

*Track Chart and Alignment Book*  
*Index Sheets*  
*for*  
*Western Region*

1/4

*MAIN LINES*

LINE	ROUTE SYMBOL	PAGE
Oakland to Ogden	A	1-96
Davis to Portland	AE,C,CF	200-283
Roseville to Tehama	C	285-296
San Francisco to Burbank Jct.	E	300-346
Martinez to Burbank Jct.	B	347-352 / 354-396
Palmdale to Colton	BB	400-408
Burbank Jct. to El Paso	B -THE	410-497
El Paso to Tucumcari	B -THE	498-533
Wellton to Picacho	R	535-555
Flanigan to Klamath Falls	CFA	646-668
W. Oakland to Elvas via Niles Tower	D	669-674 / 682-689 & 353
Elmhurst to Santa Clara	L	690-693
Niles to San Jose	DA	694-696
Redwood Jct. to Niles Tower	DAB	697-699

# TRACK CHART and ALIGNMENT BOOK

## INDEX SHEETS

### for WESTERN REGION

#### BRANCH LINES

LINE	ROUTE SYM.	PAGE	LINE	ROUTE SYM.	PAGE
AZUSA	BBQ	WR 158	EAST LONG BEACH	BBH	WR 159
BAILEY	FE	WR 19	EL CENTRO	BNC	WR 166-167
BURBANK	BY	WR 158	EL SEGUNDO	BBF	WR 159
BUTTONWILLOW	BT	WR 132	FALLON	AS	WR 77
CALEXICO	BN	WR 158-159	GEER	CG	WR 19
CHANDLER	RA	WR 170-172	HAMILTON	AJ	WR 77
CHINO	BAB	WR 159	HOLLISTER	EB	WR 87
CLIFTON	NK	WR 189-196	HOLTON INTER-URBAN RY.	49	WR 168
COOS BAY	CO	WR 21-35	IONE	DG	WR 83
DALLAS	CM	WR 19	KENTUCKY HOUSE	DF	WR 83
DAVENPORT	EL	WR 87	KNIGHTS LANDING	AF	WR 77
			LA HABRA	BBJ	WR 155

## BRANCH LINES

3/4

LINE	ROUTE SYM.	PAGE	LINE	ROUTE SYM.	PAGE
LITCHFIELD	RB	WR 169			
LOMPOC	EH	WR 152	SAN BERNARDINO	BBR	WR 161
LONE PINE	BAM	WR 146-151	SAN BRUNO	EM	WR 112
LONG BEACH	BH	WR 152	SAN PABLO	AAC	WR 112
LOS ALAMITOS	BBN	WR 152	SAN PEDRO	BG	WR 156
MARCOLA	CE	WR 17	SONOMA/NWP	05H	WR 111
MILL CITY	CLA - CLB	WR 20	SANDIA	BNB	WR 161
MINA	AN	WR 79	SANTA ANA	BK	WR 154, 156
MOLALLA	CJ	WR 17	SANTA CRUZ	EC	WR 112
MONTEREY	EE	WR 112	SANTA MONICA	BBA	WR 154
NAPA	AB	WR 87	SANTA PAULA	BE	WR 154
NEWBERG	P	WR 3	SHELLVILLE	AA	WR 84-86
NOGALES	BAN	WR 173-179	SISKIYOU	C	WR 37-76
OAK CREEK	BAS	WR 131	SPRECKELS	EO	WR 112
OAKDALE	DC	YD. TRK.	STANTON	BAA	WR 160
			STATE STREET	BBO	WR 162-165
PLACERVILLE	AH	WR 82	SUSANVILLE	AX	WR 36
PUENTE	BKA	WR 152	SUNSET RAILROAD	42 & 42B	WR 133
			TEMPE	BAR	WR 169
RIVERDALE	BAO	WR 127	TILLAMOOK	FD	WR 1
RIVERSIDE	BJ	WR 161	TOLEDO	CK	WR 3-4
			TORRANCE	BBG	WR 160

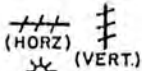
## BRANCH LINES

LINE	ROUTE SYM.	PAGE
TUSTIN	BM	WR 153
VALLEJO	AAB	WR 87
VASONA	EN	WR 87
VENTURA	BAE	WR 152
V. E. REDBANKS	77C	WR 130
VISALIA ELECTRIC RAILROAD	77	WR 130
WEST SANTA ANA	BBL	WR 153
WEST SIDE LINE	BA	WR 114-126
WEST SIDE-SEGHERS	F - FAA	WR 5-13 / 15-16
WEST STAYTON	CC	WR 18
WHITE CITY	CR	WR-17
WHITE HILLS	EHA	WR 153
WILLAMINA	FCA	WR 17
WILLITS /NWP	05	WR 89-108
WILMINGTON	BBH - BBM	WR 155
WOODBIDGE	DE	WR 77
YUMA VALLEY RAILROAD/SOMERTON	BAP	WR 168

# SYMBOLS AND ABBREVIATIONS



Communications Pole Line



Underground Signal Cable



Solar Panels

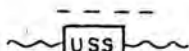


Speed sign - Passenger and Freight (Ord.)\*  
Eastern District only.

City Ordinance speed restrictions are applicable approaching first public crossing and until engine has covered last public crossing within corporate limits.

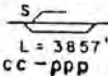


Yard limit



Southern Pacific Pipelines Inc. within S.P.T. Co. right of way.

Fibre Optics Cable - Phone(800) 5120579(24 Hr.)  
Spring switches



Length of siding between fouling points in feet.  
Cribbing - Poles Driven

## RAIL

- S.H. . . . . Secondhand Rail
- CWR . . . . . Continuous Welded Rail
- W . . . . . Welded Rail 78' new or 72' secondhand
- C.M. . . . . Curve Master Rail 39' long
- I.M. . . . . Inter Manganese Rail 39' long
- F.H. . . . . Flame Hardened Rail

• • • • • Rail Ground



FILTER FABRIC

## DETECTORS

- . . . . . Hot Box
- . . . . . Dragging Equipment
- . . . . . Wide Load
- . . . . . High Water

**Note:** The following abbreviations and symbols will be made commencing Jan. 1976:

78'HS, 78', 72' . . . . . replaced by 'W'  
HS, HSR . . . . . replaced by 'CWR'

. . . . . replaced by

RULING GRADES - PERCENT -----

MAXIMUM SPEED RESTRICTIONS (miles per hour) -----  
PASSENGER AND FREIGHT - EASTWARD and  
WESTWARD OR WESTWARD ONLY -----

WESTWARD

CURVATURE -----

Year laid -----

RAIL: -----  
Weight -----

DATE: Retied and type of ballast -----

EASTWARD  
AND  
SINGLE

Year laid -----

RAIL: -----  
Weight -----

DATE: Retied and type of ballast -----

CURVATURE -----

MAXIMUM SPEED RESTRICTIONS (miles per hour) -----  
PASSENGER AND FREIGHT - EASTWARD ONLY -----  
MAXIMUM GRADE - PERCENT EASTWARD AND WESTWARD -----  
ROADMASTER AND ROADMASTER'S DISTRICT -----

Centralized Traffic Control -----

# TRACK CHARTS-BRANCH LINES

BRANCH

STATION

## LEGEND

----- S.P. PIPE LINE IN S.P. R/W -----

↑----- S.P.P.L. ALONG S.P. TRACKS

MILE POINT

----- RAIL WEIGHT PER YARD -----

----- YEAR LAID -----

----- BALLAST SURFACING DATE AND TYPE -----

----- RULING GRADE WESTWARD -----  
----- EASTWARD -----

----- MAXIMUM GRADE -----  
(PERCENT)

----- SPENO GRINDING -----

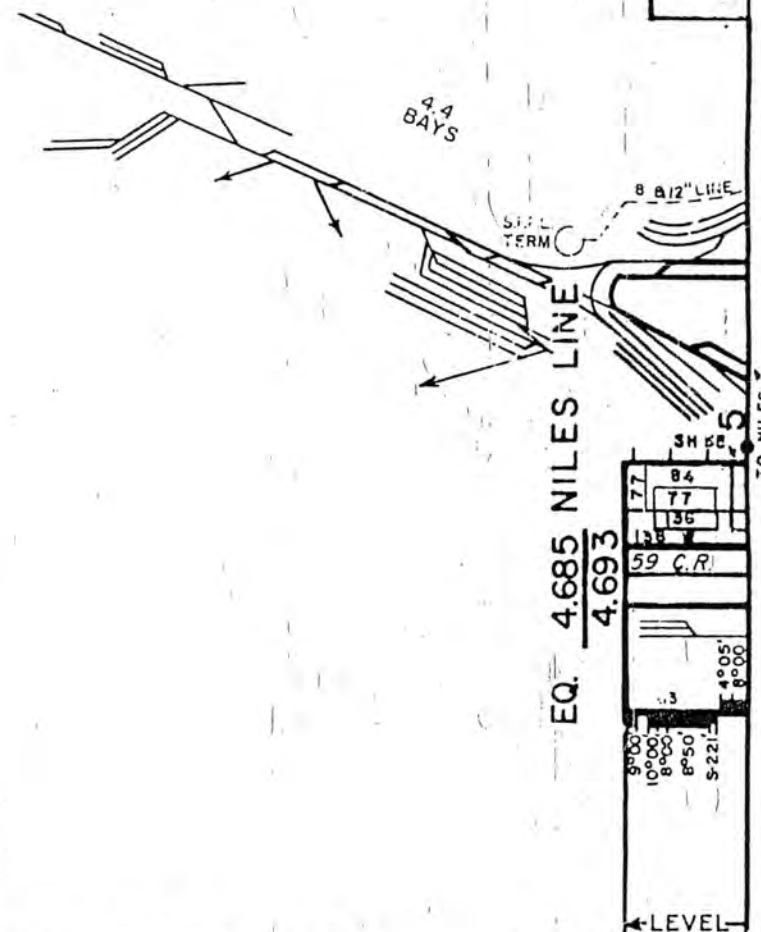
----- MAXIMUM CURVATURE -----  
(PER HALF MILE)

----- MAXIMUM SPEED RESTRICTIONS (MILES PER HOUR) -----

----- ROADMASTER'S DISTRICT -----  
----- ROADMASTER -----

SCALE: 1" = 5 MILES

REVISED TO JAN 1, 1993



OAKLAND DISTRICT - P.C. GUTIERREZ - R.D.M.

A

0.197 W 0.221 E

20

45

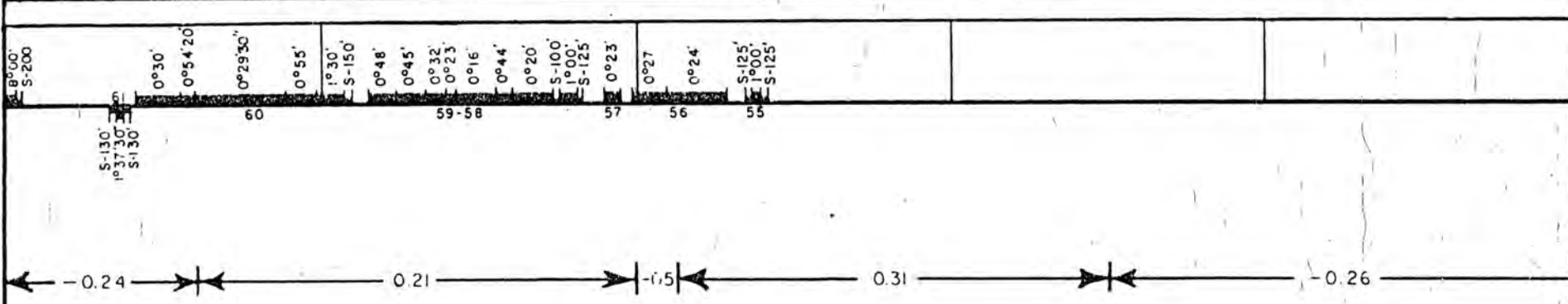
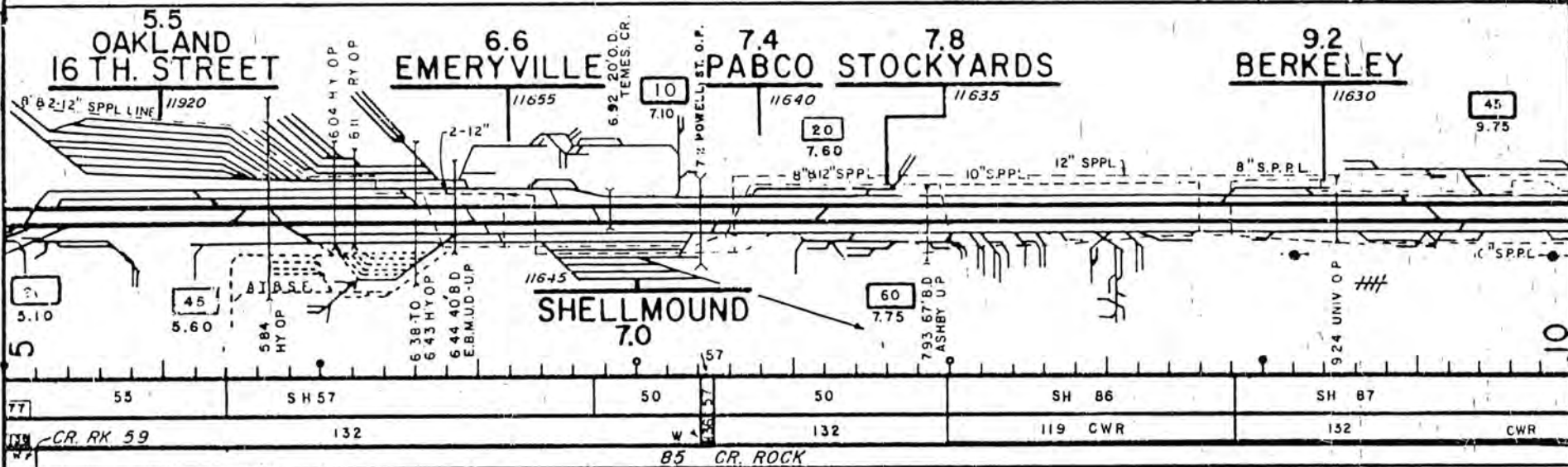
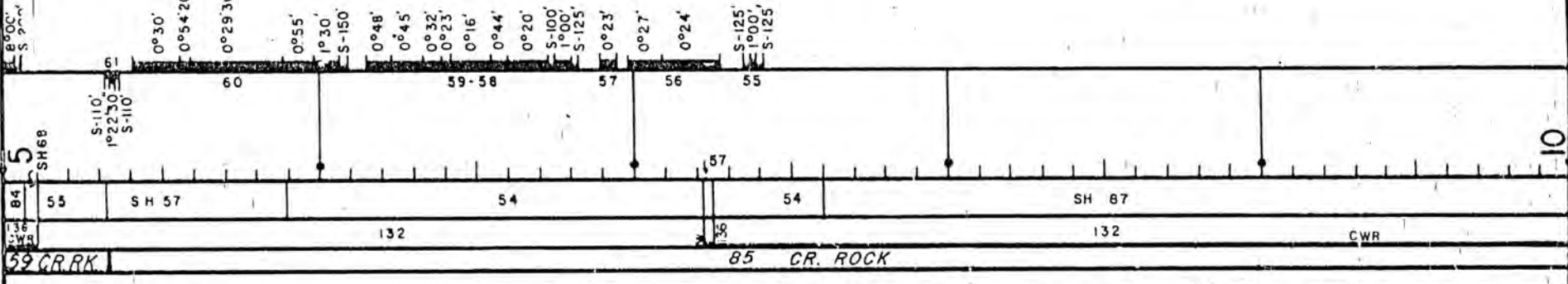
60

10

10

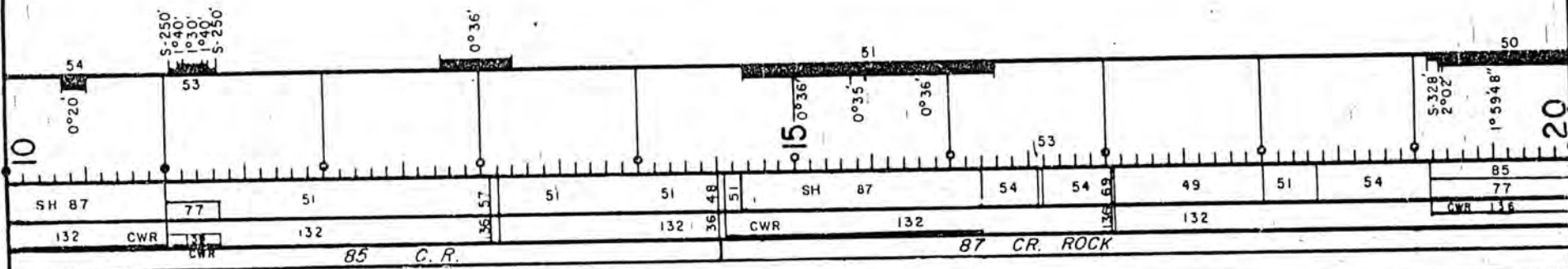
10

REVISED TO JAN 1, 1993

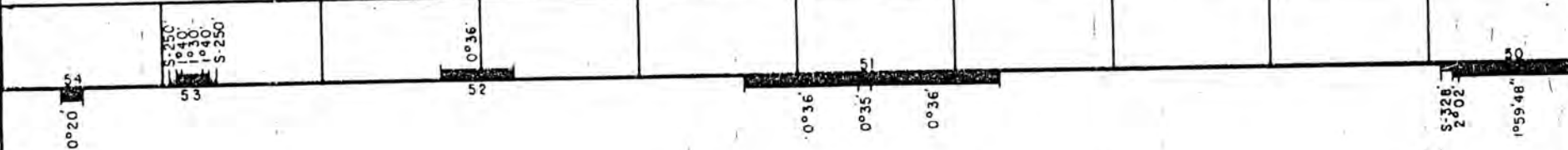
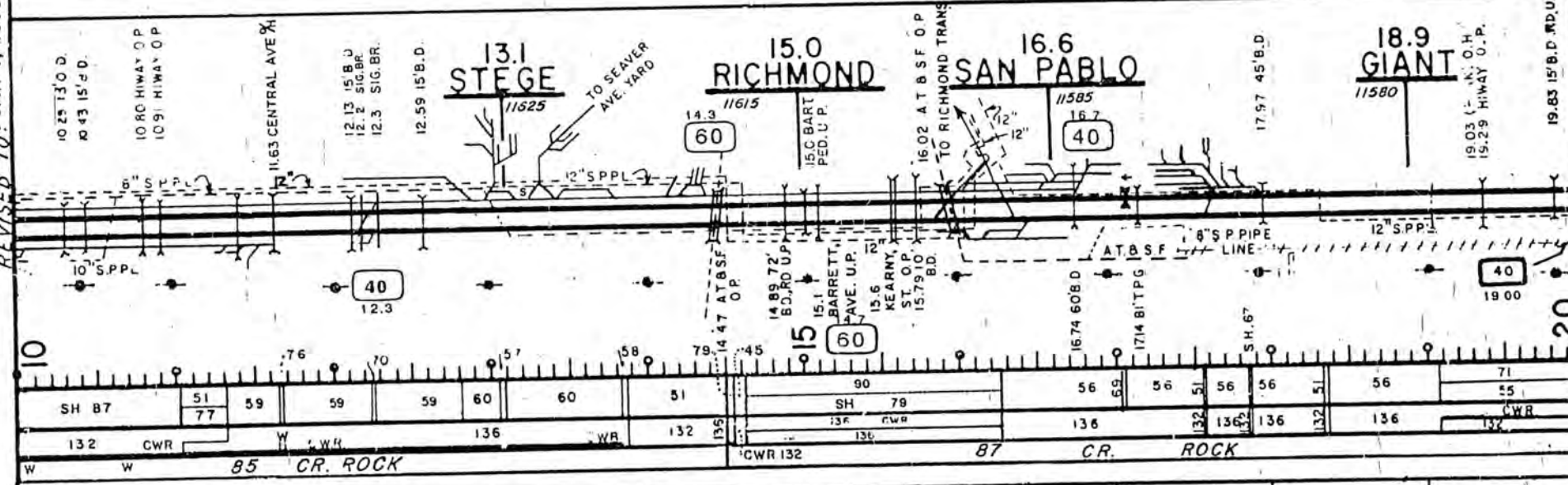




0.197 W. 0.221 E. 0.256 W. 0.127 E.



REVISED TO: JAN 1, 1993



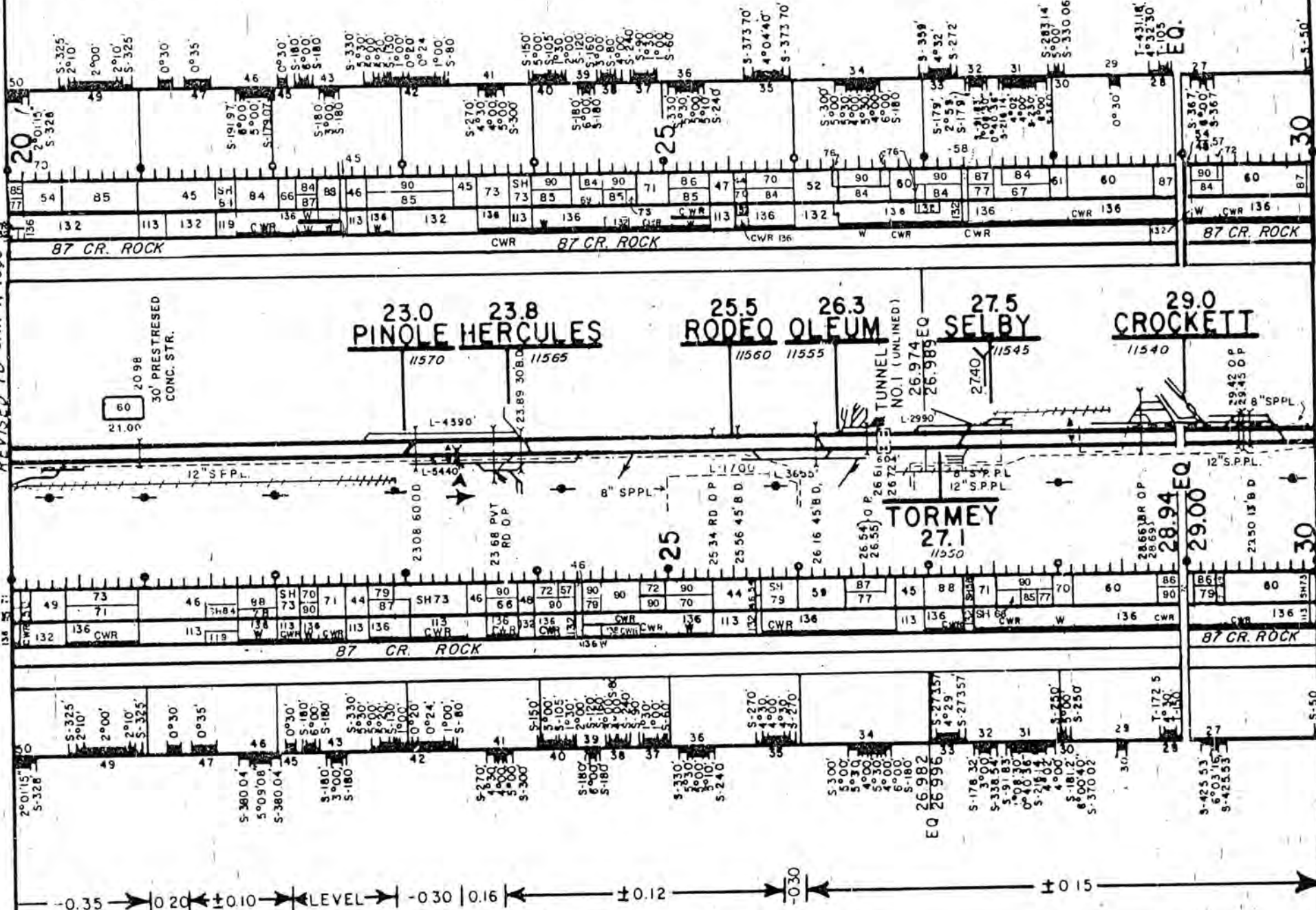
OAK.DIST. P.C. GUTIERREZ - R.D.M. MARTINEZ DISTRICT - R.R. ARROYO - R.D.M.

0 256 W 0 127 E

60

40

REVISED TO JAN 1, 1993



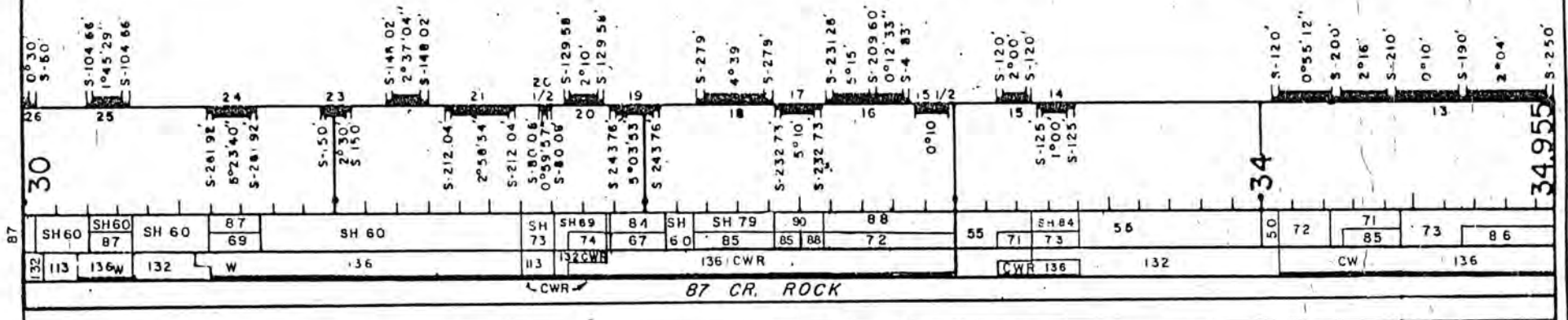
MARTINEZ DISTRICT R.R. ARROYO R.D.M.

REVISED TO JAN 1, 1993

4

0.256 W 0.127 E

40 30



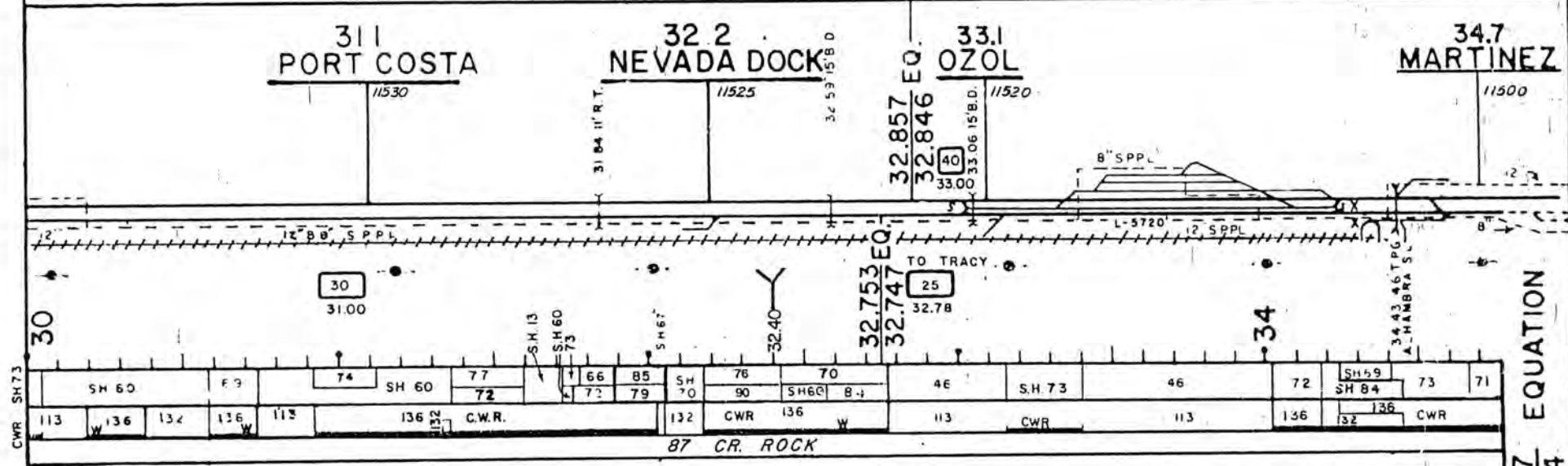
311 PORT COSTA  
11530

32.2 NEVADA DOCK  
11525

32.857 EQ  
32.846  
33.00  
33.06 15' B.D.  
11520

33.1 OZOL  
11520

34.7 MARTINEZ  
11500



30  
31.00

32.753 EQ  
32.747 EQ  
32.78

34

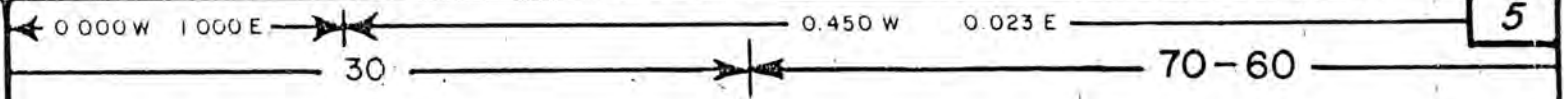
EQUATION

34.777  
31.764

0.10 0.04 0.04 LEVEL 0.35 0.12 0.33 1.0

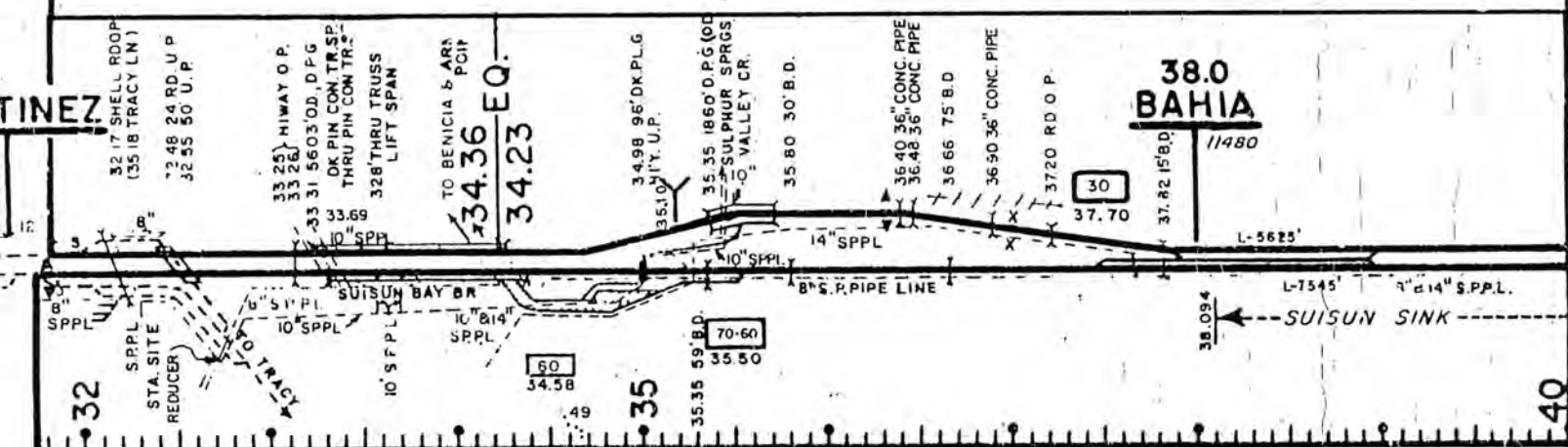
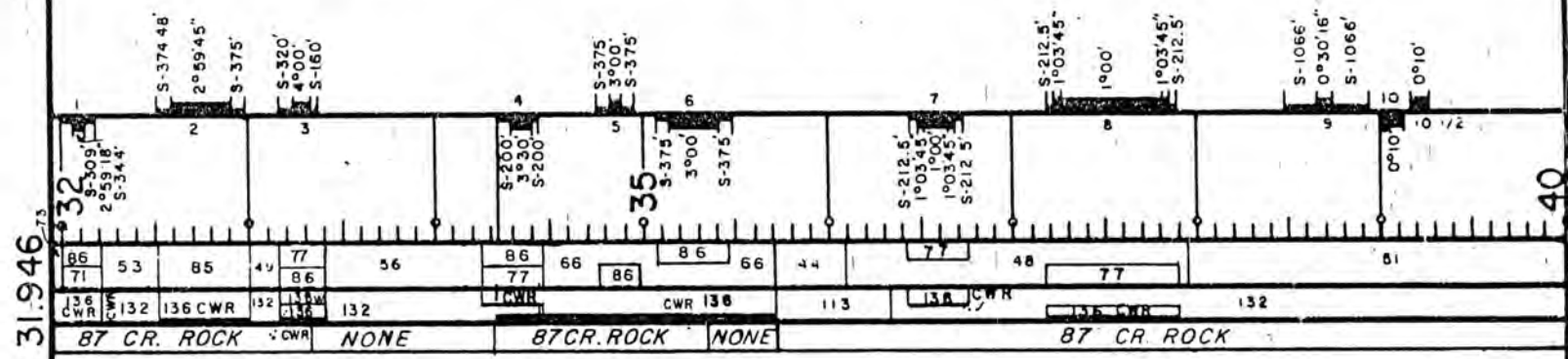
MARTINEZ DISTRICT - R.R. ARROYO - R.D.M.

A

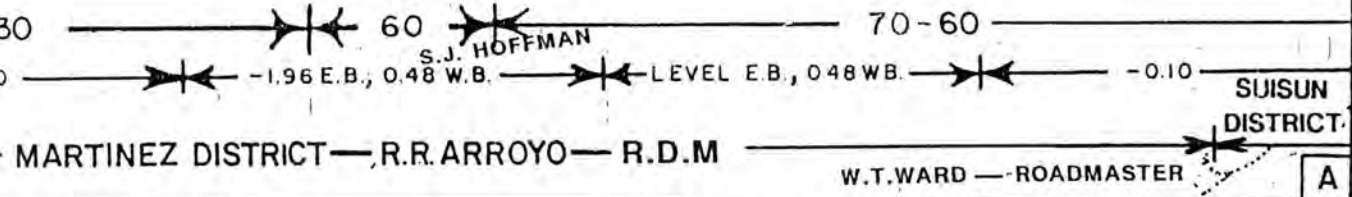
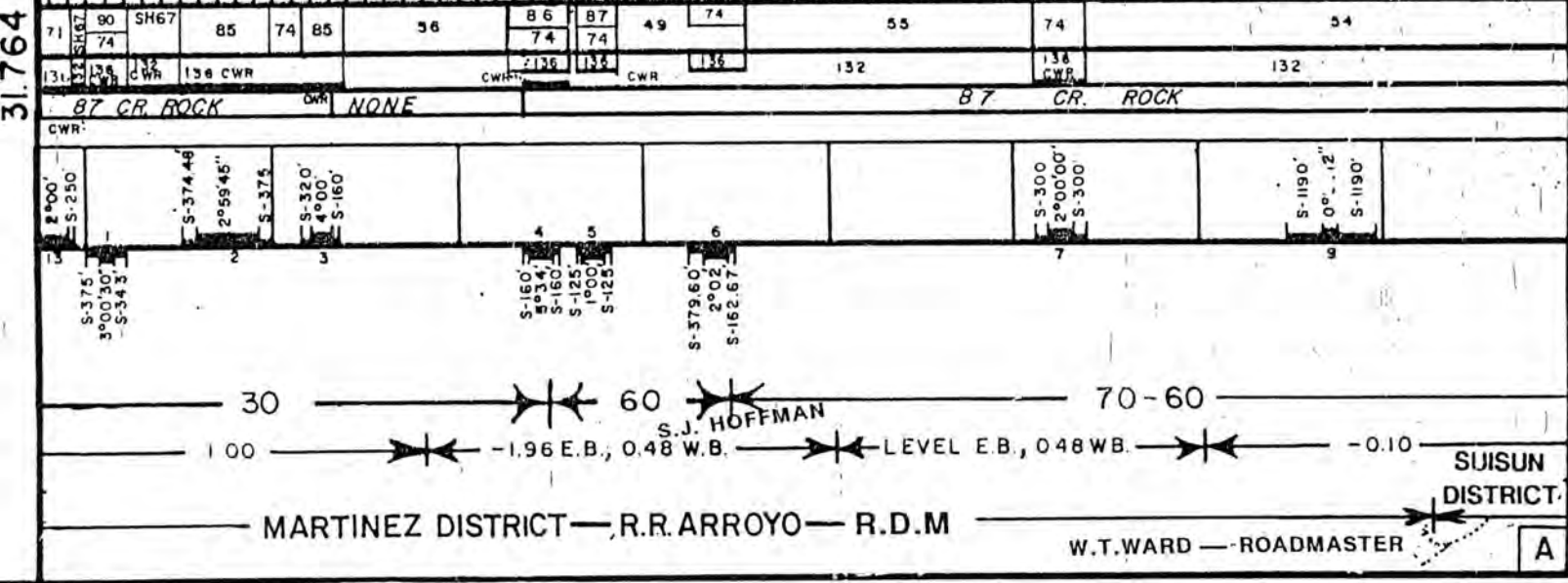


REVISED TO JAN 1, 1993

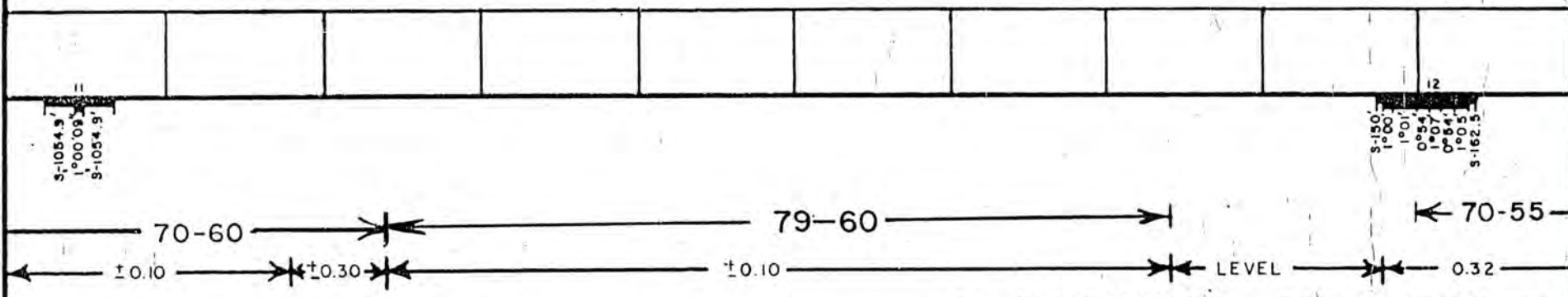
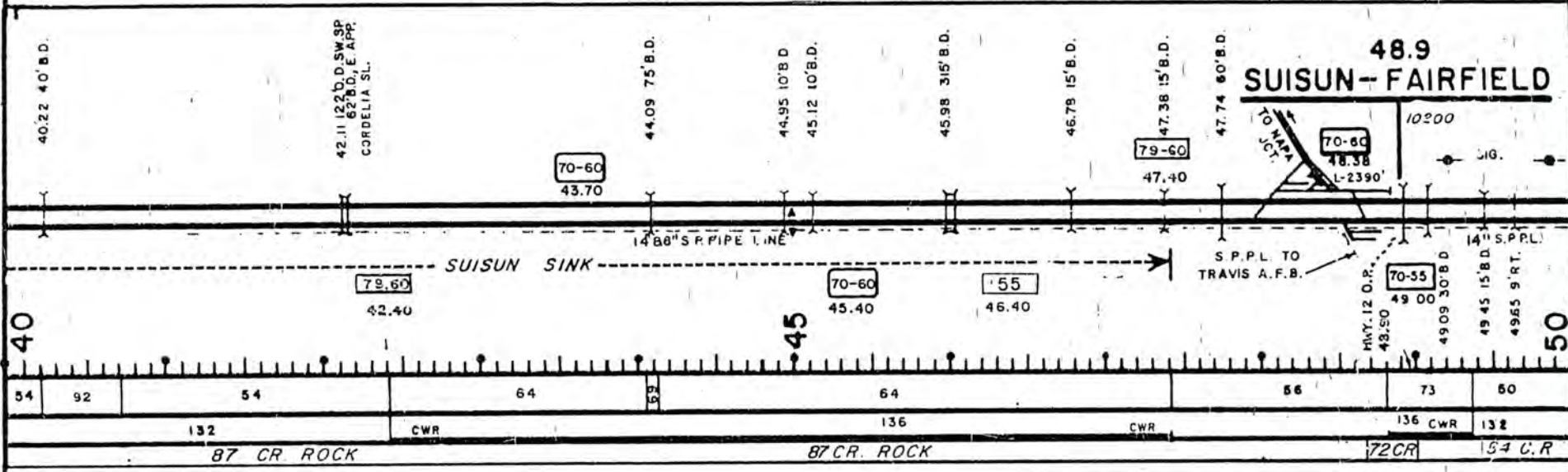
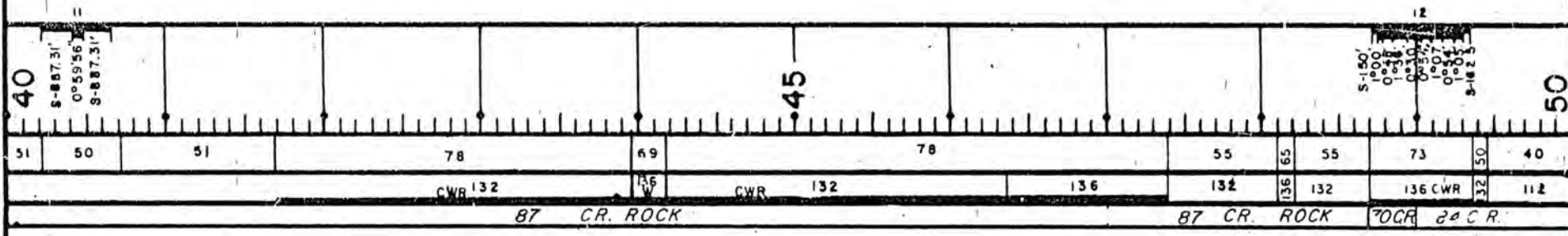
W. B. EQUATION  
34.955 = 31.946



E. B. EQUATION  
34.777 = 31.764



0.450 W 0.023 E 0.287 W 0.412 E  
70-60 79-60 70-60 55-60 60-55



SUISON DISTRICT — W.T. WARD — ROADMASTER — WESTERN DIVISION | STOCKTON DIVISION

REVISED TO: JAN 1, 1993

0.287 W 0.412 E

60-55 70-60

S.P.-SACTO.NORTH. JOINTLY OPERATED

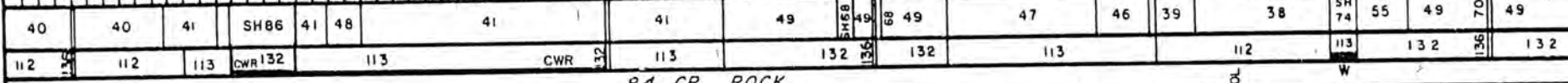
C 271 W  
O 152 E

S-240  
0°43'  
0°42'  
0°46'  
0°40'  
0°52'30"  
0°41'30"  
0°42'  
0°45'  
S-240

10°10'48"  
0°10'  
5 1/2

50

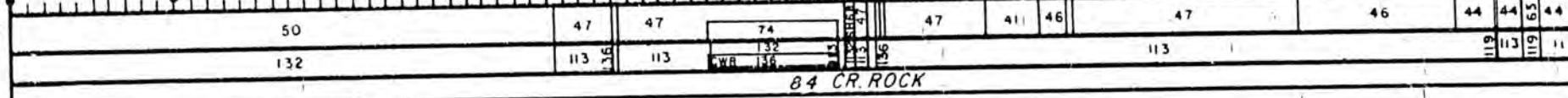
60



REVISED TO : JAN 1, 1993

50

60



S-240  
0°43'  
0°42'  
0°46'  
0°40'  
0°52'30"  
0°41'30"  
0°42'  
0°45'  
S-240

14  
0°30'

70-55

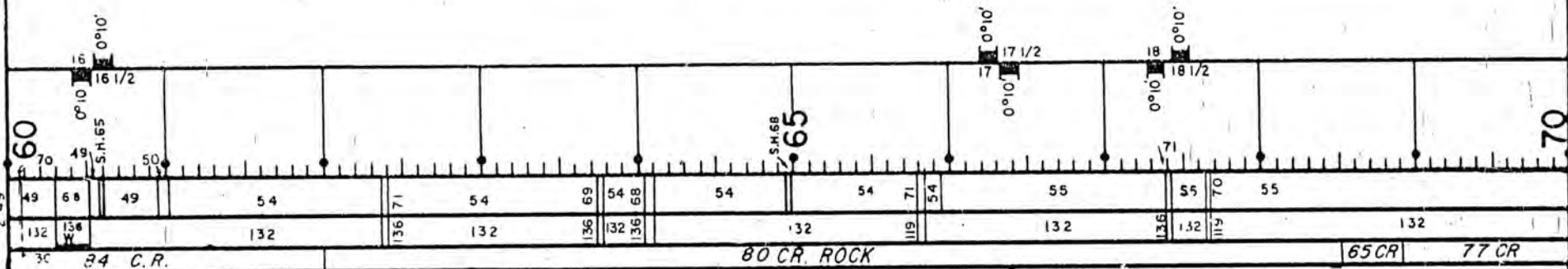
0.32 0.41 -0.46

0.271 W.

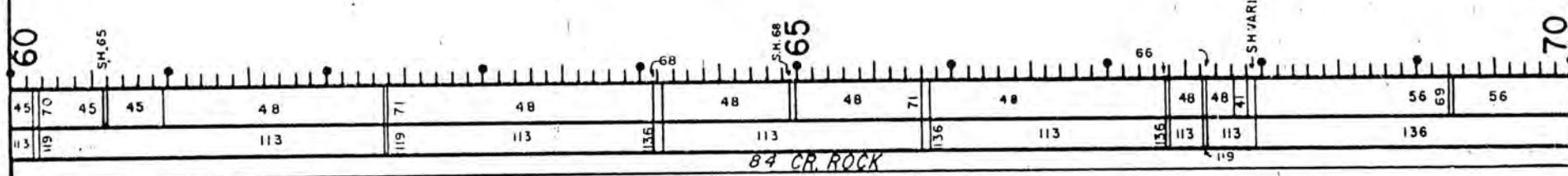
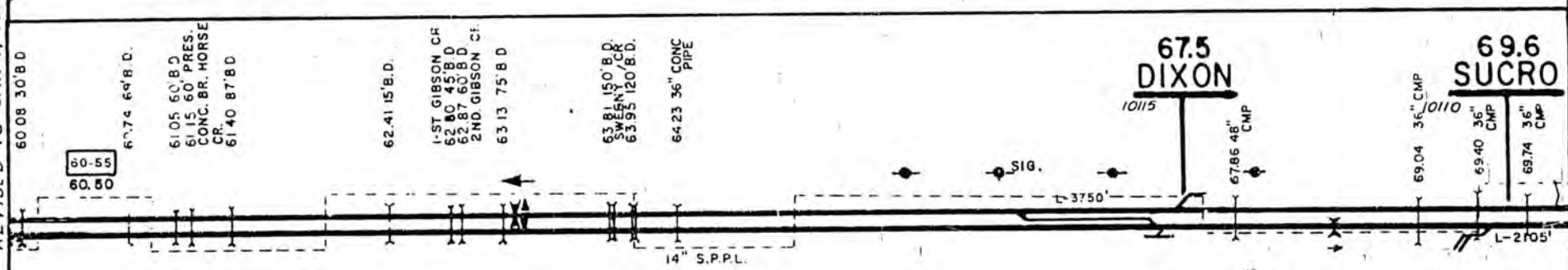
0.152 E

70-60

S.P. - SACRAMENTO NORTHERN JOINTLY OPERATED



REVISED TO JAN 1, 1993



NO CURVES

70-55

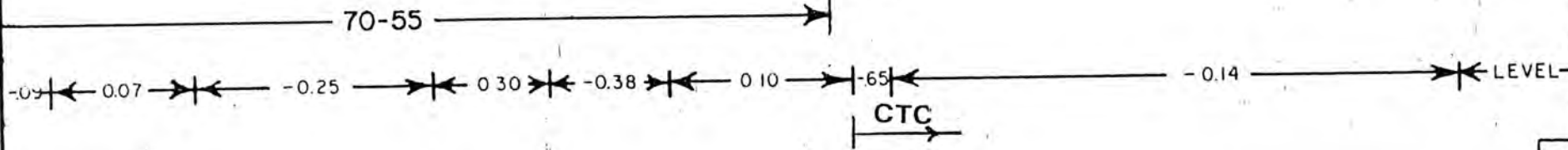
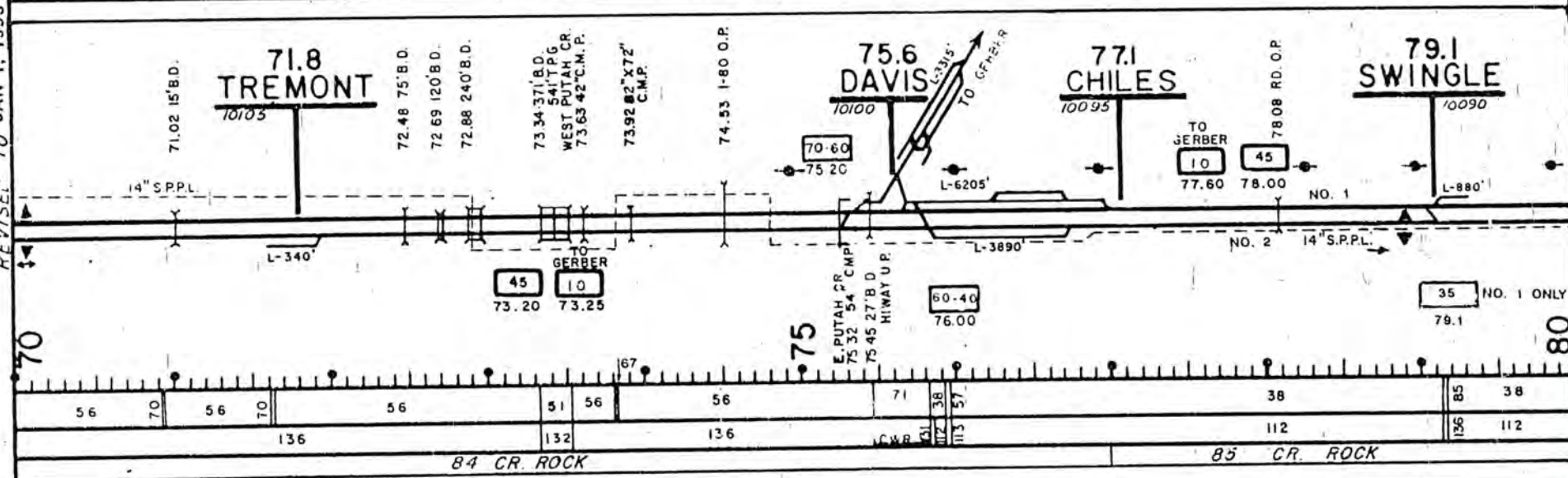
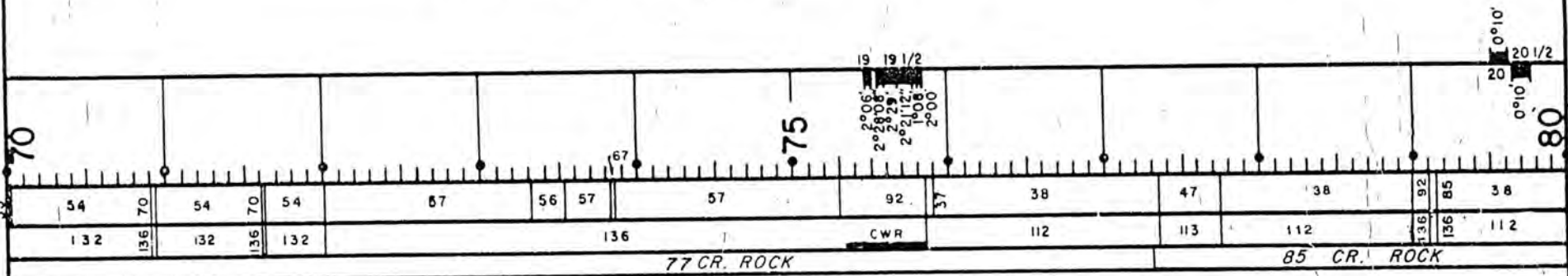


0.271 W. 0.152 E. 0.43 W. 0.40 E.

70-60 45 60-40

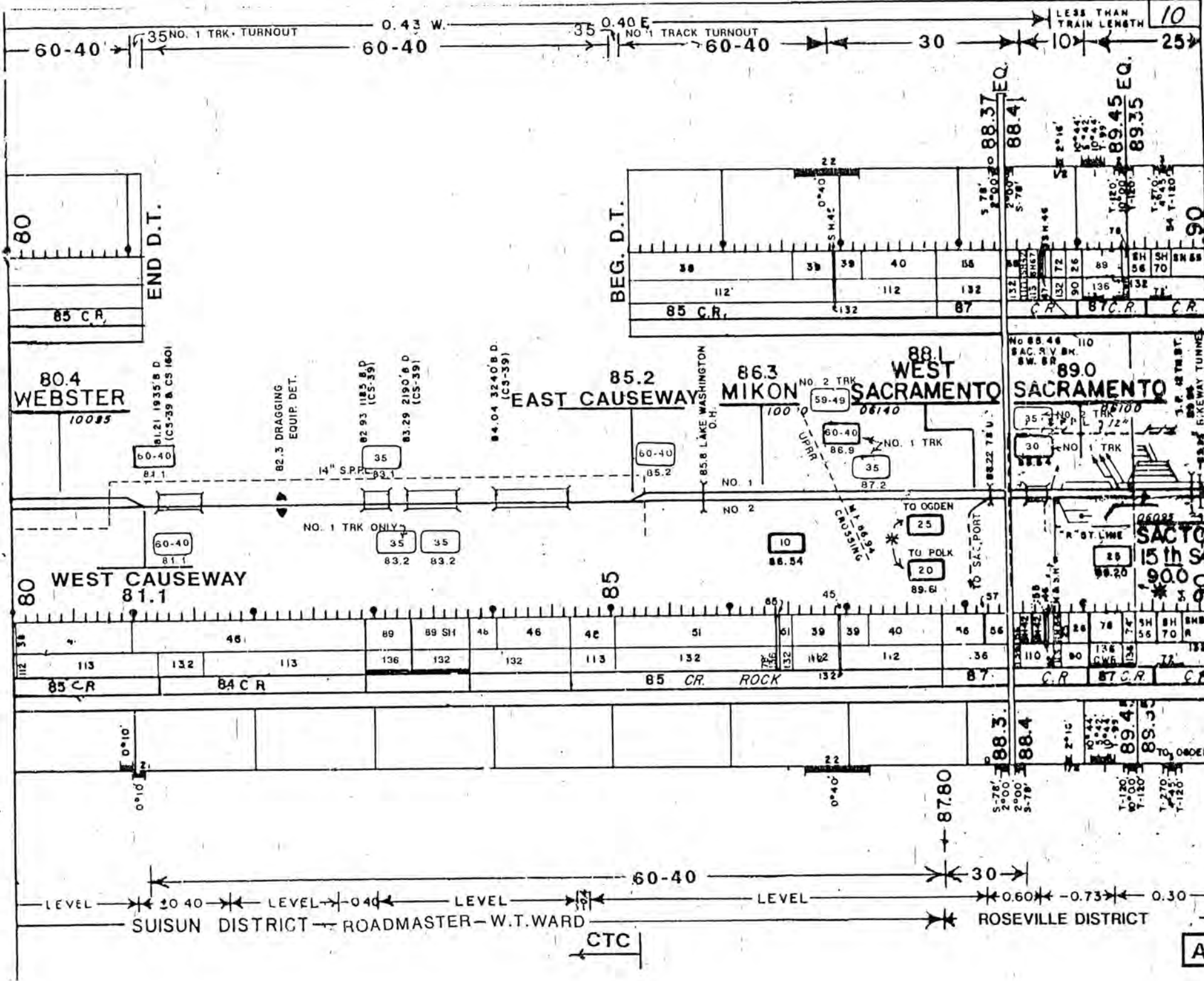
S.P. - SACTO. NORTH. JOINTLY OPERATED

REVISED TU JAN 1, 1993





REVISED TO JAN 1, 1993



LESS THAN TRAIN LENGTH

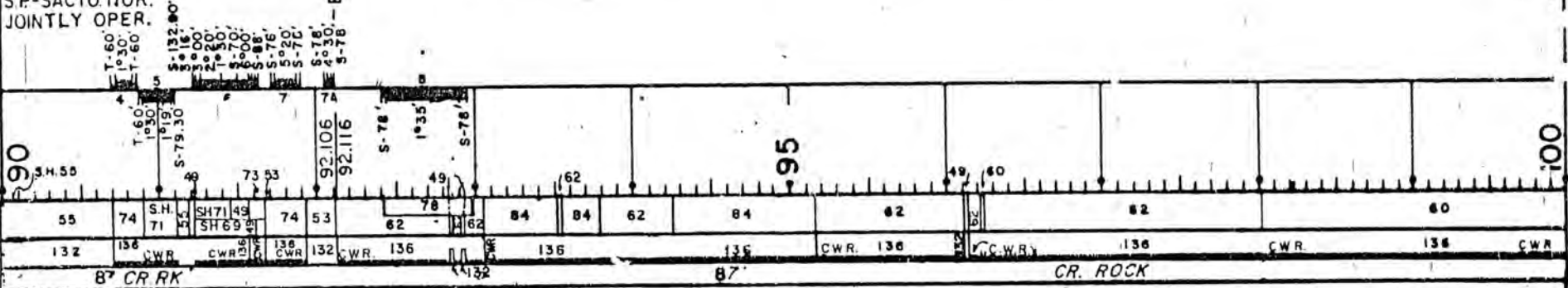
0.248 W. 0.40 E.

35

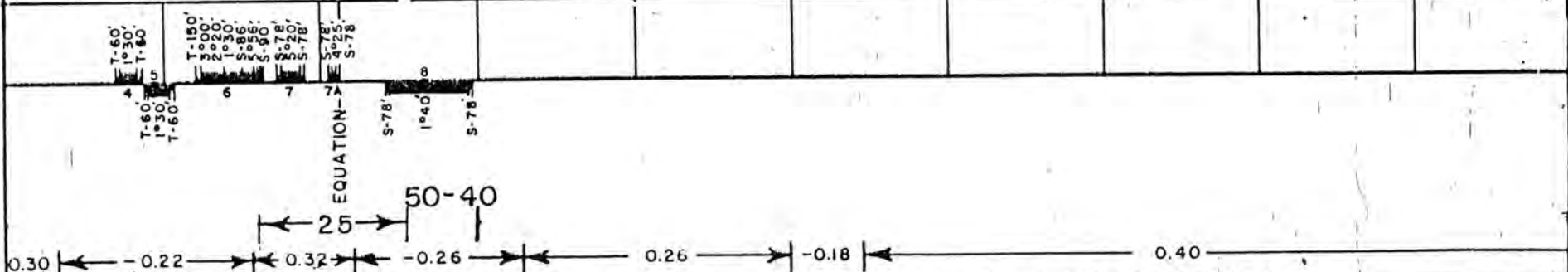
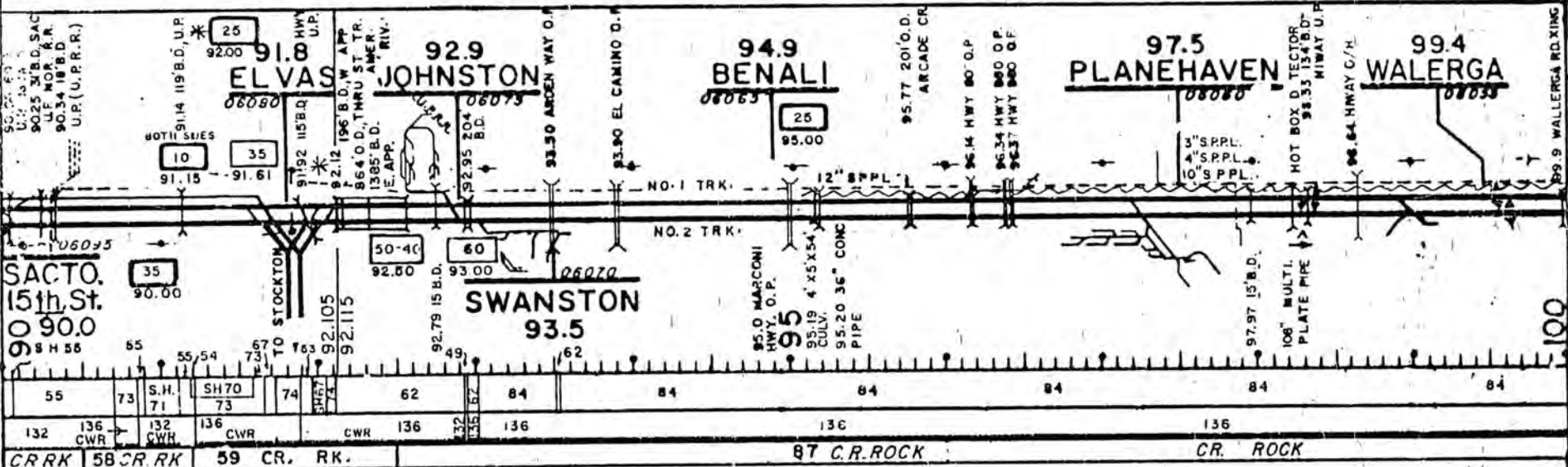
25

60

S.P-SACTO. NOR. JOINTLY OPER.



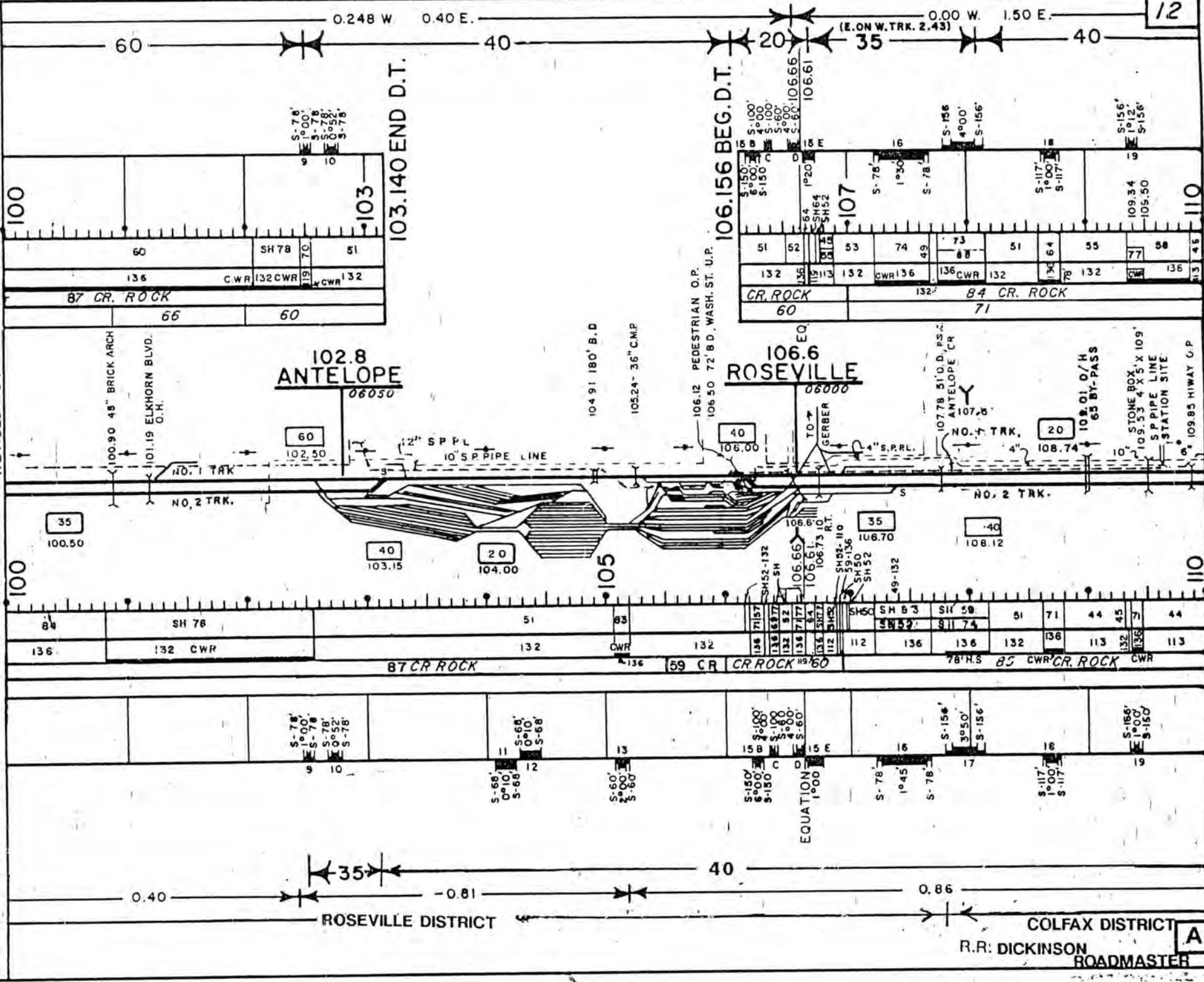
REVISED TO JAN 1, 1993



0.30 | 0.22 | 0.32 | 0.26 | 0.26 | 0.18 | 0.40

ROSEVILLE DISTRICT | W.D.PYLES ROADMASTER

REVISED TO: JAN 1, 1993



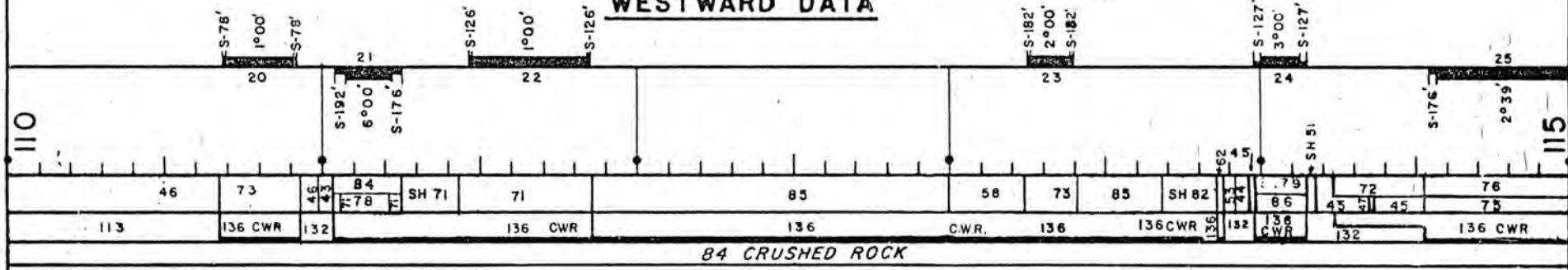
ROSEVILLE DISTRICT

COLFAX DISTRICT

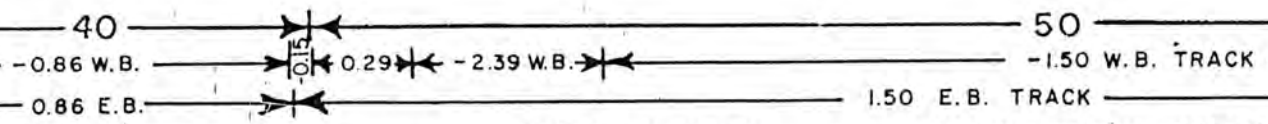
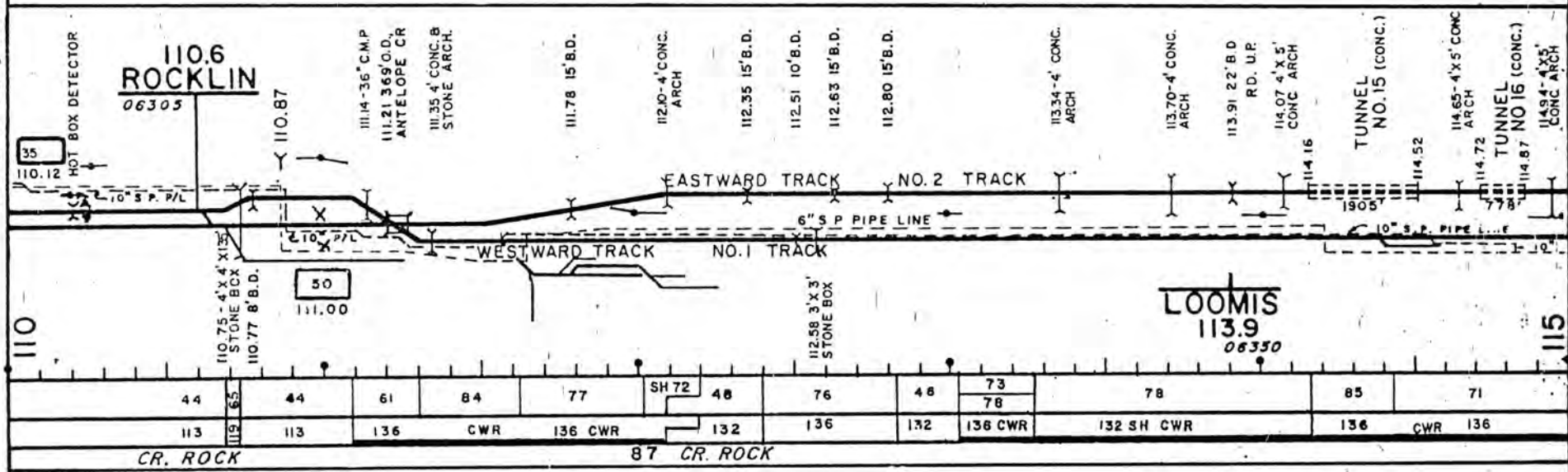
R.R. DICKINSON ROADMASTER

0.00 W. 1.50 E.  
(E. ON W. TRK. 2.43) 40

WESTWARD DATA



REVISED TO : JAN 1, 1993

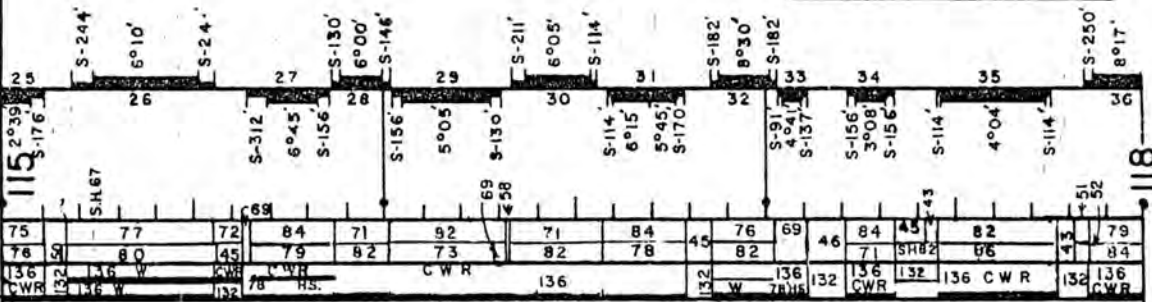


COLFAX DISTRICT R. R. DICKINSON ROADMASTER

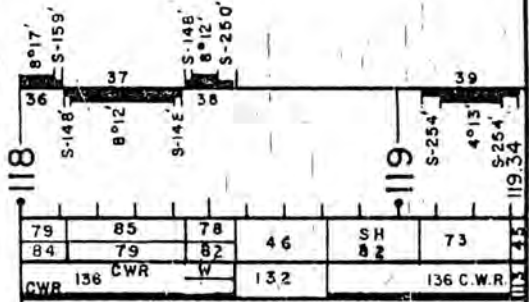
0.00 W. 1.50 E  
(E. ON W. TRK. 2.43) 30

40

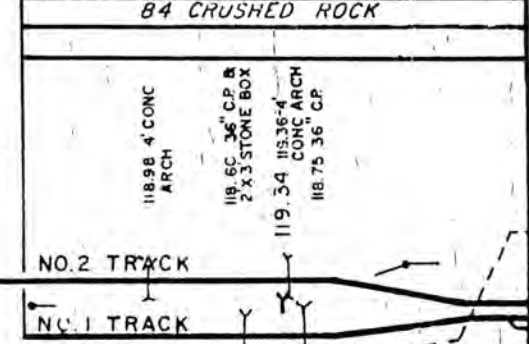
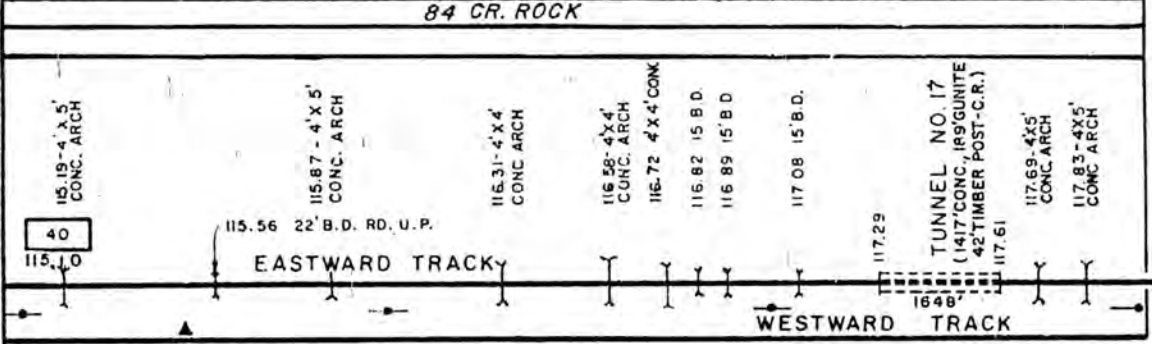
WESTWARD DATA



BREAK DUE TO DIFFERENCE  
IN LENGTH OF EASTWARD  
AND WESTWARD TRACKS.

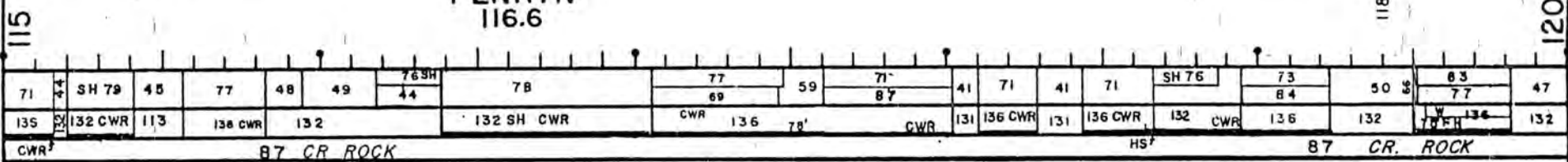


REVISED TO: JAN. 1, 1993

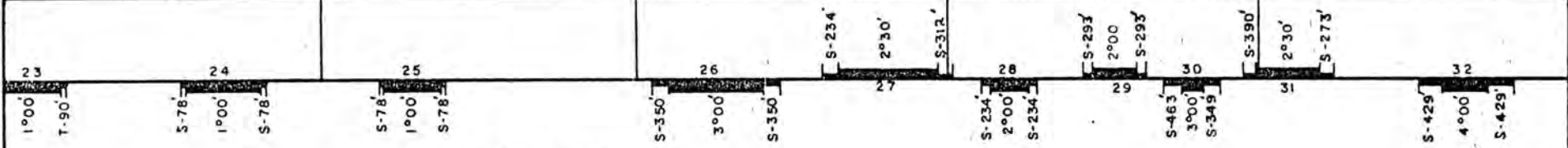


6" S P PIPE LINE

06324  
PENRYN  
116.6



EASTWARD DATA



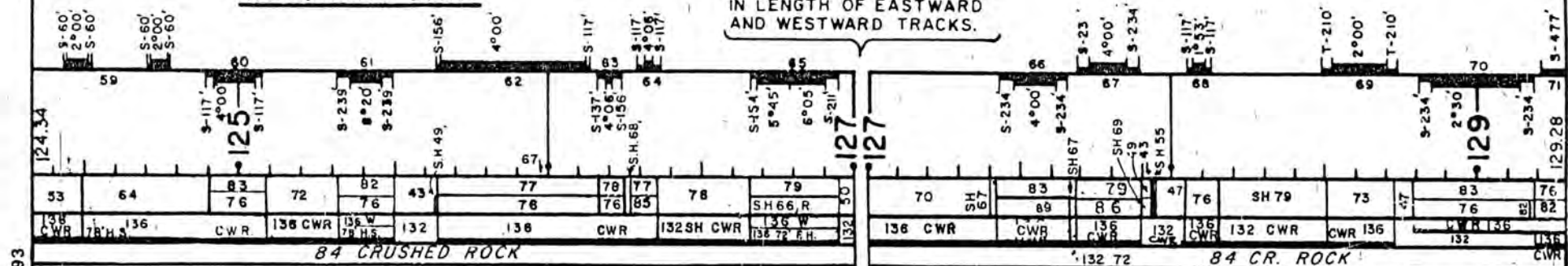
1.50 E.B. TRACK, -2.65 W.B. TRACK

50



WESTWARD DATA

BREAK DUE TO DIFFERENCE  
IN LENGTH OF EASTWARD  
AND WESTWARD TRACKS.

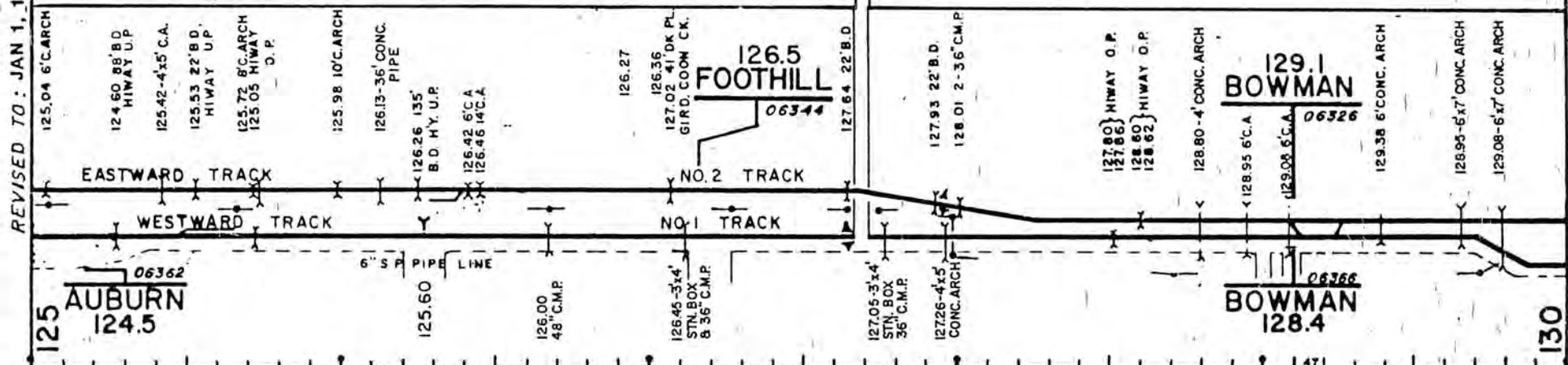


REVISED TO: JAN 1, 1993

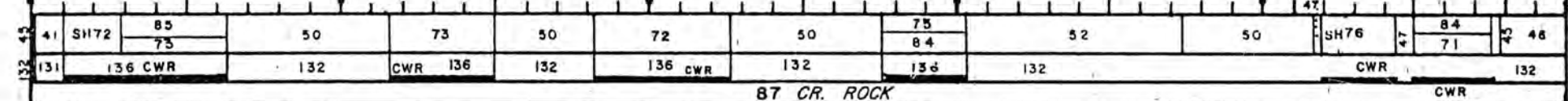
**126.5  
FOOTHILL**  
06344

**129.1  
BOWMAN**  
06326

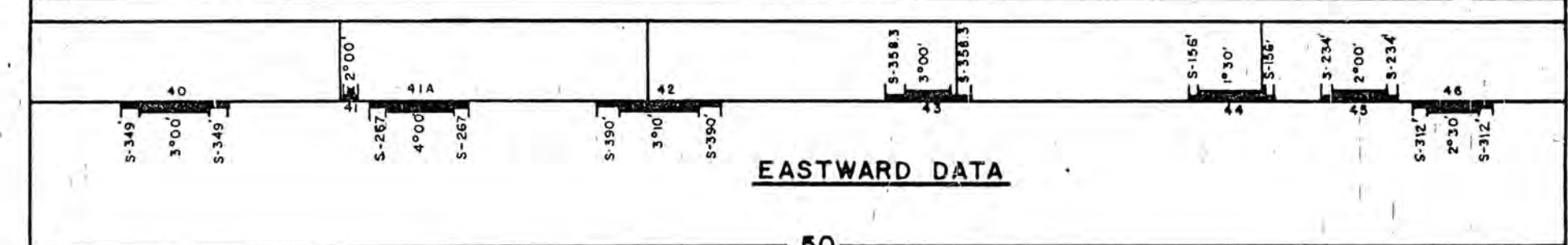
**128.4  
BOWMAN**  
06366



**125  
AUBURN**  
124.5



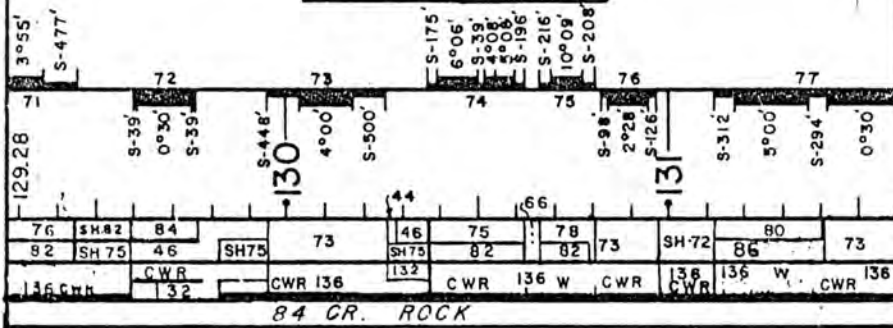
EASTWARD DATA



0.00 W. 1.50 E.  
(E. ON W. TRK. 2.43)

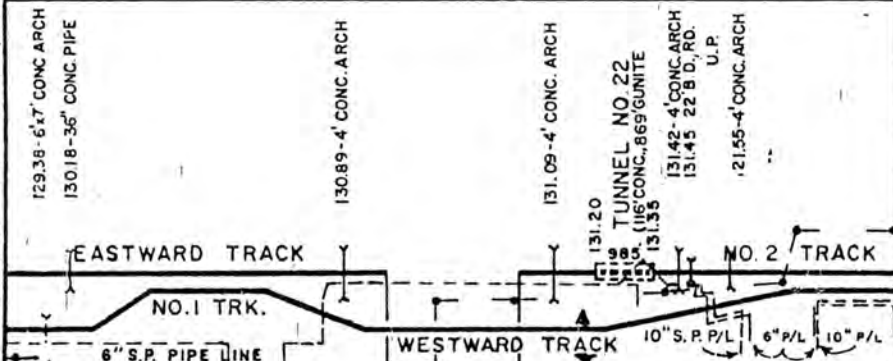
30

**WESTWARD DATA**

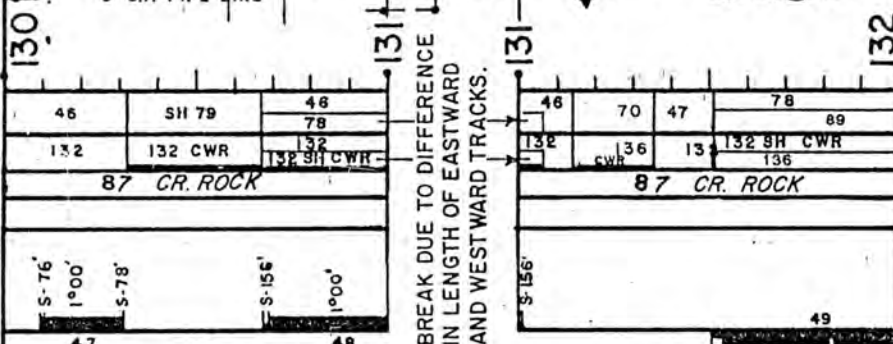


84 CR. ROCK

REVISED TO: JAN 1, 1993



BREAK DUE TO DIFFERENCE  
IN LENGTH OF EASTWARD  
AND WESTWARD TRACKS.



87 CR. ROCK

87 CR. ROCK

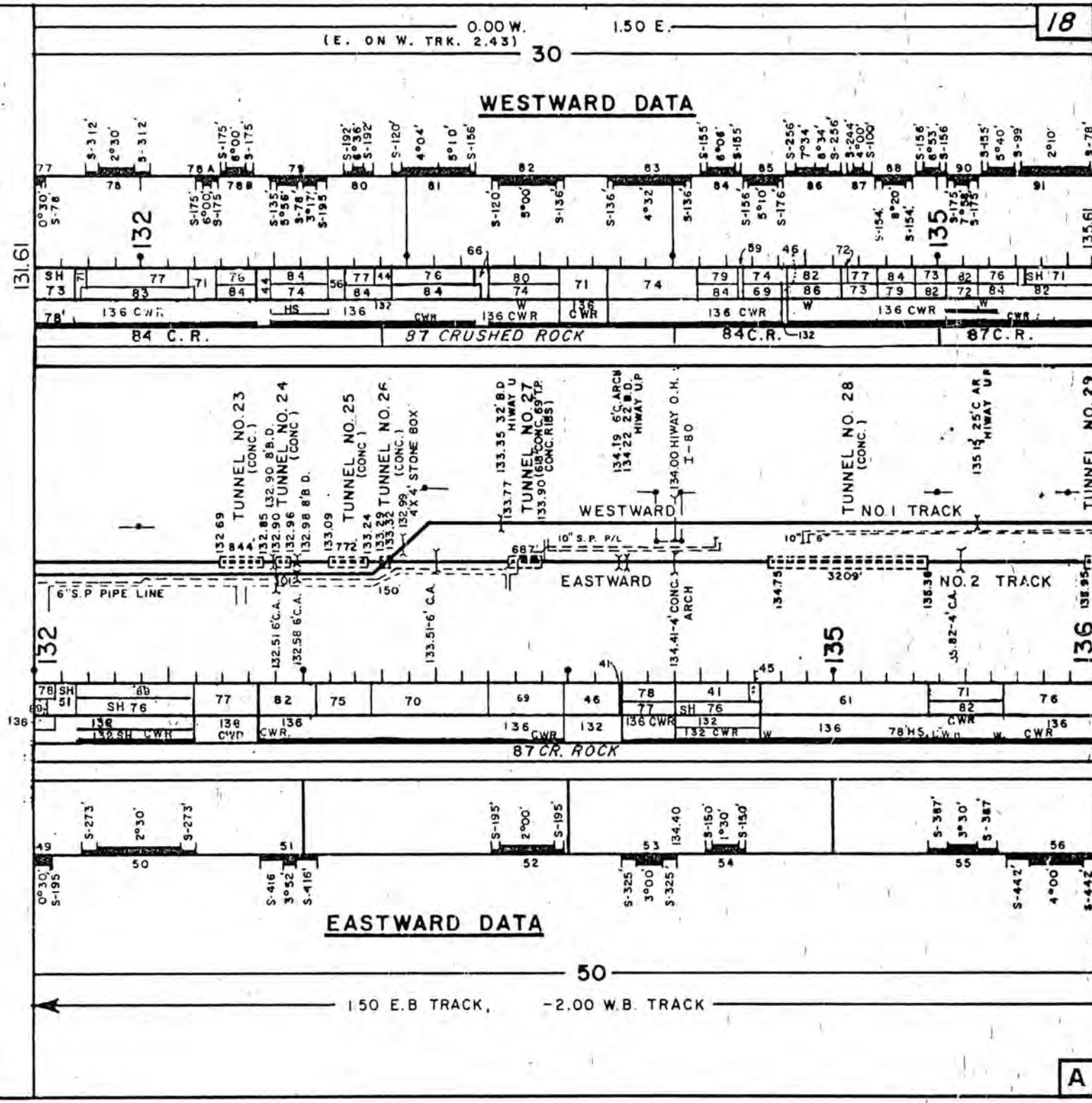
**EASTWARD DATA**

50

1.50 E.B. TRACK, - 2.12 W.B. TRACK



REVISED TO: JAN 1, 1993



18

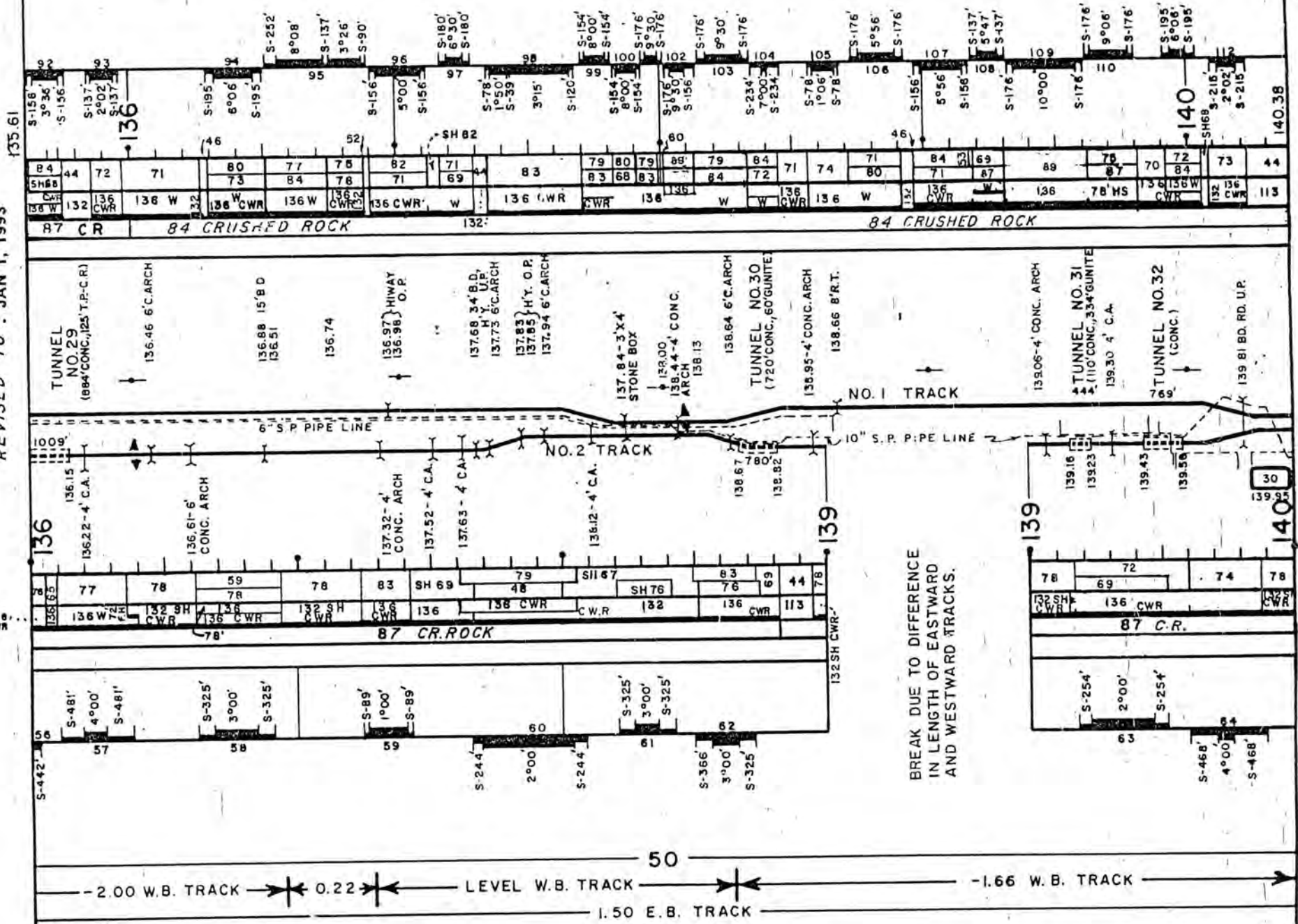
WESTWARD DATA

EASTWARD DATA

A

0.00 W  
(E. DN. W. TRK. 2.43)  
30  
1.50 E.

REVISED TO : JAN 1, 1993



BREAK DUE TO DIFFERENCE  
IN LENGTH OF EASTWARD  
AND WESTWARD TRACKS.



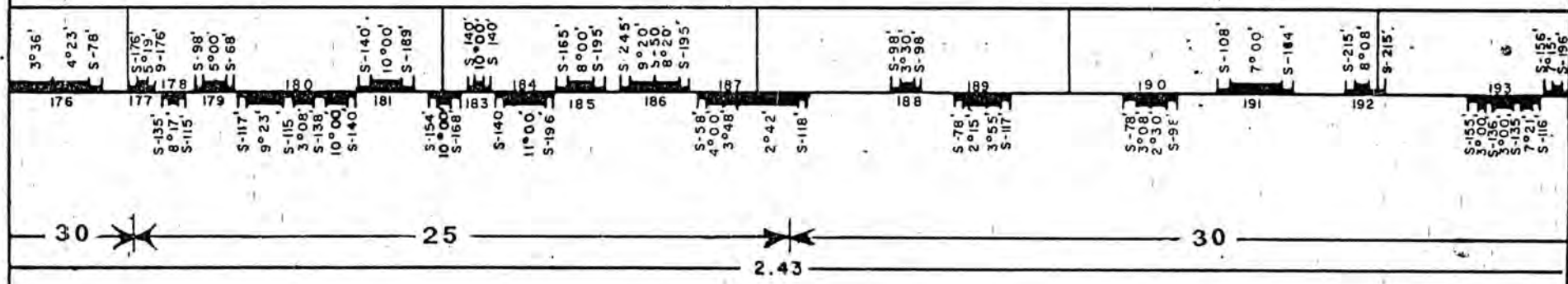
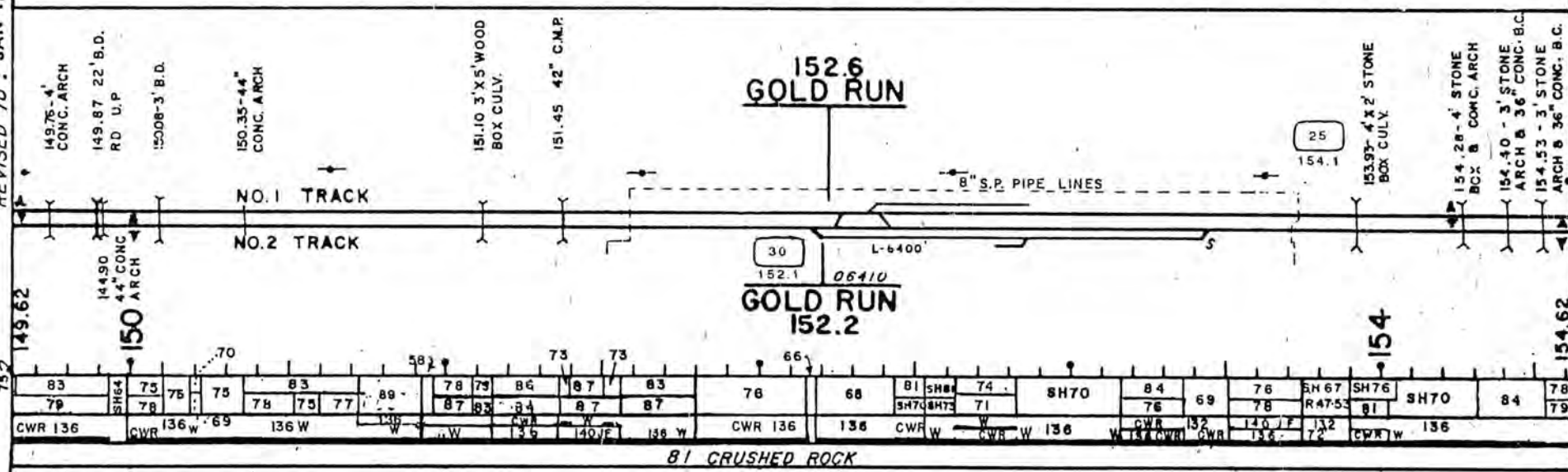
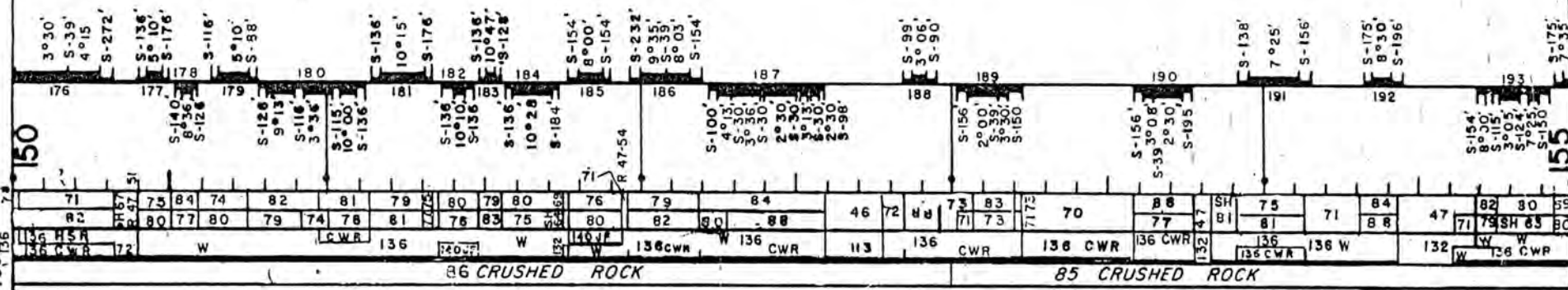


0.00 W. 2.42 E.  
(E. ON W. TRK. 2.43)

25

30

REVISED TO : JAN 1, 1993



30

25

30

30

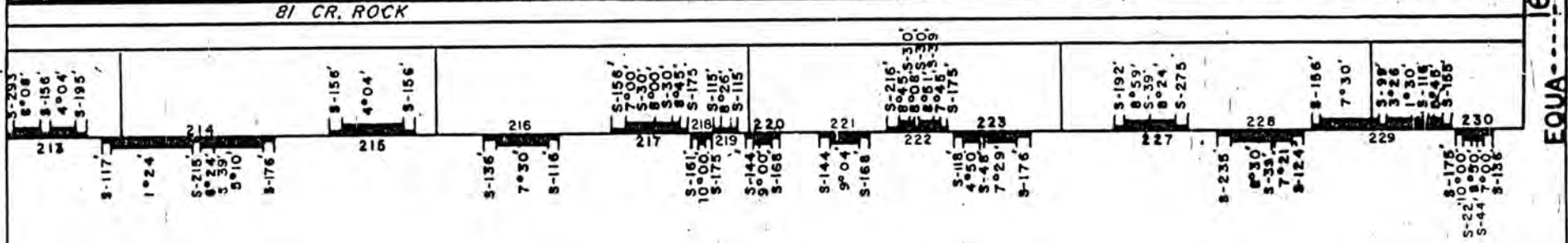
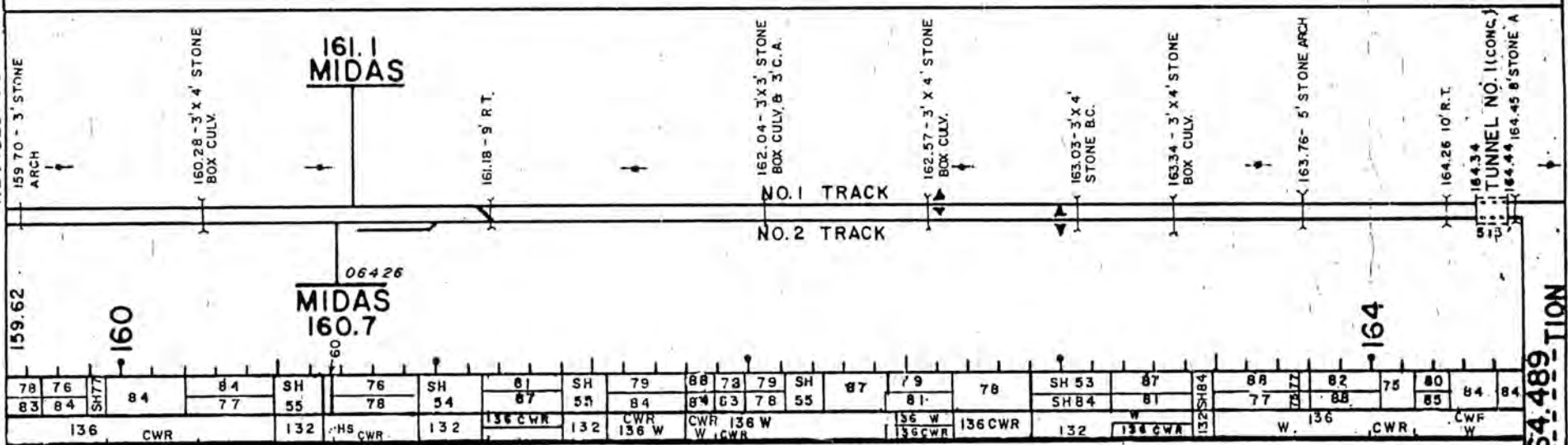
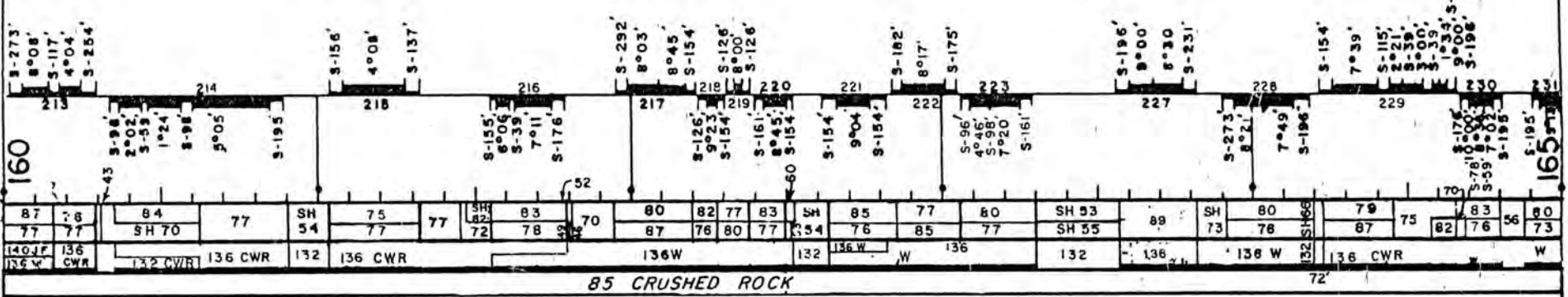
2.43



(E. ON W. TRK. 2.43) 0.00 W. 2.42 E.

30

REVISED TO: JAN 1, 1993



30  
2.43

EQUATION 164.489



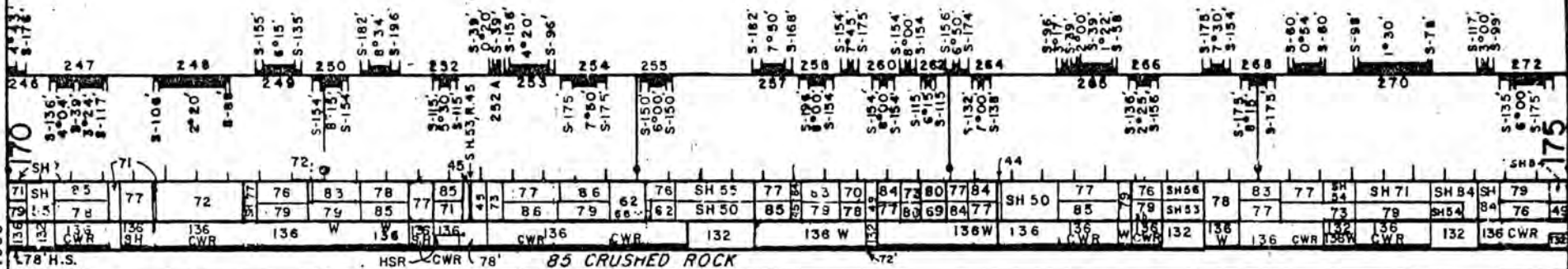


0.00 W. 2.42 E.  
(E. ON W. TRK. 2.43)

0.00 W. 1.935 E.  
(E. ON W. TRK. 2.43)

30

REVISED TO: JAN 1, 1993



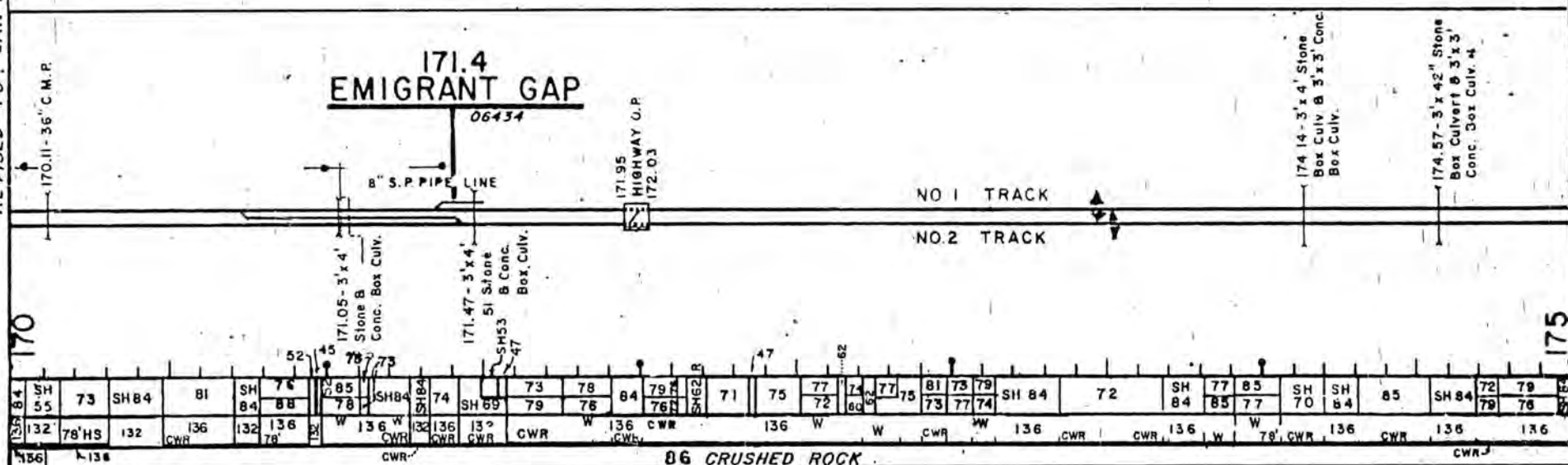
### 171.4 EMIGRANT GAP

06434

8" S.P. PIPE LINE

171.95 HIGHWAY U.P.  
172.03

NO. 1 TRACK  
NO. 2 TRACK



### 86 CRUSHED ROCK

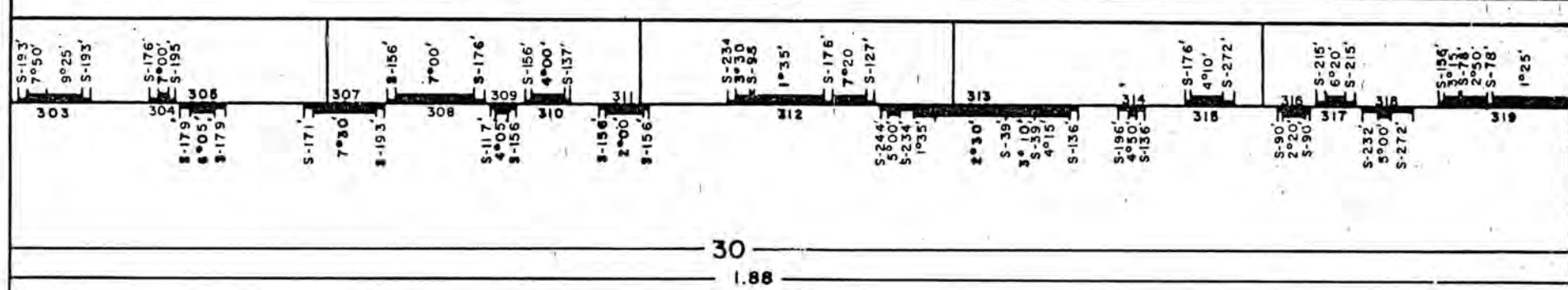
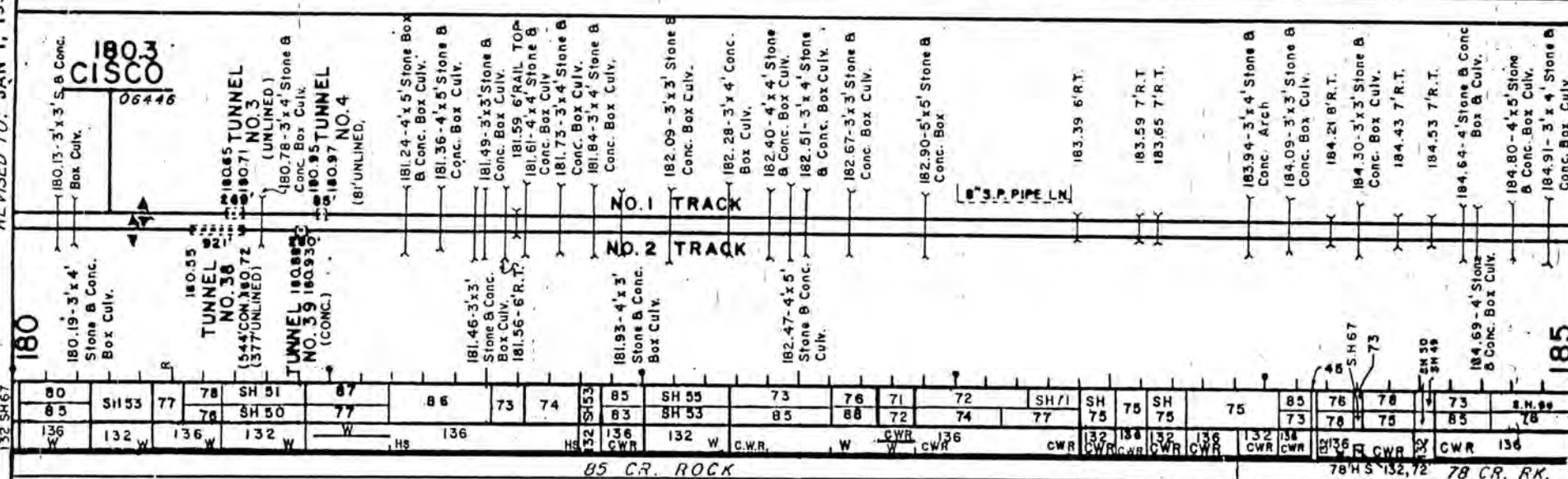
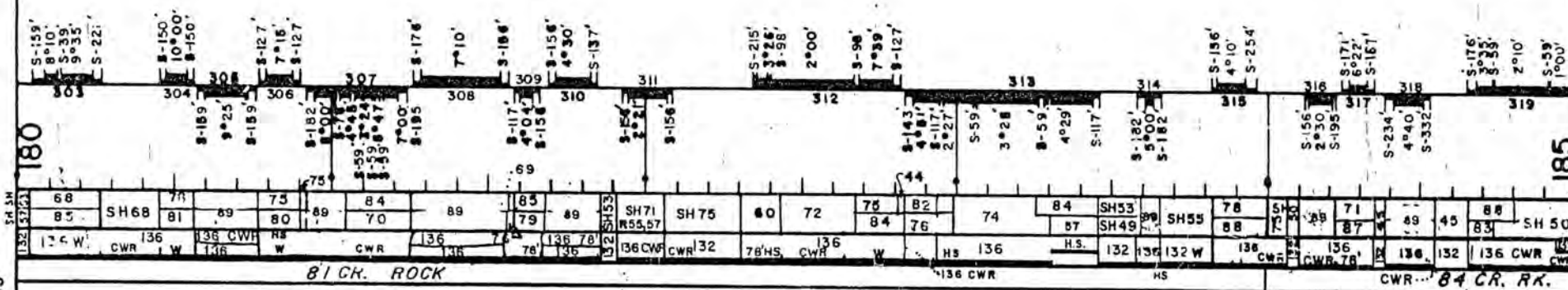
COLFAX DISTRICT  
R. R. DICKINSON  
ROADMASTER

S.M. LAVIGNE TRUCKEE DIST.

CTC



REVISED TO: JAN 1, 1993



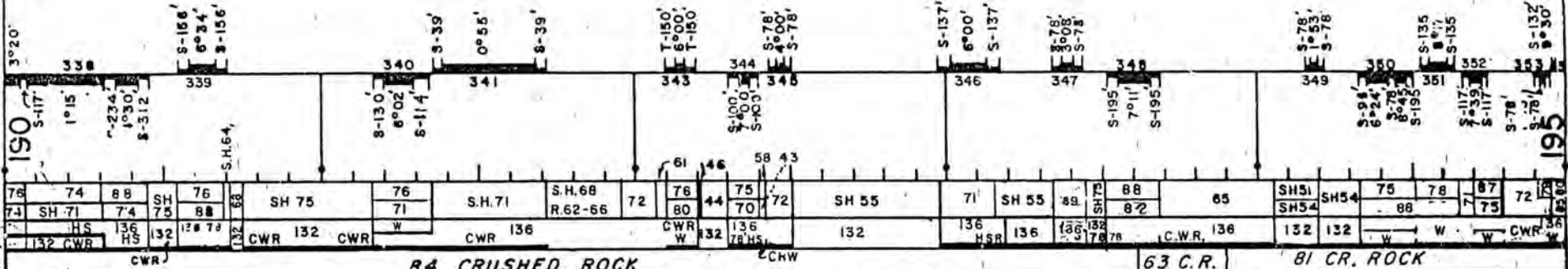


0.00 W. 1.935 E.  
(E. ON W. TRK. 2.43)

1.91 W. 0.00 E.

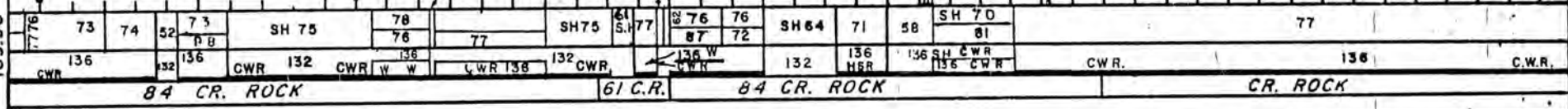
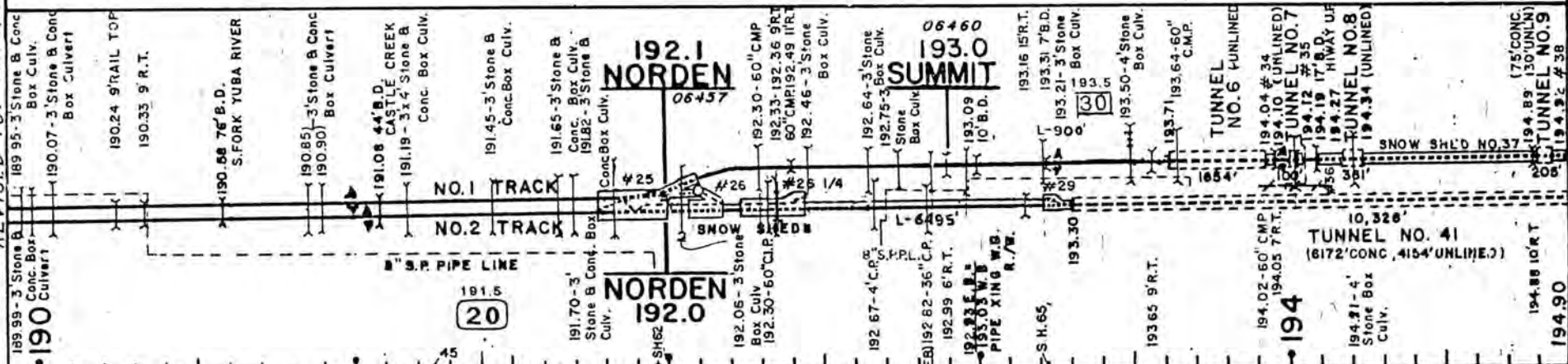
30

20



REVISED TO: JAN 1, 1993

189.90



1.88 E.B.

LEVEL E.B.

1.47 E.B.

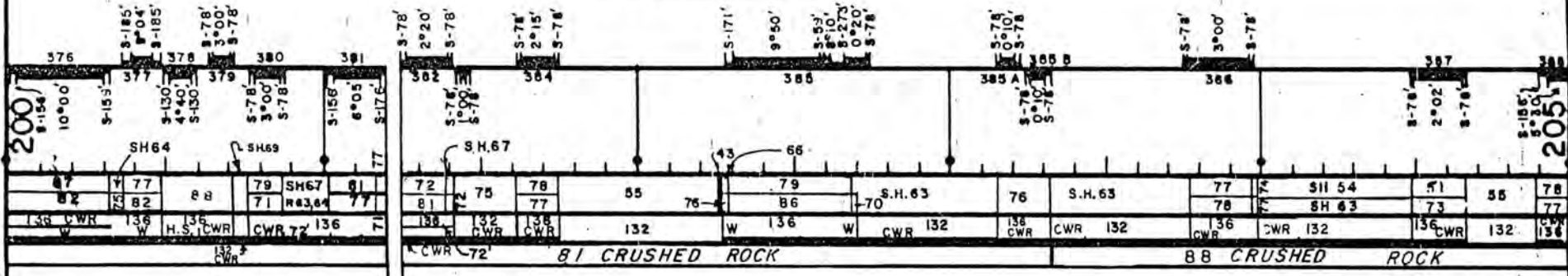
30



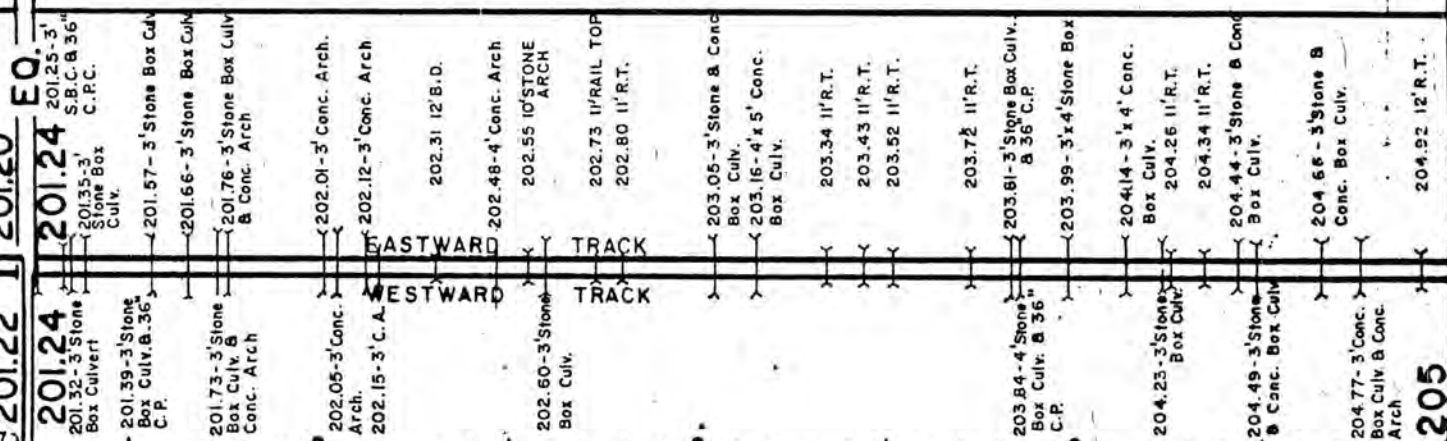
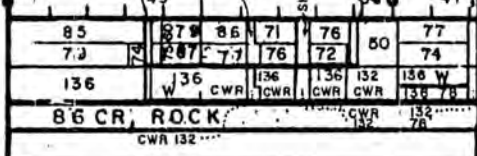
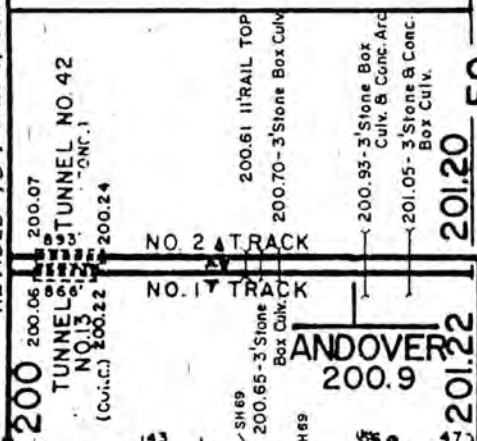
1.91 W. 0.00 E.

30

WESTWARD DATA



REVISED TO : JAN 1, 1993



EASTWARD DATA

30

2.26

1.91 W. 0.00 E.

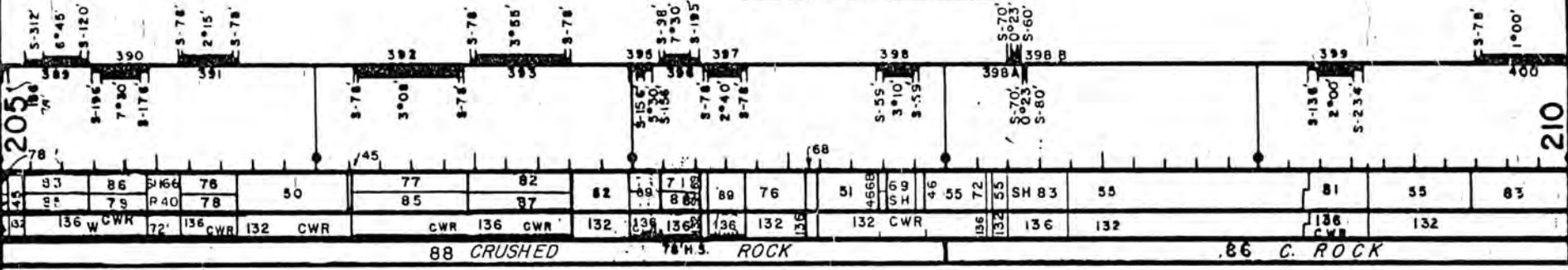
1.092 W. 0.00 E.

33

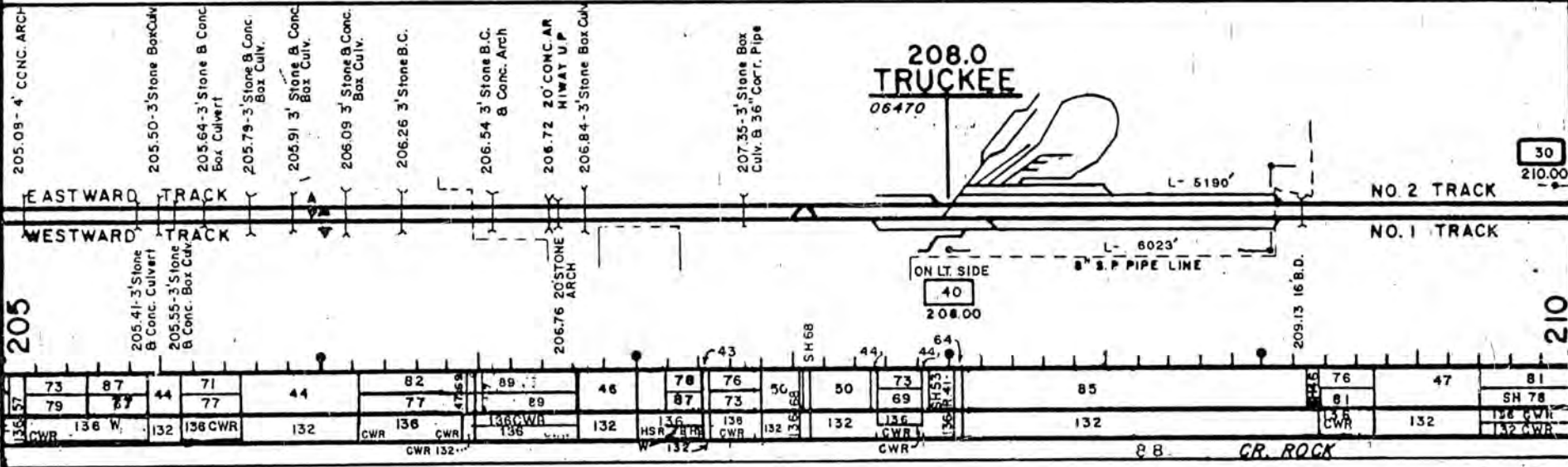
30

40

### WESTWARD DATA



208.0 TRUCKEE 06470



ON LT. SIDE 8" S.P. PIPE LINE

40

208.00

### EASTWARD DATA

30

40

- 2.26

CTC



REVISED TO: JAN 1, 1993

HSR 715

A

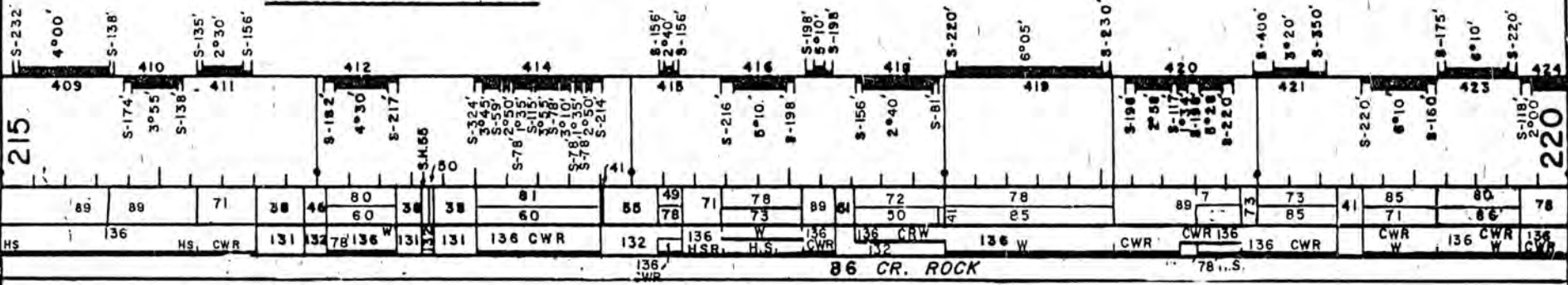




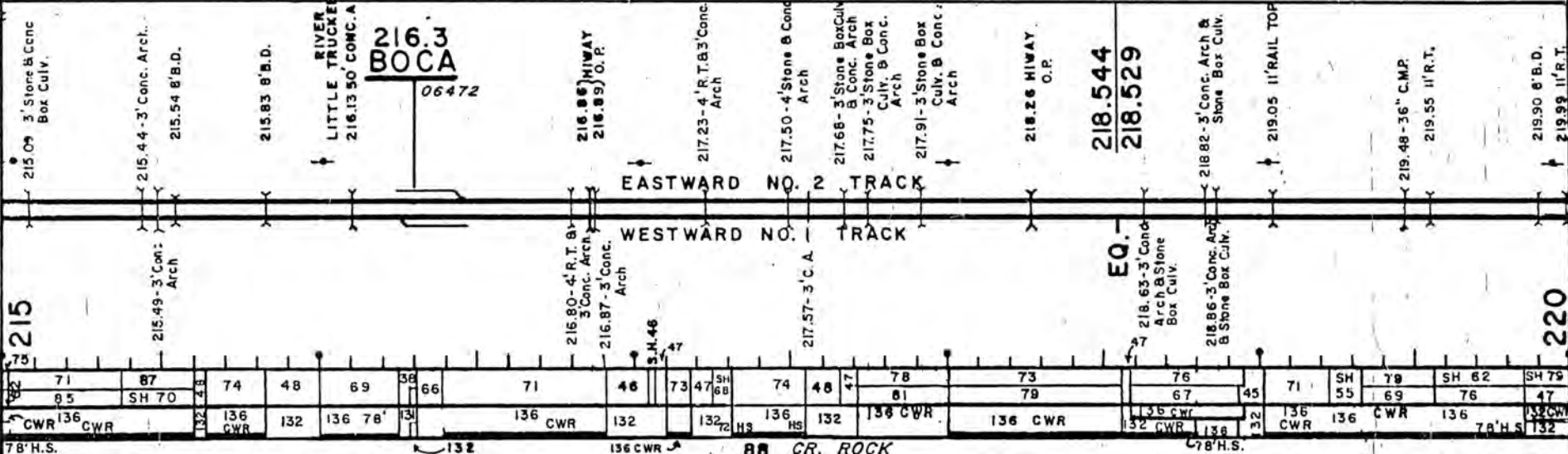
1.092 W. 0.00 E.

40

WESTWARD DATA



REVISED TO: JAN 1, 1993



EASTWARD DATA

40

-1.10

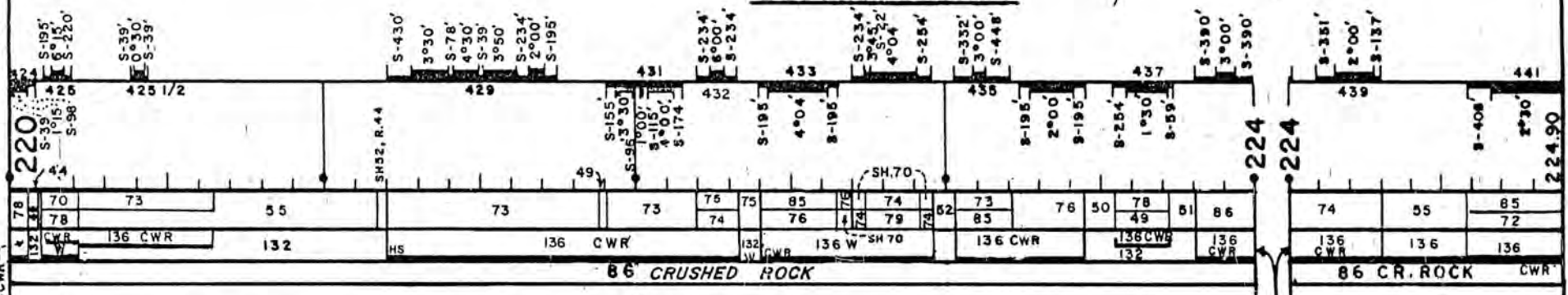
-1.61 E.B., 1.10 W.B.

1.092 W. 0.00 E.

40

40

WESTWARD DATA

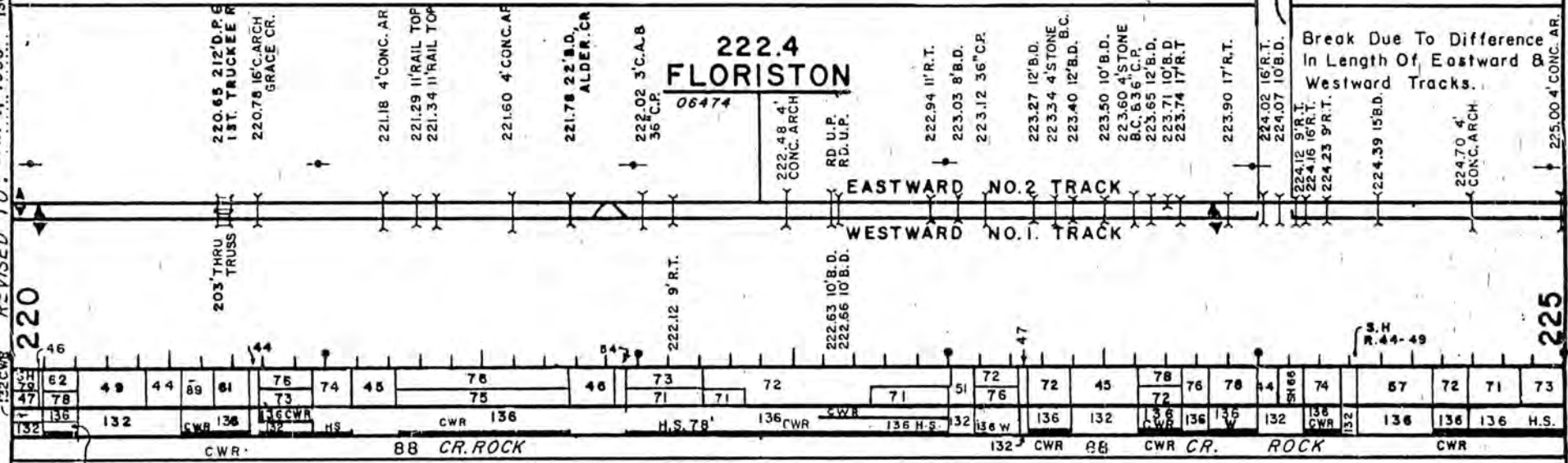


222.4 FLORISTON

06474

EASTWARD NO. 2 TRACK  
WESTWARD NO. 1 TRACK

Break Due To Difference  
In Length Of Eastward &  
Westward Tracks.



EASTWARD DATA

40

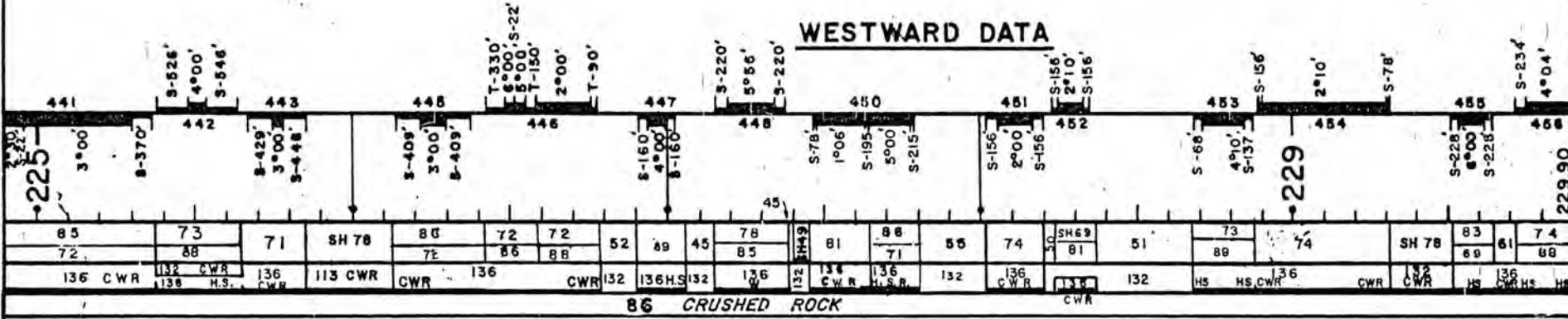
-1.61 E.B., 1.10 W.B.

REVISED TO: JAN 1, 1993

1.092 W. 0.00E.

40

WESTWARD DATA



86 CRUSHED ROCK

EASTWARD NO. 2 TRACK  
WESTWARD NO. 1 TRACK

CALIFORNIA  
NEVADA

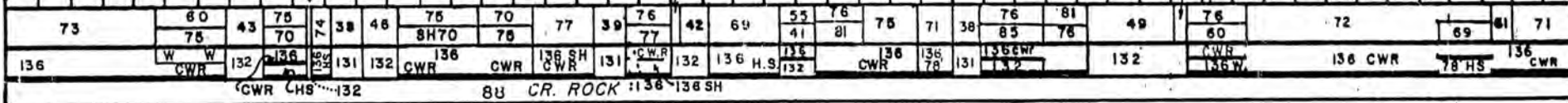
THRU TRESTLE  
230

224.90

229.90

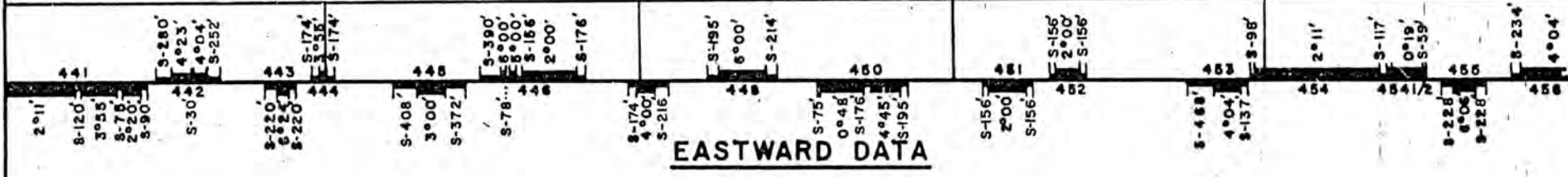
REVISED TO: JAN 1, 1993

225



88 CR. ROCK

EASTWARD DATA



40

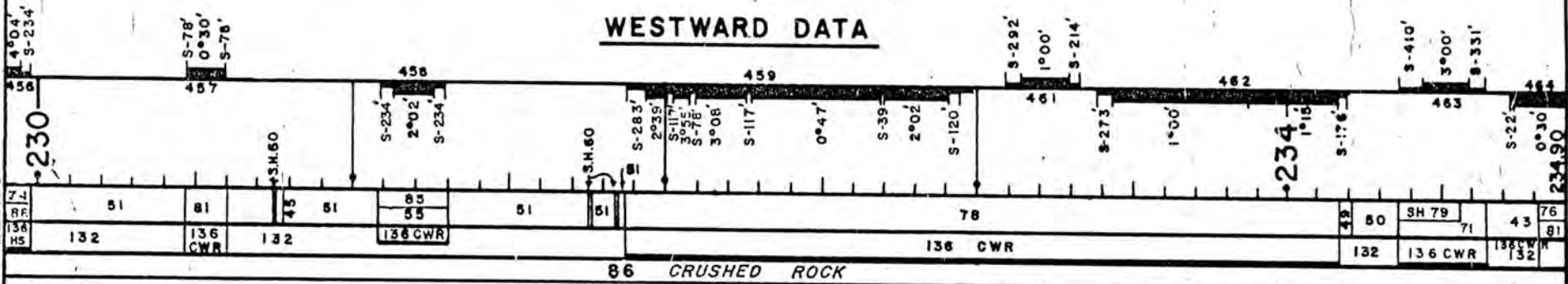
1.16

-2.00

1.092 W. 0.00 E.

45-40

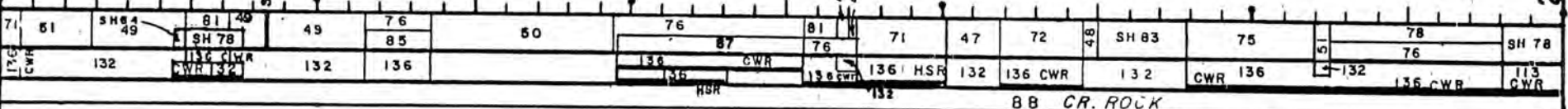
### WESTWARD DATA



229.90

REVISED TO: JAN 1, 1993

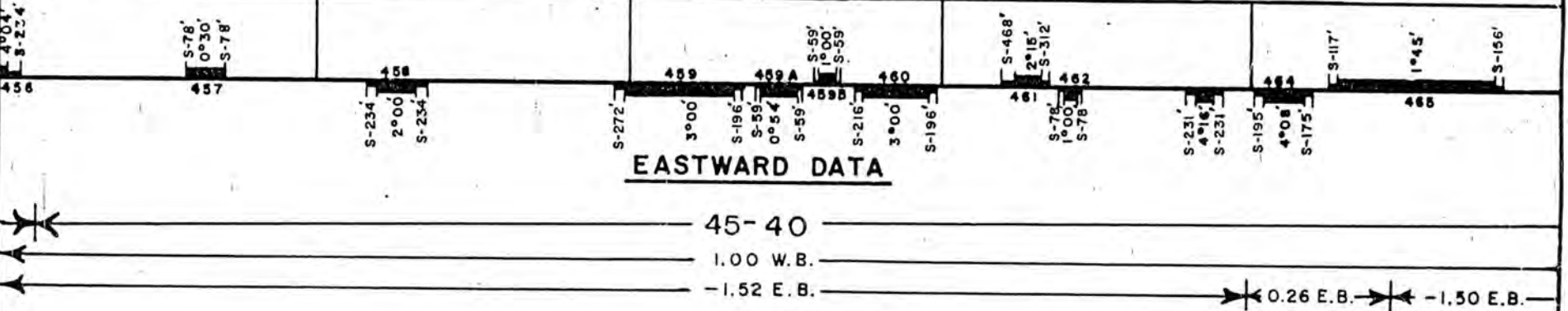
230



231.8 VERDI  
06480

VERDI  
231.7

### EASTWARD DATA



45-40

1.00 W.B.

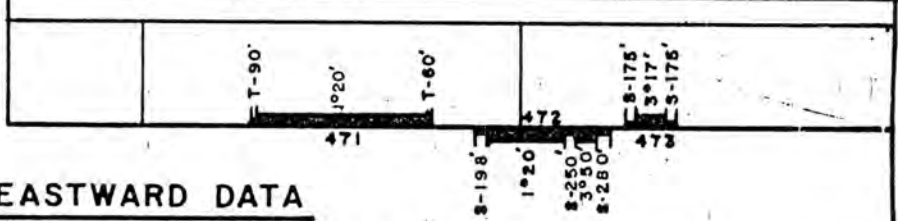
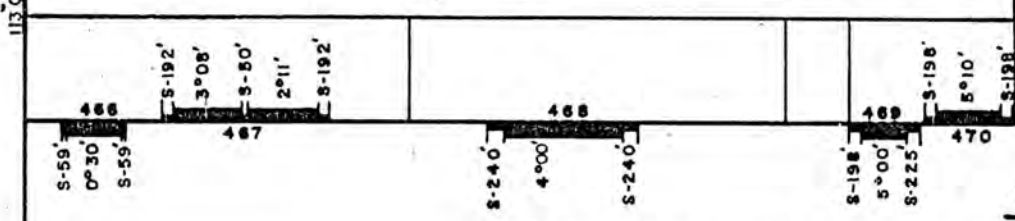
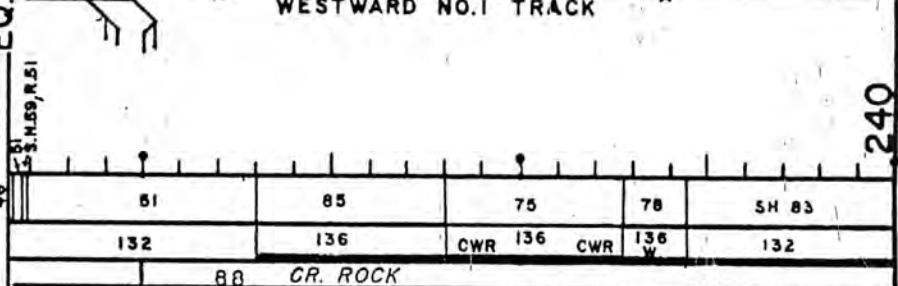
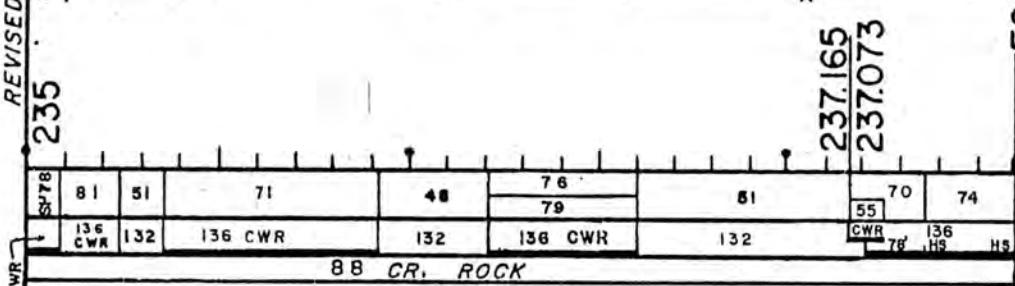
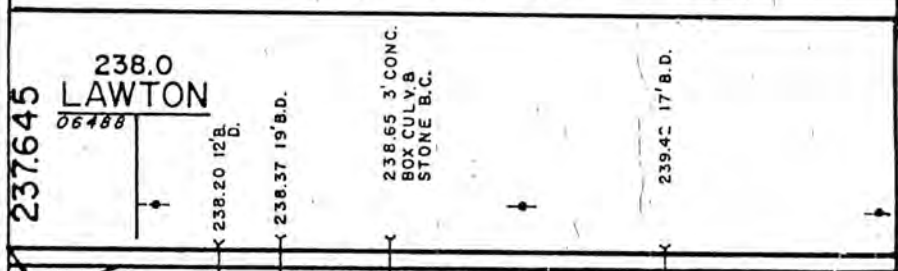
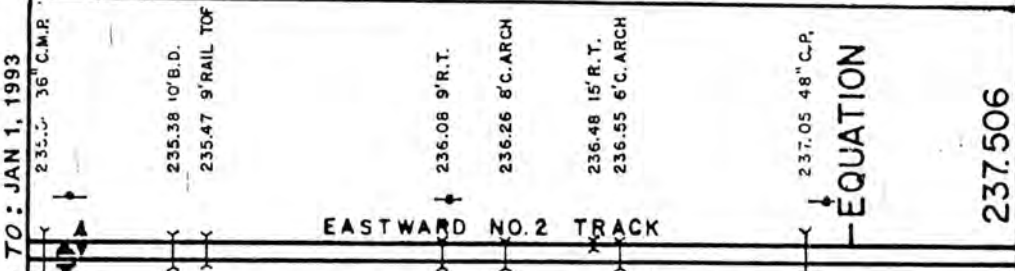
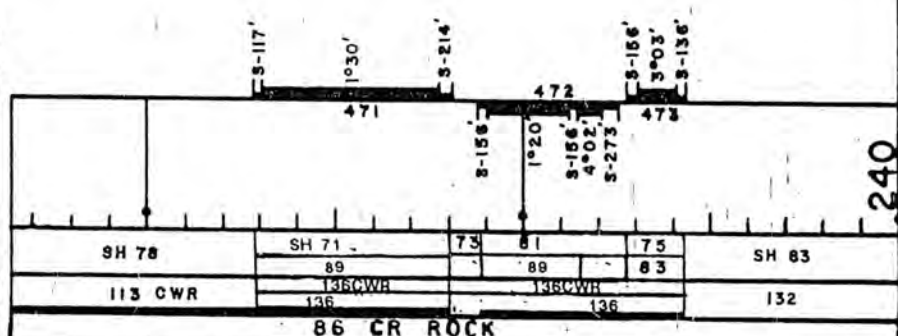
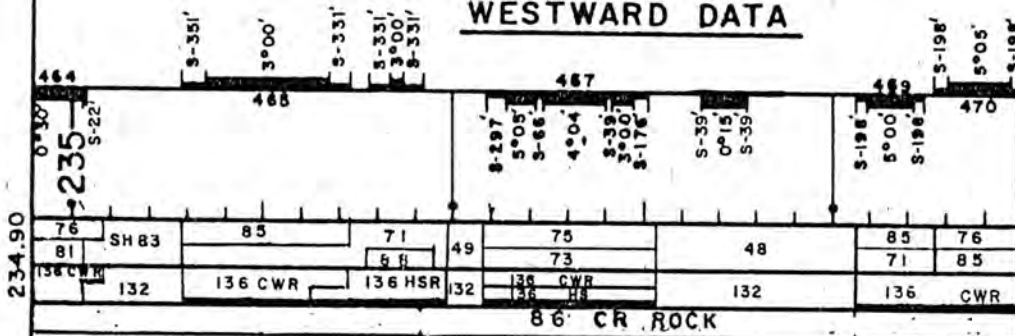
-1.52 E.B.

0.26 E.B. -1.50 E.B.

1.092 W. 0.00 E.

45-40

WESTWARD DATA



EASTWARD DATA

SACRAMENTO DIVISION

SPARKS DIVISION

45-40

-1.50 E.B., 1.00 W.B.

TRUCKEE DISTRICT - S. M. LAVIGNE - ROADMASTER

234.90

REVISED TO: JAN 1, 1993

235

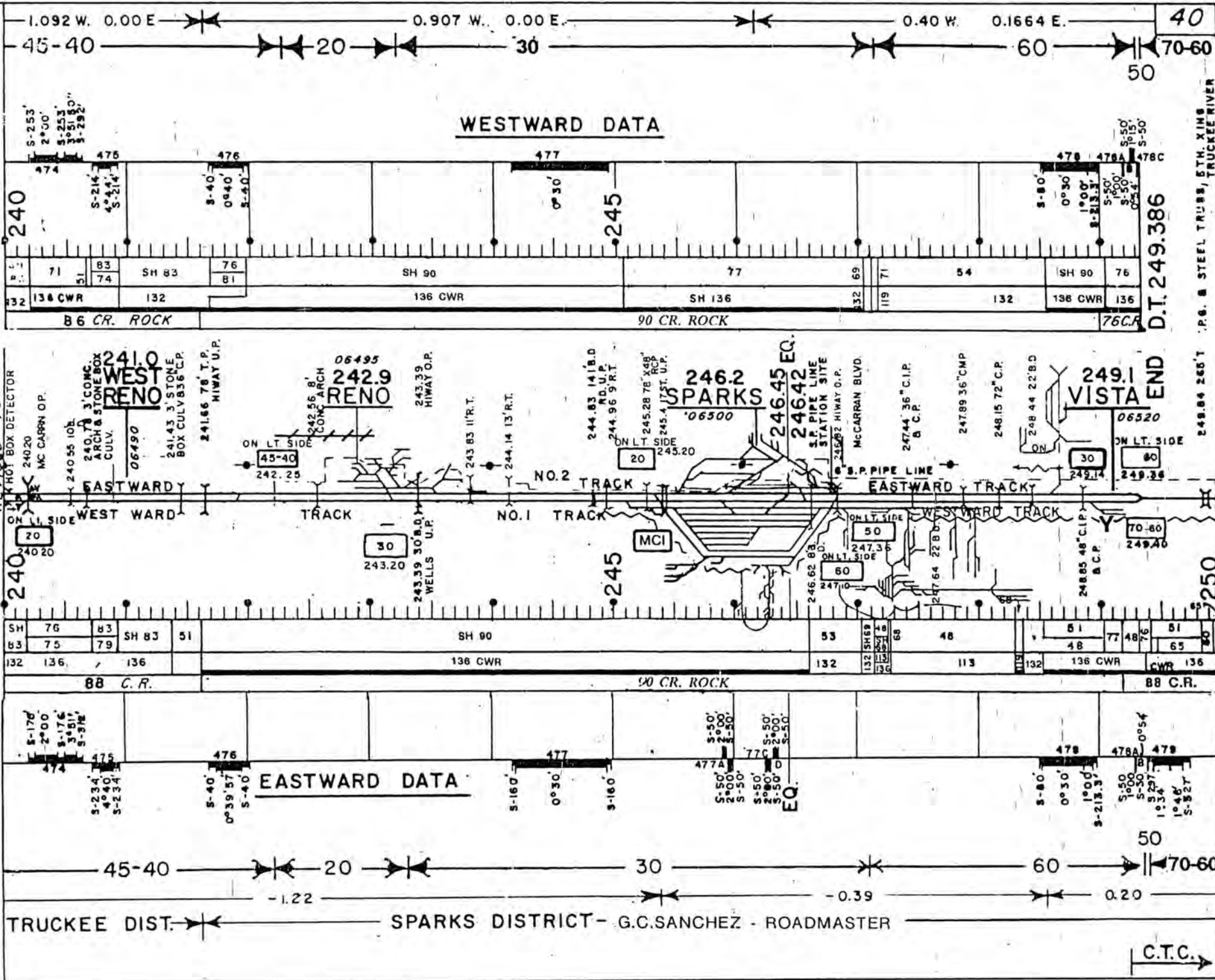
237.506

237.645

240

240

REVISED TO: JAN 1, 1993



D.T. 249.386

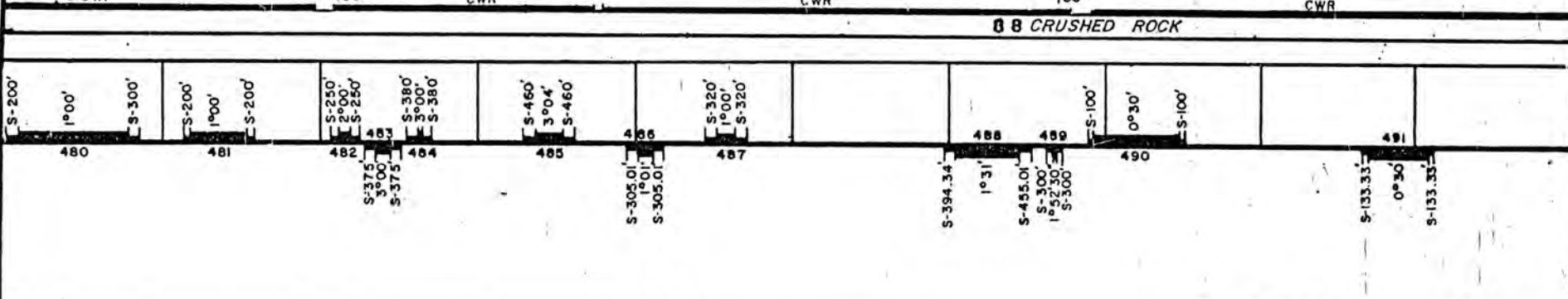
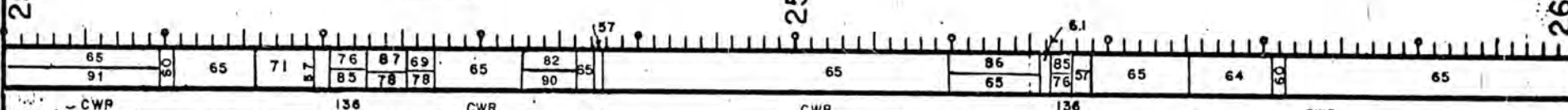
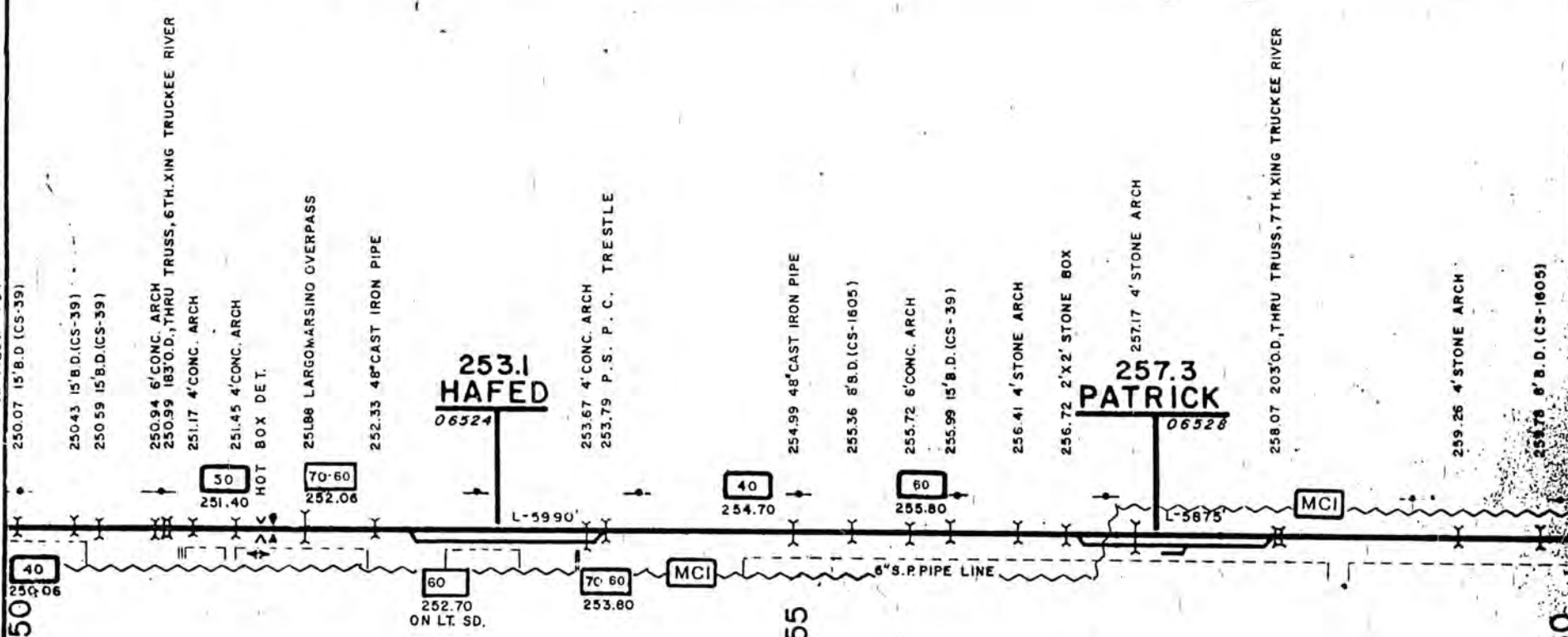
P.G. & STEEL TRUSS, E.T.H. KING, TRUCKEE RIVER

C.T.C.

RI VISET. TO: JAN 1, 1993

41

70-60 40 60 0.40 W. 0.1664 E. 70-60

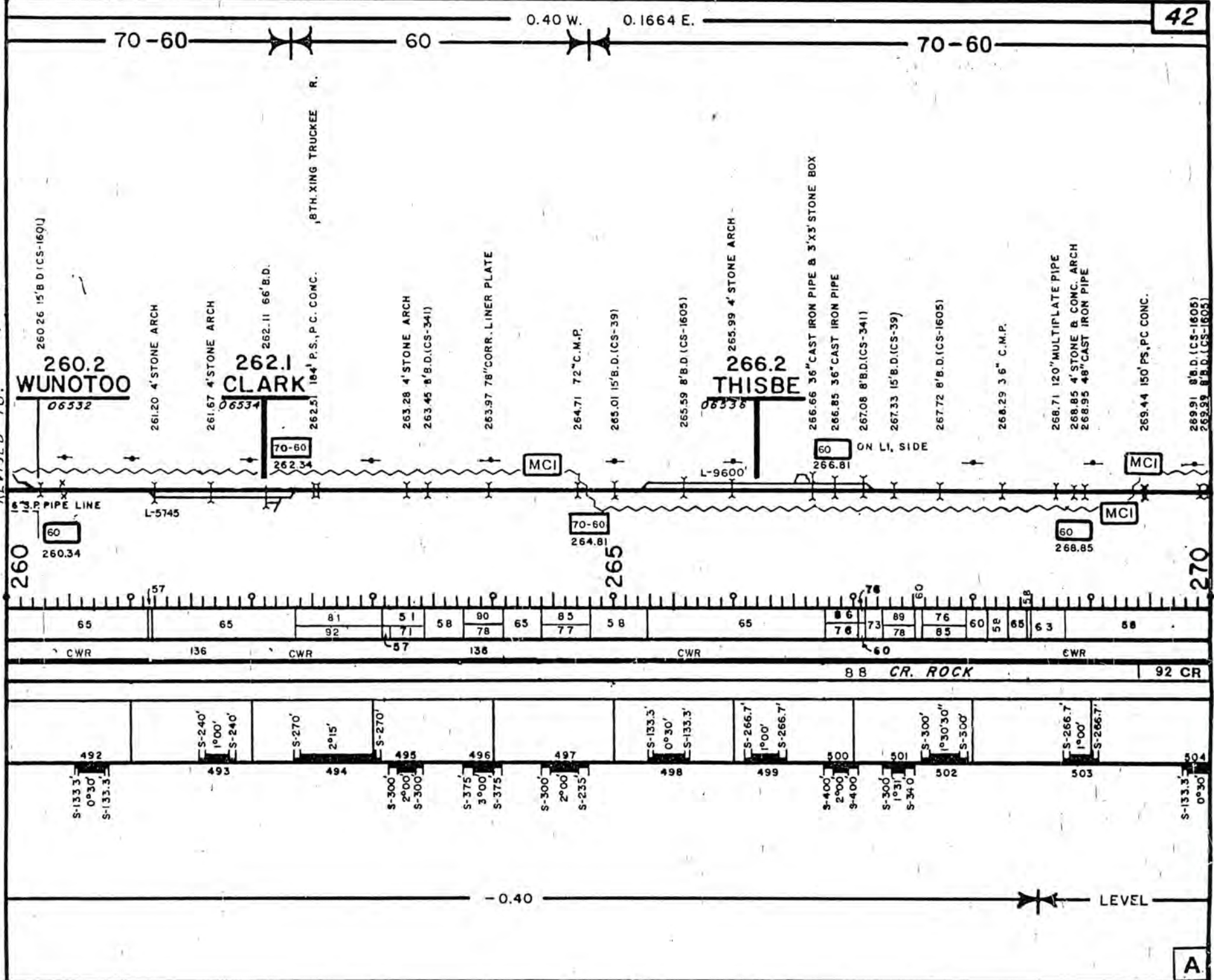


- 0.40 - 0.20 - 0.40

A

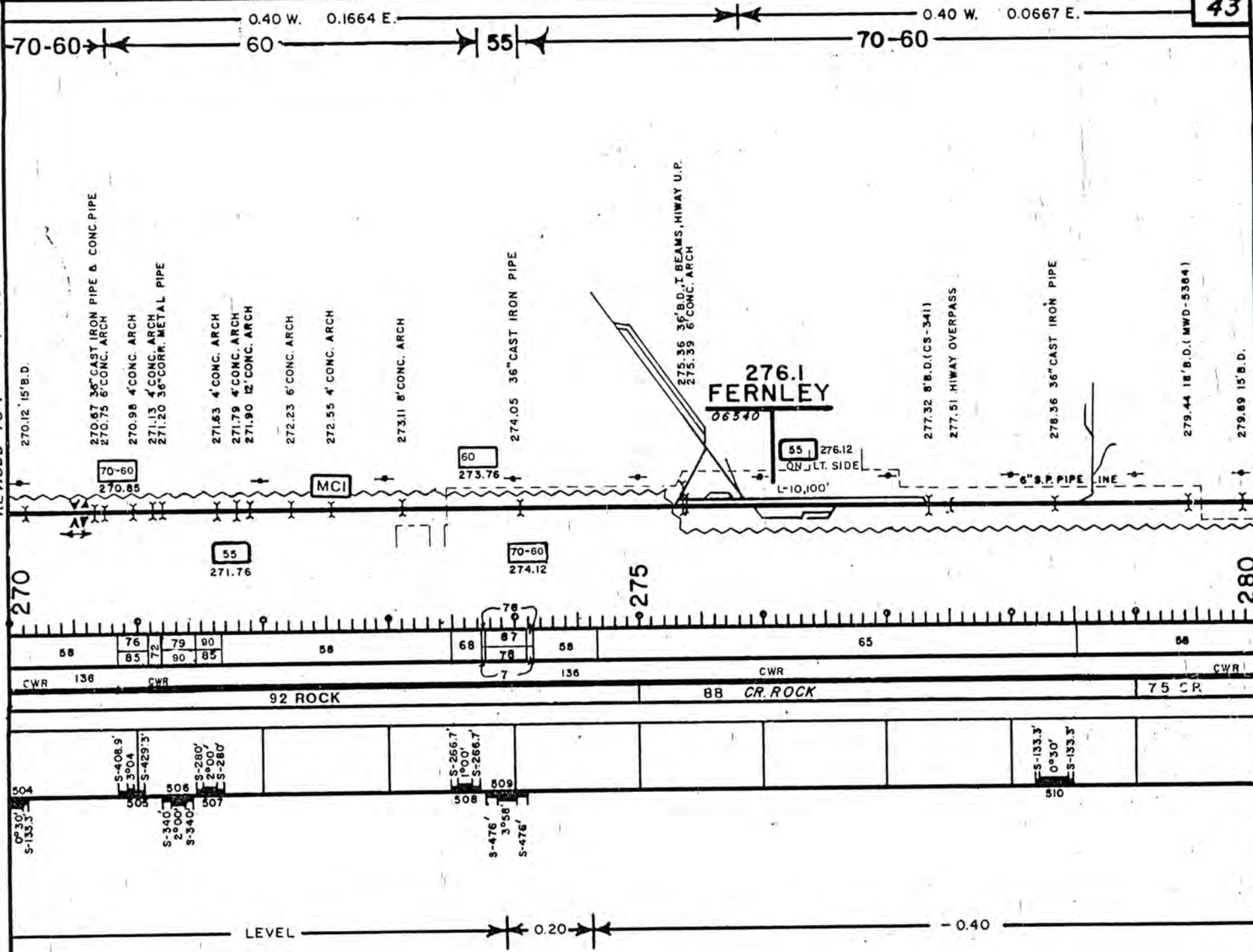


REVISED TO: JAN 1, 1993



-0.40 LEVEL

REVISED TO: JAN 1, 1993



270.87 36" CAST IRON PIPE & CONC PIPE  
270.75 6" CONC. ARCH

270.98 4" CONC. ARCH

271.13 4" CONC. ARCH  
271.20 36" CORR. METAL PIPE

271.63 4" CONC. ARCH

271.79 4" CONC. ARCH

271.90 12' CONC. ARCH

272.23 6" CONC. ARCH

272.55 4" CONC. ARCH

273.11 8" CONC. ARCH

274.05 36" CAST IRON PIPE

275.35 36" B.D. T. BEAMS, HIWAY U.P.  
275.39 6" CONC. ARCH

277.32 8" B.D. (CS-3411)

277.51 HIWAY OVERPASS

278.36 36" CAST IRON PIPE

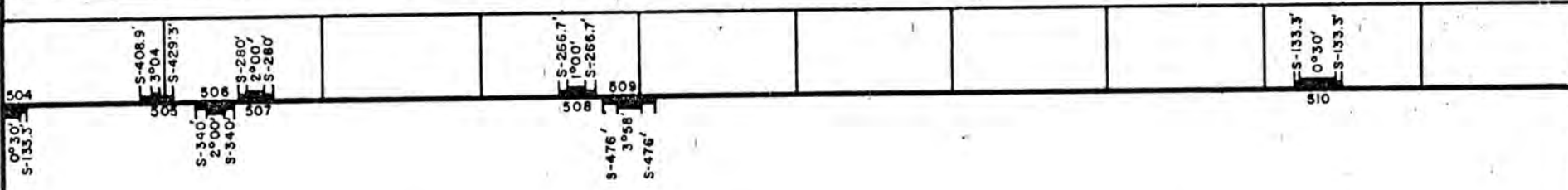
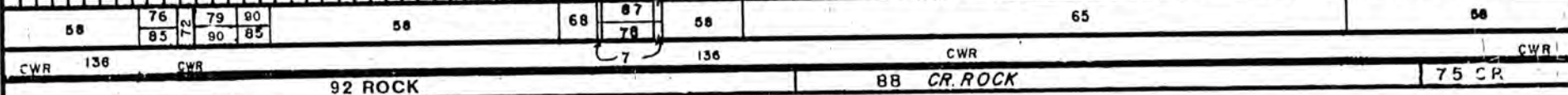
279.44 18" B.D. (MWD-5384)

279.89 15" B.D.

270

275

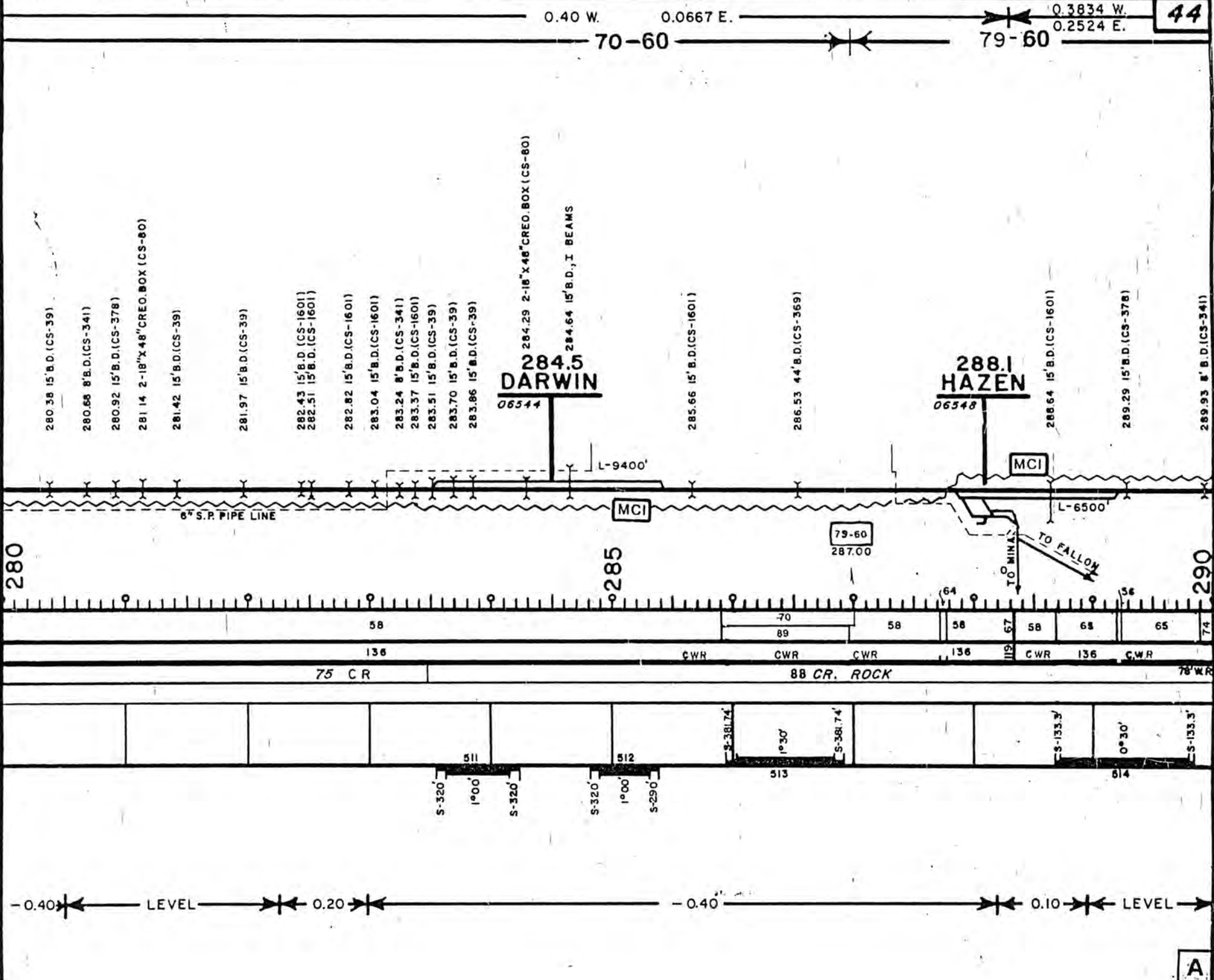
280



LEVEL 0.20 0.40

REVISED TO: JAN 1, 1993

44



A

0.3834 W. 0.2524 E.

79-60

REVISED TO: JAN 1, 1993

290.72 67' B.D. (MWD-5384)

291.65 67' B.D. (MWD-5384)

292.5  
MASSIE  
06705

292.56 15' B.D. (CS-1601)

293.25 67' B.D. (MWD-5384)

299.19 67' B.D. (MWD-5384)

MCI

L-6185

MCI

HOT BOX DETECTOR

290

295

300

74

65

74

CWR

136

CWR

89CR

NO CURVES

← 0.40 | 0.30 | ← 0.40 | LEVEL | → 0.40 →

0.3834 W.

0.2524 E.

79-60

REVISED TO: JAN 1, 1993

300.76 67' B.D. (MWD-5384)

301.86 15' B.D. (CS-39)  
302.0  
06710  
L-10,200'

303.53 8' B.D. (CS-341)

303.97 8' B.D. (CS-341)

304.80 16' B.D. (CS-341)

305.41 8' B.D. (CS-341)

306.86 15' B.D. (CS-1601)

307.32 8' B.D. (CS-341)

308.47 8' B.D. (CS-341)

309.57 8' B.D. (CS-341)

300

305

310

74

64

74

64

CWR

136

CWR

HS

CWR

89CR

S-169'

0°30'

S-169'

515

S-170'

0°30'

S-170'

516

-0.40

LEVEL

0.40

-0.38

-0.10

A

0.3834 W.

0.2524 E.

79-60

REVISED TO: JAN 1, 1993

310.95 22'B.D.(CS-160, TYPE)

311.7  
PARRAN

06715

312.28 30'B.D.(CS-39)

313.87 180'B.D.(CS-39)

315.63 15'B.D.(CS-1601)

316.46 15'B.D.(CS-39)

316.71 15'B.D.(CS-1601)

317.66 15'B.D.(CS-39)

318.13 15'B.D.(CS-39)

318.76 22'B.D.(MWD-5384)

320.0  
OCALA

06720

L-9600'

MCI

MCI

L-9860'

310

315

320

64

74

64

74

CWR

136

CWR

89 C.R.

92 ROCK

517

S-170'

0°30'

S-170'

518

S-320'

1°00'

S-320'

-0.10

LEVEL

0.35

-0.32

0.30

LEVEL

-0.40

0.05

0.3834 W.

0.2524 E.

79-60

75-60

79-60

75-60

REVISED TO: JAN. 1, 1993

320.0  
OCALA

C6720

321.15 75' B.D. (CS-1601)

321.72 105' B.D. (CS-39)

323.27 2-36" X 44" C.M.P.

323.61 8' B.D. (CS-341)

HOT BOX DETECTOR

324.53 15' B.D. (CS-39)

325.66 15' B.D. (CS-39)

326.97 15' B.D. (CS-1601)

327.84 36" CAST IRON PIPE

328.25 18" X 48" CREO. BOX (CS-80)

328.65 36" CAST IRON PIPE

329.31 2-36" CAST IRON PIPES

329.64 36" CAST IRON PIPE  
329.69 48" CAST IRON PIPE  
329.73 36" CAST IRON PIPE

79-60

322.90

75-60

325.5

MCI

79-60

329.00

328.4  
TOY

06725

L-9860'

L-9620'

75-60

320.90

79-60

323.5

75-60

327.0

320

325

330

74

74

92

58

64

58

90

58

74

58

CWR

CWR

92 ROCK

89 C.R.

91 SLAG AND TIES

S-320'

1'00'

S-320'

519

S-170'

0'30'

S-170'

520

S-170'

0'30'

S-170'

521

S-320'

1'00'

S-320'

522

S-290'

0'50'

S-290'

523

0.05

0.40

0.23

LEVEL

0.50

0.3834 W.

0.2524 E.

REVISED TO: JAN 1, 1993

75-60

79-60

330.55 36" CAST IRON PIPE

330.81 35" RAIL TOP

331.11 36" CAST IRON PIPE

332.59 20' B.D. (CS-341)

333.02 13' R.T.  
333.04 25' R.T.

334.09 13' R.T.

334.50 25' R.T.

335.6 10' B.D. (CS-1605)

336.26 36" CAST IRON PIPE

336.66 18" X 48" CREO. BOX (CS-80)

336.92 36" CORR. METAL PIPE

337.46 13' R.T.

337.84 18" X 48" CREO. BOX (CS-80)

339.05 18" X 24" RWD. BOX (CS-66)

336.8  
GRANITE POINT

06730

75-60  
335.3

MCI

L-9940'

79-60  
331.3

50  
338.16

330

335

340

58

74

58

61

58

CWR

136

136

CWR

91 SLAG AND TIES

0°50'  
S-289.9

S-320  
1°00'

S-110  
0°40'  
S-220

0°10'

0°20'

S-120'

S-247'  
0°30'  
S-183'

526

-0.50

0.32

-0.57

0.64

-0.41

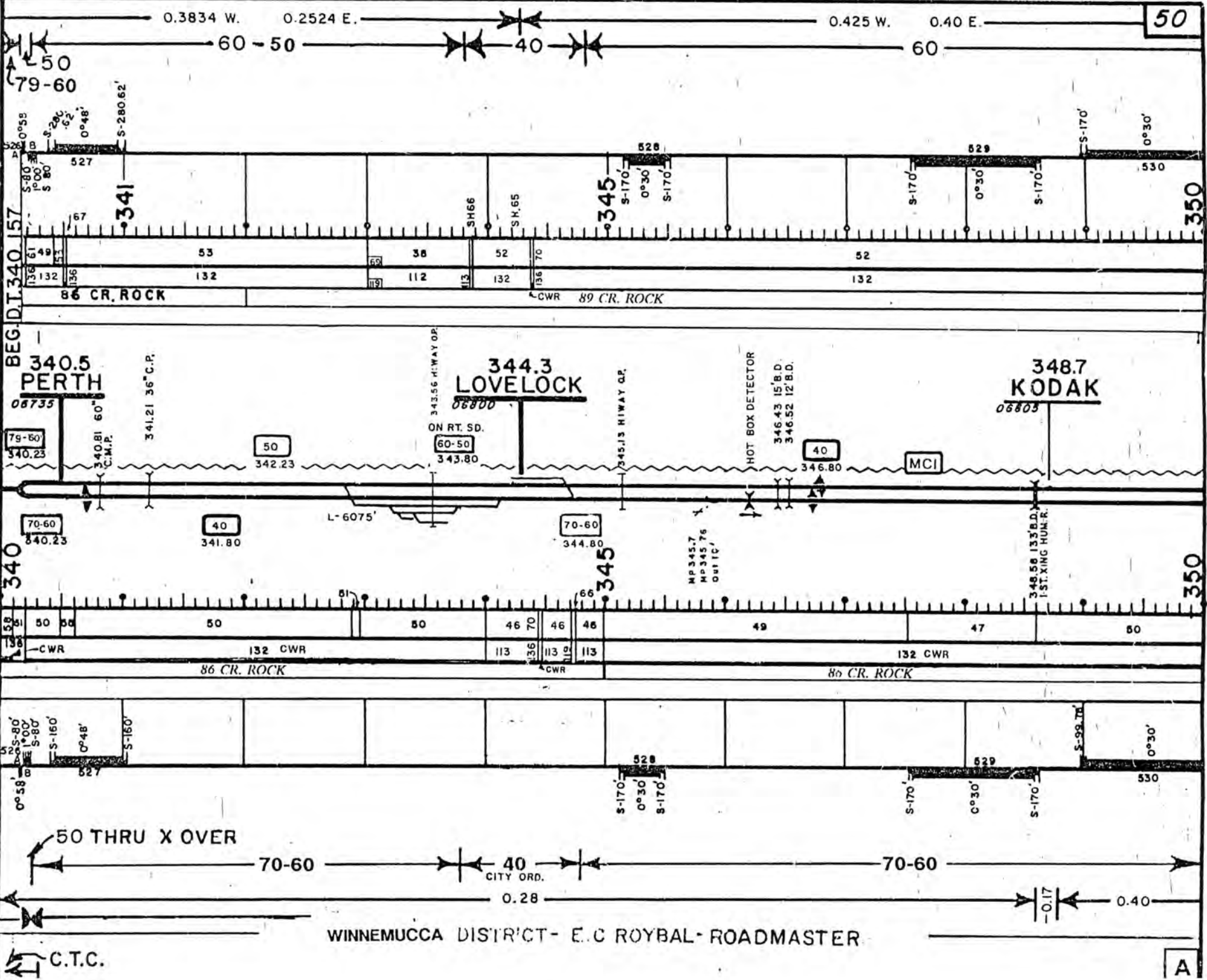
0.54

SPARKS DISTRICT  
G.C. SANCHEZ ROADMASTER

A



REVISED TO: JAN 1, 1993



A

REVISED TO JAN 1, 1993

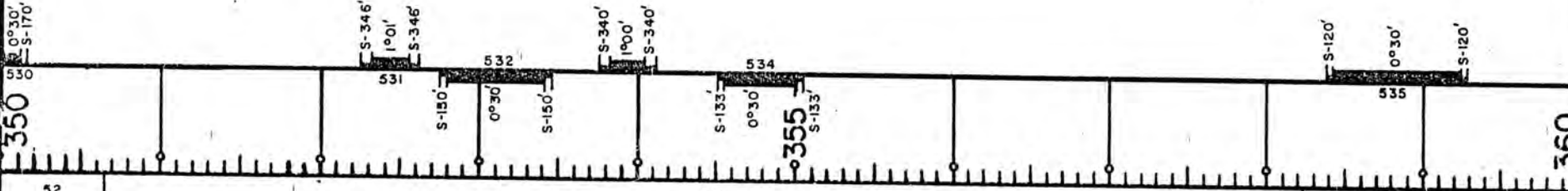
51

0.425 W.

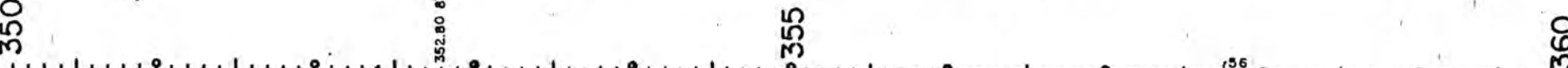
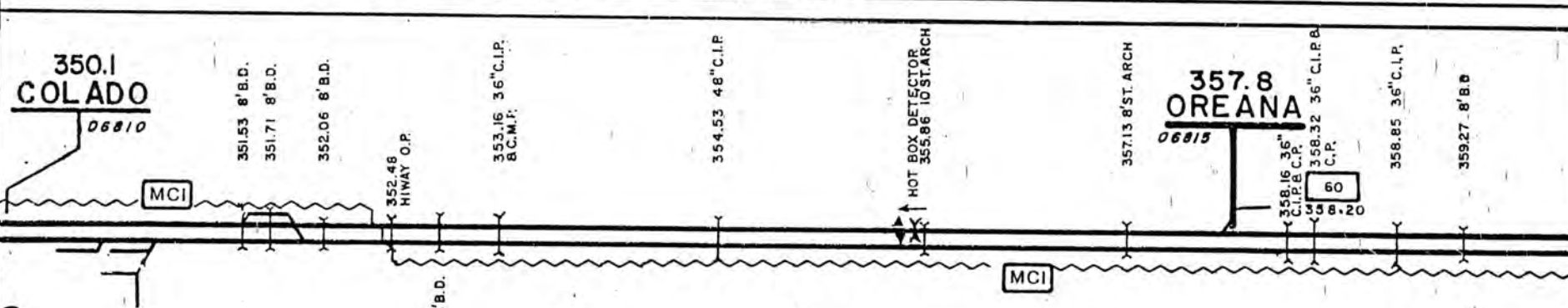
0.40 E.

60

50-40



52	53	38
89 CR. ROCK	86 CR. ROCK	89 CR. ROCK
	132	112



50	77	47	46	52	55	54
132 CWR	132 SH CWR		132 CWR			132 CWR
86 CR. ROCK						

70-60

0.40

0.40

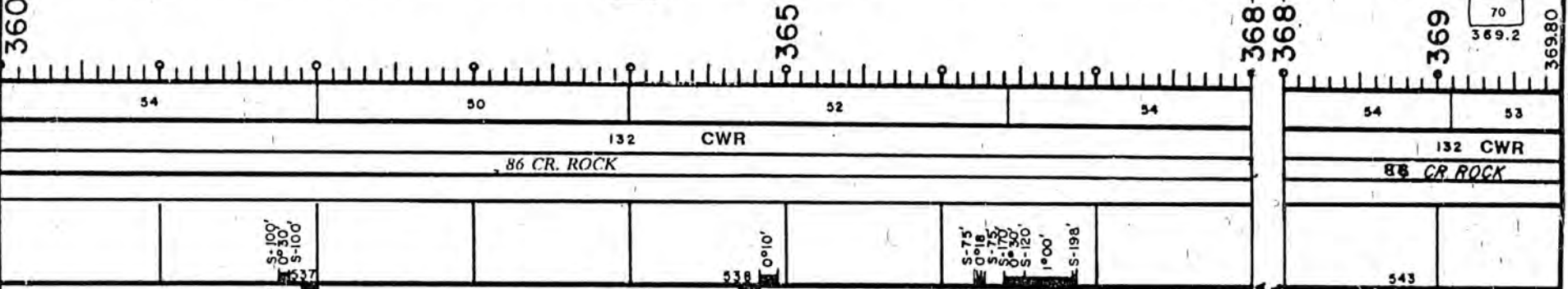
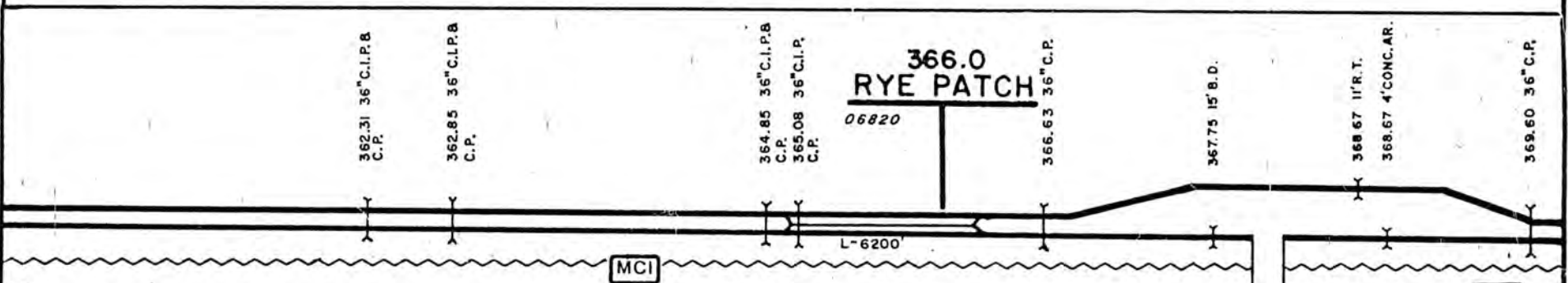
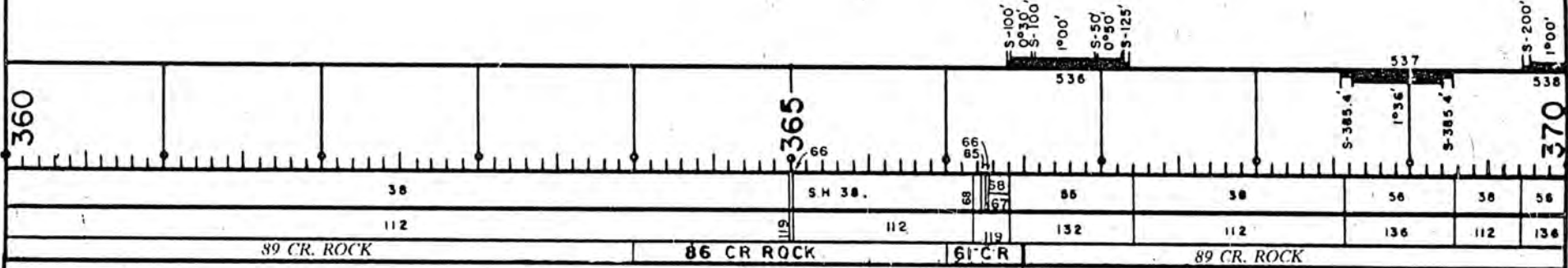
0.46

A

0.425 W. 0.40 E.

50-40

REVISED TO : JAN 1, 1993



BREAK DUE TO DIFFERENCE IN LENGTH OF EASTWARD WESTWARD TRACKS

70-60

70-60

-0.80 W.B

0.50 W.B.

-0.80 W.B.

0.46

-0.45

0.33

-0.35

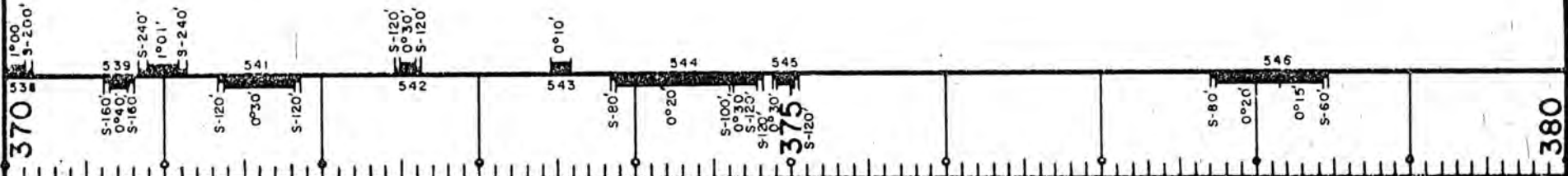
0.35 E.B.

-0.35

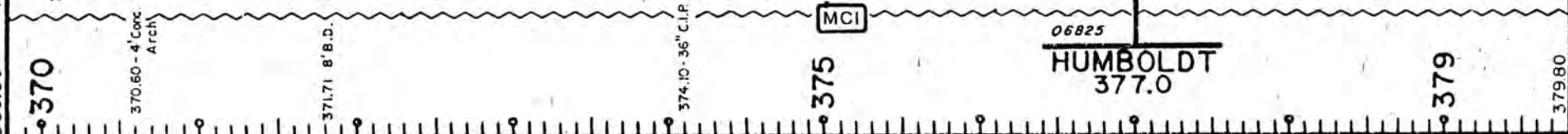
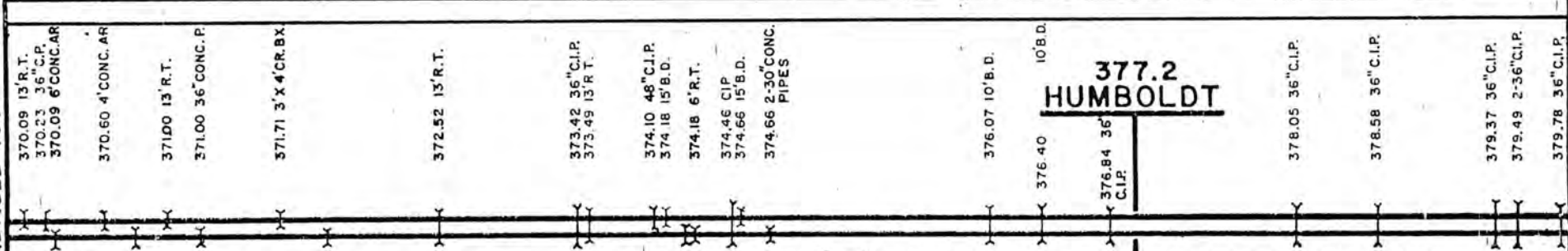
0.425 W 0.40 E.

50-40

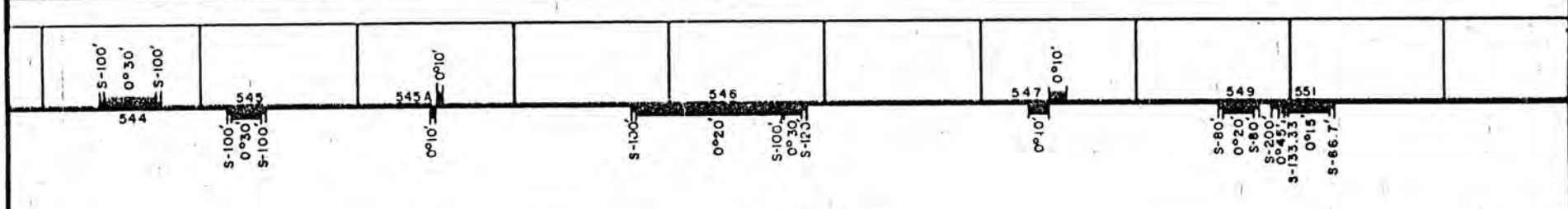
REVISD TO: JAN 1, 1993



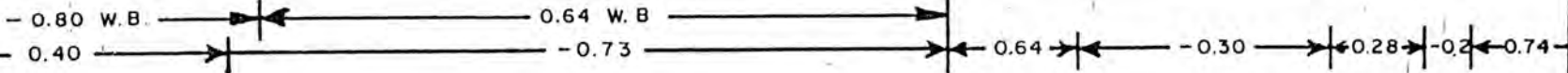
56	38	71	38
36	112	119 CWR	112
89 CR. ROCK		90 SLAG	92 ROCK
			86 CR ROCK



53	55	52	55
86 CR ROCK		132CWR	86 CR. ROCK



70-60



0.425 W. 0.40 E.



0.40 W.

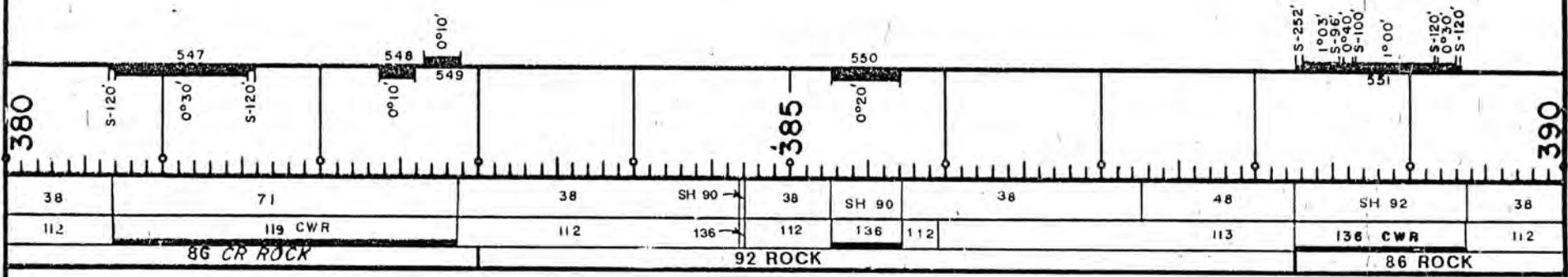
0.40 E.

54

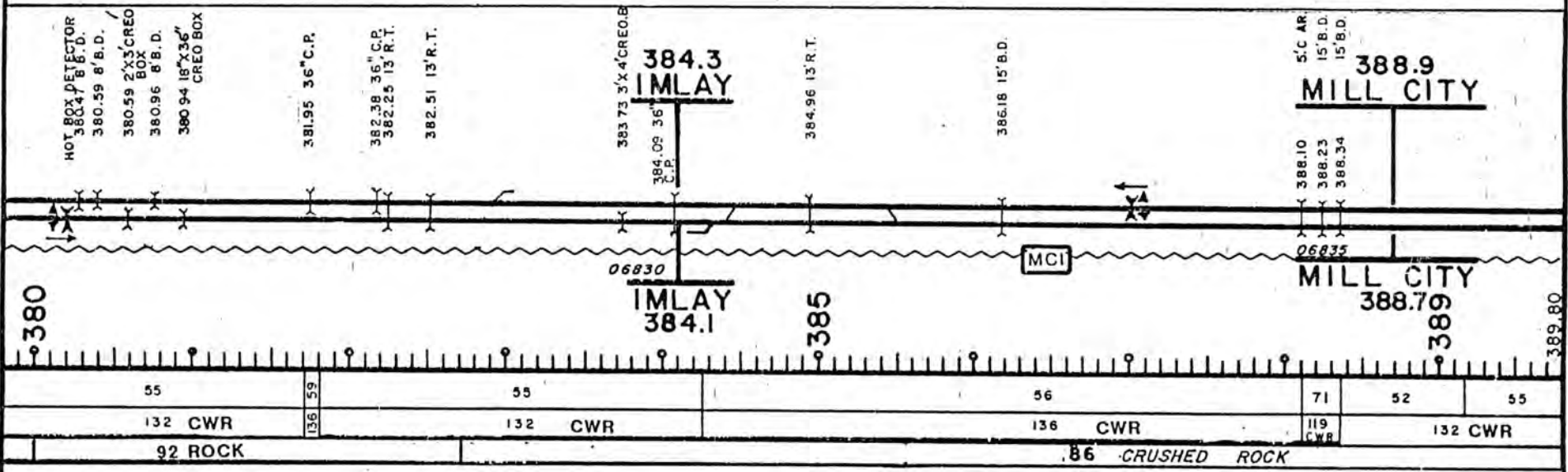
50-40

380

390

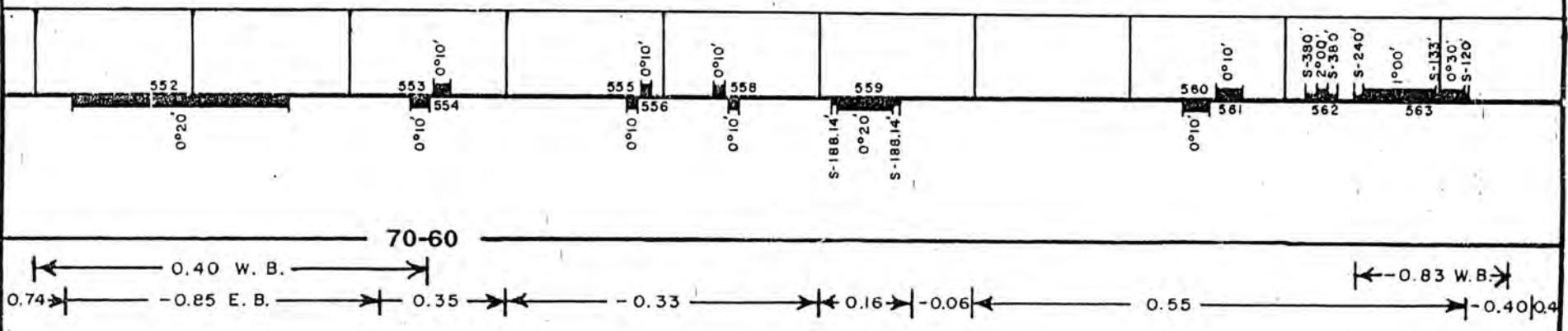


379.80 REVISED TO: JAN 1, 1993



380

389.80



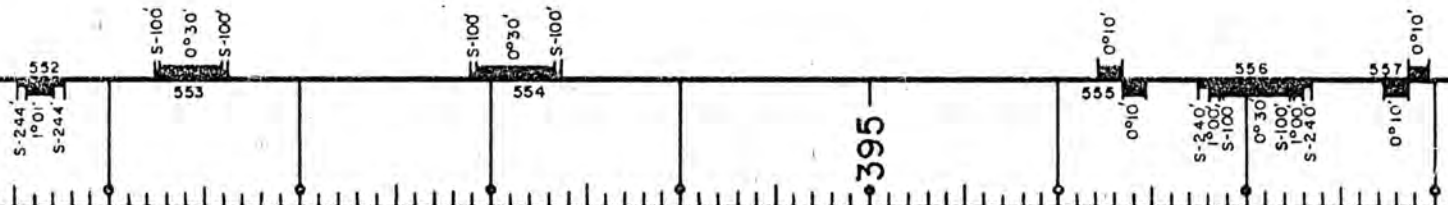
A

0.40 W 0.40 E.

50-40

390

400



38	SH 90	38	37	38	39	68	39	55	37	39	49
112	136	132	112	112	119	112	132	112	112	112	113
90 CR. ROCK			86 CR ROCK			90 SLAG					

390.94 8' C.A.R.C.H.  
391.8 4' CONC. AR.

393.23 8' B.D.

394.23 6' CONC. AR.

394.80 6' CONC. AR.

397.2  
COSGRAVE

396.70 B.D.

398.75 15' B.D.

399.41 8' B.D.

REVISED TO: JAN 1, 1993

389.80

390

395

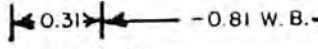
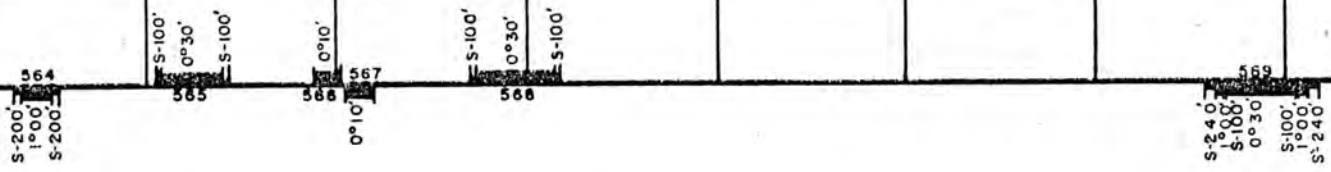
399

399.80

MCI

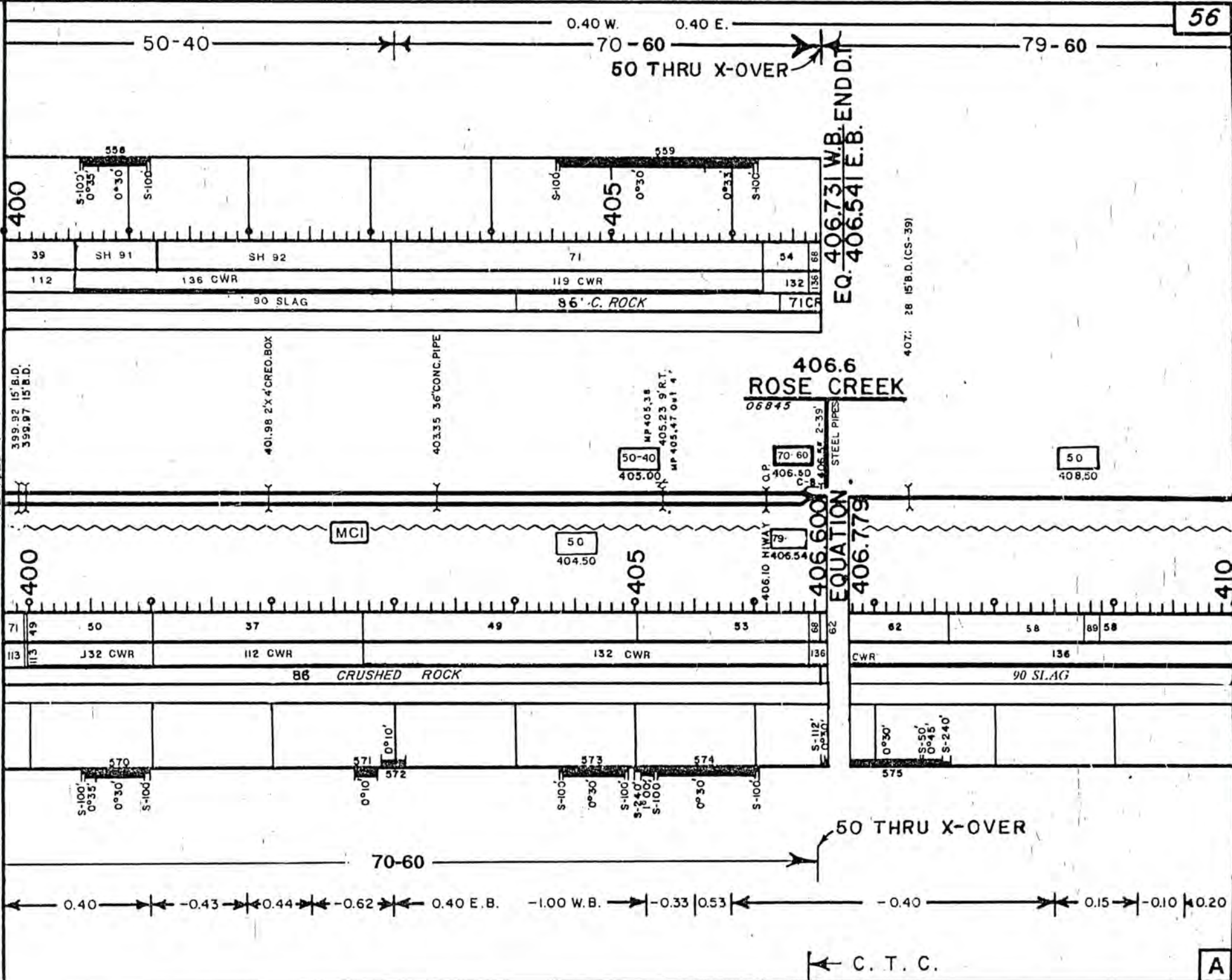
06840  
COSGRAVE  
397.0

55	52	49	37	37	37	71
132	CWR	112	CWR	119	112	CWR
86 CRUSHED ROCK						



70-60

REVISED TO: JAN 1, 1993



0.40    -0.43    0.44    -0.62    0.40 E.B.    -1.00 W.B.    -0.33 | 0.53    -0.40    0.15    -0.10    0.20

C. T. C.

A

REVISED TO: JAN 1, 1993

0.40 W. 0.40 E.

79 - 60

40

79 - 60

HOT BOX DETECTOR

417.3 WINNEMUCCA

06850

79-60  
417.40

418.35 HIWAY O.P.

418.71 4'X4' CONC. BOX

U.P.R.R. TO FLANIGAN

419.34 6' STONE & CONC. ARCH  
419.90

416.97 HIWAY O.P.

417.88 4'X6' CONC. BOX  
417.90 32 B.D., HIWAY U.P.

410

415

420

MCI

40  
415.40

L-6756

79-60  
417.90

20  
418.9

MP416.99  
MF417.09

MP418.30  
HI 418.51  
DET 10'

58

S.H.67 R.54

58

71

58

SH 75

71

55

58

136

CWR

132

CWR

136

CWR

CWR

132

136

136

CV/R

90 SLAG

S-234'

0°44'

S-234'

578

S-100'

0°20'

S-100'

577

0.20

0.10

0.20

0.10

0.30

0.10

0.50

±0.45

0.80

±0.47

±0.60

0.55

0.40



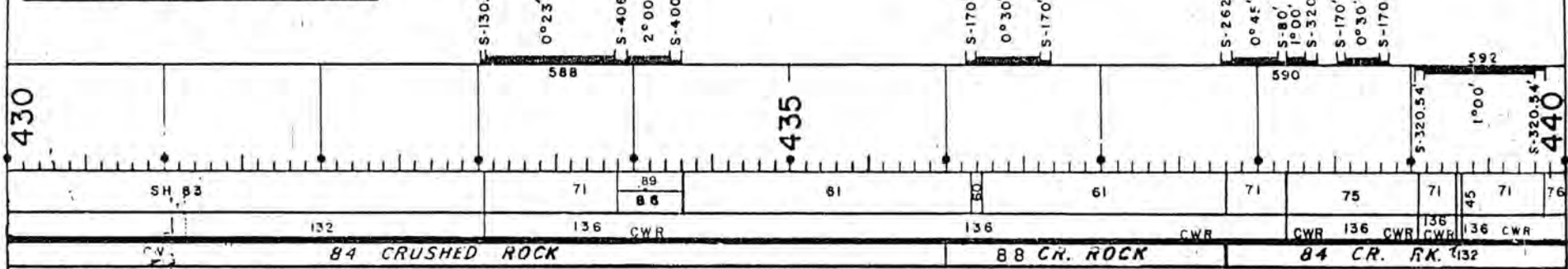


70-60

0.425 S.P. 0.4 U.P.

79-60

WESTWARD DATA - S.P.



REVISED TO JAN 1, 1993  
544.86

60  
430.6

UNION

PACIFIC

434.0  
GOL CONDA  
06865

MCI

GOL CONDA  
548.8

70-60  
436.3

EASTWARD TRACK

WESTWARD TRACK

439.3  
PREBLE  
05870

PREBLE  
553.8

554

554.38

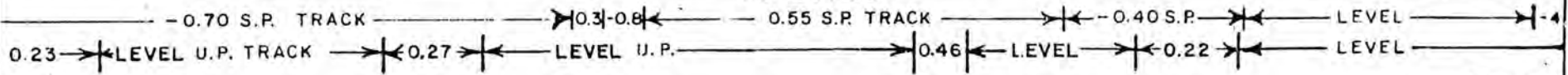
BREAK DUE TO DIFFERENCE  
IN LENGTH OF EASTWARD  
AND WESTWARD TRACKS.

51  
132  
CR.PROC. GR.

51  
132  
75  
136  
78  
71  
136  
78  
CRUSHED PROCESSED GRAVEL

51  
132

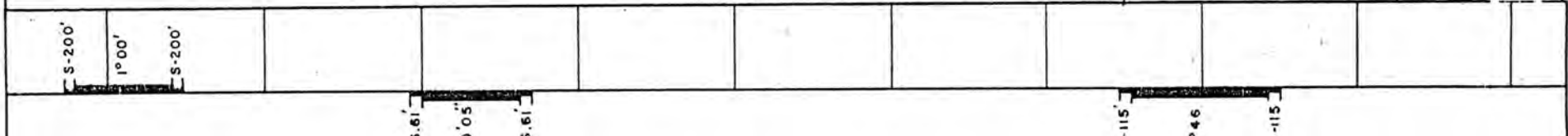
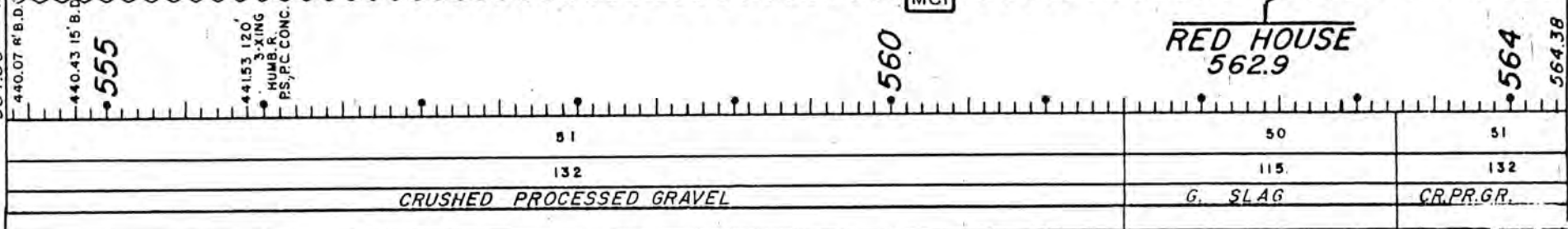
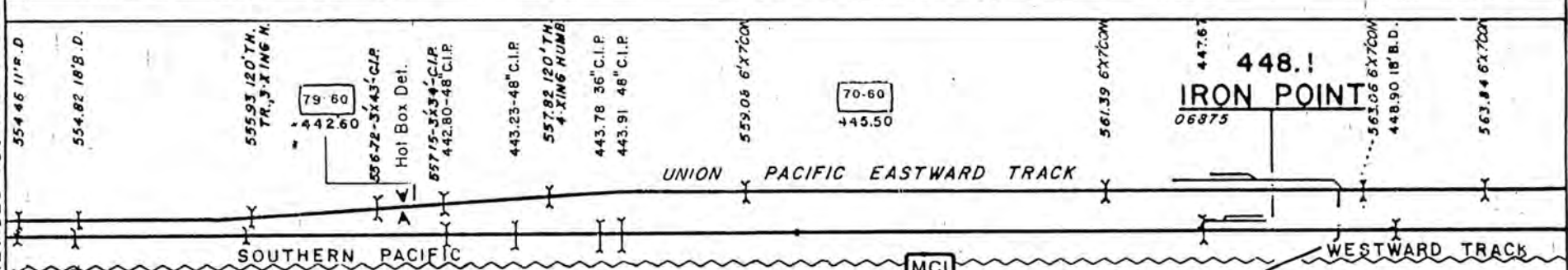
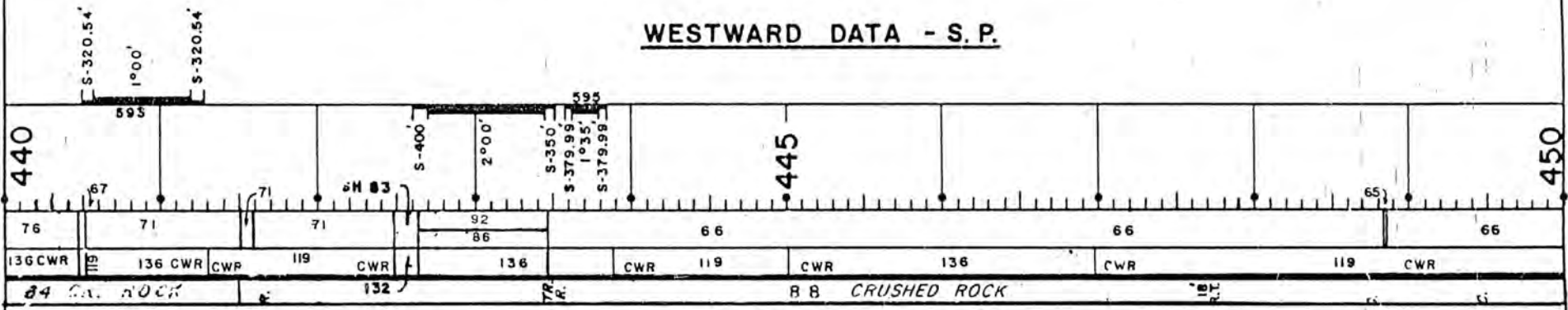
EASTWARD DATA - U.P.



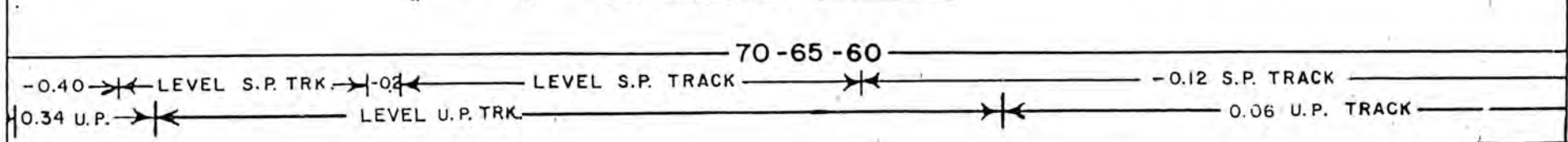
0.425 S.P. 0.4 U.P.

79-60 70-60 79-60

WESTWARD DATA - S.P.



EASTWARD DATA - U.P.

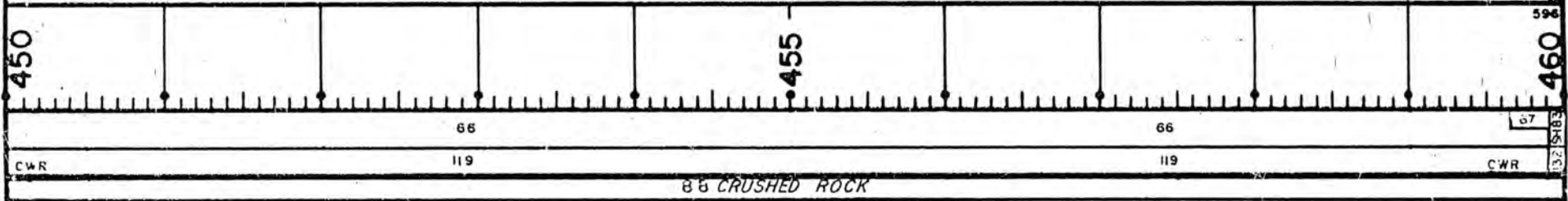


554.38 REVISED TO: JAN 1, 1993

0.425 S.P. 0.4 U.P.

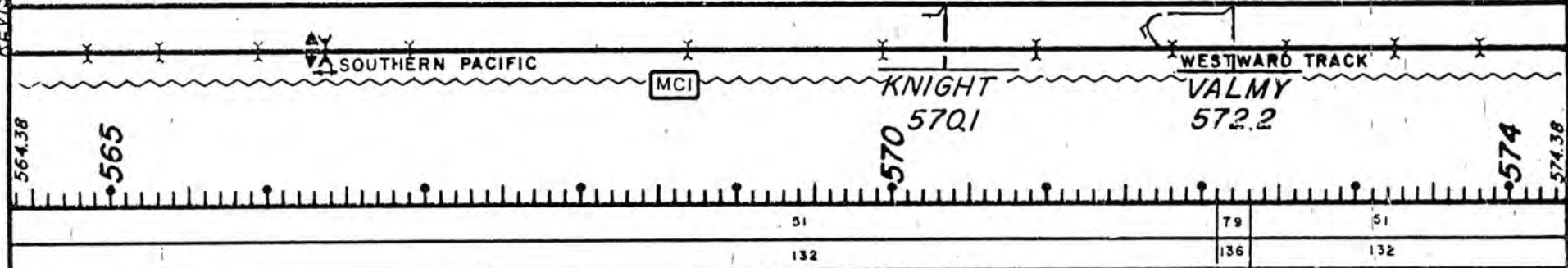
79-60

WESTWARD DATA - S.P.



450.49 15' B.D.  
 450.95 46' C.I.  
 451.57 36' C.I.P.  
 HOT BOX DET. B. DRAGGING EQUIP DET.  
 452.54 48' C.I.P.  
 454.32 36' C.M.P.  
 455.57 36' C.M.P.  
 456.57 8' C.A.  
 457.44 8' B.D.  
 458.19 10' B.D.  
 458.89 15' B.D.  
 459.43 15' B.D.

UNION PACIFIC EASTWARD TRACK



EASTWARD DATA - U.P.

70 - 65 - 60

- 0.12 S.P. TRACK  
 0.06 U.P. TRACK

0.40 0.16 0.40

- 0.40 S.P.  
 - 0.40 U.P.

REVISED TO: JAN 1, 1993

S-150'  
1"=00'  
S-150'

S-150'  
1"=00'  
S-150'

0.425 S.P. 0.4 U.P.

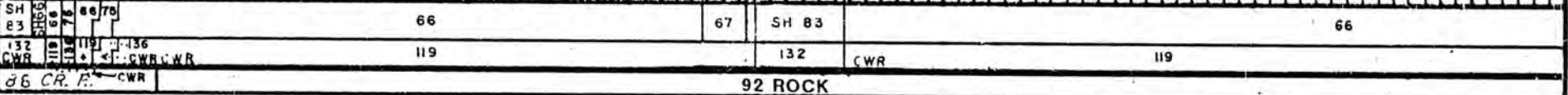
79-60

WESTWARD DATA - S.P.

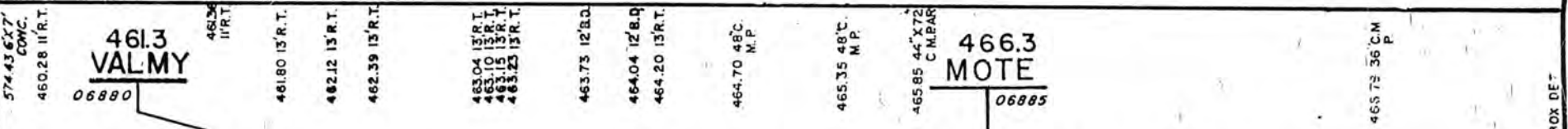
0°30'  
S-120'

460

470



REVISED TO: JAN 1, 1993



UNION PACIFIC

EASTWARD TRACK

SOUTHERN PACIFIC

WESTWARD TRACK

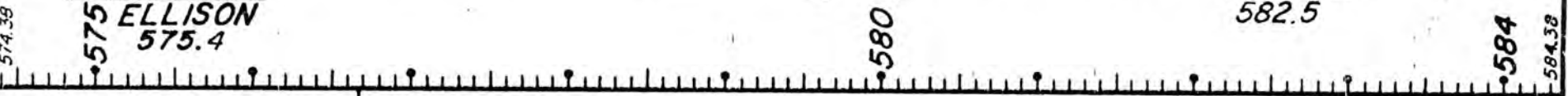
MCI

RUSSELL  
582.5

575 ELLISON  
575.4

580

584



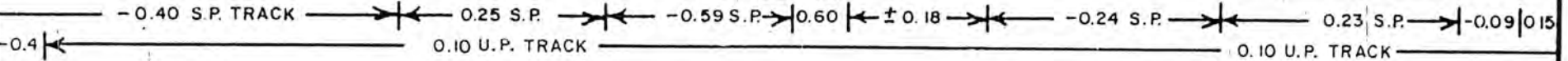
CR. PROCESSED GR.

G. SLAG

NO CURVES

EASTWARD DATA - U.P.

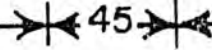
70-65-60



0.425 S.P.

0.4 U.P.

79-60



79-60

WESTWARD DATA - S.P.

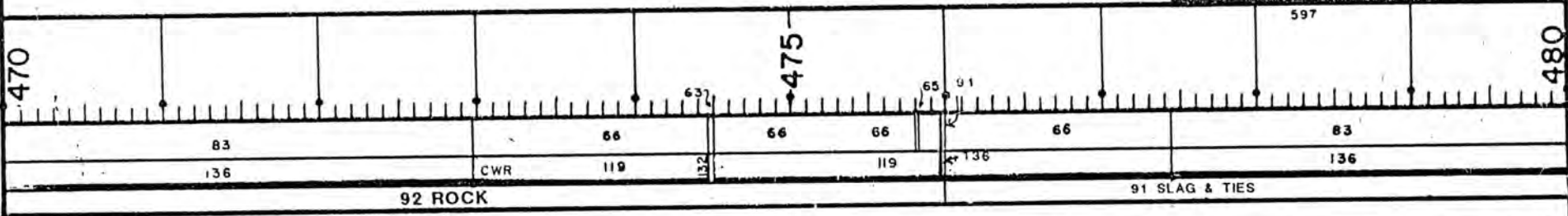
S-120'

0°30'

S-120'

470

480



**BATTLE MOUNTAIN**

475.8

79-60  
475.30

06900

45  
478.00

UNION PACIFIC

EASTWARD TRACK

SOUTHERN PACIFIC

WESTWARD TRACK

**NORTH BATTLE MOUNTAIN**  
589.1

**RENOX**  
591.3

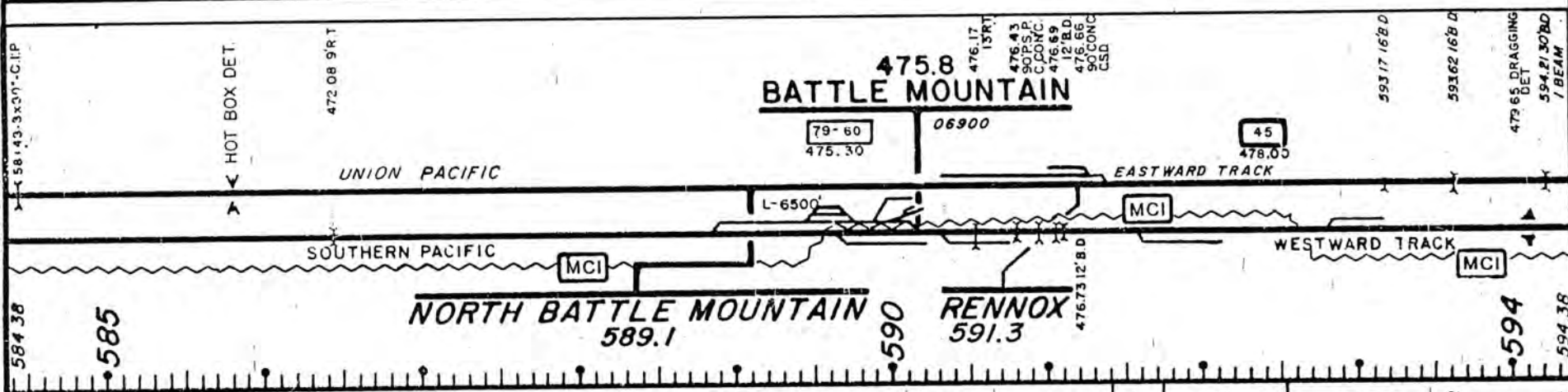
584.38

585

590

594

594.38

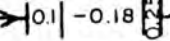


EASTWARD DATA - U.P.

70-65-60

0.15 S.P. TRACK

-0.18 S.P. TRACK



-0.52 S.P.

0.08 -0.14 S.P.

0.24 -0.09 0.22

0.10 U.P. TRACK

0.10 U.P. TRACK

S-200'

0°00'

S-200'

0°30'

1°00'

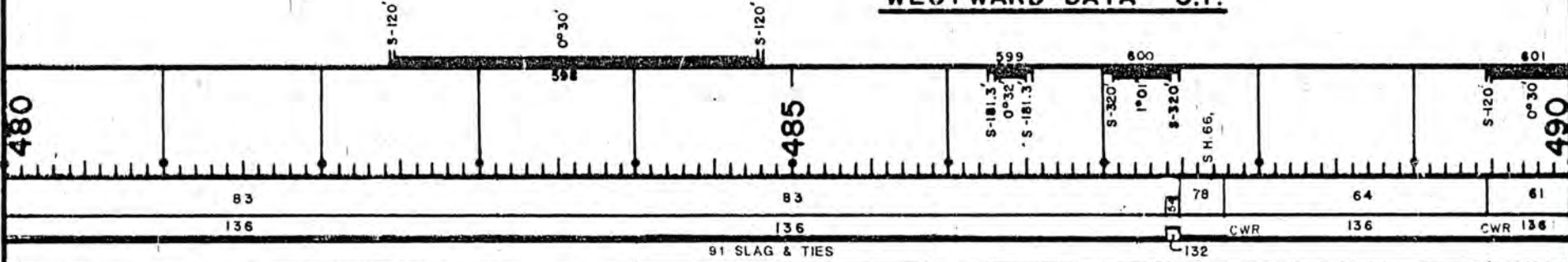
S-150'

REVISED TO: JAN 1, 1993

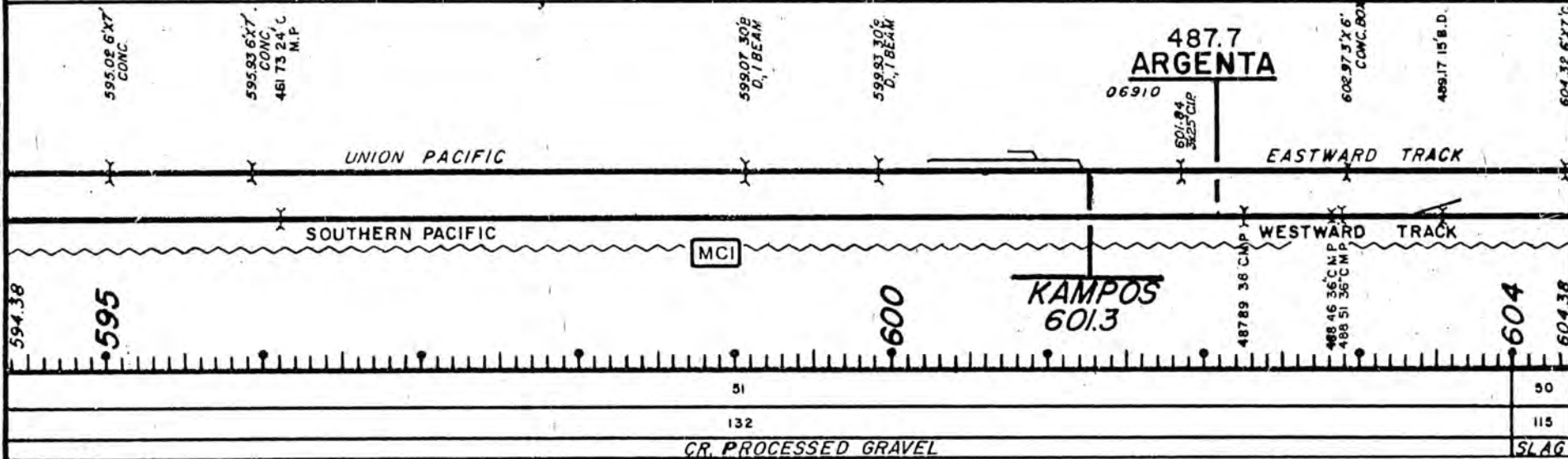
0.425 S.P. 0.4 U.P.

79-60

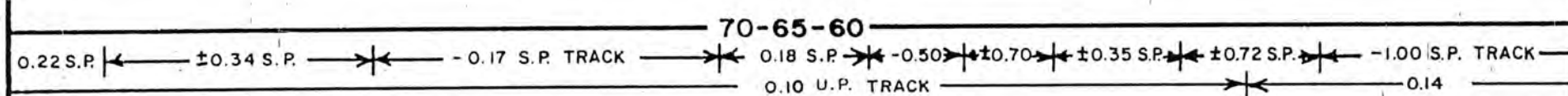
WESTWARD DATA - S.P.



REVISED TO: JAN 1, 1993



EASTWARD DATA - U.P.





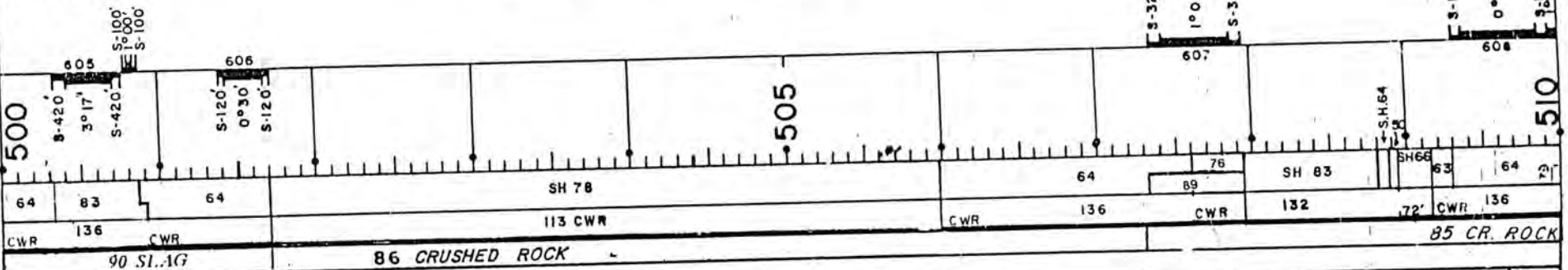
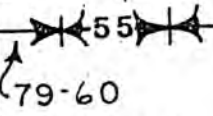


0.425 S.P. 0.4 U.P.

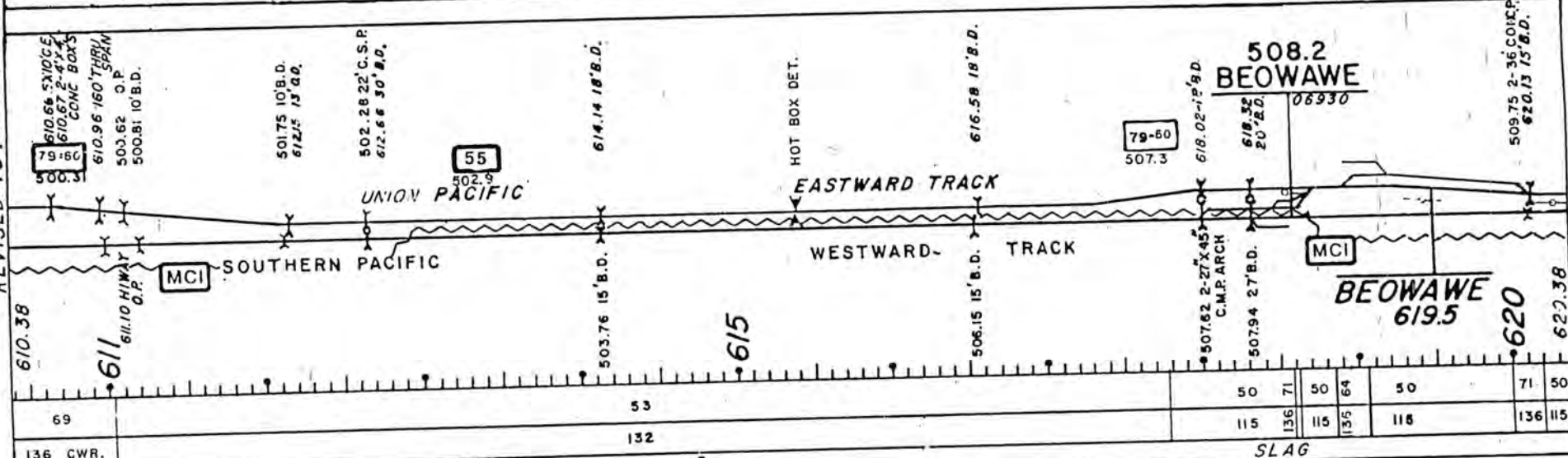
79-60

70-60

WESTWARD DATA - S.P.



REVISED TO: JAN 1, 1993



EASTWARD DATA - U.P.

70-65 + 60

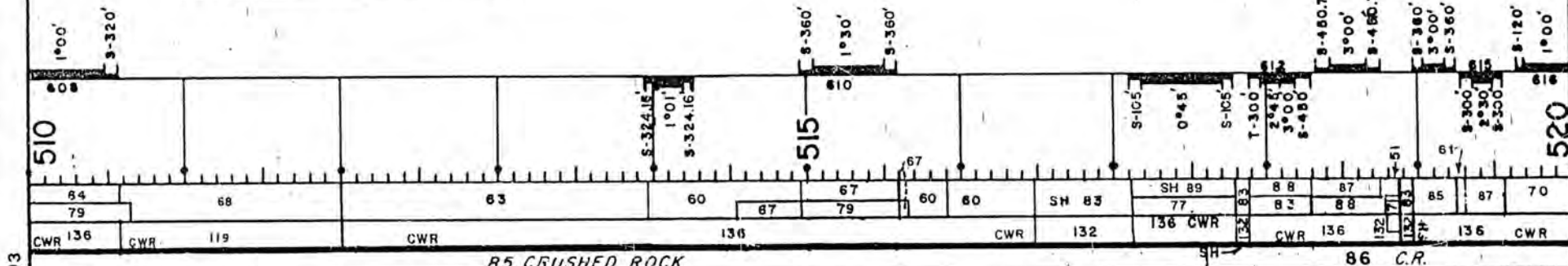
0.14 U.P. TRACK - 0.40 S.P. TRACK

0.425 S.P. 0.4 U.P.

70-60

55-50

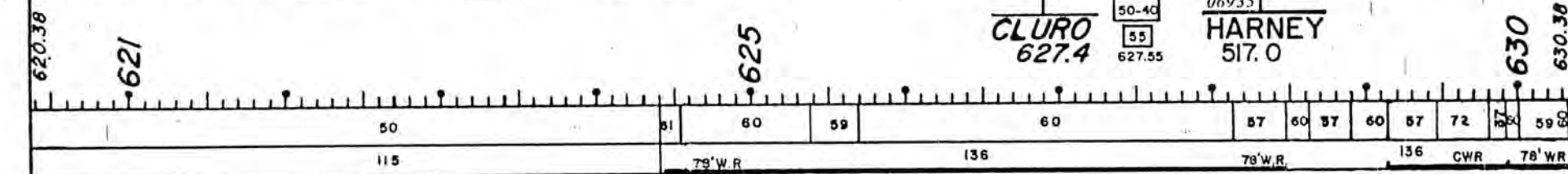
WESTWARD DATA - S.P.



REVISED TO: JAN 1, 1993

620.23 2.3 22 CONC. PIPES  
510.47 48" C.I.P.  
510.67 48" C.I.P.  
621.27 2-3/25 CONC. PIPES  
511.31 15' C.S.D.  
511.53 48" C.I.P.  
622.15 17' B.D.  
622.23 17' B.D.  
511.99 15' B.D.  
623.56 13' B.D.  
513.20 10' B.D.  
624.84 30' CONC. PIPE  
624.83 30' CONC. PIPE  
514.29 12 R.T.  
514.52 36" C.I.P.  
624.69 120' T.S.  
624.97 55' C.S.D.  
514.66 36" C.I.P.  
514.88 8' B.D.  
515.26 36" C.I.P.  
515.34 36" CONC.P.  
625.81 6' X 7' C.S.  
515.44 36" C.I.P.  
515.78 18' B.D.  
626.45 30' CONC. PIPE  
516.26 8' B.D.  
516.86 48" C.I.P.  
627.13 30' CONC. PIPE  
517.17 36" C.I.P.  
517.29 36" C.I.P.  
627.73 34' 48" C.I.P.  
517.44 22 R.T.  
517.90  
628.48 99' C.I.P.  
518.16 15' B.D.  
518.32 48" C.M.P.  
628.59 150' D.P.S.  
629.21 163' D.P.G.  
518.91 156' T-ST. TR.  
6 XING HUM. R.  
519.18 120' R.S. B.P.C.  
7 XING HUM. R.  
629.78 6' CONC. AR.  
519.45 80' T.P. 6  
120' WAR. TR.  
B.T.H. XING H.R.

UNION PACIFIC  
SOUTHERN PACIFIC  
EASTWARD  
WESTWARD TRACK  
CLURO 627.4  
HARNEY 517.0  
MCI  
MCI



EASTWARD DATA - U.P.

70-65-60

55-50-40

0.14 U.P.

0.40 S.P. TRACK

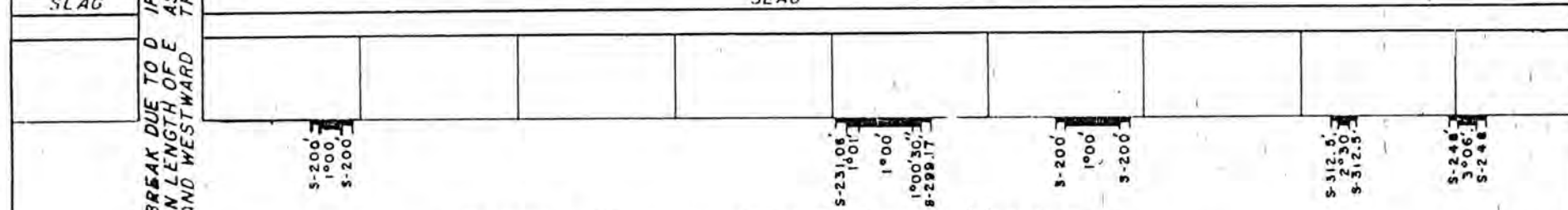
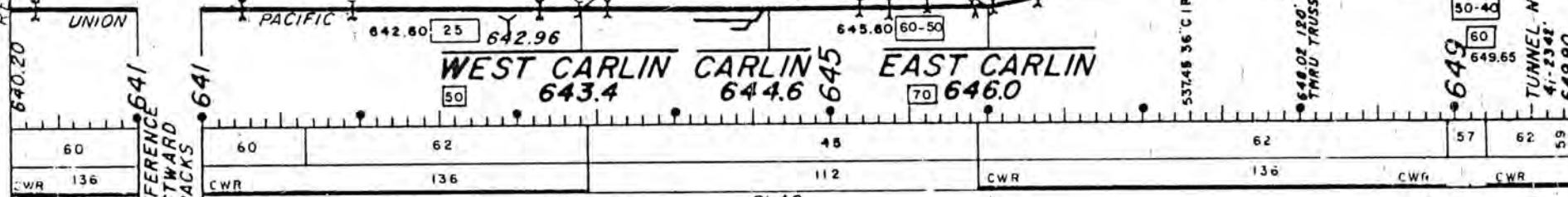
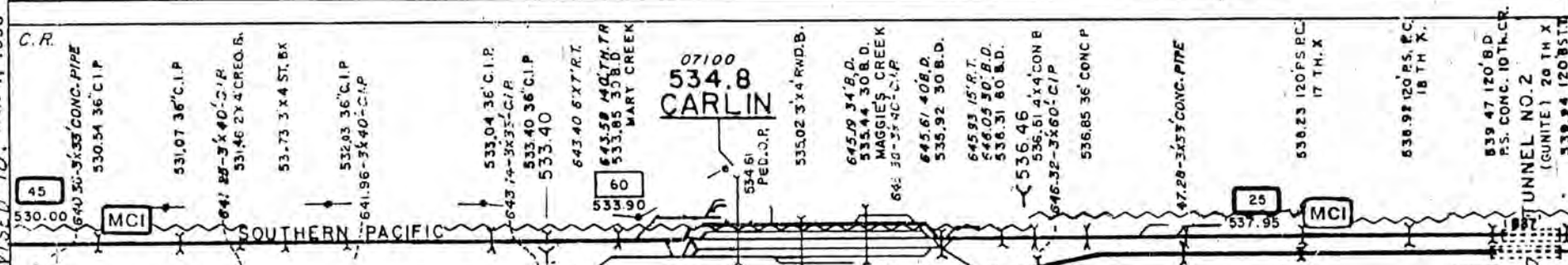
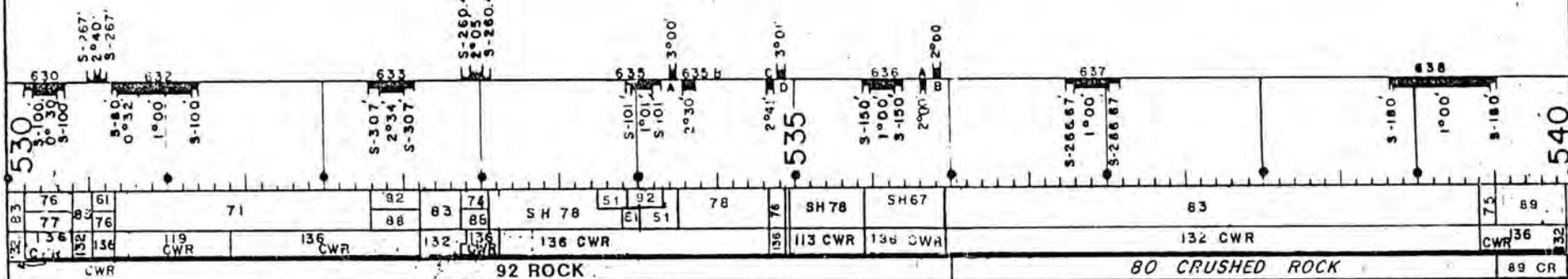
0.21 U.P. TRACK



0.425 S.P. 0.4 U.P.

0.19 SP 0.4 U.P.

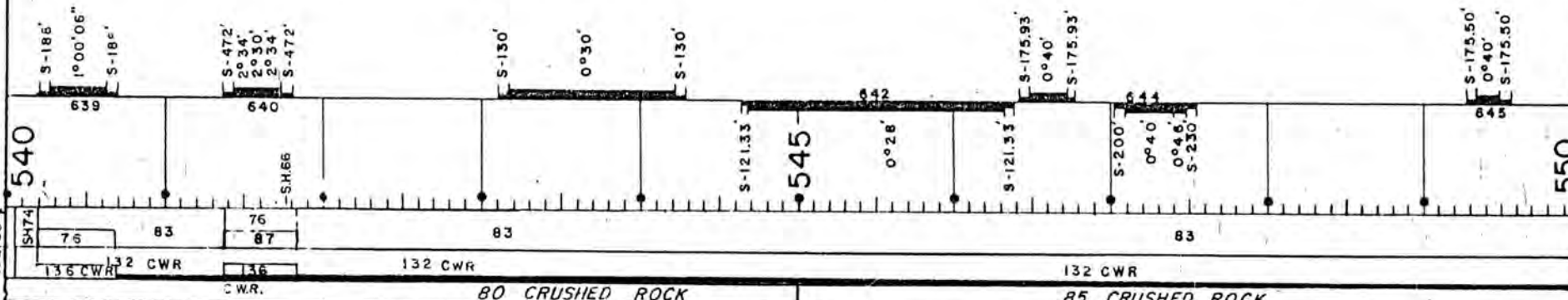
60 25 70-60



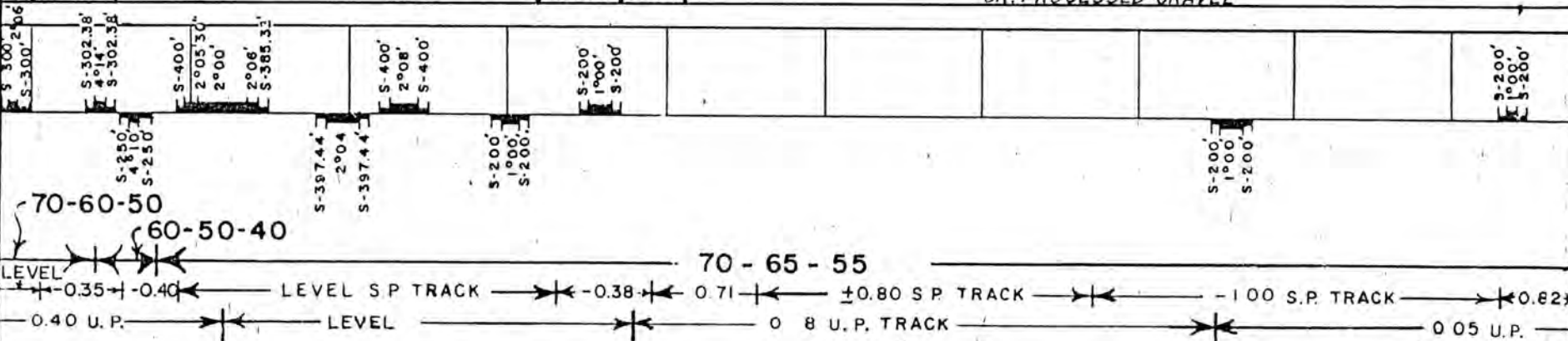
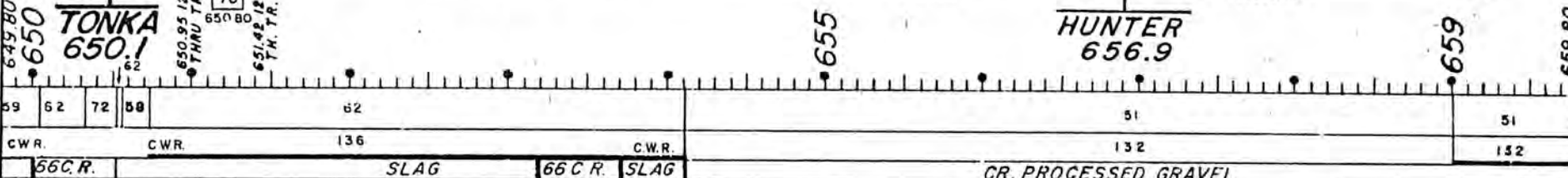
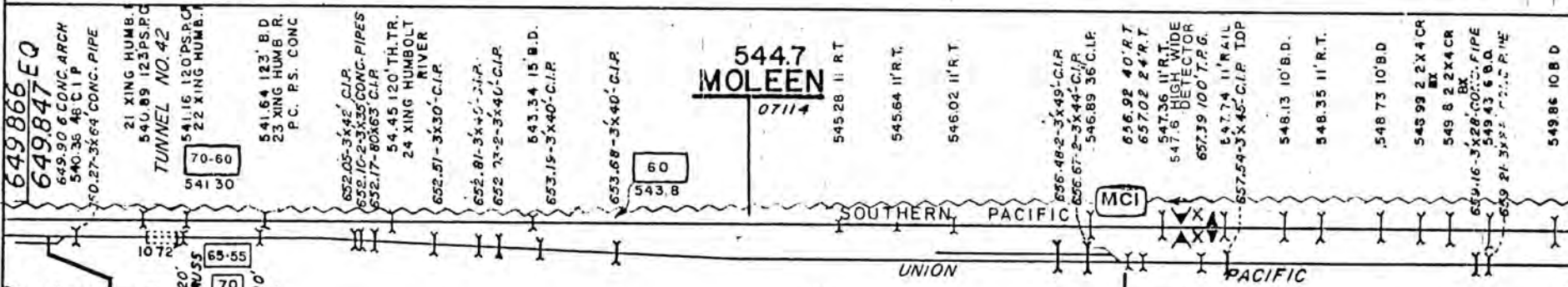
REVISED TO: JAN 1, 1993

70-60

70-60



REVISED TO: JAN 1, 1993



REVISED TO: JAN 1, 1993

0.19 S.P. 0.4 U.P.

71

70-60

60

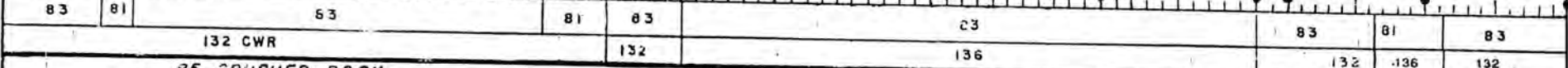
70:60

S-166.83  
0.39'  
S-166.83

550

555

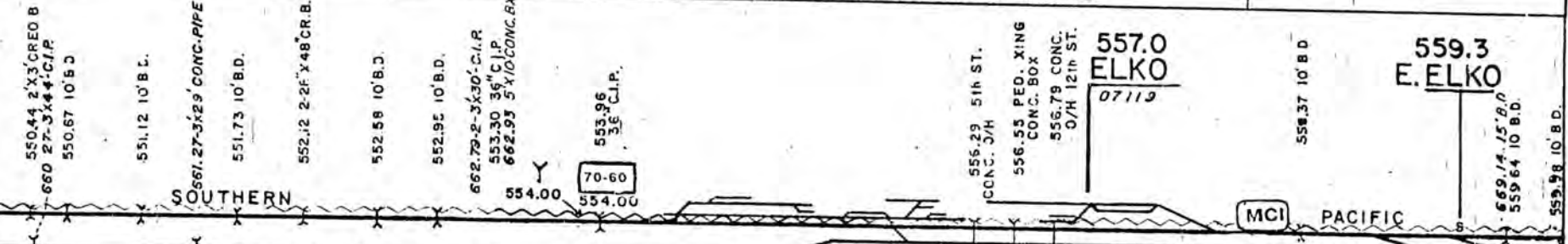
560



85 CRUSHED ROCK

83 CRUSHED ROCK  
PRESTRESSED CONCRETE TIES

85 CR. ROCK



659.80  
660

662

662

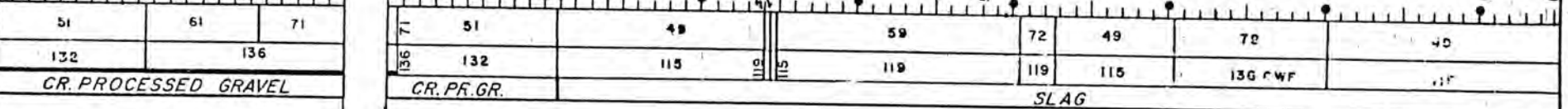
663.60  
663.64

665  
ELKO  
665.4

60-50  
70  
666.40

669

669.52

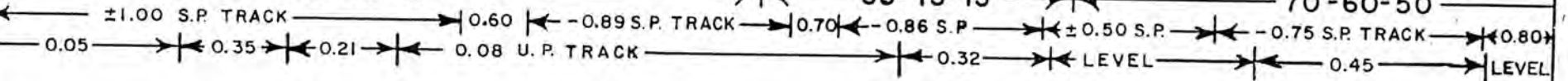


BREAK DUE TO DIFFERENCE  
IN LENGTH OF EASTWARD  
AND WESTWARD TRACKS.

70-65-55

35-15-15

70-60-50



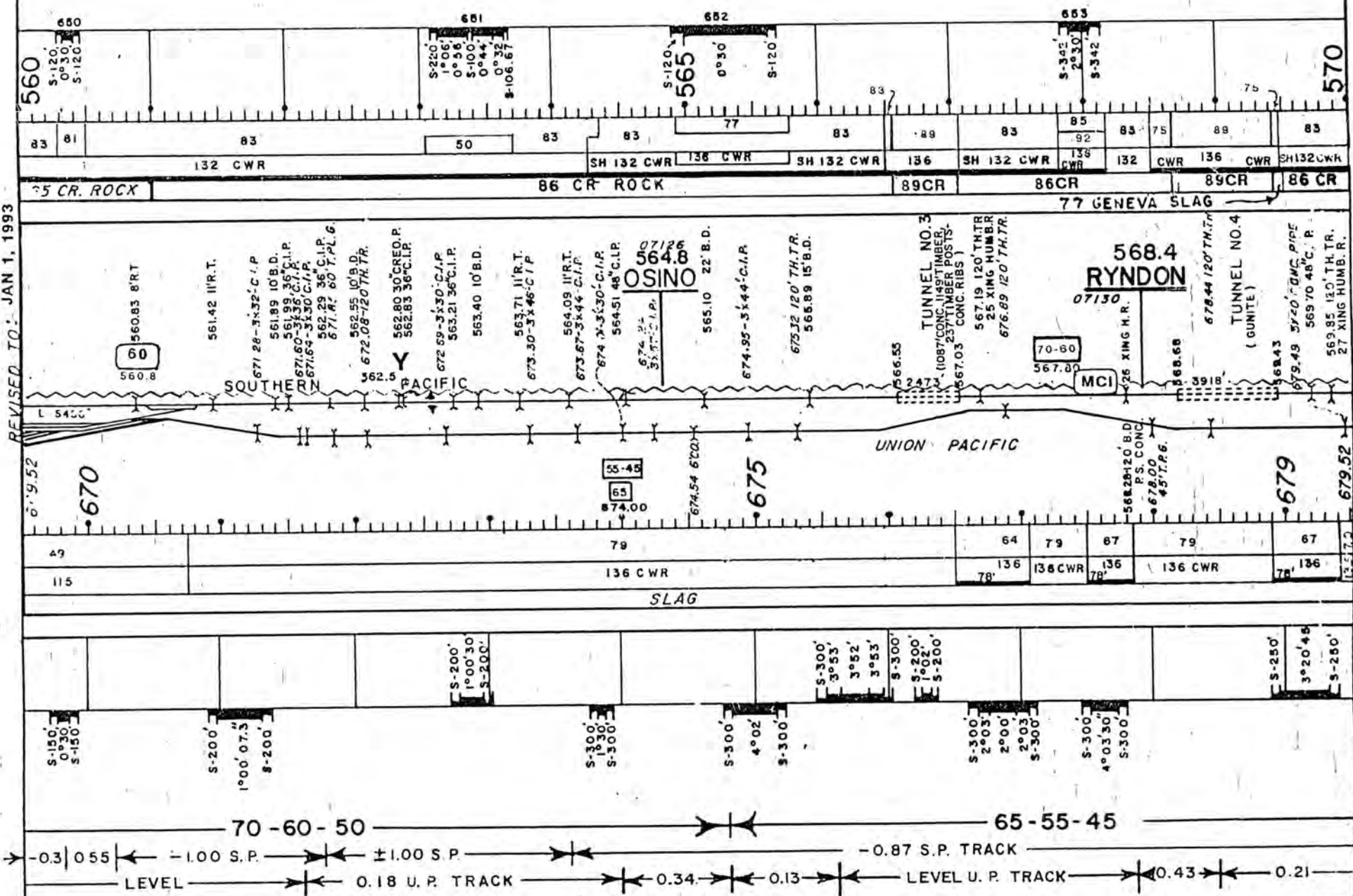
AAA A

0.19 S.P. 0.4 U.P.

70-60

60

70-60



REVISED TO: JAN 1, 1993

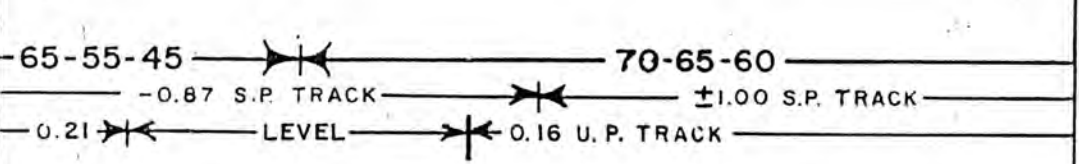
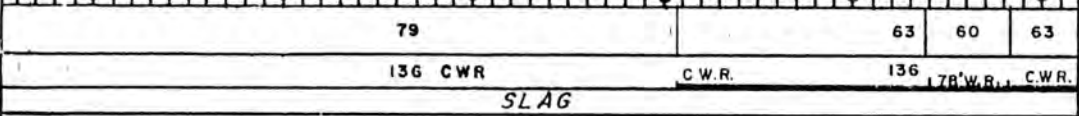
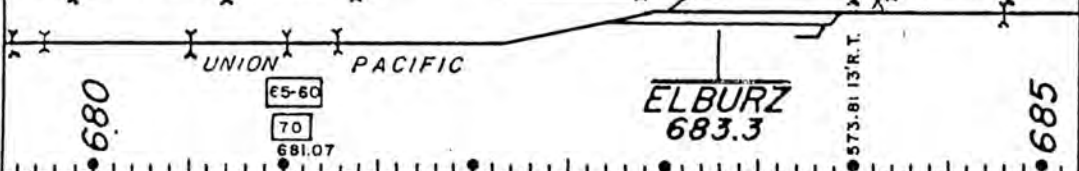
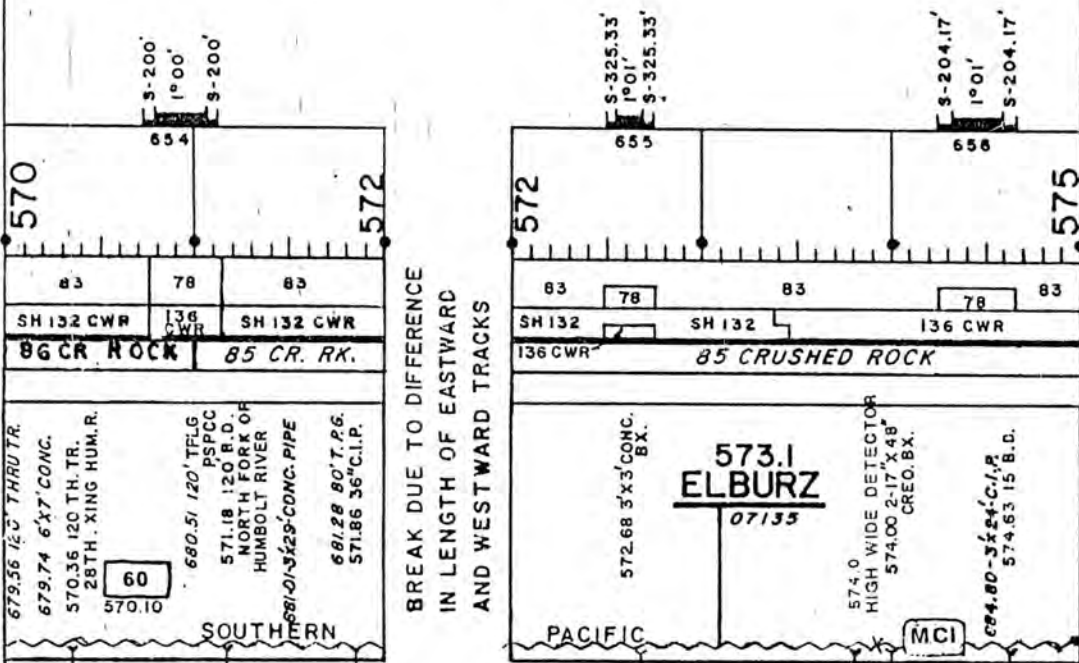
0.19 S.P. 0.4 U.P.

70-60

REVISED TO : JAN 1, 1993

679.52

685.20



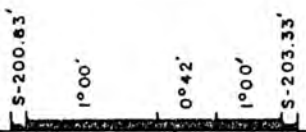


0.19 S.P. 0.4 U.P.

70-60

575

580  
S-120  
0+30



657

78

83

83

78

136 CWR

136 CWR

136 CWR

136 CWR

95 CRUSHED ROCK

REVISED TO: JAN 1, 1993

575.23 13'R.T.  
 685.50 30'R.D.  
 575.30 9'R.T.  
 575.42 2'X3'CREO  
 BK.

575.70 36'C.I.P.

686.62 60'T.P.G

576.7 HALLECK

T.P. 6.07145

687.23-3'X42'-C.I.P.

687.37 2-60'C.M.F

577.55 13'R.T.

578.12 8'R.T.

576.39 36'C.I.P.

579.00 12'B.D.

689.42-3'X30'-C.I.P.

689.67-3'X30'-C.I.P.  
 579.53 12'B.D.  
 CATTLE PASS

MCI

SOUTHERN PACIFIC

UNION PACIFIC

685.20

686

690

690.20

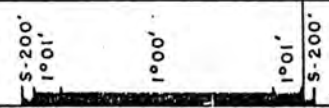
63

136

C.W.R

C.W.R

SLAG



70-65-60

±1.00 S.P. TRACK

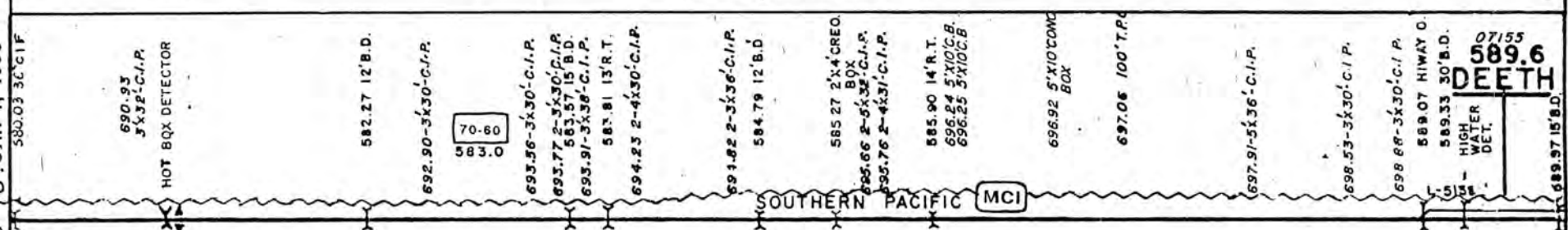
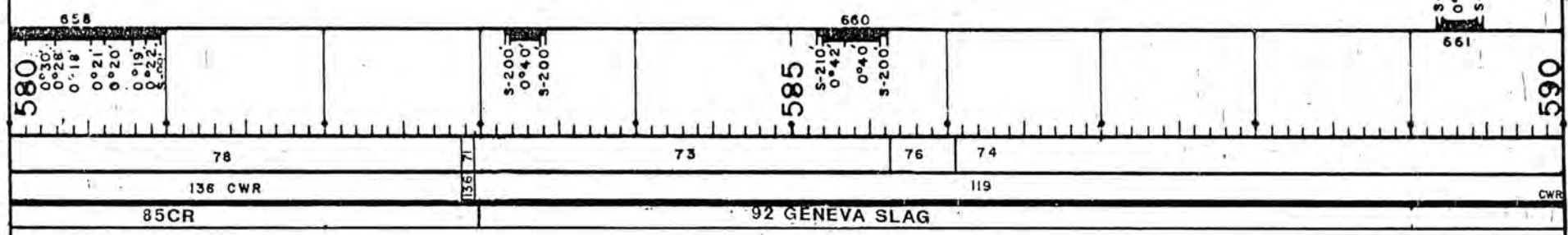
0.16 U.P. TRACK

0.29

70-60

0.19 S.P. 0.4 U.P.

60

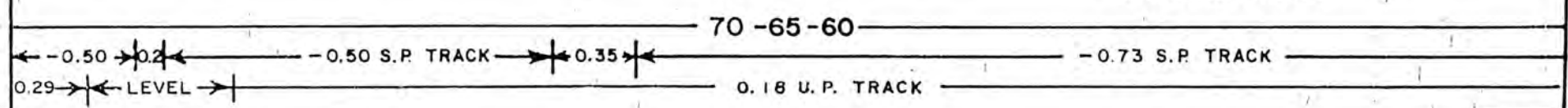
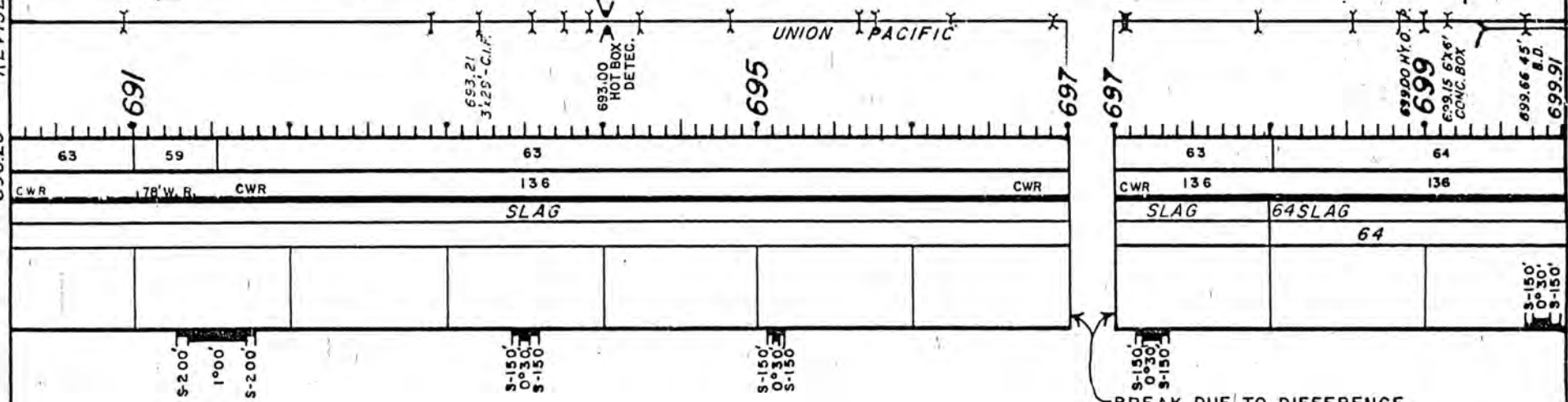


SOUTHERN PACIFIC (MCI)

UNION PACIFIC

REVISD TO : JAN 1, 1993

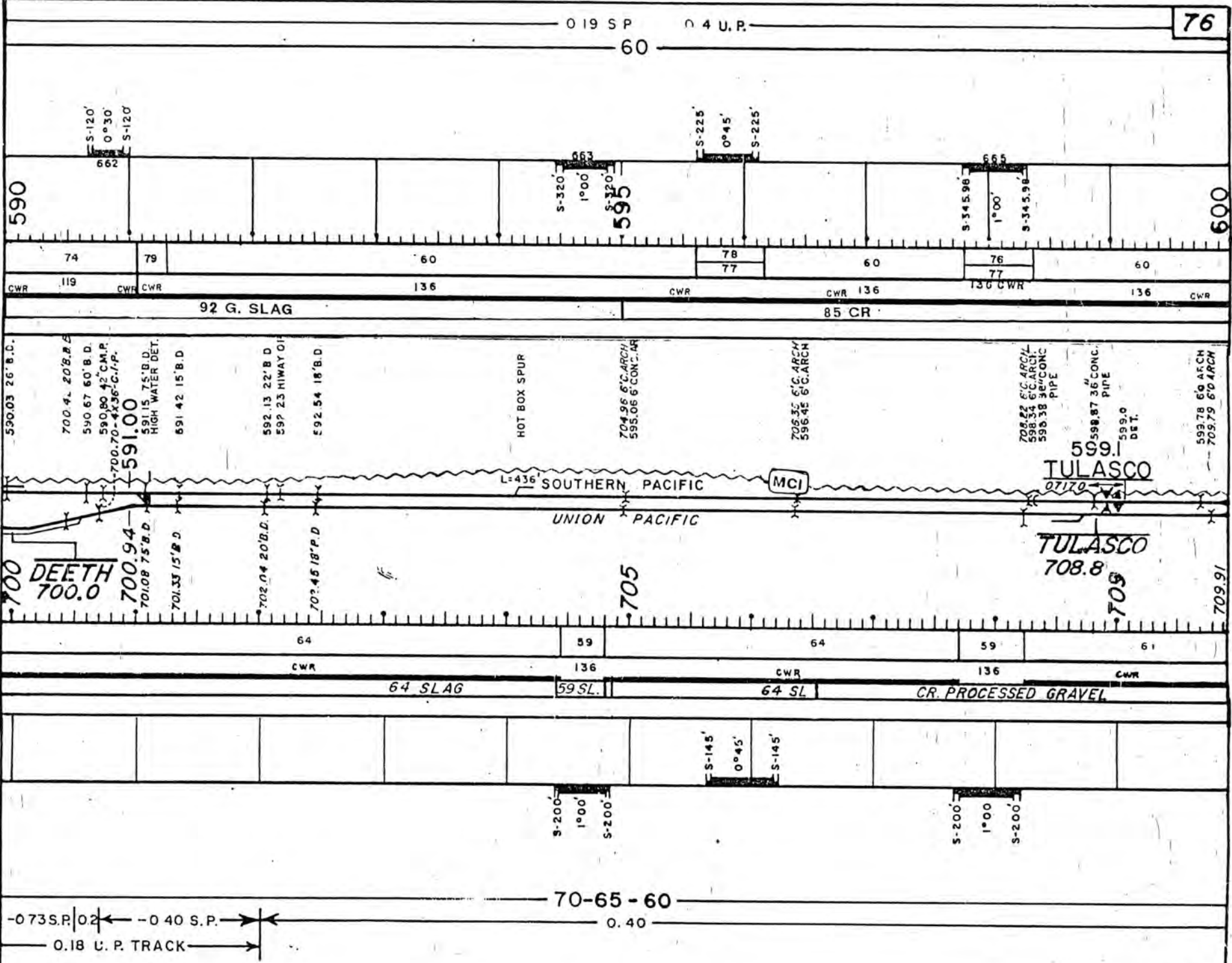
690.20



BREAK DUE TO DIFFERENCE IN LENGTH OF EASTWARD AND WESTWARD TRACKS.

REVISED TO: JAN 1, 1993

699.91



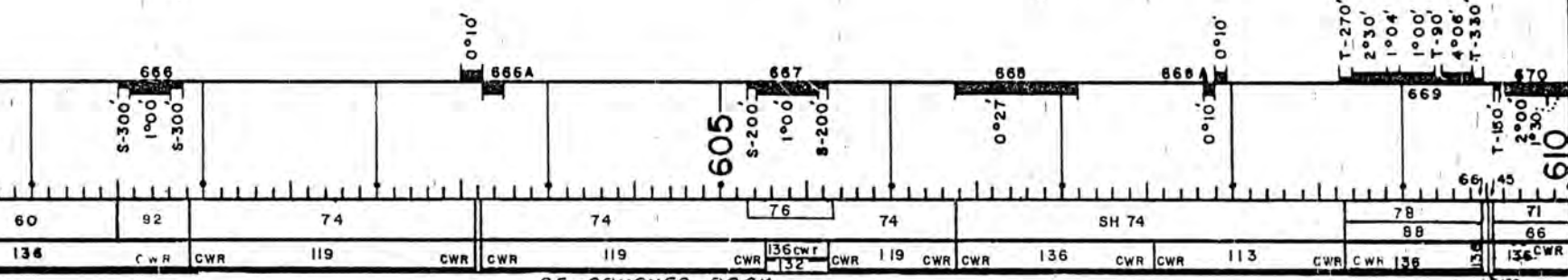
0.19 S.P. 0.4 U.P. 0.00 W. 0.4 E. 0.00 W. 1.4 E. 77 45

60

45

600

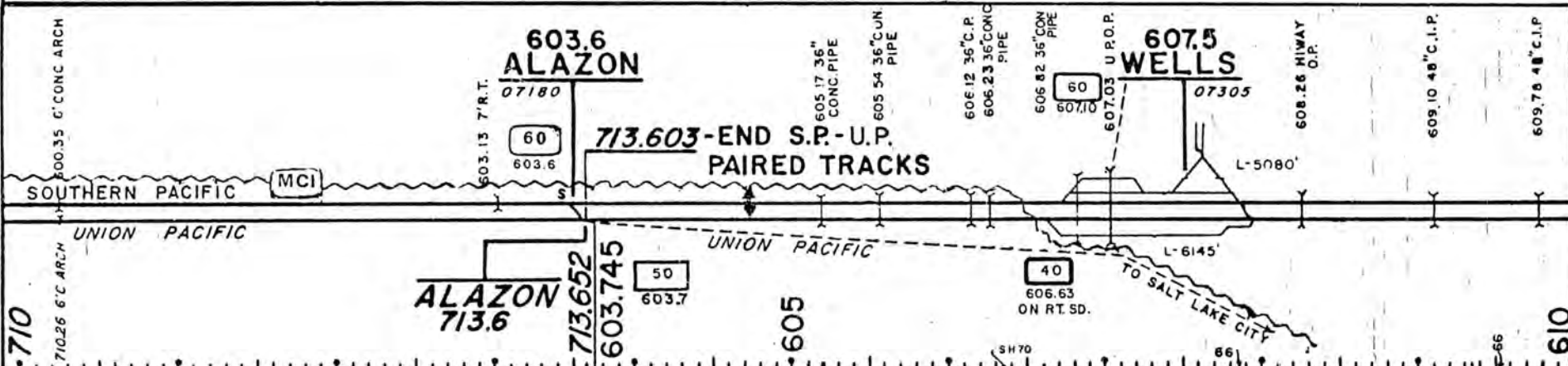
610



85 CRUSHED ROCK

60	92	74	74	76	74	SH 74	78	71
136	CWR	CWR	119	CWR	CWR	119	CWR	CWR
				136 CWR			113	CWR
							136	136 CWR

709.91 REVISED TO: JAN 1, 1993



713.603-END S.P.-U.P. PAIRED TRACKS

ALAZON 713.6

607.5 WELLS

710

610

64	59	64	53	78	52	SH 67	54	SH 78	42	SH 78	53	53	91	91	81	71	76
CWR	136	CWR	115	136	132	CWR	132	CWR	113	CWR	132	136	136	136	CWR	136	CWR

CR PROCESSED GRAVEL

CR ROCK

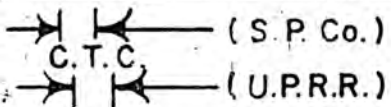
70-65-60

40

50

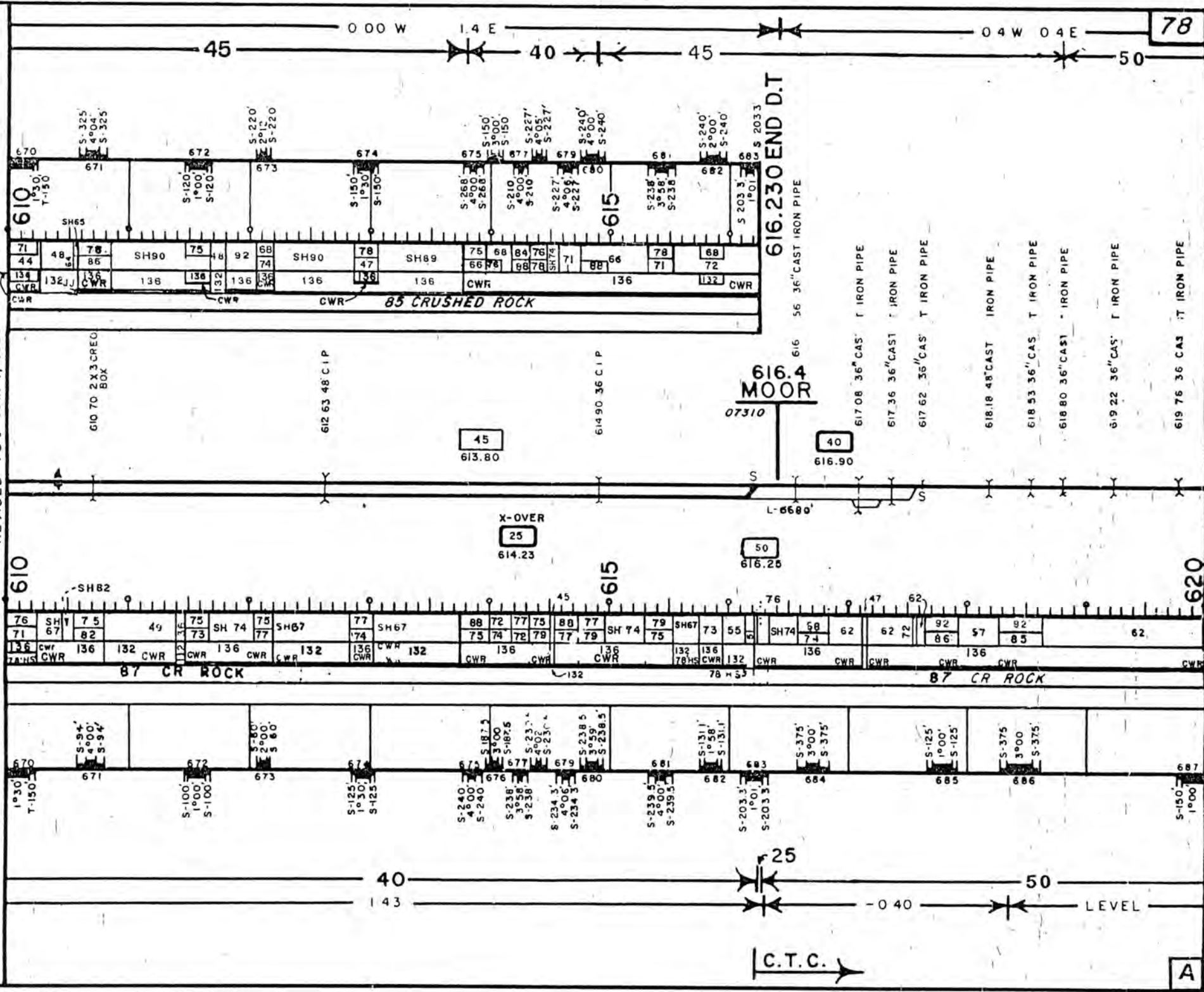
40

0.40 LEVEL 1.43



AAA A

REVISED TO: JAN 1, 1993

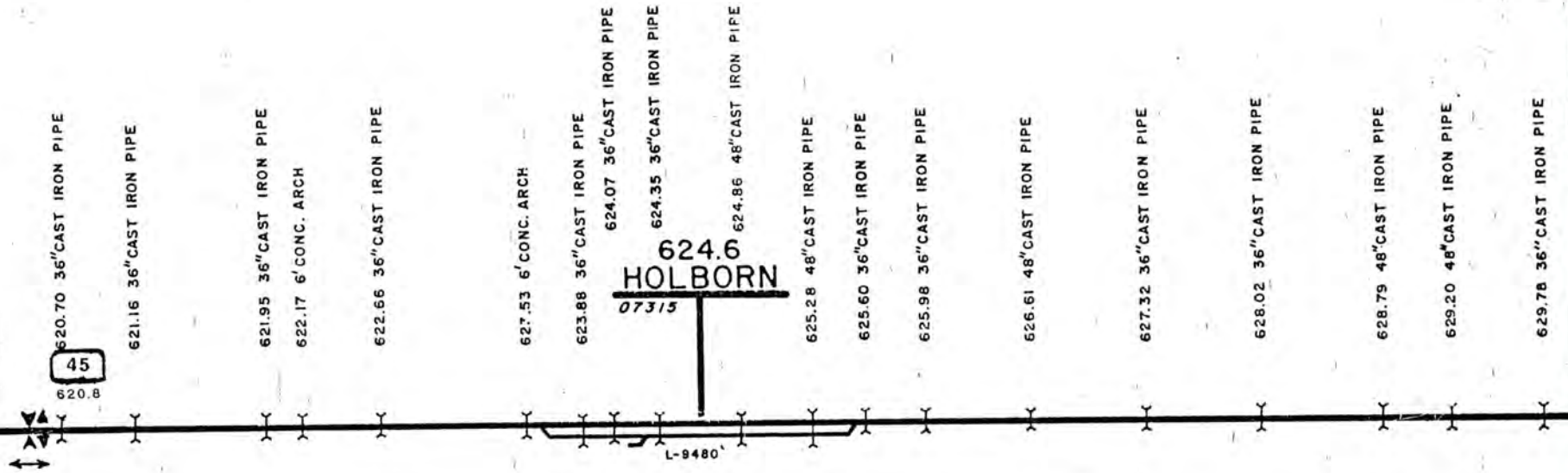


REVISED TO: JAN 1, 1993

0.4 W.

0.4 E.

50

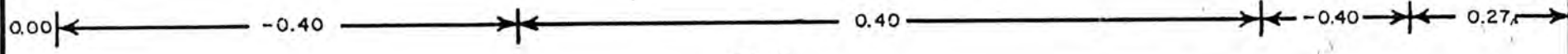
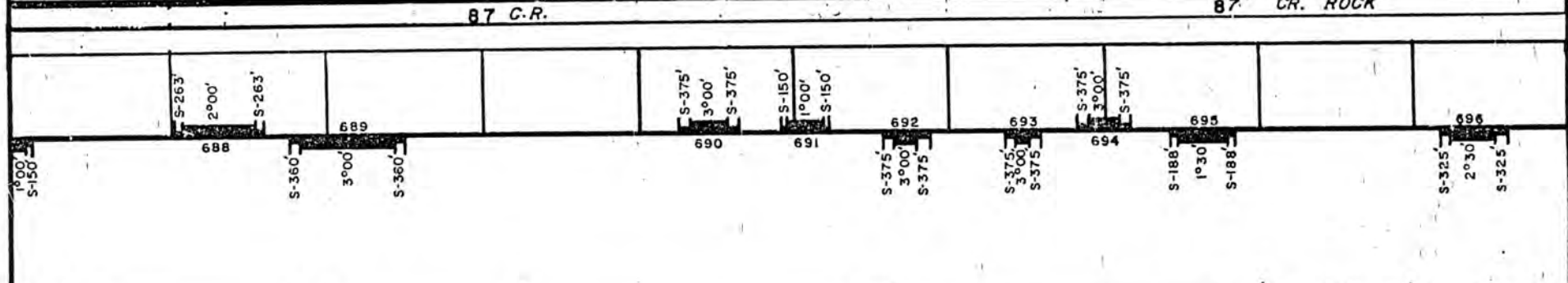
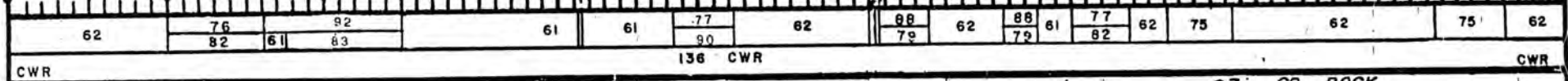


45  
620.8

620

625

630



CTC

A

REVISED TO: JAN 1, 1993

0.4 W

0.4 E

50

60

630.26 48"CAST IRON PIPE  
630.43 36"CAST IRON PIPE

630.89 48"CAST IRON PIPE

631.37 48"CAST IRON PIPE  
631.51 36"CAST IRON PIPE

632.5  
PEQUOP  
07320

632.31 36"CAST IRON PIPE & CONC. PIPE  
632.65 36"CAST IRON PIPE  
632.78 36"CAST IRON PIPE  
632.92 36"CAST IRON PIPE

633.37 48"CAST IRON PIPE  
633.60 48"CAST IRON PIPE

634.08 48"CAST IRON PIPE  
634.32 36"CAST IRON PIPE  
634.42 36"CAST IRON PIPE

634.73 48"CAST IRON PIPE  
635.07 48"CAST IRON PIPE  
635.32 36"CAST IRON PIPE  
635.55 9'R.T.

636.11 48"CAST IRON PIPE

636.64 36"CAST IRON PIPE

637.32 36"CAST IRON PIPE

637.79 48"CAST IRON PIPE  
50  
638.0

638.40 16'R.T.

638.88 36"CAST IRON PIPE  
639.19 36"CAST IRON PIPE

630

635

60  
636.0

640

62	50	51	86	77	58	58	83	72	83	68	86	75	61	58	S.H. 65	58	72
82	77	61	77	74			77			132	78	92			132		
CWR	132				CWR	136				132	CWR			136	CWR	136	CWR

87" CR. ROCK.

S-270'

2'915'

S-270'

S-375'

3'000'

S-375'

S-375'

3'000'

S-375'

S-418'

3'030'

S-418'

S-375'

3'000'

S-375'

S-201'

1'000'

S-201'

S-120'

0'030'

S-120'

0'009'

703 B

-0.40

0.40

-0.22

0.40

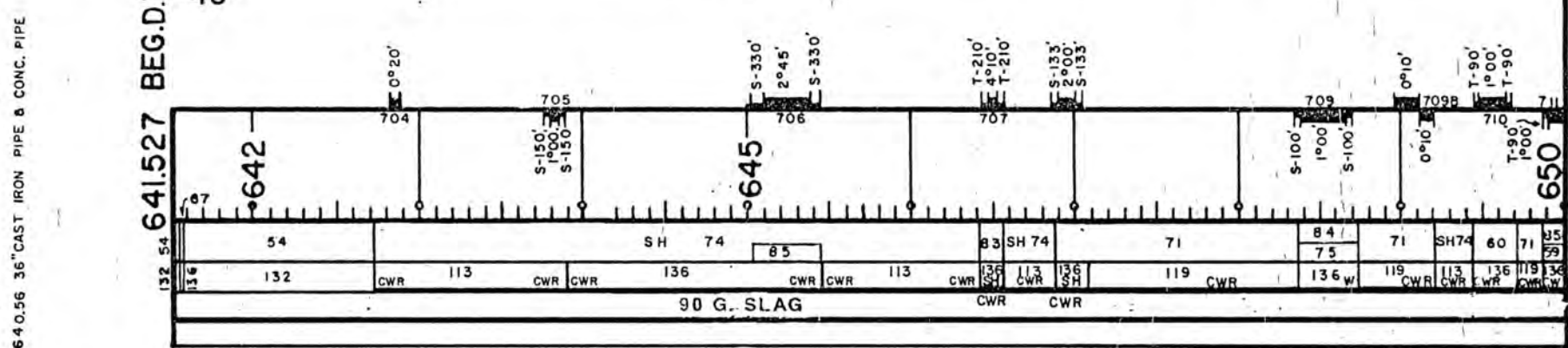
-0.40

CTC

A

0.4 W 0.4 E 1.348 W 0.00 E 81

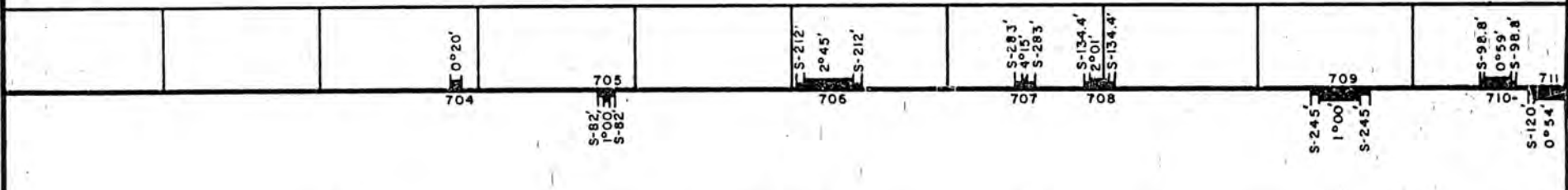
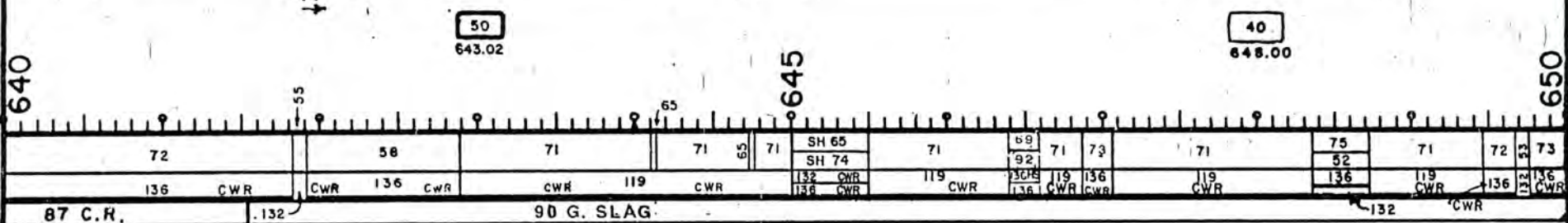
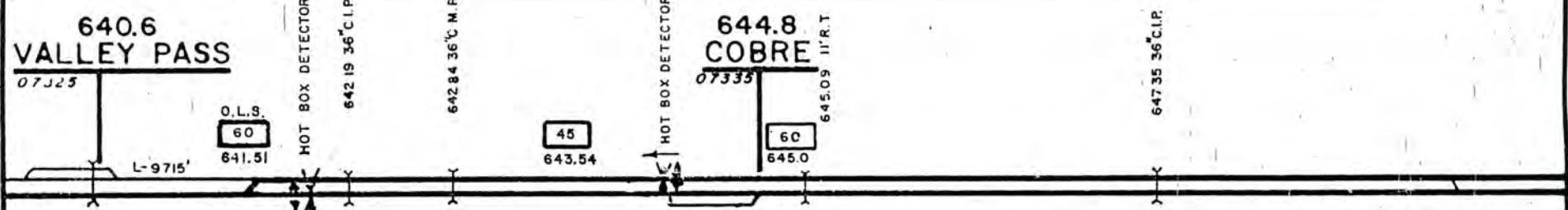
60 60 40



REVISED TO: JAN 1, 1993

640.03 36\"/>

640.56 36\"/>



60 -1.00 0.40 50 -1.50

C.T.C.

A

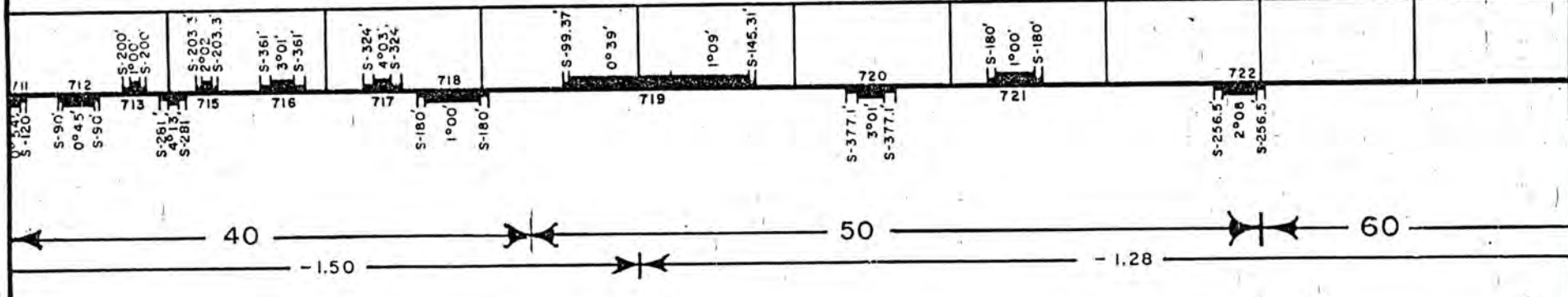
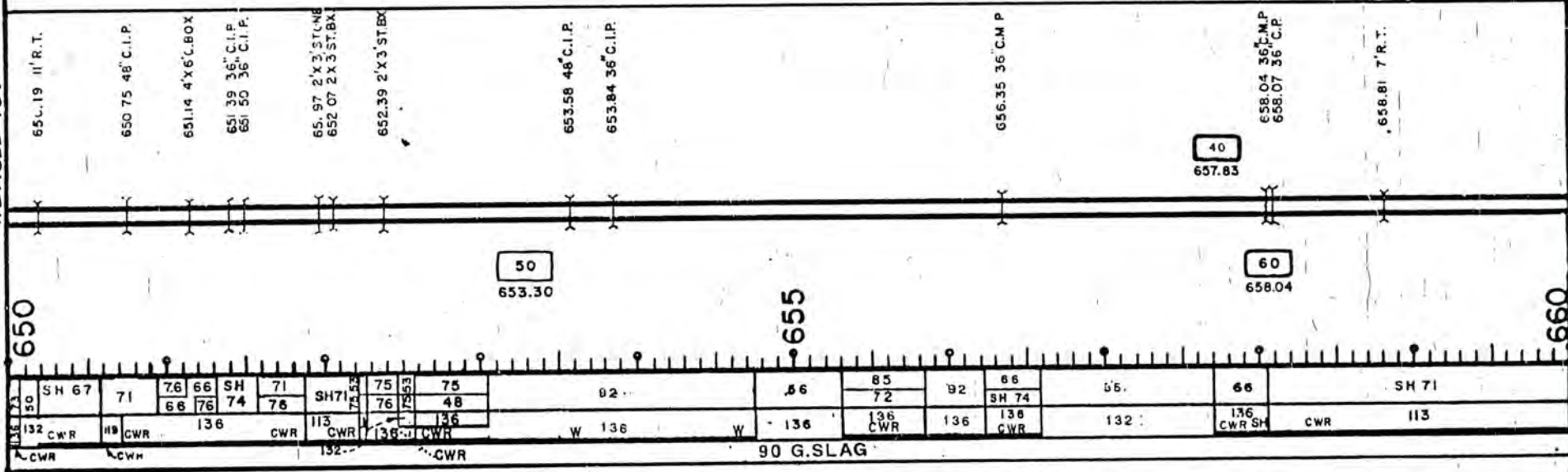
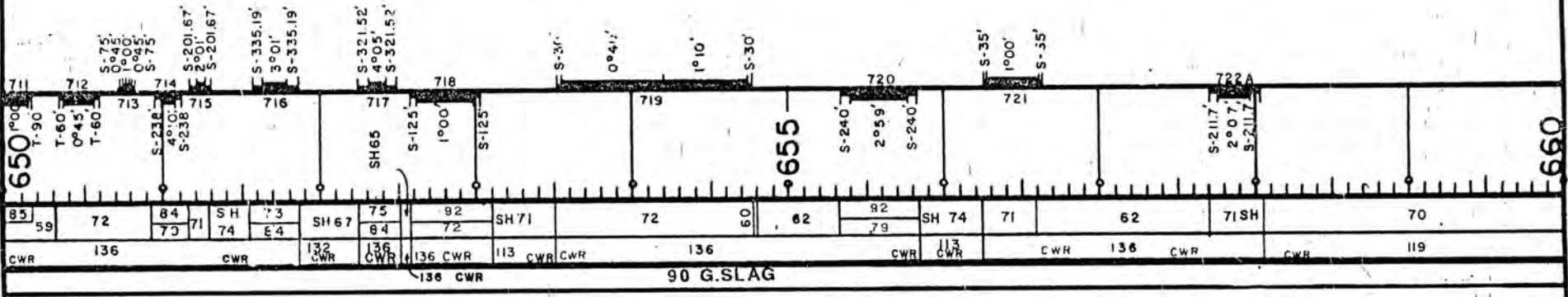


1.348 W. 0.00 E.

40

60

REVISED TO: JAN 1, 1993



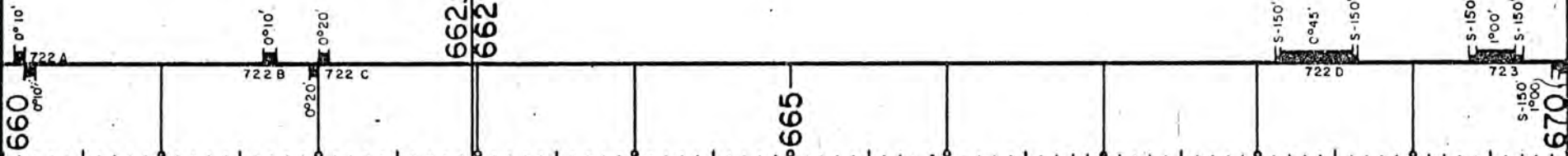
-1.50

-1.28

1348 W. 0.00 E. 0.55 W. 0.197 E.

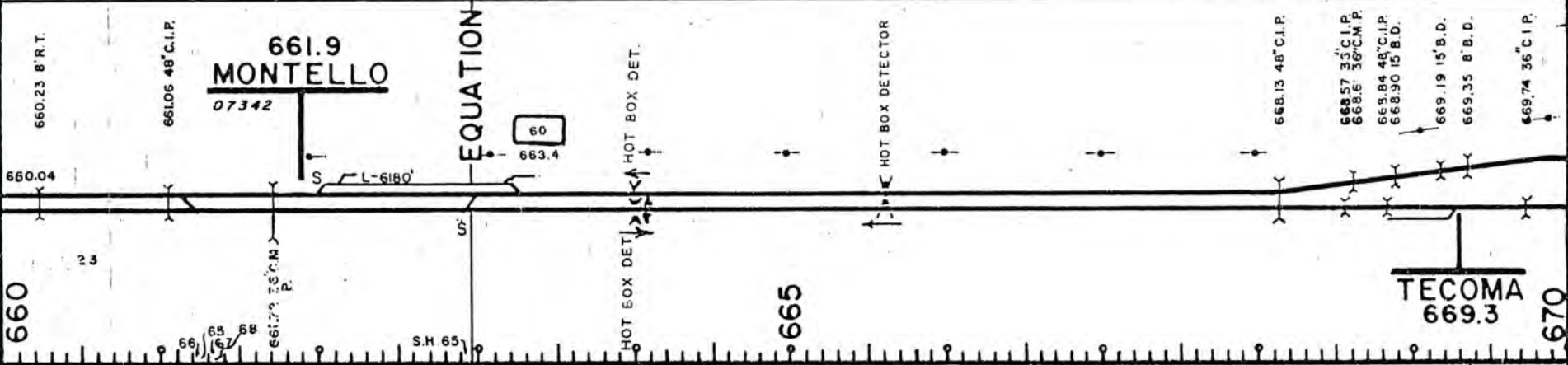
60

40

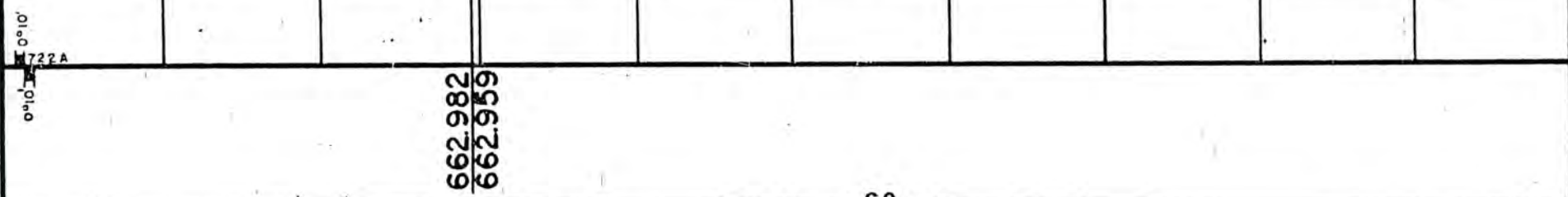


70	70	SH 78	43	40	39	40	70
119 CWR	119 CWR	113 CWR	113 SH	112			119 CWR
91 G. SLAG							

REVISED TO: JAN 1, 1993



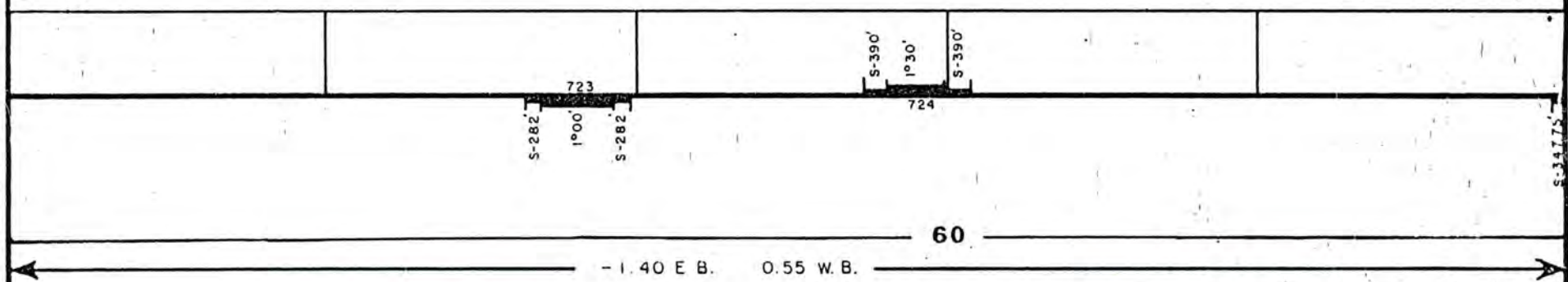
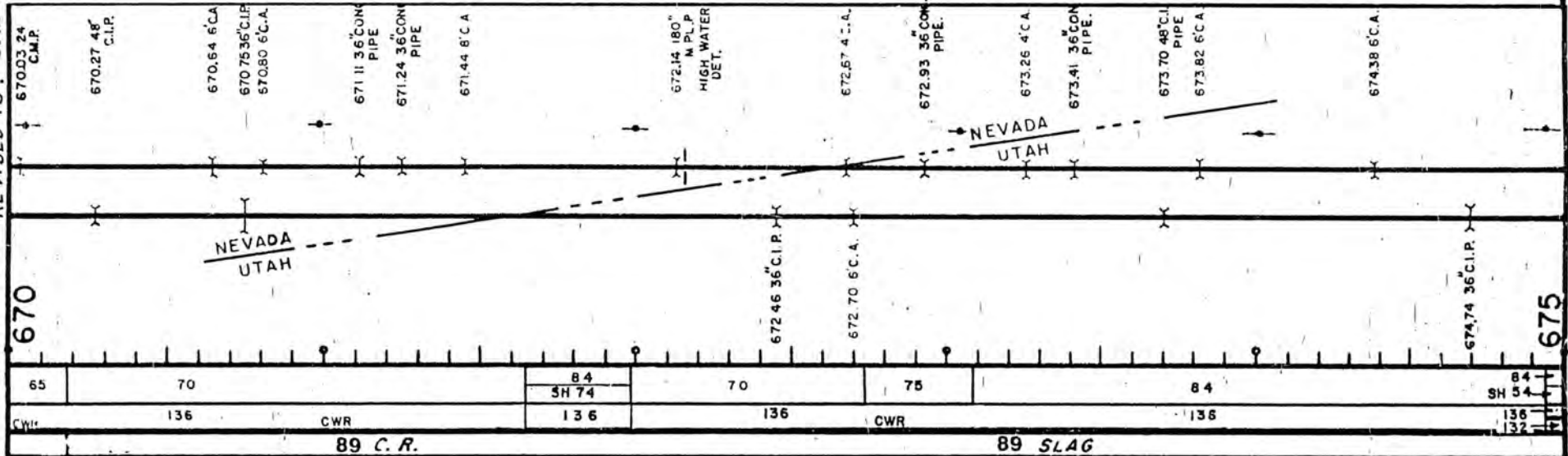
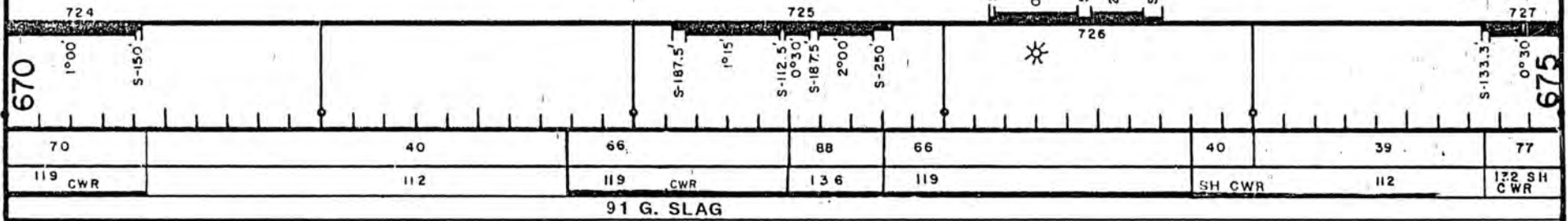
SH 71	SH 71	70	70	84	70	65
113 CWR	113 CWR	136 CWR	136 CWR	136 CWR	136 CWR	136 CWR
90 SLAG		89 C.R.				



-1.28 -0.67 -0.19 0.55 W B. 0.40 -0.70 0.81

0.55 W. 0 197 E.

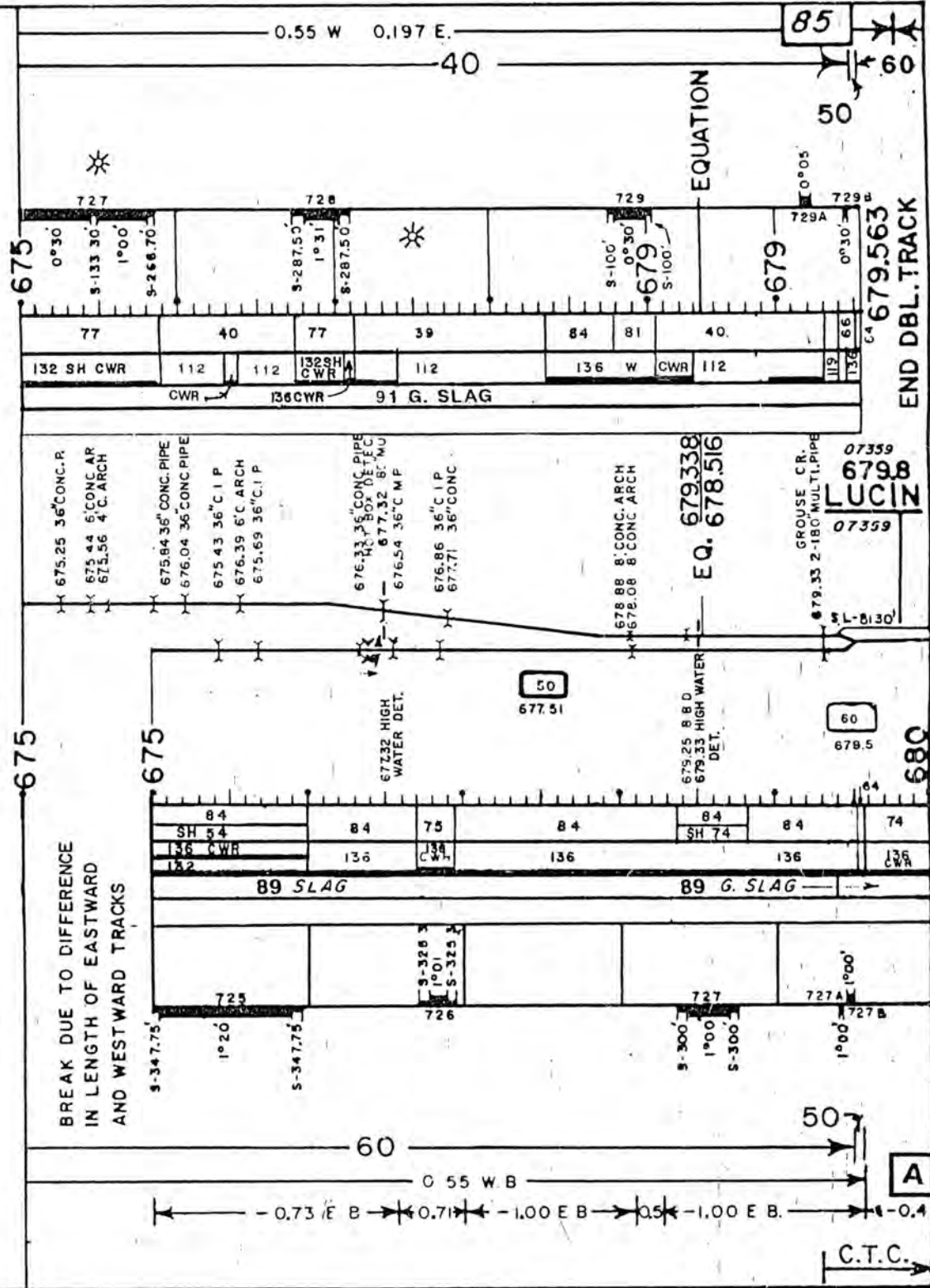
40



- 1.40 E B. 0.55 W. B.

REVISED TO JAN 1, 1993

REVISED TO: JAN 1, 1993.



0.40 W. 0.365 E.

60

REVISED TO JAN 1, 1993

680.71 15' B.D. (CS-39)

681.01 16' B.D. (CS-341)

681.62 15' B.D. (CS-39)

682.14 15' B.D. (CS-39)

682.36 9' R.T.

684.86 22' B.D. (MWD-5384)

685.33 16' B.D.

685.1  
PIGEON  
07365

686.87 15' B.D. (CS-39)

687.30 15' B.D. (CS-39)

688.20 16' B.D. (CS-1605)

688.35 8' B.D. (CS-1605)

688.67 22' B.D. (MWD-5384)

40  
681.5

50  
681.56

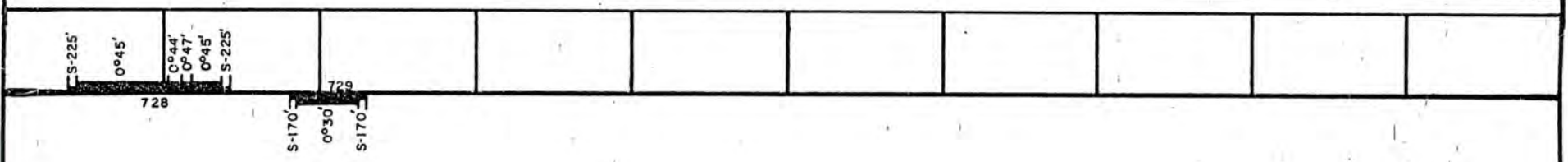
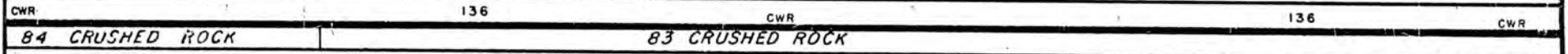
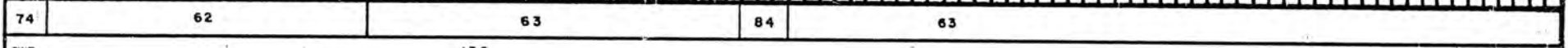


L-9580'

680

685

690



- 0.40

REVISED TO: JAN 1, 1993

0.40 W.

0.365 E.

60

691.17 22' B.D. (MWD-5384)

692.64 15' B.D. (CS-39)

693.7 JACKSON

07372

L-9630'

696.77 3-36" CONC PIPE

698.79 36" CONC PIPE

699.78 2-36" CONC PIPE

690

695

700

03

63

CWR

136

CWR

136

CWR

92 G. SLAG

NO CURVES

-0.40

LEVEL

-0.03

P. GONZALEZ  
ELKO DIST

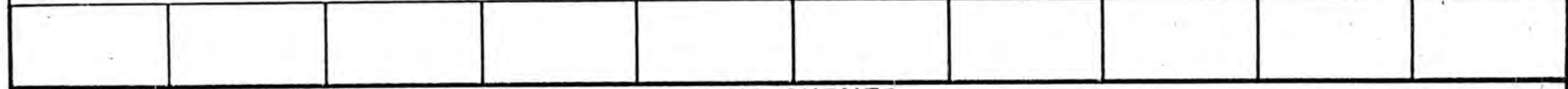
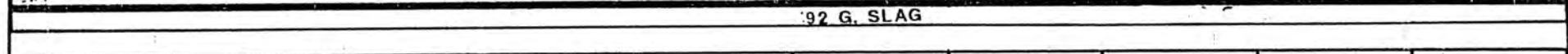
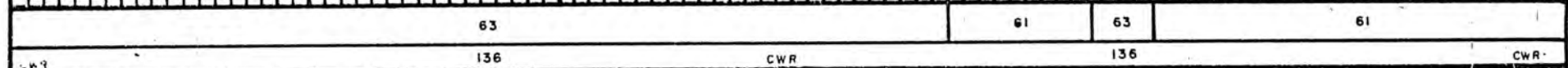
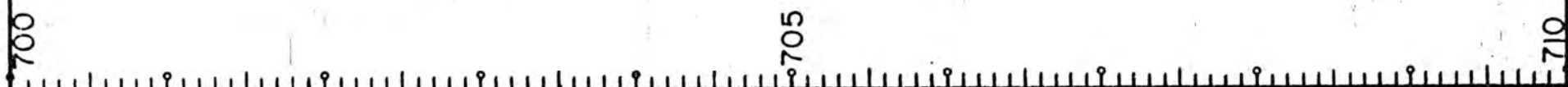
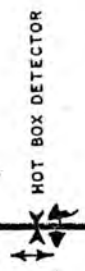
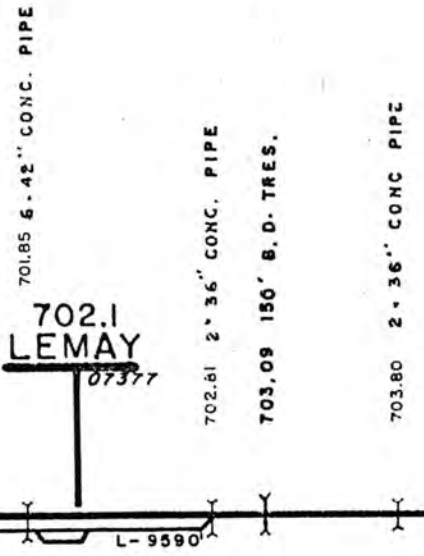
CTC

G.R. MONTOYA  
OGDEN DIST

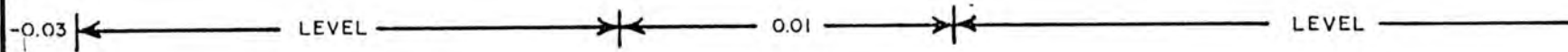
0.40 W. 0.365 E.

60

REVISED TO: JAN 1, 1993



NO CURVES



CTC

0.40 W. 0.365 E.

60

REVISED TO: JAN 1, 1993

711.1  
GROOME

07383

L-450'

L-9650'

719.08 150' B.O. TRES.

719.67 30' B.O. (CS-39)

49  
719.4

710

715

720

61

63

69

63

63

61

CWR

CWR

136

CWR

136

CWR

92 G. SLAG

730  
S-120'  
C° 30'  
S-120'

LEVEL

-0.01

LEVEL

0.40

-0.40

LEVEL

0.40

CTC

A



0.40 W.

0.365 E.

60

49

720.43 36" CAST IRON PIPE

720.7 HOGUP

07389

60

721.4

STATE OF UTAH PUMP STATION

723.41 180' B. D. TRES.

729.5 STRONGKNOB

07395

REVISED TO: JAN 1, 1993

-9670'

STATE ACCESS ROAD

720

725

730

61	58	89	61	89	61	89	61	58
CWR	136	CWR	136	SH 132	136	SH 132	136	CWR
92 G. SLAG				90 C.R.				

NO CURVES

0.40

-0.40

LEVEL

← CTC →

DCT

0 4 W 0 365 E

49

REVISED TO: JAN 1, 1993

733.75 150' B.D. TRES.  
734.0 HOT BOX & DETECTOR

734.6  
LAKE SIDE

07403

735.46 300' B.D. TRES.

739.7  
TRES END

07409

STATE ACCESS ROAD

PS 737.3

PS 739.70  
0.41 3'

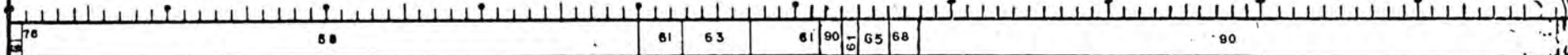
L=10,560

RAMBO FILL

730

735

740



136 CWR

90 CRUSHED ROCK

136 CWR

S-120  
0°30'  
S-120  
731

LEVEL

±0.20

LEVEL

0.4

LEVEL

-0.20

LEVEL

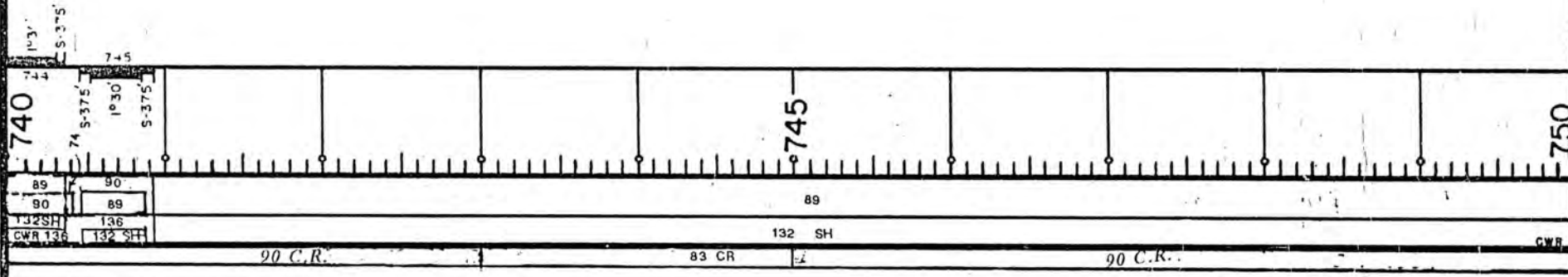
DTC

A

0.40 W. 0.365 E.

49

REVISED TO: JAN 1, 1993



745.2  
MIDLAKE  
07415

Settlement Area  
747.7

GREAT SALT LAKE FILL

74494 16'x22'6" CONC. BOX

GREAT SALT LAKE FILL

LEVEL → ← Q20 → ←

LEVEL  
DTC

0.40 W. 0.365 E.

49

60

750

760

89

92

77

77

71

77

71

77

132 SH

136 CWR

136 CWR

136 CWR

136 CWR

136 CWR

136 CWR

90 C.R.

89 CR. ROCK

92 ROCK

REVISED TO JAN 1, 1993

750.53 16x26 CONC BOX

GREAT SALT LAKE FILL

752.9 BRIDGE  
EQ. 07420

755.2 SALINE  
07423

758.5 PROMONTORY PT.  
S DRAG. 07435

49  
758.8

759.77  
50' DBL. TK. P.S.C. BRIDGE UP

752.600  
752.486

753.70 (2) 30" OH PIPES

754.1 HOT BOX & DRAGER

755.10 DRAGGING DET.

756.85 DRAGGING DET.

SALINE FILL

GSL FILL

60  
754.9

L-21,193

BAGLEY-FILL

MP 759.0

LEVEL

LEVEL

C.T.C.

DTC

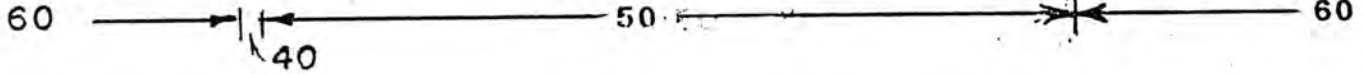
-0.20

0.30

-0.33

A

0.40 W. 0.365 E. CTC DTC



40

760

765

770

736

738

S-100' 0°21'  
0°40'  
0°76'  
S-100'

S-120' 0°30'  
0°22'  
S-141.68' 0°47'  
S-266.32'

737

S-101' 0°30'  
S-101'

52 67

52

771

77

77

77

77

136 CWR

136 CWR

132 SH CWR

136 CWR

132 SH CWR

136 CWR

92 G. SLAG

89 GENEVA SLAG

132 SH CWR

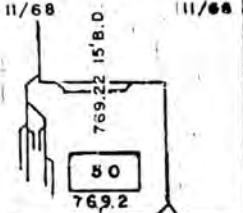
136 CWR

REVISED TO: JAN 1, 1993

762.71 598 B.D.  
BEAR. RIV.

767.2  
LITTLE MOUNTAIN  
07445

768.39 36" C.I.P.



60  
762.9

40  
764.9

7672

L-6240'

BAGLEY FILL

40  
780.8

50  
762.9

MP 766.82

60  
767.2

770



50

67

67

68

68

70

70

82

39

132

136

136

113

136

112 CWR

112

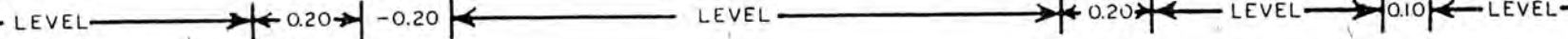
92 G. SLAG

S-100' 0°30'  
0°40'  
S-100'

737

738

0°30'



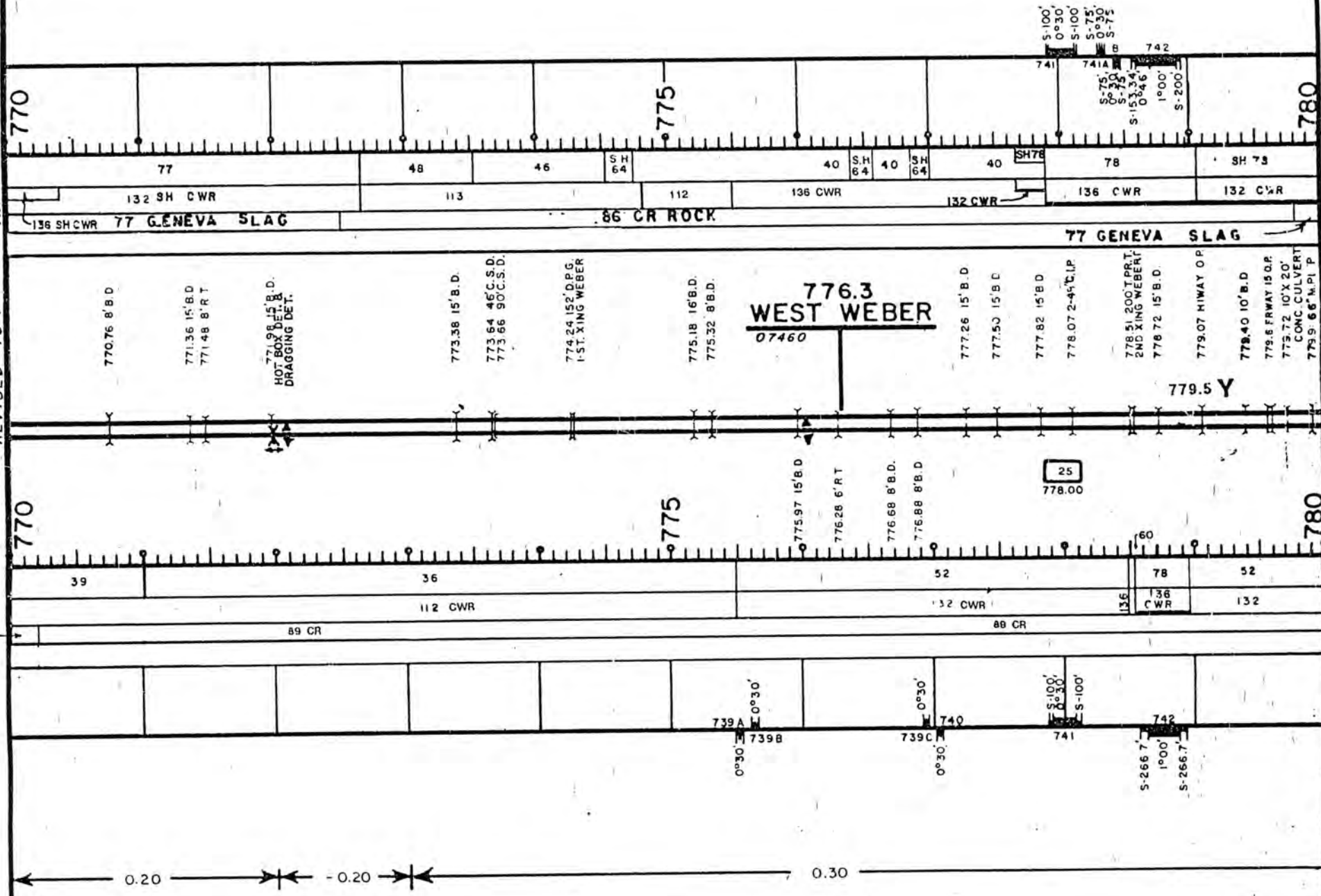
CTC

DTC

0.40 W DTC 0.365 E

60

REVISED TO : JAN 1, 1993

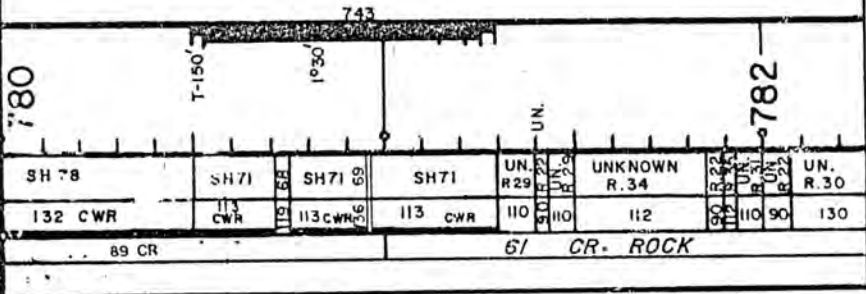


92 G.S.

DTC

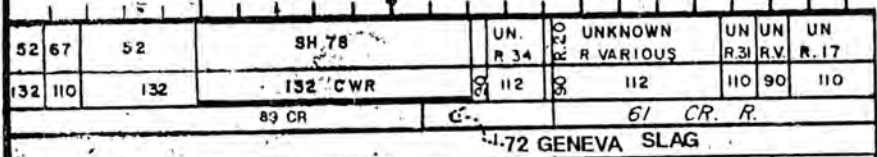
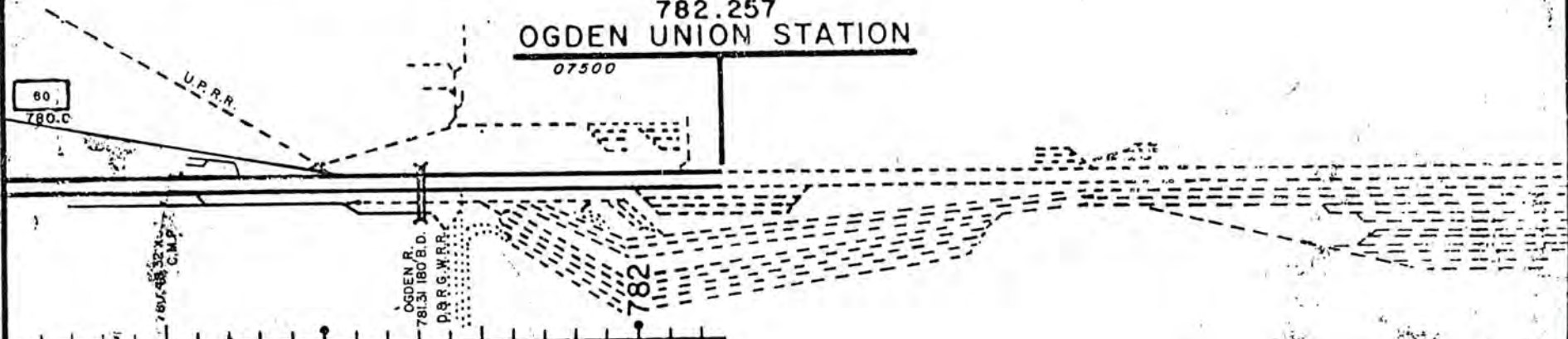
0.40 W. 0.365 E. -  
25

781.139 END OF S.P.T.CO  
EASTWARD & WESTWARD  
MAINTENANCE & OWNERSHIP



782.257  
OGDEN UNION STATION  
07500

REVISED TO - JAN 1, 1993



781.139 BEGIN OF O.U.R. & D. CO. MAINTENANCE

0.30  
SALT LAKE DIVISION  
G.R. MONTOYA