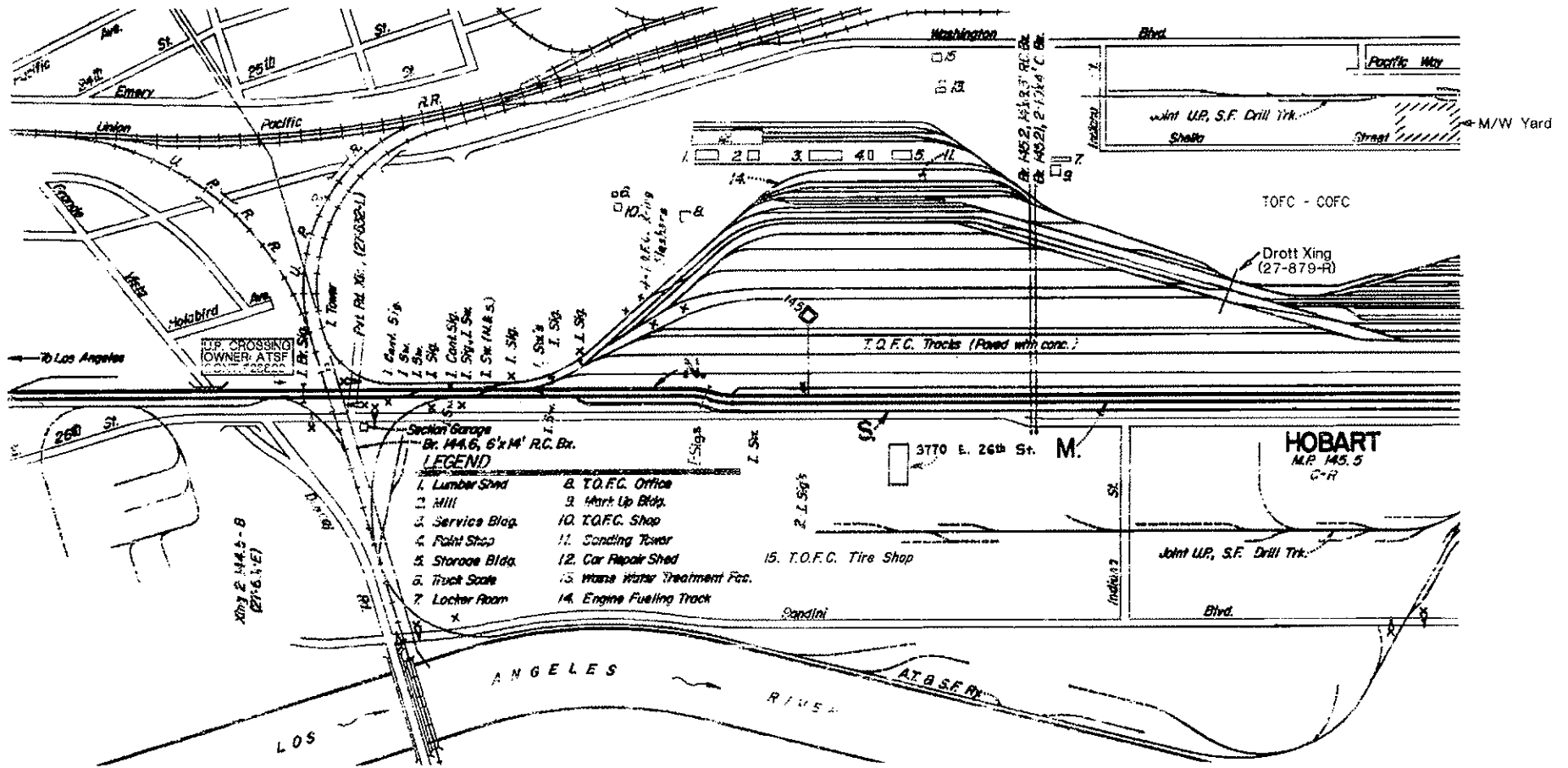
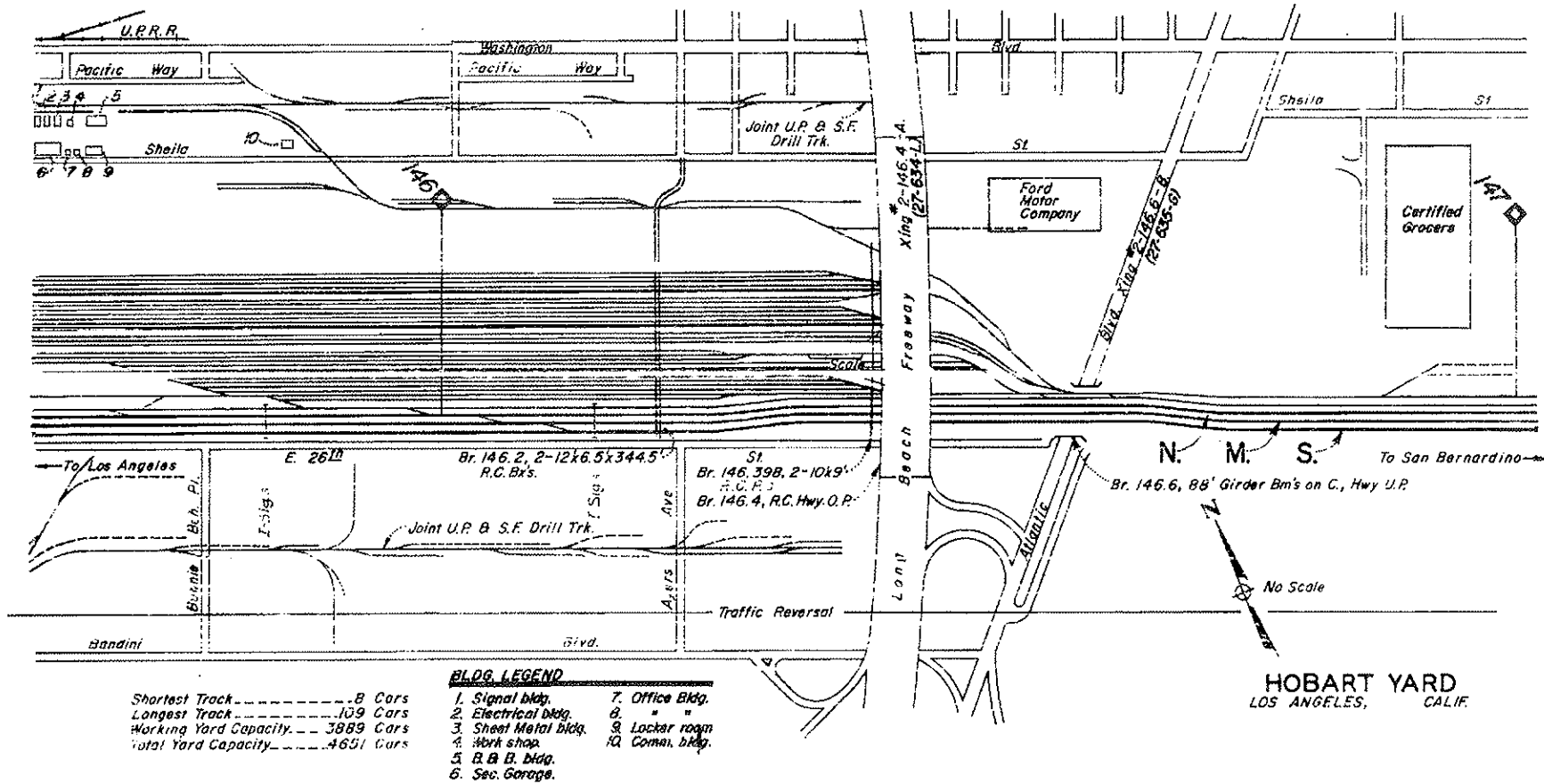
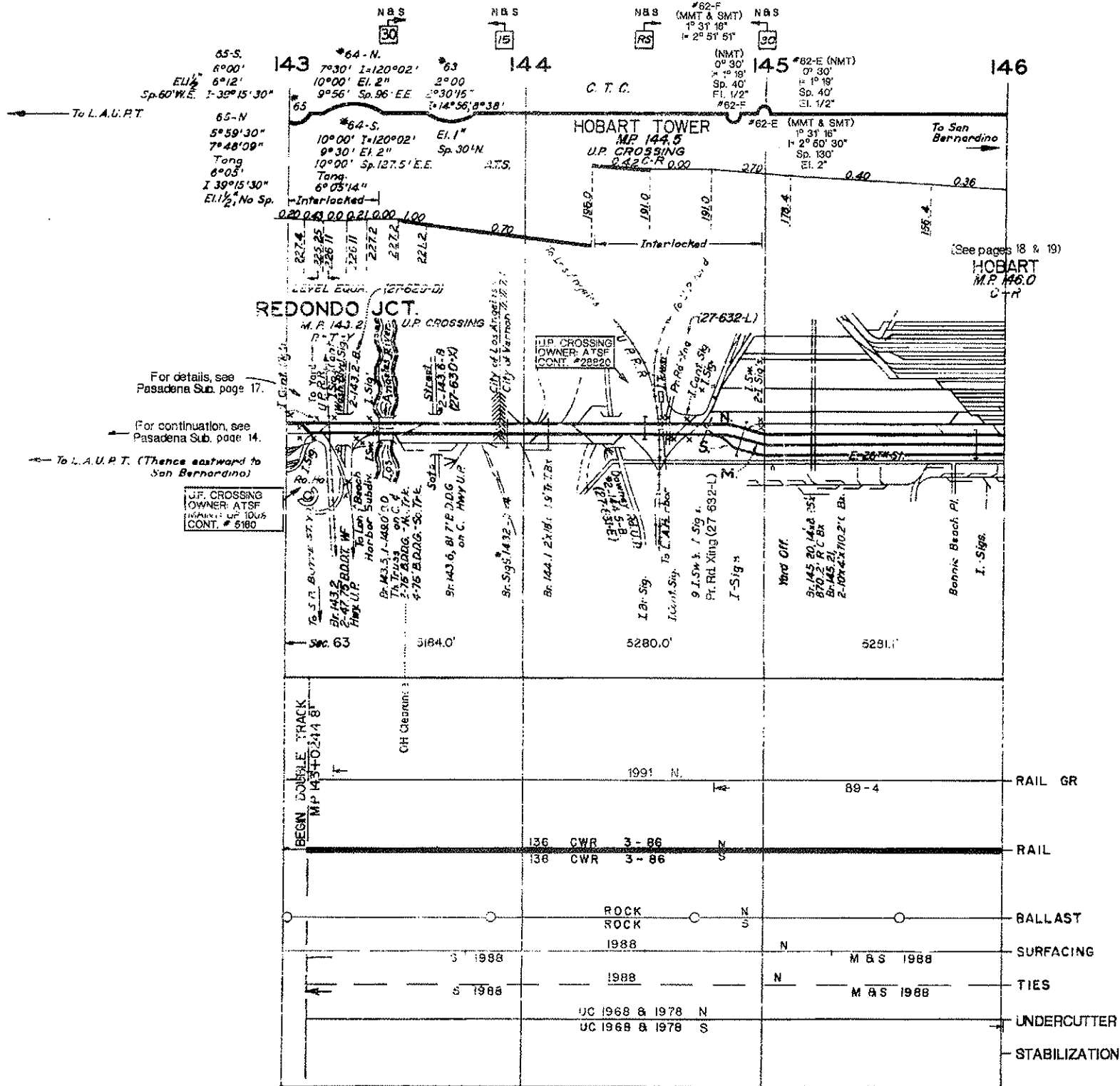
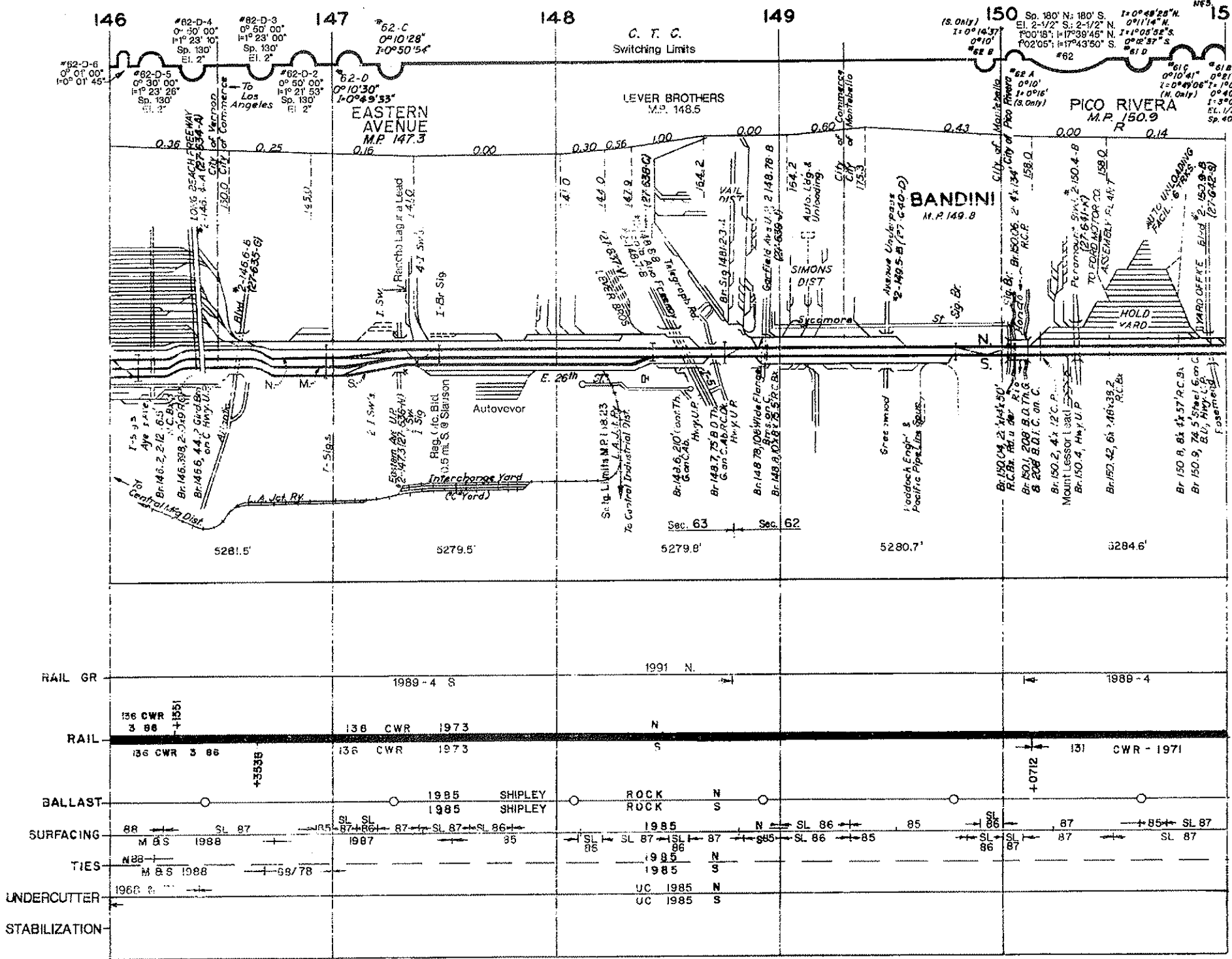


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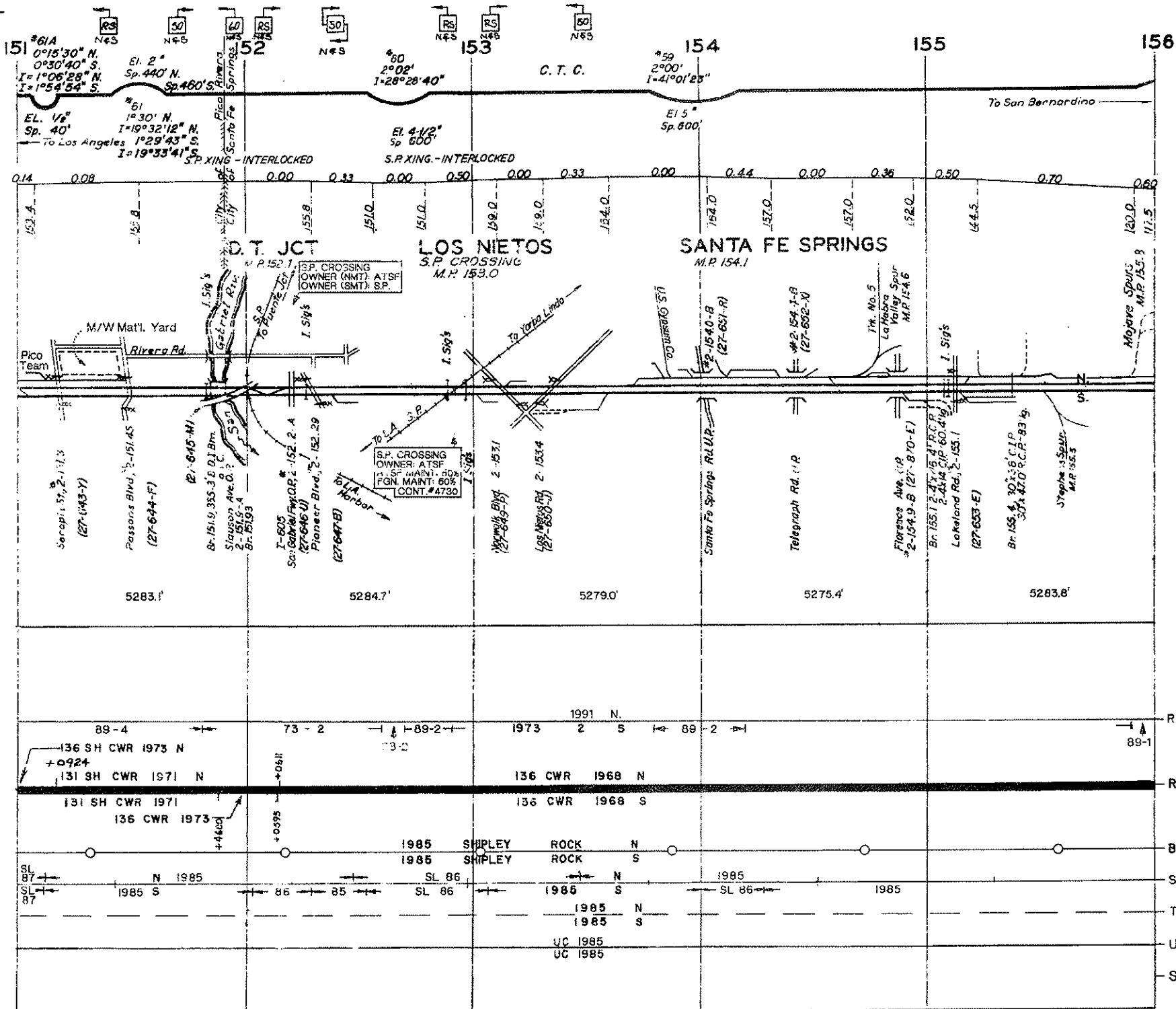


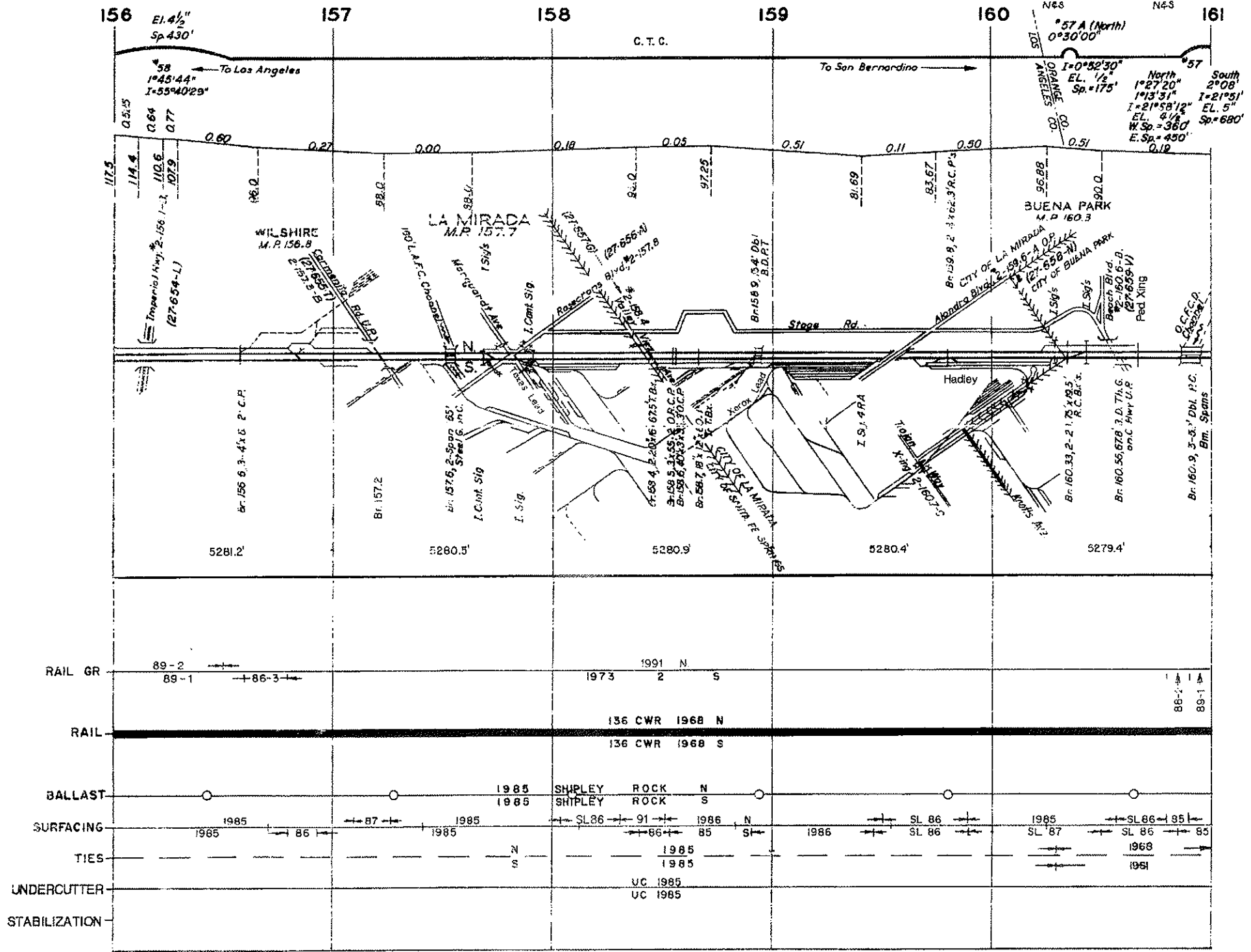


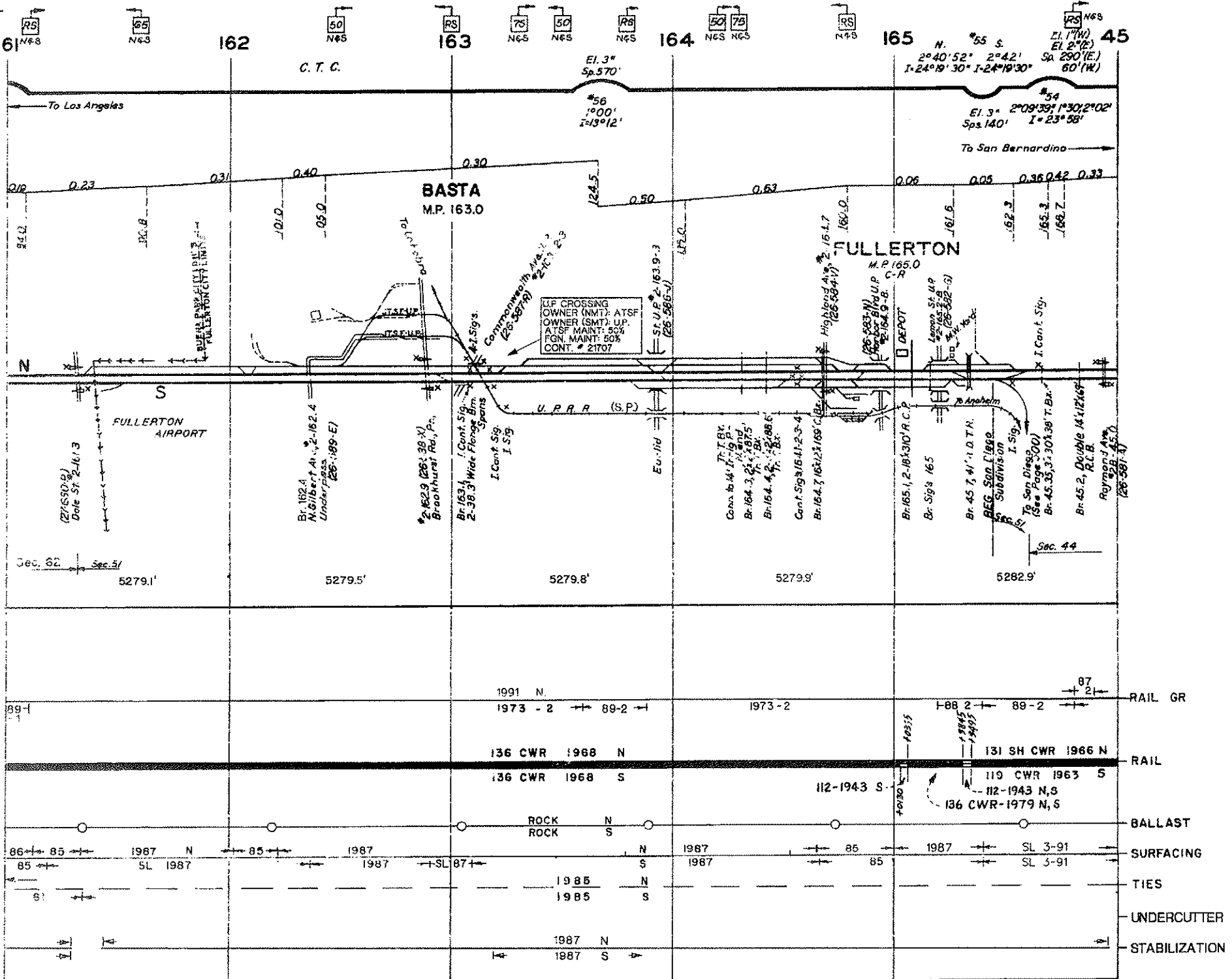
RAIL GR		1989 - 4 S	1991 N		1988 - 4
RAIL	136 CWR 3 88 +1551	136 CWR 1973	N	S	131 CWR - 1971
BALLAST		1985 SHIPLEY 1985 SHIPLEY	ROCK ROCK	N S	
SURFACING	BR M & S 1988	SL 87 1987	SL 87 1985	SL 86 1985	SL 87 1985
TIES	N 88 M & S 1988	69/78	35	85	87
UNDERCUTTER	1968		UC 1985 N UC 1985 S		
STABILIZATION					

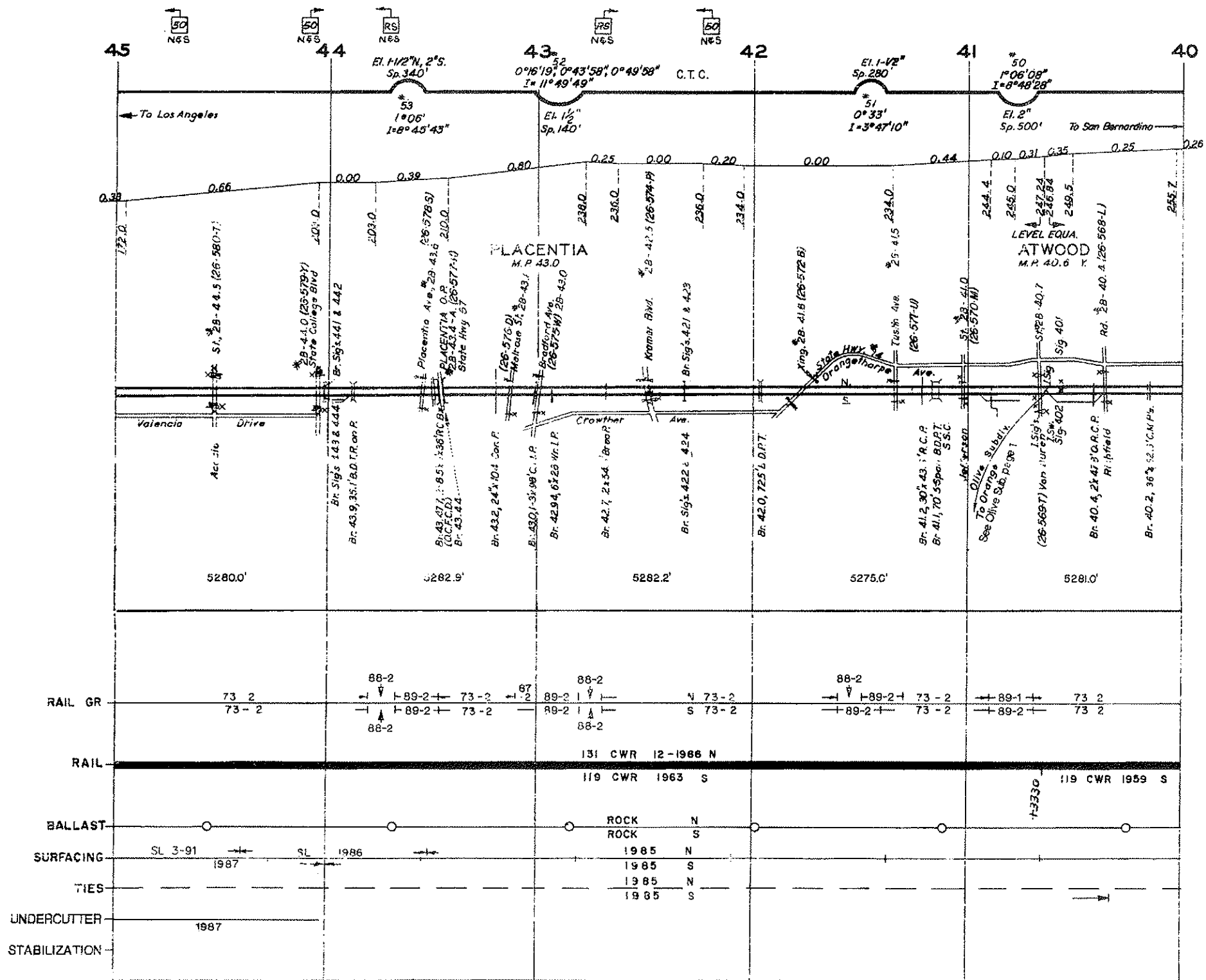
REVISED FEB. 1992

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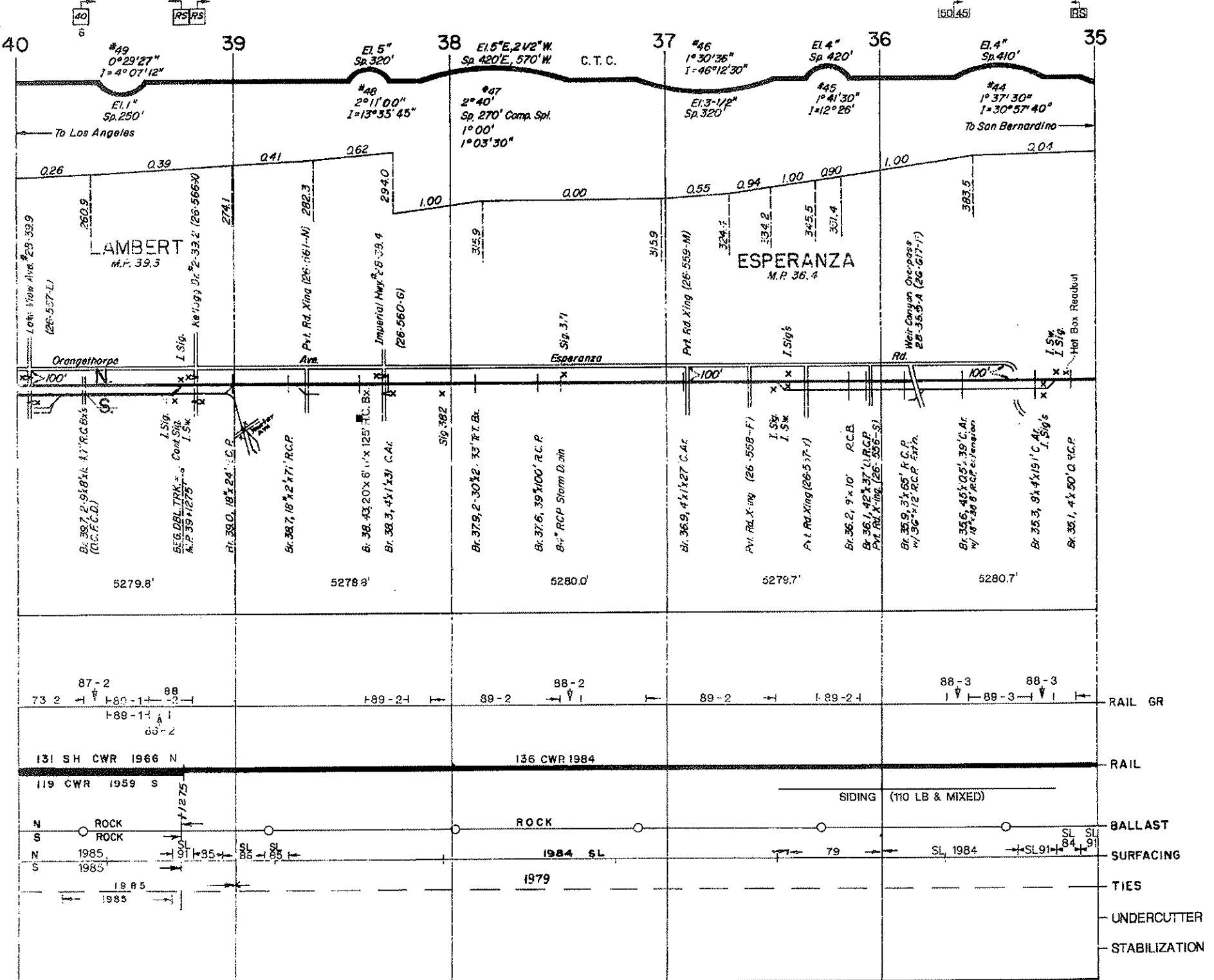


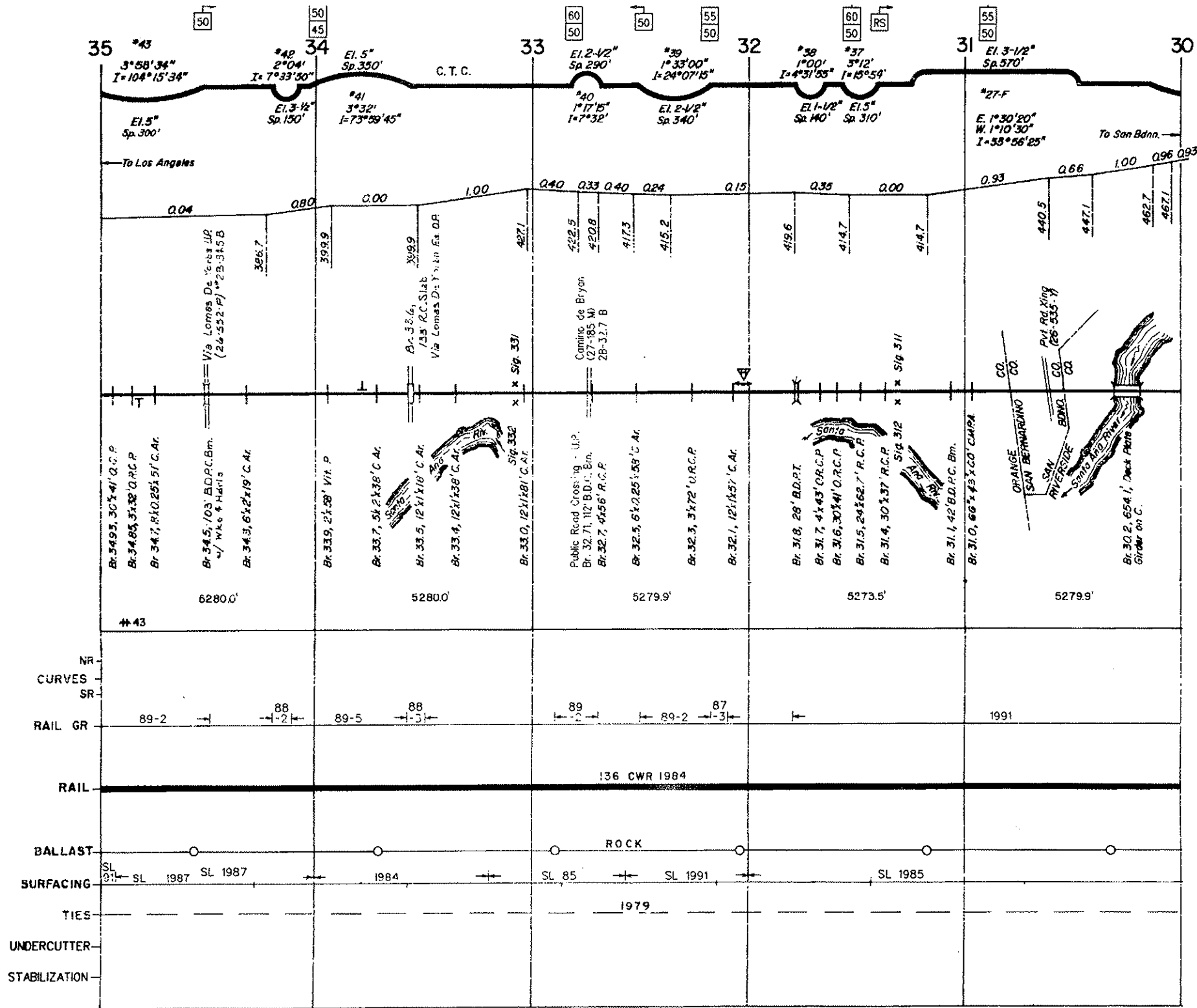


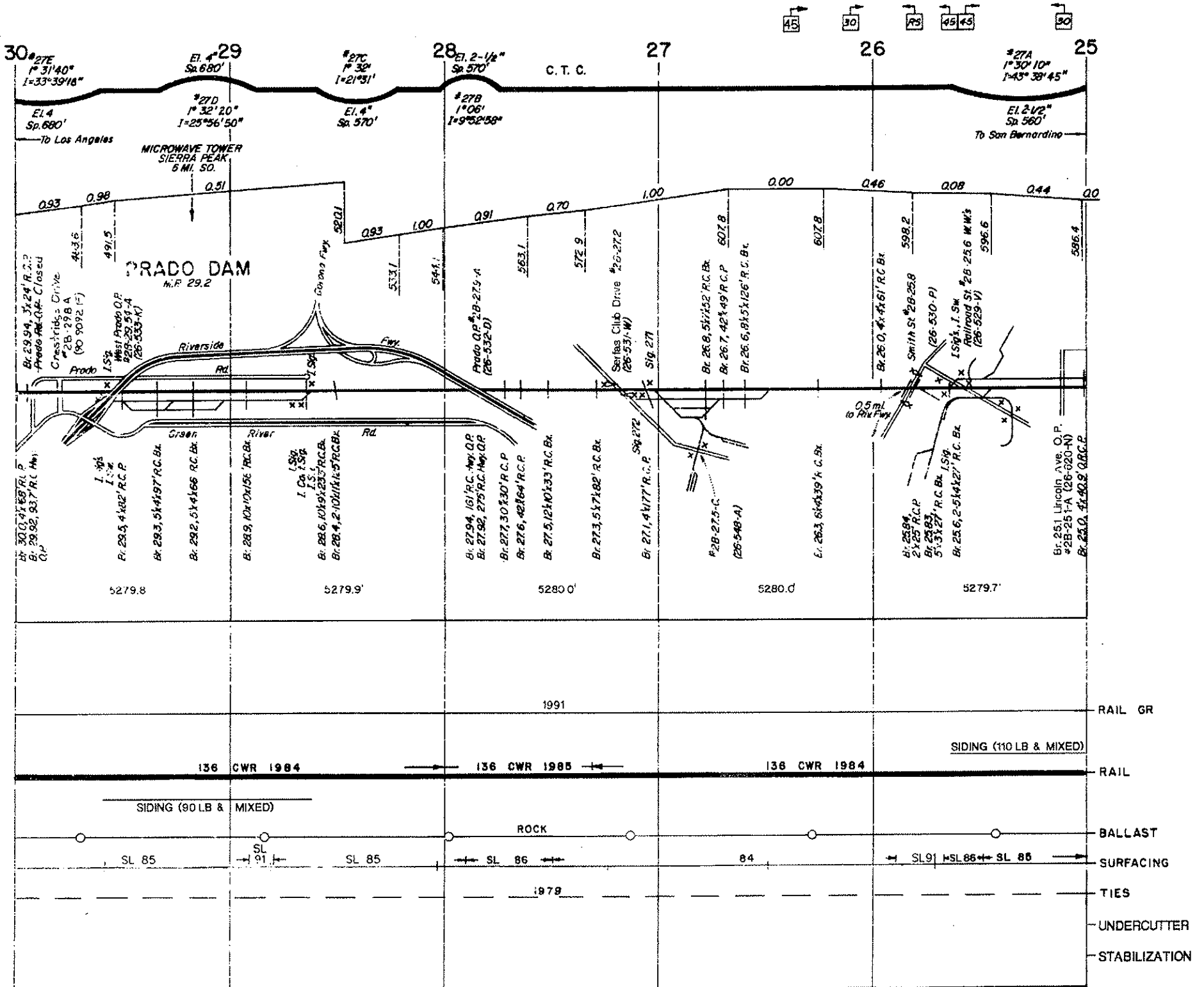


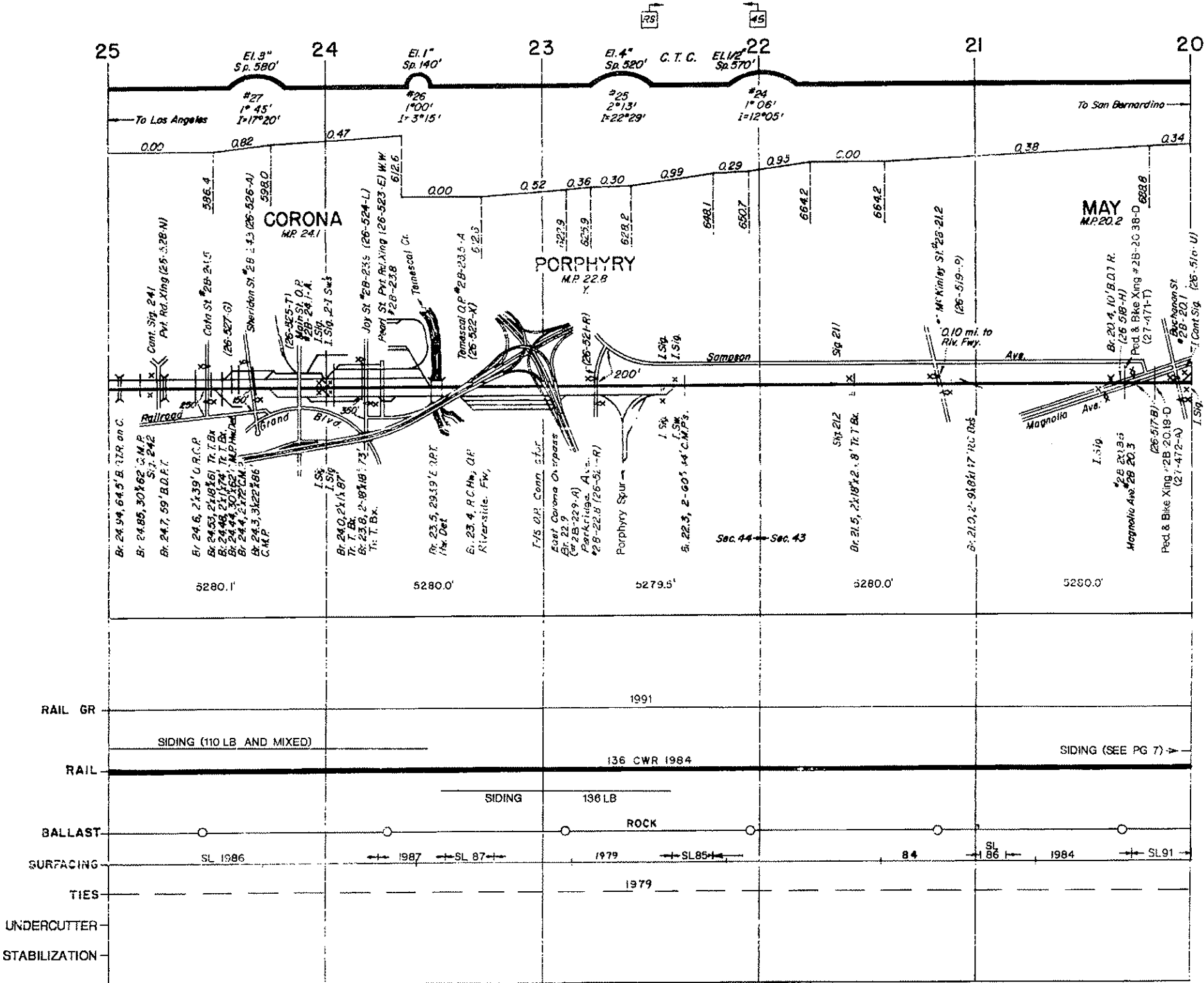
REVISED FEB. 1992

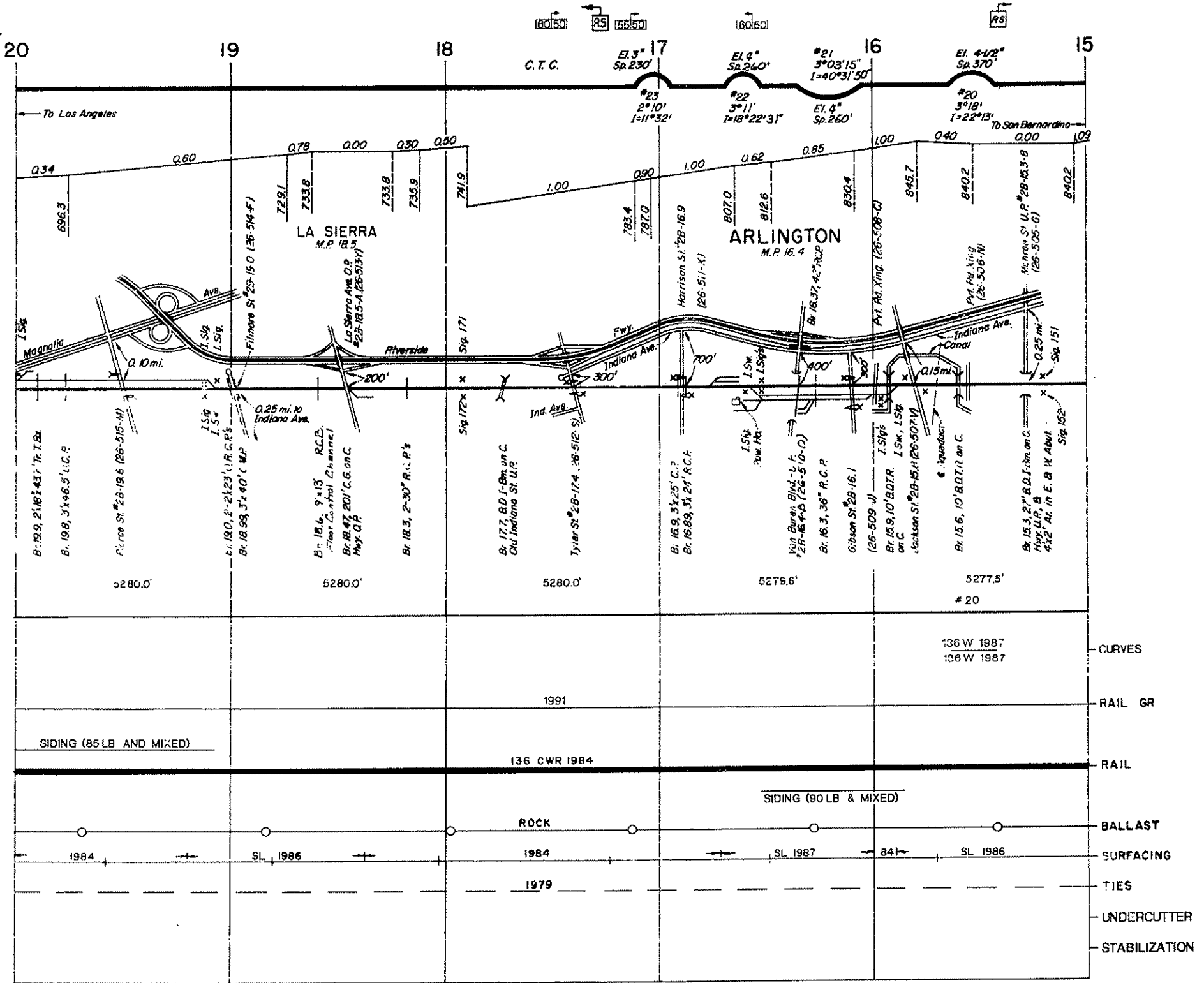
SAN BERNARDINO SUBDIVISION

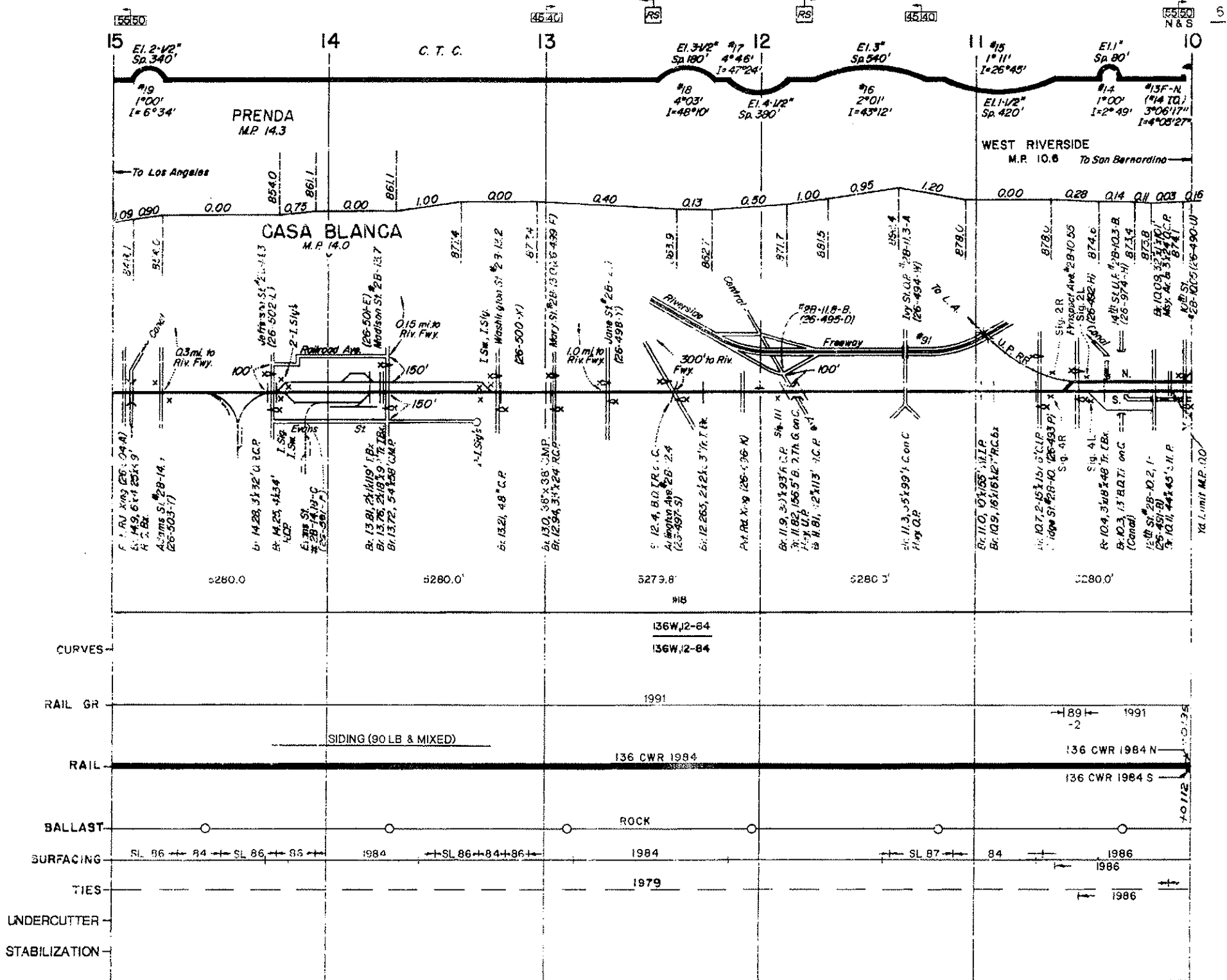


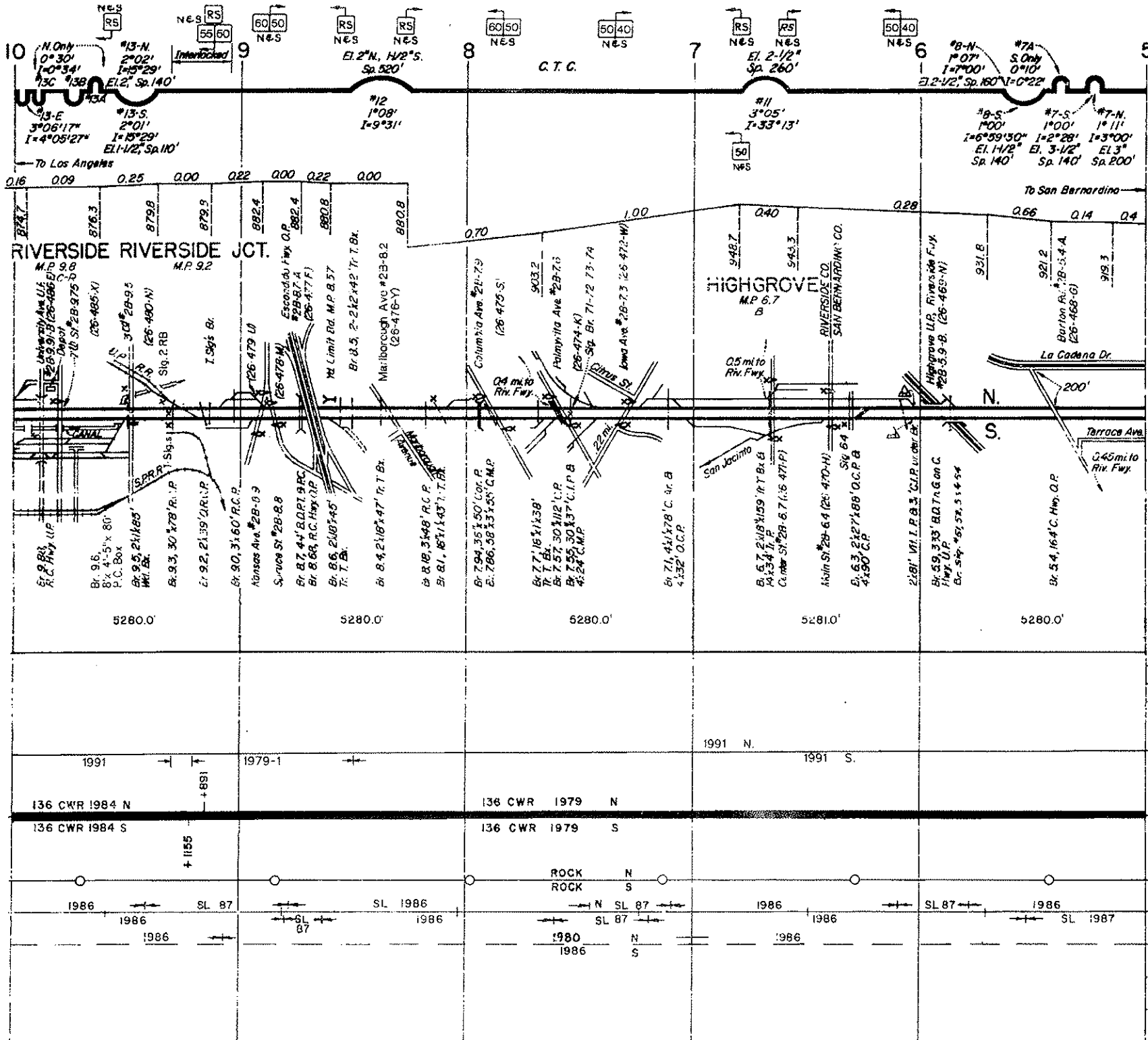


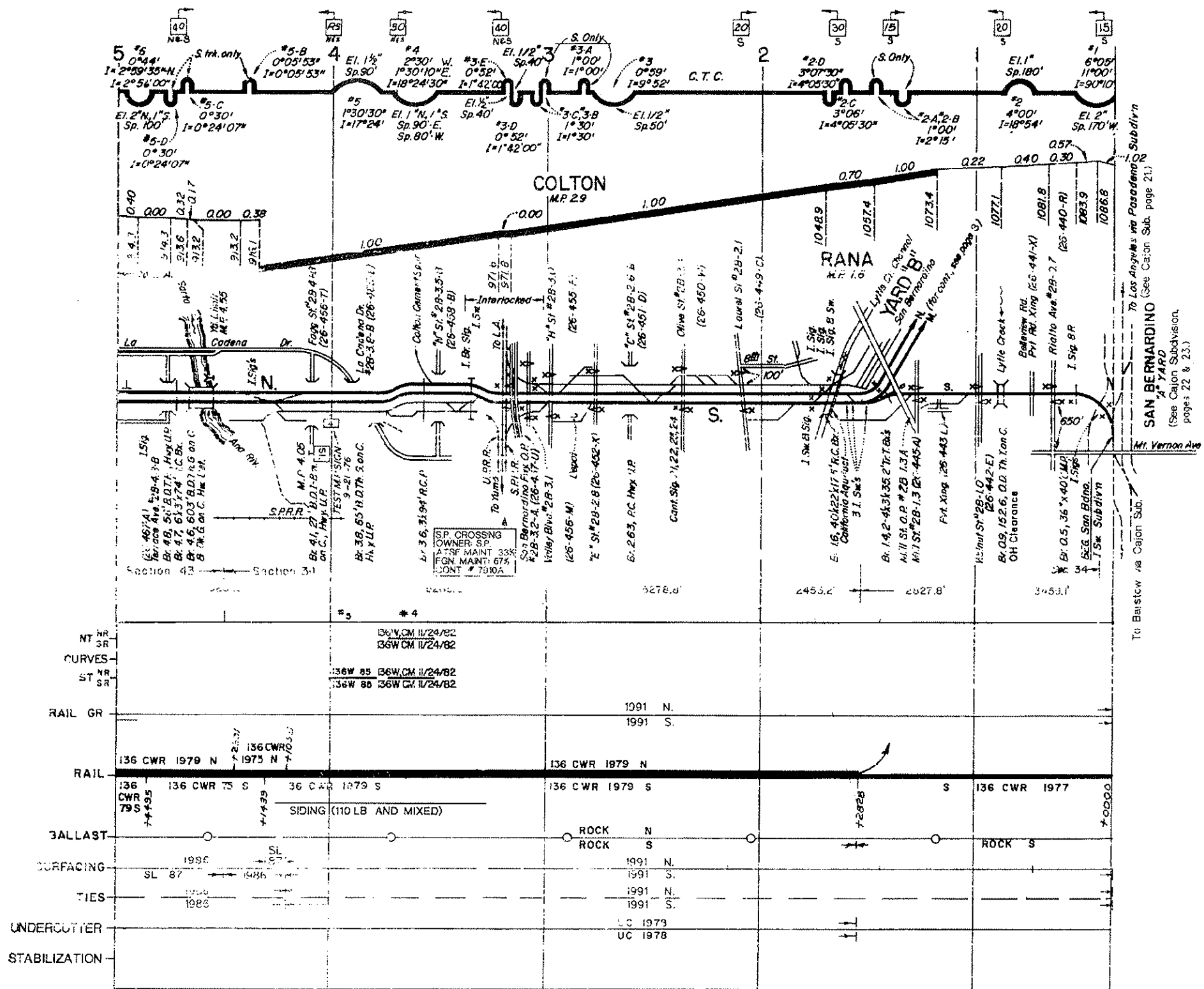










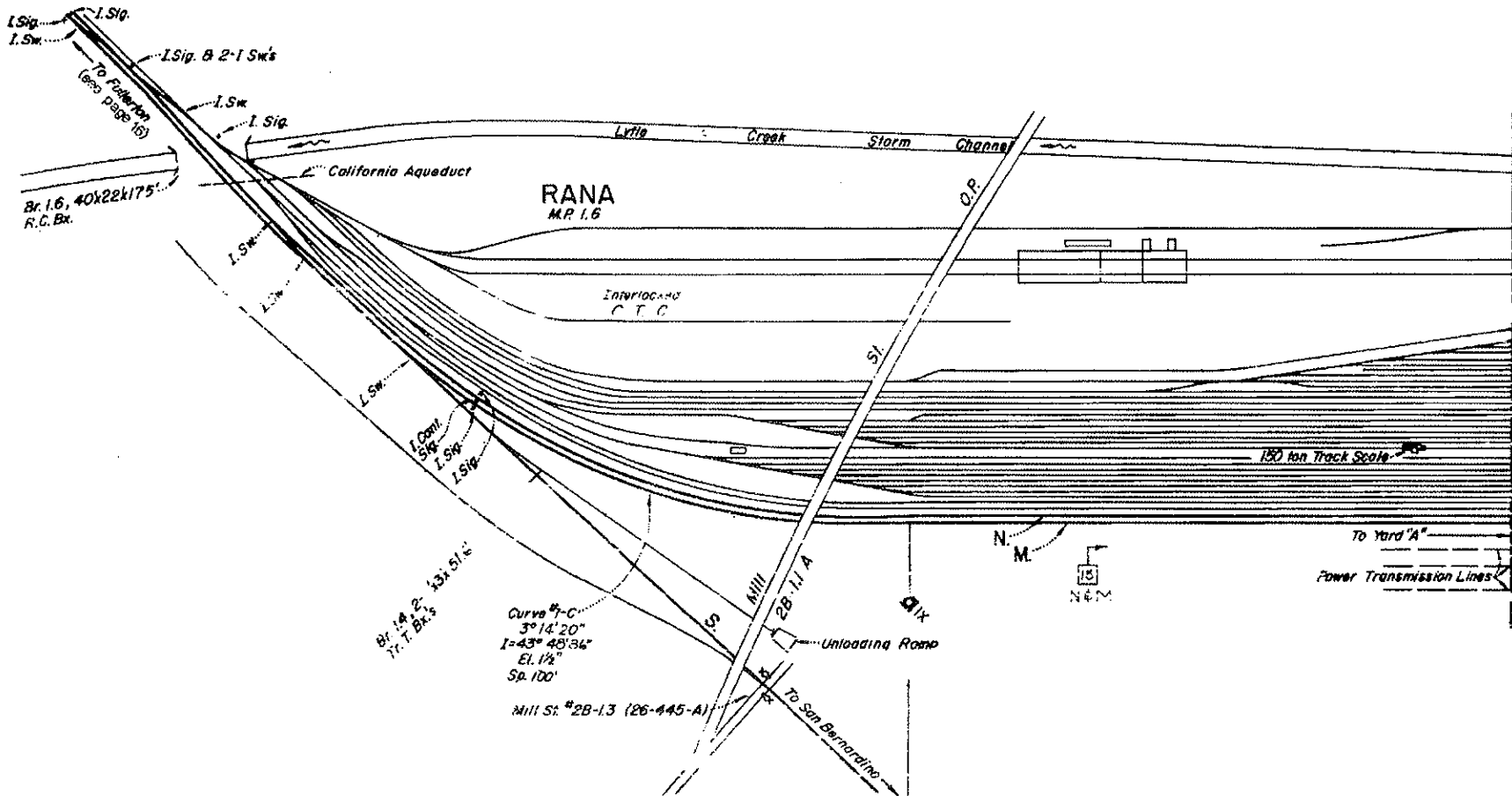


NT	NR								
3R									
CURVES									
ST	NR								
SR									
RAIL	GR								
RAIL									
BALLAST									
SURFACING									
TIES									
UNDERCUTTER									
STABILIZATION									

REVISED FEB 1992

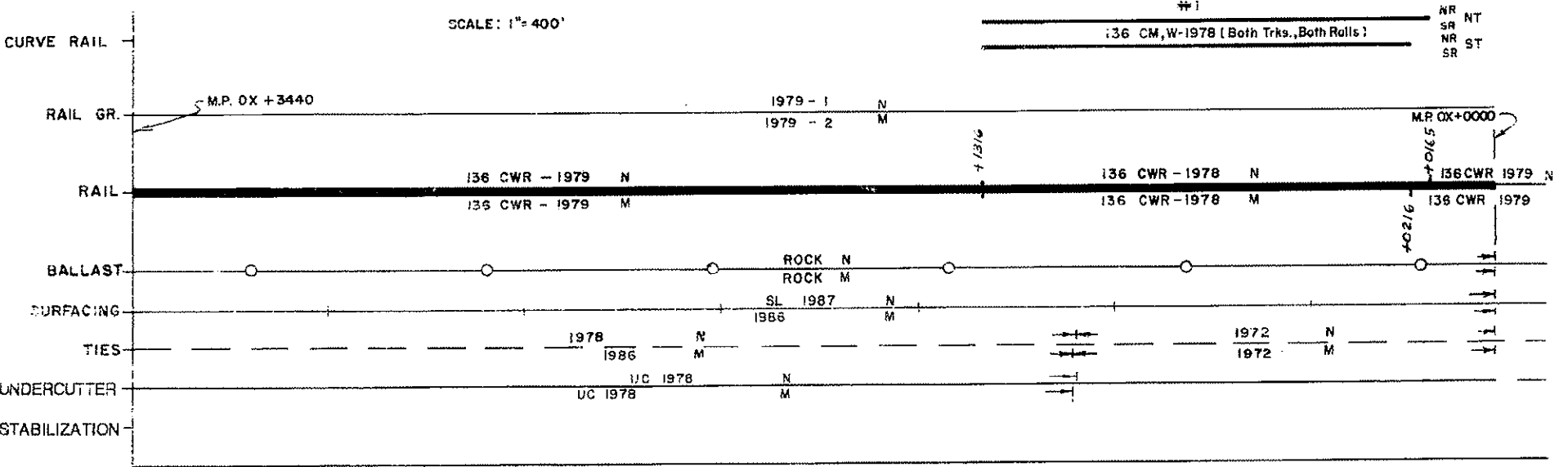
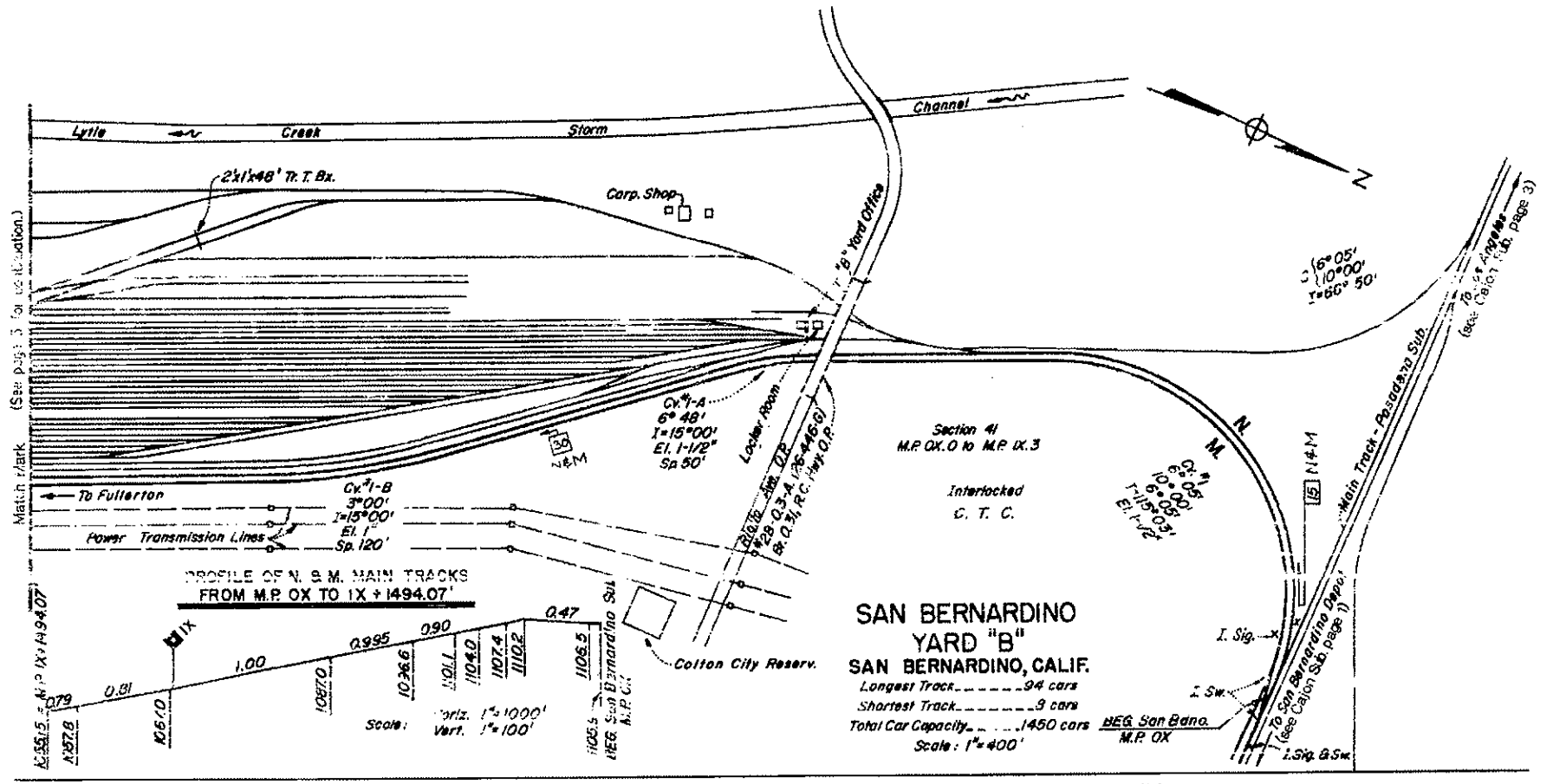
SAN BERNARDINO SUBDIVISION

To Los Angeles via Pasadena Subdiv
 To Barstow via Cajon Sub.
SAN BERNARDINO
 YARD
 (See Cajon Subdivision, pages 22 & 23.)
 Mt. Vernon Ave



Match Mark (See page 2 for continuation.)

SCALE 1" = 400'		
1986 - 5	1986 - 4	1986 - 2
M.P. IX + 0000		M.P. OX + 3440
136 CWR - 1979 N		136 CWR - 1979 M
ROCK N		ROCK M
1986 N		1986
1986	1986	1986
UC 1978 N	UC 1978 M	
RAIL GR.		
RAIL		
BALLAST		
SURFACING		
TIES		
UNDERCUTTER		
STABILIZATION		



San Bernardino Subdivision

San Bernardino (M.P. 0.0) to Los Angeles (M.P. 140.1)
via Fullerton