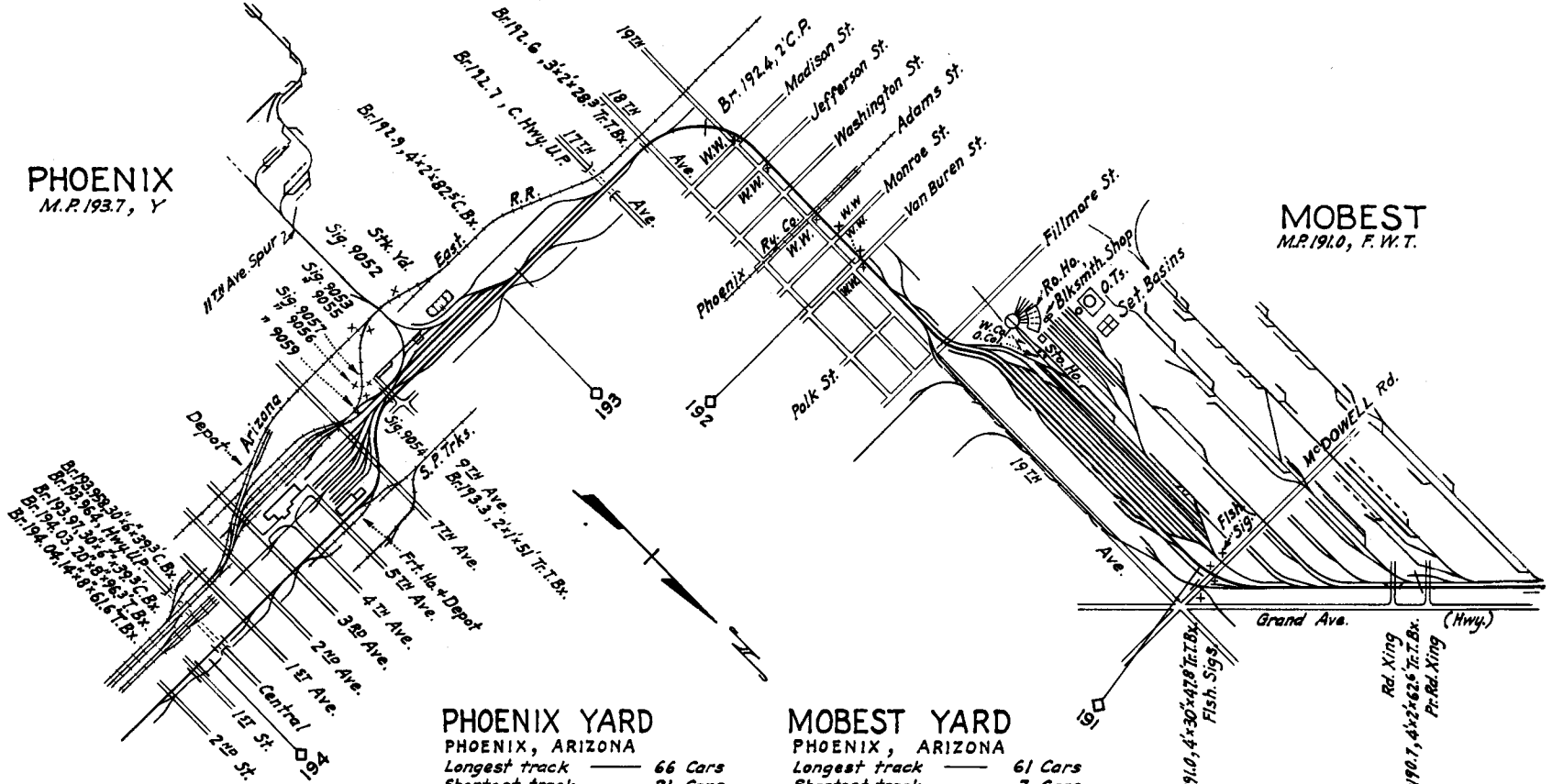


PHOENIX

M.R.193.7, Y

MOBEST

M.P.191.0, F.W.T.



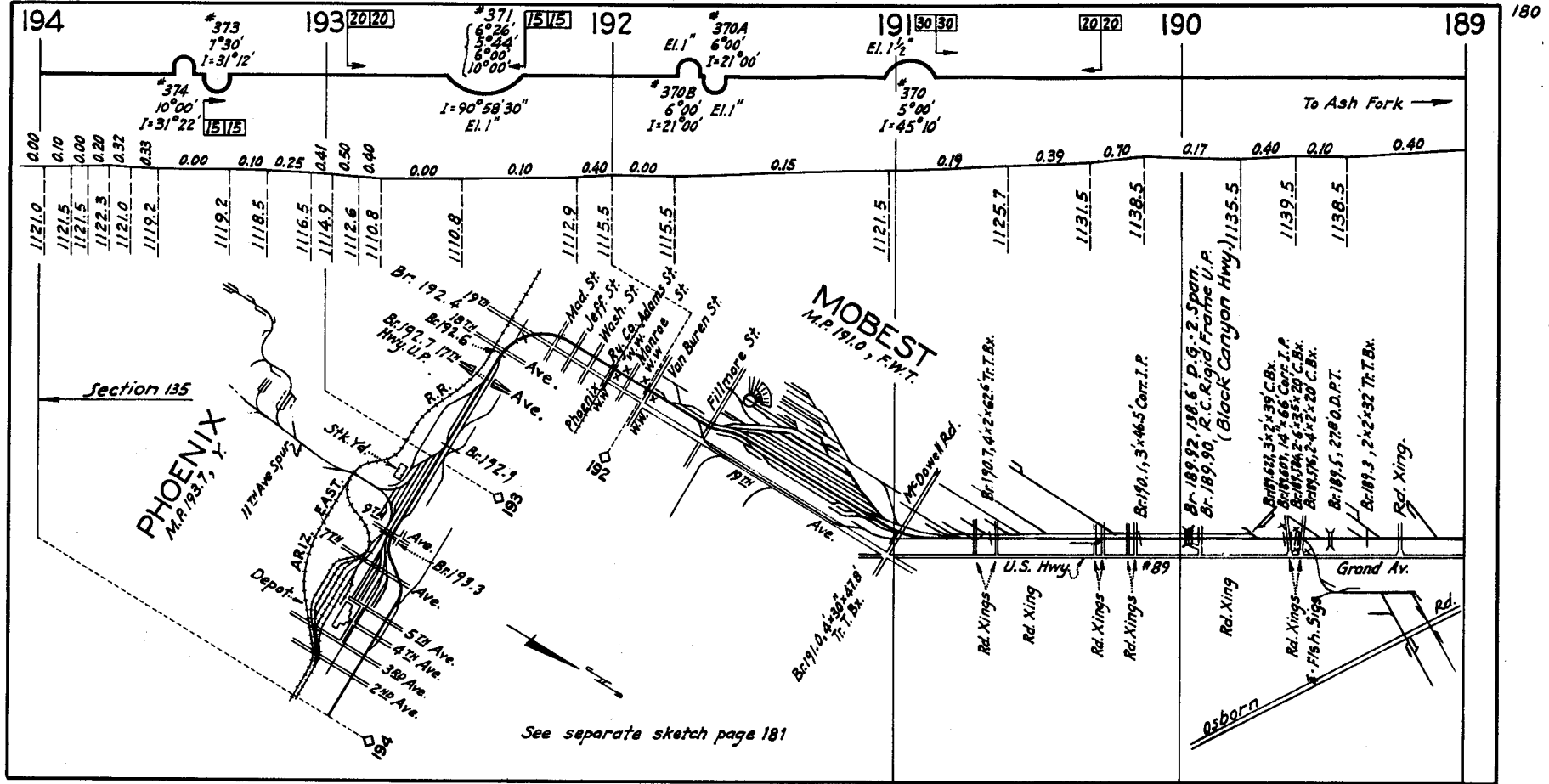
PHOENIX YARD

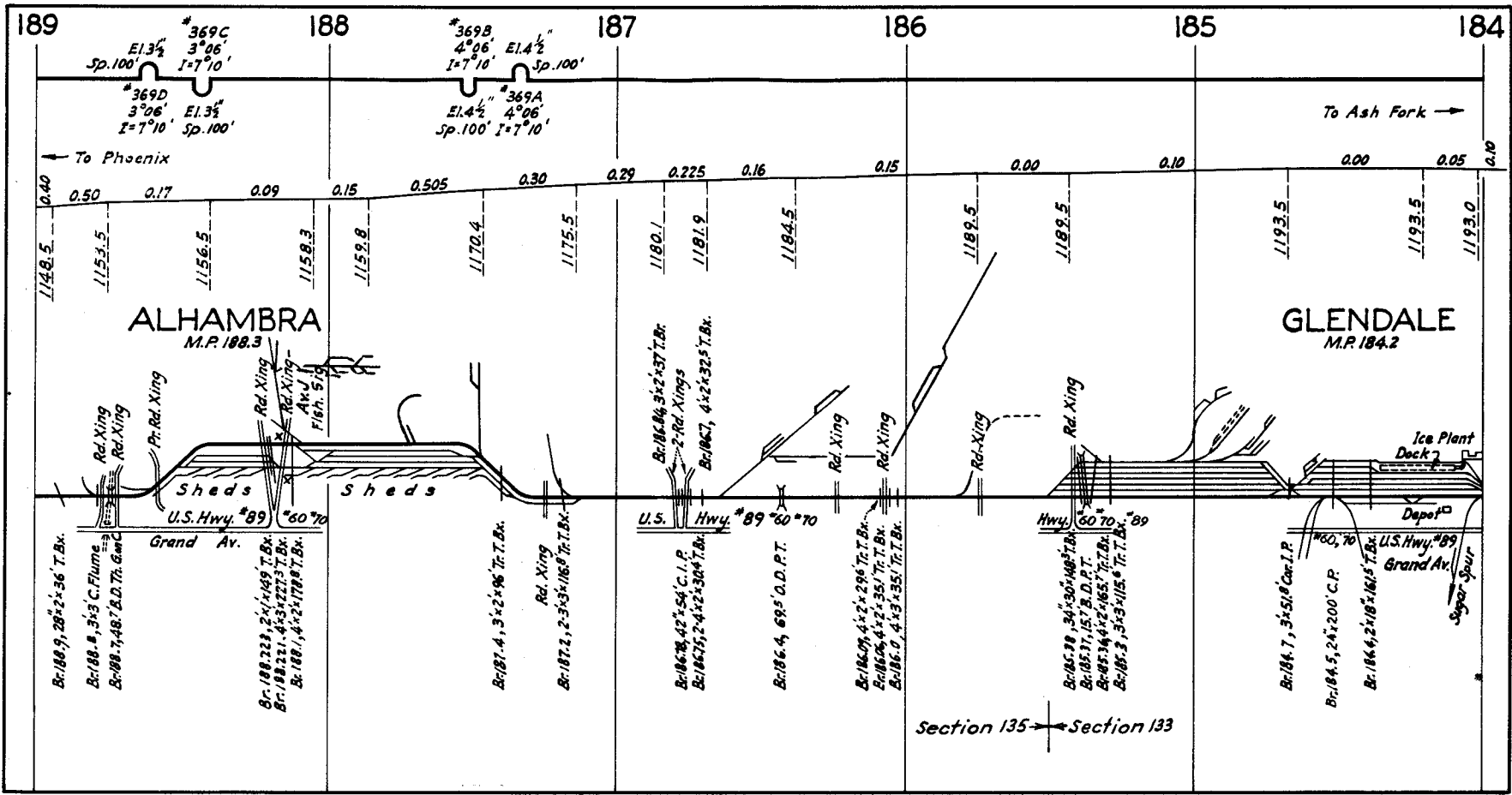
PHOENIX, ARIZONA
 Longest track — 66 Cars
 Shortest track — 21 Cars
 Total car capacity — 121 Cars

MOBEST YARD

PHOENIX, ARIZONA
 Longest track — 61 Cars
 Shortest track — 7 Cars
 Total car capacity — 262 Cars

Approx. scale: 1" = 200' Horiz.





189 #369C
 El. 3 1/2 3°06' I=7°10' Sp. 100'
 #369D
 3°06' El. 3 1/2 I=7°10' Sp. 100'

188 #369B
 4°06' El. 4 1/2 I=7°10' Sp. 100'

187 #369A
 El. 4 1/2 4°06' I=7°10' Sp. 100'

186 #369E
 El. 4 1/2 4°06' I=7°10' Sp. 100'

185 #369F
 El. 4 1/2 4°06' I=7°10' Sp. 100'

184

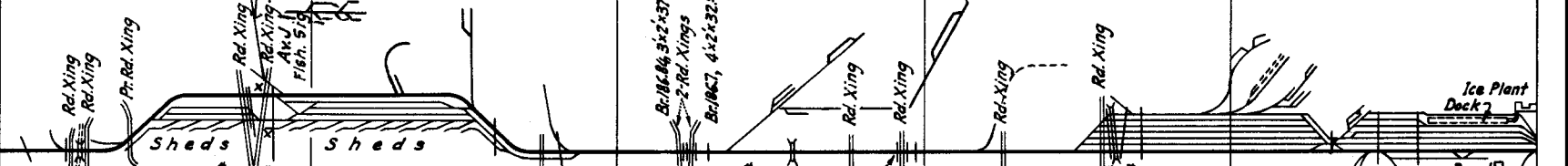
← To Phoenix To Ash Fork →

0.40 0.50 0.17 0.09 0.15 0.505 0.30 0.29 0.225 0.16 0.15 0.00 0.10 0.00 0.05 0.10

1148.5 1153.5 1156.5 1158.3 1159.8 1170.4 1175.5 1180.1 1181.9 1184.5 1189.5 1189.5 1193.5 1193.5 1193.0

ALHAMBRA
 M.P. 188.3

GLENDALE
 M.P. 184.2



Br. 188.9, 28' x 2' x 36' T.Bx.
 Br. 188.8, 3' x 3' C. Flume
 Br. 188.7, 48' x 7' B.D. Tr. 6mC
 Br. 188.7, 2, 2' x 1' x 149' T.Bx.
 Br. 188.2, 2, 4' x 3' x 27' T.Bx.
 Br. 188.1, 4' x 2' x 178' T.Bx.
 Br. 187.4, 3' x 2' x 96' Tr. T.Bx.
 Br. 187.2, 2' x 3' x 168' Tr. T.Bx.
 Br. 187.2, 2' x 3' x 168' Tr. T.Bx.
 Br. 186.4, 69' x 5' O.D.P.T.
 Br. 186.3, 42' x 54' C.I.P.
 Br. 186.2, 2' x 2' x 304' T.Bx.
 Br. 186.1, 4' x 2' x 296' Tr. T.Bx.
 Br. 185.7, 4' x 2' x 351' Tr. T.Bx.
 Br. 185.6, 4' x 3' x 351' Tr. T.Bx.
 Br. 185.5, 4' x 3' x 351' Tr. T.Bx.
 Br. 185.4, 69' x 5' O.D.P.T.
 Br. 185.3, 34' x 30' x 148' T.Bx.
 Br. 185.2, 15' x 7' B.D.P.T.
 Br. 185.1, 4' x 2' x 165' Tr. T.Bx.
 Br. 185.0, 3' x 3' x 115' Tr. T.Bx.
 Br. 184.7, 3' x 51' Cap. I.P.
 Br. 184.5, 2' x 200' C.P.
 Br. 184.4, 2' x 18' x 161' T.Bx.
 U.S. Hwy. #89
 Grand Av.
 Super Spur

Section 135 → Section 133

To Phoenix ←

To Ash Fork →

0.10

0.20

0.00

0.10

0.00

0.25

0.00

0.10

0.40

0.00

0.20

0.00

0.21

0.45

0.00

0.44

0.00

0.30

0.25

30 30

50 60

1188.5

1184.5

1184.5

1181.5

1181.5

1178.5

1178.5

1177.5

1183.5

1183.5

1181.5

1181.5

1179.9

1182.5

1182.5

1178.5

1178.5

1182.5

Cent. Av. Xing
A-Fish. Sig.
Glen. Av. Xing

Ak. Xing
Ak. Xing
Ak. Xing

Rd. Xing
Rd. Xing

6th St.,
Northern Ave.,

U.S. Hwy. #89, 60, 70

Grand Av.
Rd. Xing - Walnut St.

PEORIA
M.P. 179.9

U.S. Rd. Xing
Depot
Rd. Xing

Hwy. #89, 60, 70
Orange Av.
Rd. Xing

Bc:184.D, 2-24'x20' C.P.
Bc:183.7, 7-4'x100' R.C.Bx.

Bc:183.B, 30'x51' C.P.

Bc:182.C, 4'x2'x68' T.Bx.

Bc:183.2, 4'x3'x50' T.Bx.

Bc:182.9, 42'x2'x59.5' T.Bx.

Bc:182.8, 69'x0'D.P.

Bc:182.7, 3'x2'x34' T.Bx.

Bc:182.6, 54' O.D.P.T.

Bc:182.5, 37' B.D.T.R.

Bc:182.3, 3'x24.5' O.R.C.P.

Bc:182.2, 3'x2'x28' T.Bx.

Bc:181.88, 4'x2'x27' T.Bx.

Bc:181.87, 3'x2'x28' T.Bx.

Bc:181.6, 2'x2'x22' T.Bx.

Bc:181.5, 3'x2'x38' T.Bx.

Bc:181.4, 88.5' Th. G.B.D.
on C. Hwy. U.P.

Bc:181.2, 3'x2'x32.7' T.Bx.

Bc:181.14, 15.5' O.D.P.T.

Bc:181.11, 2'x2'x28' T.Bx.

Bc:180.9, 4'x2'x32.5' T.Bx.

Bc:180.8, 4'x2'x33' T.Bx.

Bc:180.6, 4'x2'x32.5' T.Bx.

Bc:180.54, 4'x2'x31.8' T.Bx.

Bc:180.46, 4'x2'x30.4' T.Bx.

Bc:180.4, 2'x2'x28' T.Bx.

Bc:180.3, 2'x1'x29.5' T.Bx.

Bc:180.14, 4'x2'x25.8' T.Bx.

Bc:180.15, 2'x3'x25.1' T.Bx.

Bc:180.0, 2'x1'x23.6' T.Bx.

42'x2'x36.5' T.Bx.

Bc:179.8, 4'x2'x41.6' T.Bx.

Bc:179.51, 42' O.D.P.T.

Bc:179.46, 3'x2'x48' T.Bx.

Bc:179.4, 3'x2'x35.7' T.Bx.

Bc:177.1, 3'x2'x50.2' T.Bx.

179 El. 5" Sp. 360' 50 40 178 177 176 55 40 R.S. 175 R.S. 55 40 174

*369
5'00"
I=26°03'
← To Phoenix
R.S.

I=24°04'
El. 3"
Sp. 200'
To Ash Fork →
R.S.

0.25 0.00 0.20 0.00 0.25 0.00 0.09 0.25 0.19 0.30 0.00 0.10 0.20 0.00 1.00 0.25 0.00 0.26 0.32 0.80

1180.6
1180.6
1175.8
1175.8
1178.6
1178.6
1177.70
1177.75
1180.7
1186.7
1186.7
1188.7
1191.7
1191.7
1169.7
1167.7
1167.7
1171.6
1177.7

MARINETTE M.P. 176.7

Br:178.8, 3'x18'x37'9" Tr. T. Bx.
Br:178.4, 30'x20' Cor. I.P.
Br:178.3, 102' B.D.P.T.
New Riv.
Br:178.0, 242' B.D.D.G. on C. + 131' B.D.P.T.
Br:177.8, 2'x1'x22' Tr. T. Bx.
Br:177.7, 3'x2'x27' Tr. T. Bx.
Br:177.4, 2'x2'x25' Tr. T. Bx.
Br:177.1, 54'x3'x24' C. Bx.
U.S. Hwy. #60
Hwy. #60
*89, 70
Br:176.9, 4'x2'x39' Tr. T. Bx.
Depot
Br:176.5, 3'x2'x28' Tr. T. Bx.
Br:176.3, 54'x3'x24' C. Bx.
Br:175.9, 4'x2'x22' Tr. T. Bx.
Br:175.8, 42'x1'x41' Tr. T. Bx.
Br:175.7, 26'x60'x43' C. Spht.
Br:175.4, 145.9' B.D.P.T. 102' O.D.G. on C. 100' " " " 126' O.D. Tr. Truss on C. 478.2' Total Lgth.
Br:175.1, 203.7' B.D.P.T.
Fishr. Lts. *60 *70
Ennis Spur
U.S. Hwy. #89

Rd. Xing

Rd. Xing

Stk. Yd.

U.S. Rd. Xing

Rd. Xing

Rd. Xing

Agua Fria Riv.

Fishr. Lts.
Ennis Spur

174

173

172

171

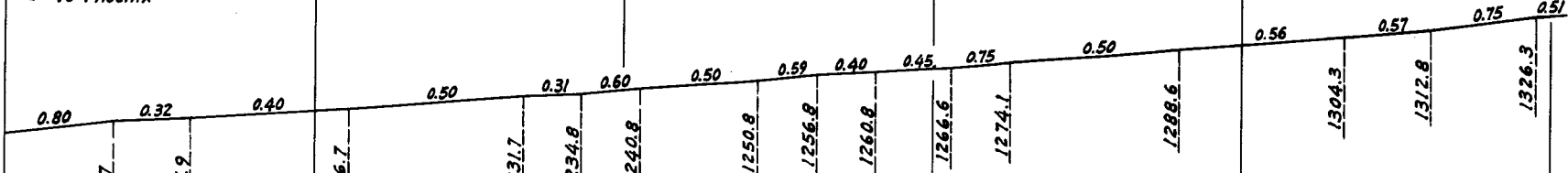
170

169

176

← To Phoenix

To Ash Fork →



ENNIS
M.P. 173.6

LIZARD
M.P. 172.5

BEARDSLEY
M.P. 169.1

U.S. Hwy. 89, 60, 70

U.S. Hwy. 89

Br 174.0, 2x1x50 Tr.T. Bk.

Rd. Xing

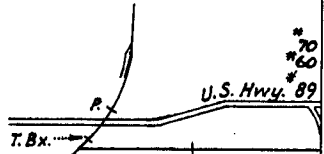
Br 173.4, 42' O.D.P.T.

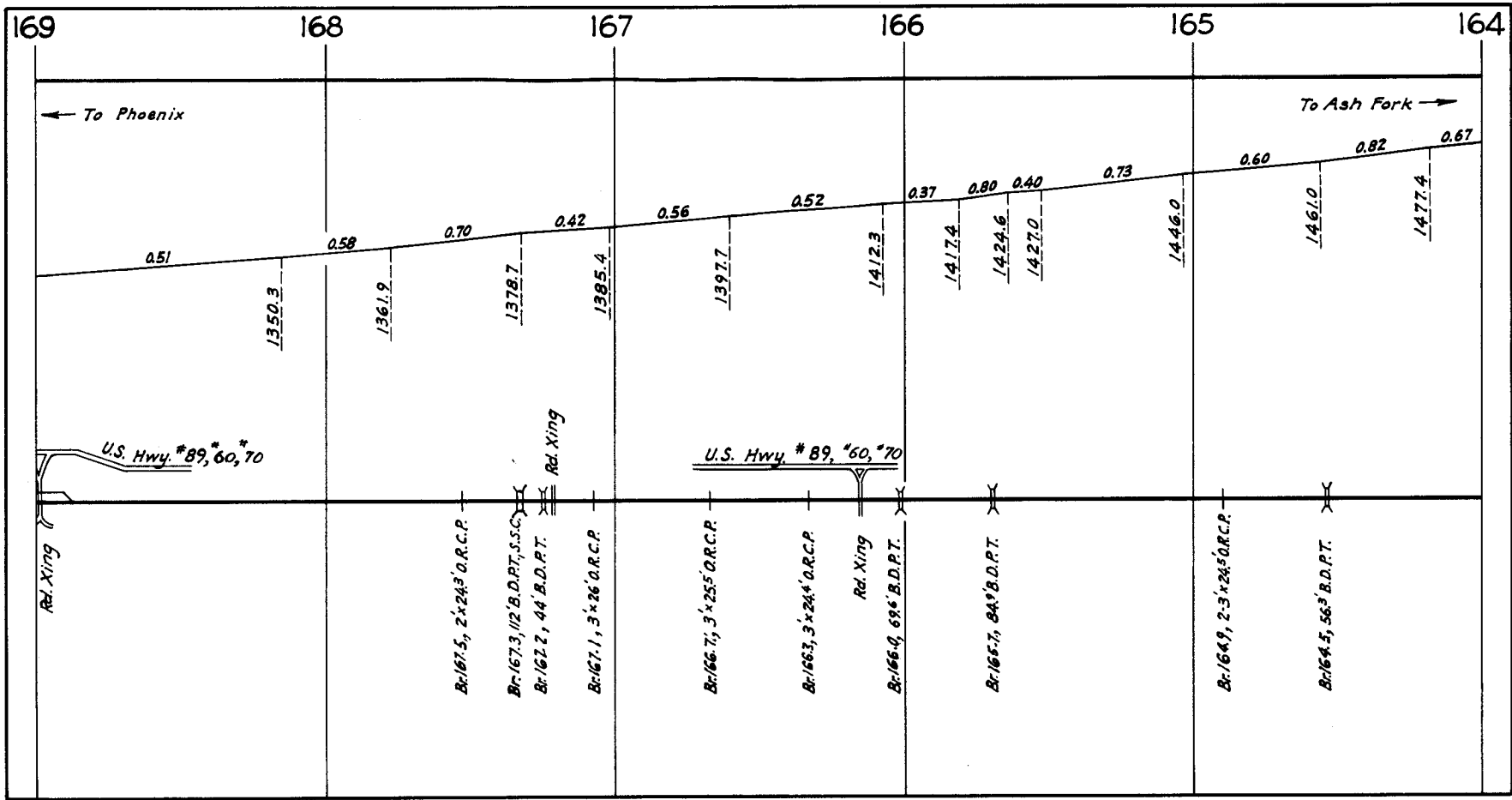
Pr. Stk. Yd.

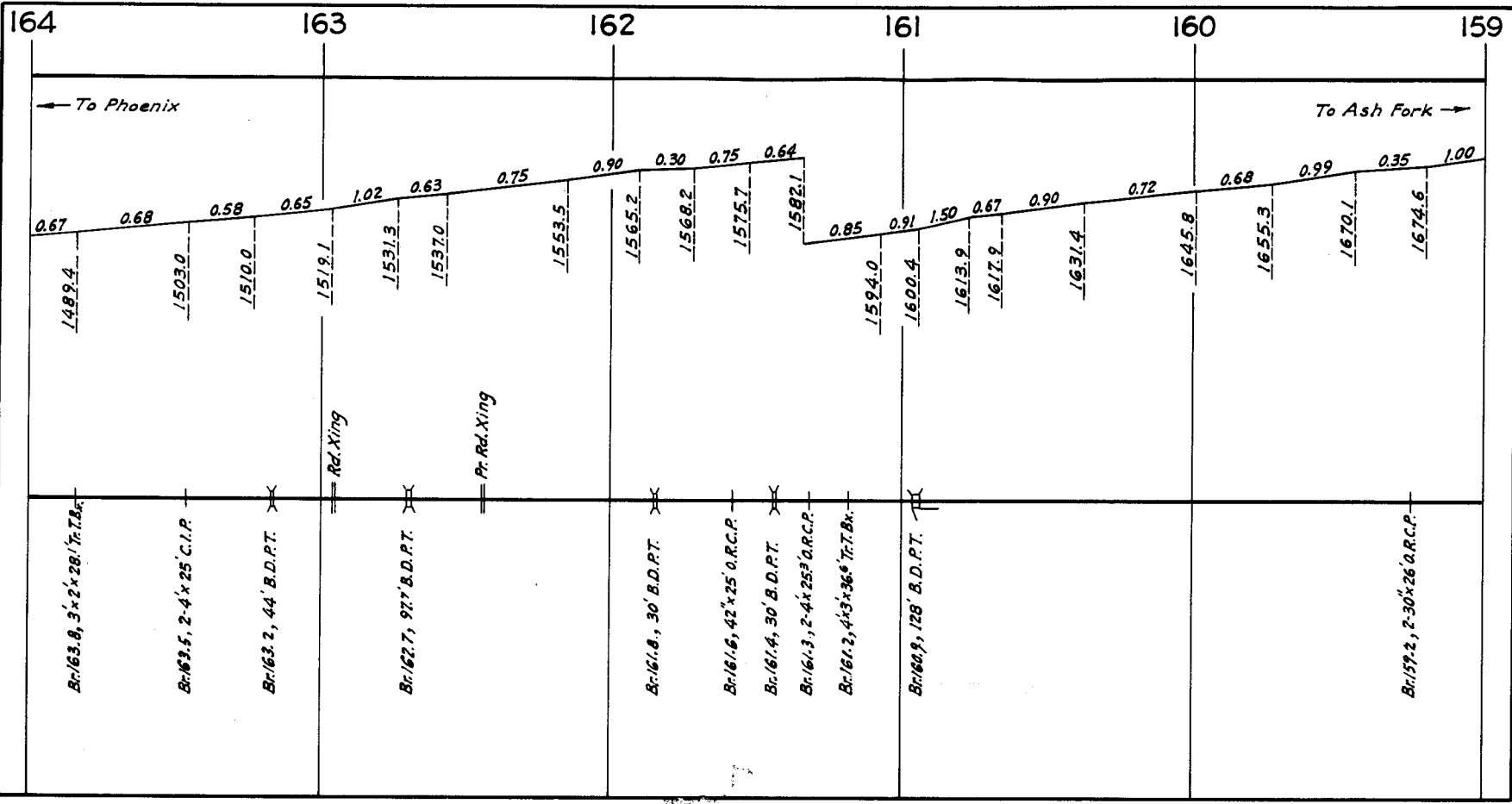
Br 171.8, 3x2x29' Tr.T. Bk.

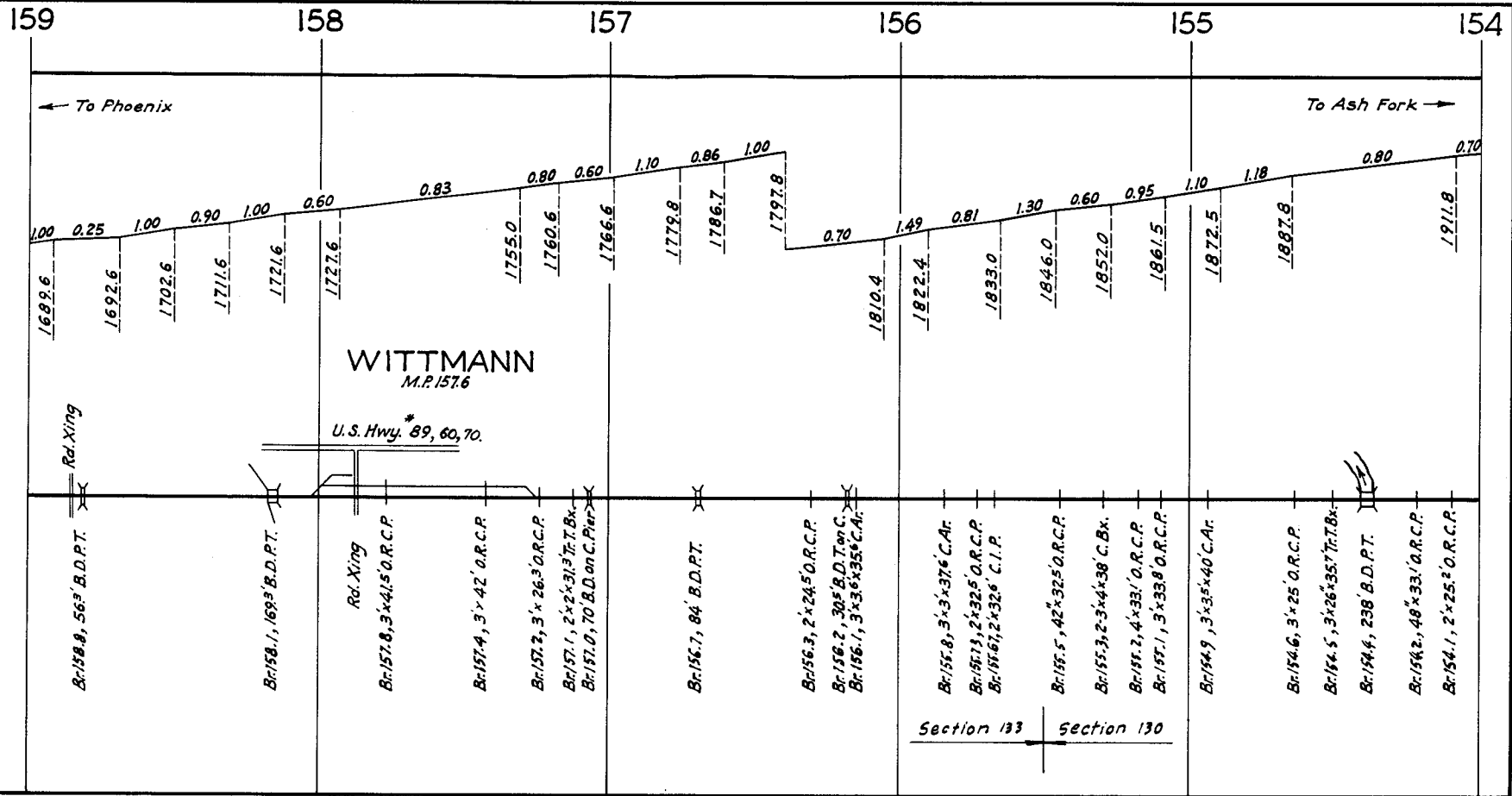
Rd. Xing

Br 169.4, 30x27' O.R.C.P.









Rd. Xing

Br: 158.8, 56' B.D.P.T.

Br: 158.1, 169' B.D.P.T.

Rd. Xing

Br: 157.8, 3' x 41' O.R.C.P.

Br: 157.4, 3' x 42' O.R.C.P.

Br: 157.3, 3' x 26' O.R.C.P.

Br: 157.1, 2' x 2' x 3' Tr. T. Bx.

Br: 157.0, 70' B.D. on C. Pier

Br: 156.7, 84' B.D.P.T.

Br: 156.3, 2' x 24' O.R.C.P.

Br: 156.2, 30' B.D. T. on C.

Br: 156.1, 3' x 3' x 35' C. Ar.

Br: 155.8, 3' x 3' x 37' C. Ar.

Br: 155.7, 2' x 32' O.R.C.P.

Br: 155.6, 2' x 32' C.I.P.

Br: 155.5, 42' x 32' O.R.C.P.

Br: 155.3, 2' x 3' x 4' x 38' C. Bx.

Br: 155.2, 4' x 33' O.R.C.P.

Br: 155.1, 3' x 33' O.R.C.P.

Br: 154.9, 3' x 35' x 40' C. Ar.

Br: 154.6, 3' x 25' O.R.C.P.

Br: 154.5, 3' x 26' x 35' Tr. T. Bx.

Br: 154.4, 238' B.D.P.T.

Br: 154.2, 48' x 33' O.R.C.P.

Br: 154.1, 2' x 25' O.R.C.P.

154

153

152

151

3025

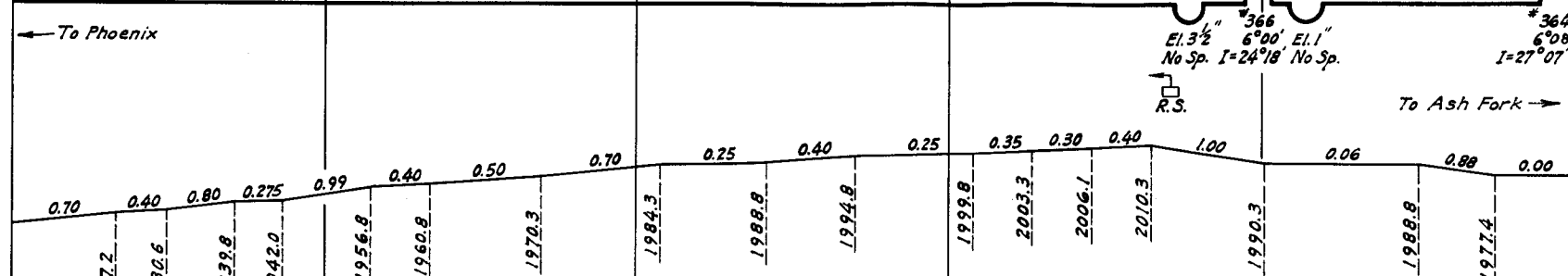
150

149

172

To Phoenix ←

To Ash Fork →



CASTLE HOT SPRINGS
M.P. 150.3

- Br:154.0, 19' O.D.T.R. on P
- Br:153.9, 3'x35'x30' C.Ar.
- Br:153.7, 2'x1'x24' Tr.T.Bx.
- Br:153.6, 2'x18'x30' Tr.T.Bx.
- Br:153.5, 2'x3'x38' C.Bx.
- Br:153.4, 3'x40' O.R.C.P
- Br:153.4, 2'x34' O.R.C.P
- Br:153.4, 30'x1'x20' T.Bx.
- Br:153.2, 42'x32' O.R.C.P
- Br:153.2, 3'x35'x36.5' C.Ar.
- Br:153.1, 2'x32.9' O.R.C.P
- Br:153.0, 4'x4'x50' C.Ar.
- Br:152.7, 2'x42'x57' O.R.C.P
- Br:152.6, 2'x28'x3'x50' C.Ar.
- Br:152.4, 2'x16'x30.9' Tr.T.Bx.
- Br:152.3, 168' B.D.F.T.
- Br:152.2, 4'x2'x28' Tr.T.Bx.
- Br:152.0, 3'x24' O.R.C.P
- Br:151.9, 4'x25.5' O.R.C.P
- Br:151.8, 4'x2'x31.2' Tr.T.Bx.
- Br:151.7, 4'x4'x33' C.Ar.
- Br:151.6, 4'x2'x30.4' Tr.T.Bx.
- Br:151.3, 4'x2'x31' Tr.T.Bx.
- Br:151.2, 3-45 R.C. Slabs
- Br:151.1, 30'x25' O.R.C.P
- Br:151.0, 2'x3'x4'x38' C.Bx.
- Br:150.7, 4'x2'x37' C.Bx.
- Br:150.6, 4'x2'x58.3' Tr.T.Bx.
- Br:150.5, 3'x2'x63.6' Tr.T.Bx.
- Br:150.4, 2'x4'x2'x35' Tr.T.Bx.
- Br:150.3, 3'x25'x16' C.Ar.
- Br:149.9, 131' B.D. on P4.C.
- Br:149.8, 3'x2'x90' C.Ar.
- Br:149.6, 30'x33.2'x32' R.C.P
- Br:149.5, 30'x3'x69' C.Bx.
- Br:149.4, 2'x48' C.I.P
- Br:149.3, 30'x26'x73.5' C.Bx.
- Br:149.2, 3'x2'x92' C.Ar.

Pr. Rd. Xing

U.S. Hwy. 89, 60, 70.

U.S. Hwy. 89

Stk. Yd.
Rd. Xing

R.S.

#364
El. 3 1/2"
6°08'
I=27°07'

#366
El. 3 1/2"
6°00'
No Sp. I=24°18'

#367
El. 5"
3°00'
I=12°44'

#365
El. 1"
1°00'
I=5°03'

El. 3 1/2"
Sp. 110'

149

148

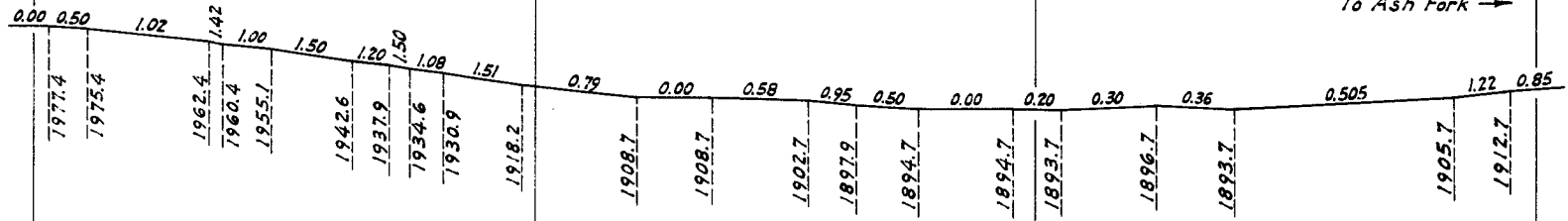
147

146

[#]363 El. 3 1/2' [#]361 El. 3" [#]358 El. 3" [#]355 El. 3 1/2' [#]353 El. 4 1/2' [#]352 El. 4 1/2' [#]351 El. 2"
 9°50' Sp. 110' 8°42' Sp. 90' 6°06' Sp. 90' 3°00' Sp. 110' 6°00' No Sp. 4°00' No Sp. 1°30'
 I=52°44' I=28°74' I=33°40 1/2' I=12°20' I=34°44' I=13°10' I=4°03'
 El. 5" [#]362 El. 4 1/2' [#]360 El. 3 1/2' [#]357 El. 2 1/2' [#]356 El. 3 1/2' [#]354 El. 4" [#]351 1°30'
 Sp. 180' 6°29' Sp. 140' 3°00' 5°08' El. 3 1/2' 3°30' 2°00' El. 3 1/2' 6°12' Sp. 130' 4°00' 1°30'
 I=23°33 1/2' I=9°05' I=16°36' I=21°13' I=5°28' No Sp. I=19°45' No Sp. I=4°03'

← To Phoenix

To Ash Fork →



Br/149.0, 3x2x855' C.A.R.
 Br/148.9, 2x253' O.R.C.P.
 Br/148.8, 18"x1x369' Tr.T.Bx.
 Br/148.6, 18"x1x327' Tr.T.Bx.
 Br/148.5, 30'x643' R.C.P.
 Br/148.4, 2x1x616' Tr.T.Bx.
 Br/148.3, 30'x645' O.R.C.P.
 Br/148.27, 124'x52' C.P.
 Br/148.18, 2'x645' O.R.C.P.
 Br/148.1, 1'x1x44' T.Bx.
 Br/147.8, 1414' B.D.D.G. on C.
 Br/147.7, 171'x44' T.Bx.
 Br/147.65, 2'x1x22' Tr.T.Bx.
 Br/147.57, 2'x885' O.R.C.P.
 Br/147.5, 2'x403' O.R.C.P.
 Br/147.4, 28'x1x30' T.Bx.
 Br/147.35, 2'x1x137' Tr.T.Bx.
 Br/147.26, 1096' B.D.P.T., 220' B.D.Th. on C.
 Br/147.2, 2'x631' O.R.C.P.
 Br/146.7, 2'x454' O.R.C.P.
 Br/146.6, 68.5' B.D.P.T.
 Br/146.53, 2'x1x253' Tr.T.Bx.
 Br/146.48, 2'x1x233' Tr.T.Bx.
 Br/146.4, 2'x1x322' Tr.T.Bx.
 Br/146.3, 4'x41' O.R.C.P.
 Br/146.2, 6'x5'x285' C.Bx.
 Br/146.0, 2'x328' C.I.P.

Note: Scale 1" = 2000'

146

*350
6°24'
I=23°18'El. 3½" #348
No Sp. 2°00'
I=5°07'El. 4½" #347
No Sp. 4°00'
I=12°42'El. 2" #349
3°00'
I=9°12'El. 4½" #346
2°00', No Sp.
I=6°37½'El. 2" #347
4°00'
I=12°42'El. 2" #345
10°00', No Sp.
I=10°10'

145

*344
4°00'*343
3°00'
I=13°56'El. 3½" #342
6°02'
I=53°37'El. 3½" #340
6°00'
I=13°41'El. 1" #341
1°00', No Sp.
I=5°25½'

144

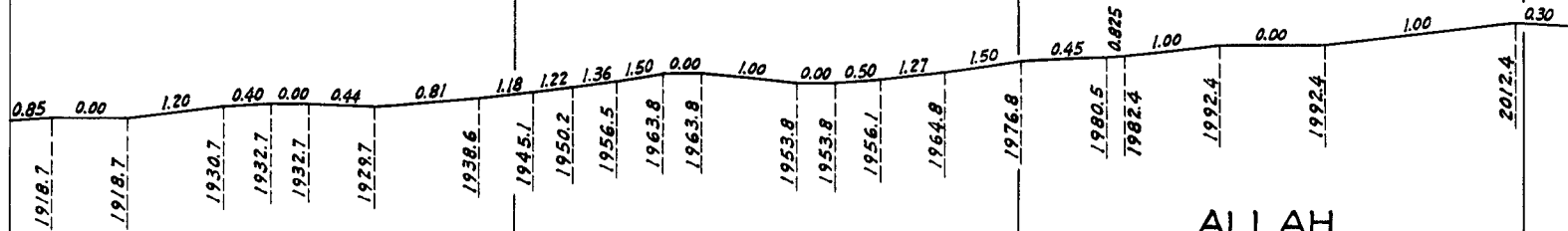
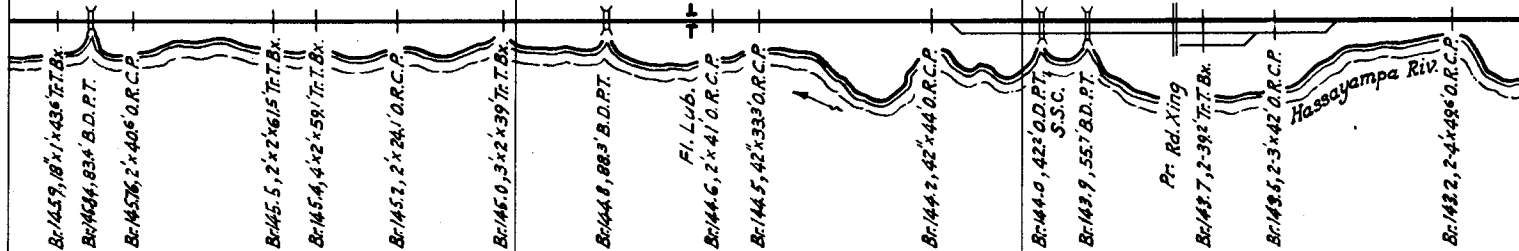
*339
3°00'
I=9°34'El. 3½" #338
3°00'
I=11°20'El. 3½" #336
4°00', 3°00'
I=31°41½'El. 3½" #334
3°00', 5°00', 1°00'
I=51°39'

143

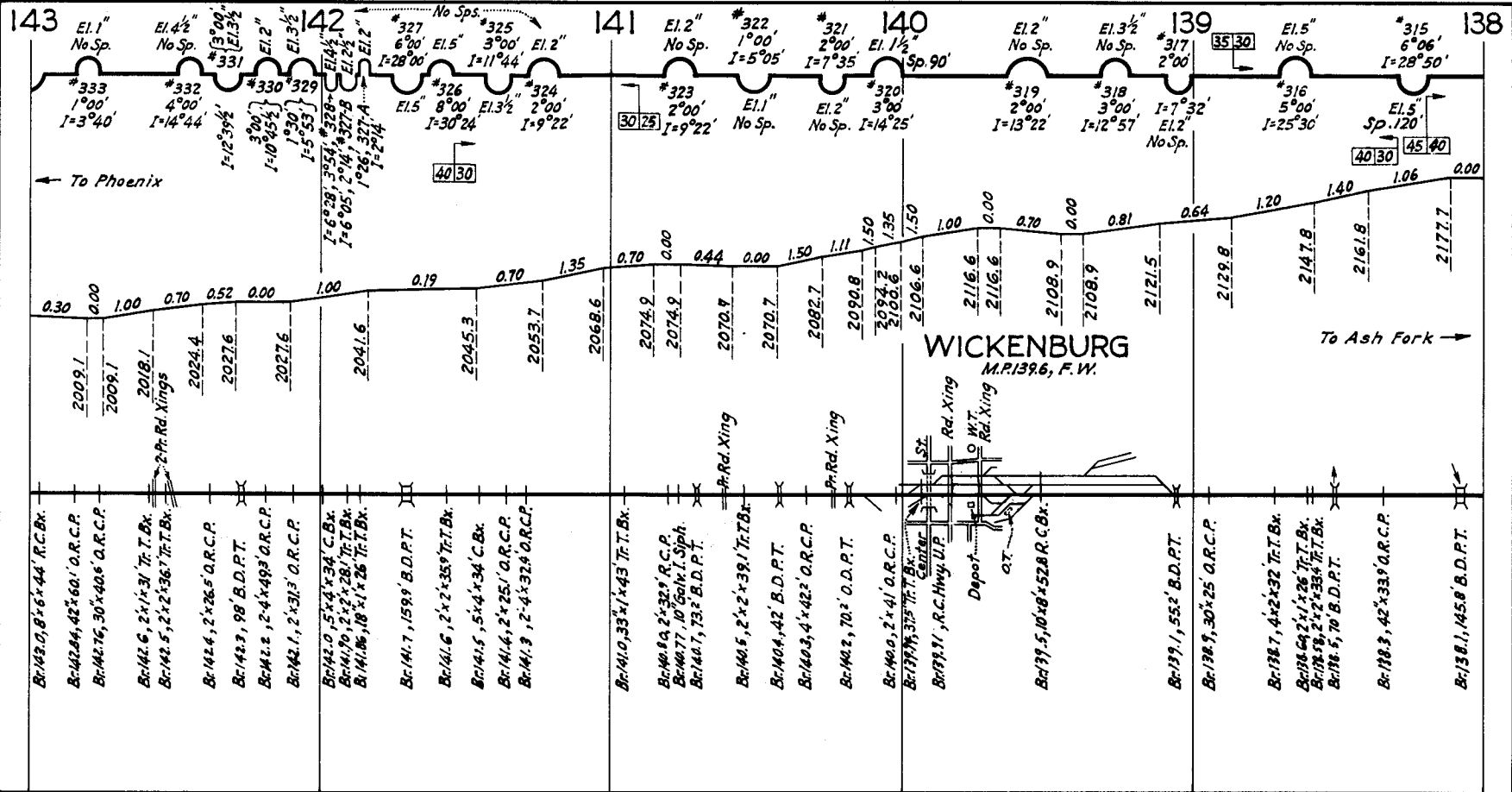
El. 3½" #334
3°00', 5°00', 1°00'
I=51°39'

← To Phoenix

To Ash Fork →

ALLAH
M.P. 143.5

Note: Scale 1" = 2000'

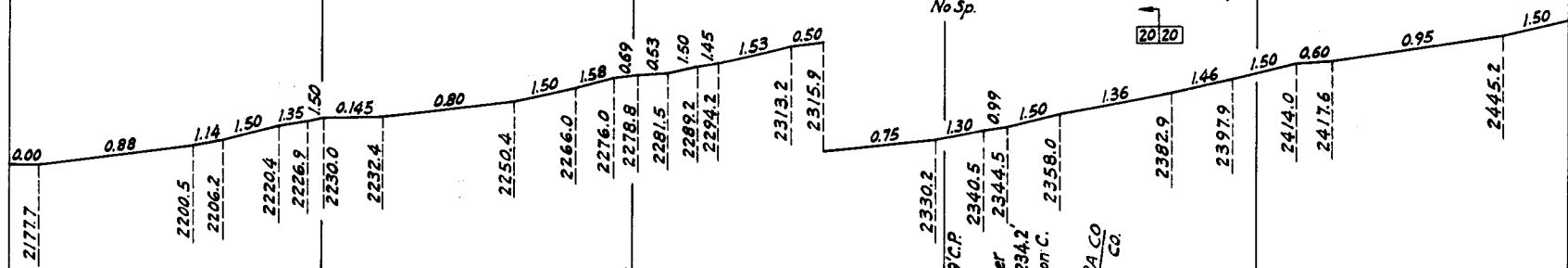


WICKENBURG
M.P. 139.6, F. W.

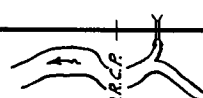
Track Label	Structure	Stationing	Elevation / Notes
Br 142.0, 8' x 6' x 44' R.C. Bx.		2009.1	El. 1" No Sp.
Br 142.4, 42' x 60' O.R.C.P.		2009.1	El. 4 1/2" No Sp.
Br 142.76, 30' x 406' O.R.C.P.		2018.1	El. 3" (3'00") El. 3 1/2"
Br 142.6, 2' x 1' x 31' Tr. T. Bx.	2 Pr. Rd. Xings	2024.4	El. 2" El. 3 1/2"
Br 142.5, 2' x 2' x 367' Tr. T. Bx.		2027.6	El. 2" El. 3 1/2"
Br 142.4, 2' x 26.5' O.R.C.P.		2027.6	El. 2" El. 3 1/2"
Br 142.3, 98' B.D.P.T.		2041.6	El. 2" El. 3 1/2"
Br 142.2, 2' x 4' x 493' O.R.C.P.		2045.3	El. 2" El. 3 1/2"
Br 142.1, 2' x 31' O.R.C.P.		2053.7	El. 2" El. 3 1/2"
Br 142.0, 5' x 4' x 34' C. Bx.		2068.6	El. 2" El. 3 1/2"
Br 141.9, 2' x 2' x 281' Tr. T. Bx.		2074.2	El. 2" El. 3 1/2"
Br 141.8, 18' x 1' x 26' Tr. T. Bx.		2074.9	El. 2" El. 3 1/2"
Br 141.7, 159.9' B.D.P.T.		2070.4	El. 2" El. 3 1/2"
Br 141.6, 2' x 2' x 35.9' Tr. T. Bx.		2070.7	El. 2" El. 3 1/2"
Br 141.5, 5' x 4' x 34' C. Bx.		2082.7	El. 2" El. 3 1/2"
Br 141.4, 2' x 25.1' O.R.C.P.		2090.8	El. 2" El. 3 1/2"
Br 141.3, 2' x 4' x 32.4' O.R.C.P.		2094.2	El. 2" El. 3 1/2"
Br 141.0, 33' x 1' x 43' Tr. T. Bx.		2100.6	El. 2" El. 3 1/2"
Br 140.9, 2' x 32.9' R.C.P.		2106.6	El. 2" El. 3 1/2"
Br 140.8, 7' x 10' Gain. I. Siph.		2116.6	El. 2" El. 3 1/2"
Br 140.7, 73.2' B.D.P.T.		2116.6	El. 2" El. 3 1/2"
Br 140.6, 2' x 2' x 39.1' Tr. T. Bx.		2108.9	El. 2" El. 3 1/2"
Br 140.4, 42' B.D.P.T.		2108.9	El. 2" El. 3 1/2"
Br 140.3, 4' x 42.2' O.R.C.P.		2121.5	El. 2" El. 3 1/2"
Br 140.2, 70.2' O.D.P.T.		2129.8	El. 2" El. 3 1/2"
Br 140.0, 2' x 41' O.R.C.P.		2147.8	El. 2" El. 3 1/2"
Br 139.9, 37.5' Tr. T. Bx.		2161.8	El. 2" El. 3 1/2"
Br 139.8, R.C. Hwy. U.P.	Depot, W.T. Rd. Xing, R.C. Hwy. U.P.	2177.7	El. 2" El. 3 1/2"
Br 139.7, 5' x 10' x 8' x 52.8' R.C. Bx.			El. 2" El. 3 1/2"
Br 139.6, 55.2' B.D.P.T.			El. 2" El. 3 1/2"
Br 139.5, 30' x 25' O.R.C.P.			El. 2" El. 3 1/2"
Br 138.7, 4' x 2' x 32' Tr. T. Bx.			El. 2" El. 3 1/2"
Br 138.6, 2' x 1' x 26' Tr. T. Bx.			El. 2" El. 3 1/2"
Br 138.5, 2' x 2' x 38.4' Tr. T. Bx.			El. 2" El. 3 1/2"
Br 138.5, 70' B.D.P.T.			El. 2" El. 3 1/2"
Br 138.3, 42' x 33.9' O.R.C.P.			El. 2" El. 3 1/2"
Br 138.1, 145.8' B.D.P.T.			El. 2" El. 3 1/2"

To Phoenix ←

→ To Ash Fork



MATTHIE
M.P. 134.9, Y.



Br: 137.4, 2-3 x 25' O.R.C.P.
Br: 137.3, 56' B.D.P.T.

Br: 137.1, 4 x 34.4' O.R.C.P.
Br: 137.0, 117' B.D.P.T.

Br: 136.8, 42' B.D.P.T.

Br: 136.2, 4 x 33.6' O.R.C.P.

Br: 136.0, 280' B.D.P.T.

Br: 135.5, 2 x 32.4' O.R.C.P.

Br: 135.4, 2 x 42.8' O.R.C.P.

Br: 135.2, 2-3 x 43.3' O.R.C.P.

Br: 135.0, 2 x 26' O.R.C.P.

Br: 134.8, 82' B.D.T.R. on P.

Br: 134.5, 30 x 32' O.R.C.P.

Br: 134.3, 2-42 x 26.8' O.R.C.P.

Br: 134.2, 2 x 24' R.C.P.

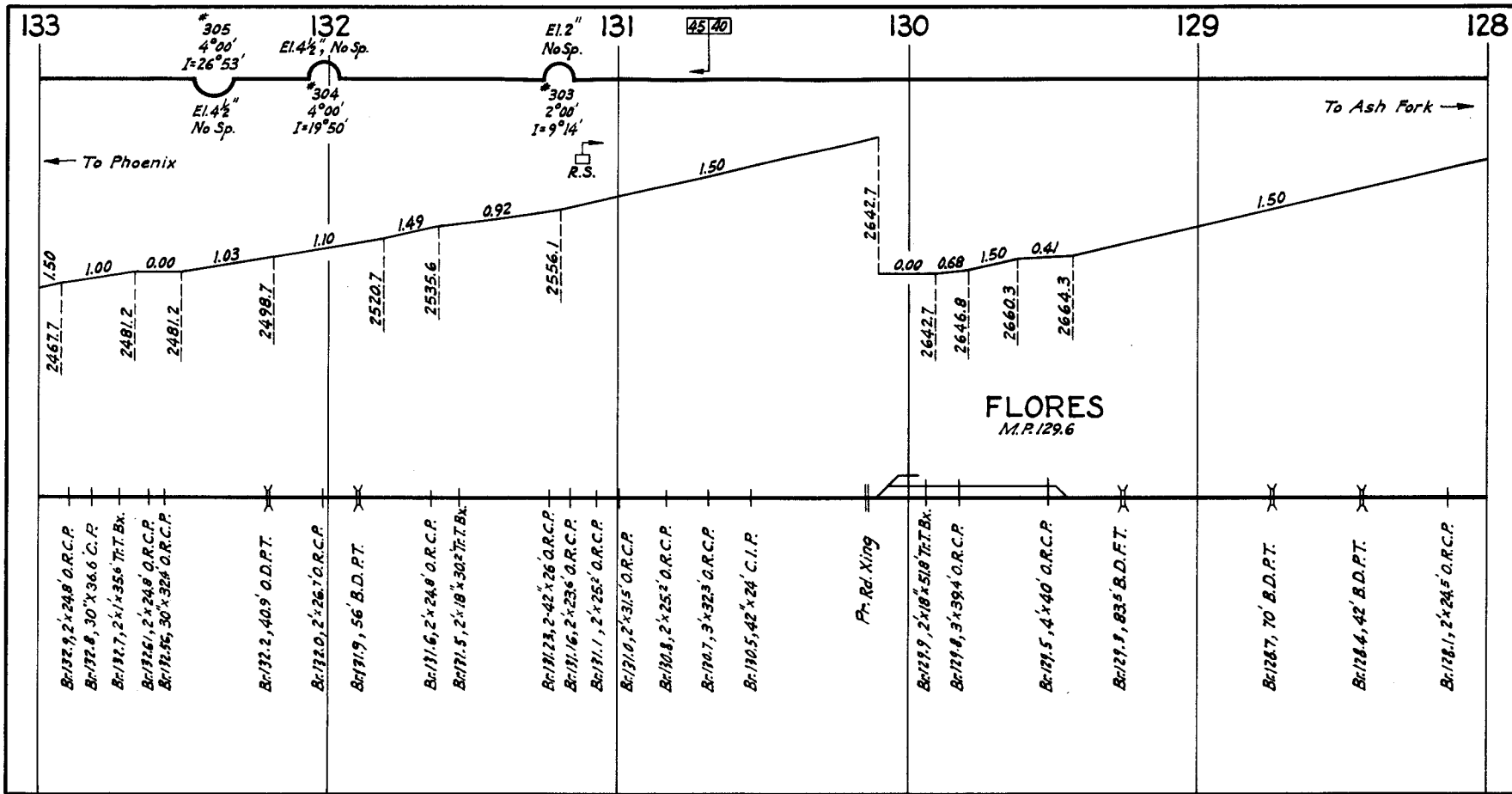
Br: 134.0, 3 x 24.6' O.R.C.P.

Br: 133.8, 112.2' B.D.P.T.

MARICOPA CO
YAVAPAI CO

To Parker
Br: B-1, 234.2'
O.D.F.T. on C.

Section 130 ← Section 129



128

127

126

125

124

123

← To Phoenix

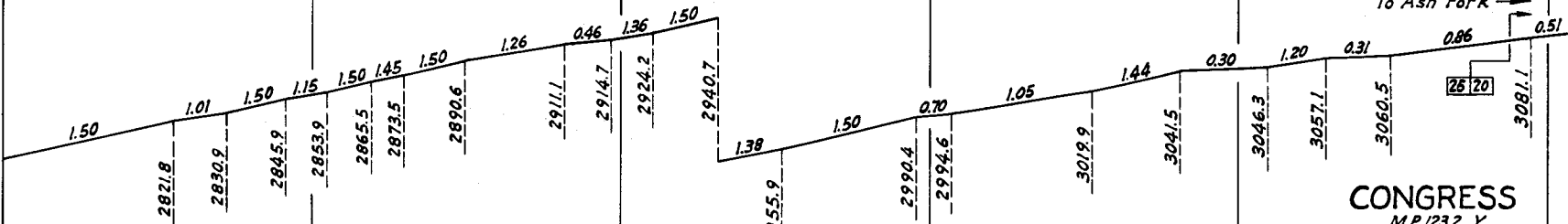
To Ash Fork →

*302
1°00'
I=5°30'

*301
3°02'
I=15°05'

El. 1"
80' Sp.

El. 2"
R.S. Sp. 120'



CONGRESS
M.P. 123.2 Y.

Br: 127.6, 30' x 24.0' O.R.C.P.

Br: 127.6, 2' x 32.9' O.R.C.P.

Br: 127.4, 2' x 18' x 35.0' T.T. Bx.

Br: 127.2, 2' x 25.7' O.R.C.P.

Br: 127.0, 2' x 3' x 40' O.R.C.P.

Br: 126.3, 30' x 24.1' O.R.C.P.

Br: 126.0, 30' x 24.6' O.R.C.P.

Br: 125.9, 14' O.D.P.T.

Br: 125.6, 2' x 24.2' O.R.C.P.

Br: 124.9, 30' x 24.1' C.I.P.

Br: 124.7, 30' x 24.9' O.R.C.P.

Br: 124.5, 3' x 24.8' O.R.C.P.

Br: 124.1, 2' x 24.5' O.R.C.P.

Br: 123.9, 2' x 24.8' O.R.C.P.

Br: 123.6, 30' x 3' x 46.8' C.Bx.

Br: 123.3, 2' x 25.5' x 22' T.T. Bx.

Br: 123.1, 3' x 20' C.I.P.

Pr Rd. Xing

Depot Rd. Xing

St. Hwy. #71

State Hwy.

Stk. Yd.

Flash. Sig. S.

50' 40'

25' 20'

3081.1

123

50 40

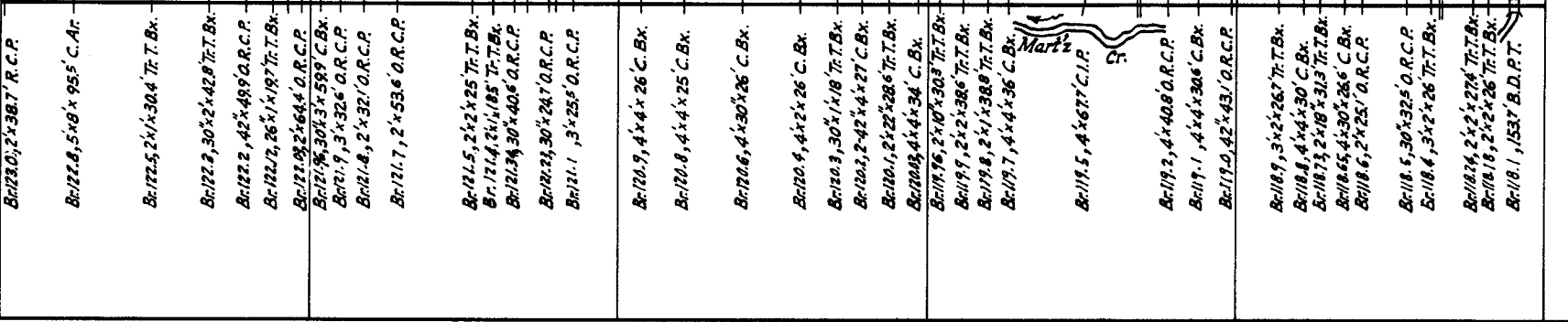
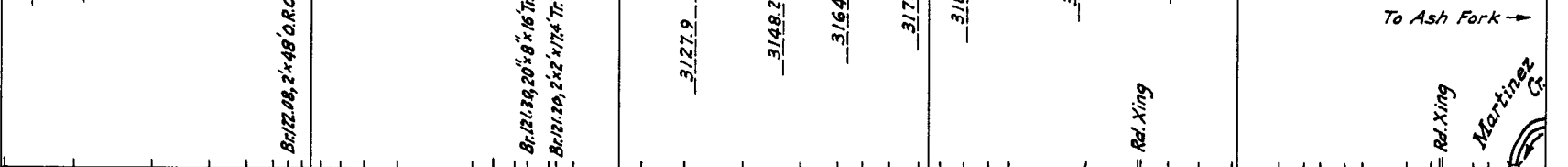
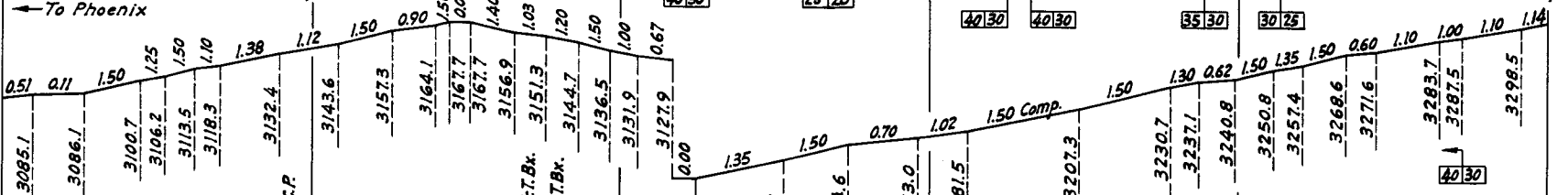
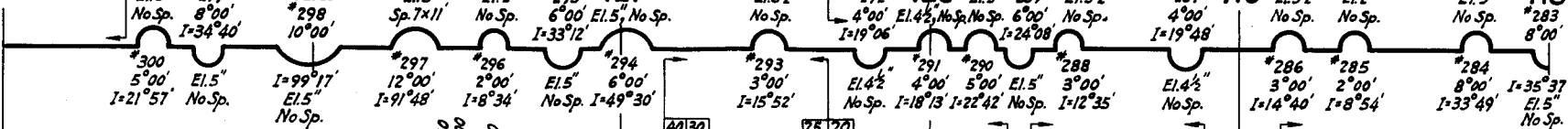
122

121

120

119

118



← To Phoenix

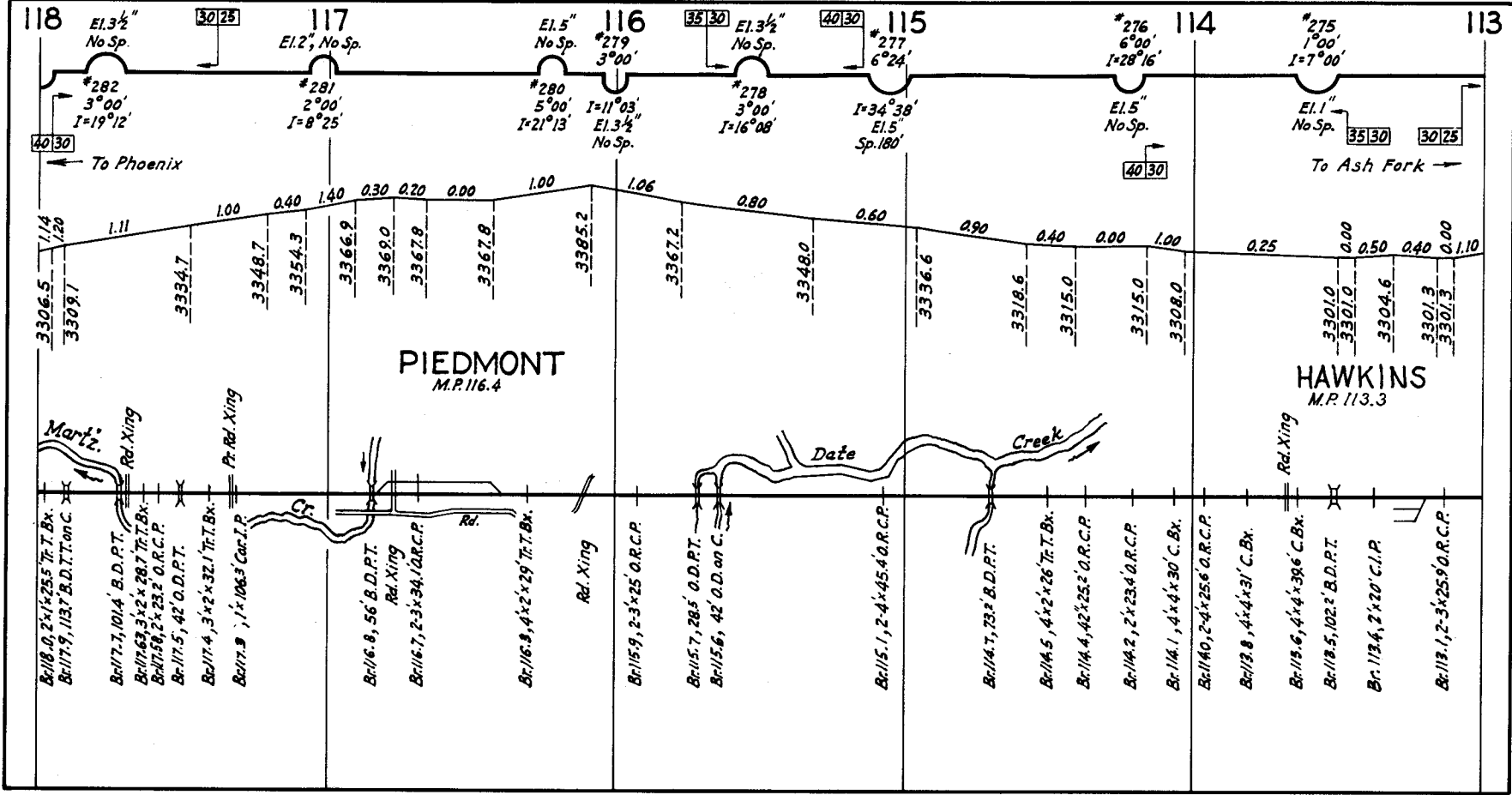
To Ash Fork →

Red. Xing

Red. Xing

Martinez Cr

Martinez Cr



113

El. 2 1/2" #273
No Sp. 7'50'
I=34°35'

El. 5" #271
No Sp. 4'00'
I=19°04'

30 23

El. 5" #270
No Sp. 6'00'
I=31°12'

El. 5" #269
No Sp. 6'00'
I=36°04'

El. 5" #268
No Sp. 5'00'
I=27°04'

El. 5" #267
No Sp. 4'00'
I=32°06'

El. 5" #266
No Sp. 6'00'
I=30°06'

El. 5" #265
No Sp. 6'00'
I=37°30'

El. 1" #264
No Sp. 1'00'
I=8°36'

25 20

108

*274
2'00' El. 5"
I=8°43' Sp. 10x24'

*272
6'00' El. 4 1/2"
I=30°01' No Sp.

*270
6'00' El. 4 1/2"
I=31°12' No Sp.

*269
6'00' El. 5"
I=36°04' No Sp.

*268
5'00' El. 5"
I=27°04' No Sp.

*267
4'00' El. 4 1/2"
I=32°06' No Sp.

*266
6'00' El. 5"
I=30°06' Sp. 4x15'

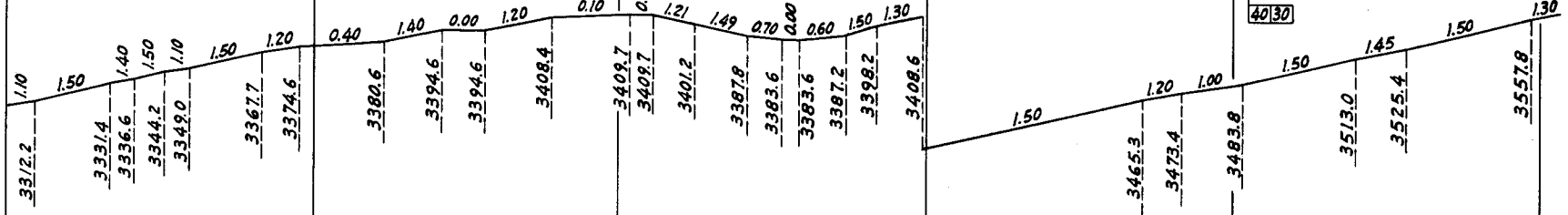
*265
6'00' El. 5"
I=37°30' Sp. 4x15'

*264
1'00' El. 1"
I=8°36' No Sp.

35 30

To Phoenix ←

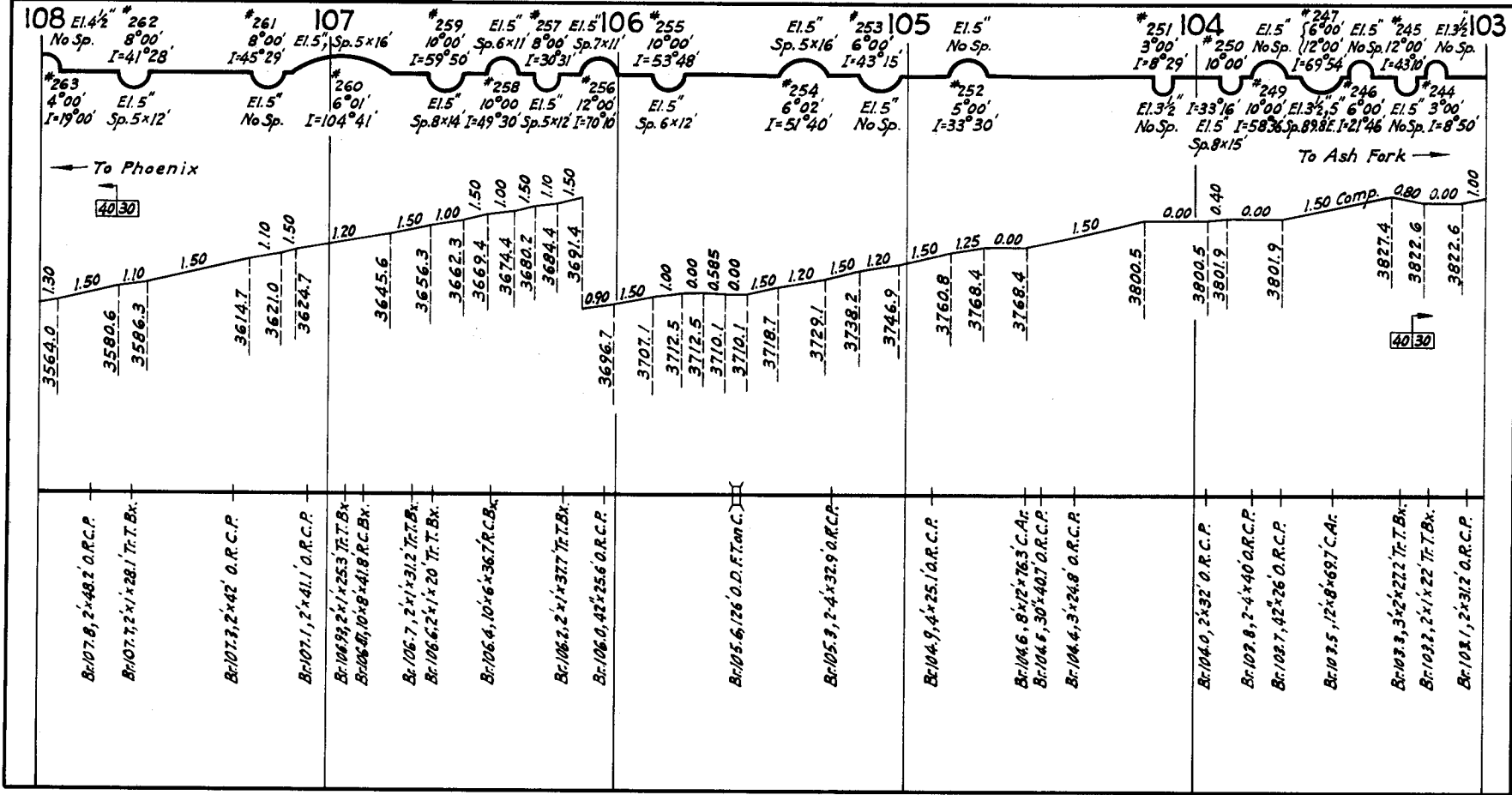
To Ash Fork →

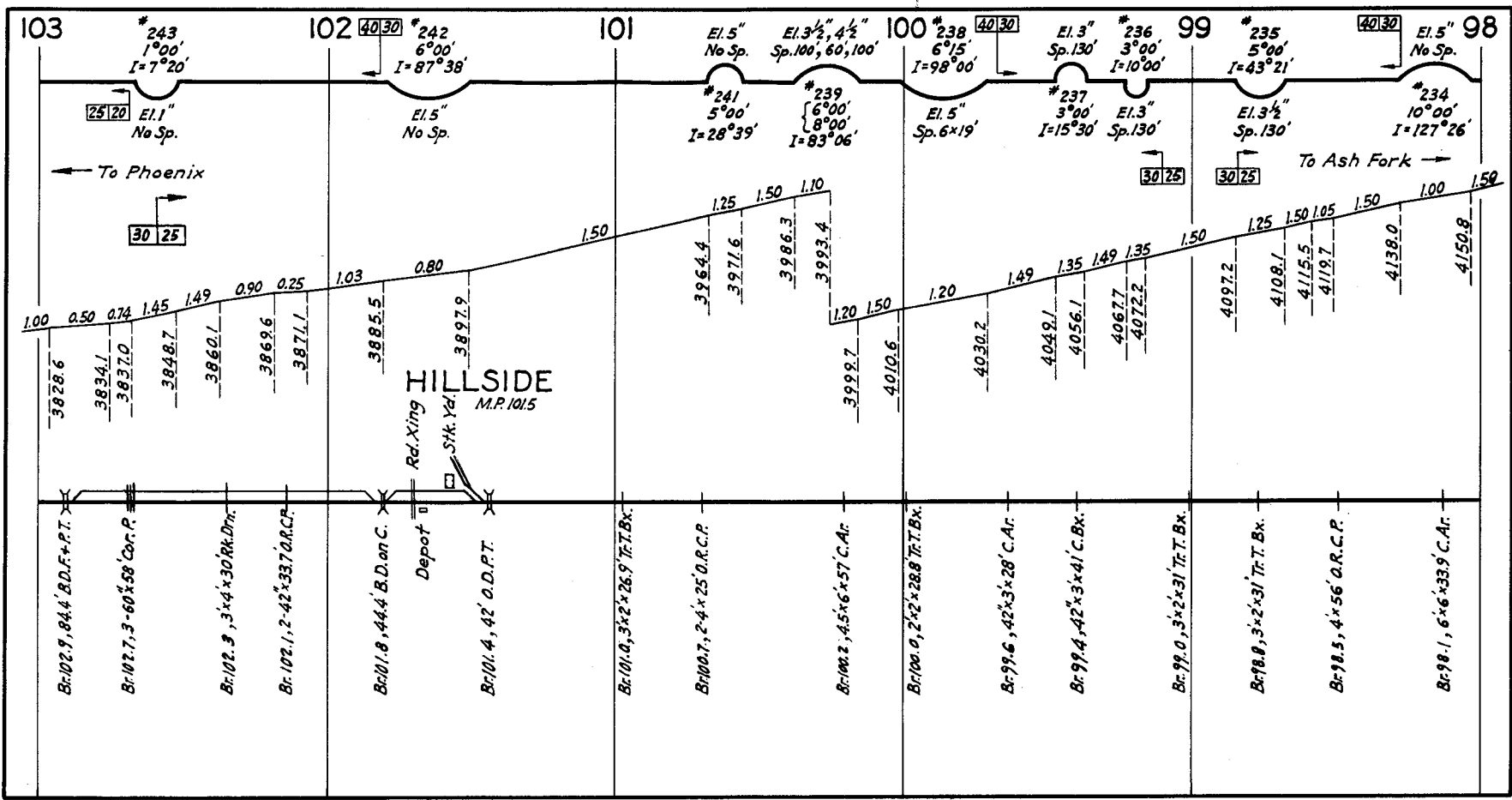


Block	Block Description	Proposed Elevation
Br 112.9	2099' B.D.P.T.	3312.2
Br 112.7	2'x2'x33.1 Tr.T.Bx.	3331.4
Br 112.6	2'x1'x34.3 Tr.T.Bx.	3336.6
Br 117.4	4'x4'x57.5' C.Bx.	3344.2
Br 112.3	30'x49' O.R.C.P.	3349.0
Br 112.0	3'x3'x49.6' C.Bx.	3367.7
Br 111.8	2'x32.4' O.R.C.P.	3374.6
Br 111.7	3'x48.5' O.R.C.P.	3380.6
Br 111.5	4'x4'x20' C.Bx.	3394.6
Br 111.1	3'x25.5' O.R.C.P.	3394.6
Br 111.0	4'x2'x32.2' Tr.T.Bx.	3408.4
Br 110.6	4'x24.9' O.R.C.P.	3408.6
Br 110.5	4'x4'x44' C.Bx.	3409.7
Br 110.4	2'x40.6' O.R.C.P.	3409.7
Br 110.2	261.6' B.D.P.T.	3401.2
Br 110.1	3'x37' Cor.I.P. 3'x8' R.C.P.	3387.8
Br 109.8	3'x56.7' O.R.C.P. 3'x58' Cor.I.P.	3383.6
Br 109.7	2'x47' O.R.C.P.	3383.6
Br 109.5	2'x48.4' O.R.C.P.	3387.2
Br 109.3	2'x2'x50.1' Tr.T.Bx.	3398.2
Br 109.1	42'x32.6' O.R.C.P.	3408.6
Br 108.8	3'x32.4' O.R.C.P.	1.50
Br 108.7	2'x32.7' O.R.C.P.	1.00
Br 108.6	30'x32.9' O.R.C.P.	1.50
Br 108.5	42'x33.1' O.R.C.P.	1.45
Br 108.4	4'x49' O.R.C.P.	1.50
Br 108.1	42'x48.9' O.R.C.P.	3557.8

DATE
M.P. 1097,

Sec. 129 Sec. 128

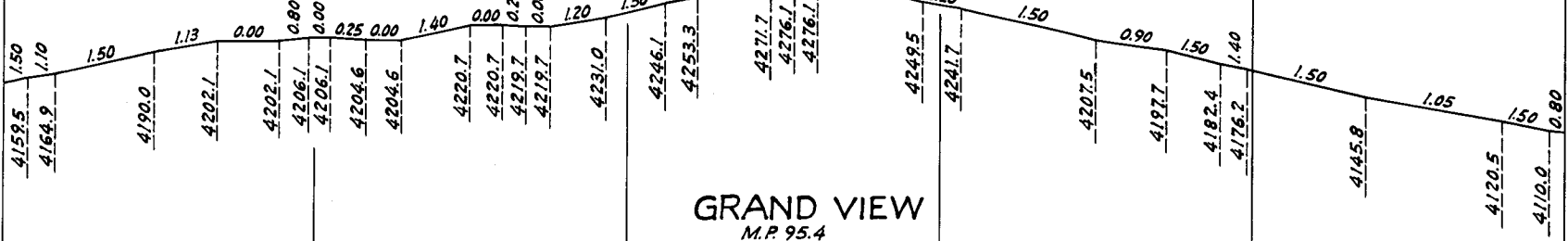




98 #233 8°00' I=39°04' #232 6°00' I=33°06' 40|30 97 El. 4 1/2" Sp. 106.4' #229 3°00' I=15°04' El. 5" Sp. 4x15' #227 3°00' I=16°00' #226 8°00' I=75°18' 95 El. 5" No Sp. El. 5" Sp. 6x10' 94 25|20 El. 2 1/2" Sp. 1498' #222 9°00' I=166°00'

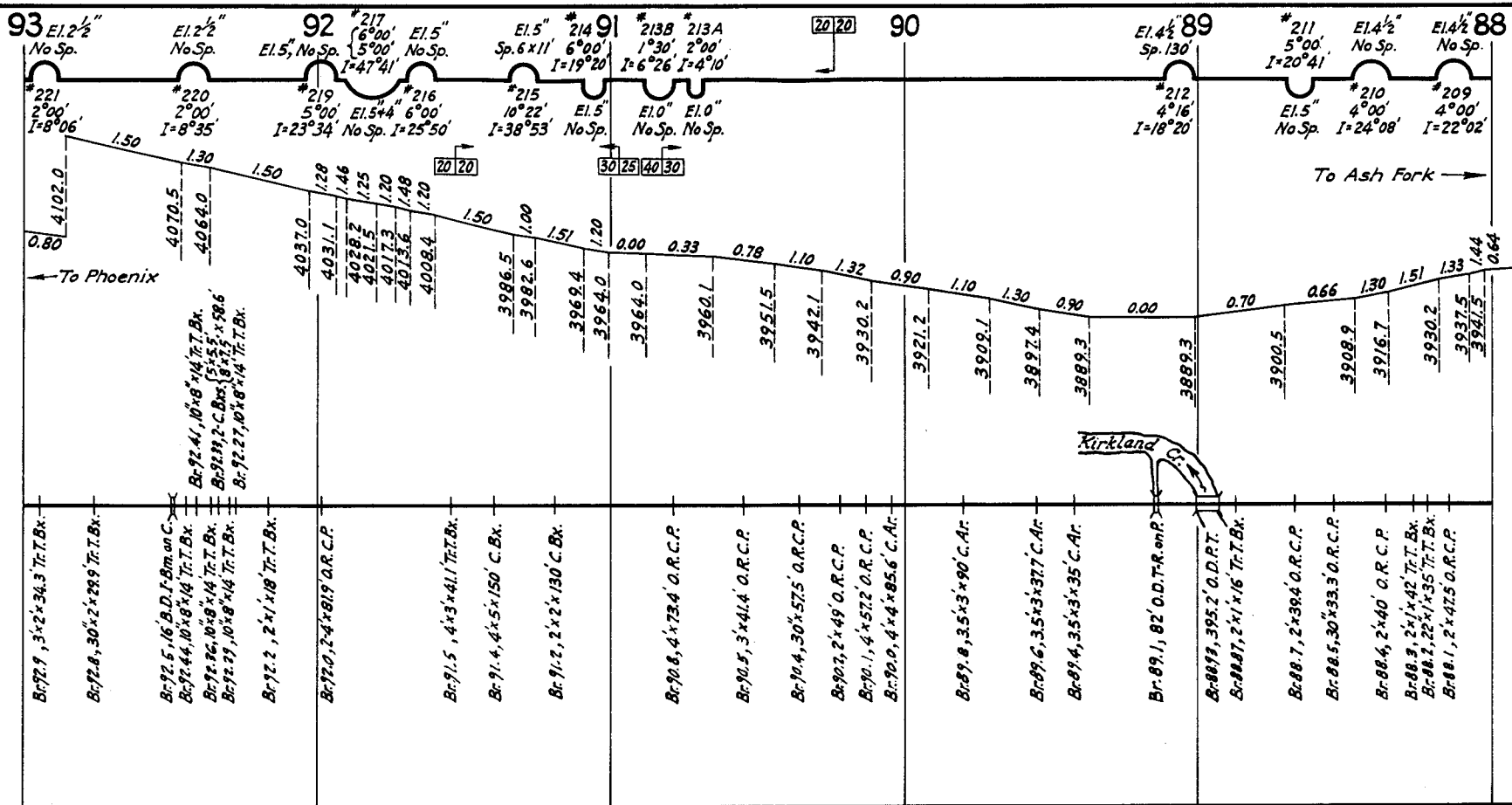
El. 5" No Sp. El. 5" No Sp. I=18°44' 4°00' El. 3 1/2" I=23°18' No Sp. #230 El. 3 1/2" No Sp. #228 6°00' I=46°54' El. 3 1/2" No Sp. El. 5" Sp. 7x15' #225 6°00' I=39°00' El. 5" Sp. 7x15' #224 12°00' I=130°07' #223 2°00' I=8°53' El. 5" Sp. 5x10'

← To Phoenix To Ash Fork →



GRAND VIEW
M.P. 95.4

Br 97.7, 4x4x46.6' C. Ar.
 Br 97.3, 3x3x31.6' Tr. T. Bx.
 Br 96.8, 4x30.5' O.R.C.P.
 Br 96.2, 4x4x6' C. Bx.
 Br 95.8, 3x41.9' O.R.C.P.
 Fl. Lub.
 Fl. Lub.
 Br 95.0, 5x6x52' C. Ar.
 Br 93.6, 6x6x60' C. Ar.
 Br 93.4, 2x2x25' Tr. T. Bx.
 Br 93.2, 2x1x21' Tr. T. Bx.



← To Phoenix

To Ash Fork →

Kirkland Cr.

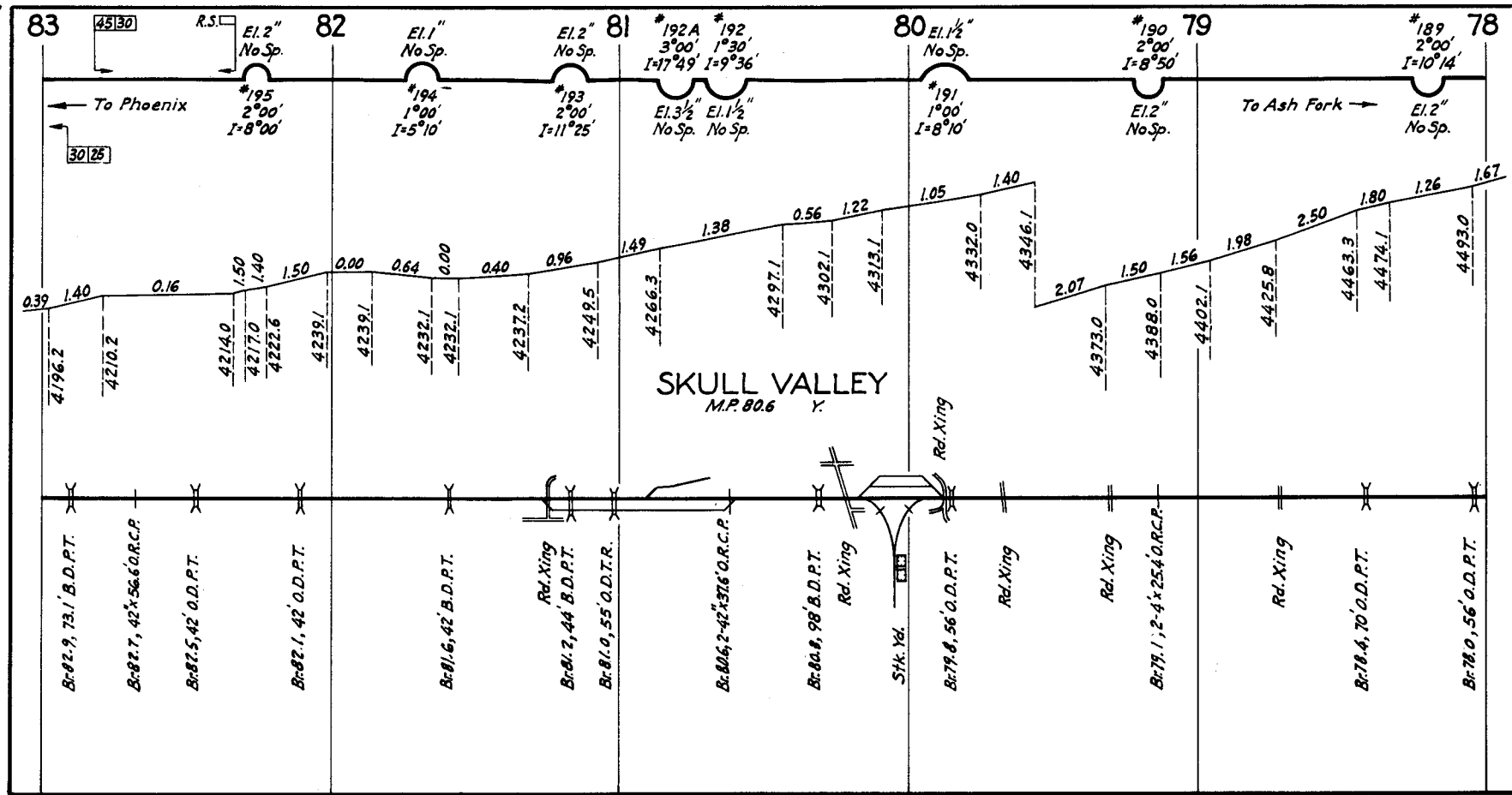
Br 72.9, 3' x 2 x 34.3 Tr. T. Bx.
 Br 72.8, 30' x 2 x 29.9 Tr. T. Bx.
 Br 72.5, 16' B.D. 1' 8m. on C.
 Br 72.44, 10' x 8' x 14' Tr. T. Bx.
 Br 72.36, 10' x 8' x 14' Tr. T. Bx.
 Br 72.29, 10' x 8' x 14' Tr. T. Bx.
 Br 72.2, 2' x 1' x 18' Tr. T. Bx.
 Br 72.0, 2' x 4' x 81.9 O.R.C.P.
 Br 91.5, 4' x 3' x 41.1 Tr. T. Bx.
 Br 91.4, 4' x 5' x 150' C. Bx.
 Br 91.2, 2' x 2' x 130' C. Bx.
 Br 90.8, 4' x 73.4 O.R.C.P.
 Br 90.5, 3' x 41.4 O.R.C.P.
 Br 90.4, 30' x 57.5 O.R.C.P.
 Br 90.3, 2' x 49' O.R.C.P.
 Br 90.1, 4' x 57.2 O.R.C.P.
 Br 90.0, 4' x 4' x 85.6 C. Ar.
 Br 89.8, 3.5' x 3' x 90' C. Ar.
 Br 89.6, 3.5' x 3' x 37.7 C. Ar.
 Br 89.4, 3.5' x 3' x 35' C. Ar.
 Br 89.1, 82' O.D. Tr. on P.
 Br 88.9, 395.2' O.D. P.T.
 Br 88.8, 2' x 1' x 16' Tr. T. Bx.
 Br 88.7, 2' x 39.4 O.R.C.P.
 Br 88.5, 30' x 33.3 O.R.C.P.
 Br 88.4, 2' x 40' O.R.C.P.
 Br 88.3, 2' x 1' x 42' Tr. T. Bx.
 Br 88.2, 22' x 1' x 35' Tr. T. Bx.
 Br 88.1, 2' x 47.5 O.R.C.P.

93 El. 2 1/2'' No Sp.
 92 El. 2 1/2'' No Sp.
 El. 5'', No Sp.
 *217 6°00' El. 5'' No Sp.
 { 5°00' I=47'41'
 *219 5°00' El. 5+4 6°00' No Sp. I=23°34'
 *216 6°00' No Sp. I=25°50'
 *215 10°22' El. 5'' No Sp. I=38°53'
 El. 5'' No Sp. I=19°20'
 *214 6°00' El. 5'' No Sp. I=6°26'
 *213B 1°30' El. 0'' No Sp. I=4°10'
 *213A 2°00' El. 0'' No Sp.
 90
 89 El. 4 1/2'' Sp. 130'
 *212 4°16' El. 5'' No Sp. I=18°20'
 *211 5°00' El. 5'' No Sp. I=20°41'
 El. 4 1/2'' No Sp. I=24°08'
 *210 4°00' El. 5'' No Sp. I=22°02'
 El. 4 1/2'' No Sp. I=22°02'
 88

4.102.0
 0.80
 1.50
 4.070.5
 4.064.0
 1.30
 1.50
 1.28
 1.46
 4.031.1
 4.028.2
 4.021.5
 4.017.3
 4.013.6
 4.008.4
 1.20
 1.50
 1.00
 1.51
 1.20
 0.00
 0.33
 0.78
 1.10
 1.32
 0.90
 1.10
 1.30
 0.90
 0.00
 0.70
 0.66
 1.30
 1.51
 1.33
 1.44
 0.64

20 20

30 25 40 30



83

45|30

R.S.

El. 2" No Sp.

82

El. 1" No Sp.

El. 2" No Sp.

81

*192A 3°00' I=17°49' *192 1°30' I=9°36'

80

El. 1 1/2" No Sp.

*190 2°00' I=8°50'

79

*189 2°00' I=10°14'

78

To Phoenix

To Ash Fork

SKULL VALLEY
M.P. 80.6

Br-82.9, 73.1' B.D.P.T.

Br-82.7, 42' x 56' O.R.C.P.

Br-82.5, 42' O.D.P.T.

Br-82.1, 42' O.D.P.T.

Br-81.6, 42' B.D.P.T.

Br-81.0, 55' O.D.T.R.

Br-80.6, 2-42' x 37.6' O.R.C.P.

Br-80.8, 98' B.D.P.T.

Br-79.8, 56' O.D.P.T.

Br-79.1, 2-4' x 25.4' O.R.C.P.

Br-78.4, 70' O.D.P.T.

Br-78.0, 56' O.D.P.T.

30|25

*195 2°00' I=8°00'

*194 1°00' I=5°10'

*193 2°00' I=11°25'

El. 1 1/2" No Sp. El. 1 1/2" No Sp.

*191 1°00' I=8°10'

El. 2" No Sp.

El. 2" No Sp.

4196.2

4210.2

4214.0

4217.0

4222.6

4239.1

4239.1

4232.1

4232.1

4237.2

4249.5

4266.3

4297.1

4302.1

4313.1

4332.0

4346.1

4373.0

4388.0

4402.1

4425.8

4463.3

4474.1

4493.0

0.39

1.40

0.16

1.50

1.40

1.50

0.00

0.64

0.00

0.40

0.96

1.49

1.38

0.56

1.22

1.05

1.40

2.07

1.50

1.56

1.98

2.50

1.80

1.26

1.67

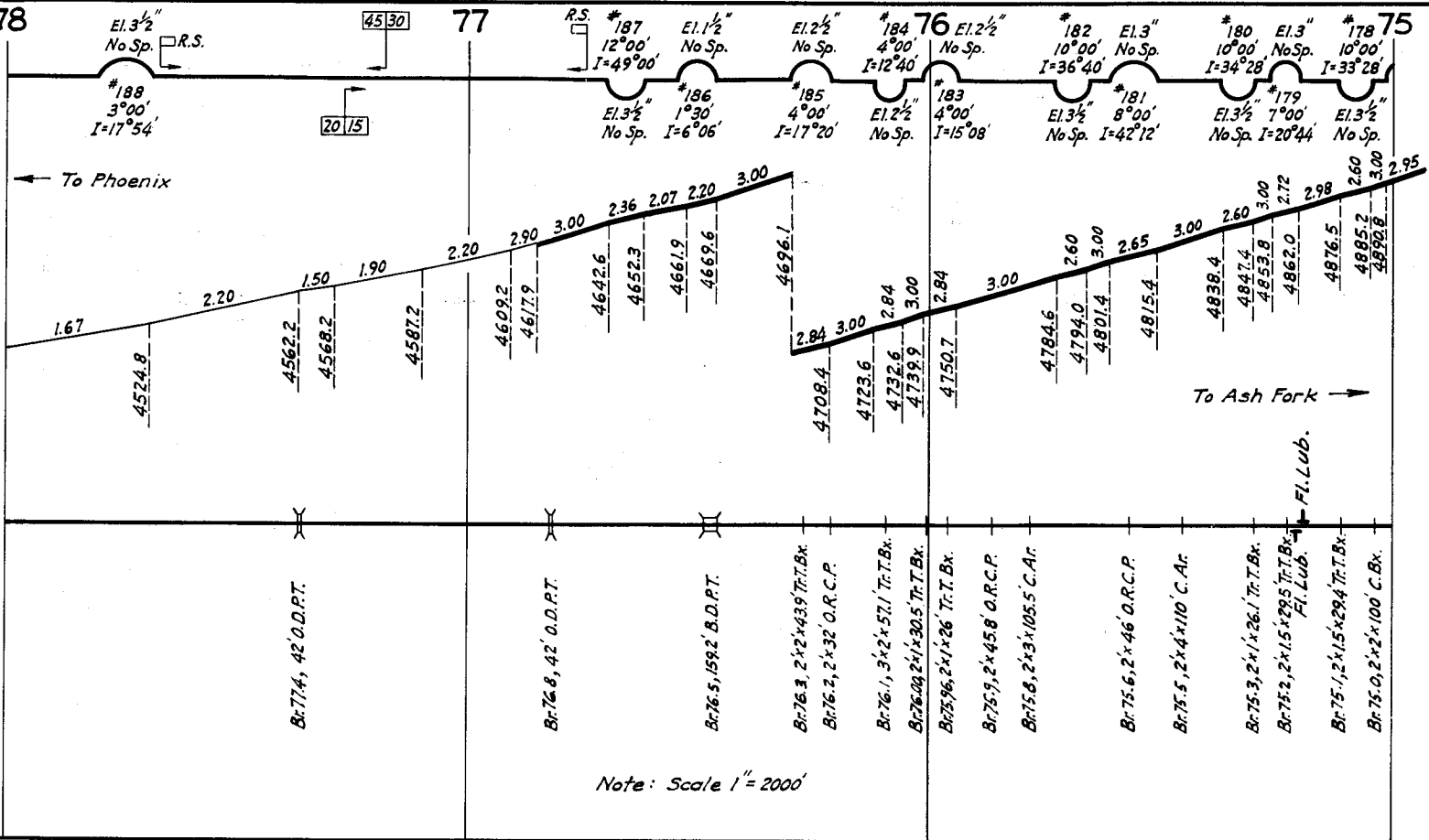
Stk. Yd.

Rd. Xing

Rd. Xing

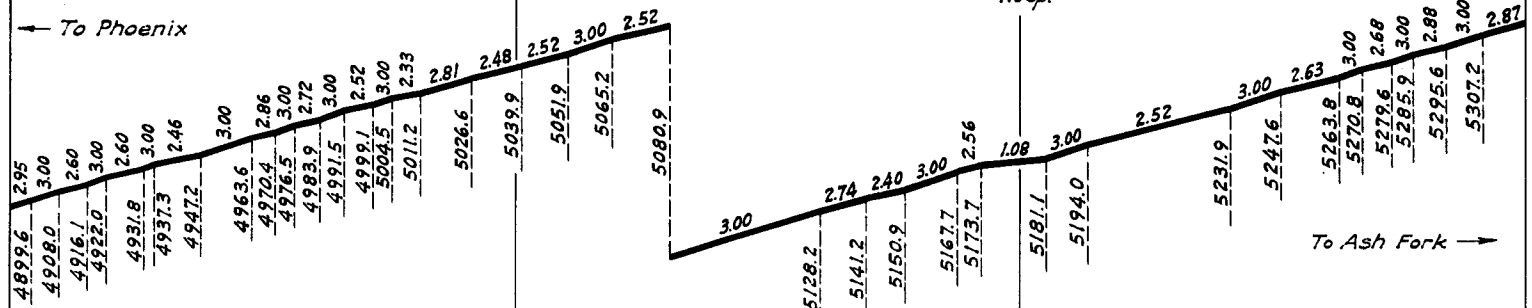
Rd. Xing

Rd. Xing



Note: Scale 1" = 2000'

75¹¹ El. 1 1/2" No Sp. I=4°00' *177 1°20' I=29°40' *176 10°00' I=29°40' No Sp. I=46°50' *175 El. 1 3/2" No Sp. I=36°26' *174 12°00' I=46°50' *173 3°30' I=8°24' No Sp. I=8°24' *172 El. 1 1/2" No Sp. I=19°03' *171 12°00' I=35°50' No Sp. I=35°50' *170 El. 1 3/2" No Sp. I=23°05' *169 8°00' I=27°24' No Sp. I=27°24' *168 El. 1 3/2" No Sp. I=57°06' *167 12°00' I=75°05' No Sp. I=75°05' *166 6°00' I=52°30' No Sp. I=52°30' El. 1 3/2" No Sp. *164 5°00' I=18°54' *165 10°00' I=33°30' No Sp. I=18°41' *163 12°00' I=180°41' No Sp. I=180°41' El. 1 3/2" No Sp. *162 9°00' I=55°32' No Sp. I=55°32' *160 El. 1 3/2" No Sp. I=10°06' *159 6°00' I=17°09' No Sp. I=17°09'



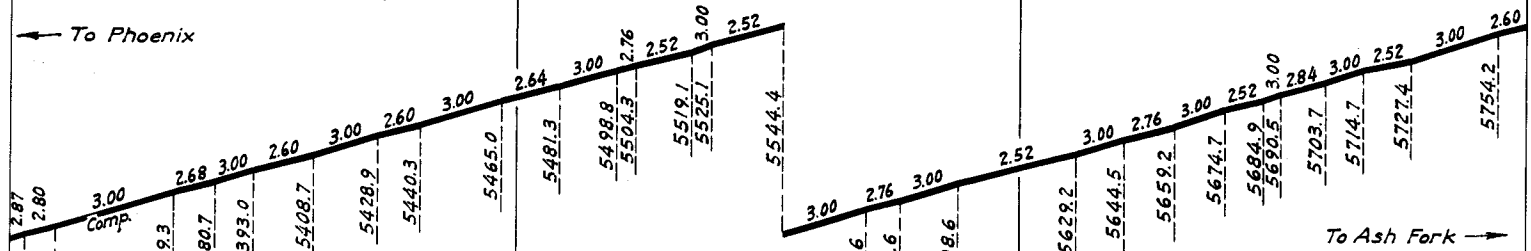
RAMSGATE
M.P. 73.1

- Br 74-8, 3x2x70.4 Tr.T.Bx.
- Br 74-7, 2x1x25.2 Tr.T.Bx.
- Br 74-6, 2x1x23.7 Tr.T.Bx.
- Br 74-3, 2x1x27 Tr.T.Bx.
- Br 74-1, 2x1x20 Tr.T.Bx.
- Br 73-5, 2 1/2' B.D.G. on C.
- Br 73-7, 6x3x90 Rk. Drr.
- Br 73-3, 4x4x52' C.Bx.
- Br 73-13, 2x1x46.9 Tr.T.Bx.
- Br 73-4, 2x1x49.1 Tr.T.Bx.
- Br 73-12, 2x38.9 O.R.C.P.
- Br 72-16, 2x1x61.8 Tr.T.Bx.
- Br 72-6, 2x2x40.6 C.I.P.
- Br 72-5, 2x1.5x27 Tr.T.Bx.
- Br 72-4, 3x30x34.5 Tr.T.Bx.
- Br 72-3, 30x32.9 O.R.C.P.
- Fl. Lub.
- Br 72-1, 3x3x72 C.Bx.
- Br 72-0, 2x1x20.4 Tr.T.Bx.

Note: Scale 1" = 2000'

72 *158 El. 2 1/2" 5'00' No Sp. I=15'00' *156 3'00' 8'00' I=34'04" *155 Sp. 6 x 12' El. 1 3/2" I=43'30" *153 10'00' El. 1 3/2" Sp. 12 x 22' I=78'06" 71 *150 { 12'00" 6'00" El. 1 3/2" No Sp. I=82'28" *148 6'00' El. 1 3/2" No Sp. I=21'37" *147 12'00' El. 1 3/2" No Sp. I=146'05" 70 *145 12'00' El. 2 1/2" No Sp. I=48'26" *144 4'00' El. 2 1/2" Sp. 5 x 25' I=18'30" *143 12'00' El. 1 3/2" No Sp. I=60'19" *142 10'00' El. 1 3/2" No Sp. I=65'00"

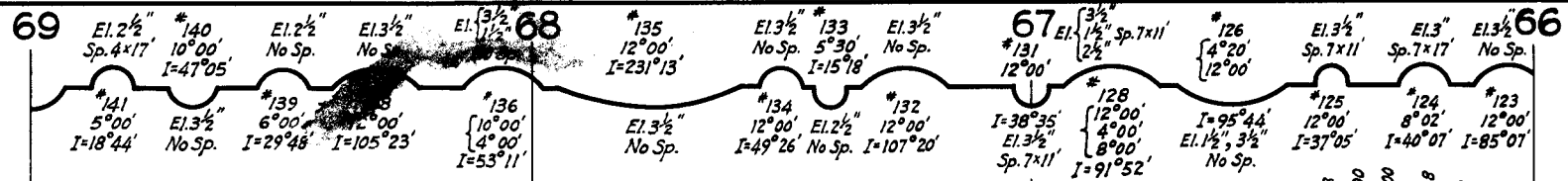
← To Phoenix



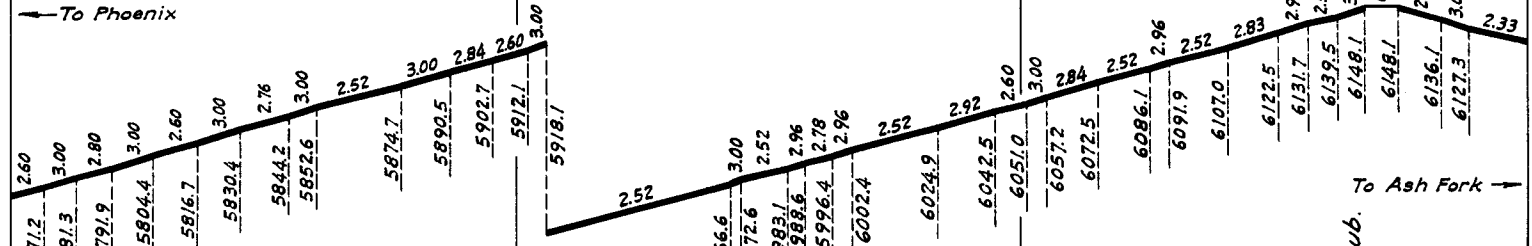
To Ash Fork →

Br 71-8, 18" x 14' T. Bx.
 Br 71-5, 3' x 3' x 77' C. Bx.
 Br 71-39, 3' x 3' x 52' C. Bx.
 Br 71-36, 2' x 1' x 24' Tr. T. Bx.
 Br 71-0, 11" x 11" x 92' R. C. Bx.
 Br 70-9, 18" x 1' x 18' Tr. T. Bx.
 Br 70-4, 4' x 4' x 63' C. Bx.
 Br 70-2, 30" x 103' Vit. P.
 Br 70-0, 2' x 3' x 18' O.R.C.P.
 Br 69-9, 27' x 21' x 42' C. Bx.
 Br 69-8, 2' x 24.3' O.R.C.P.
 Br 69-7, 2' x 46.8' O.R.C.P.
 Br 69-6, 2' x 2' x 79' C. Bx.
 Br 69-4, 3' x 141' Vit. P.
 Br 69-2, 30" x 41.3' O.R.C.P.
 Br 69-0, 447' B.D.P.T.

Note: Scale 1" = 2000'



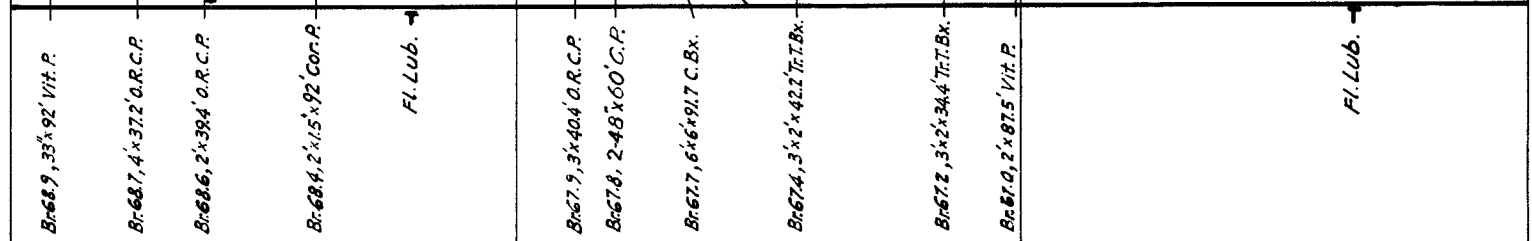
← To Phoenix



To Ash Fork →

IRON SPRINGS
M.P. 67.6

PRIETA
M.P. 66.2



Section 125 ← Section 122

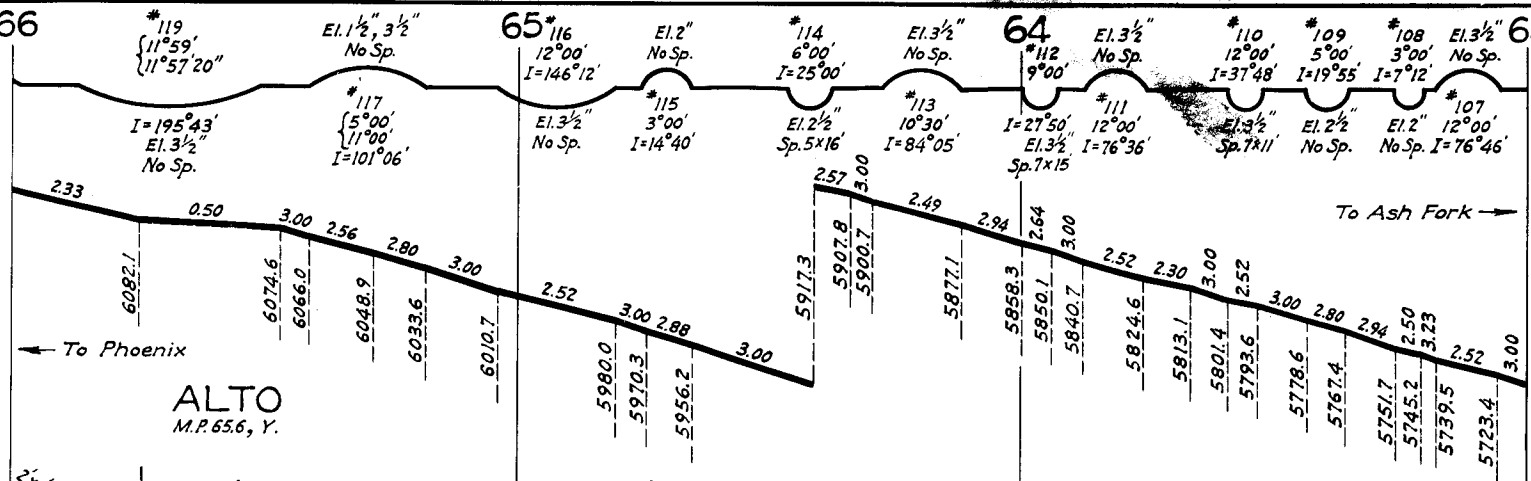
Note: Scale 1" = 2000'

66

65

64

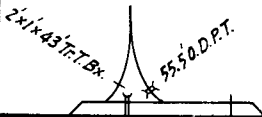
63



← To Phoenix

To Ash Fork →

ALTO
M.P. 65.6, Y.



Br 65.7, 56.6 O.D.F.T.	Br 65.5, 2x48' O.R.C.P.	Br 65.4, 2x23' O.R.C.P.	Br 65.3, 2x1x34.9 Tr. T. Bx.	Br 65.2, 2x1x33.2 Tr. T. Bx.	Rd. Xing	Br 64.8, 3x2x46.7 Tr. T. Bx.	Br 64.7, 2x2x33.5 Tr. T. Bx.	Br 64.5, 2x2x38.8 Tr. T. Bx.	Br 64.4, 2x1x41' Tr. T. Bx.	Br 64.2, 4x6'x141' C. Ar.	Br 64.0, 4x4'x88' C. Ar.	Br 63.9, 2x2x37' Tr. T. Bx.	Br 63.8, 3.5x3x92' C. Ar.	Br 63.6, 2x2x34' Tr. T. Bx.	Br 63.4, 2x1x48.1 Tr. T. Bx.	Br 63.3, 30x2x50' Tr. T. Bx.	Br 63.1, 3.5x3x64' C. Ar.
							Fl. Lub.		Fl. Lub.								

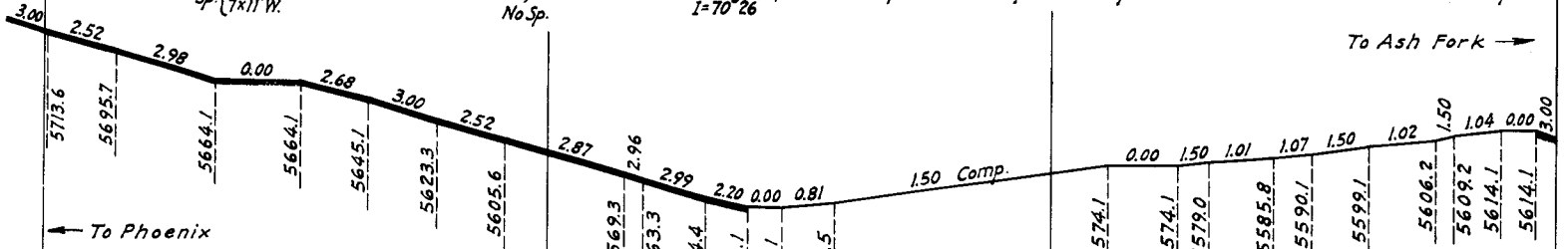
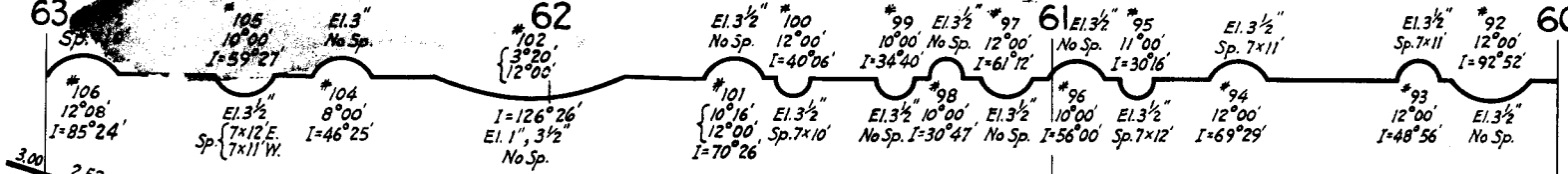
Note: Scale 1" = 2000'

63

62

61

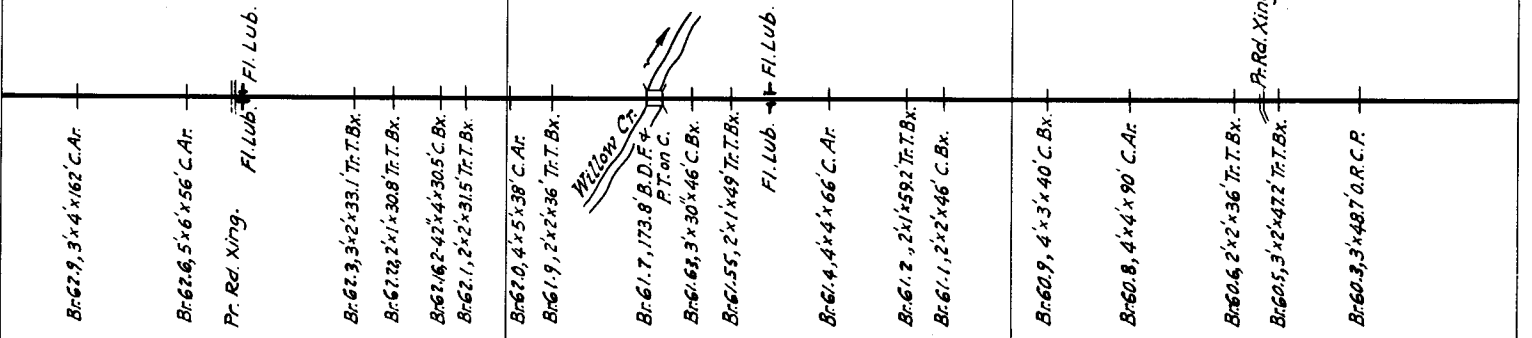
60



← To Phoenix

To Ash Fork →

POWDER
M.P. 60.0



Note: Scale 1" = 2000'

60

59

58

57

56

55

*91
5°00'
I=31°20'

El. 2 1/2"
No Sp.

*89
8°00'

El. 3 1/2"
Sp. 6 x 19'

*87
4°00'

El. 1 1/2"
No Sp.

*86
5°00'

El. 1"
No Sp.

*85
3°00'

*84
2°15'

El. 1 1/2"
No Sp.

*83
4°20'

El. 5"
No Sp.

*82
6°00'
I=33°26'

El. 2 1/2"
No Sp.

*90
5°00'
I=19°52'

I=39°20'
El. 3"
No Sp.

*88
6°00'
I=46°01'

I=22°54'
El. 2 1/2"
No Sp.

*86
5°00'
I=47°52'

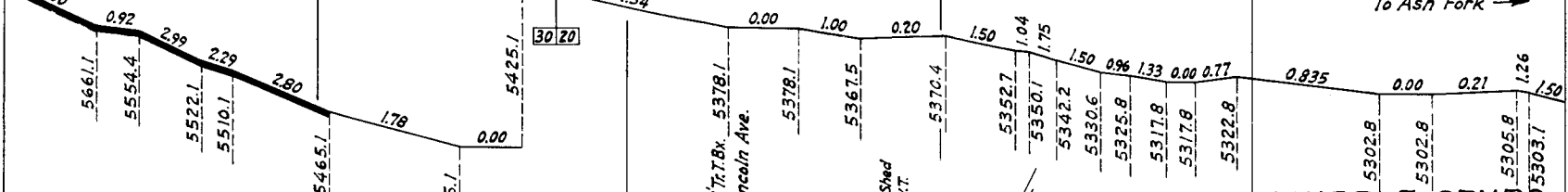
*85
3°00'
I=42°32'

I=33°12'
El. 1 1/2"
No Sp.

I=67°56'30"
El. 5"
No Sp.

To Phoenix

To Ash Fork



PRESCOTT
M.P. 57.1, F. Y.

WHIPPLE SPURS
M.P. 56.0

Rd. Xing

Rd. Xing

Rd. Xing

Rd. Xing

Rd. Xing

Rd. Xing

Ph. Rd. Xing

U.S. Hwy. #89

Br. 57-8, 3'x3'x47.5 Tr. T. Bx.

Br. 57-6, 2-3'x30"x39.4' Tr. T. Bx.

Br. 59-0, 73 B.D.P.T.

Br. 58-7, 2'x2'x25.3 Tr. T. Bx.

Br. 58-4, 878 B.D.P.T.

Br. 58-2, 4'x3'x28.1 Tr. T. Bx.

Br. 58-04, 2'x25.3 R.C.P.

Br. 57-99, 1'x2'x16' Tr. T. Bx.

Br. 57-8, 2'x40 R.C.P.

Span #2, French Cr. 28' I-Bm.

Br. 57-62, 113.8 O.D.P.T. U.P.

Br. 57-55, 30'x48.1 O.R.C.P.

Br. 57-34, 124' O.D.P.T. 124' Th. T. on C.

Br. 57-29, 4'x2'x10 C. Ar.

Br. 56-9, 2'x2'x17.5 Tr. T. Bx.

Br. 56-7, 2-8'x10 R.C. Bx.

Br. 56-5, 28'4 O.D.P.T.

Br. 56-4, 4'x30'x60 C. Culv.

Br. 56-24, 2'x1'x24 Tr. T. Bx.

Br. 56-19, 38'x30'x50 C. Bx.

Br. 56-17, 3'x30'x30 C. Culv.

Br. 56-0, 2'x1'x24.2 Tr. T. Bx.

Br. 55-8, 125.7 B.D.P.T.

Br. 55-6, 588 B.D.P.T.

Br. 55-26, 12'x6'x41.5 C. Culv.

Br. 55-21, 34 B.D.D.G. on C. Hwy. U.P.

Br. 55-1, 2'x3'x36.5 Tr. T. Bx.

Br. 55-0, 2'x31 O.R.C.P.

Simmons Cr.

Miller Cr.

Fish. Sig. Hwy. Xing

Fish. Sig. Hwy. Xing

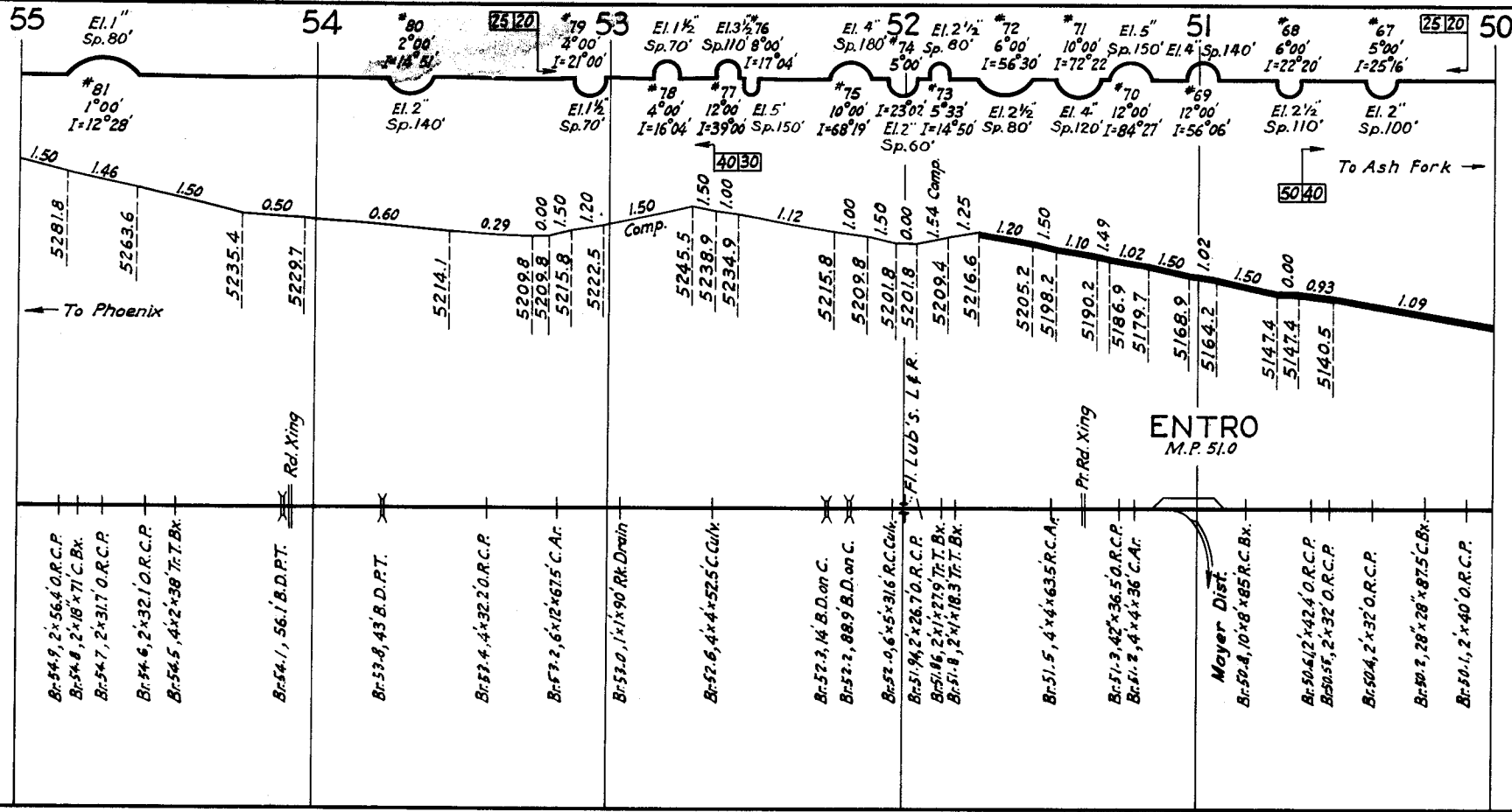
Granite Cr.

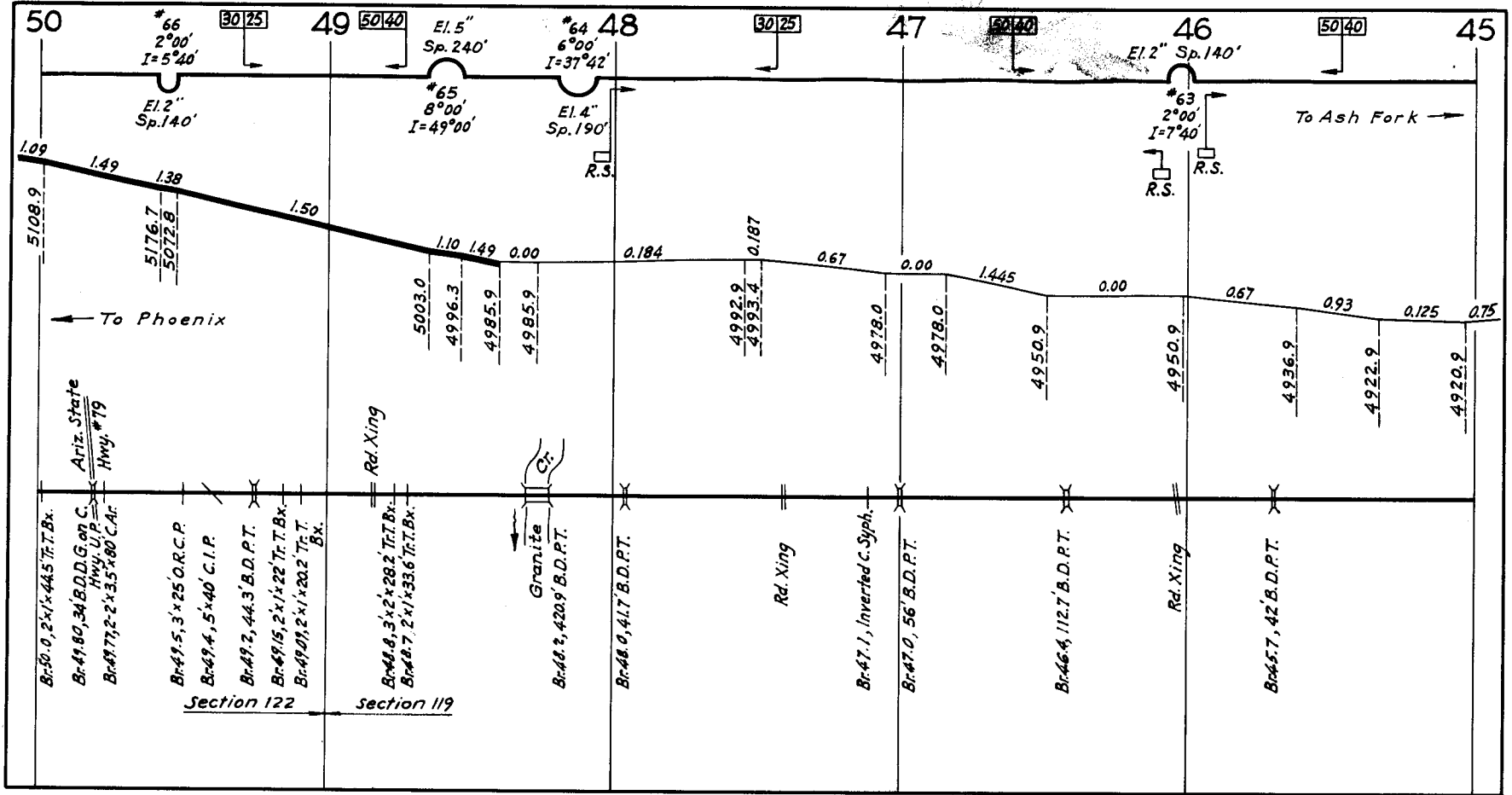
Depot Fri. Ho.

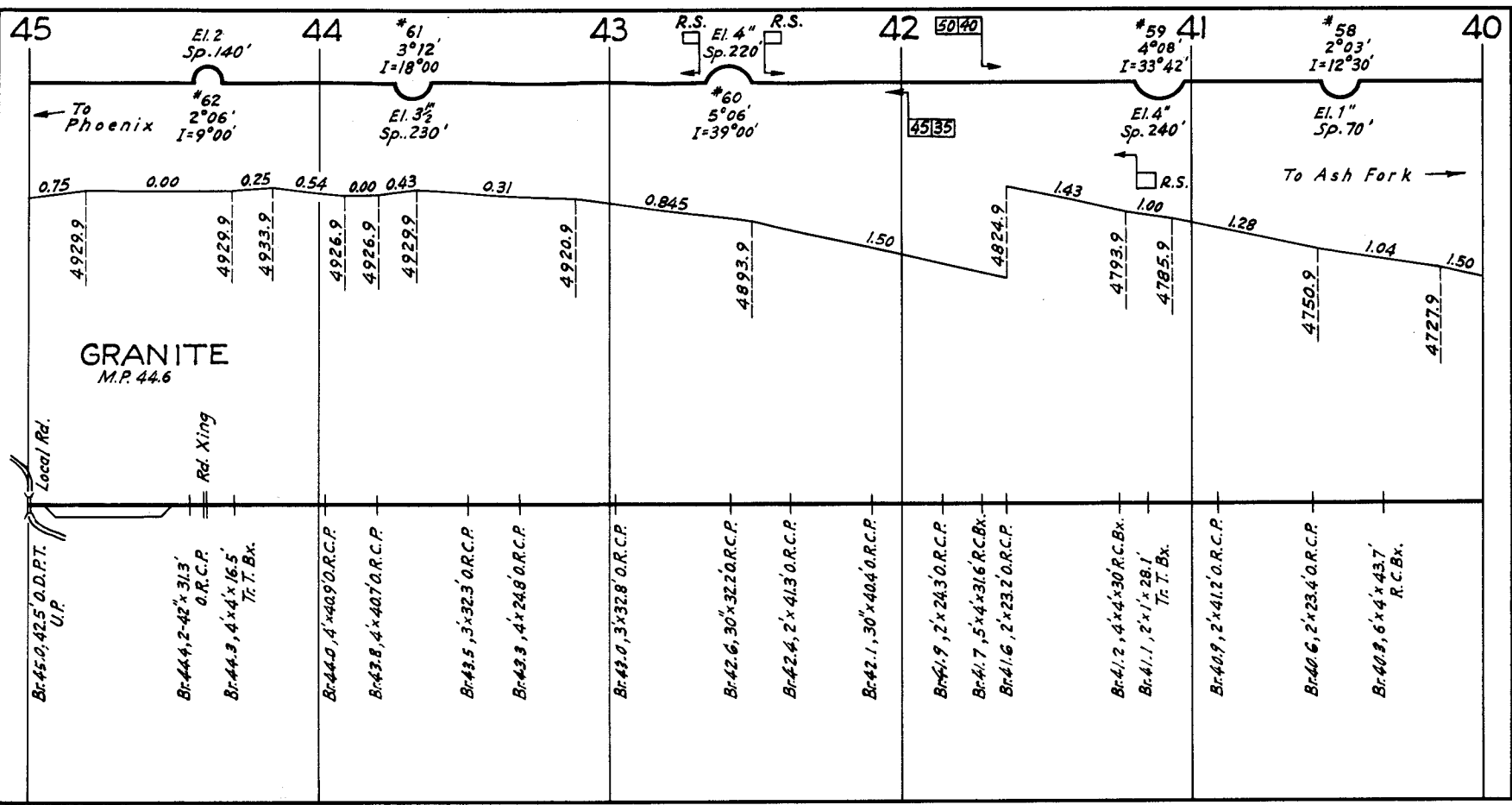
Repair Shed on 2-W.T.

Mach. Shop

U.S. Hwy. #89







45

44

43

42

41

40

El. 2
Sp. 140'

*61
3°12'
I=18°00'

R.S. El. 4"
Sp. 220' R.S.

5040

*59
4°08'
I=33°42'

*58
2°03'
I=12°30'

To
Phoenix ←
*62
2°06'
I=9°00'

El. 3 1/2"
Sp. 230'

*60
5°06'
I=39°00'

El. 4"
Sp. 240'

El. 1"
Sp. 70'

To Ash Fork →

0.75 0.00 0.25 0.54 0.00 0.43 0.31 0.845 1.50 1.43 1.00 1.28 1.04 1.50

4929.9

4929.9

4933.9

4926.9

4926.9

4929.9

4920.9

4893.9

1.50

4824.9

4793.9

4785.9

4750.9

4727.9

GRANITE
M.P. 44.6

Local Rd.

Rd. Xing

Br. 45.0, 42.5' O.D.P.T.
U.P.

Br. 44.4, 2'42" x 31.3'
O.R.C.P.

Br. 44.3, 4'4" x 16.5'
Tr. T. Bx.

Br. 44.0, 4'x40.9' O.R.C.P.

Br. 43.8, 4'x40.7' O.R.C.P.

Br. 43.5, 3'x32.3' O.R.C.P.

Br. 43.3, 4'x24.8' O.R.C.P.

Br. 43.0, 3'x32.8' O.R.C.P.

Br. 42.6, 30'x32.0' O.R.C.P.

Br. 42.4, 2'x41.3' O.R.C.P.

Br. 42.1, 30'x40.4' O.R.C.P.

Br. 41.9, 2'x24.3' O.R.C.P.

Br. 41.7, 5'x4'x31.6' R.C.Bx.

Br. 41.6, 2'x23.2' O.R.C.P.

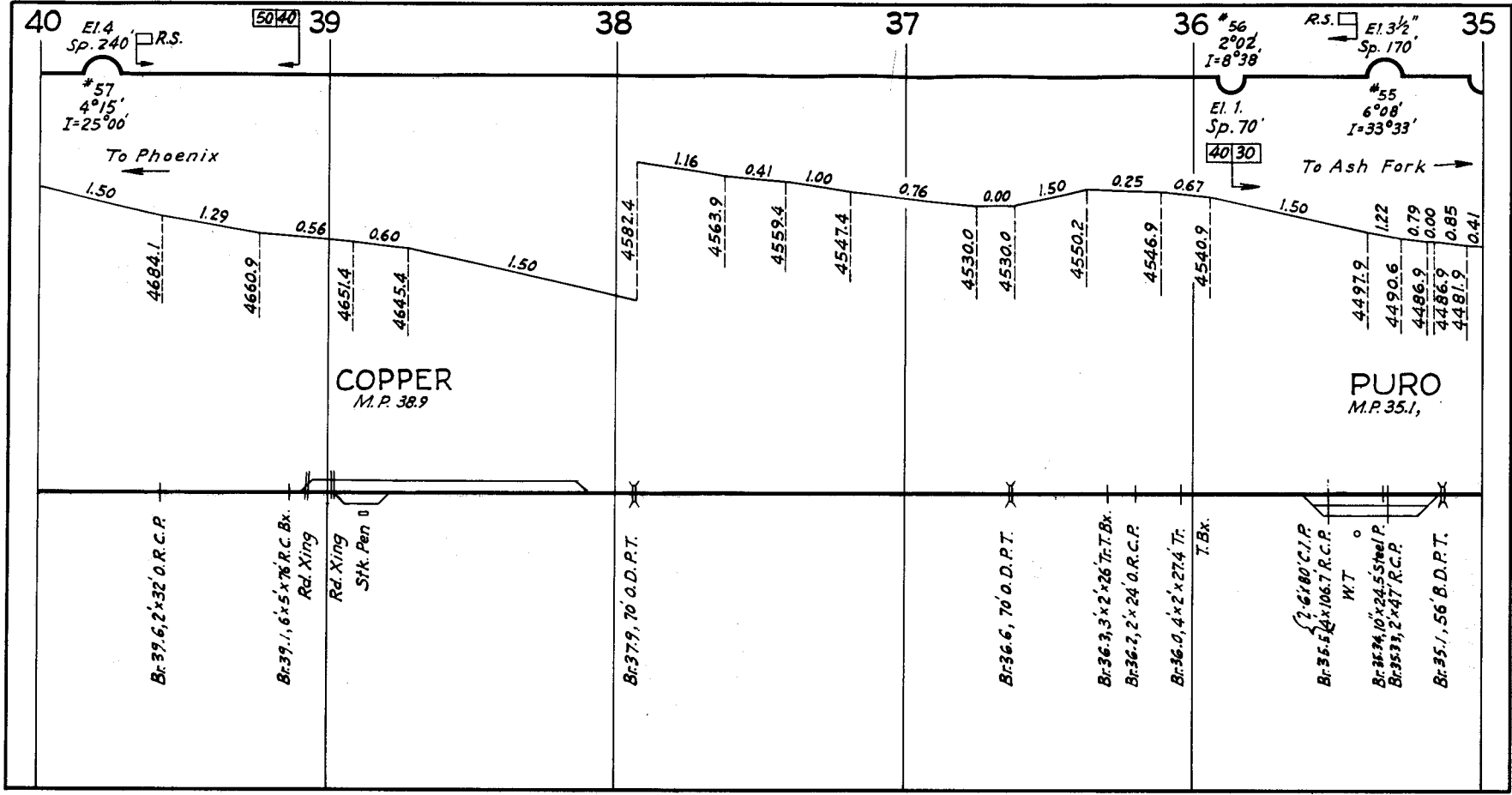
Br. 41.2, 4'x4'x30' R.C.Bx.

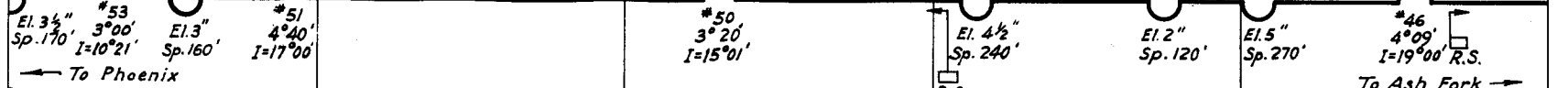
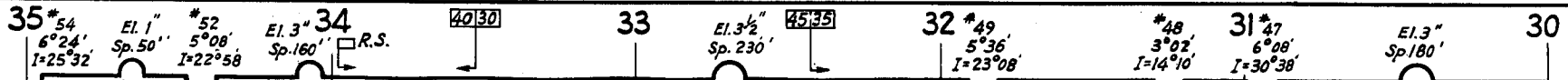
Br. 41.1, 2'x1'x28.1'
Tr. T. Bx.

Br. 40.9, 2'x41.2' O.R.C.P.

Br. 40.6, 2'x23.4' O.R.C.P.

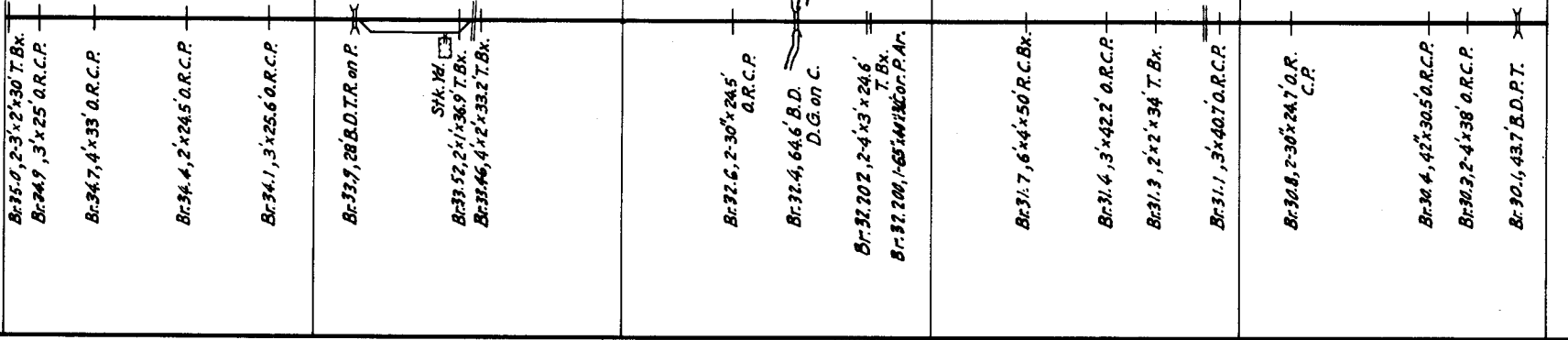
Br. 40.3, 6'x4'x43.7'
R.C.Bx.

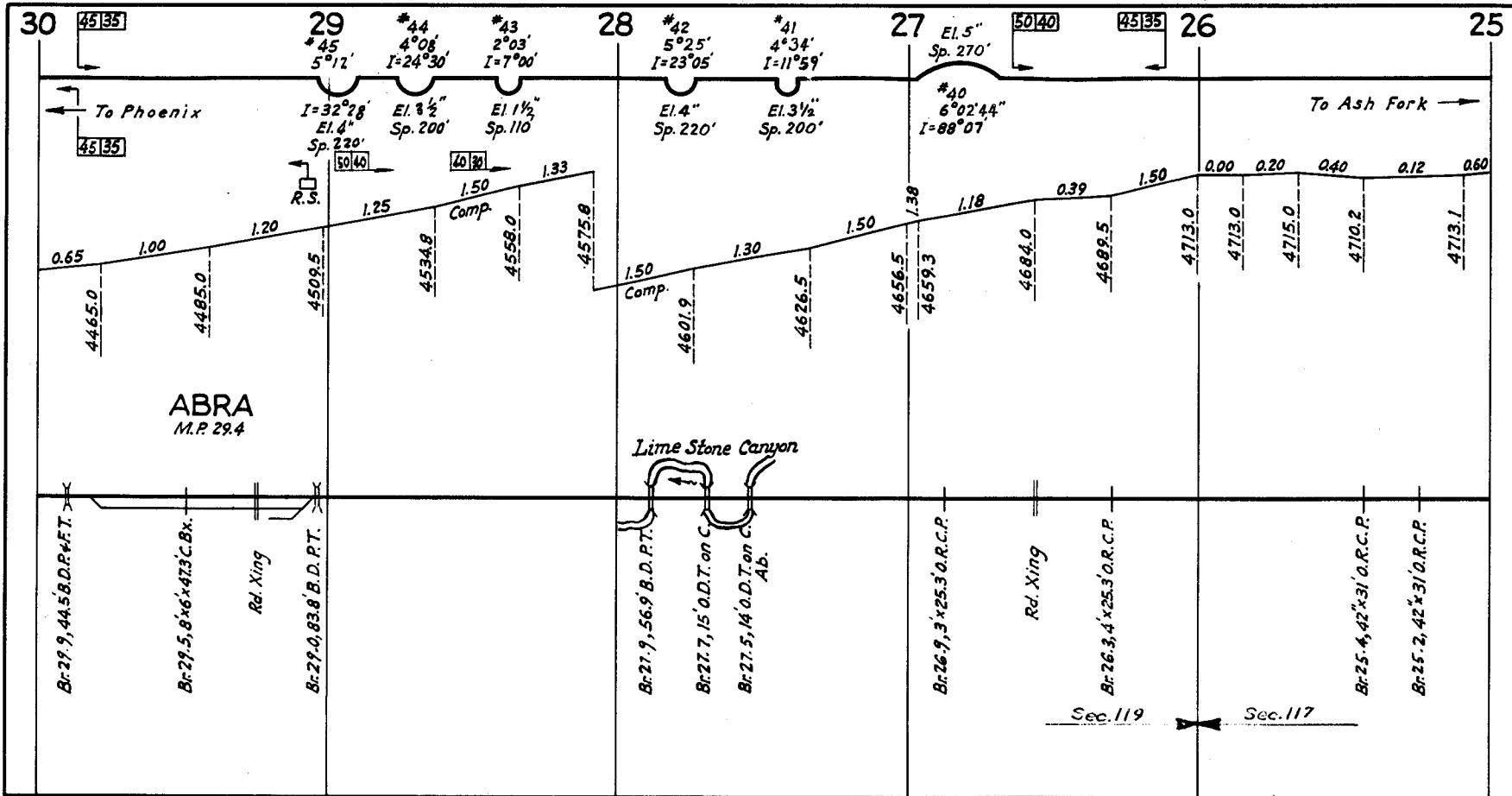




0.41	1.49	0.29	0.29	0.00	1.50	1.30	0.24	0.00	0.75	0.09	0.54	1.33	1.50	1.50	1.22	0.00	0.50	0.00	0.50	0.80	0.60	1.11	1.50	0.00	1.14	1.30	1.45	0.00	0.37	0.65
4479.9	4458.9	4456.9	4458.9	4458.9	4441.9	4432.9	4429.9	4429.9	4441.9	4441.1	4437.9	4417.9	4400.4	4417.5	4433.0	4433.0	4428.9	4431.4	4435.4	4440.2	4452.5	4473.5	4473.5	4468.8	4462.5	4454.5	4454.5	4455.9		

DEL RIO
M.P. 33.6, Y.





25

24

23

22

21

20

El. 2" Sp. 140'

#38
4°30'
I=26°43'

50140 El. 2 1/2" Sp. 140'

#36
4°00'
I=26°41'

2020 #35
5°59'
I=51°10'

El. 4" Sp. 190'

#33
5°49'
I=35°30'

El. 1" Sp. 50'

El. 1" Sp. 70'

#39
2°00'
I=20°47'

El. 5" Sp. 330'

#37
4°02'
I=41°43'

El. 2 1/2" Sp. 140'

El. 4" Sp. 190'

#34
5°58'
I=54°47'

El. 4" Sp. 190'

#32
4°00'
I=62°26'

#31
2°00'
I=16°04'

To Phoenix ←

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

To Ash Fork →

DRAKE
M.P. 21.3,

SIDING
M.P. 20.3

Br. 25.0, 4 x 66' x 24' R.C.Bx.

Br. 24.6, 42 x 32.6' R.C.P.

Br. 23.9, 2-4 x 53' x 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, 8' x 6' x 58' C.Bx.

Br. 22.0, 2 1/2 x 46.5' T.Bx.

Br. 21.8, 646' B.D.D.G. on Steel Tow. C. Ab. Rd. U.P.

Depot

Br. 21.1, 3' x 57.8' O.R.C.P.

Br. 20.8, 42' x 40.7' O.R.C.P.

