

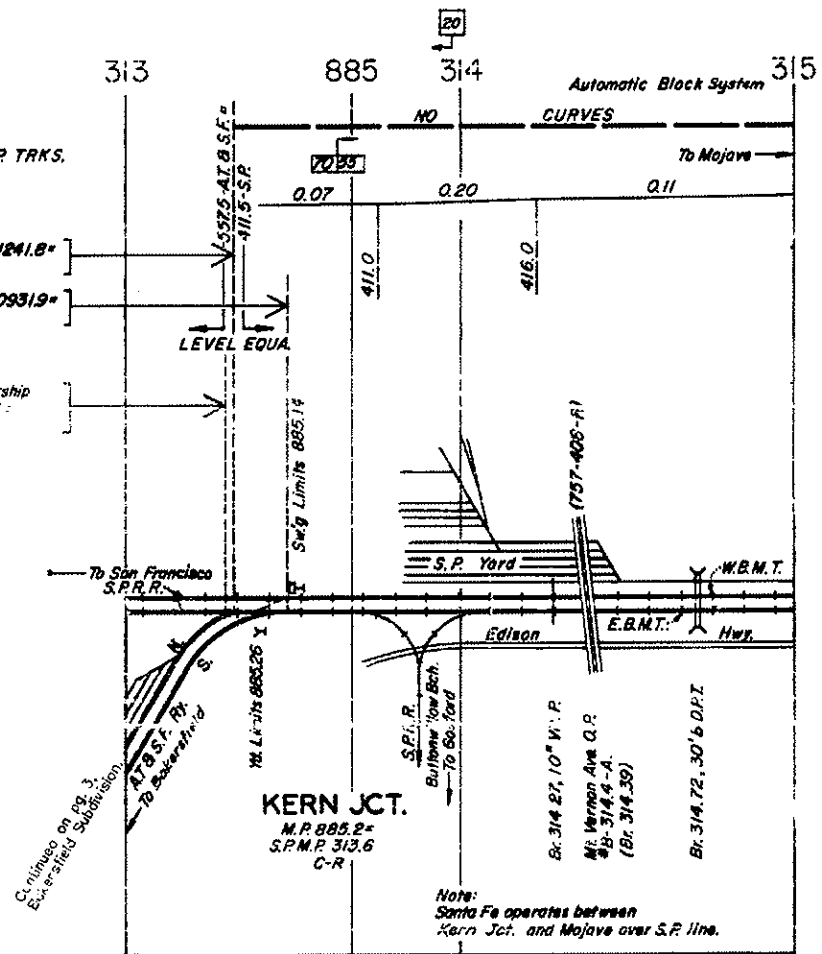
*Intentionally Blank*

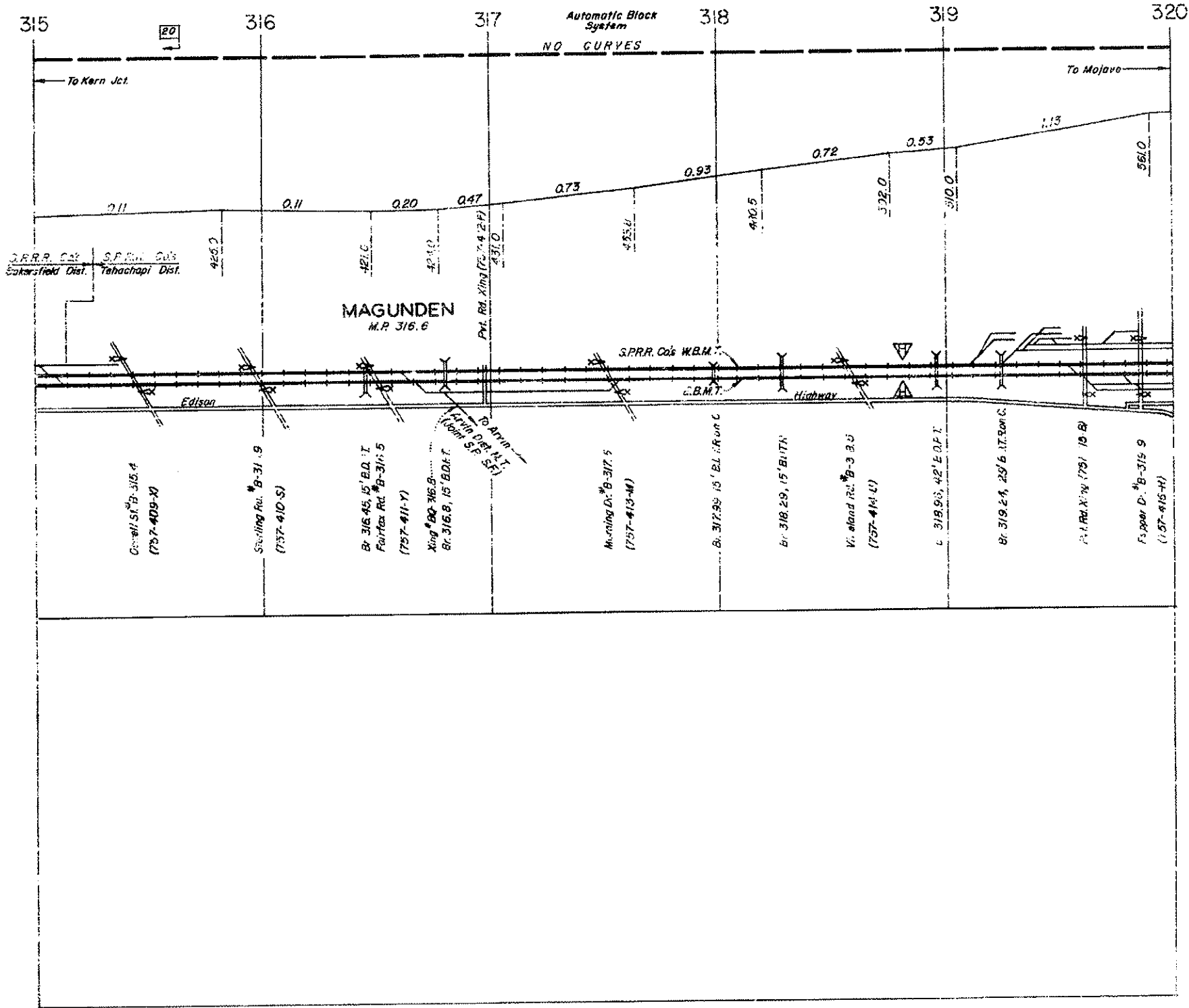
END OF OPERATION OVER S.P. TRKS.  
BEG. SANTA FE TRKS.

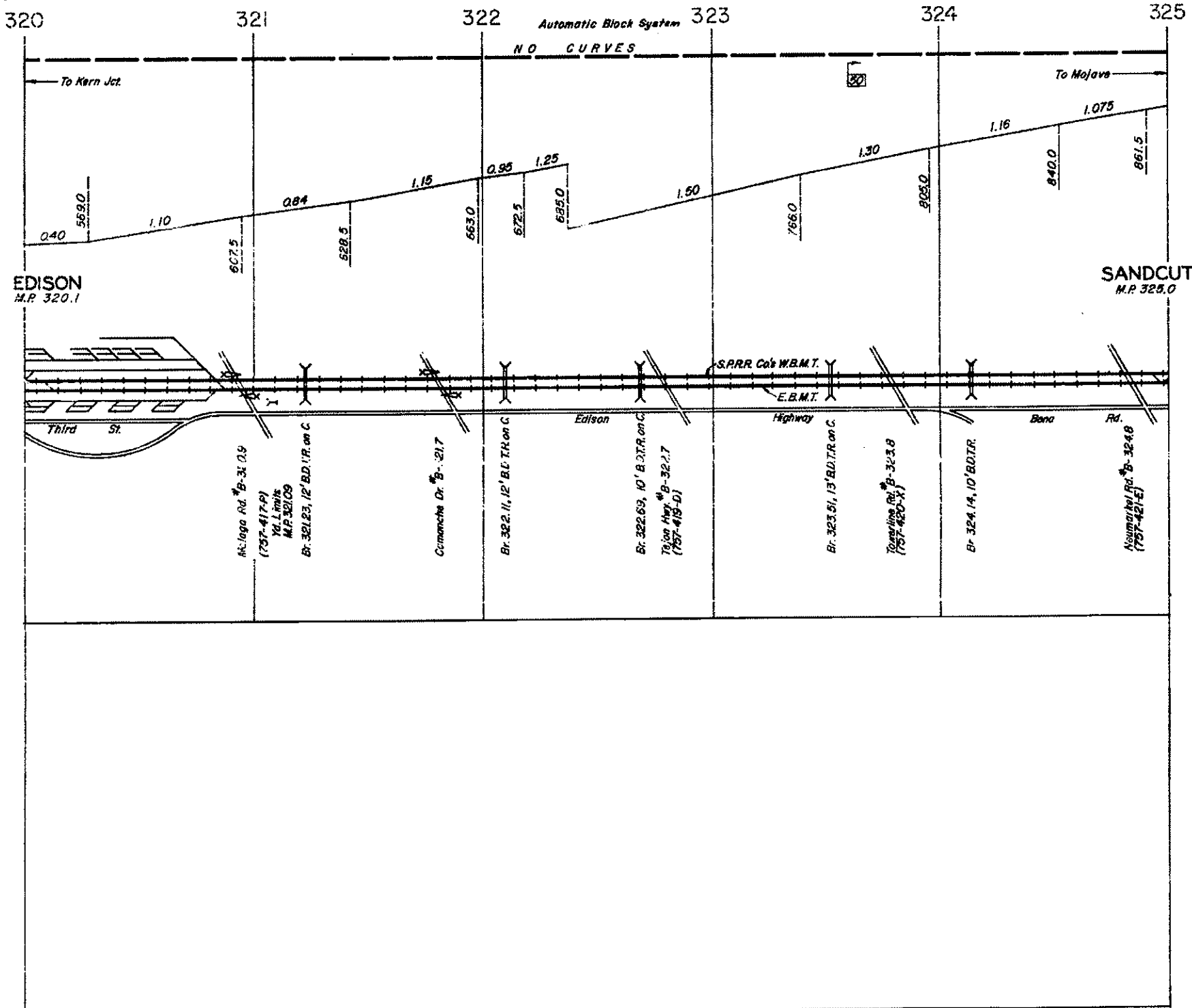
Santa Fe N. Trk. M.P. 885+1241.8 =  
S.P.R.R. M.P. 313+3080.3

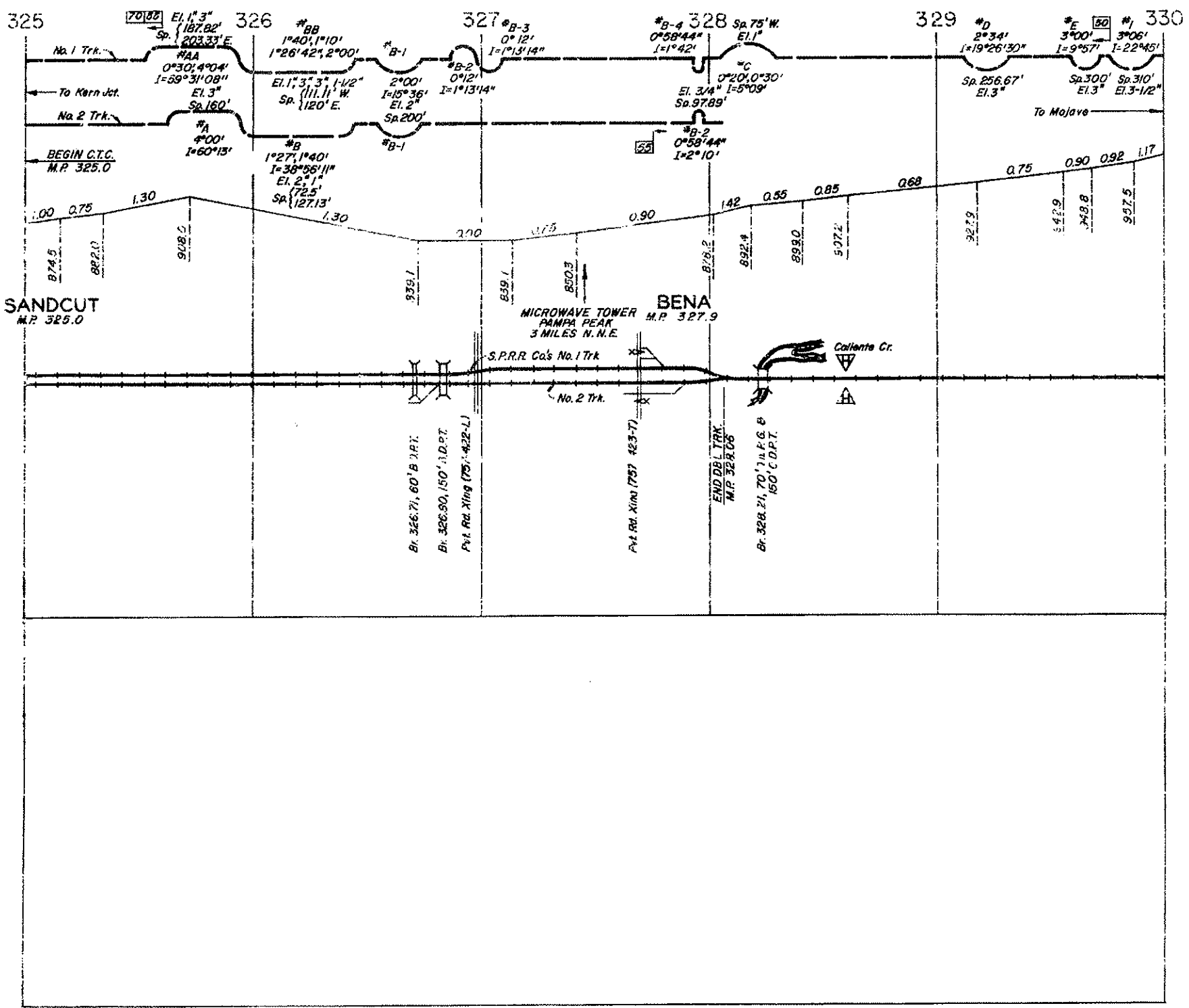
Santa Fe S. Trk. M.P. 885+0931.9 =  
S.P.R.R. M.P. 313+3389.9

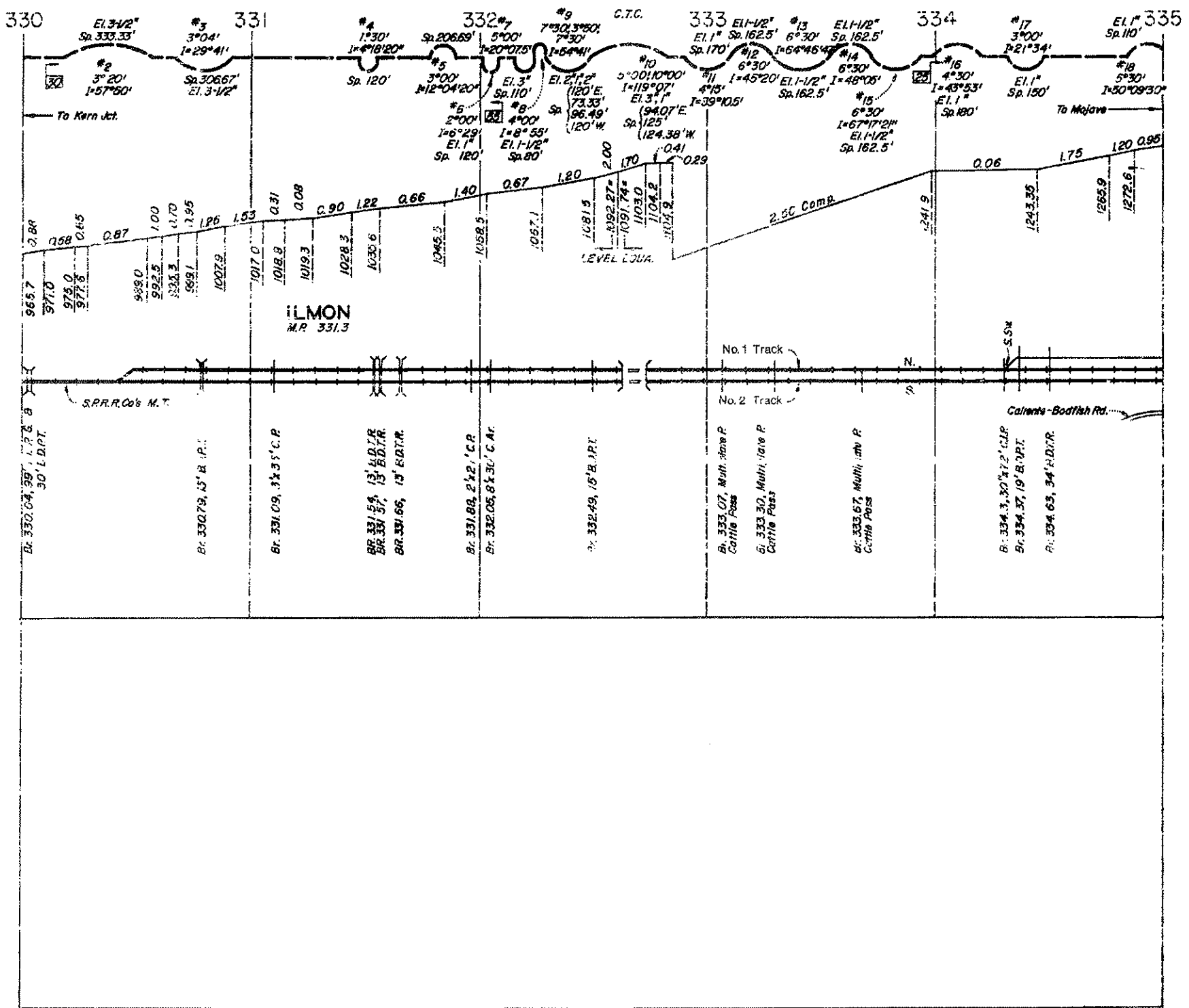
Begin A.T. & S.F. Ry. Co. Ownership  
Head of Frog M.P. 885+1311.1 =  
S.P.R.R. M.P. 313+3010.7

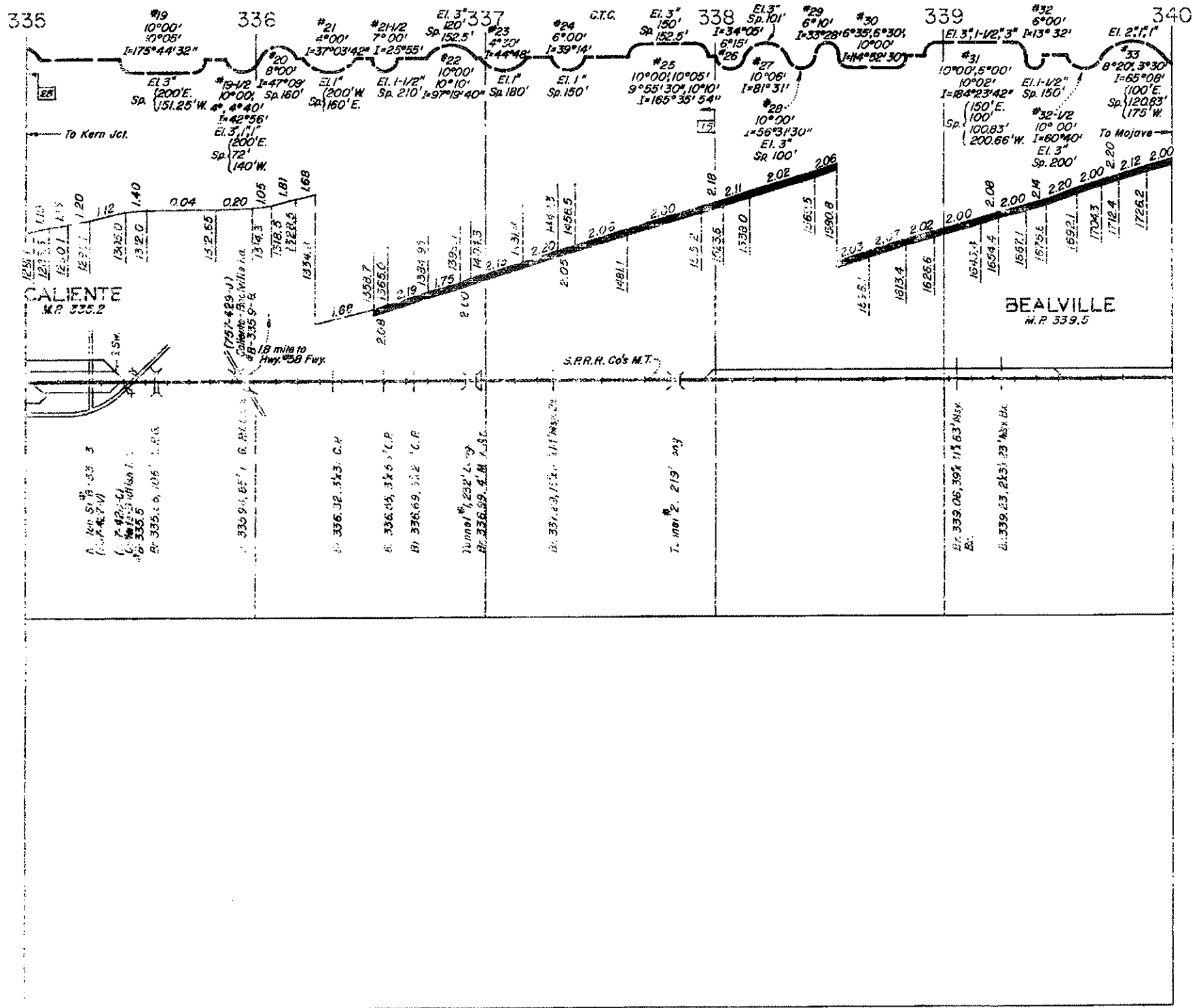


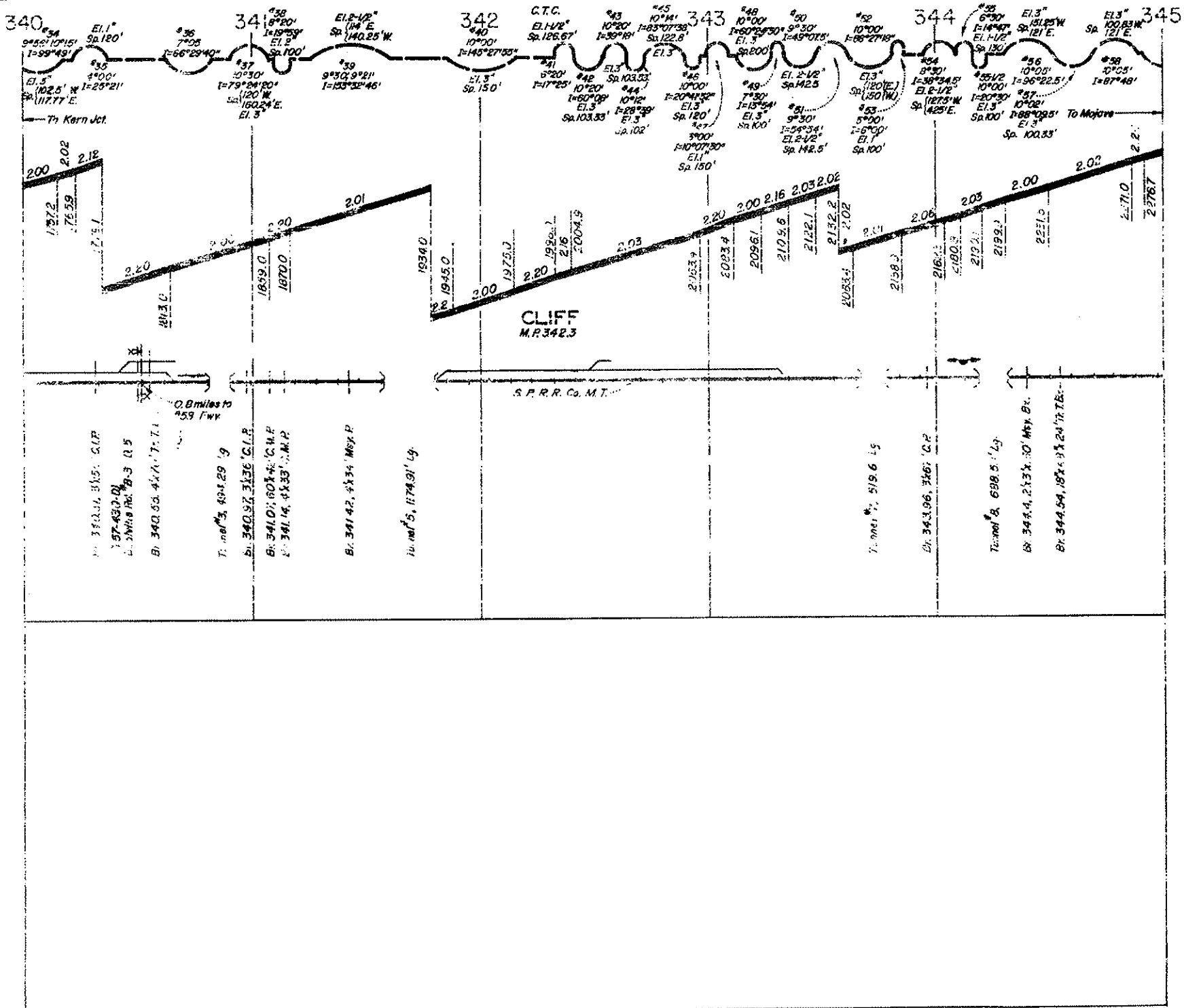




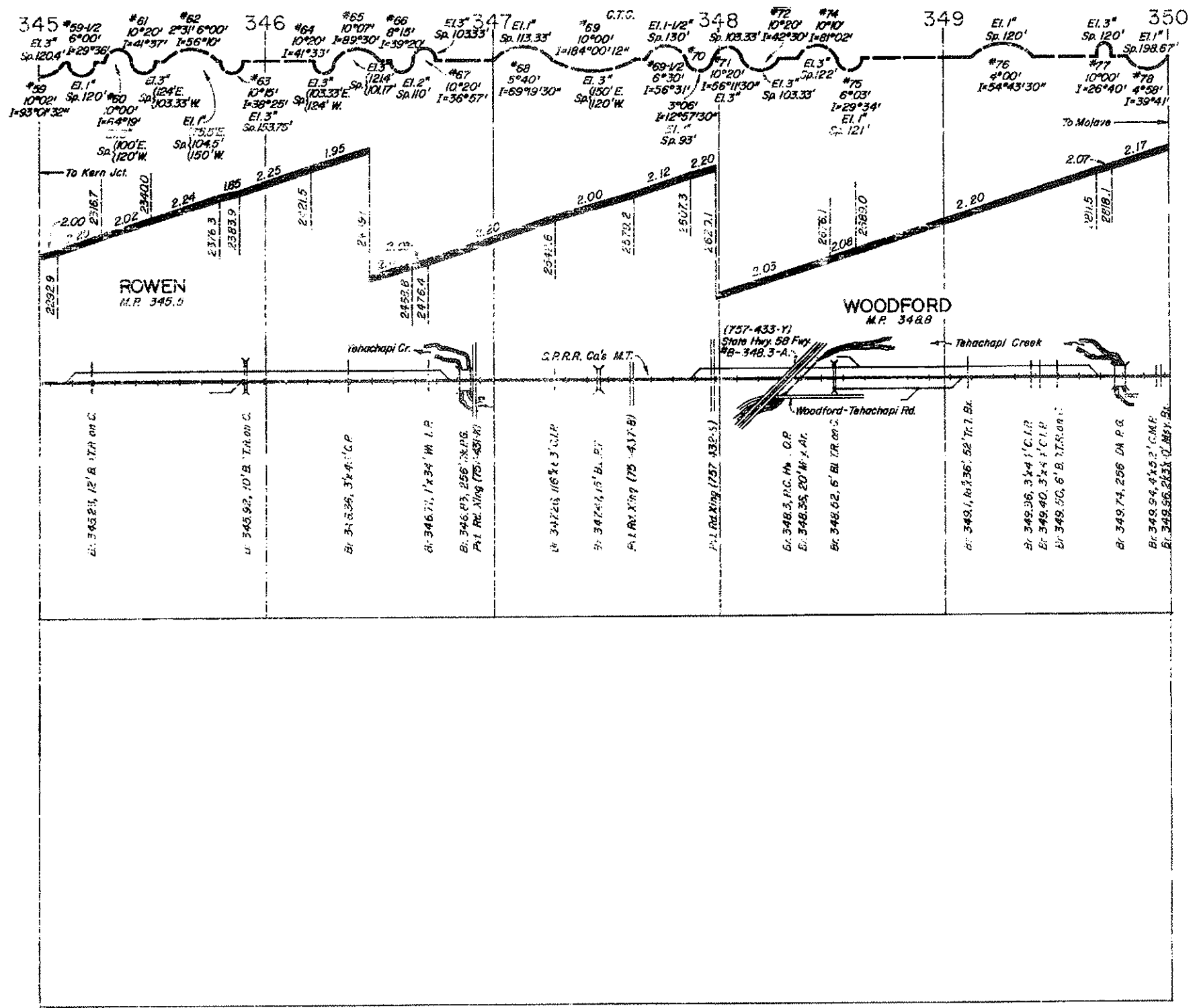


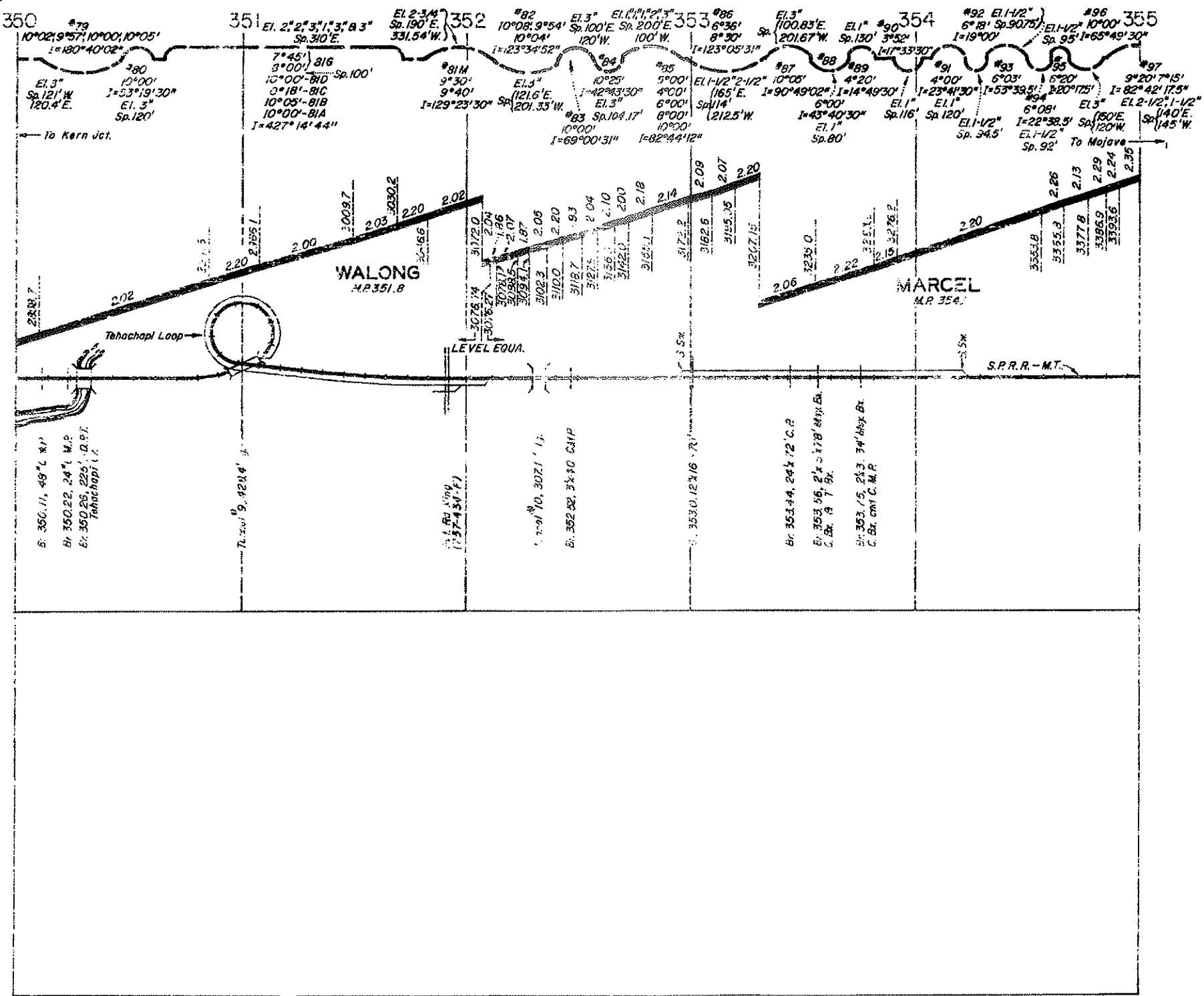


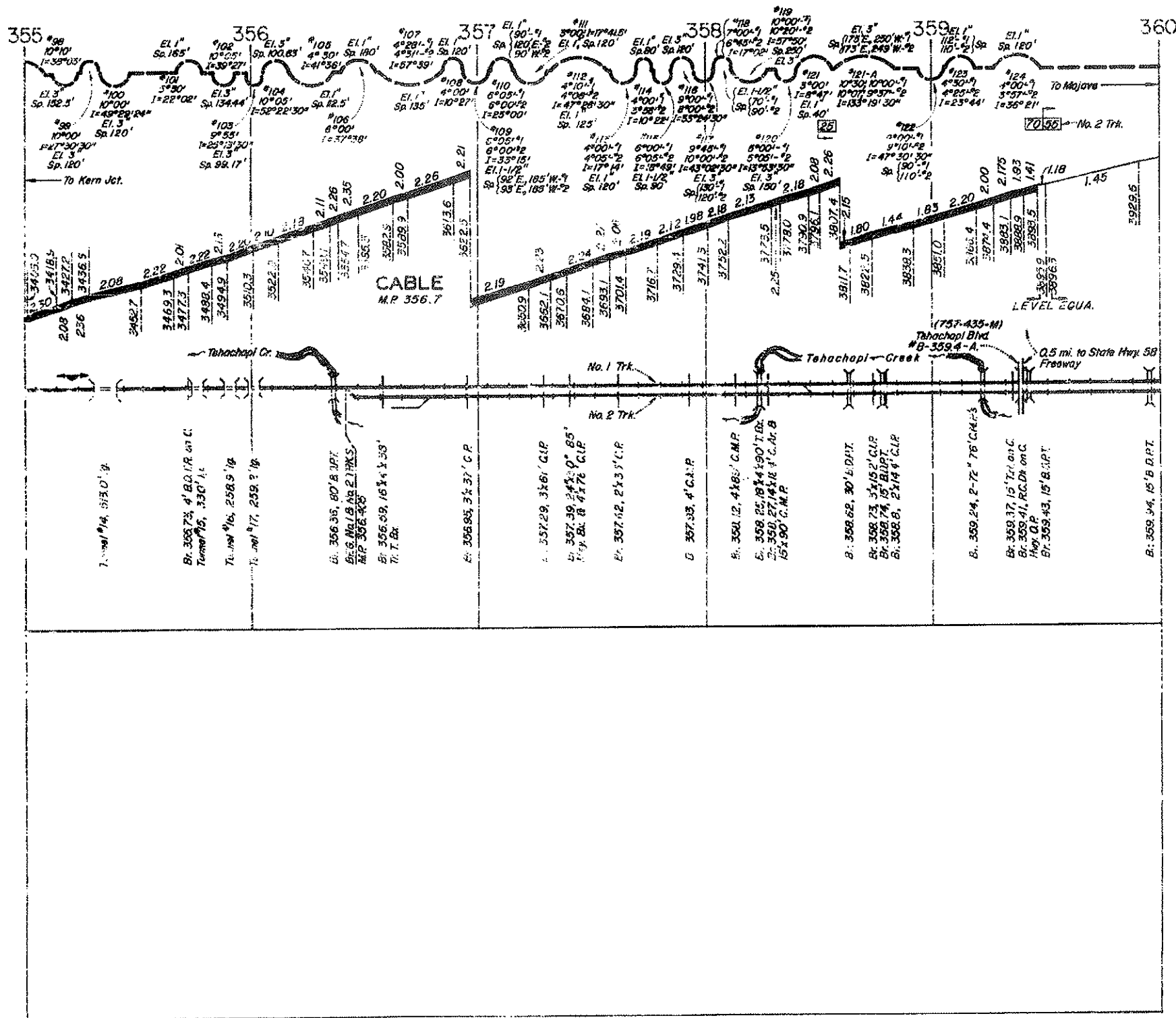


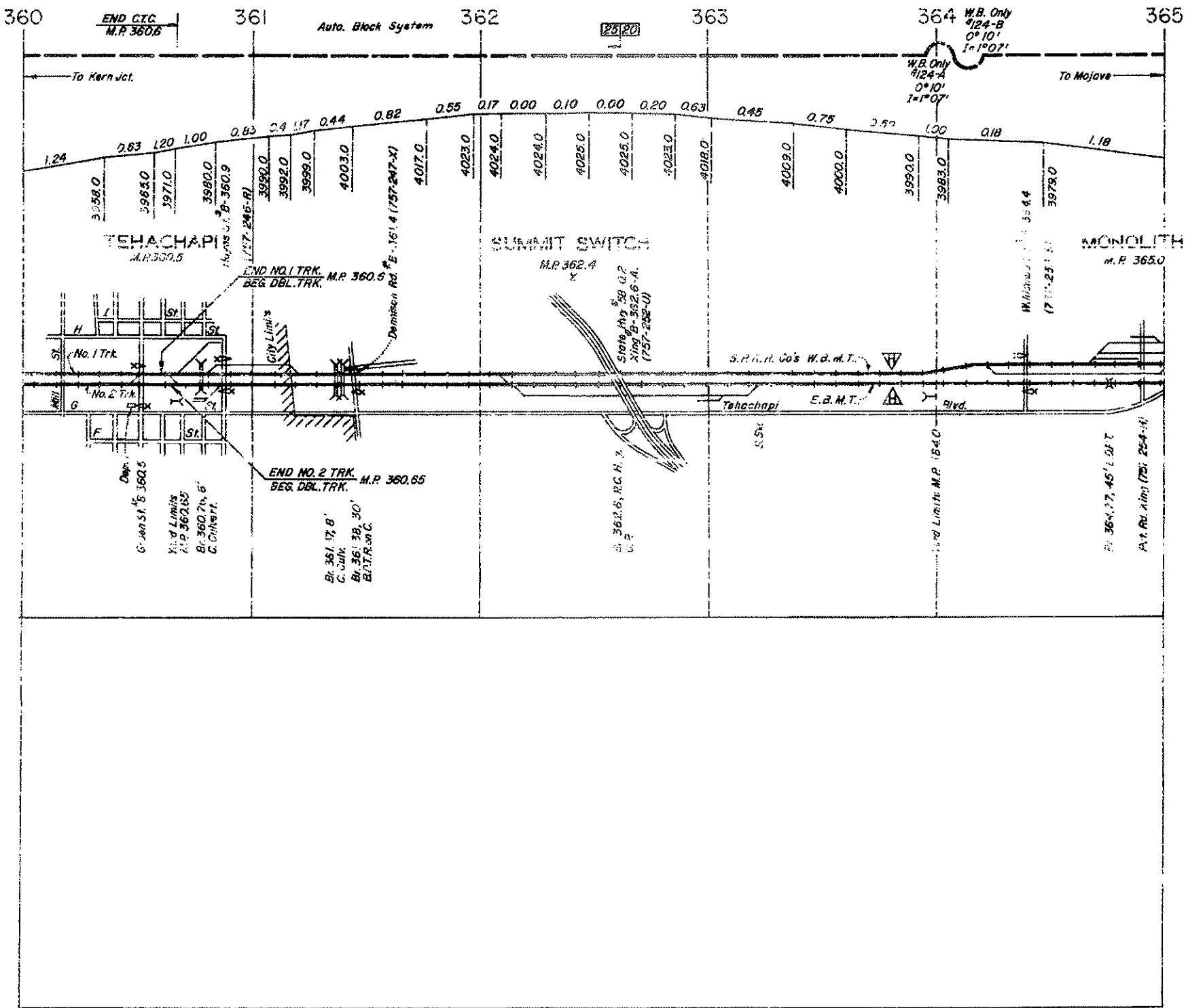


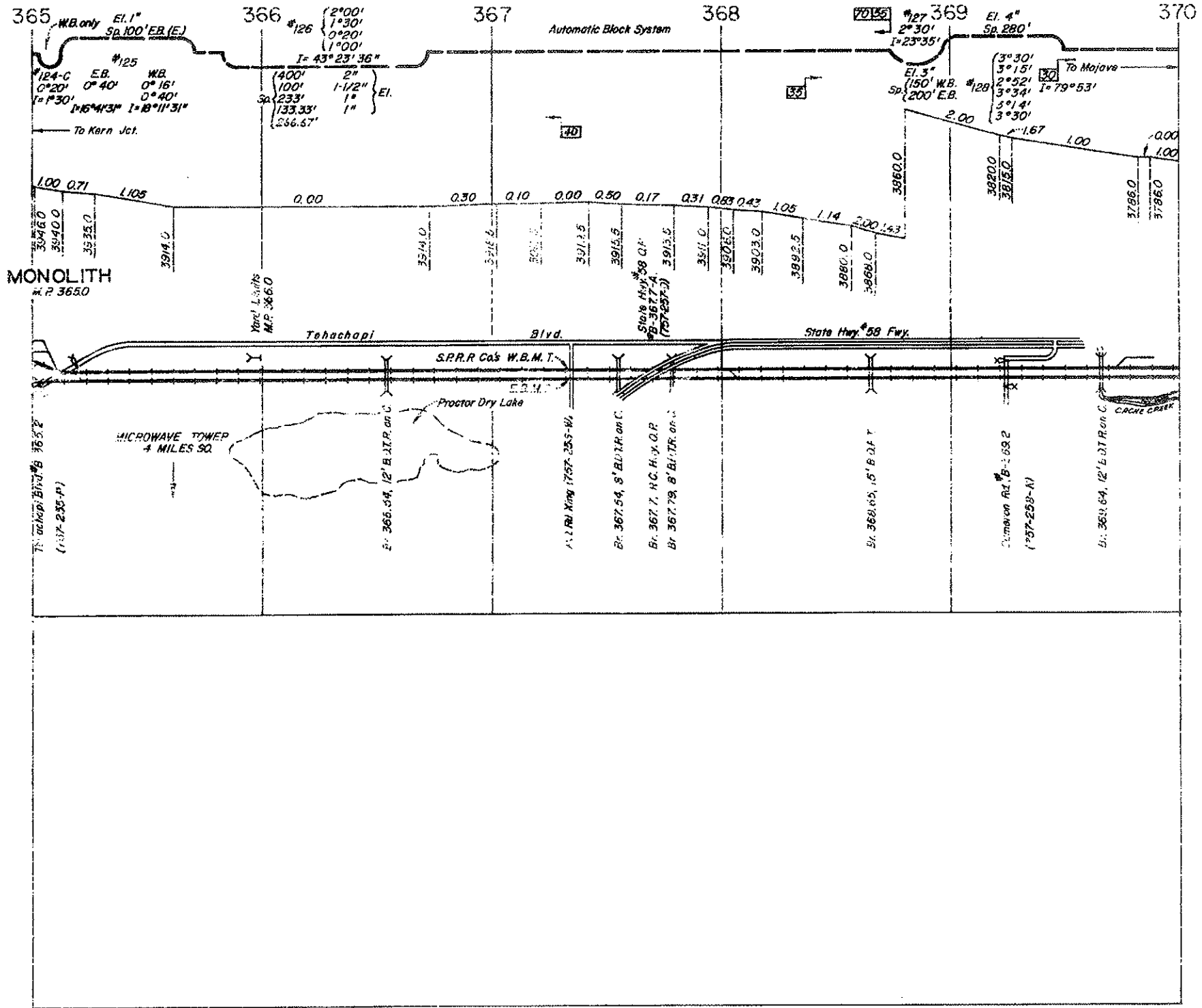


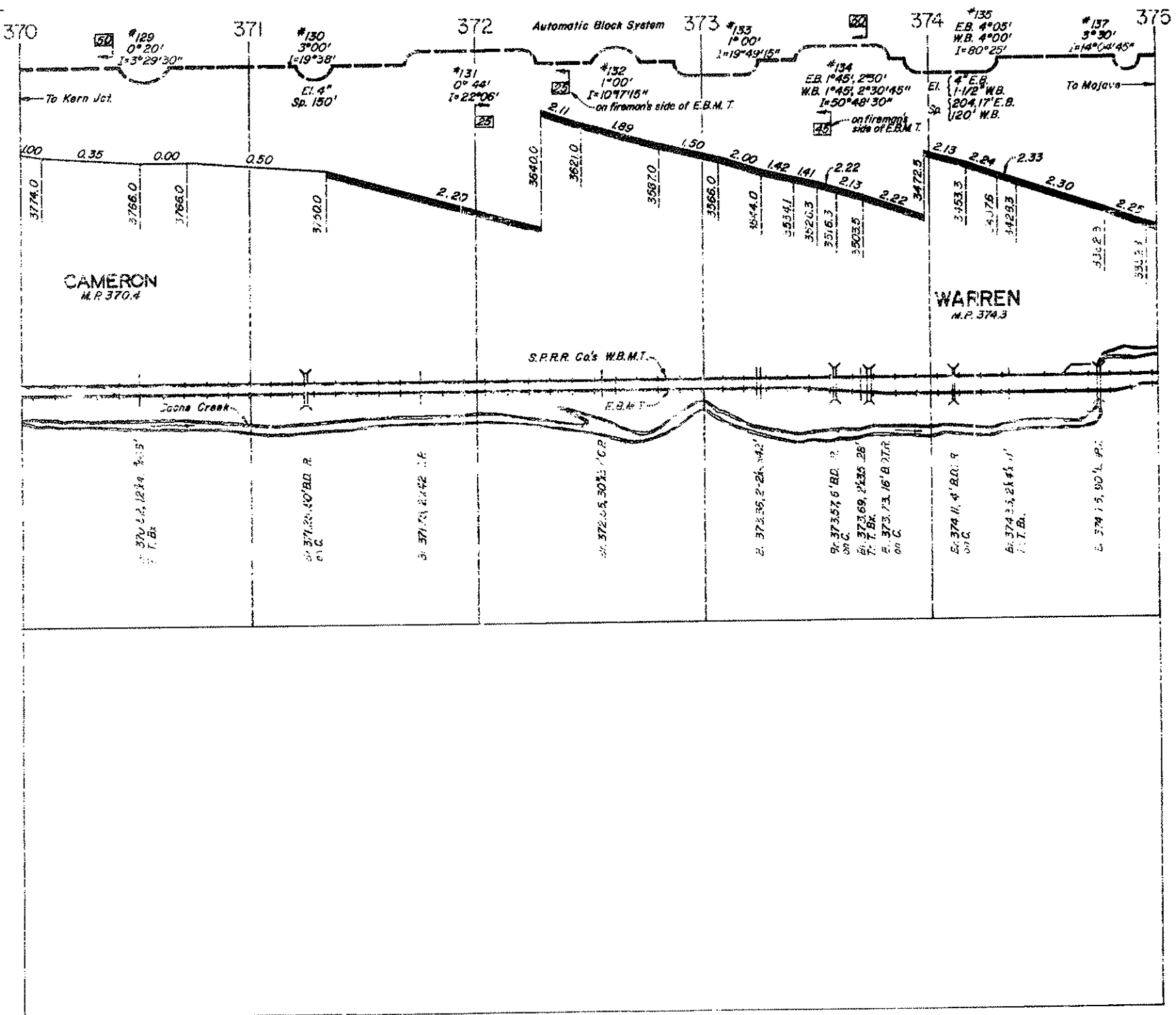


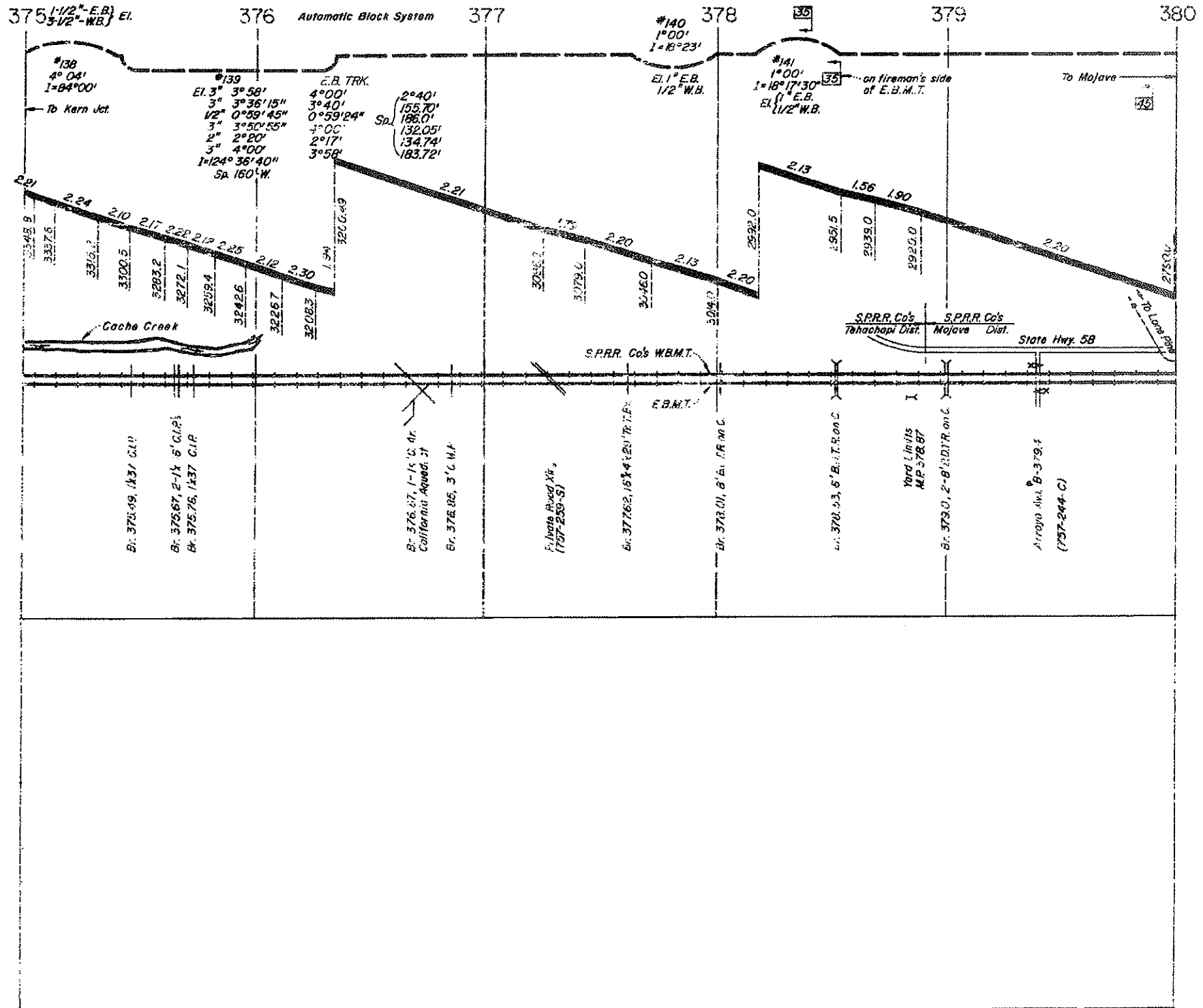


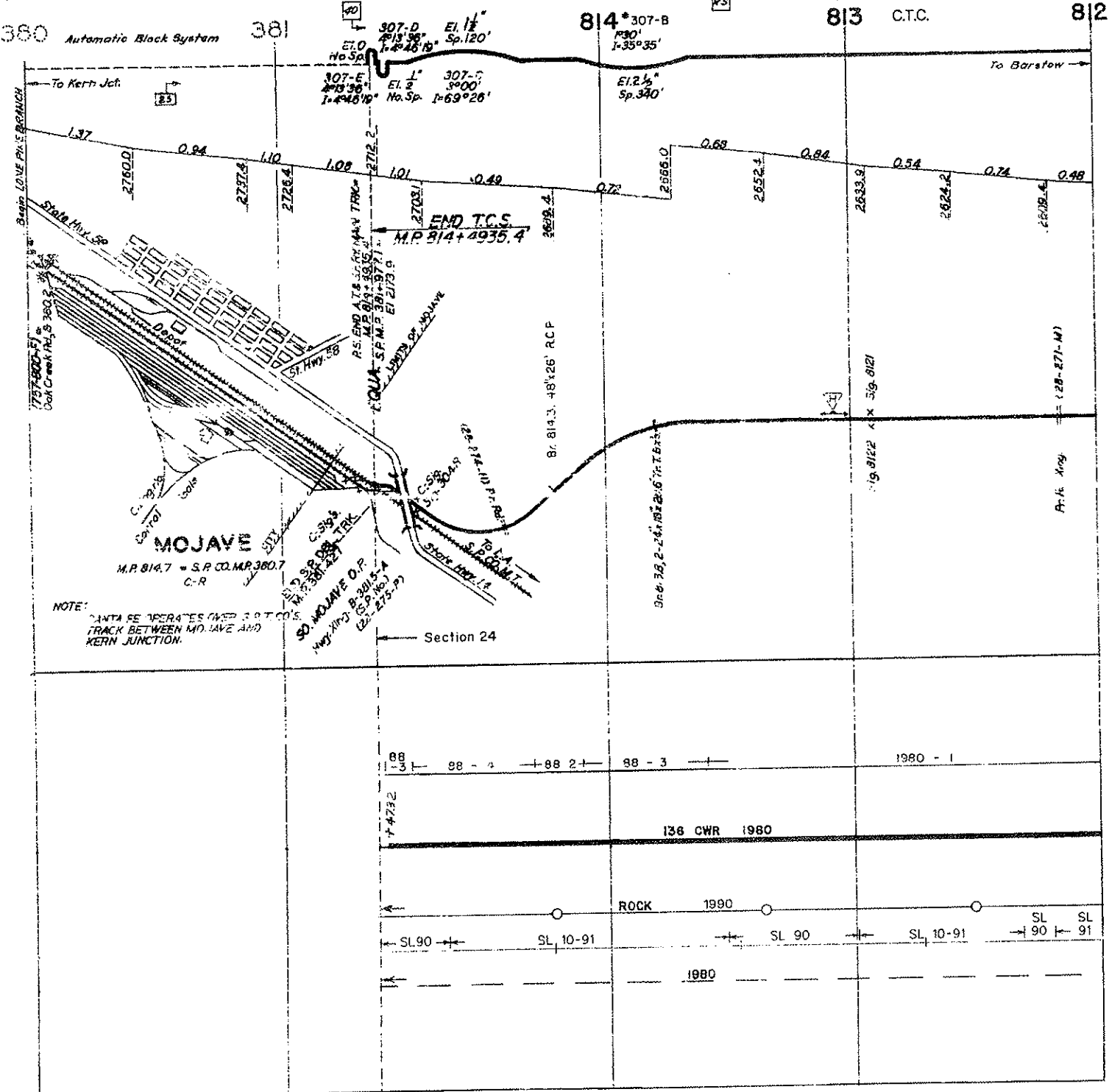








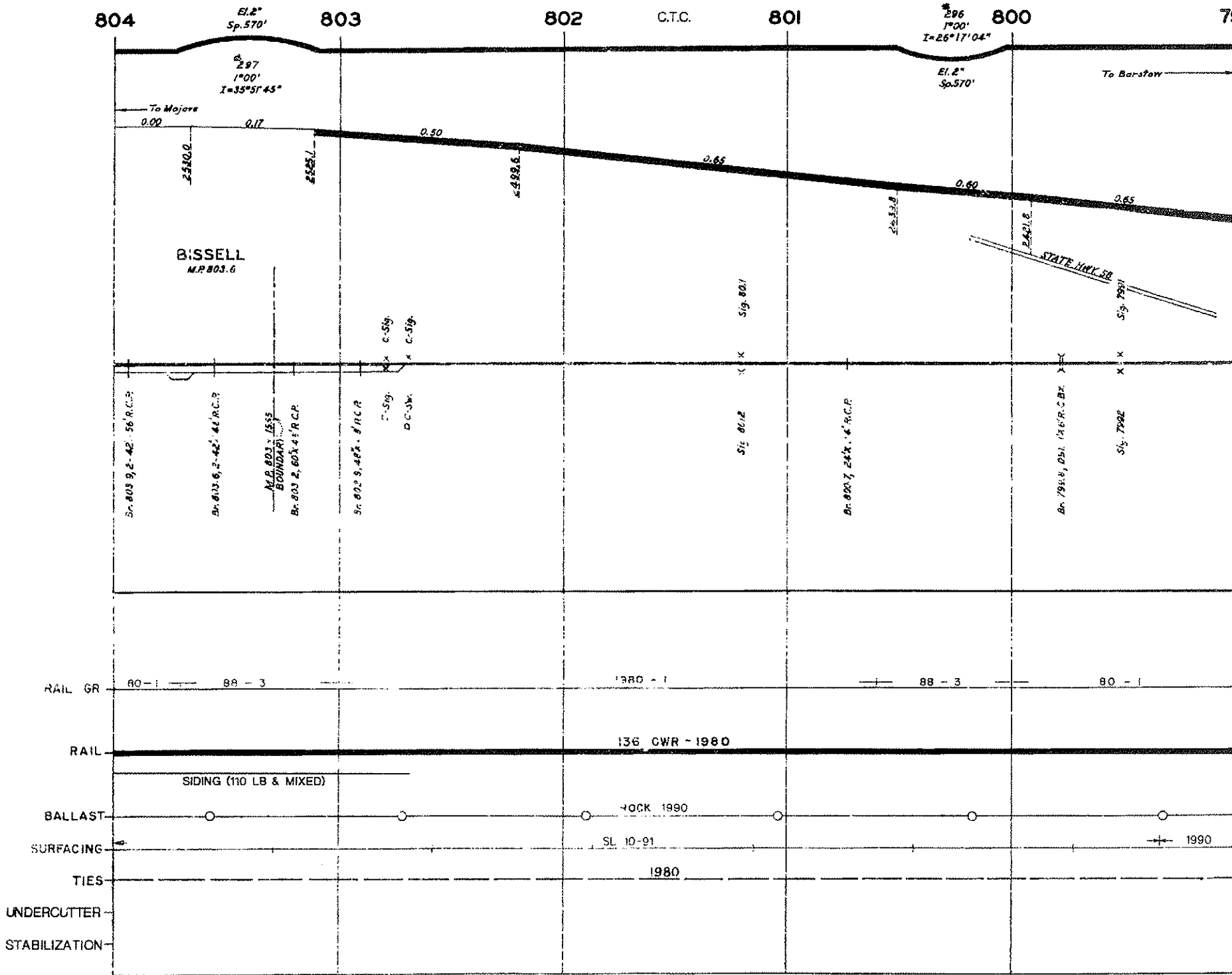






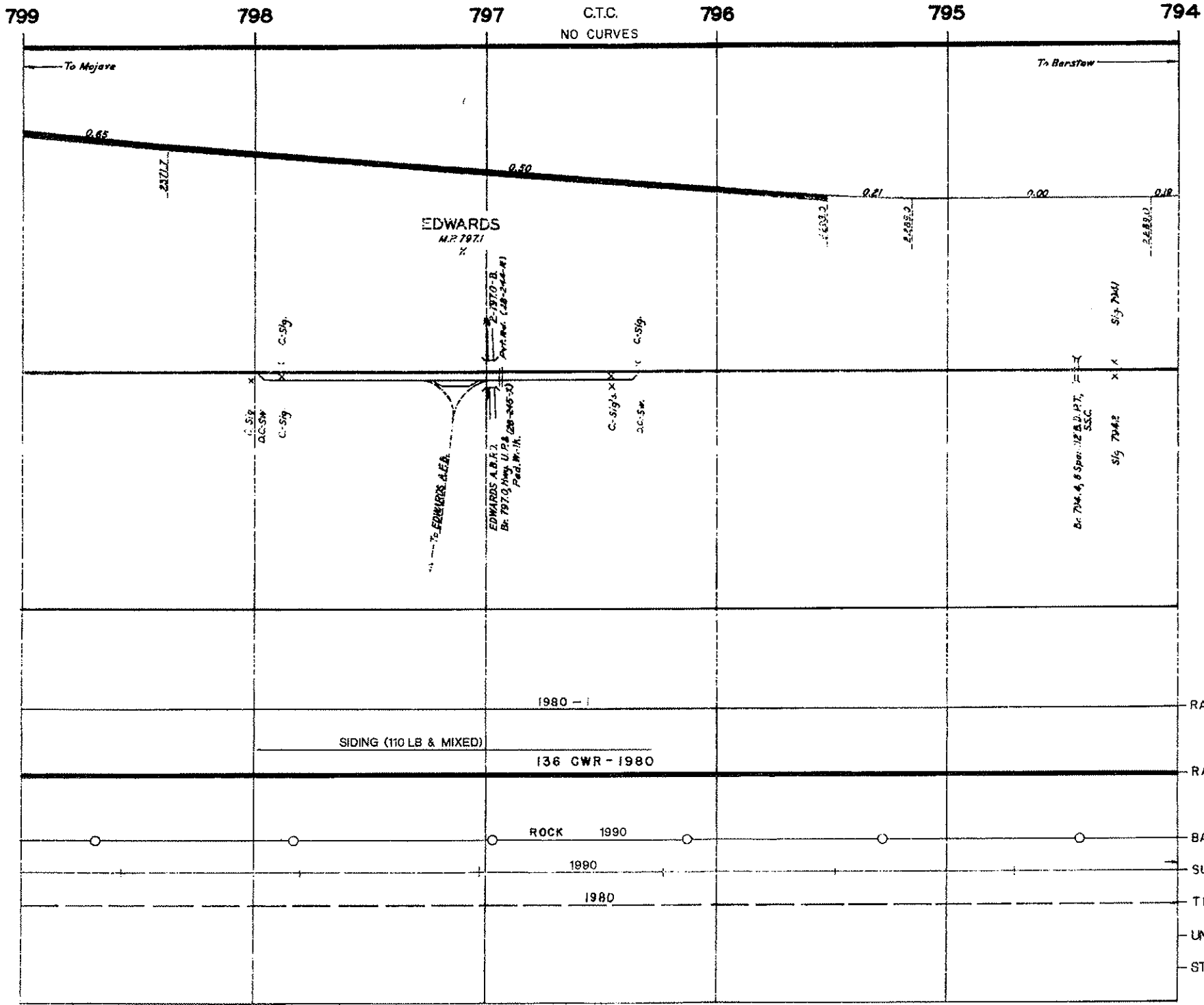






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MOJAVE SUBDIVISION



794

793

792

CTC.

791 El. 1" Sp. 250'

790

789

To Mojave

To Barstow

#205  
0°30'  
To 4°24'48"

0.0

SILT  
M.P. 7886

Br. 793.7, 5 Span 70 A.D.P.T.  
S.S.C.

Sig 792  
Br. 792.4, 12 Sp. 1168 A.D.P.T.  
S.S.C.

Br. 790.8, 6 Span 104 B.D.P.T.  
S.S.C.

C. 5 Sp. 00-57  
C. 2 Sp. X

Br. 789.6, 3 Span 112 B.D.P.T.  
S.S.C.

RAIL GR

1980 - 1

88 3 -

1980 - 1

RAIL

138 CWR - 1980

BALLAST

1990

ROCK

SURFACING

SL 11-91

1990

SL 10-91

TIES

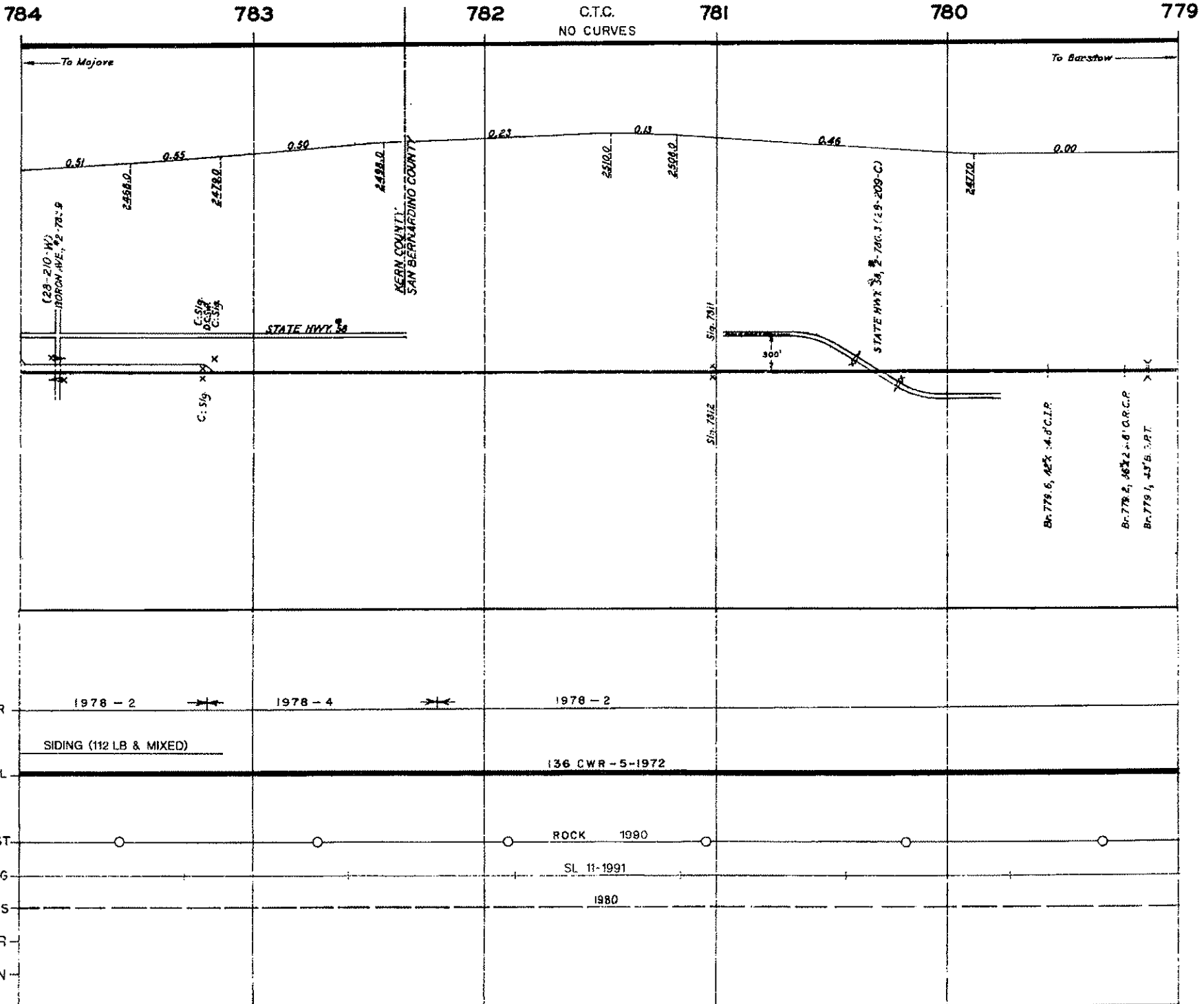
1980

UNDERCUTTER

STABILIZATION

SIDING (110 LB & MIXED)





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779

778

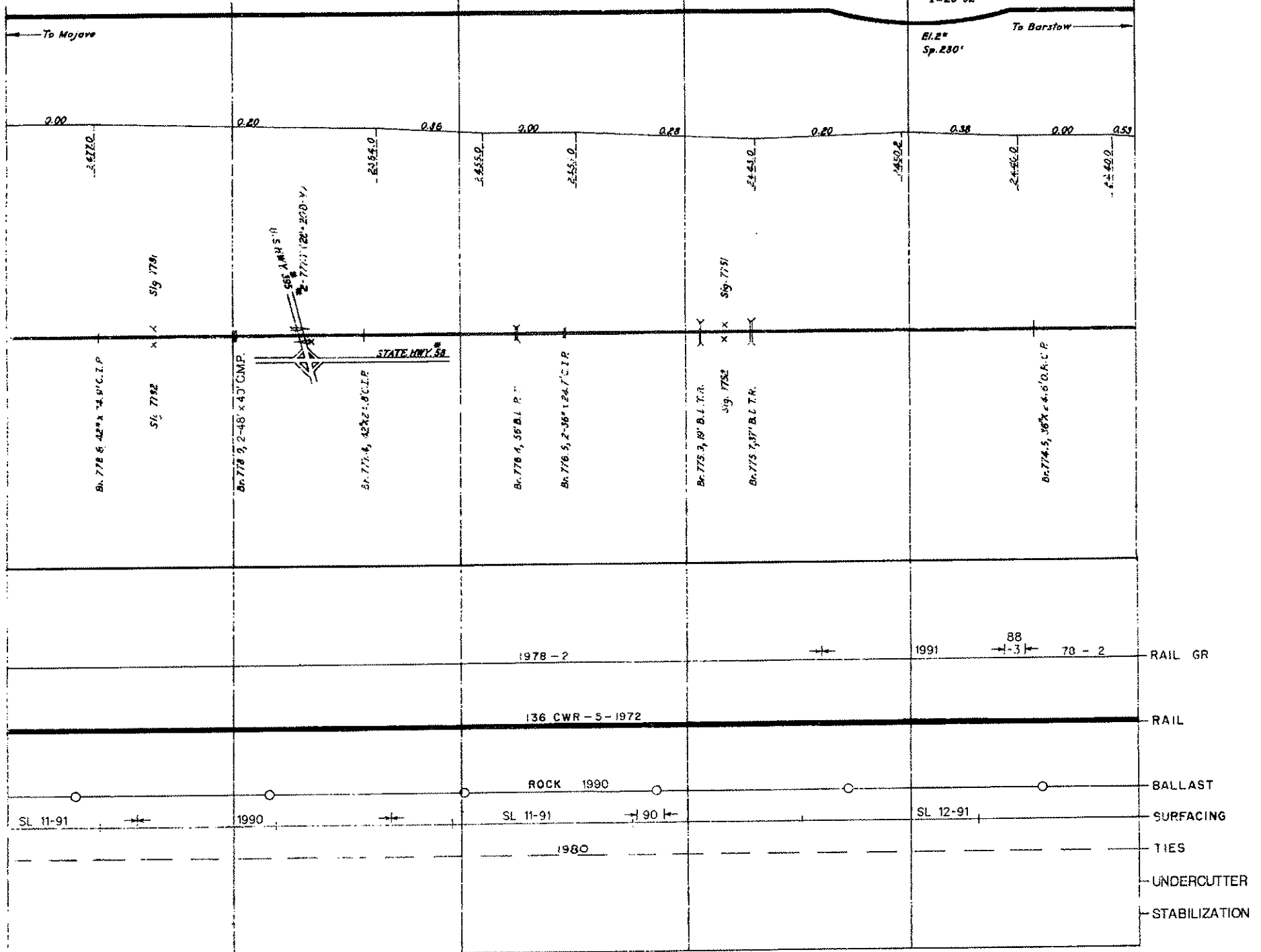
777

C.T.C.

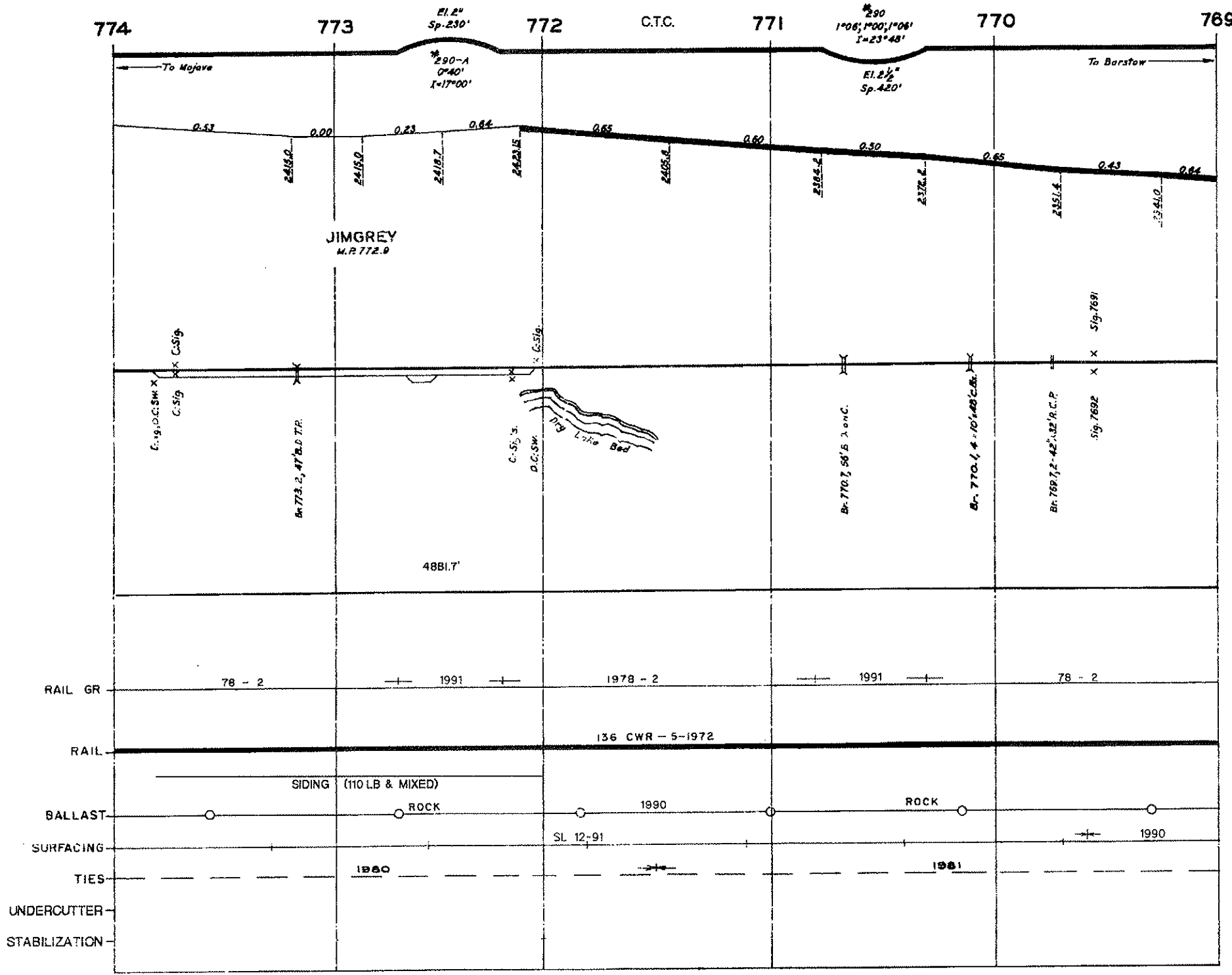
776

775  
293  
0°40'  
I = 28°02'

774







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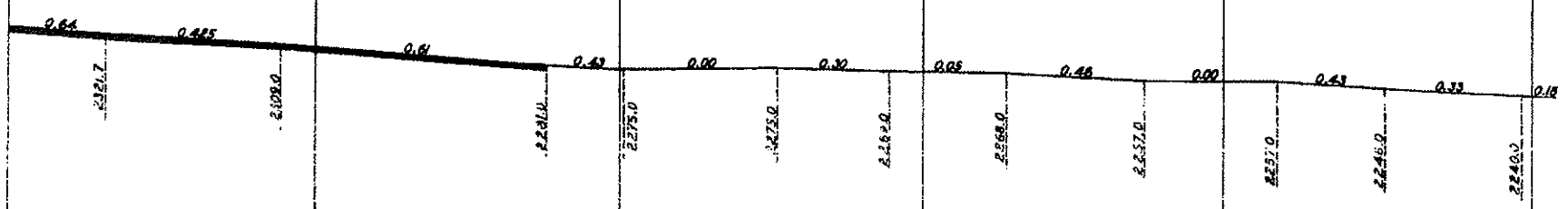
769 768 767 C.T.C. 766 765 764

El. 2 1/2'  
Sp. 420'

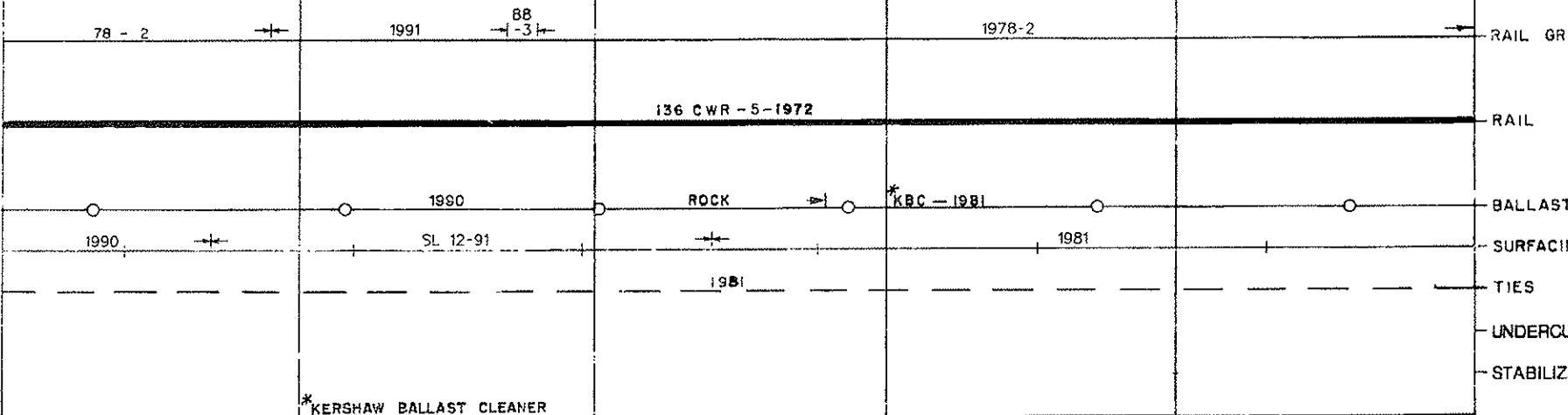
209  
1° 00' 10"  
1 = 44° 22' 42"

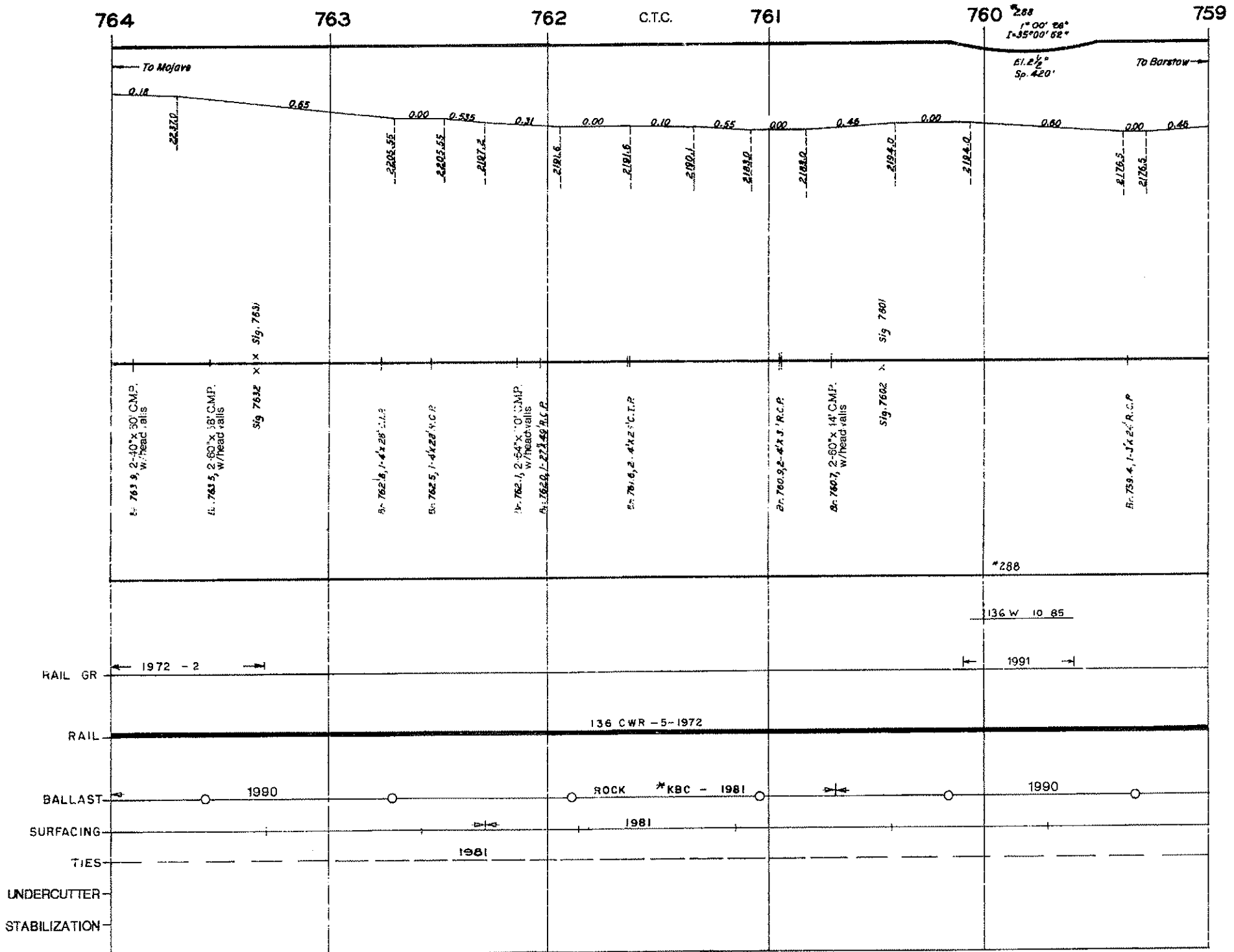
To Mojave

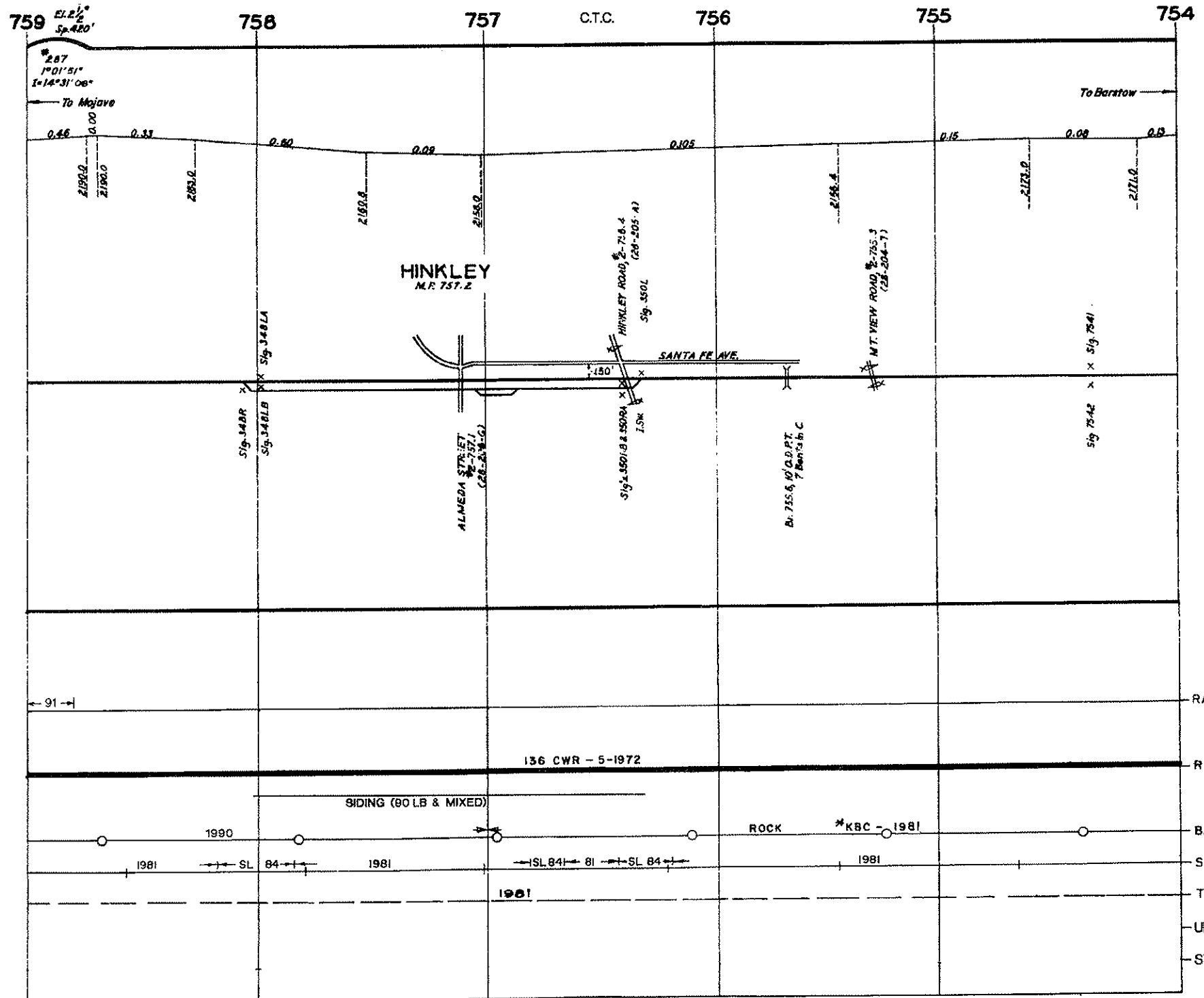
To Barstow

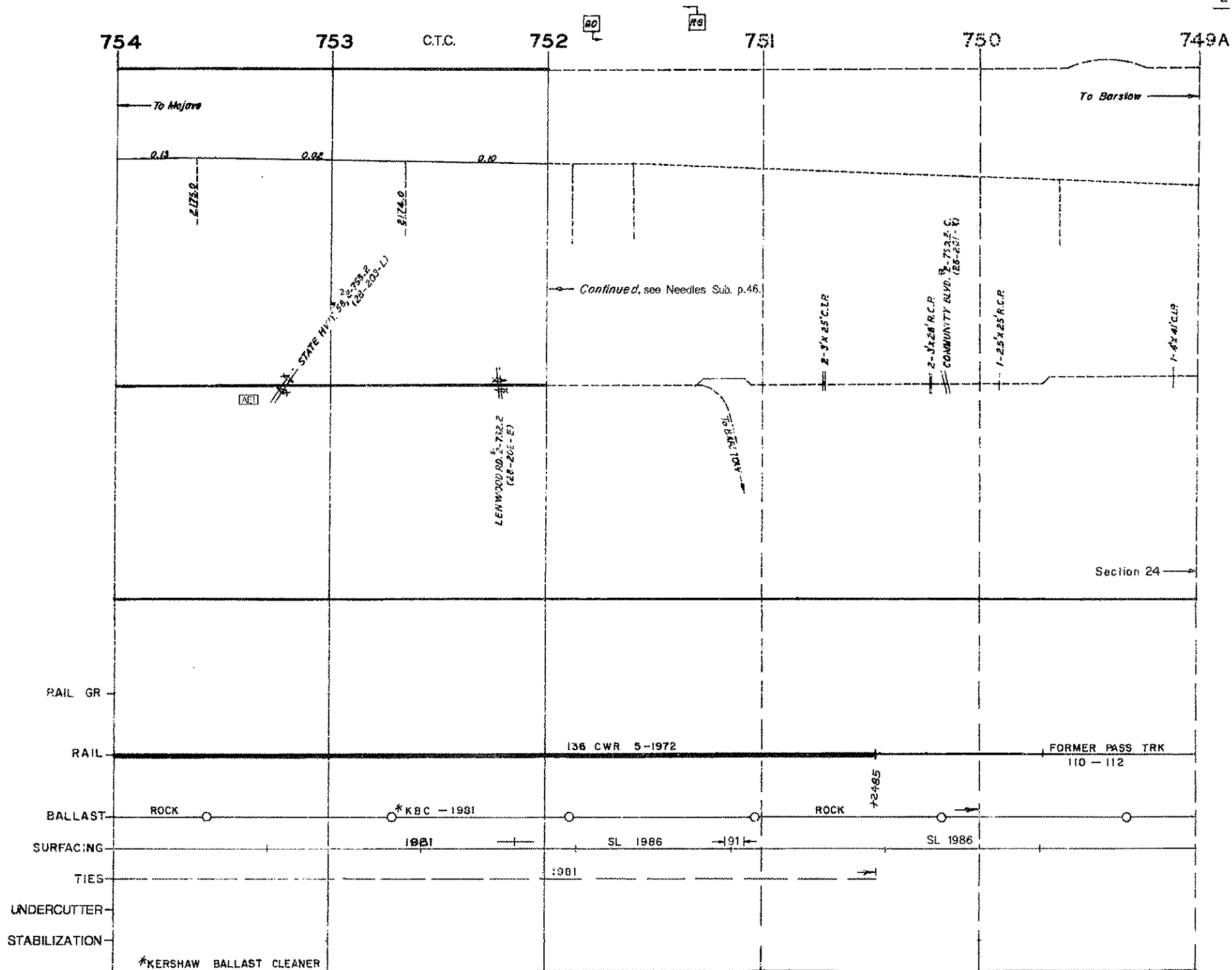


Br 768 6, 1-3x3, R.C.P.  
 Br 766 2, 1-3x3, R.C.P.  
 Br 766 3, 1-2x35 R.C.P.  
 Sg. 766 2 X Sg. 766 1  
 Br 765 5, 1-3x40 R.C.P.  
 Br 765 4, 1-3x37 R.C.P.  
 Br 765 1, 2-42' B.J. Conc  
 Br 764 2, 1-4x25 C.I.P.  
 HARPER LAKE RD. 764.5  
 (20'-207'-H)  
 Br 764 5, 2-4x25 C.I.P.  
 Br 764 3, 4-4x28 R.C.P.  
 Br 764 1, 2-54' x 60' C.M.P.









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MOJAVE SUBDIVISION

# Mojave Subdivision

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