

CENTRAL



REGION

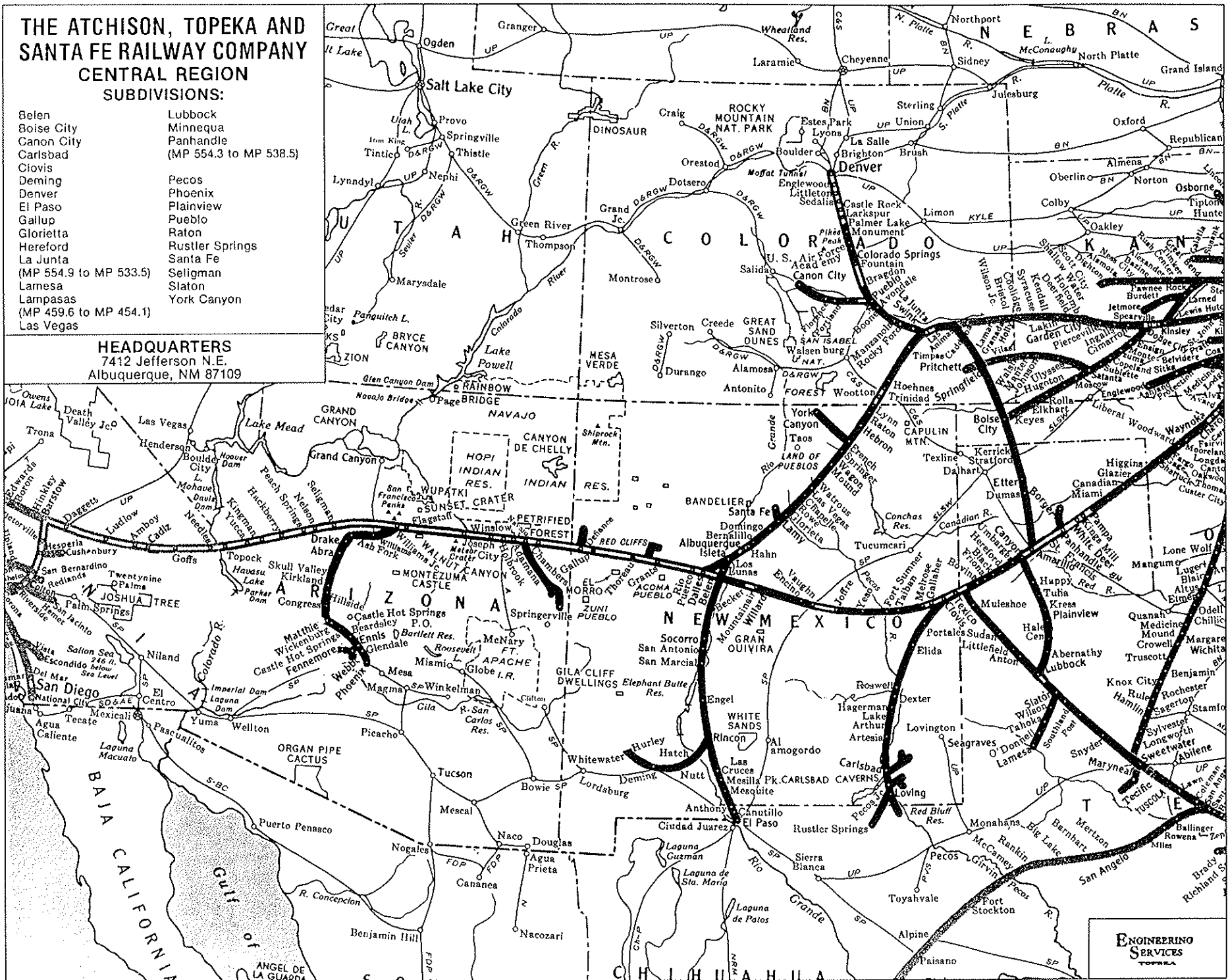
TRACK CHART

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY CENTRAL REGION

SUBDIVISIONS:

- | | |
|------------------------|------------------------|
| Belen | Lubbock |
| Boise City | Minnequa |
| Canon City | Panhandle |
| Carlsbad | (MP 554.3 to MP 538.5) |
| Clovis | |
| Deming | Pecos |
| Denver | Phoenix |
| El Paso | Plainview |
| Gallup | Pueblo |
| Glorietta | Raton |
| Hereford | Rustler Springs |
| La Junta | Santa Fe |
| (MP 554.9 to MP 533.5) | Seligman |
| Lamesa | Slaton |
| Lampasas | York Canyon |
| (MP 459.6 to MP 454.1) | |
| Las Vegas | |

HEADQUARTERS
7412 Jefferson N.E.
Albuquerque, NM 87109



ENGINEERING SERVICES
TOPRA

INDEX

CENTRAL REGION

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SUBDIVISION	FROM		TO		PAGES
	MILEPOST	STATION	MILEPOST	STATION	
Lee Ranch Mine Spur	0.0	Lee Ranch Jct.	15.3	Plant Loop	394-396
Baca Coal Spur	0.0	Baco	27.3	Lee Ranch Jct.	387-393
Pegs Spur	0.0	Pegs	4.3	Plant Loop	384-386
Defiance Industrial Spur	0.0	Defiance	19.6	Plant Loop	376-383
Springerville Spur	0.0	TEPCO Jct.	25.8	Plant Loop	368-375
Coronado RR Spur	0.0	Near Navajo	43.5	Plant Loop	357-367
Phoenix	375.1	Williams Jct.	194.0	Phoenix	305-355
York Canyon	0.0	French	36.9	York Canyon	295-303
Denver	619.9	Pueblo	737.0	Denver	243-293
Pueblo	555.2	La Junta	619.9	Pueblo	223-240
La Junta	533.5	Las Animas Jct.	556.4	La Junta	215-221
Boise City	0.0	Amarillo	235.5	Las Animas Jct.	160-213
Deming	1079.6	Rincon	1133.8	Deming	147-158
El Paso	898.8	Isleta	1156.2	El Paso	91-144
Glorieta	769.0	Las Vegas	898.8	Dalies	53-88
Las Vegas	659.1	Raton	769.0	Las Vegas	28-51
Raton	556.4	La Junta	659.1	Raton	1-26

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CENTRAL REGION

STATION	STATE	PAGE NUMBER	SUBDIVISION	APPROX MILEPOST	COUNTY
ABAJO	NEW MEXICO	83	GLORIETA	902.4	BERNALILLO
ABRA	ARIZONA	321	PHOENIX	29.4	YAVAPAI
ACADEMY	COLORADO	276	DENVER	671.5	EL PASO
ACADEMY	COLORADO	276	DENVER	65.3	EL PASO
AGUA FRIA	ARIZONA	350	PHOENIX	175.0	MARICOPA
ALAMEDA	NEW MEXICO	79	GLORIETA	894.7	BERNALILLO
ALBUQUERQUE	NEW MEXICO	83	GLORIETA	902.4	BERNALILLO
ALEMAN	NEW MEXICO	122	EL PASO	1056.4	SIERRA
ALHAMBRA	ARIZONA	352	PHOENIX	188.3	MARICOPA
ALIVIO	NEW MEXICO	124	EL PASO	1067.1	SIERRA
AMARILLO	TEXAS	165	BOISE CITY	554.3	POTTER
AMBROSIA STORAGE	NEW MEXICO	391	BACA COAL SPUR	17.1	MC KINLEY
ANTHONY	NEW MEXICO	138	EL PASO	1136.4	DONA ANA
ANTHONY	TEXAS	138	EL PASO	1136.4	EL PASO
ASARCO MILL	NEW MEXICO	162	DEMING	1.1	LUNA
ASH FORK	ARIZONA	314	PHOENIX	401.2	YAVAPAI
ASH FORK	ARIZONA	316	PHOENIX	0.0	YAVAPAI
AVONDALE	COLORADO	233	PUEBLO	603.6	PUEBLO
BACA	NEW MEXICO	388	BACA COAL SPUR	0.0	MC KINLEY
BAUTISTA	TEXAS	173	BOISE CITY	41.3	MOORE
BAXTER	COLORADO	236	PUEBLO	610.9	PUEBLO
BEARDSLEY	ARIZONA	349	PHOENIX	169.2	MARICOPA
BELEN	NEW MEXICO	98	EL PASO	932.6	VALENCIA
BERINO	NEW MEXICO	137	EL PASO	1131.4	DONA ANA
BERNALILLO	NEW MEXICO	77	GLORIETA	886.0	SANDOVAL
BIG LIFT	COLORADO	261	DENVER	718.4	DOUGLAS
BIG LIFT	COLORADO	285	DENVER	17.0	DOUGLAS
BISONTE	COLORADO	198	BOISE CITY	162.5	BACA
BLANCHARD	NEW MEXICO	58	GLORIETA	793.6	SAN MIGUEL
BOISE CITY	OKLAHOMA	190	BOISE CITY	122.6	CIMARRON
BOONE	COLORADO	232	PUEBLO	598.6	PUEBLO
BRAGDON	COLORADO	266	DENVER	630.3	PUEBLO
BRAGDON	COLORADO	246	DENVER	108.5	PUEBLO
BUMSTEAD	ARIZONA	355	ENNIS SPUR	3.3	MARICOPA
BUTTES	COLORADO	268	DENVER	643.7	EL PASO
BUTTES	COLORADO	249	DENVER	93.1	EL PASO
CAMPO	COLORADO	196	BOISE CITY	151.6	BACA
CANUTILLO	TEXAS	140	EL PASO	1142.4	EL PASO
CANYONCITO	NEW MEXICO	66	GLORIETA	830.0	SANTA FE
CAPP HOMES	COLORADO	275	DENVER	71.2	EL PASO
CARBON COAL	NEW MEXICO	377	DEFIANCE SPUR	3.0	MC KINLEY
CARRIZO STORAGE	ARIZONA	375	SPRINGVILLE SPUR	1.8	APACHE
CASA	COLORADO	220	LA JUNTA	550.7	OTERO
CASTANEDA	OKLAHOMA	193	BOISE CITY	135.3	CIMARRON
CASTLE HOT SPRINGS	ARIZONA	345	PHOENIX	150.3	MARICOPA
CASTLE ROCK	COLORADO	283	DENVER	705.2	DOUGLAS
CASTLE ROCK	COLORADO	259	DENVER	32.5	DOUGLAS
CHAPELLE	NEW MEXICO	57	GLORIETA	788.8	SAN MIGUEL
CHLOE	NEW MEXICO	96	GLORIETA	927.4	VALENCIA
COLFAX	NEW MEXICO	298	YORK CANYON	13.3	COLFAX
COLMOR	NEW MEXICO	39	LAS VEGAS	710.0	COLFAX
COLMOR	NEW MEXICO	39	LAS VEGAS	710.0	MORA
COLORADO SPRINGS	COLORADO	254	DENVER	663.2	EL PASO
COLORADO SPRINGS	COLORADO	274	DENVER	74.9	EL PASO

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CENTRAL REGION

STATION	STATE	PAGE NUMBER	SUBDIVISION	APPROX MILEPOST	COUNTY
CONGRESS	ARIZONA	339	PHOENIX	123.2	YAVAPAI
CONRAD	OKLAHOMA	187	BOISE CITY	111.0	CIMARRON
CORONADO	ARIZONA	359	CORONADO SPUR	42.6	APACHE
CORONADO JCT.	ARIZONA	367	CORONADO SPUR	0.0	APACHE
CREWS	COLORADO	251	DENVER	654.4	EL PASO
CREWS	COLORADO	272	DENVER	654.4	EL PASO
CROCKER	NEW MEXICO	117	EL PASO	1031.5	SIERRA
CUTTER	NEW MEXICO	121	EL PASO	1051.4	SIERRA
DALIES	NEW MEXICO	88	GLORIETA	27.4	VALENCIA
DATE	ARIZONA	336	PHOENIX	109.7	YAVAPAI
DAWSON	NEW MEXICO	299	YORK CANYON	18.4	COLFAX
DAZE	ARIZONA	312	PHOENIX	393.3	COCONINO
DEFIANCE	NEW MEXICO	377	DEFIANCE SPUR	0.0	MC KINLEY
DELHI	COLORADO	9	RATON	591.5	LAS ANIMAS
DEMING	NEW MEXICO	158	DEMING	1132.9	LUNA
DENVER	COLORADO	265	DENVER	737.2	DENVER
DENVER	COLORADO	289	DENVER	733.4	DENVER
DOMINGO	NEW MEXICO	73	GLORIETA	865.3	SANDOVAL
DONA ANA	NEW MEXICO	132	EL PASO	1106.9	DONA ANA
DRAKE	ARIZONA	320	PHOENIX	21.2	YAVAPAI
DUMAS	TEXAS	175	BOISE CITY	52.1	MOORE
DUMAS JCT.	TEXAS	165	BOISE CITY	1.0	POTTER
EL PASO	TEXAS	142	EL PASO	1156.0	EL PASO
ELMENDORF	NEW MEXICO	111	EL PASO	999.0	SOCORRO
ENGEL	NEW MEXICO	120	EL PASO	1043.2	SIERRA
ENGLEWOOD	COLORADO	264	DENVER	729.4	ARAPAHOE
ENGLEWOOD	COLORADO	288	DENVER	7.5	ARAPAHOE
ENNIS	ARIZONA	349	PHOENIX	173.6	MARICOPA
ENNIS SPUR	ARIZONA	355	PHOENIX	173.6	MARICOPA
ESCALANTE JCT	NEW MEXICO	388	BACA COAL SPUR	5.0	MC KINLEY
ETTER	TEXAS	177	BOISE CITY	64.0	MOORE
EXELL	TEXAS	172	BOISE CITY	34.6	MOORE
FENNEMORE	ARIZONA	355	ENNIS SPUR	1.2	MARICOPA
FOUNTAIN	COLORADO	272	DENVER	650.5	EL PASO
FOUNTAIN	COLORADO	251	DENVER	87.9	EL PASO
FOWLER	COLORADO	229	PUEBLO	583.1	OTERO
FOX	NEW MEXICO	64	GLORIETA	820.4	SANTA FE
FRENCH	NEW MEXICO	35	LAS VEGAS	691.0	COLFAX
FRENCH	NEW MEXICO	296	YORK CANYON	0.0	COLFAX
FRICK	COLORADO	205	BOISE CITY	196.6	BACA
GALLINAS	COLORADO	22	RATON	647.3	LAS ANIMAS
GISE	NEW MEXICO	62	GLORIETA	811.0	SAN MIGUEL
GLENDALE	ARIZONA	351	PHOENIX	183.7	MARICOPA
GLORIETA	NEW MEXICO	65	GLORIETA	825.2	SANTA FE
GOLDBADGE	ARIZONA	355	ENNIS SPUR	1.0	MARICOPA
GRAMA	NEW MEXICO	126	EL PASO	1073.7	DONA ANA
GRAND VIEW	ARIZONA	333	PHOENIX	95.4	YAVAPAI
GREENLAND	COLORADO	280	DENVER	691.5	DOUGLAS
GREENLAND	COLORADO	256	DENVER	46.6	DOUGLAS
HAHN	NEW MEXICO	80	GLORIETA	898.8	BERNALILLO
HARBORD	COLORADO	203	BOISE CITY	186.0	BACA
HATCH	NEW MEXICO	149	DEMING	1084.8	DONA ANA
HEBRON	NEW MEXICO	31	LAS VEGAS	671.3	COLFAX

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STATION	STATE	PAGE NUMBER	SUBDIVISION	APPROX MILEPOST	COUNTY
HENKEL	COLORADO	267	DENVER	638.4	PUEBLO
HILLSIDE	ARIZONA	334	PHOENIX	101.5	YAVAPAI
HOCKETT	NEW MEXICO	150	DEMING	1093.9	DONA ANA
HOEHNES	COLORADO	17	RATON	626.3	LAS ANIMAS
HUSTED	COLORADO	277	DENVER	62.1	EL PASO
ISLETA	NEW MEXICO	85	GLORIETA	915.0	BERNALILLO
ISLETA	NEW MEXICO	93	EL PASO	915.6	VALENCIA
JANSEN	COLORADO	20	RATON	638.6	LAS ANIMAS
JUILLIARD	TEXAS	166	BOISE CITY	8.2	POTTER
JUILLIARD	TEXAS	166	BOISE CITY	3.0	POTTER
KAYFOUR	ARIZONA	322	PHOENIX	34.4	YAVAPAI
KELKER	COLORADO	253	DENVER	659.9	EL PASO
KELKER	COLORADO	273	DENVER	659.9	EL PASO
KEOTA	NEW MEXICO	23	RATON	655.2	COLFAX
KERRICK	TEXAS	185	BOISE CITY	100.1	DALLAM
KERRICK	OKLAHOMA	185	BOISE CITY	100.1	CIMARRON
KINNEY	NEW MEXICO	84	GLORIETA	907.1	BERNALILLO
KIRKLAND	ARIZONA	331	PHOENIX	86.8	YAVAPAI
LA JOYA	NEW MEXICO	102	EL PASO	953.5	SOCORRO
LA JUNTA	COLORADO	220	LA JUNTA	554.9	OTERO
LA JUNTA	COLORADO	224	PUEBLO	554.9	OTERO
LA JUNTA	COLORADO	2	RATON	556.4	OTERO
LA JUNTA	COLORADO	221	LA JUNTA	555.8	OTERO
LAMY	NEW MEXICO	67	GLORIETA	835.2	SANTA FE
LARKSPUR	COLORADO	281	DENVER	694.9	DOUGLAS
LARKSPUR	COLORADO	257	DENVER	42.9	DOUGLAS
LAS ANIMAS	COLORADO	217	LA JUNTA	536.0	BENT
LAS ANIMAS JCT.	COLORADO	213	BOISE CITY	235.5	BENT
LAS ANIMAS JCT.	COLORADO	216	LA JUNTA	533.5	BENT
LAS CRUCES	NEW MEXICO	134	EL PASO	1112.5	DONA ANA
LAS VEGAS	NEW MEXICO	54	GLORIETA	769.7	SAN MIGUEL
LAS VEGAS	NEW MEXICO	50	LAS VEGAS	769.0	SAN MIGUEL
LAS VEGAS	NEW MEXICO	51	LAS VEGAS	769.7	SAN MIGUEL
LAURETTA	NEW MEXICO	300	YORK CANYON	20.5	COLFAX
LAUTZ	TEXAS	180	BOISE CITY	75.1	SHERMAN
LAVA	NEW MEXICO	115	EL PASO	1021.4	SOCORRO
LAVA	NEW MEXICO	115	EL PASO	1021.4	SIERRA
LEASBURG	NEW MEXICO	131	EL PASO	1101.1	DONA ANA
LEE RANCH	NEW MEXICO	396	LEE RANCH SPUR	13.7	MC KINLEY
LEE RANCH JCT	NEW MEXICO	393	BACA COAL SPUR	27.3	MC KINLEY
LEE RANCH JCT	NEW MEXICO	394	LEE RANCH SPUR	0.0	MC KINLEY
LEVY	NEW MEXICO	40	LAS VEGAS	719.7	MORA
LIMITAR	NEW MEXICO	105	EL PASO	970.9	SOCORRO
LITTLETON	COLORADO	263	DENVER	726.6	ARAPAHOE
LITTLETON	COLORADO	287	DENVER	10.3	ARAPAHOE
LIZARD ACRES	ARIZONA	349	PHOENIX	171.6	MARICOPA
LOS LUNAS	NEW MEXICO	95	GLORIETA	922.4	VALENCIA
LOUVIERS	COLORADO	285	DENVER	20.7	DOUGLAS
LUKE FIELD	ARIZONA	355	ENNIS SPUR		MARICOPA
LYNN	NEW MEXICO	24	RATON	652.8	COLFAX
MACHOVEC	TEXAS	176	BOISE CITY	58.3	MOORE
MANZANOLA	COLORADO	227	PUEBLO	574.5	OTERO
MARSH	TEXAS	170	BOISE CITY	27.2	POTTER

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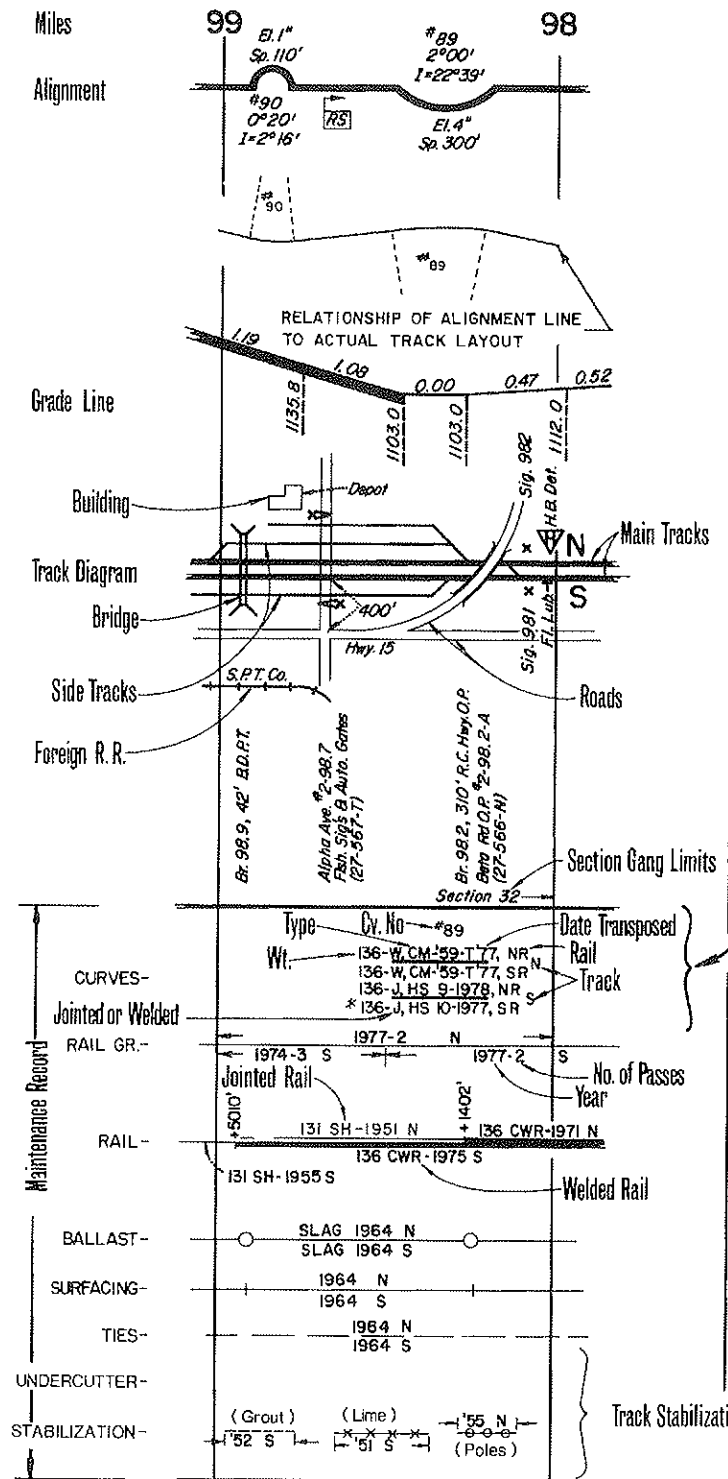
CENTRAL REGION

STATION	STATE	PAGE NUMBER	SUBDIVISION	APPROX MILEPOST	COUNTY
MATTHIE	ARIZONA	341	PHOENIX	135.0	MARICOPA
MEATH	ARIZONA	317	PHOENIX	9.2	YAVAPAI
MEDLER	NEW MEXICO	130	EL PASO	1095.7	DONA ANA
MENTMORE STORAGE	NEW MEXICO	377	DEFIANCE SPUR	1.5	MC KINLEY
MESILLA PARK	NEW MEXICO	134	EL PASO	1115.0	DONA ANA
MESQUITE	NEW MEXICO	136	EL PASO	1123.9	DONA ANA
MILITARY JCT.	COLORADO	288	DENVER	8.2	ARAPAHOE
MINDEMAN	COLORADO	7	RATON	583.0	OTERO
MINNEQUA	COLORADO	238	PUEBLO	123.0	PUEBLO
MIRAGE	NEW MEXICO	157	DEMING	1125.8	LUNA
MOBEST	ARIZONA	353	PHOENIX	191.6	MARICOPA
MODEL	COLORADO	14	RATON	615.0	LAS ANIMAS
MONTOYA	TEXAS	140	EL PASO	1145.3	EL PASO
MONUMENT	COLORADO	278	DENVER	57.2	EL PASO
MORLEY	COLORADO	22	RATON	648.1	LAS ANIMAS
N.A. JCT.	COLORADO	231	PUEBLO	591.7	PUEBLO
NIXON	COLORADO	269	DENVER	648.0	EL PASO
NORTH JCT.	COLORADO	200	BOISE CITY	174.4	BACA
NORTH TIPPLE	NEW MEXICO	381	DEFIANCE SPUR	20.4	MC KINLEY
NUEVE	NEW MEXICO	75	GLORIETA	876.6	SANDOVAL
NUTT	NEW MEXICO	153	DEMING	1104.9	LUNA
OJITA	NEW MEXICO	55	GLORIETA	778.5	SAN MIGUEL
ONAVA	NEW MEXICO	48	LAS VEGAS	759.5	SAN MIGUEL
ORSA	COLORADO	284	DENVER	709.5	DOUGLAS
P&M MINE STORAGE	NEW MEXICO	379	DEFIANCE SPUR	12.0	MC KINLEY
PALMER LAKE	COLORADO	255	DENVER	686.2	EL PASO
PALMER LAKE	COLORADO	279	DENVER	52.0	EL PASO
PEGS	NEW MEXICO	385	PEGS SPUR	0.0	MC KINLEY
PEORIA	ARIZONA	351	PHOENIX	179.9	MARICOPA
PHOENIX	ARIZONA	353	PHOENIX	193.7	MARICOPA
PHOENIX	ARIZONA	354	PHOENIX	193.7	MARICOPA
PIEDMONT	ARIZONA	337	PHOENIX	116.4	YAVAPAI
PIKEVIEW	COLORADO	275	DENVER	666.9	EL PASO
PINON	COLORADO	266	DENVER	632.7	PUEBLO
PINON	COLORADO	247	DENVER	104.7	PUEBLO
POPE	NEW MEXICO	114	EL PASO	1012.3	SOCORRO
PUEBLO	COLORADO	237	PUEBLO	619.5	PUEBLO
PUEBLO	COLORADO	245	DENVER	618.4	PUEBLO
PUEENTE	TEXAS	168	BOISE CITY	18.8	POTTER
RATON	NEW MEXICO	26	LAS VEGAS	659.5	COLFAX
RATON	NEW MEXICO	25	RATON	659.5	COLFAX
RINCON	NEW MEXICO	127	EL PASO	1079.6	DONA ANA
RINCON	NEW MEXICO	148	DEMING	1079.6	DONA ANA
ROCKY FORD	COLORADO	226	PUEBLO	565.6	OTERO
ROSWELL	NEW MEXICO	275	DENVER	72.3	EL PASO
ROWE	NEW MEXICO	63	GLORIETA	816.0	SAN MIGUEL
RUSSINA SPUR	COLORADO	275	DENVER	70.2	EL PASO
RUXTON	COLORADO	208	BOISE CITY	212.9	BACA
SABINAL	NEW MEXICO	100	EL PASO	942.5	SOCORRO
SALT RIVER STORAGE	ARIZONA	363	CORONADO SPUR	20.3	APACHE
SAN ACACIA	NEW MEXICO	104	EL PASO	963.5	SOCORRO
SAN ANTONIO	NEW MEXICO	109	EL PASO	988.2	SOCORRO
SAN MARCIAL	NEW MEXICO	112	EL PASO	1005.1	SOCORRO

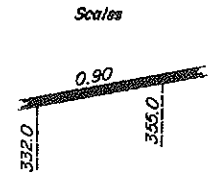
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STATION	STATE	PAGE NUMBER	SUBDIVISION	APPROX MILEPOST	COUNTY
SANDS	NEW MEXICO	60	GLORIETA	803.3	SAN MIGUEL
SCHOMBERG	NEW MEXICO	32	LAS VEGAS	678.8	COLFAX
SEDALIA	COLORADO	260	DENVER	712.8	DOUGLAS
SEDALIA	COLORADO	284	DENVER	24.5	DOUGLAS
SERENO	ARIZONA	309	PHOENIX	384.2	COCONINO
SHOEMAKER	NEW MEXICO	45	LAS VEGAS	742.3	MORA
SIMPSON	COLORADO	11	RATON	604.7	LAS ANIMAS
SKULL VALLEY	ARIZONA	330	PHOENIX	80.6	YAVAPAI
SOCORRO	NEW MEXICO	107	EL PASO	977.8	SOCORRO
SOUTH DENVER	COLORADO	264	DENVER	733.3	DENVER
SOUTH DENVER	COLORADO	289	DENVER	3.6	DENVER
SOUTH JCT.	COLORADO	200	BOISE CITY	172.6	BACA
SOUTH MINE	NEW MEXICO	379	DEFIANCE SPUR	13.5	MC KINLEY
SPRINGER	NEW MEXICO	36	LAS VEGAS	699.4	COLFAX
SPRINGERVILLE	ARIZONA	370	SPRINGERVILLE SPUR	28.3	APACHE
SPRINGFIELD	COLORADO	200	BOISE CITY	173.1	BACA
SPRUCE	COLORADO	279	DENVER	688.8	DOUGLAS
STADIUM	COLORADO	277	DENVER	63.3	EL PASO
STARKVILLE	COLORADO	21	RATON	642.0	LAS ANIMAS
STRATFORD	TEXAS	182	BOISE CITY	85.7	SHERMAN
SUN CITY	ARIZONA	350	PHOENIX	177.2	MARICOPA
SURPRISE	ARIZONA	349	PHOENIX	172.5	MARICOPA
SWINK	COLORADO	224	PUEBLO	559.8	OTERO
TEPCO JCT	ARIZONA	360	CORONADO SPUR	39.5	APACHE
TEPCO JCT	ARIZONA	375	SPRINGERVILLE SPUR	0.0	APACHE
THATCHER	COLORADO	10	RATON	599.0	LAS ANIMAS
TIFFANY	NEW MEXICO	112	EL PASO	1002.1	SOCORRO
TIMPAS	COLORADO	5	RATON	572.3	OTERO
TOMAH	COLORADO	282	DENVER	700.2	DOUGLAS
TONUCO	NEW MEXICO	129	EL PASO	1087.3	DONA ANA
TRINIDAD	COLORADO	19	RATON	636.7	LAS ANIMAS
TUCKER	ARIZONA	325	PHOENIX	46.2	YAVAPAI
VADO	NEW MEXICO	137	EL PASO	1127.8	DONA ANA
VINTON	TEXAS	139	EL PASO	1139.8	EL PASO
VROMAN	COLORADO	227	PUEBLO	571.0	OTERO
WAGON MOUND	NEW MEXICO	42	LAS VEGAS	725.3	MORA
WALDO	NEW MEXICO	71	GLORIETA	854.6	SANTA FE
WATROUS	NEW MEXICO	47	LAS VEGAS	750.2	MORA
WAYNE	ARIZONA	355	ENNIS SPUR	1.8	MARICOPA
WEBB	ARIZONA	355	ENNIS SPUR	1.0	MARICOPA
WHITE	TEXAS	141	EL PASO	1148.0	EL PASO
WICKENBURG	ARIZONA	342	PHOENIX	139.6	MARICOPA
WIGWAM	COLORADO	248	DENVER	98.1	EL PASO
WILLIAMS	ARIZONA	307	PHOENIX	378.2	COCONINO
WILLIAMS JCT.	ARIZONA	306	PHOENIX	375.2	COCONINO
WITTMANN	ARIZONA	346	PHOENIX	157.6	MARICOPA
WOLHURST	COLORADO	287	DENVER	13.5	DOUGLAS
WOOD	COLORADO	278	DENVER	57.2	EL PASO
WOOTTON	COLORADO	23	RATON	651.8	LAS ANIMAS
YORK CANYON	NEW MEXICO	303	YORK CANYON	36.1	COLFAX



1" = 3000' Horizontal scale for profile, Alignment and track. (Exceptions noted)
 1" = 200' Vertical scale for profile.



Ascending ruling grades for Subdivisions shown bold.
 Figures on grade lines are % gradients.
 Figures below grade lines are profile subgrade elevations in feet.

- + Flange Lubricator.
- x All types of signals, except bridge signals.
- Columns, water and oil.
- ⊗ Crossing warning device, flashing signals with automatic gates.
- 75 55 Permanent slow speed sign with appropriate speeds shown.
- RS Permanent resume speed sign (green board).
- ⊕ Switch Heater.
- ▽ Shifted load detector.
- △ Hot box detector.
- ⊖ Dragging equipment detector, arrow or arrows denote direction protected.
- YL Yard limit sign.
- SL Switch limit sign.
- #2 - 69.3 - A P.U.C. number, as shown on public road crossings.
- (26 - 007 - F) D.O.T. number as shown on public and private crossings.

Car capacities shown on all station detail sheets are based on 50 ft. overall allowance per car.

Curve Rail

Type of Rail	Symbol
1. Flame Hardened	FH
2. Curvemaster (U.S. Steel Co.)	CM
3. Fully Heat Treated (Bethlehem Stl.)	FHT
4. Hi Si (C.F. & I. Steel Co.)	HS
5. Cromoly or Cromalloy (C.F. & I.)	CR (Cromo)
6. Japanese	JP (JAP)
7. Other	OR
(a) British Steel	followed by
(b) Chrome Vanadium	lower case
(c) Chrome 1%	letter.
(d) Open Hearth	Example:
	ORF
(f) German	

* Second Hand Rail

— ABBREVIATIONS —

BRIDGES

Ab. _____	Abutment	Msy. _____	Masonry
Ap. _____	Approach	O. D. _____	Open Deck
Ar. _____	Arch	Ped. _____	Pedestal
B. D. _____	Ballast Deck	P. T. _____	Pile Trestle
Bx. _____	Box	P. _____	Pipe
Brk. _____	Brick	P. Ar. _____	Pipe Arch
Br. _____	Bridge	P. C. _____	Pre-stressed Concrete
C. I. P. _____	Cast Iron Pipe	R. C. _____	Reinforced Concrete
C. _____	Concrete	S. S. C. _____	Steel Stringers & Caps
C. P. _____	Concrete Pipe	Sto. _____	Stone
Cor. P. _____	Corrugated Pipe	S. S. P. _____	Structural Steel Pipe
D. G. _____	Deck Girder	T. R. _____	T-Rail
D. T. _____	Deck Truss	Th. G. _____	Thru-Girder
Dbl. _____	Double	Th. T. _____	Thru-Truss
Dr. Sp. _____	Draw Span	T. _____	Timber
Ext. _____	Extension	Tr. _____	Treated
Ftg. _____	Footing	Trip. _____	Triple
Hdrl. _____	Handrail	Vit. P. _____	Vitrified Pipe
I-Bm. _____	I-Beam	Wr. I. P. _____	Wrought Iron Pipe
Lg. _____	Long		

FACILITIES

B. _____	Booth Telephone	T. _____	Turntable
C. _____	Communication	W. _____	Water
F. _____	Fuel	W. Col. _____	Water Column
O. Col. _____	Oil Column	W. T. _____	Water Tank
O. T. _____	Oil Tank	Y. _____	Wye Track
R. _____	Radio Communication		

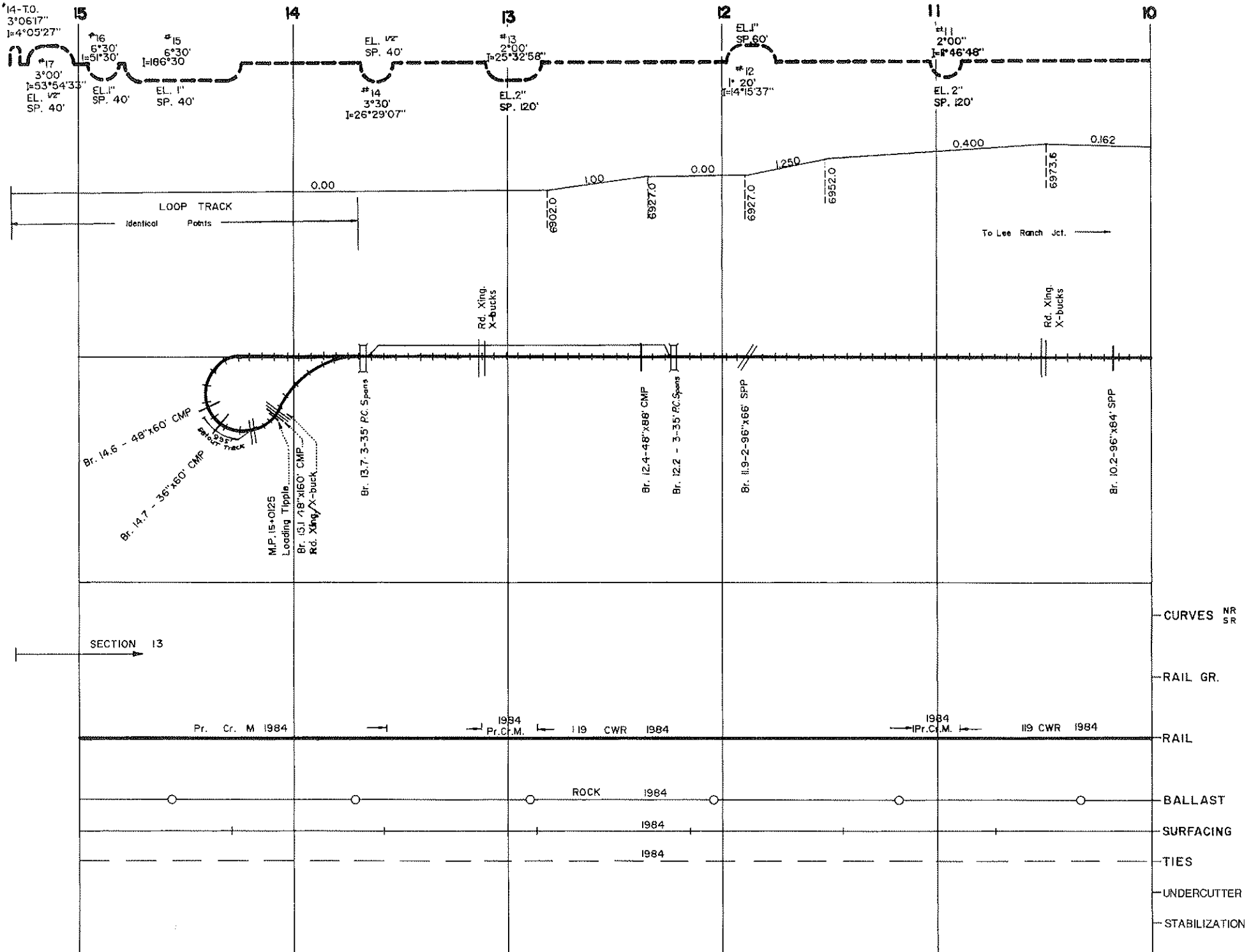
MISCELLANEOUS

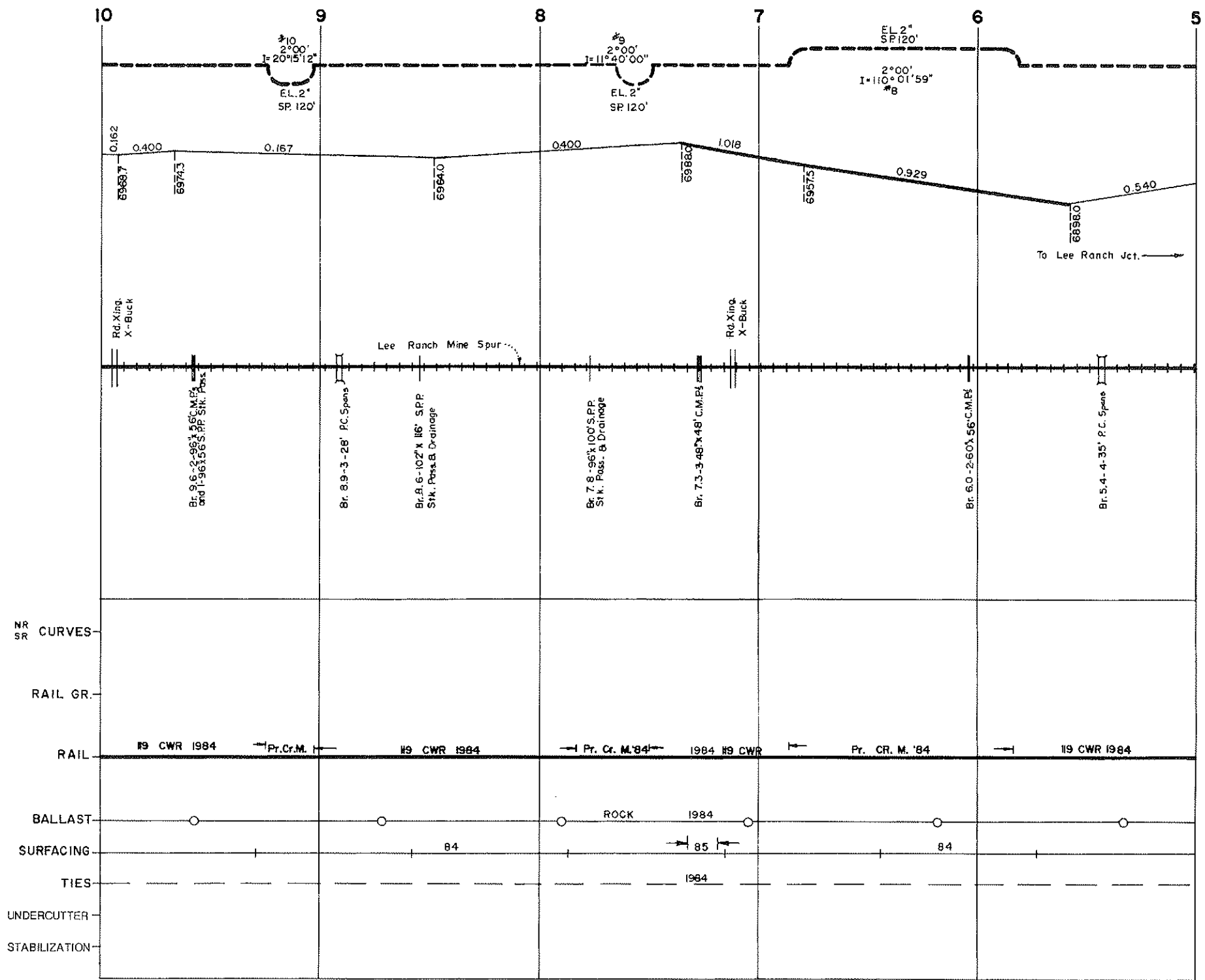
A. B. S. _____	Automatic Block System	L. Sw. _____	Lock Switch
A. T. S. _____	Automatic Train Stop	M. _____	Middle Main Track
Auto. Gate _____	Automatic Gate	N. _____	North Main Track
Ave. _____	Avenue	O. P. _____	Overpass
Bk. _____	Block	O. H. _____	Over Head
Bld. _____	Boulevard	Pass. _____	Possenger
Bch. _____	Branch	Po. _____	Power
Br. Sig. _____	Bridge Signal	Pr. _____	Private
B. P. _____	Bumping Post	Pub. _____	Public
Cant. Sig. _____	Contilever Signal	R. R. _____	Railroad
Co. _____	County	Ry. _____	Railway
Cr. _____	Creek	Reserv. _____	Reservoir
C. Sig. _____	Control Signal	R. S. _____	Resume Speed
C. T. C. _____	Centralized Traffic Control	Rt. _____	Right
D. C. Sw. _____	Dual Control Switch	R. W. _____	Right of Way
Div. _____	Division	Riv. _____	River
D. E. Def. _____	Dragging Equip. Detector	Rd. X-ing _____	Road Crossing
El. _____	Elevation of Curves	Sec. _____	Section
Fl. Lub. _____	Flange Lubricators	S. L. Def. _____	Shifted Load Detector
Flsh. Sig. _____	Flashing Signal	Sig. _____	Signal
Fl. Lt. P. _____	Flood Light Pole	S. _____	South Main Track
Fl. Lt. T. _____	Flood Light Tower	Sp. _____	Spiral Length
Fr. _____	Freight	S. Sw. _____	Spring Switch
Gr. _____	Grade	Sto. _____	Station
Hwy. _____	Highway	St. _____	Street (also State)
H. B. Def. _____	Hot Box Detector	Trk. _____	Track
Ha. _____	House	U. P. _____	Underpass
I. _____	Total Curve Angle	U. T. P. _____	Under Track Plow
I. Sig. _____	Interlocking Signal	W. W. _____	Wig Wag
I. Sw. _____	Interlocking Switch	Yd. _____	Yard
Jct. _____	Junction		
Lav. _____	Lavatory		
Lt. _____	Left		

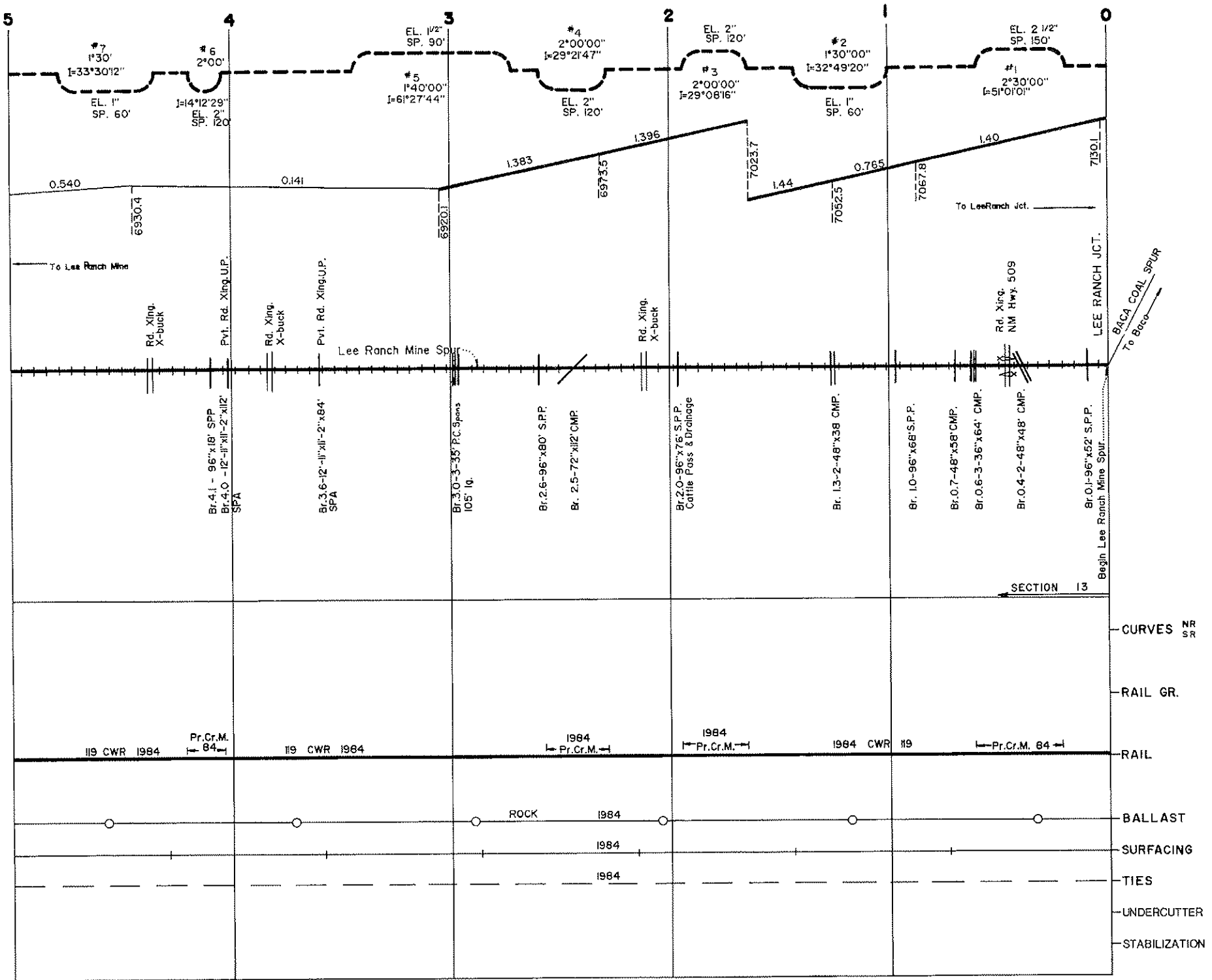
Add "s" to the above abbreviations, when the plural form is required.

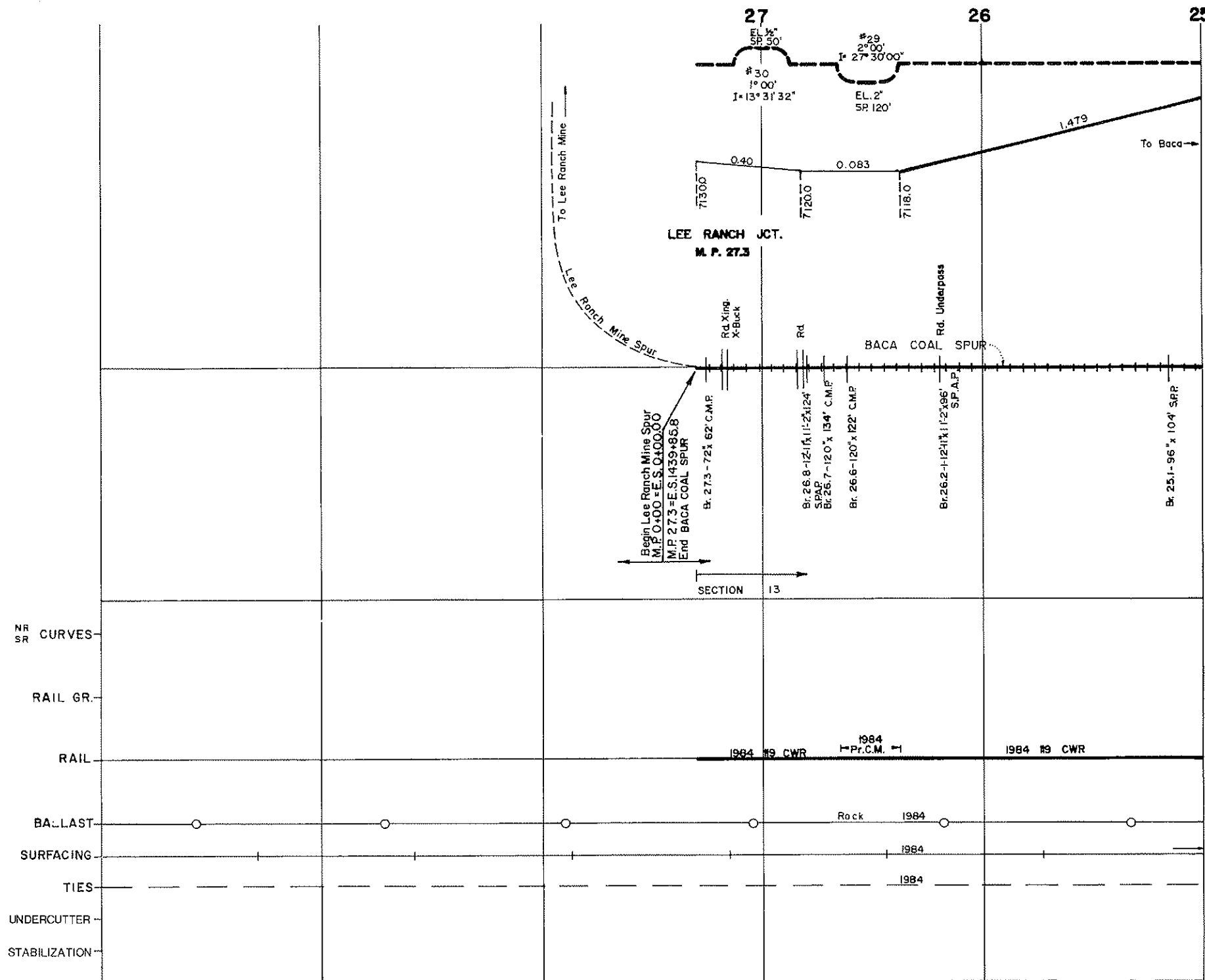
NOTE: O. H. Clearance noted in Track Chart is less than Minimum Required.
(Minimum Required Clearance is 22' - 6")

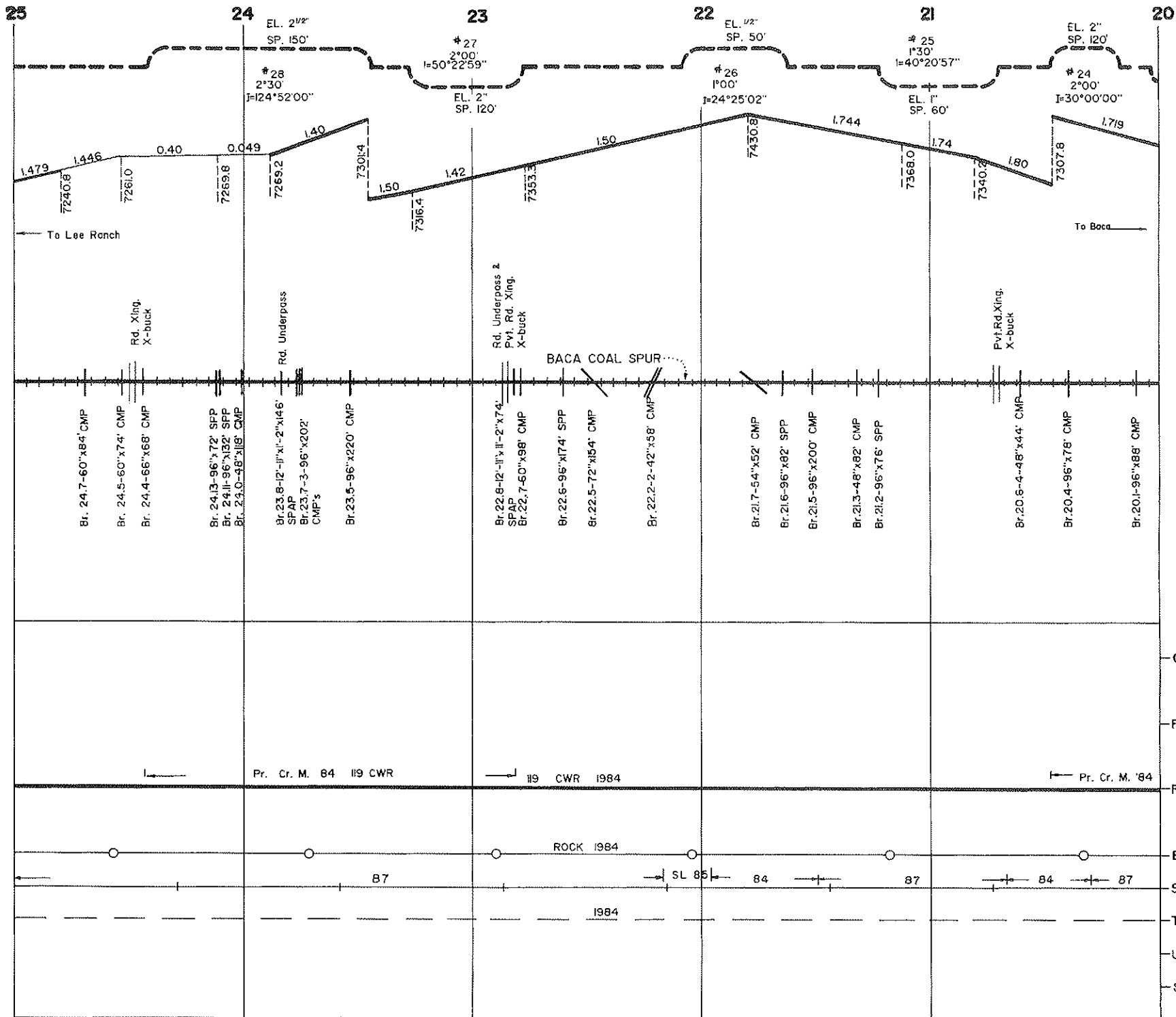
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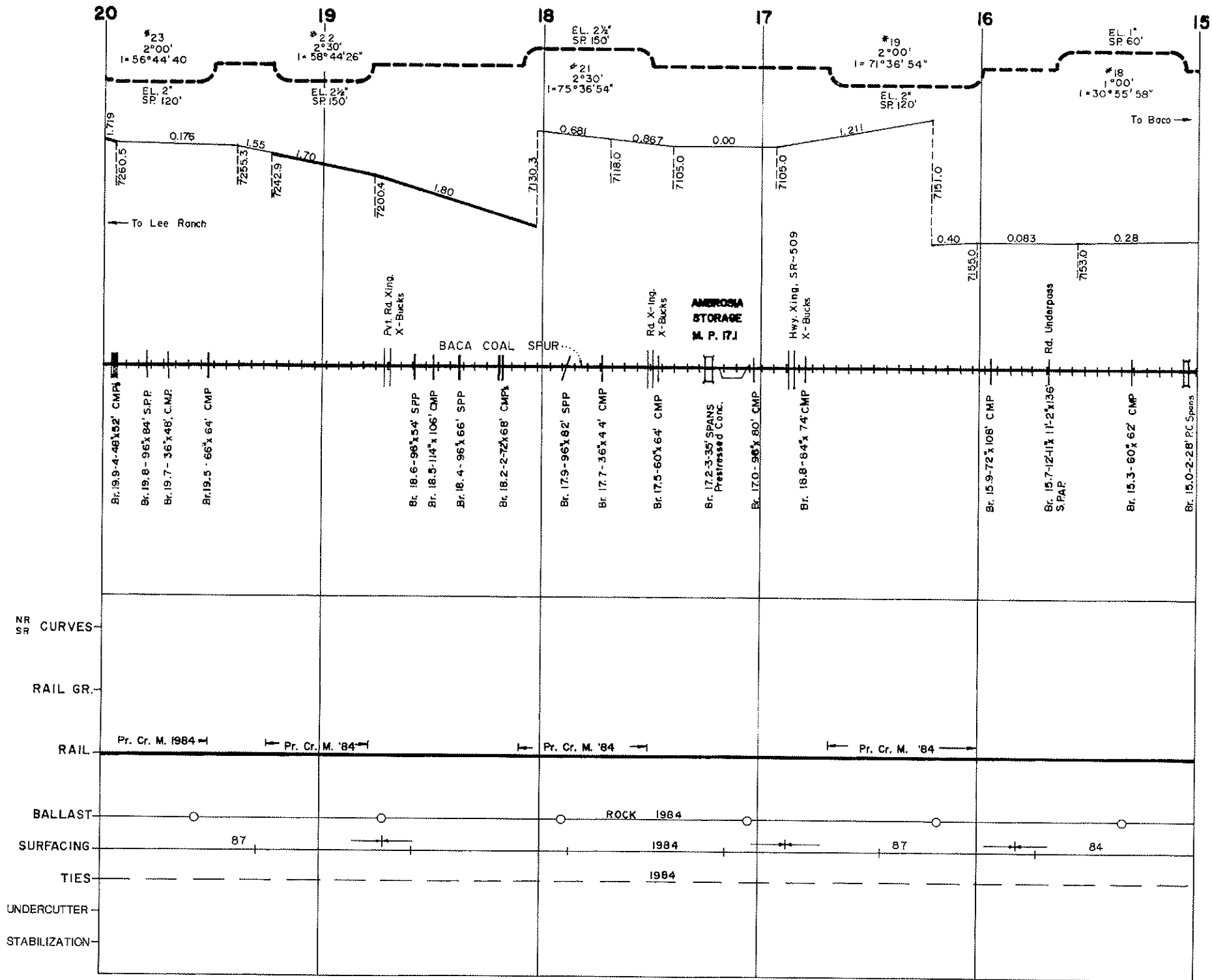


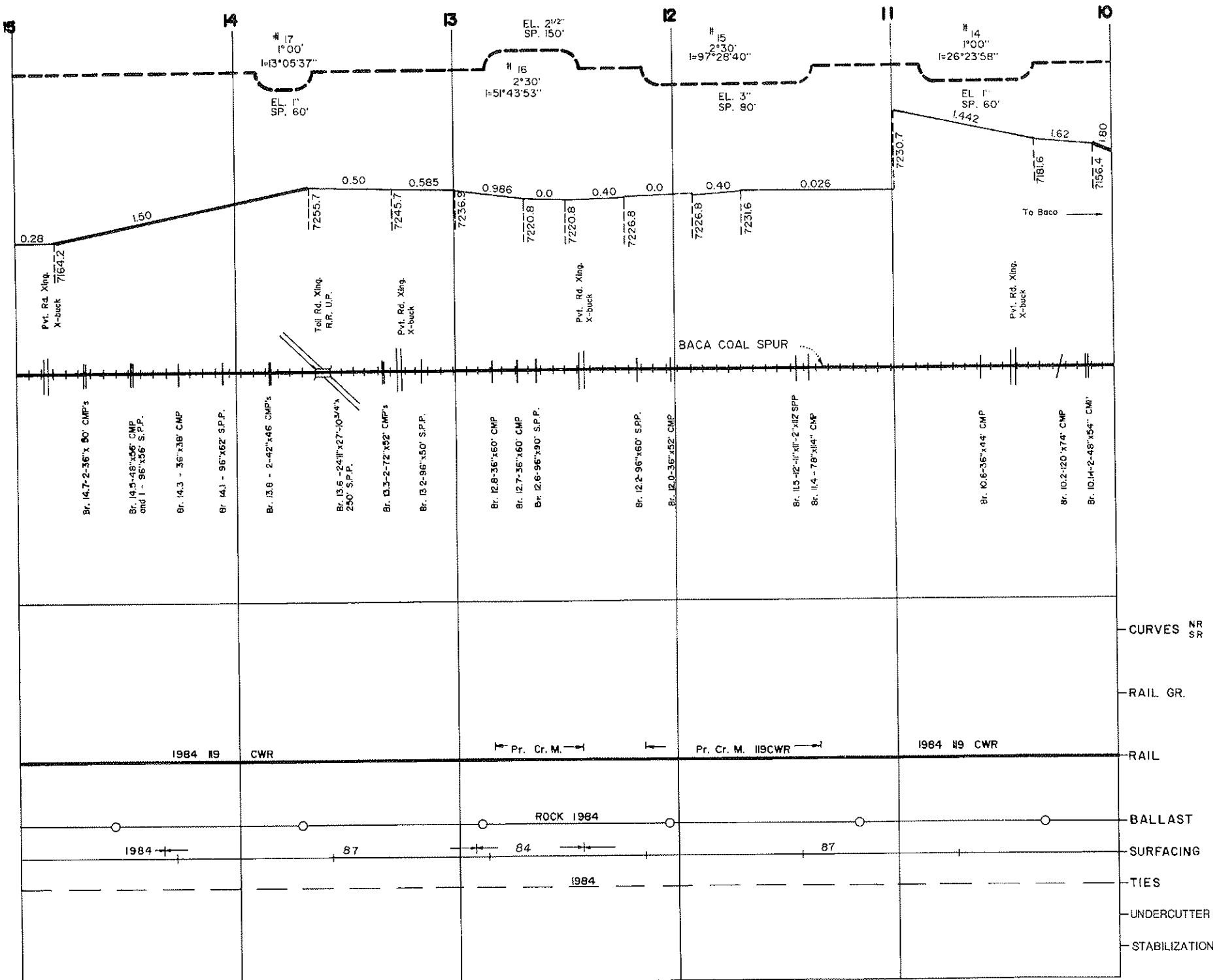


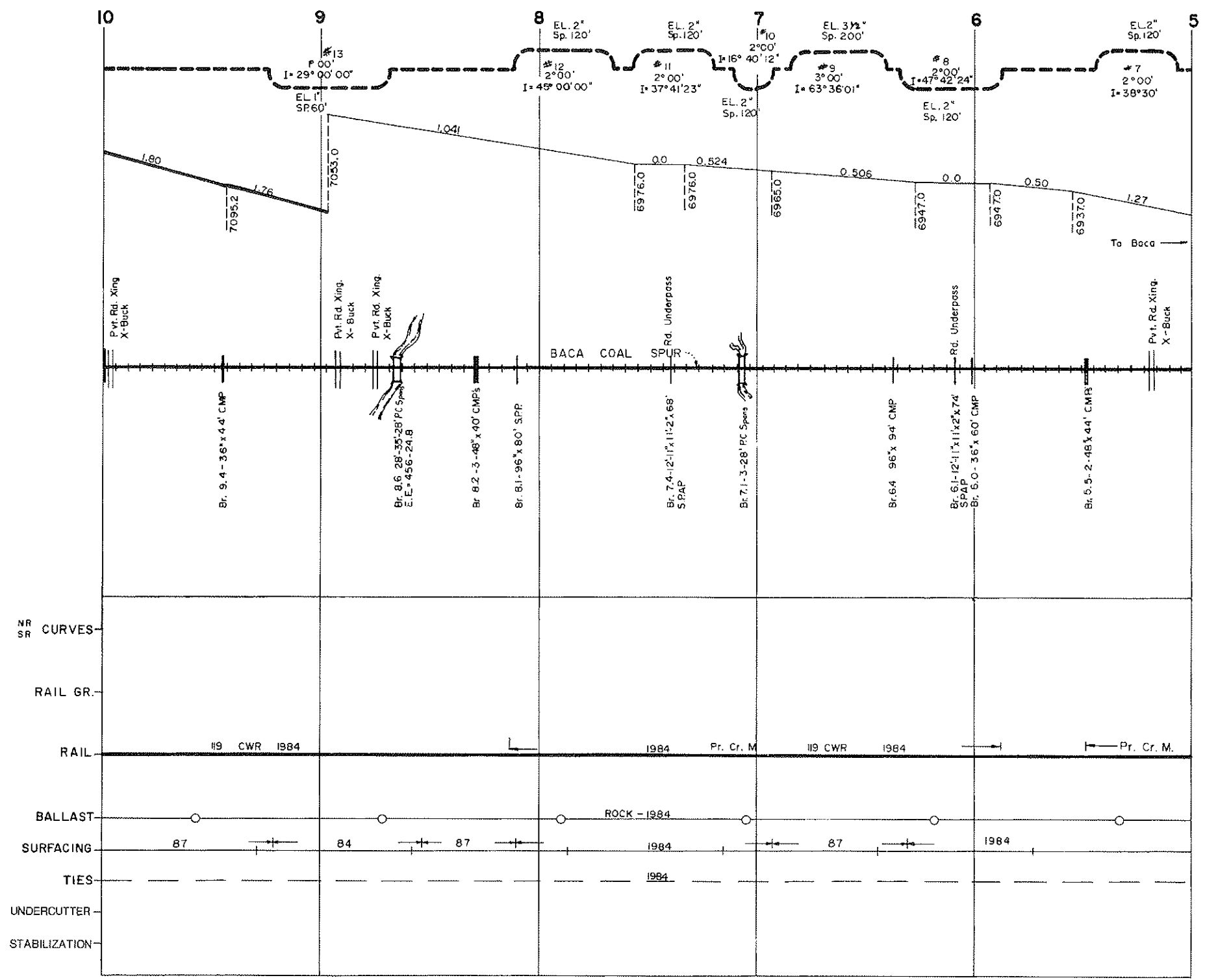




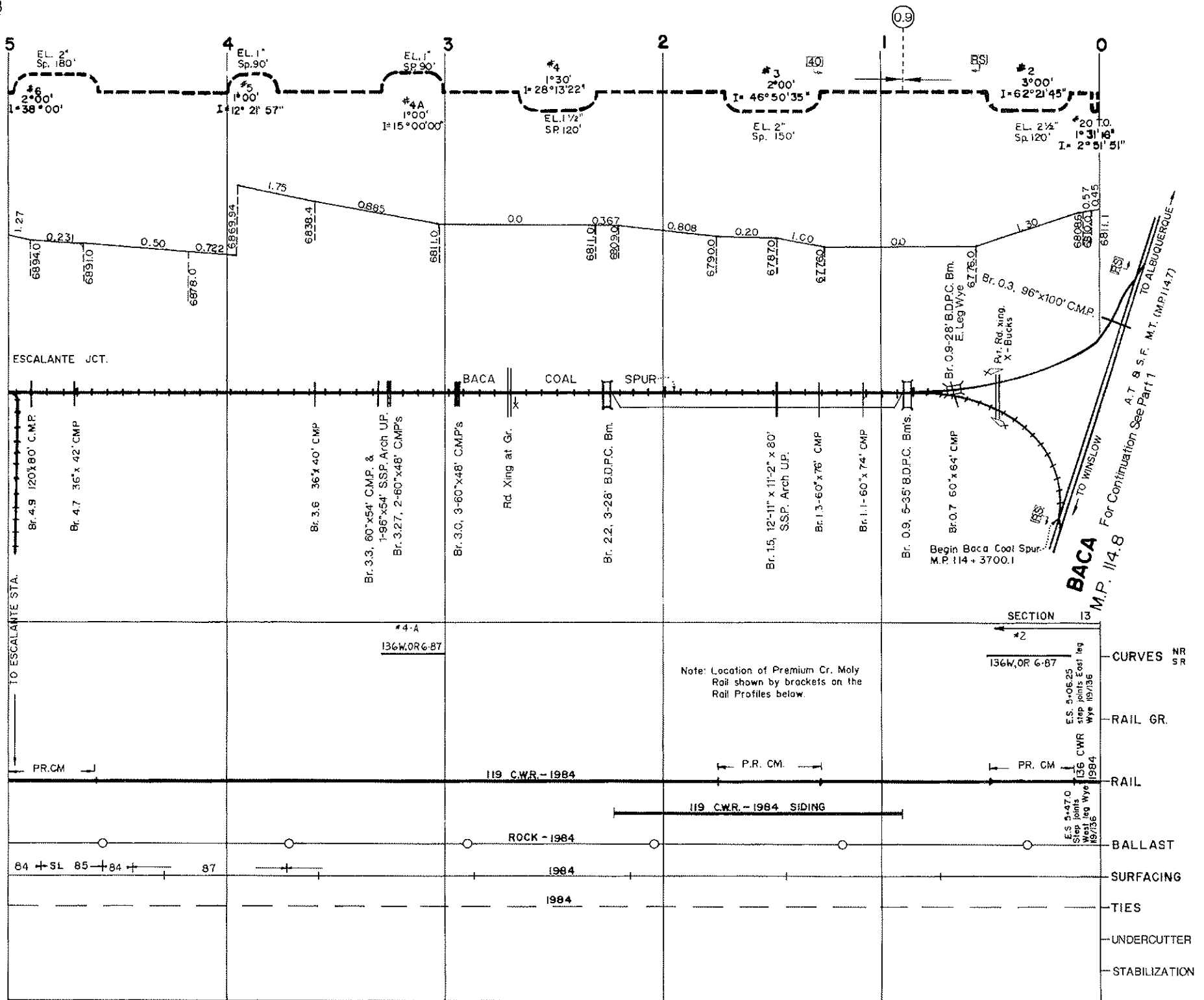








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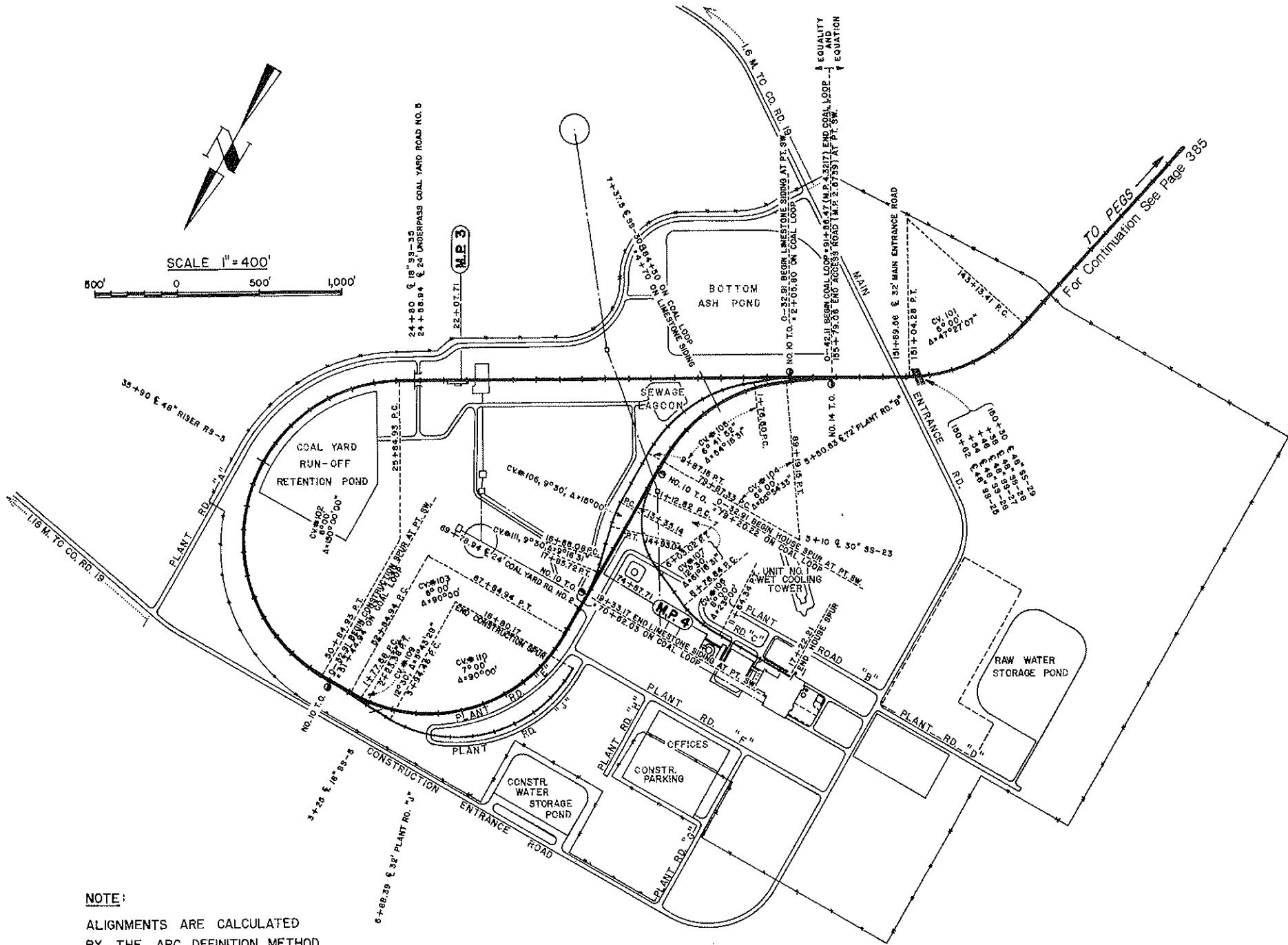


Baca Coal Spur

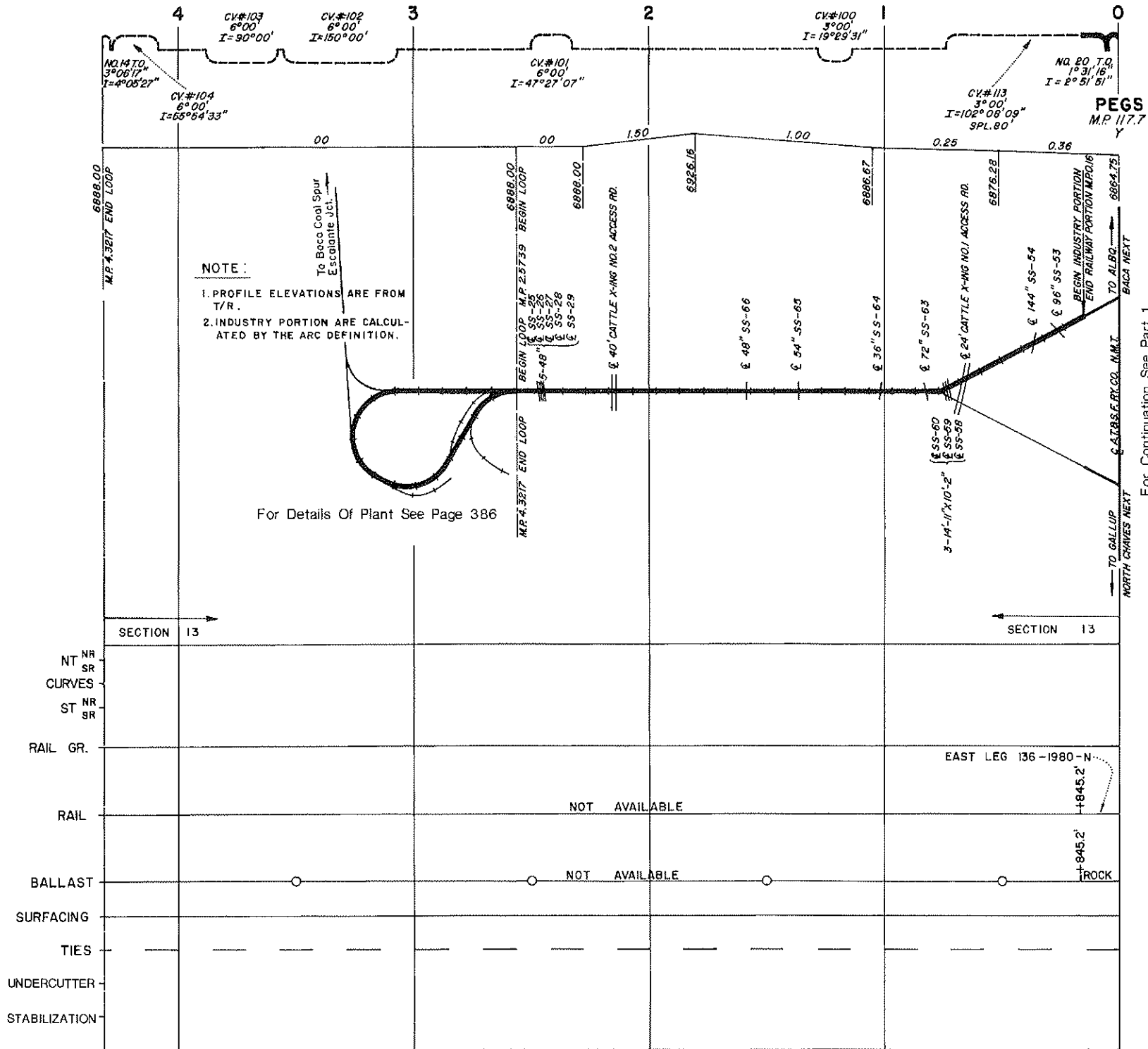
M.P. 0.0 to M.P. 27.3

Lee Ranch Mine Spur

M.P. 0.0 to M.P. 27.3



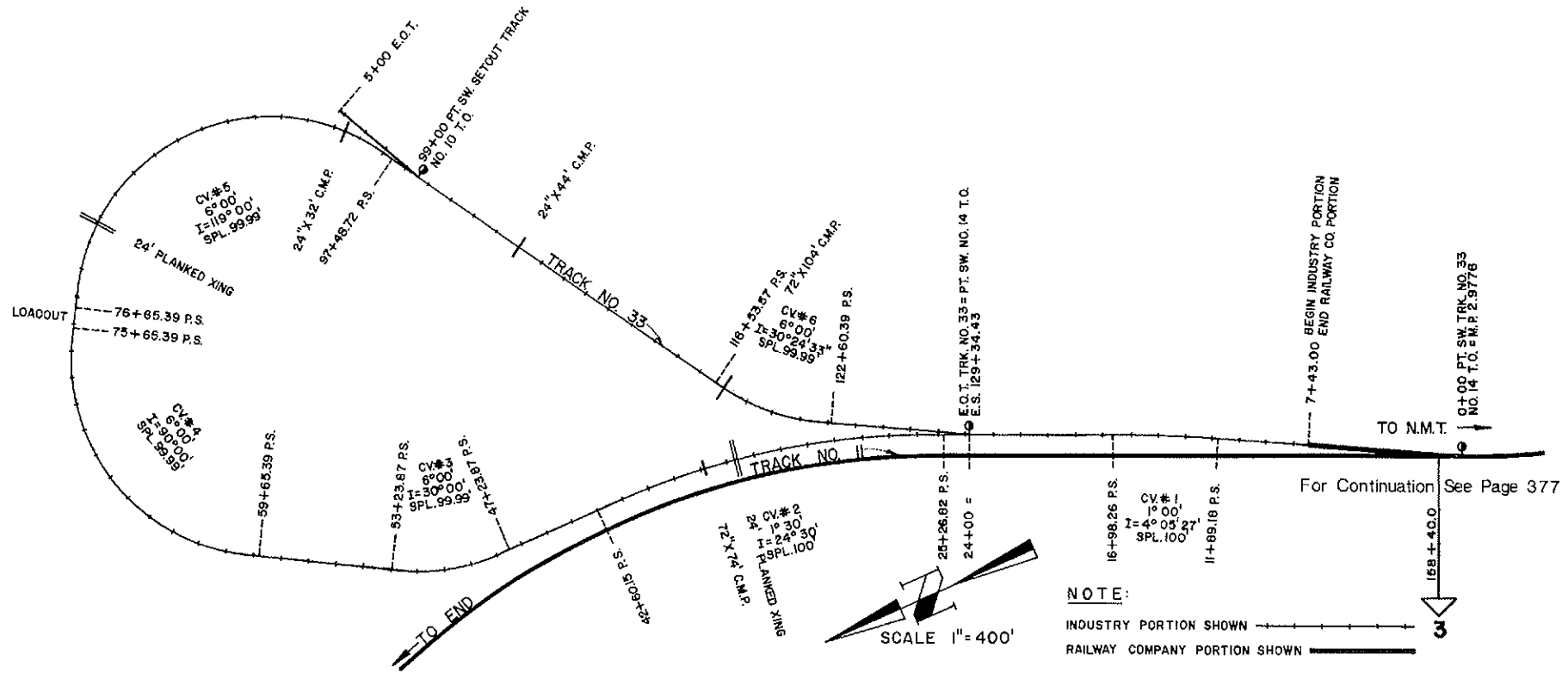
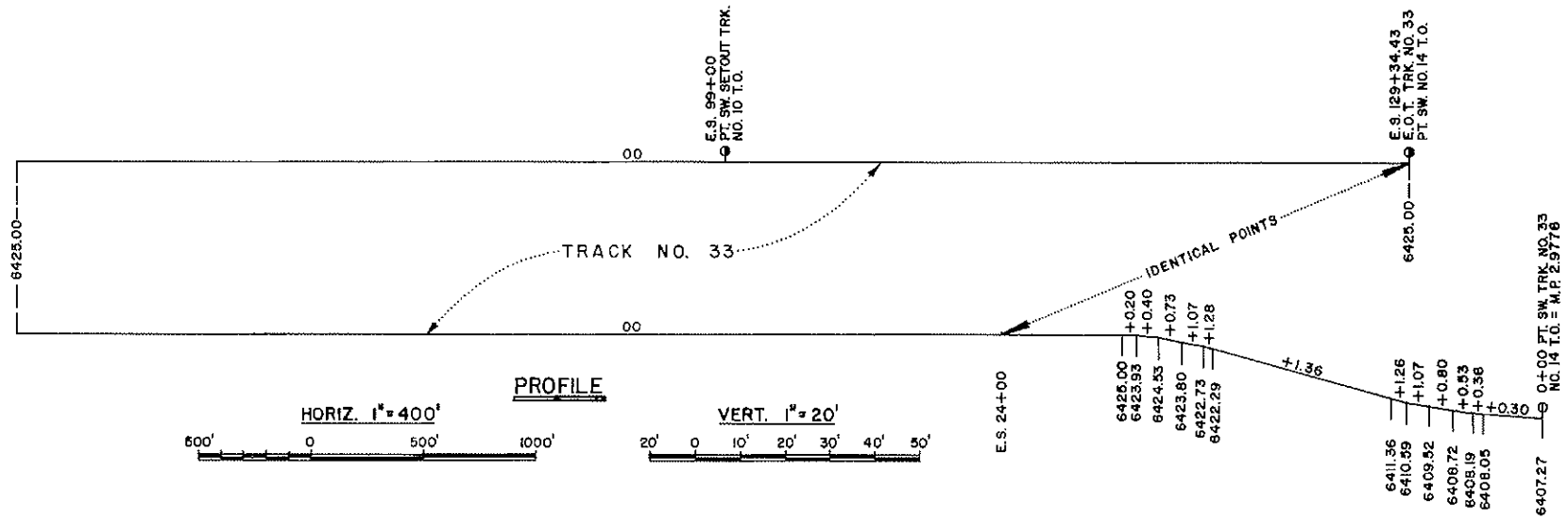
COAL LOOP TRACKAGE & PLANT SITE
 PLAINS ELECTRIC GENERATION & TRANSMISSION COOPERATIVE



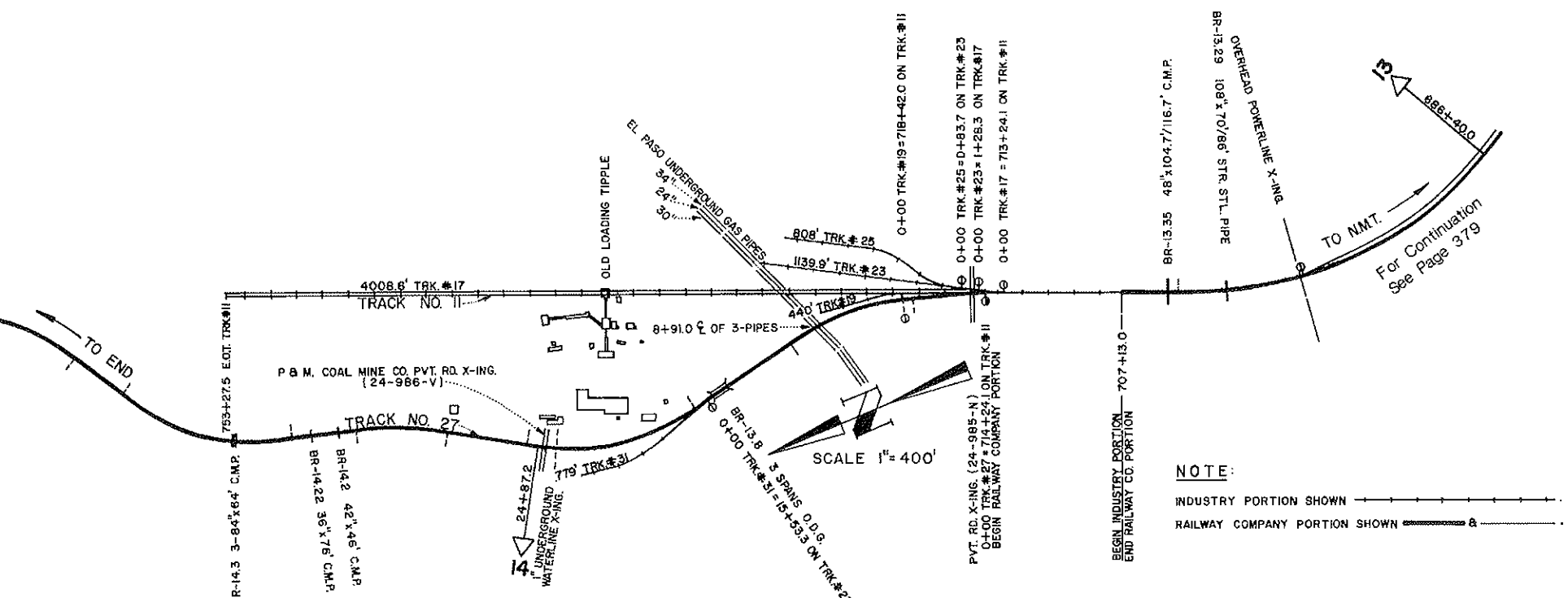
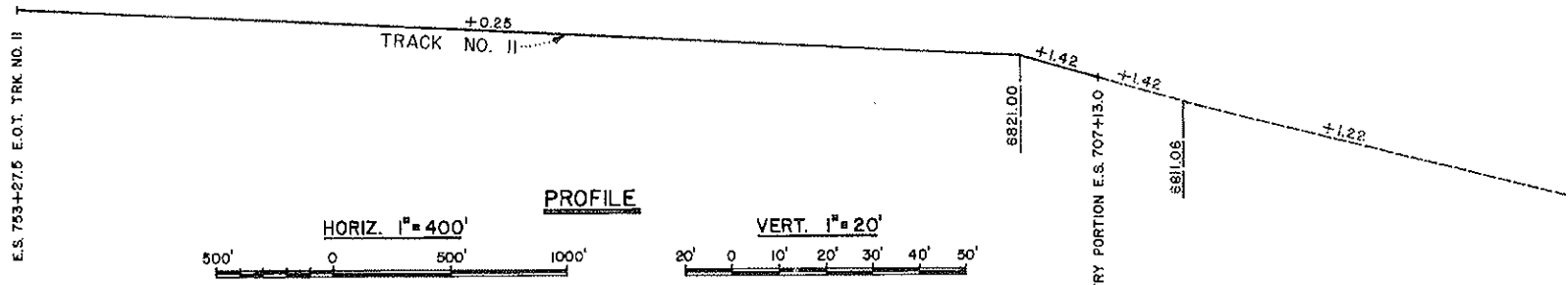
PEGS
M.P. 117.7

For Continuation See Part 1

Peggs Spur



MENTMORE MINE LOADING LOOP
CARBON COAL COMPANY

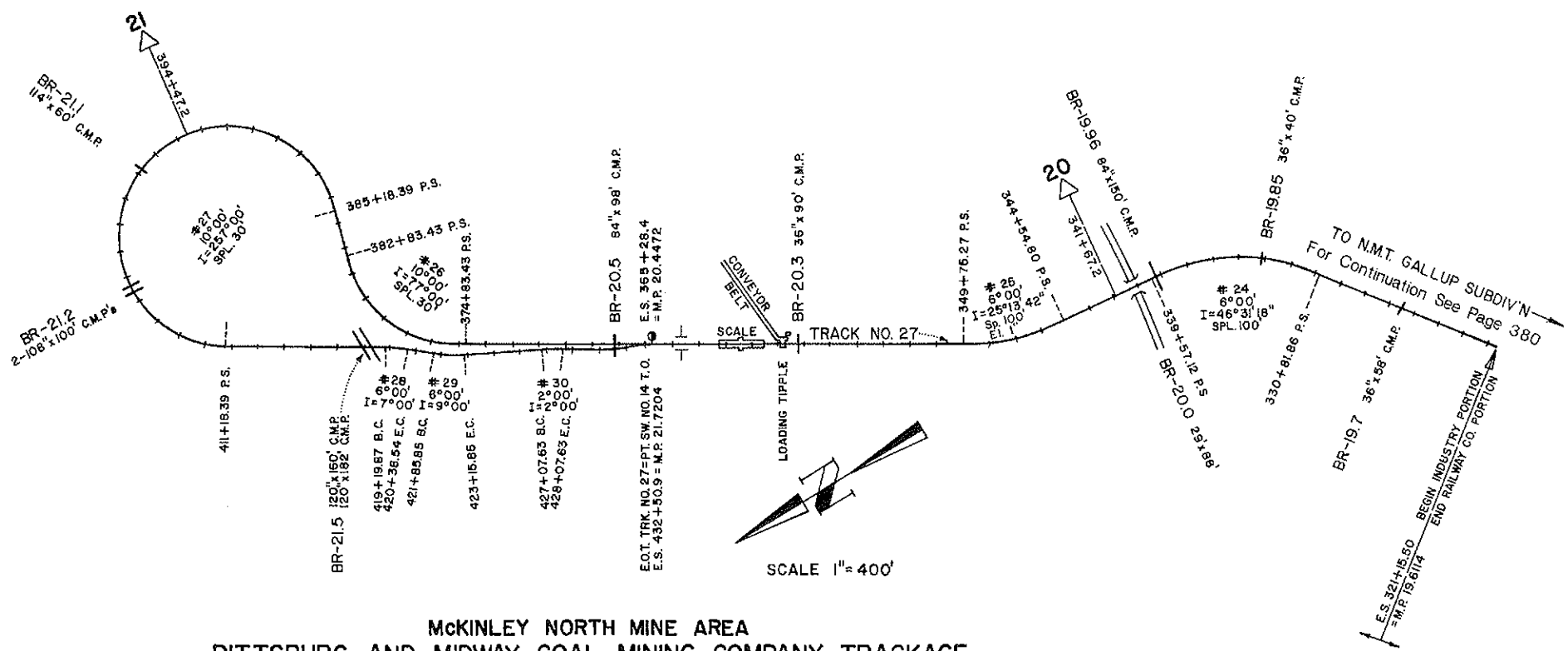
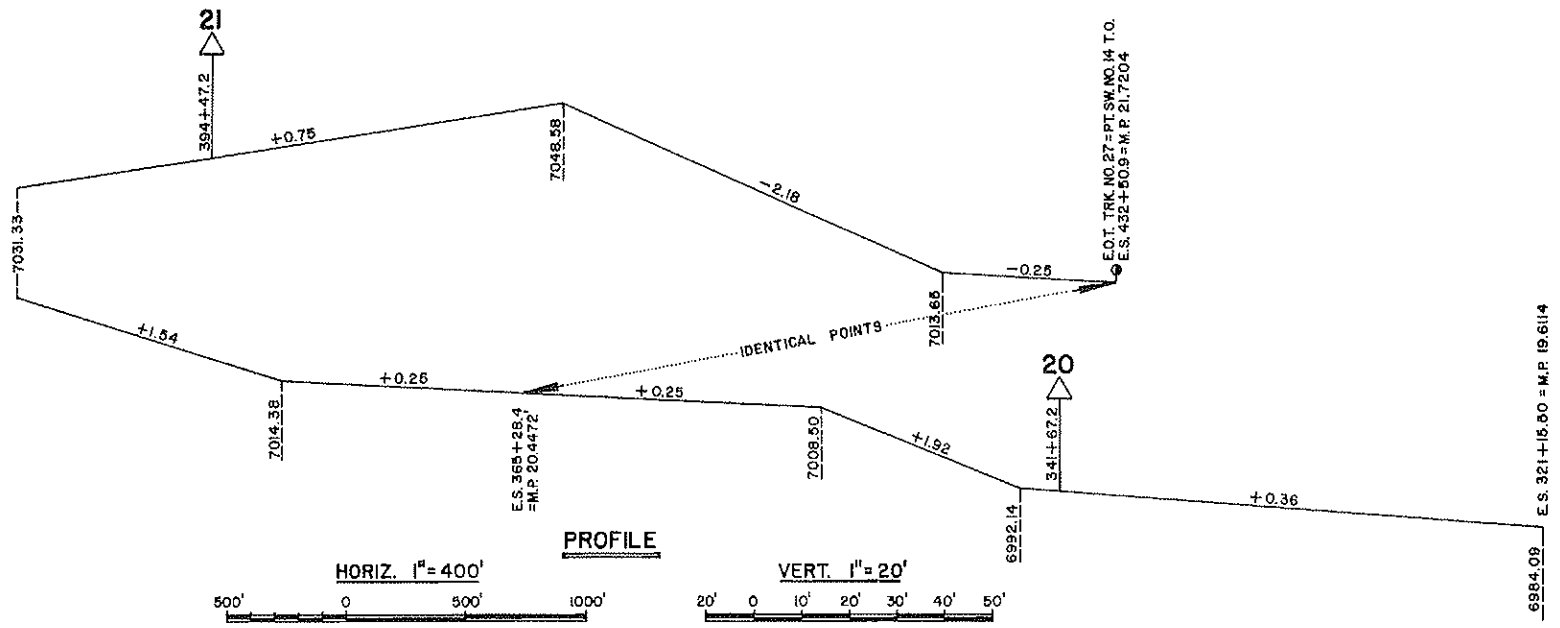


**OLD LOADING TIPPLE
PITTSBURG AND MIDWAY COAL MINING COMPANY TRackage**

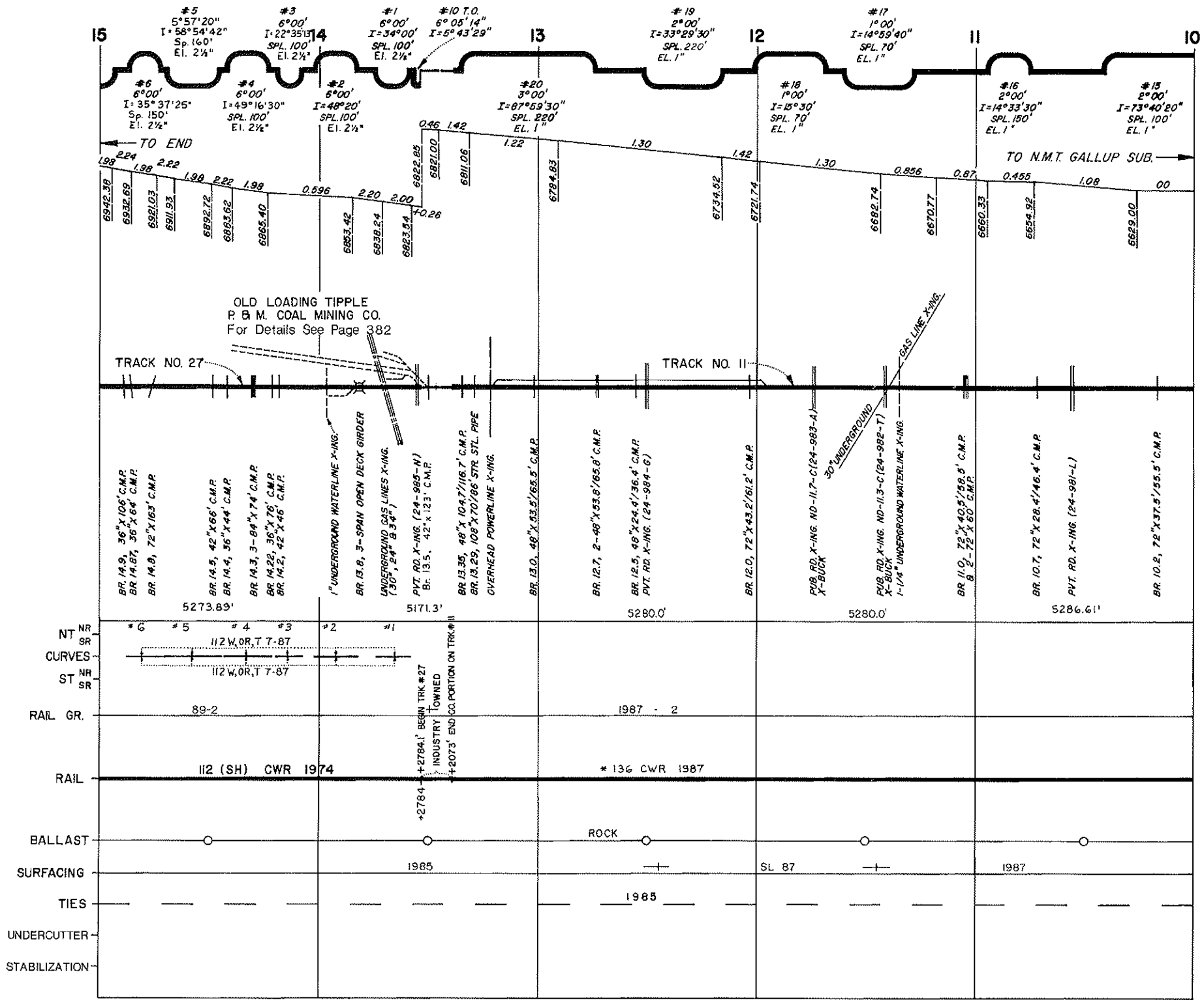
NOTE:

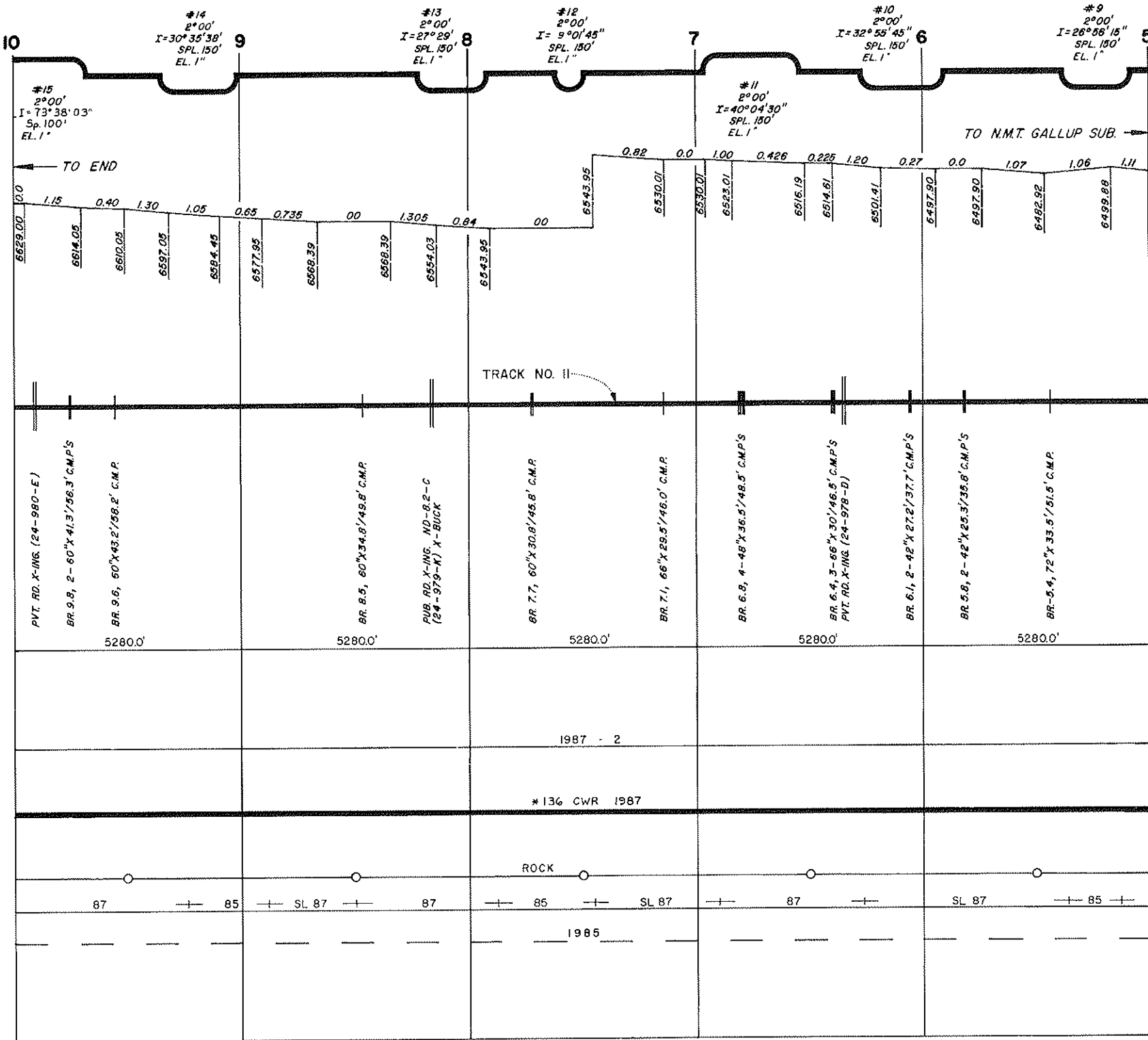
INDUSTRY PORTION SHOWN

RAILWAY COMPANY PORTION SHOWN



**MCKINLEY NORTH MINE AREA
PITTSBURG AND MIDWAY COAL MINING COMPANY TRACKAGE**

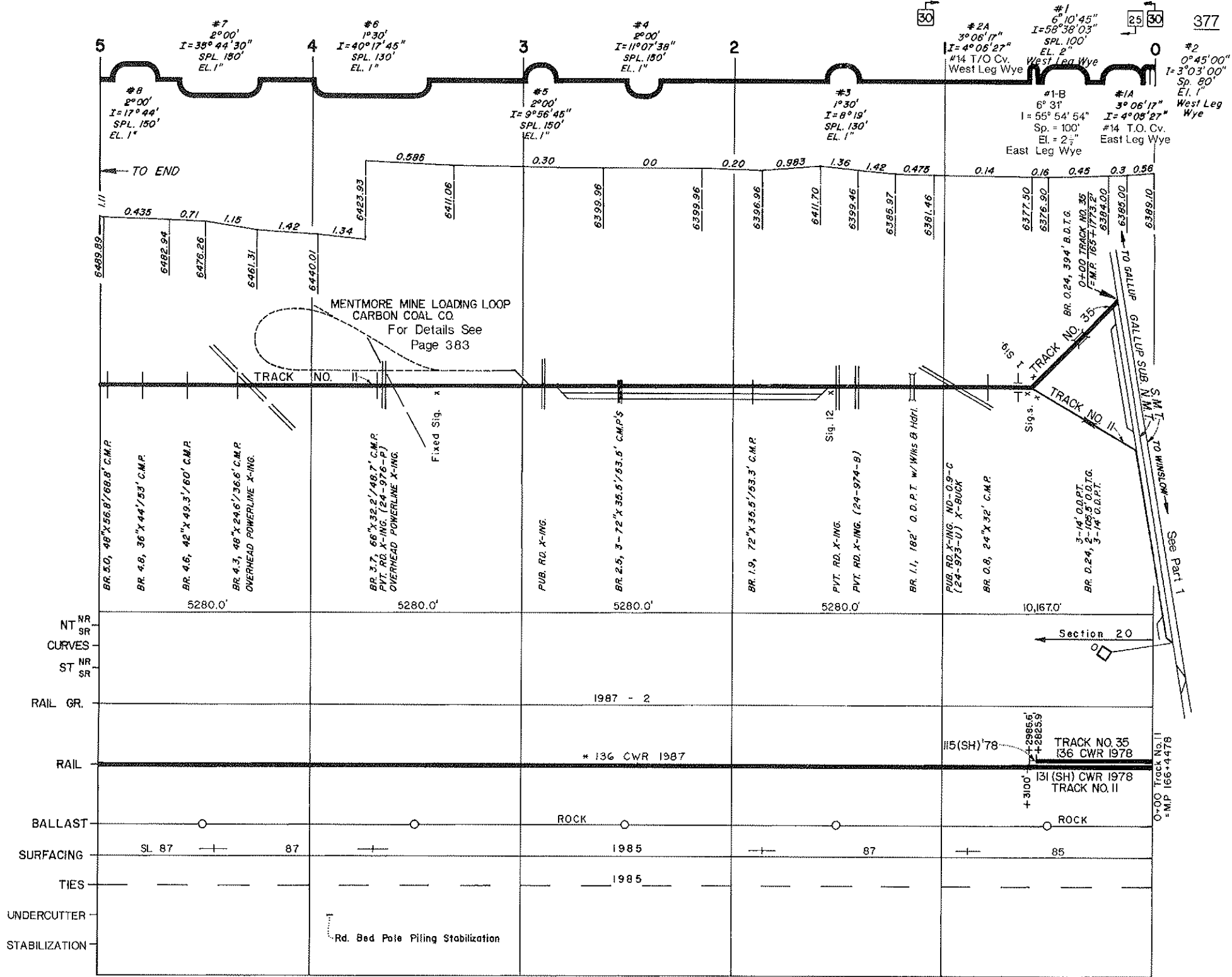




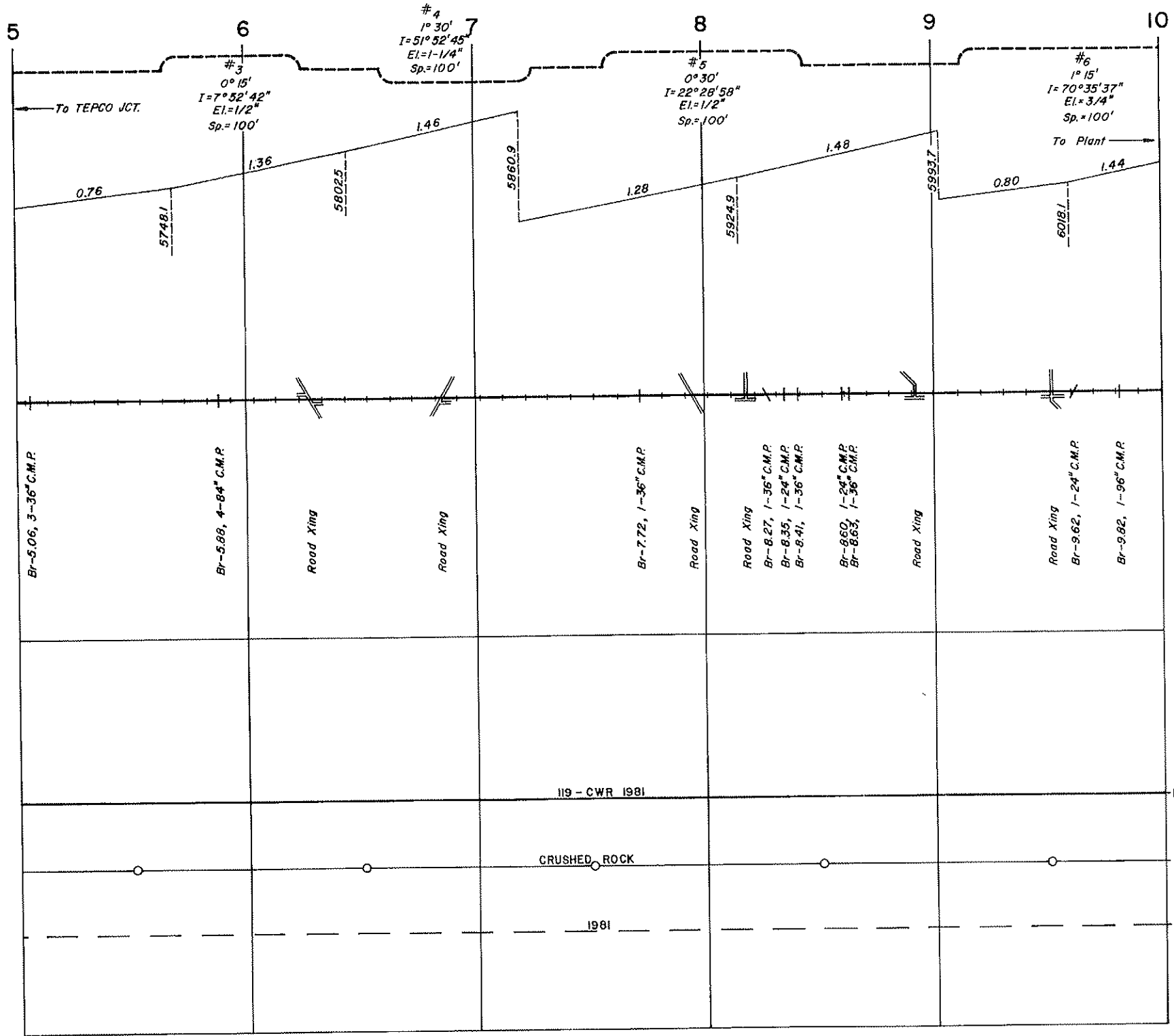
TO N.M.T. GALLUP SUB. →

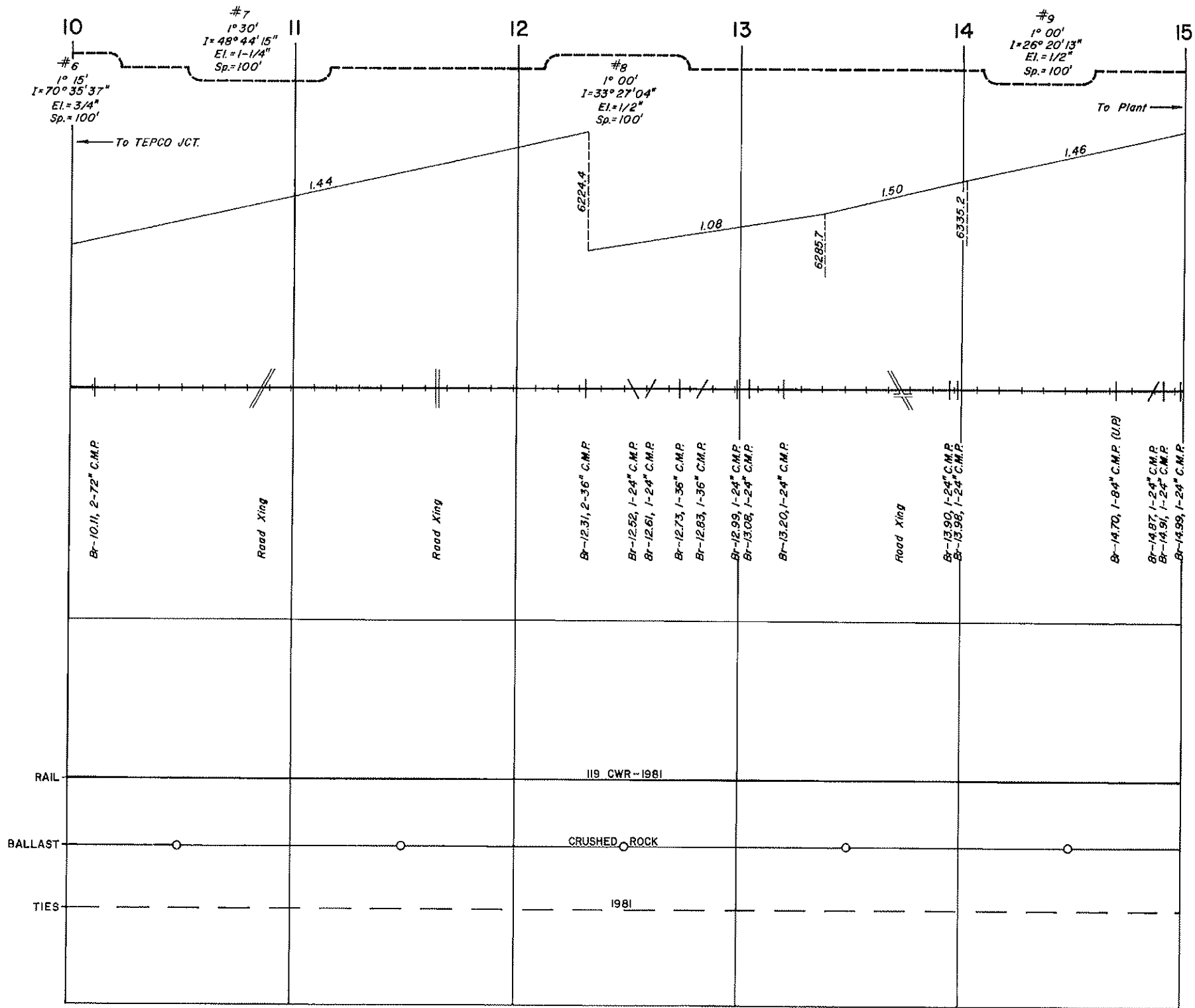
TRACK NO. II

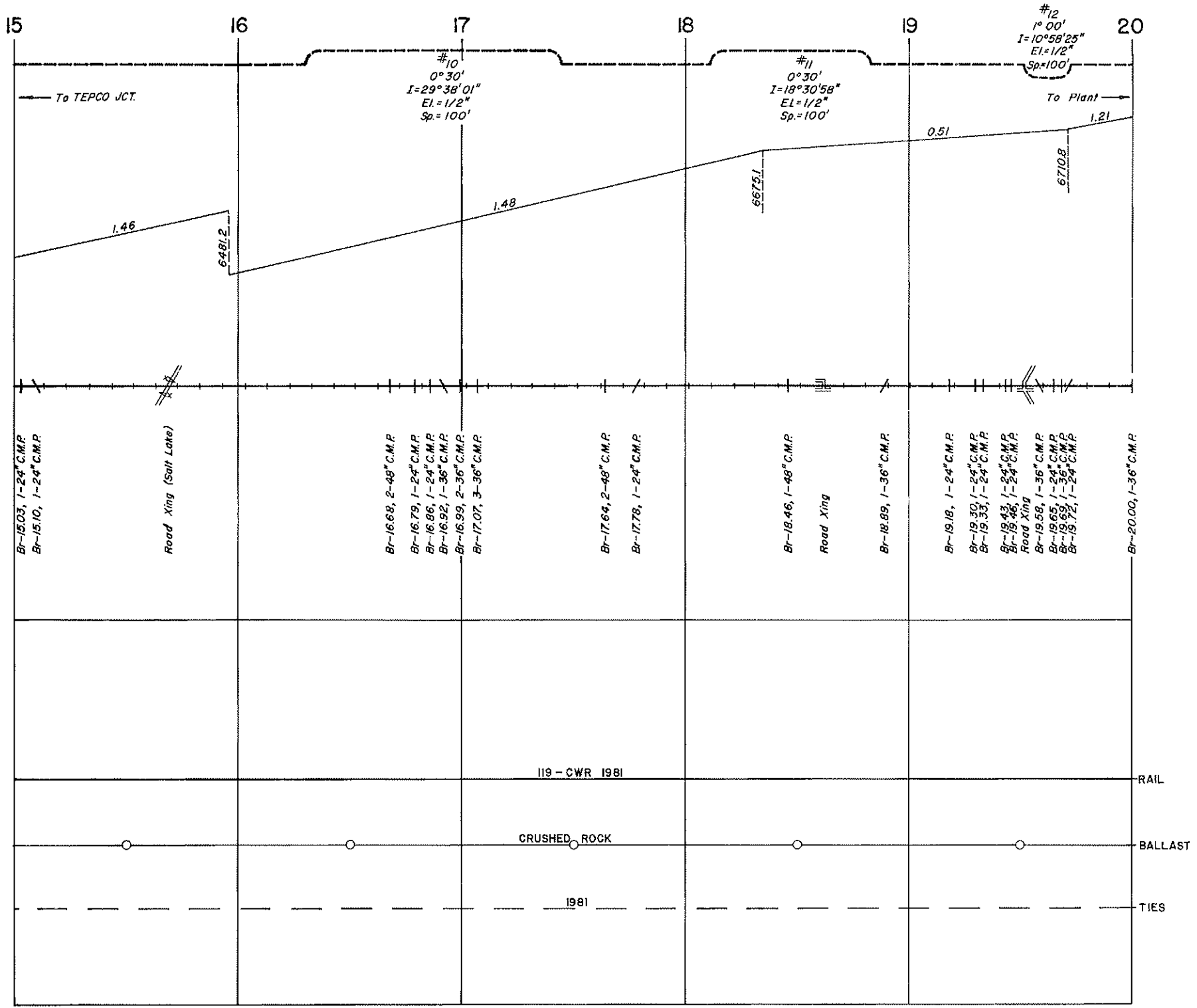
NR NT
SR CURVES
NR ST
SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

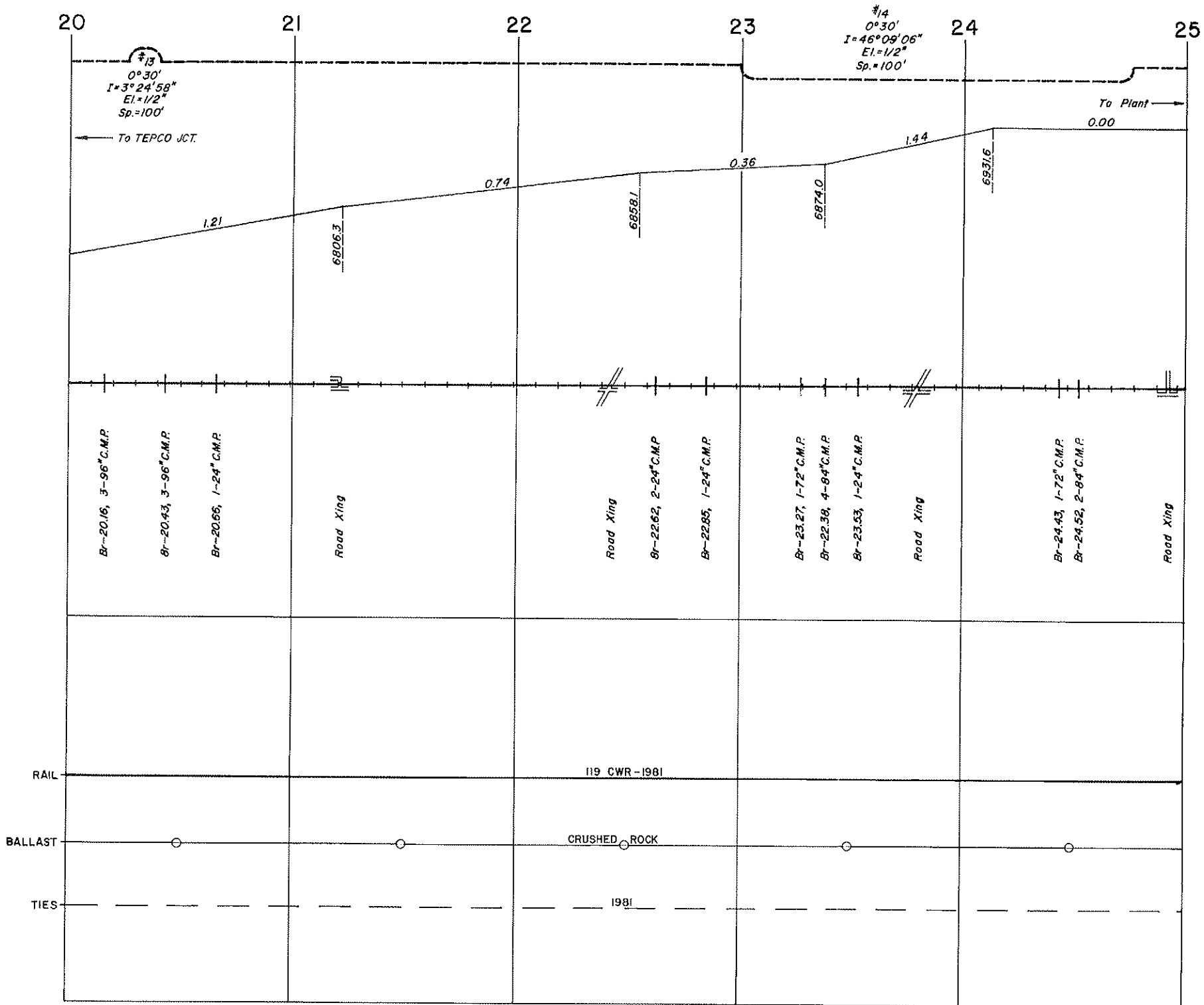


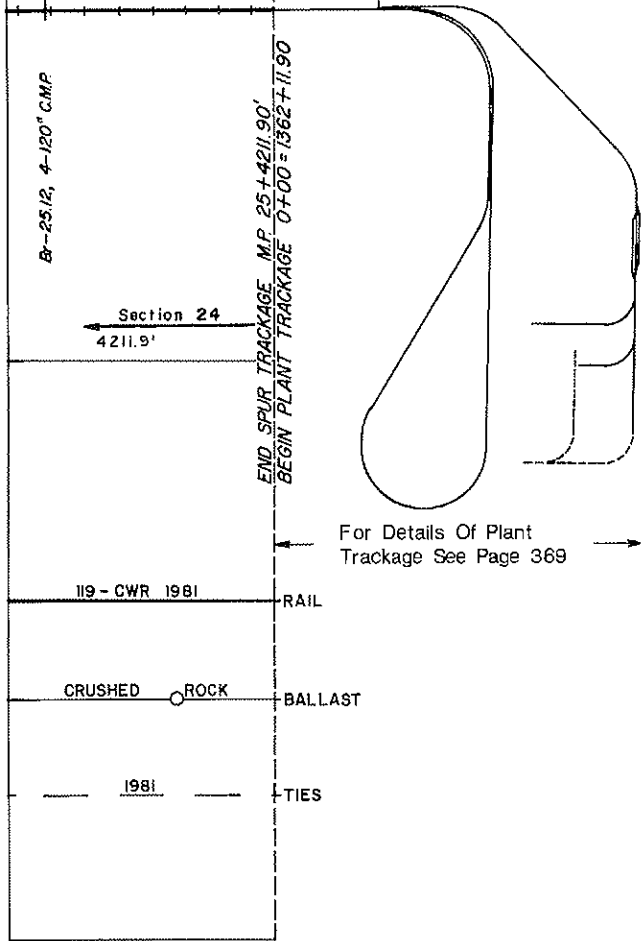
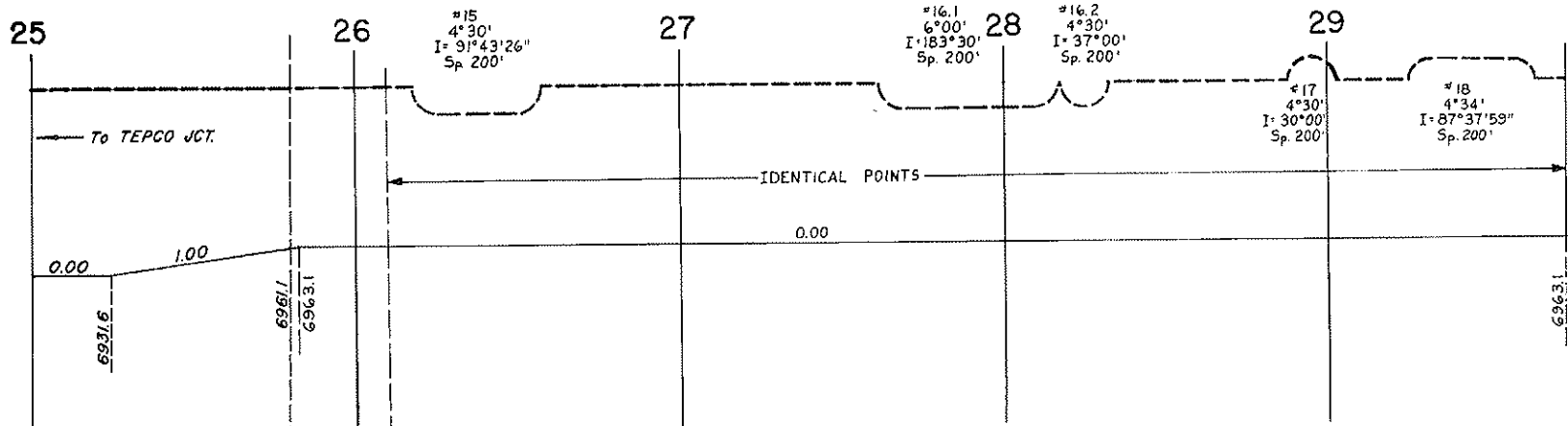
Defiance Industrial Spur









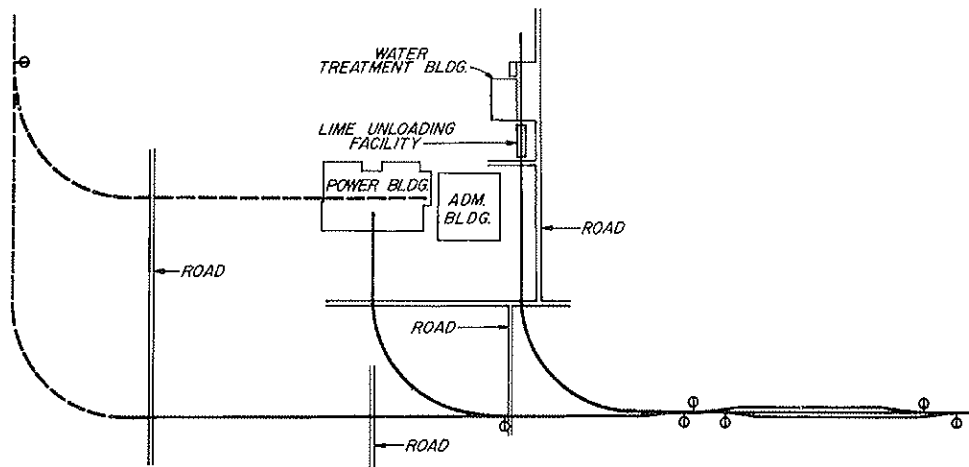
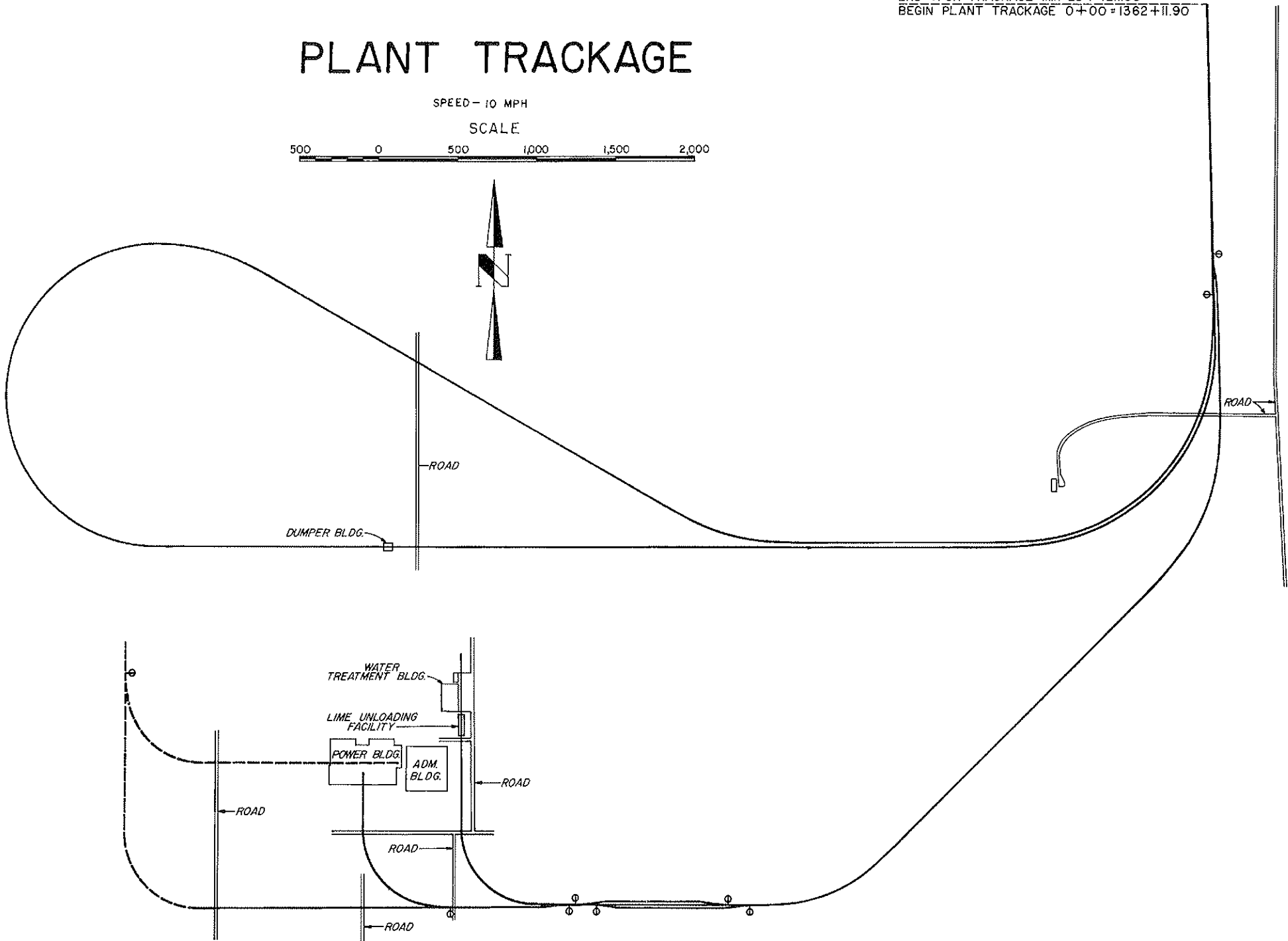


END SPUR TRACKAGE M.P. 25+4211.90'
BEGIN PLANT TRACKAGE 0+00 = 1362+11.90'

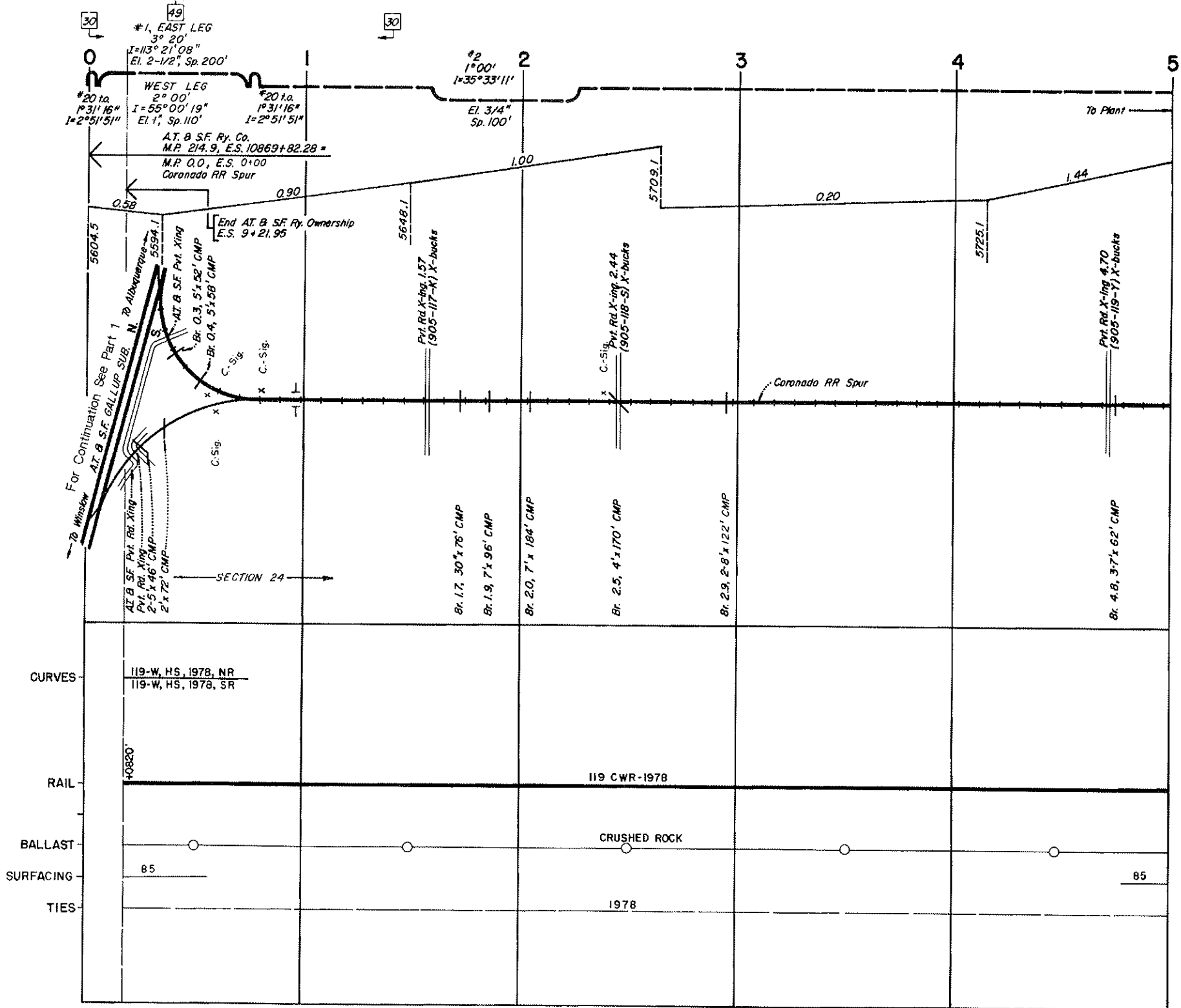
PLANT TRACKAGE

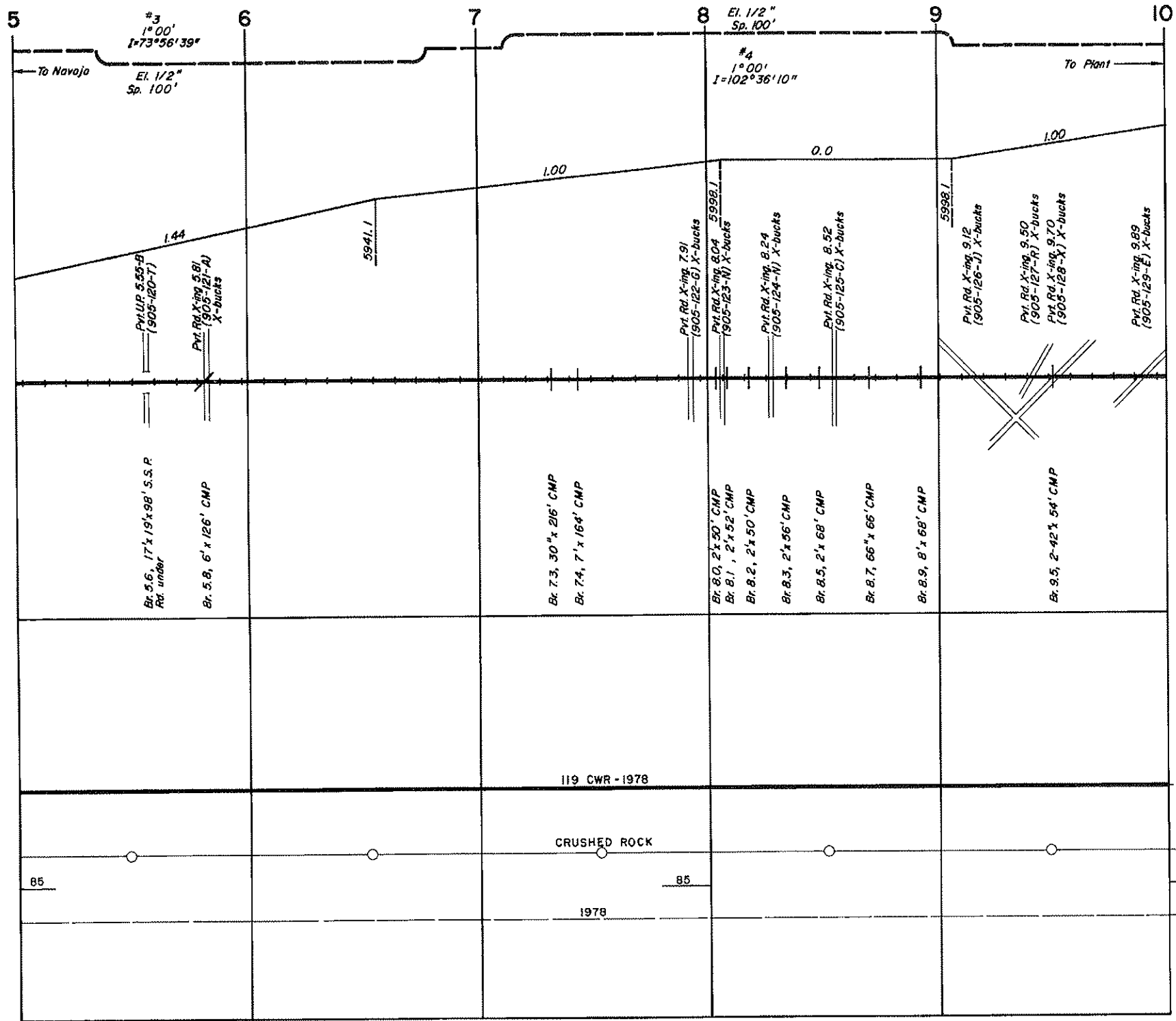
SPEED - 10 MPH

SCALE



Springerville Spur
Tuscon Electric Power Company





119 CWR - 1978

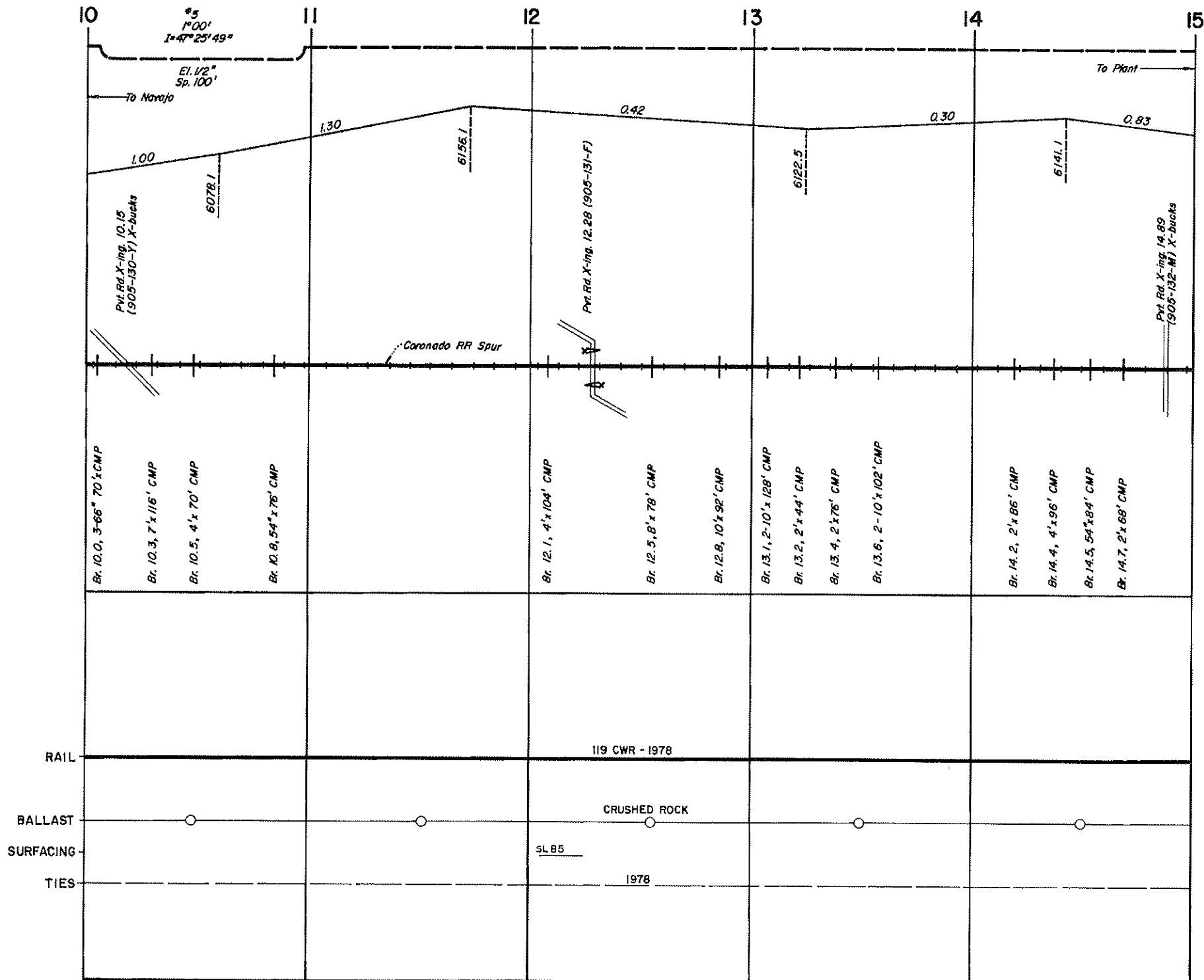
CRUSHED ROCK

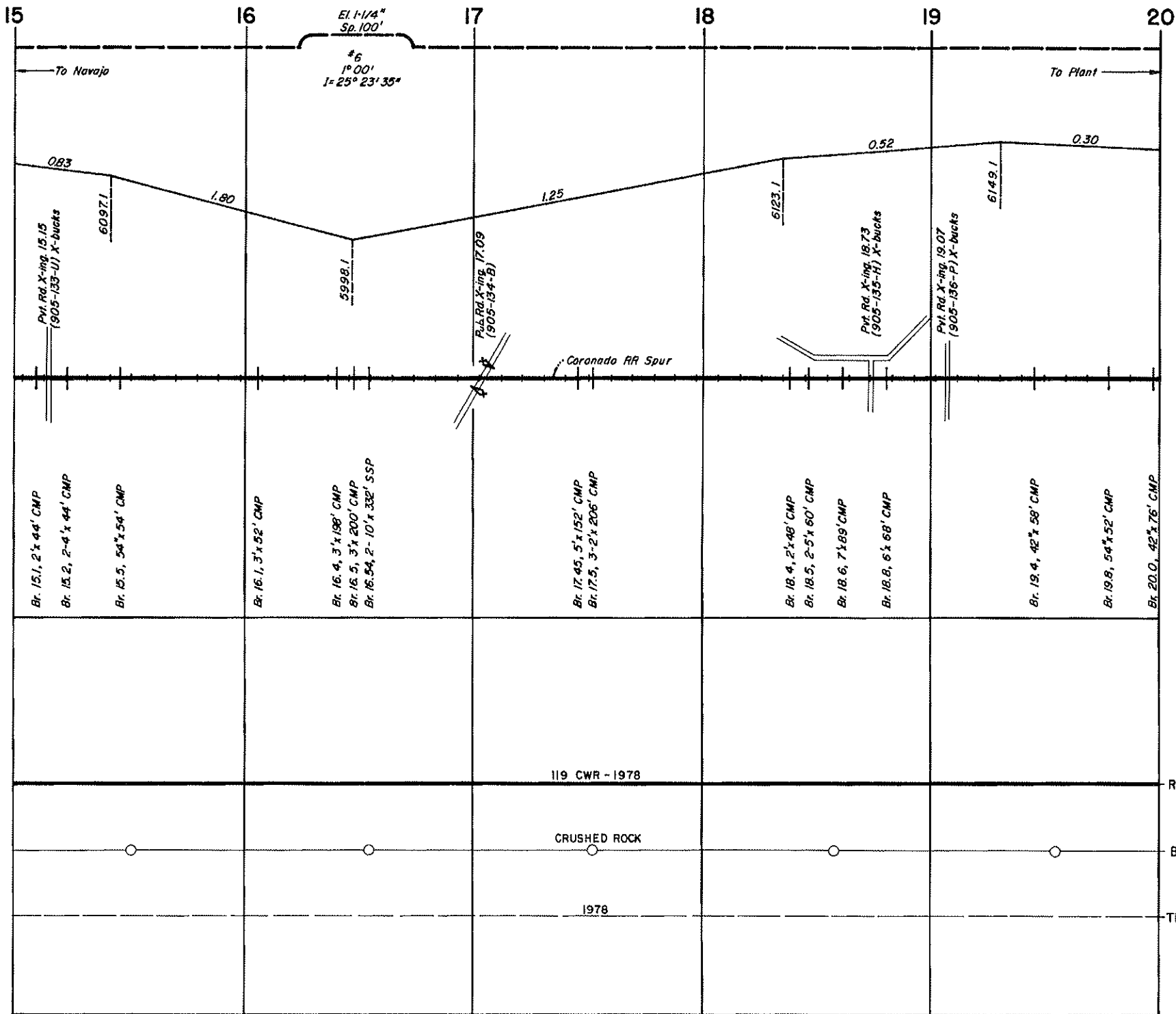
RAIL

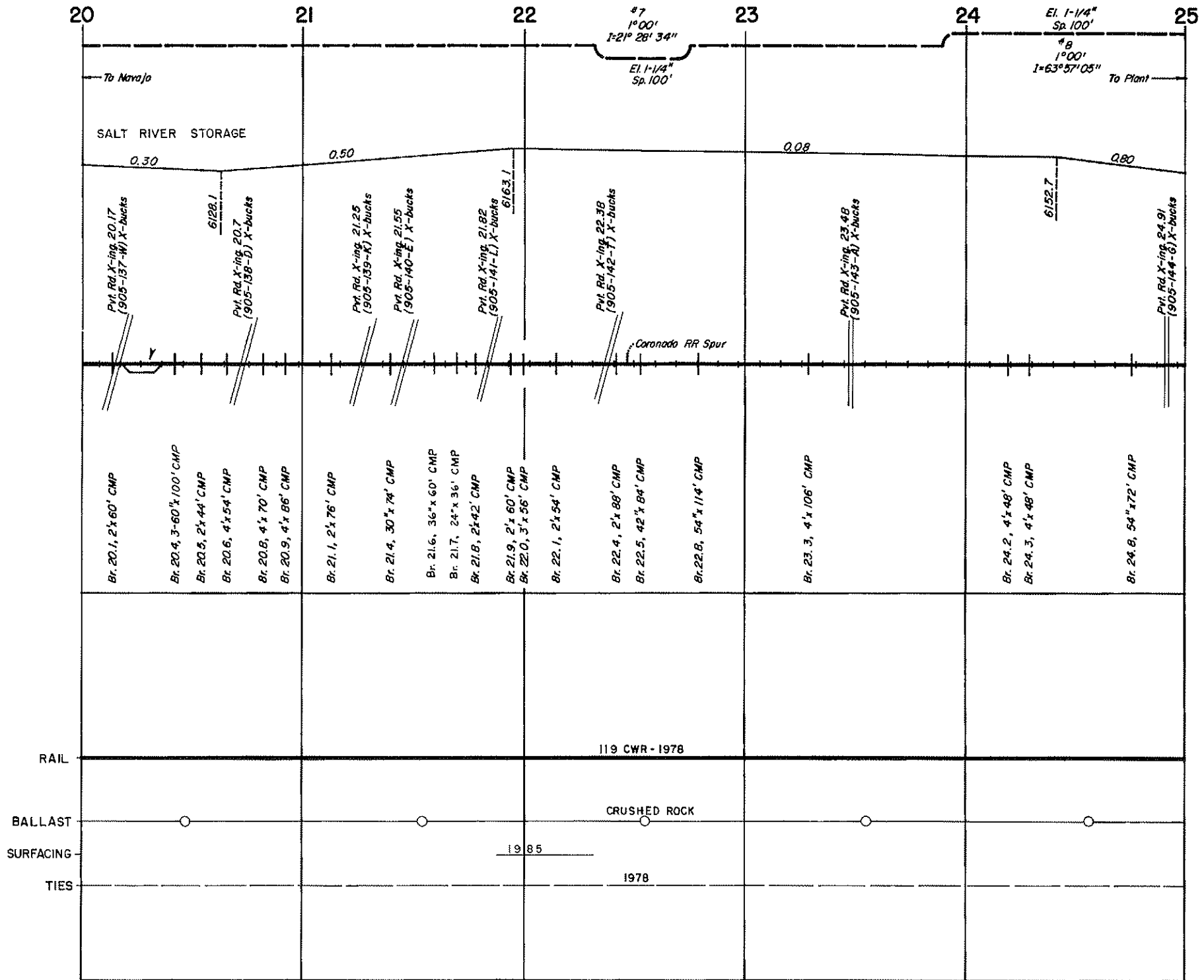
BALLAST

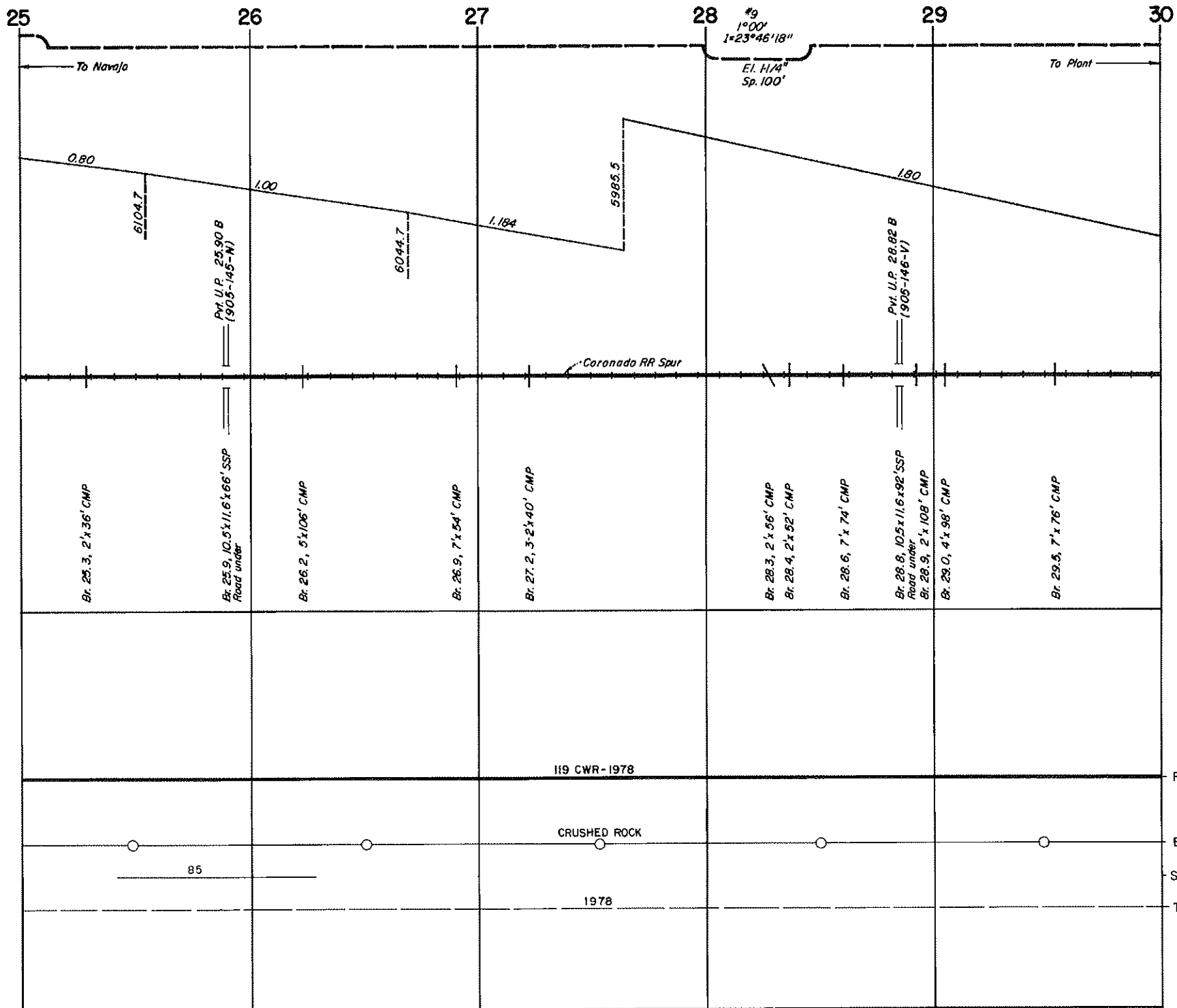
SURFACING

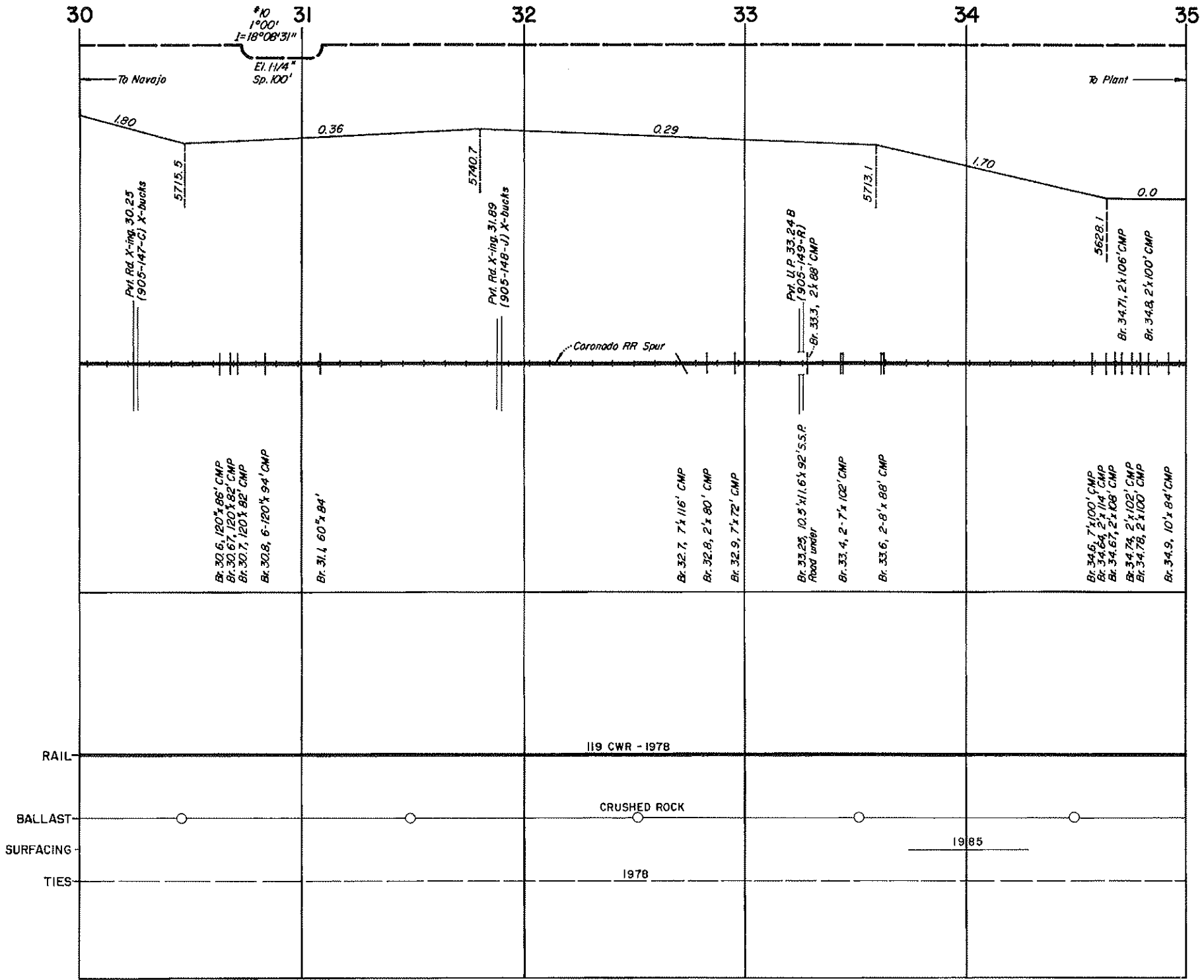
TIES

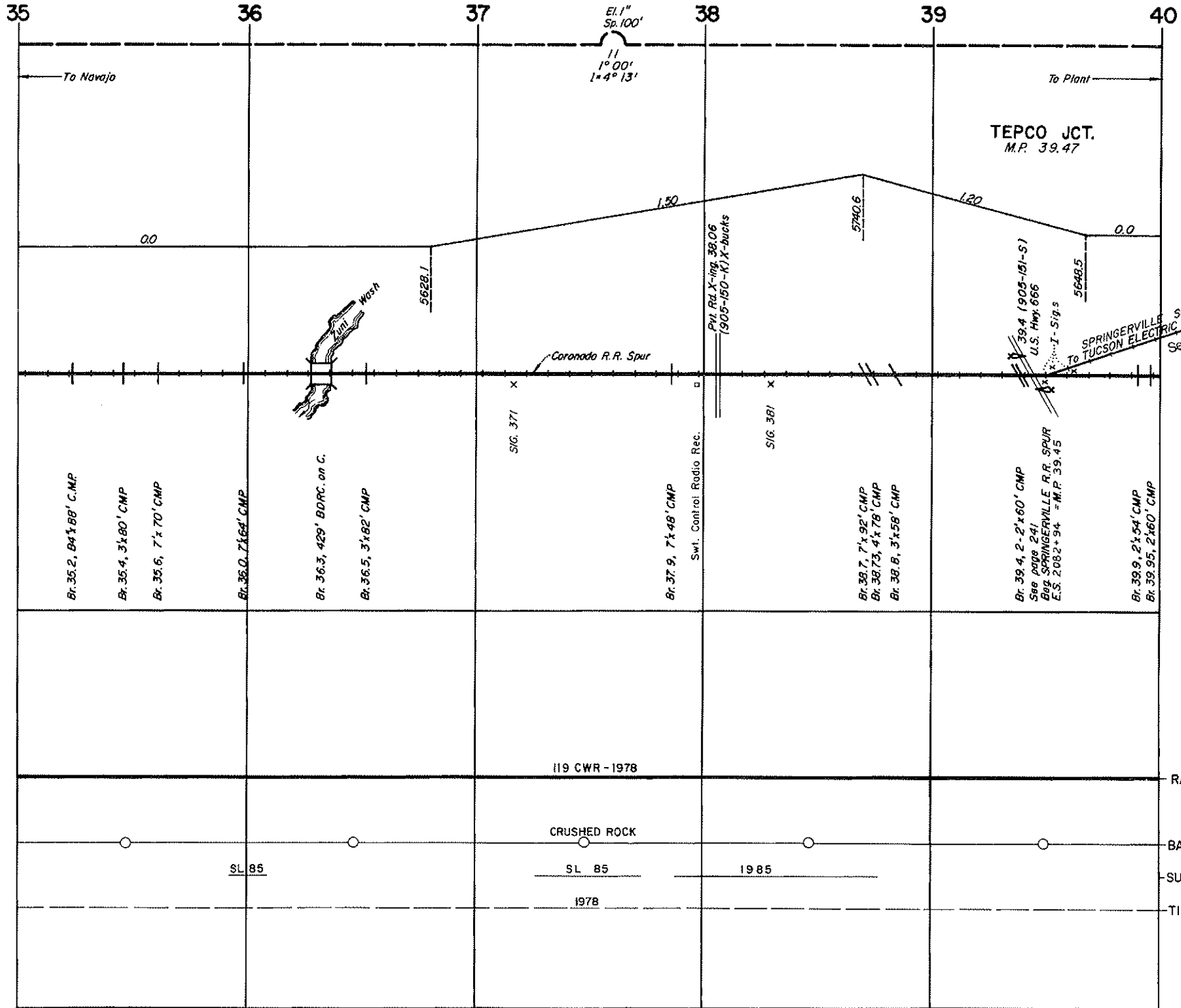






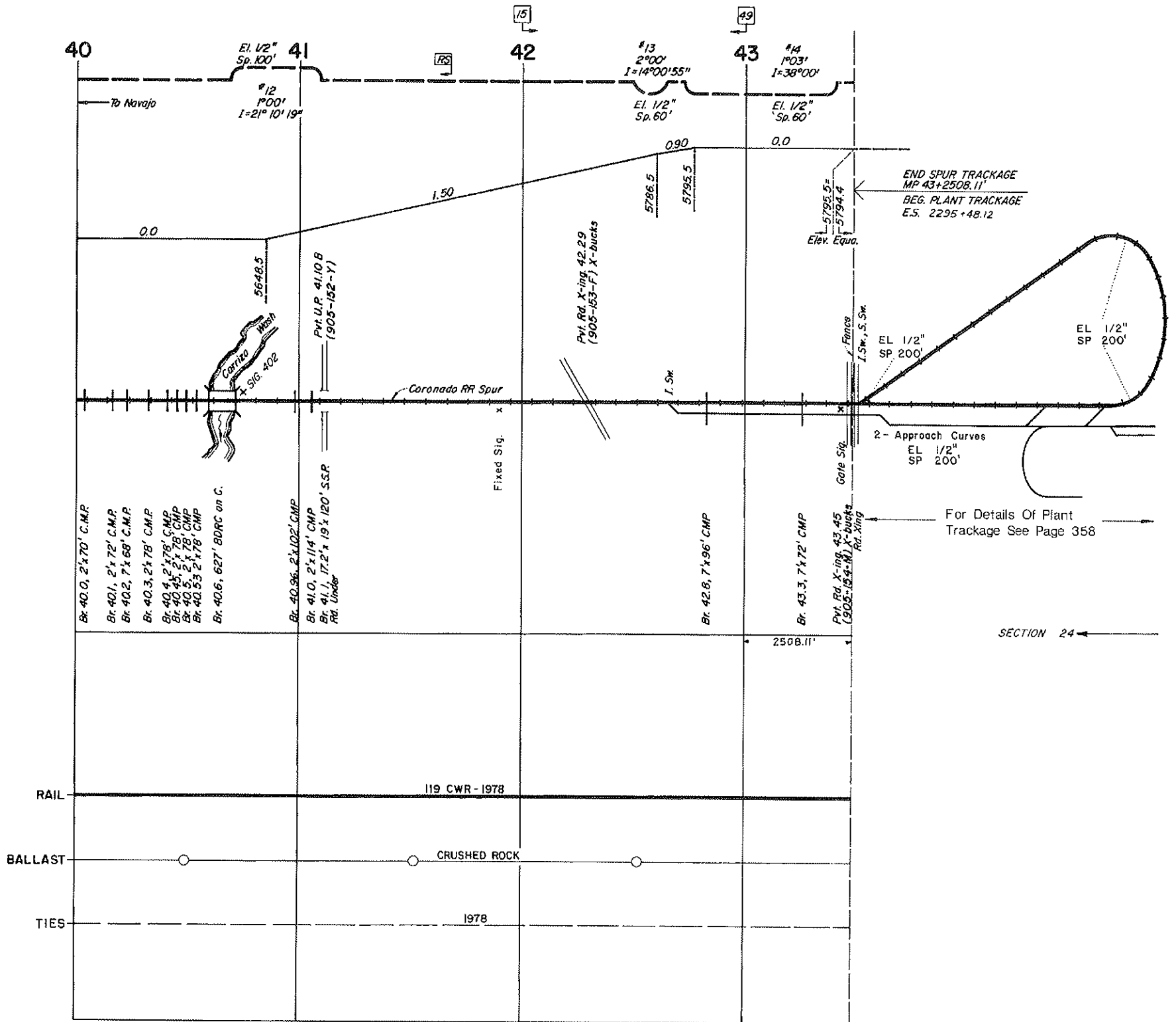






TEPCO JCT.
M.P. 39.47

SPRINGVILLE R.R. SPUR
TUCSON ELECTRIC POWER CO. PLANT
See Page 375



40

41

42

43

El. 1/2" Sp. 100'
 #12 1°00'
 I=21° 10' 19"

#13 2°00'
 I=14°00' 55"
 El. 1/2" Sp. 60'

#14 1°03'
 I=38°00'
 El. 1/2" Sp. 60'

Br. 40.0, 2'x70' C.M.P.
 Br. 40.1, 2'x72' C.M.P.
 Br. 40.2, 7'x68' C.M.P.
 Br. 40.3, 2'x78' C.M.P.
 Br. 40.4, 2'x78' C.M.P.
 Br. 40.5, 2'x78' C.M.P.
 Br. 40.53, 2'x78' C.M.P.
 Br. 40.6, 627' BDRC on C.

Br. 40.96, 2'x102' C.M.P.
 Br. 41.0, 2'x114' C.M.P.
 Br. 41.1, 17.2' x 19' x 120' S.S.P.
 Rd. Under

Br. 42.8, 7'x96' C.M.P.

Br. 43.3, 7'x72' C.M.P.

Pvt. Rd. X-ing 43.45
 (905-154-M) X-bucks
 Rd. Xing

END SPUR TRACKAGE
 MP 43+2508.11'
 BEG. PLANT TRACKAGE
 E.S. 2295+48.12

2 - Approach Curves
 EL 1/2" SP 200'

For Details Of Plant Trackage See Page 358

SECTION 24

RAIL

BALLAST

TIES

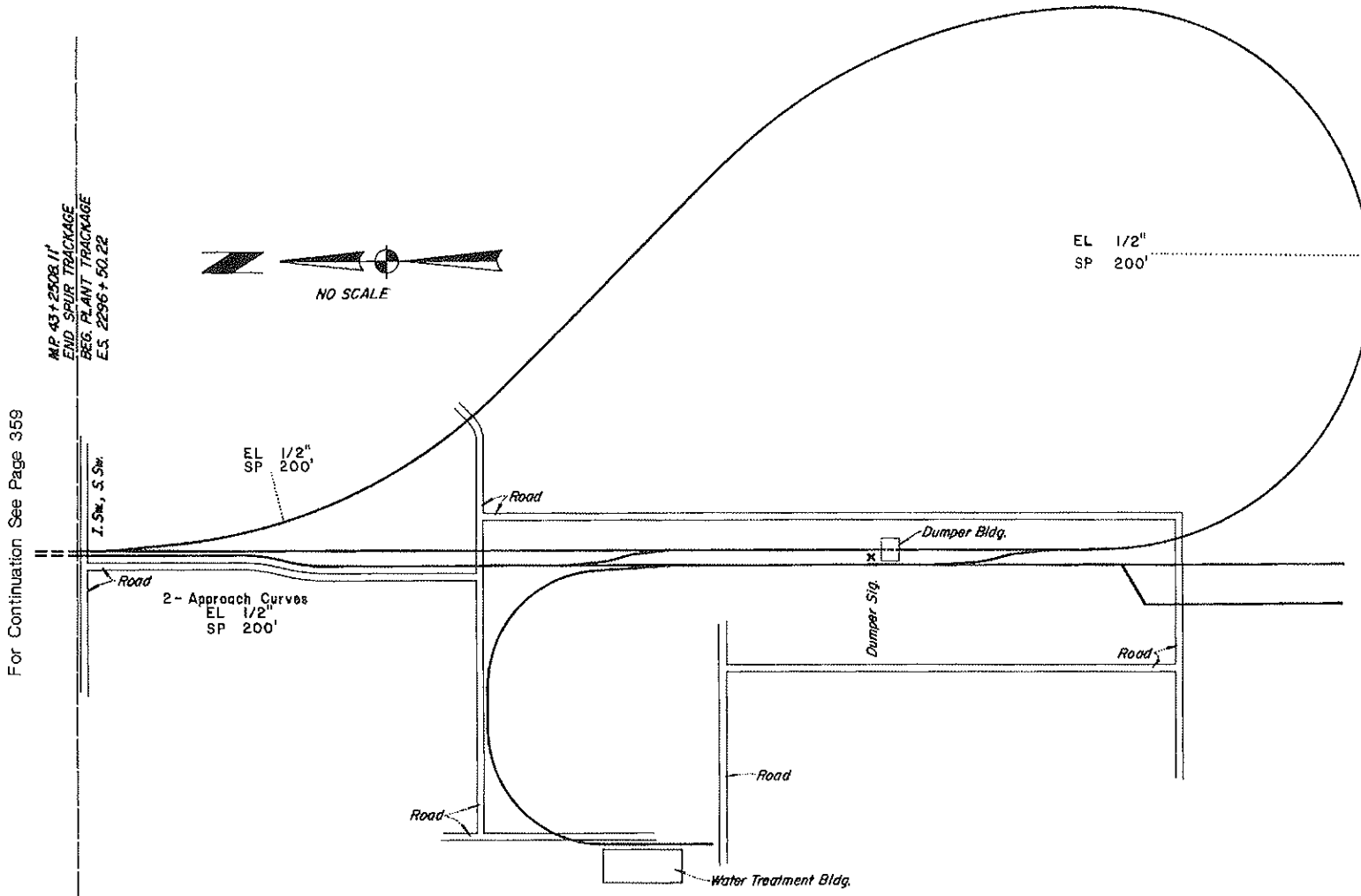
119 CWR - 1978

CRUSHED ROCK

1978

SALT RIVER PROJECT

CORONADO GENERATING STATION



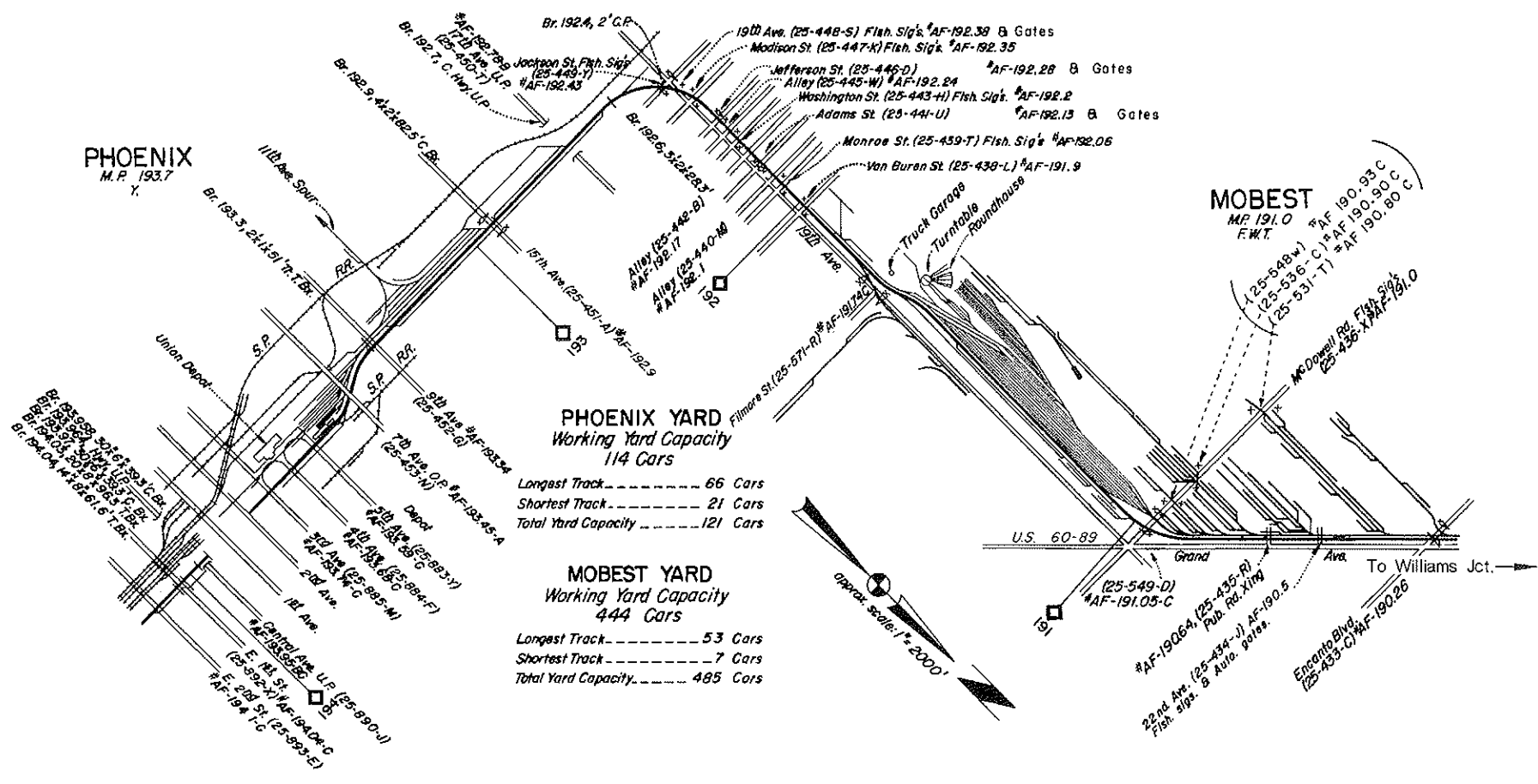
For Continuation See Page 359

M.P. 43+2508.11'
END SPUR TRACKAGE
REG. PLANT TRACKAGE
E.S. 2296+50.22

PLANT TRACKAGE

Coronado Railroad Spur
Out of Gallup Subdivision Main Track
West of Navajo

Intentionally Blank



PHOENIX
M.P. 193.7

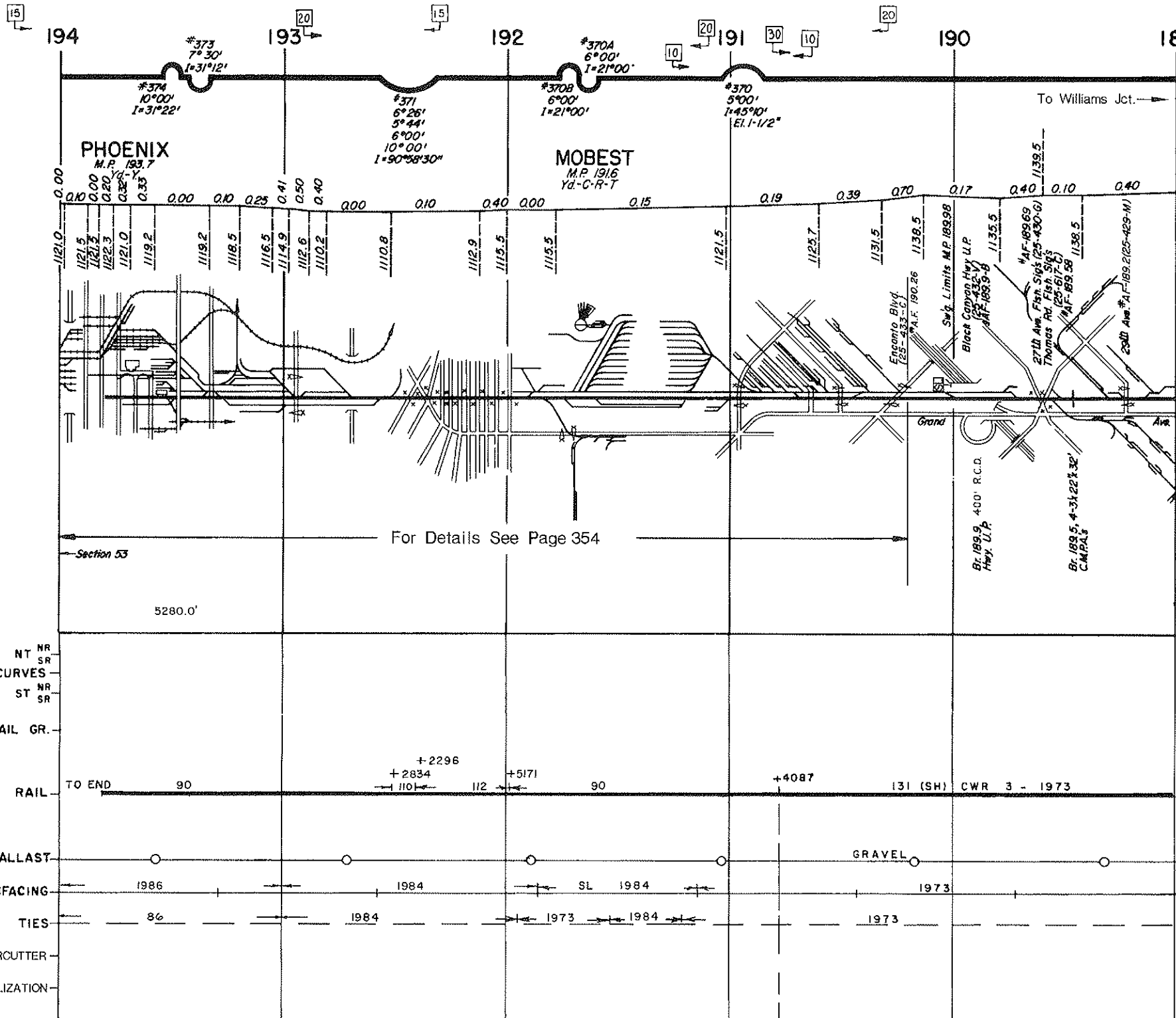
MOBEST
M.P. 191.0
F.W.T.

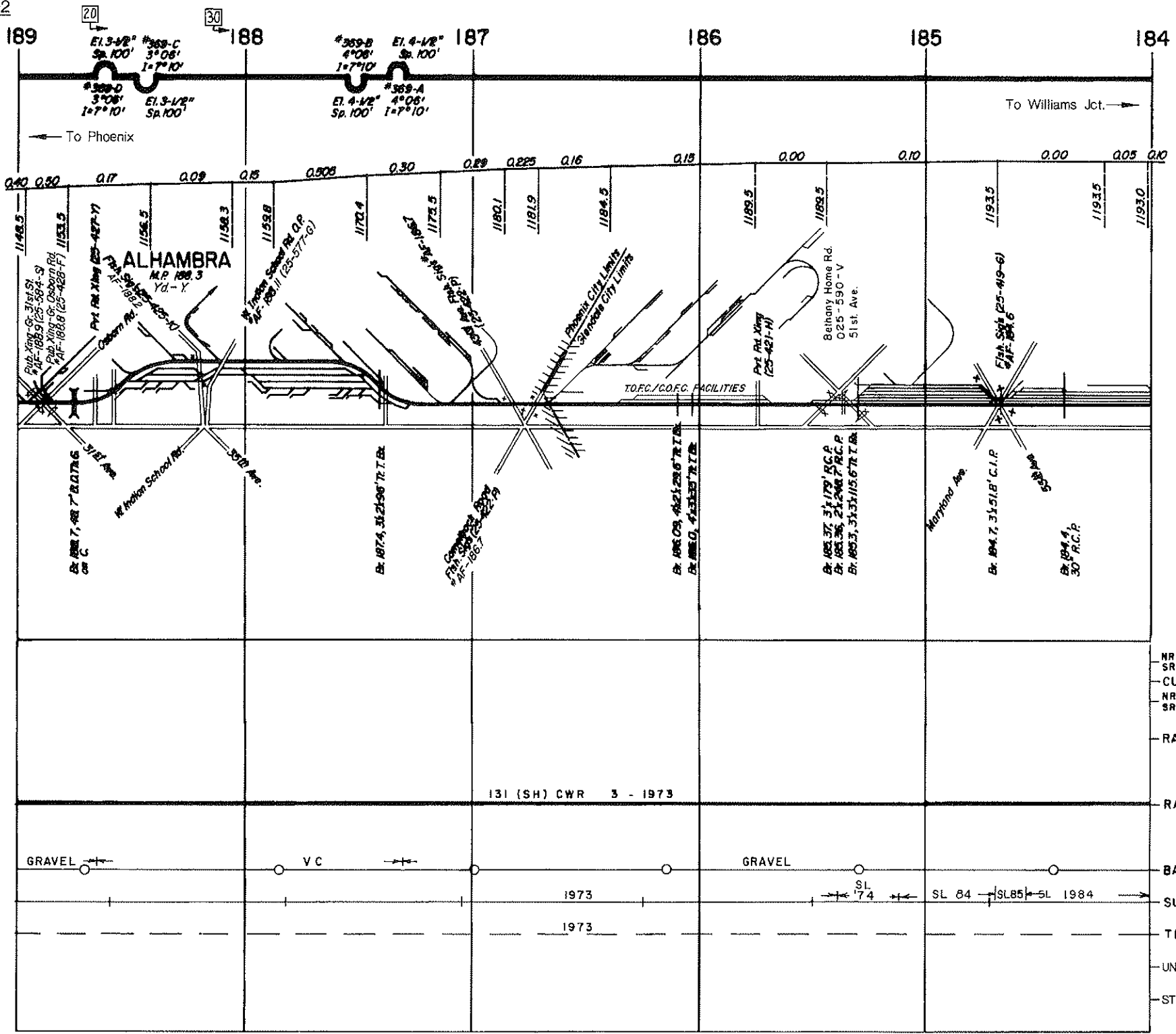
PHOENIX YARD
Working Yard Capacity
114 Cars

Longest Track ----- 66 Cars
Shortest Track ----- 21 Cars
Total Yard Capacity ----- 121 Cars

MOBEST YARD
Working Yard Capacity
444 Cars

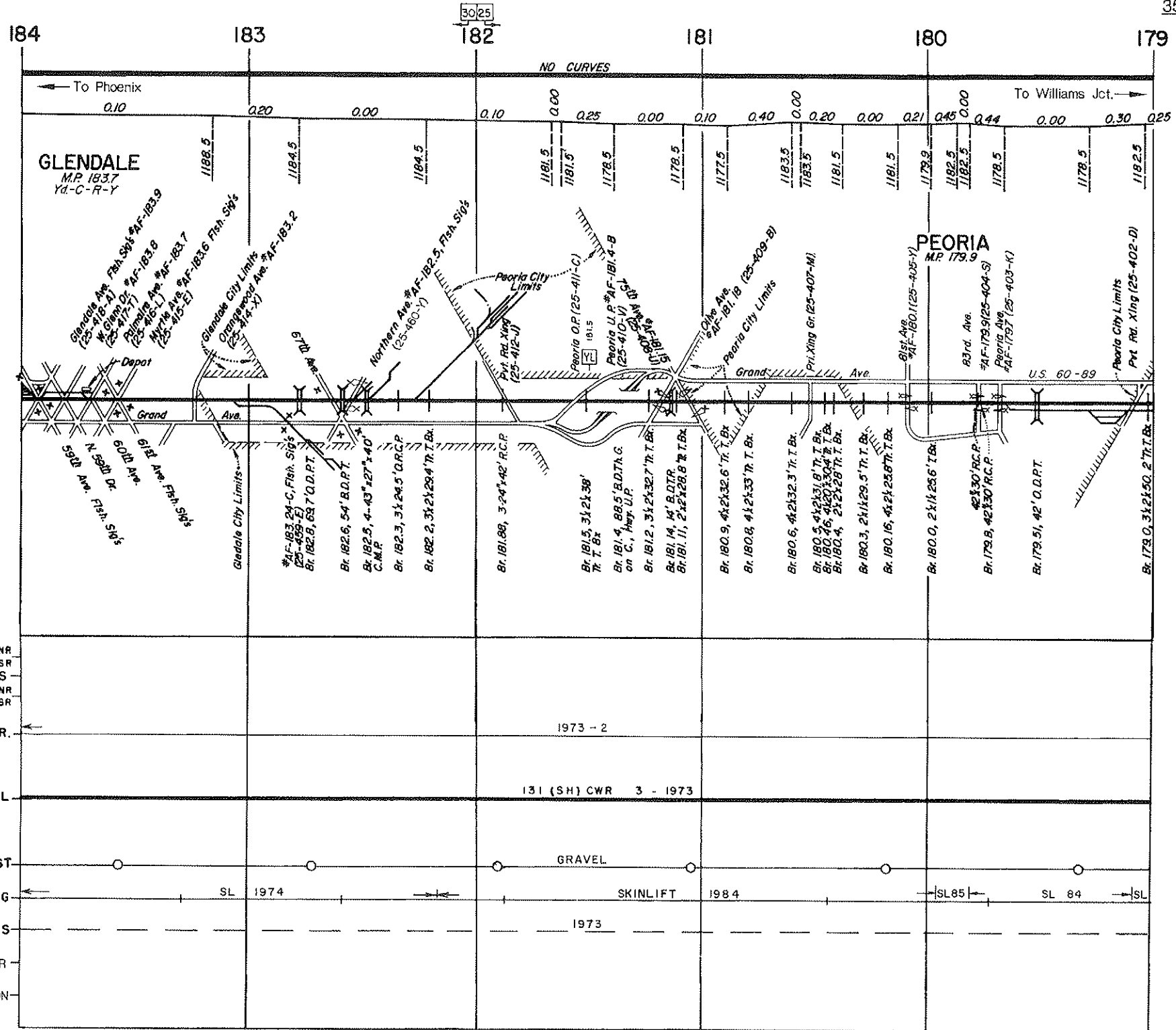
Longest Track ----- 53 Cars
Shortest Track ----- 7 Cars
Total Yard Capacity ----- 465 Cars



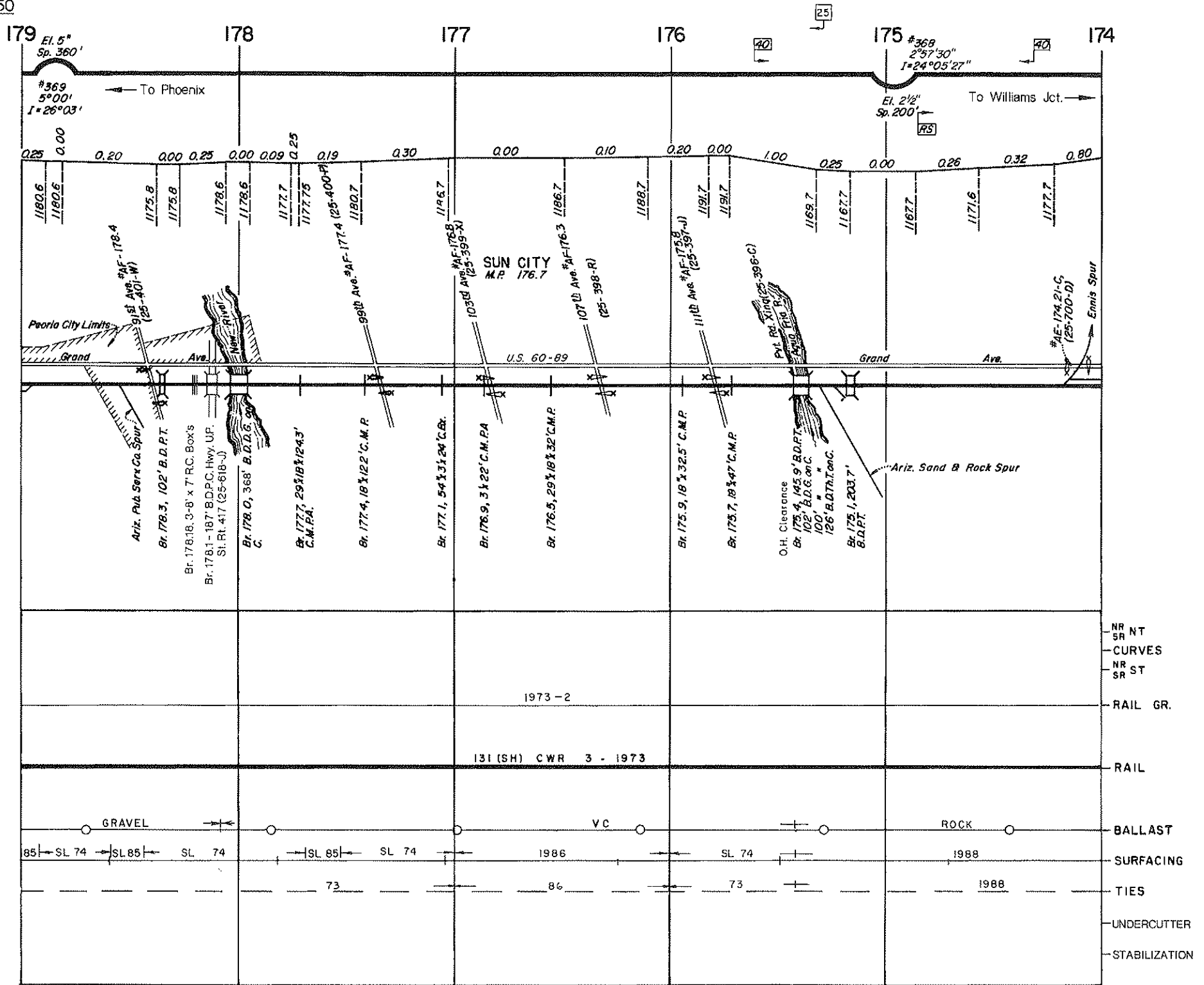


131 (SH) CWR 3 - 1973

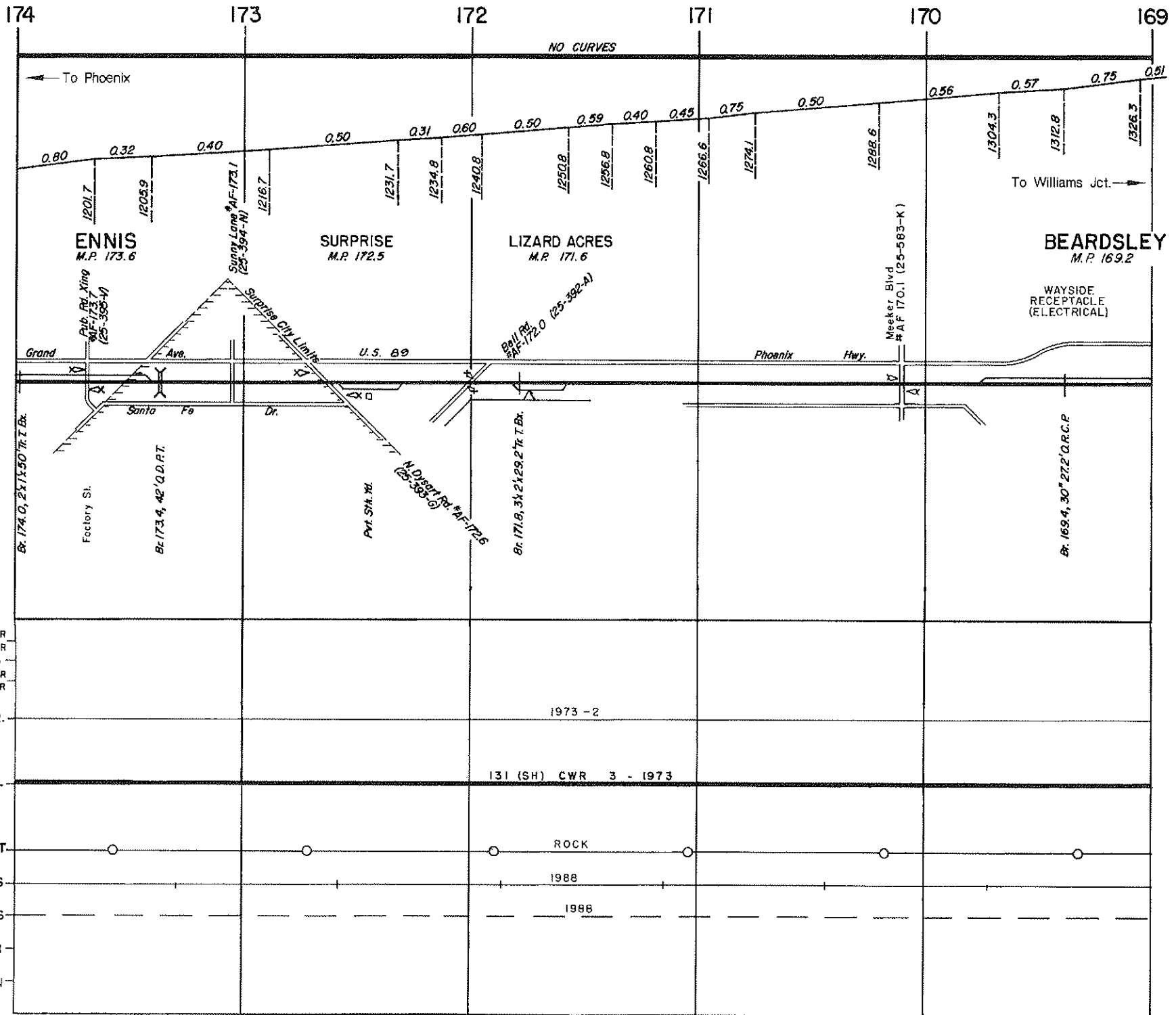
- NR NT
- SR CURVES
- NR ST
- SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

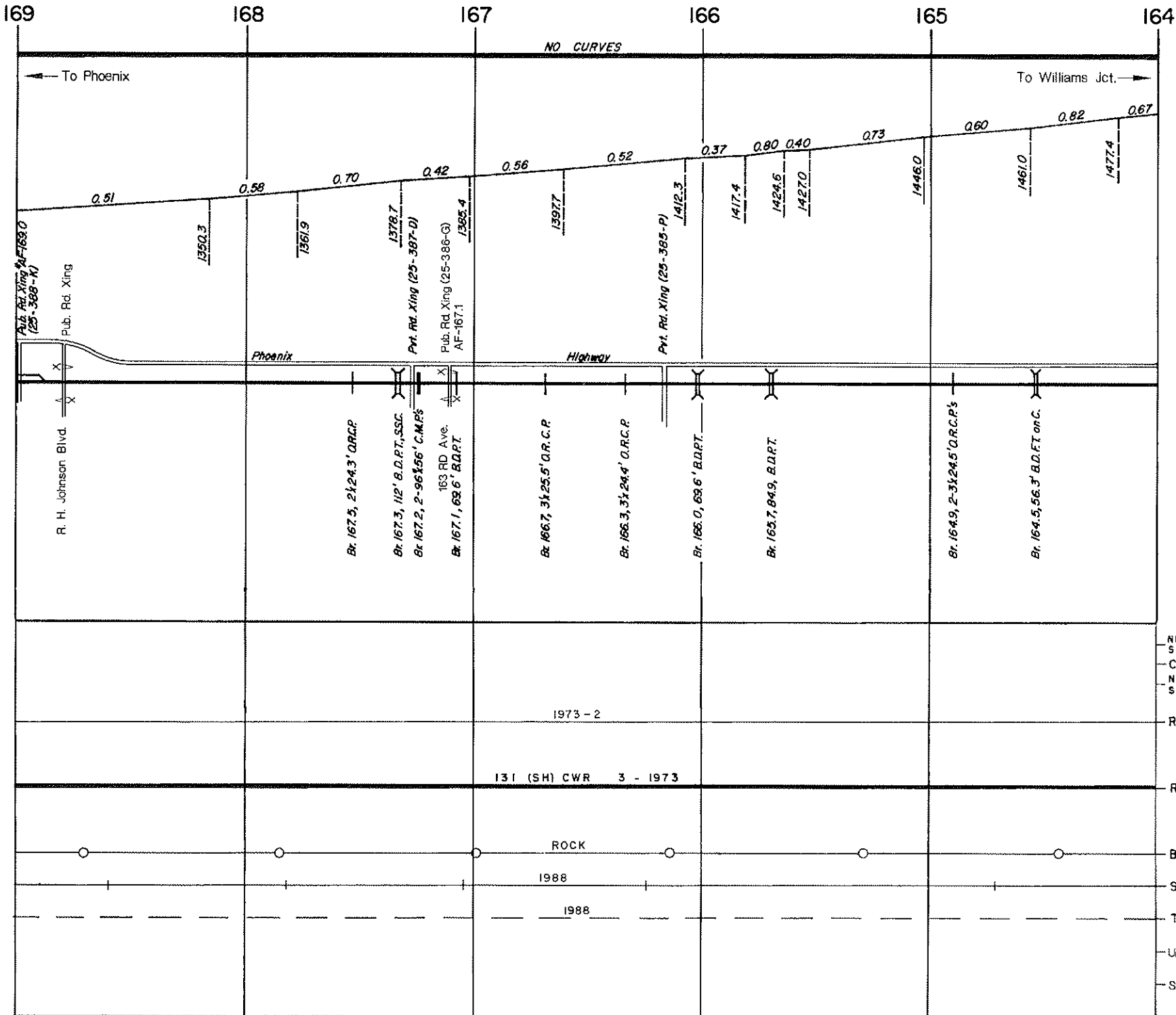


REVISED 1-91

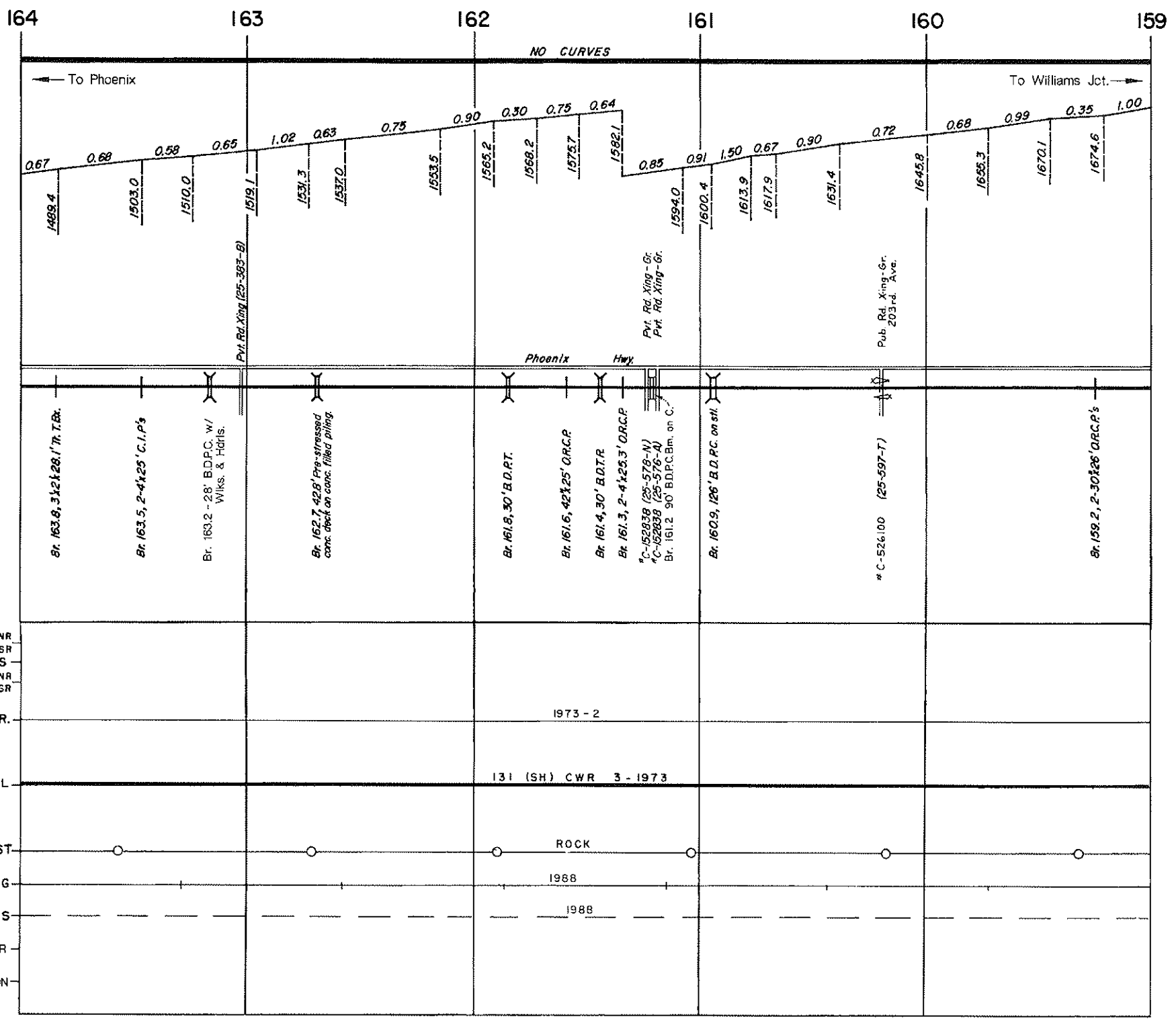


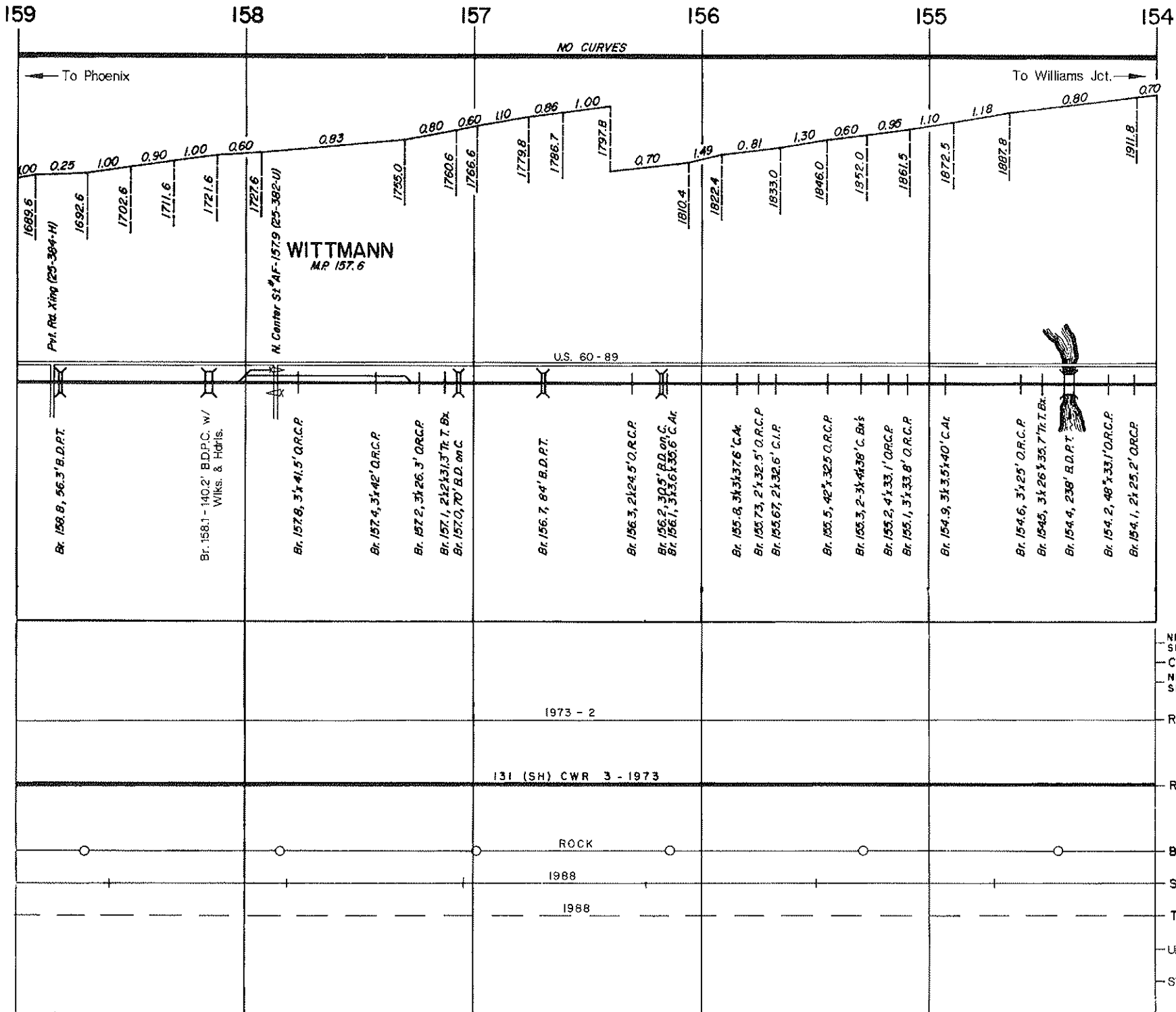
- NR NT
- SR CURVES
- NR ST
- SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

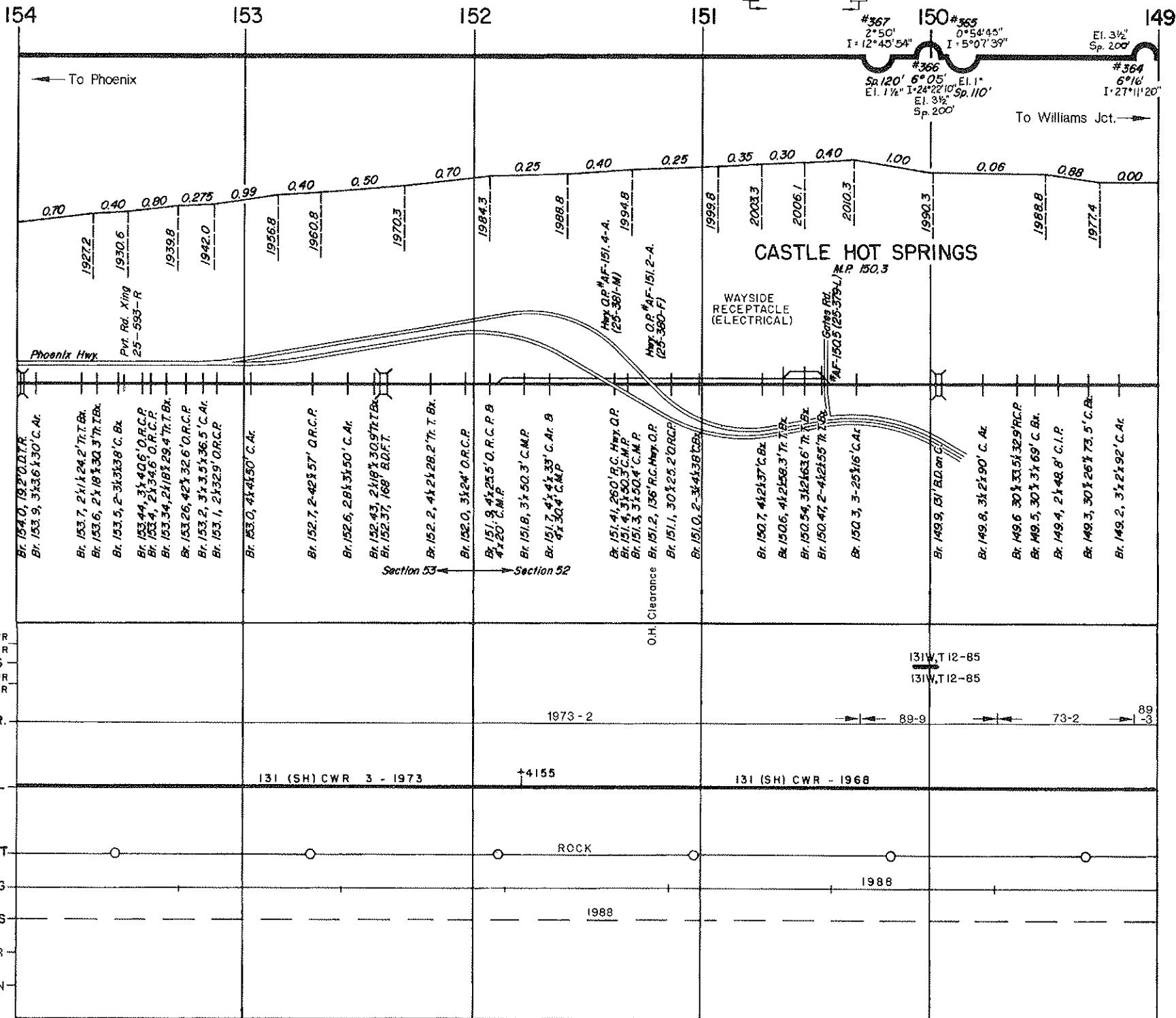


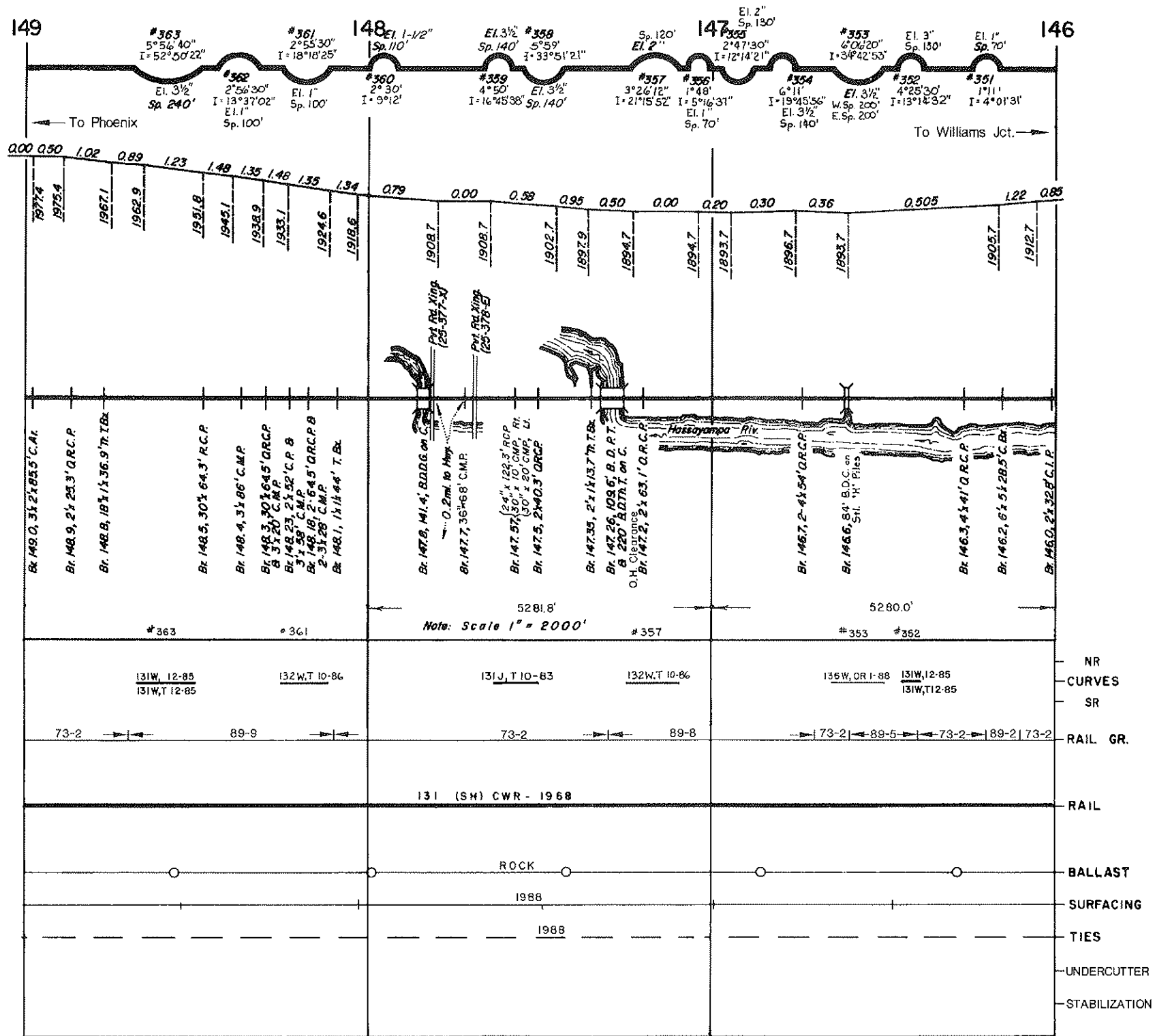


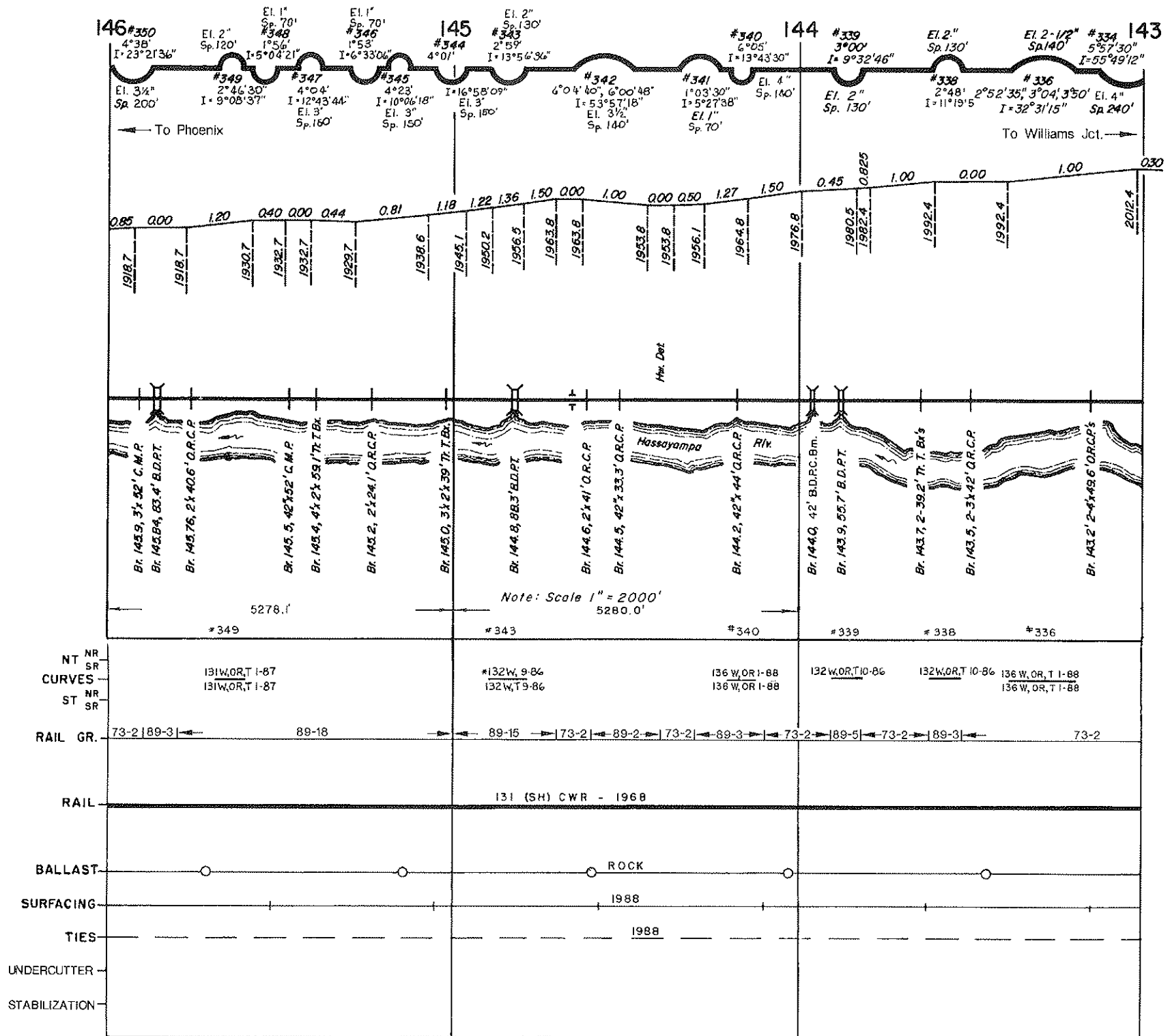
NR NT
 SR CURVES
 NR ST
 SR
 RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION

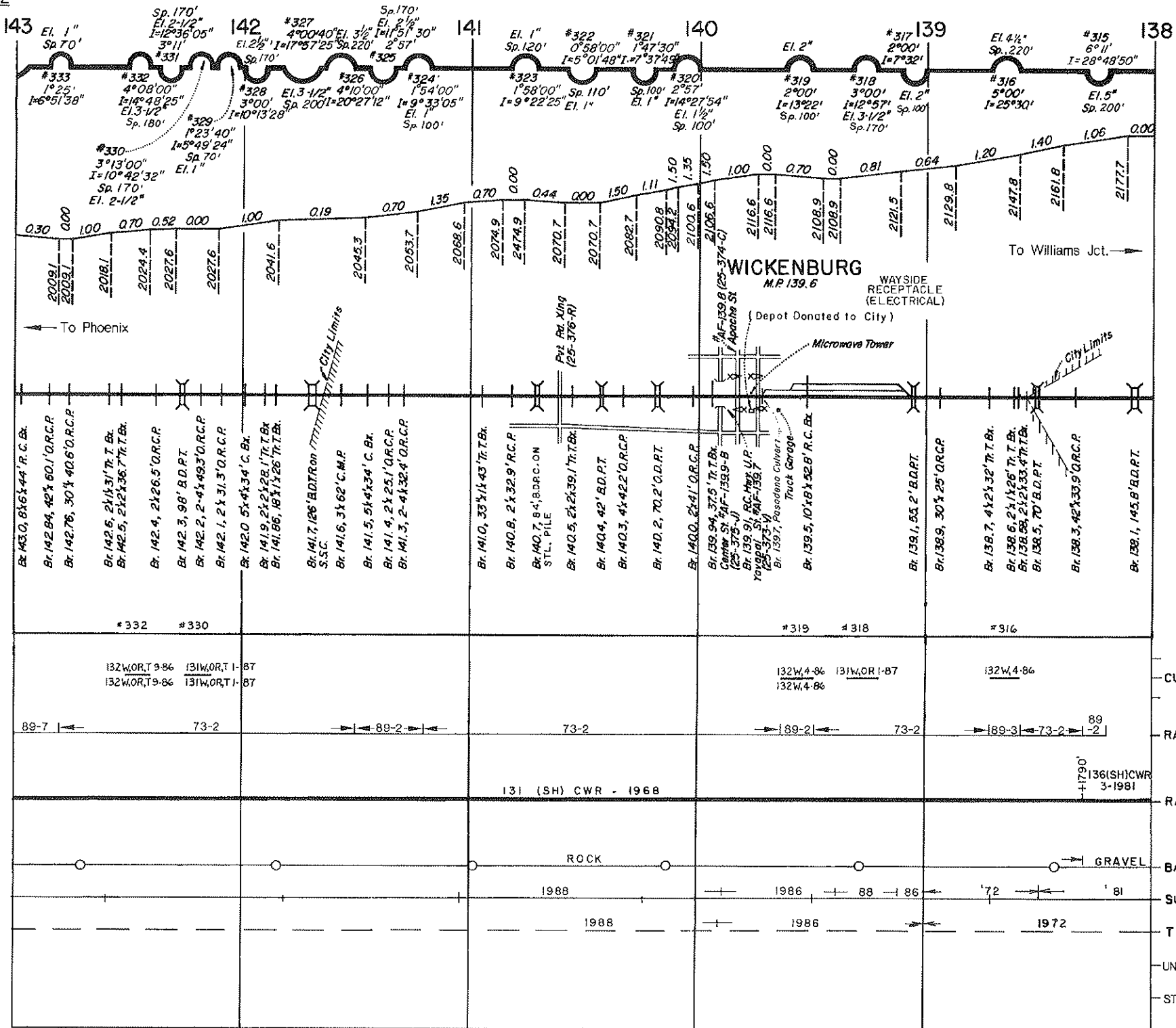




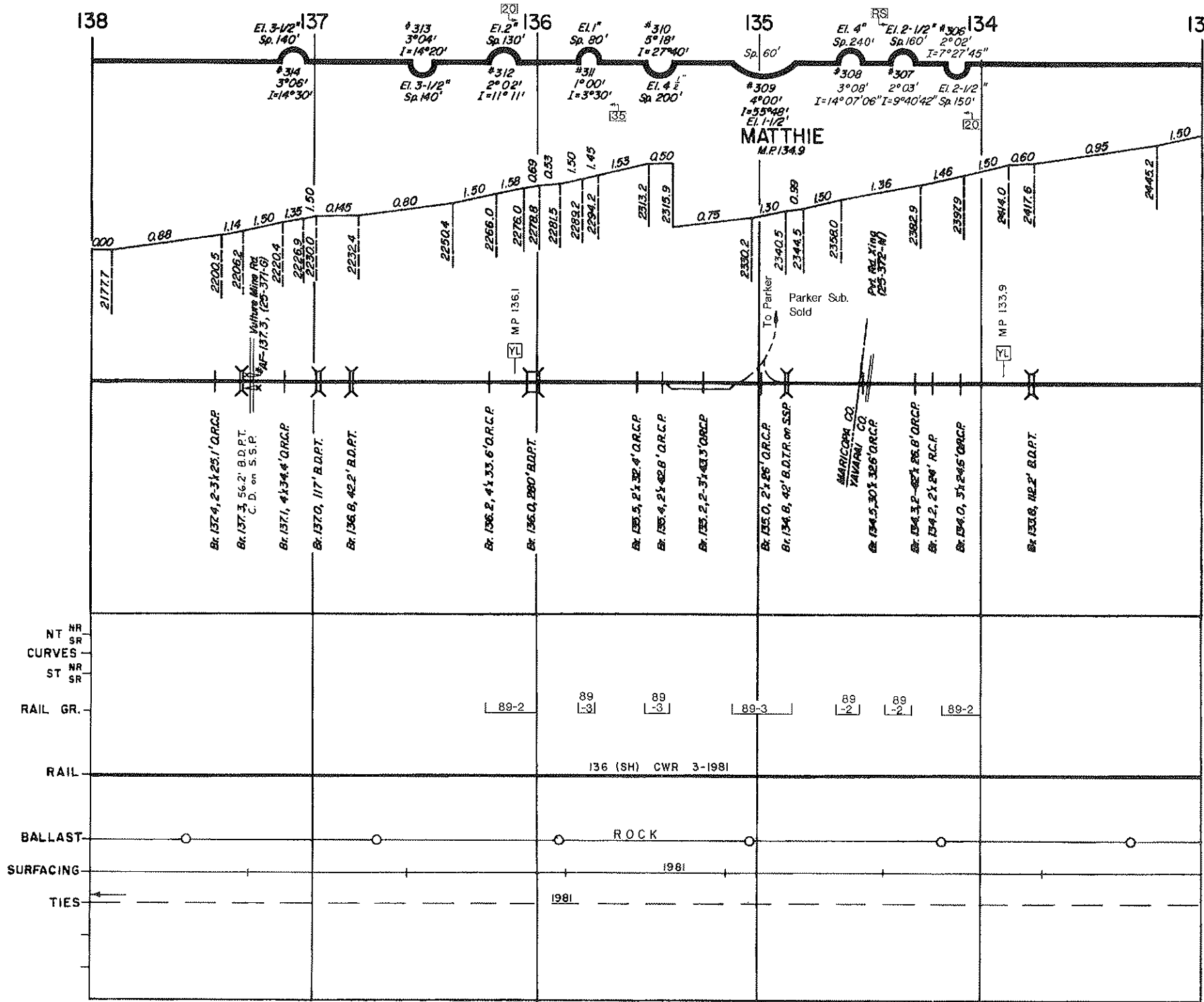




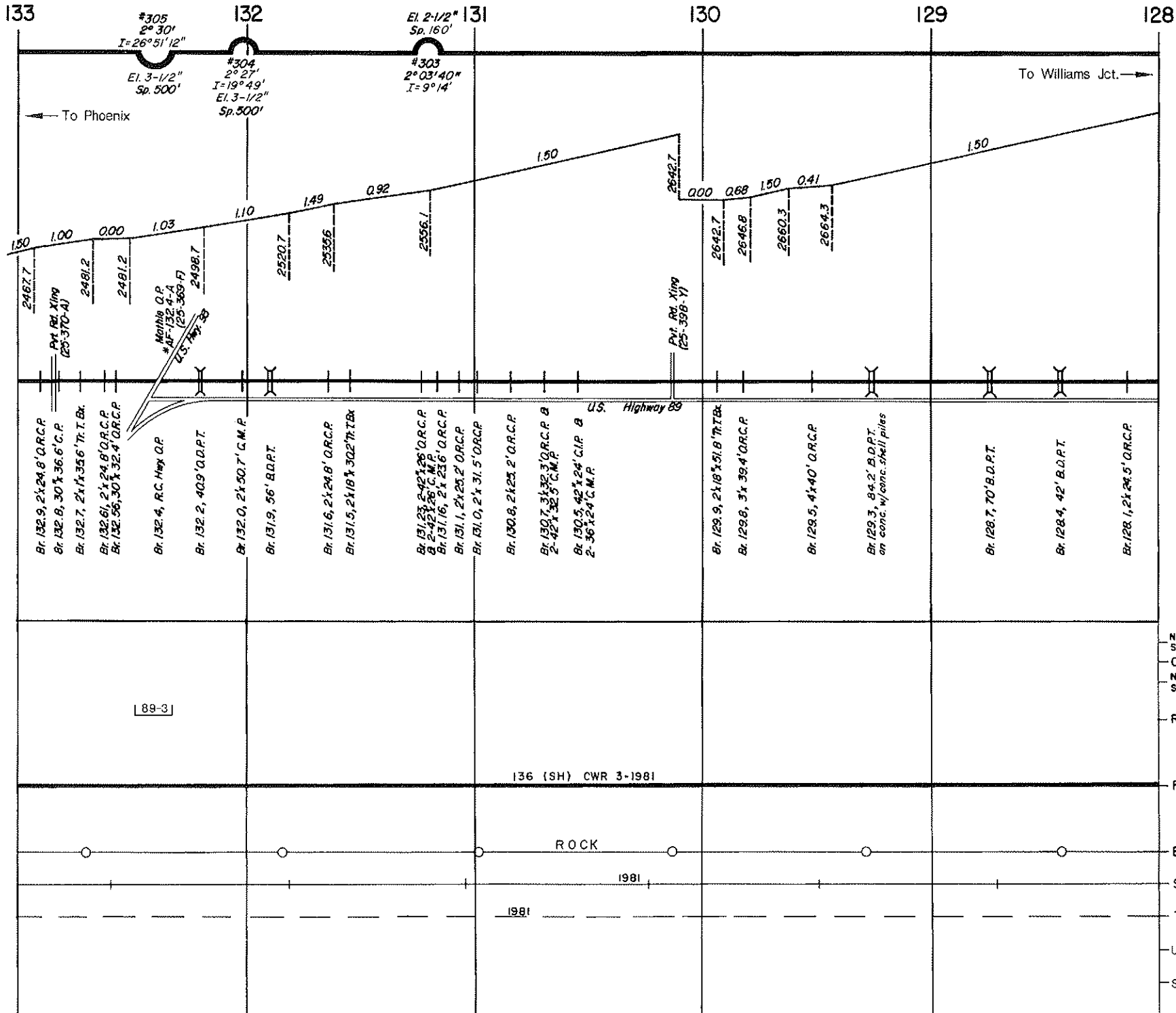




NR
 CURVES
 SR
 RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION



REVISED



89-3

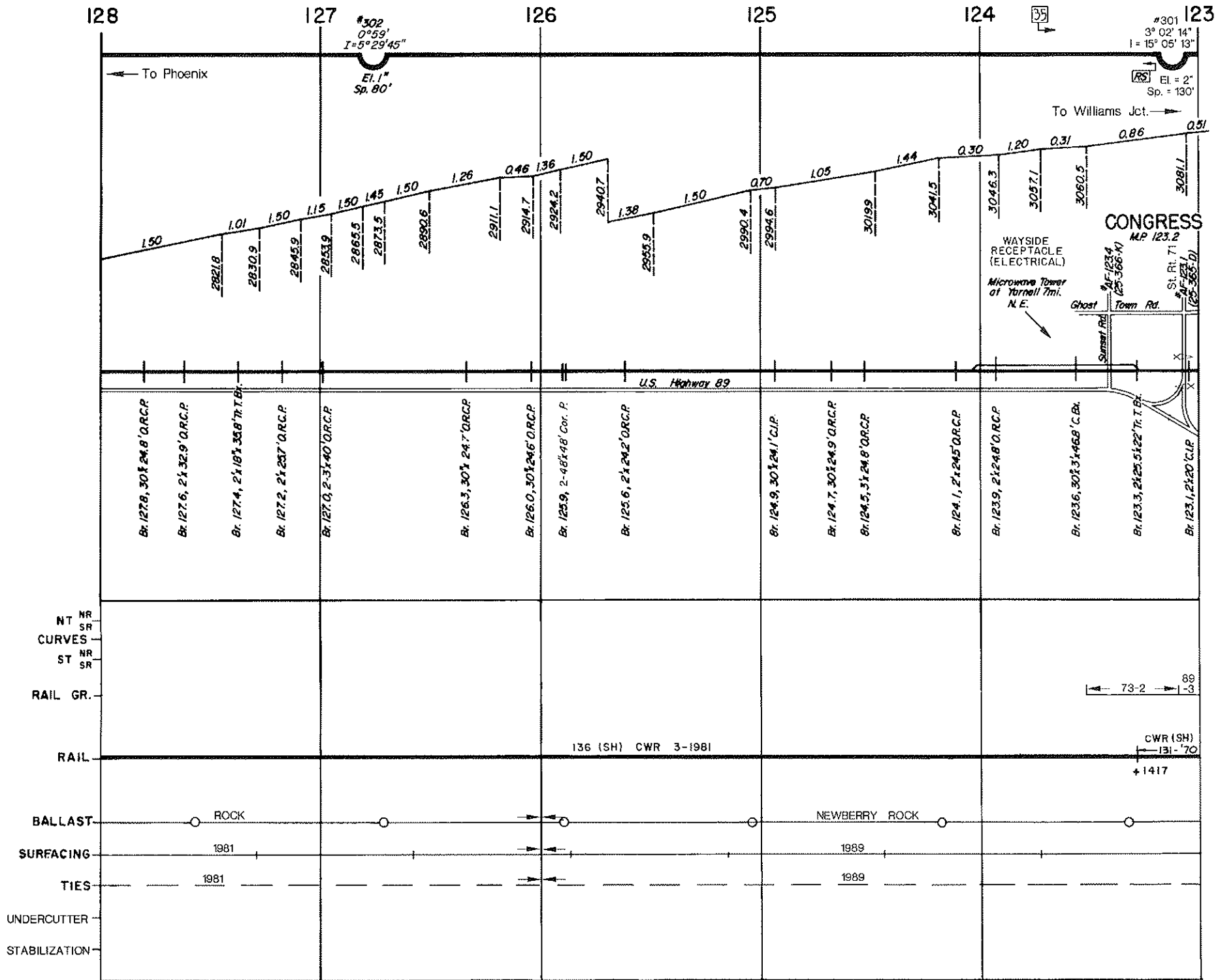
136 (SH) CWR 3-1981

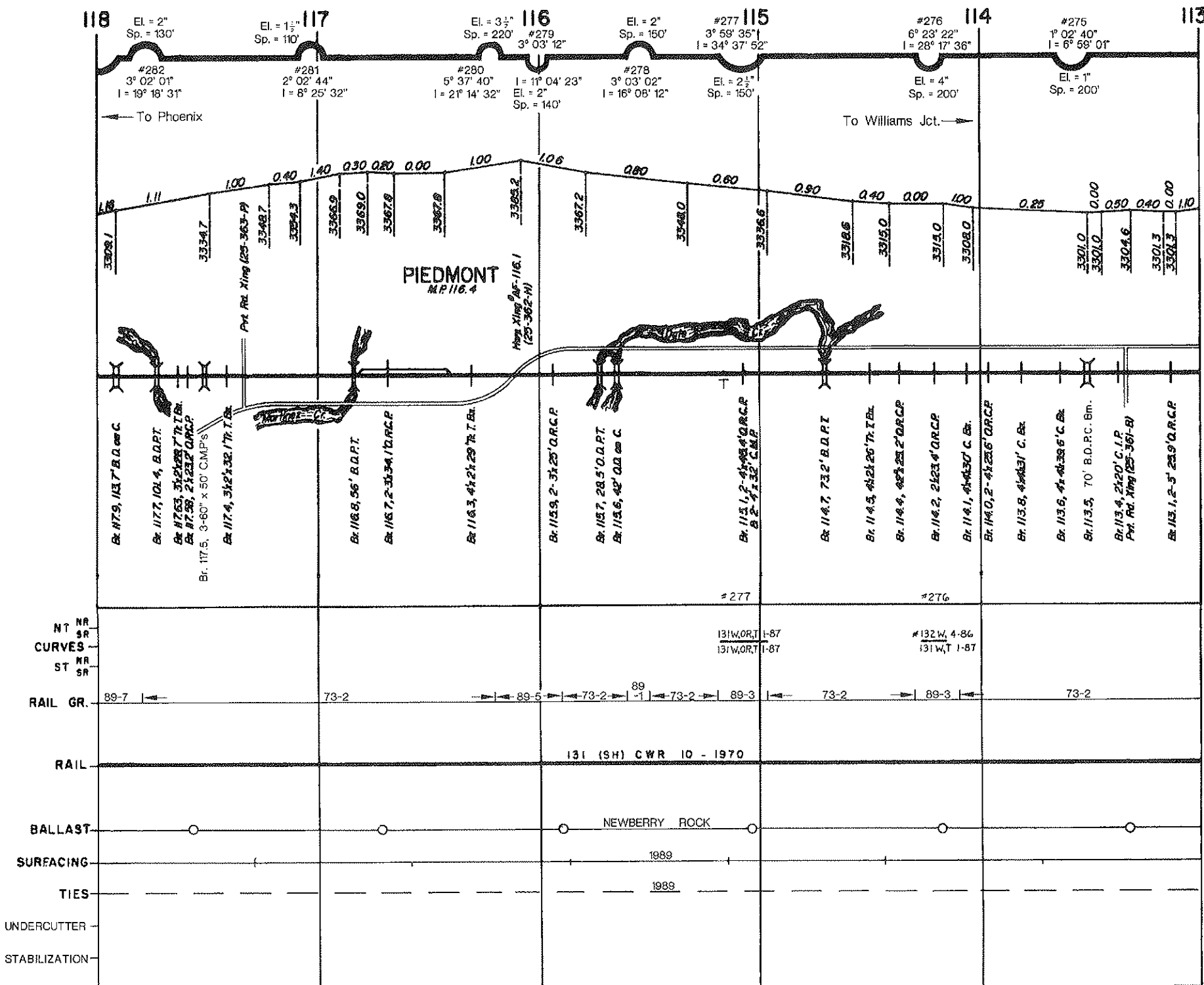
ROCK

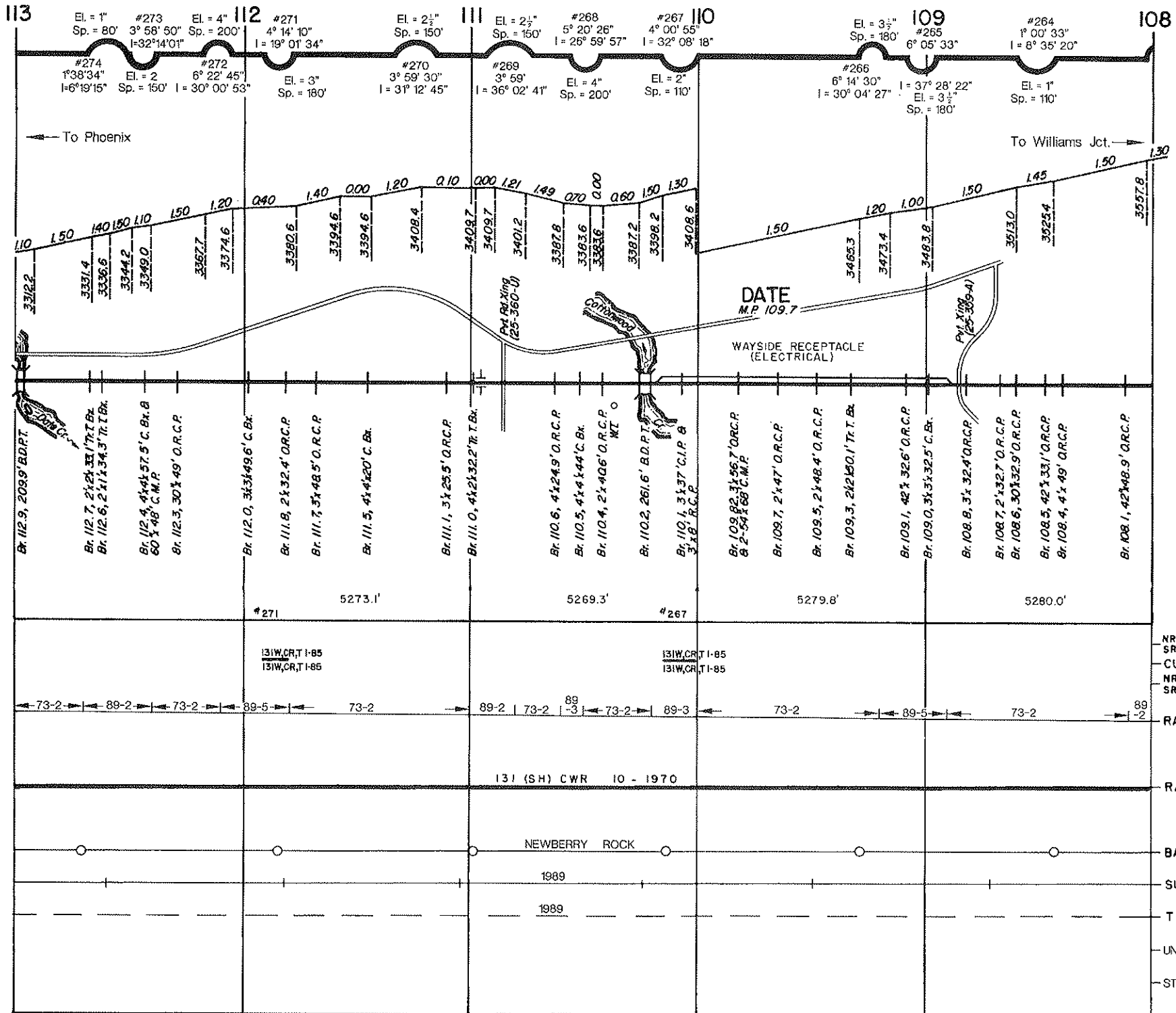
1981

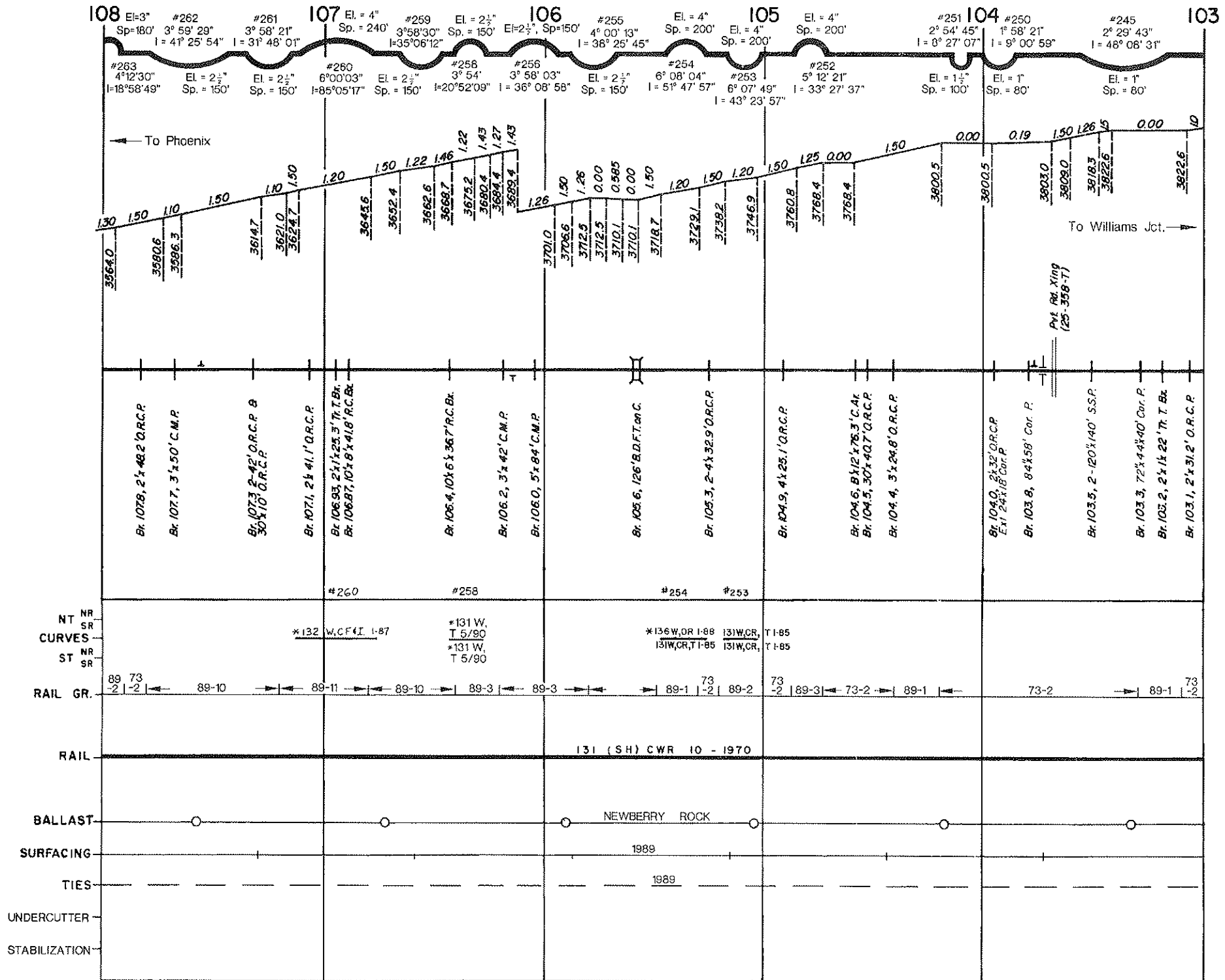
1981

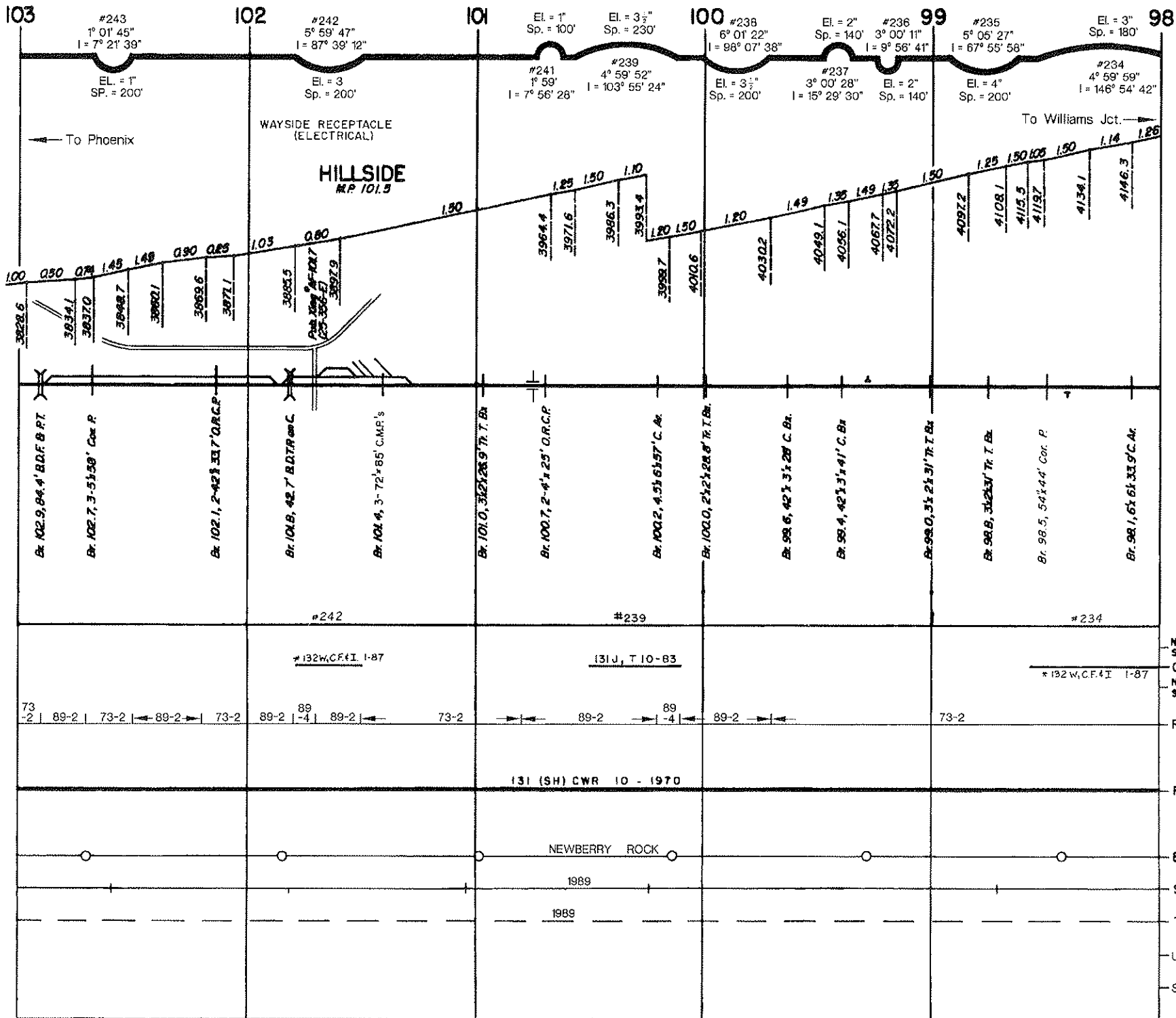
- NR NT
- SR
- CURVES
- NR
- SR ST
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

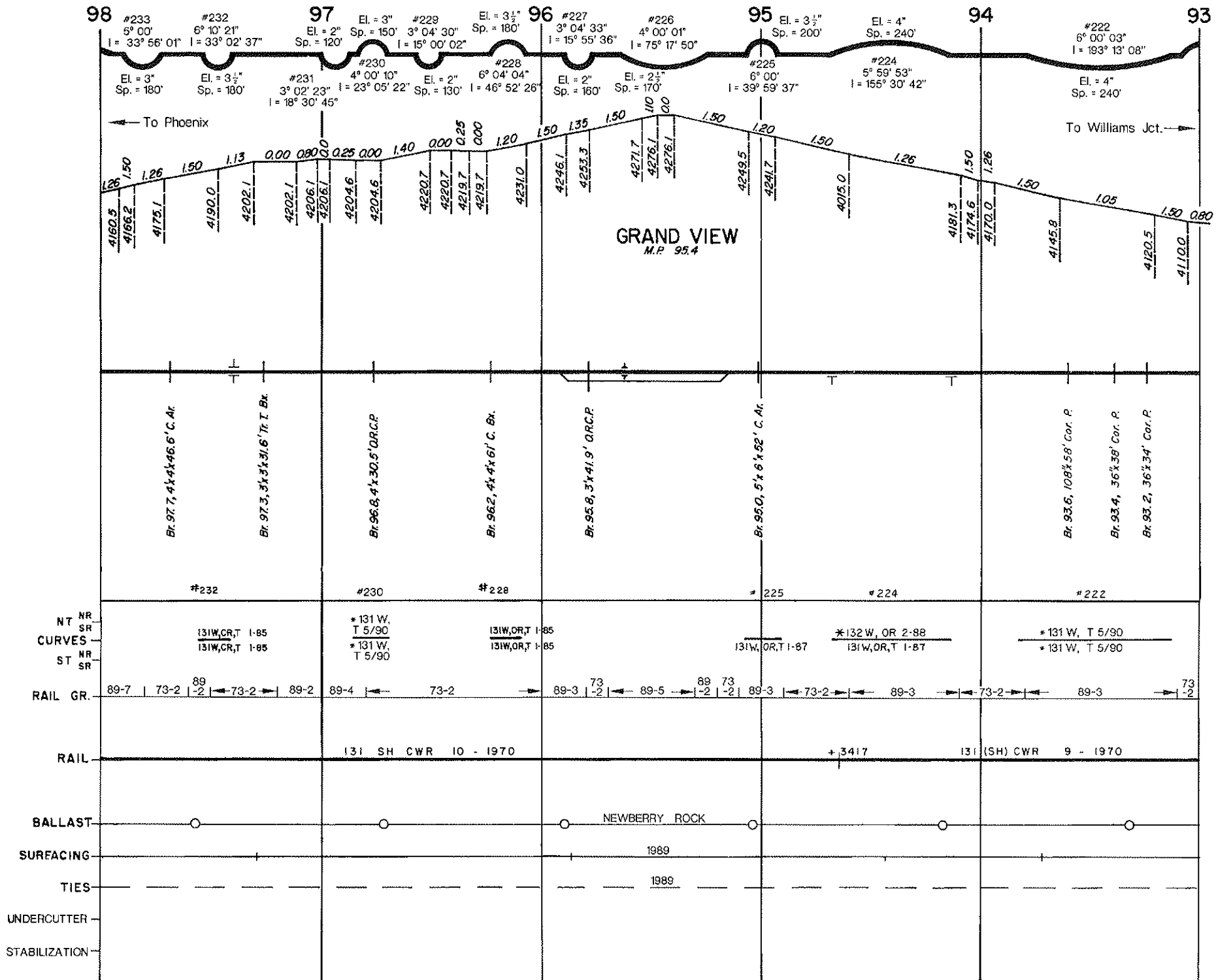


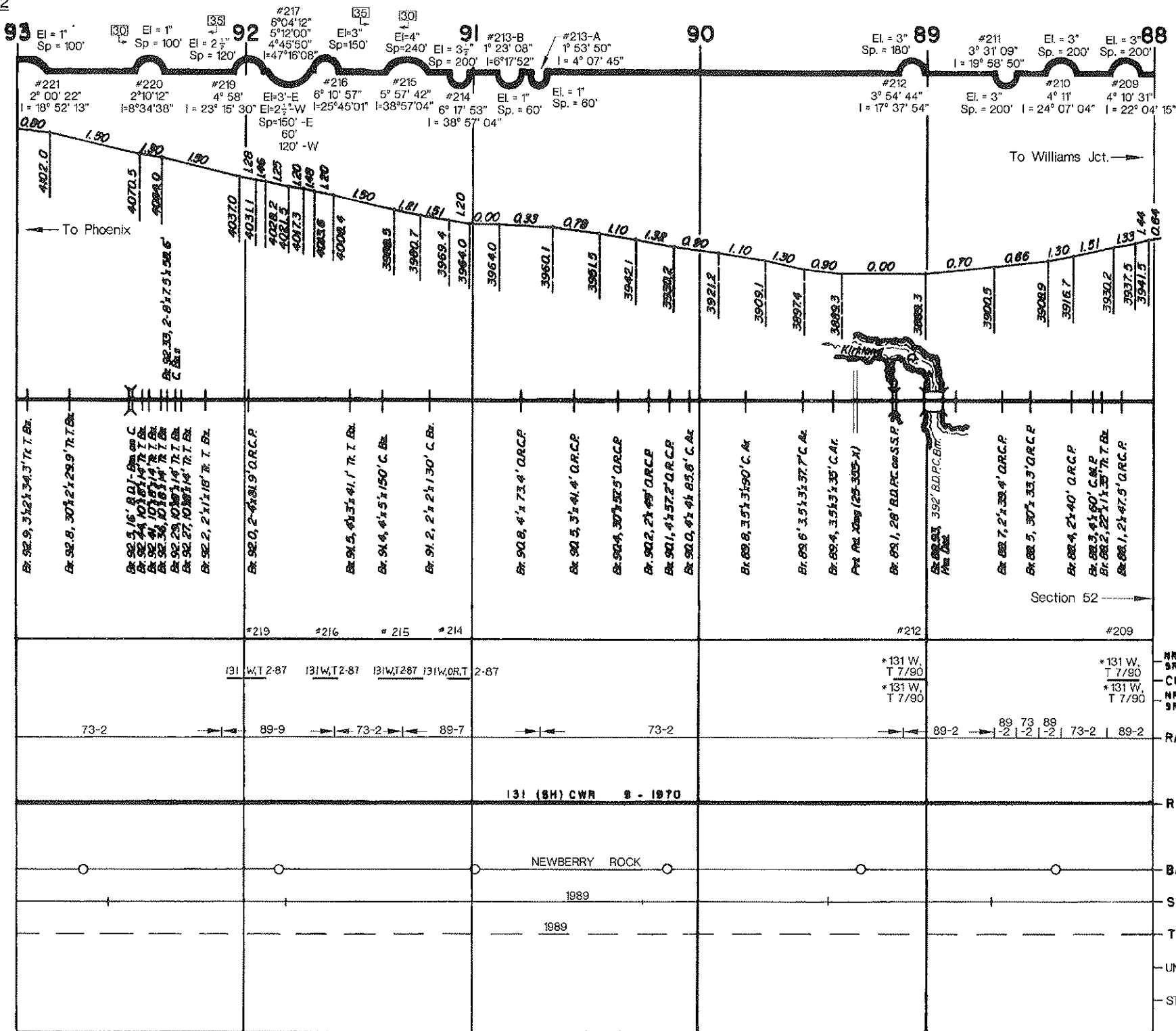


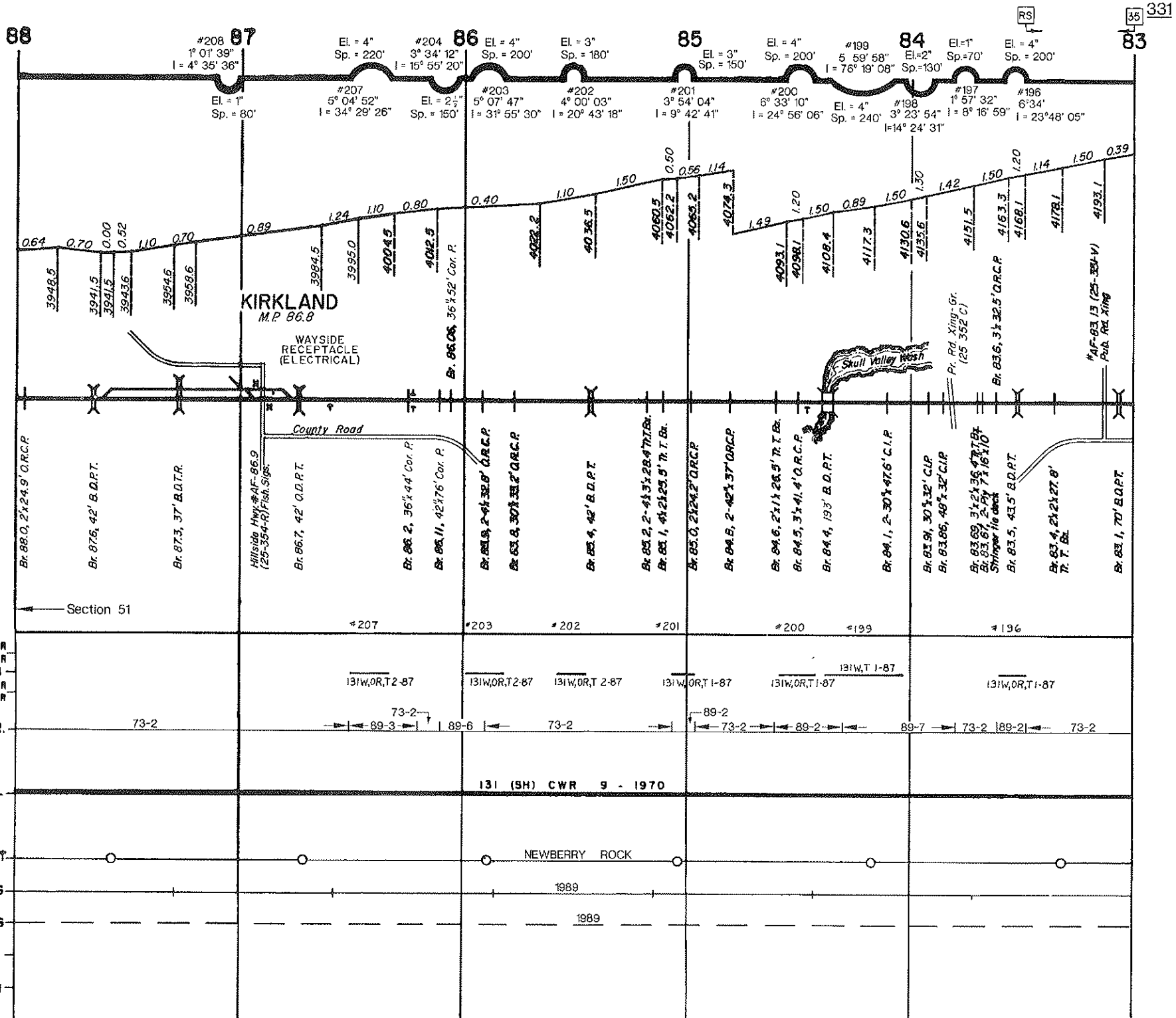












KIRKLAND
M.P. 86.8

WAYSIDE
RECEPTACLE
(ELECTRICAL)

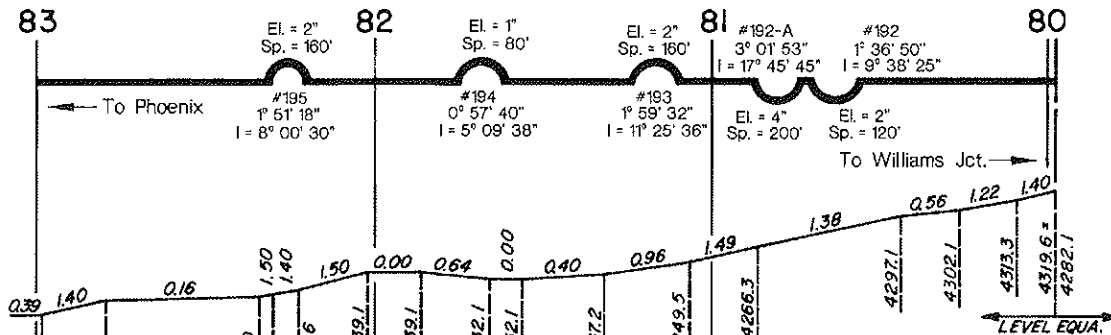
County Road

Skull Valley Wash

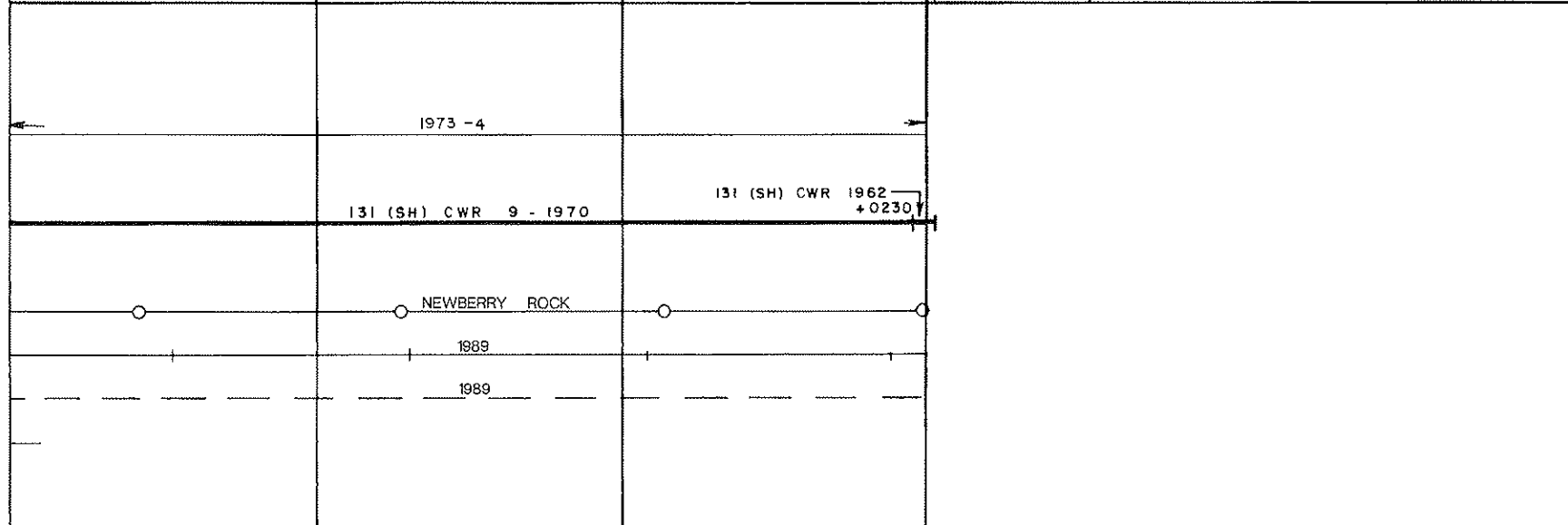
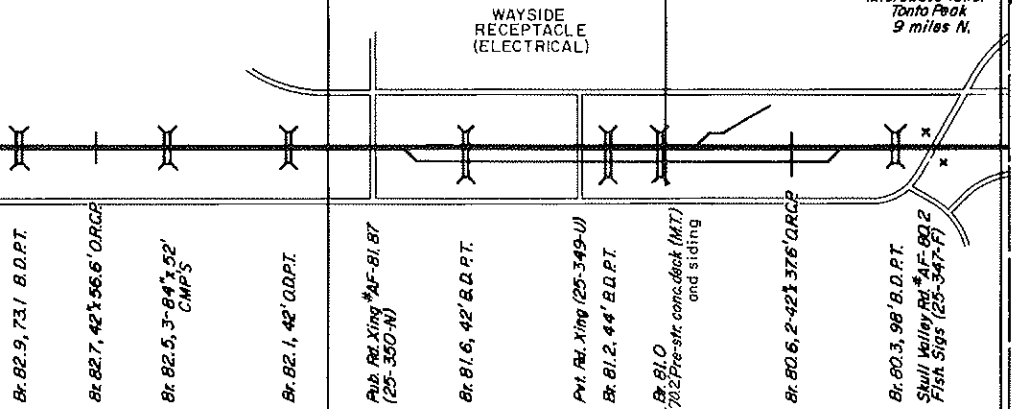
Pt. Rd. Xing - Gr.
(25' 352' C)

#AF-83.13 (25'-352'-V)
Pub. Rd. Xing

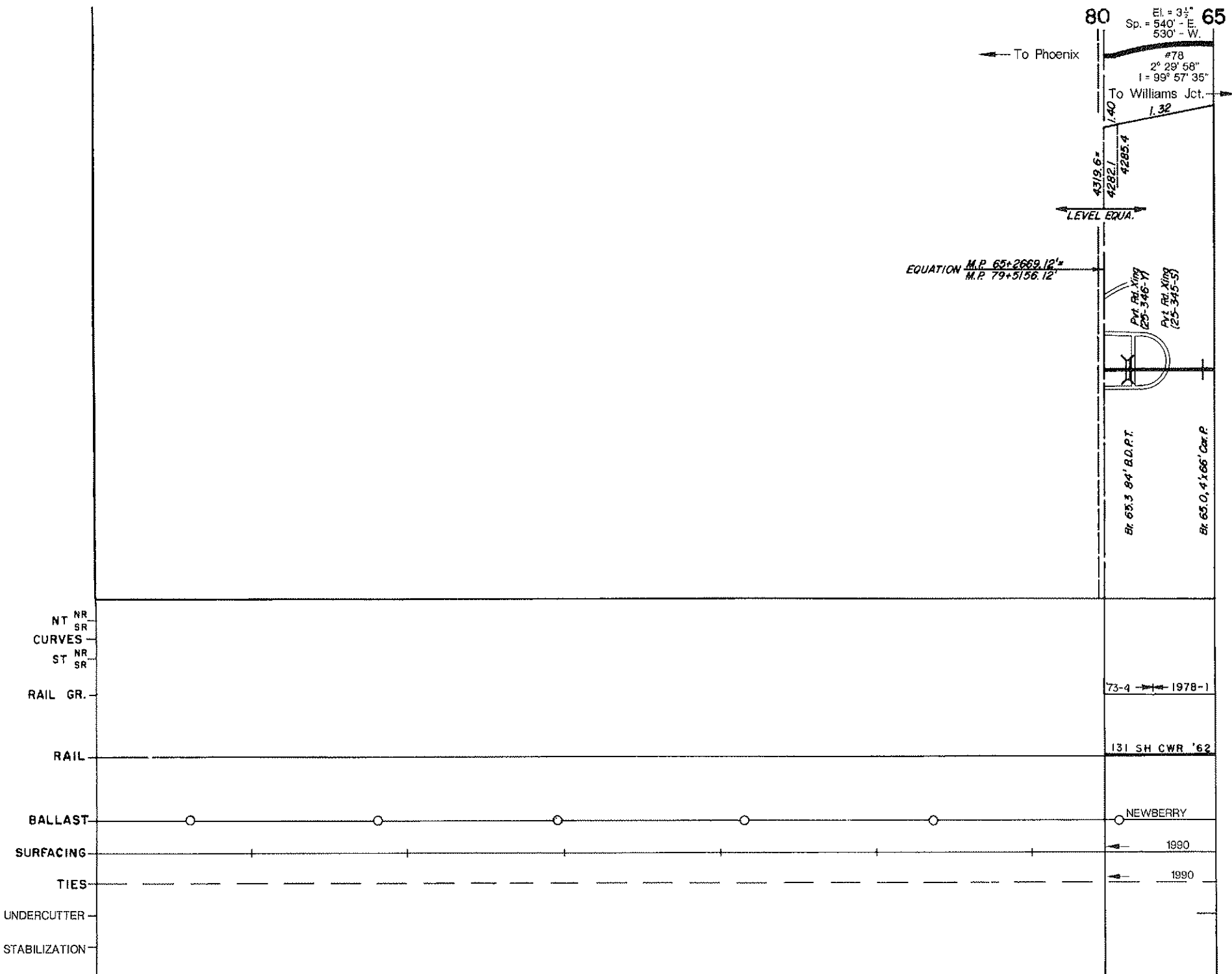
NT SR							
CURVES							
ST SR							
RAIL GR.	73-2	73-2	73-2	73-2	73-2	73-2	73-2
RAIL			131 (SH) CWR 9 - 1970				
BALLAST			NEWBERRY ROCK				
SURFACING			1989				
TIES			1989				
UNDERCUTTER							
STABILIZATION							

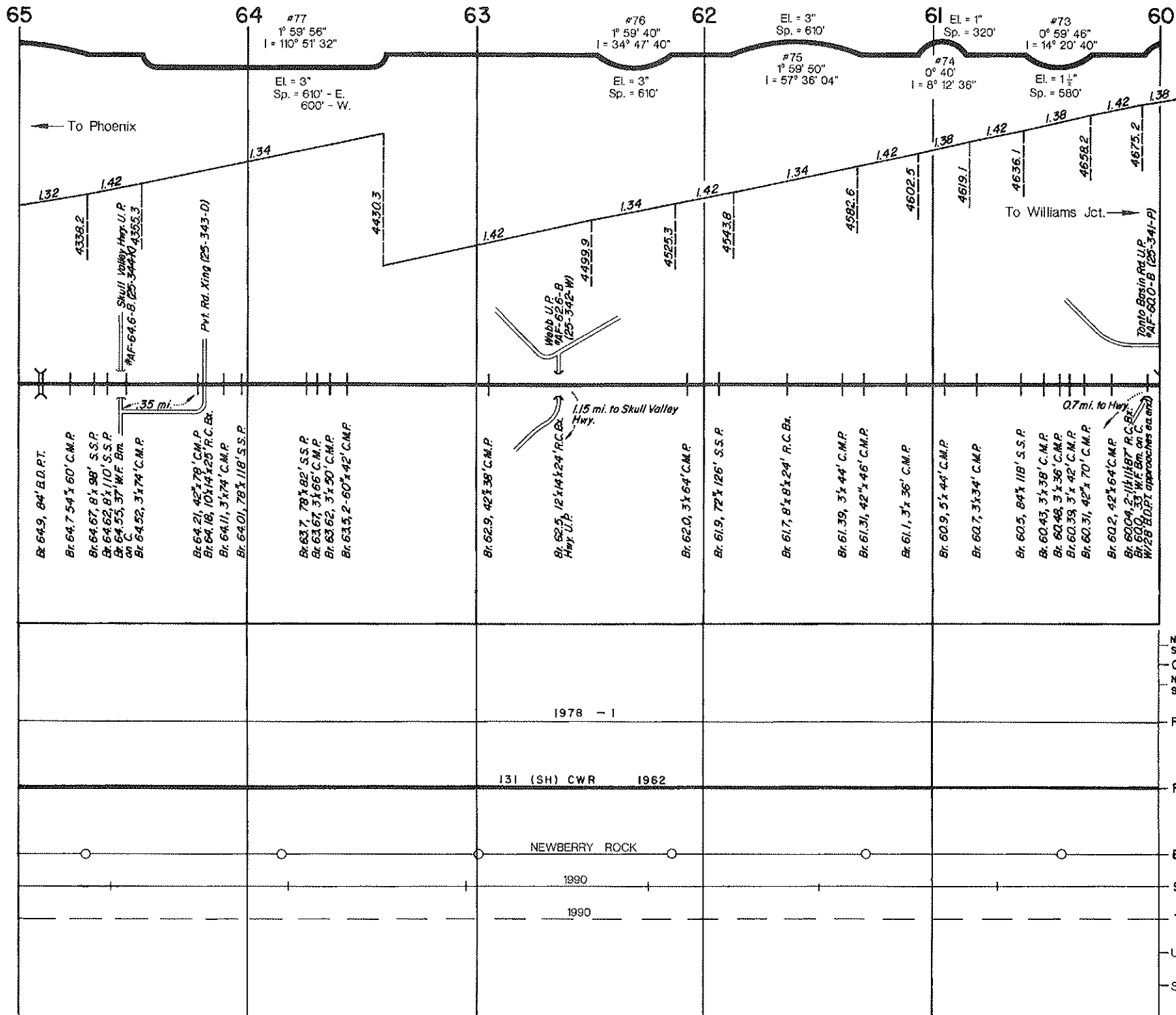


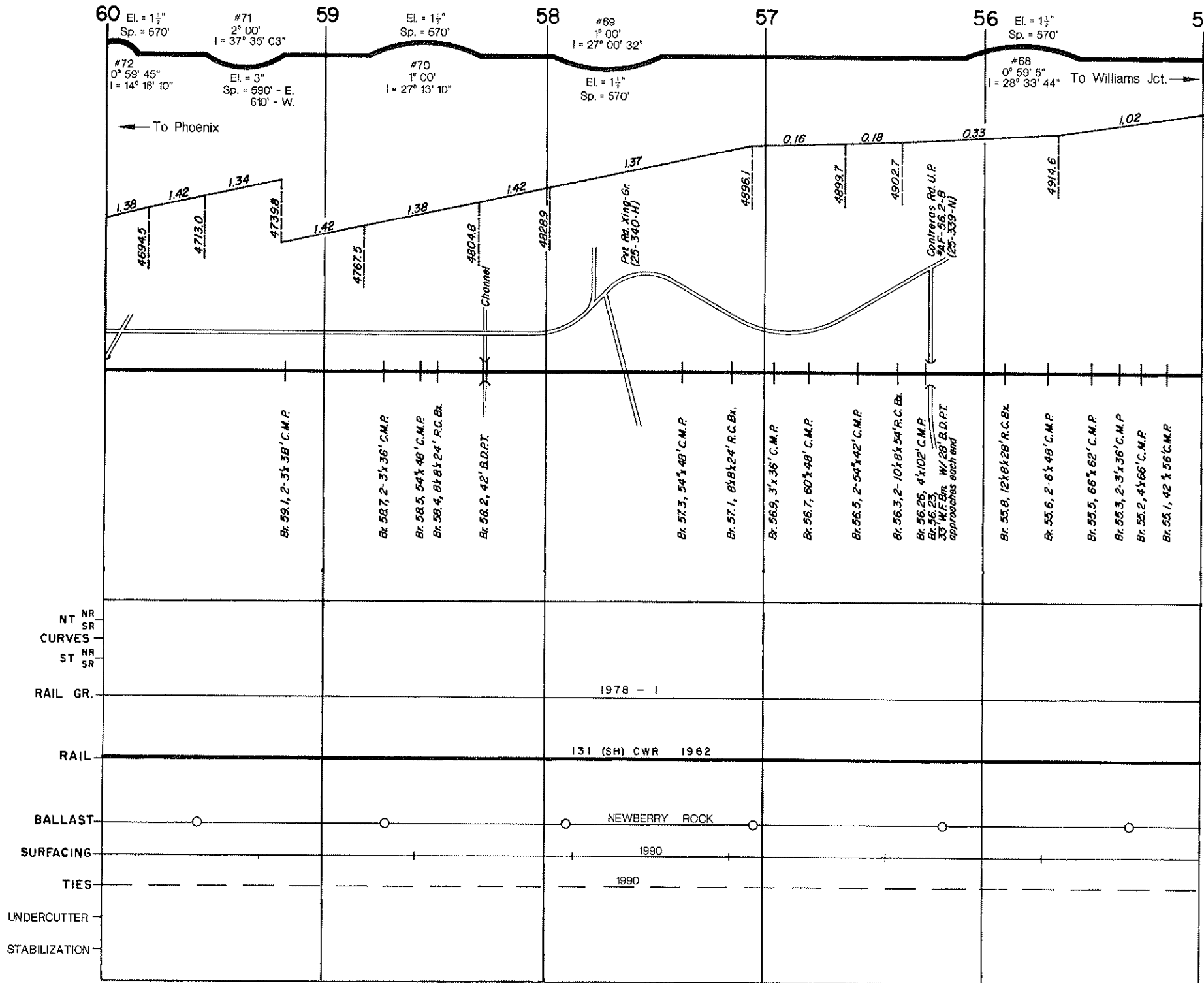
SKULL VALLEY
M.P. 80.6

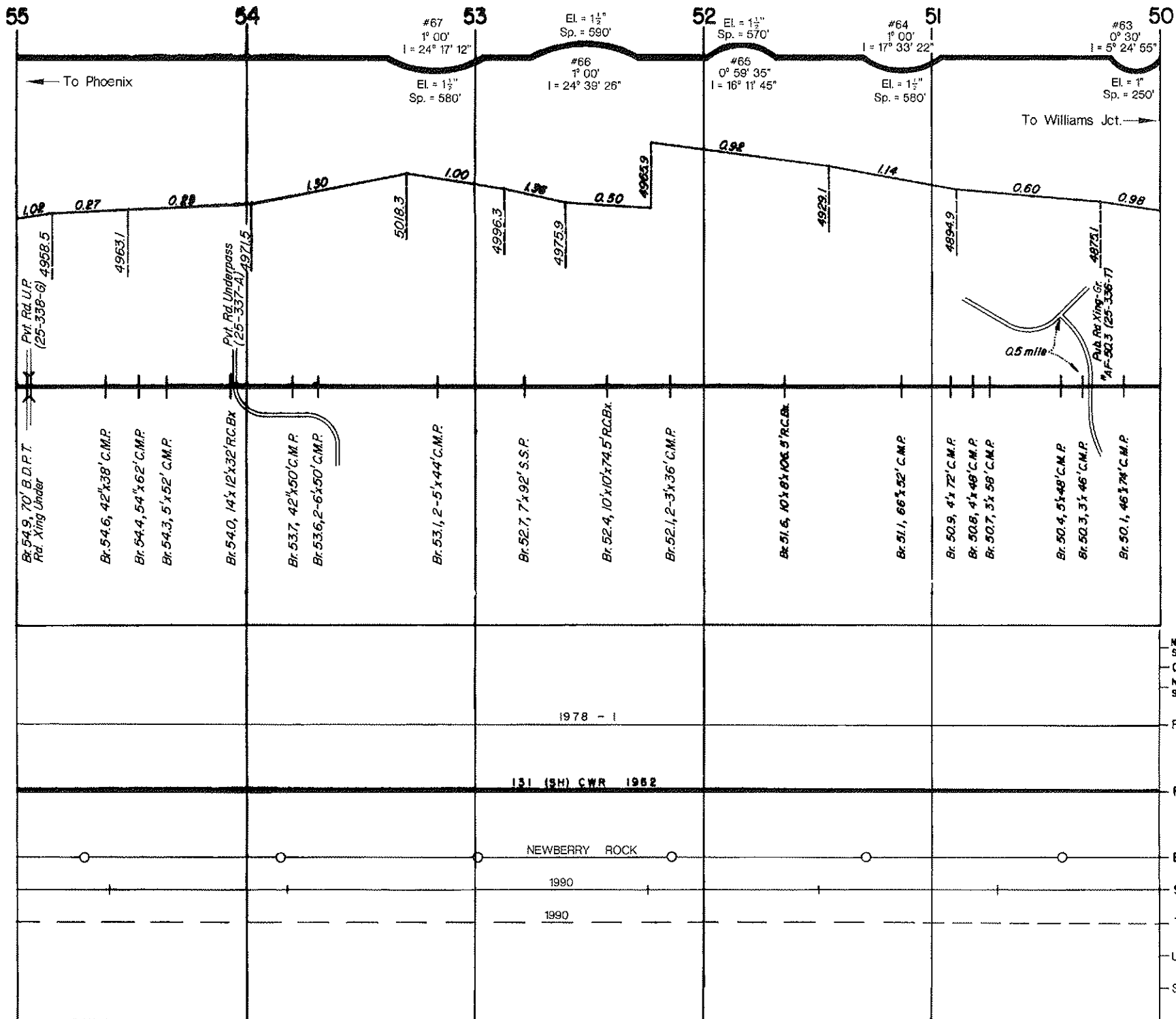


- NR SR NT
- CURVES
- NR SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

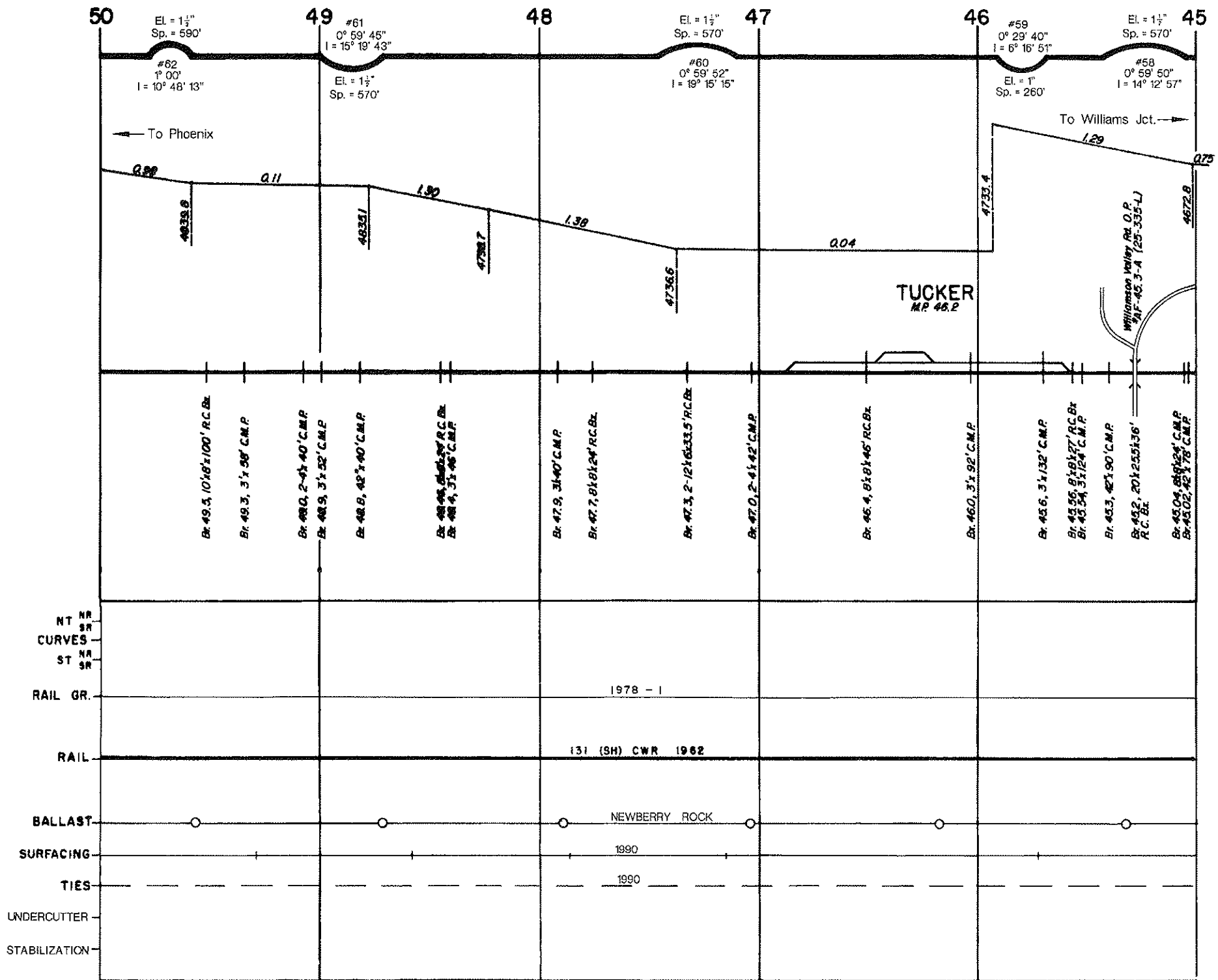


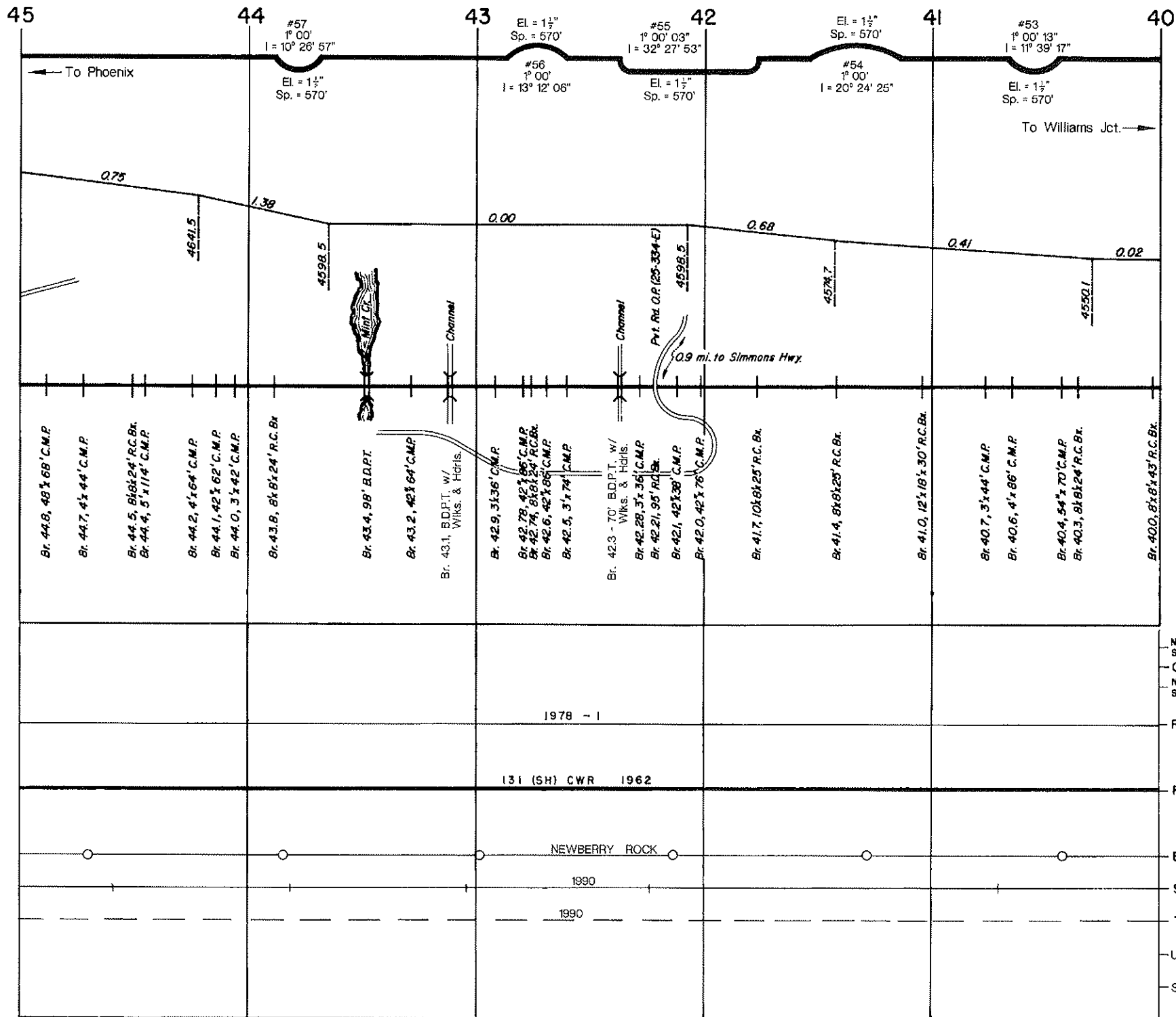


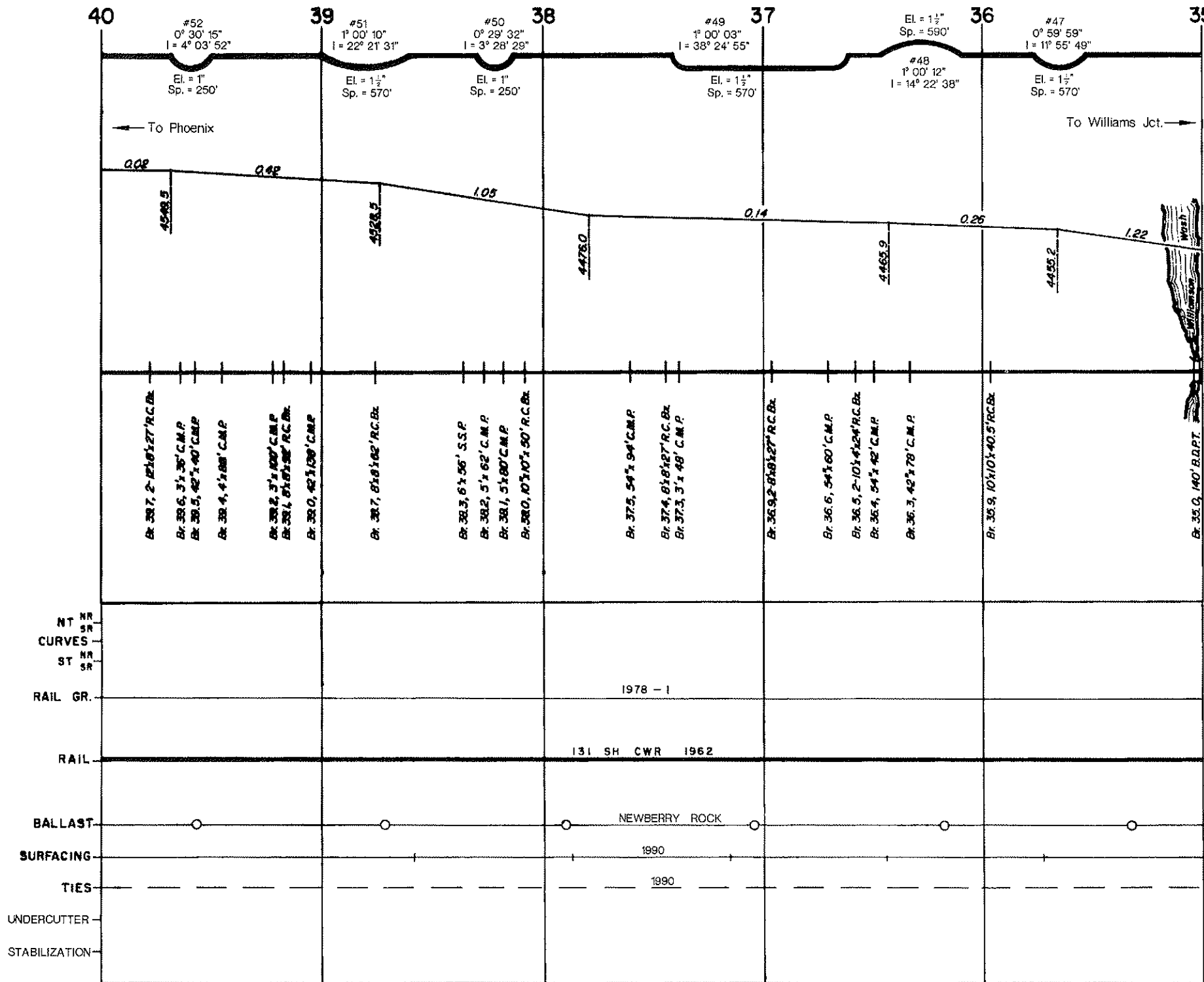


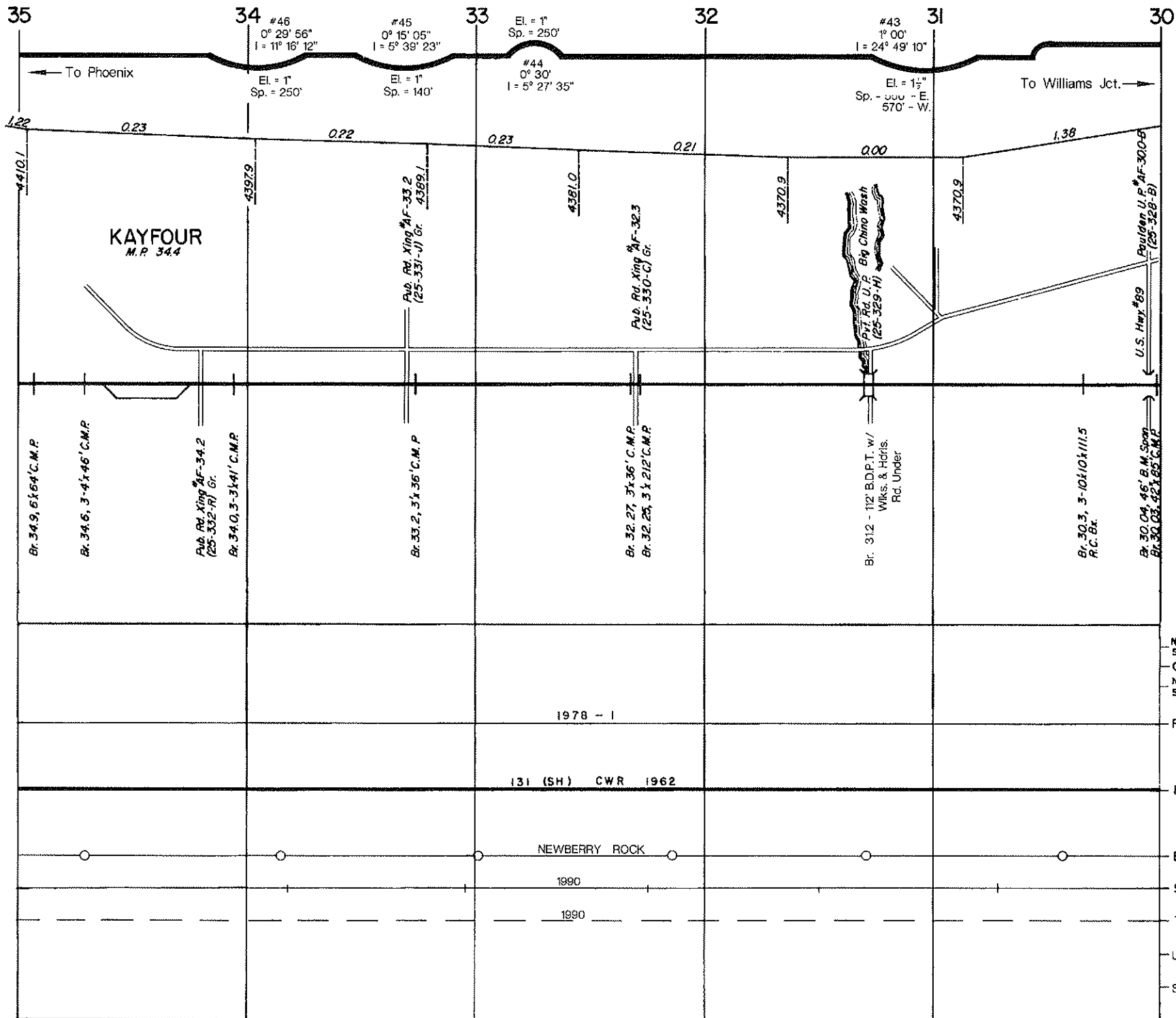


- NR NT
- SR NT
- CURVES
- NR ST
- SR ST
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

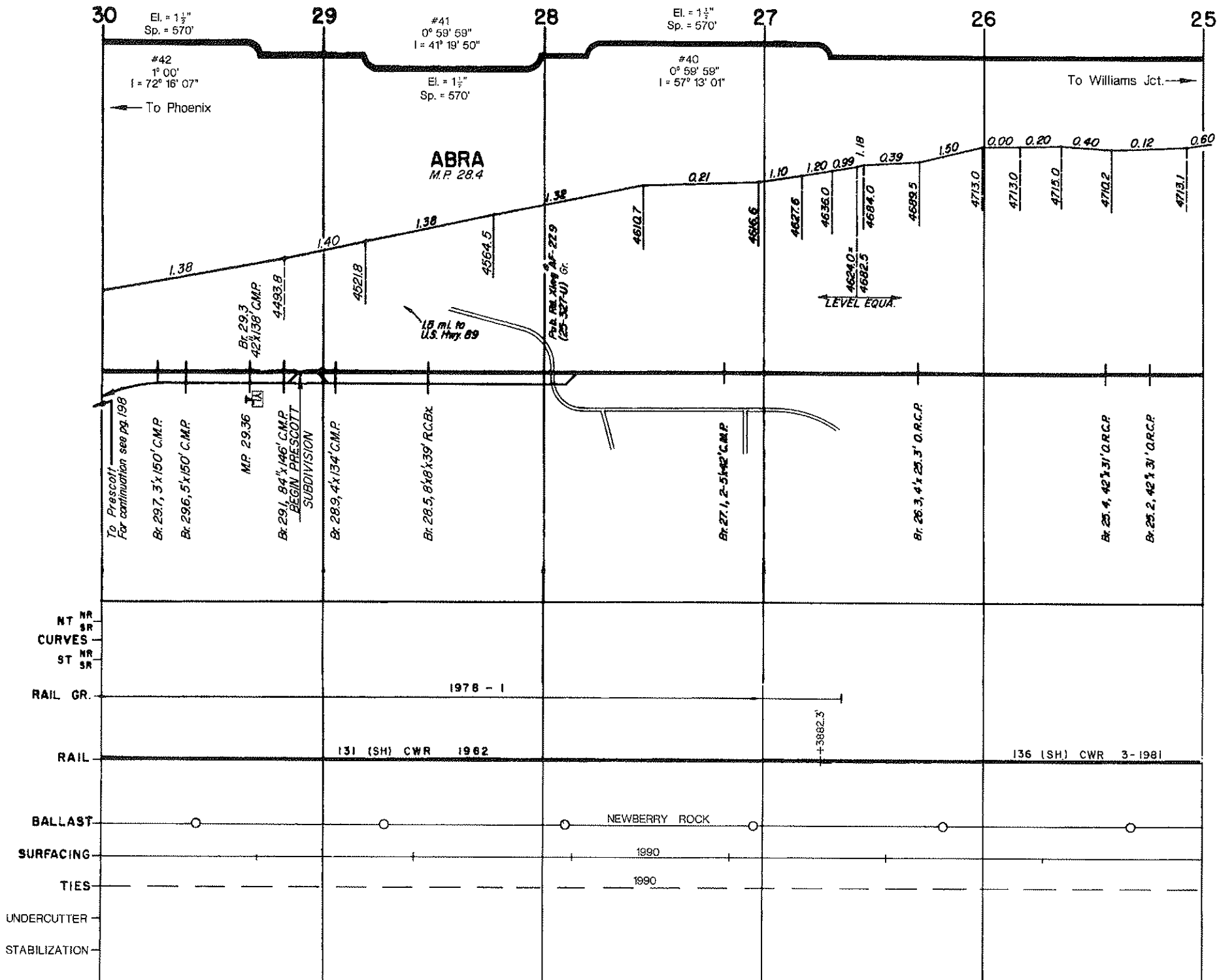








NR NT
 SR CURVES
 NR ST
 SR RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION



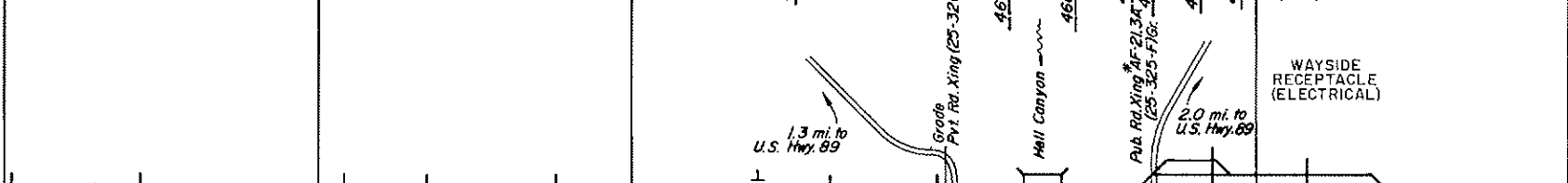
320 40 RS 25 24 30 40 23 22 30 35 21 20

El. = 2' Sp. = 140' #38 4° 28' 06" l = 26° 42' 20"
 El. = 2 1/2" Sp. = 190' #36 4° 02' 14" l = 26° 39' 29" #35 5° 59' 26" l = 51° 10' 40" El. = 3 1/2" Sp. = 230' #33 5° 53' l = 35° 30' 28"
 El. = 3 1/2" Sp. = 340' #37 4° 01' 12" l = 41° 42' 09" El. = 2 1/2" Sp. = 170' #34 5° 59' 30" l = 54° 39' 32" El. = 3 1/2" Sp. = 230' #32 4° 00' 40" l = 62° 26' 24"
 El. = 1" Sp. = 110' #31 2° 00' 40" l = 16° 03' 51"

← To Phoenix
 #39 2° 00' 46" l = 20° 46' 41"
 To Williams Jct. →

0.60 0.00 0.62 0.83 0.00 0.20 0.19 0.59 0.75 Comp. 1.00 Comp. 0.00 1.50 1.34 0.15 0.81 1.08 0.50 1.50 Comp. 0.43
 4722.1 4722.1 4734.1 4722.0 4722.0 4724.0 4720.0 4717.6 4698.7 4668.3 4668.3 4683.7 4687.8 4689.0 4694.6 4702.1 4705.1 4754.0

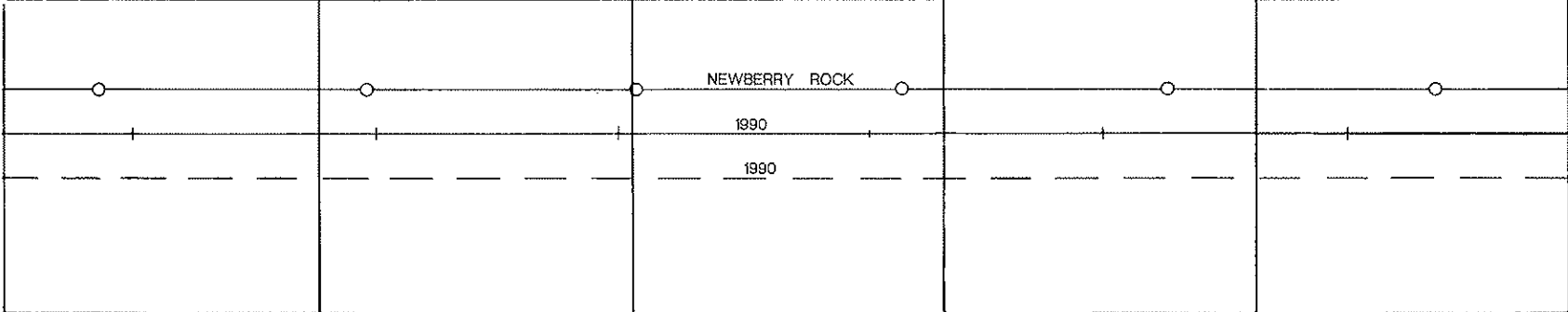
DRAKE
 M.P. 21.3
 Y



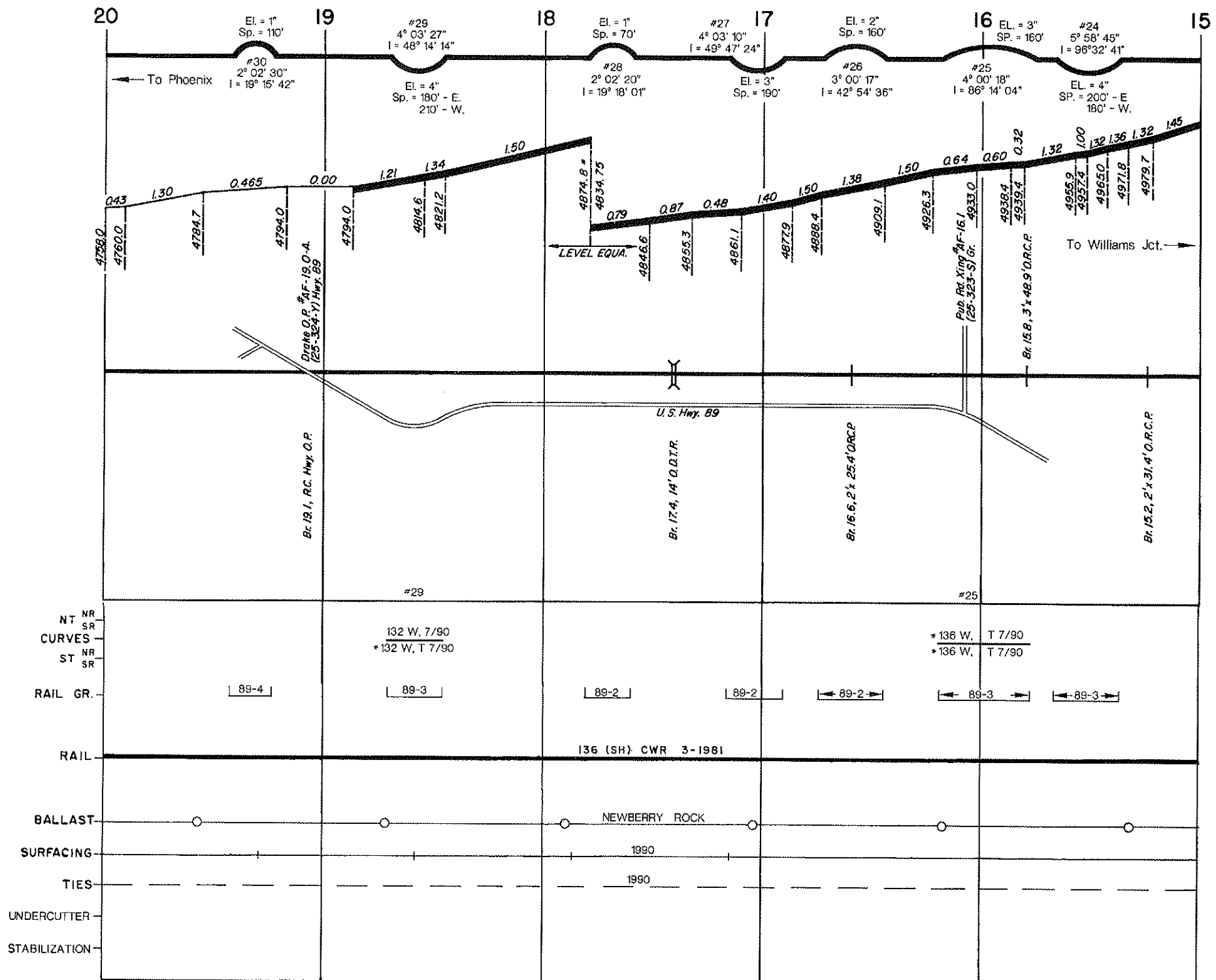
Br. 25.0, 41.66 1/2, 24' R.C. Bx.
 Br. 24.6, 42 1/2, 32.6, R.C.P.
 Br. 23.9, 2-41.33 1/2, 39' R.C. Bx.
 Br. 23.7, 3' x 40' R.C.P.
 Br. 23.2, 2-6' x 5' x 40.5' R.C. Bx.
 Br. 22.4, 81.6 x 58' C. Bx.
 Br. 22.0, 2 1/2 x 46.5' Tr. T. Bx.
 Br. 21.6, 6' x 6.1' B.D.O.G. on Str. Towers
 Br. 21.1, 3 1/2 x 57' O.R.C.P.
 Br. 20.8, 42 1/2 x 40.7' O.R.C.P.

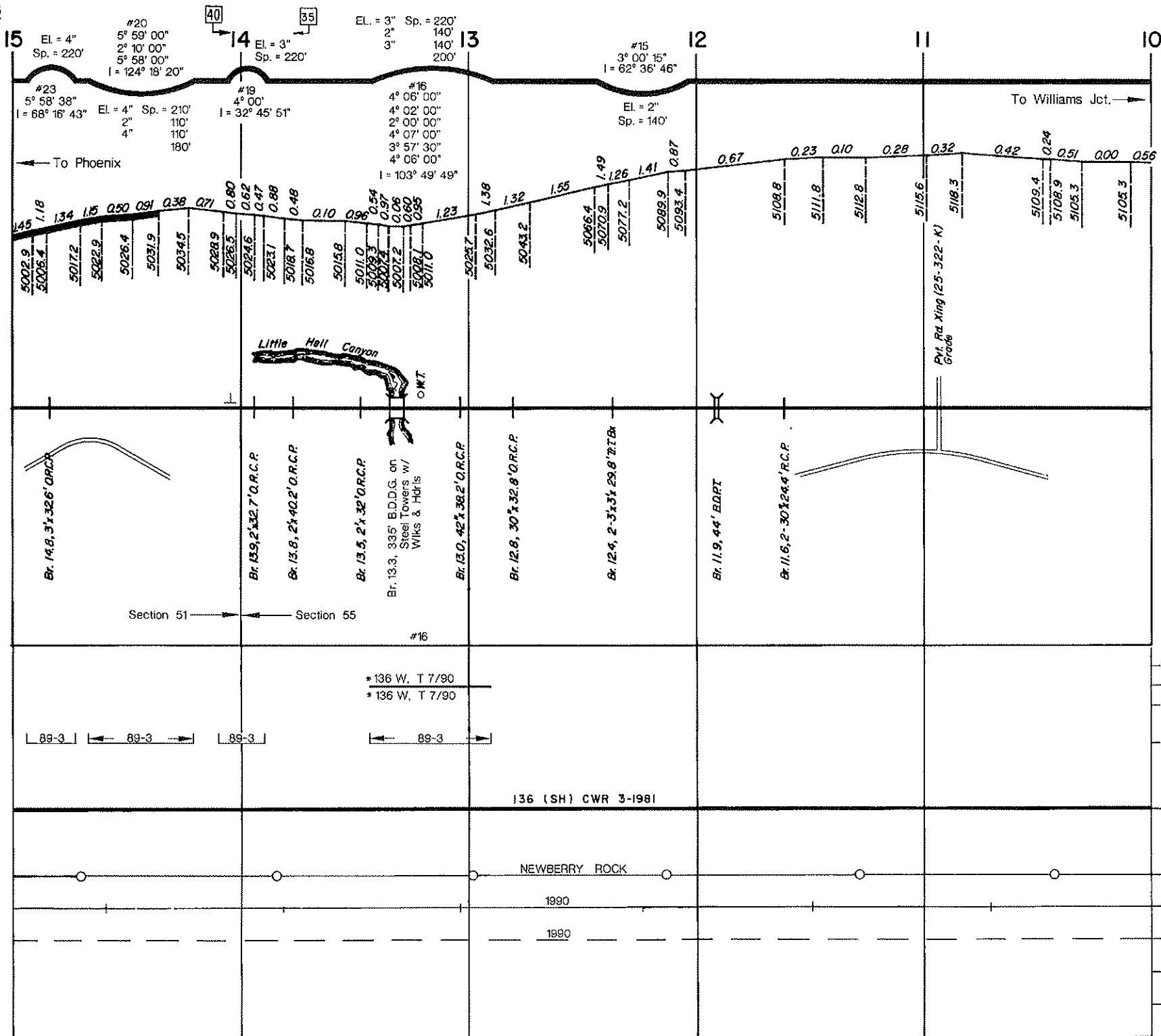
#35 #34 #33 #32
 *136 W, T 7/90 136 W, T 7/90 *136 W, T 7/90 *136 W, T 7/90
 *136 W, T 7/90 *136 W, T 7/90 *136 W, T 7/90 *136 W, T 7/90

[89-2] [89-3] [89-8] [89-3] [89-2]
 136 (SH) CWR 3-1981



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





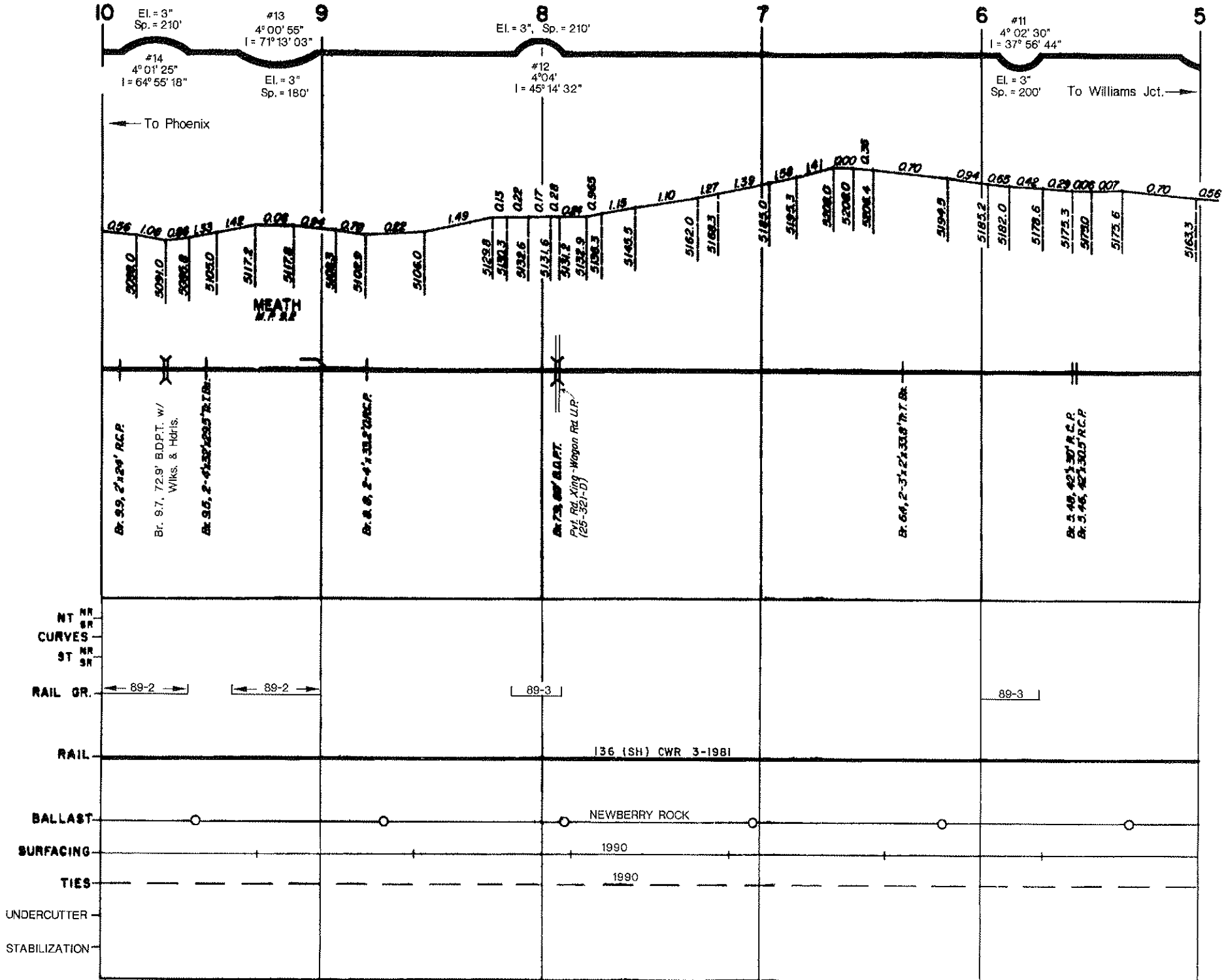
NR NT
 SR NT
 CURVES
 NR ST
 SR ST
 RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION

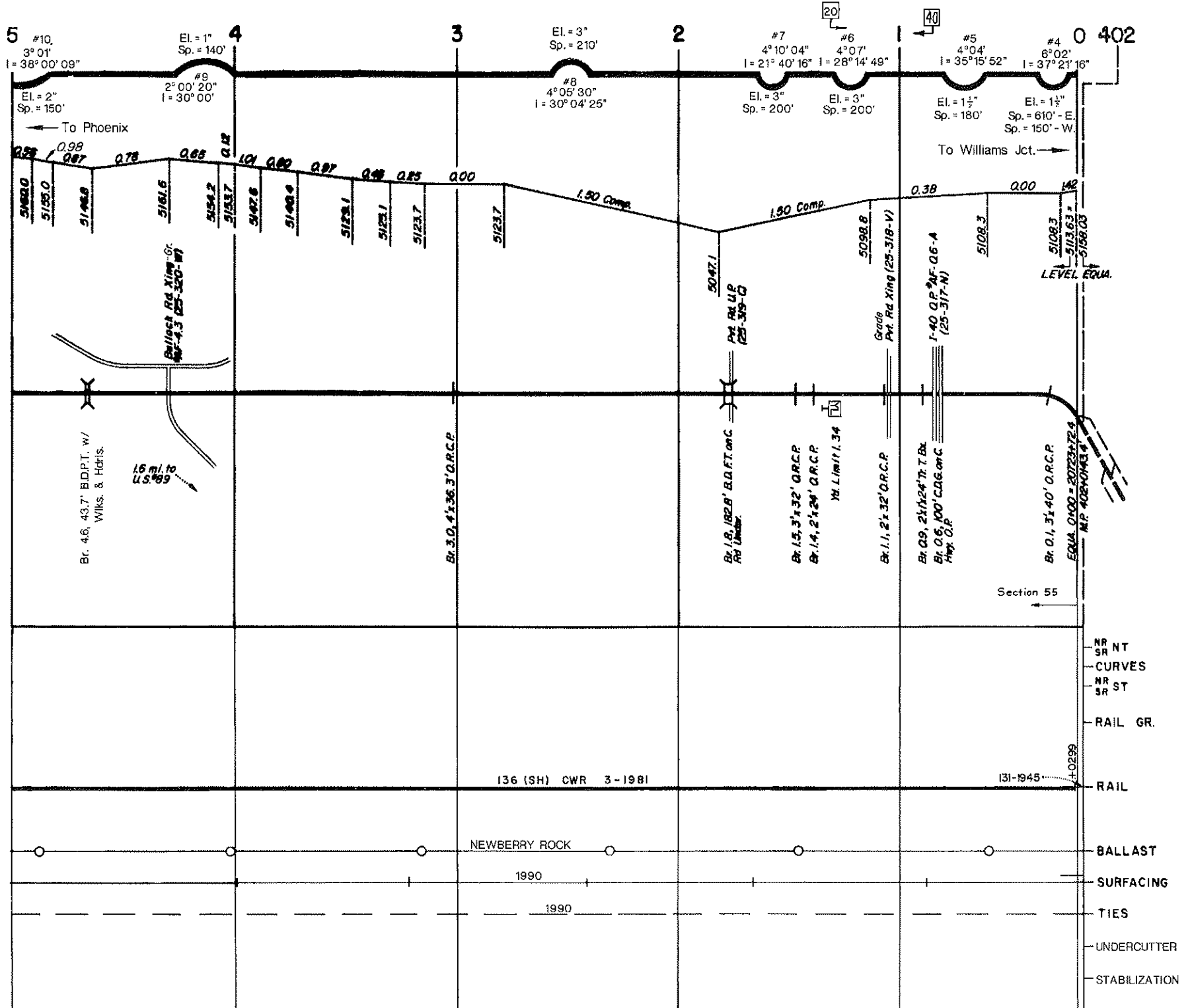
136 (SH) CWR 3-1981

NEWBERRY ROCK

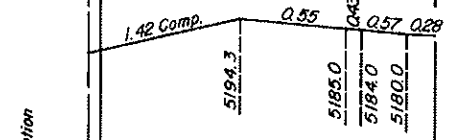
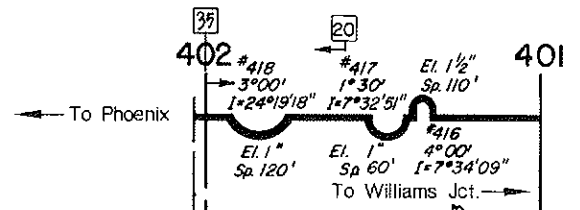
1990

1890





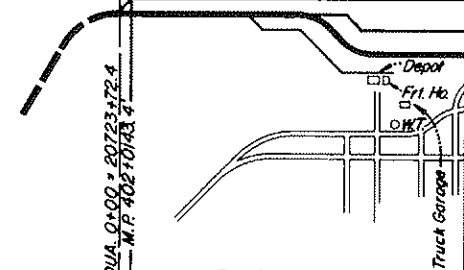
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See page 151 for continuation

ASH FORK
M.P. 401.2
Yd.

WAYSIDE
RECEPTACLE
(ELECTRICAL)
W.T. O

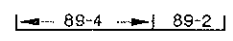


EQUA. 0+00 = 20723+72.4
 M.P. 402 TO 401.2

SECTION 55

#418

*131W 11-85
131J, T 11-85



NR NT
SR CURVES
NR ST
SR

RAIL GR.

131 - 1945

RAIL

ROCK

BALLAST

1988

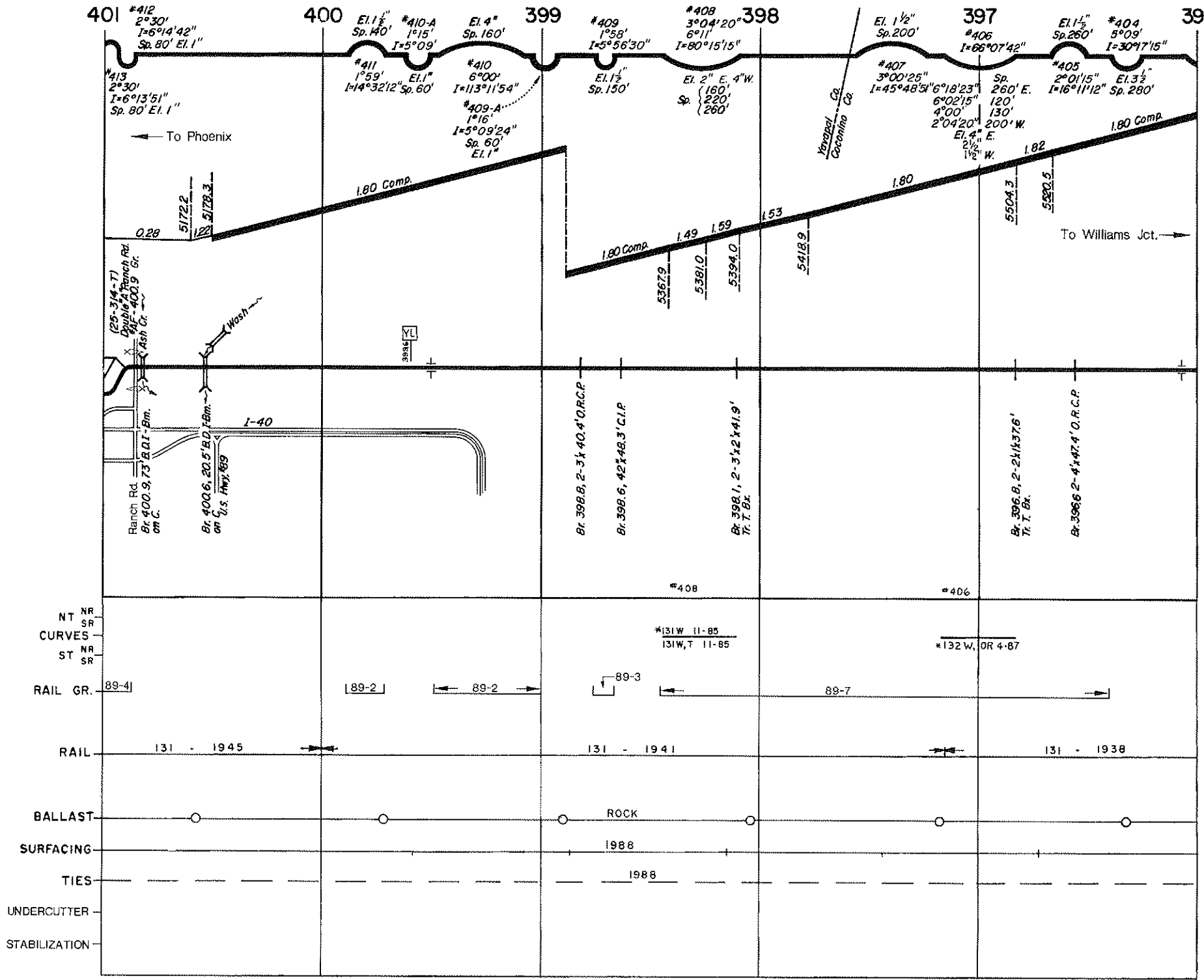
SURFACING

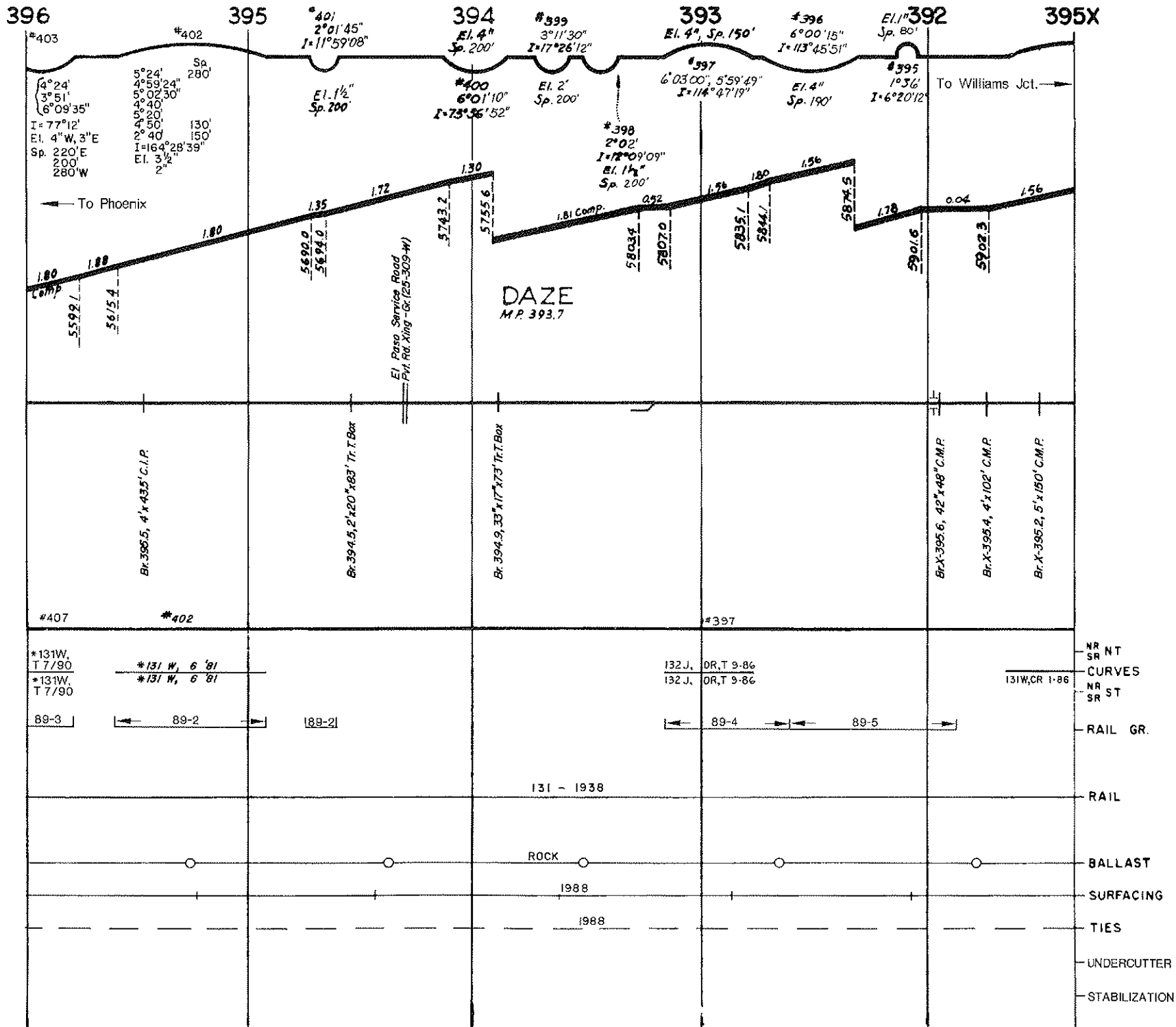
1988

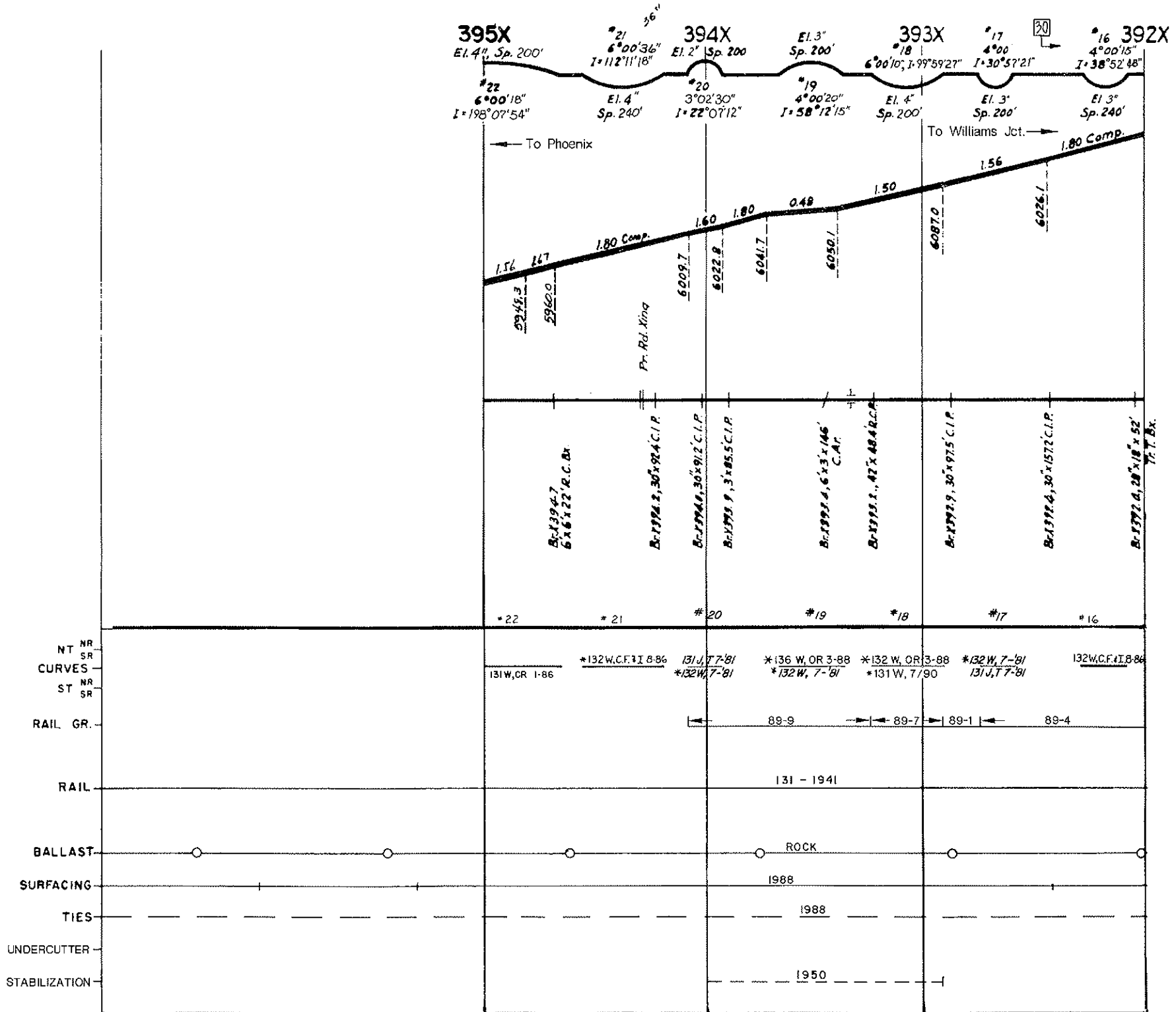
TIES

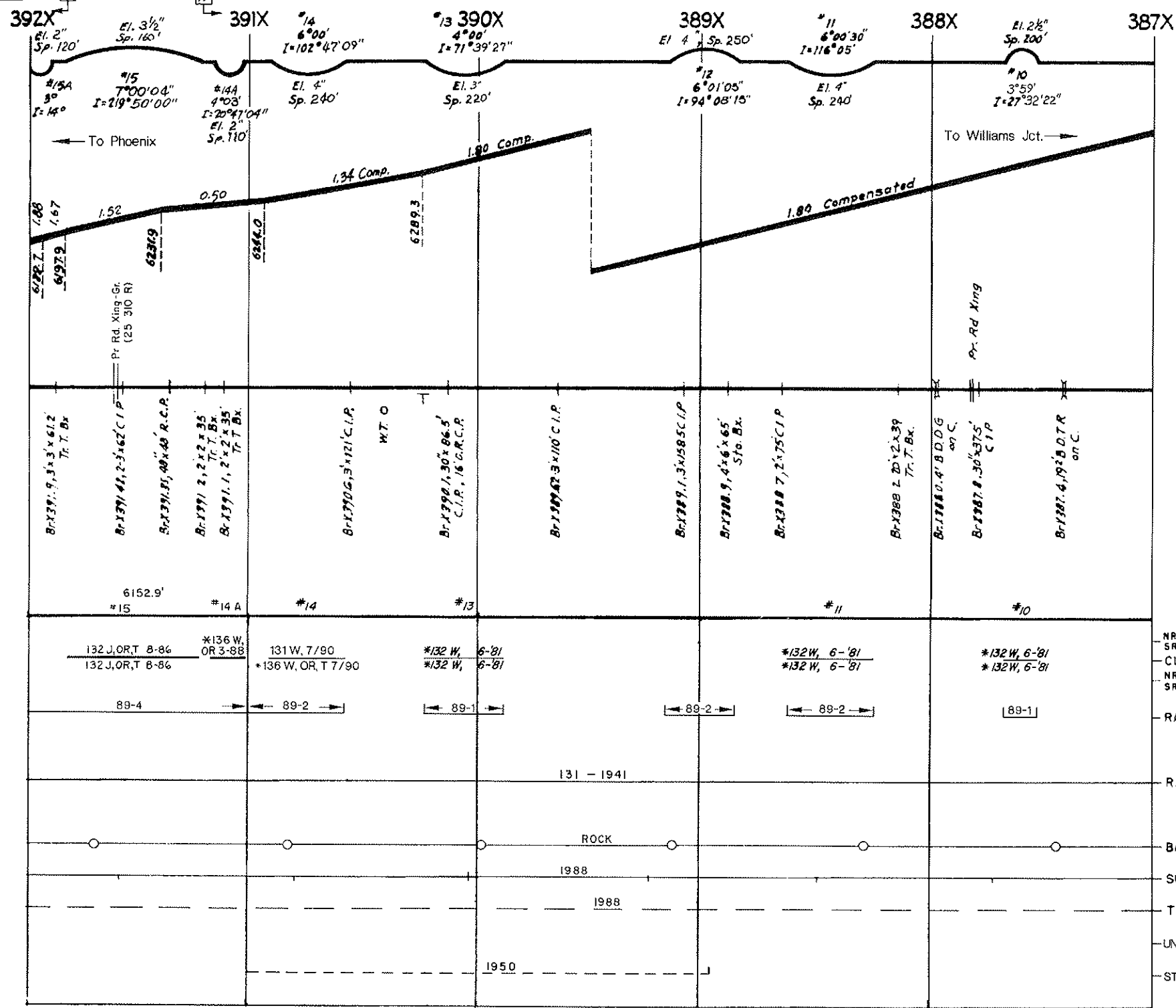
UNDERCUTTER

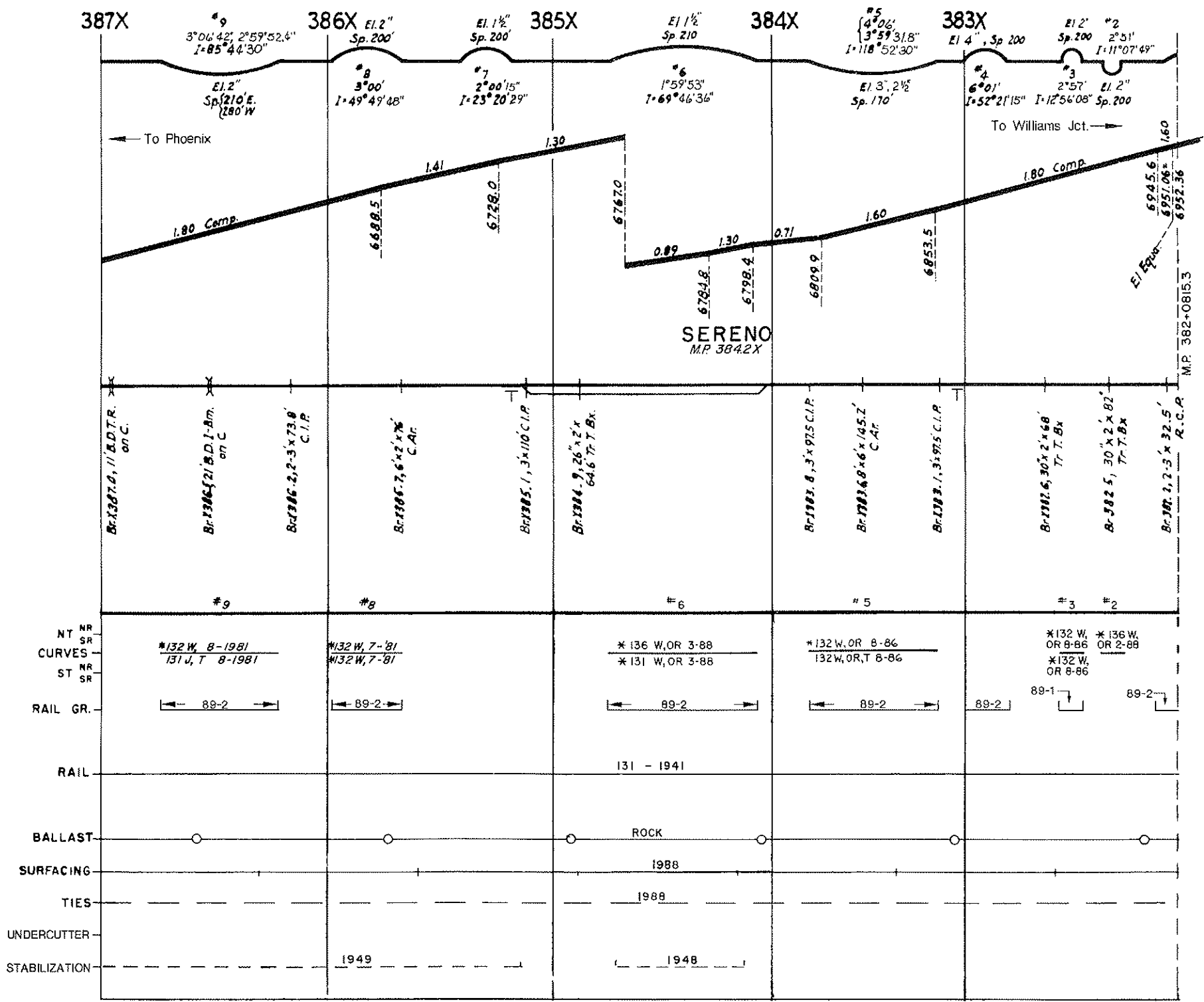
STABILIZATION











387X

386X

385X

384X

383X

SERENO
M.P. 384.2X

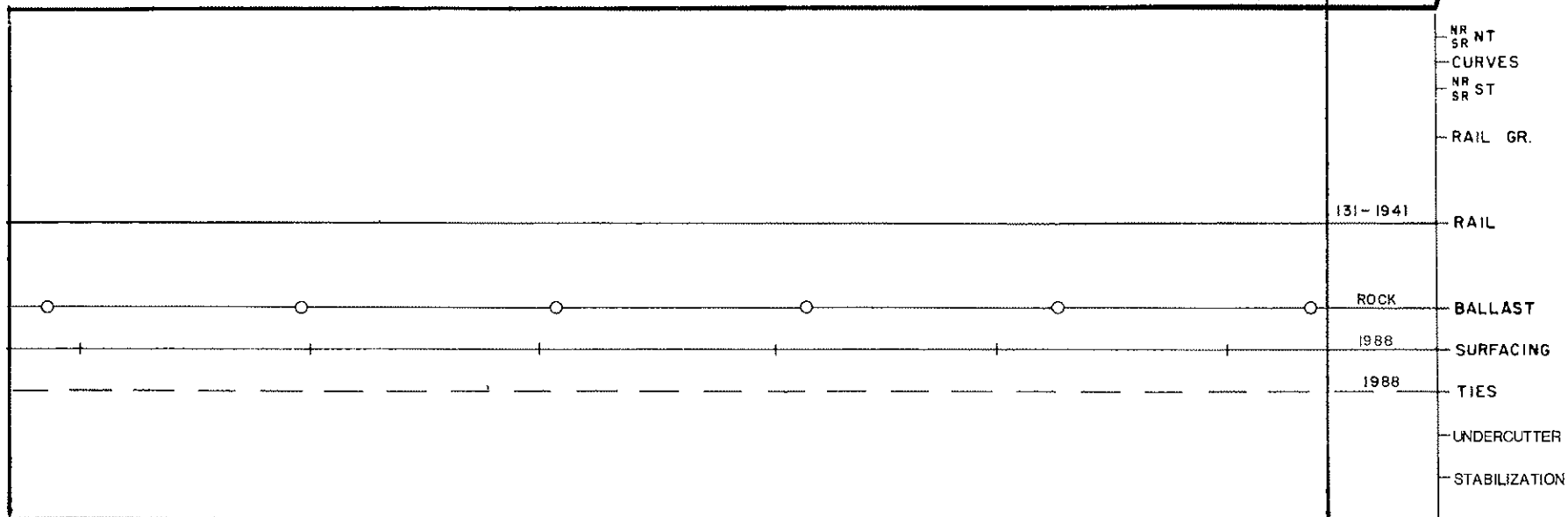
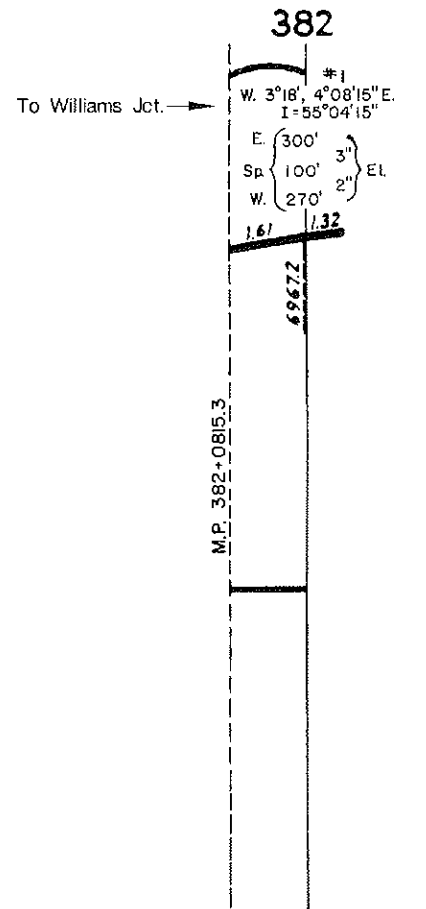
To Phoenix

To Williams Jct.

M.P. 382+0815.3

NT	NR						
SR	SR						
CURVES		*132 W, 8-1981 131 U, T 8-1981	*132 W, 7-81 132 W, 7-81	*136 W, OR 3-88 *131 W, OR 3-88	*132 W, OR 8-86 132 W, OR, T 8-86	*132 W, OR 8-86	*136 W, OR 2-88
ST	NR						
SR	SR						
RAIL GR.		88-2	89-2	89-2	89-2	89-2	89-1 89-2
RAIL				131 - 1941			
BALLAST				ROCK			
SURFACING				1988			
TIES				1988			
UNDERCUTTER							
STABILIZATION			1949	1948			

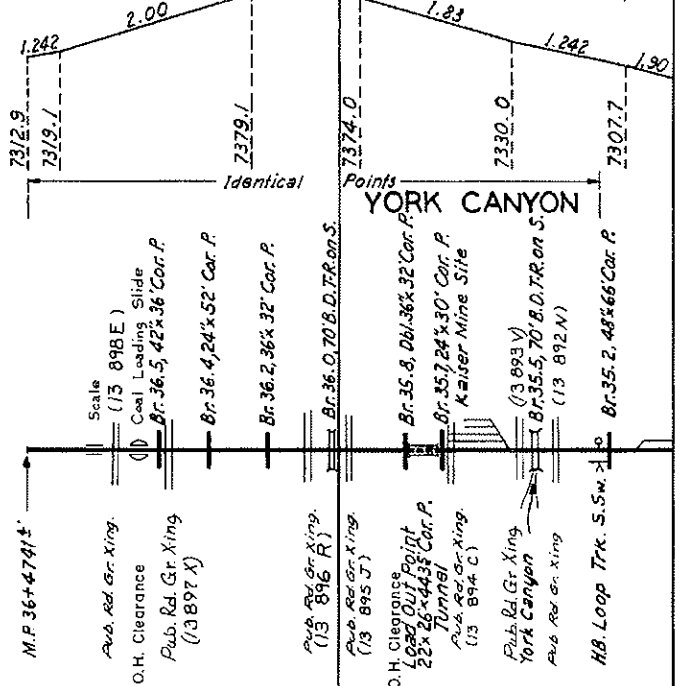
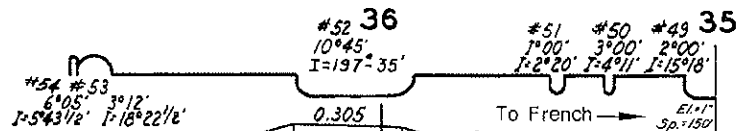
← To Phoenix



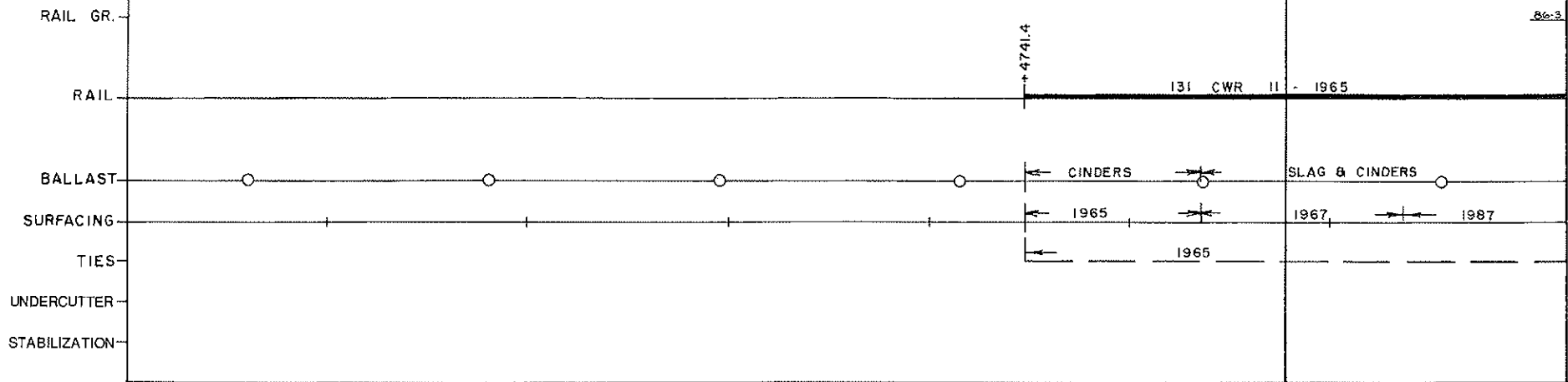
Phoenix Subdivision

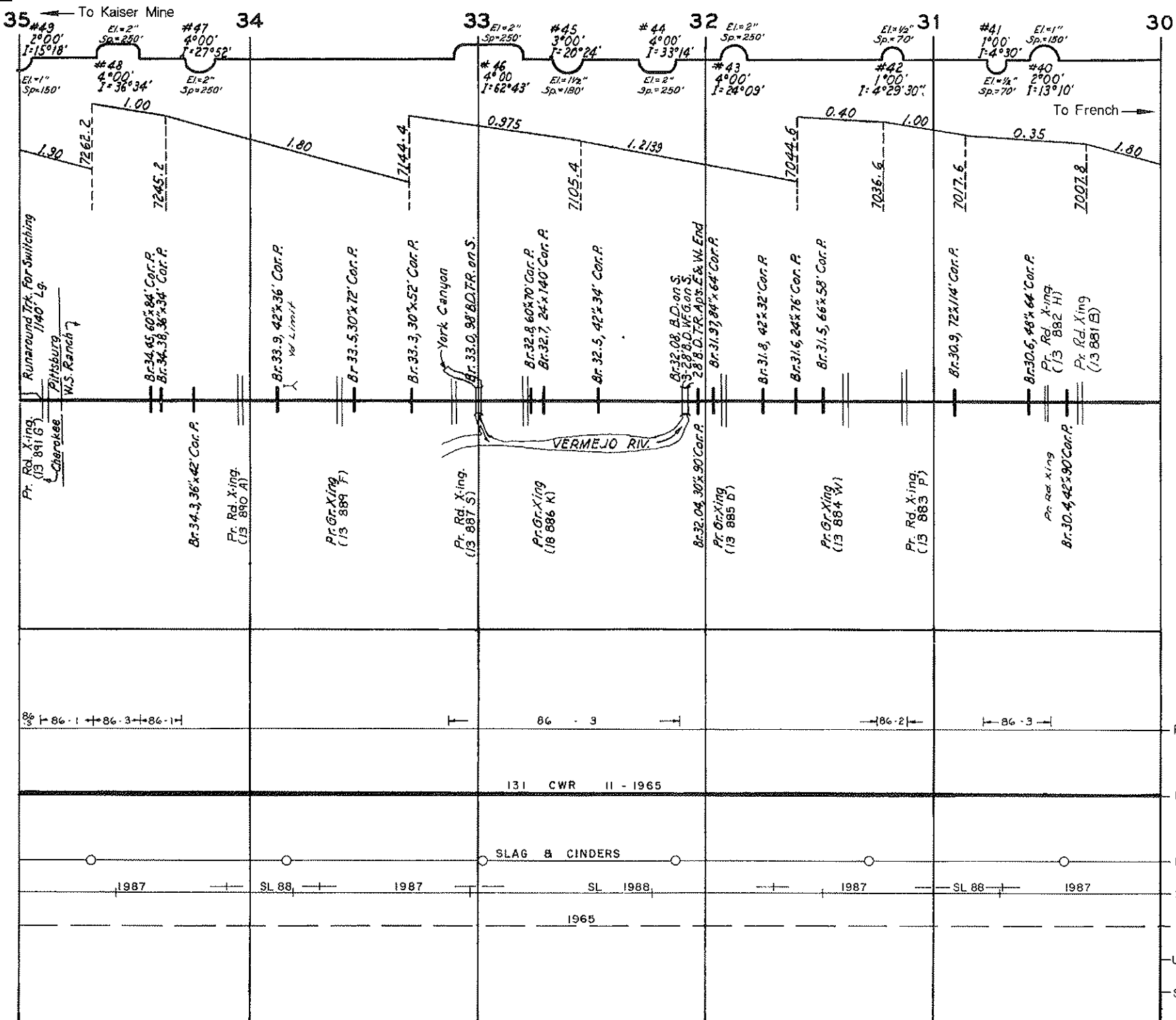
Williams Jct. (M.P. 375.1) to Phoenix (M.P. 194.0)

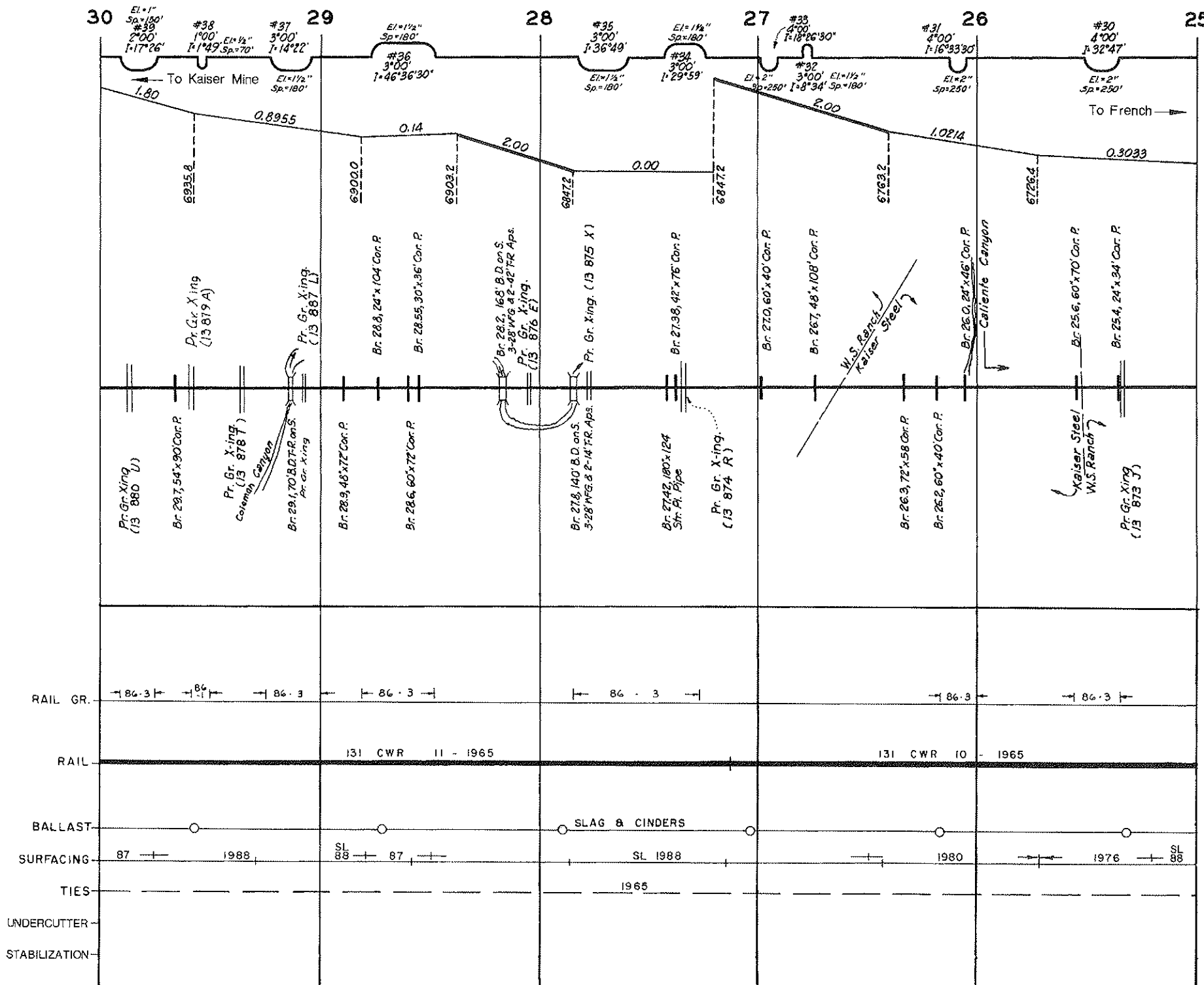
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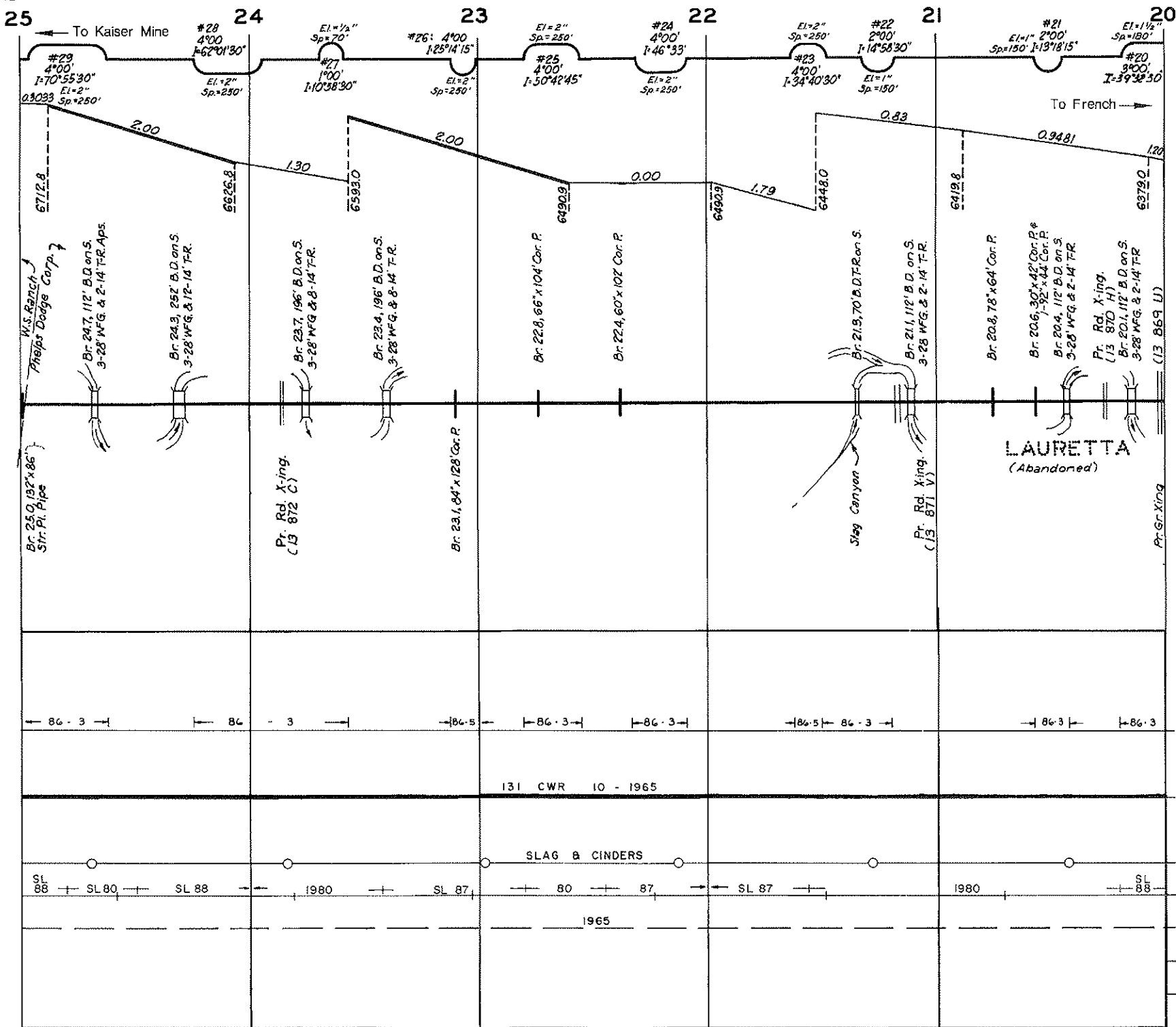


Section 25









15

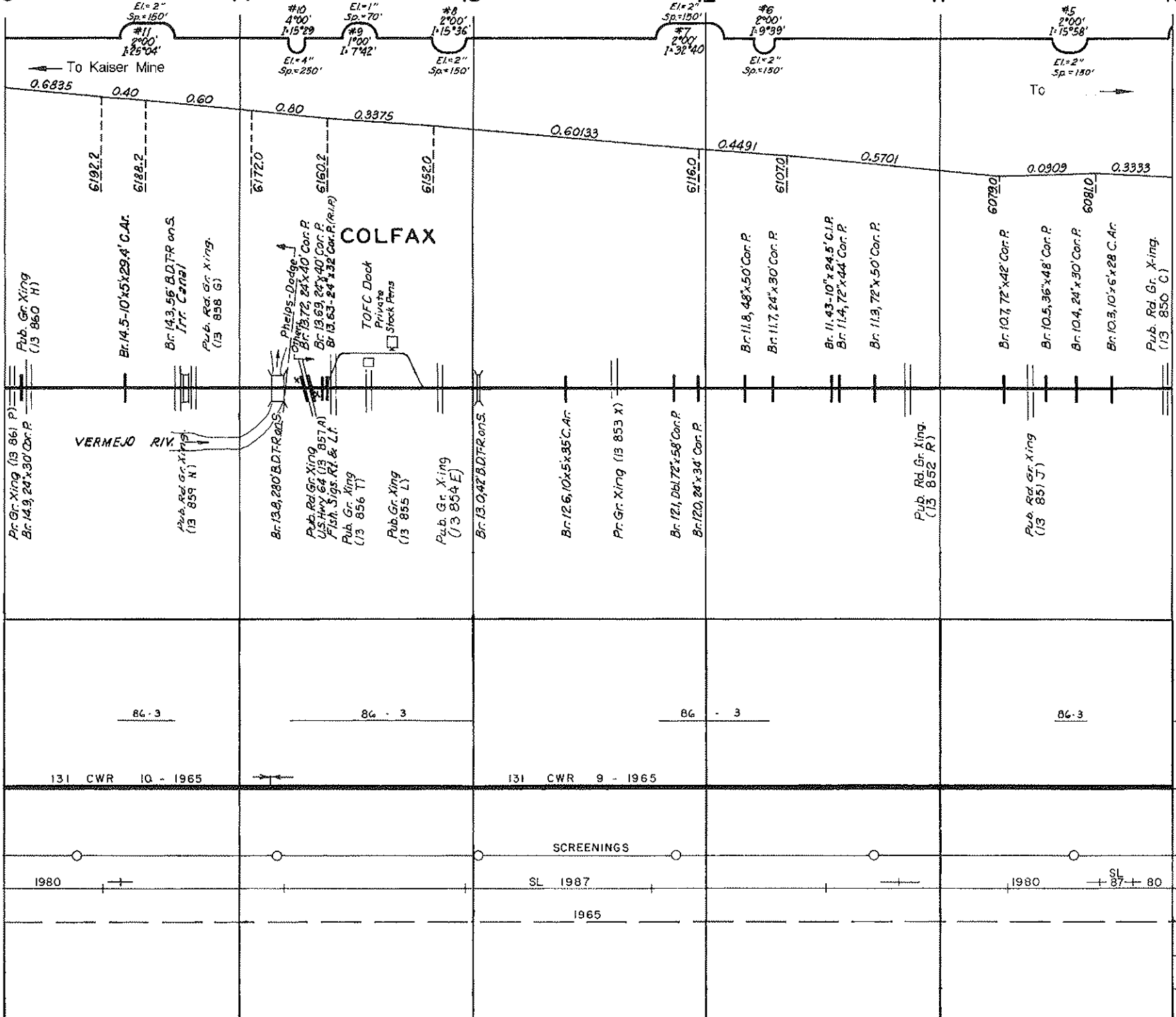
14

13

12

11

10



COLFAX

VERMEJO RIV.

To Kaiser Mine

To

86 - 3

86 - 3

86 - 3

86 - 3

131 CWR 10 - 1965

131 CWR 9 - 1965

SCREENINGS

1980

SL 1987

1980

SL 87 + 80

1965

RAIL GR.

RAIL

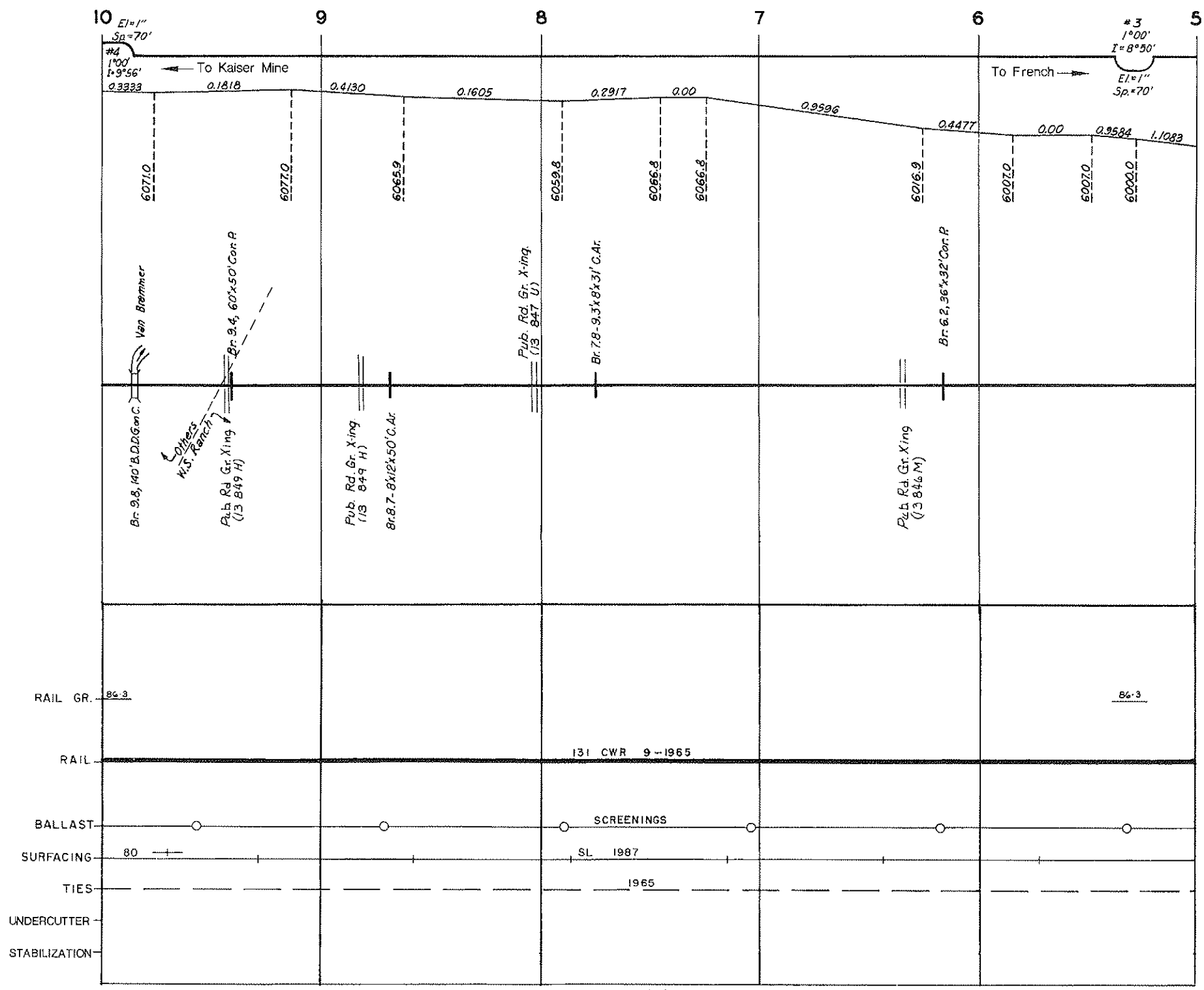
BALLAST

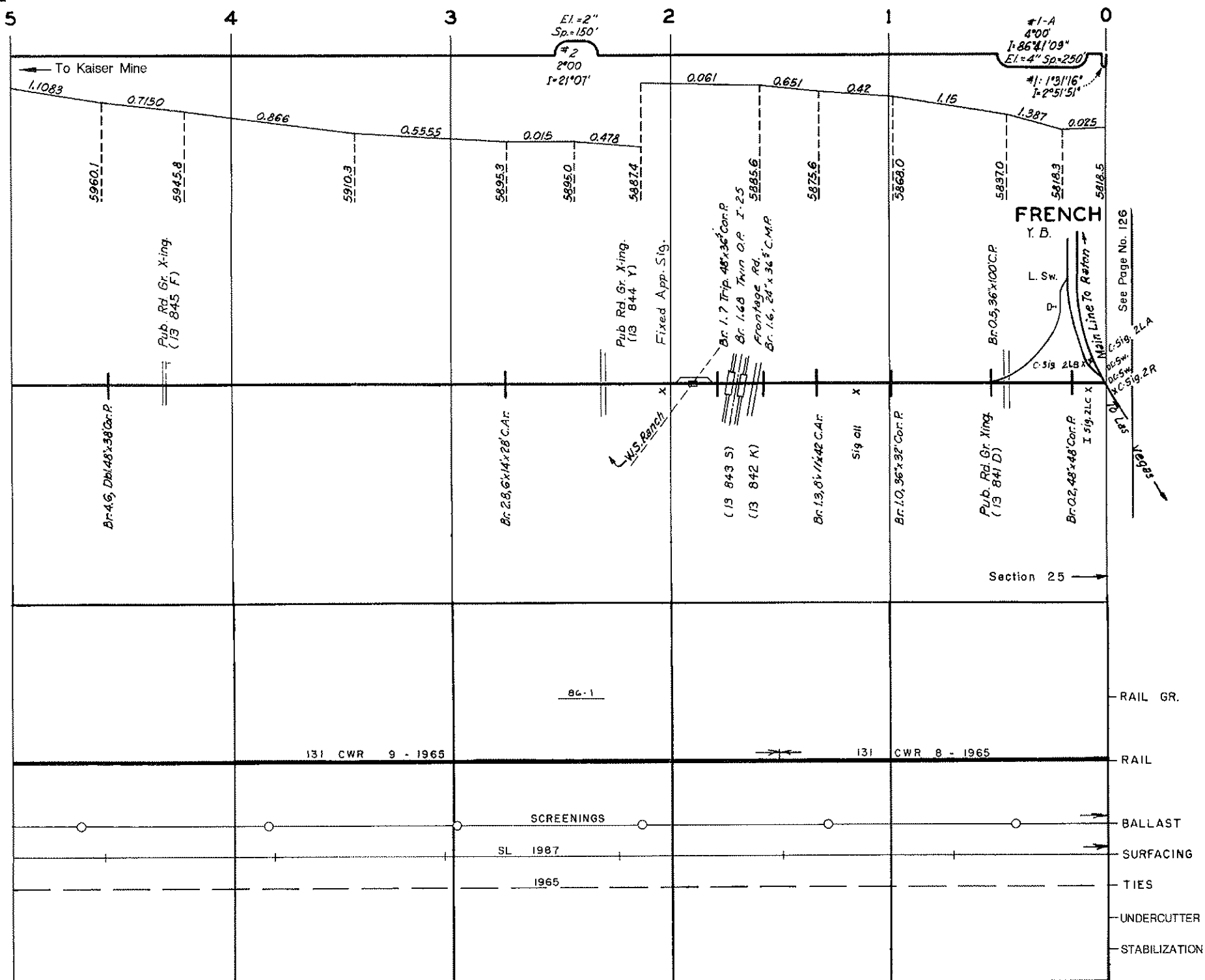
SURFACING

TIES

UNDERCUTTER

STABILIZATION

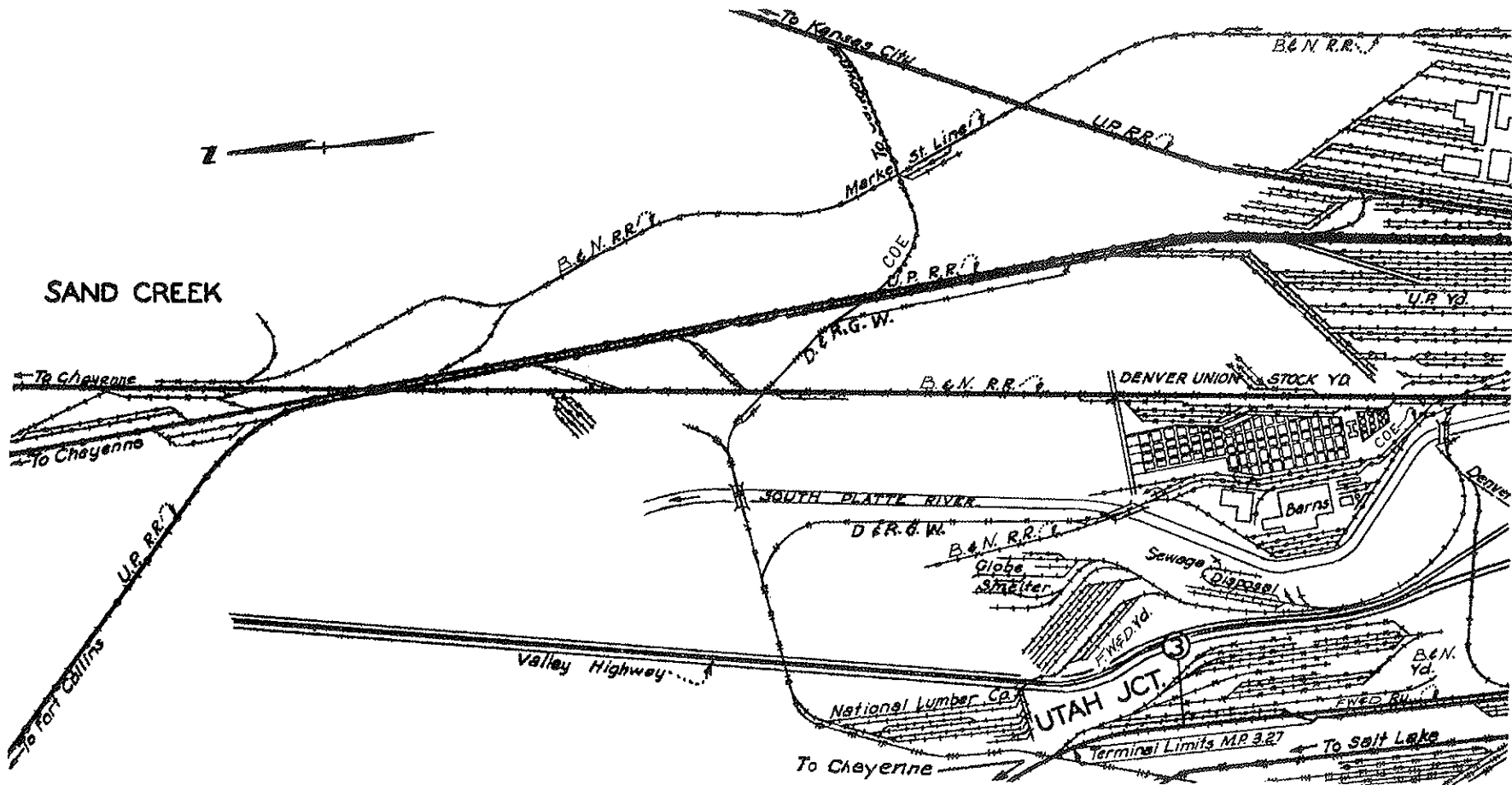


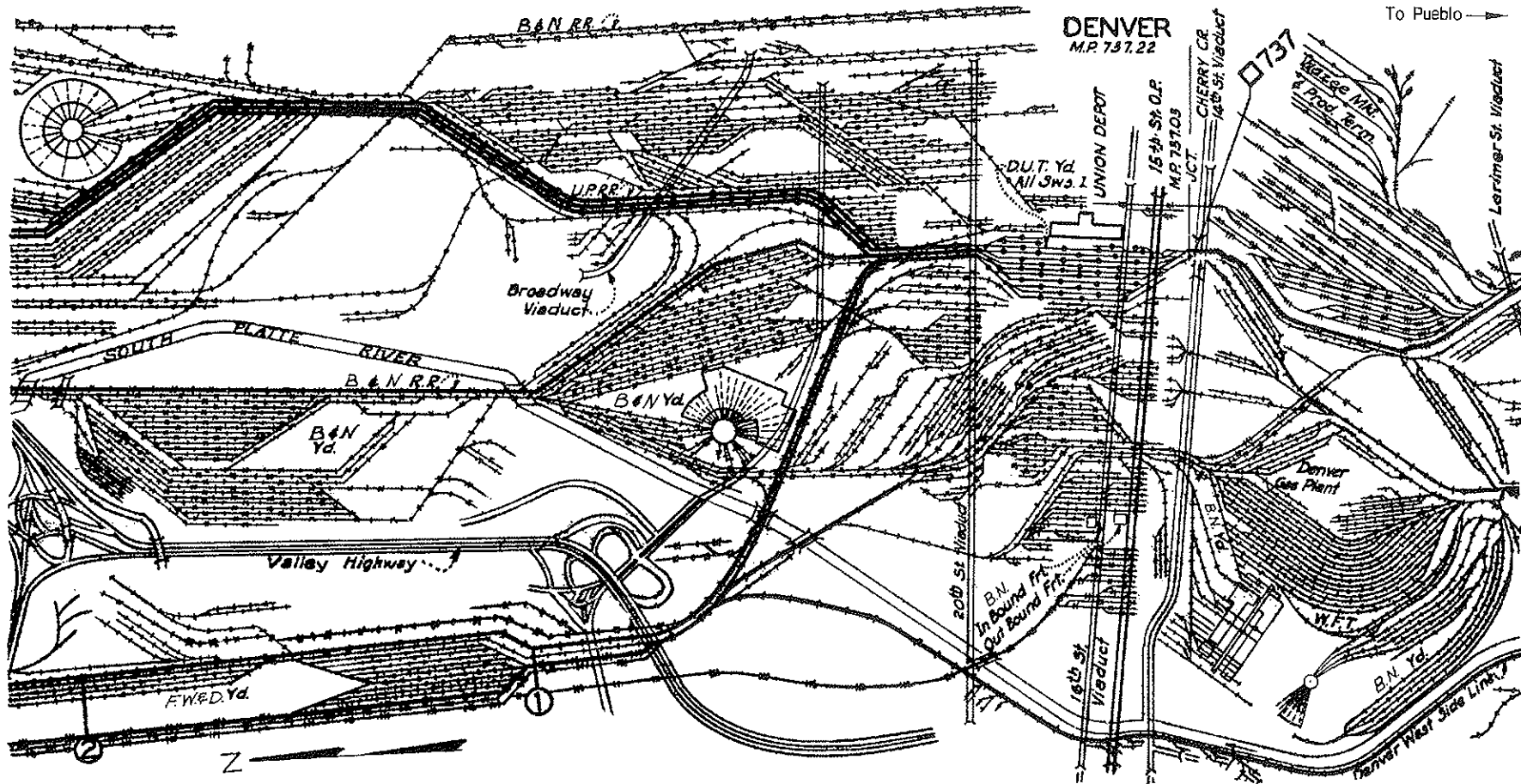


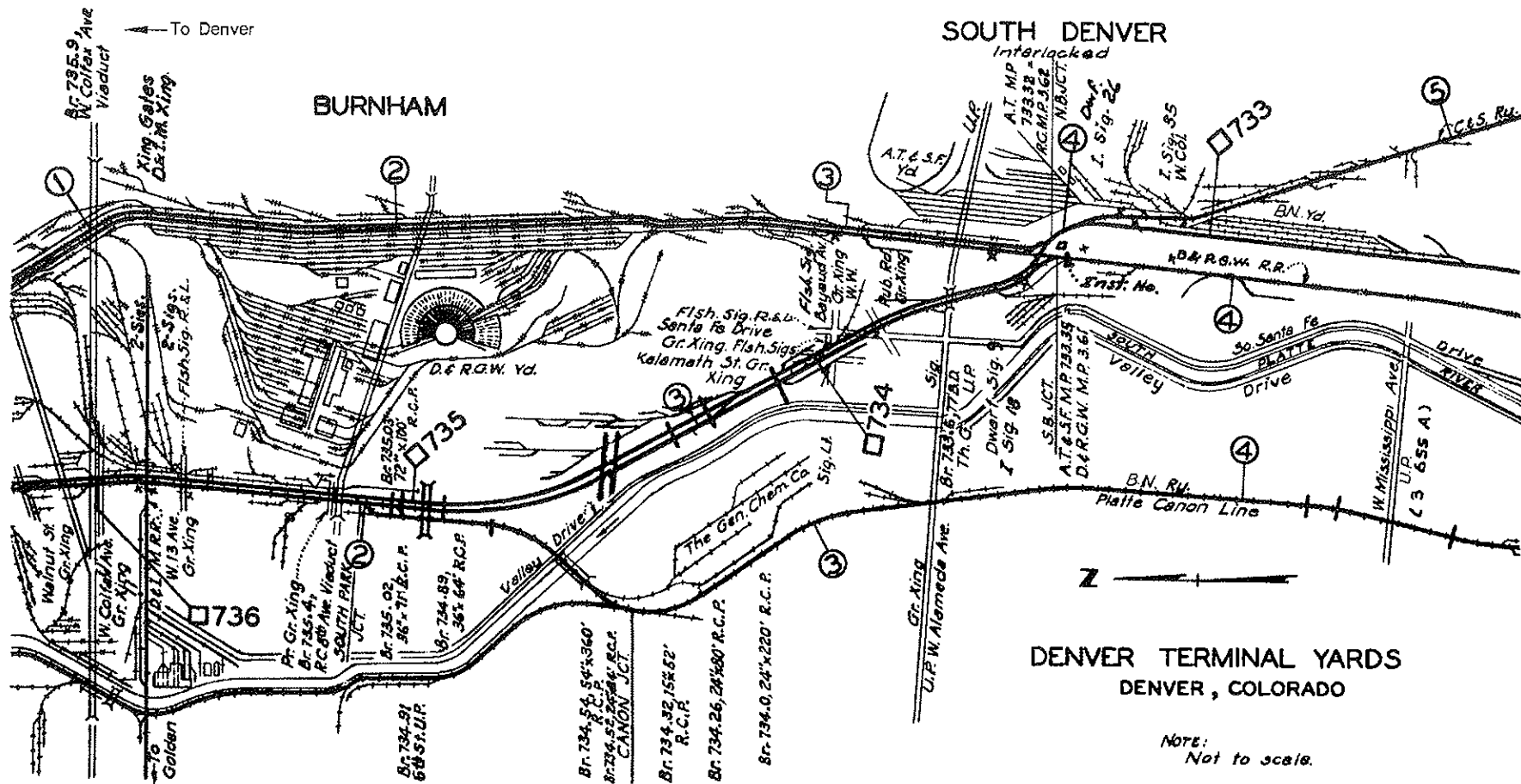
York Canyon Subdivision

French (M.P. 0.0) to York Canyon (M.P. 36.9)

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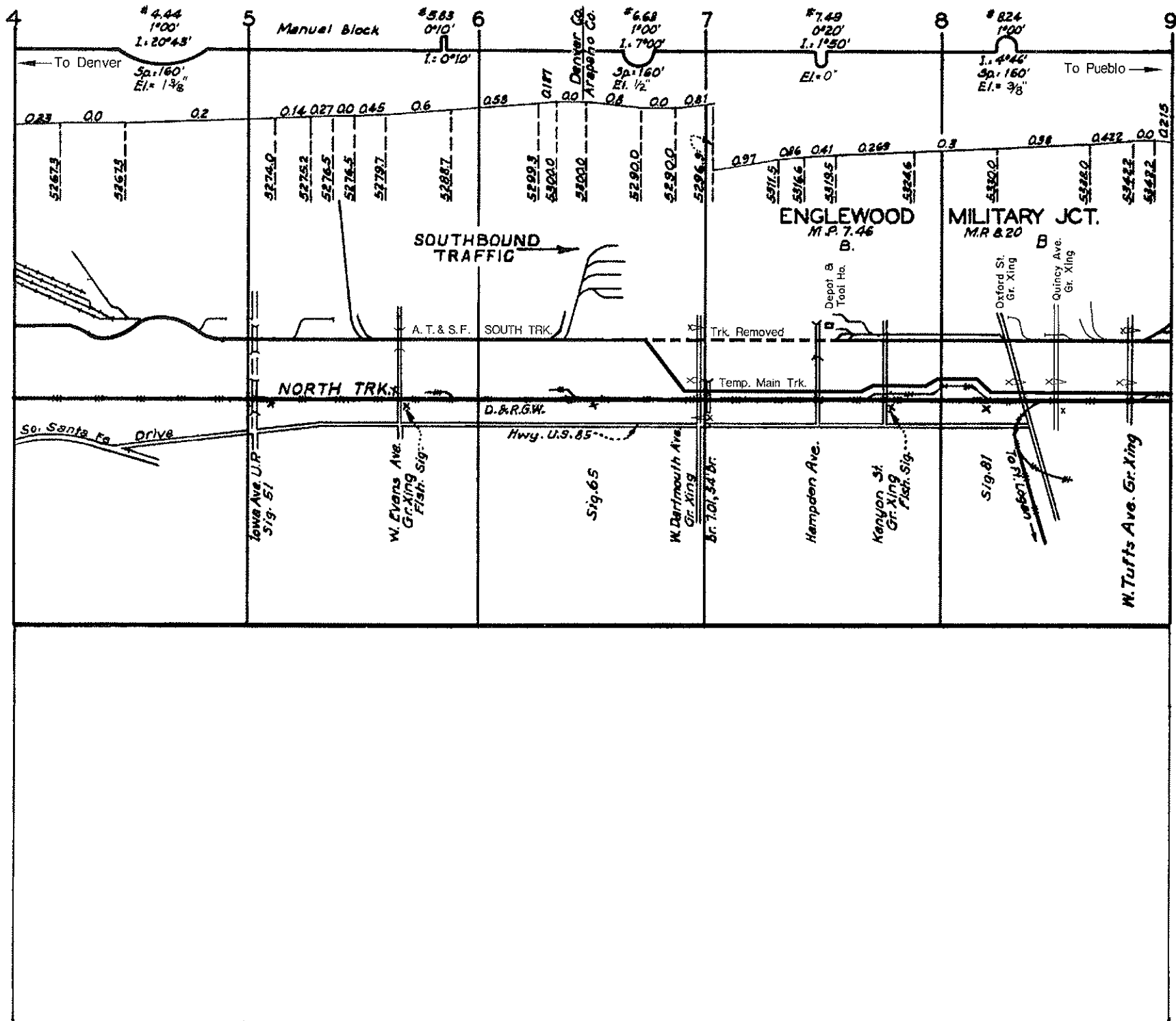
BURNHAM

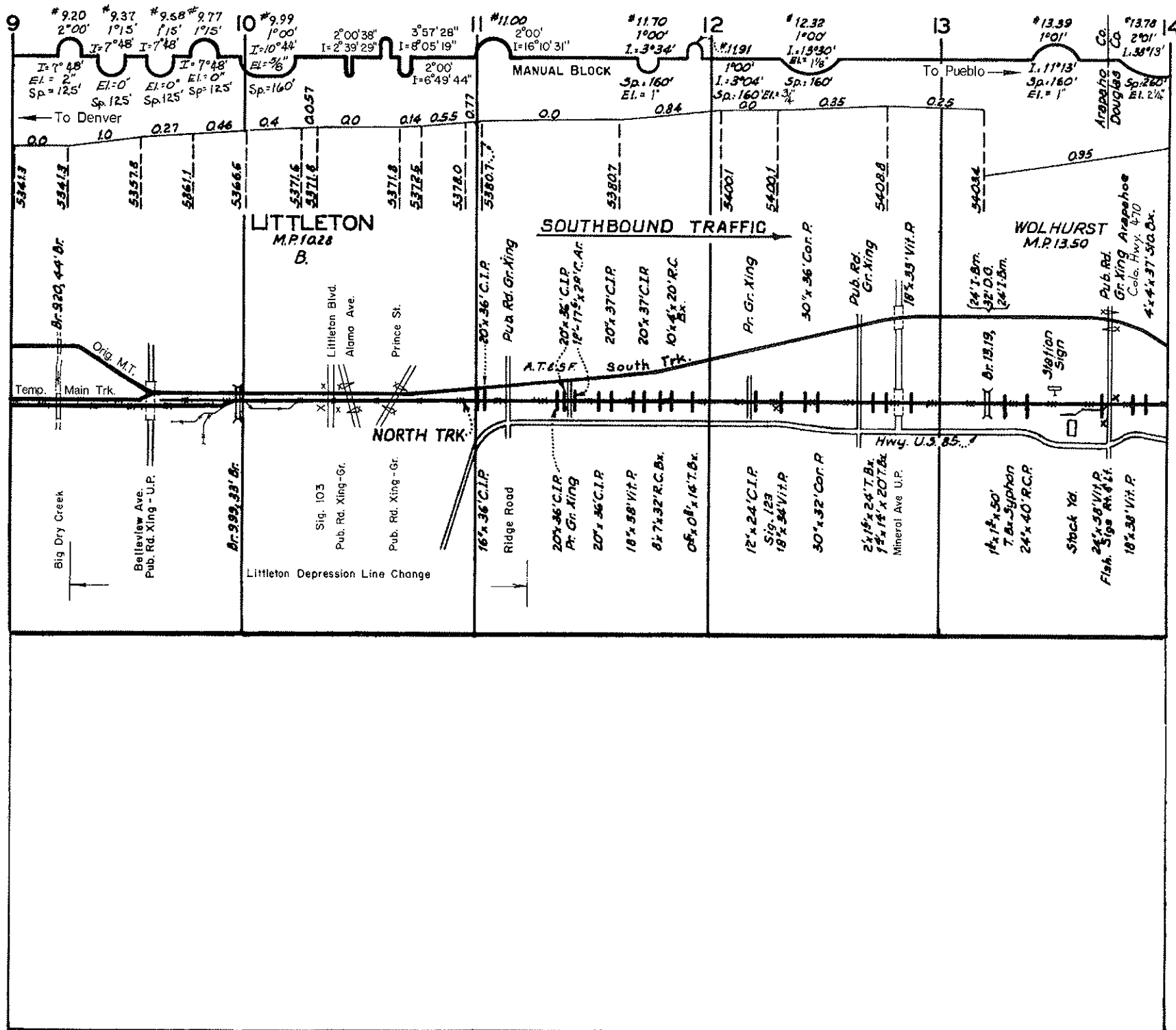
SOUTH DENVER

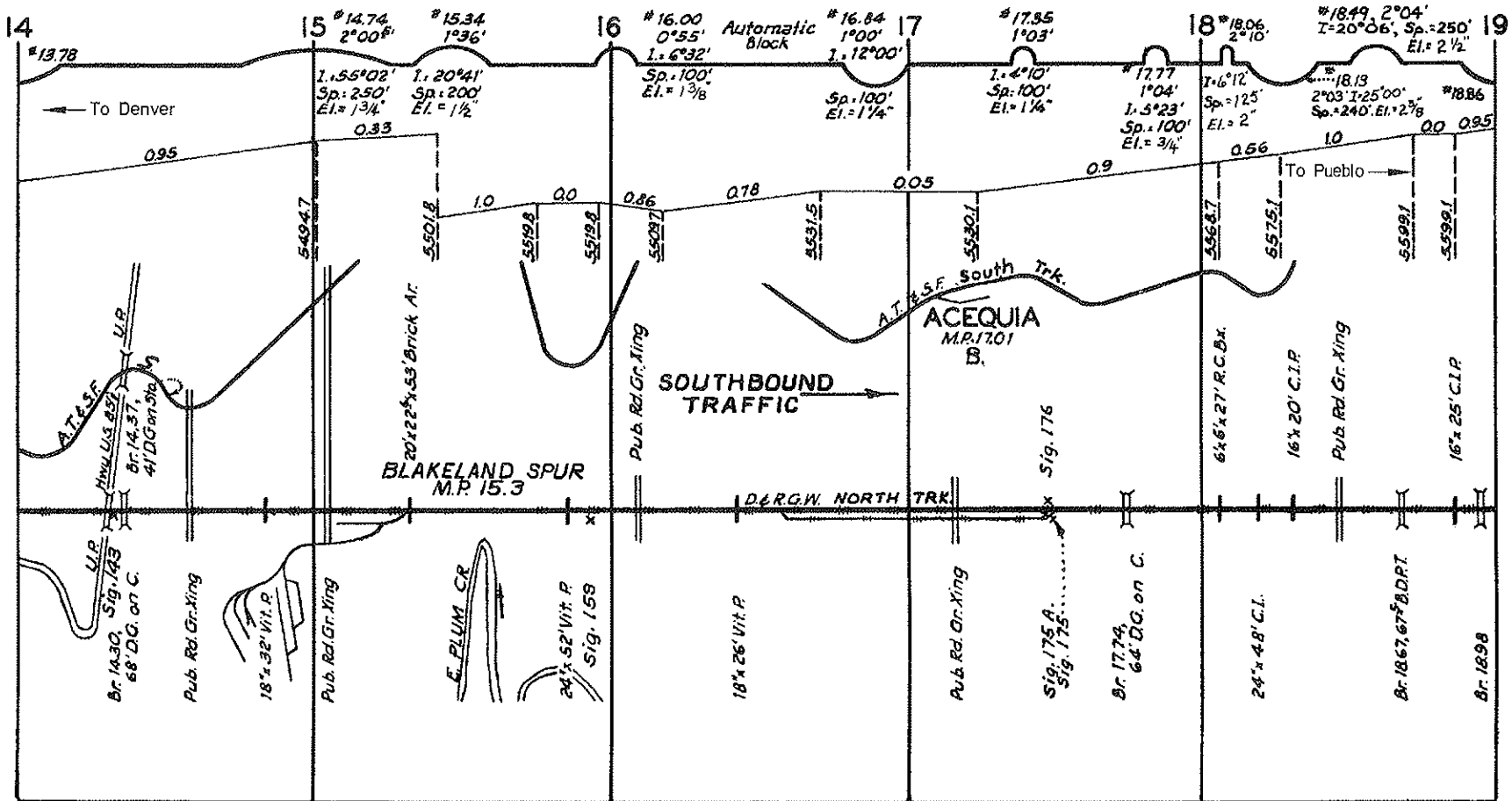
To Denver

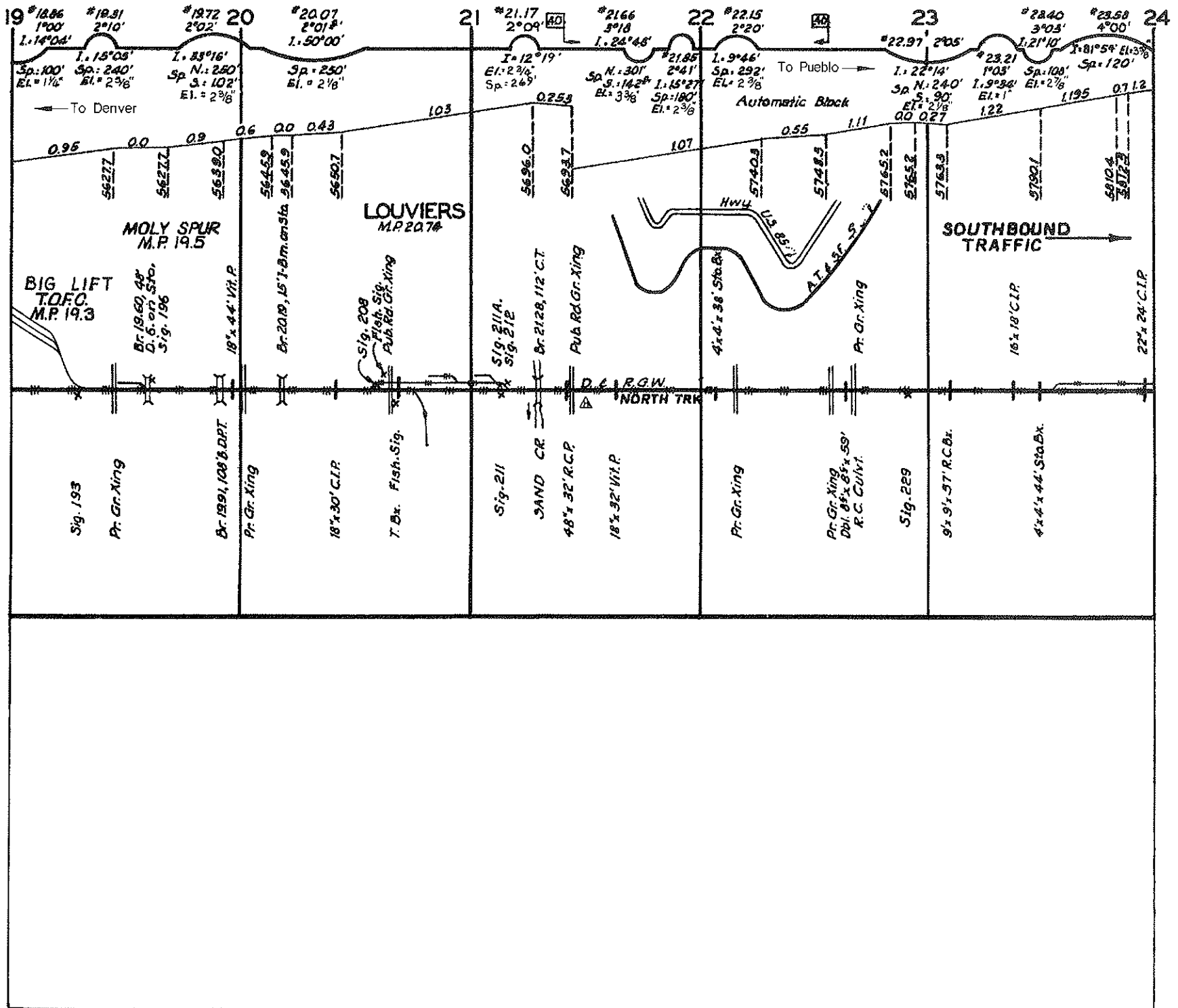
DENVER TERMINAL YARDS
DENVER, COLORADO

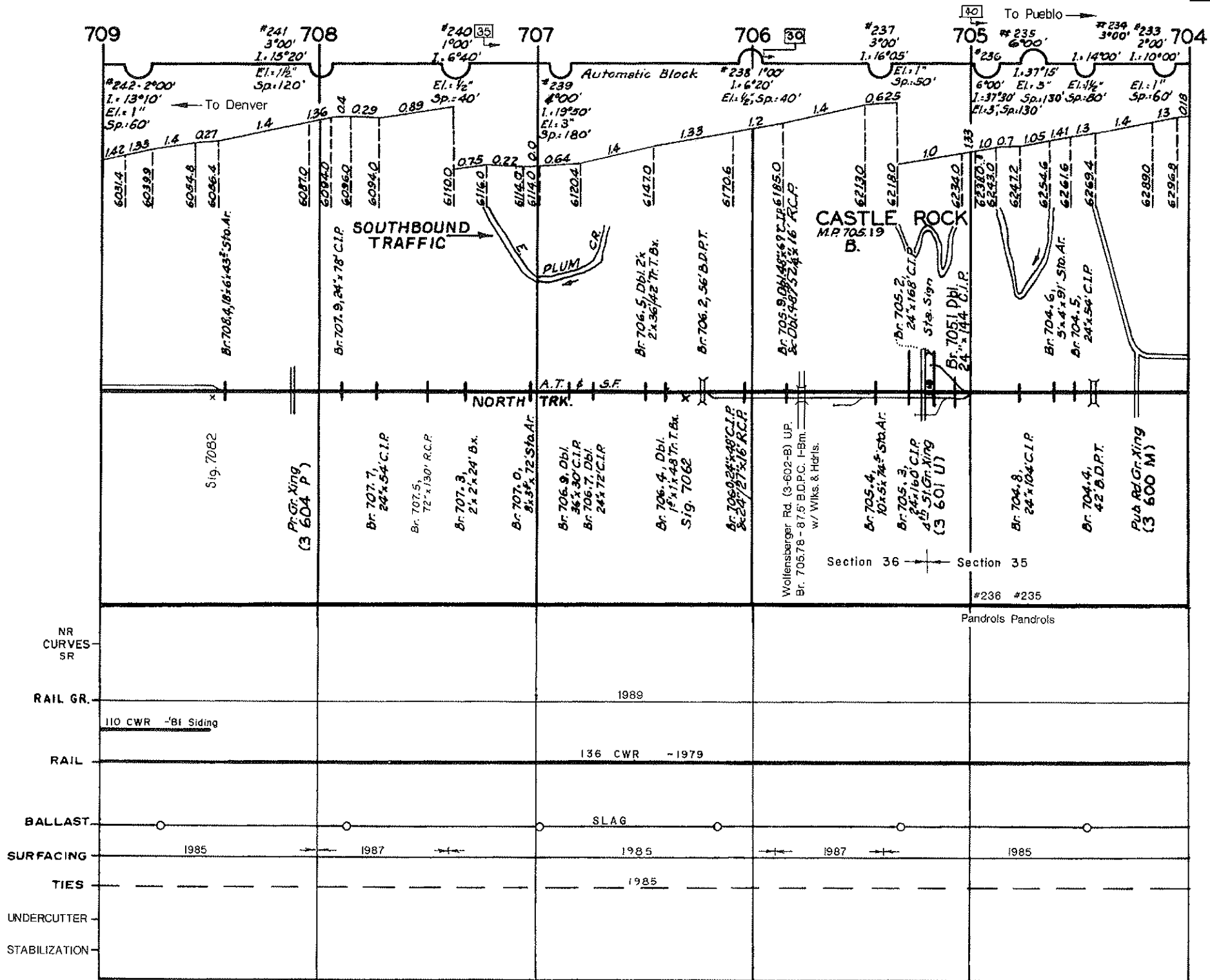
Note:
Not to scale.

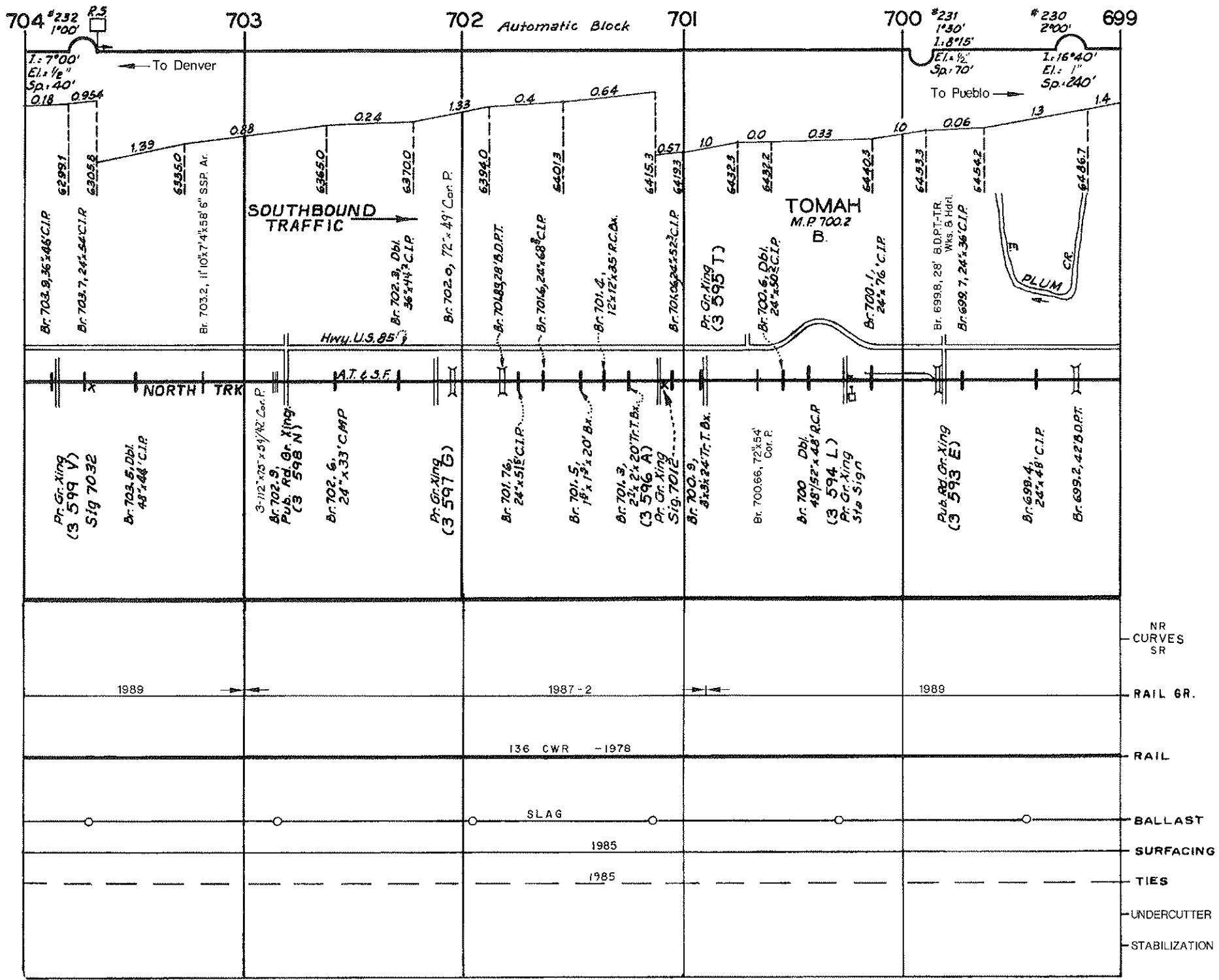


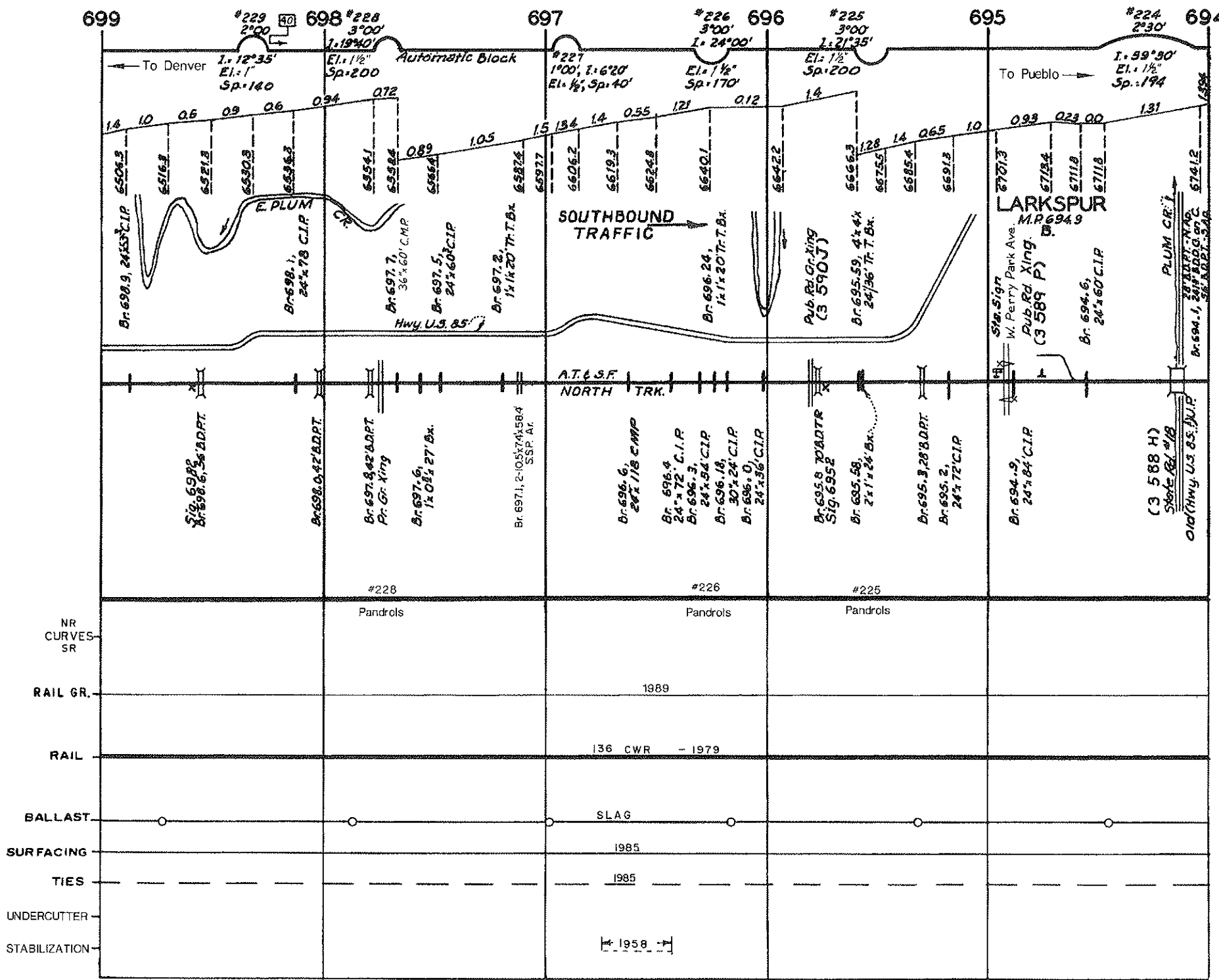


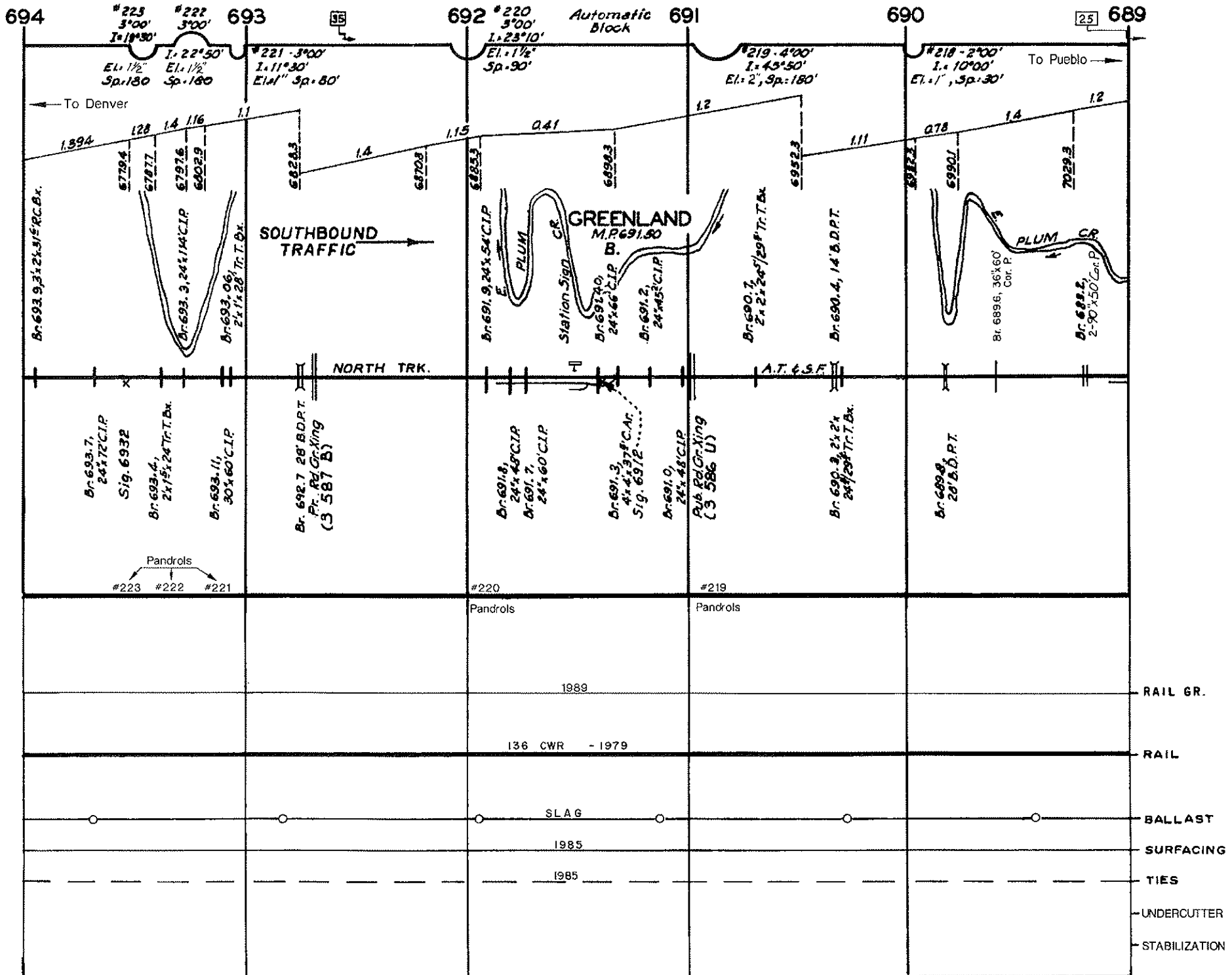


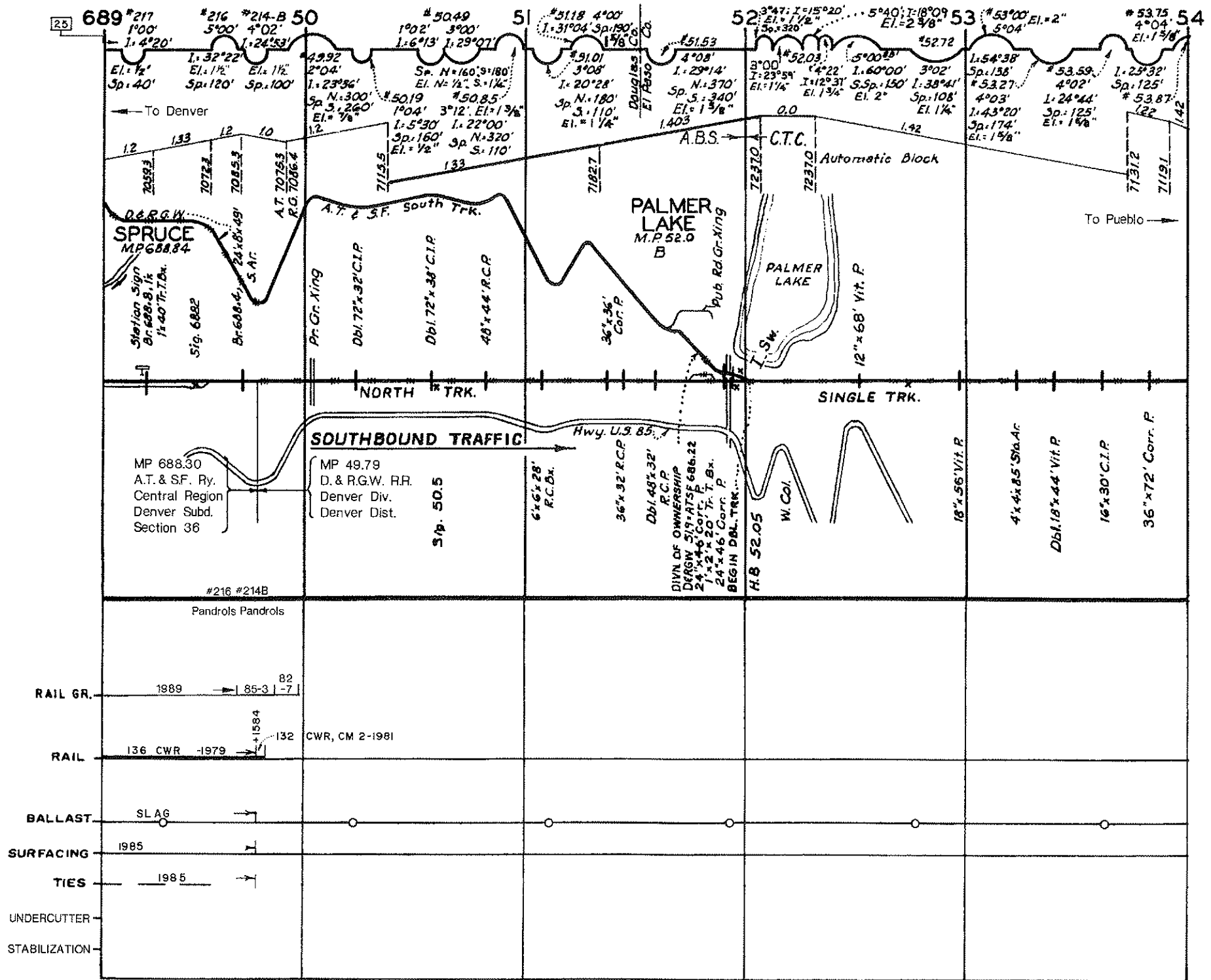


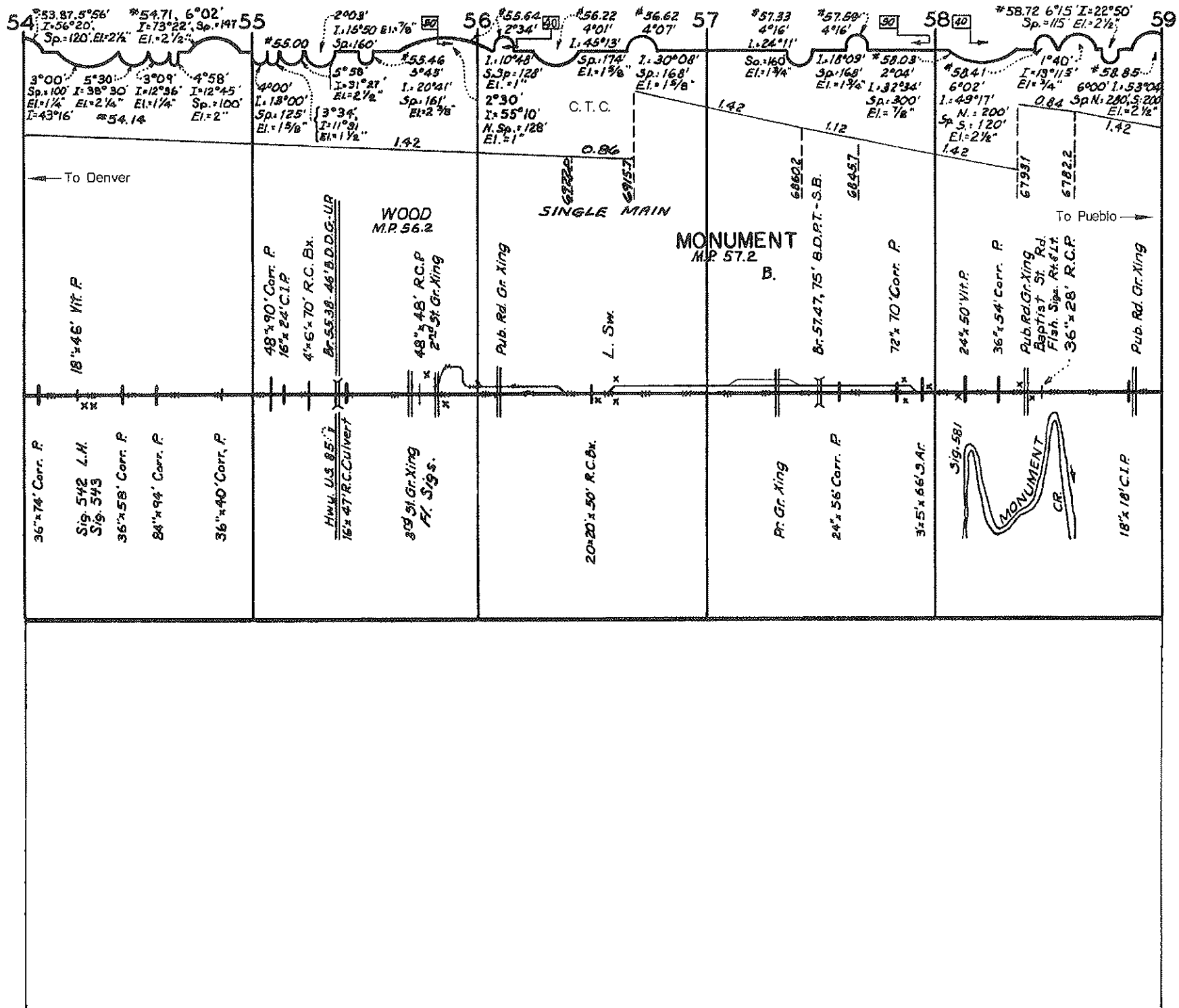


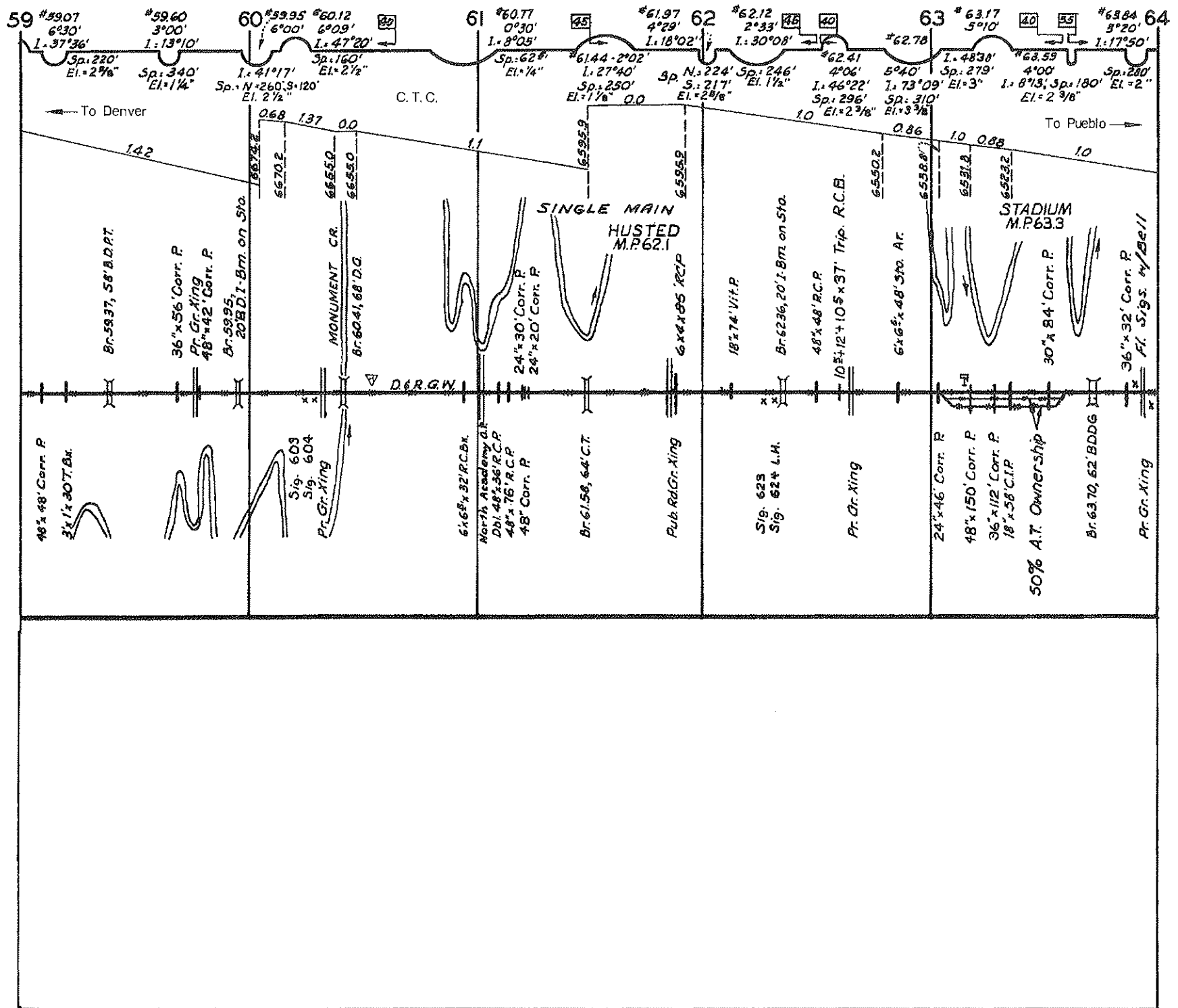


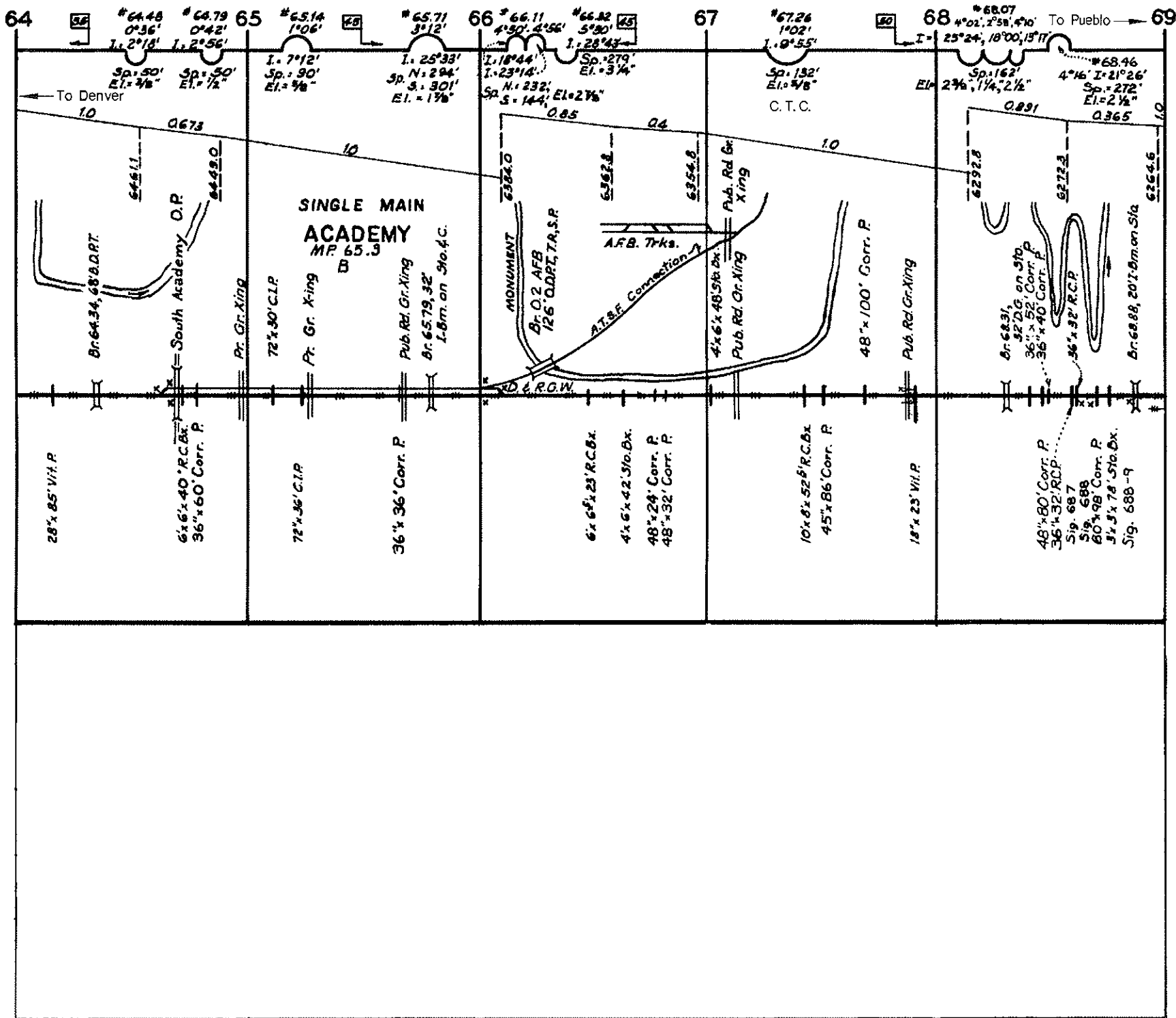


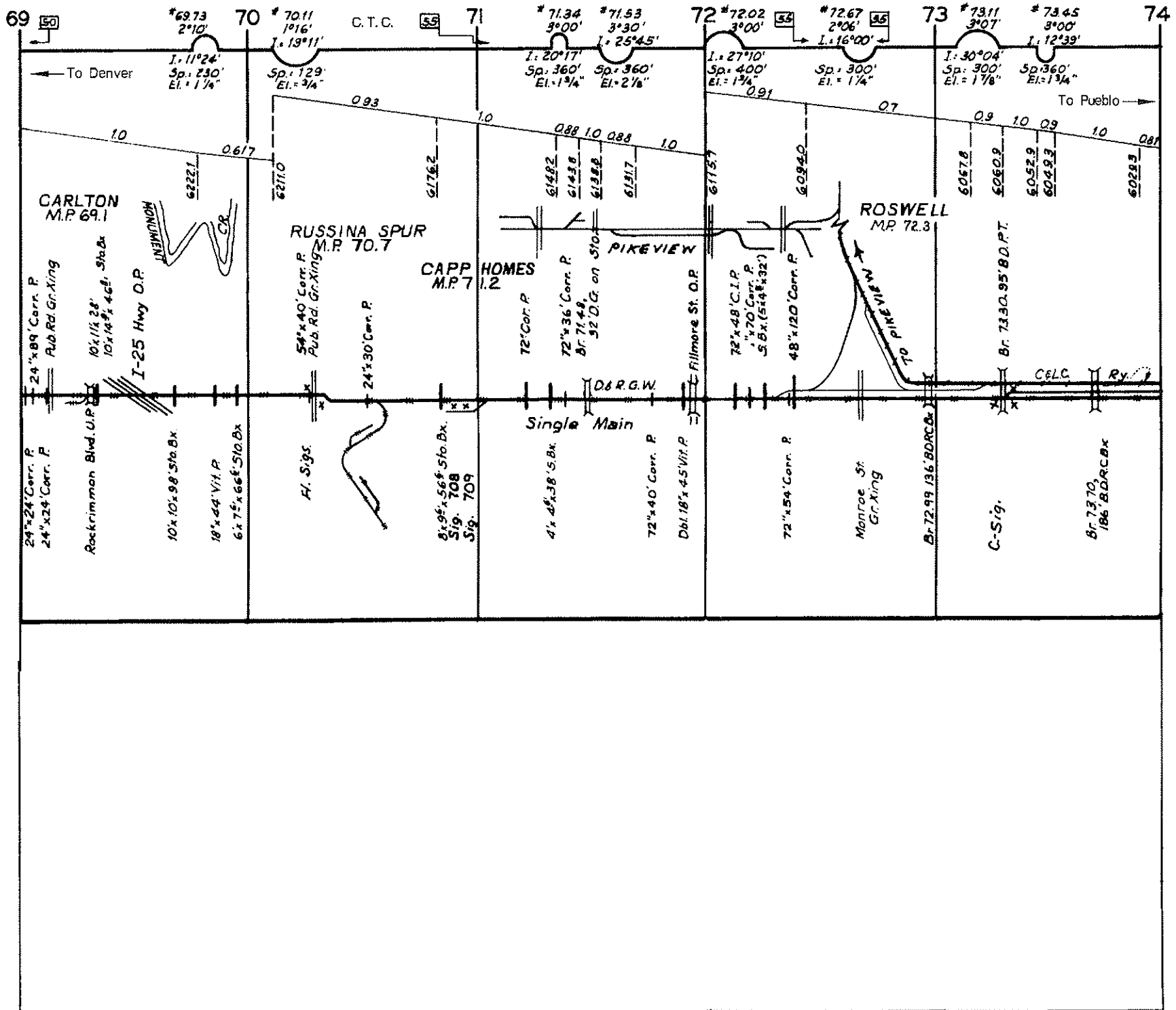


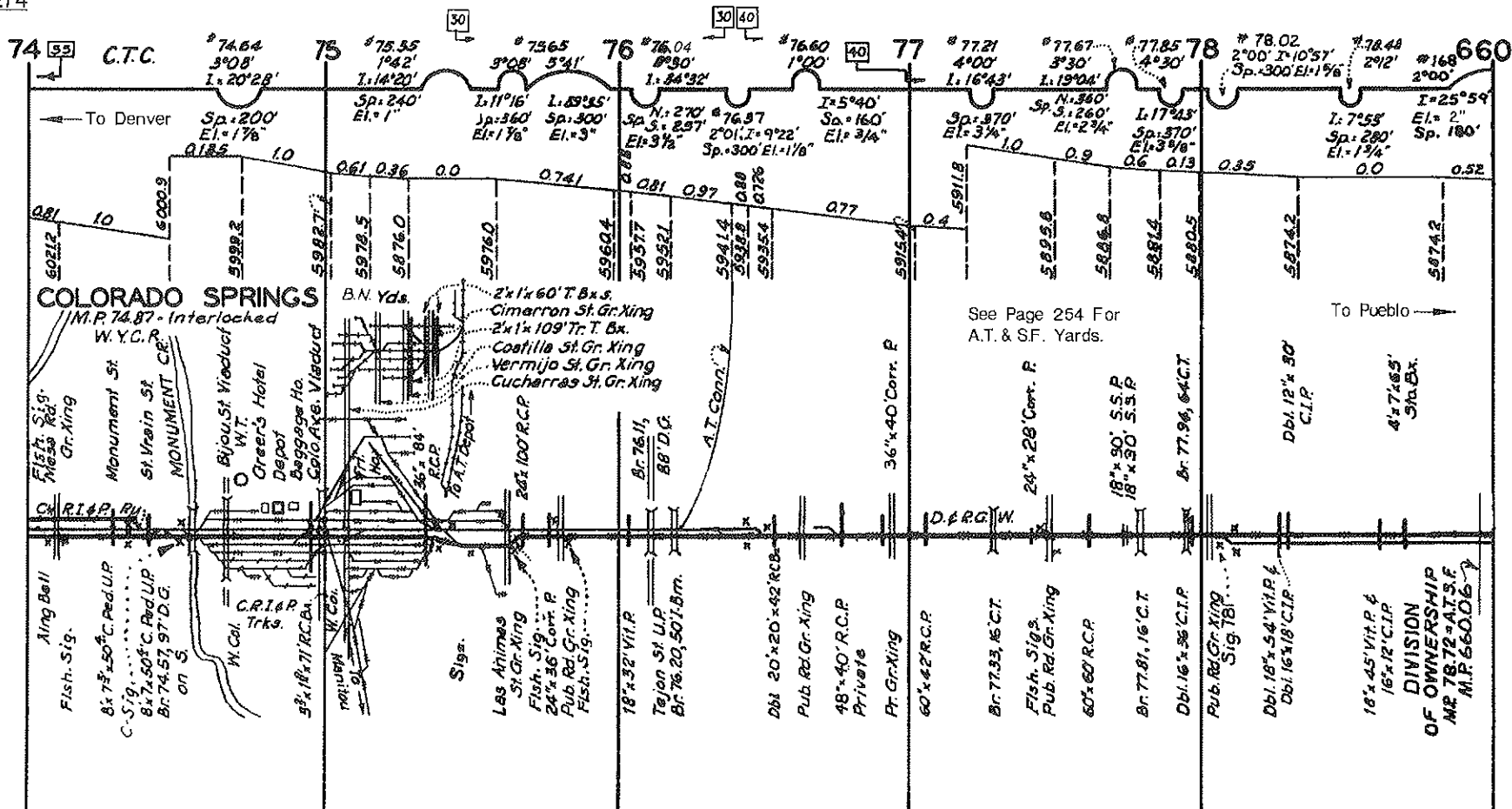












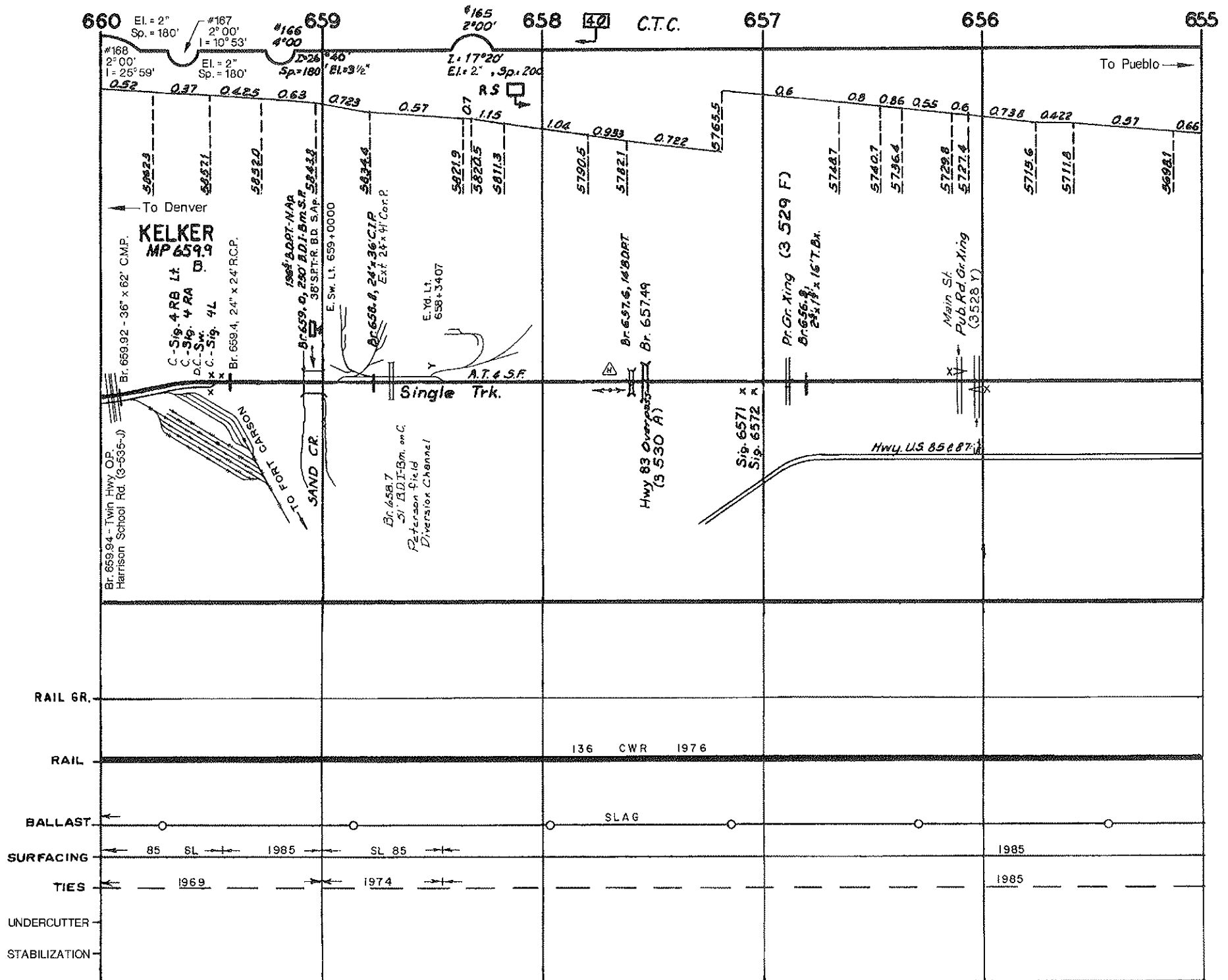
COLORADO SPRINGS
 I.M.P. 74.87 - Interlocked
 W.Y.C.R.

See Page 254 For
 A.T. & S.F. Yards.

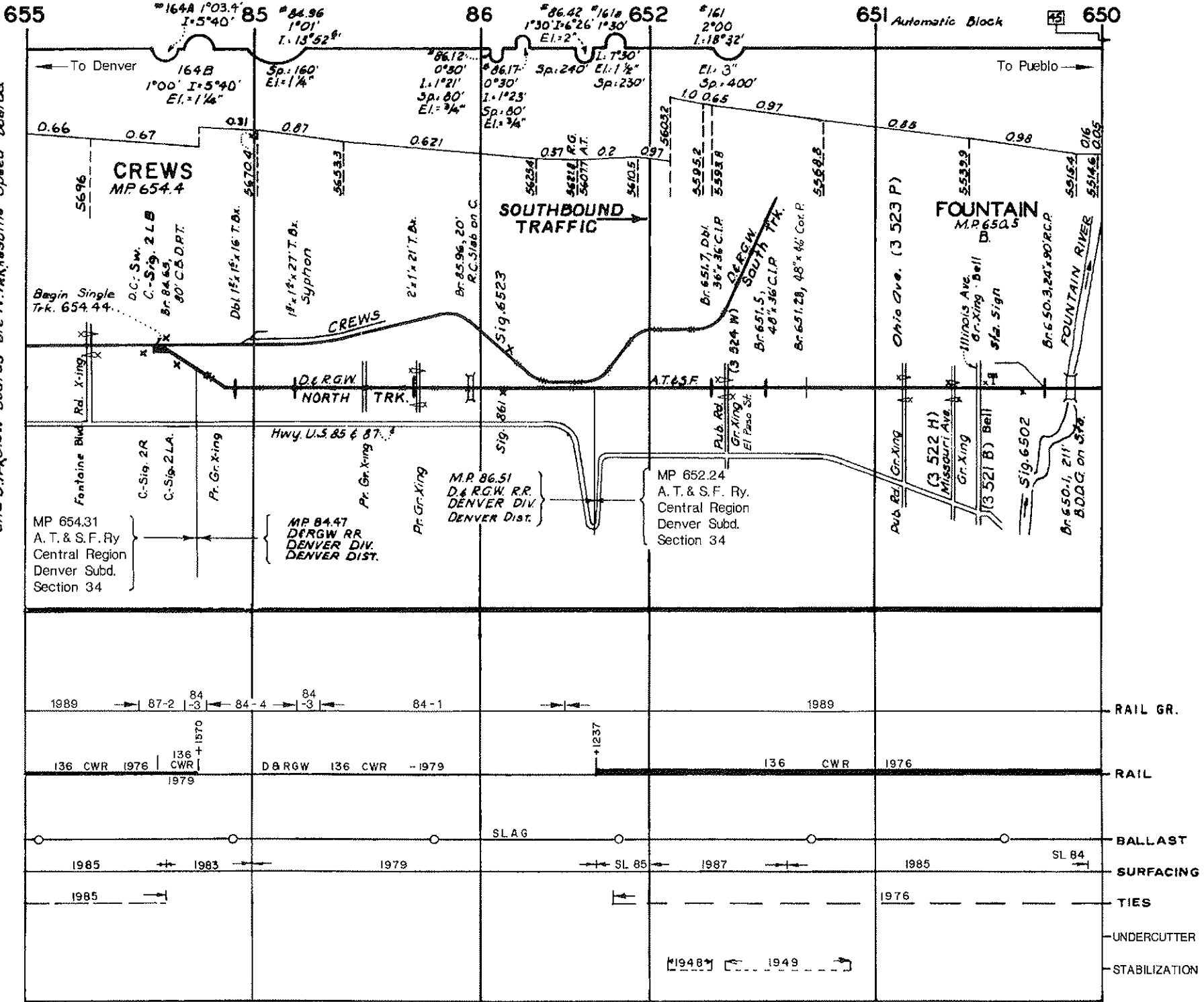
To Pueblo →

DIVISION
 OF OWNERSHIP
 M.P. 78.72 - A.T. & S.F.
 M.P. 660.06

- 1989 RAIL GR.
- 0280 RAIL
- BALLAST
- 84 SL SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

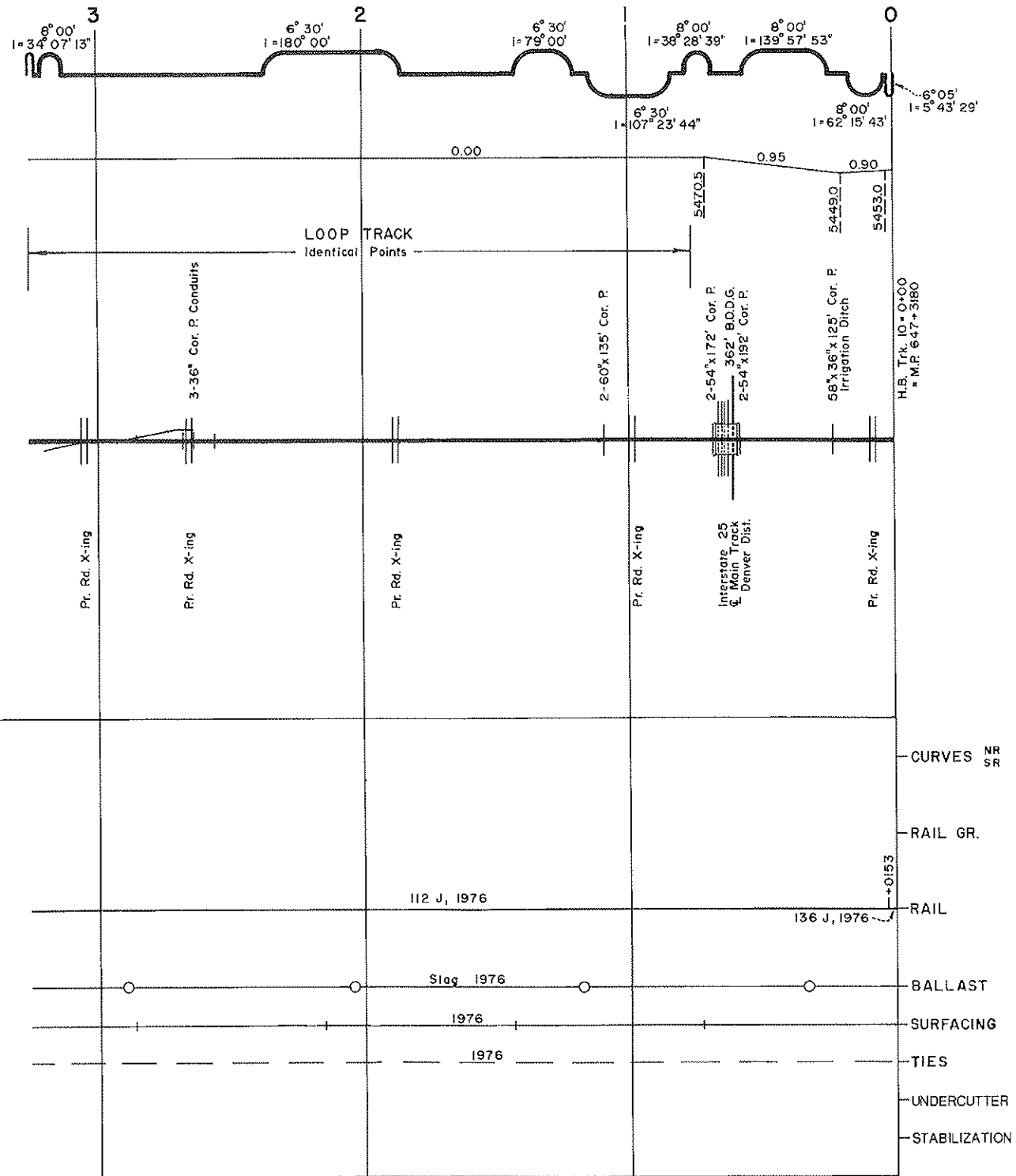


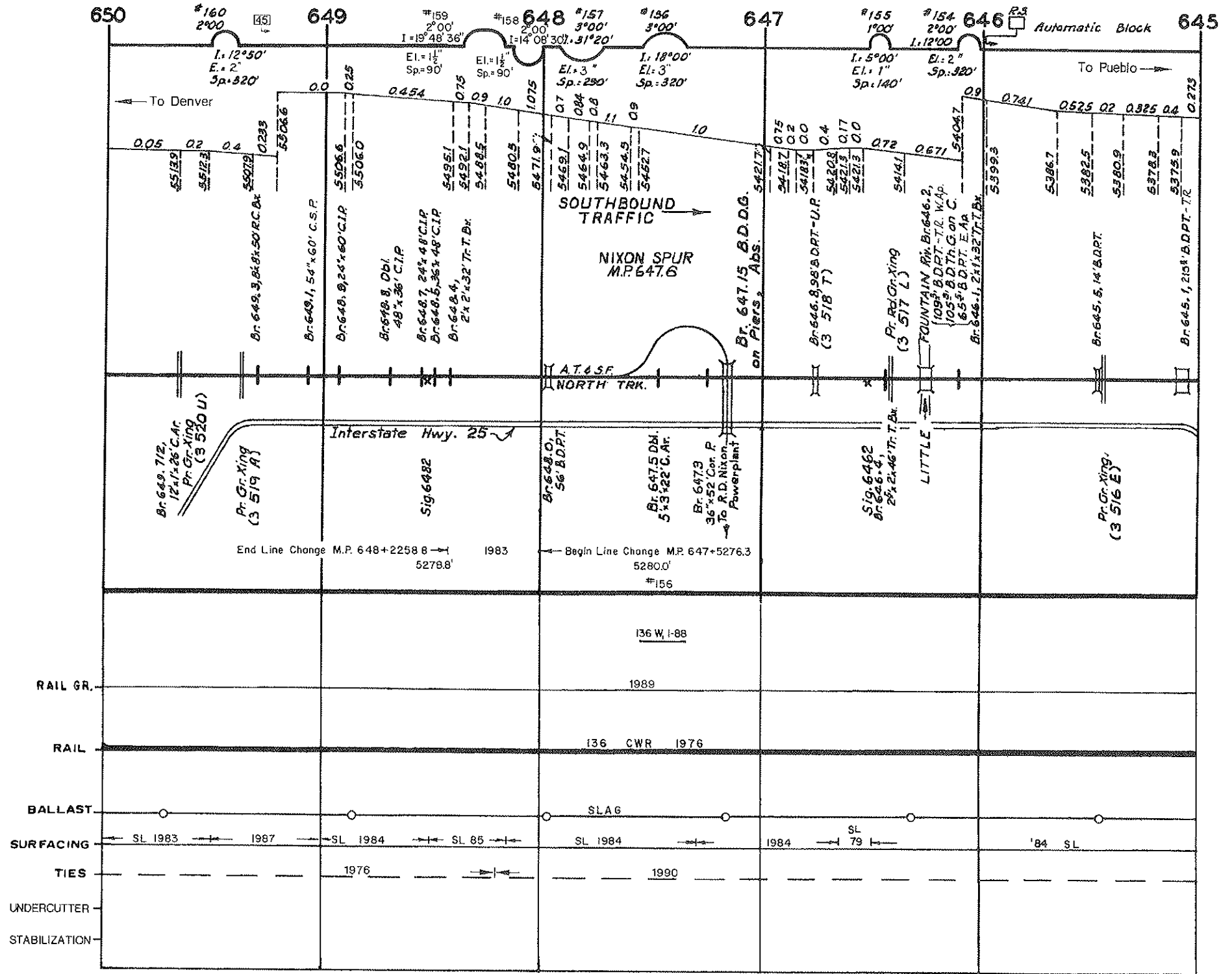
NOTE: D.E.R.G.W. Slow boards are green on the back side. N.T.R. Slow boards are S.T.R. Resume Speed Boards, and S.T.R. Slow Boards are N.T.R. Resume Speed Boards.

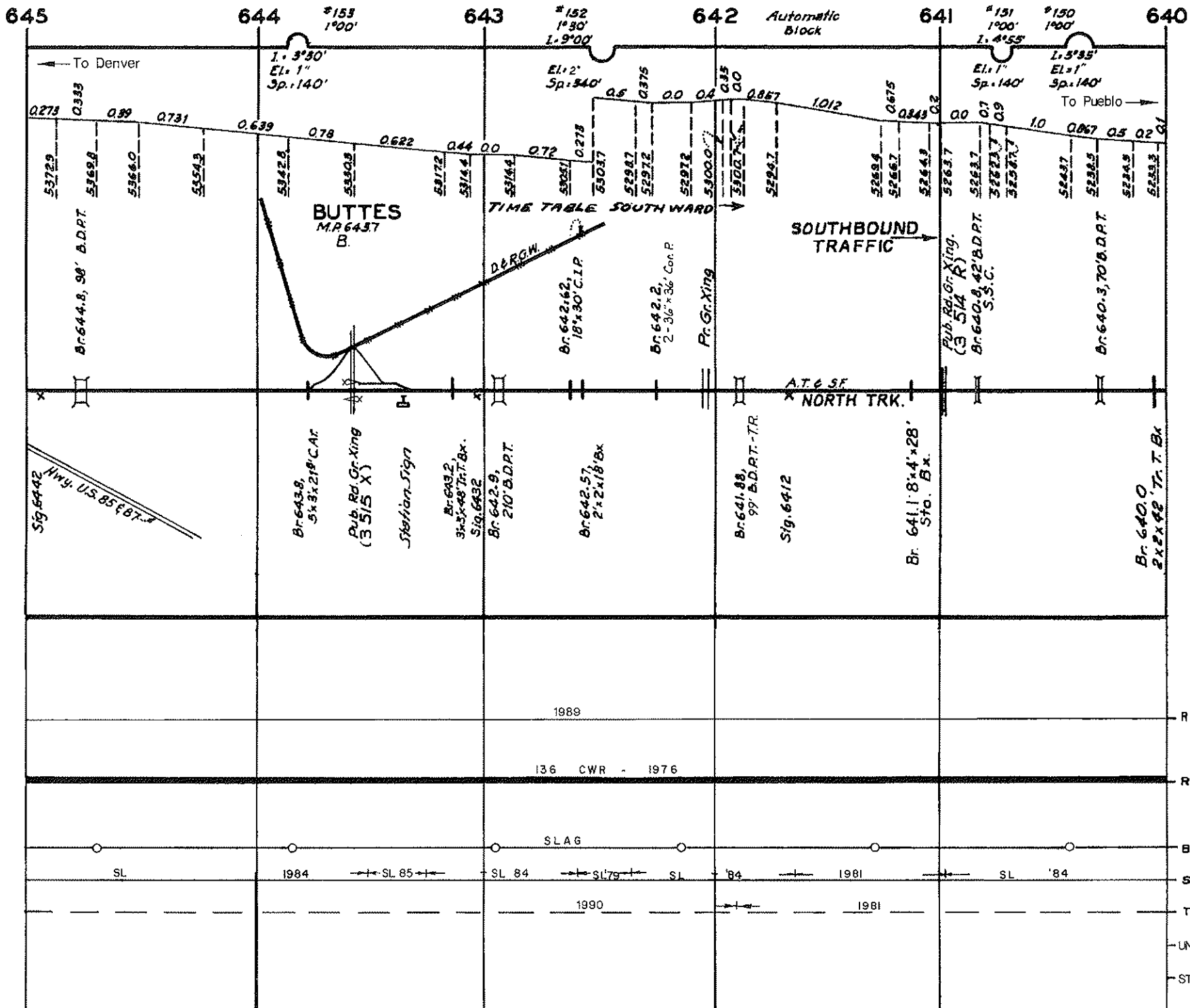


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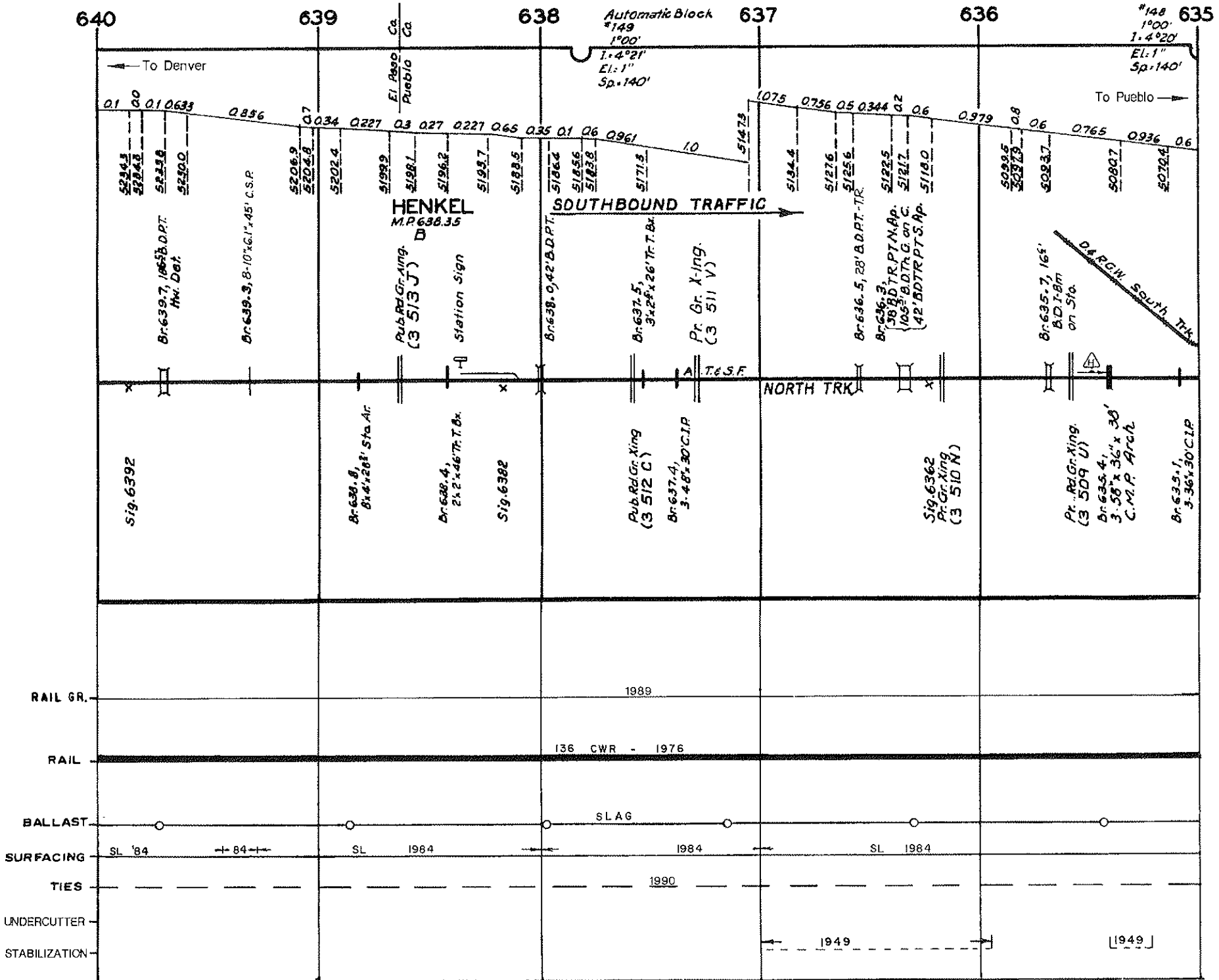
R.D. NIXON POWER SPUR







RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION



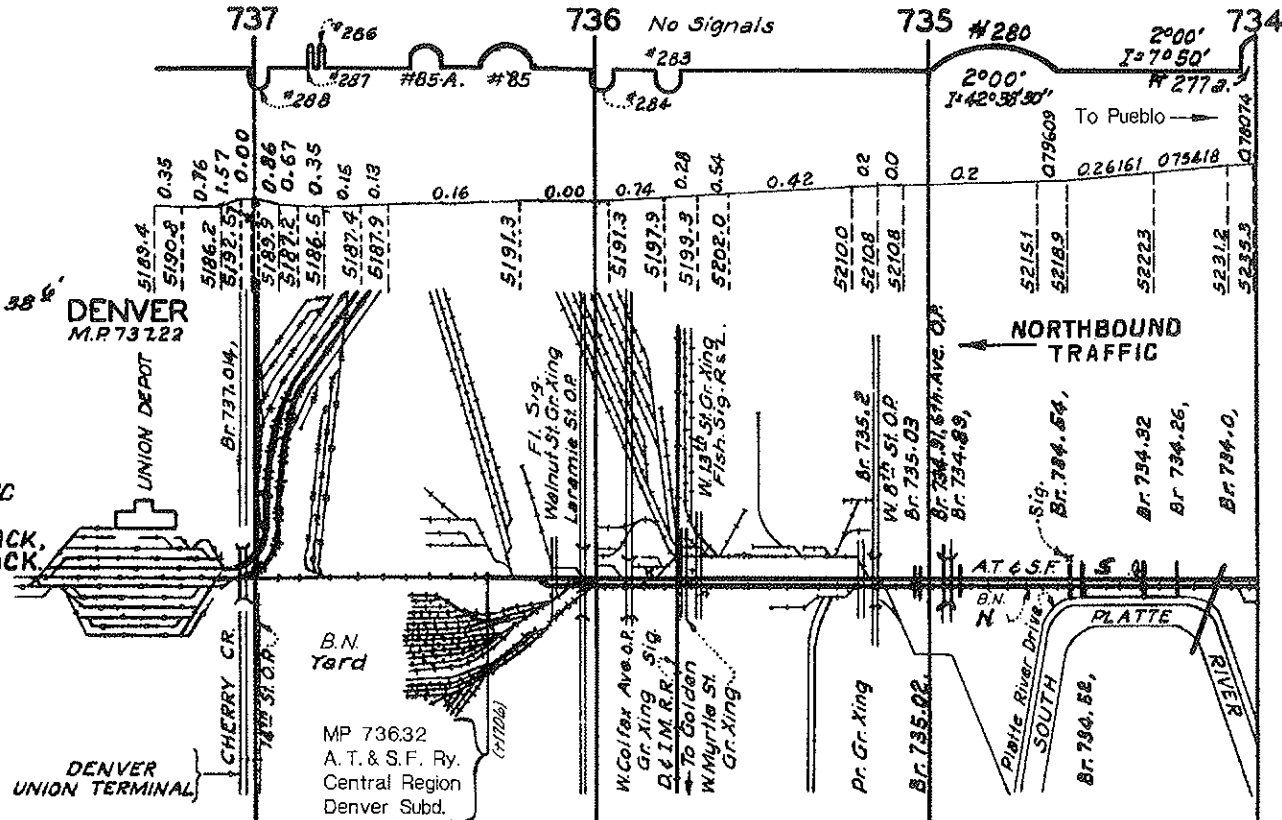
See Separate Sketch
On Pages 290 To 293

CURVES

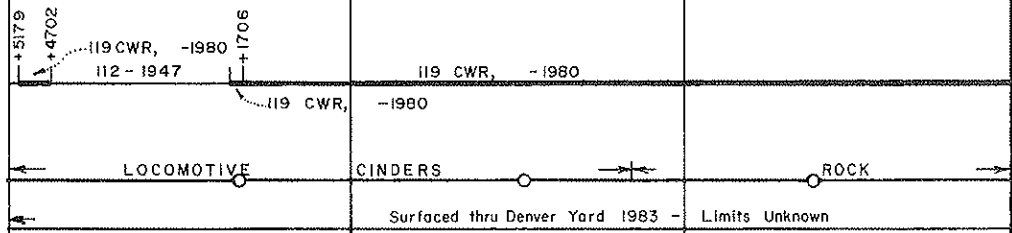
#277a	2°00'	I=7°50'	EI=0'
#280	2°00'	I=42°38'30"	
#283	4°00'	I=15°34'	EI=1/8"
284	4°40'	I=16°00'	EI=1" Sp=38 1/2'
285	8°02'	I=37°35"	
	6°37'	I=26°37'30"	
286	6°00'	I=28°12'	Sp=60'
287	6°40'	I=10°32'	
	1°56'	I=8°12'	
288	14°00'	I=18°57'30"	
289	6°05'	I=5°43'30"	

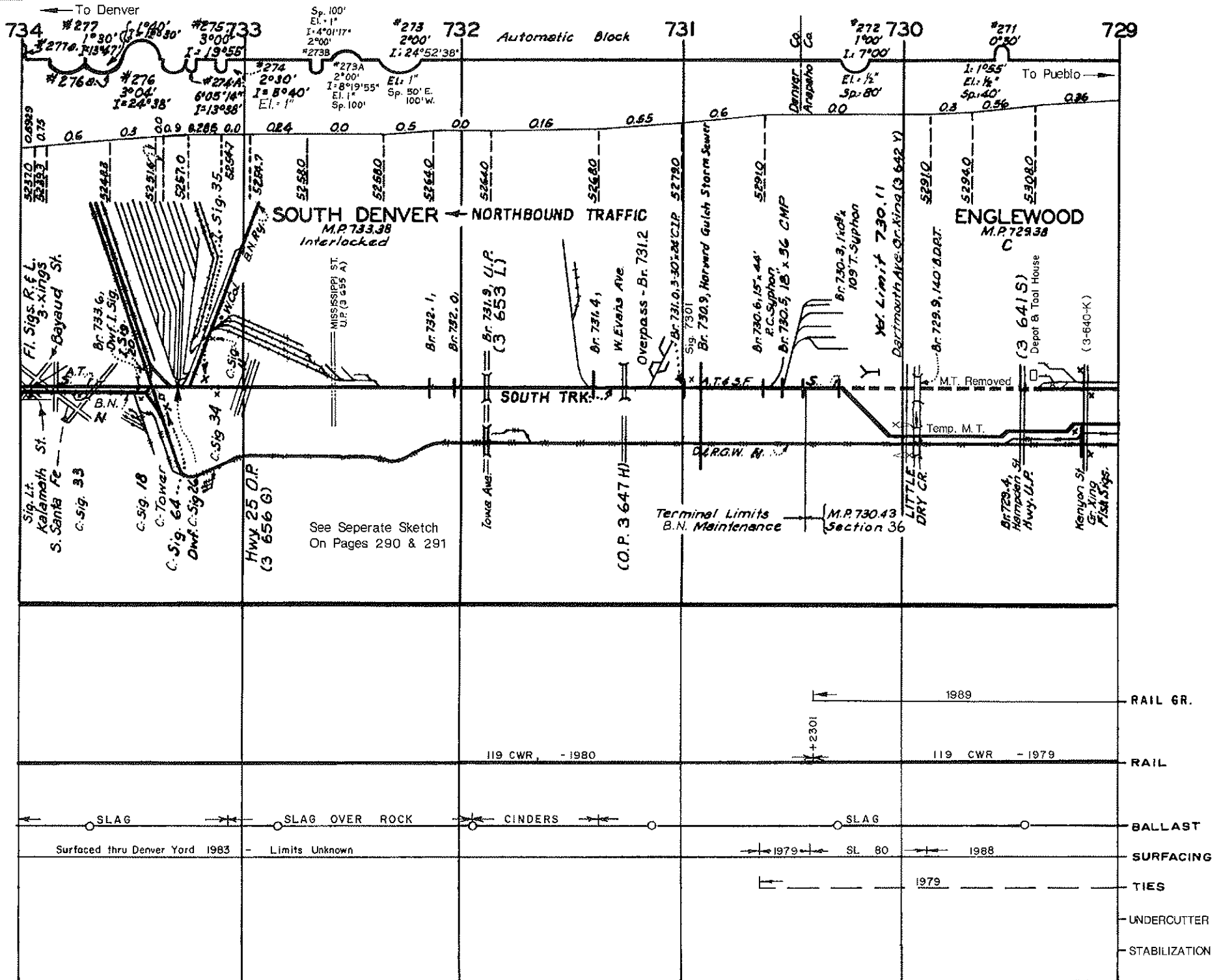
Note: Normal direction of TRAFFIC
on the Denver District is:
NORTHBOUND on the SOUTH TRACK,
SOUTHBOUND on the NORTH TRACK.

Note: D & R.G.W. Slow Boards
are green on the back side.
N.T.P.K. Slow Boards are S.T.P.K. Re-
sume Speed Boards, and S.T.P.K.
Slow Boards are N.T.P.K. Resume
Speed Boards.

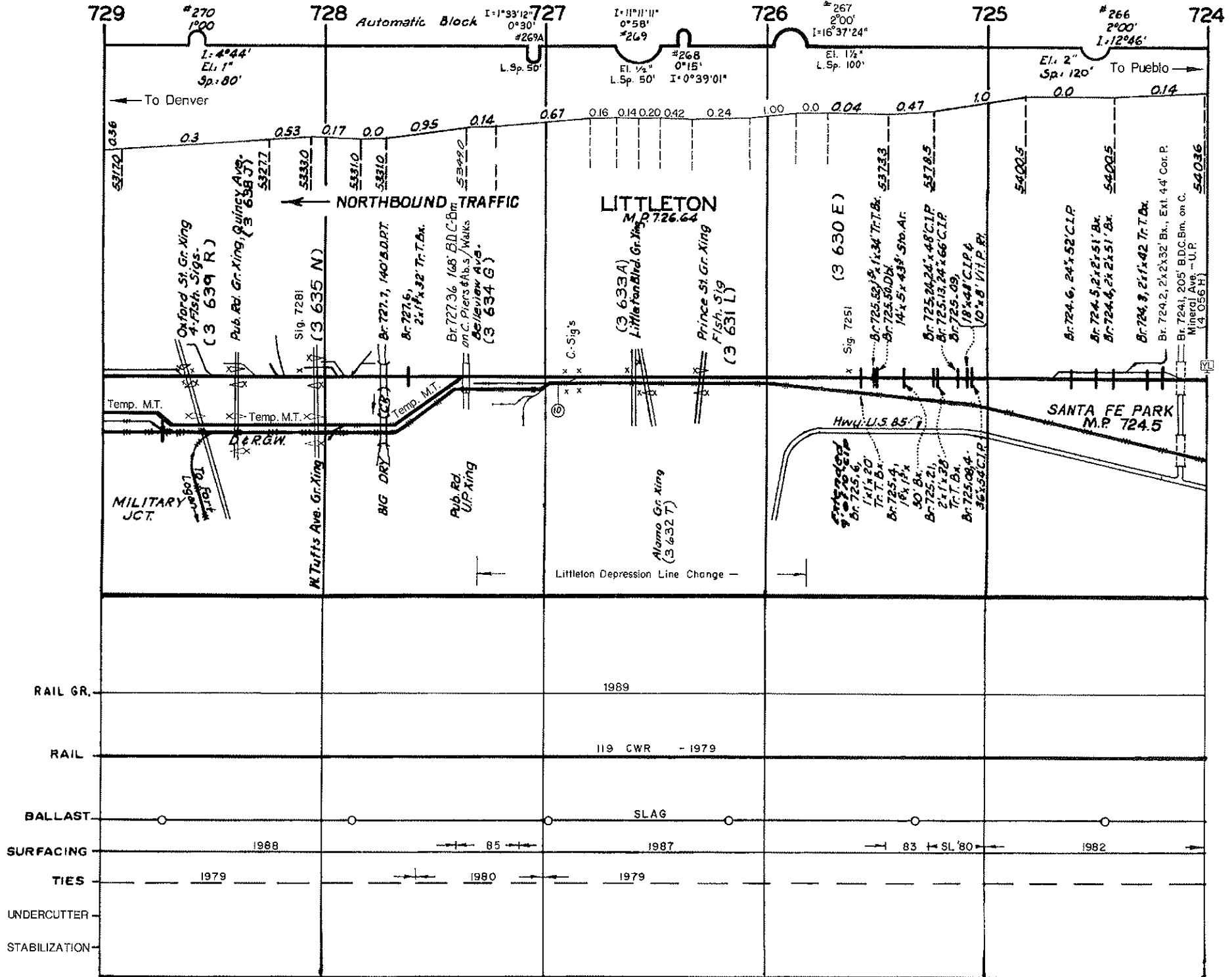


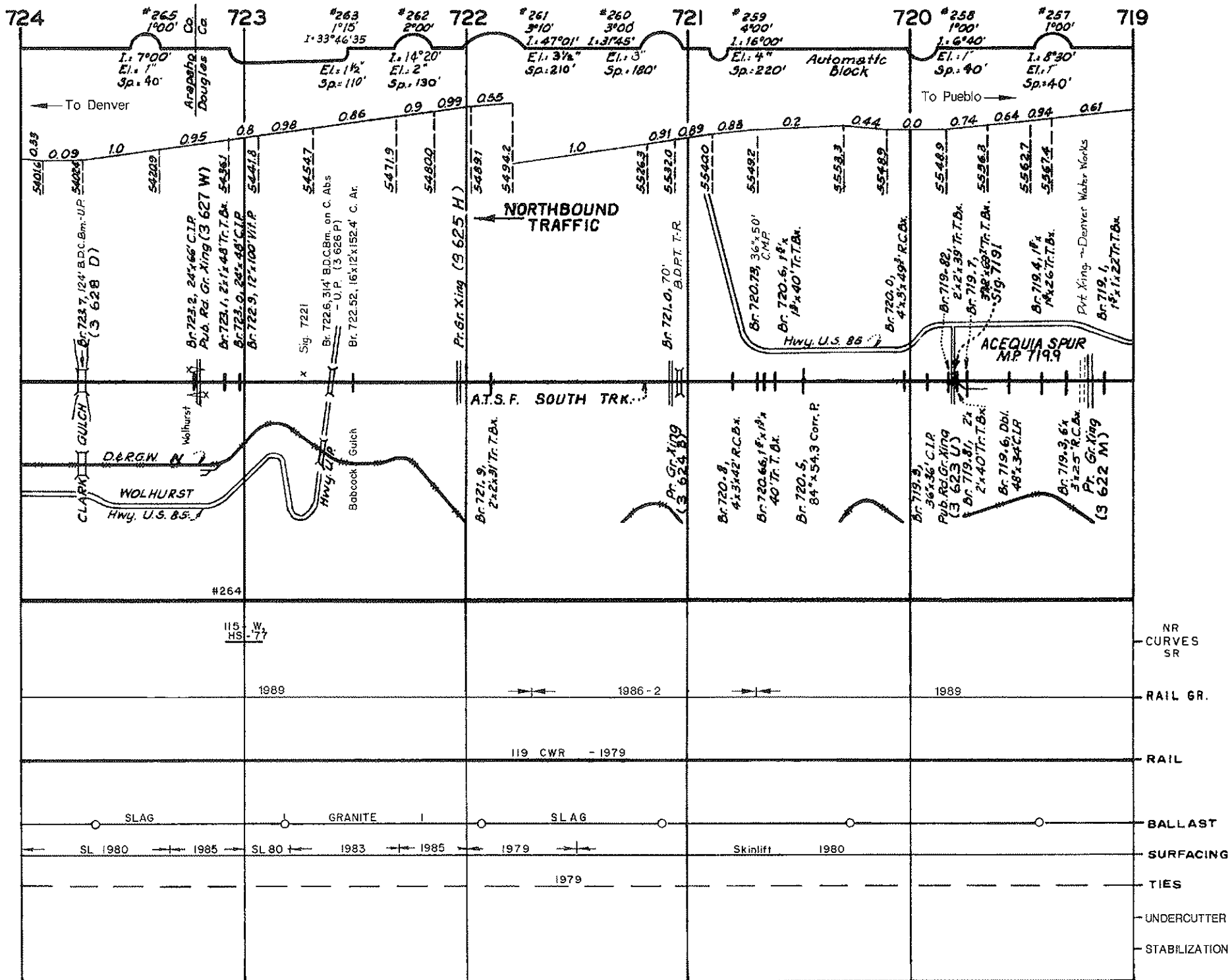
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

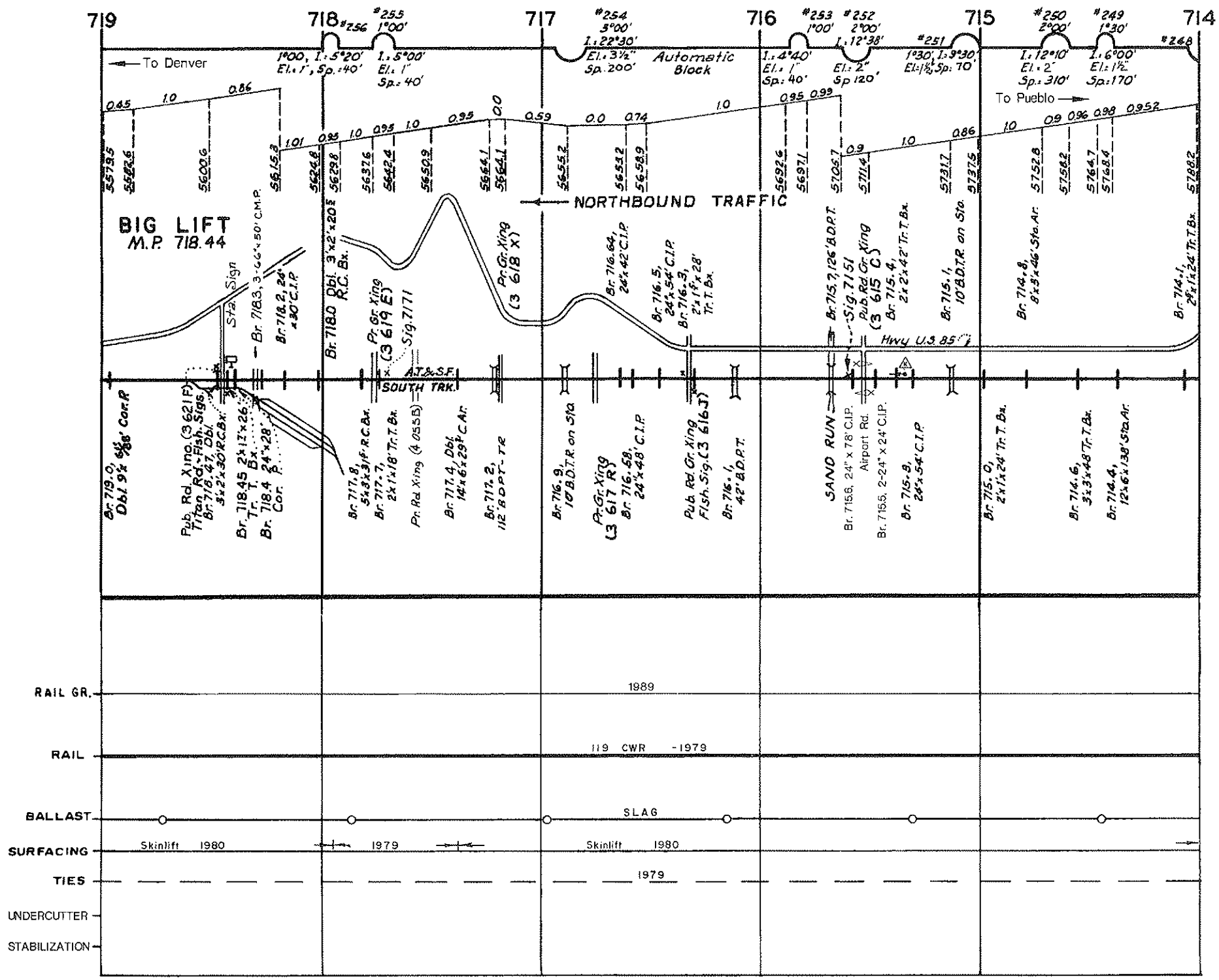


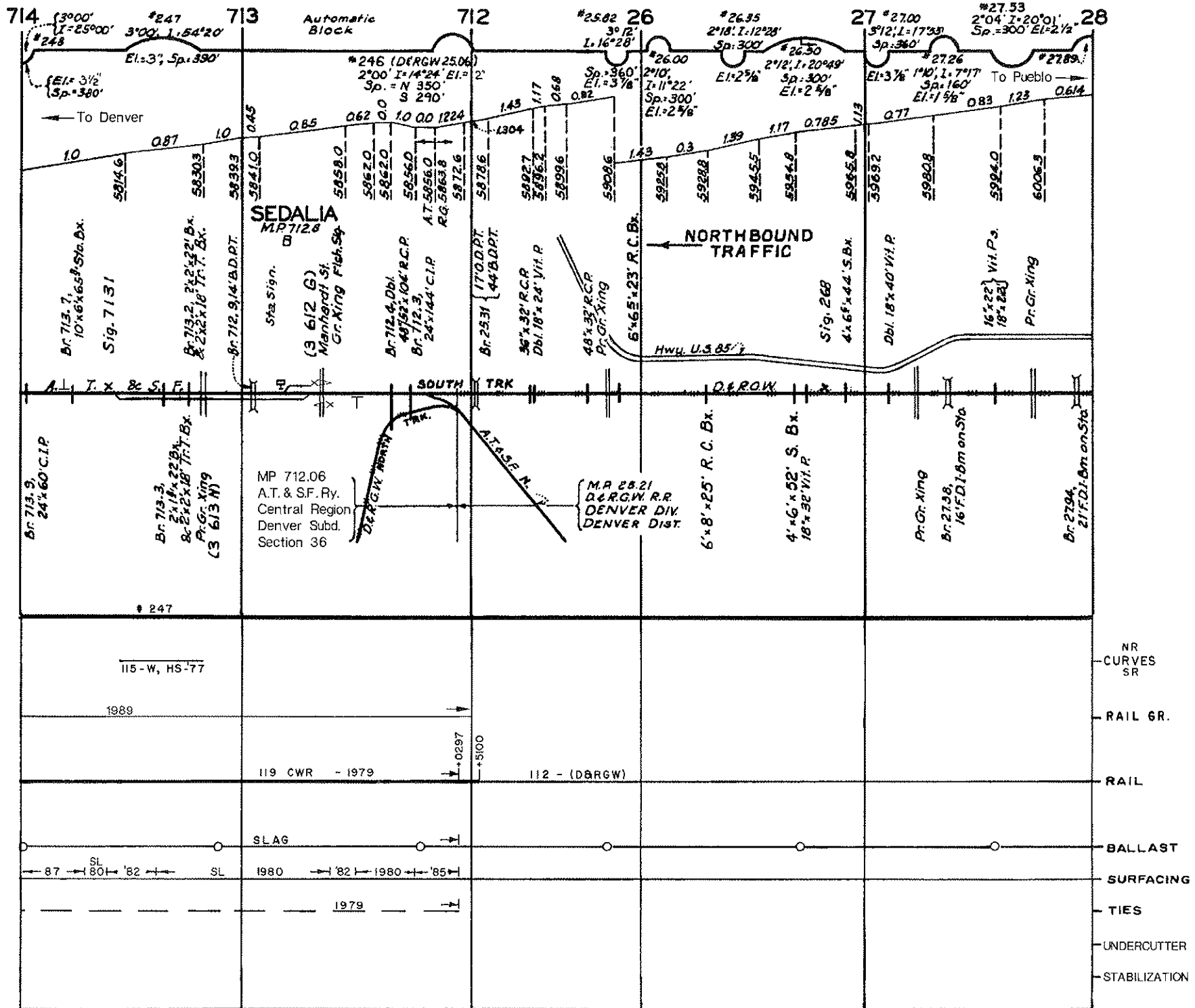


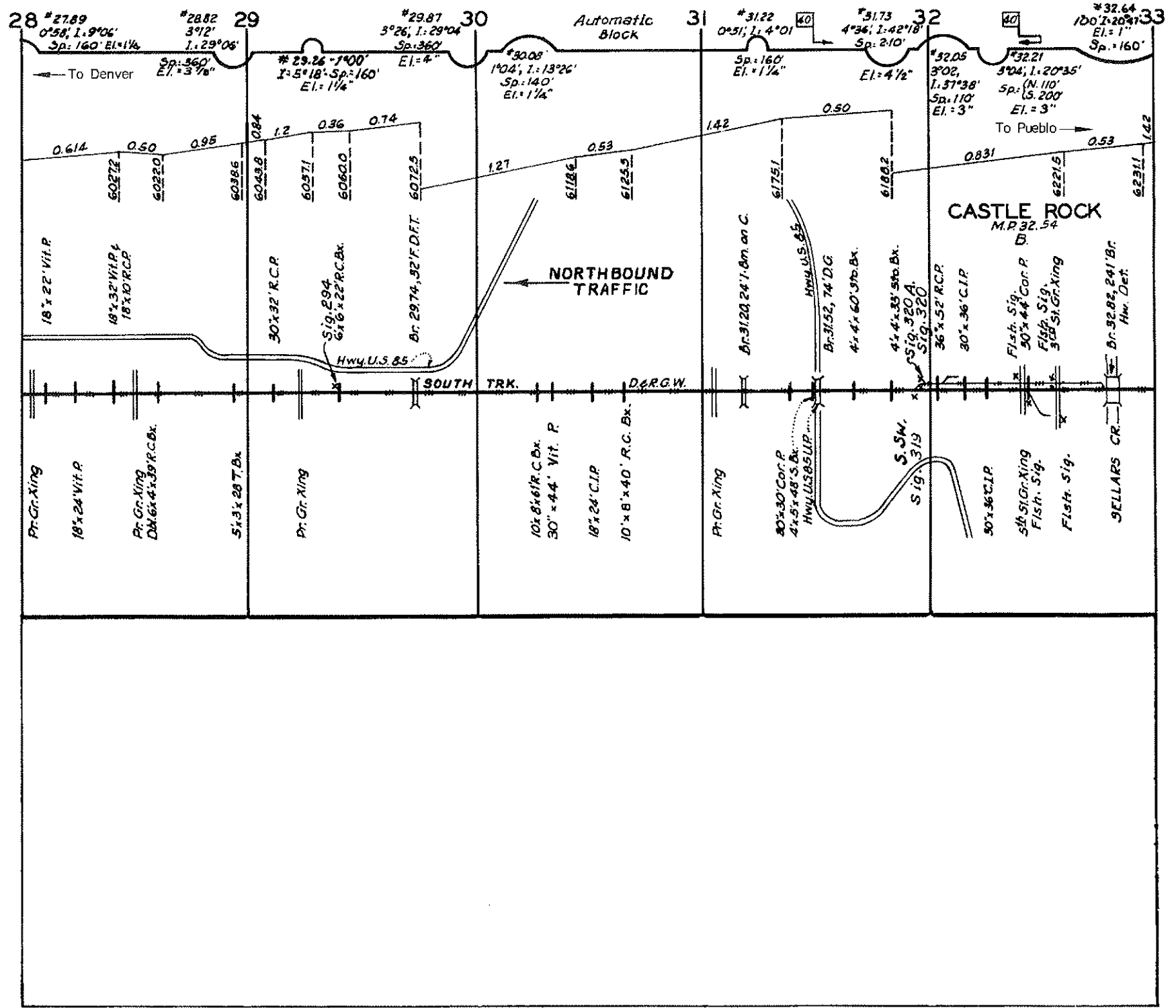
See Seperate Sketch
On Pages 290 & 291

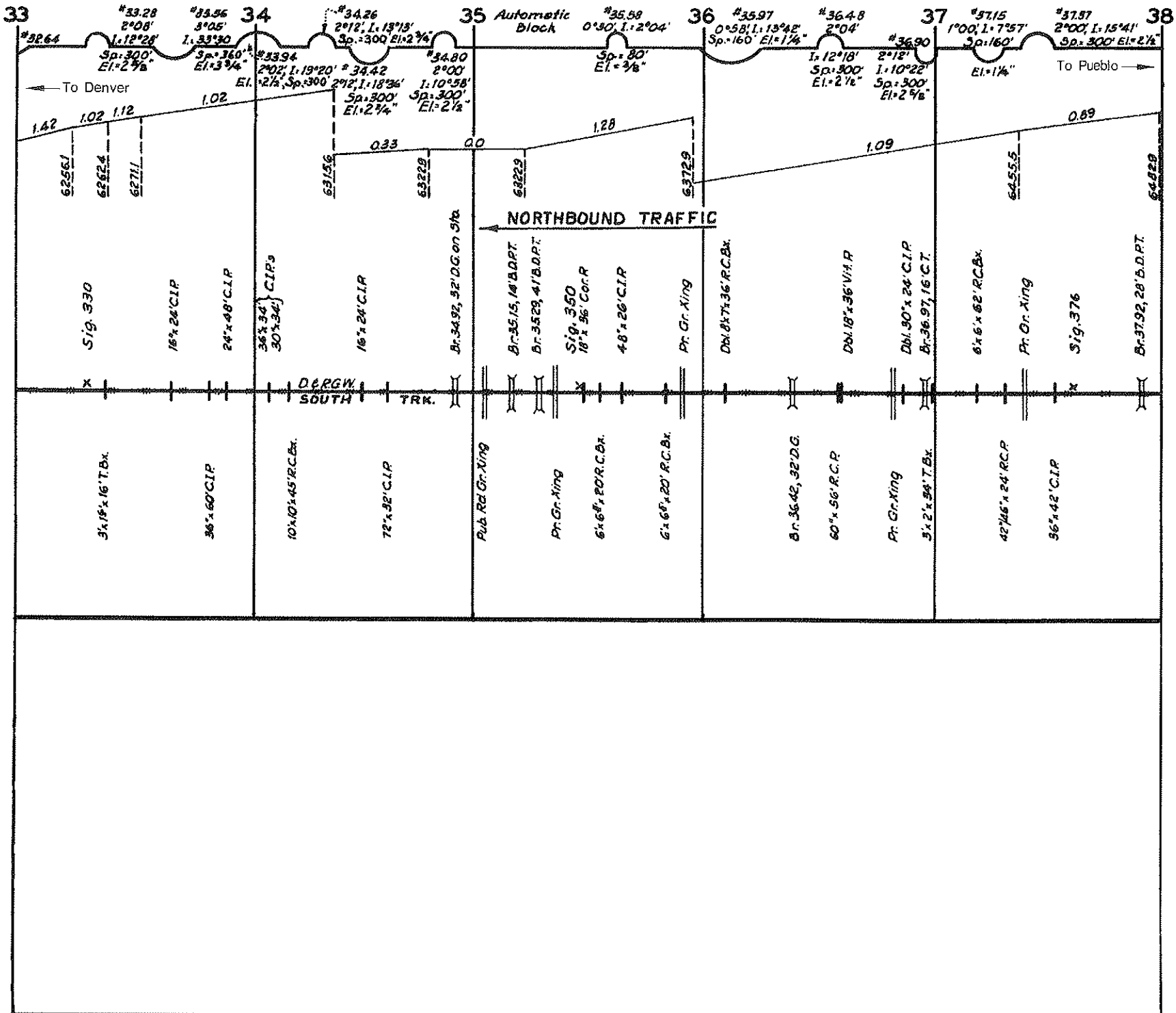


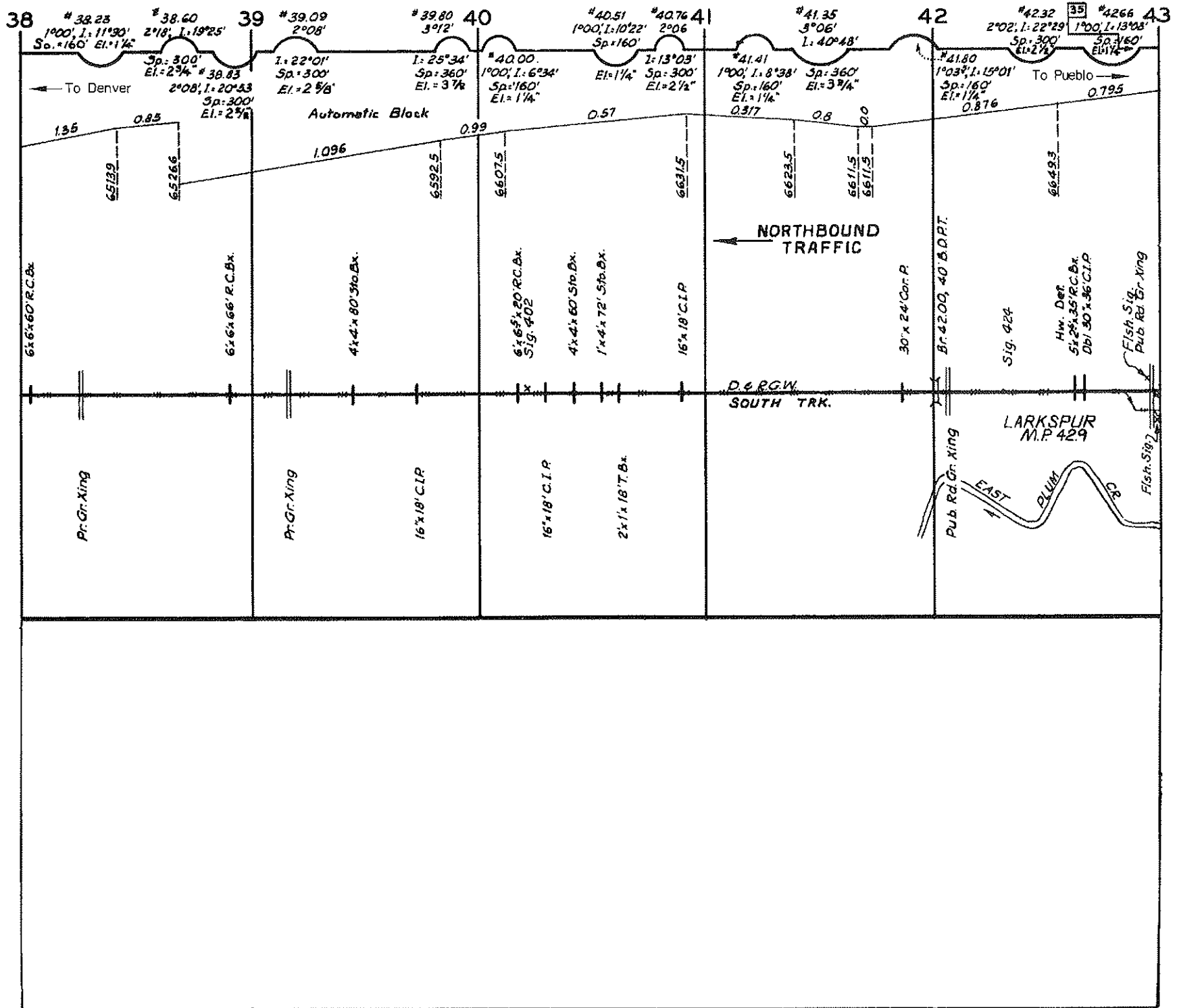


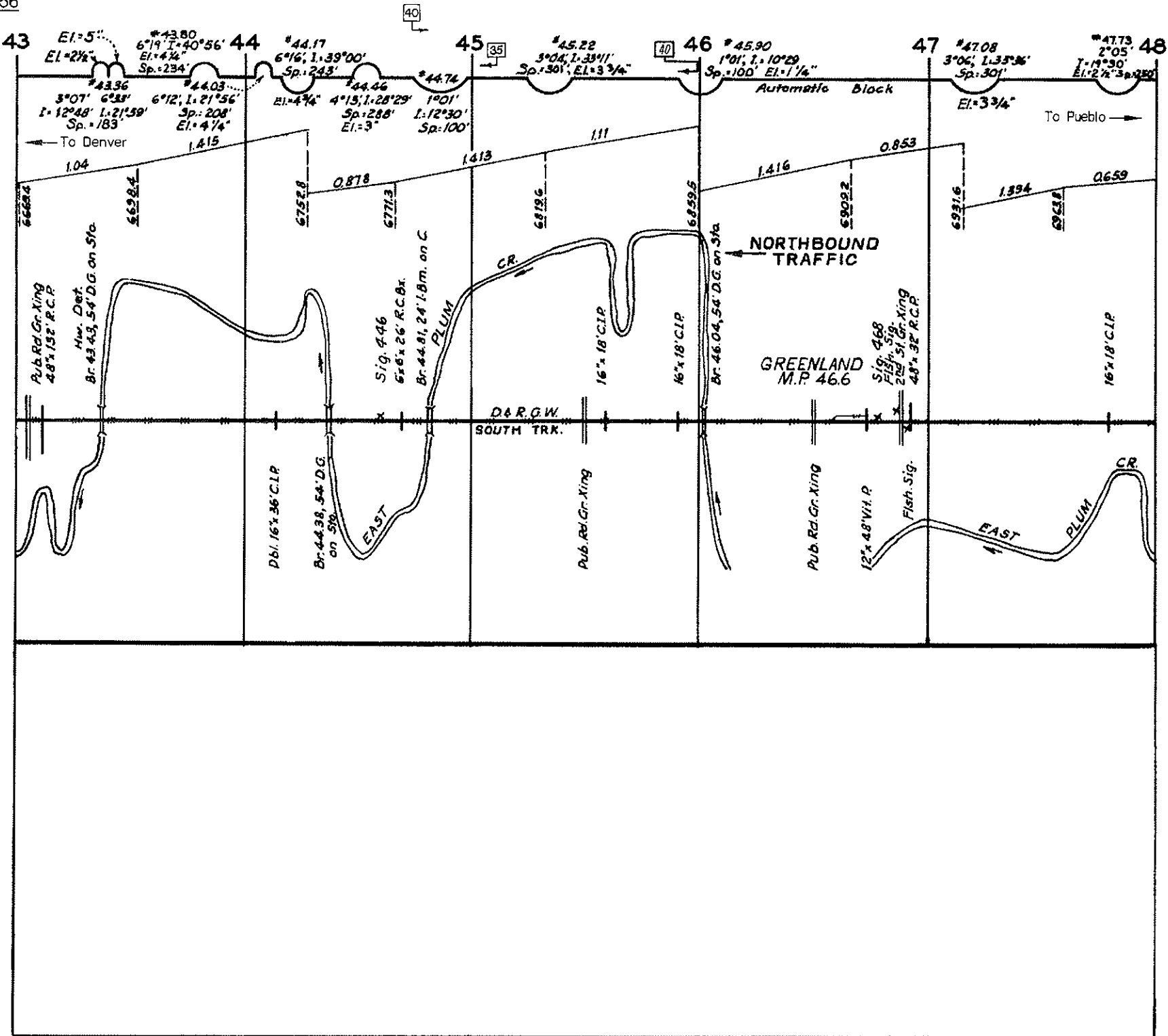


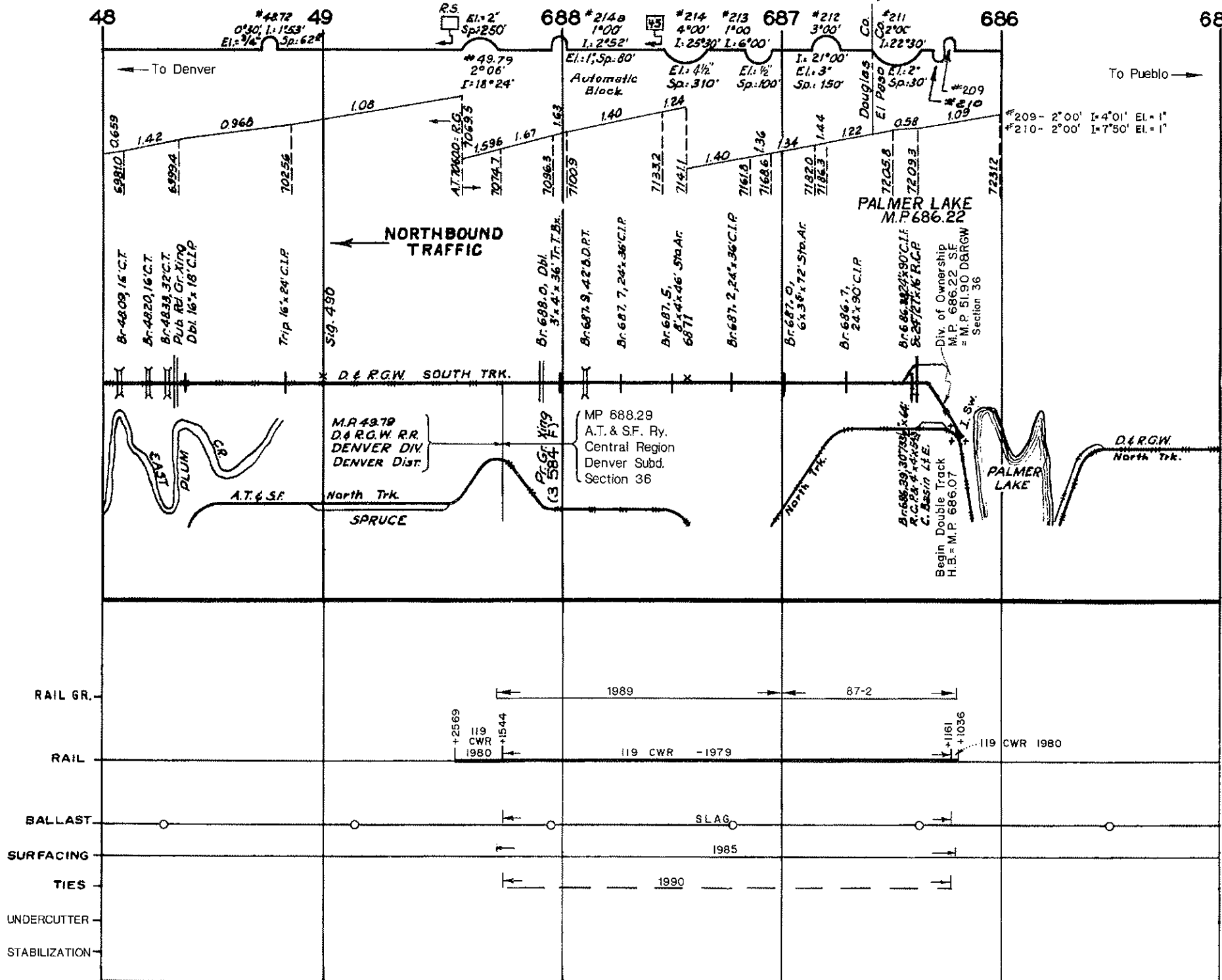


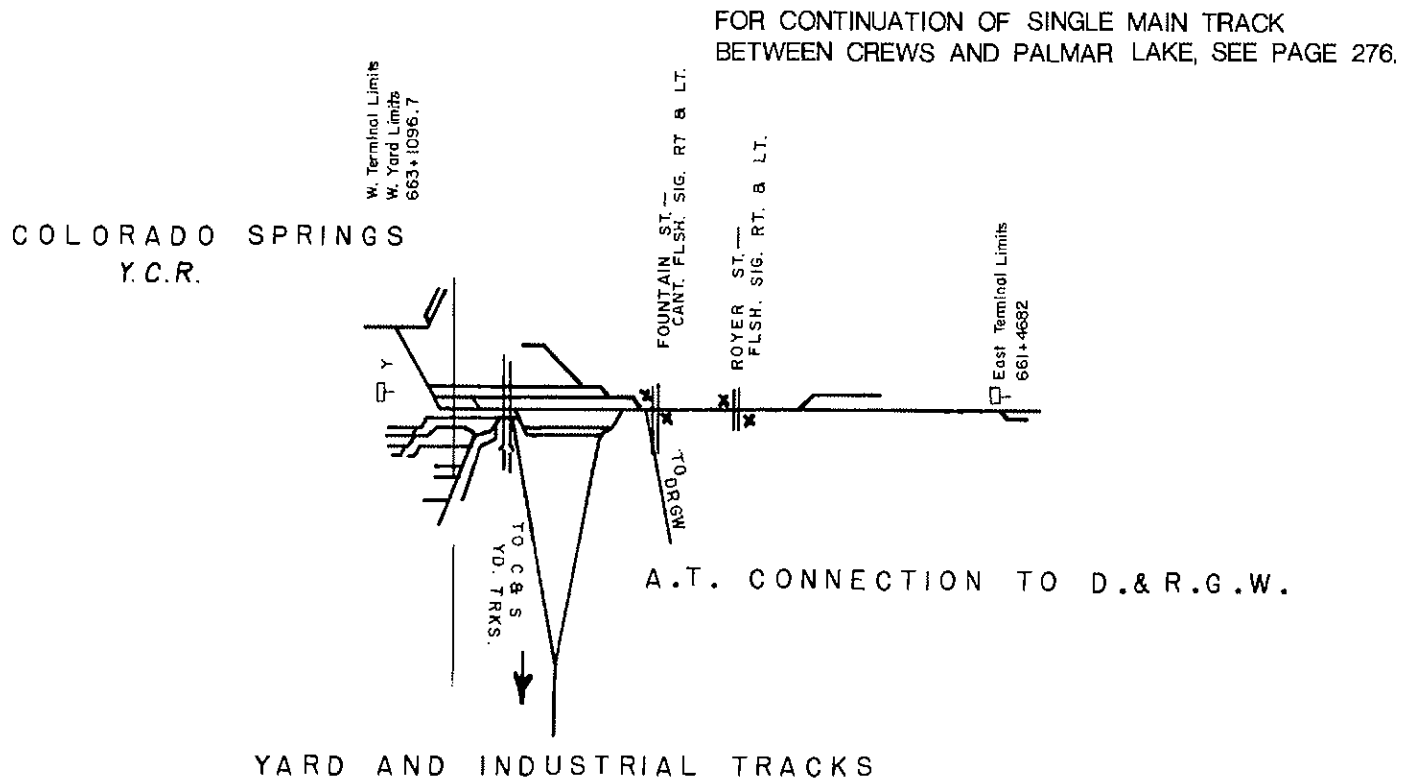


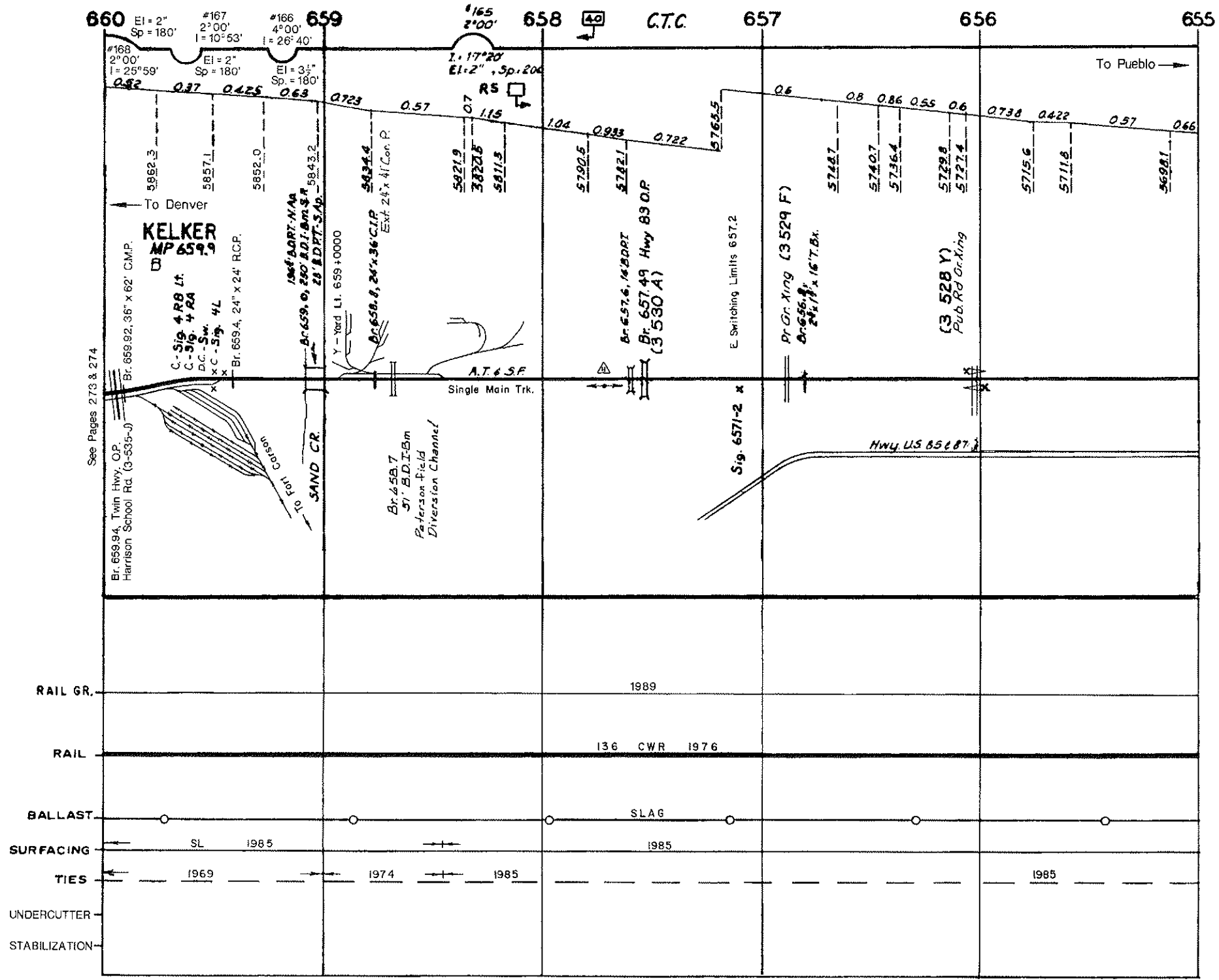








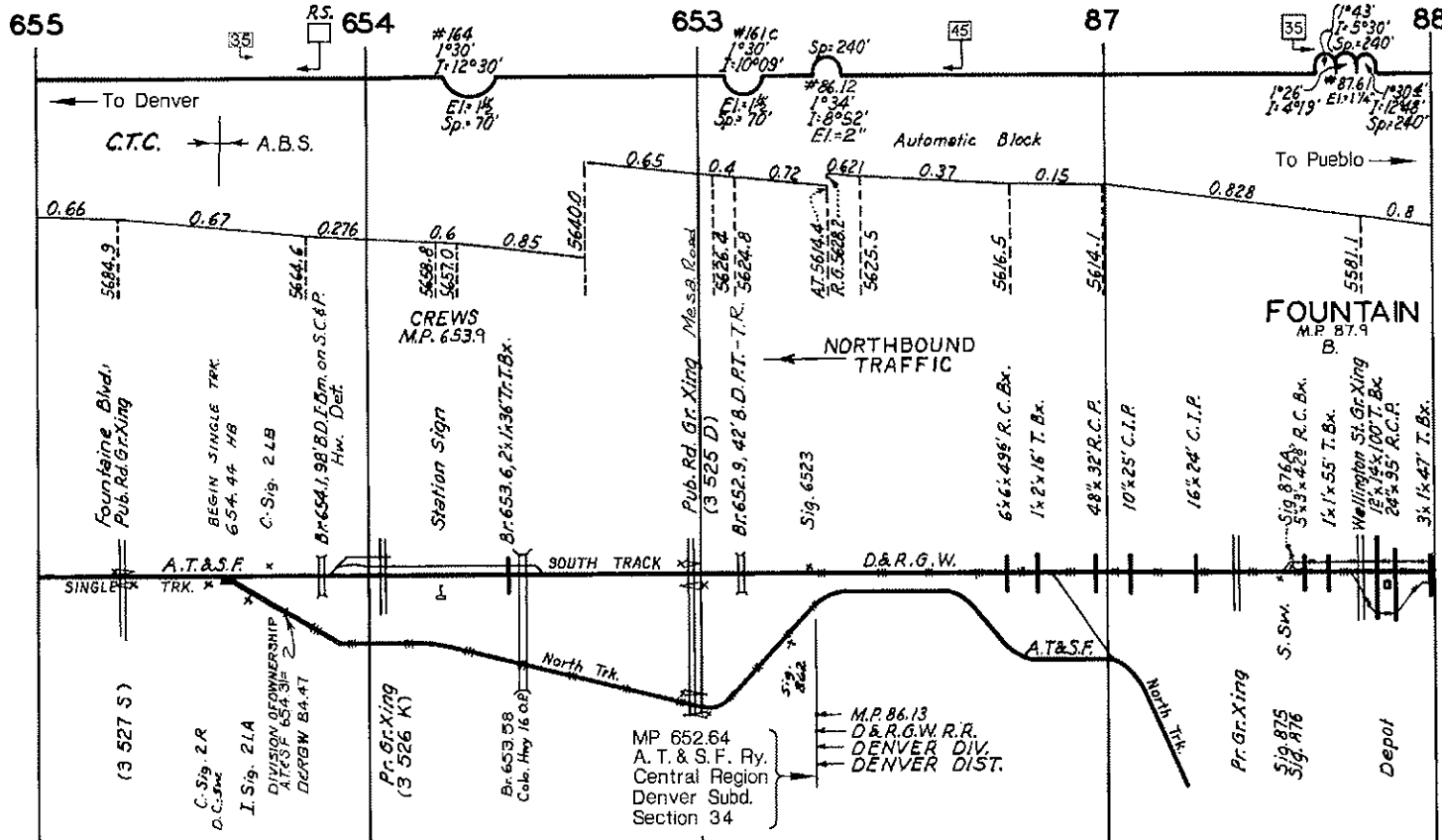




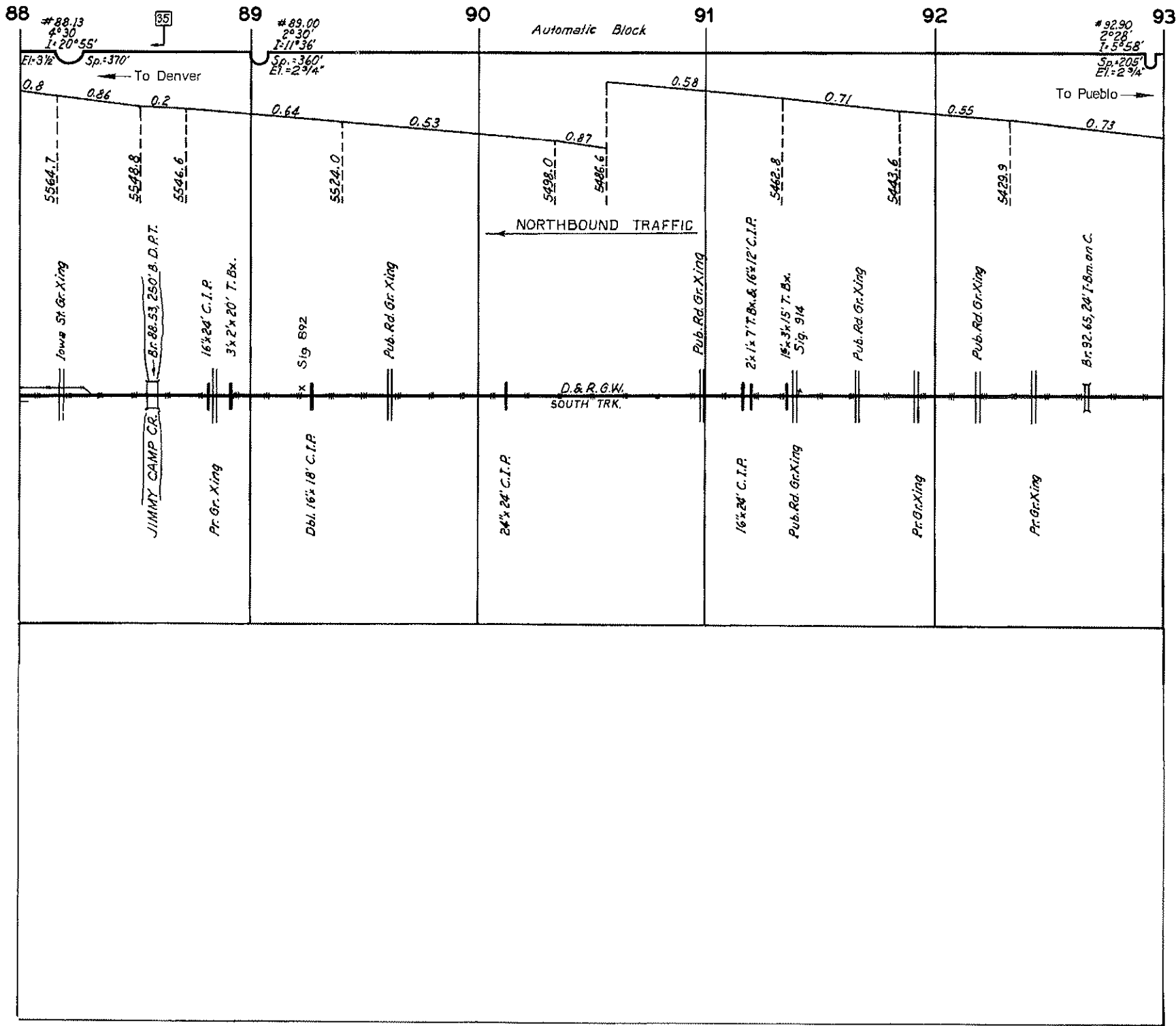
See Pages 273 & 274

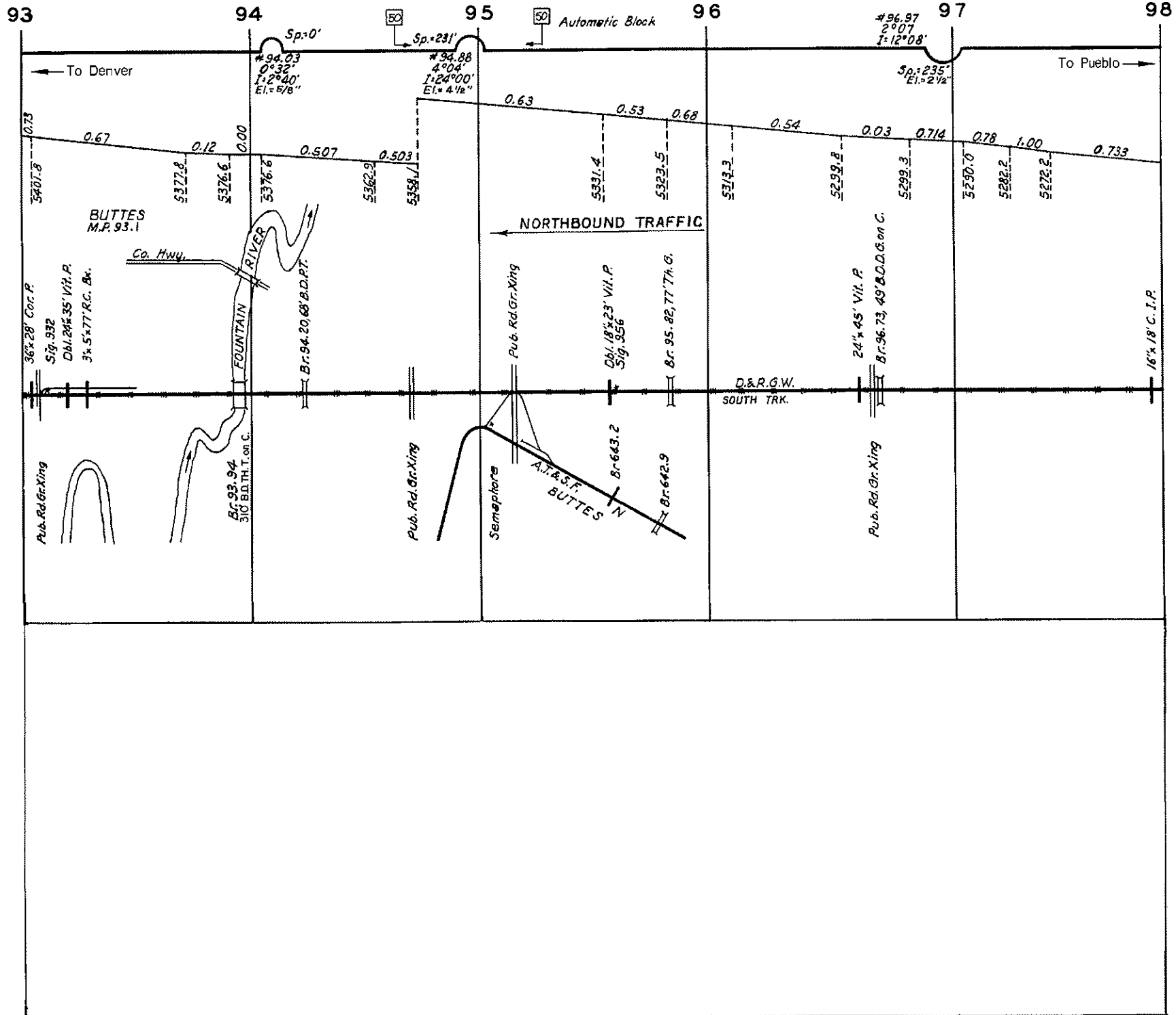
Br. 659.94, Twin Hwy. OP.
Harrison School Rd. (9-535-0)
Br. 659.92, 36" x 62' CMP.
KELKER
MP 659.9
C-Sig. 4 RB Lt.
C-Sig. 4 RA
D.C. Sw. 4L
x C-Sig. 4L
Br. 659.4, 24" x 24' R.C.P.
196' D.D.R.I. N.Aa
Br. 659.0, 240' D.I. BM SR
20' D.D.P.T. S.A.P.
Y-Yard LI. 659+0000
Br. 658.8, 24' x 36' C.I.P.
Ext. 24' x 4' Cor. P.
Br. 658.7
31' B.D.I. BM
Paterson Field
Diversion Channel
A.T. & S.F.
Single Main Trk.
To Denver
To Pueblo

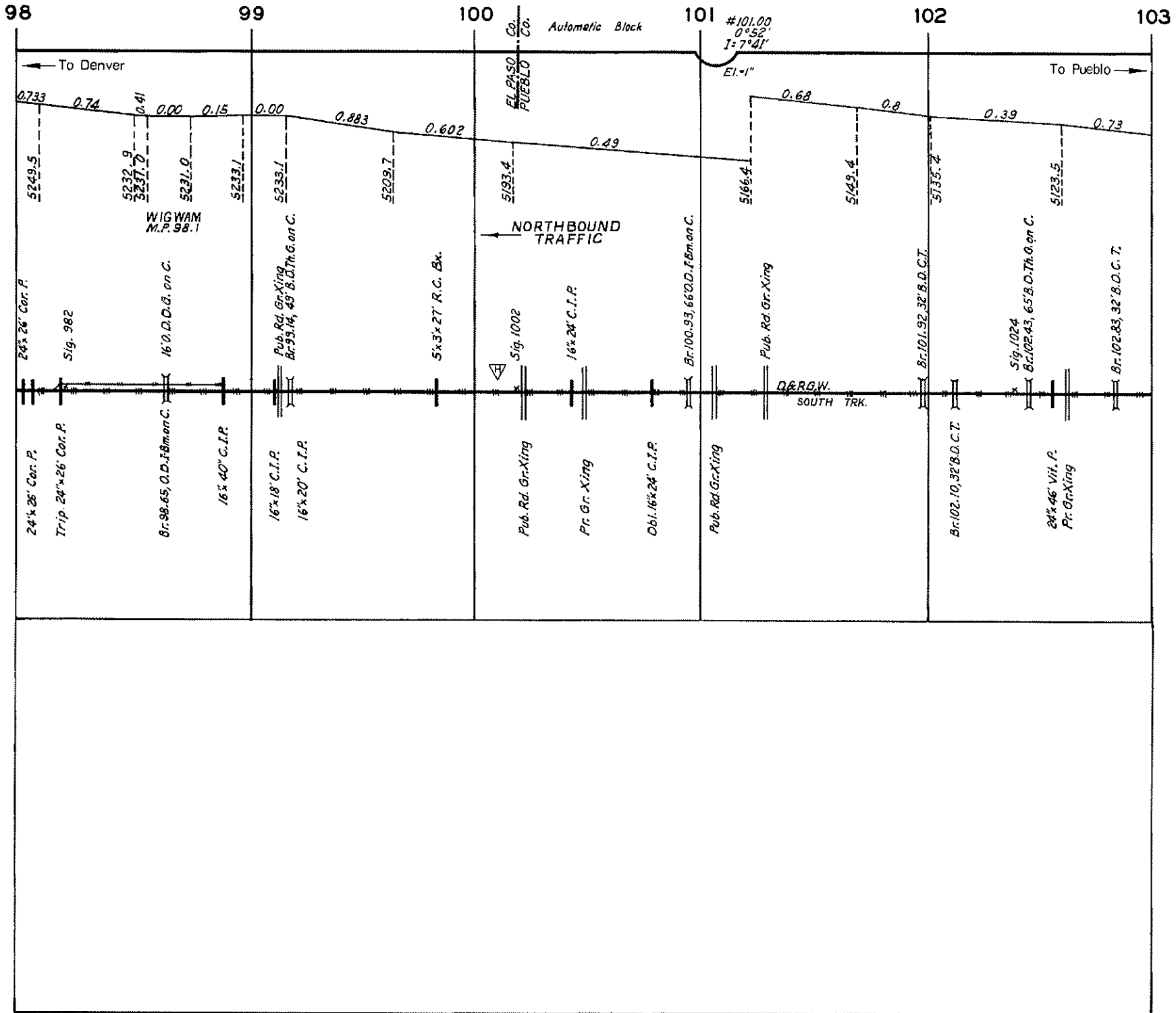
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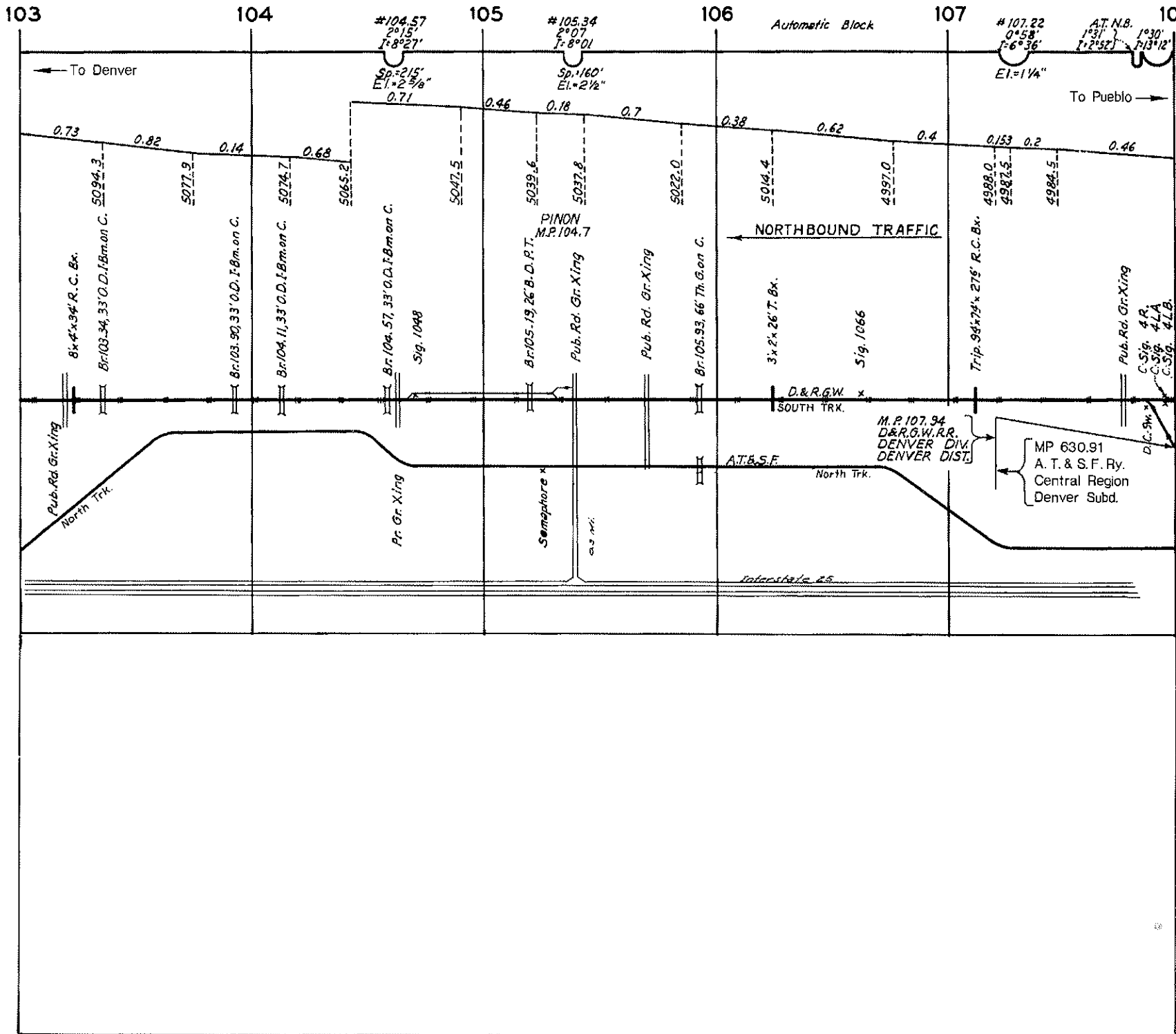


RAIL GR.	87-2	1989	
RAIL	136 CWR	1976	112- (D&R.G.W.)
BALLAST		SLAG	341.5
SURFACING	1985	1983	SL 76 1979 1983
TIES	1985	1976	
UNDERCUTTER			1949
STABILIZATION			

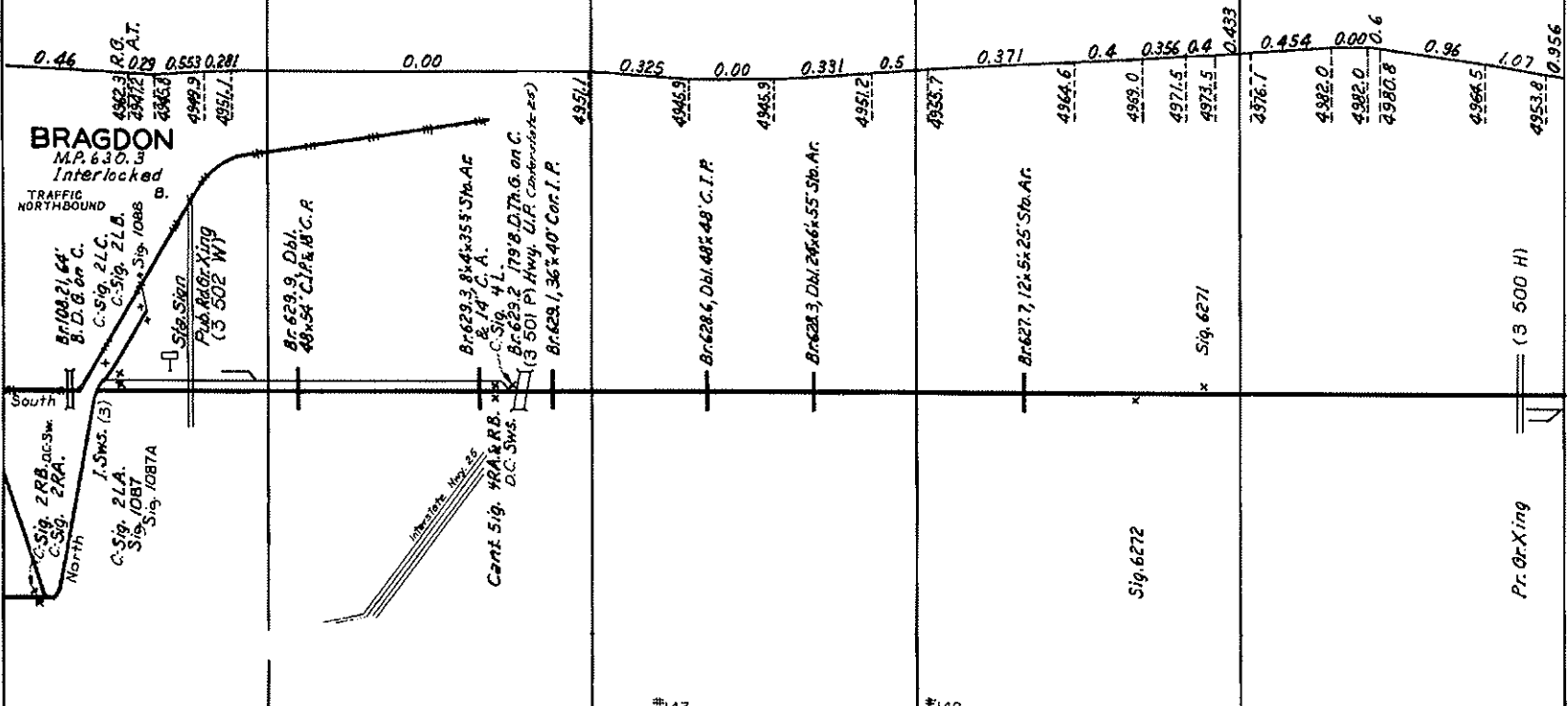
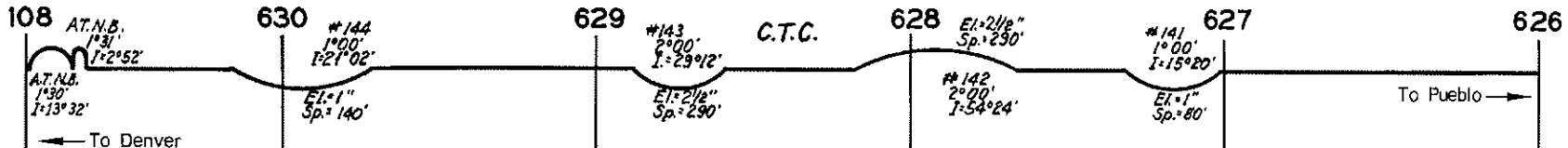






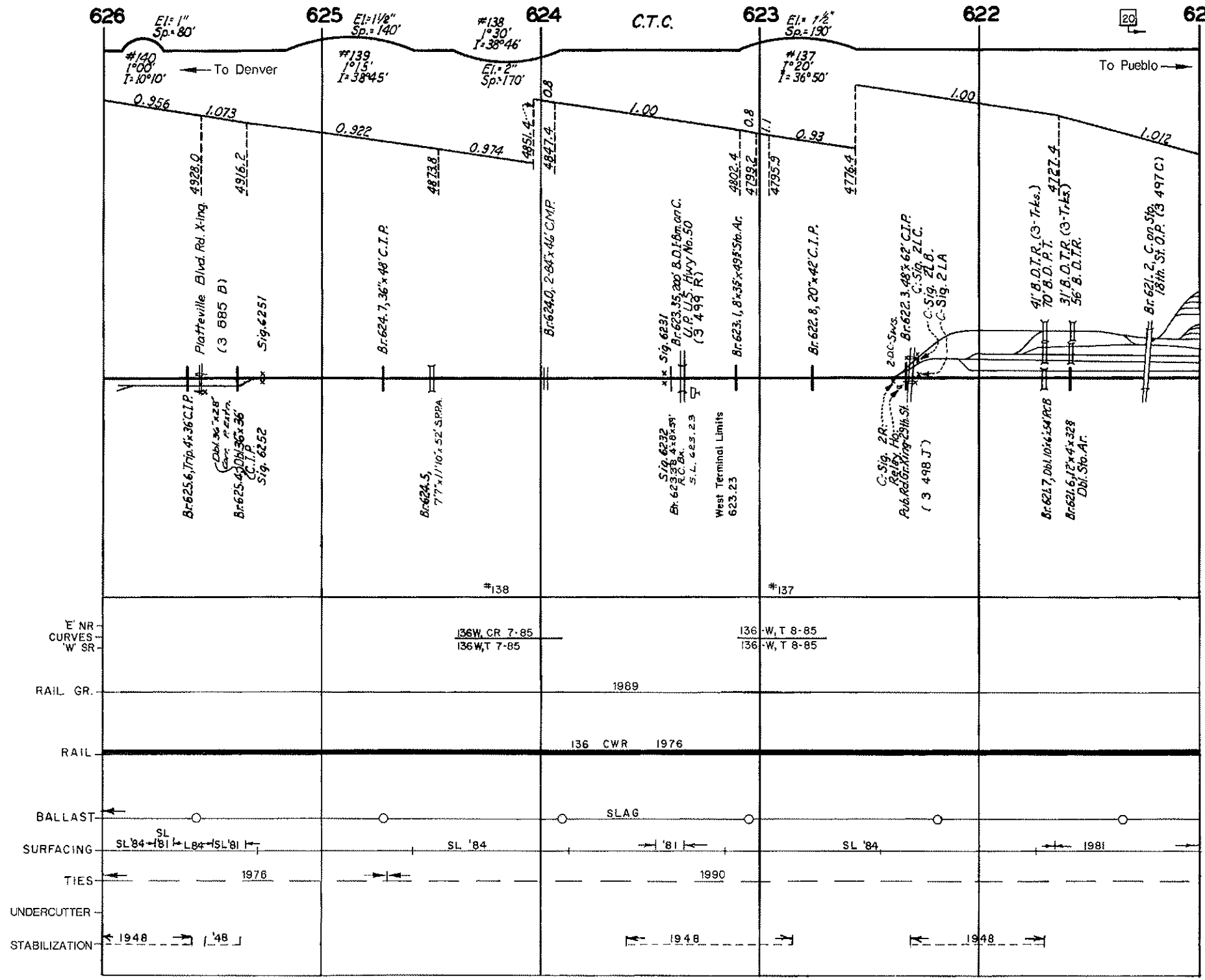


Note: D&R.G.W. Slow Boards are green on the back side. N.T.&K. Slow Boards are S.T.&K. Resume Speed Boards, and S.T.&K. Slow Boards are N.T.&K. Resume Speed Boards.



		#143		#142	
		136-W, OR 8-85 136-W, T 8-85		136-W, OR 8-85 136-W, T 8-85	
		1989			
		136 CWR 1976			
	SEE PAGE NO. 162 →				
		SLAG			
	1985	SL 1988		SL 85	SL 84
		1985		1990	1973
	1948	1948 → 1958		1948	1948 1948 1948 1949

NR
 CURVES
 SR
 RAIL GR
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION



TIME TABLE
SOUTHWARD



Work Loc. B4

Work Loc. B1

Work Loc. B0

Work Loc. B0
(Includes Hump Yards
& P.S. & R. Yd.)

TIME TABLE
NORTHWARD



237 - 240
PG. 245

DENVER
SUBDIVISION
INDEX MAP

PUEBLO UNION DEPOT
A.T. & S.F. M.P. 618.8
D. & R.G.W. M.P. 118.5
MINNEQUA SUBDIV.
M.P. 119.52 to M.P. 124.27
BN. CONT. 175026
Work Loc. 60

TO LA JUNTA

TO MINNEQUA

PUEBLO TERMINAL LIMITS
BN. CONT. 175026 --- M.P. 623.24

A.T. & S.F.

D. & R.G.W.

OTHER RAILROADS

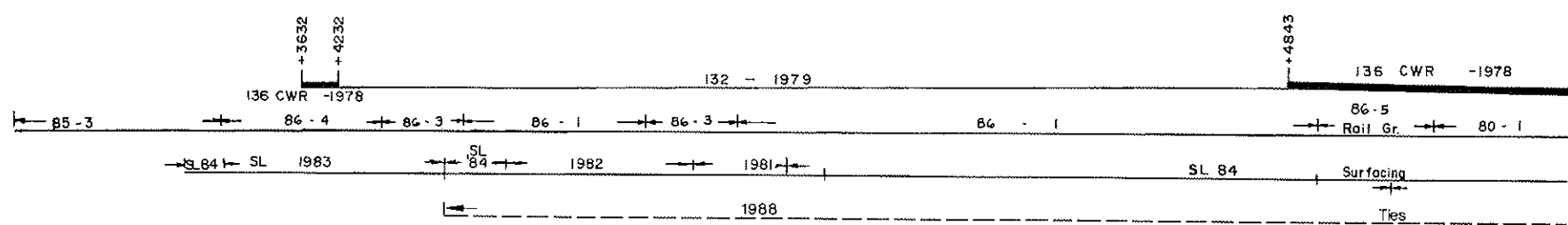
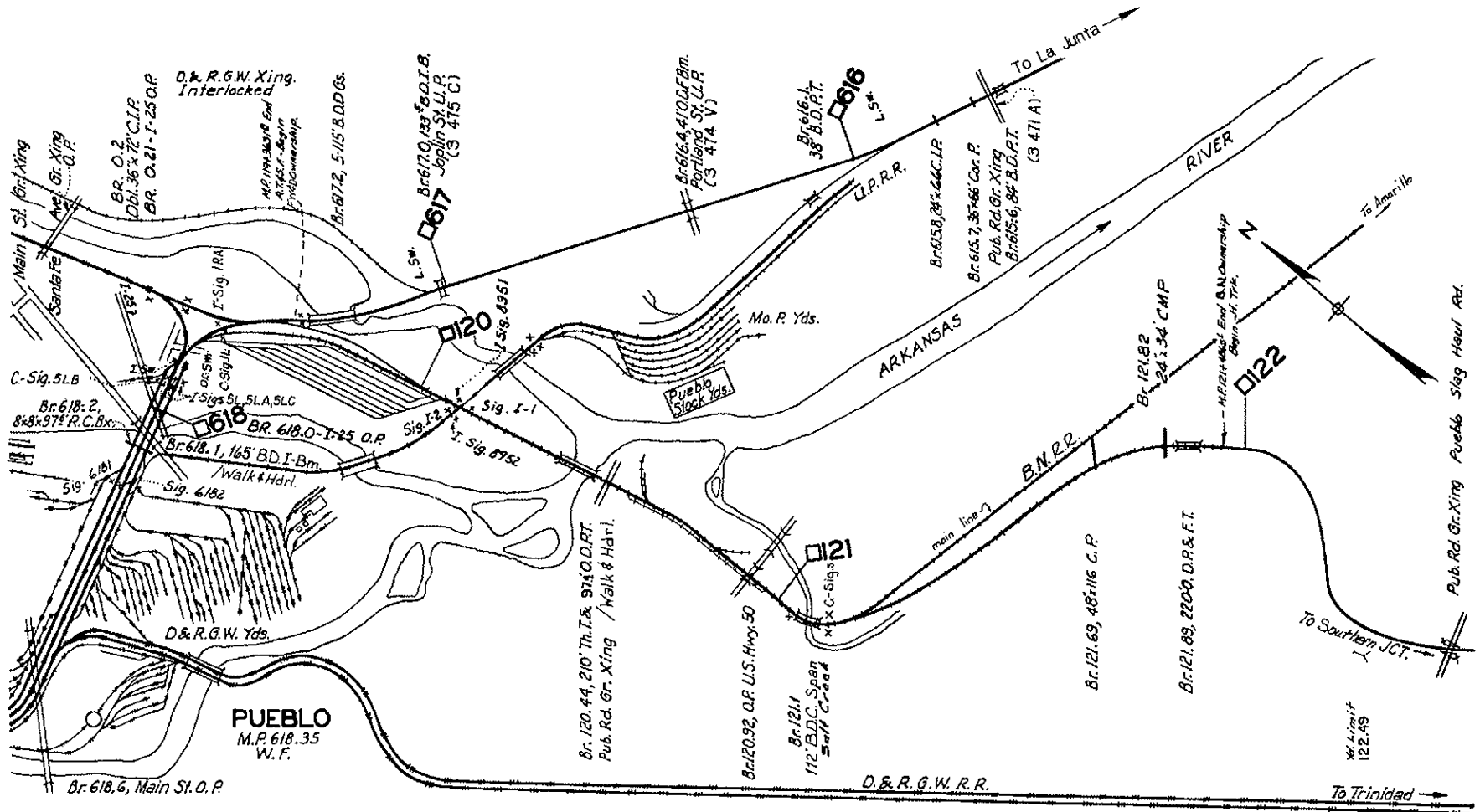
* INDICATES D. & R.G.W. MILE POSTS

Denver Subdivision

Pueblo (M.P. 619.9) to Denver (M.P. 737.0)

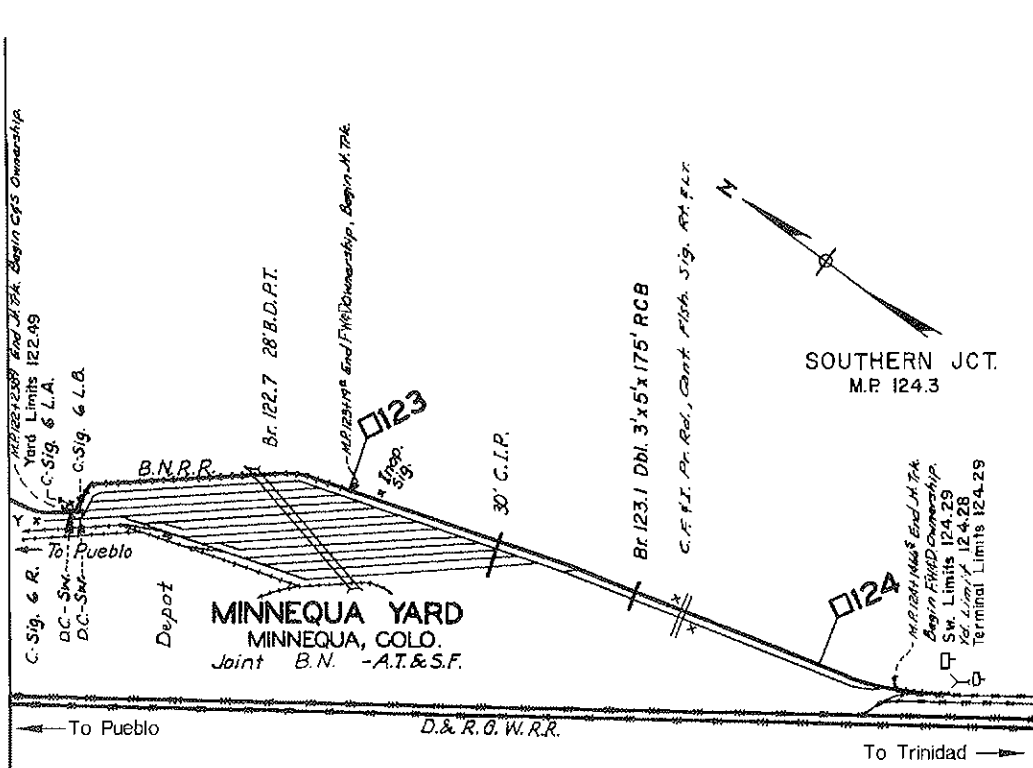
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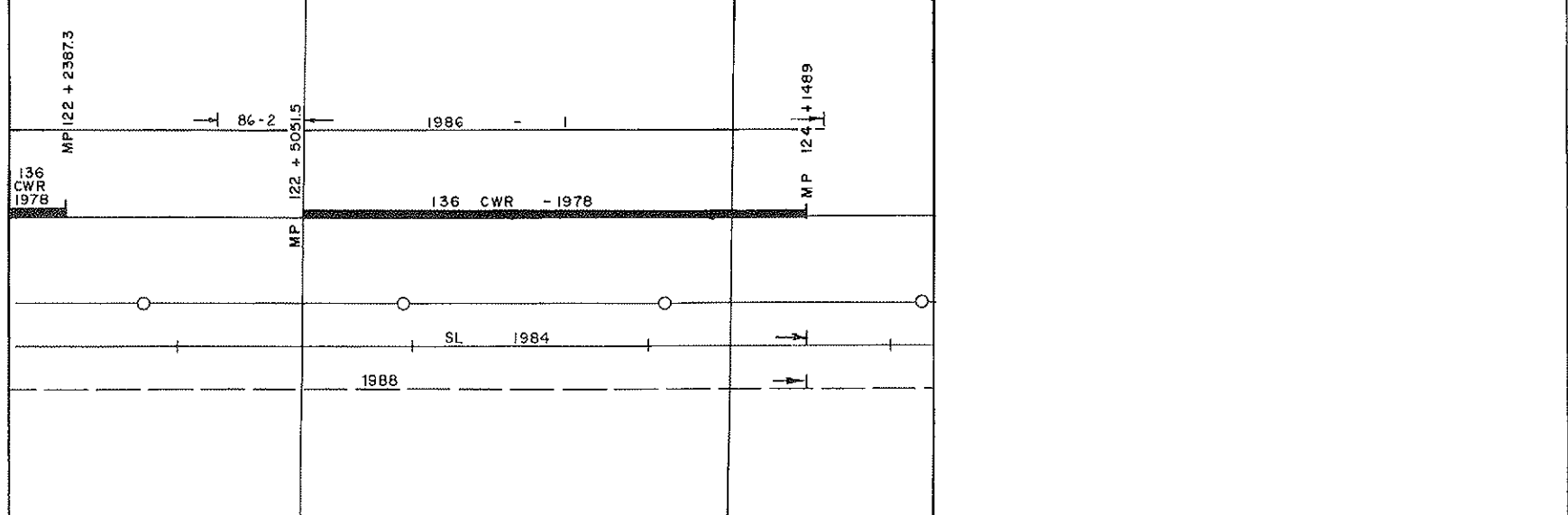
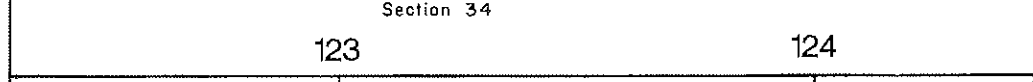
Minneque Subdivision

REVISED 1-91

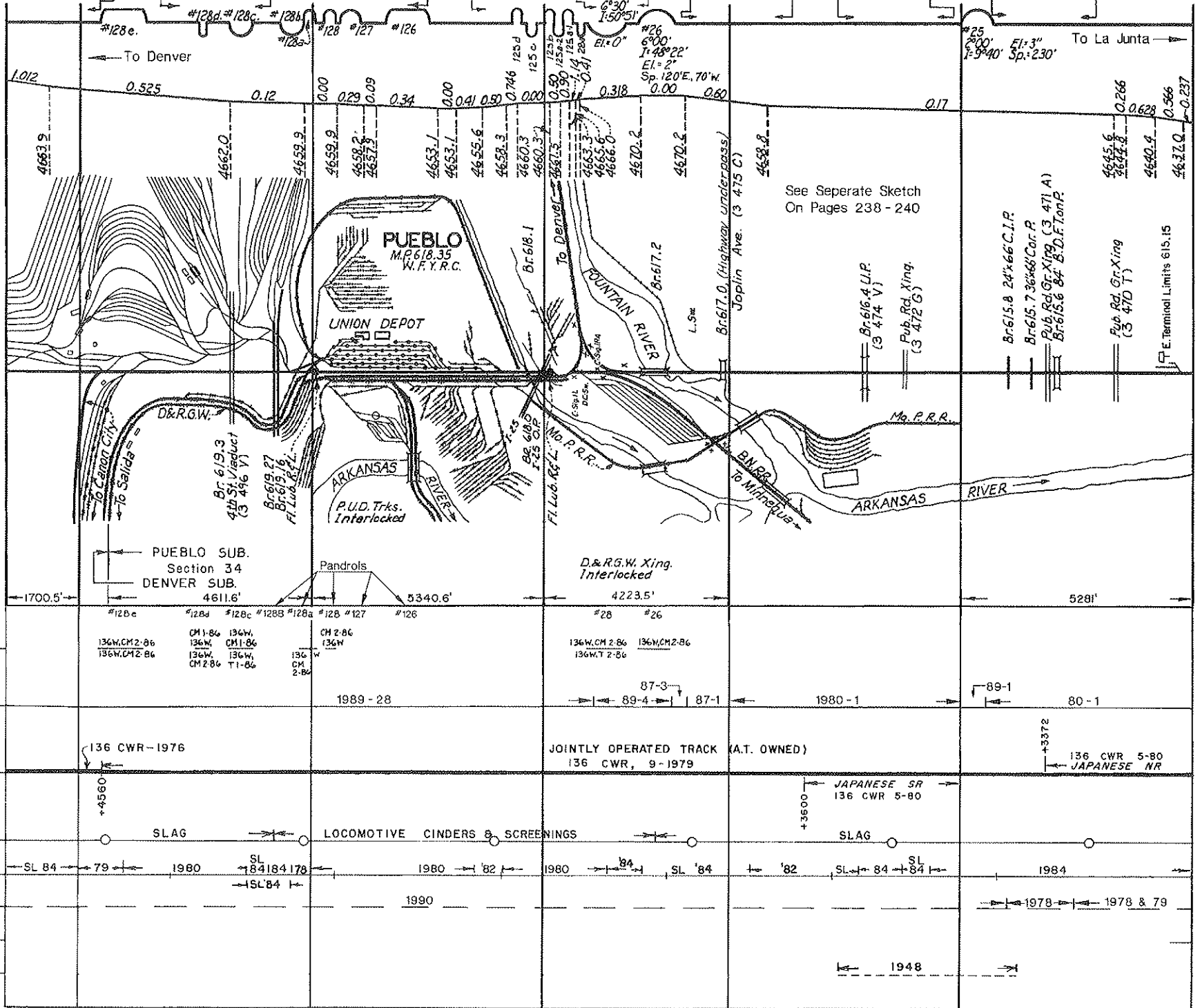


Curves on Page 102

28a	2°42'	I=3°49'		
125a-1	6°05'	I=8°20'		
125a-2	6°05'	I=8°20'		
125b	2°00'	I=1°10'		
125c	2°00'	I=2°20'		
125d	2°00'	I=0°59'		
#126	6°40'	I=62°34'		
#127	3°58'	I=16°21'		
#128	6°00'	I=10°24'		
128a	10°30'	I=25°16'		
128b	9°30'	I=43°08'		
#128c	3°00'	I=13°34'	El.=1 1/2"	Sp.=50'
#128d	4°00'	I=5°40'	El.=2"	Sp.=60'
#128e	3°00'	I=29°38'	El.=1 1/2"	Sp.=50'



621 620 619 618 617 616 615



See Separate Sketch
On Pages 238 - 240

NR SR CURVES

RAIL GR.

RAIL

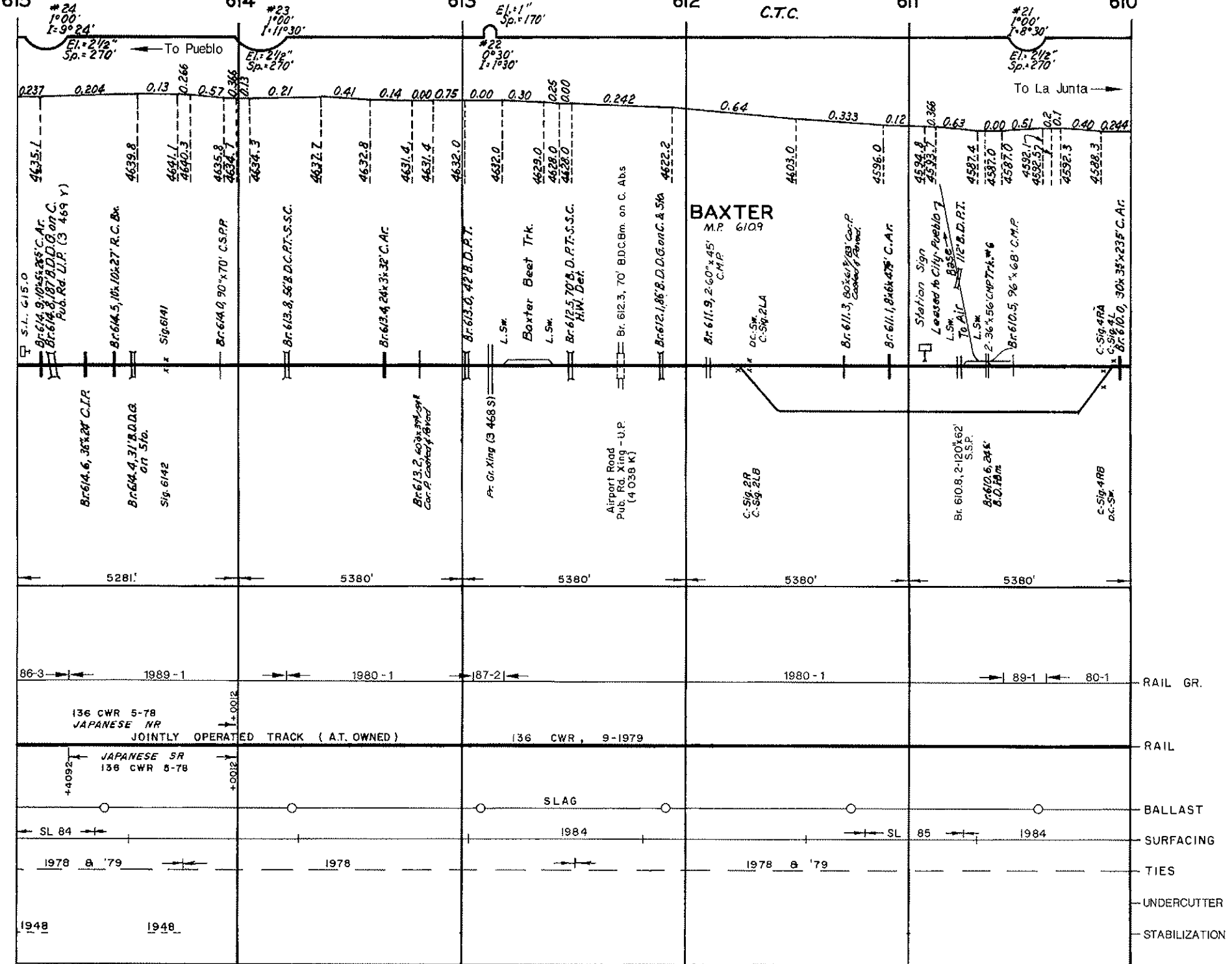
BALLAST

SURFACING

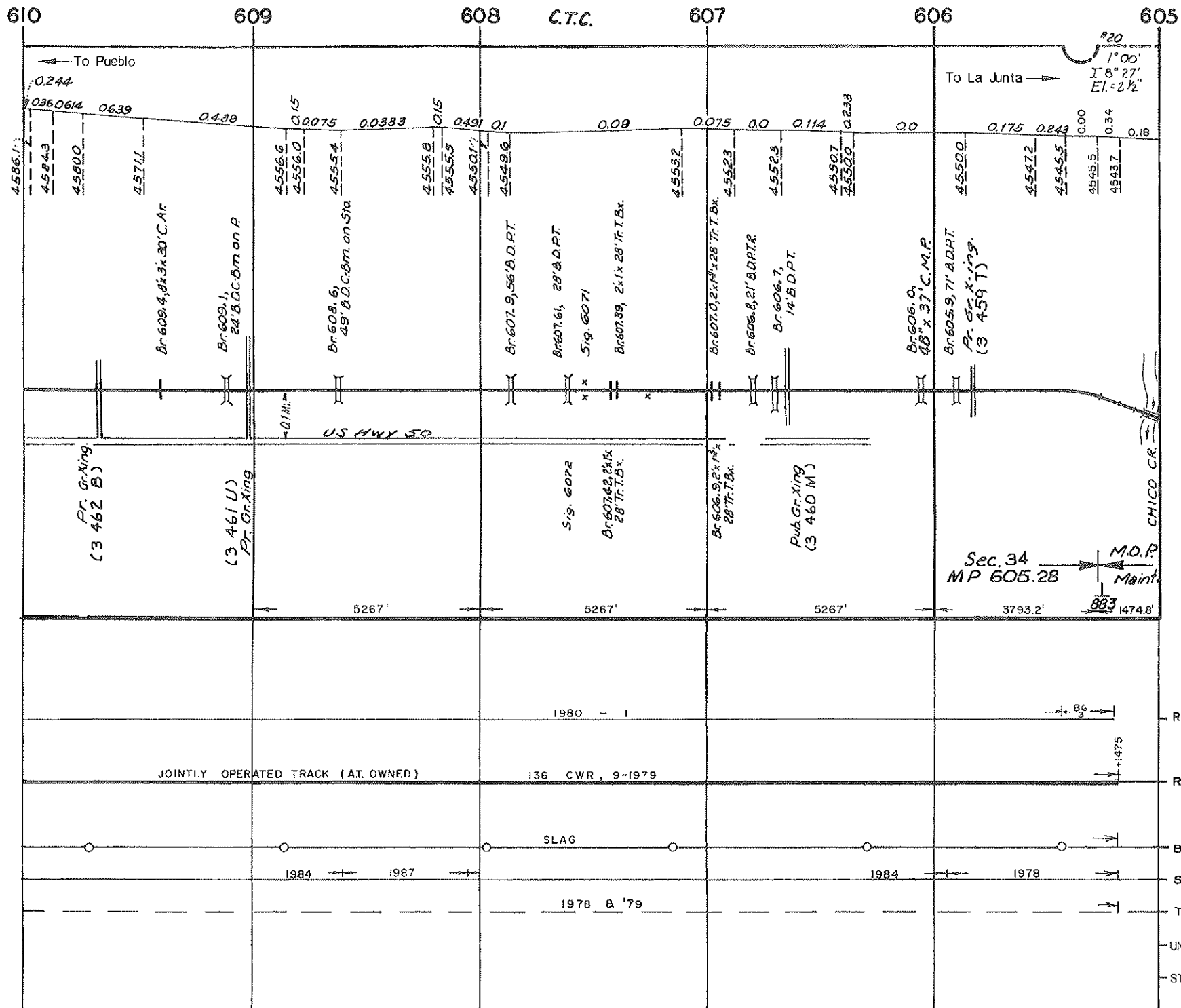
TIES

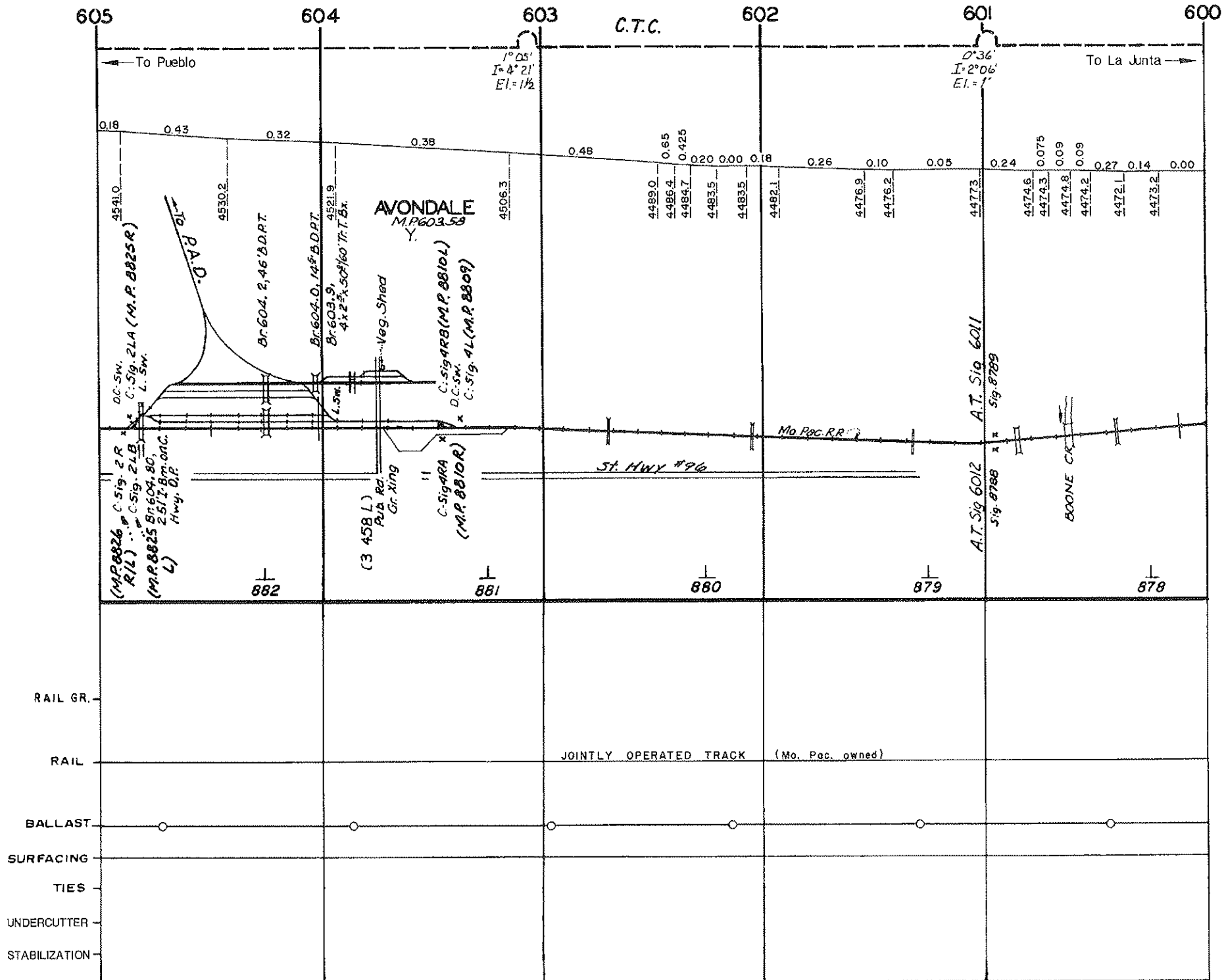
UNDERCUTTER

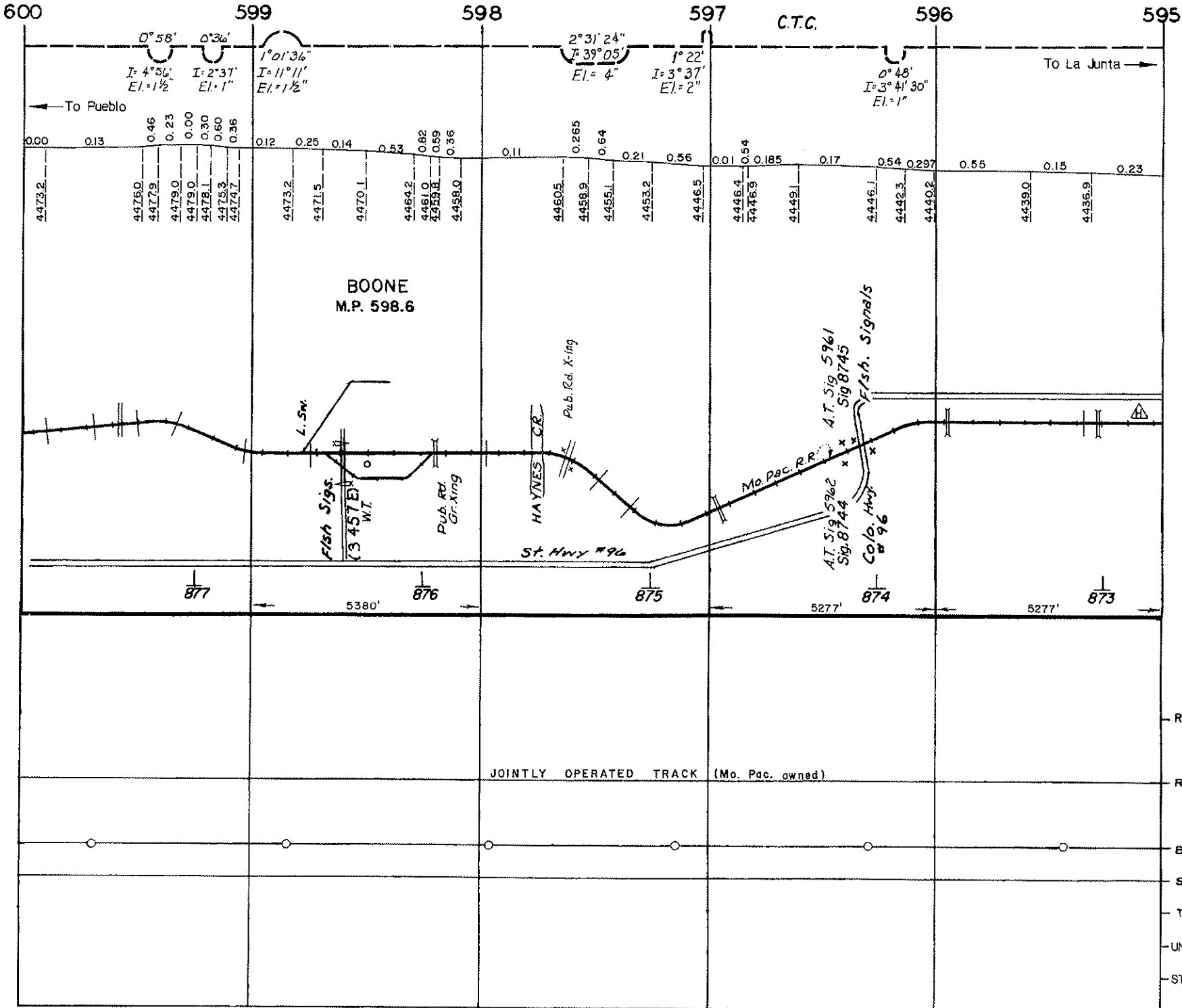
STABILIZATION



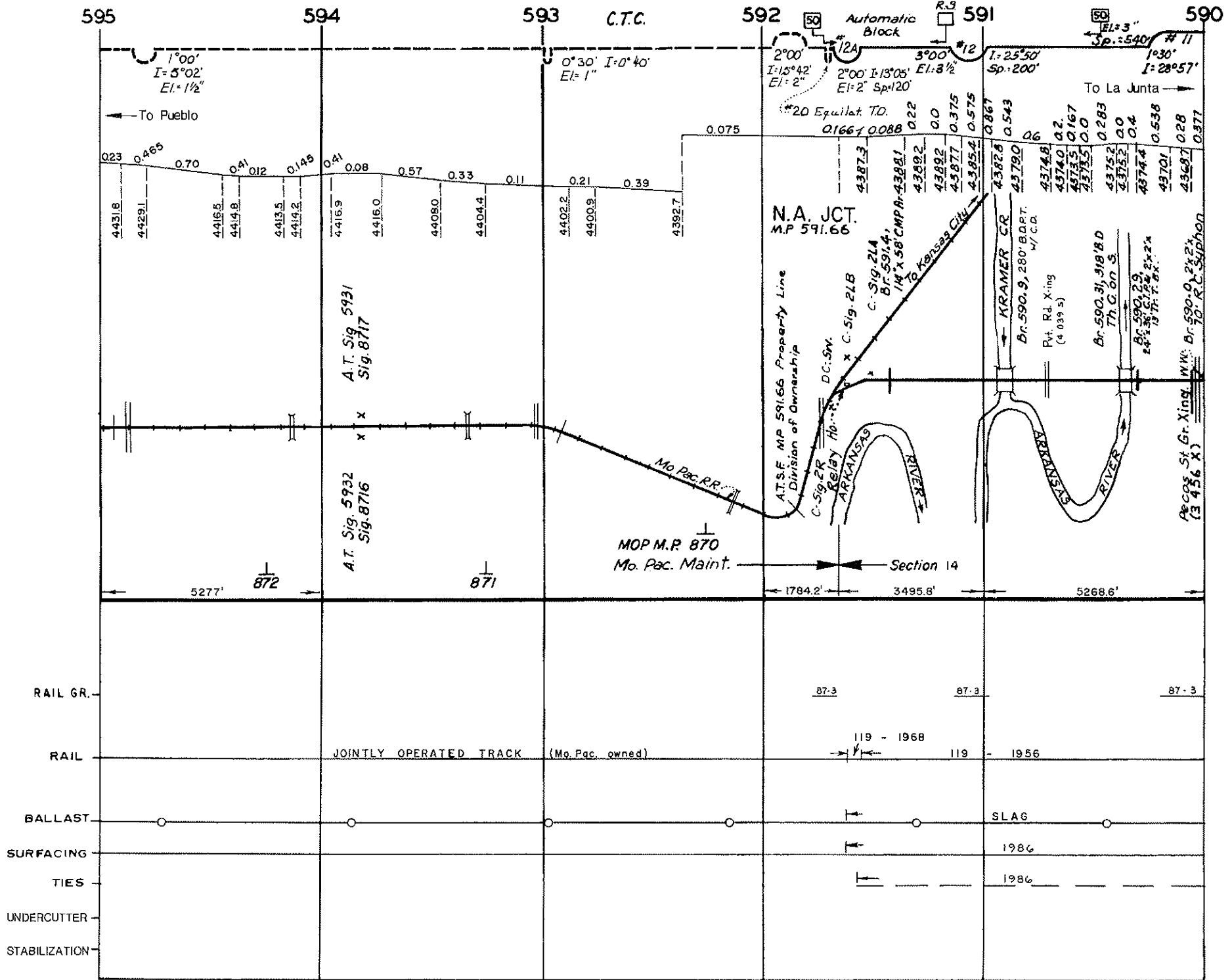
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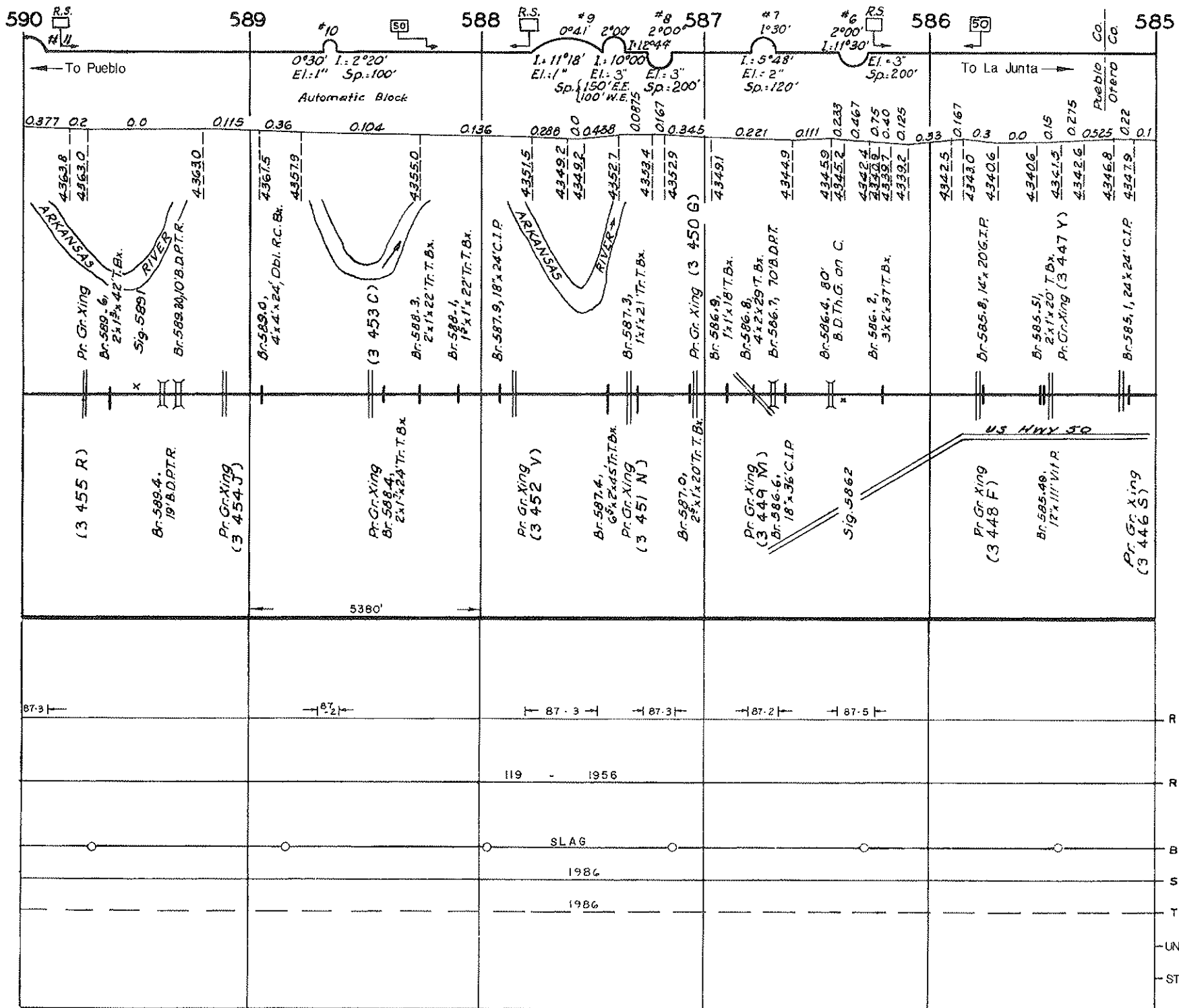


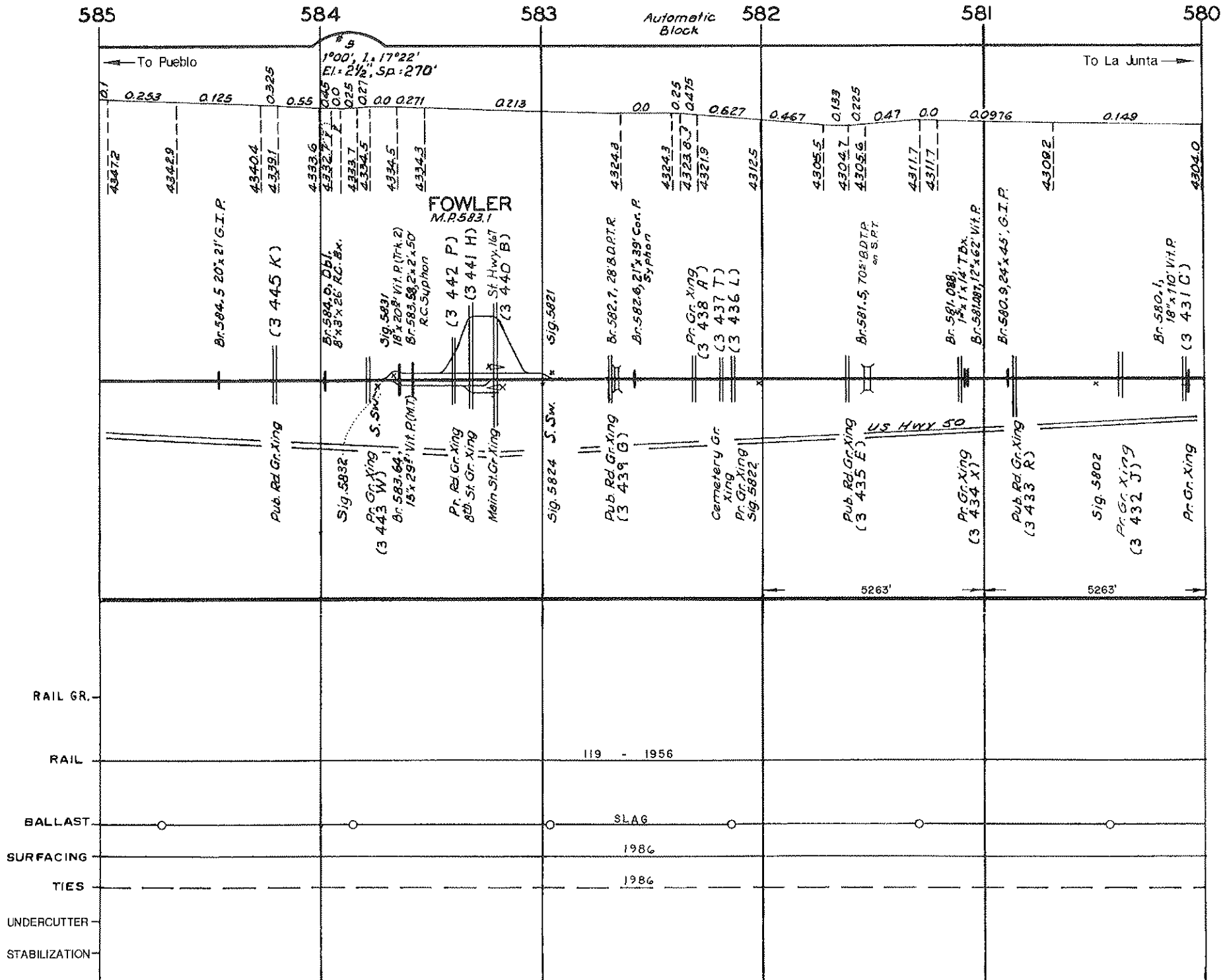


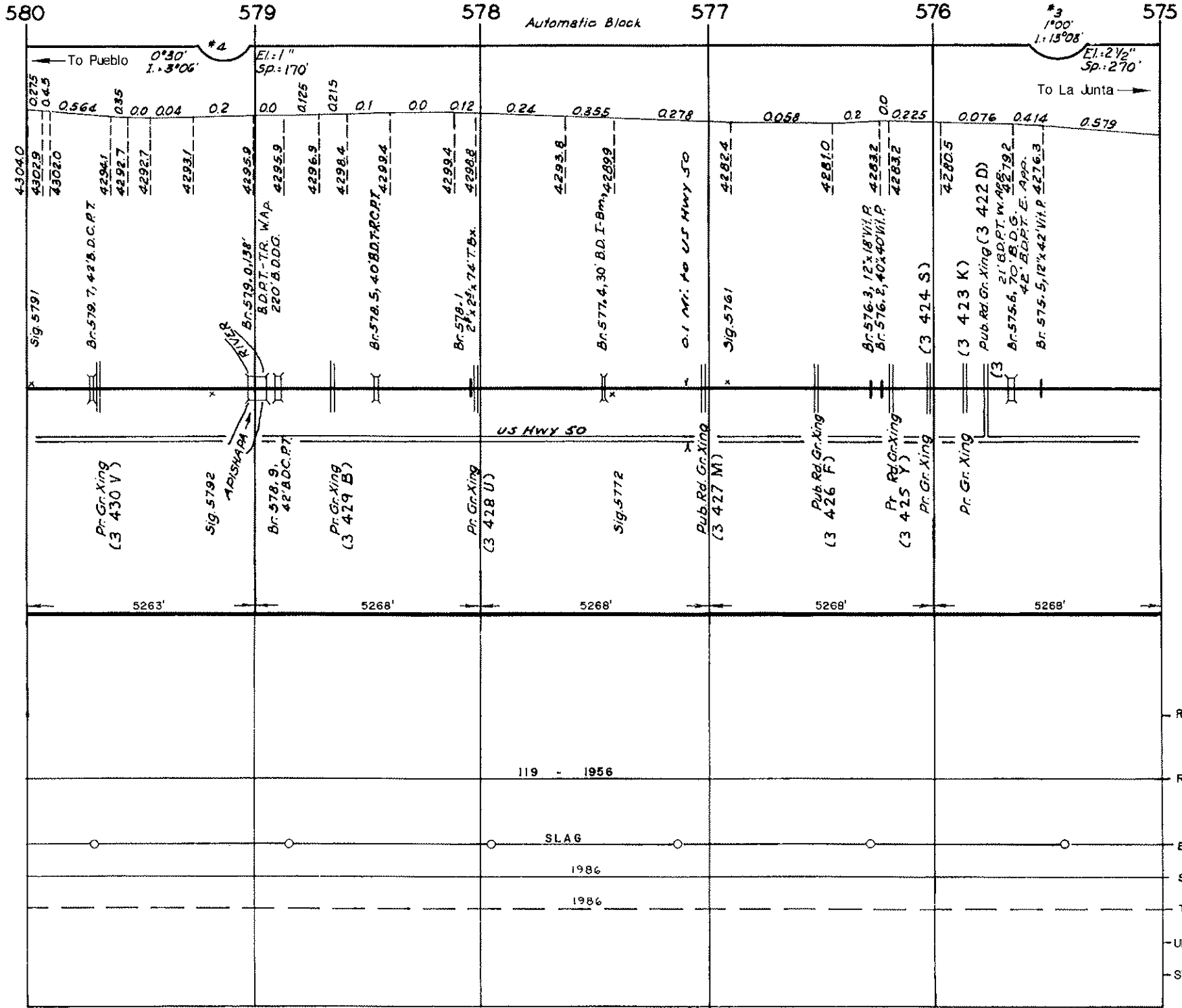


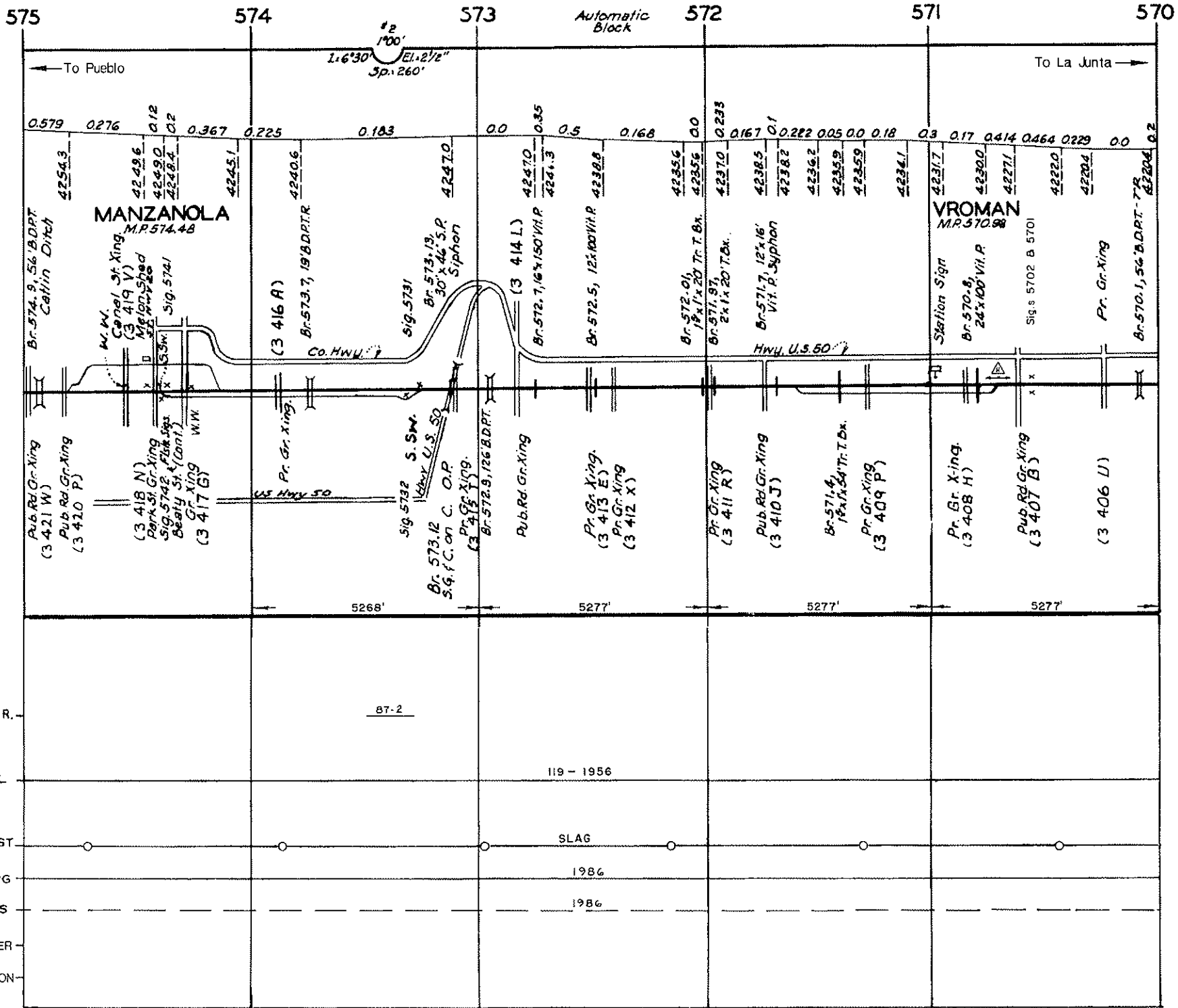
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION











REVISED 1-91

570

569

NO CURVES

568

Automatic Block

567

566

565

To Pueblo

To La Junta

0.2 0.373 0.0 0.133 0.028 0.13 0.345 0.129 0.122 0.231 0.34 0.4 0.428 0.525 0.333 0.05 0.225 0.7 0.55 0.22 0.136 0.324 0.13

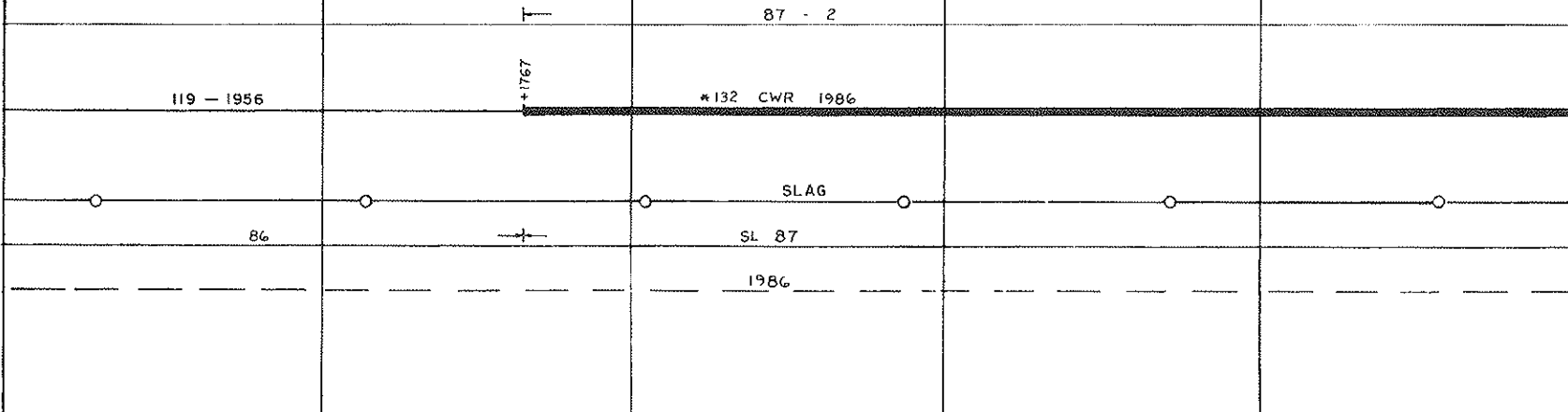
4222.0
Br. 569.8, 10'x77' V.I.P.
Br. 569.674, 12'x126' V.I.P.
Br. 569.666, 18'x143' Cor. N.R.
Br. 569.5, 24'x100' V.I.P.
C.1 App. fo U.S. Hwy. 50
Br. 569.2, 24'x27'x24' R.C. Syphon
4224.5
Br. 568.9, 4'x2'x20' T. Bx.
Br. 568.7, 12'x12' R.C. Syphon
4224.0
Br. 568.388, Dbl.
3'x2'x27' T. Bx.
Br. 568.38, 2'x2'x35' R.C. Syphon
(3 401 K)
Br. 568.372, 2'x2'x35' R.C. Syphon
4218.9
Br. 568.1, 19' B.D.P.T.
4218.0
Br. 567.829, 2'x2'x28' T. Bx.
Br. 567.816, 18'x30' V.I.P.
4215.4
Br. 567.7, Dbl.
3'x2'x24' T. Bx.
Br. 567.62, 2'x2'x30' T. Bx.
4213.0
Br. 567.257, 2'x2'x30' T. Bx.
Br. 567.246, Dbl.
3'x2'x24' T. Bx.
Sig. 5671
Pr. Gr. Xing (3 394 C)
4202.8
4197.8
4193.6
Br. 566.5, 3'x2'x40' T. Bx.
Br. 566.45, 3'x2'x46' T. Bx.
Br. 566.44, 3'x2'x40' T. Bx.
Br. 566.42, Dbl.
3'x2'x40' T. Bx.
4190.6
4190.2
4188.9
Sig. 5661
2nd St. Gr. Xing (3 391 G)
4182.6
4180.4
4179.3
4177.8
4177.8
4177.8
4177.8
4169.7

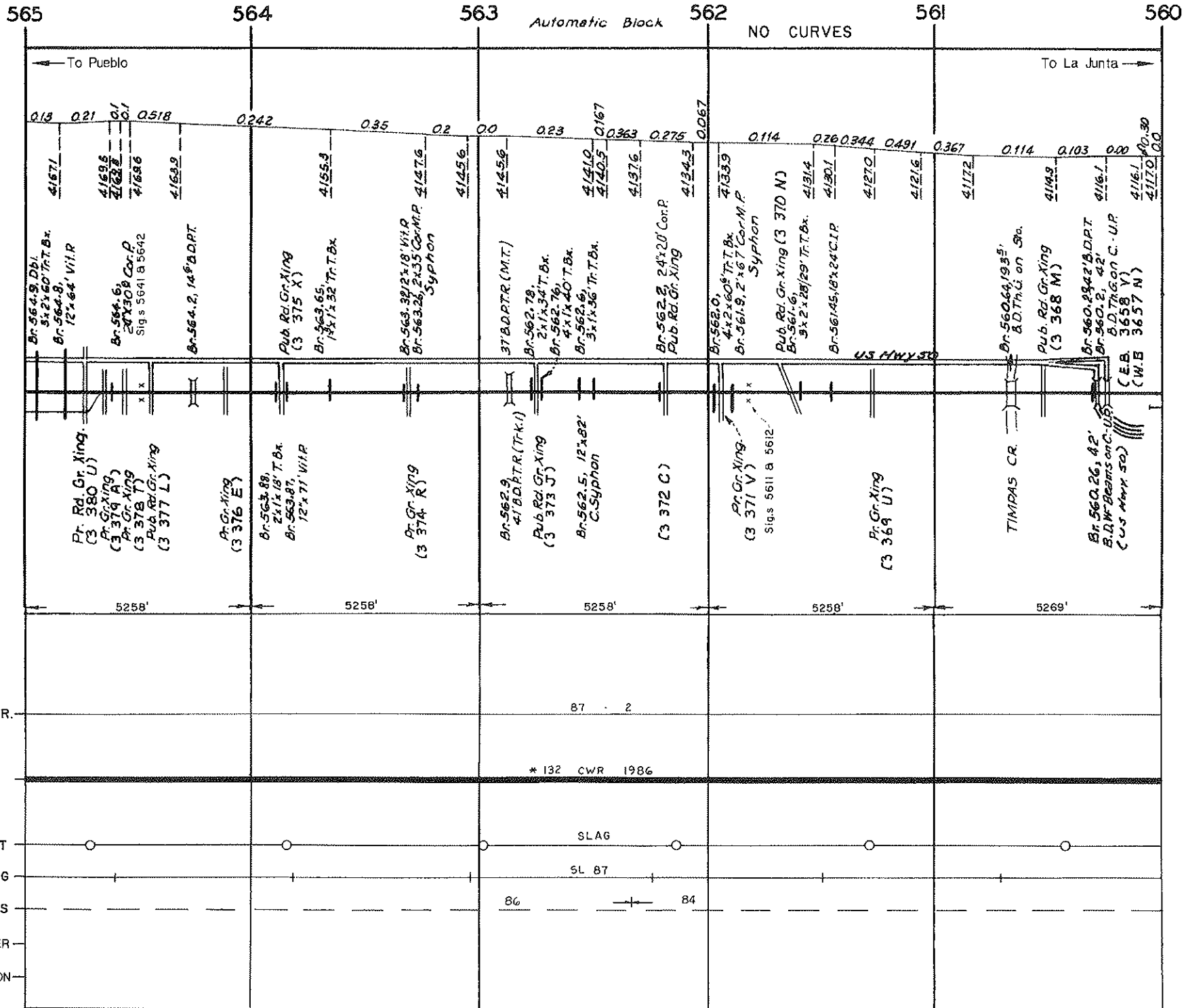
ROCKY FORD

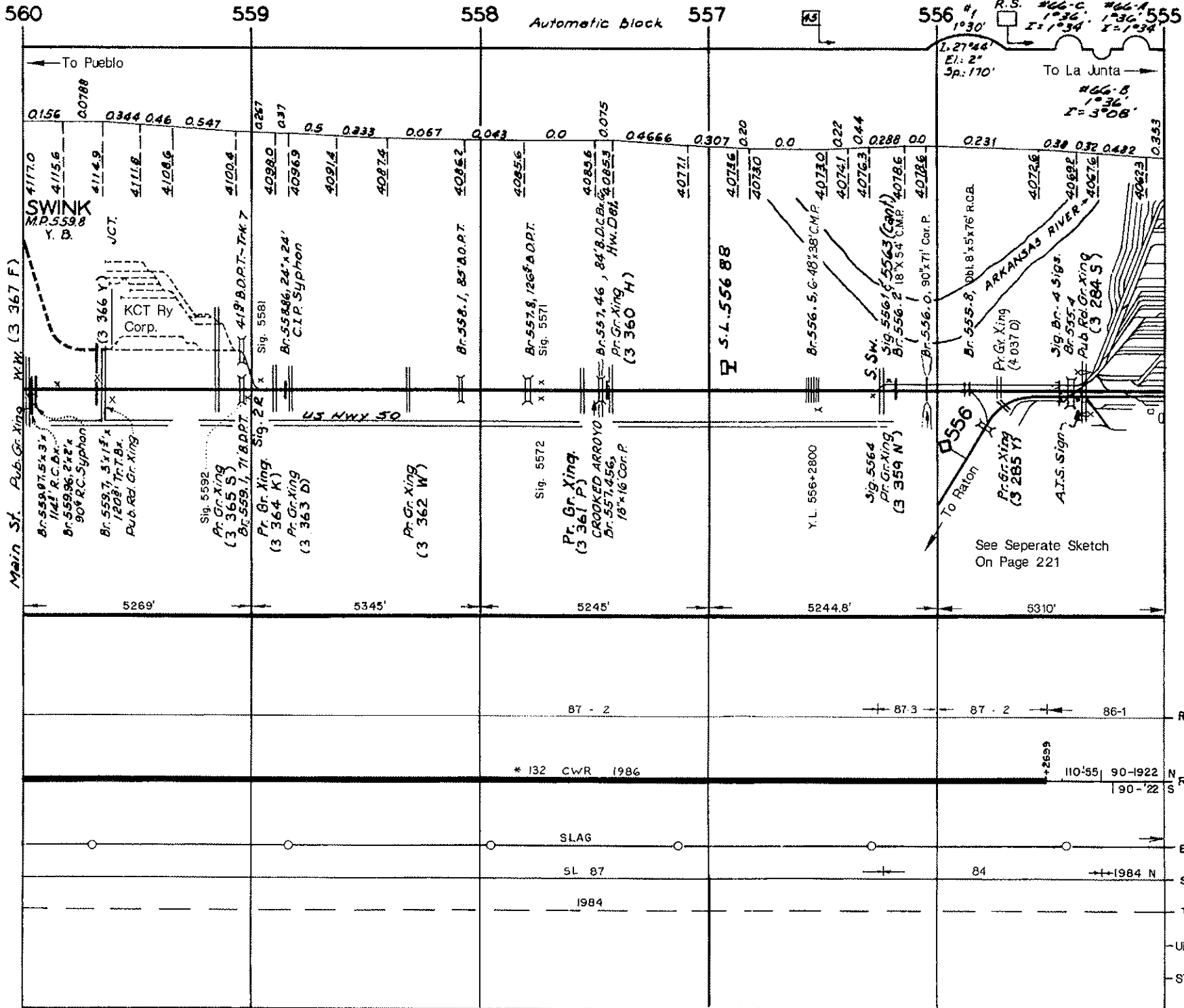
Hwy. U.S. 50

Pr. Gr. Xing (3 405 M)
Pub. Rd. Gr. Xing (3 404 F)
Pr. Gr. Xing (3 403 Y)
Pr. Gr. Xing (3 402 S)
Pub. Rd. Gr. Xing
Br. 568.374, Dbl.
3'x2'x26' T. Bx.
Pr. Gr. Xing (3 400 D)
Pr. Gr. Xing (3 399 L)
Pr. Gr. Xing (3 398 E)
Pr. Gr. Xing (3 397 X)
Yd. Limit MP 567.80
Pr. Gr. Xing (3 396 R)
Br. 567.61, 12'x123' V.I.P.
Br. 567.264, Dbl. 3'x2'x24' T. Bx.
Pr. Gr. Xing (3 395 J)
Pr. Gr. Xing (3 395 I)
Br. 567.258, Dbl.
3'x2'x24' T. Bx.
Br. 567.247, 18'x35' S.W.
164' V.I.P.
Sig. 5672
Pr. Gr. Xing (3 393 V)
Pub. Rd. Gr. Xing (3 392 N)
3'x2'x23'x26'
T. Bx.
Dbl. 3'x2'x23'x26'
T. Bx.
Sig. 5662
Veg. Shed
Br. 566.1, 3'x5' S.W.
17'x50' T. Bx.
5th St. Gr. Xing
Fish. Sigs. (3 387 S)
Br. 565.7, 16' B.D.P.T.
W.W.

5277' 5277' 5277' 5277'



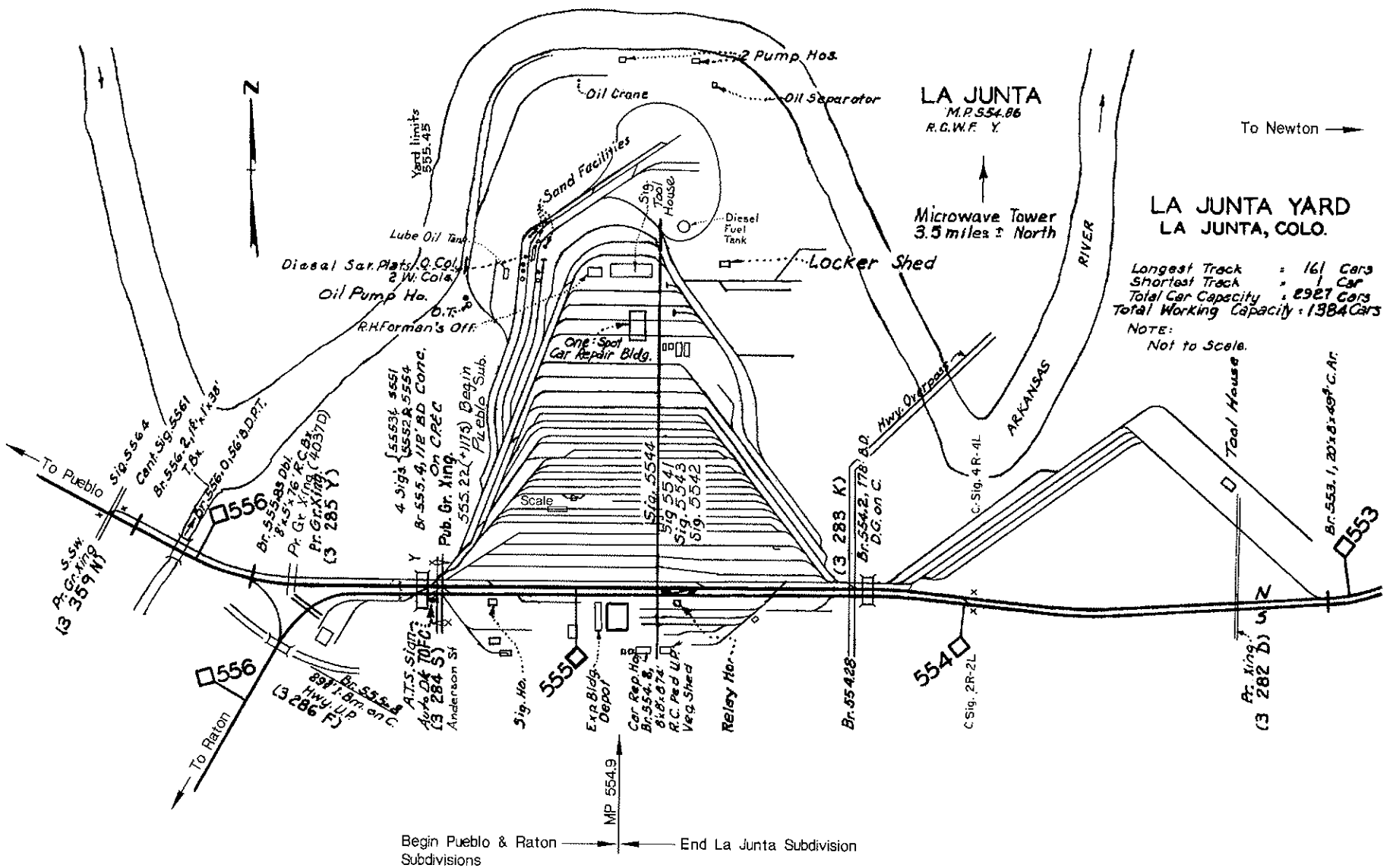




Pueblo Subdivision

La Junta (M.P. 555.2) to Pueblo (M.P. 619.9)

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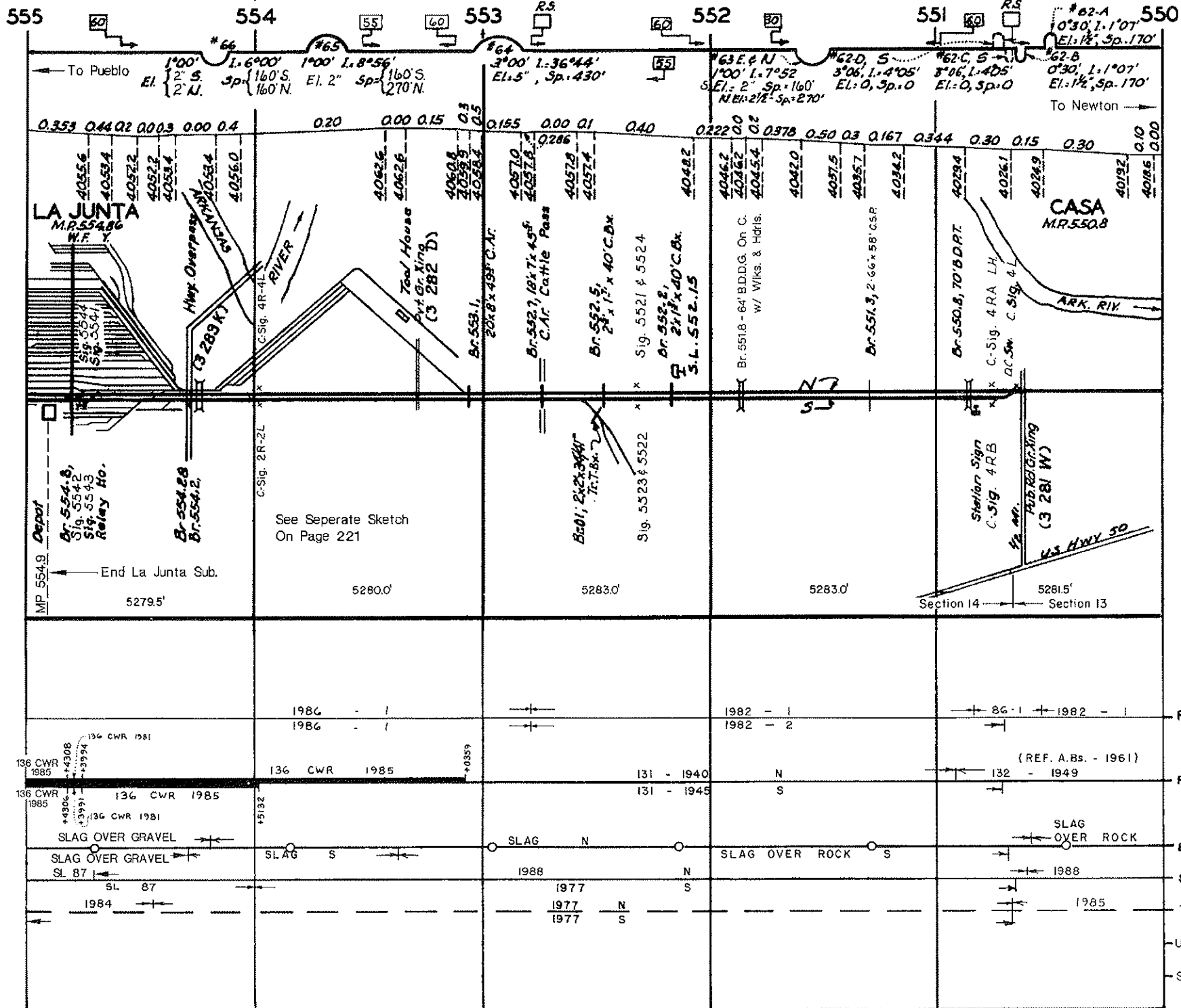


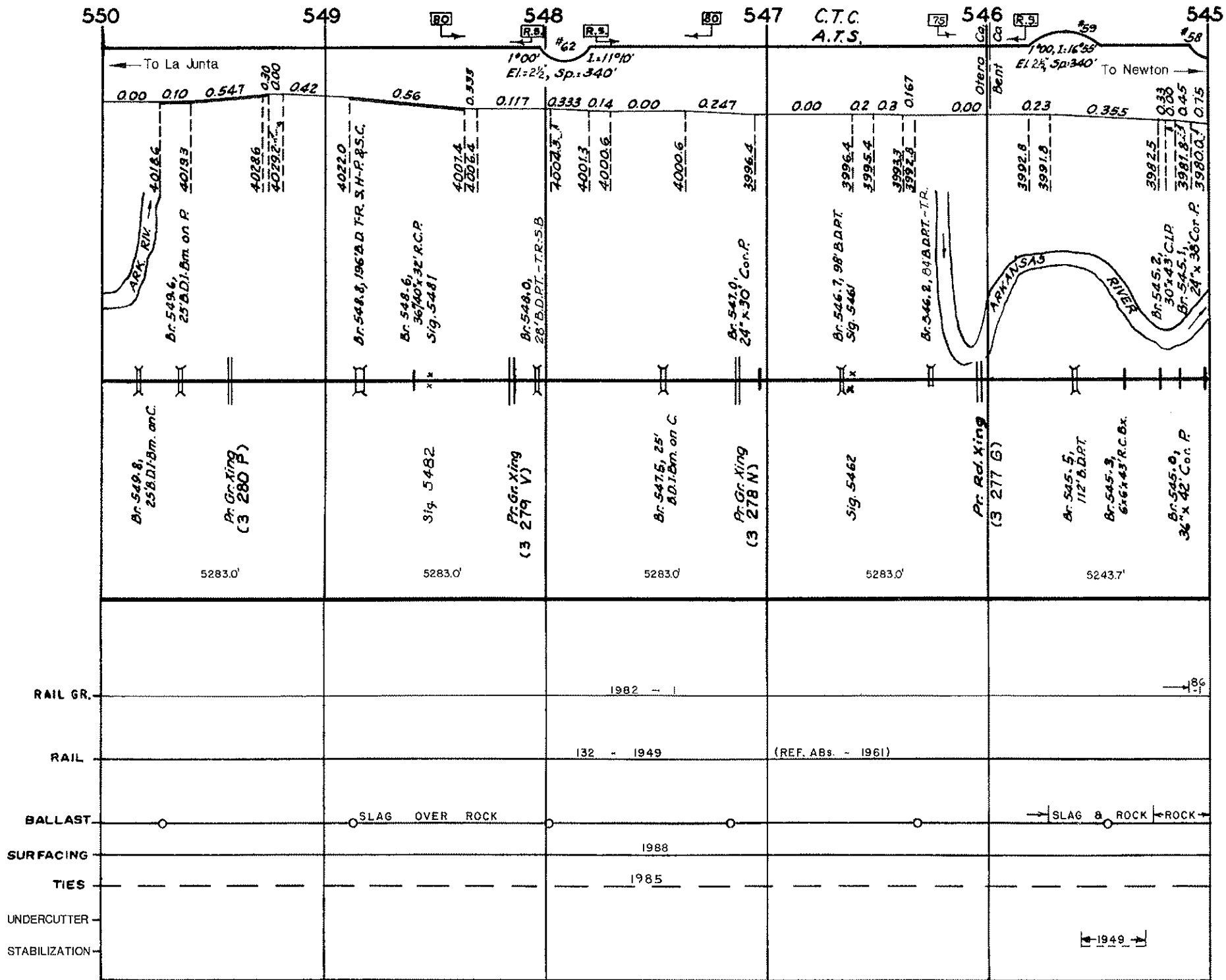
LA JUNTA YARD
LA JUNTA, COLO.

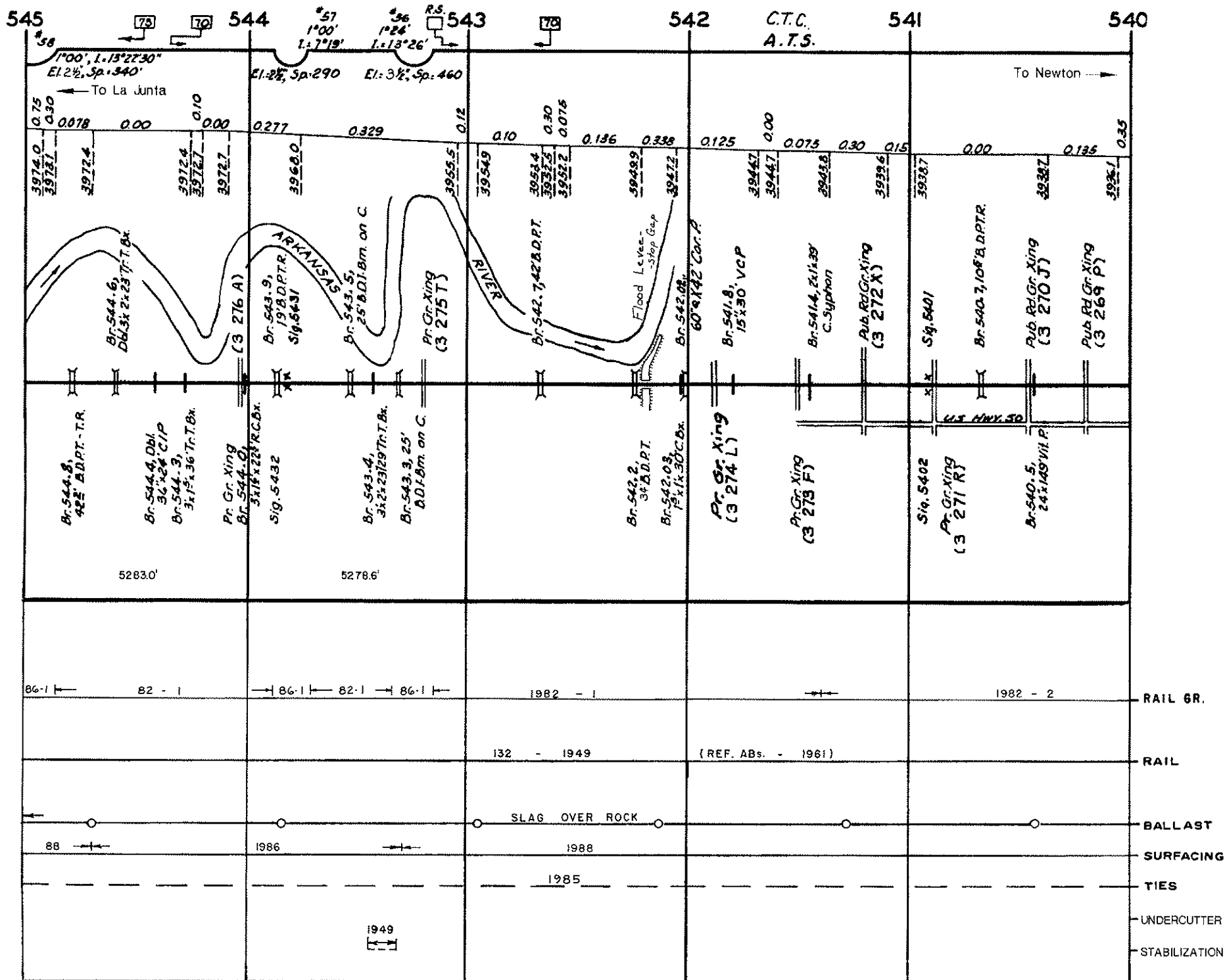
Longest Track : 161 Cars
 Shortest Track : 1 Car
 Total Car Capacity : 2927 Cars
 Total Working Capacity : 1384 Cars

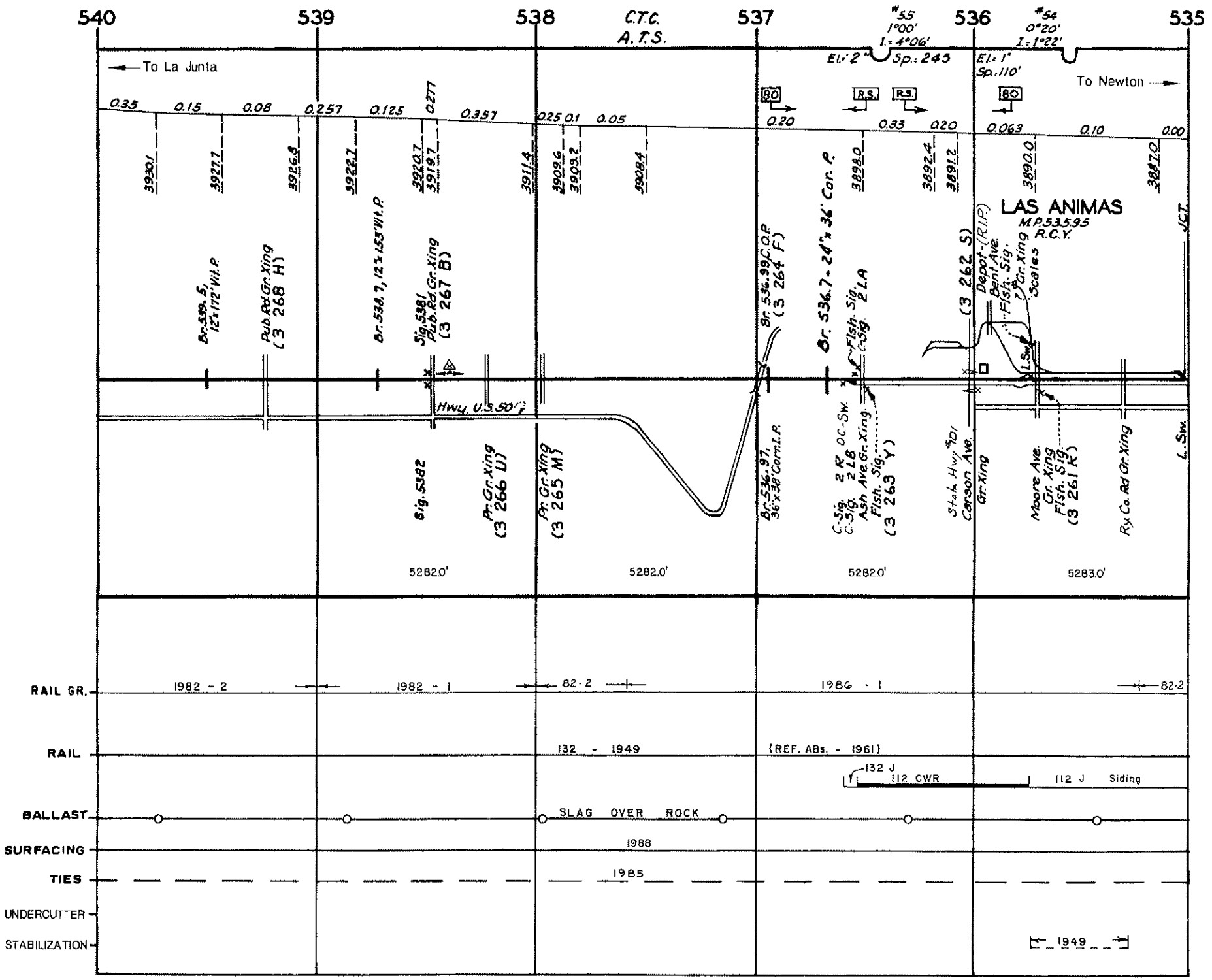
NOTE:
Not to Scale.

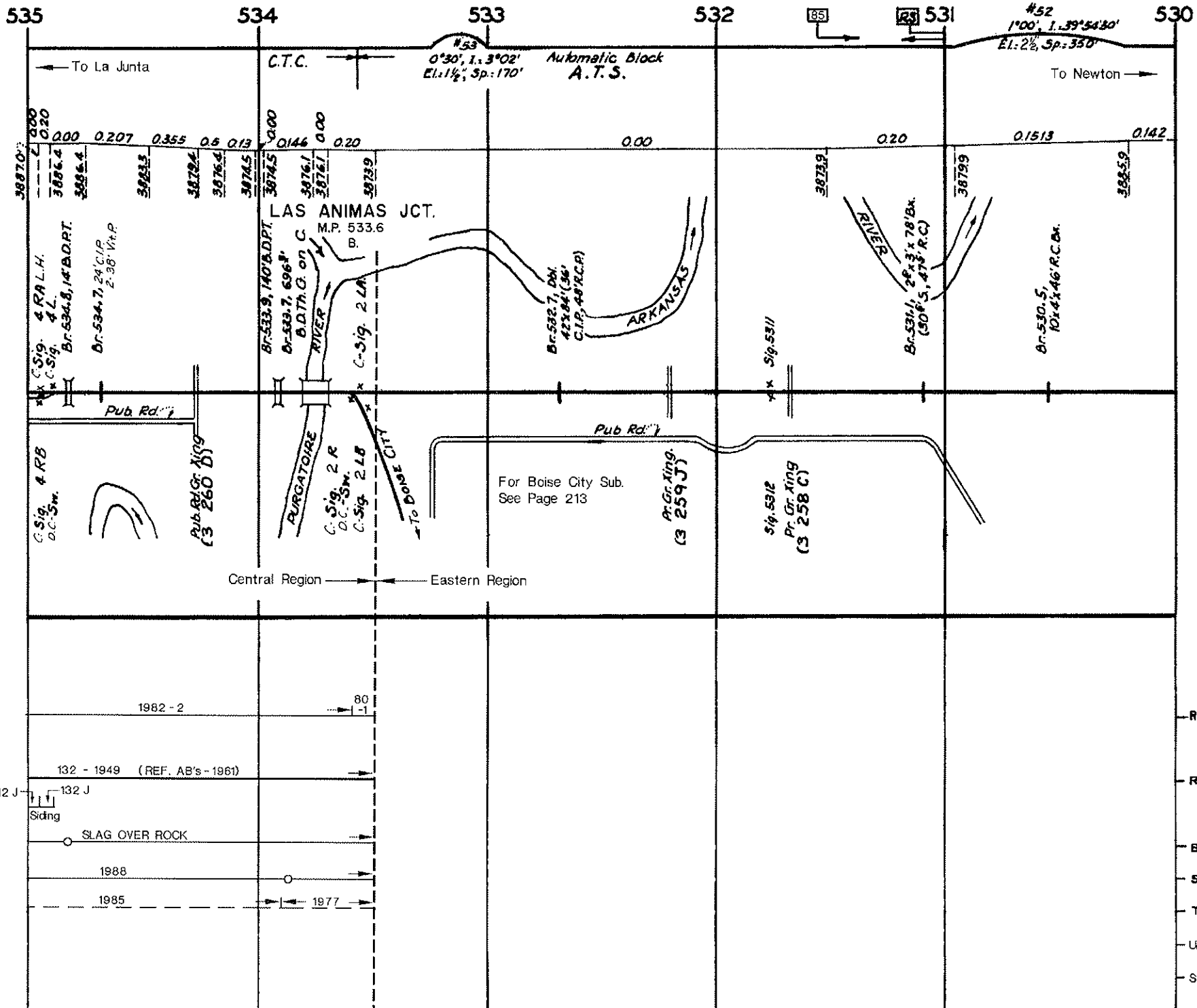
Begin Pueblo & Raton Subdivisions → | ← End La Junta Subdivision









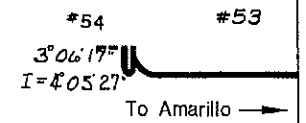


For Boise City Sub.
See Page 213

La Junta Subdivision

Las Animas Jct. (M.P. 533.5) to La Junta (M.P. 556.4)

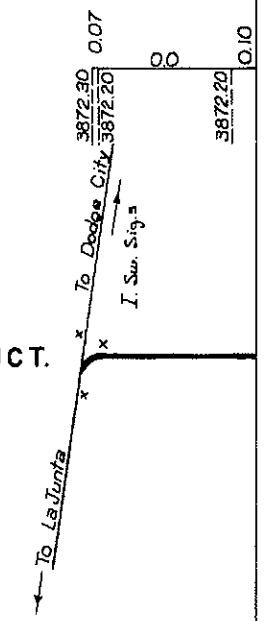
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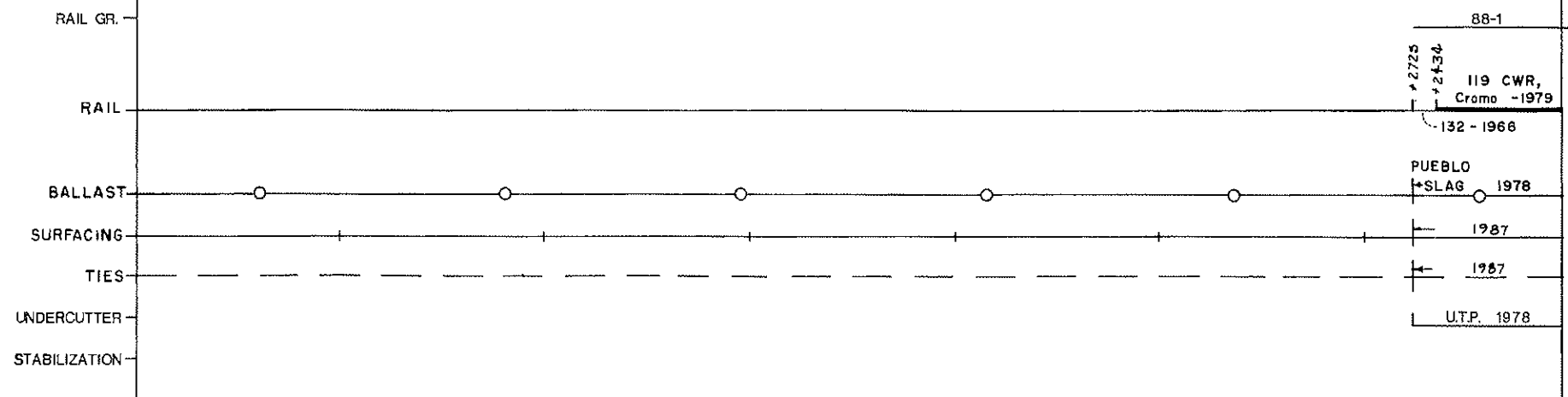
Cv. "53

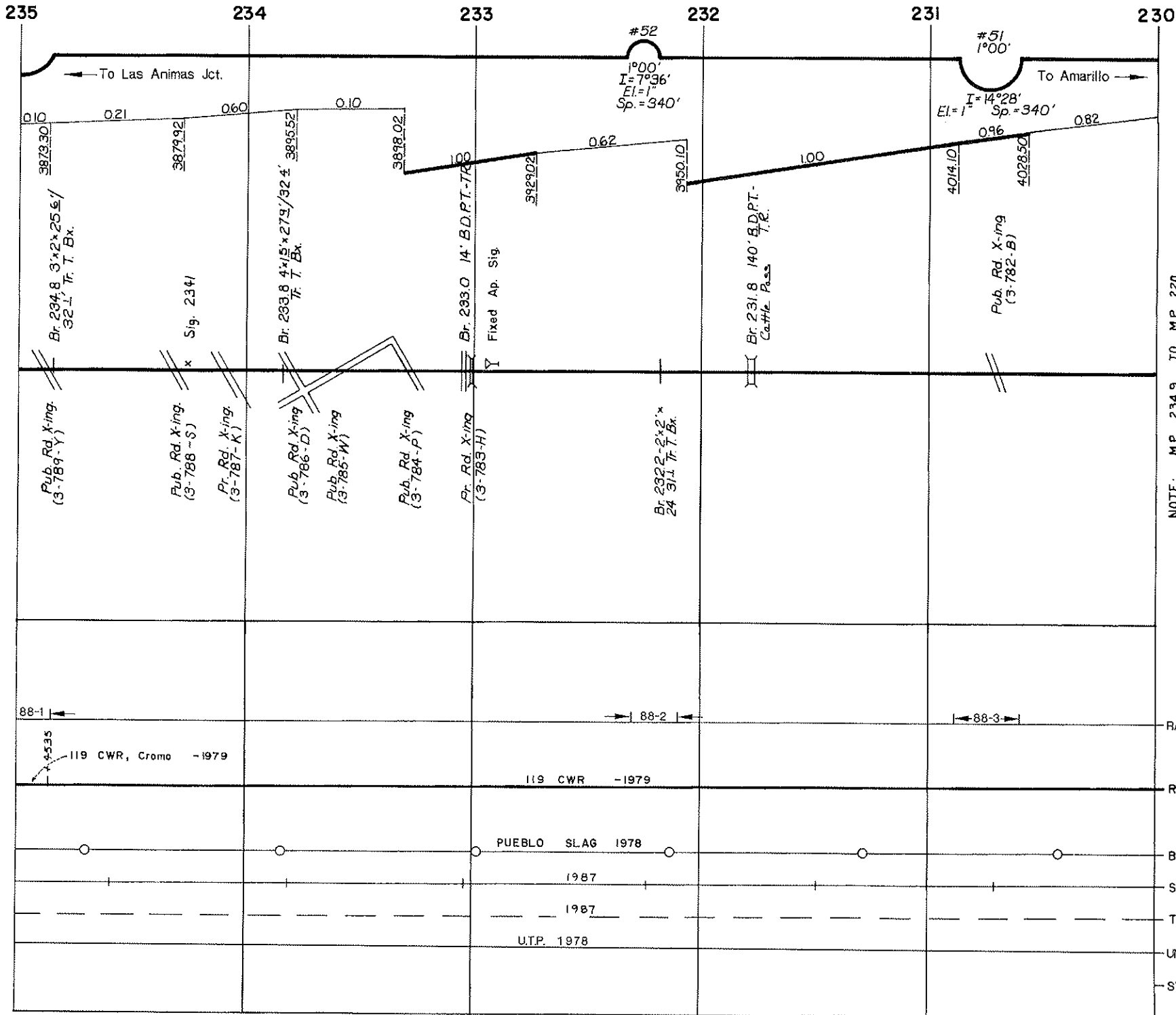
3 06'	17 40'	27"	} E.I. = 1/2" Sp. = 40' EE. & 30' WE.
3 07'	26" 37 29'	18"	
3 00'	18 00'		
3 14'	42' 22 42'	54"	
4 05'	27" 7 10'	54"	

LAS ANIMAS JCT.
M.P. 235.5

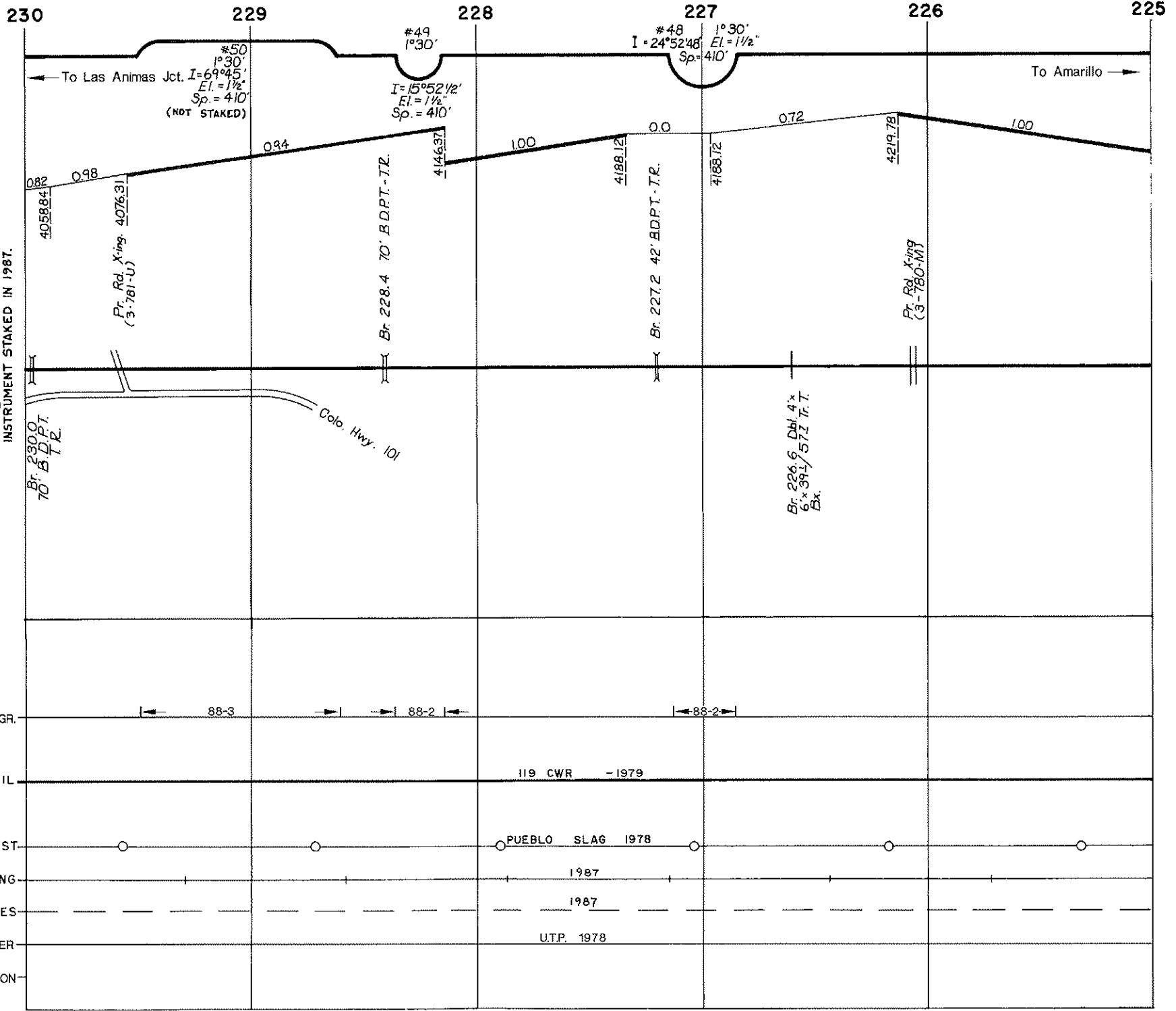


Section 12

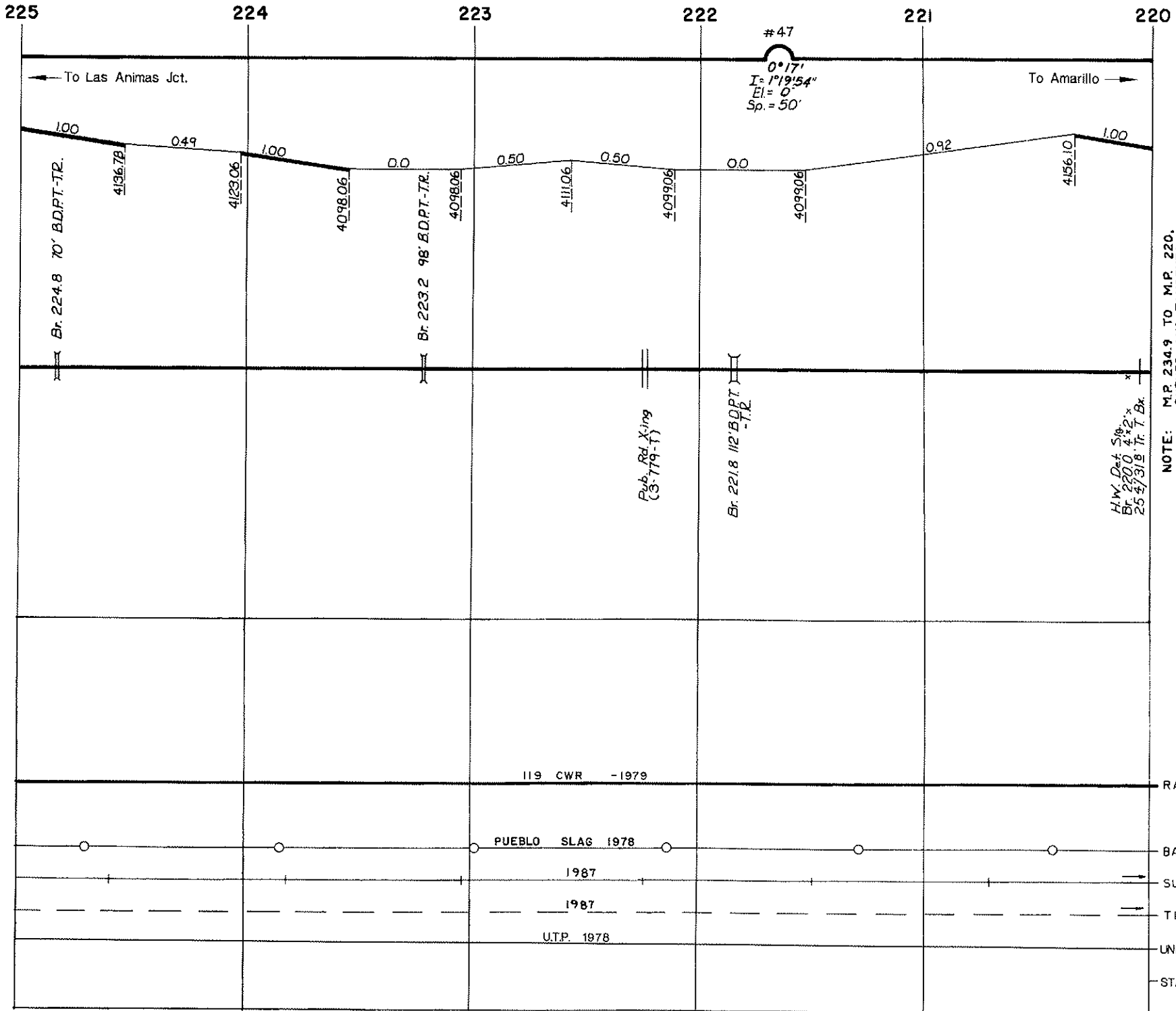


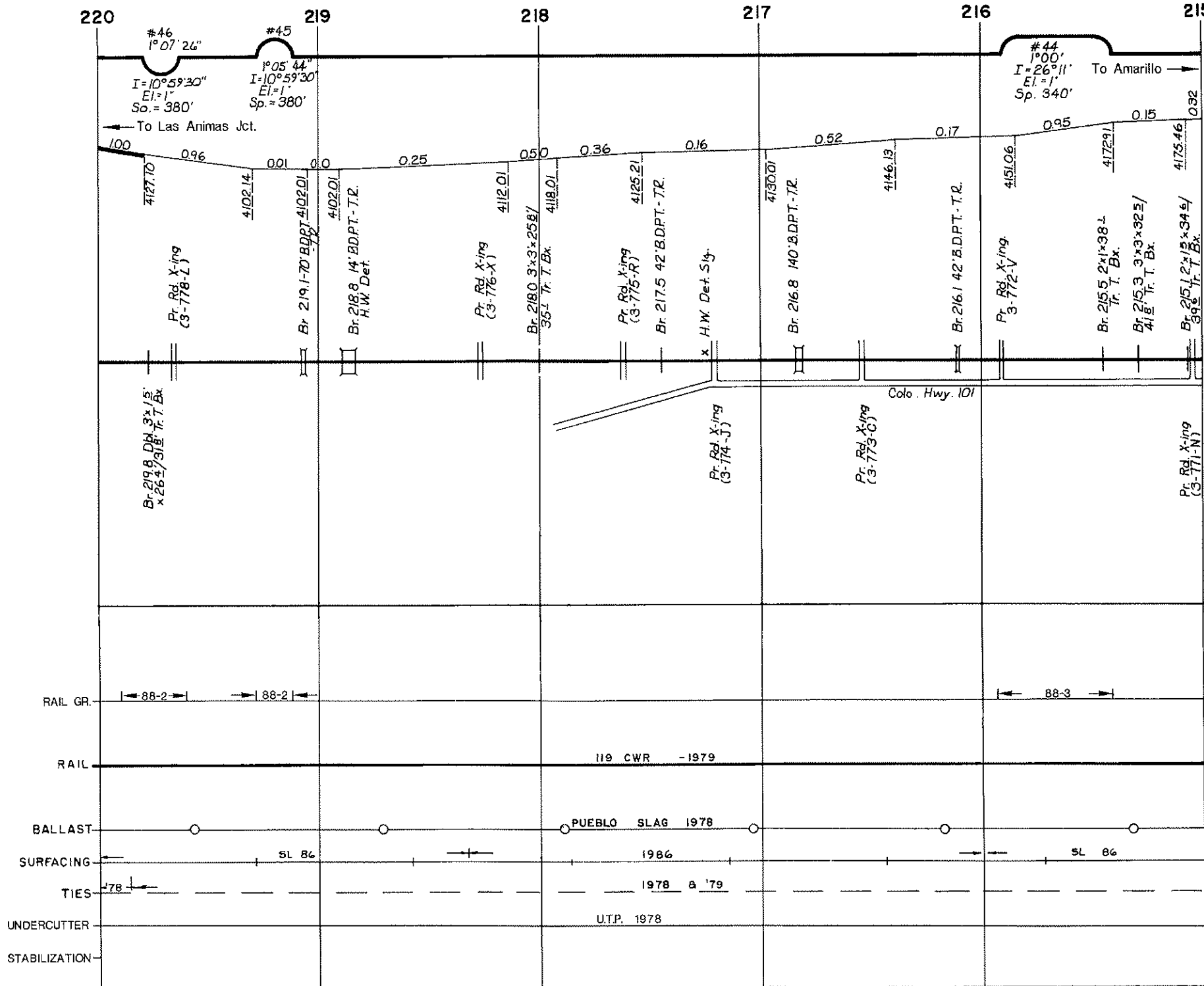


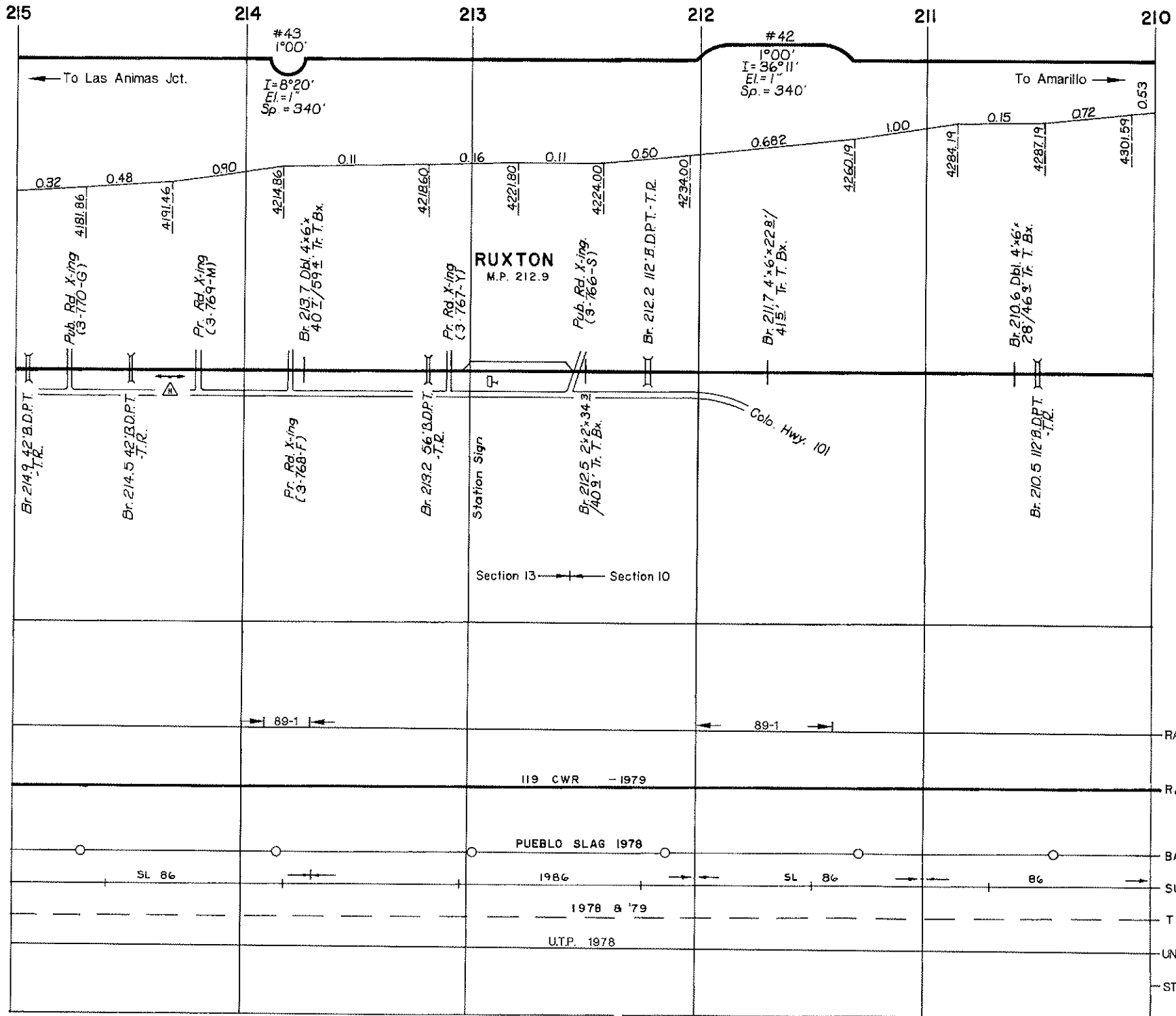
NOTE: M.P. 234.9 TO M.P. 220,
CURVES AND TANGENTS
INSTRUMENT STAKED IN 1987.

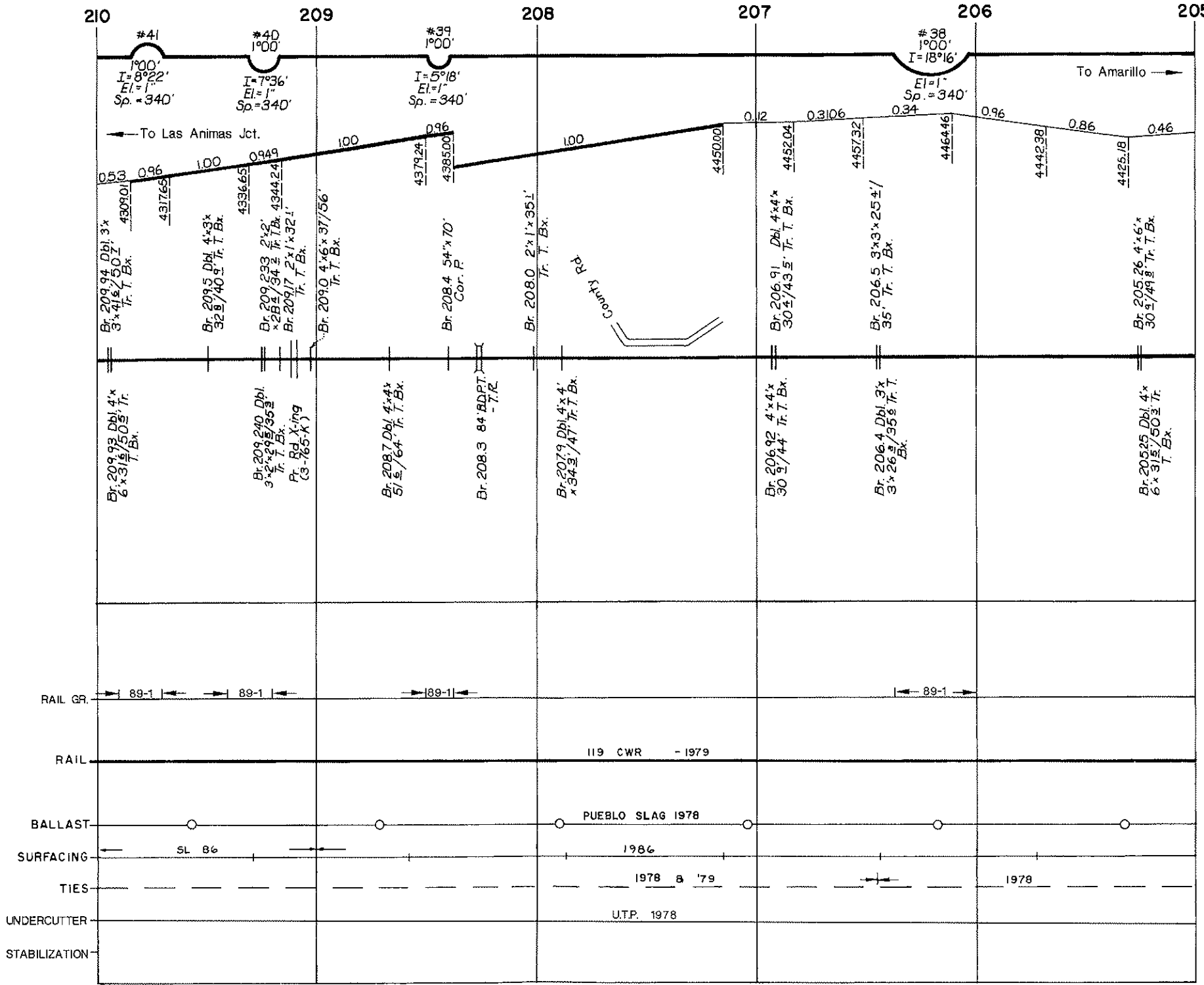


NOTE: M.P. 234.9 TO M.P. 220,
 CURVES AND TANGENTS
 INSTRUMENT STAKED IN 1987.

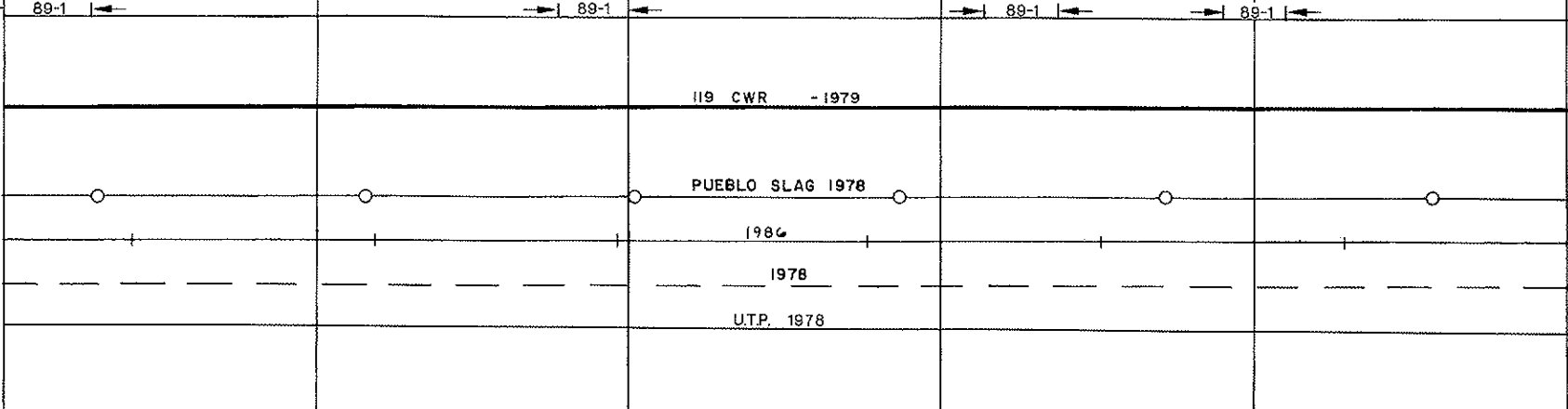
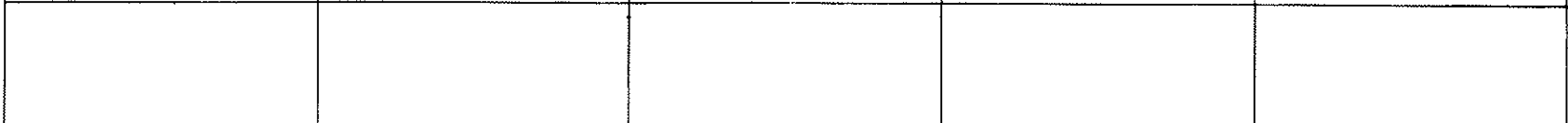
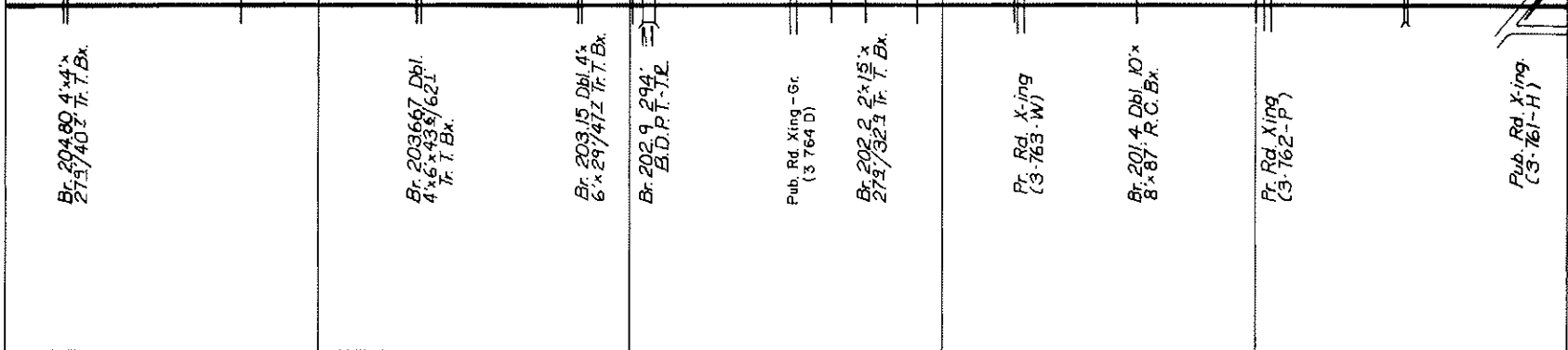
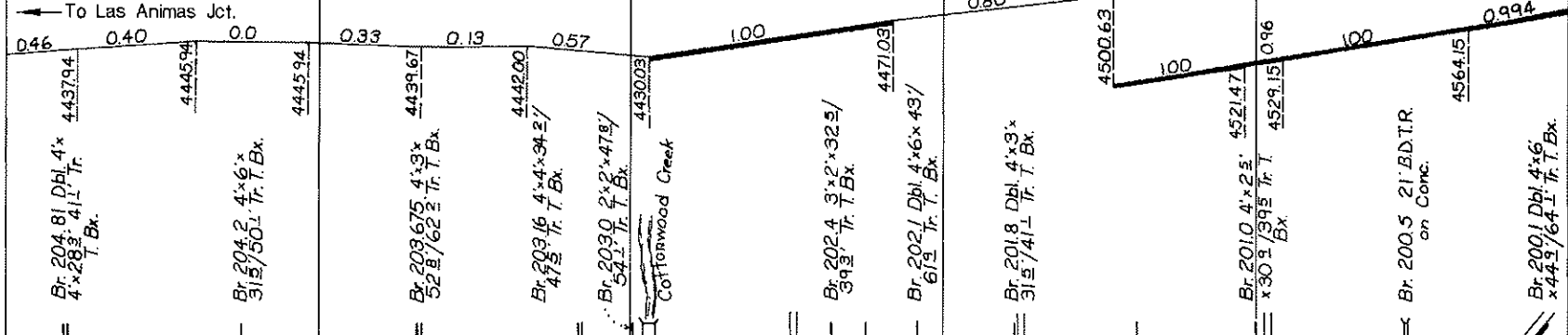


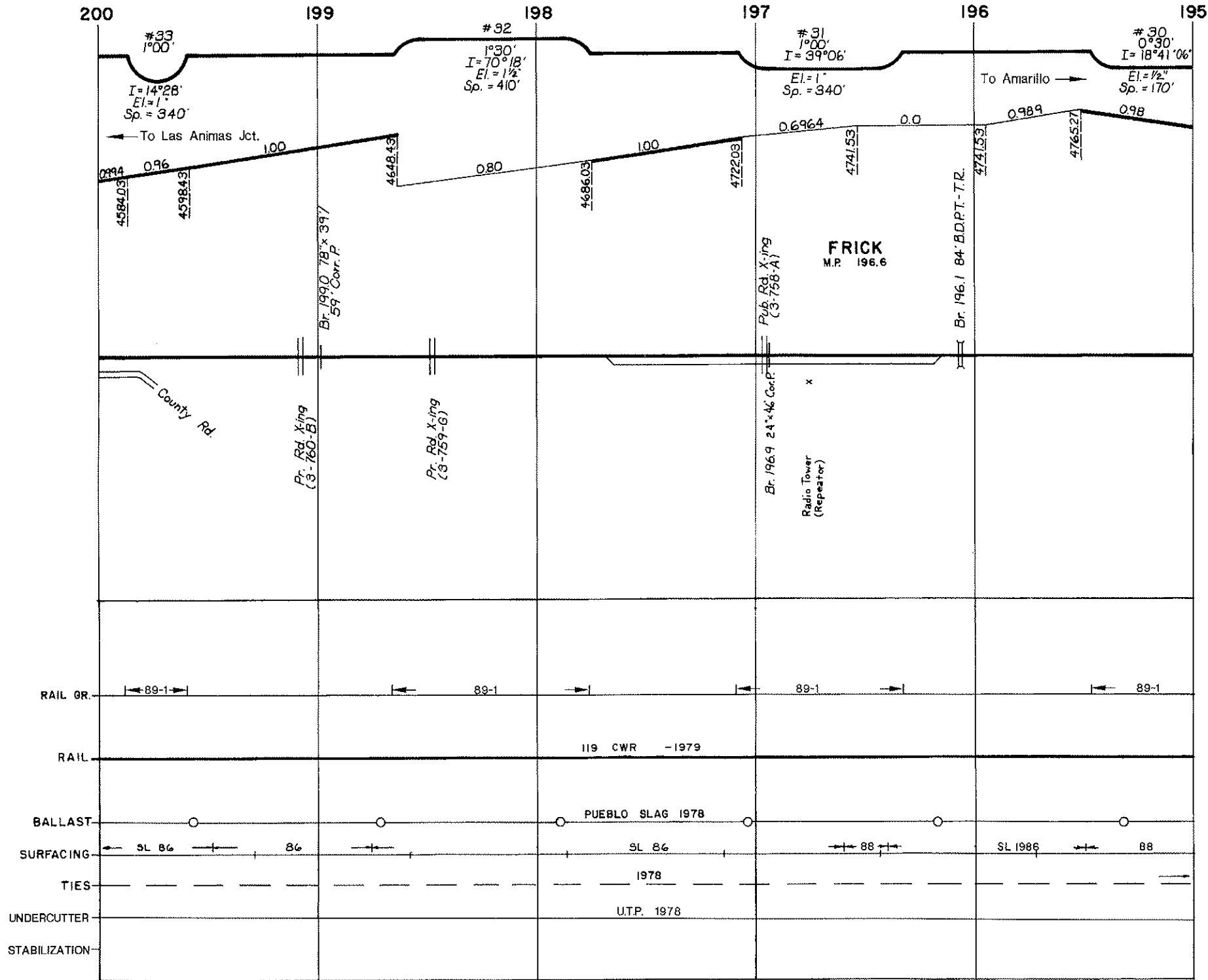


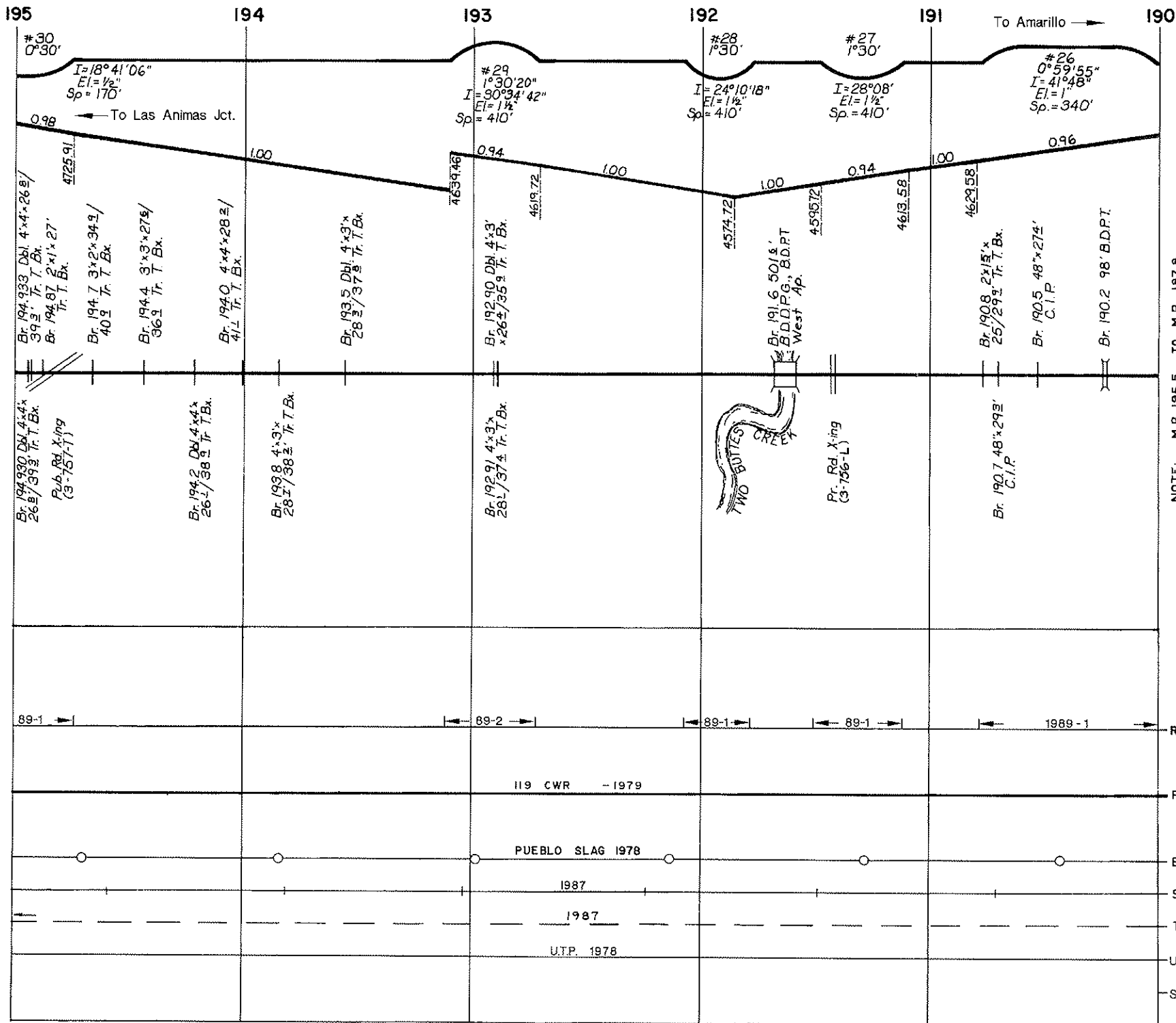




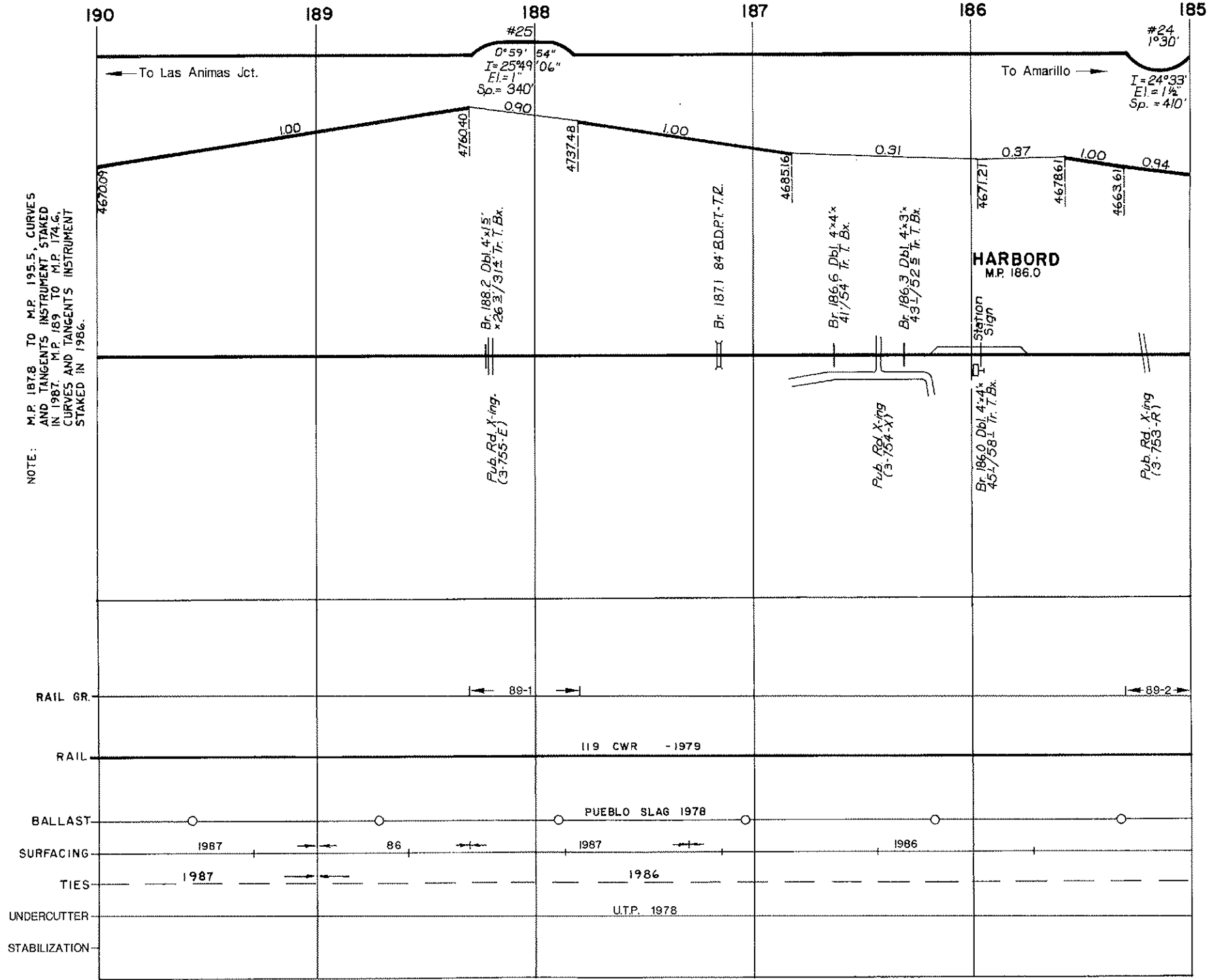
205 204 203 202 201 200

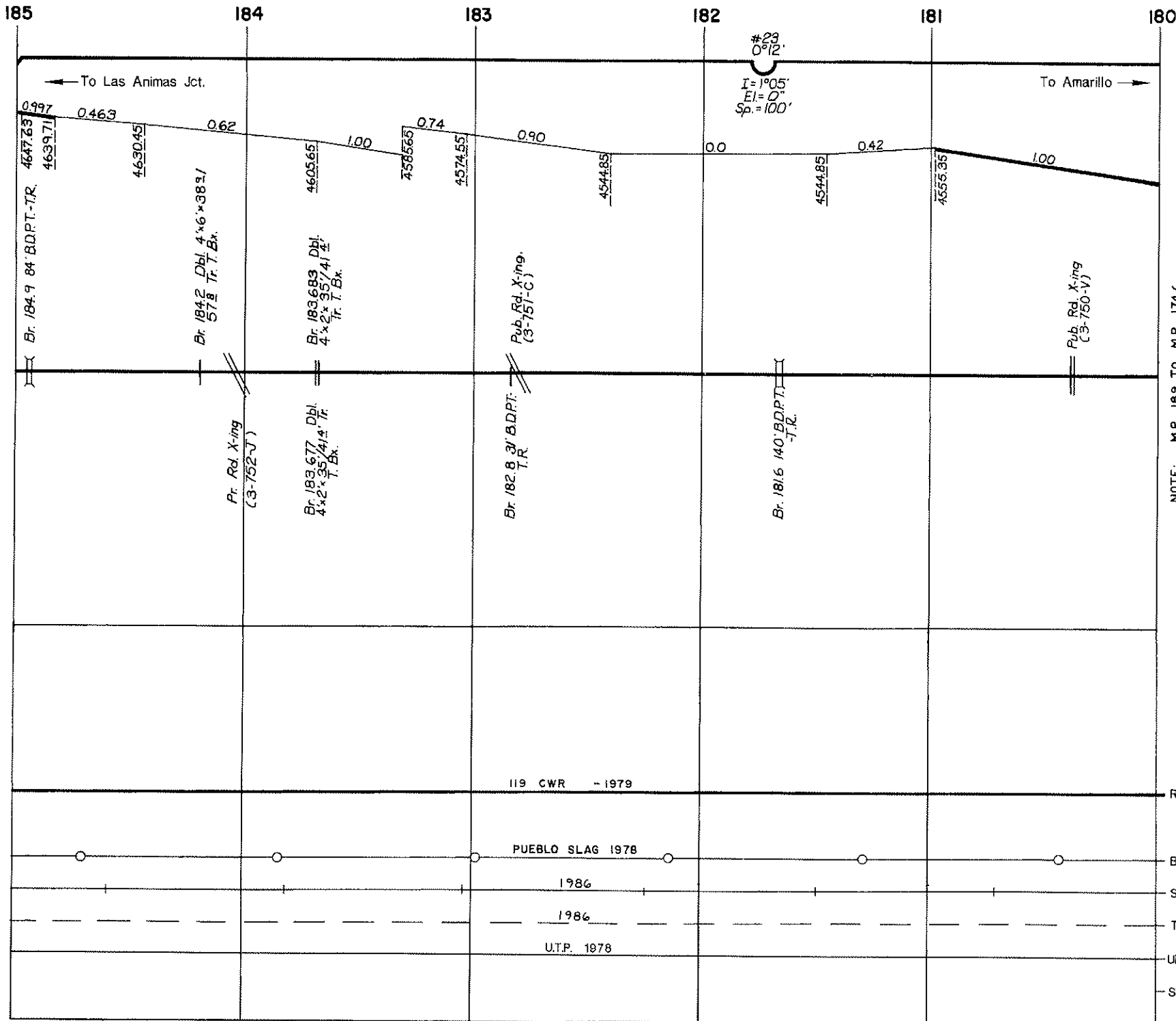




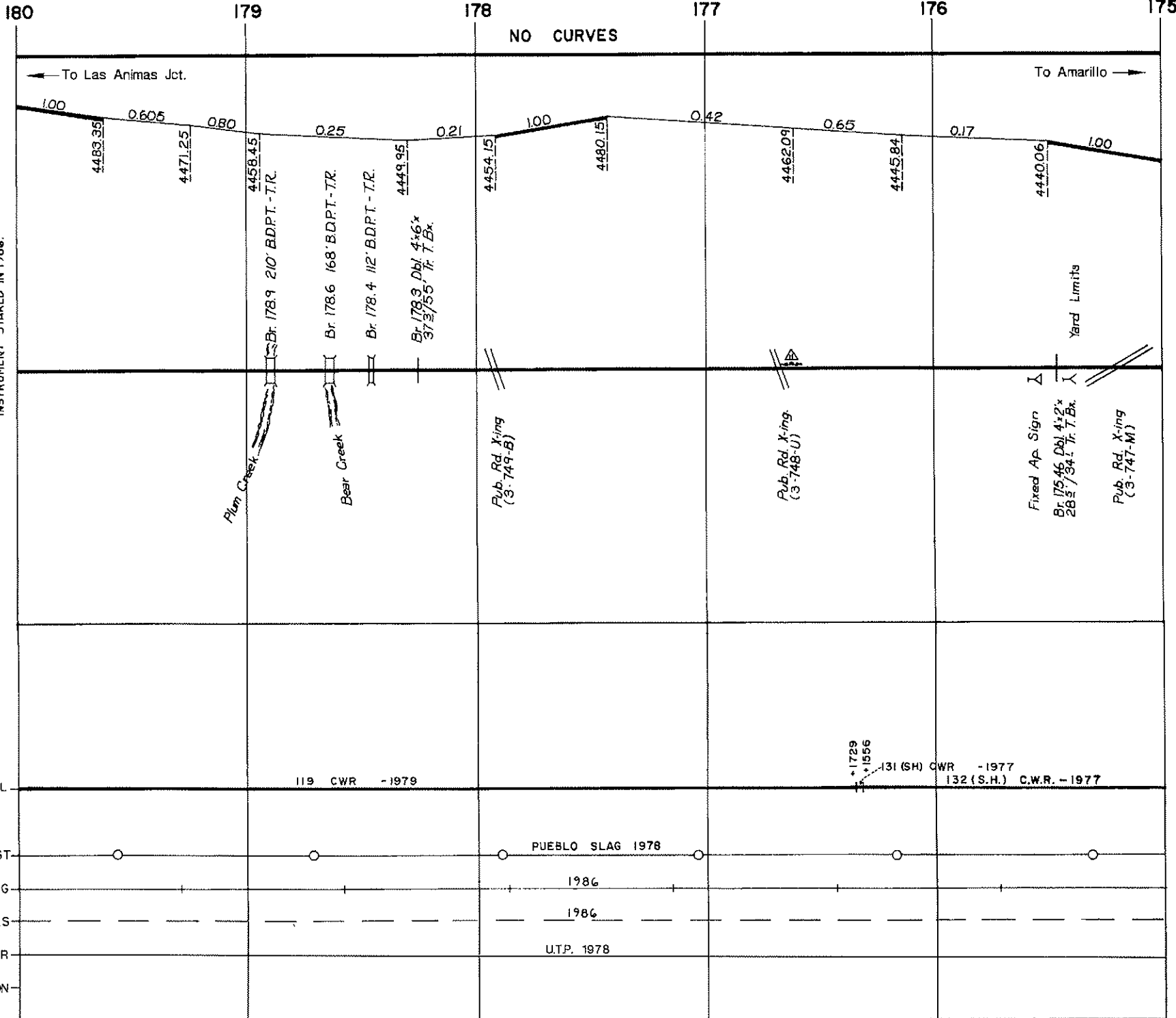


NOTE: M.P. 195.5 TO M.P. 187.8, CURVES AND TANGENTS INSTRUMENT STAKED IN 1987.





NOTE: M.P. 189 TO M.P. 174.6.
 CURVES AND TANGENTS
 INSTRUMENT STAKED IN 1986.



NOTE: M.P. 189 TO M.P. 174.6,
 CURVES AND TANGENTS,
 INSTRUMENT STAKED IN 1986.

← To Las Animas Jct. To Amarillo →

1.00 0.605 0.80 0.25 0.21 1.00 0.42 0.65 0.17 1.00

4483.35 4471.25 4458.45 4449.95 4454.15 4480.15 4462.09 4445.84 4440.06

Plum Creek
 Br. 178.9 210' BDPT.-T.R.

Bear Creek
 Br. 178.6 168' BDPT.-T.R.
 Br. 178.4 112' BDPT.-T.R.

Br. 178.9 Dbl. 4x6x
 37 3/55' Tr. T.Bx.

Pub. Rd. X-ing
 (3-749-B)

Pub. Rd. X-ing
 (3-748-U)

Fixed Ap. Sign
 Br. 175.46 Dbl. 4x2x
 28 5/34' Tr. T.Bx.

Pub. Rd. X-ing
 (3-747-M)

Yard Limits

RAIL 119 CWR - 1979 132 (S.H.) C.W.R. - 1977

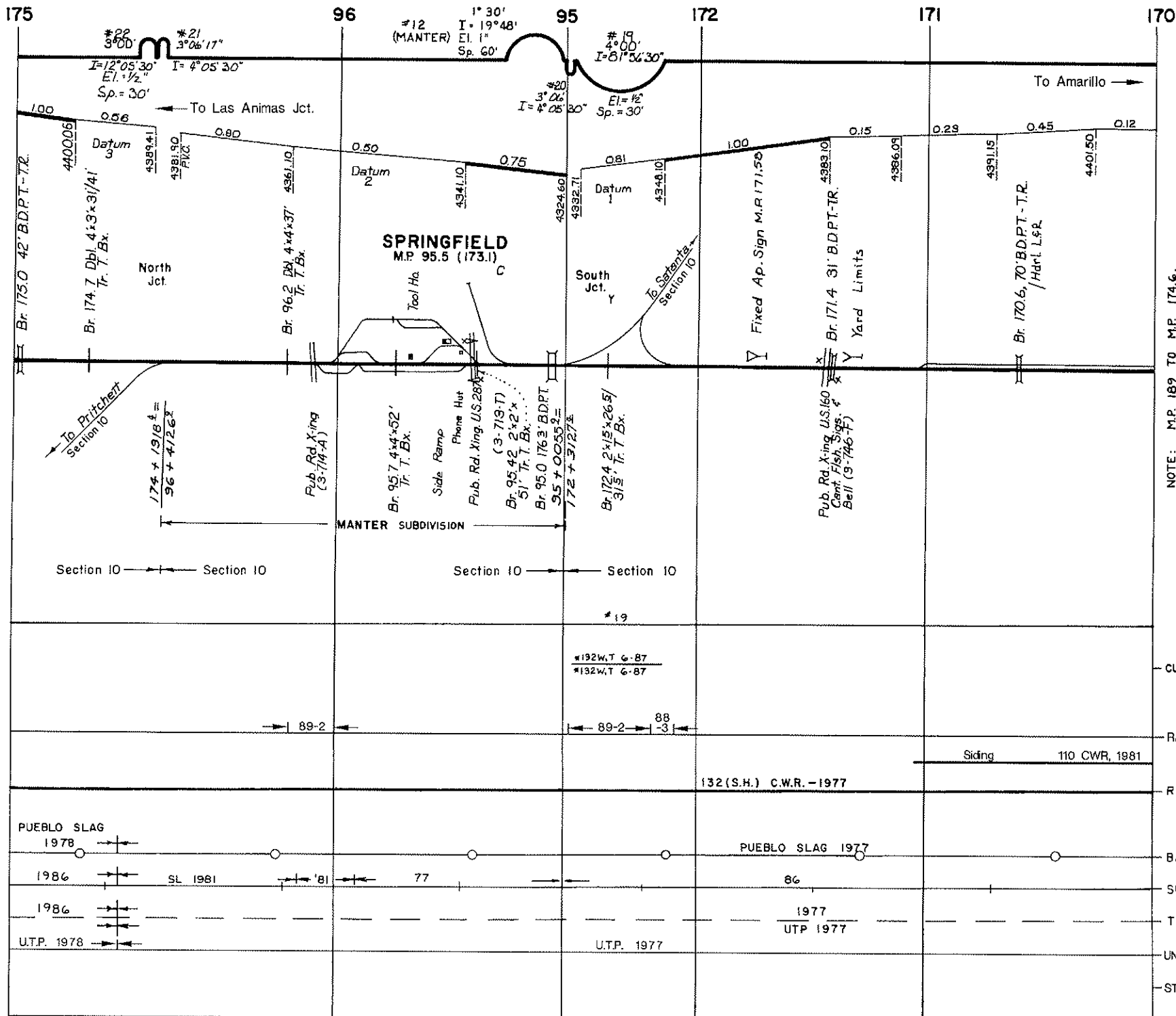
BALLAST PUEBLO SLAG 1978

SURFACING 1986

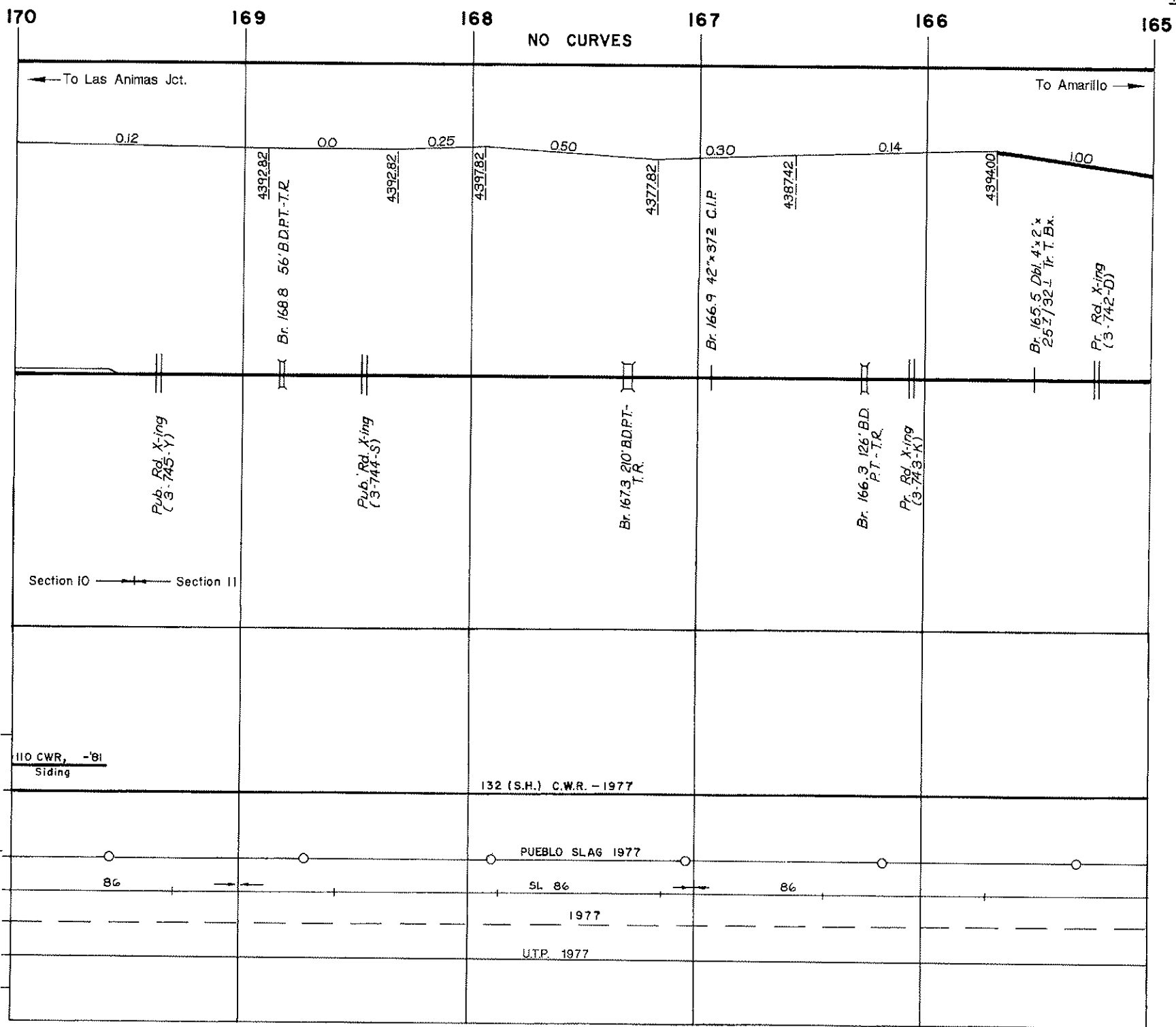
TIES 1986

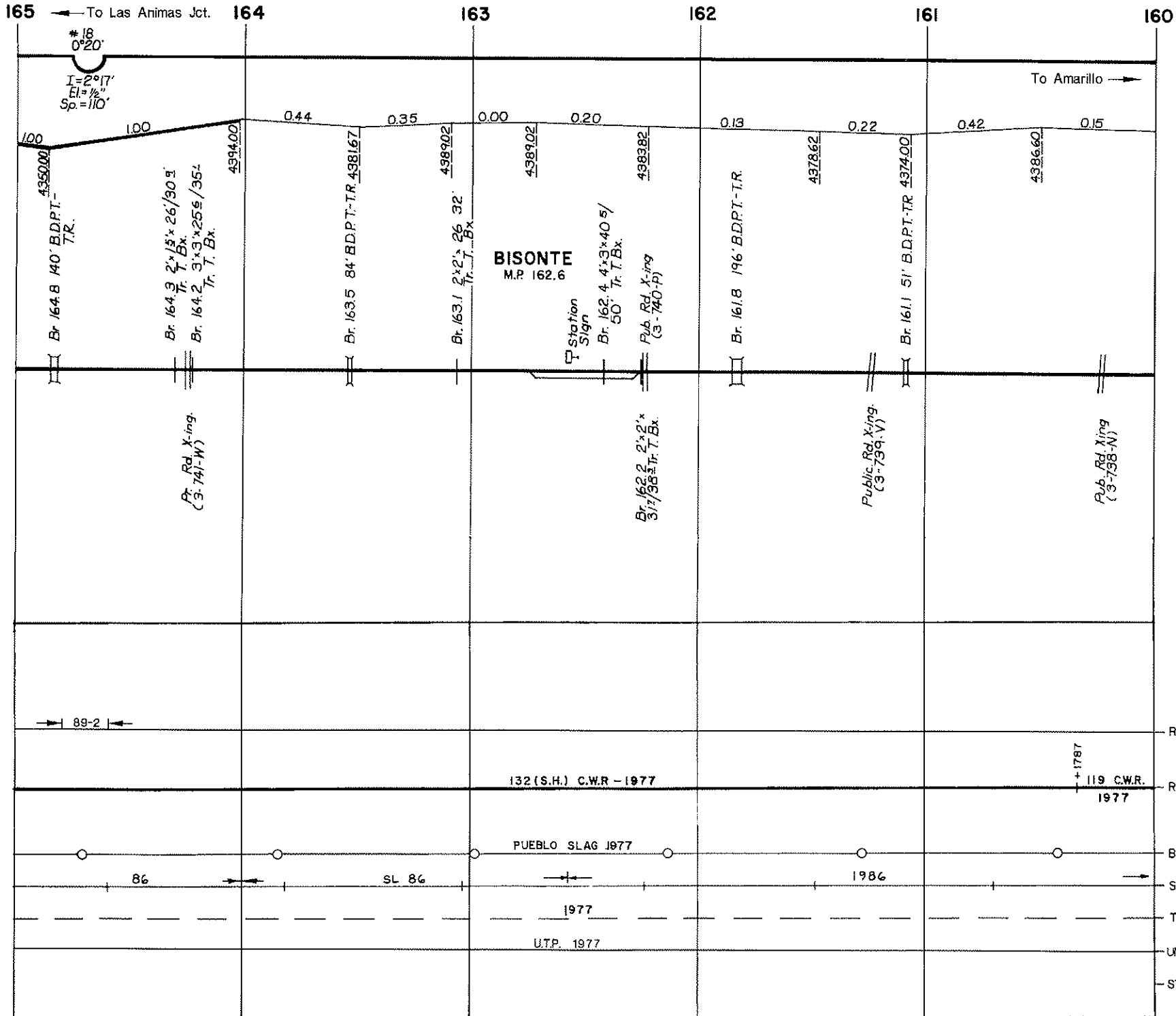
UNDERCUTTER U.T.P. 1978

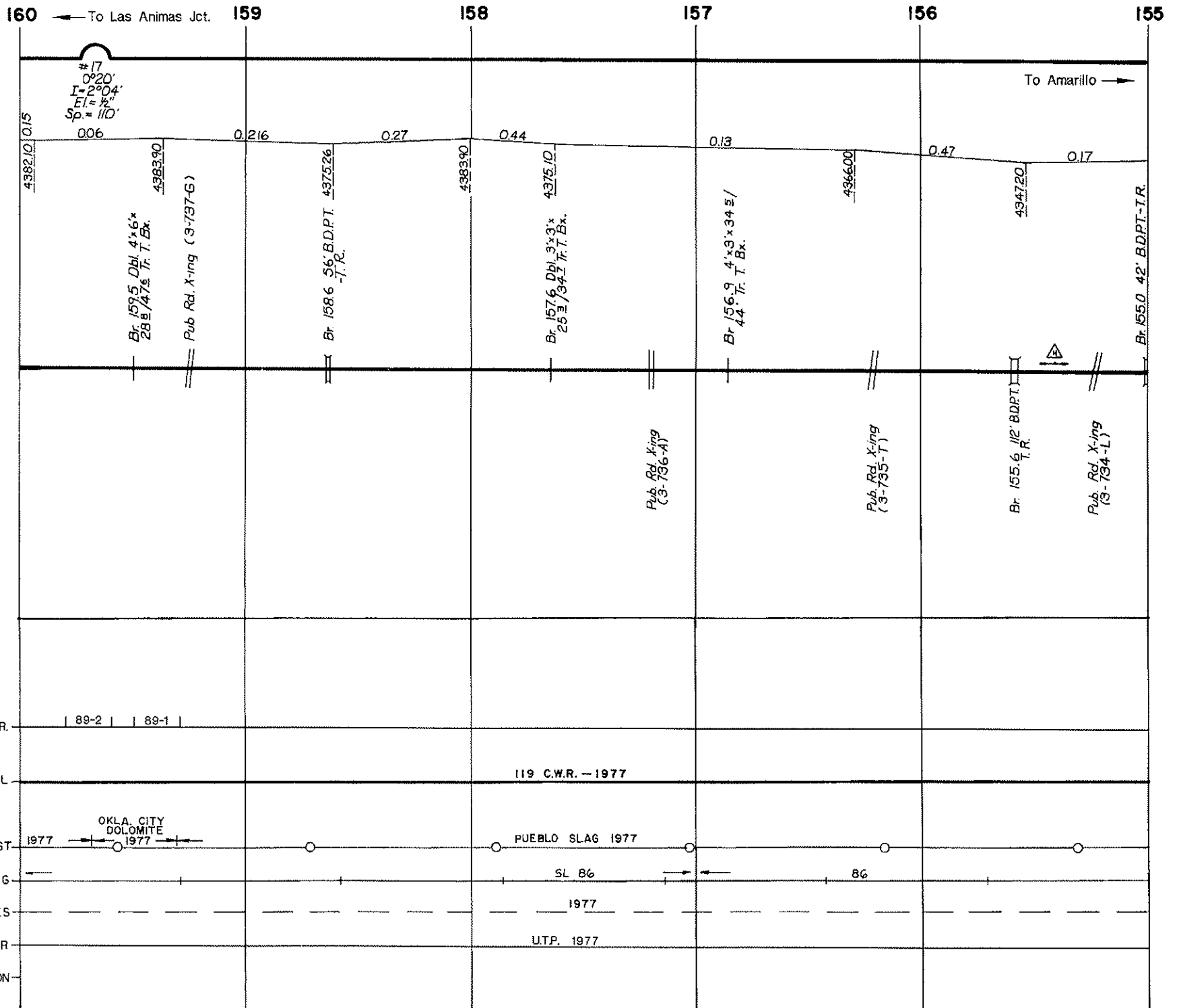
STABILIZATION

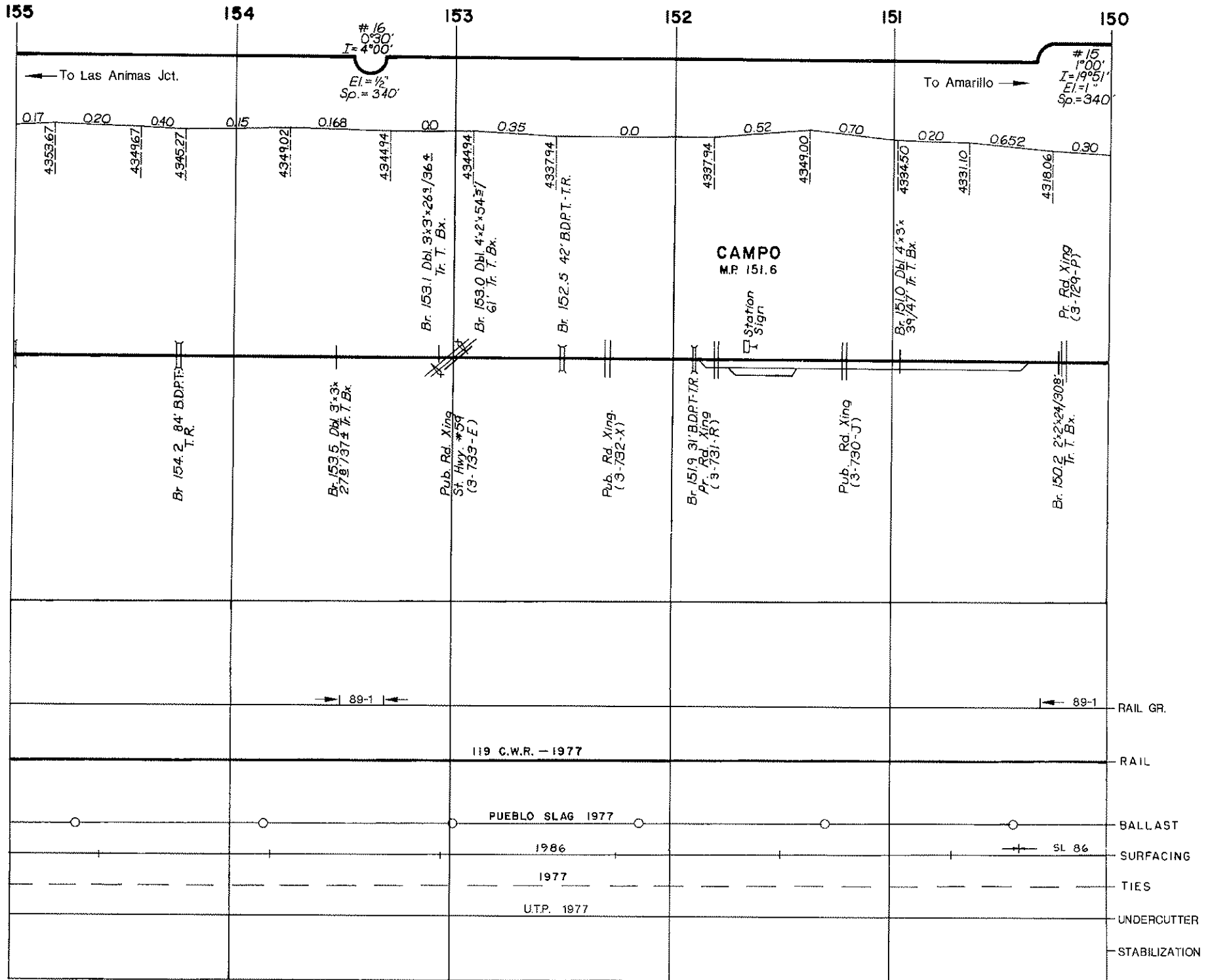


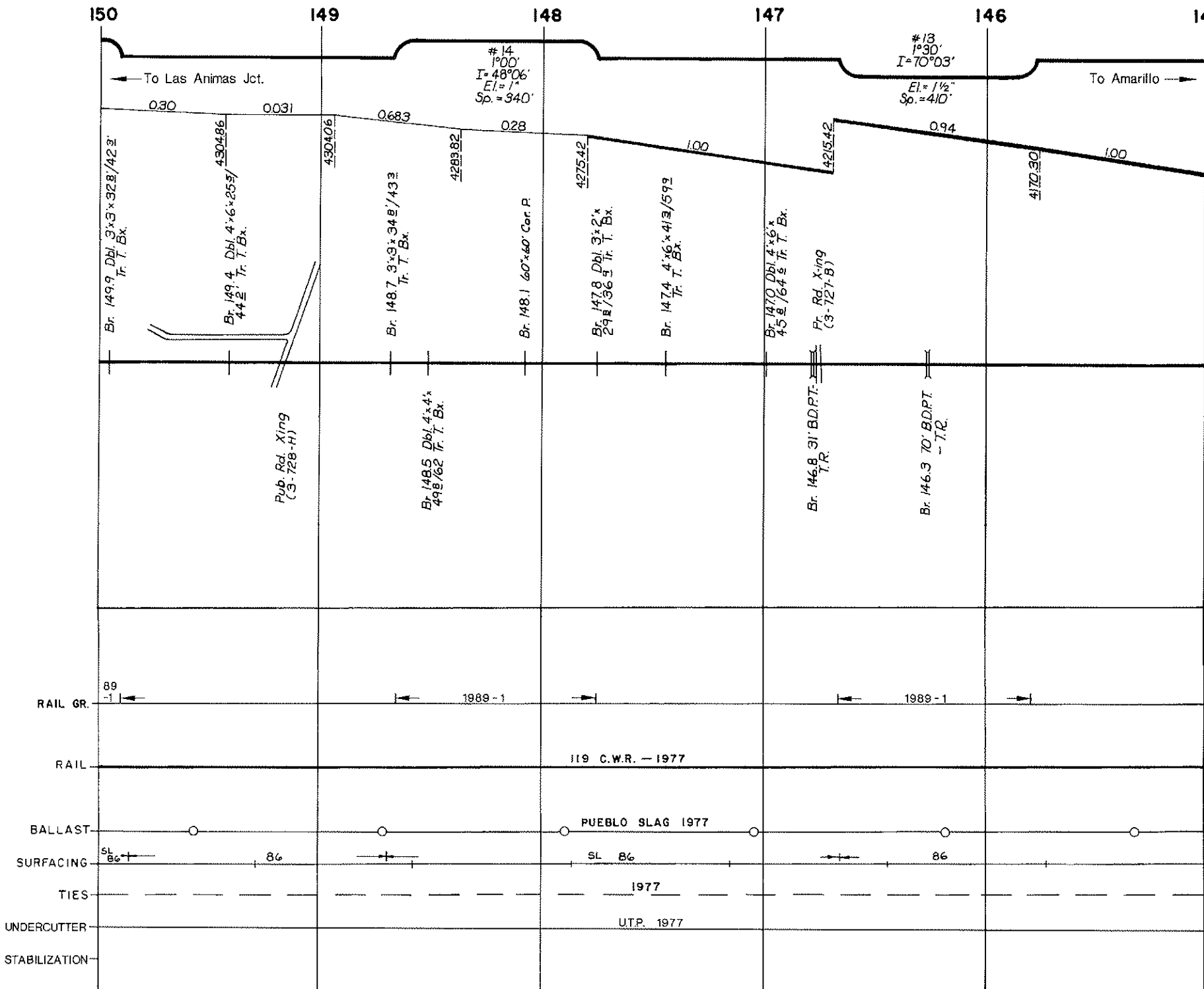
NOTE: M.P. 189 TO M.P. 174.6, CURVES AND TANGENTS INSTRUMENT STAKED IN 1986.

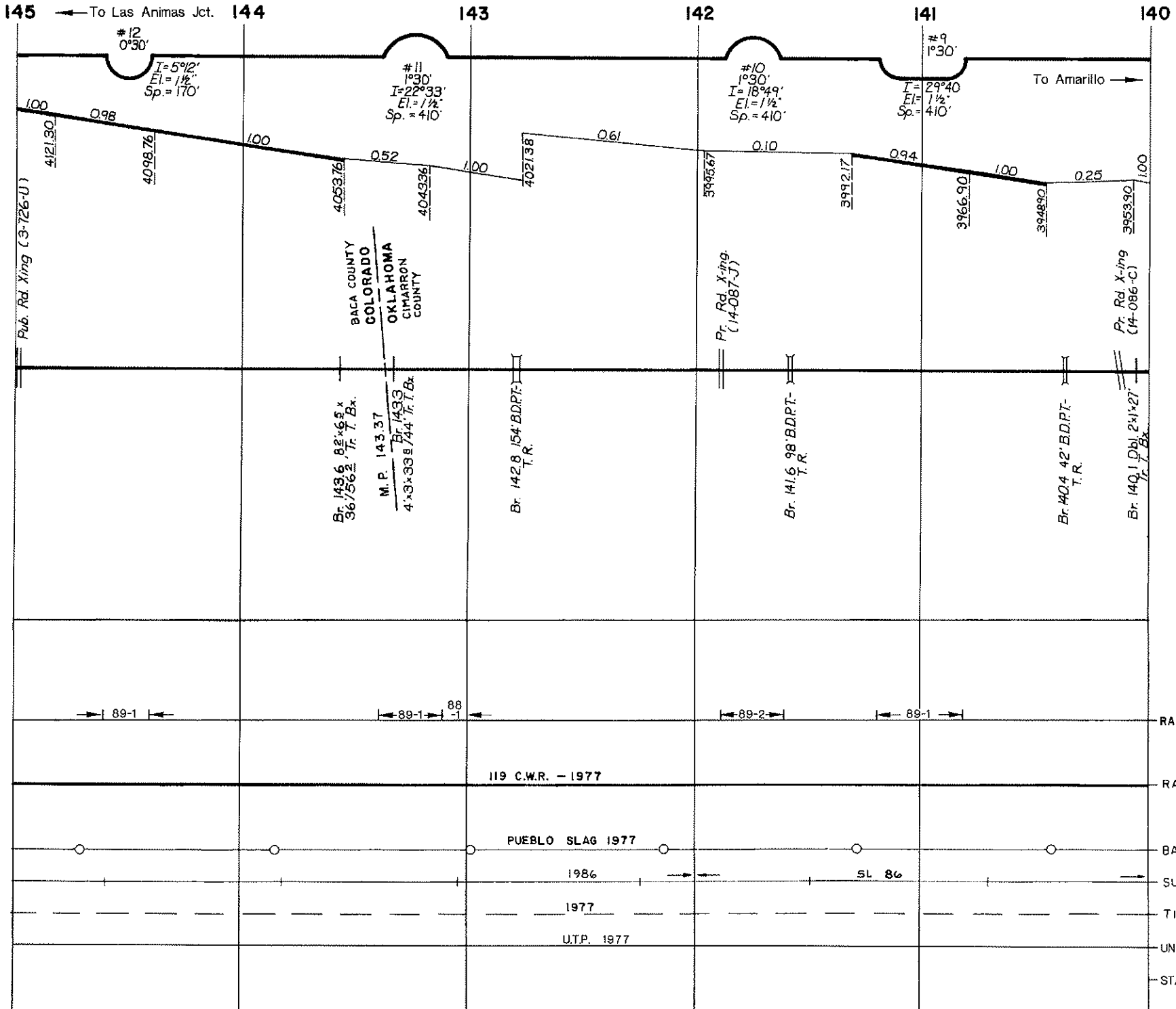


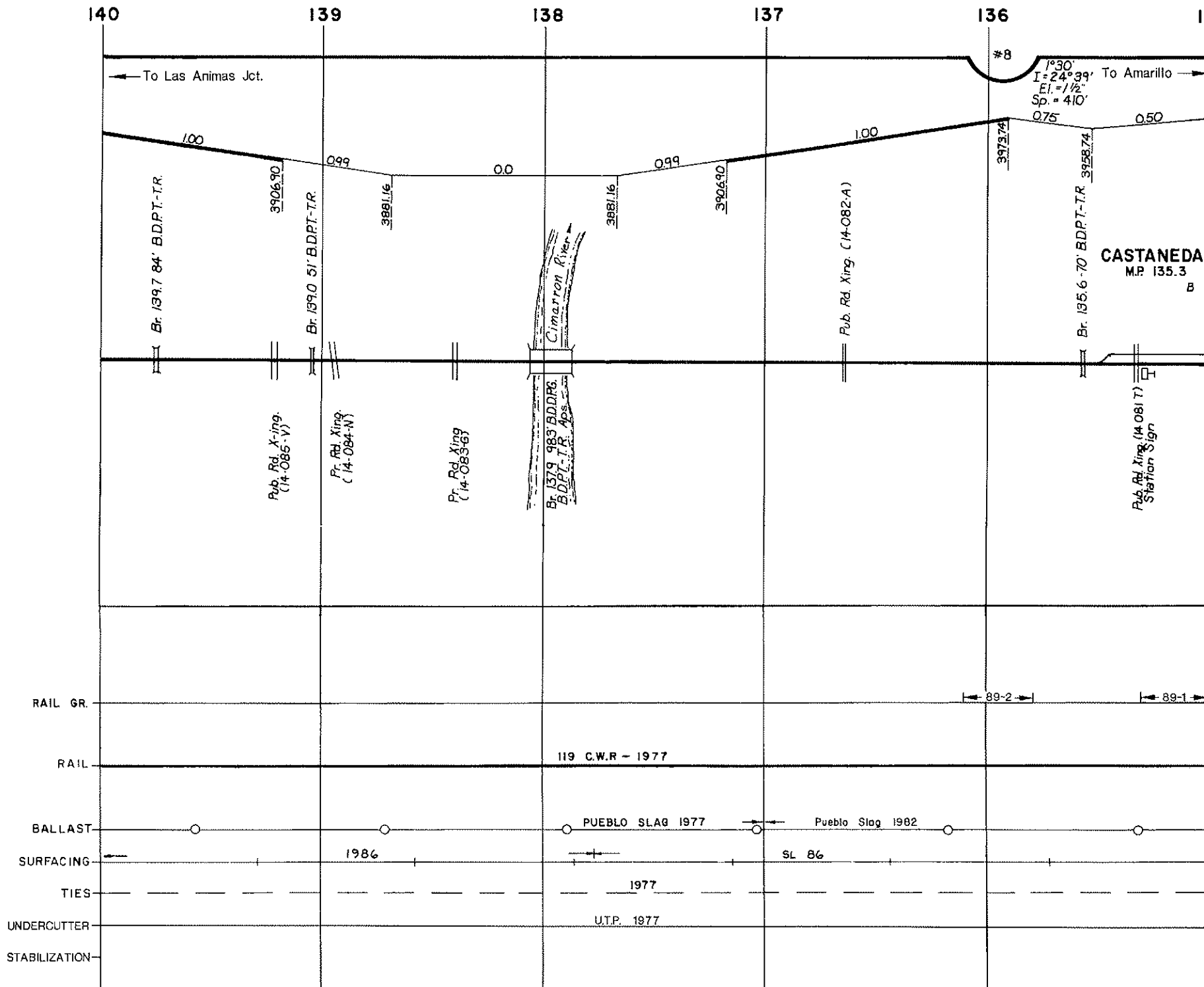


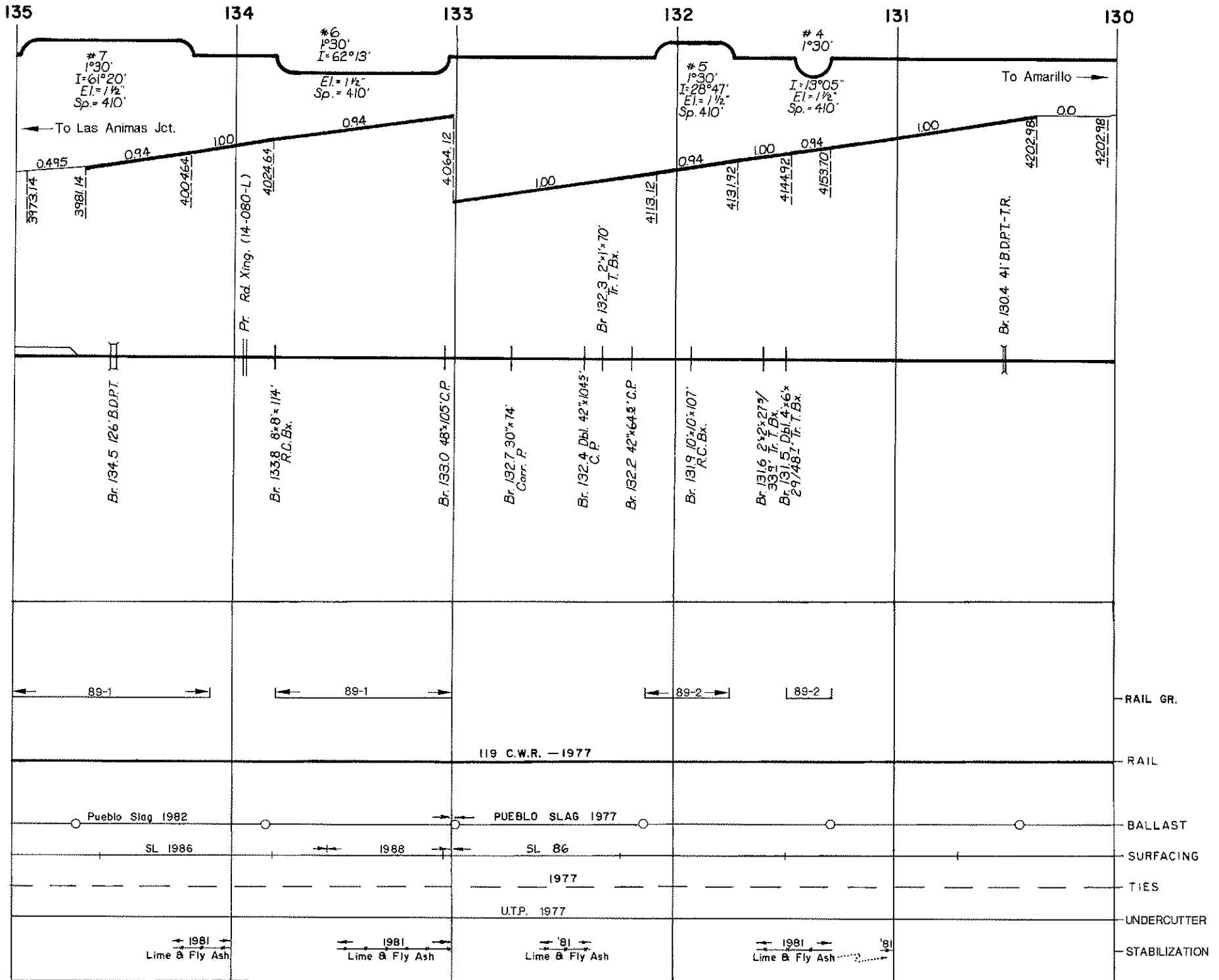


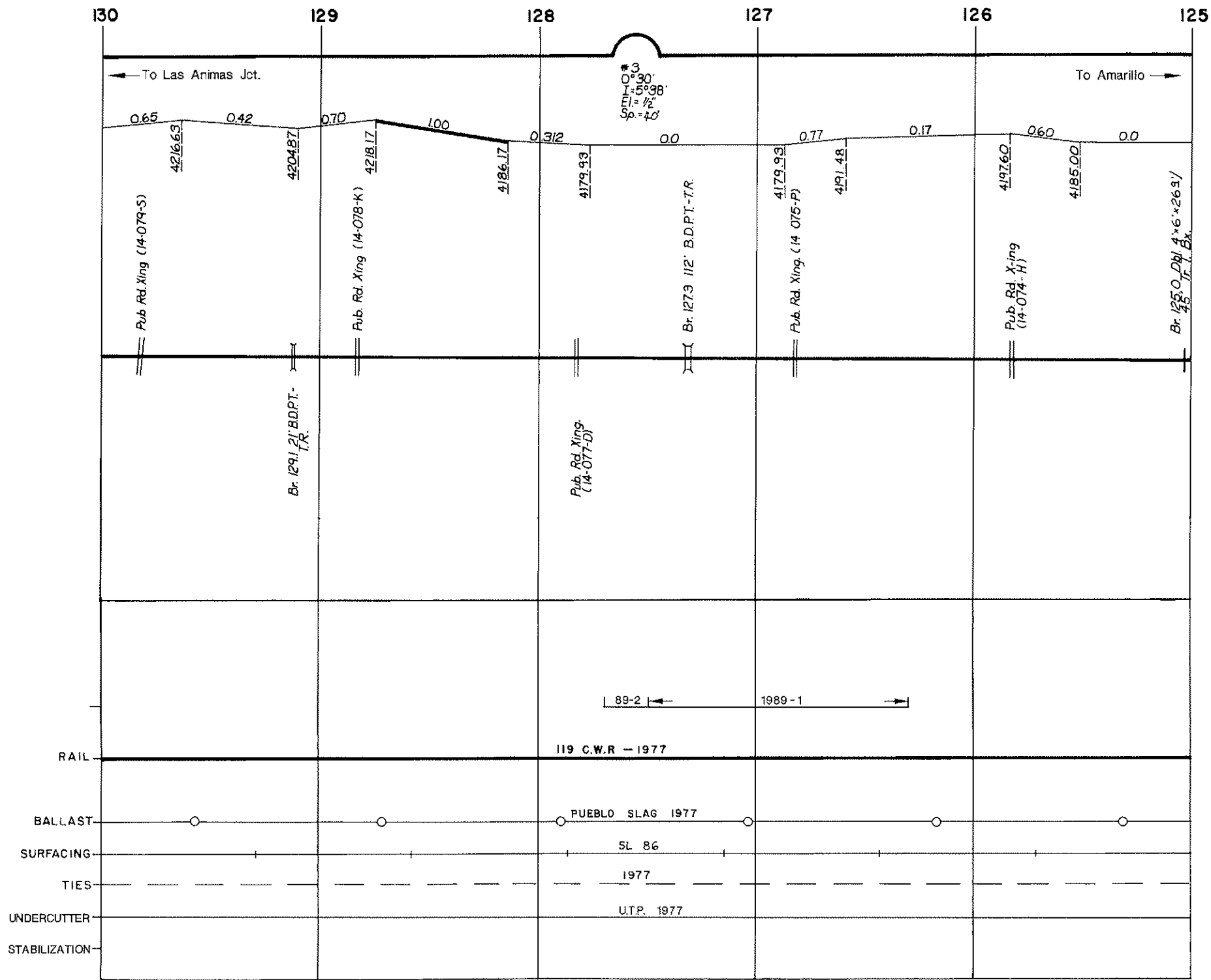


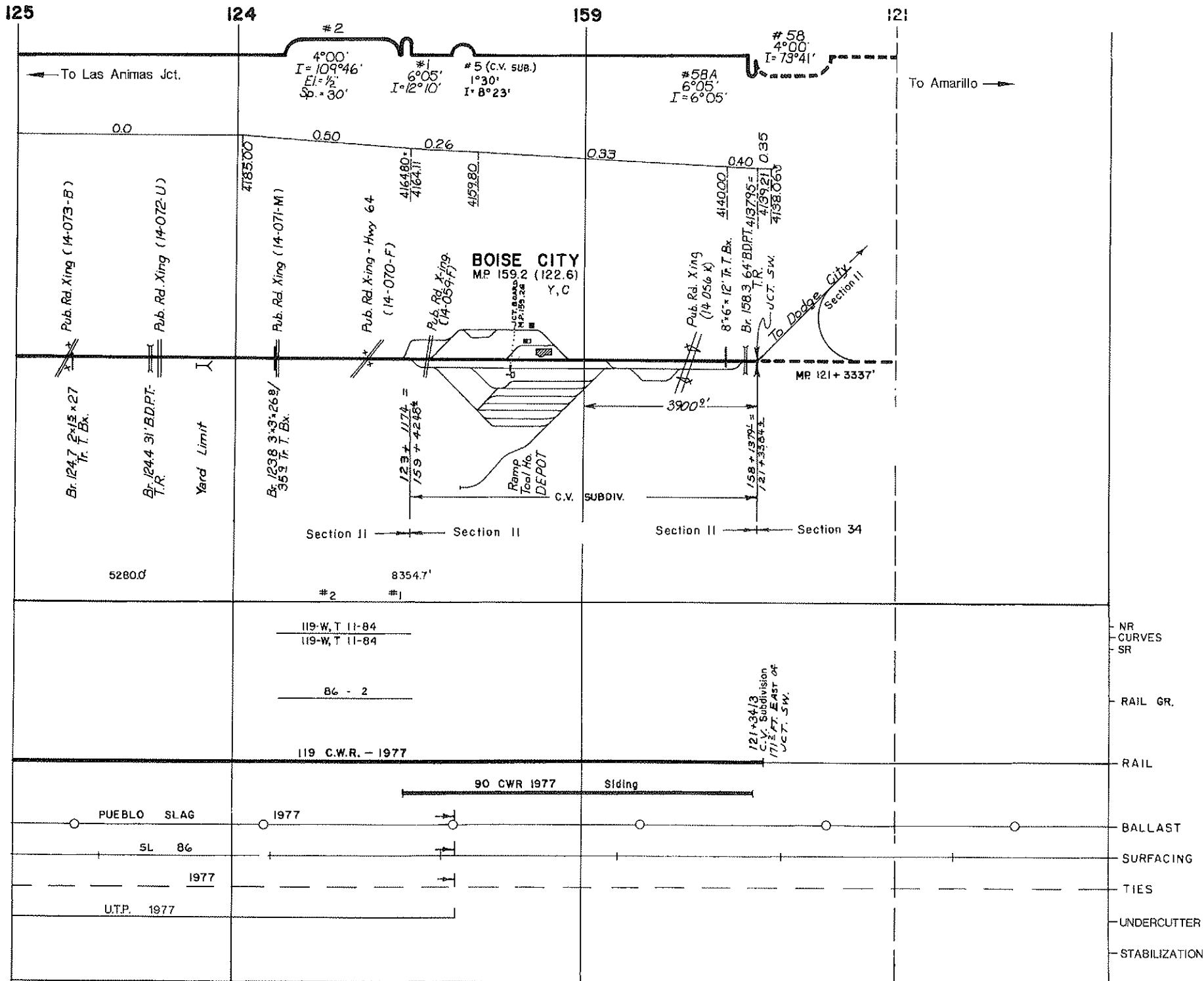


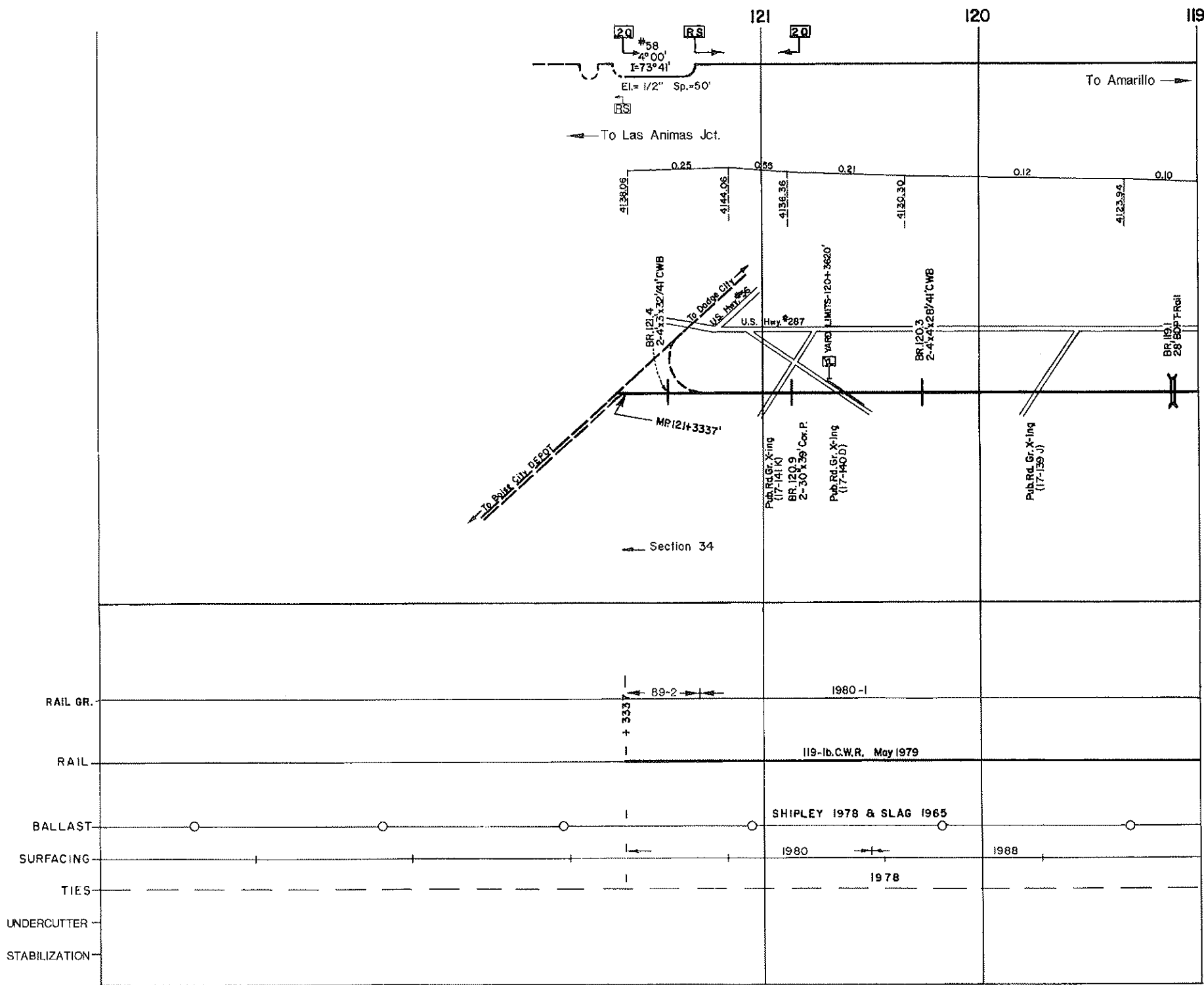


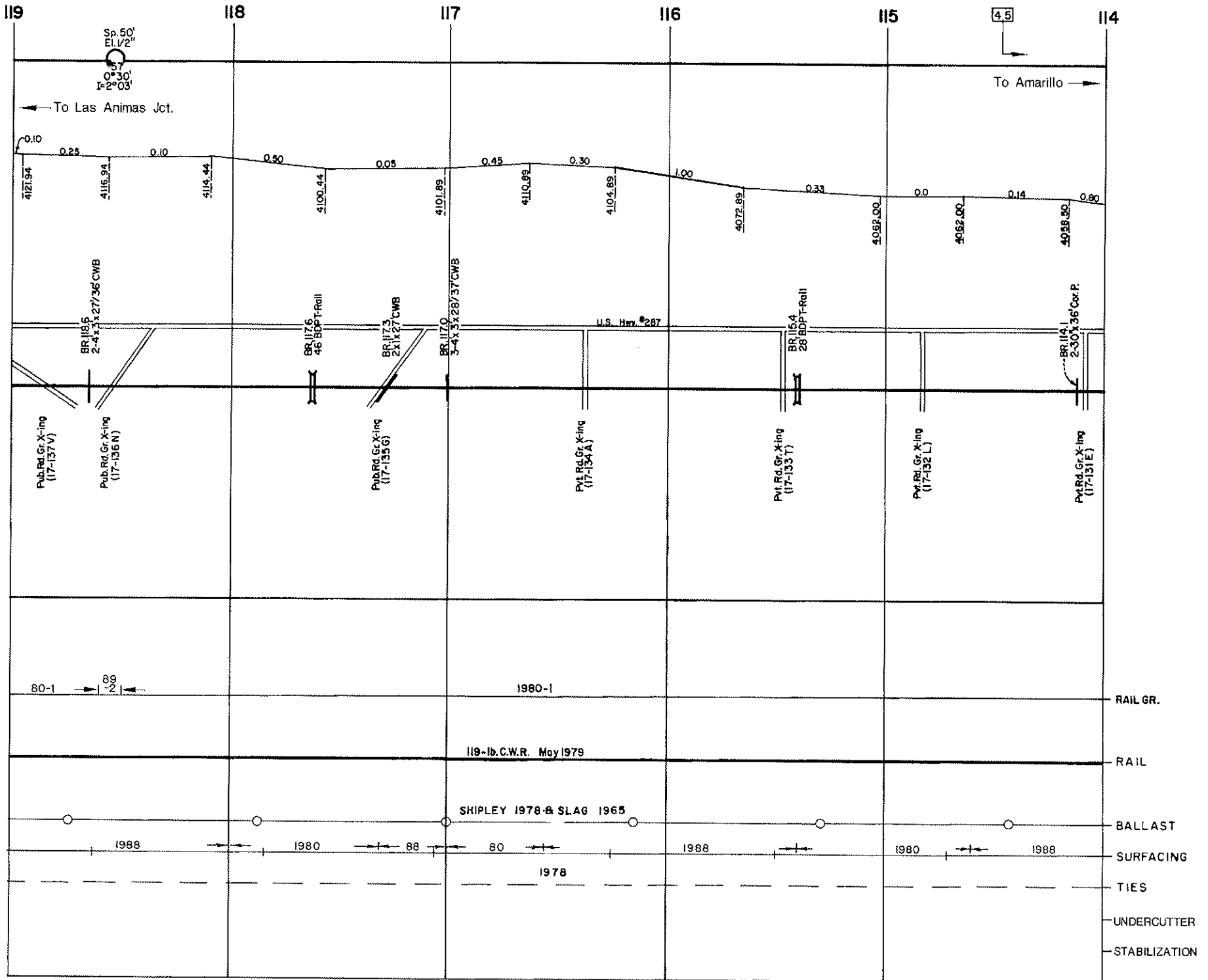


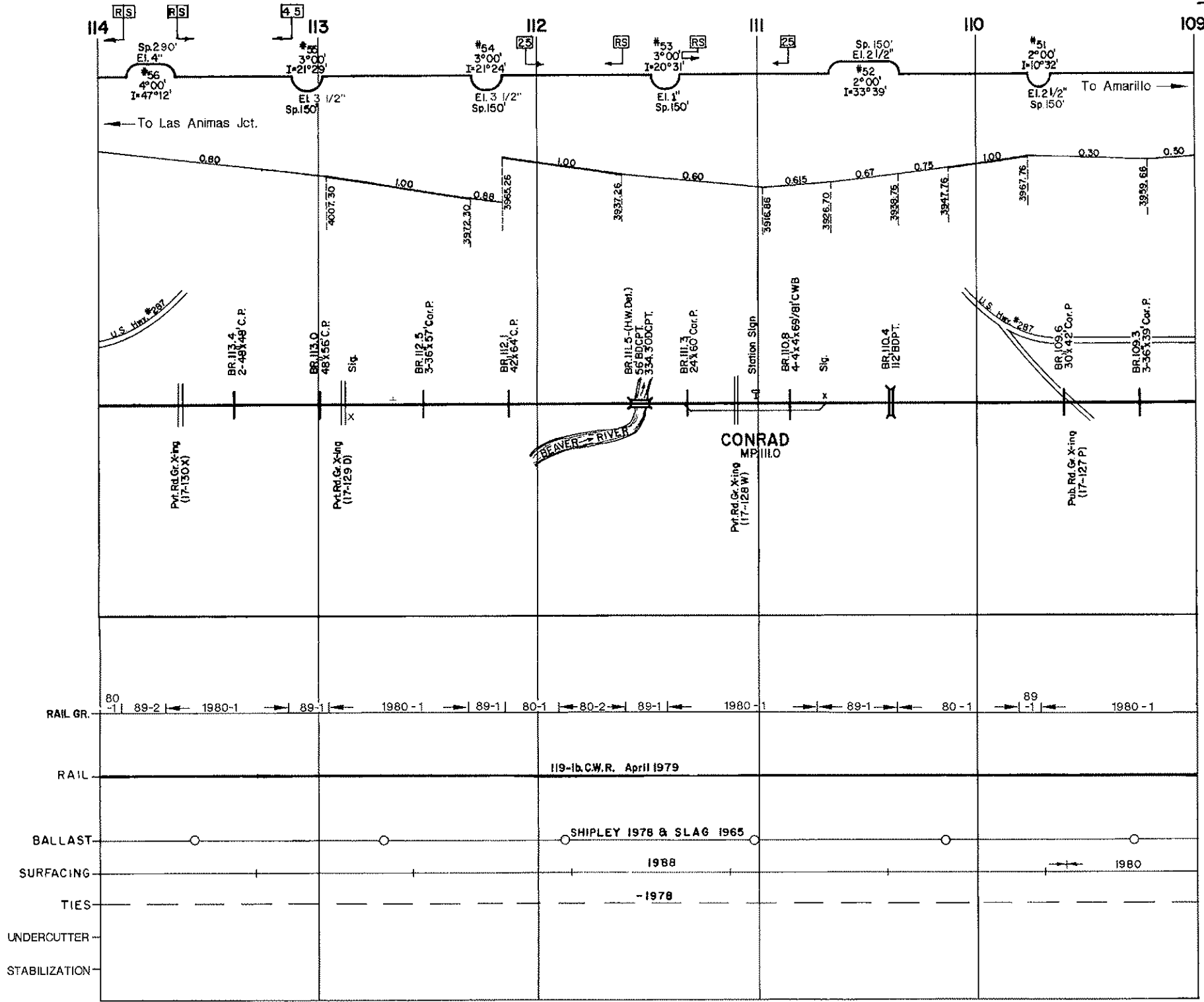


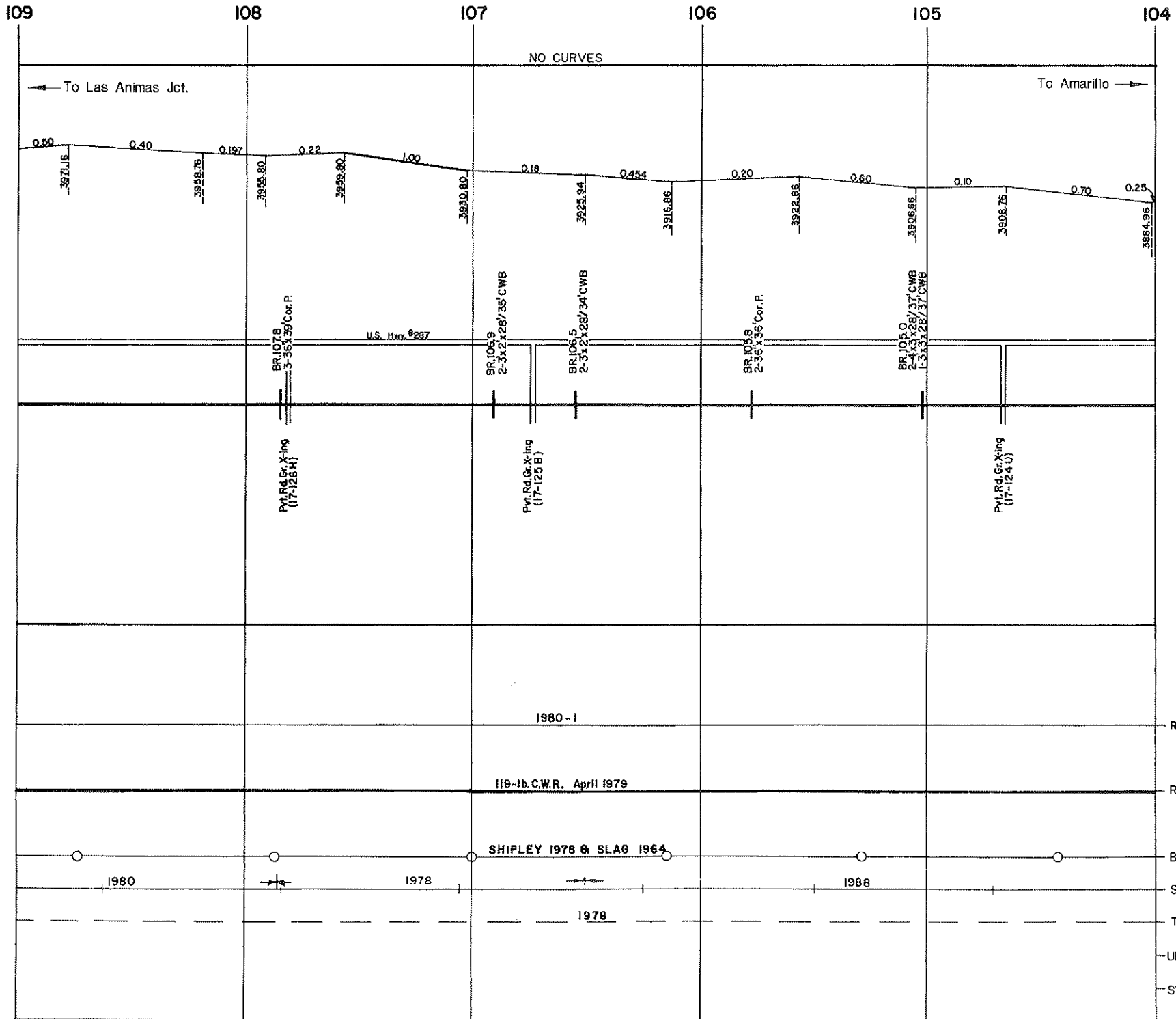


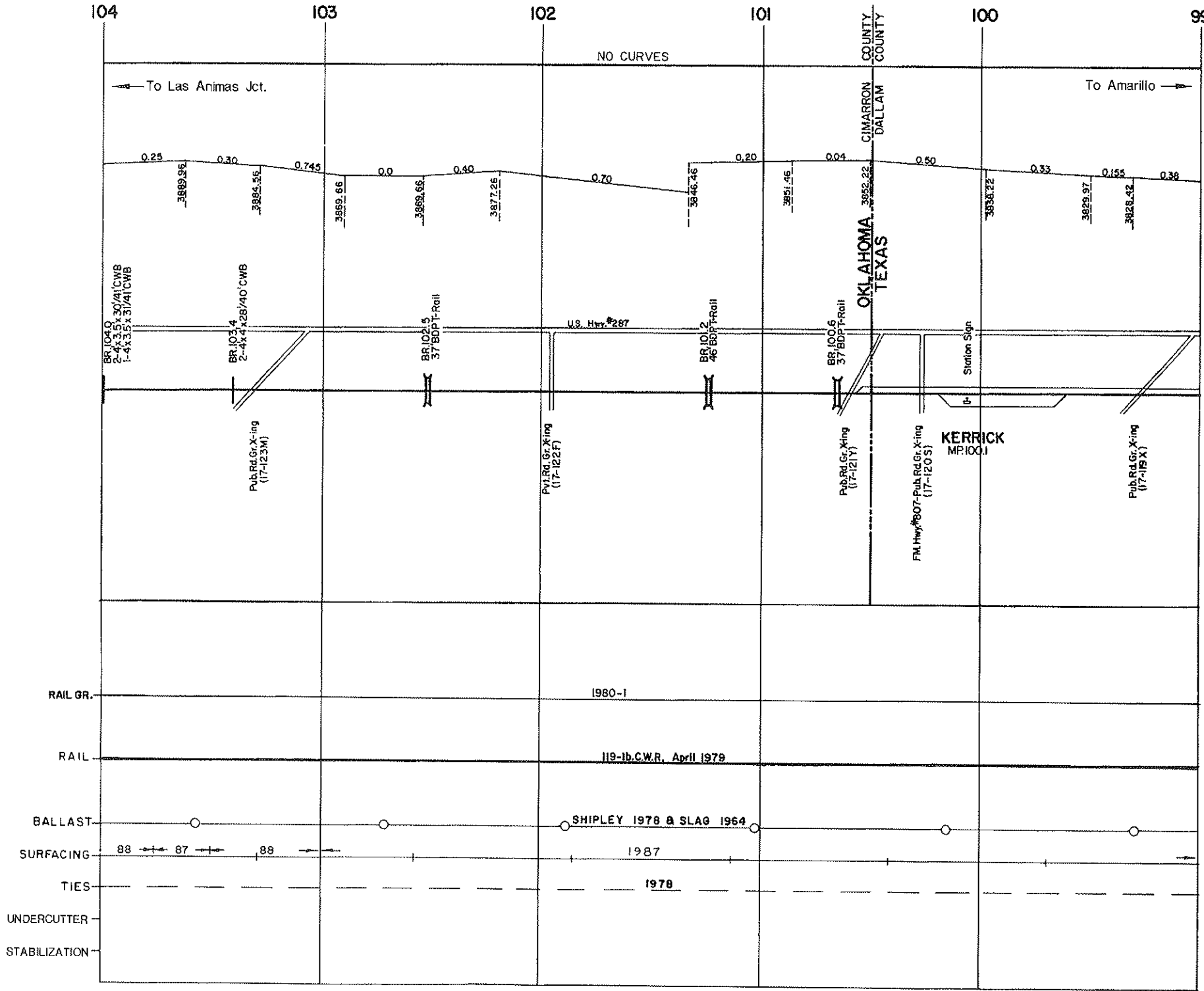


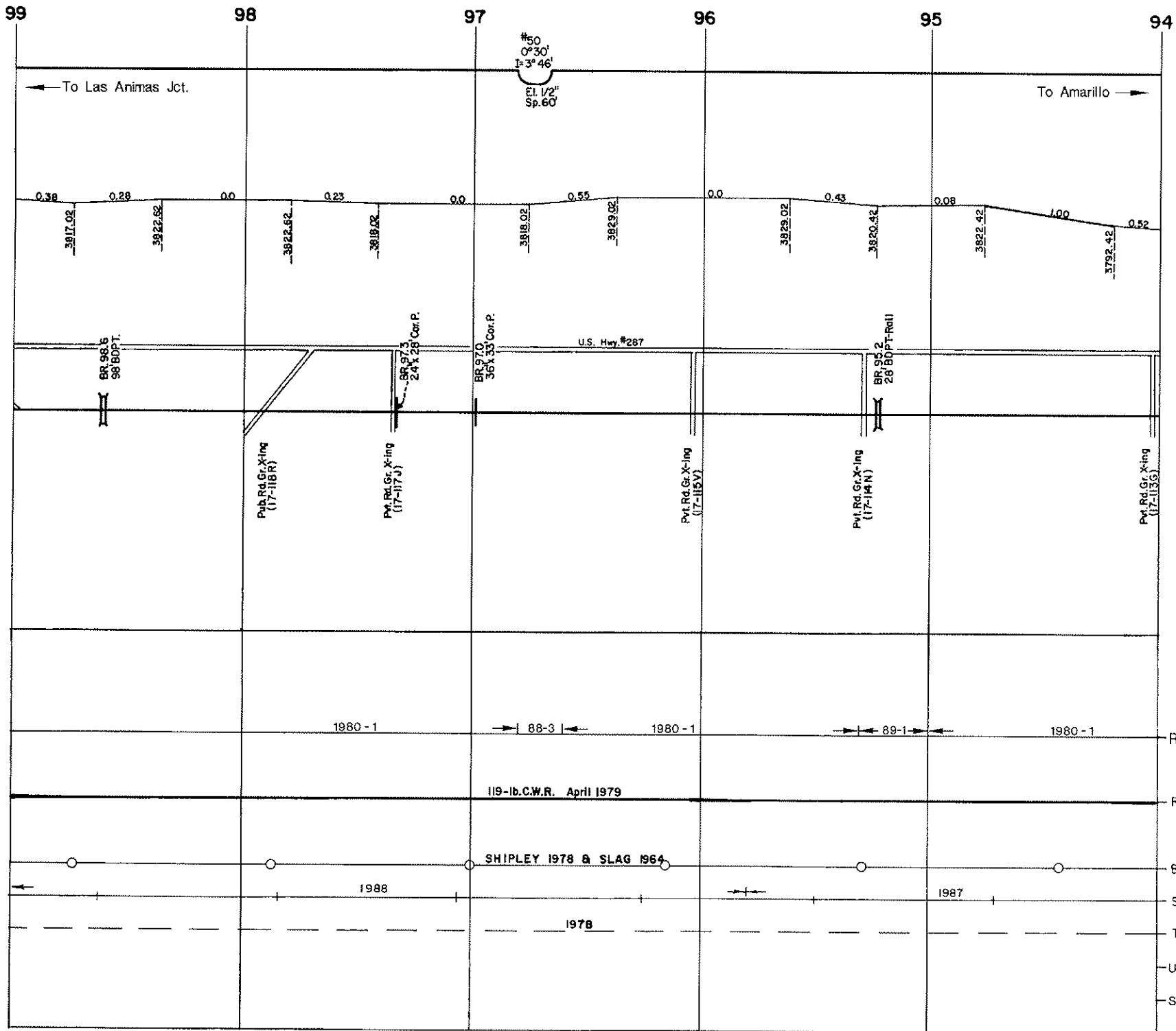


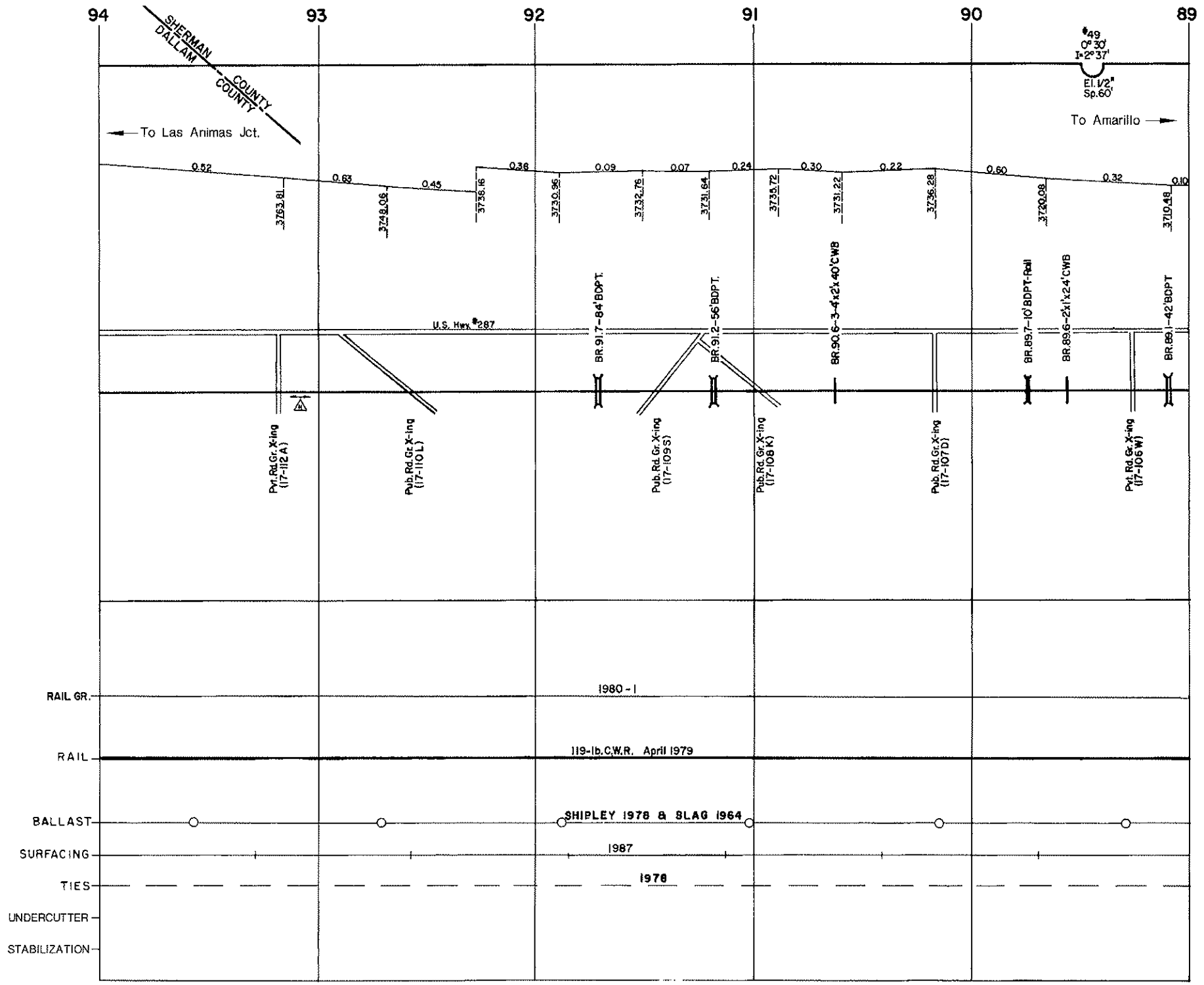


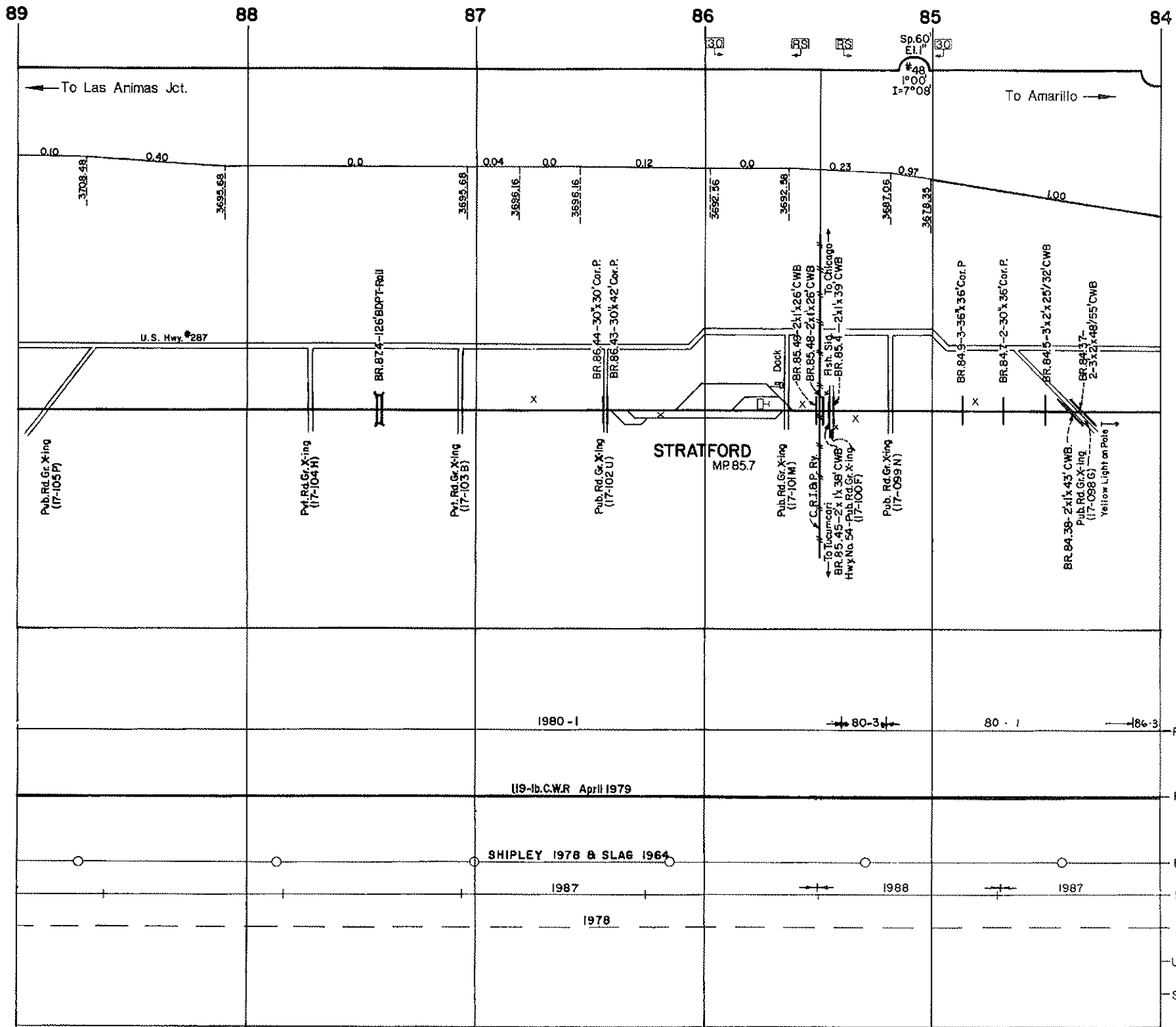


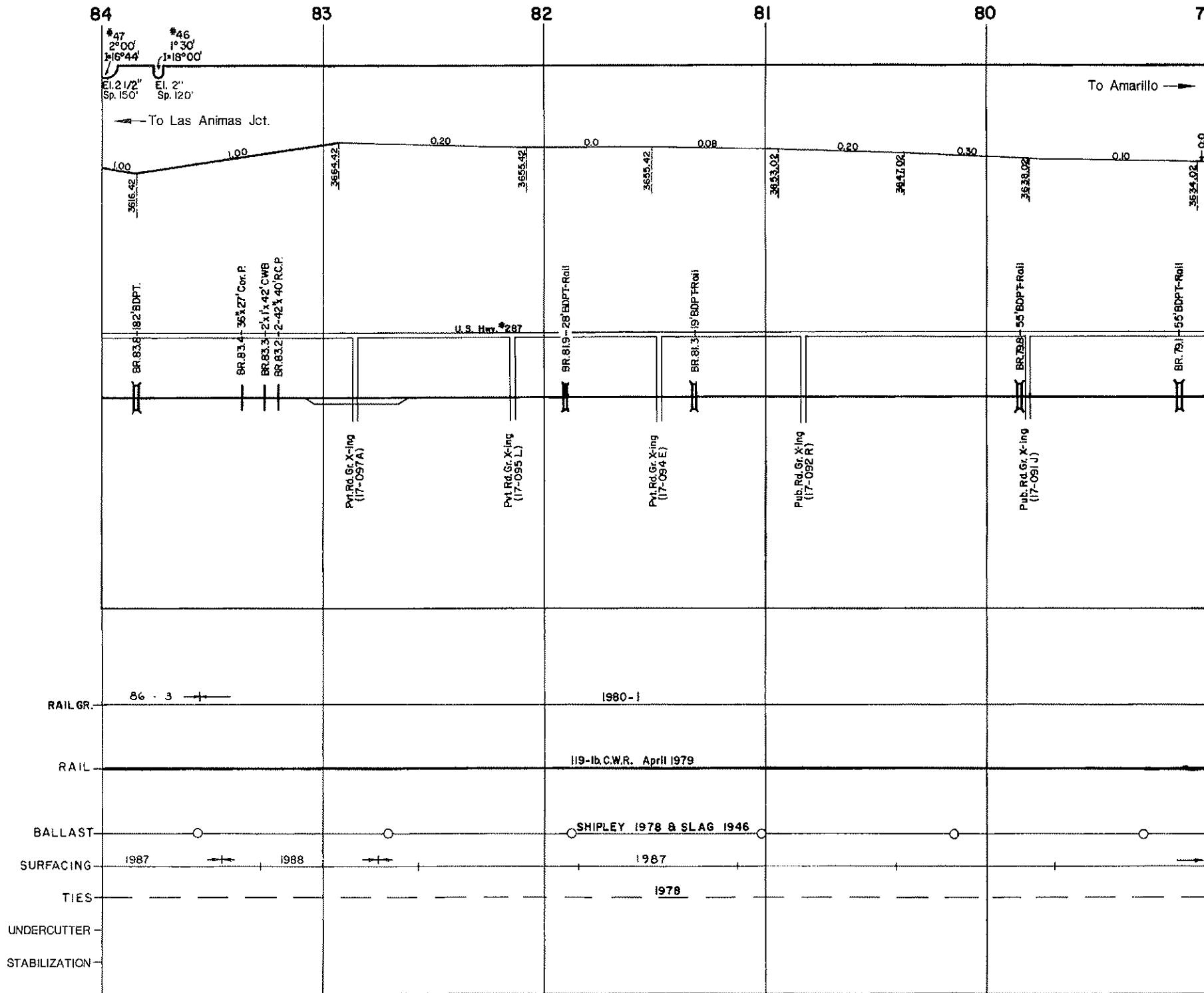


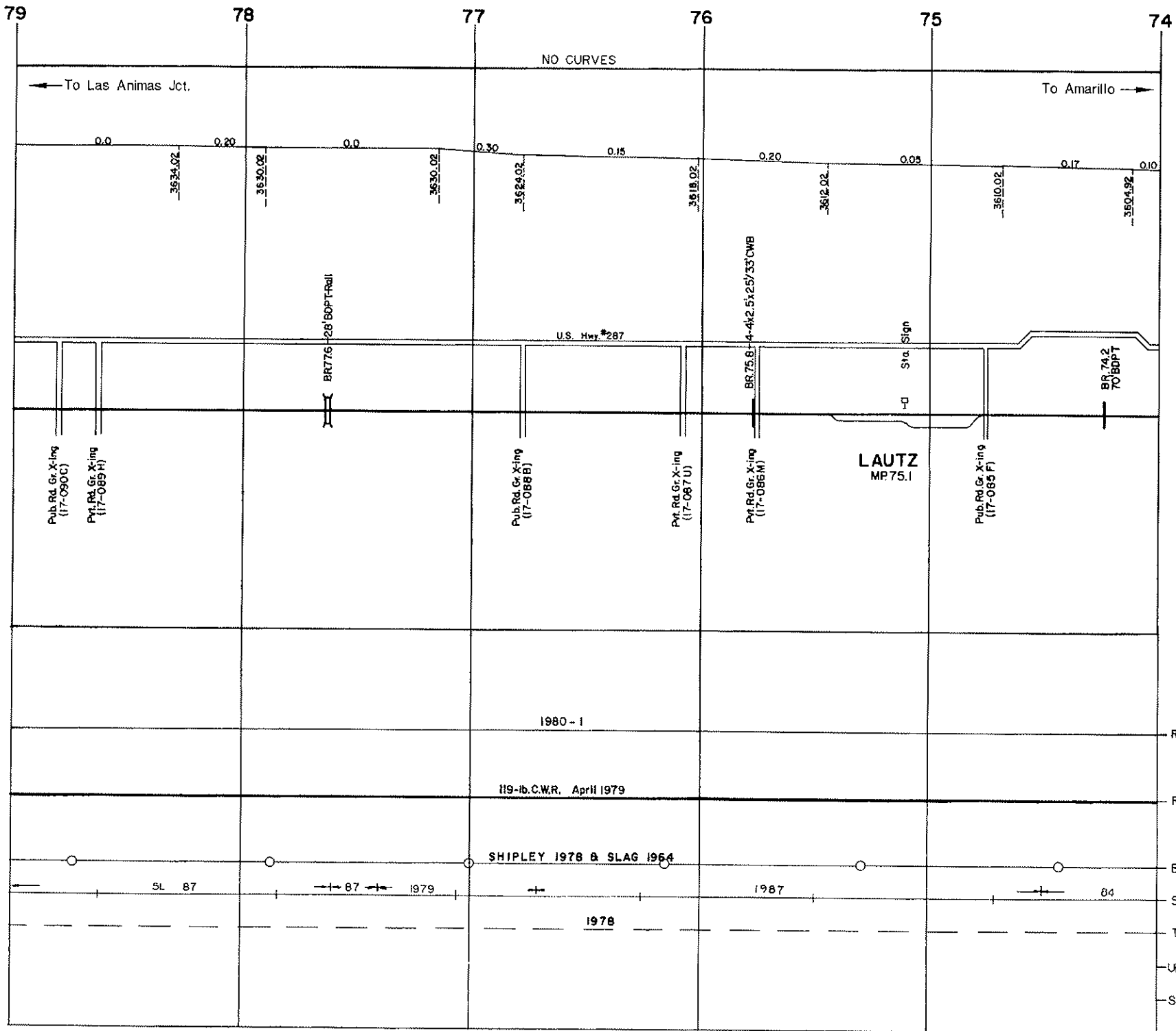


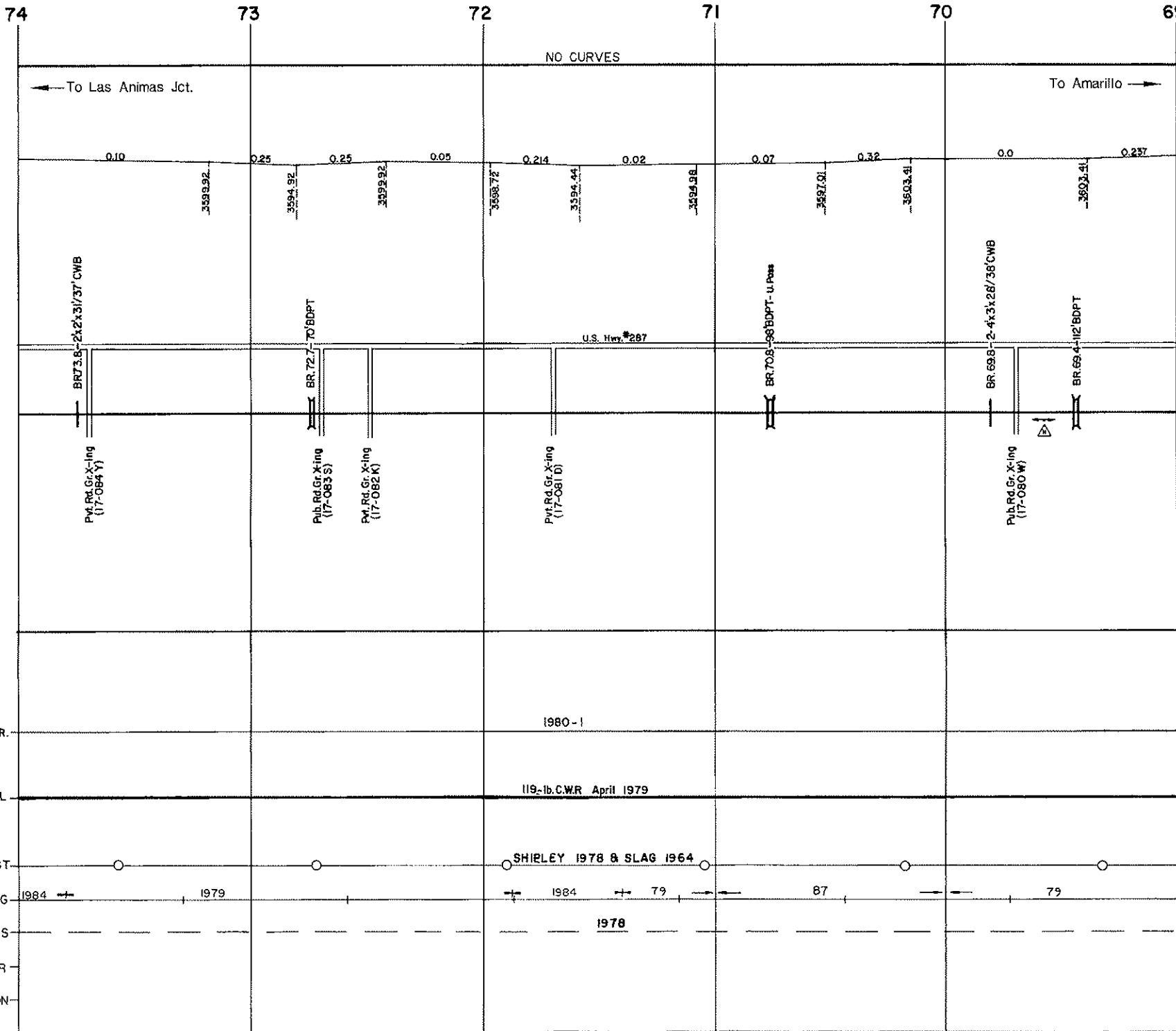


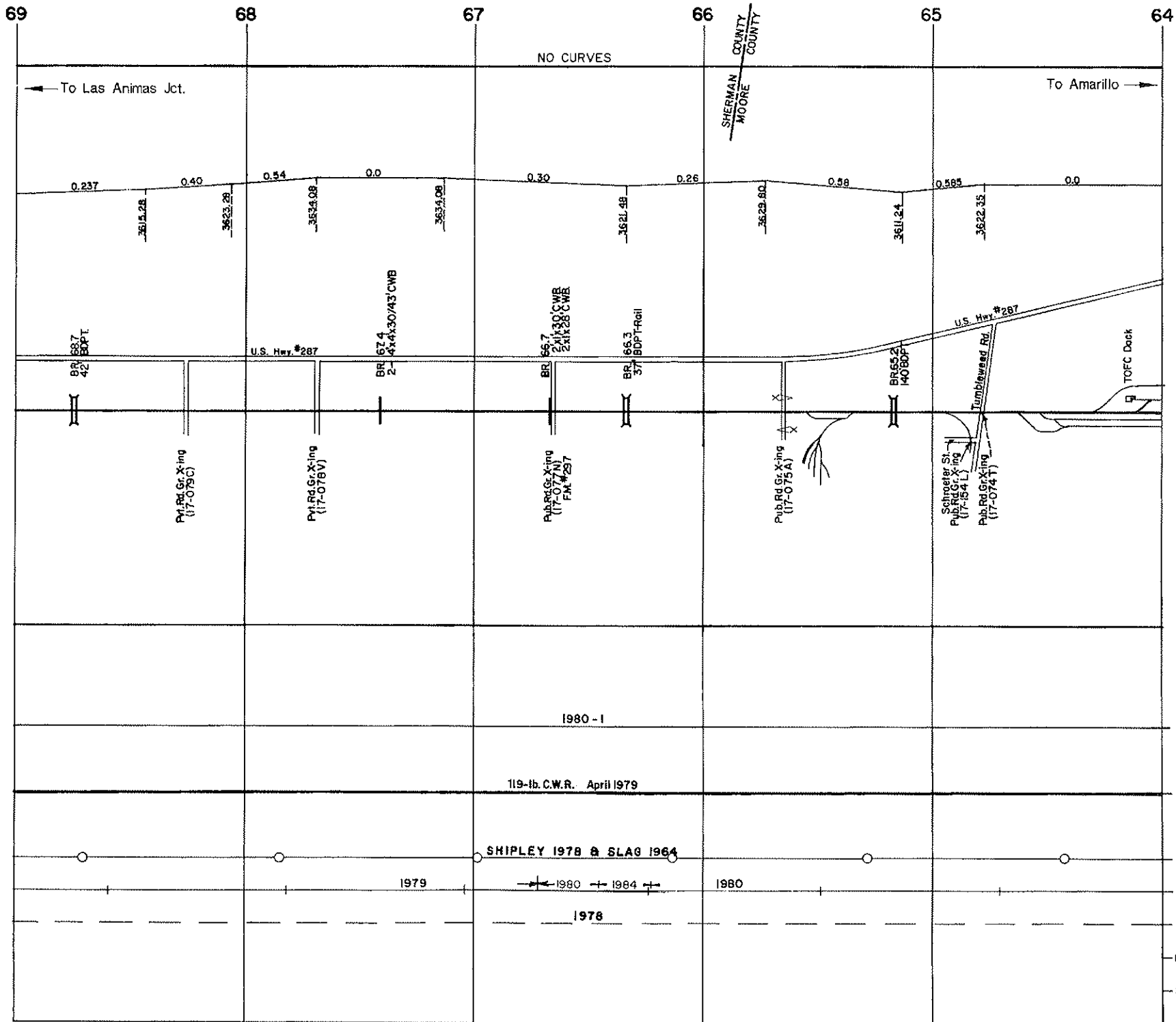


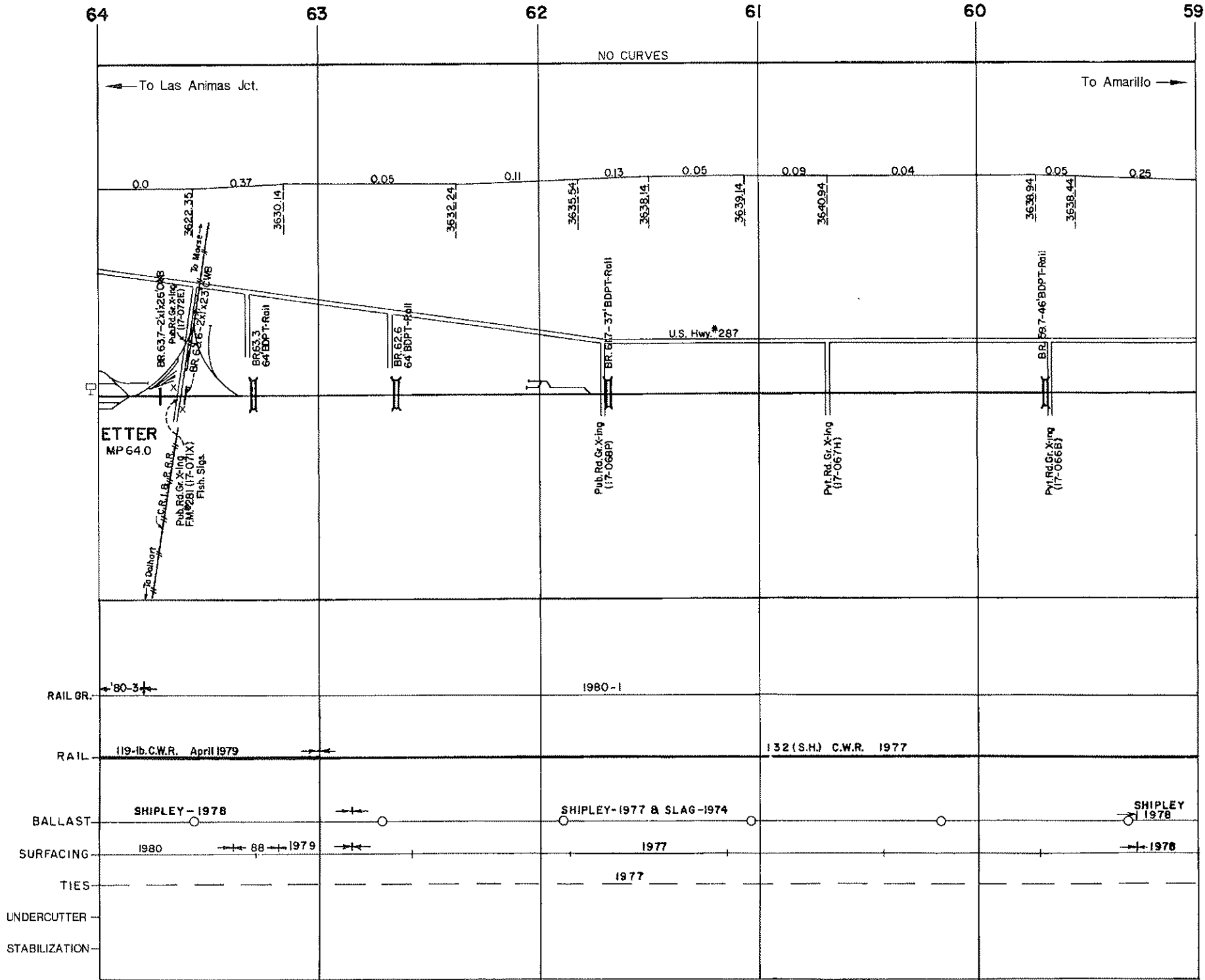












RAIL GR. ← '80-3 →

1980-1

RAIL 119-lb. C.W.R. April 1979

132 (S.H.) C.W.R. 1977

BALLAST SHIPLEY - 1978

SHIPLEY - 1977 & SLAG - 1974

SHIPLEY 1978

SURFACING 1980 ← ← 88 → → 1979

1977

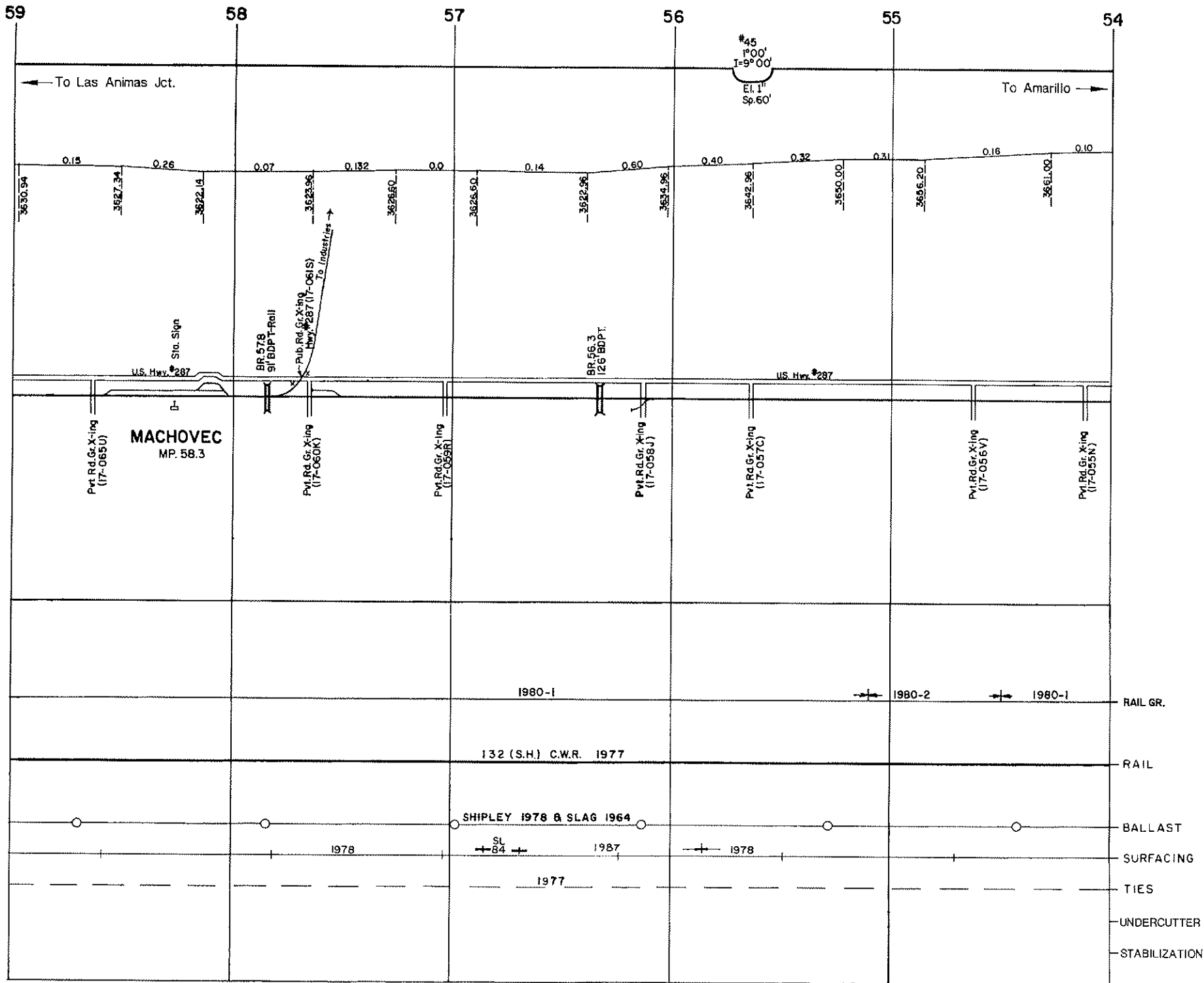
← ← 1978

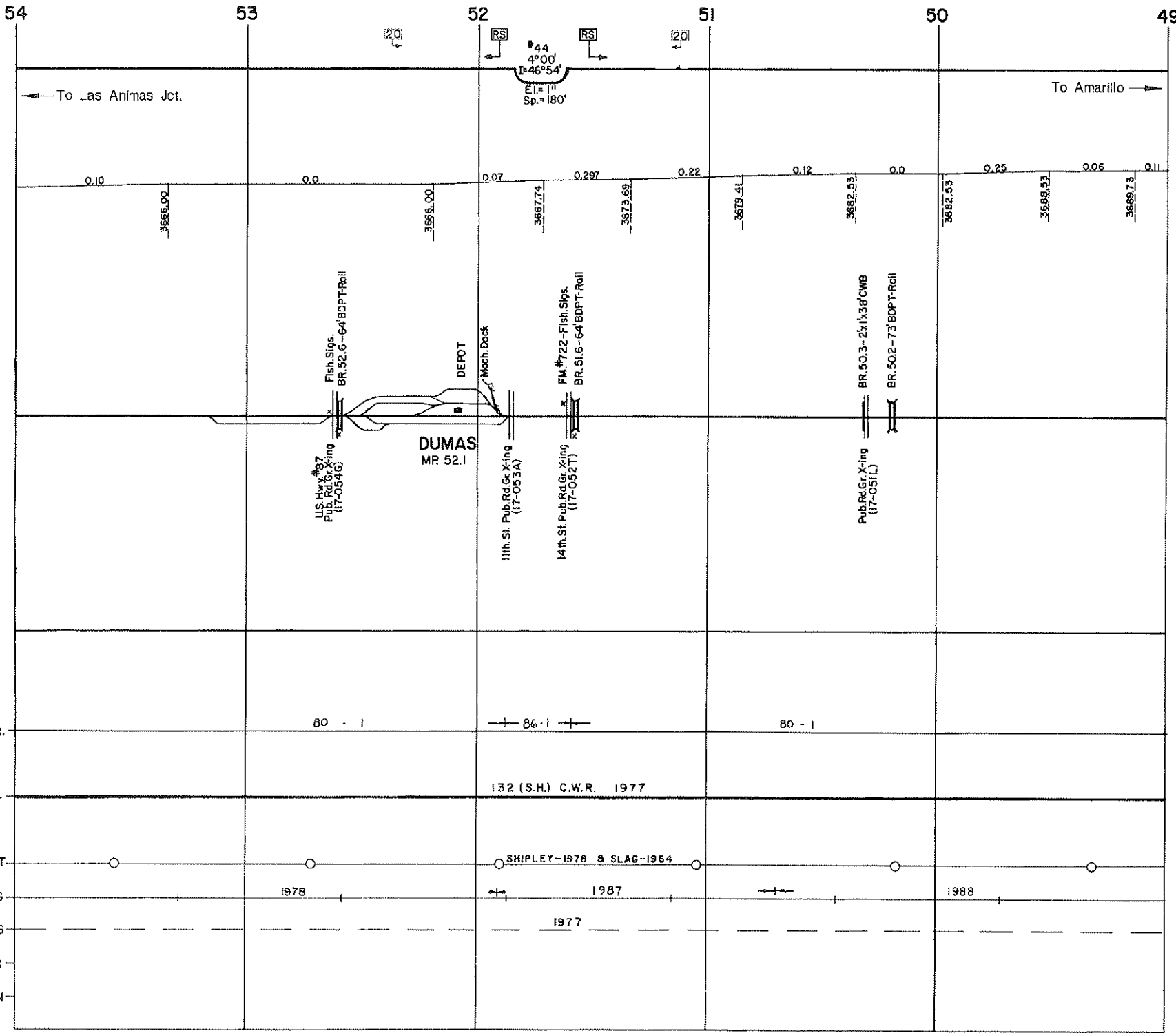
TIES

1977

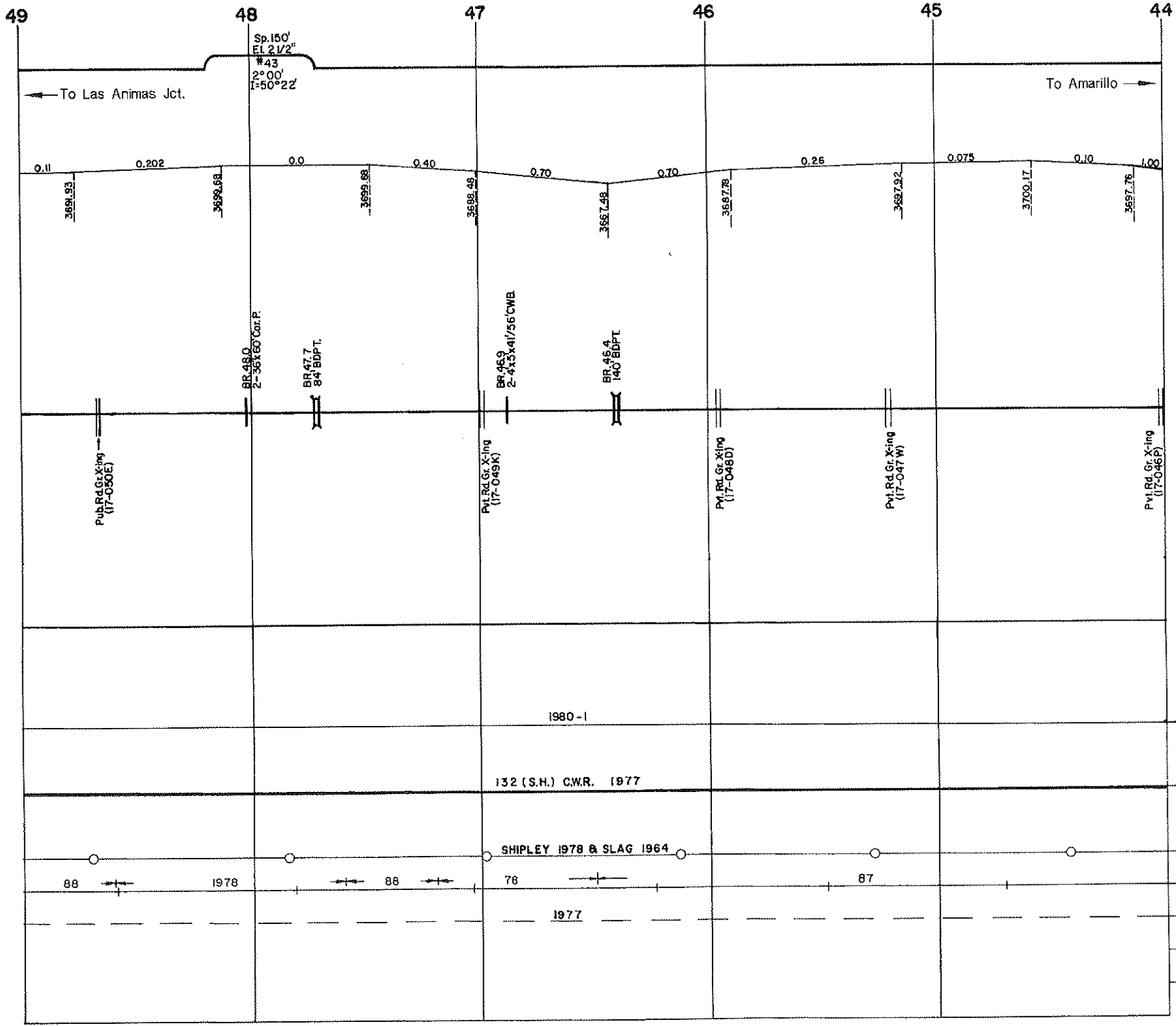
UNDERCUTTER

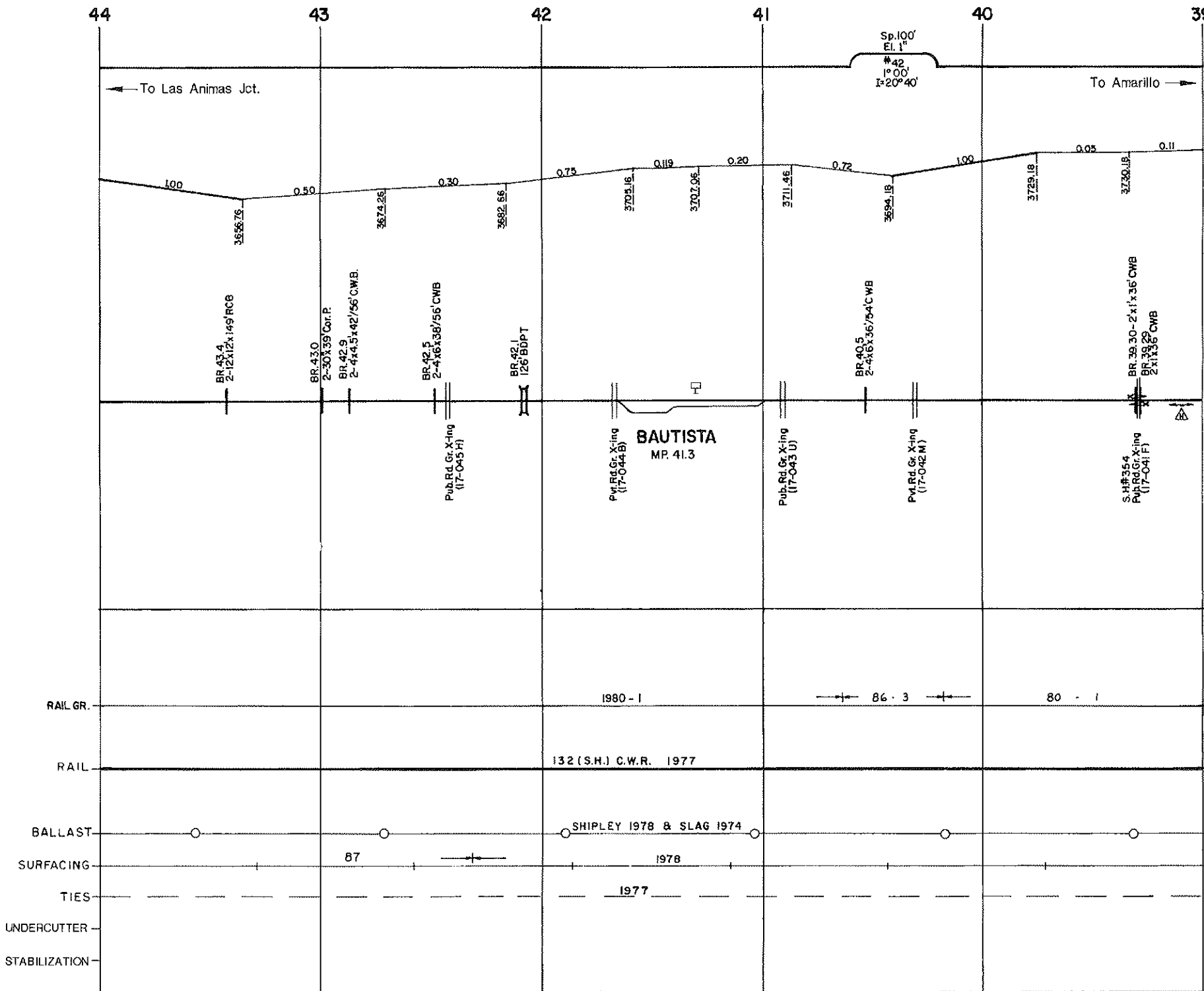
STABILIZATION

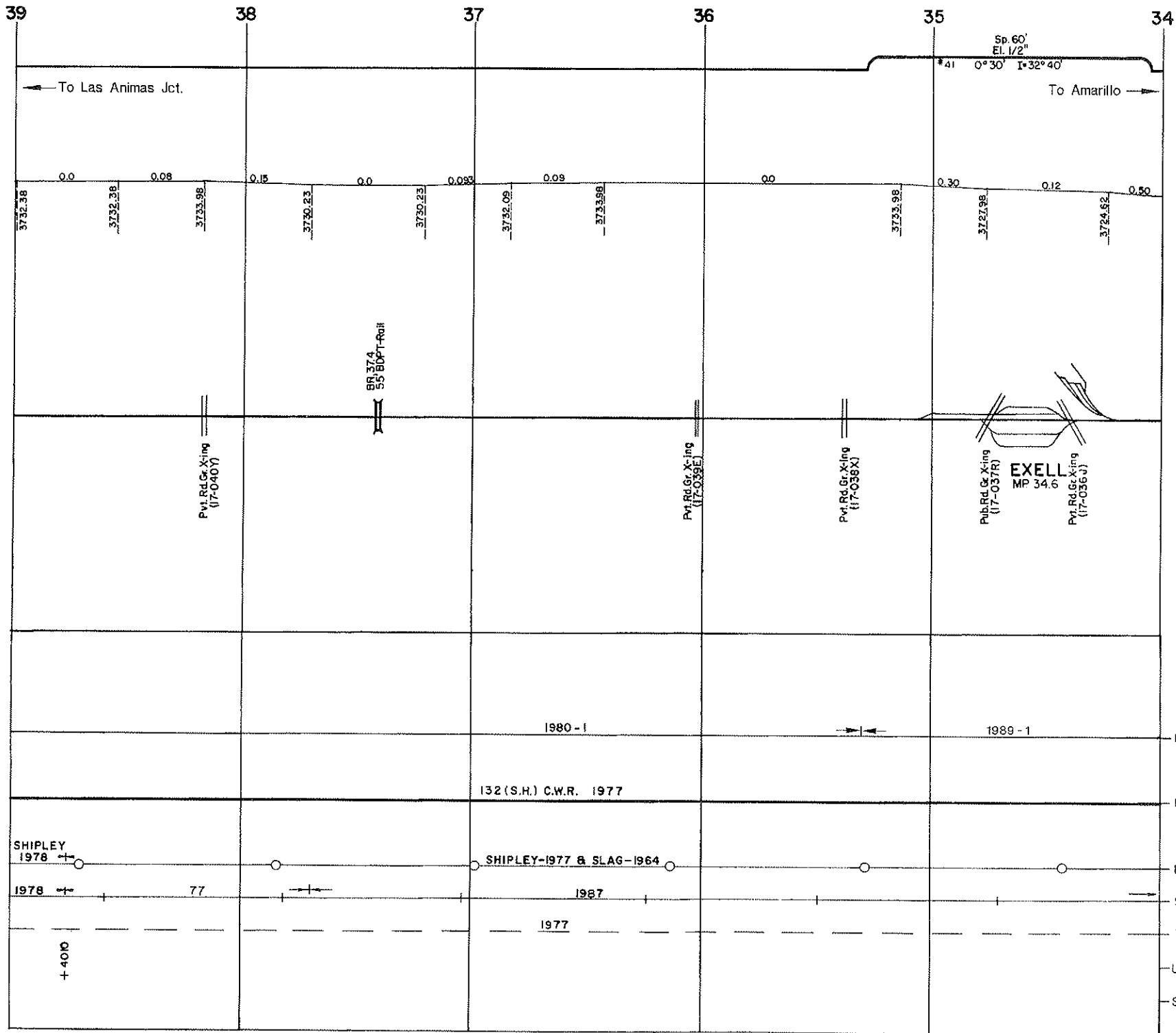


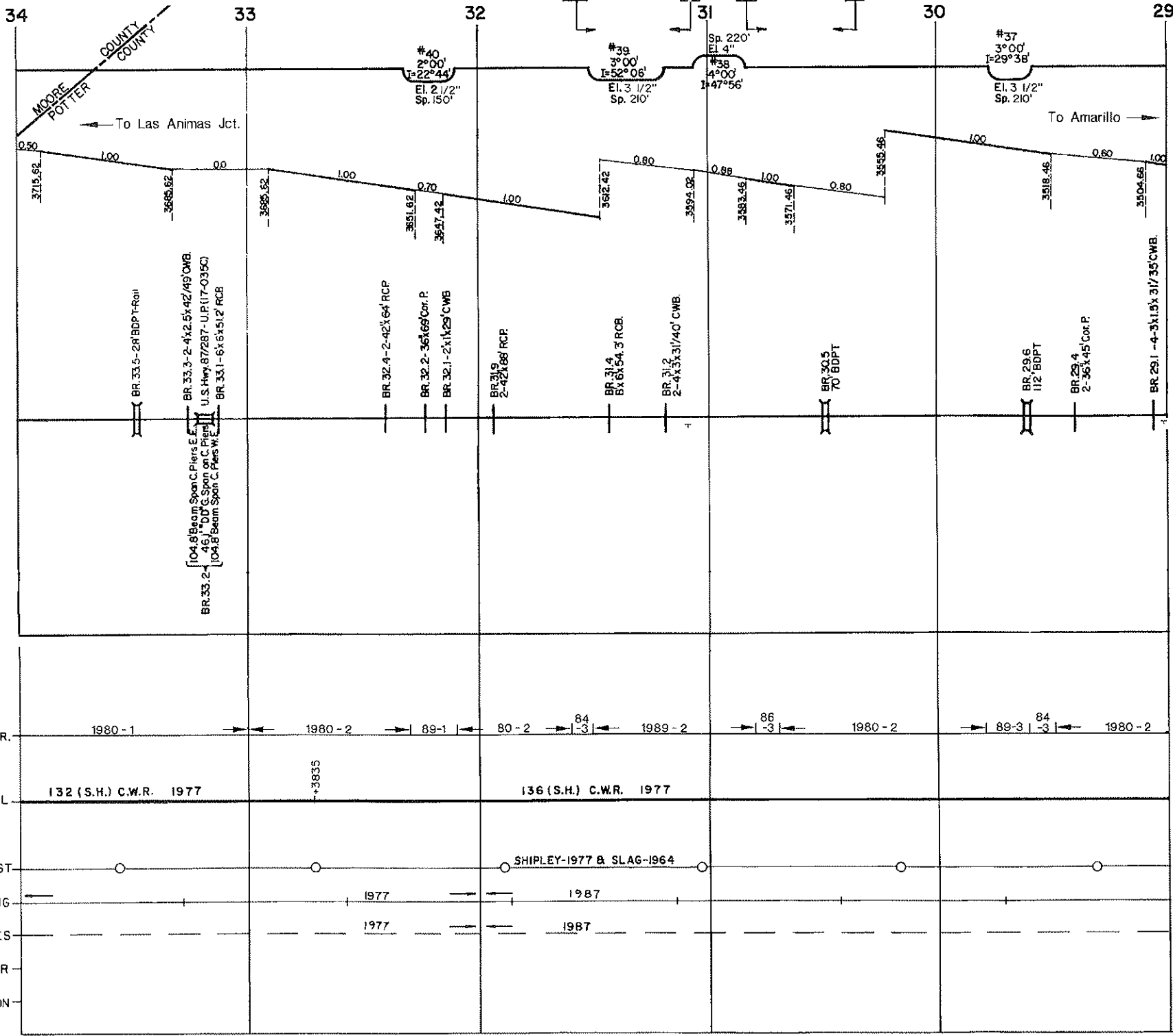


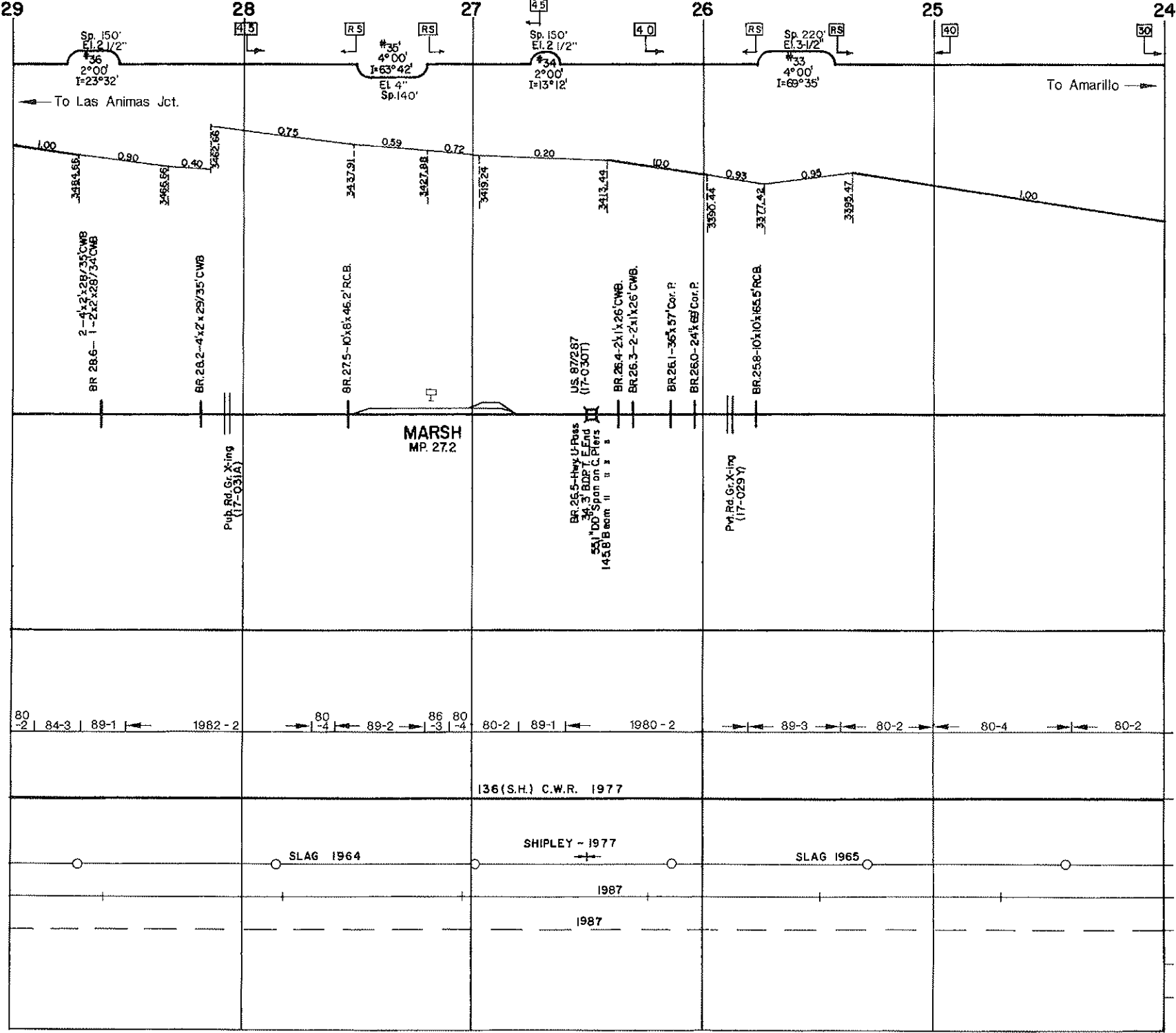
REVISED 1-91

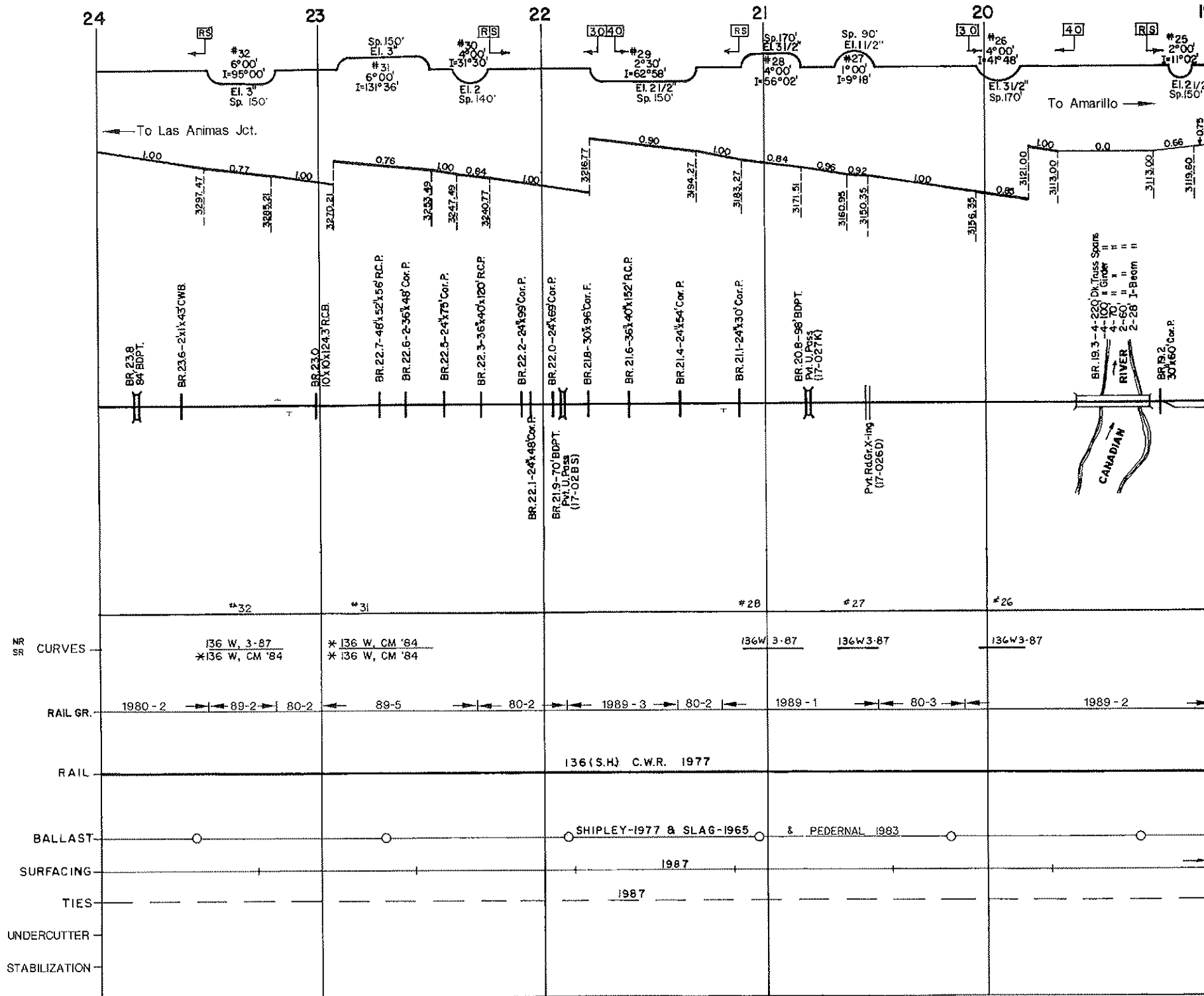


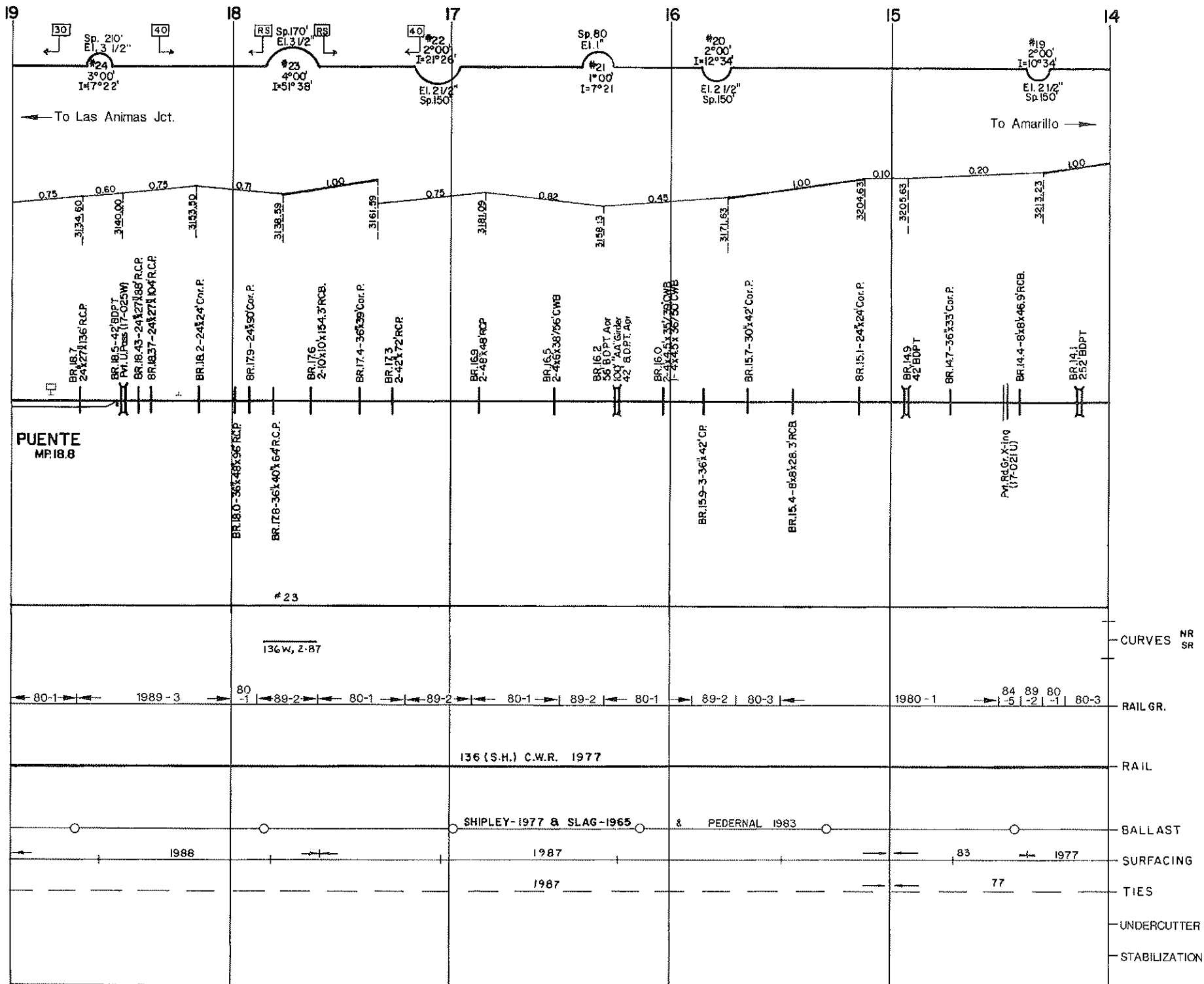


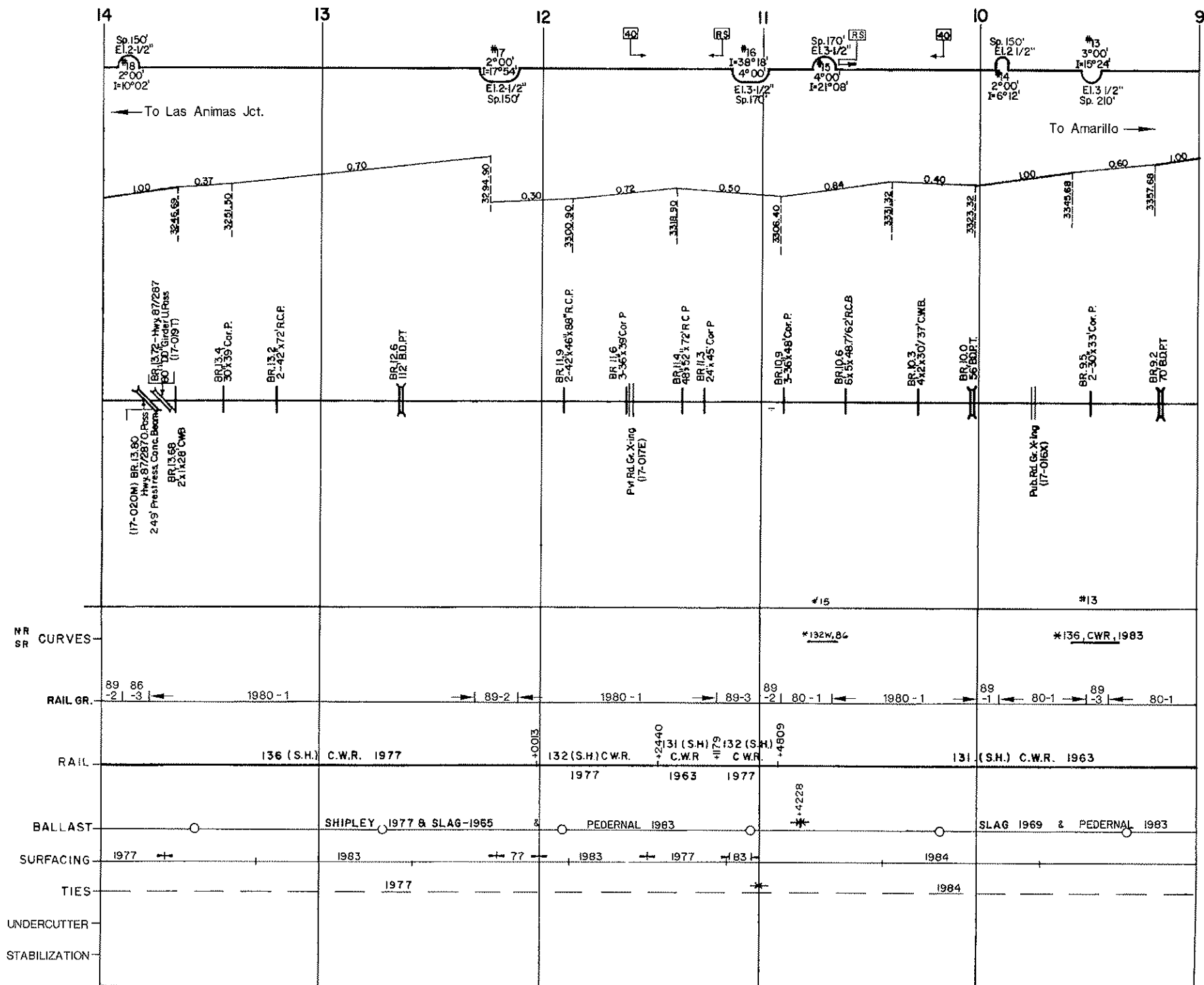


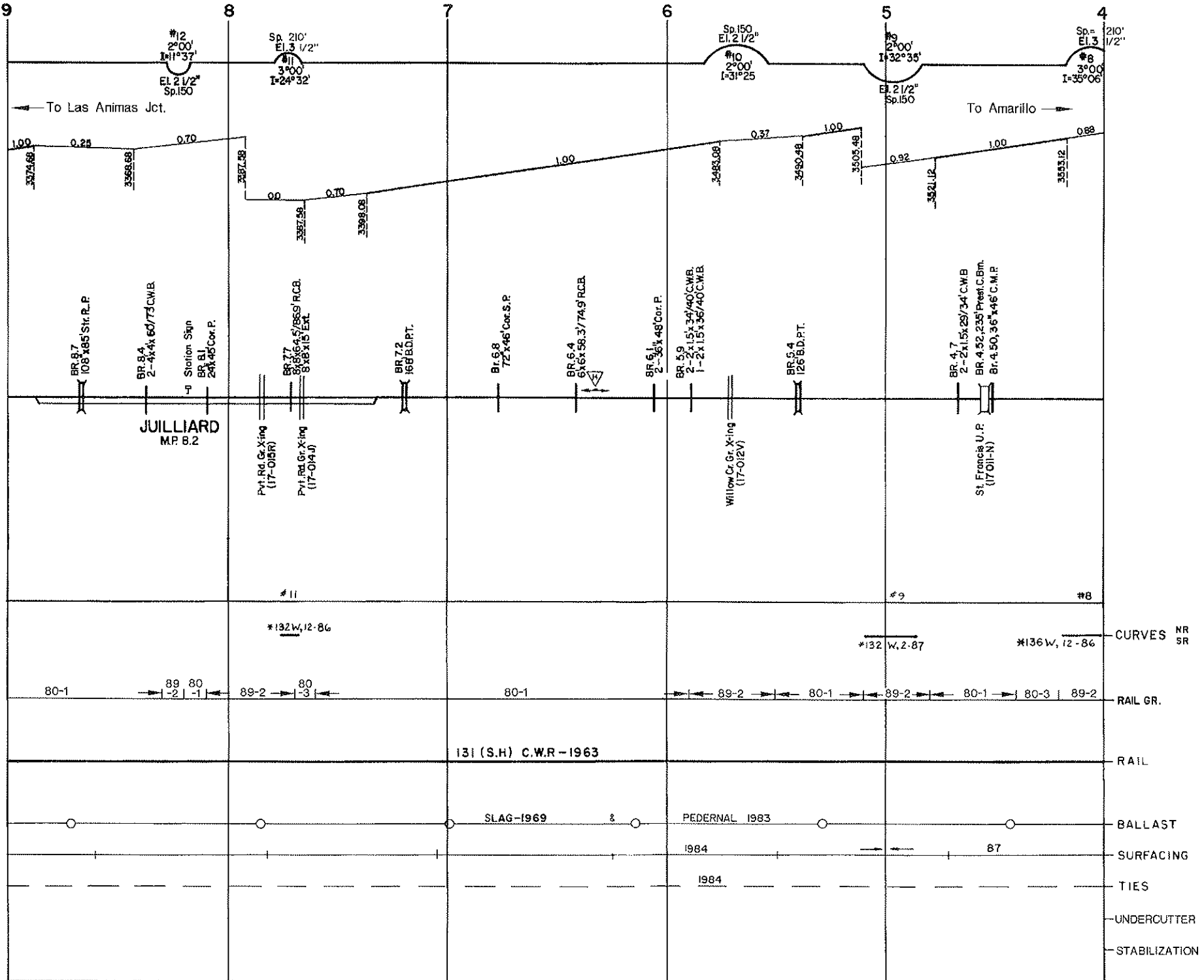




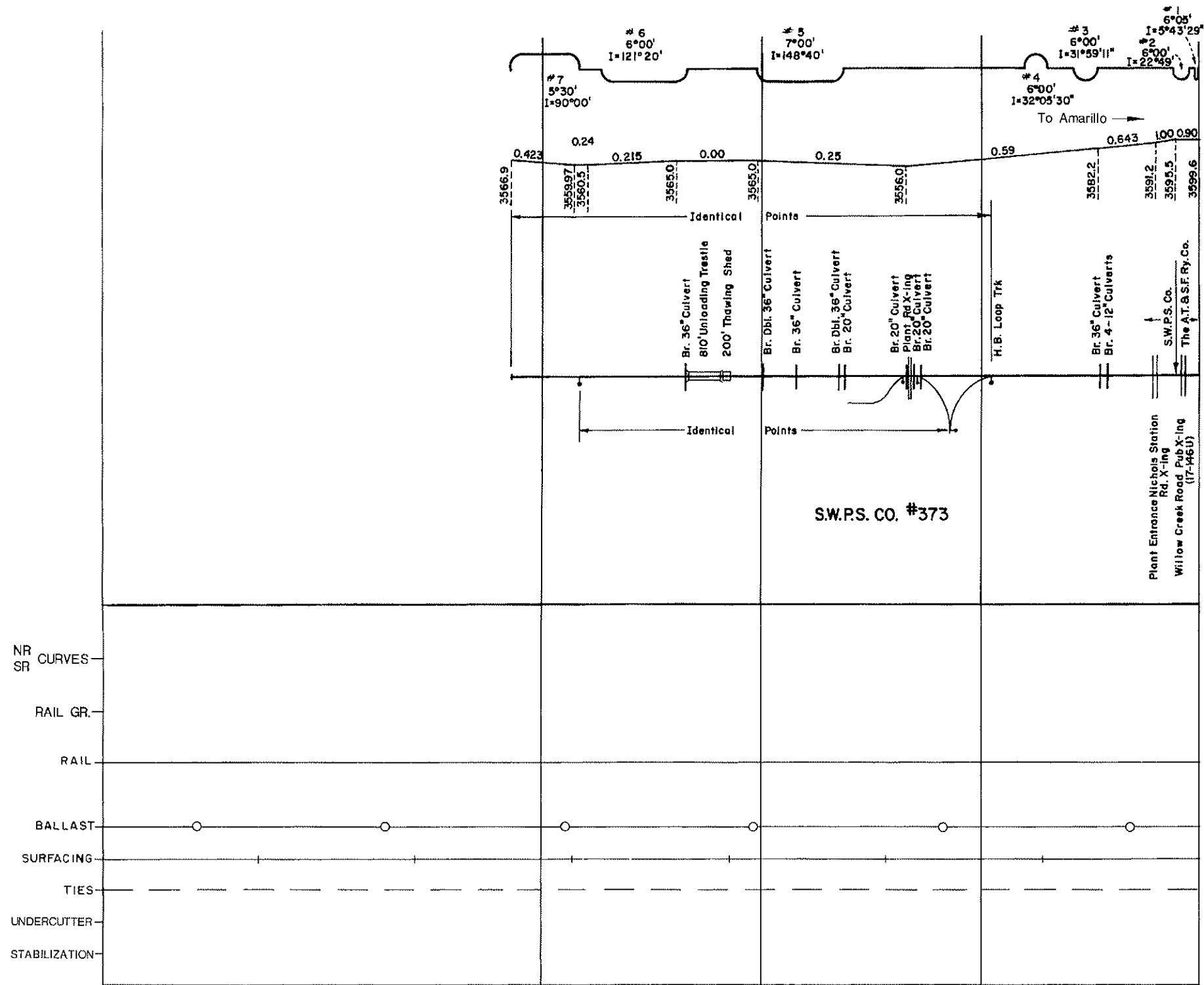








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REVISED 1-91

NR
SR

CURVES

RAIL GR.

RAIL

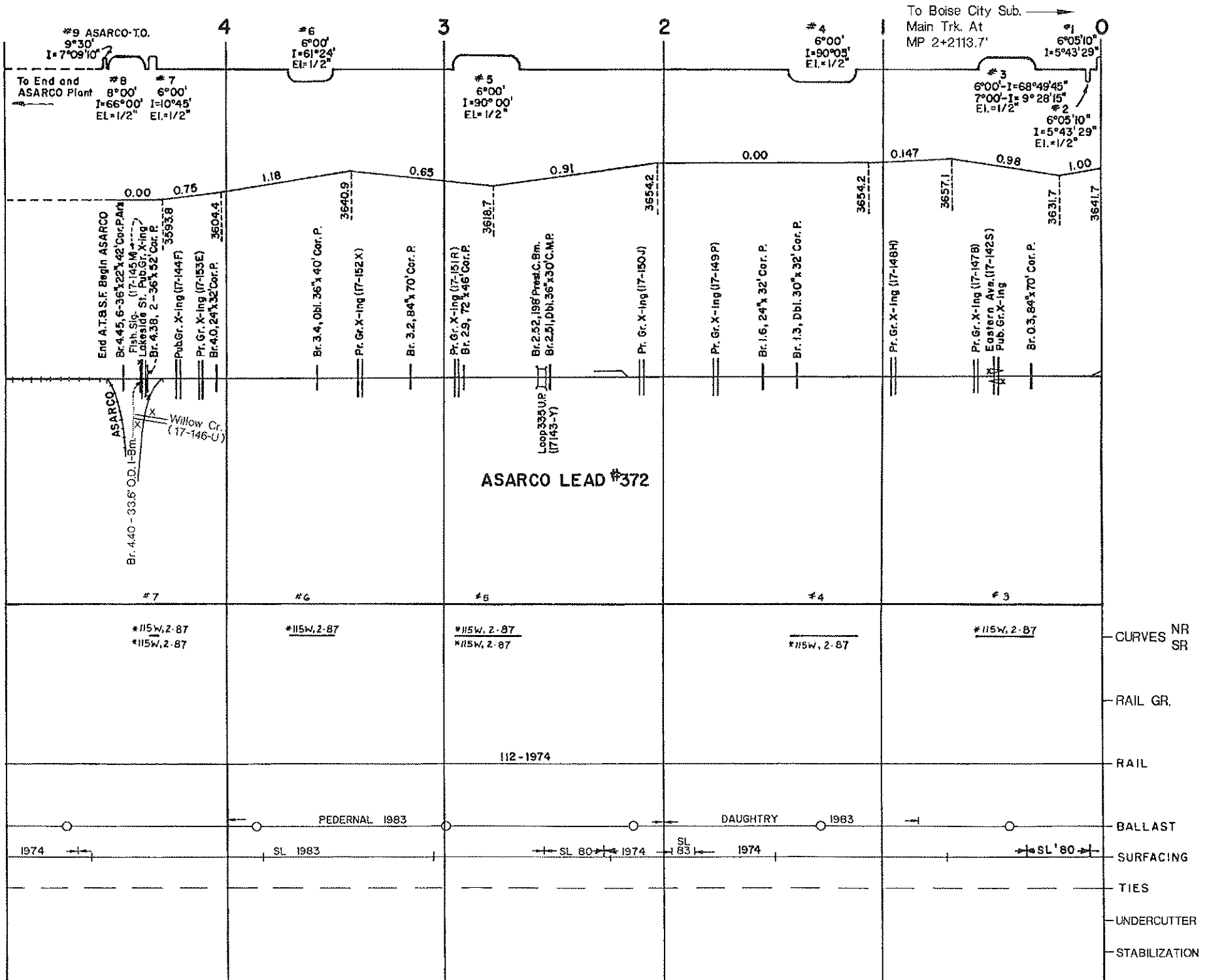
BALLAST

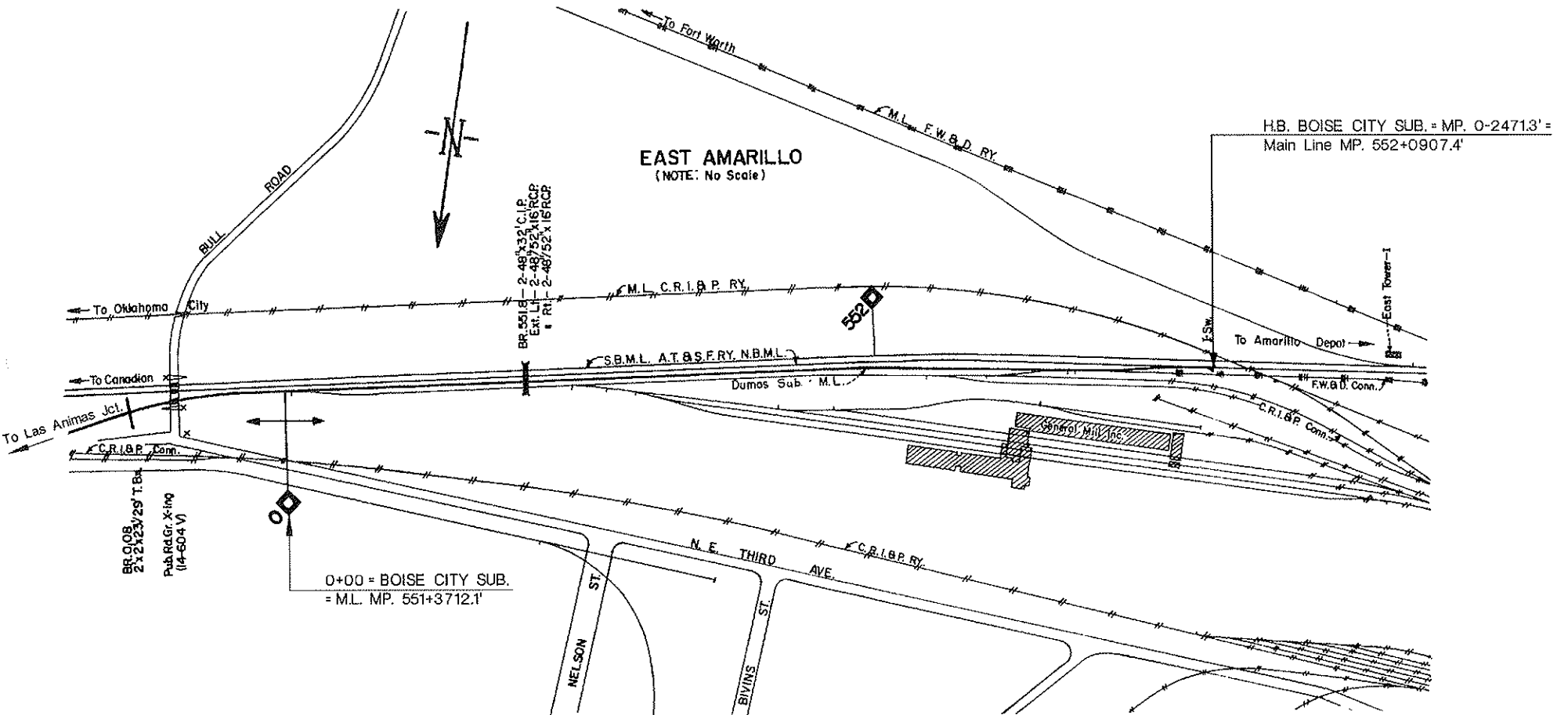
SURFACING

TIES

UNDERCUTTER

STABILIZATION

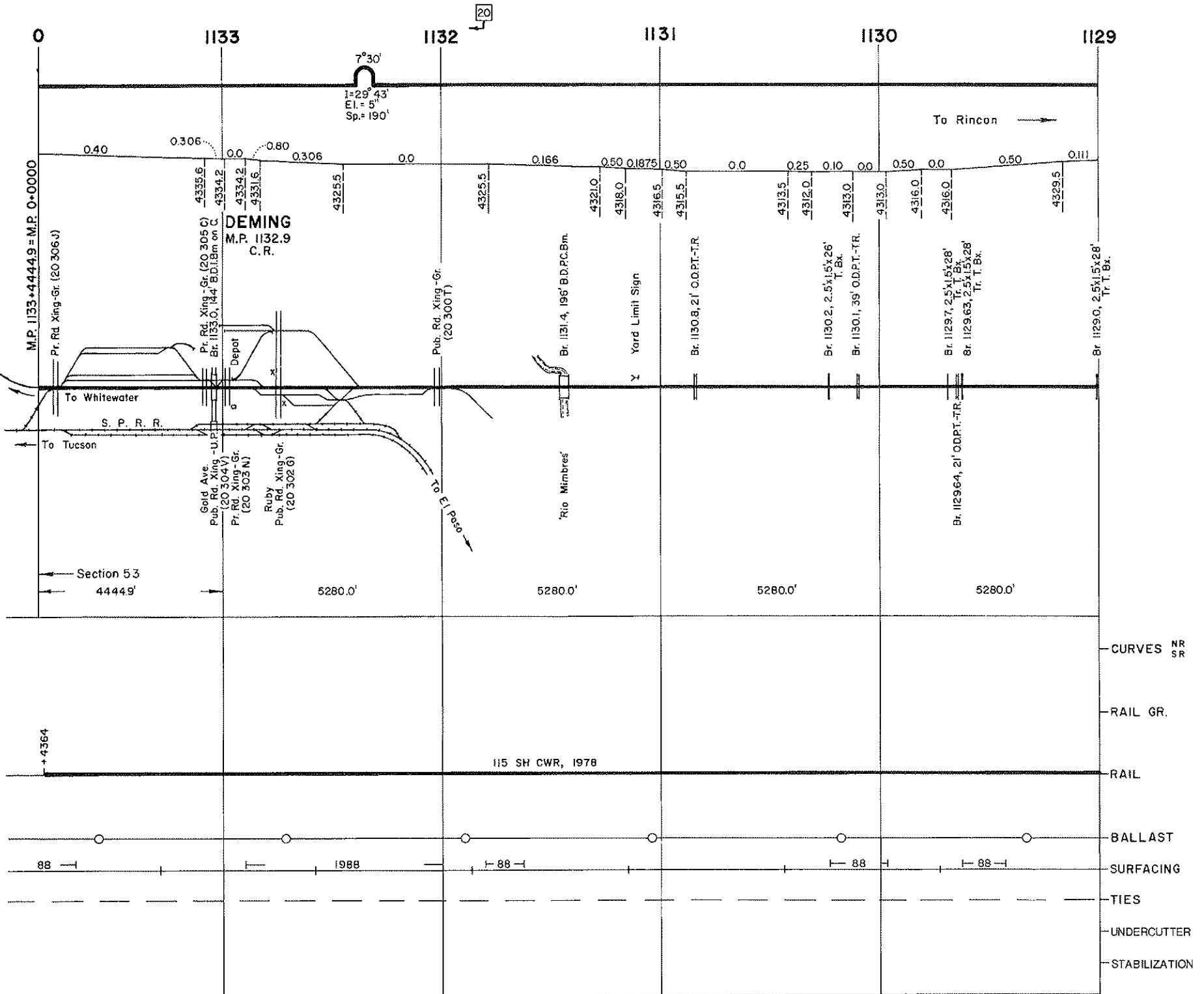


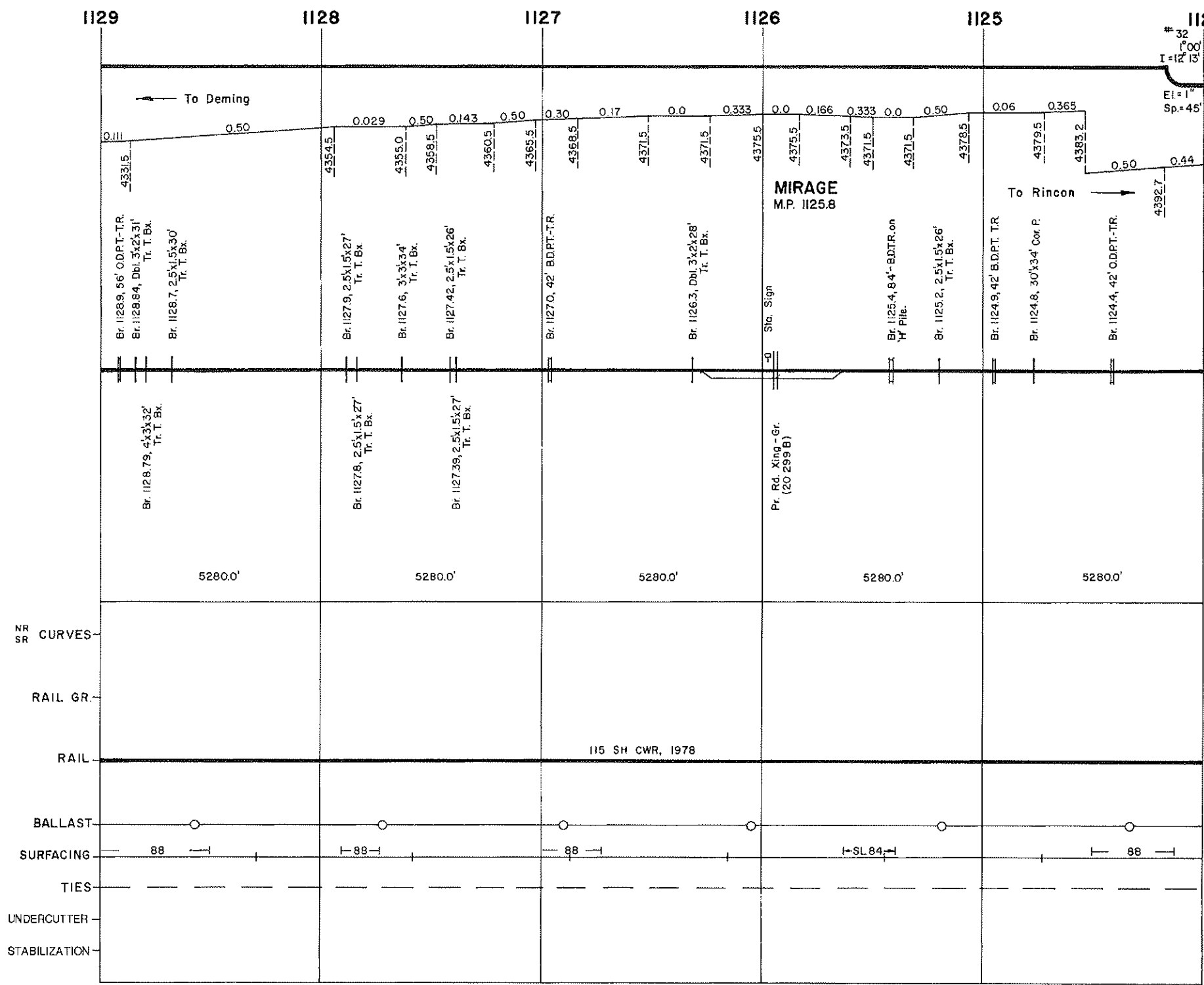


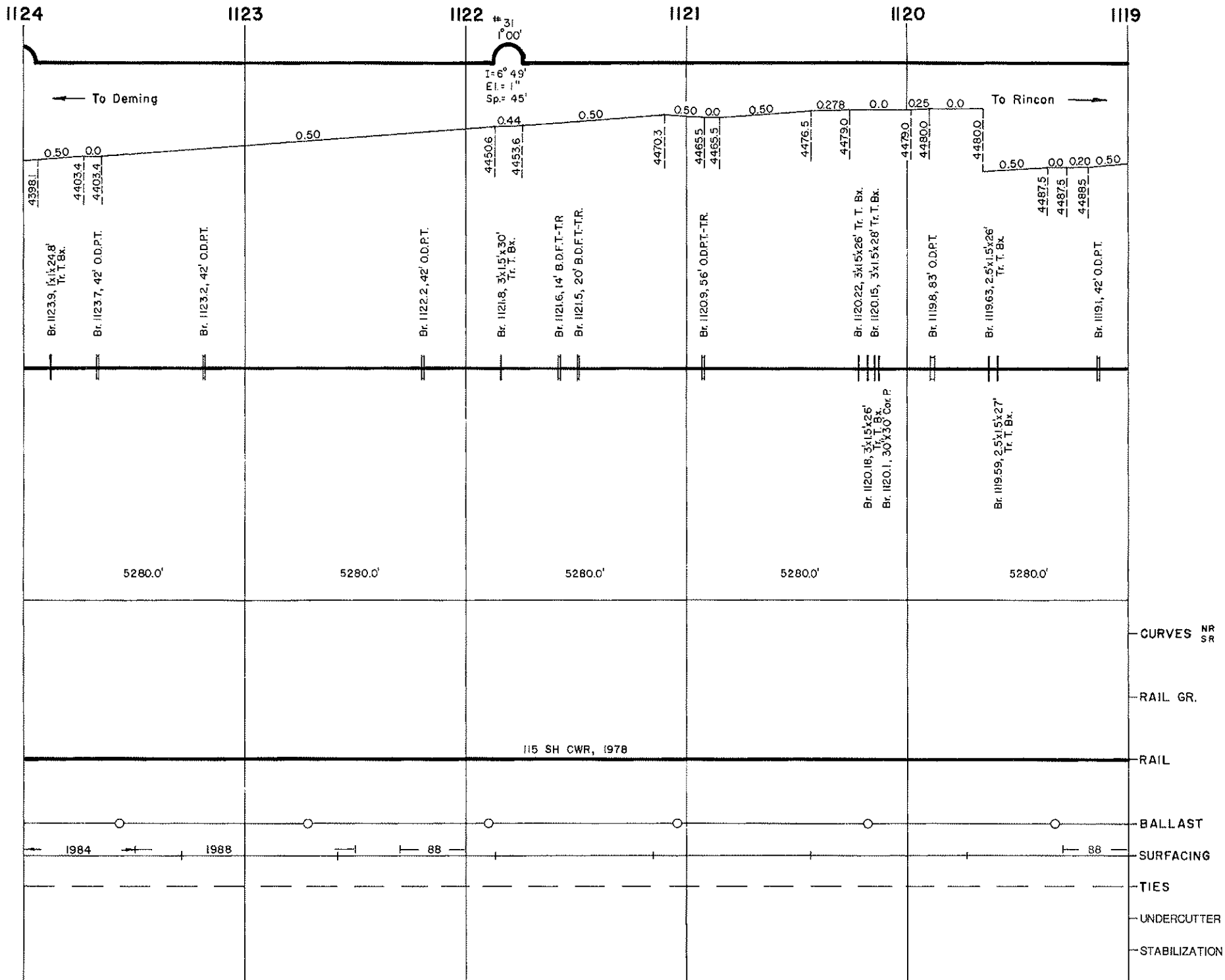
Boise City Subdivision

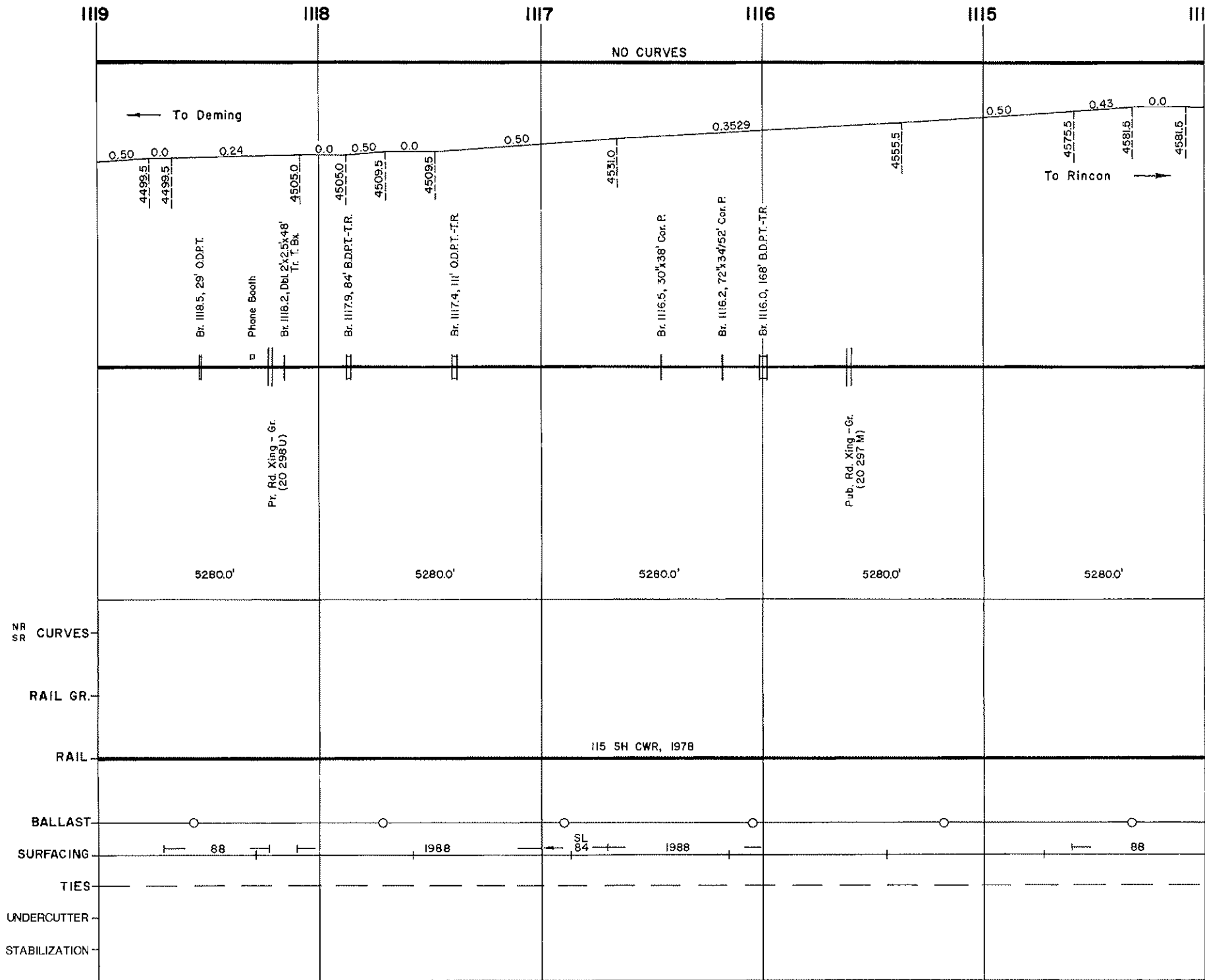
Amarillo (M.P. 0.0) to Las Animas Jct. (M.P. 235.5)

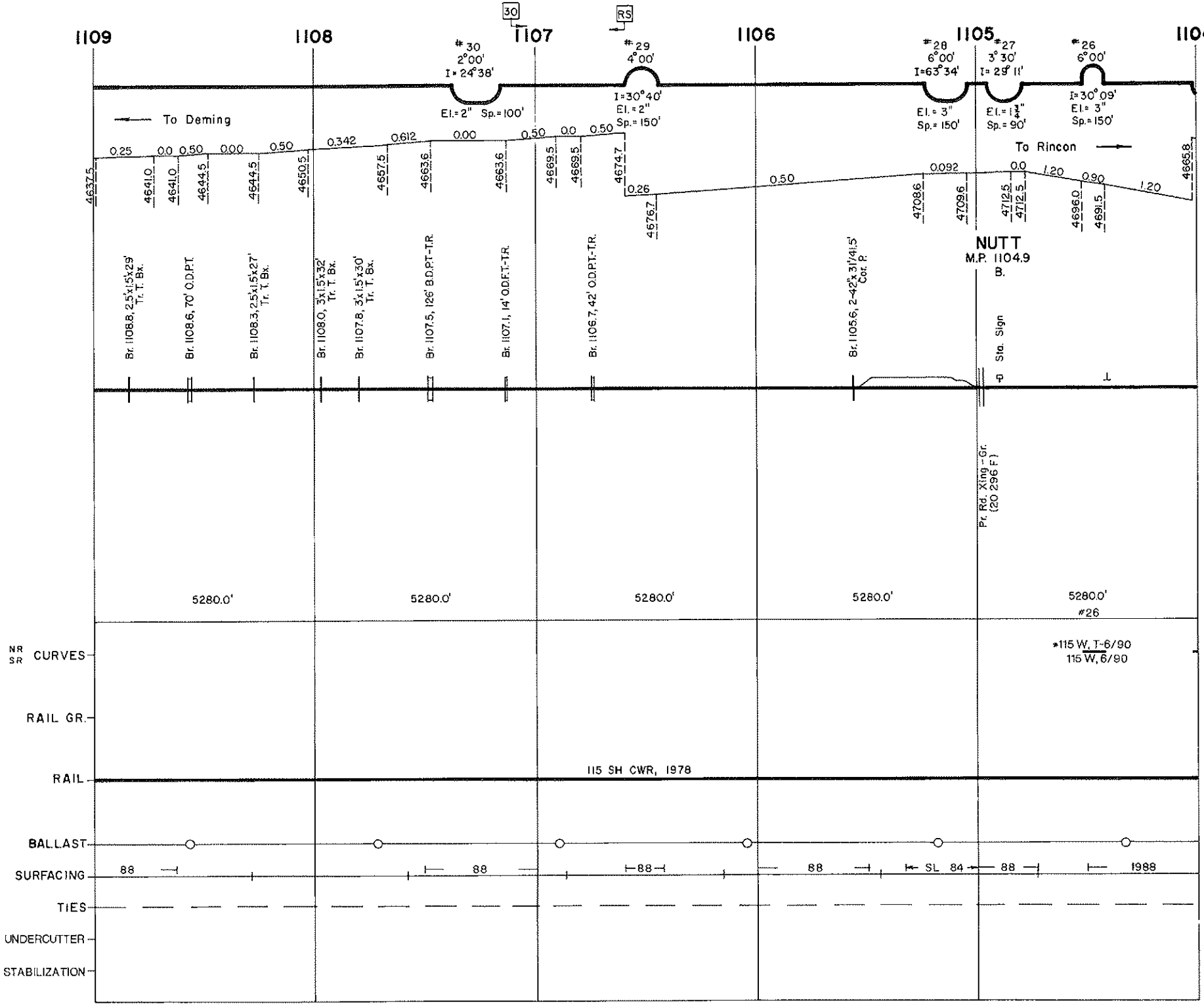
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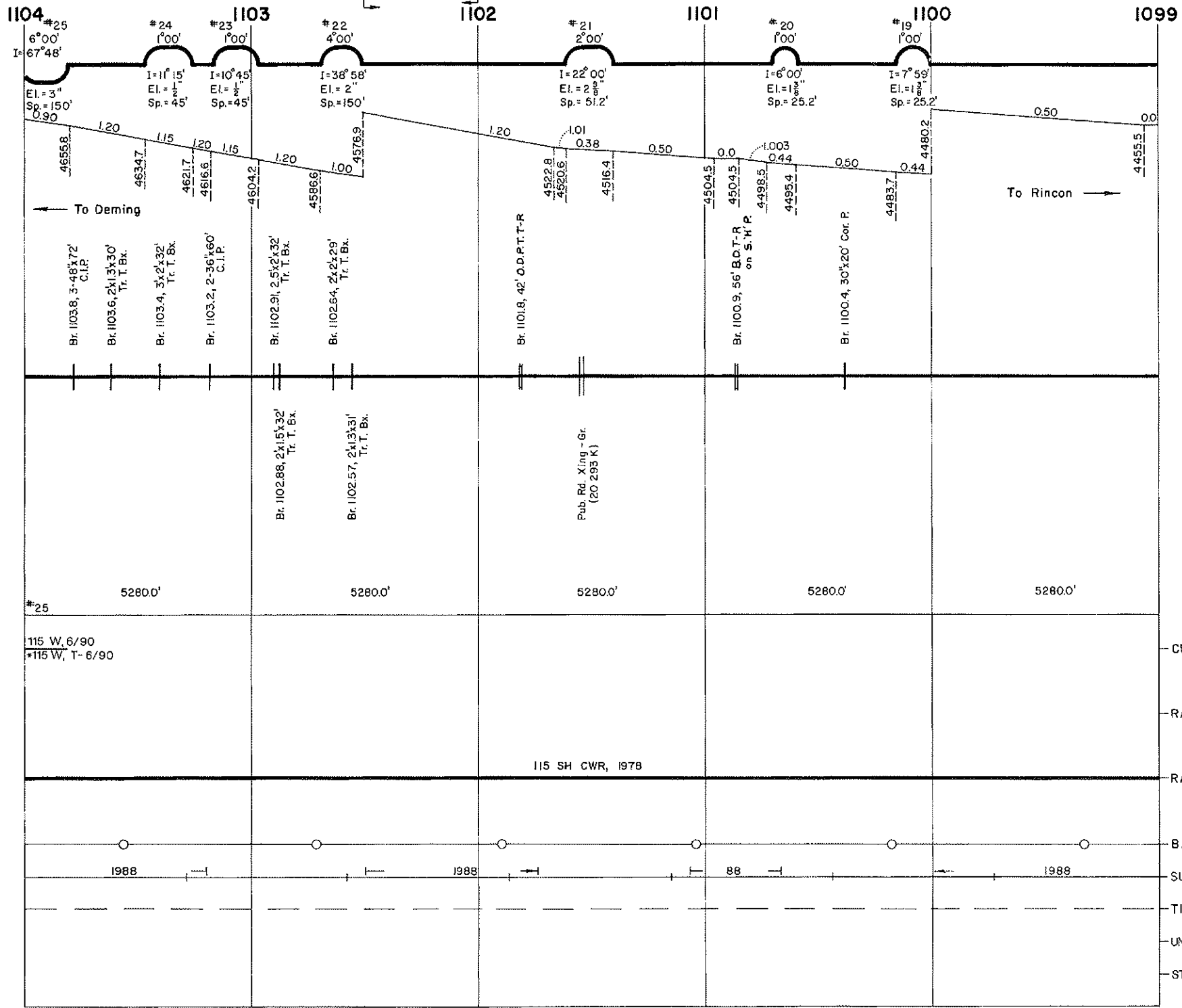


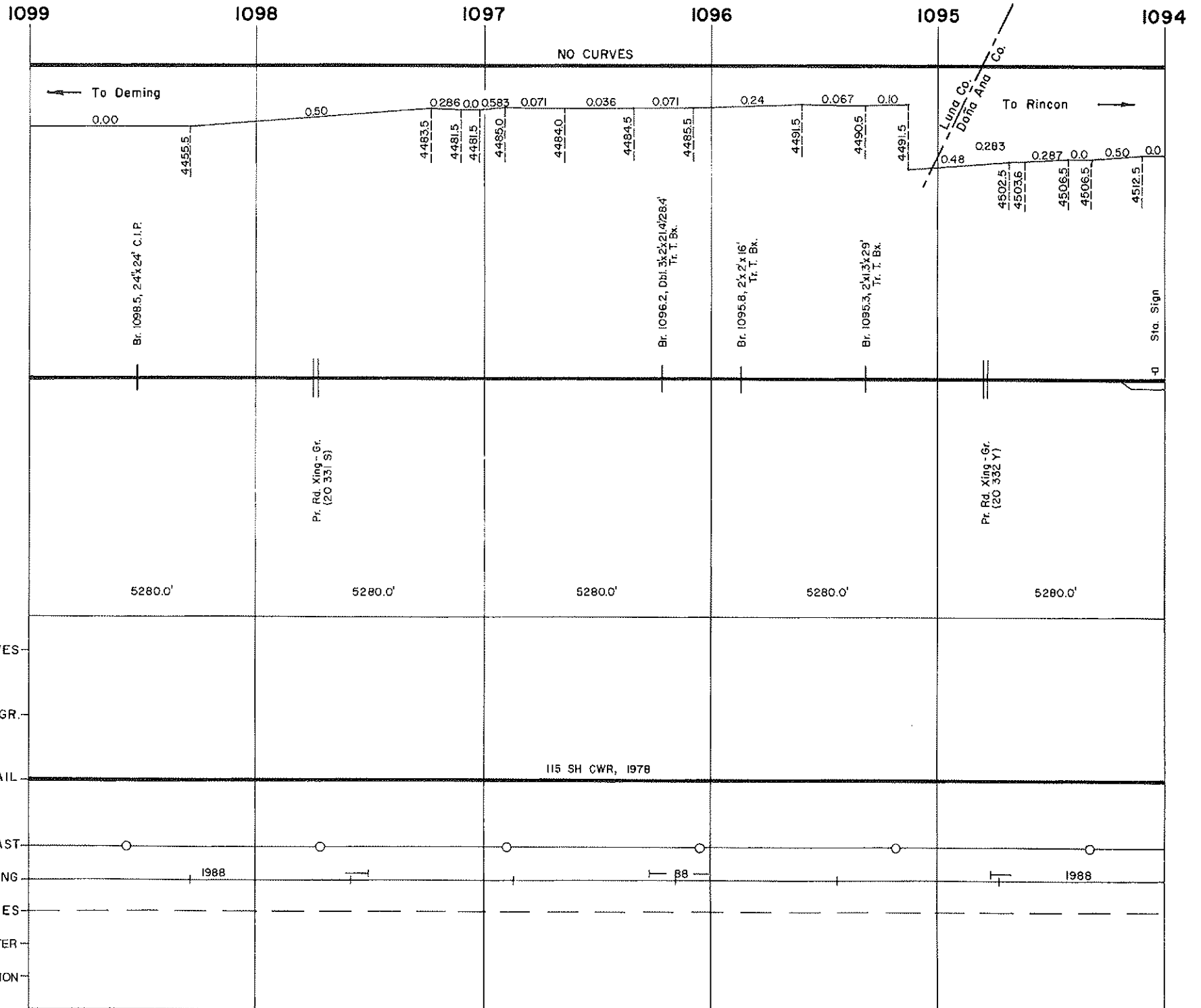


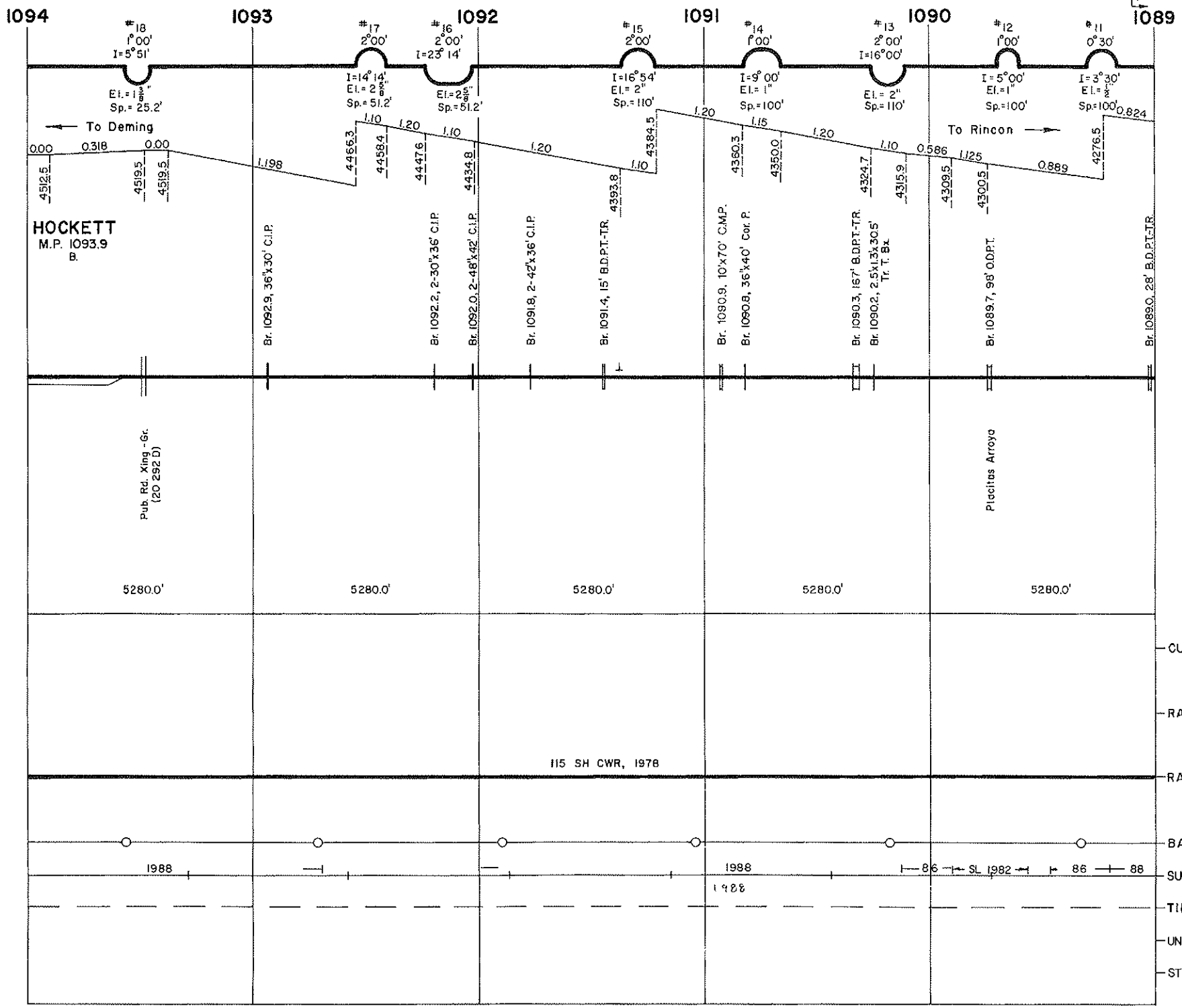












HOCKETT
M.P. 1093.9
B

Pub. Rd. Xing - Gr.
(20 292 D)

Placitas Arroya

- CURVES ^{NR} _{SR}
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

115 SH CWR, 1978

1988

1988

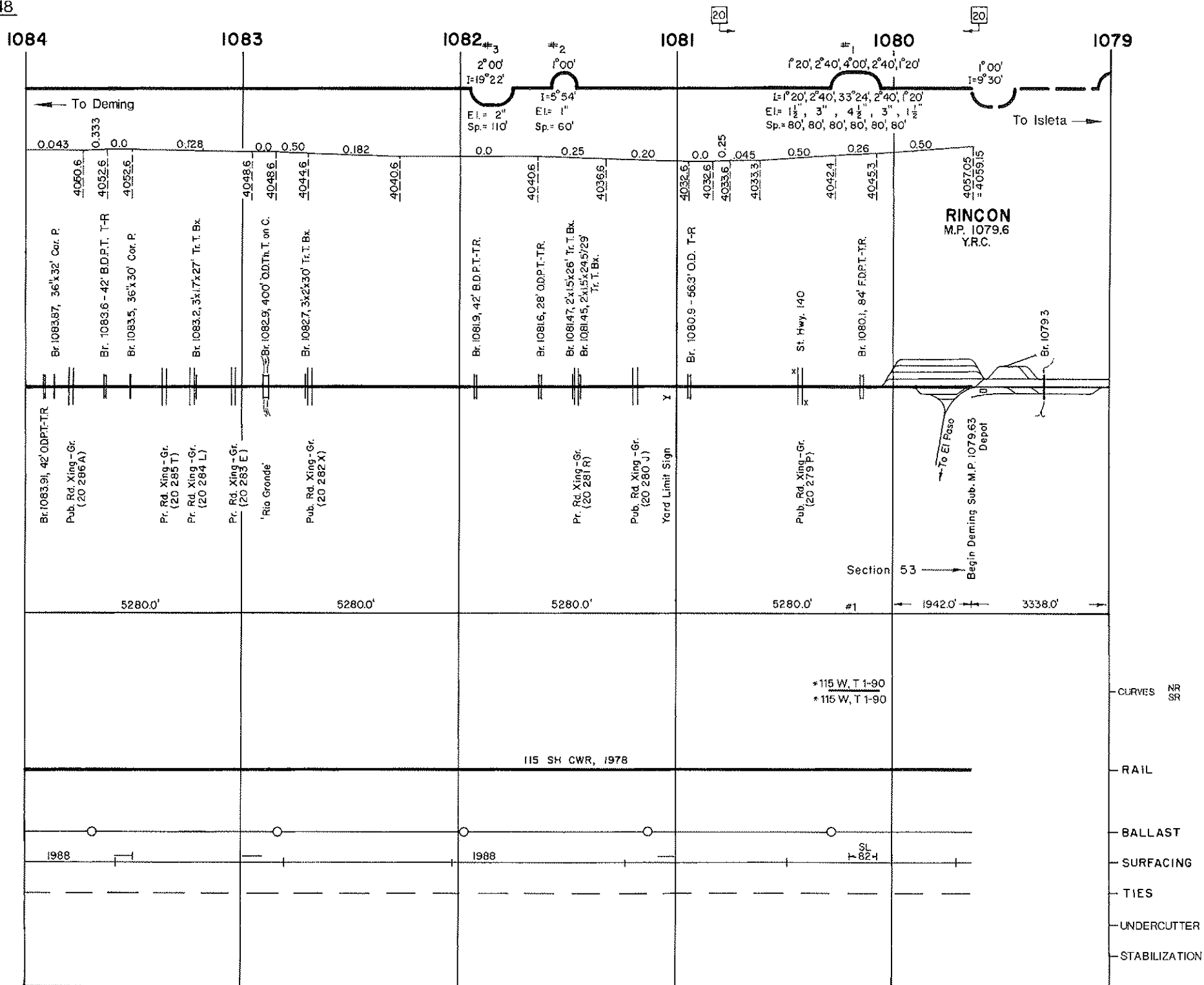
86

SL

1982

86

88

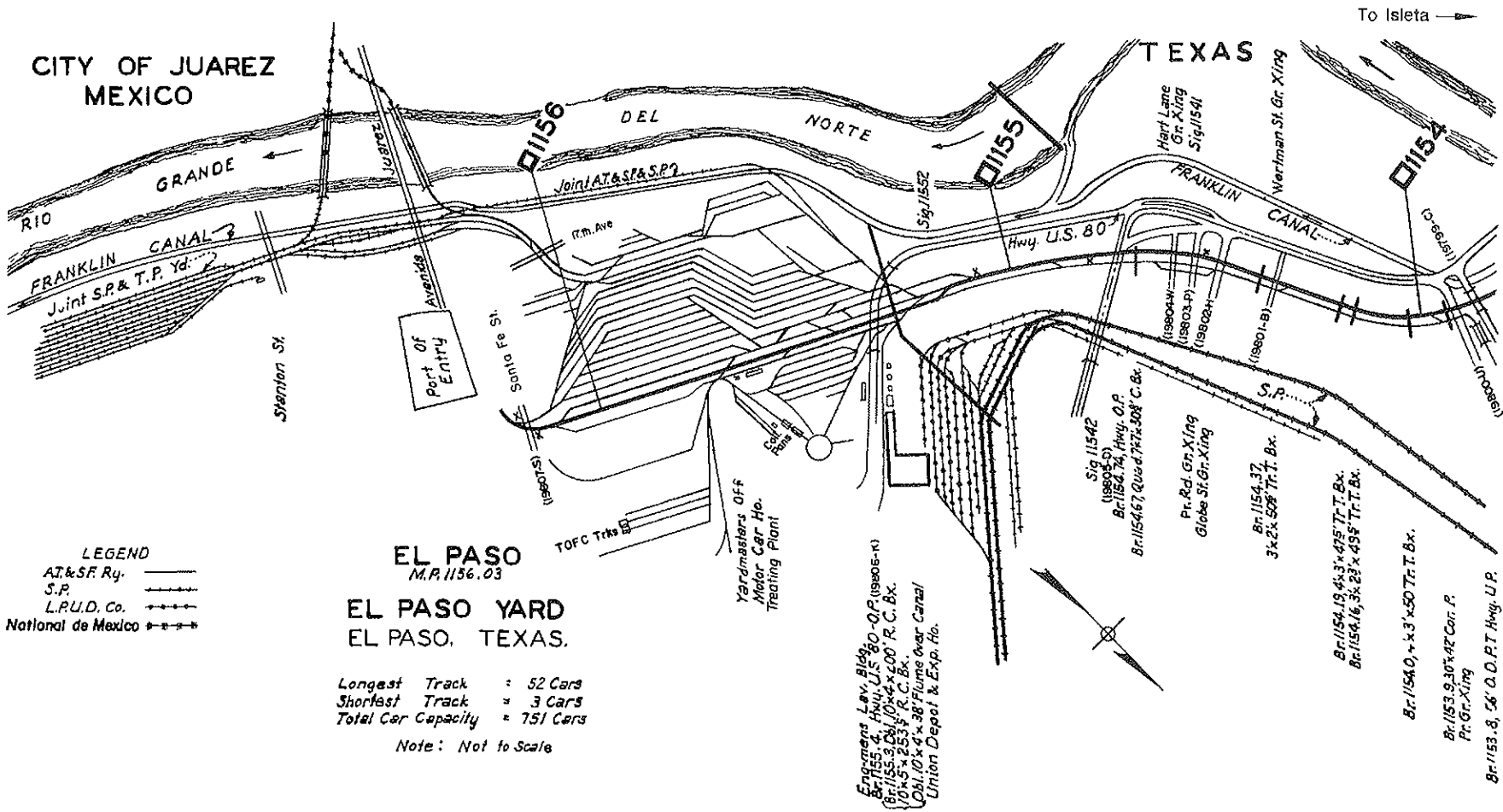


Deming Subdivision

Rincon (M.P. 1079.6) to Deming (M.P. 1133.8)

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Intentionally Blank



EL PASO
M.P. 1156.03

EL PASO YARD
EL PASO, TEXAS.

Longest Track : 52 Cars
 Shortest Track : 3 Cars
 Total Car Capacity : 751 Cars

Note: Not to Scale

Enchment Lav. Bldg.
 Br. 1155.4, Hwy. U.S. 80-O.P. (19806-K)
 Br. 1155.3, Ch. 10' x 4' x 600' R.C. Bx.
 170' x 5' x 253' R.C. Bx.
 Ch. 10' x 4' x 38' Turns over Canal/
 Union Depot & Exp. Ho.

Sig 11542
 (19803-D)
 Br. 1154.74, Hwy. O.P.
 Br. 1154.67, Quad. 77 x 508' C. Bx.

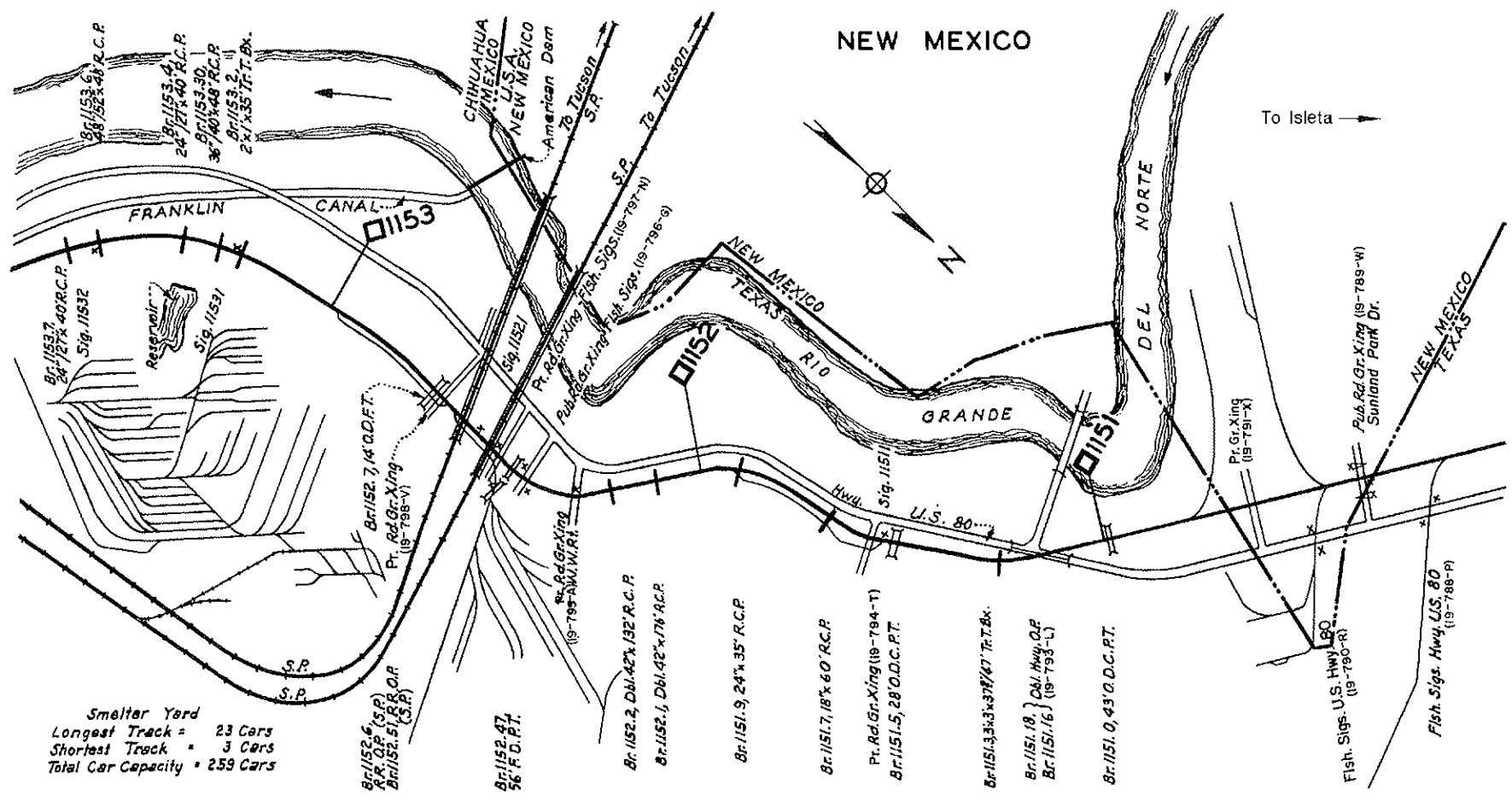
Pr. Rd. Gr. X'ing
 Globe St. Gr. X'ing

Br. 1154.37
 3' x 2' x 508' Tr. T. Bx.

Br. 1154.19, 4.3' x 475' Tr. T. Bx.
 Br. 1154.16, 3' x 2' x 459' Tr. T. Bx.

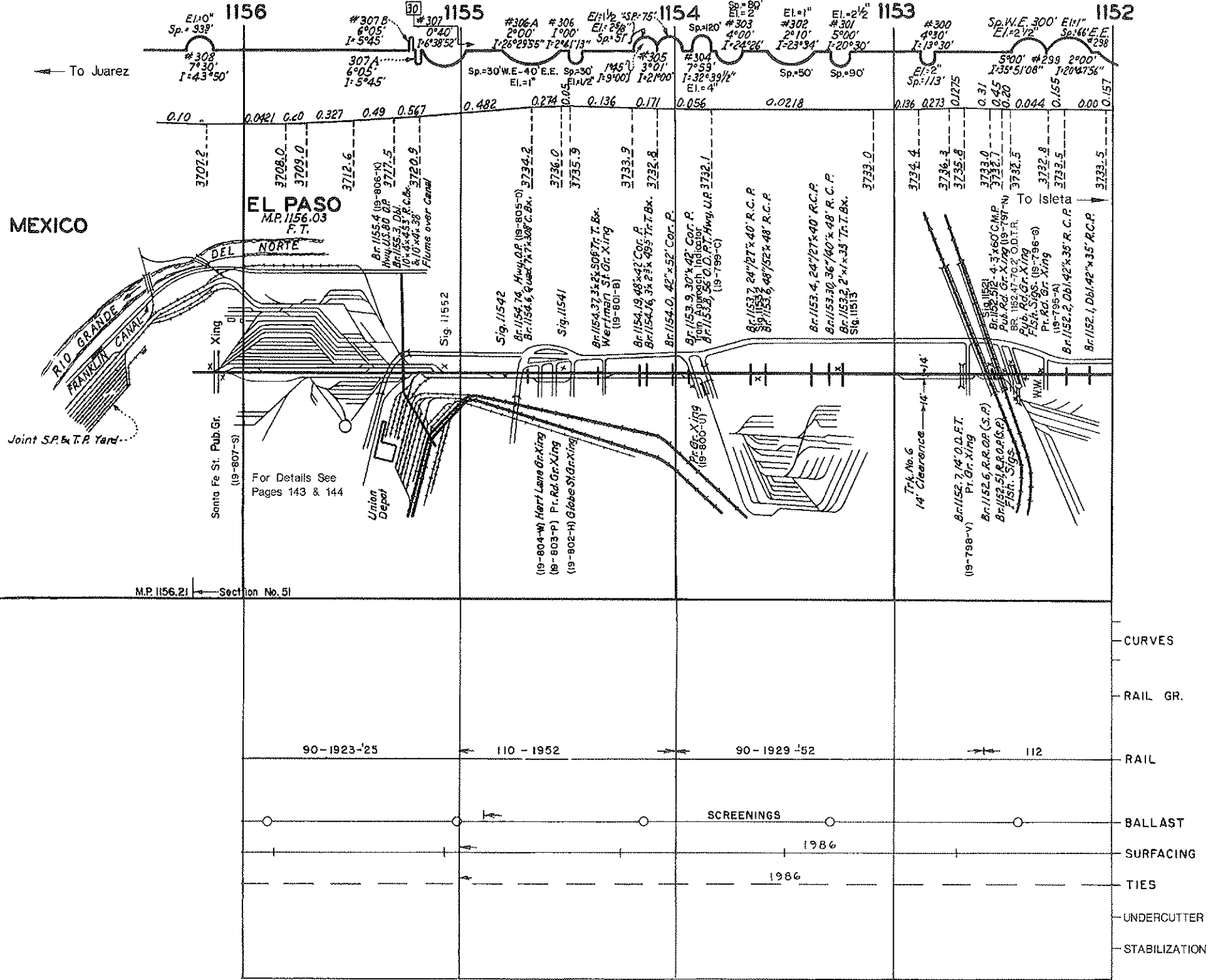
Br. 1153.9, 30' x 42' Cor. P.
 Pr. Gr. X'ing

Br. 1153.8, 56' O. D. P.T. Hwy. U.P.



Smelter Yard
 Longest Track = 23 Cars
 Shortest Track = 3 Cars
 Total Car Capacity = 259 Cars

- Br. 1152.6 (S.P.)
 RR. O.P.
 Br. 1152.51 RR. O.P.
 Br. 1152.51 RR. O.P. (S.P.)
- Br. 1152.47
 56' F.D.P.T.
- Br. 1152.2, Dbl. 42' x 132' R.C.P.
- Br. 1152.1, Dbl. 42' x 74' R.C.P.
- Br. 1151.9, 24' x 35' R.C.P.
- Br. 1151.7, 18' x 60' R.C.P.
- Pt. Rd. Gr. Xing (19-794-T)
- Br. 1151.5, 28' O.D.C.P.T.
- Br. 1151.3, 33' x 37' x 47' Tr. T.Bk.
- Br. 1151.18, Dbl. Hwy. O.P.
 Br. 1151.16 (19-793-L)
- Br. 1151.0, 43' O.D.C.P.T.
- Fish. Sigs. U.S. Hwy. 80
 (19-790-R)
- Fish. Sigs. Hwy. U.S. 80
 (19-788-P)



MEXICO

← To Juarez

EL PASO
M.P. 1156.03
F.T.

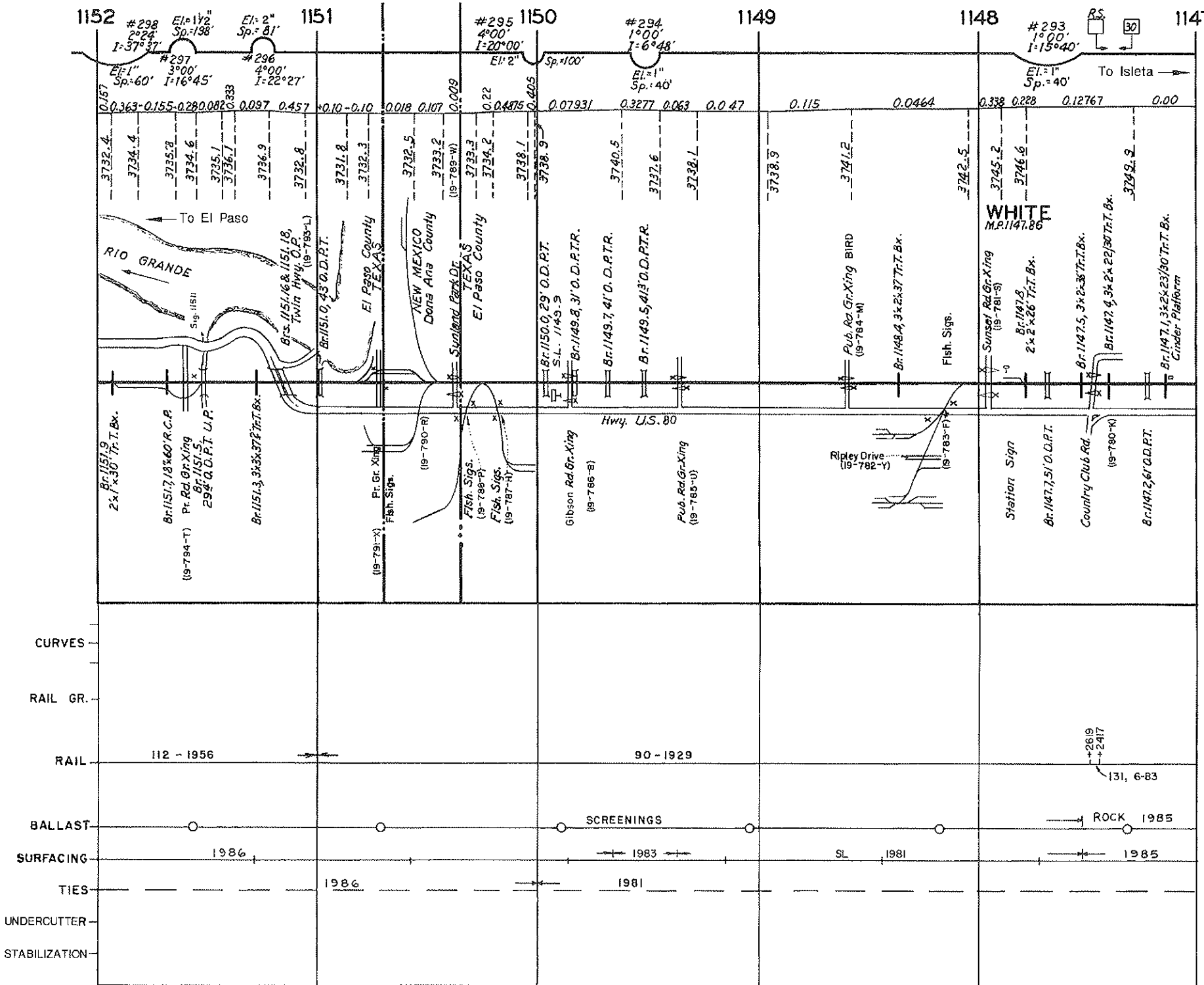
Santa Fe St. Pub. Gr.
(19-807-S)

For Details See
Pages 143 & 144

Union
Depot

M.P. 1156.21 ← Section No. 51

- CURVES
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION



1147

1146

1145

1144

1143

1142

20

RS

RS

20

292
1° 00'
1:12° 54'

291
0° 30'
1:29° 30'

E1: 1/2"
Sp: 40'

← To El Paso

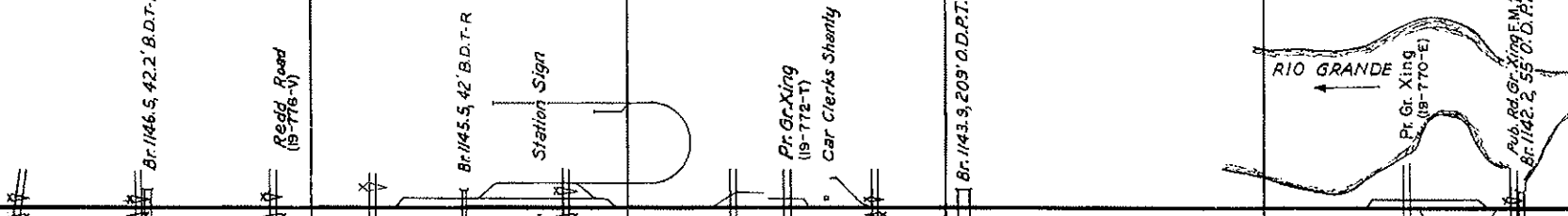
To Isleta →

0.00 0.25 0.282 0.00 0.0526 0.0233 0.028 0.00 0.225 0.214 0.10 0.095 0.443 0.433 0.10 0.267 0.091 0.05 0.0375 0.037 0.0545 0.17 0.41 0.36

3749.9 3750.3 3751.5 3751.5 3750.5 3750.6 3751.0 3751.0 3751.9 3752.4 3752.6 3756.5 3759.6 3762.2 3762.6 3764.8 3760.2 3761.1 3761.4 3761.8 3763.4 3764.0 3764.5 3765.2

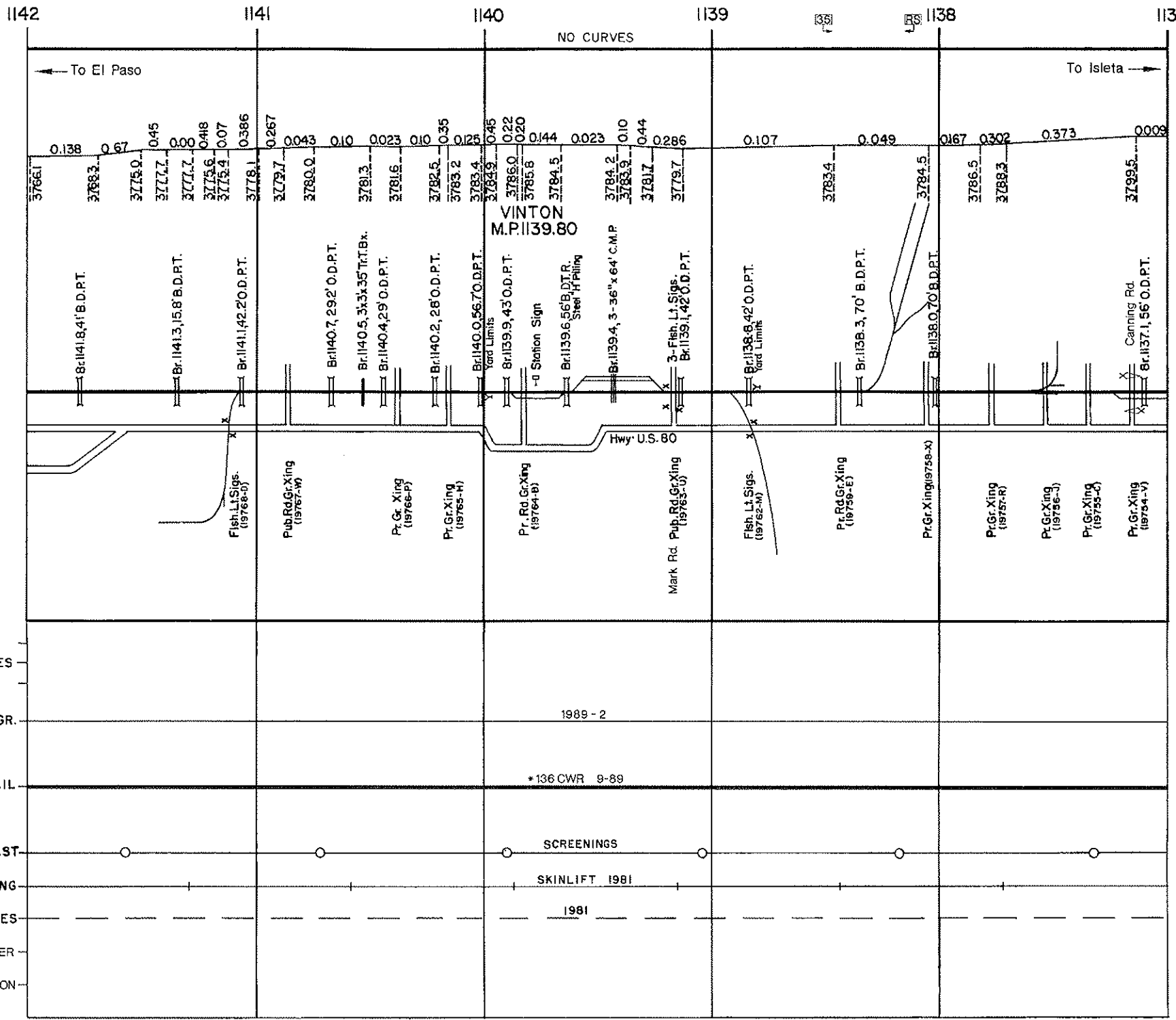
MONTOYA
M.P. 1145.28

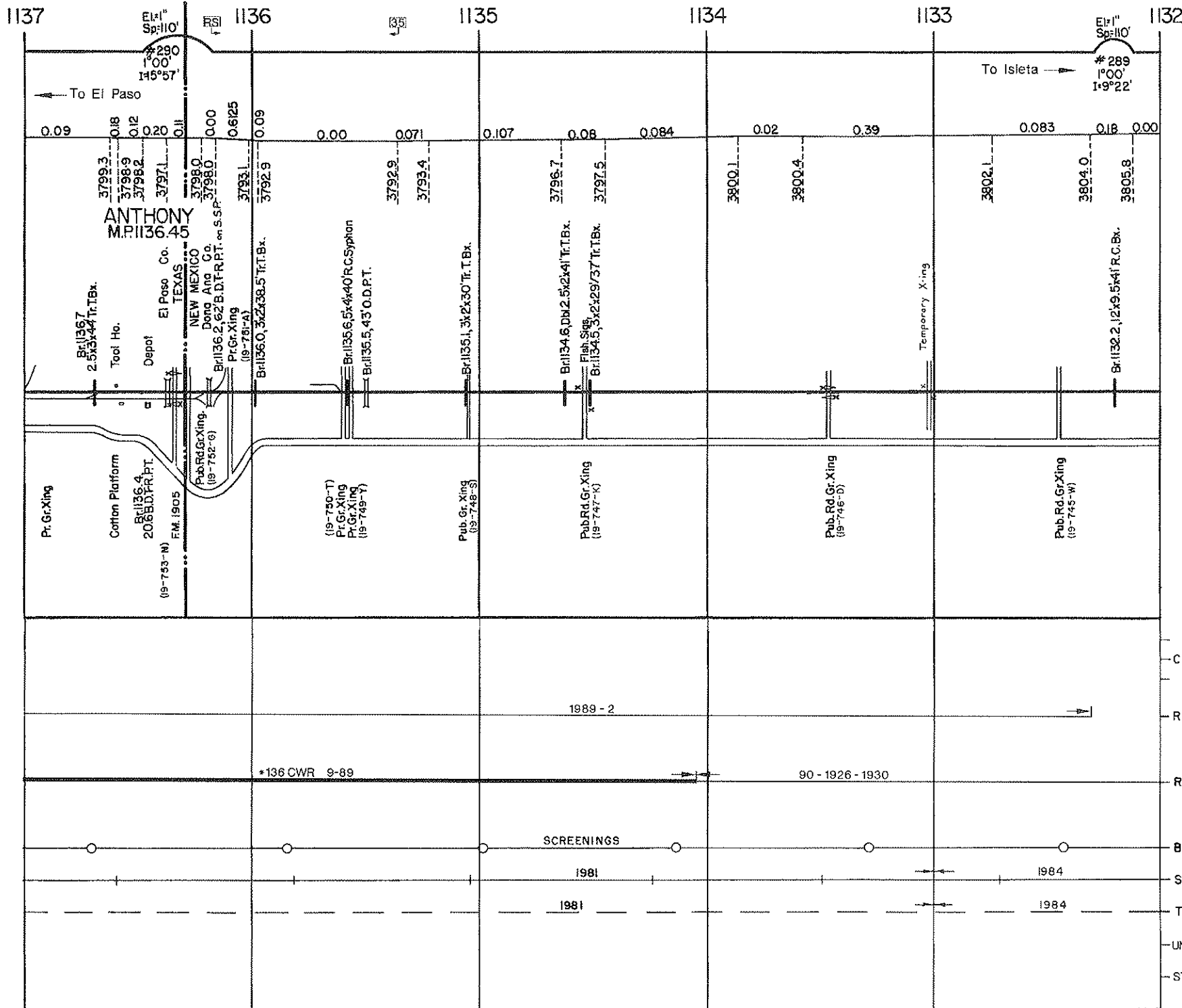
CANUTILLO
M.R. 1142.39



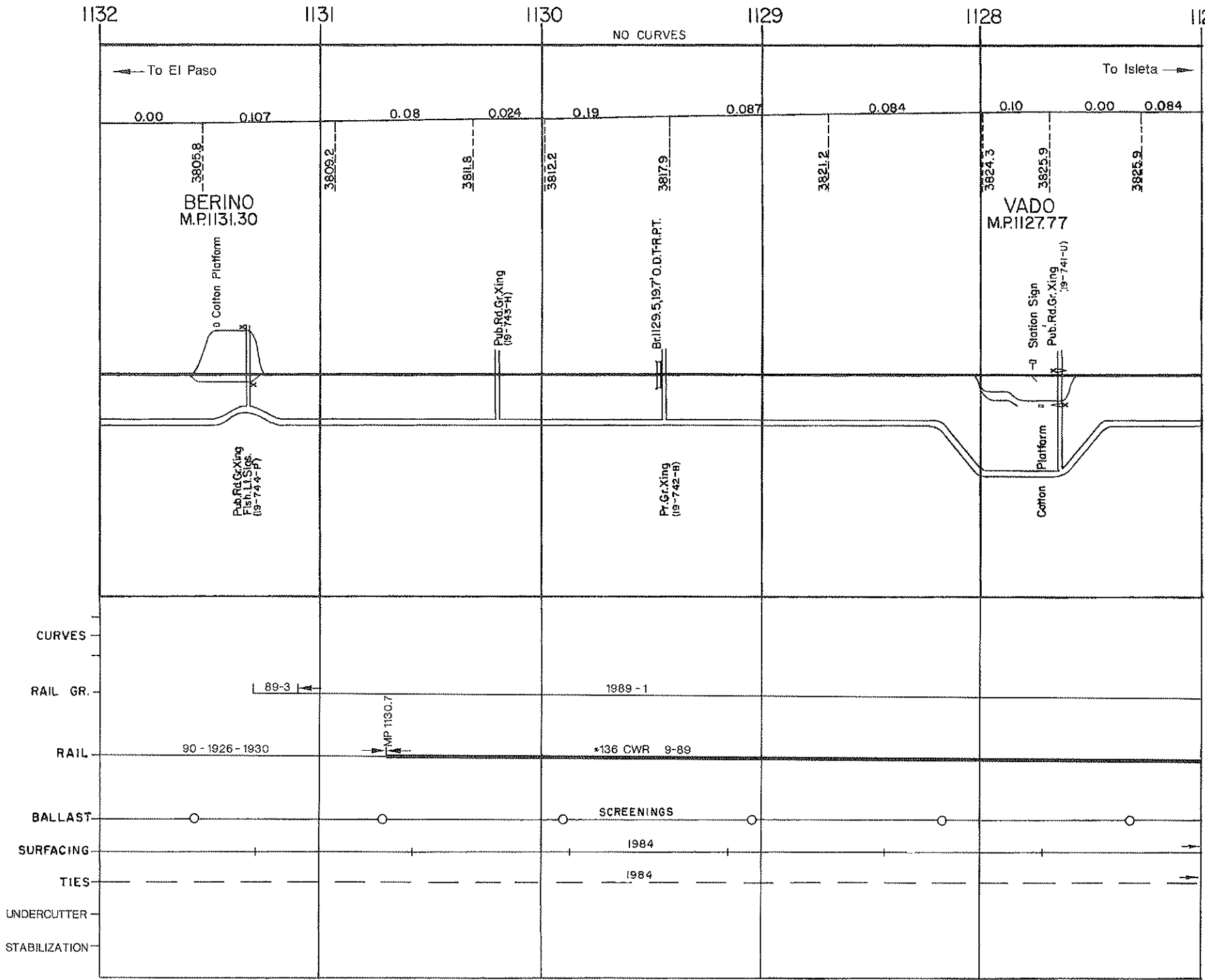
Lindberg Dr. (19-779-R)
Mulberry Dr. (19-778-4)
Marmol Dr. - Pub. Rd. Xing (19-820-W)
Montoya Rd. (19-774-G)
Pr. Gr. Xing (19-773-A)
BORDERLAND RD. (19-771-L)
Hwy. U.S. 80
Hwy. U.S. 80
Pr. Gr. Xing (19-770-E)
Pub. Rd. Xing (19-769-K)

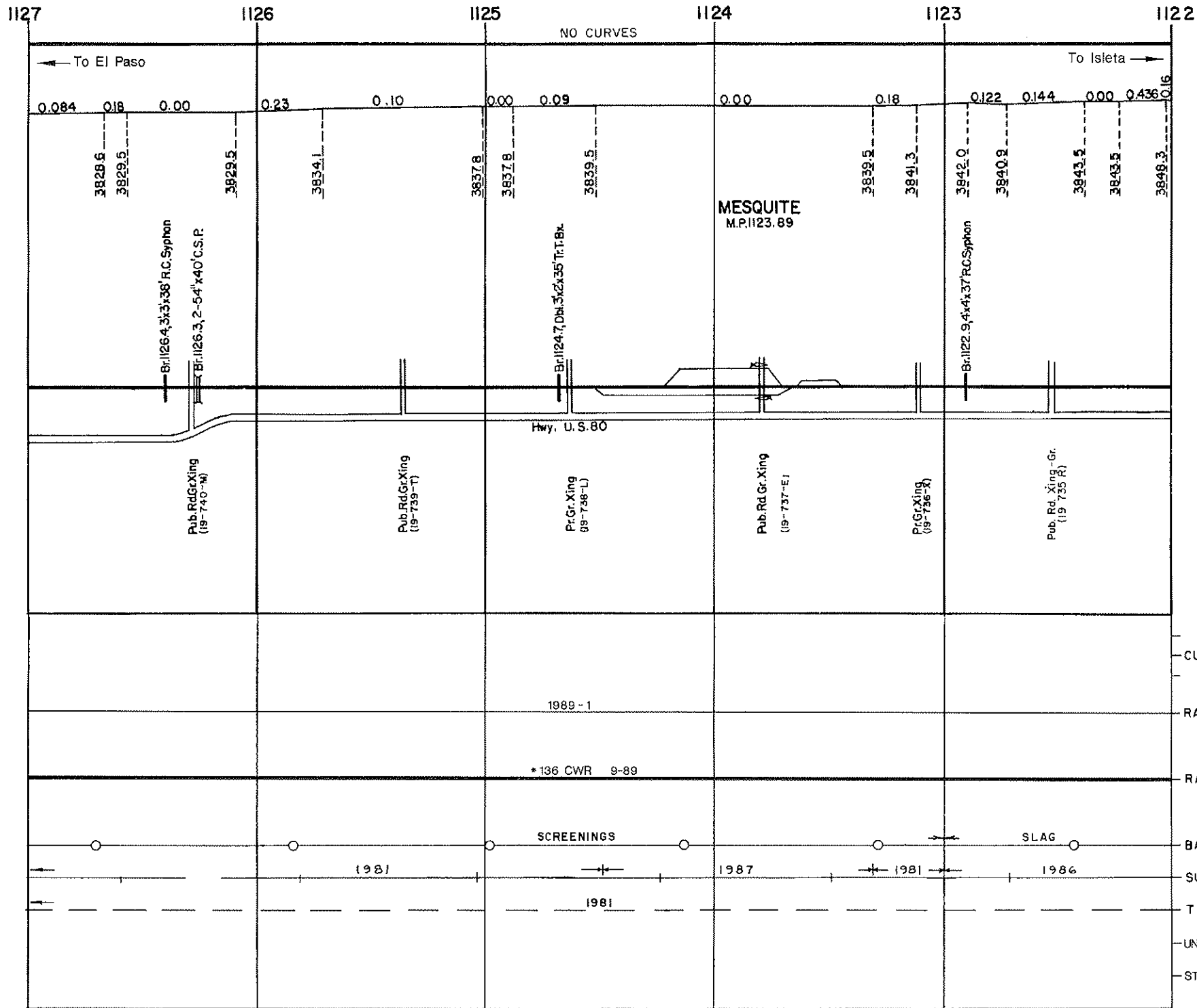
CURVES
RAIL GR. 1989-2
RAIL 90-1929 *136 CWR 9-89
BALLAST Screenings
SURFACING 1985 1986 SL 1981
TIES 1981
UNDERCUTTER
STABILIZATION

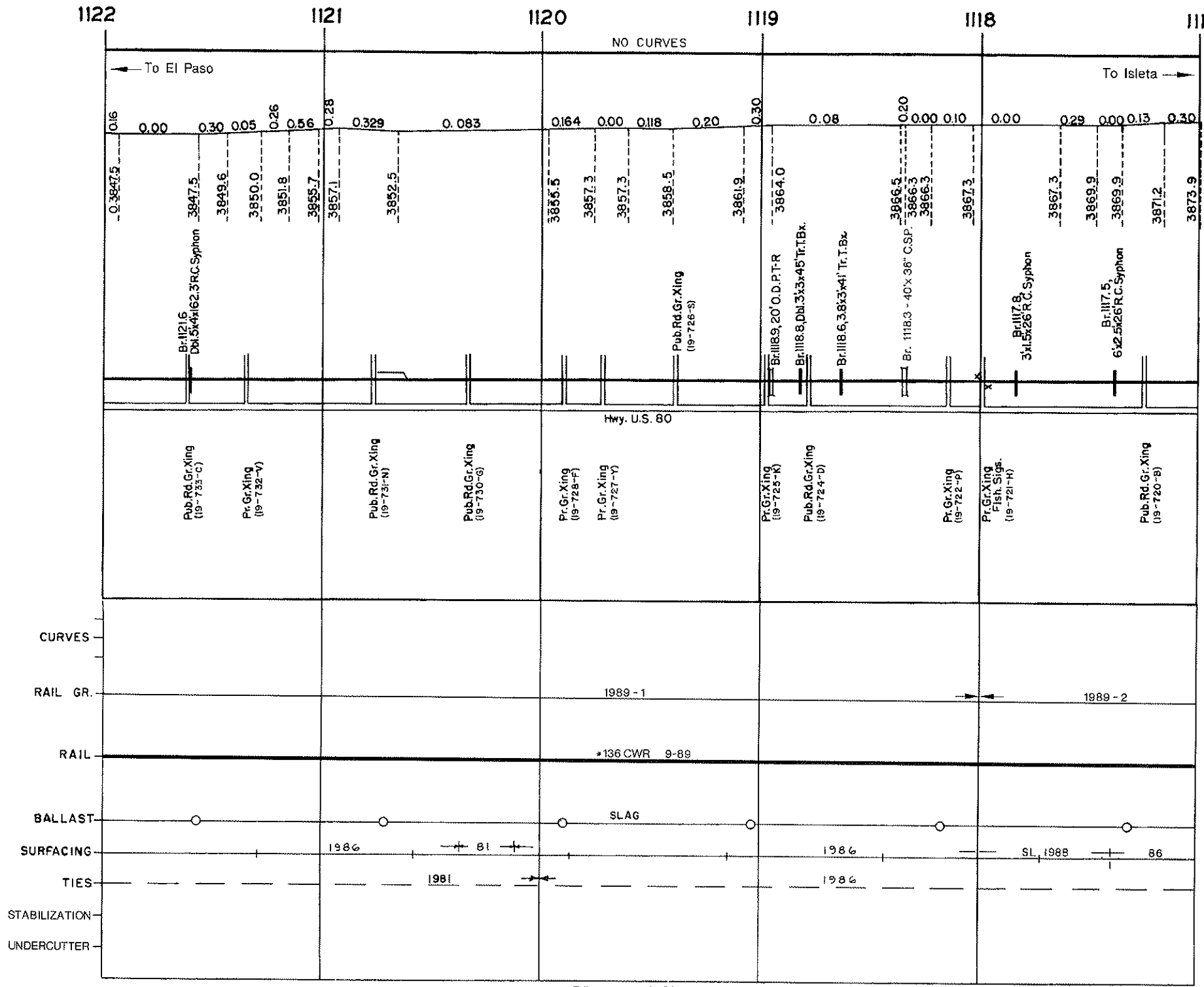




- CURVES
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION







1117

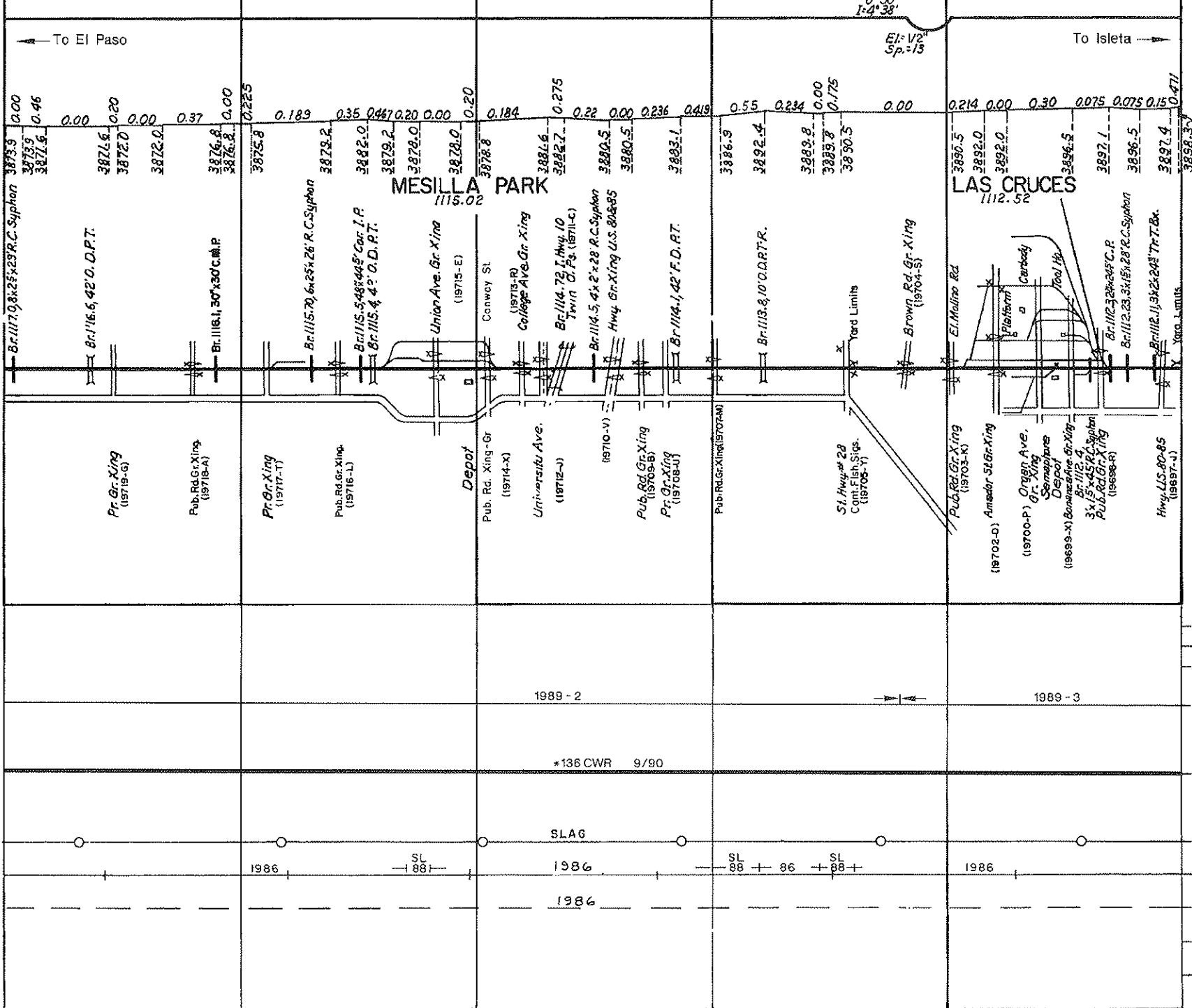
1116

1115

1114

1113

1112



288
0° 30'
1:4° 38'

El: V2'
Sp: 1/3

To Isleta →

← To El Paso

MESILLA PARK
1115.02

LAS CRUCES
1112.52

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

1989 - 2

1989 - 3

*136 CWR 9/90

SLA6

1986

SL 88

1986

88 + 86 + 88 +

1986

1112

RS

1111

RS

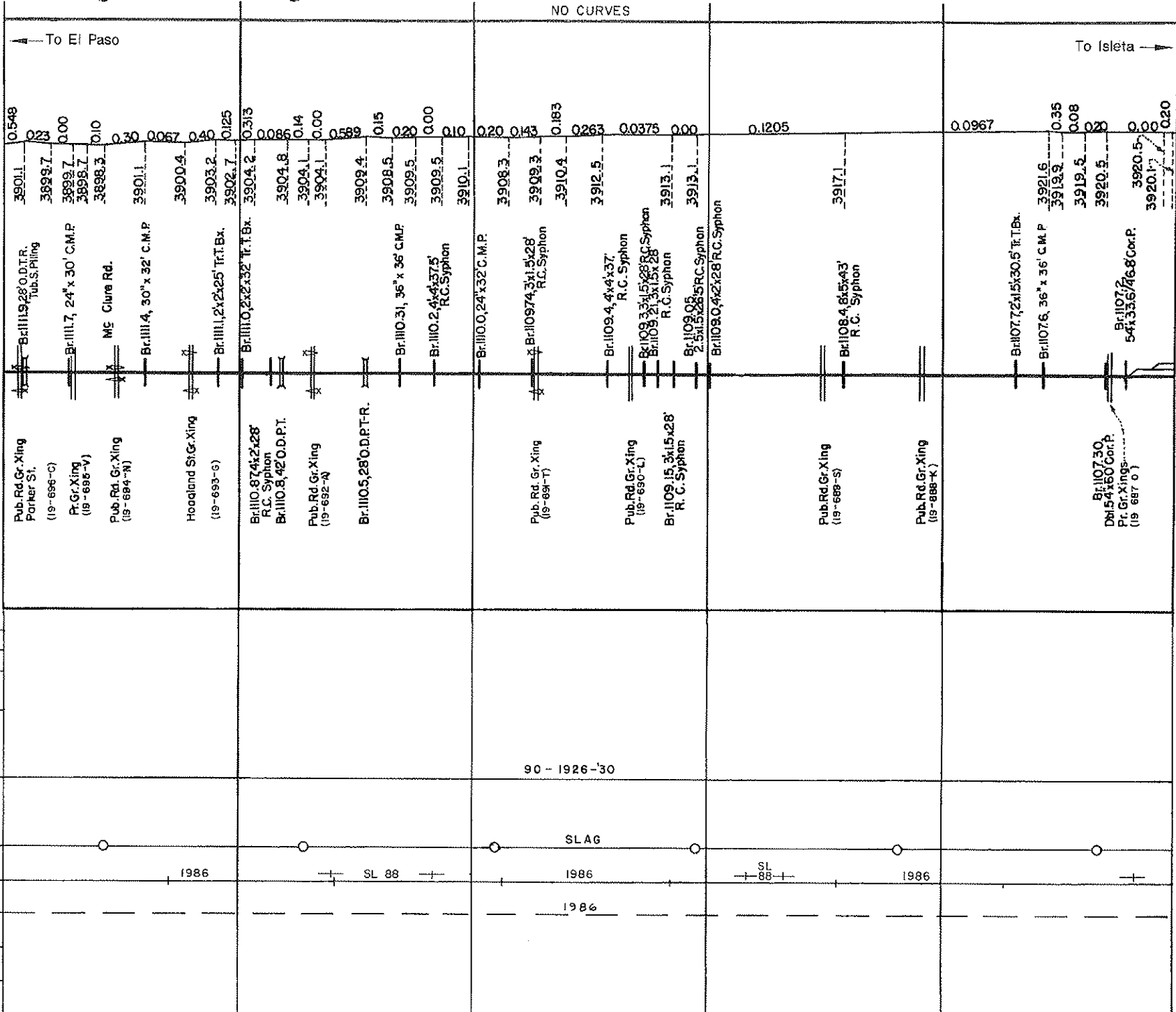
1110

1109

1108

1107

NO CURVES



1107

1106

1105

1104

1103

1102

EI=1" Sp=100'

#286 EI=1" Sp=100' I=3°39'

#285 EI=2" Sp=120' I=7°28'

#284 EI=1" Sp=100' I=5°51'

EI=2" Sp=200'

#283 EI=2" Sp=200' I=11°08'

#282 EI=2" Sp=200' I=6°00'

#287 EI=1" Sp=100' I=17°40'

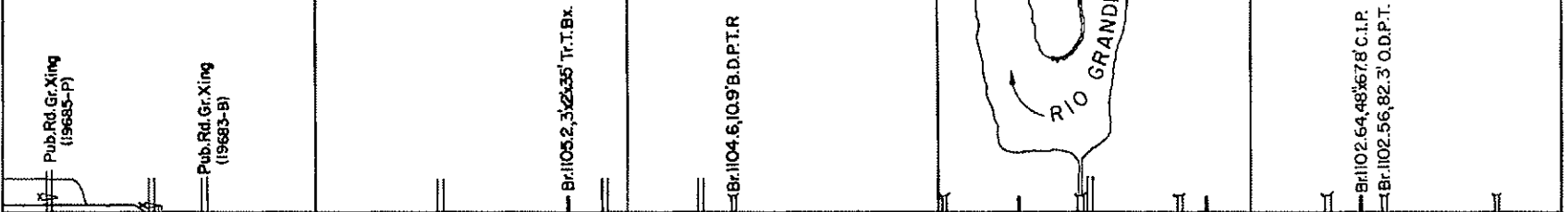
← To El Paso

To Isleta →

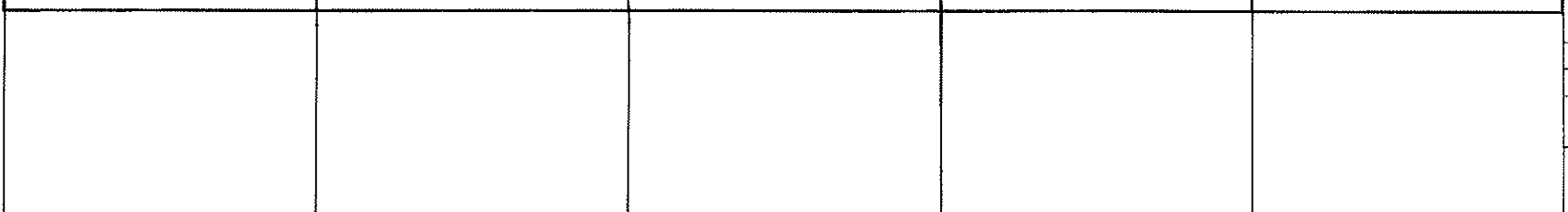
DONA ANA
M.P. 1106.91



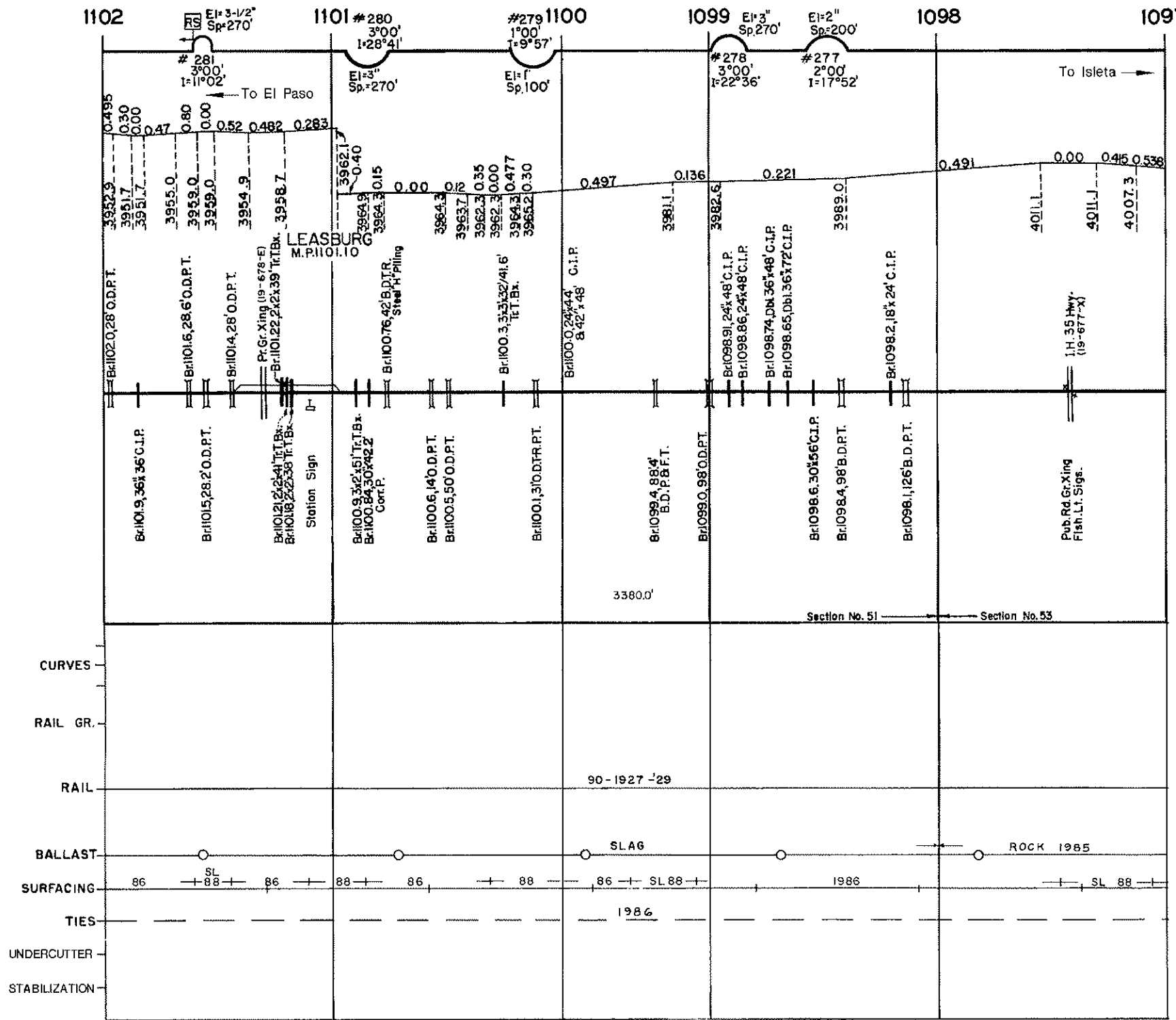
0.00	0.211	0.10	0.00	0.83	0.00	0.40	0.30	0.243	0.20	0.31	0.114	0.00	0.227	0.355	0.105	0.021	0.143	0.375	0.439	0.133	0.390	0.23	0.083	0.45	0.50	0.456	0.512	0.285	0.00	0.35	0.461	0.31	0.495
3920.1	3922.0	3922.5	3922.5	3923.6	3923.6	3924.8	3926.9	3925.2	3926.4	3926.2	3930.8	3930.8	3930.8	3932.1	3934.0	3933.3	3933.5	3933.8	3936.8	3946.4	3945.2	3947.0	3945.4	3947.7	3949.5	3951.9	3955.0	3953.7	3952.1	3956.1	3953.0	3957.0	3954.4

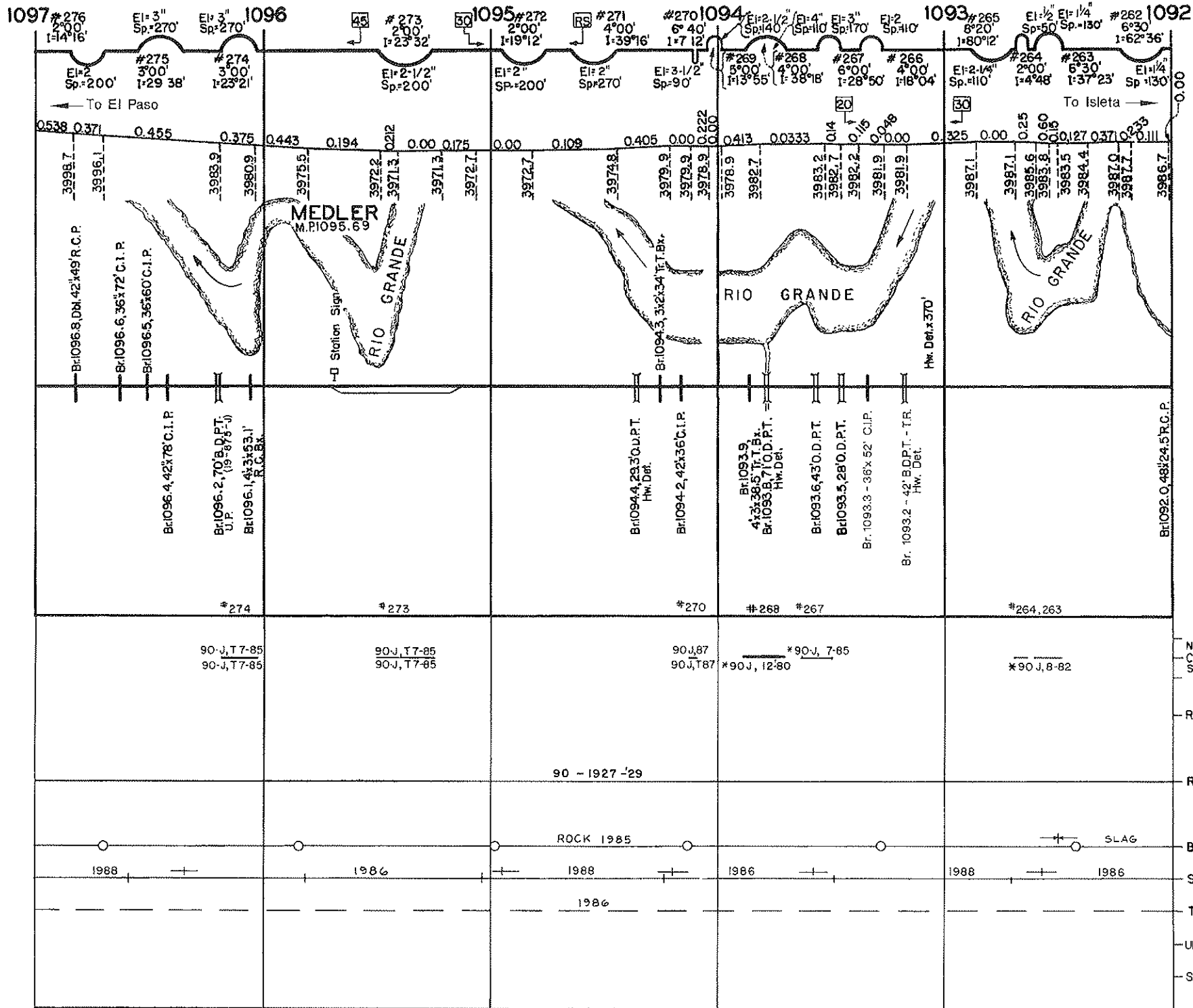


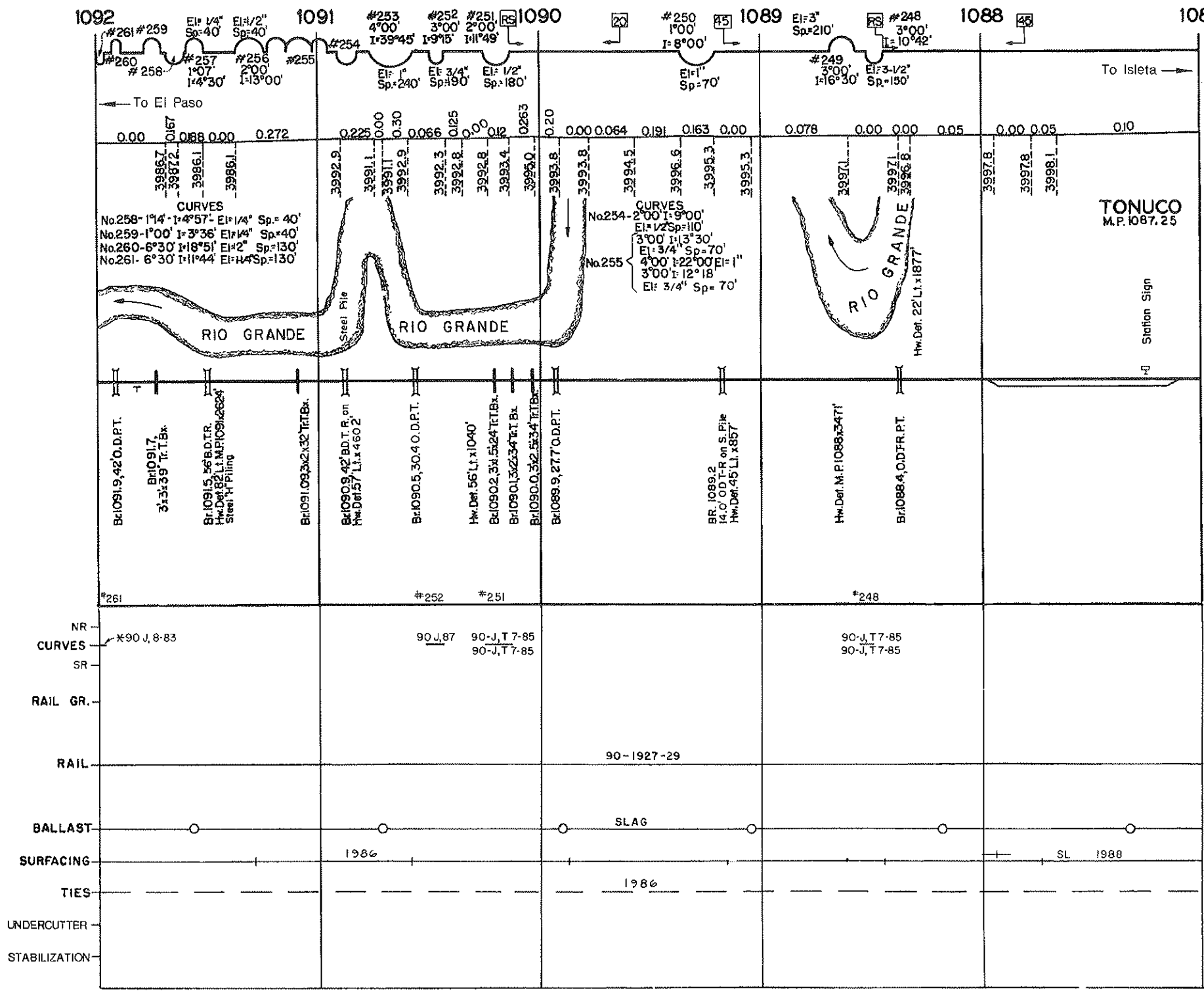
Station Sign	Pub. Rd. Gr. Xing (19684-H)	Pub. Rd. Gr. Xing (19683-B)	Pub. Rd. Gr. Xing (19682-J)	Pr. Gr. Xing (19681-M)	Pr. Gr. Xing (19680-F)	Br. 1104.0, 56' O.D.P.T.	Br. 1103.7 Dbl. 36'x36' C.I.P.	Br. 1103.5, 42' F.D.P.T. Pub. Rd. Gr. Xing (19679-L)	Br. 1103.2, 43' O.D.P.T. 8'x1103.1, 36'x48' C.I.P.	Br. 1102.7 - 84' B.D.P.C.	Br. 1102.6, 48'x678' C.I.P.	Br. 1102.5, 6, 82.3' O.D.P.T.	Br. 1102.2, 71.2' O.D.P.T.
--------------	-----------------------------	-----------------------------	-----------------------------	------------------------	------------------------	--------------------------	--------------------------------	--	--	---------------------------	-----------------------------	-------------------------------	----------------------------



RAIL	90-1926-30	90-1927-29							
BALLAST	SLAG								
SURFACING	SL 88	1986	SL 88	86	SL	1988	86	88	1986
TIES	1986								
UNDERCUTTER									
STABILIZATION									







1087

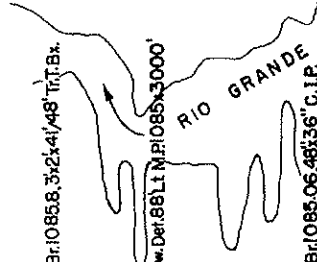
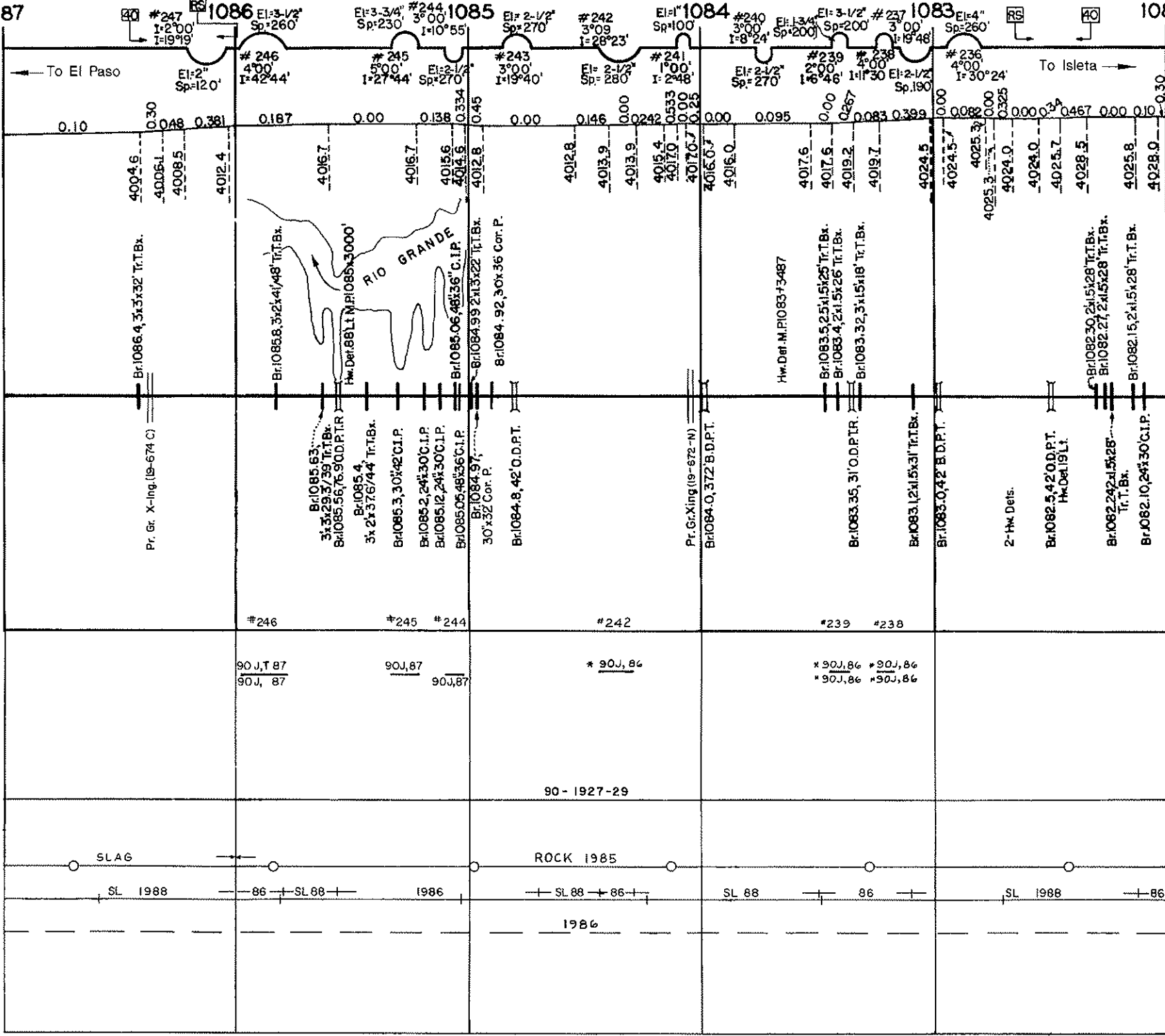
1086

1085

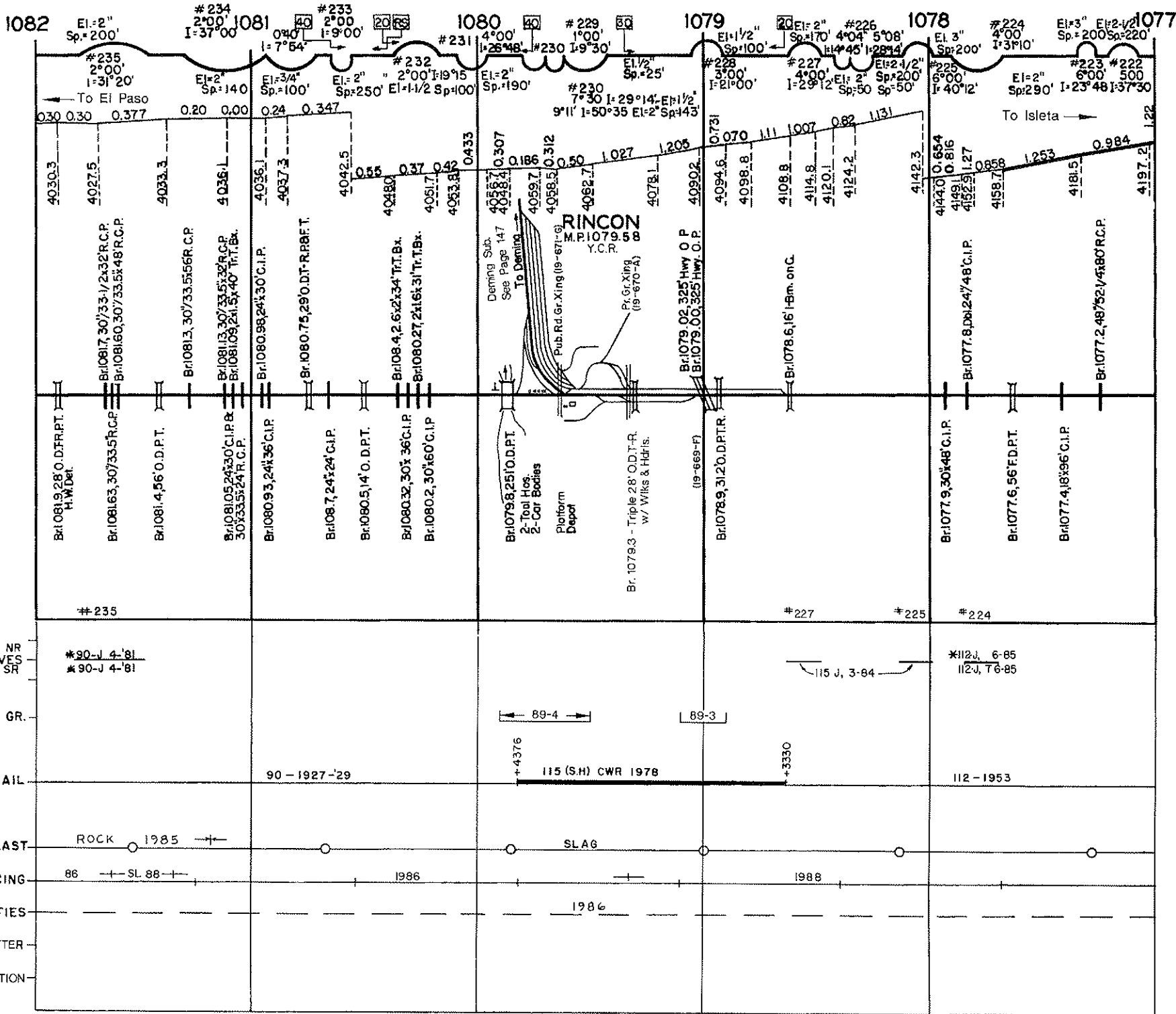
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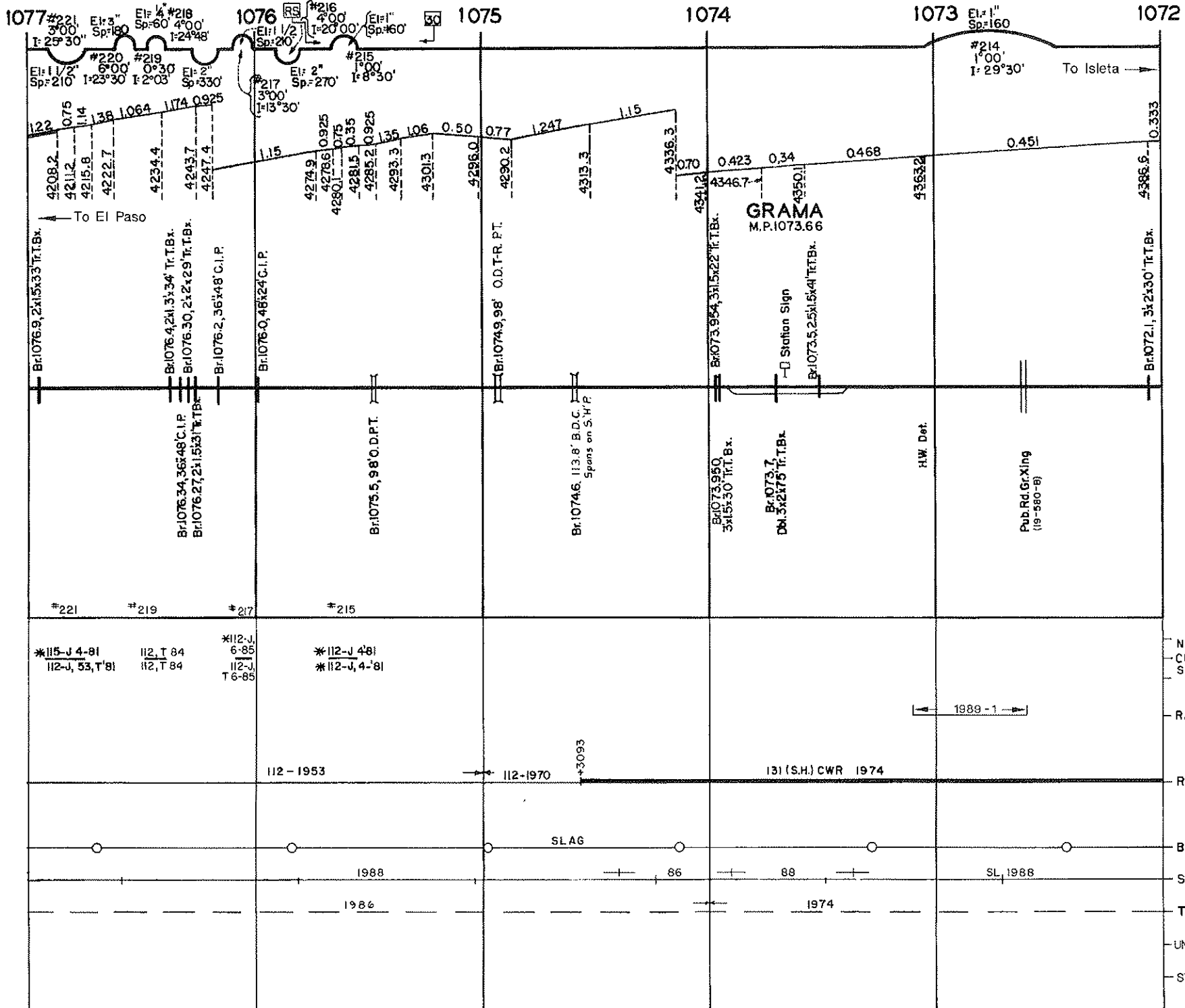
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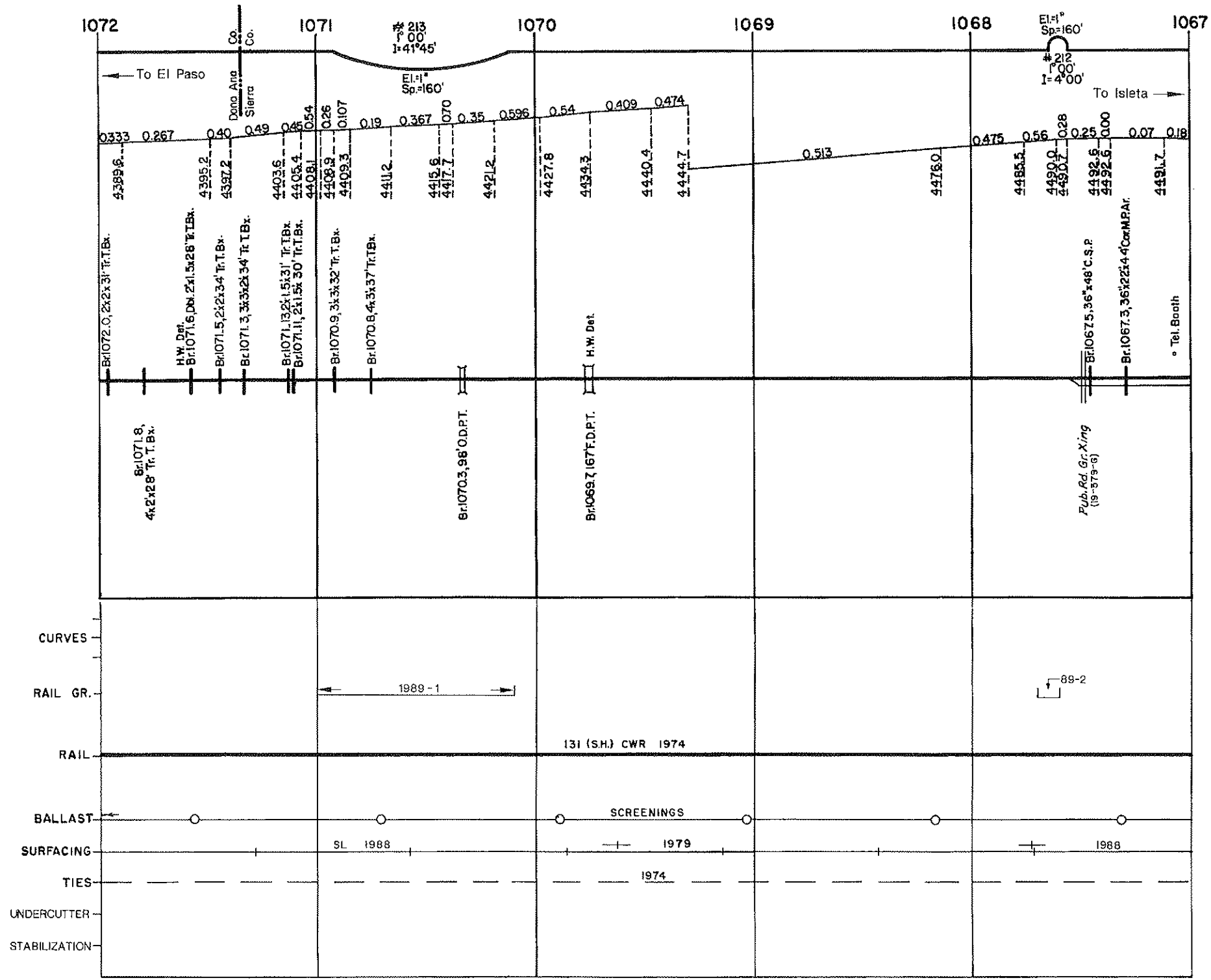
1082



CURVES
 RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION







1067

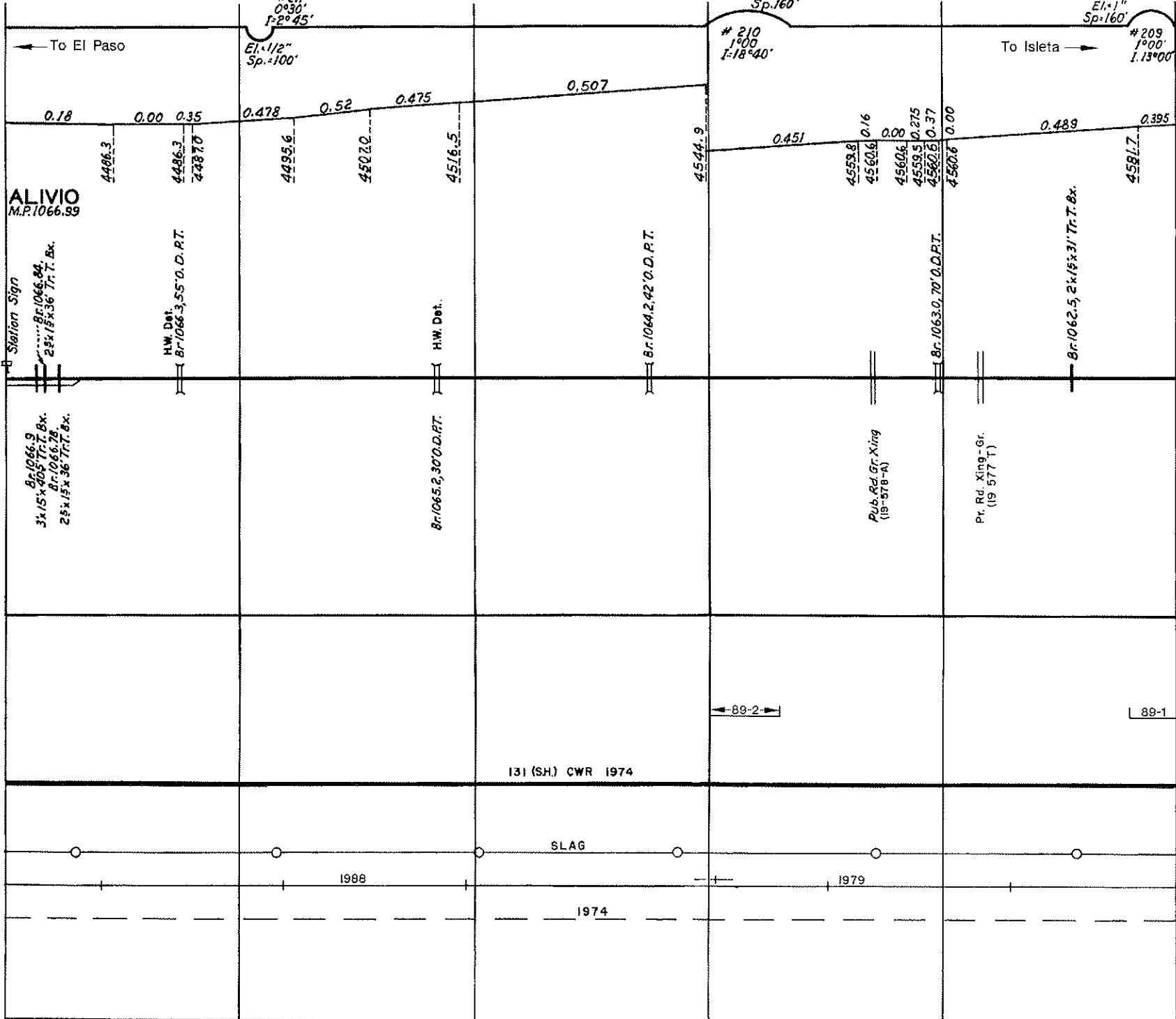
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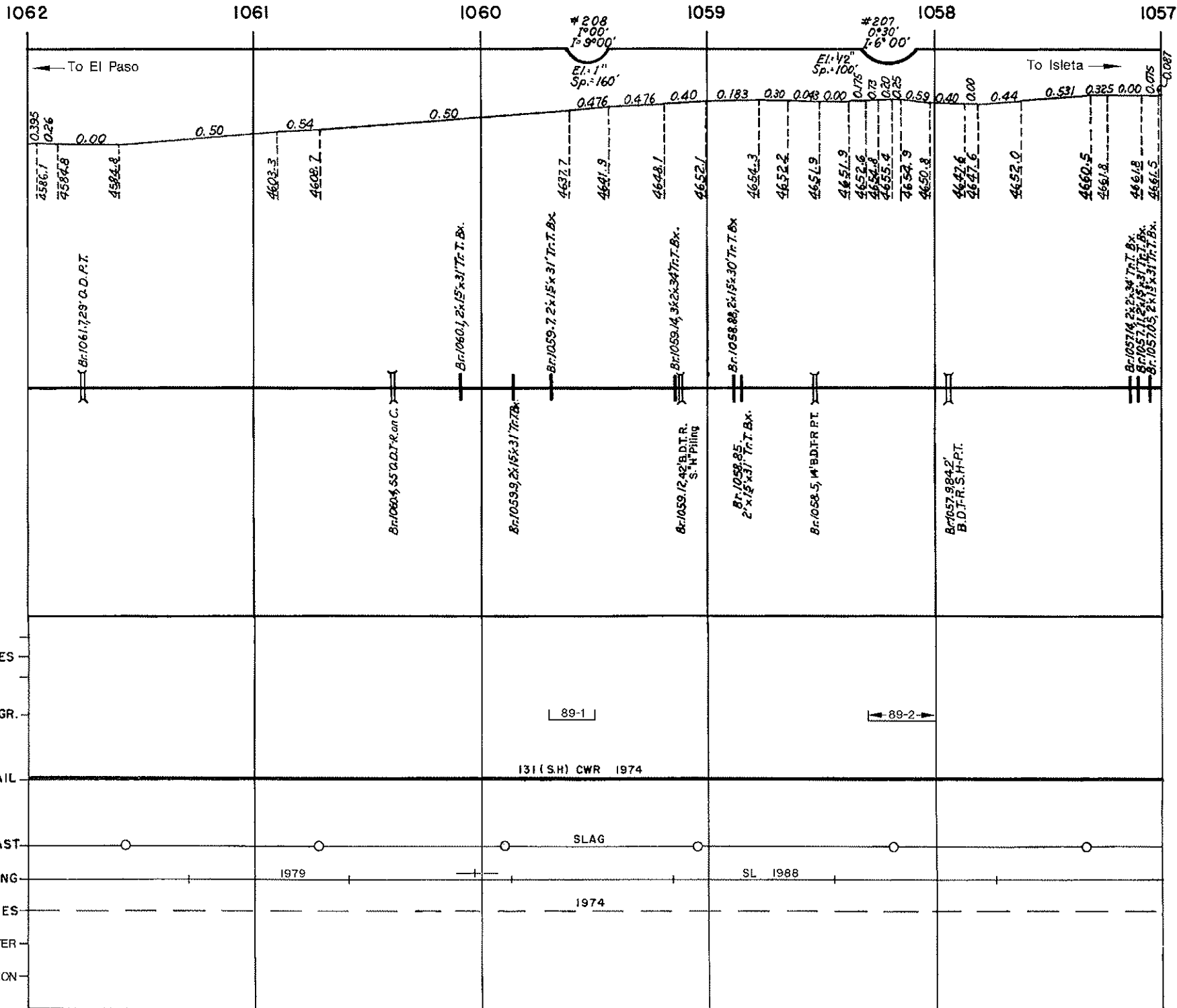
1065

1064

1063

1062





1057

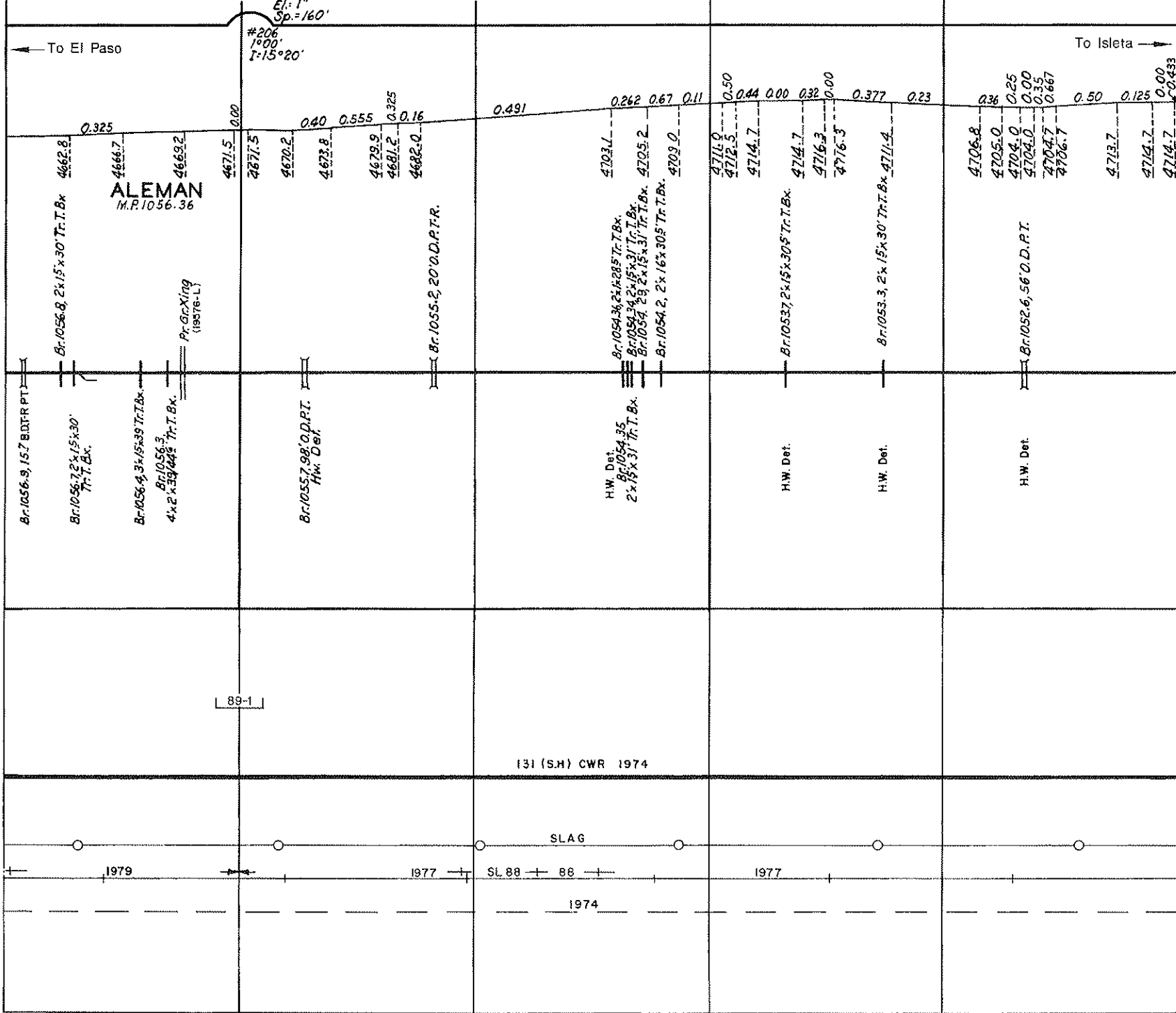
1056

1055

1054

1053

1052



1052

1051

1050

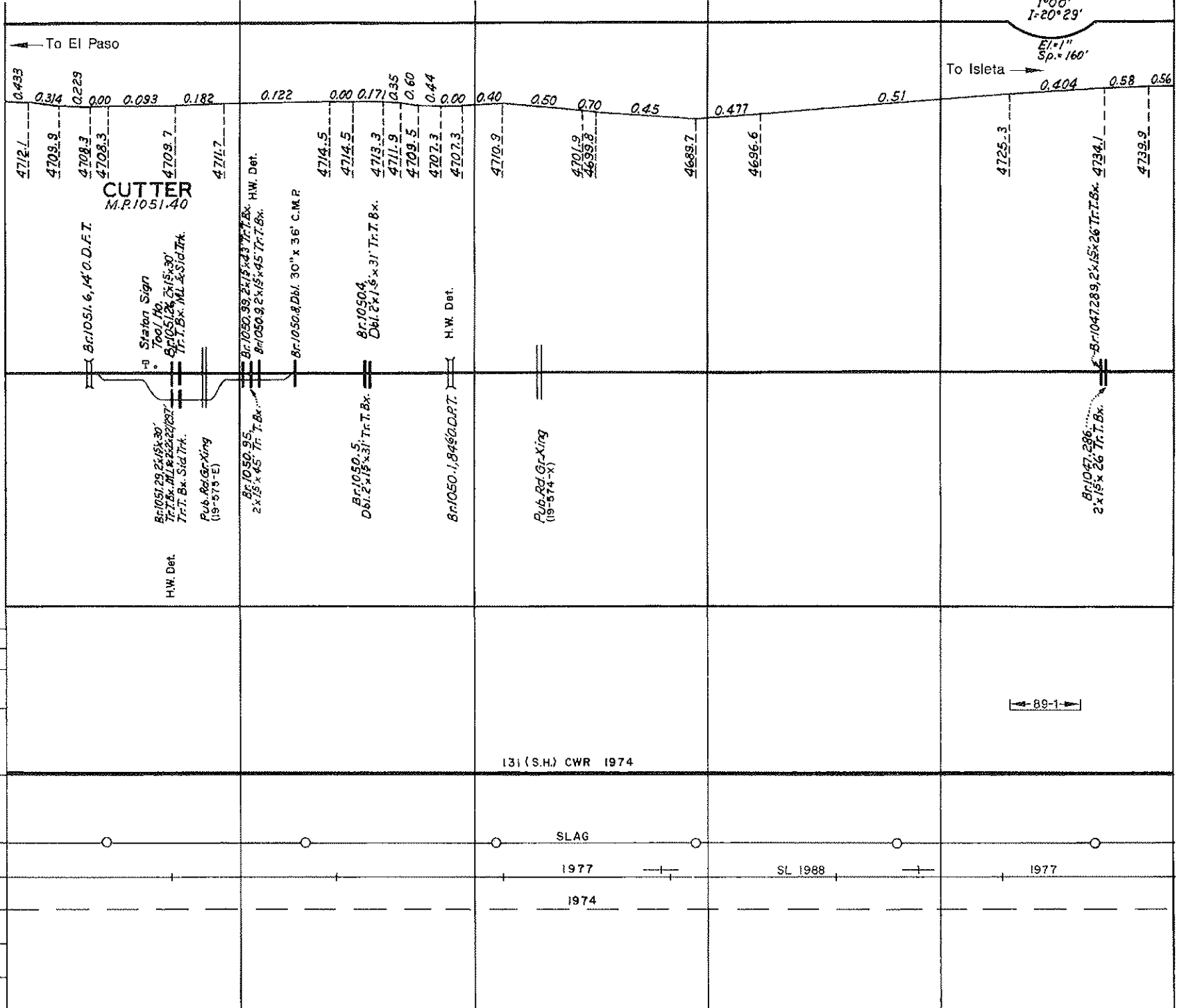
1049

1048

1047

#205
1°00'
1-20°29'

E1=1"
Sp.=160'



1047 1046 1045 1044 1043 1042

← To El Paso

To Isleta →

EI: 1" Sp: 160'
204
1° 00'
1:10° 26'

0.056 0.10 0.00 0.535 0.469 0.243 0.12 0.15 0.292 0.00 0.458 0.55 0.438 0.24 0.00 0.50 0.30 0.10 0.119 0.117 0.167 0.00 0.150.143 0.467 0.50

4744.3 4741.2 4741.8 4743.7 4754.8 4758.7 4759.3 4758.7 4754.9 4754.9 4760.4 4768.1 4773.8 4775.0 4775.0 4771.0 4768.5 4769.2 4771.1 4769.7 4768.7 4768.1 4769.1 4780.3

Br. 1046.560' O.D. P.T.R.

Br. 1044.9 4x3x18 Bx.

Br. 1043.7 2x1x47 Tr. T. Bx.

Br. 1042.8 3x3x40 Tr. T. Bx.

ENGLF
1043.18

Tool Ho
Span Address St
Gr. Xing
Sta. Sign

Fish Signs
(18-573/R)

[89-1]

131(S.H.)CWR 1974

CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

SLAG

SCREENINGS

1977

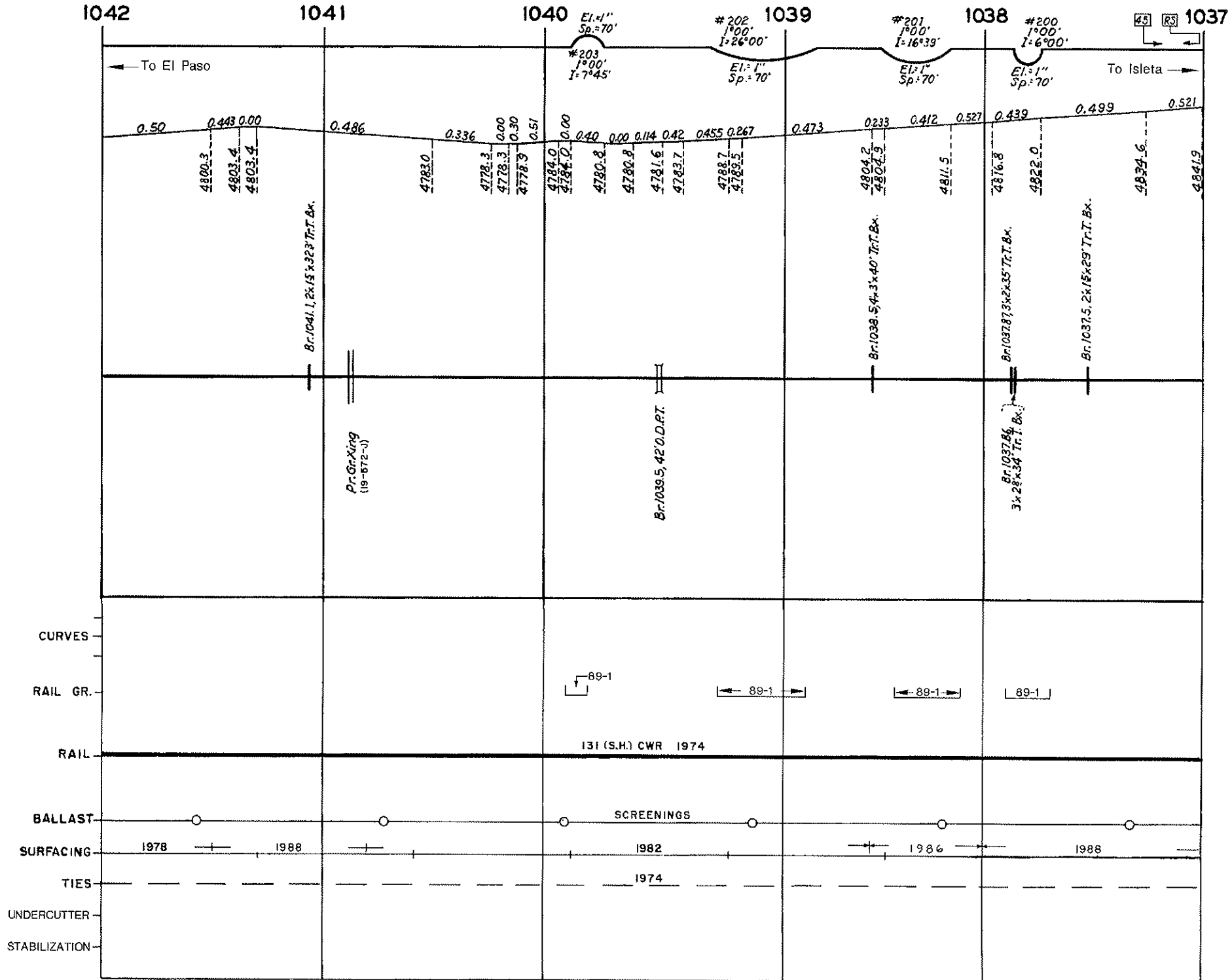
88

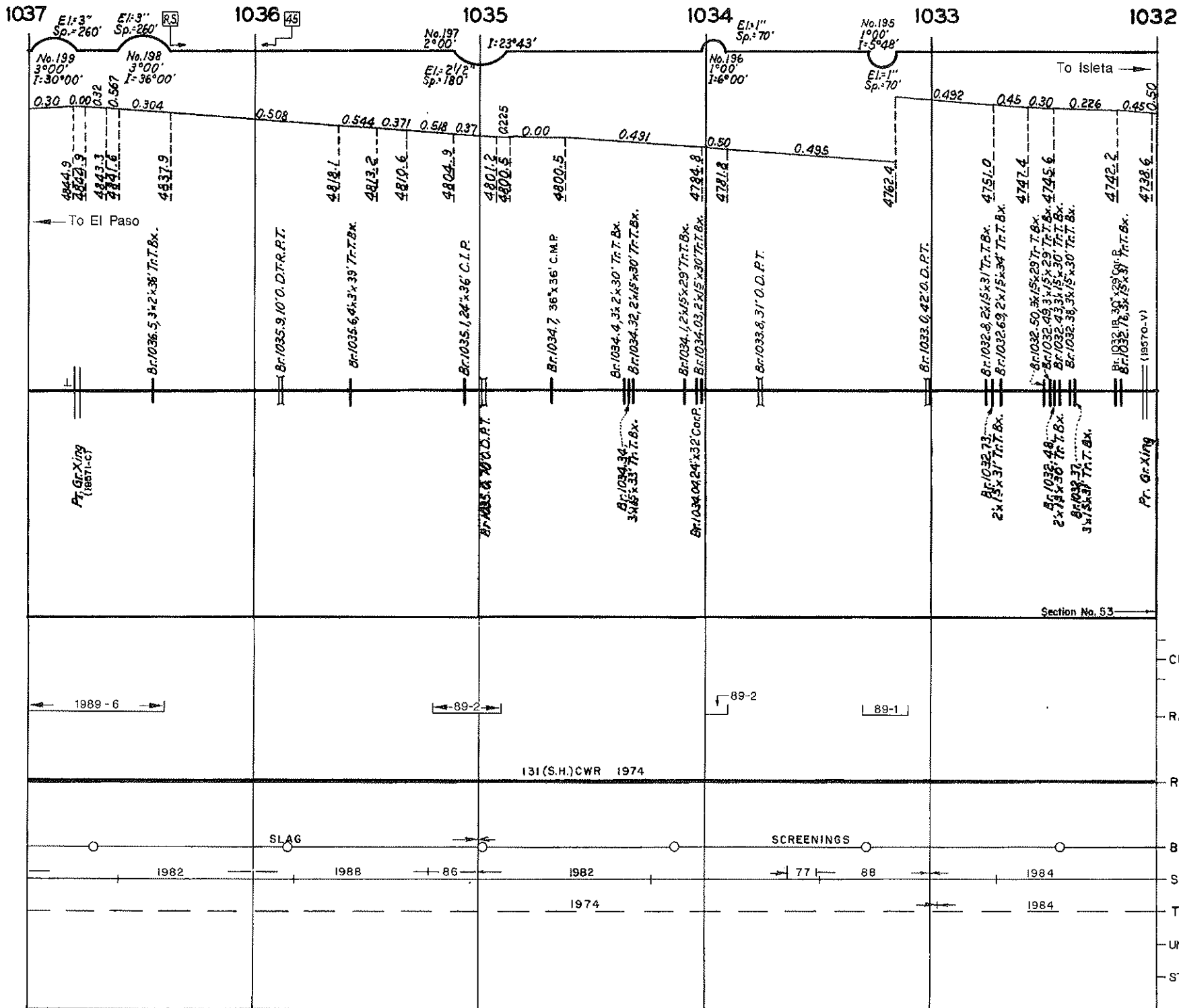
1977

88

1978

1974





1032

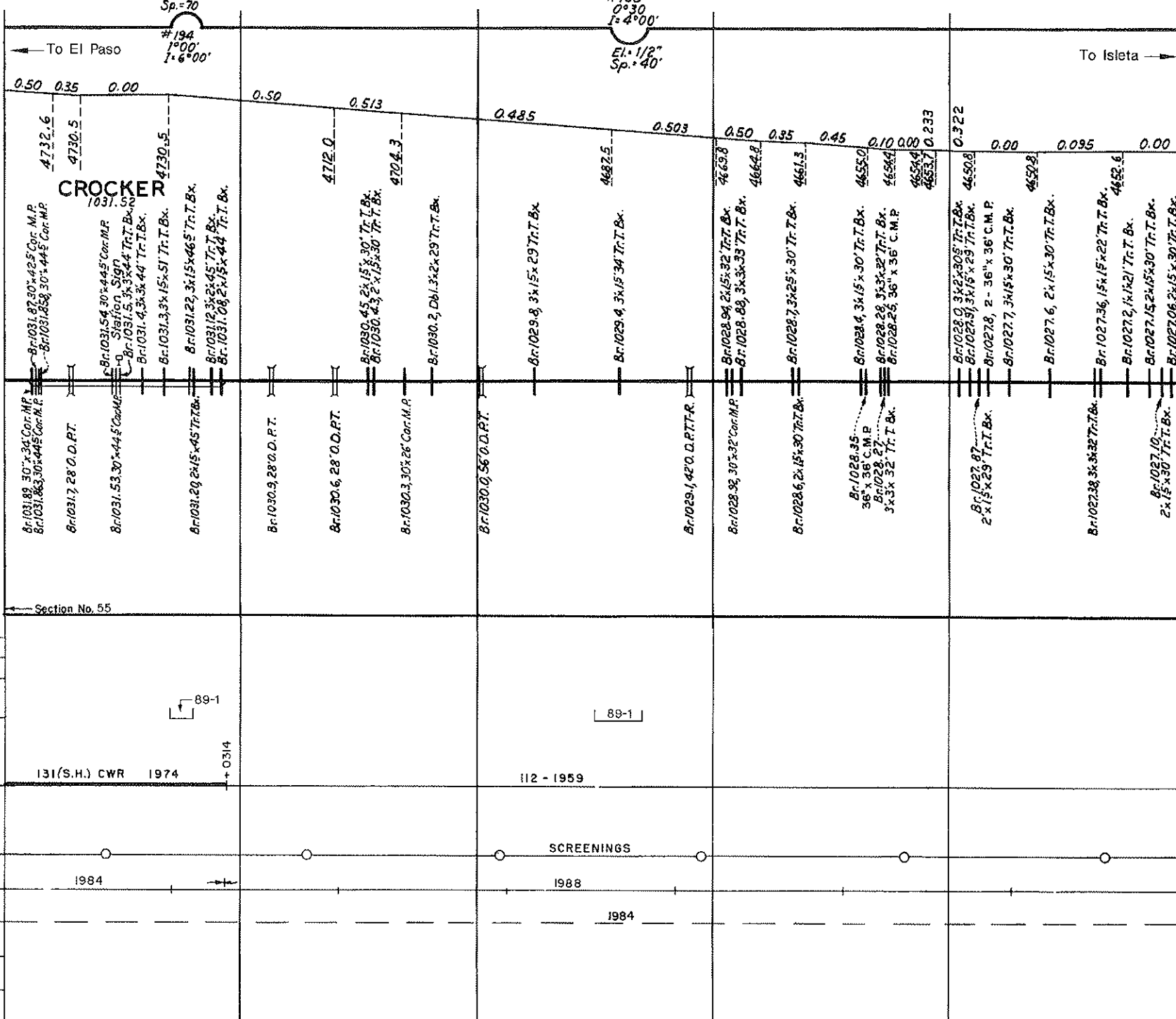
1031

1030

1029

1028

1027



1027

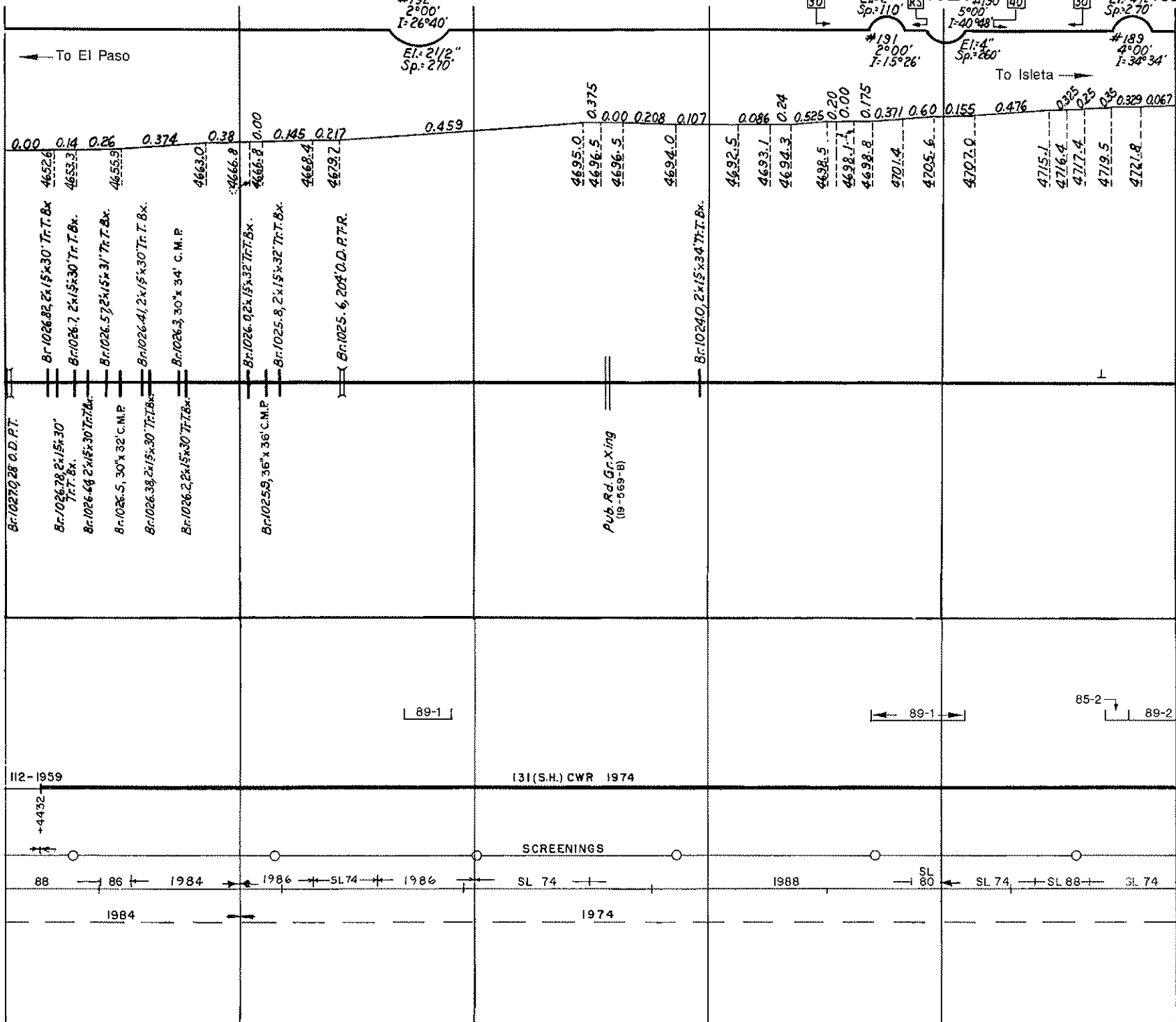
1026

1025

1024

1023

1022



Br:1027 28 O.D.P.T.

Br:1026 78 2x15x30 Tr.T.Bx.

Br:1026 44 2x15x30 Tr.T.Bx.

Br:1026 5, 30x32 C.M.P.

Br:1026 38 2x15x30 Tr.T.Bx.

Br:1026 3, 30x34 C.M.P.

Br:1026 9 2x15x32 Tr.T.Bx.

Br:1025 8, 2x15x32 Tr.T.Bx.

Br:1025 6, 20x O.D.P.T.R.

Pub. Rd. Gr. (19-589-B)

Br:1024 0, 2x15x34 Tr.T.Bx.

- CURVES
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

89-1

89-1

85-2, 89-2

112-1959

131(S.H.) CWR 1974

+4432

88

86

1984

1986

SL 74

1986

SL 74

1988

SL 80

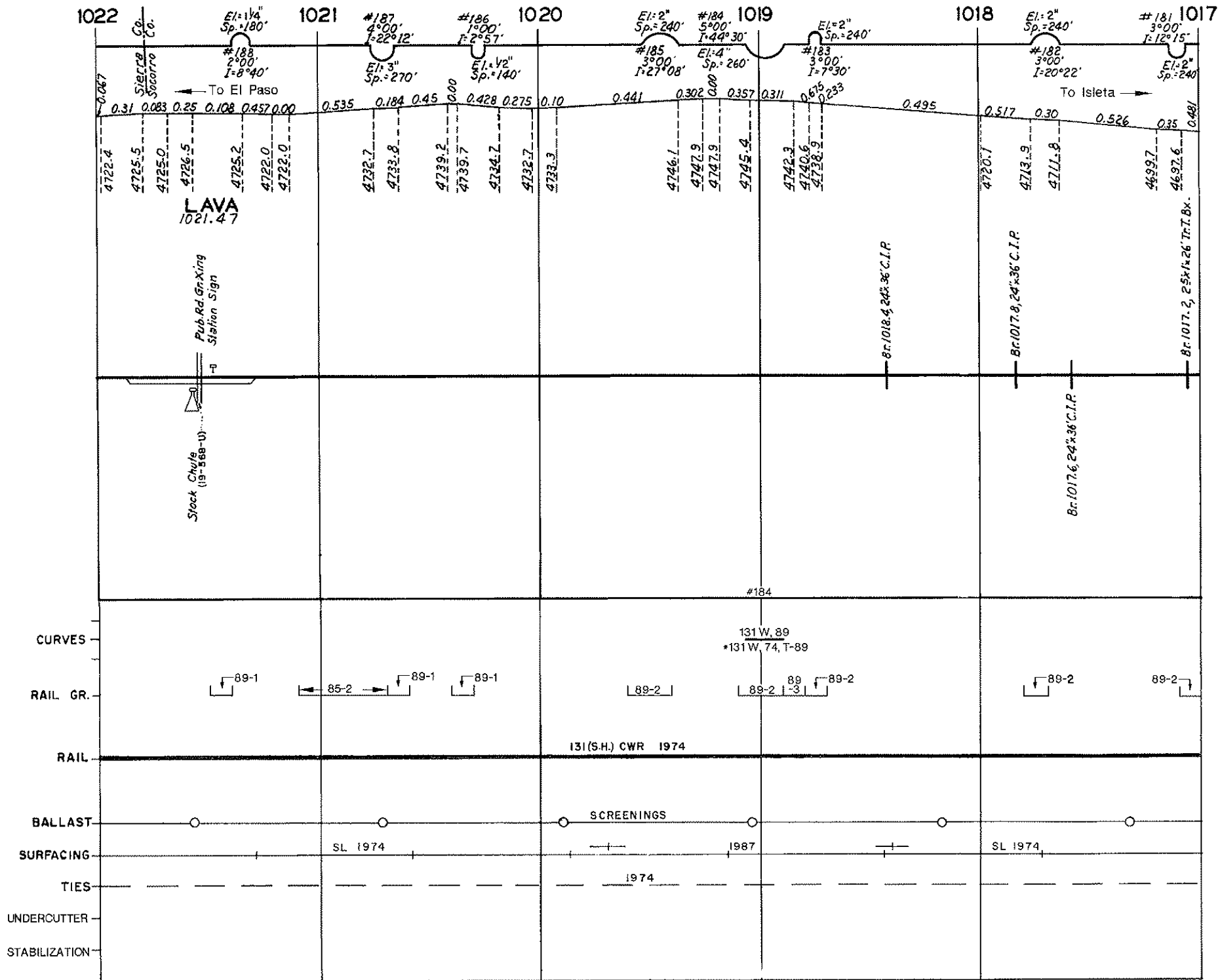
SL 74

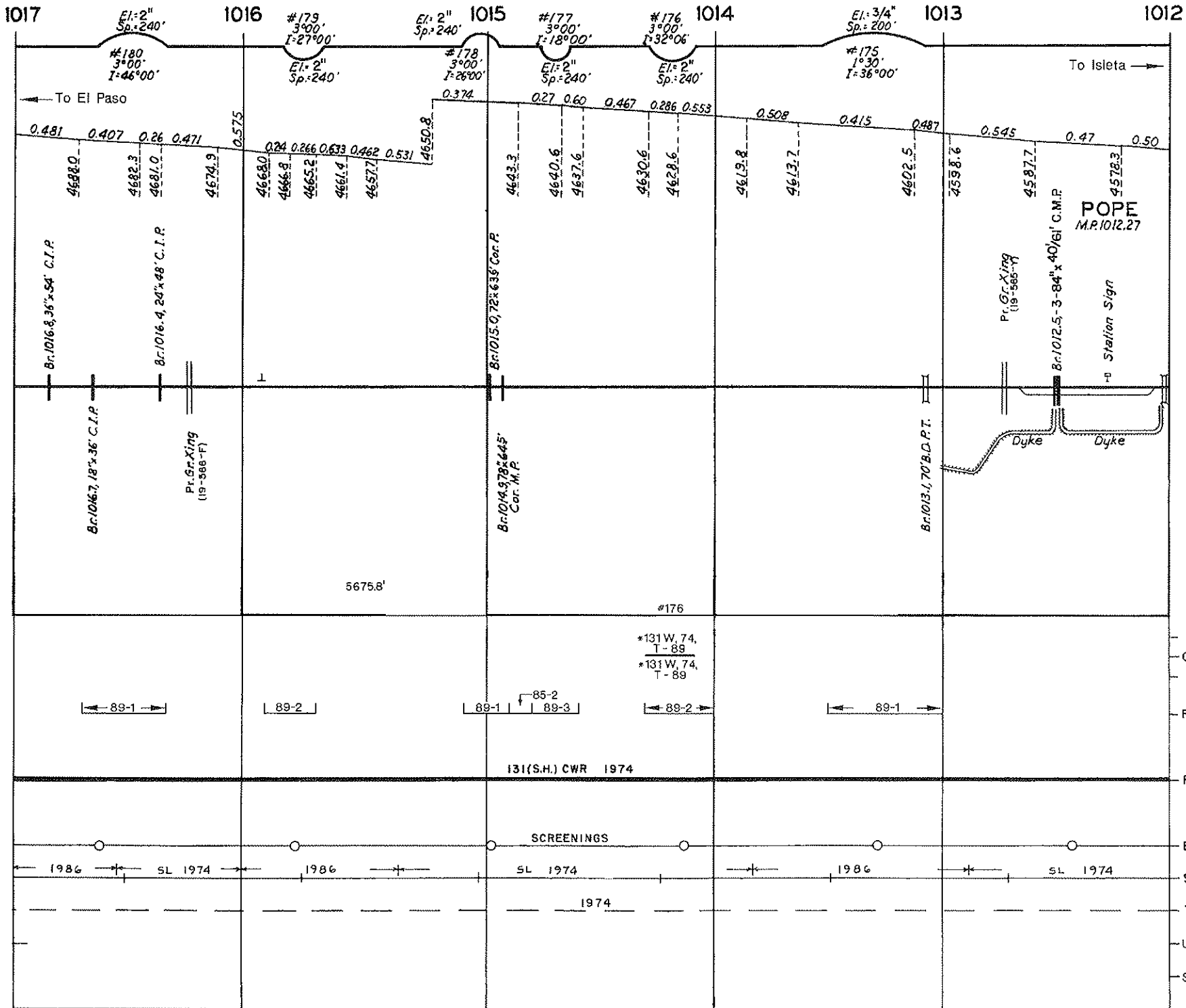
SL 88

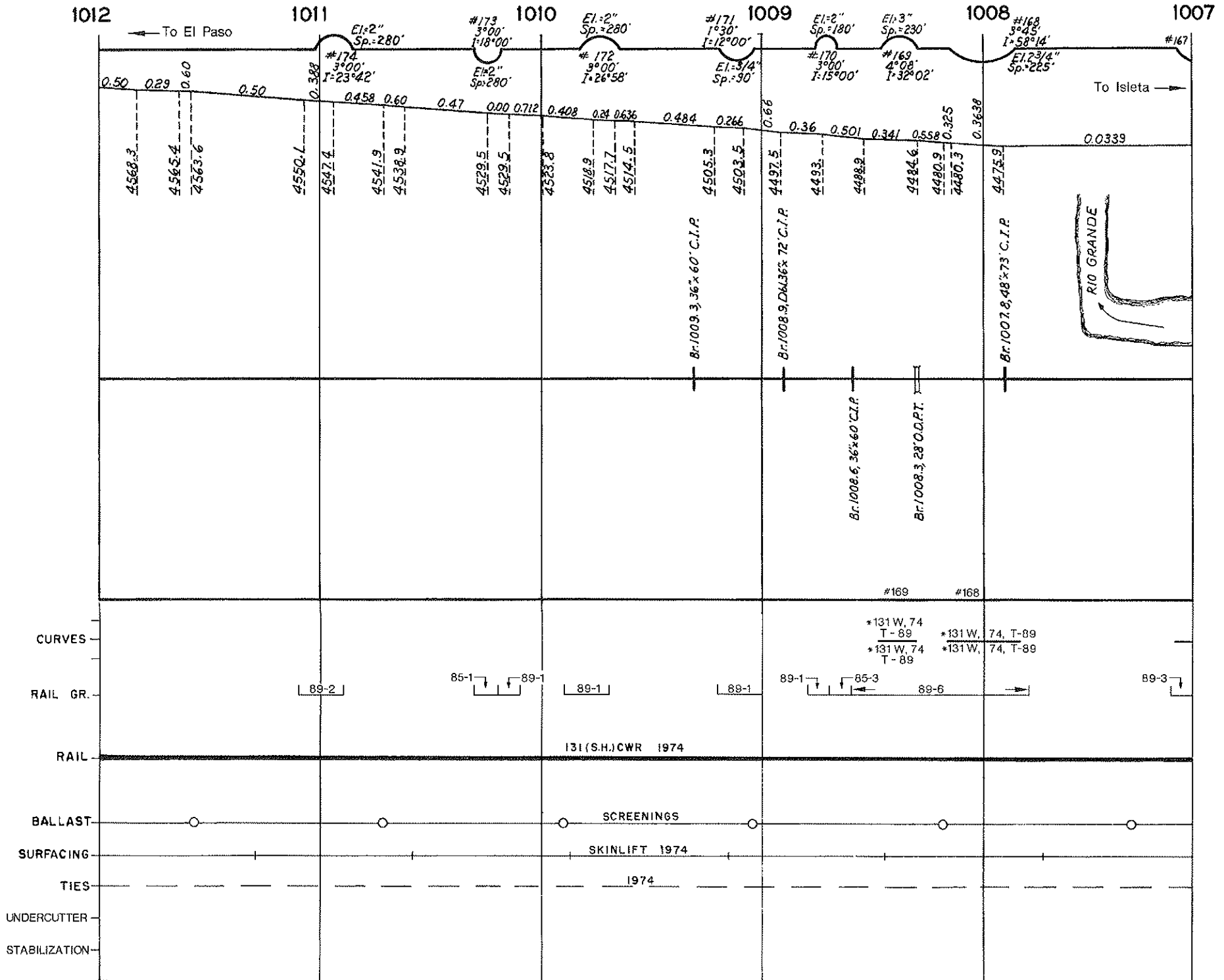
SL 74

1984

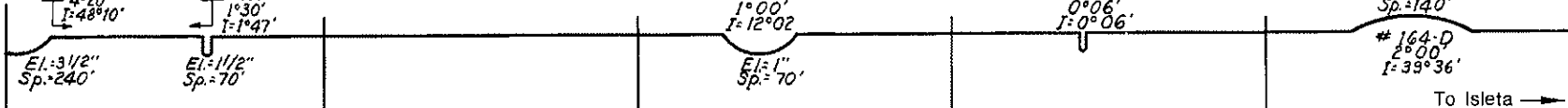
1974





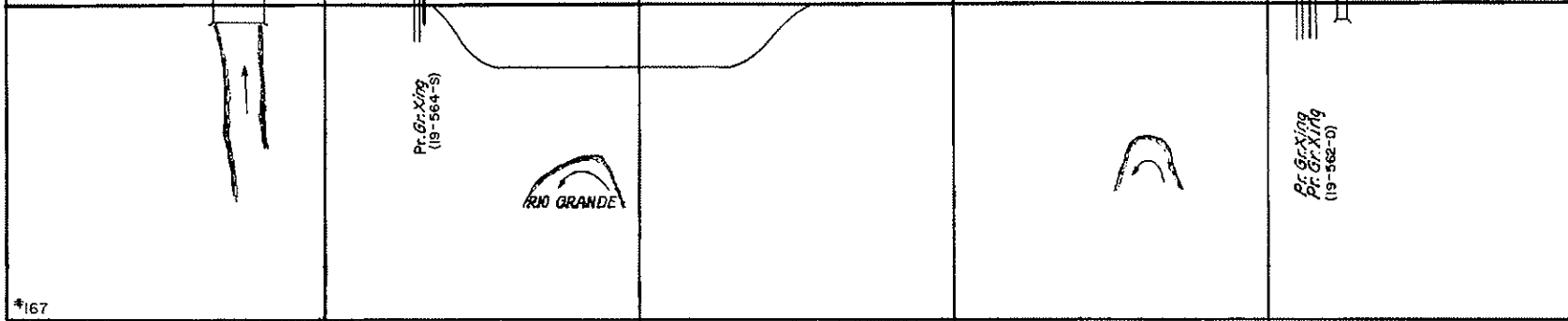
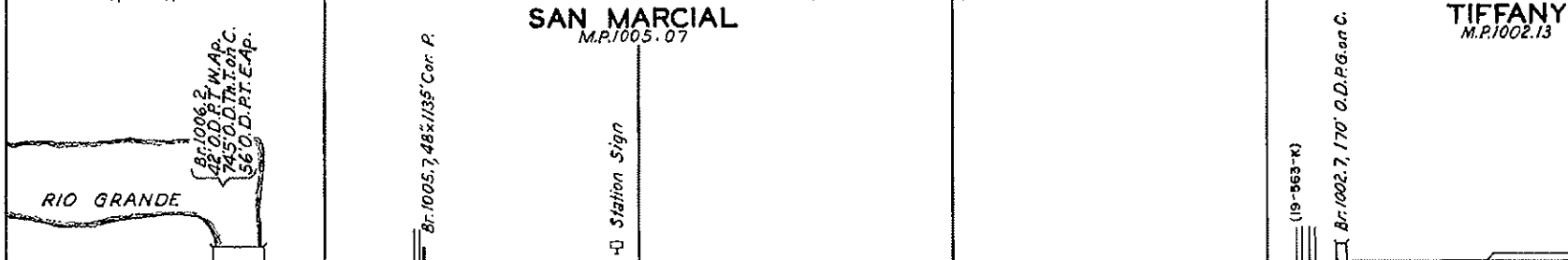


1007 #167 40 #166 1006 1005 #165 1004 #164-E 1003 EL=2" 1002



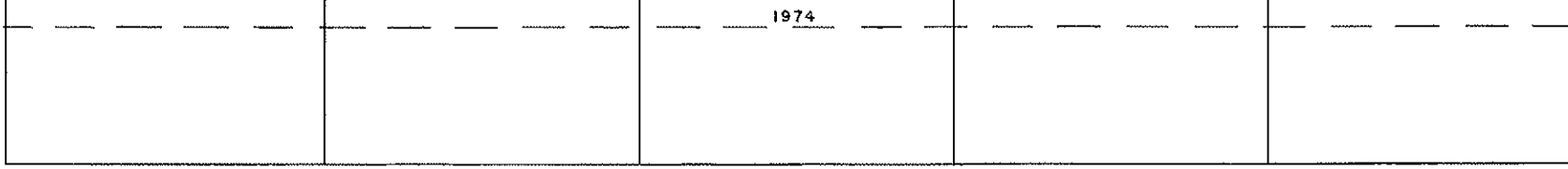
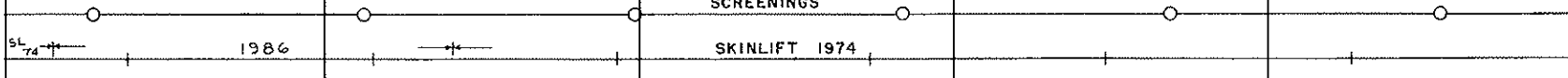
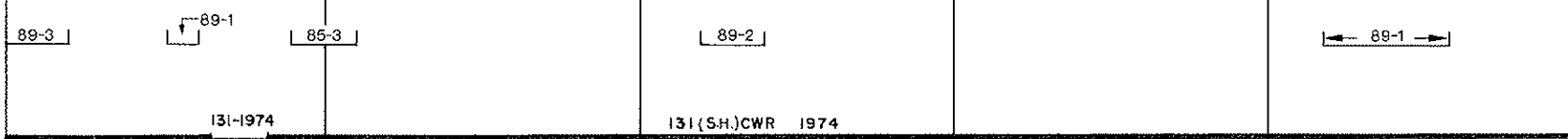
← To El Paso

To Isleta →



131W, 10/90

*131W, T-10/90



1002

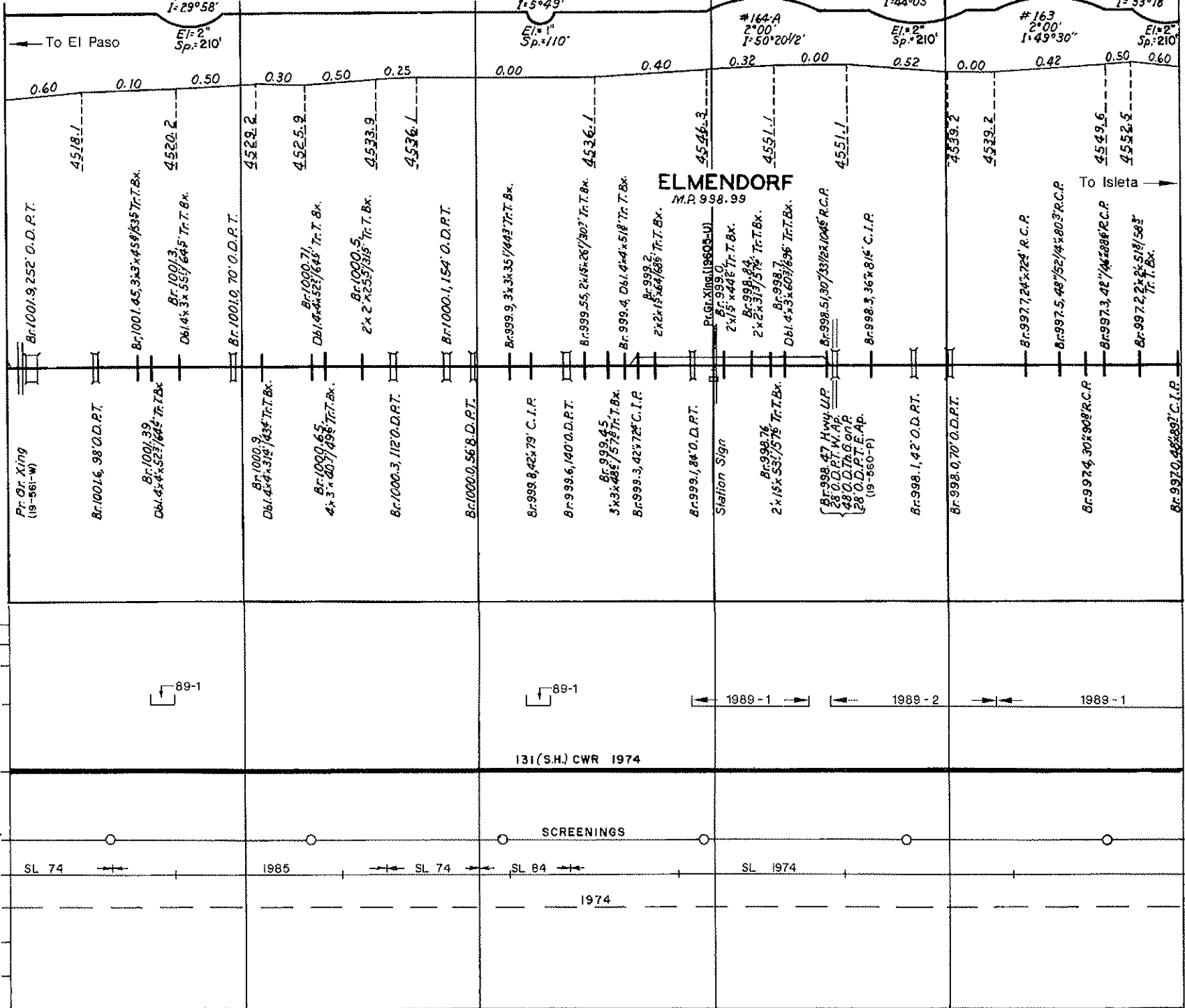
1001

1000

999

998

997



To El Paso

To Isleta

ELMENDORF
M.P. 998.99

CURVES

RAIL GR.

RAIL

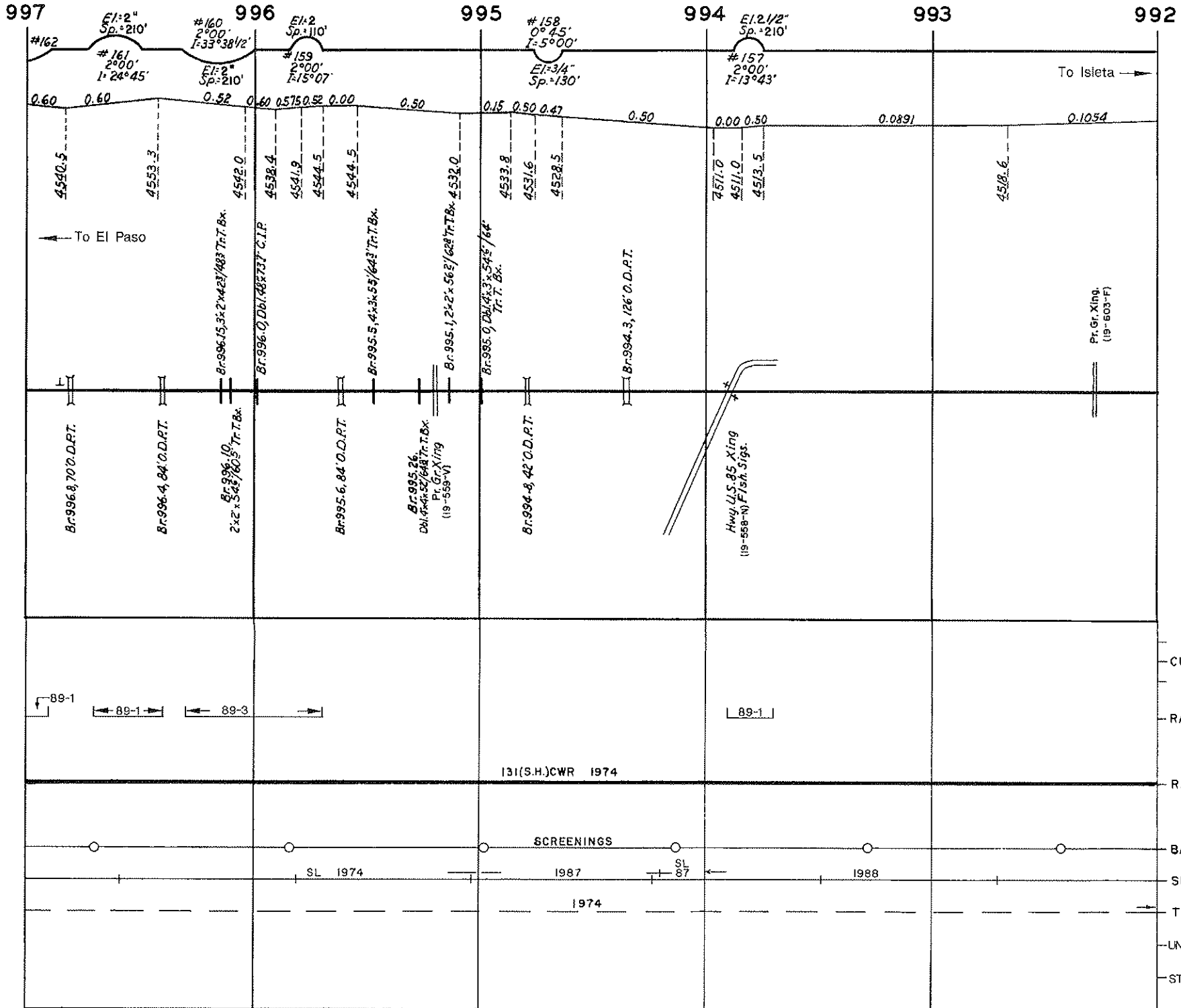
BALLAST

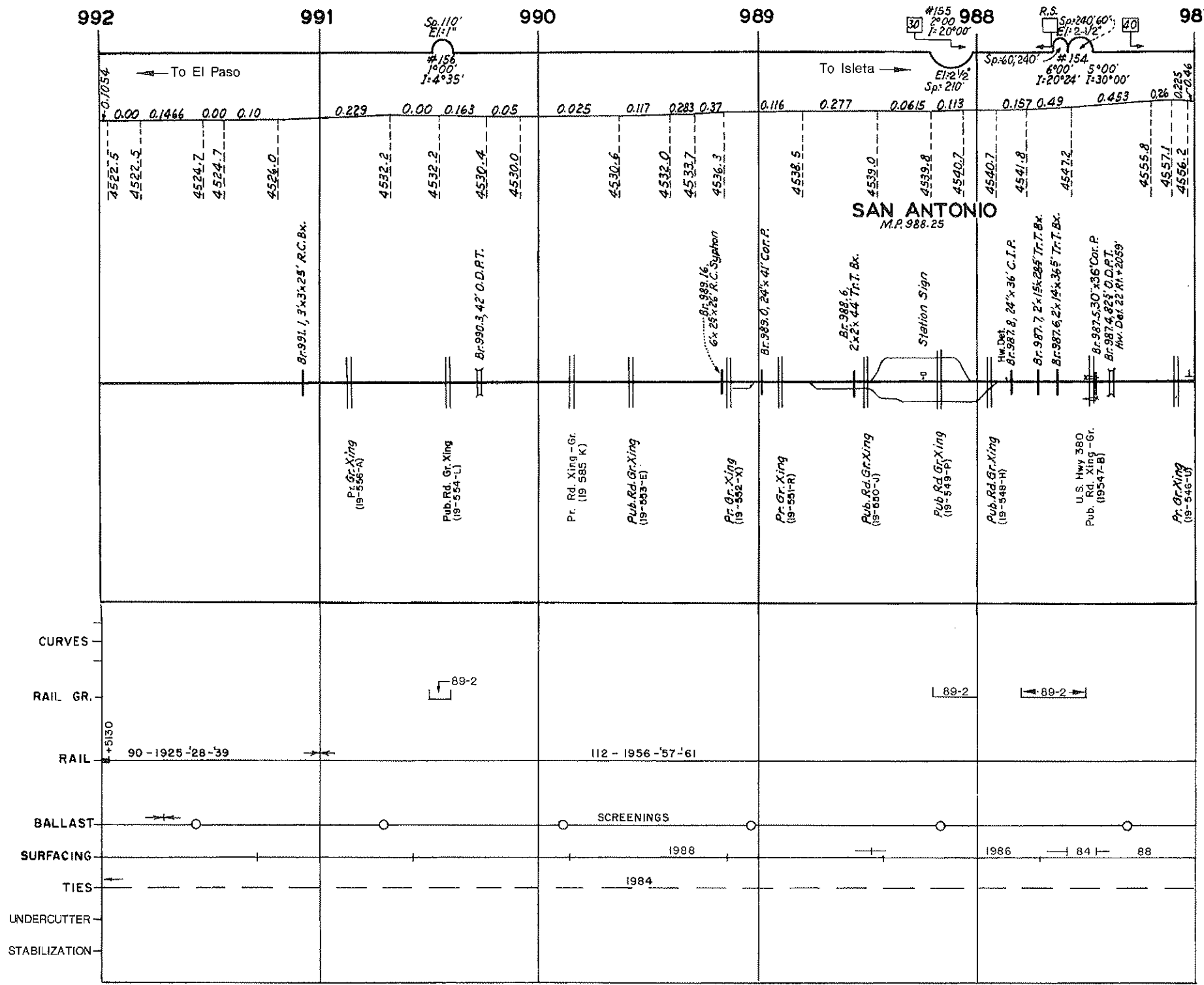
SURFACING

TIES

UNDERCUTTER

STABILIZATION





SAN ANTONIO
M.P. 988.25

992

991

990

989

988

987

To El Paso

To Isleta

CURVES

RAIL GR.

RAIL

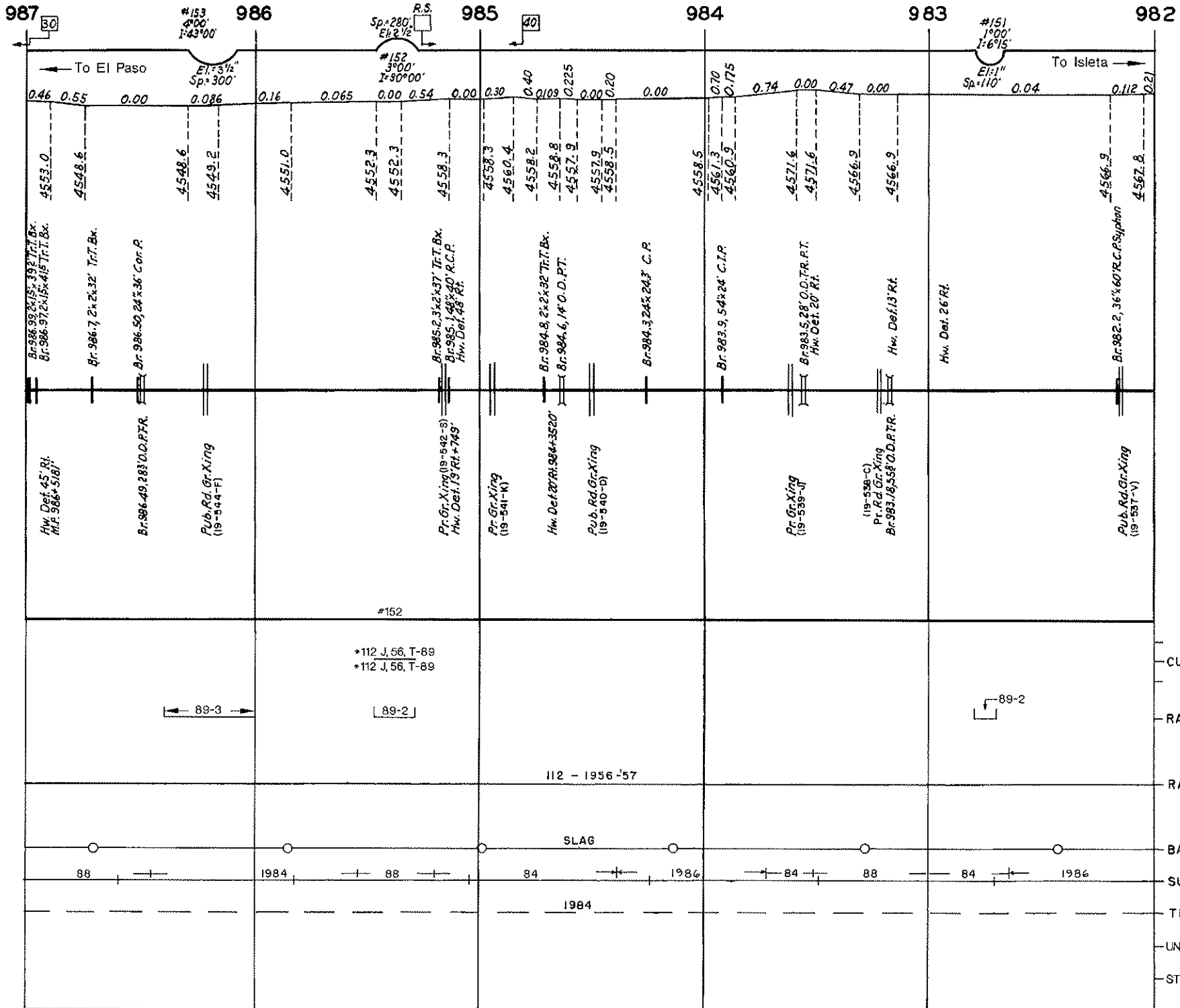
BALLAST

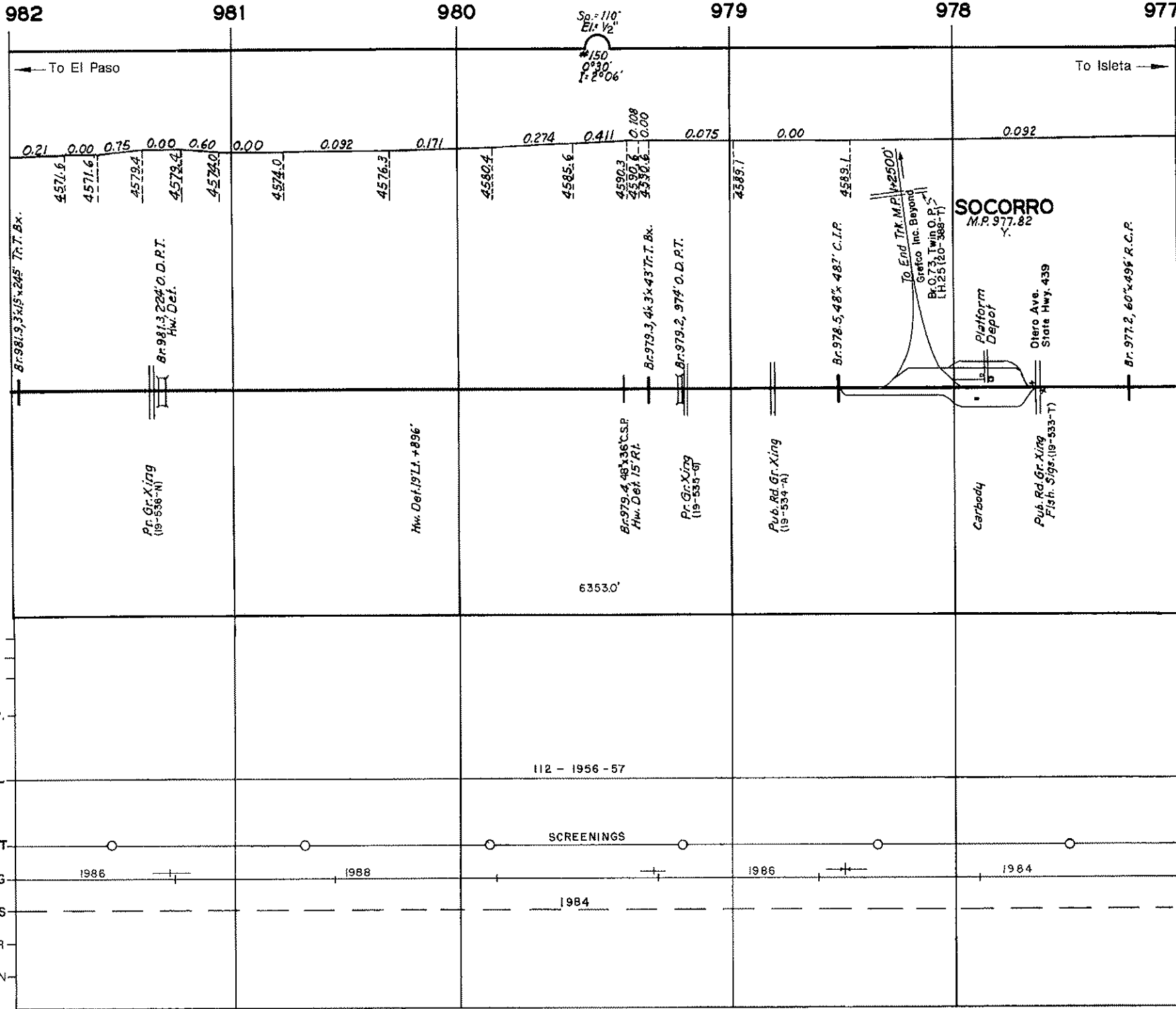
SURFACING

TIES

UNDERCUTTER

STABILIZATION





977

976

975

974

973

972

← To El Paso

To Isleta →

0.092

0.045

0.442

0.40

0.00

0.40

0.0954

0.075

0.526

0.518

0.00

0.0908

0.1348

0.0517

0.515

0.728

0.00

0.343

0.077

0.233

0.30

4600.2

4600.8

4609.6

4620.9

4620.9

4608.3

4610.4

4611.3

4619.2

4622.9

4622.9

4621.7

4622.9

4623.4

4632.8

4632.8

4629.1

4628.9

4626.8

Pub. Rd Gr. Xing
Harold Dr. (19-532-L)
Br. 975.7, 60' x 50' Cor. M.P.

Pr. Gr. Xing (19-531-E)
Pr. Gr. Xing (19-530-X)
Br. 975.0, 106' x 8.0' S.I. 8m on C.
Br. 974.93, 24' x 85' Cor. M.P.

Br. 974.8, 72' x 118' Cor. M.P.

Br. 973.7, 4' x 4' x 406' R.C. Bx.

Br. 973.5, 3' x 3' x 27' 36" Tr. T. Bx.

Br. 973.2 - 71.4' BD.P.T.-R

Br. 973.1 - 28' BD.P.C.

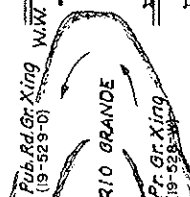
Br. 972.8, 15' C.D.P.T.-R.

(19-526-H)
Br. 972.477, 24' x 30' Cor. P.

Br. 972.0, 25' x 13' x 285' Tr. T. Bx.

Br. 972.2, 30' x 34' Cor. P.

(19-525-B)



Pr. Gr. Xing
(19-527-F)

Pr. Gr. Xing
Br. 972.484, 24' x 30'
Cor. P.

Pr. Gr. Xing

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

112 - 1956 - 57

112 - 1958 - 59

SCREENINGS

1984

88

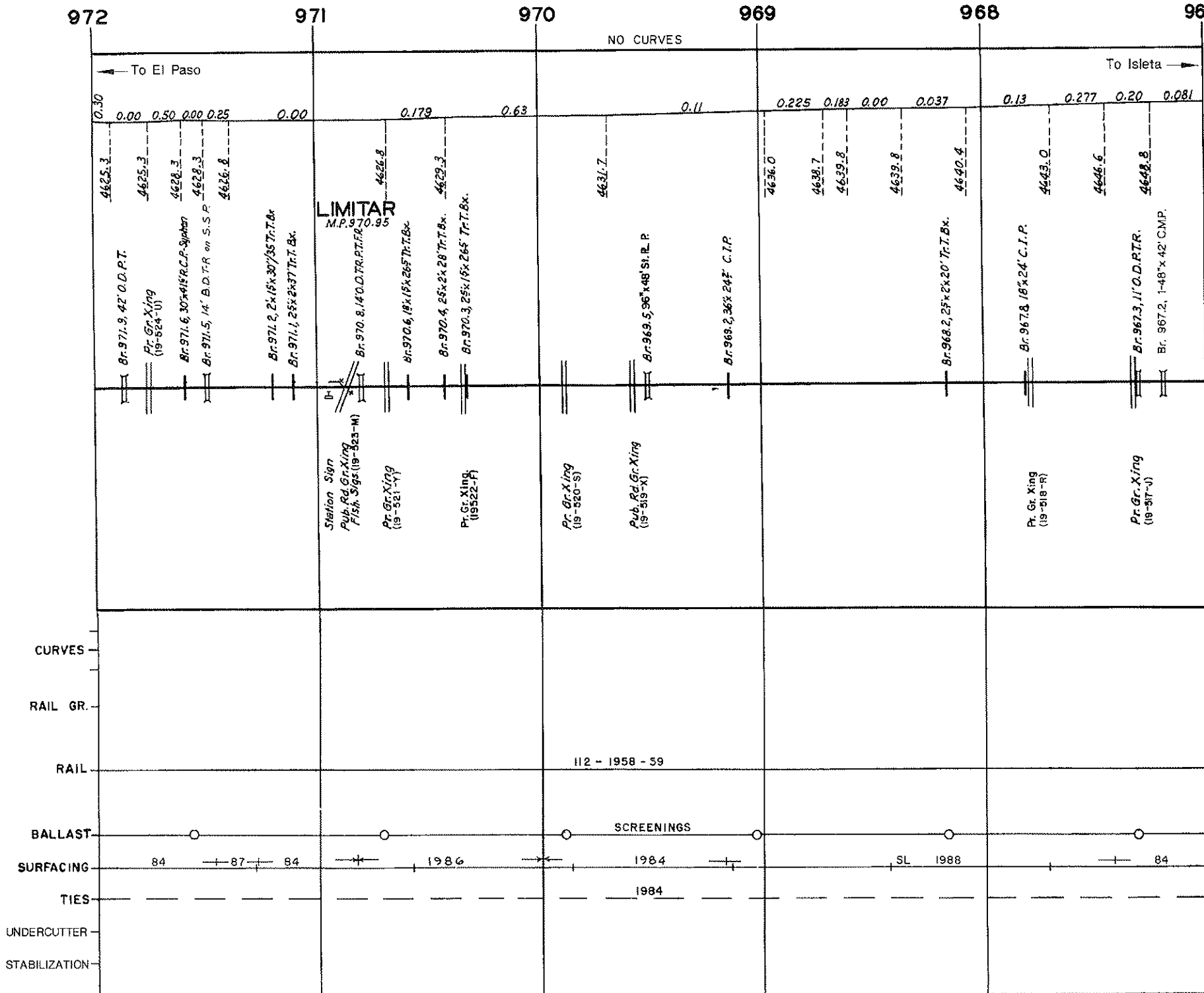
86

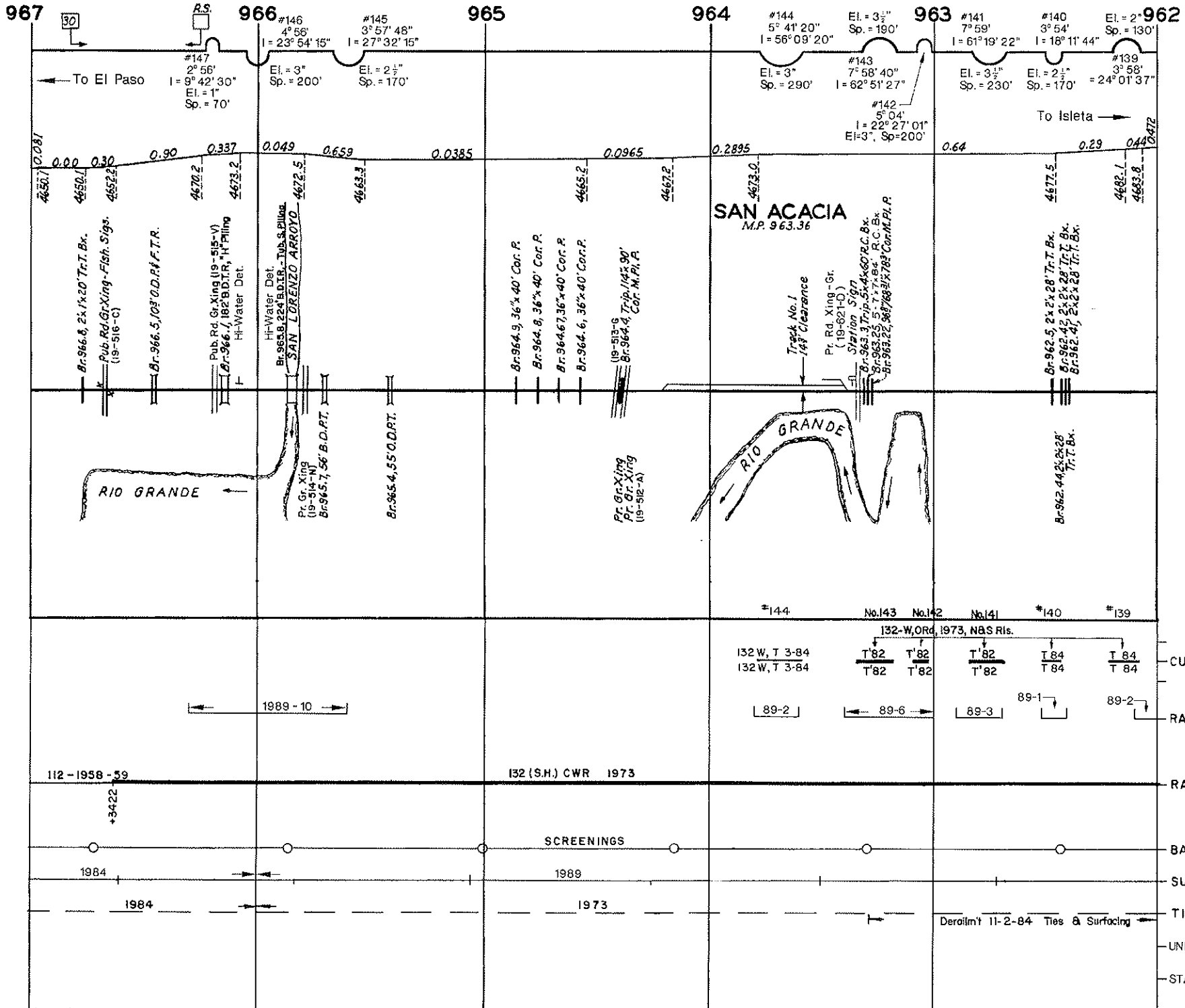
1984

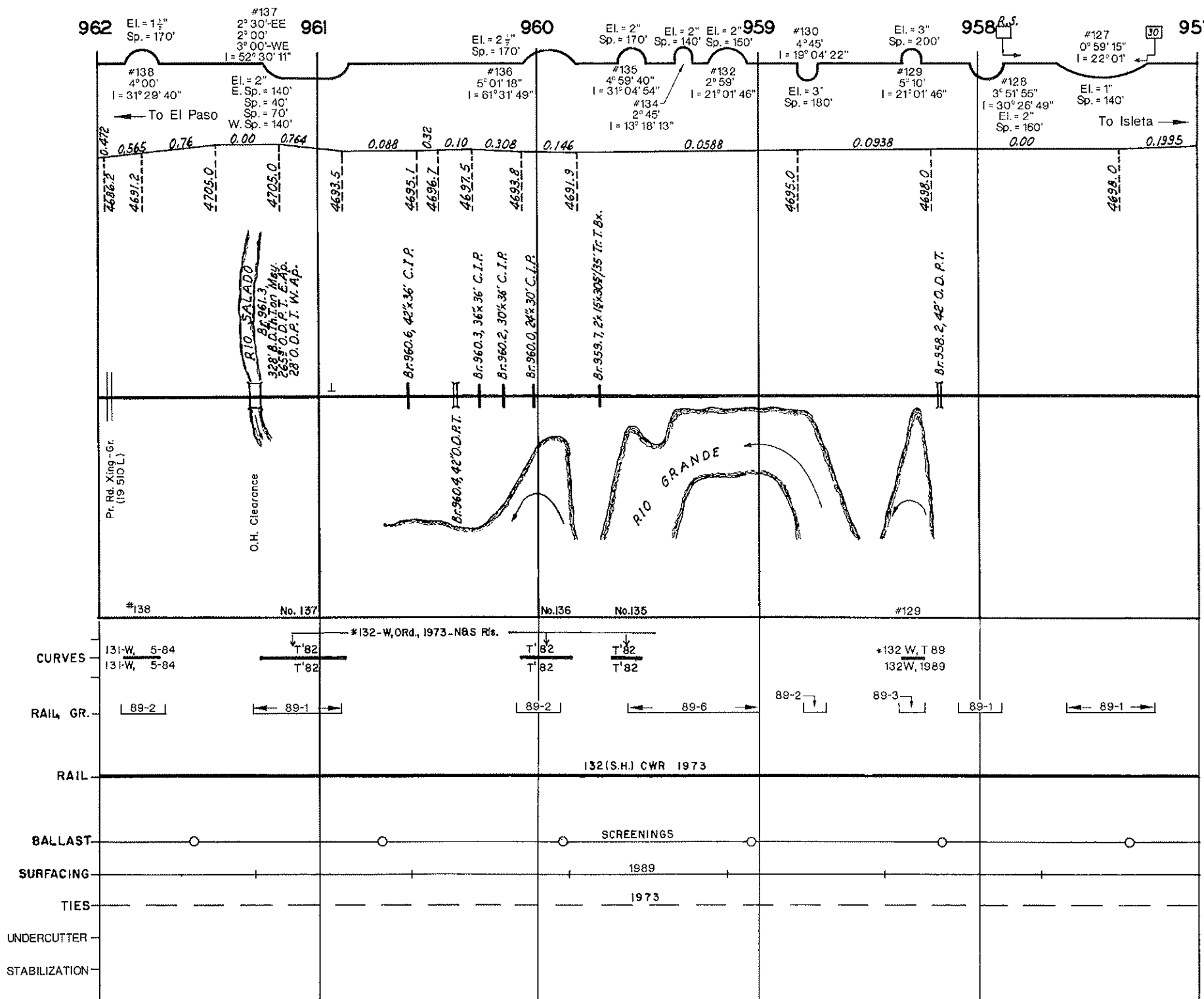
88

84

1984







REVISED 1-91

957

956

955

954

953

952

#126
1° 00'
l = 16° 11' 23"

#125
1° 00'
l = 9° 03' 11"

El. = 1 1/2'
Sp. = 150'

El. = 1"
Sp. = 150'

← To El Paso

To Isleta →

0.1995

0.10

0.0663

0.133

0.0993

0.162

4707.0

4715.0

4713.0

4717.0

4724.0

LA JOYA
M.P. 953.50

Station Sign

Tool No.

Pr. Rd. Gr. Xing
(19-509-S)

CURVES

RAIL GR.

132(SH)CWR 1973

RAIL

SCREENINGS 1973

BALLAST

1989

SURFACING

1973

TIES

UNDERCUTTER

STABILIZATION

952

951

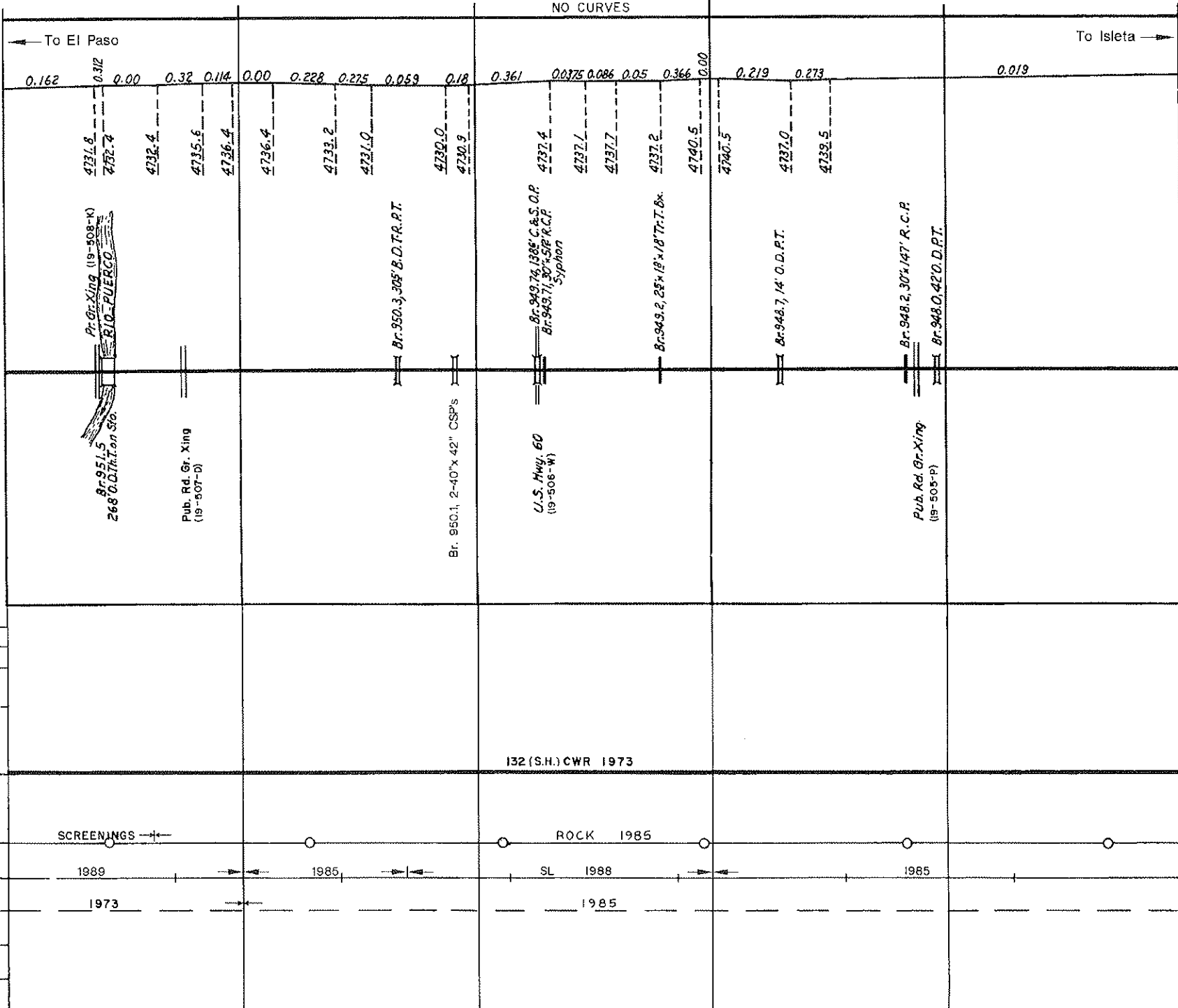
950

949

948

947

NO CURVES



947

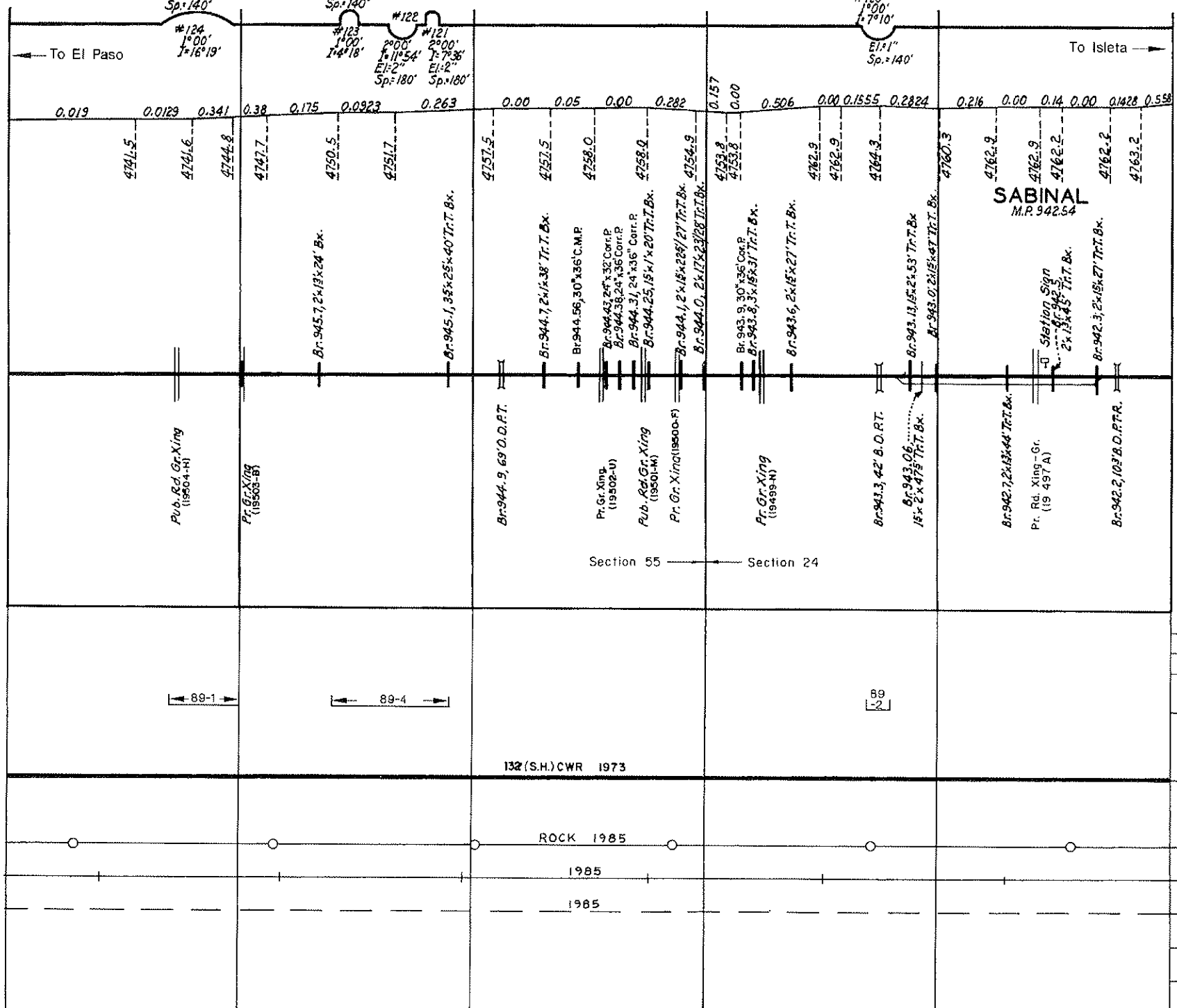
946

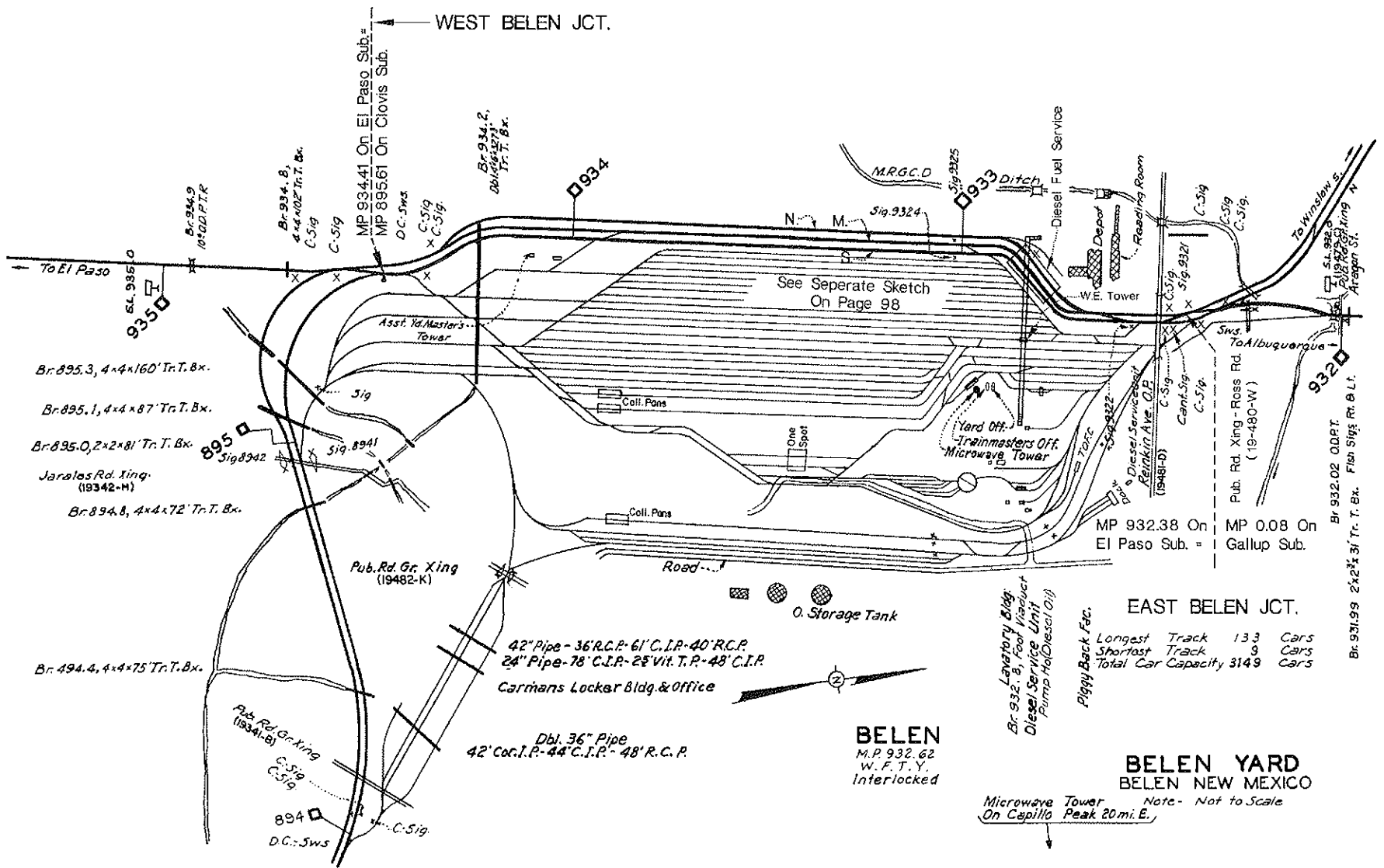
945

944

943

942





EAST BELEN JCT.

Longest Track	13.3	Cars
Shortest Track	9	Cars
Total Car Capacity	3149	Cars

BELEN YARD
BELEN NEW MEXICO

Note - Not to Scale
Microwave Tower
On Capilla Peak 20 mi. E.

932

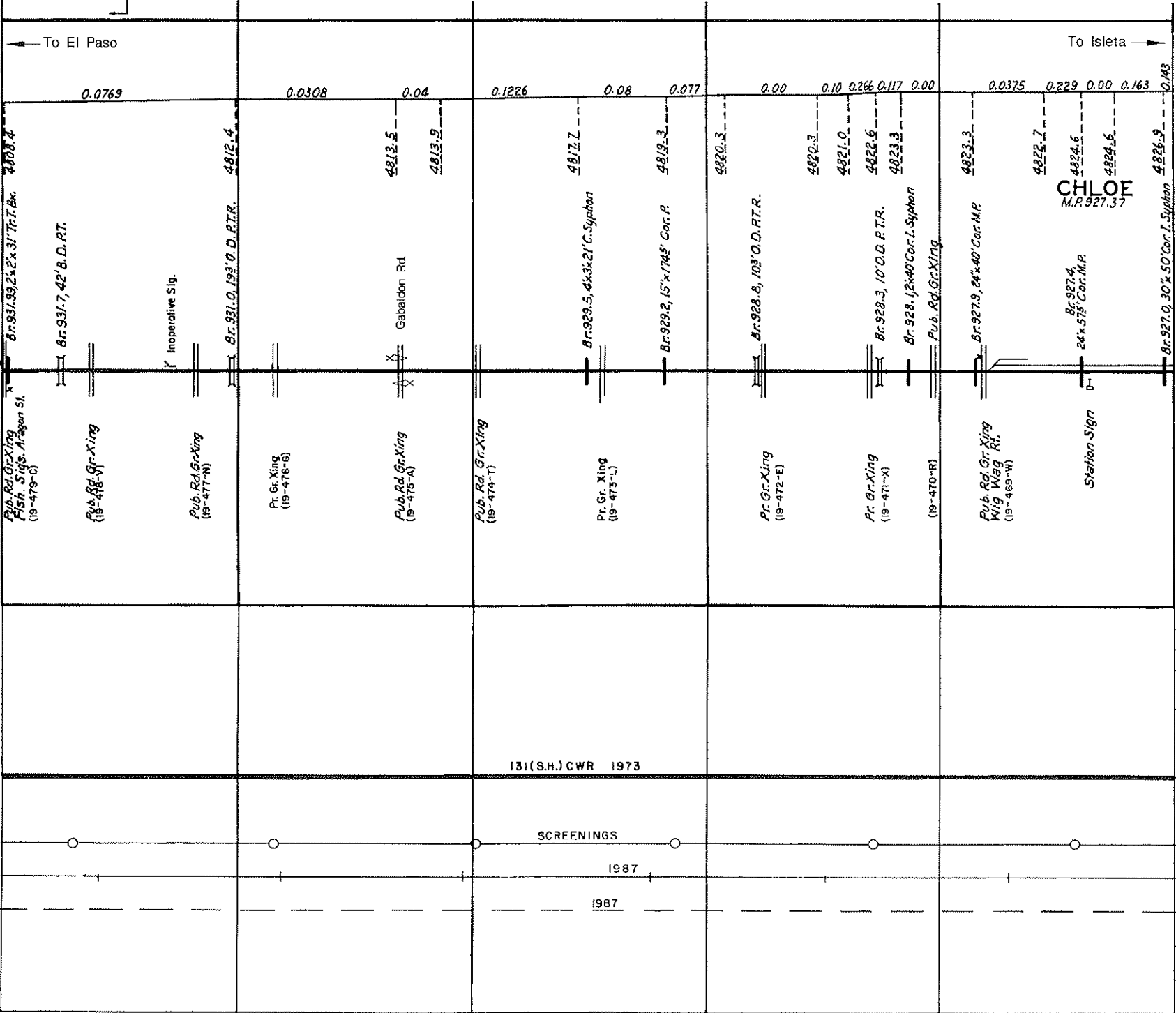
931

930

929

928

927



CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

927

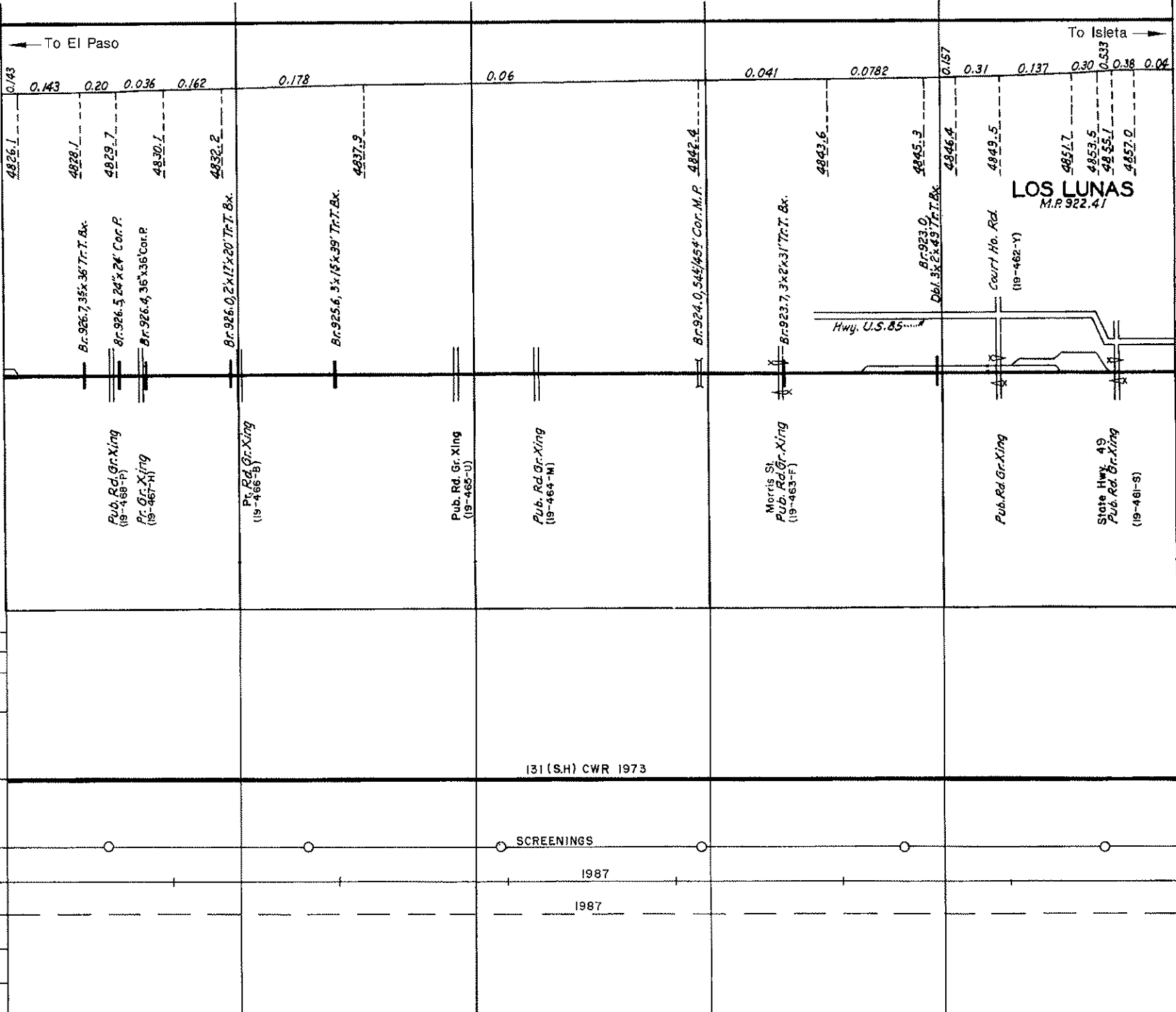
926

925

924

923

922



922

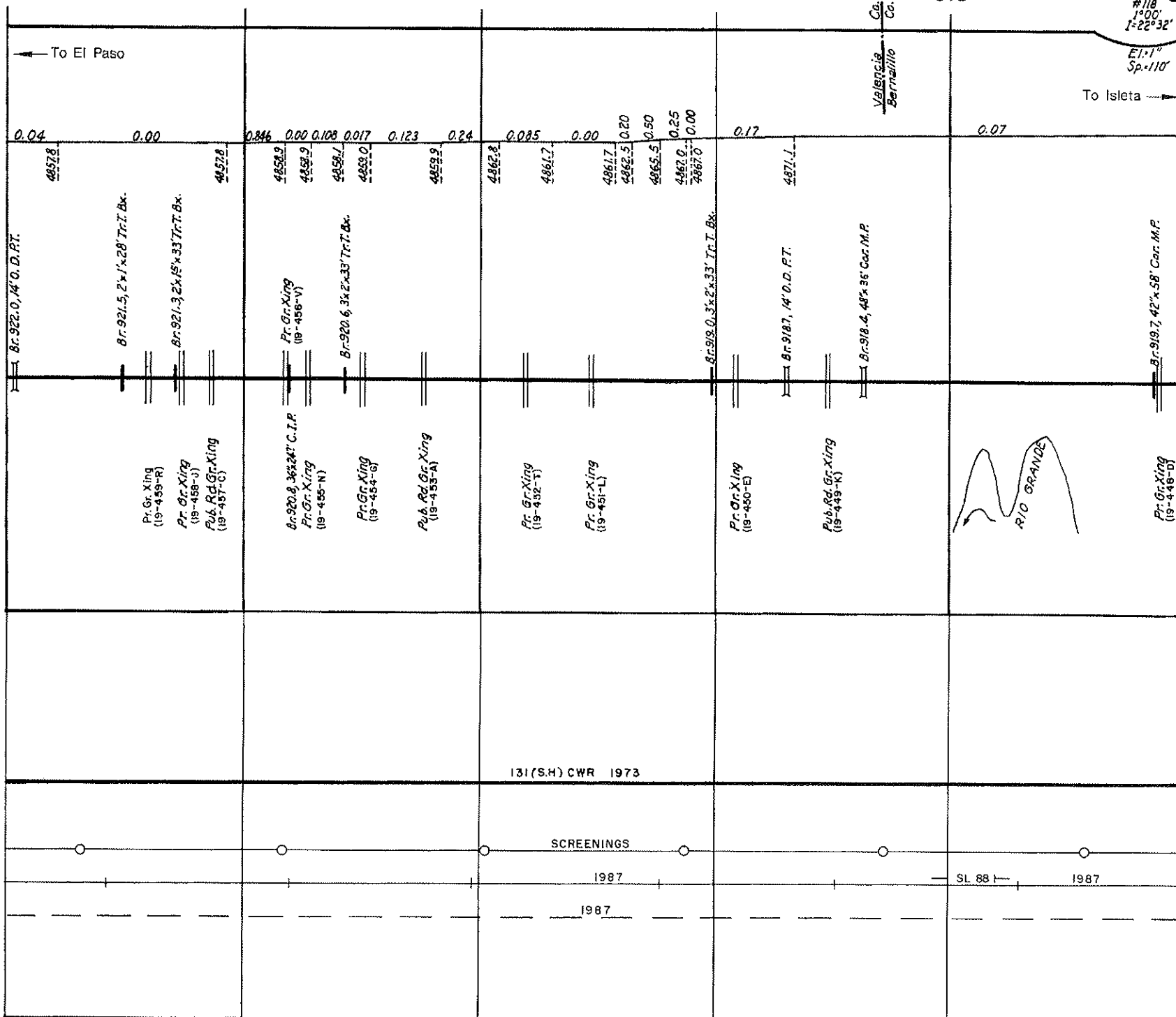
921

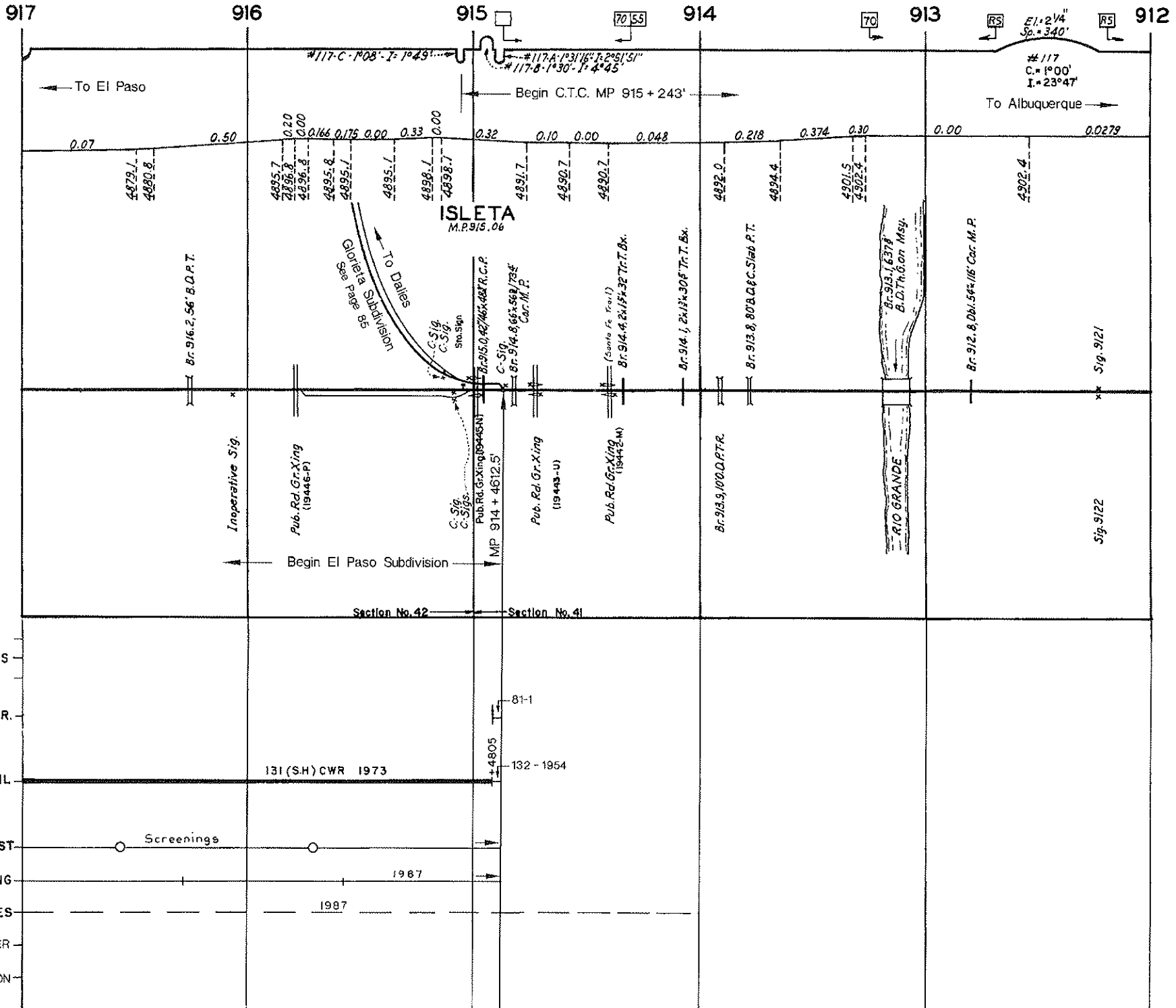
920

919

918

917





Intentionally Blank

El Paso Subdivision

Isleta (M.P. 906.4) to El Paso (M.P. 1156.2)

Intentionally Blank

Intentionally Blank

RS

50.40

26

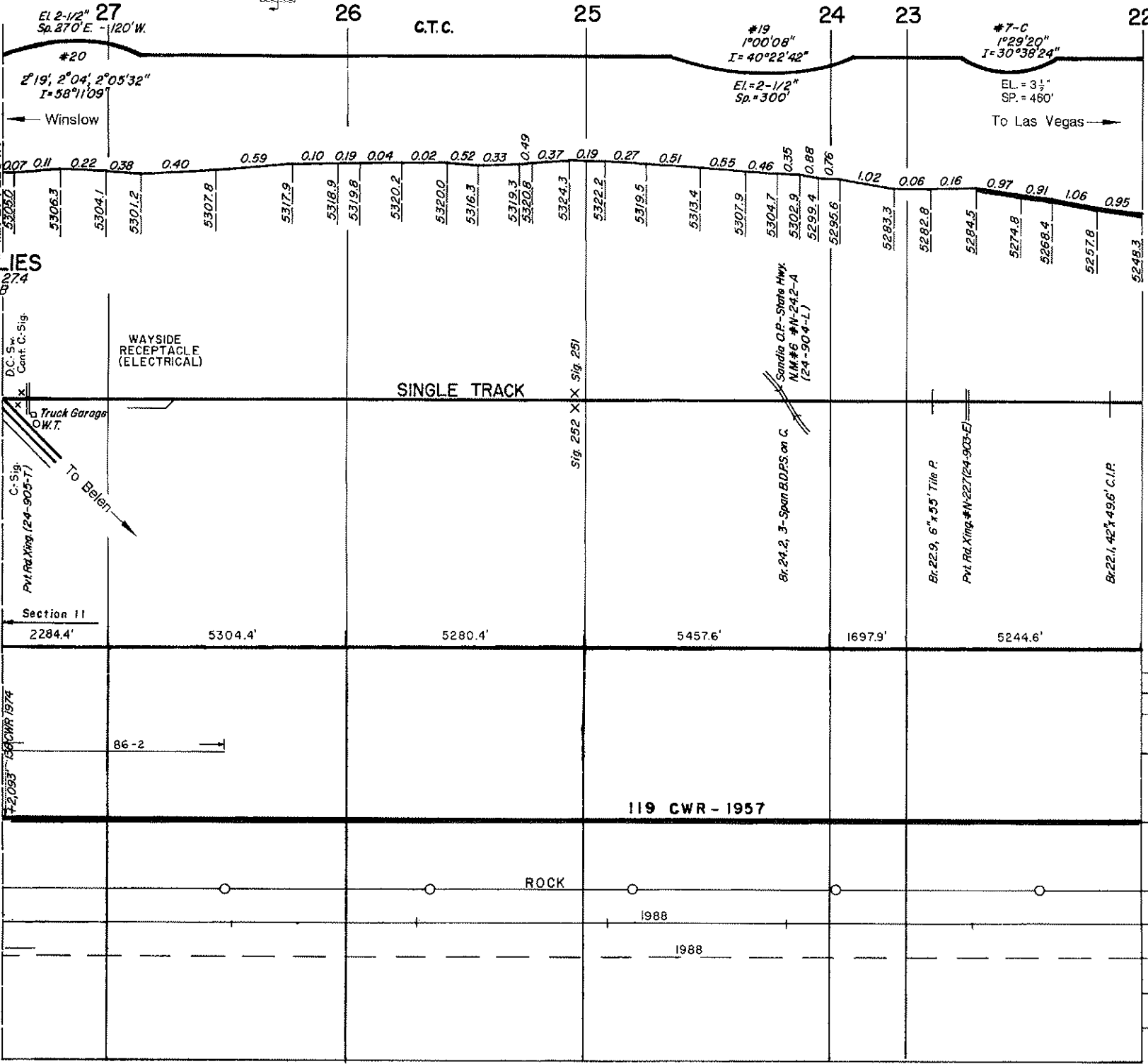
25

24

23

22

C.T.C.



See Gallup Subdivision Part I

DALIES M.P. 27.4

WAYSIDE RECEPTACLE (ELECTRICAL)

SINGLE TRACK

Section II

2284.4'

5304.4'

5280.4'

5457.6'

1697.9'

5244.6'

HR NT
SR CURVES
HR ST
SR

RAIL GR.

RAIL

ROCK

BALLAST

SURFACING

TIES

UNDERCUTTER

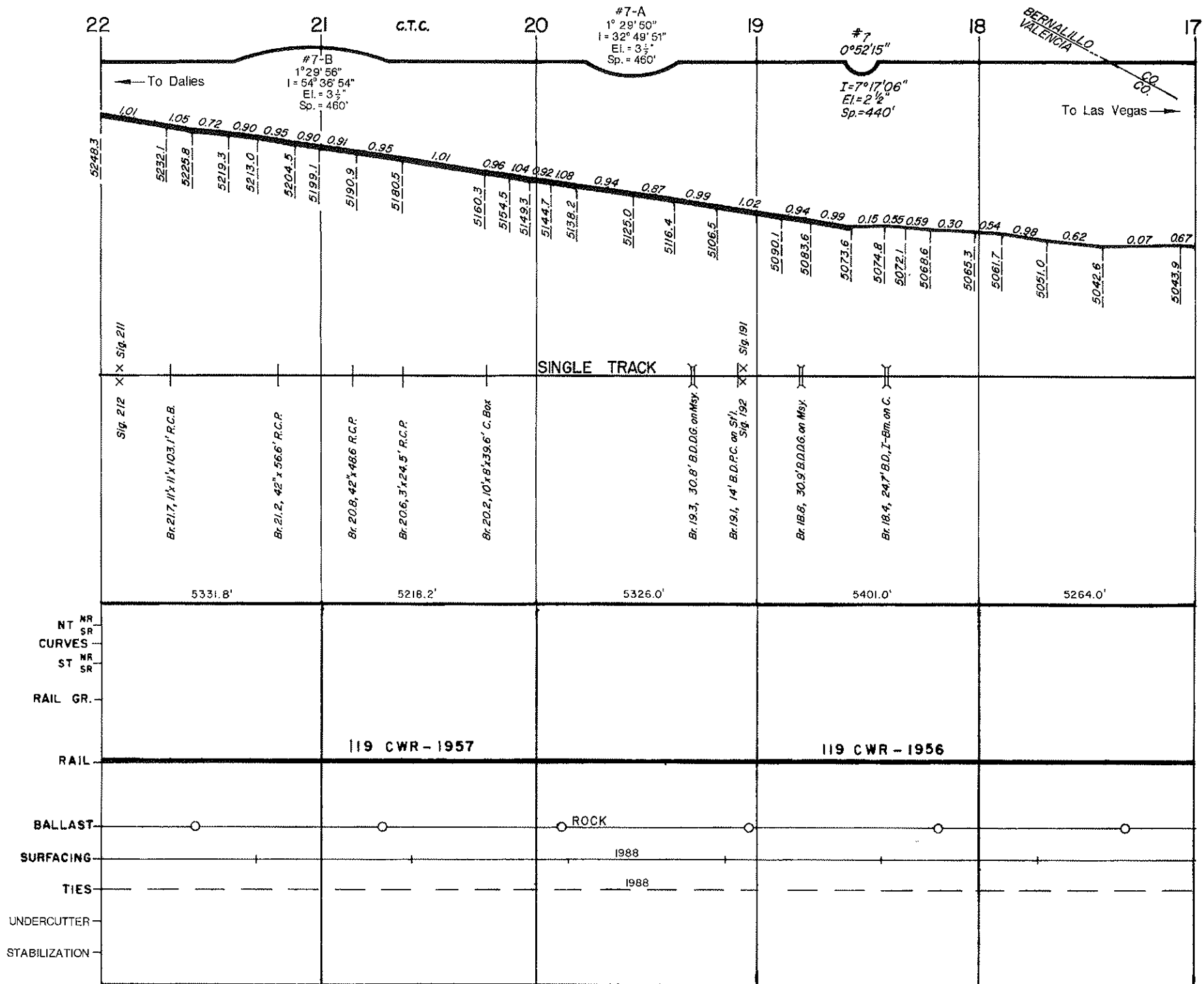
STABILIZATION

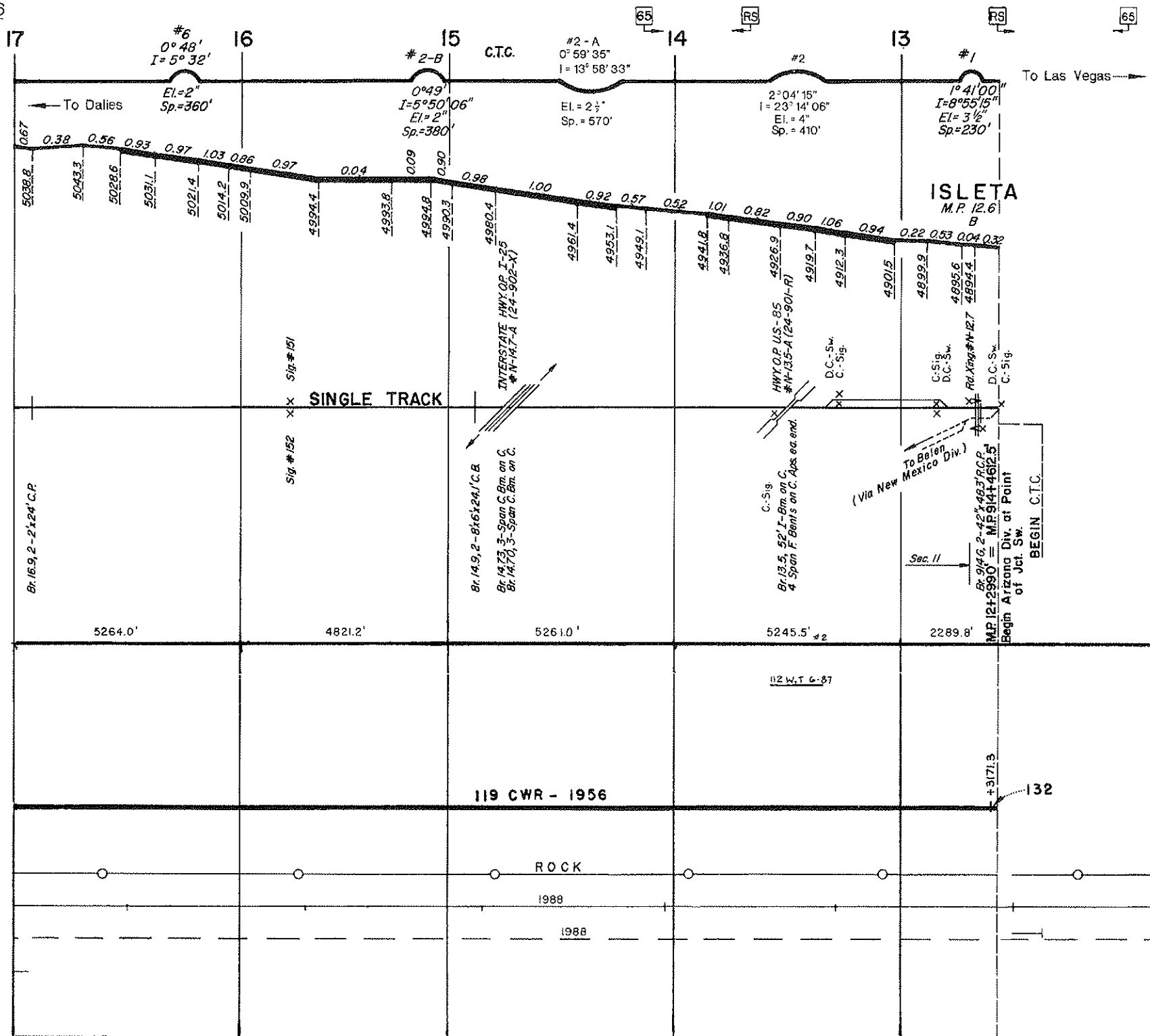
119 CWR - 1957

1988

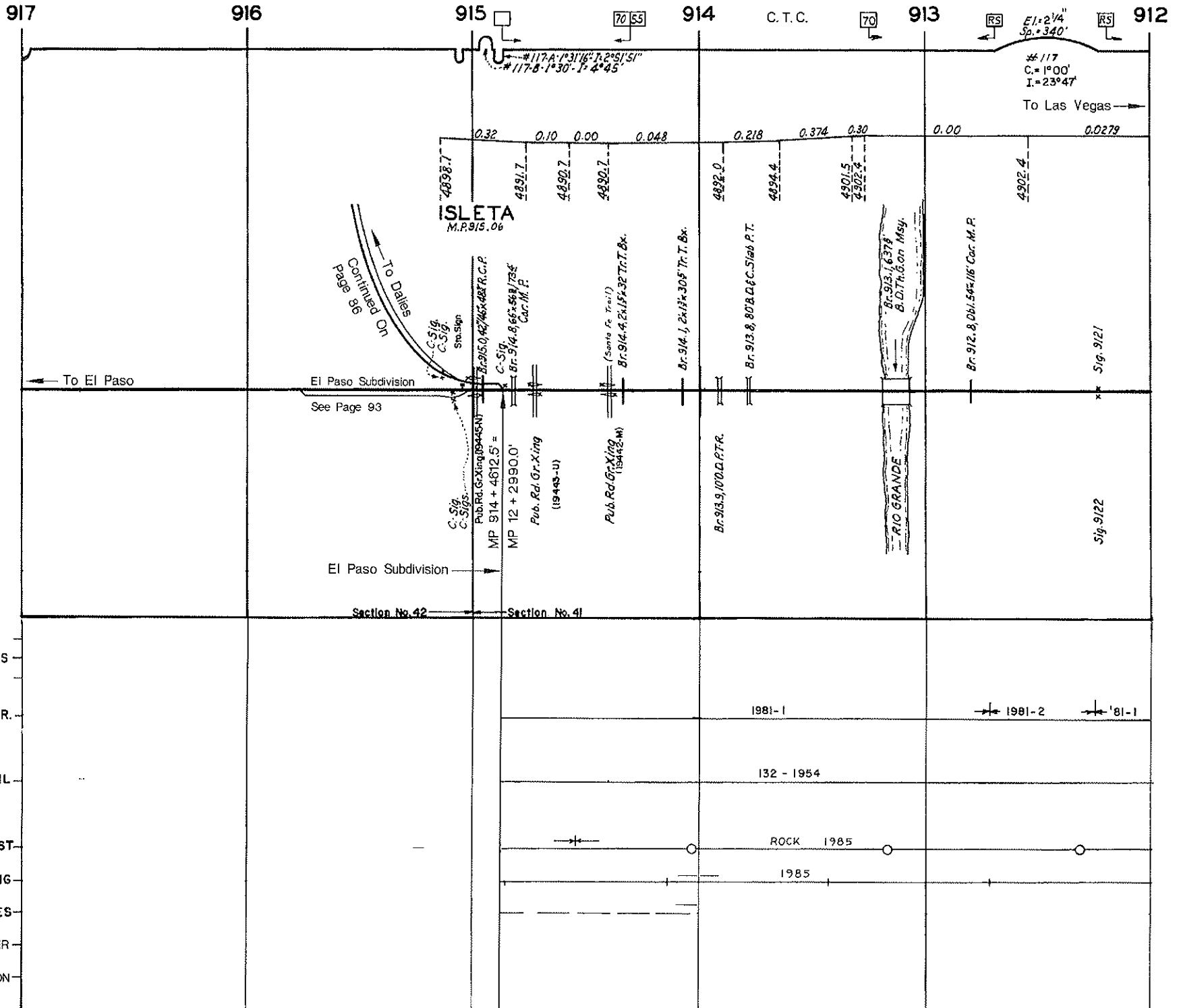
1988

86-2



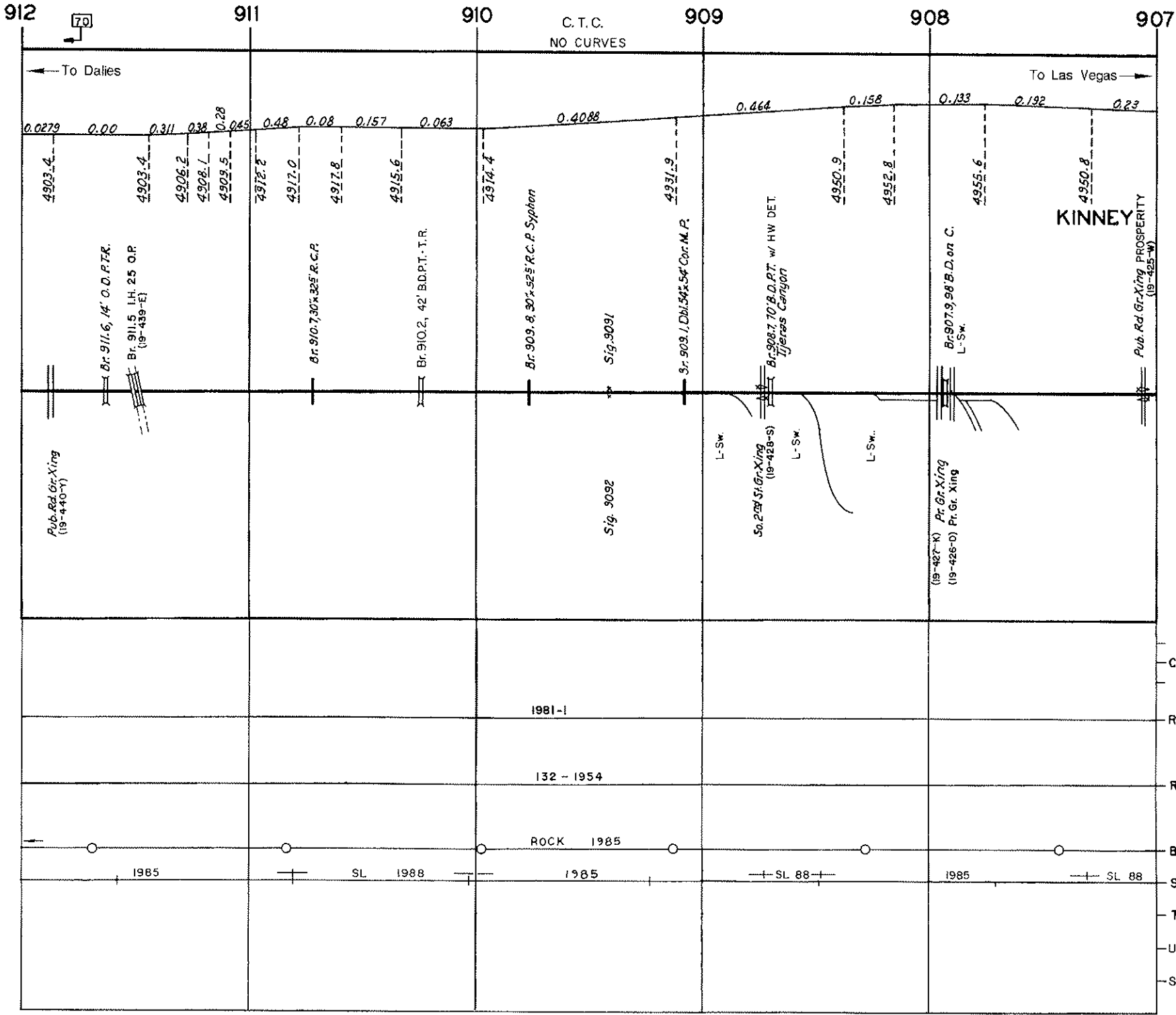


- MR NT
- CURVES
- MR ST
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

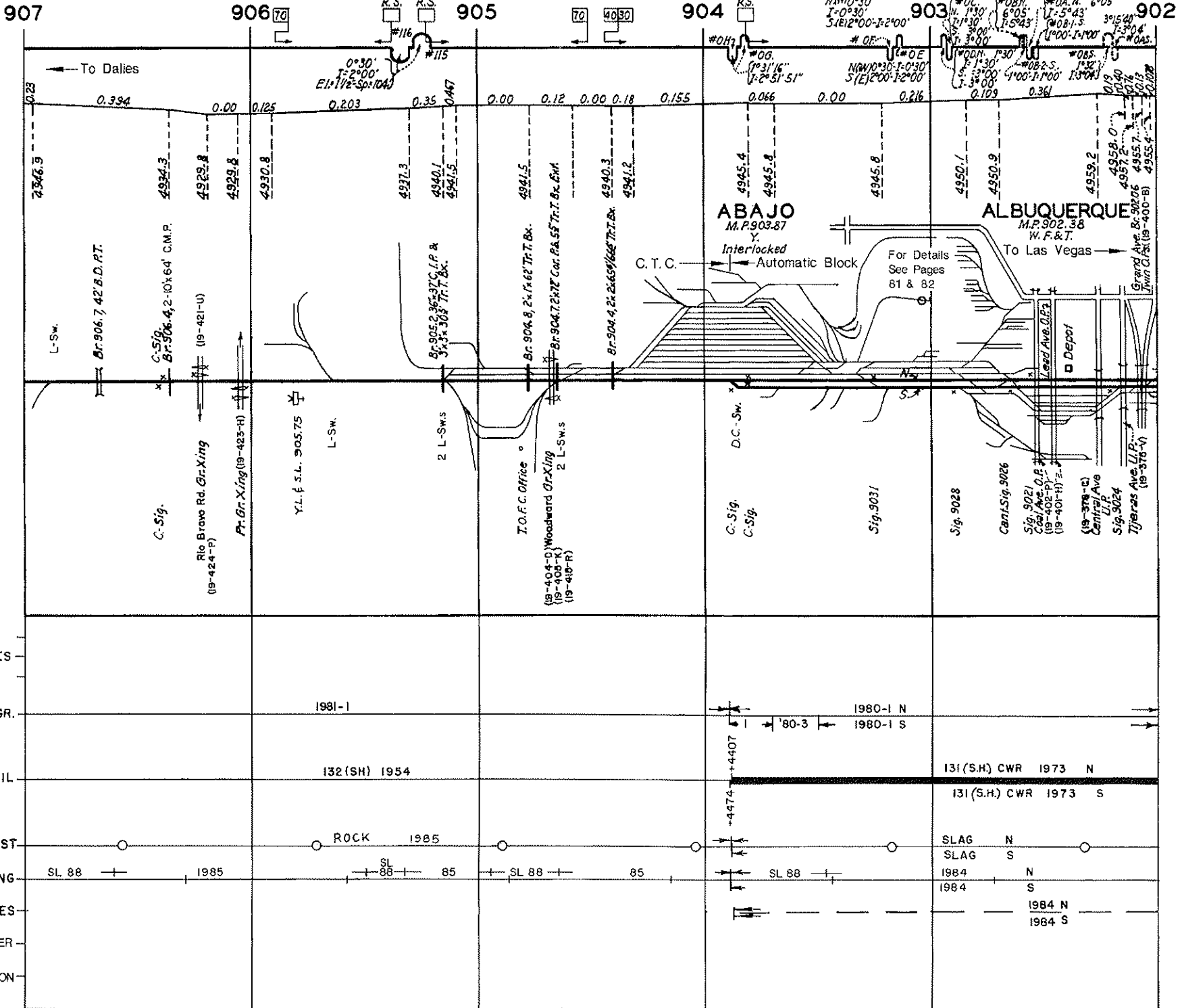


CURVES
 RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION

1981-1	1981-2	'81-1
132 - 1954		
ROCK 1985		
1985		



- CURVES
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION



CURVES

RAIL GR.

RAIL

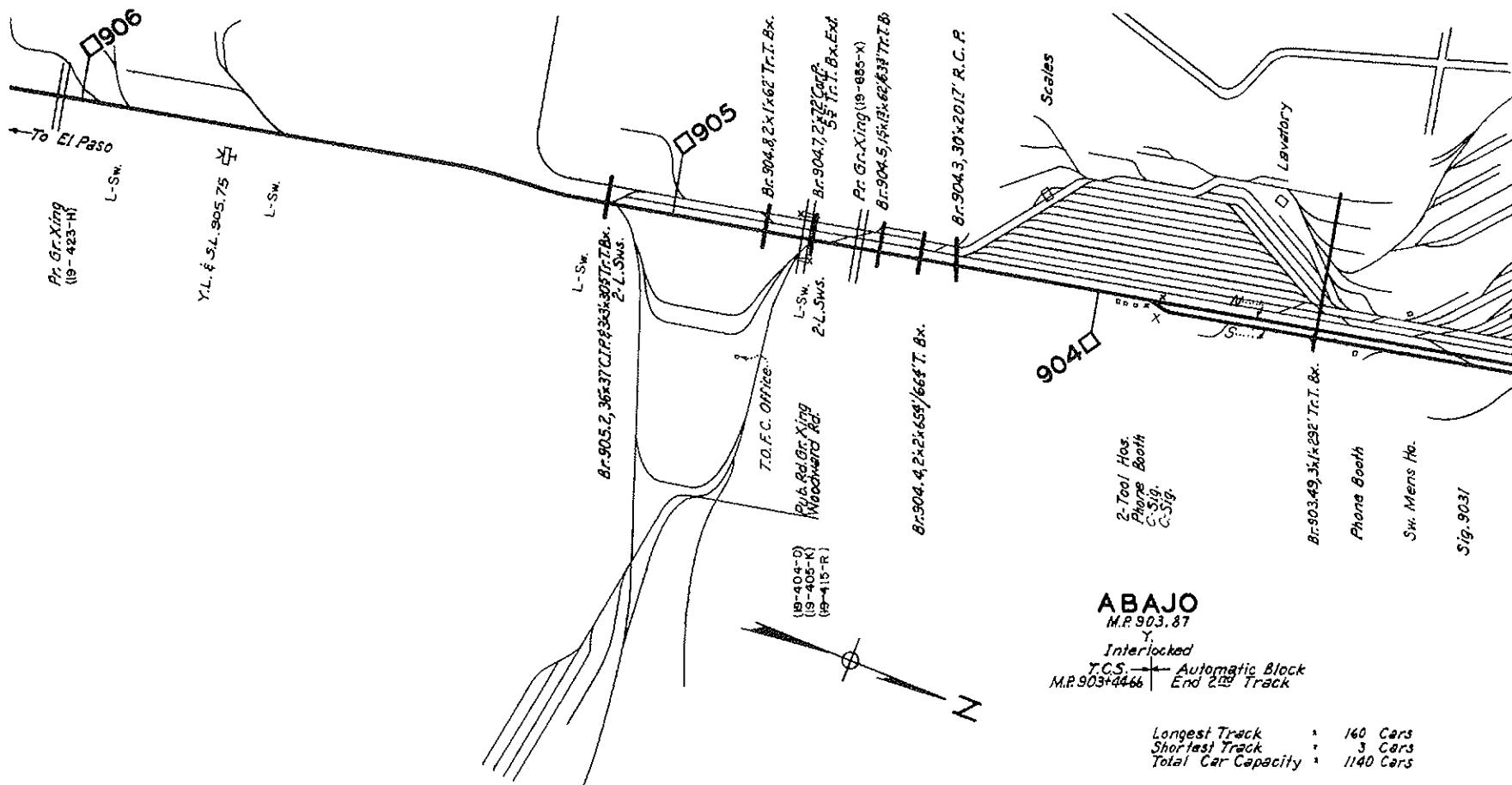
BALLAST

SURFACING

TIES

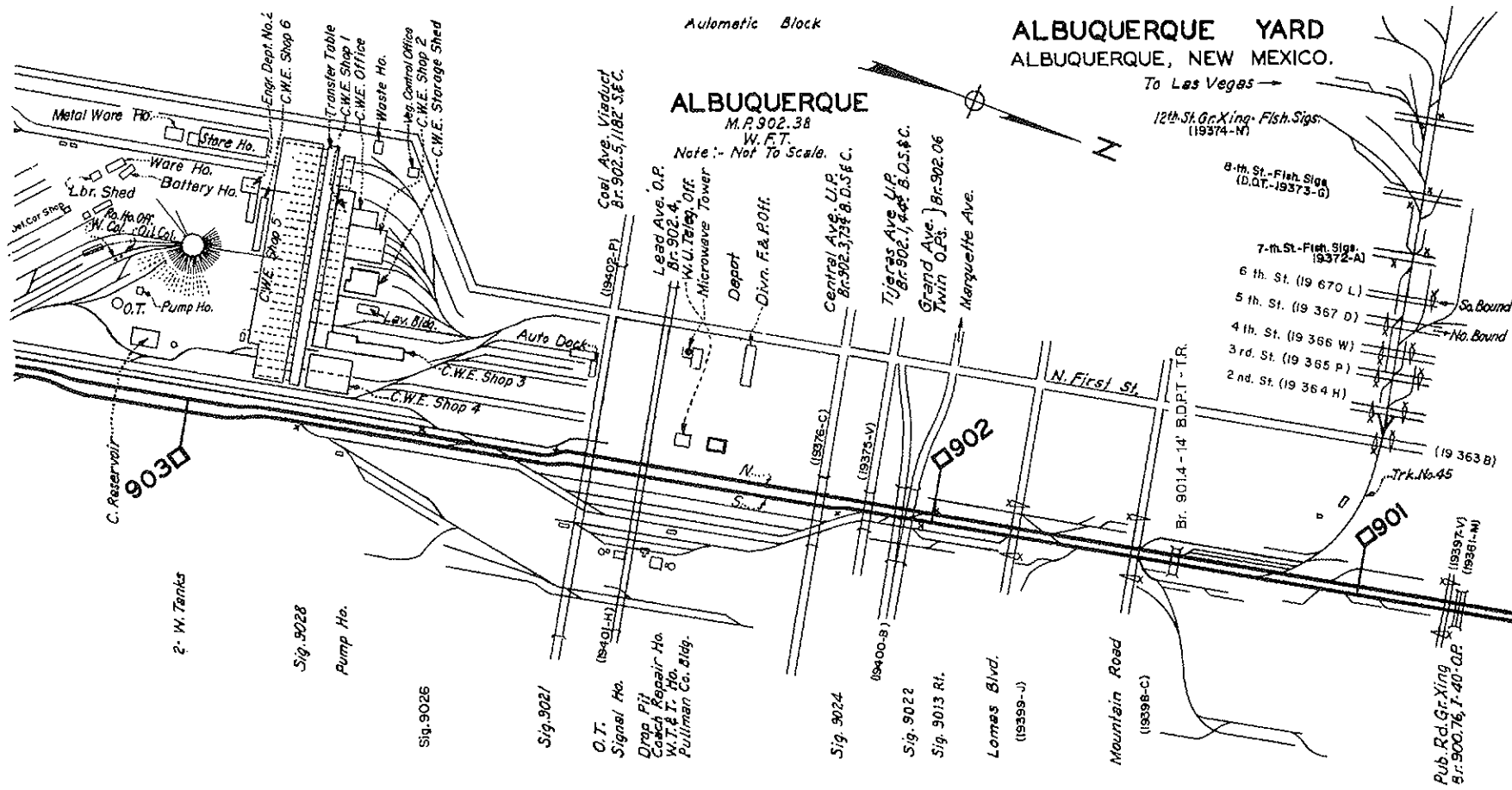
UNDERCUTTER

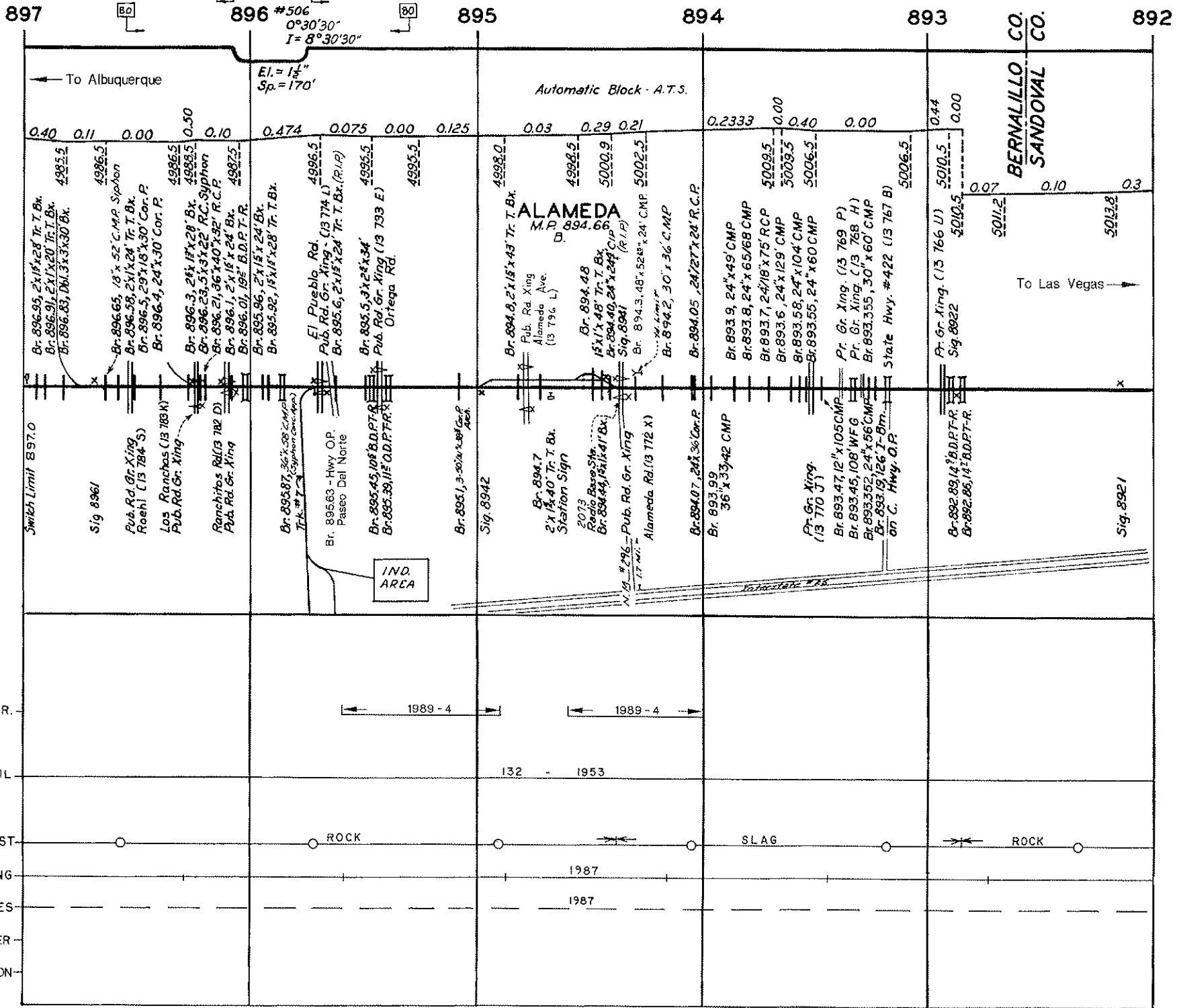
STABILIZATION

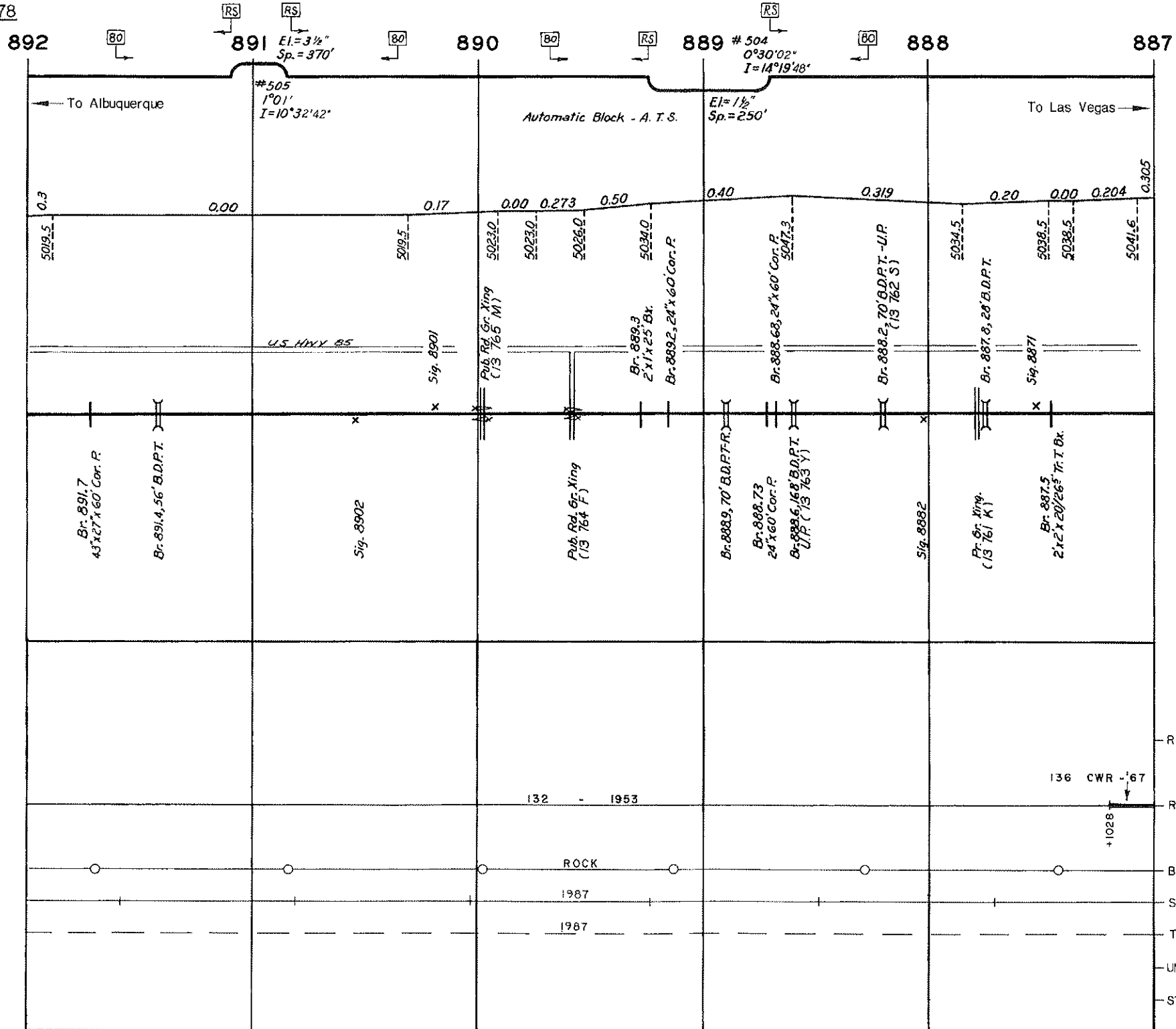


ABAJO
 M.P. 903.87
 Interlocked
 T.C.S. Automatic Block
 M.P. 903+4466 End 2nd Track

Longest Track : 160 Cars
 Shortest Track : 3 Cars
 Total Car Capacity : 1140 Cars







887

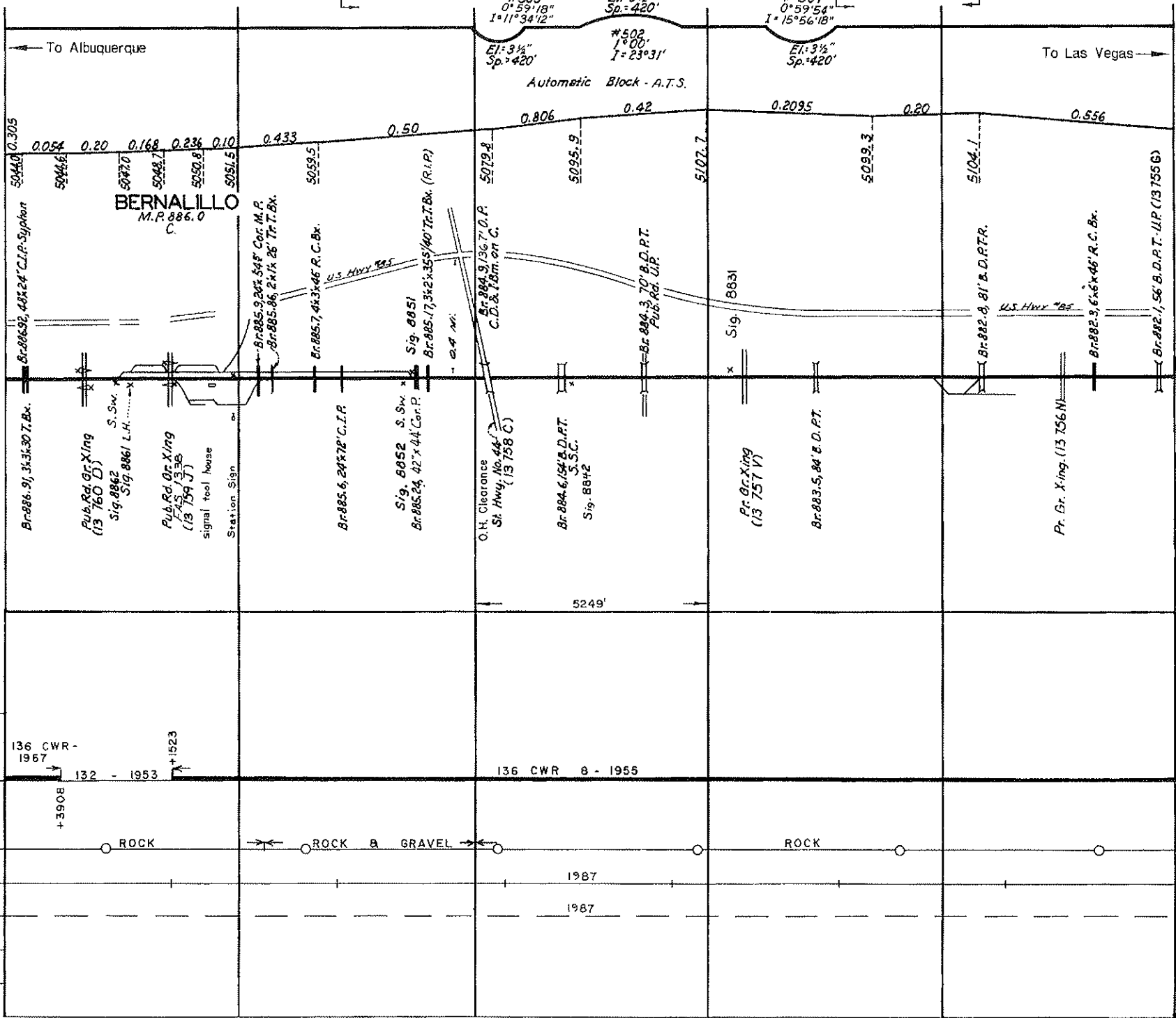
886

885

884

883

882



RAIL GR.

136 CWR - 1967

RAIL 132 - 1953

+3908

BALLAST

ROCK

ROCK & GRAVEL

ROCK

SURFACING

1987

TIES

1987

UNDERCUTTER

STABILIZATION

882

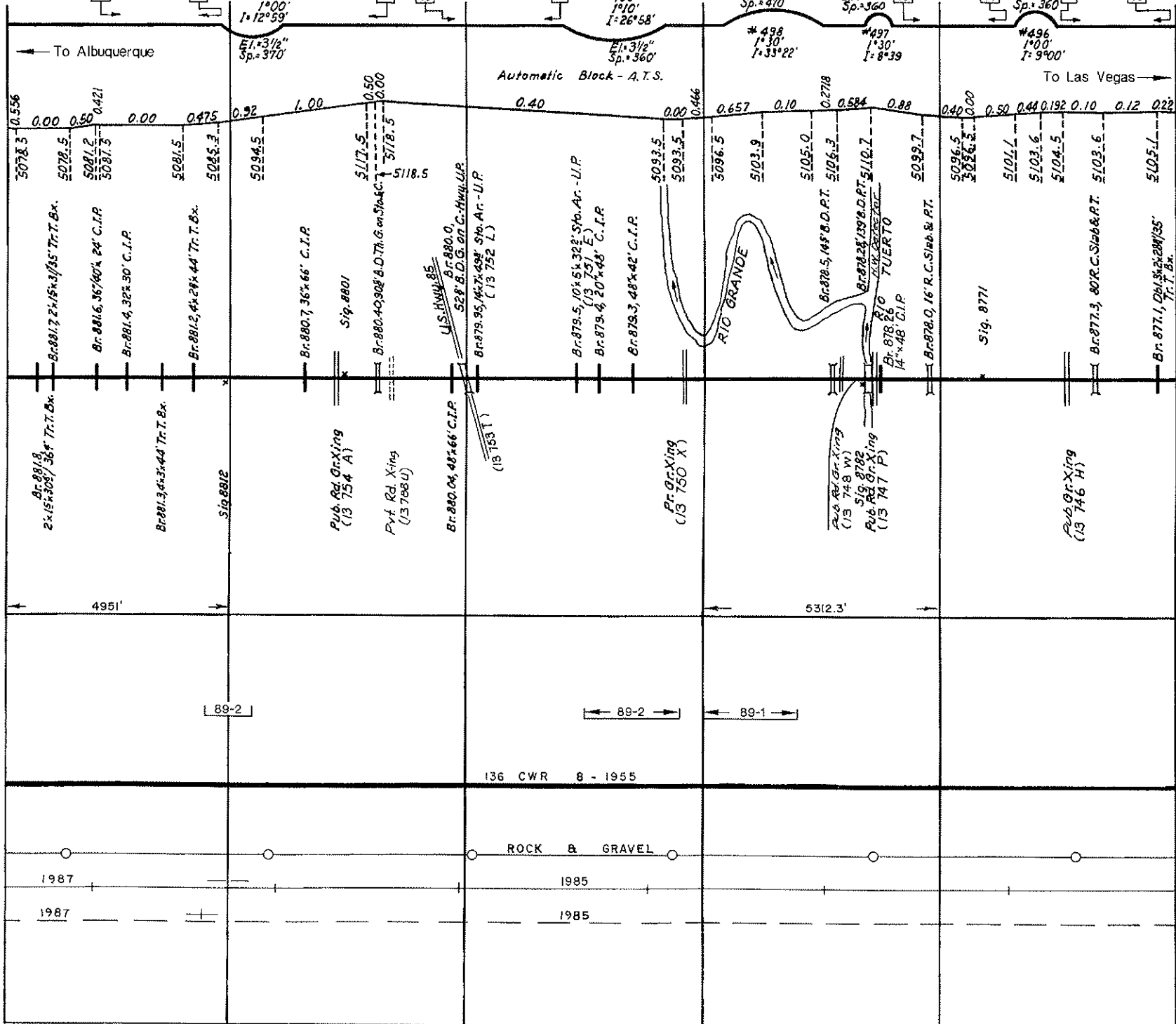
881

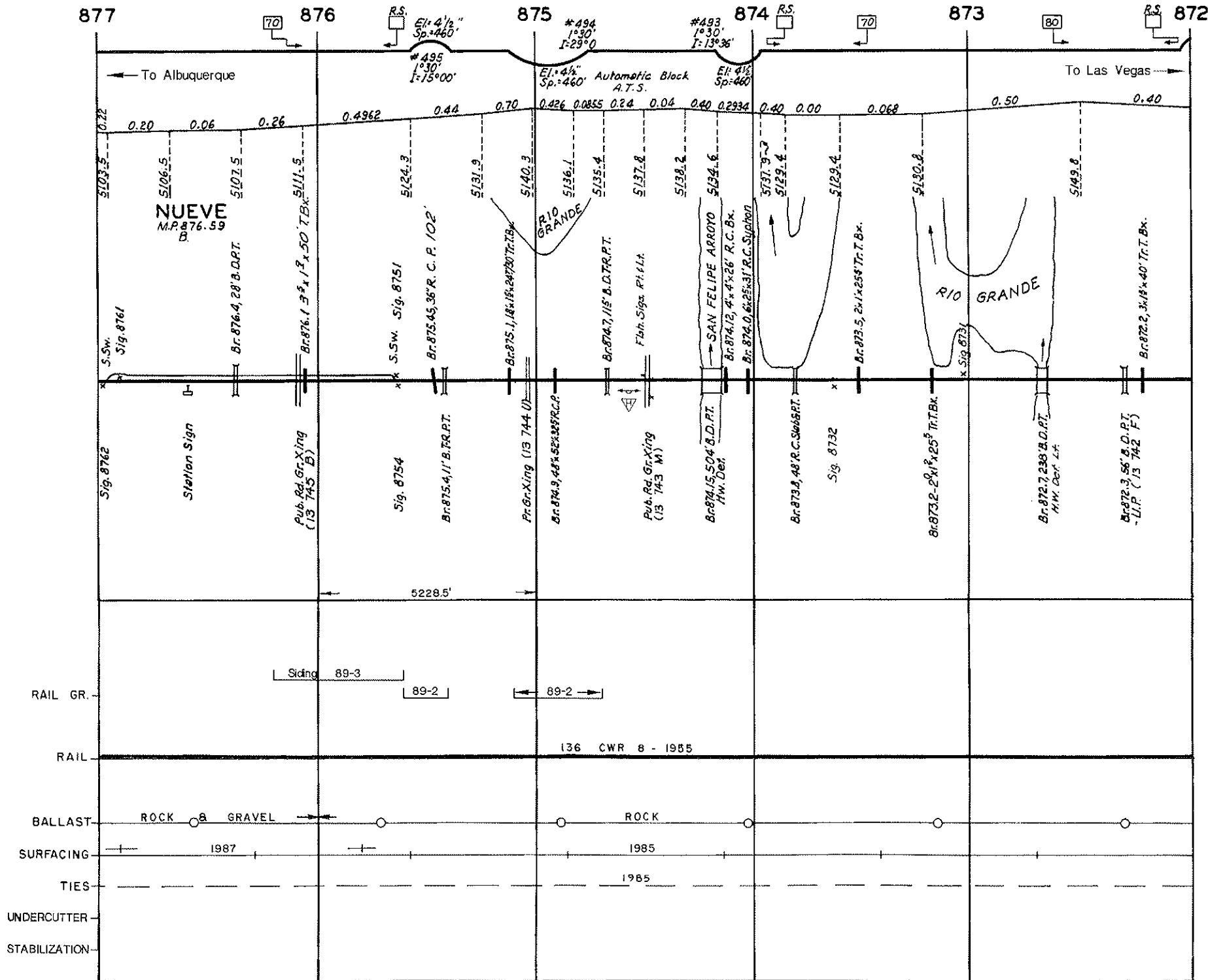
880

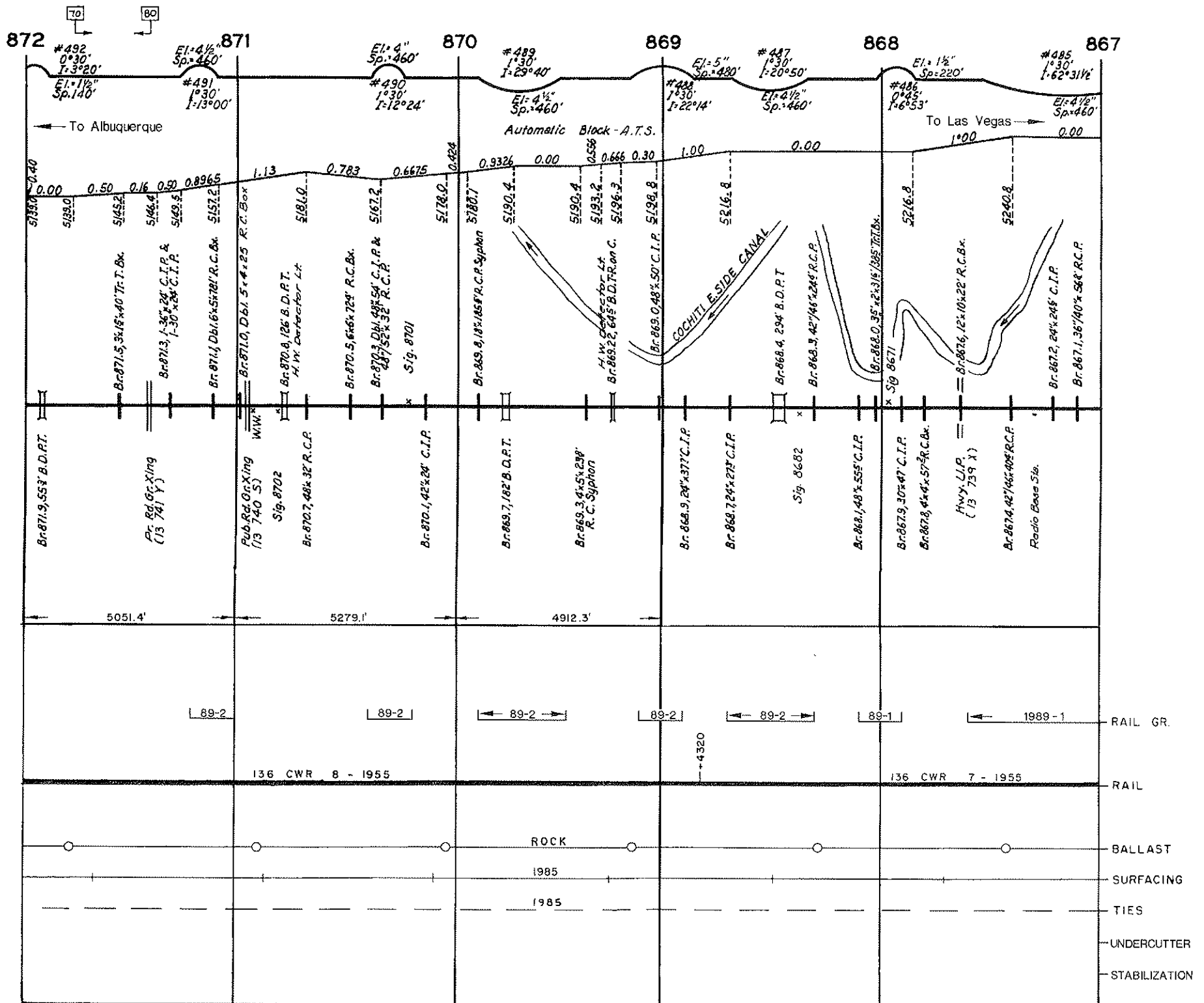
879

878

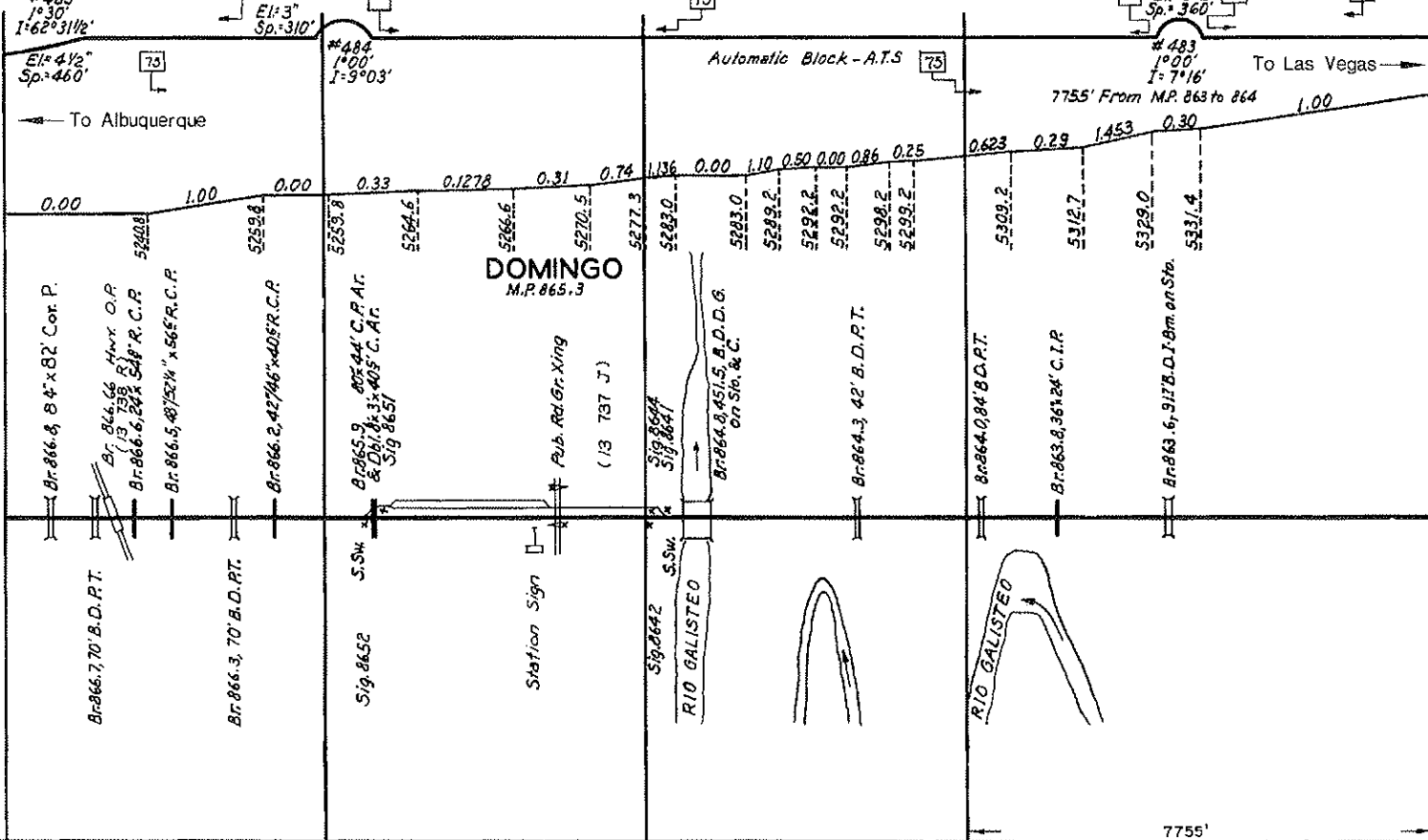
877



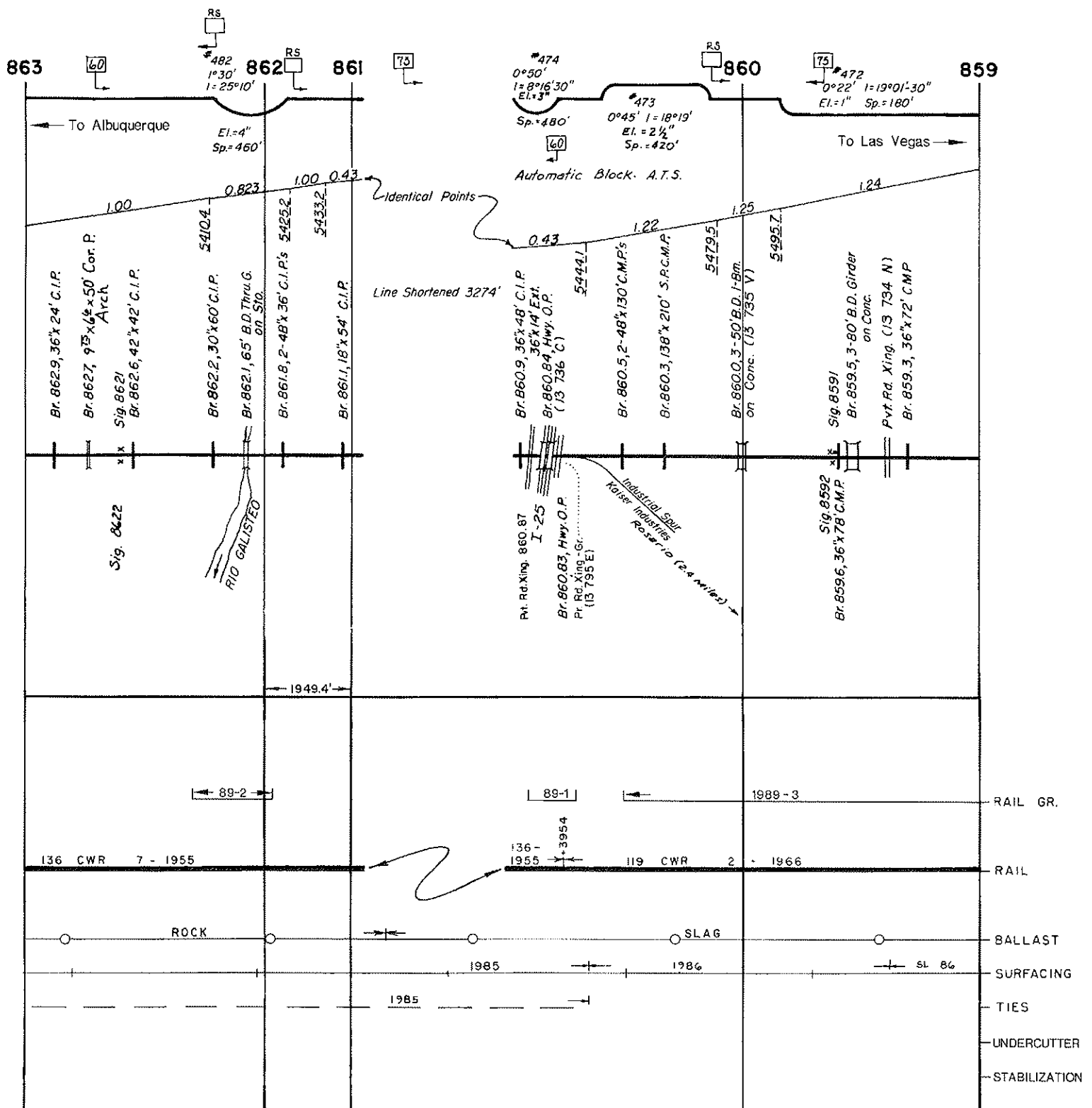


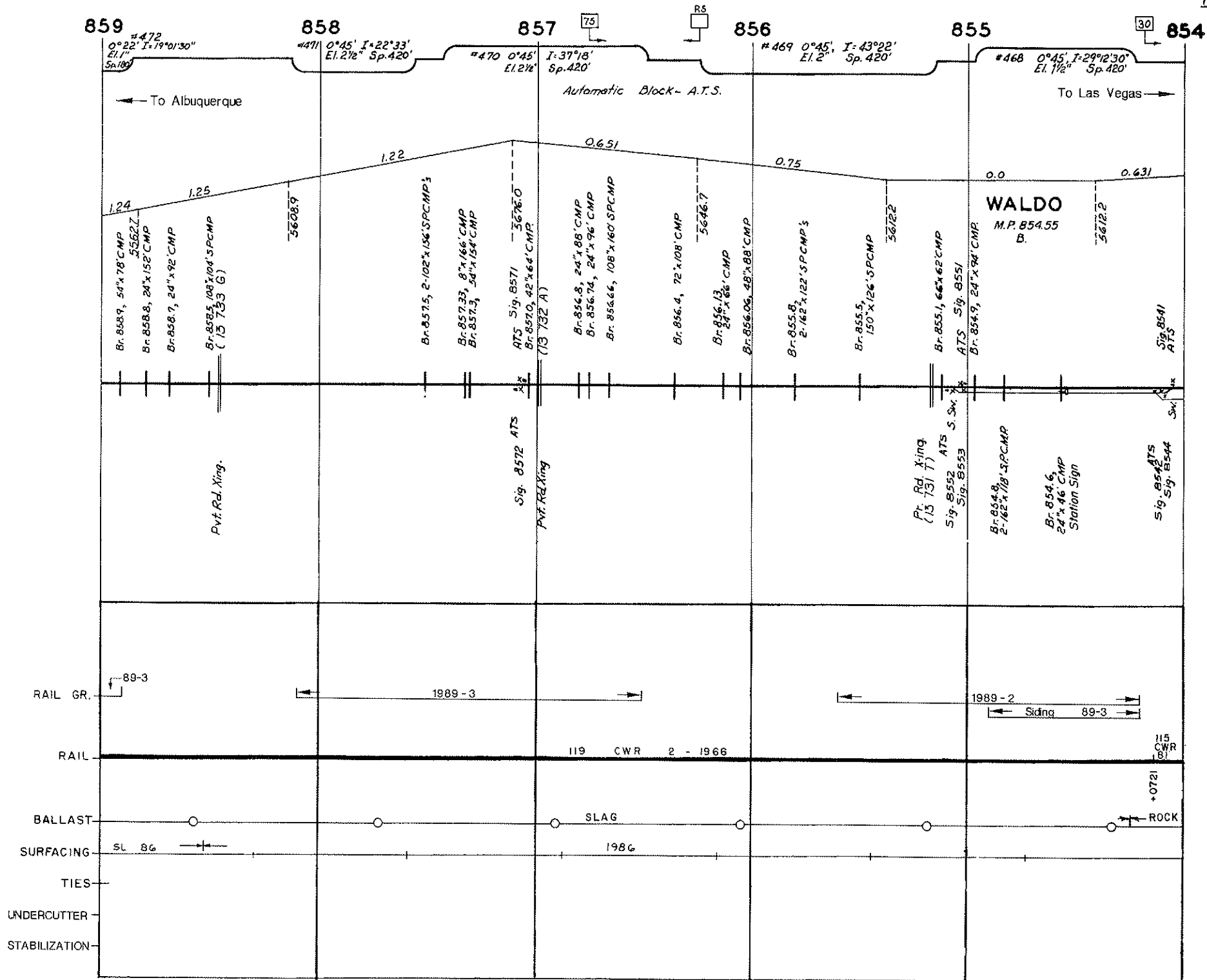


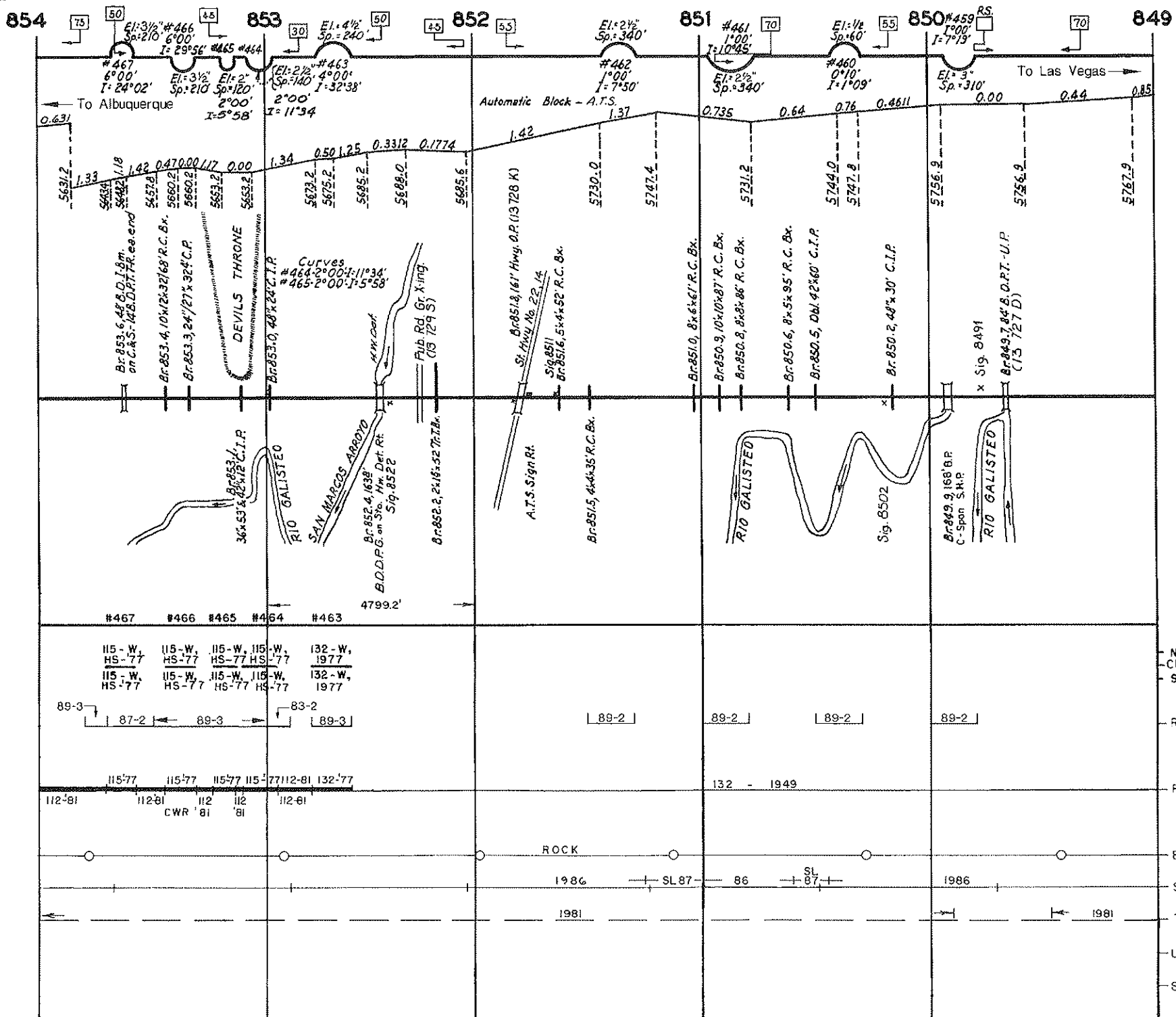
867 #485 1°30' I=62°31/2' 73 866 R.S. EI: 3" Sp: 310' 75 865 75 864 R.S. EI: 3 1/2" Sp: 360' 73 863



RAIL GR.	89-1	89-1	89-2
RAIL		136 CWR 7-1955	
BALLAST		ROCK	
SURFACING			1985
TIES		1985	
UNDERCUTTER			
STABILIZATION			







849

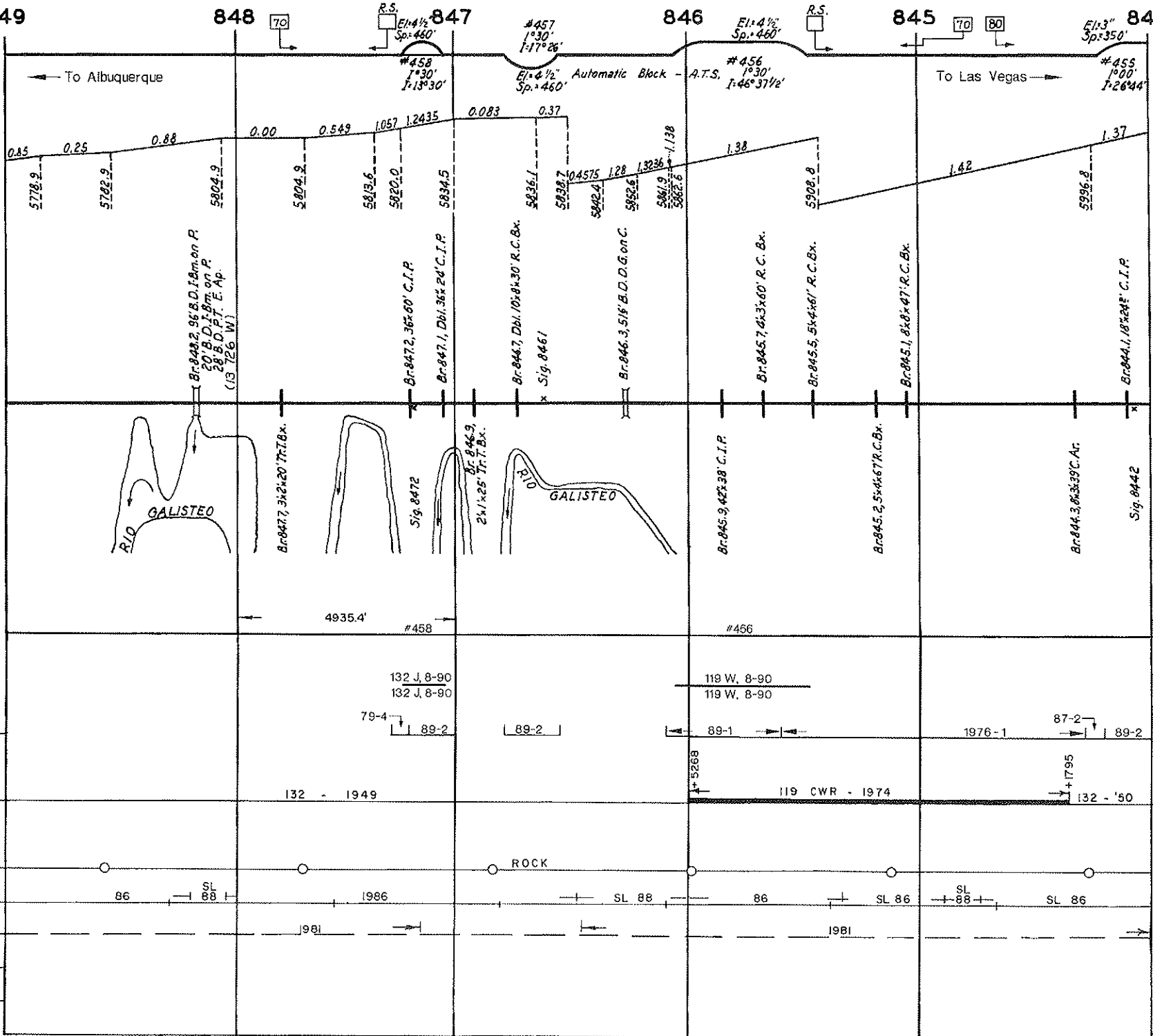
848

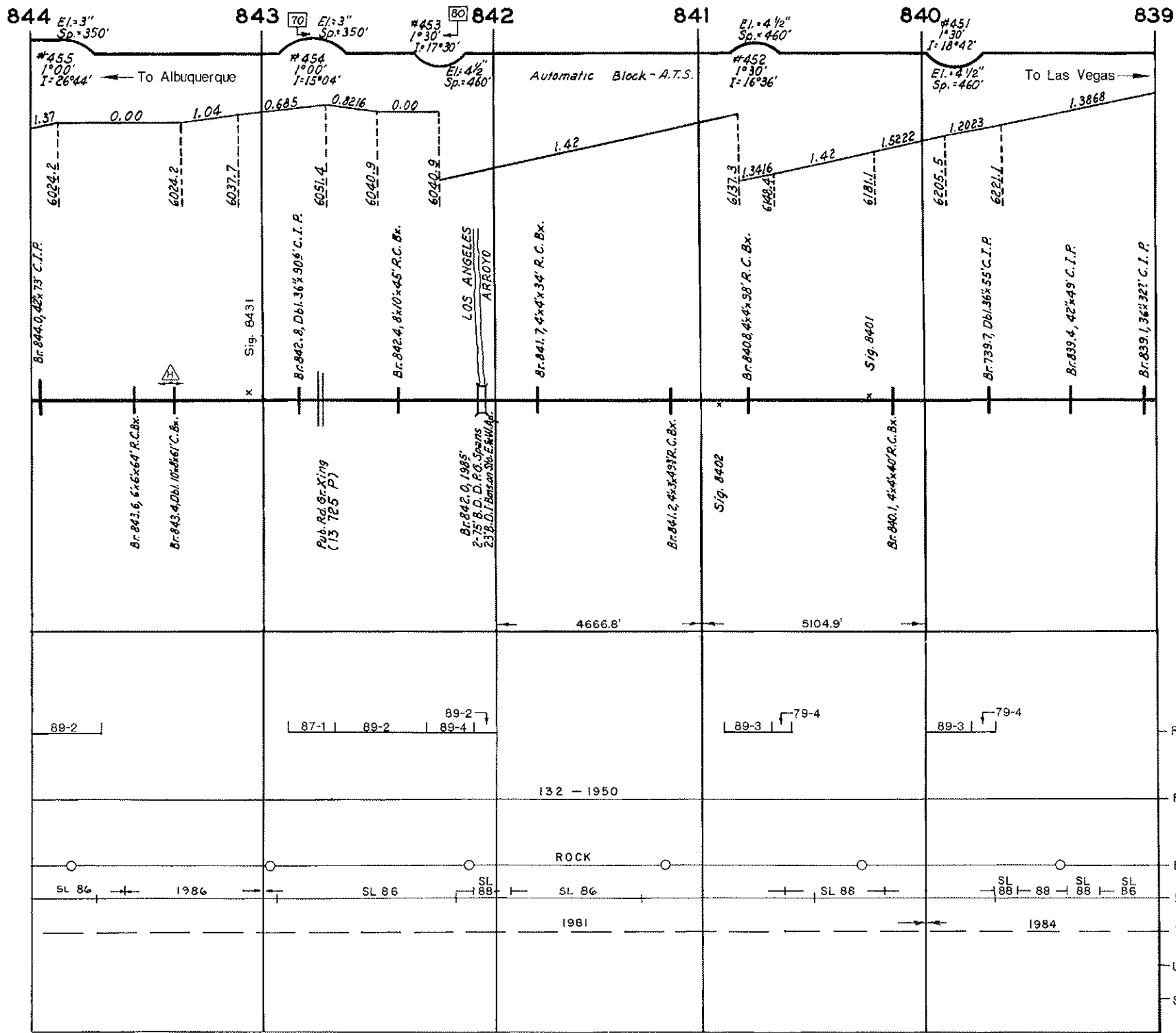
847

846

845

844





839

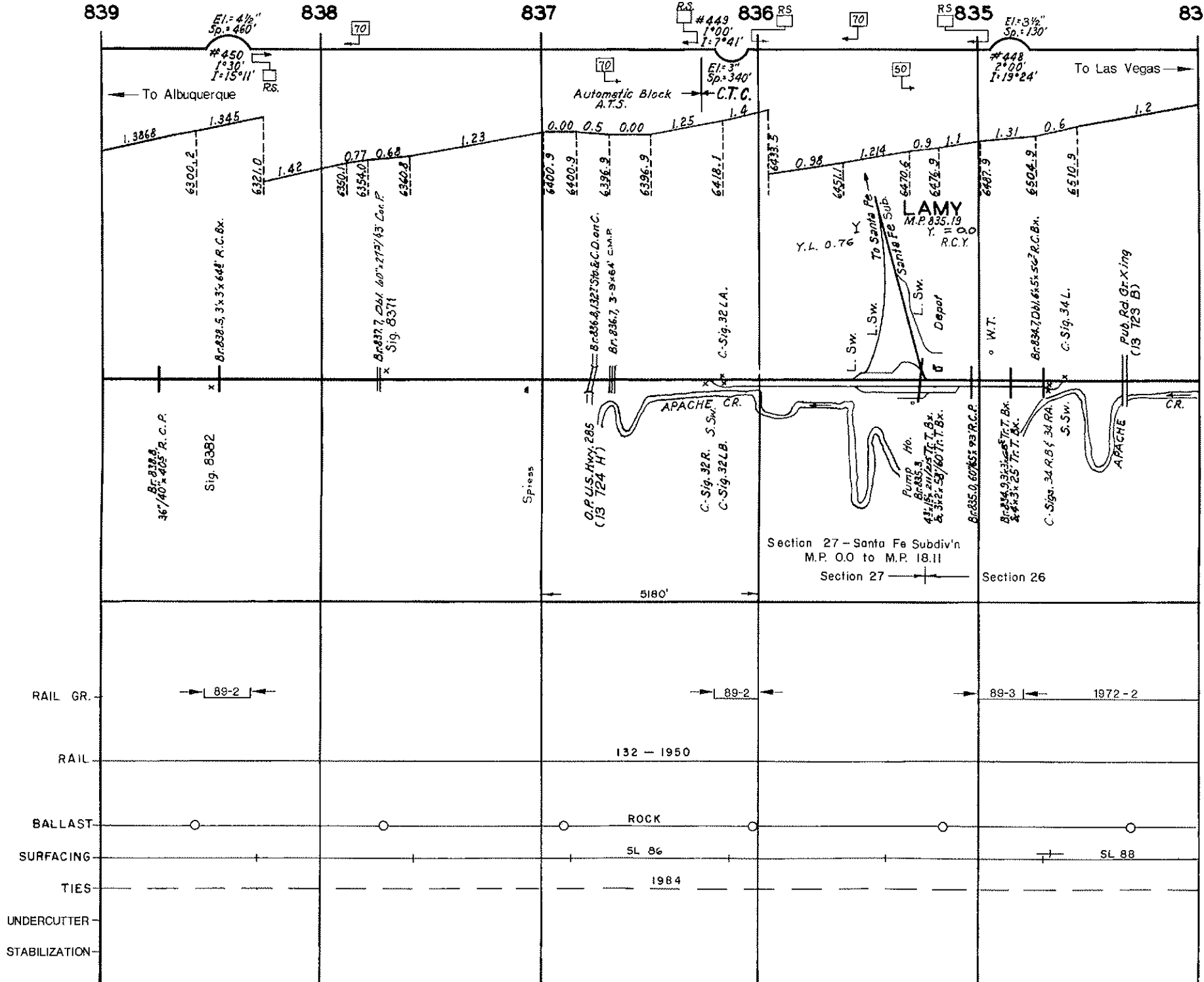
838

837

836

835

834



834

833

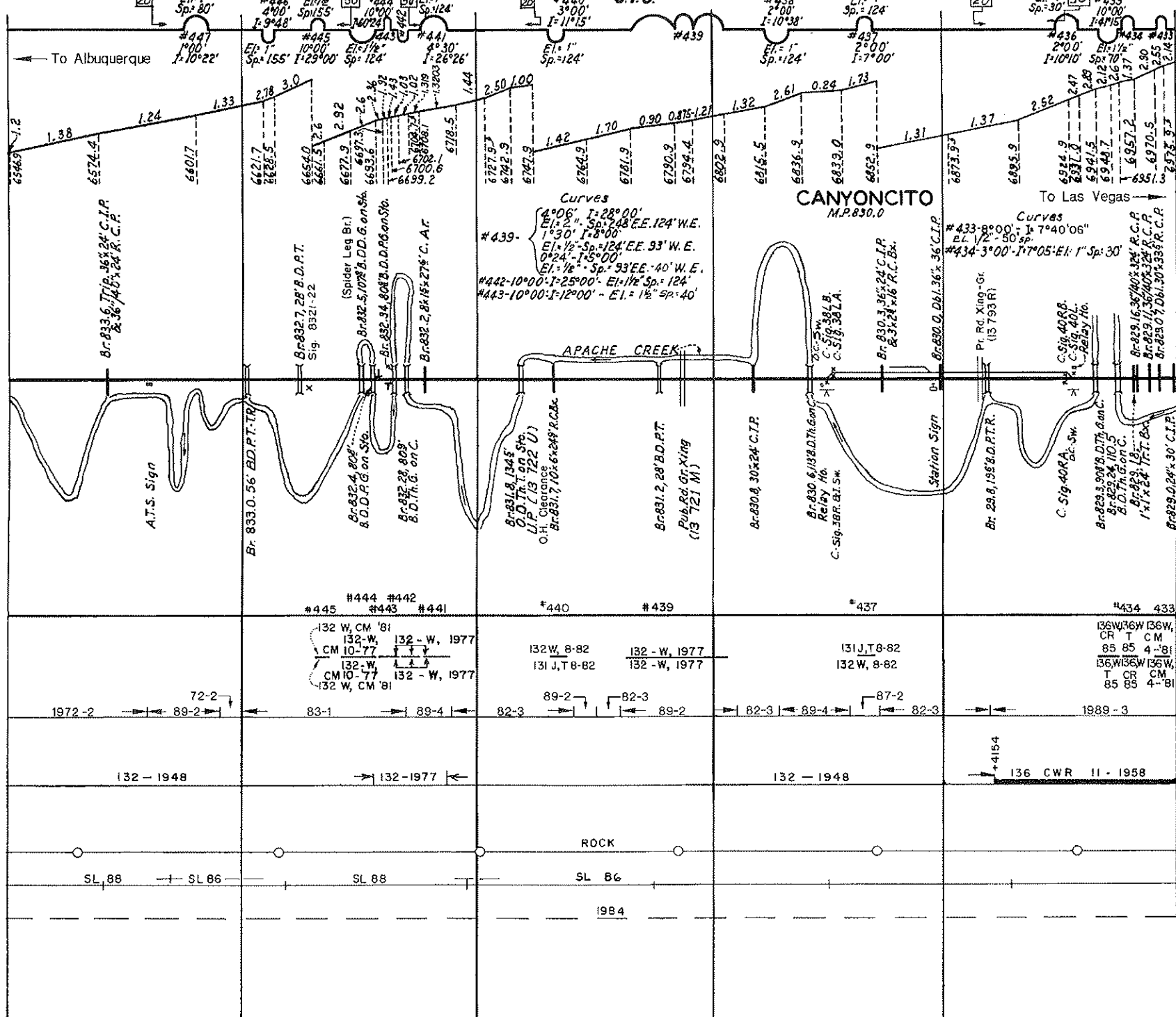
832

C.T.C.

831

830

829



Curves
 #439- 4°06' I=28°00' Sp=124' E.E. 124' W.E.
 1°30' I=8°00' Sp=93' E.E. 93' W.E.
 #442-10°00' I=25°00' Sp=124' E.E. 124' W.E.
 #443-10°00' I=12°00' - EI=1 1/2 Sp=40'

CANYONCITO
 M.P. 830.0

Curves
 #433-8°00' I=7°40'06" Sp=80'
 #434-3°00' I=7°05' EI=1' Sp=30'

APACHE CREEK

To Las Vegas

To Albuquerque

829

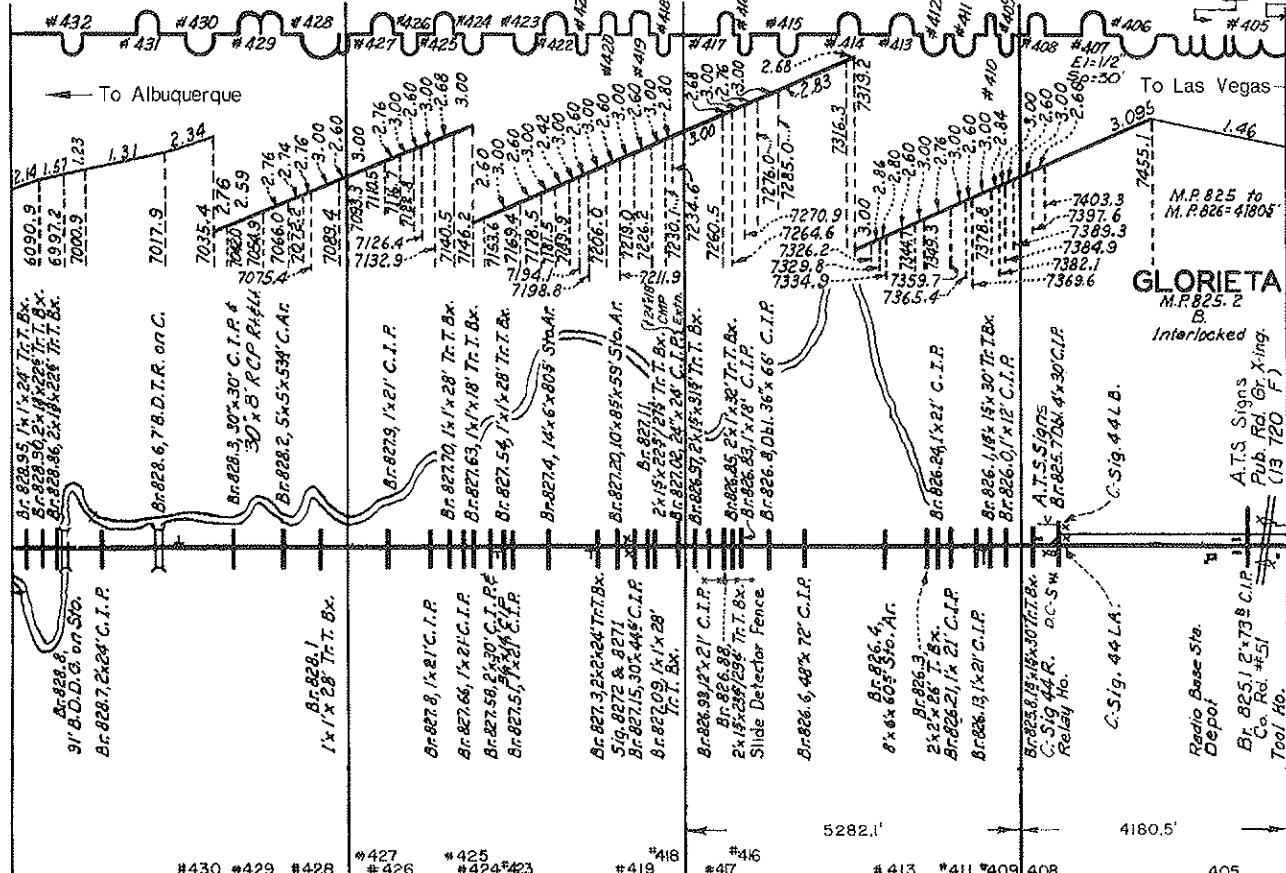
828

827

C.T.C.

826

825



Curves On Page 65

Station	Angle	Tangent	Elevation	Speed
#405	4° 13'	1=21'44"	El.=1"	Sp.=60/180
	2° 00'	1=84'0"	El.=1"	Sp.=80/40
	7° 45'	1=90'7"	El.=1 1/2"	Sp.=40/40
	10° 00'	1=35° 00"	El.=2"	Sp.=40/150
#406	5° 51'	1=114'2"	El.=1 1/2"	Sp.=50/60
	3° 14'	1=7° 11"	El.=1"	Sp.=60/60
#407	2° 08'	1=11'45"	El.=1"	Sp.=50'
#408	2° 00'	1=6'44"	El.=1"	Sp.=50'
#409	10° 00'	1=22° 00"	El.=1"	Sp.=110'
#410	10° 00'	1=17° 00"	El.=1 1/2"	Sp.=110'
#411	4° 00'	1=4° 38"	El.=1"	Sp.=20'
#412	5° 56'	1=16'52"	El.=1"	Sp.=40'
#413	6° 00'	1=22° 30"	El.=1"	Sp.=40'
#414	10° 00'	1=34° 18"	El.=1 1/2"	Sp.=110'
#415	1° 36'	1=5° 40"	El.=1 1/2"	Sp.=30'
#416	2° 00'	1=5° 40"	El.=1"	Sp.=50'
#417	6° 00'	1=11° 00"	El.=1"	Sp.=40'
#418	6° 00'	1=12° 06"	El.=1"	Sp.=40'
#419	4° 00'	1=7° 30"	El.=1"	Sp.=20'
#420	10° 00'	1=27° 30"	El.=1 1/2"	Sp.=110'
#421	10° 00'	1=22° 30"	El.=1 1/2"	Sp.=110'
#422	10° 00'	1=18° 00"	El.=1 1/2"	Sp.=110'
#423	9° 00'	1=31° 30"	El.=1 1/2"	Sp.=90'
#424	10° 00'	1=35° 00"	El.=1 1/2"	Sp.=110'
#425	10° 00'	1=28° 30"	El.=1 1/2"	Sp.=110'
#426	8° 00'	1=22° 43"	El.=1"	Sp.=70'
#427	6° 00'	1=14° 00"	El.=1"	Sp.=40'
#428	8° 00'	1=15° 00"	El.=1 1/2"	Sp.=110'
#429	0° 47'	1=4° 20"	El.=1 1/2"	Sp.=40'
#430	6° 18'	1=19° 54"	El.=1"	Sp.=40'
#431	9° 42'	1=32° 30"	El.=1 1/2"	Sp.=110'
#432	10° 00'	1=43° 00"	El.=1 1/2"	Sp.=110'
#433	2° 00'	1=6° 30"	El.=1 1/2"	Sp.=30'
#434	10° 00'	1=29° 30"	El.=1 1/2"	Sp.=110'

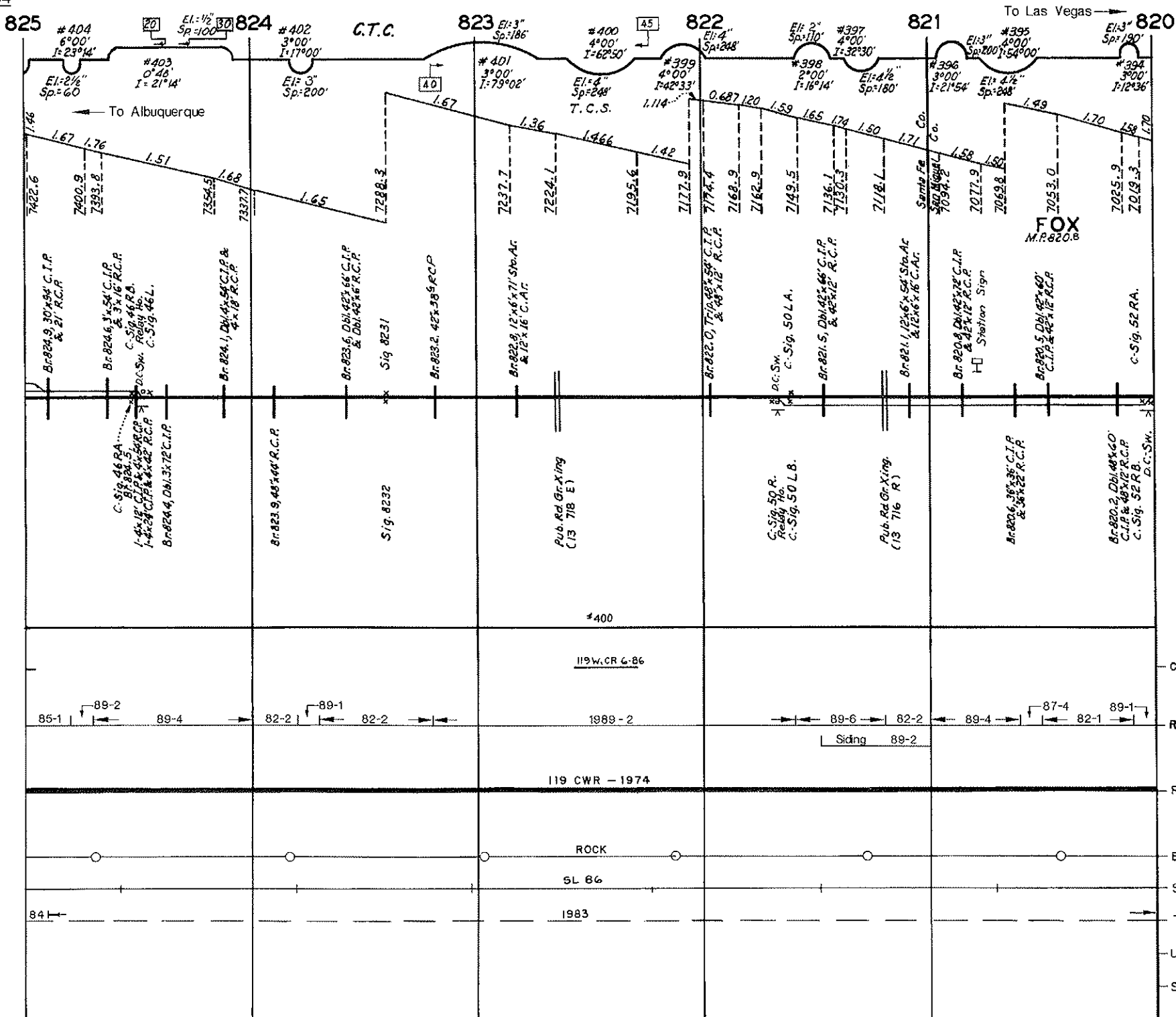
Station	NR	CURVES	SR	RAIL GR.	RAIL	BALLAST	SURFACING	TIES	UNDERCUTTER	STABILIZATION
#430										
#429										
#428										
#427										
#426										
#425		136 W, 136 W, CM 81 HS-77								
#424		136 W, 136 W, CM 81 HS-77								
#423		136 W, 136 W, JP 81								
#422		136 W, 136 W, JP 81								
#421		136 W, 136 W, JP 81								
#419		136 W, 136 W, JP 81								
#418		136 W, 136 W, JP 81								
#417		136 W, 136 W, JP 81								
#416		136 W, 136 W, JP 81								
#415		136 W, 136 W, JP 81								
#414		136 W, 136 W, JP 81								
#413		136 W, 136 W, JP 81								
#411		136 W, 136 W, JP 81								
#409		136 W, 136 W, JP 81								
408		136 W, 136 W, JP 81								
405		119-W, HS-T 5	85							

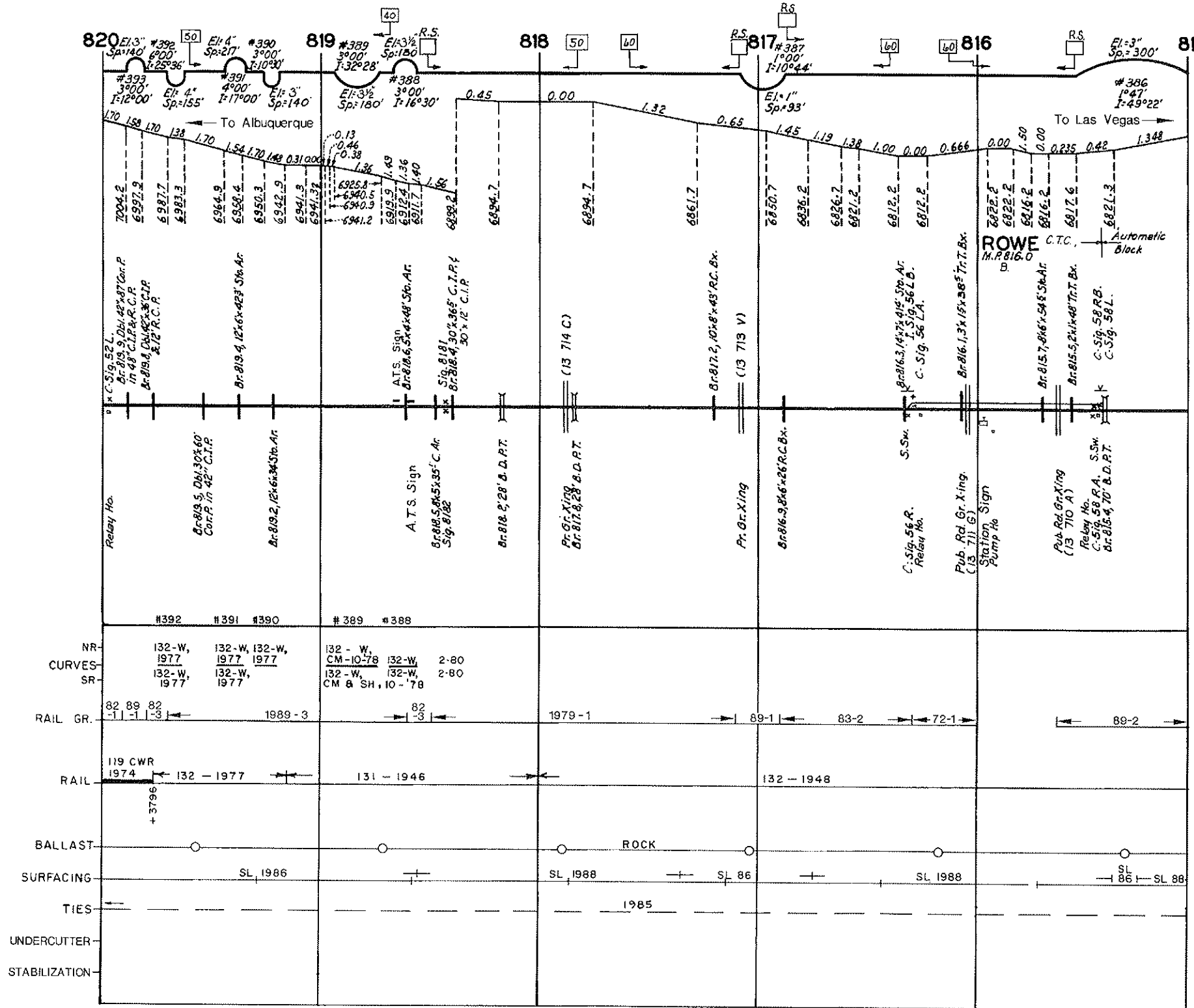
DERAILMENT * 136 CWR, JP 6-85

136 CWR 11-1958

136 CWR 10-1958

* 119 CWR 1974





820 $EI: 3''$
 $Sp: 140'$
 $\#392$
 $3''00'$
 $I: 12^{\circ}00'$
 $EI: 4''$
 $Sp: 155'$
 $\#391$
 $4''00'$
 $I: 17^{\circ}00'$
 $Sp: 140'$
 $\#390$
 $3''00'$
 $I: 10^{\circ}30'$

819 $EI: 3\frac{1}{2}''$
 $Sp: 150'$
 $\#389$
 $3''00'$
 $I: 32^{\circ}28'$
 $EI: 3''$
 $Sp: 180'$
 $\#388$
 $3''00'$
 $I: 16^{\circ}30'$

818

817 $EI: 1''$
 $Sp: 93'$
 $\#387$
 $1''00'$
 $I: 10^{\circ}44'$

816 $EI: 3''$
 $Sp: 300'$

815

To Albuquerque

To Las Vegas

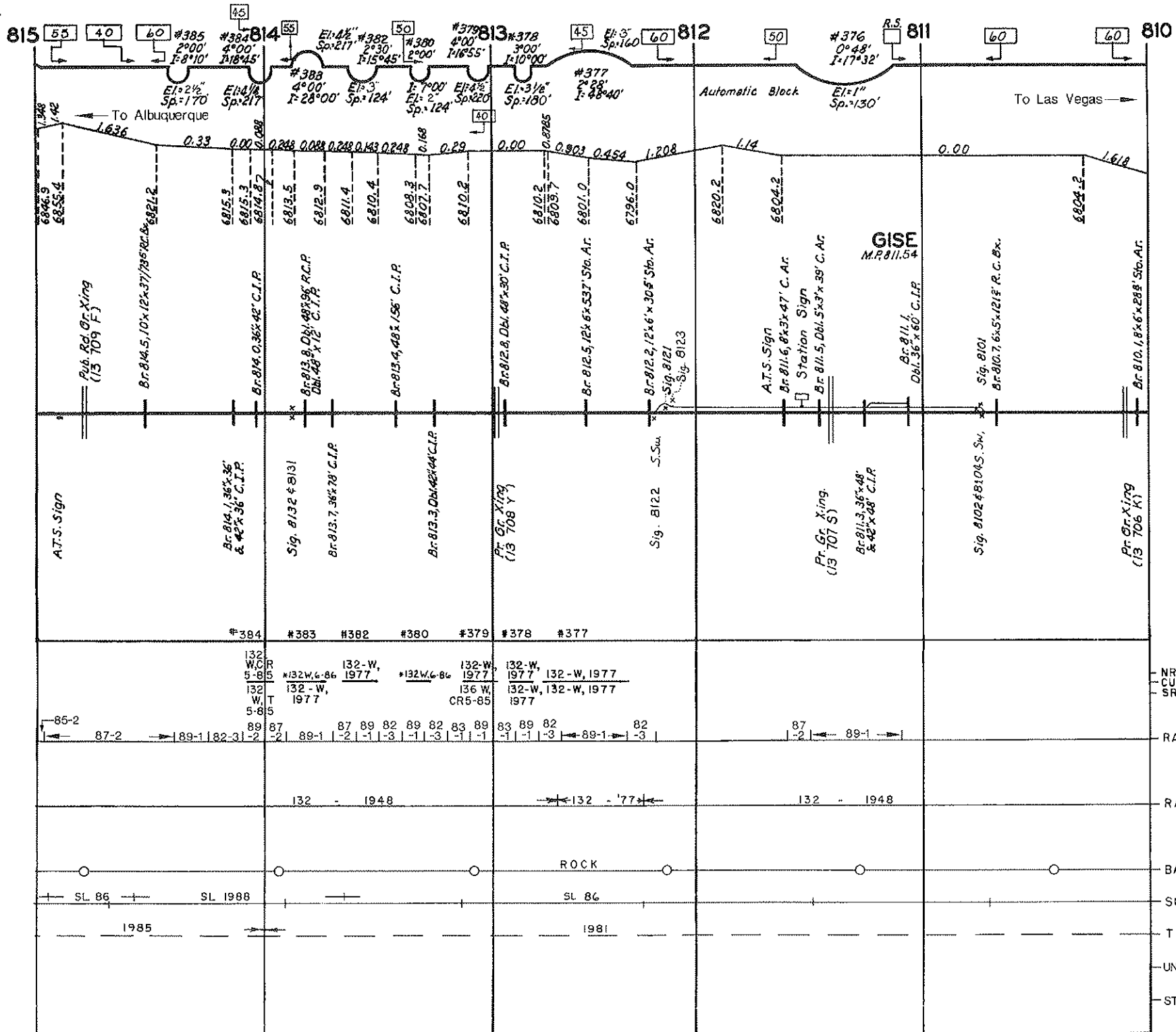
0.13
0.44
-0.38
1.36
1.49
1.49
1.36
1.40
1.48
0.45
0.00
1.32
0.65
1.45
1.19
1.38
1.00
0.00
0.666
0.00
1.50
0.00
0.235
0.42
1.348

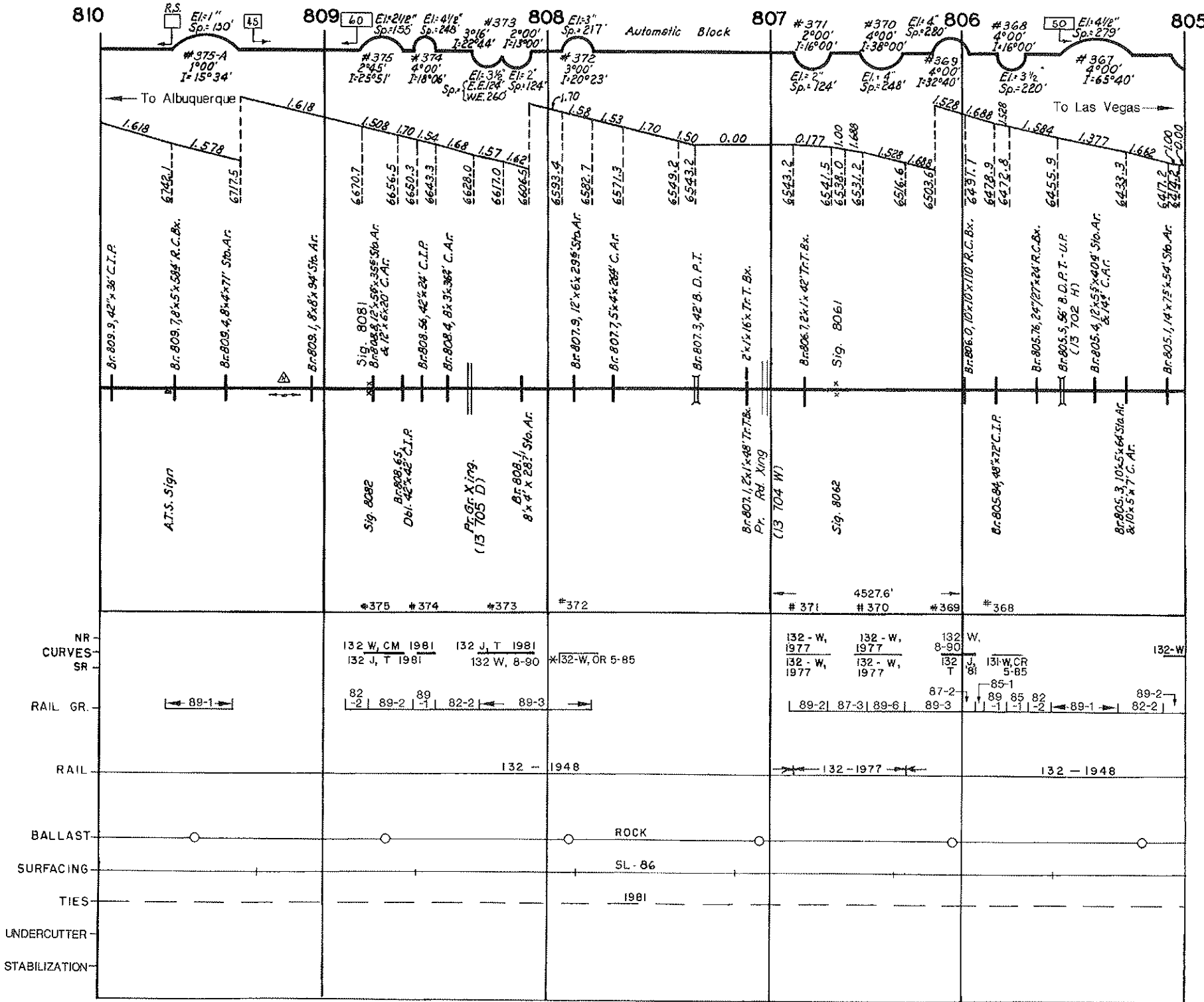
7094.2
6997.2
6987.7
6983.3
6964.9
6958.4
6950.3
6942.9
6941.9
6941.37
6925.8
6940.5
6940.9
6941.2
6919.9
6919.9
6912.4
6911.7
6899.2
6894.7
6894.7
6861.7
6850.7
6836.2
6826.2
6821.2
6812.2
6812.2
6822.2
6822.2
6816.2
6816.2
6817.6
6814.3

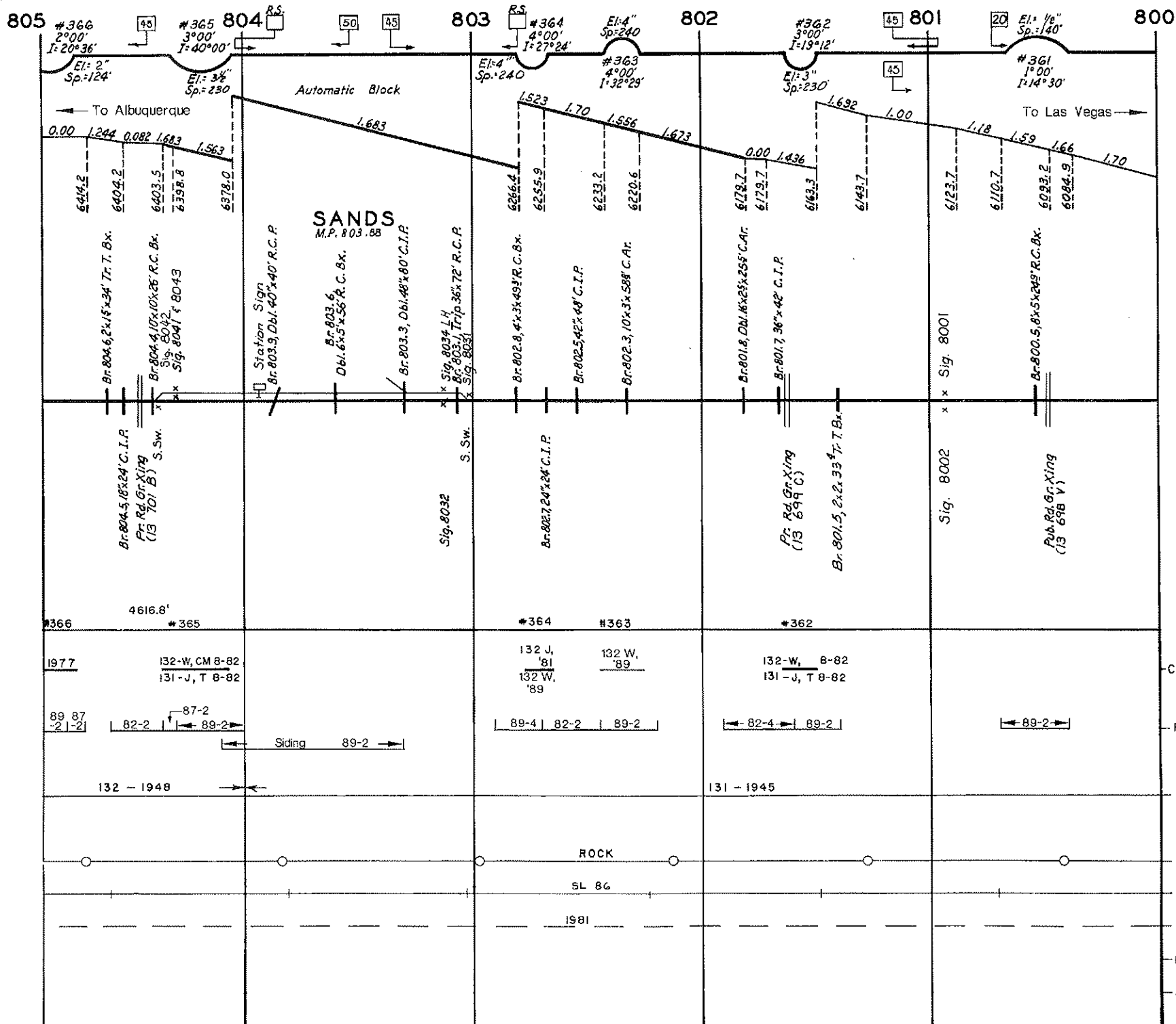
Relay No.
 C-Sig. 52 L
 Br 819.5, Del. 42' x 87' Cor. P.
 In 48' C.I.P. R.C.P.
 Br 819.8, Del. 42' x 87' C.I.P.
 In 42' R.C.P.
 Br 819.5, Del. 30' x 60' Cor. P. in 42' C.I.P.
 Br 819.2, Del. 6' x 34' Sto. Ar.
 Br 819.4, Del. 6' x 45' Sto. Ar.
 A.T.S. Sign
 Br 818.5, Del. 5' x 35' C. Ar.
 Sig. 8182
 Br 818.4, 30' x 36' C.I.P.
 50' x 12' C.I.P.
 Br 818.2, 28' B.D.P.T.
 Pr. Br. Xing
 Br 817.2, 10' x 8' x 45' R.C. Bx.
 Pr. Br. Xing
 (13 713 V)
 Br 816.9, 6' x 26' R.C. Bx.
 S.Sw.
 Br 816.3, 14' x 7' x 41' Sto. Ar.
 In 56' L.A.
 C-Sig. 56 L.A.
 Pub. Rd. Gr. Xing.
 (13 710 A)
 Station Sign
 Pump Ho.
 Pub. Rd. Gr. Xing
 (13 710 A)
 Relay No.
 C-Sig. 58 R.A.
 S.Sw.
 Br 815.4, 10' B.D.P.T.
 C-Sig. 58 L.
 Automatic Block

ROWE C.T.C.
 H.R. 816.0

	#392	#391	#390	#389	#388					
NR	132-W, 1977	132-W, 132-W, 1977	132-W, 132-W, 1977	132-W, CM-10-78	132-W, 132-W, CM & SH, 10-78	2-80				
CURVES	132-W, 1977	132-W, 1977								
SR										
RAIL GR.	82 -1	89 -1	82 -3	1989-3	82 -3	1979-1	89-1	83-2	72-1	89-2
RAIL	119 CWR 1974	132 - 1977		131 - 1946			132 - 1948			
BALLAST	+ 3796					ROCK				
SURFACING		SL 1986				SL 1988	SL 86	SL 1988		SL 86 - SL 88
TIES						1985				
UNDERCUTTER										
STABILIZATION										







Automatic Block

SANDS
M.P. 803.88

Station Sign
Br. 803.3, Dbl. 40'x40' R.C.P.

Br. 803.6
Dbl. 6'x5'x36' R. C. Bx.

Br. 803.3, Dbl. 48'x80' C.I.P.

Br. 802.8, 4'x3'x49' R. C. Bx.

Br. 802.5, 48'x48' C.I.P.

Br. 802.3, 10'x3'x58' C.A.R.

Br. 801.8, Dbl. 16x25x25 C.A.R.

Br. 801.7, 36'x48' C.I.P.

Br. 800.5, 8'x5'x24' R.C. Bx.

#366
2'00"
I: 20°36'
El: 2"
Sp: 124'

#365
3'00"
I: 40°00'
El: 3 1/2"
Sp: 230'

#364
4'00"
I: 27°24'
El: 4"
Sp: 240'

#362
3'00"
I: 19°12'
El: 3"
Sp: 230'

#361
1'00"
I: 14°30'
El: 1/8"
Sp: 140'

0.00 1.244 0.082 1.683 1.563 1.683 1.70 1.556 1.673 0.00 1.436 1.692 1.00 1.18 1.59 1.66 1.70

Br. 804.5, 18'x24' C.I.P.
P.C. Rd. Gr. Xing
(13 70' B) S. Sw.

#366 4616.8' #365

1977 132-W, CM 8-82
131-J, T 8-82

89 87
-2 | -2 | 82-2 | 89-2

Siding 89-2

132 - 1948

Br. 802.7, 24'x24' C.I.P.

#364 #363

132 J, '81
132 W, '89

89-4 | 82-2 | 89-2

ROCK

SL 86

1981

P.C. Rd. Gr. Xing
(13 69' C)
Br. 801.5, 2x2x33 1/2 Tr. T. Bx.

#362

132-W, 8-82
131-J, T 8-82

82-4 | 89-2

131 - 1945

Sig. 8002
x x Sig. 8001

Pub. Rd. Gr. Xing
(13 69' V)

NR
CURVES
SR

RAIL GR.

RAIL

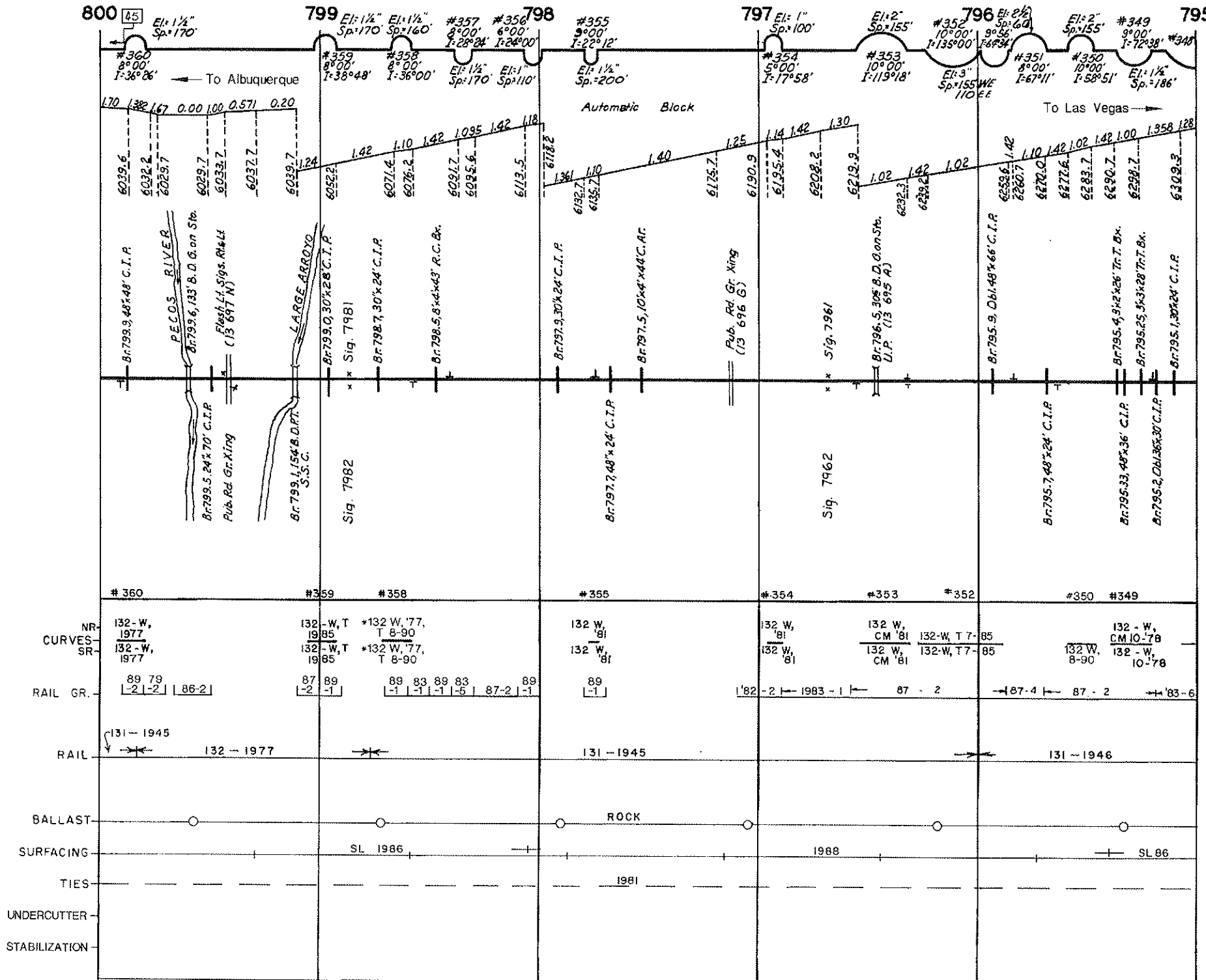
BALLAST

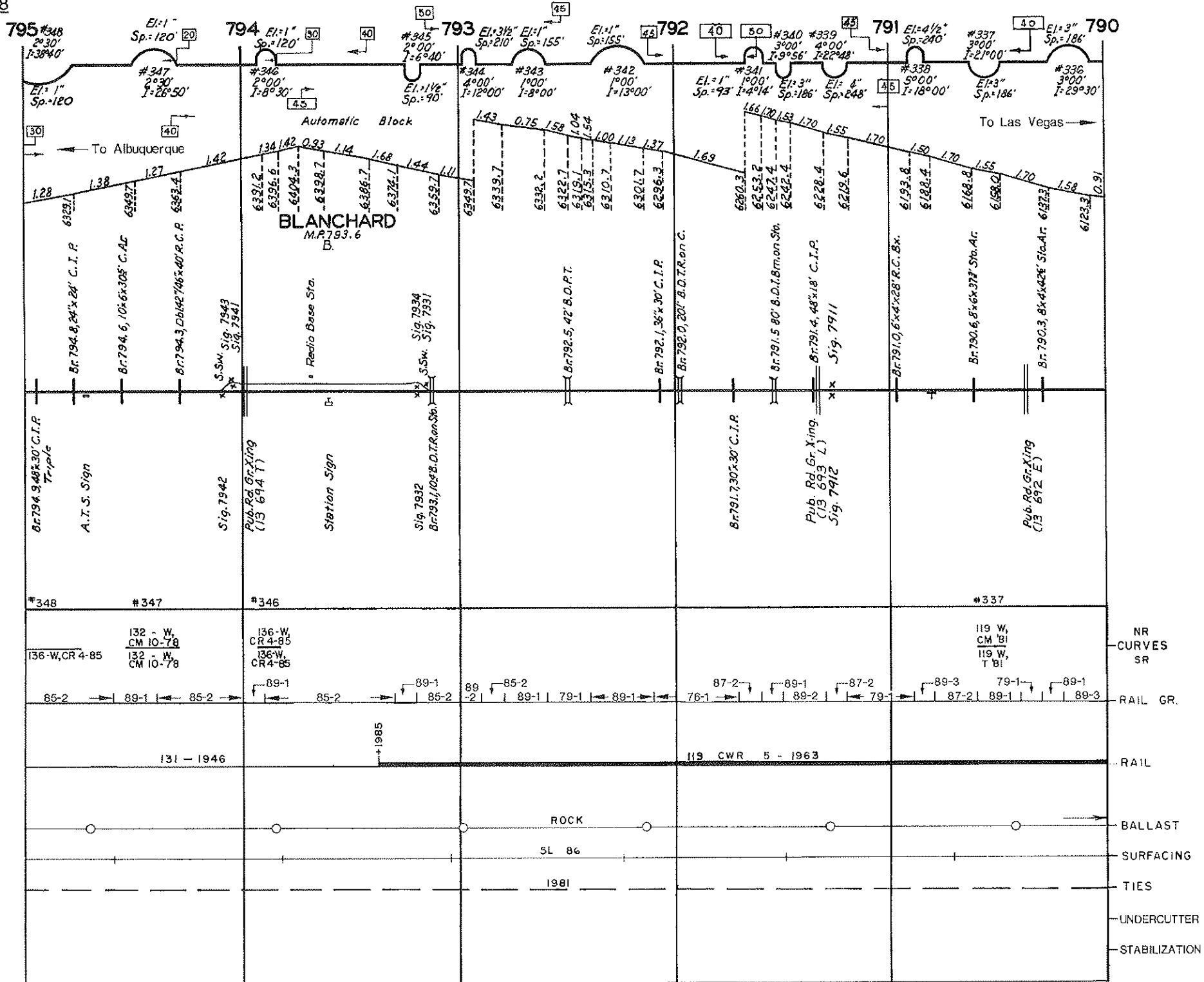
SURFACING

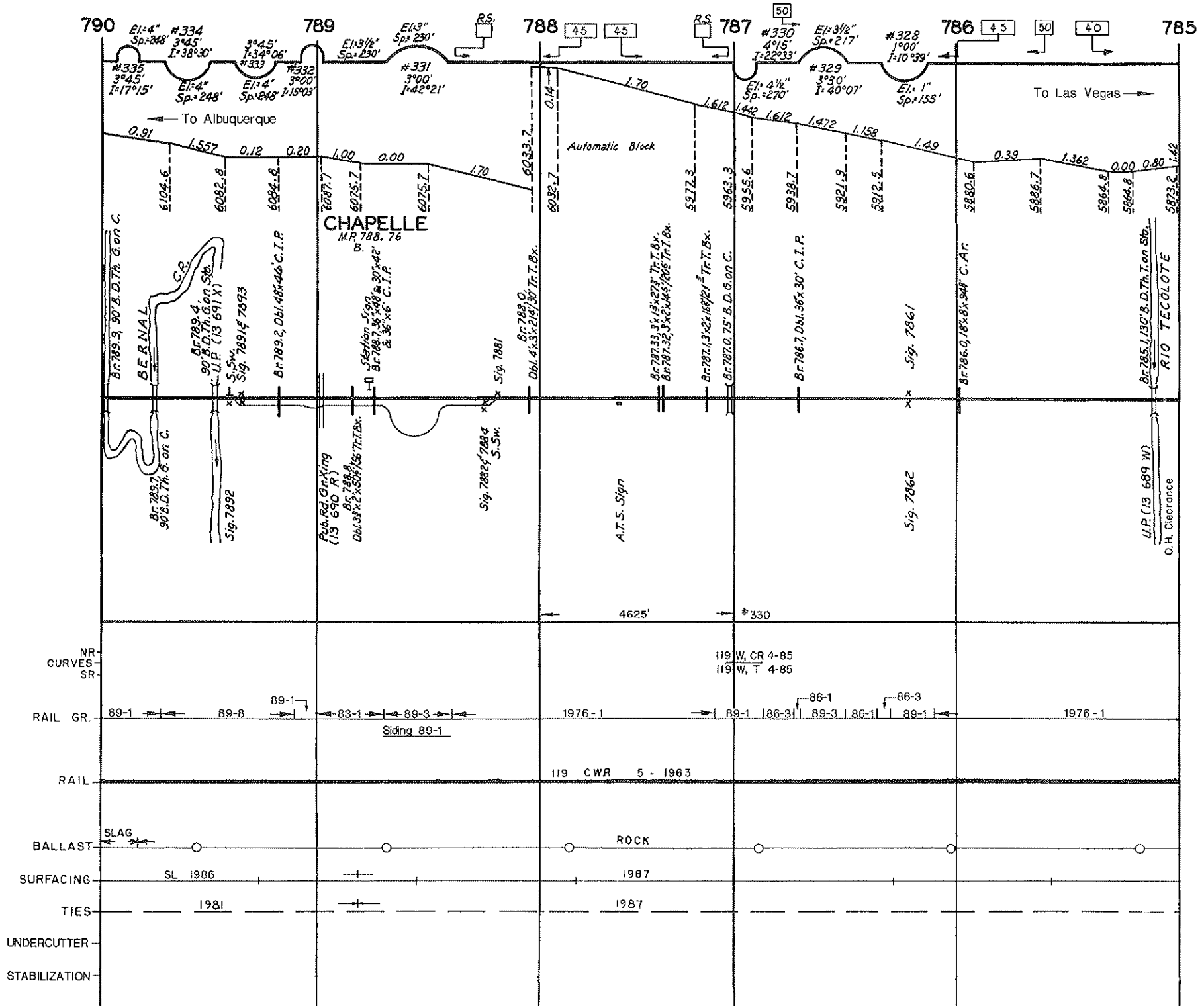
TIES

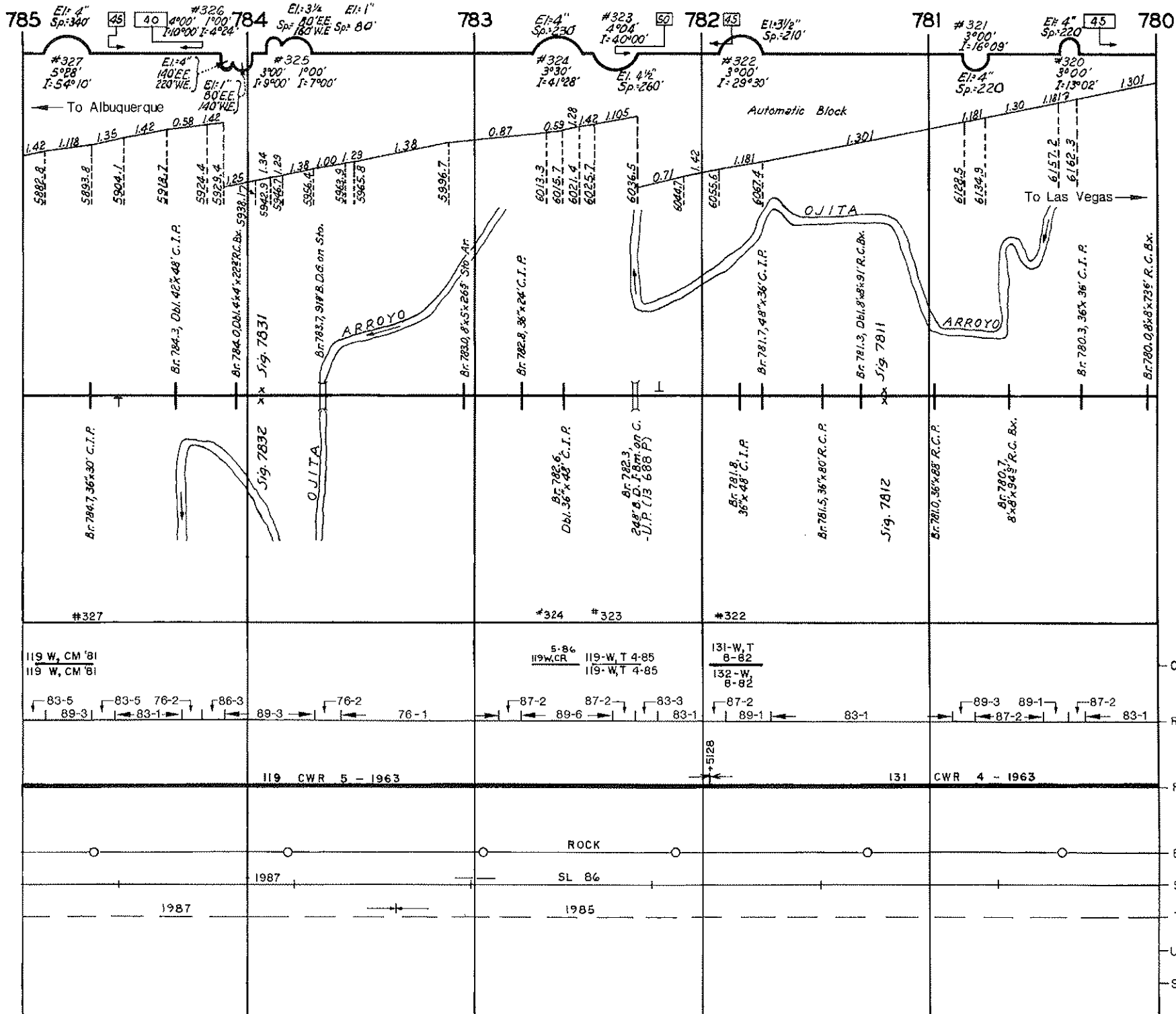
UNDERCUTTER

STABILIZATION

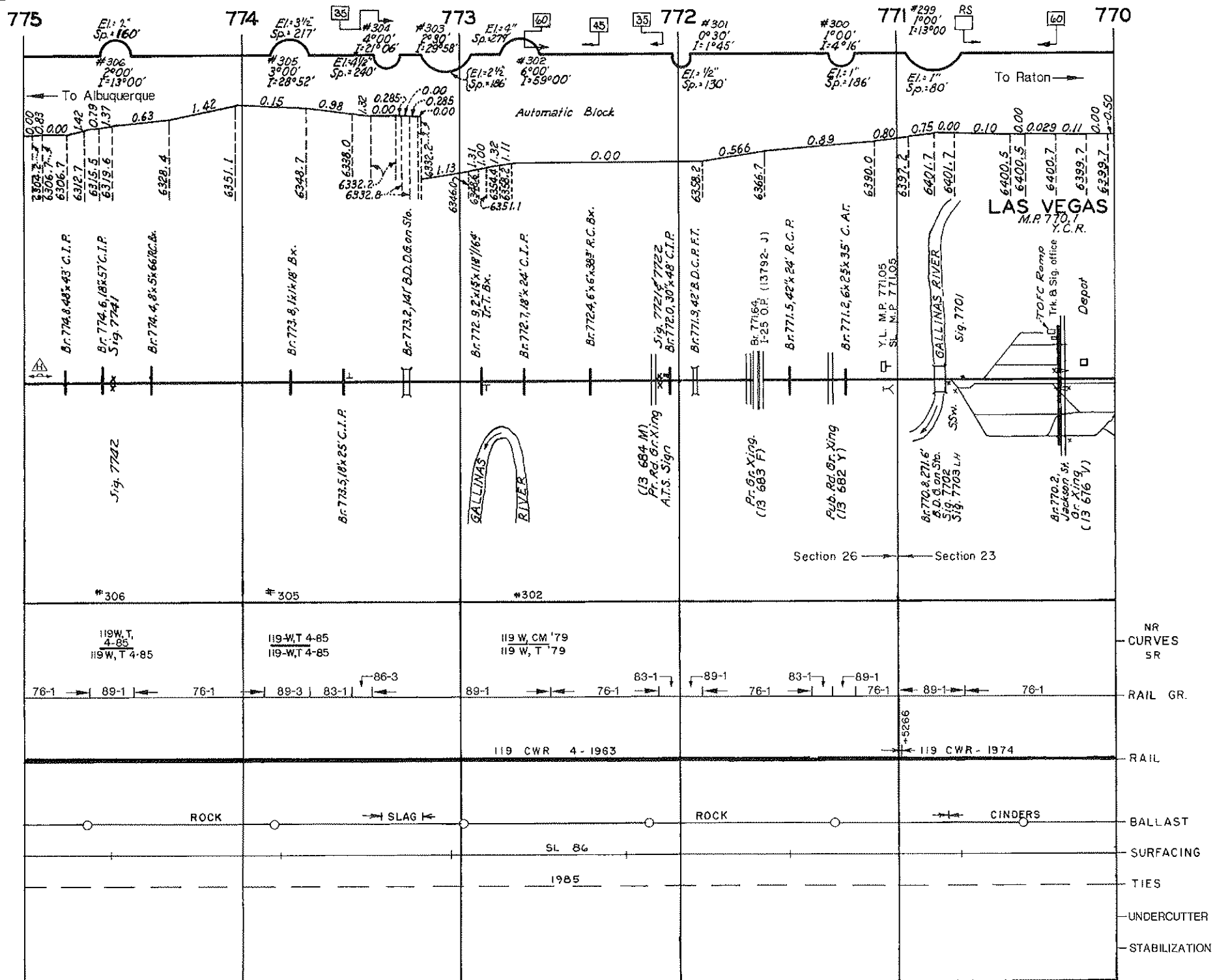








NR
 CURVES
 SR
 RAIL GR.
 RAIL
 ROCK
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION



Glorieta Subdivision

Las Vegas (M.P. 770.1) to Isleta (M.P. 906.4=M.P.12.6)
to Dalies (M.P. 27.4)

Intentionally Blank

770

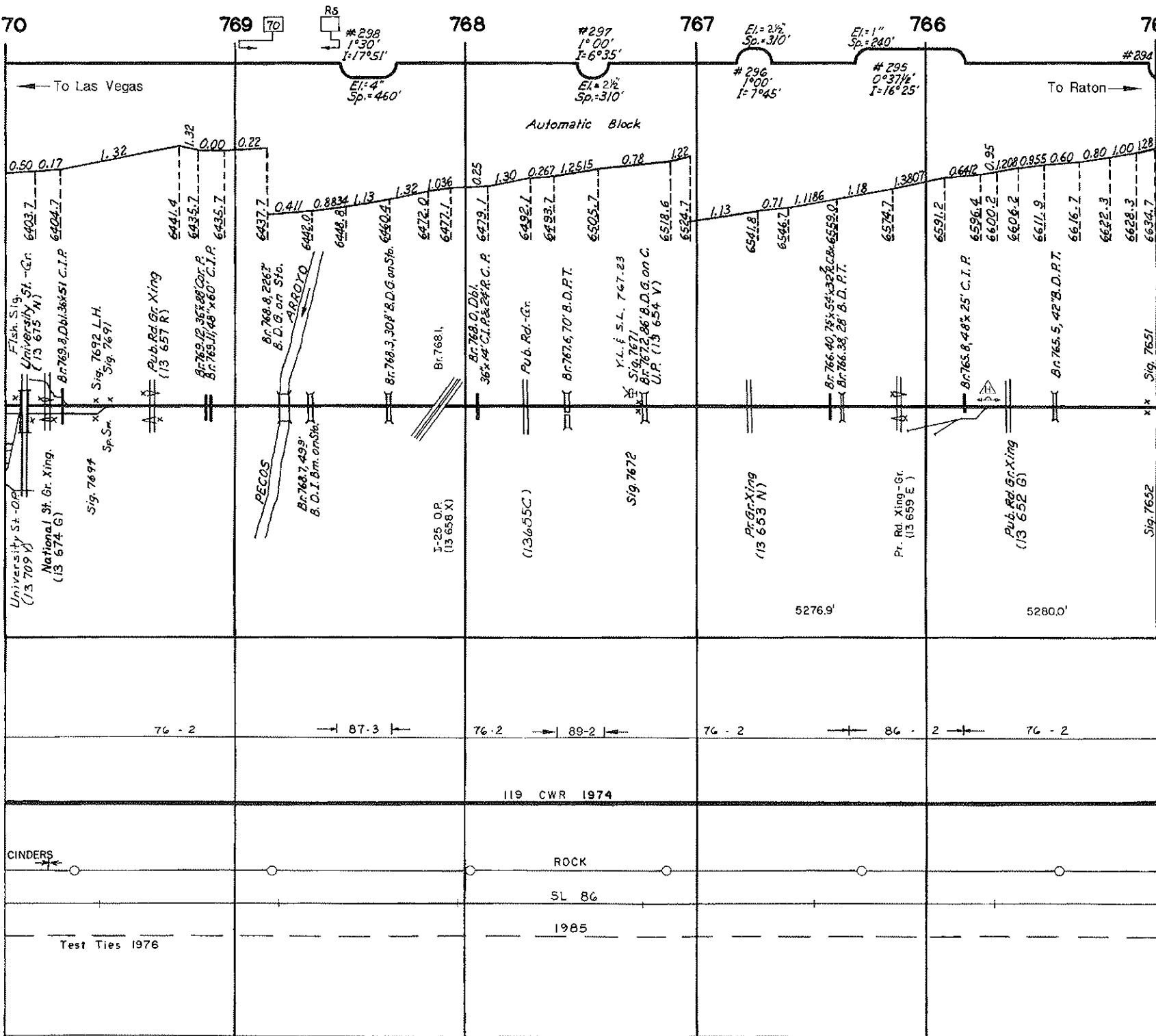
769

768

767

766

765



RAIL GR

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

CINDERS

119 CWR 1974

ROCK

SL 86

1985

Test Ties 1976

76 - 2

87-3

76-2

89-2

76 - 2

86 - 2

76 - 2

5276.9'

5280.0'

University St. Gr.
(13 709 V)

National St. Gr. Xing.
(13 674 G)

Sig. 7694
Sp. Sm. x

Pub. Rd. Gr. Xing
(13 657 R)

Br. 769.0, 35' x 88' Cor. P.
Br. 765.1, 60' x 60' C.I.P.

PECOS
Br. 768.7, 49' B. D. I. Br. on Stk.

Br. 768.8, 226' B. D. G. on Stk.

I-25 O.P.
(13 658 X)

Br. 768.3, 30' B. D. G. on Stk.

Br. 768 I.

Br. 768.0, 101' B. D. I. Br. on Stk.

(136-55C)

Pub. Rd. - Gr.

Br. 767.6, 70' B. D. P.T.

Sig. 7672

Y.L. f. S.L. 747.23
Sig. 7671
Br. 767.2, 86' B. D. G. on C.
U.P. (13 654 V)

Pr. Rd. Xing - Gr.
(13 655 N)

Br. 766.40, 74' x 54' x 28' Cor. P.T.
Br. 766.38, 28' B. D. P.T.

Pr. Rd. Xing - Gr.
(13 659 E)

Br. 765.8, 48' x 25' C.I.P.

Pub. Rd. Gr. Xing
(13 652 G)

Br. 765.5, 42' B. D. P.T.

Sig. 7652

To Raton

To Las Vegas



298
1° 30'
I = 17° 51'
E1 = 4°
Sp = 460'

297
1° 00'
I = 6° 35'
E1 = 2 1/2°
Sp = 310'

296
1° 00'
I = 7° 45'
E1 = 2 1/2°
Sp = 310'

295
0° 37 1/2'
I = 16° 25'
E1 = 1°
Sp = 240'

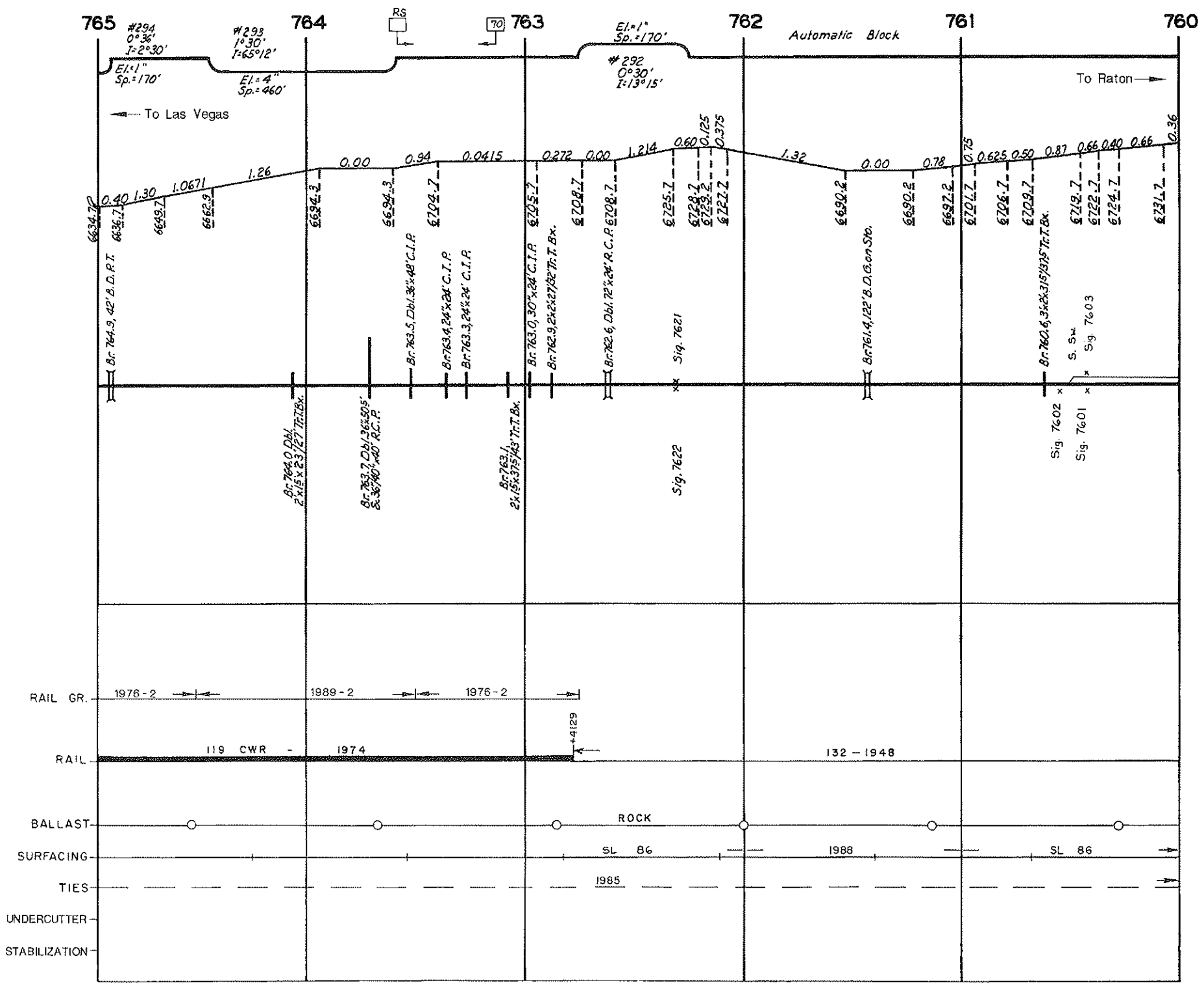
294

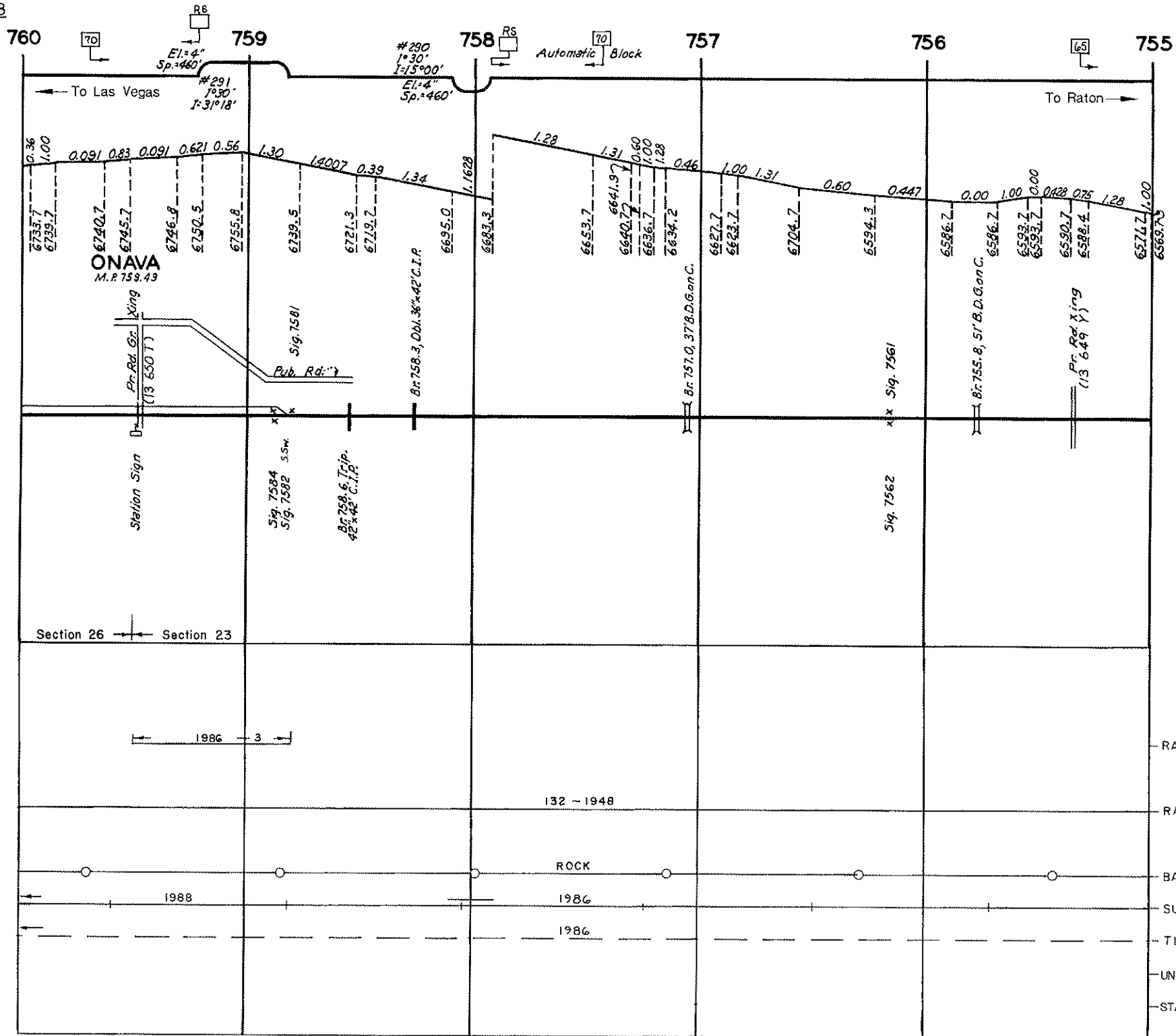
Automatic Block

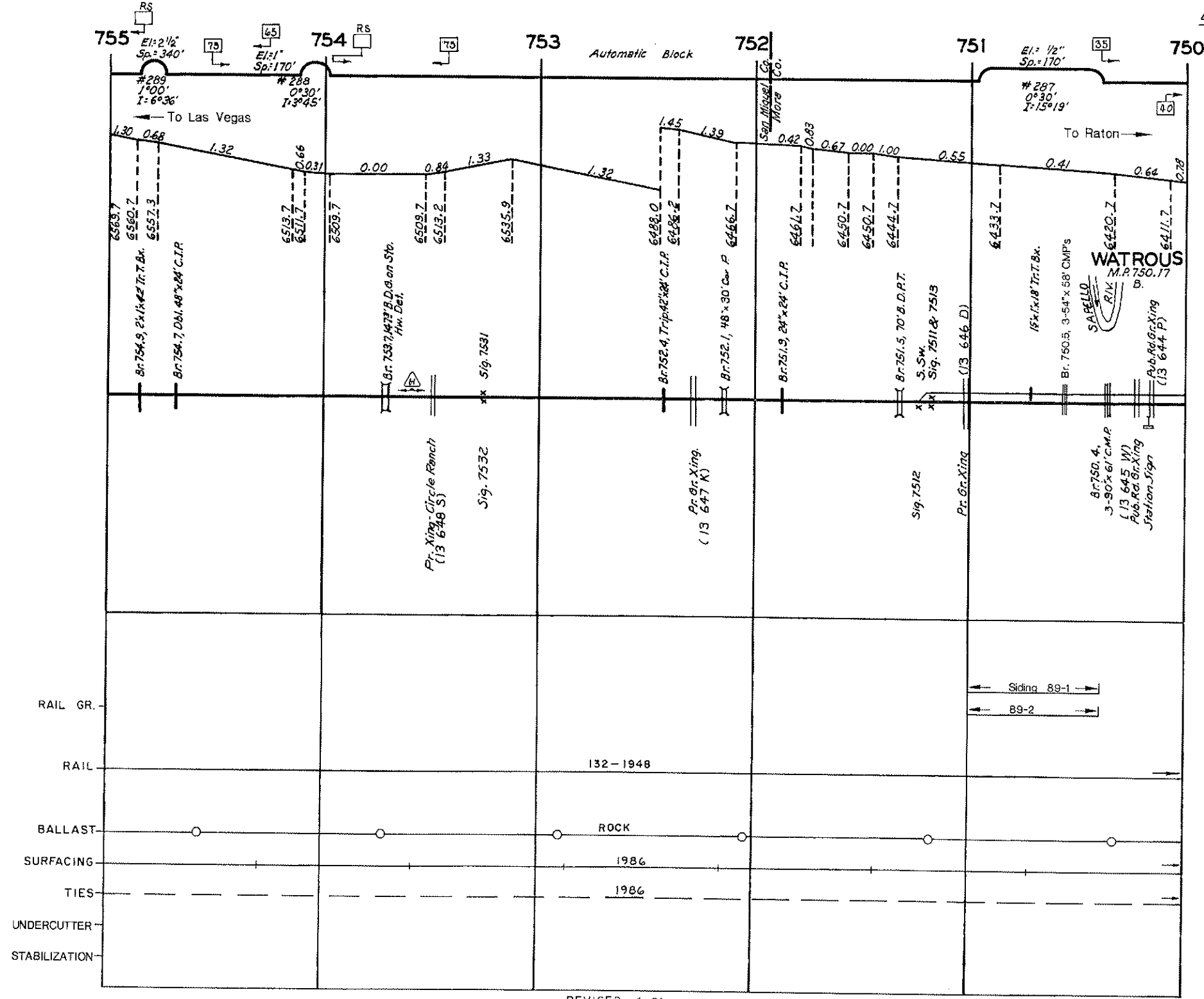
0.50 0.17 1.32 11.32 0.00 0.22

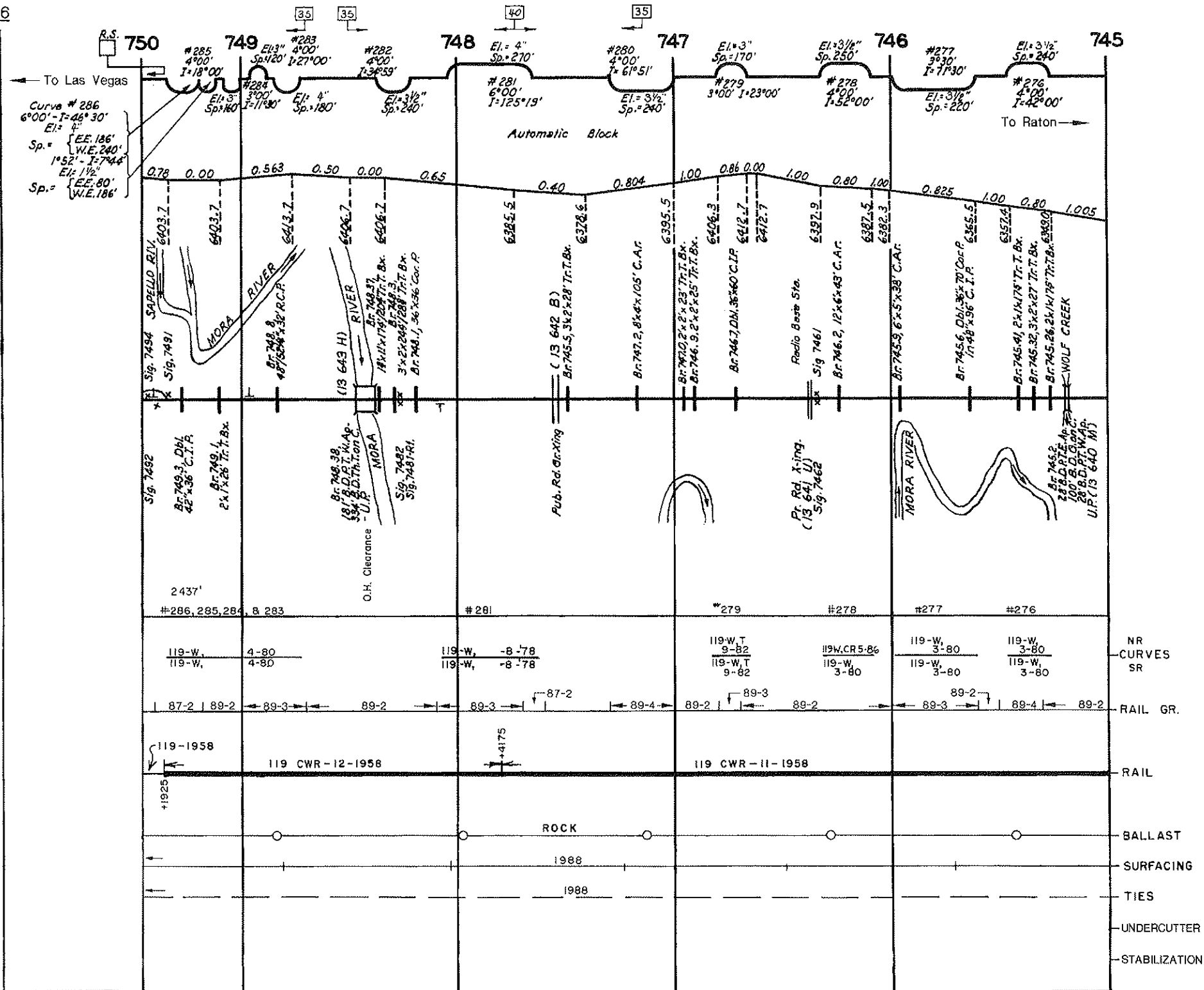
0.41 0.8834 1.13 1.32 1.036 0.25 1.30 0.267 1.2515 0.78 1.22

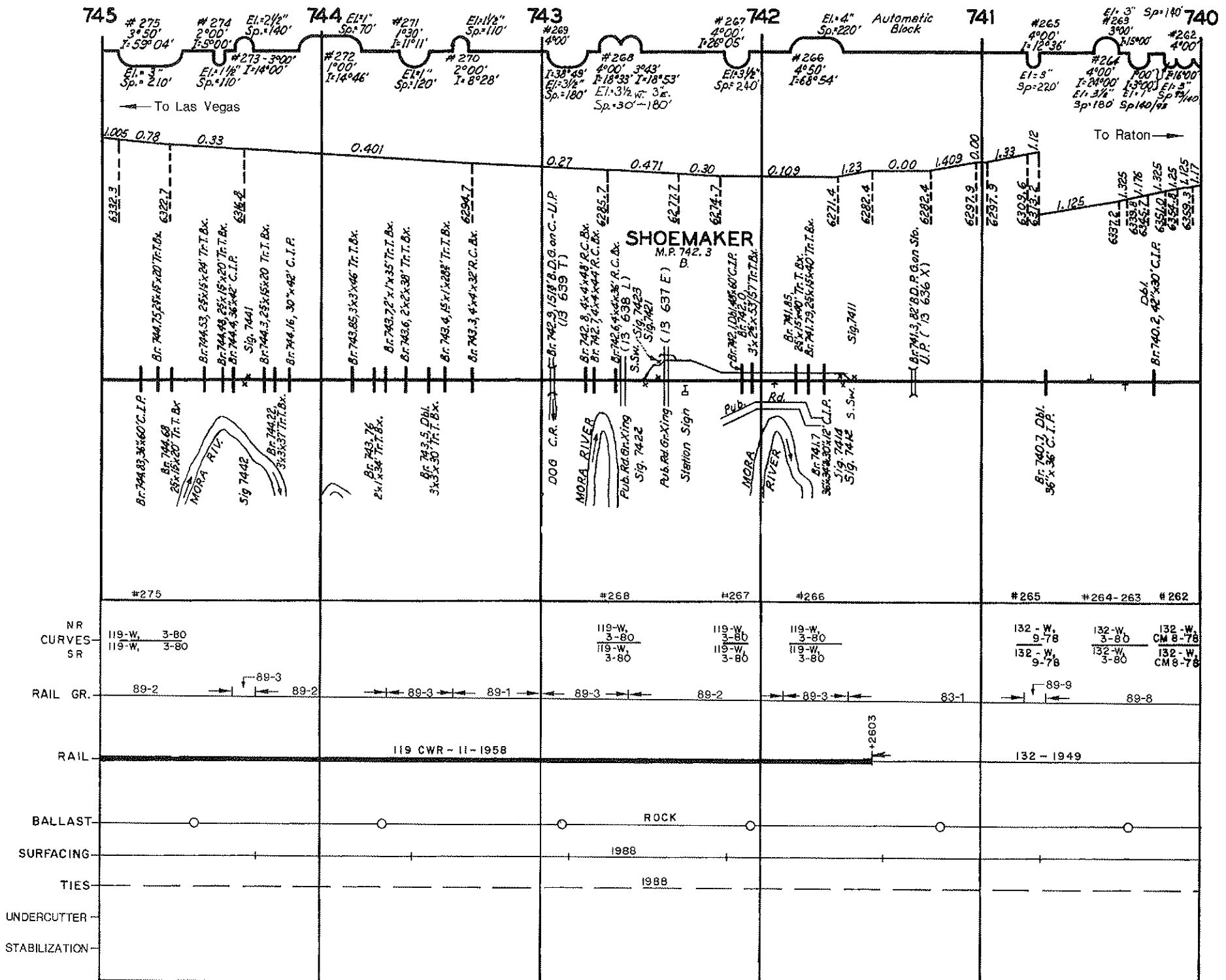
6441.4 6435.7 6435.7 6437.7 6442.0 6448.8 6460.4 6472.0 6477.1 6479.1 6492.1 6493.7 6505.7 6518.6 6524.7 6541.8 6546.7 6559.0 6574.7 6591.2 6596.4 6600.2 6606.2 6611.9 6616.7 6622.3 6629.3 6634.7

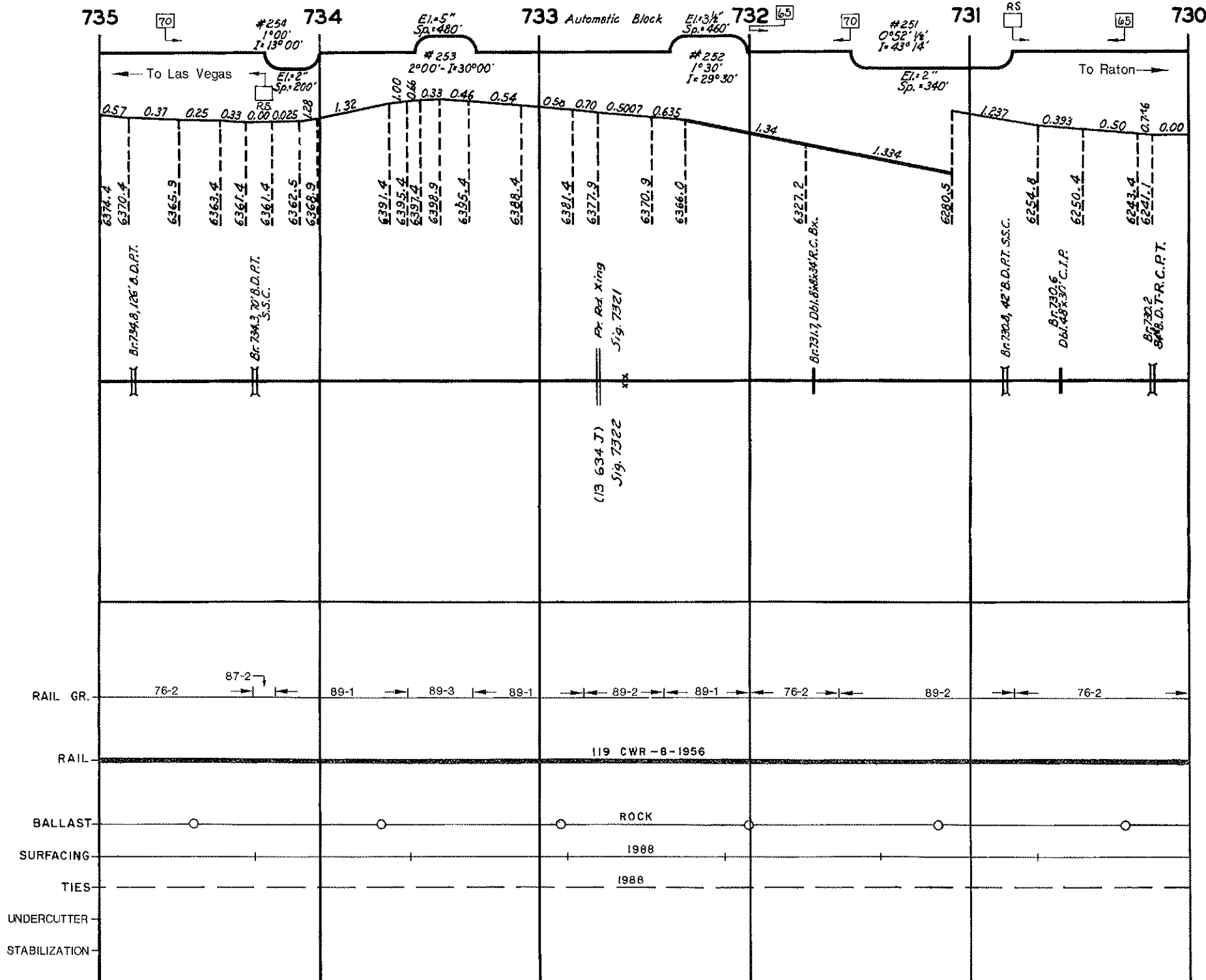












730

729

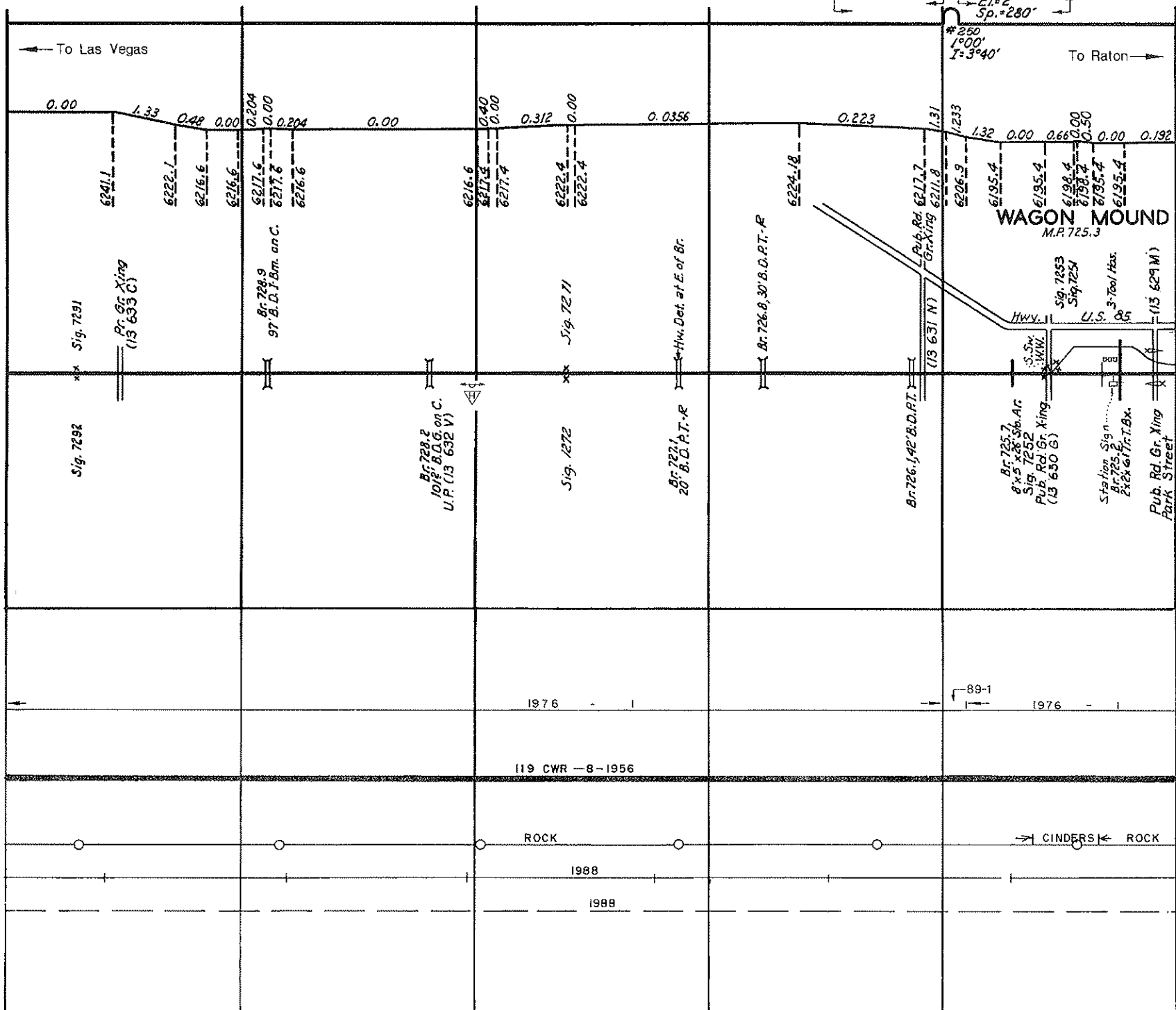
728

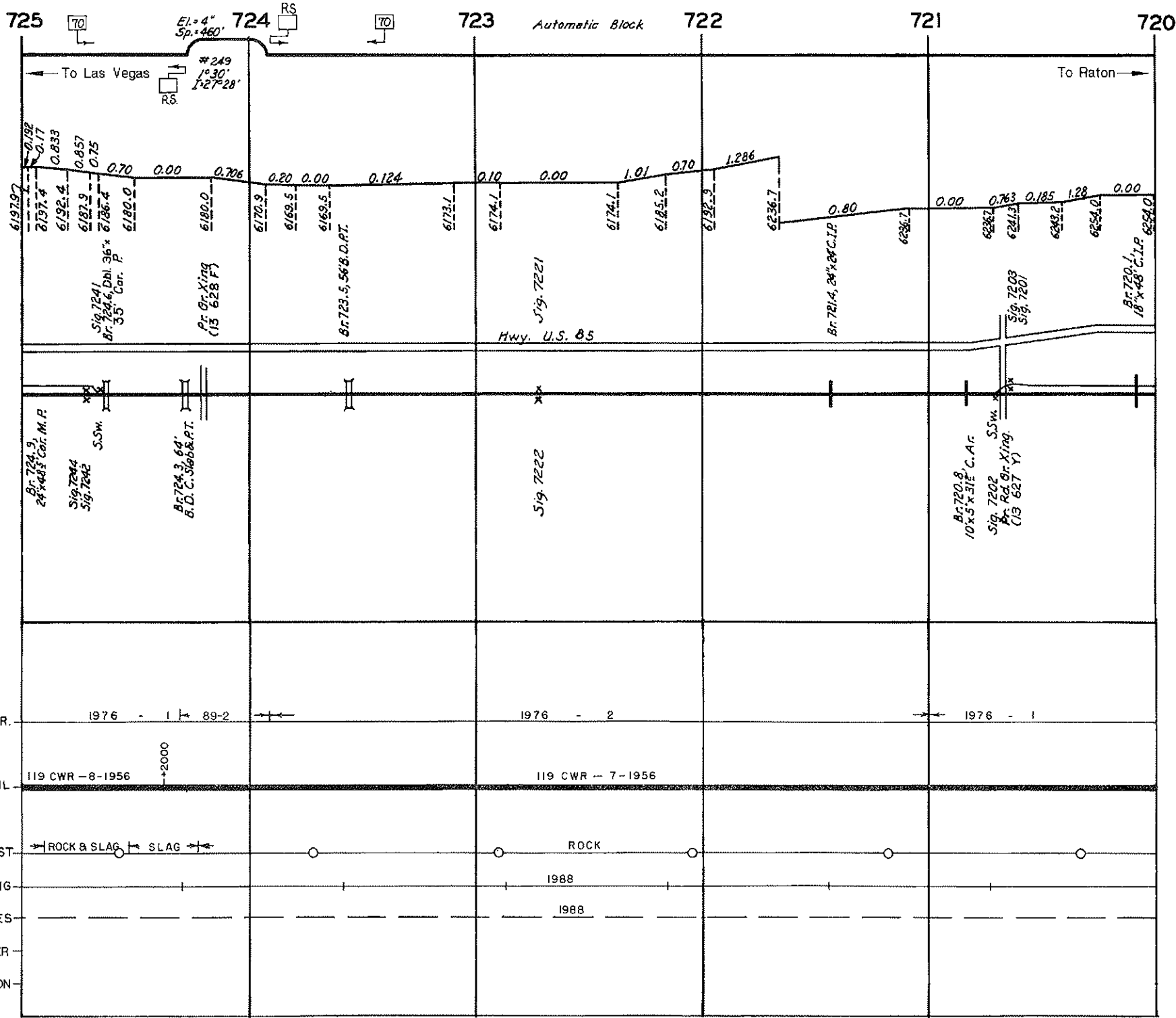
Automatic Block

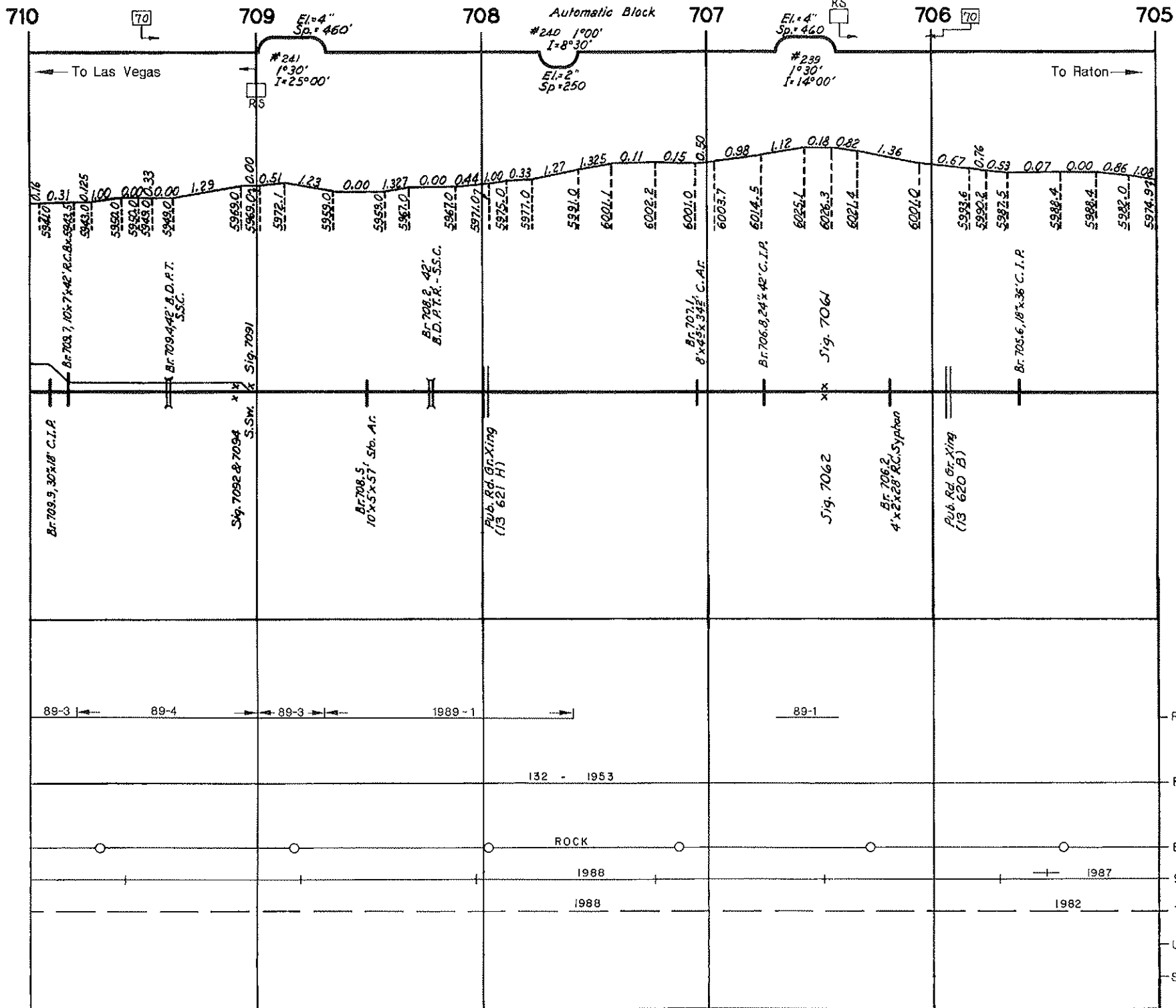
727

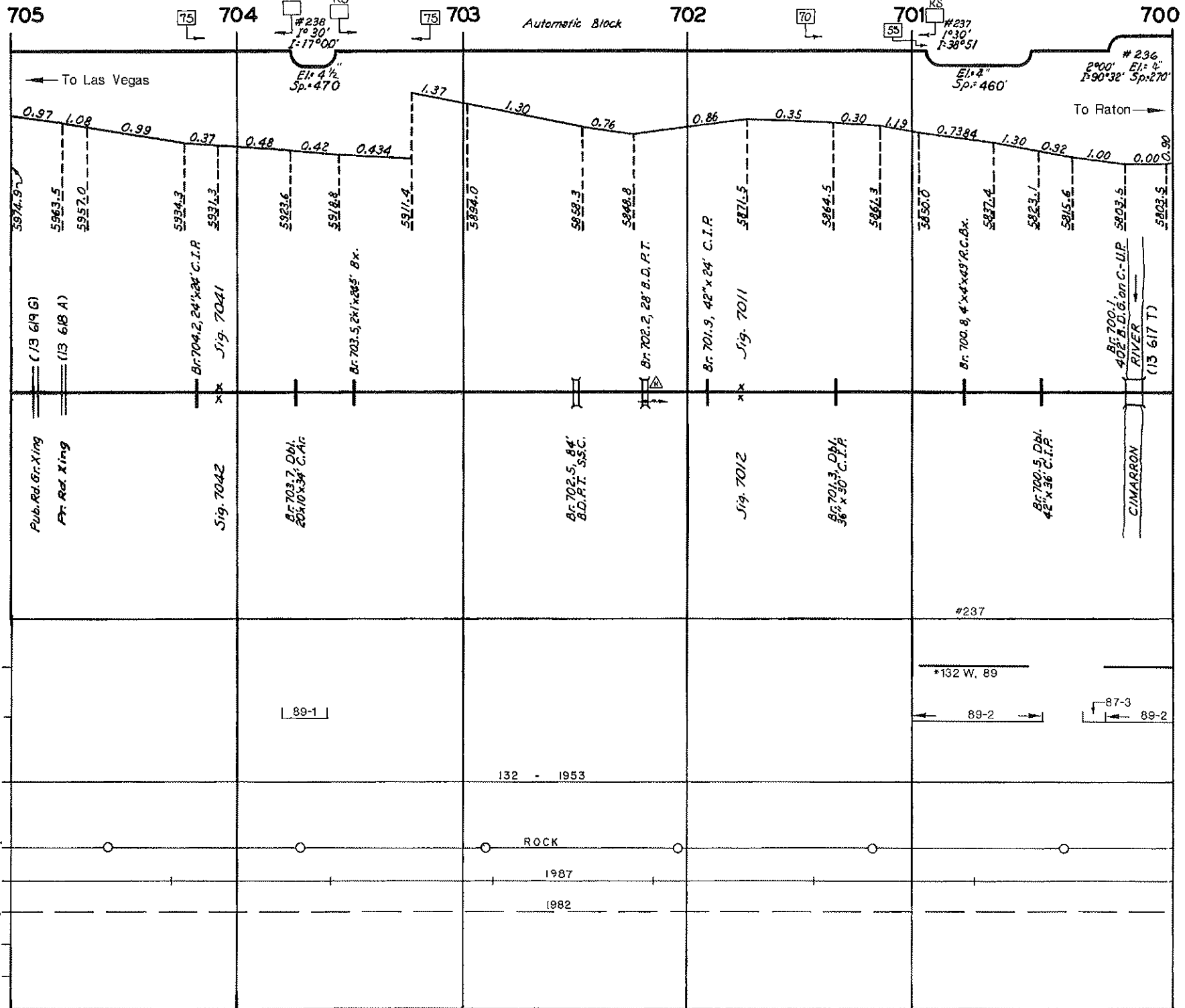
726

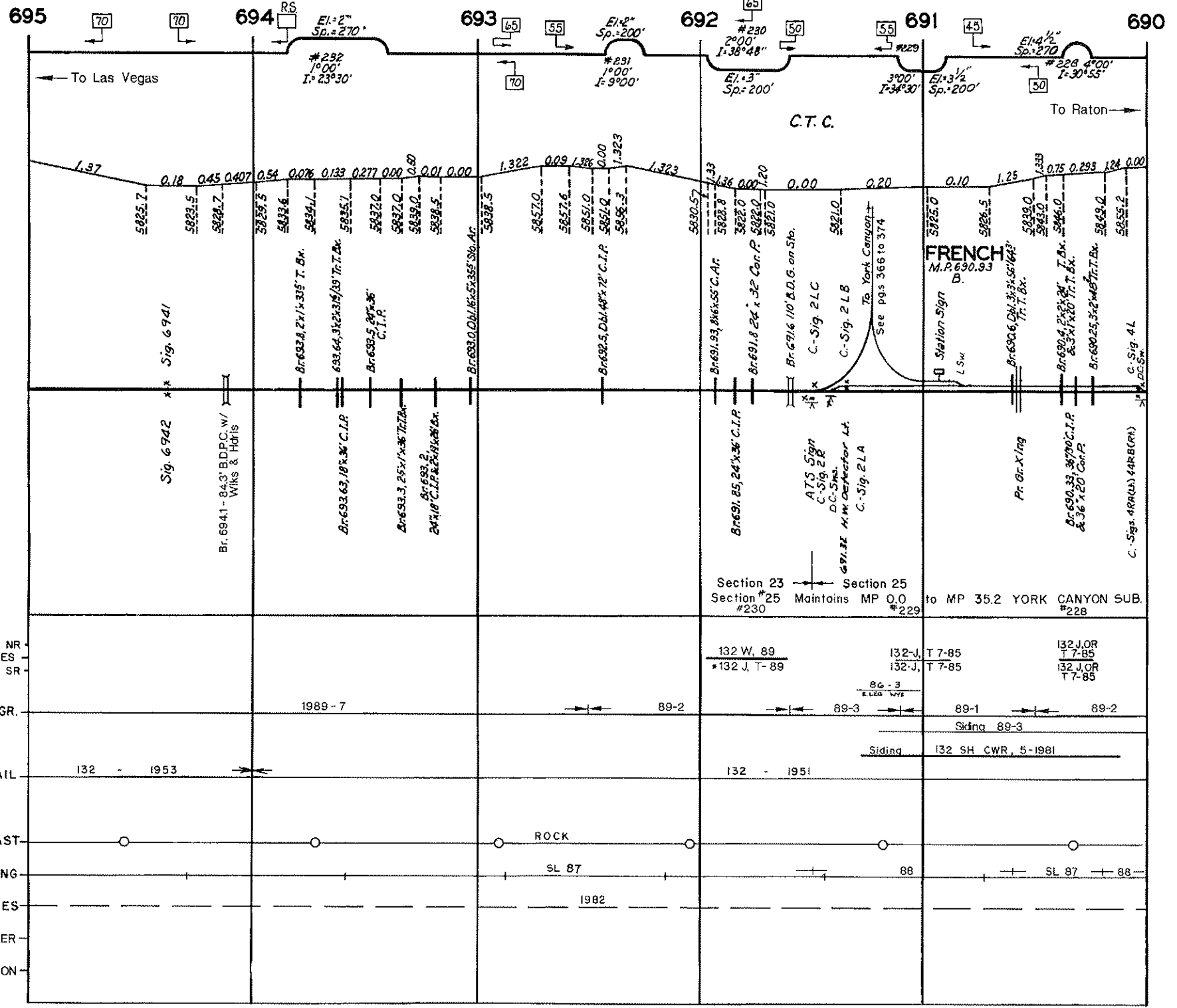
725











NR
CURVES
SR

RAIL GR.

RAIL

BALLAST

SURFACING

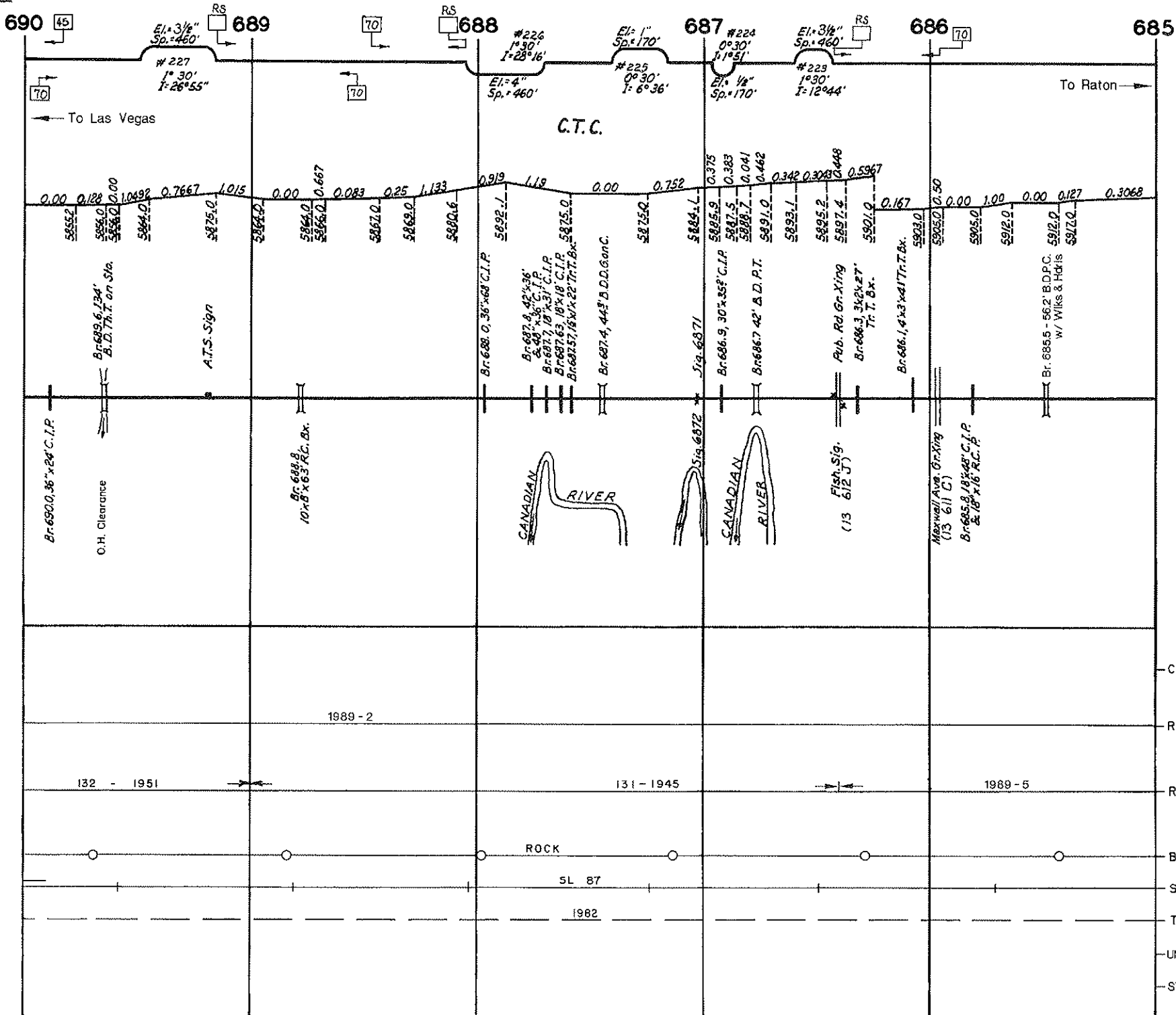
TIES

UNDERCUTTER

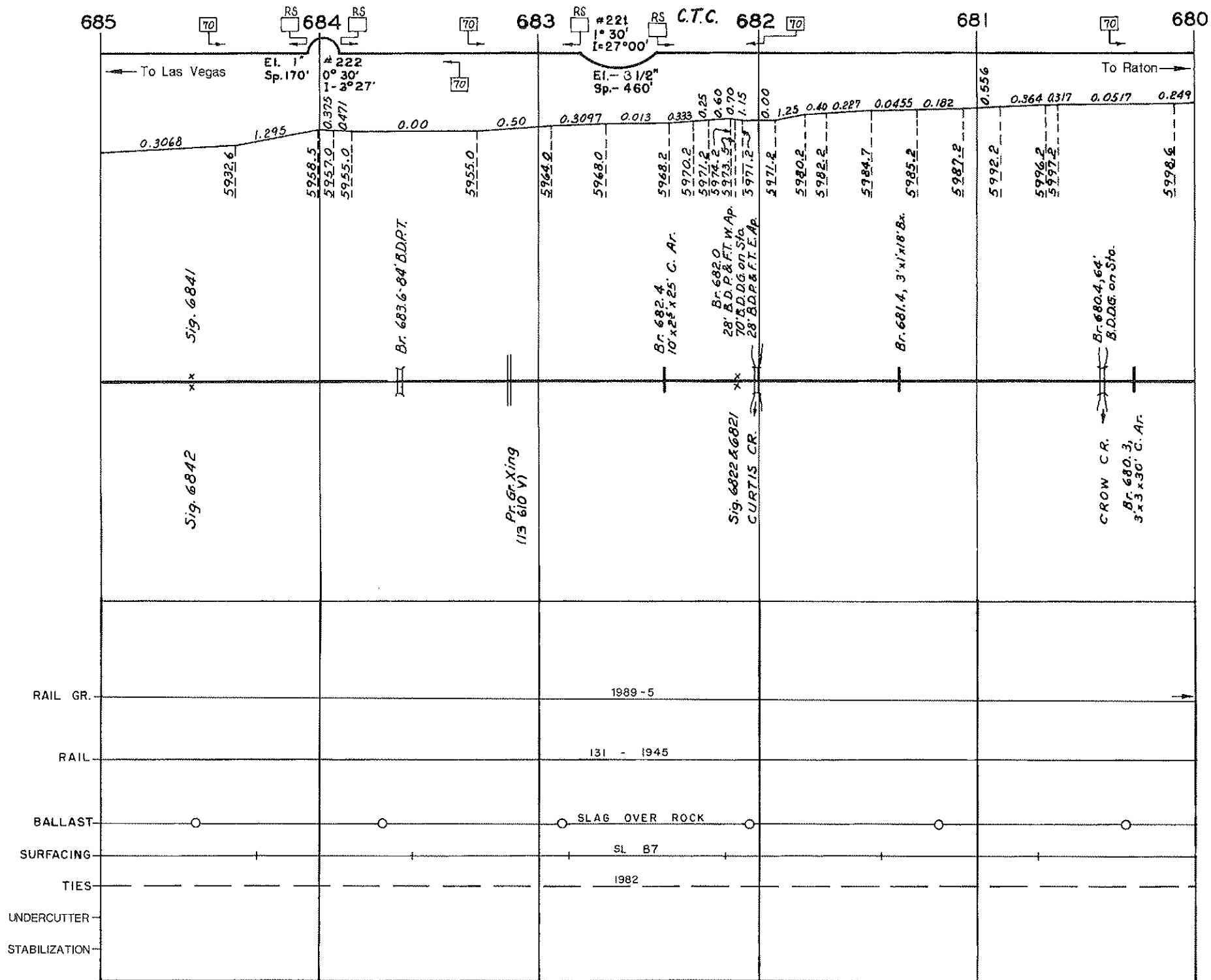
STABILIZATION

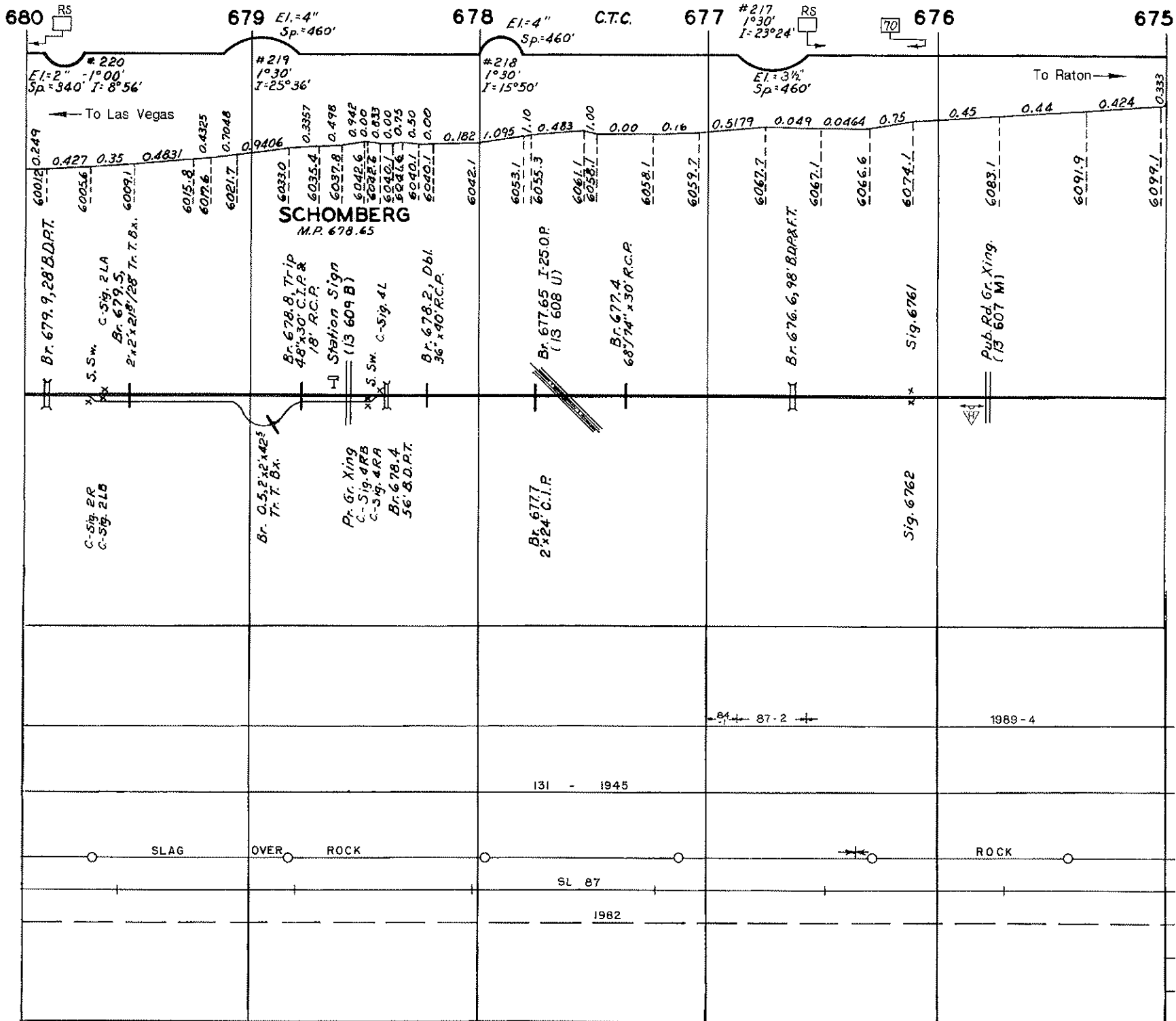
Section 23
Section #25
#230 Maintains MP 0.0
#229 to MP 35.2 YORK CANYON SUB.
#228

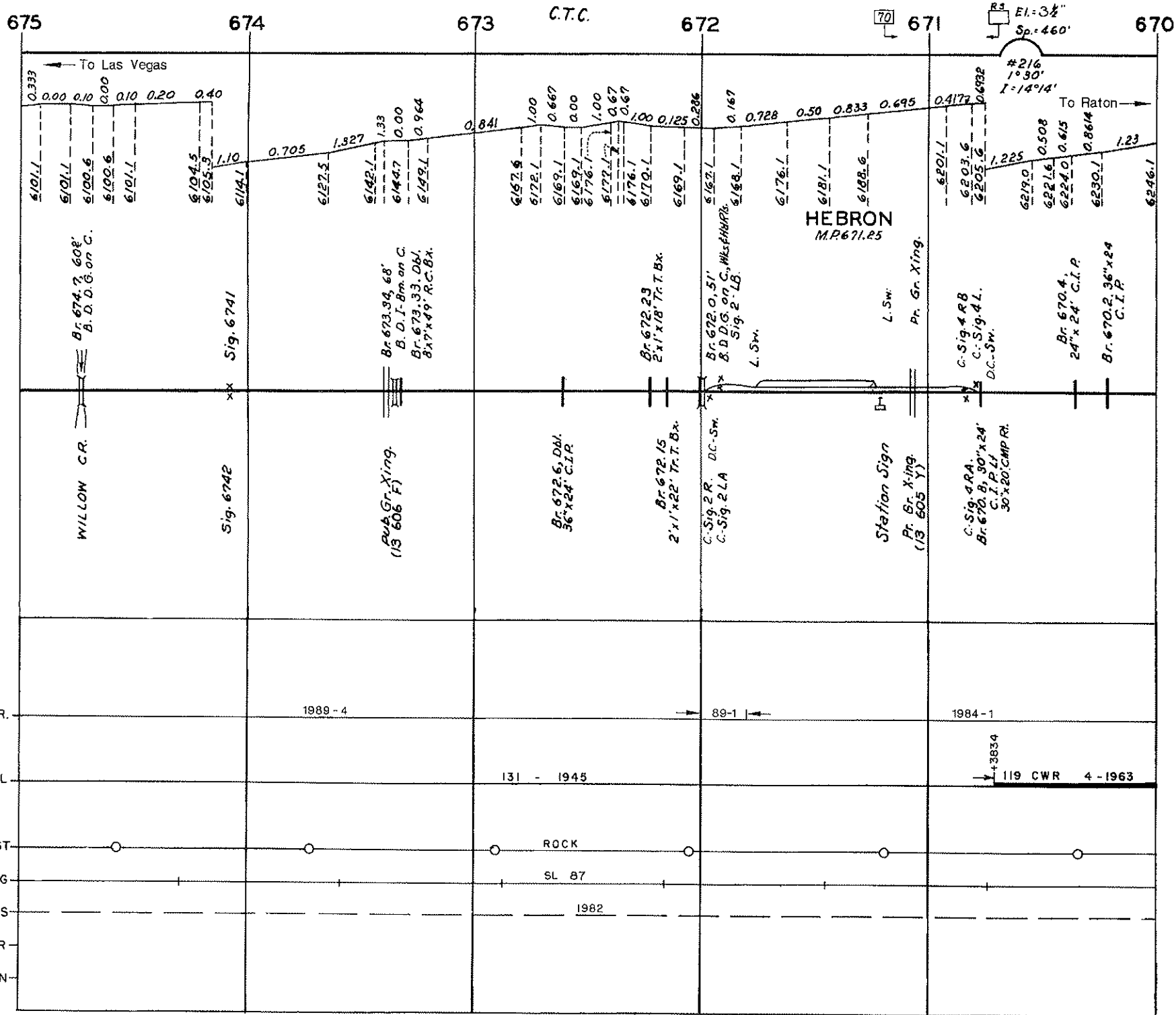
132 W, 89	132-J, T 7-85	132 J, OR T 7-85
*132 J, T-89	132-J, T 7-85	132 J, OR T 7-85
	BG-3 E. LEG WYS	
	Siding 89-3	
	Siding 132 SH CWR, 5-1981	

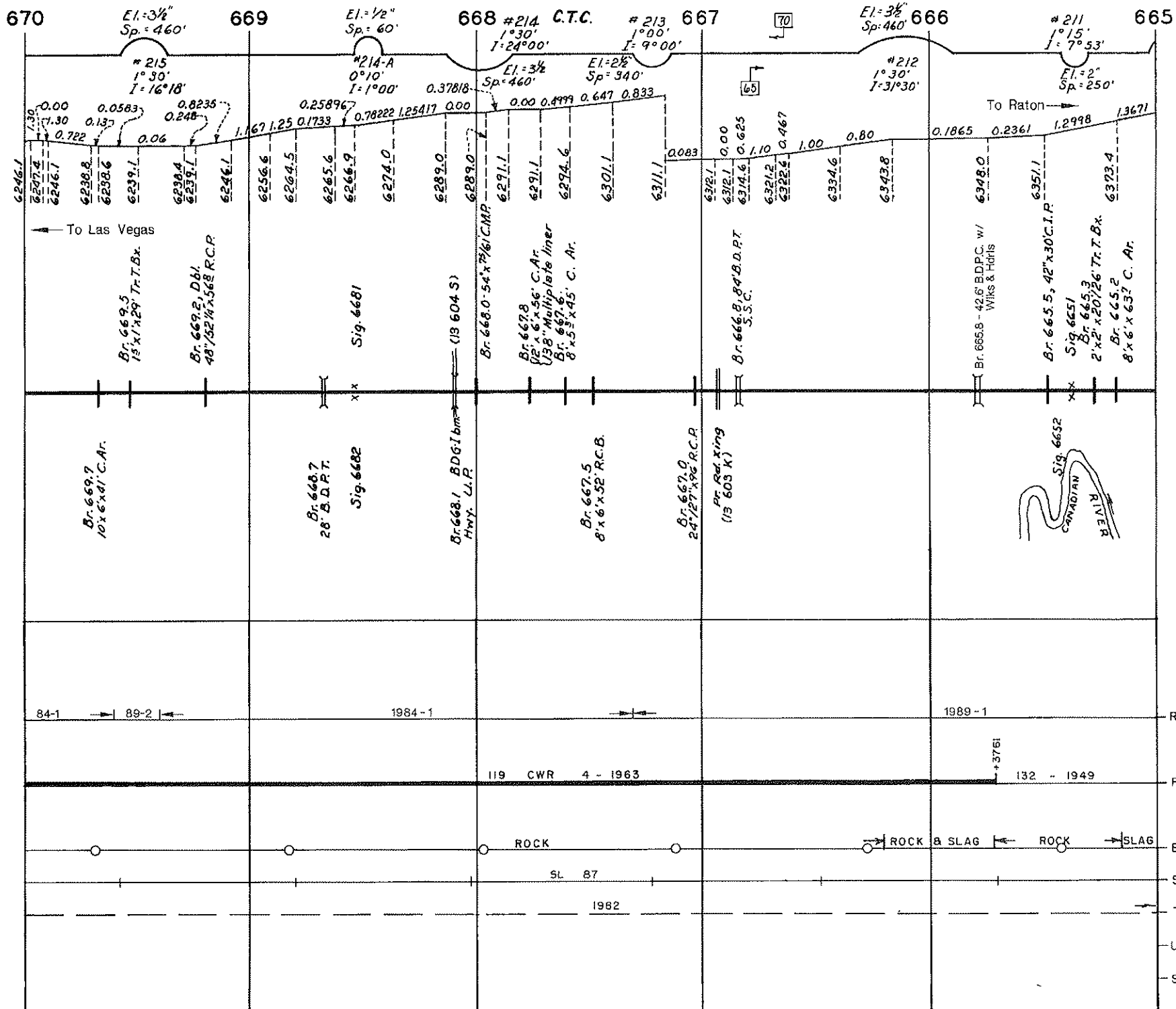


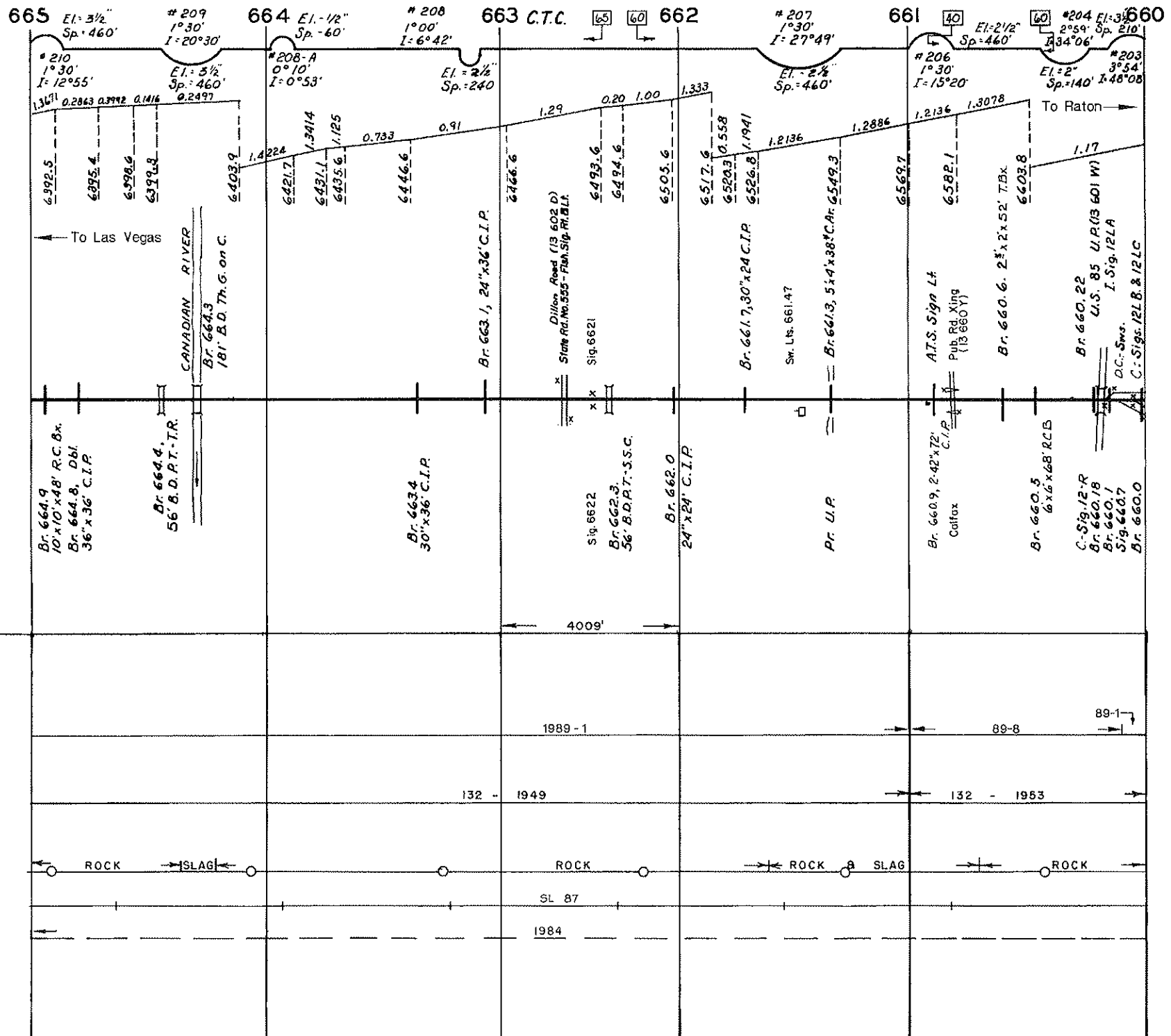
CURVES
 RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION







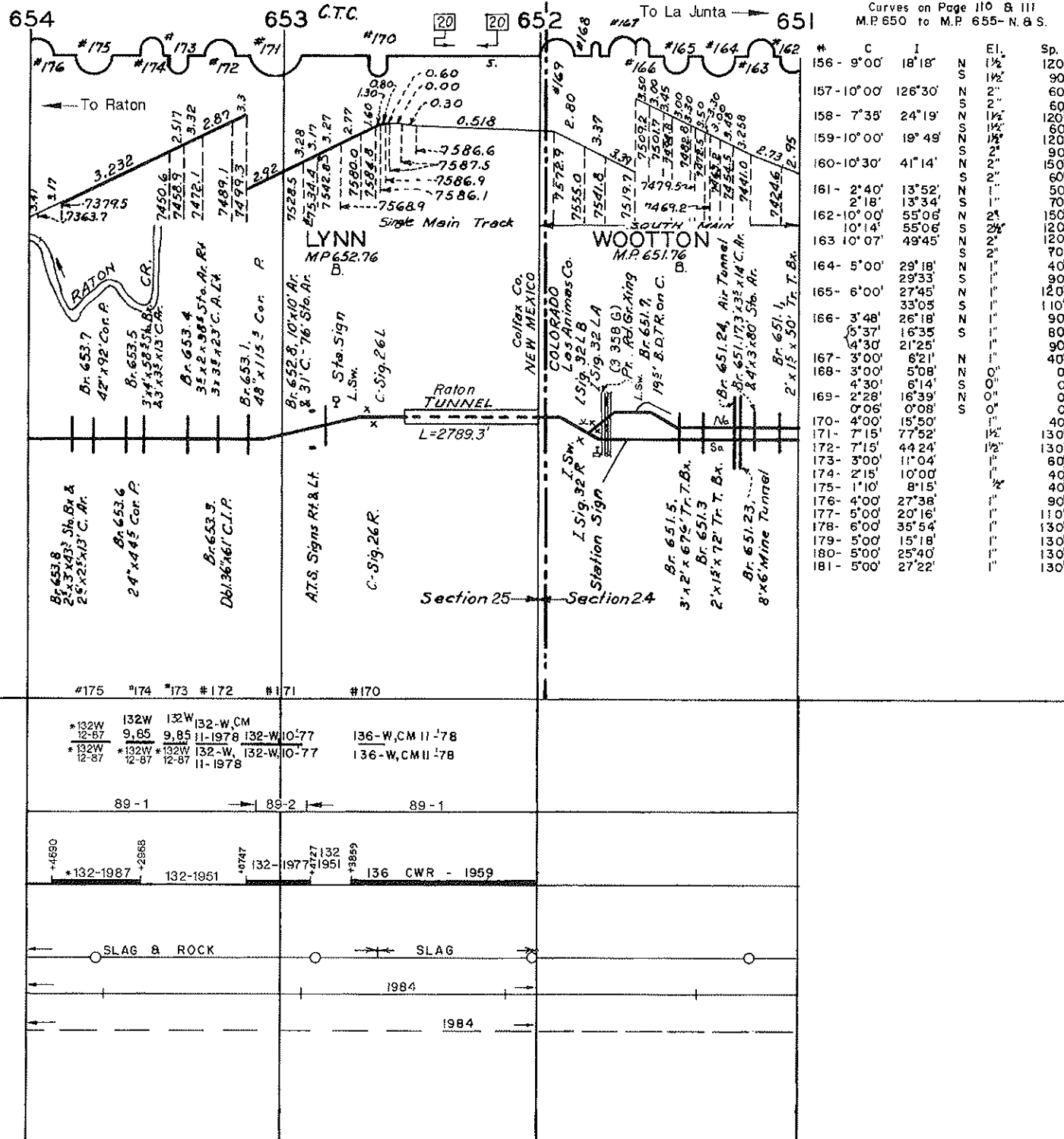




Las Vegas Subdivision

Raton (M.P. 659.1) to Las Vegas (M.P. 769.0)

Intentionally Blank

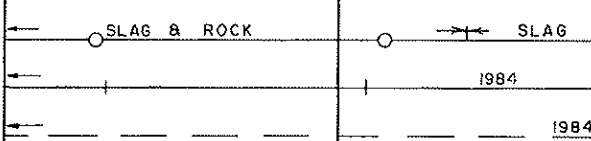


Curves on Page 110 & 111
M.P. 650 to M.P. 655 - N. & S.

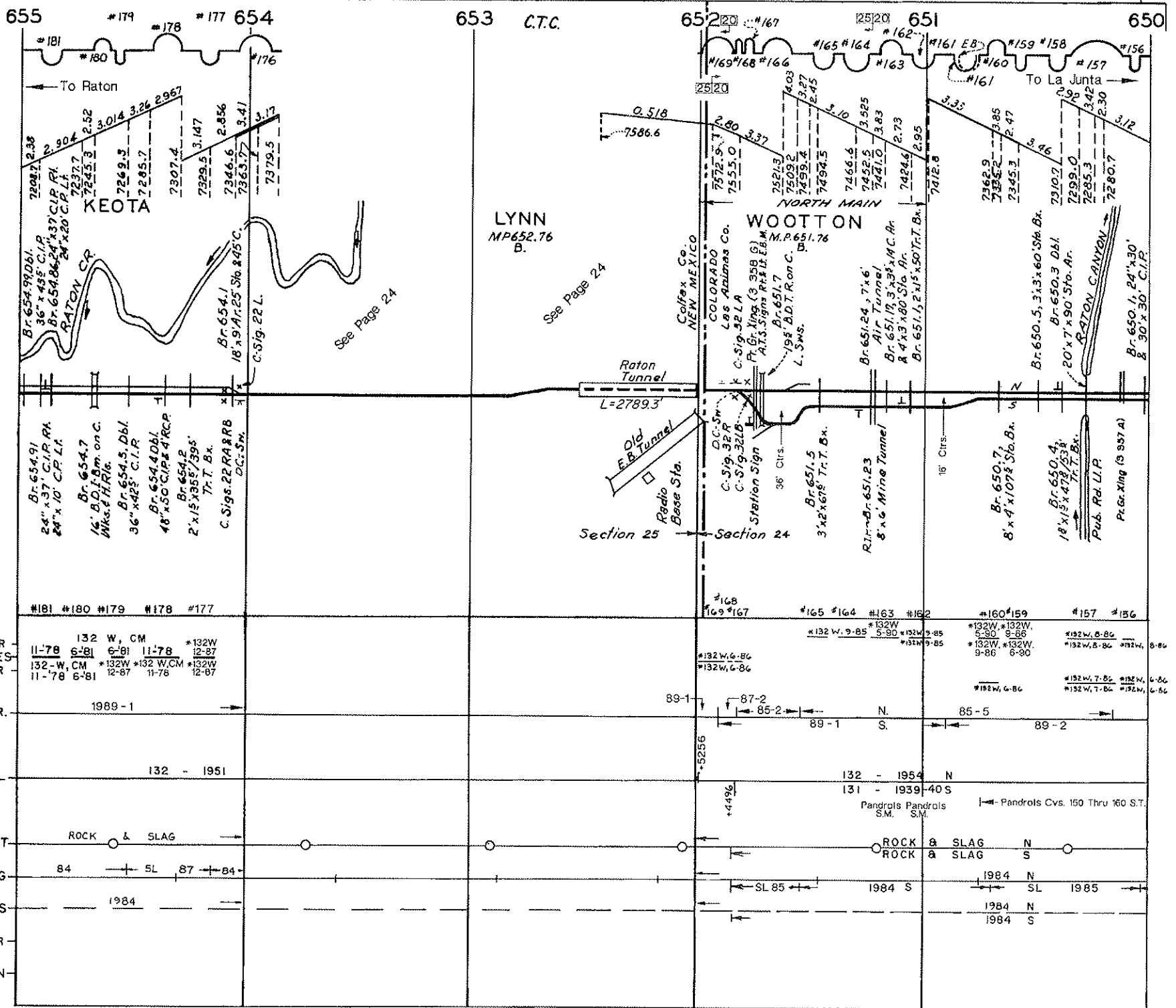
#	C	I	Sp.
156	9°00'	18°18'	120'
157	10°00'	126°30'	90'
158	7°35'	24°19'	60'
159	10°00'	19°49'	120'
160	10°30'	41°14'	90'
161	2°40'	13°52'	50'
162	2°18'	13°34'	70'
163	10°00'	55°06'	150'
163	10°07'	49°45'	120'
164	5°00'	29°18'	70'
165	9°00'	29°33'	40'
166	4°48'	27°45'	120'
166	4°48'	33°05'	90'
167	4°00'	26°18'	110'
168	4°00'	16°35'	80'
168	4°00'	21°25'	90'
169	4°30'	6°21'	40'
169	2°28'	16°39'	0'
170	4°00'	9°08'	0'
171	4°00'	15°50'	40'
171	7°15'	77°52'	130'
172	7°15'	44°24'	130'
173	5°00'	11°04'	60'
174	2°15'	10°00'	40'
175	1°10'	8°15'	40'
176	4°00'	27°38'	90'
177	5°00'	20°16'	110'
178	6°00'	35°54'	130'
179	5°00'	15°18'	130'
180	5°00'	25°40'	130'
181	5°00'	27°22'	130'

#175	#174	#173	#172	#171	#170
*132W 12-87	132W 9,85 12-87	132W 9,85 12-87	132-W, CM 11-1978 132-W, 10-77	132-W, CM 11-1978 132-W, 10-77	136-W, CM 11-78 136-W, CM 11-78

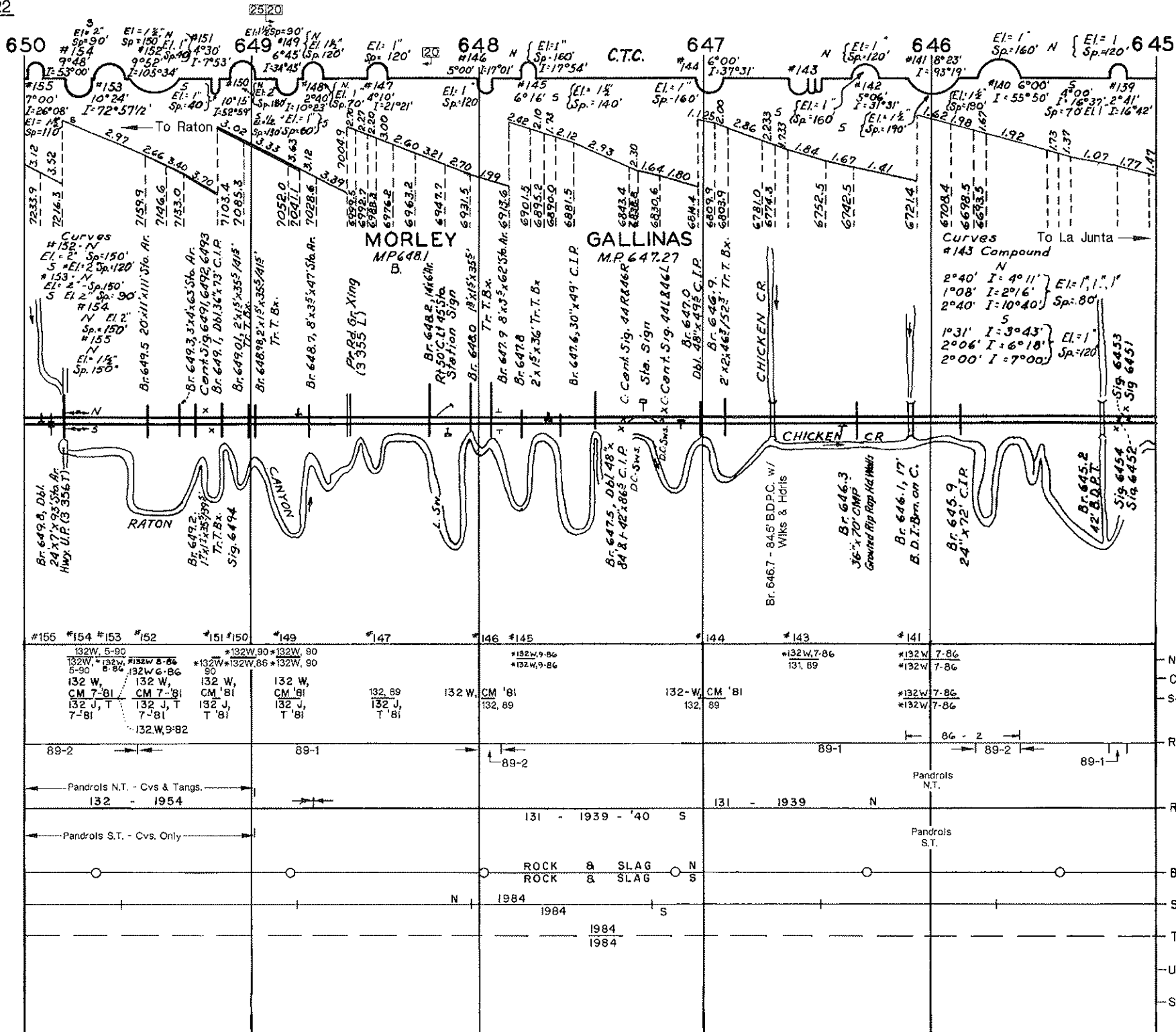
89-1	89-2	89-1
+4690 *132-1987	+2968 132-1951	+0747 132-1977 +7127 132-1951 +3859
136 CWR - 1959		

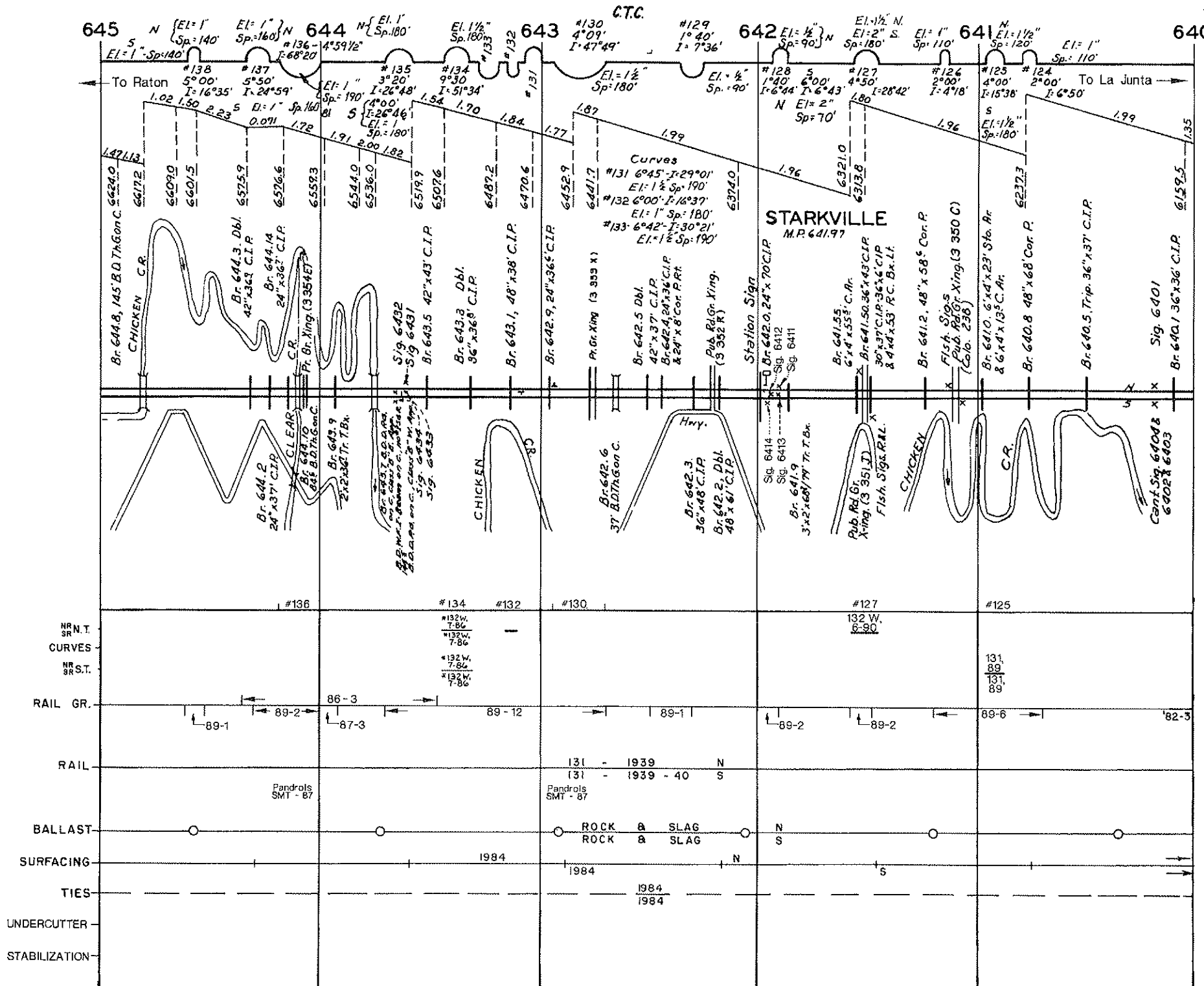


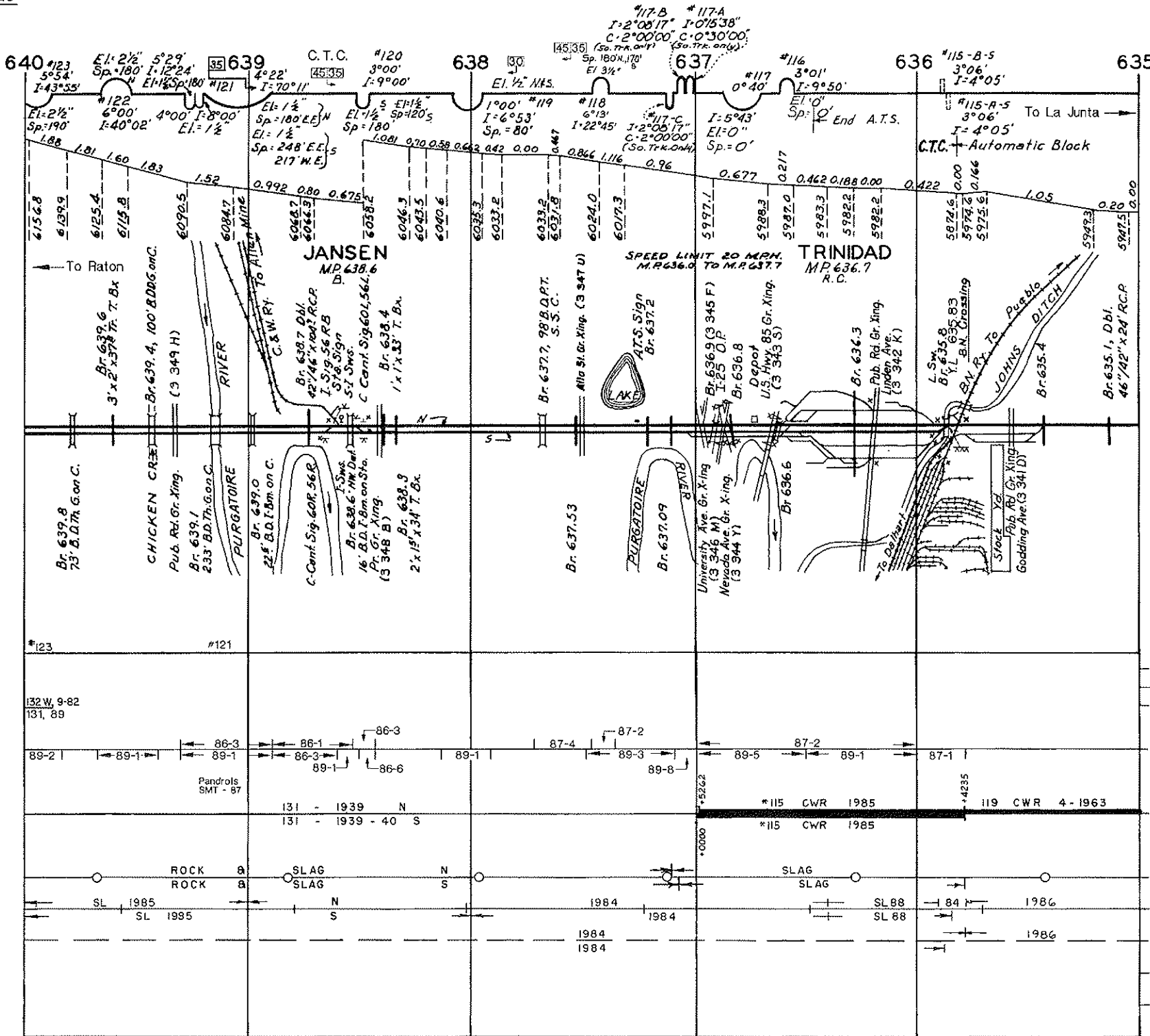
- NR
- CURVES
- SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION



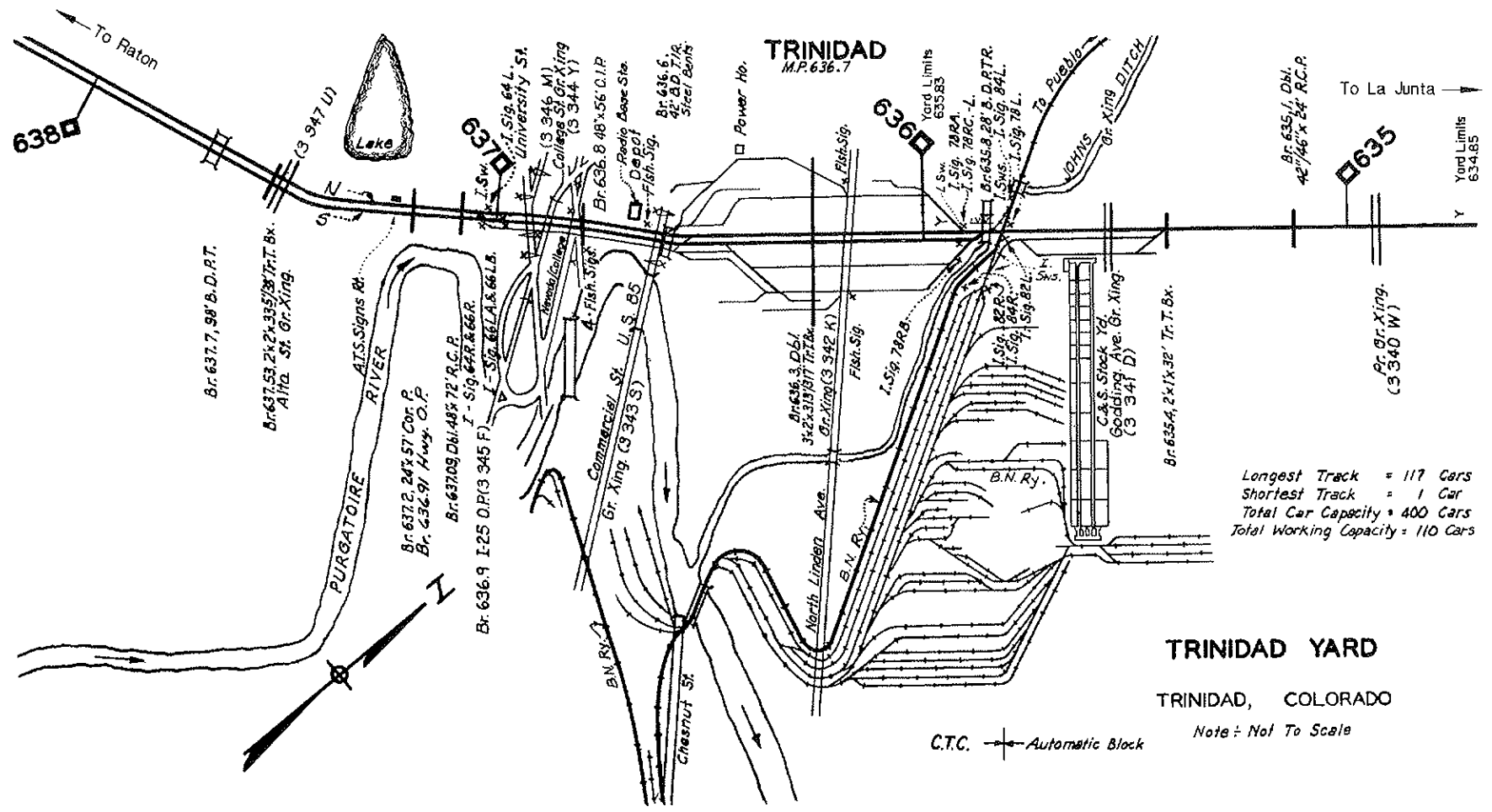
	#181	#180	#179	#178	#177		#168	#167	#165	#164	#163	#162	#160	#159	#157	#156
NR			132 W, CM		*132W				*132W	*132W	*132W	*132W	*132W	*132W	*132W	*132W
CURVES	11-78	6-81	6-81	11-78	12-87				9-85	9-85	9-85	9-85	9-86	9-86	9-86	9-86
SR	11-78	6-81	12-87	11-78	12-87				9-85	9-85	9-85	9-85	9-86	9-86	9-86	9-86
RAIL GR.			1989-1				89-1	87-2	85-2	89-1	N	85-5			89-2	
RAIL			132 - 1951							132 - 1954	N					
BALLAST			ROCK & SLAG							ROCK & SLAG	N					
SURFACING			84	SL	87	84				1984	S				1984	N
TIES			1984							1984	S				1984	N
UNDERCUTTER																
STABILIZATION																







No. Trk. NR
 SR
 CURVES
 Sa. Trk. NR
 SR
 RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION



TRINIDAD YARD

TRINIDAD, COLORADO

Note = Not To Scale

C.T.C. — Automatic Block

Longest Track = 117 Cars
 Shortest Track = 1 Car
 Total Car Capacity = 400 Cars
 Total Working Capacity = 110 Cars

635

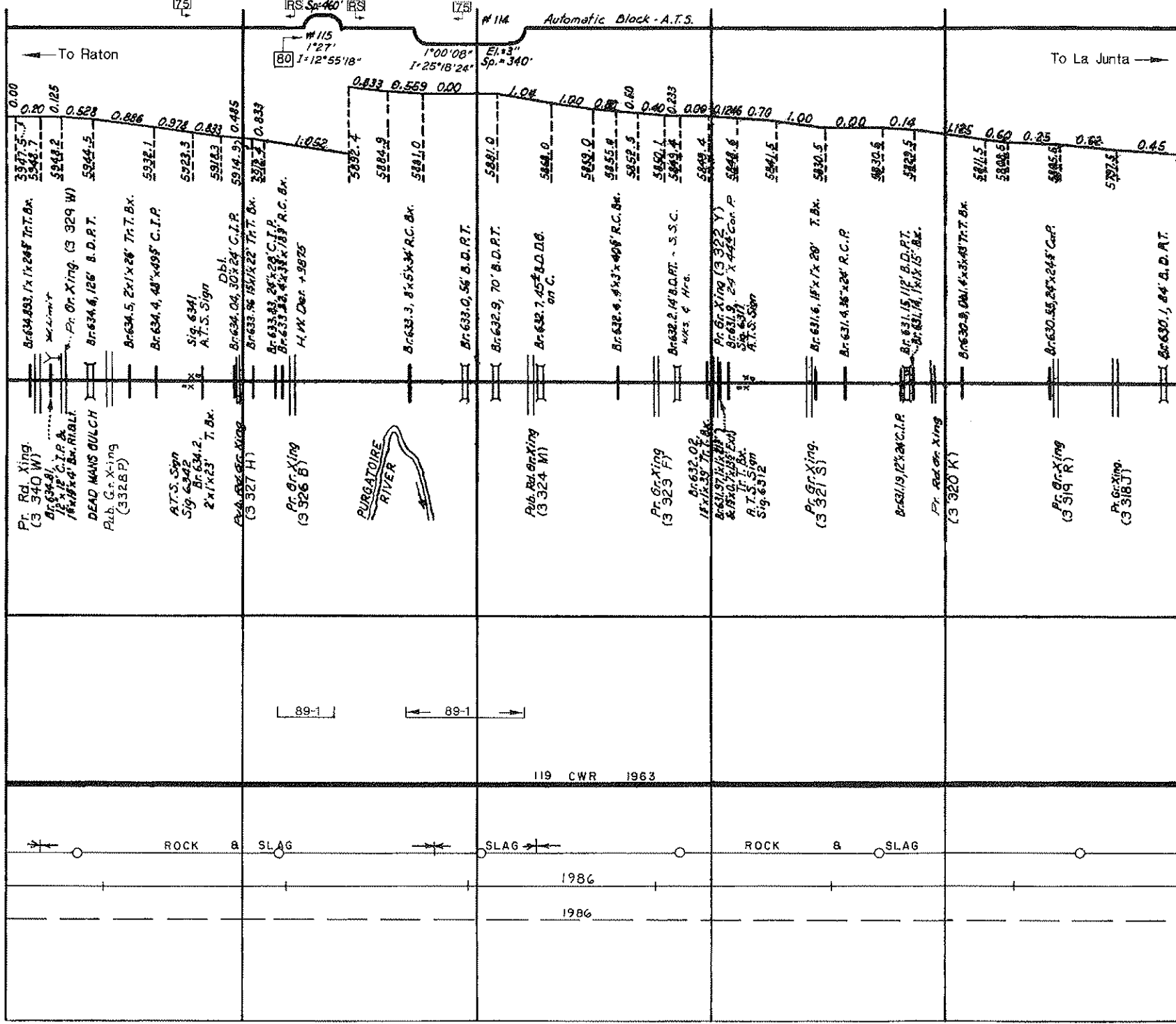
634

633

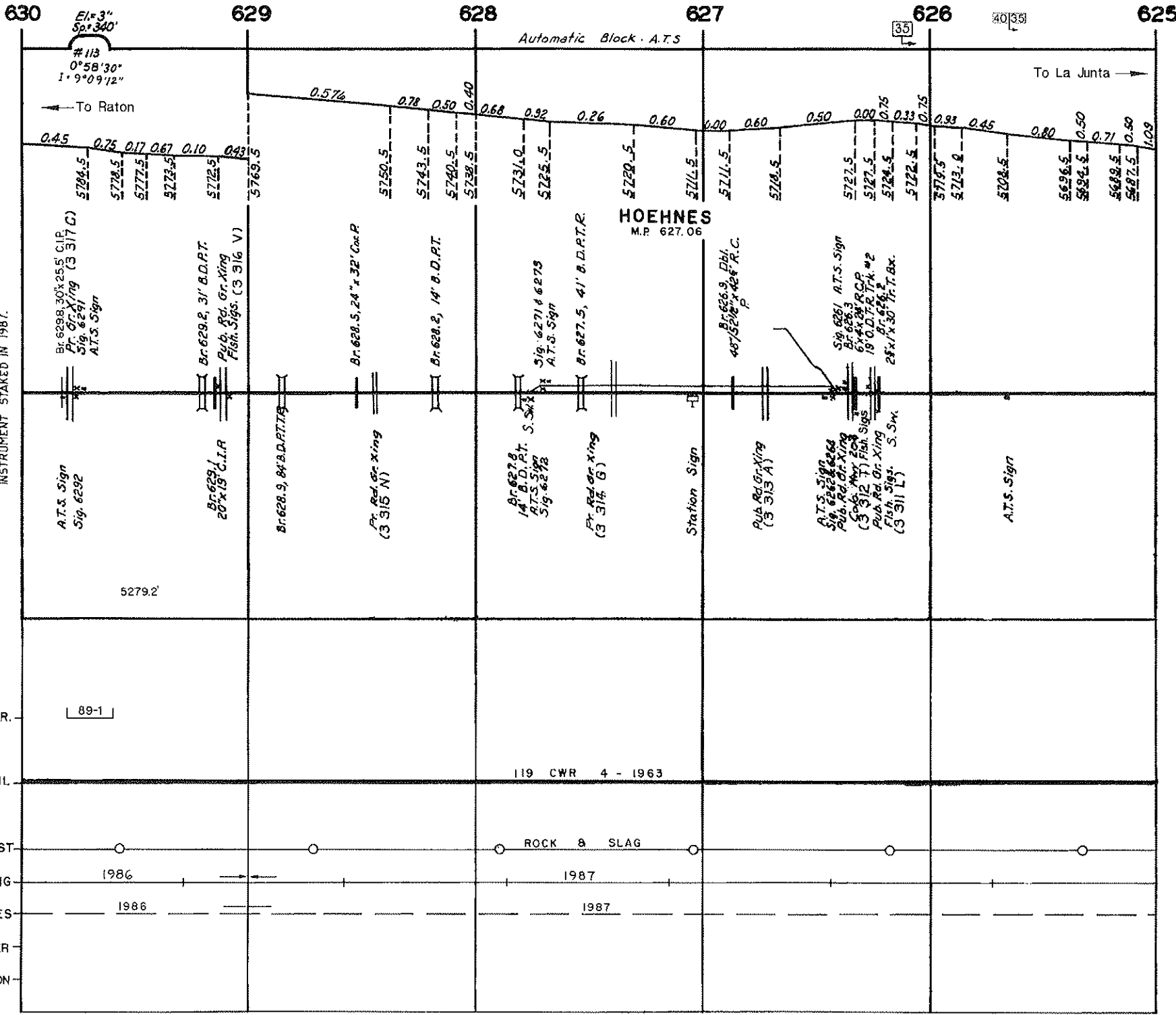
632

631

630



NOTE:
 M.P. 629 TO M.P. 635.8
 CURVES AND TANGENTS
 INSTRUMENT STAKED IN 1986.



NOTE: M.P. 614 TO M.P. 629,
CURVES AND TANGENTS
INSTRUMENT STAKED IN 1987.

630

629

628

627

626

625

Automatic Block - A.T.S

40(35)

#113
0°58'30"
1°9'09'12"

To Raton

To La Junta

0.45 0.75 0.17 0.67 0.10 0.43
5704.5 5724.5 5772.5 5723.5 5725.5 5769.5

0.57% 0.78 0.50 0.40 0.68 0.92 0.26 0.60 0.00 0.60 0.50 0.00 0.25 0.33 0.25

5750.5 5743.5 5740.5 5739.5 5731.0 5725.5 5720.5 5714.5 5711.5 5710.5 5722.5 5727.5 5724.5 5722.5 5719.5 5713.2 5708.5 5696.5 5694.5 5689.5 5687.5 1.09

Br. 6298, 30'x25.5' C.I.P.
P.C. Gr. Xing (3 317 C)
519.6291
A.T.S. Sign

Br. 629, 2, 31' B.D.P.T.
Pub. Rd. Gr. Xing
Fish. Sigs. (3 316 V)

Br. 628, 5, 24' x 32' Cor. P

Br. 628, 2, 14' B.D.P.T.

Br. 627, 8
14' B.D.P.T.
A.T.S. Sign
S. Swk
519.6271 & 6273
A.T.S. Sign

Br. 627, 5, 41' B.D.P.T.R.
P.C. Rd. Gr. Xing
(3 315 N)

HOEHNES
M.P. 627.06

Br. 626, 9, Dbl.
48'x216' x 42' R.C.

Sign 626, A.T.S. Sign
Br. 626, 3
P.C. Rd. Gr. Xing
(3 312 T) Fish. Sigs
Pub. Rd. Gr. Xing
25' x 120' Tr. Bx.

A.T.S. Sign
Sig. 626 & 6264
Pub. Rd. Gr. Xing
506. May 208
(3 312 T) Fish. Sigs
Pub. Rd. Gr. Xing
S. Swk
(3 311 L)

A.T.S. Sign

5279.2

RAIL GR.

89-1

RAIL

119 CWR 4 - 1963

BALLAST

ROCK & SLAG

SURFACING

1986

1987

TIES

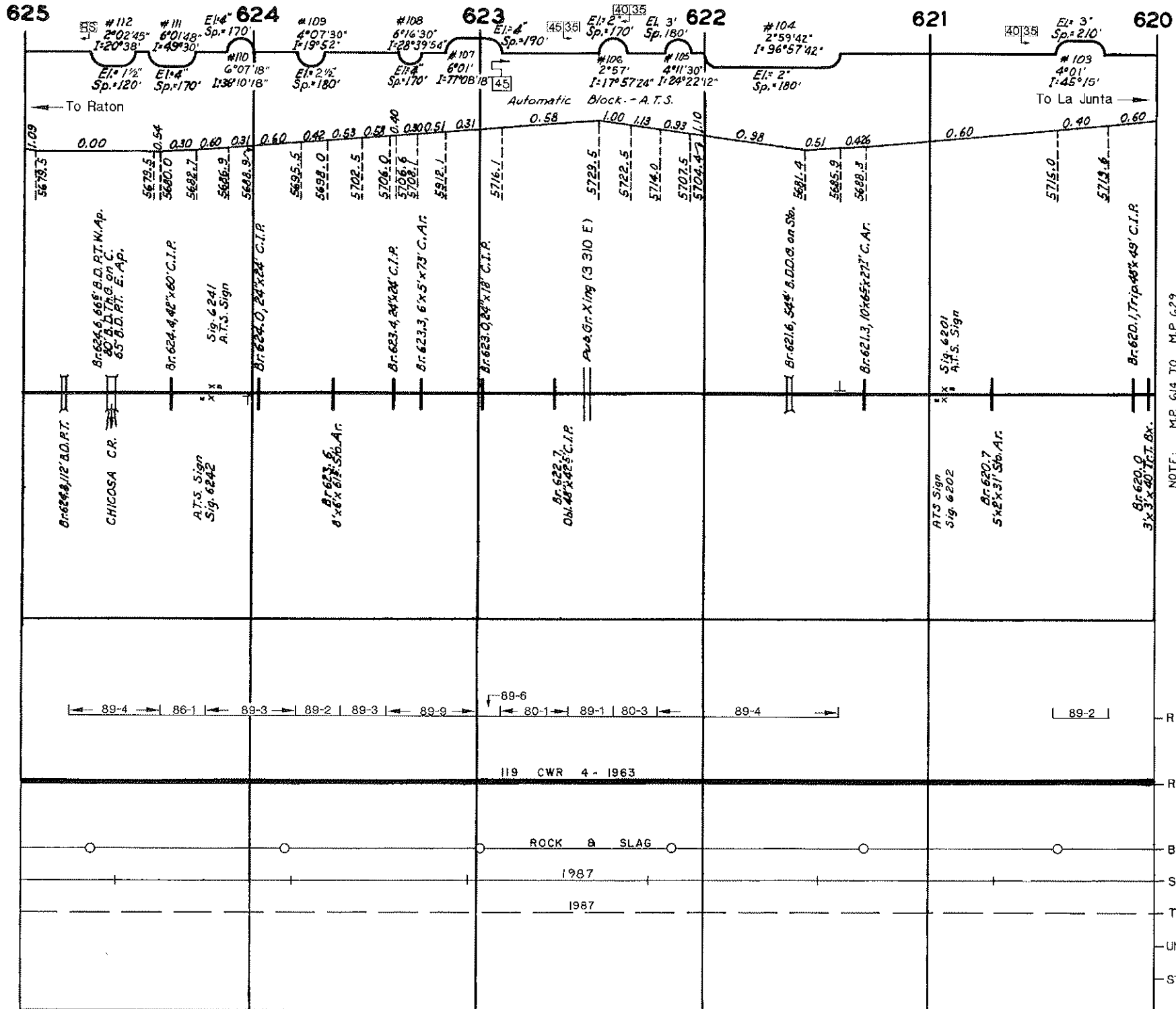
1986

1987

UNDERCUTTER

STABILIZATION

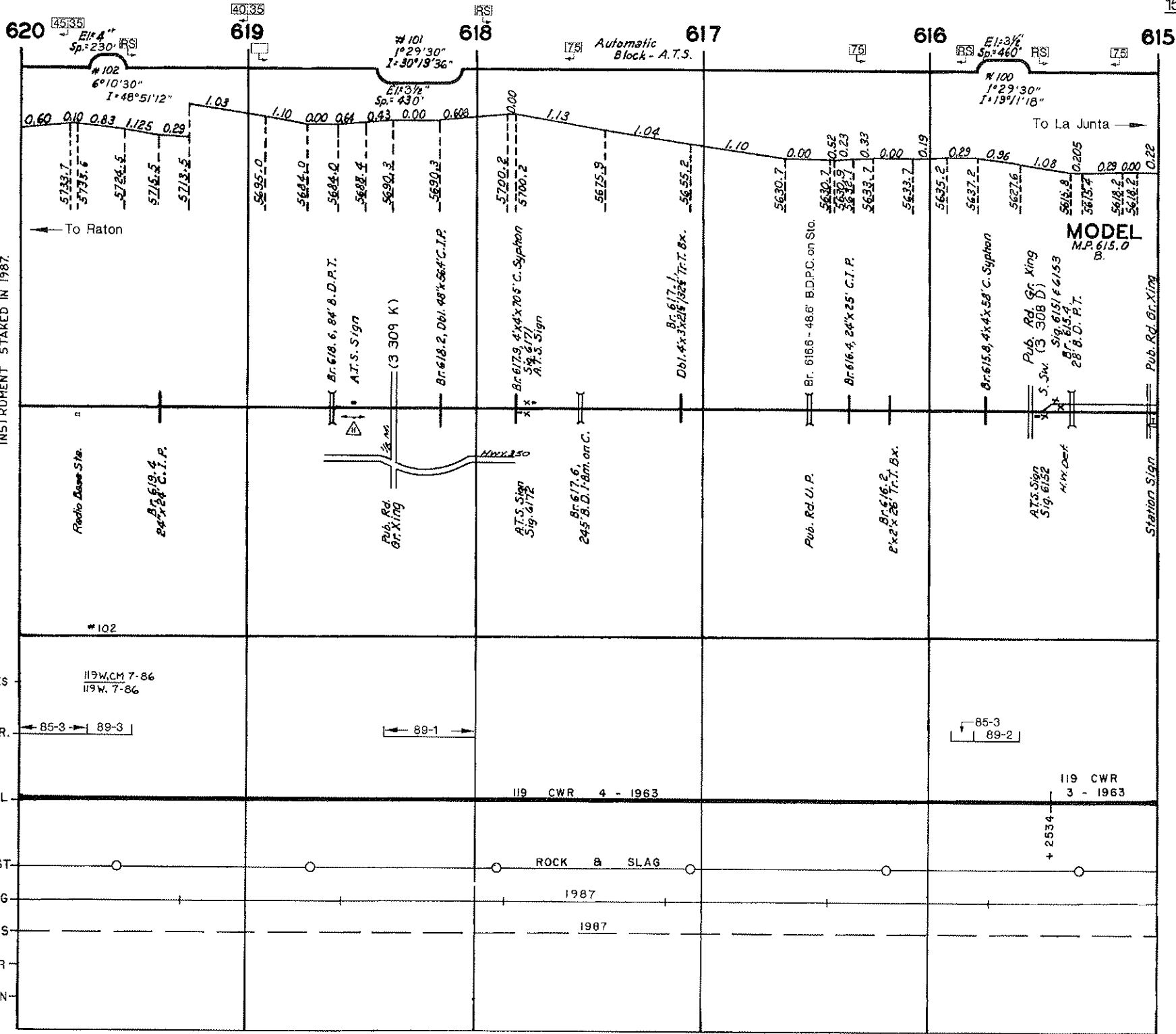
REVISED 1-91



NOTE:
 M.P. 614 TO M.P. 629,
 CURVES AND TANGENTS
 INSTRUMENT STAKED IN 1987.

119 CWR 4 - 1963

ROCK & SLAG
 1987
 1987



NOTE: M.P. 614 TO M.P. 629,
CURVES AND TANGENTS
INSTRUMENT STAKED IN 1987.

*102

NR
SR
CURVES
119W, CM 7-86
119W, 7-86

RAIL GR. ← 85-3 → | 89-3 |

RAIL

119 CWR 4 - 1963

119 CWR
3 - 1963

BALLAST

ROCK & SLAG

+ 2534 -

SURFACING

1987

TIES

1987

UNDERCUTTER

STABILIZATION

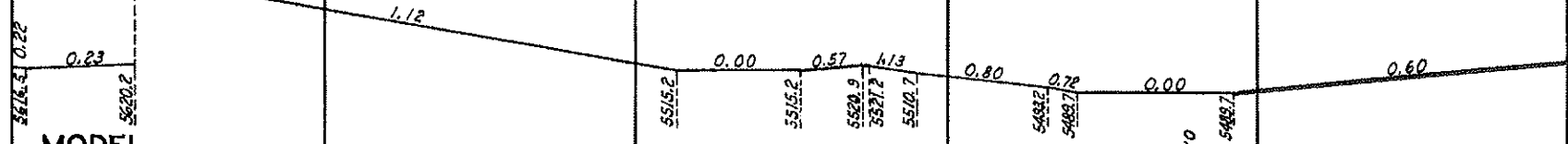
615 614 613 Automatic Block 612 611 610

NO CURVES

Automatic Block
A. T. S.

To Raton

To La Junta



MODEL
M.P. 615.0

Br 614.6
4' x 4' x 8' C. Siphon
Sig. 6141 & 6144
A.T.S. Sign

Br. 613.8
Dbl. 30' x 33' x 25' C. Ar

Pub. Rd. Gr. Xing
Sig. 6121 (3 306 P)

VAN BREMER ARROYO

Sig. 6101

Br 614.9, 20' x 18' C.T.P.
2' x 2' x 5' R.C. Bx.

A.T.S. Sign
S. Sw. 6143
Sig. 6143

U.S. Hwy 350

8' W.
A.T.S. Sign
Sig. 6122

Br 611.2, 98' B.D.T.P.
on S. R.F.
P.W. Clear

Br 610.9,
22' x 25' x 25' Tr. T. Bx.
A.T.S. Sign
Sig. 6102

NOTE:
M.P. 614 TO M.P. 629,
CURVES AND TANGENTS,
INSTRUMENT STAKED IN 1987.
M.P. 614 TO M.P. 571.9,
INSTRUMENT STAKED IN 1986.

- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

ROCK & SLAG

SLAG

ROCK & SLAG

SLAG

1987

1986

1987

1986

119 CWR 3 - 1963

Intentionally Blank

610

609

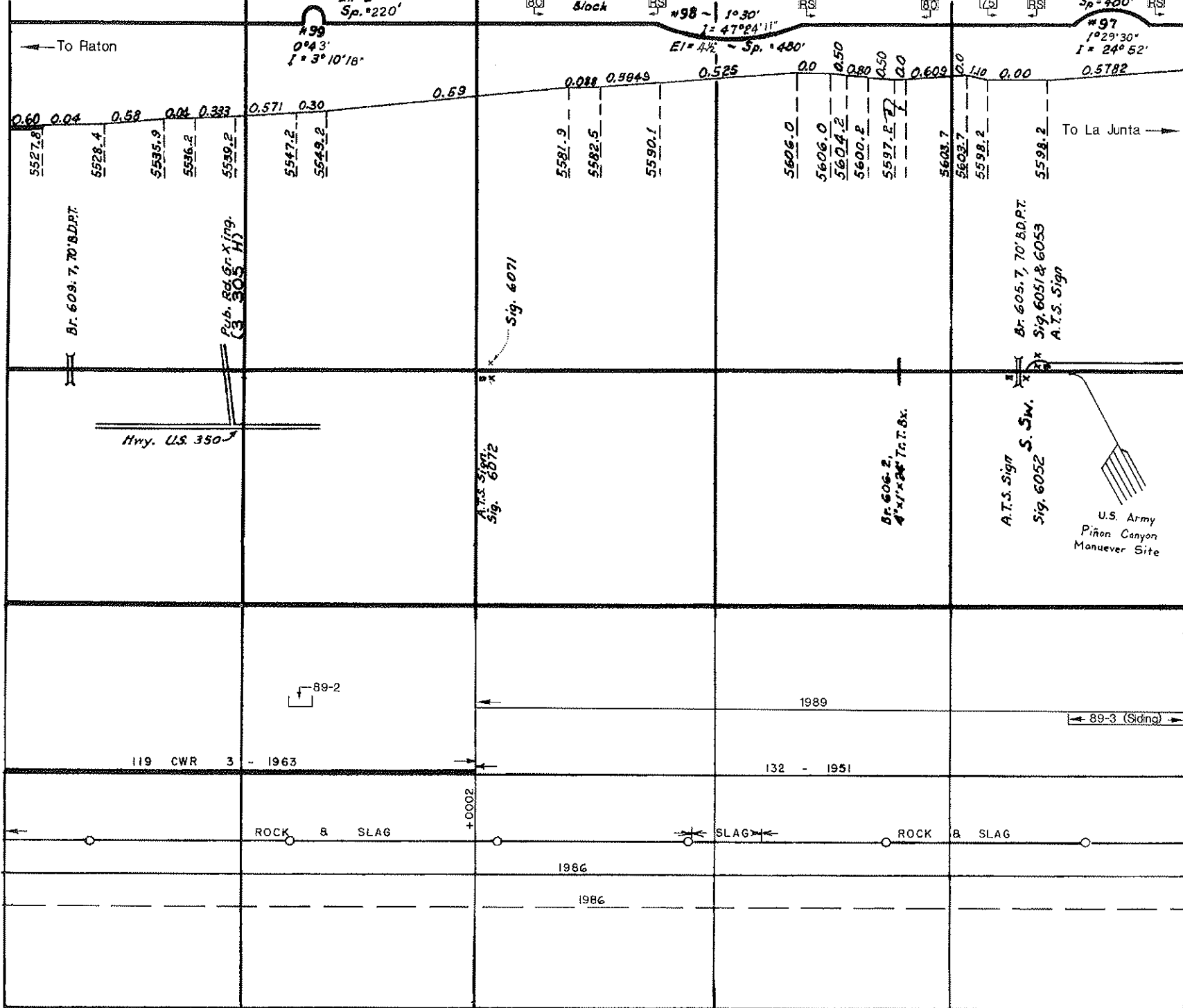
608

607

A.T.S.

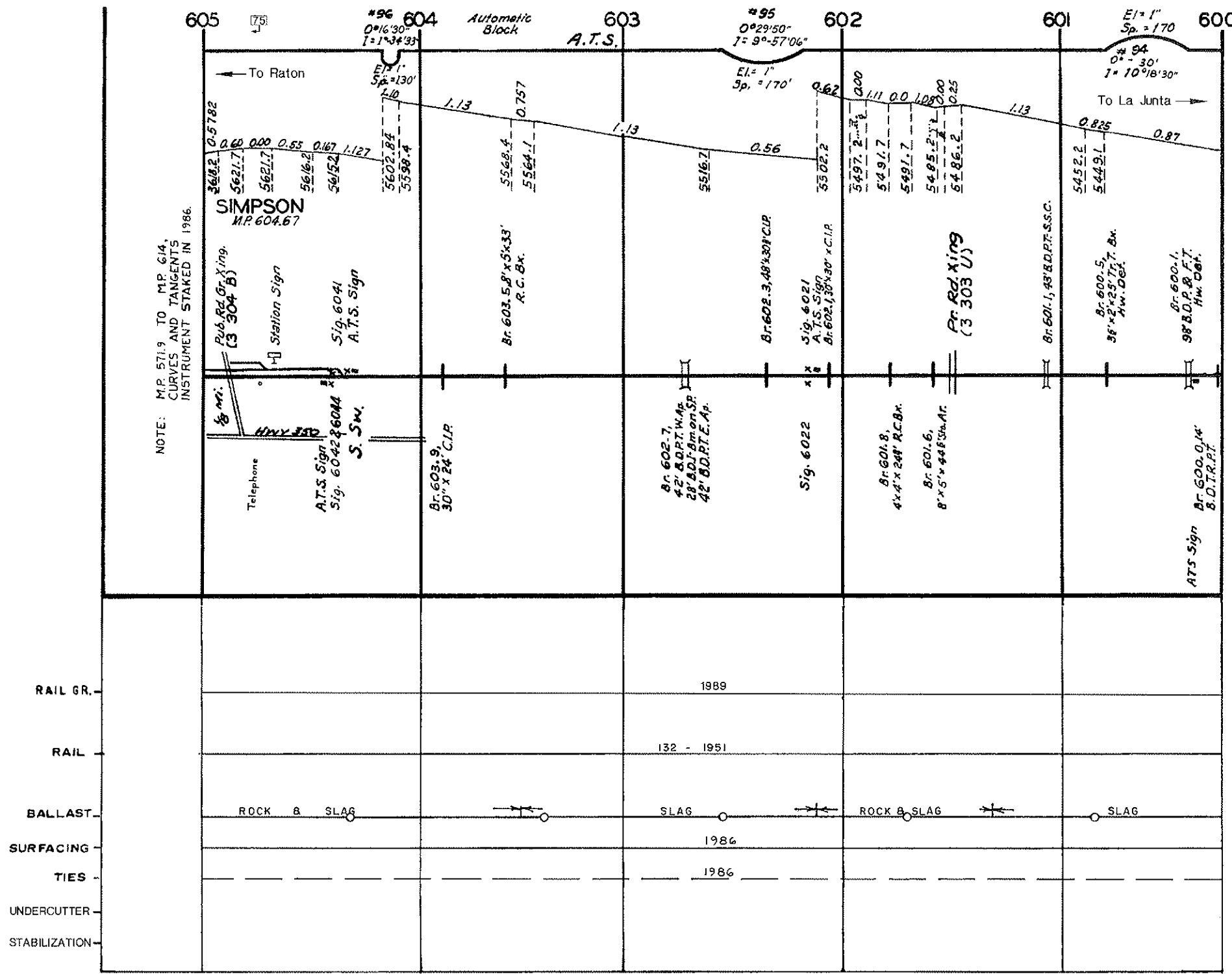
606

605



NOTE: M.P. 614 TO M.P. 571.9,
CURVES AND TANGENTS
INSTRUMENT STAKED IN 1986.

RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION



NOTE: MP 571.9 TO MP 614,
CURVES AND TANGENTS
INSTRUMENT STAKED IN 1986.

SIMPSON
MP 604.67

← To Raton

To La Junta →

605 #96 604 Automatic Block 603 A.T.S. #95 602 601 #94 600

0°16'30" L=1+34'33"
E1=1' Sp.=130'
0°29'50" L=9°-57'06"
E1=1' Sp.=170'
0°-30' L=70°18'30"

0.5782 0.60 0.00 0.55 0.167 1.127 1.13 0.757 1.13 0.56 0.62 0.00 1.11 0.0 1.02 0.00 0.25 1.13 0.825 0.87

3618.2 5621.7 5621.7 5616.2 5615.2 5602.84 5599.4 5568.4 5564.1 5516.7 5502.2 5497.2 5491.7 5491.7 5485.2 5485.2 5485.2 5452.2 5449.1

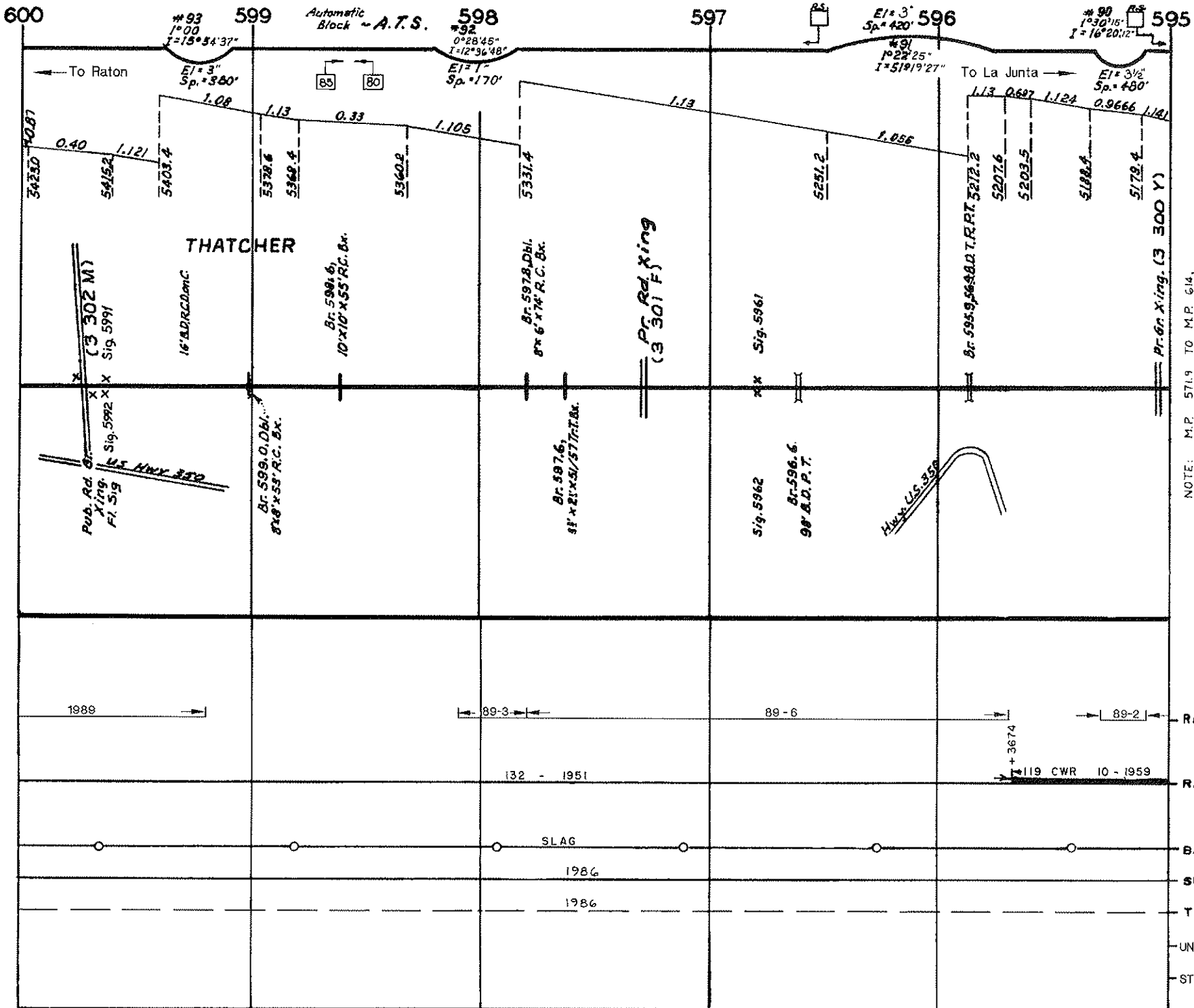
Pub. Rd. Gr. Xing.
(3 304 B)
Station Sign
Sig. 604
A.T.S. Sign
Br. 603.5, 8' x 5 x 33'
R.C. Bx.
Br. 602.3, 48' x 30' C.I.P.
Sig. 6021
A.T.S. Sign
Br. 602.1, 30' x 24' C.I.P.
Pr. Rd. Xing
(3 303 U)
Br. 601.1, 48' B.D.P.T. S.S.C.
Br. 600.5,
38' x 24' x 29' Tr. Bx.
Hw. Det.
Br. 600.1,
98' B.D.P.P. & F.T.
Hw. Det.

Telephone
A.T.S. Sign
Sig. 6042 & 6044
S. SW.
Br. 603.9,
30' x 24' C.I.P.
Br. 602.7,
42' B.D.P.T. W.A.P.
28' B.D.J. - 8' Mon. Sp.
42' B.D.P.T.E. Ap.
Sig. 6022
Br. 601.8,
4' x 4' x 24' R.C. Bx.
Br. 601.6,
8' x 5' x 44' 5/8" A.P.

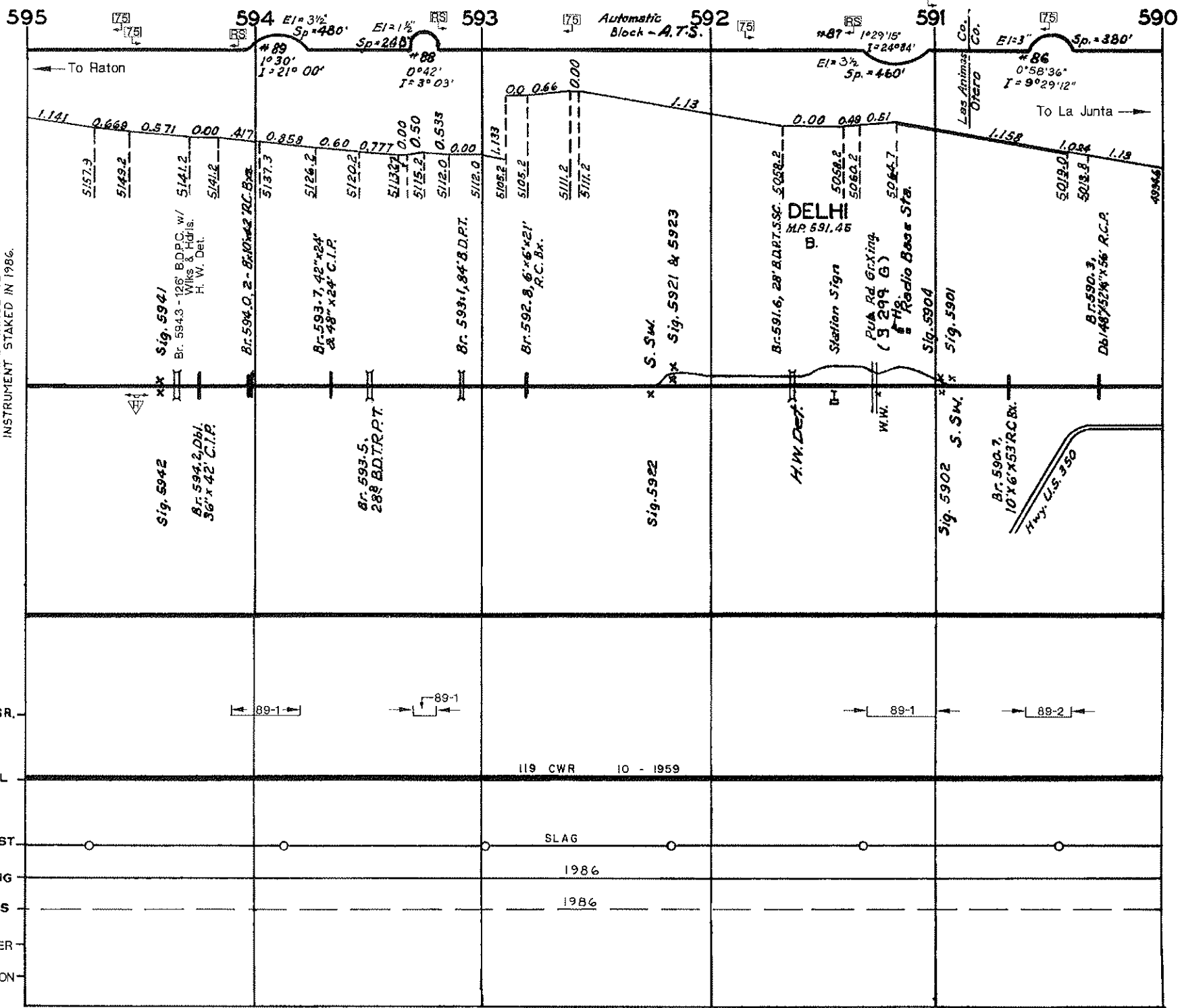
ATS Sign
Br. 600.014
B.D.T.R.P.T.

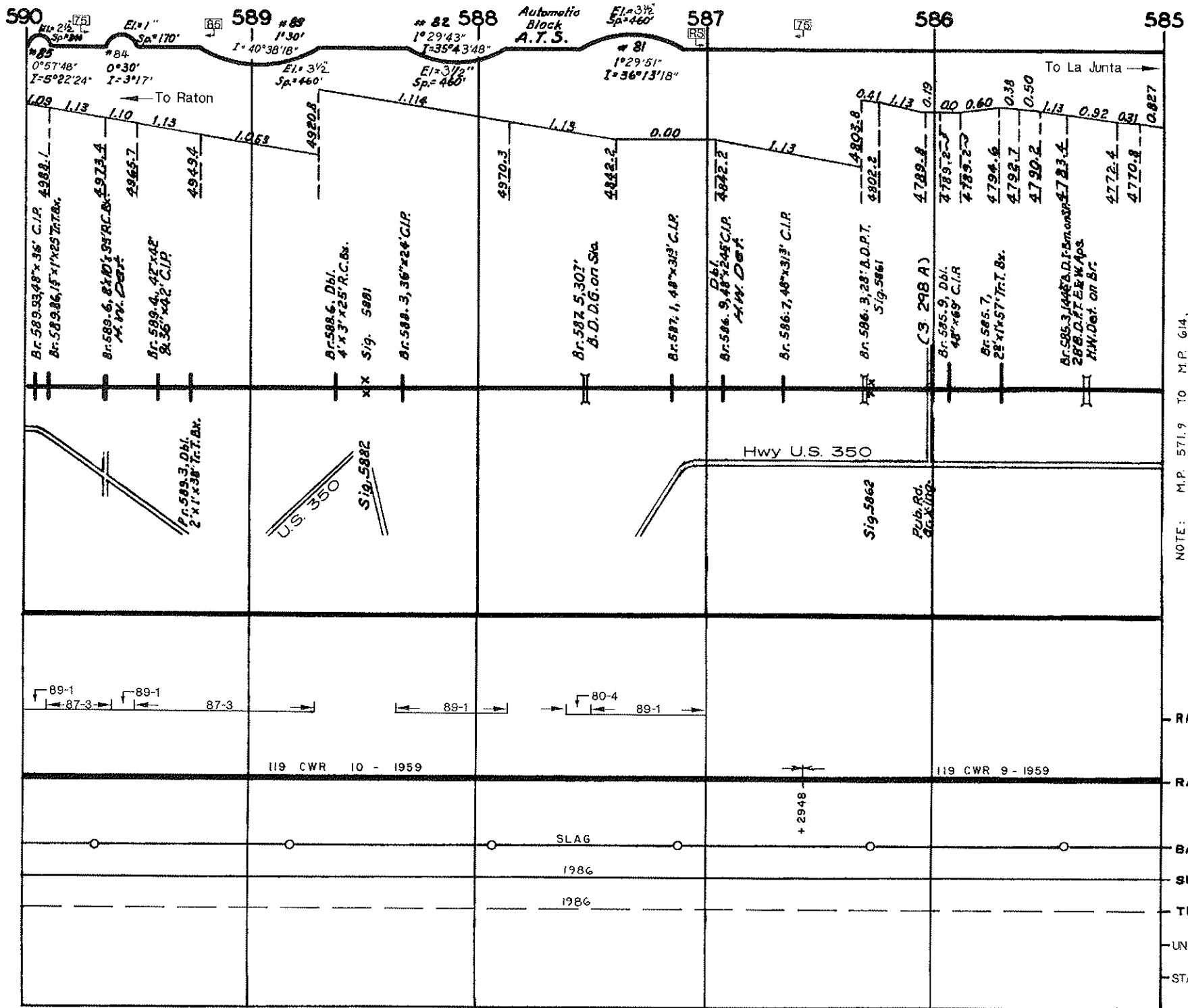
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

1989
132 - 1951
ROCK & SLAG SLAG ROCK & SLAG SLAG
1986
1986

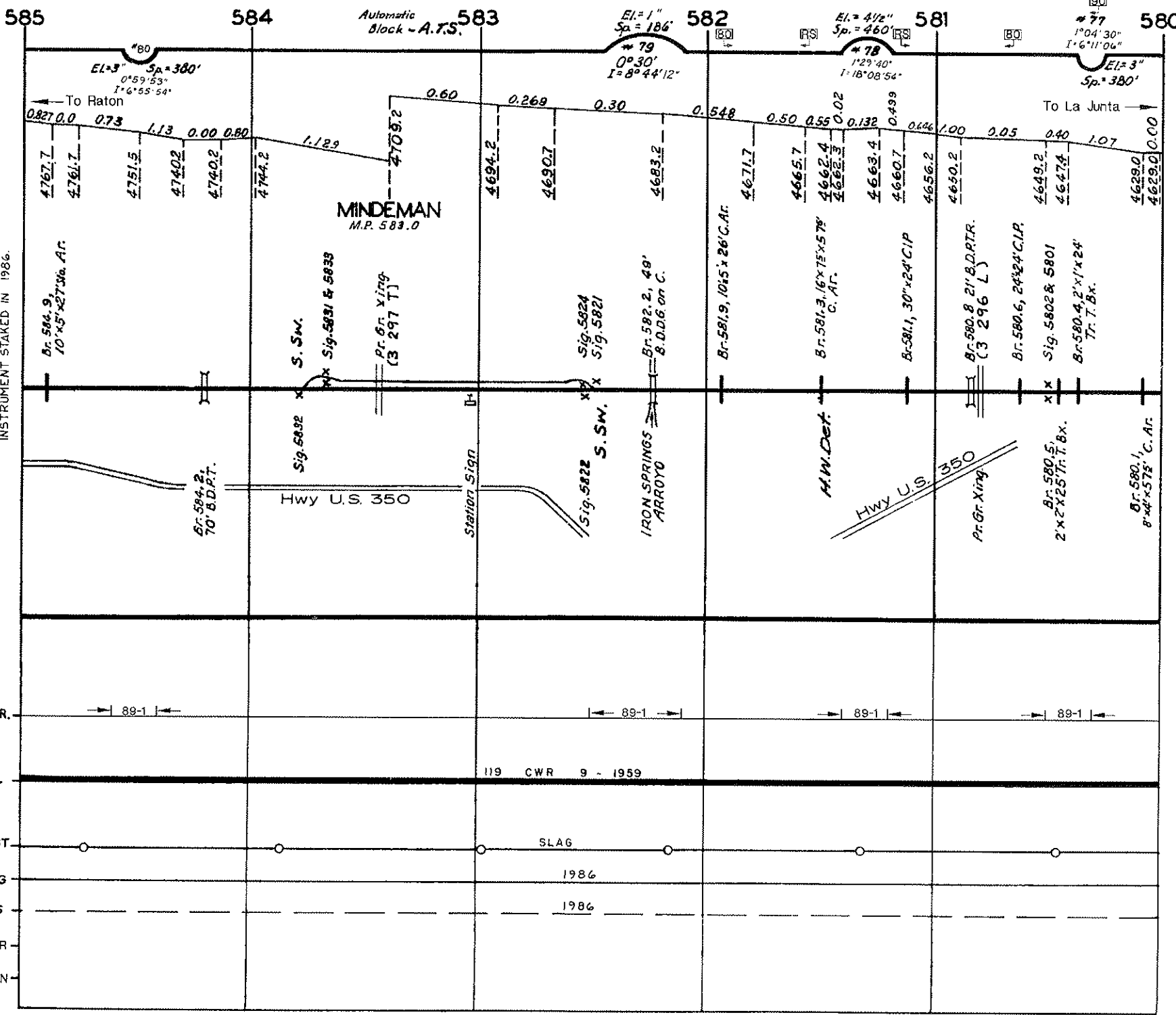


NOTE: M.P. 571.9 TO M.P. 614, CURVES AND TANGENTS INSTRUMENT STAKED IN 1986.



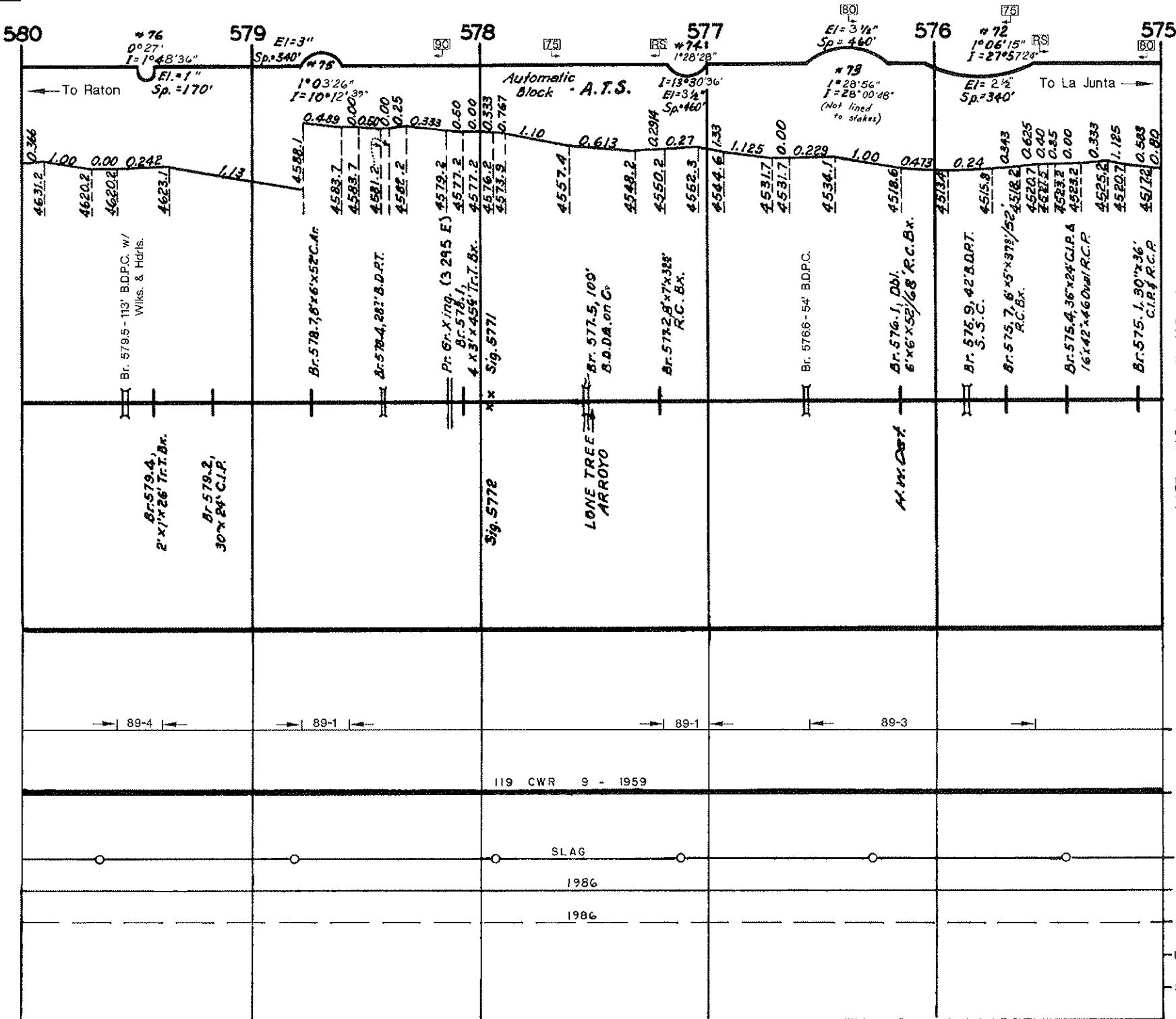


NOTE: M.P. 571.9 TO M.P. 614, CURVES AND TANGENTS INSTRUMENT STAKED IN 1986.

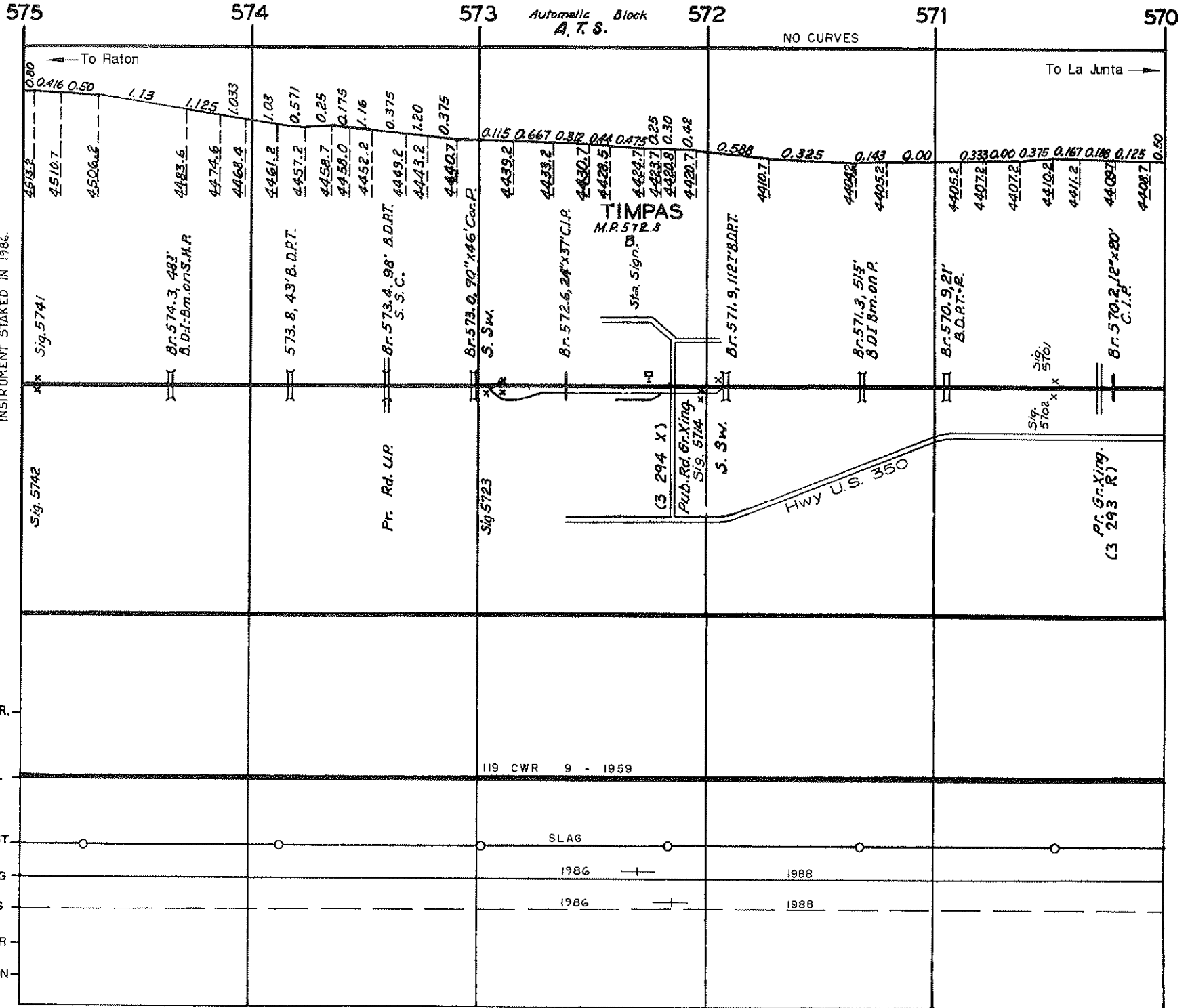


NOTE: M.P. 571.9 TO M.P. 614, CURVES AND TANGENTS INSTRUMENT STAKED IN 1986.

RAIL GR.	89-1	89-1	89-1	89-1
RAIL		119 CWR	9 - 1959	
BALLAST			SLAG	
SURFACING			1986	
TIES			1986	
UNDERCUTTER				
STABILIZATION				

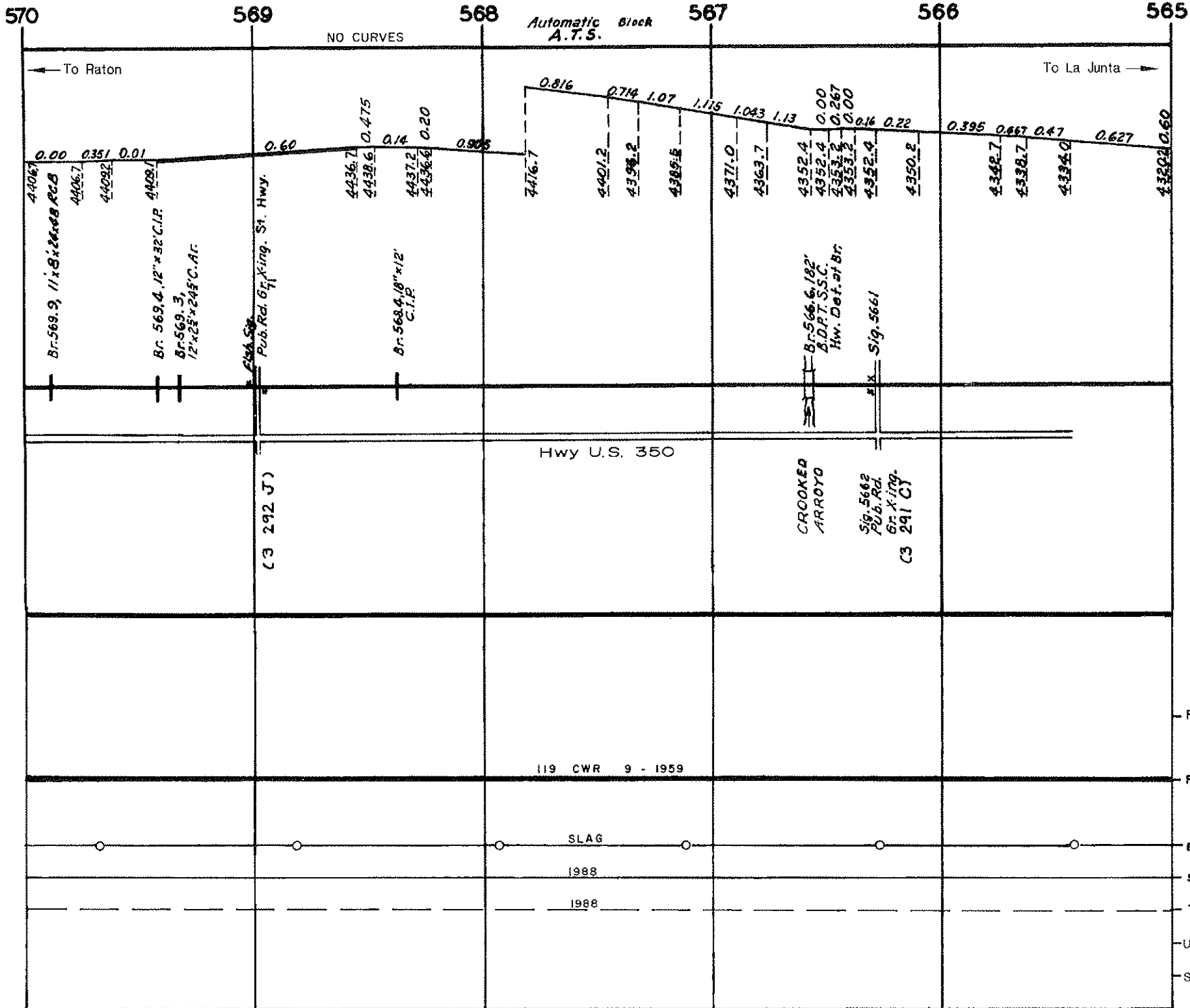


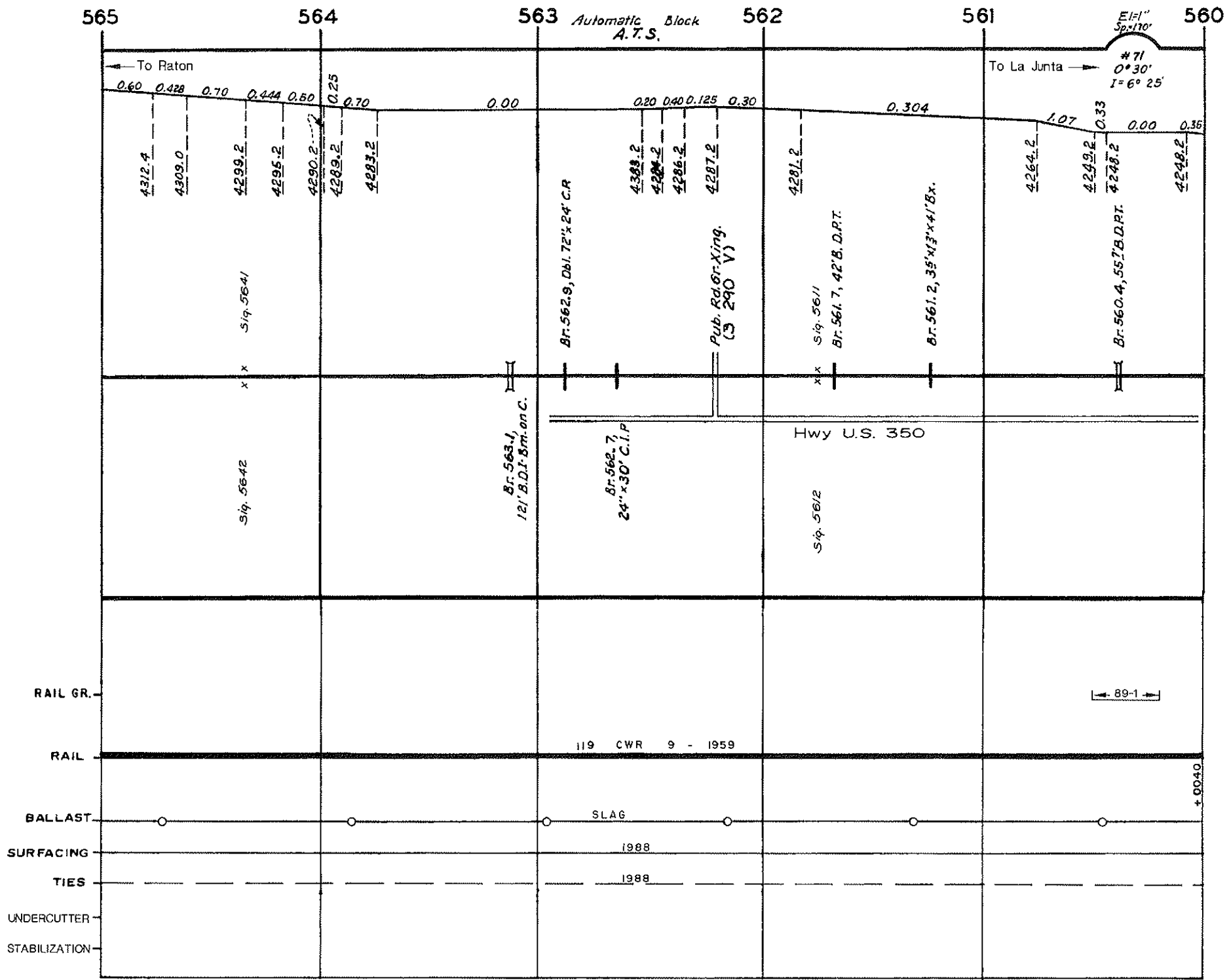
NOTE: M.P. 571.9 TO M.P. 614, CURVES AND TANGENTS INSTRUMENT STAKED IN 1986.



NOTE: M.P. 571.9 TO M.P. 614,
CURVES AND TANGENTS
INSTRUMENT STAKED IN 1986.

RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION





560

559

Automatic Block
A.F.S.

558

557

3530

El. 2' 556

50

167 5011'

155150
555

To Raton

To Newton

0.35 0.25 1.0 1.10 0.00 0.57 1.00 2.00 0.564 0.20 0.375 0.745 0.636 0.454 0.86 1.10 1.13 1.05 1.13 0.95 0.694 0.28 0.95 0.38 0.32 0.482 0.353

4244.7 4243.2 4242.2 4221.2 4221.2 4225.2 4220.2 4220.2 4220.2 4226.4 4227.2 4226.9 4218.7 4211.7 4205.2 4197.2 4186.2

Br. 559.4, 28' B.D.P.T.
S.S.C.

Br. 559.9
41' x 3' x 32' / 40' Tr. 7. 8k.

Br. 557.9, 36' x 30'
Con. P.

Br. 556.7 - 148' B.D.P.C. w/
Wkls & Hdrls

Br. 556.4
3' x 2' x 47.5' Tr. 7. 8k.

Br. 556.15
25' x 2' x 20' Tr. 6. 8k.

Br. 555.925'
B.D.P. - Amara C.

Br. 555.8
398' B.D.P.C.

Br. 555.4
3' x 286' F.

Br. 555.4
4' x 512' F.

Br. 555.4
4' x 512' F.

LA JUNTA
M.P. 554.86

24' x 48' C.I.P.
Br. 559.0

Pub. Rd. Gr. Xing.
(3 289 B)

Hwy U.S. 350

Sw. Limit
Sig. 5572

Pub. Rd. Gr. Xing.
(3 288 U)

AIS Sign

Sw. Limit
Sig. 5572

Hwy U.S. 10 U.P.
(3 287 M)

Pub. Rd. Xing.
U.S. Hwy. 50

AIS Sign
M.P. 555+287

AIS Sign
M.P. 555+287

M.P. 555+2832
End double track

Section 15

86-2 89-1 86-2 89-1 86-3 86-1 89-1 86-1

NR CURVES SR

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

SLAG

SLAG OVER GRAVEL

Raton Subdivision

La Junta (M.P. 554.9) to Raton (M.P. 659.5)

