

WESTERN
PACIFIC
SACRAMENTO
NORTHERN
TIDEWATER
SOUTHERN

TRACK
IDENTIFICATION
PROGRAM

REFERENCE
VOLUME F

WESO



Systems
&
Information
Services
Department

GENERAL NOTICE

The Western Pacific's Track Identification Program (TIP) is a uniform system of track numbering to be used by all departments of the Railroad System. The TIP numbers are a practical and useful tool providing both a schematic map and universal "language" for ourselves and the customers we serve.

This TIP book contains all the tracks and customers served in the area indicated on the cover. The maps are not drawn to scale but are a valuable guide to help locate tracks and customers. Details of the TIP in general and the area within this particular book will be found on the pages immediately following.

The proper use of the TIP is an important part of our Total Management Information and Control System which has great significance for the future of our railroad and our ability to meet the competitive challenges of rapidly changing technology. It is expected that every employee using these books will work for that desirable goal.

L. D. Michelson
General Manager

In the front of this manual is a table of contents according to station name and number (SSI). The SSI number appears at the upper left corner of each page and also constitutes the page identification number.

In the back of this manual are two indexes: The first is an alphabetical index and lists all on-line customers in the area having their own spur in the left column and their corresponding track number in the next column; the second index is in numerical order and lists all customer tracks in the left column and their corresponding customer or the common name of the track in the next column. Also, in the back of the manual is a page explaining the meaning of alpha prefixes used in the yard areas and the interchange, utility and team TIP numbers in the area.

The TIP number itself appears in the circles denoting tracks on the maps. This is the identical TIP number appearing on the switch target of a given track, and is always three digits.

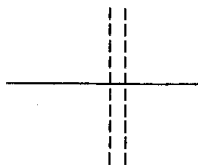
The map pages are divided by a solid thick bar line separating the top and bottom segments. The SSI number in the upper left corner of each segment is also the page number for both its left and right facing halves except in congested areas requiring more than one page for one SSI an additional page detail identification will appear in the lower right corner. Map index pages are used where necessary to show the relative positions of a number of segments in a large terminal. The tracks themselves are not identified on these index pages but only the page detail identification.

Other symbols used on the maps are as follows:

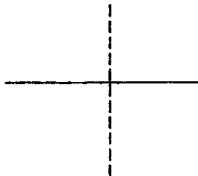


Actual Mileposts in diamond symbol (Generally each page consists of one mile of track but some areas require several pages to describe one mile).

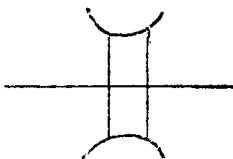
Road crossings by double dashed line



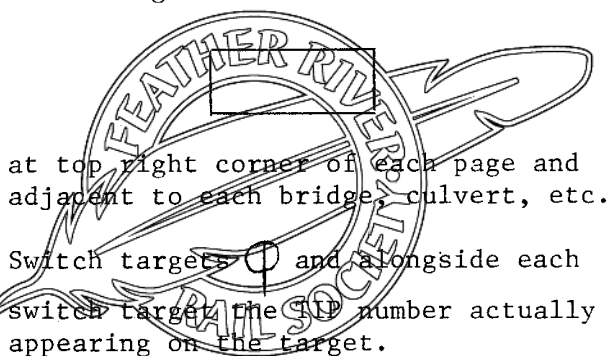
Culverts by single dashed line



Bridges



Maintenance of Way reporting numbers
in rectangles



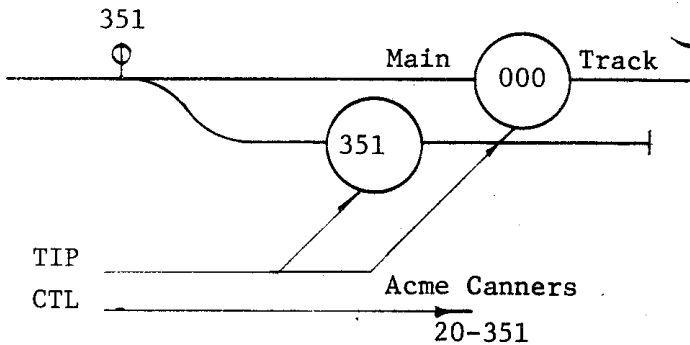
at top right corner of each page and
adjacent to each bridge, culvert, etc.

Switch targets  and alongside each
switch target the ID number actually
appearing on the target.

Station Name (if any) immediately
below both SSI number at top left
corner and M/W number at top right
of each page.

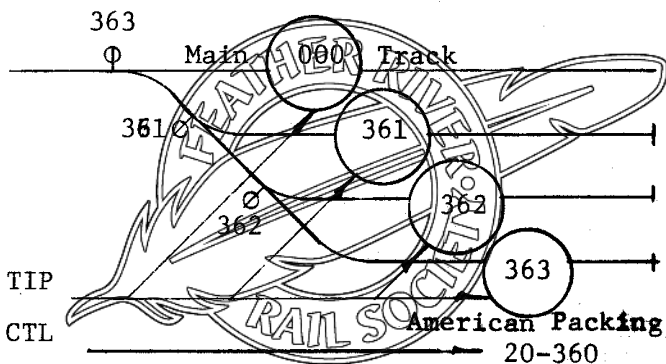
Customer Name and Customer Track
Location (CTL) number near his track
or tracks. For example, here are
three fictitious shipper layouts at
Hayward (SSI 20):

1. One customer - one track

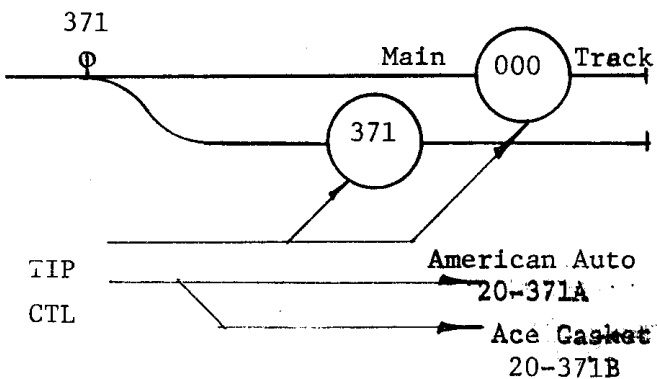


2. One customer - More than one track

(Note: CTL number ends in zero.
Customer track numbers never end in zero except in joint SP areas).



3. More than one customer - One track



Note: There is always only one track number for any one track. An alpha suffix is used to identify different portions of the same track associated with different patrons.

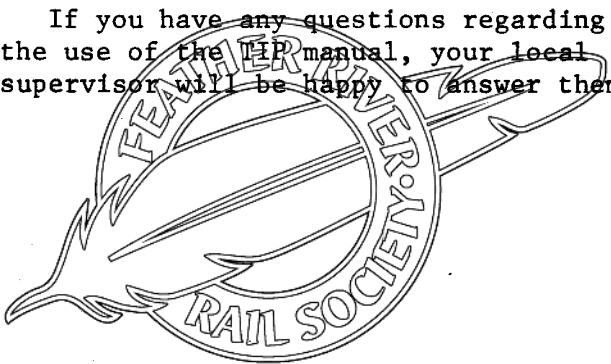
Remember: Although only the TIP number is on the switch target, it is necessary to use both the SSI and TIP numbers to correctly identify location, and these two numbers are always separated by a hyphen.

20-351
(Track 351 at Hayward)

140-351
(Track 351 at Haggin)

and the correct SSI number is at the top left corner of each page for all tracks on that page.

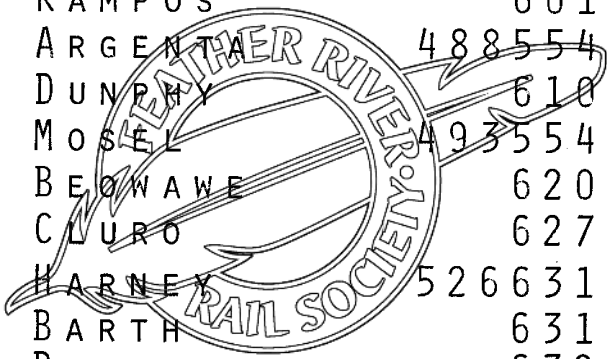
If you have any questions regarding the use of the TIP manual, your local supervisor will be happy to answer them.



VOLUME F

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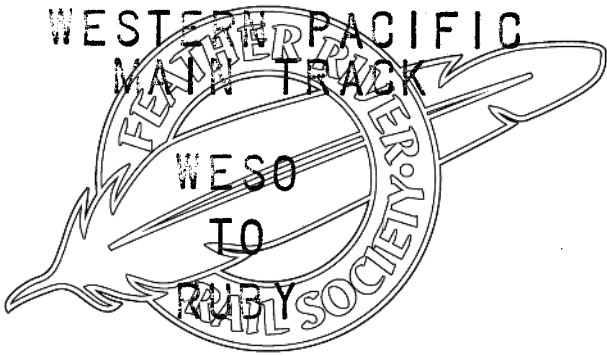


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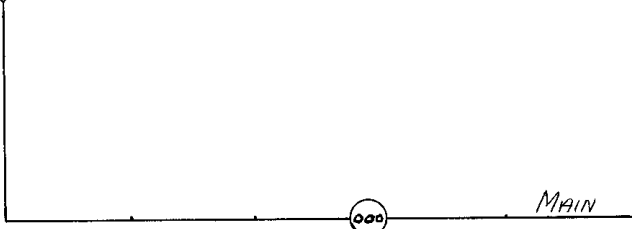


WESTERN PACIFIC
MAIN TRACK



WESO
TO
RUBY

536

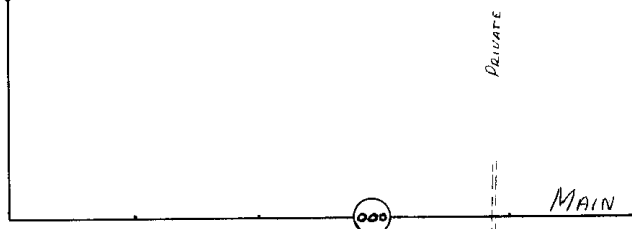


To SAN FRANCISCO



A536B01

537



To SAN FRANCISCO

PRIVATE XING

RA. XING

A537A01

A 5 3 6



TRACK

SALT LAKE CITY

A536B02



A 5 3 7



CULM 537.71

TRACK

SALT LAKE CITY

A537A02

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M
538
M

CULV 538.49



← TO SAN FRANCISCO



A538A01

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M
539
M

Private Yard

CULV 539.29

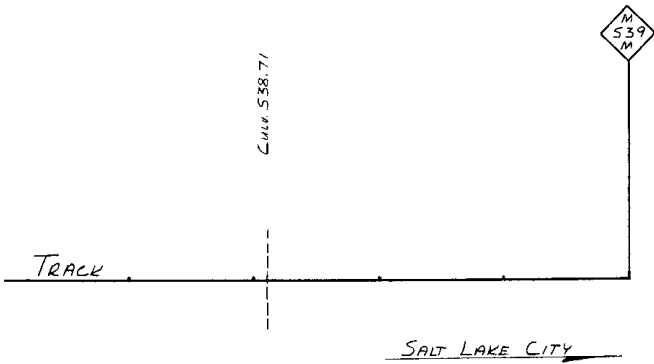


← TO SAN FRANCISCO

Bo. Yard

A539A01

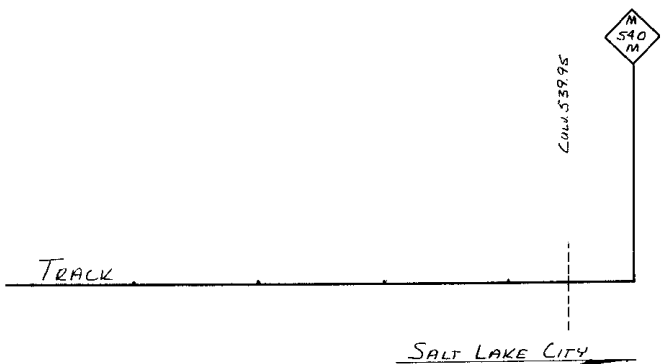
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A538A02



A 5 3 9



A539A02

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540
M

CULV. 540.33

CULV. 540.43

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MAIN

TO SAN FRANCISCO

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A540A01

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541
M

CULV. 541.04

CULV. 541.25

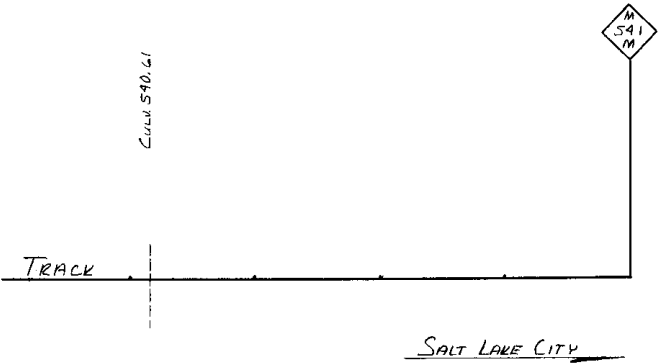
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MAIN

TO SAN FRANCISCO

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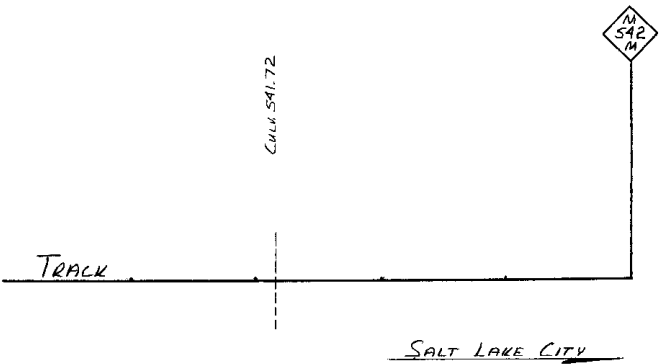
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A540A02



A 5 4 1



A541A02

542

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542
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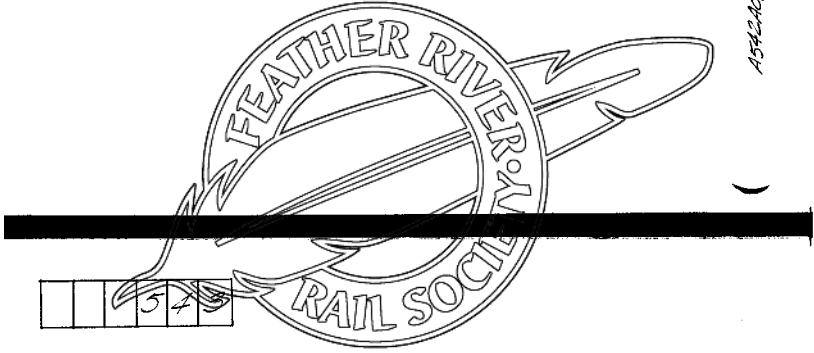
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MAIN

← TO SAN FRANCISCO

Rd. King



543

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543
M

CULM 543.06

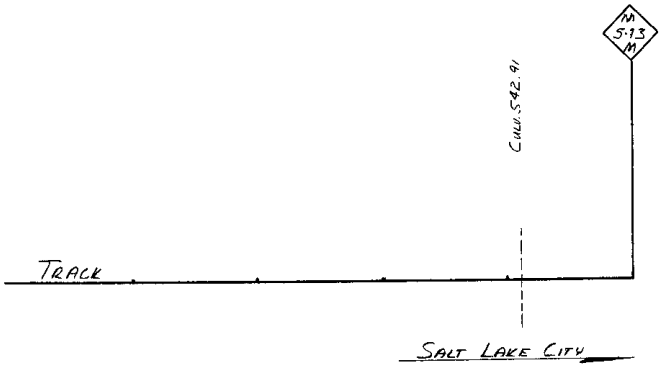
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MAIN

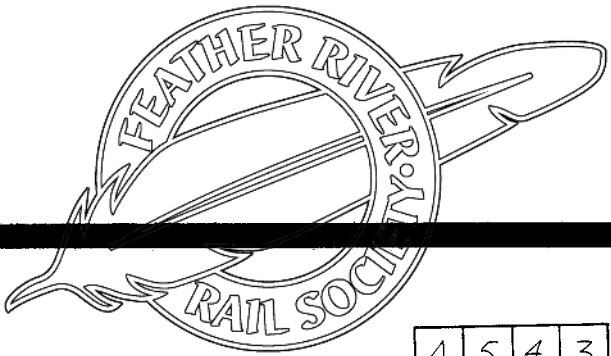
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A543-A1

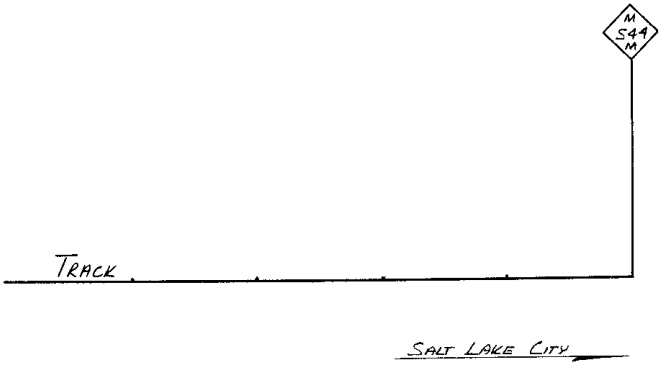
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A54202



A 5 4 3

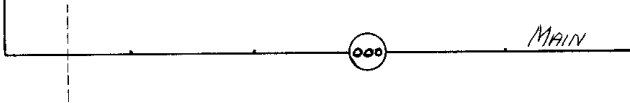


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CULU 544.05



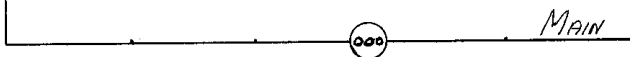
← TO SAN FRANCISCO



A5444401

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545
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← TO SAN FRANCISCO

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A 5 4 4



TRACK

SALT LAKE CITY

A544A02



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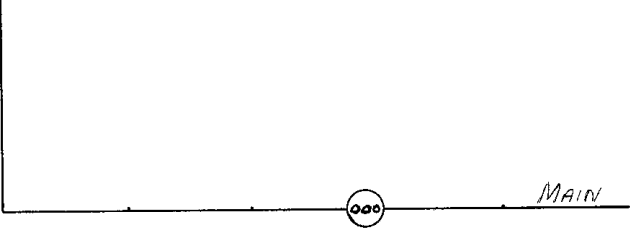


TRACK

SALT LAKE CITY

A545A02

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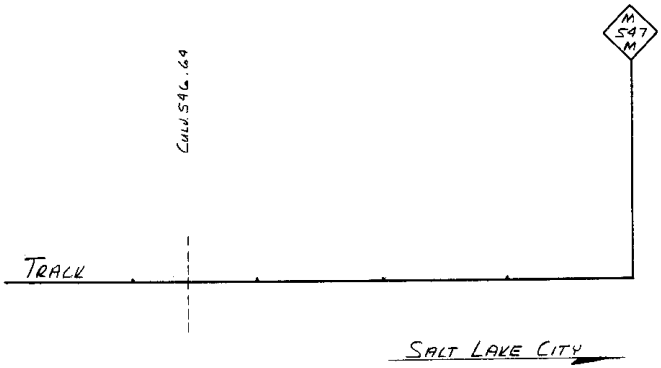


← TO SAN FRANCISCO



A546/AD1

A 5 4 6



15746-402



548

GLC NDA WP

M 547 M

CULL. 547.09

CULL. 547.34

CULL. 547.96

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MAIN

TO SAN FRANCISCO

434536

GLC NDA SP

SP CO

100

A548A01



548

GLC NDA WP

M 548 M

CULL. 548.02

COUNTY ROAD

CULL. 548.45

101

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MAIN

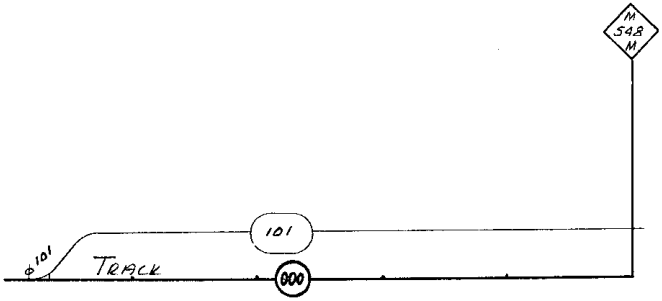
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Rd. King

A548B01

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GLC NDA WP

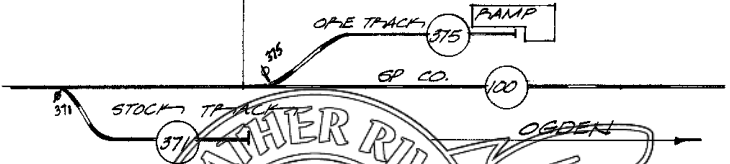


A548A02

SALT LAKE CITY

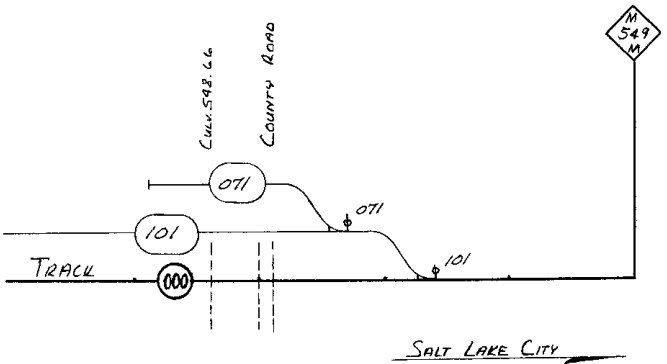
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434
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434536
GLC NDA SP



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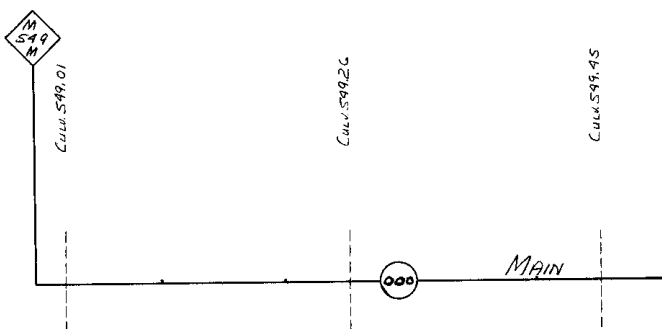
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A548B02

Rd. Nine

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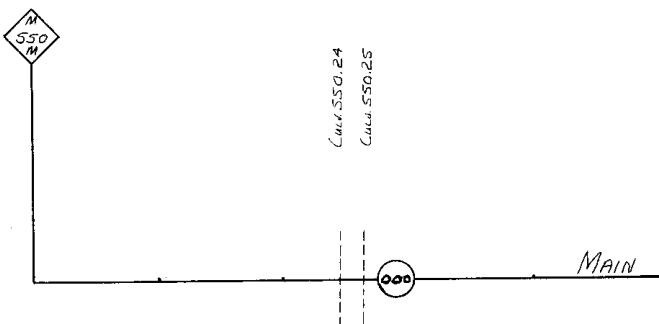


← TO SAN FRANCISCO

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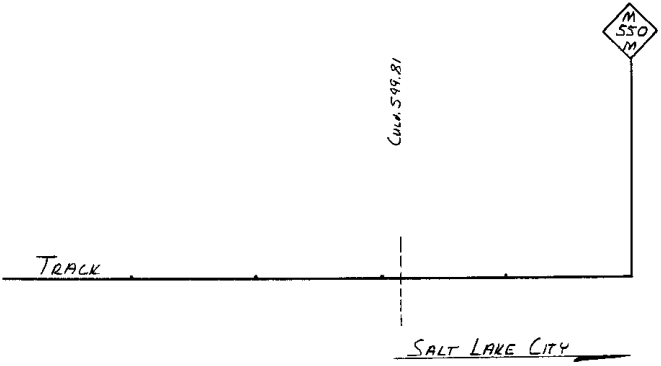
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← TO SAN FRANCISCO

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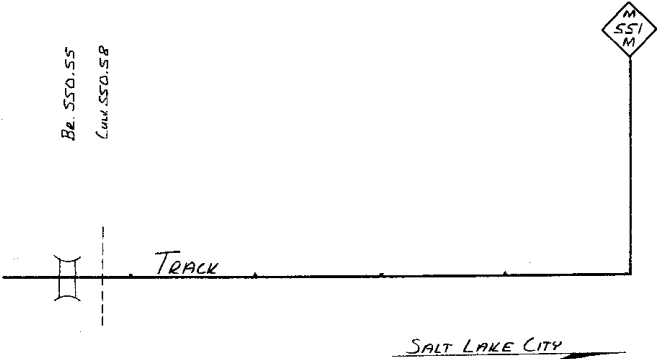
A 5 4 9



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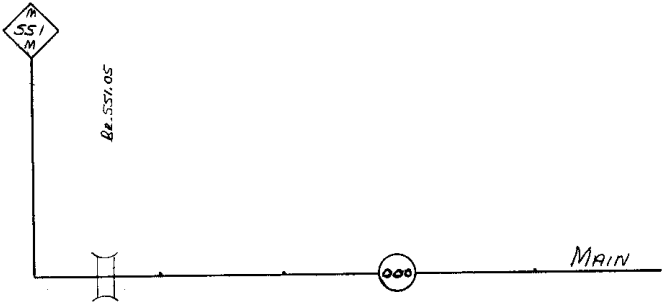


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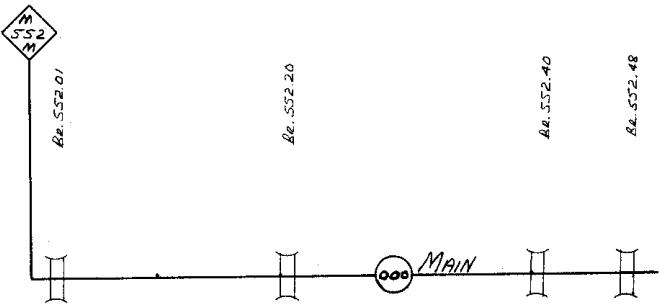


To SAN FRANCISCO



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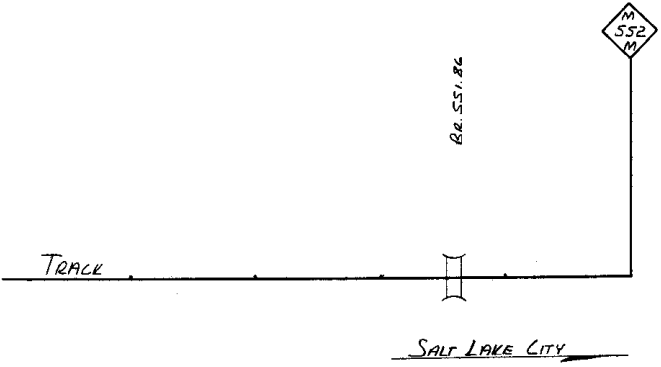
552



To SAN FRANCISCO

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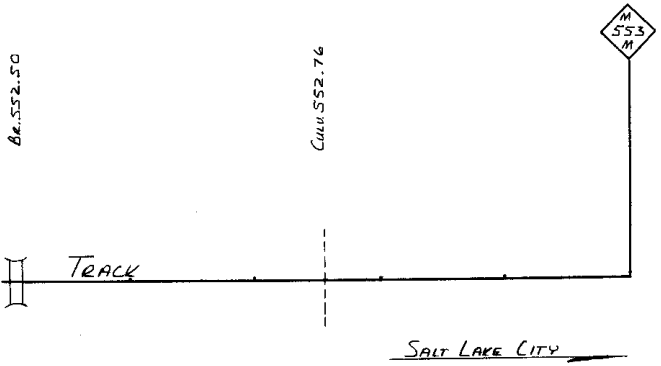
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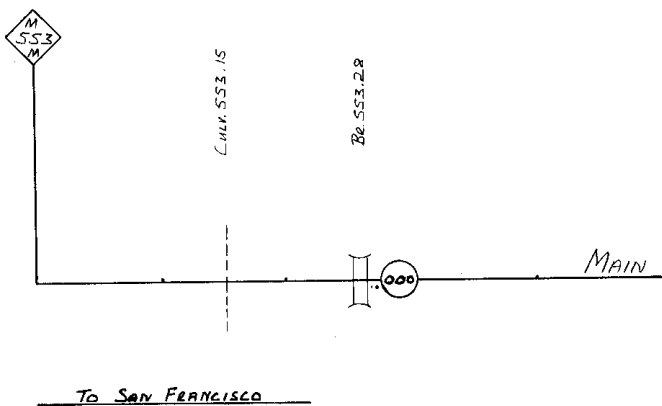
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PP-EBLE

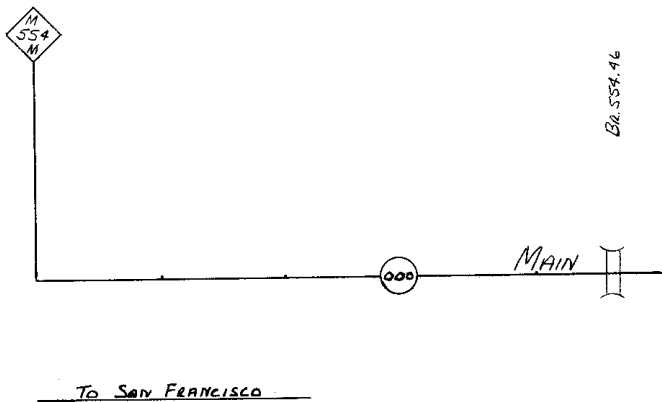


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A554401

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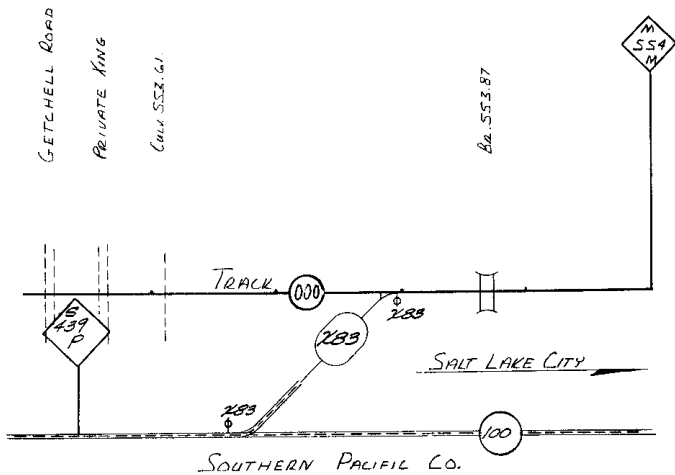


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A554401

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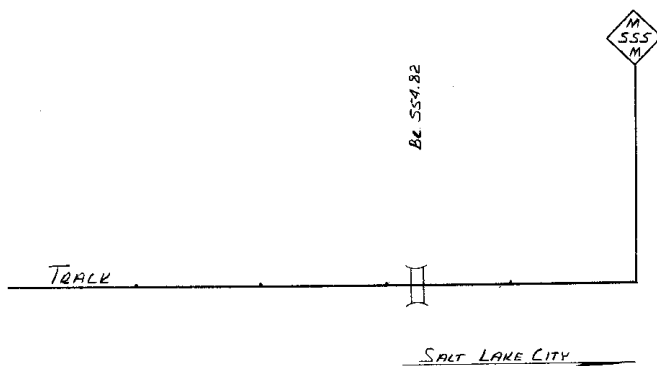
PPLEBLE



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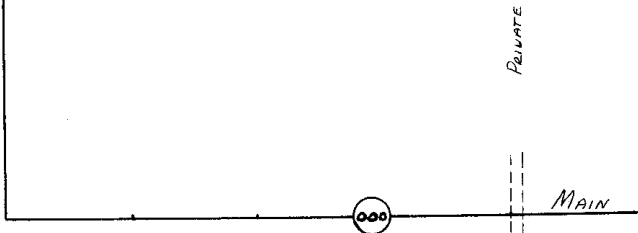
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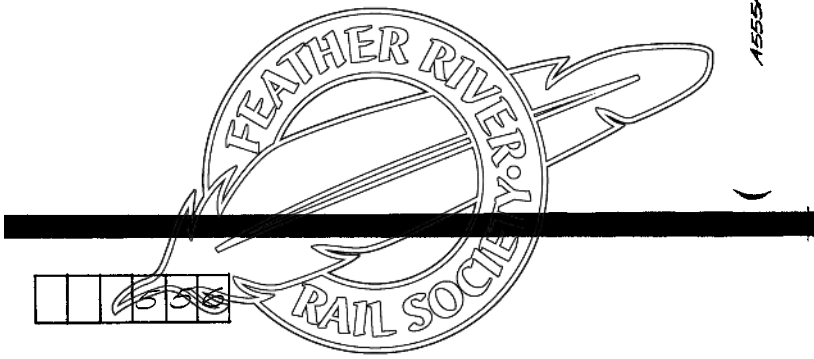


← TO SAN FRANCISCO

PRIVATE XING

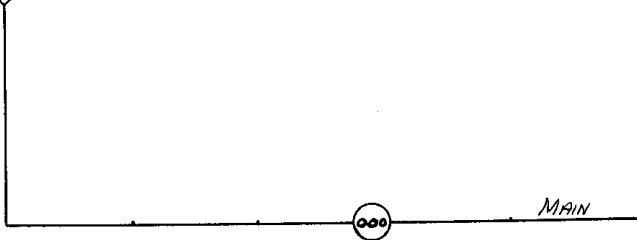
RD XING

1553A01



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556
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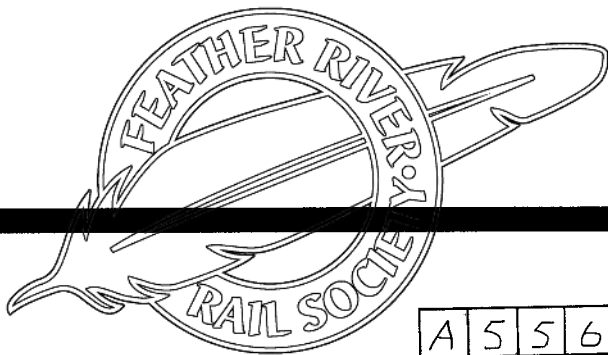
← TO SAN FRANCISCO

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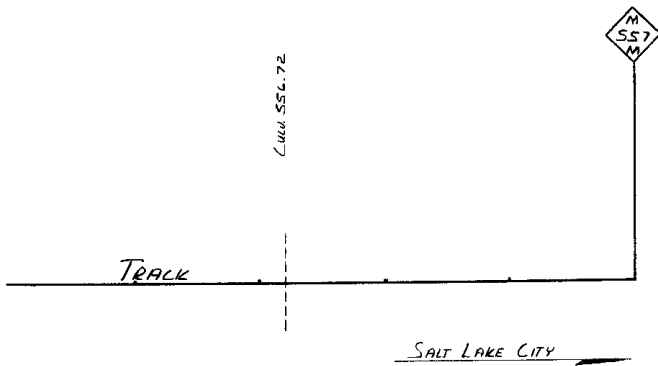
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A555A02



A 5 5 6



A556A02

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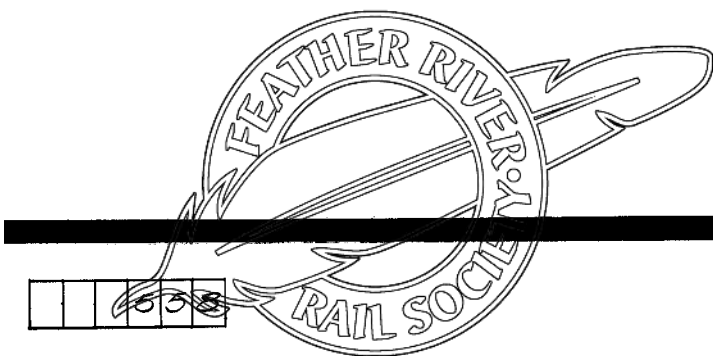
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557
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CULM 557.15

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MAIN

← TO SAN FRANCISCO



A557401

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558
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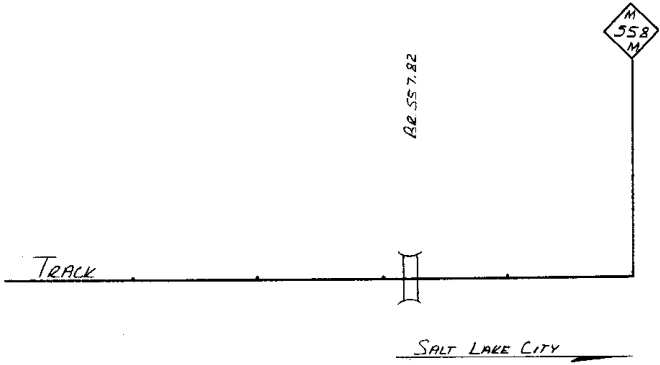
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MAIN

← TO SAN FRANCISCO

A558101

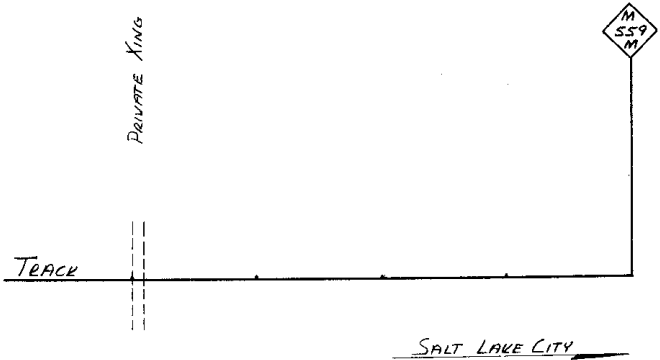
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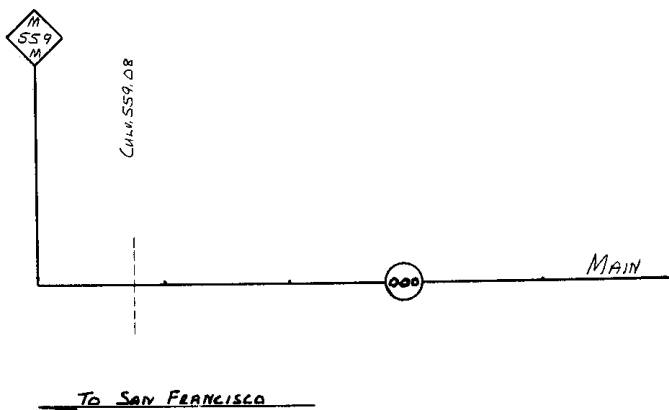


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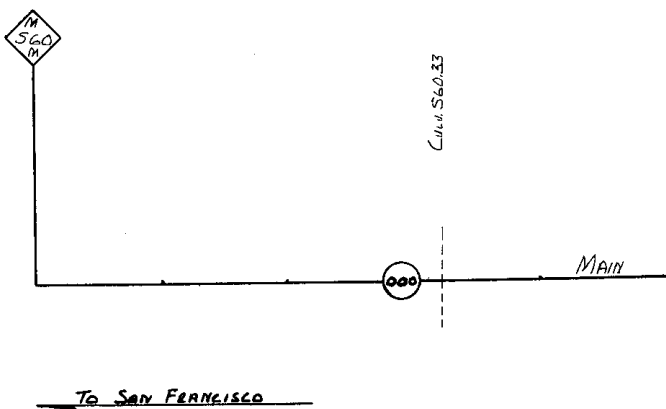
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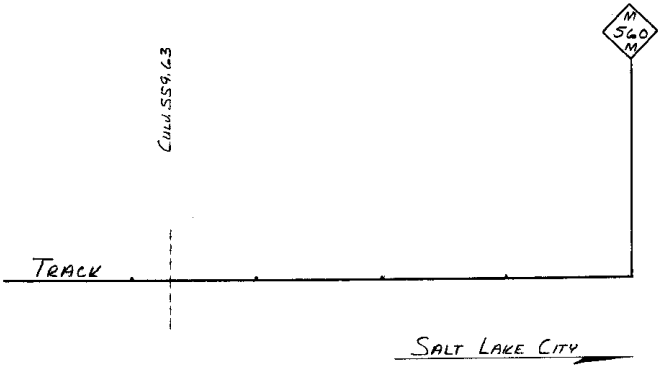


A559A01



A560A01

A 5 5 9



1559A02



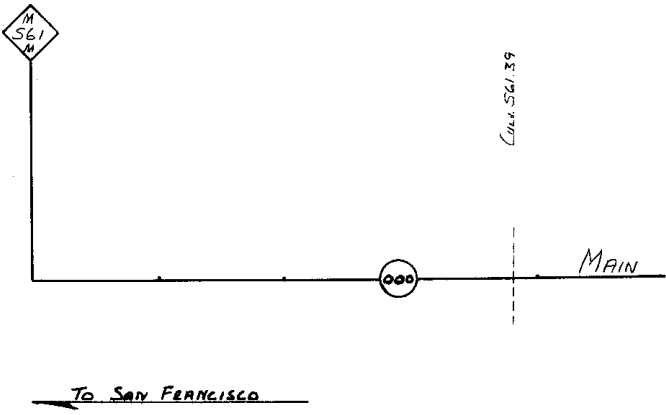
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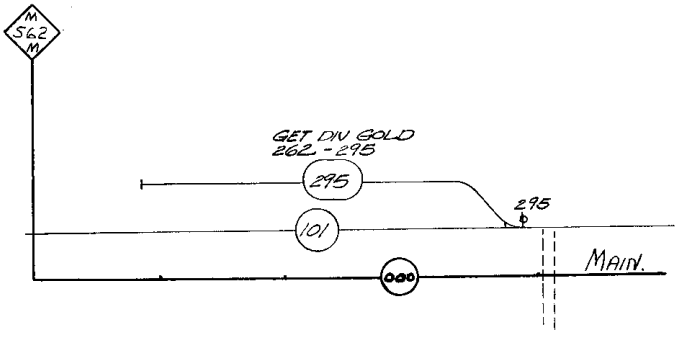
562

PED HOUSE

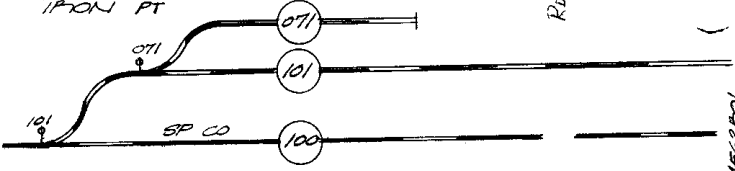


1562AD1

562
PED HOUSE



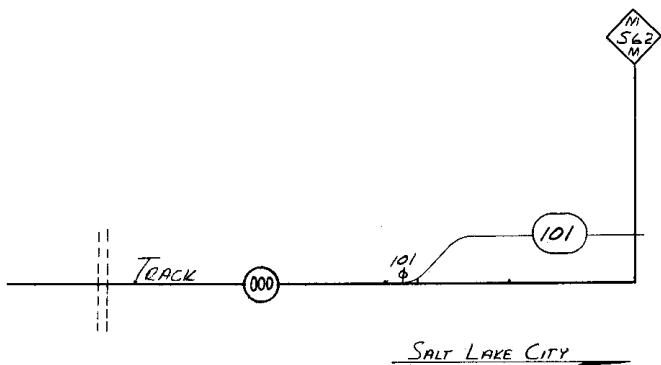
TO SAN FRANCISCO
448554
IPON PT



1562BD1

A 5 6 2

MED HOUSE



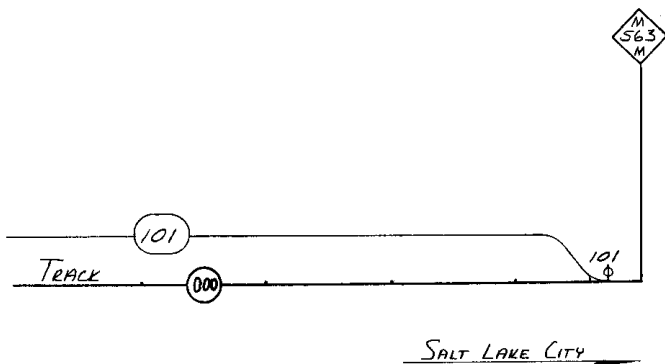
Rd. Xing

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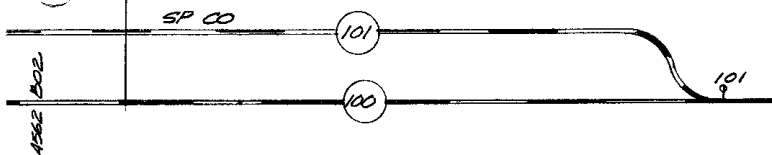
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MED HOUSE



S
448
P

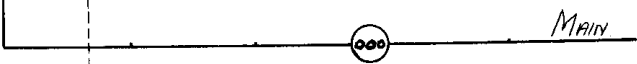
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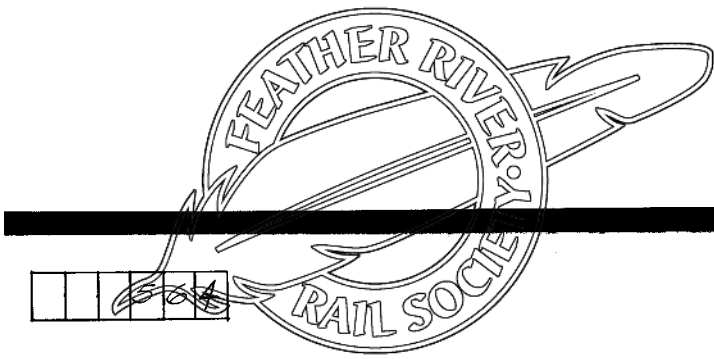
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563
M

CUK 563.04

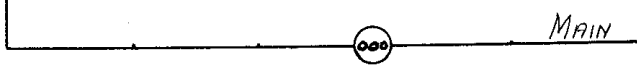


← TO SAN FRANCISCO



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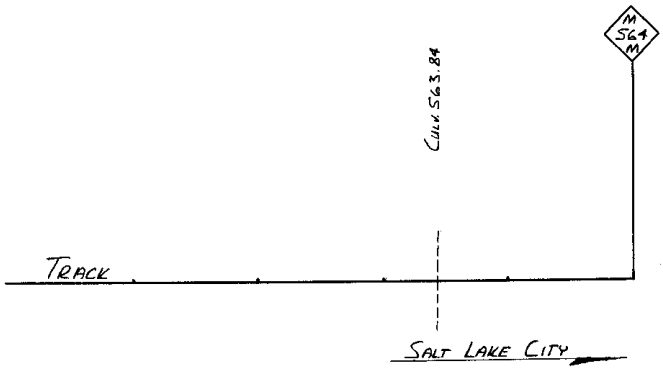
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569
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← TO SAN FRANCISCO

A569A01

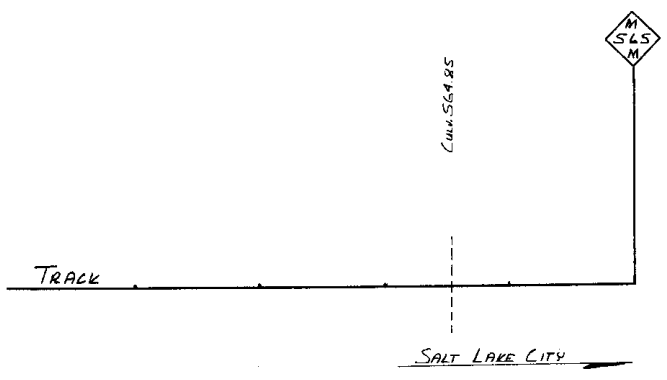
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1563A02



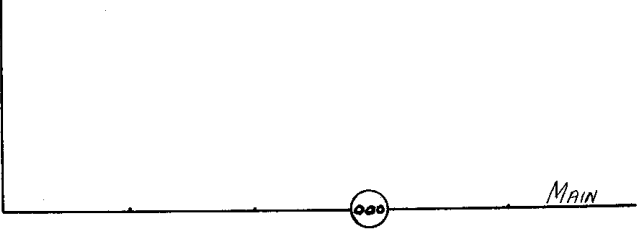
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1564A02

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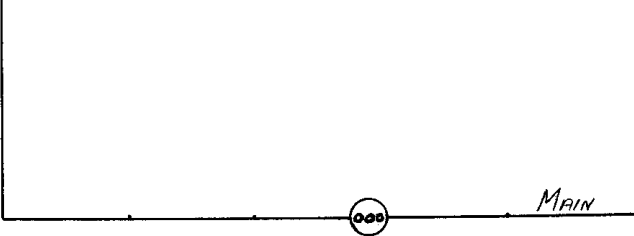
← TO SAN FRANCISCO



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← TO SAN FRANCISCO

A566A01

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TRACK

SALT LAKE CITY

A566A02



A 5 6 6



TRACK

SALT LAKE CITY

PRIVATE KING

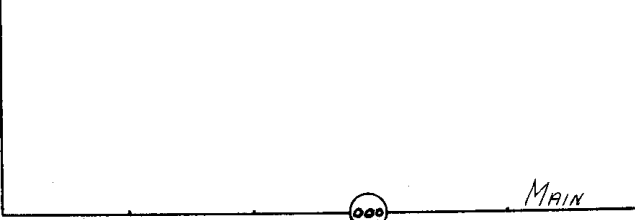
CUR. 566.58

RD. KING

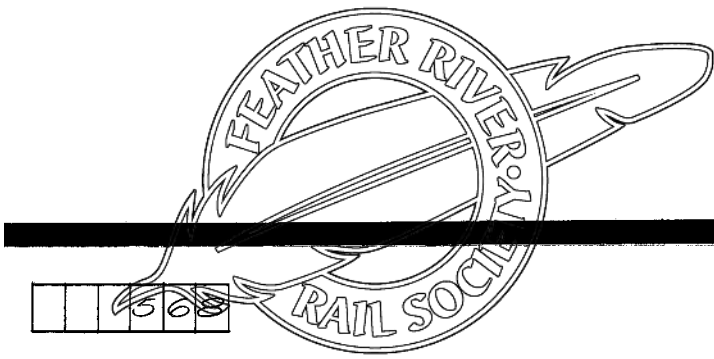
A566A02

567

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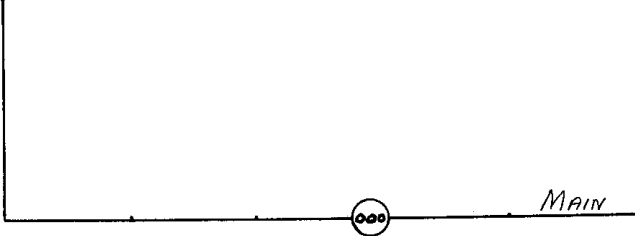


TO SAN FRANCISCO



A567A01

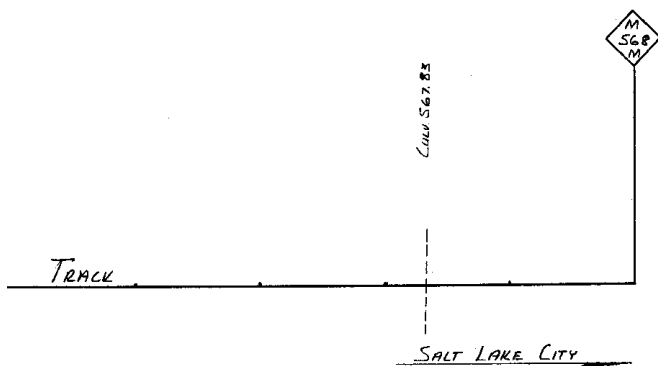
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TO SAN FRANCISCO

A568A01

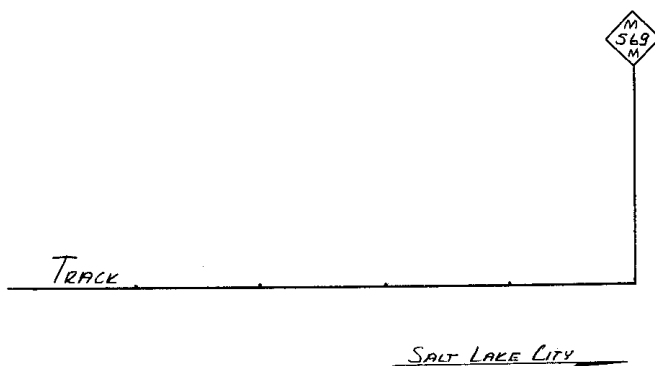
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A567A02



A 5 6 8

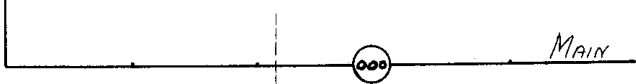


A568A02

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CURV 569.21

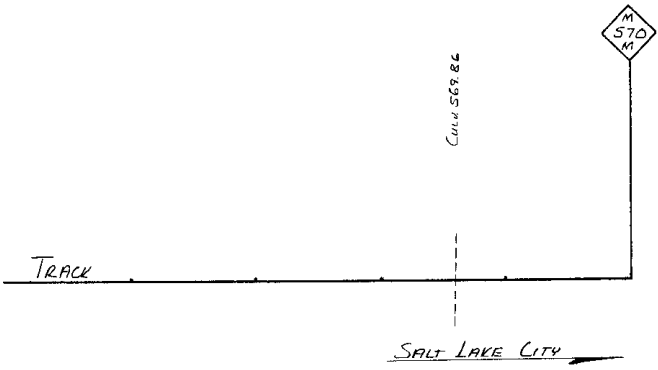


← TO SAN FRANCISCO



ASSOCIATION

A 5 6 9



A569A02

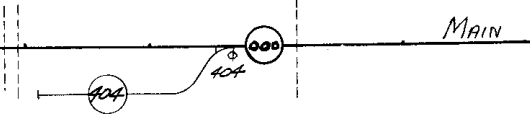


570

K-NIGHT

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Circle 570.31



TO SAN FRANCISCO

ROAD KING



A570A01

571

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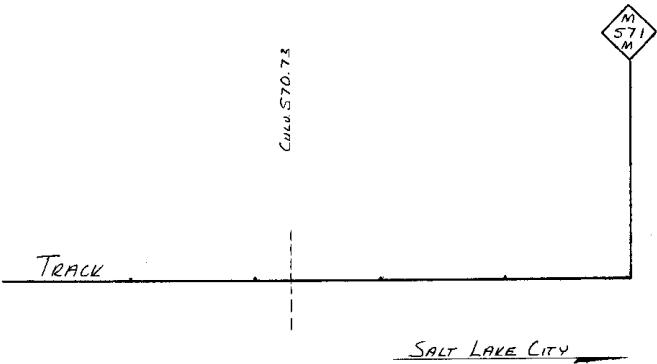
MAIN

TO SAN FRANCISCO

A571A01

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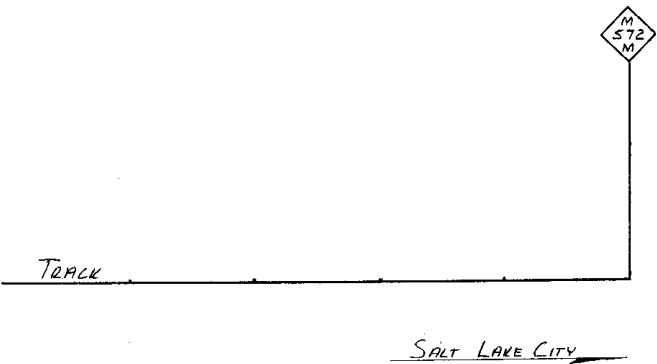
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A570A02



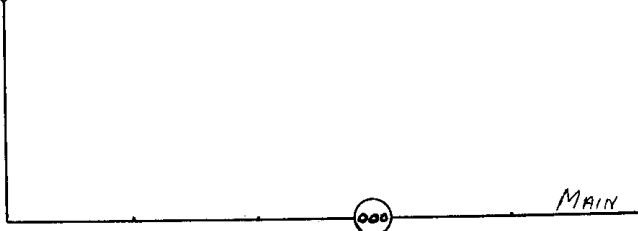
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A571A02

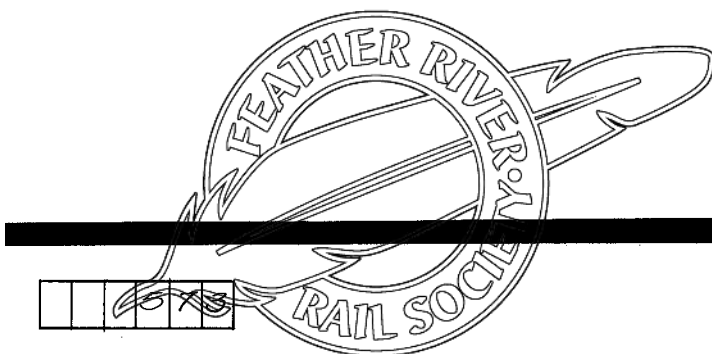
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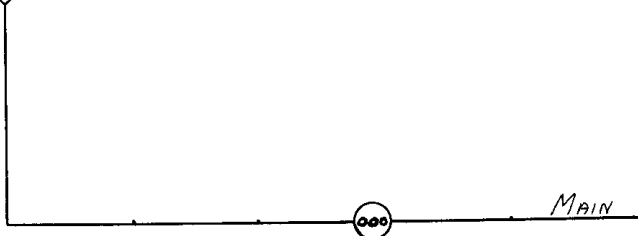
TO SAN FRANCISCO

1572A01



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TO SAN FRANCISCO

1573A01

A 5 7 2

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TRACK

SALT LAKE CITY

A672A02



A 5 7 3

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TRACK

SALT LAKE CITY

A573A02

575

ELLISON

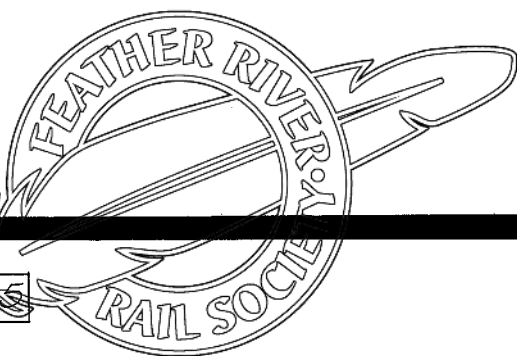
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TO SAN FRANCISCO



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MAIN

TO SAN FRANCISCO

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VALMY

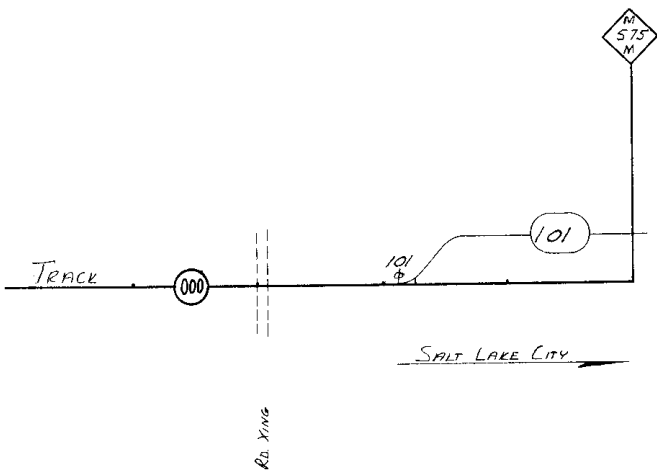
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A 5 7 5

ELLISON

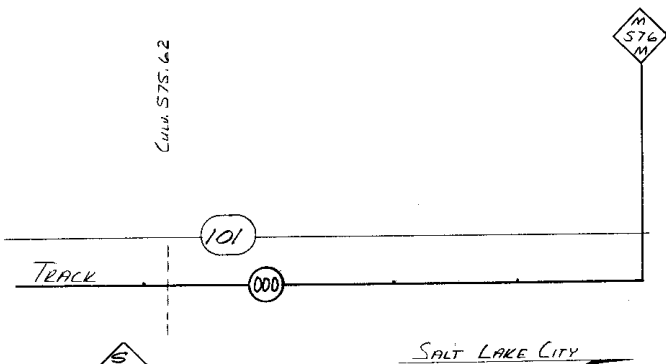


A575A02



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ELLISON



CULV. 575.62

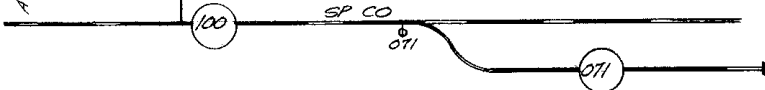
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SALT LAKE CITY

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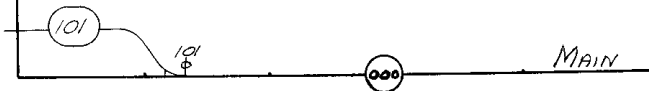
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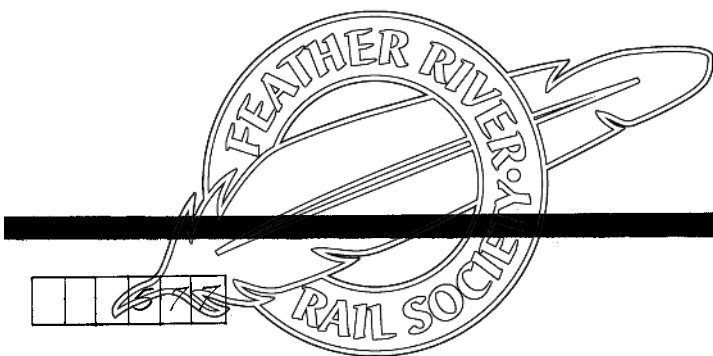
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ELLISON

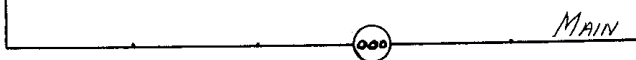


TO SAN FRANCISCO

A575C01



576



TO SAN FRANCISCO

A577A01

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ELLISON

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TRACK

SALT LAKE CITY

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A 5 7 7

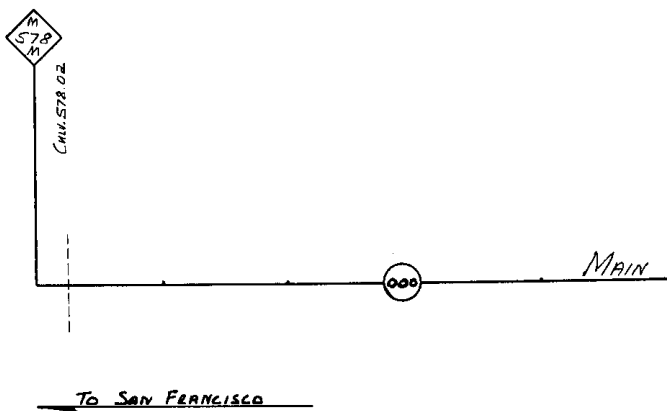
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SALT LAKE CITY

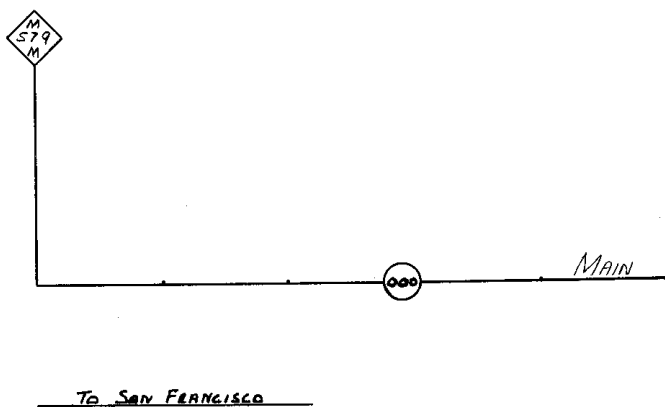
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1579A01

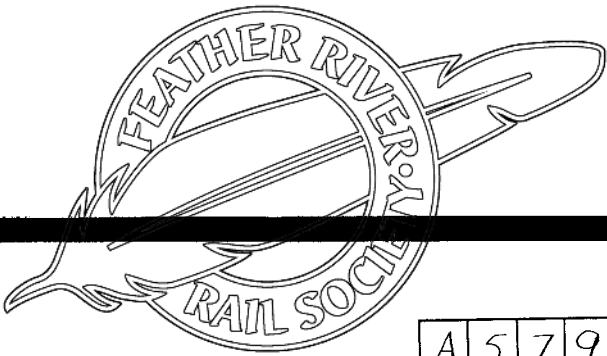
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SALT LAKE CITY

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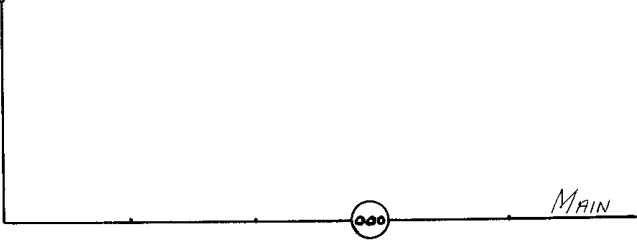
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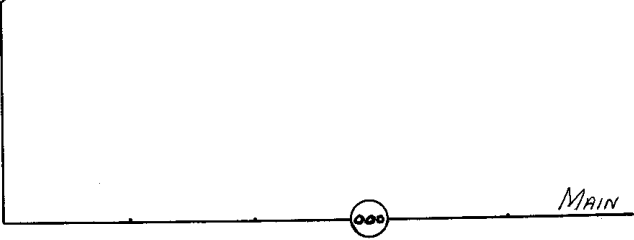
To SAN FRANCISCO



A580A01

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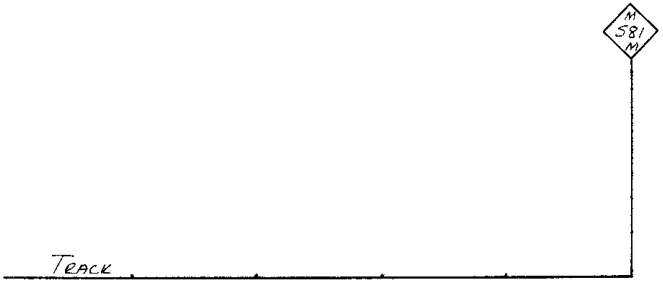
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To SAN FRANCISCO

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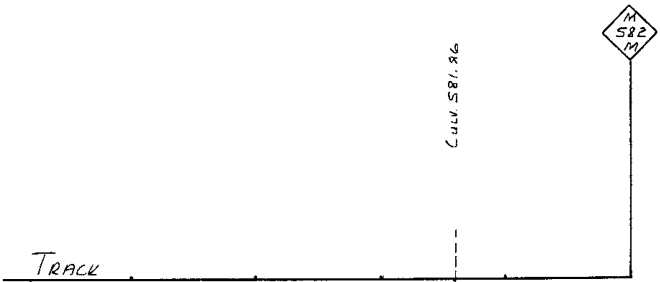


SALT LAKE CITY →

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SALT LAKE CITY →

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RUSELS WP



Circle 582.17



MAIN



To SAN FRANCISCO

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NOTE

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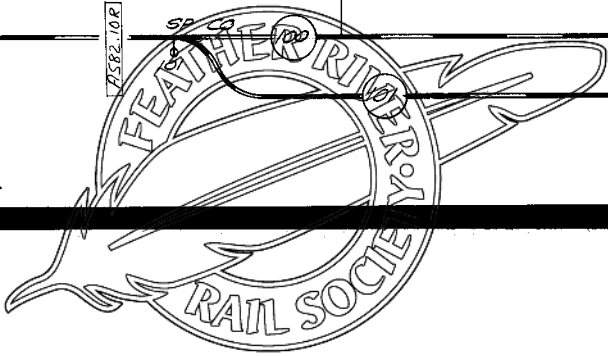
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A 58210R

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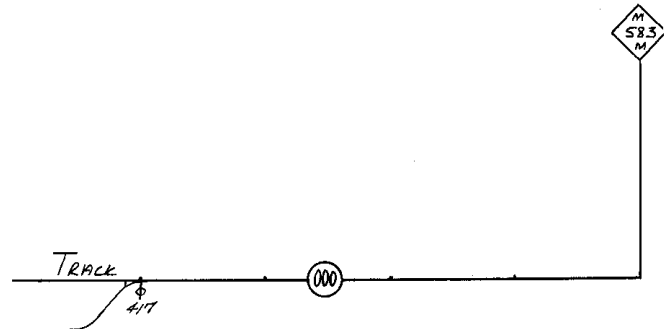


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MUSELS WP

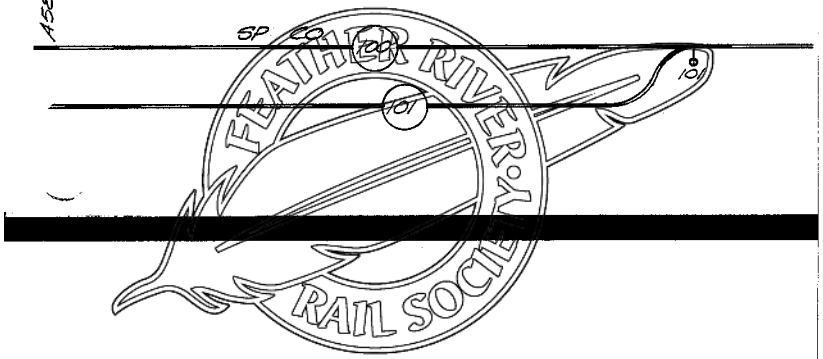


SALT LAKE CITY

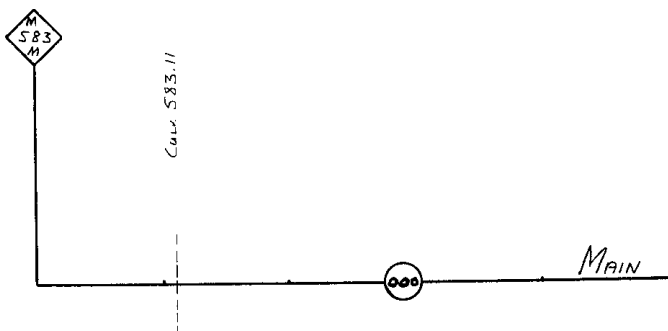
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NOTE

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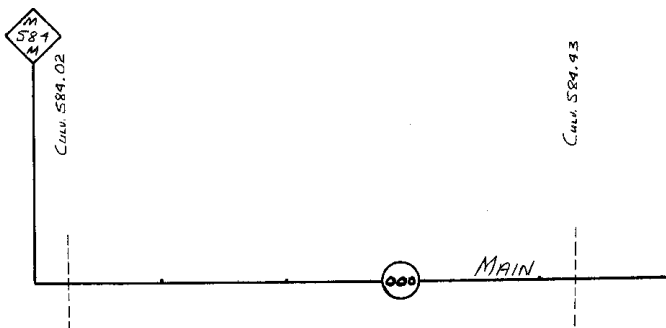


TO SAN FRANCISCO



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TO SAN FRANCISCO

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TRACK

SALT LAKE CITY

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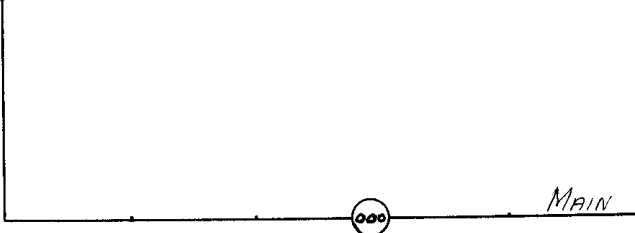
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SALT LAKE CITY

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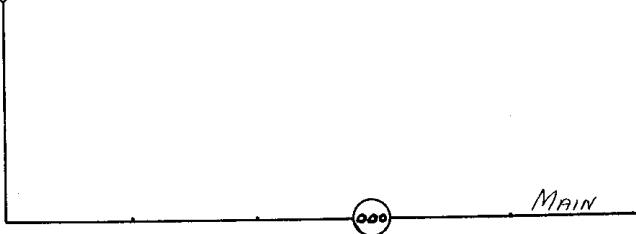
← TO SAN FRANCISCO

1585A01



586

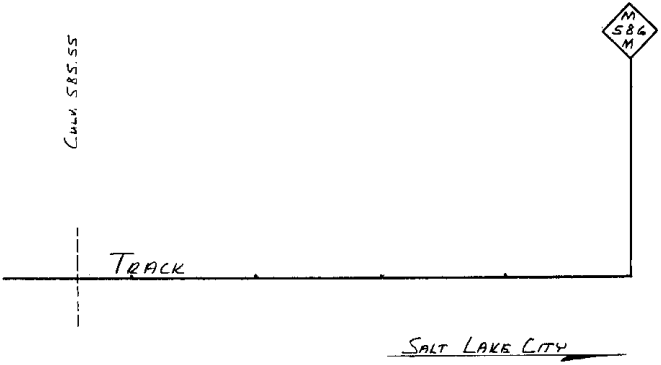
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← TO SAN FRANCISCO

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A 5 8 5

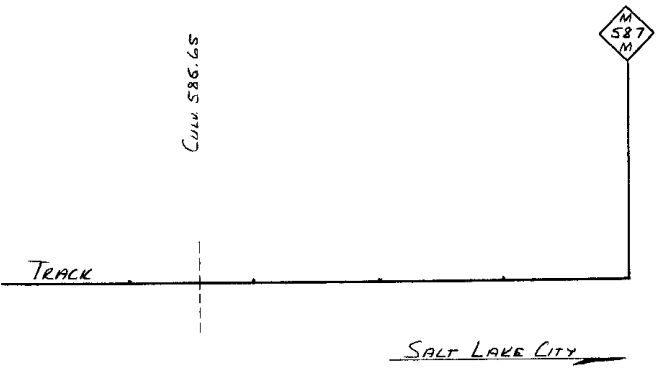


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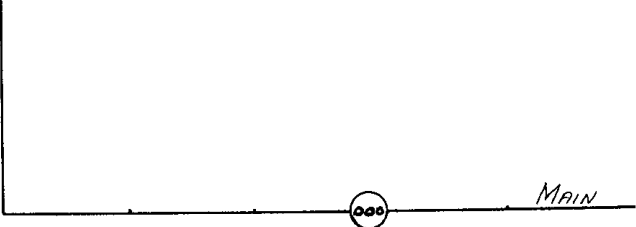


SALT LAKE CITY

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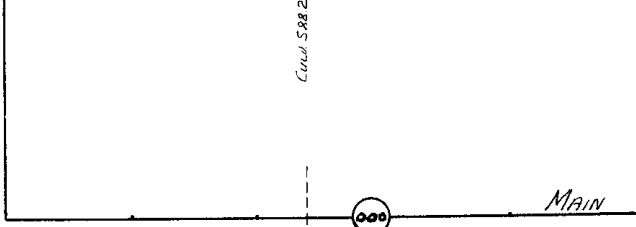
← TO SAN FRANCISCO

15587A01



588

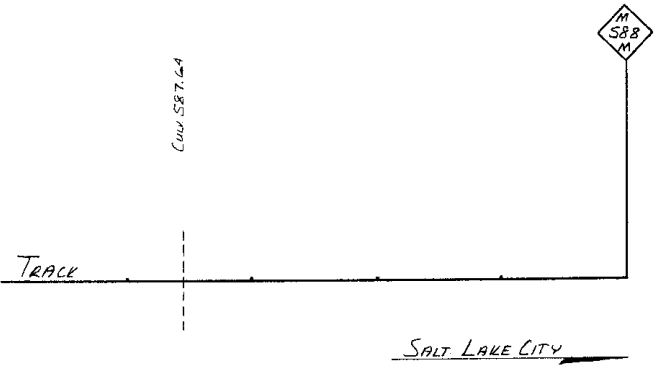
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← TO SAN FRANCISCO

15588A01

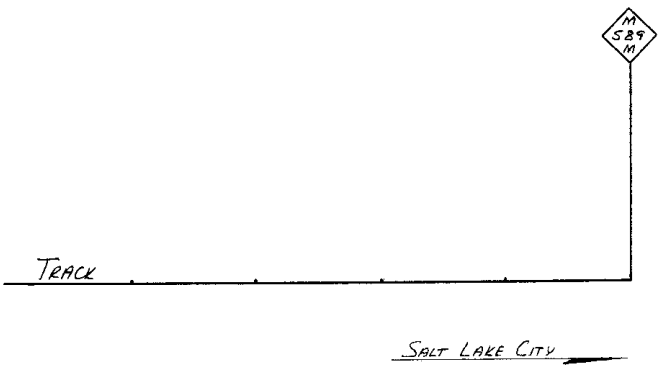
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A587A02



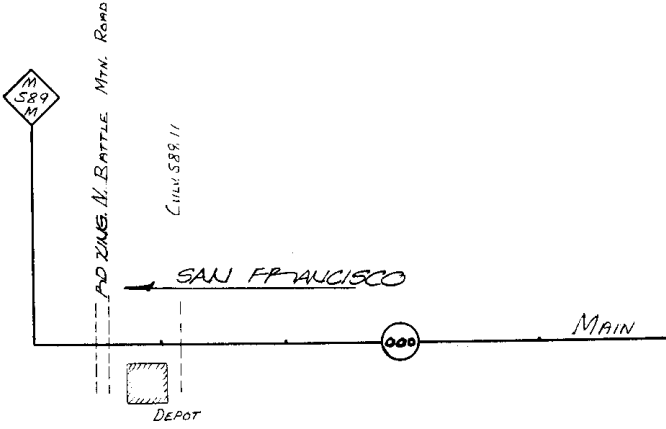
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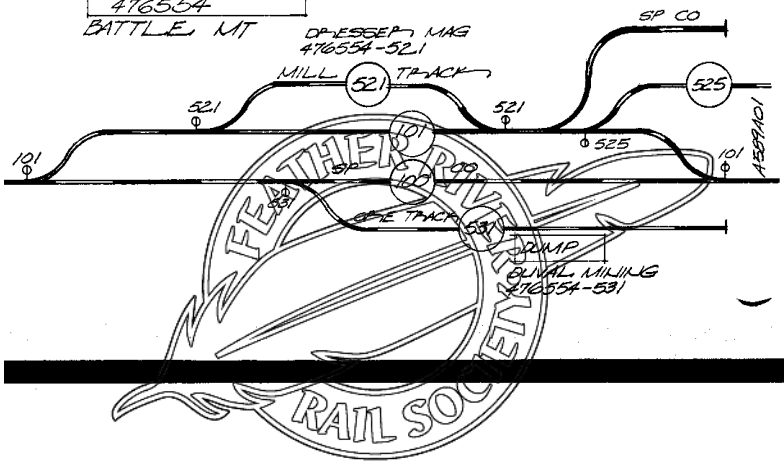
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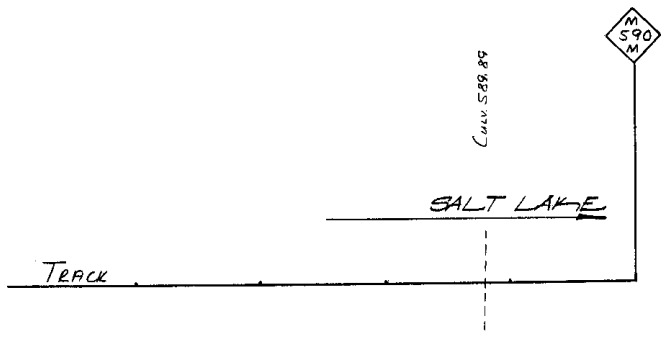
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BATTLE MT

OP-ESSEP MAG
476554-52.1



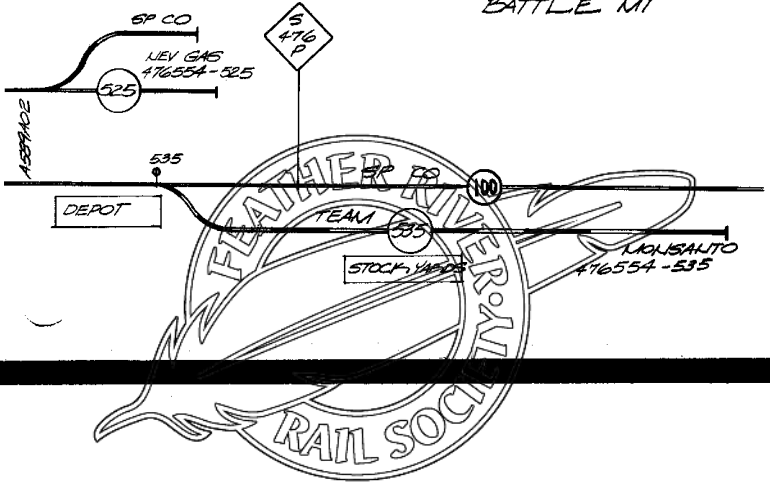
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N BATL MT



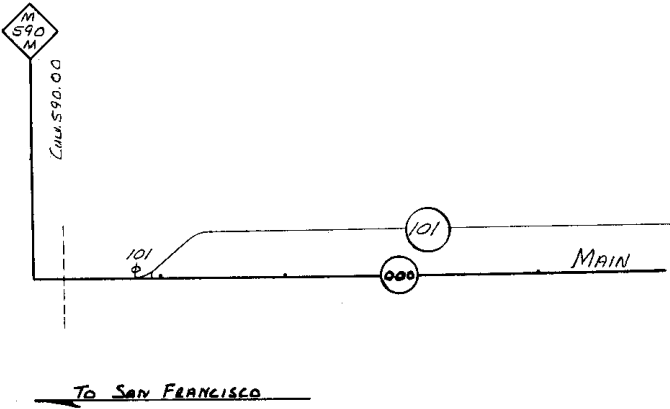
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BATTLE MT



591

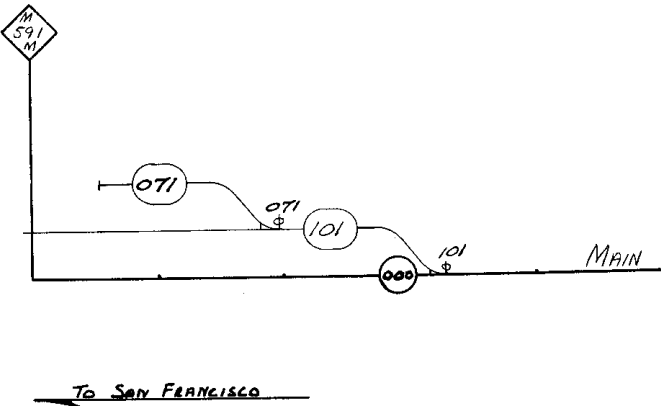
PENNOR



ASSOCIATION

591

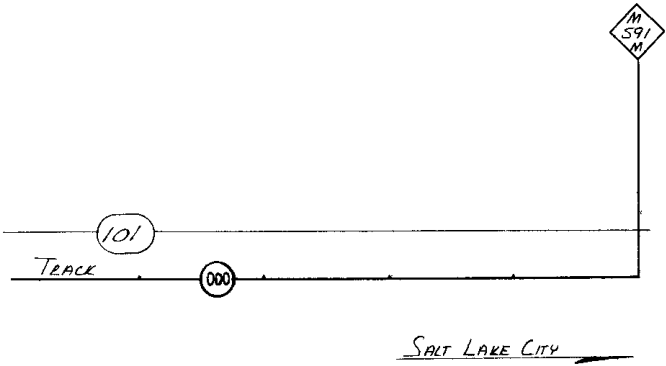
PENNOR



ASSOCIATION

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FENNOR

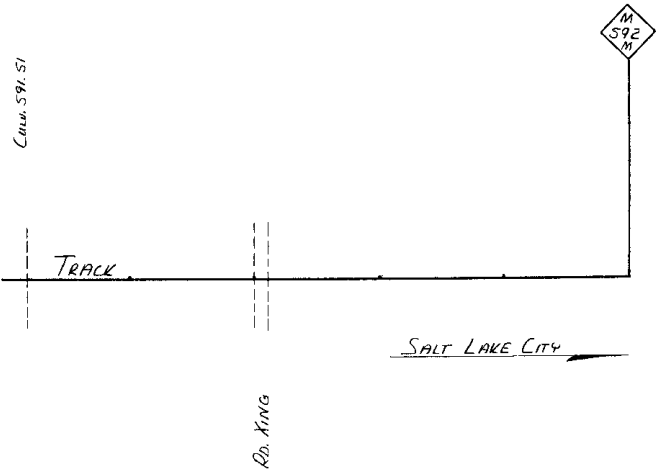


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FENNOR



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← TO SAN FRANCISCO



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← TO SAN FRANCISCO

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TRACK

SALT LAKE CITY

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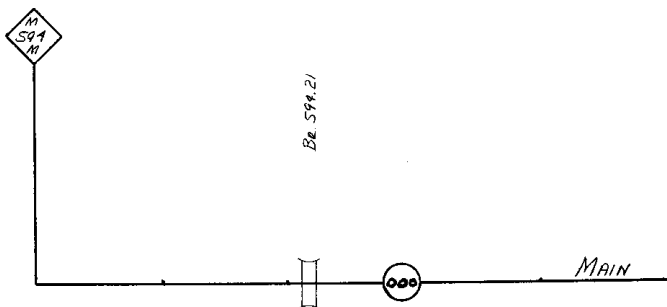
TRACK

Bk. 593.42

SALT LAKE CITY

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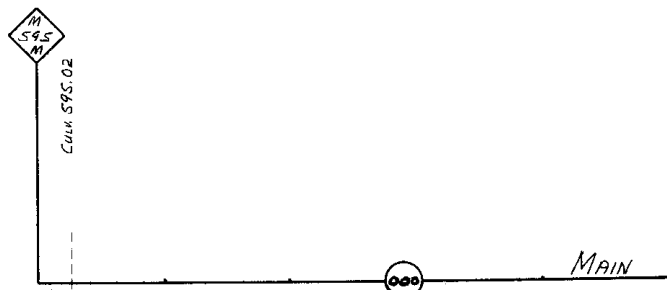
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TO SAN FRANCISCO

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TO SAN FRANCISCO

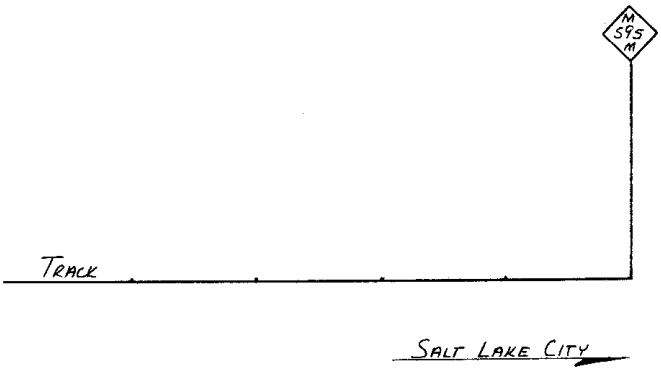
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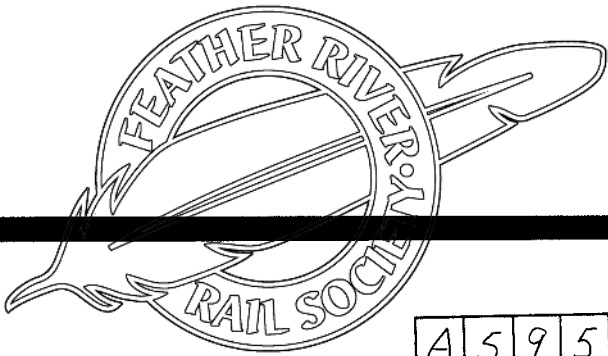
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A594A02



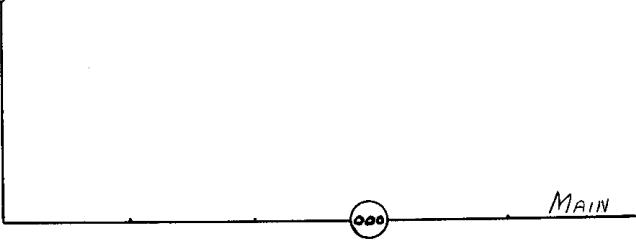
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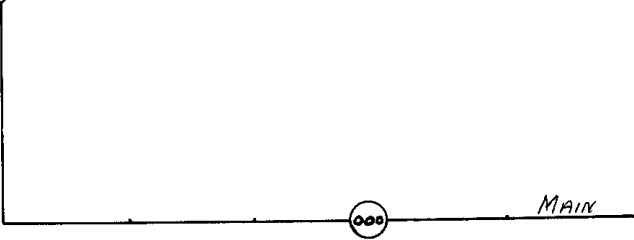
TO SAN FRANCISCO

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TO SAN FRANCISCO

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TRACK

SALT LAKE CITY

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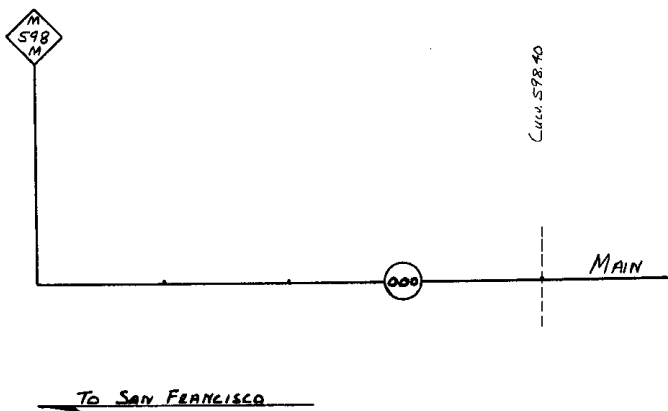


TRACK

SALT LAKE CITY

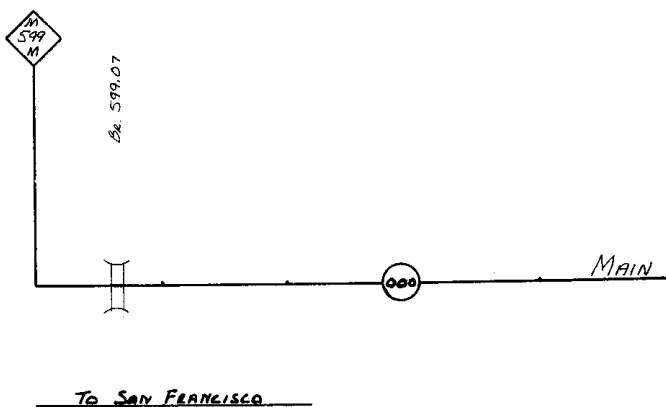
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1598A01

599



1599A01

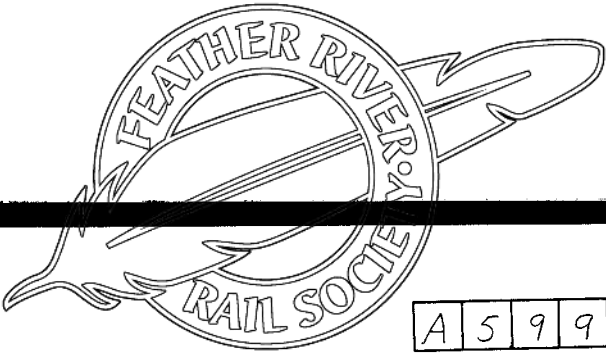
A 5 9 8

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SALT LAKE CITY

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TO SAN FRANCISCO

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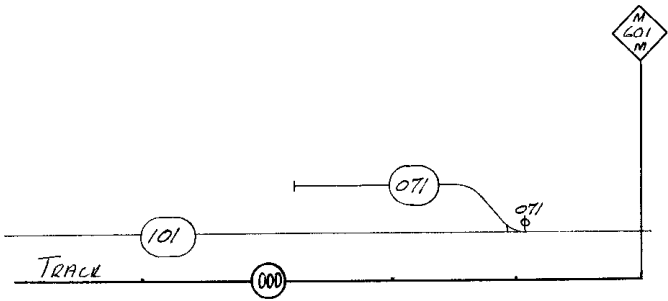
MAIN

TO SAN FRANCISCO

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KAMPOS



SALT LAKE CITY

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ARGENTA

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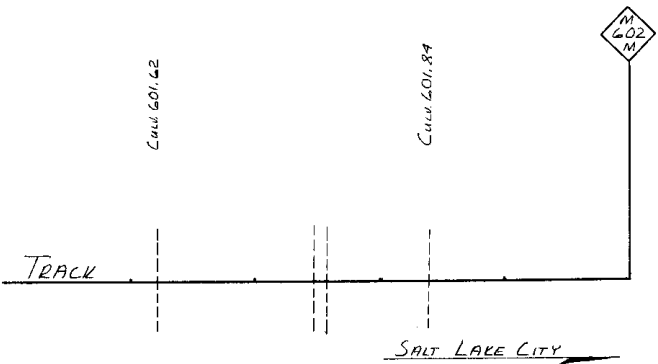
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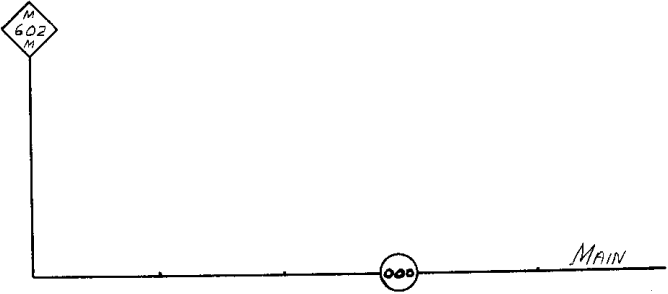
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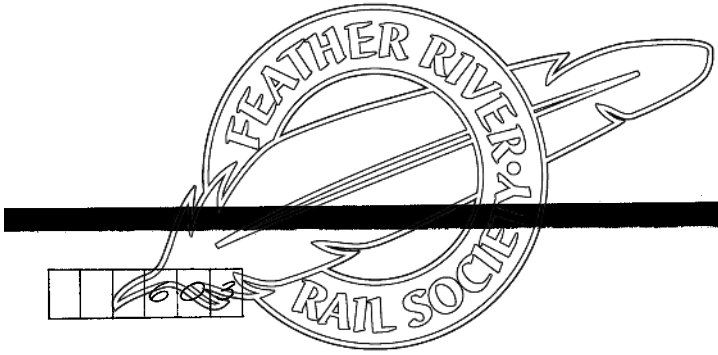
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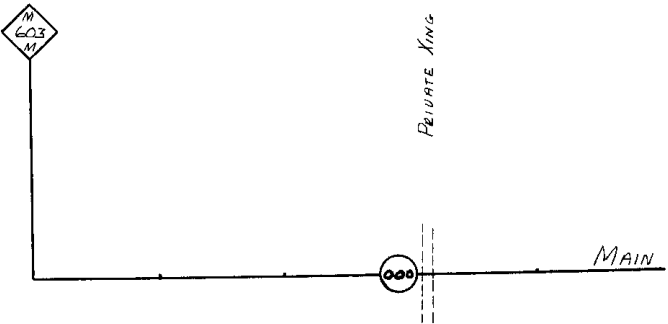
602



To SAN FRANCISCO



1602A01



To SAN FRANCISCO

1603A01

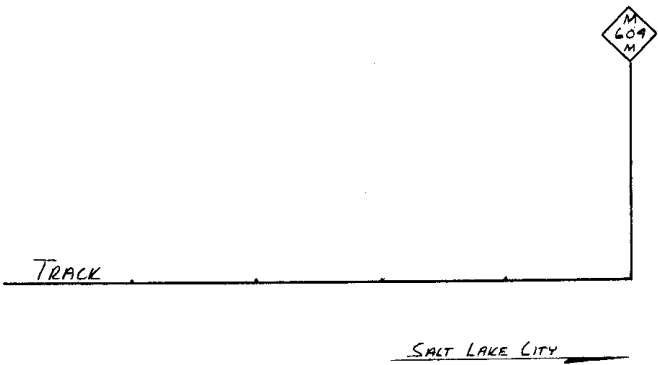
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A602A02



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A603A02

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Curr 604.32

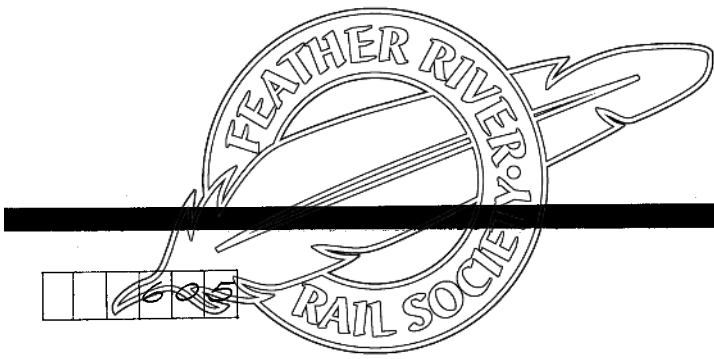
PRIVATE XING

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TO SAN FRANCISCO

Rd. XING

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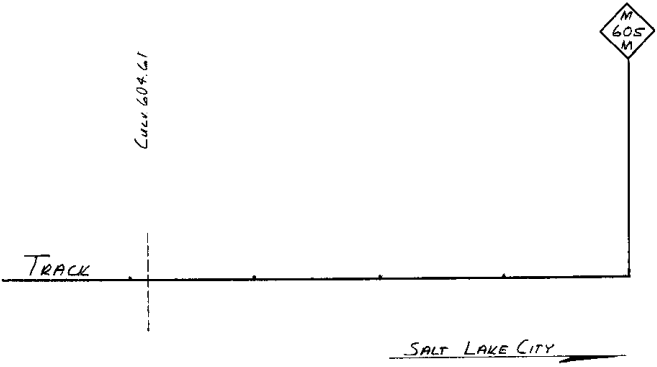
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MAIN

TO SAN FRANCISCO

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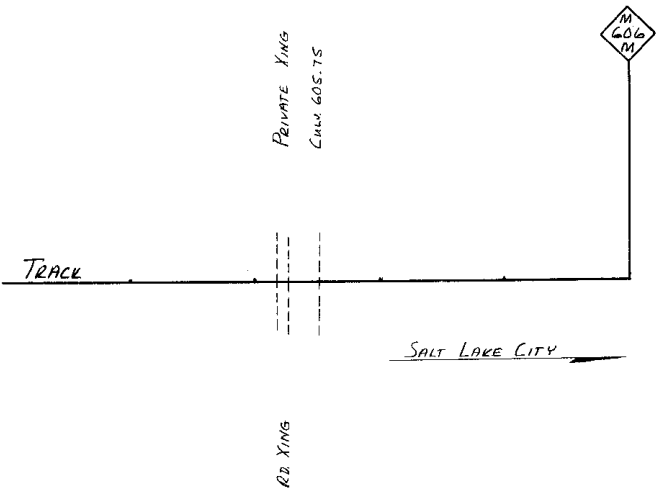
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1604102



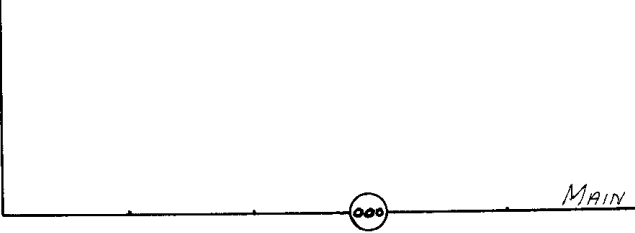
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1605102

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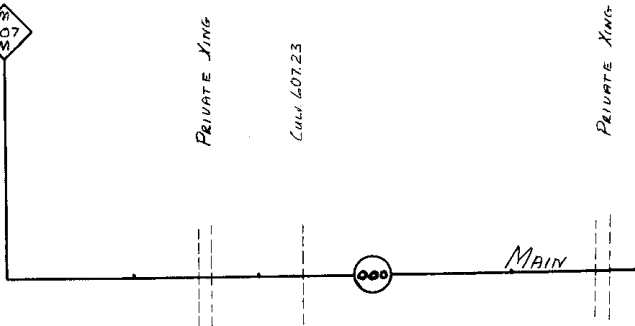
TO SAN FRANCISCO



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TO SAN FRANCISCO

PRIVATE XING

CULV 607.23

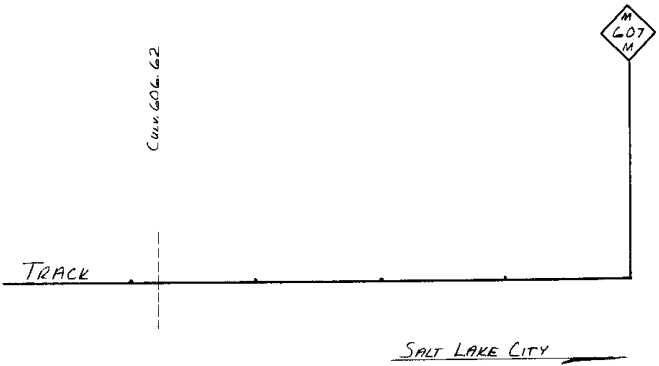
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RD. XING

RD. XING

1607A01

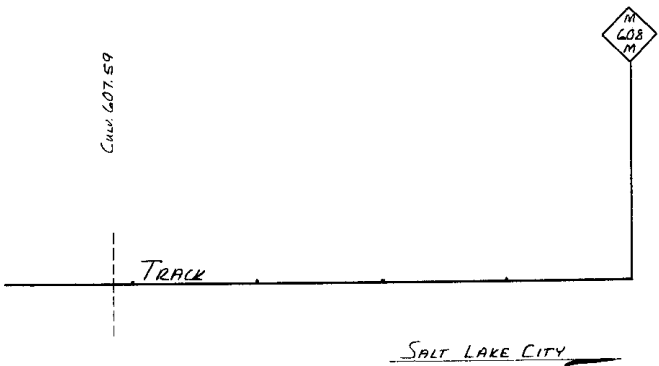
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1606A02

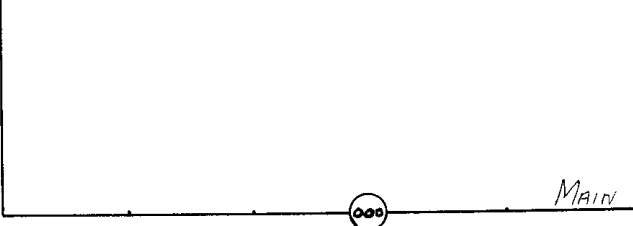


A 6 0 7



1607A02

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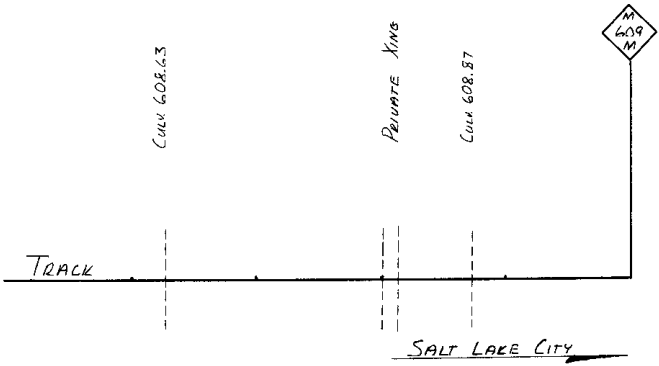


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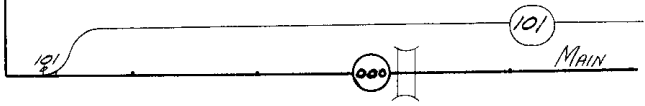


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DUNPHY

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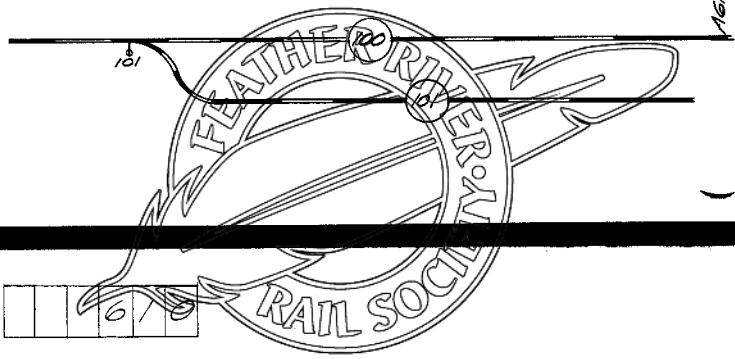
Br. 609.33



To SAN FRANCISCO

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MOSEL

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610

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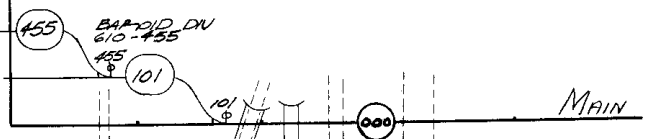
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PRIVATE XING

Curr. 610.32

Curr. 610.33



To SAN FRANCISCO

Rd. XING

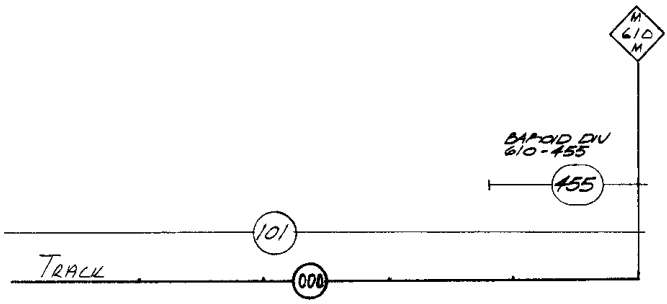
OVERPASS

Rd. XING

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A 6 1 0

DUNPHY



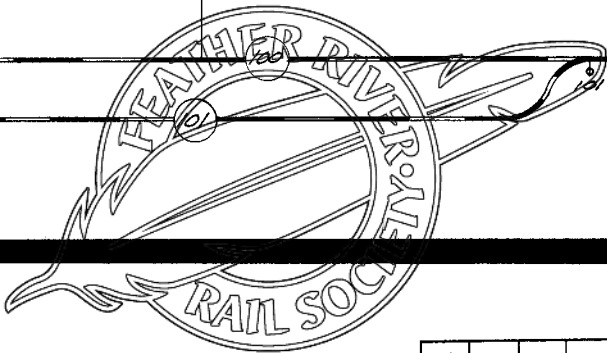
SALT LAKE CITY

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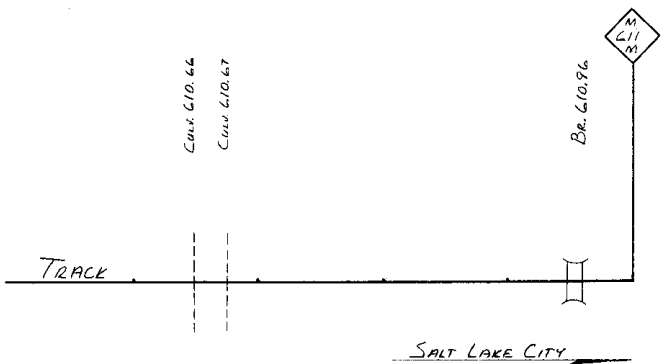
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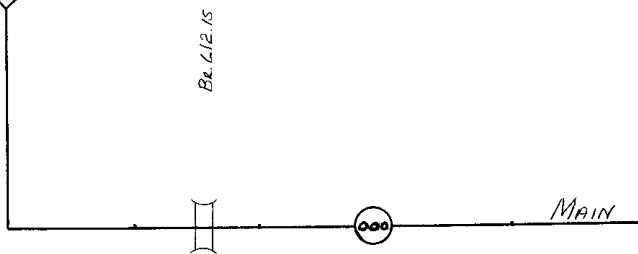
TO SAN FRANCISCO

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TO SAN FRANCISCO

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TRACK

SALT LAKE CITY

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TRACK

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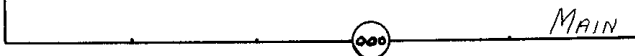


SALT LAKE CITY

A612A02

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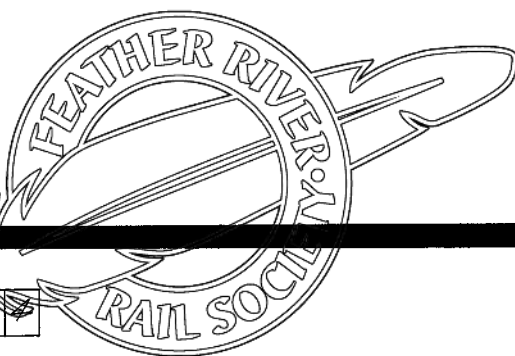
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← TO SAN FRANCISCO

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← TO SAN FRANCISCO

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AG14AD1

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TRACK

SALT LAKE CITY

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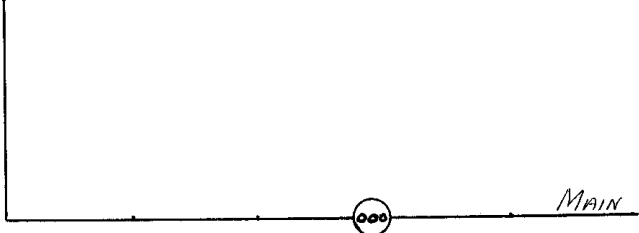
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SALT LAKE CITY

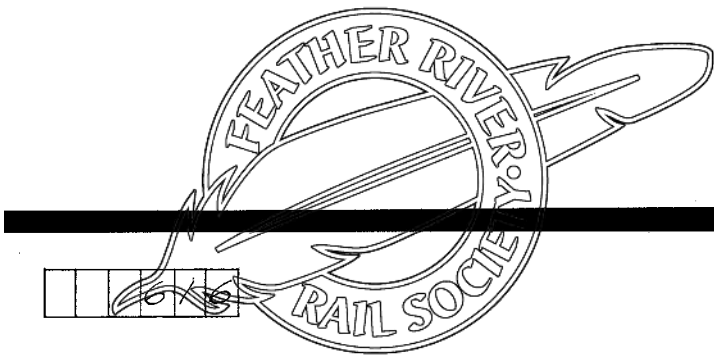
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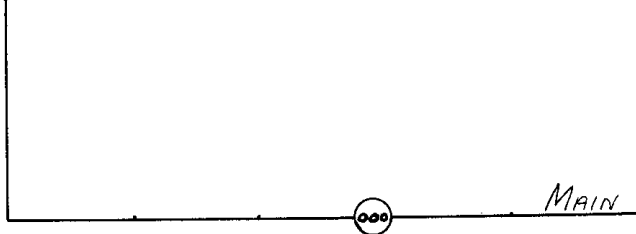


To SAN FRANCISCO



AG15A01

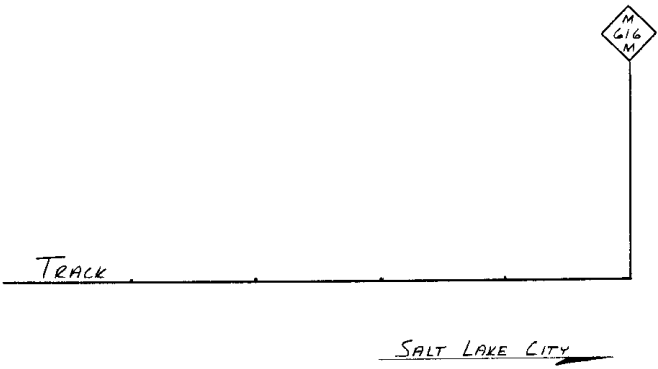
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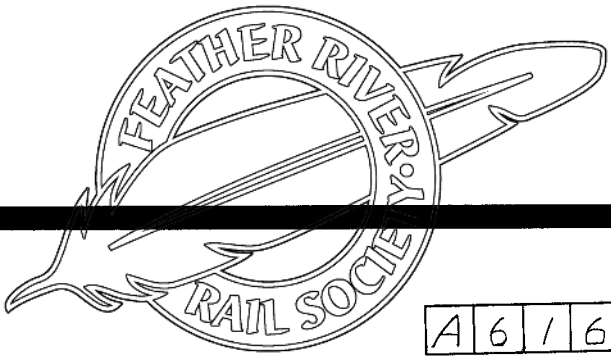
To SAN FRANCISCO

AG16A01

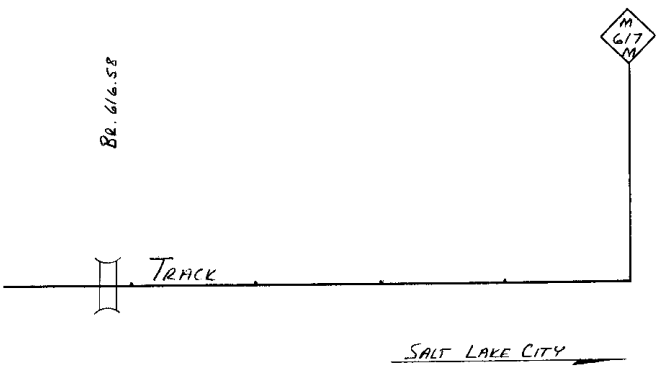
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A6/5A02



A 6 1 6

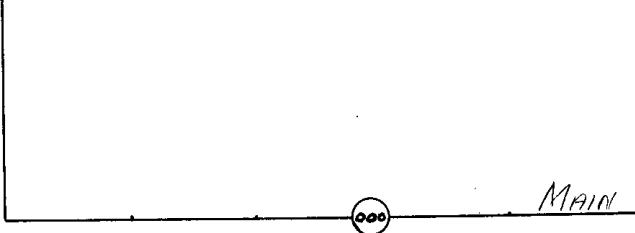


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TO SAN FRANCISCO



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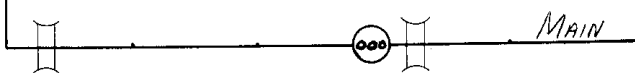
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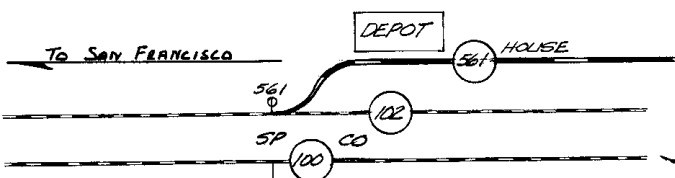
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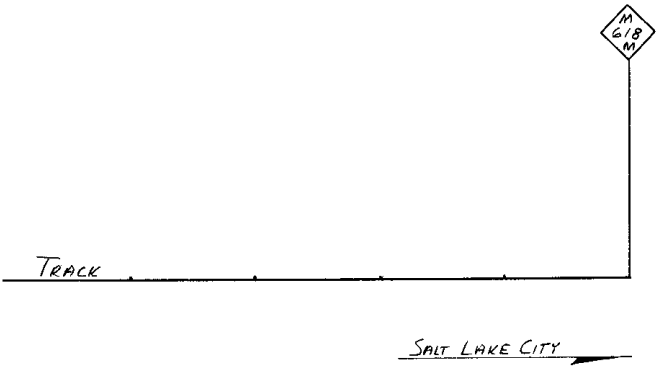
TO SAN FRANCISCO



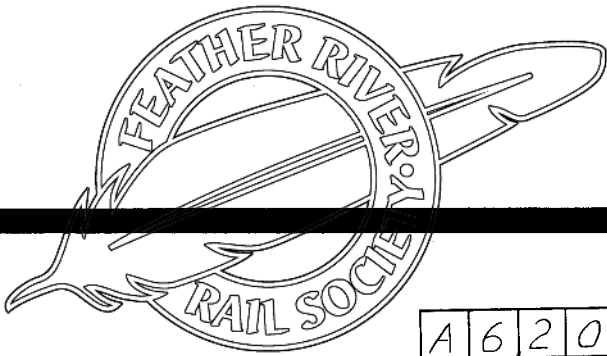
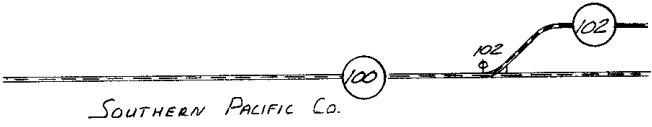
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1622501

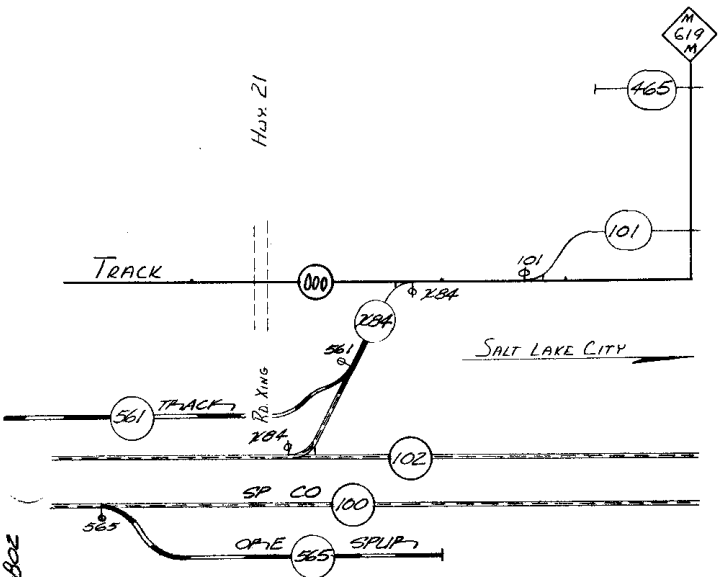
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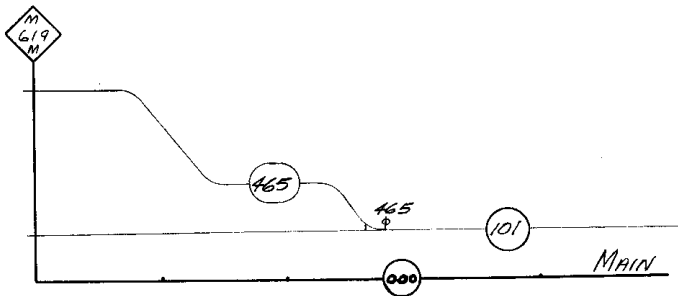
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BEOWAVE



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BEOWAWE



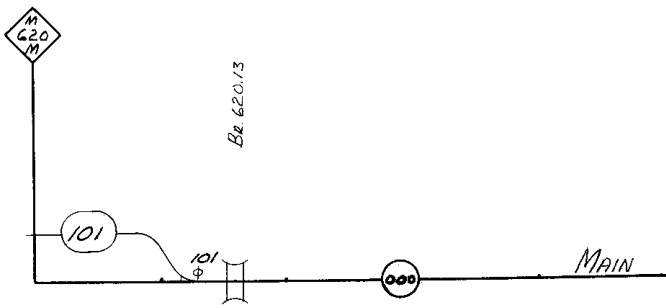
TO SAN FRANCISCO



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BEOWAWE

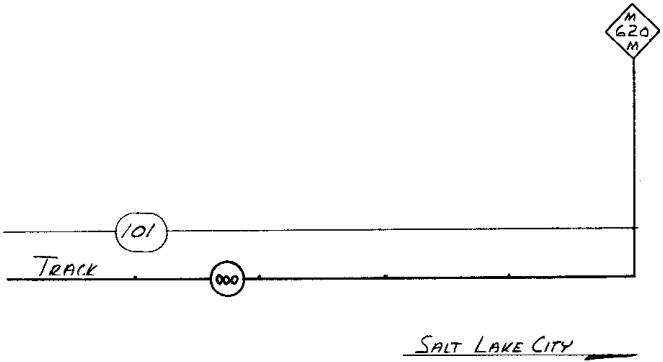


TO SAN FRANCISCO

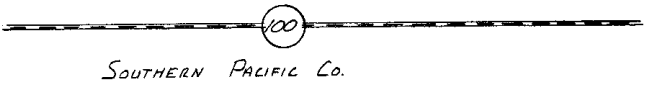
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A 6 2 0

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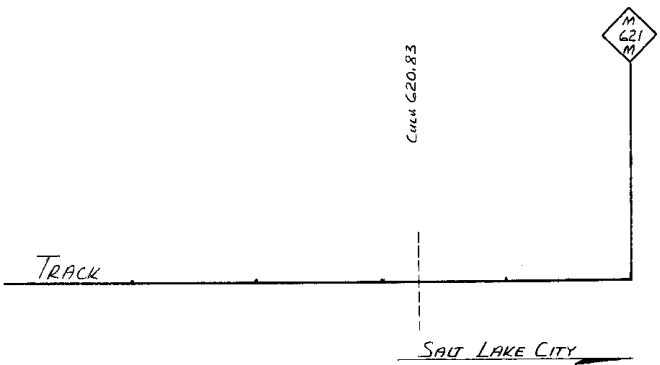


A620C02



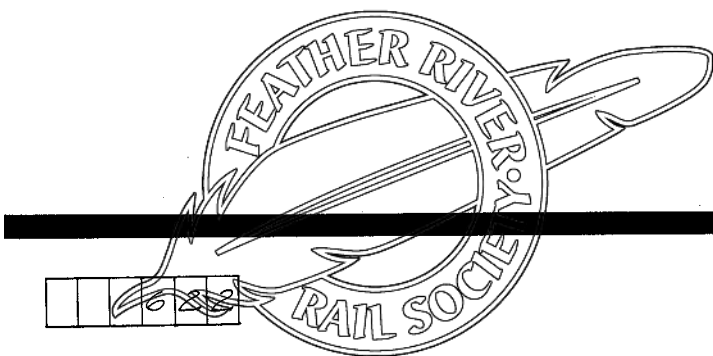
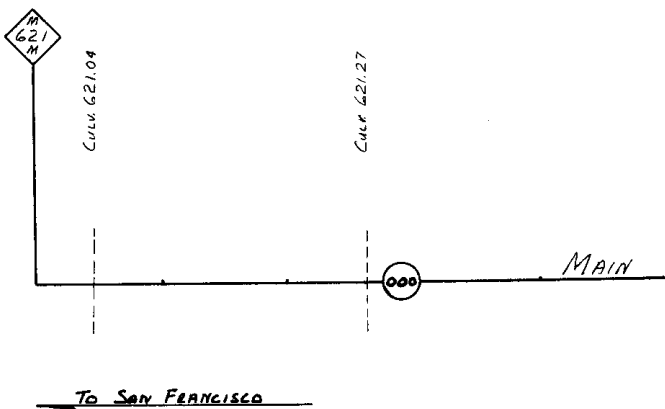
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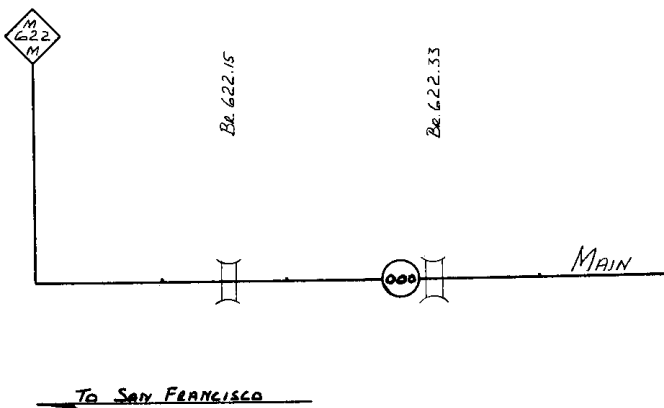


A620D02

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TRACK

SALT LAKE CITY

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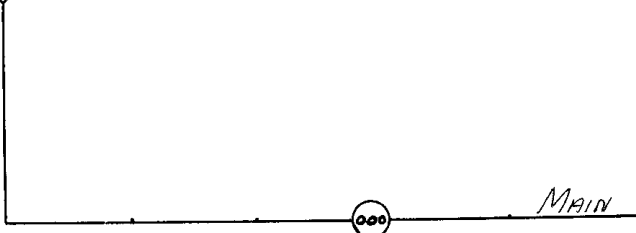
TRACK

SALT LAKE CITY

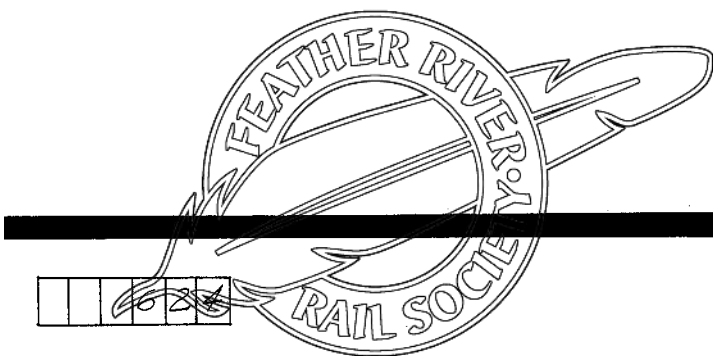
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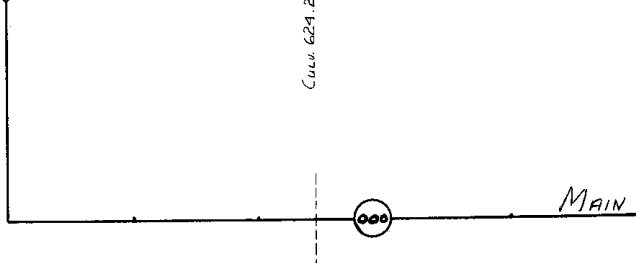
← TO SAN FRANCISCO



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A623A01

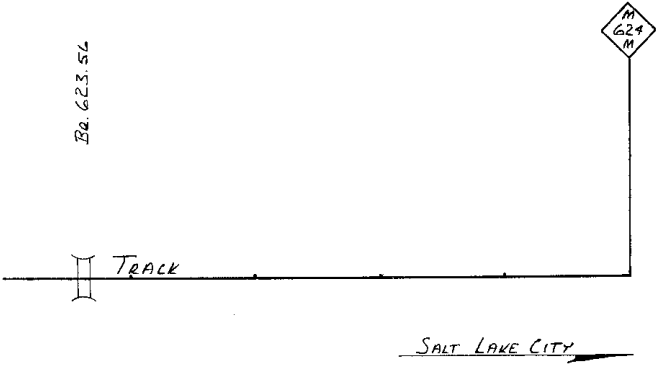
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← TO SAN FRANCISCO

A629A01

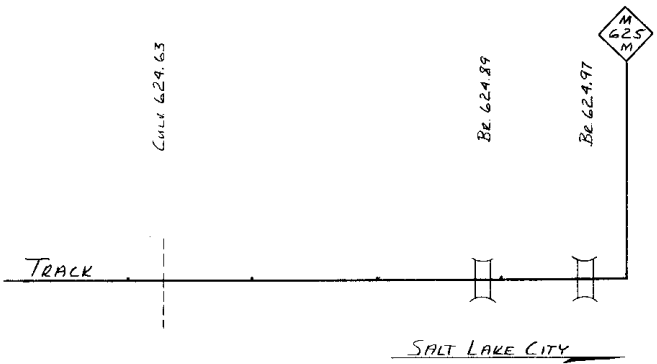
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1623A02

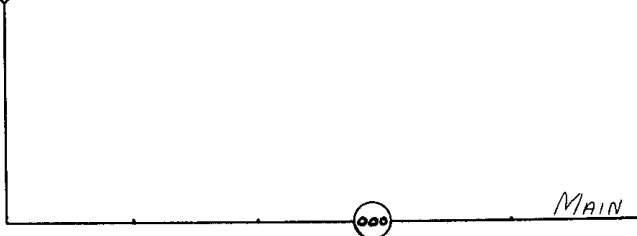


A 6 2 4



1624A02

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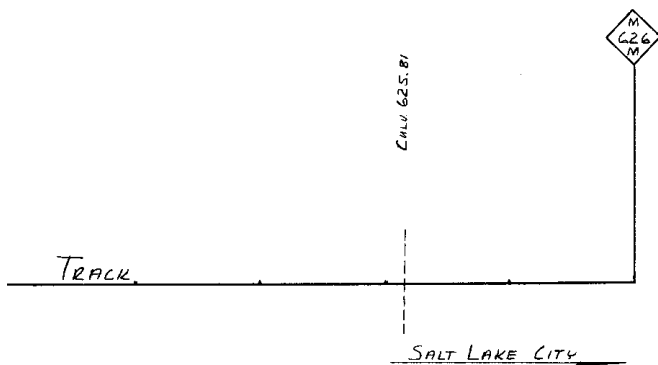


TO SAN FRANCISCO



A625A01

A 6 2 5

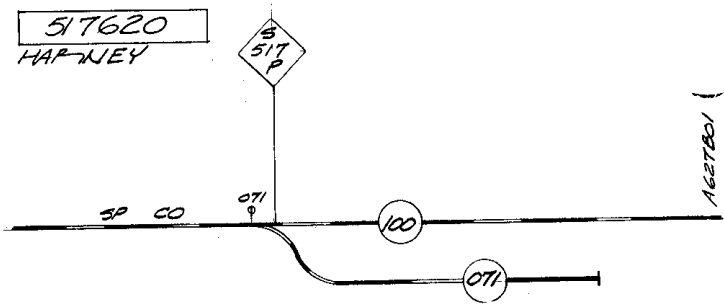
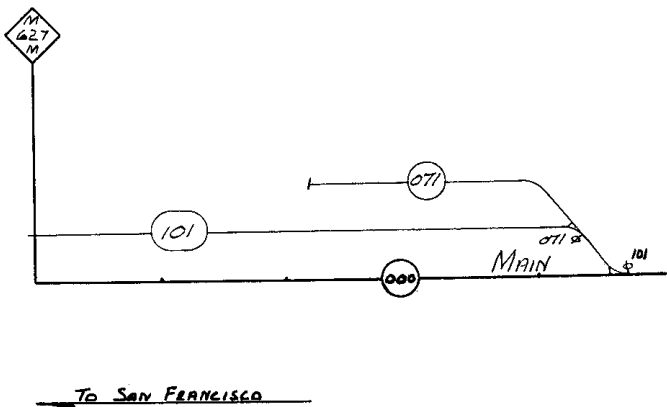
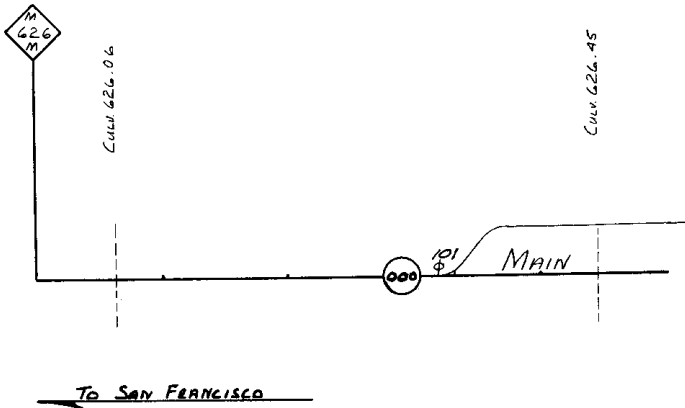


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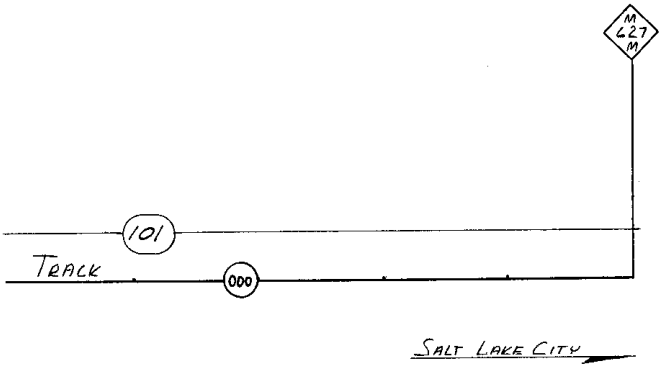
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CLIPPO

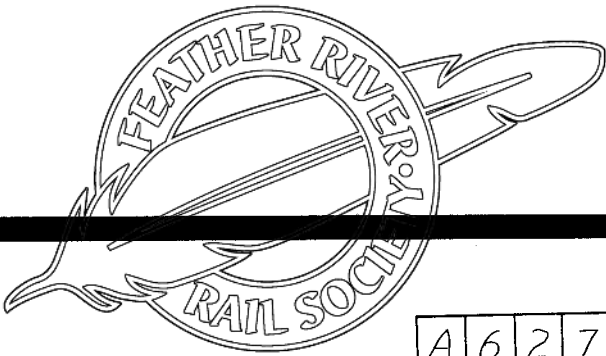


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CLUMP 10

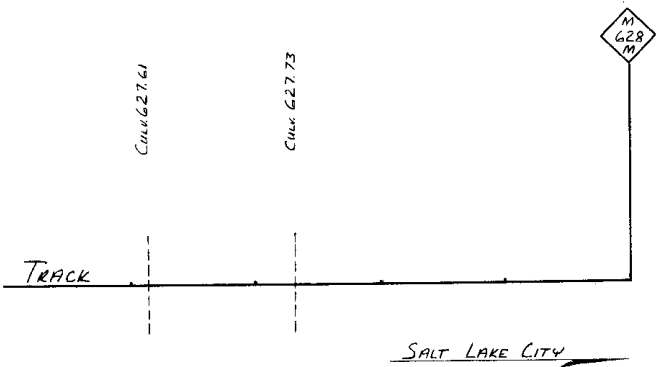


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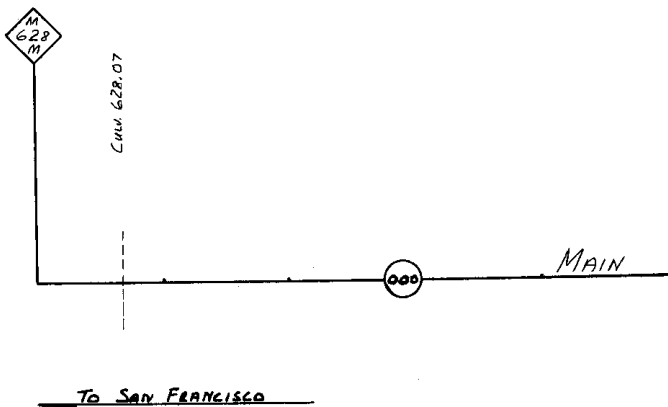
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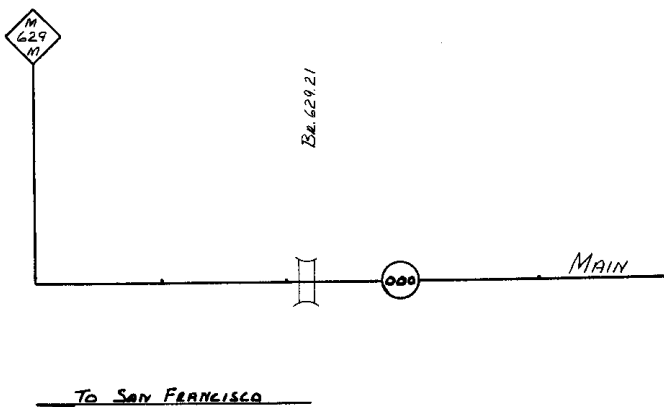
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628



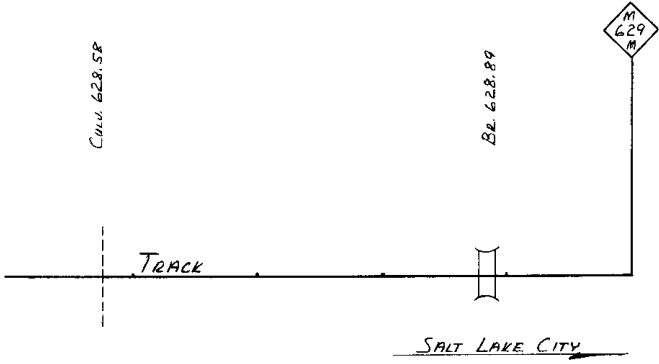
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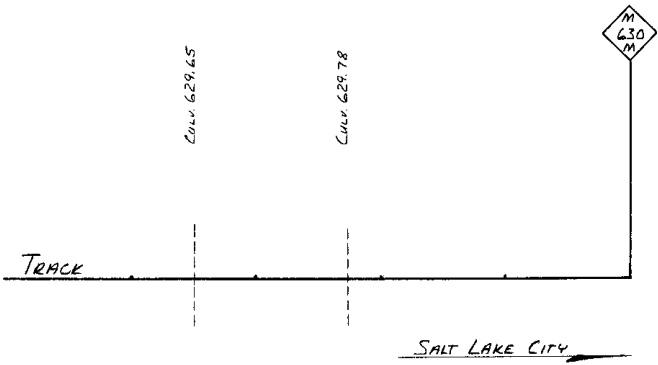
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A628A02



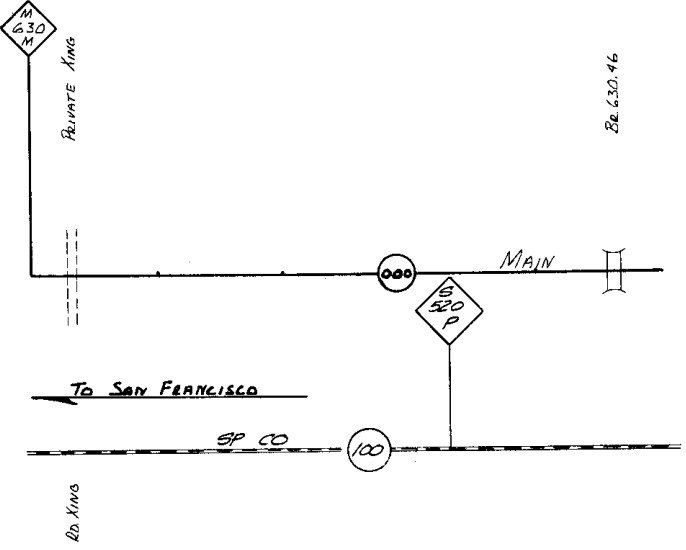
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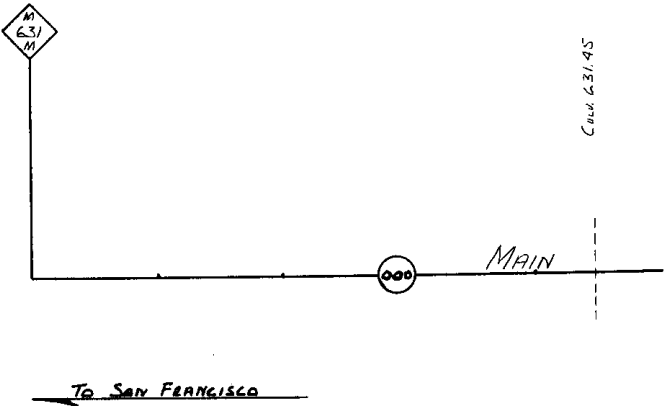


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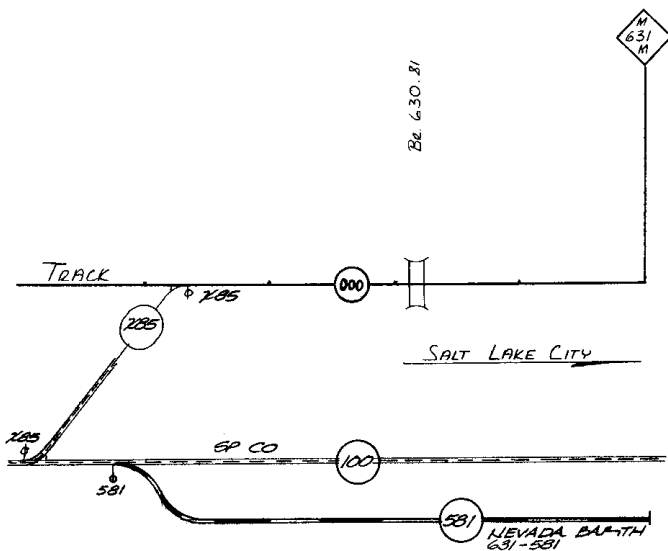
DUGGAN



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BARTH

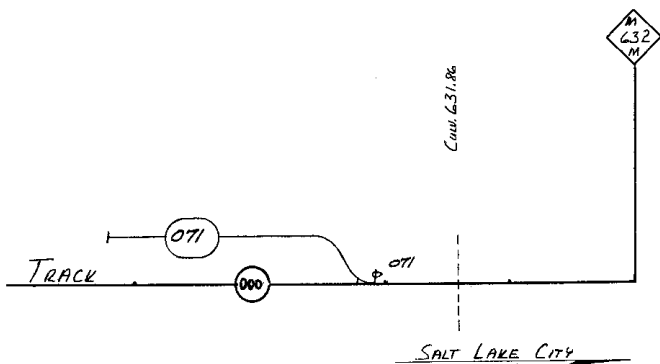


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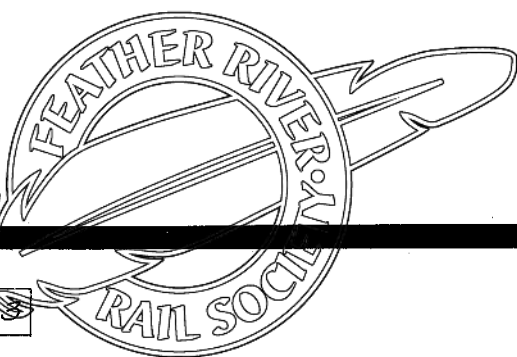
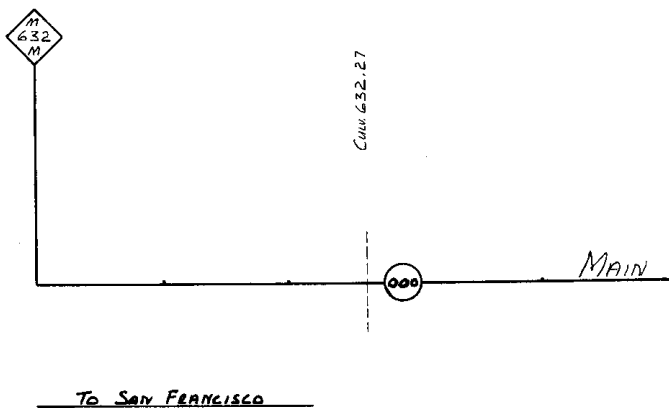
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DUGGAN



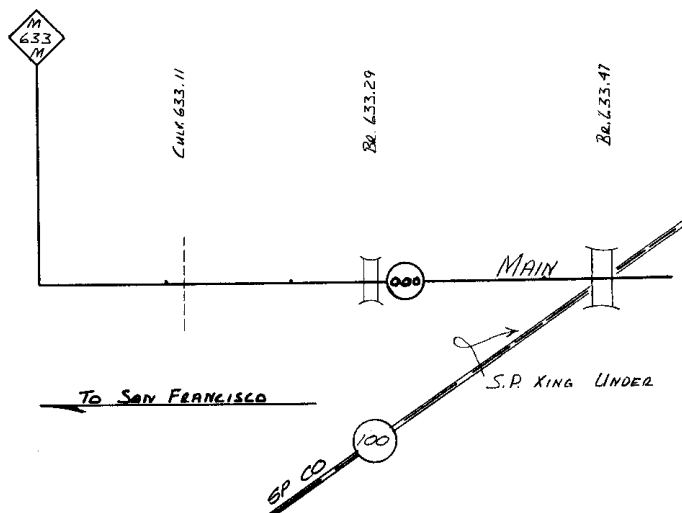
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SALT LAKE CITY

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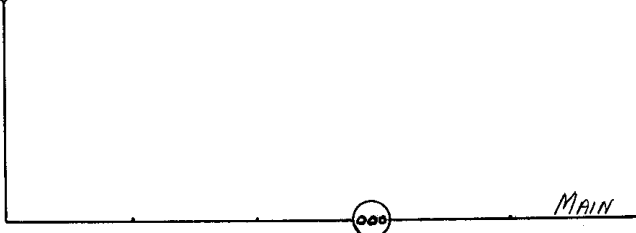
SP CO 100

CURV 633.99

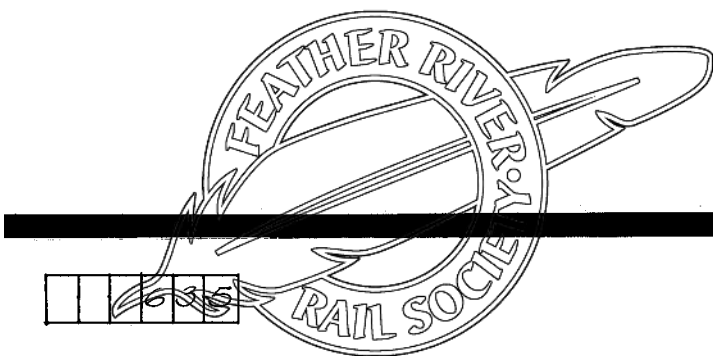
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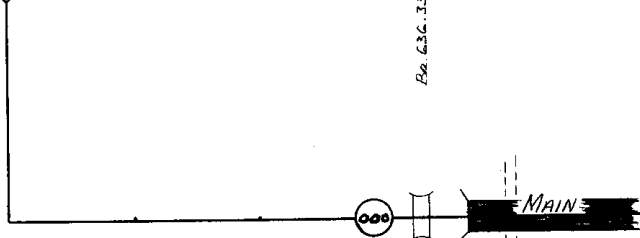


TO SAN FRANCISCO



1634A01

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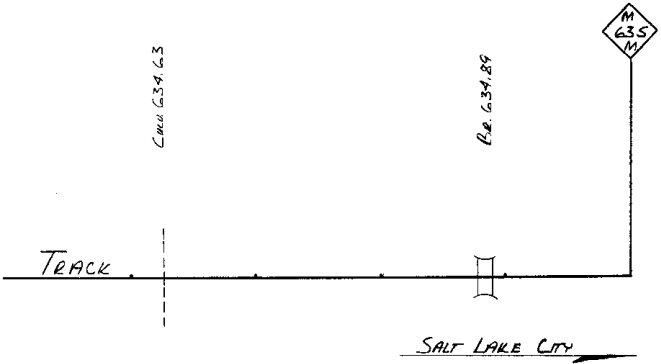
TO SAN FRANCISCO

Rd. XING

WEST PORTAL TUNNEL #39

1635A01

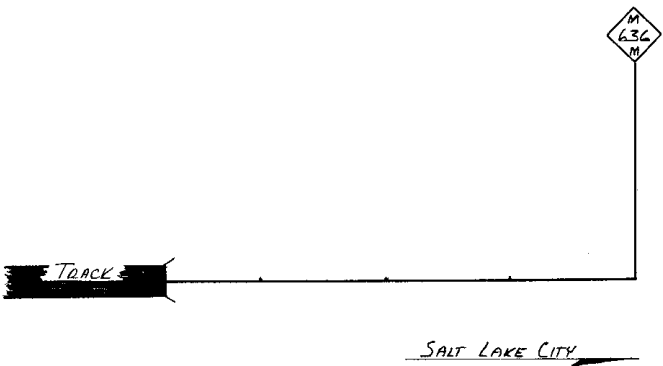
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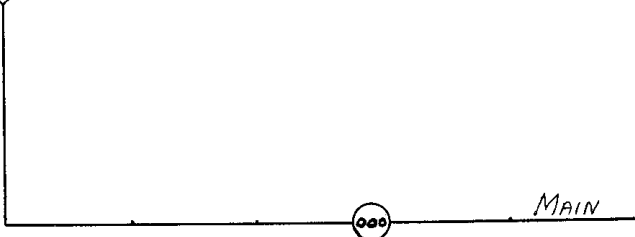
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A63502

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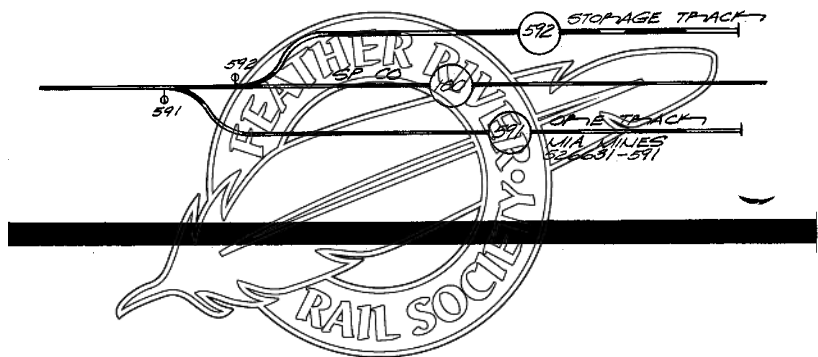
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636
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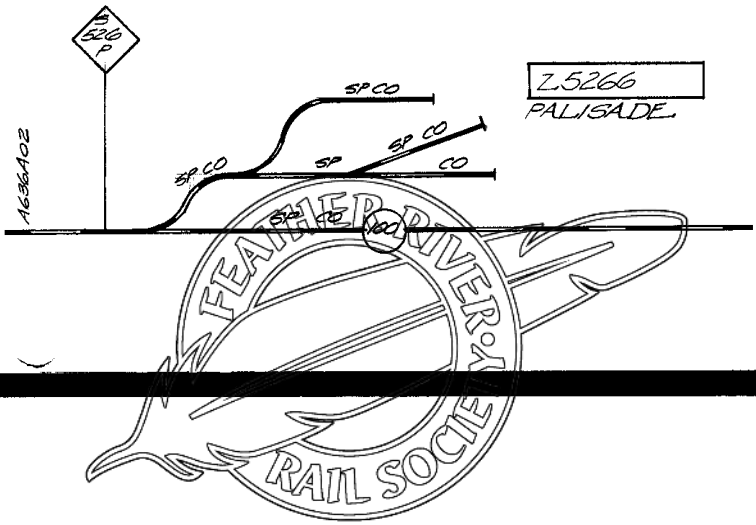
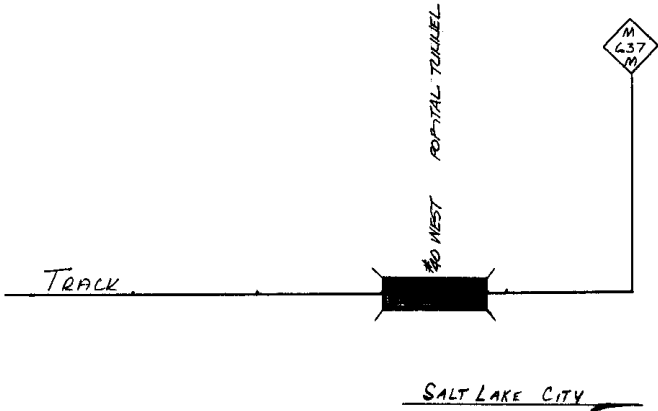
← TO SAN FRANCISCO

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PALISADE

AG 56 AD 1

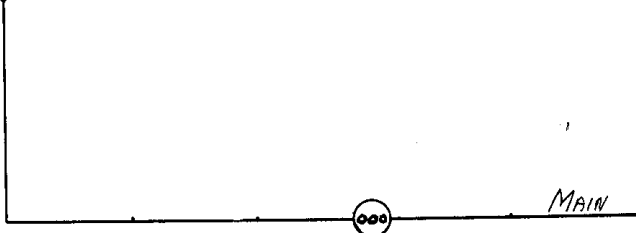


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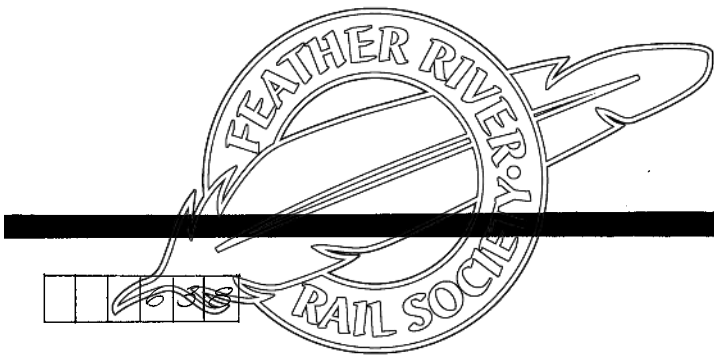


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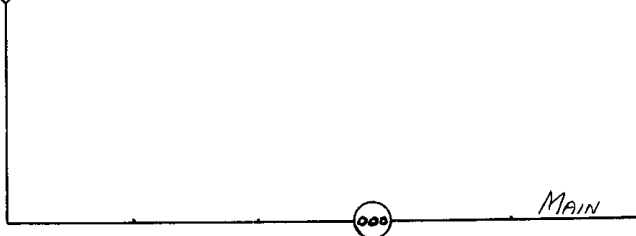


← TO SAN FRANCISCO



A637A01

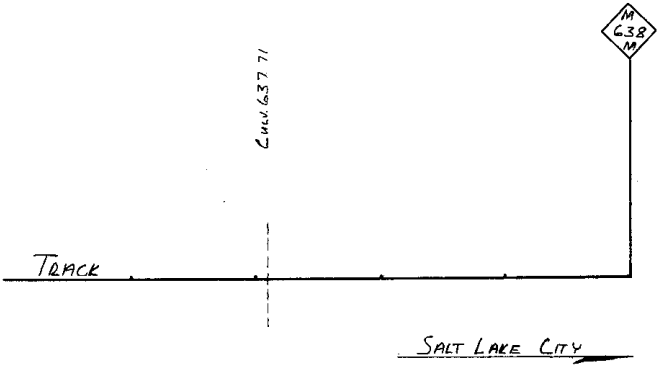
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← TO SAN FRANCISCO

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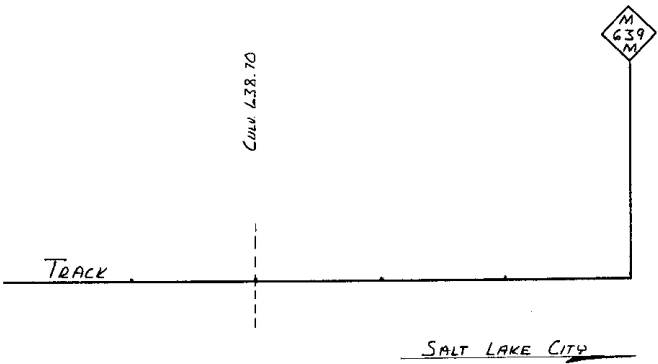
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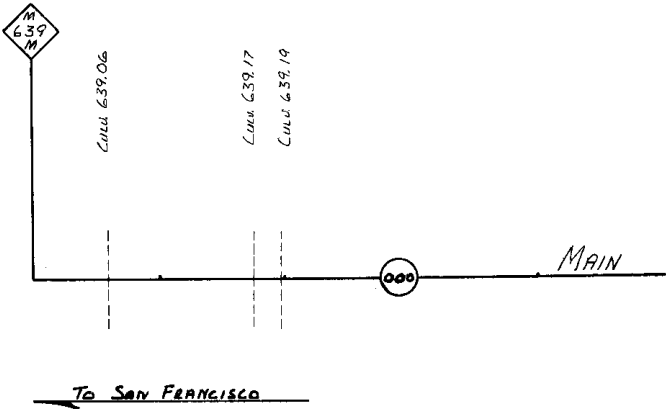


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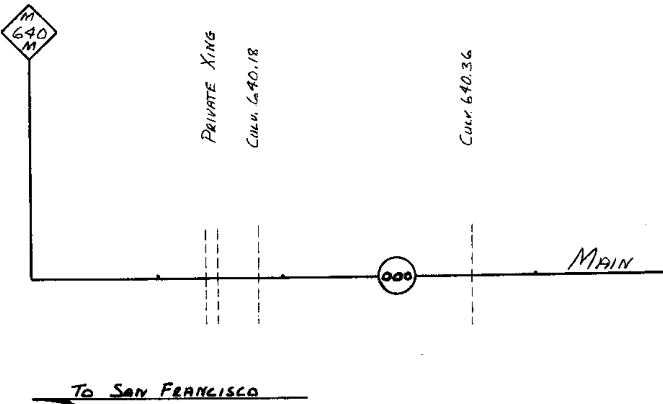


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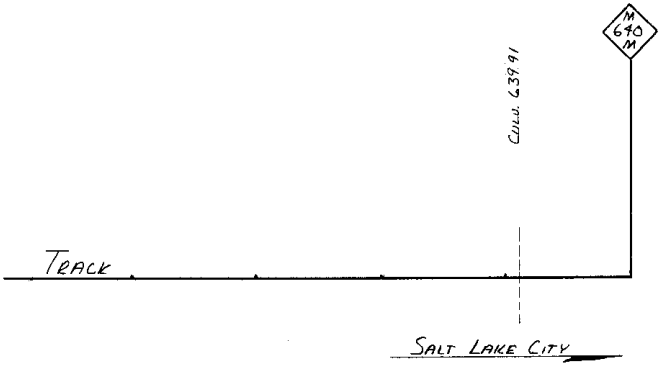
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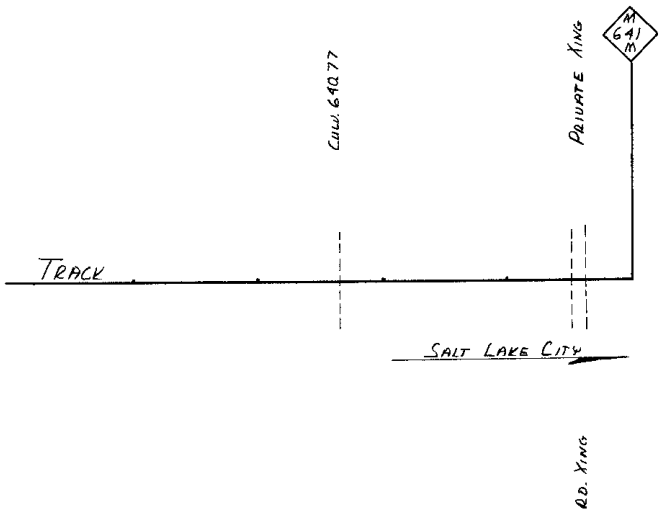
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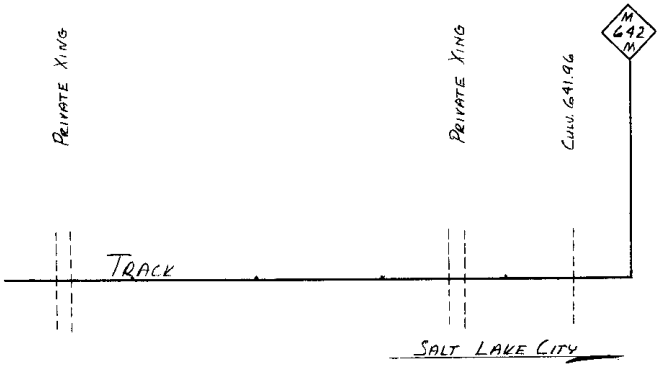
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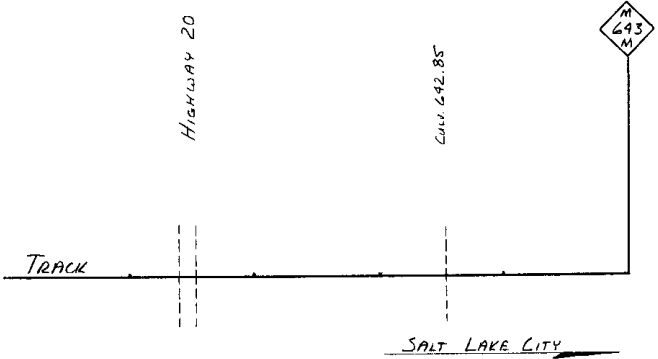
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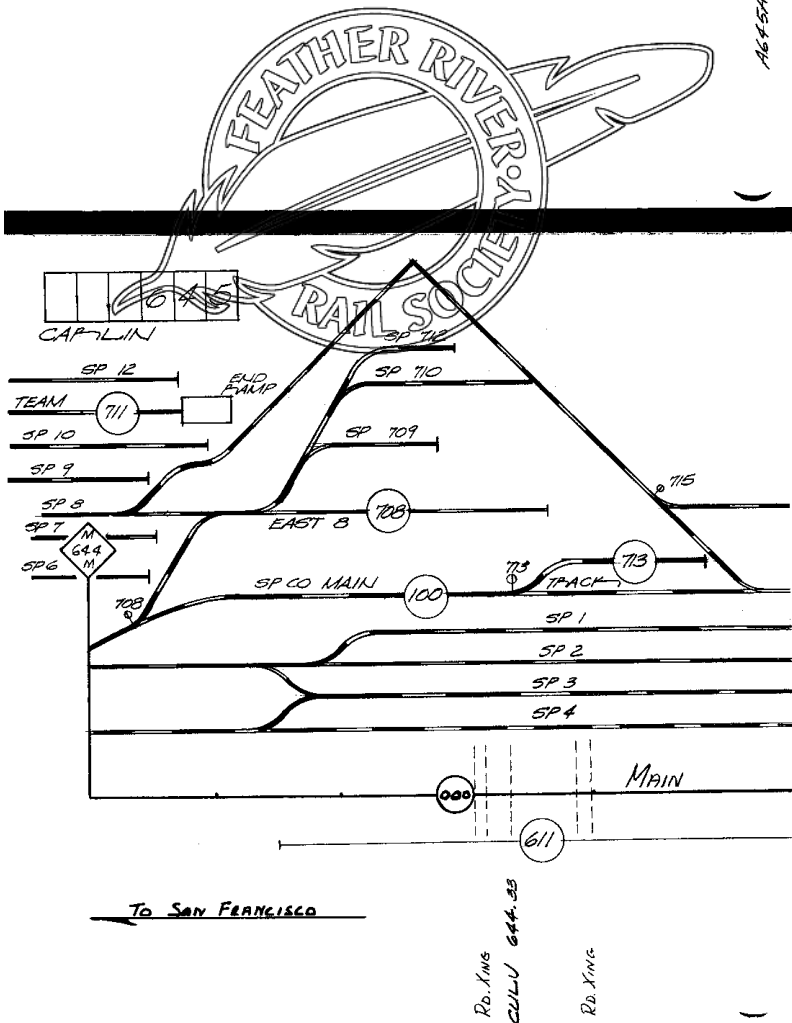
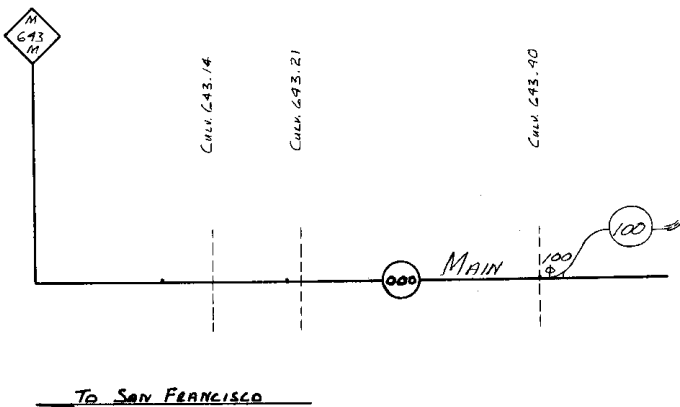
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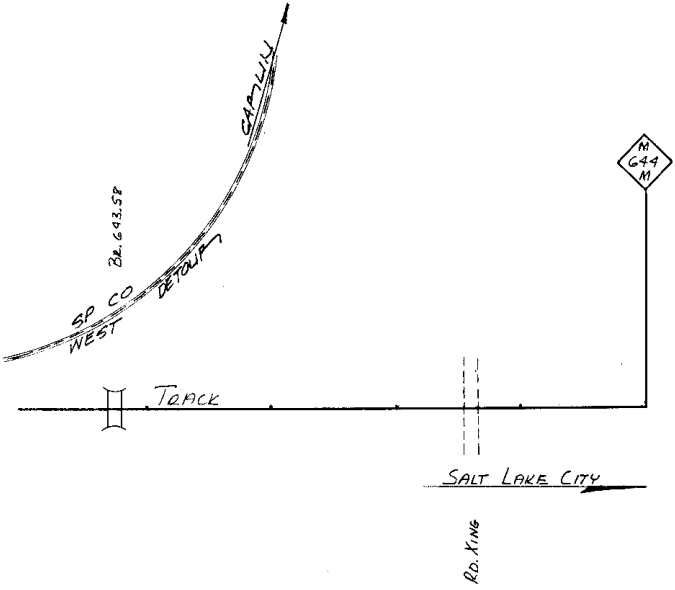


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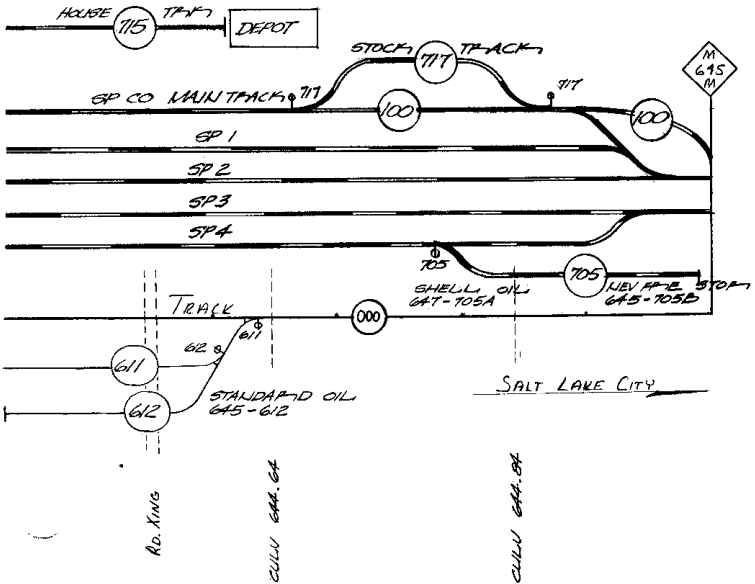


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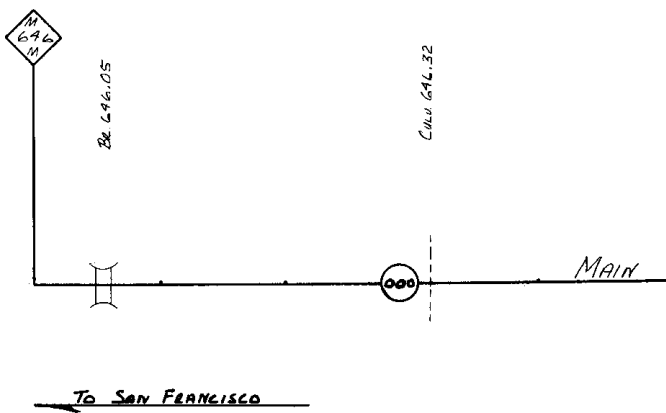
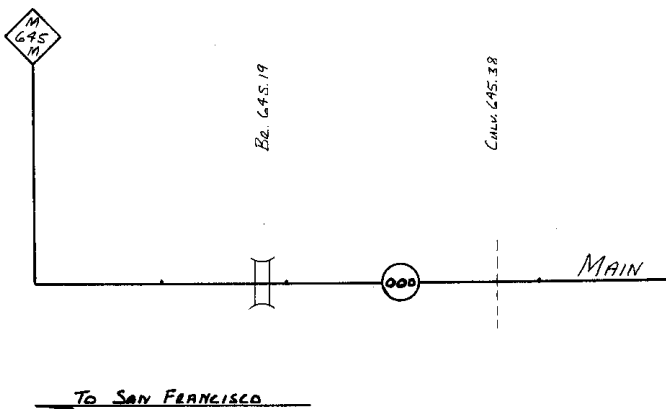
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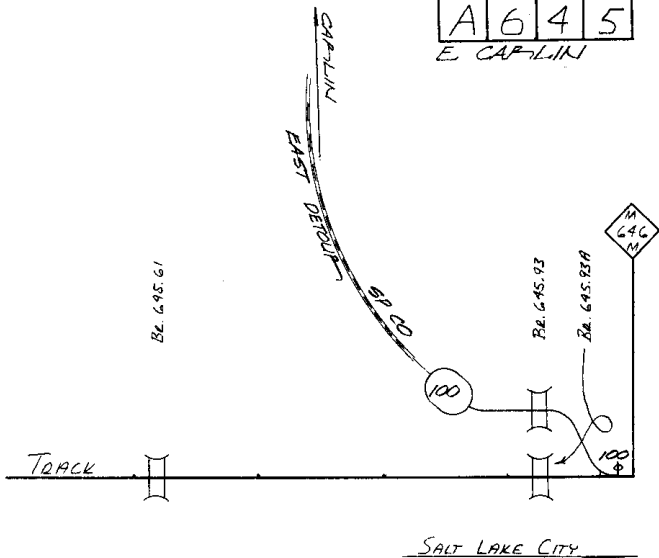


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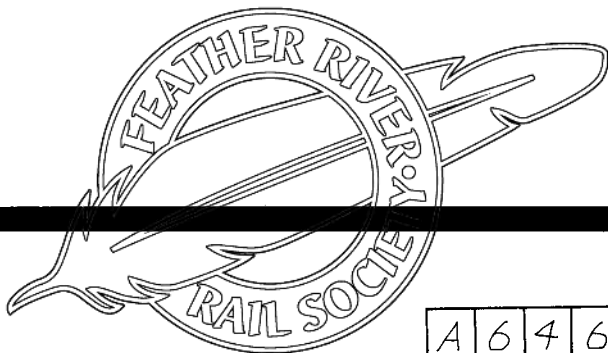
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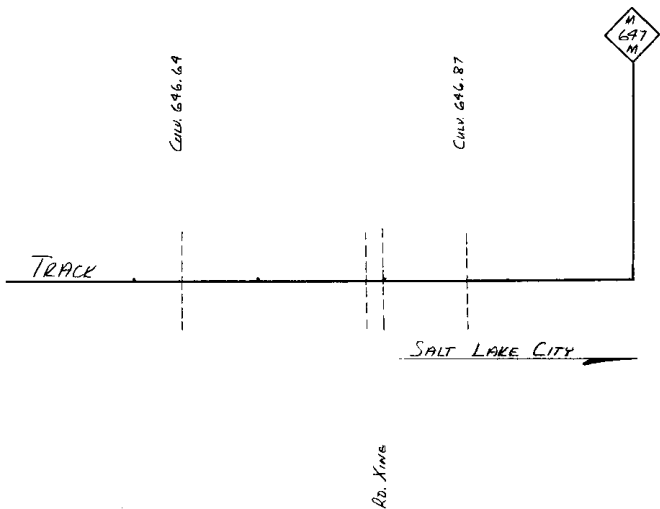
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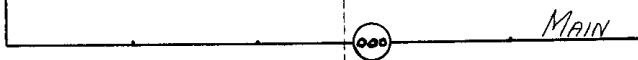


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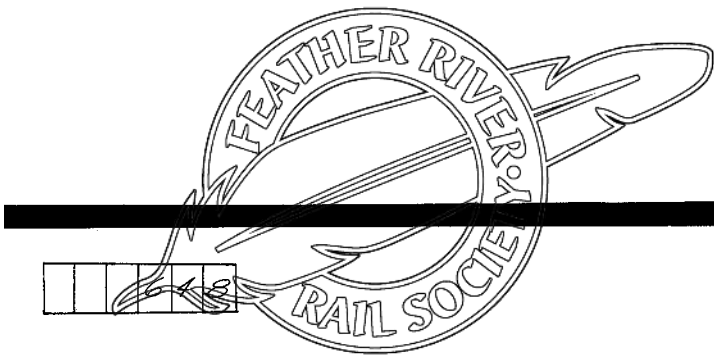
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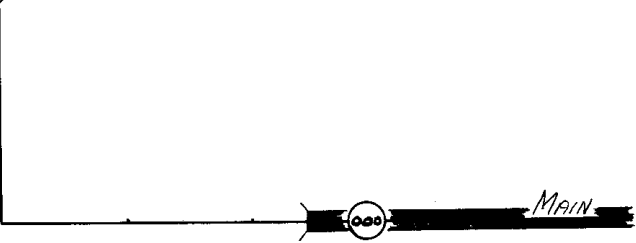
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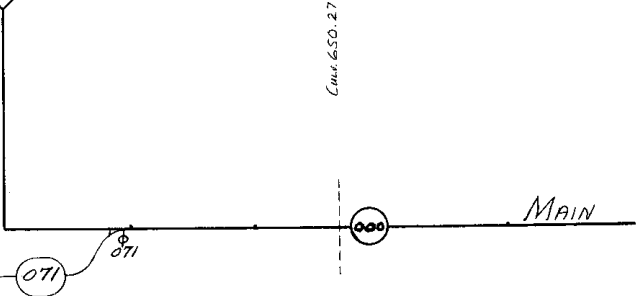
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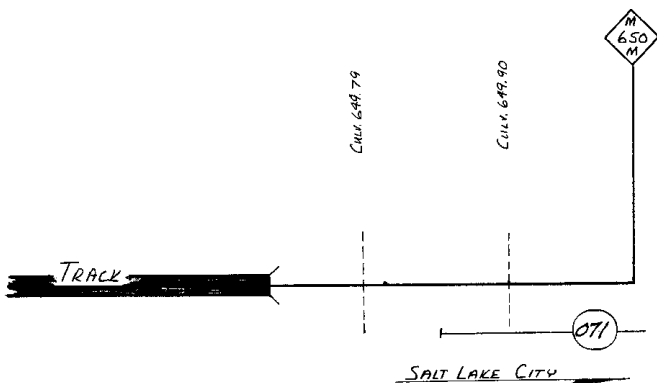
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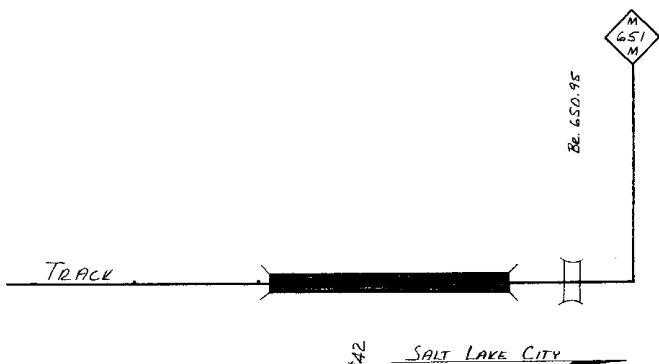


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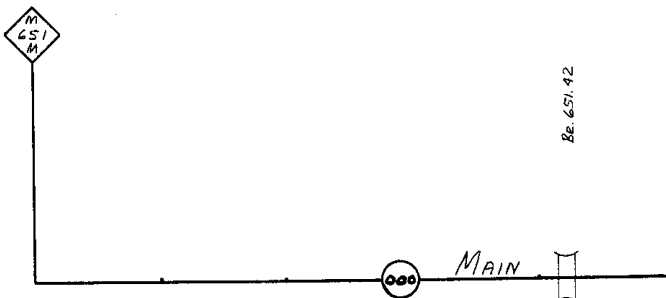
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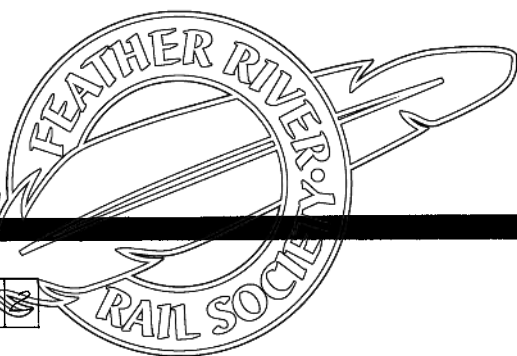
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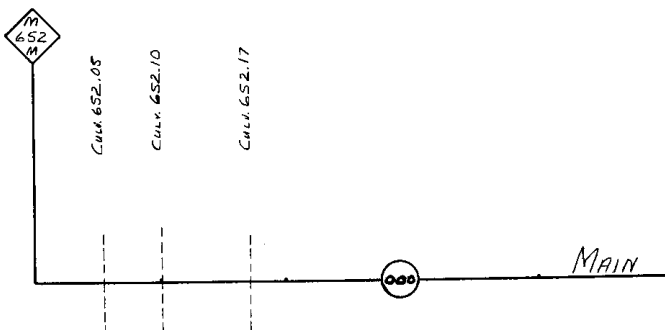
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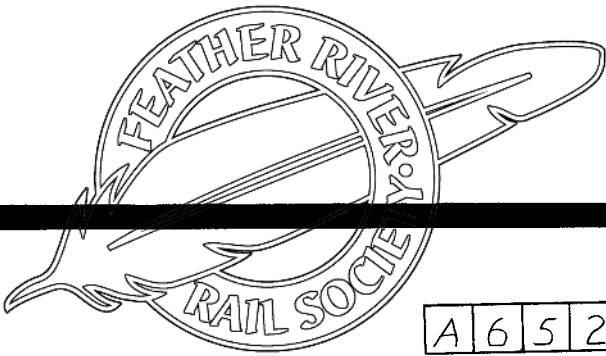
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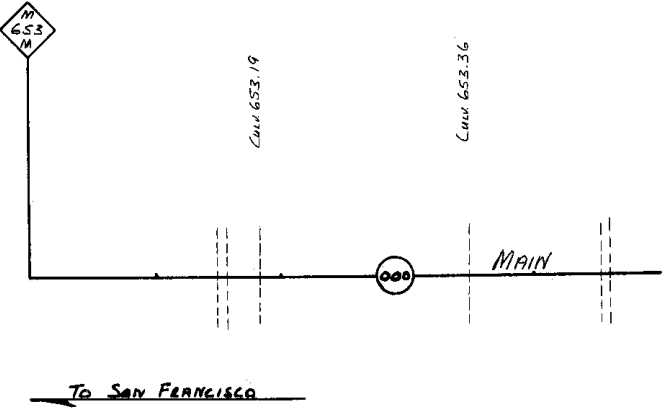
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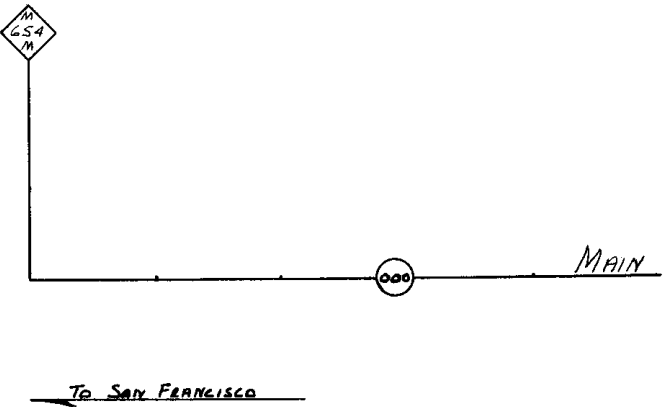


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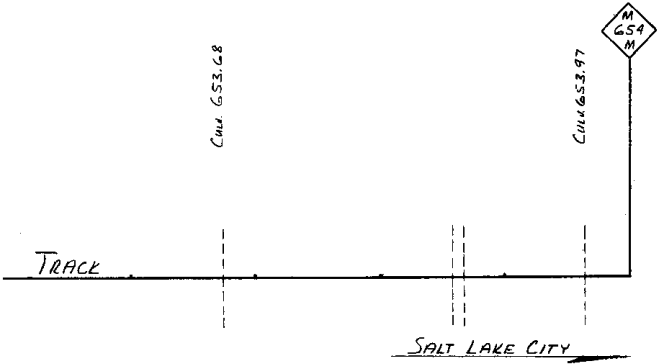
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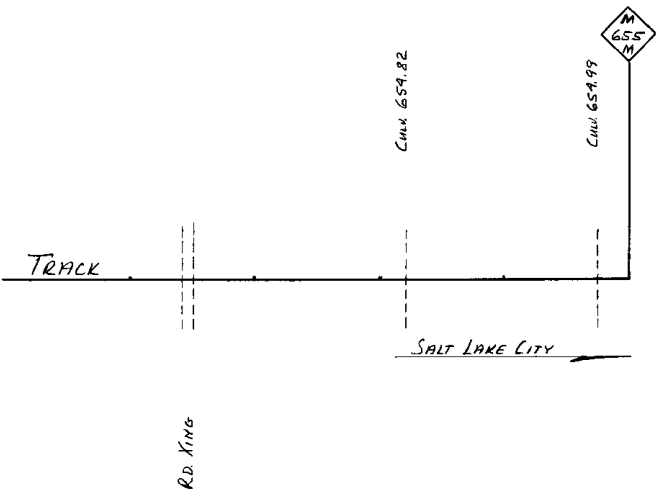


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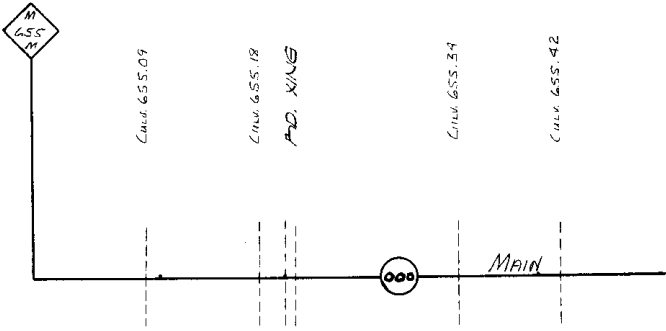
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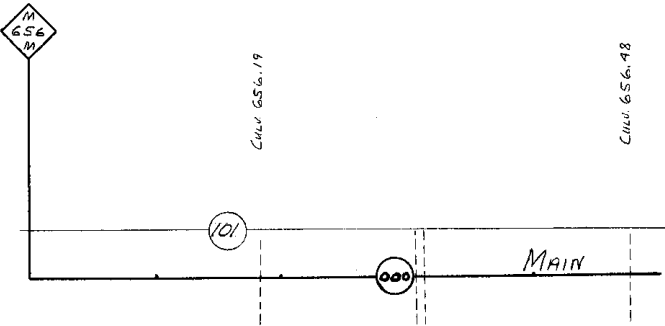
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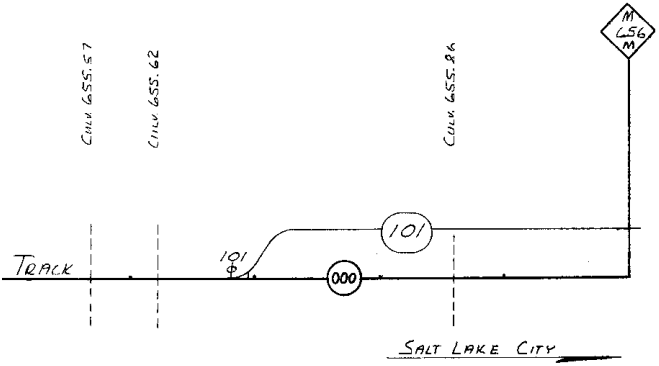
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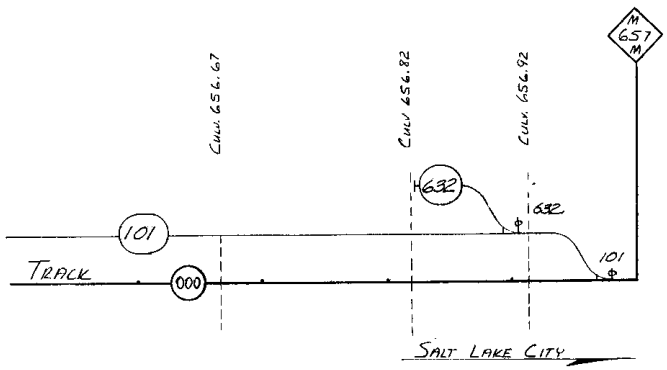
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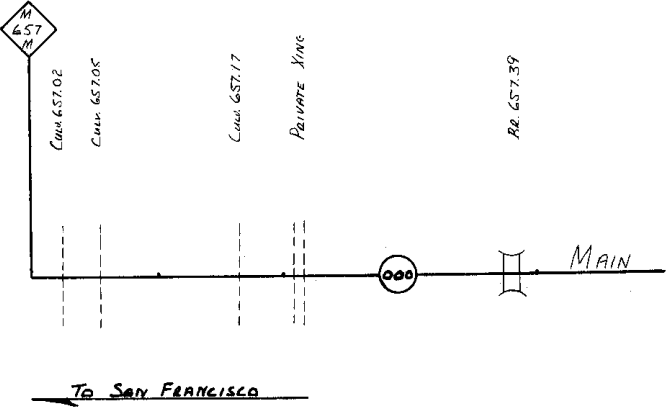
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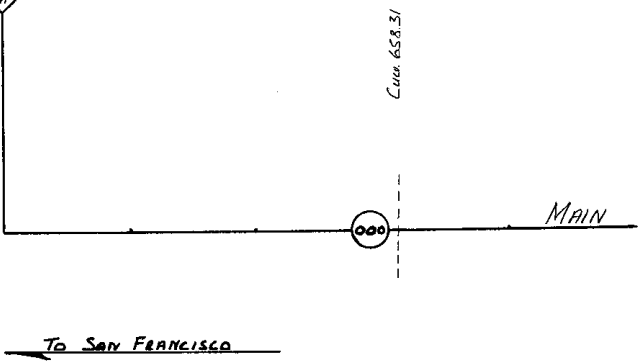


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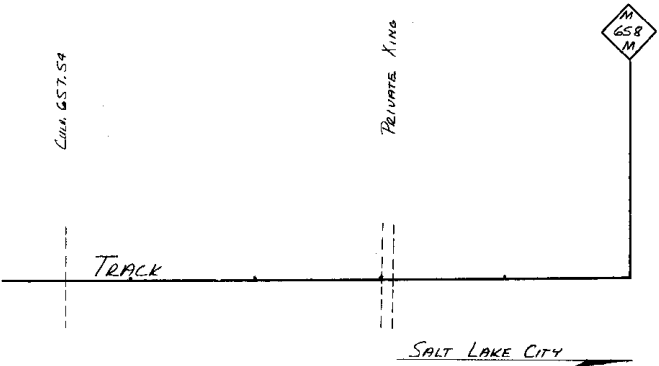
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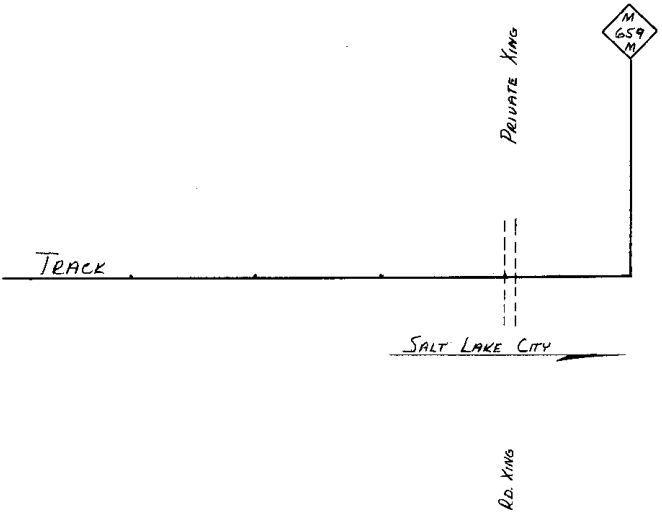
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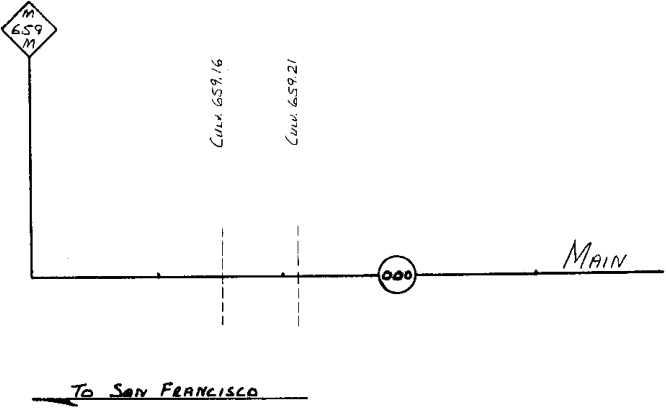


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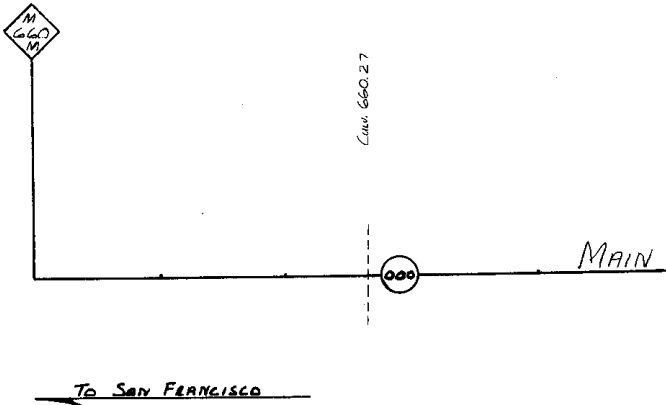


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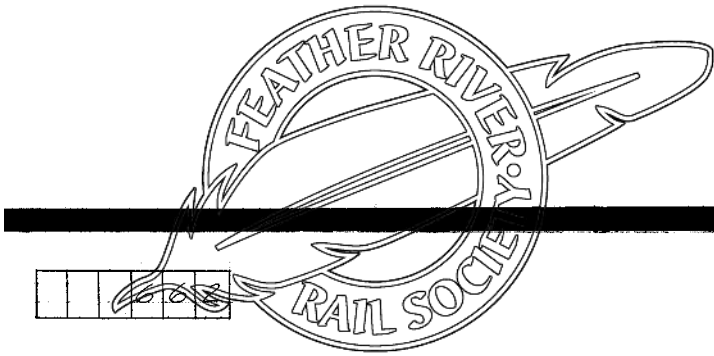
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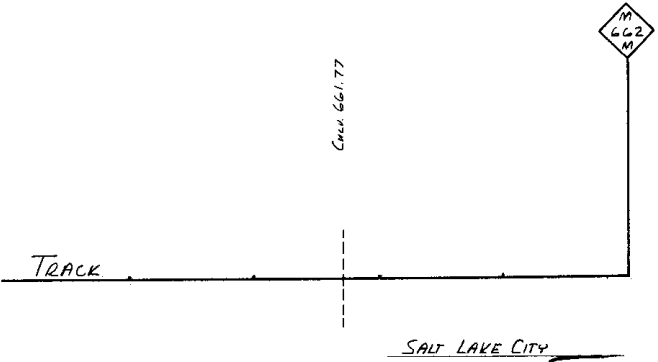
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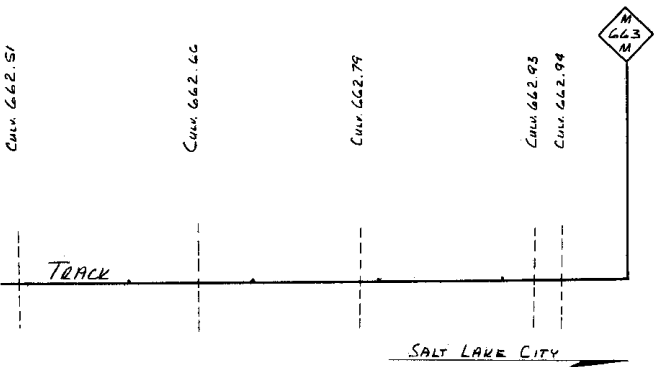
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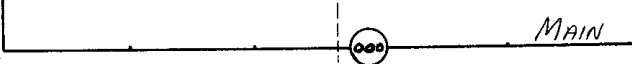


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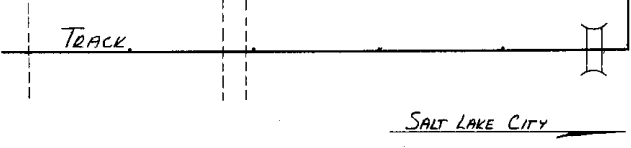
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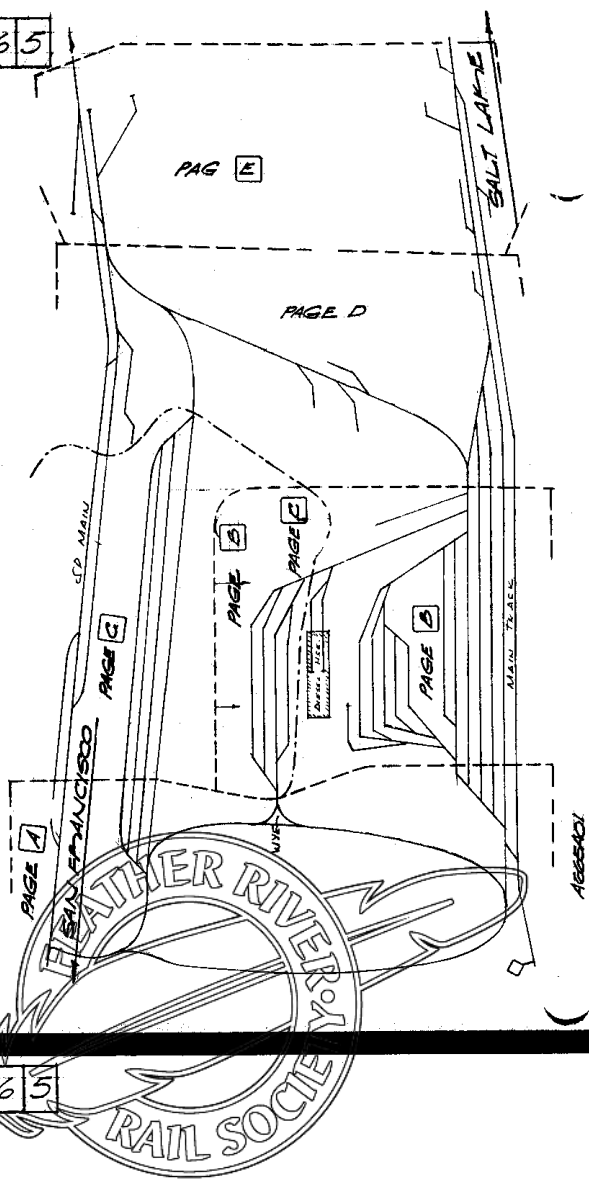
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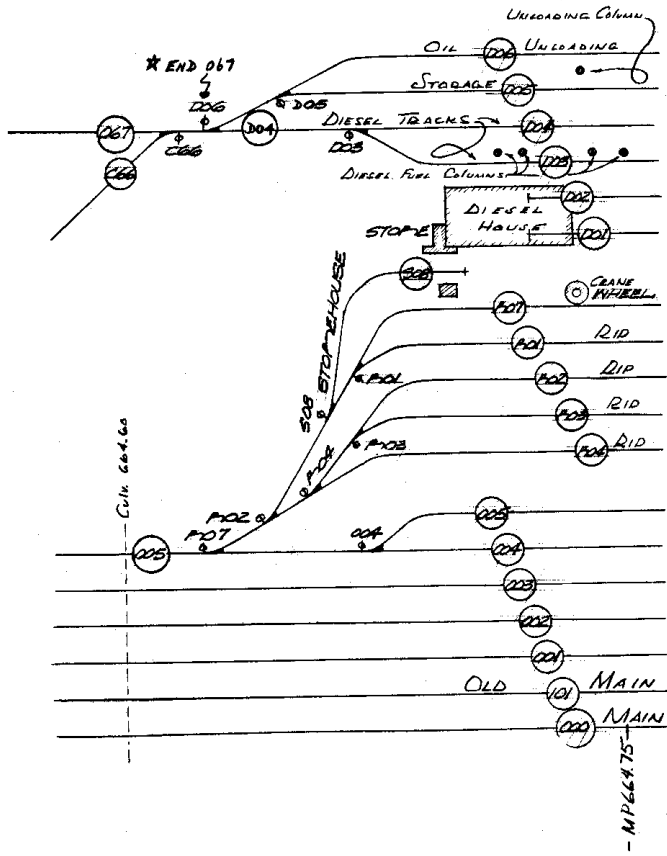
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PAGE INDEX

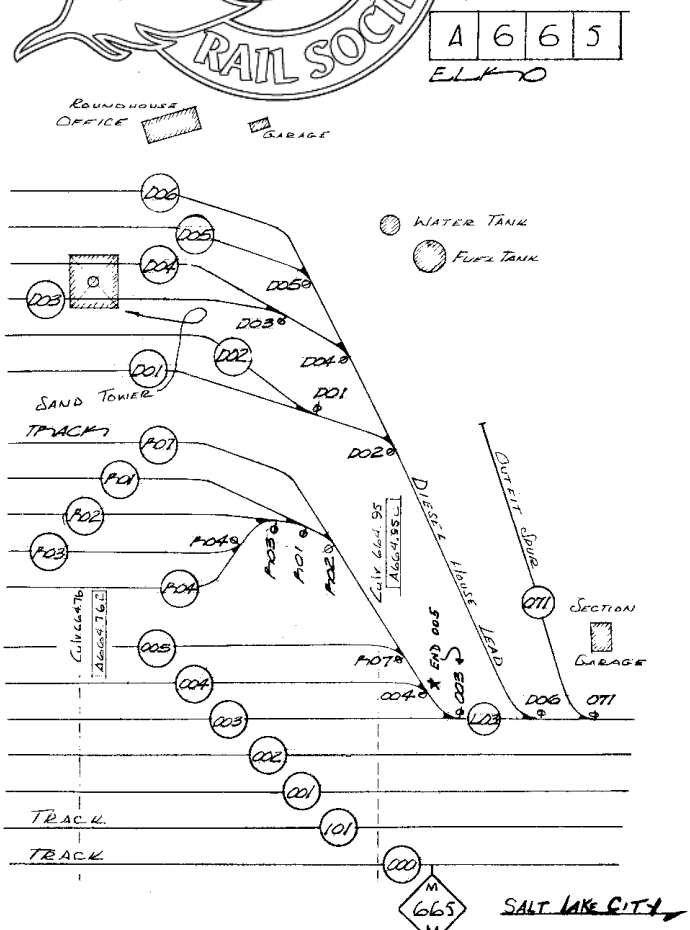
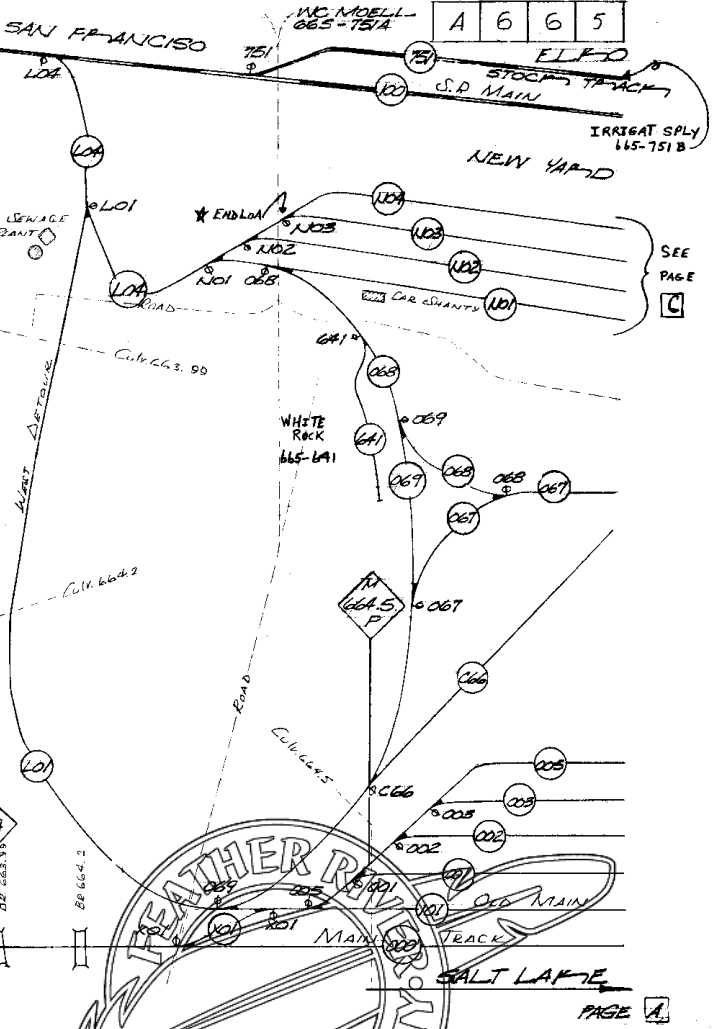


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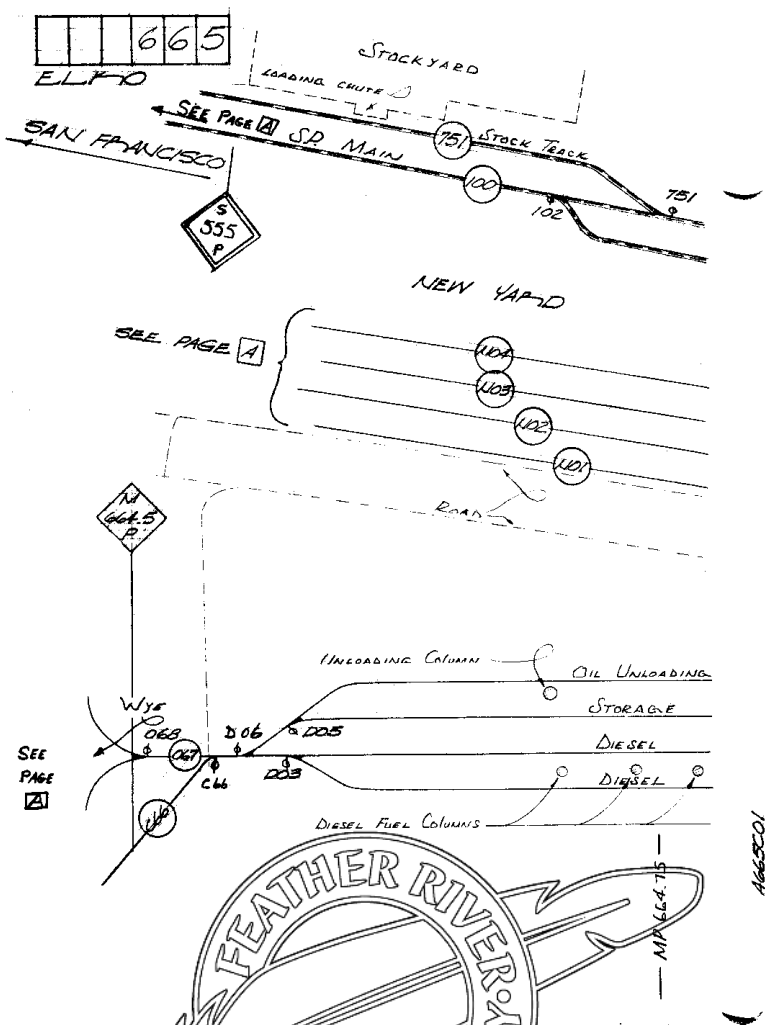
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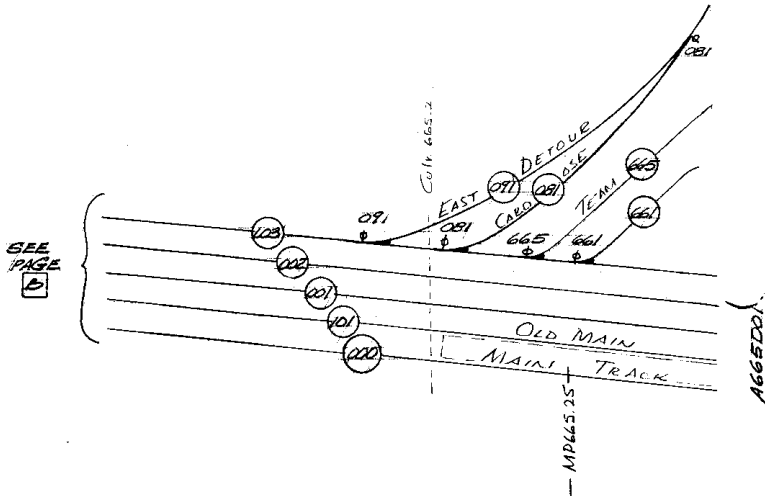
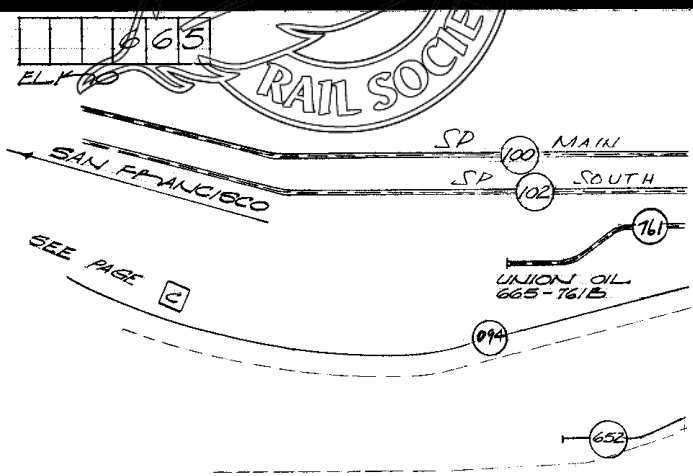
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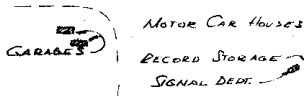
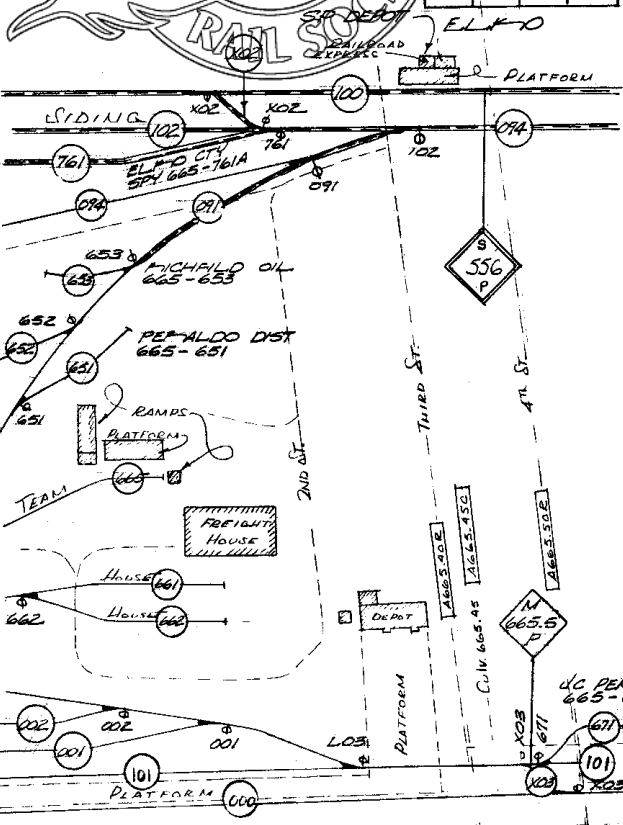
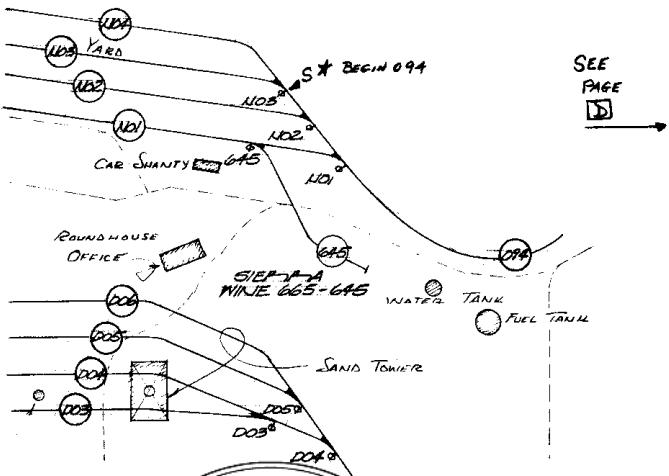
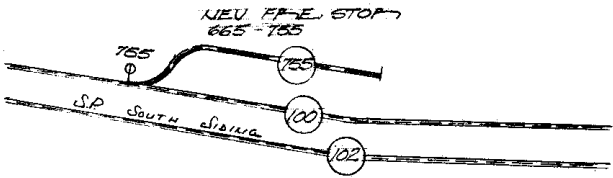
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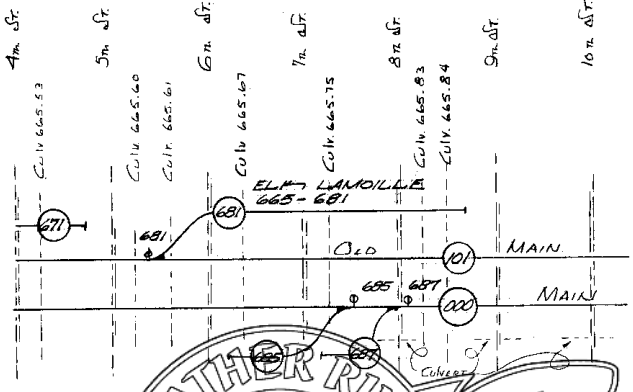
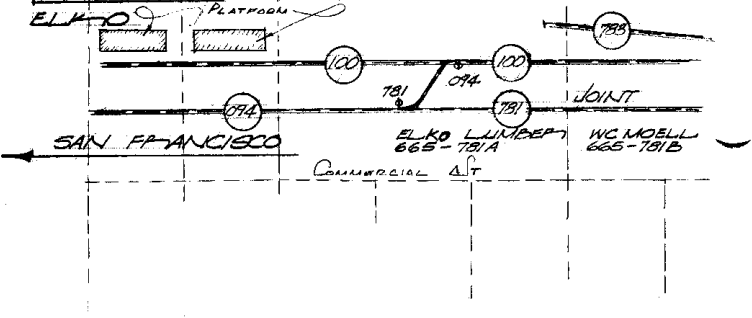
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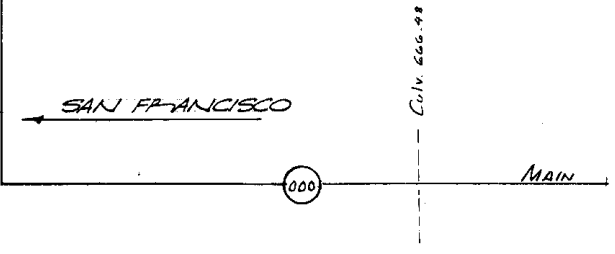


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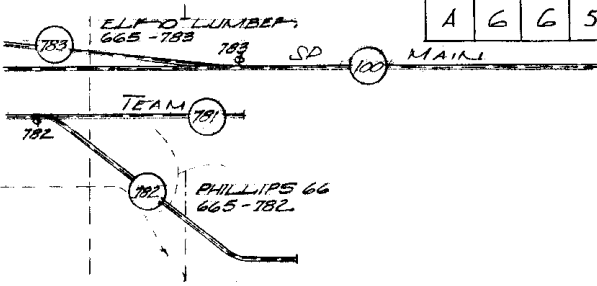


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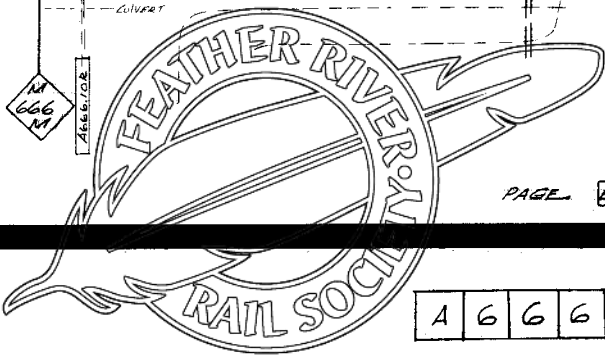
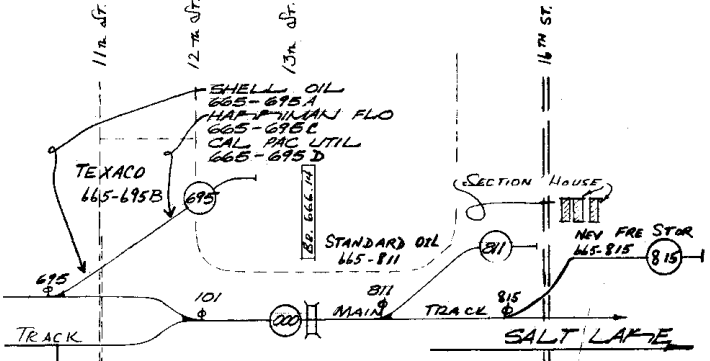
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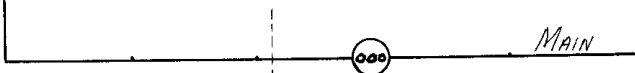


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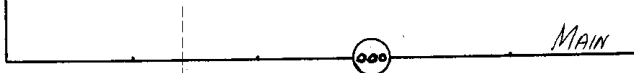
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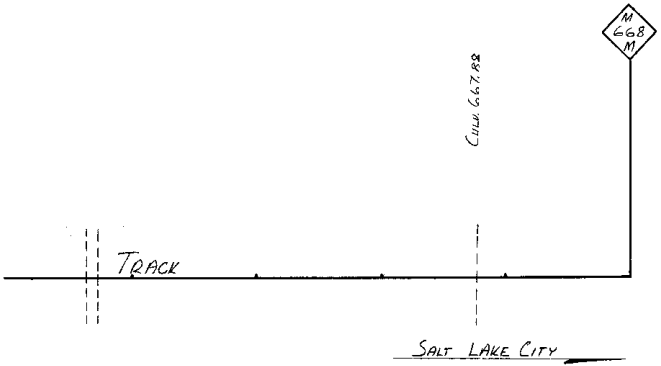
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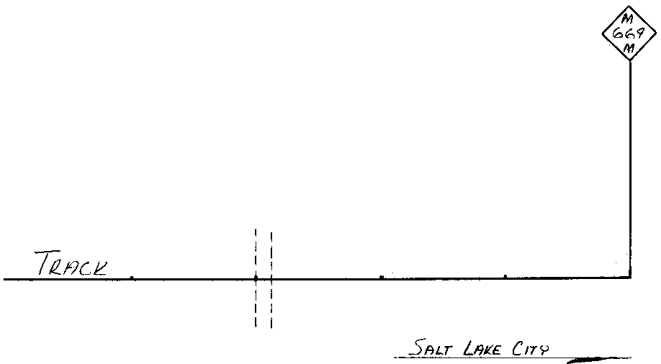


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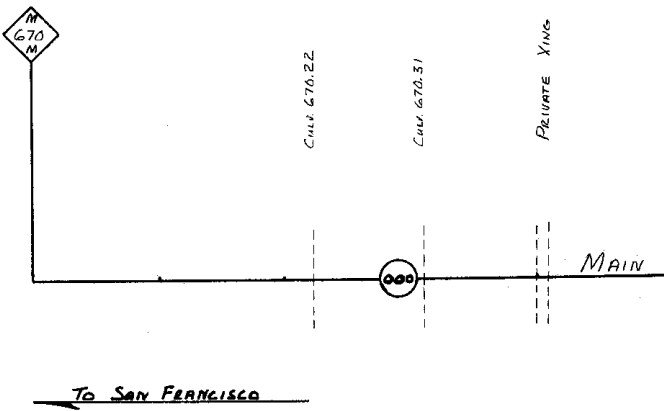
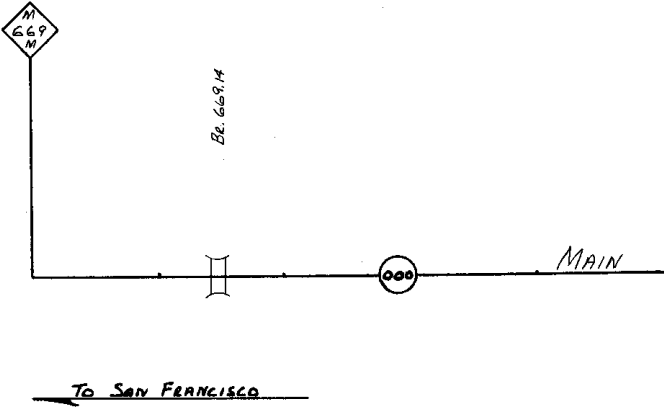
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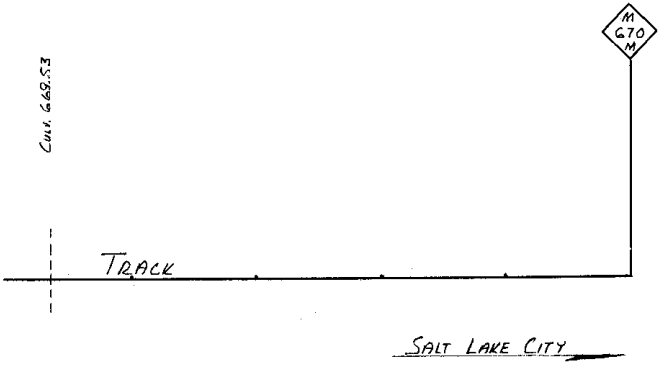
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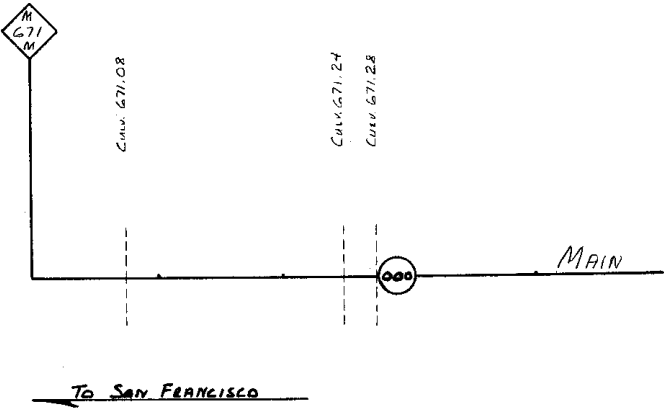


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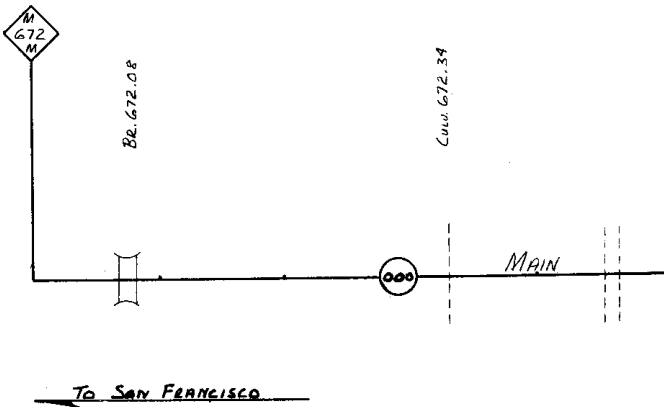


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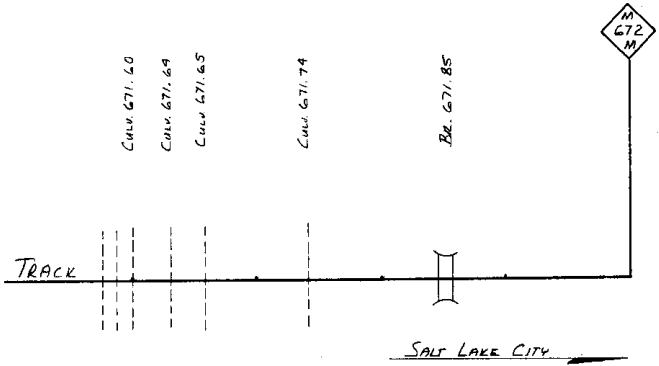
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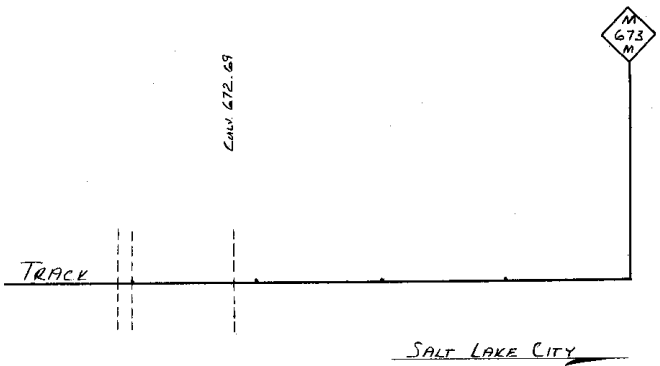


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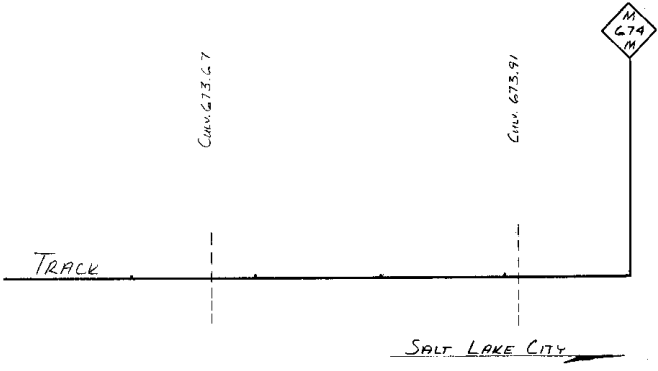
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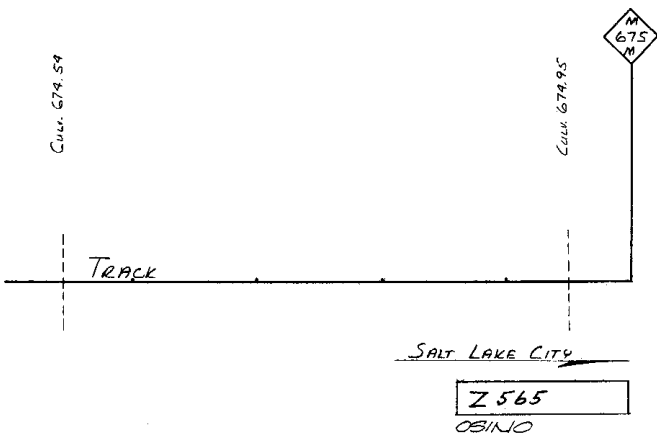
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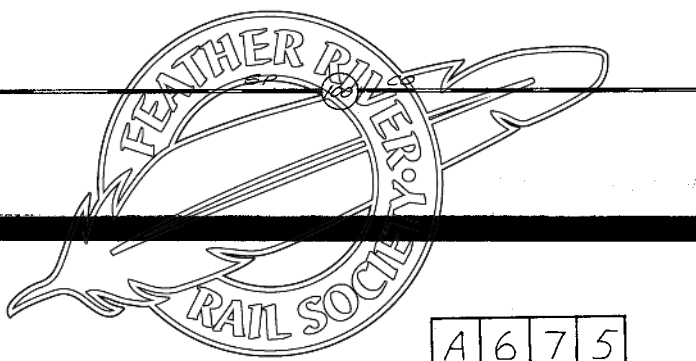
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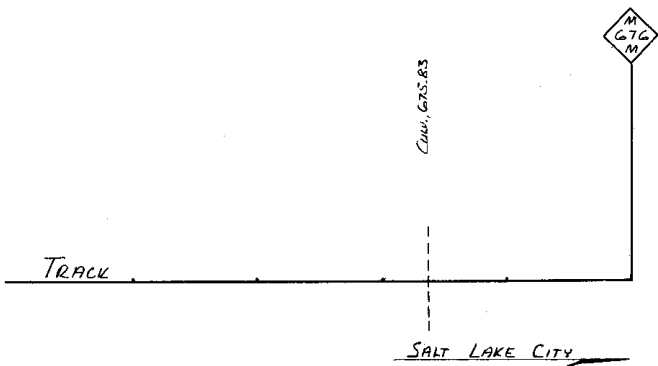
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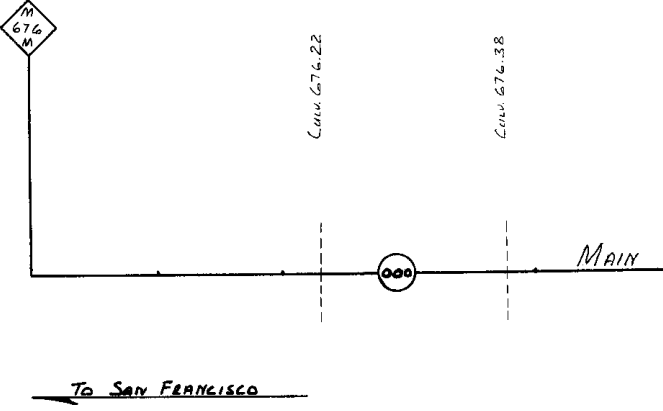


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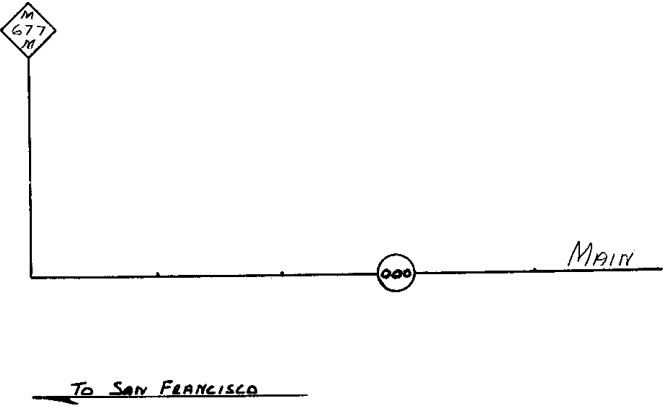
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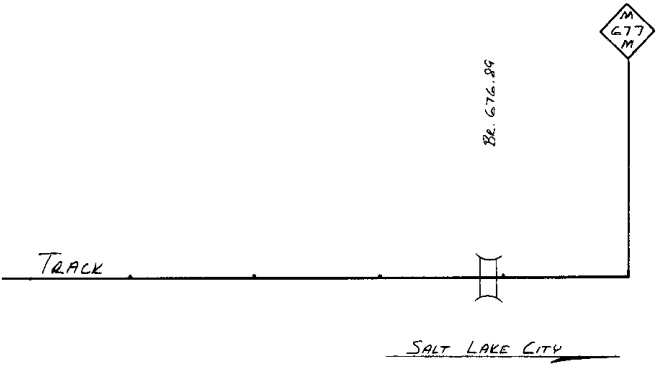


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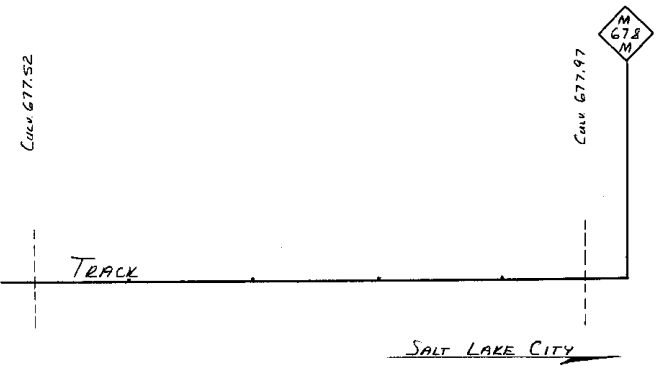
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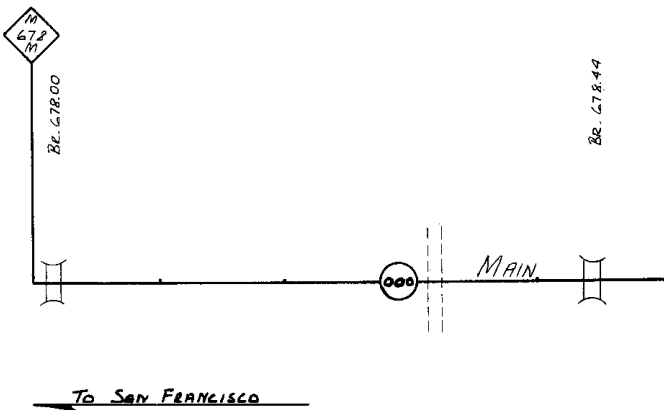


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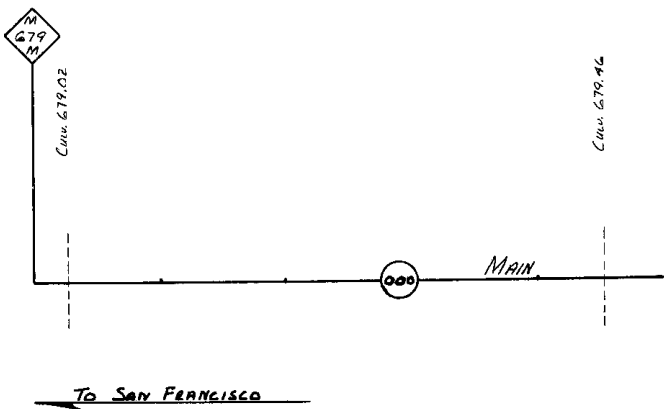
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679



AG79101

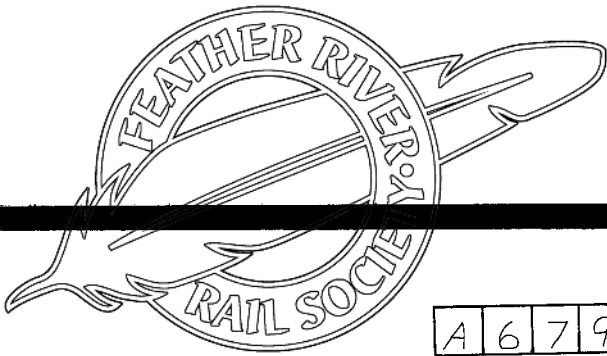
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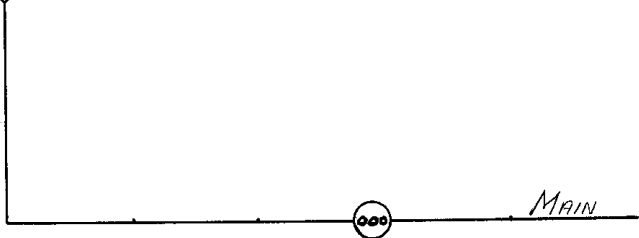
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SALT LAKE CITY

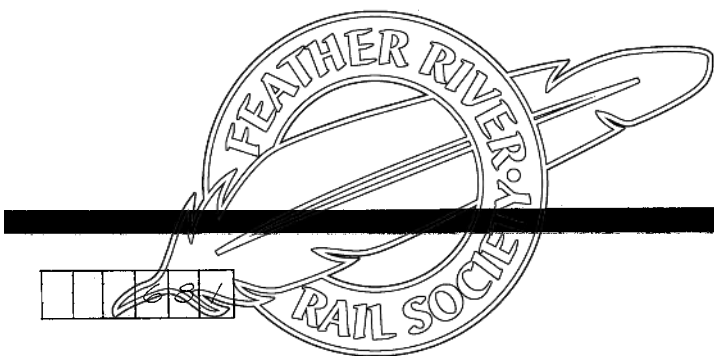
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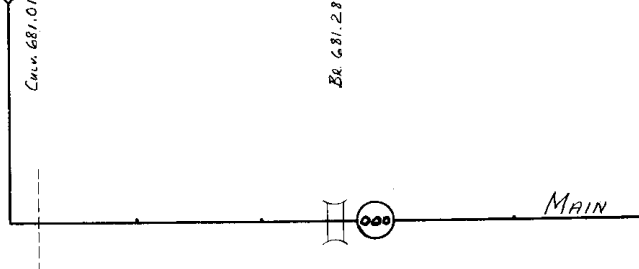


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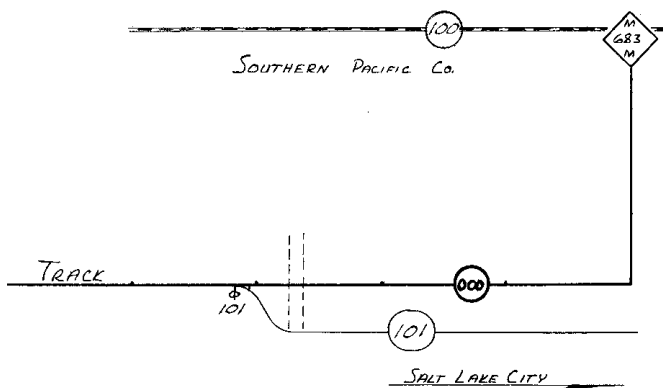
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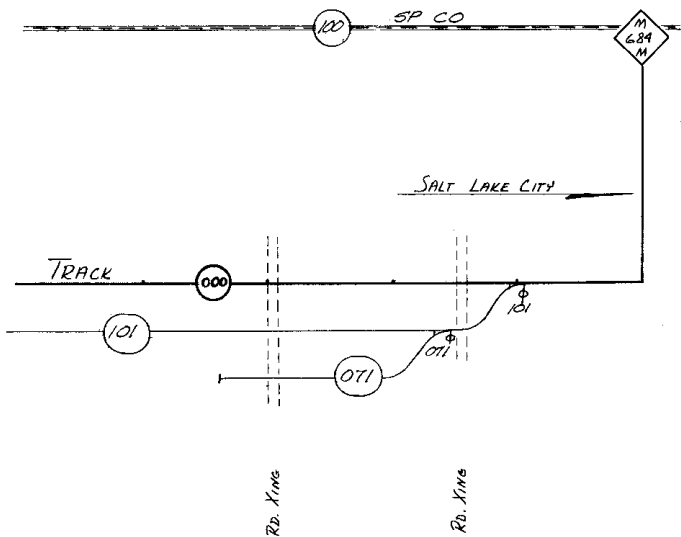
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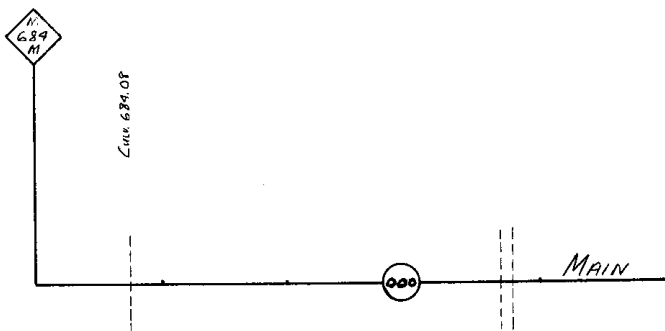


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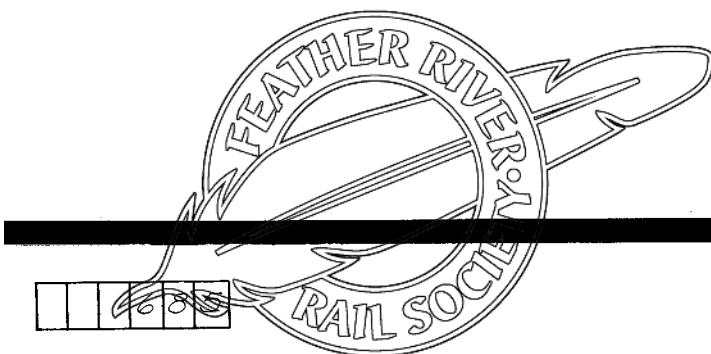
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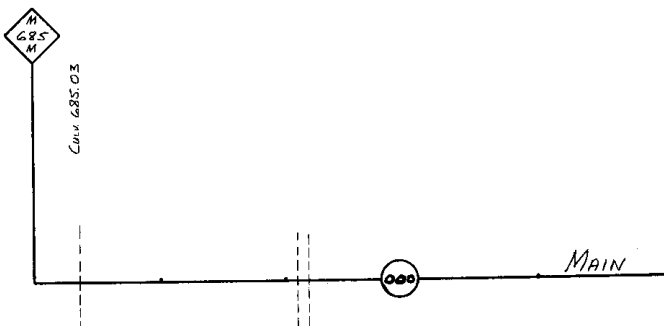
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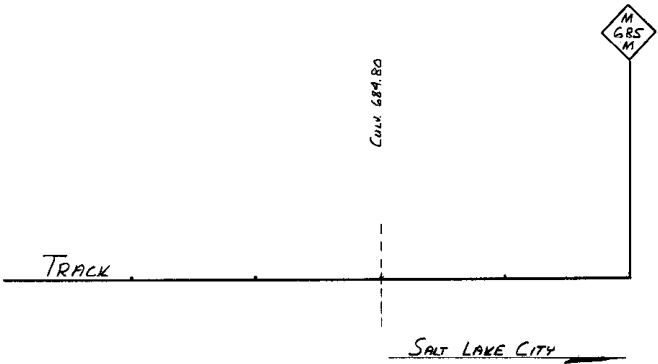


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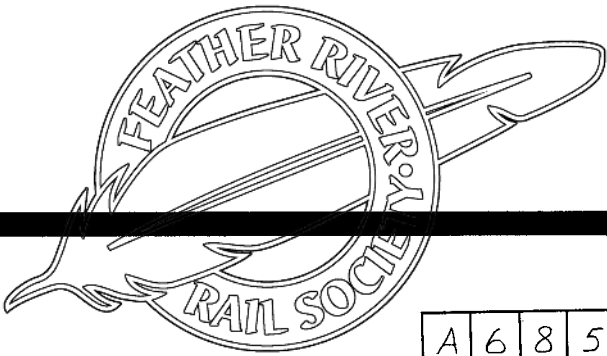
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ABSTRACT

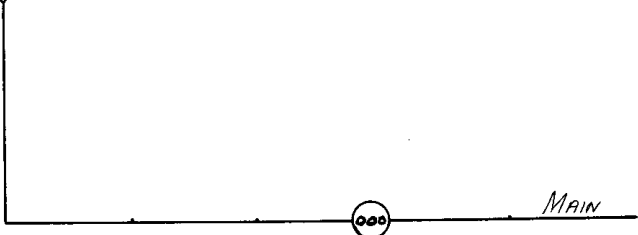


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ABSTRACT

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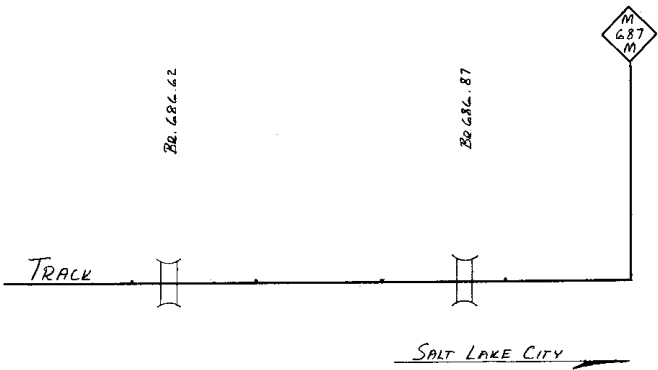


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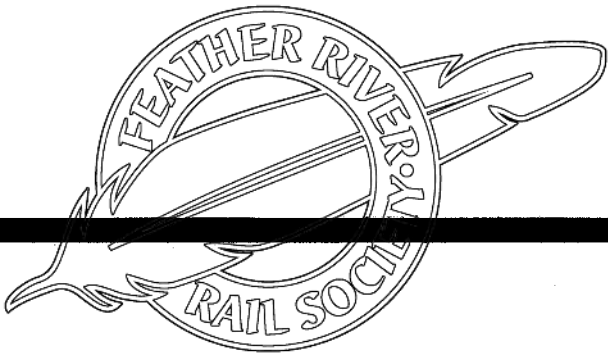


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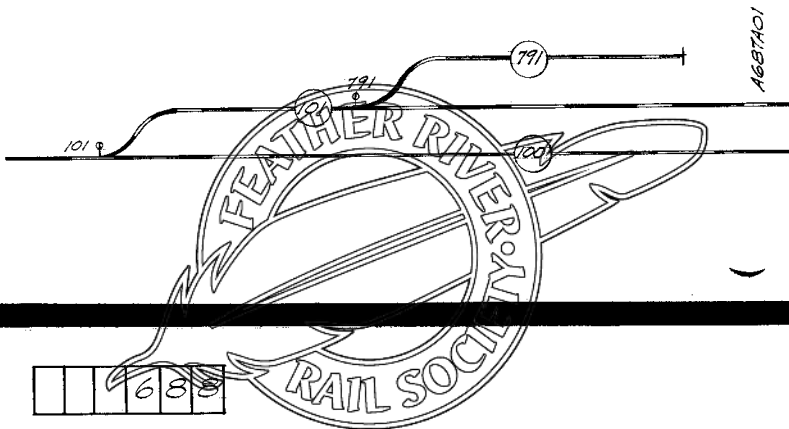
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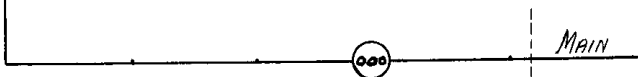
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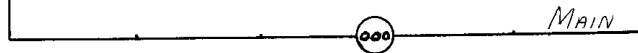
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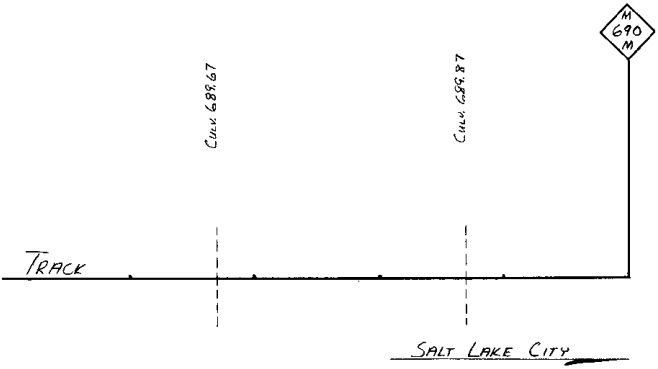
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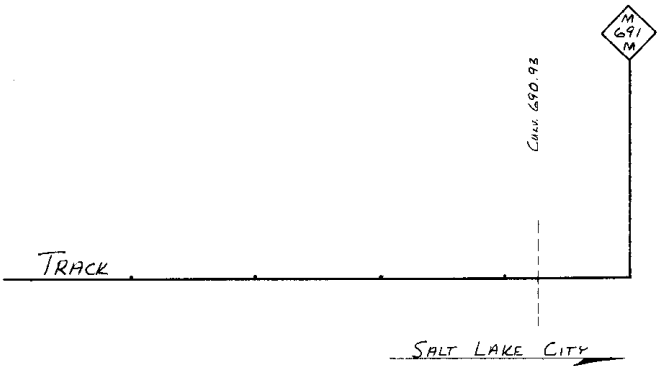
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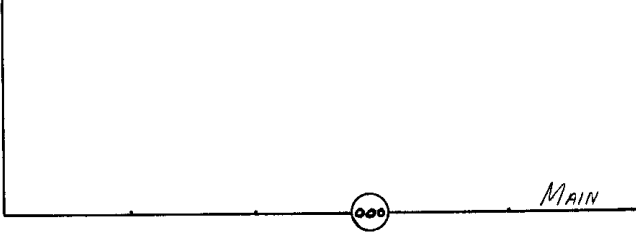
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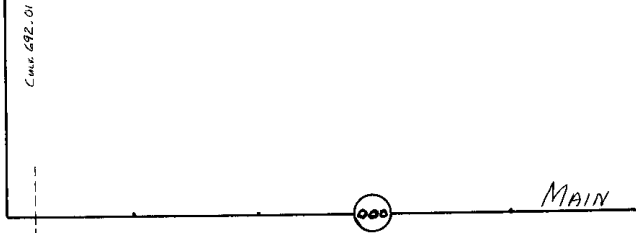
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SALT LAKE CITY

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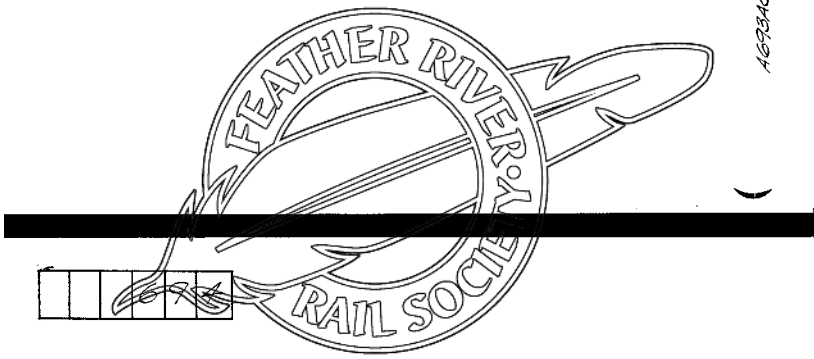
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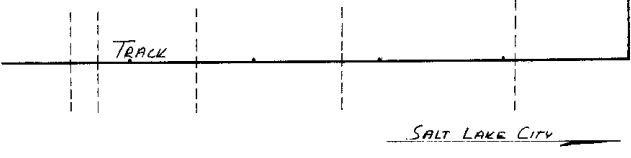
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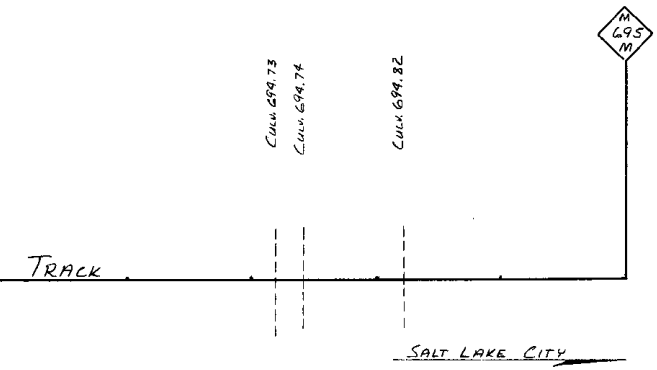


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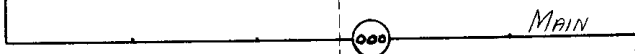


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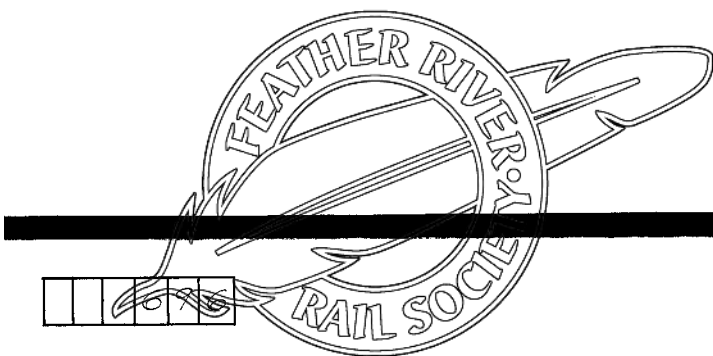
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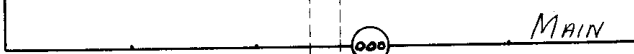


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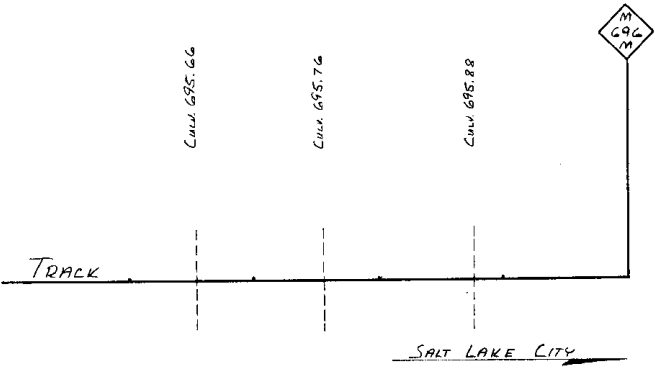
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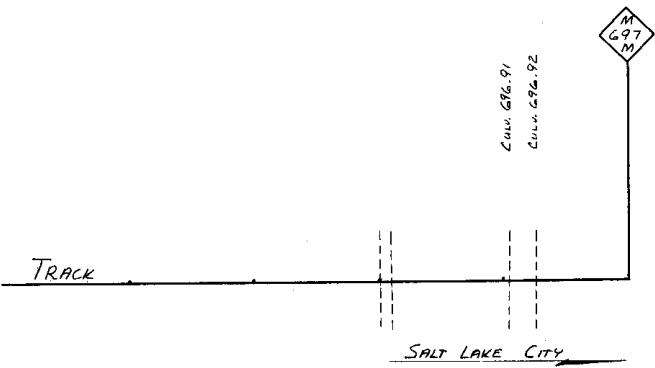
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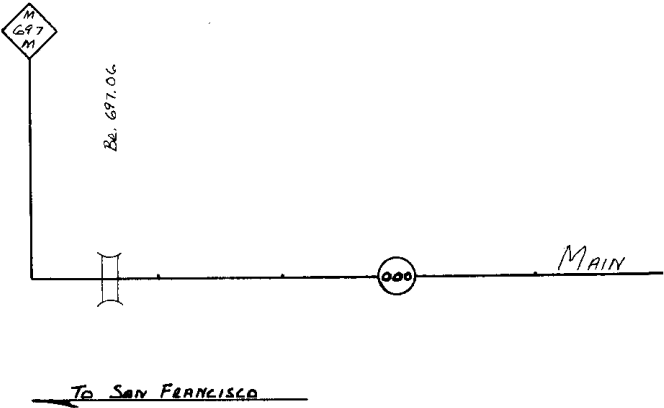


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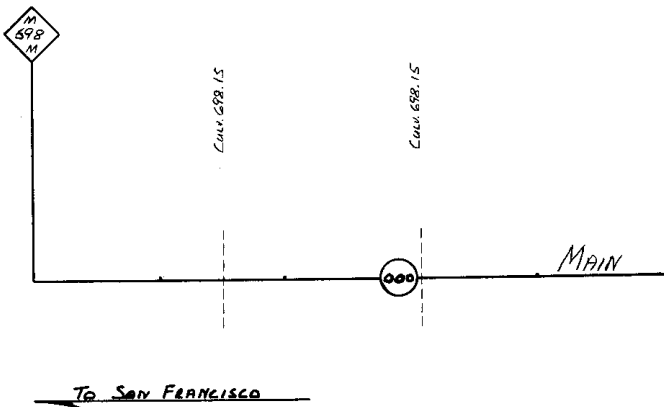


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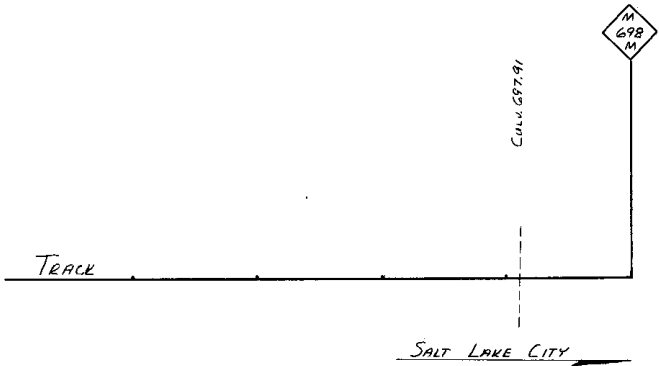


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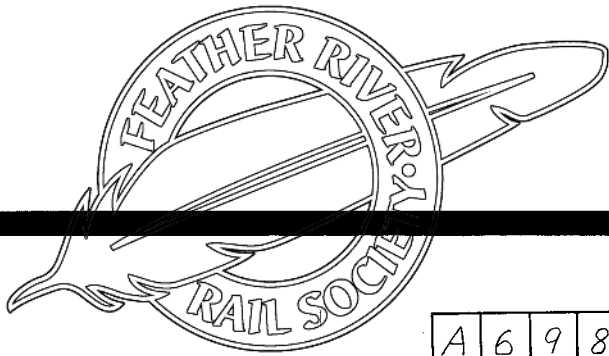


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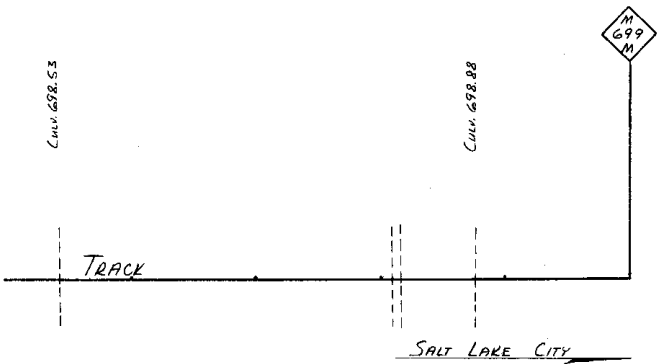
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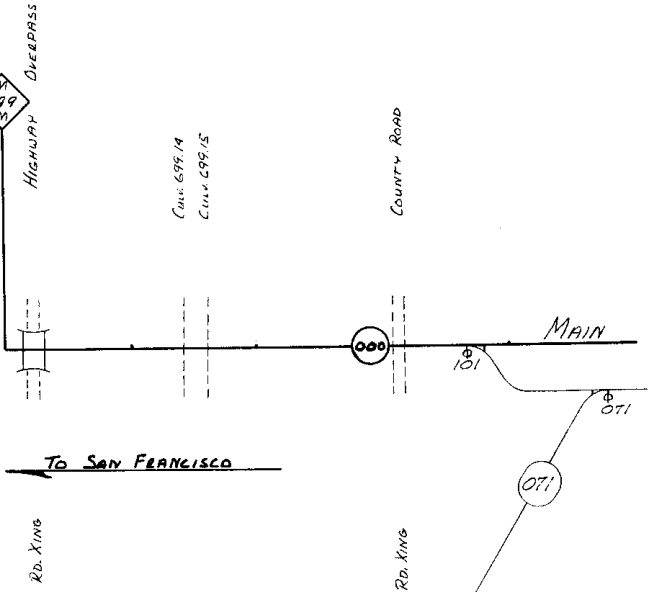
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DEATH WP

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C.M. 699.14
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TO SAN FRANCISCO

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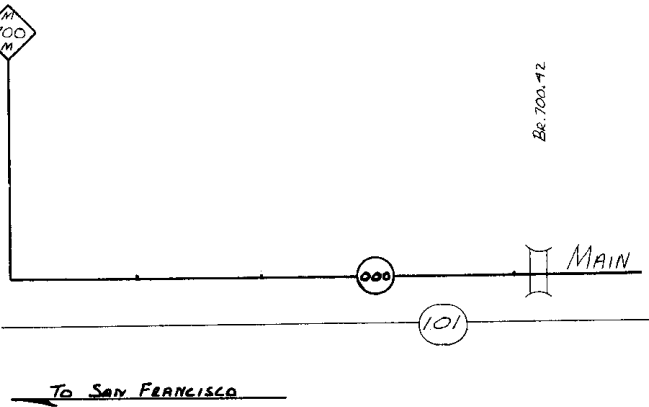
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DEATH WP

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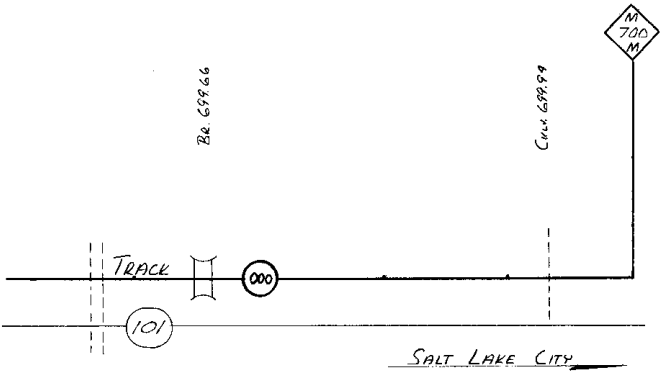
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TO SAN FRANCISCO

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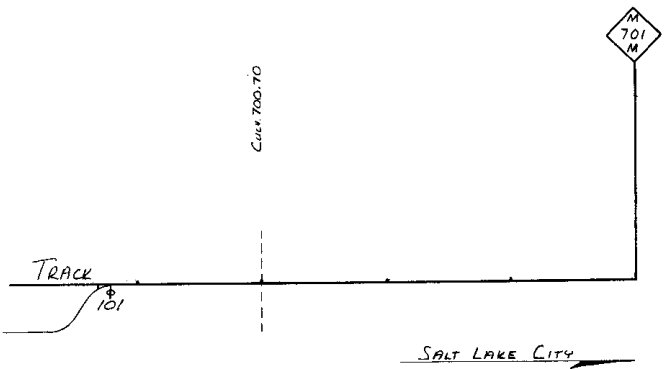
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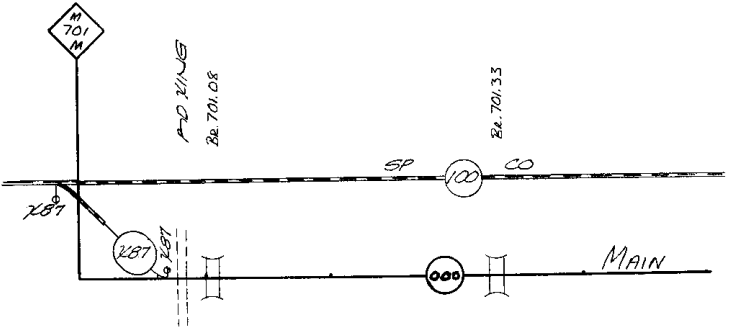
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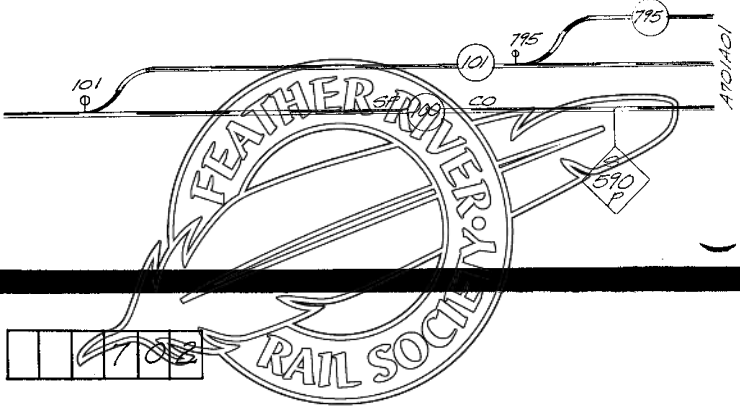
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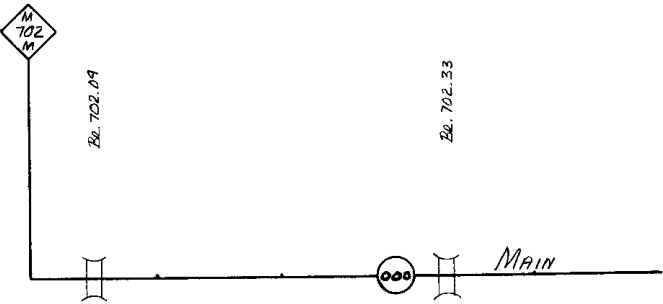
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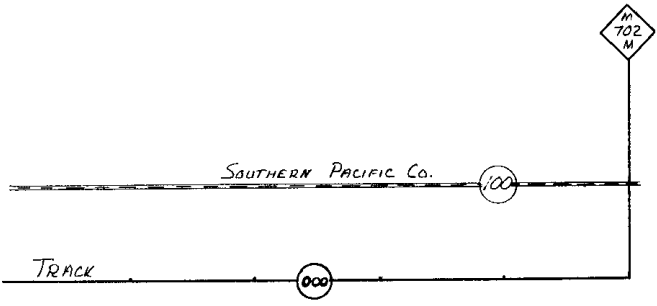
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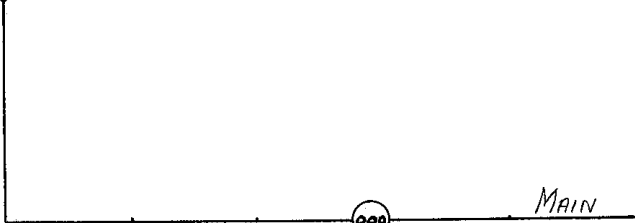
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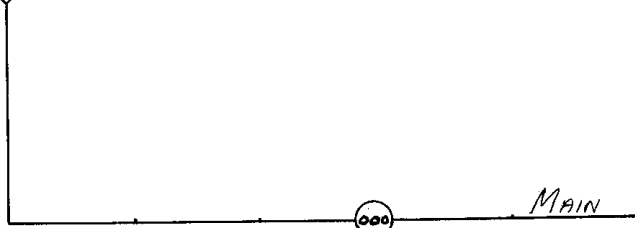
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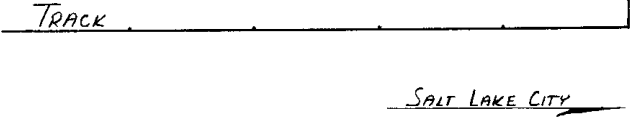


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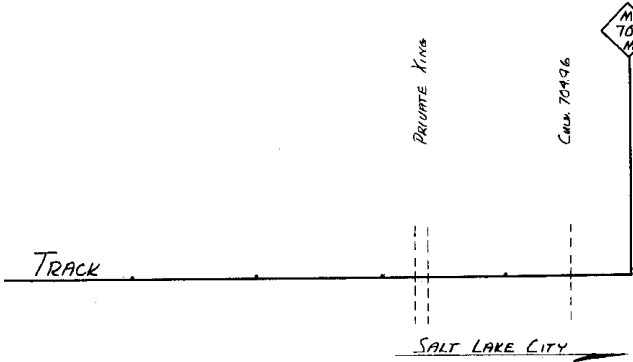


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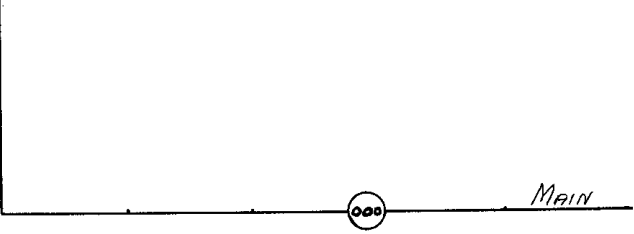
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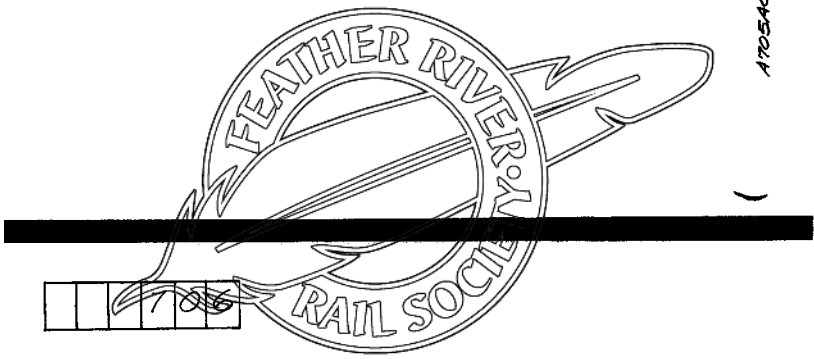
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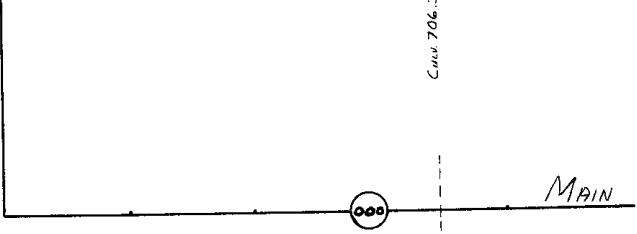
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SALT LAKE CITY

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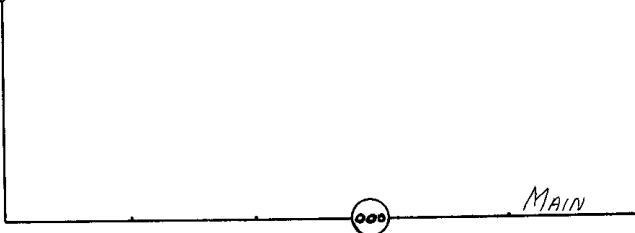
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TO SAN FRANCISCO

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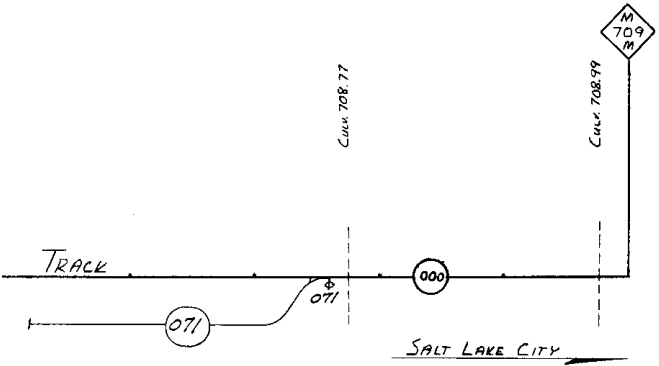
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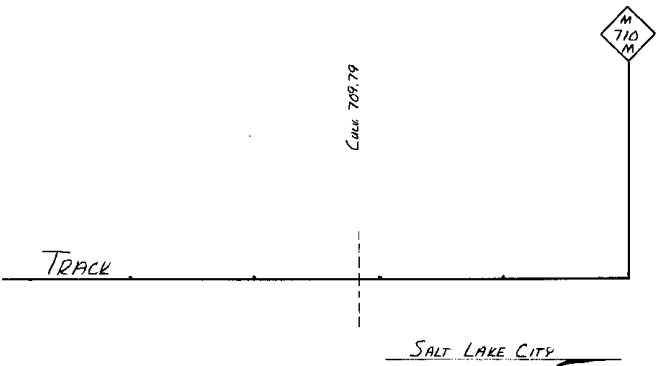
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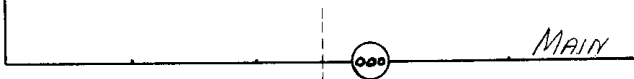


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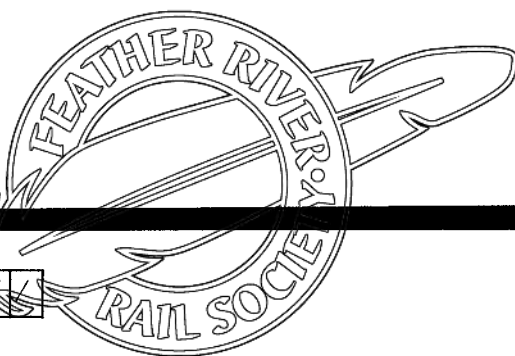
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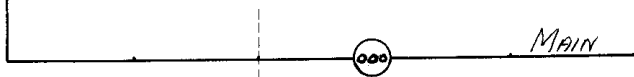
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To SAN FRANCISCO

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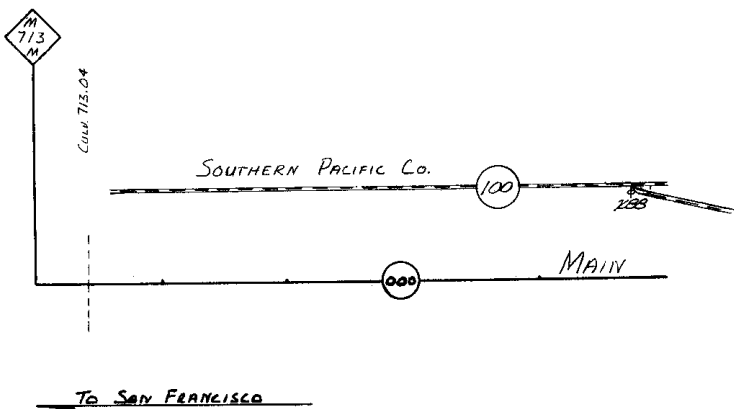
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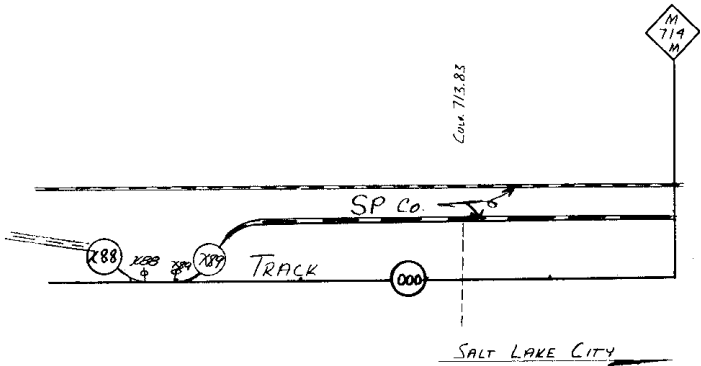
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ALAZON



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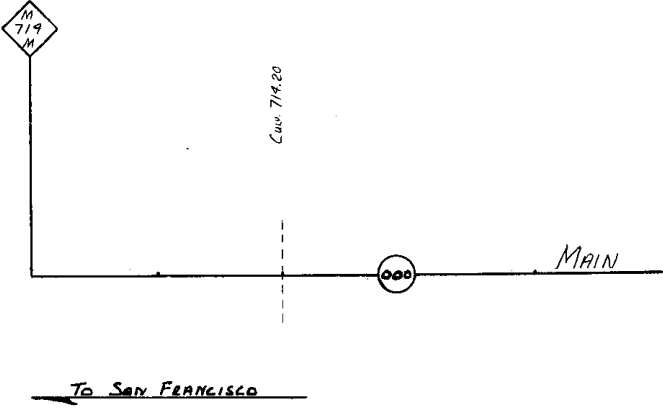
A 7 1 4
ALAZON



A 7 1 4 A O Z



7 / 4

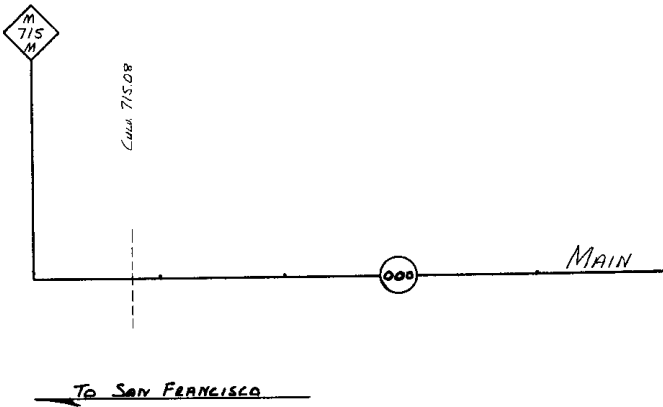


(



AT14801

7 / 5



(

AT15401

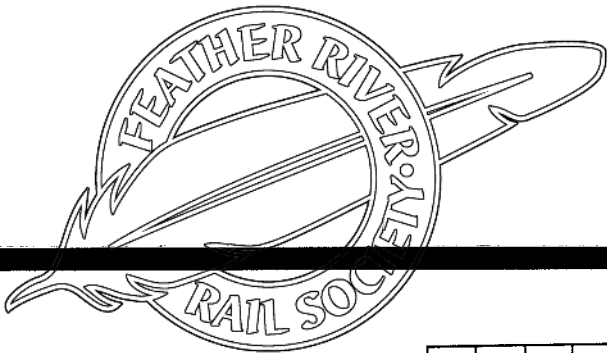
A 7 1 4

M
715
M

TRACK

SALT LAKE CITY

A714B02



A 7 1 5

M
716
M

CHUR 715.60

CHUR 715.98

TRACK

SALT LAKE CITY

A715A02

718

WELLS

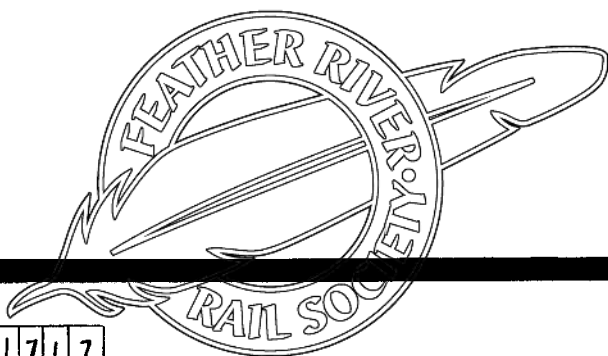
M
716
M

Curve 716.28

000

MAIN

TO SAN FRANCISCO



AT18A01

1717

WELLS UP

TO SP WELLS YARD

ZIP RR

TO TWIN FALLS

193

194

193

194

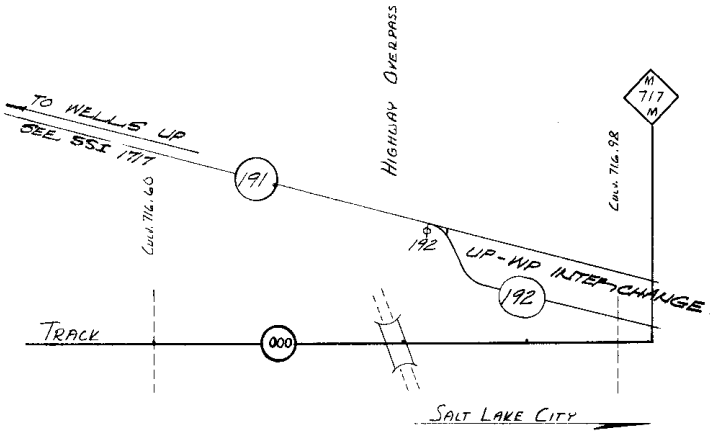
191

194

WP-ZIP INTERCHANGES

AT18B01

A 7 1 8
WELLS

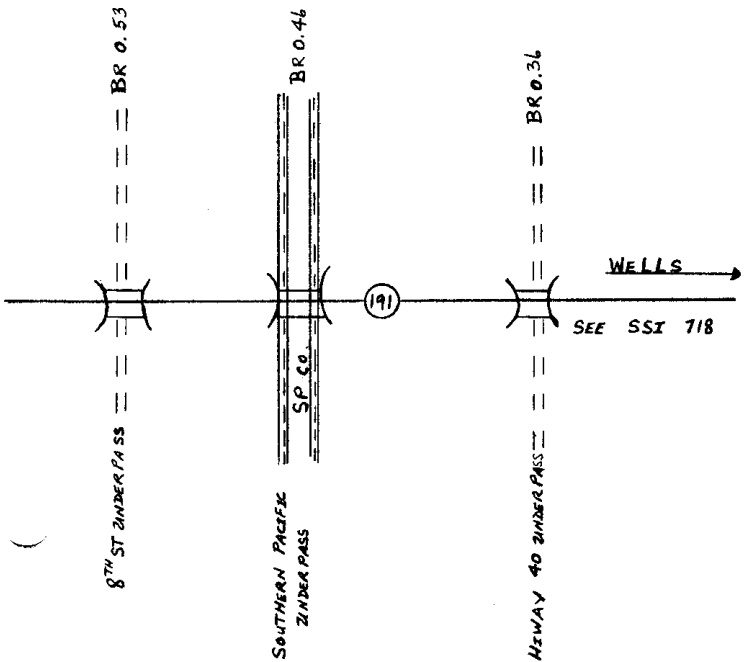


AT18A02



A 7 1 8

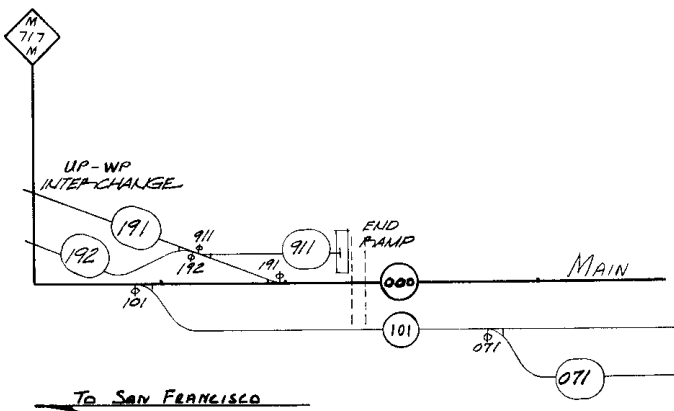
WELLS 21P



A718B02

			7	1	8
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WELLS



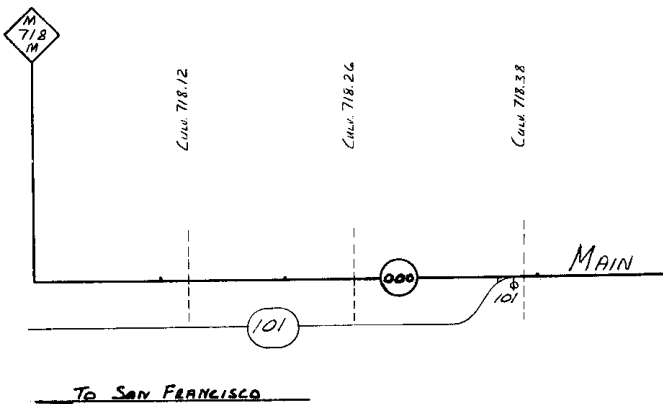
Rd. Xing



AT18201

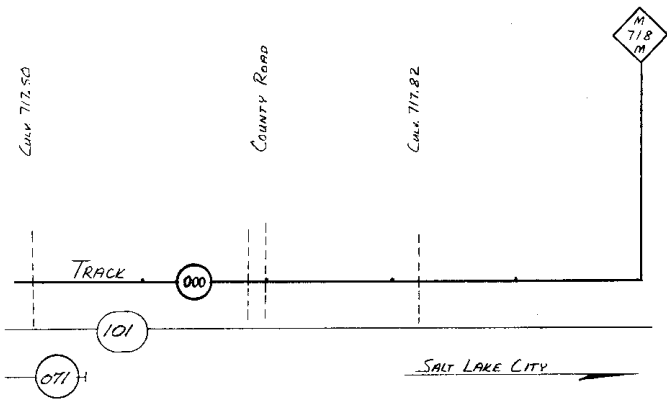
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WELLS



AT18201

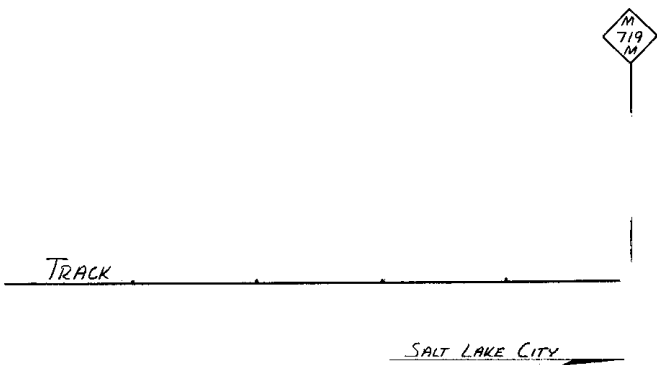
A 7 1 8
WELLS



AT18002

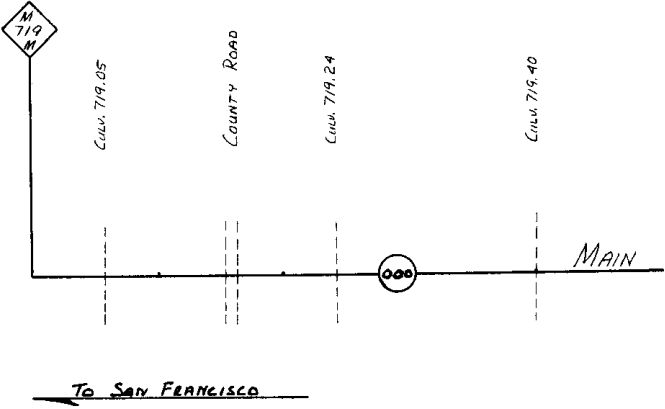


A 7 1 8
WELLS



AT18002

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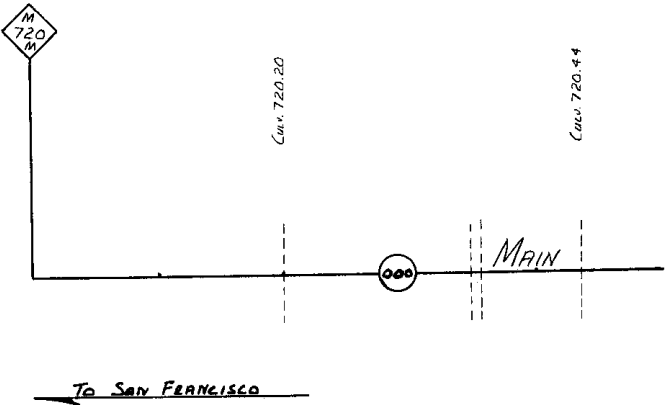


Rd. King



AT19A01

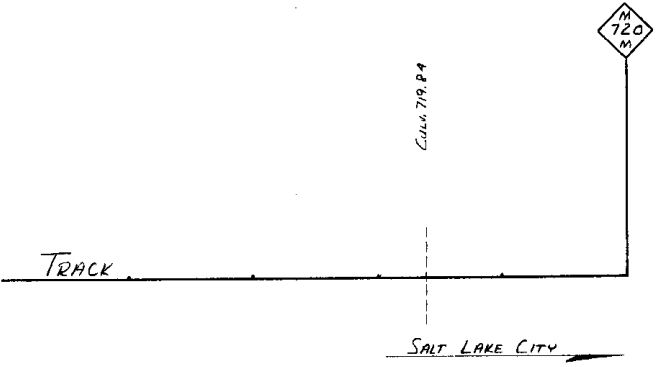
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Rd. King

AT20A01

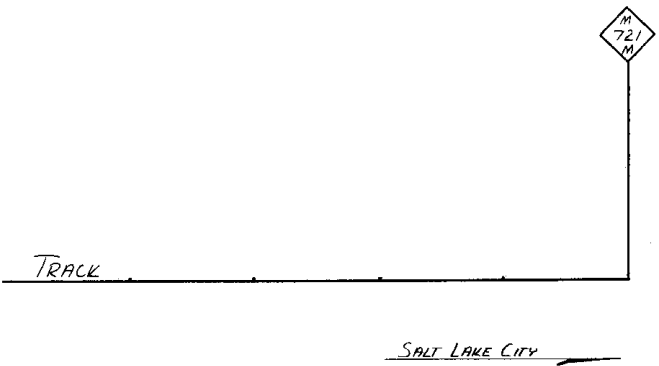
A 7 1 9



AT 19A02

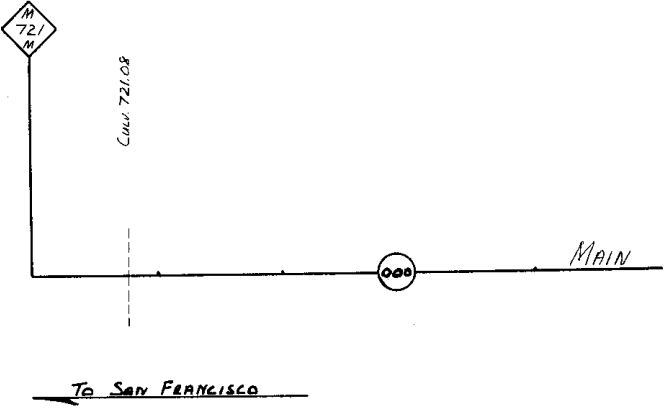


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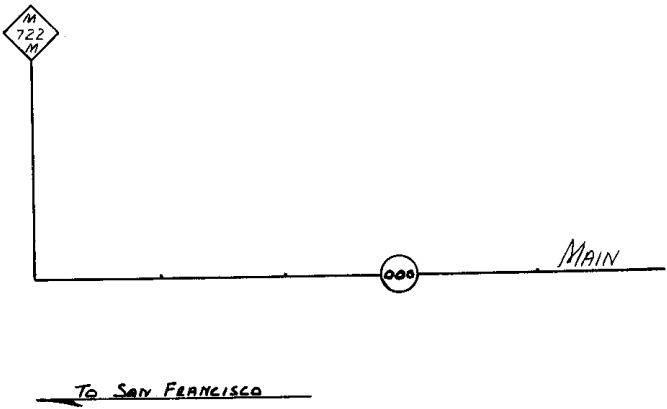
AT 20A02

721



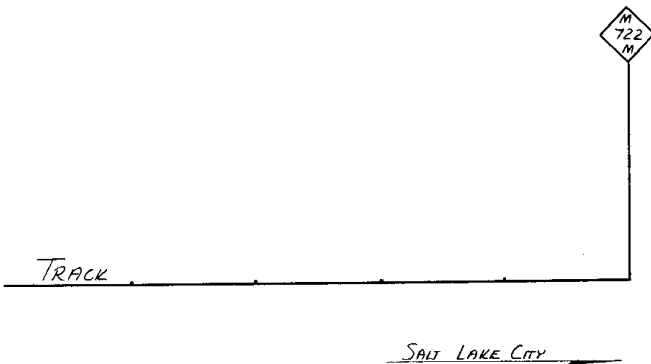
ATZ1A01

722



ATZ2A01

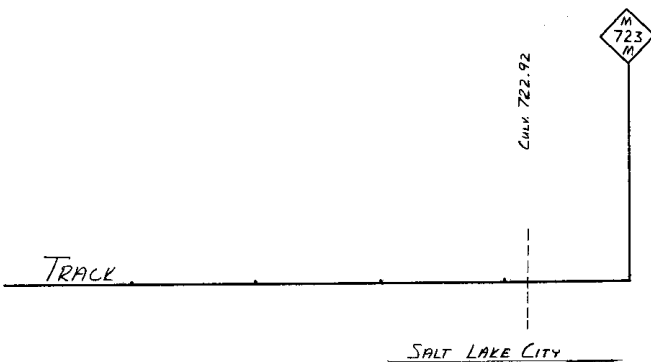
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A 7 2 1 A 0 2



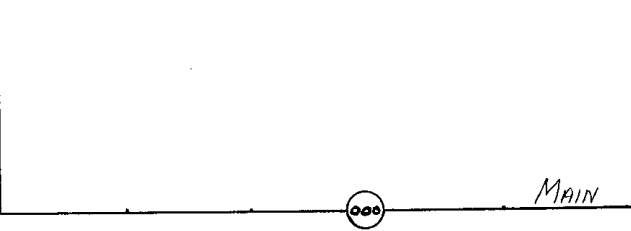
A 7 2 2



A 7 2 2 A 0 2

			7	2	3
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M
723
M

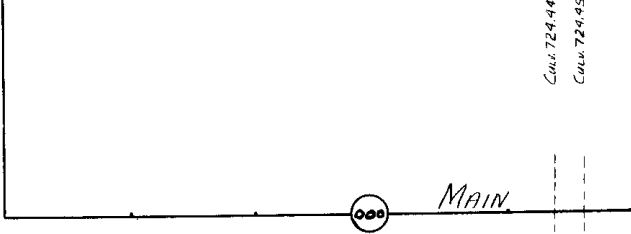


← TO SAN FRANCISCO



A723A01

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724
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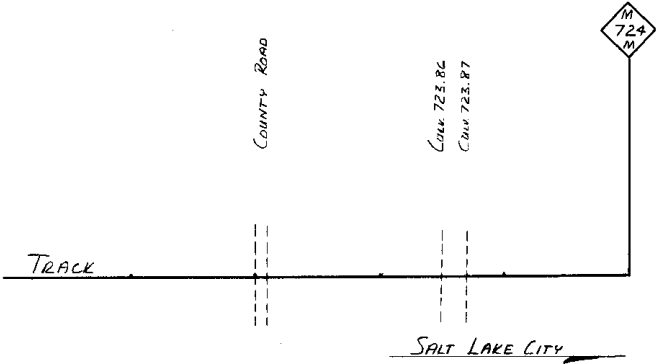


CULV. 724.44
CULV. 724.95

← TO SAN FRANCISCO

A724A01

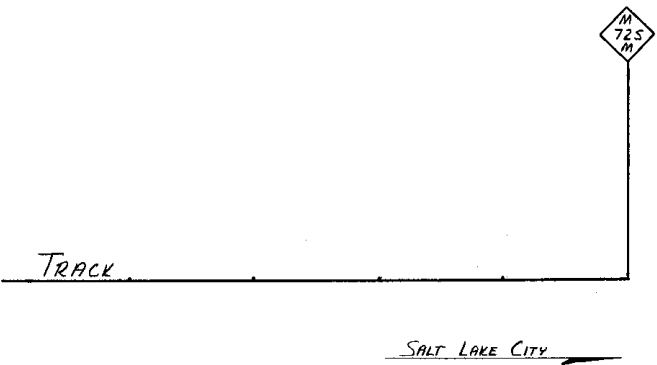
A 7 2 3



A723A02



A 7 2 4



A724A02

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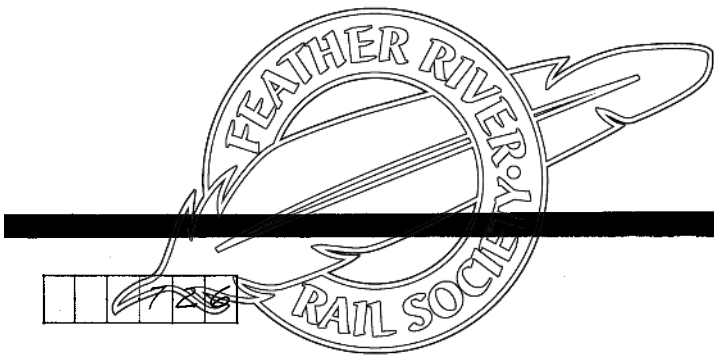
M
725
M

CUM 725.44

000

MAIN

TO SAN FRANCISCO



A725A01

M
726
M

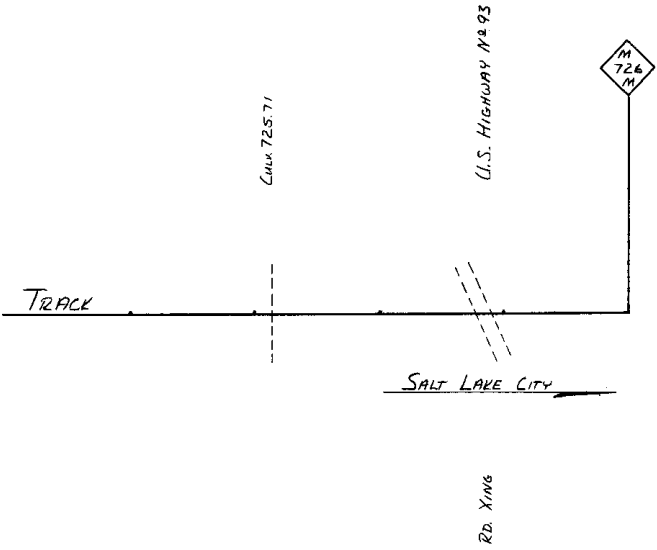
MAIN

000

TO SAN FRANCISCO

A726A01

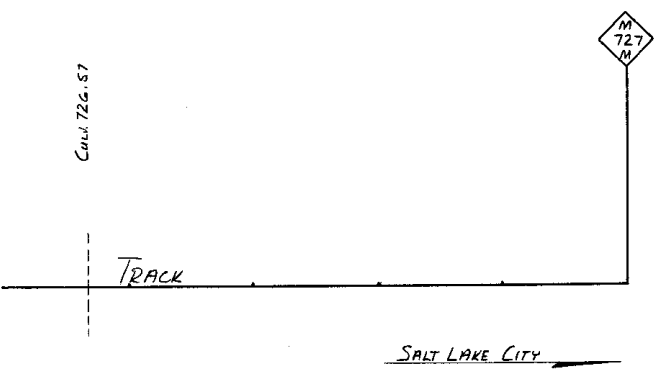
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A 725A02



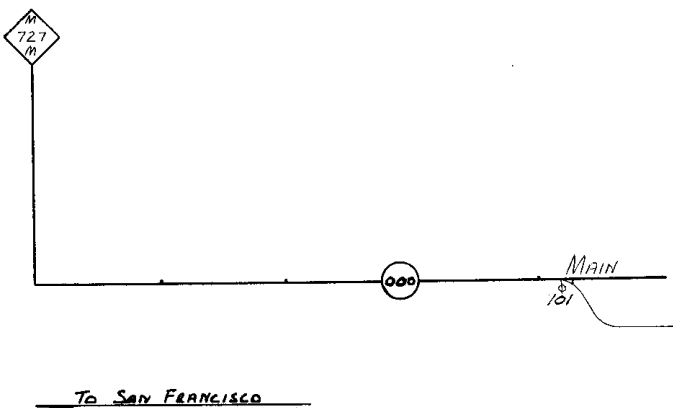
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A 726A02

728

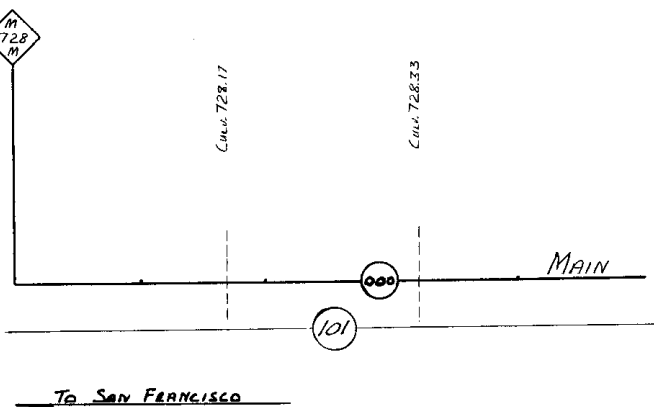
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A 728A01

728

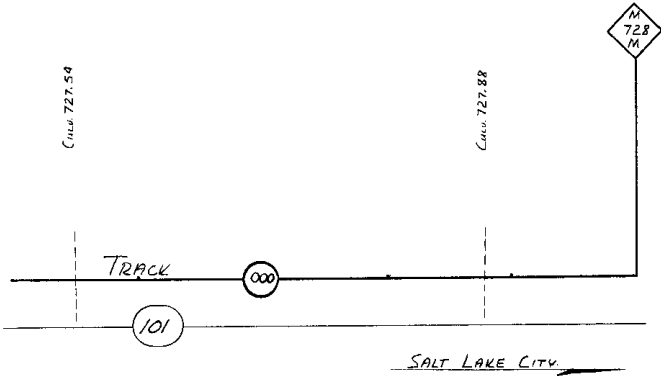
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A 728B01

A 7 2 8

FUBBY

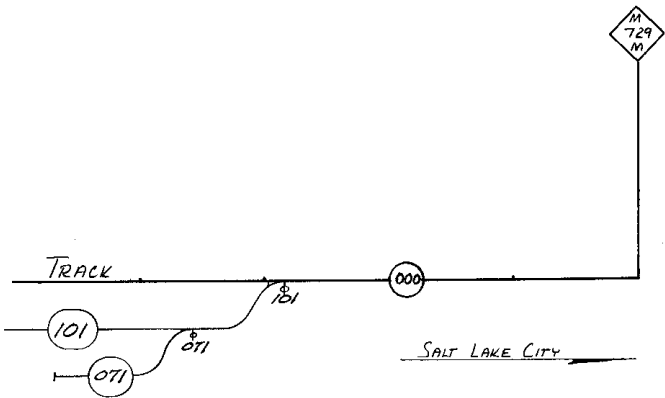


A 728102



A 7 2 8

FUBBY




A 728202

ALL POINTS

ALPHA PREFIXES

- C = Cleaning Track
- D = Diesel (Roundhouse)
- K = Caboose Track
- L = Lead
- P = Piggyback (TOFC)
- R = Rip Track
- V = Ice Track
- X = Crossover

UTILITY TRACKS

- 
- 000 Main Track
 - 100 Second Main Track
 - 056 Live Rail Scales
 - 069 Leg of Wye or Balloon

 - 071 Setout Spur
(single connected)

 - 081 Runaround
(double connected)

 - 091-099 Drills

 - 101-109 Sidings

MANUAL VII

ALPHA PREFIXES

WINNUMUCA

W = Welding

ELKO

N = New Yard

S = Store

WENDOVR

N = North

S = South

INTERCHANGES

WELLS

UP - WP

718-190

WELLS UP

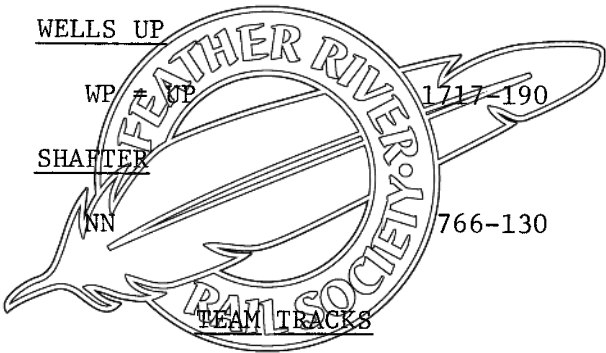
WP # UP

1717-190

SHAFTER

NN

766-130



WINNEMUCCA

Pit Spur

532-225

Team

532-251

House

532-252

SIXTH SUBDIVISION

Glenda SP (Stock) 434536-371

Glenda SP (Ore) 434536-375

Knight 570-404

Rusels WP 583-417

Battle Mt 476554-535

Beowawe 620-561

Carlin (Team) 645-711

Carlin (House) 645-715

Carlin (Stock) 645-717

Hunter 656-632

MANUAL VII

TEAM TRACKS

ELKO

House	665-660
Team	665-665
Joint	665-781C

SEVENTH SUBDIVISION

Halleck	577683-791
Deeth SP	590683-795
Wells	717-911
Shafter	766-211

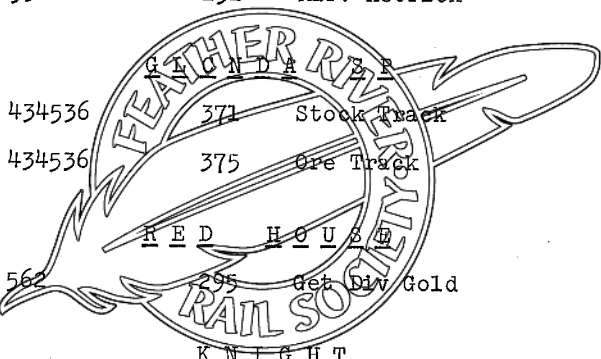
WENDOVER

House	806-621
Team	806-R04
Hiway Spur	806-661



MANUAL VII
NUMERICAL INDEX

<u>SSI</u>	<u>Detail</u> <u>Page</u>	<u>TIP</u>	<u>Name</u>
532		221	Vacant
532		225	Pit Spur
532		241	Nev Gas
532		241	Assoc Oil
532		241	Texaco
532		241	Shell Oil
532		241	Dyer Lbr
532		241	Delong Trk
532		245	Winne Propne
532		245	Standard Oil
532		251	Winne Team
532		252	House
532		252	Marv Hetrick



<u>G</u> <u>E</u> <u>N</u> <u>D</u> <u>A</u> <u>B</u> <u>E</u>		
434536	371	Stock Trak
434536	375	Ore Trak
<u>R</u> <u>E</u> <u>D</u> <u>H</u> <u>O</u> <u>B</u> <u>E</u>		
562	295	Get Div Gold

<u>K</u> <u>N</u> <u>I</u> <u>G</u> <u>H</u> <u>T</u>		
570	404	Team

<u>R</u> <u>U</u> <u>S</u> <u>E</u> <u>L</u> <u>S</u> <u>W</u> <u>P</u>		
583	417	Team

<u>B</u> <u>A</u> <u>T</u> <u>T</u> <u>L</u> <u>E</u> <u>M</u> <u>T</u>		
476554	521	Dresser Mag
476554	525	Nev Gas
476554	531	Duval Mining
476554	535	Team
476554	535	Monsanto

<u>A</u> <u>R</u> <u>G</u> <u>E</u> <u>N</u> <u>T</u> <u>A</u>		
488554	541	D A Mining
488554	541	Milchelm Min

<u>D</u> <u>U</u> <u>N</u> <u>P</u> <u>H</u> <u>Y</u>		
610	455	Baroid Div

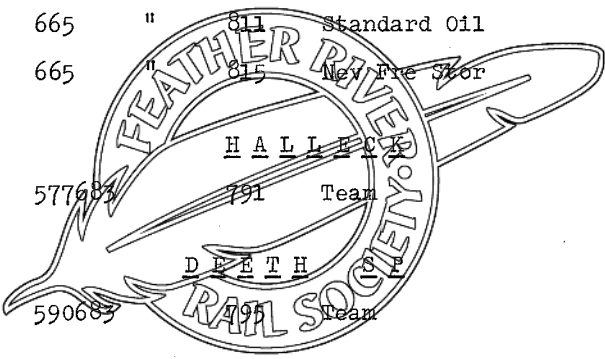
MANUAL VII

NUMERICAL INDEX

<u>SSI</u>	<u>Detail Page</u>	<u>TIP</u>	<u>Name</u>
		<u>B E O W A W E</u>	
620		465	Vacant
620		561	House
620		565	Ore Spur
		<u>B A R T H</u>	
631		581	Nevada Barth
		<u>P A L I S A D E</u>	
526631		591	Mia Mines
526631		592	Storage Track
		<u>C A R L I N</u>	
645		611	Vacant
645		612	Standard Oil
645		705	Shell Oil
645		705	New Era Stor
645		708	East S
645		711	Team
645		713	Vacant
645		715	House
645		717	Stock Track
		<u>H U N T E R</u>	
656		632	Team
		<u>E L K O</u>	
665	A	641	White Rock
665	C	645	Sierra Wine
665	D	651	Peraldo Dist
665	"	652	Vacant
665	"	653	Richfild Oil
665	"	661	House
665	"	662	House
665	"	665	Elko Team
665	"	671	J C Penney
665	E	681	Elk Lamoille
665	"	685	Elko Botting
665	"	687	Vacant

MANUAL VII
 NUMERICAL INDEX

<u>SSI</u>	<u>Detail Page</u>	<u>TIP</u>	<u>Name</u>
665	E	695	Shell Oil
665	"	695	Texaco
665	"	695	Harriman Flo
665	"	695	Cal Pac Util
665	A	751	W C Moell
665	"	751	Irrigat Sply
665	C	755	Nev Fre Stor
665	D	761	Elko Cty Spy
665	"	761	Union Oil
665	E	781	Elko Lumber
665	"	781	Joint Team
665	"	781	W C Moell
665	"	782	Phillips 66
665	"	783	Elko Lumber
665	"	811	Standard Oil
665	"	815	Nev Fre Stor
577683		791	Team
590683		795	Team
<u>W E L L S</u>			
718		911	Team
<u>T O B A R</u>			
734		971	Roy Maine
<u>S P R U C E</u>			
747		988	Vacant
<u>S H A F T E R</u>			
766		211	Team
<u>W N D O V R</u>			
806	A	601	Standard Oil
806	"	602	Wend AF Base
806	"	603	Vacant
806	"	604	Texaco
806	"	604	Phillips 66



MANUAL VII

NUMERICAL INDEX

<u>SSI</u>	<u>Detail Page</u>	<u>TIP</u>	<u>Name</u>
806	<u>A</u>	611	Vacant
806	"	612	Vacant
806	"	621	Vacant
806	"	621	House Trk
806	<u>D</u>	661	Hiway Spur

B L A I R

809	901	Kaiser Alum (Middle)
809	902	Kaiser Alum
809	903	Kaiser Alum
809	904	Kaiser Alum (North)
809	905	Kaiser Alum (Coal)



MANUAL VII

ALPHABETICAL INDEX

<u>Customer Name</u>	<u>CTL Number</u>
<u>W I N N M U C C A</u>	
Assoc Oil	532-241B
DeLong Trk	532-241G
Dyer Lbr	532-241G
Marv Hetrick	532-252
Nev Gas	532-241A
Shell Oil	532-241F
Standard Oil	532-245B
Texaco	532-241D
Winne Propne	532-245A

6 T H S U B D I V I S I O N

Baroid Div	610-455
D A Mining	488554-541A
Dresser Mag	476554-521
Duval Mining	476554-531
Get Div Gold	562-295
Mia Mines	526631-591
Milchemin Min	488554-541B
Monsanto	476554-535
Nev Fre Stor	645-705B
Nev Gas	476554-525
Nevada Barth	631-581
Shell Oil	645-705A
Standard Oil	645-612

E L K O

Cal Pac Util	665-695D
Elk Lamaille	665-681
Elko Bottling	665-685
Elko Cty Spy	665-761A
Elko Lumber	665-781A
Elko Lumber	665-783
Harriman Flo	665-695C
Irrigat Sply	665-751B
J C Penney	665-671
Nev Fre Stor	665-755
Nev Fre Stor	665-815

MANUAL VII

ALPHABETICAL INDEX

<u>Customer Name</u>	<u>CTL Number</u>
Peraldo Dist	665-651
Phillips 66	665-782
Richfild Oil	665-653
Shell Oil	665-695A
Sierra Wine	665-645
Standard Oil	665-811
Texaco	665-695B
Union Oil	665-761B
W C Moell	665-751A
W C Moell	665-781B
White Rock	665-641

7 T H S U B D I V I S I O N

Roy Maine 734-971

Phillips 66	806-604B
Standard Oil	806-601B
Texaco	806-604A
Wend AF Base	806-602

Kaiser Alum 809-900

