

THE WESTERN PACIFIC RAILROAD CO.

SACRAMENTO NORTHERN RAILWAY

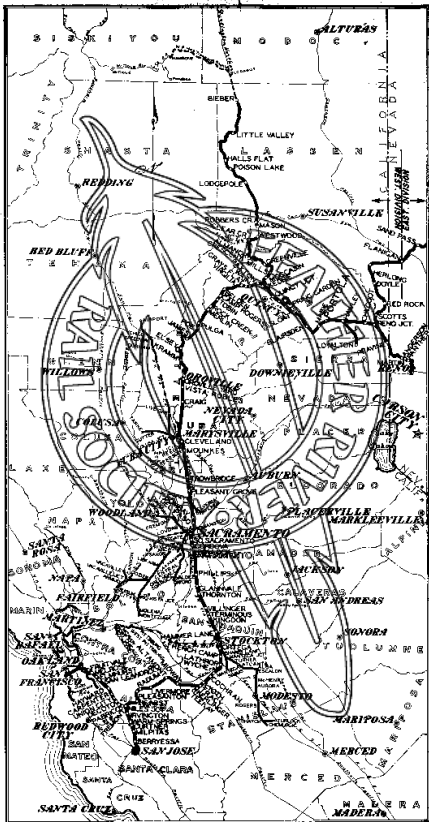
TIDEWATER SOUTHERN RAILWAY CO.

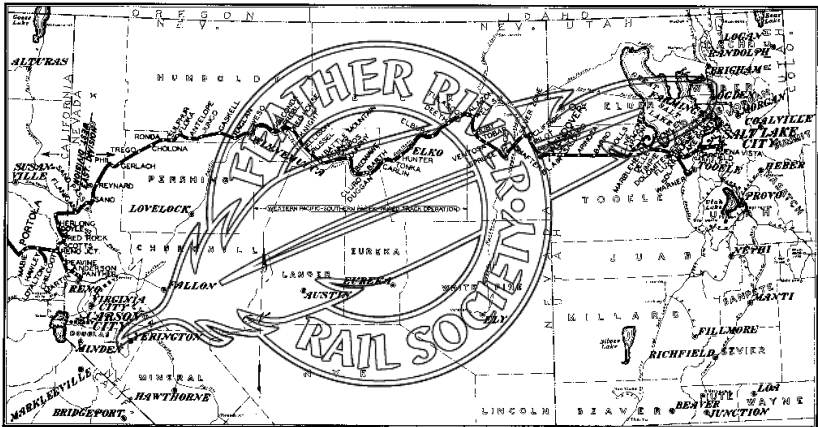
CONDENSED TRACK CHART

OFFICE OF CHIEF ENGINEER

SAN FRANCISCO

Jan. 1, 1974





ABBREVIATIONS

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

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

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

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

D.T.----- Deck Truss
 Div.----- Division
 Dbl. Tr.--- Double Track
 E.----- East
 E.F.D.----- East Face of Depot
 El.----- Elevation
 Ext.----- Extension

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

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

I-Bm.----- I-Beam
 Ind.----- Industrial
 Jct.----- Junction
 Mes. Box Mes. Box
 O.O.----- Open Deck
 (Ovcr)----- Overpass

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

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

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

Xing.----- Crossing

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

CROSSING PROTECTION

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

4° 30' Degree of Curve
1379' Total length of curve

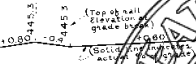
Milepost 261

EXPLANATIONS

ALIGNMENT



TOP OF RAIL PROFILE



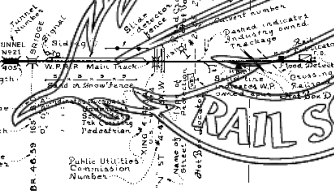
Name of Station: **SMITHVILLE**
Miles from San Francisco: **M.P. 108.23 C.S.**
Siding capacity: **624 FT.**

Weight of rail	Year
100 LB.	1940
115 LB.	1945
132 LB.	1950
138 LB.	1952

75 LB.	85 LB.	119 LB.
80 LB.	114 LB.	110 LB.
77 LB.	70 LB.	65 LB.



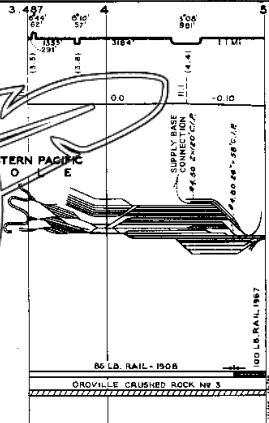
STRAIGHT LINE TRACK CHART

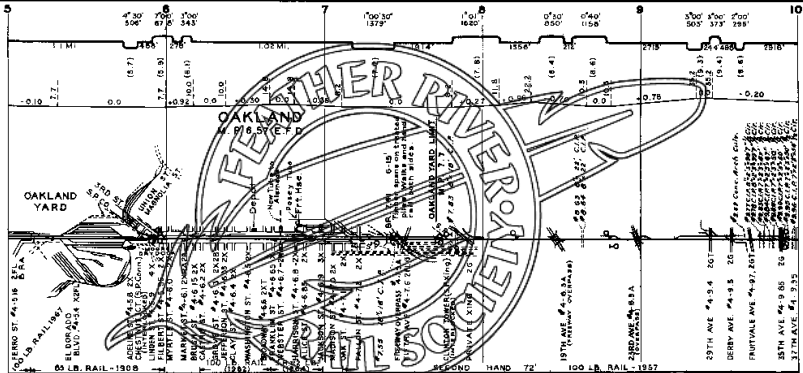


BALLAST

NEW ORVILLE CRUSHED ROCK PRODUCED SINCE 1940 UNDER REVISED SPECIFICATIONS	(SAND PASS OR ROCKLAND) CRUSHED PROCESSED GRAVEL	(GARFIELD) SLAG
NEW ORVILLE CRUSHED ROCK PRODUCED PRIOR TO 1940 (LUKE) OR	CHESTER MATERIAL	SAND PASS AND NATURAL EARTH
KFRLINGER GRAVEL	GARFIELD SCREENINGS	

Issue date: 3/2/50

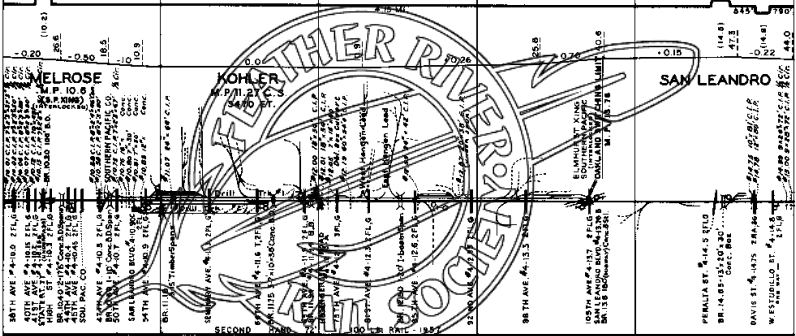




DROVILLE CRUSHED ROCK NO 3	112 L.B. - 1958	112 L.B. - 1958	NEW GROVILLE CRUSHED ROCK
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SCALE 1" = 40'

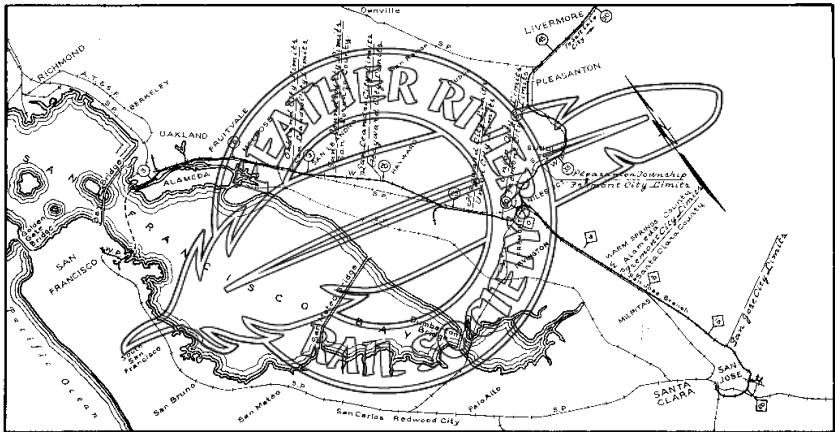
10 11 12 13 14 15
5° 30' 614'
5° 30' 622' 0° 30' 457'



36TH AVE #4-10.0 2FL,G
 40TH AVE #4-10.5 2FL,G
 41ST AVE #4-10.5 2FL,G
 STATE ST #4-10.5 2FL,G
 HIGH ST #4-10.5 2FL,G
 BR.1040-2-175' Conc.D.Sig
 44TH AVE #4-10.4 2FL,G
 45TH AVE #4-10.45 2FL,G
 SOU. PAC. CO.
 47TH AVE #4-10.5 2FL,G
 BR.1040-1-10' Conc.D.Sig
 50TH AVE #4-10.7 2FL,G
 SARLEANDRO BLVD. #4-10.90
 54TH AVE #4-10.9 2FL,G
 BR.11.10-1-15' TimberSpans
 58TH AVE #4-11.1 2FL,G
 59TH AVE #4-11.6 2,2FL,G
 60TH AVE #4-11.6 2,2FL,G
 BR.1175-1-10-35' Conc.D.Sig
 61ST AVE #4-11.7 2FL,G
 62ND AVE #4-11.7 2FL,G
 63RD AVE #4-11.7 2FL,G
 64TH AVE #4-11.7 2FL,G
 65TH AVE #4-11.7 2FL,G
 66TH AVE #4-11.7 2FL,G
 67TH AVE #4-11.7 2FL,G
 68TH AVE #4-11.7 2FL,G
 69TH AVE #4-11.7 2FL,G
 70TH AVE #4-11.7 2FL,G
 71ST AVE #4-11.7 2FL,G
 72ND AVE #4-11.7 2FL,G
 73RD AVE #4-11.7 2FL,G
 74TH AVE #4-11.7 2FL,G
 75TH AVE #4-11.7 2FL,G
 76TH AVE #4-11.7 2FL,G
 77TH AVE #4-11.7 2FL,G
 78TH AVE #4-11.7 2FL,G
 79TH AVE #4-11.7 2FL,G
 80TH AVE #4-11.7 2FL,G
 81ST AVE #4-11.7 2FL,G
 82ND AVE #4-11.7 2FL,G
 83RD AVE #4-11.7 2FL,G
 84TH AVE #4-11.7 2FL,G
 85TH AVE #4-11.7 2FL,G
 86TH AVE #4-11.7 2FL,G
 87TH AVE #4-11.7 2FL,G
 88TH AVE #4-11.7 2FL,G
 89TH AVE #4-11.7 2FL,G
 90TH AVE #4-11.7 2FL,G
 91ST AVE #4-11.7 2FL,G
 92ND AVE #4-11.7 2FL,G
 93RD AVE #4-11.7 2FL,G
 94TH AVE #4-11.7 2FL,G
 95TH AVE #4-11.7 2FL,G
 96TH AVE #4-11.7 2FL,G
 97TH AVE #4-11.7 2FL,G
 98TH AVE #4-11.7 2FL,G
 99TH AVE #4-11.7 2FL,G
 100TH AVE #4-11.7 2FL,G
 101ST AVE #4-11.7 2FL,G
 102ND AVE #4-11.7 2FL,G
 103RD AVE #4-11.7 2FL,G
 104TH AVE #4-11.7 2FL,G
 105TH AVE #4-11.7 2FL,G
 106TH AVE #4-11.7 2FL,G
 107TH AVE #4-11.7 2FL,G
 108TH AVE #4-11.7 2FL,G
 109TH AVE #4-11.7 2FL,G
 110TH AVE #4-11.7 2FL,G
 111ST AVE #4-11.7 2FL,G
 112ND AVE #4-11.7 2FL,G
 113RD AVE #4-11.7 2FL,G
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 119TH AVE #4-11.7 2FL,G
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 122ND AVE #4-11.7 2FL,G
 123RD AVE #4-11.7 2FL,G
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 127TH AVE #4-11.7 2FL,G
 128TH AVE #4-11.7 2FL,G
 129TH AVE #4-11.7 2FL,G
 130TH AVE #4-11.7 2FL,G
 131ST AVE #4-11.7 2FL,G
 132ND AVE #4-11.7 2FL,G
 133RD AVE #4-11.7 2FL,G
 134TH AVE #4-11.7 2FL,G
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 162ND AVE #4-11.7 2FL,G
 163RD AVE #4-11.7 2FL,G
 164TH AVE #4-11.7 2FL,G
 165TH AVE #4-11.7 2FL,G
 166TH AVE #4-11.7 2FL,G
 167TH AVE #4-11.7 2FL,G
 168TH AVE #4-11.7 2FL,G
 169TH AVE #4-11.7 2FL,G
 170TH AVE #4-11.7 2FL,G
 171ST AVE #4-11.7 2FL,G
 172ND AVE #4-11.7 2FL,G
 173RD AVE #4-11.7 2FL,G
 174TH AVE #4-11.7 2FL,G
 175TH AVE #4-11.7 2FL,G
 176TH AVE #4-11.7 2FL,G
 177TH AVE #4-11.7 2FL,G
 178TH AVE #4-11.7 2FL,G
 179TH AVE #4-11.7 2FL,G
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 184TH AVE #4-11.7 2FL,G
 185TH AVE #4-11.7 2FL,G
 186TH AVE #4-11.7 2FL,G
 187TH AVE #4-11.7 2FL,G
 188TH AVE #4-11.7 2FL,G
 189TH AVE #4-11.7 2FL,G
 190TH AVE #4-11.7 2FL,G
 191ST AVE #4-11.7 2FL,G
 192ND AVE #4-11.7 2FL,G
 193RD AVE #4-11.7 2FL,G
 194TH AVE #4-11.7 2FL,G
 195TH AVE #4-11.7 2FL,G
 196TH AVE #4-11.7 2FL,G
 197TH AVE #4-11.7 2FL,G
 198TH AVE #4-11.7 2FL,G
 199TH AVE #4-11.7 2FL,G
 200TH AVE #4-11.7 2FL,G

NEW HAVILLE CRUSHED ROCK
 PERALTA ST. #4-14.5 2FL,G
 BR.14-05-13'S 20'x 30' Conc. Box
 DAVIS ST. #4-14.75 2RA,30
 W. ESTUDDLO ST. #4-14.8
 BLANKET ST. KING
 SOUTHERN PACIFIC
 OAKLAND V. CHENS LIMIT 10.6
 M.P. 13.78

1/11/78
 4/1/78



PARROTT ST. #4-15.0 ZFO

THORNTON ST. #4-15.1 ZFO

WILLIAM ST. #4-15.2 ZFLG

CASTRO ST. #4-15.3 ZFLG

MARLAN ST. #4-15.4 ZFO

ZSTARBOOK AVE. #4-15.4 ZFO
#15.43 12.00 577' 51.0' CR
#15.44 12.00 577' 51.0' CR
#15.45 12.00 577' 51.0' CR
#15.46 12.00 577' 51.0' CR
#15.47 12.00 577' 51.0' CR
#15.48 12.00 577' 51.0' CR
#15.49 12.00 577' 51.0' CR
#15.50 12.00 577' 51.0' CR

MARINA BLVD. #4-15.5 ZFLG

PRIVATE XING #5-2 ZFLG

PRIVATE XING, 15.92 P.S.

WASHINGTON AVE. #4-15.6 ZFO

BR. 15.00 80' T.P. 8

(ONE WAY)

1557 N. AVE. #4-16.2 ZFLG

14300 AVE. #4-16.3 ZFLG

ORRECTION DR. #4-16.3 ZFLG

MINA ZFLG

MESERIAN BLVD. #4-17.2 ZFLG

BR. 17.35 1-25' 4' P.L.G.

Present Concrete

BR. 17.35 4-17.3 ZFLG

BR. 17.40 4-17.4 ZFLG

BR. 17.40 4-17.4 ZFLG

BR. 18.03 4-18.0 ZFLG

APPLICABLE

STATERT 250 4-18.1 ZFLG

(OVERPASS)

LEWELLING BLVD. #4-18.2 ZFLG

BR. 15.80 65' T.P.G.

HAMPTON RD. #4-18.7 ZFLG

BR. 15.80 65' T.P.G.

MEDFORD AVE. #4-19.0 ZFLG

BR. 15.80 65' T.P.G.

BLOSSOM WAY #4-19.2 ZFLG

BR. 15.80 65' T.P.G.

GROVE WAY #4-19.5 ZFLG

BR. 15.80 65' T.P.G.

SUNSET BLVD. #4-18.5 ZFLG

BR. 15.80 65' T.P.G.

BR. 15.80 65' T.P.G.

BR. 15.80 65' T.P.G.

BR. 15.80 65' T.P.G.

BR. 15.80 65' T.P.G.

BR. 15.80 65' T.P.G.

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BR. 15.80 65' T.P.G.

BR. 15.80 65' T.P.G.

BR. 15.80 65' T.P.G.

BR. 15.80 65' T.P.G.

44.0 (15.0)

0.37 50.9

0.16

42.9

0.0

42.3

0.0

0.40

0.0

0.0

0.26

40.3

0.80

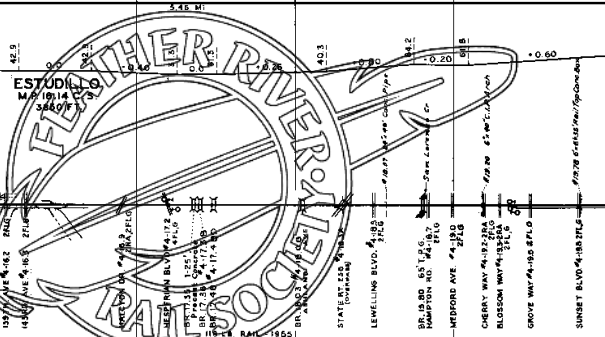
44.2

0.20

41.5

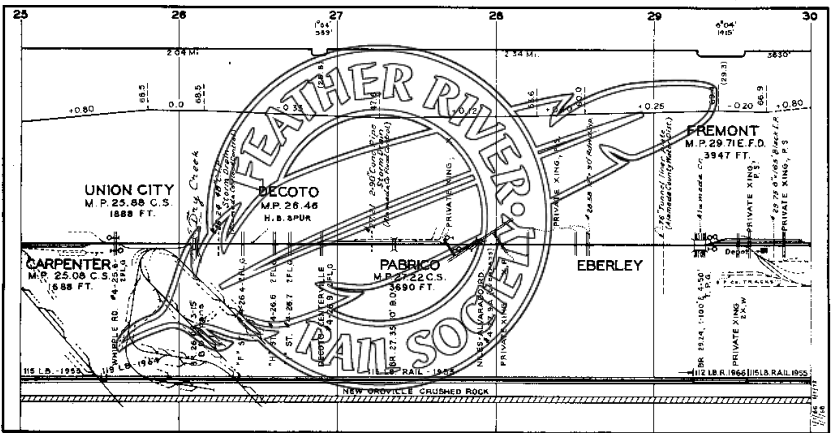
0.60

ESTUDIO LLO
M.P. 16.14
3660 FT



NEW CRUSHED CRUSHED ROCK

1/15/55
21/150



UNION CITY
M.P. 25.88 C.S.
1888 FT.

DECOTO
M.P. 26.46
H. B. SPUR

CARPENTER
M.P. 25.08 C.S.
588 FT.

PABRICO
M.P. 27.22 C.S.
3690 FT.

EBERLEY

FREMONT
M.P. 29.71 E.F.D.
3947 FT.

FEATHER RIVER SOCIETY

115 L.B. - 1953

NEW ORVILLE CRUSHED ROCK

112 L.B.R. 1966 | 115 L.B. RAIL 1955

112 L.B. R. 1966
115 L.B. RAIL 1955

30

31

32

33

34

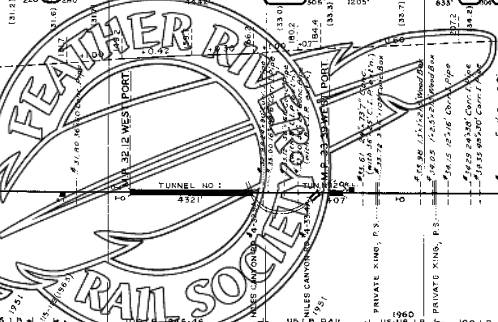
35

2'00' 1272' 4'00' 1800' 5'00' 3694' 5'15' 519' 2'00' 30 2195 5'01' 1455 6'21' 746 6'01' 3'00' 30' 2108' 6'00' 706 4'00' 1562' 5'04'

3850' (30.2) 1727' (30.8) 596' (31.2) 220' (31.6) 280' (31.7) 1487' (33.0) 505' (33.3) 1205' (33.7) 633' (34.2) 109' (34.4) 1080' (34.8)

+0.80

TUNNEL NO :
4321



MILES (INTERLOCKED)
S.P. XING
BR 30 40 2-50' T.P.G.
(STATE HWY UNDERPASS) # 4-30.48

NILES JCT.
SAN JOSE BCH. W.P.R.R. CA

CLARGE DRIVE
4-31.0 2 F.L. 2

1956

1951

1951

1951

1951

1951

1951

1951

1951

1960

1960

1960

1960

115 LB RAIL-1955

112 LB

115 LB

109 LB 945-46

115 LB RAIL

115-119 LB

100 LB 1945-46

112 LB RAIL-1966

NEW ORO. CR. ROCK

OLD ORO. CR. ROCK

NEW ORO. CR. ROCK

GARFIELD SLAG

OLD OROVILLE CRUSHED ROCK

OLD OROVILLE CRUSHED ROCK

OLD OROVILLE CRUSHED ROCK

OLD OROVILLE CRUSHED ROCK

OLD OROVILLE CRUSHED ROCK

112 LB. RAIL-1966

112 LB. RAIL-1966

40 41 42 43 44 45

4° 02' 17.8"

1° 58' 11.46"

1° 12' 12.54"

(33.9)

1.38 MI

1.64 MI

3.54 MI

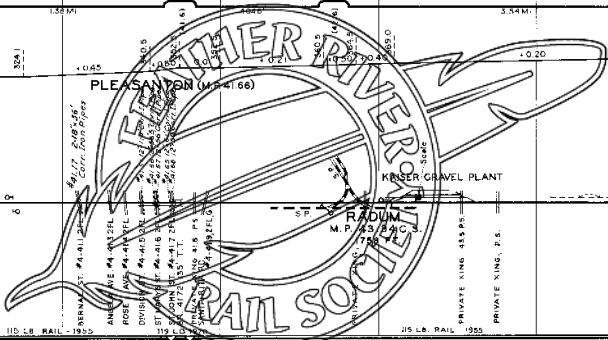
+0.76 321.1 +0.10 324.1 +0.45 +0.05 320.5 +0.02 320.0 +0.21 320.5 320.5 +0.46 320.5 +0.50 320.5 +0.46 320.5 +0.20 385.6 +0.55

PLEASANTON (M.P. 41.66)

KISSER GRAVEL PLANT

RADIUM
M.P. 43.84 C.S.
758

PHODES & JEMESON SPUR
PRIVATE KING, P.S.
PRIVATE KING, P.S.



119 I.C. INTERSTATE HWY. #890 OVERPASS #4-40.4-A

4° 02' 41.4" 178.9" 40.23 41.4" 178.9" 40.23 60.48 61.4

BERNAL ST. #4-41.1 2FL CORR. IRON PIPES

ANNEA AVE. #4-41.3 2FL

ROSE AVE. #4-41.4 2FL

DIVISION #4-41.5 2FL

ST JOHN ST. #4-41.6 2FL

ST JOHN ST. #4-41.7 2FL

SMITH ST. #4-41.8 2FL

SMITH ST. #4-41.9 2FL

115 L.B. RAIL - 1955

215 L.B. RAIL 1955

NEW ORGVELL'S CRUSHED ROCK

0' 44" 0' 72" 0' 05"

45

46

47

48

49

50

1°00'30"
1490'

1°00'
721'

1°00'
2155'

1°05'
1288'

554 MI.

127-121

1564'

4537'

581'

442.7
+0.74
+0.80
445.9 (48.4)

+0.60

490.3
(48.4)

+0.80

501.4
(49.6)

501.4
(50.0)

396.6
+0.55

PRIVATE XING, P.S.

PRIVATE XING, P.S.

PRIVATE KING 46.5 FT.
BR. 46.5' 165' B.O.
MIGRIE AL. BLYD.
4-48.7 2FL

LIVERMORE
M.P. 47.05 C.S.

432 FT.
47.2
47.6

RAIL
S.W. 47.8
S.W. 47.6 2X-11

LIVERMORE AVE. 90'
EAST FIRST ST. 47.8

JUNCTION AVE. 48.0
EAST FIRST ST.

PRIVATE KING 48.3

TREVARNO
M.P. 48.95 W.H.B. X-OVER
900 FT.

PRIVATE KING
48.1 P.S.

ARMCO DRILL

48.95
49.00
49.05
49.10
49.15
49.20
49.25
49.30
49.35
49.40
49.45
49.50
49.55
49.60
49.65
49.70
49.75
49.80
49.85
49.90
49.95

S.P. KING
(Cross)
BR. 49.98 90' T.P.G.
-125 L.B. RAIL - 1954

100LB R 1347

NEW GROVILLE CRUSHED ROCK

1/17/54
4/1/54

50

51

52

53

54

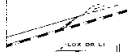
55

7°03' 722' 37°01' 1667' 6°06' 1139' 7°00' 975' 5°16' 449' 7°00' 2455' 6°20' 6'30' 7°08' 1146' 6°15' 764' 5°06' 6°00' 2076'

148 M.

(50.01)

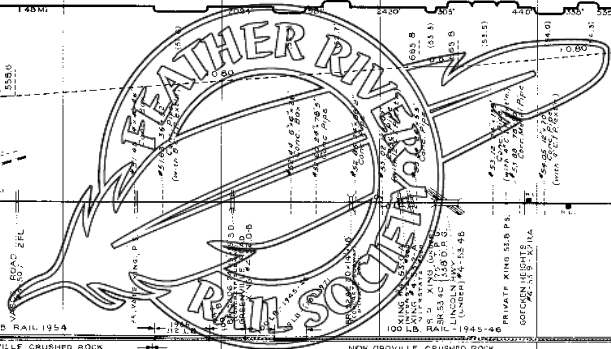
-0.70 391.5 +0.44 559.0



ROAD 50.7 2FL

115 L.B. RAIL 1954

R.S. VAN KING, P.E.



#51.08 361.8
Corr. Rail Pipe
(with 2" C.I. Pipe)

#51.44 6'24.38
Conc. Box
#51.50 24'78.5
10" Conc. Pipe
#52.05 23'30.0
BLK. TRAIL P
#52.15 23'0.0
GREENVILLE
#52.30 23'0.0
#52.30 23'0.0
#52.30 23'0.0
#52.30 23'0.0

#53.02 53.0
Conc. Pipe
(with 2" C.I. Pipe)

#54.05 45'10.70
Conc. Pipe
(with 2" C.I. Pipe)

#54.66 29'1.00
Conc. Pipe
(with 2" C.I. Pipe)

100 XING 44-53-46
RAIL - 1945-46
#51.08 361.8
#51.44 6'24.38
#51.50 24'78.5
#52.05 23'30.0
#52.15 23'0.0
#52.30 23'0.0
#52.30 23'0.0
#52.30 23'0.0
#52.30 23'0.0

PRIVATE KING 53.0 P.S.
GODCHEN HEIGHTS
#4-53-9 - X 114

OLD GROVILLE CRUSHED ROCK

NEW GROVILLE CRUSHED ROCK

55

4°00'
724'4°20'
859'56
4°00'30"
1605'6°05'
1530'57
5°30'
637'6°00'
877'6°00'
1355'

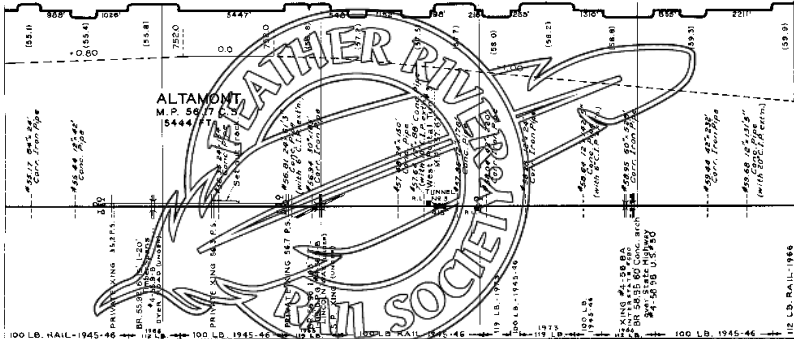
58

7°00'
957'4°56'
1646'

59

5°10'
874'5°00'
855'

60



ALTA MONT
M.P. 56.77
5444 FT.

LEATHER RIVER
RAIL SOCIETY

NEW GRANITE CRUSHED ROCK

11/24/66
7/7/66

60

61

62

63

64

65

4°08'
851'

4°05'
7239'

4°05'
1410'

4°10'
755'

5°06'
866'

5°10'
978'

1°30'
1676'

1502 (80.5) 1.57 Mi 1.56 Mi 407' 1523' 507' 468'

7.00

5.46 u

(63.4)

(63.71)

(64.2)

(64.4)

(64.7)

#60.18 49' x 240' Conc. Iron Pipe

#61.03 41.5' x 368' Conc. Box

#61.50 30' x 10' Conc. Box

#61.58 30' x 10' Conc. Box

#61.89 23' x 10' Conc. Box

#61.72 24' x 10' Conc. Box

#61.90 12' x 94' Conc. Pipe

#62.00 12' x 94' Conc. Pipe

#62.00 12' x 94' Conc. Pipe

#62.66 17' x 5" Conc. Pipe

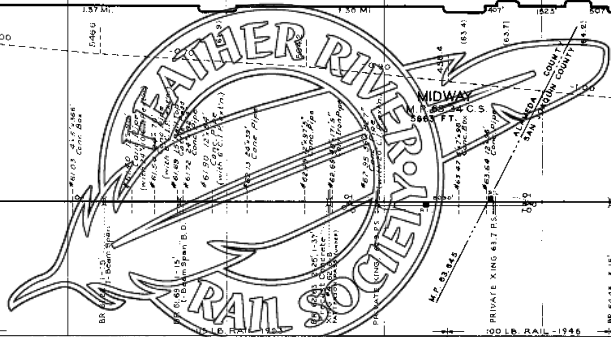
#67.95 30' x 10' Conc. Box

#63.47 27' x 90' Conc. Box

#63.64 22' x 10' Conc. Pipe

#64.62 25' x 90' Conc. Pipe

#64.92 24' x 100' Conc. Pipe



112 L.B. RAIL - 1966

PRIVATE KING 60.3 P.S.

BR 61.50 1-15' 1-Beam Span B.D.

BR 61.89 1-15' 1-Beam Span B.D.

BR 62.00 3-20' 1-33' X-Beam Concrete

BR 62.66 3-20' 1-33' X-Beam Concrete

PRIVATE KING 63.7 P.S.

PRIVATE KING 63.7 P.S.

BR 64.45 3-15' Timber Span

119 L.B. 1975

140.0 L.B. 1947

OLD GROVILLE CRUSHED ROCK WITH NEW ON SHOULDER

OLD GROVILLE CRUSHED ROCK

11/24/66

65

66

67

68

69

70

5'00'
1490'

4'04'
1490'

5'09'
1580'

5'00'
3944'

2118'

2740'

1571'

1492'

2763.4'

(65.4)

(66.1)

(66.7)

288.5

-0.36

66.11 24'3.05"
Conc. Box

65.95 24' .50"
Conc. Pipe
(with 18 C.I.P. extn.)

65.88 12' .56" 8"
Conc. Pipe

66.00 36' .66" 8"
Conc. Pipe

66.64 27' .66" 2"
Conc. Pipe

66.99 24' .34" 8"
Conc. Pipe

66.68 24' .34" 8"
Conc. Pipe

68.05 24' .35" 5"
Conc. Pipe

68.12 24' .34" 8"
Cast Iron Pipe

PRIVATE XING 66.61 1-3
XING 66.8 A
XING 66.8 B

3-30
66.34
66.67 1-20
Conc. Box
C.A.P. Aqueduct
1-18 in. B.O.

PRIVATE XING 68.3 1-3

68.68 68 24' .34" 8"
Rein. Conc. Boxes
(Delta Mendota Canal)
PRIVATE XING 68.7 1-5

68.95 18" Oil Pipe with
28 Galving
(Private)

XING 64-69.7 2FL
CANAL HOLLOW ROAD

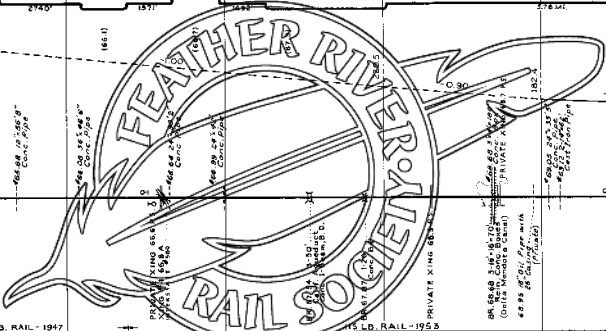
100 LB. RAIL - 1947

100 LB. RAIL - 1953

OLD GROVILLE CRUSHED ROCK

OLD GROVILLE CRUSHED ROCK WITH NEW ON SHOULDERS

11/72
30/85



70

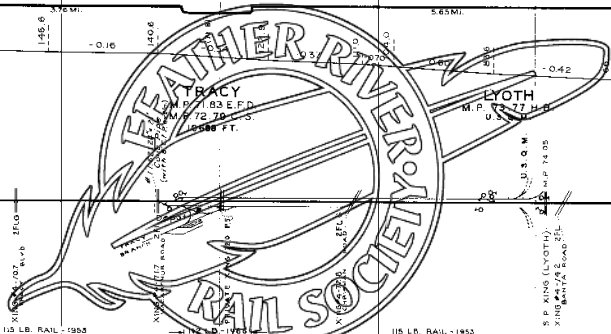
71

72
2319

73

74

75



70 20 40 50 60
Conc Pipe

XING 4-707 RLVB 2FLO

XING 4-717

XING 4-718

XING 4-719

6

XING 4-720
XING 4-721
XING 4-722
XING 4-723
XING 4-724
XING 4-725
XING 4-726
XING 4-727
XING 4-728
XING 4-729
XING 4-730
XING 4-731
XING 4-732
XING 4-733
XING 4-734
XING 4-735
XING 4-736
XING 4-737
XING 4-738
XING 4-739
XING 4-740
XING 4-741
XING 4-742
XING 4-743
XING 4-744
XING 4-745
XING 4-746
XING 4-747
XING 4-748
XING 4-749
XING 4-750
XING 4-751
XING 4-752
XING 4-753
XING 4-754
XING 4-755
XING 4-756
XING 4-757
XING 4-758
XING 4-759
XING 4-760
XING 4-761
XING 4-762
XING 4-763
XING 4-764
XING 4-765
XING 4-766
XING 4-767
XING 4-768
XING 4-769
XING 4-770
XING 4-771
XING 4-772
XING 4-773
XING 4-774
XING 4-775
XING 4-776
XING 4-777
XING 4-778
XING 4-779
XING 4-780
XING 4-781
XING 4-782
XING 4-783
XING 4-784
XING 4-785
XING 4-786
XING 4-787
XING 4-788
XING 4-789
XING 4-790
XING 4-791
XING 4-792
XING 4-793
XING 4-794
XING 4-795
XING 4-796
XING 4-797
XING 4-798
XING 4-799
XING 4-800

115 LB. RAIL - 1953

112 L.D. - 1968

115 LB. RAIL - 1953

S P KING (LYOTH)
XING 4-792 2FL
BANTA ROAD

PRIVATE XING 74.9 FS.

OLD GROVILLE CR. ROCK WITH NEW ON SHOULDERS

NEW OLD CR. ROCK

OLD GROVILLE CRUSHED ROCK

5/14/52

75

76

77

78

79

80

1°00'15"
14 592°00'
1777

5.85 MI.

1.76 MI.

-030

42.5

-0.92

28.6

-0.20

22.1

-0.10

25.8

0.0

25.0
-0.31
(19.8)

COCHRAN
M.P. 75.88 C.S.
760 FT.

15.96 36"x42"
Corr. Iron Pipe

PRIVATE XING
7600 RS

XING 74-75.5
(WASIDE HWY) 2 FLG.

PRIVATE XING
75.7 FS.

119 LB. RAIL
1953

XING 74-76 7-A
100' (OLD ROAD)

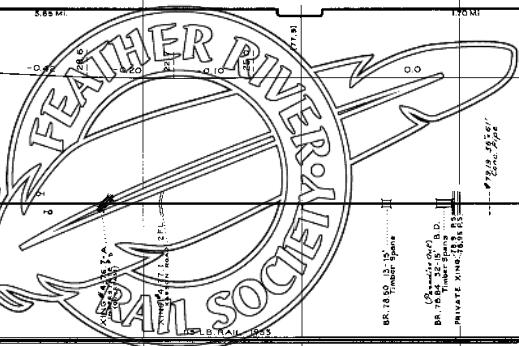
XING 74-77.1
2 FL.

119 LB. RAIL 1953

OLD GROVILLE CRUSHED ROCK

NEW GROVILLE CR. ROCK

OLD GROVILLE CRUSHED ROCK



BR. 78-80 13-15'
Timber Spans

(B. Swaine Div.)
BR. 78-84 32-15' B.D.
Timber Spans

PRIVATE XING 78.8 RS

PRIVATE XING 78.9 RS

17819 39"x61"
Conc. Pipe

BR 79-41 14-15'
6.0. Timber Spans

BR 79-76 1-20'
Private Timber Spans

PRIVATE XING 79.8 RS

1/198
4/178

80

81

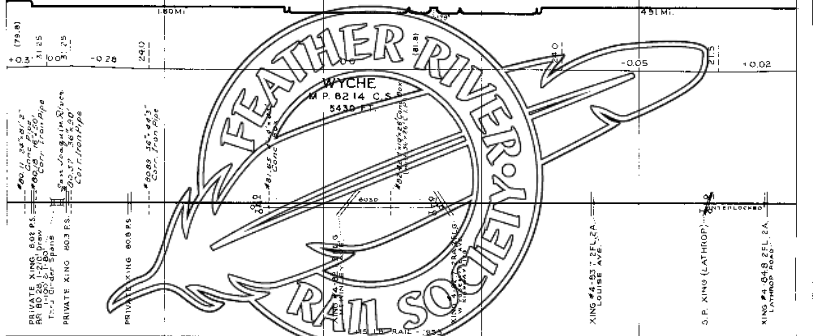
82

83

84

85

200' 1777
 100' 167
 0' 10' 394B
 1' 00' 744
 0' 50' 2510
 1' 00' 167



(79.8)
 +0.3
 31.25
 0
 31.25
 -0.26
 2410

-0.05
 10.02

60.11 24' 58" / 2"
 Conc. Pipe
 Corr. Iron Pipe
 PRIVATE KING 803 P.S.
 RS. 80 28 1-210' Draw
 1-100' 2-1-80'
 T-3 J. Gl-der Spans
 PRIVATE KING 803 P.S.
 S. P. KING (LATHROP)
 80.57 36' 50"
 Corr. Iron Pipe

PRIVATE KING 803 P.S.
 80.88 36' 44"
 Corr. Iron Pipe

WYCHE
 M.P. 62.14 C.S.
 5430 FT.

XING #4-837 2FL. 2A.
 LOUISE AVE.
 S. P. KING (LATHROP)
 XING #4-848 2FL. 2A.
 LATHROP ROAD

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

1/14/44
 61-272

85

86

87

88

89

90

0° 51'
1124'

0° 51'
998'

4.91 Mi.

2.6 Mi.

+0.02

LATHROP
M. P. 85.74 C. S.
6240 FT.

352.2 Connection
to Army
Supply Depot

6000

#85.96 12"x14"
Corr. Iron Pipe

#85.96
300' 0" Corr. Iron Pipe
Supply Depot

XING #85.96 2 F.L.G.

#87.77 5'6"x8'52g'
Cunc. Box

15' 10" RAIL - 1953

FRENCH CAMP
M. P. 88.35 C. S.
6855 FT.

(88.3)

XING #88.35 2 F.L.G.
FRENCH CAMP ROAD

BR. 88.95 5'-15' B.D.
Timber Spans

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

#88.95 48"
Corr. Iron Pipe

#89.34 48"x40"
Corr. Iron Pipe

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

XING #89.60 2 F.L.G.
SPERRY ROAD

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

-0.14

19.0

+0.07

(89.6)

OLD GROVILLE CAUSED ROCK

OLD GROVILLE CR. ROCK
WITH NEW ON SHOULDERS

NEW GRO. CR. ROCK

OLD GROVILLE CR. ROCK

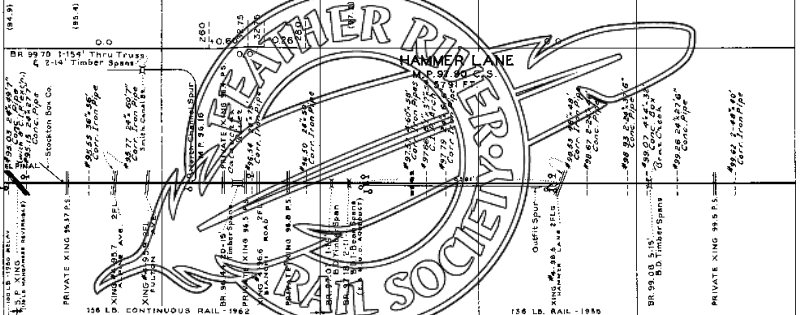
2/15/56
2/1/58

95 96 97 98 99 100

100' 1250'

100' 926'

1351' 1.55M. 1737M.



136 LB. CONTINUOUS RAIL - 1962 NEW ORVILLE CRUSHED ROCK 136 LB. RAIL - 1950

1/24 1972
1/18

105

106

107

108

109

110

0.0
28.0

+0.05

30.0

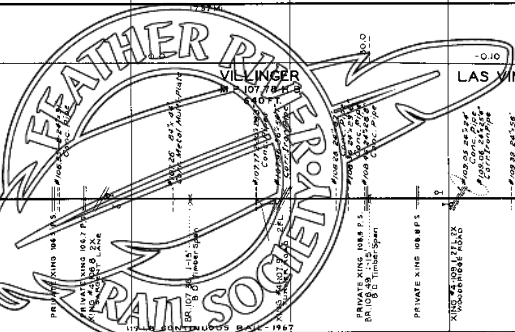
30.0

-0.10

TERMINOUS JUNCTION
M.P. 105.29 W. H. B.

VILLINGER
M.P. 107.78 H.B.

LAS VINAS



XING #4-109 2 BX
KINGDON ROAD

PRIVATE XING

XING #4-106.7
2 FLG
SANDWICH LANE
SANDWICH LAKE
PRIVATE XING 103.75 P.S.

PRIVATE XING 104.1 P.S.

PRIVATE XING 104.7 P.S.

XING #4-106.8 2X
SANDWICH LANE

BR. 107 36 J-15
B.D. Timber Span

PRIVATE XING 108.5 P.S.

BR. 108 49 J-15
B.D. Timber Span

PRIVATE XING 108.8 P.S.

XING #4-109 1, 271, 2X
WOODBRIDGE ROAD

PRIVATE XING 1-15
B.D. Timber Span

PRIVATE XING

LIVE CONTINUOUS BALL - 1967

NEW ORLEANS CRUSHED ROCK

11/52
W/58

110

111

112

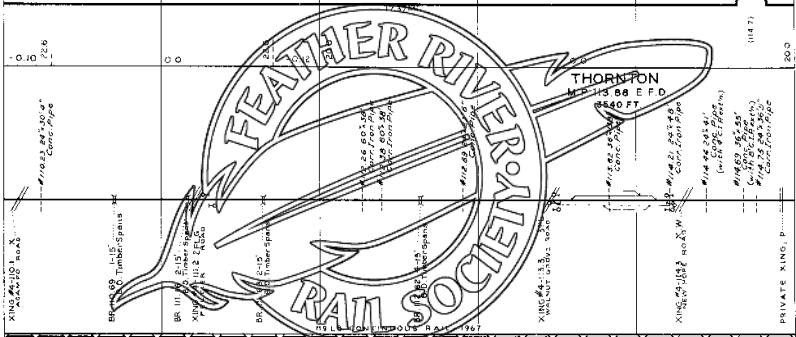
113

114

115

XING #4-1101
AGAMPO ROAD#110.23 24"x30" ø
Conc. PipeBR #0-69 1-15'
Timber SpansBR 111 2-15'
Timber Spans
XING #111-112
FEATHER RIVER
ROADBR #112-113
2-15'
Timber SpansBR #113-114
2-15'
Timber SpansXING #4-1133
WALNUT GROVE ROADXING #4-1142
NEW JUNE ROAD W

PRIVATE XING, P

601'30"
990'

(114.7)

200

1/16" = 40'
3/16" = 80'

120

121

122

123

124

125

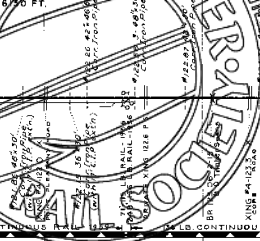
0 05

25 0

25 0

0 04

PHILLIPS
#121 86 C.S.
6'50 FT.



XING #120.7
LA 120.7
BR 120.7 3-15
30' 0" Timber Spans

PRIVATE XING 121.2 P.S.
58' 0" LB. RAIL - 1956
218' 0" LB. RAIL - 1956
C.I.P. Arch

XING #122.0
LA 122.0
BR 122.0 3-15
30' 0" Timber Spans

PRIVATE XING 122.6 P.S.
58' 0" LB. RAIL - 1956
218' 0" LB. RAIL - 1956
C.I.P. Arch

BR 123.0
LA 123.0
BR 123.0 3-15
30' 0" Timber Spans

XING #123.3
LA 123.3
BR 123.3 3-15
30' 0" Timber Spans

PRIVATE XING 123.9 P.S.
58' 0" LB. RAIL - 1956
218' 0" LB. RAIL - 1956
C.I.P. Arch

BR 124.0
LA 124.0
BR 124.0 3-15
30' 0" Timber Spans

XING #124.7
LA 124.7
BR 124.7 3-15
30' 0" Timber Spans

PRIVATE XING 124.9 P.S.
58' 0" LB. RAIL - 1956
218' 0" LB. RAIL - 1956
C.I.P. Arch

136 LB. CONT. RAIL - 1969

136 LB. CONTINUOUS RAIL - 1969

136 LB. CONTINUOUS RAIL - 1969

136 LB. CONT. RAIL - 1971

OLD BRIDGE CRUSHED ROCK

125

126

127

128

129

130

26.1
+0 14
29.0

---#125.04 4'-00" x 30'
Corr. Iron Pipe

#125.56 60" x 48"
Corr. Iron Pipe

---#125.72 24" x 36" Conc. Pipe
24" x 12" Corr. Iron Pipe

XING #4-125.6 BLVD. 2 FLG



---#126.00 24" x 36" Conc. Pipe

---#127.08 24" x 36" Corr. Iron Pipe

---#127.75 24" x 36" Corr. Iron Pipe

PRIVATE XING 126.8 P.S.

XING #4-127.3 SULLY ROAD

---#128.58 24" x 36" Corr. Iron Pipe

BR. 128.29 7-15 6 D. Timber Spans

#128.56 30" x 27" 4" Galv. Pipe

---#128.57 24" x 36" Corr. Iron Pipe

XING #4-128.6 2X DRYT 1 ROAD

---#129.09 2'-42" x 10' Corr. Iron Pipe

XING #4-128.8 2X SIMS ROAD

PRIVATE XING X

PRIVATE XING 128.7 P.S.
BR. 129.77 13-15 24" x 12" B. D. Spans

6

6



+0.04

0.20

21.8

0.0

11/17/73
11/26/73

135 136 137 138 139 140



31.0 +0.02 31.5 0.12 29.7 0.03 30.3 -0.20 30.0 0.80 29.5 0.135 20.3 0.302 20.8 0.15 27 0.27 0.25 1.00 49.75 0.4975

SACRAMENTO
M.P. 138.03 E.F.D.

HAGGIN
M.P. 139.50 C.S.

SACRAMENTO SHOPS

#135.14 24" 20' Conc. Pipe (with 20' C.I.P. ext'n.)
#135.32 24" 31' 9" Conc. Pipe (with 20' C.I.P. ext'n.)
#135.64 24" 34' Conc. Pipe (with 45' C.I.P. ext'n.)
#135.77 24" 60' Conc. Iron Pipe
#135.79 12" 51' Conc. Pipe (with 34' C.I.P. ext'n.)

#136.90 24" 34' Conc. Box (with 30' ext'n.)

XING #4-137.1 24" 34' 2X W

XING #4-137.5 'X' ST 2FLG

XING #4-137.6 'V' ST 2FLG

XING #4-137.9 'ST' 2FLG

XING #4-138.1 'ST' 2FLG

XING #4-138.2 'D' ALLEY 2X

XING #4-138.15 'ALLEY 2X

XING #4-138.25 'D' ALLEY 2X

XING #4-138.3 'D' ALLEY 2X

XING #4-138.3 'D' ALLEY 2X

XING #4-138.5 'ST' 2FLG

XING #4-138.6 'ST' 2FLG

XING #4-139.0 'ST' 2FLG

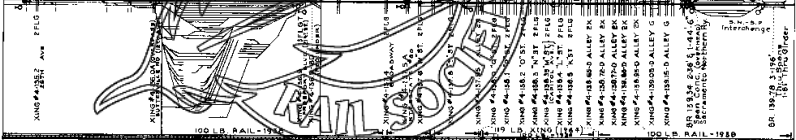
XING #4-139.2 'ST' 2FLG

XING #4-139.2 'ST' 2FLG

XING #4-139.2 'ST' 2FLG

XING #4-139.2 'ST' 2FLG

American River



100 LB. RAIL - 1960

100 LB. RAIL - 1960

OLD ORD. CR. ROCK NEW ORD. CR. ROCK OLD ORVILLE CRUSHED ROCK

119 LB. (1960)

BR. 139.78 3-196' Span Conc. (overhead) Sacramento Northern Ry

S.W. 9-90 Interchange

BR. 139.78 3-196' 1-81' thru Girder

140 141 142 143 144 145

CO 30' / 902

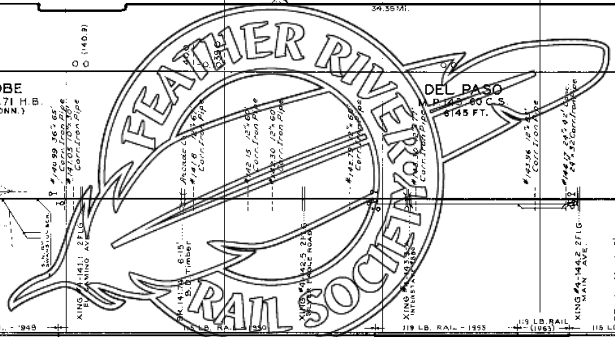
345 MI.

34.55 MI.

45.0
-0.33
40.0
0.5

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

DEL PASO
M.P. 143.80 C.S.
6.45 FT.



BR 140.10 74-15
Timber Spans
XING 14-140.3 A
1-4-78
18W
XING 14-140.4-B
BR 140.20 1-66
Timber Binder

XING 1-141.1 2-FLG
EU AVENING AVE

XING 141.70 6-15
B.D. Timber

XING 141.42.5 2-FLG
INTENSIVE ROAD

XING 143.30 1-66
INTENSIVE ROAD

XING 14-144.2 2-FLG
MAIN AVE.

BR 144.49 10-15
O.D.T.

BR 144.87 5-15
O.D.T.

1950 115 LB. RAIL - 1948 119 LB. RAIL - 1955 115 LB. RAIL - 1950

CRUSHED ROCK

1/14/40
1/17/40
1/17/40

145

146

147

148

149

150

---#145.17 2'-12" x 36"
Conc. Pipe

---#145.41 40" x 54"
Corr. Iron Pipe

---#145.72 36" x 33"
Conc. Pipe
(with 6" C.I. Boxen)

XING #4-146.3 BELO.
SACRAMENTO ROAD

---#146.3 24" x 24"
Conc. Pipe
(with 6" C.I. Boxen)

---#146.40 36" x 36"
Conc. Pipe
(with 6" C.I. Boxen)

---#146.62 36" x 26"
Conc. Pipe
(with 6" C.I. Boxen)

---#146.78 36" x 36"
Conc. Pipe
(with 6" C.I. Boxen)

---#146.93 36" x 36"
Conc. Pipe
(with 6" C.I. Boxen)

---#147.10 36" x 40"
Conc. Pipe

---#147.30 2'-15"
B.D. Conc. Slab

---#147.40 2'-15"
B.D. Conc. Slab

---#147.50 12" x 33"
Conc. Pipe

---#147.66 18" x 36"
Conc. Pipe

---#147.82 24" x 20" x 6"
Conc. Pipe
(with 3" C.I. Boxen)

---#147.85 36" x 36"
Conc. Pipe

---#147.90 36" x 36"
Conc. Pipe

---#148.00 36" x 36"
Conc. Pipe
(with 6" C.I. Pipe)

---#148.05 36" x 36"
Conc. Pipe
(with 6" C.I. Pipe)

---#148.10 36" x 36"
Conc. Pipe
(with 6" C.I. Pipe)

BR 148.50 2'-15"
B.D. Timber Spans

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

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

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

---#149.37 40" x 32"
Corr. Iron Pipe

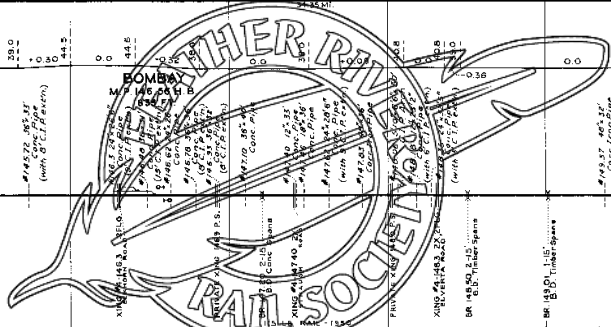
---#149.62 12" x 24"
Conc. Pipe
(with 1" C.I. Boxen)

---#149.76 24" x 24" x 6"
Conc. Pipe
(with 1" C.I. Boxen)

---#149.94 1'-15"
pre-cast conc. Slab
B.D.

SACRAMENTO COUNTY
SUTTER COUNTY

BR 149.94 1'-15"
pre-cast conc. Slab
B.D.



57.35 MI.

M.P. 149.78

1/16
7/14

150

151

152

153

154

155

390

0

PRIVATE XING 150.4 P.S.
 #150.26 24'x40'
 Conc. Pipe
 (with 10' C.I.P. ext'n)

45.9

0

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

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

#150.80 24'x52'

Conc. Pipe

(with 14' C.I.P. ext'n)

#150.87 24'x28'

Conc. Pipe

(with 8' C.I.P. ext'n)

#151.06 24'x25'

Conc. Pipe

(with 11' C.I.P. ext'n)

#151.39 24'x20'

Conc. Pipe

(with 8' C.I.P. ext'n)

#151.88 30'x29'

Conc. Pipe

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

#152.19 65'x40'x40'

Corr. Iron Pipe

Arch. Culv.

#152.05 24'x25'

Conc. Pipe

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

#152.06 24'x25'

Conc. Pipe

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

#152.07 24'x25'

Conc. Pipe

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

#152.08 24'x25'

Conc. Pipe

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

#152.09 24'x25'

Conc. Pipe

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

#152.10 24'x25'

Conc. Pipe

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

#152.11 24'x25'

Conc. Pipe

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

#152.12 24'x25'

Conc. Pipe

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

#152.13 24'x25'

Conc. Pipe

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

#152.14 24'x25'

Conc. Pipe

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

#152.15 24'x25'

Conc. Pipe

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

#152.16 24'x25'

Conc. Pipe

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

#152.17 24'x25'

Conc. Pipe

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

#152.18 24'x25'

Conc. Pipe

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

#152.19 24'x25'

Conc. Pipe

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

390

0

PRIVATE XING 150.4 P.S.
 #150.26 24'x40'
 Conc. Pipe
 (with 10' C.I.P. ext'n)

45.9

0

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

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

#150.80 24'x52'

Conc. Pipe

(with 14' C.I.P. ext'n)

#150.87 24'x28'

Conc. Pipe

(with 8' C.I.P. ext'n)

#151.06 24'x25'

Conc. Pipe

(with 11' C.I.P. ext'n)

#151.39 24'x20'

Conc. Pipe

(with 8' C.I.P. ext'n)

#151.88 30'x29'

Conc. Pipe

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

#152.19 65'x40'x40'

Corr. Iron Pipe

Arch. Culv.

#152.05 24'x25'

Conc. Pipe

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

#152.06 24'x25'

Conc. Pipe

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

#152.07 24'x25'

Conc. Pipe

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

#152.08 24'x25'

Conc. Pipe

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

#152.09 24'x25'

Conc. Pipe

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

#152.10 24'x25'

Conc. Pipe

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

#152.11 24'x25'

Conc. Pipe

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

#152.12 24'x25'

Conc. Pipe

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

#152.13 24'x25'

Conc. Pipe

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

#152.14 24'x25'

Conc. Pipe

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

#152.15 24'x25'

Conc. Pipe

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

#152.16 24'x25'

Conc. Pipe

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

#152.17 24'x25'

Conc. Pipe

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

#152.18 24'x25'

Conc. Pipe

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

#152.19 24'x25'

Conc. Pipe

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

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

LEBANON 1950

NEW GROVILLE CRUSHED ROCK

BR 153.61 8-15' Timber Spans

XING #4-153.9 2X
 KRYES ROAD

BR 154.33 5-15' Timber Spans

BR 154.52 7-15' Timber Spans

XING #4-154.9 2X
 SPANISH RANCH ROAD

155

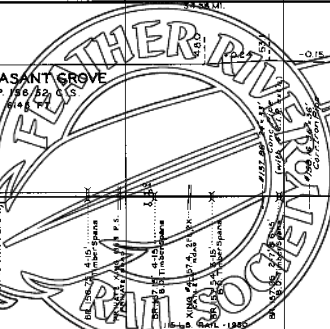
156

157

158

159

160

BR. 155.27, 6-15'
Timber Spans---#155.38 24'x29'
Conc. Pipe
(with 14" C.I.P. extn.)BR. 155.49, 5-15'
B.D. Timber Spans
X
---#155.62 24'x29'
Conc. Pipe
(with 6" C.I.P. extn.)
#155.07 24'x27' Conc. Pipe
#155.19 C.I.P. 5'x11' N. Stage
#155.98 with 14" C.I.P.
XING #156.00 R.F.L.G.
HONEYCREEK ROAD
#155.89 24'x20'
Conc. Pipe
(with 12" C.I.P. extn.)PLEASANT GROVE
M.P. 156.52BR. 156.75, 4-15'
Timber SpansBR. 156.85, 4-15'
Timber SpansBR. 157.15, 4-15'
Timber SpansXING #157.4, 2-15'
Timber SpansBR. 157.5, 4-15'
Timber SpansBR. 157.85, 2-7' 6"
Timber Spans

PRIVATE XING 158 P.S.

BR. 158.66, 10-15'
Timber Spans
XING #4-150.9
BRIDGE RANCH ROADBR. 159.16, 2-15'
B.D. Timber SpansBR. 159.56, 2-15'
B.D. Timber Spans---#159.85 24'x29'
Conc. Pipe

NEW GROVE CRUSHED ROCK

160

161

162

163

164

165

57.1

+ 0 04

52.35

+ 0 15

55.0

0 0

56.0

+ 0 03

57.1

57.6

58.5

58.5

57.0

0 0

BR 160.05, 5'-15"
Timber SpansPRIVATE XING 160.2 P.S.
#160.17, 2'-24" x 22"
C.C.P. Pipe
(and 3 C.I.P. ext'n.)BR 160.78, 24' x 27' 2"
C.C.P. Pipe
(and 46 C.I.P. ext'n.)BR 160.55, 4'-15"
Timber Spans

PRIVATE XING 160.9 P.S.

BR 160.95, 0'-15"
Timber Spans

PRIVATE XING 161.0 P.S.

BR 160.97, 5'-15"
Timber Spans

PRIVATE XING 161.1 P.S.

BR 161.11, 2'-24" x 22"
C.C.P. Pipe
(and 7 C.I.P. ext'n.)BR 161.42, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.44, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.46, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.48, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.50, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.52, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.54, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.56, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.58, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.60, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.62, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.64, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.66, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.68, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.70, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.72, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.74, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.76, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.78, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.80, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.82, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.84, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.86, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.88, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.90, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.92, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.94, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.96, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 161.98, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.00, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.02, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.04, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.06, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.08, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.10, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.12, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.14, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.16, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.18, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.20, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.22, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.24, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.26, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.28, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.30, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.32, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.34, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.36, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.38, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.40, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.42, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.44, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.46, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.48, 24' x 24' 15"
(and 3 C.I.P. ext'n.)BR 162.50, 24' x 24' 15"
(and 3 C.I.P. ext'n.)TROWBRIDGE
M. P. 161.68 H.B.
1503 F.V.

#161.87, 24' x 60"

Corr. Iron Pipe

#162.04, 12' x 12'

C.C.P. Pipe
(and 8 C.I.P. ext'n.)

#162.17, 24' x 24' 15"

Corr. Iron Pipe

#162.70, 12' x 12'

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

#162.80, 24' x 24' 15"

Corr. Iron Pipe

#162.90, 24' x 24' 15"

C.C.P. Pipe
(and 8 C.I.P. ext'n.)

#163.55, 24' x 24' 15"

C.C.P. Pipe
(and 7 C.I.P. ext'n.)

#163.63, 24' x 24' 15"

C.C.P. Pipe
(and 8 C.I.P. ext'n.)

#163.96, 24' x 24' 15"

C.C.P. Pipe
(and 8 C.I.P. ext'n.)

#154.91, 24' x 24' 15"

C.C.P. Pipe
(and 5 C.I.P. ext'n.)

115 LB. RAIL-1960

115 LB. RAIL-1960

NEW DRY LIME GRAVELLED ROCK

N/104
1/104

165

166

167

168

169

170

PRIVATE XING 165.0 P.S.

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

BR. 165.50 1-20' Conc. B.D. XING 43-165.5-B (UNDER) OLD ROAD

BR. 165.89 5-15' B.D. Timber Spans Yankee Slough

PRIVATE XING 165.7 P.S.

WALTER COUNTY 1984 COUNTY

BR. 166.25 75' 16' Timber Spans

PRIVATE XING 166.0 P.S.

PRIVATE XING 167.5 P.S.

BR. 168-169 6' 10" XING 43-168-169 (UNDER) OLD ROAD

XING 4-169.2 EX. OLD ROAD

115 L.B. RAIL - 1950

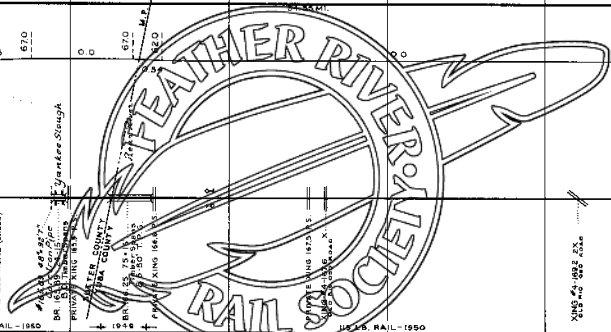
115 L.B. 1949

NEW OROVILLE CRU. ROCK

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

NEW OROVILLE CRU. ROCK

OLD OROVILLE CR. ROCK



0 570
+ 0 35
670
0 0
670
620
M.P. 169.249

UNCS 0-772
3/4/68

175

176

177

178

179

180

4°00'
4226'

4°00'
1503'

8°56'30"
1511'

34.58 Mi.

2.14 Mi.

+0.10

76.33

0.0

76.33

+ (175.71)

0.07

76.0

CLEVELAND
M.P. 175.63

MARYSVILLE
M.P. 178.78 E.F.D.
5000 FT.

#175.03 12"x22"
Conc. Pipe
(and 10' C.I. Patch)

#175.29 24"x28.5"
Conc. Pipe
(and 2' C.I. Patch)

#175.95 30"x44"
Conc. Iron Pipe

SACRAMENTO NORTHERN
(Public Comp.)

#175.85 24"x33.5"
Conc. Pipe
(and 6' C.I. Patch)

#176.12 18"x60" Pipe Arch
(and 6' C.I. Patch)

#176.73 30"x60"
Conc. Iron Pipe

#176.93 24"x36"
Conc. Pipes

SR 176.15 2-15' Timber Span

SR 177.22 1-8' B.O. Span
SR 177.22 1-8' B.O. Span
SR 177.22 1-8' B.O. Span

BR 177.60 6"x6" Box Culvert
4-4' B.O. Timber Span
4-4' B.O. Timber Span

BR 178.18 4-20"x2-700"
THRU PIPE

XING #4-179.21 AC
U.S. Hwy. 14388

BR 178.79 1-40.2-18.2-12"
B.D. Conc. Slabs

XING #4-179.8 (over)

XING #4-179.2A
18" (over)

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

XING #4-179.4 B
STRADEY (UNDER)

XING #4-179.5 B (UNDER)

BR 179.55 1-54"
Conc. B.D.

PRIVATE KING 179.8 P.S.

#179.72 12"x28.2"
Conc. Iron Pipe

#179.89 36"x44"
Conc. Iron Pipe
#179.90 36"x44"
Conc. Pipe

OLD GROVILLE CRUSHED ROCK

NEW GROVILLE CRUSHED ROCK

5/11/77
5/14/77

180

181

182

183

184

185

3° 05'
1290'0.0
130.4)

86.00

84.0

0.70

BINNEY JCT.
M.P. 180.19*Gunk Slough*

126 LB. XING 1864
SOUTHLIN PACIFIC
126 LB. XING 1864
XING #4-1804 B. 2001
BR 180.12 1/2" Span
Three-Girder B.C. Span

BR 180.99 1/2" Span

PRIVATE XING 1811
WOODRUFF LANE

BR 180.12 1/2" Span

BR 180.12 1/2" Span

BR 180.12 1/2" Span

BR 180.12 1/2" Span

BR 180.12 1/2" Span

BR 180.12 1/2" Span

BR 180.12 1/2" Span

BR 180.12 1/2" Span

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BR 180.12 1/2" Span

BR 180.12 1/2" Span

BR 180.12 1/2" Span

BR 180.12 1/2" Span

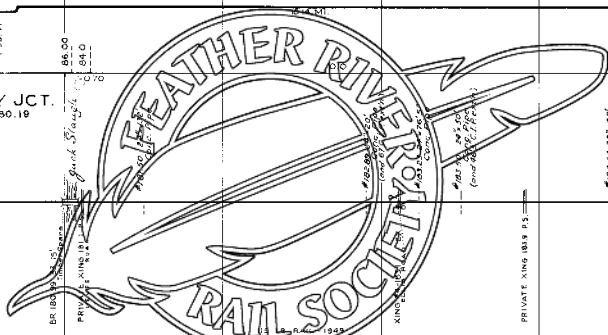
BR 180.12 1/2" Span

BR 180.12 1/2" Span

NEW GROVILLE CRU ROCK

OLD GROVILLE CRUSHED ROCK

NEW GROVILLE CRUSHED ROCK



180.19

XING 180.12

PRIVATE XING 1811 P.S.

XING #4-1845
WOODRUFF LANE---#180.44 36" x 40"
Carr. Iron Pipe---#183.20 24" x 50"
Carr. Pipe
(and 40' C.I. Pipe)---#182.80 20"
(and 40' C.I. Pipe)---#183.20 24" x 50"
Carr. Pipe

185

186

187

188

189

190

B40

TAMBO

PRIVATE XING 185.6 P.S. 0.87

PRIVATE XING 186.2 P.S. 0.87
#186.17 18155'
CARRIAGE PIPE
36" x 45"
(UNDER ROAD)

0.89

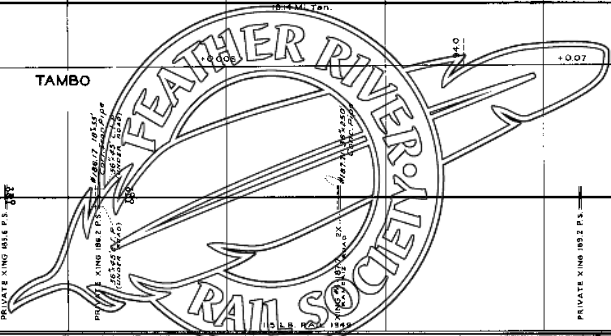
PRIVATE XING 187.2 P.S. 0.87
#187.2 181250'
CARRIAGE PIPE

18.4 MI. Ten.

+0.006

0.40

+0.07



NEW GRANITE CRUSHED ROCK

PRIVATE XING 189.2 P.S. 0.87

PRIVATE XING X 0.87

View
North

190

191

192

193

194

195

---#190.17 425.50'
Corr. Iron Pipe

PRIVATE KING 1904 P.S.
BR. 190.40 22-15' 6-2'-8'
B.D. Timber Spans

BR. 190.60 24-15' 6-2'-8'
B.D. Timber Spans

BR. 190.60 20-15' 6-2'-8'
B.D. Timber Spans

BR. 191.00 20-15' 6-2'-8'
B.D. Timber Spans

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

XING #191.6 2R
BR. 191.66 7-15'
B.D. Timber Spans

XING #192.6 2R
BR. 192.66 7-15'
B.D. Timber Spans

XING #193.7 2R
BR. 193.76 5-15'
B.D. Timber Spans

PRIVATE KING 1947 P.S.

---#194.82 12' 23" B'
Conc. Pipe
#194.89 12' 23" B'
Conc. Pipe

YUBA COUNTY
BUTTE COUNTY

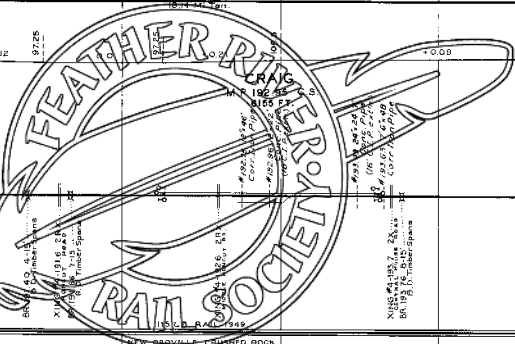
Q.M.P. 190.72

+0.07
101.0

101.0

-0.12
97.25

18.4 M. Cor.



CRAIG
M.P. 192.55
6155 P.S.

---#192.6 192.96'
Corr. Iron Pipe

---#192.96 192.96'
Corr. Iron Pipe

---#193.7 193.76'
Corr. Iron Pipe

---#193.76 193.76'
Corr. Iron Pipe

+0.08

NEW GRANVILLE CRUSHED ROCK

11/64/1972
2/1/68

195

196

197

198

199

200

BR. 195.16 4-15' Timber Spans

B. D. Timber Spans

+0.09

120.75

+0.26

126.75

+0.09

132.75

+0.26

138.75

+0.35

1600

198.8)

+0.06

161.75

+0.39

#195.86 23' x 45' 9"
Conc. Pipe
(and 8' C.I. Restn.)#196.16 16' x 28'
Corr. Iron Pipe#196.16 16' x 28'
Corr. Iron PipeX 196.14-196.2
BOX LANE

2X

#197.19 48' x 30'
Corr. Iron PipeBR. 196.73 8-15'
Timber Spans

2X

#197.62 48' x 39'
Conc. Pipe
(and 4' C.I. Restn.)PRIVATE XING 197.5
10-LB. RAIL - 1989

1X

#197.92 16' x 40'
Corr. Iron Pipe

PRIVATE XING 198.4 P.S.

1X

VISTA ROBLES

M. P. 198.77 H. B.

1605 FT.

#198.58 24' x 30'
Conc. PipeOR. 198.97 3-15'
Timber Spans

1X

#198.69 24' x 30'
Conc. Pipe

PRIVATE XING 199.0 P.S.

1X

#198.83 24' x 30'
Conc. Pipe
(and 8' C.I. Restn.)

PRIVATE XING 199.1 P.S.

1X

#199.29 12' x 40'
Conc. PipeXING 199.3
SOUTH VILA AVE.

2X

#199.45 12' x 30' 9"
Conc. PipeXING 199.5
SOUTH VILA AVE.

2X

#199.56 12' x 30'
Conc. Pipe
(and 8' C.I. Restn.)BR. 199.57 12' x 42'
Conc. Pipe

1X

#199.65 12' x 30'
Conc. PipeBR. 199.86 1-30'
S.B. Steel Spans

1X

#199.76 10' x 52'
Corr. Iron Pipe

NEW GROVILLE CRUSHED ROCK

OLD GROVILLE CRUSHED ROCK

NEW GROVILLE CRUSHED ROCK

V194
1/11/82

740' 200' 100'
628' 009' 798'

012'
202.94
(205.1)
-0.06
202.0
202.5

OROVILLE
M.P. 205.06 E.F.D.
4685 FT.

Depot

XING #4-205 3-A
#205.36 36" 54" 3"
Corr. Iron Pipe
XING #4-205 4-A
#205.89 36" 54" 3"
Corr. Iron Pipe

112 LB. - 1946

OLD OROVILLE
CRUSHED ROCK

4620'

202.5

+ 0.50

#209.53 36" 54" 3"
Corr. Iron Pipe
#209.59 24" 08"
Corr. Iron Pipe
#209.89 36" 54" 3"
Corr. Iron Pipe

(78')
119 LB. - 1962

NEW OROVILLE
CRUSHED ROCK



IDENTICAL POINTS

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

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

210

211

212

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214

215

4° 30' 1651

3° 00' 1641

4° 00' 1617

4° 00' 3065

4° 00' 1258

3° 00' 3770

4° 00' 3493

4026'

954'

300'

2416'

2629'

(210-42)

(211-23)

(212-34)

(213-8)

(213-82)

(214-86)

(214-53)

242.9

ZEPHYR

#210.55 265.84' Corr. Iron Pipe

Feather River

#211.39 802.40' Corr. Iron Pipe
Siphon

#212.72 422.50' Corr. Iron Pipe

#212.57 822.42' Conc. Underpass
PRIVATE ROAD, P. S.

#213.59 845.90' Corr. Iron Pipe

#213.79 765.48' Corr. Iron Pipe

#215.41 665.77' Corr. Iron Pipe

#215.72 785.146' Corr. Iron Pipe
(WINDING CANALS)

#215.76 475.85' Concrete Box

#214.07 425.78' Corr. Iron Pipe

#214.16 365.72' Corr. Iron Pipe

#214.29 305.68' Corr. Iron Pipe

#214.49 605.46' Corr. Iron Pipe

#214.58 905.44' Corr. Iron Pipe

#214.70 605.116' Corr. Iron Pipe

#214.77 138.150' Corr. Iron Pipe
C.I.P. Casing

#214.87 Concrete Underpass
PRIVATE ROAD, P. S.

BR 110.01
2-30' G. Spans, B.D.
1-75' G. Spans, B.D.
7-85' G. Spans, B.D.
KING
CROWLEY - CONCORD

#211.39 802.40' Corr. Iron Pipe
Siphon

#212.72 422.50' Corr. Iron Pipe

#212.57 822.42' Conc. Underpass
PRIVATE ROAD, P. S.

#213.59 845.90' Corr. Iron Pipe

#213.79 765.48' Corr. Iron Pipe

#215.41 665.77' Corr. Iron Pipe

#215.72 785.146' Corr. Iron Pipe
(WINDING CANALS)

#215.76 475.85' Concrete Box

#214.07 425.78' Corr. Iron Pipe

#214.16 365.72' Corr. Iron Pipe

#214.29 305.68' Corr. Iron Pipe

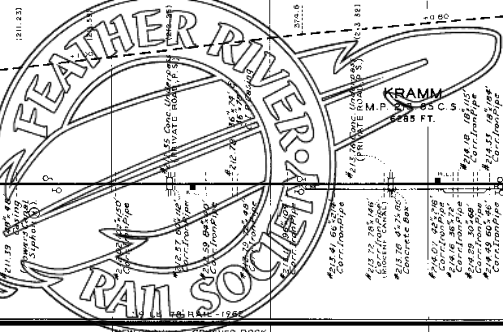
#214.49 605.46' Corr. Iron Pipe

#214.58 905.44' Corr. Iron Pipe

#214.70 605.116' Corr. Iron Pipe

#214.77 138.150' Corr. Iron Pipe
C.I.P. Casing

#214.87 Concrete Underpass
PRIVATE ROAD, P. S.

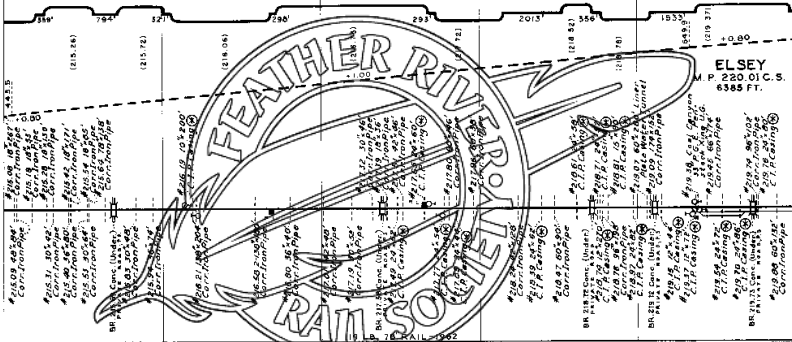


NEW DEWILLE CRUSHED ROCK

⊗ Not Owned by W.P.R.A.

7/154
11/148

215 4°00' 1643 4°00' 1475 216 4°00' 3207 4°00' 4950 217 5°30' 2220 218 5°30' 1024 5°30' 1655 219 5°00' 3169 220



ELSEY
M. P. 220.01 C. S.
6385 FT.

#215.09 48°49' Corr. Iron Pipe
#215.31 30°42' Corr. Iron Pipe
#215.40 36°40' Corr. Iron Pipe
#215.53 30°44' Corr. Iron Pipe
BR 215.55 Conc. (Under) 33' x 33' x 33' Corr. Iron Pipe
#215.94 16°17' Corr. Iron Pipe
#216.21 10°20' Corr. Iron Pipe
#216.58 2°10' Corr. Iron Pipe
#217.00 36°40' Corr. Iron Pipe
#217.01 12°40' Corr. Iron Pipe
#217.19 10°30' Corr. Iron Pipe
BR 217.25 Conc. (Under) 33' x 33' x 33' Corr. Iron Pipe
#217.49 20°32' C. I. P. Casing
#217.77 12°54' C. I. P. Casing
#217.80 10°36' Corr. Iron Pipe
#217.89 18°36' Corr. Iron Pipe
#217.92 20°32' C. I. P. Casing
#217.93 10°36' Corr. Iron Pipe
#217.95 10°36' C. I. P. Casing
#217.96 10°36' Corr. Iron Pipe
#218.24 10°36' Corr. Iron Pipe
#218.39 24°46' C. I. P. Casing
#218.47 60°30' Corr. Iron Pipe
BR 218.72 Conc. (Under) 33' x 33' x 33' Private
#218.79 12°27' C. I. P. Casing
#218.78 96°38' Corr. Iron Pipe
#218.87 20°42' C. I. P. Casing
BR 218.92 Conc. (Under) 33' x 33' x 33' Private
#219.15 12°44' C. I. P. Casing
#219.37 12°42' C. I. P. Casing
#219.54 24°32' C. I. P. Casing
#219.70 20°46' C. I. P. Casing
BR 219.73 Conc. (Under) 33' x 33' x 33' Private
#219.84 60°32' Corr. Iron Pipe
#218.61 10°36' C. I. P. Casing
#218.71 24°46' C. I. P. Casing
#218.81 15°40' C. I. P. Casing
#219.07 60°20' Late Water Tunnel
#219.09 17°45' Corr. Iron Pipe
#219.38 33' x 33' x 33' Coy. Canyon
#219.45 66°37' Corr. Iron Pipe
#219.74 96°30' Corr. Iron Pipe
#219.76 24°40' C. I. P. Casing

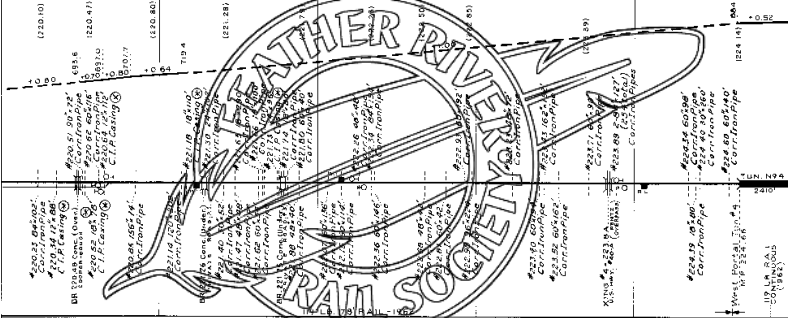
NEW GROVILLE CRUSHED ROCK

⊗ Not Owned by W. P. R. R.

11772
26-168

220 4°00' 16.43 2°30' 7.43 221 4°00' 21.58 4°00' 14.83 222 4°00' 14.81 4°00' 10.92 4°00' 15.60 223 4°00' 11.16 4°00' 34.02 224 4°30' 9.74 8°00' 5.19 6°00' 6.10 4°30' 35.19 225

650 799' 1004' 273' 1246' 416' 1422' 508' 1705' 553' 36' 1224.14' 664.6' +0.52



⊗ Not Owned by W. P. R. R.

11/23
11/23

225

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230

4° 00' 26.40"

4° 00' 29.51"

4° 00' 12.56"

4° 00' 15.91"

4° 00' 10.99"

4° 00' 20.71"

950'

1189'

432'

487'

2011'

369'

2.90 Mi. Tangent

+0
K
099.0
12006.5
+0.80

936.7

(1225.12)

942.4
(1226.06)

(1227.91)

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(1228.51)

(1228.59)

JAMES

M.P. 226.03 0.5

6515 FT.

942.4
(1226.06)

244.51
301.60

226.69
311.70

226.69
311.70

West Beach

Feather River

West Portal

M.P. 227.50

TUN. No 5

TUN. No 6

TUN. No 7

#225.17 42° 39' Corr. Iron Pipe
#225.22 30° 30' Corr. Iron Pipe
#225.31 22° 42' Corr. Iron Pipe
#225.44 10° 26' Corr. Iron Pipe
#225.51 42° 39' Corr. Iron Pipe
#225.67 35° 12' Corr. Iron Pipe

XING #3-329.8A (Overpass)
U.S. Hwy. 99

119 LB. 78' RAIL-1962

#226.07 60° 12' Corr. Iron Pipe
#226.11 48° 40' Corr. Iron Pipe
#226.33 24° 28' Corr. Iron Pipe
#226.45 90° 30' Corr. Iron Pipe

#226.69 311.70 Corr. Iron Pipe

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119 LB. RAIL CONTINUOUS 1962

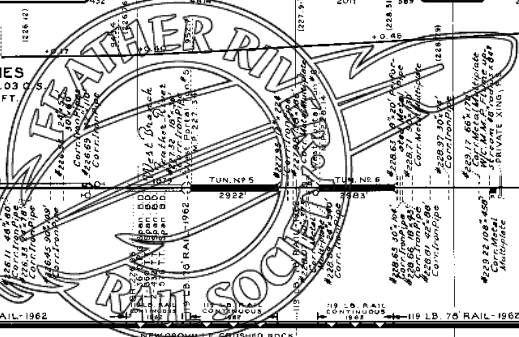
119 LB. RAIL CONTINUOUS 1962

119 LB. RAIL CONTINUOUS 1962

119 LB. RAIL CONTINUOUS 1962

119 LB. RAIL CONTINUOUS 1962

NEW GRANITE CRUSHED ROCK



10/24/1972
J/116

230

231

232

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234

235

2.90 Mi. Tangent

104.6

West Portal (Jul. 1960)
M.P. 230.42

104.8

TUNNEL

Dank Canyon Bridge

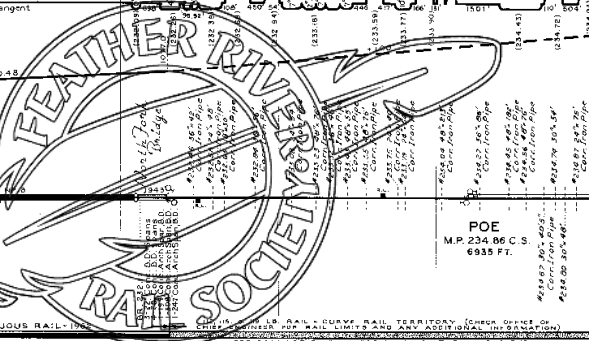
BR 230.59 1-66' Filled Conc. Arch

North Fork Bridge

BR 232.00 3-26' 11" Span
1-247 Conc. Arch
BR 232.00 3-26' 11" Span
1-247 Conc. Arch

NEW DROVILLE CRUSHED ROCK

119 LB. 76' RA: L-1962
119 LB. CONTINUOUS RA: L-1962



POE
M.P. 234.86 C.S.
6935 FT.

FOR BALLAST SECTION FROM M.P. 205 THRU M.P. 315
CHECK WITH THE OFFICE OF CHIEF ENGINEER

SCALE

1/4" = 1'

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POE
M.P. 234.86 C.S.
6935 FT.

PULGA
M.P. 239.48 C.S.
8970 FT.

112, 115, & 118 LB RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M.P. 205 TO M.P. 315.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

VI 72
VI 98

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245

4° 10' 870' 5° 05' 907' 3° 00' 493' 2° 12' 981' 0° 40' 451' 5° 36' 869' 8° 00' 426' 3° 00' 854' 7° 00' 622' 5° 06' 833' 5° 30' 711' 5° 00' 500' 4° 00' 610' 5° 33' 1141' 2° 00' 336' 5° 30' 751' 2° 24' 735' 7° 26' 759' 6° 30' 675' 8° 00' 844' 9° 54' 910' 7° 00' 495' 9° 30' 476'

232 847' 245' 1593' 542' 72' 2002' 116' 245' 210' 203' 55' 336' 802' 220' 111' 332' 2021' 35' 138' 65' 284' 2613'

(240.11) (240.36) (240.65) (241.00) (241.29) (241.39) (241.93) (242.21) (242.55) (243.01) (243.20) (243.60) (243.63) (243.77) (244.24) (244.40) (244.53) (244.78) (244.87) (244.98)

---#24002 28' x 33' Corr. Iron Pipe
---#24030 18' x 57' Corr. Iron Pipe
---#24041 16' x 180' Corr. Iron Pipe
---#24070 26' x 98' Corr. Iron Pipe
---#24091 36' x 43' Corr. Iron Pipe
---#24109 38' x 52' Corr. Iron Pipe
---#24105 38' x 42' Corr. Iron Pipe
---#24130 34' x 36' Corr. Iron Pipe
---#24140 36' x 40' Corr. Iron Pipe
---#24153 36' x 50' Corr. Iron Pipe
---#24199 24' x 24' Corr. Iron Pipe
---#24200 36' x 82' Corr. Iron Pipe
---#24211 36' x 50' Corr. Iron Pipe
---#24230 38' x 50' Corr. Iron Pipe
---#24339 24' x 60' Corr. Iron Pipe
---#24348 24' x 65' Timber Box
---#24363 24' x 30' Corr. Iron Pipe
---#24382 36' x 42' Corr. Iron Pipe
---#24425 20' x 46' Corr. Iron Pipe
---#24440 24' x 68' Corr. Iron Pipe
---#24458 24' x 36' Corr. Iron Pipe
---#24463 48' x 50' Corr. Iron Pipe
---#24480 18' x 180' West Portal Run #15
---#24497 180' x 120' West Portal Run #15
---#24498 M.P. 244.92

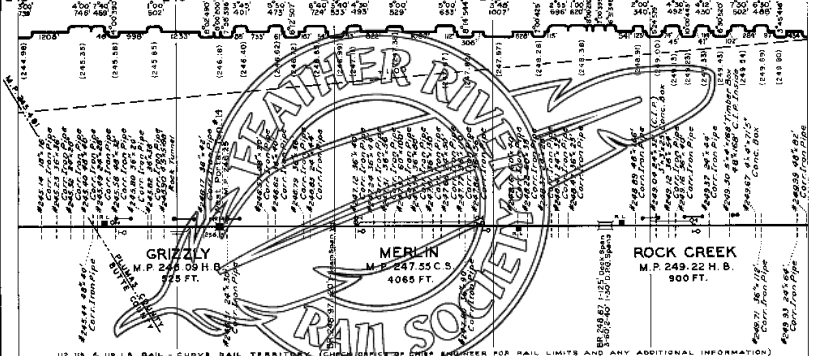
FEATHER RIVER
CRESTA
RAIL SOCIETY

---#24010 30' x 36' Corr. Iron Pipe
---#24027 36' x 106' Corr. Iron Pipe
---#24055 10' x 10' x 10' Timber Lined Culvert
---#24078 18' x 20' Corr. Iron Pipe
---#24091 36' x 34' Corr. Iron Pipe
---#24100 36' x 49' Corr. Iron Pipe
---#24117 12' x 12' x 33' Air-Lined Culvert
---#24130 34' x 36' Corr. Iron Pipe
---#24140 36' x 40' Corr. Iron Pipe
---#24153 36' x 50' Corr. Iron Pipe
---#24199 24' x 24' Corr. Iron Pipe
---#24200 36' x 82' Corr. Iron Pipe
---#24211 36' x 50' Corr. Iron Pipe
---#24230 38' x 50' Corr. Iron Pipe
---#24339 24' x 60' Corr. Iron Pipe
---#24348 24' x 65' Timber Box
---#24363 24' x 30' Corr. Iron Pipe
---#24382 36' x 42' Corr. Iron Pipe
---#24425 20' x 46' Corr. Iron Pipe
---#24440 24' x 68' Corr. Iron Pipe
---#24458 24' x 36' Corr. Iron Pipe
---#24463 48' x 50' Corr. Iron Pipe
---#24480 18' x 180' West Portal Run #15
---#24497 180' x 120' West Portal Run #15
---#24498 M.P. 244.92

112, 115, & 118 LB. RAIL - CURVE RAIL TERRITORY (CHECK SERIES OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M.P. 203 TO 279.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

245 246 247 248 249 250

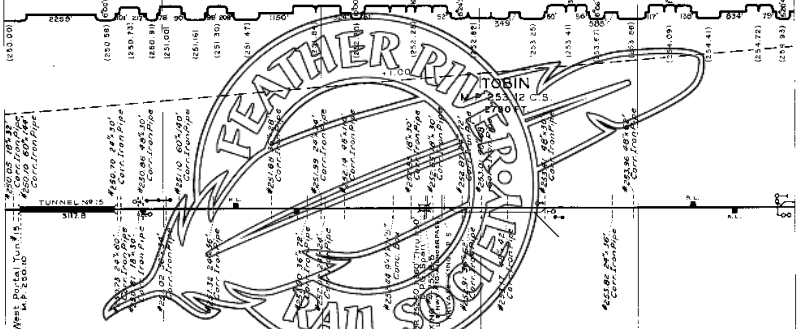


112, 115, 6-119 L.S. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

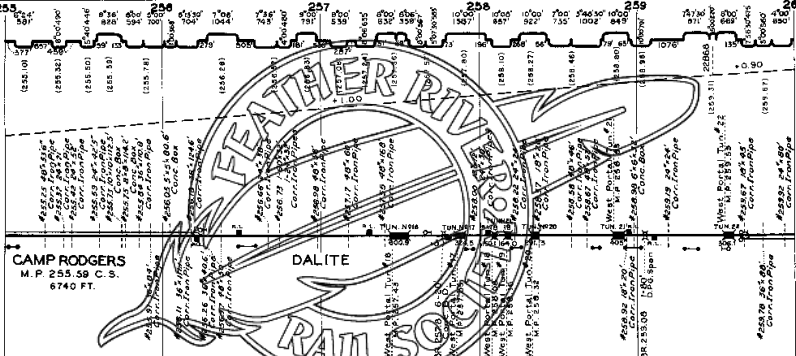
FOR BALLAST SECTION FROM M.P. 200 TO M.P. 315.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

1/14/48

250 251 252 253 254 255



255 256 257 258 259 260



CAMP RODGERS
M.P. 255.59 C.S.
6740 FT.

DALITE

RAIN SO

112, 115, & 118 LB. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M.P. 255.59 TO M.P. 259.92, CHECK WITH THE OFFICE OF CHIEF ENGINEER

1/1/04
1/1/06

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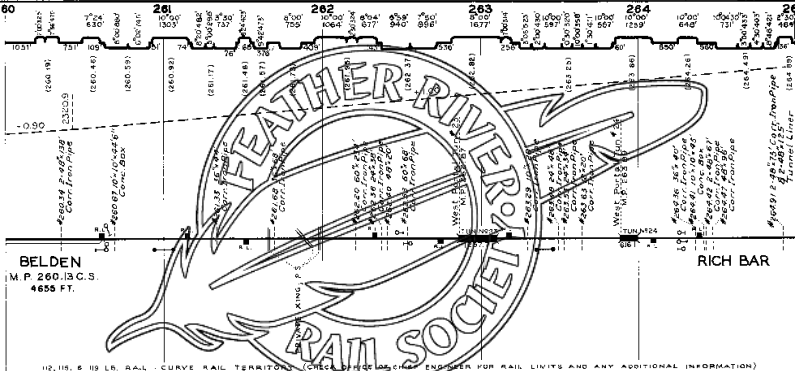
BELDEN

M. P. 260.13 C. S.
4655 FT.

RICH BAR

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

FOR BALLAST SECTION FROM M. P. 259.15 THRU M. P. 316.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

11/14
10/14

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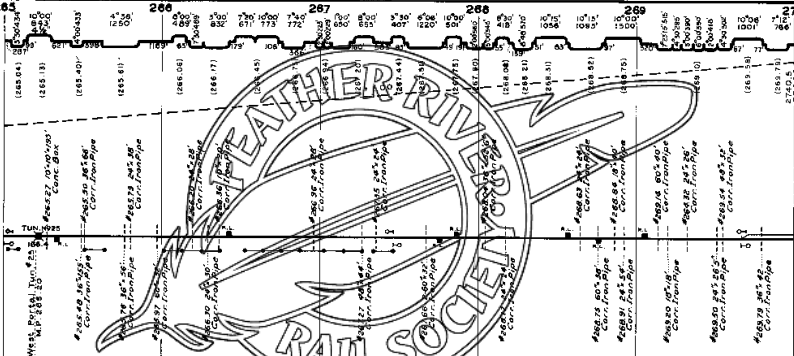
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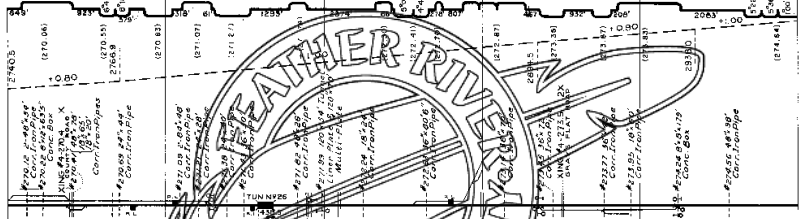


112, 113, & 119 LB. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M.P. 265.20 THRU M.P. 269.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

270 271 272 273 274 275

10° 37' 1635' 6° 12' 482' 8° 16' 486' 10° 00' 925' 10° 00' 993' 12° 00' 1203' 13° 24' 559' 0° 50' 540' 0° 50' 550' 621' 4° 45' 490' 0° 20' 150' 15° 14' 514' 4° 00' 600' 4° 00' 950' 6° 00' 707' 6° 30' 655' 274 1° 30' 2162' 5° 22' 574' 5° 36' 551' 100 645' 275



VIRGILIA
M.P. 270.55 C.S.
9810 FT.

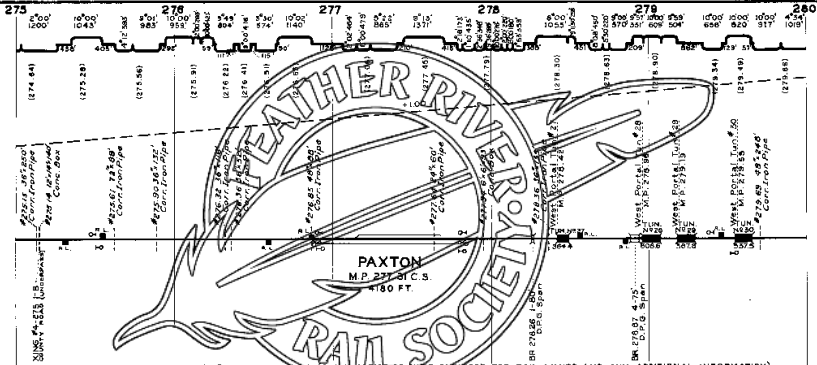
GRAY'S FLAT
M.P. 272.57 H.S.
3205 FT.

TWAIN
M.P. 273.80 C.S.
4230 FT.

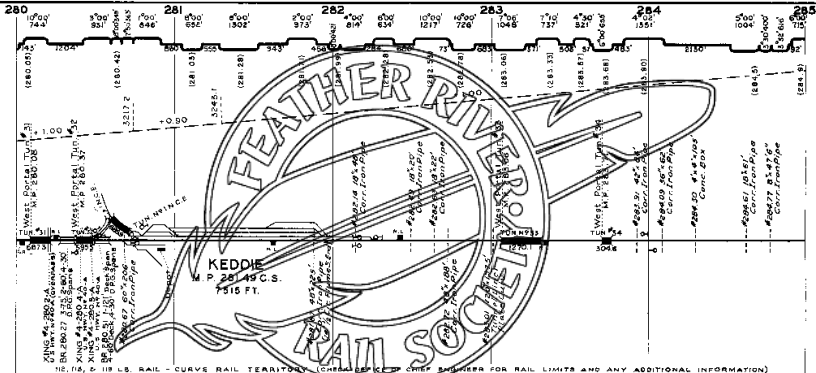
112, 115, & 118 LB RAIL - CURVE RAIL TERRITORY (CHECK OFF OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M. P. 266.15 TO M. P. 275.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

1174
2/28

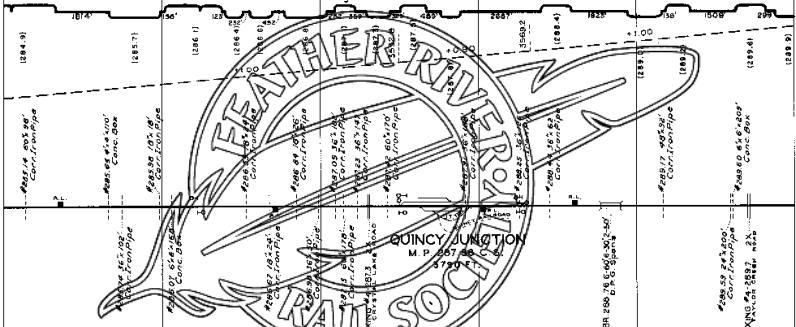


9154 9173
2048



1/10/24
 Y.Y.P.

285 5'00" 1489' 1'40" 1719' 286 8'00" 1191' 2'10" 711' 2'30" 451' 1'00" 724' 287 8'00" 1479' 6'00" 842' 8'00" 784' 8'00" 887' 4'00" 644' 288 3'00" 1013' 289 6'00" 1139' 6'00" 823' 6'00" 973' 290 1'00" 1447'



112, 113, & 115 LB. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M.P. 286.50 TO M.P. 287.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

BR 288.76 6'-00" 6'-30" 2'-50"
D.G. Spang

XING #A-289.7 2X
D.G. Spang

10/14
10/14

290 0°00' 144.7' 0°36' 1036' 0°50' 2220' 291 6°00' 717' 4°00' 990' 1°40' 856' 292 3°00' 490' 6°00' 1143' 293 6°00' 917' 4°00' 591' 6°00' 700' 6°00' 855' 294 4°00' 432' 6°00' 500' 6°00' 420' 6°00' 278' 6°00' 1916' 6°00' 730' 6°00' 5146' 6°00' 447' 6°00' 440' 295 6°00' 745.76'

(288.9) (280.8) (281.0) (291.3) (291.9) (292.0) (292.5) (292.8) (293.0) (293.2) (293.5) (293.6) (293.8) (294.0) (294.15)



#290.07 48\"/>

#290.87 48\"/>

#291.05 48\"/>

#291.37 48\"/>

#291.64 48\"/>

#292.06 48\"/>

#292.27 36\"/>

#292.50 48\"/>

#292.77 36\"/>

#293.04 48\"/>

#293.31 48\"/>

#293.58 48\"/>

#293.85 48\"/>

#294.12 48\"/>

#294.39 48\"/>

#294.66 48\"/>

#294.93 48\"/>

#295.20 48\"/>

#295.47 48\"/>

#295.74 48\"/>

#296.01 48\"/>

#296.28 48\"/>

#296.55 48\"/>

#296.82 48\"/>

#297.09 48\"/>

112, 115, & 119 L.S. RAIL - CURVE RAIL TERRITORY (CHECK THESE AS CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M P 205 TO M P 310 IS CHECK WITH THE OFFICE OF CHIEF ENGINEER

BR. 294.92
 Conc. B.D.
 --- W.P. MAIN LINE UNDERPASS

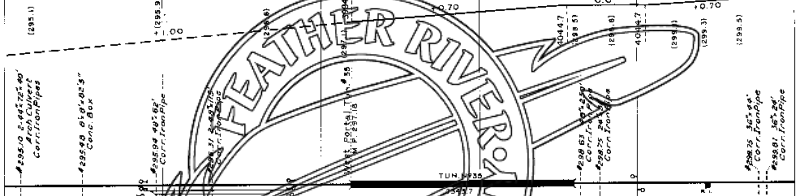
1/14/11
 5/14/11

295 296 297 298 299 300

2°00' 47" 5°00' 1254' 4°00' 916' 5°00' 666' 5°00' 599' 5°00' 855' 5°30' 806' 10°00' 880' 8°00' 501' 3°00' 566'

444' 3393' 2325' 1884' 1.58 MI. 550' 1133' 108' 225' 5617'

(295.1) + (295.9) (296.6) (297.1) (298.4) 204.7 (298.5) (298.8) 4014.7 (299.1) (299.3) (299.5)



SPRING GARDEN
M.P. 298.35 C.S.
4630 FT.

1/2, 1/4, & 1/8 LB. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M.P. 302 THROUGH M.P. 315.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

11/66
5/72

305 306 307 308 309 310

6°40' 728' 1°30' 1282' 5°30' 1061' 5°00' 610' 6°00' 1221' 4°00' 575' 5°50' 529' 5°30' 946' 5°00' 649' 5°50' 851' 5°00' 621' 2°00' 2930' 5°00' 1345' 309 2°00' 1969' 310

(305.0) 833' 204' 1185' 268' 334' 250' 247' 264' 889' 1251' 2725' 4374.0 4574.0 +0.85

+0.51 +0.87 +1.00



TWO RIVERS

XING #4-305.0 2X
LAWSON ROAD

BR. 305.96 30' CONC. SPAN

XING #4-308.6 2X
COUNTY ROAD

XING #4-309.3 2X
MONROE ROAD

XING #4-309.9-B
HWY. 289 (UNCLAS.)
BR. 309.91 6'-5" CONC. SPAN

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

FOR BALLAST SECTION FROM M.P. 298 THRU M.P. 319 IS CHECK WITH THE OFFICE OF CHIEF ENGINEER

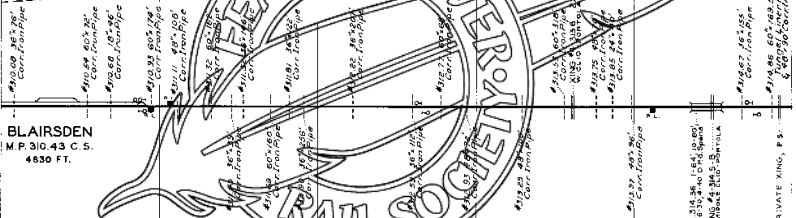
310 311 312 313 314 315

5°00' 585' 4°30' 1184' 6°00' 1005' 4°00' 576' 1°00' 965' 5°50' 717' 5°00' 701' 6°00' 726' 1°00' 722' 5°00' 907' 5°00' 955' 5°00' 664' 6°00' 1027' 6°00' 697' 6°00' 529' 6°00' 1286'

1170' 475' 300' 2218' 425' 1223' 400' 1440' 375' 139' 655' 454' 407' 2278'

(810.1) (310.4) (310.7) (311.0) (311.5) (312.4) (313.0) (313.3) (313.5) (313.8) (314.1) (314.3) (314.9)

+0.85 4424.3 +0.90 +1.00 +1.49



BLAIRSDEN
M.P. 310.43 C.S.
4830 FT.

BR 314.36 1'-64" 10'-80"
8'-30" 4'-40" D.P.S. Spand
XING #4 314.5-B
MIDDLE LEG - PORTOLA
PRIVATE XING, P.S.

112, 115, & 118 LB. RAIL - CURVE RAIL TERRITORY (CHECK OFFICE OF CHIEF ENGINEER FOR RAIL LIMITS AND ANY ADDITIONAL INFORMATION)

FOR BALLAST SECTION FROM M.P. 205 TO M.P. 315.15 CHECK WITH THE OFFICE OF CHIEF ENGINEER

1172

315

316

317

318

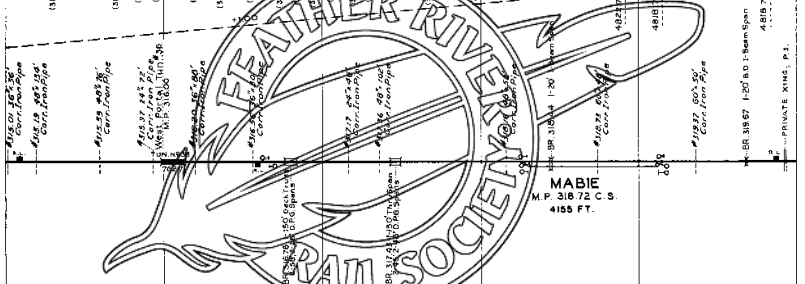
319

320

8° 50' 920'
 1° 00' 976'
 100' 197'
 275'
 5° 10' 870'
 5° 20' 754'
 3° 00' 703'
 6° 00' 550'
 250' 580'
 2° 00' 270'
 4° 00' 964'
 4° 00' 599'
 5° 00' 990'
 2° 00' 1482'

787' (315.2)
 1188'
 355' (315.6)
 355' (315.9)
 774' (315.9)
 64' (316.1)
 106' (316.3)
 552' (316.5)
 504' 449' (316.7)
 1141' (317.0)
 152' (317.1)
 1409' (317.2)
 1141' (317.3)
 152' (318.0)
 1318.11 (318.11)
 4763' (319)
 1.42 M. (320)

-0.26
 0.0
 +0.50



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

FOR BALLAST SECTION FROM M.P. 205 THRU M.P. 318 - CHECK WITH THE OFFICE OF CHIEF ENGINEER

← OLD ORD. CR. ROCK

11/14

320

321
1°00'
2022'

322

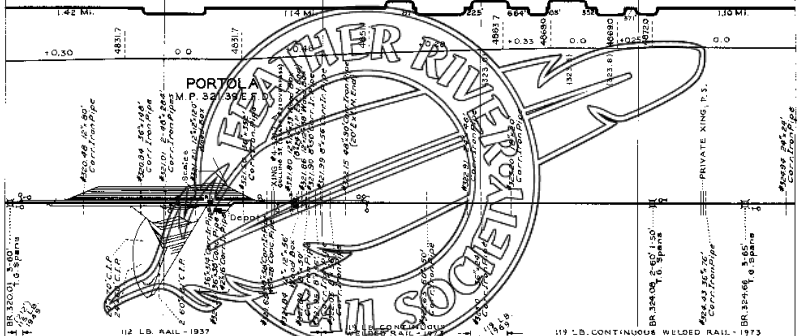
3°09'
321
3°00'
1676'

323
2°00'
1250'

1°30'
576'
6°00'
1256'
2°00'
904'

324
4°00'
725'

325



112 LB. RAIL - 1937

117 LB. CONTINUOUS WELDED RAIL - 1973

OLD ORG. CR. ROCK

GARFIELD SLAG

PRIVATE KING, P. S.

11/16
11/16

325

326

327

328

329

330

0° 30'
527'

1.10 Mi.

5.28 Mi.

4678.3

+0.20

BR. 325.08 1-15' Timber Span
PRIVATE KING, P.S.

---#325.25 12" x 20"
Corr. Iron Pipe
(2 1/2" Wood Center)

BR. 325.47 3-15' Timber Span

PRIVATE KING, P.S.
---#325.04 24" x 36"
Corr. Iron Pipe

XING #4-326.11 2FE
SEC. 4 - CALIF. PINE ROAD

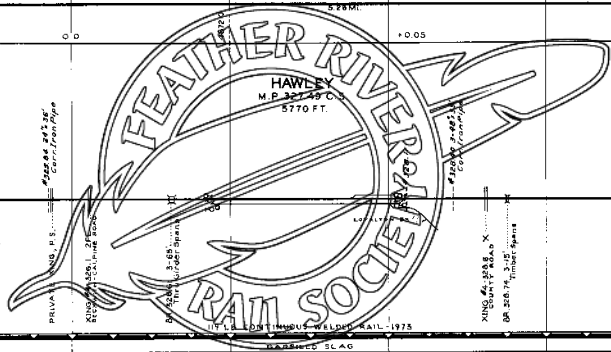
BR. 326.06 3-65' Thru Girder Span

HAWLEY
M.P. 327.49 C.S.
5770 FT.

---#326.00 3-40"
Corr. Iron Pipe

XING #4-326.08 X
COUNTY ROAD
BR. 326.74 3-15' Timber Span

---#326.59 30" x 41"
Corr. Iron Pipe



117 LB. CONTINUOUS WELDED RAIL-1975

BARBED SLAG

1/100 4/11/72
2/1/78

330

0°30'
780'

331

332

333

334

335

5.26 Mi.

5.47 Mi.

+0.20

-0.17

0.0

-0.10

+0.18

4886.5

4881.7

4881.7

4885.8

PRIVATE KING, P.S.

BR. 350 61'-15" Timber Spans

BR. 350 61'-15" Timber Spans

BR. 350 61'-15" Timber Spans

PRIVATE KING, P.S.

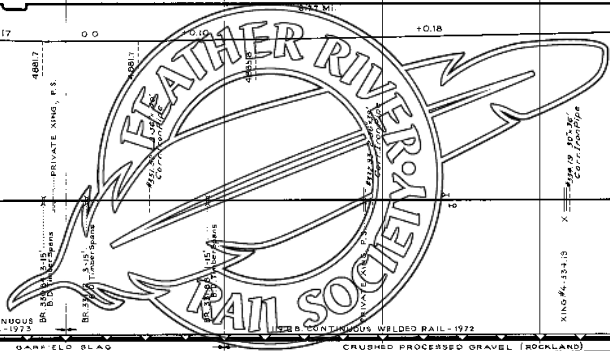
X KING #4-33-4.15
39'x36'
Carr. Iron Pipe

119 LB. CONTINUOUS WELDED RAIL-1973

128 LB. CONTINUOUS WELDED RAIL-1972

GARFIELD SLAG

CRUSHED PROCESSED GRAVEL (ROCKLAND)



01/74
4/75

335

336

337

338

339

340

1°00'
527'

1.85 MI.

+0.18

4916.0

#355.26 24"x28'
Corr. Iron Pipe
#355.30 18"x36'
Corr. Iron Pipe
#355.53 18"x38'
Corr. Iron Pipe
#355.60 18"x30'
Corr. Iron Pipe
#355.75 36"x42'
Corr. Iron Pipe
#355.85 36"x54'
Corr. Iron Pipe

356.13 24"x46'

Corr. Iron Pipe

356.26 18"x42'

Corr. Iron Pipe

356.34 18"x34'

Corr. Iron Pipe

356.58 18"x36'

Corr. Iron Pipe

356.90 36"x30'

Corr. Iron Pipe

CHILCOOT

M. P. 339.10 C.S.

6245 FT.

#359.59 12"x53'

Corr. Iron Pipe

#359.78 12"x52'

Corr. Iron Pipe

#359.96 9"x16'

Iron Pipe

#355.35 24"x28'
Corr. Iron Pipe
BR 335.43
Timber Spans

#355.57 18"x28'
Corr. Iron Pipe
#355.62 36"x55'
Concrete Box

BR 335.90 2-15'
B.D. Beam Span
PRIVATE XING

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

BR 336.48 2-15'
B.D. Beam Span

BR 336.58 2-15'
B.D. Beam Span

BR 336.74 18"x41'
Corr. Iron Pipe
XING 4-337.4-B
LOCAL TOWN BUS LUNDA
#337.41 1-25'
#337.42 1-25'
B.D. Beam Span

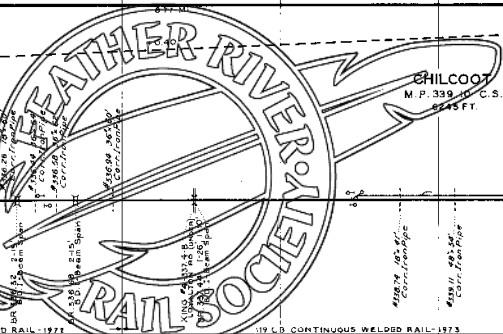
#358.74 18"x41'
Corr. Iron Pipe#359.11 48"x50'
Corr. Iron Pipe

XING #4-339.6 2X

1-19 C.B. CONTINUOUS WELDED RAIL-1973

1-19 C.B. CONTINUOUS WELDED RAIL-1973

CRUSHED PROCESSED GRAVEL (ROCKLAND)



11/23

340

341

3°00'30" 3042' 342

2°03' 000' 343

3°05' 1298' 3°15' 922' 344

3°15' 995' 4°08' 1042' 3°12' 1057' 345

1°00' 513' 2°06' 625'

1.85 MI.

+0.40

-0.70

50190

1540.05 12° 31' Corr. Iron Pipe

1300.28 8° 16' Corr. Iron Pipe

1416.07

PLUMAS COUNTY
M. P. 341.20
M. P. 340.34
M. P. 340.34

TUNNEL

6001.7

RENO JUNCTION
M. P. 341.81 C.S.

1416.80 Corr. Iron Pipe

1542.40 16° 50' Corr. Iron Pipe

1543.00 16° 50' Corr. Iron Pipe

1542.38 Corr. Iron Pipe

1543.90 16° 50' Corr. Iron Pipe

1543.87 16° 50' Corr. Iron Pipe

1543.36 16° 28' Corr. Iron Pipe

119 LB. CONTINUOUS WELDED RAIL - 1975

West Portal Tun. #37 M. P. 340.34

XING #4-340.5A U.S. Hwy 340A (overpass)

112 LB. RAIL - 1946

119 LB. RAIL - 1959

112 LB. RAIL - 1938

112 LB. RAIL - 1938

119 LB. RAIL - 1975

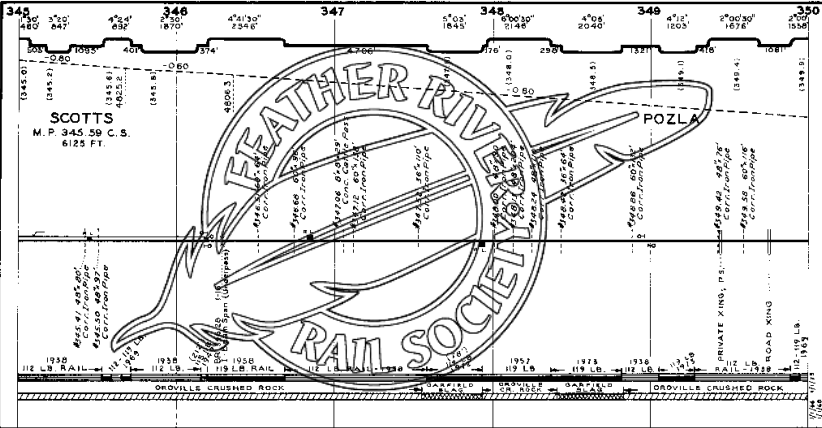
112 LB. RAIL - 1938

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

RENOVILLE CRUSHED ROCK



10195
11158



112-119 L.B. 1969

350

351

352

353

354

355

2°00' 558' 4°05' 1631' 4°06' 1566' 3°00' 45" 3250' 4°10' 1118' 3°03' 1300' 1°20' 07" 3049' 2°03' 1442' 1°30' 10" 4081'

110 1027' 254' 386' 2793' 641' 1064' 1542'

0.80 (351.3) (352.1) (353.1) (353.1) (353.1) (353.1) (353.1)

110 1027' 254' 386' 2793' 641' 1064' 1542'

0.80 (351.3) (352.1) (353.1) (353.1) (353.1) (353.1) (353.1)

110 1027' 254' 386' 2793' 641' 1064' 1542'

0.80 (351.3) (352.1) (353.1) (353.1) (353.1) (353.1) (353.1)

110 1027' 254' 386' 2793' 641' 1064' 1542'

0.80 (351.3) (352.1) (353.1) (353.1) (353.1) (353.1) (353.1)

110 1027' 254' 386' 2793' 641' 1064' 1542'

0.80 (351.3) (352.1) (353.1) (353.1) (353.1) (353.1) (353.1)

110 1027' 254' 386' 2793' 641' 1064' 1542'

0.80 (351.3) (352.1) (353.1) (353.1) (353.1) (353.1) (353.1)

110 1027' 254' 386' 2793' 641' 1064' 1542'

0.80 (351.3) (352.1) (353.1) (353.1) (353.1) (353.1) (353.1)

110 1027' 254' 386' 2793' 641' 1064' 1542'

0.80 (351.3) (352.1) (353.1) (353.1) (353.1) (353.1) (353.1)

110 1027' 254' 386' 2793' 641' 1064' 1542'

0.80 (351.3) (352.1) (353.1) (353.1) (353.1) (353.1) (353.1)

110 1027' 254' 386' 2793' 641' 1064' 1542'

0.80 (351.3) (352.1) (353.1) (353.1) (353.1) (353.1) (353.1)

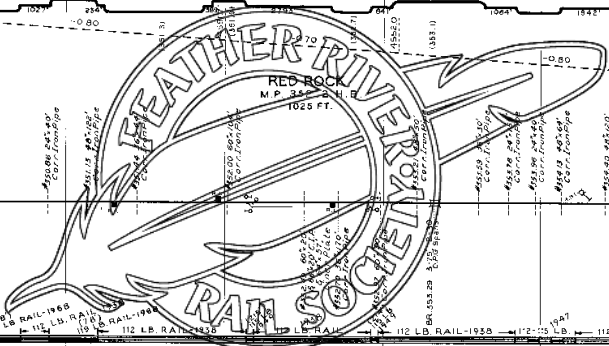
110 1027' 254' 386' 2793' 641' 1064' 1542'

0.80 (351.3) (352.1) (353.1) (353.1) (353.1) (353.1) (353.1)

110 1027' 254' 386' 2793' 641' 1064' 1542'

0.80 (351.3) (352.1) (353.1) (353.1) (353.1) (353.1) (353.1)

110 1027' 254' 386' 2793' 641' 1064' 1542'



#350.04 36'x55' Corr. Iron Pipe
#350.39 8'x8'x14'9" Conc. Cattle Pass

#350.08 24'x40' Corr. Iron Pipe

#351.15 40'x100' Corr. Iron Pipe

#352.00 60'x100' Corr. Iron Pipe

#353.01 60'x100' Corr. Iron Pipe

#353.59 36'x50' Corr. Iron Pipe

#353.78 24'x40' Corr. Iron Pipe

#353.96 24'x40' Corr. Iron Pipe

#354.13 40'x64' Corr. Iron Pipe

#354.40 40'x120' Corr. Iron Pipe

112-113 LB. 1963 LB
112 LB 1938
112 LB RAIL-1968
112 LB RAIL (78)
119 LB RAIL-1968
112 LB RAIL-1938
112 LB RAIL
112 LB RAIL-1938
112-113 LB. 1938
112 LB RAIL-1938

CRUSHED ROCK

1968 1/17/77
5-168

355

1° 30' 10"
4081'

356

1° 00'
1978'

357

1° 30' 15"
4594'

358

359

2° 10'
800'

360

2° 02' 30"
2755'

ROAD XING ZX

#35520 90° 22'
Corr. Iron Pipe#35537 10° 24'
Corr. Iron PipeXING #4-35536 2X
CONCRETE ROADPRIVATE XING, P.S.
#35597 04° 20'
Corr. Iron Pipe#35517 10° 24'
Corr. Iron Pipe#35511 95° 16'
Corr. Iron Pipe#35516 10° 24'
Corr. Iron Pipe#35598 60° 30'
Corr. Iron Pipe#35716 2° 22' 00"
Conc. Box#35598 5° 18' 30"
Conc. Cattle Pans#35510 12° 21'
Corr. Iron Pipe#35510 12° 21'
Wood Syphon#35721 10° 20'
Corr. Iron Pipe#35839 10° 20'
Corr. Iron Pipe#35805 96° 20'
Corr. Iron Pipe#35807 2° 40' 28"
Corr. Iron Pipe

PRIVATE XING, P.S.

#35988 4° 4' 35"
Conc. Box

112 LB. RAIL - 1938

GRAVEL CRUSHED ROCK

10 LB RAIL - 1938

1/17/21

360

2°04'30"
1754'

361

362

2°10'
1355'

363

1°00'
2123'

364

365

1358'

1.71 MI.

4725'

5.74 MI.

PRIVATE XING, P.S. #560.17 36°29'
Cone Sphoon

PRIVATE XING, P.S.

XING #4-560.5 2X #560.50 18°24' 5"
COUN. Y. No. 2
Corr. Iron Pipe

PRIVATE XING, P.S.

#560.77 4°-4'32"
Cone Box

100 LB. RAIL - 1935

BR. 363 35

1-60

P.G. Beams

2-3 P.O. I-Beams

BR. 363 35

1-60

P.G. Beams

2-3 P.O. I-Beams

BR. 363 35

1-60

P.G. Beams

2-3 P.O. I-Beams

BR. 363 35

1-60

P.G. Beams

2-3 P.O. I-Beams

BR. 363 35

1-60

P.G. Beams

2-3 P.O. I-Beams

BR. 363 35

1-60

P.G. Beams

2-3 P.O. I-Beams

BR. 363 35

1-60

P.G. Beams

2-3 P.O. I-Beams

BR. 363 35

1-60

P.G. Beams

2-3 P.O. I-Beams

BR. 363 35

1-60

P.G. Beams

2-3 P.O. I-Beams

BR. 363 35

1-60

P.G. Beams

2-3 P.O. I-Beams

BR. 363 35

1-60

P.G. Beams

2-3 P.O. I-Beams

BR. 363 35

1-60

P.G. Beams

2-3 P.O. I-Beams

BR. 363 35

1-60

P.G. Beams

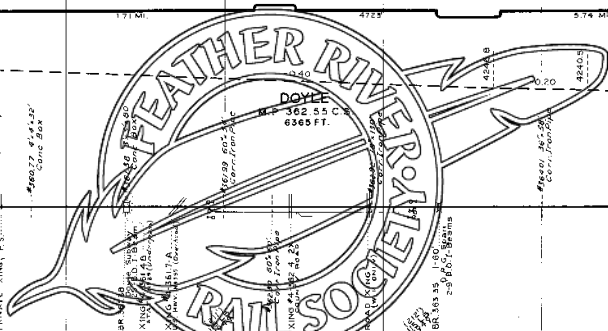
2-3 P.O. I-Beams

BR. 363 35

1-60

P.G. Beams

2-3 P.O. I-Beams



DOYLE

M.P. 362.55 C.S.
6365 FT.

240

4240.8

0.20

4240.5

-0.40

100 LB. RAIL - 1935

100 LB. RAIL - 1935

100 LB. RAIL - 1935

PROVIDE CRUSHED ROCK

10/24/72

R/AS

365

366

367

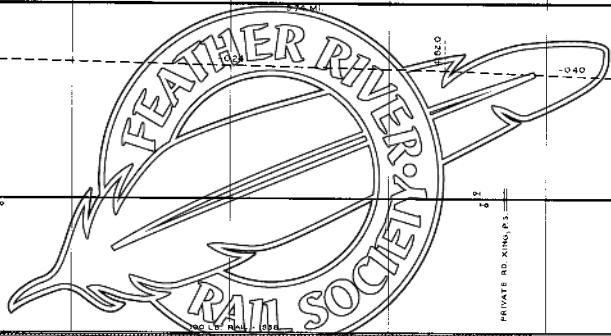
368

369

370

1°00'
9138'

574 MI.



4220.5
-040

029 H

-040

XING #4-365-S 2BX
COUNTY ROAD #123

PRIVATE RD. XING, P.S.

100 LB. RAIL - 1958

100 LB. RAIL
1957

GRAVEL CRUSHED ROCK

0144 0773
26/148

370

1°00'
9138'

371

372

1°00'
2539'

373

374

1°00'
1536'

375

4954'

1.88 MI.

837M

HERLONG
M.P. 37.69 C.S.
1192 FT.

Ordnance Depot

ROAD (XING ONLY)

XING 4-374.5
COUNTY ROAD X

100 LB. RAIL-1937

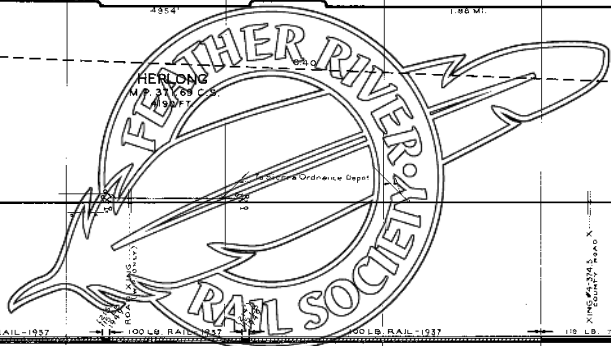
100 LB. RAIL-1937

100 LB. RAIL-1937

110 LB. 76" RAIL-1937

OROVILLE CRUISED ROAD

GARFIELD SLAD



1/1/56
1/1/78

375

376

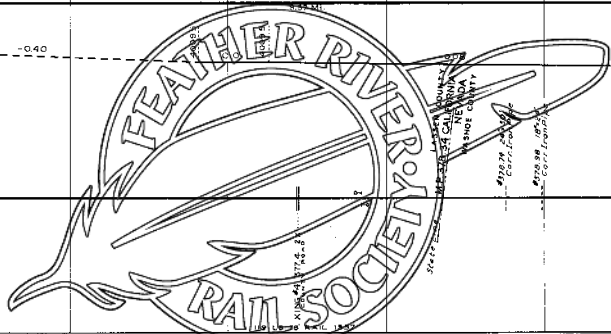
377

378

379

380

ROAD KING X



-0.40

4008.5

4047.4

XING 4 577.4 2
109 L.S. 100.0

State E. 1/4 Sec. 34 T. 34 N. R. 34 W. CALIFORNIA NEVADA WASHOE COUNTY

4370.74 Corr. Iron Pipe

4370.98 Corr. Iron Pipe

4370.81 16" x 24" Corr. Iron Pipe

4370.06 16" x 24" Corr. Iron Pipe

3990.7

CARFIELD SLAG

7/18
7/17

380

381

382

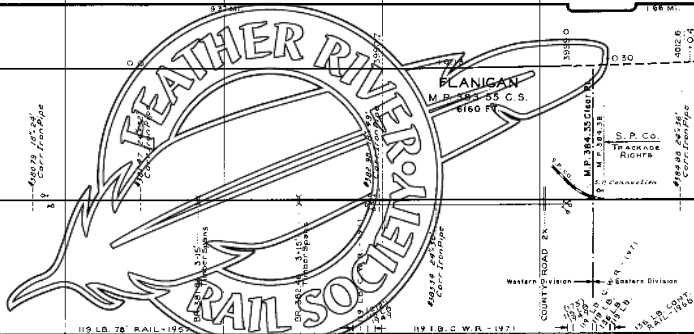
383

384

385

1° 30'
82 77'

1.68 M.



4380 19 18' 24'
Corr. Iron Pipe

4380 19 18' 24'
Corr. Iron Pipe

4380 19 18' 24'
Corr. Iron Pipe

GR 3-15
Timber Spans

GR 3-15
Timber Spans

FLANIGAN
M.P. 383.55 C.S.
6160 FT.

4381 9 24' 30"
Corr. Iron Pipe

COUNTY ROAD 2X

M.P. 384.35 Clear Pk.
M.P. 384.38

S.P. CO.
TRACKADE
RIGHTS

4381 9 24' 30"
Corr. Iron Pipe

Western Division Eastern Division

119 LB. 70' RAIL-1957

119 LB. C.W.R.-1971

120' LB. CORR. RAIL-1966
119' 20" LB. CORR. RAIL-1966
118' LB. CORR. RAIL-1966
117' 5' LB. CORR. RAIL-1966
116' LB. CORR. RAIL-1966

GARFIELD ST. AC

CR PROGRESSO GRAVEL
114' 15" CORR. RAIL-1966

4/15/66 9/1/70
3/1/68

385

386

387

388

389

390

1°30'30"
2439'

3°08'30"
1264'

1°00'
2690'

3°00'50"
1320'

3°01'42"
1161'

3°06'
1656'

3°06'50"
1492'

2°00'16"
2804'

1.86 Mi.

+0.40

4031.0

+0.20

4036.3

+0.40

4050.0

+0.25

4385.45 245.18'
Corr. Iron Pipe

4382.24 245.18'
Corr. Iron Pipe

4387.66 245.18'
Corr. Iron Pipe

4382.09 245.18'
Corr. Iron Pipe

4388.88 245.18'
Corr. Iron Pipe

4393.34 245.18'
Corr. Iron Pipe

H.E.D.
W.P. 547.50

COUNTY ROAD

COUNTY ROAD 2X

136 LB. CONTINUOUS RAIL-1965

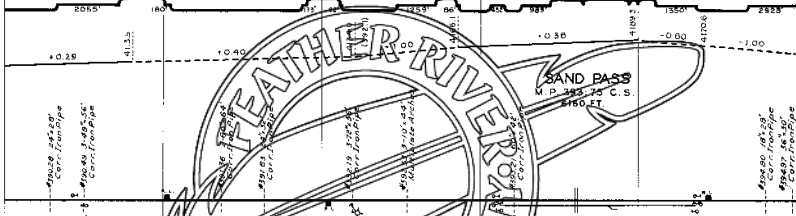
136 LB. CONTINUOUS RAIL-1965

CRUSHED PROCESSED GRAVEL (SAND PASS)



10/26 11/17
2/1/45

390 2°00'18" 2604' 7°00' 1494' 391 2°00' 4322' 392 5°57'50" 1118' 4°51'30" 1816' 1°40' 694' 393 3°09' 1137' 1°50' 518' 3°00'30" 1100' 5°00' 1518' 394 4°00' 3'07" 500' 715' 3°05' 1738' 395



1/14/68 10/1/73 JTB

395

6°14'30"
721'

6°14'30"
721'

398

6°03'30"
1881'

5°31'
2117'

397

6°07'
1548'

6°00'
1582'

6°00'
1036'

5°12'
778'

396

2°30'
1780'

2°20'36"
23420'44"

23420'44"

399

2°02'
1961'

3°07'
1362'

3°06'
1498'

400

2828' 1080' 460' 60' 1027' 36' 66' 204' 22036'360' 23420'44" 1854' 764' 360' 588'

-1.00

-0.29

(395 3)

#195.03 18"x32"
Corr. Iron Pipe

#195.38 36"x52"
Corr. Iron Pipe

#195.45 150"x07"
Multiple Plate

#195.82 18"x30"
Corr. Iron Pipe

#196.82 36"x52"
Corr. Iron Pipe

#196.82 18"x30"
Corr. Iron Pipe

#197.03 18"x30"
Corr. Iron Pipe

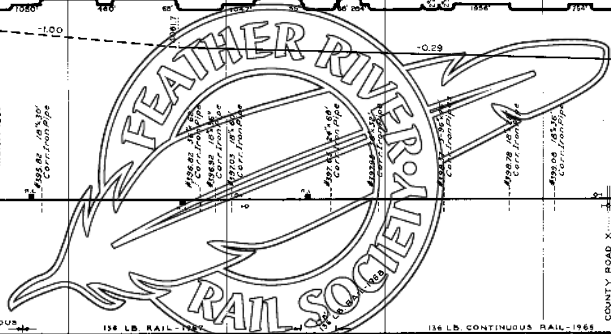
#197.82 36"x52"
Corr. Iron Pipe

#198.82 36"x52"
Corr. Iron Pipe

#198.82 36"x52"
Corr. Iron Pipe

#198.78 18"
Corr. Iron Pipe

#199.06 18"x30"
Corr. Iron Pipe



COUNTY ROAD X

136 LB. CONTINUOUS RAIL-1965

136 LB. RAIL-1967

136 LB. CONTINUOUS RAIL-1965

GARFIELD SLAG

ORVILLE CAUGHED ROCK
GARFIELD SLAG

GARFIELD SLAG

1/258 1/473
7/1/68

400 2' 04" 1189' 2' 30" 1649' 2' 04" 1360' 402 1' 00" 4140' 403 1' 30" 3555' 404 2' 00" 1802' 405

1489' 168' 4489' 48' 5527' 5551'

400.06 19'x30'
Corr. Iron Pipe
400.22 16'x52'
Corr. Iron Pipe
400.41 18'x22'
Corr. Iron Pipe

400.70 24'x20'
Corr. Iron Pipe
400.93 16'x24'
Corr. Iron Pipe
401.07 36'x44'
Corr. Iron Pipe

401.16 16'x24'
Corr. Iron Pipe
401.57 24'x20'
Corr. Iron Pipe

401.93 18'x28'
Corr. Iron Pipe

402.15 24'x20'
Corr. Iron Pipe

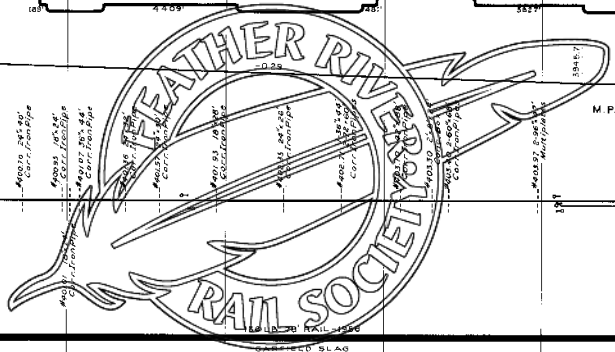
402.71 28'x44'
Corr. Iron Pipe

403.17 24'x20'
Corr. Iron Pipe

403.30 24'x20'
Corr. Iron Pipe
403.58 24'x20'
Corr. Iron Pipe

403.97 8'x61'x39"
Multiple

SAND
M.P. 404.73 C.S.
6150 FT.



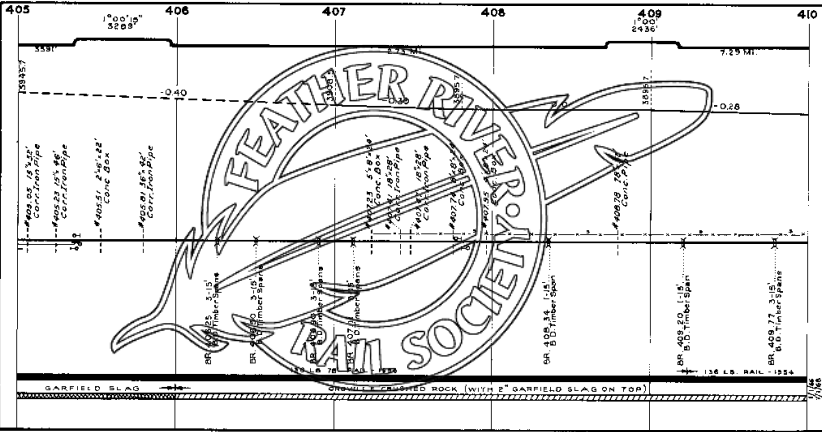
U.S. DEPT. OF AGRICULTURE
BUREAU OF SOILS
WASHINGTON, D.C.

GRAVEL AND SLAG

404.53 16'x45'
Corr. Iron Pipe

404.87 15'x47'
Corr. Iron Pipe

1/1/54
1/1/72



405 406 407 408 409 410

1°00'15" 3209"

1°00' 2436"

5591' 275.51' 7.25 MI.

5895.7 -0.40 5895.7 -0.28

--#409.05 15'x22' Corr. Iron Pipe

--#405.23 15'x46' Corr. Iron Pipe

--#405.51 2'x6'x22' Conc. Box

--#405.81 36'x36' Corr. Iron Pipe

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

BR. 406.70 3-15' B.D. Timber Spans

BR. 407.00 3-15' B.D. Timber Spans

BR. 407.34 1-15' B.D. Timber Span

BR. 408.20 1-15' B.D. Timber Span

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

---#407.23 5'x8'x36' Conc. Box

---#407.28 10'x28' Corr. Iron Pipe

---#407.31 18'x28' Corr. Iron Pipe

---#407.74 36'x36' Conc. Box

---#407.95 36'x36' Conc. Box

---#408.78 78'x78' Conc. Box

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

136 LB. RAIL - 1934

1/46 1/166

410

411

412

413

414

415

-0.25

3070.0

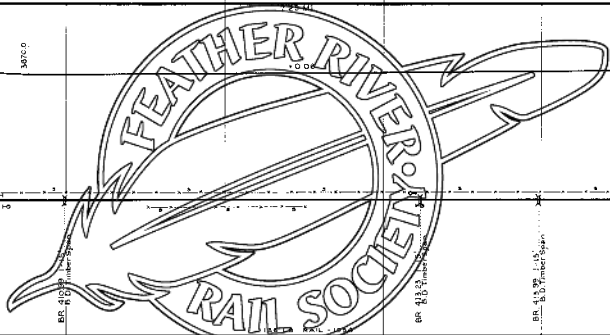
BR. 410.39 1'-15"
B.D. Timber Span

BR. 410.89 1'-15"
B.D. Timber Span

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

BR. 414.99 1'-15"
B.D. Timber Span

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



GROVILLE CRUSHED COKE (WITH 2" GARFIELD SLAG ON TOP)

415

416

417

418

419

420

1'00'
1576'

7.25 Mi.

4.35 Mi.

+0.06
3684.0

+0.22

3895.5

0.32

3930

+0.50
3986.0

0.0
3984.0

+0.40
3974.6

0.0

REYNARD

M.P. 419.38

5645.7

417.26 24x26"
Cast Iron Pipes

419.28 36x36x28'
Wood Box

419.48 36x36x28'
Wood Box

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

BR. 416.74 1-15'
B.D. Timber Span

BR. 416.85 1-15'
B.D. Timber Span

BR. 417.2 1-15'
B.D. Timber Span

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

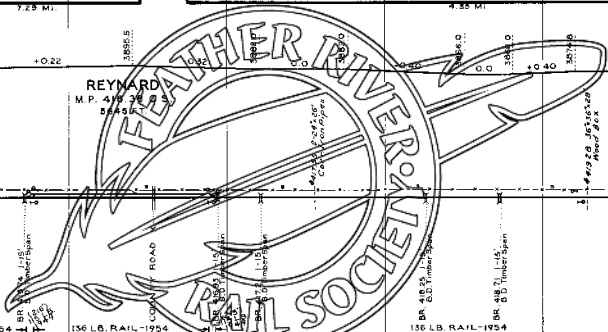
BR. 418.71 1-15'
B.D. Timber Span

136 LB. RAIL-1954

136 LB. RAIL-1954

136 LB. RAIL-1954

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



COMMUNITY ROAD

1/1/46
2/1/72

420

421

422

423

424

425

1°00'
783

4.35 Mi.

5.21 Mi.

o o

5875.0

5880.0

5885.0

o o

BR 420.0 1-15'
B.D. Timber Span

BR 420.41 1-15'
B.D. Timber Span

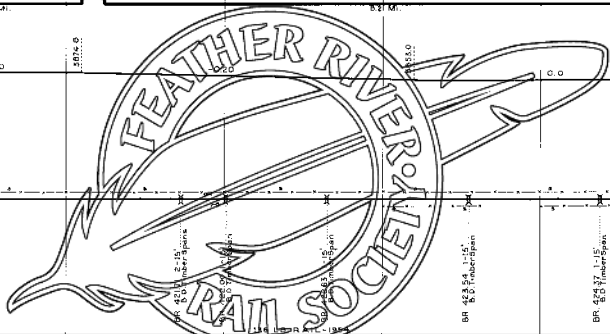
BR 421.0 2-15'
B.D. Timber Span

BR 421.5 2-15'
B.D. Timber Span

BR 423.63 1-15'
B.D. Timber Span

BR 423.54 1-15'
B.D. Timber Span

BR 424.37 1-15'
B.D. Timber Span



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

1/2" x 1/2" x 1/2"

425

426

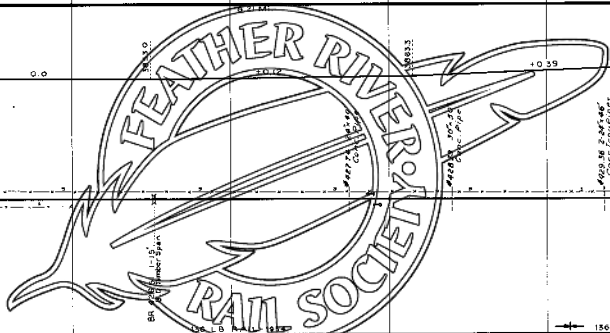
427

428

429

430

2° 30' 42"
398'



BR. 425 32 1-15'
B.D. Timberspan

BR. 426 30 1-15'
B.D. Timberspan

4427 74 30-2-99
Cor. Pipe

4428 33 30-2-38
Cor. Pipe

4429 36 2-24-46
Cor. Iron Pipes

156 LB RAIL-1955

156 LB RAIL-1955

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

GARFIELD SLAG

0/164
2012

430

431

432

433

434

435

2° 30' 42" 5981'

2° 31' 10" 5313'

+0.38
3906.0
0.0
3906.0

-0.21

+0.27

3926.3

#430.08 24"x26" 5' Corr. Iron Pipe

#430.84 { 1"x36" 50' Corr. Iron Pipe
30"x36" 50' Wood Box

#430.96 { 1"x26" 52' Corr. Iron Pipe
24"x26" 52' Wood Box

#431.07 { 1"x42" 52' Corr. Iron Pipe
30"x36" 52' Wood Box

#431.01 24"x50' Corr. Iron Pipe

#431.90 30"x36" 52' Wood Box

#433.30 { 24"x26" 52' Corr. Iron Pipe
24"x26" 52' Wood Box

#433.09 16"x50' Corr. Iron Pipe

#433.60 30"x50' Corr. Iron Pipe

PHIL.
M. P. 430 99
6160 FT.

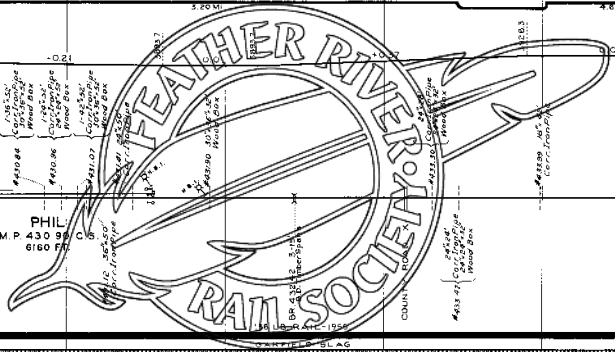
#431.35 36"x50' Corr. Iron Pipe

BR. 432.42 3"x12" 60' Timber Span

#433.47 { 24"x24' Corr. Iron Pipe
24"x24" 52' Wood Box

ROAD XING

COUNTY ROAD



16 LB. DATE-1958
SUNFIELD SLAG

10/24
11/14

435

436

437

438

439

440

0° 30' 59.2"

5.33 MI.

39326.3

-0.40

3911.6

0.0

5911.6

39372.5

-0.39

3912.0

0.0

24'x24'
Corr. Iron Pipe
24'x24'x.45
Wood Box
#435.70

24'x24'
Corr. Iron Pipe
24'x24'x.45
Wood Box

#436.50
30'x24'
Corr. Iron Pipe

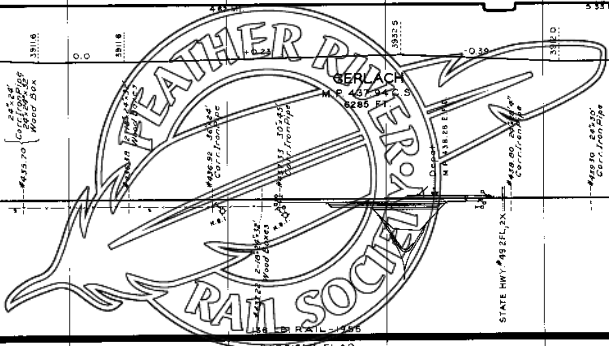
#437.50
30'x24'
Corr. Iron Pipe

2-10'x4'x1.5"
Wood Boxes

Depot
#438.25
E.M.G.

#439.00
24'x24'
Corr. Iron Pipe

#439.30
24'x24'
Corr. Iron Pipe



BERLACH
M.P. 437.94 C.S.
6285 FT.

STATE HWY. #49 2FL, 2X

RAIL-1956

SARF 450 SLAG

1/11/56

440

441

442

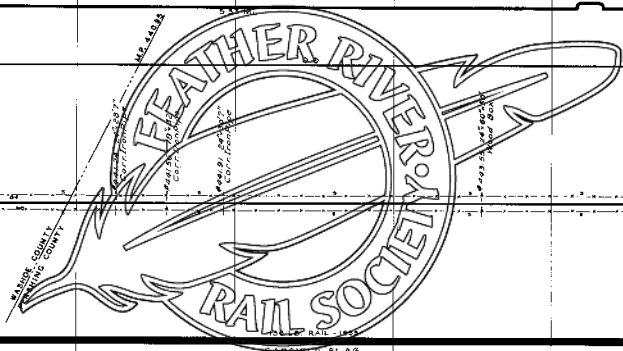
443

444

445

0°30'
850'

5.27 MI.



MP. 440.85

440.85
Carr. Iron Bridge

441.56
Carr. Iron Bridge

441.91
Carr. Iron Bridge

443.53
Wood Box

WARREN COUNTY
SPRING COUNTY

RAIL - 1955

SHARPLES SLAG

4/1/78
4/1/72

445

446

447

448

449

450

1° 00'
00"

18.40M

2.27 MI.

2912.0

3025.2

+0.5

#445.16 24" x 20" x 30"
Wood Box

#446.02 30" x 20"
Corr. Iron Pipe

#447.12 24" x 20"
Corr. Iron Pipes

#449.17 36" x 20"
Corr. Iron Pipe

#449.03 24" x 20" x 5"
Corr. Iron Pipes

#449.59 24" x 20"
Corr. Iron Pipe

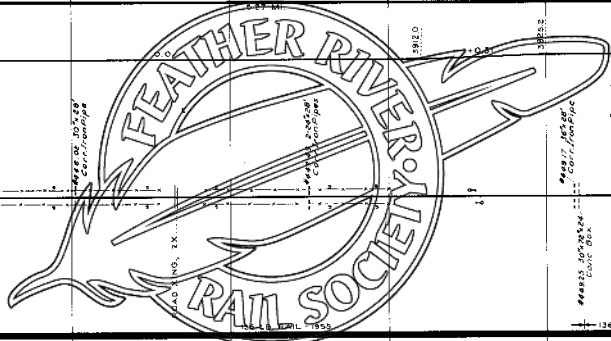
#449.80 24" x 20"
Corr. Iron Pipe
Wood Box

ROAD KING, ZX

136 LB 76 RAIL - 1955

136 LB 76 RAIL - 1956

GRAVELLED SLAG



11/58
11/78

450

451

452

453

454

455

3925.2

-0.15

0.36

3936.0

0.26

3946.8

0.0

3944.8

+0.40

TREGO
M. P. 451.22 C.S.
6145 FT.

---#450.18 19° 32'
Corr. Iron Pipe

---#450.76 29° 44'
Corr. Iron Pipe

---#452.06 2° 40' 30"
Corr. Iron Pipe

---#452.84 34° 00'
Corr. Iron Pipe

---#453.44 24° 26'
Corr. Iron Pipe

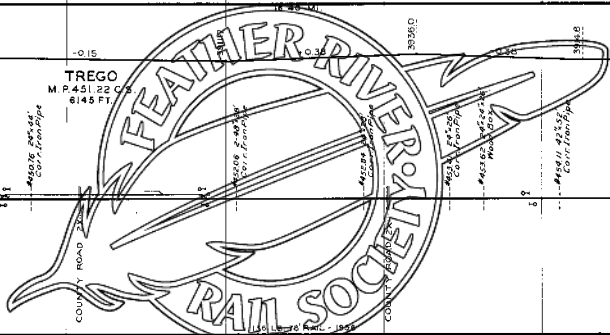
---#453.62 24° 26' 26"
Wood Box

---#454.11 42° 57'
Corr. Iron Pipe

---#454.85 40° 37'
Corr. Iron Pipe

COUNTY ROAD 200

COUNTY ROAD 127



U.S. LEASE RAIL - 1958

WARTFIELD SLAG

U/Sec 4/172
7/1/65

455 456 457 458 459 460

+0.40

3945.4

0.0

3943.9

16.40 MI.

0.0

3954.9

+0.40

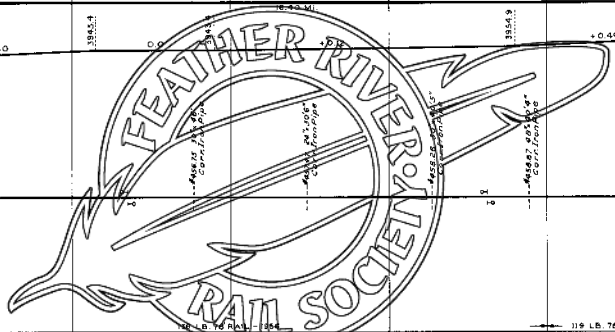
--- 45528 40' x 25'
Corr. Iron Pipe

--- 45525 24' x 26'
Corr. Iron Pipe

--- 45527 24' x 26'
Corr. Iron Pipe

--- 45526 20' x 15'
Corr. Iron Pipe

--- 45507 40' x 24'
Corr. Iron Pipe



118 LB. 75 RAIL - 1954

119 LB. 76 RAIL - 1957

GARFIELD SLAG

1/146

460

461

462

463

464

465

CHOLONA
M.P. 461.26 C.S.
6150 FT.



+0.40

+0.40

+0.20

-0.14

4005.6

647.81

3885.0

4017.5

137

115 LB. 78' RAIL - 1957

1957
119 LB. 78' RAIL

119 LB. 78' RAIL - 1957

119 LB. 78' RAIL - 1957

WATERFLOPPING

---#4621.89' 30" 5"
Corr. Iron Pipe

---#463.44' 36" 44"
Corr. Iron Pipe

---#46400 36" 44"
Conc. Pipe

---#46420 36" 44"
Conc. Pipe

---#46459 36" 40" 5"
Corr. Iron Pipe

PRIVATE XING

5/74
5/732

465

466

467

468

469

470

16.40 Mi.

9.00 Mi.

-0.14

4005.4

4032

4039.0

0.0

+0.26

40280

465.58 42' 50"
Corr. Iron Pipe

466.08 60' 50"
Corr. Iron Pipe

466.53 48' 50"
Corr. Iron Pipe

466.97 36' 40"
Corr. Iron Pipe

468.92 36' 40"
Corr. Iron Pipe

BR 469.04 2-15'
B.O. Timber Spans

119 LB 76' RAIL - 1917

119 LB RAIL - 1933

GARFIELD SLAG



1/115 L.B. - 212' 1930

1/1/56

470

471

472

473

474

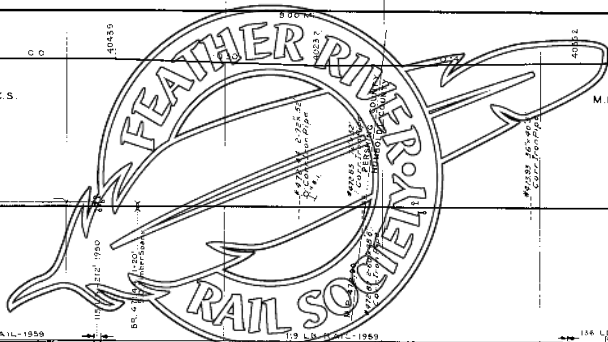
475

500 M.

40439
+0.25
C C
40435
40237
4031
40352

RONDA
M.P. 470.57 C.S.
6155 FT.

SULPHUR
M.P. 474.52 W.H.B.
2070 FT.



472.57 2-25-55
Corr. Iron Pipe
1-1/2"

472.65
Corr. Iron Pipe
1-1/2"

473.93 3-6-90
Corr. Iron Pipe
1-1/2"

474.83 3-6-90
Corr. Iron Pipe
1-1/2"

117-212' 1950

59-470' 1-20'
Corr. Iron Pipe

472.65
Corr. Iron Pipe
1-1/2"

5
P.S.D.
470

ROAD KING 2X

119 LB RAIL-1959

119 LB RAIL-1959

136 LB CONTINUOUS
RAIL-1968

GARFIELD SLAG

11/72
2/74

475

476

477

478

479

480

100
4866'

8.00 MI.

3.63 MI.

+0.31

4055.7

+0.74

+0.80

4475.46 48" x 50"
Corr. Iron Pipe

4475.96 48" x 50"
Corr. Iron Pipe

4478.77 56" x 58"
Corr. Iron Pipe

4472.58 48" x 28"
Corr. Iron Pipe
4472.60 48" x 28"
Corr. Iron Pipe

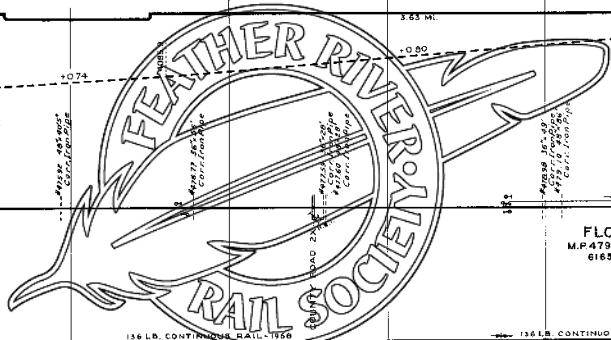
4475.98 36" x 48"
Corr. Iron Pipe
4479.10 48" x 48"
Corr. Iron Pipe

4479.08 24" x 34"
Conc. Pipe

4479.80 36" x 48"
Corr. Iron Pipe

U. S. D.
M.P. 475

182



FLOKA
M.P. 479.38 C.S.
6165 FT.

136 LB. CONTINUOUS RAIL - 1969

136 LB. CONTINUOUS RAIL - 1969

GARFIELD SLAG

3/7/75
3/7/75

480

481

482

483

484

485

2° 32' 30"
2222'

2° 10'
977'

2° 06'
1197'

1912'

2.41 M.

3.93 M.

(480 2)

10.80

150.7

10.72

4371.6

10.43

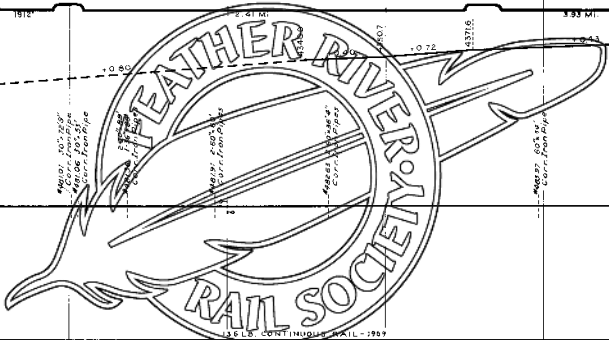
#44101 30" x 22" 9"
Corr. Iron Pipe
#48106 30" x 33"
Corr. Iron Pipe

#44102 30" x 22" 9"
Corr. Iron Pipe

#48191 2-60" x 4"
Corr. Iron Pipes

#48225 10" x 36" 4"
Corr. Iron Pipes

#48237 60" x 10"
Corr. Iron Pipe



136 LB. CONTINUOUS RAIL - 1969

GARFIELD SLAG

SCALE 1/4" = 100'
7/1/88

485

486

487

488

489

490

5.93 Mi.

2° 05' 15.57"

5° 01' 24" 22.17"

3° 10' 9.56"

5° 02' 17.74"

5° 00' 15.04"

+0.43

4422.2

#48100 36" 50' Conc. Pipe
(6 C.I.P. Ext. Both Ends)

#48615 36" 50' Conc. Pipe
(6 C.I.P. Ext. Both Ends)

#48574 48" 70' Cor. Iron Pipe

#48895 36" 46' Conc. Pipe
(6 C.I.P. Ext. Both Ends)

#48911 36" 43' Conc. Pipe
(6 C.I.P. Ext. Both Ends)

#48941 36" 50' 6" Conc. Pipe
(6 C.I.P. Ext. Both Ends)

#48952 36" 52' Conc. Pipe
(6 C.I.P. Ext. Both Ends)

#48979 36" 51' Conc. Pipe
(6 C.I.P. Ext. Both Ends)

#48938 30" 86' Cor. Iron Pipe

ANTELOPE
M.P. 487.59 C.S. & N.
6155 FT.

108 LB. CONT. RAIL (1967)

ROAD CROSSING

136 LB. CONT. RAIL (1967)

136 LB. CONT. RAIL (1967)

136 LB. RAIL (1966)

#48926 30" 84' 6" Cor. Iron Pipe

#48979 30" 82' 6" Cor. Iron Pipe

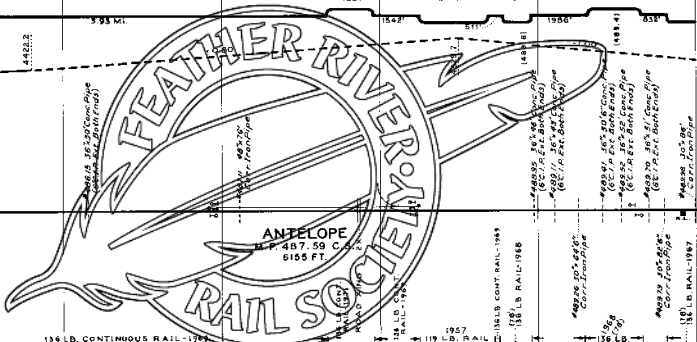
136 LB. RAIL (1967)

136 LB. CONTINUOUS RAIL-1967

GARFIELD SLAG

119 LB. RAIL (1957)

136 LB. CONT. RAIL-1967



3014
3016

490

2° 30'
8936'

491

2° 30'
8936'2° 04'
770'

492

2° 06'
743'4° 15'
1350'

493

2° 04'
892'

494

5° 40'
718'6° 00'
2278'

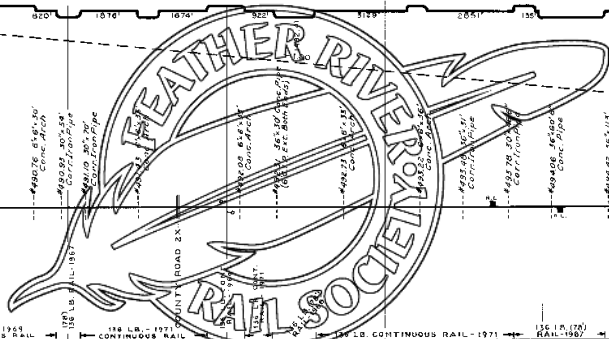
495

4° 15'
1251'(78)
136 L.B. RAIL-1967136 L.B. - 1964
CONTINUOUS RAIL136 L.B. - 1971
CONTINUOUS RAIL

136 L.B. CONTINUOUS RAIL - 1971

136 L.B. (78)
RAIL-1967136 L.B. - 1971
CONTINUOUS RAIL

GARFIELD SLAG



485 496 497 498 499 500

3' 05"
1952'

1736 14.54 MI 4170.0 4170.0 0.08

485 07.36' 40" Conc. Pipe
(6% I.P. Est. Both Ends)

-1.00

4170.0

JUNGO ROAD 2X

582

482

01

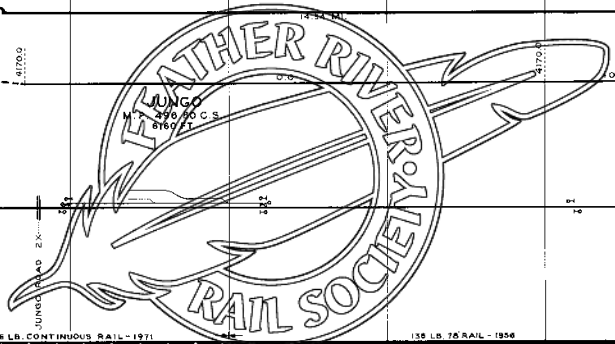
136 LB. CONTINUOUS RAIL - 1971

136 LB. 78' RAIL - 1956

GARFIELD SLAG

CRUSHED PROCESSED GRAVEL (ROCKLAND)

GARFIELD SLAG



JUNGO
496 50 C.S.
8160 FT.

1956
4872

500

501

502

503

504

505

+0.08

4176.0

0.0

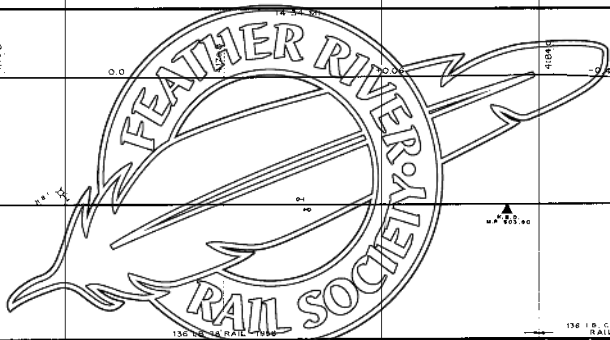
+0.06

4184.0

-0.41

4189.0

+0.31



---#504.59 36" x 42" 8"
 Conc. Pipe
 (Ext. 1 R. End, Both Ends)

▲
 M.S.
 M.P. 503.90

136 LB. RAIL - 1958

GARFIELD SLAG

136 LB. CONTINUOUS
 RAIL - 1958

1/25/68 7:17 P
 2/1/68

505

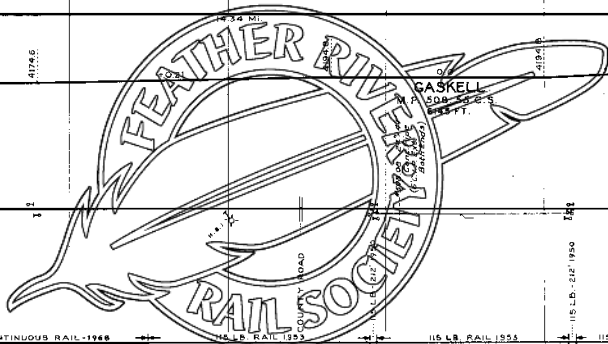
506

507

508

509

510



4.34 Mi.

+0.11

4174.6

1.2

H.A. 1.2

GASKELL
S.P. 508 S.S. C. 5
643 FT.

4194.8

0.48

4200.0

COUNTY ROAD

1.1 LB - 212' 1950

1.2

1.15 LB. - 212' 1950

156 LB. CONTINUOUS RAIL - 1968

1.1 LB. RAIL 1953

1.15 LB. RAIL 1955

1.15 LB. RAIL 1953

GARFIELD SLAG

1165 7/13
4754

510

511

512

513

514

515

2° 03'
2182'

00'
248'

2.59 Mi.

6.62 Mi.

42220

22230

3346

---#510 41 24" 25' Conc. Pipe
(G.C.P. Ext. Both Ends)

---#511 20 20" 20' Conc. Pipe
(G.C.P. Ext. Both Ends)

---#513 28 20" 20' Conc. Pipe
(G.C.P. Ext. Both Ends)

---#514 31 24" 20' Conc. Pipe
(G.C.P. Ext. Both Ends)



COUNTY ROAD 2X

RAIL 105
GRAVELLED SLAG

1/11/88

515

516

517

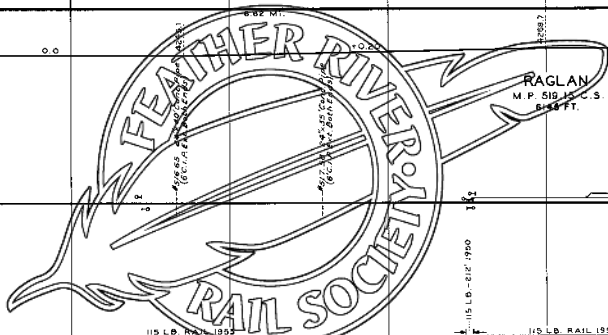
518

519

520

1°00'
3518'

6.82 MI.



5/16 65 212' 1950
(6 C. I. R. A. 212' 1950)

5/17 65 212' 1950
(6 C. I. R. A. 212' 1950)

RAGLAN
M. P. 519.15 C.S.
6158 FT.

115 LB. RAIL 1955

115 LB. RAIL 1955

GARFIELD SLAG

1/184
1/172

520 1°00' 3518' 521 2°10' 1050' 2°09' 1410' 522 523 1°00' 1543' 524 525 1°00' 1833'



#52060 36" 28' Conc. Pipe
(6" I.P. Ext. Both Ends)

#52119 36" 28' Conc. Pipe
(6" I.P. Ext. Both Ends)

#52235 36" 28' Conc. Pipe
(6" I.P. Ext. Both Ends)

#52371 36" 28' Conc. Pipe
(6" I.P. Ext. Both Ends)

#52499 24" 29' Conc. Pipe
(6" I.P. Ext. Both Ends)

GARFIELD SLAG

115 L.C. RAIL 1993

2277'

2086'

1.31 Mi.

1.58 Mi.

0.0

4269.7'

0.0

+0.39

4281.5'

4300.0'

1/1/94

525

526

527

528

529

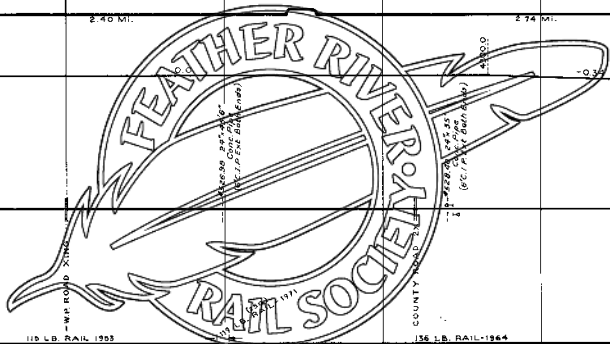
530

2.40 Mi.

2.74 Mi.

4300.0

4300.0



1°02'
974'

1526.88 24° 40' 16"
Conc. Pipe
(6' C.I.P. Ext. Both Ends)

1528.00 24° 35'
Conc. Pipe
(6' C.I.P. Ext. Both Ends)

1529.84 36° 41'
Conc. Pipe
(6' C.I.P. Ext. Both Ends) 4275.7

- W.P. ROAD XING

COUNTY ROAD 23

110 L.B. RAIL 1953

156 L.B. RAIL-1964

GARFIELD SLAG

9/64
11/72

530

531

532

533

534

535

1°00'
1357'

0°48'
723'

0°30'
746'

2.74 MI.

1.46 MI.

3.07 MI.

4275.7

4275.7

4276.0

4279.0

4301.7

COUNTY ROAD 2X 1 1/2

BR 530.05 20" x 50"
(5' I.P. CONC. PIPE
BOTH ENDS)

JUNCO ROAD

WINNEMUCCA
M.P. 532.27 E.F.D.

DEPOT
ATTN: OVERPASS

RAIL 1969

BR 533.11 12" x 20"
B.D. TRUSS SPAN

COUNTY
ROAD KING 2X

COUNTY
ROAD KING

GARFIELD SLAG

GARFIELD SLAG

10/46
10/72

535

536

537

538

539

540

0°30'
430'

0°04'
2021'

1°40'
430'

5.07 MI.

1.10 MI.

2.71 MI.

4330.7

WESO

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

S.P. Co.
TRACKAGE
RIGHTS

M.P. 535.95

W.P. - S.P. PAIRED TRACK

SOUTHERN PACIFIC CO.

X

Y

Z

W

V

U

T

S

R

Q

P

O

N

M

L

K

J

I

H

G

F

E

D

C

B

A

M.P. 534.420.96

S.P. - W.P. PAIRED TRACK

PRIVATE XING

PRIVATE XING

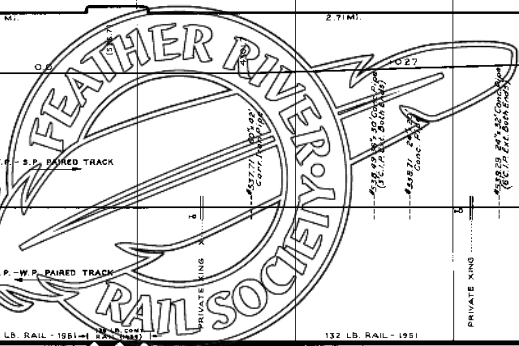
136 LB. RAIL - 1964

132 LB. RAIL - 1961

132 LB. RAIL - 1959

132 LB. RAIL - 1951

GARFIELD SLAG



537.71 100% 02' Corr. Pipe

538.49 80% 30' Conc. Pipe (S.C.I.P. Ext. Both Ends)

538.71 2' 1.25' Conc. Pipe

538.29 24" 32' Conc. Pipe (S.C.I.P. Ext. Both Ends)

539.95 24" 27' Conc. Pipe (S.C.I.P. Ext. North End) (S.C.I.P. Ext. South End)

WES
2/1/65

540

541

542

543

544

545

1°31'
1744'

1°00'
1382'

1°00'
1402'

1°34'
1371'

1.28 Mi.

1558'

2238'

1056'

5.82 Mi.

4330.7

-0.30

4316.7

(841.4)

1642.0

1323.9

1543.2

4305.0

+0.23

---#590.81 24" x 45' Conc. Pipe
(6' C.I.P. Ext. South End)

---#590.43 24" x 48' Conc. Pipe
(4' C.I.P. Ext. South End)

---#490.61 36" x 48'
Conc. Pipe

---#510.4 36" x 30.5"
Corn. Iron Pipe

---#372.5 24" x 48' Conc. Pipe
(4' C.I.P. Ext. Both Ends)

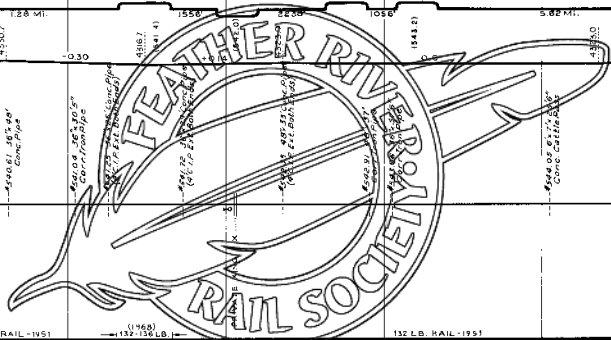
---#491.72 24" x 48' Conc. Pipe
(4' C.I.P. Ext. Both Ends)

---#590.43 24" x 48' Conc. Pipe
(4' C.I.P. Ext. Both Ends)

---#542.91 36" x 37'
Conc. Pipe

---#541.66 36" x 37'
Conc. Pipe

---#544.05 6' x 7' x 20.6"
Conc. Cattle Pass



132 LB. RAIL-1951

(1968)
---132-136 LB.---

132 LB. RAIL-1951

CRUSHED PROCESSED GRAVEL (ROCKLAND)

10

1/100 1/4" = 1'

545

546

547

548

549

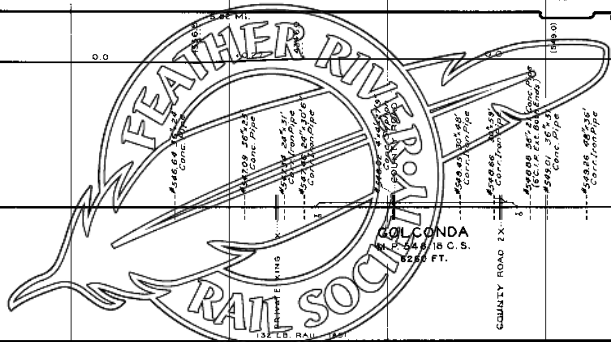
550

1° 30'
1756'

1° 30'
1760'

+0.23
4336.8

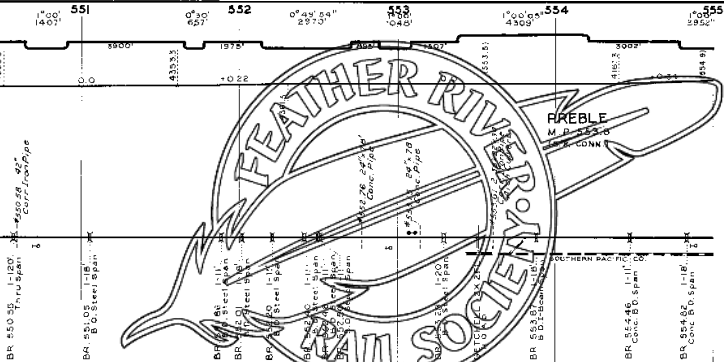
0.0



CRUSHED PROCESSED GRAVEL (ROCKLAND)

(78) 1971
132-136 LB.

1/16
1/172



VP
 01/78

555

556

557

558

559

560

1° 00'
39 52"

1° 20' 05"
42 04"

1.42 MI.

5.74 MI.

(554.9)

+ 0.34

4376.3

PRIVATE XING

BR. 555 83 4.120'

116.1113

7.9880

#556.72 30" x 36" 7' 7"
Corr. Iron Pipe

#557.15 36" x 36" 3' 4"
Conc. Pipe

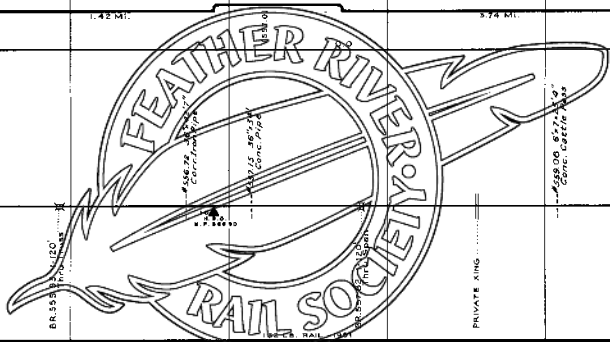
BR. 558 82 4.120'

116.1113

PRIVATE XING

#559.06 6' 7.25' 9"
Conc. Cattle Pass

#559.63 30" x 36" 3' 4"
Corr. Iron Pipe



CRUSHED PROCESSED GRAVEL (ROCKLAND)

W/66
4/172

560

561

562
0.46
1.02 Mi.

563

564

565

5.74 MI.

2.66 MI.

0 0

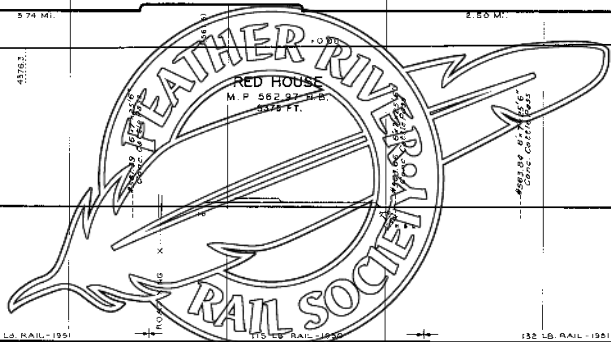
4576.7

560.53 50" 41"
Conc. Iron Pipe

562.9 57" 55"
Conc. Cattle Pass

563.88 61" 55"
Conc. Cattle Pass

564.05 64" 50"
Conc. Iron Pipe



152 LB. RAIL - 1951

115 LB. RAIL - 1950

132 LB. RAIL - 1951

CRUSHED PROCESSED GRAVEL (ROCKLAND)

GARFIELD SLAG

CRUSHED PROCESSED GRAVEL (ROCKLAND)

4/72

565

566

567

568

569

570

1.00'

1128'

8.74

10.06

4405.7

10.40

FEATHER RIVER
RAIL SOCIETY

---#566.88 10' 0" 10'
Corr. Iron Pipe

---#567.03 10' 0" 10'
Corr. Iron Pipe

---#569.21 24' x 22'
Conc. Pipe

---#569.86 18' x 19'
Corr. Iron Pipe

PRIVATE WING

102 LB RAIL 1961

CRUSHED PROCESSED GRAVEL (ROCKLAND)

1/1/84

570

571

572

573

574

575

1542

18.25 Mi.

8.74 Mi.

9433.7

+0.10

+0.40

0.16

466.5

469.0

KNIGHT

M.P. 570.27 H.B.
316 FT.

570.23 24" 47.6"
Conc. Pipe

570.93 61" 25.5"
Conc. Cattle Pass

570.20 20" 47"
Corr. Iron Pipe

ROAD XING X

ROAD XING



CRUSHED PROCESSED GRAVEL (ROCKLAND)

9/1/54
J.M.T.

575

576

577

578

579

580

16.25 MI

19.10

ELLISON

M.P. 575.45 C. S.

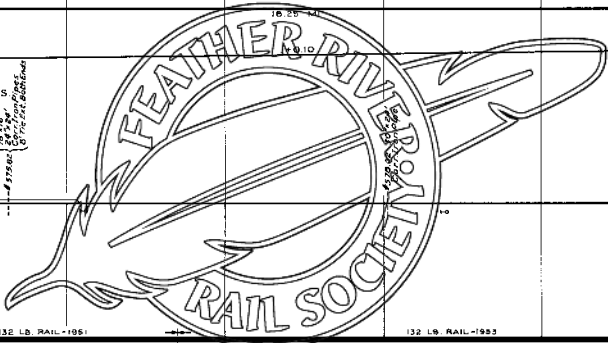
6265 FT.

575.15 24"x46"
Corr. Iron Pipe

18"x18"
24"x24"
Corr. Iron Pipes
@ 17' Int. @ both ends

575.62

578.02 24"x46"
Corr. Iron Pipe



132 LB. RAIL-1951

132 LB. RAIL-1953

CRUSHED PROCESSED GRAVEL (ROCKLAND)

GARFIELD SLAG

DATE
1/1/78

580

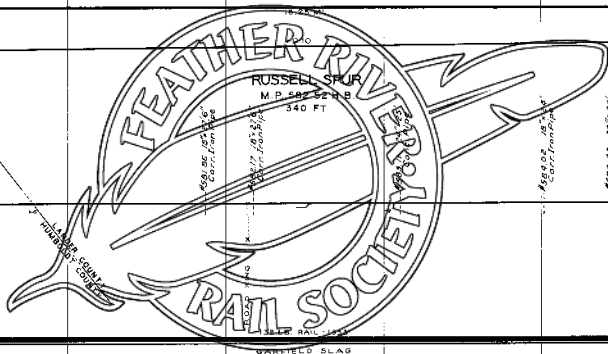
581

582

583

584

585



RUSSELL SPUR
 M.P. 582.52 H.B.
 340 FT

M.P. 580.718

LANIER COUNTY
 HUMBOLDT COUNTY

---#581.86 18"x30"
 Carr. Iron Pipe

---#582.17 18"x30"
 Carr. Iron Pipe

---#583.71 18"x30"
 Carr. Iron Pipe

---#584.02 18"x30"
 Carr. Iron Pipe

---#584.43 36"x30"
 Carr. Iron Pipe

---#584.85 24"x22"
 Conc. Pipe

ROAD FLAG X

32 LB. RAIL - 1883

GARFIELD SLAG

1/17/22
 6/17/22

585

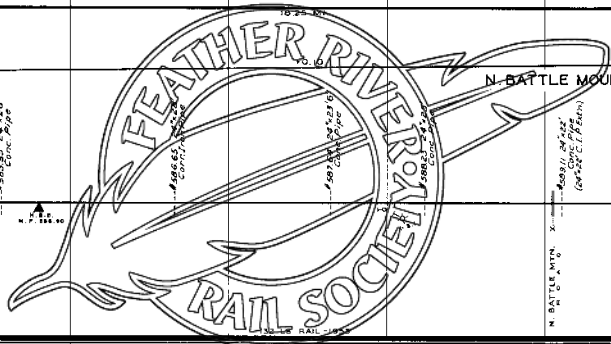
588

587

588

589

590



18-25 M

TO O

N. BATTLE MOUNTAIN

---#585.55 24"x26'
Conc. Pipe

---#586.65 24"x26'
Conc. Pipe

---#587.87 24"x23'
Conc. Pipe

---#588.23 24"x26'
Conc. Pipe

---#589.11 24"x22'
Conc. Pipe

(24"x28" C.I. P. Extn.)

---#589.89 24"x25'
Conc. Pipe

1



N. BATTLE MTN.
R. O. A. O.

32 LB RAIL - 1893

GARFIELD SLAG

5/11/72
JH/ST

590

591

592

1°00'09" 3791' 593

0°30' 1197' 594
1°00' 1670'

595

18.25 Mi.

2227'

4.88 Mi.

RENNOX
M.P. 590.73 C.S.
5950 FT.

590.00 18' 24" 24'
Conc Box



132 LB. RAIL-1953

136 L.O. (24")
RAIL 1971

CONC BOX X

132 LB. RAIL-1953

GARFIELD SLAG

BR. 593.14
1-Beam Ballast
Deck Span

BR. 593.62
1-15'
1-Beam Ballast
Deck Span

BR. 594.21
1-30'
1-Beam Ballast
Deck Span

132 LB. RAIL-1951

CRUSHED PROCESSED GRAVEL (ROCK AND SAND)

W/172
5/1988

595

596

597

598

599

600

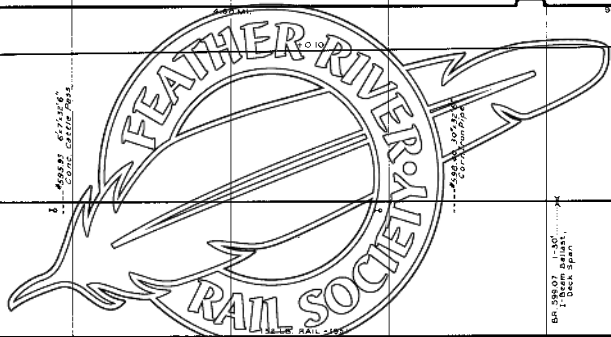
BR 595-07 6'-7'x20"
Conc. Cattle Pass

BR 595-93 6'-7'x30"
Conc. Cattle Pass

BR 598-40 30"x32"
Corr. Run Pipe

BR 599-07 1'-30"
1-Beam Ballast,
Deck Span

BR 599-93 1'-30"
1-Beam Ballast,
Deck Span



CRUSHED PROCESSED GRAVEL (ROCKLAND)

9.54 M.

100
93'

600

601

602

603

604

605

+0.10

+0.14

KAMPOS
M.P. 600.64 C.S.
6250 FT.

--- 600.20 2'-30" 46"
Corr. Iron Pipe

--- 601.62 2'-20"
Corr. Iron Pipe

--- 601.84 36"
Corr. Iron Pipe

--- 602.46 2'-20"
Corr. Iron Pipe

--- 604.32 6'x7'20"
Conc. Cattle Post

--- 604.61 24" 24"
Conc. Pipe
(15' L.P. Ext. Both Ends)

PRIVATE XING

PRIVATE XING

115 LB RAIL

115 LB RAIL - 1950

CRUSHED PROCESSED GRAVEL (TRUCKLAND)

GARFIELD SLAG

17/85
16/72

605

606

607

608

609

610

1°00'
2052'

1.13 MI.



608.75 36"x24" Conc. Pipe
(30.1' Ext. Both Ends)

LANDER COUNTY
EUREKA COUNTY

606.62 24"x24"
Conc. Iron Pipe

607.23 24"x24"
Conc. Iron Pipe

607.99 36"x24"
Conc. Iron Pipe

608.63 4'x4'
Conc. Box

608.87 24"x24" Conc. Pipe
(8' C.I.A. Ext. Both Ends)

DUNPHY
M. P. 609.56 C. S.
5490 FT.

BR. 608.33 1'-20"
I-Beam Brackets,
Deck Trestle Span

136 LB. CONTINUOUS RAIL - 1967

115 LB. RAIL - 1950

GARFIELD SLAG

11/65
3/1/68

610

1°40'
30"1°26'
28.09"1°40'
21.7"

611

612

613

614

615



615

616

617

618

619

620

10 02
29 10

0° 30' 40" 0° 31'
59' 28 77

6.78 MI.

1.37 MI.



90.14

(619.7)

BEOWAWE
M.P. 619.47 C.S.
6000 FT.



BR. 618.46 1-18
B.D. Steel Span

BR. 618.08 1-17
B.D. Timber Span

BR. 618.52 1-20
B.D. Timber Span

HWY. 2
W.P.-H.B.W. 618.77

X-OVER

SOUTHERN PACIFIC

132 LB. RAIL - 1953

115 LB. RAIL - 1990

136 LB (1977)
RAIL - 1977
115 LB (1950)
RAIL - 1964

115 LB. RAIL - 1950

GARFIELD SLAG

619
6172

620

0°31'
2677'1°02'
2572'1°01'30"
574'

621

622

623

624

0°40'
508'

625

BR. 620.13 1-17'
B.D. Steel Span
15671
1618

(619 71)

---#620.03 2-36'x22'
Conc. Pipes---#621.04 2-50'x14'
Corr. Iron Pipes---#621.27 2-36'x22'
Conc. Pipes

10.14

BR. 622.15 1-11'
B.D. Timber SpanBR. 622.33 1-11'
B.D. Timber Span

1950

GARTICO SLAG

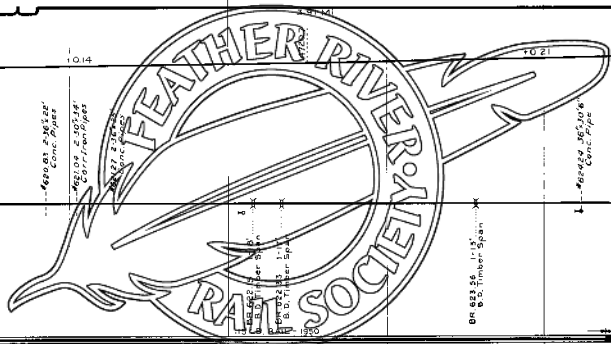
BR. 623.56 1-13'
B.D. Timber Span

+0.21

---#624.24 36'x30'
Conc. Pipe---#624.63 36'x31'
Conc. PipeBR. 624.89 1-120'
Thru Span
BR. 624.97 3-15'
Conc. B.D.1951
136 L.B.

136 L.B. 1960

2589



625

2° 05'
1747'

626

1° 00'
2145'

627

1° 00'
1136'

628

4° 06'
1619'

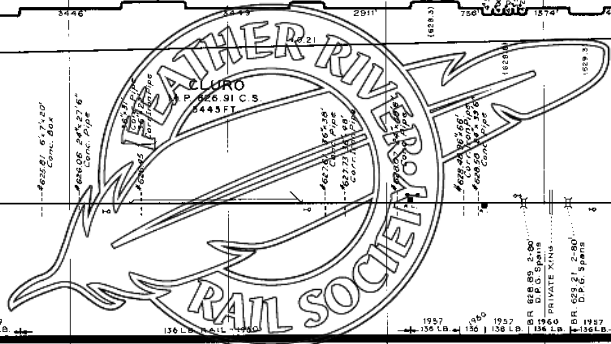
629

4° 42'
1194'

2° 31'
1988'

630

2569' 3446' 3449' 2911' (628.3) 756' 1574' 412' 490'



CLURO
P 626.91 C S
5445 FT

---625.81 6'x7'x20'
Conc. Box

---626.06 24'x27'6"
Conc. Pipe

---626.31
Corr. Iron Pipe

---626.12
Corr. Iron Pipe

---626.45
Corr. Iron Pipe

---627.04 16'x30"
Conc. Pipe

---627.73 15'x18"
Conc. Pipe

---628.44 36'x60"
Corr. Iron Pipe

---628.50 36'x59'6"
Conc. Pipe

---629.05 24'x42'
Conc. Pipe

---629.78 6'x6'x27'6"
Conc. Arch

1960 136 LB + 1959 136 LB +

136 LB. RAIL - 1960

1957 136 LB + 1960 136 LB + 1957 136 LB +

BR 628.89 2-80
D.P.O. Spans
PRIVATE XING

BR 629.21 2-80
D.P.O. Spans

136 LB RAIL - 1957
136 LB RAIL - 1957
136 LB RAIL - 1957

136 LB. RAIL - 1960

7/16 7/16
V/16

630 1°41'30" 2:35 2°02'40" 1742' 831 2°15' 1164' 1°00' 672' 632 4°30' 1057' 4°42' 1529' 633 9°20' 1609' 9°25' 1642' 1°00' 1058' 634 5°39' 670' 5°30' 724' 5°34' 800' 4°08' 487' 4°00' 500' 4°00' 500' 635 4°10' 467' 1634.61 1640.7

BARTH
M.P. 630.57 W.P.-H.B.
S.P.-W.P. X-OVER

DUGGAN
M.P. 631.79 H.B.
1045 FT.



1959 136 LB. 1955 136 LB. 1960 136 LB. 1956 136 LB. 1960 136 LB. 1957 136 LB. 1958 136 LB. 1959 136 LB. 1960 136 LB. RAIL 1960 136 LB. 1958 136 LB. 1959 136 LB.

RAILROAD SLAG

635

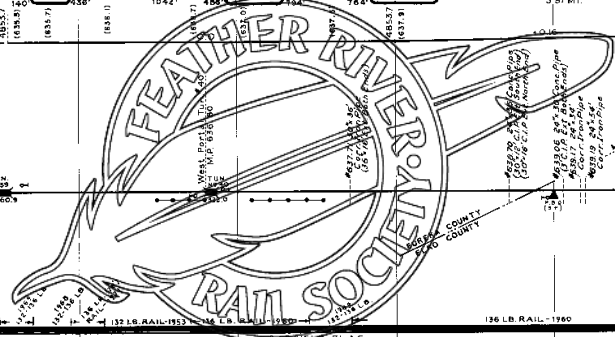
636

637

638

639

640



BR. 635.33 1-120' West Portal Jun. 39
 Thru Span
 ROAD KING (OVER TUNNEL)
 1-120' TU 39
 060.3

West Portal Tu. 40
 M.P. 636.90

128 LB. R. 1960 132 LB. RAIL-1953 136 LB. RAIL-1960 136 LB. RAIL-1960

SARFISD SLAG

BUTTE COUNTY
 SCKO

#637.70 24" x 36" Conc. Pipe
 (30' x 18" C.I.P. to South End)
 (30' x 18" C.I.P. to North End)

#639.06 24" x 30" Conc. Pipe
 (30' x 18" C.I.P. Ext. Both Ends)

#638.17 24" x 36" Corr. Iron Pipe

#639.19 24" x 54" Corr. Iron Pipe

M.P. 638.883

#639.91 36" x 40' 6" Corr. Iron Pipe

2841' 140' 438' 1042' 488' 704' 769' 485.37 3.51 Mi.

5°00' 079" 4°06' 1439' 3°00'30" 972' 3°56'12" 1172' 4°49'40" 943' 4°32'30" 1956' 4°06' 1444' 2°00' 2080'

4853.7 (635.9) (635.7) (638.1) (637.7) (637.0) (637.7) 485.37 (637.9)

9/16/65
 9/16/65

640

641

642

643

644

645

00'
49'01'
525'00'
2000'00'
50'
577'

3.51 MI.

2.07 MI.

1.73 MI.

+0.16

0.0

+0.22

PRIVATE XING
#640.18 24"x28"
Conc. Pipe#640.36 36"x33"
Conc. Pipe#640.77 24"x23"
Conc. Pipe#641.25 36"x30"
Corr. Iron Pipe#641.96 36"x30"
Corr. Iron Pipe#642.85 36"x30"
Corr. Iron Pipe#643.18 36"x30"
Corr. Iron Pipe#643.21 36"x30"
Corr. Iron Pipe#643.24 36"x30"
Corr. Iron Pipe#643.27 36"x30"
Corr. Iron Pipe#643.30 36"x30"
Corr. Iron Pipe#643.33 36"x30"
Corr. Iron Pipe#643.36 36"x30"
Corr. Iron Pipe#643.39 36"x30"
Corr. Iron Pipe#643.42 36"x30"
Corr. Iron Pipe#643.45 36"x30"
Corr. Iron Pipe#643.48 36"x30"
Corr. Iron Pipe#643.51 36"x30"
Corr. Iron Pipe#643.54 36"x30"
Corr. Iron Pipe#643.57 36"x30"
Corr. Iron Pipe

WEST CARLIN

CARLIN

M. P. 644.62 H. B.

2120 FT.

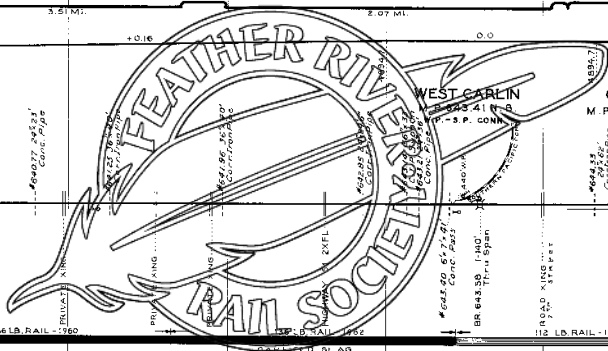
136 LB. RAIL - 1960

136 LB. RAIL - 1962

112 LB. RAIL - 1945

GRAVELLED SLAG

1894.7



645

646

647

648

649

650

1°00'
2355'

2°30'
735'

3°06'
1142'

2°06'
1066'

1.78 MI.

1.33 MI.

+0.22

4917.7

4917.7

4941.7

4941.7

4949.1

2995'

EAST CARLIN
M. P. 646.00 H. B.
W. P. - S. P. CONNECTION

--- 645.30 36°40'5"
Conc. Iron Pipe

1-12" Dia. Box

POWER SWITCH

--- 646.32 16°5'00"
Conc. Iron Pipe

--- 646.69 26°5'30"
Conc. Pipe

--- 646.87 24°1'37"
Conc. Pipe

--- 647.20 36°5'33"
Conc. Pipe

--- 649.97 25°30'6"
Conc. Pipe

West. Potts Turnout
M. P. 649.24

--- 649.79 36°5'00"
Conc. Iron Pipe

--- 649.90 6°0'66"
Conc. Arch

TUN. NR 41
2341.8

BR. 645.19 2-17'
B.O. I-Beam Spans

BR. 645.61 2-20'
B.O. I-Beam Spans

BR. 646.00 1-15'
UNDER BR. 645.61
1-Beam Span

BR. 646.05 1-30'
B.O. I-Beam Span

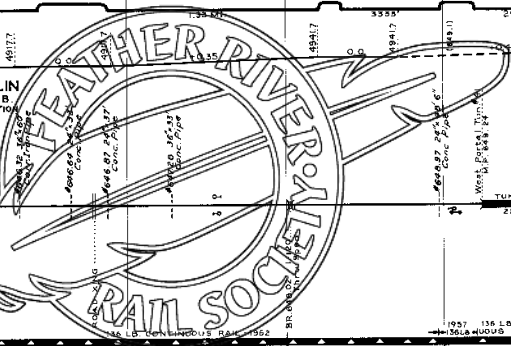
ROAD CROSSING

BR. 648.00 1-15'
UNDER BR. 647.20
1-Beam Span

36 LB. CONTINUOUS RAIL - 1962

1957 136 LB. CONTIN. 1959
136 LB. RAIL - 1962 136 LB.

GARFIELD SLAG



1/16
2/148

650

651

652

653

654

655

4° 14' 942'

4° 0' 720'

2° 0' 30' 736'

2° 0' 669'

2° 0' 1806'

2° 0' 1505'

1° 00' 184'

1° 00' 1331'

1865' 298' 1264' 2°00' 1600' 1658' 201' 1915' 1986' 3.76 Mi.

1650.41
+0.2
0.6607

+0.18

4981.7

4981.7

TONKA

M.P. 650.08 H.B.
1243 FT.

650.27 36°54'
Conc. Pipe

West Portal Tun. #42
M.P. 650.71

TUN.
294.42
1071.7

65205 26° 40'
Corr. Iron Pipe

65210 2-30' 15' 6"
Conc. Pipe

65217 80° 63'
Corr. Iron Pipe

65219 16° 30'
Corr. Iron Pipe

65221 30° 30'
Corr. Iron Pipe

65229 46° 46'
Corr. Iron Pipe

65239 30° 30'
Corr. Iron Pipe

65249 29° 30'
Corr. Iron Pipe

65188 24° 40'
Corr. Iron Pipe

65197 24° 20' 6"
Conc. Pipe

65182 16° 56' 7"
Cast Iron Syphon

65199 2-4' 28"
Corr. Iron Pipe

126 LB. - 1929

136 LB. CONTINUOUS
RAIL - 1922

136 LB. CONTINUOUS
RAIL - 1972

136 LB. - 1973

BR 650.95

BR 650.95

136 LB. CONTINUOUS RAIL - 1962

ROAD KING

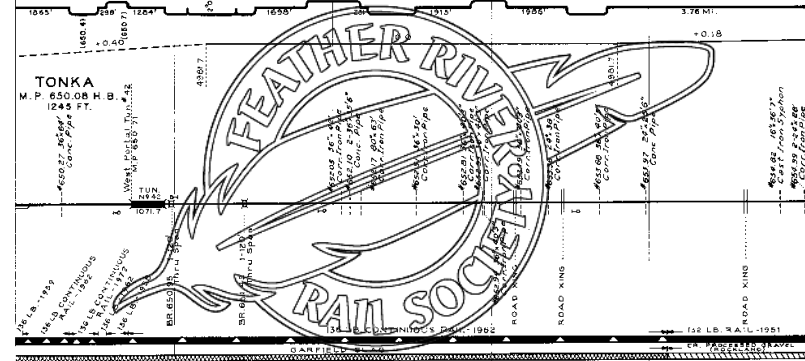
ROAD KING

ROAD KING

132 LB. RAIL - 1951

CR. PROTECTED GRAVEL

GARFIELD



1/14/73

655

656

657

658

659

660

1°00'
12'45"

1°00'
10'95"

3.76 MI.

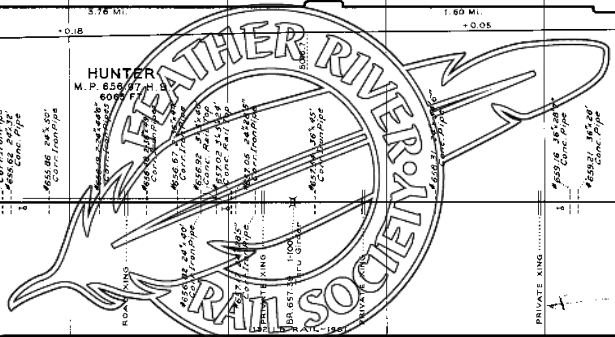
1.60 MI.

1.21 MI.

+0.18

+0.05

HUNTER
M. P. 656.97 H. B.
6095 FT.



655.09 24' 20"
Corr. Iron Pipe
655.10 24' 20"
Corr. Iron Pipe
655.34 24' 20"
Corr. Iron Pipe
655.42 24' 20"
Corr. Iron Pipe
655.57 24' 20"
Corr. Iron Pipe
655.62 24' 20"
Conc. Pipe

655.86 24' 50"
Corr. Iron Pipe

655.92 24' 40"
Corr. Iron Pipe
656.07 24' 40"
Corr. Iron Pipe
656.92 24' 40"
Conc. Rail Top
657.03 24' 24"
Conc. Rail Top
657.05 24' 20"
Corr. Iron Pipe
657.04 26' 45"
Corr. Iron Pipe

656.92 24' 40"
Corr. Iron Pipe

657.05 24' 20"
Corr. Iron Pipe

BR. 657.33 1-100"
FRU Girder

658.72 24' 20"
Conc. Pipe

659.16 26' 28"
Conc. Pipe

659.31 26' 20"
Conc. Pipe

ROAD KING

ROAD KING

PRIVATE XING

PRIVATE XING

PRIVATE XING

CRUSHED PROCESSED GRAVEL (ROCKLAND)

W/64
4/173

660

661

662

663

664

665

0° 30'
916'1° 00'
956'

3.48 M.

3048'

+0.05

+0.35

+10.00

#660.27 26" x 44" 3"
Corr. Iron Pipe#660.63 24" x 30"
Corr. Iron Pipe#661.27 24" x 30"
Conc. Pipe#661.77 24" x 30"
Corr. Iron Pipe#662.10 24" x 30"
Conc. Pipe#662.21 2-24" x 30"
Corr. Iron Pipe#662.27 2-24" x 30"
Corr. Iron Pipe#662.46 24" x 30"
Corr. Iron Pipe#662.70 24" x 30"
Corr. Iron Pipe#662.93 24" x 30"
Corr. Iron Pipe#663.20 24" x 30"
Conc. Pipe#663.30 24" x 30"
Corr. Iron Pipe#663.67 24" x 30"
Conc. Box#663.68 36" x 30"
Corr. Iron Pipe#663.99 24" x 30"
Conc. Pipe#664.20 24" x 30"
Corr. Iron Pipe#664.50 30" x 25"
Conc. Pipe#664.50 30" x 25"
Corr. Iron Pipe

ELKO

132 LB. RAIL-1951 → 135 LB. RAIL-1961 → 136 LB. RAIL-1971 → 137 LB. RAIL-1975

115 LB. RAIL-1949 → 115 LB. RAIL-C-1955 → 119 LB. RAIL-1959

CRUSHED PROCESSED GRAVEL (ROCKWALL)

GARFIELD SLAG



670

671

672

673

674

675

1°00'07.3"
2596'

1°00'30"
1612'

1°30'
917'

4°02'
2300'

4913'

135.44'

3479'

4552'

5114.2'

0.15
• (674.8)

670.22 36" x 26" 6"
Corr. Iron Pipe
670.31 36" x 30"
Corr. Iron Pipe

671.08 24" x 26"
Corr. Iron Pipe

671.20 26" x 36"
Corr. Iron Pipe

671.60 36" x 30"
Corr. Iron Pipe

671.74 24" x 26"
Corr. Iron Pipe

672.34 26" x 30"
Corr. Iron Pipe

672.50 36" x 30"
Corr. Iron Pipe

673.67 36" x 48"
Corr. Iron Pipe

673.91 24" x 30"
Corr. Iron Pipe

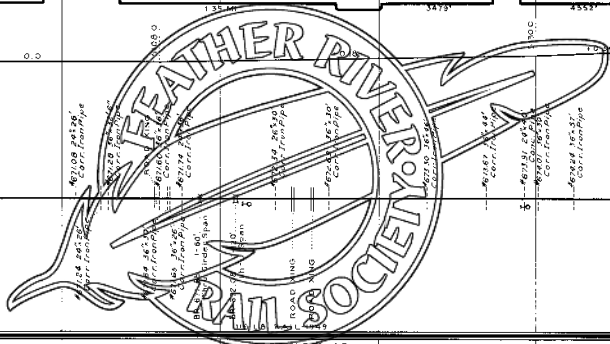
674.01 36" x 30"
Corr. Iron Pipe

674.24 36" x 37"
Corr. Iron Pipe

674.54 64" x 48"
Gen. Cattle Fw

674.95 36" x 44" 6"
Corr. Iron Pipe

PRIVATE XING



1

5

1

ROAD XING

ROAD XING

ROAD XING

BL. 6" x 8" Birdes Span

1-60"

10' span

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

136 LB (19)
MAIL-1985

4/16 11/72
25/08

680

681

682

683

684

685

1° 25' 14.90" 1° 04' 13.90" 1° 04' 7.16" 1° 00' 15" 21.89"

23.18' 1.09 Mi. 1.59 Mi. 2.43 Mi.

0.679.8) 5182.7 C D +0.16

(680.8)

681.01 36" x 29" Conc. Pipe

Br. 681.25 1" x 10" thru Girder Spar

683.03 1" x 24" Conc. Iron Pipe

ELBURZ M.P. 683+28 C.S. 6840 FT.

684.08 36" x 24" Conc. Iron Pipe

684.00 36" x 24" Conc. Iron Pipe

115-119 LB.-1954

MR 650.51 1-120' thru Span

136 LB. CONT. RAIL-1968

Br. 681.25 1" x 10" thru Girder Spar

ROAD KING

115 LB.-1954

ROAD KING

ROAD KING

ROAD KING

136 LB. CONTINUOUS RAIL-1963

136 LB.-1960

136 LB. CONT. RAIL-1963



GRAVEL SLAG

5/16 5/16

885

886

887

888

889

890

2.43 Mi.

3.08 Mi.

1°00'
2508'

1°01'30"

33417

029

#685.03 30"x27"
Corr. Iron Pipe

ROAD KING

BR 685.50 1-50'
6.0 I-Beam Span

685.60 1-60'
Thru Girder Span

685.60 1-50'
Thru Girder Span

#685.23 36"x48"
Corr. Iron Pipe

#685.17 2-60"x30"
Corr. Iron Pipe

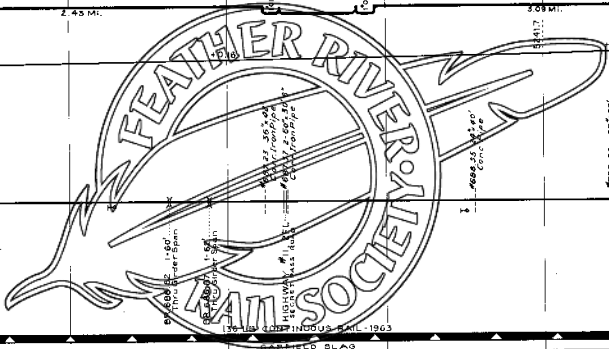
HIGHWAY #11 25 L
SECRET PASS ROAD

#688.35 30"x40"
Conc. Pipe

#689.42 35"x30"
Corr. Iron Pipe

#689.67 30"x30"
Corr. Iron Pipe

#689.87 24"x34"
Conc. Pipe



136 LB CONTINUOUS RAIL - 1963

CASTLE BLAG

2/1/68
V/S

690

691

692

693

694

695

1° 0' 0"
2565'0° 30' 30"
730'

3.09 Mi

2.27 Mi

1.70 Mi

+ C.29

5267.0

0 0

5267.0

+ C.18

#69091 36" x 36"
Carr. Iron Pipe#69201 30" x 24"
Carr. Iron Pipe#69290 16" x 10"
Carr. Iron Pipe#69291 24" x 18"
Carr. Iron Pipe#69292 36" x 24"
Carr. Iron Pipe#69350 16" x 10"
Carr. Iron Pipe#69351 24" x 18"
Carr. Iron Pipe#69352 36" x 24"
Carr. Iron Pipes#69377 24" x 18"
Carr. Iron Pipes#69391 36" x 24"
Carr. Iron Pipes#69423 24" x 30"
Carr. Iron Pipes#69449 24" x 30"
Carr. Iron Pipe#69473 20" x 32"
Carr. Iron Pipe#69474 24" x 32"
Carr. Iron Pipe#69482 24" x 36"
Carr. Iron Pipes

136 LB. CONT. RAIL - 1963 → 136 LB. - 1959 ←

136 LB. CONTINUOUS RAIL - 1963

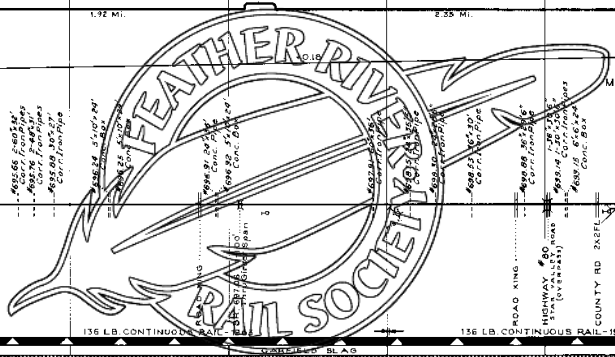
SLAG

E.P. 894.0

695 0°30' 635' 696 697 0°30' 997' 698 699 0°30' 1400' 700

1.92 Mi.

2.35 Mi.



DEETH
M.P. 699.97 C.S.
5765 FT.

695.20 10'x22'
Corr. Iron Pipe

695.66 2'-60'x32'
Corr. Iron Pipes

695.76 2'-48'x31'
Corr. Iron Pipes

695.88 30'x27'
Corr. Iron Pipe

696.24 3'-10'x24'
Conc. Box

696.25 5'-10'x24'
Conc. Box

696.91 20'x14'
Conc. Pipe

696.92 5'-10'x24'
Conc. Box

697.91 20'x14'
Corr. Iron Pipe

697.92 3'-15'x24'
Corr. Iron Pipe

698.10 20'x14'
Corr. Iron Pipe

698.53 16'x30'
Corr. Iron Pipe

698.88 36'x30'
Corr. Iron Pipe

699.14 1'-25'x28'5"
1'-20'x30'5"
Corr. Iron Pipes

699.18 6'x6'x24'
Conc. Box

699.94 20'x40'
Corr. Iron Pipe

ROAD KING
136 LB. CONTINUOUS RAIL - 1964
THROUGH SPAN

ROAD KING
136 LB. CONTINUOUS RAIL - 1964
HIGHWAY #80
STAR VALLEY ROAD
(OVERPASS)

COUNTY RD 2A2FL
DR 699.66 3'-15'
D.D. Timber Span

136 LB. CONTINUOUS RAIL - 1964

136 LB. CONTINUOUS RAIL - 1964

GRAVELLED FLAG

11/14
11/14

700

701

702

703

704

705

1°00'
2330'

5726'

+0.40

+0.16

DEETH

M.P. 699.97 C.S.
5765 FT.

W.P.-S.P. CONN.

M.P. 701.02 E.Y.B.

#70070 48" x 16"
Corr. Iron Pipe

BR. 700.42 1-20'
B.D. I-Beam Span

ROAD KING
BR. 701.06 5-15'
Timber Span

BR. 701.33 1-14'
B.D. I-Beam Span

BR. 702.20 1-20'
B.D. I-Beam Span

BR. 702.45 1-17'
B.D. I-Beam Span

BR. 702.95 1-17'
B.D. I-Beam Span

PRIVATE KING
36 LB. CONTINUOUS
RAIL-1984
#70496 5'6" x 80"
Conc. Arch

156 LB. - 1959

GRAVEL & SLAG



11/16
5/12

705

706

707

708

709

710

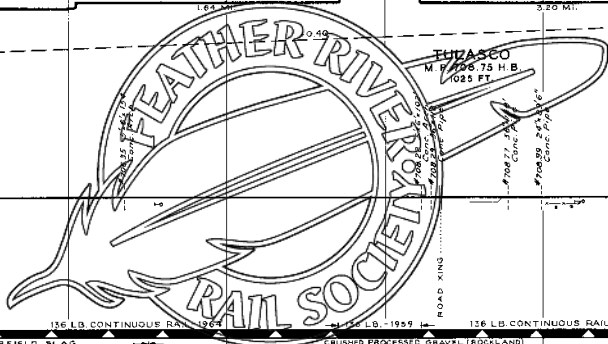
0° 45' 28.80"

2° 00' 26.55"

3726'

1.64 MI.

3.20 MI.



136 LB. CONTINUOUS RAIL - 1964

136 LB. - 1959

136 LB. CONTINUOUS RAIL - 1964

GARFIELD SLAG

CRUSHED PROCESSED GRAVEL (ROCKLAND)

JVM
1/1/73

710

711

712

713

714

715

1°00'
2003'

0°08'
500'

5.20 M.

1.77 M.

1.49 M.

710 26 5'4 1/2" x 123'
Conc. Arch

711 20 20' x 184'
Conc. Arch

712 14 24' x 116'
Conc. Arch

713 04 24' x 116'
Conc. Arch

714 05 24' x 116'
Conc. Arch

714 20 24' x 112'
Conc. Arch



136 LB. CONTINUOUS RAIL-1964

136 LB.

136 LB. CONTINUOUS RAIL-1964

119 LB.

119 LB. RAIL-1955 → 119 LB.-1960

CRUSHED PROPOSED GRAVEL (RUCKLAND)

→ GARFIELD SLAG

5/14/68
2/1/72

715

716

717

718

719

720

2° 01' 21.60"

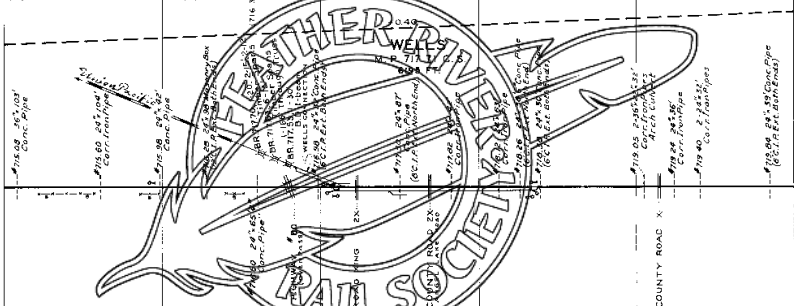
2° 02' 16.78"

2° 30' 49" 38.76"

2° 02' 16.58"

1° 00' 13.25"

1.49 MI 505' 1473' 3945' 4985' 3830'



119 LB. RAIL-1960 115 LB. RAIL-1957 115 LB. CONTINUOUS RAIL-1967 119 LB. RAIL-1960

BARFIELD SLAG CRUSHED PROCESSED GRAVEL (ROCKLAND)

11/14/55
11/15/55

720

721

722

723

724

725

2° 01'
3240'

1° 00'
2933'

1° 00'
1600'

1° 00'
1242'

30.62'

48.63'

51.85'

4.66 Mi.

+0.40

+0.10

0.0

#72020 24" x 20'
Corr. Iron Pipe

#72045 24" x 19' Conc. Pipe
(6" I.P. Ext. North End,
6" I.P. Ext. South End)

#72105 24" x 19' Conc. Pipe
(6" I.P. Ext. Both Ends)

#72305 24" x 20'
Wood Box

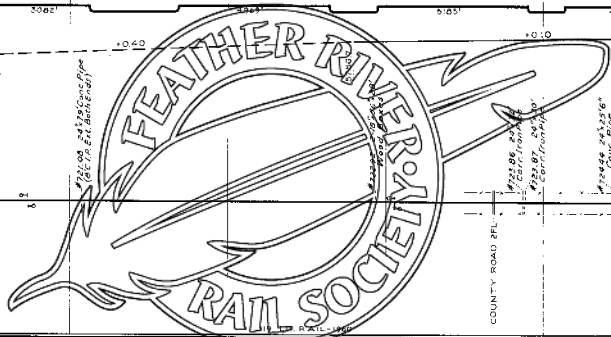
#72386 24" x 20'
Corr. Iron Pipe

#72387 24" x 20'
Corr. Iron Pipe

#72444 24" x 25'6"
Conc. Pipe

#72445 24" x 19'
Corr. Iron Pipe

5796.7



COUNTY ROAD 2FL

CRUSHED PROCESSED GRAVEL (ROCKLAND)

119 D. CONTINUOUS
R.A.L. 1962

1/16" x 1/8" x 1/16"

725

726

727

728

729
100
2007

730

4.66 Mi.

4.87 Mi.

0.0

0.24

0.40

725.44 24"x30" Conc. Pipe
(6 C.I.P. Ext. Both Ends)

725.71 24"x31" Conc. Pipe
(6 C.I.P. Ext. Both Ends)

726.00 24"x28" Conc. Pipe
(6 C.I.P. Ext. Both Ends)

726.54 24"x31" Conc. Pipe
(6 C.I.P. Ext. Both Ends)

727.10 24"x31" Conc. Pipe
(6 C.I.P. Ext. Both Ends)

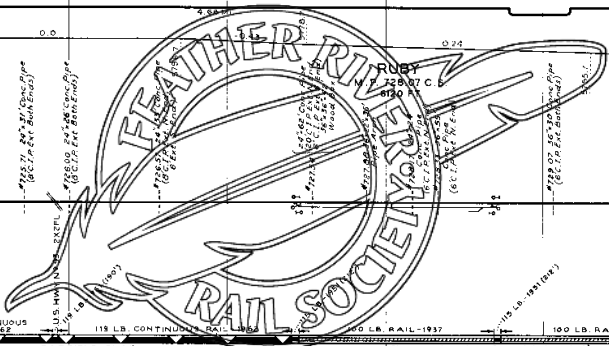
RUBY
M. P. 728.07 C.
6120 FT.

727.00 24"x30" Conc. Pipe
(6 C.I.P. Ext. Both Ends)

728.07 24"x30" Conc. Pipe
(6 C.I.P. Ext. Both Ends)

729.07 24"x30" Conc. Pipe
(6 C.I.P. Ext. Both Ends)

729.69 24"x28" Conc. Pipe
(6 C.I.P. Ext. Both Ends)



115 LB. CONTINUOUS
RAIL - 1962

115 LB. CONTINUOUS RAIL - 1957

100 LB. RAIL - 1937

100 LB. RAIL - 1957

GARFIELD SLAG

CRUSHED PROCESSED GRAVEL (ROCKLAND)

ROAD KING

11/66 11/72
YMS

730

731

732

733

734

735

1°00'
1457'

1°00'
1415'

4.37 M

4624'

-0.40

5715.7

-0.25

5073'

-0.34

TOBAR

733.25 HB.
815 F.

730.21 24' 37"
Conc Pipe

730.00 98' 66"
Corr Iron Pipe

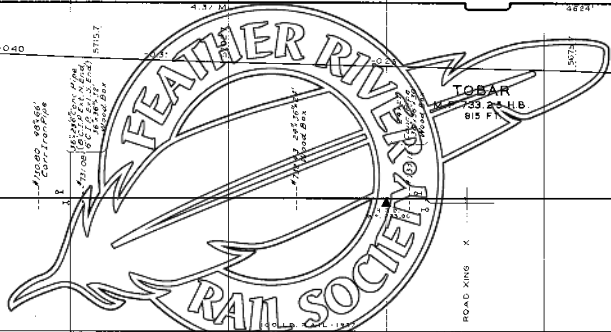
731.08
36" x 36" Conc Pipe
(6" I.P. Ext. N. End)
(6" I.P. Ext. S. End)
36" x 36" W.
Wood Box

731.07 29' 36"
Wood Box

731.56 27' 56"
Wood Box

ROAD XING X

CREATED + BOTTLED GRAVEL (ROCKLAND)



9/17/27

735

736

737

738

739

740

#735.08 24" x 33" Conc. Pipe
(6' I.P. Ext. North End)
#735.09 2' x 3' x 28'
Wood Box

5655.7

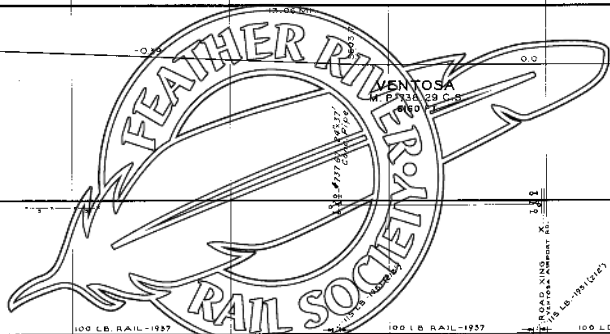
-0.34

-0.33

13.00 101

5603.7

0.0



VENTOSA
M. P. 1938 29 C.S.
610.11

115 LB. -1931 (2121)
Conc. Pipe

#739.79 24" x 33" Conc. Pipe
(6' I.P. Ext. South End)

100 LB. RAIL-1937

100 LB. RAIL-1937

100 LB. RAIL-1937

CRUSHED PORTLAND CEMENT GRAVEL (ROCKLAND)

ROAD XING
VENTOSA AIRPORT RD.

115 LB. -1931 (2121)

740

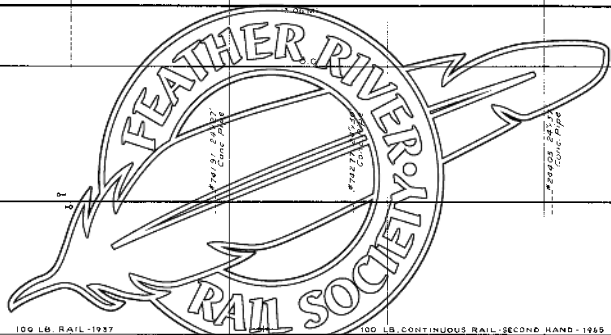
741

742

743

744

745



#74131 24337
Cone Pipe

#74271 24337
Cone Pipe

#24403 24337
Cone Pipe

100 LB. RAIL - 1937

100 LB. CONTINUOUS RAIL - SECOND HAND - 1965

CROSS-SECTIONED GRAVE, (ROCKLAND)

745
2077

745

746

747

748

749

750

1°00'09"
3226'

1°30'
1357'

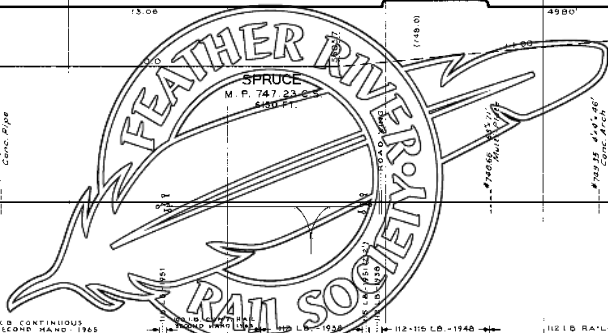
13.06

(149.0)

4980'

5266'

#745.56 24"x30"
Conc. Pipe



#740.65 24"x30"
Conc. Arch

#739.35 42"x48"
Conc. Arch

#749.59 24"x25"
Conc. Pipe

100 LB CONTINUOUS
RAIL-SECOND HAND-1965

100 LB CONTINUOUS
RAIL-SECOND HAND-1965

100 LB-1958

112-115 LB-1948

112 LB RAIL-1938

CRUSHED PROCESSED DRUMS (CRACKED AND)

GARFIELD SLAG

5/14/45
2/2/45

750

751

752

753

754

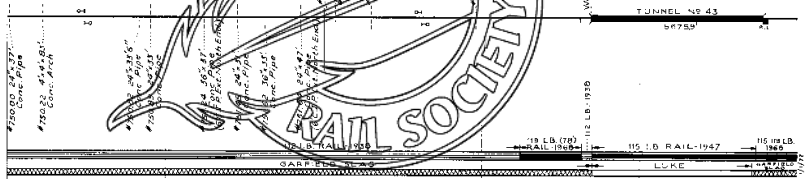
755

10 55' 1236'

10 15' 05" 4335'

5° 02' 30" 2048'

0 16' 00" 2633'



#750.00 24' x 37' Conc. Pipe
 #750.22 4' x 4' x 83' Conc. Arch
 #750.23 24' x 33' 6" Conc. Pipe
 #750.24 24' x 33' Conc. Pipe
 #750.25 24' x 33' Conc. Pipe
 #750.26 24' x 33' Conc. Pipe
 #750.27 24' x 33' Conc. Pipe
 #750.28 24' x 33' Conc. Pipe
 #750.29 24' x 33' Conc. Pipe
 #750.30 24' x 33' Conc. Pipe
 #750.31 24' x 33' Conc. Pipe
 #750.32 24' x 33' Conc. Pipe
 #750.33 24' x 33' Conc. Pipe
 #750.34 24' x 33' Conc. Pipe
 #750.35 24' x 33' Conc. Pipe
 #750.36 24' x 33' Conc. Pipe
 #750.37 24' x 33' Conc. Pipe
 #750.38 24' x 33' Conc. Pipe
 #750.39 24' x 33' Conc. Pipe
 #750.40 24' x 33' Conc. Pipe
 #750.41 24' x 33' Conc. Pipe
 #750.42 24' x 33' Conc. Pipe
 #750.43 24' x 33' Conc. Pipe
 #750.44 24' x 33' Conc. Pipe
 #750.45 24' x 33' Conc. Pipe
 #750.46 24' x 33' Conc. Pipe
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 #750.51 24' x 33' Conc. Pipe
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 #750.58 24' x 33' Conc. Pipe
 #750.59 24' x 33' Conc. Pipe
 #750.60 24' x 33' Conc. Pipe
 #750.61 24' x 33' Conc. Pipe
 #750.62 24' x 33' Conc. Pipe
 #750.63 24' x 33' Conc. Pipe
 #750.64 24' x 33' Conc. Pipe
 #750.65 24' x 33' Conc. Pipe
 #750.66 24' x 33' Conc. Pipe
 #750.67 24' x 33' Conc. Pipe
 #750.68 24' x 33' Conc. Pipe
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 #750.70 24' x 33' Conc. Pipe
 #750.71 24' x 33' Conc. Pipe
 #750.72 24' x 33' Conc. Pipe
 #750.73 24' x 33' Conc. Pipe
 #750.74 24' x 33' Conc. Pipe
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 #750.76 24' x 33' Conc. Pipe
 #750.77 24' x 33' Conc. Pipe
 #750.78 24' x 33' Conc. Pipe
 #750.79 24' x 33' Conc. Pipe
 #750.80 24' x 33' Conc. Pipe
 #750.81 24' x 33' Conc. Pipe
 #750.82 24' x 33' Conc. Pipe
 #750.83 24' x 33' Conc. Pipe
 #750.84 24' x 33' Conc. Pipe
 #750.85 24' x 33' Conc. Pipe
 #750.86 24' x 33' Conc. Pipe
 #750.87 24' x 33' Conc. Pipe
 #750.88 24' x 33' Conc. Pipe
 #750.89 24' x 33' Conc. Pipe
 #750.90 24' x 33' Conc. Pipe
 #750.91 24' x 33' Conc. Pipe
 #750.92 24' x 33' Conc. Pipe
 #750.93 24' x 33' Conc. Pipe
 #750.94 24' x 33' Conc. Pipe
 #750.95 24' x 33' Conc. Pipe
 #750.96 24' x 33' Conc. Pipe
 #750.97 24' x 33' Conc. Pipe
 #750.98 24' x 33' Conc. Pipe
 #750.99 24' x 33' Conc. Pipe
 #751.00 24' x 33' Conc. Pipe

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760

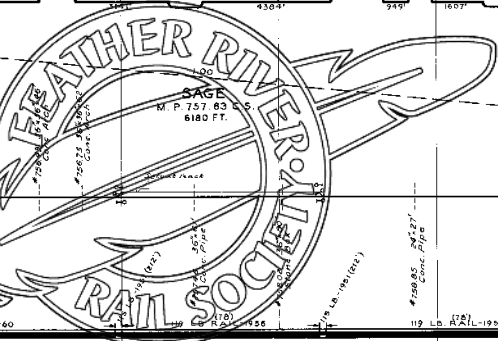
 $\begin{matrix} 0^{\circ}40'20'' & 0^{\circ}27'0'' & 0^{\circ}55'40'' \\ 449' & 650' & 316' \end{matrix}$
 $\begin{matrix} 0^{\circ}00' \\ 119' \end{matrix}$
 $\begin{matrix} 0^{\circ}00' \\ 1060' \end{matrix}$
 $\begin{matrix} 3^{\circ}08' \\ 1675' \end{matrix}$
 $\begin{matrix} 0^{\circ}45' \\ 800' \end{matrix}$
 $\begin{matrix} 1^{\circ}20' \\ 2140' \end{matrix}$

1590' 4236' 4384' 949' 1607' 11221'

(754.8)

#755.21 24" x 24" x 173'
 Conc. Pipe
 #755.31 36" x 36" x 98'
 Conc. Pipe
 (B.C.I.P. EXT. NORTH END)
 #755.55 24" x 156'
 Conc. Pipe
 #755.69 36" x 120'
 Conc. Pipe
 #755.85 45" x 113'
 Conc. Arch

#756.15 0' x 4' x 495'
 Conc. Arch
 #756.28 0' x 6' x 165'
 Conc. Arch
 #756.75 36" x 30' x 82'
 Conc. Arch



8 10 12 14

 115-119 L.B.
 1958

 (78)
 119 L.B. RAIL-1960

 (78)
 119 L.B. RAIL-1958

115 L.B.-1951 (212)

 #758.85 24" x 27"
 Conc. Pipe

 (72)
 119 L.B. RAIL-1958

GABRIEL SLAG

 40' x 60' x 70'
 78768

760

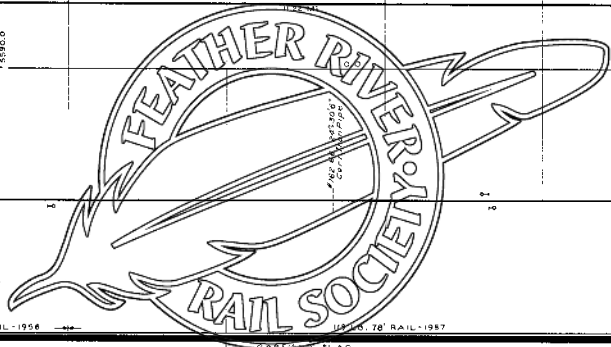
761

762

763

764

765



-1.00

5590.0

ROAD KING

762 911 94330 6
Cery 1/2 in Pipe

119 LB. 76' RAIL - 1956

119 LB. 76' RAIL - 1957

GRAVEL SLAG

1/1/68
1/1/68

765

766

767

768

769

770

0.0

5590.0

M. P. 765.78

SHAFTER
M. P. 766.43 C. S.
6195 71

NEVADA RIVER

5601.0

5626.3

5684.3

+ 1.00

ROAD KING

119 LB. RAIL-1957

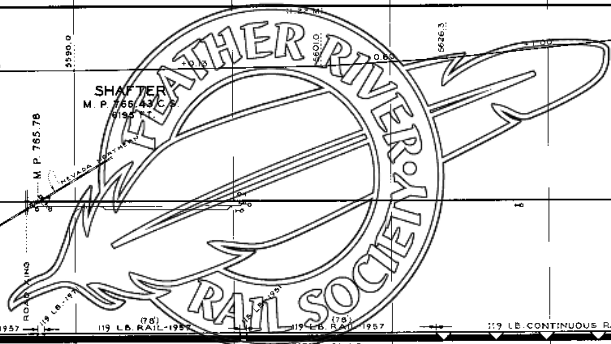
(78) 119 LB. RAIL-1957

119 LB. RAIL-1957

(78) 119 LB. RAIL-1957

119 LB. CONTINUOUS RAIL-1963

WASHPED SLAG



1146 4/17/24
7/1/24

770

771

772

773

774

775

1°00'
2528'

2°00'36"
2124'

1°00'
1170'

1.22 MI.

1.23 MI.

-1.00

4439'

1.14 MI.

+1.00

5748.3

+0.90

5676.3

+1.00

#770.57 36" 1.56'
Conc. Iron Pipe

#771.52 36" 1.15'
Conc. Iron Pipe

#771.55 36" 1.40'
Conc. Iron Pipe

#770.49 36" 1.27'
Conc. Pipe
(6" I.P. Ext. Both Ends)

#770.61 36" 1.16'
Conc. Pipe
(6" I.P. Ext. Both Ends)



SILVER ZONE

M. P. 772.4875

6160 FT.

119 LB. CONTINUOUS RAIL-1963

119 LB. CONTINUOUS RAIL-1963

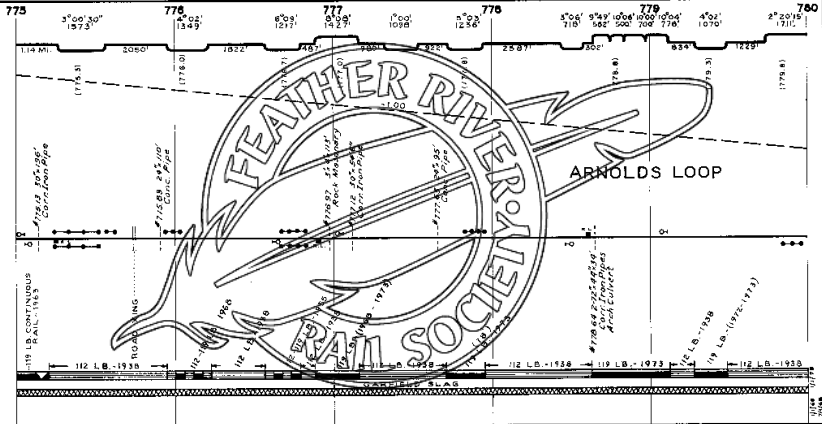
119 LB. CONTINUOUS RAIL-1963

GARFIELD SLAG

HIGHWAY #80
(OVERPASS)

115 LB. -1951 (212)

11/75



775

776

777

778

779

780

3°00'30"
1573'

4°02'
1349'

6°03'
1217'

7°09'
1427'

9°00'
1098'

5°03'
1236'

3°06' 9°49' 10°06' 10°00' 10°04'
718' 562' 500' 700' 776'

4°02'
1070'

2°20'15"
1711'

1.14 Mi. 2050' 1822' 487' 928' 922' 2387' 302' 834' 1229'

(1775.3)

(1776.0)

(1776.7)

(1777.0)

(1778.8)

(1778.8)

(1779.3)

(1779.8)

FEATHER RIVER SOCIETY

ARNOLDS LOOP

RAIL

-119 LB. CONTINUOUS RAIL - 1963

112 L.B. - 1938

112 L.B. - 1966

112 L.B. - 1978

119 L.B. - 1975

112 L.B. - 1938

112 L.B. - 1938

112 L.B. - 1938

119 L.B. - 1973

112 L.B. - 1938

119 L.B. - (1972-1973)

112 L.B. - 1938

GRAVEL SLAG

#17513 30" x 196" Corrugated Iron Pipe

#11589 24" x 110" Conc. Pipe

#17697 31" x 118" Rock Melting

#1712 30" x 54" Corrugated Iron Pipe

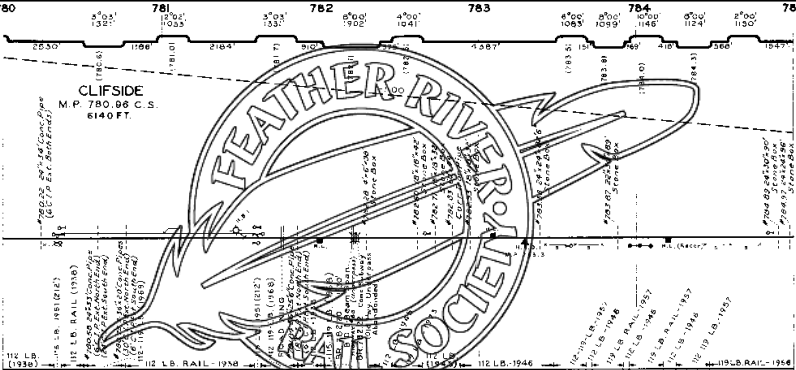
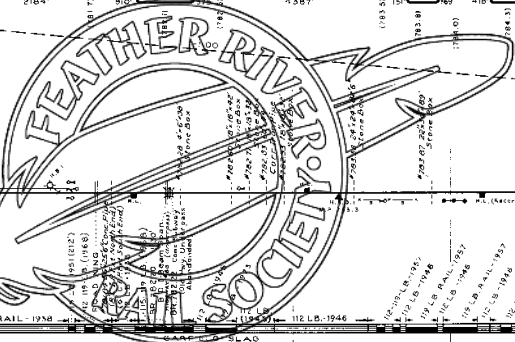
#1777 31" x 95" Conc. Pipe

#17864 2'-12" x 48" x 34" Corrugated Iron Pipes Arch Culvert

01148 01/79

780 781 782 783 784 785

CLIFSIDE
M.P. 780.06 C.S.
6140 FT.



112 LB. RAIL - 1938 112 LB. RAIL - 1938 112 LB. RAIL - 1938 112 LB. RAIL - 1946 112 LB. RAIL - 1957 112 LB. RAIL - 1957 112 LB. RAIL - 1957

785 0°00' 393' 786 2°00' 1205' 5°01'20" 1817' 787 2°03' 2145' 788 2°03' 2145' 789 1°03' 944' 790

#780.48 24'x26'x29'
Stone Box
#785.61 24'x29'x60'6"
Stone Box
#785.71 24'x29'x41'
Stone Box

#788.05 24'x36'
Conc. Pipe
#788.05 24'x36'
Conc. Pipe
#788.20 26'x37'
Conc. Pipe

#788.51 24'x58'
Corr. Iron Pipe

PILOT
M.P. 788.94 C.S.
6150 FT.

119 LB. RAIL - 1964

112 LB. RAIL - 1957

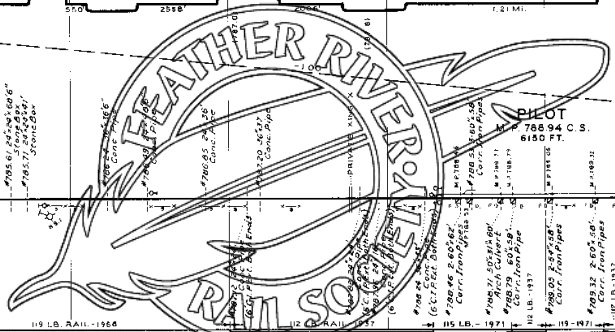
115 LB. - 1971

119 - 1971

112 LB. - 1937

112 LB. - 1937

GAYLARD SLAG



9/14/66
7/1/75
-10/66

790

2'02'
2429'

791

1'00'
2393'

792

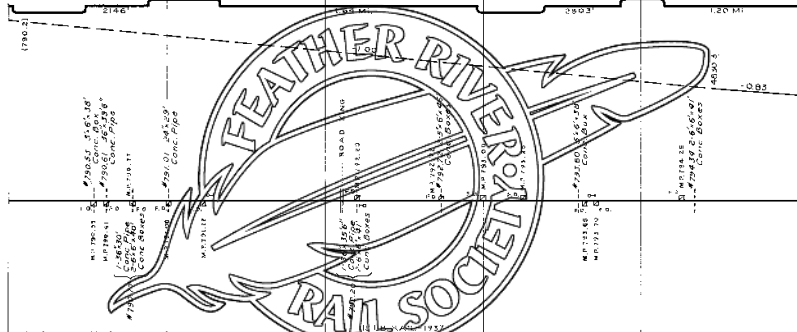
793

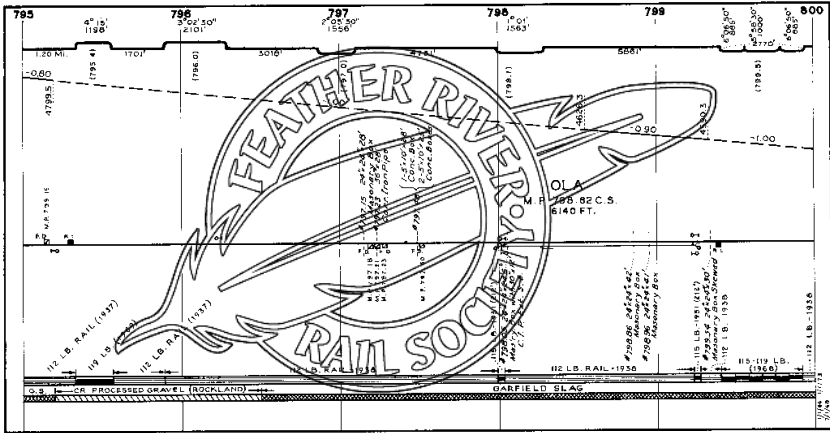
1'00'
2239'

794

1'00'
1450'

795





795

796

797

798

799

800

4° 15'
1198'

3° 02' 30'
2101'

2° 05' 30'
1556'

1° 01'
1563'

6° 06' 50'
885'

5° 55' 30'
1000'

6° 06' 50'
885'

1.20 MI.

1701'

1795.4'

1796.0'

3016'

1797.0'

1798.1'

1798.1'

5881'

1798.5'

-0.80

4799.5'

1799.4'

1796.0'

3016'

1797.0'

1798.1'

1798.1'

5881'

1798.5'

OLA

M.P. 758.82 C.S.
6140 FT.

-0.90

-1.00

112 LB. RAIL (1937)

119 LB. (1938)

112 LB. R.A. (1937)

FEATHER RIVER ROYALTY RAIL SOCIETY

112 LB. RAIL - 1938

115 LB. - 1951 (212')
60' 2"

119 LB. - 1955 (242' 05")
Masonry Box Skewed

112 LB. 1938

115-119 LB. (1968)

112 LB. - 1938

CR PROCESSED GRAVEL (ROCKLAND)

GARFIELD SLAG

9/28/68
9/2/68

800

801

802

803

804

805

20.0'
4.4'
4.5'

20.0'
0.1'
0.6'

2098'

5.75.40'

1804.7'

---#800.29 36" x 36" x 72"
Stone Box
(S.C.P. Ext. Both Ends)

---#800.61 36" x 36" x 48"
Stone Box

#801.11 24" x 24" x 25"
Stone Box

---#804.01 24" x 24" x 28"
Stone Box
---#804.02 Conc. Box

#804.44 24" x 24" x 37"
Stone Box
---#804.45 Conc. Box

#801.01 4' x 10' x 10'
Conc. Ballast
Deck Boxes



12.18.1948

GARFIELD ST. AG

HWY. OVERPASS

1948 1978
7/1/88

805

806

807

808

809

810

1° 45' 35"
3502'

1° 00' 10"
2637'

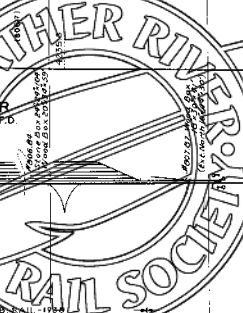
42.7 MI.

4224.5

ELKO COUNTY
NEVADA
UTAH
TODDLE COUNTY

WENDOVER
P.O. 34 F.P.D.

BLAIR SPUR
M. P. 808 59 H.S.
4070 F.P.



400.57' 36" 36" x 42"
Stone Box

M. P. 805 58 State Line

ROAD KING 2FL

ROAD KING 2 X

115 LB. RAIL (212')

4006.12' 36" 90'
Corr. for Pipe

Wendover P

4006.44' 36" 36"
Iron Pipe
(with base)

4006.44'

Stone Box 44' 36" 36"
Wood Box 20' 12" 25"

4007.02' Wood Box
40' x 20' x 20'
(Exc. North of 4070 F.P.)

4008.22' Wood Box
40' x 20' x 20'

BLAIR SPUR

U.S. HWY. 40-50 2 X

PRIVATE XING X

PRIVATE XING X

112 LB. RAIL - 1936

112 LB. RAIL - 1936

115 LB. RAIL - 1947

GARFIELD SLAG

1/11/48
R/S

810

811

812

813

814

815

---#810.31 16°30'56"
Wood Box

9
Q

PRIVATE XING X

115 LB. RAIL-1947

---#810.32 16°30'29"
Wood Box

---#810.09 2°5'29"
Wood Box

SILSBEE

M. P. 81 637 H. B.

2265

---#811.29 16°32'26"
Wood Box

PRIVATE XING X
12 LB. (947.107)

---#811.60 16°34'26"
Wood Box

---#811.89 16°33'26"
Wood Box

UTAH SALT SPUR

---#812.17 16°33'25"
Wood Box

---#812.29 16°32'46"
Wood Box

---#812.53 16°33'26"
Wood Box

115 LB. RAIL-1947

GARFIELD SLAG

---#813.14 16°35'16"
Wood Box

---#813.74 16°34'26"
Wood Box

---#814.01 26°16'30"
Wood Box

---#814.02 26°35'28"
Wood Box

---#814.29 16°35'26"
Wood Box

---#814.50 2°17'30"
Double Wooden
Box Cutty

---#814.62 16°35'26"
Wood Box

---#814.75 1°16'32'26"
1°16'32'26"
Wood Boxes

9
Q

422.45

815

816

817

818

819

820

SALDURO

M. P. 815.42 C

6140 FT.

PRIVATE XING X

#815.00 16'x24'x26'
Wood Box

#815.20 22'x26'x26'
Wood Box

#815.50 16'x24'x26'
Wood Box
(9' C.I.P. EXT. 5' END) ON

#815.74 24'x26'x26'
Wood Box
22'x26'x26'
Wood Box
(10' C.I.P. EXT. 5' END)

#815.99 16'x24'x26'
Wood Box

#816.12 20'x26'x26'
Wood Box

#816.24 24'x40'x30'
Wood Box

#816.43 16'x24'x26'
Wood Box

#816.62 16'x24'x26'
Wood Box

#816.70 24'x26'x26'
Wood Box

#816.75 24'x40'x30'
Wood Box

#817.07 16'x24'x26'
Wood Box

#817.50 36'x45'
C.I.P. Iron Pipe

#817.57 24'x26'x26'
Wood Box

#817.66 16'x24'x26'
Wood Box

#817.67 16'x24'x26'
Wood Box

#817.67 16'x24'x26'
Wood Box

#817.67 16'x24'x26'
Wood Box

#817.67 16'x24'x26'
Wood Box

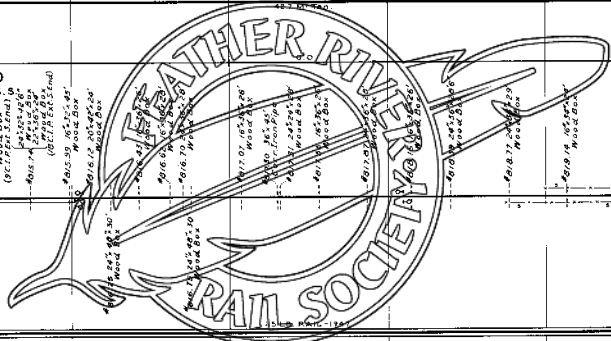
#818.06 24'x30'x36'
Wood Box

#818.77 24'x30'x36'
Wood Box

#819.14 16'x24'x26'
Wood Box

#819.46 24'x36'x28'
Wood Box

#819.73 17'x36'x27'
Wood Box



FIELD SLAG

422.45

820

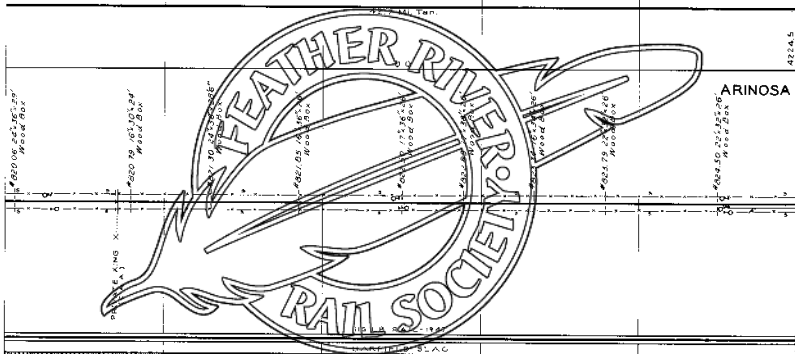
821

822

823

824

825



825

826

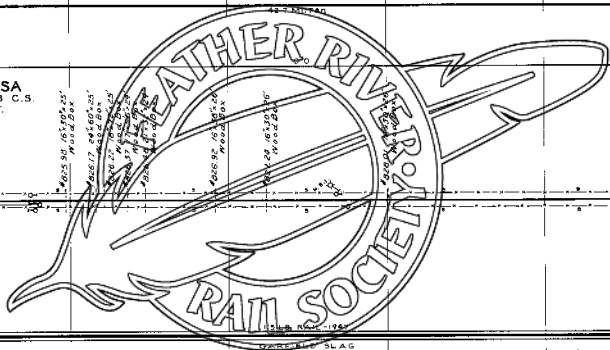
827

828

829

830

ARINOSA
M. P. 825.18 C.S.
6140 FT.



825.98 16x30x25'
Wood Box

826.17 24x60x25'
Wood Box

826.27 16x30x25'
Wood Box

826.37 16x30x25'
Wood Box

826.47 16x30x25'
Wood Box

826.57 16x30x25'
Wood Box

826.67 16x30x25'
Wood Box

826.77 16x30x25'
Wood Box

826.87 16x30x25'
Wood Box

826.97 16x30x25'
Wood Box

827.07 16x30x25'
Wood Box

827.17 16x30x25'
Wood Box

827.27 16x30x25'
Wood Box

827.37 16x30x25'
Wood Box

827.47 16x30x25'
Wood Box

827.57 16x30x25'
Wood Box

827.67 16x30x25'
Wood Box

827.77 16x30x25'
Wood Box

827.87 16x30x25'
Wood Box

827.97 16x30x25'
Wood Box

828.07 16x30x25'
Wood Box

828.17 16x30x25'
Wood Box

828.27 16x30x25'
Wood Box

828.37 16x30x25'
Wood Box

828.47 16x30x25'
Wood Box

828.57 16x30x25'
Wood Box

829.62 2x16x24x27'
Wood Boxes

U.S. RAIL-1947

SPREAD SLAG

4324.5

11/22

830

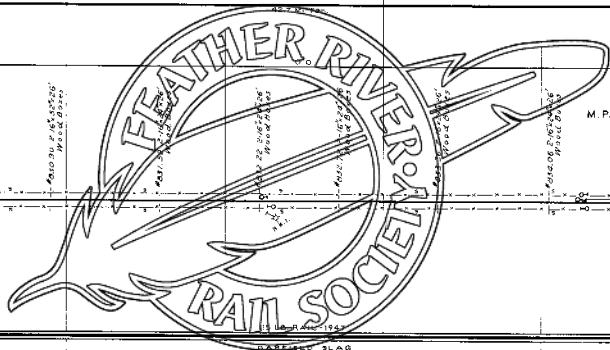
831

832

833

834

835



BARRO
M. P. 834 90 C. S.
6160 FT.

4224.5

M. P. 830

2710

835

836

837

838

839

840

BARRO
M. P. 834.90 C. S.
6160 FT.

#835.60 2-16" x 4-26"
Wood Boxes

#836.77 2-16" x 4-26"
Wood Boxes

#837.71 16" x 26"
Wood Boxes

#838.20 16" x 26"
Wood Boxes

#838.71 16" x 26"
Wood Boxes

#838.86 2-16" x 4-26"
Wood Boxes

#839.10 16" x 26"
Wood Boxes

GRAVELLED SLAG

1224.5

4/14
0/12

840

841

842

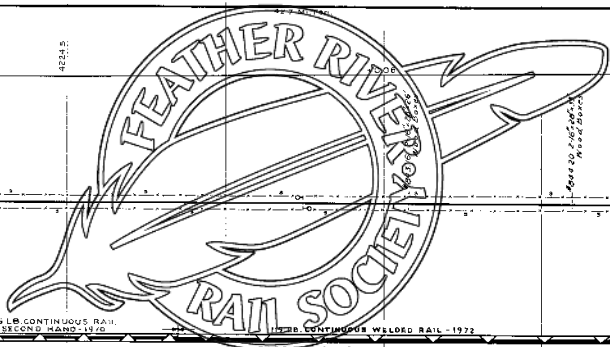
843

844

845

4234.5

4237.0



KNOLLS

*Aggs 20 2-16-267.4
Need boxes*

115 LB. CONTINUOUS RAIL.
SECOND HAND-1970

115 LB. CONTINUOUS WELDED RAIL - 1972

GARFIELD SLAG

119 LB - 1958

11/24
06/72

845

846

847

848

849

850

100'
995.42

+0.20

KNOLLS
M. P. 84518 C.S.
6150 FT.

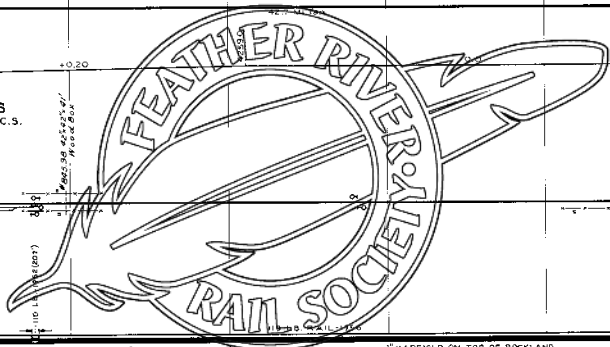
#895.98 42°22'41"
WOOD BOX

ROAD XING X

110 14 1962 (207)

GARFIELD SLAG

2" GARFIELD ON TOP OF ROCKLAND



850

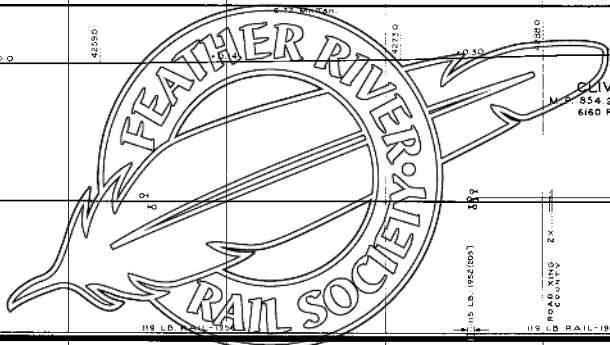
851

852

853

854

855



CLIVE
 M.S. 854.20 C.S.
 6160 FT.

119 LB. RAIL-1956

115 LB. 1952(205)

119 LB RAIL-1956

115 LB.-1952(207)

119 LB. RAIL-1956

WASHER SLAG

1946
 1/1/48

855

856

857

858

859

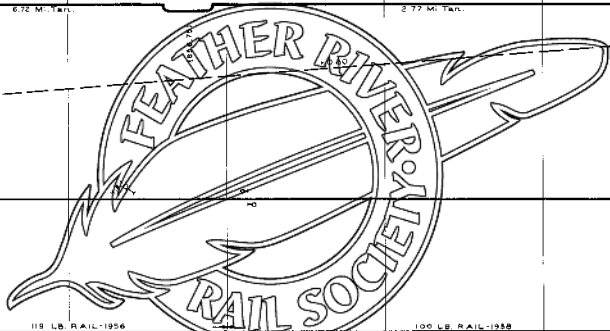
880

3° 07'
1656.63

2° 05' 50"
1317.33

6.72 Mi. Tan.

2.77 Mi. Tan.



+0.16

4.500

1696.70

1696.70

(859.7)

4.489

---#659.54 20"x37"
Cast Iron

---#659.76 60"x50"
Corr Iron

118 LB. RAIL-1956

100 LB. RAIL-1958

GRAVEL & SLAG

V128
V122

860

861

862

863

864

865

2°06'
10682°00'27"
3223.222°04'15"
1675.71

4876.60'

1.652 MI

5115.75'

2593.05'

(860.8)

(862.7)

4881.0

(864.3)

4622.3

-0.18

ARAGONITE
M.P. 861.50 H.B.
440 FT.

860.27 60° 42'
Corr. Iron Nestable

861.05 95° 24' Cast Iron
(6 C.I.P. Ext. N.E.)

ROAD MARKING
CONCRETE

861.98 76° 50'
Cast Iron
(6 C.I.P. Ext. N.E.)
861.58 40° 58'
Cast Iron Pipe

864.36 29° 58'
Cast Iron
(6 C.I.P. Ext. S.E.)

864.60 48° 58'
Corr. Iron Nestable

864.90 35° 17'
Cast Iron
(6 C.I.P. Ext. S.E.)

100 L.B. (BASE) 1038

119 L.B. CON. 1038

100 L.B. 1038

ROAD SLAG

1/16
10/71

865

866

867

868

869

870

2° 02' 1087.10

2° 04' 30" 1446.07

2° 04' 30" 881.07

2° 04' 30" 1281.81

3° 04' 15" 810.28

3° 04' 15" 1930.08

3° 30' 676.67

4° 06' 1536.74

4° 06' 1533.22

2075.37

4163.24 Tan.

639.26 987.7

289 301 713.28

1205.66

2697.62

(865.3)

(865.9)

4610.0

(865.6)

(867.3)

(867.6)

(867.8)

(868.2)

(868.5)

(869.1)

(870.0)

4619.0

0.0

0.0

0.0

4611.0

0.35

0.80

4612.5 (870.0)

192 495.30 2° 00' 30" Corr. Iron Pipe

405.67 2° 06' 40" Corr. Iron Pipe

405.09 2° 25' 56" Corr. Iron Pipe

M.P. 666 14 C.S. 6145 FT

456.75 3° 20' 00" Corr. Iron Pipe

485.77 60° 40' Corr. Iron Pipe

468.22 0° 02' Corr. Iron Pipe

468.45 0° 00' Corr. Iron Pipe

468.52 5° 00' 60" Corr. Iron Pipes

468.68 3° 20' Corr. Iron Pipes

468.96 2° 00' 00" Corr. Iron Pipes

115 LB - 1932 (208)

1938

100 LB

115 LB

100 LB - 1938

100 LB

100 LB - 1938

100 LB

100 LB - 1938

100 LB

100 LB - 1938

100 LB

100 LB - 1938

100 LB

100 LB - 1938

100 LB

100 LB - 1938

100 LB

100 LB - 1938

100 LB

115 LB

100 LB - 1938

100 LB

100 LB - 1938

100 LB

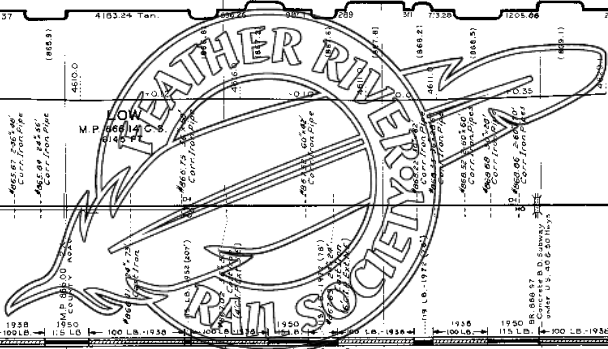
100 LB - 1938

100 LB

100 LB - 1938

BR. 868 97
Concrete B.D. Subway
under U.S. 40 & 50 Hwy's

HWY. OVERPASS
HWY OVERPASS



4/16
1/173

870

871

872

873

874

875

2°01'38"
1688.68

2°29'35"
1627.38

2°21'18"
1200

2°28'30"
1200

2°32'50"
1579.35

1°00'12"
3388.47

4296.77

3894.60

5.18 Mi. Fan.

(870.0)

MARBLEHEAD
M. P. 870.80 C. S.
1735 FT.

---#870.13 24°29'
Cast Iron

MARBLEHEAD 4.7 MI

#871.99 30°45'
Cast Iron

(873.8)

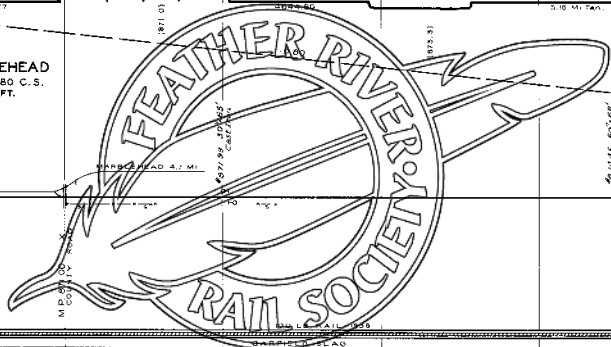
---#874.45 60°48'
Cast Iron

M.P. 870.00
COUNTY ROAD

119 L.B. - 1935

119 L.B. - 1935

GARFIELD SLAG



4/14/63
4/1/73

875

876

877

878

879

880

3°09'
129:41

5.16 MI. Tan.

7.39 MI. Tan.

-0.80

1876.57
Carr. Iron

DELLE
P. 878.57 C.S.
8080 FT.

Delle Branch

PUBLIC KING
MARBLEHEAD
RD.

1878.19
Cast Iron
ROAD KING
COUNTY

1115 LB. 1952(208')

1115 LB.
1954

100 LB. RAIL-1938

100 LB. RAIL-1938

100 LB.

100 LB.

1115 LB. RAIL-1961

GARFIELD SLAG

07768 10/7/79
M/ice

880

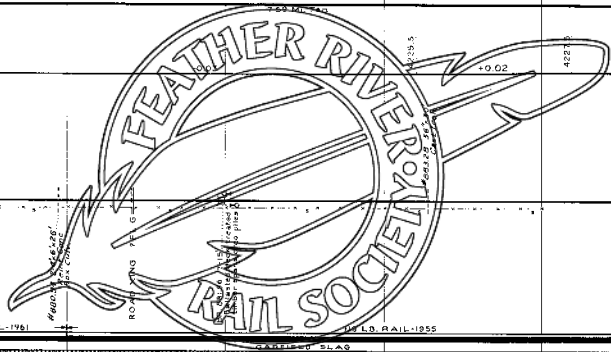
881

882

883

884

885



0.40

4229.7

4229.5

+0.02

4227.0

0.0

#800.25 26'x26' Well Casing Box Cdn.

ROAD KING 7'x11' G

12'x12' 15'x15' 18'x18' 21'x21' 24'x24' 27'x27' 30'x30' 36'x36' 42'x42' 48'x48' 54'x54' 60'x60' 66'x66' 72'x72' 78'x78' 84'x84' 90'x90' 96'x96' 102'x102' 108'x108' 114'x114' 120'x120'

119 LB RAIL-1961

119 LB. RAIL-1955

CARRIED SLAG

#800.55 36'x50' Cast Iron

9/12/65
7/2/65

885

886

887

888

889

890

2° 06'
652.66'

7.59 Mi. Tan.

14.51 Mi. Tan.

0.0

0.0

0.0

TIMPIE
M.P. 885.77 C.S.
3600 FT.

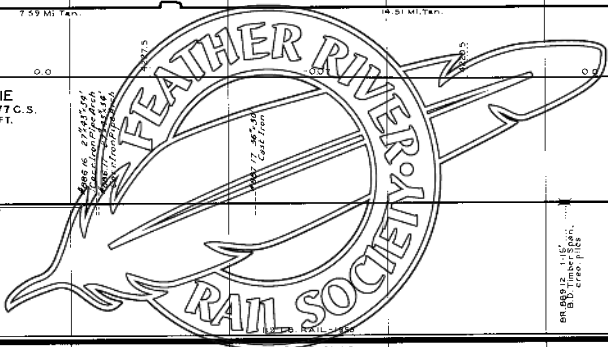
886 16 27°43'54"
Cast Iron Pipe Arch

886 17 27°43'54"
Cast Iron Pipe Arch

886 17 56°30'
Cast Iron

ROAD KING
COUNTY 2X
6 1/2

BR. 889 12 1-15'
B.D. Timber Span,
creo. piles



RAIL-1956

FIELD SLAG

11/15 4/274

890

891

892

893

894

895

42205

10.03

42200

LA 500 MI. TAN.

4590 28 30' 30"
Conc. Pipe



ELLERBECK
M.P. 892.90 H. B.

SOLAR
M.P. 893.37 H. B.

SOLAR SALT CO.

BR. 893.34 1-15
B.D. Timber Spall.

PRIVATE XING X
M.P. 895.7

4094 05 2-10 1/2 206
Wood. Boxes

PARTIAL SLAB

5116
5117

895

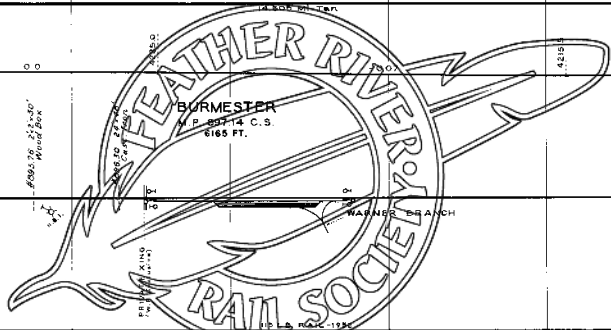
896

897

898

899

900



BURMESTER
 M.P. 897.14 C.S.
 6165 FT.

WARNER BRANCH

895.76 2'2"x30"
 Wood Box

896.50 28'x6"
 Cast Iron

PRIMA KING
 (W.B. 1892)

14 505 BR TAN

42155

110 L. MAR-1931

GARFIELD SLAG

9/14 1/172
 2/1/66

900

901

902

903

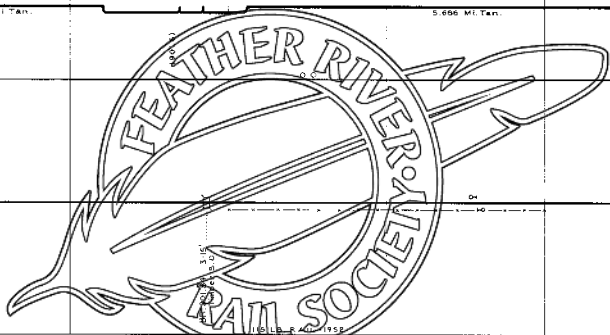
904

905

1°09' 26.00" 1°02'30" 0°57'10" 2600' 700' 1615.90'

14.905 Mi. Tan.

5.696 Mi. Tan.



3.15' B.O.

115 LB. PAIL 1952

SARFIELD SLAG

11/16/66
11/1/78

905

906

907

908

909

910

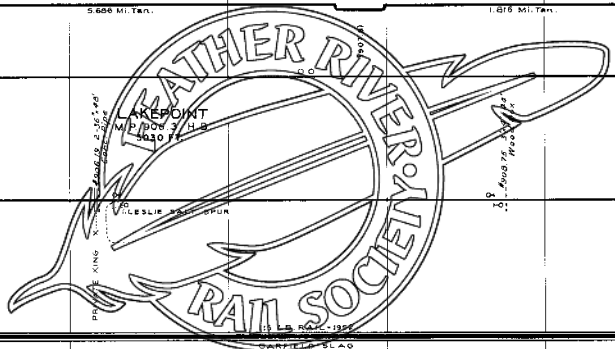
1° 00' 1577.64

1° 14' 2882.45

5.688 Mi. Tan.

1.818 Mi. Tan.

(910.0)



PRIME KING X
2-36'-48"
5000' Pipe

LAKEPOINT
M.P. 908.3 H.B.
5030 FT.

LESLIE TAIL SPUR

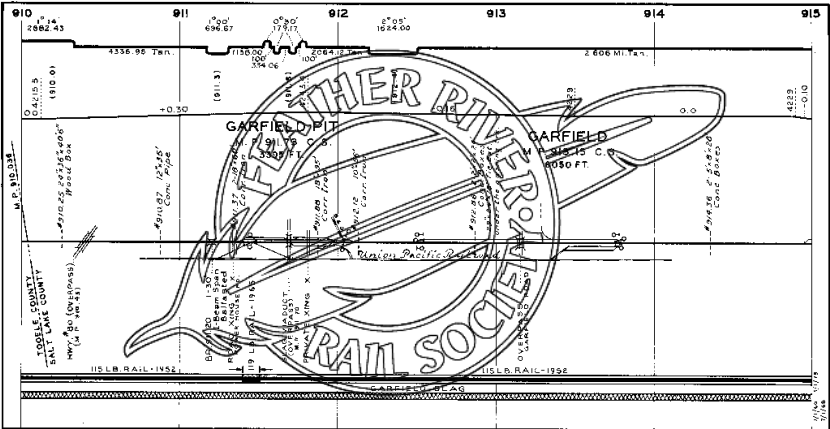
9
5008.75
Wood Box

909.77
Wood Box

LE. RAIL - 1957

CARFIELD SLAG

1/1/72



910 911 912 913 914 915

$1^{\circ} 14'$
2662.43 $0^{\circ} 00'$
696.67 $0^{\circ} 30'$
179.17 $2^{\circ} 05'$
1624.00

4336.98 Tan. 1156.00 2064.12 Tan. 2 606 Mi. Tan.

0.4215 5 (910.0) (911.3) (912.8) (913.8) 4229. 0.10

+0.30 0.0

M. P. 910.036

TOOPEL COUNTY
SALT LAKE COUNTY

HWY. 80 (OVERPASS)
(M. P. 910.43)

---#910.25 24°36'40" Wood Box

---#910.07 12°35' Conc. Pipe

---#914.36 2°58'20" Conc. Boxes

Garfield Pit

Garfield

8050 FT.

115 LB. RAIL-1952

119 L-Beam L-1905

1-30' L-Beam Span

Ballasted

Stringers

1-19' L-Beam Span

Ballasted

Stringers

Garfield Blag

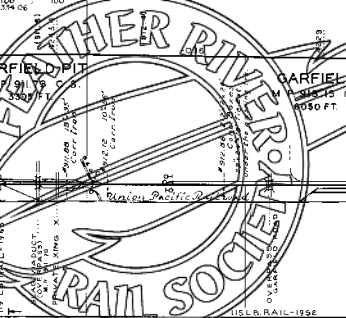
Garfield Overpass

Union Pacific Railroad

Garfield

8050 FT.

115 LB. RAIL-1952



9140 5/7/5
7/15

915

916

917

918

919

920

2° 01' 30"
2309.35'

(915.4)

-0.10

4723.0

SALTUS
M.P. 915 07 C.S.
440 FT.

#915.75 3'x0'x0'
Conc. Box

10

5.020 441 Tms.



4723.0

#917.03 4'x0'x0'
Conc. Box

+0.12

10

BR 916.16 2'x15'
Tiebar Spacing
ties, ballasted

115 LB. RAIL-1952

100 LB. CONTINUOUS RAIL
EEDGG MAND. 1973

115 LB. RAIL-1952

BARFIELD SLAG

4236.0

4/7/66
4/7/73

920

921

922

923

924

925

1° 00' 1726.69

1° 30' 2609.6

1° 50' 3455.0

508 MI. TAN.

560 MI. TAN.

104.8' TAN.

(920.8)
+0.12

42490

-0.15

42390

42380

0.04
42386
1974.4

42413

0.566
(925.0)

TERMINAL

M.P. 922.070 H.B.
560 FT.

BUENA VISTA

M.P. 924.070 H.B.
4730 FT.

#92187 Cast Iron
 #92179 Cast Iron
 Corr. Irons
 #92199 Cast Iron
 #92207 Cast Iron
 Corr. Irons

#92373 Cast Iron
 #92377 Cast Iron
 #92383 Cast Iron
 #92394 Cast Iron
 #92396 Cast Iron
 Corr. Irons
 #92405 Cast Iron
 #92406 Cast Iron
 Both ends

UTAH POWER & LIGHT CO. SP.

Guay. Tr. (old Box Stiding)

BR. 924.59 9-15
6.0 FT.

ROAD KING WEST ZFL

ROAD KING WEST

ROAD KING WEST

115 LB. RAIL - 1932

115 LB. RAIL - 1951

119 LB. RAIL - 1967

GARFIELD SLAG

ASHED PROCESSED GRAVEL (ROCKLAND)

GARFIELD SLAG



2/64 9/78
2/56

925

1° 30'
3455.0'

926

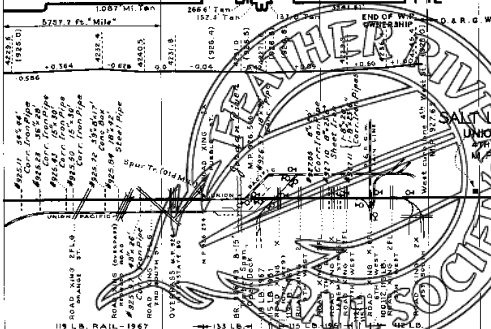
1° 45'
1150.7'

927

9° 50' 07" 369.55'
9° 52' 00" 500.0'
9° 52' 52" 191.70'
9° 40' 134.90'

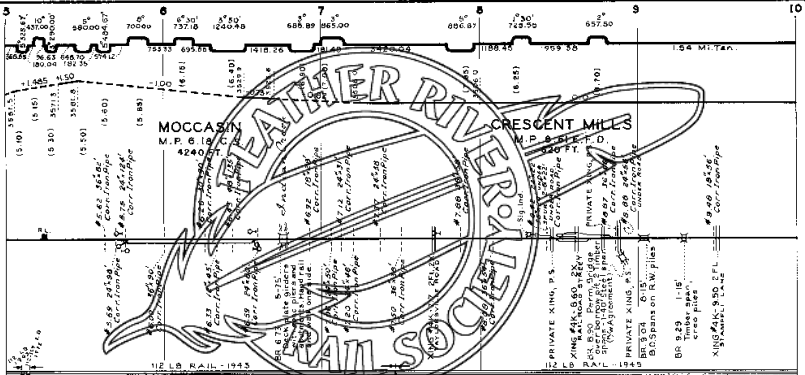
928

3° 40'
134.90'









MOCCASIN

M.P. 6.12

4240 FT.

CRESCENT MILLS

M.P. 6.51

4240 FT.

112 LB RAIL - 1943

GARFIELD SLAG

OROVILLE CRUSHED ROCK NO 1 & 2

CHESTER MATERIAL

OROVILLE CRUSHED ROCK

5.62 36' 82" Corr. Iron Pipe

5.75 24' 12" Corr. Iron Pipe

6.33 15' 45" Corr. Iron Pipe

6.59 14' 20" Corr. Iron Pipe

6.92 18' 20" Corr. Iron Pipe

7.12 24' 53" Corr. Iron Pipe

7.20 24' 46" Corr. Iron Pipe

7.37 26' 58" Corr. Iron Pipe

7.50 36' 30" Corr. Iron Pipe

7.66 18' 10" Corr. Iron Pipe

8.07 36' 00" Corr. Iron Pipe

8.20 20' 54" Corr. Iron Pipe

8.40 19' 56" Corr. Iron Pipe

5.65 24' 19" Corr. Iron Pipe

6.00 16' 10" Corr. Iron Pipe

6.33 15' 45" Corr. Iron Pipe

6.59 14' 20" Corr. Iron Pipe

6.92 18' 20" Corr. Iron Pipe

7.12 24' 53" Corr. Iron Pipe

7.20 24' 46" Corr. Iron Pipe

7.37 26' 58" Corr. Iron Pipe

7.50 36' 30" Corr. Iron Pipe

7.66 18' 10" Corr. Iron Pipe

8.07 36' 00" Corr. Iron Pipe

8.20 20' 54" Corr. Iron Pipe

8.40 19' 56" Corr. Iron Pipe

5.62 36' 82" Corr. Iron Pipe

5.75 24' 12" Corr. Iron Pipe

6.33 15' 45" Corr. Iron Pipe

6.59 14' 20" Corr. Iron Pipe

6.92 18' 20" Corr. Iron Pipe

7.12 24' 53" Corr. Iron Pipe

7.20 24' 46" Corr. Iron Pipe

7.37 26' 58" Corr. Iron Pipe

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7.66 18' 10" Corr. Iron Pipe

8.07 36' 00" Corr. Iron Pipe

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5.75 24' 12" Corr. Iron Pipe

6.33 15' 45" Corr. Iron Pipe

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8.20 20' 54" Corr. Iron Pipe

8.40 19' 56" Corr. Iron Pipe

5.62 36' 82" Corr. Iron Pipe

5.75 24' 12" Corr. Iron Pipe

6.33 15' 45" Corr. Iron Pipe

6.59 14' 20" Corr. Iron Pipe

6.92 18' 20" Corr. Iron Pipe

7.12 24' 53" Corr. Iron Pipe

7.20 24' 46" Corr. Iron Pipe

7.37 26' 58" Corr. Iron Pipe

7.50 36' 30" Corr. Iron Pipe

7.66 18' 10" Corr. Iron Pipe

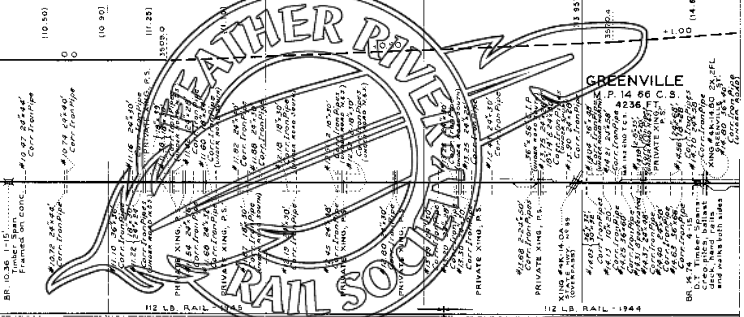
8.07 36' 00" Corr. Iron Pipe

8.20 20' 54" Corr. Iron Pipe

8.40 19' 56" Corr. Iron Pipe

10 4°00' 1790.65 2°00' 1771.67 4°00' 678.33 4°00' 295.42 12 13 4°00' 919.54 6°00' 1578.61 15

1.54 Mi. Tan 618.35 156.67 1279.58 2.08 Mi. Tan 2447.70 2700.2



BR. 10.36 1-15
Timber Span
Framed on conc. #10 47 24" x 44"
Corr. Iron Pipe

#10 72 24" x 44"
Corr. Iron Pipe

#11 10 36" x 36"
Corr. Iron Pipe

#11 22 18" x 24"
Corr. Iron Pipes
UNDER ROAD NO. 63
PRIVATE XING, P.S.

#11 60 24" x 36"
Corr. Iron Pipe
PRIVATE XING, P.S.

#11 82 24" x 36"
Corr. Iron Pipe
PRIVATE XING, P.S.

#11 88 24" x 36"
Corr. Iron Pipe
PRIVATE XING, P.S.

#12 10 18" x 30"
Corr. Iron Pipe
PRIVATE XING, P.S.

#12 45 24" x 36"
Corr. Iron Pipe
PRIVATE XING, P.S.

#12 50 24" x 36"
Corr. Iron Pipe
PRIVATE XING, P.S.

#12 55 24" x 36"
Corr. Iron Pipe
PRIVATE XING, P.S.

#12 58 24" x 36"
Corr. Iron Pipes
PRIVATE XING, P.S.

#13 00 18" x 30"
Corr. Iron Pipe
PRIVATE XING, P.S.

#13 08 24" x 36"
Corr. Iron Pipes
STATE HWY. NO. 99
(OVERPASS)

#13 14 24" x 36"
Corr. Iron Pipes
STATE HWY. NO. 99
(OVERPASS)

#13 18 24" x 36"
Corr. Iron Pipes
STATE HWY. NO. 99
(OVERPASS)

112 L.B. RAIL - 1945

112 L.B. RAIL - 1944

OROVILLE CRUSHED ROCK

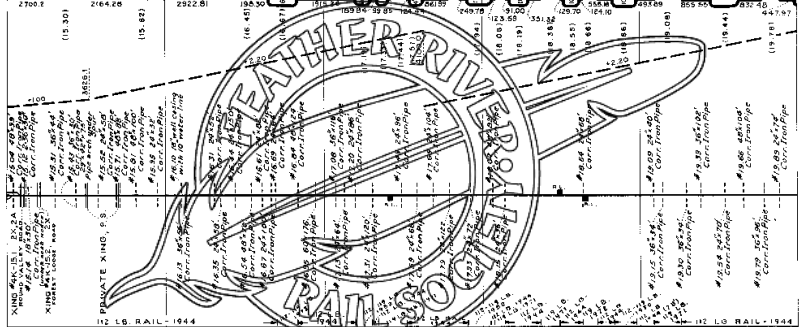
OROVILLE CRUSHED ROCK

CHESTER MATERIAL

GREENVILLE
D.T. Timber Spans
CREO PILES, ballast
deck, hand rails
and walks both sides

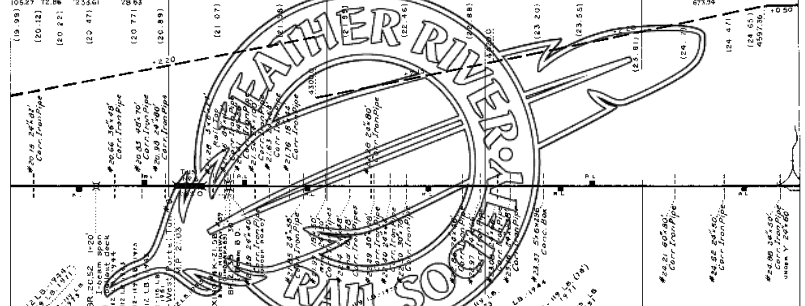
2700.7 2164.26 2922.81 195.30 193.24 159.84 199.85 184.44 261.59 249.78 1056.42 525.50 771.67 465.00 1042.33 985.63 666.11

(15.30) (15.82) (16.45) (16.67) (16.94) (16.08) (18.19) (18.36) (18.55) (18.66) (18.86) (19.08) (19.44) (19.78)



20 10° 475.42 664.17 612.52 10° 10° 21 10° 12' 433.86 751.97 1433.71 10° 10° 22 9° 1620.93 10° 10° 23 10° 10° 2° 24 10° 6° 10° 25

10527 (19.99) 72.86 (20.12) 234.61 (20.22) 28.84 (20.47) 28.84 (20.77) 28.84 (20.89) 28.76 (21.07) 46.61 (21.07) 1178.33 (21.83) 666.67 (22.16) 1129.55 (22.88) 738.41 (23.20) 183.18 (23.55) 586.29 (23.81) 80.90 (24.20) 673.94 (24.47) 143.88 (24.65) 2151.67 (24.93)



10/27/48

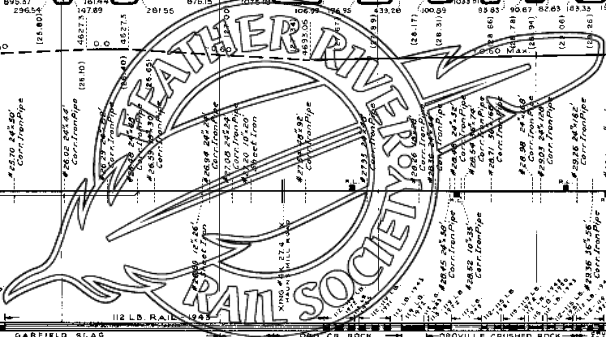
25 1°00' 8°00' 4°00' 26 2°00' 4°00' 2°00' 27 3°00' 6°00' 10°00' 28 7°00' 7°00' 29 10°00' 10°00' 10°00' 30

913.33 1360.0 4300 4500 800.0 1431.67 936.67 1628.44 992.66 1066.17 622.66 10302.35 1033.61 85.85 10620.17 766.17 539.33 897.17 10°00' 862.47 10°00' 811.63 10°00' 970.11

1751.67 742.80 895.57 296.54 181.44 147.89 201.55 878.15 106.99 196.95 433.26 100.09 1033.61 85.85 10620.17 766.17 539.33 897.17 10°00' 862.47 10°00' 811.63 10°00' 970.11

(25.10) +0.50 (25.60) 4627.3 0 0 4527.3 201.55 878.15 106.99 196.95 433.26 100.09 1033.61 85.85 10620.17 766.17 539.33 897.17 10°00' 862.47 10°00' 811.63 10°00' 970.11

ALMANOR
M.P. 25.71 C.S.
7942 FT.



#25.26 10°46'
Corr. Iron Pipe
(Under Road)

#25.70 24°50'
Corr. Iron Pipe

#26.02 24°44'
Corr. Iron Pipe

#26.29 24°29'
Corr. Iron Pipe

#26.59 24°30'
Corr. Iron Pipe

#26.94 24°28'
Corr. Iron Pipe

#27.00 24°24'
Corr. Iron Pipe

#27.33 24°24'
Corr. Iron Pipe

#27.99 24°52'
Corr. Iron Pipe

#28.35 24°50'
Corr. Iron Pipe

#28.46 24°52'
Corr. Iron Pipe

#28.54 24°52'
Corr. Iron Pipe

#28.71 24°56'
Corr. Iron Pipe

#28.98 24°48'
Corr. Iron Pipe

#29.03 24°120'
Corr. Iron Pipe

#29.26 24°162'
Corr. Iron Pipe

#29.67 24°59'
Corr. Iron Pipe

#29.70 24°120'
Corr. Iron Pipe

#25.20 24°52'
Corr. Iron Pipe

#26.00 12°26'
Sheet Iron

#27.00 27°4'
Sheet Iron

#28.52 10°35'
Corr. Iron Pipe

#29.36 16°56'
Corr. Iron Pipe

#29.92 24°106'
Corr. Iron Pipe

#29.92 24°106'
Corr. Iron Pipe

112 LB. RAIL 1943

112 LB. RAIL 1943

XING. OVER MAUN HILL ROAD

112 LB. RAIL 1943

112 LB. RAIL 1943

112 LB. RAIL 1943

112 LB. RAIL 1943

112 LB. RAIL 1943

GARFIELD SLAG

ORO CR. ROCK

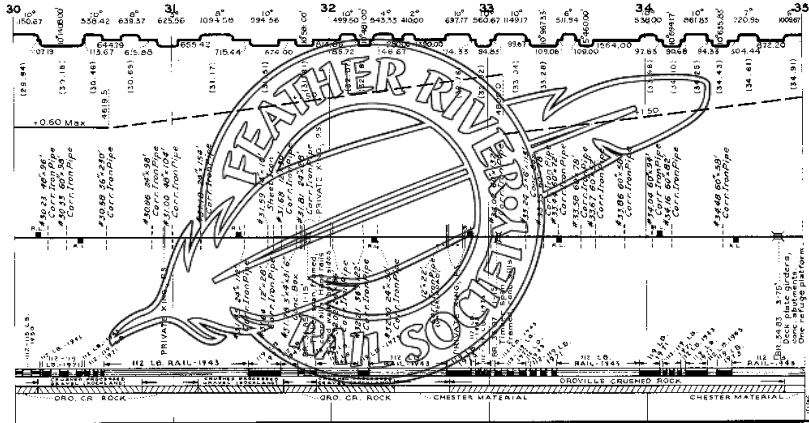
OROVILLE CRUSHED ROCK

CHUCKLE BERRY SAND (MATERIAL)

CHESTER MATERIAL

ORO CR. ROCK

4/16
4/16



112-115 C.B.
1950

112 Lb. 1941

112 Lb. 1941

112 LB RAIL-1943

PRIVATE XING

112 Lb. 1941

112 Lb. 1943

112 Lb. 1943

112 Lb. 1943

112 Lb. 1943

112 Lb. 1943

112 Lb. 1943

112 Lb. 1943

112 Lb. 1943

112 Lb. 1943
Deck plate girders,
conc. abutments,
One refuge platform.

OROVILLE CRUSHED ROCK

ORO. CR. ROCK

ORO. CR. ROCK

CHESTER MATERIAL

CHESTER MATERIAL

35

38

37

38

39

40

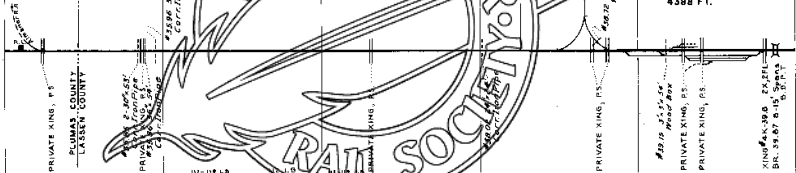
$3^{\circ}00'$ 1009.67
 $2^{\circ}00'$ 546.53
 $2^{\circ}00'$ 1146.00
 $6^{\circ}40'33"$ 567.90
 $3^{\circ}50'$ 969.29
 $7^{\circ}00'$ 1106.67
 $3^{\circ}00'$ 622.78
 $3^{\circ}00'$ 2123.30

3846.64 1119.57 145.33 350.65 916.67 2340.126 5790.51 8776.00 Tan.



CLEAR CREEK JCT.
M. P. 35.23 H. B.

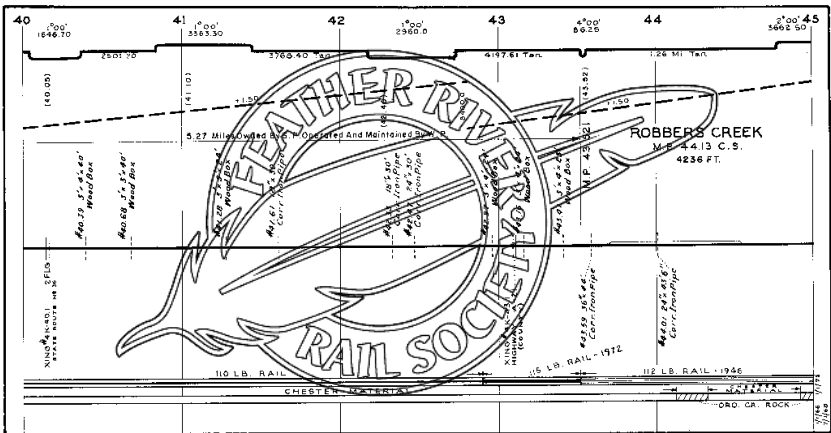
WESTWOOD
M. P. 39.35 C. S.
4388 FT.



112 LB. RAIL-1945 112-119 LB. 1975 RAIL-1945 111 LB. RAIL-1945 110 LB. RAIL

GARFIELD SLAG GROSVILLE CRUSHED ROCK CHESTER MATERIAL

11/68
 11/75



40 1°00' 1646.70
 41 1°00' 3363.30
 42
 43 1°00' 2960.0
 44 4°00' 66.26
 45 2°00' 5662.50

2501.75
 3766.40 Tan
 4197.61 Tan
 1.26 Mi Tan

(40.05)
 (41.10)
 +1.50
 (42.45)
 (43.00)
 +1.50

5.27 Miles Owned By S. P. Operated And Maintained By S. P.

ROBBERS CREEK
 M.P. 44.13 C.S.
 4236 FT.

XINO 4 N-40.1
 STATE ROUTE 48 36
 2 FLS

#40.79 3' x 4' x 40'
 Wood Box

#40.68 3' x 3' x 40'
 Wood Box

#40.28 3' x 3' x 40'
 Wood Box

#41.61 24' x 30'
 Corr. Iron Pipe

#42.17 24' x 30'
 Corr. Iron Pipe

#42.47 24' x 30'
 Corr. Iron Pipe

#43.17 3' x 4' x 40'
 Wood Box

#43.9 3' x 4' x 40'
 Wood Box

#43.59 36' x 46'
 Corr. Iron Pipe

#44.0 24' x 45 1/2'
 Corr. Iron Pipe

M.P. 43.92

110 LB. RAIL

115 LB. RAIL - 1972

112 LB. RAIL - 1946

CHESTER MATERIAL

ORO. CA. ROCK

1/1/46
 1/1/48

45

46

47

48

49

50

2°00'
3662.50

2°00'
2157.06

1°00'
2561.67

1°30'
1748.89

1°30'
1845.0

1°00'
1385.63

3398.79 Tan.

2058.40

3475.30 Tan.

809.57

2125.80

1.85 Mi. Tan.
+14C

(45.00)

(46.16)

(49.7)

(49.80)

(49.30)

(49.23)

4517 24'32"
Corr. Iron Pipe
4531 24'50"
Corr. Iron Pipe
4546 24'32"
Corr. Iron Pipe
4559 24'32"
Corr. Iron Pipe

4601 24'40"
Corr. Iron Pipe

4787 24'52"
Corr. Iron Pipe

4851 24'48"
Corr. Iron Pipe

4922 36'64"
Corr. Iron Pipe

4962 24'36"
Corr. Iron Pipe



12 LB. RAIL - 1946

ORVILLE CRUSHED ROCK

CHESTER MATERIAL

1/1/64
10/22

50

51

52

53

54

55

1°00'
1018.33

1°30'
3386.67

1°00'
1211.67

2°00'
775.83

1°00'
686.67

1.85 Mi. Tan.

4.1 Mi. Tan.

896.33

2644.7 Tan.

388

+ 140 Mex

191.31

7.88

(54.80)

0.0

5264.24' 42"
Corr. Iron Pipe

5230.36' 60"
Corr. Iron Pipe

5269.41' 36"
Well casing

5200.20' 20"
5212.12' 60"
5224.04' 60"
Corr. Iron Pipe

155.30

(59.90)

5559.24' 60"
Corr. Iron Pipe

5370.20' 30"
Corr. Iron Pipe

5442.24' 50"
Corr. Iron Pipe

5482.24' 00"
Corr. Iron Pipe

(54.60)

XING ROAD 51.80 X

BRIDGE 140'

ROCK PILE BRIDGE

BRIDGE 140'

BRIDGE 140'

BRIDGE 140'

BRIDGE 140'

BRIDGE 140'

BRIDGE 140'

BRIDGE 140'

BRIDGE 140'

BRIDGE 140'

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BRIDGE 140'

BRIDGE 140'

BRIDGE 140'

BRIDGE 140'

112 LB. RAIL - 1946

112 LB. RAIL - 1942

ORD LN. ROCK -> CRD - 4 - 1939

ORVILLE CRUSHED ROCK

ORVILLE CRUSHED ROCK 5" - 1936

N 7 1

N 7 1

4/123

55

2°00'
1760.01°30'
2151.11

57

0°30'
1896.6758
0°00'
1645.83

59

60

2546.18 Tan.

4882.76 Tan.

2694.17 Tan.

2.55 Mi. Tan.

8682.5
0.00

[55.50]

[55.50]

1.00

[55.00]

0.20 Max

#55.09 24°52'
Corr. Iron Pipe#55.28 24°50'
Corr. Iron Pipe#55.44 24°58'
Corr. Iron PipeXING #4K-59.0, 2X, 27L
COUNTY RD #42#56.09 18°40'
Corr. Iron PipeXING #4K-56.50 2X
COUNTY ROAD#56.58 24°50'
Corr. Iron Pipe#56.76 24°26'
Corr. Iron Pipe#56.76 24°40'
Corr. Iron Pipe#57.11 18°24'
Corr. Iron Pipe#57.87 24°50'
Corr. Iron Pipe#58.99 24°00'
Corr. Iron Pipe#59.04 24°28'
Corr. Iron Pipe#59.04 24°28'
Corr. Iron Pipe#59.04 24°28'
Corr. Iron PipeXING #4K-59.01 2X
COUNTY ROAD#59.04 24°28'
Corr. Iron Pipe

BR 5019 3-15'

Timber spans,
framed, conc sills

FEATHER RIVER
RAIL SOCIETY

GRVILLE CROSSING ROCK 5" 1958

NPI

11/178

60

62

63

64

65

 $\frac{1^{\circ}00'}{2853.33}$
 $\frac{1^{\circ}00'}{4349.17}$

4.85 Mi. Tan.

675.6

161.00

+1.00

+0.20 MAX

5850.00

LODGEPOLE

M.P. 82.87

4735 F

#61.09 16°39'
Carr. Iron Pipe#61.55 16°39'
Carr. Iron Pipe#61.86 18°32'
Carr. Iron Pipe#62.00 36°40'
Iron Pipe#62.13 4°40'
Carr. Iron Pipe#62.33 36°40'
Carr. Iron Pipe#63.61 16°30'
Carr. Iron Pipe#63.73 30°39'
Carr. Iron Pipe#63.96 36°32'
Carr. Iron Pipe#64.33 36°32'
Carr. Iron PipeBR. 6020 3-15'
Timber spans,
framed, conc. gulls

PRIVATE KING, P.S.

PRIVATE KING, P.S.

12 L.B. RAIL - 1942

12 L.B. RAIL - 1942

BROWNE-CUSHED ROCK 3'-1956

N 91

XING #4K-836

GREATER MT. ROAD

#62.33 36°40'

Carr. Iron Pipe

GREATER MT. ROAD

11/1/56
10/1/56

65

66

67

68

69

70

22' 6"
00' 00"
00' 17"2° 00'
3365.031° 00'
885.33

4.85 Mi. Ten.

3440.12 Ten.

1952.05

4376.27 Ten.

-100

5680

0

-0.5

0.0

+100

#65.19 24" x 36"
Corr. Iron Pipe#65.70 24" x 30"
Corr. Iron Pipe#65.92 2" x 36" x 30"
Corr. Iron Pipe#66.15 30" x 32"
Corr. Iron Pipe#66.68 2" x 26"
Corr. Iron Pipe#68.00 36" x 36"
Corr. Iron Pipe#68.35 24" x 36"
Corr. Iron Pipe#69.42 36" x 30"
Corr. Iron Pipe#69.82 78" x 70"
50' Pipe ArchX
#68-07.3
3-15' spans
Ballast Deck
on non-alls.

L.S. R.R. - 1943

DROVILLE CRUSHED ROCK 3"-1956

ORO CR. ROCK

DROVILLE
ROUND ROCK

DROVILLE MIXED

DROVILLE ROUND ROCK

ORO: 6"-1959

NPI

NPI2

NPI1 & NPI2

NPI2

NPI1

1/1/68
V1/71

70

2°00'
1488.17

71

1°00' 72
3065.84

73

1°30'
1887.22

74

1°00' 75
1260.0

PRIVATE KING, P.S.

POISON LAKE
MP. 70.07 H.B.
(SPUR)
301 FT.JOSKEY SPAUN
BALLANTINE LUMBER CO#70.24' 24" 58'
Corr. Iron Pipe

PRIVATE KING, P.S.

PRIVATE KING, P.S.

PRIVATE KING, P.S.

PRIVATE KING, P.S.

PRIVATE KING, P.S.

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PRIVATE KING, P.S.

PRIVATE KING, P.S.

PRIVATE KING, P.S.

ORVILLE CRUSHED ROCK 6" - 1959

ORVILLE CRUSHED ROCK 6" - 1959

N21

N21

1/1/74

75

76

77

78

79

80

2° 00'
2434.502° 00'
1195.8378 30'
1576.891° 30'
1332.224° 00'
1122.0610° 00'
1041.5010° 00'
917.674° 00'
521.25

1920.96

1.79 Mi. Ten

1116.29

269.33

1957.53

98.27

862.60

199.92

0

5669.0

(75.27)

+0.40

275.05

(76.00)

(78.85)

(70.65)

(79.50) 16

(79.52)

(79.66)

5962.0

#7506 36" x 94"
Corr. Iron Pipe#7523 40" x 50"
Corr. Iron Pipe#7575 48" x 56"
Corr. Iron Pipe

HALLS FLAT

#7625 48" x 56"
Corr. Iron Pipe#7664 48" x 56"
Corr. Iron Pipe#7764 36" x 20"
Corr. Iron Pipe#7790 24" x 20"
Corr. Iron Pipe#7896 24" x 32"
Corr. Iron Pipe#7874 36" x 30"
Corr. Iron Pipe#7962 24" x 56"
Corr. Iron Pipe#7666 24" x 60"
Corr. Iron Pipe

BRIDGE NO. 73

PRIVATE LUG
BR. 7615
Timber beam
framed, corr. wallsXING #4K-787
JELLY CAMP AG'S

112 LB. RAIL - 1945

112 LB. RAIL - 1942

OROVILLE CRUSHED ROCK

OROVILLE CRUSHED ROCK

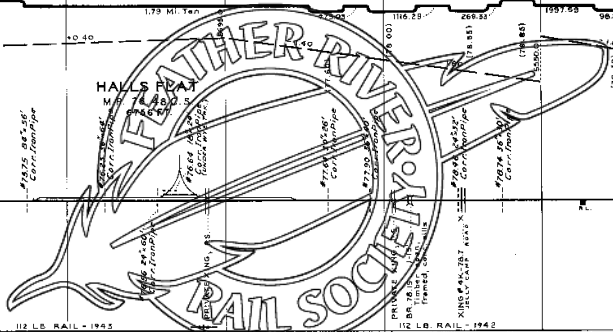
OROVILLE CRUSHED ROCK

ORO. CR. ROCK

CHESTER MATERIAL

V/73

V/74



80 10° 00' 10740.0 10° 00' 10066.55 10° 00' 10566.83 10° 00' 1246.49 81 2° 00' 935.00 6° 00' 1016.67 82 6° 00' 995.44 1° 00' 1501.42 83 6° 00' 602.50 6° 00' 889.17 6° 00' 1121.94 84 6° 00' 666.11 10° 00' 1734.67

5482.0 (79.99) 220.82 (80.51) 147.66 (80.39) 119.31 (80.55) 907.56 (80.80) 5393.0 (81.12) 1671.21 (81.30) 675.59 (82.05) 5007.76 (83.00) 258.16 (83.20) 110.35 (83.31) 253.08 (83.51) 182.11 2720.66 2487.52 5072.0 (84.83)



190.23 36° 15' Corr. Iron Pipe

190.66 24° 10' Corr. Iron Pipe

191.10 26° 52' Corr. Iron Pipe

192.01 29° 30' Corr. Iron Pipe

192.76 31° 45' Corr. Iron Pipe

192.77 31° 45' Corr. Iron Pipe

193.55 26° 42' Corr. Iron Pipe

193.76 24° 56' Corr. Iron Pipe

194.00 16° 20' Corr. Iron Pipe (longer than 193.76)

112 L.B. RAIL - 1942 112 L.B. RAIL - 1942 112 L.B. RAIL - 1942 112 L.B. RAIL - 1942

GRAVEL CRUSHED ROCK

PRIVATE XING, P.S.

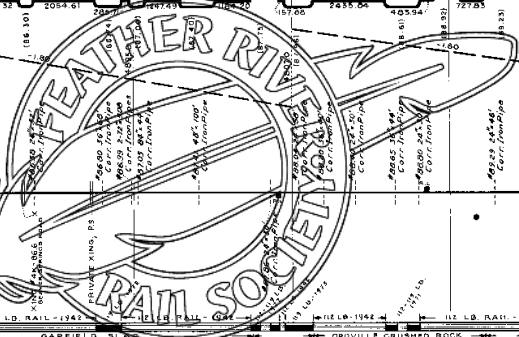
1/16 4/17

85 10°00' 1734.67 4°00' 1353.53 4°00' 566.11 6°00' 1022.22 86 1°00' 511.67 6°00' 927.08 4°00' 521.45 4°00' 1144.83 87 10°00' 971.67 10°00' 890.55 88 6°00' 1165.00 6°00' 903.33 89 10°00' 1353.33 10°00' 1567.67 90

252.23 550.16 347.74 1594.32 2054.61 2857.4 1447.43 1184.20 157.68 2435.64 405.94 727.83 1376.11

60320 (84.83) (85.80) (85.33) (85.78) (85.0) (86.30) (86.74) (87.4) (87.15) (88.61) (88.92) (89.23) (89.75)

105.53 24°29' Corr. Iron Pipe
 85.06 2°38' 52" Corr. Iron Pipe
 266.30 29°21' Corr. Iron Pipe
 166.00 36°18' Corr. Iron Pipe
 166.09 2°22' 00" Corr. Iron Pipes
 1705 08° 4' Corr. Iron Pipe
 404.41 48° 100' Corr. Iron Pipe
 188.07 27° 55' Corr. Iron Pipe
 160.00 24° 50' Corr. Iron Pipe
 180.65 36° 44' Corr. Iron Pipe
 190.00 24° 50' Corr. Iron Pipe
 189.29 24° 46' Corr. Iron Pipe
 189.91 36° 74' Corr. Iron Pipe

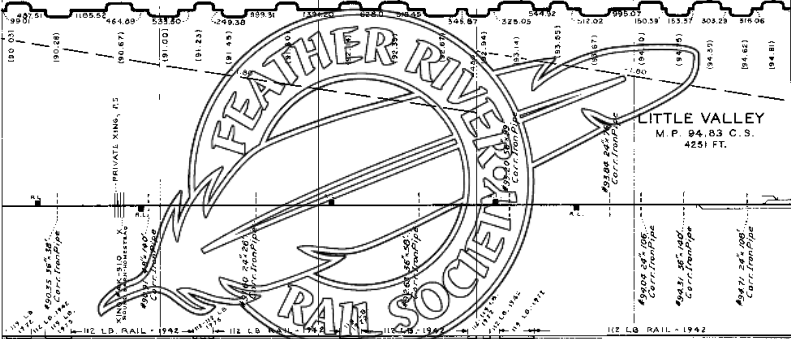


RL
 PRIVATE KING, P.S.
 XING 44' 86.6
 BECKMAN SPRINGS ROAD
 112 L.B. 1942
 112 L.B. RAIL - 1942
 112 L.B. RAIL - 1942
 112 L.B. RAIL - 1942
 112 L.B. RAIL - 1942
 112 L.B. RAIL - 1942
 112 L.B. RAIL - 1942

ORO. CR. ROCK GARFIELD SLAG ORVILLE CRUSHED ROCK CRUSHED PROCESSED GRAVEL (ROCKLAND) CHESTER MATERIAL

07/66
 4473

90 10° 00' 628.26 6° 00' 675.00 10° 00' 936.50 91 6° 00' 1016.89 4° 00' 594.17 1° 00' 830.00 723.33 92 6° 00' 716.77 8° 00' 945.65 1105.26 93 6° 00' 718.04 10° 00' 1164.00 4° 00' 566.67 6° 00' 966.14 94 6° 00' 752.50 6° 00' 786.67 6° 00' 933.06 4° 00' 697.50 95 6° 00' 759.17



CRUSHED PROCESSED GRAVEL (ROCKLAND) GARFIELD CHESTER MATERIAL GRANITE

11/66
11/73

95

5°00' 932.06

4°00' 963.75

96

3°00' 602.86

4°00' 962.06

97

6°00' 853.33

4°00' 851.04

5°00' 852.22

6°00' 2537.22

98

6°00' 843.33

5°30' 1059.00

99

10°00' 1008.83

10°00' 755.17

3°00' 756.18

3°00' 736.11

100

195.41 1626.86 2293.41 383.47 595.20 462.64 95.79 90.25 704.91 1427.52 492.16 421.41 263.99 775.31

(86.25)

(95.60)

(96.18)

(84.99)

(92.28)

(88.10)

(88.38)

(99.00)

(99.28)

(89.61)

(89.70)

(89.98)

LITTLE VALLEY
M.P. 94.83 C.S.
4251 FT.

#95.79 20'x70' Corr. Iron Pipe

#96.42 50'x60' CORR. IRON PIPE

#95.72 36'x42' CORR. IRON PIPE

#96.40 24'x66' CORR. IRON PIPE

#98.47 20'x50' CORR. IRON PIPE

#98.75 24'x60' CORR. IRON PIPE

#99.14 24'x70' CORR. IRON PIPE

XING #4K-95.9 2X
LITTLE VALLEY-PITTSVILLE
1/2" x 1/2" x 1/2" x 1/2"

BR. 95.01 5-60 4-30
approx. plate girders

PRIVATE XING, P.S.
#95.79 20'x70'
Corr. Iron Pipe
(Outside Road)

PRIVATE XING, P.S.
#99.14 24'x70'
Corr. Iron Pipe

1/2" LB - 1942

1/2" LB - 1942

1/2" LB - 1942

1/2" LB - 1942

1/2" LB - 1942

1/2" LB - 1942

1/2" LB - 1942

1/2" LB - 1942

1/2" LB - 1942

1/2" LB - 1942

1/2" LB - 1942

1/2" LB - 1942

1/2" LB - 1942

1/2" LB - 1942

1/2" LB - 1942

1/2" LB - 1942

1/2" LB - 1942

1/2" LB - 1942

1/2" LB - 1942

1/2" LB - 1942

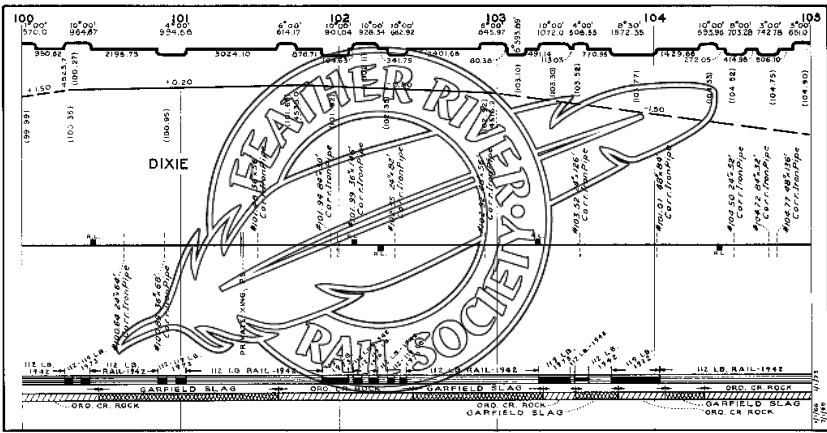
1/2" LB - 1942

1/2" LB - 1942

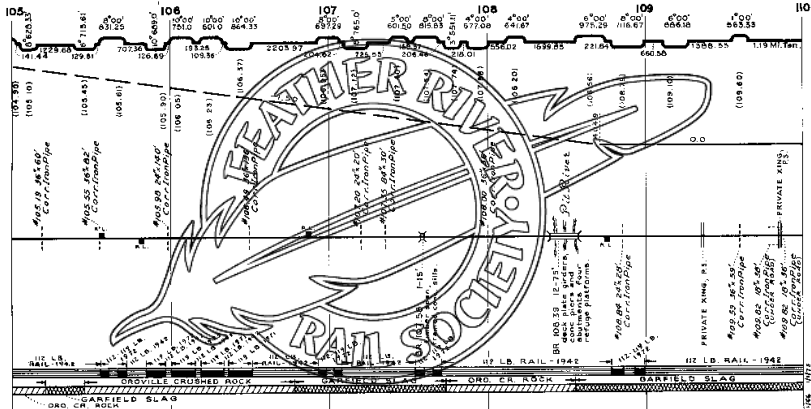
1/2" LB - 1942

ORVILLE CRUSHED ROCK CHESTER MATERIAL

1/2" LB - 1942



v.100
p.153
3/1/86



110

111
1000'
1701.67

1.19 Mi. Ten.

3210.44 Ten.

(111.00)
O.D.

#110.44 18" x 32"
Corr. Iron Pipe
(44664 4466)

#110.54 24" x 26"
Corr. Iron Pipe

#110.87 24" x 28"
Corr. Iron Pipe
(40844 4084)

#111.00 24" x 24"
Corr. Iron Pipe

W.P.R.R. CO.
M.P. 11.01

G.N.R.Y. CO.
M.P. 20.89

500
P.O.

BIEBER

DIVISION OF OWNERSHIP

PRIVATE KING, P.E.

PRIVATE KING, P.S.

PRIVATE KING, P.S.

#110.78 60" x 30"
#110.89 36" x 33"
#110.95 36" x 33"
#111.01 60" x 30"
Corr. Iron Pipes

112 LB RAIL - 1942

GARFIELD SLAG

ORG. CR. ROCK



G.N.R.Y. To Klamath Falls →

Depot

REDDING - ALTURAS
U.S. HIGHWAY 299

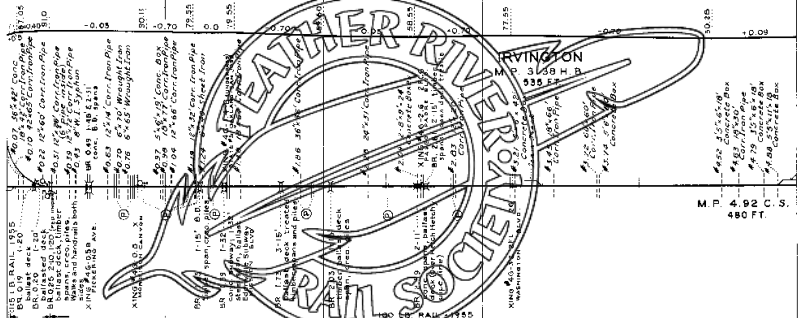






0 10° 00' 862.67 6° 06' 371.54 1 1° 30' 1729.44 2 3 1° 30' 1365.00 4 5

254.71 16.50 3958.48 10.64 4.61 10,658.23 10.09



1:15 I.B. RAIL 1955
BR 0.19 1-20
DR 0.20 1-20
ballast deck
BR 0.25 2-10 120' up inside
ballast deck, timber
spans, cross, pipes
Walks and handrails both
sides
XING 45-05B
PICKERING AVE.

XING 44-05 X
MOUNTAIN CANYON

BR 1.75 3-15
ballast deck treated
timber girders and piles
BR 2.05 1-15
timber ballast deck
main, girders
BR 2.19 2-11
stringer ballast
girders, cross, pipes
walks, handrails
BR 2.25 1-32
concrete away, ballast
stringer, girders
BR 2.30 1-32
concrete, subways

BR 2.35 1-32
concrete, subways

BR 2.40 1-32
concrete, subways

BR 2.45 1-32
concrete, subways

BR 2.50 1-32
concrete, subways

BR 2.55 1-32
concrete, subways

BR 2.60 1-32
concrete, subways

BR 2.65 1-32
concrete, subways

BR 2.70 1-32
concrete, subways

BR 2.75 1-32
concrete, subways

BR 2.80 1-32
concrete, subways

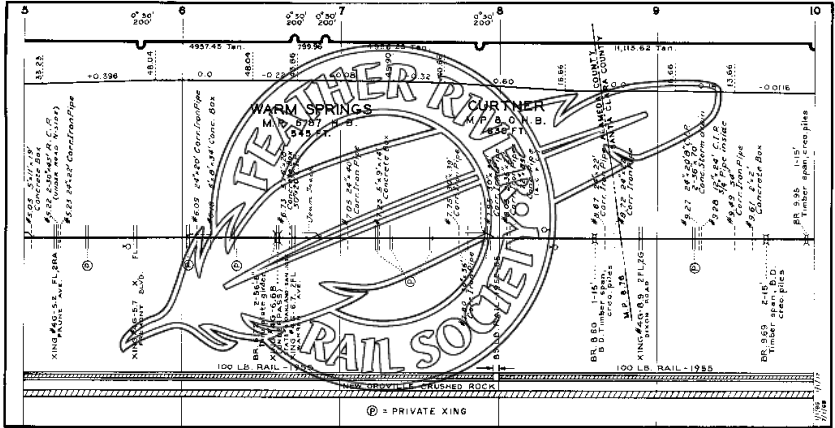
85 LB RAIL - 1937 & 1949
NON-IRVINGTON CRUSHED ROCK

(P) = PRIVATE KING

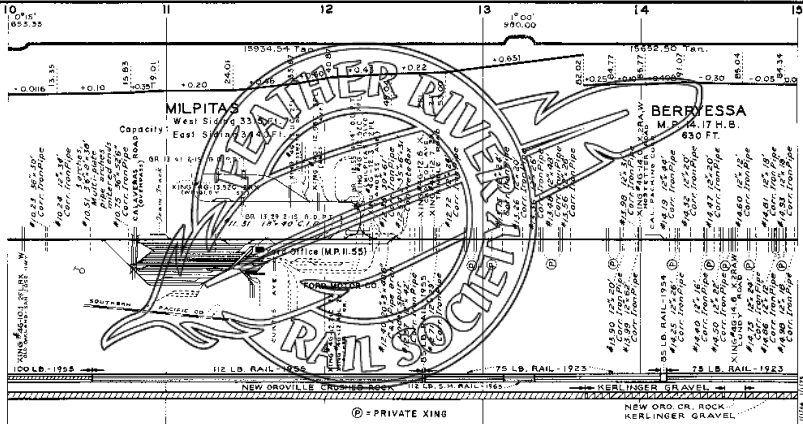
IRVINGTON
M.P. 3.38 H.B.
535 57

M.P. 4.02 C.S.
480 FT.

0713
WUE



(P) = PRIVATE XING



(P) = PRIVATE XING

NEW ORO. CR. ROCK
KERLINGER GRAVEL

9154 10/17
 2/158

2°00' 1323.50

2°00' 2517.01

10°00' 1095.06

15692.50

1641.62

5341.81

256.02

270°277.50

700°597.90

113.60

110.69

110.69

110.69

110.69

110.69

110.69

110.69

110.69

110.69

110.69

110.69

110.69

110.69

110.69

110.69

U.S.C.S. DATUM CITY OF DATUM

150.91

150.91

150.91

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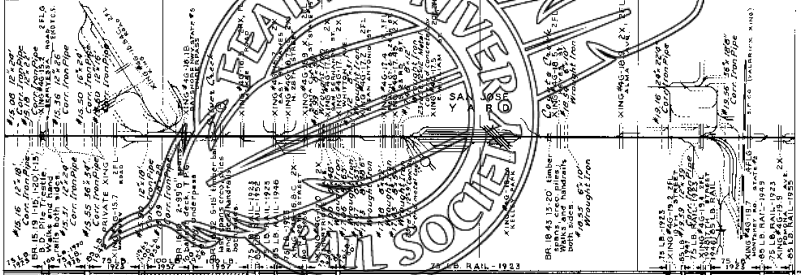
150.91

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150.91



OROVILLE CRUSHED ROCK ORG. CR. ROCK KERLINGER GRAVEL 100 LB. - 1923

(P) = PRIVATE KING

11/16 4/73

20

21

22

23

4' 00' 894.58
 6' 00' 654.59
 7' 00' 577.90
 5' 00' 715.46
 4' 00' 430.91
 3' 00' 275.71
 2' 00' 120.51
 1' 00' 65.31

5569.00
 1404.93
 4454.67
 2220.64
 505.56
 76.65
 22.44
 450.29
 800.46
 200.00
 300.00
 500.00

118.49
 119.48
 110.96
 106.8
 106.8
 111.36
 116.30
 100.00
 105.22
 101.75
 100.00
 99.27
 98.50
 97.62

0.10
 -0.60
 -0.28
 -0.154
 0.0
 -0.25
 0.76
 -0.572
 0.25
 0.25
 0.25
 0.25
 0.25

75 LB. RAIL - 1923
 75 LB. RAIL - 1923
 75 LB. RAIL - 1923
 75 LB. RAIL - 1923
 75 LB. RAIL - 1923
 75 LB. RAIL - 1923
 75 LB. RAIL - 1923
 75 LB. RAIL - 1923
 75 LB. RAIL - 1923
 75 LB. RAIL - 1923
 75 LB. RAIL - 1923

XING 416-20.0
 LITTLE ORCHARD AVE
 XING 446-20.3
 ALMADEN ROAD
 WILLOW GLEN XING
 BR 40.59 1-80' O.D. thru
 under over
 Levee Canal. Con-
 crete abutments
 XING 40.72 36" x 32"
 Corr. Iron Pipe
 XING 40.84 36" x 32"
 Corr. Iron Pipe

60 MAIN TRUCK KING
 12' x 22'
 20.45
 20.72
 20.84

1-85 LB. RAIL - 1946
 1-75 LB. RAIL - 1923
 1-60 LB. RAIL - 1923
 XING 41.21 2.2 FLO.
 XING 41.21 3 FLO.
 XING 41.21 3 FLO.
 XING 41.21 3 FLO.
 XING 41.21 3 FLO.
 XING 41.21 3 FLO.
 XING 41.21 3 FLO.
 XING 41.21 3 FLO.
 XING 41.21 3 FLO.
 XING 41.21 3 FLO.

1-85 LB. RAIL - 1946
 1-75 LB. RAIL - 1923
 1-60 LB. RAIL - 1923
 XING 41.21 2.2 FLO.
 XING 41.21 3 FLO.
 XING 41.21 3 FLO.
 XING 41.21 3 FLO.
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 XING 41.21 3 FLO.
 XING 41.21 3 FLO.
 XING 41.21 3 FLO.
 XING 41.21 3 FLO.
 XING 41.21 3 FLO.

1-85 LB. RAIL - 1946
 1-75 LB. RAIL - 1923
 1-60 LB. RAIL - 1923
 XING 41.21 2.2 FLO.
 XING 41.21 3 FLO.
 XING 41.21 3 FLO.
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 XING 41.21 3 FLO.
 XING 41.21 3 FLO.
 XING 41.21 3 FLO.
 XING 41.21 3 FLO.

1-85 LB. RAIL - 1946
 1-75 LB. RAIL - 1923
 1-60 LB. RAIL - 1923
 XING 41.21 2.2 FLO.
 XING 41.21 3 FLO.
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 XING 41.21 3 FLO.
 XING 41.21 3 FLO.

1-85 LB. RAIL - 1946
 1-75 LB. RAIL - 1923
 1-60 LB. RAIL - 1923
 XING 41.21 2.2 FLO.
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 XING 41.21 3 FLO.
 XING 41.21 3 FLO.

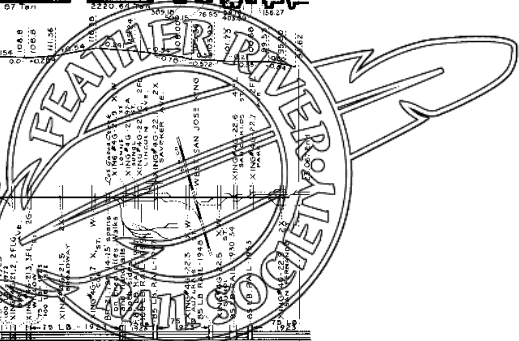
1-85 LB. RAIL - 1946
 1-75 LB. RAIL - 1923
 1-60 LB. RAIL - 1923
 XING 41.21 2.2 FLO.
 XING 41.21 3 FLO.
 XING 41.21 3 FLO.
 XING 41.21 3 FLO.
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 XING 41.21 3 FLO.
 XING 41.21 3 FLO.

1-85 LB. RAIL - 1946
 1-75 LB. RAIL - 1923
 1-60 LB. RAIL - 1923
 XING 41.21 2.2 FLO.
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 XING 41.21 3 FLO.

1-85 LB. RAIL - 1946
 1-75 LB. RAIL - 1923
 1-60 LB. RAIL - 1923
 XING 41.21 2.2 FLO.
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 XING 41.21 3 FLO.
 XING 41.21 3 FLO.

1-85 LB. RAIL - 1946
 1-75 LB. RAIL - 1923
 1-60 LB. RAIL - 1923
 XING 41.21 2.2 FLO.
 XING 41.21 3 FLO.
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 XING 41.21 3 FLO.
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 XING 41.21 3 FLO.
 XING 41.21 3 FLO.

1-85 LB. RAIL - 1946
 1-75 LB. RAIL - 1923
 1-60 LB. RAIL - 1923
 XING 41.21 2.2 FLO.
 XING 41.21 3 FLO.
 XING 41.21 3 FLO.
 XING 41.21 3 FLO.
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 XING 41.21 3 FLO.
 XING 41.21 3 FLO.
 XING 41.21 3 FLO.
 XING 41.21 3 FLO.
 XING 41.21 3 FLO.



KERLINGER GRAVEL







0.06 24" 80' C.I.P. (under v)
0.13 24" 175' C.I.P. (under v)
0.10 24" 108' C.I.P. (under v)

RENO JCT.
M.P. 341.61 = 0.0

XING F-0-A
STAT. (ROADWAY) (6+1R)

0.68 24" 40' Corr. Iron Pipe

1.10 24" 29' Corr. Iron Pipe

XING F-6 X
STAT. (ROADWAY)

PRIVATE XING, P.S.

1.91 30" 40' Corr. Iron Pipe

2.20 36" 62' Corr. Iron Pipe

2.49 36" 59' Corr. Iron Pipe

2.72 30" 6" C.I.P.

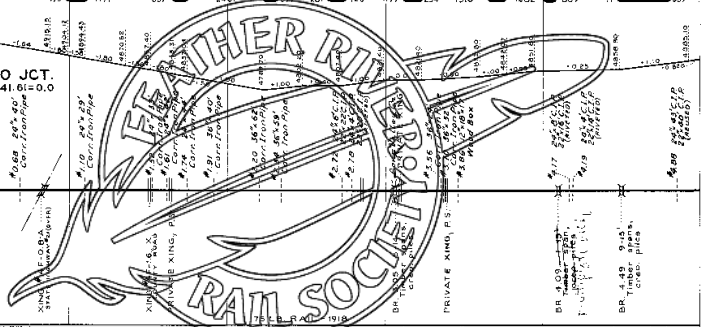
2.70 30" 6" C.I.P.

3.56 36" Hand Box

PRIVATE XING, P.S.

BR 4.09
Timber spans,
crossties

BR 4.49 9-15'
Timber spans,
crossties



CRUSHED PROCESSED GRAVEL (SAND PASS)

3/24 4/77
3/25

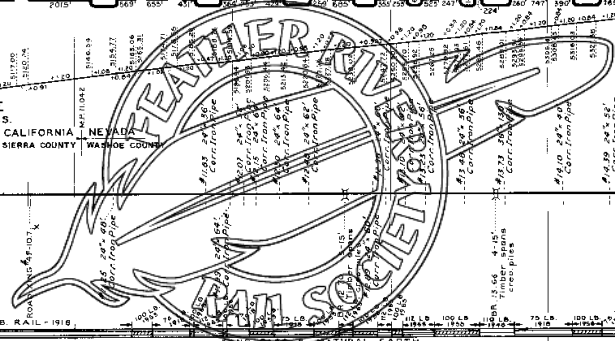
10 11 12 13 14 15
 5°00' 592' 9°00' 506' 4°00' 900' 10°00' 357' 5°00' 513' 10°00' 865' 4°00' 346' 1°00' 753' 6°00' 890' 12°00' 436' 5°00' 731' 6°00' 470' 9°00' 529' 9°00' 962' 10°00' 317' 14 434' 9°00' 876' 5°00' 878' 6°00' 311'

185' 1878' 2015' 569' 655' 451' 324' 325' 320' 320' 665' 355' 253' 525' 247' 1000' 499' 224' 260' 747' 390' 165' 162' 1000' 591' 125' 63'

5982.32 5197.90 5117.00 5150.74 5140.39 5125.77 5115.06 5105.31 5095.56 5085.81 5076.06 5066.31 5056.56 5046.81 5037.06 5027.31 5017.56 5007.81 4998.06 4988.31 4978.56 4968.81 4959.06 4949.31 4939.56 4929.81 4920.06 4910.31 4900.56 4890.81 4881.06 4871.31 4861.56 4851.81 4842.06 4832.31 4822.56 4812.81 4803.06 4793.31 4783.56 4773.81 4764.06 4754.31 4744.56 4734.81 4725.06 4715.31 4705.56 4695.81 4686.06 4676.31 4666.56 4656.81 4647.06 4637.31 4627.56 4617.81 4608.06 4598.31 4588.56 4578.81 4569.06 4559.31 4549.56 4539.81 4530.06 4520.31 4510.56 4500.81 4491.06 4481.31 4471.56 4461.81 4452.06 4442.31 4432.56 4422.81 4413.06 4403.31 4393.56 4383.81 4374.06 4364.31 4354.56 4344.81 4335.06 4325.31 4315.56 4305.81 4296.06 4286.31 4276.56 4266.81 4257.06 4247.31 4237.56 4227.81 4218.06 4208.31 4198.56 4188.81 4179.06 4169.31 4159.56 4149.81 4140.06 4130.31 4120.56 4110.81 4101.06 4091.31 4081.56 4071.81 4062.06 4052.31 4042.56 4032.81 4023.06 4013.31 4003.56 3993.81 3984.06 3974.31 3964.56 3954.81 3945.06 3935.31 3925.56 3915.81 3906.06 3896.31 3886.56 3876.81 3867.06 3857.31 3847.56 3837.81 3828.06 3818.31 3808.56 3798.81 3789.06 3779.31 3769.56 3759.81 3750.06 3740.31 3730.56 3720.81 3711.06 3701.31 3691.56 3681.81 3672.06 3662.31 3652.56 3642.81 3633.06 3623.31 3613.56 3603.81 3594.06 3584.31 3574.56 3564.81 3555.06 3545.31 3535.56 3525.81 3516.06 3506.31 3496.56 3486.81 3477.06 3467.31 3457.56 3447.81 3438.06 3428.31 3418.56 3408.81 3399.06 3389.31 3379.56 3369.81 3360.06 3350.31 3340.56 3330.81 3321.06 3311.31 3301.56 3291.81 3282.06 3272.31 3262.56 3252.81 3243.06 3233.31 3223.56 3213.81 3204.06 3194.31 3184.56 3174.81 3165.06 3155.31 3145.56 3135.81 3126.06 3116.31 3106.56 3096.81 3087.06 3077.31 3067.56 3057.81 3048.06 3038.31 3028.56 3018.81 3009.06 2999.31 2989.56 2979.81 2970.06 2960.31 2950.56 2940.81 2931.06 2921.31 2911.56 2901.81 2892.06 2882.31 2872.56 2862.81 2853.06 2843.31 2833.56 2823.81 2814.06 2804.31 2794.56 2784.81 2775.06 2765.31 2755.56 2745.81 2736.06 2726.31 2716.56 2706.81 2697.06 2687.31 2677.56 2667.81 2658.06 2648.31 2638.56 2628.81 2619.06 2609.31 2599.56 2589.81 2580.06 2570.31 2560.56 2550.81 2541.06 2531.31 2521.56 2511.81 2502.06 2492.31 2482.56 2472.81 2463.06 2453.31 2443.56 2433.81 2424.06 2414.31 2404.56 2394.81 2385.06 2375.31 2365.56 2355.81 2346.06 2336.31 2326.56 2316.81 2307.06 2297.31 2287.56 2277.81 2268.06 2258.31 2248.56 2238.81 2229.06 2219.31 2209.56 2199.81 2190.06 2180.31 2170.56 2160.81 2151.06 2141.31 2131.56 2121.81 2112.06 2102.31 2092.56 2082.81 2073.06 2063.31 2053.56 2043.81 2034.06 2024.31 2014.56 2004.81 1995.06 1985.31 1975.56 1965.81 1956.06 1946.31 1936.56 1926.81 1917.06 1907.31 1897.56 1887.81 1878.06 1868.31 1858.56 1848.81 1839.06 1829.31 1819.56 1809.81 1799.06 1789.31 1779.56 1769.81 1760.06 1750.31 1740.56 1730.81 1721.06 1711.31 1701.56 1691.81 1682.06 1672.31 1662.56 1652.81 1643.06 1633.31 1623.56 1613.81 1604.06 1594.31 1584.56 1574.81 1565.06 1555.31 1545.56 1535.81 1526.06 1516.31 1506.56 1496.81 1487.06 1477.31 1467.56 1457.81 1448.06 1438.31 1428.56 1418.81 1409.06 1399.31 1389.56 1379.81 1370.06 1360.31 1350.56 1340.81 1331.06 1321.31 1311.56 1301.81 1292.06 1282.31 1272.56 1262.81 1253.06 1243.31 1233.56 1223.81 1214.06 1204.31 1194.56 1184.81 1175.06 1165.31 1155.56 1145.81 1136.06 1126.31 1116.56 1106.81 1097.06 1087.31 1077.56 1067.81 1058.06 1048.31 1038.56 1028.81 1019.06 1009.31 999.56 989.81 980.06 970.31 960.56 950.81 941.06 931.31 921.56 911.81 902.06 892.31 882.56 872.81 863.06 853.31 843.56 833.81 824.06 814.31 804.56 794.81 785.06 775.31 765.56 755.81 746.06 736.31 726.56 716.81 707.06 697.31 687.56 677.81 668.06 658.31 648.56 638.81 629.06 619.31 609.56 599.81 590.06 580.31 570.56 560.81 551.06 541.31 531.56 521.81 512.06 502.31 492.56 482.81 473.06 463.31 453.56 443.81 434.06 424.31 414.56 404.81 395.06 385.31 375.56 365.81 356.06 346.31 336.56 326.81 317.06 307.31 297.56 287.81 278.06 268.31 258.56 248.81 239.06 229.31 219.56 209.81 199.06 189.31 179.56 169.81 159.06 149.31 139.56 129.81 119.06 109.31 99.56 89.81 79.06 69.31 59.56 49.81 39.06 29.31 19.56 9.81 0.06

PEAVINE
 M.P. 10.09 C.S.
 480 FT.

CALIFORNIA NEVADA
 SIERRA COUNTY WASHOE COUNTY



#10.15 18" x 24"
 Corr. Iron Pipe
 ROAD XING 47-102.1 X

ROADING 47-107.1 X

#15 24" x 60"
 Corr. Iron Pipe

#11.83 24" x 36"
 Corr. Iron Pipe

#12.07 24" x 36"
 Corr. Iron Pipe

#12.15 24" x 60"
 Corr. Iron Pipe

#12.30 24" x 64"
 Corr. Iron Pipe

#12.40 24" x 62"
 Corr. Iron Pipe

#12.70 24" x 56"
 Corr. Iron Pipe

#13.40 24" x 56"
 Corr. Iron Pipe

#13.73 30" x 130"
 Corr. Iron Pipe

#14.10 24" x 40"
 Corr. Iron Pipe

#14.39 24" x 52"
 Corr. Iron Pipe

#14.71 24" x 19"
 Sheet Iron and
 Corr. Iron Pipe



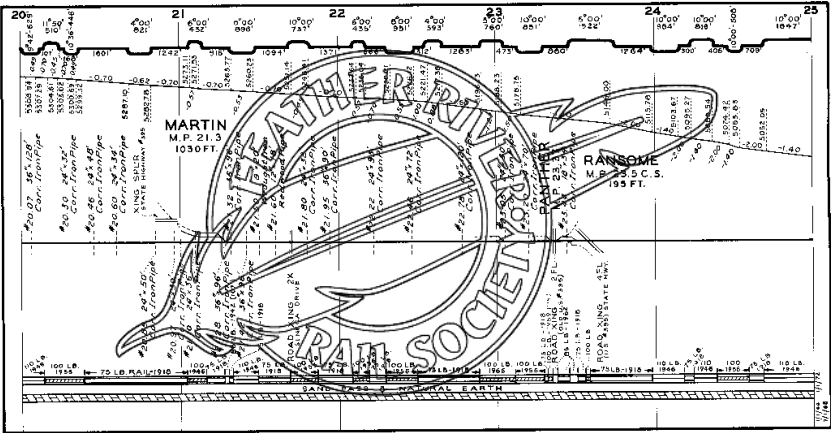
GARFIELD SCREENINGS

NATURAL EARTH

75 LB. RAIL - 1918

112 LB 1965 100 LB 1950 110 LB 1940 75 LB 1910 100 LB 1950 100 LB 1955 112 LB 1965

11/15/18



MARTIN
M.P. 21.3
1030 FT.

RANSOME
M.P. 23.5 C.S.
195 FT.

ROAD KING DRIVE
ROAD KING 45L
10.5 S. 595' STATE HWY.

SAND PILE NATURAL EARTH

100 LB. RAIL 1955
75 LB. RAIL 1945
100 LB. RAIL 1946
75 LB. RAIL 1948

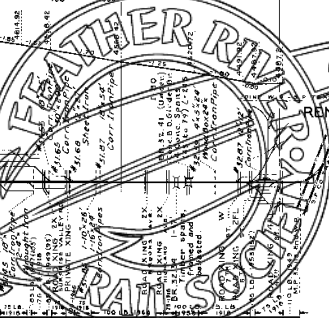
30

4° 30' 1106
10° 00' 385
10° 00' 513
10° 00' 831
9° 30' 580
12° 30' 896
2° 30' 7851
4° 00' 489
4° 30' 1598
10° 00' 550
5° 00' 543
5° 00' 740
33
20° 00' 519

4770.32
4694.42
4564.37
4434.72

COMSTOCK
M.P. 30.3 C.S.
630 FT.

M. 30.47, 12' x 17'
Cast Iron



RENO

100 LB.-1956

100 LB.-1963

78 LB.

78 LB.

100 LB.

100 LB.

100 LB.-1966

78 LB.

78 LB.

100 LB.

100 LB.

100 LB.-1956

78 LB.

78 LB.

100 LB.

100 LB.

100 LB.-1956

78 LB.

78 LB.

100 LB.

100 LB.

100 LB.-1956

78 LB.

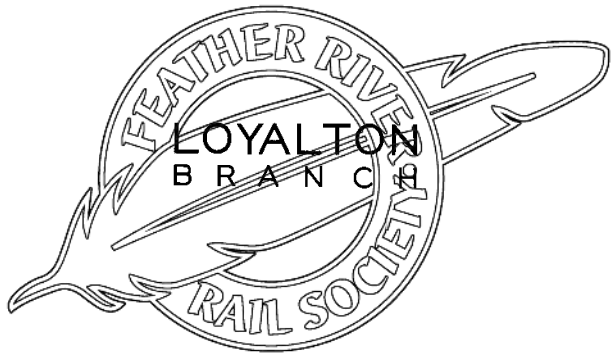
78 LB.

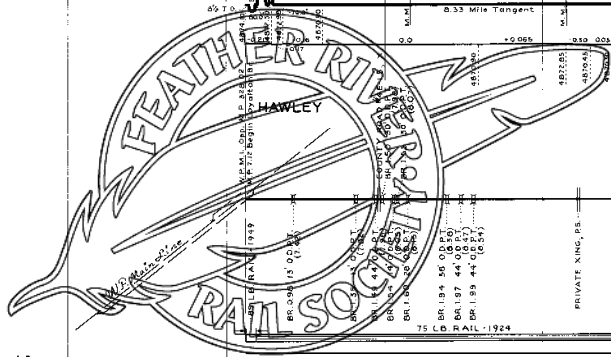
100 LB.

SAND PASS & NATURAL PASS

1956
1963
1966







7 8 9 10

4 1/2 T.O. 500' 200.0
 10' 30' 300.0
 10' 40' 300.0

M.M. 1
 M.W. 2

8.33 Mile Tangent

0.0 +0.055 0.50 0.05 +0.075

4872.05
 4870.45

4872.20

W.P.M. 1.000
 W.P. 7.12 Begin by rail on B

RAIL 1949

BR. 0.96 15' 0 D.P.T. (7.45) ... RR

BR. 3.34 1' 0 D.P.T. (2.82) ... RR

BR. 1.49 44' 0 D.P.T. (3.50) ... RR

BR. 1.04 44' 0 D.P.T. (3.47) ... RR

BR. 1.00 28' 0 D.P.T. (2.84) ... RR

BR. 1.84 56' 0 D.P.T. (4.36) ... RR

BR. 1.97 44' 0 D.P.T. (3.47) ... RR

BR. 1.89 44' 0 D.P.T. (3.54) ... RR

75 C
 T
 A
 L - 1924

* On Loyalton Branch Be
 Governed by Mile
 MARKERS ONLY

1924
 1972

PRIVATE KING, P.

BR. 3.85 1-14'
Timber spansX
creo.piles (0.4')X
BR. 4.02 1-14'
Timber spansX
creo.piles (0.55)

BR. 5.07 1-14'
Timber spansX
creo.piles (1.70)

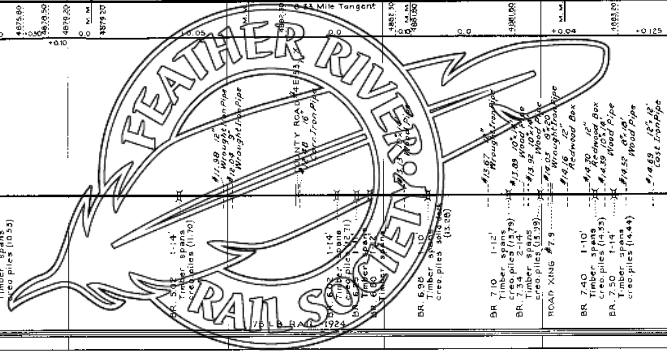
BR. 5.32 1-14'
Timber spansX
creo.piles (2.71)
BR. 5.53 1-14'
Timber spansX
BR. 6.00 1-12'
Timber spansX

BR. 6.98 1-10'
Timber spansX
creo.piles followed
(15.28)

BR. 7.10 1-12'
Timber spansX
creo.piles (15.79)X
BR. 7.34 2-14'
Timber spansX
creo.piles (15.39)X
ROAD KING # 7.9X

BR. 7.40 1-10'
Timber spansX
creo.piles (14.35)X
BR. 7.50 1-14'
Timber spansX
creo.piles (14.44)X
..... #14.52 8" x 10"
Wood pipe
..... #14.69 12" x 12"
Cast Iron pipe

10	3		11	4		12	5		13	6		14	7		15
	M	4874.20		M	4874.20		M	4882.30		M	4881.90		M	4883.20	
		0.0			0.0			0.0			0.0		0.04		0.125
		4.874.20			4.874.20			4.882.30			4.881.90			4.883.20	
		+0.10			+0.10										



Price
List

15

16

17

18

19

20

8

9

10

11

12

3° 00' 14.84'

6° 00' 00.00'

5° 00' 30.07'

1.55 Mile Tangent

1.62 Mile Tangent

145° Tan.

4905.20

4924.97

4920.97

4933.30

4942.06

4946.31

4946.89

10.25

+0.46

+0.10

+0.17

1.60

COUNTY ROAD #4E-79, X

COUNTY ROAD #4E-84, X

PRIVATE KING P.S.

PRIVATE KING P.S.

PRIVATE KING P.S.

PRIVATE KING P.S.

LOYALTON

M.P. 11.88 C. 50

(YARD)

P. II. 34 C. 1554 FT.

M.P. 12.347 End Track

2-14
Timber spans
creo. piles (16.6)

PAIUMA'S COUNTY
SIERRA COUNTY

BR. 11.11
Timber spans
creo. piles (17.86)

PRIVATE KING, P.S.
#10.00 24"
Corr. Iron Pipe

PRIVATE KING, P.S.
#10.00 24"
Corr. Iron Pipe

PRIVATE KING, P.S.
#10.00 30" x 20"
Corr. Iron Pipe and
16" x 20" under spur

PRIVATE KING, P.S.
#13.10 12" x 12"
1900 Bx
#13.21 Pa. x 28"
Corr. Iron Pipe

PRIVATE KING, P.S.
#12.50 2-14"
Timber spans
creo. piles (19.15)

PRIVATE KING, P.S.
#12.60 1-14"
Timber spans
creo. piles (19.19)

75 LB. RAIL - 1924

PRIVATE KING, P.S.
#10.00 24"
Corr. Iron Pipe

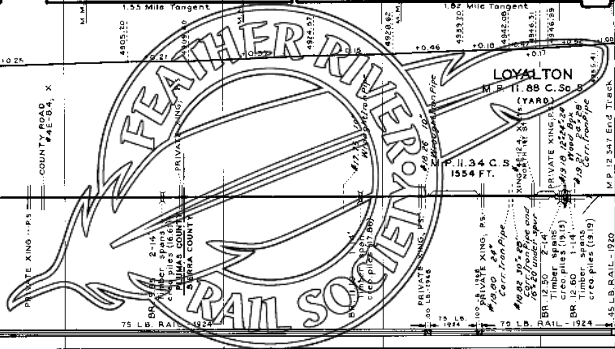
PRIVATE KING, P.S.
#10.00 24"
Corr. Iron Pipe

PRIVATE KING, P.S.
#10.00 30" x 20"
Corr. Iron Pipe and
16" x 20" under spur

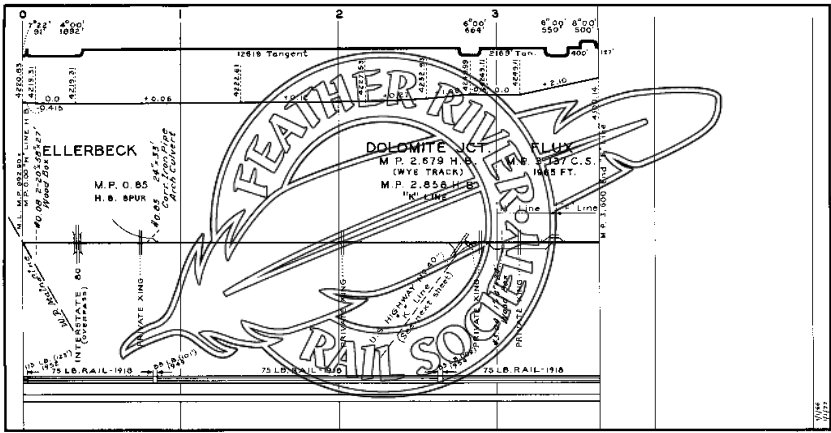
PRIVATE KING, P.S.
#13.10 12" x 12"
1900 Bx
#13.21 Pa. x 28"
Corr. Iron Pipe

PRIVATE KING, P.S.
#12.50 2-14"
Timber spans
creo. piles (19.15)

75 LB. RAIL - 1920







7°22' 91" 4°00' 1092'

6°00' 604' 3

6°00' 550' 8°00' 500'

12618 Tangent

2165 Tan.

127'

M.L. M.P. 0.02 B.D.
M.P. 0.00 " LINE H.D.
4220.83
4219.31
4219.21
4219.11
4219.01
4218.91
4218.81
4218.71
4218.61
4218.51
4218.41
4218.31
4218.21
4218.11
4218.01

ELLERBECK

M.P. 0.85
H. B. SPUR

40.05 24'-53"
Corr. Iron Pipe
Arch Culvert

DOLOMITE JCT.

M.P. 2.879 H.B.
(WYE TRACK)

M.P. 2.856 H.B.
"K" LINE

FLUX

M.P. 3.737 C.S.
1965 FT.

INTERSTATE 80
(overpass)

PRIVATE XING

PRIVATE XING

HIGHWAY 19 60'
"K" Line
(See next sheet)

PRIVATE XING

PRIVATE XING

75 LB. RAIL - 1918

75 LB. RAIL - 1918

75 LB. RAIL - 1918

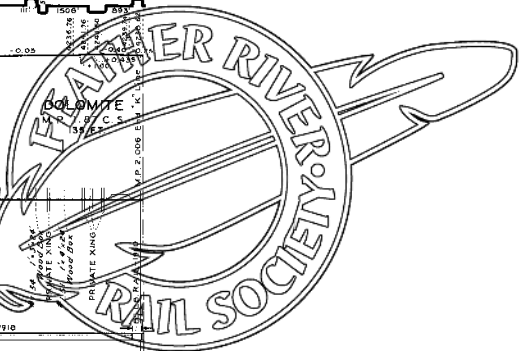
0 100' 200' 300' 400' 500' 600' 700' 800' 900' 1000'

4208.50
4249.25
4289.50
0.0
4249.51
-1.00
-0.20
4289.51
0.0
4230.41
-0.05
500' 214'

0.0/64
55

M.P. 2.050 "N" LINE
M.P. 0.000 "K" LINE
PRIVATE XING
DOLOMITE JCT.
M.P. 0.177 H.B.
(WYE TRACK)

HIGHWAY No. 40
PRIVATE XING
1 1/2 x 2 1/2 Wood Box
PRIVATE XING
1 1/2 x 2 1/2 Wood Box
PRIVATE XING
75 LB. RAIL - 1910



0 100' 200' 300' 400' 500' 600' 700' 800' 900' 1000'





0 2 3 4 5

4° 00'
1196'

2351 Tan.

3829.15
0.09
3828.80
3829.92

0.0

3843.92
0.36
3843.59

3859.19
0.36
3858.83

1/2 Mile Tangent

3825.19
0.36
3824.83

3831.50
-0.20
3831.30

3856.20
-1.10
3855.10

3844.80
-0.27
3844.53

BURMESTER

INTERSTATE 80
(OVERPASS)

EAST LEG WYE

10 LB
1540
HIGH
RAILWAY

PRIVATE XING

1951 RAIL-1970

65" x 18" x 29'-6"
Wood Box

67" x 20'-29'-6"
Wood Box

56" x 22'-9"
Wood Box

#2.65
16'-28"
Cone Pipes

#3.59
4'-27"
Wood Box

#5.00
2'-47"
Wood Box

ROU. 701.03.1
197110

20' Di. Main Pipe

M.P. 696.87 = 0.00

5

6

7

8

9

10

1° 00'
14 00'

2° 00'
14 42'

2.36 Mile Tangent

3951.00

0.46

885.16

1000

1036.16

1072.32

1108.48

1144.64

1180.80

1216.96

1253.12

1289.28

1325.44

1361.60

1397.76

1433.92

1470.08

1506.24

1542.40

1578.56

1614.72

1650.88

1687.04

1723.20

1759.36

1795.52

1831.68

1867.84

1904.00

1940.16

1976.32

2012.48

2048.64

2084.80

2120.96

2157.12

MARSHALL
M.P. 7.00 C.S.
1255 FT.

#5.00 2' x 5' 2 1/2"
Wood Box

#5.33 2' x 5' 2 1/2"
Wood Box

#6.65 1' x 3' 2 1/2"
Wood Box

#6.65 1' x 3' 2 1/2"
Wood Box

PRIVATE KING

ALLEWOL HIGHWAY

1917

PRIVATE KING

1917

PRIVATE KING

1917

PRIVATE KING

1917

PRIVATE KING

1917

PRIVATE KING

1917

PRIVATE KING

1917

PRIVATE KING

1917

PRIVATE KING

1917

PRIVATE KING

1917

PRIVATE KING

1917

PRIVATE KING

1917

75 LB. RAIL - 1917

75 LB. RAIL - 1917

1/1/68
1/1/72

10

11

12

13

14

15

4°00'
1916'

3°00'
1169'

4°00'
818'

4°00'
997'

4°00'
807'

10°00'
556'

10°00'
1456'

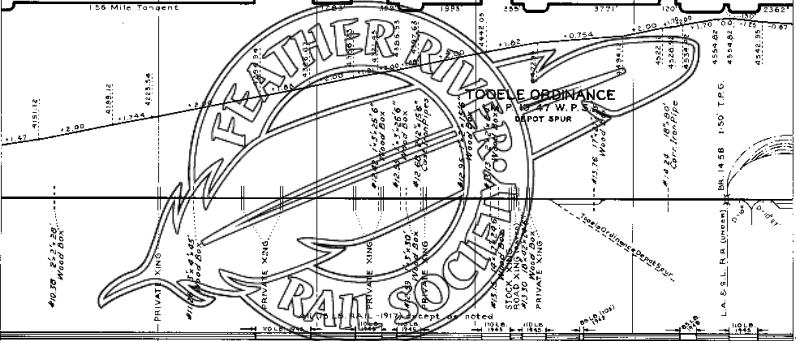
10°00'
1026'

156 Mile Tangent



TOOLE ORDINANCE
P. 47 W. P. S.
DEPT SPUR

L.A. & S.L. R.R. (UNCON) BR. 14 5B 1-50' T.P.G.

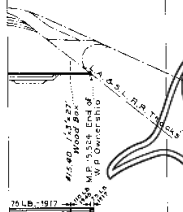


10/24/68

15

4°00' 10°00'
100' 623'

WARNER
M.P. 15.08 C. S.
3695 FT.



75 LB. 1917

1918
1919
1920

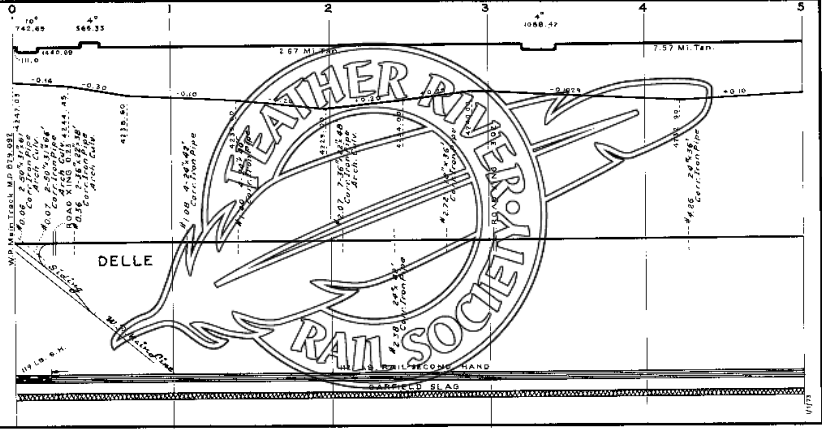






DELLE BRANCH





5

6

7

8

9

10

7.57 31' 50"

+0.10

-0.30

4743.00

4740.00

4737.00

4734.00

-0.09

-0.025

-0.025

FEATHER RIVER RAIL SOCIETY

7.15 24' 36"
Corr. iron pipe

8.26 24' 44"
Corr. iron pipe

ROAD XING 0.39

112 LB. RAIL - SECOND HAND

115 LB. RAIL - SECOND HAND

GRAVEL SLAG

10

U
12 50
559.88

7.57 Ml. Tan

150.05

65 45

0.025
4216.20

40.10

4261.30

0.06

4231.50

0.06

ROAD XING 1103

M.P. 11.152 End Delta Branch

100 15

112 LB S.H.
100 LB S.H.

112 LB. RAIL
SECOND HAND

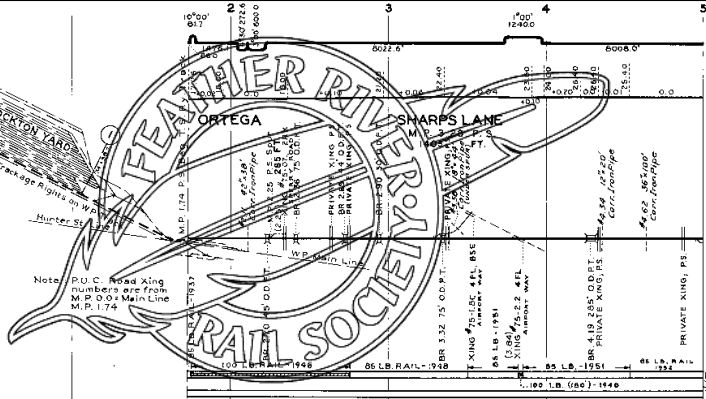
GARFIELD SLAG







TIDEWATER SOUTHERN
RAILWAY



Note: P.U.C. Road Xing numbers are from M.P. 0.0 = Main Line M.P. 1.74

5

6

7

8

9

10

3°00'
1870.0'

0°15'
1773.0'

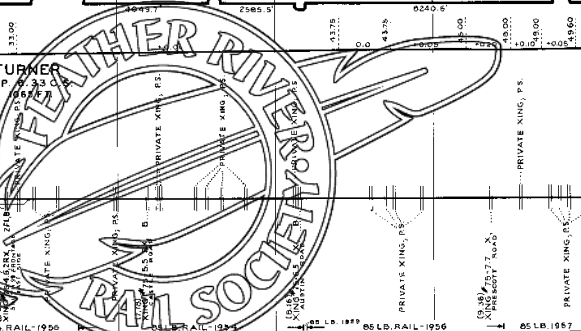
1°00'
404.1'

0°20'
3500'

0°20'
805.1'

MANTECA JCT.
M.P. 5.20 C.S.
2170 FT.

TURNER
M.P. 6.33 C.S.
1665 FT.



34.67.0'
33.00
33.00

1443.7

2585.5'

6240.6'

43.00

49.00

49.60

0.0
25.40

+0.20

0.0

33.00

0.0

43.75

0.0

43.75

0.05

45.00

49.00

+0.49.00

+0.05 49.60

PRIVATE XING, P.S.

M.P. 5.452 Main Line
-M.P. 6.0 Manteca Br.
15.681
XING 79-40, 2FLG.
FRENCH CAMP ROAD

Manteca Branch
(See separate sheet)

(6.08) XING 75-44 RA, 2FLB
SOUTH 44 FRONTAGE
WEST SIDE

(6.19) XING 75-43 SA (overpass)
STATE HWY 4

PRIVATE XING, P.S.

PRIVATE XING, P.S.

PRIVATE XING, P.S.

PRIVATE XING, P.S.

PRIVATE XING, P.S.

PRIVATE XING, P.S.

PRIVATE XING, P.S.

PRIVATE XING, P.S.

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PRIVATE XING, P.S.

PRIVATE XING, P.S.

PRIVATE XING, P.S.

PRIVATE XING, P.S.

PRIVATE XING, P.S.

PRIVATE XING, P.S.

PRIVATE XING, P.S.

85 LB. RAIL - 1952

85 LB. RAIL - 1956

85 LB. RAIL - 1954

85 LB. 1959

85 LB. RAIL - 1956

85 LB. 1957

4/14/54
7/1/54

35

36

37

38

39

40

05 LB. (1971)

(3524)
XING 75-33.5 X
SERVICE ROAD--- 15.52 42° 20'
Corr. Iron Pipe

PRIVATE XING, P.S.

PRIVATE XING, P.S.

BR. 35 76

Conc. Syphon

(3624)
XING 75-34.5 X
TAYLOR ROAD

74.00

77.00

76.60

77.00

76.80

76.80

76.80

76.80

76.80

76.80

76.80

76.80

76.80

76.80

76.80

76.80

76.80

76.80

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76.80

76.80

76.80

76.80

76.80

76.80

76.80

76.80

76.80

PRIVATE XING, P.S.

BR. 35 84

Conc. Syphon

BR. 35 76

Conc. Syphon

BR. 35 76

Conc. Syphon

BR. 35 76

Conc. Syphon

BR. 35 76

Conc. Syphon

BR. 35 76

Conc. Syphon

BR. 35 76

Conc. Syphon

BR. 35 76

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BR. 35 76

Conc. Syphon

BR. 35 76

Conc. Syphon

BR. 35 76

Conc. Syphon

BR. 35 76

Conc. Syphon

BR. 35 76

Conc. Syphon

BR. 35 76

Conc. Syphon

BR. 35 76

Conc. Syphon

MARBLE SLAG - 1969

(3818)
XING 75-37.6 X
MONTE VISTA ROAD

PRIVATE XING, P.S.

0° 30'
183.4'5° 00'
650.0'

HARP

9000 9/72
A-108

40

41

42 Short Mile

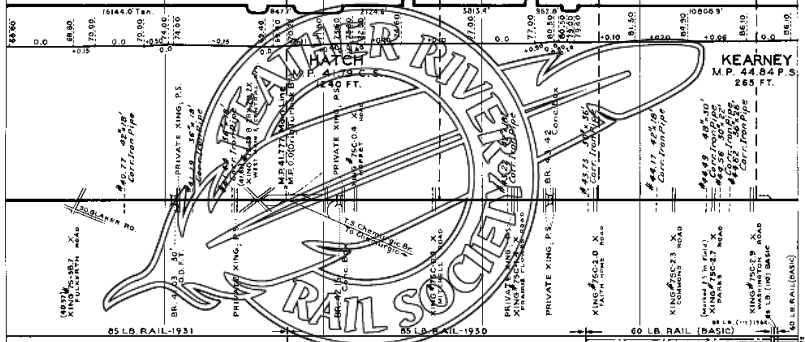
43

44

45

100' 58.7
300' 150.5
240.0'

0' 30' 323.3'
0' 30' 440.0'



KEARNEY
M.P. 44.84 P.S.
265 FT.

(4037)
KING 75-58.7
FULKERTH ROAD

#49.77 42" 18'
Corr. Iron Pipe

BR. 403 30' O.O.F.T.
PRIVATE KING, P.S.

PRIVATE KING, P.S.
CORR. IRON PIPE

BR. 421 15' CONC. BR.
PRIVATE KING, P.S. & COMMONS

BR. 422 15' CONC. BR.
PRIVATE KING, P.S. & COMMONS

BR. 423 15' CONC. BR.
PRIVATE KING, P.S. & COMMONS

KING 75C-20 X
MITCHELL ROAD

PRIVATE KING, P.S.
KING 75C-21 X
FRANK FLORENCE ROAD

PRIVATE KING, P.S.
BR. 43 42 CONC. BR.

KING 75C-20 X
FAITH HOME ROAD

KING 75C-23 X
COMMONS ROAD

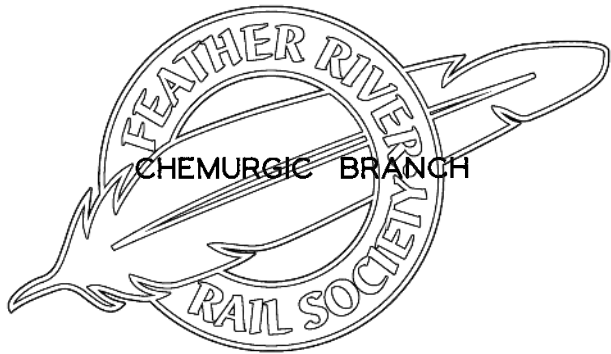
(marked 15 in field)
KING 75C-27 X
DARRS ROAD

KING 75C-29 X
WASHINGTON ROAD

85 LB. (100) BASIC
60 LB RAIL (BASIC)

1/16 9/17





CHEMURGIC BRANCH

M.P. 41.777 Main Line

M.P. 0.00

HATCH

M.P. 0.36 P.S. Wye Track
#42.72
Cone. Box C/W
PRIVATE KING P.S.

KING #75-406 2RX
NO. 1 PATT
ROAD
#42.85 50% 24'
Corr. Iron Pipe
PRIVATE KING P.S.

PRIVATE KING P.S.
(4300)
X KING #75-41.3
SHELL #44

#42.75 4 1/2" 18'
Corr. Iron Pipe

PRIVATE KING P.S.
X KING #75-42.01
no.
PRIVATE KING P.S.
#43.17 50% 28'
Corr. Iron Pipe
#43.22 50% 28'
Corr. Iron Pipe

(44.10)
X KING #75-42.3
NORTH & SOUTH RD.
X

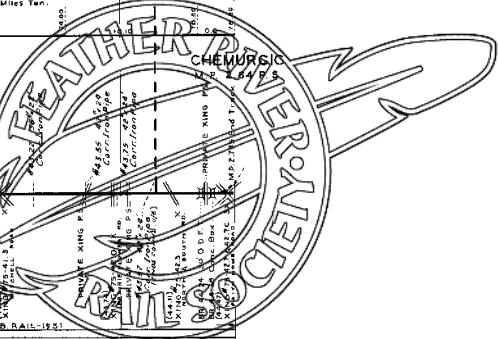
PRIVATE KING P.S.
#43.74 30 O.F.
#43.84 Cone. Box
(4-26)
X KING #75-42.7 42.7C
M.P. 2.75 End Track

2.755 Miles Van.
0.00
16.00

42

43

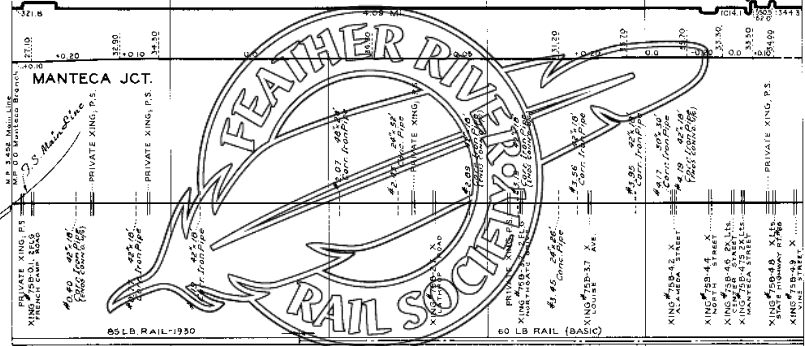
44





MANTECA BRANCH

0 1 2 3 4 5
10' 00' 125.0'
10' 00' 56.0'
10' 00' 100.0'
10' 00' 150.0'

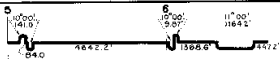


M.P. 3.452 Main Line
M.P. 0.0 Manteca Branch

MAANTECA JCT.

85 LB. RAIL-1930

60 LB RAIL (BASIC)



(Conform to City Streets)

MANTECA
M.P. 5.32 C.S.
1040 FT.

X KING #75B-5VC X
OTIS ST. FRA. BSE
X KING #75B-5 IC X
STATE HIGHWAY #4

X KING #75B-50 X LLS.
MAIN STREET

PRIVATE KING, P.S.
#5.91 12" x 100"
Vitrified Clay Pipe

X KING #75B-6.3
WHEELS ROAD X

X KING #75B-4.2BX
COUNTY #4 ACCESS
#5.67 42" x 48"
Parr. Iron Pipe

M.P. 5.32

Southern Pacific Tracks



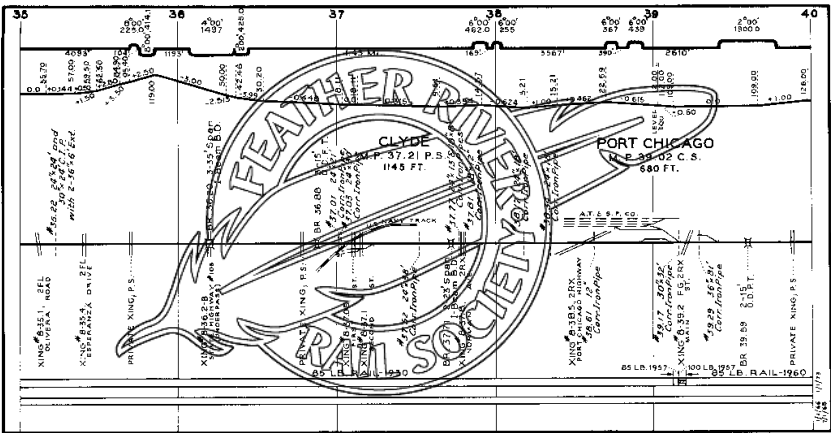
60 LB RAIL
60 LB RAIL
60 LB RAIL
60 LB RAIL





SACRAMENTO NORTHERN
RAILWAY





XING #835.1, 2FL
OLIVERA, ROAD

XING #835.4, 2FL
ESPERANZA, DRIVE

#55.22 24'29' and
30' x 24' C.I.P.
with 2-16" x 6" Ext.

PRIVATE XING, P.S.

XING #136.2-B
HIGHWAY #106
(UNDERPASS)

BR 36.20 3.35' Spgr
1-Beam B.O.

PRIVATE XING, P.S.

BR 36.80 20'15"
Corr. Iron Pipe

BR 37.01 20'15"
Corr. Iron Pipe

BR 37.05 20'15"
Corr. Iron Pipe

CLYDE
P. 37.21 P.S.
1145 FT.

BR 37.11 20'15"
1-Beam B.O.

XING #37.12 20'15"
Corr. Iron Pipes

XING #37.13 20'15"
Corr. Iron Pipes

XING #37.14 20'15"
Corr. Iron Pipes

XING #838.5, 2RX
PORT CHICAGO, HIGHWAY

XING #838.61, 12'
Corr. Iron Pipe

XING #39.17 30'32'
Corr. Iron Pipe

XING #839.2 FG, 2RX
MAIN ST.

XING #39.29 36'58'
Corr. Iron Pipe

BR 39.59 2-15"
O.D.P.T.

PRIVATE XING, P.S.

85 LB. 1957

100 LB. 1957

LB. RAIL-1960

11/64
1/1/79
20/68

40

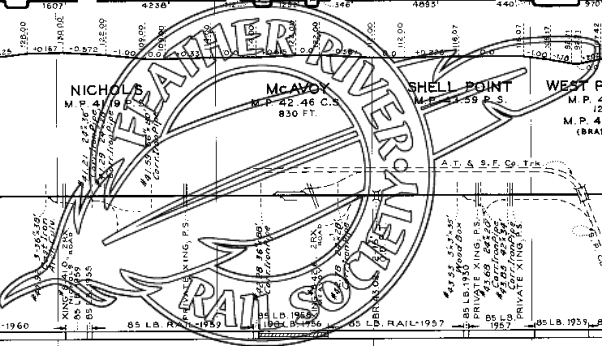
41

42

43

44

45



NICHOLS

M.P. 41.90

McAVOY

M.P. 42.46 C.S.
830 FT.

SHELL POINT

M.P. 44.59 P.S.

WEST PITTSBURG

M.P. 45.01 C.S.
1220 FT.
M.P. 44.782 P.S.
(BRANCH LINE)

A. T. & S. F. Co. Trk.

40.05 24'x26'
Corr. Iron Pipe

PRIVATE KING, P.S.

BR. 40.55 3-15' O.D. P.T.

43.33 9-36'x19'
Corr. Iron Pipe

BR. 41.00 24x26'
Corr. Iron Pipe

BR. 41.59 8-12'x12'
Corr. Iron Pipe

BR. 41.55 8-12'x12'
Corr. Iron Pipe

PRIVATE KING, P.S.

BR. 42.38 36'x40'
Corr. Iron Pipe

BR. 42.45 24x26'
Corr. Iron Pipe

BR. 42.50 24x26'
Corr. Iron Pipe

BR. 43.05 24x26'
Corr. Iron Pipe

BR. 43.05 24x26'
Corr. Iron Pipe

43.53 5-1/2'x35'
Wood Box

BR. 43.50 24x26'
Corr. Iron Pipe

BR. 43.68 24x26'
Corr. Iron Pipe

BR. 43.85 42'x34'
Corr. Iron Pipe

BR. 44.00 24x26'
Corr. Iron Pipe

BR. 44.00 24x26'
Corr. Iron Pipe

BR. 44.00 24x26'
Corr. Iron Pipe

BR. 44.00 24x26'
Corr. Iron Pipe

BR. 44.00 24x26'
Corr. Iron Pipe

BR. 44.00 24x26'
Corr. Iron Pipe

BR. 44.00 24x26'
Corr. Iron Pipe

BR. 44.00 24x26'
Corr. Iron Pipe

85 LB. RAIL-1960

85 LB. RAIL-1959

85 LB. RAIL-1956

85 LB. RAIL-1957

85 LB. 1959, 86 LB. 1951

85 LB. 1959

85 LB. 1951

1/16" = 100'

43

46

47

48

49

50

6'00"
975

5'00"
78

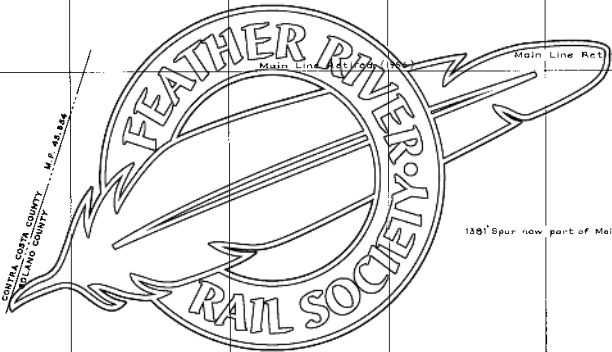
1355'

0.0

M.P. 45.416 End Main Line

95 LB. RAIL (BASIC)
70 LB. RAIL (BASIC)
85 LB. RAIL (BASIC)
70 LB. RAIL (BASIC)

CONTRA COSTA COUNTY
COLLANO COUNTY
M.P. 45.844



Main Line Retired (1963)

Main Line Retired (1963)

1381' Spur now part of Main Line

M.P. 49.739

MONTEZUMA

M.P. 49.276 End Main Line

70 LB RAIL (BASIC)
85 LB RAIL (BASIC)
70 LB RAIL (BASIC)

50

51

52

53

54

55

2.15 MI.

2.25

177'

688'

1015'

385'

4°00'
3,563'4°00'
822'4°00'
1607'2°00'
600'3°00'
620'3°00'
503'+0.26
1.04.23

0.0

-0.02.22

+0.49

-0.00.10

0.33

+0.36

-0.02.22

-0.02.22

-0.16.17

-0.17.22

-0.70

#50.49 36" 46'
Corr. Iron PipeBR. 50.19 5-15'
O.D. P.T.

70 LB. RAIL (BASIC)

#51.05 10" 32'
Corr. Iron Pipe

90 LB. RAIL

MOLENA
M. P. 52.17 C.S.
780 FT.1.45.21 1930
52.17
X KING, P. 52.17
COUNTY ROAD #441BR. 52.34 10-15'
O.D. P.T.#52.27 8" 20'
Corr. Iron Pipe#52.67 12" 30'
Corr. Iron Pipe#52.82 12" 30'
Corr. Iron Pipe

PRIVATE KING, P. 53

70 LB. RAIL (BASIC)

#53.48 12" 40'
Corr. Iron Pipe#53.59 12" 40'
Corr. Iron Pipe#53.68 24" 50'
Corr. Iron PipeXING 8-53.9 2 BX
COUNTY ROAD #60BR. 54.07 4-15'
O.D. P.T.#54.56 12" 16'
Corr. Iron Pipe#54.69 12" 16'
Corr. Iron Pipe#54.89 24" 35'
Corr. Iron Pipe

PRIVATE KING, P. 55

55

56

57

58

59

60

220
280
283

200
1000

100
3058

1.50 Mi.

3857

1.44

0.70 0.00 0.00 10.50 162.09 0.45 147.84 0.00 131.84 0.00 119.84 0.00 104.50 0.00 184.00 0.00 160.99 0.00 160.99 0.00

BR. 55.13 5'-15" 0.0 P.T.
 PRIVATE XING, P.S.
 #55.28 24" 52' Corr. Iron Pipe

#56.74 18" 24' Corr. Iron Pipe

#56.03 48" 46' Corr. Iron Pipe

#56.16 12" 26' Corr. Iron Pipe

#56.30 18" 26' Corr. Iron Pipe

XING 19.58 4' 0.00
 CONC. PIER LABS. III
 BR. 56.57 4'-15" 0.00

BR. 56.41 10' 0.00 FT. III
 CONC. PIER LABS. III

#57.60 12" 28' Corr. Iron Pipe

#57.83 12" 28' Corr. Iron Pipe

#58.01 12" 28' Corr. Iron Pipe

#58.61 18" 32' Corr. Iron Pipe

#59.01 12" 28' Corr. Iron Pipe

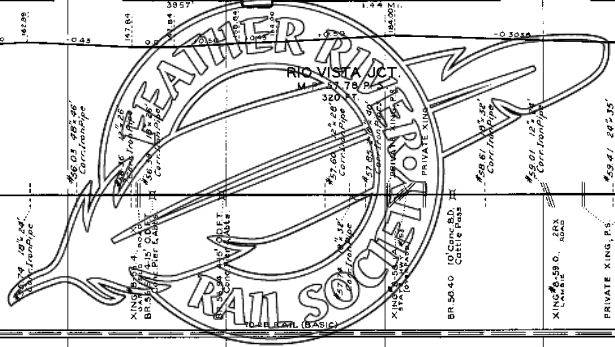
#59.41 24" 35' Corr. Iron Pipe

BR. 58.40 10' Conc. B.D. III
 Cattle Pass

XING 6-59 0. 2RX
 LABSIE ROAD

PRIVATE XING, P.S.

65 LB. 1961
 70 LB. RAIL (BASIC)



1/1/72

20.48 Miles



65

66

67

68

69

70

19.00

19.00

BR. 65.02 24' 40' Corr. Iron Pipe

BR. 65.35 5-15' O.D.P.T. X

BR. 65.68 48' 49' Corr. Iron Pipe
BR. 65.79 72' 42' Corr. Iron Pipe

BR. 65.78 2-15' O.D.P.T. X

BR. 66.06 48' 38' Corr. Iron Pipe
BR. 66.18 48' 42' Corr. Iron Pipe

XING 66.3 ROAD

BR. 66.42 10-15' O.D.P.T. X

BR. 66.59 15-15' O.D.P.T. X

BR. 66.60 30' 44' Corr. Iron Pipe

BR. 67.02 24' 51' Corr. Iron Pipe

BR. 67.24 3-15' O.D.P.T. X
XING 67.3

BR. 67.37 18' 35' Corr. Iron Pipe
BR. 67.49 12' 59' Corr. Iron Pipe
BR. 67.59 12' 59' Corr. Iron Pipe

BR. 67.51 18' 35' Corr. Iron Pipe
BR. 67.52 12' 59' Corr. Iron Pipe

BR. 67.60 14' 49' Corr. Iron Pipe
BR. 67.65 18' 35' Corr. Iron Pipe

BR. 67.70 0-3' P.T. X

BR. 68.24 5-15' O.D.P.T. X
BR. 68.28 0-3' P.T. X

XING 68.2 COUNTY ROAD

BR. 68.44 48' 42' Corr. Iron Pipe

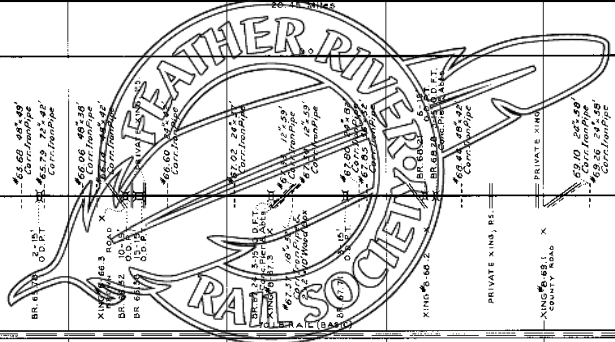
PRIVATE XING, RS. X

BR. 69.10 24' 58' Corr. Iron Pipe
BR. 69.26 24' 59' Corr. Iron Pipe

XING 69.1 COUNTY ROAD

BR. 69.58 2-15' O.D.P.T. X

XING 69.10.1 COUNTY ROAD X



20.45 Miles



70 LB. RAIL (BASIC)

70 LB. RAIL (BASIC)

--- #70.27 12" x 33'
Corr. Iron Pipe

--- #70.55 24" x 72'
Corr. Iron Pipe

--- #70.77 24" x 36'
Corr. Iron Pipe

--- #70.91 24" x 124'
E. 12" x 64'
Corr. Iron Pipes

--- #71.50 24" x 72'
Corr. Iron Pipe

--- #71.61 24" x 36'
Corr. Iron Pipe

--- #71.82 14" x 40'
Corr. Iron Pipe

--- #72.03 24" x 36'
Corr. Iron Pipe

--- #72.15 24" x 36'
Corr. Iron Pipe

--- #72.85 12" x 24'
Corr. Iron Pipe

--- #73.66 24" x 36'
Corr. Iron Pipe

LIBFARM
M.P. 72.18 C.S.
125 FT.

--- #74.13 24" x 36'
Corr. Iron Pipes

--- #74.25 36" x 36'
Corr. Iron Pipes

--- #74.50 36" x 48'
Corr. Iron Pipes

--- #74.55 12" x 24'
Corr. Iron Pipe

--- #74.24 12" x 90'
Corr. Iron Pipe

XING B-74.2, 2X

--- #74.92 60" x 12'
Corr. Iron Pipe

85 L.B. 1930

118.00

125.00

127.00

127.00

127.00

127.00

127.00

127.00

127.00

127.00

127.00

127.00

11/16
11/12

75

76

77

78

79

80

127.60

0.4

0.183.00

0.0

123.00

0.10

120.00

129.00
0.00
0.00

129.00

XING 6-75.0 2X
COUNTY ROAD

#75.16 24' 30"
12' x 6" CORR. IRON PIPE

#75.46 30' 40"
CORR. IRON PIPE

#75.47 36' 30"
CORR. IRON PIPE

#75.50 36' 50"
CORR. IRON PIPE

XING 6-75.5 2X
COUNTY ROAD

#75.70 30' 02"
CORR. IRON PIPE

XING 6-76.1 2X
COUNTY ROAD

#76.07 12' 48"
CORR. IRON PIPE

#76.09 12' 48"
CORR. IRON PIPE

#76.19 16' 48"
CORR. IRON PIPE

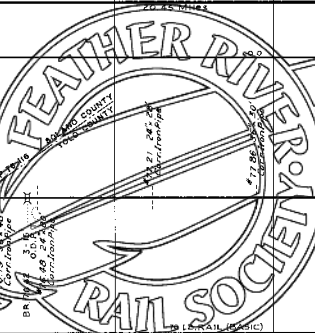
BR 76.2 3' 16"
O.D. & 2' 40"
CORR. IRON PIPE

#76.20 24' 20"
CORR. IRON PIPE

#76.21 24' 20"
CORR. IRON PIPE

#77.86 30' 30"
CORR. IRON PIPE

#77.81 24' 40"
CORR. IRON PIPE



70.25 MILES

YUBA COUNTY
YUBA COUNTY

SAXON
M.P. 79.64 C.S.
355 FT.

BR 78.52 2-15' O.D.T. & 1-11'
CONC. PIER & ABTS

XING 8-79.1
COUNTY ROAD #30

BR 79.31 3-15' O.D.T. & 1-11'
CONC. PIER & ABTS

#79.55 12' 42"
CORR. IRON PIPE

XING 8-79.5
COUNTY ROAD

M.P. 79.750 End Main Line

65 LB. 1930

80

81

82

83

84

85



Main Line Relined (1962)

M.P. 03.916 Old Main Line

70 LB. RAIL (BASIC)

6'00"
278'

0°30'05"

1'40"
50'

1'00'20"

1800'

1585'

1124'

-0.0229

12.4.12

12.5.12

+0.0033' 0.0

1/166

90

91

92

93

94

95

6°00' NR 10 T.O.

4°00' 631'

12°30' 465'

NR 10 T.O. - 136.3

4 16 Miles

0.78 Miles

Note: M.P. Continuous thru Sacramento Via Old Passenger Line

+0.10

+0.04

SR 90.48 135' Half-Thru Truss & 41' I-Beam, Bascule Br

WESTGATE

SACRAMENTO
"C" ST

Sacto-Yolo Pa. - Westbelt R.R.

XING 8-92-100 SOUTH RIVER RD

XING 8-92-100 SOUTH RIVER RD

XING 8-92-100 SOUTH RIVER RD

XING 8-92-100 SOUTH RIVER RD

XING 8-92-100 SOUTH RIVER RD

XING 8-92-100 SOUTH RIVER RD

XING 8-92-100 SOUTH RIVER RD

XING 8-92-100 SOUTH RIVER RD

XING 8-92-100 SOUTH RIVER RD

XING 8-92-100 SOUTH RIVER RD

XING 8-92-100 SOUTH RIVER RD

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XING 8-92-100 SOUTH RIVER RD

XING 8-92-100 SOUTH RIVER RD

XING 8-92-100 SOUTH RIVER RD

XING 8-92-100 SOUTH RIVER RD

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XING 8-92-100 SOUTH RIVER RD

XING 8-92-100 SOUTH RIVER RD

XING 8-92-100 SOUTH RIVER RD

KING 8-00-5 SOUTH RIVER RD

PRIVATE XING

XING 8-92-9 SOUTH RIVER RD

XING 8-92-9 SOUTH RIVER RD

XING 8-92-9 SOUTH RIVER RD

XING 8-92-9 SOUTH RIVER RD

XING 8-92-9 SOUTH RIVER RD

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XING 8-92-9 SOUTH RIVER RD

XING 8-92-9 SOUTH RIVER RD

XING 8-92-9 SOUTH RIVER RD

XING 8-92-9 SOUTH RIVER RD

XING 8-92-9 SOUTH RIVER RD

XING 8-92-9 SOUTH RIVER RD

XING 8-92-9 SOUTH RIVER RD

XING 8-92-9 SOUTH RIVER RD

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XING 8-92-9 SOUTH RIVER RD

XING 8-92-9 SOUTH RIVER RD

XING 8-92-9 SOUTH RIVER RD

XING 8-92-9 SOUTH RIVER RD

XING 8-92-9 SOUTH RIVER RD

XING 8-92-9 SOUTH RIVER RD

70 LB. (Basic)

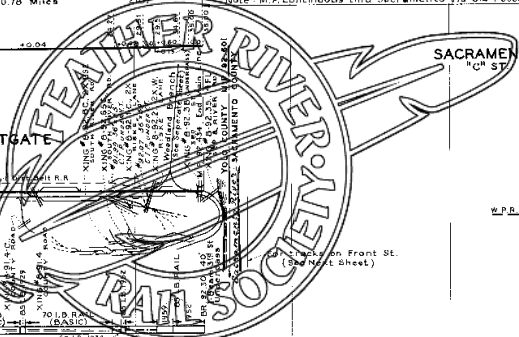
70 LB. (Basic)

70 LB. (Basic)

70 LB. (Basic)

85 LB. 1960

60 LB. 1934



W.P.R.M.L.

See tracks on Front St. (See Next Sheet)

1966 7/12
7/50

95

96

97

98

99

100

6° 40'
35.8'

Nº 10 T.O. - 114.2

18.57
52.09
10.607
39.11
0.0
39.11
-0.25
33.11
-0.1212
50.70

GLOBE

M.P. 96.424

(JCT. W.P.R.R.)

Retired (1955)

0.943 Miles Via W.P.R.R.

Retired (1971)

HAGGIN

M.P. 95.492

(JCT. W.P.R.R.)

S.P. CELESTATION LINE

W.P.M. P. 139.706

Eng. M. N. L. 96.866

W.P. Main Line

Xing BE-06, RR, Lea, DeFord Blvd

Xing BE-07, RR, Forrest St

Xing BE-08, RR, Fairfield Road

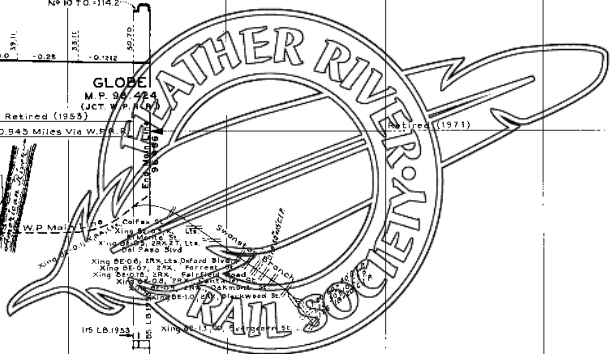
Xing BE-09, RR, Santa Fe St

Xing BE-10, RR, Oakmore St

Xing BE-11, RR, Blackwood St

115 LB. 1953

Xing BE-13, RR, Riverside St

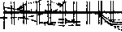


BR. 95.05 (1-31) P.R.
Street Conc. 5.425
Cantilever Conc. B.D.

128 LB. (BASIC)
 100 LB. 1953
 128 LB. (BASIC)
 110 LB. 1948
 100 LB. 1953
 110 LB. 1948

Front St.

Joint
W.P. 9.0



2Xing BH 57, X, Lts. "N" St.
 Xing BH 58, X, Lts. "O" St.
 Xing BH 59, X, Lts. "P" St.
 Xing BH 55, X, Lts. "Q" St.
 Xing BH 54, 2X, Lts. "R" St.
 Xing BH 53, 0, B. Lts. "S" St.
 Xing BH 52, 0, Lts. "T" St.
 Xing BH 515, X, 0. "U" St.
 Xing BH 51, 0. "V" St.
 Xing BH 525-C, X, 0. "V" St.

Joint 9.2
C.T. Co. 1953





100

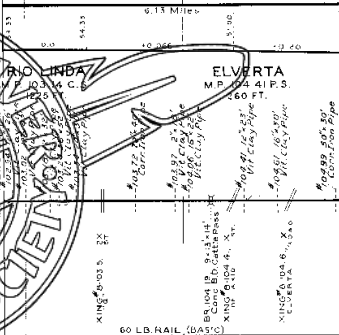
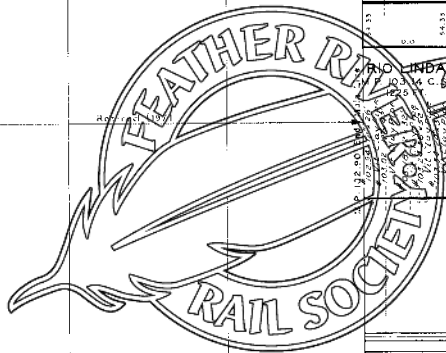
101

102

103

104

105



105

106

107

108

109

110

BR. 105.03 7'x11'x14'
 Conc. B.D. Cattle Pass
 XING #105.2 2X
 ELWYN AVE.

#105.43 12"x36'
 Vit. Clay Pipe

BR. 105.59 3'-15'
 O.D.T.

#105.71 12"x36'
 Vit. Clay Pipe

#105.85 8"x18'
 Vit. Clay Pipe

#106.04 16"x28'
 Vit. Clay Pipe

PRIVATE XING P.S.
 #106.16 22"x36'
 Vit. Clay Pipe

M.P. 106.15
 #106.16 22"x36'
 Vit. Clay Pipe

BR. 106.68 3'-15'
 O.D.T.

PRIVATE XING P.S.
 #106.88 22"x44'
 Vit. Clay Pipe

PRIVATE XING P.S.
 #107.09 24"x28'
 Vit. Clay Pipe

#107.22 12"x26'
 Clay Pipe

#107.32 12"x26'
 Clay Pipe

#107.42 12"x26'
 Clay Pipe

#107.52 12"x26'
 Clay Pipe

#107.62 12"x26'
 Clay Pipe

#107.72 12"x26'
 Clay Pipe

#107.82 12"x26'
 Clay Pipe

#107.92 12"x26'
 Clay Pipe

#108.02 12"x26'
 Clay Pipe

#108.12 12"x26'
 Clay Pipe

#108.22 12"x26'
 Clay Pipe

#108.32 12"x26'
 Clay Pipe

#108.42 12"x26'
 Clay Pipe

#108.52 12"x26'
 Clay Pipe

#108.62 12"x26'
 Clay Pipe

#108.72 12"x26'
 Clay Pipe

#108.82 12"x26'
 Clay Pipe

#108.92 12"x26'
 Clay Pipe

43.00

0.0

45.00

57.00

0.0

57.00

59.00

60.00

60.00

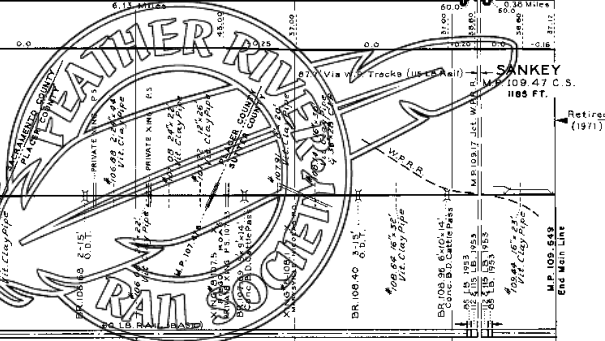
58.00

57.12

-0.16

6.13 Miles

6.36 Miles



67' Via W.P. Tracks (U.S. Rail)

SANKEY
 M.P. 109.47 C.S.
 1185 FT.

Retired
 (1971)

M.P. 109.17 Jct. W.P.R.

W.P.R.

BR. 108.40 3'-15'
 O.D.T.

#108.64 16"x36'
 Vit. Clay Pipe

BR. 108.96 6'x10'x14'
 Conc. B.D. Cattle Pass

#109.15 1953

#109.12 115 LB. 1953

#109.15 115 LB. 1953

#109.08 85 LB. 1953

#109.44 16"x36'
 Vit. Clay Pipe

M.P. 109.649
 End Main Line

110

111

112

113

114

115



Retired (1971)

M.P. 114.802

Retired
1965

11/19/73
11/2/78

115

116

117

118

119

120



M.P. 114.002 to M.P. 119.106 Retired 1965

Retired 1958



M.P. 119.105 to M.P. 129.914 (1958)

M.P. 133 End Reed Branch

SUTTER COUNTY
YUBA COUNTY

15' 4" x 8" Conc. Rail Tar Culy.
 # 006 18" x 10" C.I.P.
 10° Curve: 1102 0' Long

PEARSON REED
 M.P. 0.68 C.S.
 260 FT.

M.P. 0.0 REED BRANCH .8776
 M.P. 129.914 END MAIN LINE

#29.94 50% 40"
 Carr. Iron Pipe

60 L.B. (FASIC)



130

131

132

133

134

135

10°00' 453.3' 10°00' 700.0' 10°00' 1100.0' 10°00' 650.0' 10°00' 650.0' 10°00' 612.7'

2.84 MI.

NR 14 T.O L = 130.6

+0.025

Alicia Line Change (1955)

ALICIA (SPUR)
M.P. 132.36 P.S.
405 FT.

ALICIA
M.P. 133.97 C.S.
1160 FT.

XING #81-1504 2X (CLL & AVE.)
#130.27 30" x 50"
Corr. Iron Pipe

#130.85 30" x 52"
Corr. Iron Pipe

#130.80 2-30" x 44"
Corr. Iron Pipes

#131.08 2-24" x 35"
Vic. Clay Pipes

#131.26 2-24" x 35"
Vic. Clay Pipes

#131.50 2-24" x 35"
Vic. Clay Pipes

#131.75 10" x 52"
Corr. Iron Pipe

PRIVATE XING, P.S.

#132.85 30" x 50"
Corr. Iron Pipe

#133.00 30" x 50"
Corr. Iron Pipe

#133.00 30" x 50"
Corr. Iron Pipe

#133.09 36" x 36"
Corr. Iron Pipe

#133.03 2-24" x 20"
Corr. Iron Pipes

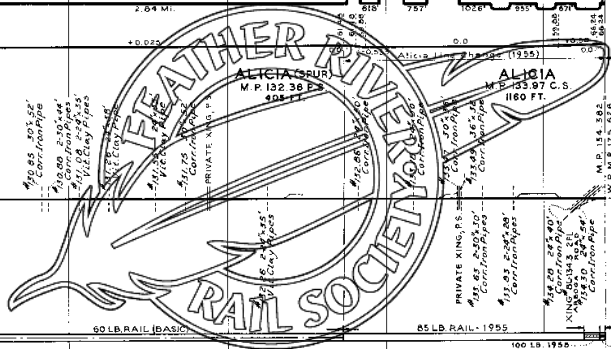
M.P. 134.302
W.P. M.P. 175.626
(CLEVELAND)

60 LB. RAIL (BASIC)

85 LB. RAIL - 1955

100 LB. 1955

100 LB. 1955



135

136

137

138

139

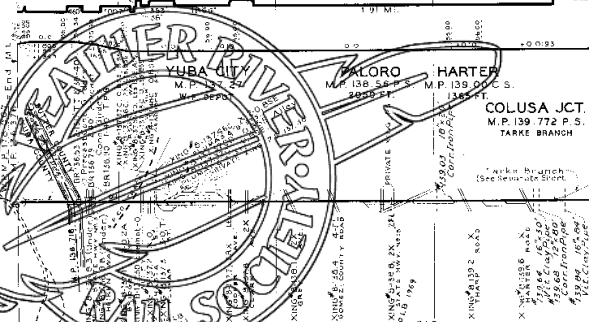
140

0°00' 1400.0
4°00' 585.7
4°00' 796.0
4°00' 1857.6

1.8 Miles Via W.P.R.R. Co Tracks

MARYSVILLE

W.P.R.R. Main Line



XING #B-1555 3-0" F. St.
 XING #O-12530 X.A. BSE2RA
 SAR & ORANGE STREETS

60 LB (BASIC) 65 LB (BASIC) 60 LB RAIL (BASIC) 65 LB RAIL (BASIC)
 65 L.B. 1942 65 L.B. 1969

COLUSA JCT.
 M.P. 139.772 P.S.
 TARKE BRANCH

Works Branch
 (See Remarks Sheet)

95.00 1-1972

140

141

142

143

144

145

COLUSA JCT.
M.P. 140.11 P.S.
E. LEG WYE

Turke Branch

#140.98 16'x22'
1/2" C. Clay pipe
XING 6-140.3 2' LG.
BUYER HOUSE ROAD

#140.95 30'x22'
Corr. Iron Pipe

XING 6-141.5 2' X
HOUSE ROAD

PRIVATE XING 142
PRIVATE XING 141
#141.96 36'x22'
Corr. Iron Pipe

PRIVATE XING, P.S.

XING 6-142.5 2' X
FEATHER
ROAD
BR. 142.77 3'15"
O.D.P.T.

PRIVATE XING P.S.

XING 6-143.5 2' X
SANDERS ROAD

BR. 144.32 2-15'
O.D.P.T.

XING 6-144.5 2' X
CONC. ROAD

BR. 144.93 3-4' 3" x 50" H
CONC. BOX
#144.94 36'x22'
Corr. Iron Pipe

60 LB RAIL (BASIC)

60 LB RAIL (BASIC)

60 LB RAIL (BASIC)

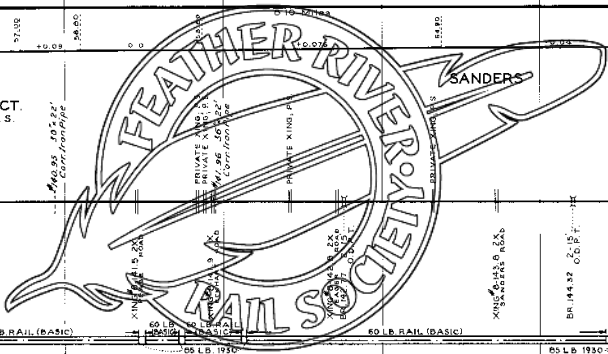
50 LB RAIL (BASIC)

60 LB RAIL (BASIC)

60 LB RAIL (BASIC)

65 LB 1950

65 LB 1950



1445 7/13/65

8.10 Miles

2°00' 59.3

2°00' 10.5
114.5.6 140.3

114.5.6 140.3
114.5.6 140.3
114.5.6 140.3

49.50

49.01.0

49.00

10.00

10.00

0.0

3209'

10.6 Tan
59.0 Tan

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

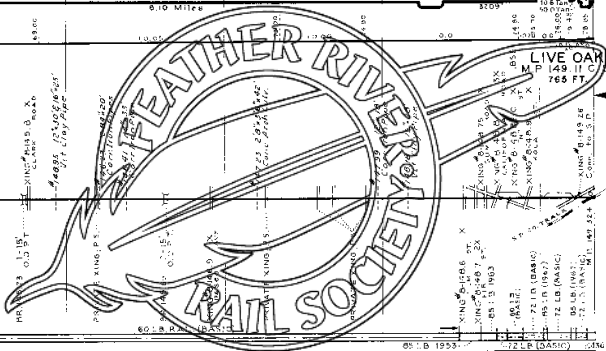
0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0

0.0 0.0 0.0 0.0



XING# 0149.4
55 A, 1040 4040
#14519 2-27-20
Coll. Iron Pipes

MR. KING'S 1-15'
0.3 PT
XING# 0149.0 X
CLARK ROAD

#14095 12% 30 1/2" 6' 25'
Vit Clay Pipe

200' XING, P.S.
#14093 12% 30 1/2" 6' 20'
Coll. Iron Pipes

#14094 12% 30 1/2" 6' 20'
Coll. Iron Pipes

#14095 12% 30 1/2" 6' 25'
Vit Clay Pipe

#14096 12% 30 1/2" 6' 25'
Vit Clay Pipe

#14097 12% 30 1/2" 6' 25'
Vit Clay Pipe

#14098 12% 30 1/2" 6' 25'
Vit Clay Pipe

#14099 12% 30 1/2" 6' 25'
Vit Clay Pipe

#14100 12% 30 1/2" 6' 25'
Vit Clay Pipe

#14101 12% 30 1/2" 6' 25'
Vit Clay Pipe

#14102 12% 30 1/2" 6' 25'
Vit Clay Pipe

#14103 12% 30 1/2" 6' 25'
Vit Clay Pipe

#14104 12% 30 1/2" 6' 25'
Vit Clay Pipe

#14105 12% 30 1/2" 6' 25'
Vit Clay Pipe

#14106 12% 30 1/2" 6' 25'
Vit Clay Pipe

#14107 12% 30 1/2" 6' 25'
Vit Clay Pipe

#14108 12% 30 1/2" 6' 25'
Vit Clay Pipe

#14109 12% 30 1/2" 6' 25'
Vit Clay Pipe

#14110 12% 30 1/2" 6' 25'
Vit Clay Pipe

#14111 12% 30 1/2" 6' 25'
Vit Clay Pipe

#14112 12% 30 1/2" 6' 25'
Vit Clay Pipe

#14113 12% 30 1/2" 6' 25'
Vit Clay Pipe

#14114 12% 30 1/2" 6' 25'
Vit Clay Pipe

LIVE OAK
M P 149.11 C
765 FT.

Retired (1971)

TRAILS
To the top of
the hill

XING# 0149.4
55 A, 1040 4040

MR. KING'S 1-15'
0.3 PT

200' XING, P.S.

0.3 PT

XING# 0149.5

XING# 0149.6

XING# 0149.7

XING# 0149.8

XING# 0149.9

XING# 0149.0

XING# 0149.6 ST. X
XING# 0149.7 2X
#5: 13 1963

#80 LB (BASIC)
#72 LB (BASIC)
#85 LB (1967)
#72 LB (BASIC)
#85 LB (1967)
#72 LB (BASIC)
#85 LB (1967)

XING# 0149.28
Comm. To 3 D

#85 LB (1967) #72 LB (BASIC) #85 LB (1967)



Retired (1971)



160

161

162

163

164

165

Retired 1971

M.P. 161.00 to M.P. 164.76 Retired 1966

Retired 1971

M.P. 164.76 End of Main Line





170

171

172

173

174

175



Retired (1971)

175

176

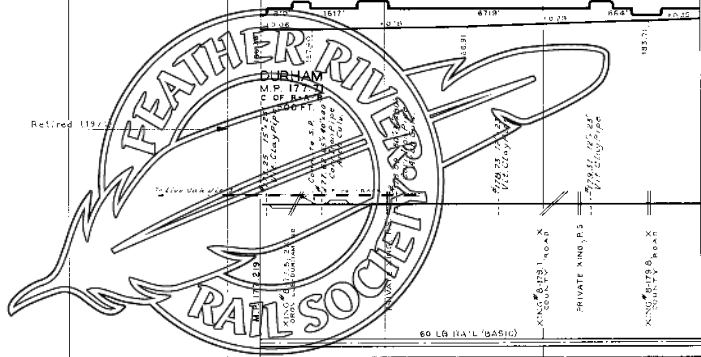
177

178

179

180

1'00' 14.0 4'00' 604.2 10'00' 1052.9 1'00' 174.9 6'00' 1002.4



Retired 1192

DURHAM
M.P. 177 1/2
OF RAIL

11' 25' 15" 21'
V.I.C. Clay Pipe
1277' 45" 55' 40" 20'
V.I.C. Clay Pipe
1277' 45" 55' 40" 20'
V.I.C. Clay Pipe
1277' 45" 55' 40" 20'

M.P. 177 219
KING # 8-179 1
COUNTY ROAD

X KING # 8-179 1
COUNTY ROAD

X PRIVATE KING, P. 5

X KING # 8-179 6
COUNTY ROAD

60 LB RAIL (BASIC)

Scale 1" = 100'

180

181

182

183

184

185

6'00'
477.1

4'00'
556.2

7'30' 7'30'
102.0 101.6

10'00' 10'00'
230.2 118.7

5652'

7160'

8116'

544'

5005'

2623'

711'

+0.33

-0.254

-0.038

-0.08

-0.07

0.0

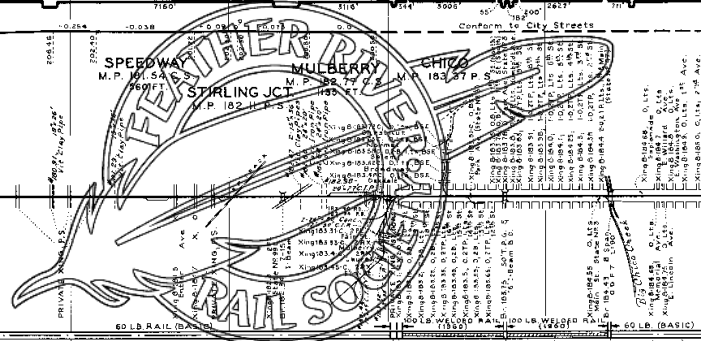
Conform to City Streets

SPEEDWAY
M.P. 181.54
760 FT.

STIRLING JCT.
M.P. 182.11

MULBERRY
M.P. 182.79
1135 FT.

CHICAGO
M.P. 183.37 P.S.



King 180.1, 2X,
State No. 07

PRIVATE KING P.S.
183.26'
1/2" Clay Pipe

206.42

202.50

King 183.43
King 183.44
King 183.45
King 183.46
King 183.47
King 183.48
King 183.49
King 183.50
King 183.51
King 183.52
King 183.53
King 183.54
King 183.55
King 183.56
King 183.57
King 183.58
King 183.59
King 183.60

60 LB. RAIL (BASIC)

65 LB. 1962

65 LB. 1967

65 LB. (BASIC)

60 LB. (BASIC)

King 184.55
King 184.56
King 184.57
King 184.58
King 184.59
King 184.60

King 184.68
King 184.69
King 184.70
King 184.71
King 184.72
King 184.73
King 184.74
King 184.75
King 184.76
King 184.77
King 184.78
King 184.79
King 184.80

King 184.81
King 184.82
King 184.83
King 184.84
King 184.85
King 184.86
King 184.87
King 184.88
King 184.89
King 184.90
King 184.91
King 184.92
King 184.93
King 184.94
King 184.95
King 184.96
King 184.97
King 184.98
King 184.99
King 185.00

7/72
V/16





PITTSBURG BRANCH



45

46

48

0

1

2

3

47

10° 00' 1045.0

10° 00' 65.4

10° 00' 547.8

10° 00' 559.4

7.8 Mile

16.4 Mile

WEST PITTSBURG
M.P. 0.12 C.S.
510 FT.

EAST PITTSBURG

PITTSBURG

M.P. 44.782 Main Line
M.P. 0.0 Pittsburg Bch
T-85 LB 1957
85.1.3 .75

85.10 1948
PRIVATE XING

85 LB RAIL-1951

85 LB RAIL-1951



79 CORC 286
ON ALTA TRACK LINE

PRIVATE XING

MAINLINE

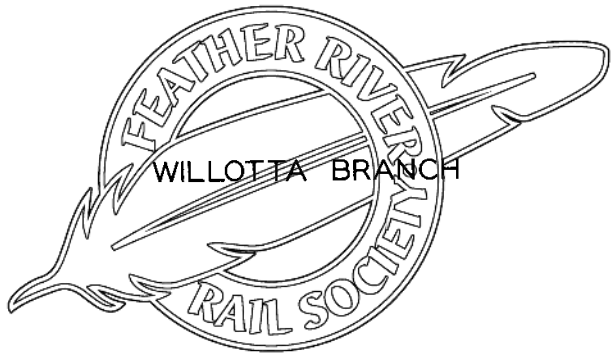
85 LB RAIL-1951

85 LB RAIL-1951

85 LB RAIL-1951

PRIVATE XING





M.P. 64.609 Main Line
M.P. 0 Wilfatta Branch
0.04 12" 42"
Conc. Pipe

X'ING 76' 0.5' 2X, 2RA
RIO DIKON ROAD

PRIVATE XING, P.S.

PRIVATE XING, P.S.

PRIVATE XING, P.S.

RA 2.505

PRIVATE XING, P.S.

PRIVATE XING, P.S.

DOZIER
M.P. 0.39 C. S.
965 FT.

117.26
+0.006
117.18
+0.056
117.02
+0.47
121.60

0

1

2

3

4

5

117.26

117.18

117.02

121.60

0.0

121.60

+0.30

121.90

+0.30

122.20

+0.30

122.50

+0.30

122.80

+0.35

14.80

0.0

14.80

+0.25

16.80

0.0

16.80

+0.44

155.72

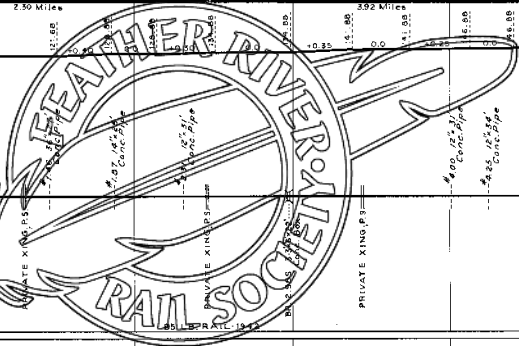
0.0

NR 9 T.O. L=82.0

2.50 Miles

3.92 Miles

Angle Pt. 0° 05' Rt.



10 11 12 13 14 15

1.85 Miles
0.67 Miles
146.65
0.45.55
+0.30
157.65
250'
00
157.65

---#10.05 56'x50'x8
2-40'x39'
Carr. Iron Pipes

PRIVATE XING
BR. 9.235 10'
Conc. Box
BR. 9.245 2-6'
Conc. Boxes

PRIVATE XING
#10.95 15" 26'
Carr. Iron Pipe
PRIVATE XING
#10.55 18" 38'
Carr. Iron Pipes
#10.70 18" 24'
Carr. Iron Pipes
#10.76 24' 20'
Carr. Iron Pipe
#10.98 24' 22'
Carr. Iron Pipe
#11.00 2-10' 14'
Carr. Iron Pipes
#11.12 15' 10'
Carr. Iron Pipe

60 LB. RAIL (BASIC)

XING #11.89
SLY. W. ANK. AB. N. 2R
PRIVATE XING, P.S.
#11.14 5 7/8'
Carr. Wood Pipe
#11.14 5 7/8'
W. 500' Pipe

BR. 10.65 6, 4 1/2, 10' 14'
Conc. Box
M. 11.80 End Track
#11.82 30' 20'
Carr. Iron Pipe



Retired (1971)

15

16

17

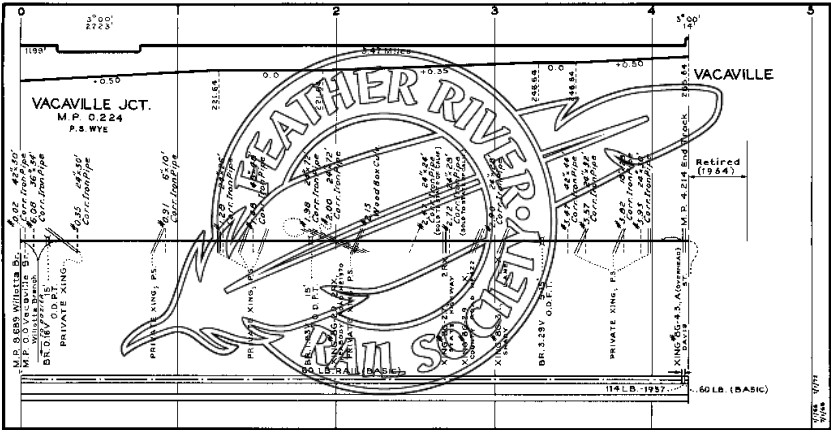
Retired (10/17)



P. 524 and Trax







VACAVILLE JCT.
M.P. 0.224
P.S. WYE

VACAVILLE

M.P. 0.02 42'50"
M.P. 0.0 Vaca Blvd
Willetta Branch
BR. 0.16
O.D.P.T.
PRIVATE XING

PRIVATE XING, P.S.
6'91" 6'x10'
Corr. Iron Pipe

PRIVATE XING, P.S.
2'29" 24" x 24"
Corr. Iron Pipe

BR. 1.33 15' O.D.P.T.
BR. 1.98 24' x 24"
Corr. Iron Pipe
BR. 2.00 24' x 24"
Corr. Iron Pipe
BR. 2.15 Wood Box Curve

BR. 2.72 24" x 24"
Corr. Iron Pipe
(sub to street or base)
BR. 3.29 30' O.D.F.T.
BR. 3.90 24" x 24"
Corr. Iron Pipe
BR. 4.02 24" x 24"
Corr. Iron Pipe
BR. 4.15 24" x 24"
Corr. Iron Pipe

BR. 4.97 24" x 24"
Corr. Iron Pipe
BR. 5.57 24" x 24"
Corr. Iron Pipe
BR. 6.02 24" x 24"
Corr. Iron Pipe
BR. 6.95 24" x 24"
Corr. Iron Pipe

BR. 7.02 10' x 10'
Corr. Iron Pipe
BR. 7.95 24" x 24"
Corr. Iron Pipe
XING 66-43, A (overpass)
DAVIS ST.
M.P. 4.214 End Track

Retired
(1964)

114 LB. 1957... 60 LB. (BASIC)

07/68 107/97
7/1/68



FEATHER RIVER SOCIETY

HOLLAND BRANCH

RAIL SOCIETY

M. P. 0.6945 Main Line 49.00
M. P. 0.00 Holland Branch

RIVERVIEW
M.P. 0.24 C.S.
2160 FT.

PRIVATE XING 0.18 P.S.
PRIVATE XING 0.39 P.S.

XING 0.22, 0.24, 0.25
RIVERVIEW

PRIVATE XING 1.06
Corr. Iron Pipe 36'x60'

PRIVATE XING 1.27
Corr. Iron Pipe 36'x30'

PRIVATE XING 1.53
Corr. Iron Pipe 36'x30'

PRIVATE XING 1.57
Corr. Iron Pipe 36'x30'

PRIVATE XING 1.59
Corr. Iron Pipe 36'x30'

PRIVATE XING 1.60
Corr. Iron Pipe 24'x36'

PRIVATE XING 1.60
Corr. Iron Pipe 24'x36'

PRIVATE XING 1.67
Corr. Iron Pipe 24'x36'

PRIVATE XING 1.67
Corr. Iron Pipe 24'x36'

PRIVATE XING 1.67
Corr. Iron Pipe 24'x36'

PRIVATE XING 1.67
Corr. Iron Pipe 24'x36'

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Corr. Iron Pipe 24'x36'

PRIVATE XING 1.67
Corr. Iron Pipe 24'x36'

PRIVATE XING 1.67
Corr. Iron Pipe 24'x36'

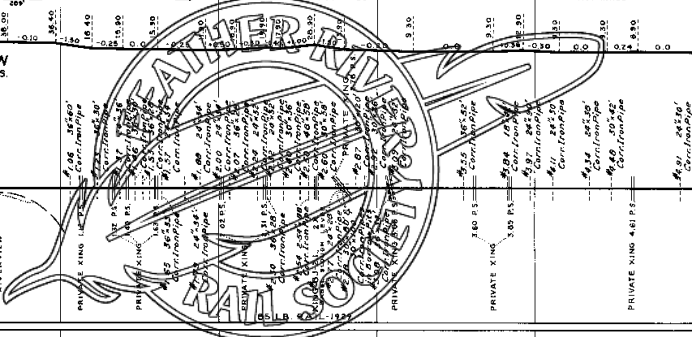
PRIVATE XING 1.67
Corr. Iron Pipe 24'x36'

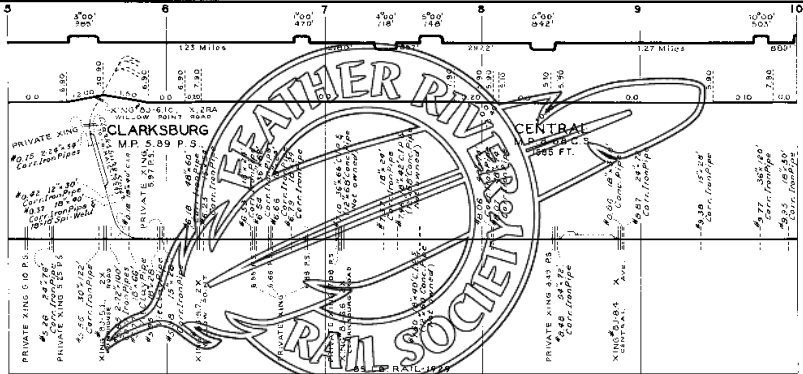
PRIVATE XING 1.67
Corr. Iron Pipe 24'x36'

PRIVATE XING 1.67
Corr. Iron Pipe 24'x36'

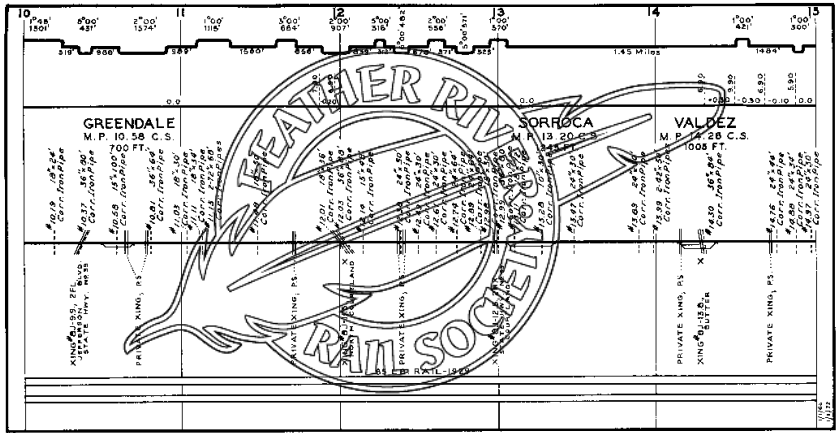
PRIVATE XING 1.67
Corr. Iron Pipe 24'x36'

PRIVATE XING 1.67
Corr. Iron Pipe 24'x36'





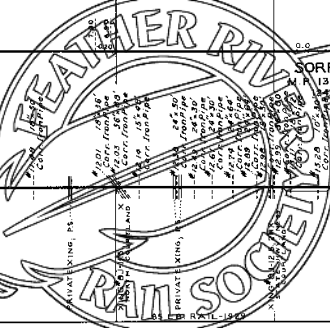
1/16/29
60-27



GREENDALE
M. P. 10.58 C. S.

SORROCA
M. P. 13.20 C. S.

VALDEZ
M. P. 14.28 C. S.



KING, PS
J-99, 2FL
BLVD.
STATE HWY. 9935

PRIVATE KING, PS

PRIVATE KING, PS

PRIVATE KING, PS

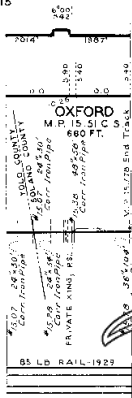
PRIVATE KING, PS

PRIVATE KING, PS

XING 13-13.07
BUTTER

PRIVATE KING, PS

RAIL-1969







FEATHER RIVER

TARKE BRANCH

RAIL SOCIETY

M.P. 139.772 Main Line
M.P. 0.0 Tayke Branch

COLUSA JCT.
M.P. 0.34 P.S.
W. LEG WYE

XING 00.04 2X
HOOPER & COUNTY RD.
#0.45 24"x22"
Corr. Iron Pipe
#0.55 24"x22"
Corr. Iron Pipe
#0.70 60"x48"
Corr. Iron Pipe

PRIVATE XING 0.95 P.S.

XING 00.18
TOWNSHIP ROAD

BR. 3.15 10'x24"
Corr. Iron Pipe (S.D.)
BR. 3.15 10'x24"
Corr. Iron Pipes

XING 00.26 X
MOUNTAIN ROAD

BR. 3.08 4.5'x15'
O.D.F.T. BR.

XING 00.36 X
HUMPHREY ROAD
BR. 3.67, 3-15' O.D.F.T. BR.

BR. 4.19, 3-23'
1-Beam (S.D.I.)
BR. 4.20, 3-15' O.D.F.T. BR.

PRIVATE XING 4.88 P.S.

#1.62 24"x22"
Corr. Iron Pipe
#1.63 24"x22"
Corr. Iron Pipe

#2.00 2-24"x22"
2-20"x18"
Corr. Iron Pipes

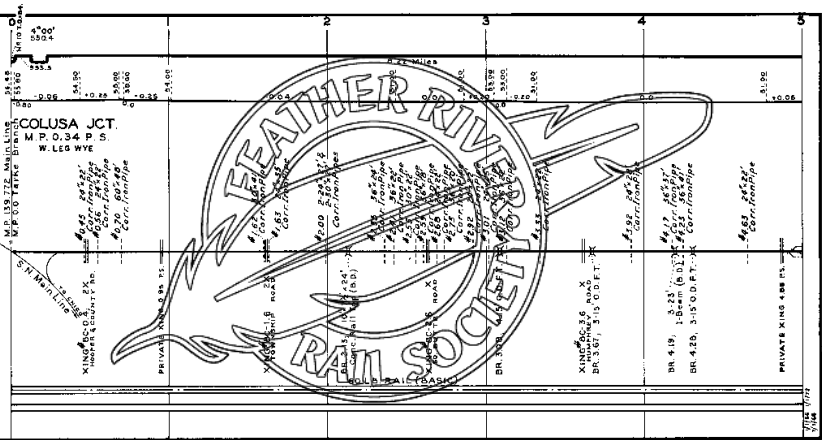
#1.75 24"x24"
Corr. Iron Pipe
#2.21 24"x22"
Corr. Iron Pipe
#2.53 10'x24"
Corr. Iron Pipe
#2.54 10'x24"
Corr. Iron Pipe
#2.60 10'x24"
Corr. Iron Pipe
#2.75 36"x24"
Corr. Iron Pipe
#2.92 36"x24"
Corr. Iron Pipe

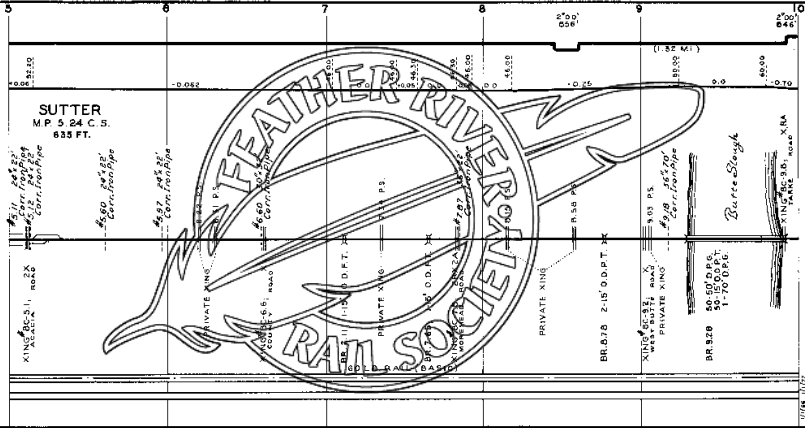
BR. 3.08 4.5'x15'
O.D.F.T. BR.
BR. 3.08 4.5'x15'
O.D.F.T. BR.

#3.92 24"x22"
Corr. Iron Pipe

#4.17 24"x22"
Corr. Iron Pipe
#4.23 24"x22"
Corr. Iron Pipe

#4.63 24"x22"
Corr. Iron Pipe





XING BC-5.1 ROAD
ACALIA

#5.11 24'x22'
Corr. Iron Pipe
#5.12 24'x22'
Corr. Iron Pipe

SUTTER
M.P. 5.24 C.S.
635 FT.

#5.60 24'x22'
Corr. Iron Pipe

#5.97 24'x22'
Corr. Iron Pipe

PRIVATE XING
#5.11 P.S.

XING BC-6.6 ROAD
COUNTRY

#6.60 30'x30'
Corr. Iron Pipe

BR. 1.11 1-15' O.D.P.T. X

PRIVATE XING
P.S.

BR. 7.69 1-6' O.D.P.T. X

XING BC-7.21 ROAD
MONEYEAR ROAD

#7.07 30'x30'
Corr. Iron Pipe

PRIVATE XING

BR. 8.78 2-15' O.D.P.T. X

XING BC-9.2 ROAD
WEAT BUTTE

#9.03 P.S.

PRIVATE XING

#9.18 36'x70'
Corr. Iron Pipe

BR. 9.20 50-50' D.P.G.
50-15' O.D.P.T.
1-70' D.P.G.

Battle Slough

XING BC-9.8 ROAD
TANKE X, RA

2'00'
656'

2'00'
646'

(1.32 Mi)

-0.062

-0.25

0.0

-0.70

10

11

12

13

14

15

1897

42.30

-070

0.42.30

TARKE
M.P. 10.27 C.S.
1130 FT.

M.P. 10.453 End Tarke Br.

60 LB RAIL
(BASIC)



Tarke to Meridian Retired 1964

Meridian to Colusa Retired 1960

9/166
10/173



WOODLAND BRANCH

5

6

7

8

9

10

0°30'
1365.3

2°00'
2447.9

553 Miles

4206'

0.0
10.50
31.84
33.23

0.0

0.60

43.31

10.92

44.00

-0.567

35.00

0.0

#5.38 78" 160'
Corr. Iron Pipe

PRIVATE KING 348 P.S.

#5.86 30" 116'
Corr. Iron Pipe

BR. 594

PRIVATE KING 615 P.S.

#6.10 24" 116'
Corr. Iron Pipe

PRIVATE KING 650 P.S.

#6.26 36" 116'
Conc. Pipe

#6.83 18" 70'
Corr. Iron Pipe

#6.92 15" 42'
Corr. Iron Pipe

#6.95 24" 70'
Corr. Iron Pipe

#6.95 12" 50'
Corr. Iron Pipe

PRIVATE KING 715 P.S.

#7.11 24" 70'
Steel Pipe

#7.61 15" 22'
Corr. Iron Pipe

PRIVATE KING 775 P.S.

#7.84 18" 70'
Corr. Iron Pipe

KING 808-807 P.S.

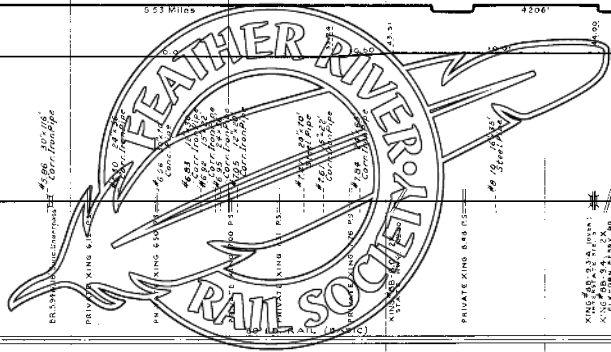
PRIVATE KING 848 P.S.

#8.19 16" 95'
Steel Pipe

KING 888-934 JONES
IN STATE 2 P.S. 3
KING 888-941 2X
ELK-DON HENRY RD.

#7.69
Conc. Box Culv.

FREMONT
M. P. 9.68 C. S.
705 FT.



10

11

12

13

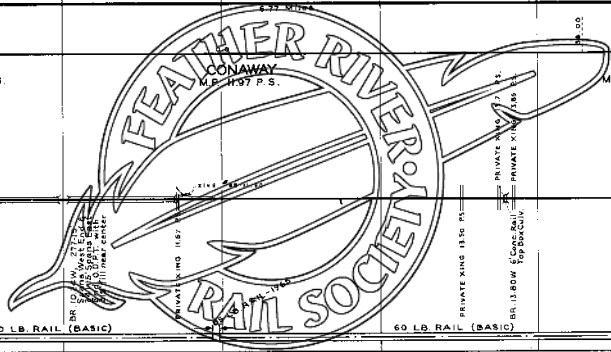
14

15

SIPHON
M.P. 10.10 P.S.

CONAWAY
M.P. 11.97 P.S.

HEBRON
M.P. 14.80 P.S.
330 FT.



PRIVATE KING 10.12 P.S.

BR. 10.12 W. 27'-10"
Span West End
Span 5 Spans East
Span 0.0 P.S. with
span fill near center

PRIVATE KING 11.57 P.S.

XING 11.57 P.S.

PRIVATE KING 13.50 P.S.

PRIVATE KING 13.7 P.S.

PRIVATE KING 13.85 P.S.

BR. 13.80 W. 6' Conc. Rail
Top Box Culv.

PRIVATE KING 14.57 P.S.

XING 14.77, 2FLG
COUNTY ROAD No. 102

PRIVATE KING 14.87 P.S.

PRIVATE KING 14.87 P.S.

PRIVATE KING 14.87 P.S.

60 LB. RAIL (BASIC)

60 LB. RAIL (BASIC)

+0.22

+0.22

14.77 15'x30'
Corr. Iron Pipe

60 LB. RAIL - 1948

10/155
30/48
V773

