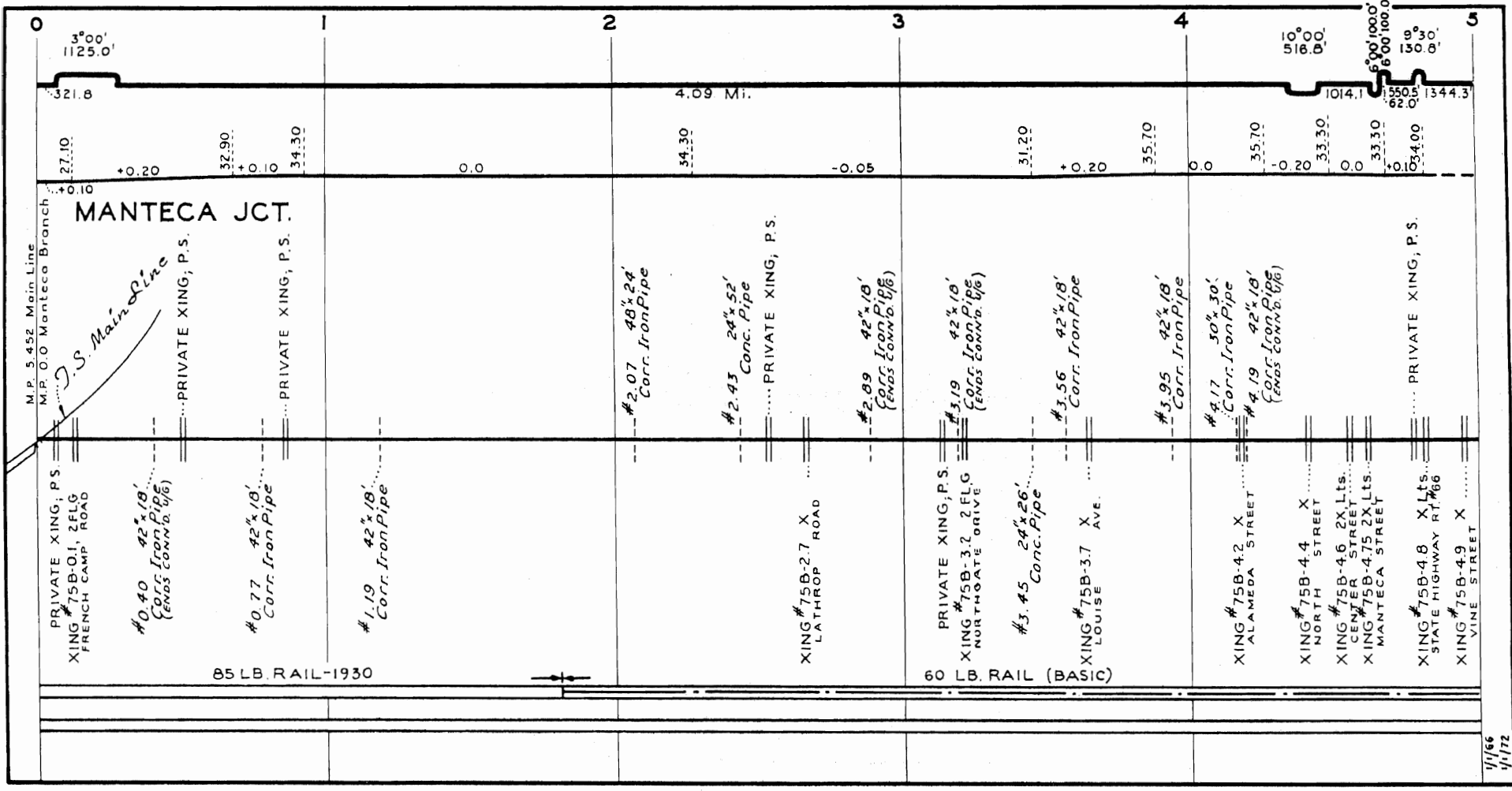


SACRAMENTO NORTHERN
RAILWAY



3°00'
1125.0'

10°00'
518.8'

9°30'
130.8'

4.09 Mi.

1014.1
550.8
22.0
1344.3

M.P. 5.452 Main Line
M.P. 0.0 Manteca Branch

MANTECA JCT.

PRIVATE XING, P.S.
XING #75B-0.1, 2FLG
FRENCH CAMP ROAD

#0.40 42" 18'
CORR. IRON PIPE
(ENDS CONN'D. 1/8")

#0.77 42" 18'
CORR. IRON PIPE

#1.19 42" 18'
CORR. IRON PIPE

#2.07 48" 24'
CORR. IRON PIPE

#2.43 24" 52'
CONC. PIPE

PRIVATE XING, P.S.

#2.89 42" 18'
CORR. IRON PIPE
(ENDS CONN'D. 1/8")

XING #75B-2.7 X
LATHROP ROAD

PRIVATE XING, P.S.
XING #75B-3.2 2FLG
NORTHOATE DRIVE

#3.45 24" 26'
CONC. PIPE

#3.56 42" 18'
CORR. IRON PIPE

XING #75B-3.7 X
LOUISE AVE.

#3.95 42" 18'
CORR. IRON PIPE

XING #75B-4.2 X
ALAMEDA STREET

#4.17 50" 30'
CORR. IRON PIPE

#4.19 42" 18'
CORR. IRON PIPE
(ENDS CONN'D. 1/8")

XING #75B-4.4 X
NORTH STREET

XING #75B-4.6 2X Lts.
CENTER STREET
XING #75B-4.75 2X Lts.
MANTECA STREET

PRIVATE XING, P.S.

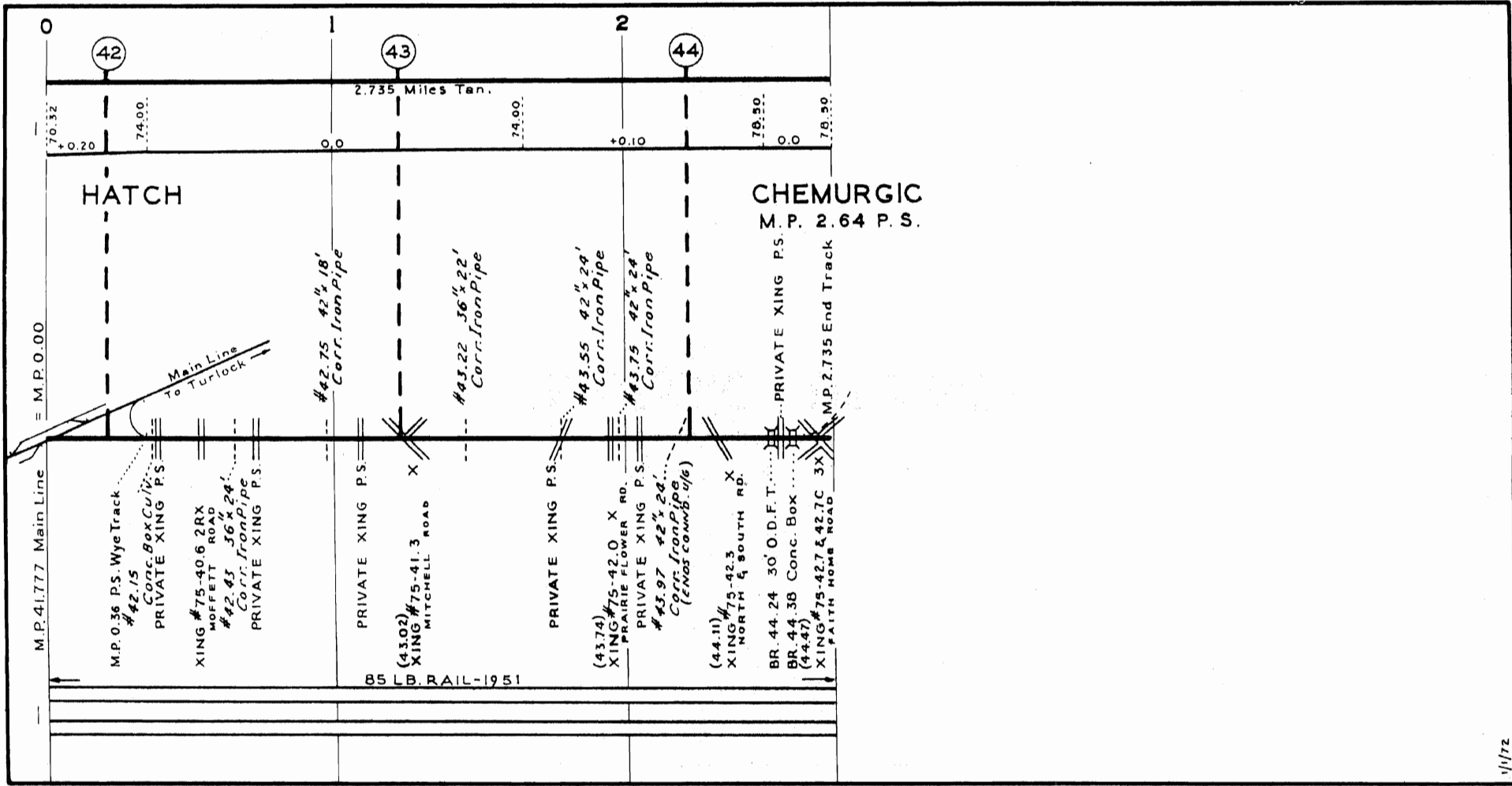
XING #75B-4.8 X Lts.
STATE HIGHWAY RT. #66

XING #75B-4.9 X
VINE STREET

85 LB. RAIL-1930

60 LB. RAIL (BASIC)

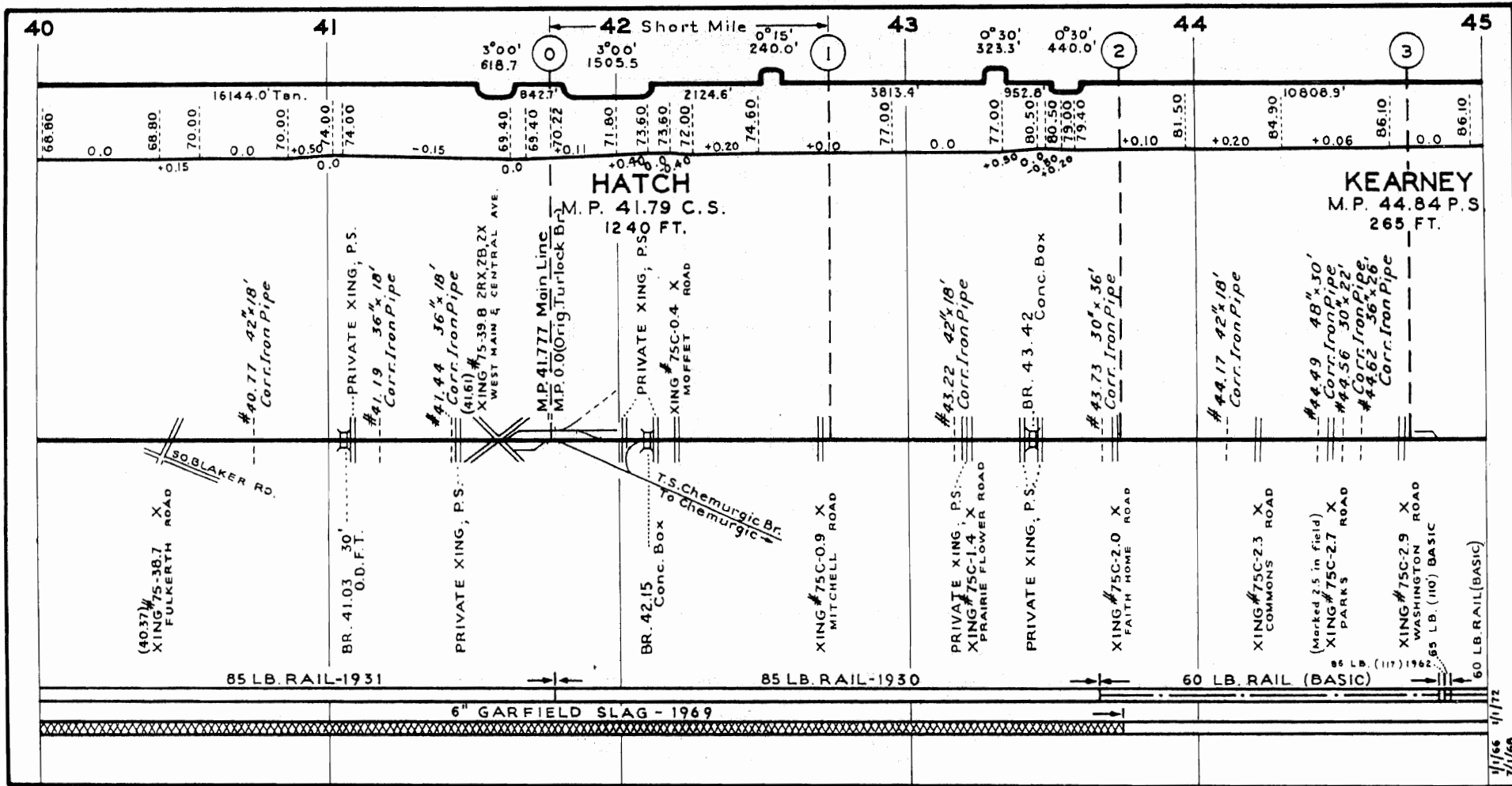
1/1/66
4-172



CHEMURGIC
M.P. 2.64 P.S.

85 FEB. 1951

1/1/72



HATCH
M. P. 41.79 C. S.
1240 FT.

KEARNEY
M. P. 44.84 P. S.
265 FT.

(40.37) X
#75-38.7
FULKERTH ROAD

85 LB. RAIL-1931

BR. 41.03 30' O.D.F.T.
PRIVATE XING, P.S.

#41.19 36" x 18'
Corr. Iron Pipe

PRIVATE XING, P.S.
#41.44 36" x 18'
Corr. Iron Pipe

(41.61) XING #75-39.8 2RX, 2B, 2X
WEST MAIN & CENTRAL AVE

M.P. 41.777 Main Line
M.P. 0.0 (Orig. Turlock Br.)

BR. 42.15
Conc. Box

PRIVATE XING, P.S.
XING #75C-0.4 X
MOFFET ROAD

T.S. Chemurgic Br.
to Chemurgic

85 LB. RAIL-1930

XING #75C-0.9 X
MITCHELL ROAD

PRIVATE XING, P.S.
XING #75C-1.4 X
PRAIRIE FLOWER ROAD

PRIVATE XING, P.S.
BR. 43.42
Conc. Box

XING #75C-2.0 X
FAITH HOME ROAD

60 LB. RAIL (BASIC)

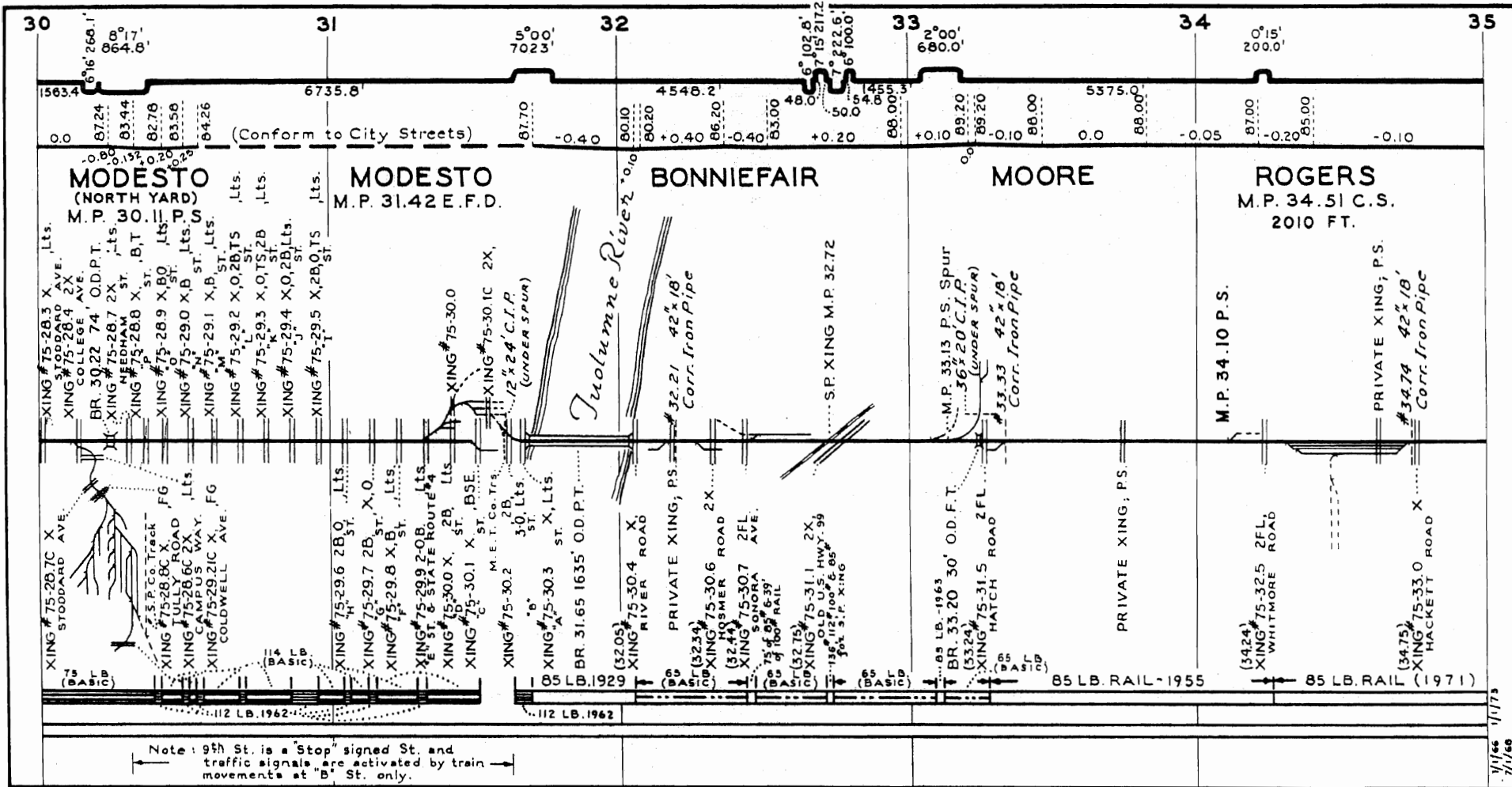
XING #75C-2.3 X
COMMONS

(Marked 2.5 in field)
XING #75C-2.7 X
PARKS
#44.49 48" x 30'
Corr. Iron Pipe
#44.56 30" x 22'
Corr. Iron Pipe
#44.62 36" x 26'
Corr. Iron Pipe

XING #75C-2.9 X
WASHINGTON ROAD

85 LB. (117) 1962
85 LB. (110') BASIC
60 LB. RAIL (BASIC)

1/1/66 1/1/72
7/1/68



MODESTO
(NORTH YARD)

MODESTO
M.P. 31.42 E.F.D.

BONNIEFAIR

MOORE

ROGERS

M.P. 34.51 C.S.
2010 FT.

Tuolumne River

XING #75-28.3 X, Lts.
XING #75-28.4 2X
COLLEGE AVE.
BR. 30.22 74' O.D.P.T.
XING #75-28.7 2X
NEEDHAM ST. B.T.
XING #75-28.8 X, ST.
XING #75-28.9 X, B.O. Lts.
XING #75-29.0 X, B. ST. Lts.
XING #75-29.1 X, B. ST. Lts.
XING #75-29.2 X, O.2B, TS Lts.
XING #75-29.3 X, O, TS, 2B Lts.
XING #75-29.4 X, O, 2B, Lts.
XING #75-29.5 X, 2B, O, TS Lts.

XING #75-29.6 2B, O. Lts.
XING #75-29.7 2B, X, O.
XING #75-29.8 X, B, ST. Lts.
XING #75-29.9 2-OB, Lts.
E ST. & STATE ROUTE 4
XING #75-30.0 X, 2B, Lts.
XING #75-30.1 X, ST. PSE.
M.E.T. CO. TRS.
XING #75-30.2 30, Lts.
XING #75-30.3 X, Lts.
BR. 31.65 1635' O.D.P.T.

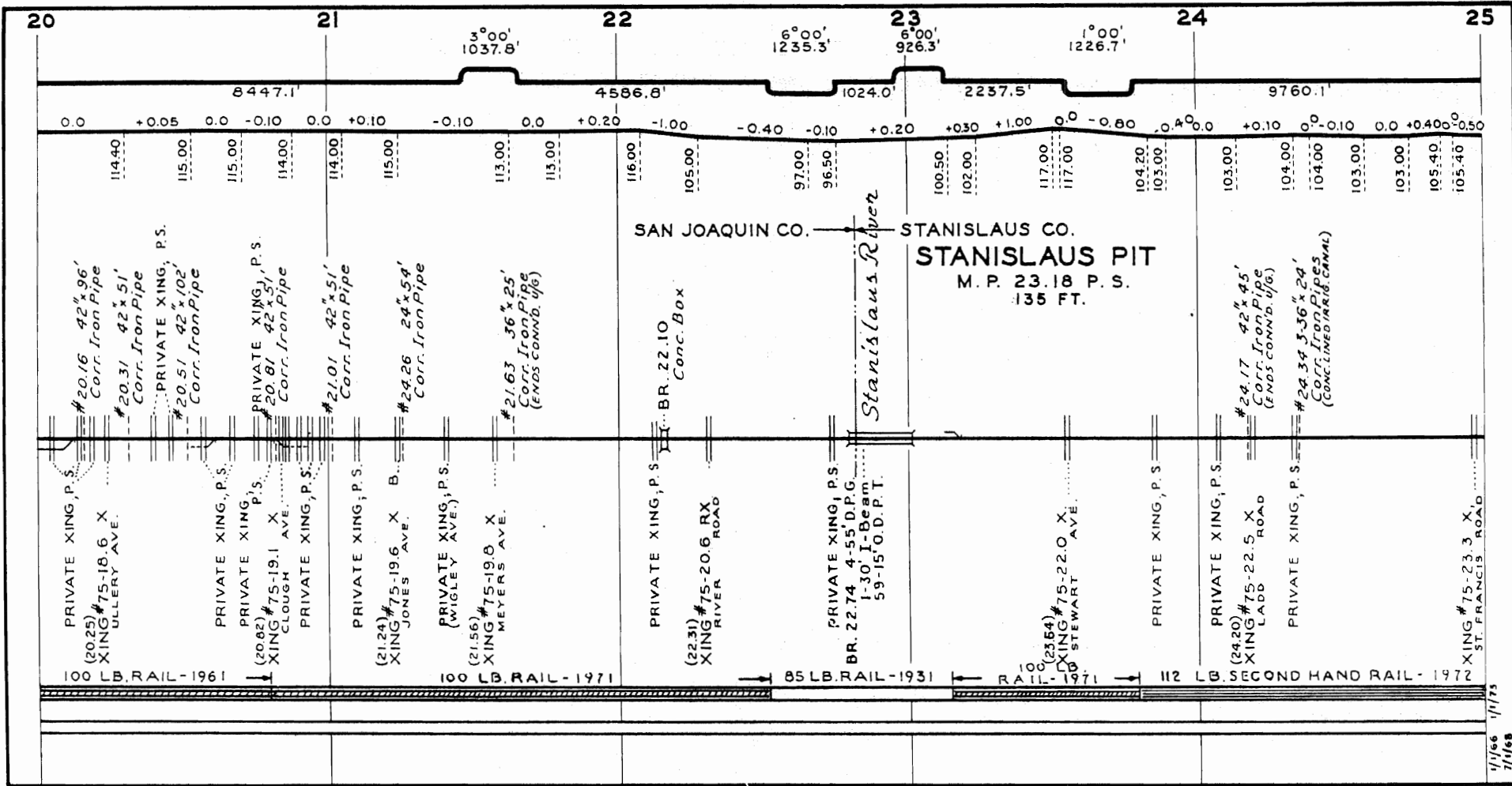
XING #75-30.4 X, RIVER ROAD (32.05)
PRIVATE XING, P.S. #32.21 42'x18' Corr. Iron Pipe
XING #75-30.6 2X
HOSMER ROAD
XING #75-30.7 2FL
SONORA AVE.
85 LB. RAIL
XING #75-31.1 2X
OLD U.S. HWY. 99
for S.P. XING

SP XING M.P. 32.72
M.P. 33.13 P.S. SPUR
36'x20' C.I.P.
(UNDER SPUR)
XING #75-31.5 2FL
HATCH ROAD
PRIVATE XING, P.S.
M.P. 34.10 P.S.

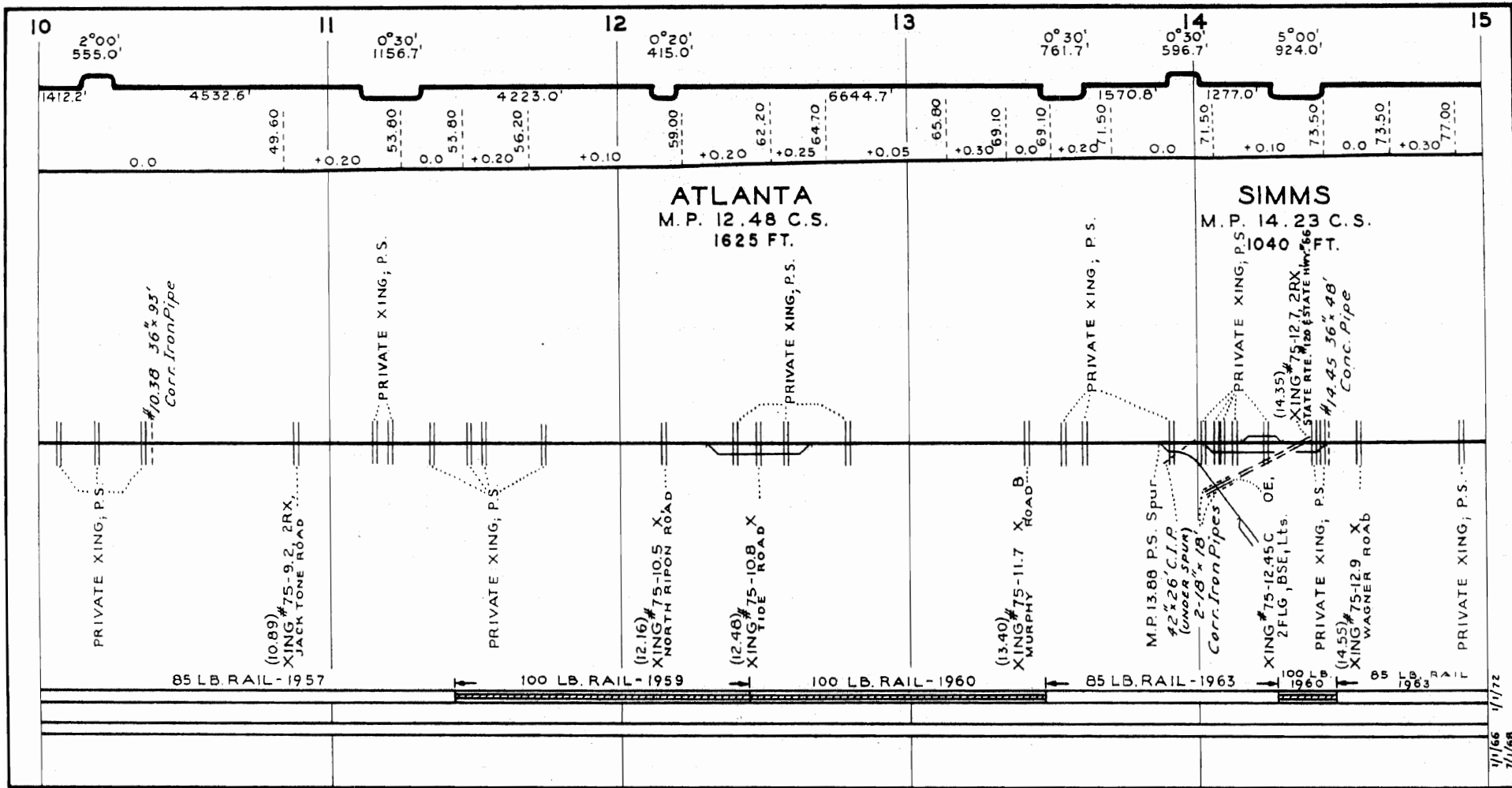
PRIVATE XING, P.S.
#34.74 42'x18' Corr. Iron Pipe
XING #75-32.5 2FL
WHITMORE ROAD
XING #75-33.0 X
HACKETT ROAD

Note: 9th St. is a "Stop" signed St. and traffic signals are activated by train movements at B St. only.

1/1/66
1/1/73



1/1/66
7/1/68



ATLANTA
M. P. 12.48 C. S.
1625 FT.

SIMMS
M. P. 14.23 C. S.
1040 FT.

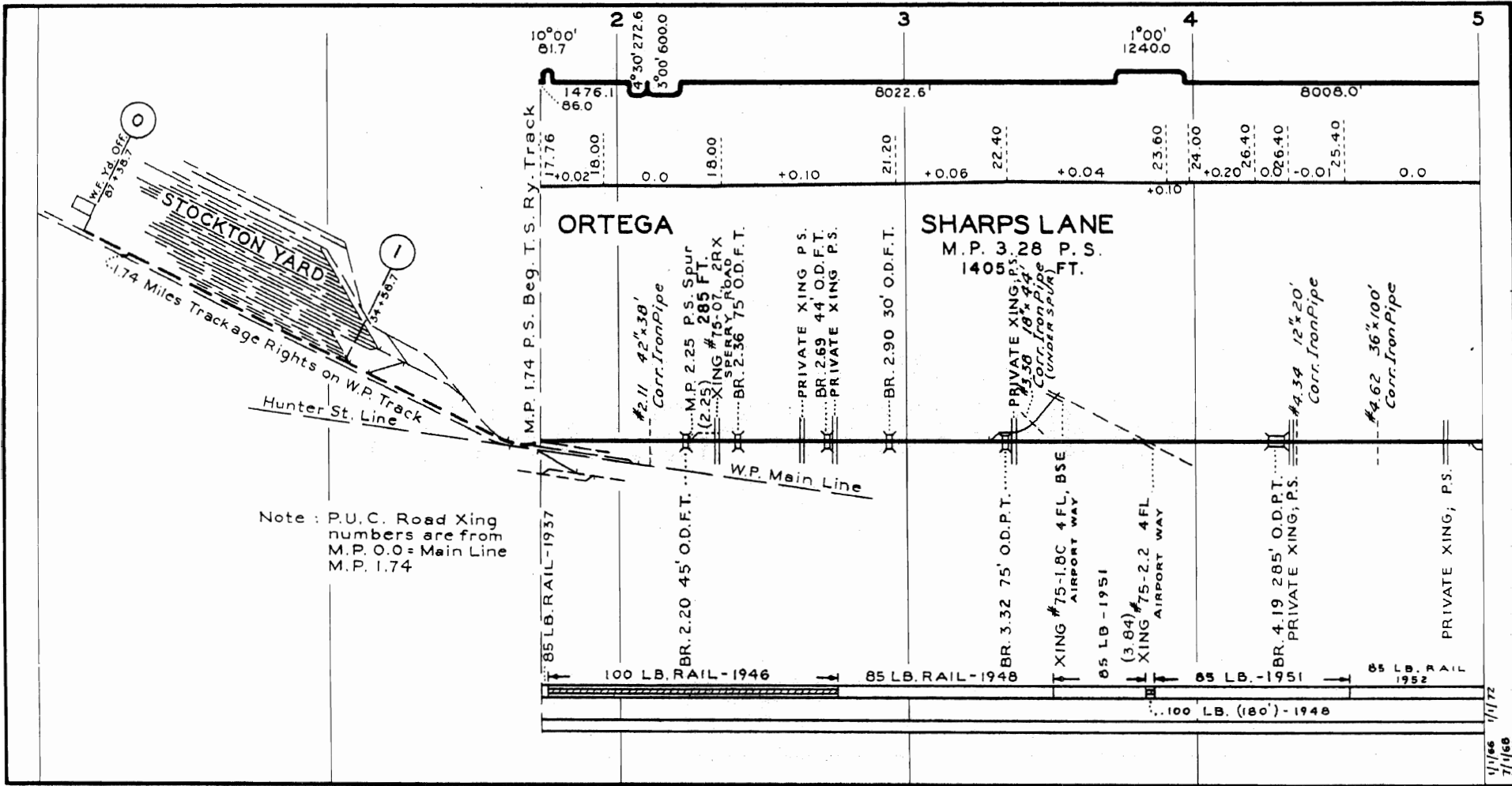
10 2°00' 555.0'
11 0°30' 1156.7'
12 0°20' 415.0'
13 0°30' 761.7'
14 0°30' 596.7'
15 5°00' 924.0'

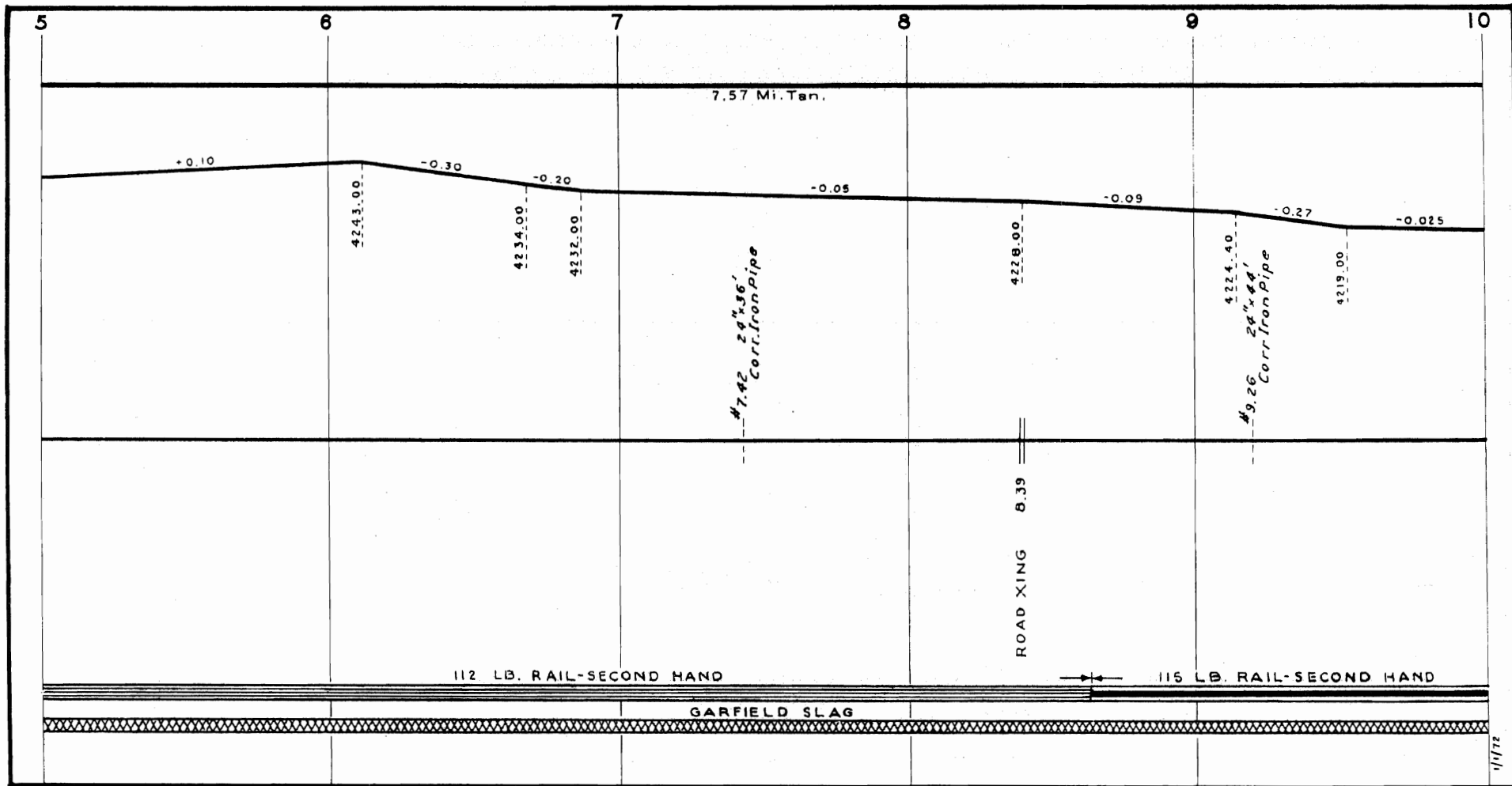
1412.2' 4532.6' 4223.0' 6644.7' 1570.8' 1277.0'

0.0 49.60 +0.20 53.60 0.0 53.80 +0.20 56.20 +0.10 59.00 +0.20 62.20 +0.25 64.70 +0.05 65.80 +0.30 69.10 0.0 69.10 +0.20 71.50 0.0 71.50 +0.10 73.50 0.0 73.50 +0.30 77.00

85 LB. RAIL - 1957 100 LB. RAIL - 1959 100 LB. RAIL - 1960 85 LB. RAIL - 1963

1/1/66
7/1/68
1/1/72





30

31

32

33

34

35

Walnut Creek to Concord
Retired 1964

CONCORD
M. P. 32.27 C. S.
315 FT.

M. P. 31.829 END MAIN LINE

BR. 32.00 28'
I-Beam Span on
Conc. Abuts

M. P. 32.13 P. S.

85 LB. RAIL-1930

#32.55 18"x60'
Corr. Iron Pipe
#32.57 18"x60'
Corr. Iron Pipe
#32.70 12"x26'
Corr. Iron Pipe

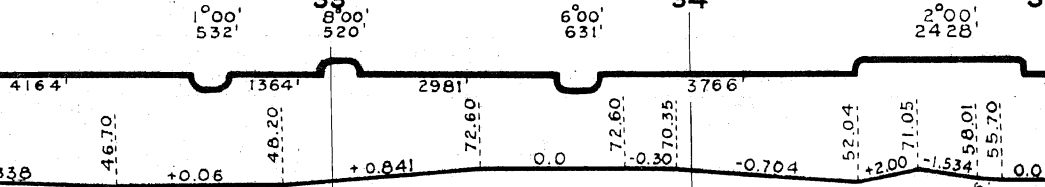
BR. 32.95 1-15' Span
O. D. P. T.

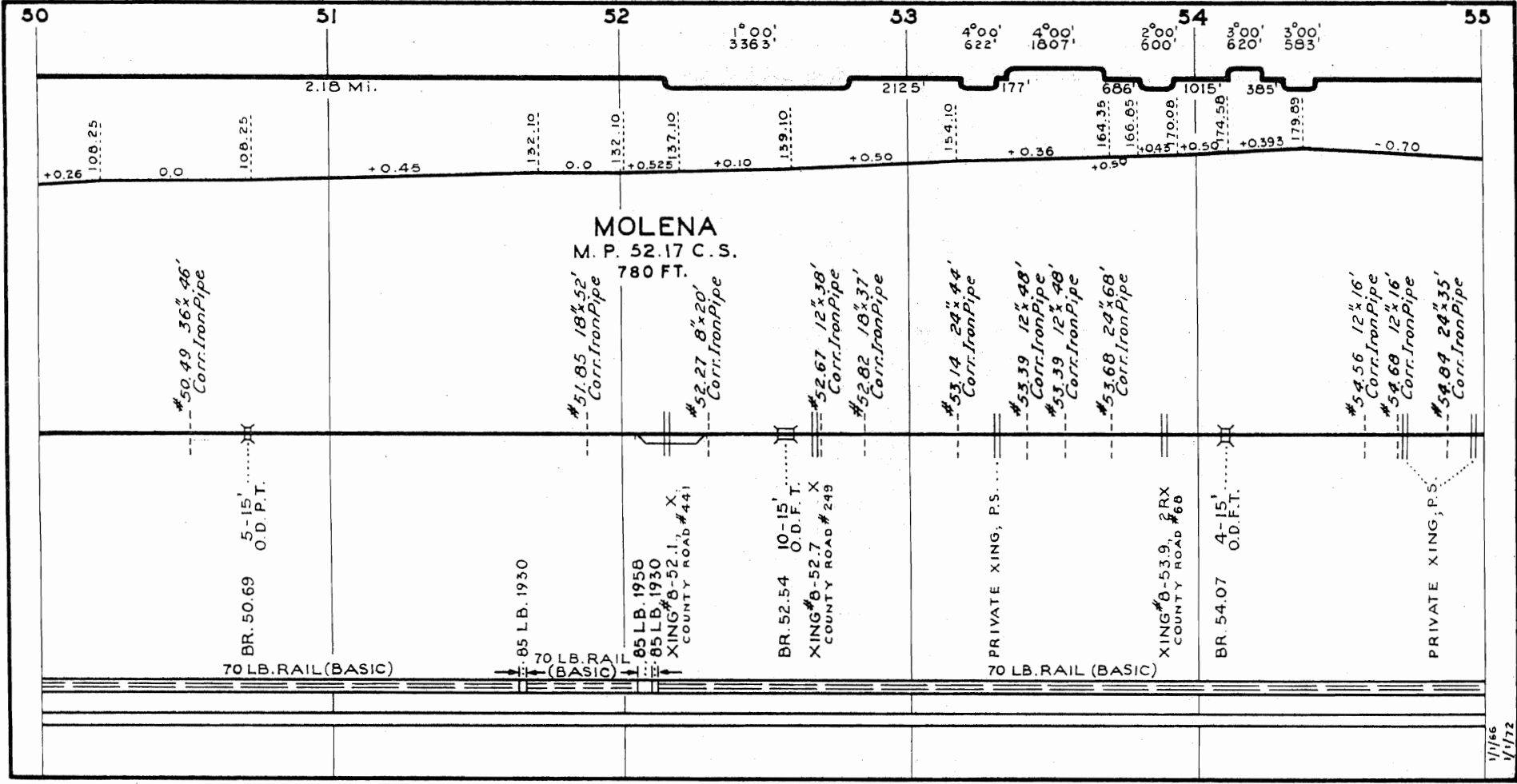
XING #8-33.1 4FL
SYSTRON DR.
XING #8-33.2, X W
COWELL-GALINDO RD.
XING #8-33.4, 2X
MT. DIABLO ST.
XING #8-33.5-D, 2FL
(PED. XING)

XING #8-33.7, 3FL
CLAYTON ROAD
XING #8-33.8, 2X, O
CONCORD BLVD.
XING #8-33.9, 2FL
WILLOWS PASS ROAD
XING #8-34.0, 2X,
SALVIO ROAD
XING #8-34.1 2X, B
BONIFACIO ROAD

XING #8-34.7 2FL
NORTH 6TH ST.
XING #8-35.0-D, X, Turnstile
(PED. XING)

#33.25 2-12"x16'
Cast Iron
#33.30 24"x16'
Corr. Iron Pipe
#33.67 2-18"x50'
Corr. Iron Pipe
#33.79 18"x34'
Corr. Iron Pipe
#33.81 24"x18'
Corr. Iron Pipe
#33.88 18"x18'
Corr. Iron Pipe
#33.89 18"x18'
Corr. Iron Pipe
#34.42 24"x34'
Corr. Iron Pipe
#34.48 18"x30'
Corr. Iron Pipe
#34.90 48"x30'
Corr. Iron Pipe





MOLENA
M. P. 52.17 C. S.
780 FT.

#50.49 36" 46'
Corr. Iron Pipe

BR. 50.69 5-15' O.D.F.T.

70 LB. RAIL (BASIC)

#51.85 18" 52'
Corr. Iron Pipe

85 LB. 1930

85 LB. 1958

85 LB. 1930
XING #B-52.1, #441
COUNTY ROAD

#52.27 8" 20'
Corr. Iron Pipe

BR. 52.54 10-15' O.D.F.T.
XING #B-52.7
COUNTY ROAD #249

#52.67 12" 38'
Corr. Iron Pipe

#52.82 18" 37'
Corr. Iron Pipe

#53.14 24" 44'
Corr. Iron Pipe

PRIVATE XING, P.S.

#53.39 12" 48'
Corr. Iron Pipe

#53.59 12" 48'
Corr. Iron Pipe

#53.68 24" 68'
Corr. Iron Pipe

XING #B-53.9, 2RX
COUNTY ROAD #68

BR. 54.07 4-15' O.D.F.T.

70 LB. RAIL (BASIC)

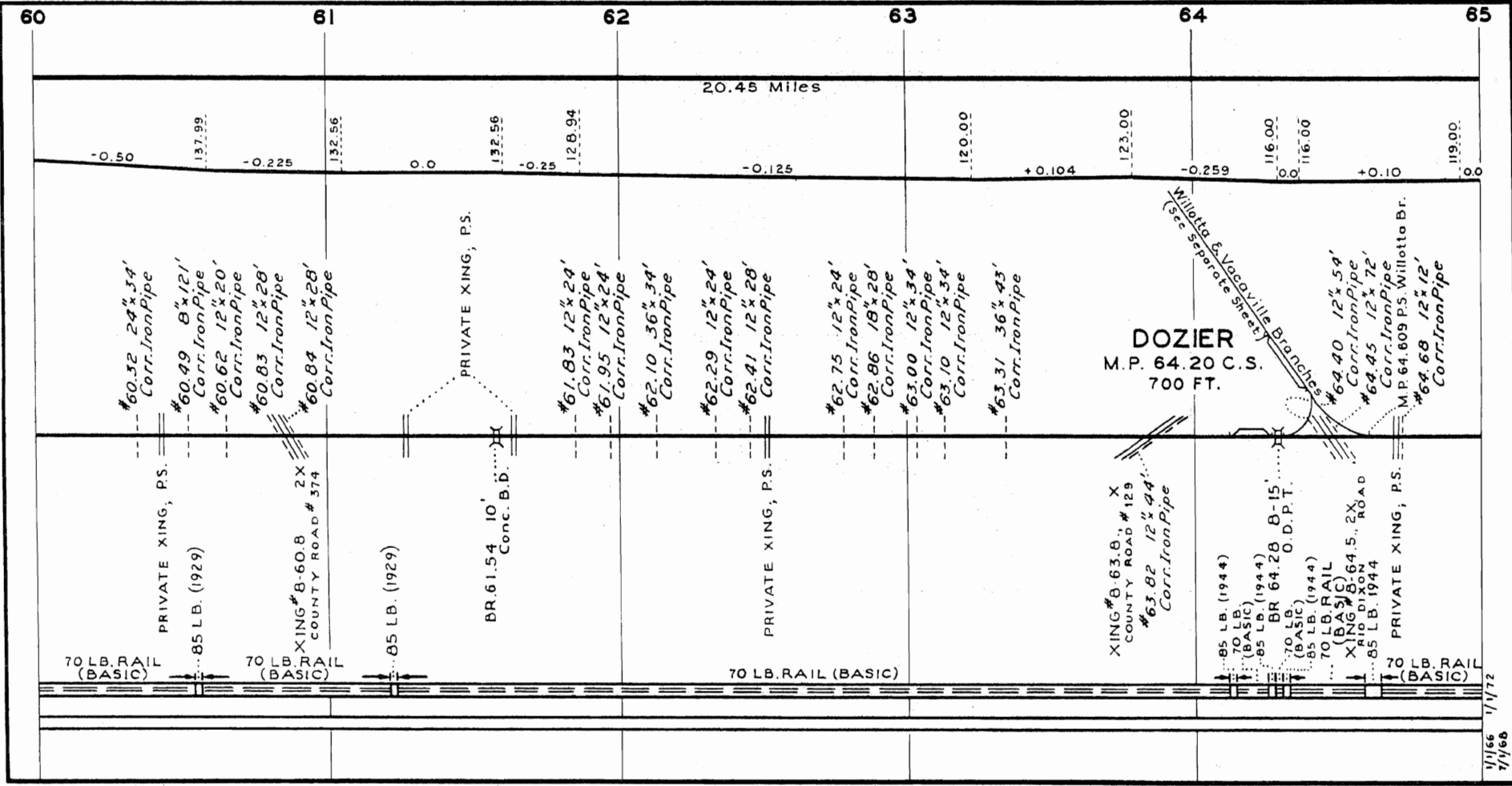
#54.56 12" 16'
Corr. Iron Pipe

#54.68 12" 16'
Corr. Iron Pipe

#54.84 24" 35'
Corr. Iron Pipe

PRIVATE XING, P.S.

1/1/66
1/1/72

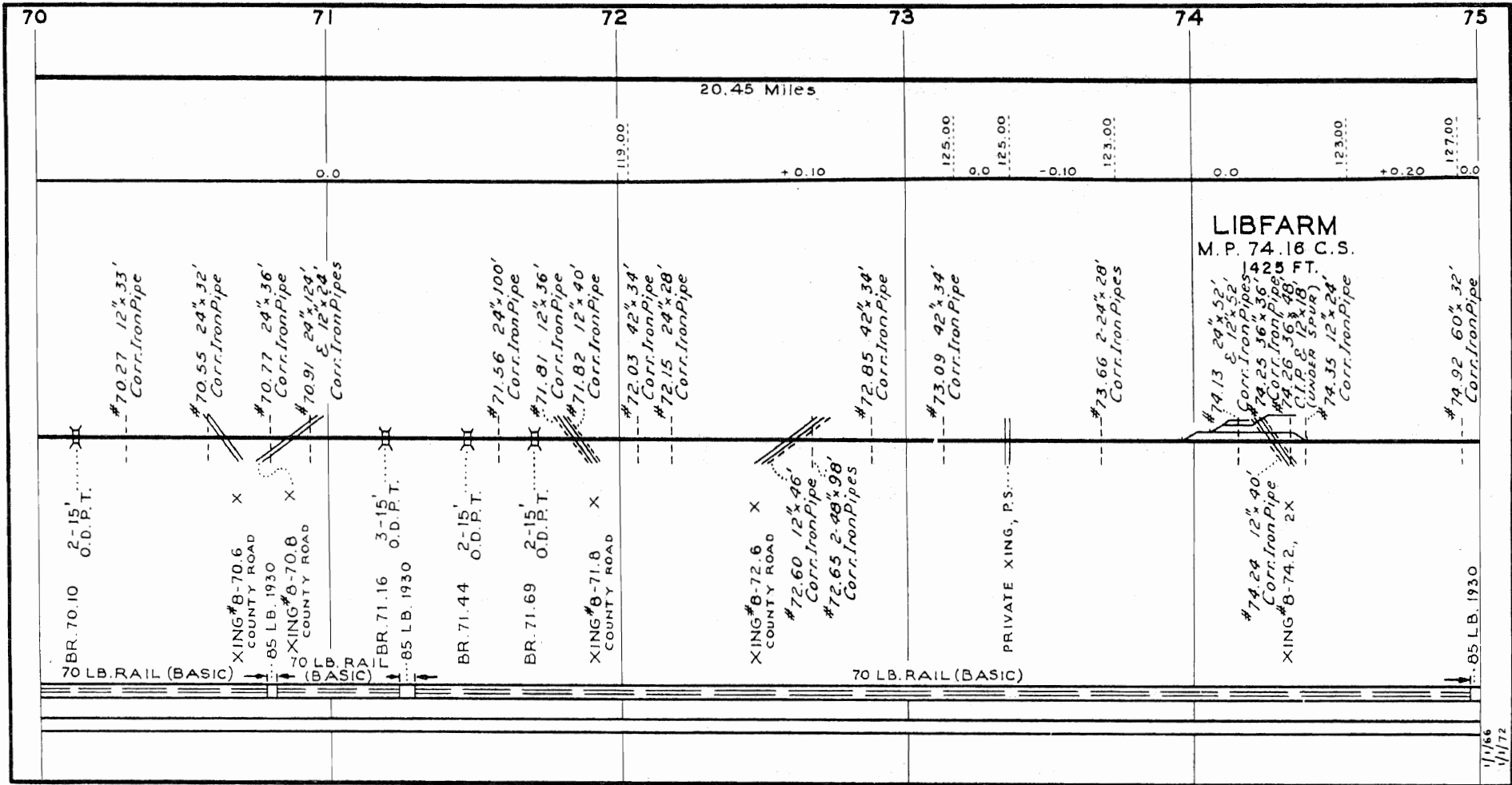


20.45 Miles

DOZIER
M.P. 64.20 C.S.
700 FT.

Willotta & Vaca,ville Branches
(See separate sheet)

V1166 1/172
7/1/68



70

71

72

73

74

75

20.45 Miles

0.0

+0.10

119.00

125.00

0.0

125.00

-0.10

123.00

LIBFARM
M. P. 74.16 C.S.

#74.13 24" x 52'
Corr. Iron Pipes
#74.25 36" x 36'
Corr. Iron Pipes
#74.26 36" x 48'
C.I.P. & 12" x 18"
(UNDER SPUR)
#74.35 12" x 24'
Corr. Iron Pipes

123.00

+0.20

127.00

0.0

BR. 70.10 2-15' O.D.P.T.

#70.27 12" x 33' Corr. Iron Pipe

#70.55 24" x 32' Corr. Iron Pipe

#70.77 24" x 36' Corr. Iron Pipe

#70.91 24" x 24' & 12" x 24' Corr. Iron Pipes

XING #8-70.6 COUNTY ROAD
#85 LB. 1930

XING #8-70.8 COUNTY ROAD
#85 LB. RAIL (BASIC)

FBR. 71.16 3-15' O.D.P.T.

#85 LB. 1930

BR. 71.44 2-15' O.D.P.T.

#71.56 24" x 100' Corr. Iron Pipe

#71.81 12" x 36' Corr. Iron Pipe

#71.82 12" x 40' Corr. Iron Pipe

XING #8-71.8 COUNTY ROAD

#72.03 42" x 34' Corr. Iron Pipe

#72.15 24" x 28' Corr. Iron Pipe

XING #8-72.6 COUNTY ROAD

#72.60 12" x 46' Corr. Iron Pipe

#72.65 2-48" x 98' Corr. Iron Pipes

#72.85 42" x 34' Corr. Iron Pipe

#73.09 42" x 34' Corr. Iron Pipe

PRIVATE XING, P.S.

#73.66 2-24" x 28' Corr. Iron Pipes

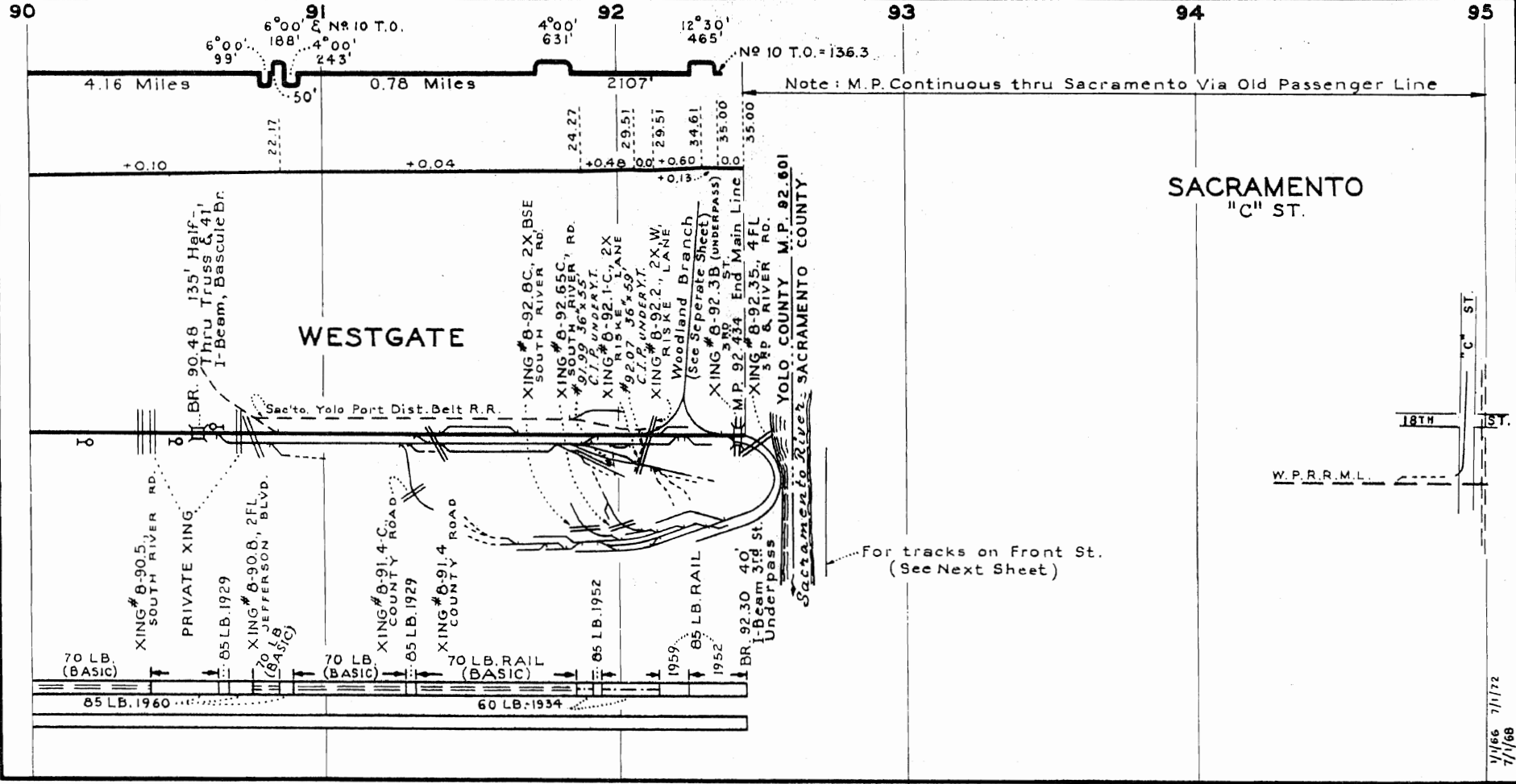
#74.24 12" x 40' Corr. Iron Pipe

XING #8-74.2, 2X

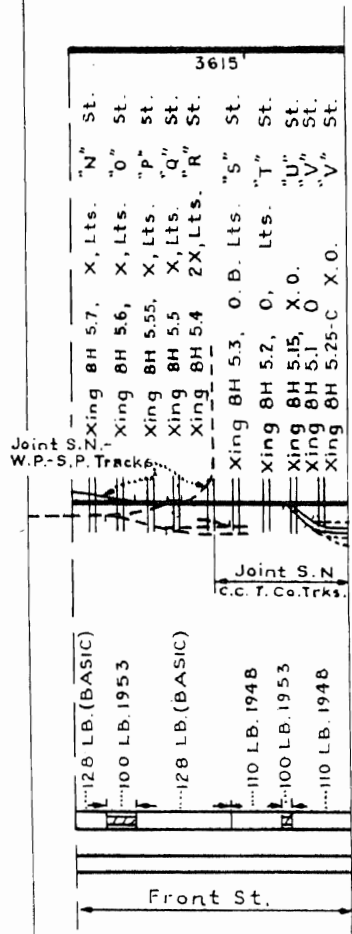
#74.92 60" x 32' Corr. Iron Pipe

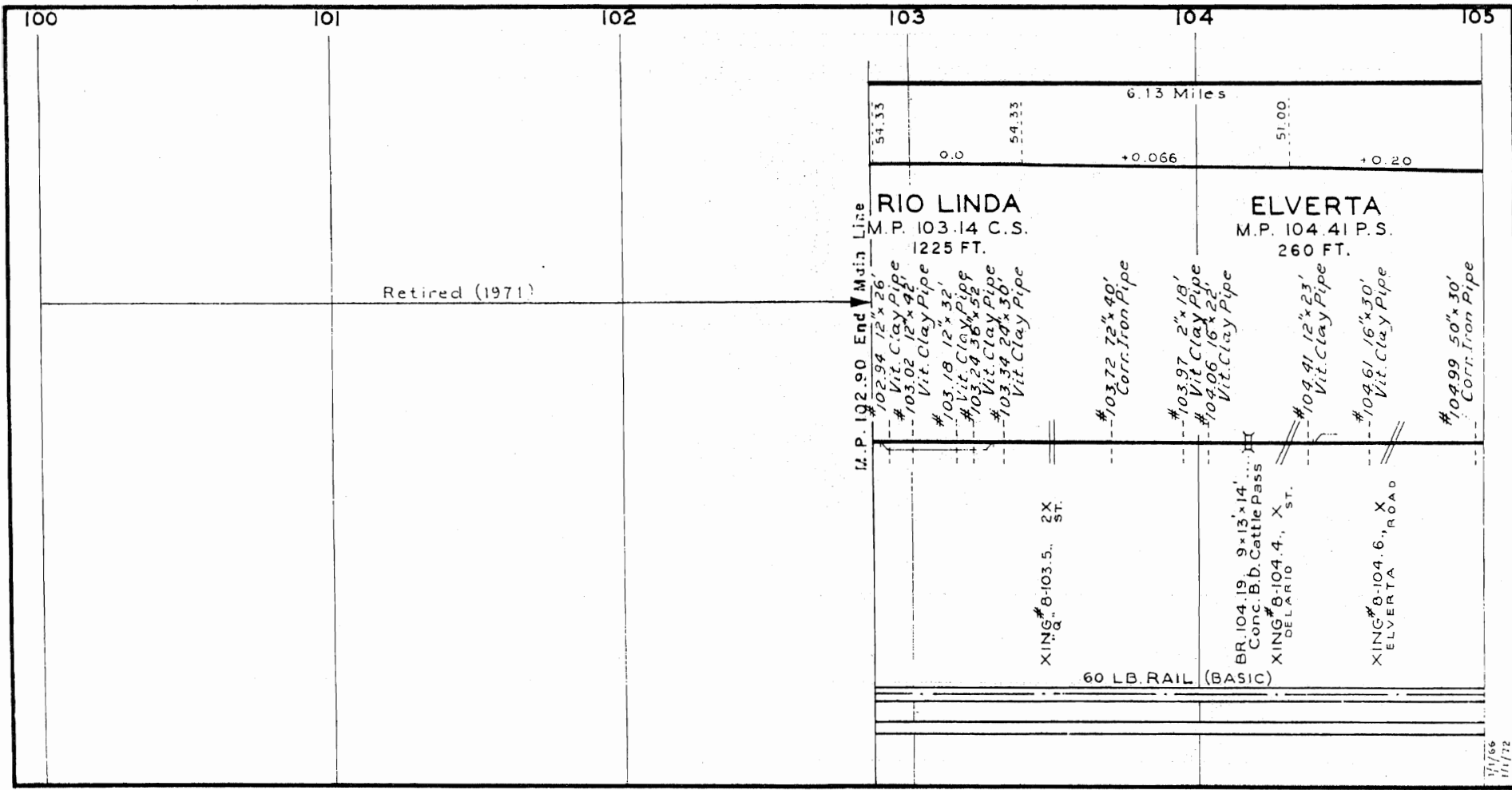
#85 LB. 1930

1/1/66
1/1/72



1/1/66 7/1/72
7/1/68





Retired (1971)

M. P. 102.90 End Main Line
 RIO LINDA
 M. P. 103.14 C. S.
 1225 FT.

ELVERTA
 M. P. 104.41 P. S.
 260 FT.

54.33 0.0 54.33 6.13 Miles 51.00 0.20

#102.94 12" x 26' Vit. Clay Pipe
 #103.02 12" x 42' Vit. Clay Pipe
 #103.18 12" x 32' Vit. Clay Pipe
 #103.24 36" x 52' Vit. Clay Pipe
 #103.34 24" x 30' Vit. Clay Pipe
 #103.72 12" x 40' Corr. Iron Pipe
 #103.97 2" x 18' Vit. Clay Pipe
 #104.06 16" x 22' Vit. Clay Pipe
 #104.41 12" x 23' Vit. Clay Pipe
 #104.61 16" x 30' Vit. Clay Pipe
 #104.99 50" x 30' Corr. Iron Pipe

XING # B-103.5, 2X ST.

BR. 104.19, 9x13x14, Conc. B.b. Cattle Pass
 XING # B-104.4, X ST. DELARID

XING # B-104.6, X ELVERTA ROAD

60 LB. RAIL (BASIC)

1/1/66
 1/1/72

110

111

112

113

114

115

Retired (1971)

M.P. 114.802

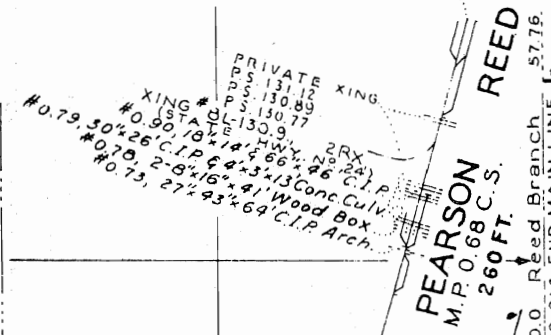
Retired
1965

11/65 1/177
7/1/68

M.P. 119.106 to M.P. 129.914 - Retired (1958)

SUTTER COUNTY M.P. 123.399
YUBA COUNTY

M.P. 1.393 End Reed Branch



#129.94 30"x48'
Corr. Iron Pipe

60 LB. (BASIC)

11/60
1/1/72

135 136 137 138 139 140

D = 12° 25' 20"
L = 240.1
1400.0
621.7
700.700
885.7
796.0
1857.8

3181 Miles Via W.P.R.R. Co. Tracks
M.L. 178.917
M.P. 136.376 = End
M.P. 136.716
M.P. 137.27
M.P. 138.56 P.S.
M.P. 139.00 C.S.
M.P. 139.772 P.S.

YUBA CITY
M.P. 137.27
W.F. DEPOT

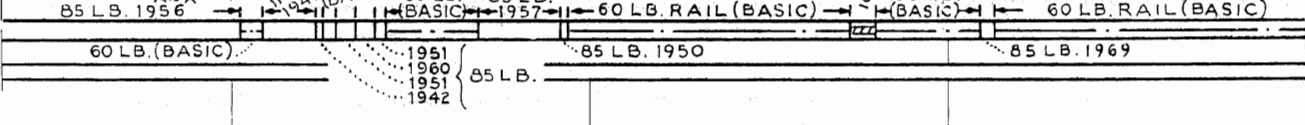
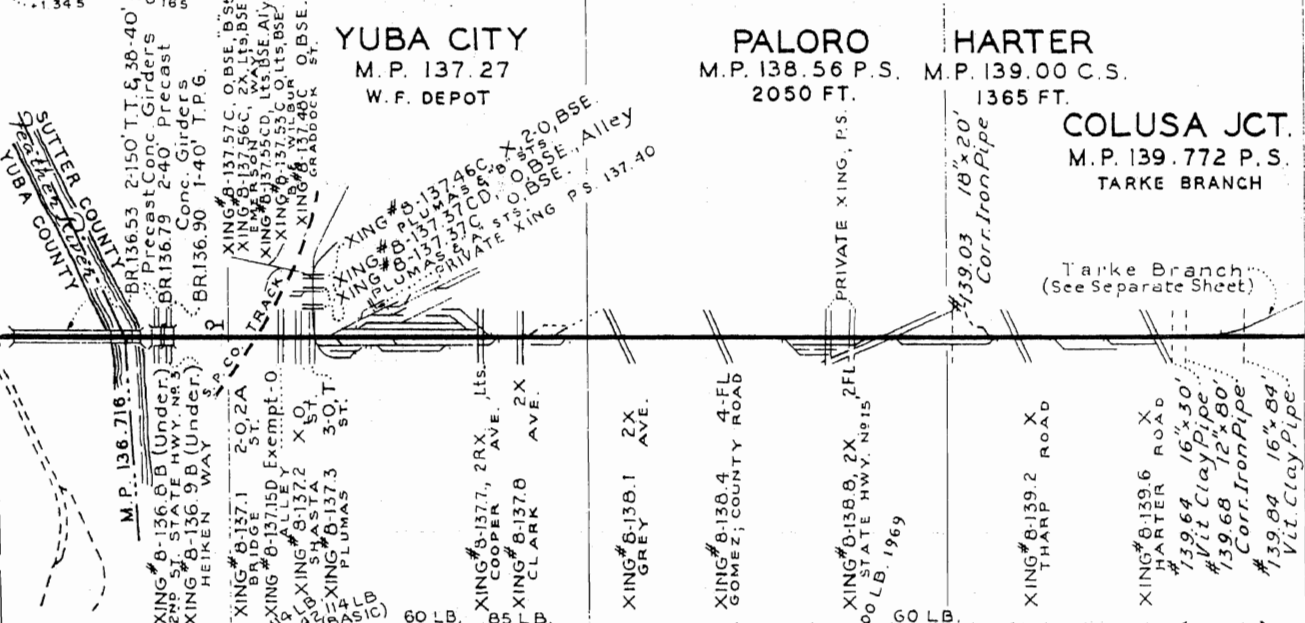
PALORO
2050 FT.

HARTER
1365 FT.

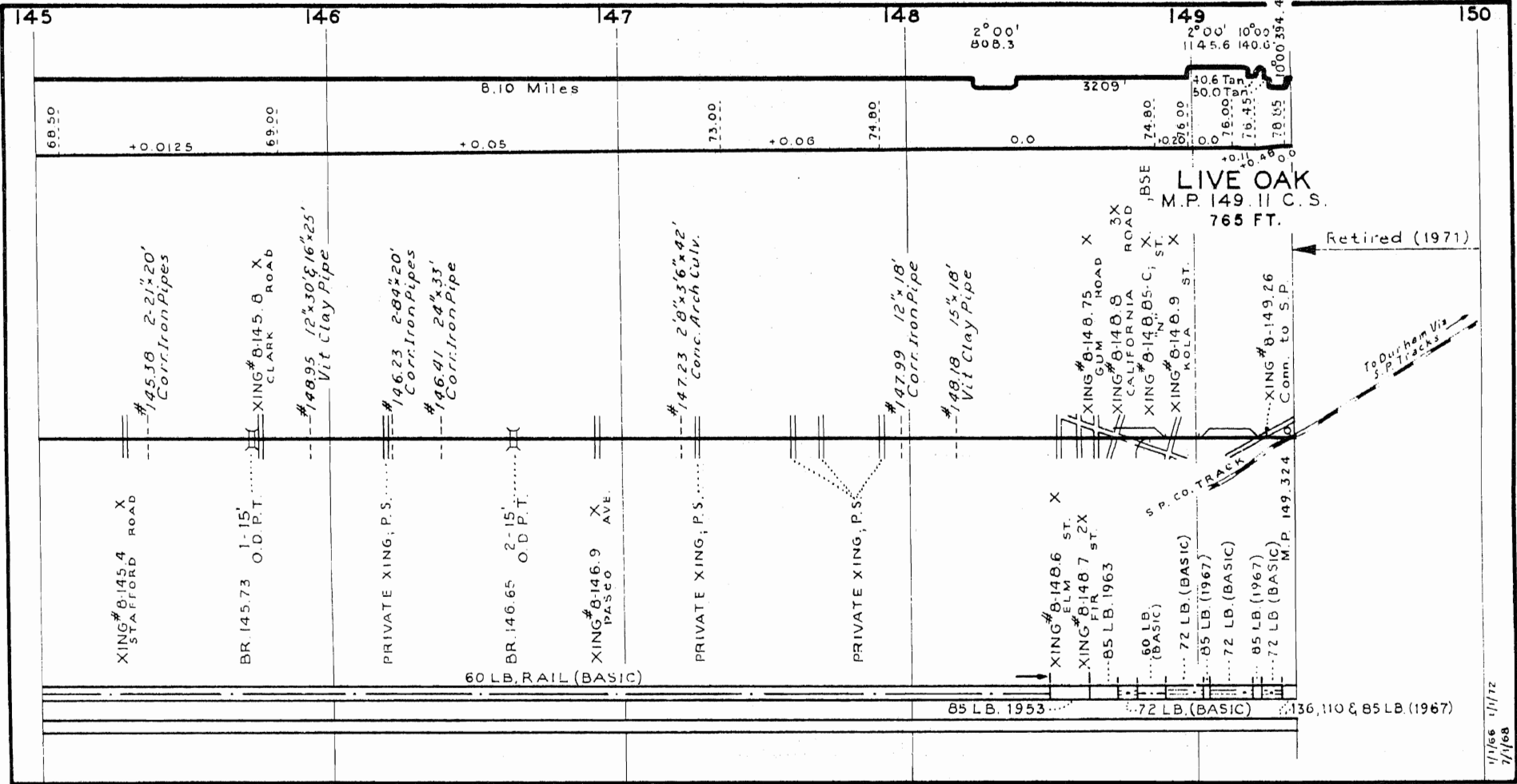
COLUSA JCT.
M.P. 139.772 P.S.
TARKE BRANCH

W.P.R.R. Main Line
MARYSVILLE

XING #8-135.5, 3-0 "F" St
XING #0-135.5C, X O BSE 2RA
3-0 ORANGE STREETS



11/65 11/72
11/58



145 146 147 148 149 150

2° 00' 808.3
 2° 00' 10° 00'
 145.6 140.6
 1000.394.4

8.10 Miles

68.50 +0.0125 69.00 +0.05 73.00 +0.06 74.00 0.0 74.80 76.90 78.05 1000.394.4

LIVE OAK
 M.P. 149 II C.S.
 765 FT.

Retired (1971)

To Durham Via
 S.P. Tracks

60 LB. RAIL (BASIC)

85 LB. 1953 72 LB. (BASIC) 136, 110 & 85 LB. (1967)

1/1/66 1/1/72
 7/1/68

155

156

157

158

159

160

Retired (1971)

1/1/66 - 1/1/72
7/1/66

165

166

167

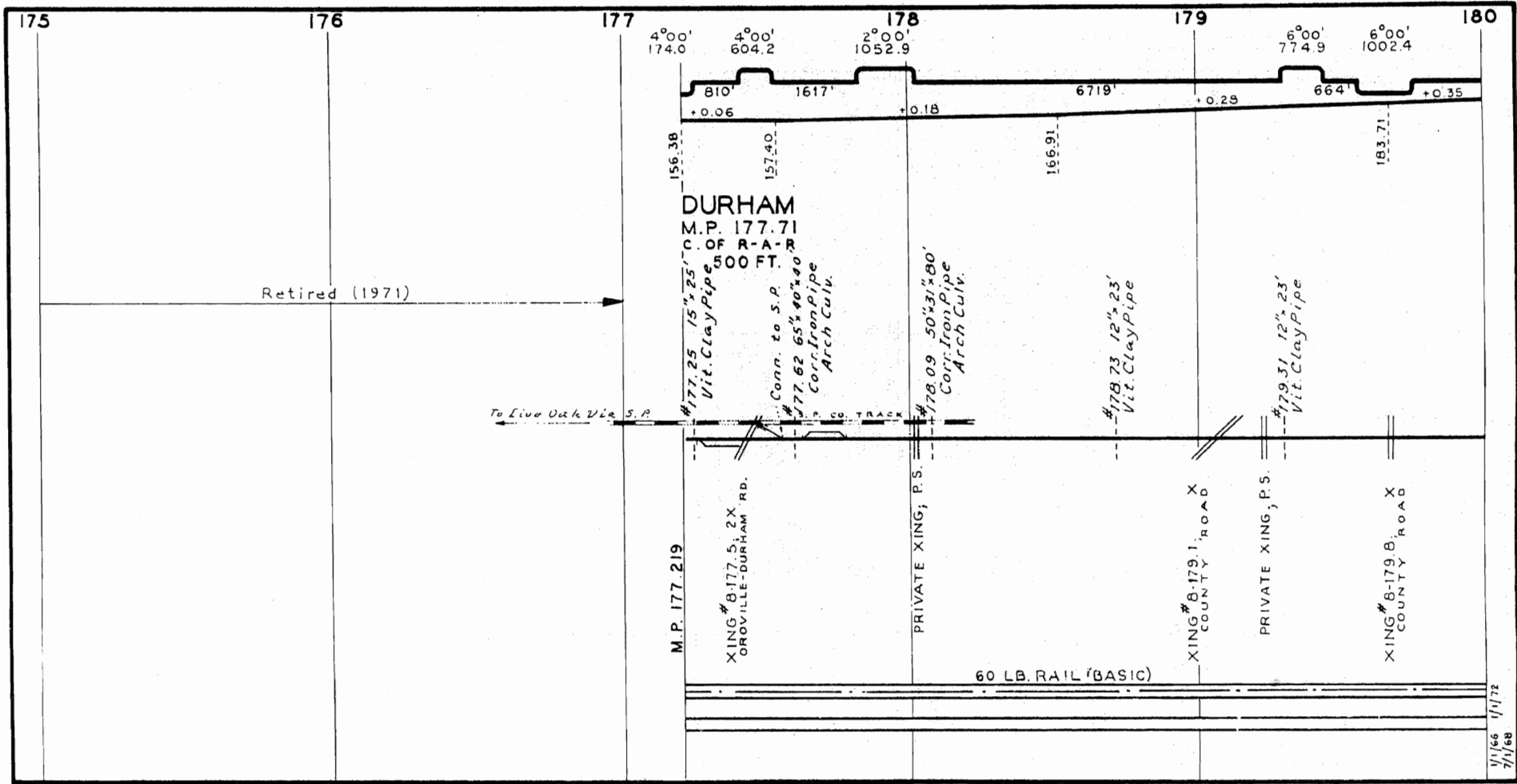
168

169

170

Retired (1971)

1/1/66 1/1/72
7/1/68



1/1/66
7/1/68

