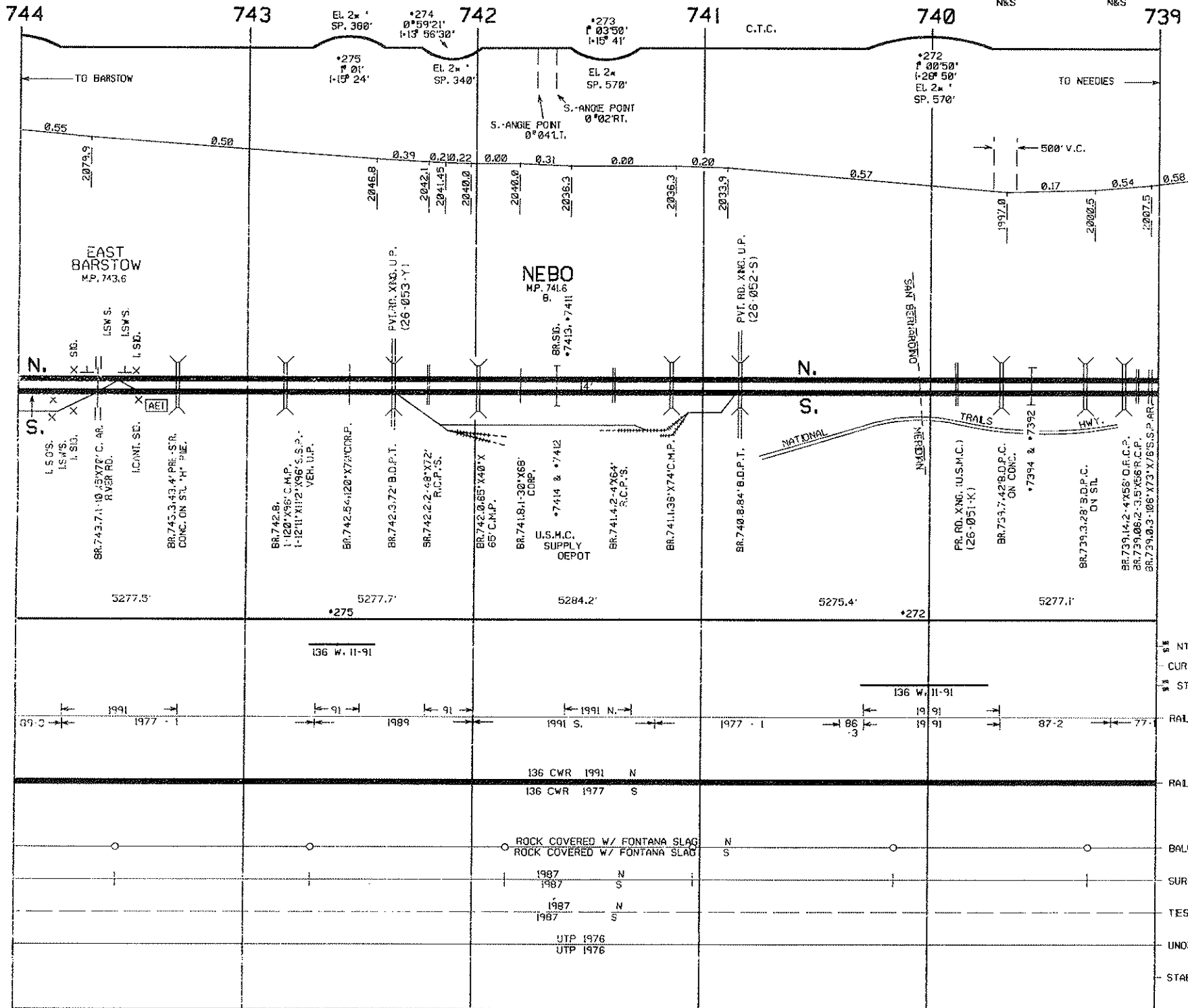
MATCH MARK FOR NEXT PAGE

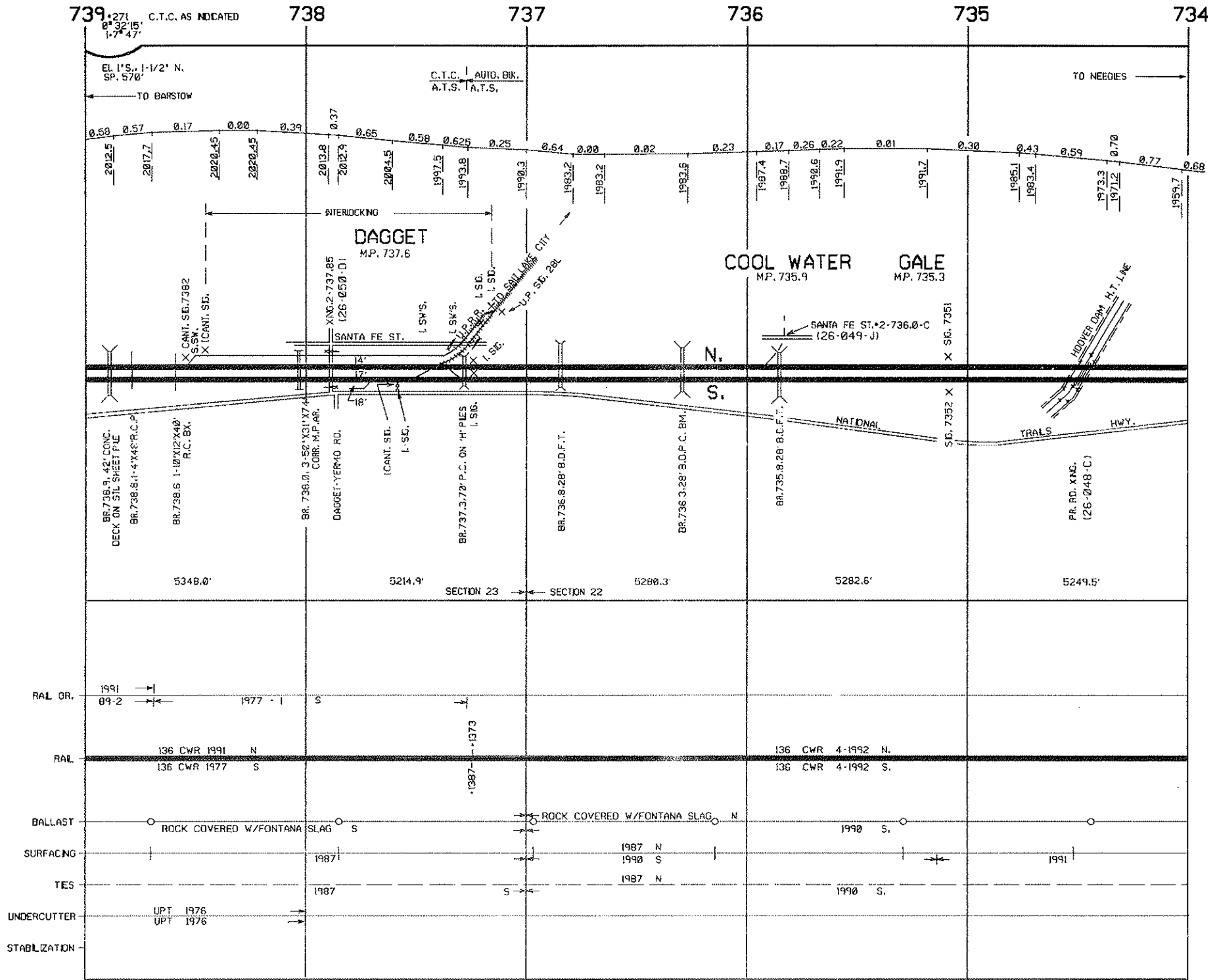
For continuation, see page 41.



TRACK SPEED

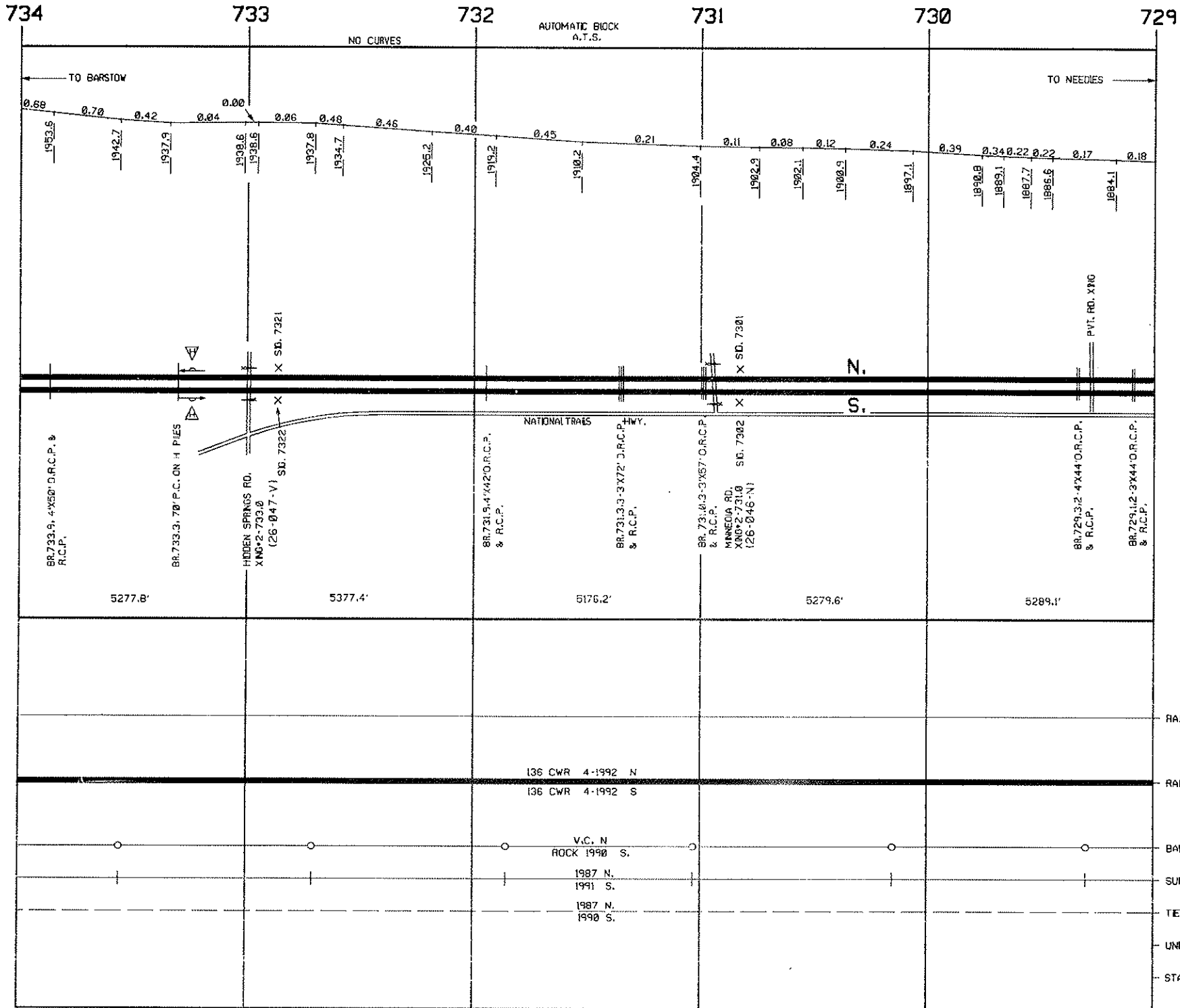


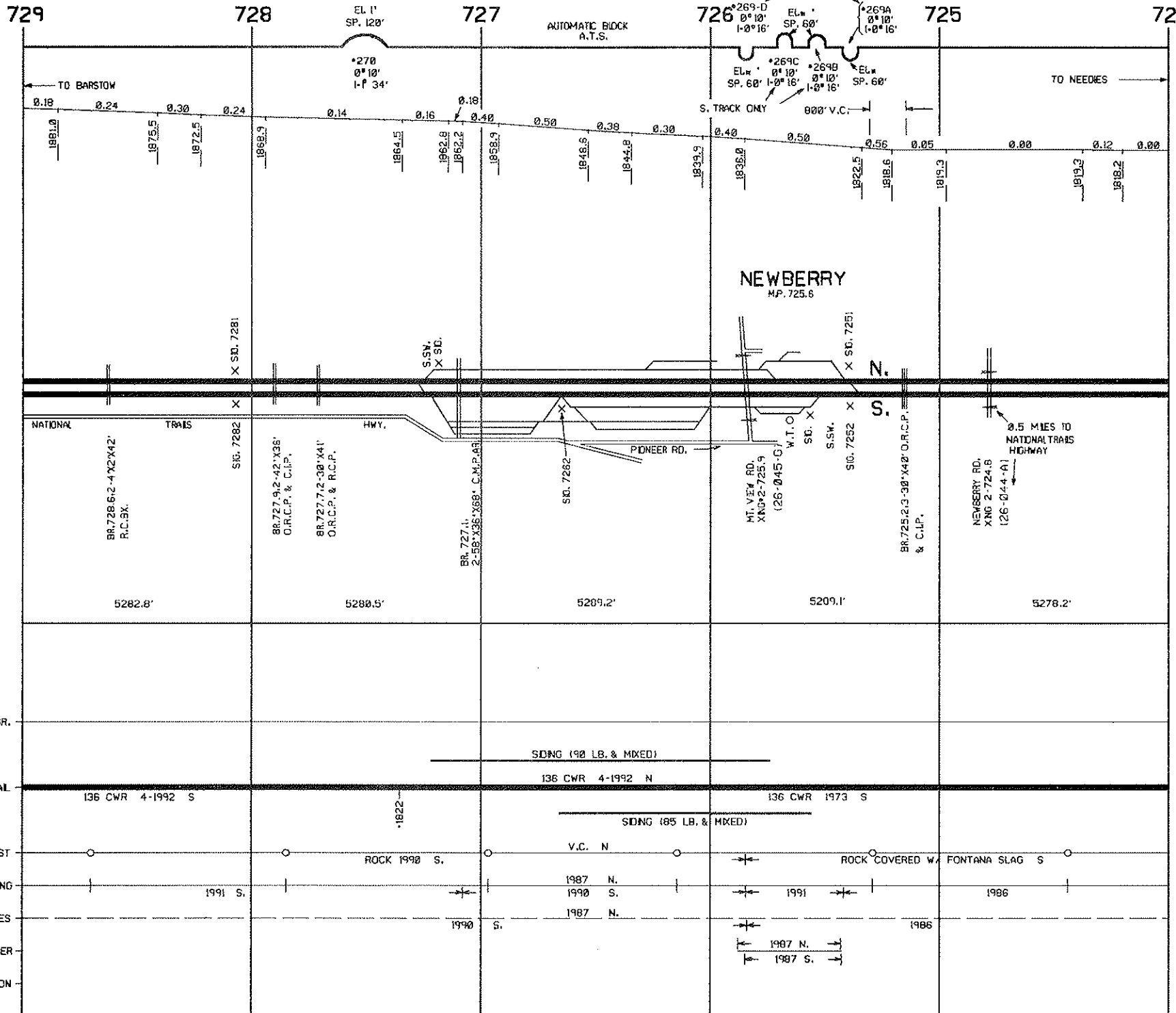


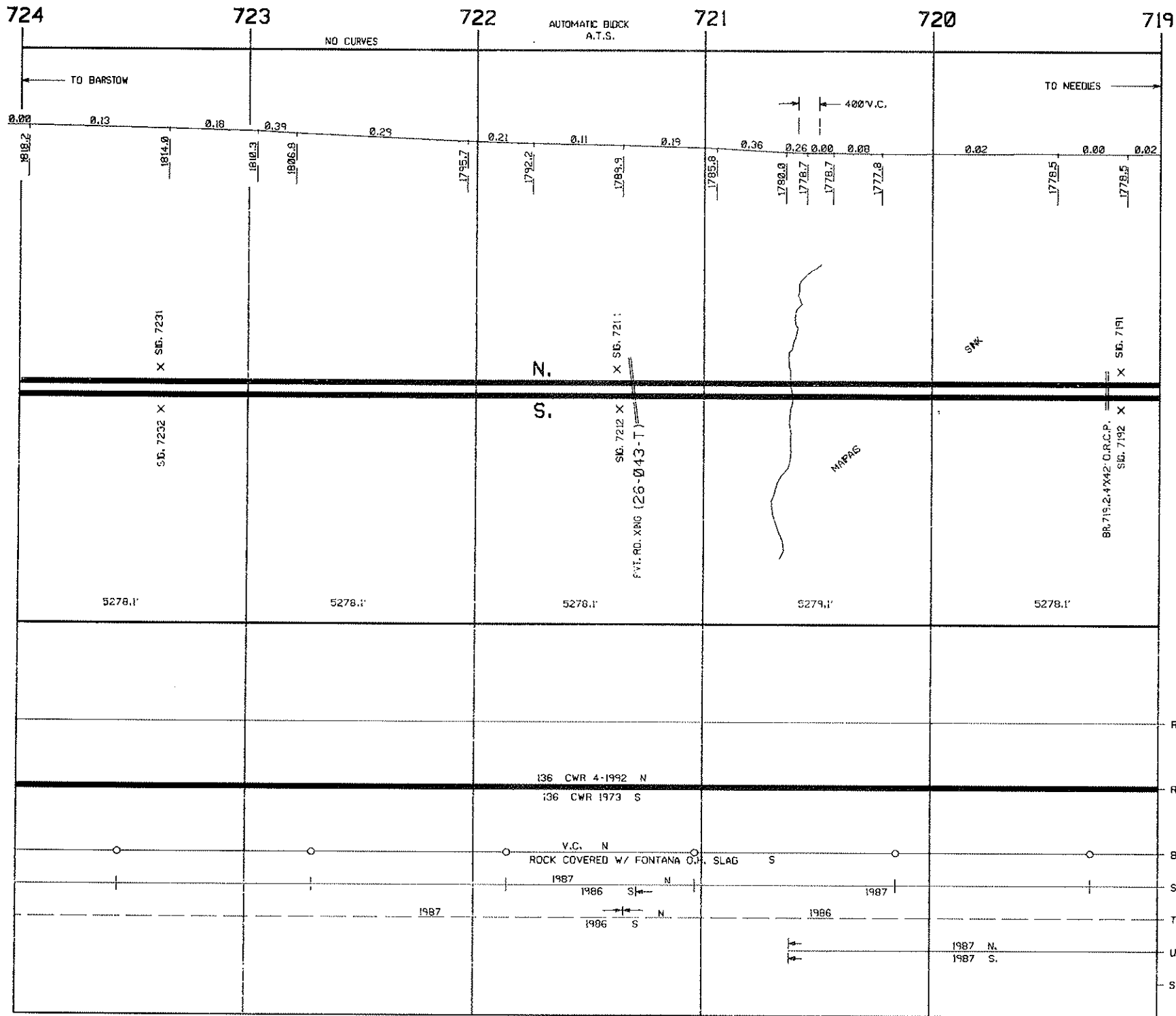


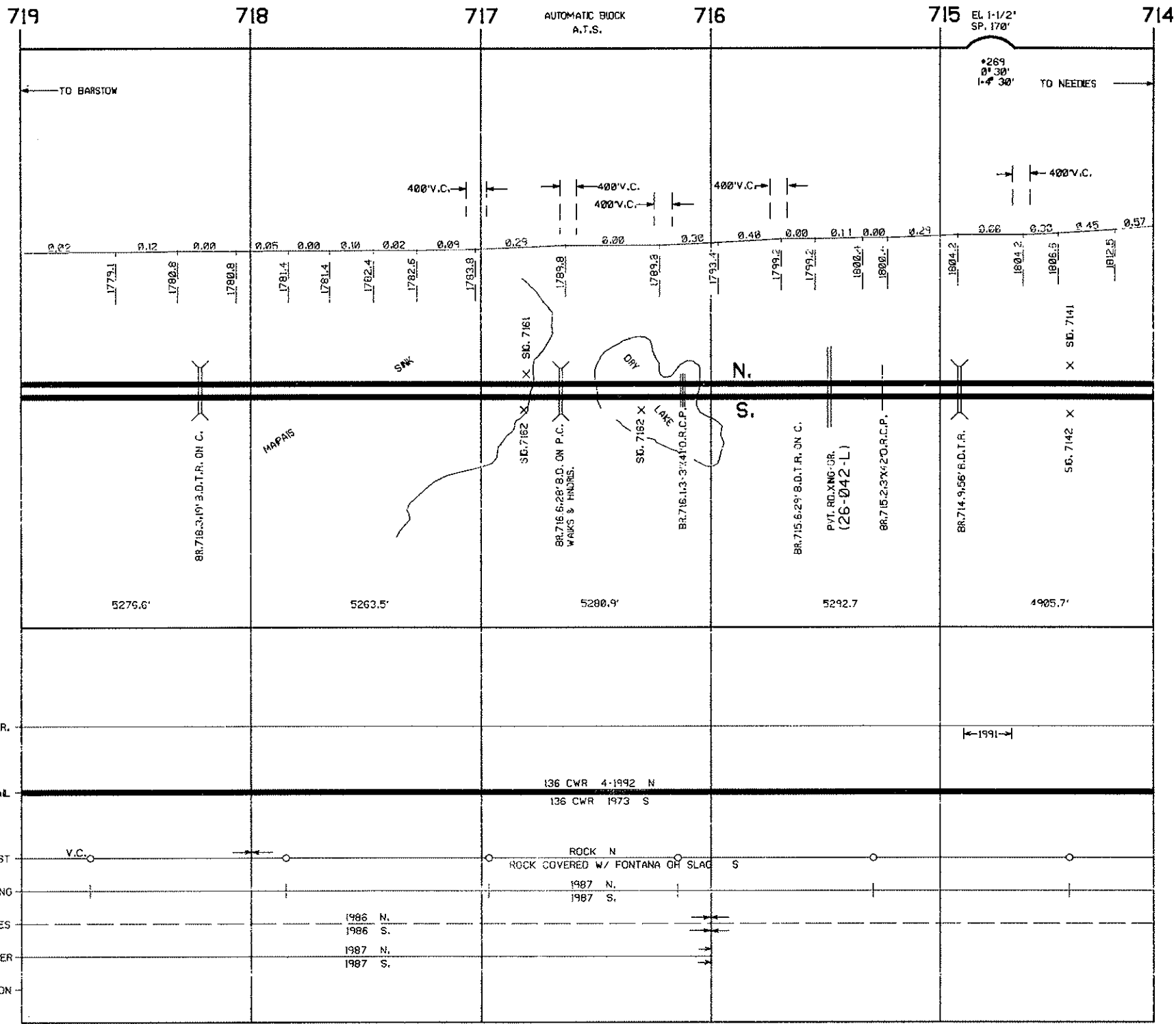
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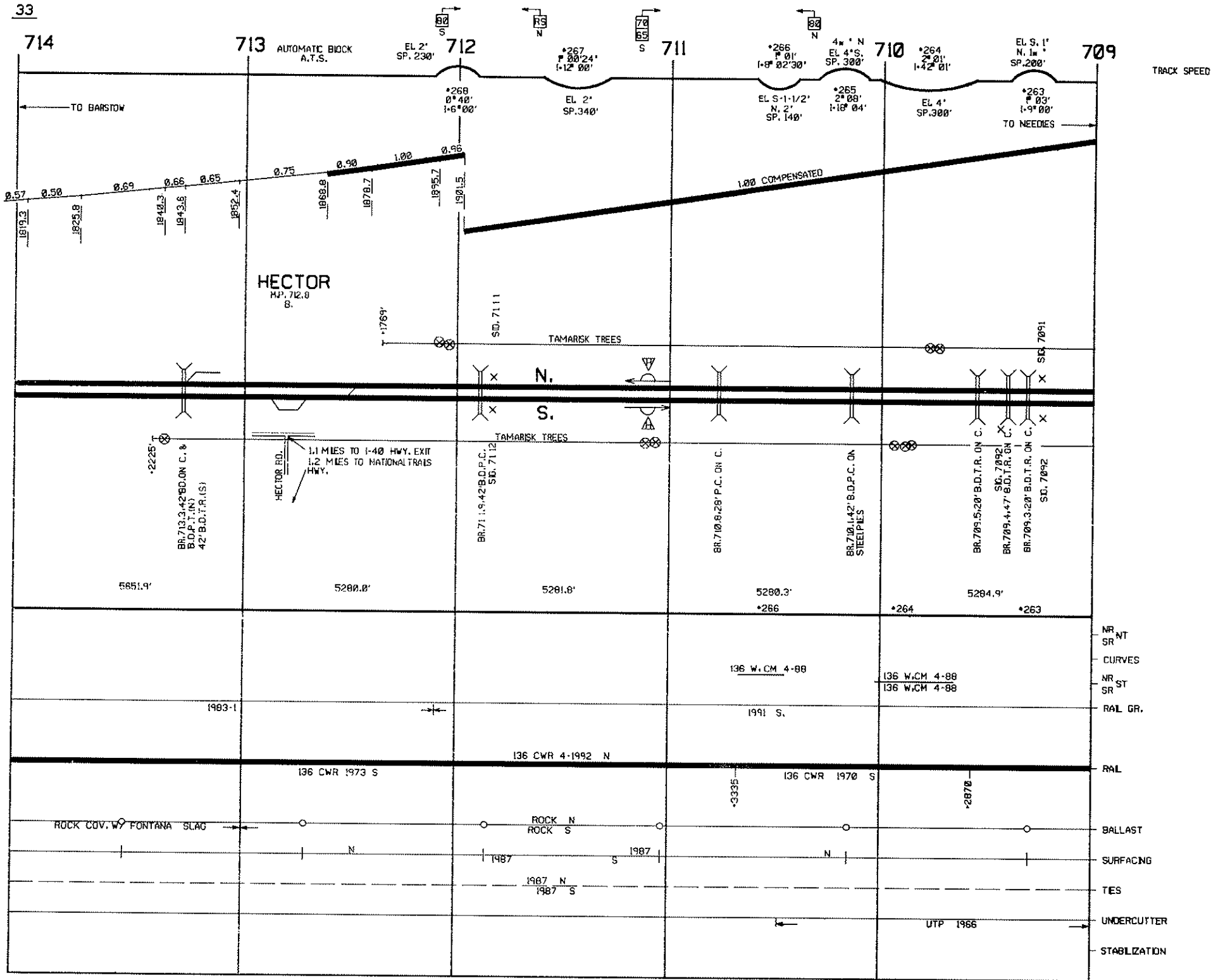




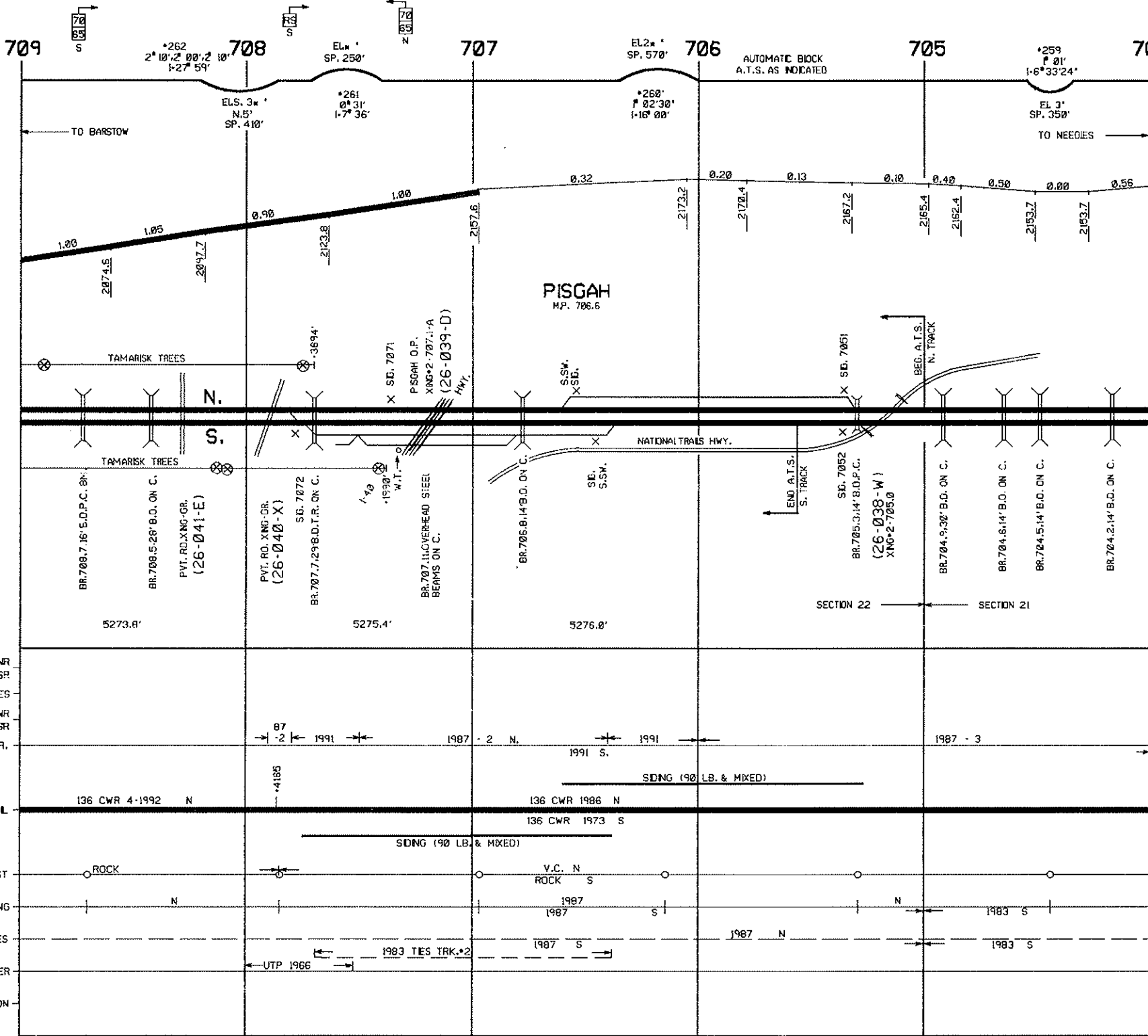


REVISED FEB. 1992

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TRACK SPEED



PISGAH
M.P. 706.6

AUTOMATIC BLOCK
A.T.S. AS INDICATED

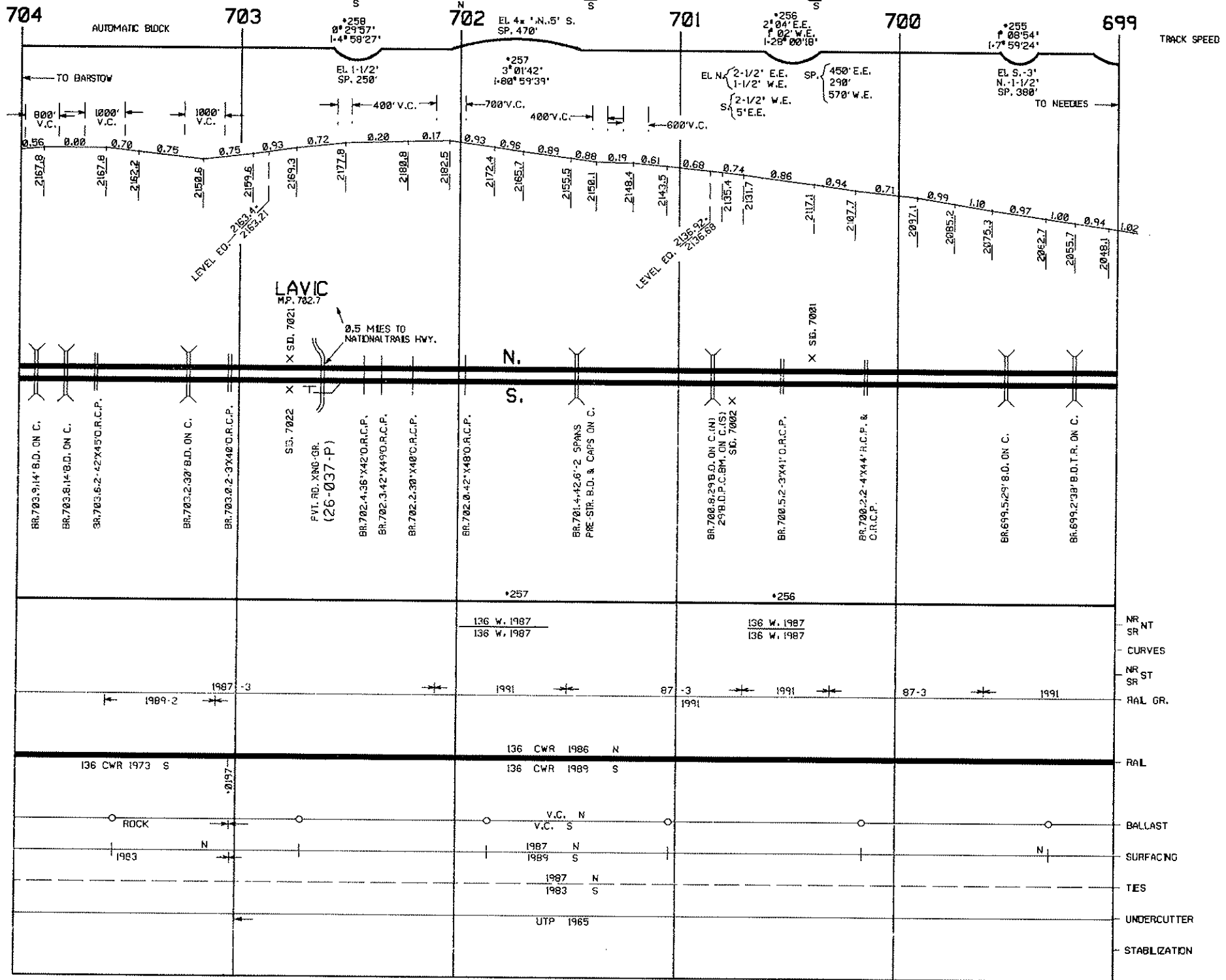
END A.T.S.
S. TRACK

BEG. A.T.S.
N. TRACK

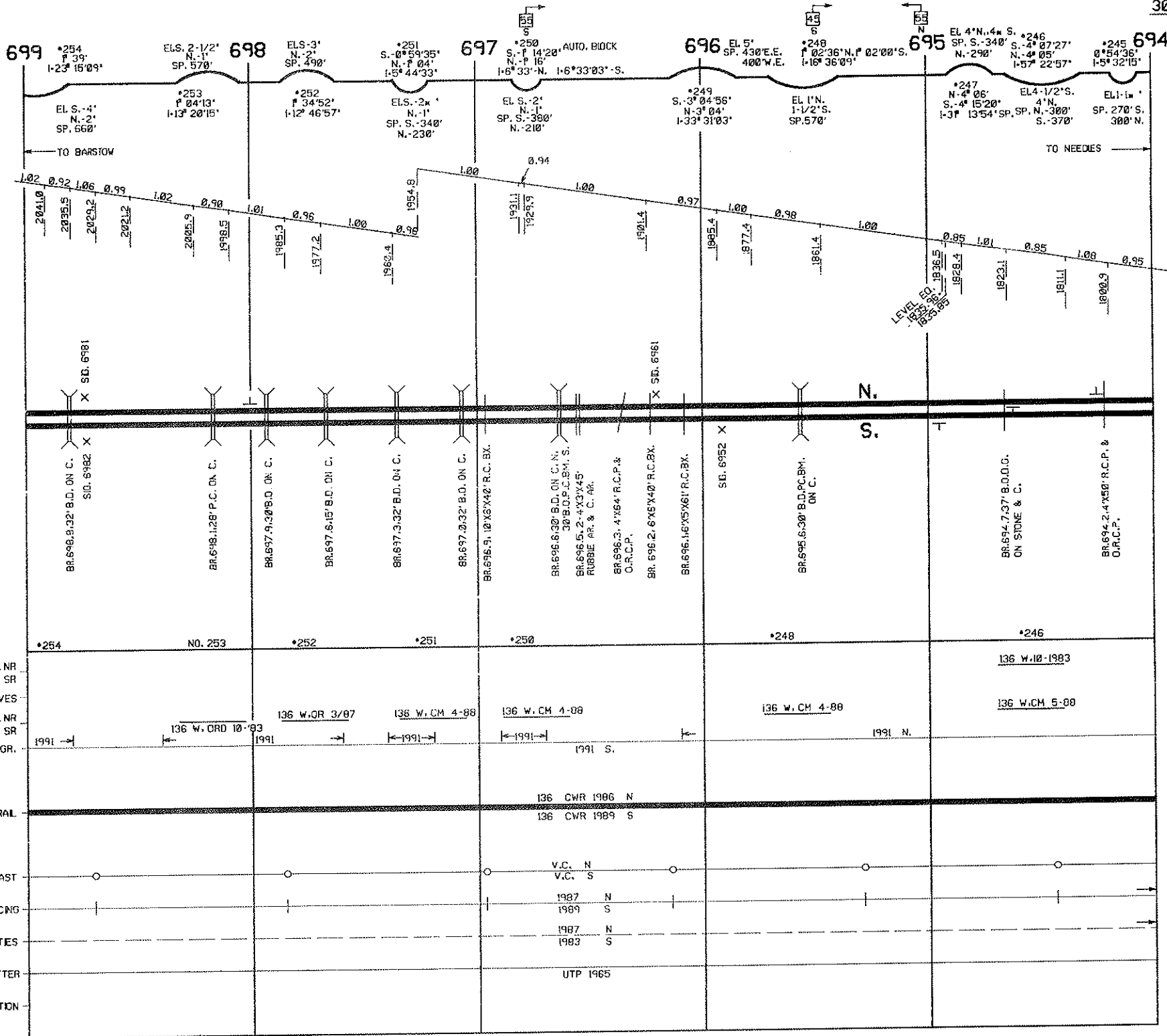
SECTION 22 SECTION 21

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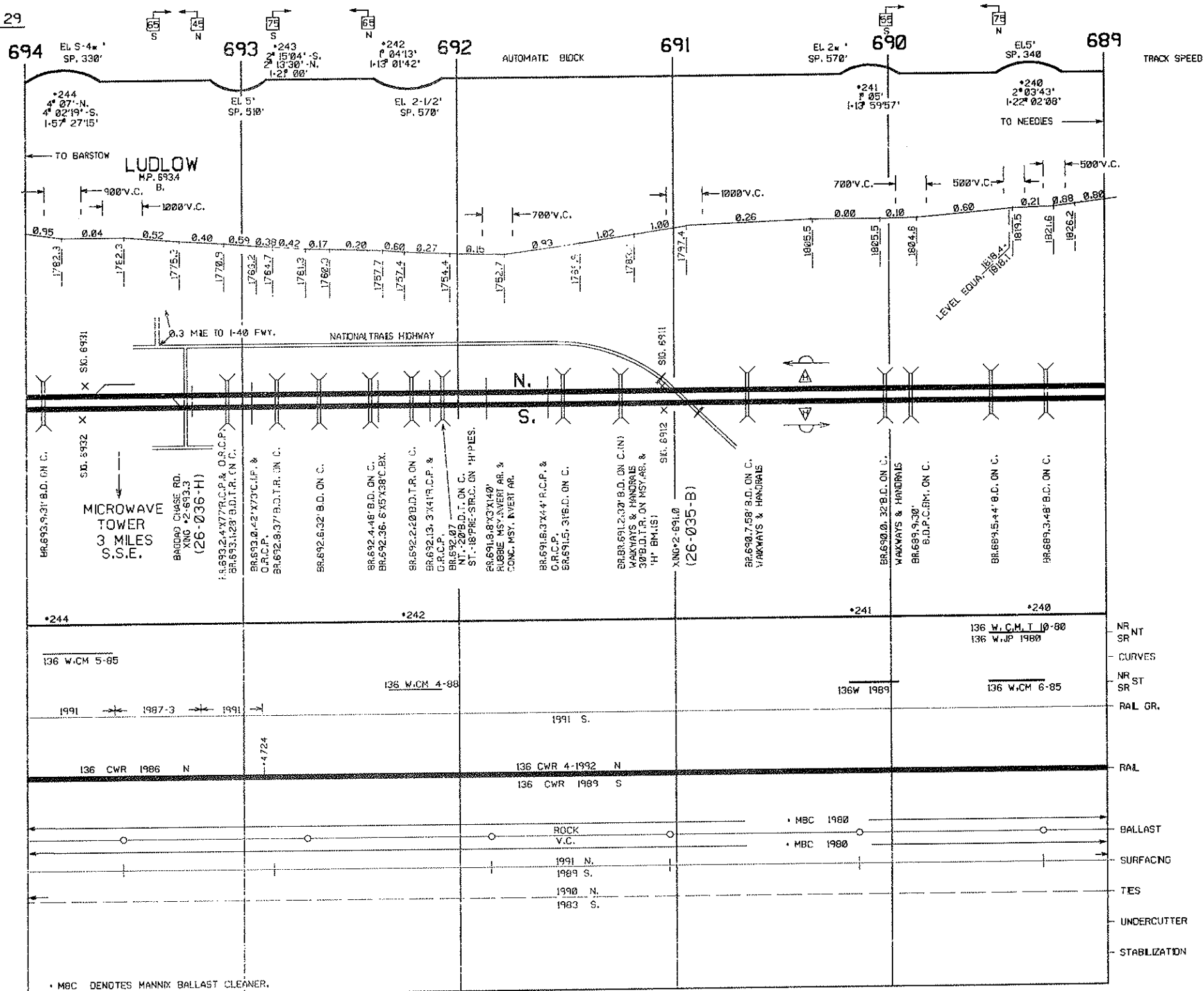


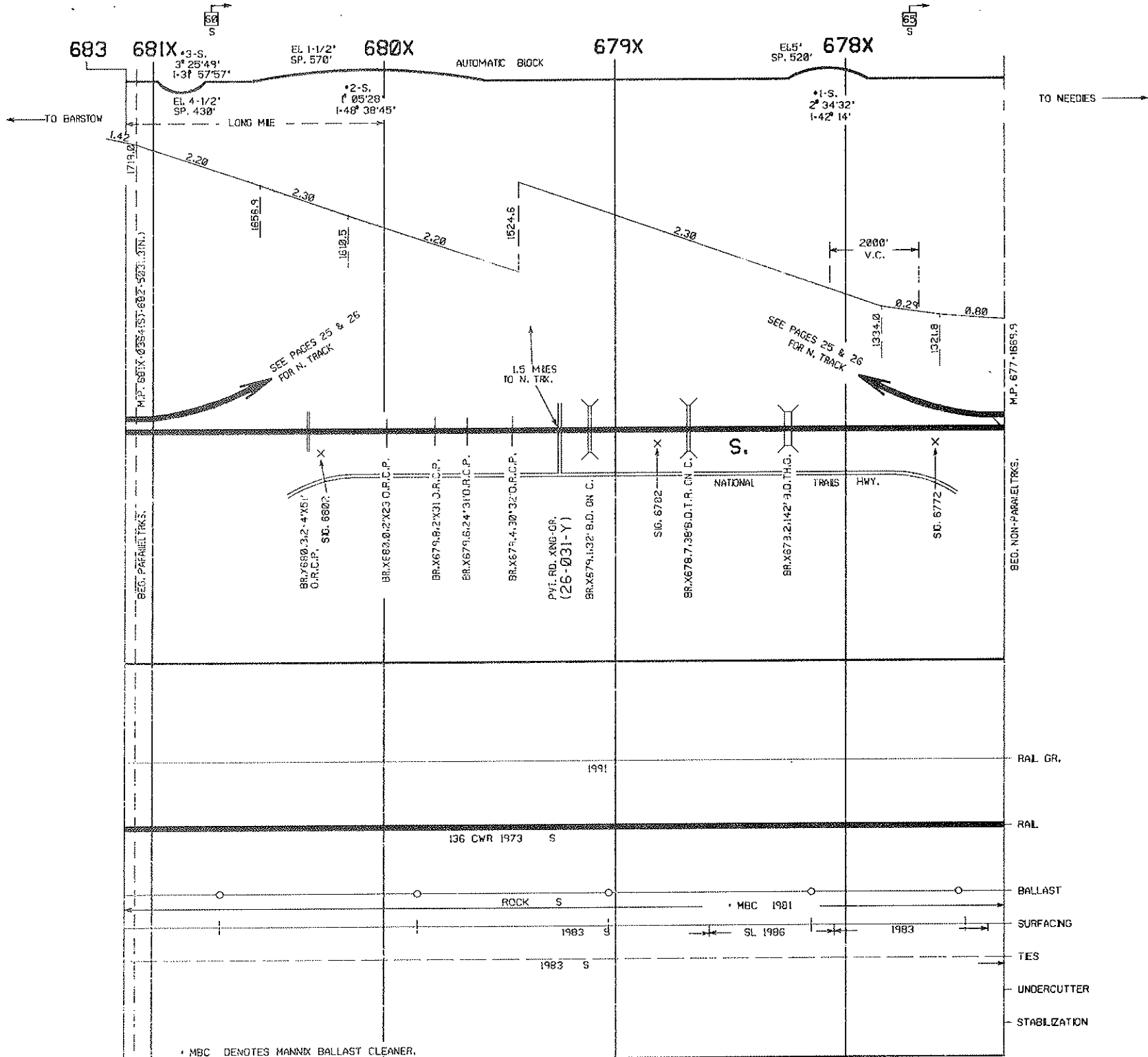
TRACK SPEED



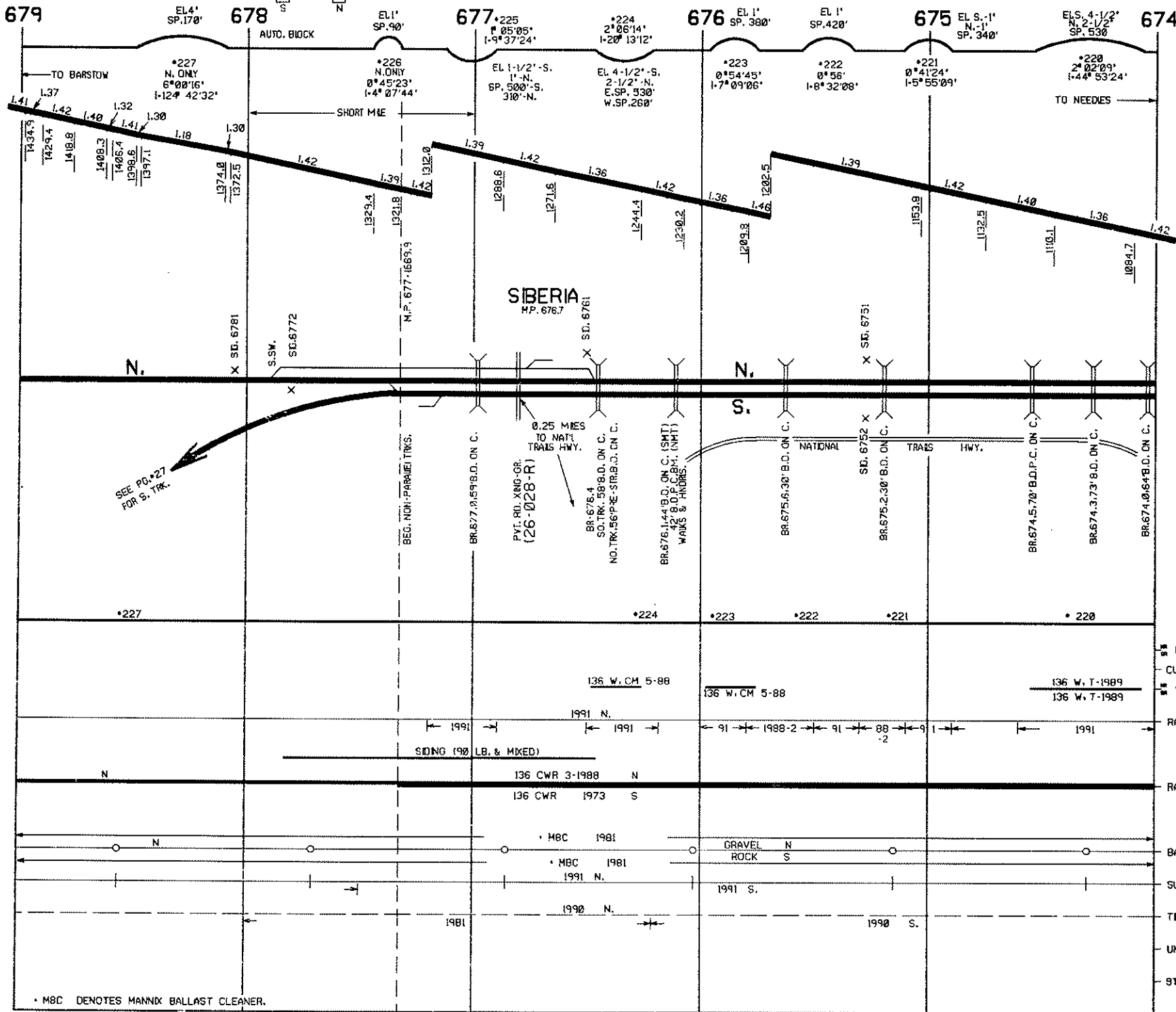
REVISED FEB. 1992

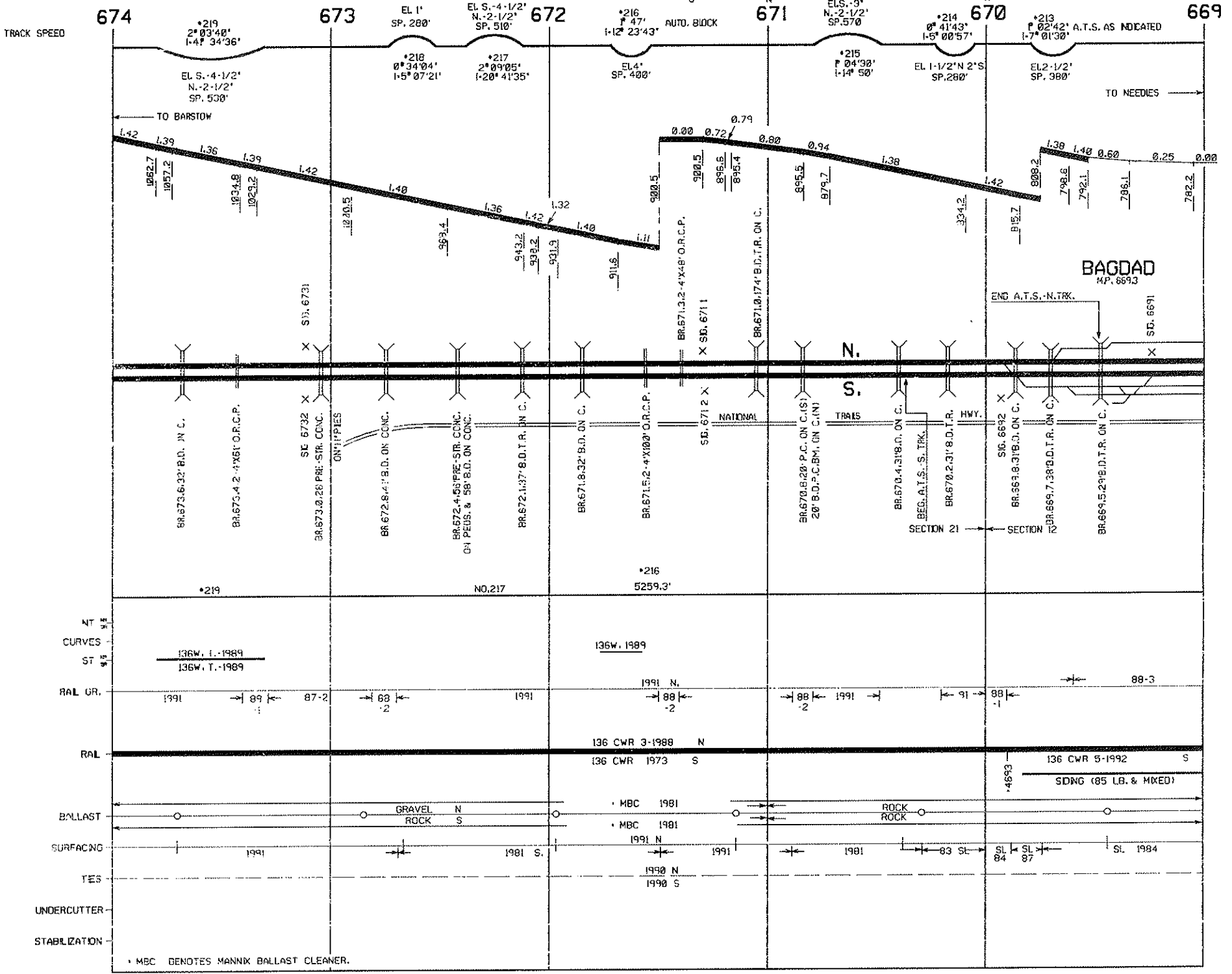
NEEDLES SUBDIVISION





* MBC DENOTES MANNIX BALLAST CLEANER.

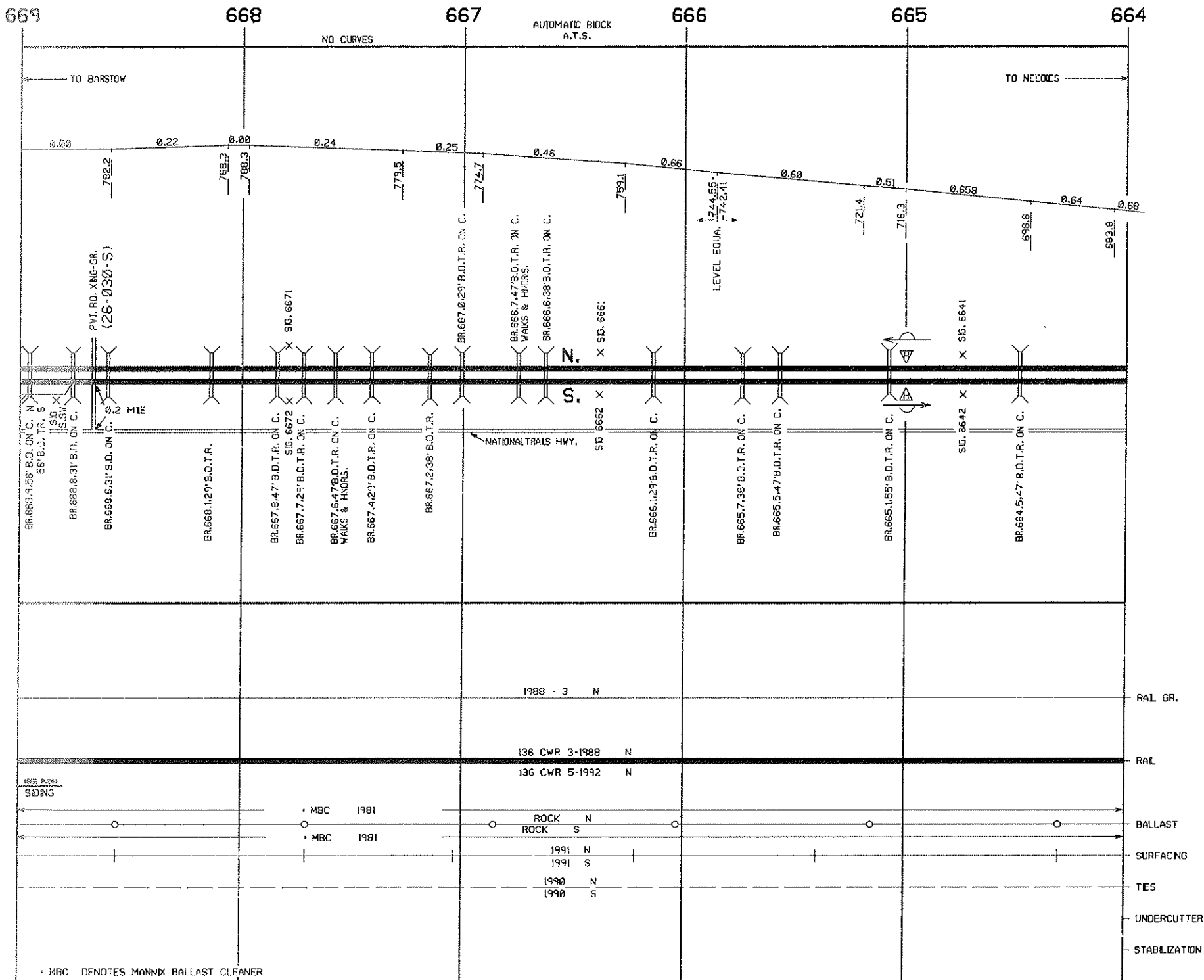


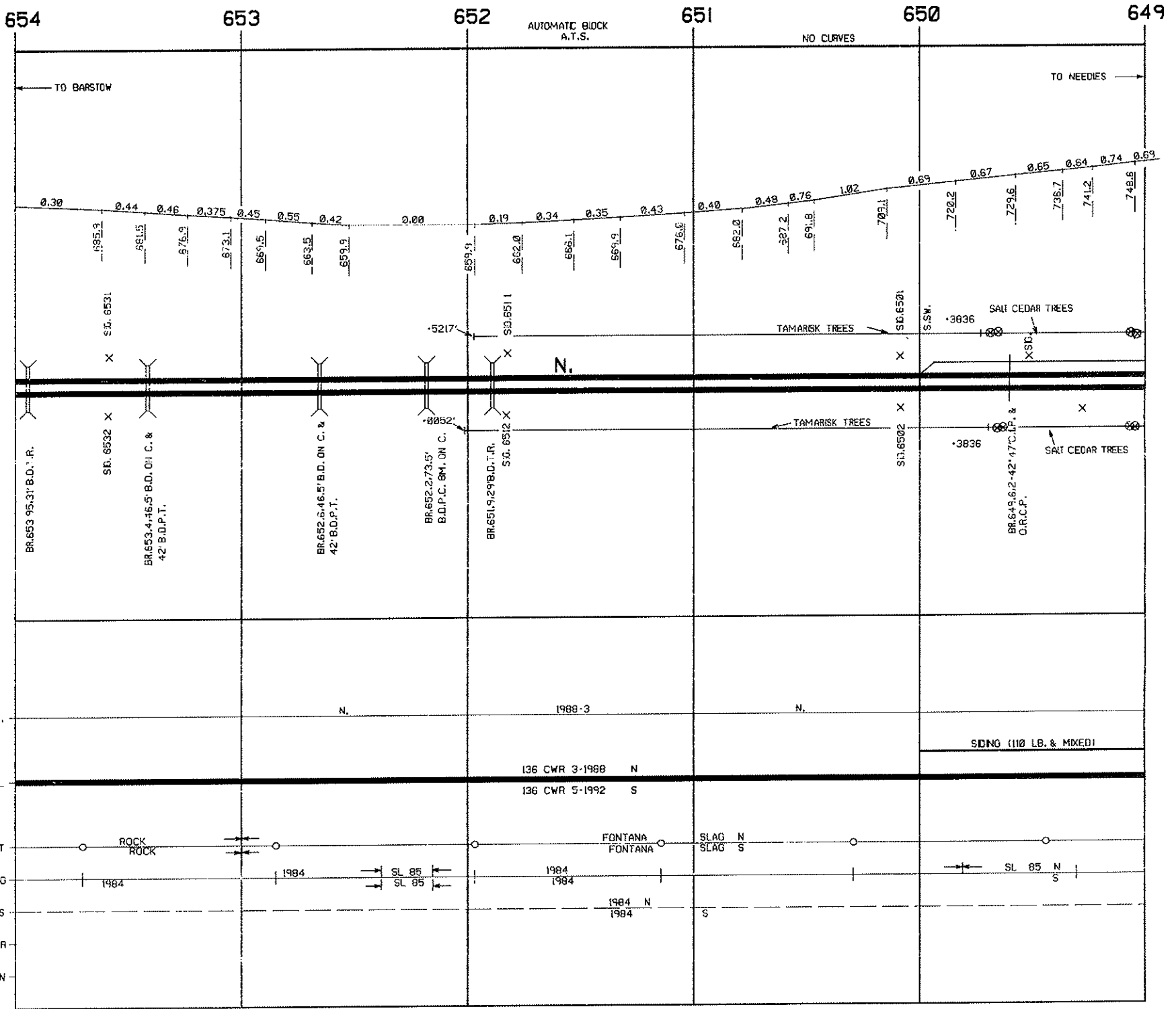


* MBC DENOTES MANNIX BALLAST CLEANER.

REVISED FEB. 1992

NEEDLES SUBDIVISION





654

653

652

AUTOMATIC BUCK
A.T.S.

651

NO CURVES

650

649

TO BARSTOW

TO NEEDLES

0.30 0.44 0.46 0.375 0.45 0.55 0.42 0.00 0.19 0.34 0.35 0.43 0.40 0.48 0.76 1.02 0.69 0.67 0.65 0.64 0.74 0.69

195.2 561.5 575.9 573.1 659.5 663.5 659.9 659.9 662.0 666.1 669.9 675.6 682.0 687.2 691.8 705.1 720.2 729.6 736.7 741.2 745.6

S.D. 6531 X S.D. 6532 X BR. 653 95'-31" B.D. T.R. BR. 652 46'-5" B.D. ON C. & 42" B.D.P.T. BR. 652 273'-5" B.D.P.C. BM. ON C. BR. 651 92'-9" B.D. T.R. S.D. 6512 X S.D. 6521 X S.D. 6502 X S.D. 6501 X

C.U. 653 C.U. 652 C.U. 650

BR. 653 95'-31" B.D. T.R. BR. 652 46'-5" B.D. ON C. & 42" B.D.P.T. BR. 652 273'-5" B.D.P.C. BM. ON C. BR. 651 92'-9" B.D. T.R. S.D. 6512 X S.D. 6521 X S.D. 6502 X S.D. 6501 X

BR. 653 95'-31" B.D. T.R. BR. 652 46'-5" B.D. ON C. & 42" B.D.P.T. BR. 652 273'-5" B.D.P.C. BM. ON C. BR. 651 92'-9" B.D. T.R. S.D. 6512 X S.D. 6521 X S.D. 6502 X S.D. 6501 X

RAL GR.

RAL

BALLAST

SURFACING

YES

UNDERCUTTER

STABILIZATION

N.

1988-3

N.

136 CWR 3-1988 N

136 CWR 5-1992 S

SDNG (110 LB. & MIXED)

ROCK ROCK

1984

SL 85
SL 85

1984
1984

FONTANA
FONTANA

SLAG N
SLAG S

SL 85 N
S

1984 N
1984 S

639 638 637 636 635 634

AUTOMATIC BLOCK
A.T.S. ON N. TRK.

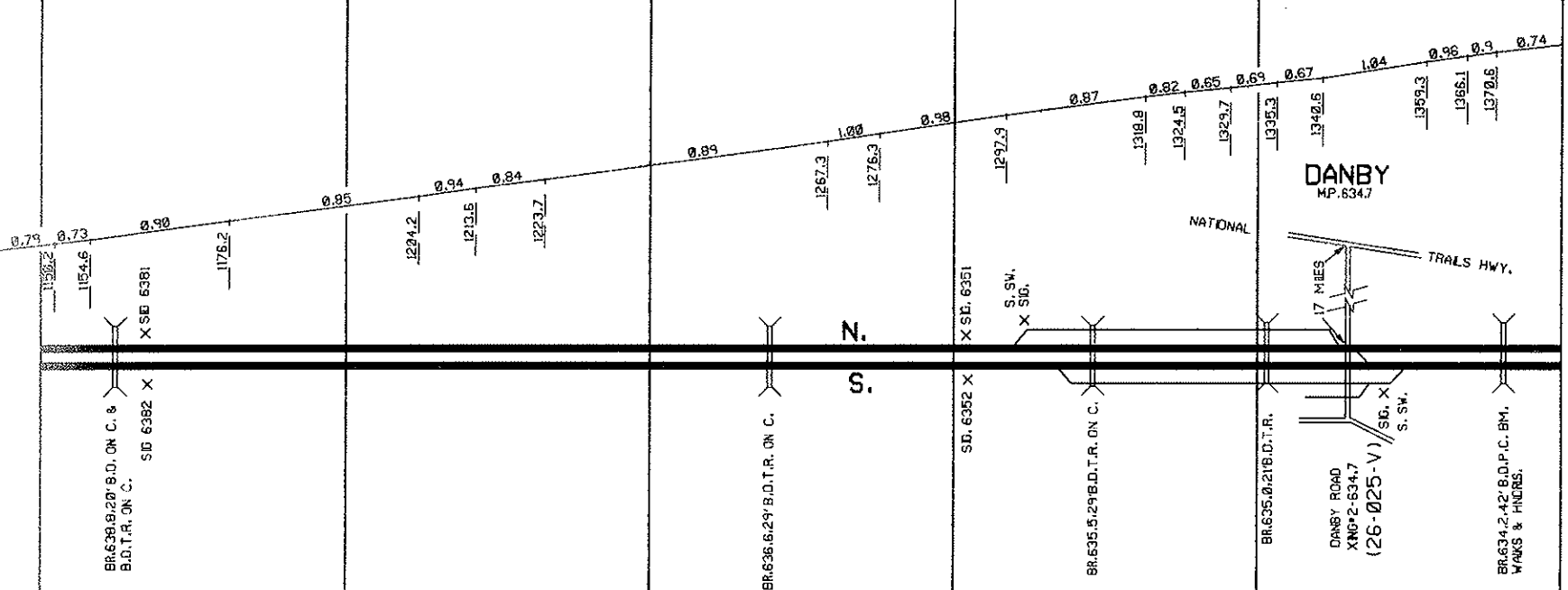
*203
EL. S. -1'
N. -2'
SP. 250'

EL. SP
1' S. 100'
1-1/2' N. 250'

TRACK SPEED

TO BARSTOW

TO NEEDLES



BR 636.9+20' B.D. ON C. &
B.D.T.R. ON C.
SID 6382 X
X SE 6381

BR 636.6+29' B.D.T.R. ON C.

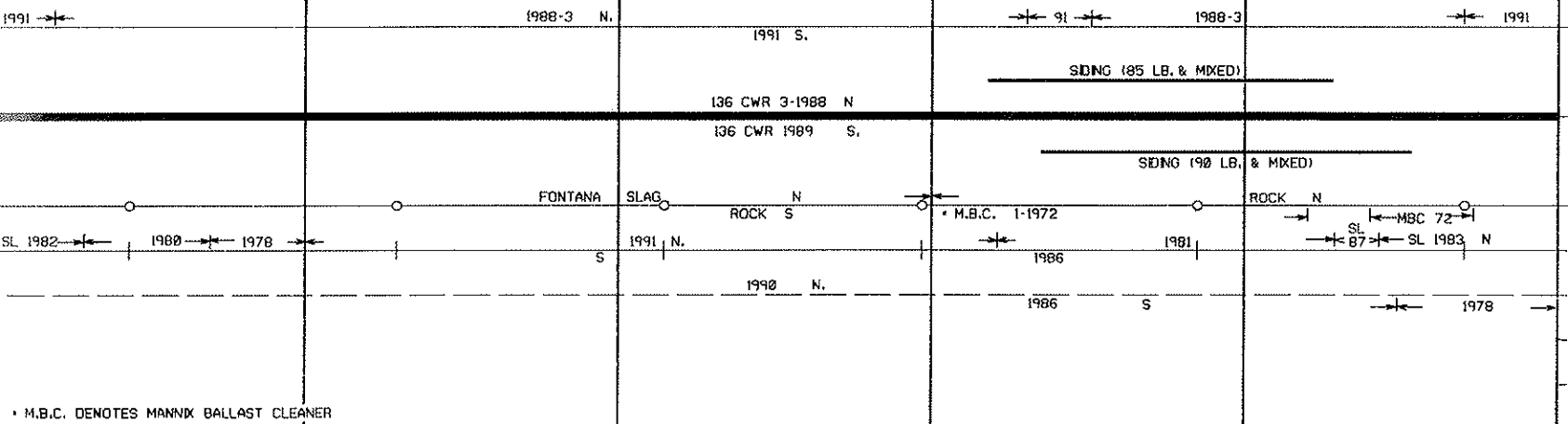
S.D. 6352 X
X S.E. 6351

BR 635.5+29' B.D.T.R. ON C.

BR 635.0+216' D.T.R.

DANBY ROAD
XING 2-634.7
(26-025-V)
S.W. X

BR 634.2+42' B.D.P.C. BM.
MARKS & HINDS.



* M.B.C. DENOTES MANNIX BALLAST CLEANER

TRACK SPEED

634

633

632

631

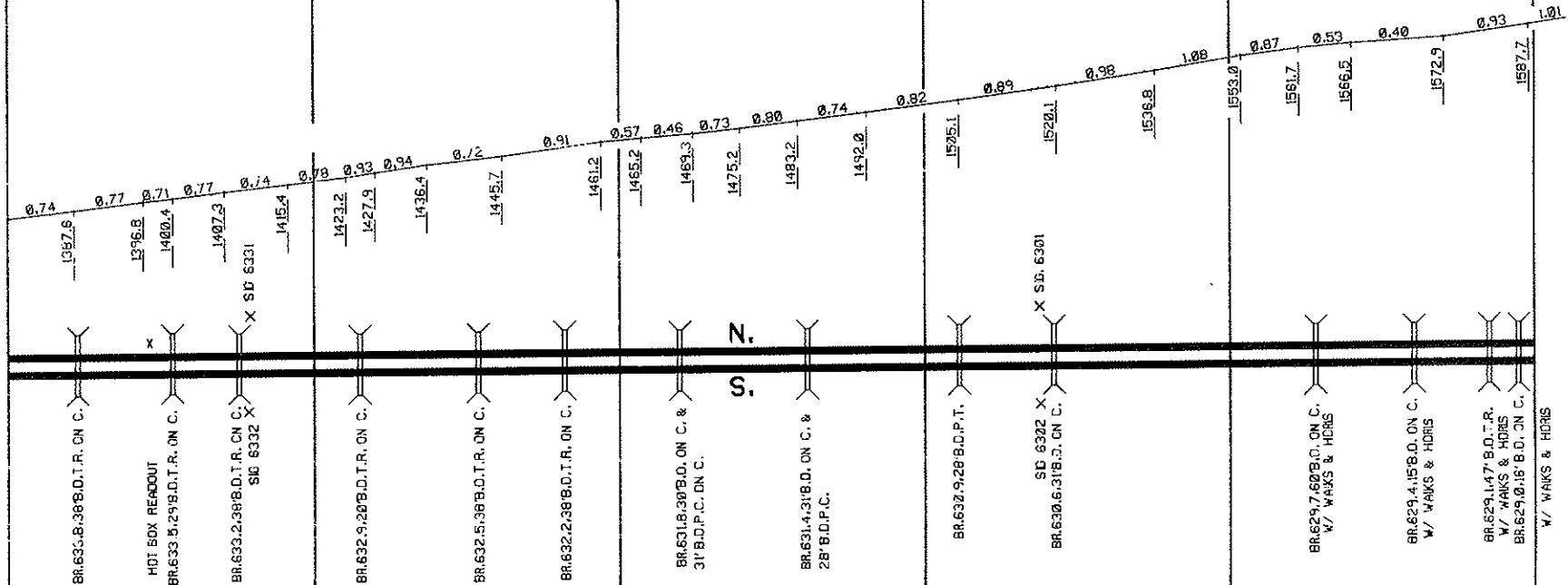
630

629

AUTOMATIC BLOCK
A.T.S. ON N. TRK.

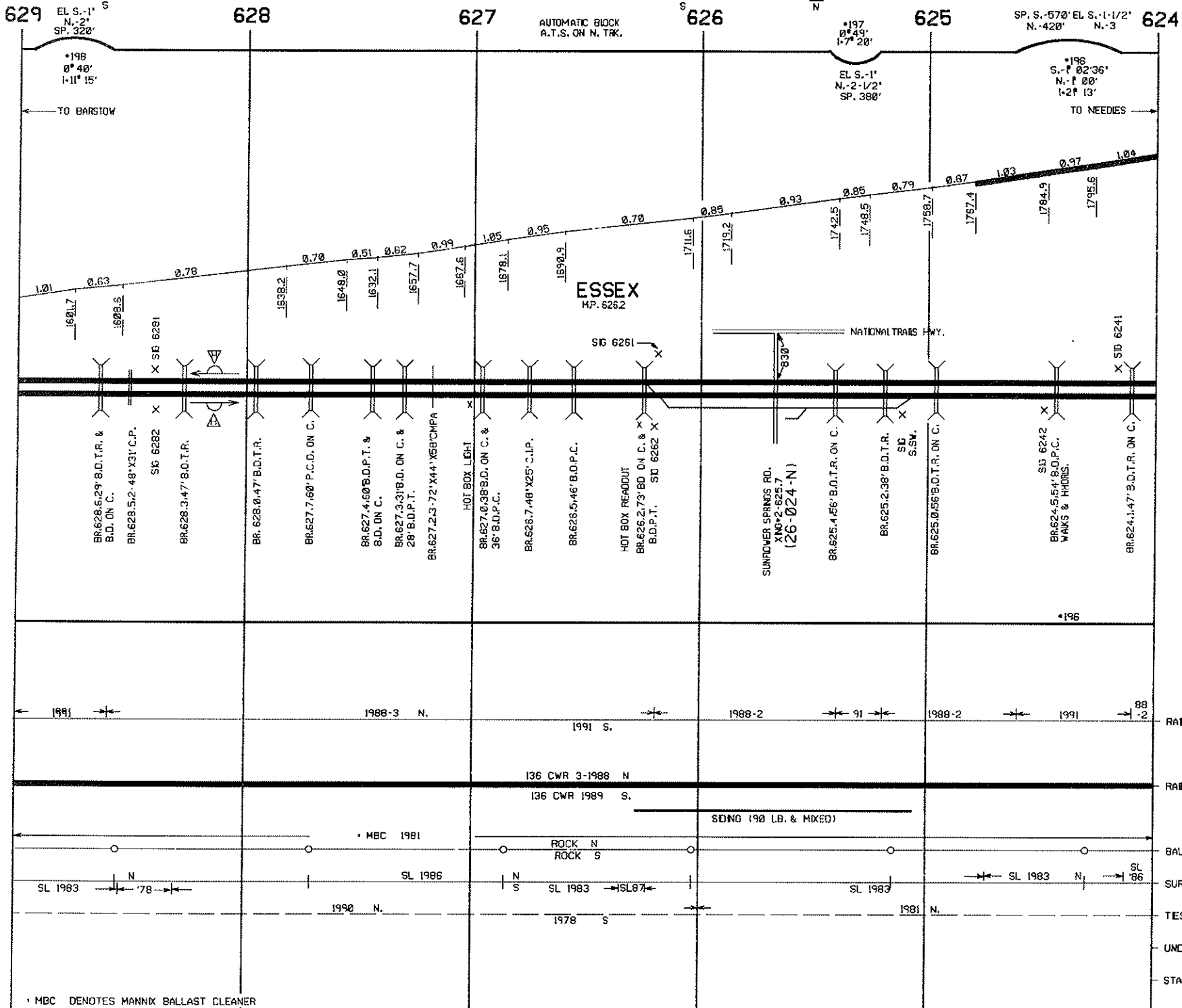
← TO BARSTOW

TO NEEDLES →



RAL GR.	1988-3	1991	1988-3 N 1991 S	1991	1988-3	1991	1988-3
RAL			136 CWR 3-1988 N 136 CWR 1989 S				
BALLAST			MBC 1981 1-1972		ROCK S	ROCK N	
SURFACING	SL 1983 N		1981 N 1986 S				SL 86 78 SL 1963 S
TIES		1990	1986 S	1981 N			1990 1978
UNDERCUTTER							
STABILIZATION							

* M.B.C. DENOTES MANNIX BALLAST CLEANER.



AUTOMATIC BLOCK
A.T.S. ON N. TRK.

ESSEX
M.P. 626.2

NATIONAL TRAILS HWY.

TRACK SPEED

RAIL GR.

RAIL

BALLAST

SURFACING

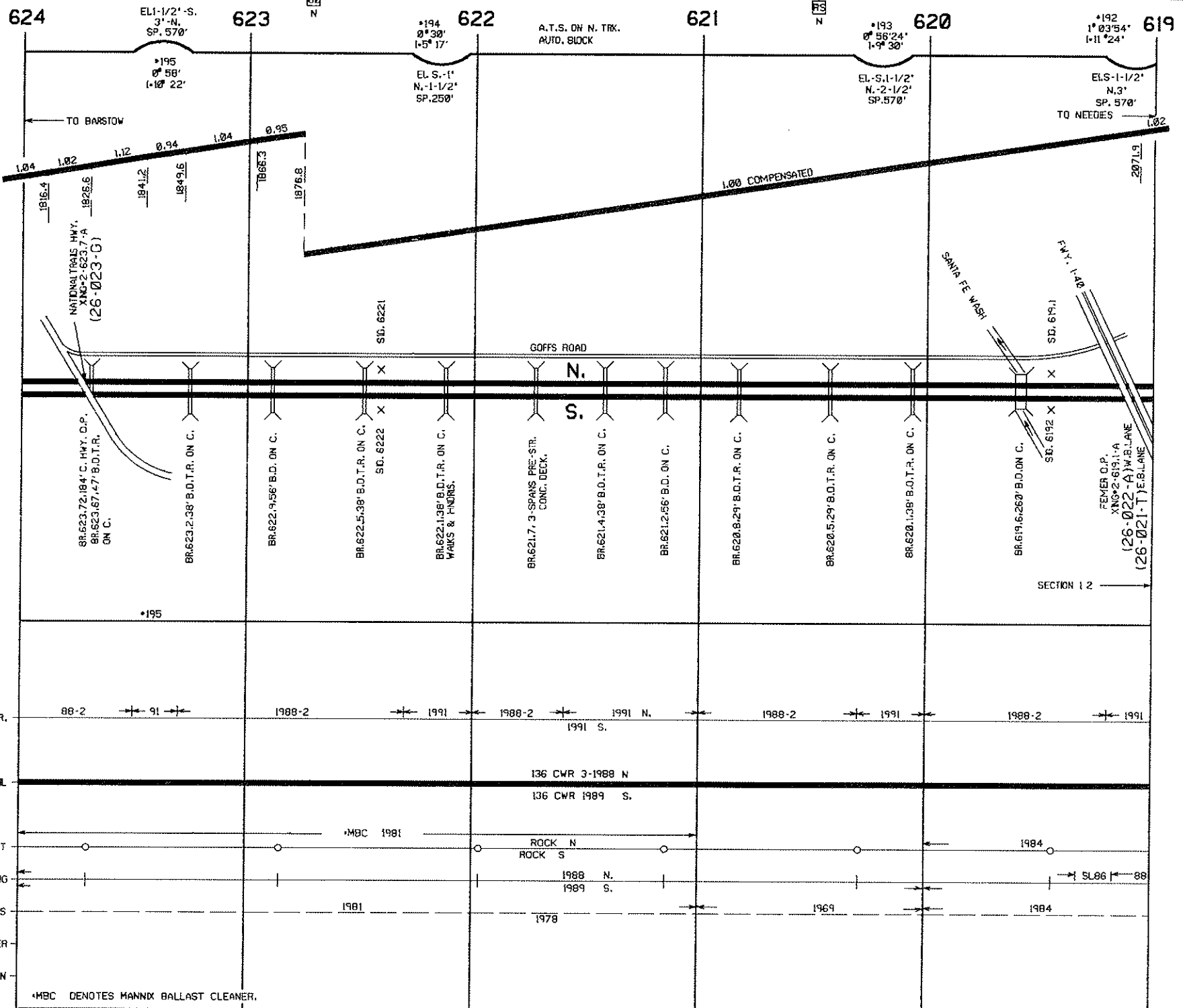
TIES

UNDERCUTTER

STABILIZATION

* MBC DENOTES MANNIX BALLAST CLEANER

TRACK SPEED



*MBC DENOTES MANNIX BALLAST CLEANER.

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NEEDLES SUBDIVISION

619^S

618

617

616

615

614

AUTOMATIC BLOCK
A.T.S. ON N. TRK.

EL. S. -1'
N. -1-1/2'
SP. 250'

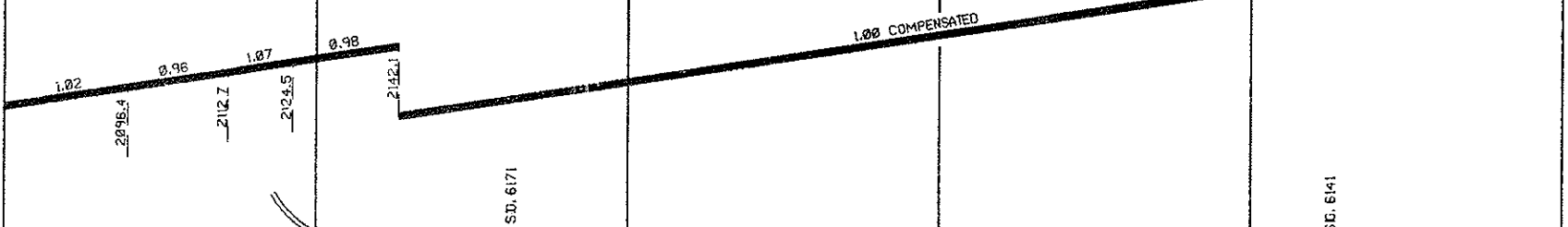
EL. S. -1-1/2'
N. -2-1/2'
SP. 380

TRACK SPEED

TO BARSTOW

TO NEEDIES

FENNER
MP. 618.7



BR. 618.4-45' B.D.T.R. ON C.

BR. 617.56' B.D.T.R. ON C.

BR. 616.838' B.D.T.R. ON C.

BR. 615.838' B.D.T.R. ON C.

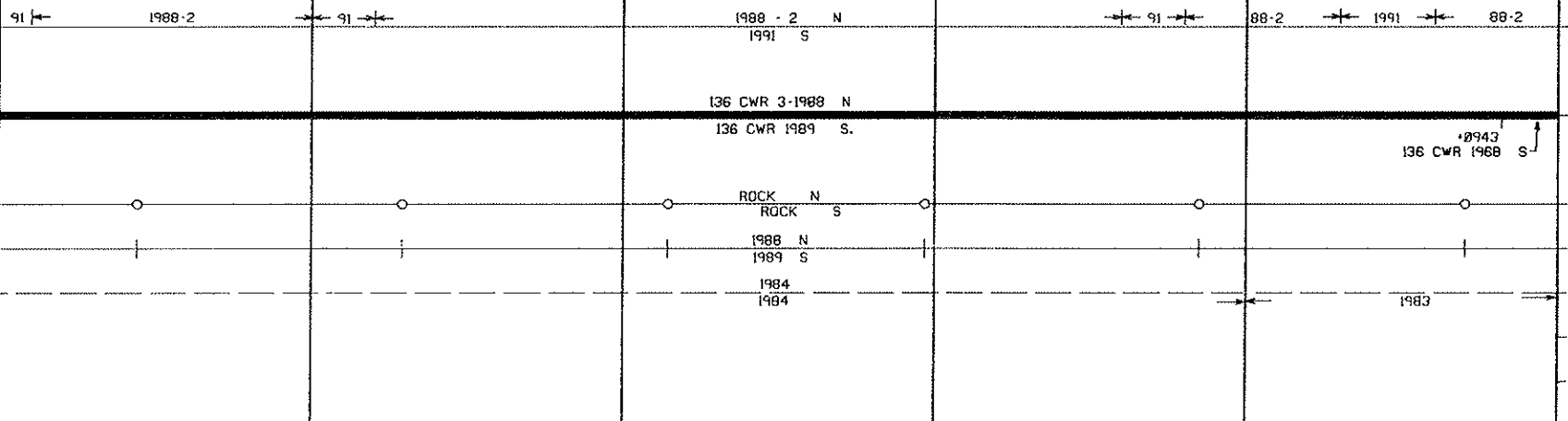
BR. 615.738' B.D.T.R. ON C.

BR. 615.038' B.D.T.R. ON C.
WALKS & HANDS.

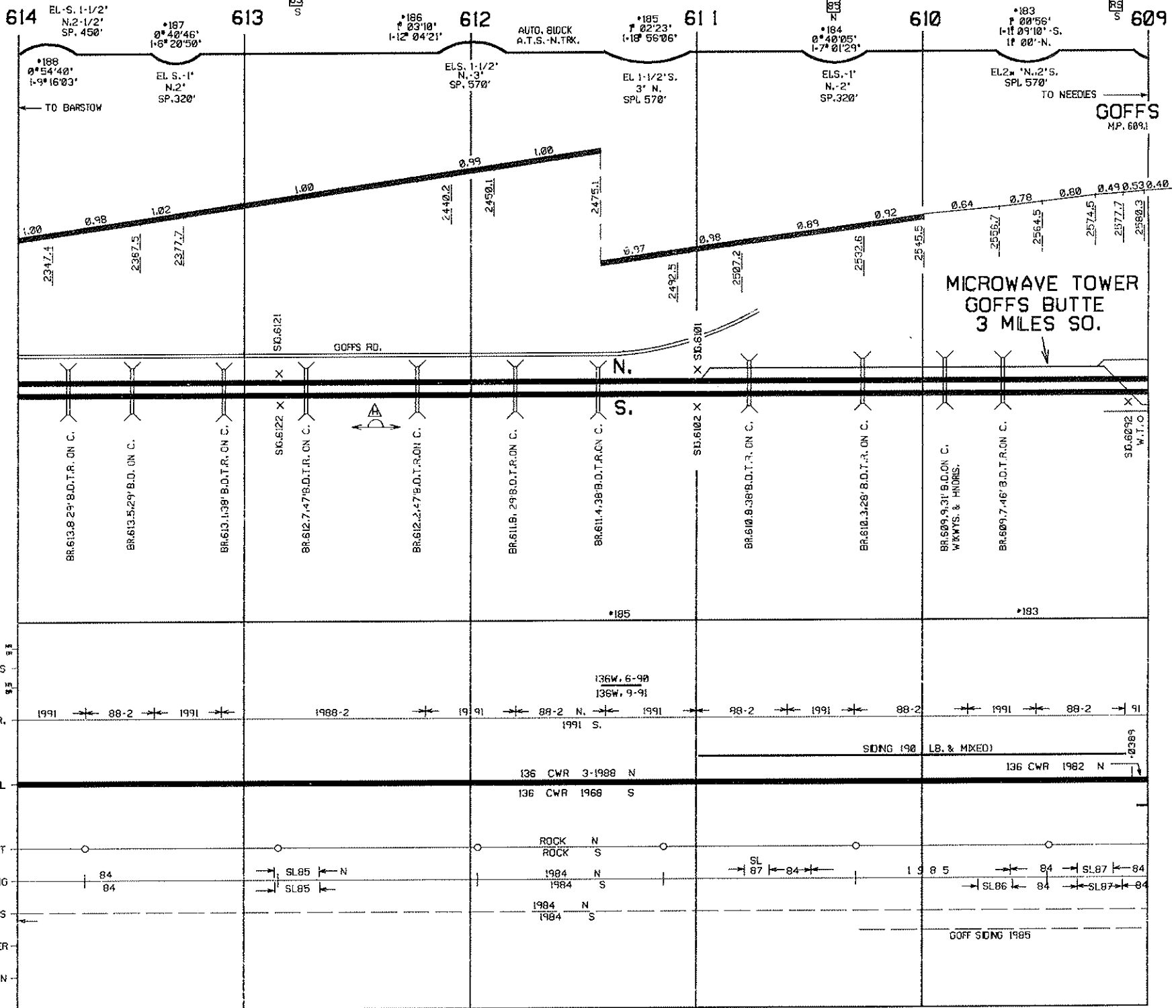
BR. 614.537' B.D.T.R. ON C.

BR. 614.228' B.D.T.R. ON C.

SECTION 11



TRACK SPEED



614 EL. S. 1-1/2' N. 2-1/2' SP. 450'

613

612

611

610

609

AUTO. BLDG. A.T.S. N. TRK.

*188
0° 54' 40"
1-9° 16' 03"
← TO BARSTOW

*187
0° 40' 46"
1-6° 20' 50"
EL. S. -1' N. 2' SP. 320'

*186
0° 23' 10"
1-12° 04' 21"

ELS. 1-1/2' N. 3' SP. 570'

*185
0° 22' 23"
1-18° 56' 06"
EL. 1-1/2' S. 3' N. SPL. 570'

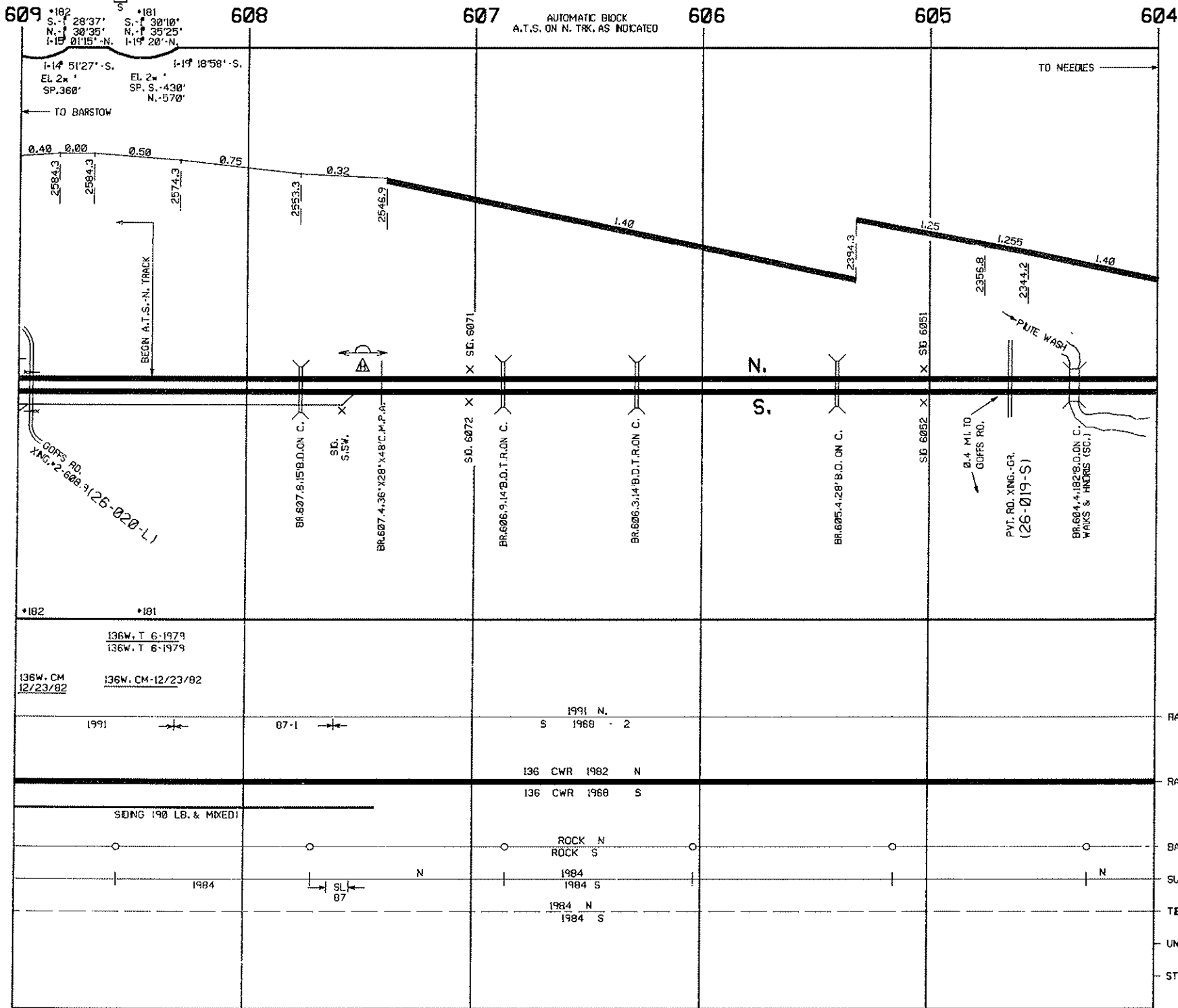
*184
0° 40' 05"
1-7° 01' 29"
ELS. -1' N. 2' SP. 320'

*183
0° 00' 56"
1-11° 09' 10" S. 1° 00' N.
EL. 2' N. 2' S. SPL. 570'

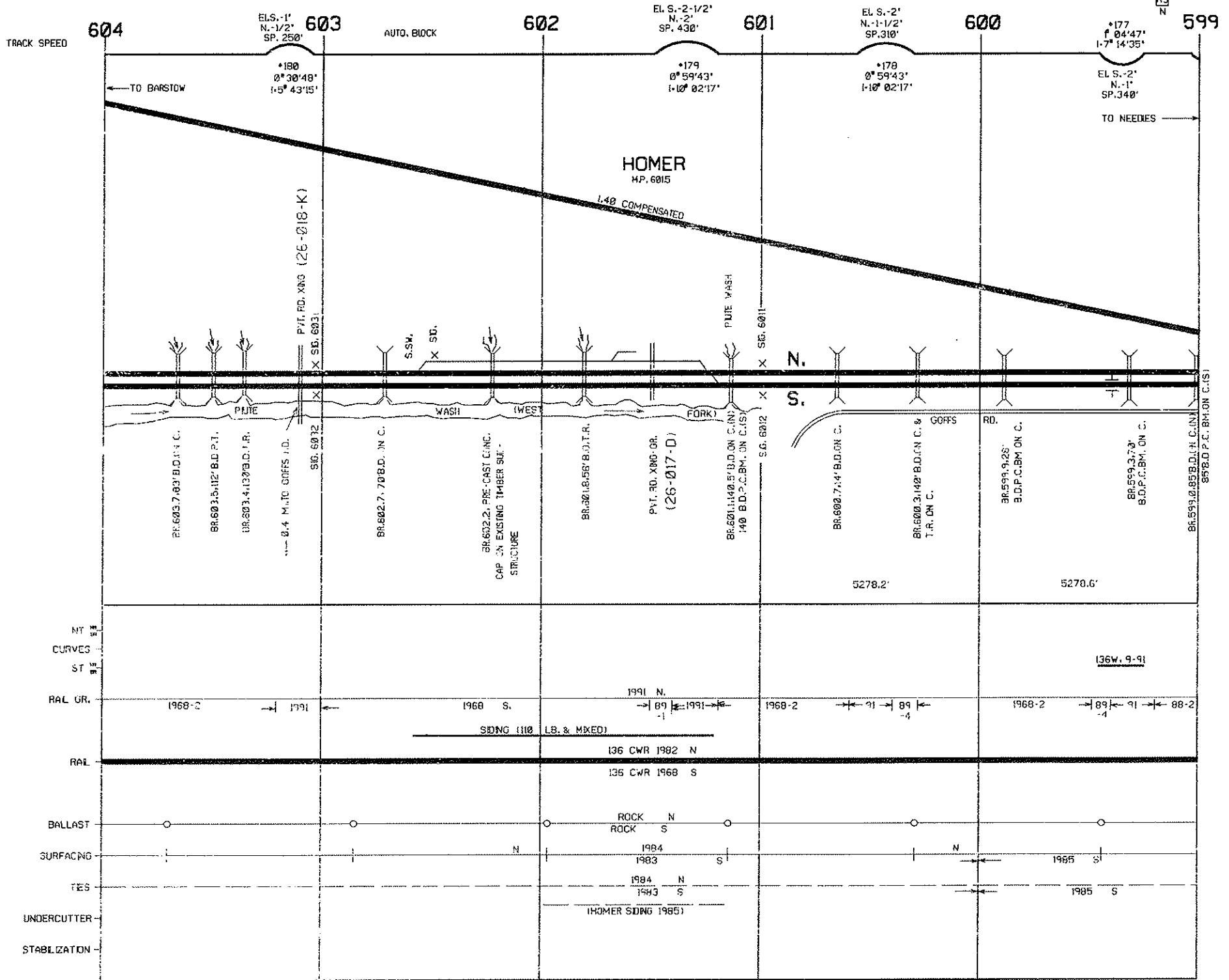
GOFFS
MP. 609.1

MICROWAVE TOWER
GOFFS BUTTE
3 MILES SO.

NT
CURVES
ST
RAL GR.
RAL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

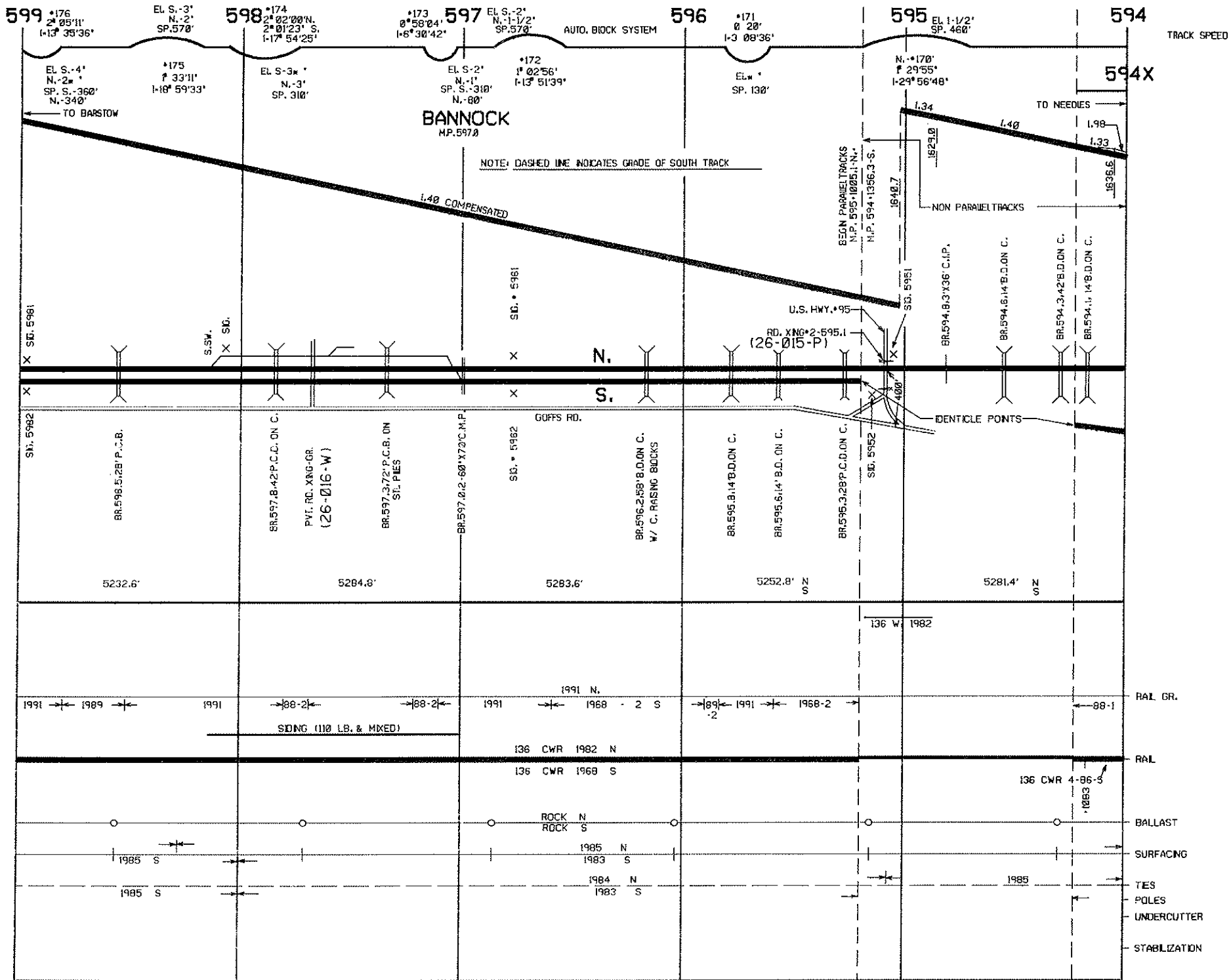


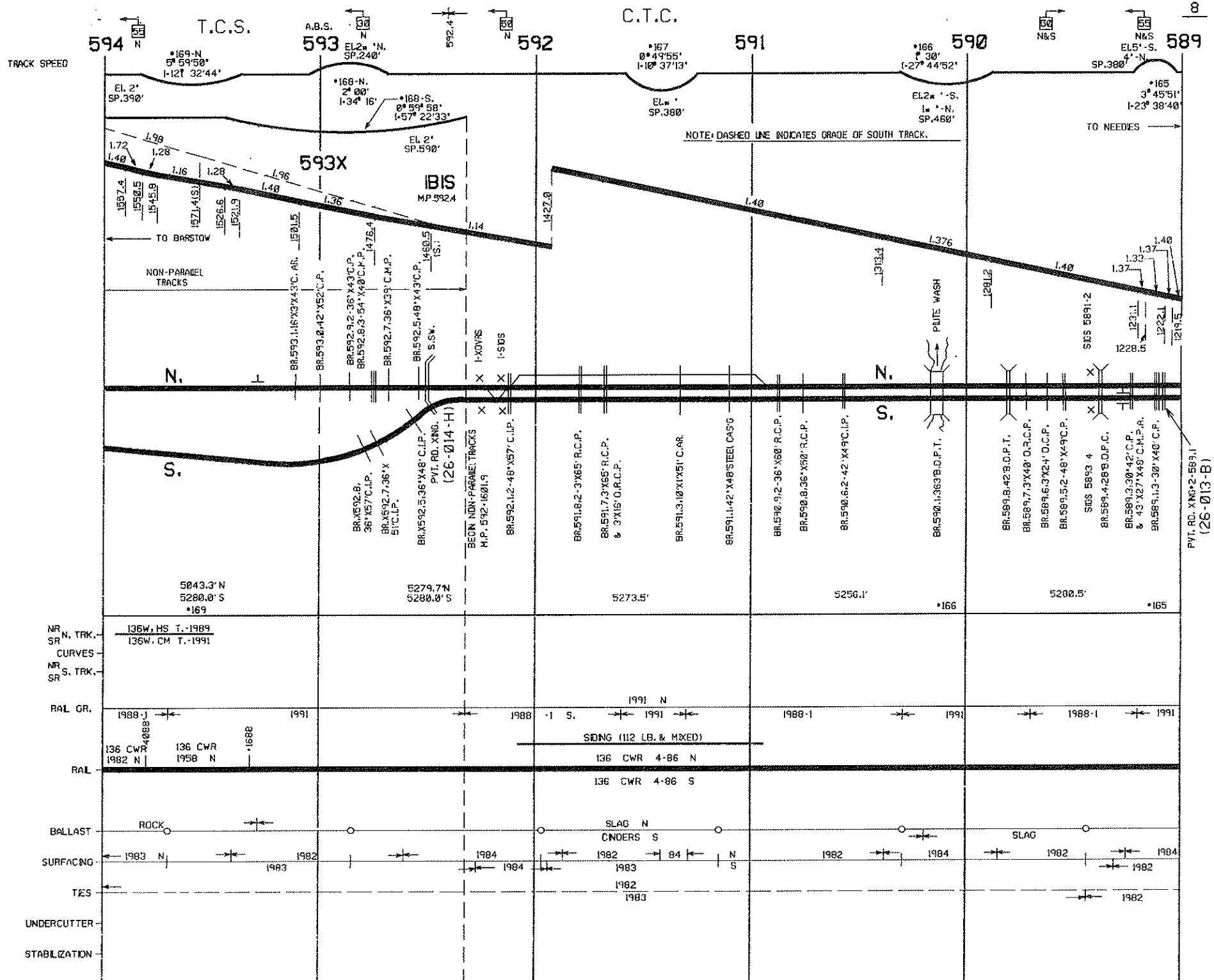
TRACK SPEED



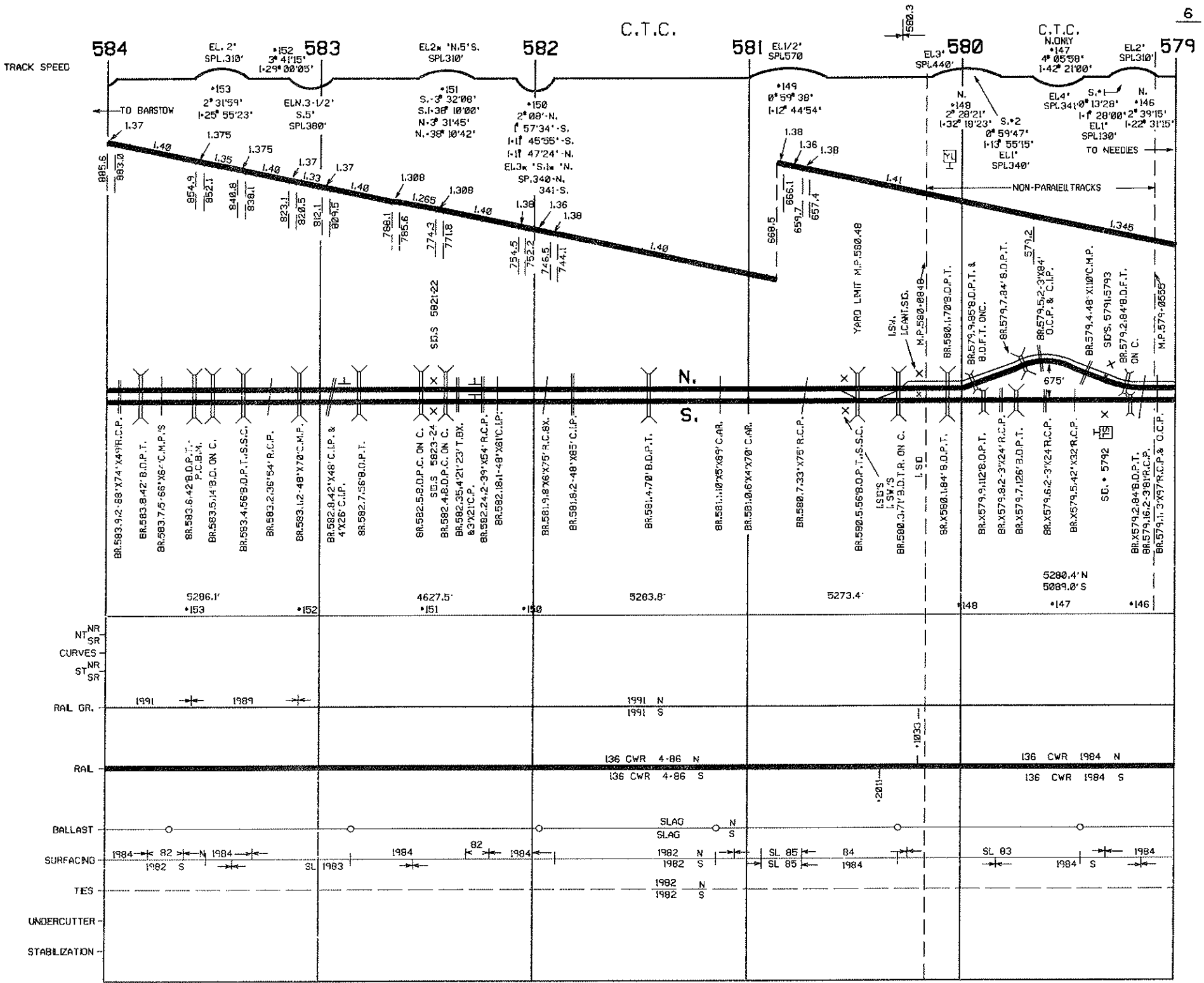
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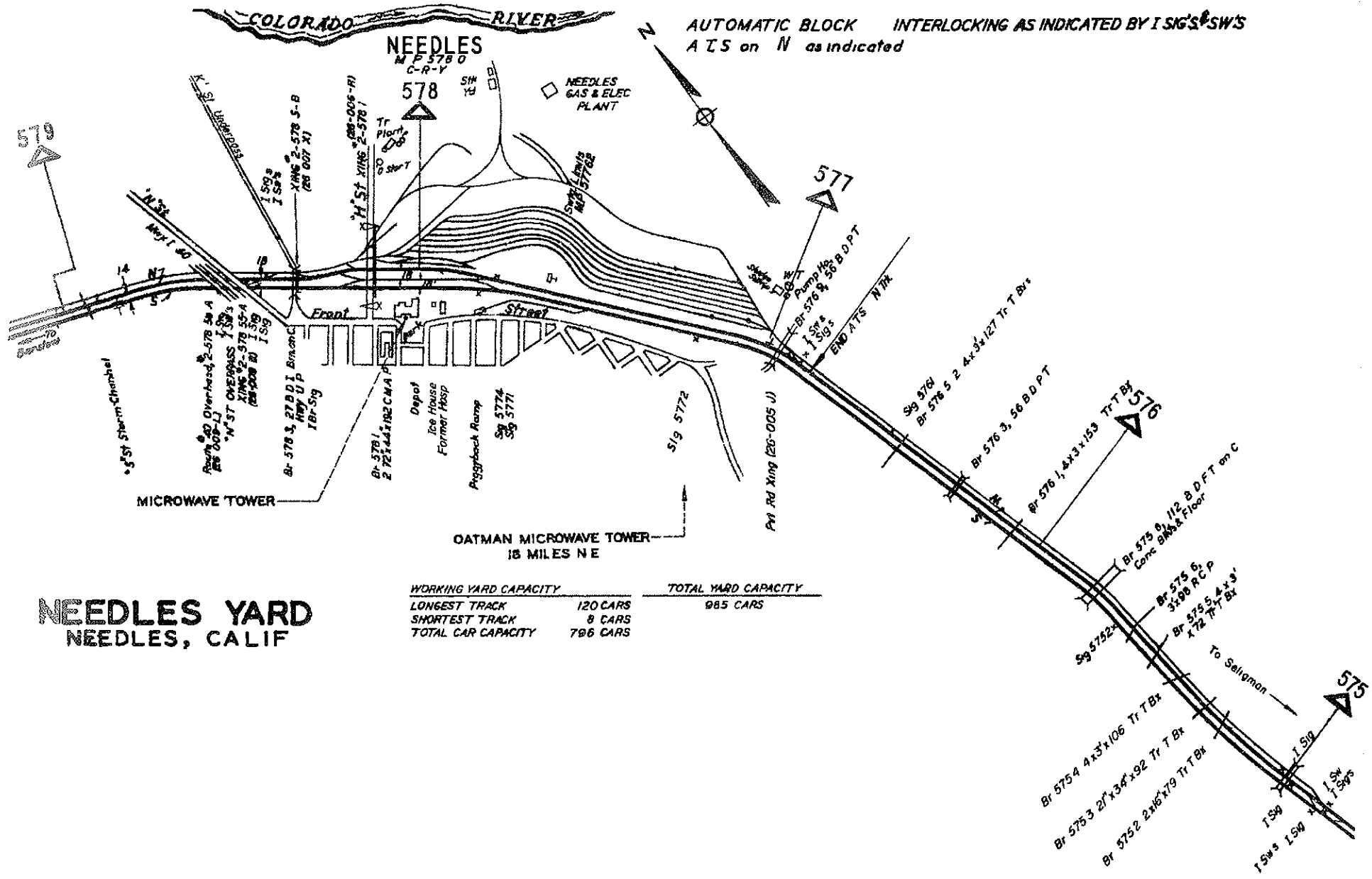
NEEDLES SUBDIVISION



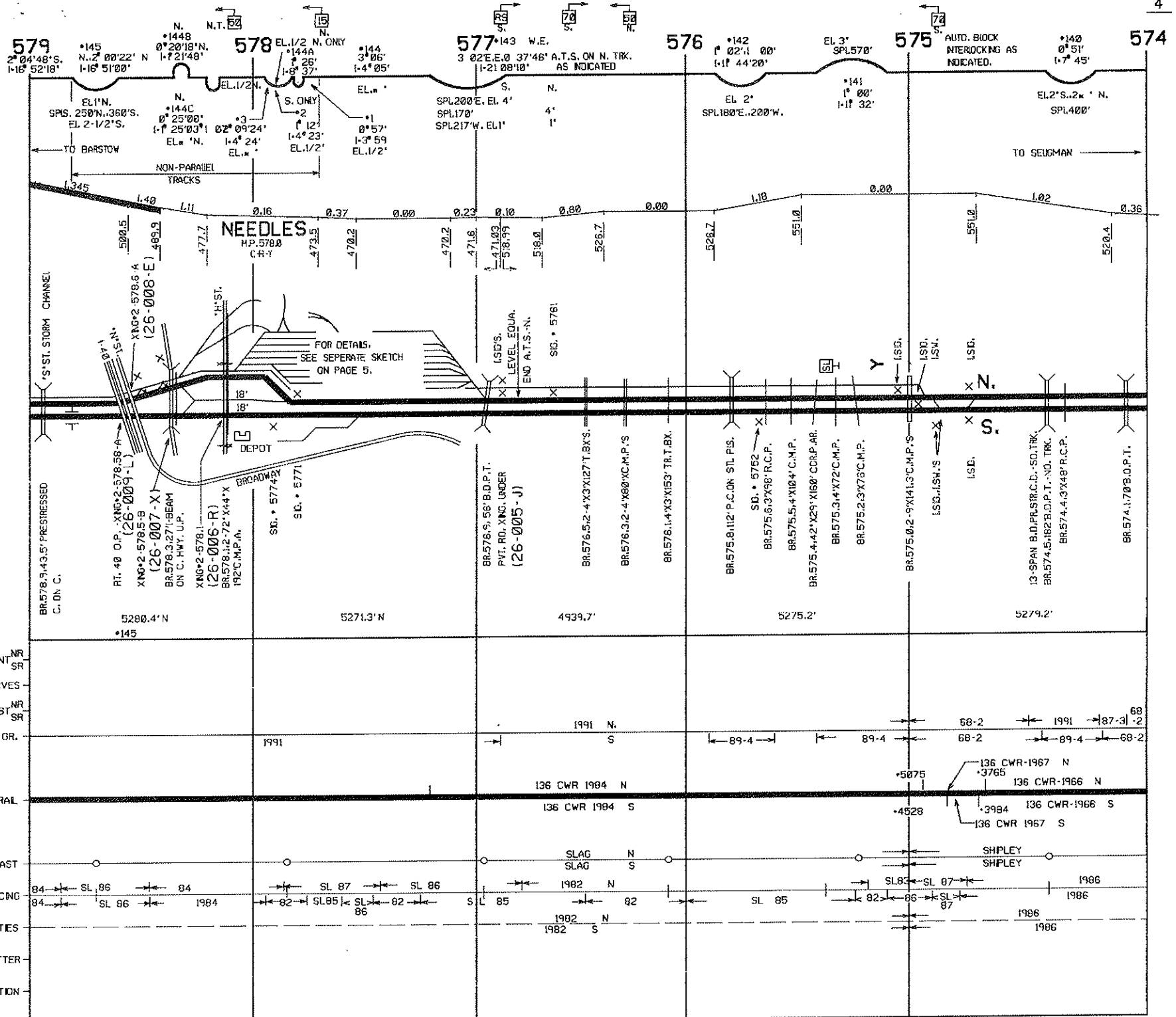


C.T.C.



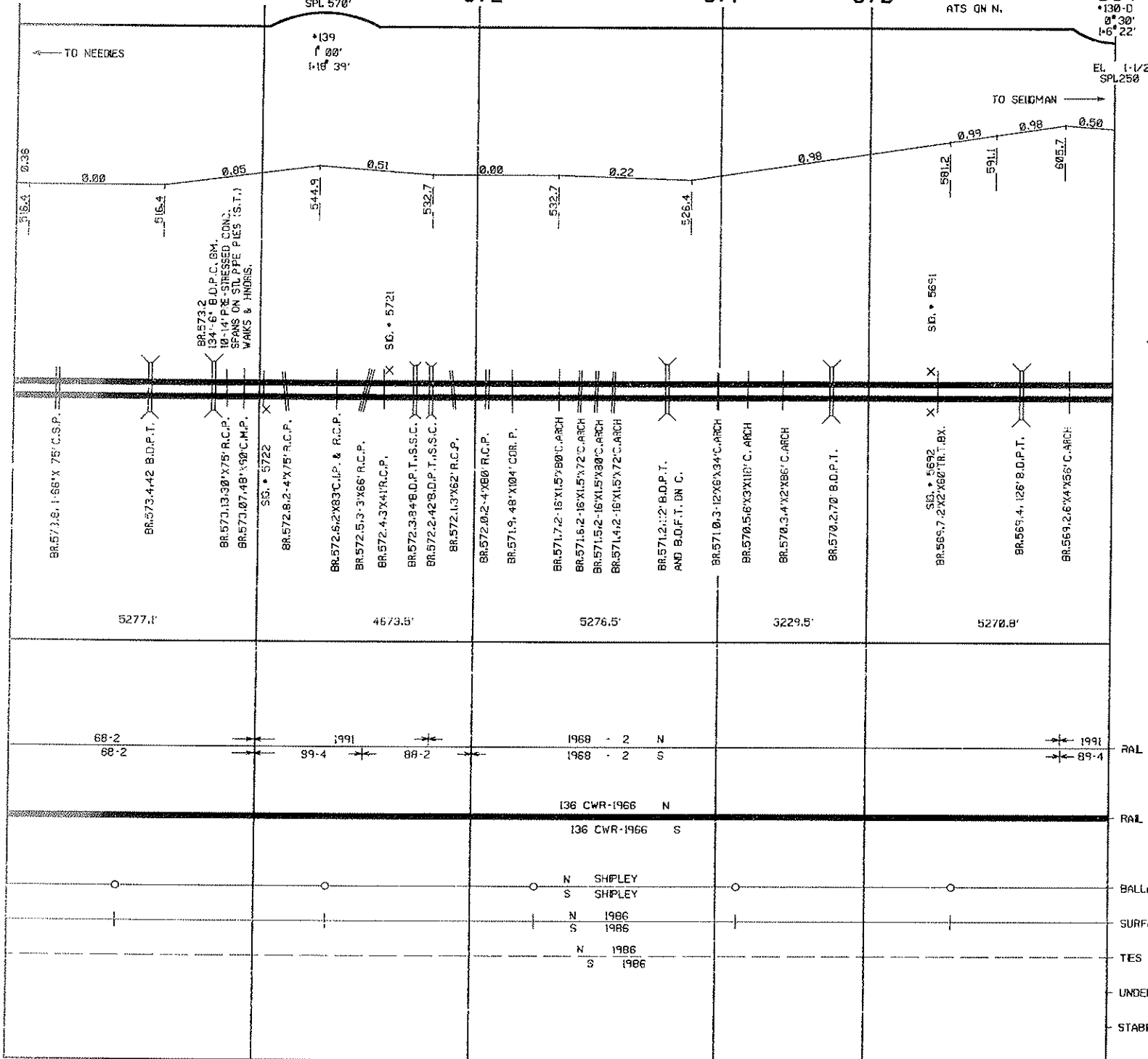


NEEDLES YARD
NEEDLES, CALIF



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NEEDLES SUBDIVISION



569

568

567

566

EL. 3' SPL. 570' AUTO. BLOCK ATS ON N.

EL. 1-1/2' SPL. 320'

TO NEEDLES

TO SELGMAN

TOPOCK

FOR CONTINUANCE, SEE CENTRAL REGION PART I

BR.568.92.3'X2'X6.1' TR. T. BX.
 BR.568.86.2'X2'X5.4' TR. T. BX.
 BR.568.7.6'X3'X2.13' C. ARCH
 BR.568.5.6'X3'X15.9' C. ARCH.
 BR.568.4.2'X2'X4.8' TR. T. BX.
 BR.568.3.4'X2'X10.3' C. ARCH
 BR.568.2.4'X2'X15.2' C. ARCH
 BR.568.1.126' B.D. P.T.

BR.567.9.160' B.D.C. ON C. H.W.Y. U.P.
 BR.567.8.112' B.D.P.T.
 (26-003-V)
 NATL TRALS HWY. XING *2-567.9-B

BR.567.5.6'X3'X17.3' C. ARCH
 BR.567.4.16'X7'X9.6' C. ARCH.
 BR.567.3. HWY. O.P. XING *2-567.3-A
 (26-002-N)
 SIG. * 5672 X
 X SB. * 5671

BR.567.0.2'X2'X86' TR. T. BX.
 BR.566.95.10'X7'X86' C. ARCH
 BR.566.87.4'X2'X6.9' C. ARCH
 BR.566.8.8'X4'X7.9' C. ARCH

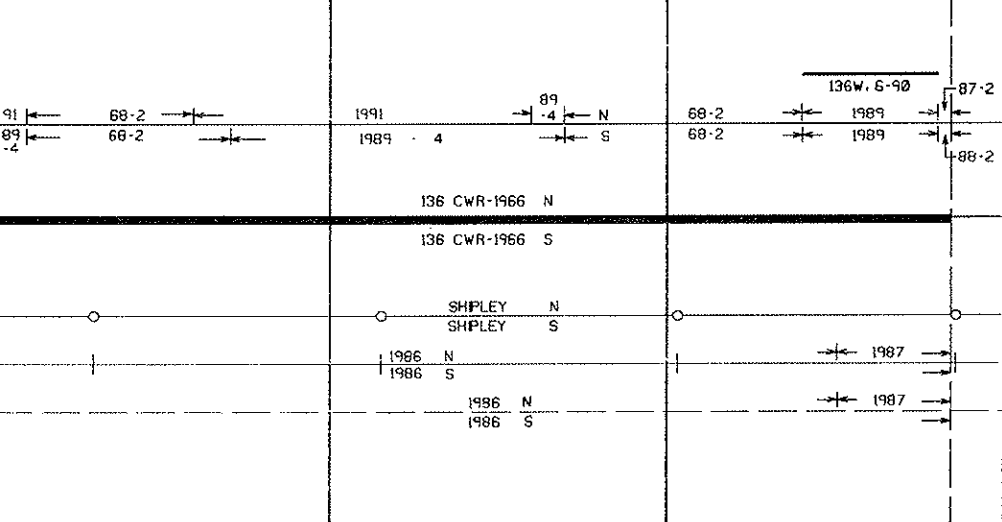
BR.566.4.22'X9'X10.7' C. ARCH
 NATL TRALS HWY. XING *2-566.2-S
 (26-001-G)
 BEG. CALIFORNIA DIV. HWY. U.P.
 M.P. 566-0846.25
 END ARIZONA DIV. HWY. U.P.
 BR.566.2.819.0' TH.C.

SAN BERNARDINO CO., CALIFORNIA
 RIVER
 MOHAVE CO., ARIZONA

I-40 FWY.

SECTION II NEEDLES SUBDIVISION 5276.5' *103-B
 SECTION 43 SELGMAN SUBDIVISION

NT
 CURVES
 ST
 RAL GR.
 RAL
 BALLAST
 SURFACING
 TES
 UNDERCUTTER
 STABILIZATION



Needles Subdivision

Topock (M.P. 566.1) to Barstow (M.P. 749.8)