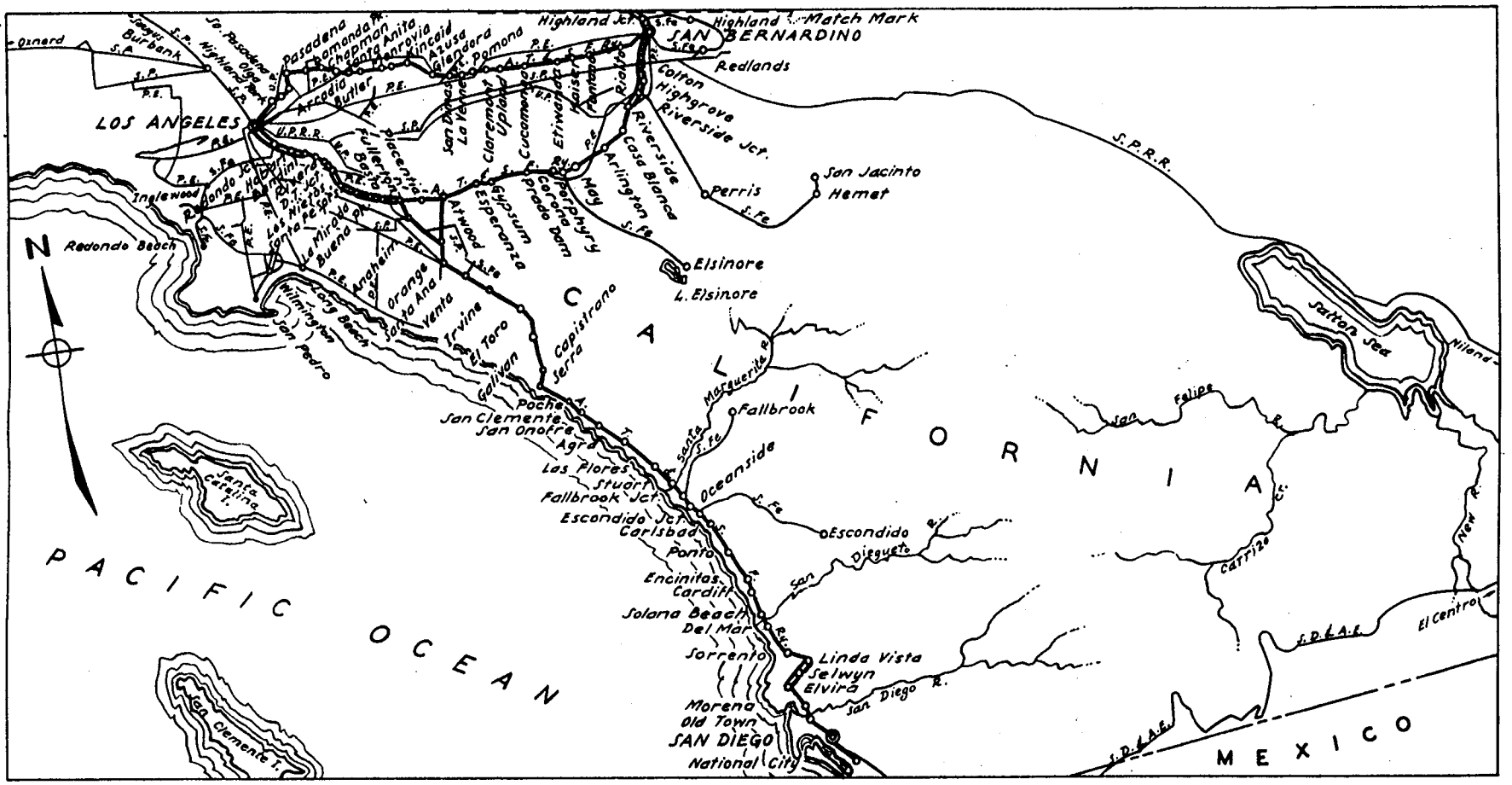
THE A. T. & S. F. RY. SYSTEM

TRACK CHART

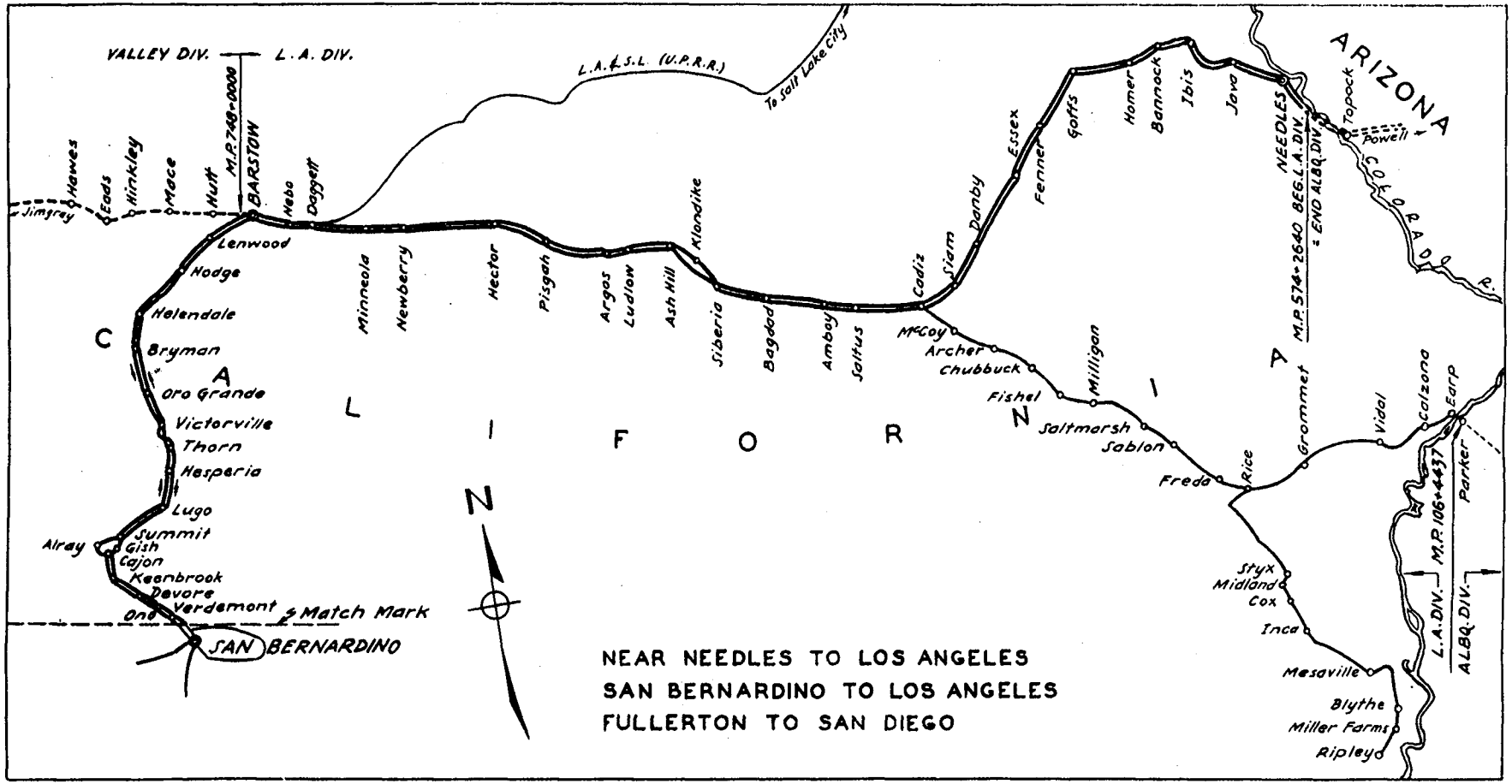
EAST OF NEEDLES TO LOS ANGELES
SAN BERNARDINO TO LOS ANGELES
FULLERTON TO SAN DIEGO

CORRECTED TO FEB. 1951

C.E.C.L. 442-25455



Oxnard
Burbank
Highland Jct.
Highland
Match Mark
SAN BERNARDINO
Redlands
Colton
Highgrove
Riverside Jct.
Riverside
Casa Blanca
Arlington
Perris
San Jacinto
Hemet
Elsinore
L. Elsinore
LOS ANGELES
Pasadena
Chapman
Santa Anita
Monrovia
Kincaid
Azusa
Glendora
Pomona
Arcadia
Butler
Placentia
Fullerton
Basta
Atwood
Esperanza
Gypsum
Prado Dam
Corona
Porphyry
May
Etiwanda
Cucamonga
Upland
Claremont
La Verne
San Dimas
Redondo Beach
Inglewood
Long Beach
Wilmington
San Pedro
Anaheim
Orange
Santa Ana
Venta
Irvine
El Toro
Galivan
Capistrano
Serra
Poche
San Clemente
San Onofre
Agra
Las Flores
Stuart
Fallbrook Jct.
Escondido Jct.
Carlsbad
Ponto
Encinitas
Cardiff
Solana Beach
Del Mar
Sorrento
Morena
Old Town
SAN DIEGO
National City
Linda Vista
Selwyn
Elvira
Escondido
Oceanside
Fallbrook
Santa Marguerita R.
San Dieguito R.
San Diego R.
San Felipe R.
Carrizo Cr.
New R.
El Centro
Salton Sea
Niland
S.P.R.R.
S.D.&A.E.
CALIFORNIA
PACIFIC OCEAN
MEXICO
Santa Catalina I.
San Clemente I.
N


VALLEY DIV.
L. A. DIV.
M.P. 748+0000
BARSTOW
L.A.&S.L. (U.P.R.R.)
To Salt Lake City
Jimgray
Hawes
Eads
Hinkley
Mace
Hulett
Nebo
Daggett
Lenwood
Hodge
Helendale
Bryman
Oro Grande
Victorville
Thorn
Hesperia
Lugo
Summit
Gish
Cajon
Keenbrook
Devore
Verdemont
Alray
Ono
Match Mark
SAN BERNARDINO
Minneola
Newberry
Hector
Pisgah
Argos
Ludlow
Ash Hill
Klondike
Siberia
Bagdad
Amboy
Saltus
Cadiz
Siam
Danby
Essex
Fenner
Goffs
Homer
Bannock
Ibis
Java
NEEDLES
M.P. 574+2640 BEG. L.A. DIV.
END ALBQ. DIV.
Topock
Powell
ARIZONA
COLORADO R.
McCoy
Archer
Chubbuck
Fishel
Milligan
Saltmarsh
Sablon
Freda
Rice
Grommet
Vidal
Calzona
Earp
Parker
Styx
Midland
Cox
Inca
Mesaville
Blythe
Miller Farms
Ripley
M.P. 106+4437
L.A. DIV.
ALBQ. DIV.
C A L I F O R N I A
N
NEAR NEEDLES TO LOS ANGELES
SAN BERNARDINO TO LOS ANGELES
FULLERTON TO SAN DIEGO

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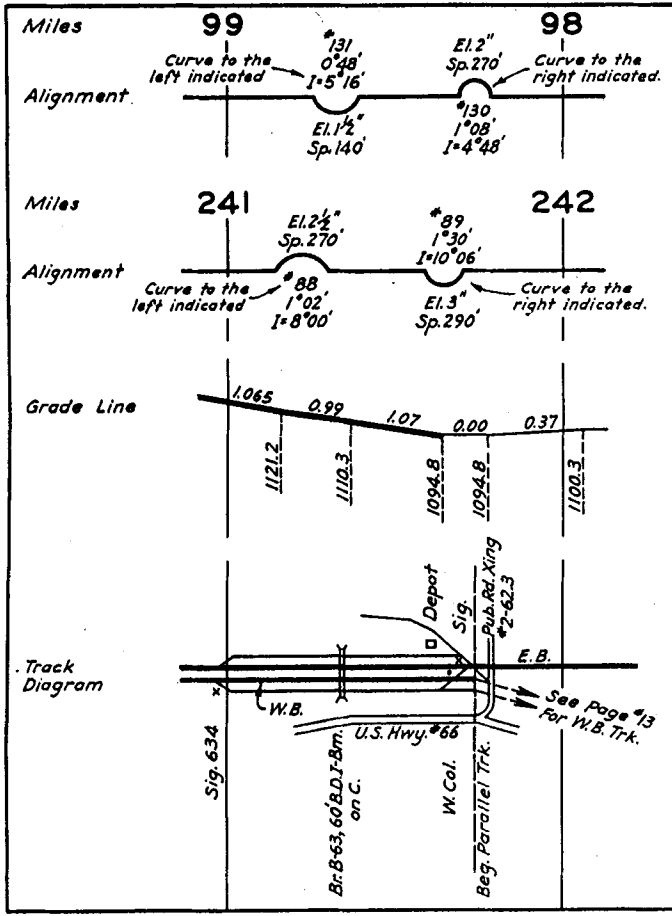
EXPLANATIONS



Barstow to Los Angeles, 1ST, 2ND, 3RD and Olive Districts.

— N O T E —
Fullerton to National City. (4TH Dist. only) Reversal of curve direction necessary to conform to existing maps and records.

Scales — 1" = 3000' { Horizontal scale for profile, alignment and tracks. (Exceptions noted.)
1" = 200' Vertical scale for profile.

Ascending ruling grades for Districts.

Figures on grade lines are % gradients.
Figures below grade lines are profile subgrade elevations in feet.

× = All types of Signals except Bridge Signals.
• = Columns (Water and Oil)

75 55 Permanent slow speed sign with appropriate speeds shown.

R.S. Resume speed sign.

Car capacity — Based on 50 ft. overall allowance per car.

ABBREVIATIONS

BRIDGES

Ab. ____ Abutment
Ap. ____ Approach
Ar. ____ Arch
B.D. ____ Ballast Deck
Brk. ____ Brick
Br. ____ Bridge
Bx. ____ Box
C. ____ Concrete
C.I.P. ___ Cast Iron Pipe
C.P. ____ Concrete Pipe
Cor. P. ___ Corrugated Pipe
D.G. ____ Deck Girder
D.T. ____ Deck Truss
Dbl. ____ Double
Dr. Sp. ___ Draw Span
Ext. ____ Extension
Ftgs. ___ Footings
F.T. ____ Frame Trestle
I-Bm. ___ I-Beam
Lg. ____ Long
Msy. ___ Masonry
O.D. ____ Open Deck
Peds. ___ Pedestals
P.T. ____ Pile Trestle
R.C. ____ Reinforced Concrete
S.S.C. ___ Steel Stringers & Caps
Sto. ____ Stone
T.R. ____ T.-Rail
Th. G. ___ Thru Girder
Th. T. ___ Thru Truss
T. Bx. ___ Timber Box
Tr. ____ Treated
Trip. ___ Triple
Vit. P. ___ Vitrified Pipe
Wr. I. P. ___ Wrot Iron Pipe

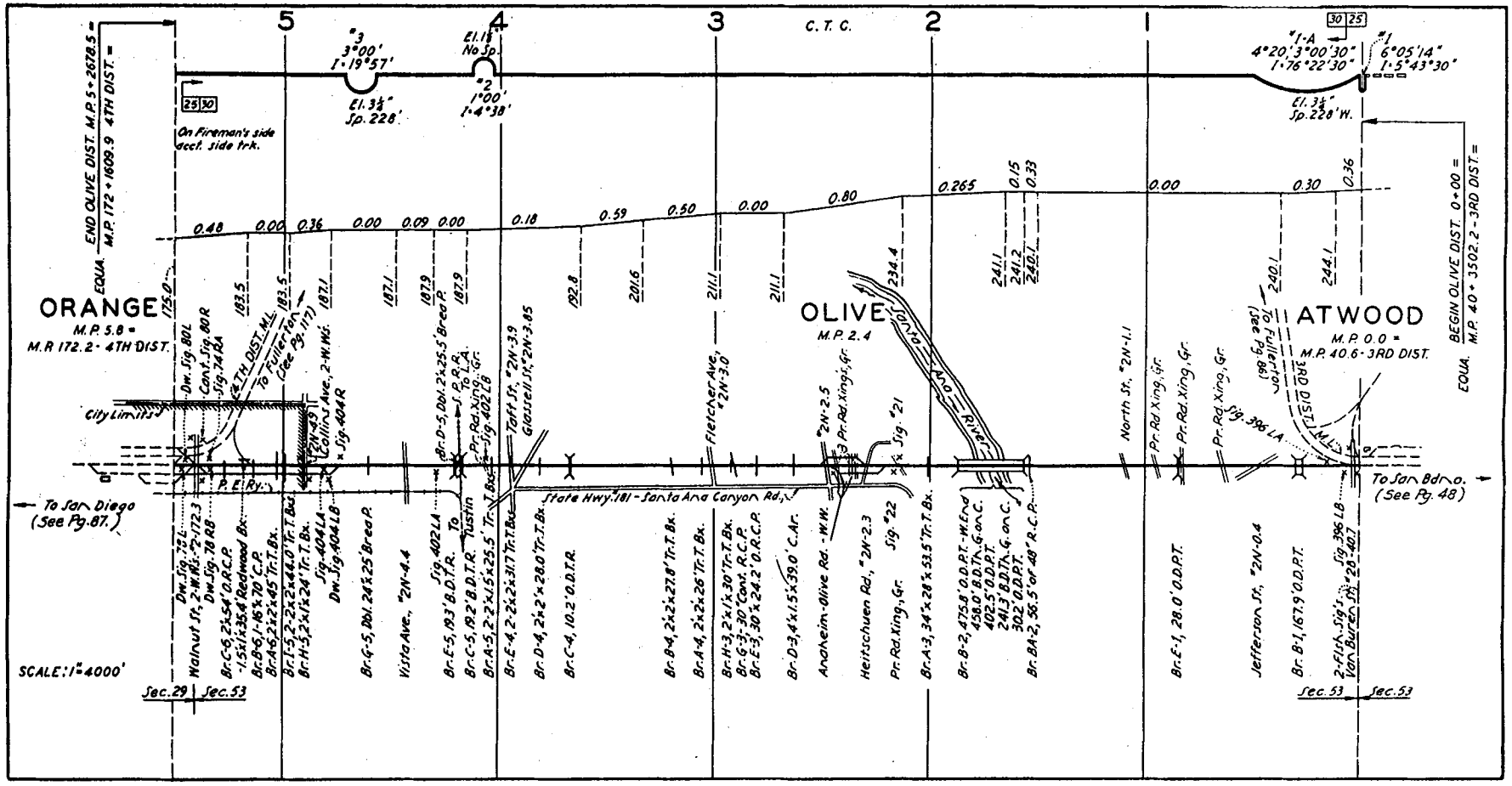
FACILITIES

Cdr. Cv. __ Cinder Conveyor
Coa. Ch. __ Coal Chute
F. ____ Fuel
O. Col. __ Oil Column
O.T. ___ Oil Tank
Stk. Yd. __ Stock Yard
T.T. ____ Treating Tank
T. _____ Turntable
W. _____ Water
W. Col. ___ Water Column
W.T. ____ Water Tank
Y. ____ Wye

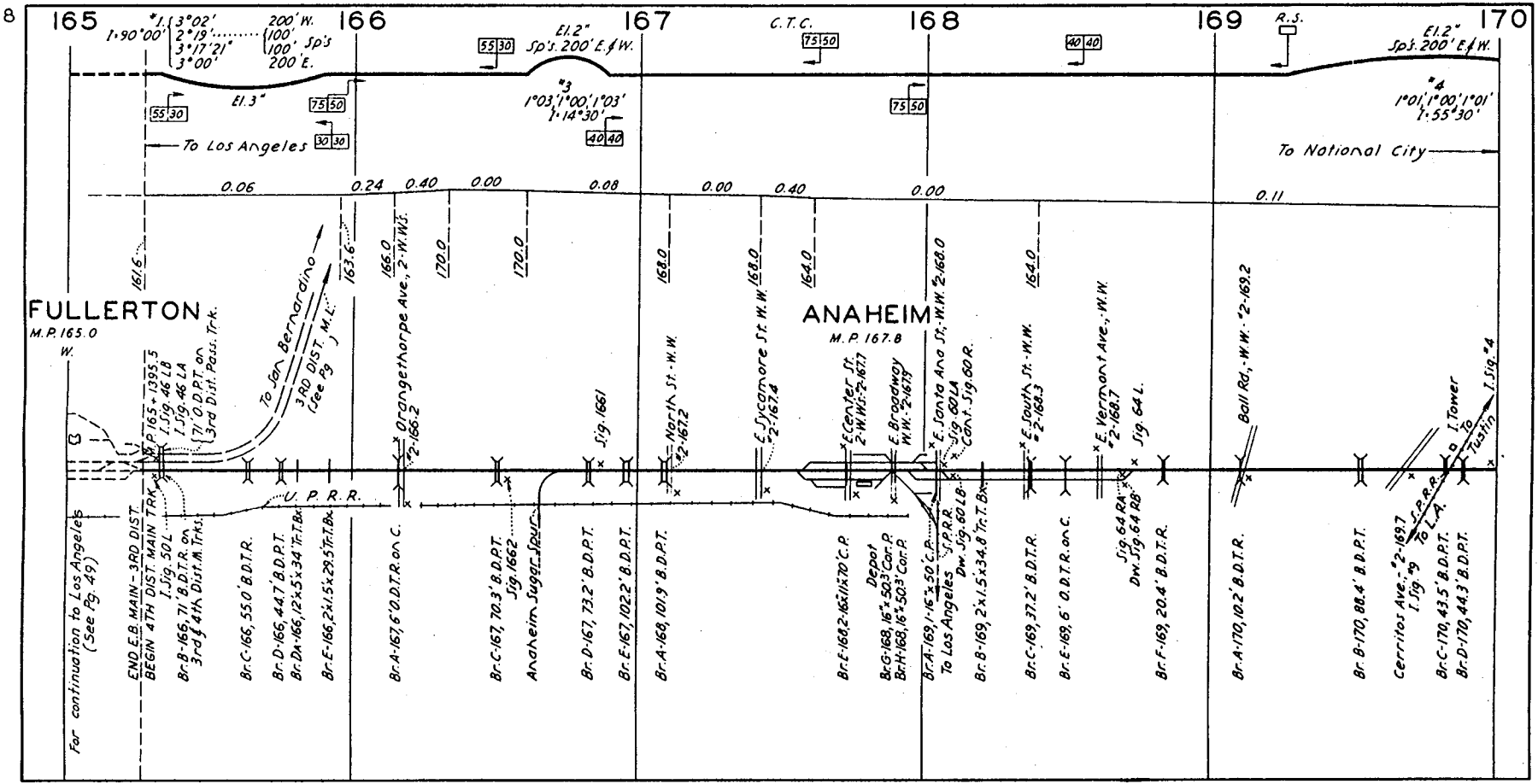
MISCELLANEOUS

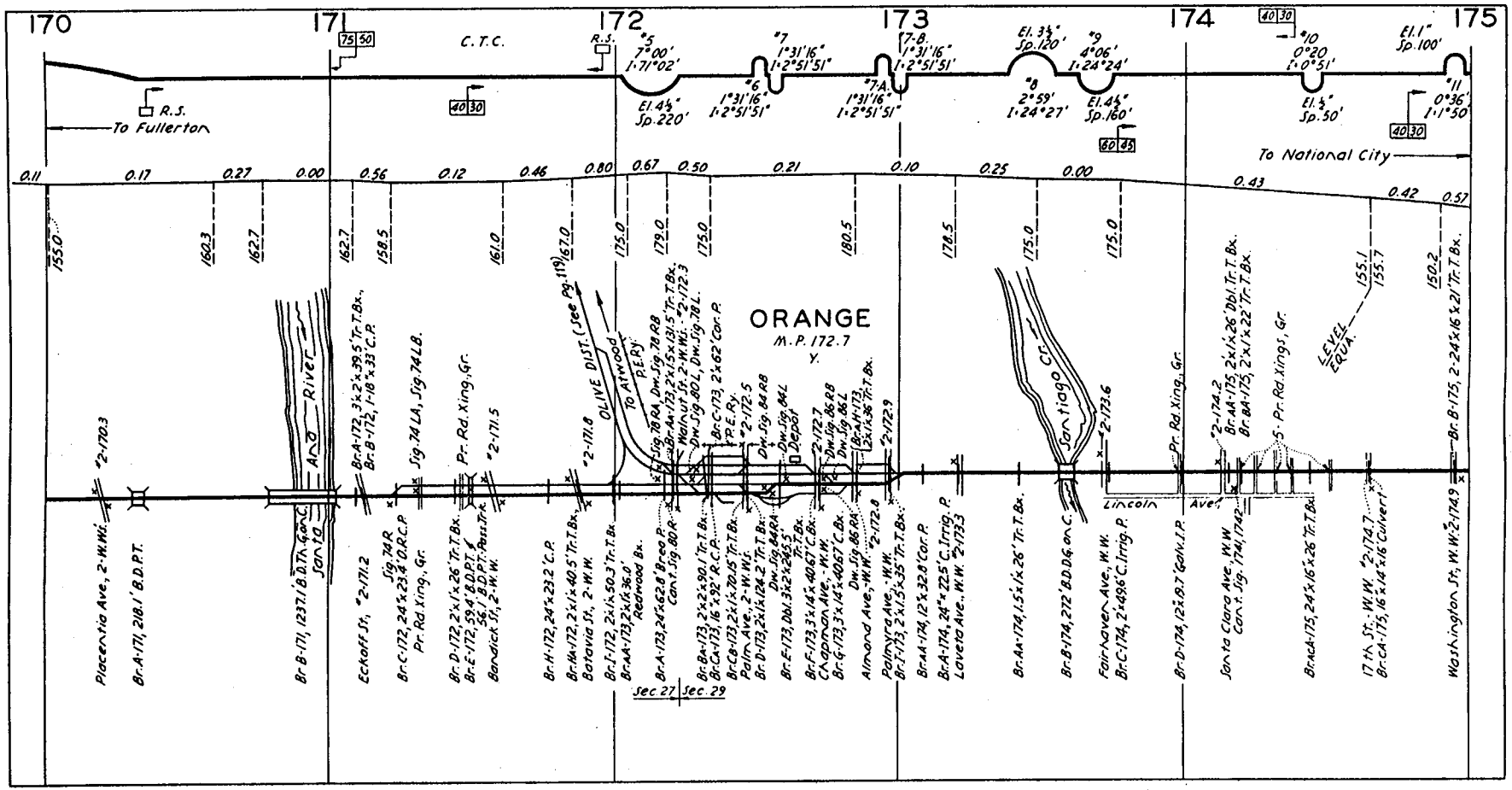
Auto. Gates. Automatic Gates
Ave. ____ Avenue
Bch. ____ Branch
Blk. ____ Block
Br. Sig. ___ Bridge Signal
B.P. ____ Bumping Post
Cant. Sig. _ Cantilever Signal
Cr. ____ Creek
Co. ____ County
Div. ____ Division
E.B. ____ East Bound
El. ____ Elevation
Exp. Bldg. _ Express Building
Flsh. Sig. _ Flashing Signal
F. Lt. P. ___ Flood Light Pole
F. Lt. T. ___ Flood Light Tower
Frt. ____ Freight
Gr. ____ At Grade
Ho. ____ House
Hwy. ___ Highway
I. ____ Total Curve Angle
I. Sig. ___ Interlocking Signal
I. Sw. ___ Interlocking Switch
I. Tow. __ Interlocking Tower
Jct. ____ Junction
Lav. ____ Lavatory
Lt. ____ Left
N.B. ____ North Bound
O.P. ____ Overpass
Psgr. ___ Passenger
Pass. ___ Passing
Po. ____ Power
Pr. ____ Private
Pub. ___ Public
R.R. ___ Railroad
Ry. ____ Railway
Reserv. __ Reservoir
R.S. ____ Resume Speed
Rt. ____ Right
R.W. ____ Right of Way
Riv. ____ River
Rd. Xing __ Road Crossing
Sec. ____ Section
Sig. ____ Signal
S.B. ____ South Bound
Sp. ____ Spiral
S.Sw. ___ Spring Switch
St. ____ State, also Street
Sta. ____ Station
Trk. ____ Track
U.P. ____ Underpass
W.B. ____ West Bound
W.W. ____ Wig Wag Signal
Yd. ____ Yard

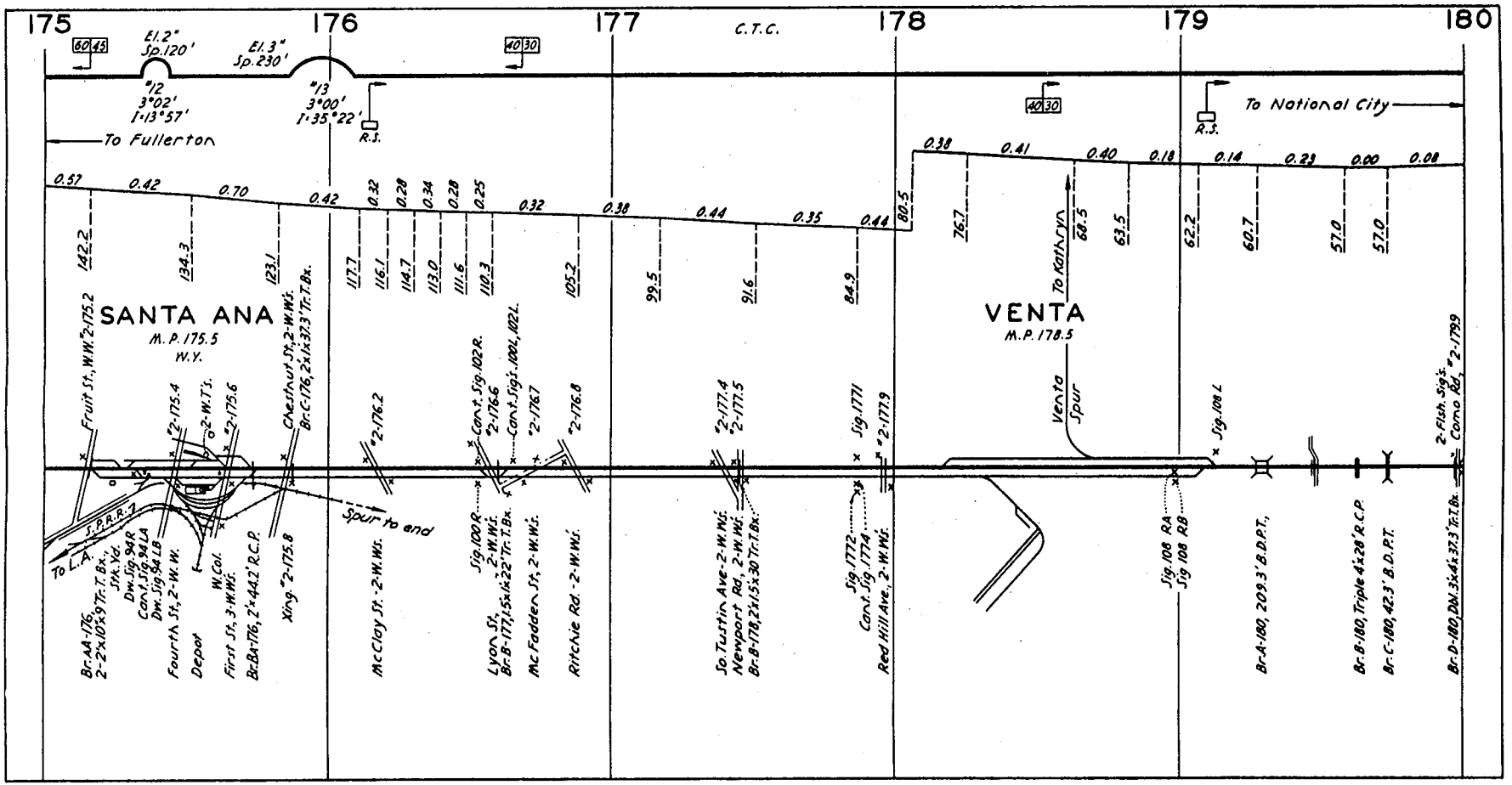
Add "s" to the above abbreviations when plural form required.

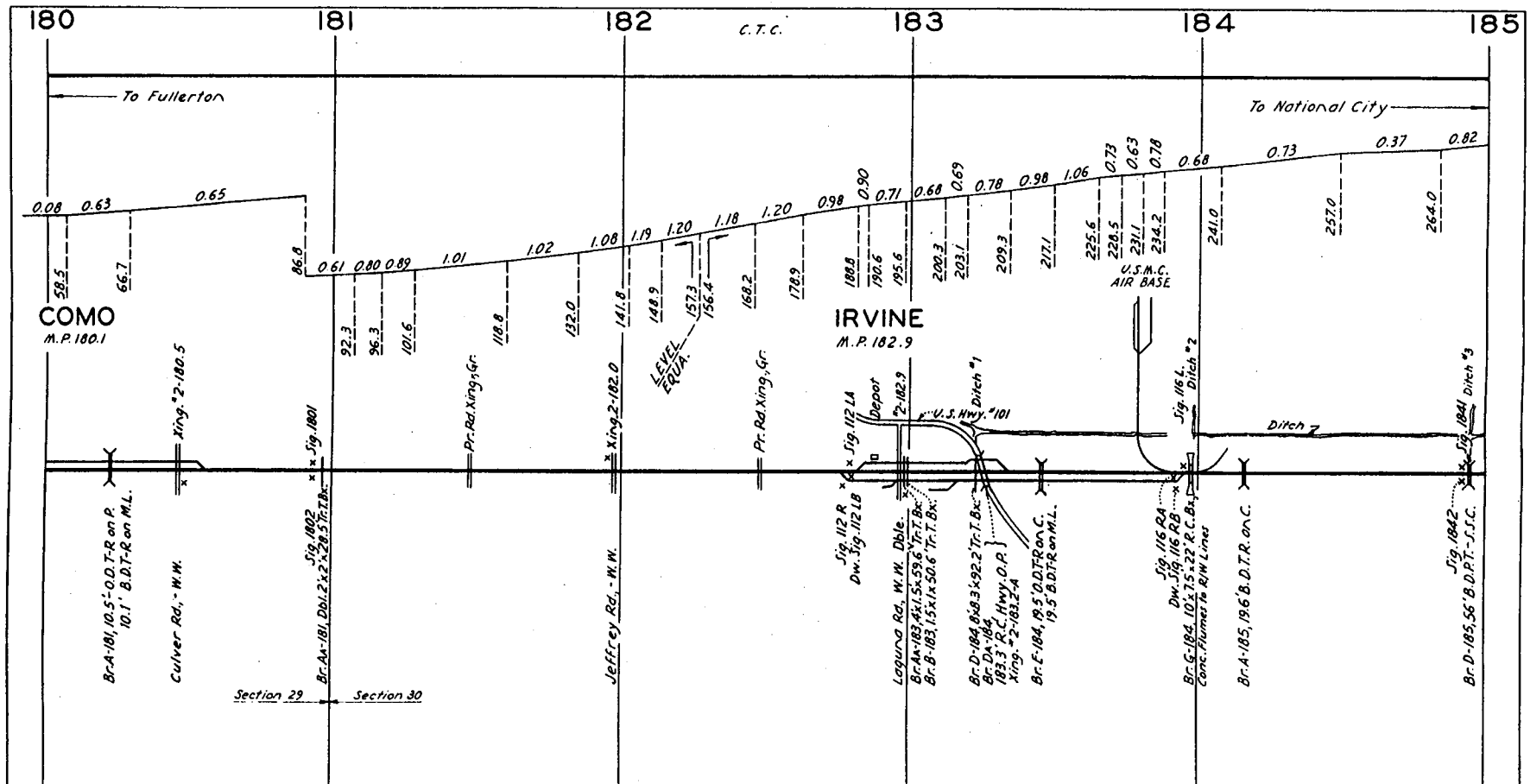


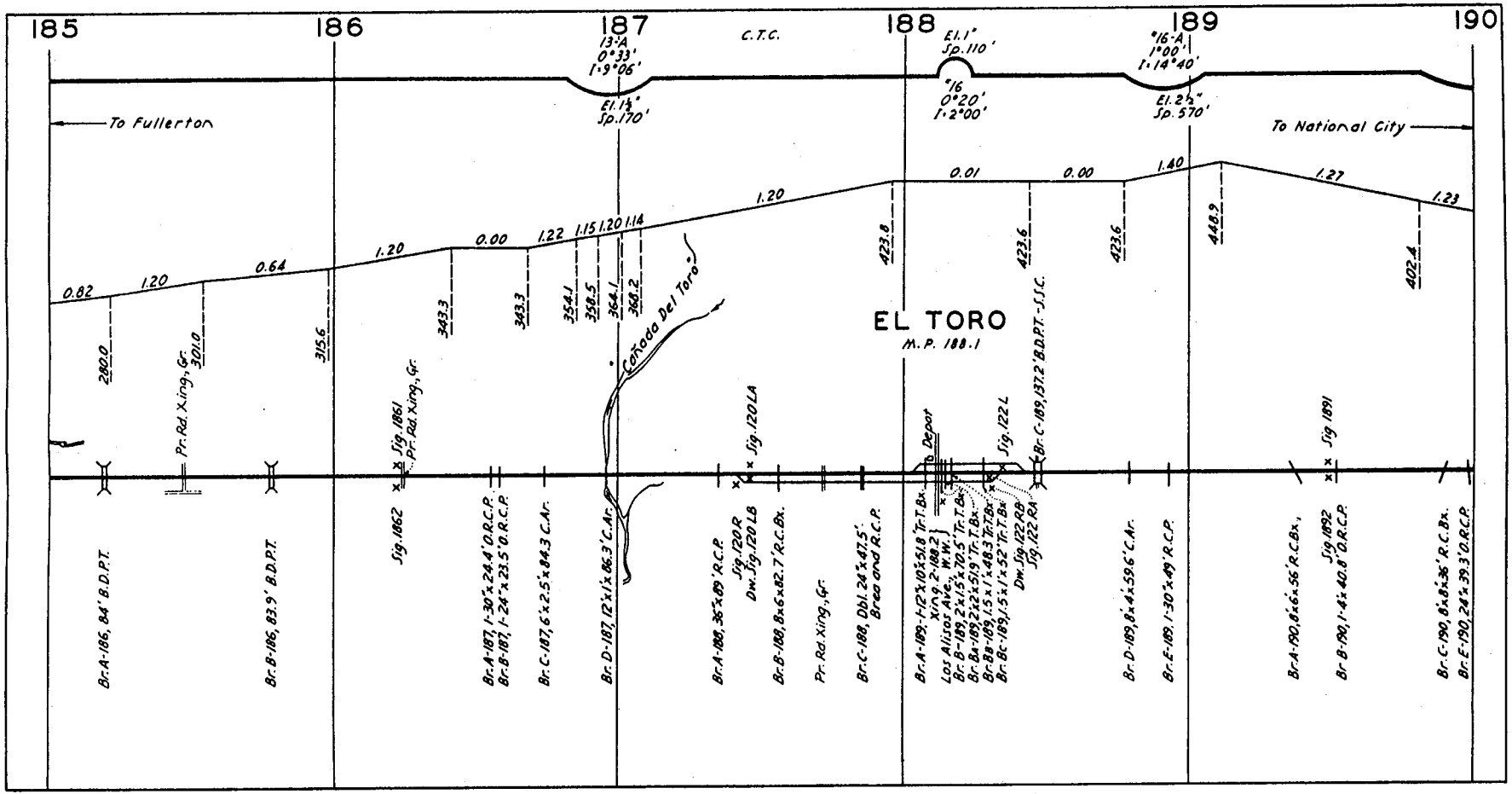
ORANGE
M.P. 5.8 =
M.R 172.2 - 4TH DIST.
OLIVE
M.P. 2.4
ATWOOD
M.P. 0.0 =
M.P. 40.6 - 3RD DIST.
C.T.C.
5
4
3
2
1
"3 3°00' I=19°57'
El. 3½" Sp. 228'
El. 1½ No Sp.
"2 1°00' I=4°38'
"1-A 4°20', 3°00'30" I=76°22'30"
"1 6°05'14" I=5°43'30"
El. 3½" Sp. 228' W.
On Fireman's side acct. side trk.
EQUA. END OLIVE DIST. M.P. 5+2678.5 = M.P. 172+1609.9 4TH DIST. =
EQUA. BEGIN OLIVE DIST. 0+00 = M.P. 40+3502.2 - 3RD DIST. =
0.48
0.00
0.36
0.00
0.09
0.00
0.18
0.59
0.50
0.00
0.80
0.265
0.15
0.33
0.00
0.30
0.36
175.0
183.5
183.5
187.1
187.1
187.9
187.9
192.8
201.6
211.1
211.1
234.4
241.1
241.2
240.1
240.1
244.1
City Limits
To San Diego (See Pg. 87.)
To San Bdno. (See Pg. 48)
P.E. Ry.
State Hwy. 181 - Santa Ana Canyon Rd.
Santa Ana River
To Fullerton (See Pg. 117)
To Fullerton (See Pg. 86)
4TH DIST. M.L.
3RD DIST. M.L.
Dw. Sig. 80L
Cont. Sig. 80R
Sig. 74RA
Collins Ave., 2-W.Ws.
Sig. 404R
Sig. 404LA
Dw. Sig. 404LB
Br. D-5, Dbl. 2'x25.5' Brea P.
Sig. 402LA
To Tustin
Taft St., "2N-3.9
Glassell St., "2N-3.85
Fletcher Ave., "2N-3.0
"2N-2.5
Pr. Rd. Xing's, Gr.
Sig. "21
North St., "2N-1.1
Pr. Rd. Xing, Gr.
Sig. 396 LA
Dw. Sig. 78L
Walnut St., 2-W.Ws. "2-172.3
Dw. Sig. 78RB
Br. C-6, 2'x54' O.R.C.P.
1.5'x1'x35.4' Redwood Bx.
Br. B-6, 1-16'x70' C.P.
Br. A-6, 2'x2'x45' Tr.T.Bx.
Br. I-5, 2'x2'x44.0' Tr.T.Bx.
Br. H-5, 2'x1'x24' Tr.T.Bx.
Br. G-5, Dbl. 24'x25' Brea P.
Vista Ave., "2N-4.4
Br. E-5, 19.3' B.D.T.R.
Br. C-5, 19.2' B.D.T.R.
Br. A-5, 2'-2'x1.5'x25.5' Tr.T.Bx.
Br. E-4, 2'-2'x2'x31.7' Tr.T.Bx.
Br. D-4, 2'x2'x28.0' Tr.T.Bx.
Br. C-4, 10.2' O.D.T.R.
Br. B-4, 2'x2'x27.8' Tr.T.Bx.
Br. A-4, 2'x2'x26' Tr.T.Bx.
Br. H-3, 2'x1'x30' Tr.T.Bx.
Br. G-3, 30" Cont. R.C.P.
Br. E-3, 30"x24.2' O.R.C.P.
Br. D-3, 4'x1.5'x39.0' C.Ar.
Anaheim-Olive Rd. - W.W.
Heitschuen Rd., "2N-2.3
Sig. "22
Pr. Rd. Xing, Gr.
Br. A-3, 34"x28"x53.5' Tr.T.Bx.
Br. B-2, 475.8' O.D.P.T. - W.End
458.0' B.D.Th. G. on C.
402.5' O.D.P.T.
241.3' B.D.Th. G. on C.
30.2' O.D.P.T.
Br. BA-2, 56.5' of 48" R.C.P.
Br. E-1, 28.0' O.D.P.T.
Jefferson St., "2N-0.4
Br. B-1, 167.9' O.D.P.T.
2-Flsh. Sig's.
Van Buren St., "2B-40.7
Sig. 396 LB
SCALE: 1" = 4000'
Sec. 29
Sec. 53
Sec. 53
Sec. 53

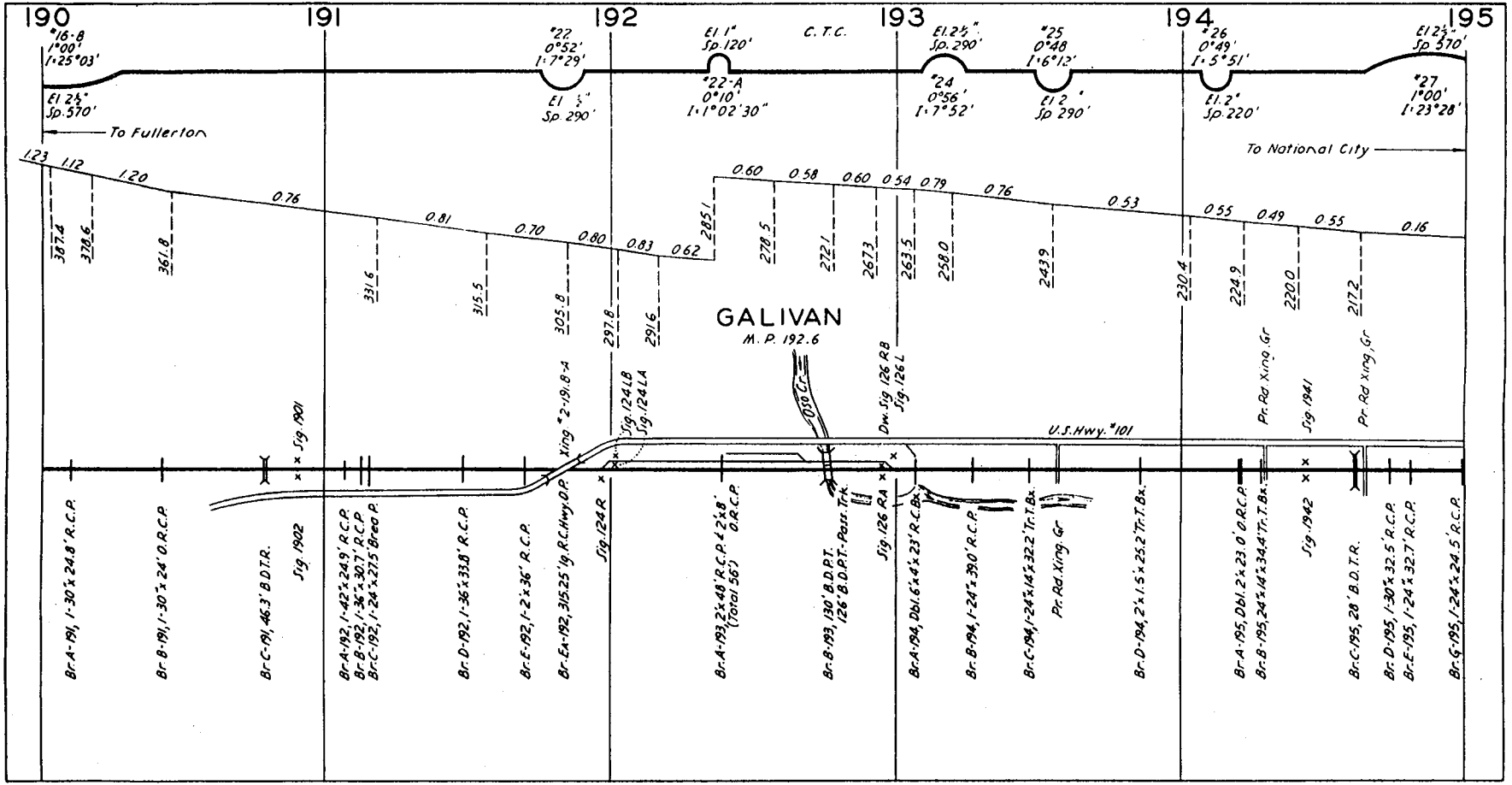

165
166
167
168
169
170
*1. 3°02' 200' W.
I=90°00' 2°19' 100'
3°17'21" 100' Sp's
3°00' 200' E.
El. 3"
55 30
75 50
30 30
To Los Angeles
El. 2" Sp's. 200' E. & W.
*3 1°03', 1°00', 1°03' I=14°30'
40 40
C.T.C.
75 50
R.S.
El. 2" Sp's. 200' E. & W.
*4 1°01', 1°00', 1°01' I=55°30'
To National City
0.06
0.24
0.40
0.00
0.08
0.00
0.40
0.00
0.11
161.6
163.6
166.0
170.0
170.0
168.0
168.0
164.0
164.0
FULLERTON
M.P. 165.0
W.
ANAHEIM
M.P. 167.8
To San Bernardino
3RD DIST. M.L. (See Pg.)
M.P. 165 + 1395.5
I. Sig. 46 LB
I. Sig. 46 LA
71' O.D.P.T. on 3rd Dist. Pass. Trk.
Orangethorpe Ave., 2-W.W's.
*2-166.2
Sig. 1661
North St.-W.W.
*2-167.2
E. Sycamore St. W.W.
*2-167.4
E. Center St. 2-W.W's.-*2-167.7
E. Broadway W.W.-*2-167.9
E. Santa Ana St.-W.W. *2-168.0
Sig. 60 LA
Cant. Sig. 60 R.
E. South St.-W.W.
*2-168.3
E. Vermont Ave.-W.W.
*2-168.7
Sig. 64 L.
Ball Rd.-W.W.-*2-169.2
I. Tower
To Tustin
I. Sig. *4
U. P. R. R.
For continuation to Los Angeles (See Pg. 49)
END E.B. MAIN-3RD DIST.
BEGIN 4TH DIST. MAIN TRK.
I. Sig. 50 L
Br. B-166, 71' B.D.T.R. on 3rd & 4th Dist. M. Trks.
Br. C-166, 55.0' B.D.T.R.
Br. D-166, 44.7' B.D.P.T.
Br. DA-166, 12'x5'x34' Tr. T. Bx.
Br. E-166, 2'x1.5'x29.5' Tr. T. Bx.
Br. A-167, 6' O.D.T.R. on C.
Br. C-167, 70.3' B.D.P.T.
Sig. 1662
Anaheim Sugar Spur
Br. D-167, 73.2' B.D.P.T.
Br. E-167, 102.2' B.D.P.T.
Br. A-168, 101.9' B.D.P.T.
Br. E-168, 2-16'x11'x70' C.P.
Depot
Br. G-168, 16"x50.3' Cor. P.
Br. H-168, 16"x50.3' Cor. P.
Br. A-169, 1-16"x50' C.P.
To Los Angeles
S.P.R.R.
Dw. Sig. 60 LB
Br. B-169, 2'x1.5'x34.8' Tr. T. Bx.
Br. C-169, 37.2' B.D.T.R.
Br. E-169, 6' O.D.T.R. on C.
Sig. 64 RA
Dw. Sig. 64 RB
Br. F-169, 20.4' B.D.T.R.
Br. A-170, 10.2' B.D.T.R.
Br. B-170, 88.4' B.D.P.T.
Cerritos Ave.-*2-169.7
I. Sig. *9
S.P.R.R.
To L.A.
Br. C-170, 43.5' B.D.P.T.
Br. D-170, 44.3' B.D.P.T.

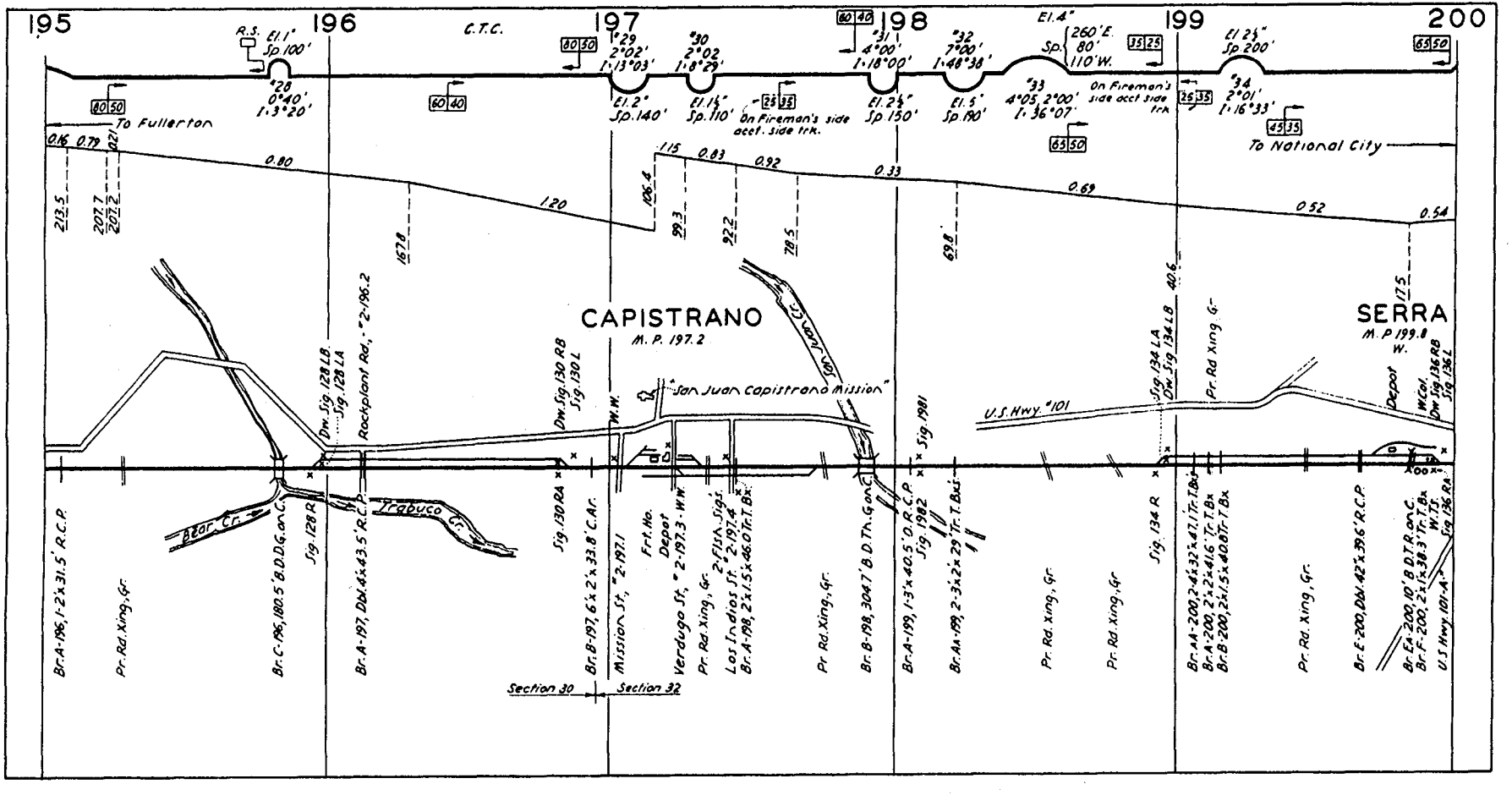

170
171
172
173
174
175
C.T.C.
R.S.
To Fullerton
To National City
ORANGE
M.P. 172.7
Y.
OLIVE DIST. (See Pg. 119)
To Atwood
P.E.Ry.
Santa Ana River
Santiago Cr.
Lincoln Ave.
LEVEL EQUA.
Sec. 27
Sec. 29
Placentia Ave., 2-W.Ws.
Br. A-171, 218.1' B.D.P.T.
Br. B-171, 1237.1' B.D.Th. & on C.
Eckoff St.
Br. C-172, 24"x23.4' O.R.C.P.
Pr. Rd. Xing., Gr.
Br. D-172, 2'x1'x26' Tr. T. Bx.
Br. E-172, 59.4' B.D.P.T. & 56.1' B.D.P.T. Pass Trk.
Bandick St., 2-W.W.
Br. H-172, 24"x23.2' C.P.
Br. HA-172, 2'x1'x40.5' Tr. T. Bx.
Batavia St., 2-W.W.
Br. I-172, 2'x1'x50.3' Tr. T. Bx.
Br. AA-173, 2'x1'x36.0' Redwood Bx.
Br. A-173, 24"x62.8' Brea P.
Br. BA-173, 2'x2'x90.1' Tr. T. Bx.
Br. CA-173, 16"x92' R.C.P.
Br. CB-173, 2'x1'x70.15' Tr. T. Bx.
Palm Ave., 2-W.Ws.
Br. D-173, 2'x1'x124.2' Tr. T. Bx.
Br. E-173, Dbl. 3'x2'x245.5' Tr. T. Bx.
Br. F-173, 3'x14'x40.67' C. Bx.
Chapman Ave., W.W.
Br. G-173, 3'x14'x40.67' C. Bx.
Almond Ave., W.W.
Palmyra Ave., W.W.
Br. I-173, 2'x1.5'x35' Tr. T. Bx.
Br. AA-174, 12"x32.8' Cor. P.
Br. A-174, 24"x22.5' C. Irrig. P.
Laveta Ave., W.W. 2-173.3
Br. AA-174, 1.5'x1'x26' Tr. T. Bx.
Br. B-174, 272' B.D.D.G. on C.
Fairhaven Ave., W.W.
Br. C-174, 2'x49.6' C. Irrig. P.
Br. D-174, 12"x19.7' Galv. I.P.
Santa Clara Ave., W.W.
Cont. Sig. 1741, 1742
Br. AA-175, 2'x1'x26' Dbl. Tr. T. Bx.
Br. BA-175, 2'x1'x22' Tr. T. Bx.
Br. AA-175, 24"x16'x26' Tr. T. Bx.
17th St., W.W. 2-174.7
Br. CA-175, 16"x14'x16' Culvert
Washington St., W.W. 2-174.9
Br. B-175, 2-24"x16'x21' Tr. T. Bx.
Sig. 74 LA, Sig. 74 LB.
Pr. Rd. Xing., Gr.
Eckoff St.
Br. A-172, 3'x2'x39.5' Tr. T. Bx.
Br. B-172, 1-18"x33' C.P.
Br. A-173, 2'x1'x40.5' Tr. T. Bx.
Br. AA-173, 2'x1'x36.0' Redwood Bx.
Br. C-173, 2'x62' Cor. P.
Br. E-173, 2'x1'x70.15' Tr. T. Bx.
Br. F-173, 3'x14'x40.67' C. Bx.
Chapman Ave., W.W.
Br. G-173, 3'x14'x40.67' C. Bx.
Almond Ave., W.W.
Br. AA-174, 1.5'x1'x26' Tr. T. Bx.
Br. B-174, 272' B.D.D.G. on C.
Fairhaven Ave., W.W.
Br. C-174, 2'x49.6' C. Irrig. P.
Br. D-174, 12"x19.7' Galv. I.P.
Santa Clara Ave., W.W.
Cont. Sig. 1741, 1742
Br. AA-175, 2'x1'x26' Dbl. Tr. T. Bx.
Br. BA-175, 2'x1'x22' Tr. T. Bx.
Br. AA-175, 24"x16'x26' Tr. T. Bx.
17th St., W.W. 2-174.7
Br. CA-175, 16"x14'x16' Culvert
Washington St., W.W. 2-174.9
Br. B-175, 2-24"x16'x21' Tr. T. Bx.
Pr. Rd. Xing., Gr.
Sig. 74 R
Sig. 74 LA, Sig. 74 LB.
Sig. 78 RA, Dw. Sig. 78 RB
Br. AA-173, 2'x1.5'x131.5' Tr. T. Bx.
Walnut St. 2-W.Ws. 2-172.3
Dw. Sig. 80 L, Dw. Sig. 78 L.
Dw. Sig. 84 RB
Dw. Sig. 84 L
Dw. Sig. 86 RB
Dw. Sig. 86 L
Br. AH-173, 2'x1'x36' Tr. T. Bx.
Br. AA-174, 1.5'x1'x26' Tr. T. Bx.
Br. B-174, 272' B.D.D.G. on C.
Br. D-174, 12"x19.7' Galv. I.P.
Br. AA-175, 2'x1'x26' Dbl. Tr. T. Bx.
Br. BA-175, 2'x1'x22' Tr. T. Bx.
Br. AA-175, 2'x1'x26' Dbl. Tr. T. Bx.
Br. BA-175, 2'x1'x22' Tr. T. Bx.
Br. B-171, 1237.1' B.D.Th. & on C.
Br. A-171, 218.1' B.D.P.T.
Br. B-171, 1237.1' B.D.Th. & on C.
Br. A-172, 3'x2'x39.5' Tr. T. Bx.
Br. B-172, 1-18"x33' C.P.
Br. C-172, 24"x23.4' O.R.C.P.
Br. D-172, 2'x1'x26' Tr. T. Bx.
Br. E-172, 59.4' B.D.P.T. & 56.1' B.D.P.T. Pass Trk.
Br. H-172, 24"x23.2' C.P.
Br. HA-172, 2'x1'x40.5' Tr. T. Bx.
Br. I-172, 2'x1'x50.3' Tr. T. Bx.
Br. AA-173, 2'x1'x36.0' Redwood Bx.
Br. A-173, 24"x62.8' Brea P.
Br. BA-173, 2'x2'x90.1' Tr. T. Bx.
Br. CA-173, 16"x92' R.C.P.
Br. CB-173, 2'x1'x70.15' Tr. T. Bx.
Br. D-173, 2'x1'x124.2' Tr. T. Bx.
Br. E-173, Dbl. 3'x2'x245.5' Tr. T. Bx.
Br. F-173, 3'x14'x40.67' C. Bx.
Br. G-173, 3'x14'x40.67' C. Bx.
Br. AA-174, 12"x32.8' Cor. P.
Br. A-174, 24"x22.5' C. Irrig. P.
Br. AA-174, 1.5'x1'x26' Tr. T. Bx.
Br. B-174, 272' B.D.D.G. on C.
Br. C-174, 2'x49.6' C. Irrig. P.
Br. D-174, 12"x19.7' Galv. I.P.
Br. AA-175, 2'x1'x26' Dbl. Tr. T. Bx.
Br. BA-175, 2'x1'x22' Tr. T. Bx.
Br. AA-175, 24"x16'x26' Tr. T. Bx.
Br. B-175, 2-24"x16'x21' Tr. T. Bx.
Sec. 27
Sec. 29

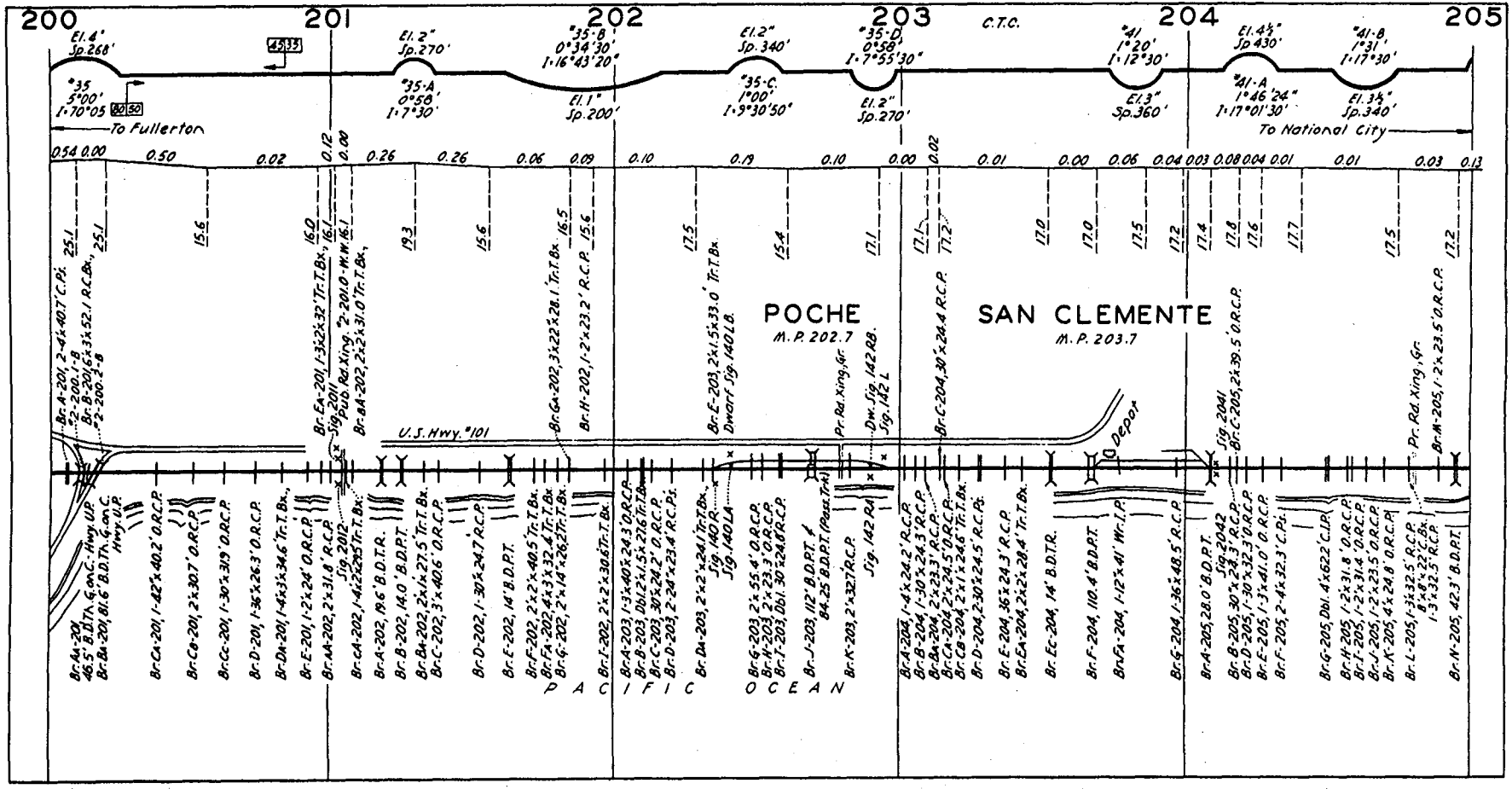

175
176
177
178
179
180
C.T.C.
60 45
El. 2" Sp. 120'
El. 3" Sp. 230'
40 30
#12 3°02' I=13°57'
#13 3°00' I=35°22'
R.S.
To Fullerton
To National City
0.57
0.42
0.70
0.42
0.32
0.28
0.34
0.28
0.25
0.32
0.38
0.44
0.35
0.44
0.38
0.41
0.40
0.18
0.14
0.23
0.00
0.08
142.2
134.3
123.1
117.7
116.1
114.7
113.0
111.6
110.3
105.2
99.5
91.6
84.9
80.5
76.7
68.5
63.5
62.2
60.7
57.0
57.0
SANTA ANA
M.P. 175.5
W.Y.
VENTA
M.P. 178.5
To Kathryn
Venta Spur
Fruit St., W.W. #2-175.2
#2-175.4
2-W.T's.
#2-175.6
Chestnut St., 2-W.W's.
Br. C-176, 2'x1'x37.3' Tr. T. Bx.
#2-176.2
Cant. Sig. 102 R.
#2-176.6
Cant. Sig's. 100 L, 102 L.
#2-176.7
#2-176.8
#2-177.4
#2-177.5
Sig. 1771
#2-177.9
Sig. 108 L
2-Flsh. Sig's.
Como Rd., #2-179.9
S.P.R.R.
To L.A.
Spur to end
Br. AA-176, 2-2'x10'x9' Tr. T. Bx.
Stk. Yd.
Dw. Sig. 94 R
Cant. Sig. 94 LA
Dw. Sig. 94 LB
Fourth St., 2-W.W.
Depot
W. Col.
First St., 3-W.W's.
Br. BA-176, 2'x44.2' R.C.P.
Xing. #2-175.8
McClay St. - 2-W.W's.
Sig. 100 R.
2-W.W's.
Lyon St.
Br. B-177, 1.5'x1'x22' Tr. T. Bx.
McFadden St., 2-W.W's.
Ritchie Rd. - 2-W.W's.
So. Tustin Ave. - 2-W.W's.
Newport Rd., 2-W.W's.
Br. B-178, 2'x1.5'x30' Tr. T. Bx.
Sig. 1772
Cant. Sig. 1774
Red Hill Ave., 2-W.W's.
Sig. 108 RA
Sig. 108 RB
Br. A-180, 209.3' B.D.P.T.,
Br. B-180, Triple 4'x28' R.C.P.
Br. C-180, 42.3' B.D.P.T.
Br. D-180, Dbl. 3'x4'x37.3' Tr. T. Bx.

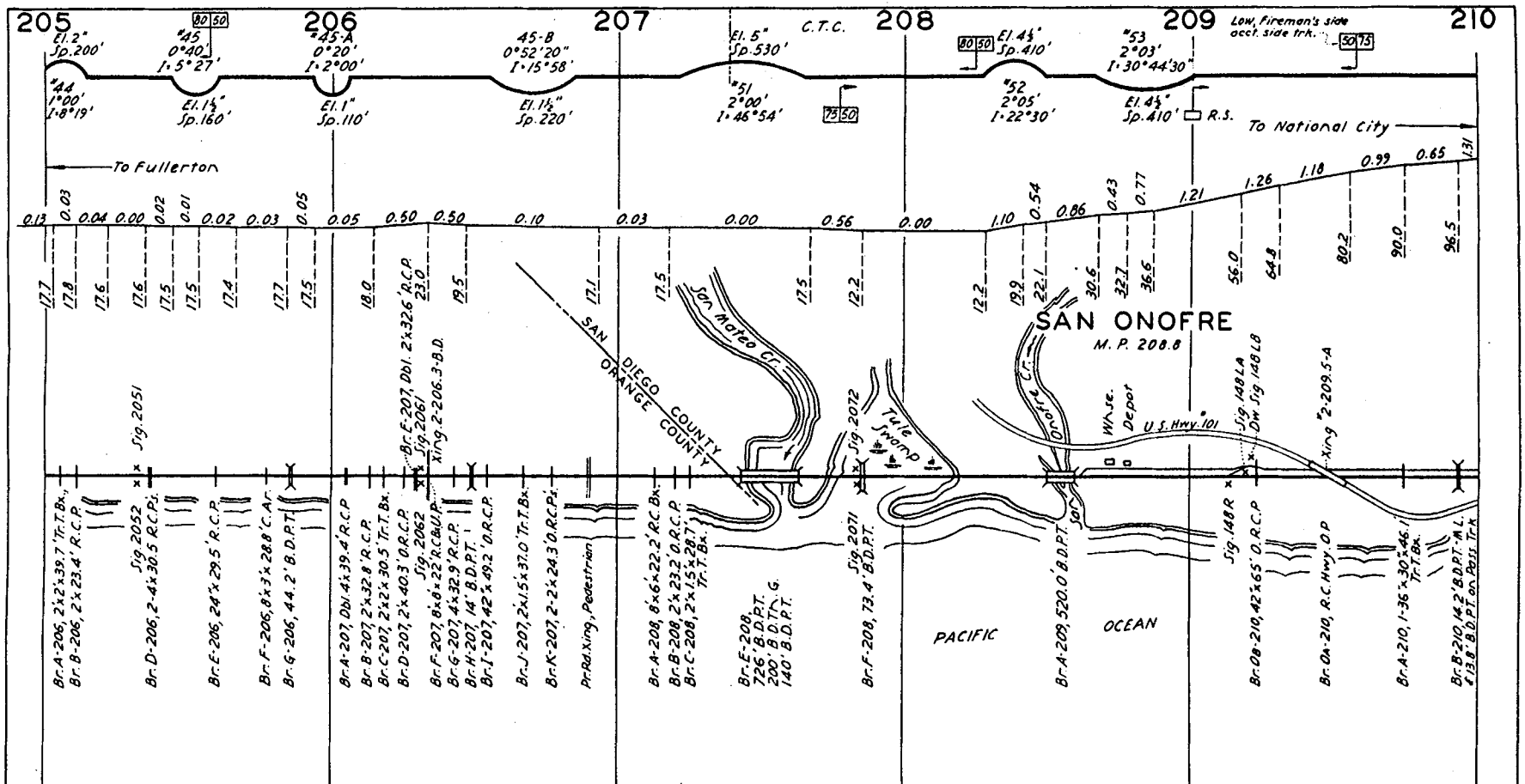

180
181
182
C.T.C.
183
184
185
To Fullerton
To National City
0.08 0.63 0.65
0.61 0.80 0.89 1.01 1.02 1.08 1.19 1.20 1.18 1.20 0.98 0.90 0.71 0.68 0.69 0.78 0.98 1.06 0.73 0.63 0.78 0.68 0.73 0.37 0.82
58.5 66.7 86.8 92.3 96.3 101.6 118.8 132.0 141.8 148.9 157.3 156.4 168.2 178.9 188.8 192.6 195.6 200.3 203.1 209.3 217.1 225.6 228.5 231.1 234.2 241.0 257.0 264.0
COMO
M.P. 180.1
IRVINE
M.P. 182.9
LEVEL EQUA.
U.S.M.C. AIR BASE
Xing. #2-180.5
Sig. 1801
Sig. 1802
Pr. Rd. Xing. Gr.
Xing. 2-182.0
Pr. Rd. Xing. Gr.
Sig. 112 LA
Depot
#2-182.9
U.S. Hwy. #101
Ditch #1
Sig. 116 L.
Ditch #2
Ditch
Sig. 1841
Ditch #3
Sig. 112 R
Dw. Sig. 112 LB
Br. A-181, 10.5' O.D.T-R on P.
10.1' B.D.T-R on M.L.
Culver Rd., - W.W.
Br. AA-181, Dbl. 2'x2'x28.5' Tr. Bx.
Jeffrey Rd., - W.W.
Laguna Rd., W.W. Dble.
Br. AA-183, 4'x1.5'x59.6' Tr-T. Bx.
Br. B-183, 1.5'x1'x50.6' Tr-T. Bx.
Br. D-184, 8'x8.3'x92.2' Tr-T. Bx.
Br. D-184
183.3' R.C. Hwy. O.P.
Xing. #2-183.2-A
Br. F-184, 19.5' O.D.T. R on C.
19.5' B.D.T. R on M.L.
Sig. 116 RA
Dw. Sig. 116 RB
Br. G-184, 10'x7.5'x22' R.C. Bx.
Conc. Flumes to R/W Lines
Br. A-185, 19.6' B.D.T.R. on C.
Sig. 1842
Br. D-185, 56' B.D.P.T.-S.S.C.
Section 29
Section 30

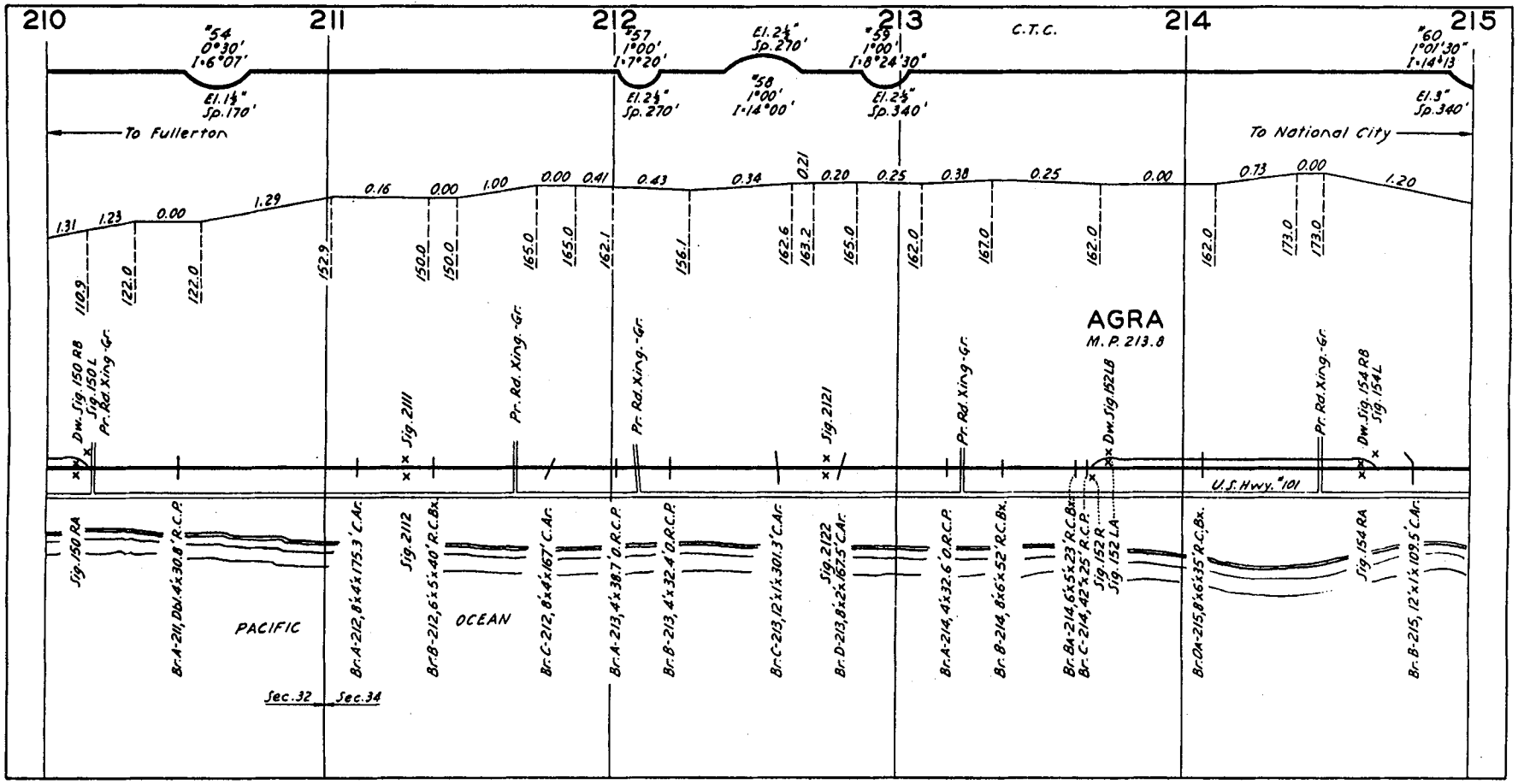

185
186
187
188
189
190
C.T.C.
13-A
0°33'
I=9°06'
El. 1½"
Sp. 170'
El. 1"
Sp. 110'
"16
0°20'
I=2°00'
"16-A
1°00'
I=14°40'
El. 2½"
Sp. 570'
To Fullerton
To National City
0.82
1.20
0.64
1.20
0.00
1.22
1.15
1.20
1.14
1.20
0.01
0.00
1.40
1.27
1.23
280.0
301.0
315.6
343.3
343.3
354.1
358.5
364.1
368.2
423.8
423.6
423.6
448.9
402.4
Cañada Del Toro
EL TORO
M.P. 188.1
Pr. Rd. Xing., Gr.
Sig. 1861
Pr. Rd. Xing., Gr.
Sig. 1862
Sig. 120 LA
Depot
Sig. 122 L
Br. C-189, 137.2' B.D.P.T.-S.S.C.
Sig. 1891
Br. A-186, 84' B.D.P.T.
Br. B-186, 83.9' B.D.P.T.
Br. A-187, 1-30"x24.4' O.R.C.P.
Br. B-187, 1-24"x23.5' O.R.C.P.
Br. C-187, 6'x2.5'x84.3 C.Ar.
Br. D-187, 12'x1'x86.3' C.Ar.
Br. A-188, 36"x89' R.C.P.
Sig. 120 R
Dw. Sig. 120 LB
Br. B-188, 8x6x82.7' R.C.Bx.
Pr. Rd. Xing., Gr.
Br. C-188, Dbl. 24"x47.5'
Brea and R.C.P.
Br. A-189, 1-12"x10"x51.8' Tr.T.Bx.
Xing. 2-188.2
Los Alisos Ave., W.W.
Br. B-189, 2'x1.5'x70.5' Tr.T.Bx.
Br. BA-189, 2'x2'x51.9' Tr.T.Bx.
Br. BB-189, 1.5'x1'x48.3' Tr.T.Bx.
Br. BC-189, 1.5'x1'x52' Tr.T.Bx.
Dw. Sig. 122 RB
Sig. 122 RA
Br. D-189, 8'x4'x59.6' C.Ar.
Br. E-189, 1-30"x49' R.C.P.
Br. A-190, 8'x6'x56' R.C.Bx.
Sig. 1892
Br. B-190, 1-4'x40.8' O.R.C.P.
Br. C-190, 8'x8'x36' R.C.Bx.
Br. E-190, 24"x39.3' O.R.C.P.

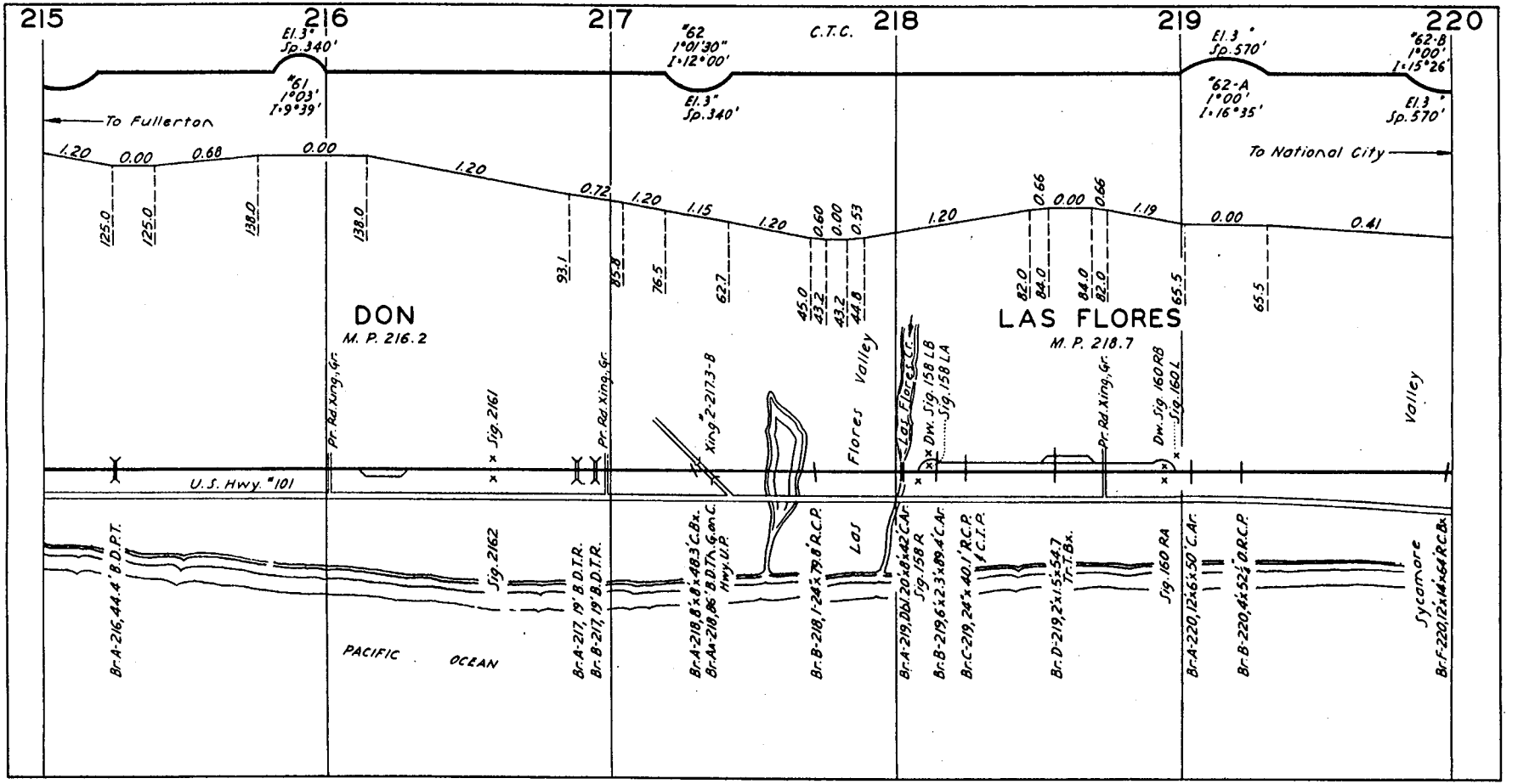

190
191
192
193
194
195
#16-B 1°00' I=25°03'
El 2½" Sp. 570'
To Fullerton
#22 0°52' I=7°29'
El ½" Sp. 290'
El 1" Sp. 120'
#22-A 0°10' I=1°02'30"
C.T.C.
El. 2½" Sp. 290'
#24 0°56' I=7°52'
#25 0°48' I=6°12'
El 2" Sp 290'
#26 0°49' I=5°51'
El. 2" Sp. 220'
El 2½" Sp 570'
#27 1°00' I=23°28'
To National City
1.23 1.12 1.20 0.76 0.81 0.70 0.80 0.83 0.62 0.60 0.58 0.60 0.54 0.79 0.76 0.53 0.55 0.49 0.55 0.16
387.4 378.6 361.8 331.6 315.5 305.8 297.8 291.6 285.1 278.5 272.1 267.3 263.5 258.0 243.9 230.4 224.9 220.0 217.2
GALIVAN
M.P. 192.6
Oso Cr.
Sig. 1901
Sig. 1902
Xing #2-191.8-A
Sig. 124 LB
Sig. 124 LA
Sig. 124 R
Dw. Sig. 126 RB
Sig. 126 L
Sig. 126 RA
U.S. Hwy. #101
Pr. Rd. Xing. Gr
Sig. 1941
Sig. 1942
Br. A-191, 1-30"x 24.8' R.C.P.
Br. B-191, 1-30"x 24' O.R.C.P.
Br. C-191, 46.3' B.D.T.R.
Br. A-192, 1-42"x 24.9' R.C.P.
Br. B-192, 1-36"x 30.7' R.C.P.
Br. C-192, 1-24"x 27.5' Brea P.
Br. D-192, 1-36"x 33.8' R.C.P.
Br. E-192, 1-2"x 36' R.C.P.
Br. Ex-192, 315.25' lg. R.C. Hwy. O.P.
Br. A-193, 2"x 48' R.C.P. & 2"x 8' O.R.C.P. (Total 56')
Br. B-193, 130' B.D.P.T. 126' B.D.P.T.-Pass. Trk.
Br. A-194, Dbl. 6"x 4"x 23' R.C.Bx.
Br. B-194, 1-24"x 39.0' R.C.P.
Br. C-194, 1-24"x 14"x 32.2' Tr. T.Bx.
Br. D-194, 2"x 1.5"x 25.2' Tr. T.Bx.
Br. A-195, Dbl. 2"x 23.0' O.R.C.P.
Br. B-195, 24"x 14"x 34.4' Tr. T.Bx.
Br. C-195, 28' B.D.T.R.
Br. D-195, 1-30"x 32.5' R.C.P.
Br. E-195, 1-24"x 32.7' R.C.P.
Br. G-195, 1-24"x 24.5' R.C.P.

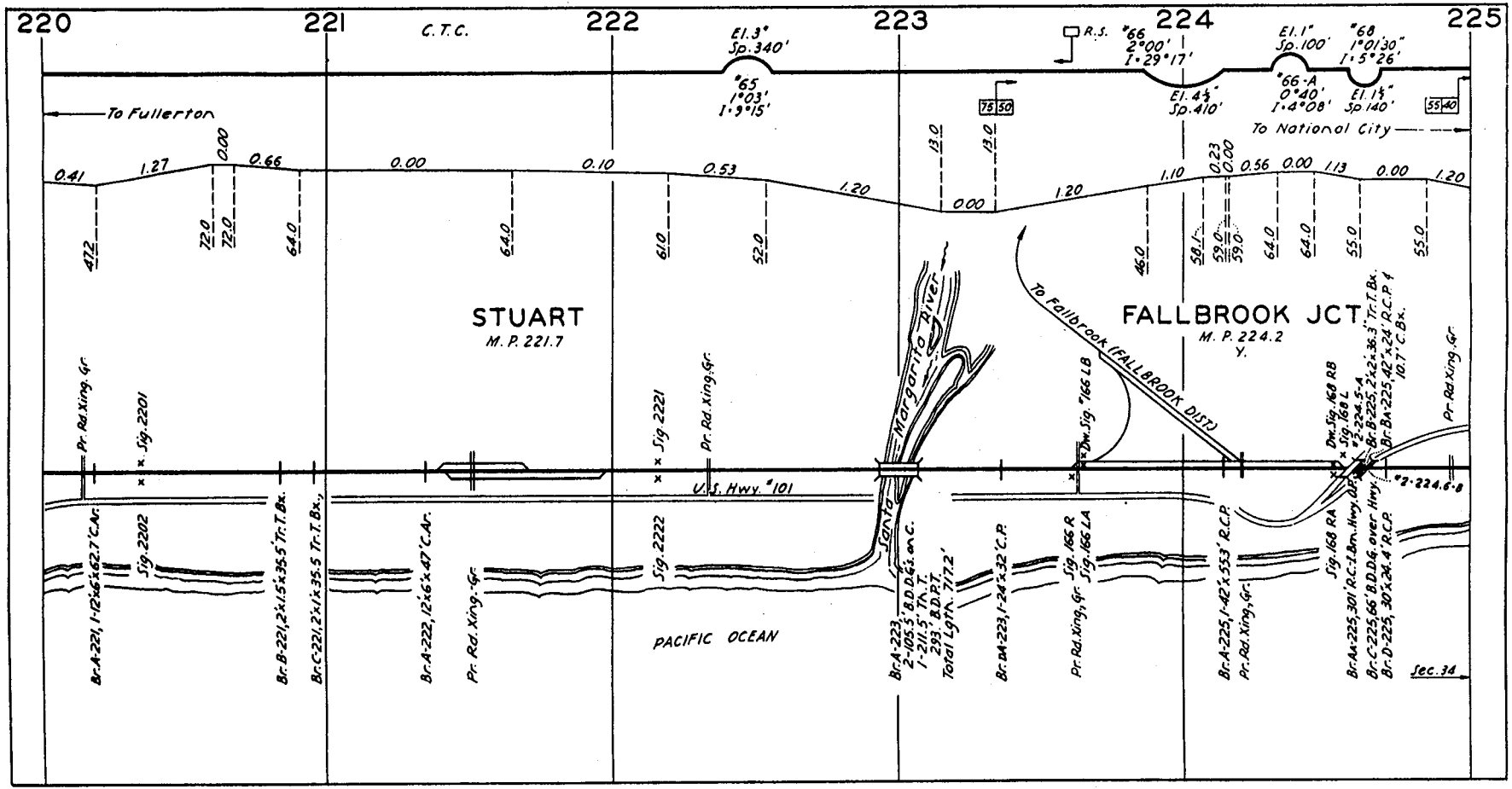

195
196
197
198
199
200
C.T.C.
To Fullerton
To National City
CAPISTRANO
M. P. 197.2
SERRA
M. P. 199.8
"San Juan Capistrano Mission"
U.S. Hwy. "101
Bear Cr.
Trabuco Cr.
San Juan Cr.
Section 30
Section 32

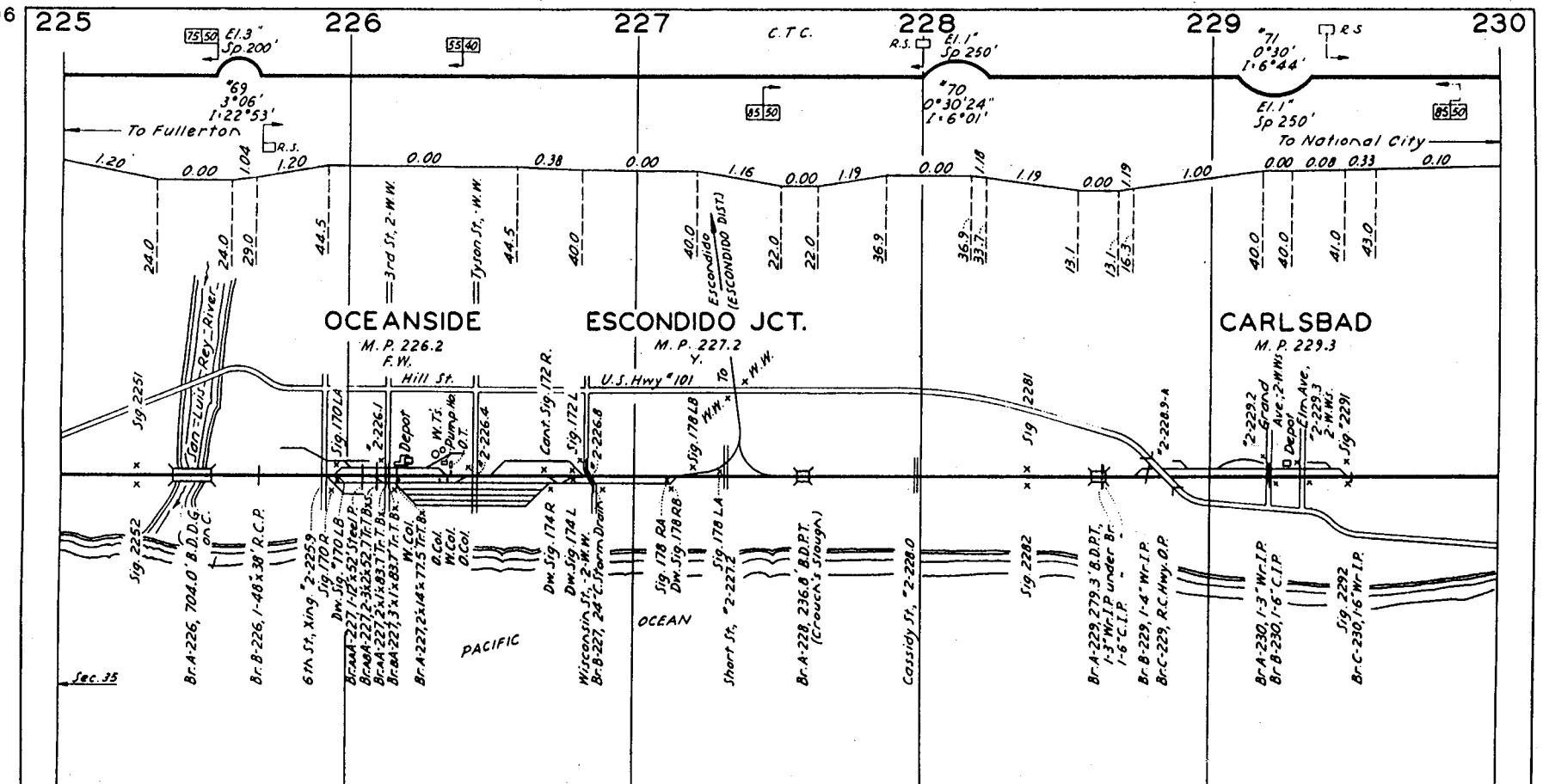

200
201
202
203
204
205
C.T.C.
To Fullerton
To National City
POCHE
M.P. 202.7
SAN CLEMENTE
M.P. 203.7
U.S. Hwy. "101
Depot
PACIFIC OCEAN

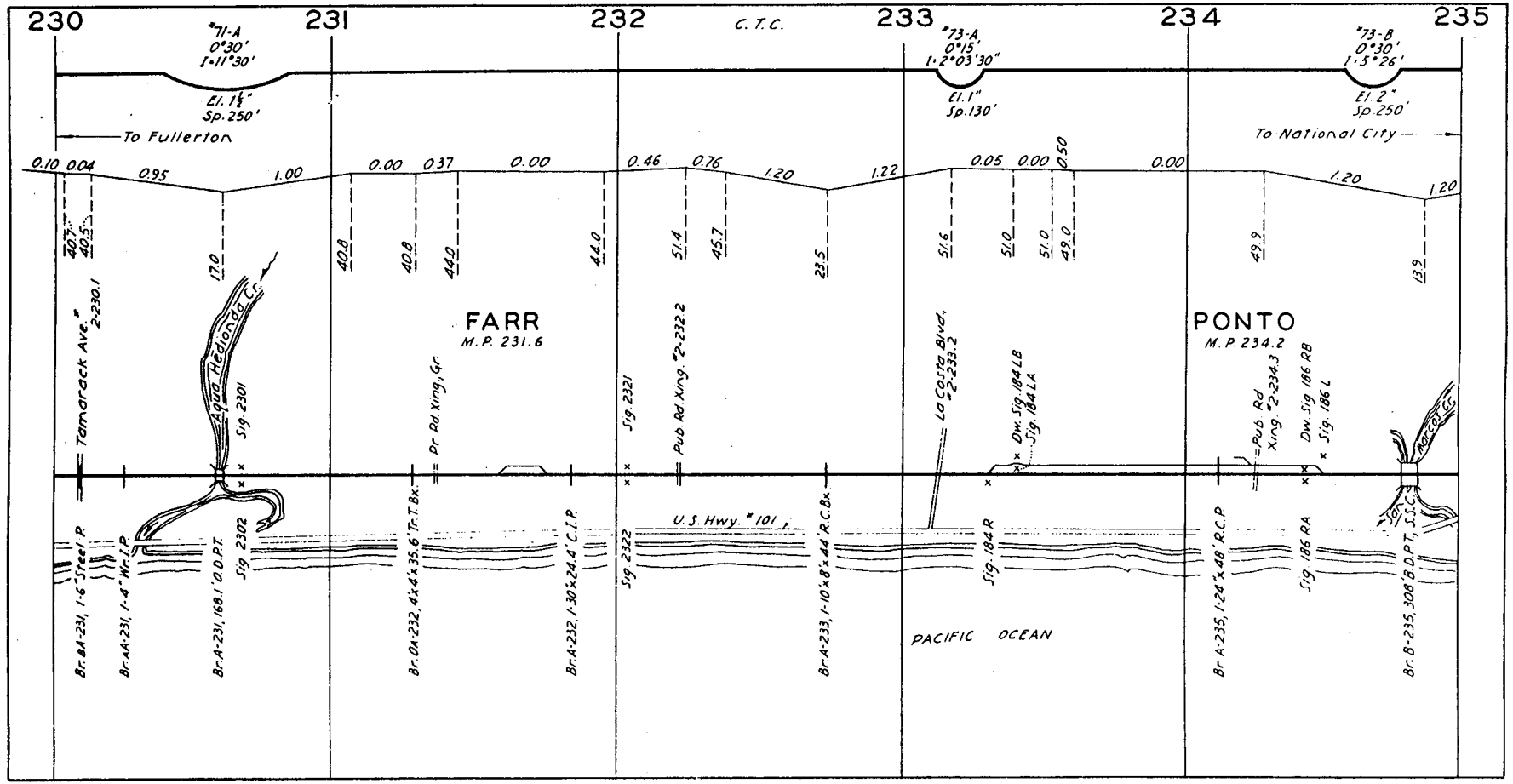

205
206
207
208
209
210
C.T.C.
Low, Fireman's side
occt. side trk.
To Fullerton
To National City
SAN ONOFRE
M.P. 208.8
SAN DIEGO COUNTY
ORANGE COUNTY
San Mateo Cr.
Tule Swamp
Onofre Cr.
Wh. Sa.
Depot
U.S. Hwy. 101
PACIFIC
OCEAN
R.S.

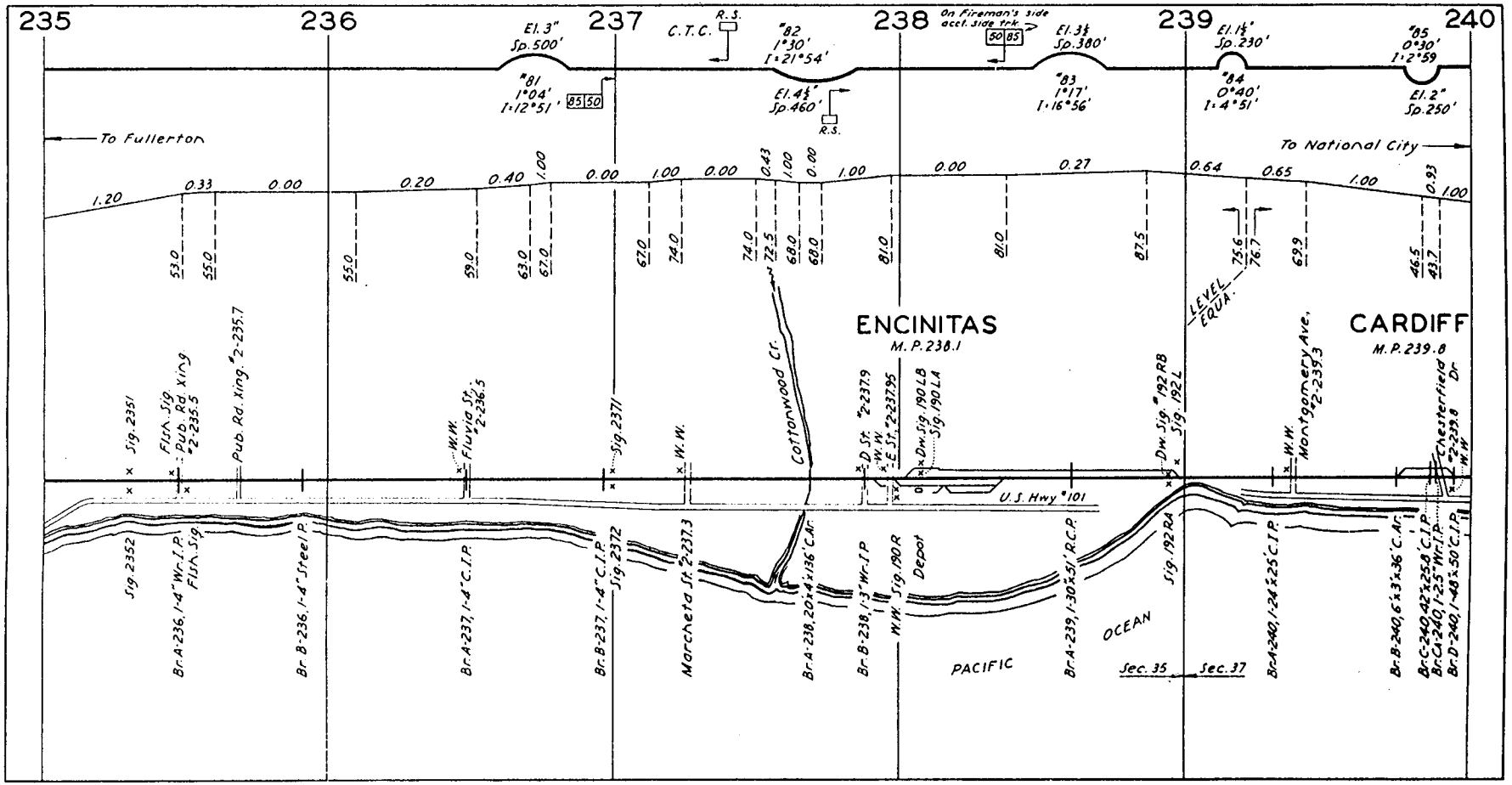

210
211
212
213
214
215
C.T.C.
#54
0°30'
1°6°07'
El.1½"
Sp.170'
#57
1°00'
1°7°20'
El.2½"
Sp.270'
El.2½"
Sp.270'
#58
1°00'
1°14°00'
#59
1°00'
1°8°24'30"
El.2½"
Sp.340'
#60
1°01'30"
1°14'13
El.3"
Sp.340'
To Fullerton
To National City
1.31
1.23
0.00
1.29
0.16
0.00
1.00
0.00
0.41
0.43
0.34
0.21
0.20
0.25
0.38
0.25
0.00
0.73
0.00
1.20
110.9
122.0
122.0
152.9
150.0
150.0
165.0
165.0
162.1
156.1
162.6
163.2
165.0
162.0
167.0
162.0
162.0
173.0
173.0
AGRA
M.P. 213.8
Dw.Sig.150 RB
Sig.150 L
Pr.Rd.Xing.-Gr.
Sig.2111
Pr.Rd.Xing.-Gr.
Pr.Rd.Xing.-Gr.
Sig.2121
Pr.Rd.Xing.-Gr.
Dw.Sig.152LB
Pr.Rd.Xing.-Gr.
Dw.Sig.154 RB
Sig.154 L
U.S.Hwy."101
Sig.150 RA
Br.A-211, Dbl.4'x30.8' R.C.P.
PACIFIC
Br.A-212, 8'x4'x175.3' C.Ar.
Sig.2112
Br.B-212, 6'x5'x40' R.C.Bx.
OCEAN
Br.C-212, 8'x4'x167' C.Ar.
Br.A-213, 4'x38.7' O.R.C.P.
Br.B-213, 4'x32.4' O.R.C.P.
Br.C-213, 12'x1'x301.3' C.Ar.
Sig.2122
Br.D-213, 8'x2'x167.5' C.Ar.
Br.A-214, 4'x32.6' O.R.C.P.
Br.B-214, 8'x6'x52' R.C.Bx.
Br.BA-214, 6'x5'x23' R.C.Bx.
Br.C-214, 42"x25' R.C.P.
Sig.152 R
Sig.152 LA
Br.DA-215, 8'x6'x35' R.C.Bx.
Sig.154 RA
Br.B-215, 12'x1'x109.5' C.Ar.
Sec.32
Sec.34

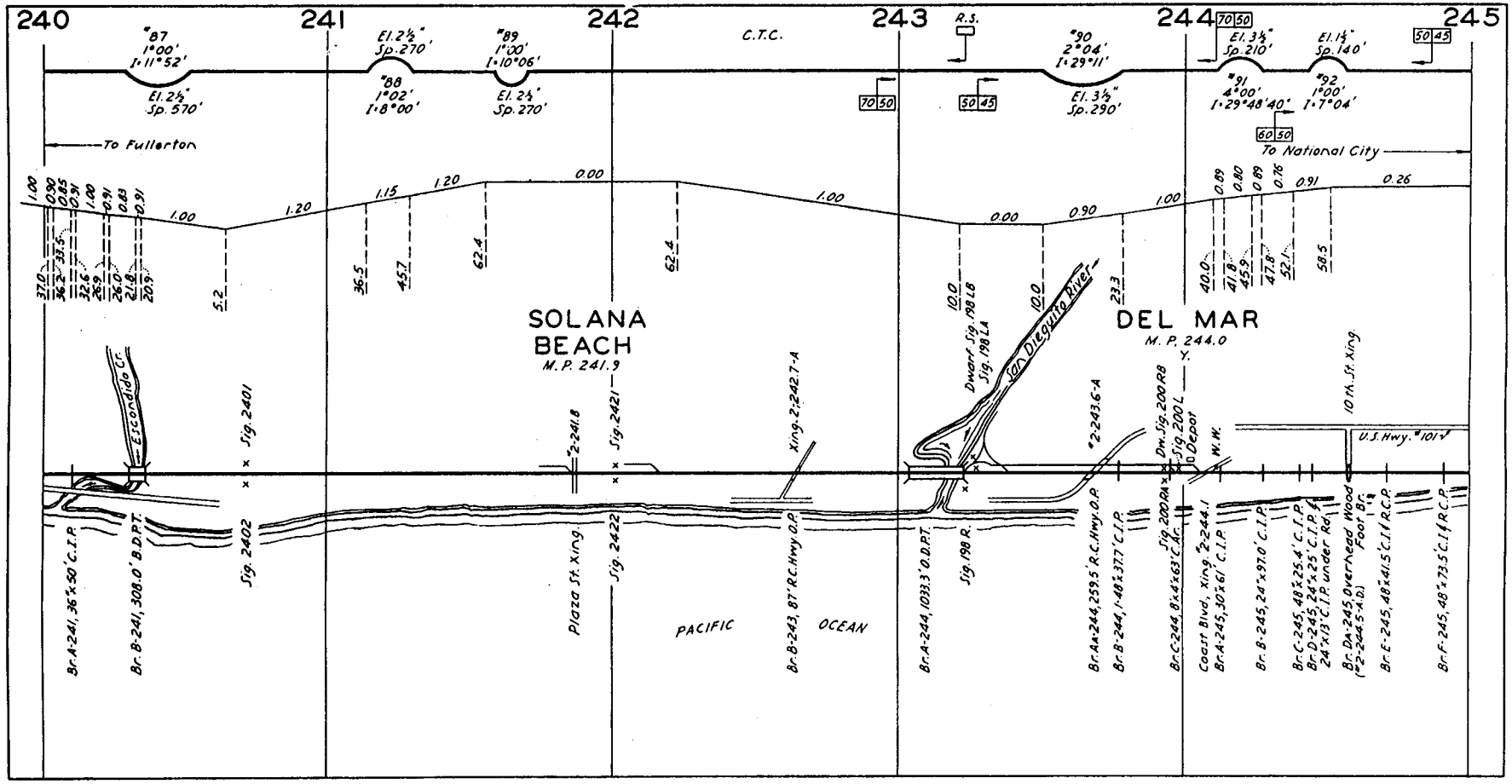

215
216
217
218
219
220
C.T.C.
El. 3" Sp. 340'
"61 1°03' I=9°39'
"62 1°01'30" I=12°00'
El. 3" Sp. 340'
El. 3" Sp. 570'
"62-A 1°00' I=16°35'
"62-B 1°00' I=15°26'
El. 3" Sp. 570'
To Fullerton
To National City
1.20
0.00
0.68
0.00
1.20
0.72
1.20
1.15
1.20
0.60
0.00
0.53
1.20
0.66
0.00
0.66
1.19
0.00
0.41
125.0
125.0
138.0
138.0
93.1
85.8
76.5
62.7
45.0
43.2
43.2
44.8
82.0
84.0
84.0
82.0
65.5
65.5
DON
M. P. 216.2
LAS FLORES
M. P. 218.7
Pr. Rd. Xing, Gr.
Sig. 2161
Pr. Rd. Xing, Gr.
Xing "2-217.3-B
Las Flores Valley
Las Flores Cr.
Dw. Sig. 158 LB
Sig. 158 LA
Pr. Rd. Xing, Gr.
Dw. Sig. 160 RB
Sig. 160 L
Valley
U.S. Hwy. "101
Br. A-216, 44.4' B.D.P.T.
Sig. 2162
Br. A-217, 19' B.D.T.R.
Br. B-217, 19' B.D.T.R.
Br. A-218, 8'x8'x48.3' C.Bx.
Br. Aa-218, 86' B.D.Th. G. on C. Hwy. U.P.
Br. B-218, 1-24"x79.8' R.C.P.
Br. A-219, Dbl. 20'x8'x42' C.Ar.
Sig. 158 R
Br. B-219, 6'x2.3'x89.4' C.Ar.
Br. C-219, 24"x40.1' R.C.P. & C.I.P.
Br. D-219, 2'x1.5'x54.7 Tr.T.Bx.
Sig. 160 RA
Br. A-220, 12'x6'x50' C.Ar.
Br. B-220, 4'x52½' O.R.C.P.
Sycamore
Br. F-220, 12'x14'x64' R.C.Bx.
PACIFIC OCEAN

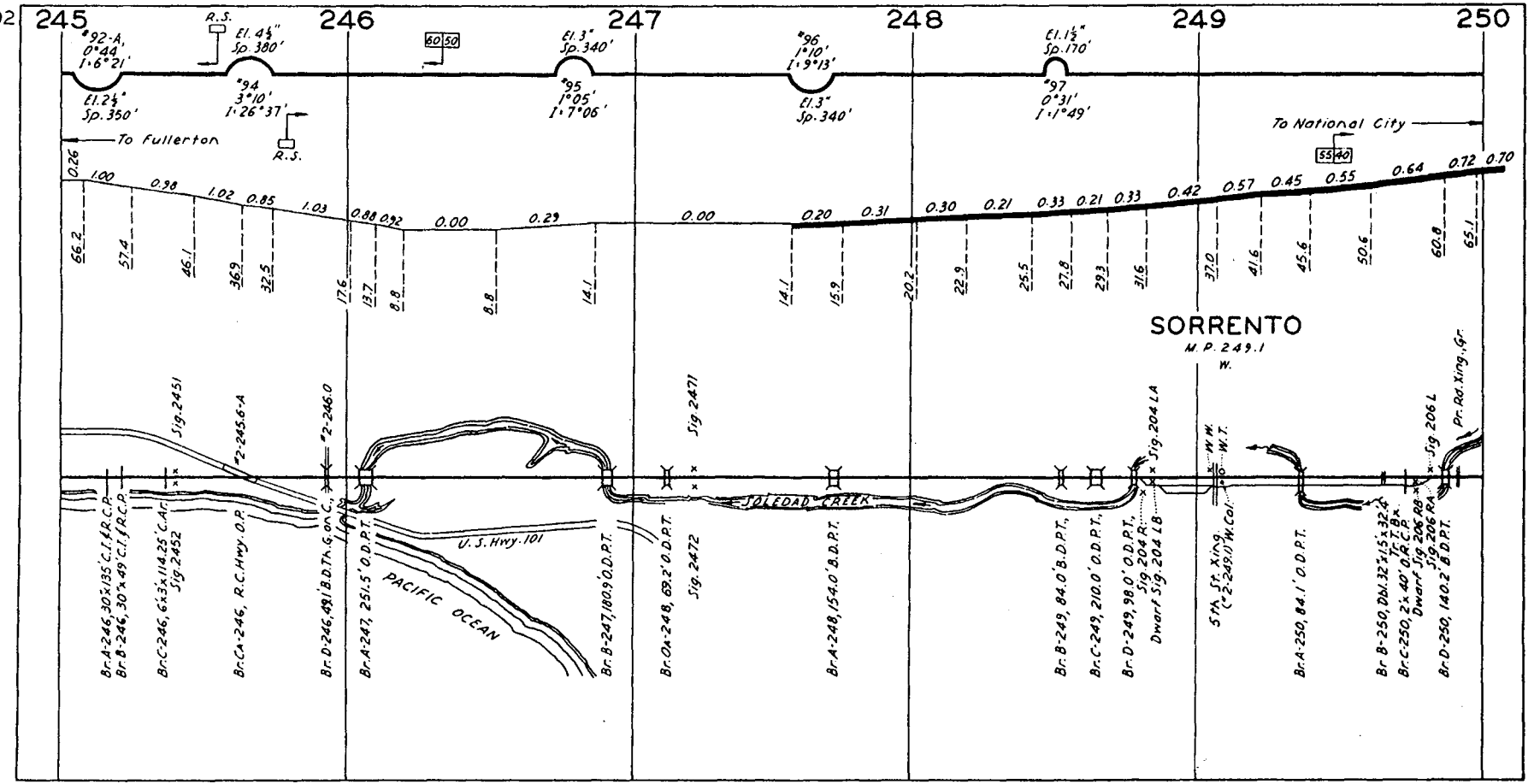

220
221
222
223
224
225
C.T.C.
El. 3" Sp. 340'
#65 1°03' I=9°15'
R.S.
#66 2°00' I=29°17'
El. 4½" Sp. 410'
El. 1" Sp. 100'
#66-A 0°40' I=4°08'
#68 1°01'30" I=5°26'
El. 1½" Sp. 140'
To Fullerton
To National City
0.41
1.27
0.00
0.66
0.00
0.10
0.53
1.20
0.00
1.20
1.10
0.23
0.00
0.56
0.00
1.13
0.00
1.20
47.2
72.0
72.0
64.0
64.0
61.0
52.0
13.0
13.0
46.0
58.1
59.0
59.0
64.0
64.0
55.0
55.0
STUART
M. P. 221.7
FALLBROOK JCT.
M. P. 224.2
Y.
To Fallbrook (FALLBROOK DIST.)
Santa Margarita River
U.S. Hwy. #101
PACIFIC OCEAN
Pr. Rd. Xing. Gr.
Sig. 2201
Sig. 2202
Sig. 2221
Sig. 2222
Dw. Sig. #166 LB
Dw. Sig. 168 RB
Sig. 168 L
#2-224.5-A
Br. B-225, 2'x2'x36.3' Tr. T. Bx.
Br. BA-225, 42"x24' R.C.P. & 10.7' C. Bx.
#2-224.6-B
Br. A-221, 1-12'x6'x62.7' C. Ar.
Br. B-221, 2'x1.5'x35.5' Tr. T. Bx.
Br. C-221, 2'x1'x35.5 Tr. T. Bx.
Br. A-222, 12'x6'x47' C. Ar.
Br. A-223, 2-105.5' B.D.D.G's. on C. 1-211.5' Th. T. 293' B.D.P.T. Total Lgth. 717.2'
Br. DA-223, 1-24"x32' C.P.
Sig. 166 R
Sig. 166 LA
Br. A-225, 1-42"x553' R.C.P.
Br. A-225, 301' R.C.I. Bm. Hwy. O.P.
Br. C-225, 66' B.D.D.G. over Hwy.
Br. D-225, 30"x24.4' R.C.P.
Sec. 34

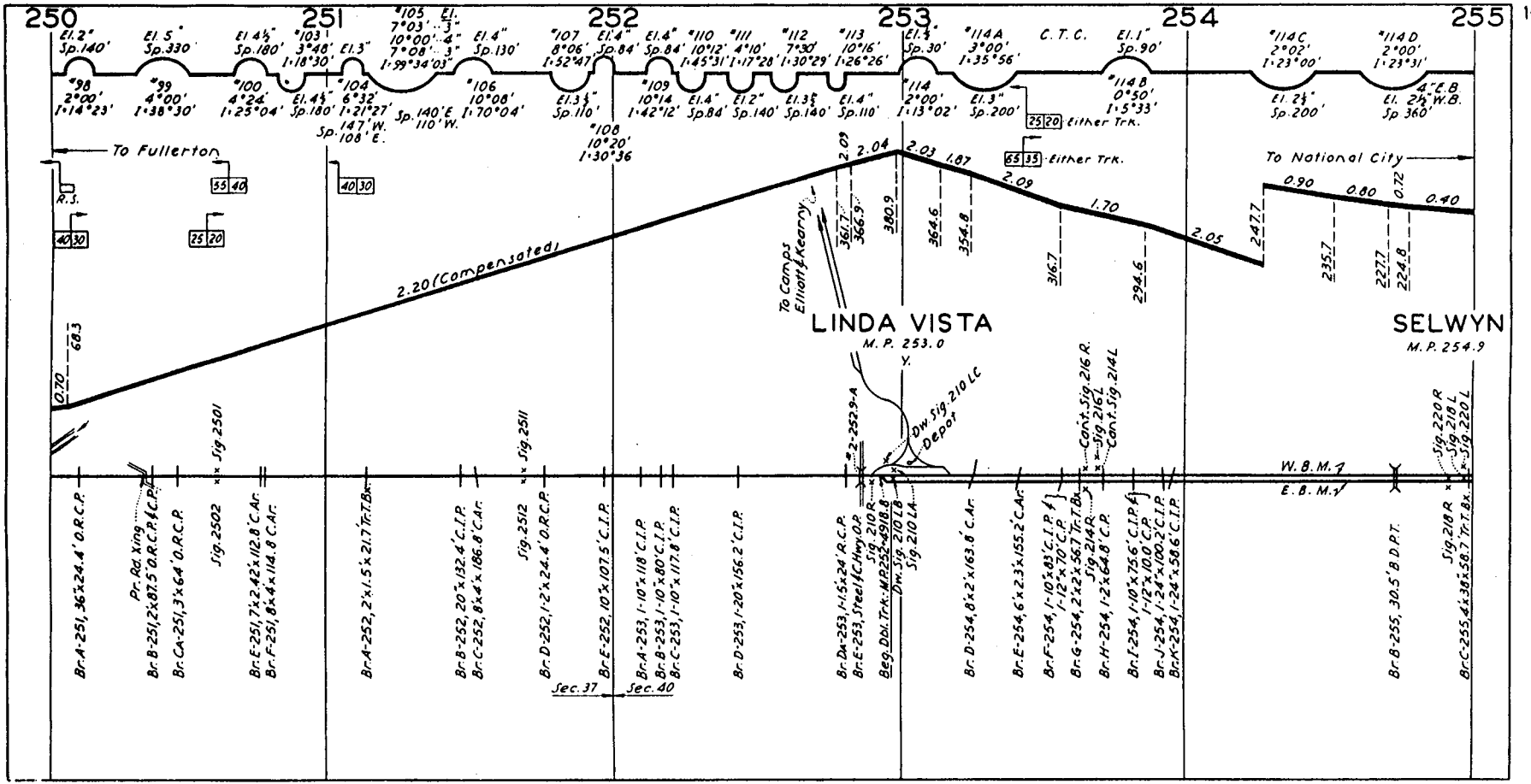

225
226
227
228
229
230
C.T.C.
El. 3" Sp. 200'
#69 3°06' I=22°53'
To Fullerton
El. 1" Sp. 250'
#70 0°30'24" I=6°01'
#71 0°30' I=6°44'
El. 1" Sp. 250'
To National City
OCEANSIDE
M.P. 226.2
F.W.
ESCONDIDO JCT.
M.P. 227.2
Y.
CARLSBAD
M.P. 229.3
Hill St.
U.S. Hwy #101
Escondido (ESCONDIDO DIST.)
San Luis Rey River
PACIFIC
OCEAN
Sec. 35

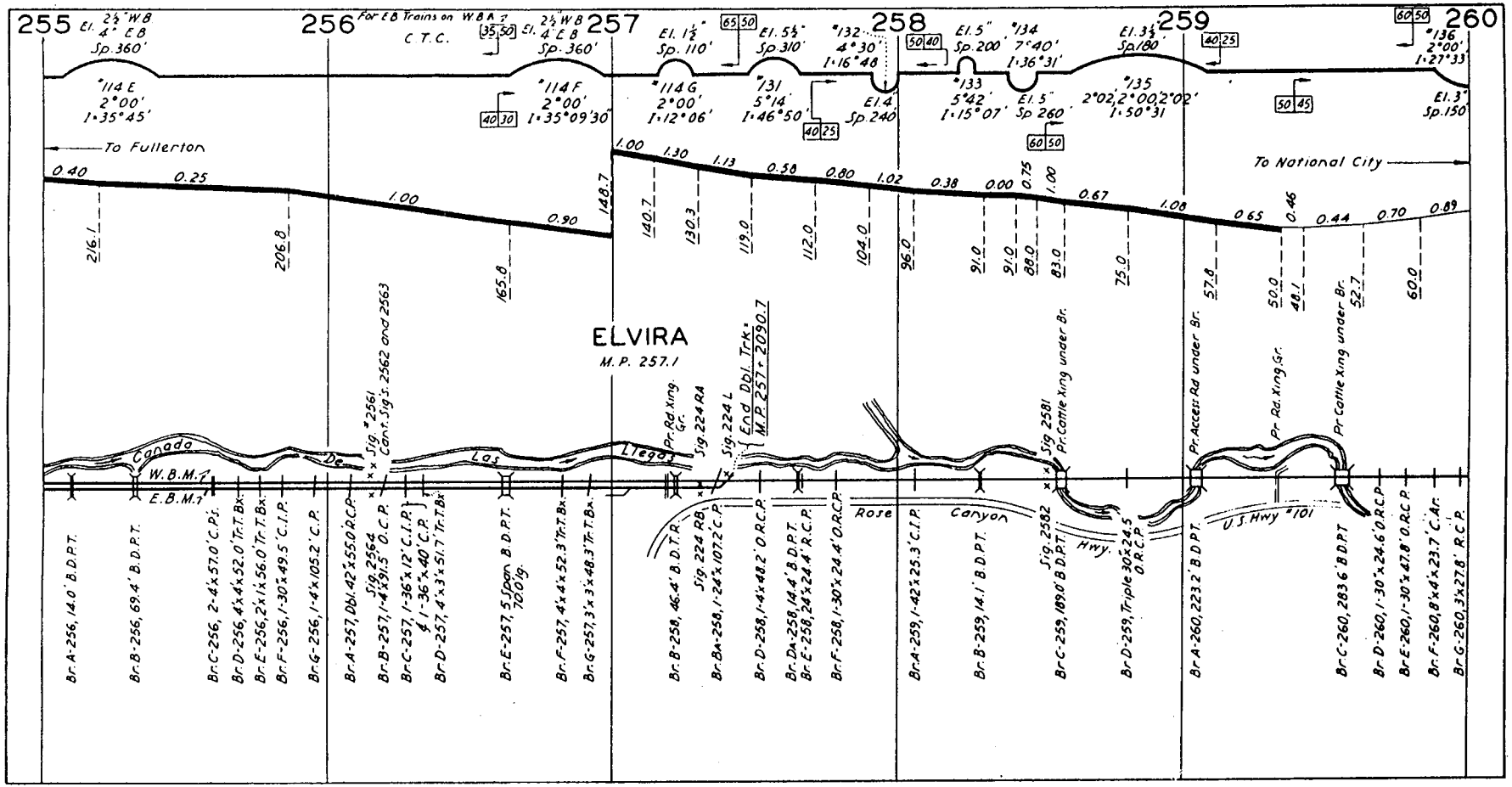

230
231
232
C.T.C.
233
234
235
#71-A
0°30'
1°11'30"
El. 1 1/3"
Sp. 250'
To Fullerton
#73-A
0°15'
1°2'03'30"
El. 1"
Sp. 130'
#73-B
0°30'
1°5'26'
El. 2"
Sp. 250'
To National City
0.10 0.04 0.95 1.00 0.00 0.37 0.00 0.46 0.76 1.20 1.22 0.05 0.00 0.50 0.00 1.20 1.20
40.7
40.5
17.0
40.8
40.8
44.0
44.0
51.4
45.7
23.5
51.6
51.0
51.0
49.0
49.9
13.9
Tamarack Ave. #2-230.1
Aguo Hedionda Cr.
Sig. 2301
Sig. 2302
FARR
M.P. 231.6
Pr. Rd. Xing. Gr.
Sig. 2321
Sig. 2322
Pub. Rd. Xing. #2-232.2
U.S. Hwy. #101
La Costa Blvd. #2-233.2
Dw. Sig. 184 LB
Sig. 184 LA
Sig. 184 R
PACIFIC OCEAN
PONTO
M.P. 234.2
Pub. Rd. Xing. #2-234.3
Dw. Sig. 186 RB
Sig. 186 L
Sig. 186 RA
Marca Cr.
Br. BA-231, 1-6' Steel P.
Br. AA-231, 1-4' Wr. I.P.
Br. A-231, 168.1' D.D.P.T.
Br. DA-232, 4-4'x35.6' Tr. T. Bx.
Br. A-232, 1-30'x24.4' C.I.P.
Br. A-233, 1-10'x8'x44' R.C. Bx.
Br. A-235, 1-24'x48' R.C.P.
Br. B-235, 308' B.D.P.T., S.S.C.

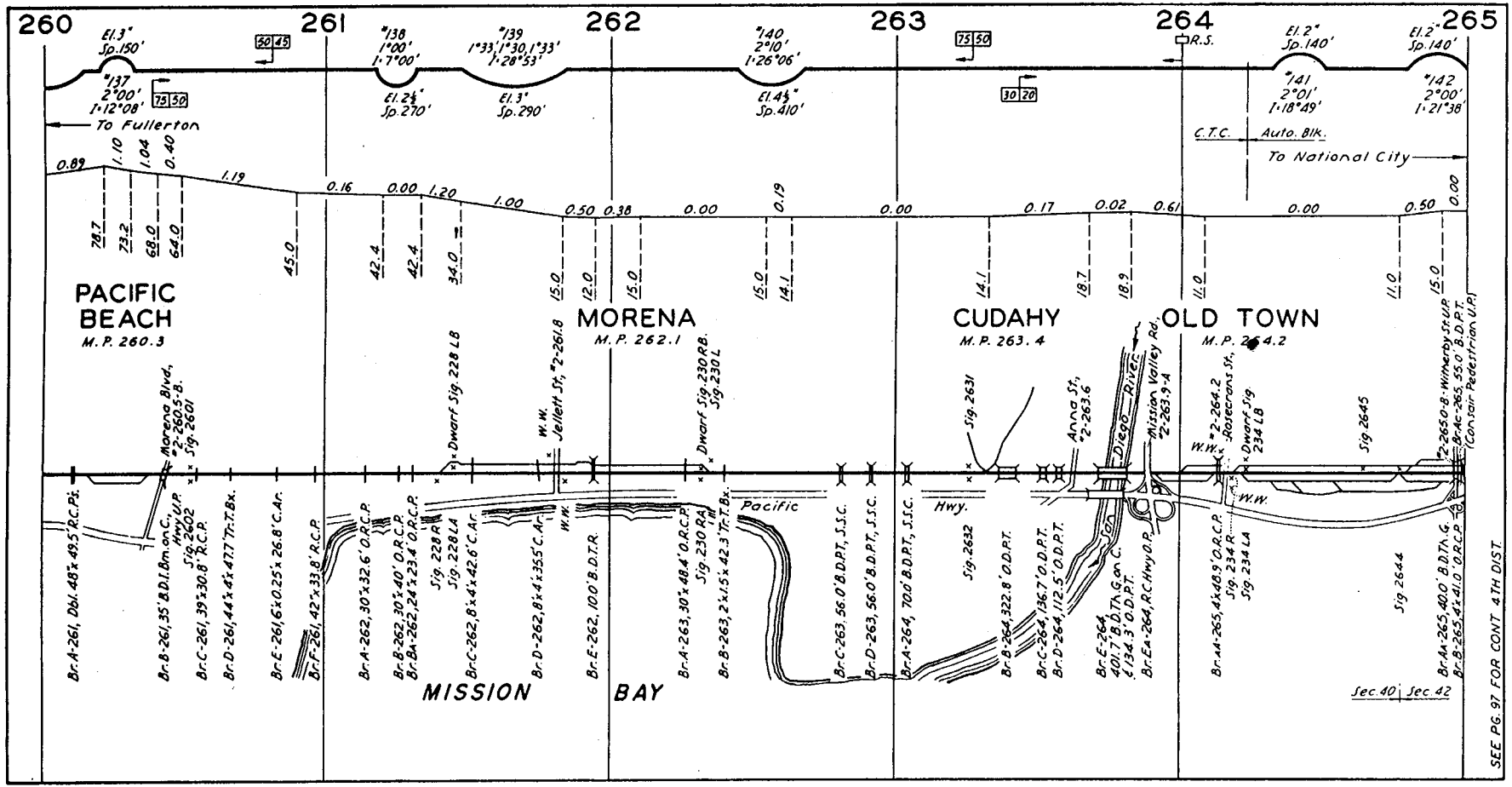

235
236
237
238
239
240
El. 3" Sp. 500'
#81 1°04' I=12°51'
85 50
C.T.C.
R.S.
#82 1°30' I=21°54'
El. 4½" Sp. 460'
R.S.
On Fireman's side acct. side trk.
50 85
El. 3½ Sp. 380'
#83 1°17' I=16°56'
El. 1½" Sp. 230'
#84 0°40' I=4°51'
#85 0°30' I=2°59
El. 2" Sp. 250'
To Fullerton
To National City
1.20
0.33
0.00
0.20
0.40
1.00
0.00
1.00
0.00
0.43
1.00
0.00
1.00
0.00
0.27
0.64
0.65
1.00
0.93
1.00
53.0
55.0
55.0
59.0
63.0
67.0
67.0
74.0
74.0
72.5
68.0
68.0
81.0
81.0
87.5
75.6
76.7
69.9
46.5
43.7
LEVEL
EQUA.
ENCINITAS
M.P. 238.1
CARDIFF
M.P. 239.8
Sig. 2351
Fish. Sig.
Pub. Rd. Xing.
#2-235.5
Pub. Rd. Xing. #2-235.7
W.W.
Fluvia St. #2-236.5
Sig. 2371
W.W.
Cottonwood Cr.
D St. #2-237.9
W.W.
E St. #2-237.95
Dw. Sig. 190 LB
Sig. 190 LA
Dw. Sig. #192 RB
Sig. 192 L
W.W.
Montgomery Ave. #2-239.3
Chesterfield Dr.
#2-239.8
W.W.
U.S. Hwy #101
Sig. 2352
Br. A-236, 1-4" Wr. I.P.
Fish. Sig.
Br. B-236, 1-4" Steel P.
Br. A-237, 1-4" C.I.P.
Br. B-237, 1-4" C.I.P.
Sig. 2372
Marcheta St. #2-237.3
Br. A-238, 20'x4'x36' C.Arch.
Br. B-238, 1-3" Wr. I.P.
W.W.
Sig. 190 R
Depot
PACIFIC
OCEAN
Br. A-239, 1-30"x.51' R.C.P.
Sig. 192 RA
Sec. 35
Sec. 37
Br. A-240, 1-24"x.25' C.I.P.
Br. B-240, 6'x3'x.36' C.Arch.
Br. C-240, 42"x.25.8' C.I.P.
Br. C-240, 1-25" Wr. I.P.
Br. D-240, 1-48"x.50' C.I.P.

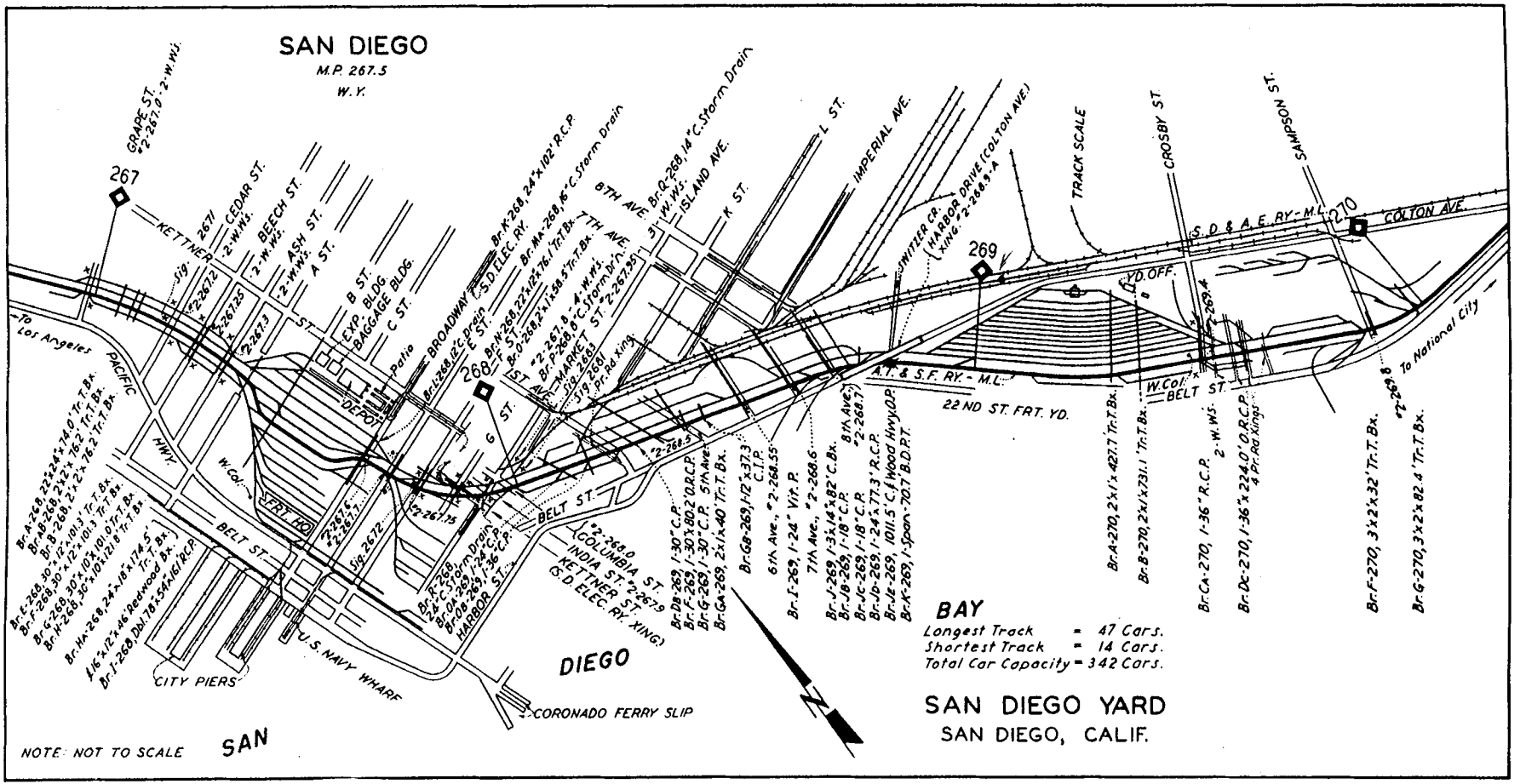

240
241
242
243
244
245
C.T.C.
R.S.
#87 1°00' I=11°52'
El. 2½" Sp. 570'
El. 2½" Sp. 270'
#88 1°02' I=8°00'
#89 1°00' I=10°06'
El. 2½" Sp. 270'
70 50
50 45
#90 2°04' I=29°11'
El. 3½" Sp. 290'
El. 3½" Sp. 210'
#91 4°00' I=29°48'40"
El. 1½" Sp. 140'
#92 1°00' I=7°04'
60 50
To Fullerton
To National City
SOLANA BEACH
M. P. 241.9
DEL MAR
M. P. 244.0
Escondido Cr.
Sig. 2401
Sig. 2402
#2-241.8
Sig. 2421
Sig. 2422
Plaza St. Xing.
Xing. 2-242.7-A
PACIFIC OCEAN
Dwarf Sig. 198 LB
Sig. 198 LA
San Dieguito River
#2-243.6-A
Dm. Sig. 200 RB
Sig. 200 L
Depot
W.W.
Sig. 198 R.
10 th. St. Xing.
U.S. Hwy. #101
Br. A-241, 36'x50' C.I.P.
Br. B-241, 308.0' B.D.P.T.
Br. B-243, 87' R.C. Hwy. O.P.
Br. A-244, 1033.3' O.D.P.T.
Br. AA-244, 259.5' R.C. Hwy. O.P.
Br. B-244, 1-48'x37.7' C.I.P.
Br. C-244, 8'x4'x63' C.A.C.
Sig. 200 RA
Coast Blvd. Xing. #2-244.1
Br. A-245, 30'x61' C.I.P.
Br. B-245, 24'x97.0' C.I.P.
Br. C-245, 48'x25.4' C.I.P.
Br. D-245, 24'x25' C.I.P. & 24'x13' C.I.P. under Rd.
Br. DA-245 Overhead Wood Foot Br. (#2-244.5-A.D.)
Br. E-245, 48'x41.5' C.I. & R.C.P.
Br. F-245, 48'x73.5' C.I. & R.C.P.

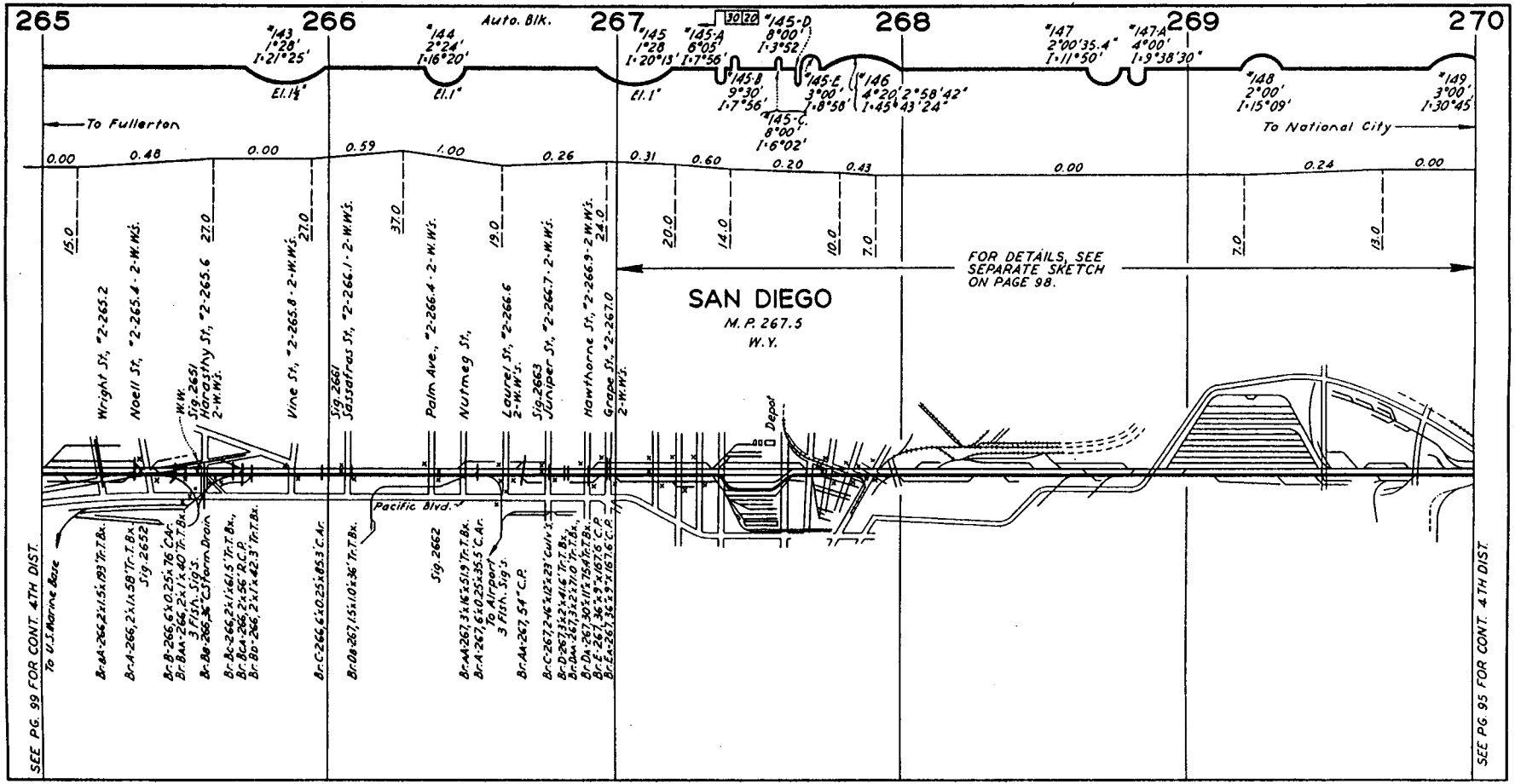

245
246
247
248
249
250
#92-A, 0°44' I=6°21'
El. 2½" Sp. 350'
R.S.
El. 4½" Sp. 380'
#94 3°10' I=26°37'
R.S.
60 50
El. 3" Sp. 340'
#95 1°05' I=7°06'
#96 1°10' I=9°13'
El. 3" Sp. 340'
El. 1½" Sp. 170'
#97 0°31' I=1°49'
To Fullerton
To National City
55 40
0.26
1.00
0.98
1.02
0.85
1.03
0.88
0.92
0.00
0.29
0.00
0.20
0.31
0.30
0.21
0.33
0.21
0.33
0.42
0.57
0.45
0.55
0.64
0.72
0.70
66.2
57.4
46.1
36.9
32.5
17.6
13.7
8.8
8.8
14.1
14.1
15.9
20.2
22.9
25.5
27.8
29.3
31.6
37.0
41.6
45.6
50.6
60.8
65.1
SORRENTO
M.P. 249.1
W.
Sig. 2451
#2-245.6-A
#2-246.0
Sig. 2471
Sig. 204 LA
W.W.
W.T.
Sig. 206 L
Pr. Rd. Xing., Gr.
SOLEDAD CREEK
U.S. Hwy. 101
PACIFIC OCEAN
Br. A-246, 30"x135' C.I. & R.C.P.
Br. B-246, 30"x49' C.I. & R.C.P.
Br. C-246, 6'x3'x114.25' C.Ar.
Sig. 2452
Br. CA-246, R.C. Hwy. O.P.
Br. D-246, 49.1' B.D.Th. G. on C.
Br. A-247, 251.5' O.D.P.T.
Br. B-247, 180.9' O.D.P.T.
Br. OA-248, 69.2' O.D.P.T.
Sig. 2472
Br. A-248, 154.0' B.D.P.T.
Br. B-249, 84.0' B.D.P.T.
Br. C-249, 210.0' O.D.P.T.
Br. D-249, 98.0' O.D.P.T.
Sig. 204 R.
Dwarf Sig. 204 LB
5th St. Xing. (#2-249.1) W. Col.
Br. A-250, 84.1' O.D.P.T.
Br. B-250, Dbl. 32"x1.5'x32.4' Tr. T.B.
Br. C-250, 2'x40' O.R.C.P.
Dwarf Sig. 206 RB
Sig. 206 RA
Br. D-250, 140.2' B.D.P.T.

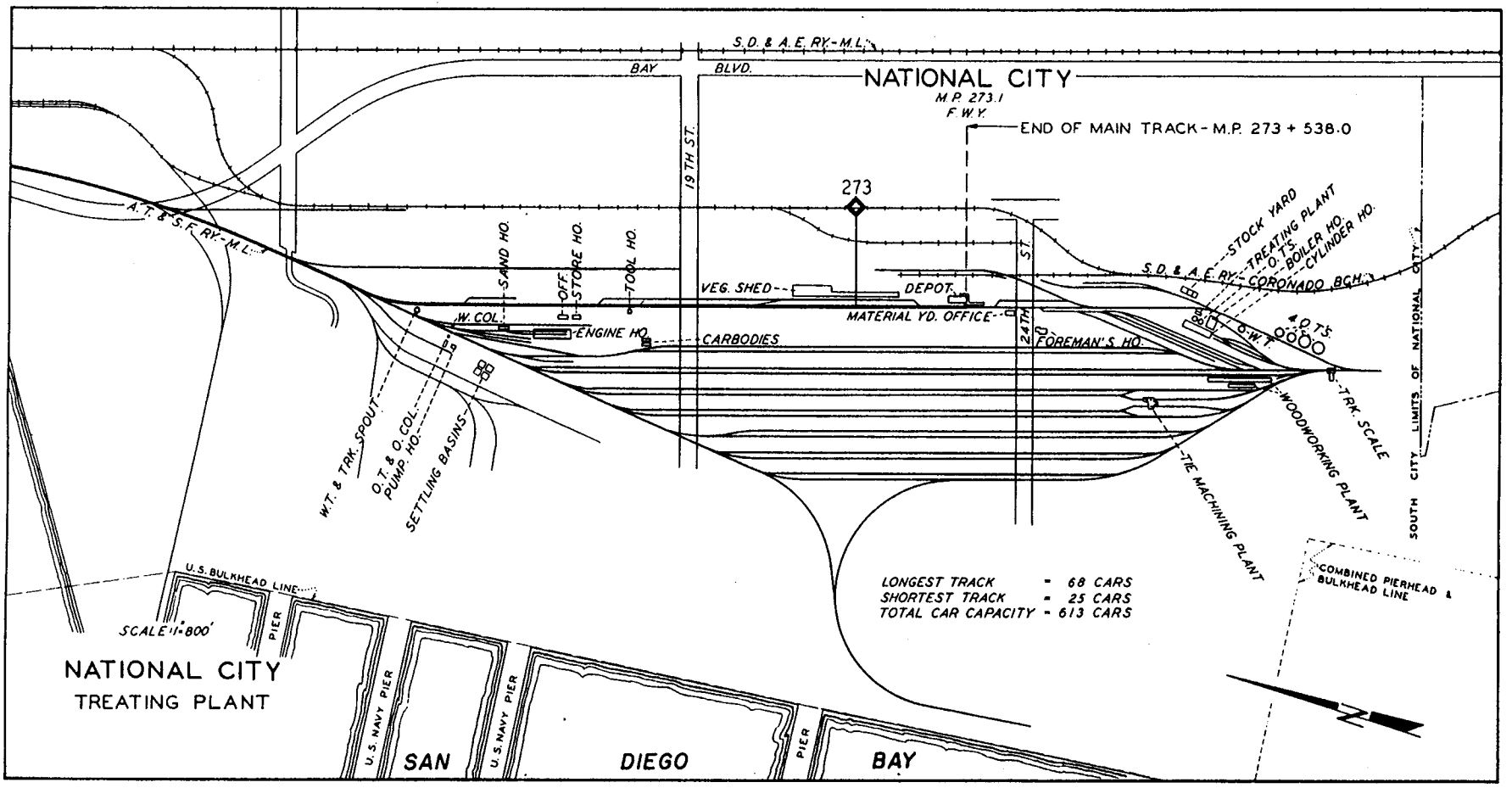

250
251
252
253
254
255
To Fullerton
To National City
2.20 (Compensated)
LINDA VISTA
M. P. 253.0
SELWYN
M. P. 254.9
To Camps Elliott & Kearny
Dw. Sig. 210 LC
Depot
W. B. M.
E. B. M.
Sec. 37
Sec. 40
Either Trk.
C. T. C.
R. S.

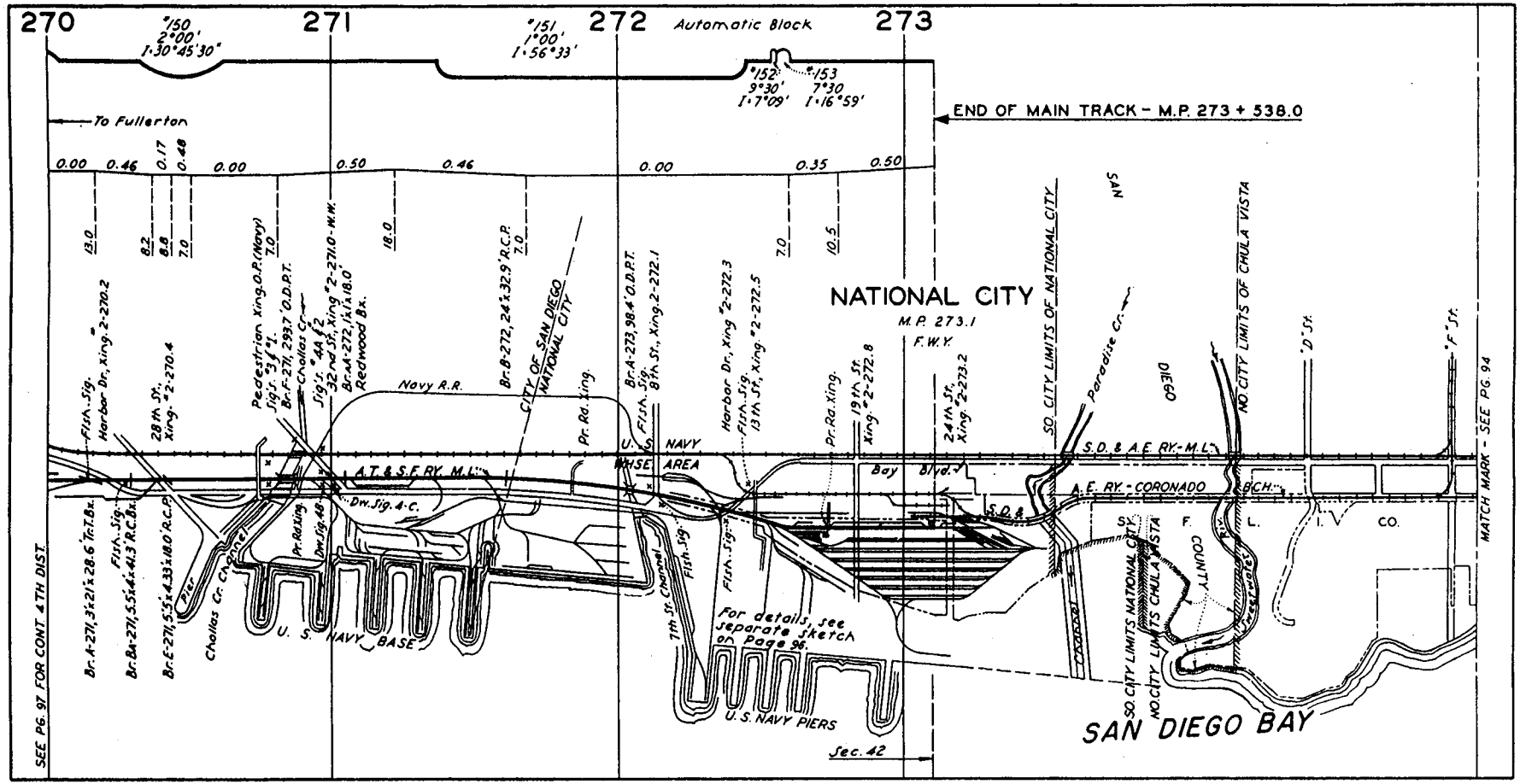

255
256
257
258
259
260
For E B Trains on W.B.A.
C.T.C.
El. 2½" W.B. 4" E.B. Sp. 360'
El. 2½" W.B. 4" E.B. Sp. 360'
El. 1½" Sp. 110'
El. 5½" Sp. 310'
El. 4" Sp. 240'
El. 5" Sp. 200'
El. 5" Sp. 260'
El. 3½" Sp. 180'
El. 3" Sp. 150'
To Fullerton
To National City
ELVIRA
M.P. 257.1
Canada De Las Llegas
W.B.M.
E.B.M.
Rose Canyon Hwy.
U.S. Hwy #101
Sig. #2561 Cant. Sig's. 2562 and 2563
Sig. 2564
Sig. 224 RA
Sig. 224 L
End Dbl. Trk. M.P. 257+2090.7
Sig. 2581
Sig. 2582
Pr. Cattle Xing under Br.
Pr. Access Rd under Br.
Pr. Rd. Xing Gr.
Br. A-256, 14.0' B.D.P.T.
Br. B-256, 69.4' B.D.P.T.
Br. C-256, 2-4'x57.0' C.P's.
Br. D-256, 4'x4'x52.0' Tr.T.Bx.
Br. E-256, 2'x1'x56.0' Tr.T.Bx.
Br. F-256, 1-30"x49.5' C.I.P.
Br. G-256, 1-4'x105.2' C.P.
Br. A-257, Dbl. 42"x55.0' R.C.P.
Br. B-257, 1-4'x91.5' O.C.P.
Br. C-257, 1-36"x12' C.I.P. & 1-36"x40' C.P.
Br. D-257, 4'x3'x51.7' Tr.T.Bx.
Br. E-257, 5 Span B.D.P.T. 70.0' lg.
Br. F-257, 4'x4'x52.3' Tr.T.Bx.
Br. G-257, 3'x3'x48.3' Tr.T.Bx.
Br. B-258, 46.4' B.D.T.R.
Br. BA-258, 1-24"x107.2' C.P.
Br. D-258, 1-4'x48.2' O.R.C.P.
Br. DA-258, 14.4' B.D.P.T.
Br. E-258, 24"x24.4' R.C.P.
Br. F-258, 1-30"x24.4' O.R.C.P.
Br. A-259, 1-42"x25.3' C.I.P.
Br. B-259, 14.1' B.D.P.T.
Br. C-259, 189.0' B.D.P.T.
Br. D-259, Triple 30"x24.5 O.R.C.P.
Br. A-260, 223.2' B.D.P.T.
Br. C-260, 283.6' B.D.P.T.
Br. D-260, 1-30"x24.6' O.R.C.P.
Br. E-260, 1-30"x47.8' O.R.C.P.
Br. F-260, 8'x4'x23.7' C.Ar.
Br. G-260, 3'x27.8' R.C.P.

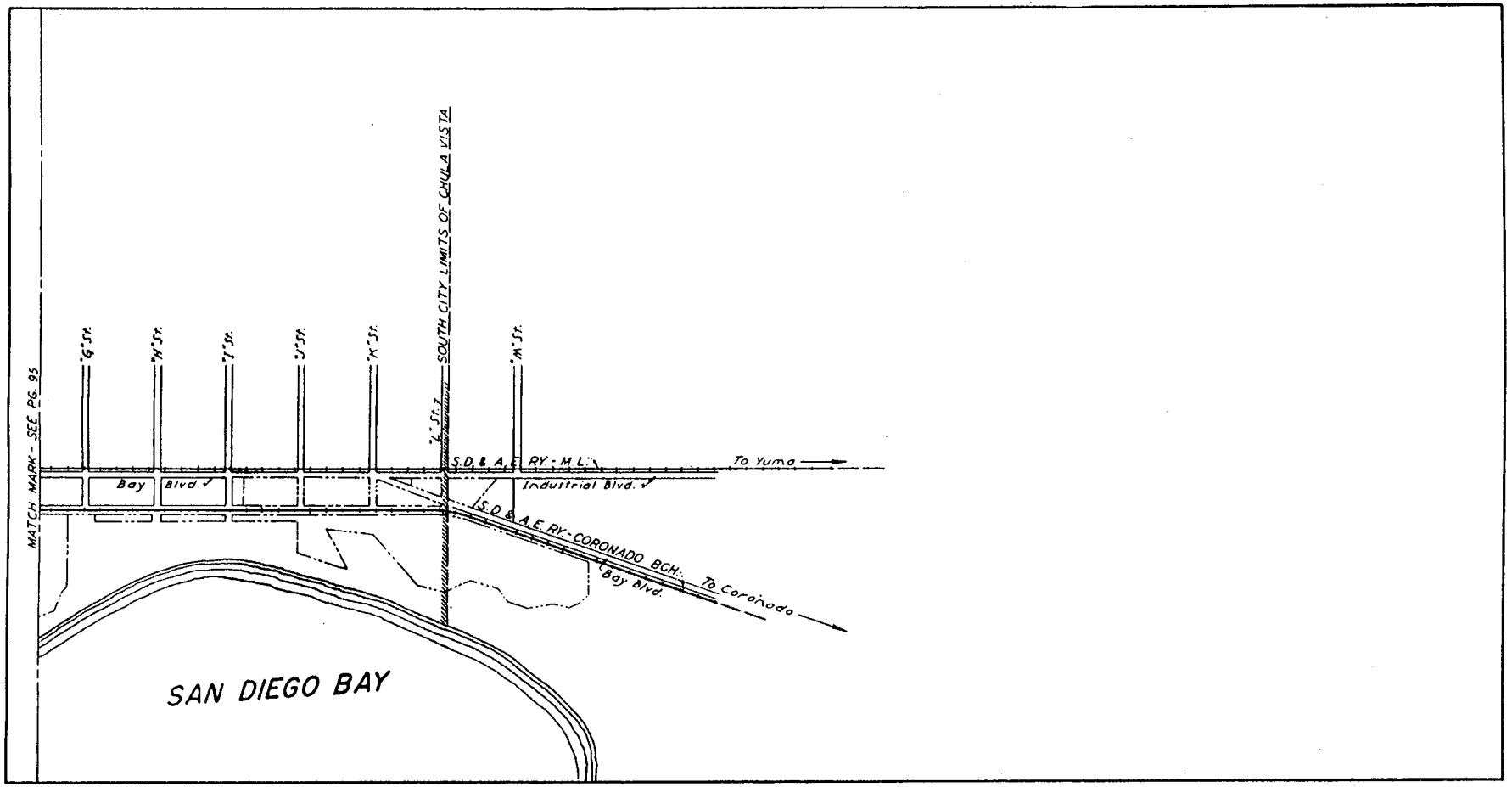

260
261
262
263
264
265
El. 3" Sp. 150'
#137 2°00' I=12°08'
To Fullerton
#138 1°00' I=7°00'
El. 2½" Sp. 270'
#139 1°33', 1°30, 1°33' I=28°53'
El. 3" Sp. 290'
#140 2°10' I=26°06'
El. 4½" Sp. 410'
R.S.
El. 2" Sp. 140'
#141 2°01' I=18°49'
El. 2" Sp. 140'
#142 2°00' I=21°38'
C.T.C.
Auto. Blk.
To National City
PACIFIC BEACH
M.P. 260.3
MORENA
M.P. 262.1
CUDAHY
M.P. 263.4
OLD TOWN
M.P. 264.2
Morena Blvd., #2-260.5-B. Sig. 2601
Dwarf Sig. 228 LB
W.W.
Jellett St., #2-261.8
Dwarf Sig. 230 RB. Sig. 230 L
Sig. 2631
Anna St., #2-263.6
San Diego River
Mission Valley Rd., #2-263.9-A
#2-264.2 Rosecrans St.
Dwarf Sig. 234 LB
Sig. 2645
#2-265.0-B-Witherby St. U.P.
Br. Ac-265, 55.0' B.D.P.T. (Consair Pedestrian U.P.)
Pacific Hwy.
Br. A-261, Dbl. 48"x49.5' R.C.P's.
Br. B-261, 35' B.D.I. Bm. on C., Hwy U.P. Sig. 2602
Br. C-261, 39"x30.8' R.C.P.
Br. D-261, 44"x4"x47.7' Tr.T.Bx.
Br. E-261, 6'x0.25'x26.8' C.Ar.
Br. F-261, 42"x33.8' R.C.P.
Br. A-262, 30"x32.6' O.R.C.P.
Br. B-262, 30"x40' O.R.C.P.
Br. BA-262, 24"x23.4' O.R.C.P.
Sig. 228 R
Sig. 228 LA
Br. C-262, 8'x4'x42.6' C.Ar.
Br. D-262, 8'x4'x35.5' C.Ar.
Br. E-262, 10.0' B.D.T.R.
Br. A-263, 30"x48.4' O.R.C.P.
Sig. 230 RA
Br. B-263, 2'x1.5'x42.3' Tr.T.Bx.
Br. C-263, 56.0' B.D.P.T., S.S.C.
Br. D-263, 56.0' B.D.P.T., S.S.C.
Br. A-264, 70.0' B.D.P.T., S.S.C.
Sig. 2632
Br. B-264, 322.8' O.D.P.T.
Br. C-264, 136.7' O.D.P.T.
Br. D-264, 112.5' O.D.P.T.
Br. E-264, 401.7' B.D.Th.G. on C. & 134.3' O.D.P.T.
Br. EA-264, R.C. Hwy O.P.
Br. AA-265, 4'x48.9' O.R.C.P.
Sig. 234 R
Sig. 234 LA
Sig. 2644
Br. AA-265, 40.0' B.D.Th.G.
Br. B-265, 4'x41.0' O.R.C.P.
MISSION BAY
Sec. 40
Sec. 42
SEE PG. 97 FOR CONT 4TH DIST.

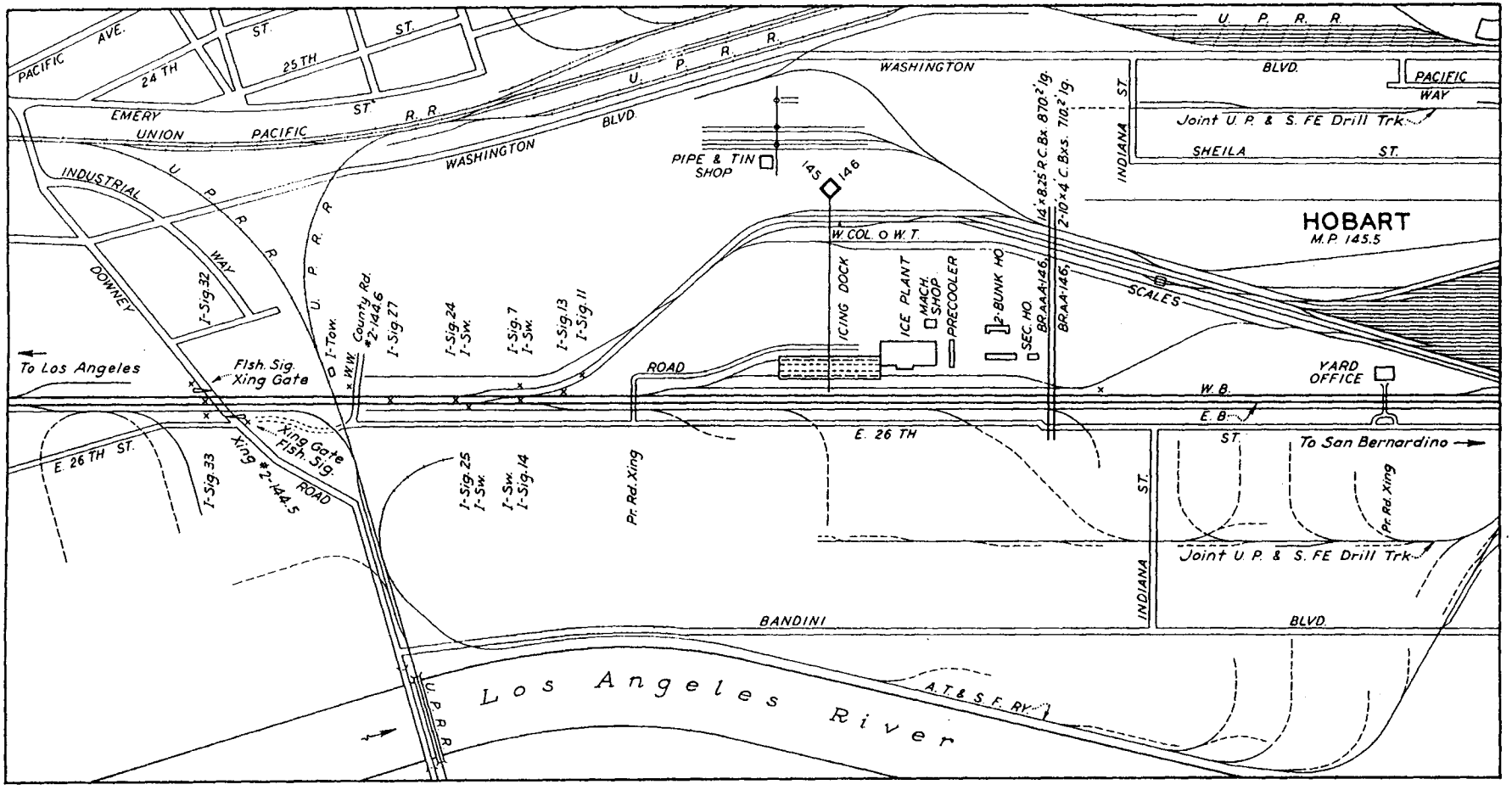

SAN DIEGO
M.P. 267.5
W.Y.
267
268
269
270
GRAPE ST. #2-267.0 2-W.W's.
KETTNER
CEDAR ST.
BEECH ST.
ASH ST.
A ST.
B ST.
EXP. BLDG.
BAGGAGE BLDG.
C ST.
Patio
BROADWAY
S.D. ELEC. RY.
Br. K-268, 24"x102' R.C.P.
Br. MA-268, 16" C. Storm Drain
7TH AVE.
8TH AVE.
Br. Q-268, 14" C. Storm Drain
ISLAND AVE.
K ST.
L ST.
IMPERIAL AVE.
SWITZER CR.
HARBOR DRIVE (COLTON AVE.)
TRACK SCALE
CROSBY ST.
SAMPSON ST.
S.D. & A.E. RY.-M.L.
COLTON AVE.
YD. OFF.
A.T. & S.F. RY.-M.L.
22 ND ST. FRT. YD.
W. Col.
BELT ST.
To National City
To Los Angeles
PACIFIC
HWY.
DEPOT
G ST.
1ST AVE.
MARKET ST.
W. Col.
FRT. HQ.
BELT ST.
Br. A-268, 22"x24"x74.0' Tr. T. Bx.
Br. AB-268, 2'x2'x76.2' Tr. T. Bx.
Br. B-268, 2'x2'x76.2' Tr. T. Bx.
Br. E-268, 30"x12"x101.3' Tr. T. Bx.
Br. F-268, 30"x12"x101.3' Tr. T. Bx.
Br. G-268, 30"x10"x101.0' Tr. T. Bx.
Br. H-268, 30"x10"x121.8' Tr. T. Bx.
Br. HA-268, 24"x18"x174.5' Tr. T. Bx.
Br. I-268, Dbl. 78"x54"x161' R.C.P.
CITY PIERS
U.S. NAVY WHARF
Br. R-268, 24" C. Storm Drain
Br. OA-269, 1-24" C.P.
Br. OB-269, 1-36" C.P.
HARBOR ST.
#2-268.0
COLUMBIA ST.
INDIA ST. #2-267.9
KETTNER ST. (S.D. ELEC. RY. XING)
CORONADO FERRY SLIP
Br. DB-269, 1-30" C.P.
Br. F-269, 1-30"x80.2' O.R.C.P.
Br. G-269, 1-30" C.P.
Br. GA-269, 2'x1'x40' Tr. T. Bx.
Br. GB-269, 1-12"x37.3' C.I.P.
6th Ave., #2-268.55
Br. I-269, 1-24" Vit. P.
7th Ave., #2-268.6
Br. J-269, 1-3'x14'x82' C. Bx.
Br. JB-269, 1-18" C.P.
Br. JC-269, 1-18" C.P.
Br. JD-269, 1-24"x77.3' R.C.P.
Br. JE-269, 1011.5' C. & Wood Hwy. O.P.
Br. K-269, 1-Span-70.7' B.D.P.T.
8th Ave., #2-268.7
Br. A-270, 2'x1'x427.7' Tr. T. Bx.
Br. B-270, 2'x1'x731.1' Tr. T. Bx.
Br. CA-270, 1-36" R.C.P.
Br. DC-270, 1-36"x224.0' O.R.C.P. 4 Pr. Rd. Kings
Br. F-270, 3'x2'x32' Tr. T. Bx.
Br. G-270, 3'x2'x82.4' Tr. T. Bx.
#2-269.8
BAY
Longest Track = 47 Cars.
Shortest Track = 14 Cars.
Total Car Capacity = 342 Cars.
SAN DIEGO YARD
SAN DIEGO, CALIF.
NOTE: NOT TO SCALE
SAN
DIEGO

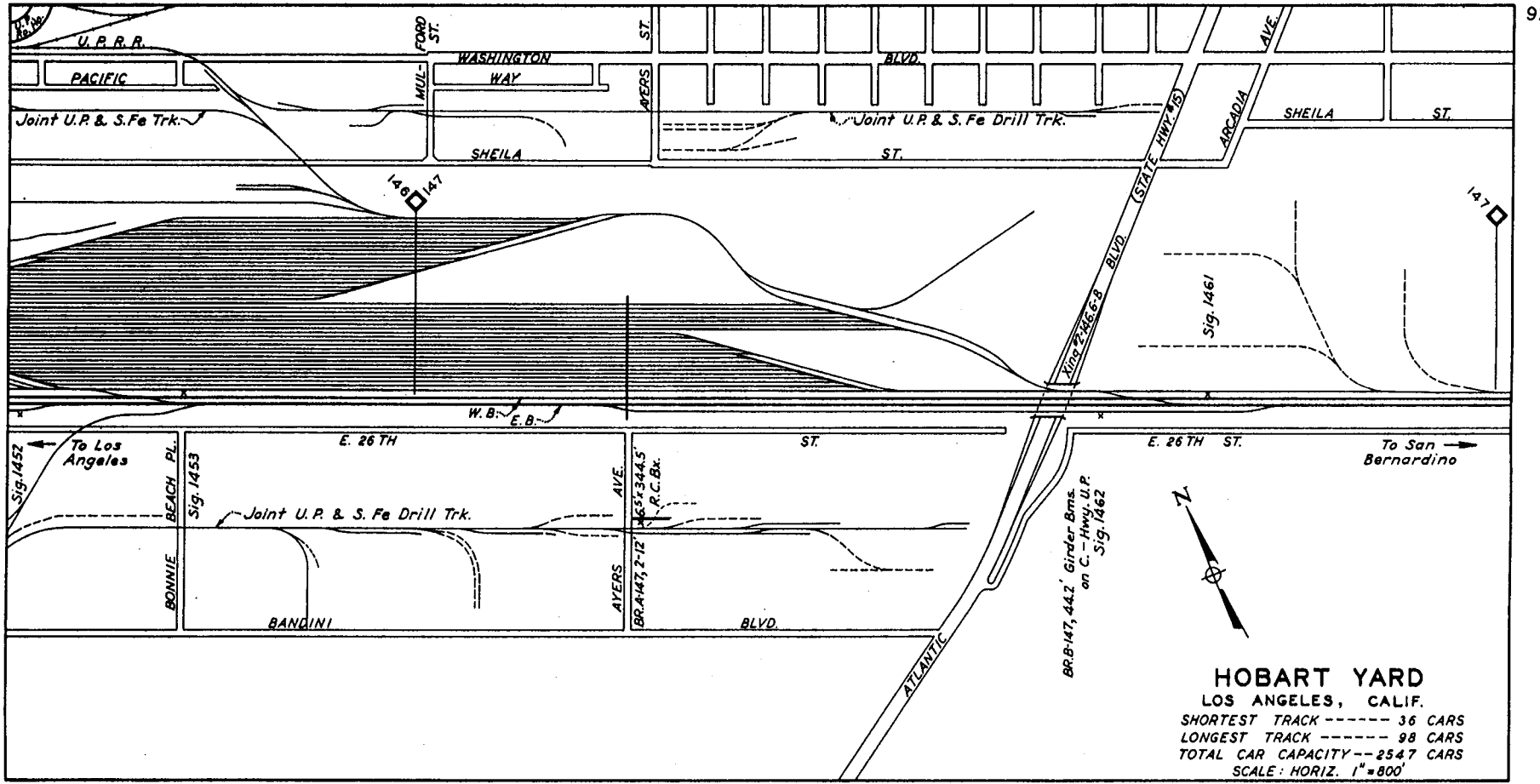

265
266
267
268
269
270
Auto. Blk.
30 20
*143 1°28' I=21°25'
El. 1½"
*144 2°24' I=16°20'
El. 1"
*145 1°28 I=20°13'
El. 1"
*145-A 6°05' I=7°56'
*145-B 9°30' I=7°56'
*145-C 8°00' I=6°02'
*145-D 8°00' I=3°52'
*145-E 3°00' I=8°58'
*146 4°20' 2°58'42" I=45°43'24"
*147 2°00'35.4" I=11°50'
*147-A 4°00' I=9°38'30"
*148 2°00' I=15°09'
*149 3°00' I=30°45'
To Fullerton
To National City
0.00
0.48
0.00
0.59
1.00
0.26
0.31
0.60
0.20
0.43
0.00
0.24
0.00
15.0
27.0
27.0
37.0
19.0
24.0
20.0
14.0
10.0
7.0
7.0
13.0
FOR DETAILS, SEE SEPARATE SKETCH ON PAGE 98.
SAN DIEGO
M. P. 267.5
W. Y.
Wright St., #2-265.2
Noell St., #2-265.4 - 2-W.W's.
W.W. Sig. 2651
Harasthy St., #2-265.6 2-W.W's.
Vine St., #2-265.8 - 2-W.W's.
Sig. 2661
Sassafras St., #2-266.1 - 2-W.W's.
Palm Ave., #2-266.4 - 2-W.W's.
Nutmeg St.,
Laurel St., #2-266.6 2-W.W's.
Sig. 2663
Juniper St., #2-266.7 - 2-W.W's.
Hawthorne St., #2-266.9 - 2-W.W's.
Grape St., #2-267.0 2-W.W's.
Depot
Pacific Blvd.
To U.S. Marine Base
Br. 8A-266, 2x1.5x193' Tr. T. Bx.
Br. A-266, 2x1x58' Tr. T. Bx.
Sig. 2652
Br. B-266, 6x0.25x76' C.Ar.
Br. BAA-266, 2x1x40' Tr. T. Bx.
3 Fish. Sig's.
Br. BB-266, 36" C. Storm Drain
Br. Bc-266, 2x1x61.5' Tr. T. Bx.,
Br. BCA-266, 2x56' R.C.P.
Br. BD-266, 2x1x42.3' Tr. T. Bx.
Br. C-266, 6x0.25x85.3' C.Ar.
Br. DB-267, 1.5x1.0x36' Tr. T. Bx.
Sig. 2662
Br. AA-267, 3x16x51.9' Tr. T. Bx.
Br. A-267, 6x0.25x35.5' C.Ar.
To Airport
3 Fish. Sig's.
Br. AA-267, 54" C.P.
Br. C-267, 2x16x12x23' Culv's.
Br. D-267, 3x2x41.6' Tr. T. Bx.,
Br. DAA-267, 3x2x71.0' Tr. T. Bx.,
Br. DA-267, 30x11x75.4' Tr. T. Bx.,
Br. E-267, 36"x9"x167.6' C.P.
Br. EA-267, 36"x9"x167.6' C.P.
SEE PG. 99 FOR CONT. 4TH DIST.
SEE PG. 95 FOR CONT. 4TH DIST.

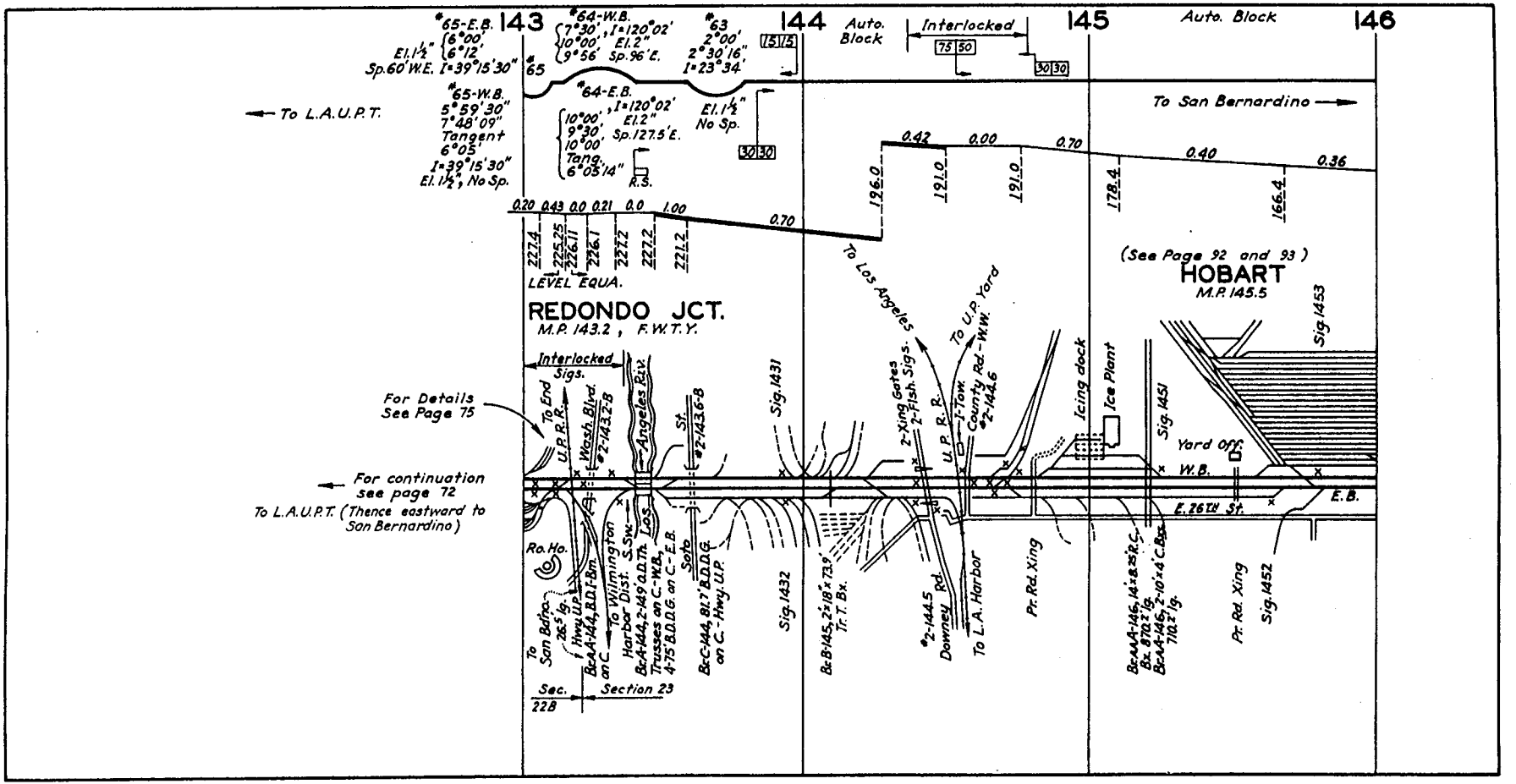

S.D. & A.E. RY.-M.L.
BAY BLVD.
NATIONAL CITY
M.P. 273.1
F.W.Y.
END OF MAIN TRACK - M.P. 273 + 538.0
19TH ST.
273
A.T. & S.F. RY.-M.L.
SAND HO.
OFF. STORE HO.
TOOL HO.
VEG. SHED
DEPOT
MATERIAL YD. OFFICE
24TH ST.
W. COL.
ENGINE HO.
CARBODIES
FOREMAN'S HO.
S.D. & A.E. RY.-CORONADO BCH.
STOCK YARD
TREATING PLANT
O.T.'S.
BOILER HO.
CYLINDER HO.
O.W.T.
O.T.'S.
TRK. SCALE
WOODWORKING PLANT
TIE MACHINING PLANT
SOUTH CITY LIMITS OF NATIONAL CITY
W.T. & TRK. SPOUT
O.T. & O. COL. PUMP. HO.
SETTLING BASINS
U.S. BULKHEAD LINE
SCALE 1" = 800'
PIER
NATIONAL CITY
TREATING PLANT
U.S. NAVY PIER
U.S. NAVY PIER
SAN DIEGO BAY
PIER
LONGEST TRACK - 68 CARS
SHORTEST TRACK - 25 CARS
TOTAL CAR CAPACITY - 613 CARS
COMBINED PIERHEAD & BULKHEAD LINE
N

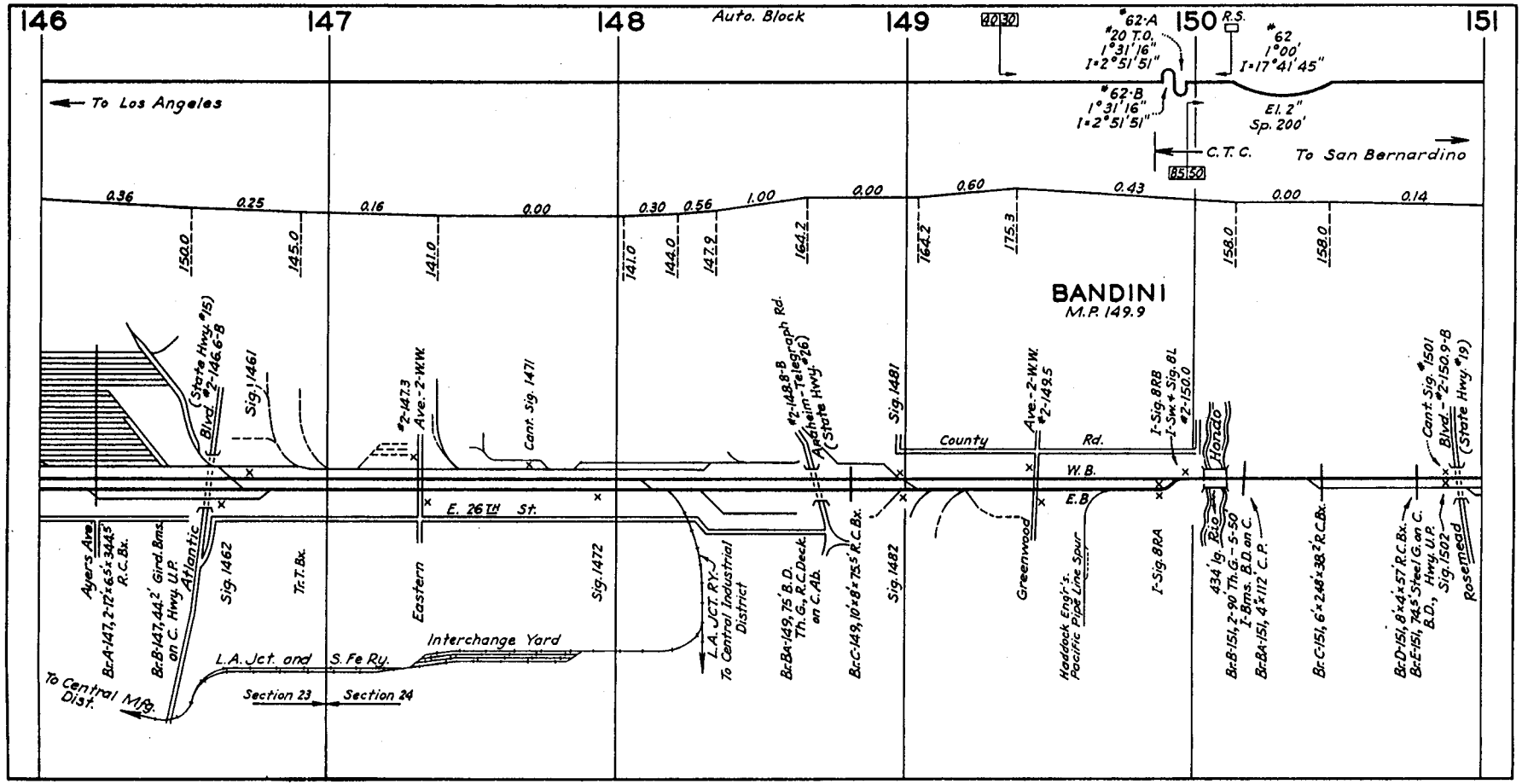

270
271
272
273
Automatic Block
#150 2°00' I=30°45'30"
#151 1°00' I=56°33'
#152 9°30' I=7°09'
#153 7°30 I=16°59'
To Fullerton
END OF MAIN TRACK - M.P. 273 + 538.0
0.00 0.46 0.17 0.48 0.00 0.50 0.46 0.00 0.35 0.50
13.0 8.2 8.8 7.0 7.0 18.0 7.0 7.0 10.5
NATIONAL CITY
M.P. 273.1
F.W.Y.
Navy R.R.
CITY OF SAN DIEGO NATIONAL CITY
Pr. Rd. Xing.
Br. A-273, 98.4' O.D.P.T.
Flsh. Sig. 8th St., Xing. 2-272.1
Harbor Dr., Xing #2-272.3
Flsh. Sig. 13th St., Xing. #2-272.5
Pr. Rd. Xing.
19th St. Xing. #2-272.8
24th St. Xing. #2-273.2
SO. CITY LIMITS OF NATIONAL CITY
Paradise Cr.
SAN DIEGO
NO. CITY LIMITS OF CHULA VISTA
"D" St.
"F" St.
Flsh. Sig.
Harbor Dr., Xing. 2-270.2
28th St. Xing. #2-270.4
Pedestrian Xing. O.P. (Navy)
Sig's. #3 & #1.
Br. F-271, 293.7' O.D.P.T.
Chollas Cr.
Sig's. #4A & #2
32nd St., Xing #2-271.0-W.W.
Br. A-272, 1x1x18.0' Redwood Bx.
Br. B-272, 24'x32.9' R.C.P.
U. S. NAVY WHSE. AREA
A.T. & S.F. RY. M.L.
Dw. Sig. 4-C.
Pr. Rd. Xing.
Dw. Sig. 48
Br. A-271, 3'x21'x28.6' Tr. T. Bx.
Flsh. Sig.
Br. BA-271, 5.5'x4'x41.3' R.C. Bx.
Br. E-271, 5.5'x4.33'x18.0' R.C.P.
Pier
Chollas Cr. Channel
U. S. NAVY BASE
7th St. Channel
Flsh. Sig.
Flsh. Sig.
For details, see separate sketch on Page 96.
U. S. NAVY PIERS
Sec. 42
Bay Blvd.
S.D. & A.E. RY.-M.L.
A.E. RY.-CORONADO BCH.
S.D. &
S. F. L. I. CO.
COUNTY
Sweetwater Riv.
SO. CITY LIMITS NATIONAL CITY
NO. CITY LIMITS CHULA VISTA
SAN DIEGO BAY
MATCH MARK - SEE PG. 94
SEE PG. 97 FOR CONT. 4TH DIST.

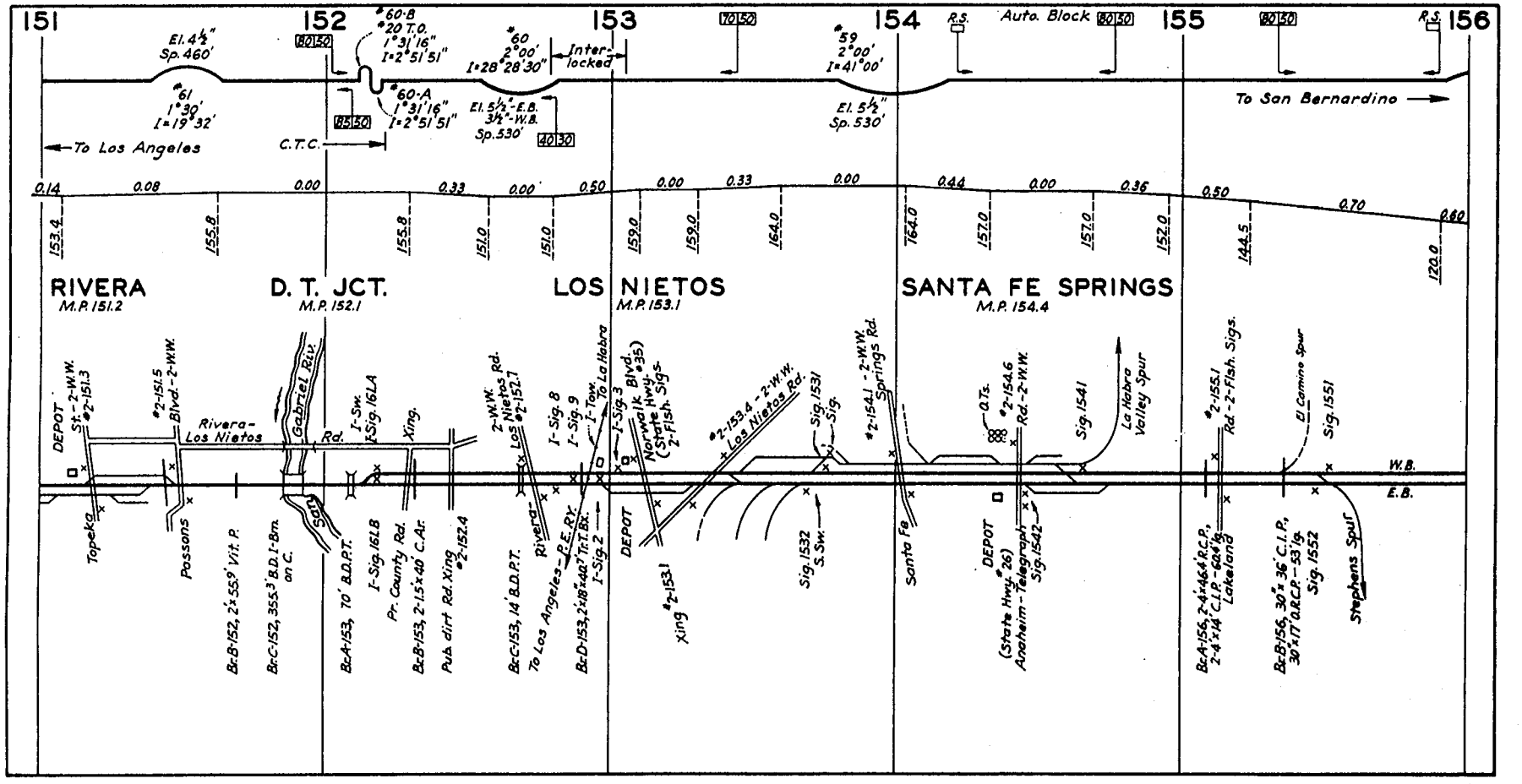

MATCH MARK - SEE PG. 95
'G' St.
'H' St.
'I' St.
'J' St.
'K' St.
'L' St.
SOUTH CITY LIMITS OF CHULA VISTA
'M' St.
S.D. & A.E. RY - M.L.
To Yuma
Bay Blvd.
Industrial Blvd.
S.D. & A.E. RY - CORONADO BCH.
Bay Blvd.
To Coronado
SAN DIEGO BAY

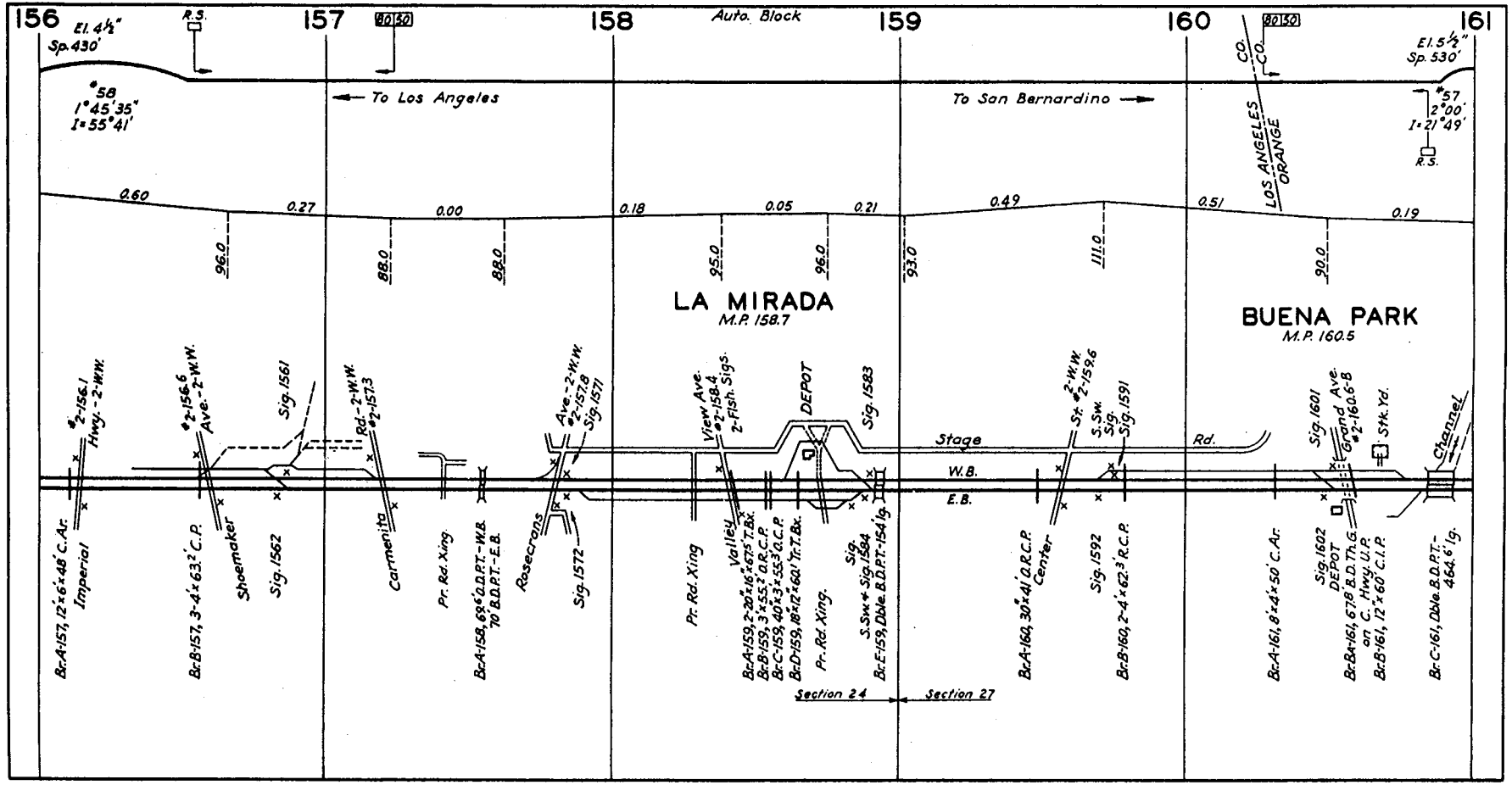

PACIFIC AVE.
24 TH ST.
25 TH ST.
U. P. R. R.
WASHINGTON BLVD.
EMERY ST.
UNION PACIFIC R. R.
INDUSTRIAL WAY
DOWNEY ROAD
PIPE & TIN SHOP
145
146
W. COL. O W. T.
ICING DOCK
ICE PLANT
MACH. SHOP
PRECOOLER
2-BUNK HO.
SEC. HO.
BR. AA-146
BR. AA-146
14'×8.25' R.C. Bx. 870.2' lg.
2-10'×4' C. Bxs. 710.2' lg.
INDIANA ST.
BLVD.
PACIFIC WAY
Joint U. P. & S. FE Drill Trk.
SHEILA ST.
HOBART
M.P. 145.5
SCALES
YARD OFFICE
W. B.
E. B.
To Los Angeles
Fish. Sig.
Xing Gate
1-Sig. 32
1-Tow.
W.W.
County Rd. #2-144.6
1-Sig. 27
1-Sig. 24
1-Sw.
1-Sig. 7
1-Sw.
1-Sig. 13
1-Sig. 11
E. 26 TH ST.
1-Sig. 33
Xing #2-144.5
Xing Gate
Fish. Sig.
1-Sig. 25
1-Sw.
1-Sw.
1-Sig. 14
Pr. Rd. Xing
E. 26 TH
To San Bernardino
Pr. Rd. Xing
Joint U. P. & S. FE Drill Trk.
BANDINI BLVD.
A.T. & S.F. RY.
Los Angeles River

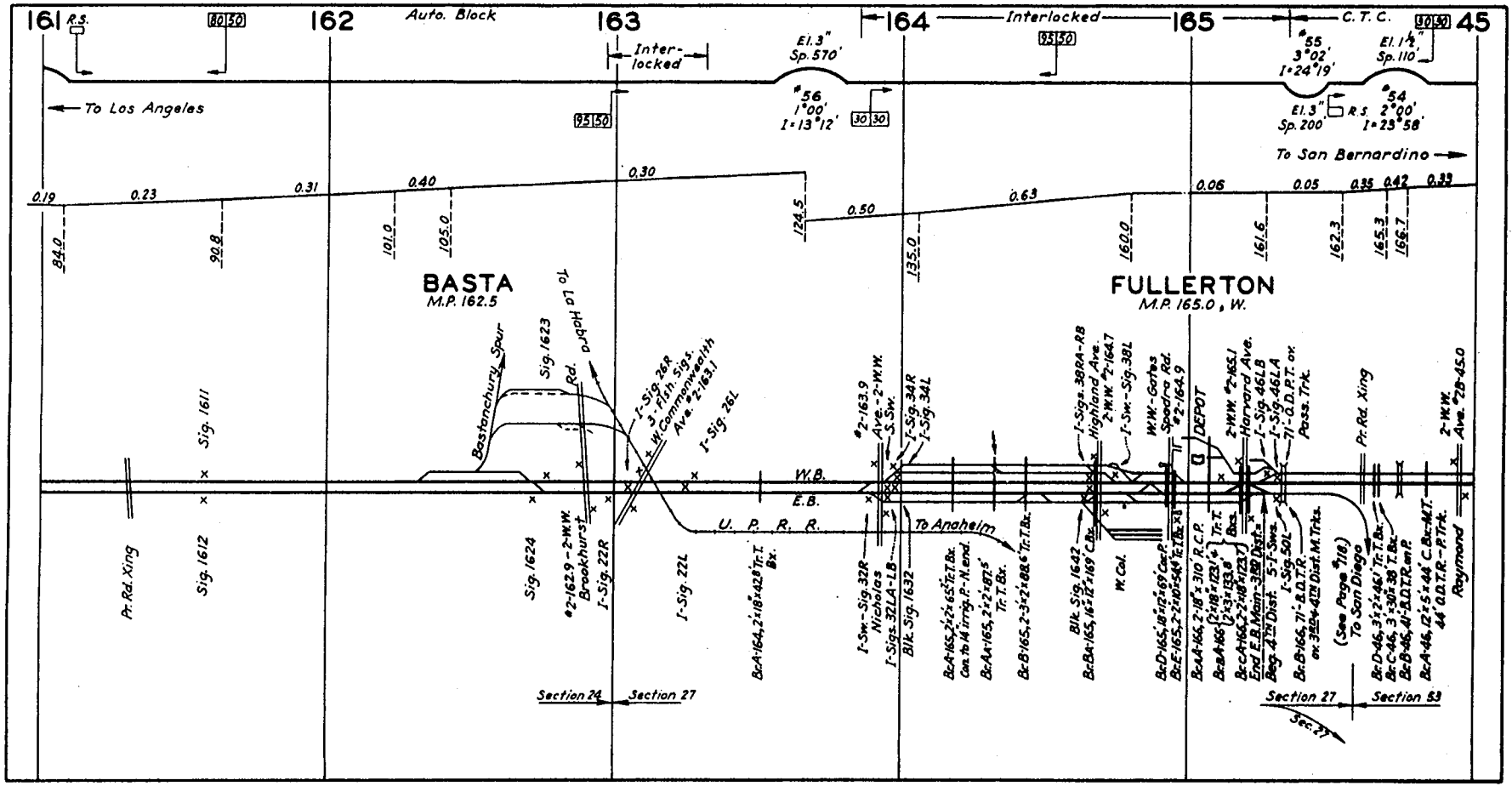

U.P.R.R.
PACIFIC
WASHINGTON
WAY
MUL-FORD ST.
AYERS ST.
BLVD.
Joint U.P. & S.Fe Trk.
Joint U.P. & S.Fe Drill Trk.
SHEILA
ST.
ARCADIA AVE.
SHEILA ST.
146
147
147
Xing #2-146.6-8 BLVD. (STATE HWY. #15)
Sig. 1461
W.B.
E.B.
E. 26 TH
ST.
E. 26 TH ST.
To Los Angeles
To San Bernardino
Sig. 1452
BONNIE BEACH PL.
Sig. 1453
Joint U.P. & S.Fe Drill Trk.
AYERS AVE.
6.5'x344.5' R.C.Bx.
BR.A-147, 2-12'
BANDINI
BLVD.
ATLANTIC
BR.B-147, 44.2' Girder Bms. on C.-Hwy. U.P. Sig. 1462
N
HOBART YARD
LOS ANGELES, CALIF.
SHORTEST TRACK ------ 36 CARS
LONGEST TRACK ------ 98 CARS
TOTAL CAR CAPACITY -- 2547 CARS
SCALE: HORIZ. 1" = 800'

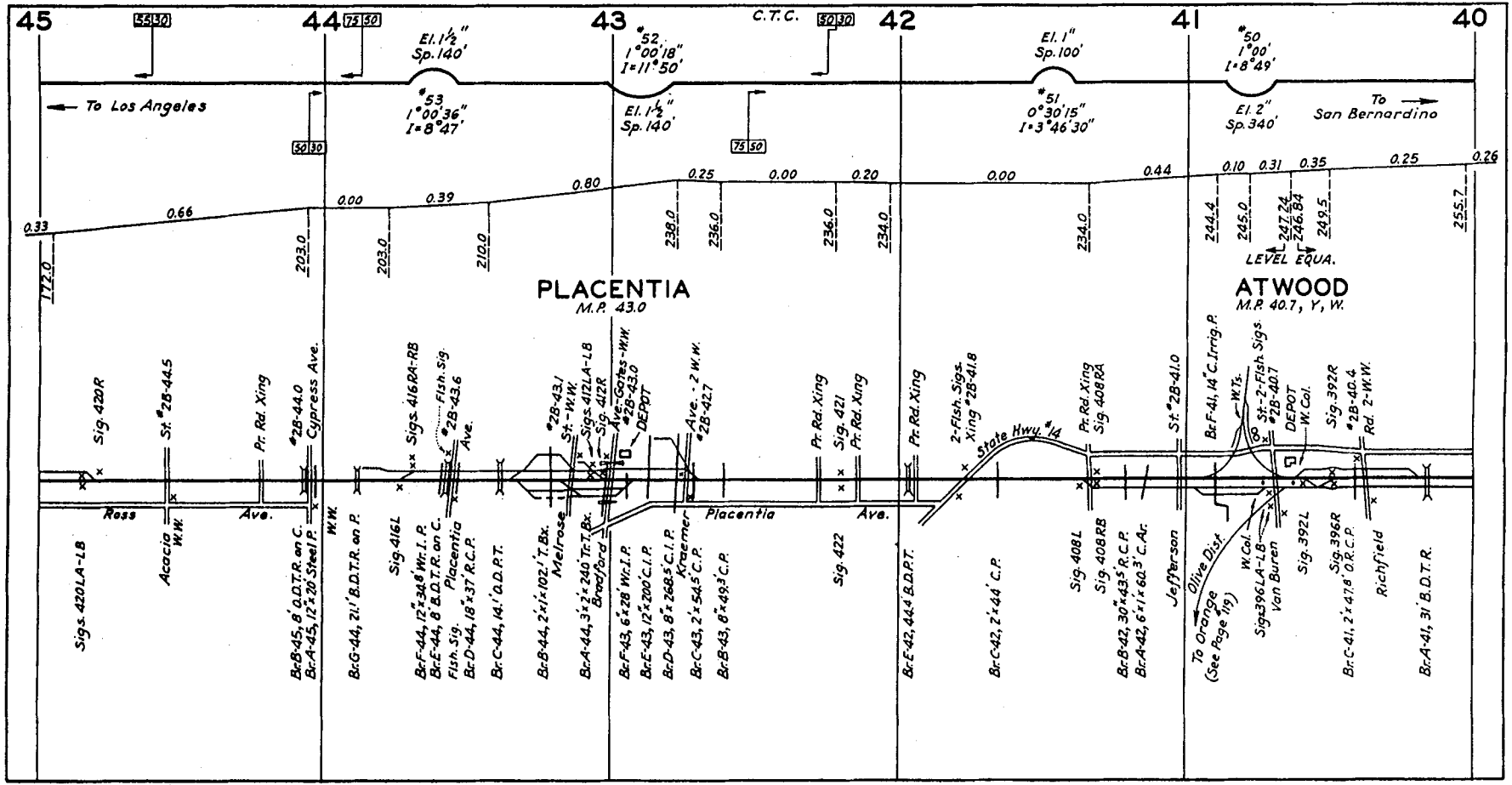

143
144
145
146
Auto. Block
Interlocked
Auto. Block
#65-E.B.
6°00'
6°12'
El. 1½"
Sp. 60' W.E. I=39°15'30"
#65
#64-W.B.
7°30', I=120°02'
10°00', El. 2"
9°56' Sp. 96' E.
#63
2°00'
2°30'16"
I=23°34'
#65-W.B.
5°59'30"
7°48'09"
Tangent
6°05'
I=39°15'30"
El. 1½", No Sp.
#64-E.B.
10°00', I=120°02'
9°30', El. 2"
10°00' Sp. 127.5' E.
Tang.
6°05'14"
R.S.
El. 1½"
No Sp.
To L.A.U.P.T.
To San Bernardino
0.42
0.00
0.70
0.40
0.36
196.0
191.0
191.0
178.4
166.4
0.20
0.43
0.0
0.21
0.0
1.00
0.70
227.4
225.25
226.11
226.1
227.2
227.2
221.2
LEVEL EQUA.
REDONDO JCT.
M.P. 143.2, F.W.T.Y.
(See Page 92 and 93)
HOBART
M.P. 145.5
To Los Angeles
To U.P. Yard
Sig. 1453
Interlocked Sigs.
For Details See Page 75
To End U.P.R.R.
Wash. Blvd. #2-143.2-B
Angeles Riv.
St. #2-143.6-B
Sig. 1431
2-Xing Gates
2-Flsh. Sigs.
U.P.R.R.
I-Tow.
County Rd.-W.W. #2-144.6
Icing dock
Ice Plant
Sig. 1451
Yard Off.
W.B.
E.B.
E. 26TH St.
For continuation see page 72
To L.A.U.P.T. (Thence eastward to San Bernardino)
Ro. Ho.
To San Bdno.
26.5' lg.
Hwy. U.P.
Br. A-144, B.D.I-Bm. on C
To Wilmington Harbor Dist. S.Sw.
Br. A-144, 2-149' O.D.Th. Trusses on C-W.B., 4-75' B.D.D.G. on C-E.B.
Los
Soto
Br. C-144, 81.7' B.D.D.G. on C-Hwy. U.P.
Sig. 1432
Br. B-145, 2'x18'x73.9' Tr. T. Bx.
#2-144.5
Downey Rd.
To L.A. Harbor
Pr. Rd. Xing
Br. A-146, 14'x8.25' R.C. Bx. 870.2' lg.
Br. A-146, 2-10'x4' C. Bx. 710.2' lg.
Pr. Rd. Xing
Sig. 1452
Sec. 22B
Section 23

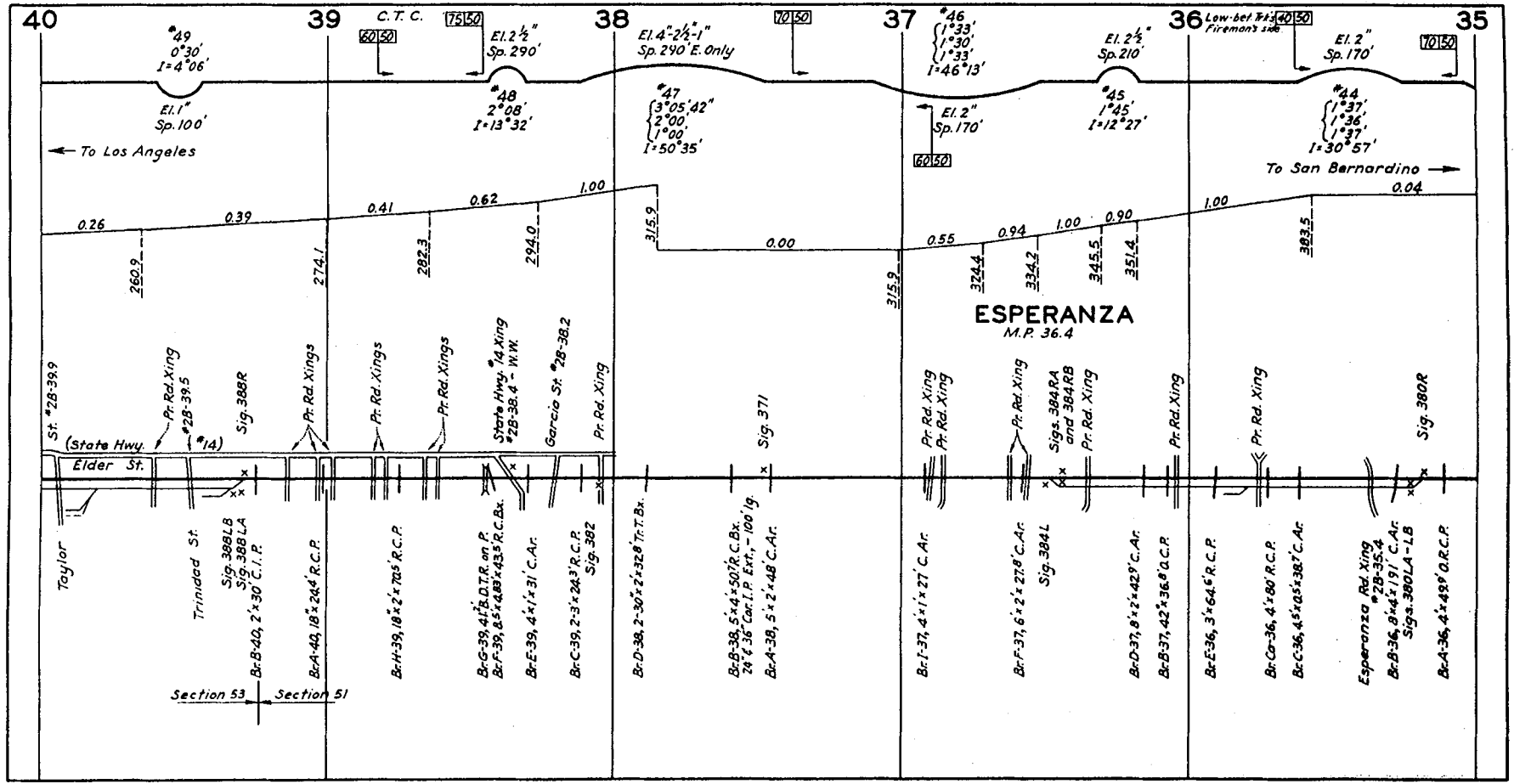

146
147
148
149
150
151
Auto. Block
40 30
#62-A
#20 T.O.
1°31'16"
I=2°51'51"
#62-B
1°31'16"
I=2°51'51"
R.S.
#62
1°00'
I=17°41'45"
El. 2"
Sp. 200'
C.T.C.
85 50
To Los Angeles
To San Bernardino
0.36
0.25
0.16
0.00
0.30
0.56
1.00
0.00
0.60
0.43
0.00
0.14
150.0
145.0
141.0
141.0
144.0
147.9
164.2
164.2
175.3
158.0
158.0
BANDINI
M.P. 149.9
(State Hwy. #15)
Blvd. #2-146.6-8
Sig. 1461
#2-147.3
Ave.-2-W.W.
Cant. Sig. 1471
#2-148.8-B
Anaheim-Telegraph Rd.
(State Hwy. #26)
Sig. 1481
County
Rd.
Ave.-2-W.W.
#2-149.5
I-Sig. 8RB
I-Sw. + Sig. 8L
#2-150.0
Hondo
Cant. Sig. #1501
Blvd.-#2-150.9-8
(State Hwy. #19)
W.B.
E.B.
E. 26TH St.
Ayers Ave.
Br. A-147, 2-12'x 6.5'x 344.5' R.C.Bx.
Br. B-147, 44.2' Gird. Bms. on C. Hwy. U.P.
Atlantic
Sig. 1462
Tr. T. Bx.
Eastern
Sig. 1472
L.A. JCT. RY.
To Central Industrial District
Br. B-A-149, 75' B.D. Th. G., R.C. Deck. on C. Ab.
Br. C-149, 10'x 8'x 75.5' R.C.Bx.
Sig. 1482
Greenwood
Haddock Eng'r's Pacific Pipe Line Spur
I-Sig. 8RA
434' lg. Rio
Br. B-151, 2-90' Th. G. - 5-50 I-Bms. B.D. on C.
Br. B-A-151, 4'x 112' C.P.
Br. C-151, 6'x 2.48'x 38.2' R.C.Bx.
Br. D-151, 8'x 4'x 57' R.C.Bx.
Br. E-151, 74.5' Steel G. on C. B.D., Hwy. U.P.
Sig. 1502
Rosemead
Interchange Yard
L.A. Jct. and S. Fe Ry.
To Central Dist.
Mfg.
Section 23
Section 24

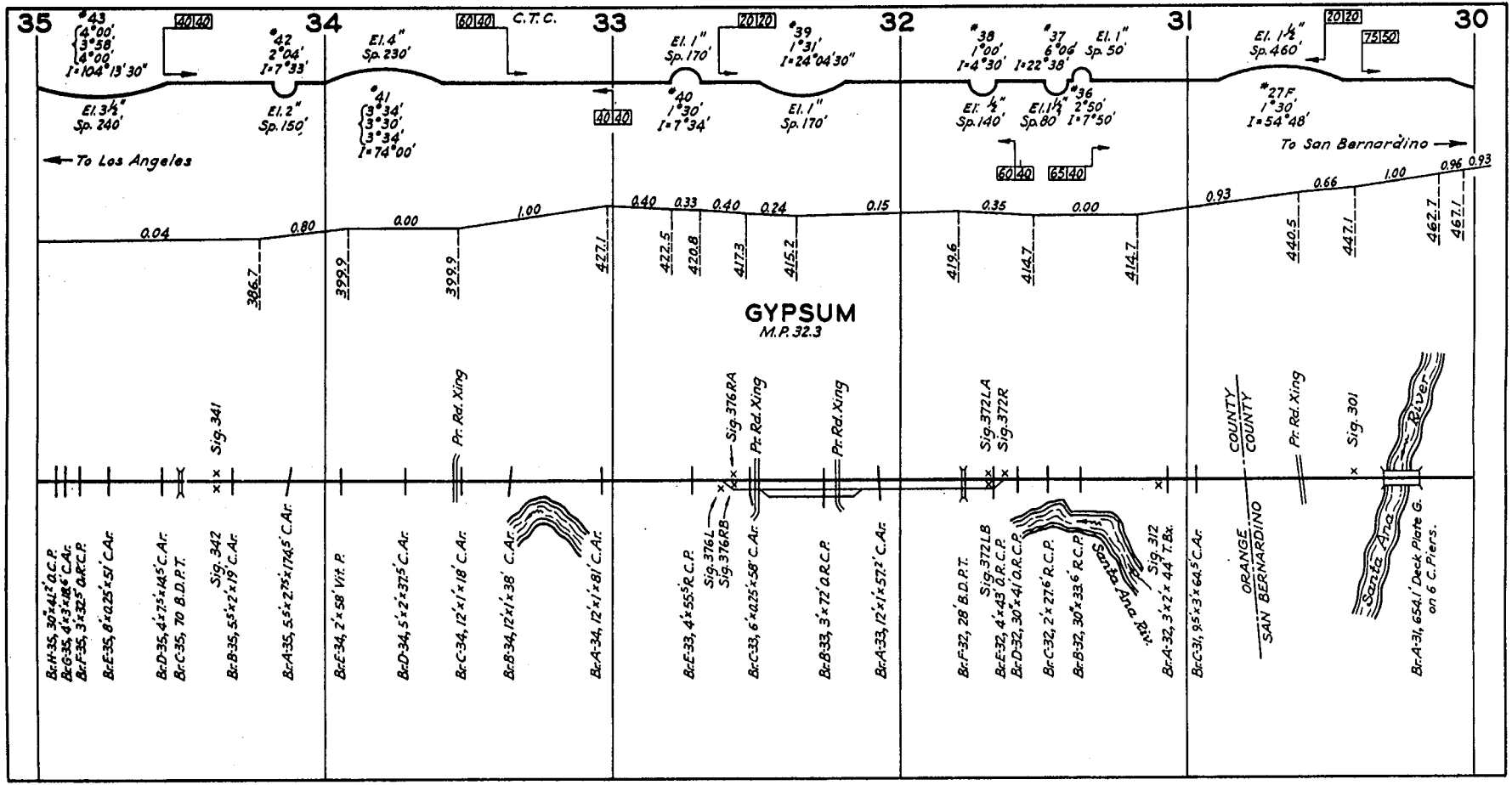

151
152
153
154
155
156
El. 4½" Sp. 460'
#61 1°30' I=19°32'
#60-B #20 T.O. 1°31'16" I=2°51'51"
#60-A 1°31'16" I=2°51'51"
#60 2°00' I=28°28'30"
Inter-locked
El. 5½"-E.B. 3½"-W.B. Sp. 530'
#59 2°00' I=41°00'
El. 5½" Sp. 530'
R.S.
Auto. Block
To San Bernardino
To Los Angeles
C.T.C.
0.14
0.08
0.00
0.33
0.00
0.50
0.00
0.33
0.00
0.44
0.00
0.36
0.50
0.70
0.60
153.4
155.8
155.8
151.0
151.0
159.0
159.0
164.0
164.0
157.0
157.0
152.0
144.5
120.0
RIVERA
M.P. 151.2
D. T. JCT.
M.P. 152.1
LOS NIETOS
M.P. 153.1
SANTA FE SPRINGS
M.P. 154.4
DEPOT
St.-2-W.W. #2-151.3
#2-151.5 Blvd.-2-W.W.
Rivera-Los Nietos Rd.
Gabriel Riv.
I-Sw. I-Sig. 161A
Xing.
2-W.W. Los Nietos Rd. #2-152.7
I-Sig. 8
I-Sig. 9
I-Tow. To La Habra
I-Sig. 3
Norwalk Blvd. (State Hwy. #35) 2-Flsh. Sigs.
#2-153.4-2-W.W. Los Nietos Rd.
Sig. 1531
Sig.
#2-154.1-2-W.W. Springs Rd.
O.Ts.
#2-154.6 Rd.-2-W.W.
Sig. 1541
La Habra Valley Spur
#2-155.1 Rd.-2-Flsh. Sigs.
El Camino Spur
Sig. 1551
W.B.
E.B.
Topeka
Passons
Br.B-152, 2'x55.9' Vit. P.
Br.C-152, 355.3' B.D. 1-Bm. on C.
San
Br.A-153, 70' B.D.P.T.
I-Sig. 161B
Pr. County Rd.
Br.B-153, 2-1.5'x40' C.Ar.
Pub. dirt Rd. Xing #2-152.4
Br.C-153, 14' B.D.P.T.
Rivera
To Los Angeles-P.E.RY.
Br.D-153, 2'x18"x40.7' Tr.T.Bx.
I-Sig. 2
DEPOT
Xing #2-153.1
Sig. 1532 S.Sw.
Santa Fe
DEPOT (State Hwy. #26) Anaheim-Telegraph Sig. 1542
Br.A-156, 2-4'x46.4' R.C.P., 2-4'x14' C.I.P.-60.4' lg. Lakeland
Br.B-156, 30"x36' C.I.P., 30"x17' O.R.C.P.-53' lg.
Sig. 1552
Stephens Spur

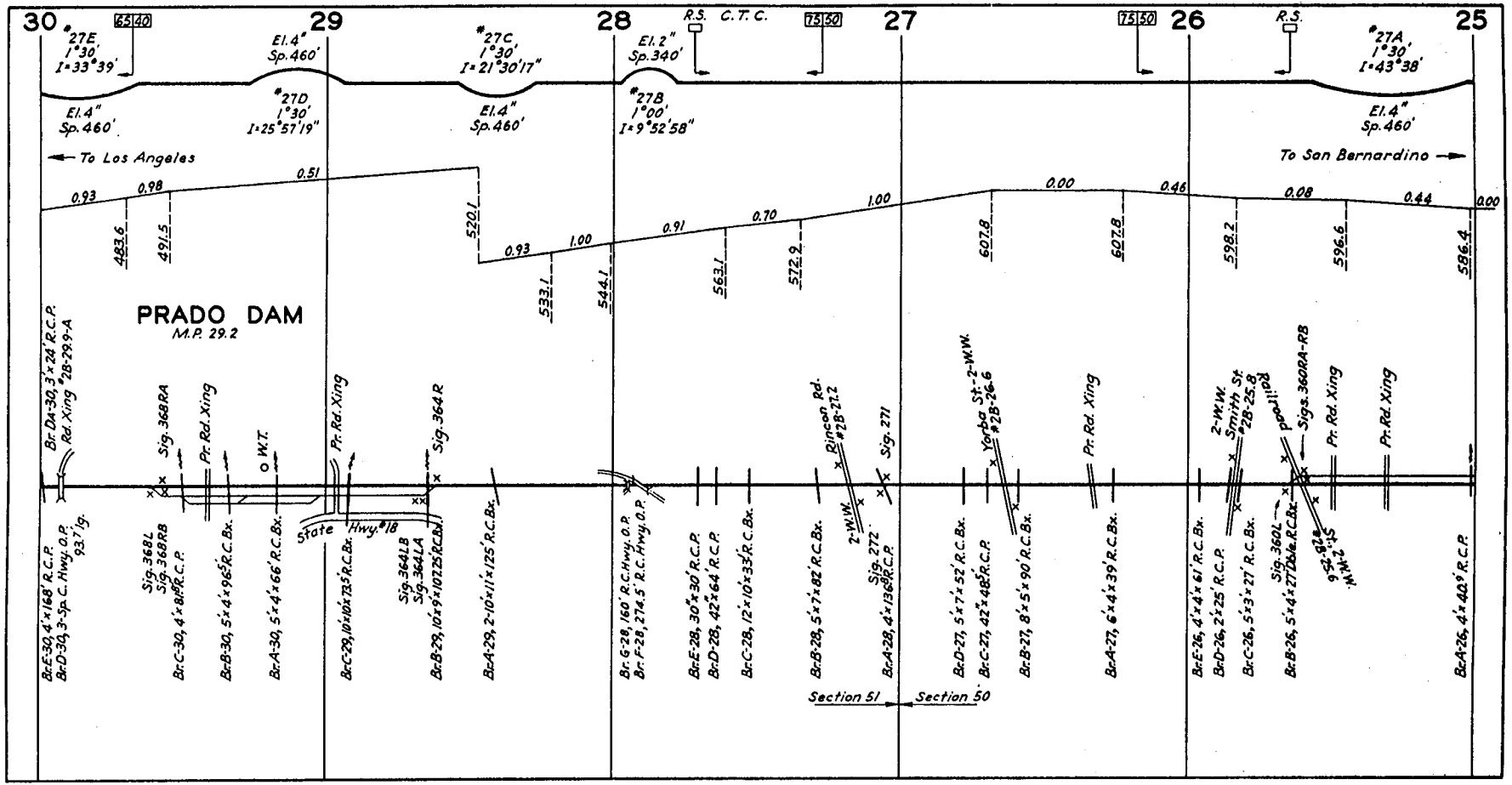

156
157
158
159
160
161
Auto. Block
El. 4½"
Sp. 430'
R.S.
#58
1°45'35"
I=55°41'
To Los Angeles
To San Bernardino
CO.
LOS ANGELES
ORANGE
El. 5½"
Sp. 530'
#57
2°00'
I=21°49'
R.S.
0.60
0.27
0.00
0.18
0.05
0.21
0.49
0.51
0.19
96.0
88.0
88.0
95.0
96.0
93.0
111.0
90.0
LA MIRADA
M.P. 158.7
BUENA PARK
M.P. 160.5
#2-156.1 Hwy.-2-W.W.
#2-156.6 Ave.-2-W.W.
Sig. 1561
Rd.-2-W.W. #2-157.3
Ave.-2-W.W. #2-157.8
Sig. 1571
View Ave. #2-158.4
2-Fish. Sigs.
DEPOT
Sig. 1583
Stage Rd.
St. 2-W.W. #2-159.6
S.Sw. Sig.
Sig. 1591
Sig. 1601
Grand Ave. #2-160.6-B
Stk. Yd.
Channel
W.B.
E.B.
Br.A-157, 12'x6'x48' C.Ar.
Imperial
Br.B-157, 3-4'x63.2' C.P.
Shoemaker
Sig. 1562
Carmenita
Pr. Rd. Xing.
Br.A-158, 69'x2 D.P.T.-W.B. 70' B.D.P.T.-E.B.
Rosecrans
Sig. 1572
Pr. Rd. Xing
Valley
Br.A-159, 2-20"x16"x67.5' T.Bx.
Br.B-159, 3'x55.2' O.R.C.P.
Br.C-159, 40"x3'x55.3' O.C.P.
Br.D-159, 18"x12'x60.1' Tr.T.Bx.
Pr. Rd. Xing.
Sig. S.Sw.+Sig. 1584
Br.E-159, Dble. B.D.P.T.-154' Ig.
Section 24
Section 27
Br.A-160, 30"x41' O.R.C.P.
Center
Sig. 1592
Br.B-160, 2-4'x62.3' R.C.P.
Br.A-161, 8'x4'x50' C.Ar.
Sig. 1602
DEPOT
Br.B-161, 67.8' B.D.Th.G. on C. Hwy. U.P.
Br.B-161, 12'x60' C.I.P.
Br.C-161, Dble. B.D.P.T.-464.6' Ig.

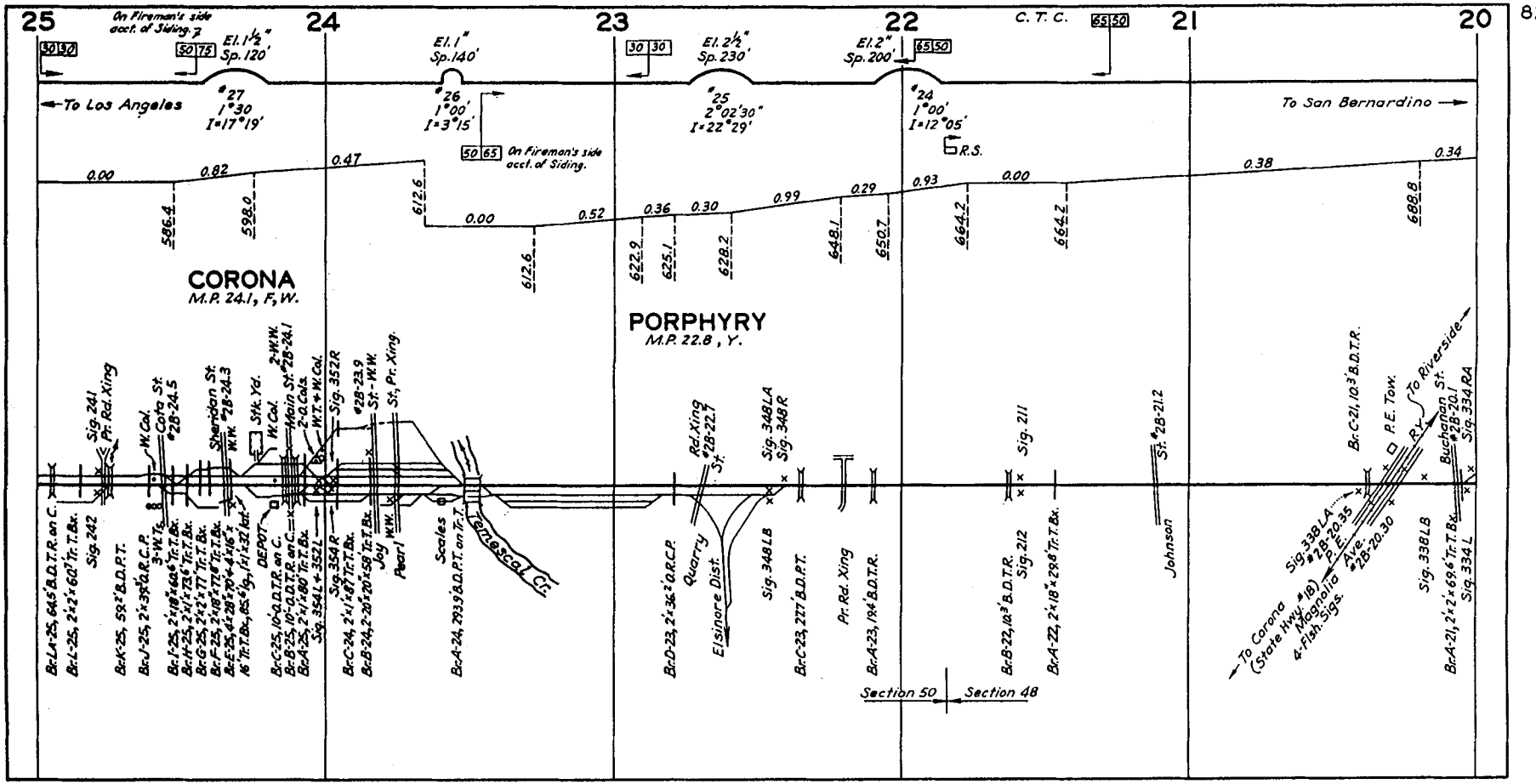

161
R.S.
80 50
162
Auto. Block
163
Inter-locked
El. 3" Sp. 570'
#56 1°00' I=13°12'
95 50
30 30
164
Interlocked
95 50
165
C.T.C.
#55 3°02' I=24°19'
El. 1½" Sp. 110'
90 90
45
El. 3" Sp. 200'
R.S.
#54 2°00' I=23°58'
To Los Angeles
To San Bernardino
0.19
0.23
0.31
0.40
0.30
0.50
0.63
0.06
0.05
0.35
0.42
0.33
84.0
90.8
101.0
105.0
124.5
135.0
160.0
161.6
162.3
165.3
166.7
BASTA
M.P. 162.5
FULLERTON
M.P. 165.0, W.
Bastanchury Spur
Sig. 1623
To La Habra Rd.
1-Sig. 26R
3-fish sigs.
W. Commonwealth Ave. #2-163.1
1-Sig. 26L
Sig. 1611
Sig. 1612
Pr. Rd. Xing
Sig. 1624
#2-162.9-2-W.W. Brookhurst St.
1-Sig. 22R
1-Sig. 22L
#2-163.9 Ave.-2-W.W. S. Sw.
1-Sig. 34R
1-Sig. 34L
W.B.
E.B.
U. P. R. R.
To Anaheim
1-Sw.-Sig. 32R Nicholas
1-Sigs. 32LA-LB
Blk. Sig. 1632
1-Sigs. 38RA-RB Highland Ave.
2-W.W. #2-164.7
1-Sw.-Sig. 38L
W.W.-Gates Spadra Rd. #2-164.9
DEPOT
2-W.W. #2-165.1 Harvard Ave.
1-Sig. 46LB
1-Sig. 46LA
71'-O.D.P.T. ov. Poss. Trk.
Pr. Rd. Xing
2-W.W. Ave. #2B-45.0
Raymond
Blk. Sig. 1642
W. Cal.
(See Page #18.) To San Diego
Section 24
Section 27
Section 27
Section 53
Sec. 27

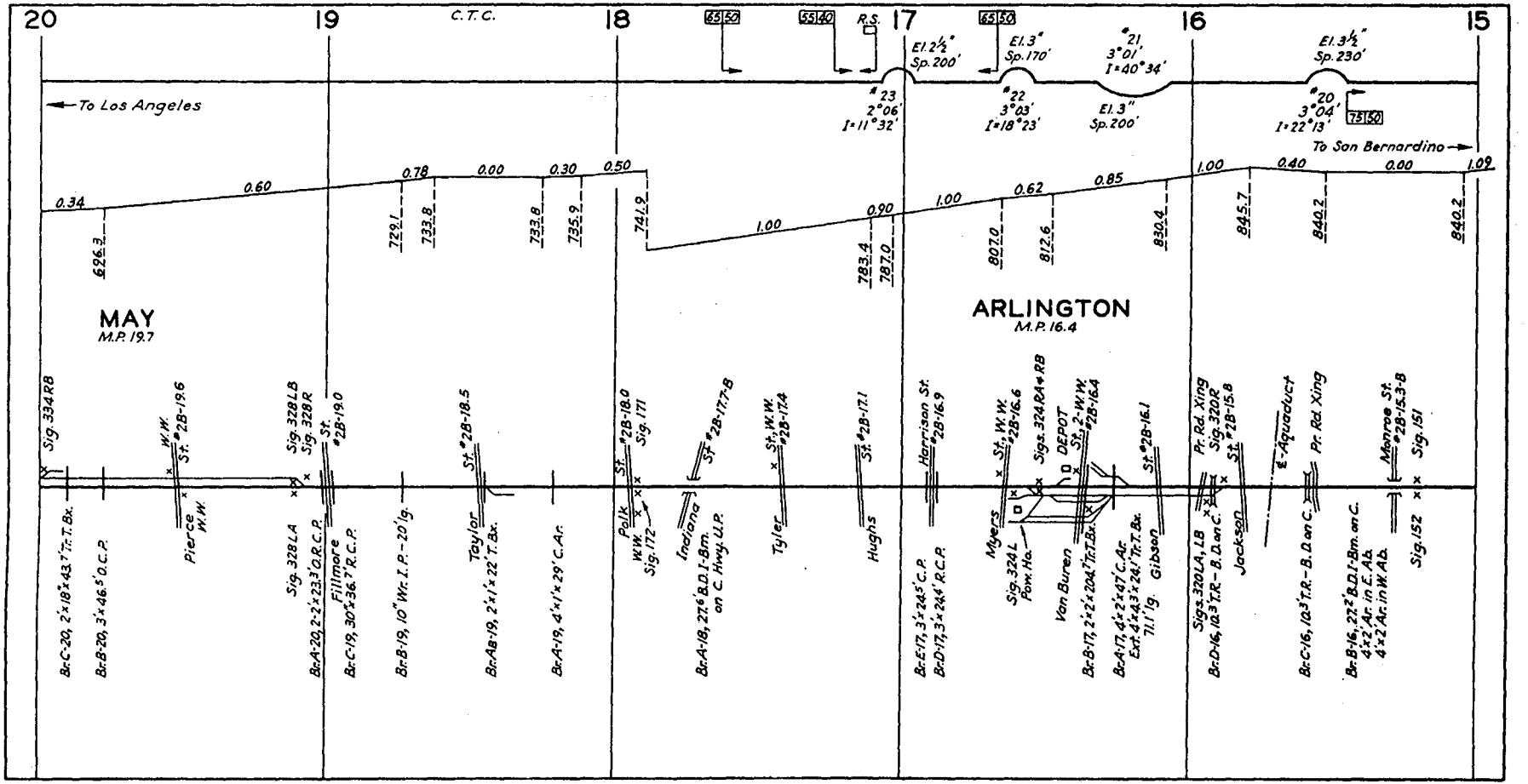

45
44
43
42
41
40
C.T.C.
55 30
75 50
50 30
El. 1½"
Sp. 140'
#52
1°00'18"
I=11°50'
El. 1"
Sp. 100'
#50
1°00'
I=8°49'
#53
1°00'36"
I=8°47'
El. 1½"
Sp. 140'
#51
0°30'15"
I=3°46'30"
El. 2"
Sp. 340'
To Los Angeles
To San Bernardino
0.33
0.66
0.00
0.39
0.80
0.25
0.00
0.20
0.00
0.44
0.10
0.31
0.35
0.25
0.26
172.0
203.0
203.0
210.0
238.0
236.0
236.0
234.0
234.0
244.4
245.0
247.24
246.84
249.5
255.7
LEVEL EQUA.
PLACENTIA
M.P. 43.0
ATWOOD
M.P. 40.7, Y, W.
Sig. 420R
St. #2B-44.5
Pr. Rd. Xing
#2B-44.0
Cypress Ave.
Sigs. 416RA-RB
Flsh. Sig.
#2B-43.6
Ave.
#2B-43.1
St.-W.W.
Sigs. 412LA-LB
Sig. 412R
Ave.-Gates-W.W.
#2B-43.0
DEPOT
Ave. - 2 W.W.
#2B-42.7
Pr. Rd. Xing
Sig. 421
Pr. Rd. Xing
Pr. Rd. Xing
2-Flsh. Sigs.
Xing #2B-41.8
State Hwy. #14
Pr. Rd. Xing
Sig. 408RA
St. #2B-41.0
Br. F-41, 14' C. Irrig. P.
W.Ts.
St. 2-Flsh. Sigs.
#2B-40.7
DEPOT
W. Col.
Sig. 392R
#2B-40.4
Rd. 2-W.W.
Ross
Ave.
Acacia
W.W.
W.W.
Placentia
Ave.
Melrose
Bradford
Kramer
Placentia
Ave.
Jefferson
Olive Dist.
W. Col.
Van Buren
Richfield
Sigs. 420LA-LB
Br. B-45, 8' O.D.T.R. on C.
Br. A-45, 12'×20' Steel P.
Br. G-44, 71.1' B.D.T.R. on P.
Sig. 416L
Br. F-44, 12'×34.8' Wr. I. P.
Br. E-44, 8' B.D.T.R. on C.
Flsh. Sig.
Br. D-44, 18'×37' R.C.P.
Br. C-44, 14.1' O.D.P.T.
Br. B-44, 2'×1×102.1' T. Bx.
Br. A-44, 3'×2'×240' Tr. T. Bx.
Br. F-43, 6'×28' Wr. I. P.
Br. E-43, 12'×200' C. I. P.
Br. D-43, 8'×268.5' C. I. P.
Br. C-43, 2'×54.5' C. P.
Br. B-43, 8'×49.3' C. P.
Sig. 422
Br. E-42, 44.4' B.D.P.T.
Br. C-42, 2'×44' C. P.
Sig. 408L
Sig. 408RB
Br. B-42, 30'×43.5' R.C.P.
Br. A-42, 6'×1×60.3' C. Ar.
To Orange
(See Page 119)
Sig. 396LA-LB
Sig. 392L
Sig. 396R
Br. C-41, 2'×47.8' O.R.C.P.
Br. A-41, 31' B.D.T.R.

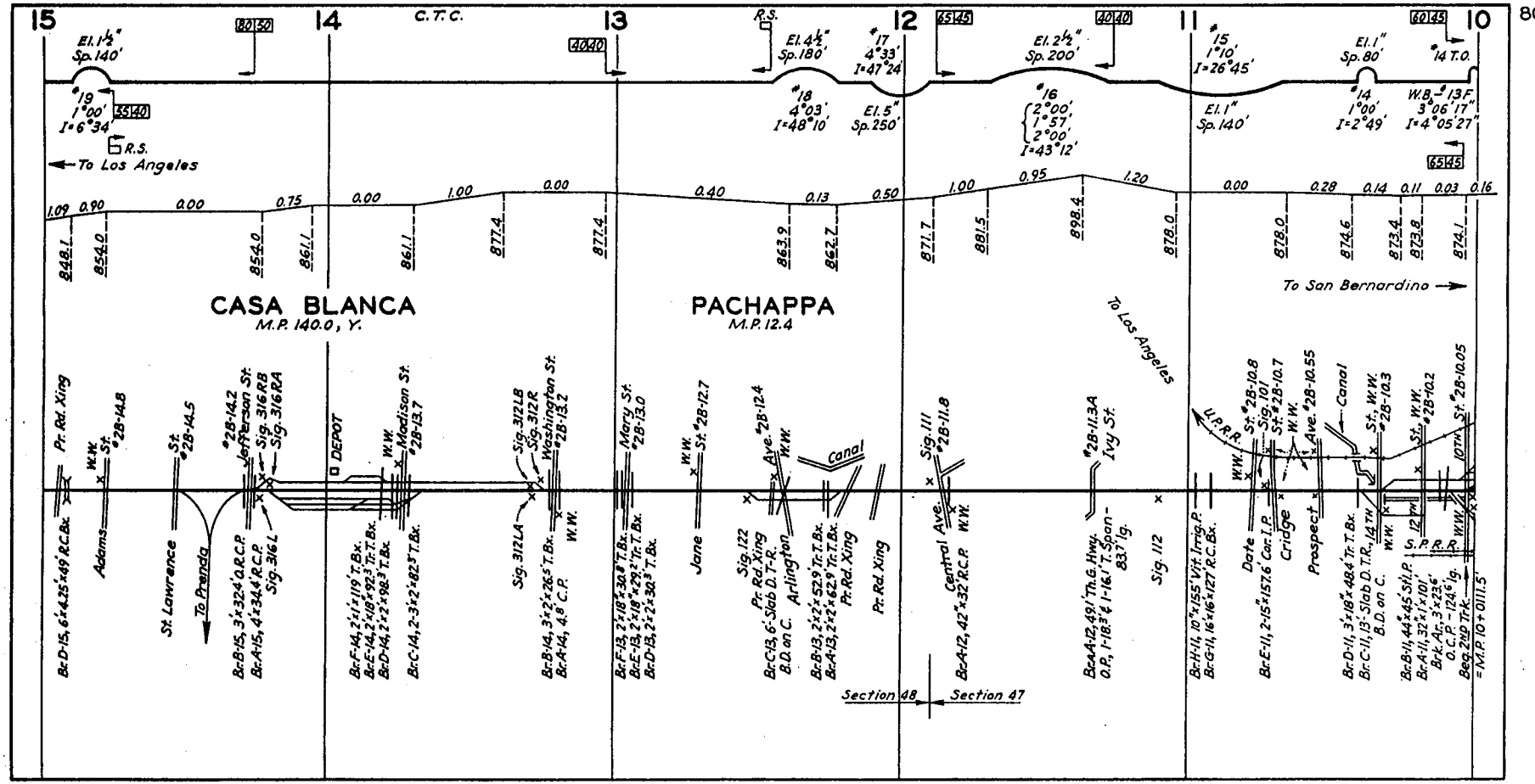

40
39
38
37
36
35
C.T.C.
#49 0°30' I=4°06'
El. 1" Sp. 100'
El. 2½" Sp. 290'
#48 2°08' I=13°32'
El. 4"-2½"-1" Sp. 290' E. Only
#47 3°05'42" 2°00' 1°00' I=50°35'
#46 1°33' 1°30' 1°33' I=46°13'
El. 2" Sp. 170'
El. 2½" Sp. 210'
#45 1°45' I=12°27'
Low-bet. Trk's Fireman's side
El. 2" Sp. 170'
#44 1°37' 1°36' 1°37' I=30°57'
To Los Angeles
To San Bernardino
0.26
0.39
0.41
0.62
1.00
0.00
0.55
0.94
1.00
0.90
1.00
0.04
260.9
274.1
282.3
294.0
315.9
315.9
324.4
334.2
345.5
351.4
383.5
ESPERANZA
M.P. 36.4
St. #2B-39.9
Pr. Rd. Xing
#2B-39.5
(State Hwy. #14)
Elder St.
Sig. 388R
Pr. Rd. Xings
Pr. Rd. Xings
Pr. Rd. Xings
State Hwy. #14 Xing #2B-38.4 - W.W.
Garcia St. #2B-38.2
Pr. Rd. Xing
Sig. 371
Pr. Rd. Xing
Pr. Rd. Xing
Pr. Rd. Xing
Sigs. 384RA and 384RB
Pr. Rd. Xing
Pr. Rd. Xing
Pr. Rd. Xing
Sig. 380R
Taylor
Trinidad St.
Sig. 388LB
Sig. 388LA
Br. B-40, 2'x30' C.I.P.
Br. A-40, 18"x24.4' R.C.P.
Br. H-39, 18"x2'x70.5' R.C.P.
Br. G-39, 41.2' B.D.T.R. on P.
Br. F-39, 8.5'x4.83'x43.5' R.C.Bx.
Br. E-39, 4'x1'x31' C.Ar.
Br. C-39, 2-3'x24.3' R.C.P.
Sig. 382
Br. D-38, 2-30"x2'x32.8' Tr.T.Bx.
Br. B-38, 5'x4'x50.7' R.C.Bx.
24" & 36" Cor. I.P. Ext., -100' lg.
Br. A-38, 5'x2'x48' C.Ar.
Br. I-37, 4'x1'x27' C.Ar.
Br. F-37, 6'x2'x27.8' C.Ar.
Sig. 384L
Br. D-37, 8'x2'x42.9' C.Ar.
Br. B-37, 42"x36.8' O.C.P.
Br. E-36, 3'x64.6' R.C.P.
Br. Ca-36, 4'x80' R.C.P.
Br. C-36, 4.5'x0.5'x38.7' C.Ar.
Esperanza Rd. Xing #2B-35.4
Br. B-36, 8'x4'x19.1' C.Ar.
Sigs. 380LA-LB
Br. A-36, 4'x49.9' O.R.C.P.
Section 53
Section 51

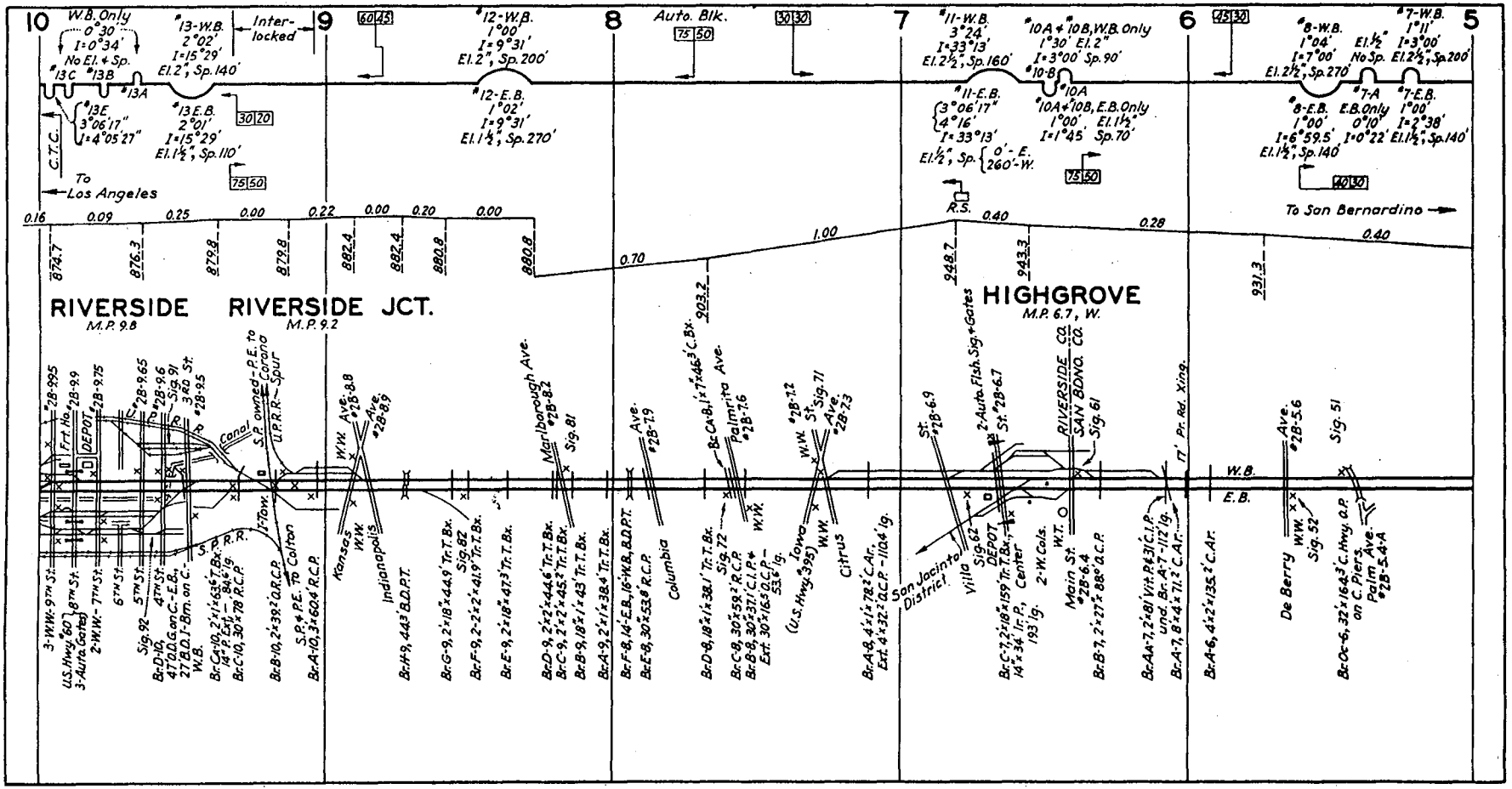

35
34
33
32
31
30
#43 4°00' 3°58' 4°00' I=104°13'30"
40 40
#42 2°04' I=7°33'
El. 4" Sp. 230'
60 40
C.T.C.
El. 1" Sp. 170'
20 20
#39 1°31' I=24°04'30"
#38 1°00' I=4°30'
#37 6°06' I=22°38'
El. 1" Sp. 50'
El. 1½" Sp. 460'
20 20
75 50
El. 3½" Sp. 240'
El. 2" Sp. 150'
#41 3°34' 3°30' 3°34' I=74°00'
40 40
#40 1°30' I=7°34'
El. 1" Sp. 170'
El. ½" Sp. 140'
El. 1½" Sp. 80'
#36 2°50' I=7°50'
#27F 1°30' I=54°48'
To Los Angeles
To San Bernardino
60 40
65 40
0.04
0.80
0.00
1.00
0.40
0.33
0.40
0.24
0.15
0.35
0.00
0.93
0.66
1.00
0.96
0.93
386.7
399.9
399.9
427.1
422.5
420.8
417.3
415.2
419.6
414.7
414.7
440.5
447.1
462.7
467.1
GYPSUM
M.P. 32.3
Sig. 341
Pr. Rd. Xing
Sig. 376RA
Pr. Rd. Xing
Pr. Rd. Xing
Sig. 372LA
Sig. 372R
COUNTY
COUNTY
Pr. Rd. Xing
Sig. 301
Br. H-35, 30"x41.2' O.C.P.
Br. G-35, 4'x3'x18.6' C.Ar.
Br. F-35, 3'x32.5' O.R.C.P.
Br. E-35, 8'x0.25'x51' C.Ar.
Br. D-35, 4'x7.5'x14.5' C.Ar.
Br. C-35, 70 B.D.P.T.
Sig. 342
Br. B-35, 5.5'x2'x19' C.Ar.
Br. A-35, 5.5'x2.75'x174.5' C.Ar.
Br. E-34, 2'x58' Vit. P.
Br. D-34, 5'x2'x37.5' C.Ar.
Br. C-34, 12'x1'x18' C.Ar.
Br. B-34, 12'x1'x38' C.Ar.
Br. A-34, 12'x1'x81' C.Ar.
Br. E-33, 4'x55.5' R.C.P.
Sig. 376L
Sig. 376RB
Br. C-33, 6'x0.25'x58' C.Ar.
Br. B-33, 3'x72' O.R.C.P.
Br. A-33, 12'x1'x57.2' C.Ar.
Br. F-32, 28' B.D.P.T.
Sig. 372LB
Br. E-32, 4'x43' O.R.C.P.
Br. D-32, 30"x41' O.R.C.P.
Br. C-32, 2'x27.6' R.C.P.
Br. B-32, 30"x33.6' R.C.P.
Santa Ana Riv.
Sig. 312
Br. A-32, 3'x2'x44' T.Bx.
Br. C-31, 9.5'x3'x64.5' C.Ar.
ORANGE
SAN BERNARDINO
Br. A-31, 654.1' Deck Plate G. on 6 C. Piers.
Santa Ana River

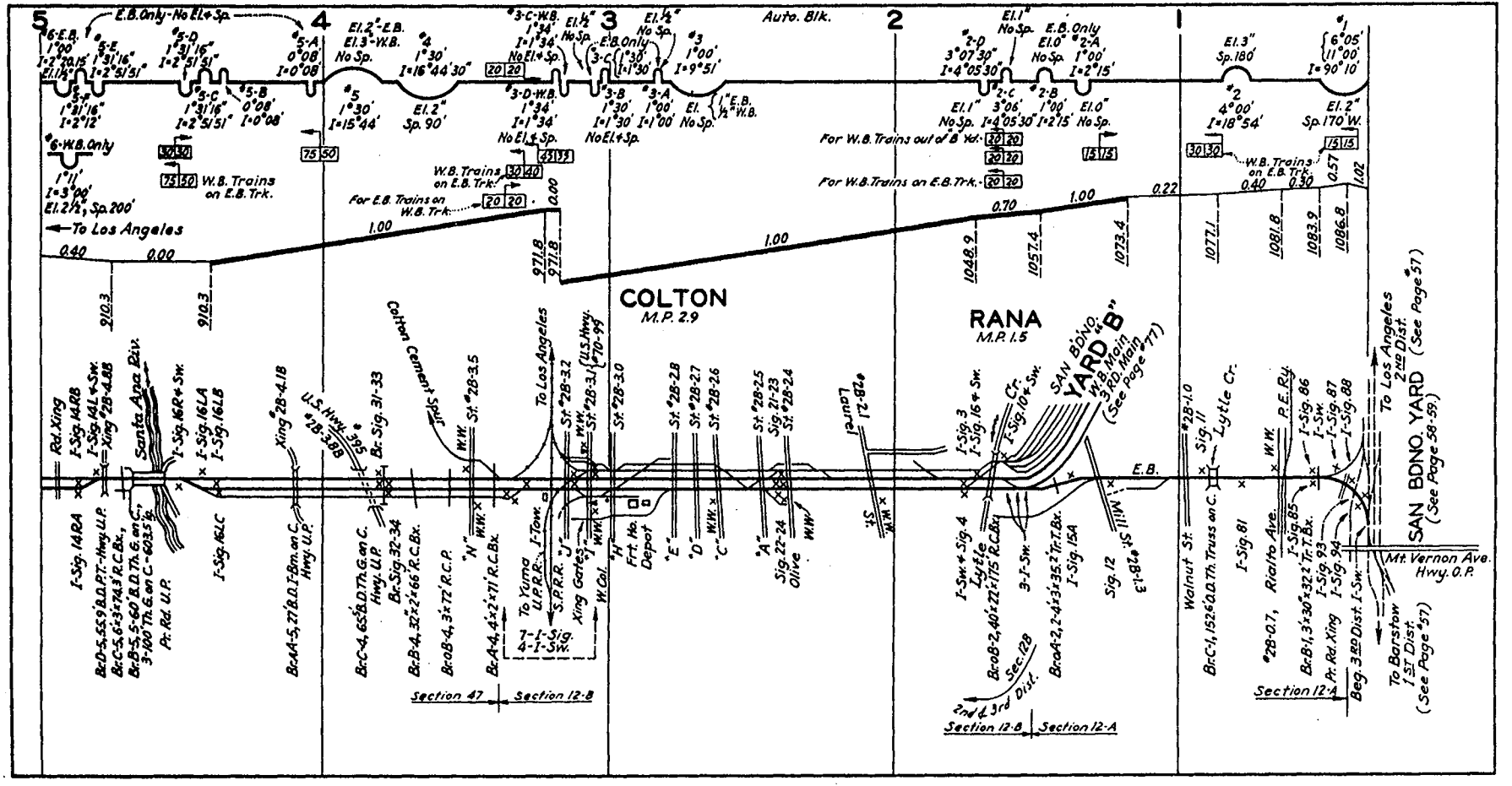

30
29
28
27
26
25
65 40
75 50
75 50
R.S.
C.T.C.
R.S.
#27E 1°30' I=33°39'
El. 4" Sp. 460'
El. 4" Sp. 460'
#27D 1°30' I=25°57'19"
#27C 1°30' I=21°30'17"
El. 4" Sp. 460'
El. 2" Sp. 340'
#27B 1°00' I=9°52'58"
#27A 1°30' I=43°38'
El. 4" Sp. 460'
To Los Angeles
To San Bernardino
0.93
0.98
0.51
0.93
1.00
0.91
0.70
1.00
0.00
0.46
0.08
0.44
0.00
483.6
491.5
520.1
533.1
544.1
563.1
572.9
607.8
607.8
598.2
596.6
586.4
PRADO DAM
M.P. 29.2
Br. D4-30, 3'x24' R.C.P.
Rd. Xing #28-29.9-A
Sig. 368RA
Pr. Rd. Xing
O W.T.
Pr. Rd. Xing
Sig. 364R
Rincon Rd. #28-21.2
Sig. 271
Yorba St. 2-W.W. #28-26.6
Pr. Rd. Xing
2-W.W. Smith St. #28-25.8
Pipeline
Sigs. 360RA-RB
Pr. Rd. Xing
Pr. Rd. Xing
Br. E-30, 4'x168' R.C.P.
Br. D-30, 3-Sp. C. Hwy. O.P. 93.7' Sig.
Sig. 368L
Sig. 368RB
Br. C-30, 4'x8.8' R.C.P.
Br. B-30, 5'x4'x96.5' R.C.Bx.
Br. A-30, 5'x4'x66' R.C.Bx.
State Hwy. #18
Br. C-29, 10'x10'x73.5' R.C.Bx.
Sig. 364LB
Sig. 364LA
Br. B-29, 10'x9'x107.25' R.C.Bx.
Br. A-29, 2-10'x11'x125' R.C.Bx.
Br. G-28, 160' R.C. Hwy. O.P.
Br. F-28, 274.5' R.C. Hwy. O.P.
Br. E-28, 30'x30' R.C.P.
Br. D-28, 42'x64' R.C.P.
Br. C-28, 12'x10'x33' R.C.Bx.
Br. B-28, 5'x7'x82' R.C.Bx.
2-W.W.
Sig. 272
Br. A-28, 4'x136.8' R.C.P.
Br. D-27, 5'x7'x52' R.C.Bx.
Br. C-27, 42'x48.5' R.C.P.
Br. B-27, 8'x5'x90' R.C.Bx.
Br. A-27, 6'x4'x39' R.C.Bx.
Br. E-26, 4'x4'x61' R.C.Bx.
Br. D-26, 2'x25' R.C.P.
Br. C-26, 5'x3'x27' R.C.Bx.
Sig. 360L
Br. B-26, 5'x4'x27' Dble. R.C.Bx.
9'x9.8' W.W.
Br. A-26, 4'x40.9' R.C.P.
Section 51
Section 50


25
24
23
22
21
20
C. T. C.
On Fireman's side acct. of Siding.
El. 1½" Sp. 120'
El. 1" Sp. 140'
El. 2½" Sp. 230'
El. 2" Sp. 200'
To Los Angeles
To San Bernardino
#27 1°30 I=17°19'
#26 1°00' I=3°15'
#25 2°02'30" I=22°29'
#24 1°00' I=12°05'
R.S.
On Fireman's side acct. of Siding.
CORONA
M.P. 24.1, F, W.
PORPHYRY
M.P. 22.8, Y.
Sig. 241
Pr. Rd. Xing
W. Col.
Cota St. #2B-24.5
Sheridan St. #2B-24.3
Stk. Yd.
W. Col.
2-W.W. #2B-24.1
Main St.
2-O. Cols.
W.T. + W. Col.
Sig. 352R
#2B-23.9
St.-W.W.
St., Pr. Xing
Sig. 242
DEPOT
Joy
W.W.
Pearl
Scales
Temescal Cr.
Rd. Xing #2B-22.7
St.
Quarry
Elsinore Dist.
Sig. 348LA
Sig. 348R
Sig. 348LB
Pr. Rd. Xing
Sig. 211
Sig. 212
St. #2B-21.2
Johnson
Br. C-21, 10.3' B.D.T.R.
P.E. Tow.
To Riverside
R.Y.
Buchanan St. #2B-20.1
Sig. 334RA
Sig. 338LA #2B-20.35
P.E. Ave. #2B-20.30
To Corona (State Hwy. #18) Magnolia 4-Flsh. Sigs.
Sig. 338LB
Br. A-21, 2'x2'x69.6' Tr. T. Bx.
Sig. 334L
Br. A-24, 293.9' B.D.P.T. on Tr. T.
Br. D-23, 2'x36.2' O.R.C.P.
Br. C-23, 227' B.D.P.T.
Br. A-23, 19.4' B.D.T.R.
Br. B-22, 10.3' B.D.T.R.
Br. A-22, 2'x18'x29.8' Tr. T. Bx.
Br. C-24, 2'x1'x87' Tr. T. Bx.
Br. B-24, 2-20'x20'x58' Tr. T. Bx.
Br. A-25, 2'x1'x80' Tr. T. Bx.
Br. C-25, 10'-O.D.T.R. on C.
Br. B-25, 10'-O.D.T.R. on C.
Br. C-25, 2'x18'x72.8' Tr. T. Bx.
Br. E-25, 4'x28'x70'-4'x16'x16' Tr. T. Bx., 85.6' lg., 1'x1'x32' lat.
Br. F-25, 2'x18'x72.8' Tr. T. Bx.
Br. G-25, 2'x2'x77' Tr. T. Bx.
Br. H-25, 2'x1'x73.6' Tr. T. Bx.
Br. I-25, 2'x18'x60.6' Tr. T. Bx.
Br. J-25, 2'x39.2' O.R.C.P.
Br. K-25, 59.2' B.D.P.T.
Br. L-25, 2'x2'x60.7' Tr. T. Bx.
Br. LA-25, 64.5' B.D.T.R. on C.
Section 50
Section 48

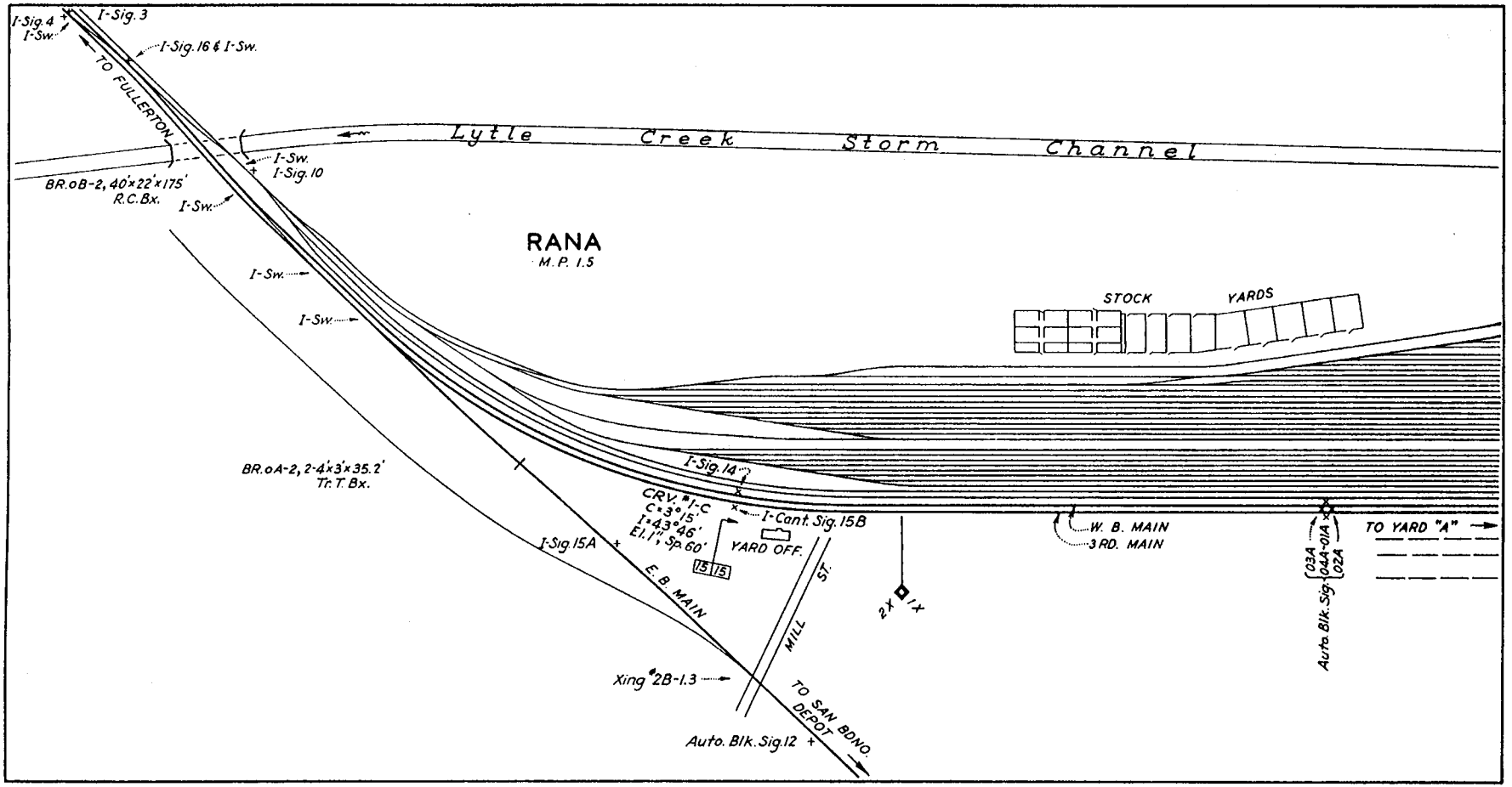

20
19
C.T.C.
18
65 50
55 40
R.S.
17
65 50
16
15
El. 2½" Sp. 200'
El. 3" Sp. 170'
#21 3°01' I=40°34'
El. 3½" Sp. 230'
#23 2°06' I=11°32'
#22 3°03' I=18°23'
El. 3" Sp. 200'
#20 3°04' I=22°13'
75 50
To Los Angeles
To San Bernardino
0.34
0.60
0.78
0.00
0.30
0.50
1.00
0.90
1.00
0.62
0.85
1.00
0.40
0.00
1.09
626.3
729.1
733.8
733.8
735.9
741.9
783.4
787.0
807.0
812.6
830.4
845.7
840.2
840.2
MAY
M.P. 19.7
ARLINGTON
M.P. 16.4
Sig. 334 RB
W.W. St. #2B-19.6
Sig. 328 LB Sig. 328 R
St. #2B-19.0
St. #2B-18.5
St. #2B-18.0 Sig. 171
St. #2B-17.7-B
St. W.W. #2B-17.4
St. #2B-17.1
Harrison St. #2B-16.9
St. W.W. #2B-16.6
Sigs. 324 RA + RB
DEPOT
St. 2-W.W. #2B-16.4
St. #2B-16.1
Pr. Rd. Xing Sig. 320 R
St. #2B-15.8
℄ Aqueduct
Pr. Rd. Xing
Monroe St. #2B-15.3-B
Sig. 151
Br-C-20, 2'×18'×43.7' Tr. T. Bx.
Br-B-20, 3'×46.5' O.C.P.
Pierce W.W.
Sig. 328 LA
Br-A-20, 2'-2'×23.3' O.R.C.P.
Fillmore
Br-C-19, 30'×36.7' R.C.P.
Br-B-19, 10' Wr. I.P. - 20' lg.
Taylor
Br-AB-19, 2'×1'×22' T. Bx.
Br-A-19, 4'×1'×29' C.Ar.
Polk W.W. Sig. 172
Br-A-18, 27.6' B.D.1-Bm. on C. Hwy. U.P.
Indiana
Tyler
Hughes
Br-E-17, 3'×24.5' C.P.
Br-D-17, 3'×24.4' R.C.P.
Myers
Sig. 324 L Pow. Ho.
Van Buren
Br-B-17, 2'×2'×20.4' Tr. T. Bx.
Br-A-17, 4'×2'×47' C.Ar. Ext. 4'×4.3'×24.1' Tr. T. Bx. 71.1' lg.
Gibson
Sigs. 320 LA, LB
Br-D-16, 10.3' T.R. - B.D. on C.
Jackson
Br-C-16, 10.3' T.R. - B.D. on C.
Br-B-16, 27.2' B.D.1-Bm. on C. 4'×2' Ar. in E. Ab. 4'×2' Ar. in W. Ab.
Sig. 152

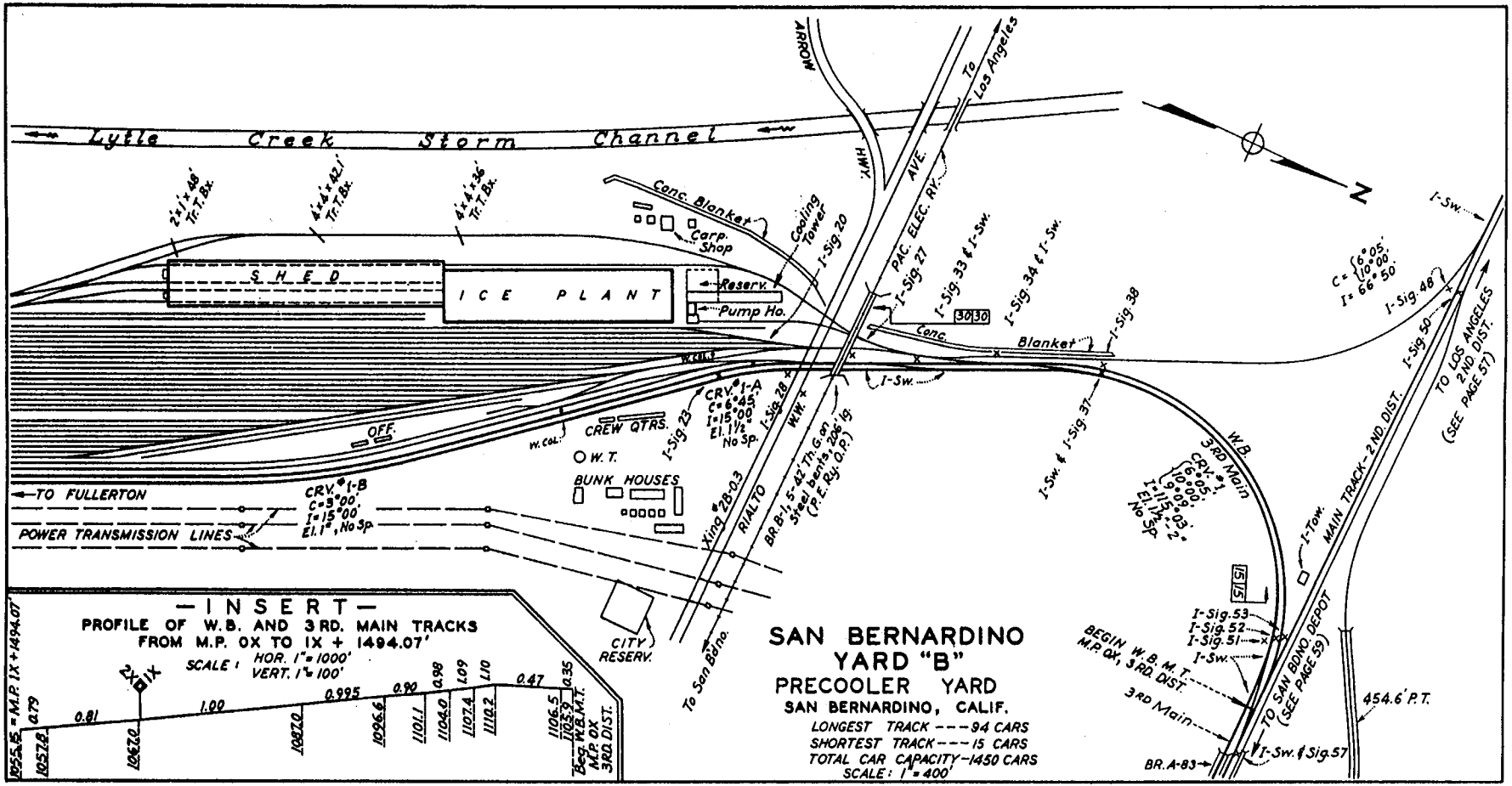

15
14
13
12
11
10
C.T.C.
R.S.
El. 1½" Sp. 140'
#19 1°00' I=6°34'
El. 4½' Sp. 180'
#18 4°03' I=48°10'
#17 4°33' I=47°24'
El. 5" Sp. 250'
El. 2½" Sp. 200'
#16 2°00', 1°57', 2°00' I=43°12'
#15 1°10' I=26°45'
El. 1" Sp. 140'
El. 1" Sp. 80'
#14 1°00' I=2°49'
#14 T.O.
W.B.-#13 F. 3°06'17" I=4°05'27"
To Los Angeles
To San Bernardino
CASA BLANCA
M.P. 140.0, Y.
PACHAPPA
M.P. 12.4
DEPOT
Canal
Section 48
Section 47
Pr. Rd. Xing
Adams
St. Lawrence
To Prenda
Jefferson St.
Sig. 316 RB
Sig. 316 RA
Sig. 316 L
Madison St.
Washington St.
Sig. 312 LB
Sig. 312 R
Sig. 312 LA
Mary St.
Jane
Arlington
Sig. 122
Sig. 111
Central Ave.
Ivy St.
Sig. 112
U.P.R.R.
Date
Cridge
Prospect
Canal
St. W.W.
S.P.R.R.
10TH St.
Beg. 2ND Trk. = M.P. 10+0111.5'

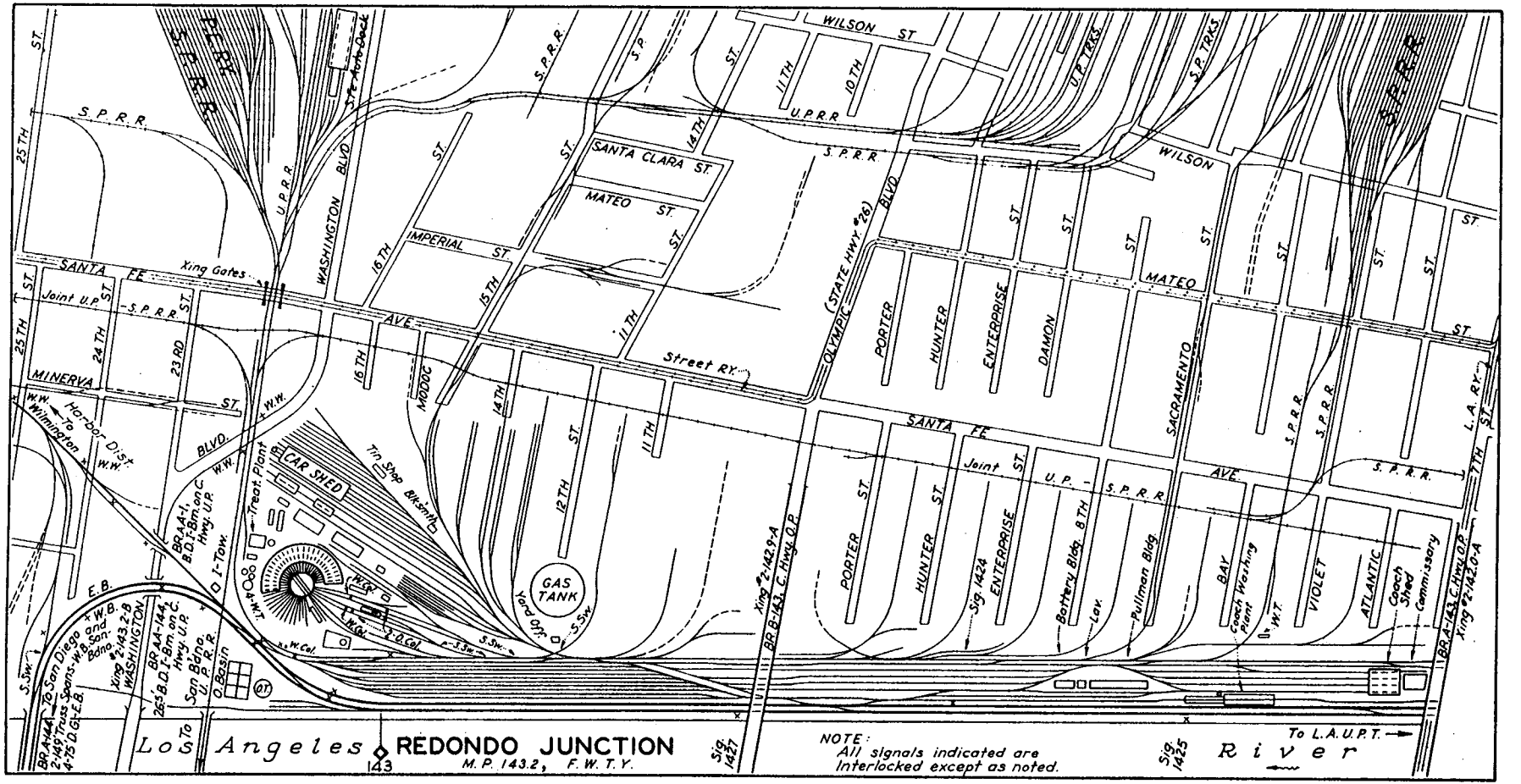

10
9
8
7
6
5
W.B. Only
0°30'
I=0°34'
No El. & Sp.
#13C #13B
#13A
#13-W.B.
2°02'
I=15°29'
El.2", Sp.140'
Inter-locked
#13E
3°06'17"
I=4°05'27"
#13E.B.
2°01'
I=15°29'
El.1½", Sp.110'
C.T.C.
To Los Angeles
#12-W.B.
1°00'
I=9°31'
El.2", Sp.200'
#12-E.B.
1°02'
I=9°31'
El.1½", Sp.270'
Auto. Blk.
#11-W.B.
3°24'
I=33°13'
El.2½", Sp.160'
#10A & #10B, W.B. Only
1°30' El.2"
I=3°00' Sp.90'
#10-B
#10A
#11-E.B.
3°06'17"
4°16'
I=33°13'
El.½", Sp. 0'-E. 260'-W.
#10A & #10B, E.B. Only
1°00' El.1½"
I=1°45' Sp.70'
R.S.
#8-W.B.
1°04'
I=7°00'
El.2½", Sp.270'
#7-W.B.
1°11'
I=3°00'
El.2½", Sp.200'
El.½" No Sp.
#7-A
E.B. Only
0°10'
I=0°22'
#8-E.B.
1°00'
I=6°59.5'
El.1½", Sp.140'
#7-E.B.
1°00'
I=2°38'
El.1½", Sp.140'
To San Bernardino
0.16 0.09 0.25 0.00 0.22 0.00 0.20 0.00 0.70 1.00 0.40 0.28 0.40
874.7 876.3 879.8 879.8 882.4 882.4 880.8 880.8 903.2 948.7 943.3 931.3
RIVERSIDE
M.P. 9.8
RIVERSIDE JCT.
M.P. 9.2
HIGHGROVE
M.P. 6.7, W.
Canal
S.P. owned - P.E. to Corona
U.P.R.R. - Spur
Marlborough Ave.
Palmrita Ave.
Iowa
Citrus
Columbia
Kansas
Indianapolis
Colton
S.P. & P.E. to Colton
San Jacinto District
Villa
DEPOT
Main St.
RIVERSIDE CO.
SAN BDNO. CO.
Sig. 61
Sig. 62
Sig. 51
Sig. 52
De Berry
Palm Ave.
W.B.
E.B.
17' Pr. Rd. Xing.
3-W.W.-9TH St.
U.S. Hwy. #60
3-Auto. Gates
8TH St.
2-W.W.-7TH St.
6TH St.
5TH St.
4TH St.
Br.D-10, 47' O.D.G. on C.-E.B., 27' B.D.I.-Bm. on C.-W.B.
Br.C-10, 30'x78' R.C.P.
Br.B-10, 2'x39.2' O.R.C.P.
Br.A-10, 3'x60.4' R.C.P.
Br.H-9, 44.3' B.D.P.T.
Br.G-9, 2'x18"x44.9' Tr.T.Bx.
Br.F-9, 2-2'x2'x41.9' Tr.T.Bx.
Br.E-9, 2'x18"x47.3' Tr.T.Bx.
Br.D-9, 2'x2'x44.6' Tr.T.Bx.
Br.C-9, 2'x2'x45.2' Tr.T.Bx.
Br.B-9, 18"x1'x43' Tr.T.Bx.
Br.A-9, 2'x1'x38.4' Tr.T.Bx.
Br.F-8, 14'-E.B., 16'-W.B., B.D.P.T.
Br.E-8, 30'x53.8' R.C.P.
Br.D-8, 18"x1'x38.1' Tr.T.Bx.
Br.C-8, 30'x59.2' R.C.P.
Br.B-8, 30'x37.1' C.I.P. & Ext. 30'x16.5' O.C.P. - 53.6' lg.
Br.A-8, 4'x1'x78.2' C.Ar. Ext. 4'x32.2' O.C.P. - 110.4' lg.
Br.C-7, 2'x18"x159' Tr.T.Bx., 14'x34' Tr.P., Center 193' lg.
Br.B-7, 2'x27"x88.0' O.C.P.
Br.A-7, 2'x81' Vit.P. & 31' C.I.P. und. Br.A-7-112' lg.
Br.A-7, 8'x4'x71.2' C.Ar.
Br.A-6, 4'x2'x135.2' C.Ar.
Br.Oc-6, 32'x164.3' C.Hwy. O.P. on C. Piers.
Br.A-6, 4'x2'x135.2' C.Ar.
Br.Oc-6, 32'x164.3' C.Hwy. O.P. on C. Piers.
Palm Ave. #2B-5.4-A

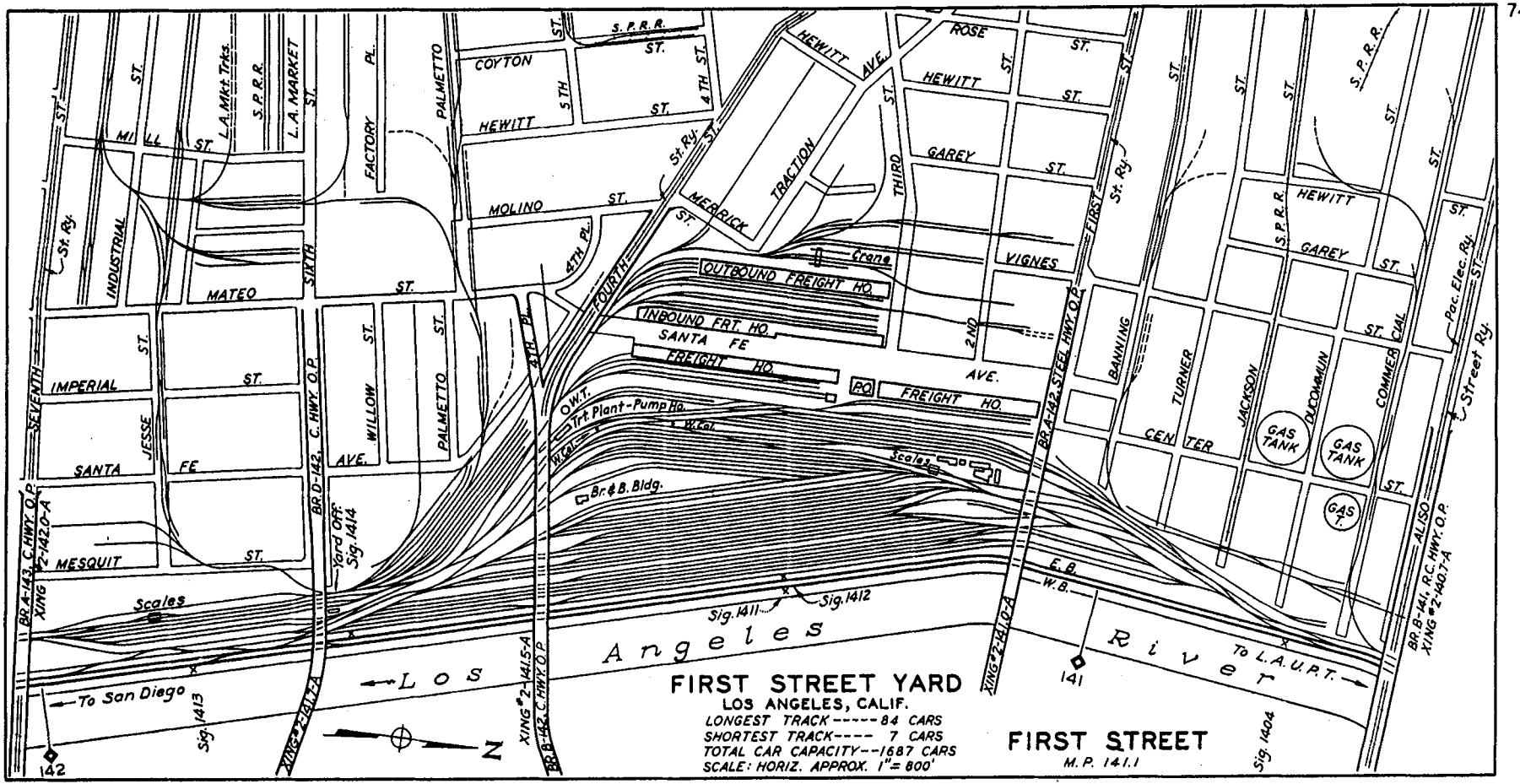


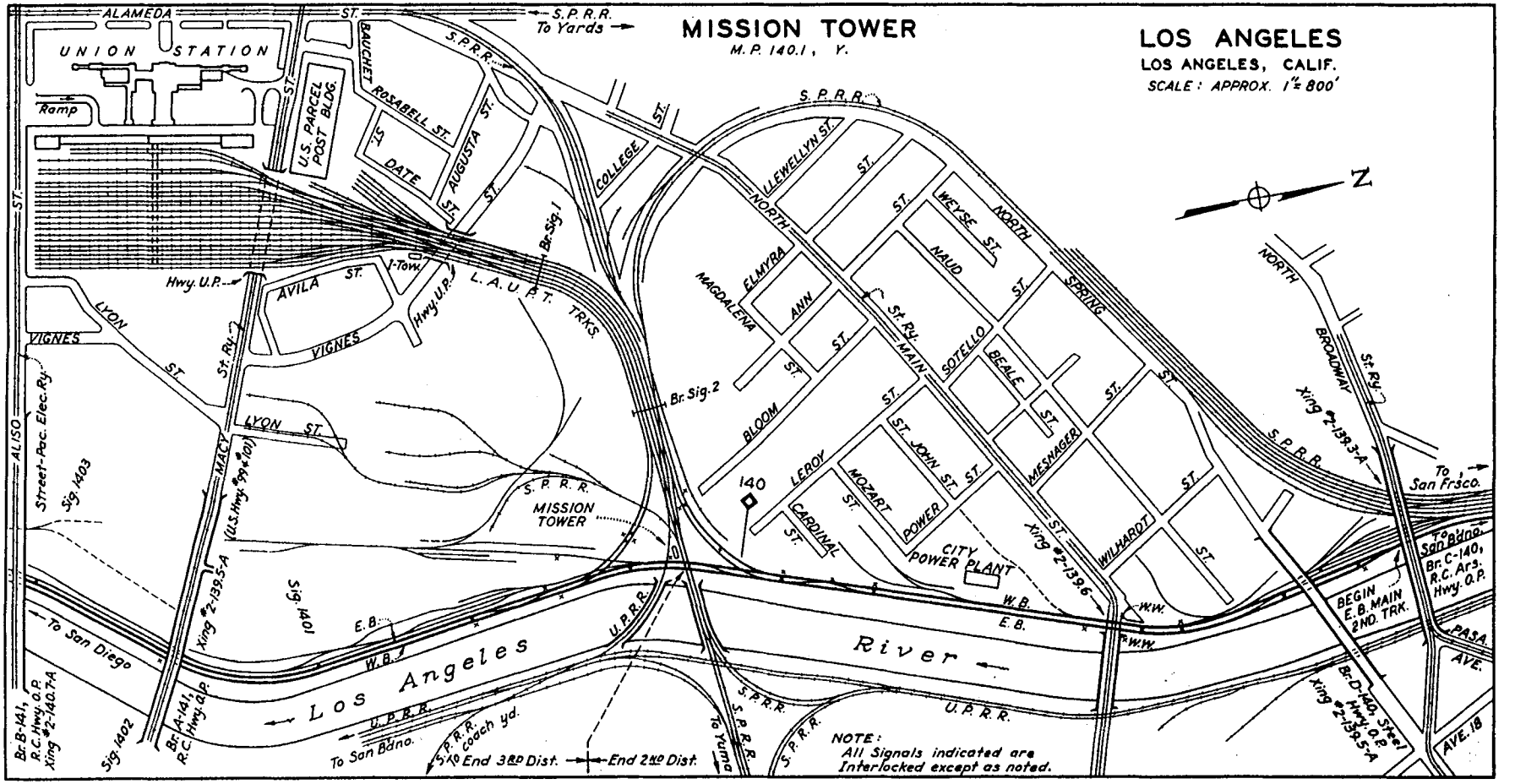
5
4
3
2
1
Auto. Blk.
E.B. Only - No El. & Sp.
W.B. Trains on E.B. Trk.
For E.B. Trains on W.B. Trk.
For W.B. Trains out of "B" Yd.
For W.B. Trains on E.B. Trk.
To Los Angeles
COLTON
M.P. 2.9
RANA
M.P. 1.5
SAN BDNO. YARD "B"
W.B. Main
3 RD. Main
(See Page #77)
Santa Ana Riv.
Colton Cement Spur
To Los Angeles
To Yuma
U.P.R.R.
S.P.R.R.
Xing Gates
W. Col.
Frt. Ho.
Depot
Laurel
Olive
Lytle
Lytle Cr.
Rialto Ave.
P.E. Ry.
Walnut St.
Mt. Vernon Ave.
Hwy. O.P.
To Barstow
1ST Dist.
(See Page #57)
SAN BDNO. YARD
(See Page 58-59)
To Los Angeles
2ND Dist.
(See Page #57)
Section 47
Section 12-B
Section 12-A
2nd & 3rd Dist.
Sec. 12B
Beg. 3RD Dist.

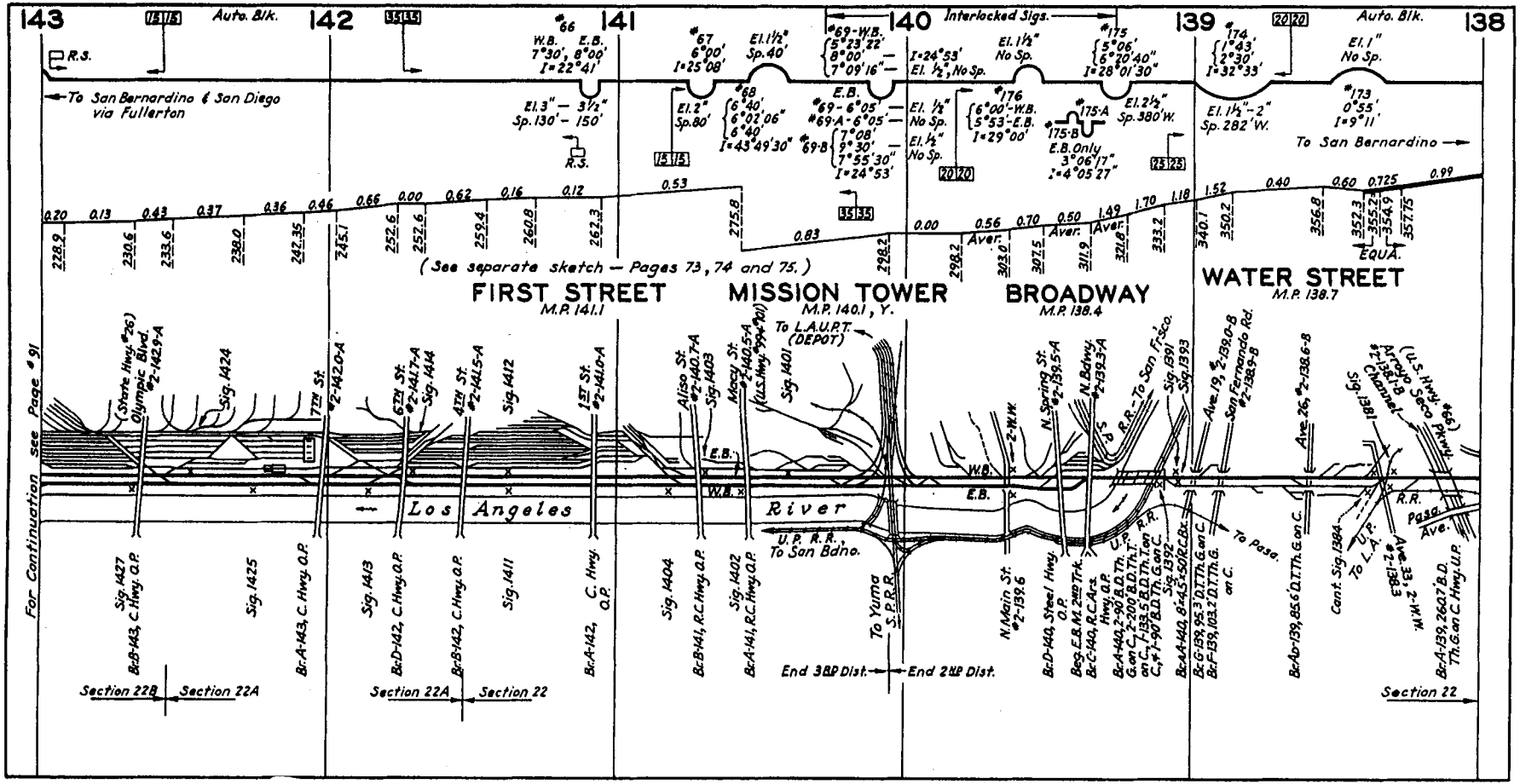

I-Sig. 4
I-Sw.
I-Sig. 3
I-Sig. 16 & I-Sw.
TO FULLERTON
Lytle Creek Storm Channel
I-Sw.
I-Sig. 10
BR. 0B-2, 40'x22'x175'
R.C.Bx.
I-Sw.
RANA
M.P. 1.5
I-Sw.
I-Sw.
STOCK YARDS
BR. 0A-2, 2-4'x3'x35.2'
Tr.T.Bx.
I-Sig. 14
CRV. #1-C
C=3°15'
I=43°46'
El. 1" Sp. 60'
I-Cant. Sig. 15B
YARD OFF.
15 15
I-Sig. 15A
E.B. MAIN
MILL ST.
2X 1X
W.B. MAIN
3RD. MAIN
TO YARD "A"
Auto. Blk. Sig. 03A 04A-01A 02A
Xing #2B-1.3
TO SAN BDNO. DEPOT
Auto. Blk. Sig. 12

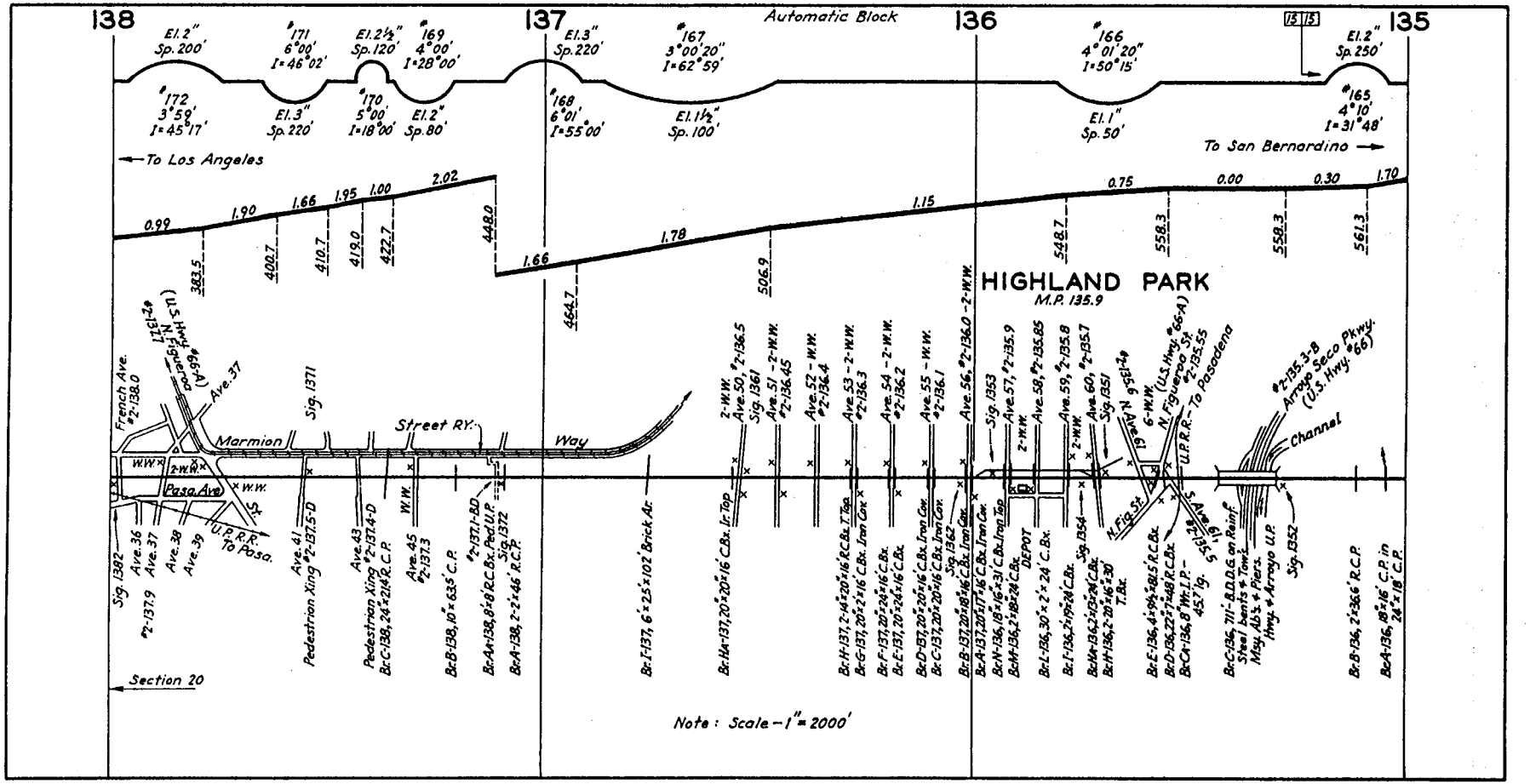

Lytle Creek Storm Channel
ARROW HWY.
To Los Angeles
AVE.
PAC. ELEC. RY.
Conc. Blanket
Carp. Shop
Cooling Tower
I-Sig. 20
I-Sig. 27
I-Sig. 33 & I-Sw.
I-Sig. 34 & I-Sw.
I-Sig. 38
SHED
ICE PLANT
Reserv.
Pump Ho.
Conc. Blanket
I-Sw.
CRV. #1-A
C=6°45'
I=15°00'
El. 1½" No Sp.
I-Sig. 23
I-Sig. 28
W.W.
CREW QTRS.
W. COL.
OFF.
W.T.
BUNK HOUSES
TO FULLERTON
POWER TRANSMISSION LINES
CRV. #1-B
C=3°00'
I=15°00'
El. 1", No Sp.
Xing #2B-0.3
RIALTO
BR. B-1, 5-42' Th. G. on Steel bents, 206' lg. (P.E. Ry. O.P.)
CITY RESERV.
To San Bdno.
I-Sw. & I-Sig. 37
W.B.
3RD Main
CRV. #1
C=6°05'
I=15°03'
El. 1½"-2" No Sp.
I-Sig. 48
I-Sig. 50
TO LOS ANGELES 2ND. DIST. (SEE PAGE 57)
MAIN TRACK-2ND. DIST.
I-Tow.
I-Sig. 53
I-Sig. 52
I-Sig. 51
I-Sw.
BEGIN W.B. M.T. M.P. OX, 3RD. DIST.
3RD Main
TO SAN BDNO. DEPOT (SEE PAGE 59)
454.6' P.T.
I-Sw. & Sig. 57
BR. A-83
N
SAN BERNARDINO
YARD "B"
PRECOOLER YARD
SAN BERNARDINO, CALIF.
LONGEST TRACK ---94 CARS
SHORTEST TRACK ---15 CARS
TOTAL CAR CAPACITY-1450 CARS
SCALE: 1"=400'
—INSERT—
PROFILE OF W.B. AND 3RD. MAIN TRACKS
FROM M.P. OX TO 1X + 1494.07'
SCALE: HOR. 1"=1000'
VERT. 1"=100'
1055.15 = M.P. 1X + 1494.07'
0.79
0.81
1.00
0.995
0.90
0.98
1.09
1.10
0.47
0.35
1057.8
1067.0
1087.0
1096.6
1101.1
1104.0
1107.4
1110.2
1106.5
1105.9
Beg. W.B. M.T. M.P. OX 3RD. DIST.

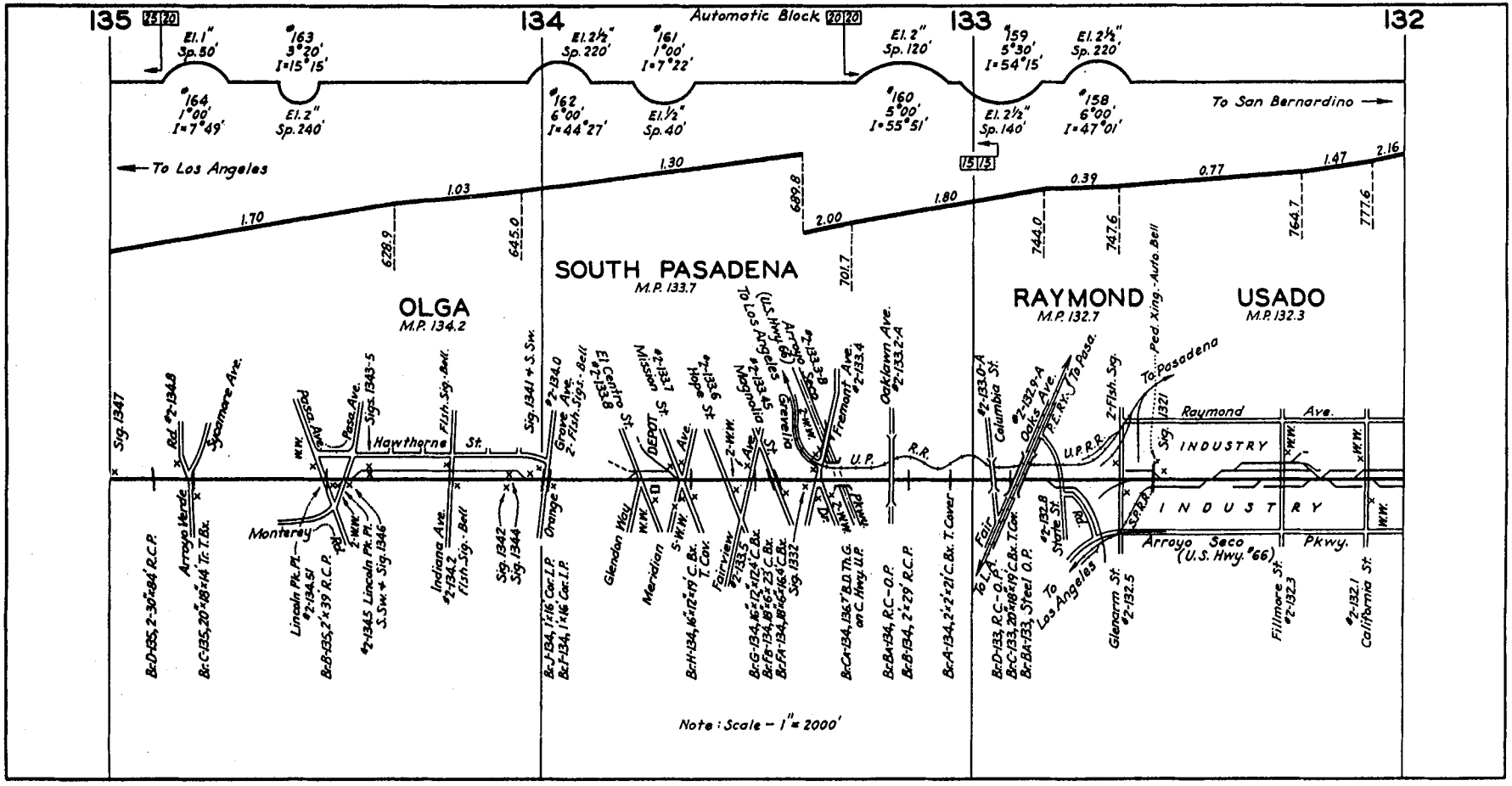

REDONDO JUNCTION
M.P. 143.2, F.W.T.Y.
143
Los Angeles River
NOTE:
All signals indicated are
Interlocked except as noted.
To L.A.U.P.T.
Sig. 1427
Sig. 1425
Sig. 1424
Xing Gates
Joint U.P.
Street RY.
Harbor Dist.
To Wilmington
To San Diego and W.B. San Bdno.
To San Bdno. U.P.R.R.
To
Treat. Plant
CAR SHED
Tin Shop Blk'smth
GAS TANK
Yard Off.
Coach Washing Plant
Coach Shed
Commissary
Battery Bldg.
Pullman Bldg.
Lav.
Sig. 1424
Xing #2-142.9-A
BR. B-143, C. Hwy. O.P.
BR. A-143, C. Hwy. O.P.
Xing #2-142.0-A
BR. A-144, 2-149 Truss Spans-W.B. San Bdno. 4-75 D.G.-E.B.
BR. A-1, B.D. I-Bm. on C. Hwy. U.P.
BR. A-144, 26.5' B.D. I-Bm. on C. Hwy. U.P.
Xing #2-143.2-B
WASHINGTON
I-Tow.
E.B.
W.B.
S.Sw.
W.Col.
O.Col.
W.W.
W.T.
O.T.
S.P.R.R.
U.P.R.R.
S.P.R.R.
S.P.
U.P. TRKS.
S.P. TRKS.
WILSON ST
MATEO ST
SANTA FE AVE
MINERVA ST
BLVD.
WASHINGTON BLVD
IMPERIAL ST
SANTA CLARA ST.
MATEO ST.
MODOC
OLYMPIC BLVD
(STATE HWY. #26)
PORTER
HUNTER
ENTERPRISE
DAMON
SACRAMENTO
BAY
VIOLET
ATLANTIC
L.A. RY.
7TH ST.
25TH ST.
24TH ST.
23RD ST.
16TH ST.
15TH ST.
14TH ST.
12TH ST.
11TH ST.
10TH ST.
Sta. Auto Dock

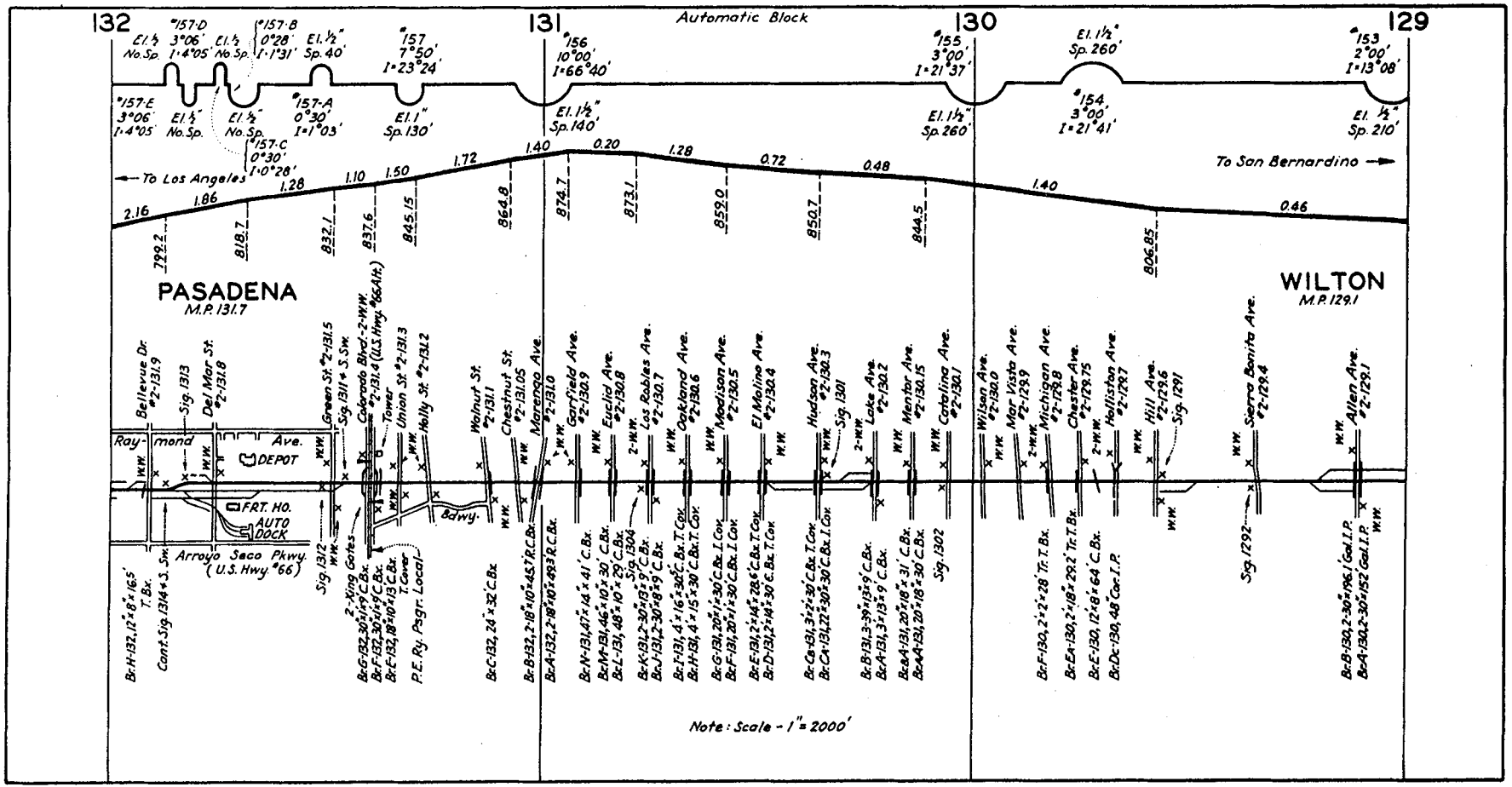

FIRST STREET YARD
LOS ANGELES, CALIF.
LONGEST TRACK-----84 CARS
SHORTEST TRACK---- 7 CARS
TOTAL CAR CAPACITY--1687 CARS
SCALE: HORIZ. APPROX. 1"= 800'
FIRST STREET
M.P. 141.1
Los Angeles River
To San Diego
To L.A.U.P.T.
Scales
Crane
OUTBOUND FREIGHT HO.
INBOUND FRT. HO.
SANTA FE FREIGHT HO.
P.O. FREIGHT HO.
Trt. Plant-Pump Ho.
Br. & B. Bldg.
Yard Off. Sig. 1414
Sig. 1411
Sig. 1412
Sig. 1413
Sig. 1404
142
141
N
SEVENTH ST.
INDUSTRIAL ST.
MILL ST.
L.A. Mkt. Trks.
S.P.R.R.
L.A. MARKET ST.
FACTORY PL.
PALMETTO
COYTON ST.
HEWITT ST.
MOLINO ST.
MATEO ST.
SIXTH ST.
IMPERIAL ST.
JESSE ST.
SANTA FE AVE.
MESQUIT ST.
WILLOW ST.
FOURTH ST.
MERRICK ST.
TRACTION AVE.
THIRD ST.
ROSE ST.
GAREY ST.
VIGNES ST.
2ND AVE.
FIRST ST.
BANNING ST.
TURNER ST.
JACKSON ST.
DUCOMMUN ST.
COMMERCIAL ST.
CENTER ST.
GAS TANK
GAS T.
Pac. Elec. Ry.
Street Ry.
ALISO ST.
BR. A-143, C. HWY. O.P. XING #2-142.0-A
BR. D-142, C. HWY. O.P.
XING #2-141.7-A
XING #2-141.5-A
BR. B-142, C. HWY. O.P.
BR. A-142, STEEL HWY. O.P.
XING #2-141.0-A
BR. B-141, R.C. HWY. O.P. XING #2-140.7-A
E.B.
W.B.

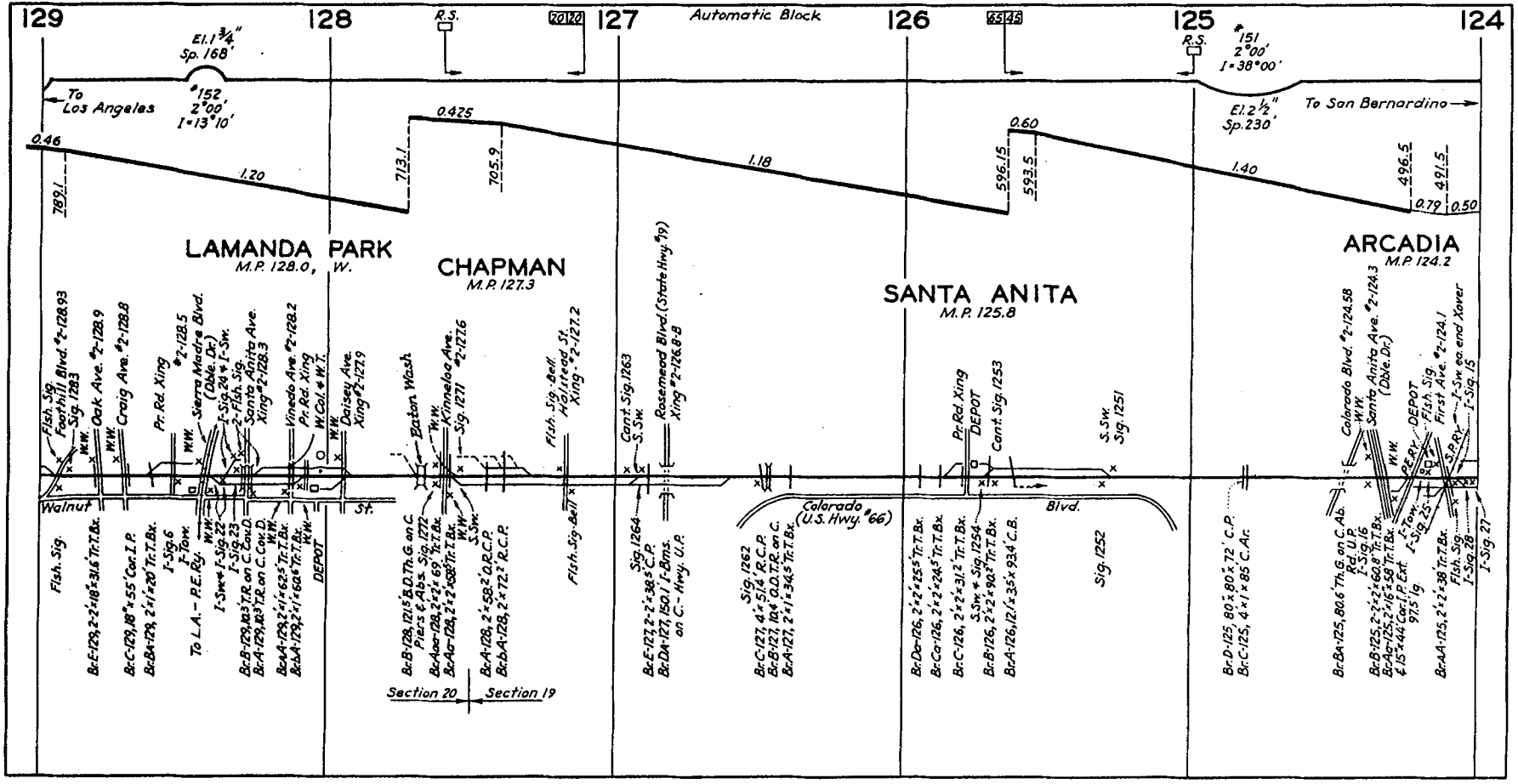

MISSION TOWER
M.P. 140.1, Y.
LOS ANGELES
LOS ANGELES, CALIF.
SCALE: APPROX. 1" = 800'
N
ALAMEDA ST.
S.P.R.R. To Yards
UNION STATION
Ramp
U.S. PARCEL POST BLDG.
BAUCHET ST.
ROSABELL ST.
DATE ST.
AUGUSTA ST.
COLLEGE ST.
LLEWELLYN ST.
NORTH ST.
WEYSE ST.
NAUD ST.
NORTH SPRING ST.
ELMYRA ST.
MAGDALENA ST.
ANN ST.
BLOOM ST.
LEROY ST.
MOZART ST.
CARDINAL ST.
ST. JOHN ST.
POWER ST.
CITY POWER PLANT
SOTELLO ST.
BEALE ST.
MESHAGER ST.
WILHARDT ST.
MAIN ST.
St. Ry.
Br. Sig. 1
Br. Sig. 2
Hwy. U.P.
AVILA ST.
I-Tow.
L.A.U.P.T. TRKS.
VIGNES ST.
LYON ST.
MACY ST.
(U.S. Hwy. #99 & #101)
Xing #2-139.5-A
Sig. 1403
Sig. 1401
Sig. 1402
Street-Pac. Elec. Ry.
ALISO ST.
MISSION TOWER
140
To San Diego
Br. B-141, R.C. Hwy. O.P. Xing #2-140.7-A
Br. A-141, R.C. Hwy. O.P.
Los Angeles River
E.B.
W.B.
U.P.R.R.
To San Bdno.
S.P.R.R. coach yd.
End 3RD Dist.
End 2ND Dist.
To Yuma
S.P.R.R.
NOTE: All Signals indicated are Interlocked except as noted.
W.W.
Xing #2-139.6
Xing #2-139.3-A
BROADWAY
To San Frsco.
To San Bdno.
Br. C-140, R.C. Ars. Hwy. O.P.
BEGIN E.B. MAIN 2ND. TRK.
PASA. AVE.
Br. D-140, Steel Hwy. O.P. Xing #2-139.5-A
AVE. 18

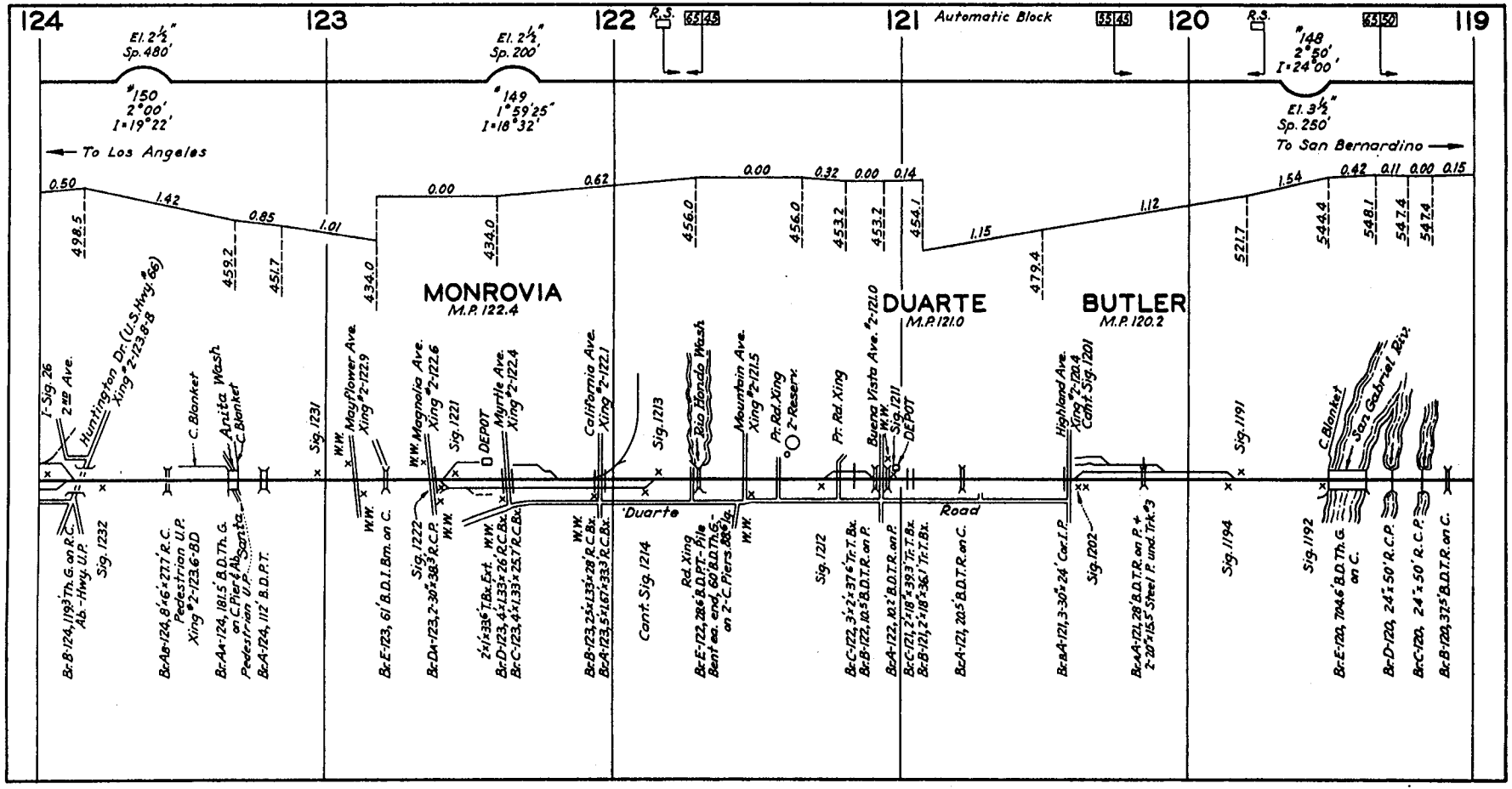

143
142
141
140
139
138
Auto. Blk.
Interlocked Sigs.
Auto. Blk.
R.S.
To San Bernardino & San Diego via Fullerton
To San Bernardino
(See separate sketch — Pages 73, 74 and 75.)
FIRST STREET
M.P. 141.1
MISSION TOWER
M.P. 140.1, Y.
BROADWAY
M.P. 138.4
WATER STREET
M.P. 138.7
Los Angeles River
U.P. R.R. To San Bdno.
To L.A.U.P.T. (DEPOT)
To Yuma S.P.R.R.
End 3RP Dist.
End 2RP Dist.
Section 22B
Section 22A
Section 22
For Continuation see Page #91

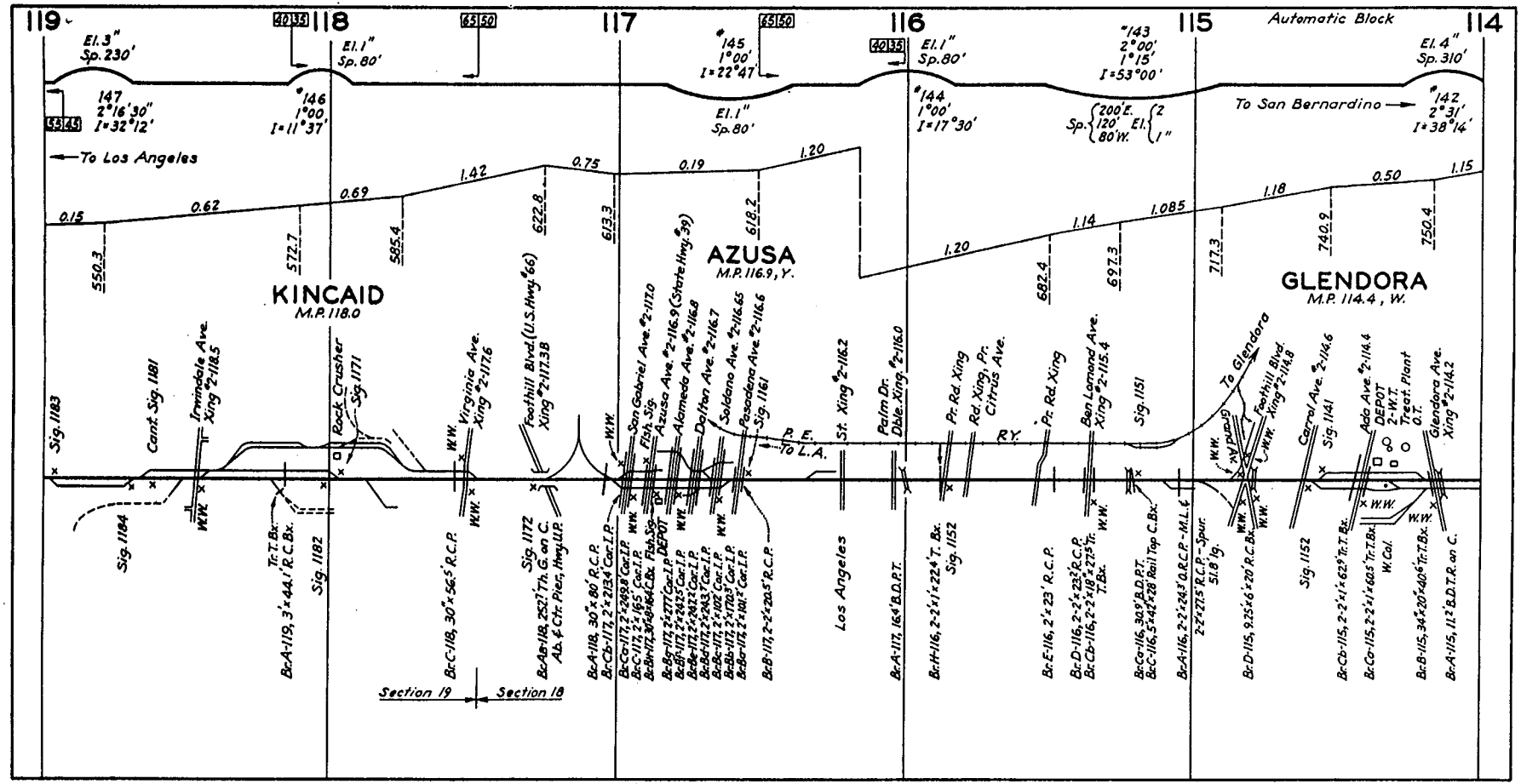

138
137
136
135
Automatic Block
El. 2" Sp. 200'
#171 6°00' I=46°02'
El. 2½" Sp. 120'
#169 4°00' I=28°00'
El. 3" Sp. 220'
#167 3°00'20" I=62°59'
#166 4°01'20" I=50°15'
El. 2" Sp. 250'
#172 3°59' I=45°17'
El. 3" Sp. 220'
#170 5°00' I=18°00'
El. 2" Sp. 80'
#168 6°01' I=55°00'
El. 1½" Sp. 100'
El. 1" Sp. 50'
#165 4°10' I=31°48'
To Los Angeles
To San Bernardino
0.99
1.90
1.66
1.95
1.00
2.02
1.66
1.78
1.15
0.75
0.00
0.30
1.70
383.5
400.7
410.7
419.0
422.7
448.0
464.7
506.9
548.7
558.3
558.3
561.3
HIGHLAND PARK
M.P. 135.9
French Ave. #2-138.0
(U.S. Hwy. #66-A) N. Figueroa
#2-137.7
Ave. 37
Sig. 1371
Marmion
Street RY.
Way
W.W.
2-W.W.
Pasa. Ave.
St.
U.P.R.R. To Pasa.
Sig. 1382
Ave. 36
Ave. 37
Ave. 38
Ave. 39
#2-137.9
Ave. 41
Pedestrian Xing #2-137.5-D
Ave. 43
Pedestrian Xing #2-137.4-D
Br. C-138, 24"x21.4' R.C.P.
Ave. 45
#2-137.3
Br. B-138, 10"x63.5' C.P.
#2-137.1-B.D.
Br. A-138, 8'x8' R.C.Bx. Ped. U.P.
Sig. 1372
Br. A-138, 2'-2'x46' R.C.P.
Br. I-137, 6'x25'x102' Brick Ar.
Br. HA-137, 20"x20"x16' C.Bx. Ir. Top
2-W.W.
Ave. 50, #2-136.5
Sig. 1361
Ave. 51 - 2-W.W.
#2-136.45
Ave. 52 - W.W.
#2-136.4
Br. H-137, 2-14"x20"x16' R.C.Bx. T. Top
Br. G-137, 20"x2'x16' C.Bx. Iron Cov.
Br. F-137, 20"x24"x16' C.Bx.
Br. E-137, 20"x24"x16' C.Bx.
Br. D-137, 20"x20"x16' C.Bx. Iron Cov.
Br. C-137, 20"x20"x16' C.Bx. Iron Cov.
Ave. 53 - 2-W.W.
#2-136.3
Ave. 54 - 2-W.W.
#2-136.2
Ave. 55 - W.W.
#2-136.1
Sig. 1362
Br. B-137, 20"x18"x16' C.Bx. Iron Cov.
Br. A-137, 20"x17"x16' C.Bx. Iron Cov.
Br. N-136, 18"x16"x31' C.Bx. Iron Top
Br. M-136, 2'x18"x24' C.Bx.
Ave. 56, #2-136.0 - 2-W.W.
Sig. 1353
Ave. 57, #2-135.9
2-W.W.
DEPOT
Br. L-136, 30"x2'x24' C.Bx.
Ave. 58, #2-135.85
Ave. 59, #2-135.8
2-W.W.
Br. I-136, 2'x19"x24' C.Bx.
Ave. 60, #2-135.7
Sig. 1354
Br. HA-136, 2'x13"x24' C.Bx.
Br. H-136, 2'-20"x16'x30' T.Bx.
Sig. 1351
N. Fig. St.
Br. E-136, 4'x9½"x81.5' R.C.Bx.
Br. D-136, 22"x7'x48' R.C.Bx.
Br. CA-136, 8" Wr. I.P. - 45.7' lg.
#2-135.6
N. Ave. 61
6-W.W.
(U.S. Hwy. #66-A) N. Figueroa St.
#2-135.55
U.P.R.R. - To Pasadena
S. Ave. 61, #2-135.5
Br. C-136, 711'-B.D.D.G. on Reinf. Steel bents & Tow's. Msy. Ab's. & Piers. Hwy. & Arroyo U.P.
Sig. 1352
#2-135.3-B
Arroyo Seco Pkwy. (U.S. Hwy. #66)
Channel
Br. B-136, 2'x36.6' R.C.P.
Br. A-136, 18"x16' C.P. in 24"x18' C.P.
Section 20
Note: Scale - 1" = 2000'

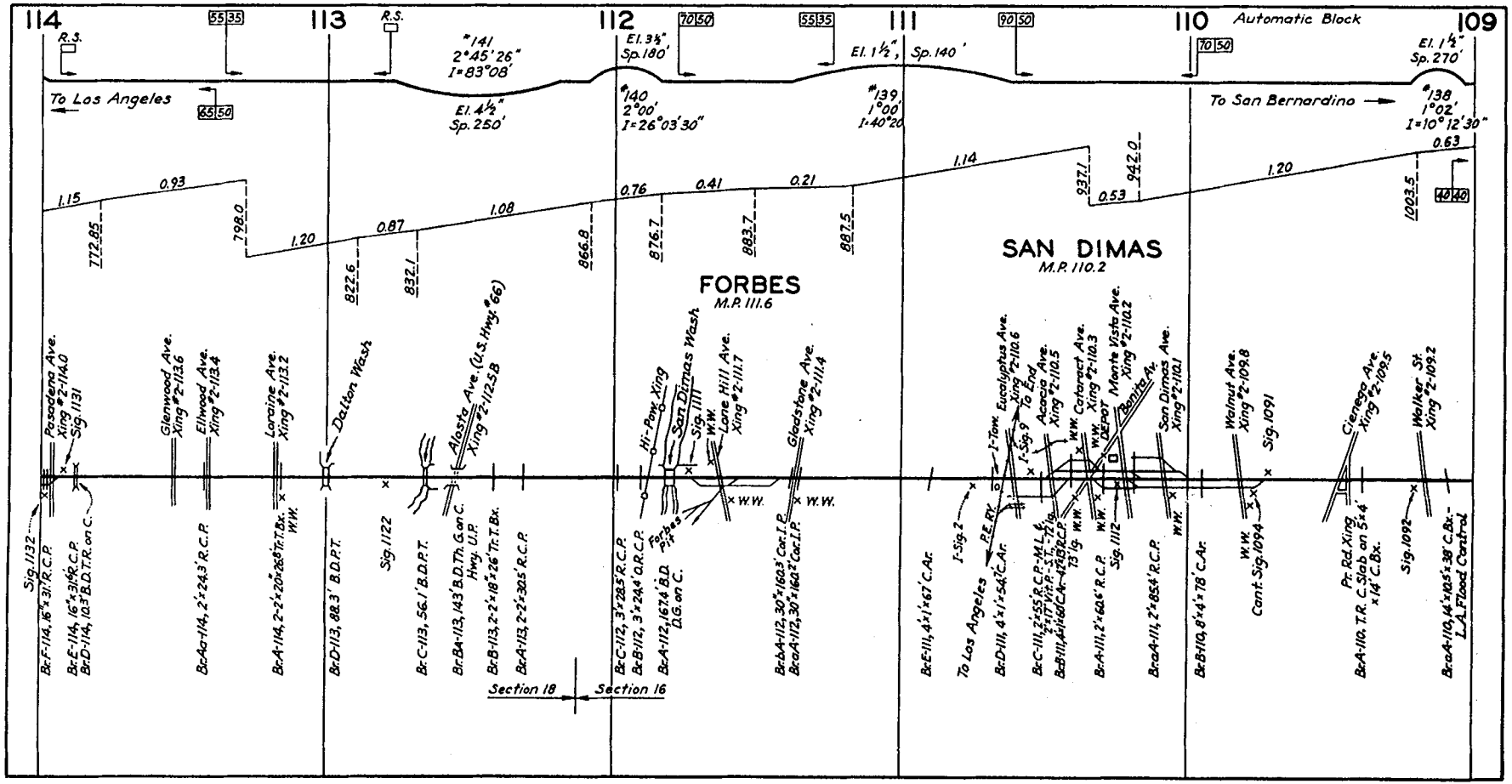

135
134
133
132
Automatic Block
To San Bernardino
To Los Angeles
OLGA
M.P. 134.2
SOUTH PASADENA
M.P. 133.7
RAYMOND
M.P. 132.7
USADO
M.P. 132.3
Hawthorne St.
Raymond Ave.
INDUSTRY
Arroyo Seco
(U.S. Hwy. #66)
Pkwy.
Note: Scale – 1" = 2000'

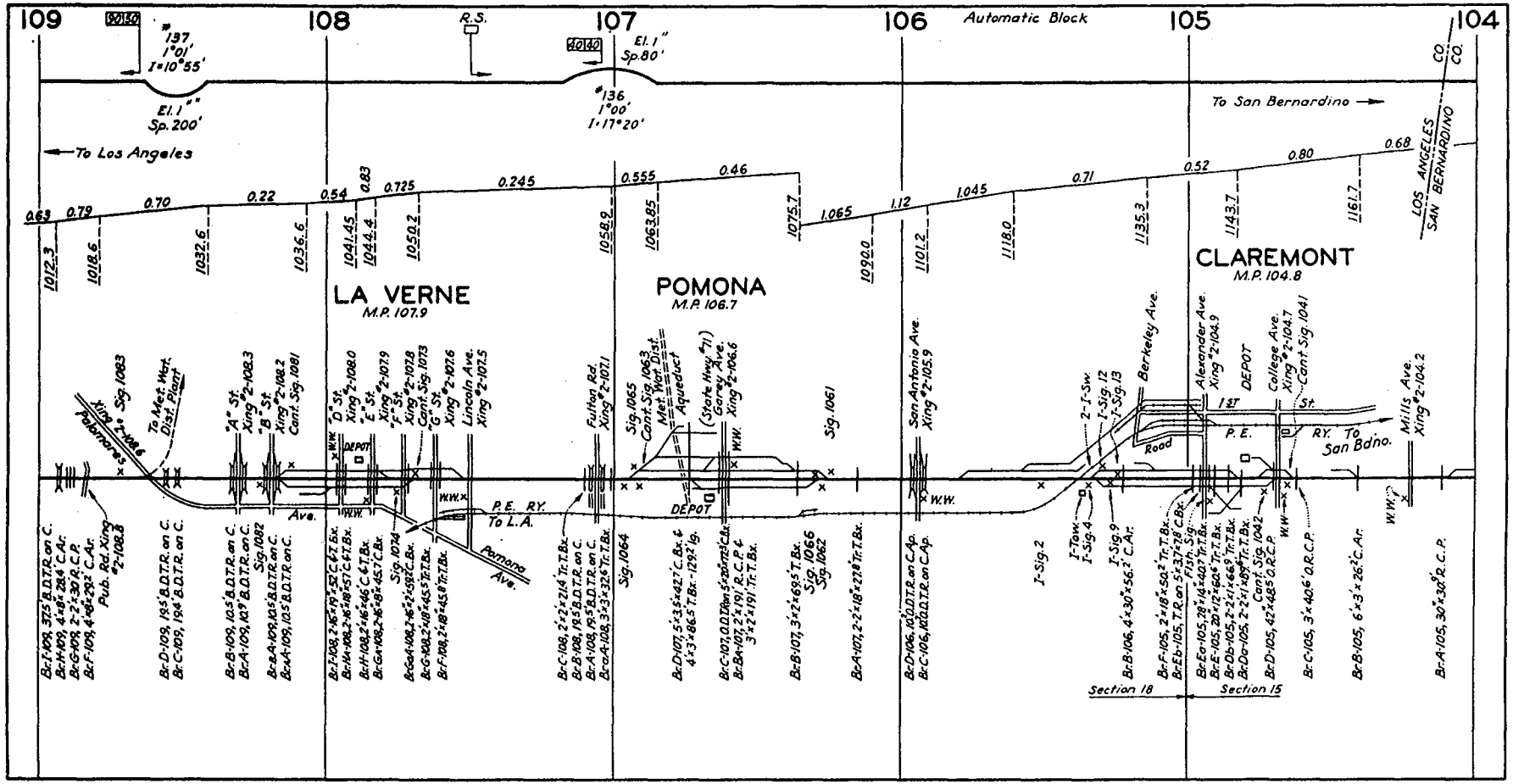

132
131
130
129
Automatic Block
#157-D 3°06' 1°4'05'
El. ½ No. Sp.
#157-B 0°28' 1°1'31'
El. ½" Sp. 40'
#157 7°50' 1°23°24'
#156 10°00' 1°66°40'
#155 3°00' 1°21'37'
El. 1½" Sp. 260'
#153 2°00' 1°13°08'
#157-E 3°06' 1°4°05'
#157-A 0°30' 1°1°03'
#157-C 0°30' 1°0°28'
El. 1" Sp. 130'
El. 1½" Sp. 140'
El. 1½" Sp. 260'
#154 3°00' 1°21°41'
El. ½" Sp. 210'
To Los Angeles
To San Bernardino
2.16
1.86
1.28
1.10
1.50
1.72
1.40
0.20
1.28
0.72
0.48
1.40
0.46
799.2
818.7
832.1
837.6
845.15
864.8
874.7
873.1
859.0
850.7
844.5
806.85
PASADENA
M.P. 131.7
WILTON
M.P. 129.1
Bellevue Dr. #2-131.9
Sig. 131.3
Del Mar St. #2-131.8
Green St. #2-131.5
Sig. 131+ S. Sw.
Colorado Blvd.-2-W.W. #2-131.4 (U.S. Hwy. #66 Alt.)
Tower
Union St. #2-131.3
Holly St. #2-131.2
Walnut St. #2-131.1
Chestnut St. #2-131.05
Marengo Ave. #2-131.0
Garfield Ave. #2-130.9
Euclid Ave. #2-130.8
Los Robles Ave. #2-130.7
Oakland Ave. #2-130.6
Madison Ave. #2-130.5
El Molino Ave. #2-130.4
Hudson Ave. #2-130.3
Sig. 1301
Lake Ave. #2-130.2
Mentor Ave. #2-130.15
Catalina Ave. #2-130.1
Wilson Ave. #2-130.0
Mar Vista Ave. #2-129.9
Michigan Ave. #2-129.8
Chester Ave. #2-129.75
Hollistor Ave. #2-129.7
Hill Ave. #2-129.6
Sig. 1291
Sierra Bonita Ave. #2-129.4
Allen Ave. #2-129.1
Ray-mond Ave.
DEPOT
FRT. HO.
AUTO DOCK
Arroyo Seco Pkwy. (U.S. Hwy. #66)
Sig. 131.2
2-King Gates
Bdwy.
P.E. Ry. Pagr. Local
Sig. 1302
Sig. 1292
Note: Scale - 1" = 2000'

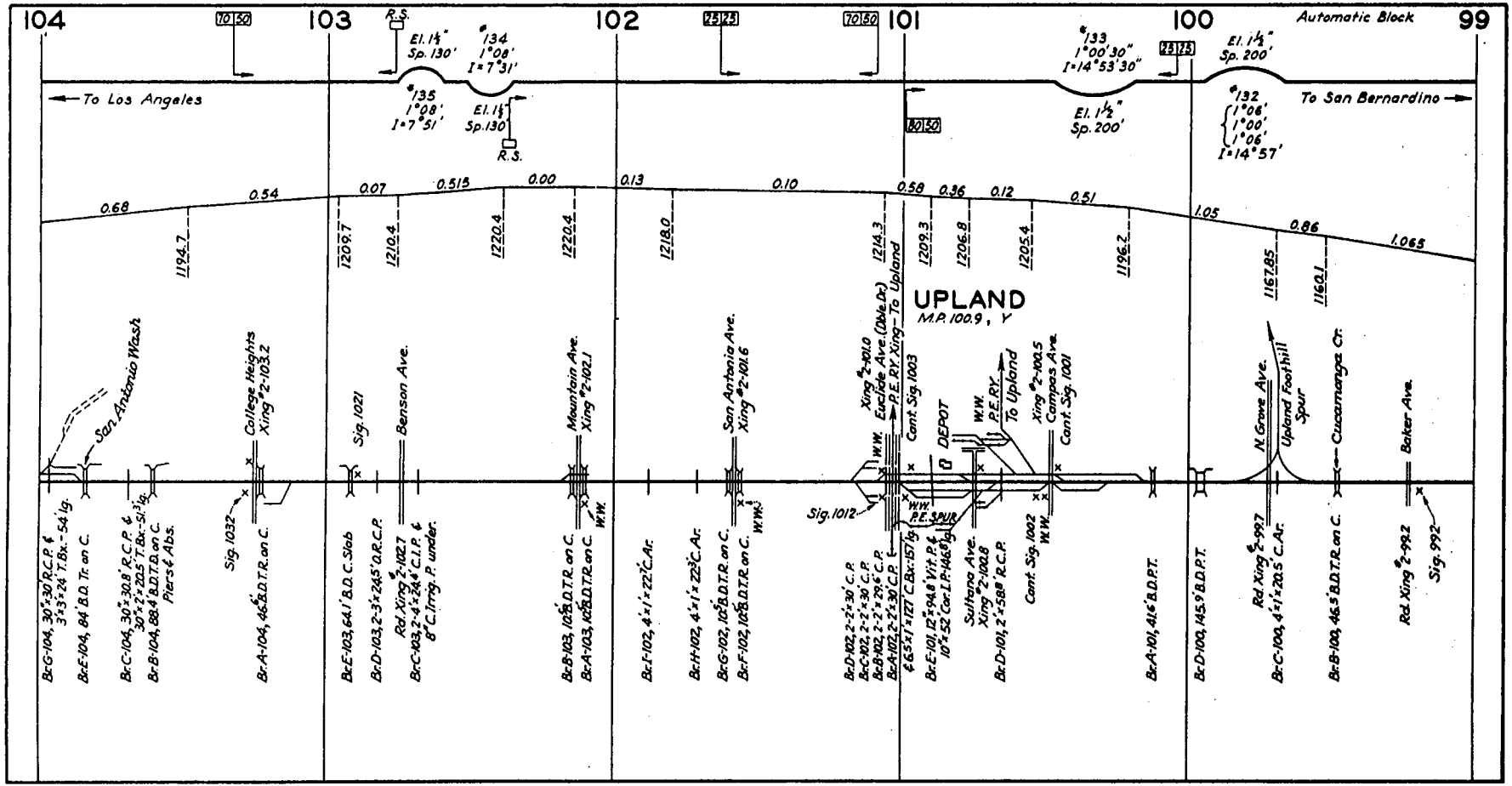

129
128
127
126
125
124
Automatic Block
R.S.
20 20
65 45
El. 1 3/4"
Sp. 168'
#152
2°00'
I=13°10'
#151
2°00'
I=38°00'
El. 2 1/2"
Sp. 230'
To Los Angeles
To San Bernardino
0.46
1.20
0.425
1.18
0.60
1.40
789.1
713.1
705.9
596.15
593.5
496.5
491.5
0.79
0.50
LAMANDA PARK
M.P. 128.0, W.
CHAPMAN
M.P. 127.3
SANTA ANITA
M.P. 125.8
ARCADIA
M.P. 124.2
Walnut
St.
Colorado
(U.S. Hwy. #66)
Blvd.
Section 20
Section 19

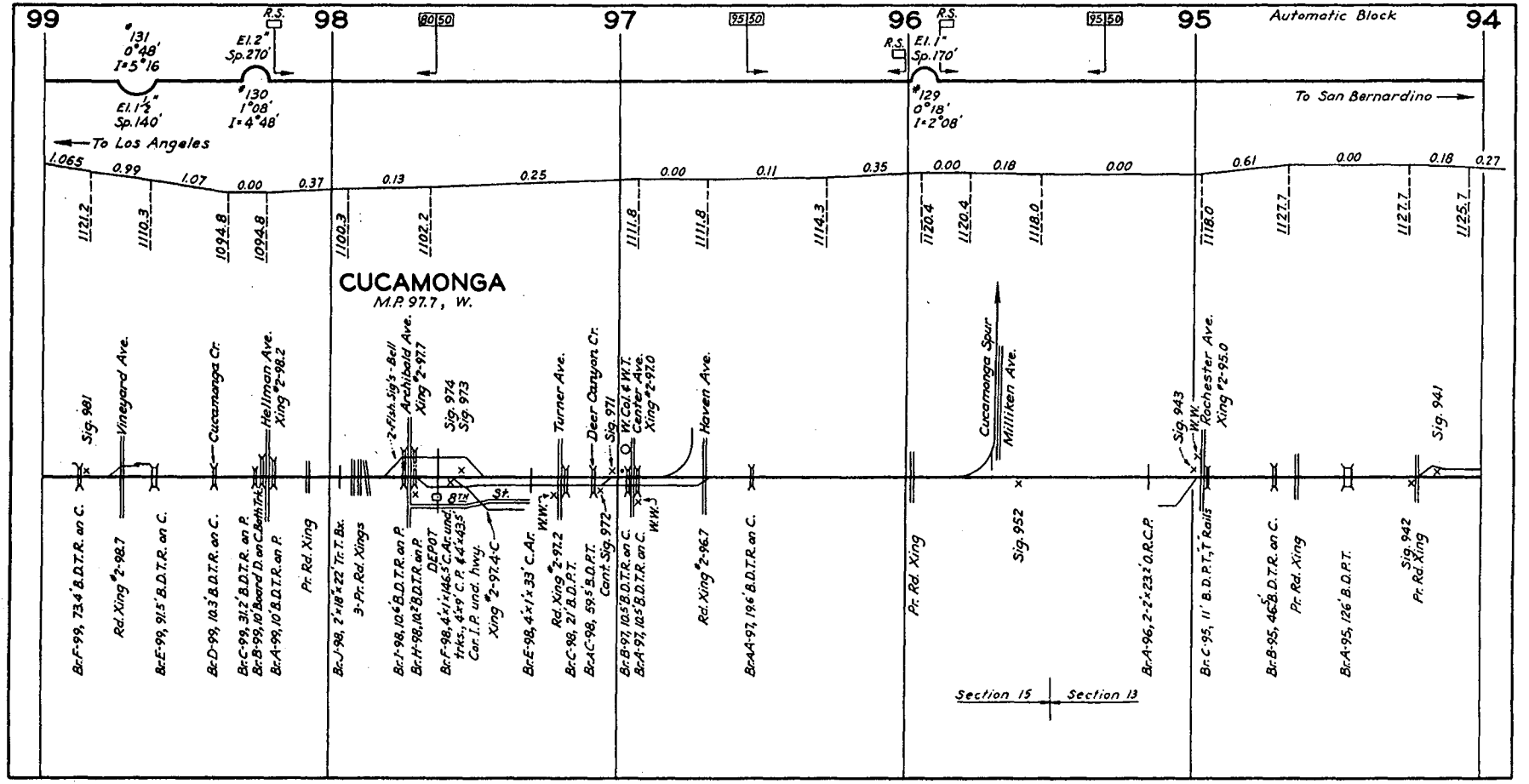

124
123
122
121
120
119
Automatic Block
R.S.
65 45
55 45
65 50
El. 2½" Sp. 480'
#150 2°00' I=19°22'
El. 2½" Sp. 200'
#149 1°59'25" I=18°32'
#148 2°50' I=24°00'
El. 3½" Sp. 250'
To Los Angeles
To San Bernardino
0.50
1.42
0.85
1.01
0.00
0.62
0.00
0.32
0.00
0.14
1.15
1.12
1.54
0.42
0.11
0.00
0.15
498.5
459.2
451.7
434.0
434.0
456.0
456.0
453.2
453.2
454.1
479.4
521.7
544.4
548.1
547.4
547.4
MONROVIA
M.P. 122.4
DUARTE
M.P. 121.0
BUTLER
M.P. 120.2
I-Sig. 26
2ND Ave.
Huntington Dr. (U.S. Hwy. #66) Xing #2-123.8-B
C. Blanket
Anita Wash
C. Blanket
Sig. 1231
W.W.
Mayflower Ave. Xing #2-122.9
W.W.
Magnolia Ave. Xing #2-122.6
Sig. 1221
DEPOT
Myrtle Ave. Xing #2-122.4
California Ave. Xing #2-122.1
Sig. 1213
Rio Hondo Wash
Mountain Ave. Xing #2-121.5
Pr. Rd. Xing
2-Reserv.
Pr. Rd. Xing
Buena Vista Ave. #2-121.0
W.W.
Sig. 1211
DEPOT
Highland Ave. Xing #2-120.4
Cont. Sig. 1201
Sig. 1191
C. Blanket
San Gabriel Riv.
Duarte
Road
Br. B-124, 119.3' Th. G. on R.C. Ab.-Hwy. U.P.
Sig. 1232
Br. AB-124, 8'x6'x27.7' R.C. Pedestrian U.P. Xing #2-123.6-BD
Br. AA-124, 181.5' B.D. Th. G. on C. Pier & Ab. Pedestrian U.P.
Santa
Br. A-124, 112' B.D.P.T.
Br. E-123, 61' B.D.I. Bm. on C.
Sig. 1222
Br. DA-123, 2-30"x38.3' R.C.P.
2'x1'x33.6' T. Bx. Ext.
W.W.
Br. D-123, 4'x1.33'x26' R.C. Bx.
Br. C-123, 4'x1.33'x25.7' R.C. Bx.
W.W.
Br. B-123, 2'x1.33'x28' R.C. Bx.
Br. A-123, 5'x1.67'x33.3' R.C. Bx.
Cont. Sig. 1214
Rd. Xing
Br. E-122, 28.6' B.D.P.T.-Pile Bent ea. end, 60' B.D. Th. G. on 2-C. Piers. 88.6' lg.
W.W.
Sig. 1212
Br. C-122, 3'x2'x37.6' Tr. T. Bx.
Br. B-122, 10.5' B.D.T.R. on P.
Br. A-122, 10.2' B.D.T.R. on P.
Br. C-121, 2'x18"x39.3' Tr. T. Bx.
Br. B-121, 2'x18"x36.1' Tr. T. Bx.
Br. A-121, 20.5' B.D.T.R. on C.
Br. BA-121, 3-30"x24' Cor. I.P.
Sig. 1202
Br. AA-121, 28' B.D.T.R. on P. + 2-20"x15.5' Steel P. und. Trk. #3
Sig. 1194
Sig. 1192
Br. E-120, 704.6' B.D. Th. G. on C.
Br. D-120, 24"x50' R.C.P.
Br. C-120, 24"x50' R.C.P.
Br. B-120, 37.5' B.D.T.R. on C.

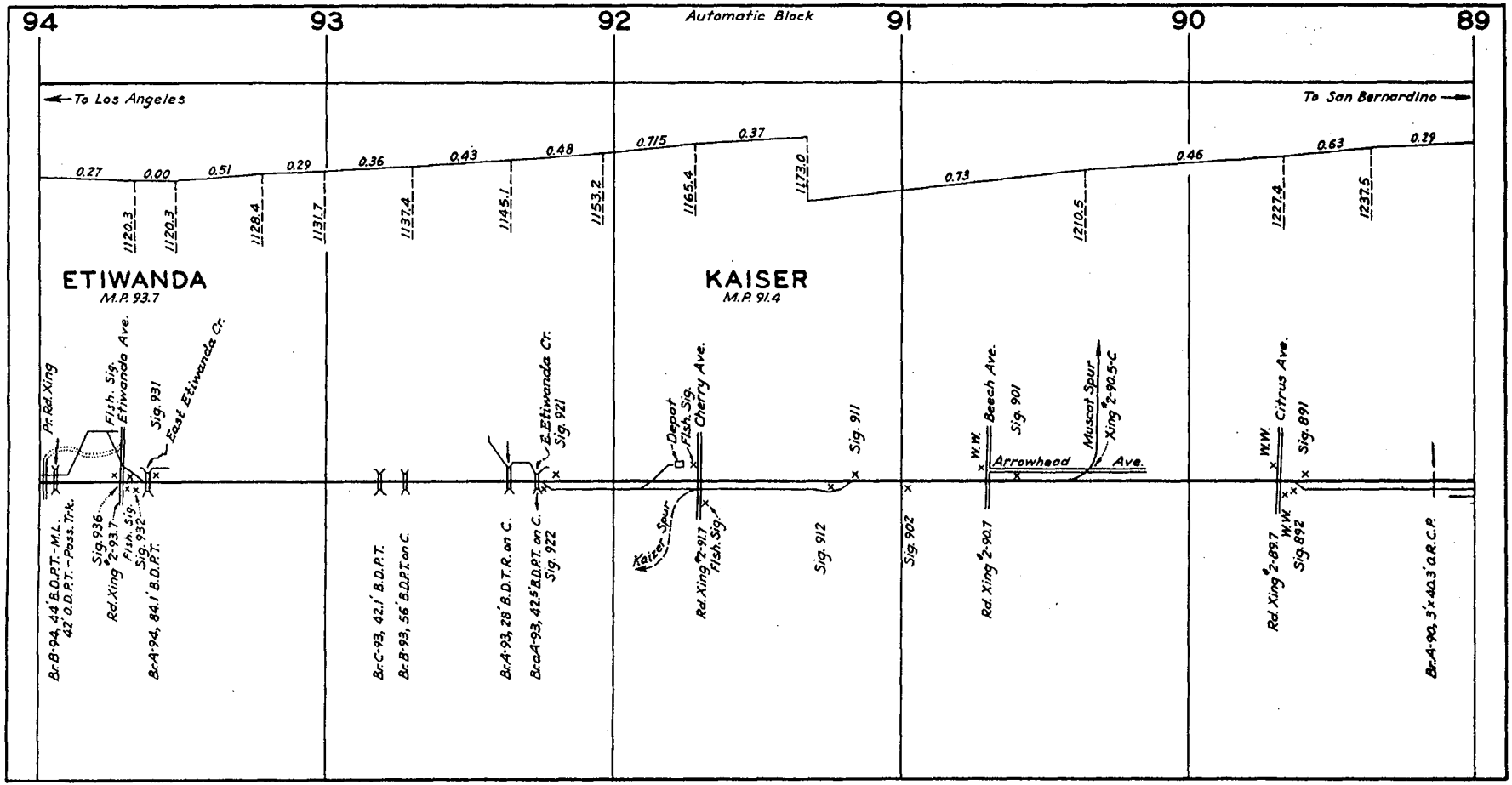

119
118
117
116
115
114
Automatic Block
El. 3" Sp. 230'
El. 1" Sp. 80'
#145 1°00' I=22°47'
El. 1" Sp. 80'
#143 2°00' 1°15' I=53°00'
El. 4" Sp. 310'
147 2°16'30" I=32°12'
#146 1°00' I=11°37'
#144 1°00' I=17°30'
#142 2°31' I=38°14'
To Los Angeles
To San Bernardino
0.15
0.62
0.69
1.42
0.75
0.19
1.20
1.20
1.14
1.085
1.18
0.50
1.15
550.3
572.7
585.4
622.8
613.3
618.2
682.4
697.3
717.3
740.9
750.4
KINCAID
M.P. 118.0
AZUSA
M.P. 116.9, Y.
GLENDORA
M.P. 114.4, W.
Sig. 1183
Cant. Sig. 1181
Irwindale Ave. Xing #2-118.5
Rock Crusher
Sig. 1171
Virginia Ave. Xing #2-117.6
Foothill Blvd. (U.S. Hwy. #66) Xing #2-117.38
San Gabriel Ave. #2-117.0
Fish Sig.
Azusa Ave. #2-116.9 (State Hwy. #39)
Alameda Ave. #2-116.8
Dalton Ave. #2-116.7
Soldano Ave. #2-116.65
Pasadena Ave. #2-116.6
Sig. 1161
P. E.
To L.A.
St. Xing #2-116.2
Palm Dr. Dble. Xing #2-116.0
Pr. Rd. Xing
Rd. Xing. Pr.
Citrus Ave.
R.Y.
Pr. Rd. Xing
Ben Lomand Ave. Xing #2-115.4
Sig. 1151
To Glendora
Foothill Blvd. Xing #2-114.8
Carroll Ave. #2-114.6
Sig. 1141
Ada Ave. #2-114.4
DEPOT
2-W.T.
Treat. Plant
O.T.
Glendora Ave. Xing #2-114.2
Sig. 1184
Tr. T. Bx.
Br. A-119, 3'×44.1' R.C.Bx.
Sig. 1182
Br. C-118, 30"×56.5' R.C.P.
Sig. 1172
Br. Ab-118, 252.2' Th. G. on C. Ab. & Ctr. Piers, Hwy. U.P.
Br. A-118, 30"×80' R.C.P.
Br. Cb-117, 2'×2134' Cor. I.P.
Br. Co-117, 2'×2498' Cor. I.P.
Br. C-117, 2'×165' Cor. I.P.
Br. Bn-117, 30"×84' C.Bx. Fish Sig.
Br. Bg-117, 2'×277' Cor. I.P.
Br. Bf-117, 2'×242.5' Cor. I.P.
Br. Be-117, 2'×242.2' Cor. I.P.
Br. Bd-117, 2'×243' Cor. I.P.
Br. Bc-117, 2'×102' Cor. I.P.
Br. Bb-117, 2'×170.3' Cor. I.P.
Br. Ba-117, 2'×101.2' Cor. I.P.
Br. B-117, 2'×224.20.5' R.C.P.
Los Angeles
Br. A-117, 16'×8' D.P.T.
Br. H-116, 2'×1'×224' T. Bx.
Sig. 1152
Br. E-116, 2'×23' R.C.P.
Br. D-116, 2'×2'×23.5' R.C.P.
Br. Cb-116, 2'×2'×18'×27.5' Tr. T. Bx.
Br. Co-116, 30.9' B.D.P.T.
Br. C-116, 5'×42'×28' Rail Top C.Bx.
Br. A-116, 2'×2'×24.3' O.R.C.P.-M.L.&
2'×27.5' R.C.P.-Spur 51.8' lg.
Br. D-115, 9.25'×6'×20' R.C.Bx.
Sig. 1152
Br. Cb-115, 2'×2'×1'×62.9' Tr. T. Bx.
Br. Co-115, 2'×2'×1'×60.5' Tr. T. Bx.
W. Col.
Br. B-115, 34'×20'×40.6' Tr. T. Bx.
Br. A-115, 11.2' B.D.T.R. on C.
Section 19
Section 18

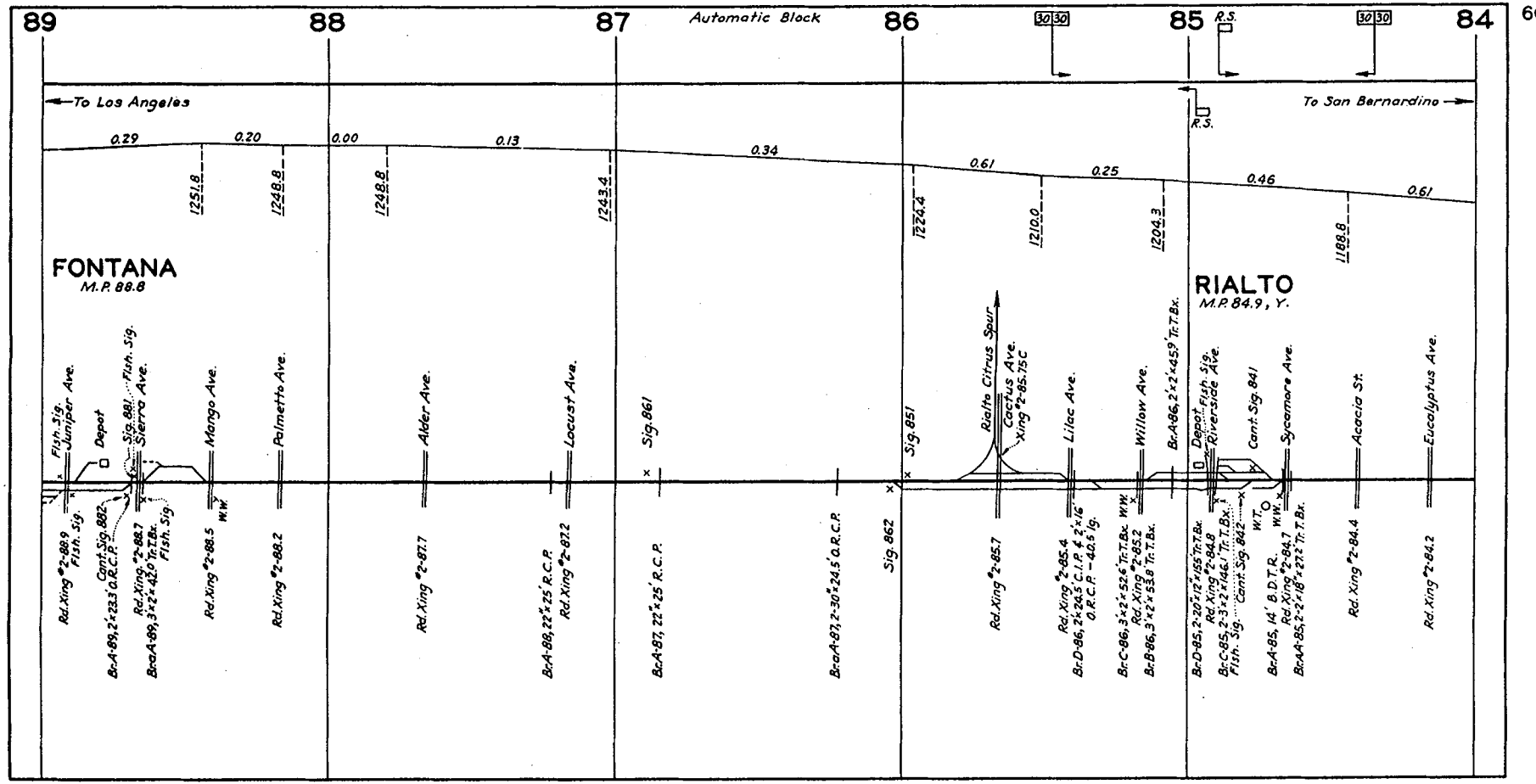

114
113
112
111
110
109
Automatic Block
R.S.
55 35
70 50
90 50
65 50
40 40
#141
2°45'26"
I=83°08'
El. 3½"
Sp. 180'
El. 1½", Sp. 140'
El. 1½"
Sp. 270'
To Los Angeles
El. 4½"
Sp. 250'
#140
2°00'
I=26°03'30"
#139
1°00'
I=40°20
To San Bernardino
#138
1°02'
I=10°12'30"
1.15
0.93
1.20
0.87
1.08
0.76
0.41
0.21
1.14
0.53
1.20
0.63
772.85
798.0
822.6
832.1
866.8
876.7
883.7
887.5
937.1
942.0
1003.5
FORBES
M.P. 111.6
SAN DIMAS
M.P. 110.2
Pasadena Ave. Xing #2-114.0
Sig. 1131
Glenwood Ave. Xing #2-113.6
Ellwood Ave. Xing #2-113.4
Loraine Ave. Xing #2-113.2
Dalton Wash
Alosta Ave. (U.S. Hwy. #66) Xing #2-112.5B
Hi-Pow. Xing
San Dimas Wash
Sig. 1111
W.W.
Lone Hill Ave. Xing #2-111.7
Gladstone Ave. Xing #2-111.4
Forbes Pit
I-Tow.
Eucalyptus Ave. Xing #2-110.6
To End
I-Sig. 9
Acacia Ave. Xing #2-110.5
W.W.
Cataract Ave. Xing #2-110.3
DEPOT
Monte Vista Ave. Xing #2-110.2
Bonita Av.
San Dimas Ave. Xing #2-110.1
Walnut Ave. Xing #2-109.8
Sig. 1091
Cienega Ave. Xing #2-109.5
Walker St. Xing #2-109.2
Sig. 1132
Br. F-114, 16"x31' R.C.P.
Br. E-114, 16"x31' R.C.P.
Br. D-114, 10.3' B.D.T.R. on C.
Br. Aa-114, 2'x24.3' R.C.P.
Br. A-114, 2-2'x20.8' Tr.T.Bx.
Br. D-113, 88.3' B.D.P.T.
Sig. 1122
Br. C-113, 56.1' B.D.P.T.
Br. BA-113, 143' B.D.Th. G. on C. Hwy. U.P.
Br. B-113, 2-2'x18'x26' Tr.T.Bx.
Br. A-113, 2-2'x30.5' R.C.P.
Br. C-112, 3'x28.5' R.C.P.
Br. B-112, 3'x24.4' O.R.C.P.
Br. A-112, 167.4' B.D. D.G. on C.
Br. bA-112, 30"x160.3' Cor. I.P.
Br. aA-112, 30"x160.2' Cor. I.P.
Br. E-111, 4'x1'x67' C.Ar.
I-Sig. 2
P.E. RY.
To Los Angeles
Br. D-111, 4'x1'x54.7' C.Ar.
Br. C-111, 2'x55' R.C.P.-M.L.&
2'x17' Vit.P.-S.T., -72' lg.
Br. B-111, 4'x1'x60' C.Ar.-42'x13' R.C.P.
73' lg.
Br. A-111, 2'x60.6' R.C.P.
Sig. 1112
Br. aA-111, 2'x85.4' R.C.P.
Br. B-110, 8'x4'x78' C.Ar.
Cant. Sig. 1094
Pr. Rd. Xing
Br. A-110, T.R. C. Slab on 5'x4' x14' C.Bx.
Sig. 1092
Br. aA-110, 14'x10.5'x38' C.Bx.-L.A. Flood Control
Section 18
Section 16

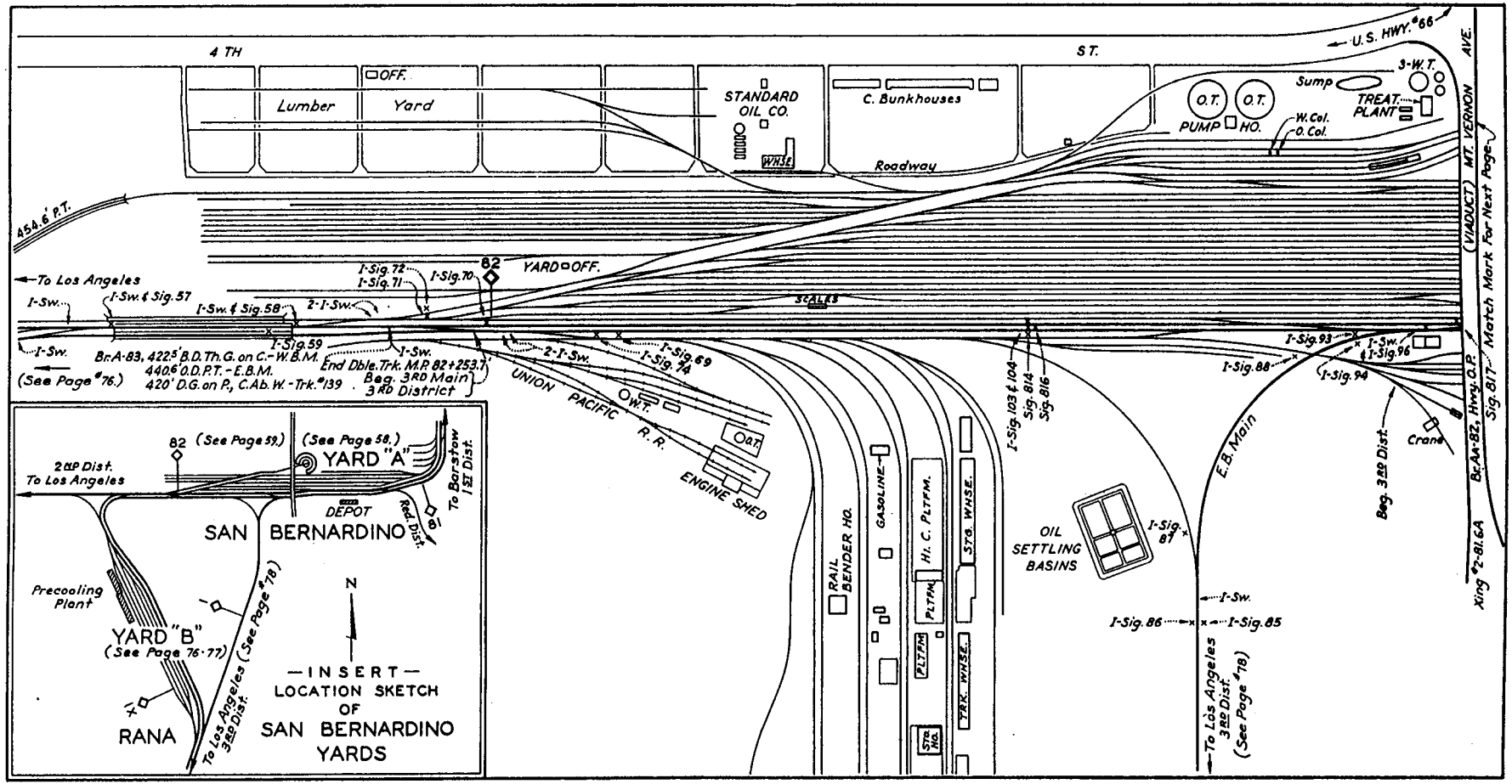

109
108
107
106
105
104
Automatic Block
R.S.
#137
1°01'
I=10°55'
El. 1"
Sp. 200'
El. 1"
Sp. 80'
#136
1°00'
I=17°20'
To Los Angeles
To San Bernardino
LA VERNE
M.P. 107.9
POMONA
M.P. 106.7
CLAREMONT
M.P. 104.8
LOS ANGELES
SAN BERNARDINO
CO.
CO.
Sig. 1083
Xing #2-108.6
Palomares
To Met. Wat. Dist. Plant
"A" St.
Xing #2-108.3
"B" St.
Xing #2-108.2
Cant. Sig. 1081
"D" St.
Xing #2-108.0
"E" St.
Xing #2-107.9
"F" St.
Xing #2-107.8
Cant. Sig. 1073
"G" St.
Xing #2-107.6
Lincoln Ave.
Xing #2-107.5
Fulton Rd.
Xing #2-107.1
Sig. 1065
Cant. Sig. 1063
Met. Wat. Dist.
Aqueduct
(State Hwy. #71)
Garey Ave.
Xing #2-106.6
Sig. 1061
San Antonio Ave.
Xing #2-105.9
Berkeley Ave.
Alexander Ave.
Xing #2-104.9
DEPOT
College Ave.
Xing #2-104.7
Cant. Sig. 1041
Mills Ave.
Xing #2-104.2
1ST St.
P.E. RY. To San Bdno.
Road
P.E. RY. To L.A.
Pomona Ave.
Ave.
DEPOT
W.W.
Section 18
Section 15

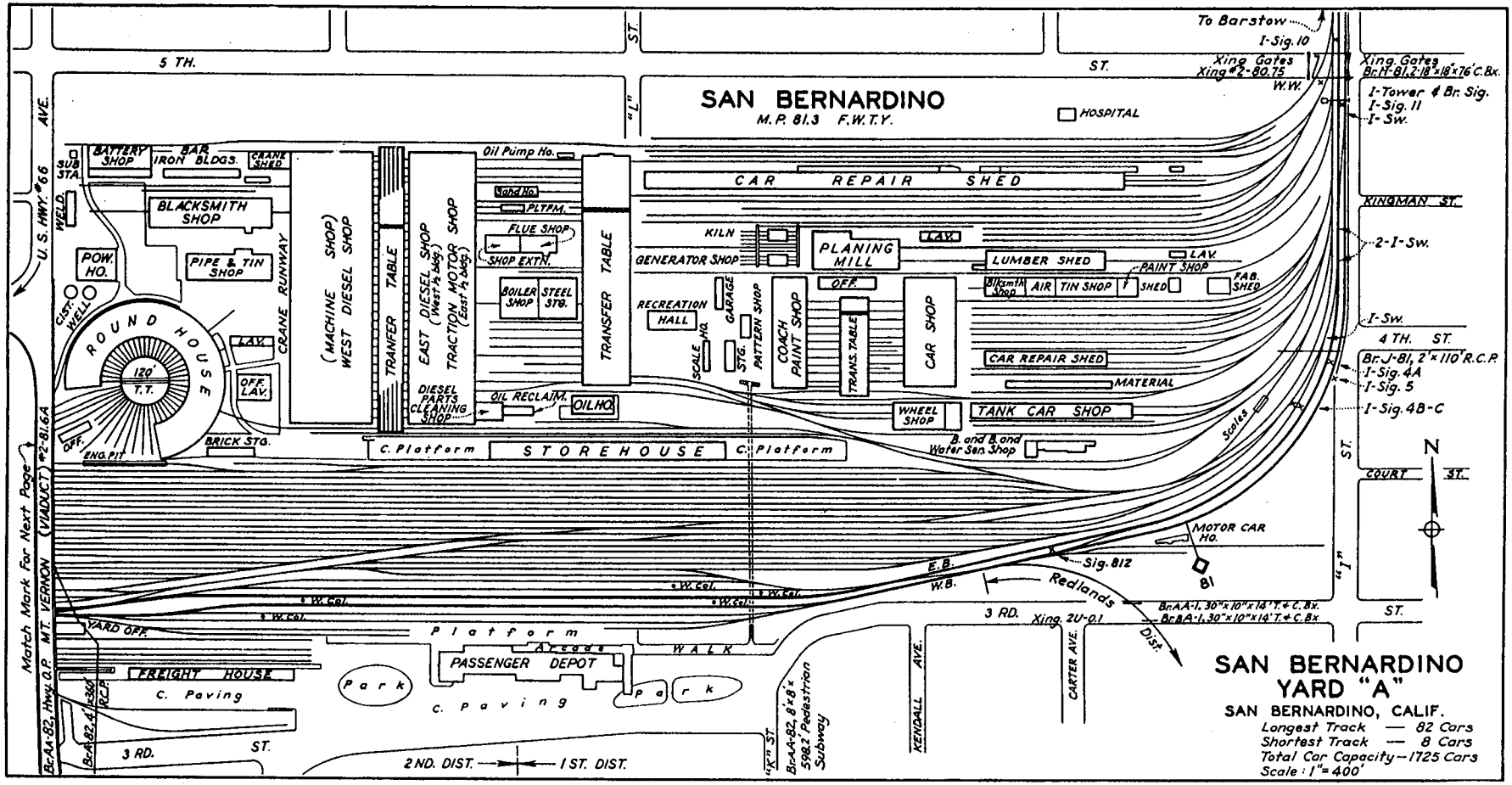

104
103
102
101
100
99
Automatic Block
To Los Angeles
To San Bernardino
El. 1½" Sp. 130'
#134 1°08' I=7°31'
#135 1°08' I=7°51'
El. 1½" Sp. 130'
R.S.
#133 1°00'30" I=14°53'30"
El. 1½" Sp. 200'
#132 1°06' 1°00' 1°06' I=14°57'
El. 1½" Sp. 200'
0.68
0.54
0.07
0.515
0.00
0.13
0.10
0.58
0.36
0.12
0.51
1.05
0.86
1.065
1194.7
1209.7
1210.4
1220.4
1220.4
1218.0
1214.3
1209.3
1206.8
1205.4
1196.2
1167.85
1160.1
UPLAND
M.P. 100.9, Y
San Antonio Wash
College Heights Xing #2-103.2
Sig. 1021
Benson Ave.
Mountain Ave. Xing #2-102.1
San Antonia Ave. Xing #2-101.6
Xing #2-101.0 Euclide Ave. (Dble. Dr.)
P.E. RY. Xing—To Upland
Cant. Sig. 1003
DEPOT
W.W.
P.E. RY. To Upland
Xing #2-100.5 Campas Ave.
Cant. Sig. 1001
N. Grove Ave.
Upland Foothill Spur
Cucamonga Cr.
Baker Ave.
Sig. 1032
Sig. 1012
P.E. SPUR
Cant. Sig. 1002
Sig. 992
Br. G-104, 30"x30' R.C.P. & 3'x3'x24' T. Bx.-54' lg.
Br. E-104, 84' B.D. Tr. on C.
Br. C-104, 30"x30.8' R.C.P. & 30"x2'x20.5' T. Bx.-51.3' lg.
Br. B-104, 88.4' B.D.T.R. on C. Piers & Abs.
Br. A-104, 46' B.D.T.R. on C.
Br. E-103, 64.1' B.D. C. Slab
Br. D-103, 2-3'x24.5' O.R.C.P.
Rd. Xing #2-102.7
Br. C-103, 2-4'x24.4' C.I.P. & 8" C. Irrig. P. under.
Br. B-103, 102' B.D.T.R. on C.
Br. A-103, 102' B.D.T.R. on C.
Br. I-102, 4'x1'x22' C. Ar.
Br. H-102, 4'x1'x22' C. Ar.
Br. G-102, 102' B.D.T.R. on C.
Br. F-102, 102' B.D.T.R. on C.
Br. D-102, 2-2'x30' C.P.
Br. C-102, 2-2'x30' C.P.
Br. B-102, 2-2'x29.6' C.P.
Br. A-102, 2-2'x30' C.P. & 6.5'x1'x127' C. Bx.-157' lg.
Br. E-101, 12"x94.8' Vit. P. & 10"x52' Cor. I.P.-146.8' lg.
Sultana Ave. Xing #2-100.8
Br. D-101, 2'x58.8' R.C.P.
Br. A-101, 41.6' B.D.P.T.
Br. D-100, 145.9' B.D.P.T.
Rd. Xing #2-99.7
Br. C-100, 4'x1'x20.5' C. Ar.
Br. B-100, 46.5' B.D.T.R. on C.
Rd. Xing #2-99.2

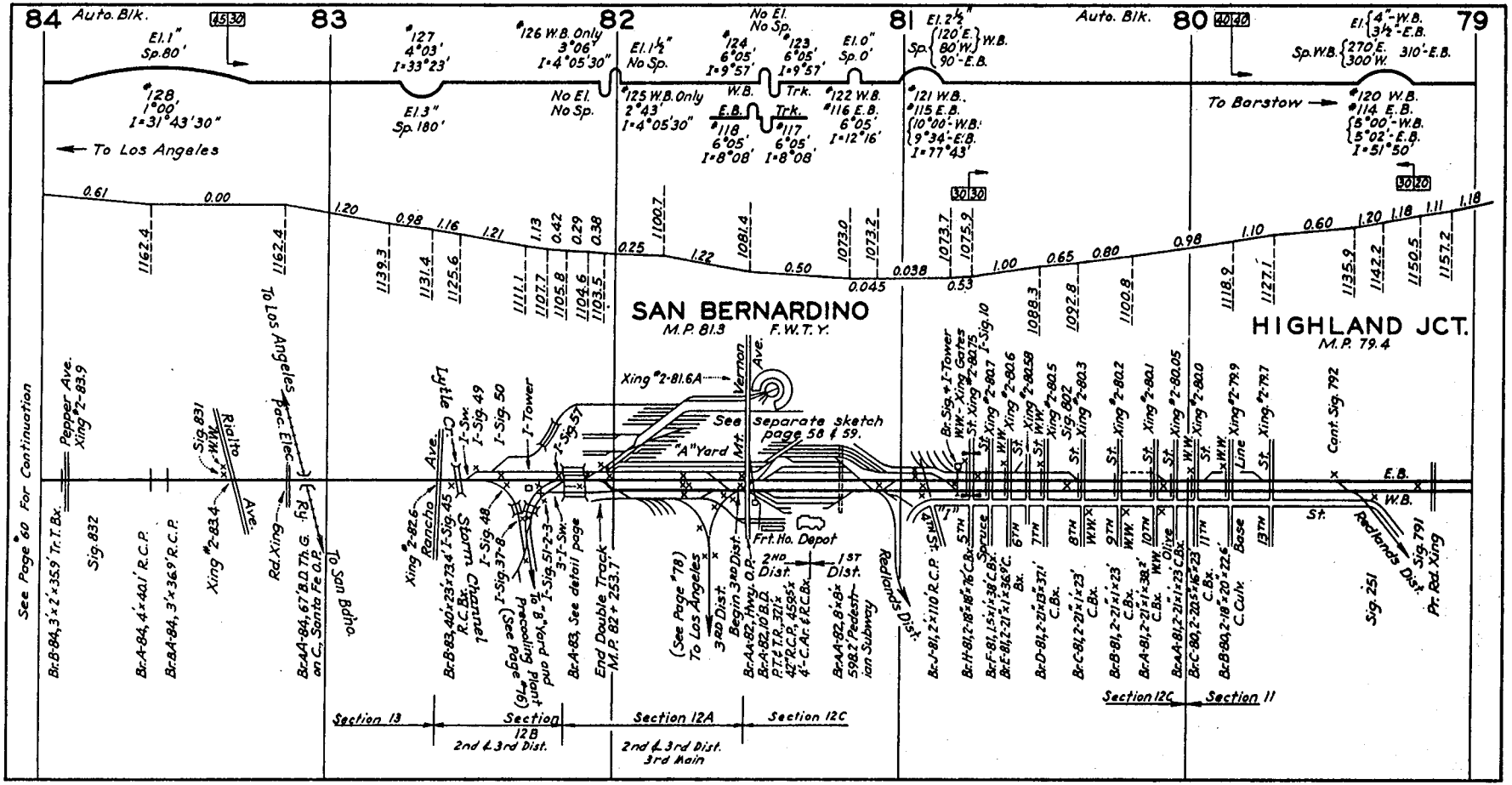

99
98
97
96
95
94
Automatic Block
R.S.
80 50
95 50
#131
0°48'
I=5°16'
El. 1½"
Sp. 140'
El. 2"
Sp. 270'
#130
1°08'
I=4°48'
El. 1"
Sp. 170'
#129
0°18'
I=2°08'
To Los Angeles
To San Bernardino
1.065
0.99
1.07
0.00
0.37
0.13
0.25
0.00
0.11
0.35
0.00
0.18
0.00
0.61
0.00
0.18
0.27
1121.2
1110.3
1094.8
1094.8
1100.3
1102.2
1111.8
1111.8
1114.3
1120.4
1120.4
1118.0
1118.0
1127.7
1127.7
1125.7
CUCAMONGA
M.P. 97.7, W.
Sig. 981
Vineyard Ave.
Cucamonga Cr.
Hellman Ave.
Xing #2-98.2
2-Fish. Sig's - Bell
Archibald Ave.
Xing #2-97.7
Sig. 974
Sig. 973
Turner Ave.
Deer Canyon Cr.
Sig. 971
W. Col. & W.T.
Center Ave.
Xing #2-97.0
Haven Ave.
Cucamonga Spur
Milliken Ave.
Sig. 943
W.W.
Rochester Ave.
Xing #2-95.0
Sig. 941
8TH
St.
W.W.1
W.W.3
Br. F-99, 73.4' B.D.T.R. on C.
Rd. Xing #2-98.7
Br. E-99, 91.5' B.D.T.R. on C.
Br. D-99, 10.3' B.D.T.R. on C.
Br. C-99, 31.2' B.D.T.R. on P.
Br. B-99, 10' Board D. on C. Beth. Trk.
Br. A-99, 10' B.D.T.R. on P.
Pr. Rd. Xing
Br. J-98, 2'x18'x22' Tr. T. Bx.
3-Pr. Rd. Xings
Br. I-98, 10.6' B.D.T.R. on P.
Br. H-98, 10.2' B.D.T.R. on P.
Br. F-98, 4'x1'x146.5' C. Ar. und. trks., 4'x9' C.P. & 4'x43.5' Car. I.P. und. hwy.
DEPOT
Xing #2-97.4-C
Br. E-98, 4'x1'x33' C. Ar.
Rd. Xing #2-97.2
Br. C-98, 21' B.D.P.T.
Br. A-C-98, 59.5' B.D.P.T.
Cant. Sig. 972
Br. B-97, 10.5' B.D.T.R. on C.
Br. A-97, 10.5' B.D.T.R. on C.
Rd. Xing #2-96.7
Br. A-A-97, 19.6' B.D.T.R. on C.
Pr. Rd. Xing
Sig. 952
Br. A-96, 2'-2'x23'x0. R.C.P.
Br. C-95, 11' B.D.P.T., T. Rails
Br. B-95, 46.5' B.D.T.R. on C.
Pr. Rd. Xing
Br. A-95, 12.6' B.D.P.T.
Sig. 942
Pr. Rd. Xing
Section 15
Section 13

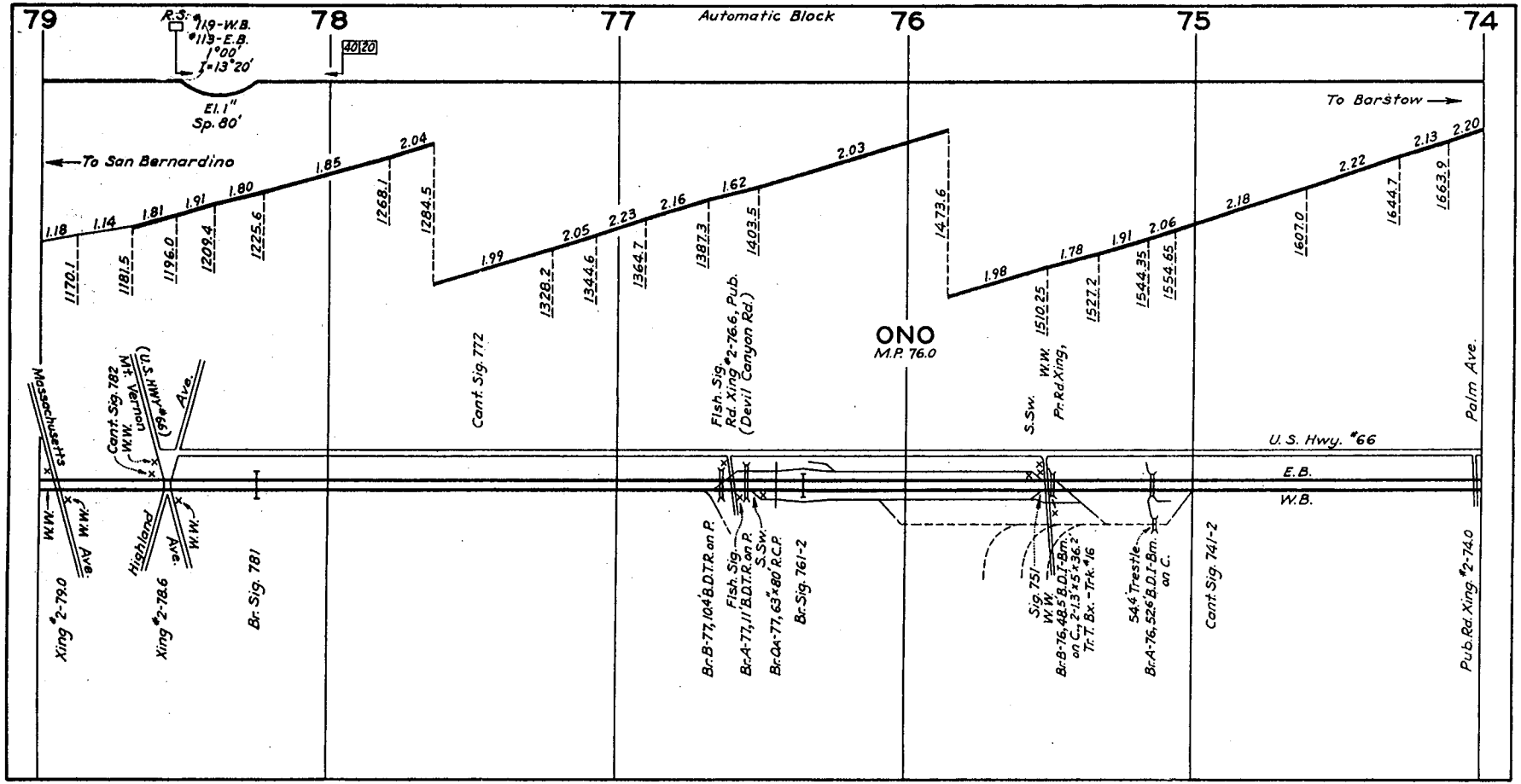

94
93
92
Automatic Block
91
90
89
To Los Angeles
To San Bernardino
0.27
0.00
0.51
0.29
0.36
0.43
0.48
0.715
0.37
0.73
0.46
0.63
0.29
1120.3
1120.3
1128.4
1131.7
1137.4
1145.1
1153.2
1165.4
1173.0
1210.5
1227.4
1237.5
ETIWANDA
M.P. 93.7
KAISER
M.P. 91.4
Pr. Rd. Xing
Fish. Sig.
Etiwanda Ave.
Sig. 931
East Etiwanda Cr.
E. Etiwanda Cr.
Sig. 921
Depot
Fish. Sig.
Cherry Ave.
Sig. 911
W.W.
Beech Ave.
Sig. 901
Muscot Spur
Xing #2-90.5-C
Arrowhead
Ave.
W.W.
Citrus Ave.
Sig. 891
Br. B-94, 44' B.D.P.T.-M.L.
42' O.D.P.T.-Pass. Trk.
Sig. 936
Rd. Xing #2-93.7
Fish. Sig.
Sig. 932
Br. A-94, 84.1' B.D.P.T.
Br. C-93, 42.1' B.D.P.T.
Br. B-93, 56' B.D.P.T. on C.
Br. A-93, 28' B.D.T.R. on C.
Br. aA-93, 42.5' B.D.P.T. on C.
Sig. 922
Kaiser Spur
Rd. Xing #2-91.7
Fish. Sig.
Sig. 912
Sig. 902
Rd. Xing #2-90.7
Rd. Xing #2-89.7
W.W.
Sig. 892
Br. A-90, 3'x 40.3' a.R.C.P.

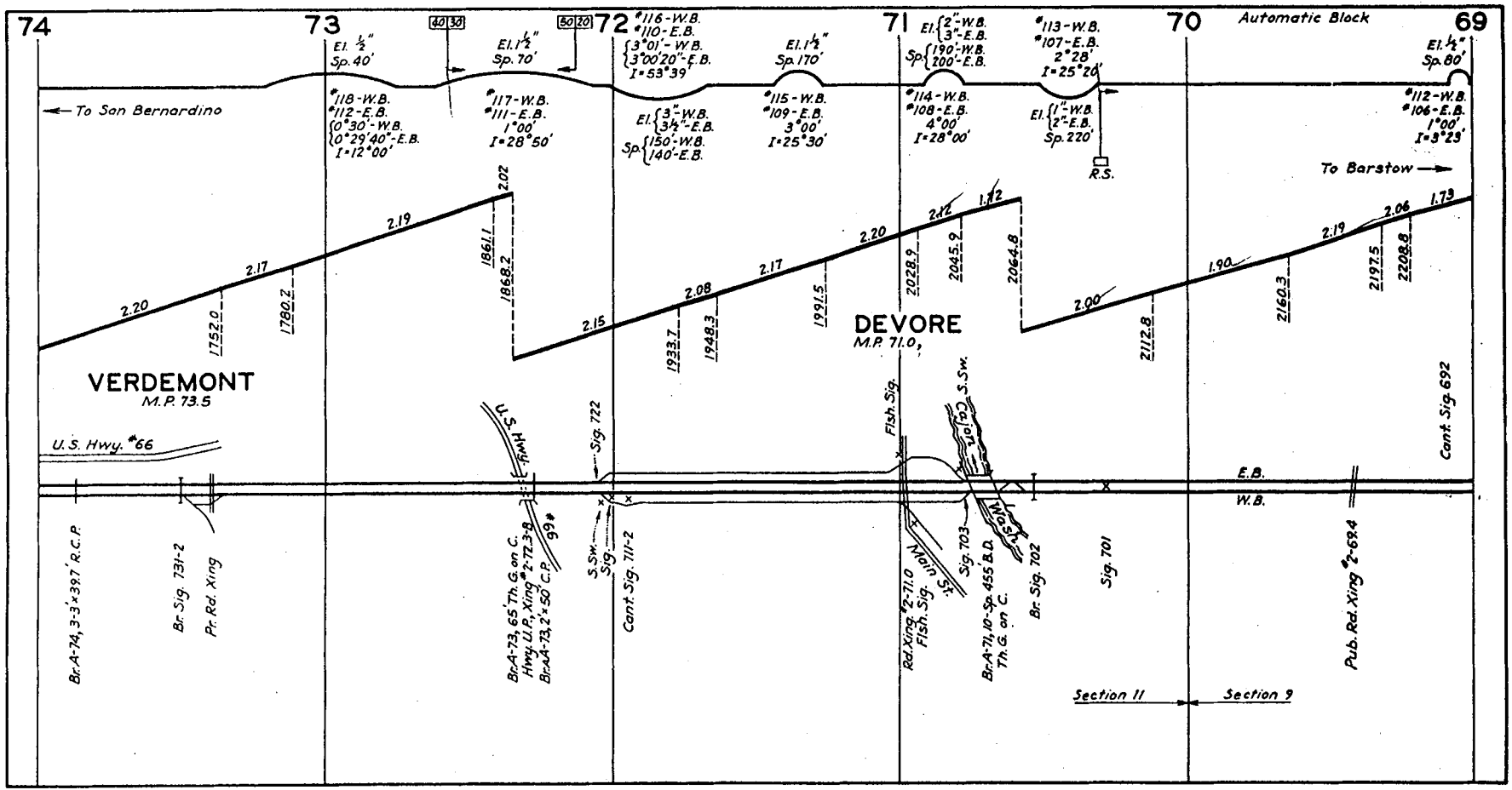

89
88
87
Automatic Block
86
30 30
85
R.S.
30 30
84
To Los Angeles
To San Bernardino
R.S.
0.29
0.20
0.00
0.13
0.34
0.61
0.25
0.46
0.61
1251.8
1248.8
1248.8
1243.4
1224.4
1210.0
1204.3
1188.8
FONTANA
M.P. 88.8
RIALTO
M.P. 84.9, Y.
Fish. Sig.
Juniper Ave.
Depot
Sig. 881
Fish. Sig.
Sierra Ave.
Mango Ave.
Palmetto Ave.
Alder Ave.
Locust Ave.
Sig. 861
Sig. 851
Rialto Citrus Spur
Cactus Ave.
Xing #2-85.15 C
Lilac Ave.
Willow Ave.
Br. A-86, 2'×2'×45.9' Tr. T. Bx.
Depot
Fish. Sig.
Riverside Ave.
Cont. Sig. 841
Sycamore Ave.
Acacia St.
Eucalyptus Ave.
Rd. Xing #2-88.9
Fish. Sig.
Cont. Sig. 882
Br. A-89, 2'×23.3' O.R.C.P.
Rd. Xing #2-88.7
Br. A-89, 3'×2'×42.9' Tr. T. Bx.
Fish. Sig.
Rd. Xing #2-88.5
W.W.
Rd. Xing #2-88.2
Rd. Xing #2-87.7
Br. A-88, 22'×25' R.C.P.
Rd. Xing #2-87.2
Br. A-87, 22'×25' R.C.P.
Br. A-87, 2-30'×24.5' O.R.C.P.
Sig. 862
Rd. Xing #2-85.7
Rd. Xing #2-85.4
Br. D-86, 2'×24.5' C.I.P. & 2'×16' O.R.C.P. – 40.5' Sig.
Br. C-86, 3'×2'×52.6' Tr. T. Bx.
W.W.
Rd. Xing #2-85.2
Br. B-86, 3'×2'×53.8' Tr. T. Bx.
Br. D-85, 2-20'×12'×15.5' Tr. T. Bx.
Rd. Xing #2-84.8
Br. C-85, 2-3'×2'×14.1' Tr. T. Bx.
Fish. Sig.
Cont. Sig. 842
W.T.
Br. A-85, 14' B.D.T.R.
W.W.
Rd. Xing #2-84.7
Br. AA-85, 2-2'×18'×27.2' Tr. T. Bx.
Rd. Xing #2-84.4
Rd. Xing #2-84.2

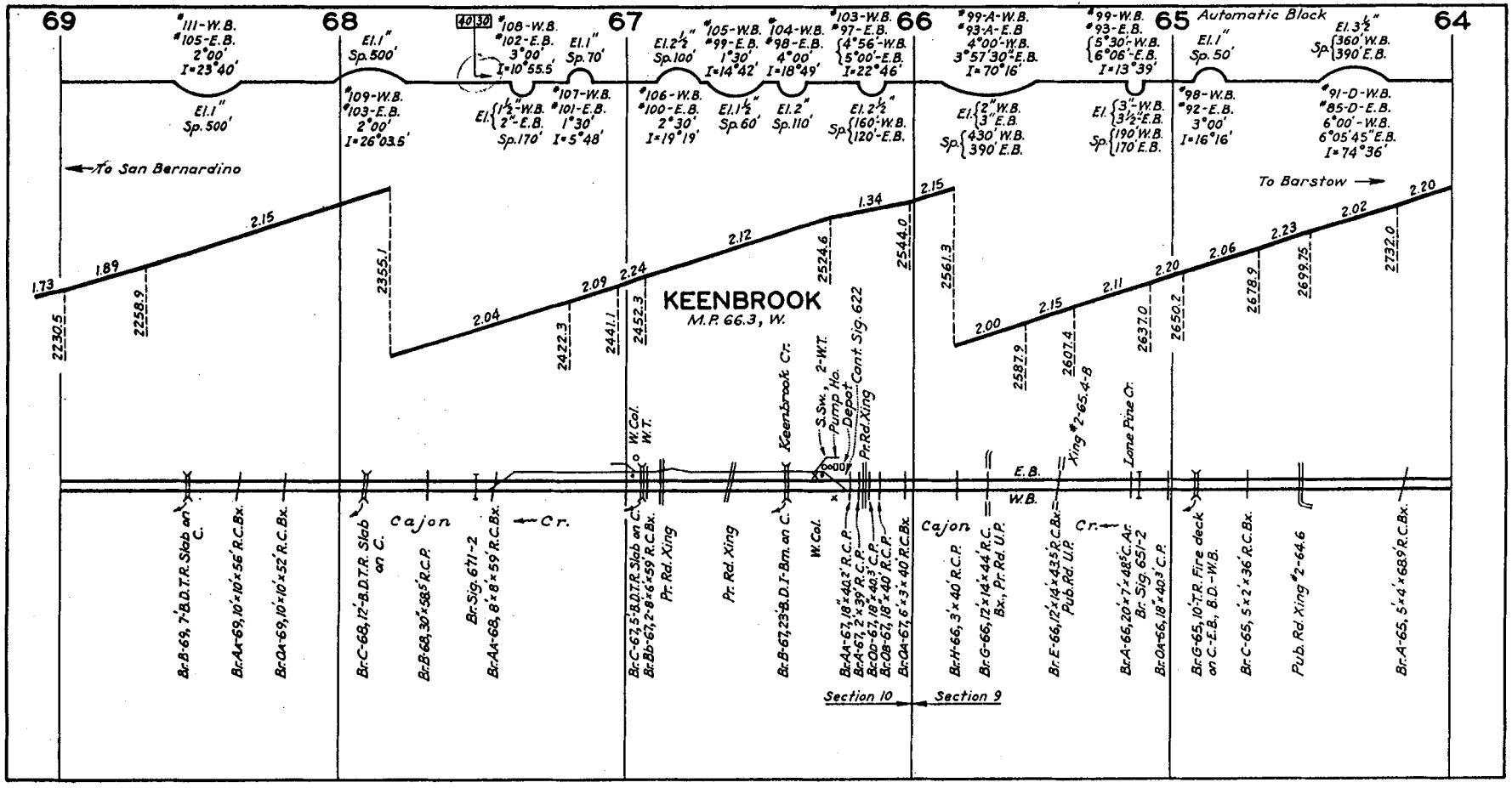

4 TH
ST.
U.S. HWY. #66
OFF.
Lumber
Yard
STANDARD OIL CO.
WHSE.
C. Bunkhouses
Roadway
O.T.
O.T.
PUMP HO.
Sump
3-W.T.
TREAT. PLANT
W. Col.
O. Col.
MT. VERNON AVE.
(VIADUCT)
Match Mark For Next Page
454.6' P.T.
To Los Angeles
I-Sw.
I-Sw. & Sig. 57
I-Sw. & Sig. 58
2-I-Sw.
I-Sig. 72
I-Sig. 71
I-Sig. 70
82
YARD OFF.
SCALES
I-Sig. 59
I-Sw.
Br. A-83, 422.5' B.D. Th. G. on C.-W.B.M.
440.6' O.D.P.T.-E.B.M.
420' D.G. on P., C.Ab.W.-Trk. #139
End Dble. Trk. M.P. 82+253.7
Beg. 3RD Main
3RD District
(See Page #76.)
I-Sw.
2-I-Sw.
I-Sig. 69
I-Sig. 74
UNION PACIFIC R.R.
W.T.
O.T.
ENGINE SHED
I-Sig. 103 & 104
Sig. 814
Sig. 816
I-Sig. 93
I-Sw. & I-Sig. 96
I-Sig. 88
I-Sig. 94
E.B. Main
Beg. 3RD Dist.
Crane
Br. AA-82, Hwy. O.P.
Sig. 817
Xing #2-81.6A
RAIL BENDER HO.
GASOLINE
HI. C. PLTFM.
PLTFM.
PLTFM.
STG. WHSE.
TRK. WHSE.
STG. HO.
OIL SETTLING BASINS
I-Sig. 87
I-Sw.
I-Sig. 86
I-Sig. 85
To Los Angeles 3RD Dist. (See Page #78)
82
(See Page 59.)
(See Page 58.)
YARD "A"
2ND Dist. To Los Angeles
DEPOT
Red. Dist.
81
To Barstow 1ST Dist.
SAN BERNARDINO
Precooling Plant
YARD "B"
(See Page 76-77)
RANA
To Los Angeles (See Page #78) 3RD Dist.
N
—INSERT—
LOCATION SKETCH OF SAN BERNARDINO YARDS

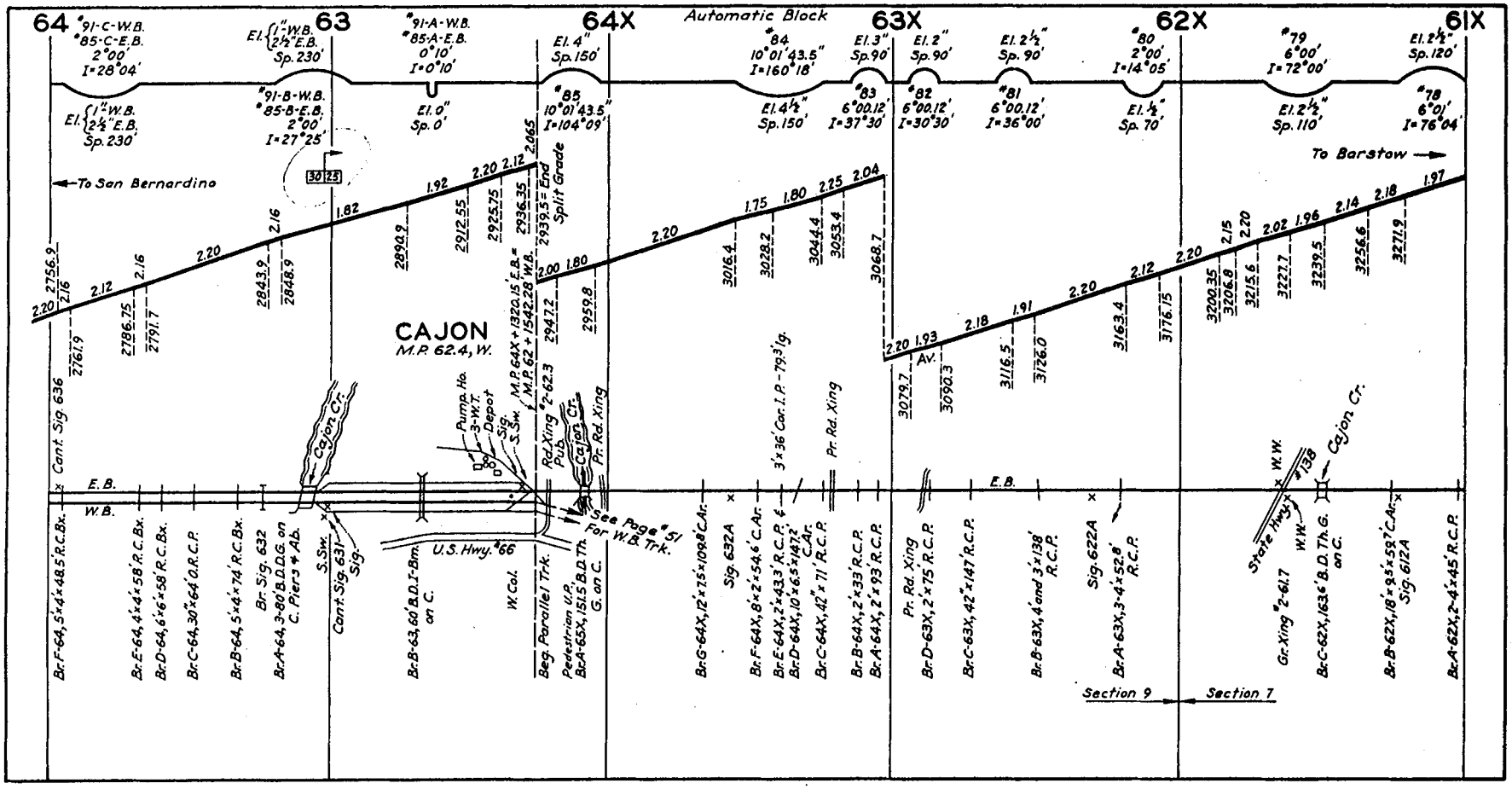

SAN BERNARDINO
M.P. 81.3 F.W.T.Y.
To Barstow
I-Sig. 10
Xing Gates
Xing #2-80.75
W.W.
Xing. Gates
Br. H-81, 2-18"x18"x76' C.Bx.
I-Tower & Br. Sig.
I-Sig. 11
I-Sw.
HOSPITAL
5 TH.
ST.
"L"
AVE.
U.S. HWY. #66
SUB STA.
BATTERY SHOP
BAR IRON BLDGS.
CRANE SHED
WELD.
BLACKSMITH SHOP
POW. HO.
PIPE & TIN SHOP
CIST.
WELL
ROUND HOUSE
120' T.T.
LAV.
OFF. LAV.
OFF.
ENG. PIT
BRICK STG.
CRANE RUNWAY
(MACHINE SHOP) WEST DIESEL SHOP
TRANFER TABLE
EAST DIESEL SHOP (West ½ bldg.)
TRACTION MOTOR SHOP (East ½ bldg.)
DIESEL PARTS CLEANING SHOP
Oil Pump Ho.
Sand Ho.
PLTFM.
FLUE SHOP
SHOP EXTN.
BOILER SHOP
STEEL STG.
OIL RECLAIM.
OIL HO.
TRANSFER TABLE
CAR REPAIR SHED
KILN
GENERATOR SHOP
PLANING MILL
LAV.
LUMBER SHED
PAINT SHOP
Blksmth Shop
AIR
TIN SHOP
SHED
FAB. SHED
RECREATION HALL
GARAGE
SCALE HO.
STG.
PATTERN SHOP
COACH PAINT SHOP
OFF.
TRANS. TABLE
CAR SHOP
CAR REPAIR SHED
MATERIAL
WHEEL SHOP
TANK CAR SHOP
B. and B. and Water Sen. Shop
C. Platform
STOREHOUSE
C. Platform
KINGMAN ST.
2-I-Sw.
I-Sw.
4 TH. ST.
Br. J-81, 2'x110' R.C.P.
I-Sig. 4A
I-Sig. 5
I-Sig. 4B-C
Scales
N
COURT ST.
"I"
ST.
MOTOR CAR HO.
Sig. 812
81
E.B.
W.B.
Redlands Dist.
Br. AA-1, 30"x10"x14' T. & C. Bx.
Br. BA-1, 30"x10"x14' T. & C. Bx.
3 RD.
Xing. 2U-0.1
ST.
Match Mark For Next Page
MT. VERNON (VIADUCT) #2-81.6A
Br. AA-82, Hwy. O.P.
YARD OFF.
Platform
Arcade
WALK
PASSENGER DEPOT
FREIGHT HOUSE
C. Paving
Park
C. Paving
Park
Br. AA-82, 4'x360' R.C.P.
3 RD.
ST.
2 ND. DIST.
1 ST. DIST.
"K" ST.
Br. AA-82, 8'x8'x598.2' Pedestrian Subway
KENDALL AVE.
CARTER AVE.
SAN BERNARDINO
YARD "A"
SAN BERNARDINO, CALIF.
Longest Track — 82 Cars
Shortest Track — 8 Cars
Total Car Capacity — 1725 Cars
Scale: 1" = 400'

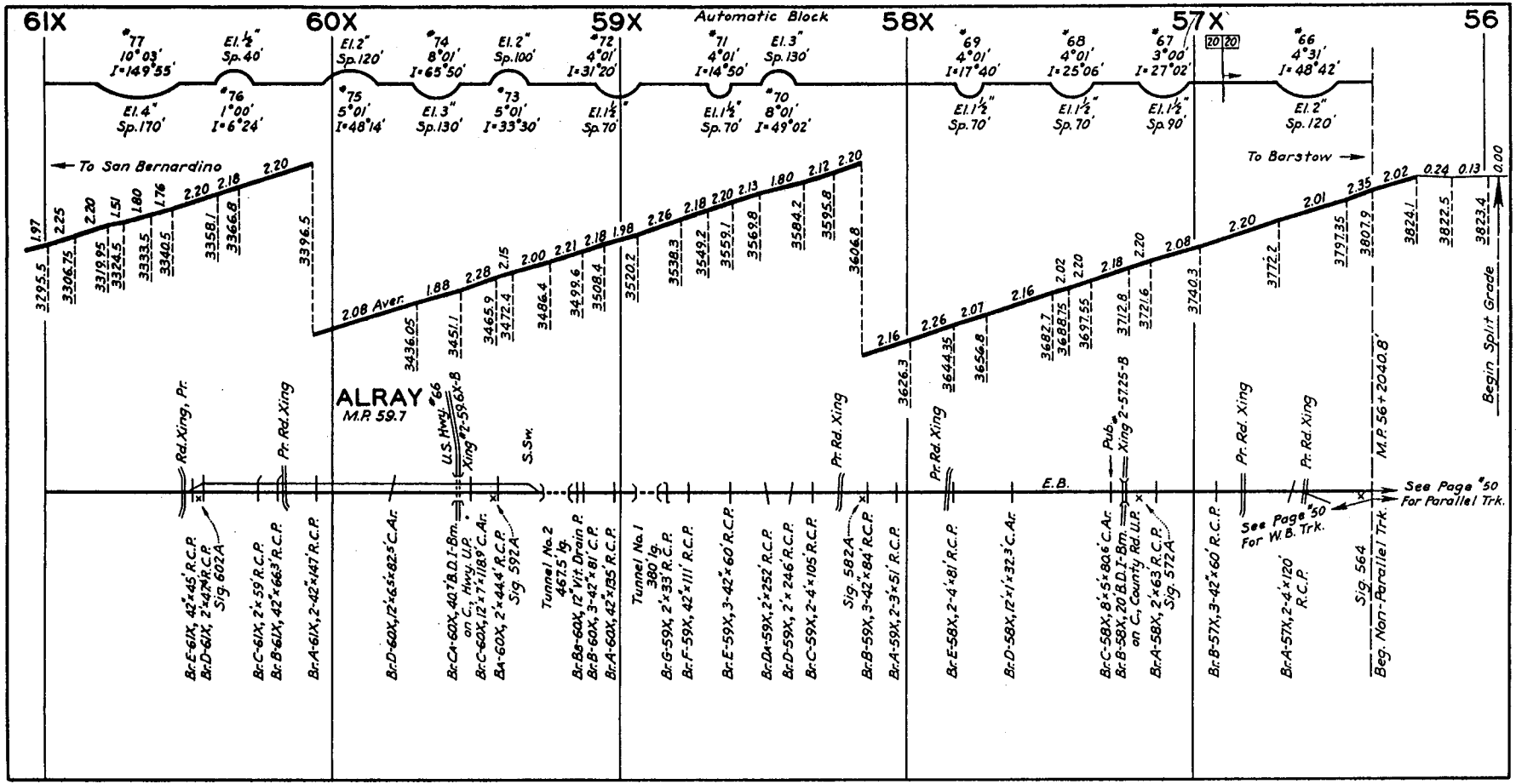

84
Auto. Blk.
83
82
81
Auto. Blk.
80
79
El. 1" Sp. 80'
#128 1°00' I=31°43'30"
To Los Angeles
#127 4°03' I=33°23'
El. 3" Sp. 180'
#126 W.B. Only 3°06' I=4°05'30"
No El. No Sp.
El. 1½" No Sp.
#125 W.B. Only 2°43' I=4°05'30"
No El. No Sp.
#124 6°05' I=9°57'
#123 6°05' I=9°57'
W.B.
Trk.
E.B.
Trk.
#118 6°05' I=8°08'
#117 6°05' I=8°08'
El. 0" Sp. 0'
#122 W.B. #116 E.B. 6°05' I=12°16'
El. 2½" Sp. {120' E. 80' W. 90' - E.B.} W.B.
#121 W.B. #115 E.B. {10°00' - W.B. 9°34' - E.B. I=77°43'
El. {4" - W.B. 3½" - E.B.
Sp. W.B. {270' E. 300' W. 310' - E.B.
To Barstow
#120 W.B. #114 E.B. {5°00' - W.B. 5°02' - E.B. I=51°50'
SAN BERNARDINO
M.P. 81.3
F.W.T.Y.
HIGHLAND JCT.
M.P. 79.4
See Page 60 For Continuation
Pepper Ave. Xing #2-83.9
Sig. 832
Br. B-84, 3'x2'x35.9' Tr. T. Bx.
Br. A-84, 4'x40.1' R.C.P.
Br. B-A-84, 3'x36.9' R.C.P.
Sig. 831
Rialto Ave.
Xing #2-83.4
To Los Angeles
Pac. Elec.
Rd. Xing
Ry.
To San Bdno.
Br. A-A-84, 67' B.D. Th. G. on C., Santa Fe O.P.
Lytle Cr.
Rancho Ave.
Xing #2-82.6
Br. B-83, 40'x23'x23.4' I-Sig. 45
I-Sw.
I-Sig. 49
I-Sig. 50
I-Tower
I-Sig. 57
Storm Channel
I-Sig. 48
I-Sig. 37-8
I-Sig. 51-2-3
3-I-Sw.
To "B" Yard and Precooling Plant (See Page #76)
Br. A-83, See detail page
End Double Track M.P. 82 + 253.7
Xing #2-81.6A
Vernon Ave.
See separate sketch page 58 & 59.
"A" Yard
Mt.
Frt. Ho. Depot
2ND Dist.
1ST Dist.
(See Page #78) To Los Angeles
3RD Dist.
Begin 3RD Dist.
Br. A-A-82, Hwy. O.P.
Br. A-82, 10' B.D. P.T. & T.R., 321'x42' R.C.P., 459.5'x4'-C.Ar. & R.C.Bx.
Br. A-A-82, 8'x8'x598.2' Pedestrian Subway
Redlands Dist.
Br. J-81, 2'x110' R.C.P.
Br. Sig. + I-Tower
W.W. - Xing Gates
St. Xing #2-80.75
I-Sig. 10
St. Xing #2-80.7
W.W. Xing #2-80.6
St. Xing #2-80.58
W.W. Xing #2-80.5
Sig. 802
St. Xing #2-80.3
St. Xing #2-80.2
St. Xing #2-80.1
St. Xing #2-80.05
W.W. Xing #2-80.0
St. Xing #2-79.9
W.W. Xing #2-79.7
Line
St.
Cant. Sig. 792
E.B.
W.B.
St.
Redlands Dist.
Sig. 791
Pr. Rd. Xing
Sig. 251
Spruce
Olive
Base
Section 13
Section 12B
2nd & 3rd Dist.
Section 12A
2nd & 3rd Dist. 3rd Main
Section 12C
Section 12C
Section 11

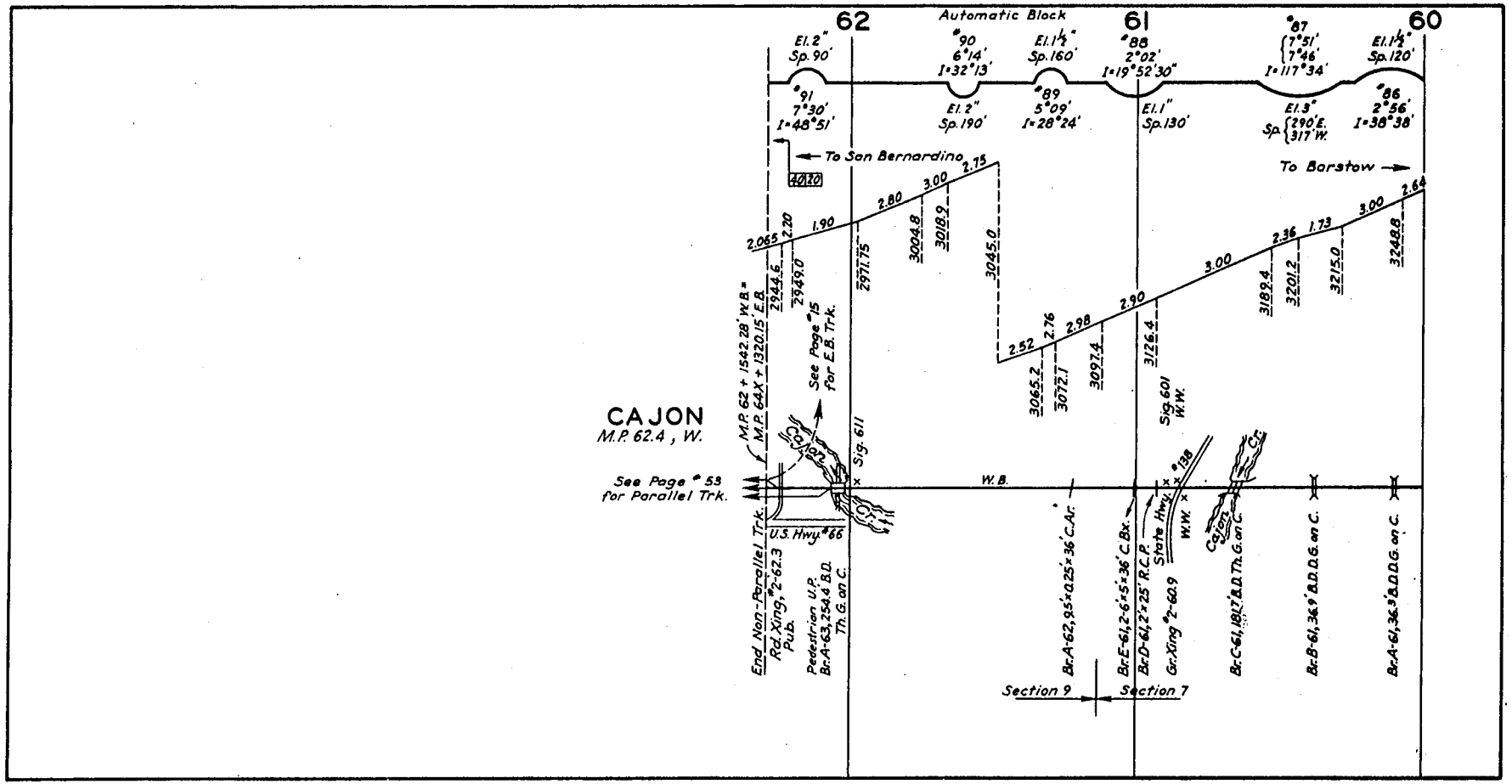

79
78
77
76
75
74
Automatic Block
R.S. #119-W.B.
#113-E.B.
1°00'
I=13°20'
El. 1"
Sp. 80'
40 20
To San Bernardino
To Barstow
1.18
1.14
1.81
1.91
1.80
1.85
2.04
1.99
2.05
2.23
2.16
1.62
2.03
1.98
1.78
1.91
2.06
2.18
2.22
2.13
2.20
1170.1
1181.5
1196.0
1209.4
1225.6
1268.1
1284.5
1328.2
1344.6
1364.7
1387.3
1403.5
1473.6
1510.25
1527.2
1544.35
1554.65
1607.0
1644.7
1663.9
ONO
M.P. 76.0
Massachusetts
Cant. Sig. 782
W.W.
Mt. Vernon
(U.S. HWY #66)
Ave.
Cant. Sig. 772
Flsh. Sig.
Rd. Xing #2-76.6, Pub.
(Devil Canyon Rd.)
S.Sw.
W.W.
Pr. Rd. Xing,
Palm Ave.
U.S. Hwy. #66
E.B.
W.B.
W.W.
W.W. Ave.
Highland
Ave.
W.W.
Xing #2-79.0
Xing #2-78.6
Br. Sig. 781
Br. B-77, 10.4' B.D.T.R. on P.
Flsh. Sig.
Br. A-77, 11' B.D.T.R. on P.
S.Sw.
Br. Qa-77, 63"x80' R.C.P.
Br. Sig. 761-2
Sig. 751
W.W.
Br. B-76, 48.5' B.D.I-Bm. on C., 2-1.3'x5'x36.2' Tr. T. Bx. - Trk. #16
54.4' Trestle
Br. A-76, 52.6' B.D.I-Bm. on C.
Cant. Sig. 741-2
Pub. Rd. Xing #2-74.0

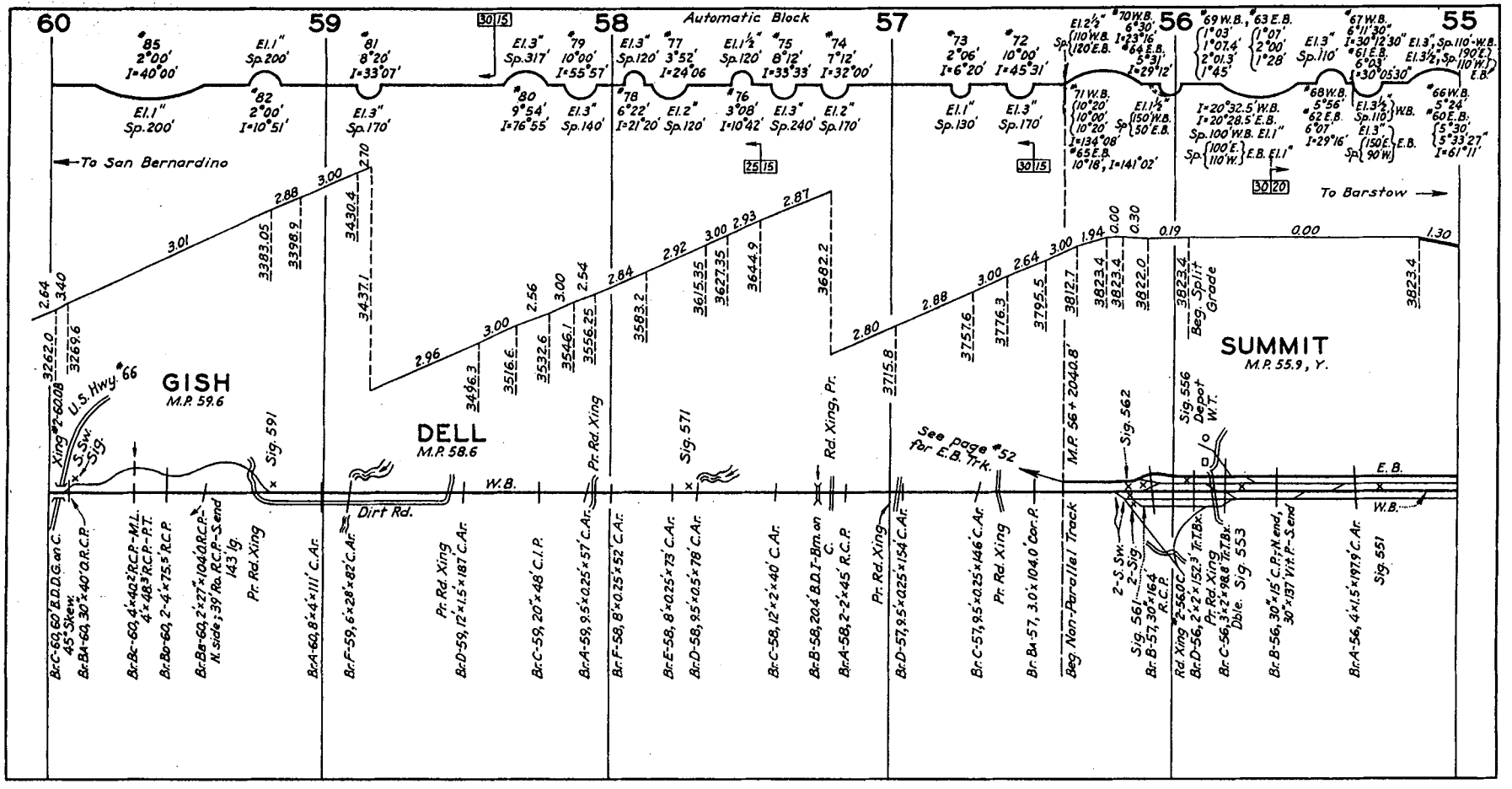

74
73
72
71
70
69
Automatic Block
El. ½" Sp. 40'
El. 1½" Sp. 70'
#116-W.B. #110-E.B. {3°01'-W.B. 3°00'20"-E.B. I=53°39'
El. 1½" Sp. 170'
El. {2"-W.B. 3"-E.B. Sp. {190'-W.B. 200'-E.B.
#113-W.B. #107-E.B. 2°28' I=25°20'
El. ½" Sp. 80'
To San Bernardino
#118-W.B. #112-E.B. {0°30'-W.B. 0°29'40"-E.B. I=12°00'
#117-W.B. #111-E.B. 1°00' I=28°50'
El. {3"-W.B. 3½"-E.B. Sp. {150'-W.B. 140'-E.B.
#115-W.B. #109-E.B. 3°00' I=25°30'
#114-W.B. #108-E.B. 4°00' I=28°00'
El. {1"-W.B. 2"-E.B. Sp. 220'
R.S.
#112-W.B. #106-E.B. 1°00' I=3°23'
To Barstow
2.20
2.17
2.19
2.02
1752.0
1780.2
1861.1
1868.2
2.15
2.08
2.17
2.20
2.12
1.72
1933.7
1948.3
1991.5
2028.9
2045.9
2064.8
2.00
1.90
2.19
2.06
1.73
2112.8
2160.3
2197.5
2208.8
DEVORE
M.P. 71.0
VERDEMONT
M.P. 73.5
U.S. Hwy. #66
U.S. Hwy. #66
Sig. 722
Flsh. Sig.
S.Sw.
Cajon Wash
Main St.
E.B.
W.B.
Cant. Sig. 692
Br. A-74, 3-3'x39.7' R.C.P.
Br. Sig. 731-2
Pr. Rd. Xing
Br. A-73, 65' Th. G. on C.
Hwy. U.P., Xing #2-72.3-8
Br. A-73, 2'x50' C.P.
S.Sw. Sig.
Cant. Sig. 711-2
Rd. Xing #2-71.0
Flsh. Sig.
Sig. 703
Br. A-71, 10-Sp. 455' B.D.
Th. G. on C.
Br. Sig. 702
Sig. 701
Pub. Rd. Xing #2-69.4
Section 11
Section 9

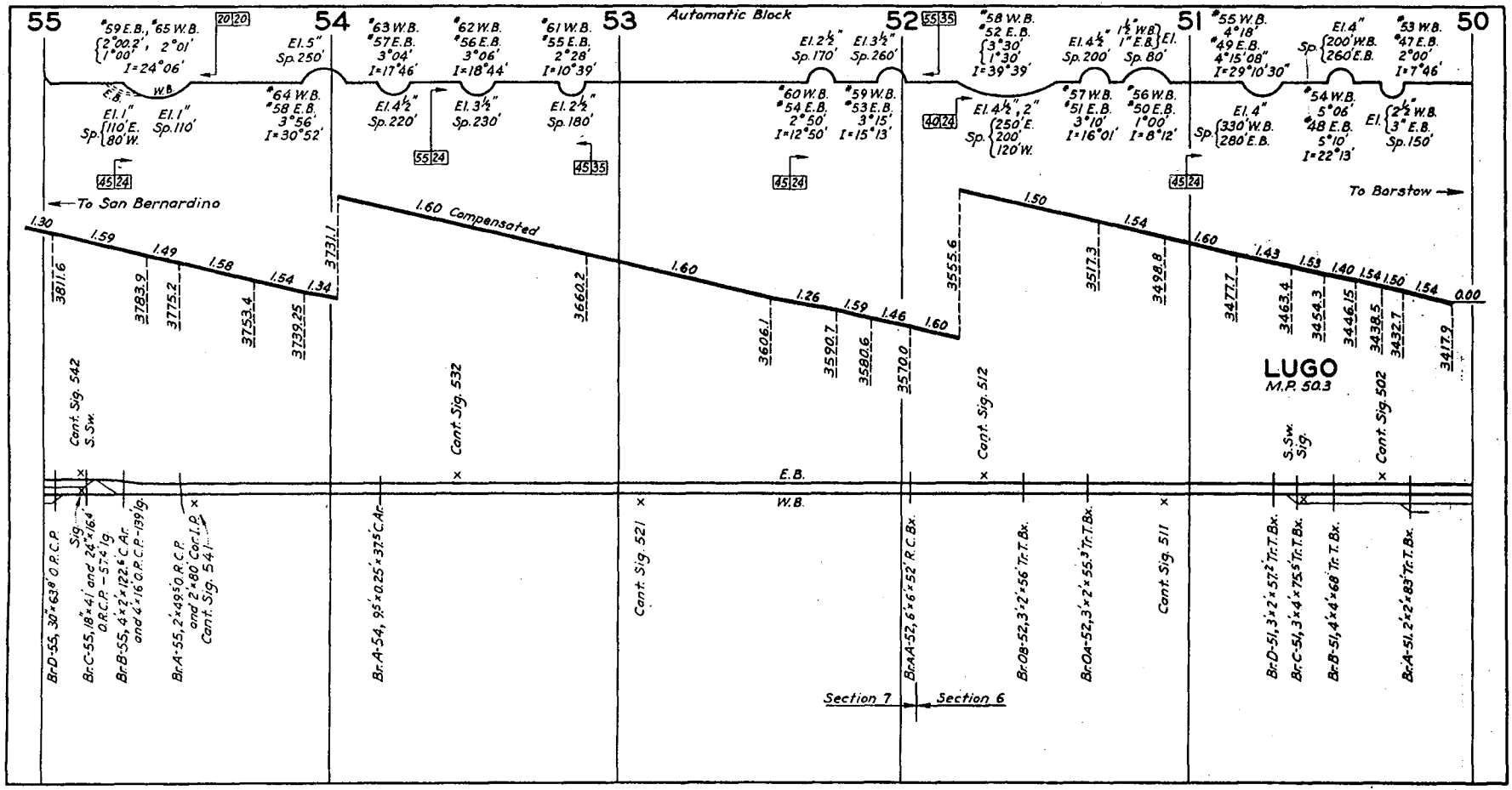

69
68
67
66
65
64
Automatic Block
#111-W.B.
#105-E.B.
2°00'
I=23°40'
El.1"
Sp.500'
#109-W.B.
#103-E.B.
2°00'
I=26°03.5'
El.1"
Sp.500'
#108-W.B.
#102-E.B.
3°00'
I=10°55.5'
El.1"
Sp.70'
El.1½"
2"-E.B.
Sp.170'
#107-W.B.
#101-E.B.
1°30'
I=5°48'
#106-W.B.
#100-E.B.
2°30'
I=19°19'
El.2½"
Sp.100'
#105-W.B.
#99-E.B.
1°30'
I=14°42'
El.1½"
Sp.60'
#104-W.B.
#98-E.B.
4°00'
I=18°49'
El.2"
Sp.110'
#103-W.B.
#97-E.B.
4°56'-W.B.
5°00'-E.B.
I=22°46'
El.2½"
Sp.160'-W.B.
120'-E.B.
#99-A-W.B.
#93-A-E.B
4°00'-W.B.
3°57'30"-E.B.
I=70°16'
El.2"
3"-E.B.
Sp.430'-W.B.
390'-E.B.
#99-W.B.
#93-E.B.
5°30'-W.B.
6°06'-E.B.
I=13°39'
El.3"
3½"-E.B.
Sp.190'-W.B.
170'-E.B.
El.1"
Sp.50'
#98-W.B.
#92-E.B.
3°00'
I=16°16'
El.3½"
Sp.360'-W.B.
390'-E.B.
#91-D-W.B.
#85-D-E.B.
6°00'-W.B.
6°05'45"-E.B.
I=74°36'
To San Bernardino
To Barstow
1.73
1.89
2.15
2.04
2.09
2.24
2.12
1.34
2.15
2.00
2.15
2.11
2.20
2.06
2.23
2.02
2.20
2230.5
2258.9
2355.1
2422.3
2441.1
2452.3
2524.6
2544.0
2561.3
2587.9
2607.4
2637.0
2650.2
2678.9
2699.75
2732.0
KEENBROOK
M.P. 66.3, W.
W.Col.
W.T.
Keenbrook Cr.
S.Sw., 2-W.T.
Pump Ho.
Depot
Cont. Sig. 622
Pr.Rd.Xing
Xing #2-65.4-B
Lone Pine Cr.
E.B.
W.B.
Br.B-69, 7'-B.D.T.R. Slab on C.
Br.A-69, 10'×10'×56' R.C.Bx.
Br.O-69, 10'×10'×52' R.C.Bx.
Br.C-68, 12'-B.D.T.R. Slab on C.
Cajon
Br.B-68, 30'×58.5' R.C.P.
Br.Sig. 671-2
Br.A-68, 8'×8'×59' R.C.Bx.
Cr.
Br.C-67, 5'-B.D.T.R. Slab on C.
Br.BB-67, 2-8'×6'×59' R.C.Bx.
Pr. Rd. Xing
Pr. Rd. Xing
Br.B-67, 23'-B.D.T-Bm. on C.
W.Col.
Br.AA-67, 18"×40.2' R.C.P.
Br.A-67, 2×39' R.C.P.
Br.OO-67, 18"×40.3' C.P.
Br.DD-67, 18"×40' R.C.P.
Br.O4-67, 6'×3'×40' R.C.Bx.
Section 10
Section 9
Br.H-66, 3'×40' R.C.P.
Cajon
Br.G-66, 12'×14'×44' R.C. Bx., Pr. Rd. U.P.
Br.E-66, 12'×14'×43.5' R.C.Bx. Pub. Rd. U.P.
Cr.
Br.A-66, 20'×7'×48.5' C.Ar. Br. Sig. 651-2
Br.O4-66, 18"×40.3' C.P.
Br.G-65, 10'-T.R. Fire deck on C.-E.B., B.D.-W.B.
Br.C-65, 5'×2'×36' R.C.Bx.
Pub. Rd. Xing #2-64.6
Br.A-65, 5'×4'×68.9' R.C.Bx.

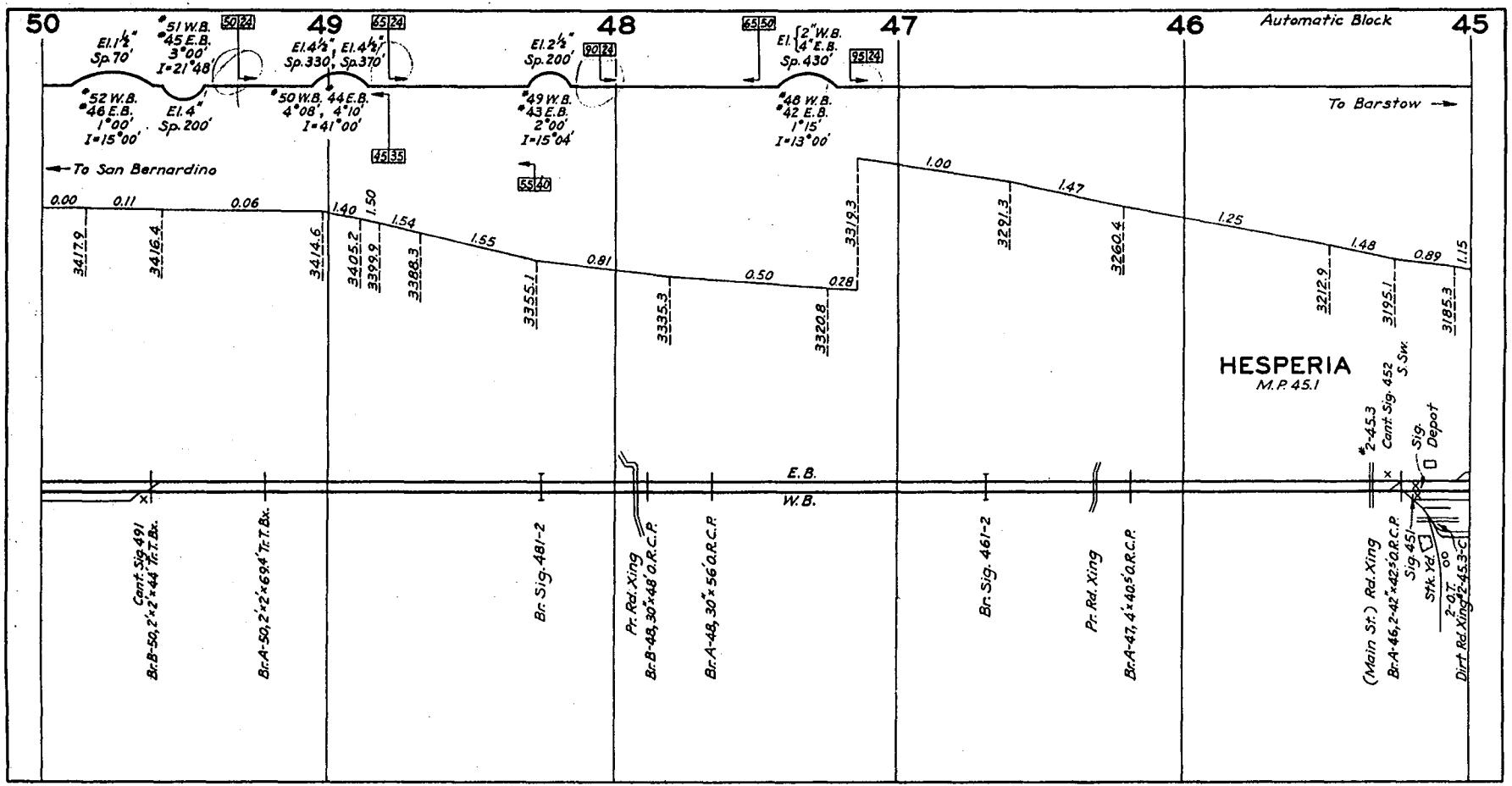

64
63
64X
63X
62X
61X
Automatic Block
#91-C-W.B.
#85-C-E.B.
2°00'
I=28°04'
El. 1"-W.B. 2½"E.B. Sp. 230'
#91-B-W.B.
#85-B-E.B.
2°00'
I=27°25'
El. 1"-W.B. 2½"E.B. Sp. 230'
#91-A-W.B.
#85-A-E.B.
0°10'
I=0°10'
El. 0" Sp. 0'
El. 4" Sp. 150'
#85
10°01'43.5"
I=104°09'
#84
10°01'43.5"
I=160°18'
El. 4½" Sp. 150'
El. 3" Sp. 90'
#83
6°00.12'
I=37°30'
El. 2" Sp. 90'
#82
6°00.12'
I=30°30'
El. 2½" Sp. 90'
#81
6°00.12'
I=36°00'
#80
2°00'
I=14°05'
El. ½" Sp. 70'
#79
6°00'
I=72°00'
El. 2½" Sp. 110'
El. 2½" Sp. 120'
#78
6°01'
I=76°04'
To San Bernardino
To Barstow
CAJON
M.P. 62.4, W.
Cajon Cr.
Pump Ho.
3-W.T.
Depot
Sig.
S.Sw.
M.P. 64X + 1320.15' E.B. = M.P. 62 + 1542.28' W.B.
Rd. Xing #2-62.3
Pub.
Cajon Cr.
Pr. Rd. Xing
3'x36' Cor. I.P. - 79.3' lg.
Pr. Rd. Xing
Cant. Sig. 636
E.B.
W.B.
U.S. Hwy. #66
See Page #51 For W.B. Trk.
W. Col.
Beg. Parallel Trk.
Pedestrian U.P.
Br. A-65X, 151.5' B.D. Th. G. on C.
Br. F-64, 5'x4'x48.5' R.C.Bx.
Br. E-64, 4'x4'x58' R.C.Bx.
Br. D-64, 6'x6'x58' R.C.Bx.
Br. C-64, 30"x64' O.R.C.P.
Br. B-64, 5'x4'x74' R.C.Bx.
Br. Sig. 632
Br. A-64, 3-80' B.D.D.G. on C. Piers & Ab.
S.Sw.
Cant. Sig. 631
Sig.
Br. B-63, 60' B.D. I-Bm. on C.
Br. G-64X, 12'x7.5'x109.8' C.Ar.
Sig. 632A
Br. F-64X, 8'x2'x54.6' C.Ar.
Br. E-64X, 2'x43.3' R.C.P. &
Br. D-64X, 10'x6.5'x147.2' C.Ar.
Br. C-64X, 42"x71' R.C.P.
Br. B-64X, 2'x33' R.C.P.
Br. A-64X, 2'x93' R.C.P.
Pr. Rd. Xing
Br. D-63X, 2'x75' R.C.P.
Br. C-63X, 42"x147' R.C.P.
Br. B-63X, 4' and 3'x138' R.C.P.
Sig. 622A
Br. A-63X, 3-4'x52.8' R.C.P.
Section 9
Section 7
State Hwy. #138
W.W.
Cajon Cr.
Gr. Xing #2-61.7
Br. C-62X, 163.6' B.D. Th. G. on C.
Br. B-62X, 18'x9.5'x59.7' C.Ar.
Sig. 612A
Br. A-62X, 2-4'x45' R.C.P.

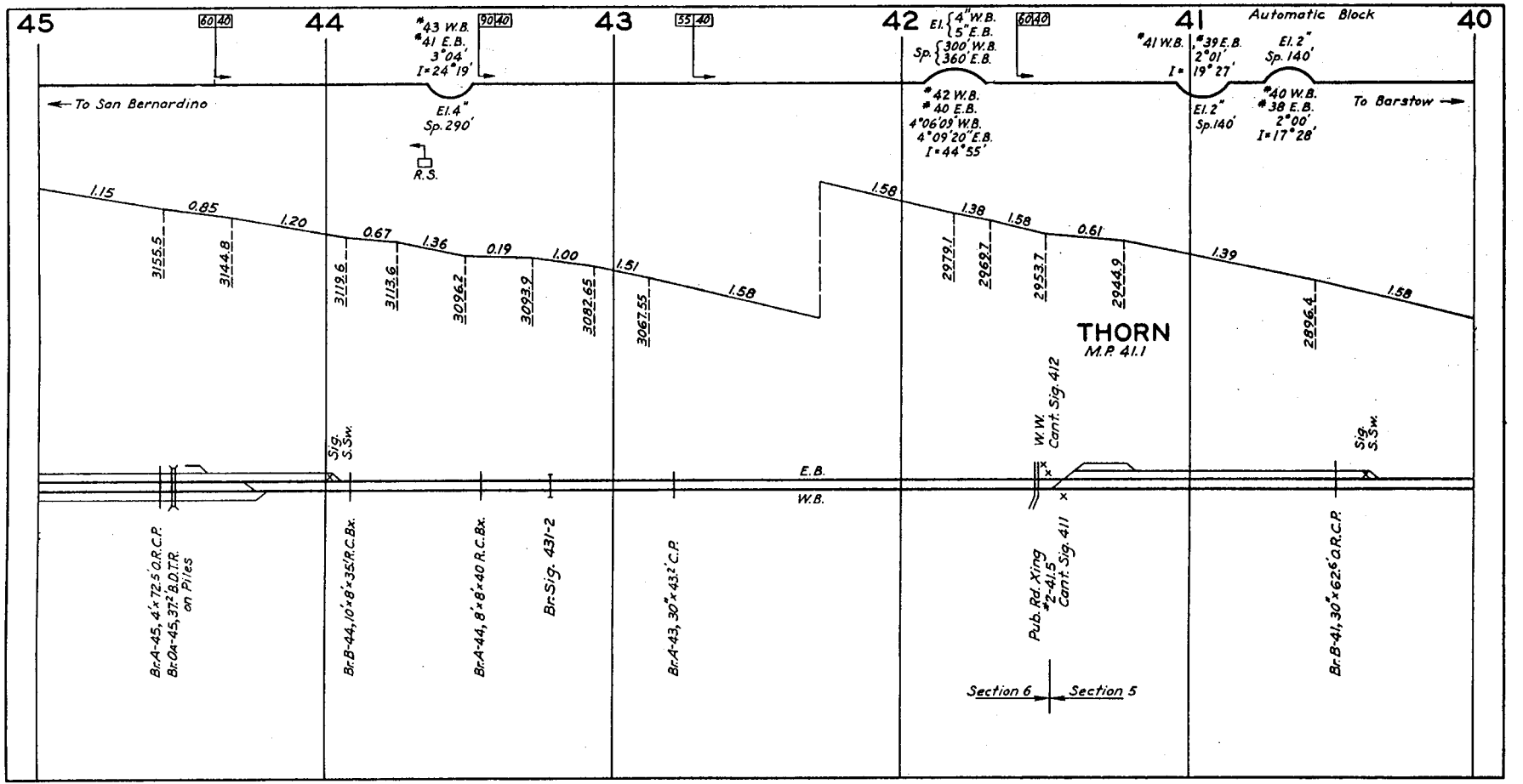

61X
60X
59X
Automatic Block
58X
57X
56
#77 10°03' I=149°55'
El. 1½" Sp. 40'
#76 1°00' I=6°24'
El. 4" Sp. 170'
El. 2" Sp. 120'
#75 5°01' I=48°14'
#74 8°01' I=65°50'
El. 2" Sp. 100'
#73 5°01' I=33°30'
#72 4°01' I=31°20'
El. 1½" Sp. 70'
#71 4°01' I=14°50'
El. 3" Sp. 130'
#70 8°01' I=49°02'
#69 4°01' I=17°40'
#68 4°01' I=25°06'
#67 3°00' I=27°02'
#66 4°31' I=48°42'
El. 2" Sp. 120'
To San Bernardino
To Barstow
ALRAY
M.P. 59.7
Begin Split Grade
M.P. 56+2040.8'
E.B.
See Page #50 For Parallel Trk.
See Page #50 For W.B. Trk.
Pr. Rd. Xing
Rd. Xing, Pr.
U.S. Hwy #66 Xing #2-59.6X-B
S.Sw.
Pub. Xing 2-57.25-B
Tunnel No. 2 467.5' lg.
Tunnel No. 1 380' lg.
Sig. 602A
Sig. 592A
Sig. 582A
Sig. 572A
Sig. 564
Beg. Non-Parallel Trk.

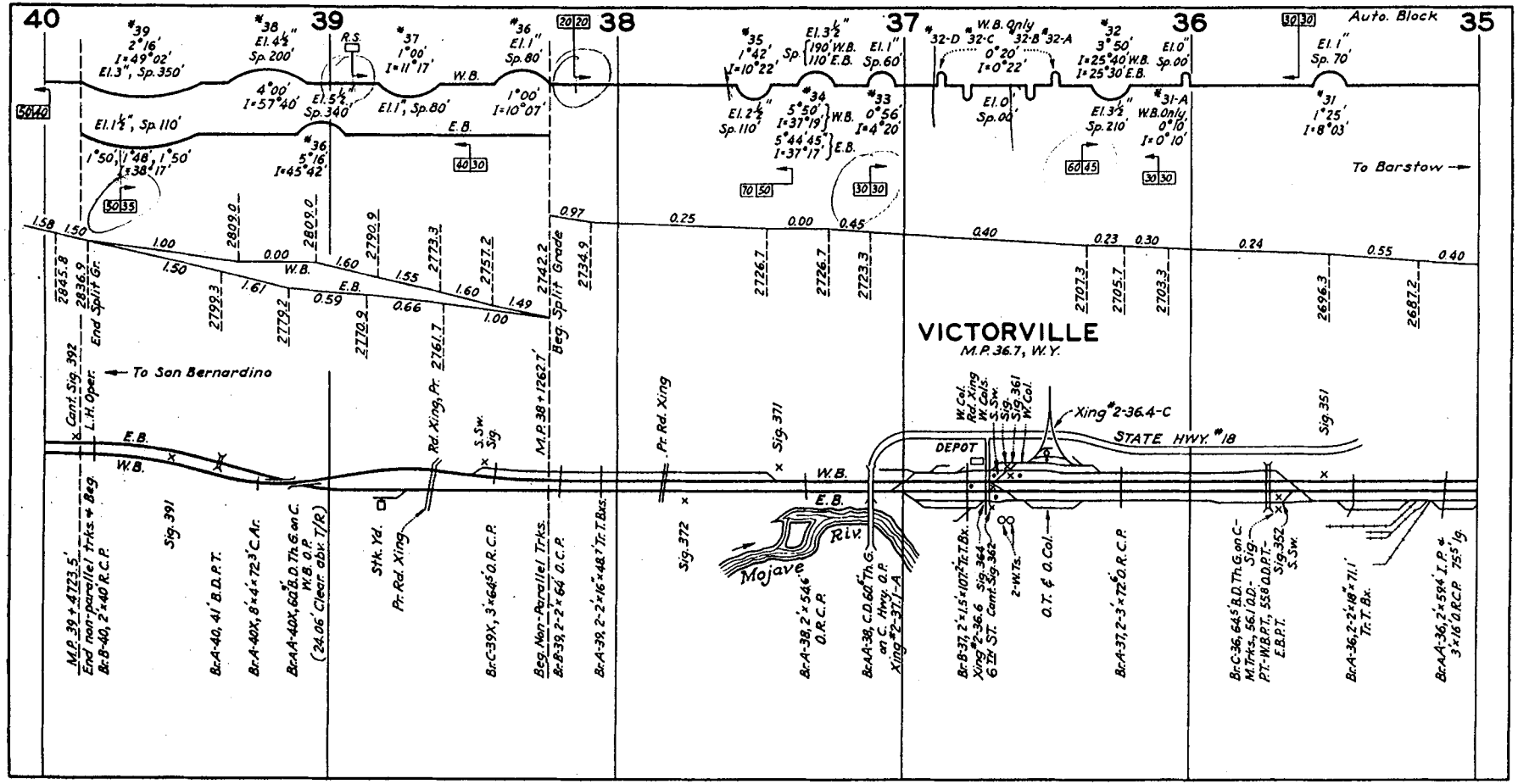

62
Automatic Block
61
60
El. 2" Sp. 90'
#90 6°14' I=32°13'
El. 1½" Sp. 160'
#88 2°02' I=19°52'30"
#87 7°51' 7°46' I=117°34'
El. 1½" Sp. 120'
#91 7°30' I=48°51'
El. 2" Sp. 190'
#89 5°09' I=28°24'
El. 1" Sp. 130'
El. 3" Sp. 290' E. 317' W.
#86 2°56' I=38°38'
To San Bernardino
To Barstow
4020
2.065
2.20
1.90
2.80
3.00
2.75
2.52
2.76
2.98
2.90
3.00
2.36
1.73
3.00
2.64
2944.6
2949.0
2971.75
3004.8
3018.9
3045.0
3065.2
3072.1
3097.4
3126.4
3189.4
3201.2
3215.0
3248.8
M.P. 62 + 1542.28' W.B. =
M.P. 64X + 1320.15' E.B.
See Page #15 for E.B. Trk.
CAJON
M.P. 62.4, W.
See Page #53 for Parallel Trk.
Sig. 611
Sig. 601 W.W.
W.B.
State Hwy. #138
W.W.
Cajon Cr.
End Non-Parallel Trk.
Rd Xing, #2-62.3 Pub.
U.S. Hwy. #66
Pedestrian U.P. Br.A-63, 254.4' B.D. Th.G. on C.
Br.A-62, 9.5'x0.25'x36' C.Ar.
Br.E-61, 2'-6"x5'x36' C.Bx.
Br.D-61, 2'x25' R.C.P.
Gr.Xing #2-60.9
Br.C-61, 181.7' B.D. Th.G. on C.
Br.B-61, 36.9' B.D.G. on C.
Br.A-61, 36.3' B.D.G. on C.
Section 9
Section 7

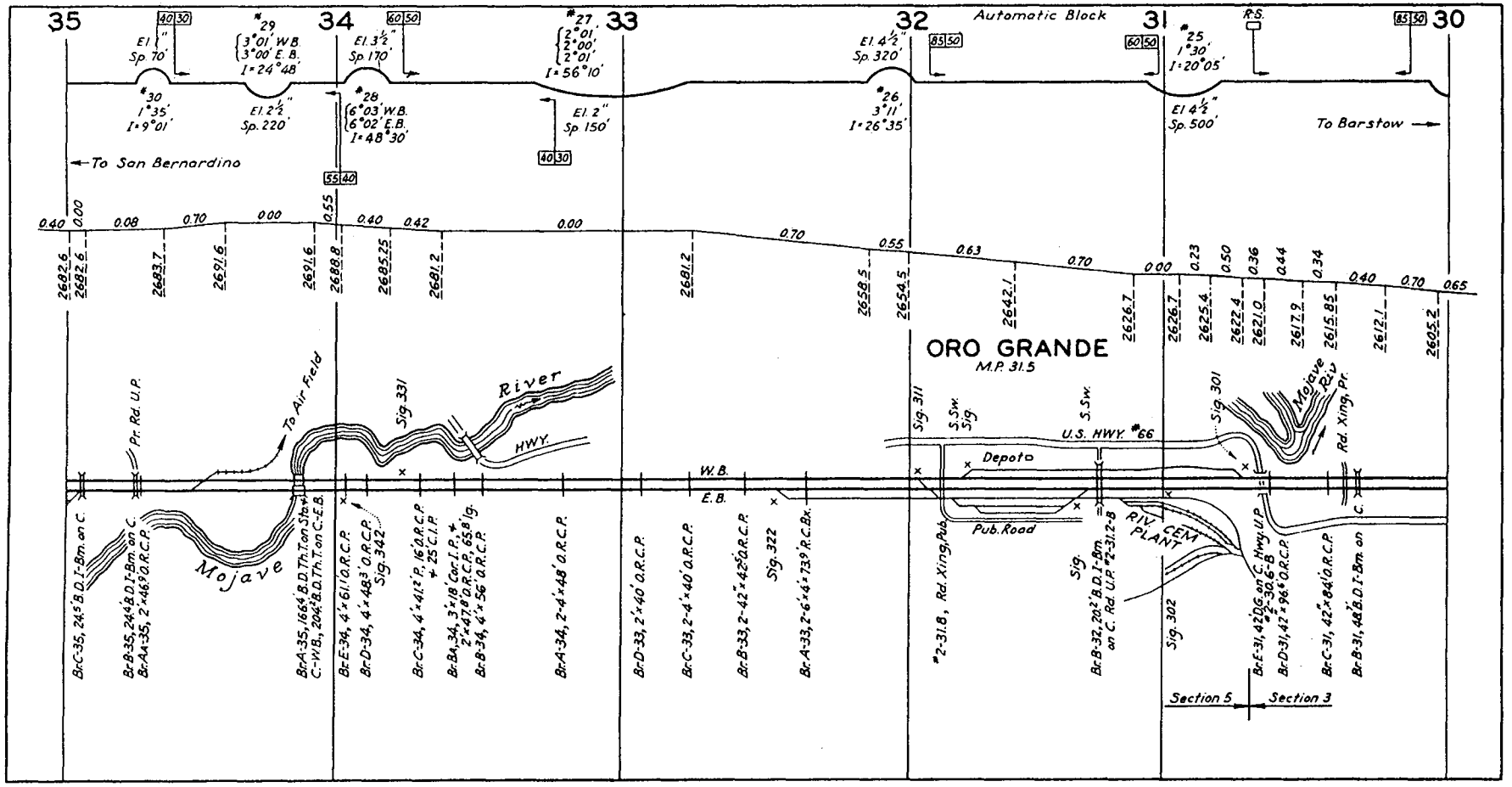

60
59
58
57
56
55
Automatic Block
To San Bernardino
To Barstow
GISH
M.P. 59.6
DELL
M.P. 58.6
SUMMIT
M.P. 55.9, Y.
U.S. Hwy. 66
W.B.
E.B.
Dirt Rd.
Pr. Rd. Xing
Rd. Xing, Pr.
Beg. Non-Parallel Track
M.P. 56 + 2040.8'
See page 52 for E.B. Trk.
Beg. Split Grade
Depot W.T.

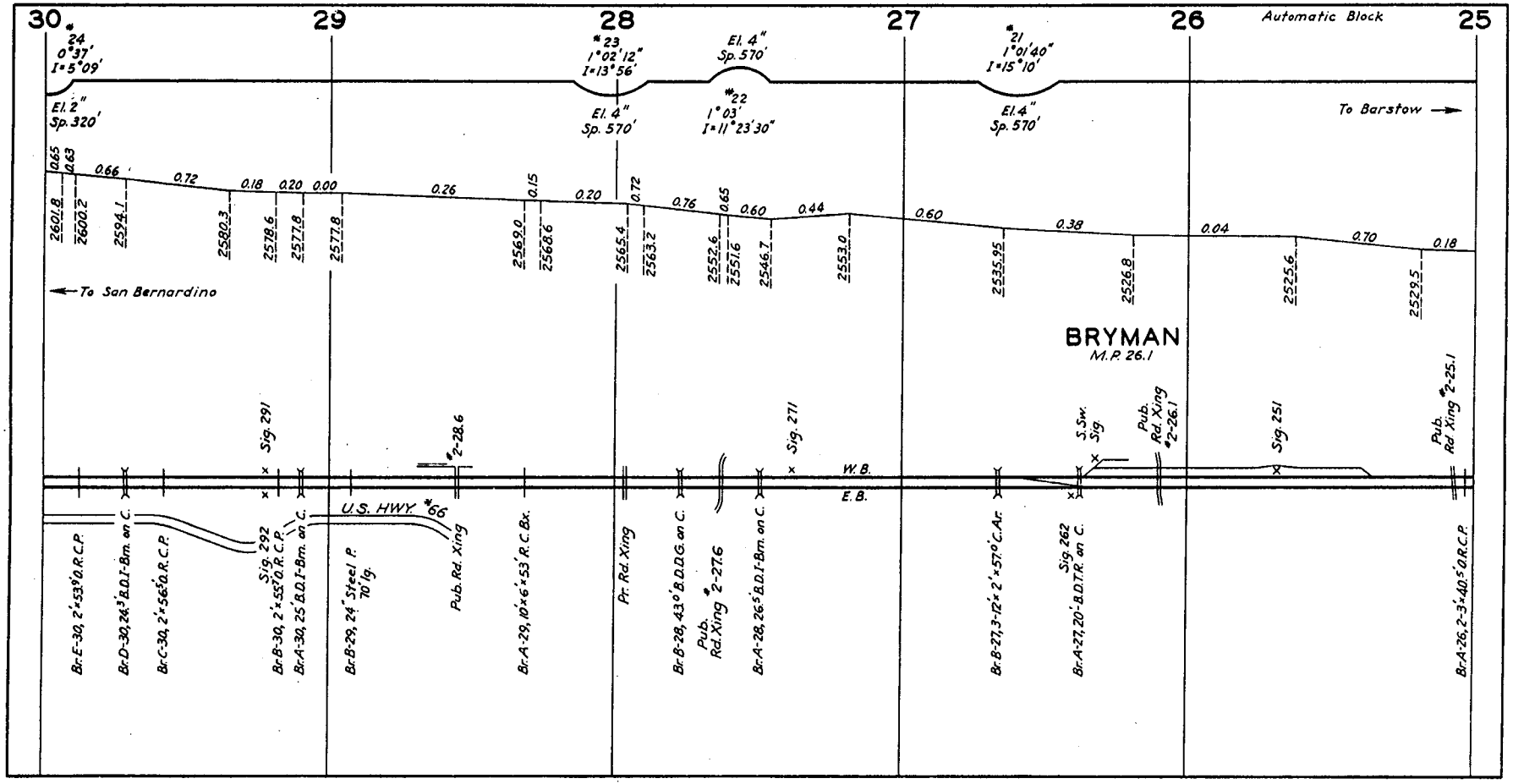

55
54
53
52
51
50
Automatic Block
*59 E.B., *65 W.B.
2°00.2', 2°01'
1°00'
I=24°06'
20 20
El. 5"
Sp. 250'
*63 W.B.
*57 E.B.
3°04'
I=17°46'
*62 W.B.
*56 E.B.
3°06'
I=18°44'
*61 W.B.
*55 E.B.
2°28'
I=10°39'
El. 2½"
Sp. 170'
El. 3½"
Sp. 260'
55 35
*58 W.B.
*52 E.B.
3°30'
1°30'
I=39°39'
El. 4½"
Sp. 200'
1½" W.B.
1" E.B.
El.
Sp. 80'
*55 W.B.
4°18'
*49 E.B.
4°15'08"
I=29°10'30"
El. 4"
200' W.B.
260' E.B.
Sp.
*53 W.B.
*47 E.B.
2°00'
I=7°46'
E.B.
W.B.
El. 1"
Sp. 110' E.
80' W.
El. 1"
Sp. 110'
*64 W.B.
*58 E.B.
3°56'
I=30°52'
El. 4½"
Sp. 220'
El. 3½"
Sp. 230'
El. 2½"
Sp. 180'
*60 W.B.
*54 E.B.
2°50'
I=12°50'
*59 W.B.
*53 E.B.
3°15'
I=15°13'
40 24
El. 4½", 2"
Sp. 250' E.
200'
120' W.
*57 W.B.
*51 E.B.
3°10'
I=16°01'
*56 W.B.
*50 E.B.
1°00'
I=8°12'
El. 4"
Sp. 330' W.B.
280' E.B.
*54 W.B.
5°06'
*48 E.B.
5°10'
I=22°13'
El. 2½" W.B.
3" E.B.
Sp. 150'
45 24
45 35
To San Bernardino
To Barstow
1.30
1.59
1.49
1.58
1.54
1.34
1.60 Compensated
1.60
1.26
1.59
1.46
1.60
1.50
1.54
1.60
1.43
1.53
1.40
1.54
1.50
1.54
0.00
3811.6
3783.9
3775.2
3753.4
3739.25
3731.1
3660.2
3606.1
3592.7
3580.6
3570.0
3555.6
3517.3
3498.8
3477.7
3463.4
3454.3
3446.15
3438.5
3432.7
3417.9
LUGO
M.P. 50.3
Cont. Sig. 542
S. Sw.
Cont. Sig. 532
Cont. Sig. 512
S. Sw. Sig.
Cont. Sig. 502
E.B.
W.B.
Br-D-55, 30'×63' O.R.C.P.
Sig.
Br-C-55, 18'×41' and 24'×164' O.R.C.P. – 57'± lg.
Br-B-55, 4'×2'×122'± C.Ar. and 4'×16' O.R.C.P.-139' lg.
Br-A-55, 2'×49'± O.R.C.P. and 2'×80' Cor. I.P.
Cont. Sig. 541
Br-A-54, 95'×0.25'×37'± C.Ar.
Cont. Sig. 521
Br-A-52, 6'×6'×52' R.C.Bx.
Br-D-52, 3'×2'×56' Tr.-T.Bx.
Br-D-52, 3'×2'×55.3' Tr.-T.Bx.
Cont. Sig. 511
Br-D-51, 3'×2'×57.2' Tr.-T.Bx.
Br-C-51, 3'×4'×75.5' Tr.-T.Bx.
Br-B-51, 4'×4'×68' Tr.-T.Bx.
Br-A-51, 2'×2'×83' Tr.-T.Bx.
Section 7
Section 6

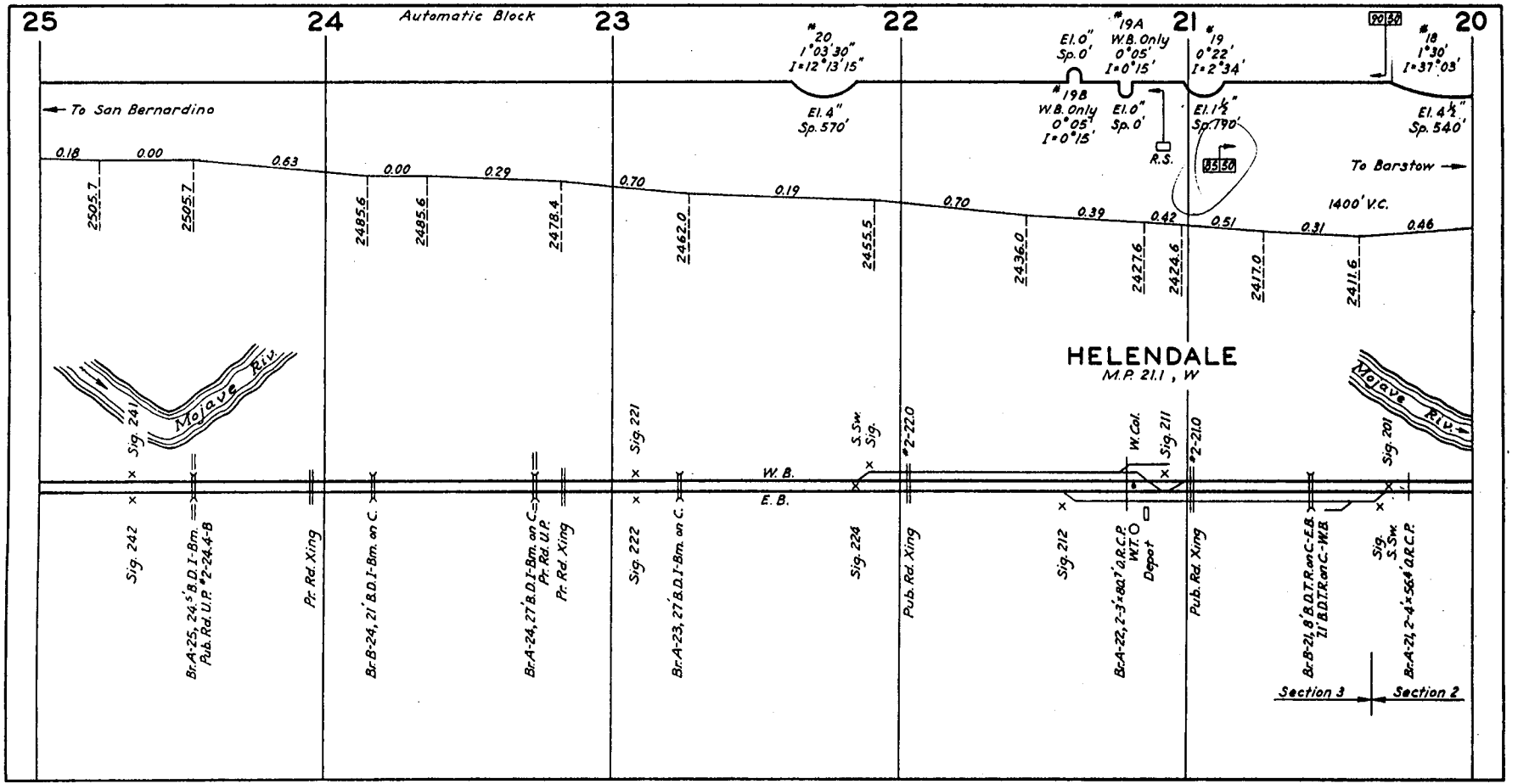

50
49
48
47
46
45
Automatic Block
El. 1½" Sp. 70'
#51 W.B. #45 E.B. 3°00' I=21°48'
50 24
65 24
El. 4½", El. 4½", Sp. 330', Sp. 370'
El. 2½" Sp. 200'
90 24
65 50
El. 2" W.B. 4" E.B. Sp. 430'
95 24
#52 W.B. #46 E.B. 1°00' I=15°00'
El. 4" Sp. 200'
#50 W.B. 44 E.B. 4°08', 4°10' I=41°00'
45 35
#49 W.B. #43 E.B. 2°00' I=15°04'
55 40
#48 W.B. #42 E.B. 1°15' I=13°00'
To Barstow
To San Bernardino
0.00
0.11
0.06
1.40
1.50
1.54
1.55
0.81
0.50
0.28
1.00
1.47
1.25
1.48
0.89
1.15
3417.9
3416.4
3414.6
3405.2
3399.9
3388.3
3355.1
3335.3
3320.8
3319.3
3291.3
3260.4
3212.9
3195.1
3185.3
HESPERIA
M.P. 45.1
#2-45.3
Cant. Sig. 452
S. Sw.
Sig.
Depot
E.B.
W.B.
Cant. Sig. 491
Br. B-50, 2'×2'×44' Tr. T. Bx.
Br. A-50, 2'×2'×69.4' Tr. T. Bx.
Br. Sig. 481-2
Pr. Rd. Xing
Br. B-48, 30"×48' O.R.C.P.
Br. A-48, 30"×56' O.R.C.P.
Br. Sig. 461-2
Pr. Rd. Xing
Br. A-47, 4'×40.5' O.R.C.P.
(Main St.) Rd. Xing
Br. A-46, 2-42"×42.5' O.R.C.P.
Sig. 451
Stk. Yd.
2-0T
Dirt Rd. Xing 2-45.3-C

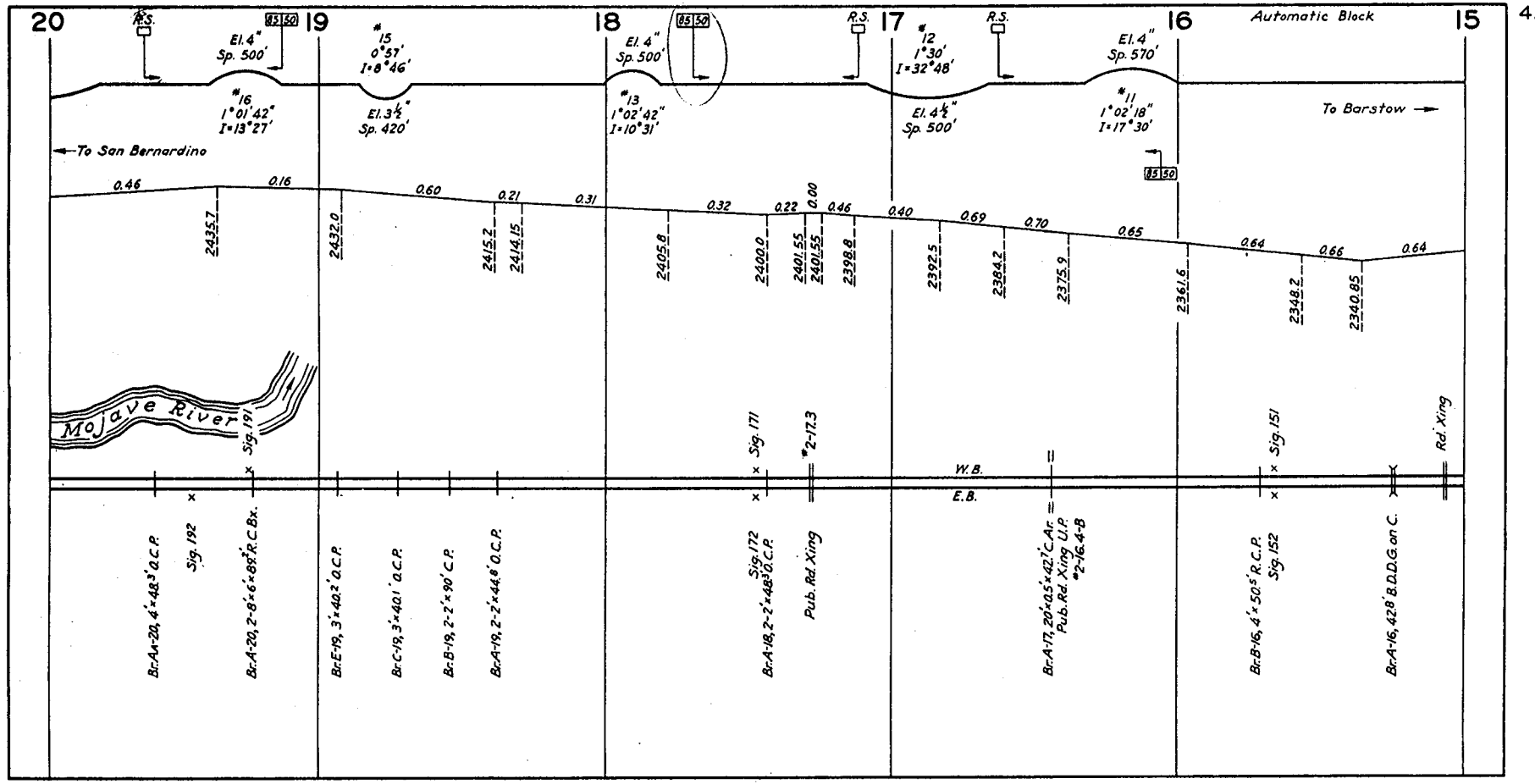

45
60 40
44
#43 W.B.
#41 E.B.
3°04'
I=24°19'
90 40
43
35 40
42
El. 4" W.B.
5" E.B.
Sp. 300' W.B.
360' E.B.
60 40
41
Automatic Block
40
#41 W.B.
#39 E.B.
2°01'
I=19°27'
El. 2"
Sp. 140'
To San Bernardino
El. 4"
Sp. 290'
R.S.
#42 W.B.
#40 E.B.
4°06'09" W.B.
4°09'20" E.B.
I=44°55'
El. 2"
Sp. 140'
#40 W.B.
#38 E.B.
2°00'
I=17°28'
To Barstow
1.15
0.85
1.20
0.67
1.36
0.19
1.00
1.51
1.58
1.58
1.38
1.58
0.61
1.39
1.58
3155.5
3144.8
3119.6
3113.6
3096.2
3093.9
3082.65
3067.55
2979.1
2962.7
2953.7
2944.9
2896.4
THORN
M.P. 41.1
W.W. Cant. Sig. 412
Sig. S.Sw.
Sig. S.Sw.
E.B.
W.B.
Br.A-45, 4'×72.5' O.R.C.P.
Br.0A-45, 37.2' B.D.T.R. on Piles
Br.B-44, 10'×8'×35' R.C.Bx.
Br.A-44, 8'×8'×40' R.C.Bx.
Br.Sig. 431-2
Br.A-43, 30"×43.2' C.P.
Pub. Rd. Xing #2-41.5
Cant. Sig. 411
Br.B-41, 30"×62.6' O.R.C.P.
Section 6
Section 5

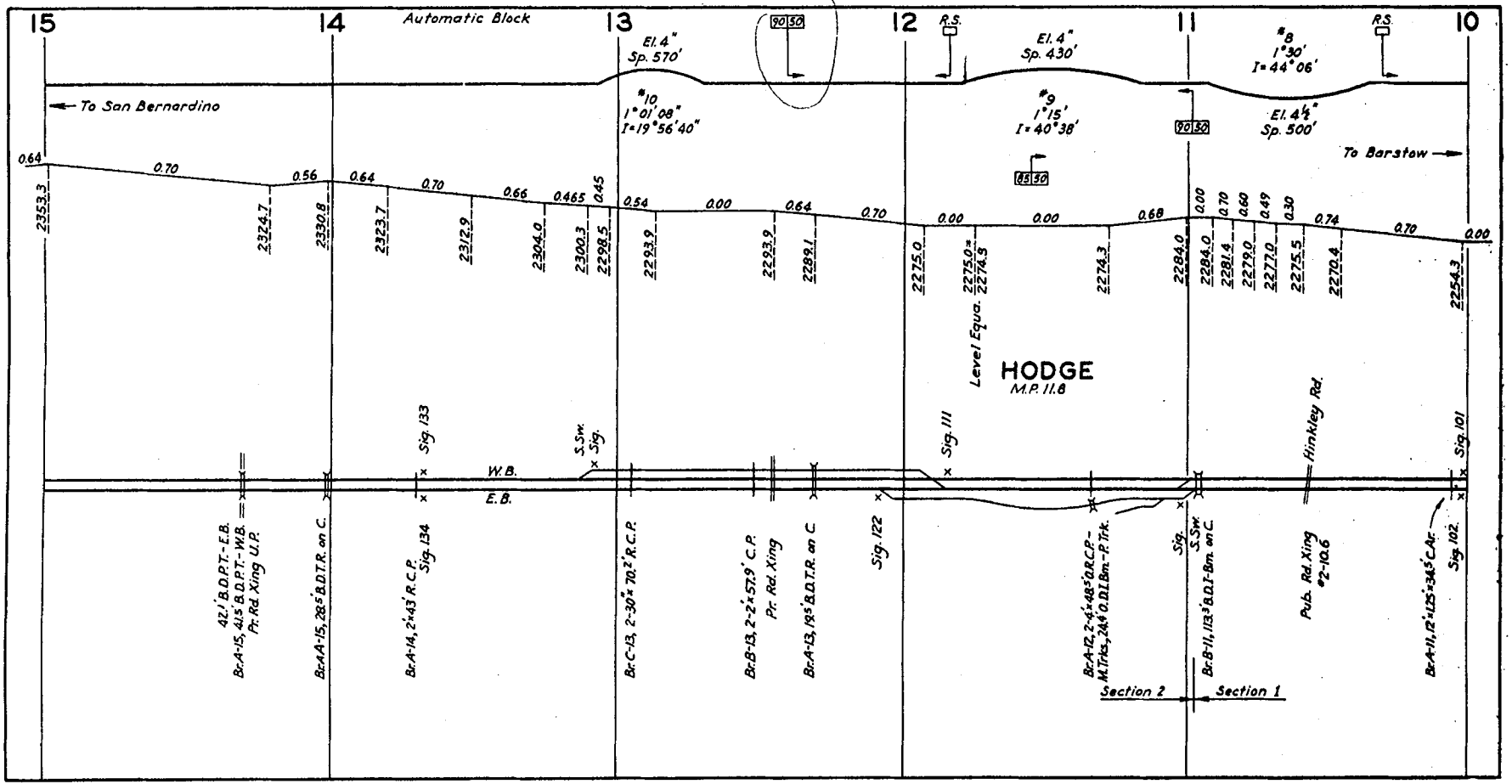

40
39
38
37
36
35
Auto. Block
To Barstow
To San Bernardino
VICTORVILLE
M.P. 36.7, W.Y.
STATE HWY. #18
DEPOT
Mojave Riv.
End Split Gr.
Beg. Split Grade
Cant. Sig. 392
L.H. Oper.
Rd. Xing, Pr.
Pr. Rd. Xing
Sig. 371
Sig. 351
Sig. 372
Sig. 391
Stk. Yd.
Xing #2-36.4-C
W.B.
E.B.
W.B. Only
O.T. & O. Col.
M.P. 39 + 4723.5'
End non-parallel trks. + Beg.
Br. B-40, 2'×40' R.C.P.
Br. A-40, 41' B.D.P.T.
Br. A-40X, 8'×4'×72.3' C.Ar.
Br. A-40X, 60.8' B.D. Th. G. on C.
W.B. O.P.
(24.06' Clear. abv. T/R)
Br. C-39X, 3'×64.5' O.R.C.P.
Beg. Non-Parallel Trks.
Br. B-39, 2-2'×64' O.C.P.
Br. A-39, 2-2'×16'×48.7' Tr. T. Bxs.
Br. A-38, 2'×54.6' O.R.C.P.
Br. A-38, C.D. 60.6' Th. G. on C. Hwy. O.P.
Xing #2-37.1-A
Br. B-37, 2'×1.5'×107.2' Tr. T. Bx.
Xing #2-36.6
6TH ST.
Sig. 364
Cant. Sig. 362
2-W. Ts.
Br. A-37, 2-3'×72.6' O.R.C.P.
Br. C-36, 64.5' B.D. Th. G. on C.-
M. Trks., 56.1' O.D.-
P.T.-W.B.P.T., 55.8' O.D.P.T.-
E.B.P.T.
Sig. 352
S. Sw.
Br. A-36, 2-2'×18"×71.1' Tr. T. Bx.
Br. A-36, 2'×59.4' I.P. &
3'×16' O.R.C.P. 75.5' lg.

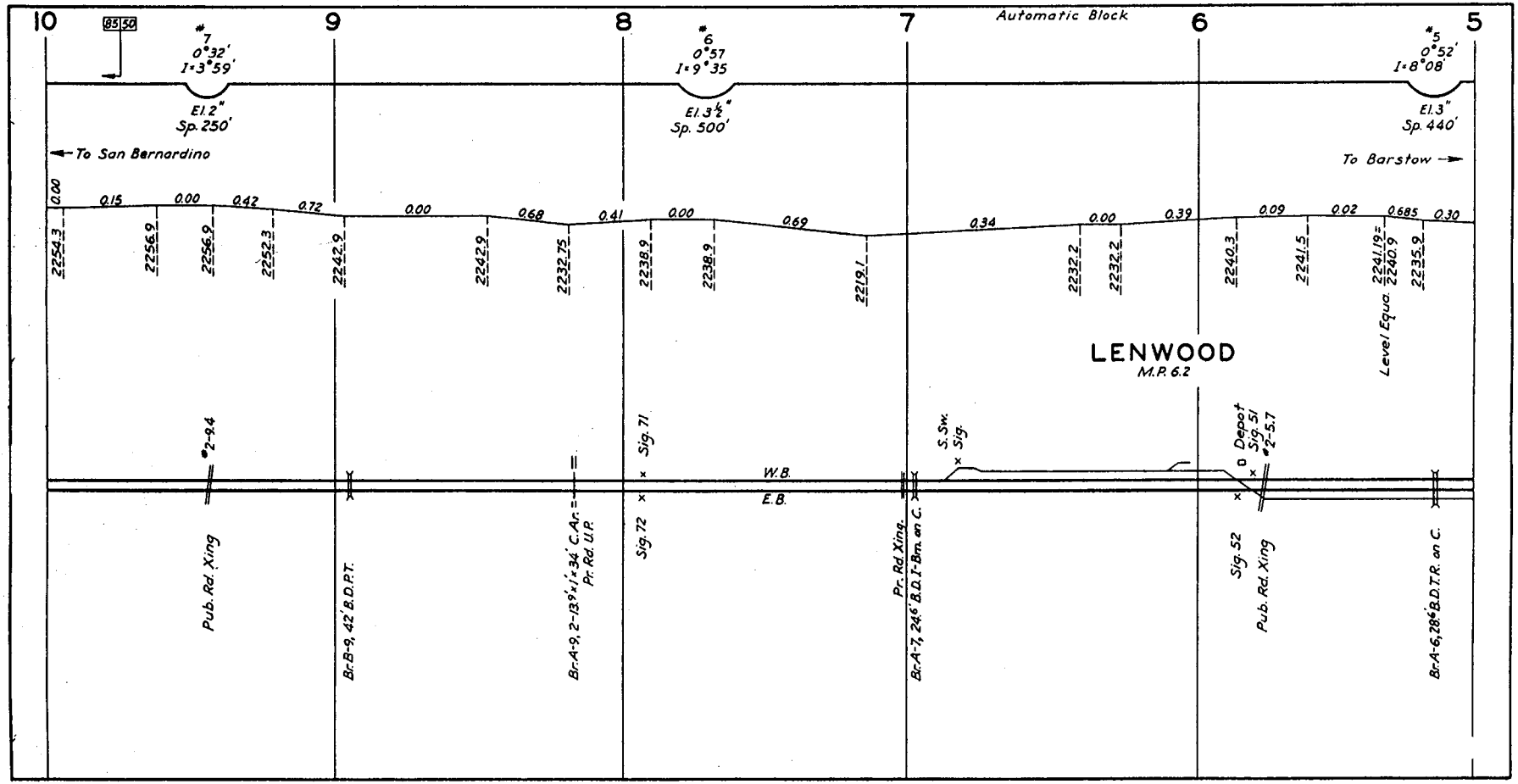

35
34
33
32
31
30
Automatic Block
R.S.
To San Bernardino
To Barstow
ORO GRANDE
M.P. 31.5
Mojave River
To Air Field
Pr. Rd. U.P.
Sig. 331
HWY.
W.B.
E.B.
Depot
U.S. HWY. #66
Sig. 311
S.Sw. Sig.
S.Sw.
Sig. 301
Rd. Xing, Pr.
Pub. Road
Rd. Xing, Pub.
RIV. CEM. PLANT
Sig. 322
Sig. 302
Section 5
Section 3

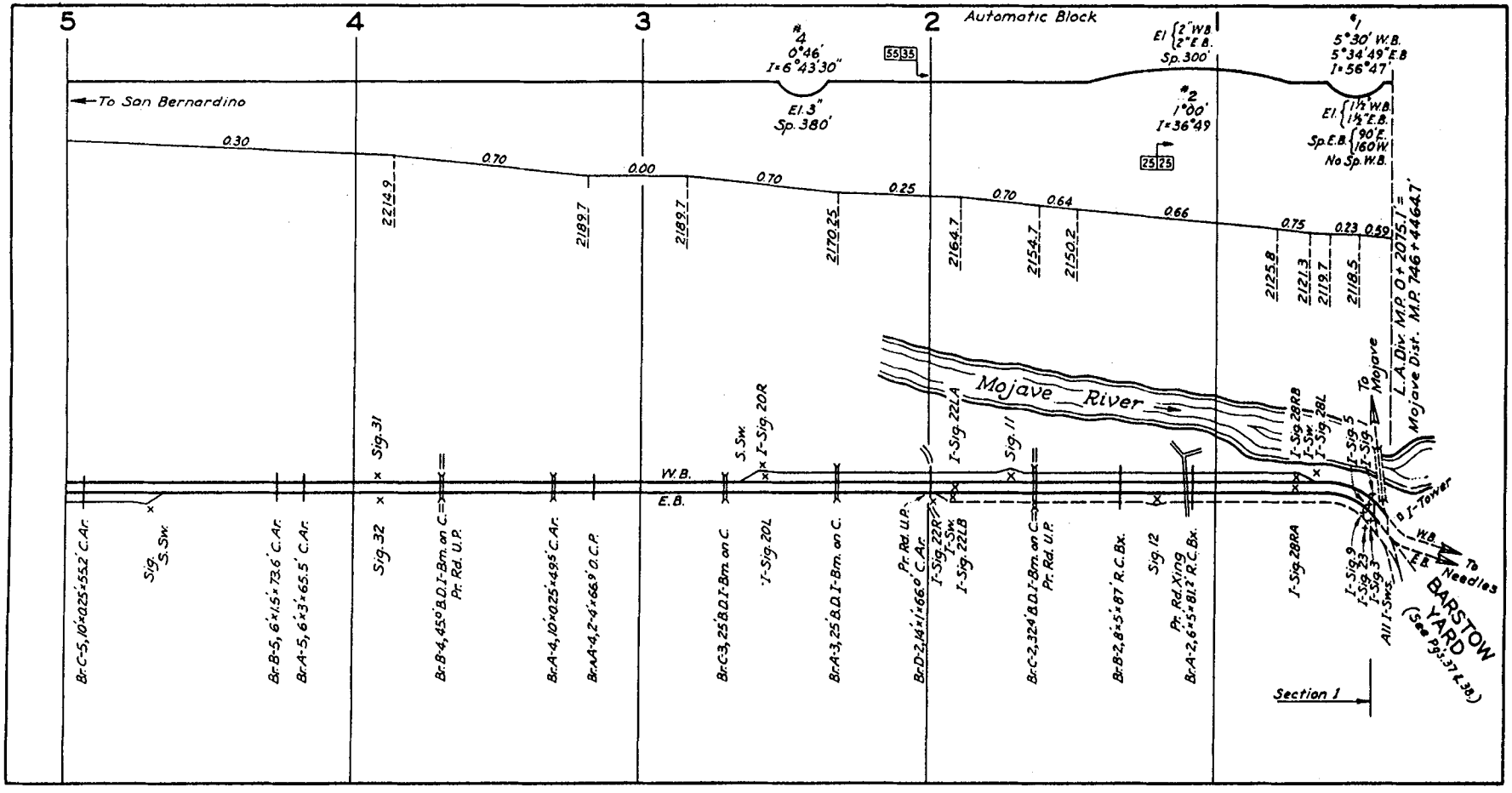

30
29
28
27
26
25
Automatic Block
#24
0°37'
I=5°09'
El. 2"
Sp. 320'
#23
1°02'12"
I=13°56'
El. 4"
Sp. 570'
El. 4"
Sp. 570'
#22
1°03'
I=11°23'30"
#21
1°01'40"
I=15°10'
El. 4"
Sp. 570'
To Barstow
To San Bernardino
0.65
0.63
0.66
0.72
0.18
0.20
0.00
0.26
0.15
0.20
0.72
0.76
0.65
0.60
0.44
0.60
0.38
0.04
0.70
0.18
2601.8
2600.2
2594.1
2580.3
2578.6
2577.8
2577.8
2569.0
2568.6
2565.4
2563.2
2552.6
2551.6
2546.7
2553.0
2535.95
2526.8
2525.6
2529.5
BRYMAN
M.P. 26.1
Sig. 291
#2-28.6
Sig. 271
S. Sw. Sig.
Pub. Rd. Xing #2-26.1
Sig. 251
Pub. Rd Xing #2-25.1
W.B.
E.B.
U.S. HWY. #66
Br-E-30, 2'×53°O.R.C.P.
Br-D-30, 24'B.D.I-Bm. on C.
Br-C-30, 2'×56°O.R.C.P.
Sig. 292
Br-B-30, 2'×52°O.R.C.P.
Br-A-30, 25'B.D.I-Bm. on C.
Br-B-29, 24' Steel P. 70' lg.
Pub. Rd. Xing
Br-A-29, 10'×6'×53' R.C.Bx.
Pr. Rd. Xing
Br-B-28, 43°B.D.D.G. on C.
Pub. Rd. Xing #2-27.6
Br-A-28, 26°B.D.I-Bm. on C.
Br-B-27, 3-12'×2'×57°C.Ar.
Sig. 262
Br-A-27, 20'-B.D.T.R. on C.
Br-A-26, 2-3'×40°O.R.C.P.

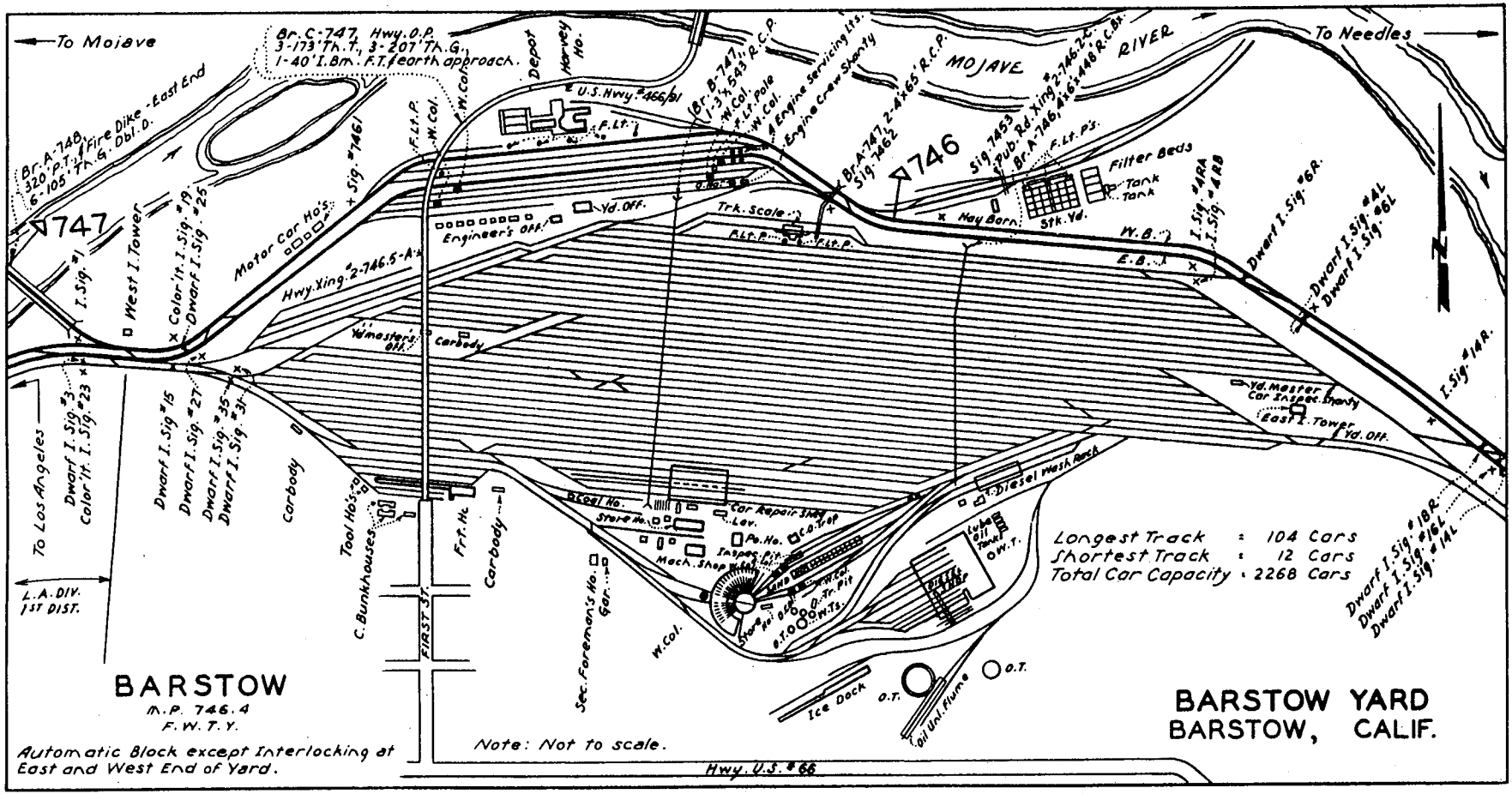

25
24
Automatic Block
23
22
21
20
#20
1°03'30"
I=12°13'15"
El. 4"
Sp. 570'
#19A
W.B. Only
0°05'
I=0°15'
El. 0"
Sp. 0'
#19B
W.B. Only
0°05'
I=0°15'
El. 0"
Sp. 0'
#19
0°22'
I=2°34'
El. 1½"
Sp. 790'
#18
1°30'
I=37°03'
El. 4½"
Sp. 540'
90 50
85 50
R.S.
To San Bernardino
To Barstow
0.18
0.00
0.63
0.00
0.29
0.70
0.19
0.70
0.39
0.42
0.51
0.31
0.46
1400' V.C.
2505.7
2505.7
2485.6
2485.6
2478.4
2462.0
2455.5
2436.0
2427.6
2424.6
2417.0
2411.6
HELENDALE
M.P. 21.1, W
Mojave Riv.
Mojave Riv.
Sig. 241
Sig. 221
S. Sw. Sig.
#2-22.0
W. Col.
Sig. 211
#2-21.0
Sig. 201
W. B.
E. B.
Sig. 242
Br. A-25, 24.5' B.D. I-Bm.
Pub. Rd. U.P. #2-24.4-B
Pr. Rd. Xing
Br. B-24, 21' B.D. I-Bm. on C.
Br. A-24, 27' B.D. I-Bm. on C.
Pr. Rd. U.P.
Pr. Rd. Xing
Sig. 222
Br. A-23, 27' B.D. I-Bm. on C.
Sig. 224
Pub. Rd. Xing
Sig. 212
Br. A-22, 2-3'x 80.7' O.R.C.P.
W.T. O
Depot
Pub. Rd. Xing
Br. B-21, 8' B.D.T.R. on C.-E.B.
21' B.D.T.R. on C.-W.B.
Sig. S. Sw.
Br. A-21, 2-4'x 56.4' O.R.C.P.
Section 3
Section 2

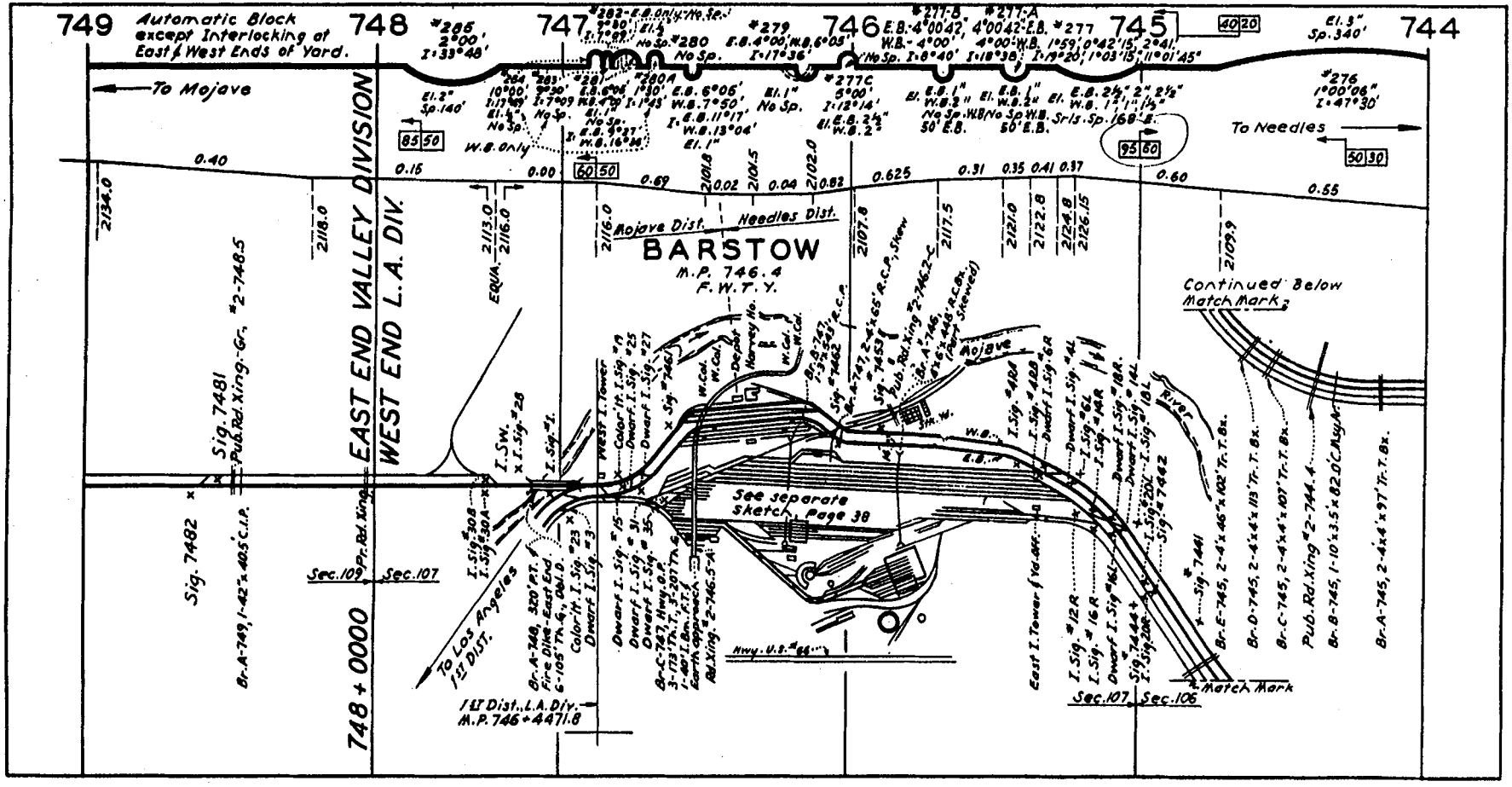

20
19
18
17
16
15
Automatic Block
R.S.
85 50
El. 4"
Sp. 500'
#16
1°01'42"
I=13°27'
#15
0°57'
I=8°46'
El. 3½"
Sp. 420'
#13
1°02'42"
I=10°31'
#12
1°30'
I=32°48'
El. 4½"
Sp. 500'
El. 4"
Sp. 570'
#11
1°02'18"
I=17°30'
To San Bernardino
To Barstow
0.46
0.16
0.60
0.21
0.31
0.32
0.22
0.00
0.46
0.40
0.69
0.70
0.65
0.64
0.66
0.64
2435.7
2432.0
2415.2
2414.15
2405.8
2400.0
2401.55
2401.55
2398.8
2392.5
2384.2
2375.9
2361.6
2348.2
2340.85
Mojave River
Sig. 191
Sig. 171
#2-17.3
Sig. 151
Rd. Xing
W.B.
E.B.
Sig. 192
Br. A-20, 4'×48.3' O.C.P.
Br. A-20, 2-8'×6'×89.2' R.C.Bx.
Br. E-19, 3'×40.2' O.C.P.
Br. C-19, 3'×40.1' O.C.P.
Br. B-19, 2-2'×90' C.P.
Br. A-19, 2-2'×44.9' O.C.P.
Sig. 172
Br. A-18, 2-2'×48.3' O.C.P.
Pub. Rd. Xing
Br. A-17, 20'×0.5'×42.7' C.Ar.
Pub. Rd. Xing U.P.
#2-16.4-B
Br. B-16, 4'×50.5' R.C.P.
Sig. 152
Br. A-16, 42.8' B.D.D.G. on C.


15
14
Automatic Block
13
12
11
10
R.S.
El. 4"
Sp. 570'
El. 4"
Sp. 430'
#8
1°30'
I=44°06'
El. 4½"
Sp. 500'
#10
1°01'08"
I=19°56'40"
#9
1°15'
I=40°38'
90 50
65 50
To San Bernardino
To Barstow
0.64
0.70
0.56
0.64
0.70
0.66
0.465
0.45
0.54
0.00
0.64
0.70
0.00
0.00
0.68
0.00
0.70
0.60
0.49
0.30
0.74
0.70
0.00
2353.3
2324.7
2330.8
2323.7
2312.9
2304.0
2300.3
2298.5
2293.9
2293.9
2289.1
2275.0
2275.0±
2274.5
2274.3
2284.0
2284.0
2281.4
2279.0
2277.0
2275.5
2270.4
2254.3
Level Equa.
HODGE
M.P. 11.8
Sig. 133
S.Sw.
Sig.
Sig. 111
Hinkley Rd.
Sig. 101
W.B.
E.B.
42.1' B.D.P.T.-E.B.
Br.A-15, 41.5' B.D.P.T.-W.B.
Pr. Rd Xing U.P.
Br.A-15, 28.5' B.D.T.R. on C.
Br.A-14, 2-43' R.C.P.
Sig. 134
Br.C-13, 2-30" 70.2' R.C.P.
Br.B-13, 2-2-57.9' C.P.
Pr. Rd. Xing
Br.A-13, 19.5' B.D.T.R. on C.
Sig. 122
Br.A-12, 2-4-48.5' B.R.C.P.-
M.Trks., 24.4' O.D.I.Bm.-P.Trk.
Sig.
S.Sw.
Br.B-11, 113.3' B.D.I.-Bm. on C.
Pub. Rd. Xing
#2-10.6
Br.A-11, 12"-125-34.5' C.Ar.
Sig. 102.
Section 2
Section 1

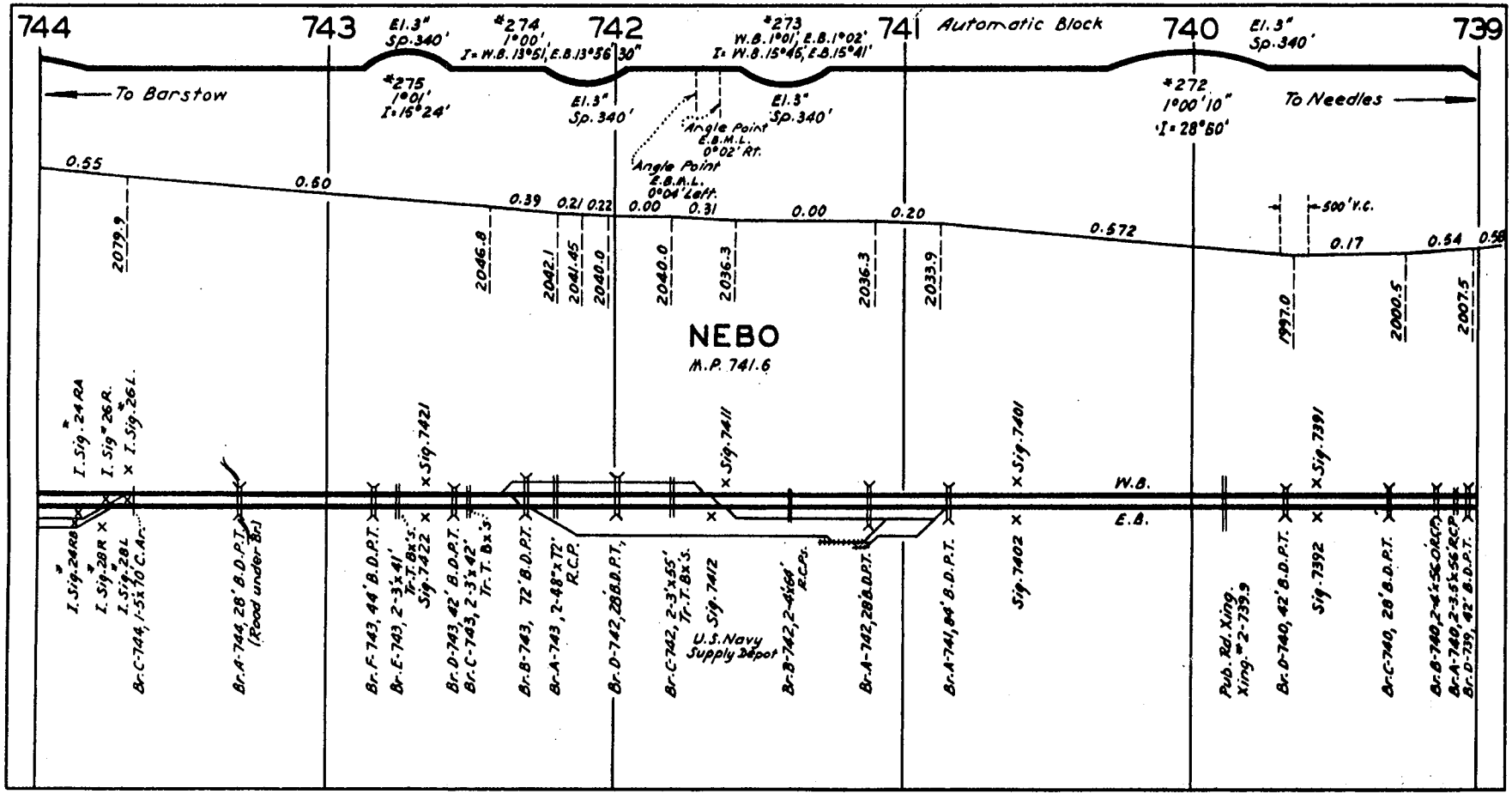

10
85 50
9
8
7
Automatic Block
6
5
#7
0°32'
I=3°59'
El. 2"
Sp. 250'
#6
0°57
I=9°35
El. 3½"
Sp. 500'
#5
0°52'
I=8°08'
El. 3"
Sp. 440'
To San Bernardino
To Barstow
0.00
0.15
0.00
0.42
0.72
0.00
0.68
0.41
0.00
0.69
0.34
0.00
0.39
0.09
0.02
0.685
0.30
2254.3
2256.9
2256.9
2252.3
2242.9
2242.9
2232.75
2238.9
2238.9
2219.1
2232.2
2232.2
2240.3
2241.5
2241.19=
2240.9
2235.9
Level Equa.
LENWOOD
M.P. 6.2
#2-9.4
Sig. 71
S. Sw. Sig.
Depot Sig. 51
#2-5.7
W.B.
E.B.
Pub. Rd. Xing
Br-B-9, 42' B.D.P.T.
Br-A-9, 2-13.9'×1'×34' C. Ar. = Pr. Rd. U.P.
Sig. 72
Pr. Rd. Xing.
Br-A-7, 24.6' B.D.T.-Brn. on C.
Sig. 52
Pub. Rd. Xing
Br-A-6, 28.6' B.D.T.R. on C.

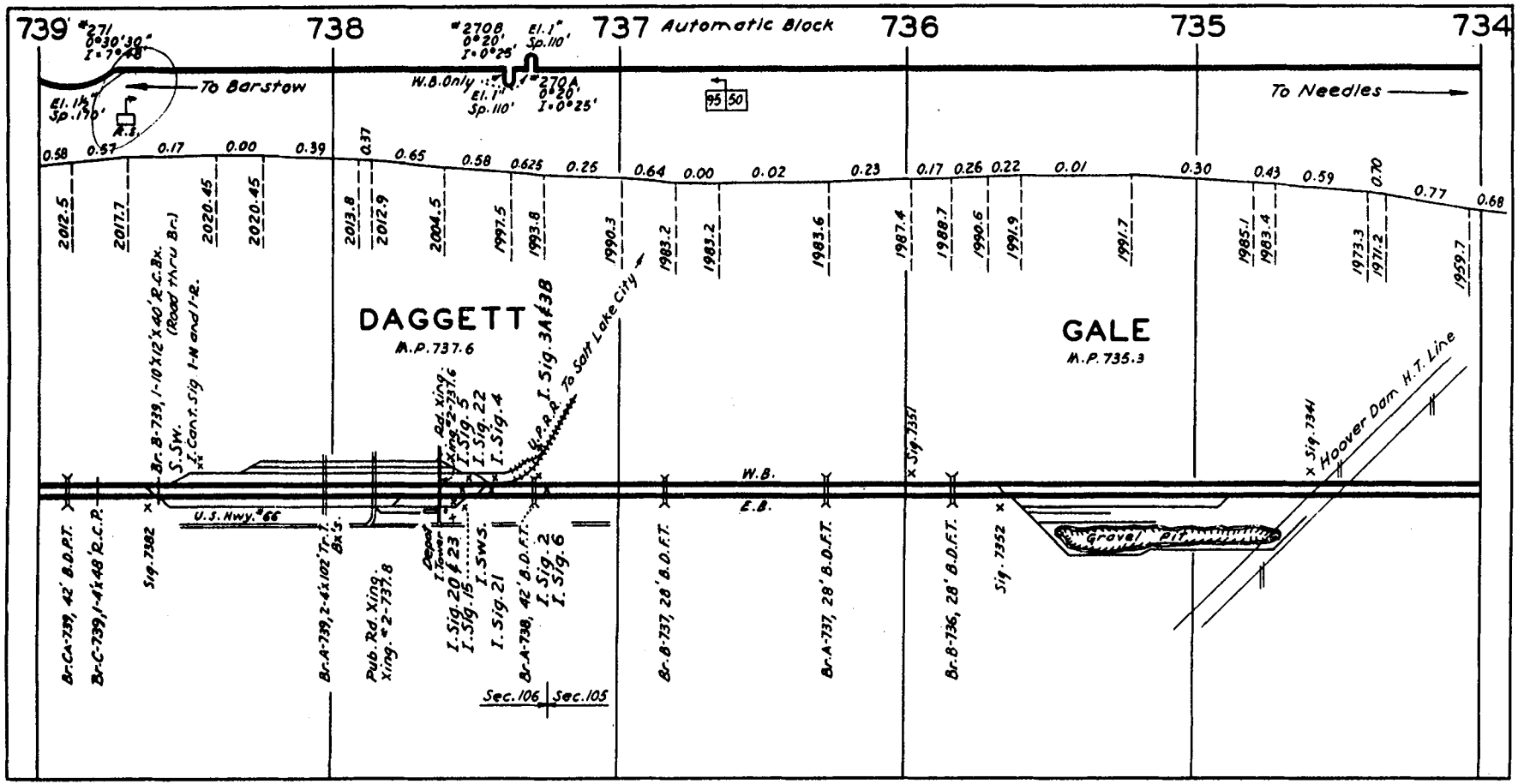

5
4
3
2
1
Automatic Block
To San Bernardino
#4
0°46'
I=6°43'30"
El. 3"
Sp. 380'
55 35
El {2" W.B. 2" E.B.
Sp. 300'
#2
1°00'
I=36°49
25 25
#1
5°30' W.B.
5°34'49" E.B
I=56°47'
El. {1½" W.B. 1½" E.B.
Sp. E.B. {90' E. 160' W.
No Sp. W.B.
0.30
0.70
0.00
0.70
0.25
0.70
0.64
0.66
0.75
0.23
0.59
2214.9
2189.7
2189.7
2170.25
2164.7
2154.7
2150.2
2125.8
2121.3
2119.7
2118.5
L.A. Div. M.P. 0+2075.1' = Mojave Dist. M.P. 746+4464.7'
Mojave River
To Mojave
W.B.
E.B.
Sig. 31
Sig. 32
S. Sw.
I-Sig. 20R
I-Sig. 20L
I-Sig. 22LA
Sig. 11
I-Sig. 28RB
I-Sw. 11
I-Sig. 28L
I-Sig. 5
I-Sig. 1
I-Tower
W.B.
E.B.
To Needles
BARSTOW YARD
(See Pgs. 37 & 38)
All I-Sws.
I-Sig. 9
I-Sig. 23
I-Sig. 3
Br. C-5, 10'×0.25'×55.2' C. Ar.
Sig. S. Sw.
Br. B-5, 6'×1.5'×73.6' C. Ar.
Br. A-5, 6'×3'×65.5' C. Ar.
Br. B-4, 45° B.D. I-Bm. on C. = Pr. Rd. U.P.
Br. A-4, 10'×0.25'×49.5' C. Ar.
Br. A-4, 2-4'×66.9' O.C.P.
Br. C-3, 25' B.D. I-Bm. on C.
Br. A-3, 25' B.D. I-Bm. on C.
Br. D-2, 14'×1'×66.0' C. Ar.
Pr. Rd. U.P.
I-Sig. 22R
I-Sw.
I-Sig. 22LB
Br. C-2, 324' B.D. I-Bm. on C. = Pr. Rd. U.P.
Br. B-2, 8'×5'×87' R.C. Bx.
Sig. 12
Pr. Rd. Xing
Br. A-2, 6'×5'×81.2' R.C. Bx.
I-Sig. 28RA
Section 1

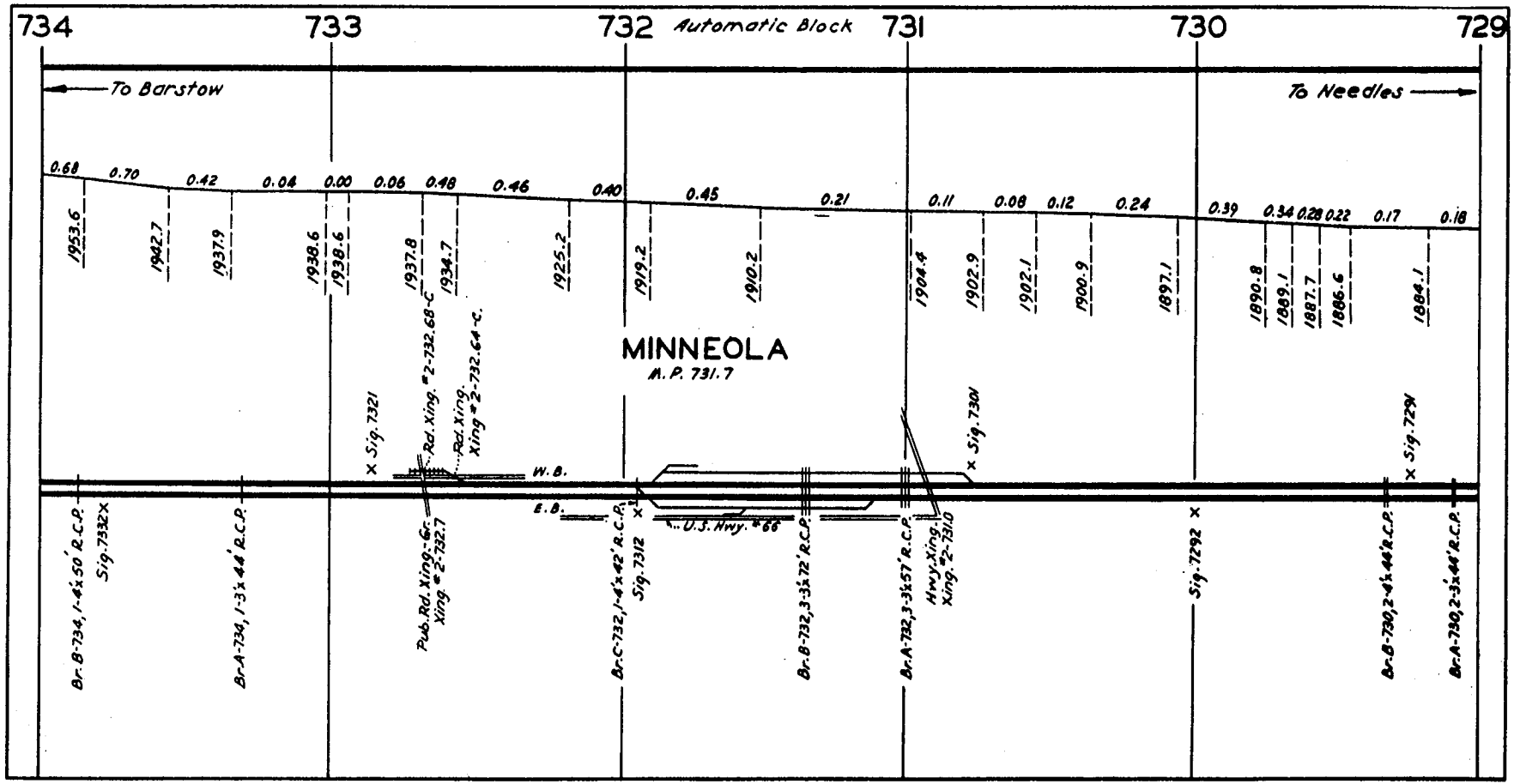

To Mojave
To Needles
MOJAVE RIVER
Br. C-747, Hwy. O.P.
3-173' Th. T., 3-207' Th. G.,
1-40' I. Bm. F.T. & earth approach.
Br. A-748, 320' P.T. & Fire Dike - East End
6-105' Th. G. Dbl. D.
747
746
U.S. Hwy. #466/91
Br. B-747, 1-3'x543' R.C.P.
Br. A-747, 2-4'x65' R.C.P.
Sig. 7453
Pub. Rd. Xing. 2-746.2-C.
Br. A-746, 4'x6'x448' R.C.Bx.
Filter Beds
Tank
Tank
Hay Barn
Stk. Yd.
W.B.
E.B.
Trk. Scale
Engineer's Off.
Yd. Off.
Motor Car Ho's.
Hwy. Xing. #2-746.5-A
West I. Tower
Color't. I. Sig. #19
Dwarf I. Sig. #25
Yd. master's Off.
Carbody
Dwarf I. Sig. #6R.
Dwarf I. Sig. #4L
Dwarf I. Sig. #6L
I. Sig. #14R.
Yd. Master
Car Inspec. Shanty
East I. Tower
Yd. Off.
Diesel Wash Rack
Coal Ho.
Store Ho.
Car Repair Shop
Lav.
Po. Ho.
C.O. Trap
Inspec. Pit
Mach. Shop
Lube Oil Tanks
W.T.
Store
Ho.
O.T.
W.Col.
Tr. Pit
W.Ts.
Ice Dock
Oil Unl. Flume
To Los Angeles
Dwarf I. Sig. #3
Color't. I. Sig. #23
Dwarf I. Sig. #15
Dwarf I. Sig. #27
Dwarf I. Sig. #35
Dwarf I. Sig. #31
Carbody
Tool Ho's.
C. Bunkhouses
Frt. Ho.
Carbody
FIRST ST.
Sec. Foreman's Ho.
Gar.
W.Col.
L.A. DIV.
1ST DIST.
Dwarf I. Sig. #18R.
Dwarf I. Sig. #16L.
Dwarf I. Sig. #14L.
Longest Track : 104 Cars
Shortest Track : 12 Cars
Total Car Capacity : 2268 Cars
BARSTOW
M.P. 746.4
F.W.T.Y.
Automatic Block except Interlocking at East and West End of Yard.
Note: Not to scale.
Hwy. U.S. #66
BARSTOW YARD
BARSTOW, CALIF.

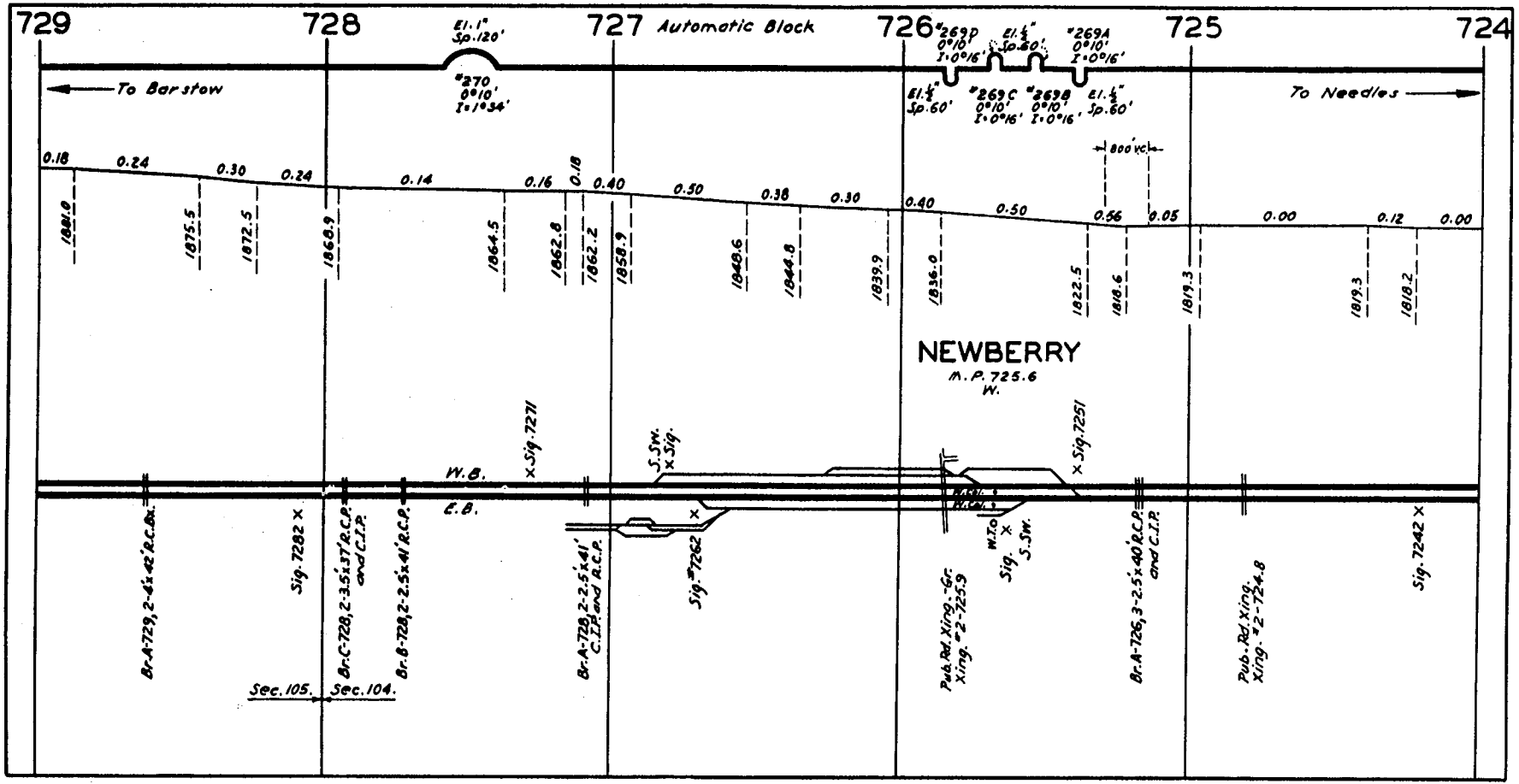


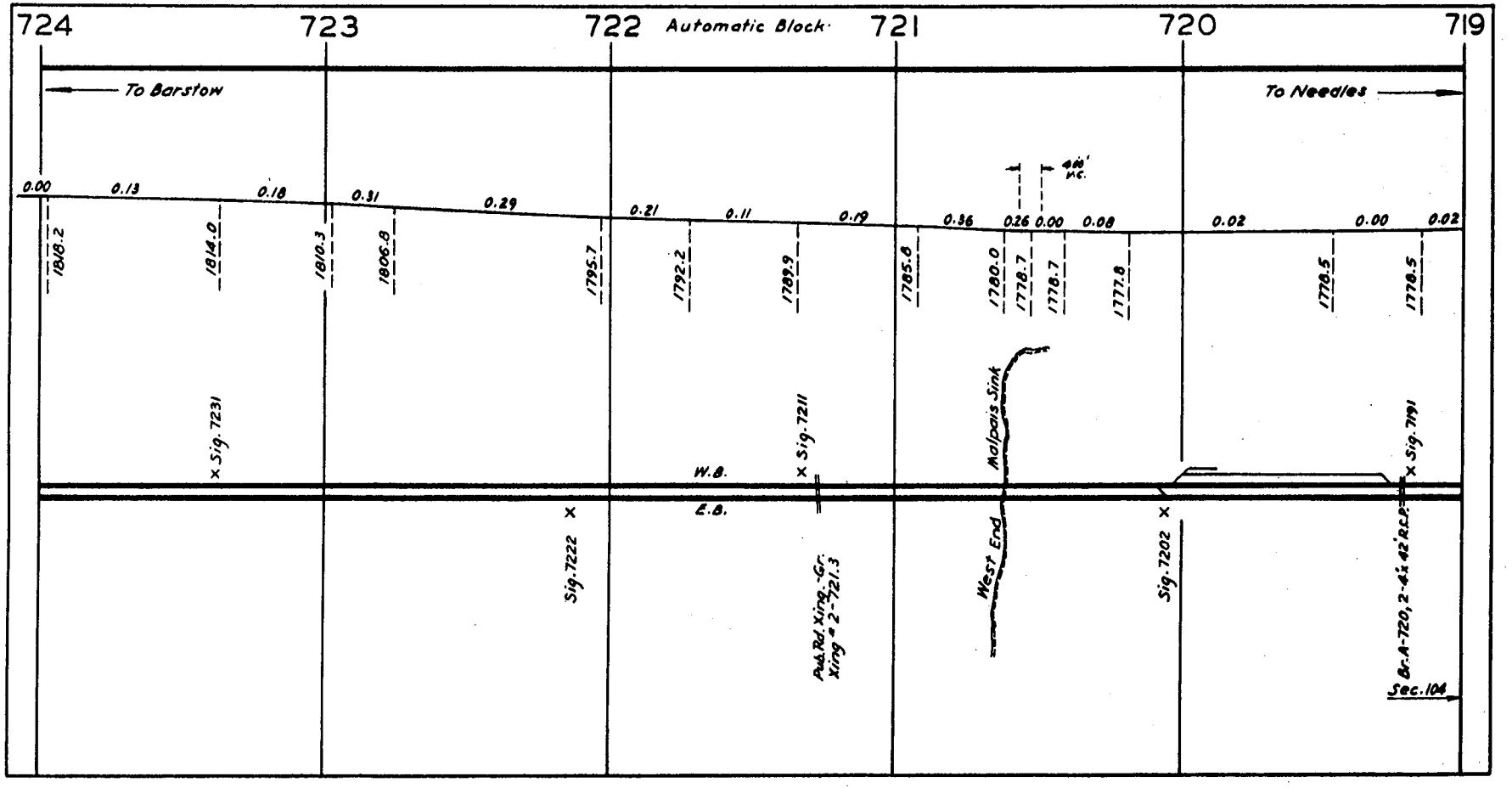
749
748
747
746
745
744
Automatic Block except Interlocking at East & West Ends of Yard.
To Mojave
To Needles
EAST END VALLEY DIVISION
WEST END L.A. DIV.
748 + 0000
BARSTOW
M.P. 746.4
F.W.T.Y.
Mojave Dist.
Needles Dist.
Continued Below Match Mark
See separate Sketch, Page 38
To Los Angeles 1st DIST.
1st Dist., L.A. Div. M.P. 746+4471.8
Match Mark
Sig. 7481
Sig. 7482
Sec. 109
Sec. 107
Sec. 106
Mojave River

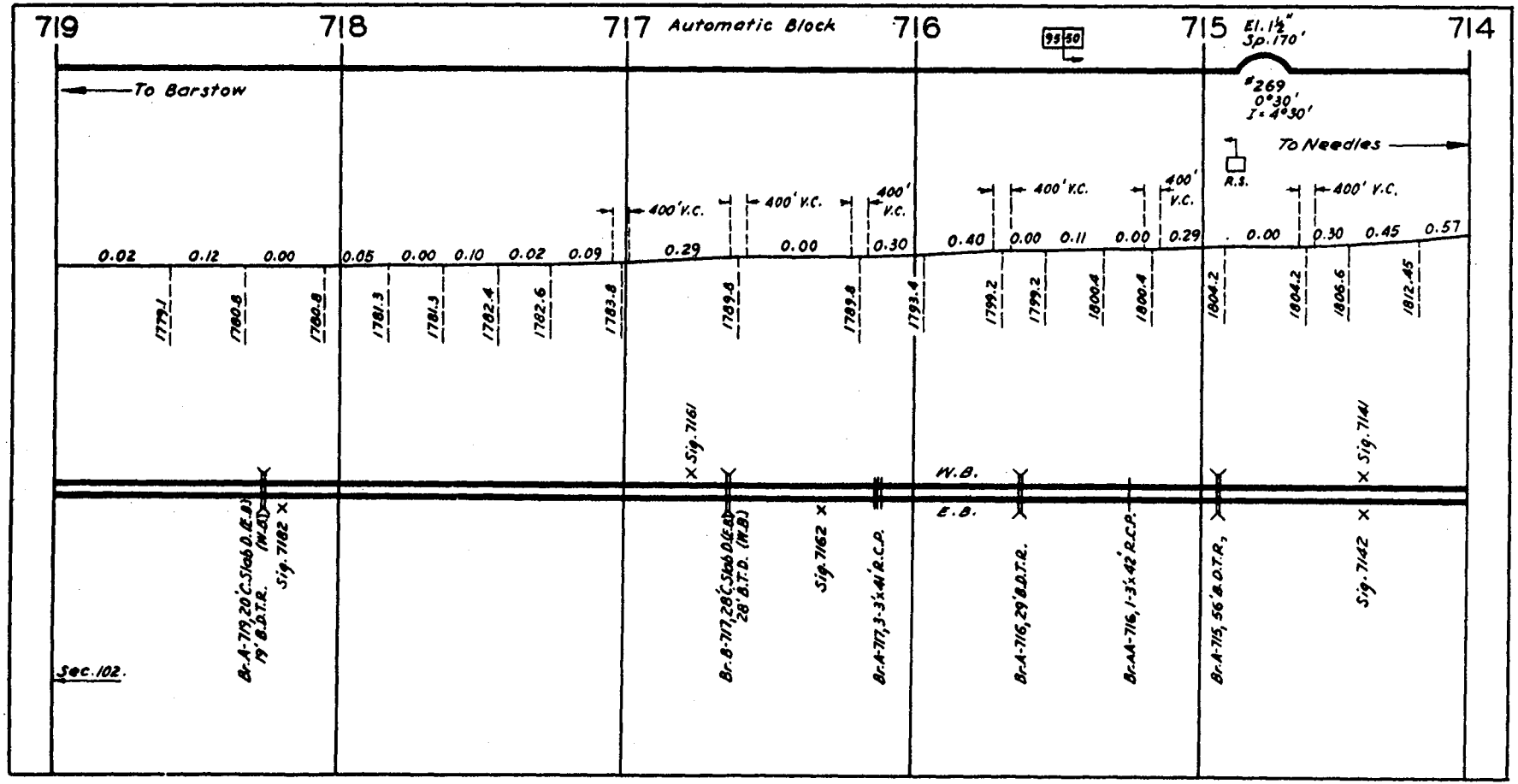

744
743
742
741
740
739
Automatic Block
El. 3" Sp. 340'
*274 1°00' I = W.B. 13°51', E.B. 13°56' 30"
*273 W.B. 1°01', E.B. 1°02' I = W.B. 15°45', E.B. 15°41'
*275 1°01' I = 15°24'
*272 1°00'10" I = 28°50'
To Barstow
To Needles
Angle Point E.B.M.L. 0°02' Rt.
Angle Point E.B.M.L. 0°04' Left.
500' V.C.
0.55
0.60
0.39
0.21
0.22
0.00
0.31
0.00
0.20
0.572
0.17
0.54
2079.9
2046.8
2042.1
2041.45
2040.0
2040.0
2036.3
2036.3
2033.9
1997.0
2000.5
2007.5
NEBO
M.P. 741.6
I. Sig. 24 RA
I. Sig. 26 R.
I. Sig. 26 L.
I. Sig. 28 R
I. Sig. 28 L
Br. C-744, 1-5'x 10' C.A.
Br. A-744, 28' B.D.P.T. (Road under Br.)
Sig. 7421
Br. F-743, 44' B.D.P.T.
Br. E-743, 2-3'x 41' Tr. T. Bx's.
Sig. 7422
Br. D-743, 42' B.D.P.T.
Br. C-743, 2-3'x 42' Tr. T. Bx's.
Br. B-743, 72' B.D.P.T.
Br. A-743, 2-48"x 72' R.C.P.
Br. D-742, 28' B.D.P.T.
Br. C-742, 2-3'x 55' Tr. T. Bx's.
Sig. 7412
U.S. Navy Supply Depot
Br. B-742, 2-4'x 64' R.C.P.s.
Sig. 7411
Br. A-742, 28' B.D.P.T.
Br. A-741, 84' B.D.P.T.
Sig. 7402
Sig. 7401
W.B.
E.B.
Pub. Rd. Xing. Xing. # 2-739.9
Br. D-740, 42' B.D.P.T.
Sig. 7392
Sig. 7391
Br. C-740, 28' B.D.P.T.
Br. B-740, 2-4'x 56' O.R.C.P.
Br. A-740, 2-3.5'x 56' R.C.P.
Br. D-739, 42' B.D.P.T.

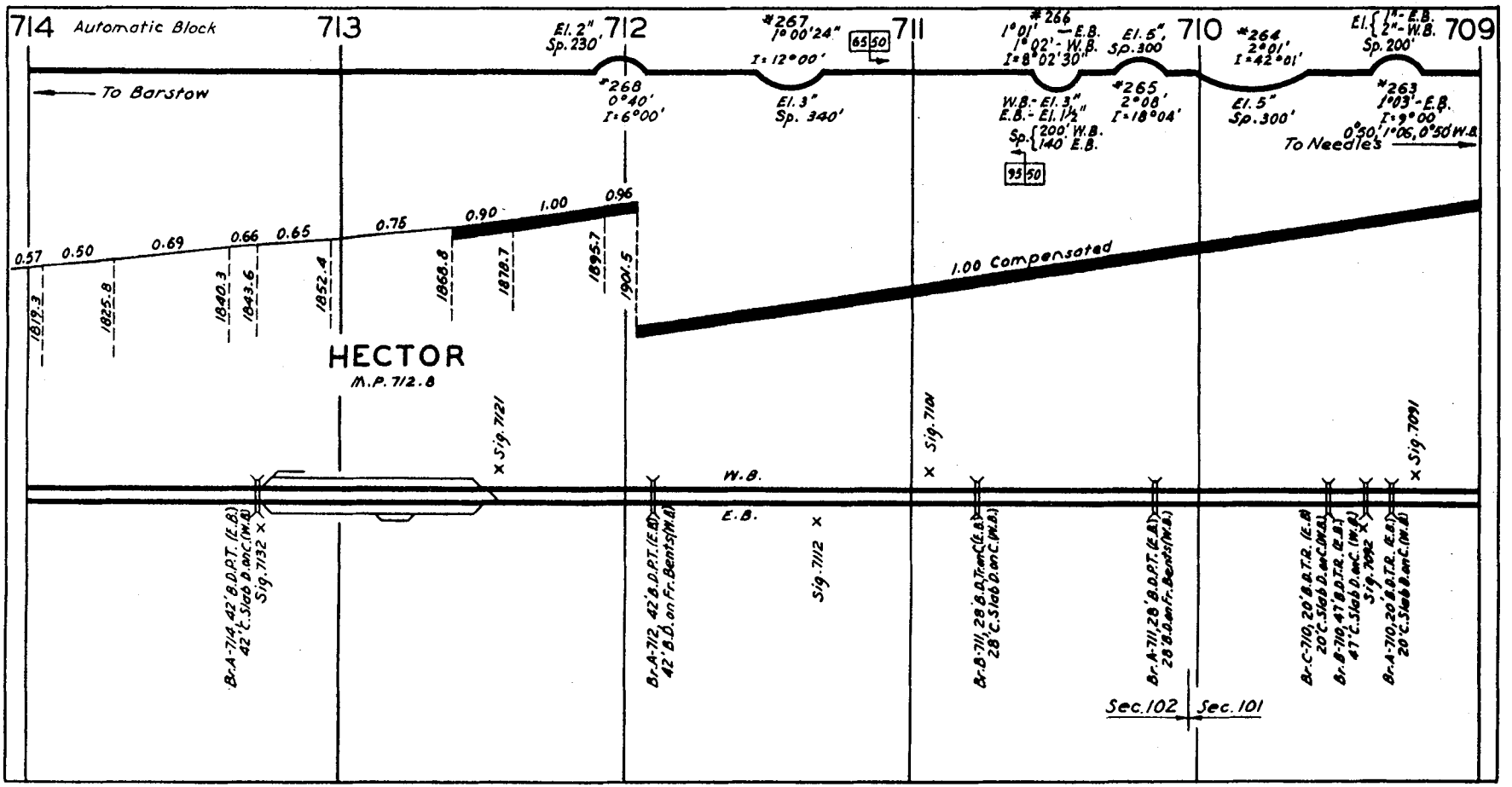

739
738
737
736
735
734
Automatic Block
#271
0°30'30"
I-7°48'
#2708
0°20'
I-0°25'
El. 1"
Sp. 110'
W.B. Only
#270A
To Barstow
To Needles
El. 1½"
Sp. 150'
95
50
0.58
0.57
0.17
0.00
0.39
0.37
0.65
0.58
0.625
0.25
0.64
0.00
0.02
0.23
0.17
0.26
0.22
0.01
0.30
0.43
0.59
0.70
0.77
0.68
2012.5
2017.7
2020.45
2020.45
2013.8
2012.9
2004.5
1997.5
1993.8
1990.3
1983.2
1983.2
1983.6
1987.4
1988.7
1990.6
1991.9
1991.7
1985.1
1983.4
1973.3
1971.2
1959.7
DAGGETT
M.P. 737.6
GALE
M.P. 735.3
Br-B-739, 1-10'x12'x40' R.C.Bx.
(Road thru Br.)
S.Sw.
I. Cont. Sig. 1-W and 1-R.
Pub. Rd. Xing. #2-737.6
I. Sig. 5
I. Sig. 22
I. Sig. 4
U.P.R.R.
I. Sig. 3A & 3B
To Salt Lake City
W.B.
E.B.
x Sig. 7351
x Sig. 7341
Hoover Dam H.T. Line
U.S. Hwy. #66
Sig. 7382
Br-A-739, 2-4'x10'2' Tr. I. Bx's.
Pub. Rd. Xing. Xing. #2-737.8
Depot
I. Tower
I. Sig. 20 & 23
I. Sig. 15
I. Sig. 21
I. Sw's.
Br-A-738, 42' B.D.F.T.
I. Sig. 2
I. Sig. 6
Br-B-737, 28' B.D.F.T.
Br-A-737, 28' B.D.F.T.
Br-B-736, 28' B.D.F.T.
Sig. 7352
Gravel Pit
Br-CA-739, 42' B.D.P.T.
Br-C-739, 1-4'x48' R.C.P.
Sec. 106
Sec. 105

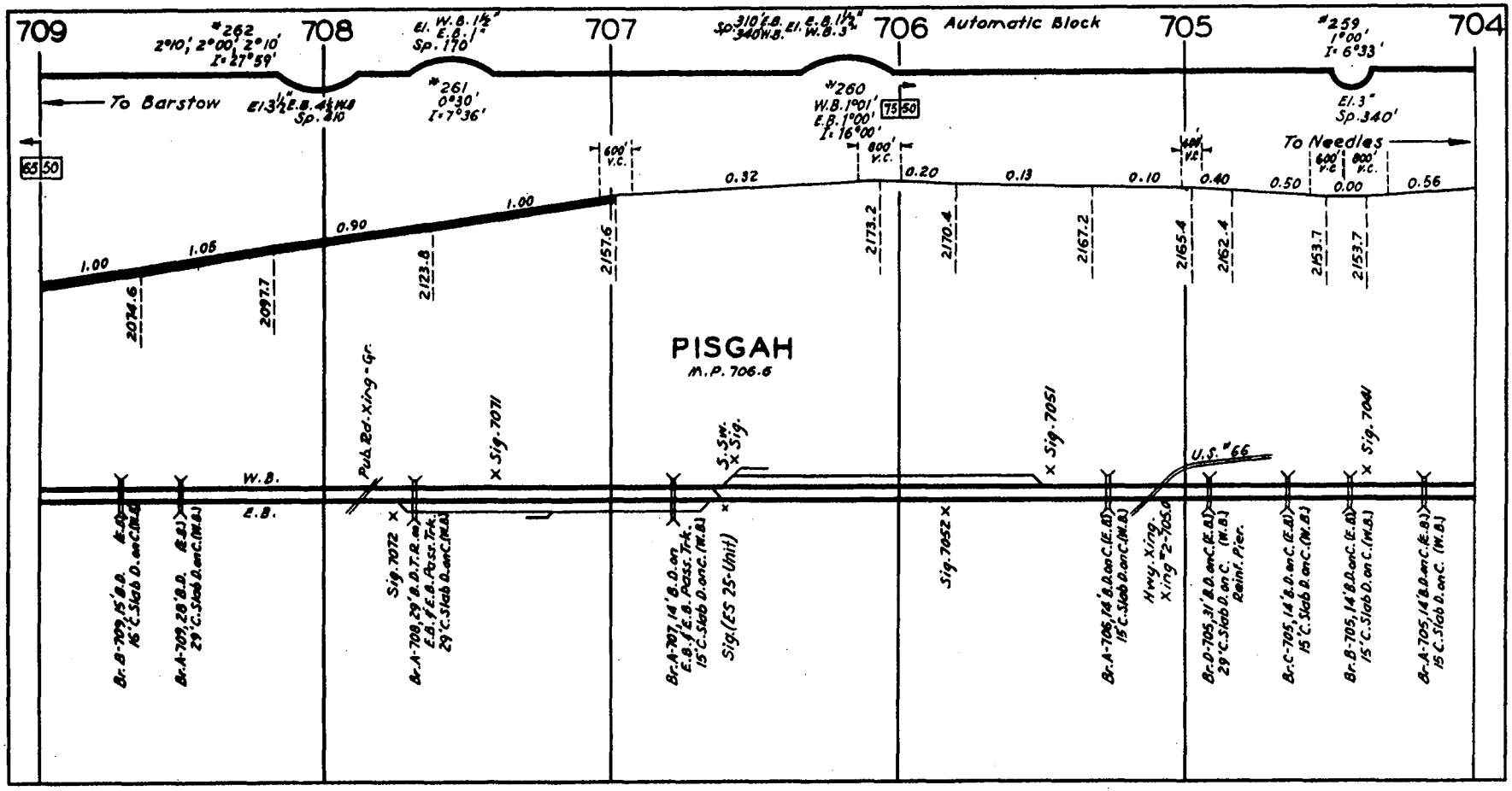

734
733
732
Automatic Block
731
730
729
To Barstow
To Needles
0.68
0.70
0.42
0.04
0.00
0.06
0.48
0.46
0.40
0.45
0.21
0.11
0.08
0.12
0.24
0.39
0.34
0.28
0.22
0.17
0.18
1953.6
1942.7
1937.9
1938.6
1938.6
1937.8
1934.7
1925.2
1919.2
1910.2
1904.4
1902.9
1902.1
1900.9
1897.1
1890.8
1889.1
1887.7
1886.6
1884.1
MINNEOLA
M.P. 731.7
Sig. 7321
Rd. Xing. #2-732.68-C
Rd. Xing. Xing #2-732.64-C
Sig. 7301
Sig. 7291
W.B.
E.B.
U.S. Hwy. #66
Br-B-734, 1-4'x50' R.C.P.
Sig. 7332
Br-A-734, 1-3'x44' R.C.P.
Pub. Rd. Xing-Gr. Xing #2-732.7
Br-C-732, 1-4'x42' R.C.P.
Sig. 7312
Br-B-732, 3-3'x72' R.C.P.
Br-A-732, 3-3'x57' R.C.P.
Hwy. Xing. Xing. #2-731.0
Sig. 7292
Br-B-730, 2-4'x44' R.C.P.
Br-A-730, 2-3'x44' R.C.P.

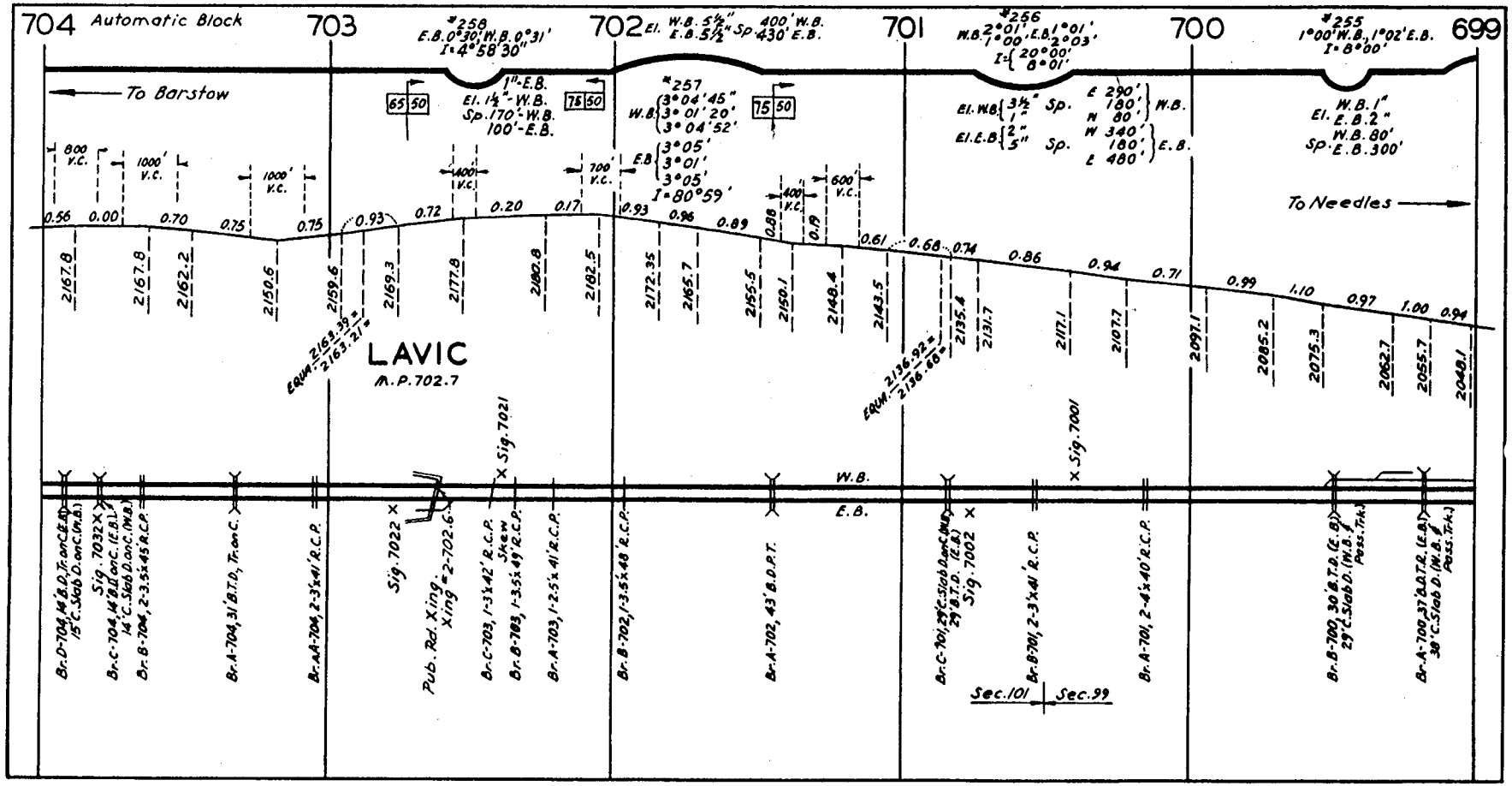

729
728
727
Automatic Block
726
725
724
El. 1" Sp. 120'
#270 0°10' I=1°34'
To Barstow
#269D 0°10' I=0°16'
El. ½" Sp. 60'
#269A 0°10' I=0°16'
El. ½" Sp. 60'
El. ½" Sp. 60'
#269C 0°10' I=0°16'
#269B 0°10' I=0°16'
El. ½" Sp. 60'
To Needles
800' VC
0.18
0.24
0.30
0.24
0.14
0.16
0.18
0.40
0.50
0.38
0.30
0.40
0.50
0.56
0.05
0.00
0.12
0.00
1881.0
1875.5
1872.5
1868.9
1864.5
1862.8
1862.2
1858.9
1848.6
1844.8
1839.9
1836.0
1822.5
1818.6
1819.3
1819.3
1818.2
NEWBERRY
M.P. 725.6
W.
Sig. 7271
S. Sw.
Sig.
Sig. 7251
W.B.
E.B.
Br. A-729, 2-4'x42' R.C.Bx.
Sig. 7282
Br. C-728, 2-3.5'x37' R.C.P. and C.I.P.
Br. B-728, 2-2.5'x41' R.C.P.
Br. A-728, 2-2.5'x41' C.I.P. and R.C.P.
Sig. #7262
Pub. Rd. Xing. Xing. #2-725.9
W. To
Sig.
S. Sw.
Br. A-726, 3-2.5'x40' R.C.P. and C.I.P.
Pub. Rd. Xing. Xing. #2-724.8
Sig. 7242
Sec. 105.
Sec. 104.

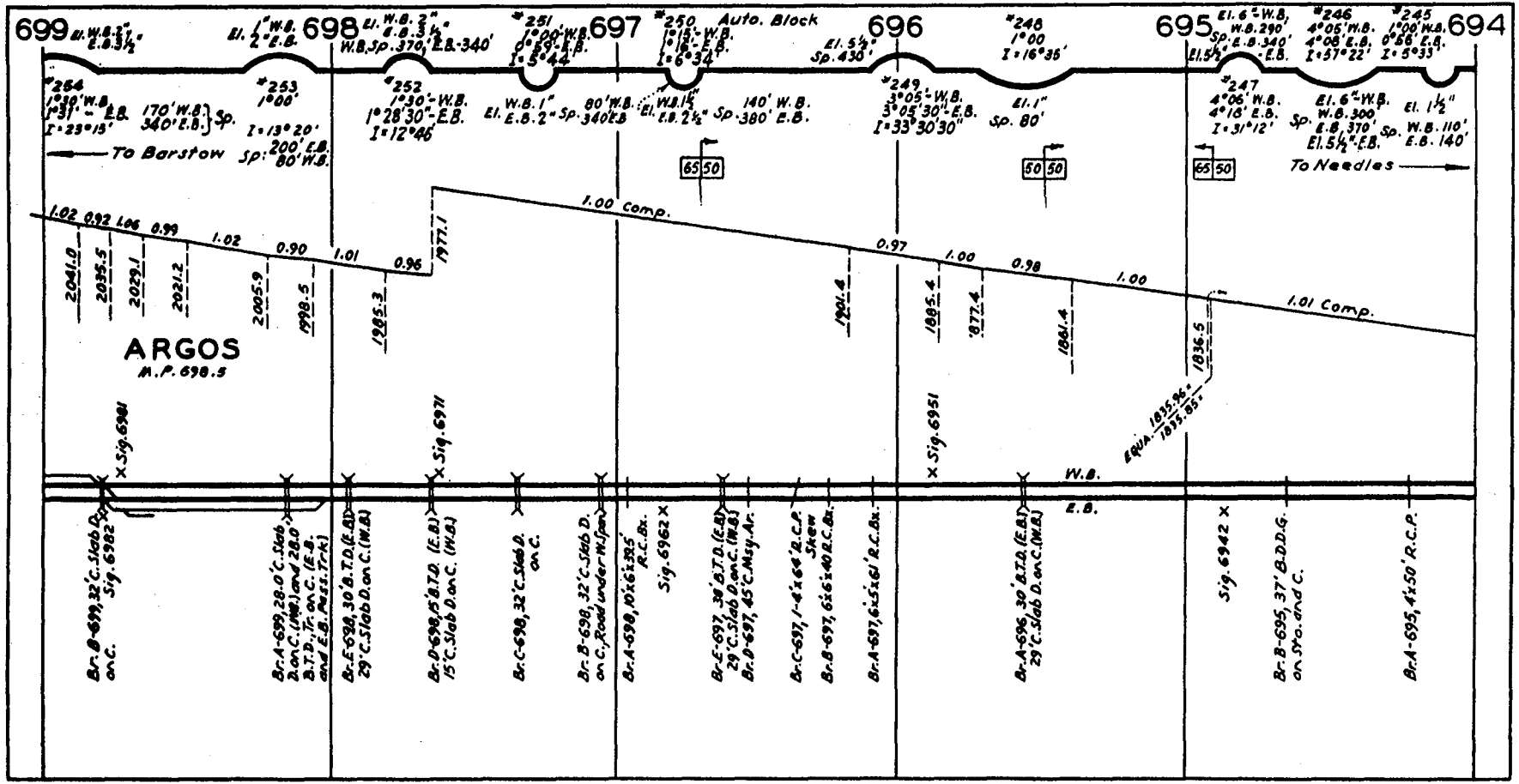

724
723
722
Automatic Block
721
720
719
To Barstow
To Needles
0.00
0.13
0.18
0.31
0.29
0.21
0.11
0.19
0.36
0.26
0.00
0.08
0.02
0.00
0.02
48' V.C.
1818.2
1814.0
1810.3
1806.8
1795.7
1792.2
1789.9
1785.6
1780.0
1778.7
1778.7
1777.8
1776.5
1778.5
Sig. 7231
Sig. 7211
Malpais Sink
Sig. 7191
W.B.
E.B.
Sig. 7222
Pub. Rd. Xing. Gr. Xing = 2-721.3
West End
Sig. 7202
Br. A-720, 2-4'x 42' R.C.P.
Sec. 104

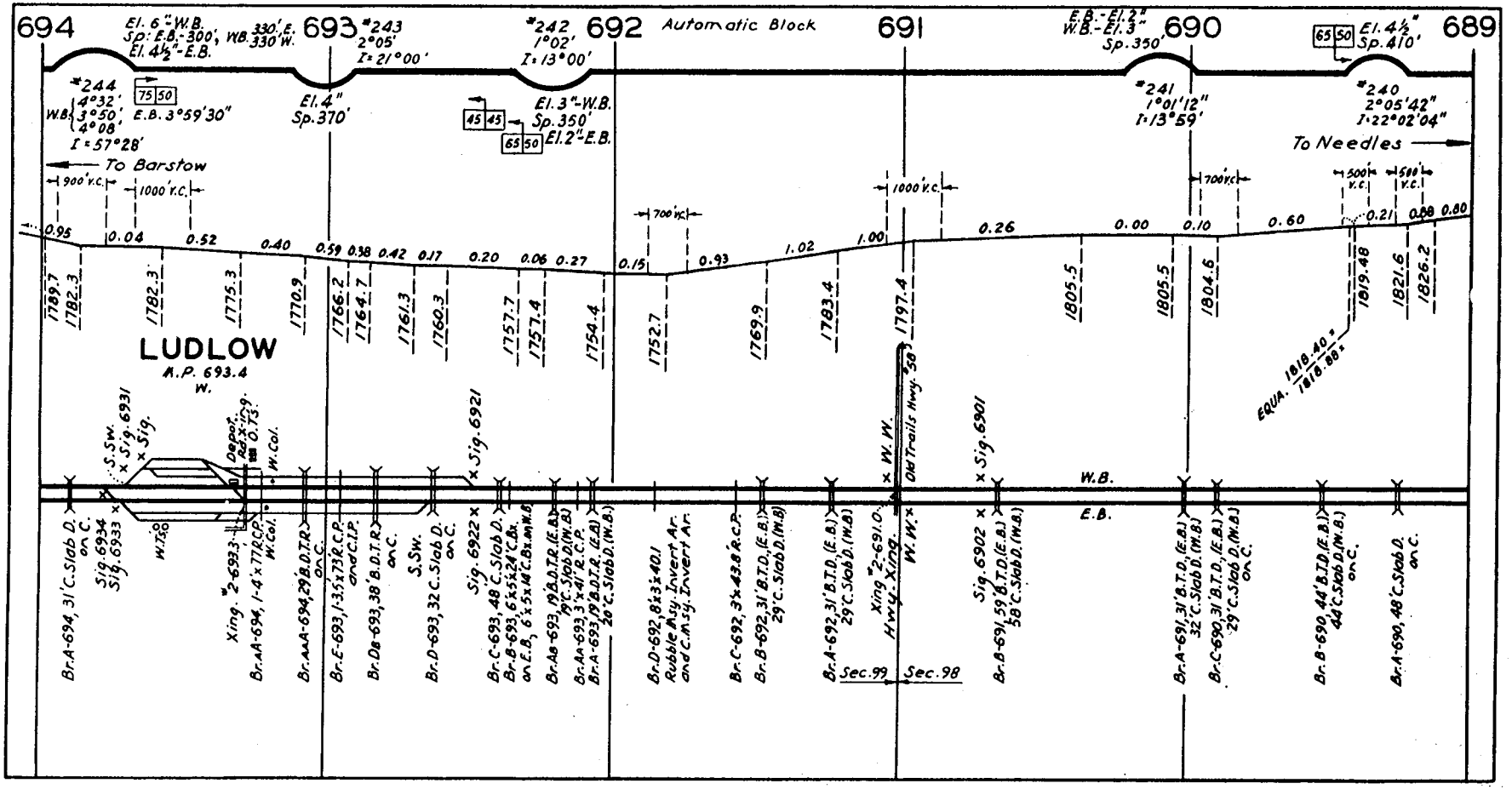

719
718
717
Automatic Block
716
95 50
715
El. 1½"
Sp. 170'
714
To Barstow
#269
0°30'
I = 4°30'
To Needles
R.S.
400' V.C.
400' V.C.
400' V.C.
400' V.C.
400' V.C.
400' V.C.
400' V.C.
0.02
0.12
0.00
0.05
0.00
0.10
0.02
0.09
0.29
0.00
0.30
0.40
0.00
0.11
0.00
0.29
0.00
0.30
0.45
0.57
1779.1
1780.8
1780.8
1781.3
1781.3
1782.4
1782.6
1783.8
1789.8
1789.8
1793.4
1799.2
1799.2
1800.4
1800.4
1804.2
1804.2
1806.6
1812.45
Sig. 7161
Sig. 7141
W.B.
E.B.
Br-A-719, 20' C. Slab D.(E.B.) 19' B.D.T.R. (W.B.)
Sig. 7162
Br-B-717, 28' C. Slab D.(E.B.) 28' B.T.D. (W.B.)
Sig. 7162
Br-A-717, 3-3'x41' R.C.P.
Br-A-716, 29' B.D.T.R.
Br-AA-716, 1-3'x42' R.C.P.
Br-A-715, 56' B.D.T.R.
Sig. 7142
Sec. 102.

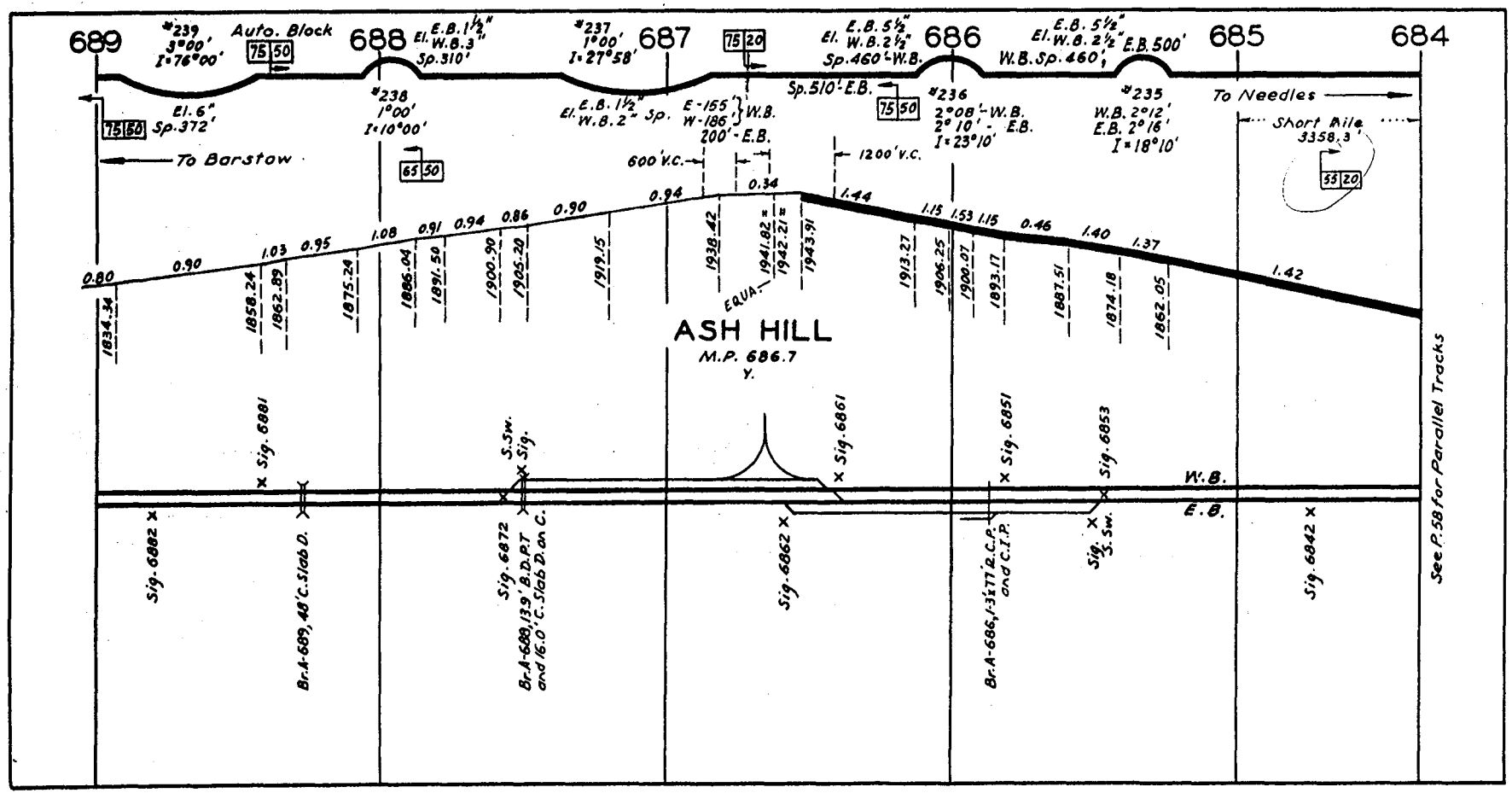

714
Automatic Block
713
712
711
710
709
To Barstow
To Needles
El. 2"
Sp. 230'
#268
0°40'
I=6°00'
#267
1°00'24"
I=12°00'
El. 3"
Sp. 340'
#266
1°01' - E.B.
1°02' - W.B.
I=8°02'30"
W.B.- El. 3"
E.B.- El. 1½"
Sp. {200' W.B. 140' E.B.
El. 5"
Sp. 300
#265
2°08'
I=18°04'
El. 5"
Sp. 300'
#264
2°01'
I=42°01'
El. {1"- E.B. 2"- W.B.
Sp. 200'
#263
1°03'-E.B.
I=9°00'
0°50', 1°06', 0°50' W.B.
0.57
0.50
0.69
0.66
0.65
0.75
0.90
1.00
0.96
1.00 Compensated
1819.3
1825.8
1840.3
1843.6
1852.4
1868.8
1878.7
1895.7
1901.5
HECTOR
M.P. 712.8
Sig. 7121
Sig. 7101
Sig. 7091
Sig. 7112
Sig. 7132
Sig. 7092
W.B.
E.B.
Br-A-714, 42' B.D.P.T. (E.B.) 42' C. Slab D. on C. (W.B.)
Br-A-712, 42' B.D.P.T. (E.B.) 42' B.D. on Fr. Bents (W.B.)
Br-B-711, 28' B.D.T. on C. (E.B.) 28' C. Slab D. on C. (W.B.)
Br-A-711, 28' B.D.P.T. (E.B.) 28' B.D. on Fr. Bents (W.B.)
Br-C-710, 20' B.D.T.R. (E.B.) 20' C. Slab D. on C. (W.B.)
Br-B-710, 47' B.D.T.R. (E.B.) 47' C. Slab D. on C. (W.B.)
Br-A-710, 20' B.D.T.R. (E.B.) 20' C. Slab D. on C. (W.B.)
Sec. 102
Sec. 101

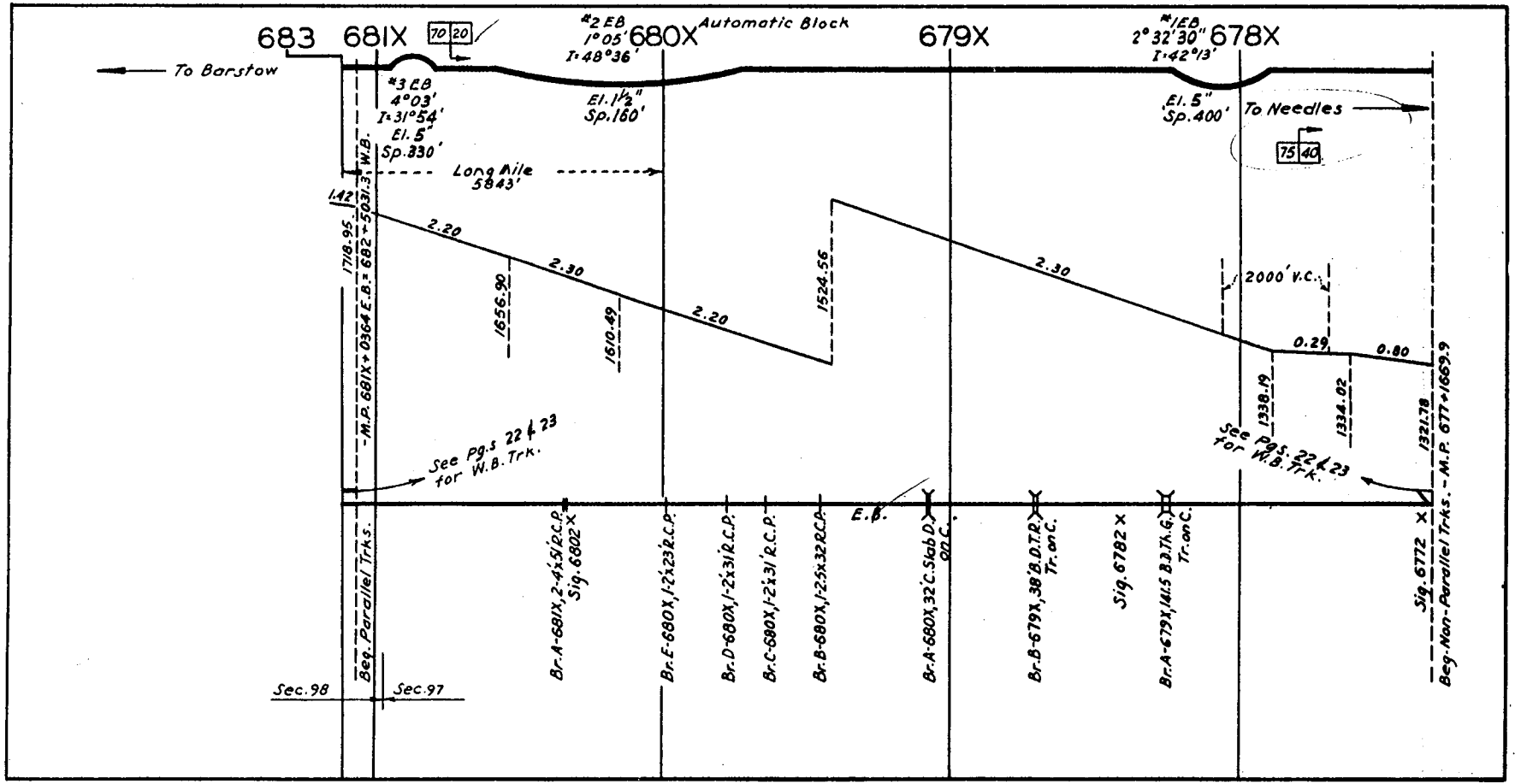

709
708
707
706
705
704
Automatic Block
#262
2°10', 2°00', 2°10'
I=27°59'
El. W.B. 1½"
E.B. 1"
Sp. 170'
Sp. 310' E.B.
340' W.B.
El. E.B. 1½"
W.B. 3"
#259
1°00'
I=6°33'
To Barstow
El. 3½" E.B. 4½" W.B.
Sp. 410'
#261
0°30'
I=7°36'
#260
W.B. 1°00'
E.B. 1°00'
I=16°00'
El. 3"
Sp. 340'
To Needles
65 50
75 50
600' V.C.
800' V.C.
400' V.C.
1.00
1.05
0.90
1.00
0.32
0.20
0.13
0.10
0.40
0.50
0.00
0.56
2074.6
2097.7
2123.8
2157.6
2173.2
2170.4
2167.2
2165.4
2162.4
2153.7
2153.7
PISGAH
M.P. 706.6
Pub. Rd. Xing - Gr.
Sig. 7071
S.Sw. Sig.
Sig. 7051
Sig. 7041
U.S. #66
W.B.
E.B.
Sig. 7072
Sig. 7052
Hwy. Xing.
Xing #2-705.6
Br. B-709, 15' B.D. 15' C. Slab D. on C. (W.B.)
Br. A-709, 28' B.D. 29' C. Slab D. on C. (W.B.)
Br. A-708, 29' B.D. T.R. on E.B. & E.B. Pass. Trk. 29' C. Slab D. on C. (W.B.)
Br. A-707, 14' B.D. on E.B. & E.B. Pass. Trk. 15' C. Slab D. on C. (W.B.)
Sig. (ES 25-Unit)
Br. A-706, 14' B.D. on C. (E.B.) 15' C. Slab D. on C. (W.B.)
Br. D-705, 31' B.D. on C. (E.B.) 29' C. Slab D. on C. (W.B.) Reinf. Pier.
Br. C-705, 14' B.D. on C. (E.B.) 15' C. Slab D. on C. (W.B.)
Br. B-705, 14' B.D. on C. (E.B.) 15' C. Slab D. on C. (W.B.)
Br. A-705, 14' B.D. on C. (E.B.) 15' C. Slab D. on C. (W.B.)

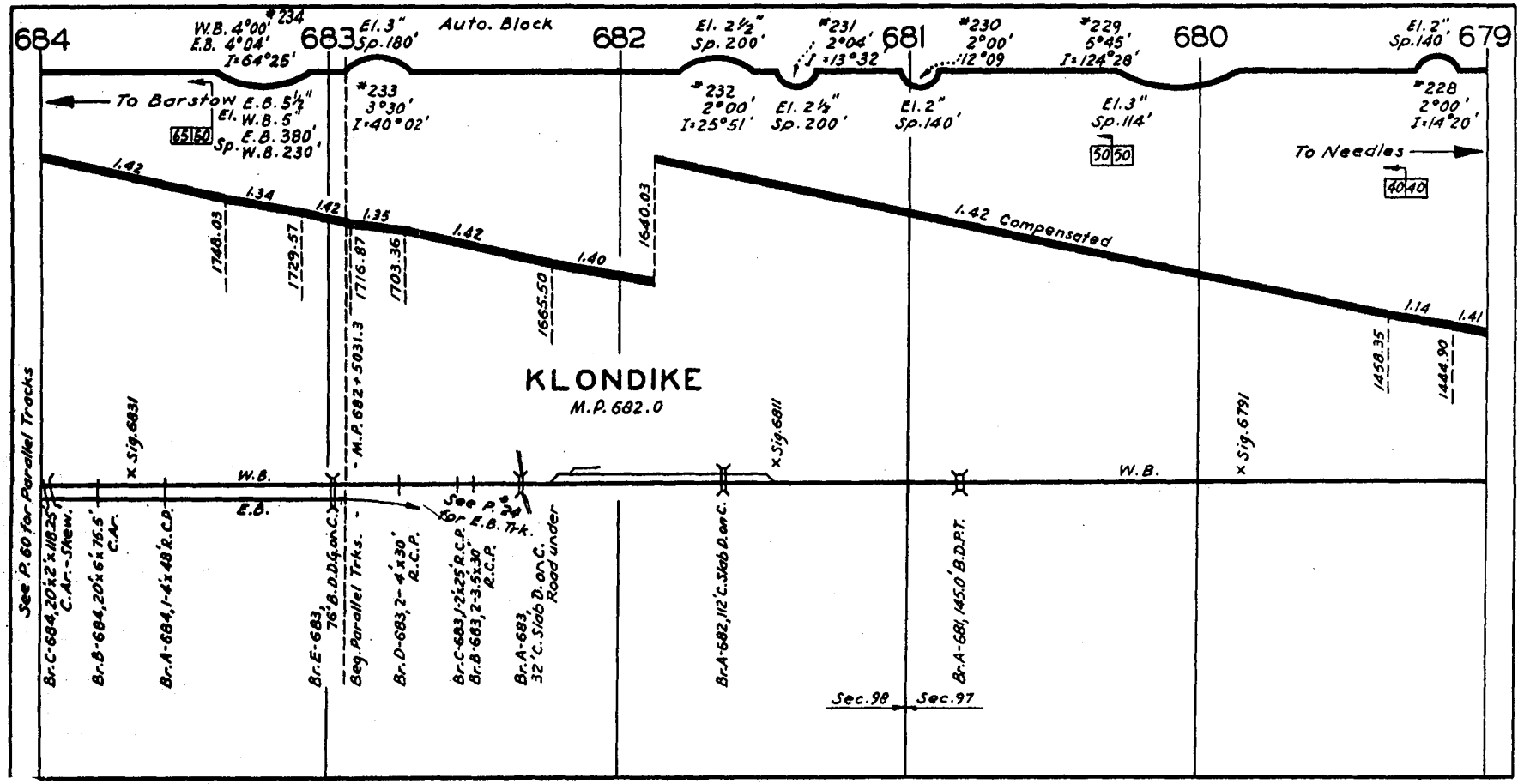

704 Automatic Block
703
702
701
700
699
To Barstow
To Needles
#258 E.B. 0°30' W.B. 0°31' I=4°58'30"
#257 W.B. 3°04'45" 3°01'20" 3°04'52" E.B. 3°05' 3°01' 3°05' I=80°59'
#256 W.B. 2°01' 1°00' E.B. 1°01' 2°03' I=20°00' 8°01'
#255 1°00' W.B., 1°02' E.B. I=8°00'
1"-E.B. El. 1½"-W.B. Sp. 170'-W.B. 100'-E.B.
El. W.B. 3½" 1" Sp. E 290' 180' W 80' W.B.
El. E.B. 2" 5" Sp. W 340' 180' E 480' E.B.
El. W.B. 1" E.B. 2" Sp. W.B. 80' E.B. 300'
800 V.C.
1000' V.C.
1000' V.C.
400' V.C.
700' V.C.
400' V.C.
600' V.C.
0.56 0.00 0.70 0.75 0.75 0.93 0.72 0.20 0.17 0.93 0.96 0.89 0.88 0.19 0.61 0.68 0.74 0.86 0.94 0.71 0.99 1.10 0.97 1.00 0.94
2167.8 2167.8 2162.2 2150.6 2159.6 2169.3 2177.8 2180.8 2182.5 2172.35 2165.7 2155.5 2150.1 2148.4 2143.5 2135.4 2131.7 2117.1 2107.7 2097.1 2085.2 2075.3 2062.7 2055.7 2048.1
EQUA. 2163.39 = 2163.21 =
EQUA. 2136.92 = 2136.68 =
LAVIC
M.P. 702.7
Sig. 7021
Sig. 7001
Sig. 7022
Sig. 7002
W.B.
E.B.
Br. D-704, 14' B.D., Tr. on C. (E.B.) 15' C. Slab D. on C. (W.B.)
Sig. 7032
Br. C-704, 14' B.D. on C. (E.B.) 14' C. Slab D. on C. (W.B.)
Br. B-704, 2-3.5'x45' R.C.P.
Br. A-704, 31' B.T.D., Tr. on C.
Br. AA-704, 2-3'x41' R.C.P.
Pub. Rd. Xing. Xing = 2-702.6
Br. C-703, 1-3'x42' R.C.P. Skew
Br. B-703, 1-3.5'x49' R.C.P.
Br. A-703, 1-2.5'x41' R.C.P.
Br. B-702, 1-3.5'x48' R.C.P.
Br. A-702, 43' B.D.P.T.
Br. C-701, 29' C. Slab D. on C. (W.B.) 29' B.T.D. (E.B.)
Br. B-701, 2-3'x41' R.C.P.
Br. A-701, 2-4'x40' R.C.P.
Br. B-700, 30' B.T.D. (E.B.) 29' C. Slab D. (W.B. & Pass. Trk.)
Br. A-700, 37' B.D.T.R. (E.B.) 38' C. Slab D. (W.B. & Pass. Trk.)
Sec. 101
Sec. 99

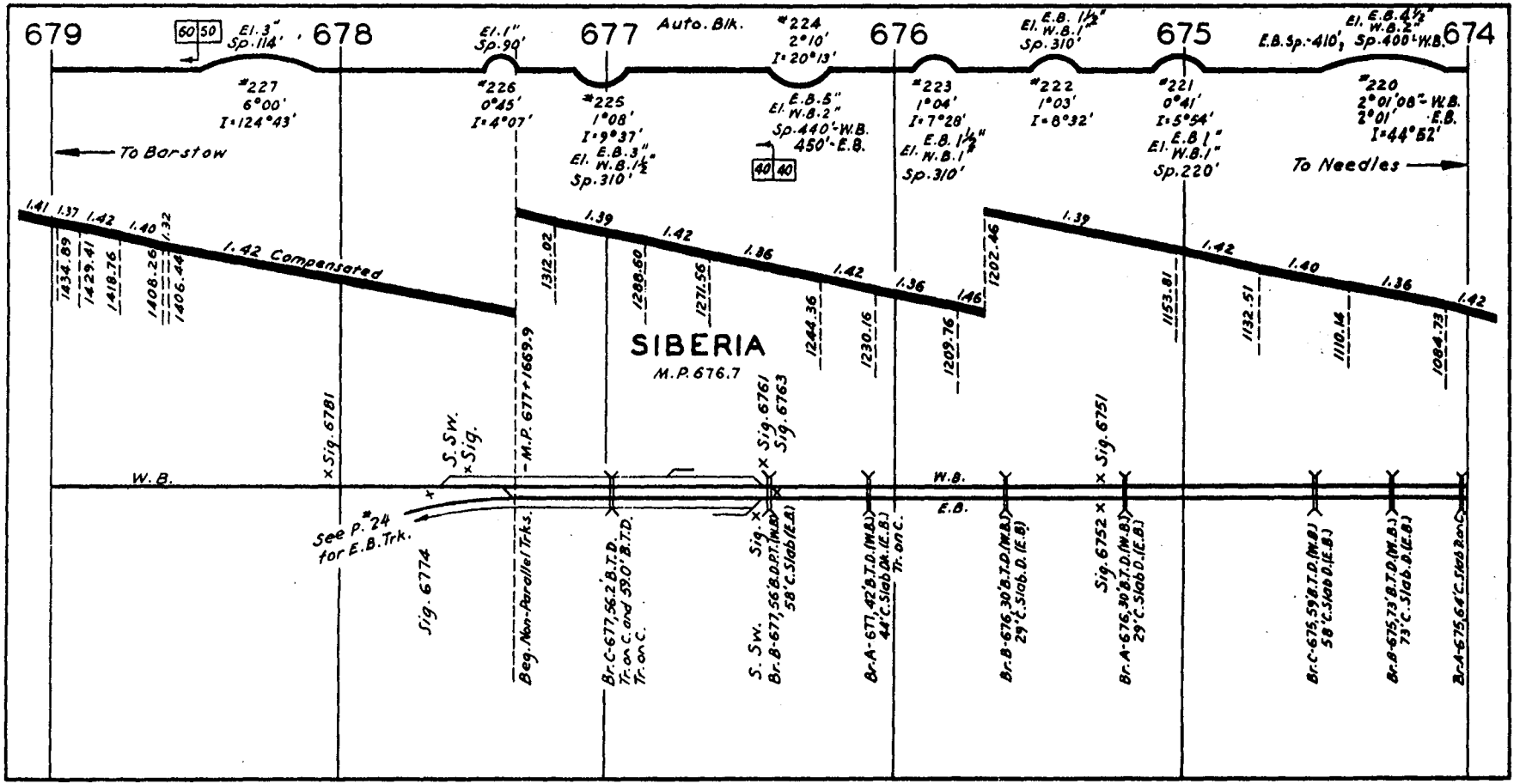

699
698
697
696
695
694
Auto. Block
To Barstow
To Needles
1.00 Comp.
1.01 Comp.
ARGOS
M.P. 698.5
Sig. 6981
Sig. 6971
Sig. 6951
Sig. 6942
W.B.
E.B.
Br. B-699, 32' C. Slab D. on C.
Sig. 6982
Br. A-699, 28.0' C. Slab D. on C. (W.B.) and 28.0' B.T.D., Tr. on C. (E.B. and E.B. Pass. Trk.)
Br. E-698, 30' B.T.D. (E.B.) 29' C. Slab D. on C. (W.B.)
Br. D-698, 15' B.T.D. (E.B.) 15' C. Slab D. on C. (W.B.)
Br. C-698, 32' C. Slab D. on C.
Br. B-698, 32' C. Slab D. on C., Road under W. span
Br. A-698, 10'6"x32.5' R.C. Bx.
Sig. 6962
Br. E-697, 38' B.T.D. (E.B.) 29' C. Slab D. on C. (W.B.)
Br. D-697, 45' C. Msy. Ar.
Br. C-697, 1-4'x64' R.C.P. Skew
Br. B-697, 6'x6'x40' R.C. Bx.
Br. A-697, 6'x5'x61' R.C. Bx.
Br. A-696, 30' B.T.D. (E.B.) 29' C. Slab D. on C. (W.B.)
Br. B-695, 37' B.D.D.G. on Sto. and C.
Br. A-695, 4'x50' R.C.P.

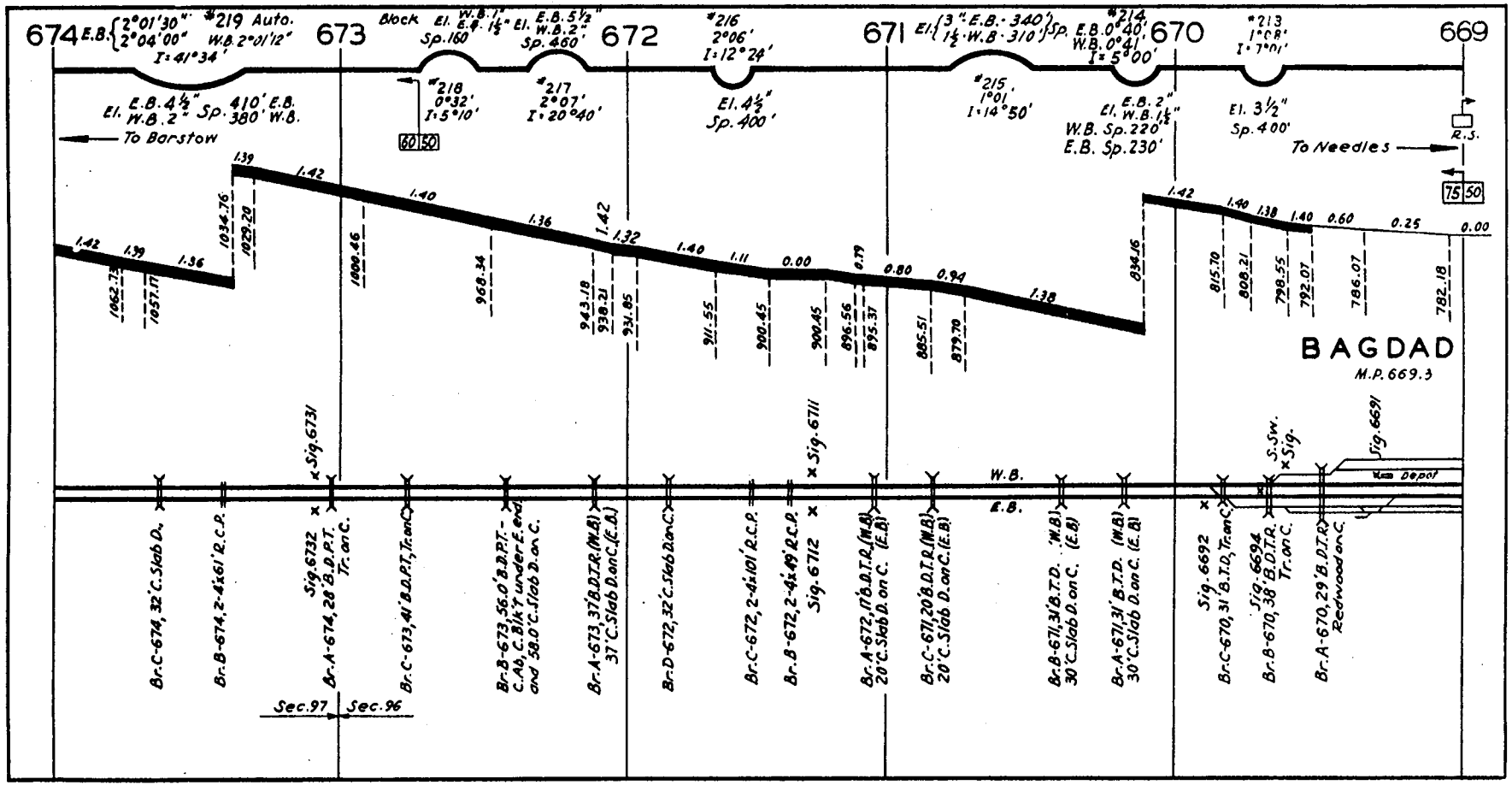

694
693
692
691
690
689
Automatic Block
El. 6"-W.B.
Sp: E.B.-300', W.B. 330' E. 330' W.
El. 4½"-E.B.
#243
2°05'
I=21°00'
#242
1°02'
I=13°00'
E.B.-El. 2"
W.B.-El. 3"
Sp. 350'
El. 4½"
Sp. 410'
#244
4°32'
3°50'
4°08'
I=57°28'
E.B. 3°59'30"
El. 4"
Sp. 370'
El. 3"-W.B.
Sp. 350'
El. 2"-E.B.
#241
1°01'12"
I=13°59'
#240
2°05'42"
I=22°02'04"
To Barstow
To Needles
900' V.C.
1000' V.C.
700' V.C.
1000' V.C.
700' V.C.
500' V.C.
500' V.C.
0.95
0.04
0.52
0.40
0.59
0.38
0.42
0.17
0.20
0.06
0.27
0.15
0.93
1.02
1.00
0.26
0.00
0.10
0.60
0.21
0.88
0.80
1789.7
1782.3
1782.3
1775.3
1770.9
1766.2
1764.7
1761.3
1760.3
1757.7
1757.4
1754.4
1752.7
1769.9
1783.4
1797.4
1805.5
1805.5
1804.6
1819.48
1821.6
1826.2
LUDLOW
M.P. 693.4
W.
EQUA. 1818.40 = / 1818.88 =
S.Sw.
Sig. 6931
Sig.
Depot.
Rd. X-ing
O.TS.
W.Col.
Sig. 6921
W.W.
Old Trails Hwy. #58
Sig. 6901
W.B.
E.B.
W.Ts.
Xing. #2-693.3
Br. A-694, 31' C. Slab D. on C.
Sig. 6934
Sig. 6933
Br. AA-694, 1-4'x77' R.C.P.
W.Col.
Br. AAA-694, 29' B.D.T.R. on C.
Br. E-693, 1-3.5'x73' R.C.P. and C.I.P.
Br. DB-693, 38' B.D.T.R. on C.
S.Sw.
Br. D-693, 32' C. Slab D. on C.
Sig. 6922
Br. C-693, 48' C. Slab D.
Br. B-693, 6'x5'x24' C.Bx. on E.B., 6'x5'x14' C.Bx. on W.B.
Br. AB-693, 19' B.D.T.R. (E.B.) 19' C. Slab D. (W.B.)
Br. AA-693, 3'x41' R.C.P.
Br. A-693, 19' B.D.T.R. (E.B.) 20' C. Slab D. (W.B.)
Br. D-692, 8'x3'x40.1 Rubble Msy. Invert Ar. and C.Msy. Invert Ar.
Br. C-692, 3'x43.8' R.C.P.
Br. B-692, 31' B.T.D. (E.B.) 29' C. Slab D. (W.B.)
Br. A-692, 31' B.T.D. (E.B.) 29' C. Slab D. (W.B.)
Xing. #2-691.0
Hwy. Xing.
W.W.
Sec. 99
Sec. 98
Sig. 6902
Br. B-691, 59' B.T.D. (E.B.) 58' C. Slab D. (W.B.)
Br. A-691, 31' B.T.D. (E.B.) 32' C. Slab D. (W.B.)
Br. C-690, 31' B.T.D. (E.B.) 29' C. Slab D. (W.B.) on C.
Br. B-690, 44' B.T.D. (E.B.) 44' C. Slab D. (W.B.) on C.
Br. A-690, 48' C. Slab D. on C.

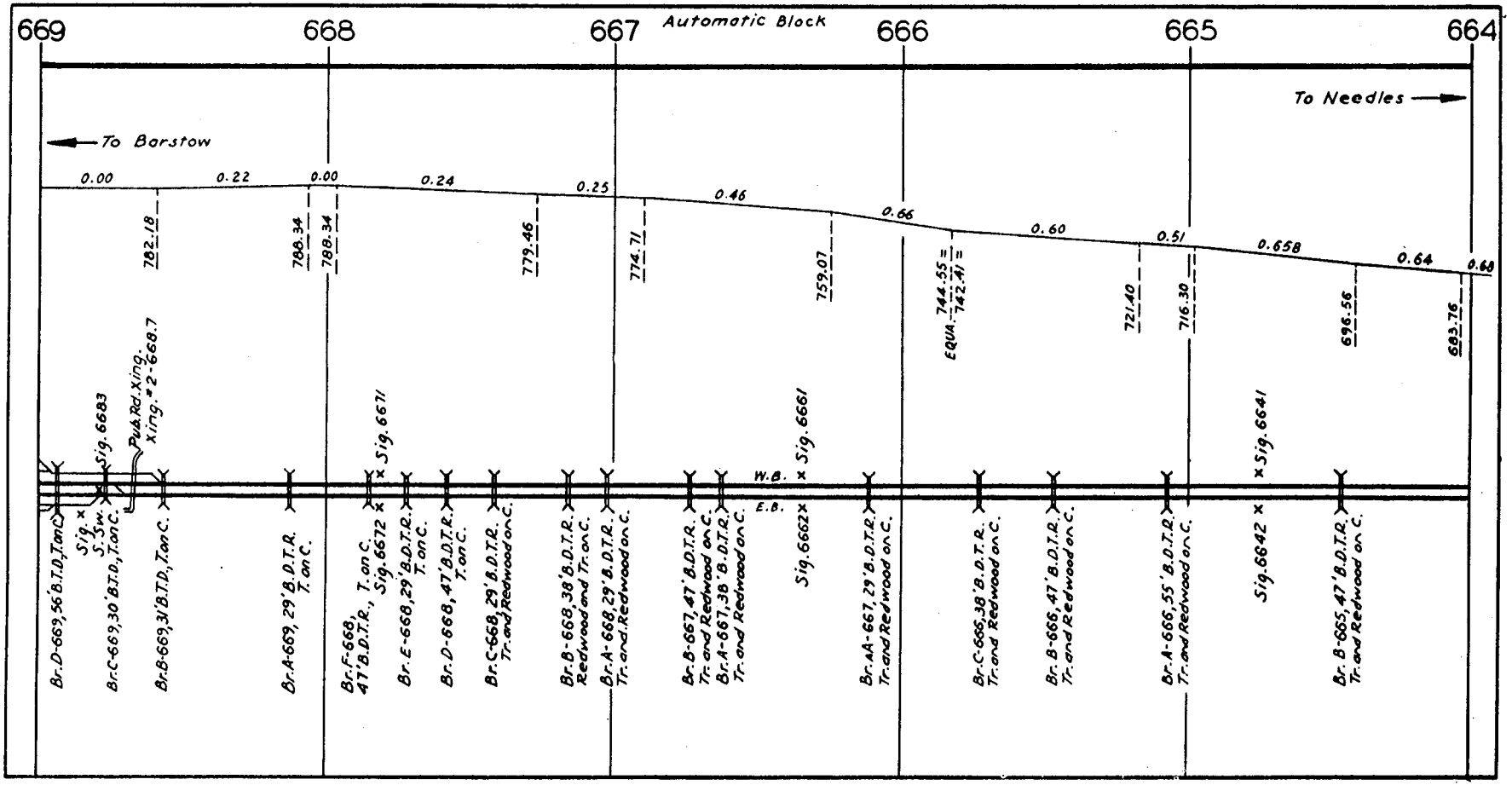

689
688
687
686
685
684
#239 3°00' I=76°00'
Auto. Block
75 50
El. 6" Sp.372'
To Barstow
El. E.B. 1½" W.B. 3" Sp.310'
#238 1°00' I=10°00'
65 50
#237 1°00' I=27°58'
El. E.B. 1½" W.B. 2" Sp.
E-155' W-186' W.B. 200'-E.B.
600' V.C.
75 20
El. E.B. 5½" W.B. 2½" Sp.460'-W.B.
Sp.510'-E.B.
1200' V.C.
#236 2°08'-W.B. 2°10'-E.B. I=23°10'
El. E.B. 5½" W.B. 2½" W.B. Sp.460'
E.B. 500'
#235 W.B. 2°12' E.B. 2°16' I=18°10'
To Needles
Short Mile 3358.3'
55 20
0.80 0.90 1.03 0.95 1.08 0.91 0.94 0.86 0.90 0.94 0.34 1.44 1.15 1.53 1.15 0.46 1.40 1.37 1.42
1834.34 1858.24 1862.89 1875.24 1886.04 1891.50 1900.90 1905.20 1919.15 1938.42 1941.82 1942.21 1943.91 1913.27 1906.25 1900.07 1893.17 1887.51 1874.18 1862.05
EQUA.
ASH HILL
M.P. 686.7
Y.
Sig. 6881
S. Sw. Sig.
Sig. 6861
Sig. 6851
Sig. 6853
W.B.
E.B.
Sig. 6882
Br. A-689, 48' C. Slab D.
Sig. 6872
Br. A-688, 13.9' B.D.P.T. and 16.0' C. Slab D. on C.
Sig. 6862
Br. A-686, 1-3x17' 12 C.P. and C.T.P.
Sig. S. Sw.
Sig. 6842
See P.58 for Parallel Tracks

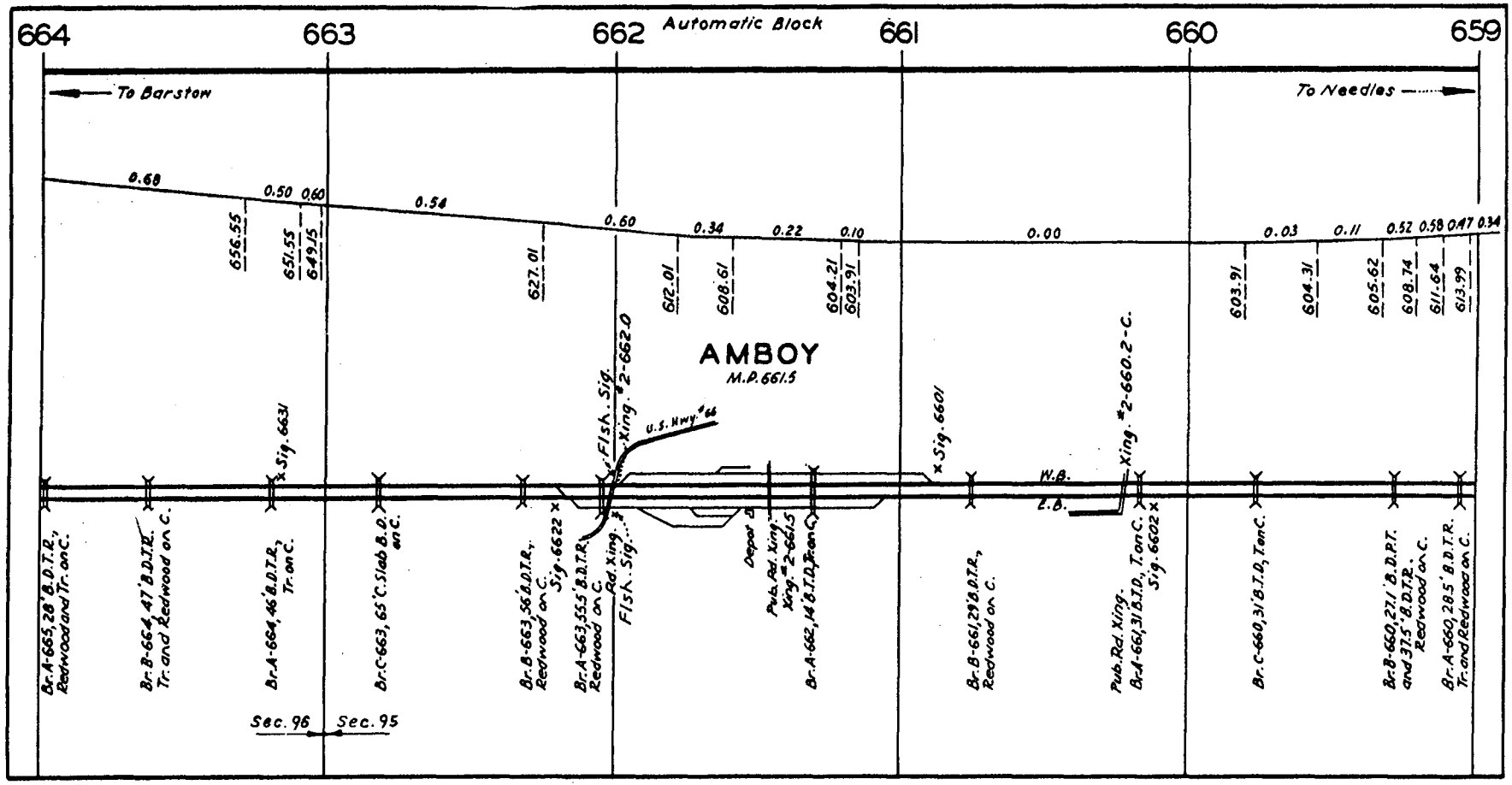

683
681X
70 20
#2 EB
1°05'
I=48°36'
680X
Automatic Block
679X
#1 EB
2°32'30"
I=42°13'
678X
To Barstow
#3 EB
4°03'
I=31°54'
El. 5"
Sp. 330'
El. 1½"
Sp. 160'
El. 5"
Sp. 400'
To Needles
75 40
Long Mile
5843'
1.42
1718.95
M.P. 681X+0364 E.B.=682+503.3 W.B.
2.20
2.30
2.20
1656.90
1610.49
1524.56
2.30
2000' V.C.
0.29
0.80
1338.19
1334.02
1321.78
See Pgs. 22 & 23 for W.B. Trk.
See Pgs. 22 & 23 for W.B. Trk.
E.B.
Beg. Parallel Trks.
Br. A-681X, 2-4'x5'R.C.P.
Sig. 6802 X
Br. E-680X, 1-2'x23'R.C.P.
Br. D-680X, 1-2'x31'R.C.P.
Br. C-680X, 1-2'x31'R.C.P.
Br. B-680X, 1-2.5'x32'R.C.P.
Br. A-680X, 32'C. Slab D. on C.
Br. B-679X, 38'B.D.T.R. Tr. on C.
Sig. 6782 X
Br. A-679X, 141.5 B.D.Th.G. Tr. on C.
Sig. 6772 X
Beg. Non-Parallel Trks. - M.P. 677+1669.9
Sec. 98
Sec. 97


684
683
682
681
680
679
Auto. Block
#234
W.B. 4°00'
E.B. 4°04'
I=64°25'
El. 3"
Sp. 180'
El. 2½"
Sp. 200'
#231
2°04'
I=13°32'
#230
2°00'
I=12°09
#229
5°45'
I=124°28'
El. 2"
Sp. 140'
To Barstow
E.B. 5½"
El. W.B. 5
E.B. 380'
Sp. W.B. 230'
65 60
#233
3°30'
I=40°02'
#232
2°00'
I=25°51'
El. 2½"
Sp. 200'
El. 2"
Sp. 140'
El. 3"
Sp. 114'
50 50
#228
2°00'
I=14°20'
To Needles
40 40
1.42
1.34
1.42
1.35
1.42
1.40
1.42 Compensated
1.14
1.41
1748.03
1729.57
1716.87
1703.36
1665.50
1640.03
1458.35
1444.90
M.P. 682+5031.3
KLONDIKE
M.P. 682.0
Sig. 6831
Sig. 6811
Sig. 6791
W.B.
E.B.
See P. 60 for Parallel Tracks
See P. 20 for E.B. Trk.
Br. C-684, 20'x2'x118.25' C.Ar.-Skew.
Br. B-684, 20'x6'x75.5' C.Ar.
Br. A-684, 1-4'x48' R.C.P.
Br. E-683 76' B.D.D.f. on C.
Beg. Parallel Trks.
Br. D-683, 2-4'x30' R.C.P.
Br. C-683, 1-2'x25' R.C.P.
Br. B-683, 2-3'x30' R.C.P.
Br. A-683, 32' C. Slab D. on C. Road under
Br. A-682, 112' C. Slab D. on C.
Br. A-681, 145.0' B.D.P.T.
Sec. 98
Sec. 97

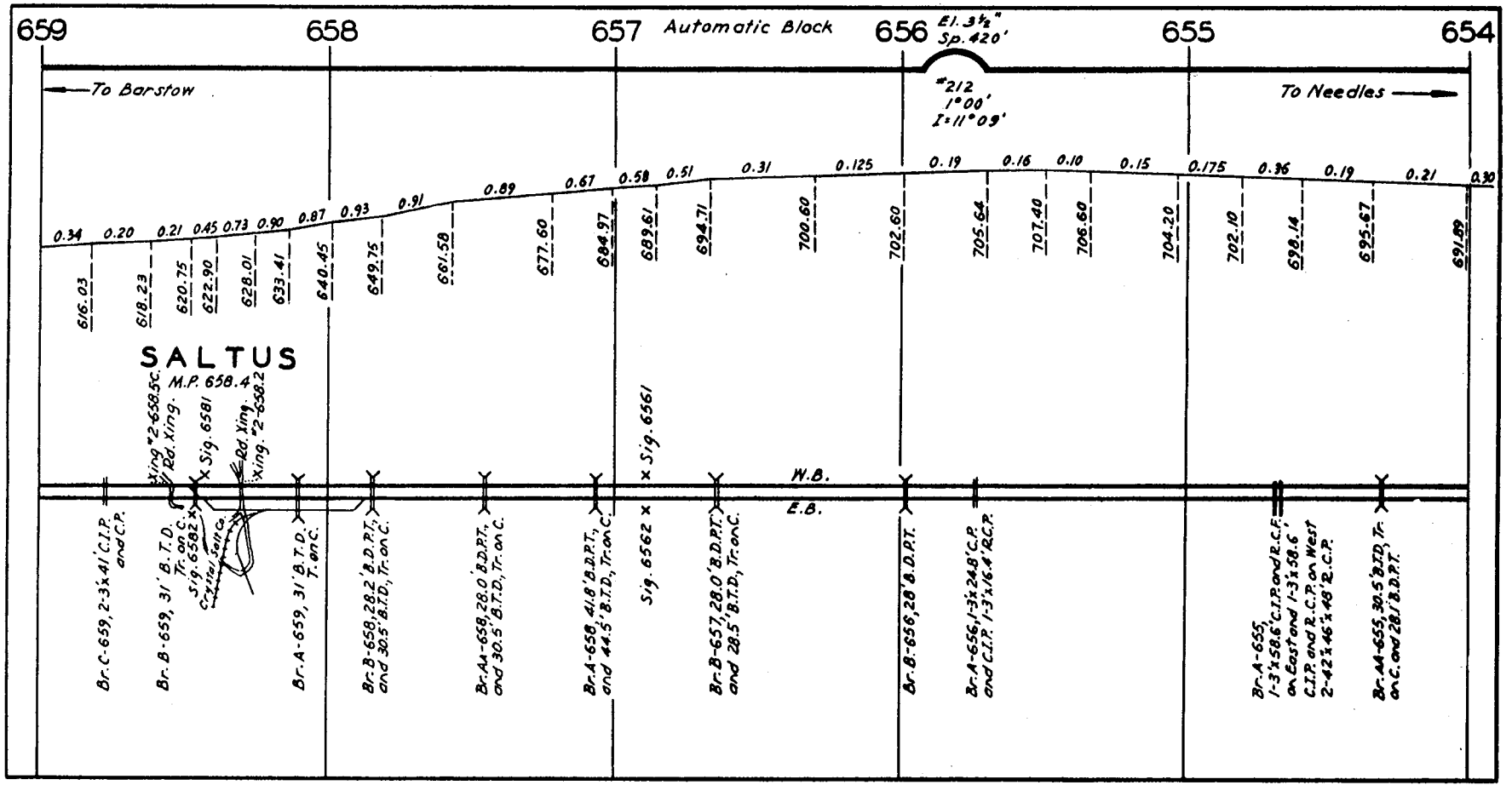

679
678
677
676
675
674
Auto. Blk.
60 50
El. 3" Sp. 114'
El. 1" Sp. 90'
#224 2°10' I=20°13'
El. E.B. 1½" W.B. 1" Sp. 310'
El. E.B. 4½" W.B. 2" Sp. 400'-W.B.
E.B. Sp. 410'
#227 6°00' I=124°43'
#226 0°45' I=4°07'
#225 1°08' I=9°37' El. E.B. 3" El. W.B. 1½" Sp. 310'
El. E.B. 5" El. W.B. 2" Sp. 440'-W.B. 450'-E.B.
40 40
#223 1°04' I=7°28' El. E.B. 1½" El. W.B. 1" Sp. 310'
#222 1°03' I=8°32'
#221 0°41' I=5°54' El. E.B. 1" El. W.B. 1" Sp. 220'
#220 2°01'08"-W.B. 2°01' E.B. I=44°52'
To Barstow
To Needles
1.41 1.37 1.42 1.40 1.32
1.42 Compensated
1.39 1.42 1.86 1.42 1.36 1.46
1.39 1.42 1.40 1.36 1.42
1434.89
1429.41
1418.76
1408.26
1406.44
1312.02
1288.60
1271.56
1244.36
1230.16
1209.76
1202.46
1153.81
1132.51
1110.14
1084.73
SIBERIA
M.P. 676.7
M.P. 677+1669.9
Sig. 6781
S. Sw. Sig.
Sig. 6761
Sig. 6763
Sig. 6751
W.B.
E.B.
See P. #24 for E.B. Trk.
Sig. 6774
Beg. Non-Parallel Trks.
Br. C-677, 56.2' B.T.D. Tr. on C. and 59.0' B.T.D. Tr. on C.
S. Sw.
Br. B-677, 56' B.D.P.T. (W.B.) 58' C. Slab (E.B.)
Sig.
Br. A-677, 42' B.T.D. (W.B.) 44' C. Slab (W.B.) (E.B.) Tr. on C.
Br. B-676, 30' B.T.D. (W.B.) 29' C. Slab D. (E.B.)
Sig. 6752
Br. A-676, 30' B.T.D. (W.B.) 29' C. Slab D. (E.B.)
Br. C-675, 59' B.T.D. (W.B.) 58' C. Slab D. (E.B.)
Br. B-675, 73' B.T.D. (W.B.) 73' C. Slab B. (E.B.)
Br. A-675, 64' C. Slab B. on C.

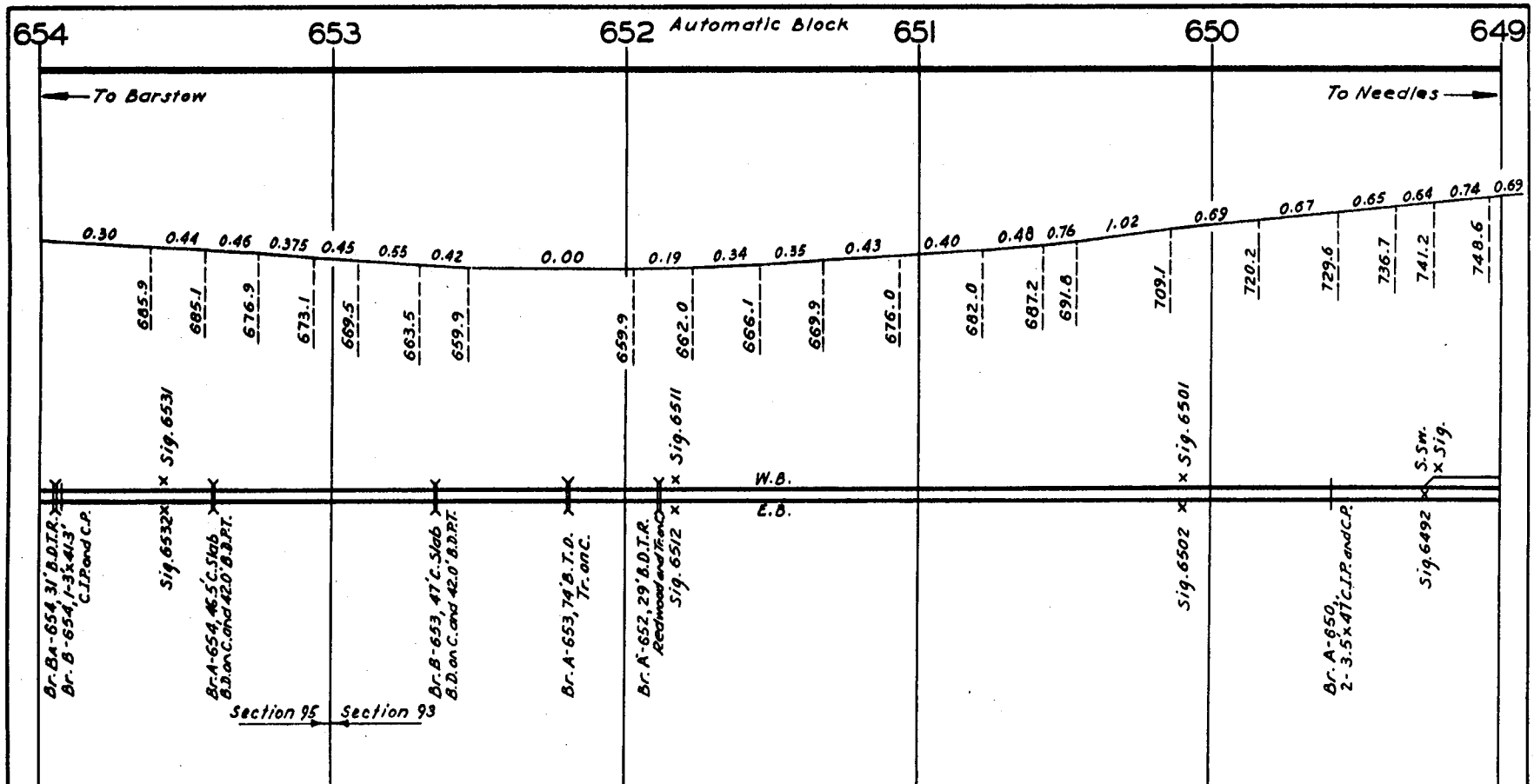

674
673
672
671
670
669
E.B. 2°01'30" 2°04'00" #219 Auto. W.B. 2°01'12"
I=41°34'
El. E.B. 4½" W.B. 2" Sp. 410' E.B. 380' W.B.
To Barstow
Block El. E.B. 1½" W.B. 1½" Sp. 160'
El. E.B. 5½" W.B. 2" Sp. 460'
#218 0°32' I=5°10'
#217 2°07' I=20°40'
60 50
#216 2°06' I=12°24'
El. 4½" Sp. 400'
El. 3" E.B. 340' 1½ W.B. 310' Sp.
#215. 1°01 I=14°50'
#214 E.B. 0°40' W.B. 0°41' I=5°00'
El. E.B. 2" W.B. 1½" W.B. Sp. 220' E.B. Sp. 230'
#213 1°08' I=7°01'
El. 3½" Sp. 400'
To Needles
R.S.
75 50
1.42 1.39 1.36 1.39 1.42 1.40 1.36 1.42 1.32 1.40 1.11 0.00 0.19 0.80 0.94 1.38 1.42 1.40 1.38 1.40 0.60 0.25 0.00
1062.73 1057.17 1034.76 1029.20 1009.46 968.34 943.18 938.21 931.85 911.55 900.45 900.45 896.56 895.37 885.51 879.70 834.16 815.70 808.21 798.55 792.07 786.07 782.18
BAGDAD
M.P. 669.3
Sig. 6731
Sig. 6711
Sig. 6651
S. Sw. Sig.
W.B.
E.B.
Depot
Br. C-674, 32' C. Slab D.
Br. B-674, 2-4x61' R.C.P.
Sig. 6732
Br. A-674, 26' B.D.P.T. Tr. on C.
Br. C-673, 41' B.D.P.T. Tr. on C.
Br. B-673, 56.0' B.D.P.T. - C.Ab, C.Blk't under E. end and 58.0' C. Slab D. on C.
Br. A-673, 37' B.D.T.R. (W.B.) 37' C. Slab D. on C. (E.B.)
Br. D-672, 32' C. Slab D. on C.
Br. C-672, 2-4x101' R.C.P.
Br. B-672, 2-4x49' R.C.P.
Sig. 6712
Br. A-672, 17' B.D.T.R. (W.B.) 20' C. Slab D. on C. (E.B.)
Br. C-671, 20' B.D.T.R. (W.B.) 20' C. Slab D. on C. (E.B.)
Br. B-671, 31' B.T.D. (W.B.) 30' C. Slab D. on C. (E.B.)
Br. A-671, 31' B.T.D. (W.B.) 30' C. Slab D. on C. (E.B.)
Sig. 6692
Br. C-670, 31' B.T.D. Tr. on C.
Sig. 6694
Br. B-670, 38' B.D.T.R. Tr. on C.
Br. A-670, 29' B.D.T.R. Redwood on C.
Sec. 97
Sec. 96

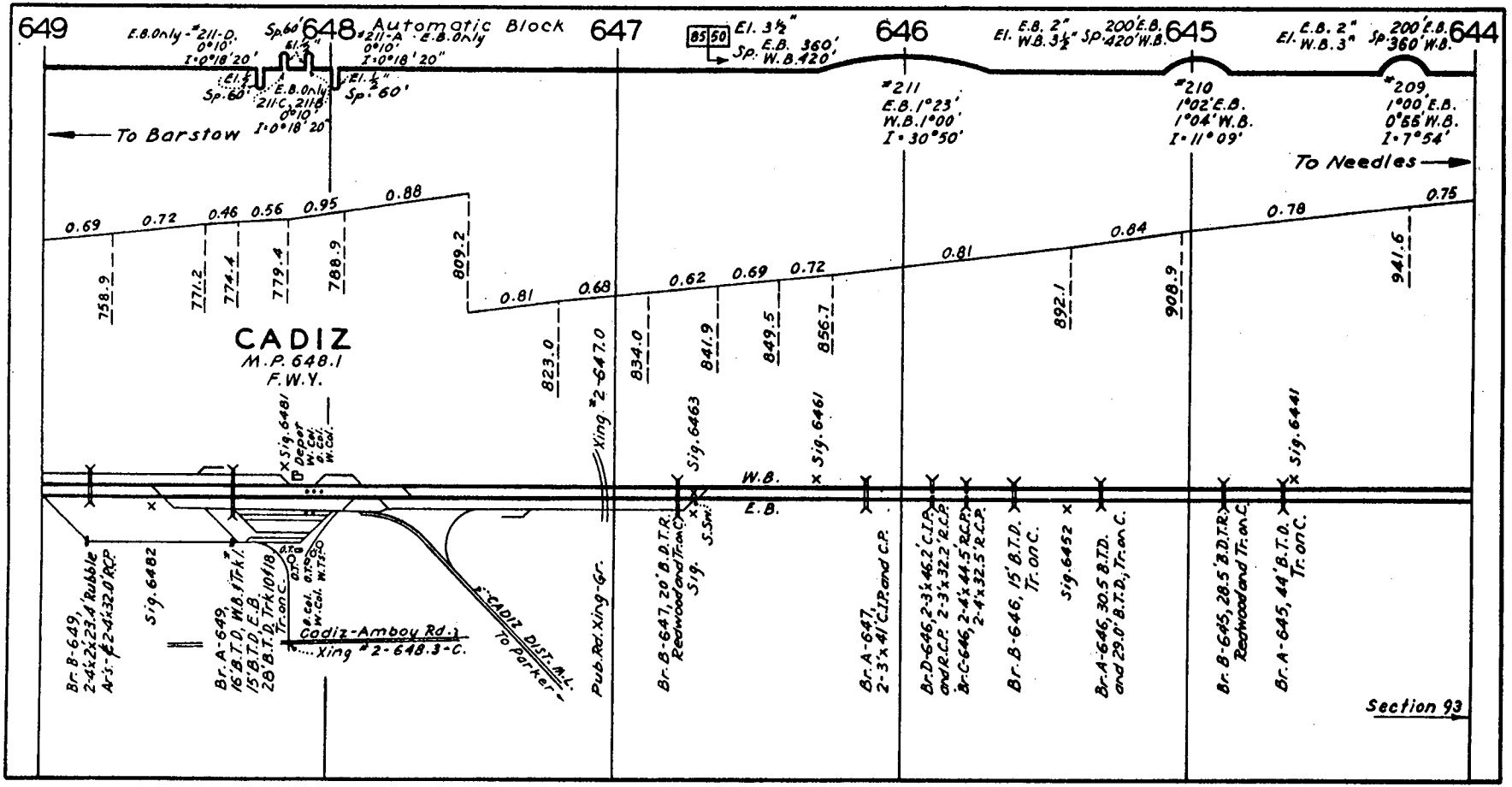

Automatic Block
669
668
667
666
665
664
To Barstow
To Needles
0.00
0.22
0.00
0.24
0.25
0.46
0.66
0.60
0.51
0.658
0.64
0.68
782.18
788.34
788.34
779.46
774.71
759.07
744.55 = 742.41 =
EQUA.
721.40
716.30
696.56
683.76
Sig. 6683
Pub. Rd. Xing.
Xing. # 2-668.7
Sig. 6671
Sig. 6661
Sig. 6641
W.B.
E.B.
Sig. 6662
Sig. 6642
Br. D-669, 56' B.T.D., T. on C.
Sig. S. Sw.
Br. C-669, 30' B.T.D., T. on C.
Br. B-669, 31' B.T.D., T. on C.
Br. A-669, 29' B.D.T.R. T. on C.
Br. F-668, 47' B.D.T.R., T. on C.
Sig. 6672
Br. E-668, 29' B.D.T.R. T. on C.
Br. D-668, 47' B.D.T.R. T. on C.
Br. C-668, 29' B.D.T.R. Tr. and Redwood on C.
Br. B-668, 38' B.D.T.R. Redwood and Tr. on C.
Br. A-668, 29' B.D.T.R. Tr. and Redwood on C.
Br. B-667, 47' B.D.T.R. Tr. and Redwood on C.
Br. A-667, 38' B.D.T.R. Tr. and Redwood on C.
Br. AA-667, 29' B.D.T.R. Tr. and Redwood on C.
Br. C-666, 38' B.D.T.R. Tr. and Redwood on C.
Br. B-666, 47' B.D.T.R. Tr. and Redwood on C.
Br. A-666, 55' B.D.T.R. Tr. and Redwood on C.
Br. B-665, 47' B.D.T.R. Tr. and Redwood on C.



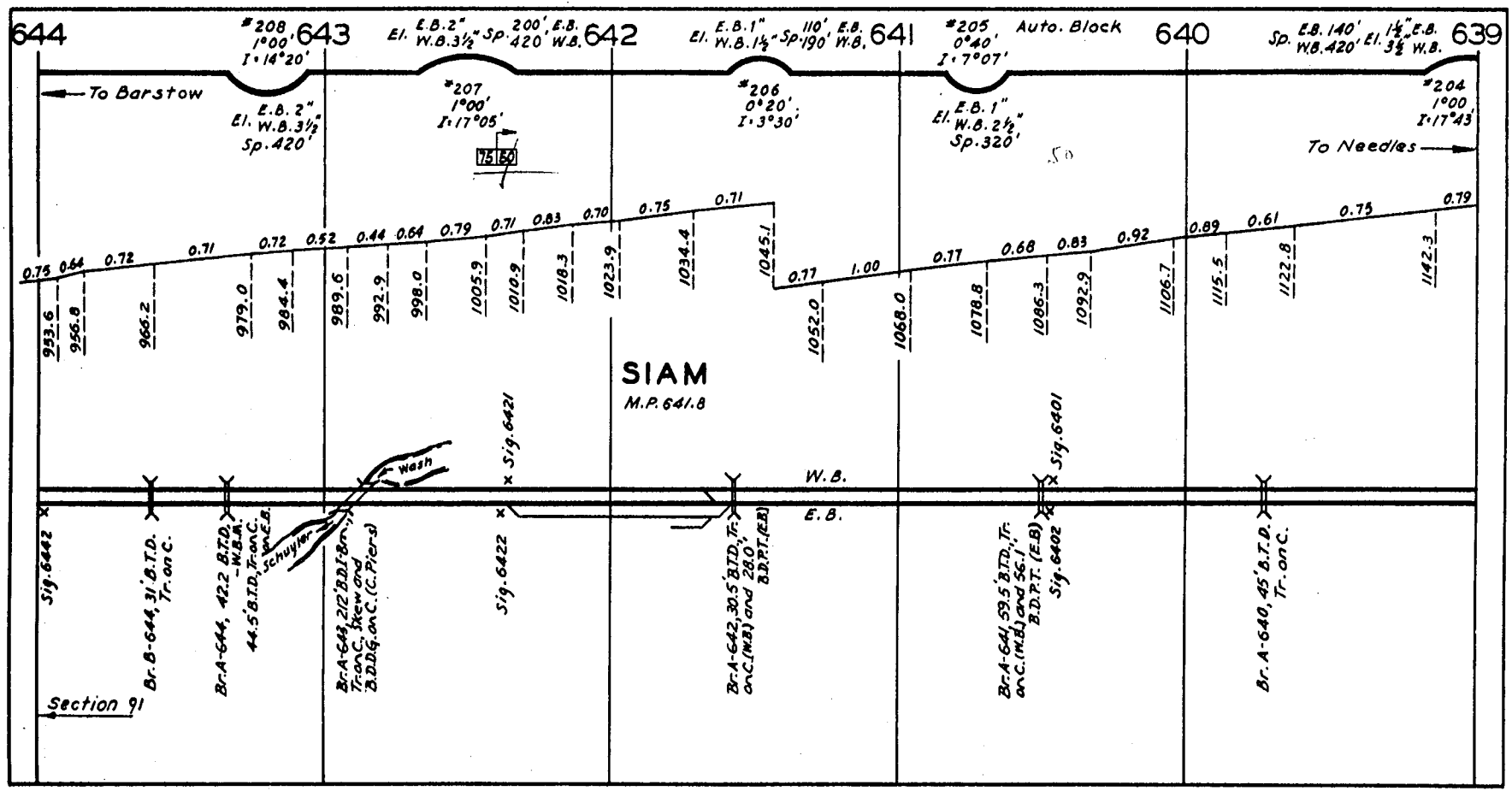
Automatic Block
664
663
662
661
660
659
To Barstow
To Needles
0.68
0.50
0.60
0.54
0.60
0.34
0.22
0.10
0.00
0.03
0.11
0.52
0.58
0.47
0.34
656.55
651.55
649.15
627.01
612.01
608.61
604.21
603.91
603.91
604.31
605.62
608.74
611.64
613.99
AMBOY
M.P. 661.5
Flsh. Sig.
Xing. #2-662.0
U.S. Hwy. #66
Sig. 6631
Sig. 6601
Xing. #2-660.2-C.
W.B.
E.B.
Br. A-665, 28' B.D.T.R., Redwood and Tr. on C.
Br. B-664, 47' B.D.T.R. Tr. and Redwood on C.
Br. A-664, 46' B.D.T.R., Tr. on C.
Br. C-663, 65' C. Slab B.D. on C.
Br. B-663, 56' B.D.T.R., Redwood on C.
Sig. 6622
Br. A-663, 55.5' B.D.T.R. Redwood on C.
Rd. Xing.
Flsh. Sig.
Depot
Pub. Rd. Xing. Xing. #2-661.5
Br. A-662, 14' B.T.D., Tr. on C.
Br. B-661, 29' B.D.T.R., Redwood on C.
Pub. Rd. Xing. Br. A-661, 31' B.T.D., T. on C.
Sig. 6602
Br. C-660, 31' B.T.D., T. on C.
Br. B-660, 27.1' B.D.P.T. and 37.5' B.D.T.R. Redwood on C.
Br. A-660, 28.5' B.D.T.R. Tr. and Redwood on C.
Sec. 96
Sec. 95

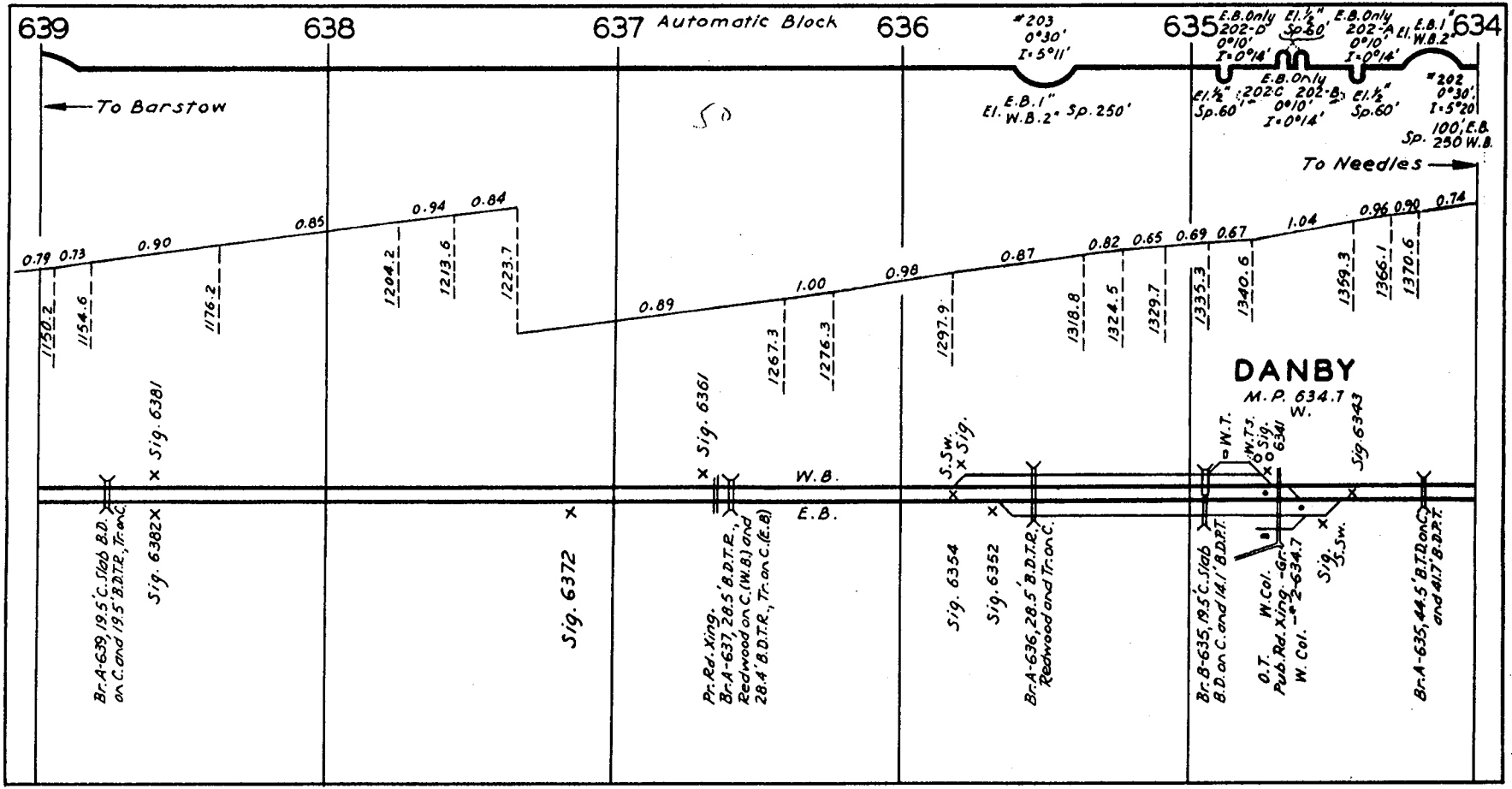

659
658
657
Automatic Block
656
El. 3½"
Sp. 420'
655
654
To Barstow
To Needles
#212
1°00'
I=11°09'
0.34 0.20 0.21 0.45 0.73 0.90 0.87 0.93 0.91 0.89 0.67 0.58 0.51 0.31 0.125 0.19 0.16 0.10 0.15 0.175 0.36 0.19 0.21 0.30
616.03
618.23
620.75
622.90
628.01
633.41
640.45
649.75
661.58
677.60
684.97
689.61
694.71
700.60
702.60
705.64
707.40
706.60
704.20
702.10
698.14
695.67
691.89
SALTUS
M.P. 658.4
Xing #2-658.5c.
Rd. Xing.
Sig. 6581
Rd. Xing
Xing. #2-658.2
Sig. 6561
W.B.
E.B.
Sig. 6562
Br. C-659, 2-3'x41' C.I.P. and C.P.
Br. B-659, 31' B.T.D. Tr. on C.
Sig. 6582
Cyclone fence
Br. A-659, 31' B.T.D. Tr. on C.
Br. B-658, 28.2' B.D.P.T. and 30.5' B.T.D., Tr. on C.
Br. AA-658, 28.0' B.D.P.T. and 30.5' B.T.D., Tr. on C.
Br. A-658, 41.8' B.D.P.T. and 44.5' B.T.D., Tr. on C.
Br. B-657, 28.0' B.D.P.T. and 28.5' B.T.D., Tr. on C.
Br. B-656, 28' B.D.P.T.
Br. A-656, 1-3'x 24.8' C.P. and C.I.P. 1-3'x16.4' R.C.P.
Br. A-655, 1-3'x58.6' C.I.P. and R.C.P. on East and 1-3'x58.6' C.I.P. and R.C.P. on West 2-42"x46' R.C.P.
Br. AA-655, 30.5' B.T.D. Tr. on C. and 28.1' B.D.P.T.

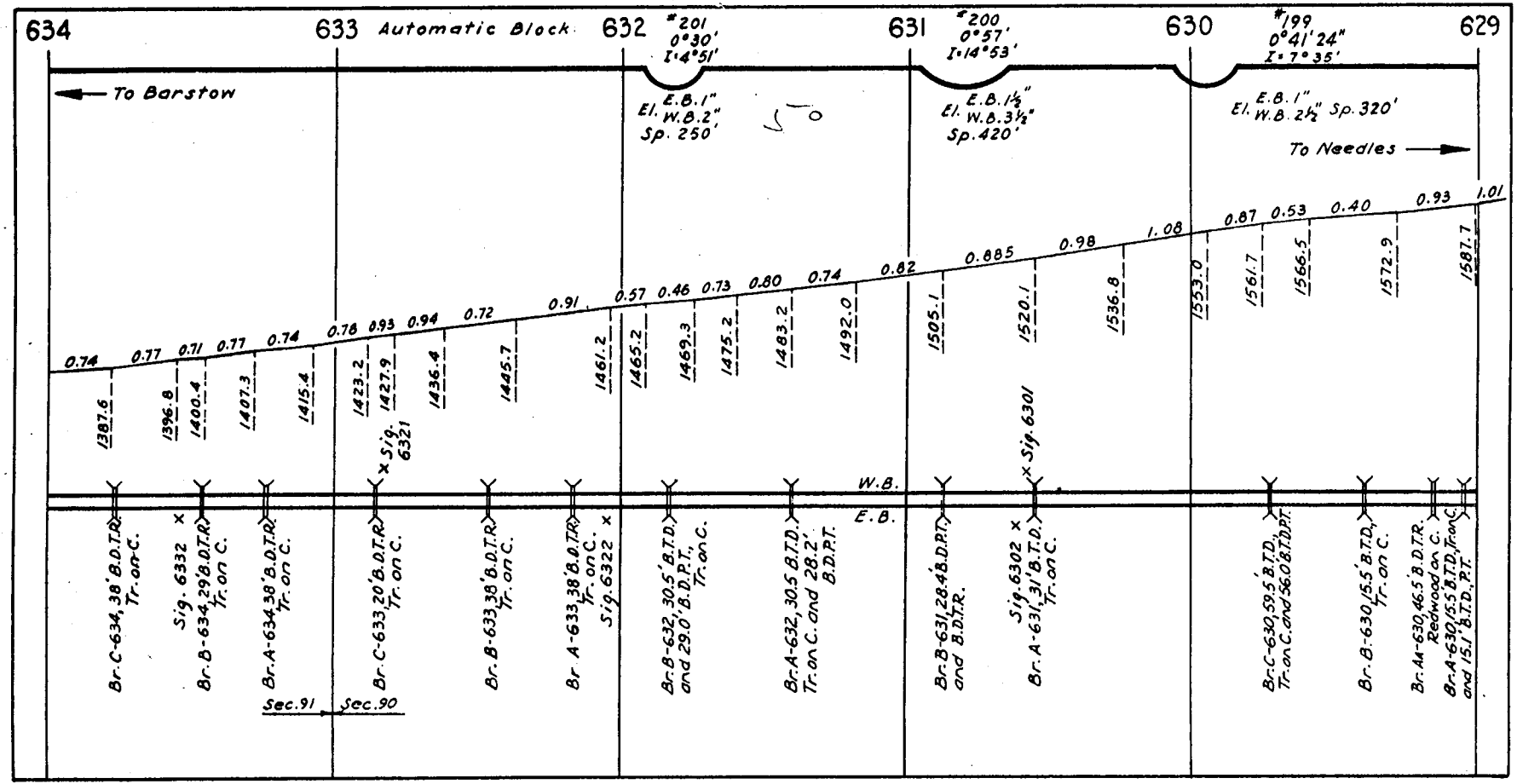

Automatic Block
654
653
652
651
650
649
To Barstow
To Needles
0.30
0.44
0.46
0.375
0.45
0.55
0.42
0.00
0.19
0.34
0.35
0.43
0.40
0.48
0.76
1.02
0.69
0.67
0.65
0.64
0.74
0.69
685.9
685.1
676.9
673.1
669.5
663.5
659.9
659.9
662.0
666.1
669.9
676.0
682.0
687.2
691.8
709.1
720.2
729.6
736.7
741.2
748.6
Sig. 6531
Sig. 6511
Sig. 6501
S.Sw. Sig.
W.B.
E.B.
Sig. 6532
Sig. 6512
Sig. 6502
Sig. 6492
Br. BA-654, 31' B.D.T.R.
Br. B-654, 1-3'x41.3' C.I.P. and C.P.
Br. A-654, 46.5' C. Slab B.D. on C. and 42.0' B.D.P.T.
Br. B-653, 47' C. Slab B.D. on C. and 42.0' B.D.P.T.
Br. A-653, 74' B.T.O. Tr. on C.
Br. A-652, 29' B.D.T.R. Redwood and Tr. on C.
Br. A-650, 2-3.5'x47' C.I.P. and C.P.
Section 95
Section 93

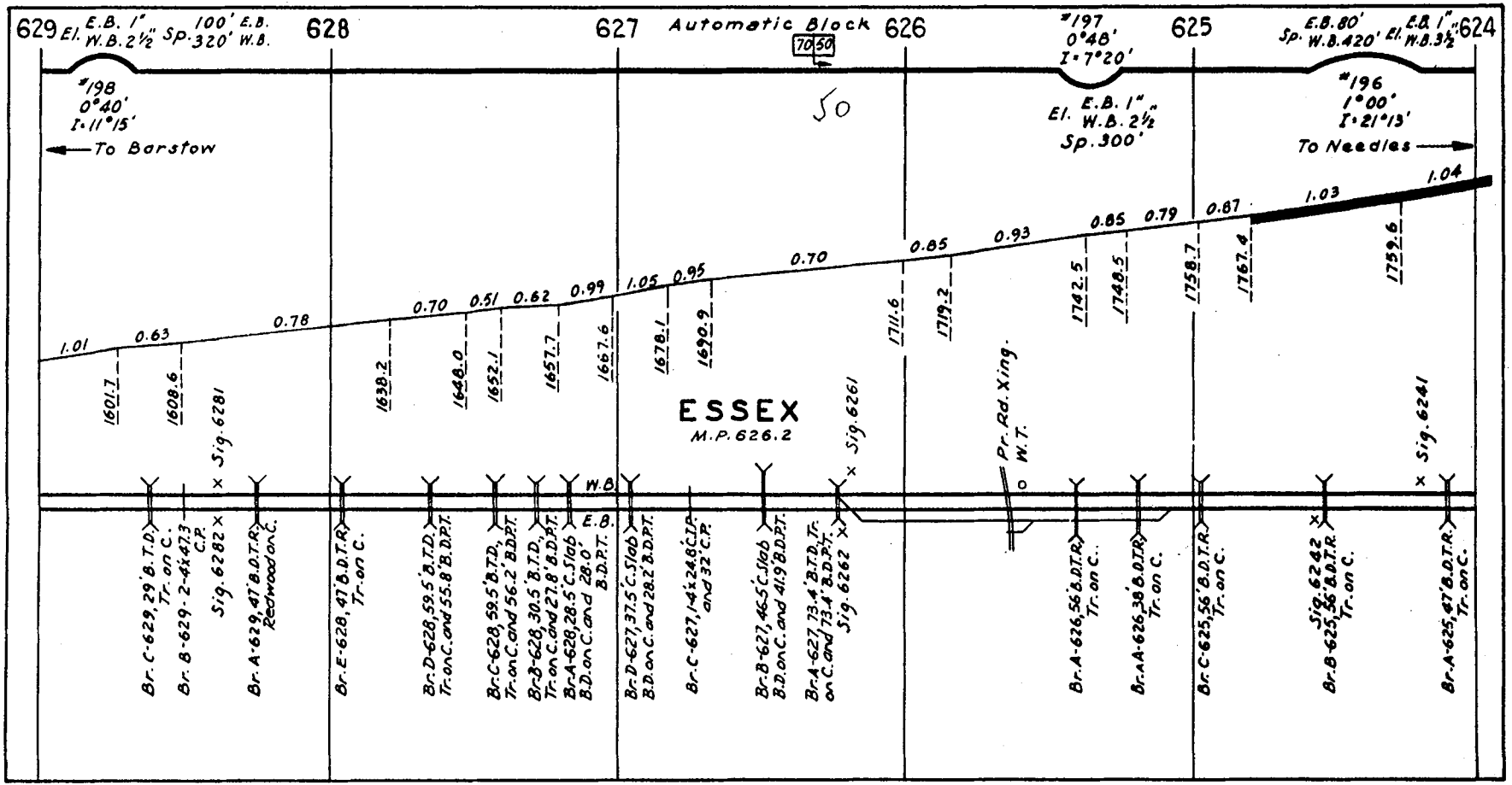


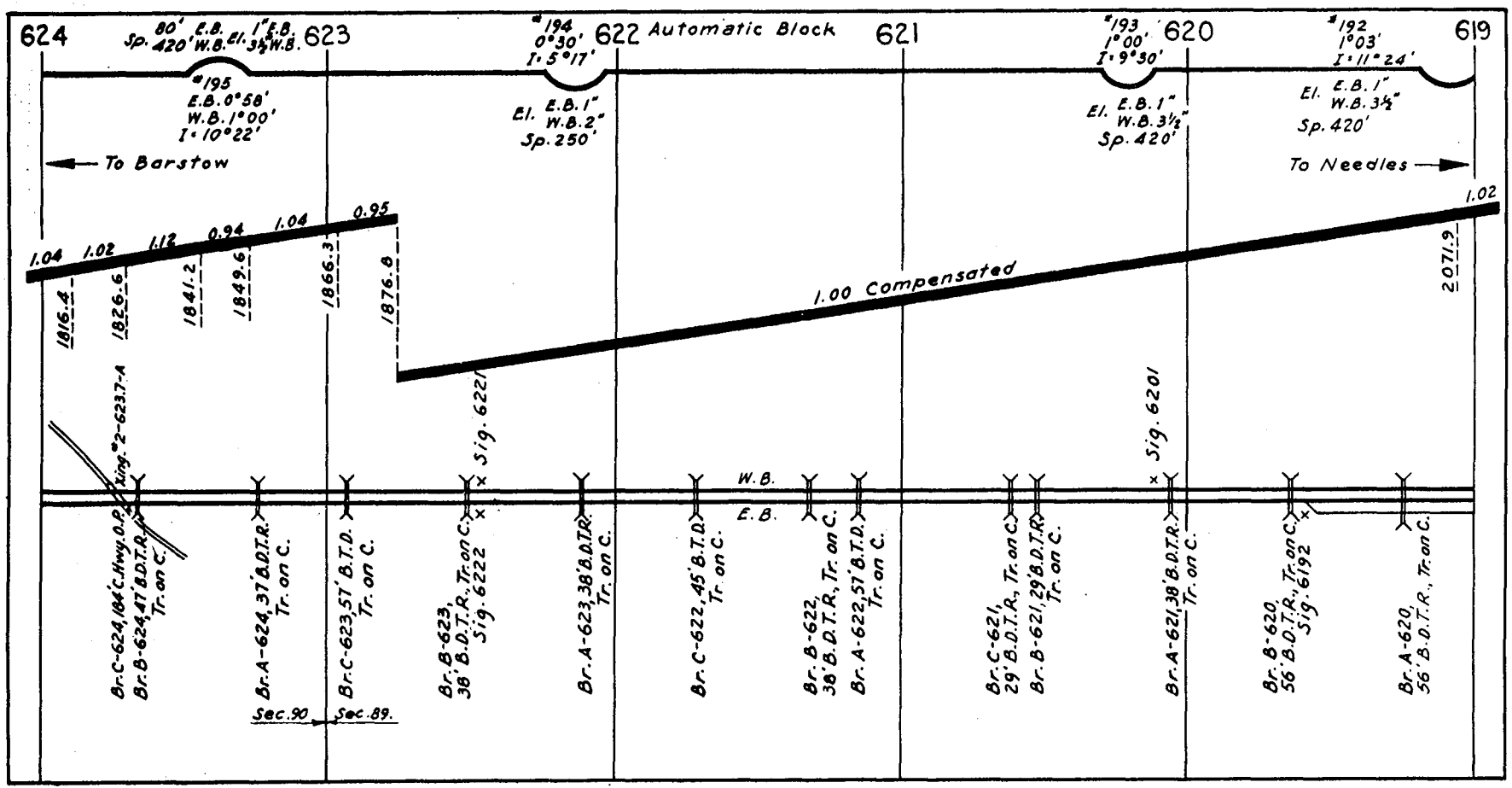
649
648
Automatic Block
647
646
645
644
E.B. Only - #211-D. 0°10' I=0°18'20'
Sp. 60'
#211-A E.B. Only 0°10' I=0°18'20"
El. 1/2"
Sp. 60'
#211-C, 211-B 0°10' I=0°18'20"
El. 1/2"
Sp. 60'
85 50
El. 3 1/2"
Sp. E.B. 360', W.B. 420'
#211 E.B. 1°23' W.B. 1°00' I=30°50'
El. E.B. 2" W.B. 3 1/2"
Sp. 200' E.B. 420' W.B.
#210 1°02' E.B. 1°04' W.B. I=11°09'
El. E.B. 2" W.B. 3"
Sp. 200' E.B. 360' W.B.
#209 1°00' E.B. 0°55' W.B. I=7°54'
To Barstow
To Needles
0.69
0.72
0.46
0.56
0.95
0.88
0.81
0.68
0.62
0.69
0.72
0.81
0.84
0.78
0.75
758.9
771.2
774.4
779.4
788.9
809.2
823.0
834.0
841.9
849.5
856.7
892.1
908.9
941.6
CADIZ
M.P. 648.1
F.W.Y.
Sig. 6481
Depot
W. Col.
D. Col.
W. Col.
Xing #2-647.0
Sig. 6463
Sig. 6461
Sig. 6441
W.B.
E.B.
Br. B-649, 2-4'x2'x23.4' Rubble Ar's-℄ 2-4'x32.0' R.C.P.
Sig. 6482
Br. A-649, 16' B.T.D. W.B. & Trk. 1, 15' B.T.D. E.B. 28' B.T.D. Trk. 10 & 18 Tr. on C.
D.T.
D.T.
D.T.
D.T.
D. Col.
W. Col.
W.T.S.
Cadiz-Amboy Rd.
Xing #2-648.3-C.
CADIZ DIST. M.L.
To Parker
Pub. Rd. Xing-Gr.
Br. B-647, 20' B.D.T.R. Redwood and Tr. on C.
Sig.
S.Sw.
Br. A-647, 2-3'x41' C.I.P. and C.P.
Br. D-646, 2-3'x46.2' C.I.P. and R.C.P. 2-3'x32.2' R.C.P.
Br. C-646, 2-4'x44.5' R.C.P. 2-4'x32.5' R.C.P.
Br. B-646, 15' B.T.D. Tr. on C.
Sig. 6452
Br. A-646, 30.5 B.T.D. and 29.0' B.T.D., Tr. on C.
Br. B-645, 28.5' B.D.T.R. Redwood and Tr. on C.
Br. A-645, 44' B.T.D. Tr. on C.
Section 93

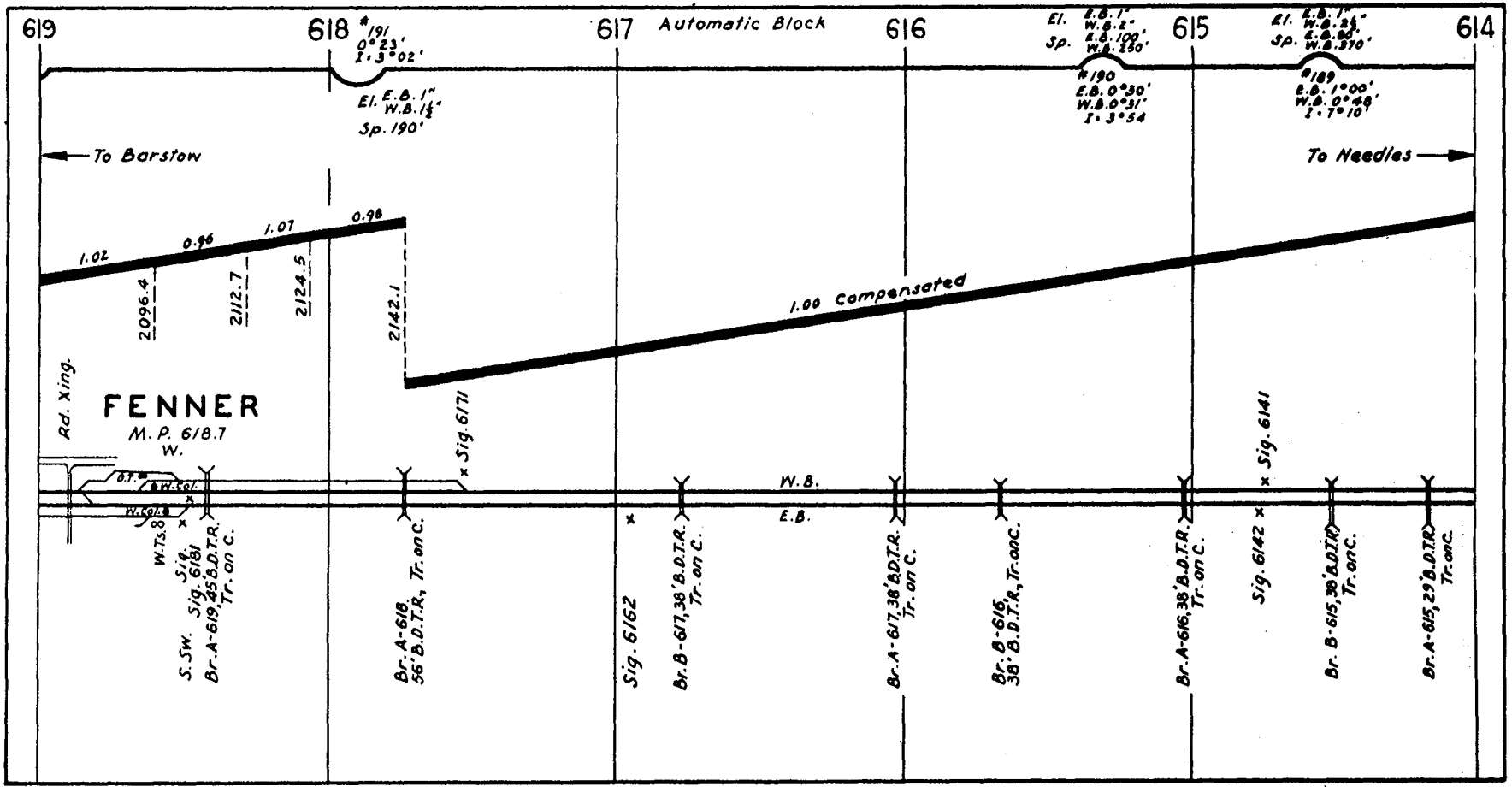

644
643
642
641
640
639
#208 1°00' I=14°20'
El. E.B. 2" W.B. 3½" Sp. 200' 420' E.B. W.B.
El. E.B. 1" W.B. 1½" Sp. 110' 190' E.B. W.B.
#205 0°40' I=7°07'
Auto. Block
Sp. E.B. 140' W.B. 420' El. 1½" E.B. 3½" W.B.
To Barstow
El. E.B. 2" W.B. 3½" Sp. 420'
#207 1°00' I=17°05'
75 60
#206 0°20' I=3°30'
El. E.B. 1" W.B. 2½" Sp. 320'
#204 1°00' I=17°43'
To Needles
0.75 0.64 0.72 0.71 0.72 0.52 0.44 0.64 0.79 0.71 0.83 0.70 0.75 0.71 0.77 1.00 0.77 0.68 0.83 0.92 0.89 0.61 0.75 0.79
953.6 956.8 966.2 979.0 984.4 989.6 992.9 998.0 1005.9 1010.9 1018.3 1023.9 1034.4 1045.1 1052.0 1068.0 1078.8 1086.3 1092.9 1106.7 1115.5 1122.8 1142.3
SIAM
M.P. 641.8
Sig. 6421
Sig. 6401
Wash
W.B.
E.B.
Sig. 6442
Br. B-644, 31' B.T.D. Tr. on C.
Br. A-644, 42.2' B.T.D. - W.B.A. 44.5' B.T.D. Tr. on C. Schuyler on E.B.
Br. A-643, 212' B.D.T. Br., Tr. on C., Skew and B.D.D.G. on C. (C. Piers)
Sig. 6422
Br. A-642, 30.5' B.T.D., Tr. on C. (W.B.) and 28.0' B.D.P.T. (E.B.)
Br. A-641, 59.5' B.T.D., Tr. on C. (W.B.) and 56.1' B.D.P.T. (E.B.)
Sig. 6402
Br. A-640, 45' B.T.D. Tr. on C.
Section 91

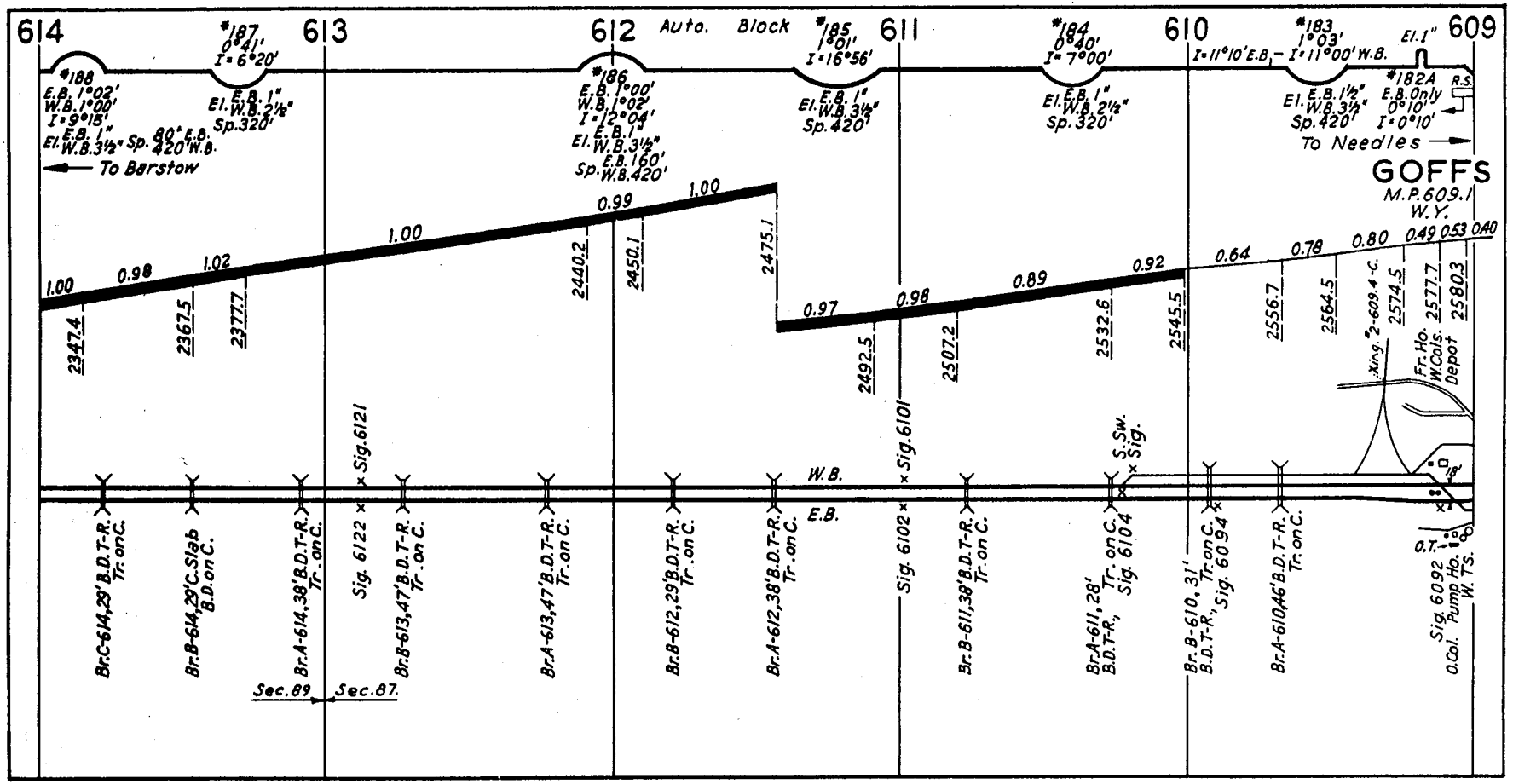

639
638
637
Automatic Block
636
635
634
To Barstow
To Needles
#203
0°30'
I=5°11'
E.B.1"
El. W.B.2" Sp.250'
E.B.Only
202-D
0°10'
I=0°14'
El.½"
Sp.60'
E.B.Only
202-A
0°10'
I=0°14'
El.½"
Sp.60'
E.B.1"
W.B.2"
#202
0°30'
I=5°20'
Sp. 100' E.B.
250 W.B.
0.79
0.73
0.90
0.85
0.94
0.84
0.89
1.00
0.98
0.87
0.82
0.65
0.69
0.67
1.04
0.96
0.90
0.74
1150.2
1154.6
1176.2
1204.2
1213.6
1223.7
1267.3
1276.3
1297.9
1318.8
1324.5
1329.7
1335.3
1340.6
1359.3
1366.1
1370.6
DANBY
M.P. 634.7
W.
Sig. 6381
Sig. 6382
Sig. 6372
Sig. 6361
Sig. 6354
Sig. 6352
Sig. 6343
W.B.
E.B.
S.Sw.
Sig.
W.T.
W.T.S.
Sig. 6341
Br.A-639, 19.5' C. Slab B.D. on C. and 19.5' B.D.T.R., Tr. on C.
Pr. Rd. Xing.
Br.A-637, 28.5' B.D.T.R., Redwood on C. (W.B.) and 28.4' B.D.T.R., Tr. on C. (E.B.)
Br.A-636, 28.5' B.D.T.R., Redwood and Tr. on C.
Br.B-635, 19.5' C. Slab B.D. on C. and 14.1' B.D.P.T.
O.T. Pub. Rd. Xing. W. Col. -#2-634.7
W. Col.
Sig. S.Sw.
Br.A-635, 44.5' B.T.D. on C. and 41.7' B.D.P.T.

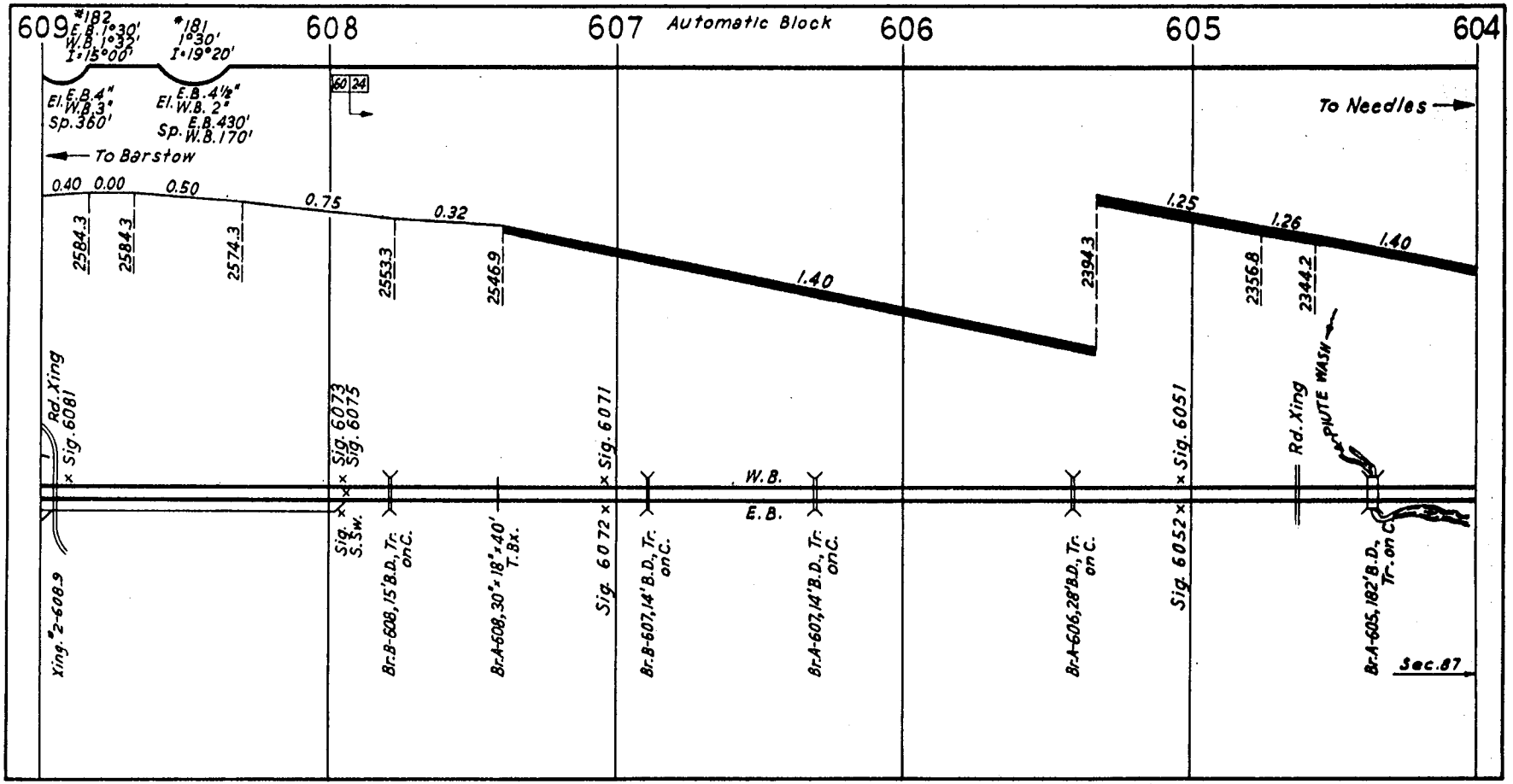

634
633
Automatic Block
632
631
630
629
#201
0°30'
I=4°51'
#200
0°57'
I=14°53'
#199
0°41'24"
I=7°35'
To Barstow
E.B.1"
El. W.B.2"
Sp. 250'
E.B.1½"
El. W.B.3½"
Sp.420'
E.B.1"
El. W.B.2½" Sp. 320'
To Needles
0.74
0.77
0.71
0.77
0.74
0.78
0.93
0.94
0.72
0.91
0.57
0.46
0.73
0.80
0.74
0.82
0.885
0.98
1.08
0.87
0.53
0.40
0.93
1.01
1387.6
1396.8
1400.4
1407.3
1415.4
1423.2
1427.9
1436.4
1445.7
1461.2
1465.2
1469.3
1475.2
1483.2
1492.0
1505.1
1520.1
1536.8
1553.0
1561.7
1566.5
1572.9
1587.7
Sig. 6321
Sig. 6301
W.B.
E.B.
Br. C-634, 38' B.D.T.R. Tr. on C.
Sig. 6332
Br. B-634, 29' B.D.T.R. Tr. on C.
Br. A-634, 38' B.D.T.R. Tr. on C.
Br. C-633, 20' B.D.T.R. Tr. on C.
Br. B-633, 38' B.D.T.R. Tr. on C.
Br. A-633, 38' B.D.T.R. Tr. on C.
Sig. 6322
Br. B-632, 30.5' B.T.D. and 29.0' B.D.P.T., Tr. on C.
Br. A-632, 30.5 B.T.D. Tr. on C. and 28.2' B.D.P.T.
Br. B-631, 28.4' B.D.P.T. and B.D.T.R.
Sig. 6302
Br. A-631, 31' B.T.D. Tr. on C.
Br. C-630, 59.5' B.T.D. Tr. on C. and 56.0' B.T.D.P.T.
Br. B-630, 15.5' B.T.D. Tr. on C.
Br. AA-630, 46.5' B.D.T.R. Redwood on C.
Br. A-630, 15.5' B.T.D. Tr. on C. and 15.1' B.T.D. P.T.
Sec. 91
Sec. 90

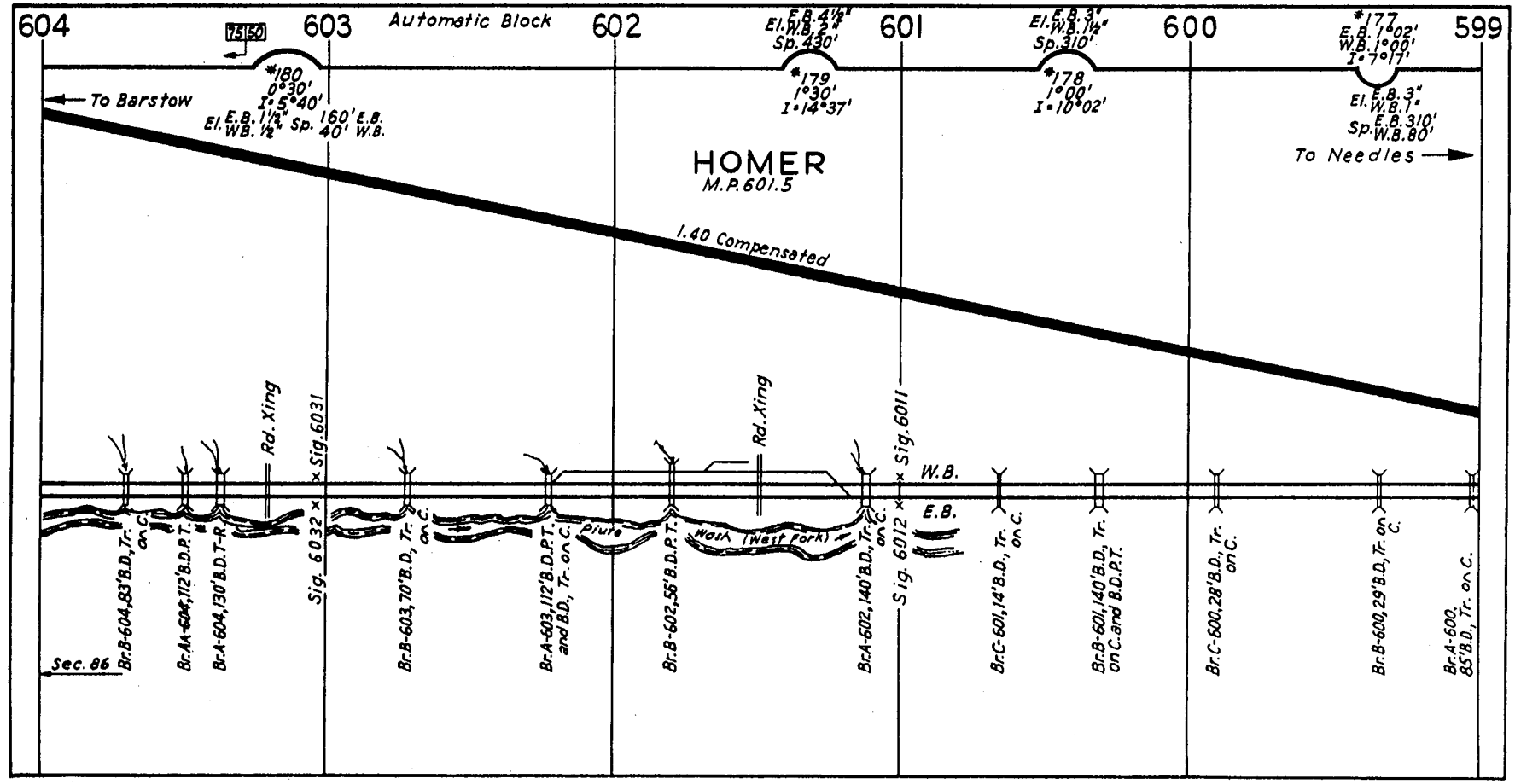

629
El. E.B. 1" W.B. 2½"
Sp. 100' E.B. 320' W.B.
628
627
Automatic Block
70 50
626
#197
0°48'
I=7°20'
625
Sp. E.B. 80' W.B. 420'
El. E.B. 1" W.B. 3½"
624
#198
0°40'
I=11°15'
To Barstow
50
El. E.B. 1" W.B. 2½"
Sp. 300'
#196
1°00'
I=21°13'
To Needles
1.01
0.63
0.78
0.70
0.51
0.62
0.99
1.05
0.95
0.70
0.85
0.93
0.85
0.79
0.87
1.03
1.04
1601.7
1608.6
1638.2
1648.0
1652.1
1657.7
1667.6
1678.1
1690.9
1711.6
1719.2
1742.5
1748.5
1758.7
1767.4
1759.6
Sig. 6281
ESSEX
M.P. 626.2
Sig. 6261
Pr. Rd. Xing
W.T.
Sig. 6241
W.B.
E.B.
Br. C-629, 29' B.T.D. Tr. on C.
Br. B-629-2-4x47.3 C.P.
Sig. 6282
Br. A-629, 47' B.D.T.R. Redwood on C.
Br. E-628, 47' B.D.T.R. Tr. on C.
Br. D-628, 59.5' B.T.D. Tr. on C. and 55.8' B.D.P.T.
Br. C-628, 59.5' B.T.D. Tr. on C. and 56.2' B.D.P.T.
Br. B-628, 30.5' B.T.D. Tr. on C. and 27.8' B.D.P.T.
Br. A-628, 28.5' C. Slab B.D. on C. and 28.0' B.D.P.T.
Br. D-627, 37.5' C. Slab B.D. on C. and 28.2' B.D.P.T.
Br. C-627, 1-4x24.8' C.P. and 32' C.P.
Br. B-627, 46.5' C. Slab B.D. on C. and 41.9' B.D.P.T.
Br. A-627, 73.4' B.T.D. Tr. on C. and 73.4' B.D.P.T.
Sig. 6262
Br. A-626, 56' B.D.T.R. Tr. on C.
Br. AA-626, 38' B.D.T.R. Tr. on C.
Br. C-625, 56' B.D.T.R. Tr. on C.
Sig. 6242
Br. B-625, 56' B.D.T.R. Tr. on C.
Br. A-625, 47' B.D.T.R. Tr. on C.

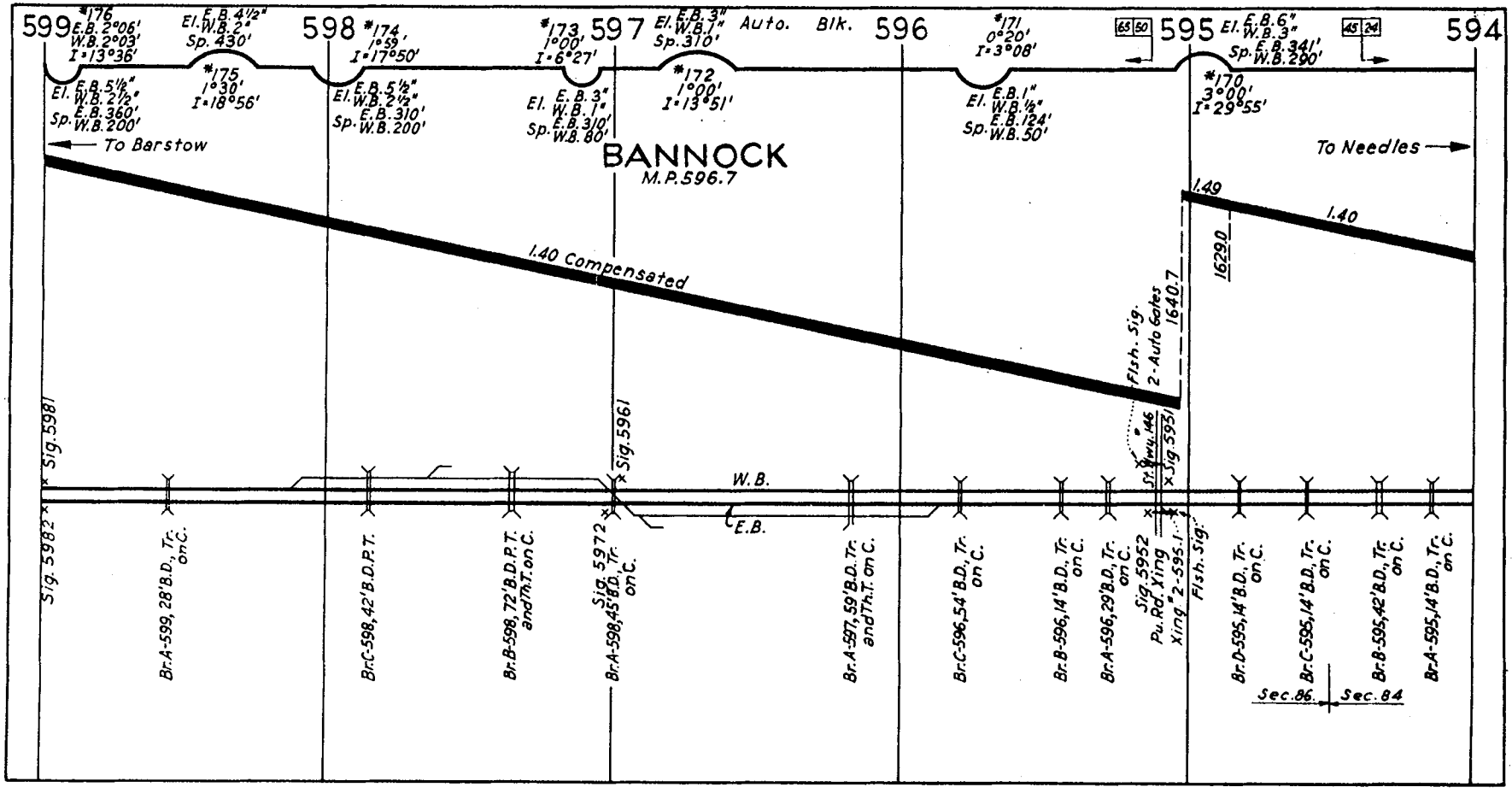

624
623
622
621
620
619
Automatic Block
80' E.B. Sp. 420' W.B.
El. 1" E.B. 3½ W.B.
#195 E.B. 0°58' W.B. 1°00' I=10°22'
#194 0°30' I=5°17'
El. E.B. 1" W.B. 2" Sp. 250'
#193 1°00' I=9°30'
El. E.B. 1" W.B. 3½" Sp. 420'
#192 1°03' I=11°24'
El. E.B. 1" W.B. 3½" Sp. 420'
To Barstow
To Needles
1.04
1.02
1.12
0.94
1.04
0.95
1.00 Compensated
1.02
1816.4
1826.6
1841.2
1849.6
1866.3
1876.8
2071.9
Xing. #2-623.7-A
Sig. 6221
Sig. 6201
W.B.
E.B.
Br. C-624, 184' C. Hwy. O.P.
Br. B-624, 47' B.D.T.R., Tr. on C.
Br. A-624, 37' B.D.T.R., Tr. on C.
Br. C-623, 51' B.T.D., Tr. on C.
Br. B-623, 38' B.D.T.R., Tr. on C., Sig. 6222
Br. A-623, 38' B.D.T.R., Tr. on C.
Br. C-622, 45' B.T.D., Tr. on C.
Br. B-622, 38' B.D.T.R., Tr. on C.
Br. A-622, 51' B.T.D., Tr. on C.
Br. C-621, 29' B.D.T.R., Tr. on C.
Br. B-621, 29' B.D.T.R., Tr. on C.
Br. A-621, 38' B.D.T.R., Tr. on C.
Br. B-620, 56' B.D.T.R., Tr. on C., Sig. 6192
Br. A-620, 56' B.D.T.R., Tr. on C.
Sec. 90
Sec. 89.

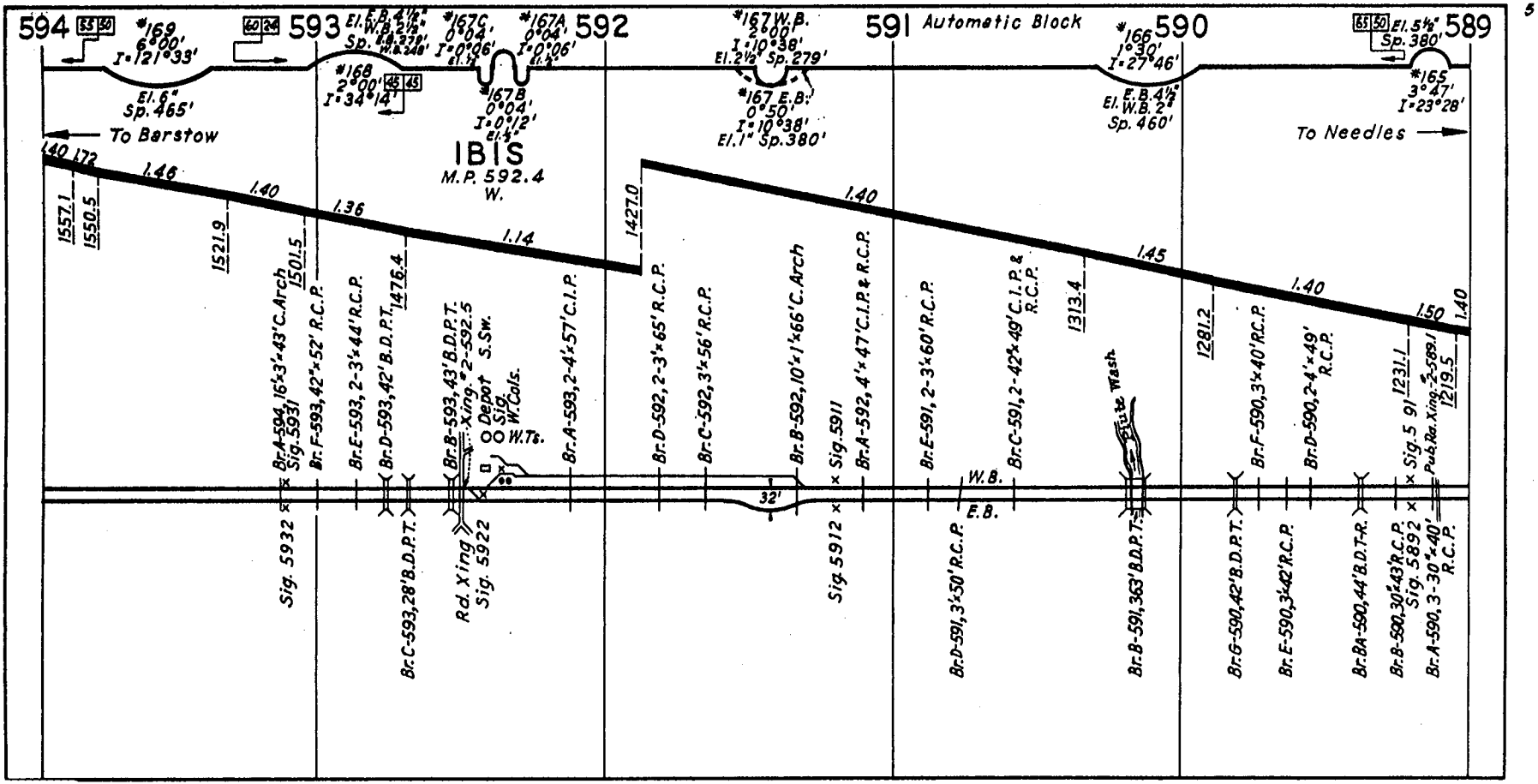

619
618
617
Automatic Block
616
615
614
#191
0°23'
I=3°02'
El. E.B. 1"
W.B. 1½"
Sp. 190'
El. E.B. 1"
W.B. 2"
Sp. E.B. 100'
W.B. 250'
#190
E.B. 0°30'
W.B. 0°31'
I=3°54
El. E.B. 1"
W.B. 2½"
Sp. E.B. 80'
W.B. 370'
#189
E.B. 1°00'
W.B. 0°48'
I=7°10'
To Barstow
To Needles
1.02
0.96
1.07
0.98
2096.4
2112.7
2124.5
2142.1
1.00 Compensated
Rd. Xing.
FENNER
M.P. 618.7
W.
Sig. 6171
Sig. 6141
W.B.
E.B.
W.Col.
W.Col.
W.Ts.
S. Sw.
Sig. 6181
Br. A-619, 45' B.D.T.R. Tr. on C.
Br. A-618, 56' B.D.T.R., Tr. on C.
Sig. 6162
Br. B-617, 38' B.D.T.R. Tr. on C.
Br. A-617, 38' B.D.T.R. Tr. on C.
Br. B-616, 38' B.D.T.R., Tr. on C.
Br. A-616, 38' B.D.T.R. Tr. on C.
Sig. 6142
Br. B-615, 38' B.D.T.R. Tr. on C.
Br. A-615, 29' B.D.T.R. Tr. on C.

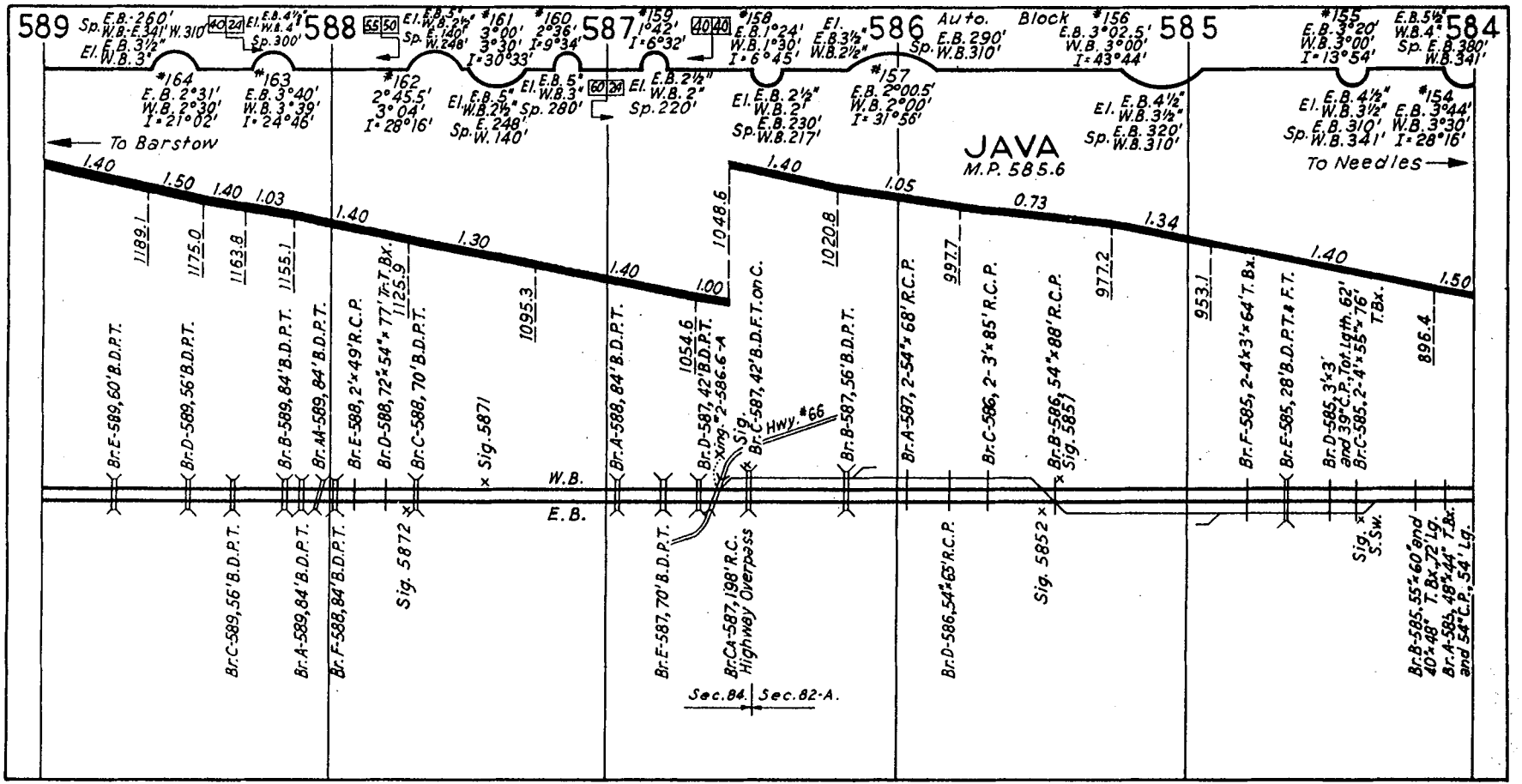

614
613
612
Auto. Block
611
610
609
#188
E.B. 1°02'
W.B. 1°00'
I = 9°15'
El. E.B. 1" W.B. 3½" Sp. 80' E.B. 420' W.B.
To Barstow
#187
0°41'
I = 6°20'
El. E.B. 1" W.B. 2½" Sp. 320'
#186
E.B. 1°00'
W.B. 1°02'
I = 12°04'
El. E.B. 1" W.B. 3½" Sp. E.B. 160' W.B. 420'
#185
1°01'
I = 16°56'
El. E.B. 1" W.B. 3½" Sp. 420'
#184
0°40'
I = 7°00'
El. E.B. 1" W.B. 2½" Sp. 320'
I = 11°10' E.B. – I = 11°00' W.B.
#183
1°03'
El. E.B. 1½" W.B. 3½" Sp. 420'
#182A
E.B. Only
0°10'
I = 0°10'
El. 1"
R.S.
To Needles
GOFFS
M.P. 609.1
W.Y.
1.00
0.98
1.02
1.00
0.99
1.00
0.97
0.98
0.89
0.92
0.64
0.78
0.80
0.49
0.53
0.40
2347.4
2367.5
2377.7
2440.2
2450.1
2475.1
2492.5
2507.2
2532.6
2545.5
2556.7
2564.5
2574.5
2577.7
2580.3
Xing. #2-609.4-C.
Fr. Ho. W. Cols. Depot
Sig. 6121
Sig. 6101
S. Sw. Sig.
W.B.
E.B.
18'
Br. C-614, 29' B.D.T-R. Tr. on C.
Br. B-614, 29' C. Slab B.D. on C.
Br. A-614, 38' B.D.T-R. Tr. on C.
Sig. 6122
Br. B-613, 47' B.D.T-R. Tr. on C.
Br. A-613, 47' B.D.T-R. Tr. on C.
Br. B-612, 29' B.D.T-R. Tr. on C.
Br. A-612, 38' B.D.T-R. Tr. on C.
Sig. 6102
Br. B-611, 38' B.D.T-R. Tr. on C.
Br. A-611, 28' B.D.T-R., Tr. on C. Sig. 6104
Br. B-610, 31' B.D.T-R., Tr. on C. Sig. 6094
Br. A-610, 46' B.D.T-R. Tr. on C.
O.T.
Sig. 6092 O. Col. Pump Ho. W. Ts.
Sec. 89
Sec. 87.

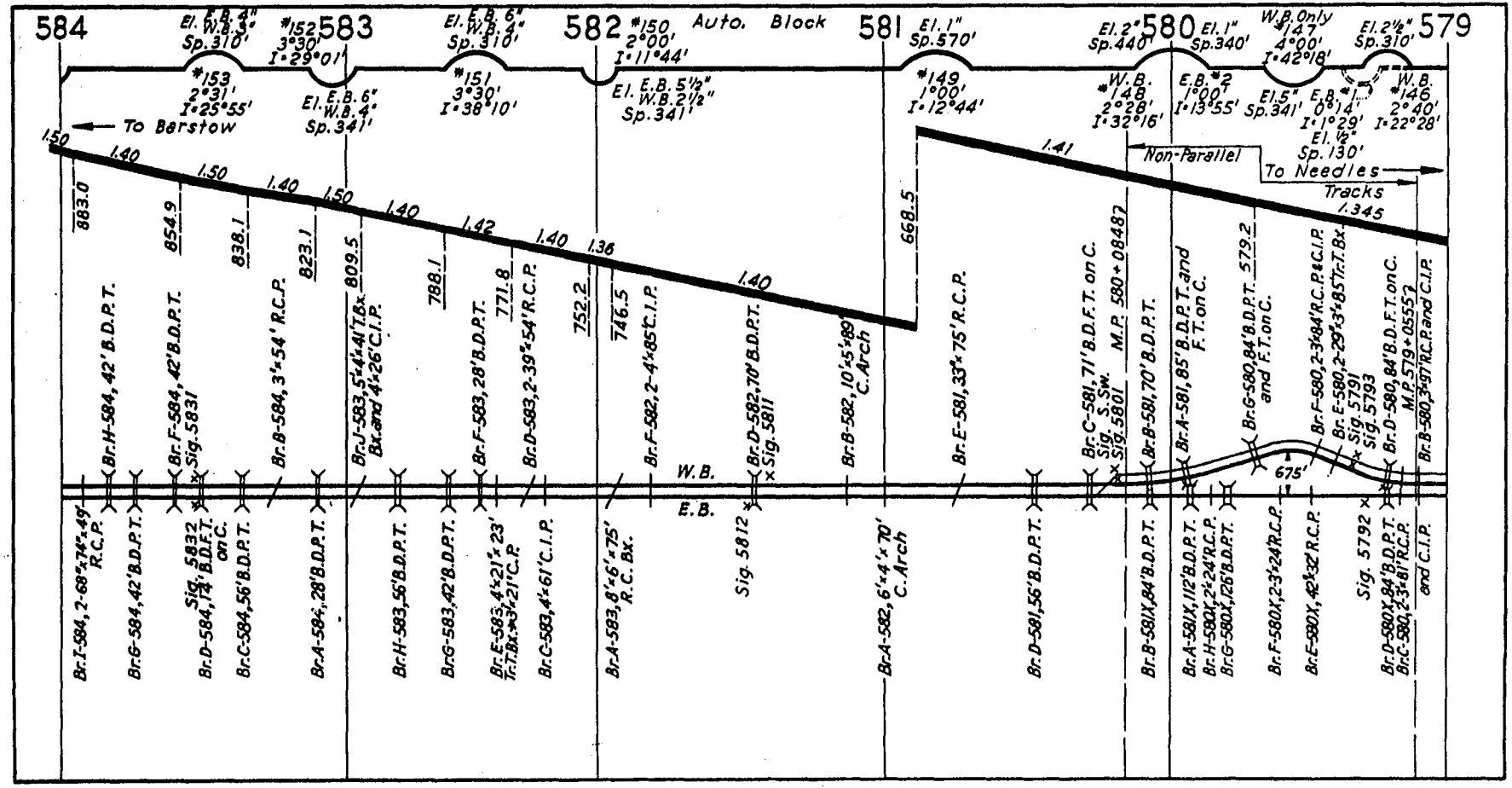

609
608
607
606
605
604
Automatic Block
#182
E.B. 1°30'
W.B. 1°32'
I=15°00'
#181
1°30'
I=19°20'
El. E.B. 4"
W.B. 3"
Sp. 360'
El. E.B. 4½"
W.B. 2"
Sp. E.B. 430'
W.B. 170'
160 24
To Needles
To Barstow
0.40
0.00
0.50
0.75
0.32
1.40
1.25
1.26
1.40
2584.3
2584.3
2574.3
2553.3
2546.9
2394.3
2356.8
2344.2
Rd. Xing
Sig. 6081
Sig. 6073
Sig. 6075
Sig. 6071
Sig. 6051
Rd. Xing
PUTE WASH
W.B.
E.B.
Xing. #2-608.9
Sig. S.Sw.
Br. B-608, 15' B.D., Tr. on C.
Br. A-608, 30" x 18" x 40' T.Bx.
Sig. 6072
Br. B-607, 14' B.D., Tr. on C.
Br. A-607, 14' B.D., Tr. on C.
Br. A-606, 28' B.D., Tr. on C.
Sig. 6052
Br. A-605, 182' B.D., Tr. on C.
Sec. 87


604
603
Automatic Block
602
601
600
599
75 50
*180
0°30'
I=5°40'
El. E.B. 1½" W.B. ½" Sp. 160' E.B. 40' W.B.
E.B. 4½" El. W.B. 2" Sp. 430'
*179
1°30'
I=14°37'
E.B. 3" El. W.B. 1½" Sp. 310'
*178
1°00'
I=10°02'
*177
E.B. 1°02'
W.B. 1°00'
I=7°17'
El. E.B. 3" W.B. 1"
Sp. E.B. 310' W.B. 80'
To Barstow
To Needles
HOMER
M.P. 601.5
1.40 Compensated
Rd. Xing
Sig. 6031
Sig. 6032
Rd. Xing
Sig. 6011
Sig. 6012
W.B.
E.B.
Piute
Wash (West Fork)
Br. B-604, 83' B.D., Tr. on C.
Br. AA-604, 112' B.D.P.T.
Br. A-604, 130' B.D.T-R.
Br. B-603, 70' B.D., Tr. on C.
Br. A-603, 112' B.D.P.T. and B.D., Tr. on C.
Br. B-602, 56' B.D.P.T.
Br. A-602, 140' B.D., Tr. on C.
Br. C-601, 14' B.D., Tr. on C.
Br. B-601, 140' B.D., Tr. on C. and B.D.P.T.
Br. C-600, 28' B.D., Tr. on C.
Br. B-600, 29' B.D., Tr. on C.
Br. A-600, 85' B.D., Tr. on C.
Sec. 86

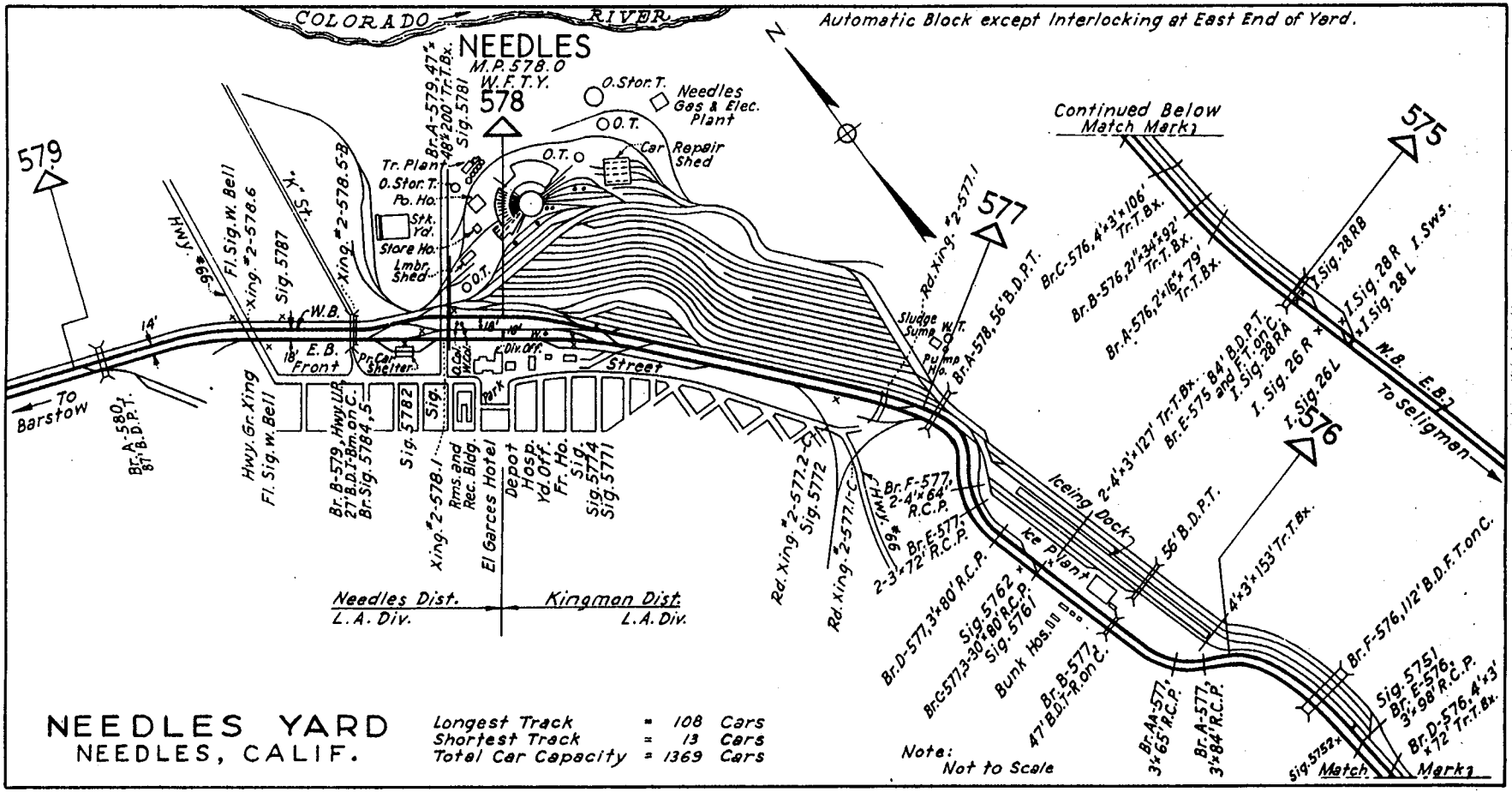

599
*176
E.B. 2°06'
W.B. 2°03'
I=13°36'
El. E.B. 4½"
W.B. 2"
Sp. 430'
598
*174
1°59'
I=17°50'
*173
1°00'
I=6°27'
597
El. E.B. 3"
W.B. 1"
Sp. 310'
Auto. Blk.
596
*171
0°20'
I=3°08'
65 50
595
El. E.B. 6"
W.B. 3"
Sp. E.B. 341'
W.B. 290'
45 24
594
El. E.B. 5½"
W.B. 2½"
Sp. E.B. 360'
W.B. 200'
*175
1°30'
I=18°56'
El. E.B. 5½"
W.B. 2½"
Sp. E.B. 310'
W.B. 200'
El. E.B. 3"
W.B. 1"
Sp. E.B. 310'
W.B. 80'
*172
1°00'
I=13°51'
El. E.B. 1"
W.B. ½"
Sp. E.B. 124'
W.B. 50'
*170
3°00'
I=29°55'
To Barstow
To Needles
BANNOCK
M.P. 596.7
1.49
1.40
1629.0
1.40 Compensated
1640.7
Flsh. Sig.
2-Auto Gates
Sig. 5981
Sig. 5961
St. Hwy. 146
Sig. 5951
W.B.
E.B.
Sig. 5982
Br. A-599, 28' B.D., Tr. on C.
Br. C-598, 42' B.D.P.T.
Br. B-598, 72' B.D.P.T. and Th.T. on C.
Sig. 5972
Br. A-598, 45' B.D., Tr. on C.
Br. A-597, 59' B.D. Tr. and Th.T. on C.
Br. C-596, 54' B.D., Tr. on C.
Br. B-596, 14' B.D., Tr. on C.
Br. A-596, 29' B.D., Tr. on C.
Sig. 5952
Pu. Rd. Xing
Xing #2-595.1
Flsh. Sig.
Br. D-595, 14' B.D., Tr. on C.
Br. C-595, 14' B.D., Tr. on C.
Br. B-595, 42' B.D., Tr. on C.
Br. A-595, 14' B.D., Tr. on C.
Sec. 86.
Sec. 84


594
593
592
591
590
589
Automatic Block
#169
6°00'
I=121°33'
El. 6"
Sp. 465'
To Barstow
#168
2°00'
I=34°14'
El. E.B. 4½"
W.B. 2½"
Sp. E.B. 279'
W.B. 246'
#167C
0°04'
I=0°06'
El. ½"
#167A
0°04'
I=0°06'
El. ½"
#167B
0°04'
I=0°12'
El. ½"
IBIS
M.P. 592.4
W.
#167 W.B.
2°00'
I=10°38'
El. 2½" Sp. 279'
#167 E.B.
0°50'
I=10°38'
El. 1" Sp. 380'
#166
1°30'
I=27°46'
E.B. 4½"
El. W.B. 2"
Sp. 460'
El. 5½"
Sp. 380'
#165
3°47'
I=23°28'
To Needles
1.46
1.40
1.36
1.14
1.40
1.45
1.40
1.50
1.40
1557.1
1550.5
1521.9
1501.5
1476.4
1427.0
1313.4
1281.2
1231.1
1219.5
Br.A-594, 16'x3'x43' C.Arch
Sig. 5931
Br.F-593, 42'x52' R.C.P.
Br.E-593, 2-3'x44' R.C.P.
Br.D-593, 42' B.D.P.T.
Br.B-593, 43' B.D.P.T.
Xing #2-592.5
Depot S.Sw.
Sig.
W.Cols.
W.Tks.
Br.A-593, 2-4'x57' C.I.P.
Br.D-592, 2-3'x65' R.C.P.
Br.C-592, 3'x56' R.C.P.
Br.B-592, 10'x1'x66' C.Arch
Sig. 5911
Br.A-592, 4'x47' C.I.P. & R.C.P.
Br.E-591, 2-3'x60' R.C.P.
Br.C-591, 2-42"x49' C.I.P. & R.C.P.
Flume Wash
Br.F-590, 3'x40' R.C.P.
Br.D-590, 2-4'x49' R.C.P.
Sig. 5 91
Pub. Rd. Xing. #2-589.1
W.B.
E.B.
32'
Sig. 5932
Br.C-593, 28' B.D.P.T.
Rd. Xing
Sig. 5922
Sig. 5912
Br.D-591, 3'x50' R.C.P.
Br.B-591, 363' B.D.P.T.
Br.G-590, 42' B.D.P.T.
Br.E-590, 3'x42' R.C.P.
Br.BA-590, 44' B.D.T.R.
Br.B-590, 30'x43' R.C.P.
Sig. 5892
Br.A-590, 3'-30"x40' R.C.P.


589
588
587
586
585
584
Auto. Block
JAVA
M.P. 585.6
To Barstow
To Needles
#164 E.B. 2°31' W.B. 2°30' I=21°02'
#163 E.B. 3°40' W.B. 3°39' I=24°46'
#162 2°45.5' 3°04' I=28°16'
#161 3°00' 3°30' I=30°33'
#160 2°36' I=9°34'
#159 1°42' I=6°32'
#158 E.B. 1°24' W.B. 1°30' I=6°45'
#157 E.B. 2°00.5' W.B. 2°00' I=31°56'
#156 E.B. 3°02.5' W.B. 3°00' I=43°44'
#155 E.B. 3°20' W.B. 3°00' I=13°54'
#154 E.B. 3°44' W.B. 3°30' I=28°16'
1.40 1.50 1.40 1.03 1.40 1.30 1.40 1.00 1.40 1.05 0.73 1.34 1.40 1.50
1189.1 1175.0 1163.8 1155.1 1125.9 1095.3 1048.6 1020.8 997.7 977.2 953.1 896.4
Br.E-589, 60' B.D.P.T.
Br.D-589, 56' B.D.P.T.
Br.B-589, 84' B.D.P.T.
Br.A4-589, 84' B.D.P.T.
Br.E-588, 2'×49' R.C.P.
Br.D-588, 72"×54"×77' Tr.T.Bx.
Br.C-588, 70' B.D.P.T.
Sig. 5871
Br.A-588, 84' B.D.P.T.
Br.D-587, 42' B.D.P.T.
Xing. #2-586.6-A
Br.C-587, 42' B.D.F.T. on C.
Sig.
Br.B-587, 56' B.D.P.T.
Br.A-587, 2-54"×68' R.C.P.
Br.C-586, 2-3'×85' R.C.P.
Br.B-586, 54"×88' R.C.P.
Sig. 5851
Br.F-585, 2-4'×3'×64' T.Bx.
Br.E-585, 28' B.D.P.T. & F.T.
Br.D-585, 3'×3' and 39" C.P.; Tot. Lgth. 62'
Br.C-585, 2-4'×55"×76' T.Bx.
Br.B-585, 55"×60" and 40"×48" T.Bx. 72' Lg.
Br.A-585, 48"×44" T.Bx. and 54" C.P. 54' Lg.
W.B.
E.B.
Hwy. #66
Br.C-589, 56' B.D.P.T.
Br.A-589, 84' B.D.P.T.
Br.F-588, 84' B.D.P.T.
Sig. 5872
Br.E-587, 70' B.D.P.T.
Br.CA-587, 198' R.C. Highway Overpass
Br.D-586, 54"×65' R.C.P.
Sig. 5852
Sig. S.Sw.
Sec. 84.
Sec. 82-A.

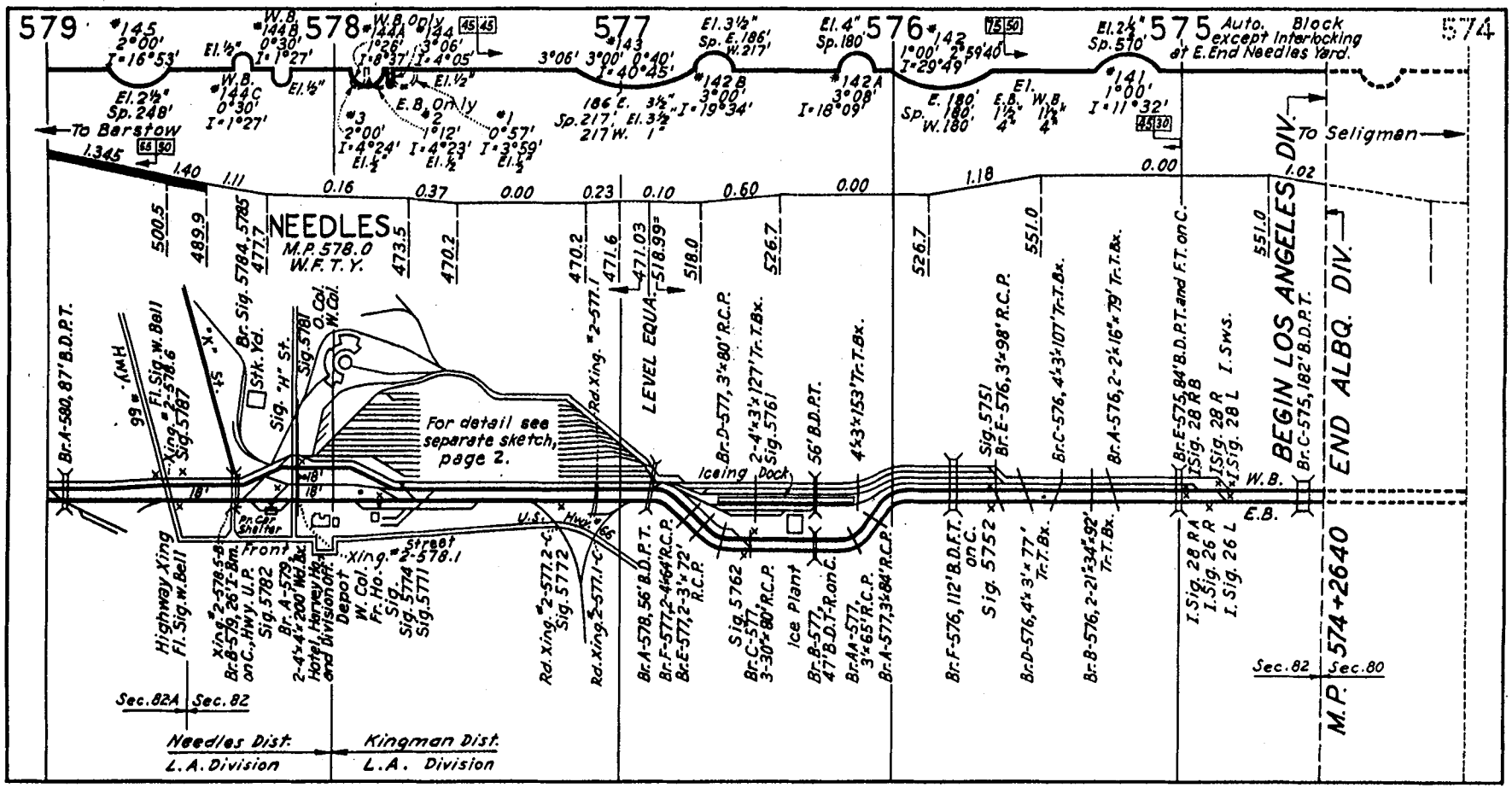


584
583
582
581
580
579
Auto. Block
El. E.B. 4" W.B. 3" Sp. 310'
#152 3°30' I=29°01'
El. E.B. 6" W.B. 4" Sp. 310'
#150 2°00' I=11°44'
El. 1" Sp. 570'
El. 2" Sp. 440'
El. 1" Sp. 340'
W.B. Only #147 4°00' I=42°18'
El. 2½" Sp. 310'
#153 2°31' I=25°55'
El. E.B. 6" W.B. 4" Sp. 341'
#151 3°30' I=38°10'
El. E.B. 5½" W.B. 2½" Sp. 341'
#149 1°00' I=12°44'
W.B. #148 2°28' I=32°16'
E.B. #2 1°00' I=13°55'
El. 5" Sp. 341'
E.B. #1 0°14' I=1°29'
El. ½" Sp. 130'
W.B. #146 2°40' I=22°28'
To Barstow
Non-Parallel
To Needles
Tracks
1.50
1.40
1.50
1.40
1.50
1.40
1.42
1.40
1.36
1.40
1.41
1.345
883.0
854.9
838.1
823.1
809.5
788.1
771.8
752.2
746.5
668.5
Br. H-584, 42' B.D.P.T.
Br. F-584, 42' B.D.P.T.
Sig. 5831
Br. B-584, 3'×54' R.C.P.
Br. J-583, 5'×4'×41' T.Bx. Bx. and 4'×26' C.I.P.
Br. F-583, 28' B.D.P.T.
Br. D-583, 2-39"×54' R.C.P.
Br. F-582, 2-4'×85' C.I.P.
Br. D-582, 70' B.D.P.T.
Sig. 5811
Br. B-582, 10'×5'×89' C. Arch
Br. E-581, 33"×75' R.C.P.
Br. C-581, 71' B.D.F.T. on C.
Sig. S. Sw.
Sig. 5801
M.P. 580+0848
Br. B-581, 70' B.D.P.T.
Br. A-581, 85' B.D.P.T. and F.T. on C.
Br. G-580, 84' B.D.P.T. and F.T. on C.
579.2
Br. F-580, 2-3'×84' R.C.P. & C.I.P.
Br. E-580, 2-29"×3'×85' Tr.T.Bx.
Sig. 5791
Sig. 5793
Br. D-580, 84' B.D.F.T. on C.
M.P. 579+0555
Br. B-580, 3'×97' R.C.P. and C.I.P.
675'
W.B.
E.B.
Br. I-584, 2-68"×74"×49' R.C.P.
Br. G-584, 42' B.D.P.T.
Sig. 5832
Br. D-584, 14' B.D.F.T. on C.
Br. C-584, 56' B.D.P.T.
Br. A-584, 28' B.D.P.T.
Br. H-583, 56' B.D.P.T.
Br. G-583, 42' B.D.P.T.
Br. E-583, 4'×21'×23' Tr.T.Bx.×3'×21' C.P.
Br. C-583, 4'×61' C.I.P.
Br. A-583, 8'×6'×75' R.C. Bx.
Sig. 5812
Br. A-582, 6'×4'×70' C. Arch
Br. D-581, 56' B.D.P.T.
Br. B-581X, 84' B.D.P.T.
Br. A-581X, 112' B.D.P.T.
Br. H-580X, 2'×24' R.C.P.
Br. G-580X, 126' B.D.P.T.
Br. F-580X, 2-3'×24' R.C.P.
Br. E-580X, 42'×32' R.C.P.
Sig. 5792
Br. D-580X, 84' B.D.P.T.
Br. C-580, 2-3'×81' R.C.P. and C.I.P.



NEEDLES YARD
NEEDLES, CALIF.

Longest Track	=	108 Cars
Shortest Track	=	13 Cars
Total Car Capacity	=	1369 Cars



579
578
577
576
575
574
Auto. Block except Interlocking at E. End Needles Yard.
To Barstow
To Seligman
NEEDLES
M.P. 578.0
W.F.T.Y.
For detail see separate sketch, page 2.
LEVEL EQUA.
Iceing Dock
Ice Plant
Front Street
Highway Xing
Fl. Sig. w. Bell
Xing. #2-578.1
Xing. #2-578.6
Sig. 5787
Br. A-580, 87' B.D.P.T.
Br. Sig. 5784, 5785
Stk. Yd.
Sig. "H" St.
Sig. 5781
O. Col.
W. Col.
Pr. Car Shelter
Br. A-579, 2-4'x4'x200' Wd. Bx.
Hotel, Harvey Ho. and Division Off.
Depot
W. Col.
Fr. Ho.
Sig. 5774
Sig. 5771
Sig. 5772
Rd. Xing. #2-577.1
Rd. Xing. #2-577.2-C
Rd. Xing. #2-577.1-C
Br. A-578, 56' B.D.P.T.
Br. F-577, 2-4'x64' R.C.P.
Br. E-577, 2-3'x72' R.C.P.
Br. D-577, 3'x80' R.C.P.
Br. C-577, 3-30"x80' R.C.P.
Sig. 5762
Br. B-577, 47' B.D.T.-R. on C.
Br. AA-577, 3'x65' R.C.P.
Br. A-577, 3'x84' R.C.P.
Br. F-576, 112' B.D.F.T. on C.
Sig. 5752
Br. D-576, 4'x3'x77' Tr.T.Bx.
Br. B-576, 2-21"x34"x92' Tr.T.Bx.
Br. A-576, 2-2'x16"x79' Tr.T.Bx.
Br. E-575, 84' B.D.P.T. and F.T. on C.
I. Sig. 28 R B
I. Sig. 28 R
I. Sig. 28 L
I. Sws.
Br. C-575, 182' B.D.P.T.
Br. C-576, 4'x3'x107' Tr.T.Bx.
Br. E-576, 3'x98' R.C.P.
Sig. 5751
Br. D-577, 3'x80' R.C.P.
Br. E-577, 2-4'x3'x127' Tr.T.Bx.
Sig. 5761
56' B.D.P.T.
4'x3'x153' Tr.T.Bx.
BEGIN LOS ANGELES DIV.
END ALBQ. DIV.
M.P. 574+2640
W.B.
E.B.
Sec. 82A
Sec. 82
Sec. 82
Sec. 80
Needles Dist.
L.A. Division
Kingman Dist.
L.A. Division