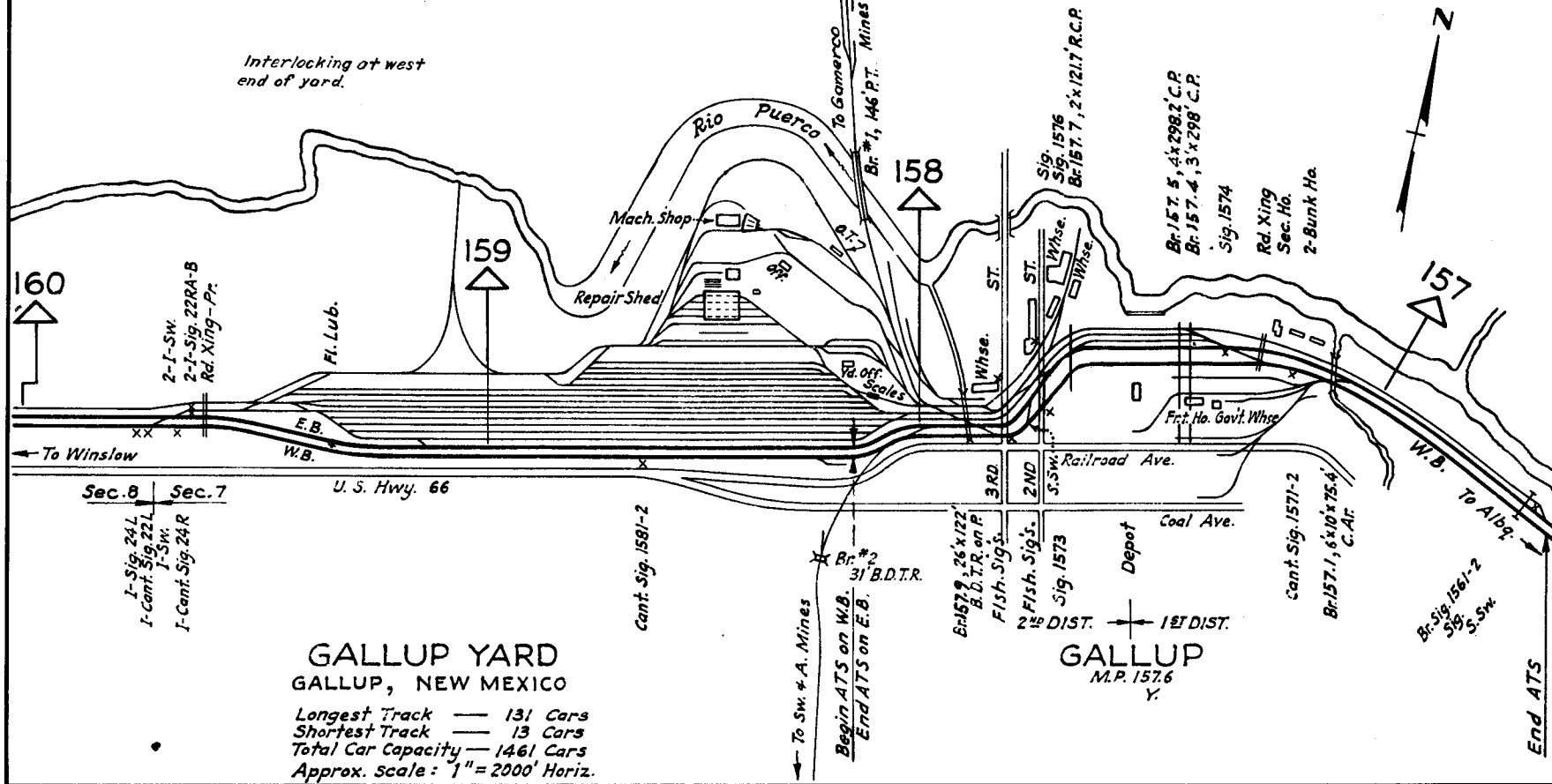


ATS

Automatic Block



162

80 60

161

El. 4 1/2"  
Sp. 460'

Auto. Blk.  
80 60

160

ATS

\*144  
El. 1 1/2"  
Sp. 170'  
I=2°48'

159

Auto. Block

\*142  
El. 2 1/2"  
Sp. 170'  
I=5°16'

\*139  
El. 1" W.B.  
2" E.B.  
No Spl.

\*137-A  
E.B. Only  
2°00'  
I=6°46'

\*157  
El. 1 1/2" W.B.  
El. 1/2" E.B.  
No Spl.

42

To Winslow

\*145  
El. 1 1/2"  
Sp. 170'  
I=12°38'

\*143  
El. 1 1/2"  
Sp. 170'  
I=2°46'

\*142  
El. 2 1/2"  
Sp. 170'  
I=5°16'

\*140  
El. 1 1/2" W.B.  
I=15°10'

\*137  
El. 1 1/2" W.B.  
I=15°10'

\*157  
El. 1 1/2" W.B.  
I=27°14'

Interlocking at west end of yard.

0.02 0.22 0.00

0.145

0.27

0.31

0.54

0.33

0.17

0.56

6454.3

6456.0

6461.0

I-SW  
I-Sig. 28RA-B

Rio Puerco

2-I-SW  
2-I-Sig. 22RA-B  
Pr. Rd. Xing

Fl. Lub.

6488.2

6499.2

6502.2

6504.4

To Albuquerque

E.B.  
W.B.

Br. 161.8, 86' B.D.P.T.

Br. 161.5, 84' 6" Span  
B.D.P.T.  
S.S.C.

Br. 161.3, 6' x 1' x 31' Sto. Ar.

I-Br. Sig. 28L

Coal Spur

Cant. Sig. 1601

I-Sig. 24L

I-Cant. Sig. 22L

I-SW

I-Cant. Sig. 24R

See Separate Sketch,  
Page 43

Sec. 8 Sec. 7.

GALLUP  
M.P. 157.6

Begin. ATS

Br. 157.9, 26' x 122' B.D.T.R.  
on P

Fish. Sig's  
Sig. 1573

Br. 157.7, 2' x 121.7' R.C.P.

DEPOT

Br. 157.5, 4' x 298.2' C.P.

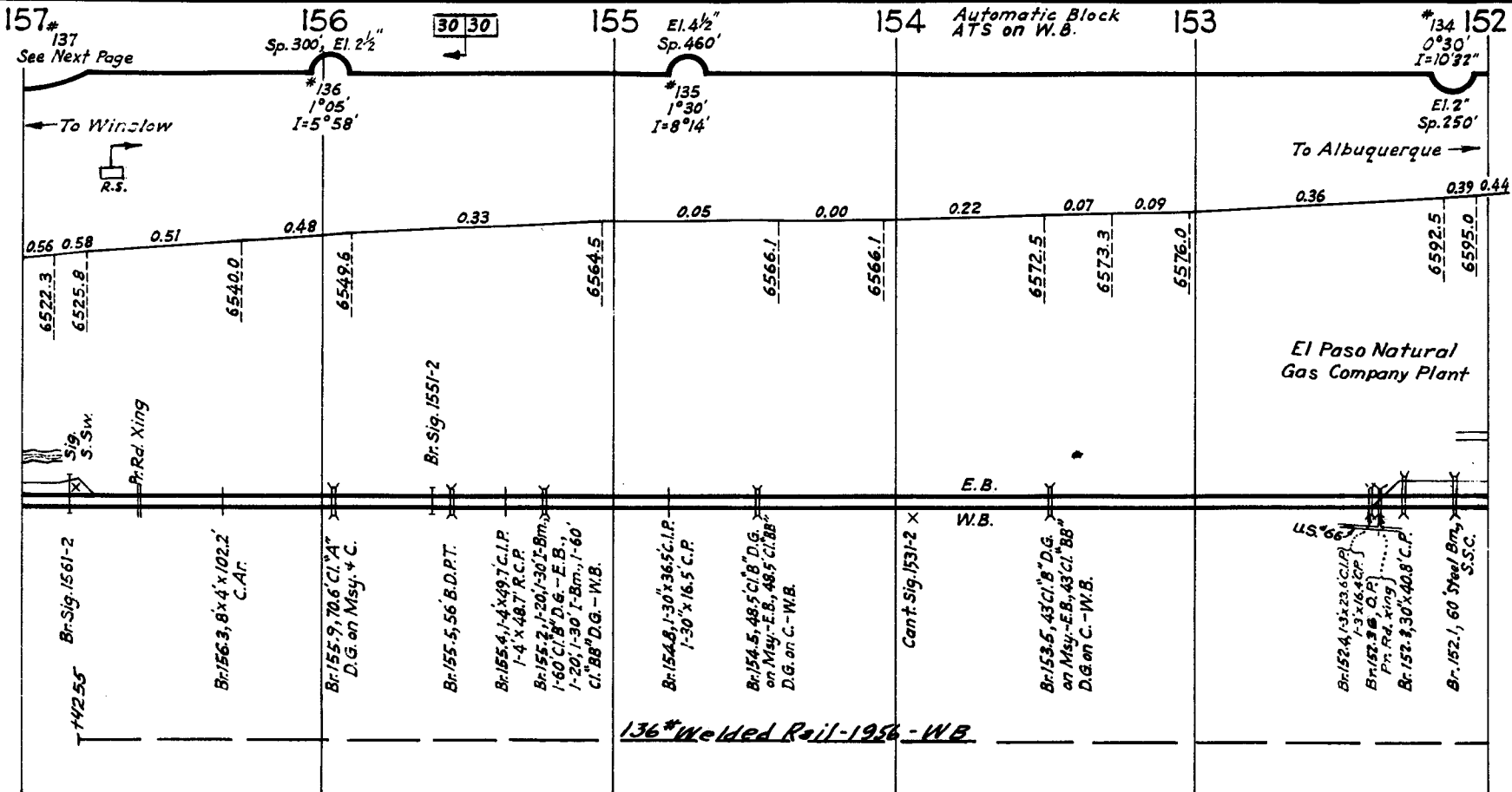
Br. 157.4, 3' x 298' C.P.

Cant. Sig. 1571-2

Br. 157.1, 6' x 10' x 75.4' C.A.  
End ATS

2<sup>ND</sup> DIST. 1<sup>ST</sup> DIST.

136 \*Welded Rail-1956-WB



157#  
137  
See Next Page

156  
Sp. 300', El. 2 1/2''

30 30

155  
El. 4 1/2'  
Sp. 460'

154  
Automatic Block  
ATS on W.B.

153

\*134 152  
0°30'  
I=10°32''  
El. 2''  
Sp. 250'

To Window  
R.S.

To Albuquerque

0.56 0.58 0.51 0.48 0.33 0.05 0.00 0.22 0.07 0.09 0.36 0.39 0.44

6522.3 6525.8 6540.0 6549.6 6564.5 6566.1 6566.1 6572.5 6573.3 6576.0 6592.5 6595.0

El Paso Natural  
Gas Company Plant

Sig.  
S.S.W.  
Pr. Rd. Xing

Br. Sig. 155I-2

E.B.

W.B.

Cent. Sig. 153I-2 X

US 667  
Br. 152.4, 131.23 x 16.6 C.I.P.  
1-3 x 16.6 C.P.  
Br. 152.3, 16' C.I.P.  
Pr. Rd. Xing  
Br. 152.3, 30' x 40.8' C.P.  
Br. 152.1, 60' Steel Brms S.S.C.

14255  
Br. Sig. 156I-2

Br. 156.3, 8' x 4' x 102.2'  
C.A.R.

Br. 155.9, 70.6' C.I.A.  
D.G. on Msy. + C.

Br. 155.5, 56' B.D.P.T.

Br. 155.4, 1-4' x 49.7' C.I.P.  
1-4' x 48.7' R.C.P.

Br. 155.2, 1-20' x 30' I-Bm.  
1-60' C.I.B' D.G. - E.B.  
1-20' x 30' I-Bm, 1-60'  
C.I. 88" D.G. - W.B.

Br. 154.8, 1-30' x 36.5' C.I.P.  
1-30' x 16.5' C.P.

Br. 154.5, 48.5' C.I. 8" D.G.  
on Msy. - E.B., 48.5' C.I. 88"  
D.G. on C. - W.B.

Br. 153.5, 43' C.I. 8" D.G.  
on Msy. - E.B., 43' C.I. 88"  
D.G. on C. - W.B.

136\* Welded Rail-1956-W.B.

152

151

150

149

148

147

40

To Winslow

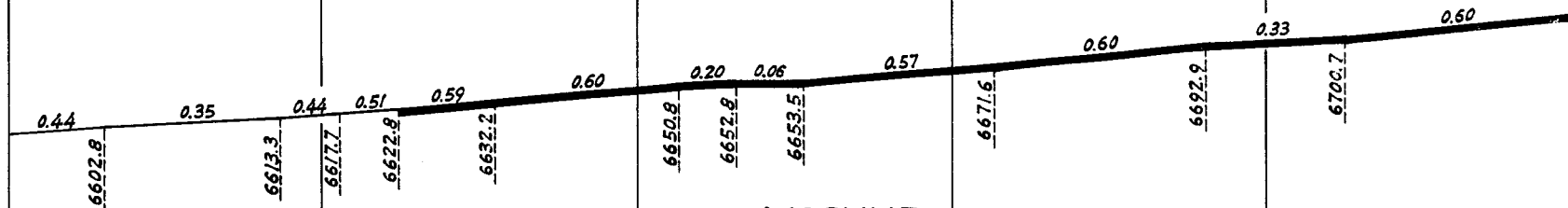
To Albuquerque

El. 1 1/2"  
Sp. 170'  
#133A,  
0°30'  
I=2°04'

#133, 1°30'  
I=24°00'  
El. 4 1/2"  
Sp. 460'

El. 3"  
Sp. 340'  
#132,  
1°00'  
I=5°41'

Automatic Block  
ATS on W.B. 80.60



Br. Sig. 1512

ZUNI  
M.P. 151.6

Rio Puerco of  
the West

Br. Sig. 1502

Fish. Sig.  
Rd. Xing

MCCUNE  
M.P. 149.3, Y.

Br. Sig. 1481-2

Cant. Sig. 1511

Br. 150.5, 75.5 C.I.A. D.G. on  
Msy.-E.B., 75.5 C.I.A.A. D.G.  
on C.B.D.-W.B.

Br. 150.0, 4x617 R.C.P.  
Br. 149.9, 42 B.D.P.T.  
Cant. Sig. 1491

Fish. Sig.  
Br. 149.6, 10.2 B.D.T.R.  
on P.

Br. 149.4, 41 B.D.P.T.

To Winabate Depot

Br. 147.9, 44.9 B.D.T.R.  
on P.

E.B.  
W.B.

136# Welded Rail-1956 W.B.

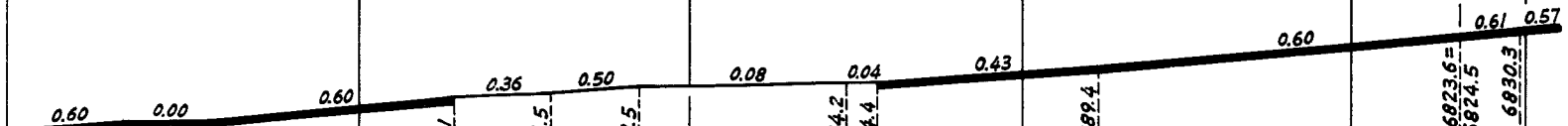
Section 8 Section 7

147 146 145 144 143 144X

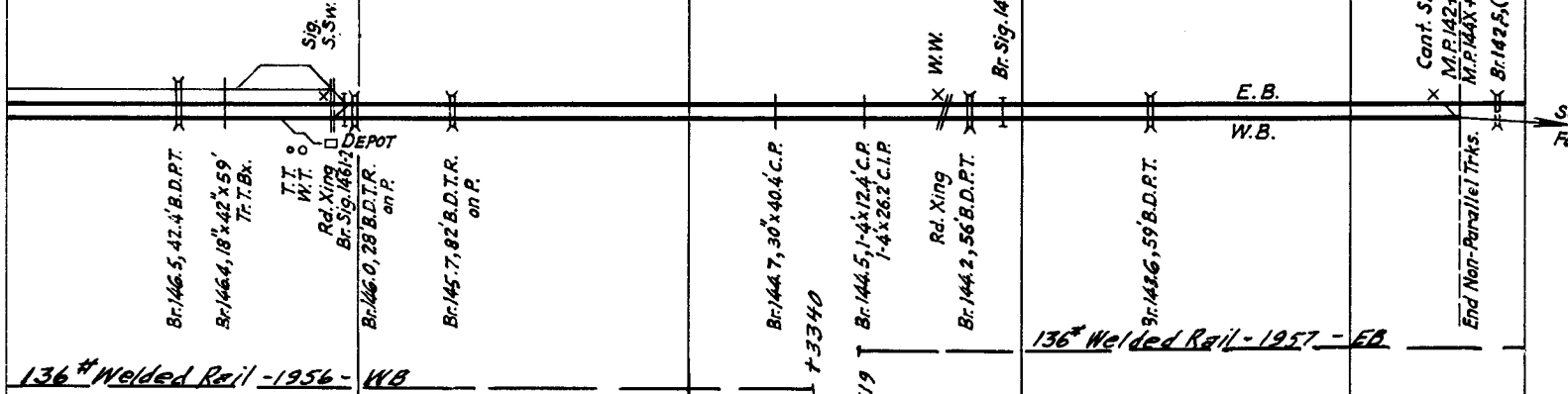
Automatic Block  
ATS on W.B.

To Winslow ←

To Albg. →

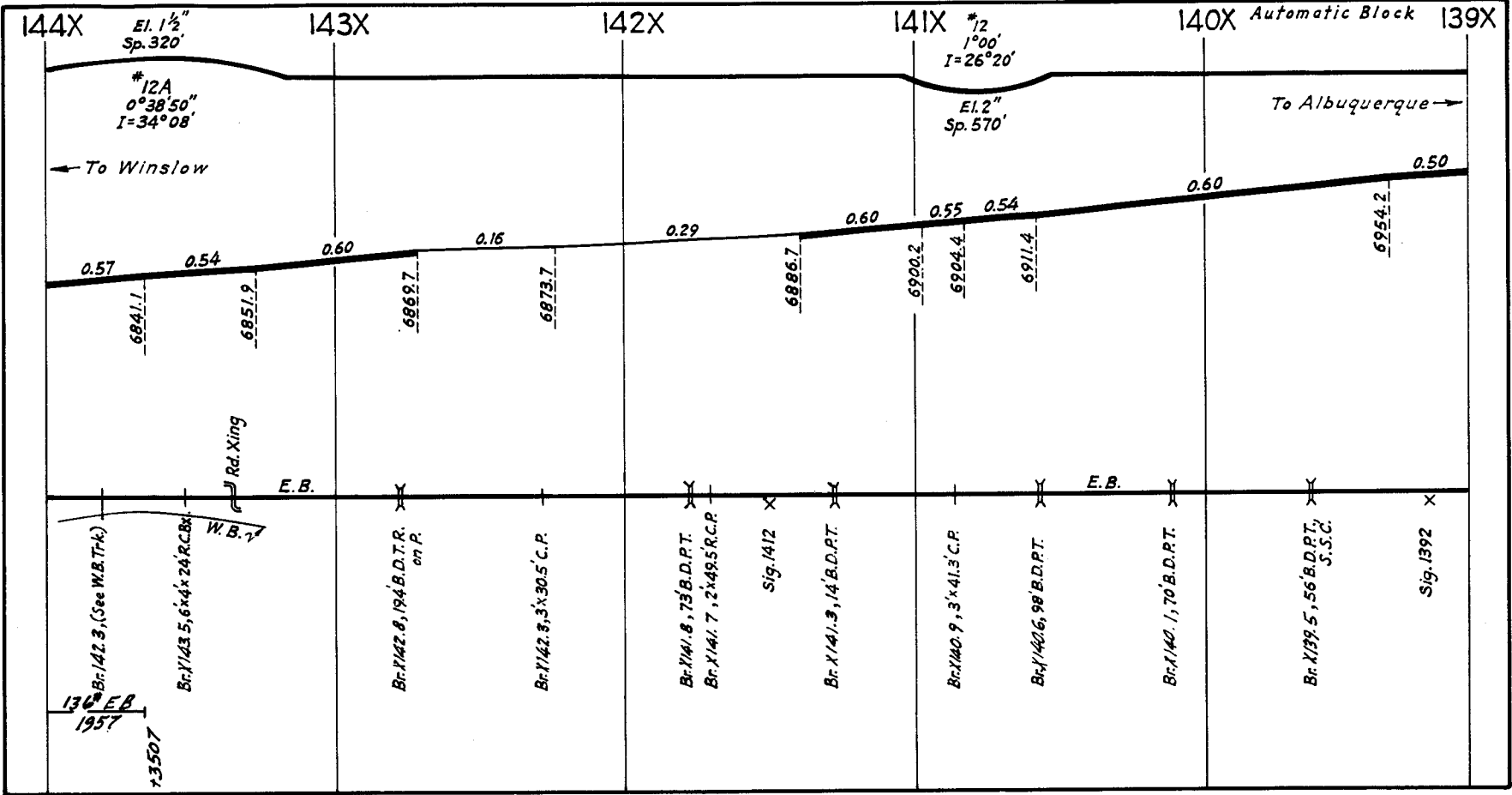


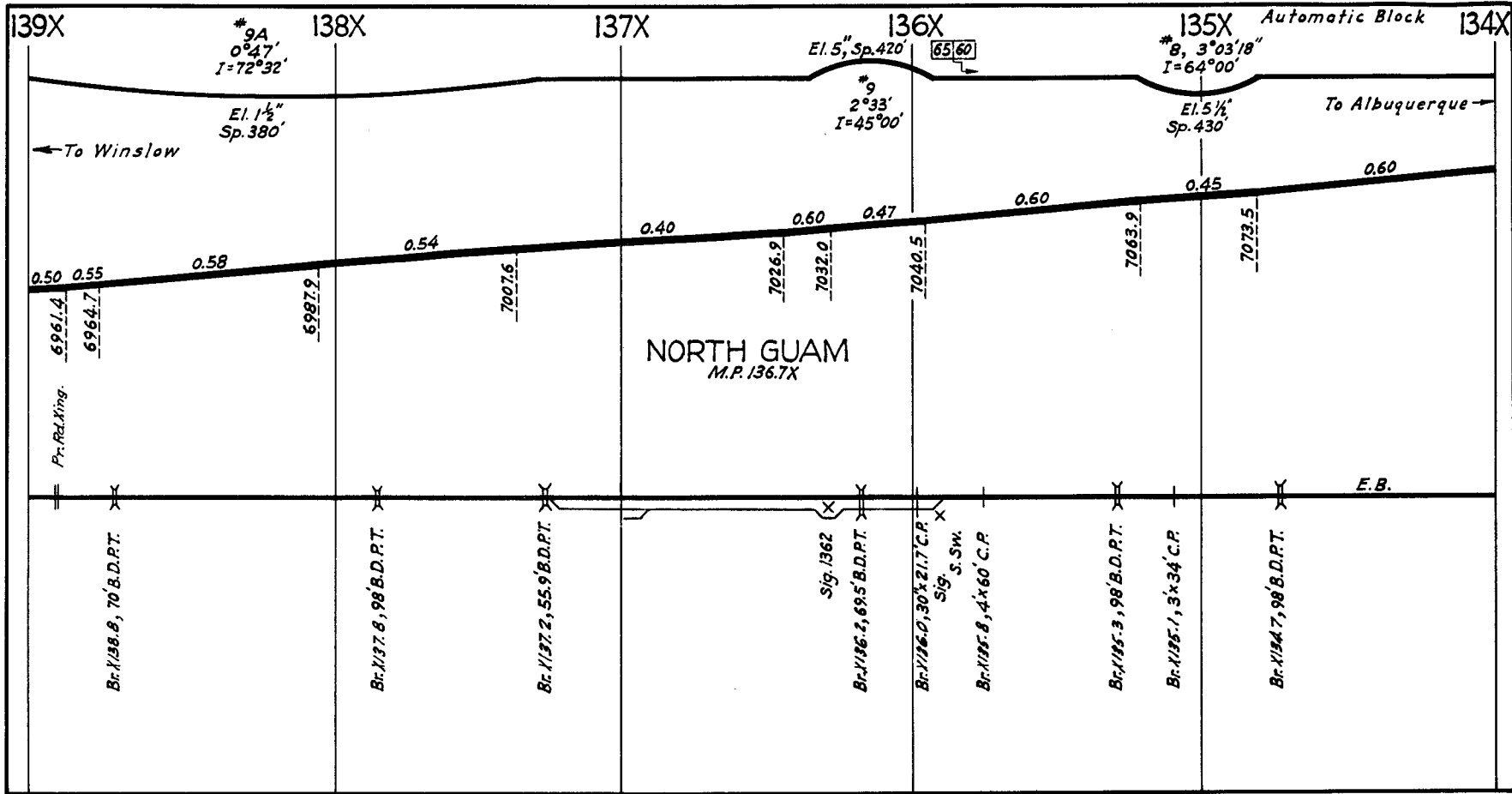
WINGATE  
M.P. 146.1,

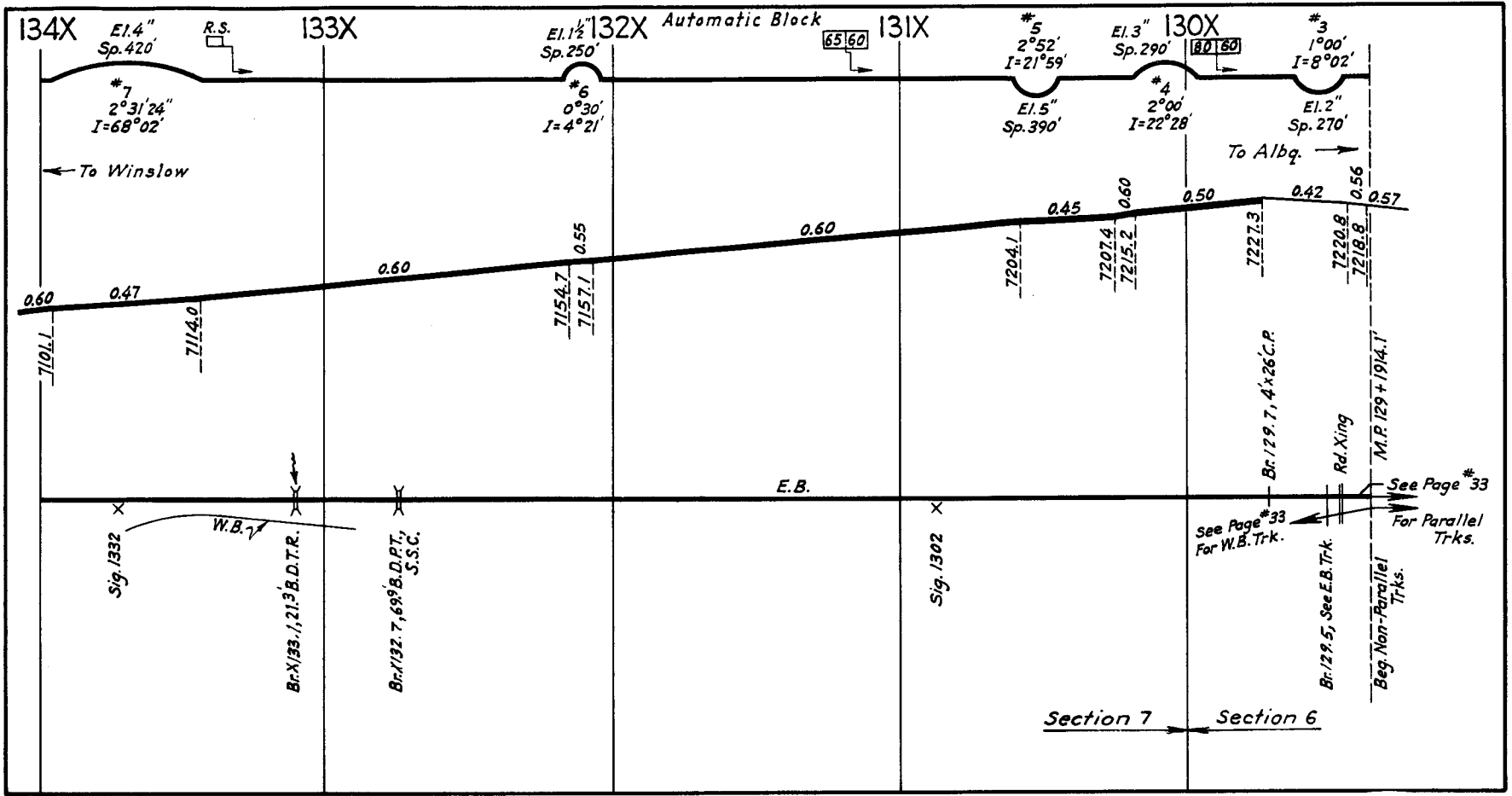


Cont. Sig. 1422  
 M.P. 142.3424.4' - W.B. 6823.6'  
 M.P. 144X + 1042.04' - E.B. 6824.5'

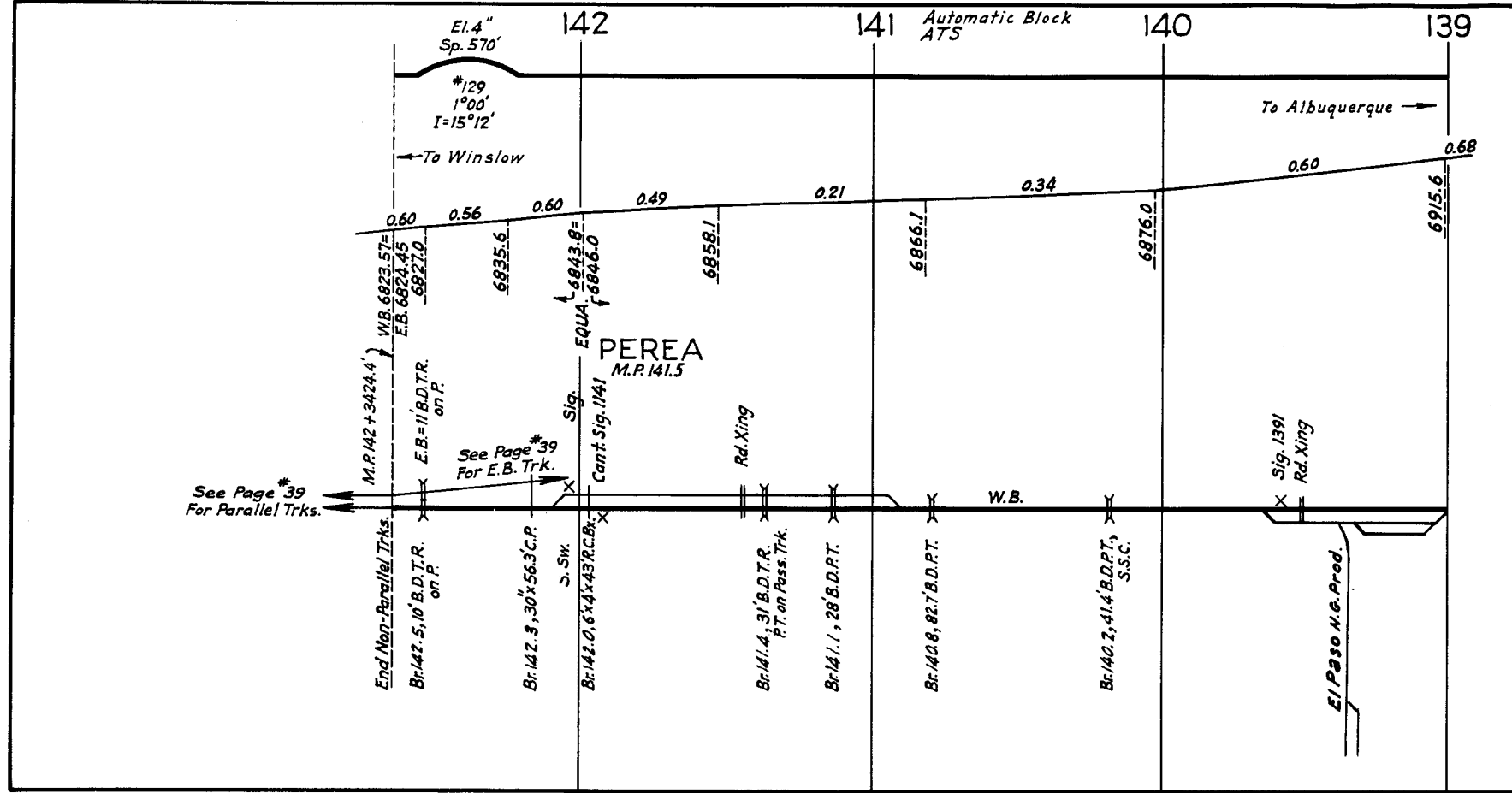
See Page \*35  
For W.B. Trk.

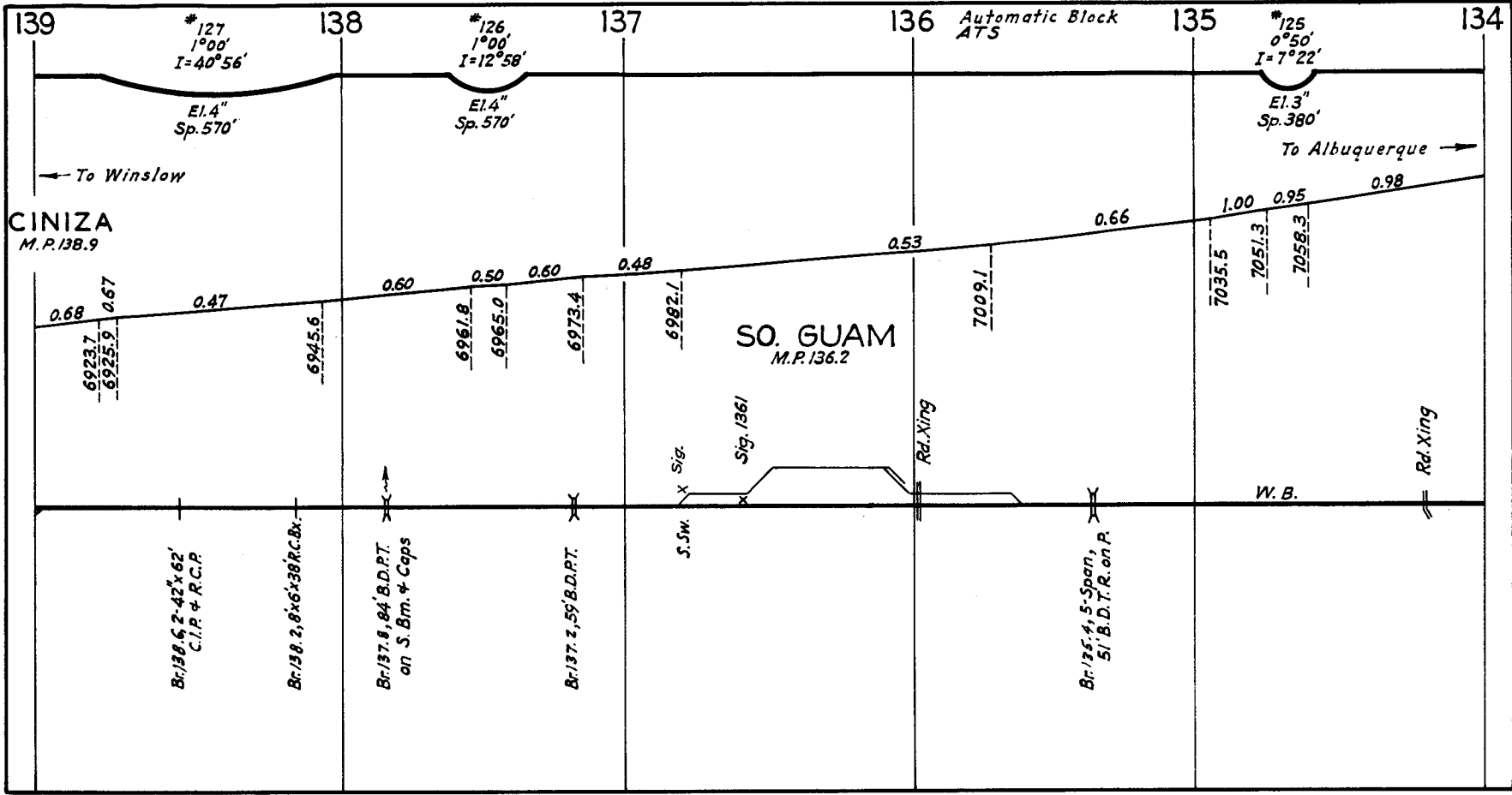












**CINIZA**  
M.P. 138.9

**SO. GUAM**  
M.P. 136.2

Automatic Block  
ATS

← To Winslow

To Albuquerque →

0.68  
6923.7  
6925.9  
0.67

Br/138.6, 2-42' x 62'  
C.I.P. & R.C.P.

Br/138.2, 8' x 6' x 30' R.C.Bx.

Br/137.8, 84' B.D.P.T.  
on S. Bm. & Caps

Br/137.2, 59' B.D.P.T.

S. Sw.  
X

Sig.  
X

Sig. 1361

Red. Xing

Br/135.4, 5-Span,  
S.I. B.D.T.R. on P.

W. B.

Red. Xing

0.68

0.67

0.47

6945.6

0.60

6961.9

6965.0

0.60

6973.4

0.48

6982.1

0.53

7009.1

0.66

7035.5

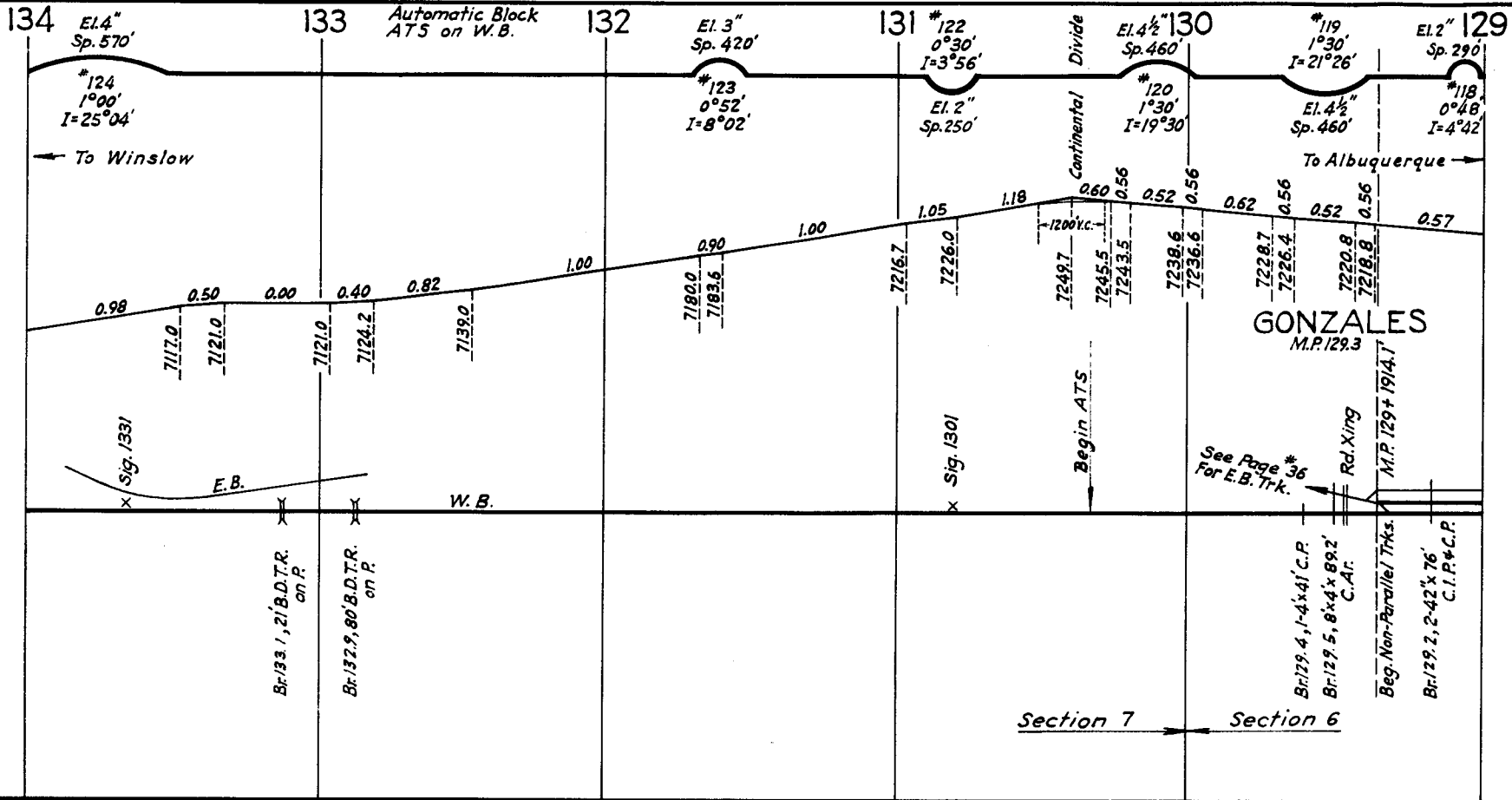
7051.3

7058.3

1.00

0.95

0.98



**GONZALES**  
M.P. 129.3

See Page #36  
For E.B. Trk.

Section 7 ← Section 6

B.F. 133.1, 21 B.D.T.R.  
on R.

B.F. 132.9, 80 B.D.T.R.  
on P.

B.F. 129.4, 1-4'x4' C.P.  
B.F. 129.5, 8'x4'x 89.2'  
C.A.

Beg. Non-Parallel Trks.

B.F. 129.2, 2-42'x 76'  
C.I.P.#C.P.

Rd. Xing  
M.P. 129+ 1914.1

Begin ATS

X Sig. 1301

X Sig. 1331

E.B.

W.B.

Continental

To Albuquerque

To Winslow

134 El. 4" Sp. 570'

133 Automatic Block ATS on W.B.

132 El. 3" Sp. 420'

131 #122 0°30' I=3°56' El. 2" Sp. 250'

Divide El. 4 1/2" Sp. 460'

#119 1°30' I=21°26' El. 4 1/2" Sp. 460'

El. 2" Sp. 290'

0.98

0.50

0.00

0.40

0.82

1.00

0.90

1.00

1.05

1.18

0.60

0.56

0.52

0.56

0.62

0.56

0.52

0.56

0.57

7117.0

7121.0

7121.0

7124.2

7139.0

7180.0

7183.6

7216.7

7226.0

7249.7

7245.5

7243.5

7238.6

7236.6

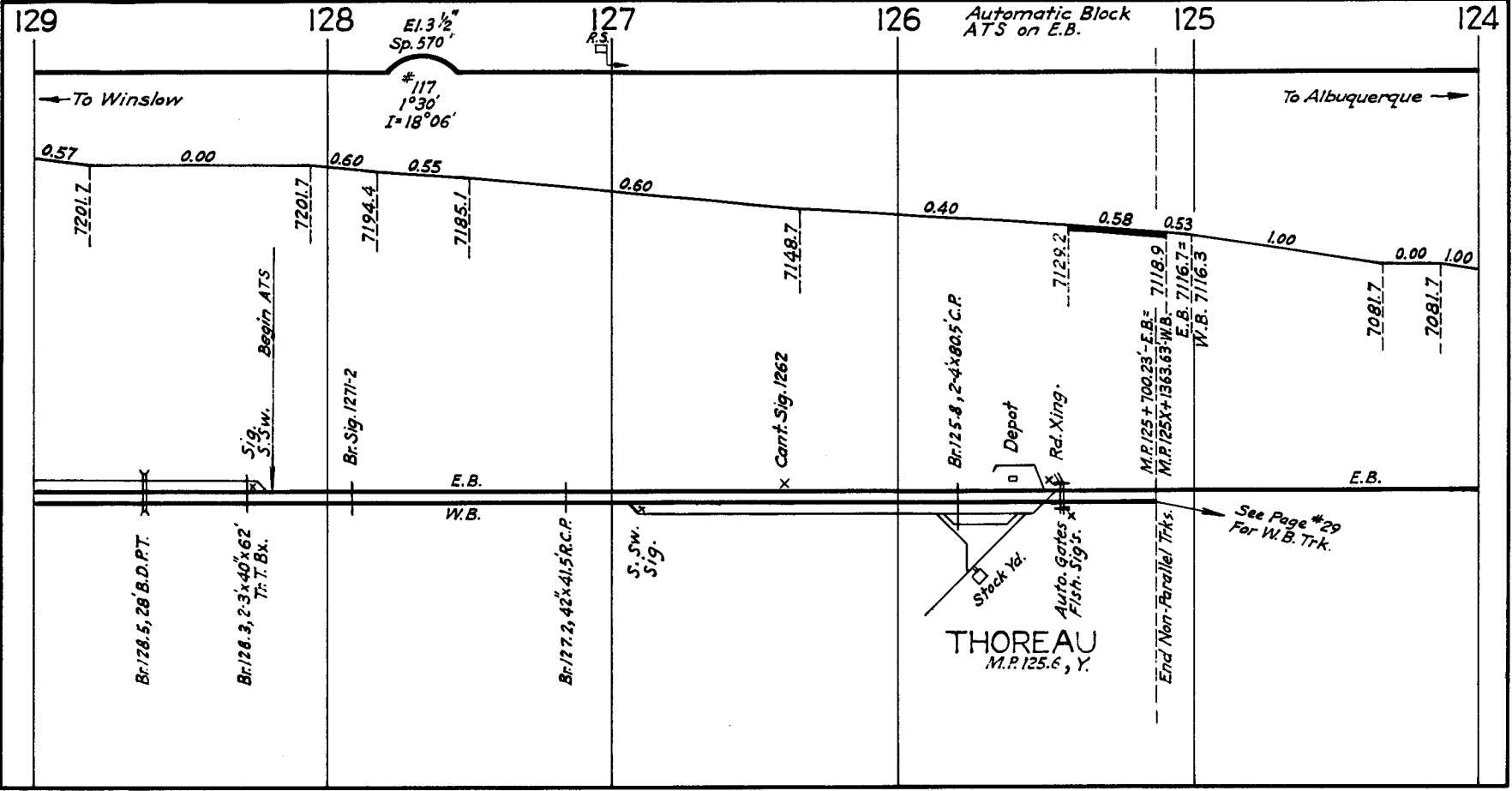
7228.7

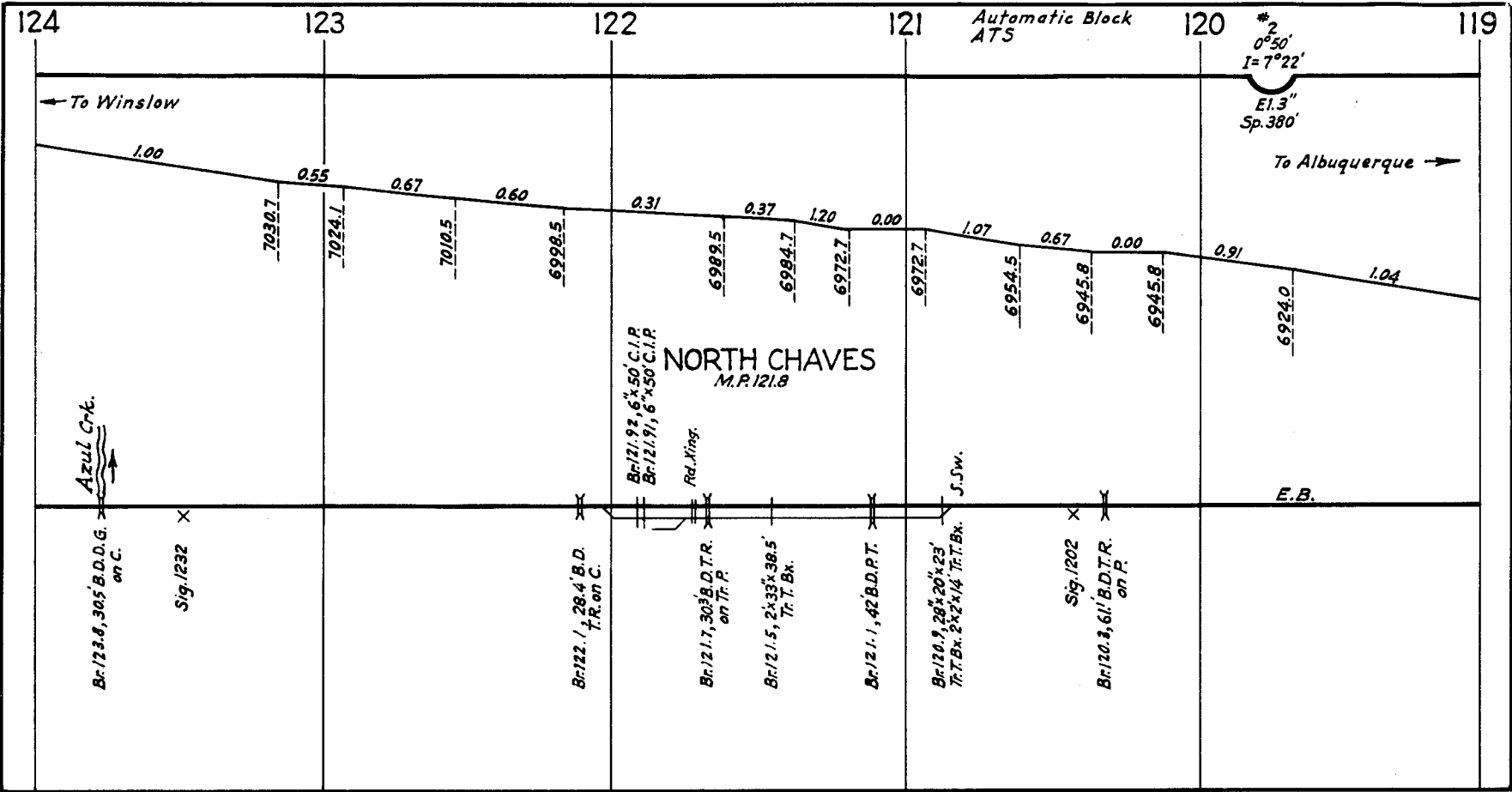
7226.4

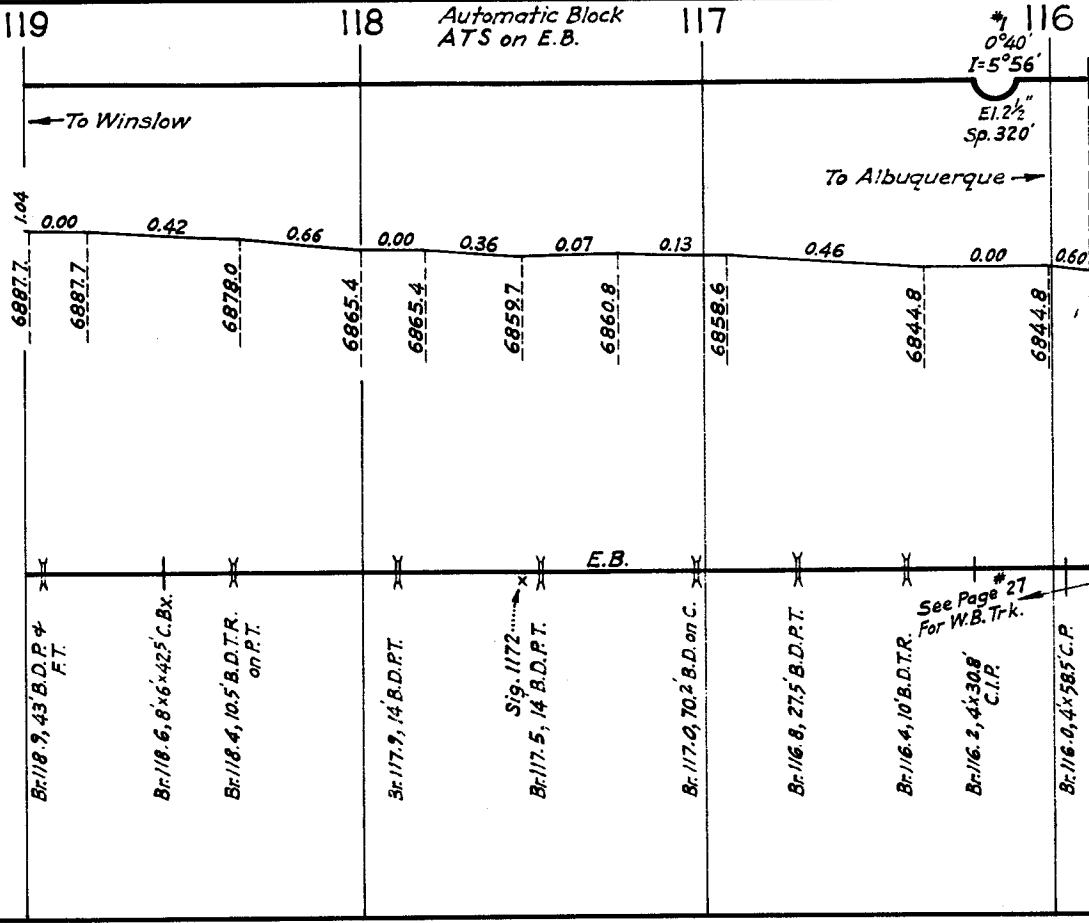
7220.8

7218.8

-1200'v.c.







E.B. Continued on next page #31

See Page #27 For W.B. Trk.

See Page 27 For Cont. of Parallel Trks.

125X Automatic Block 124X

← To Winslow

To Albuquerque →

\* 116, 1°00'  
I = 15°20'

E1.3"  
Sp. 570'

0.58  
0.53

0.53

0.60

7118.9

W.B. 7116.3 =  
E.B. 7116.7

7112.2

M.P. 125X + 1363.63'

Stg. 1241

See Page \* For  
Cont. of Parallel Trks.

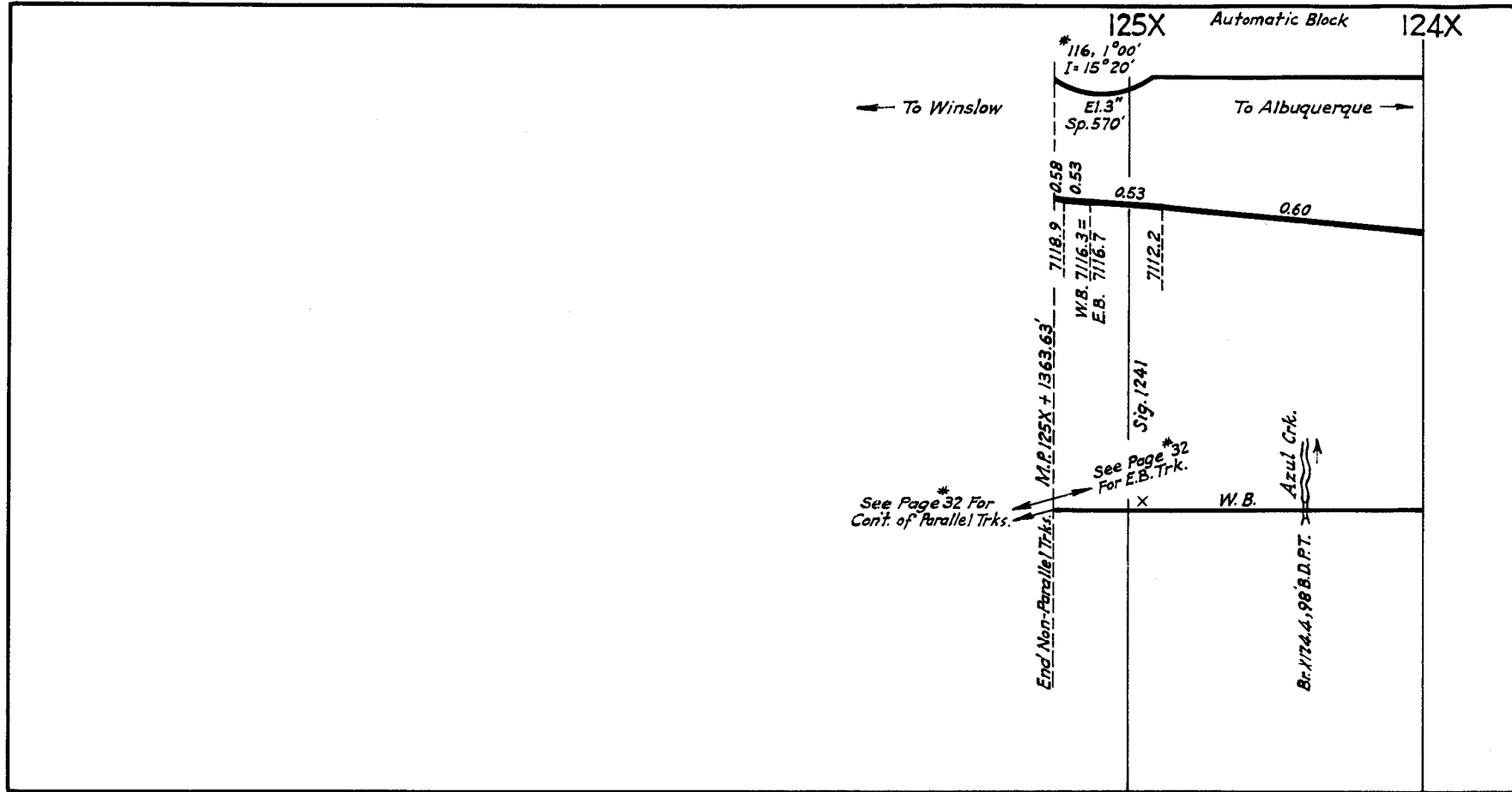
See Page \* 32  
For E.B. Trk.

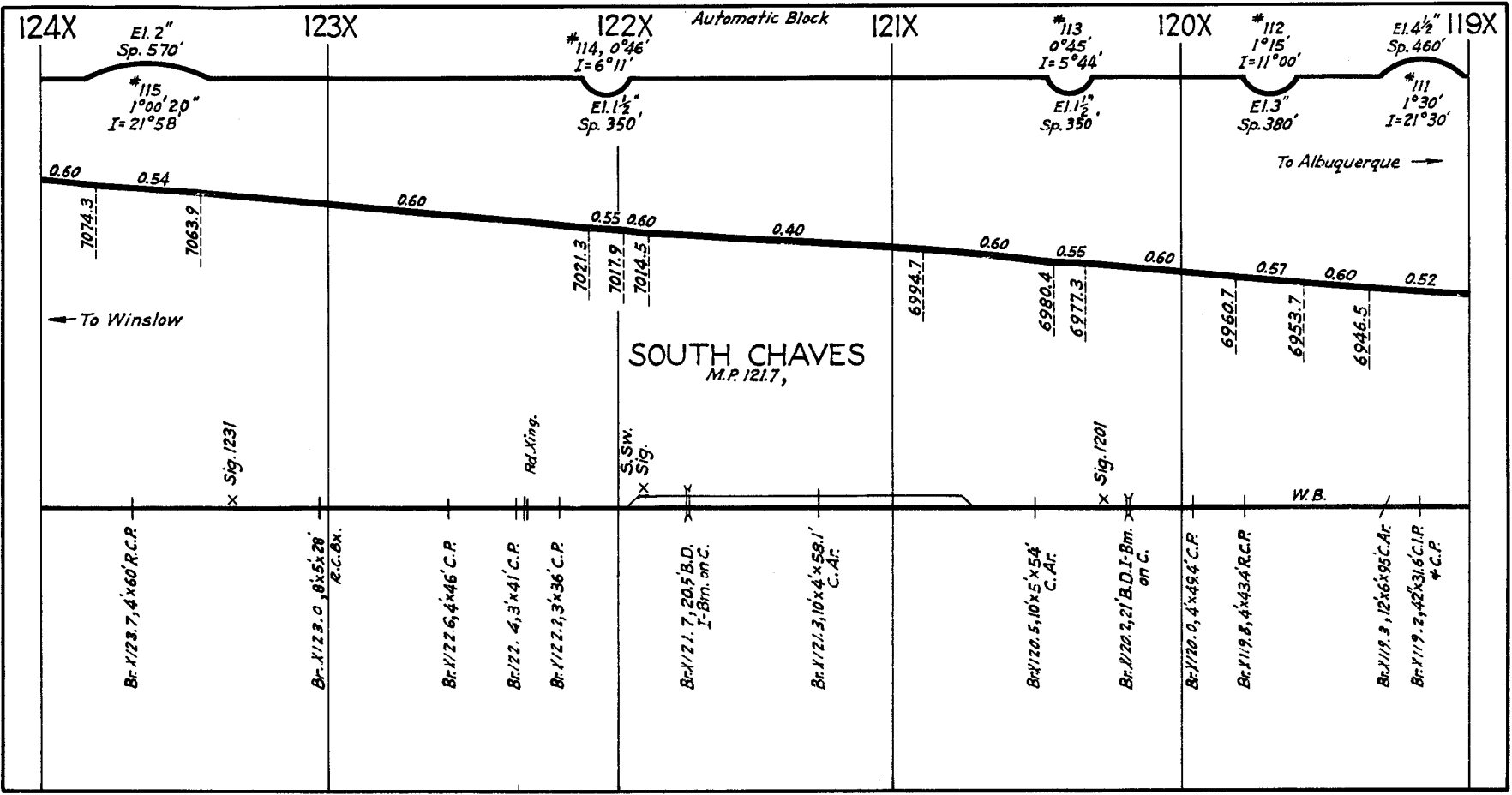
End Non-Parallel Trks.

W.B.

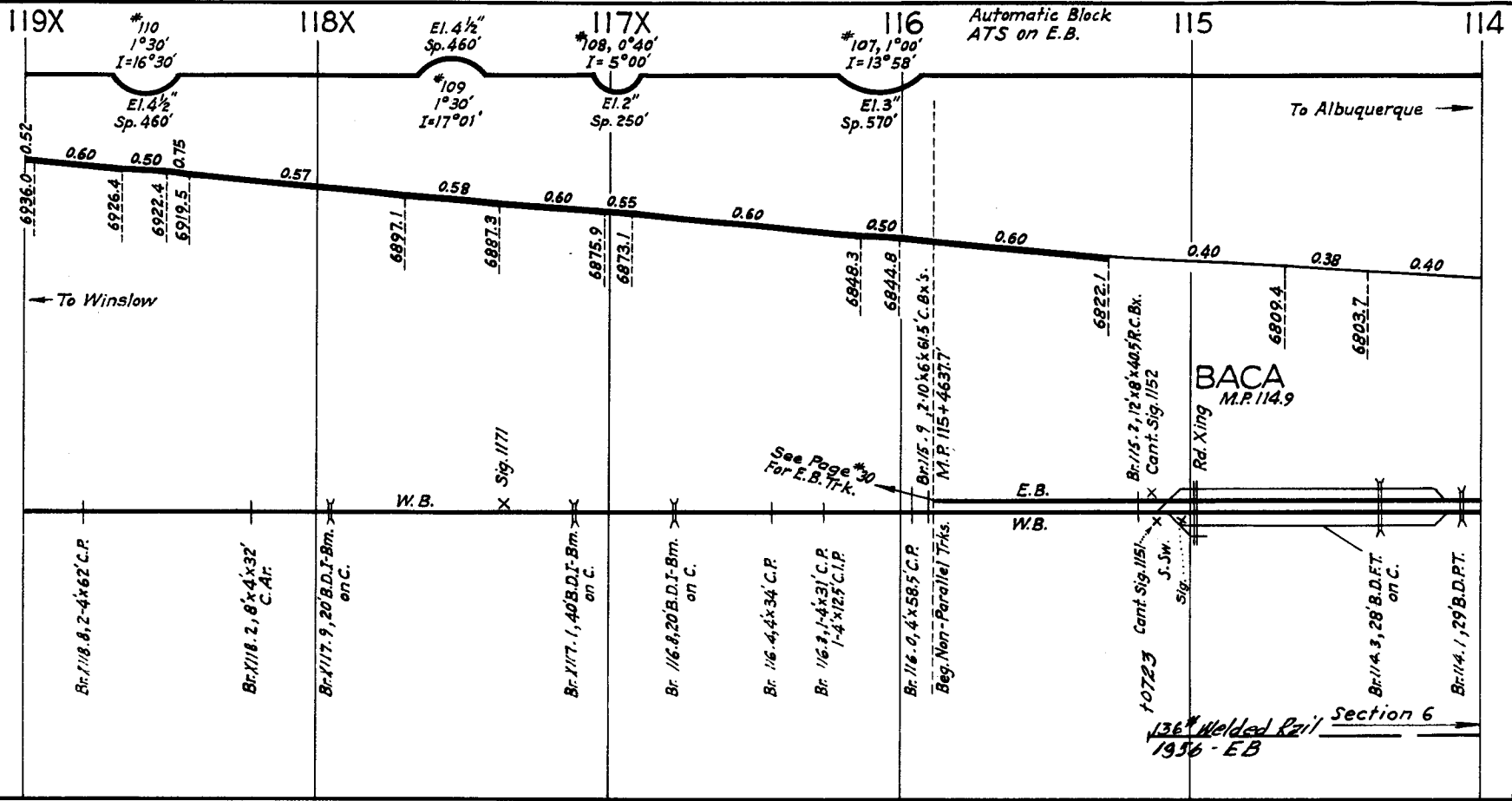
Azul Crk.

Br. X 74.4, 98' B.D.P.T.









119X

118X

117X

116

115

114

\*110  
1°30'  
I=16°30'

El. 4½"  
Sp. 460'

\*108, 0°40'  
I=5°00'

\*107, 1°00'  
I=13°58'

Automatic Block  
ATS on E.B.

To Albuquerque →

← To Winslow

BACA  
M.P. 114.9

Rd. Xing

See Page #30  
For E.B. Trk.

f0723  
Cant Sig. 1151  
S.W. Sig.

136# Welded Rail Section 6  
1936 - EB

Br. 1118.8, 2-4x62' C.P.

Br. 1118.2, 8'x4x32' C.A.R.

Br. 1117.9, 20' B.D.I.-Bm. on C.

Br. 1117.1, 40' B.D.I.-Bm. on C.

Br. 116.8, 20' B.D.I.-Bm. on C.

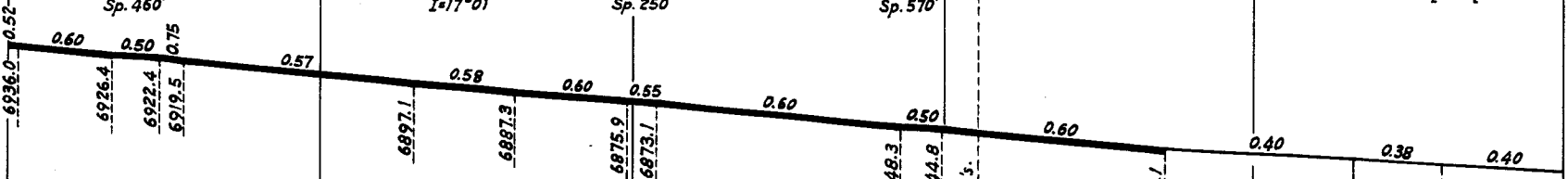
Br. 116.4, 4x34' C.P.

Br. 116.3, 1-4x31' C.P.  
1-4x12.5' C.I.P.

Br. 116.0, 4x58.5' C.P.  
Beg. Non-Parallel Trks.

Br. 114.3, 28' B.D.F.T. on C.

Br. 114.1, 29' B.D.F.T.



W.B.

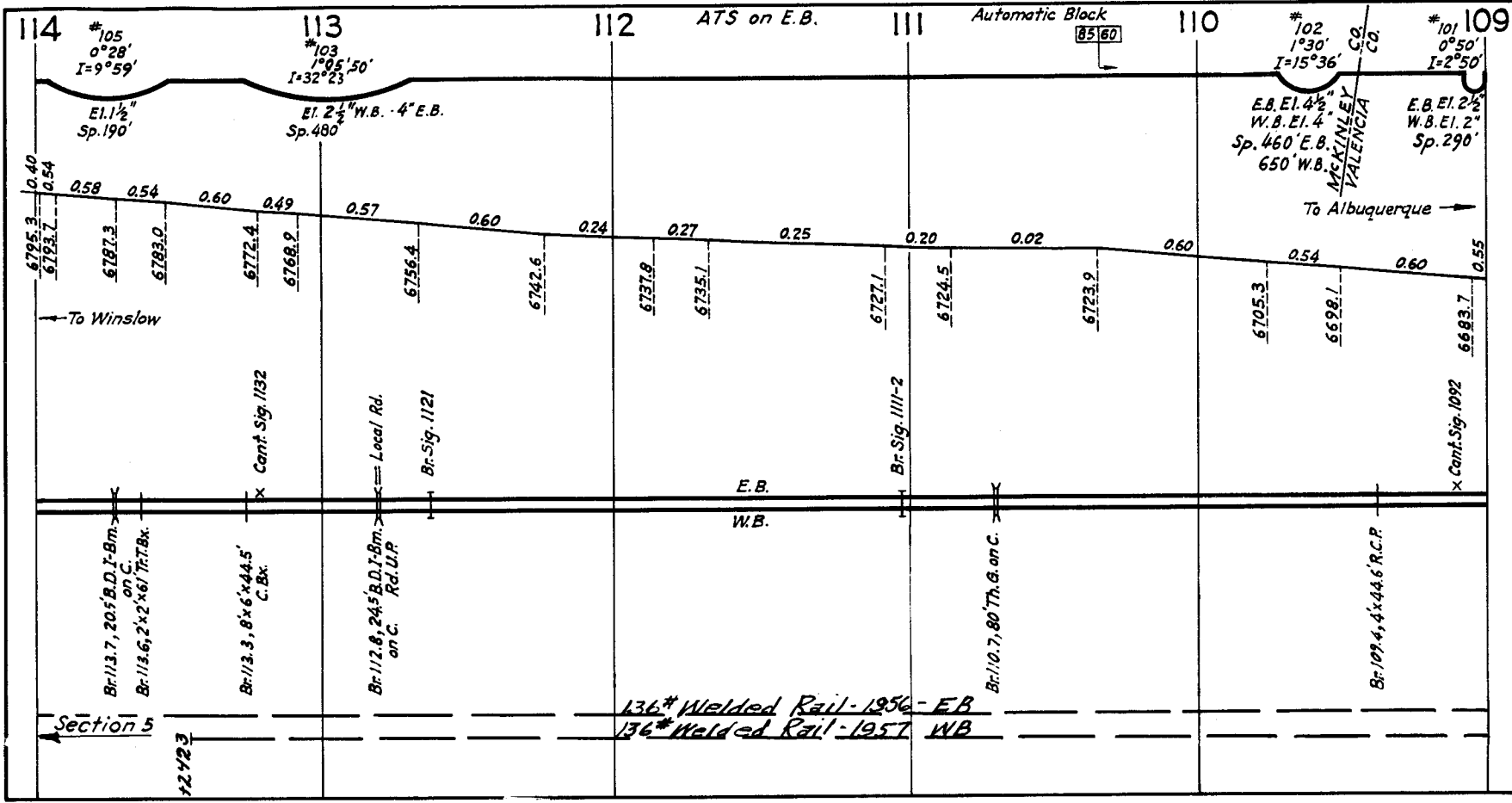
X Sig. 1171

E.B.

W.B.

Br. 115.9, 2-10x6x61.5' C.B.x's.  
M.P. 115+4637.7

Br. 115.2, 12x8x40.5' R.C.B.x.  
Cant. Sig. 1152



114

#105  
0°28'  
I=9°59'

E1.1 1/2"  
Sp. 190'

0.40  
0.54  
6795.3  
6793.7

0.58

0.54

0.60

0.49

0.57

0.60

0.24

0.27

0.25

0.20

0.02

0.60

0.54

0.60

0.55

6795.3  
6793.7

6787.3

6783.0

6772.4

6768.2

6756.4

6742.6

6737.8

6735.1

6727.1

6724.5

6723.9

6705.3

6698.1

6693.7

To Winslow

To Albuquerque

Br. 113.7, 20.5' B.D.I.-Bm.  
on C.

Br. 113.6, 2 x 2 x 6' Th. T.Bx.

Br. 113.3, 8 x 6 x 44.5'  
C. Bx.

Br. 112.8, 24.5' B.D.I.-Bm.  
on C. Rd. U.P.

Br. 110.7, 80' Th. G. on C.

Br. 109.4, 4 x 44.6' R.C.P.

Cant. Sig. 1132

Local Rd.

Br. Sig. 1121

Br. Sig. 1111-2

Cant. Sig. 1092

E. B.

W. B.

Section 5

136\* Welded Rail - 1956 - E.B.

136\* Welded Rail - 1957 - W.B.

72423

Automatic Block  
85160

112

ATS on E.B.

111

Automatic Block

110

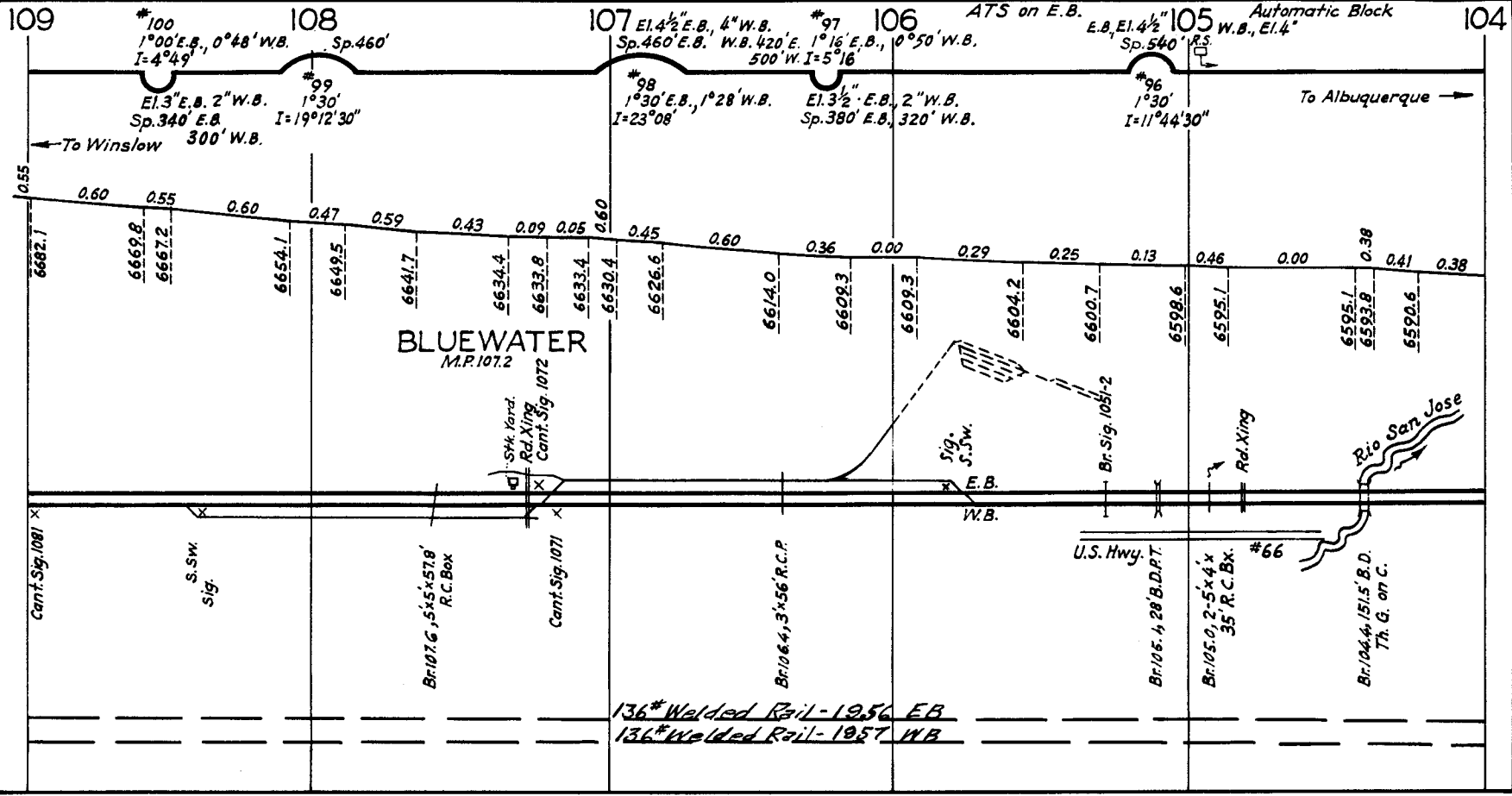
#102  
1°30'  
I=15°36'

E.B. El. 4 1/2"  
W.B. El. 4"  
Sp. 460' E.B.  
650' W.B.

McKINLEY  
VALENCIA  
CO. CO.

#101  
0°50'  
I=2°50'

E.B. El. 2 1/2"  
W.B. El. 2"  
Sp. 290'



104 103 102 101 100 99  
ATS on E.B. Automatic Block

To Winslow ←

To Albuquerque →

\*94, 1°11'  
I=28°26'

El. 3" W.B.  
4 1/2" E.B.  
Sp. 600'

0.38 0.24 0.40 0.15 0.27 0.38 0.32 0.21 0.29 0.15 0.00

6583.4

6576.0

6570.8

6566.5

6557.0

6551.3

6547.1

6539.5

6533.7

6525.0

REID  
M.P. 101.1

Pr. Rd. Xing

Br. Sig. 1031-2

Rd. Xing

Can't. Sig. 1012

Rd. Xing

Pr. Rd. Xing

Br. Sig. 991-2

Auto. Gate  
Rd. Xing (San Mateo Rd.)

Br. 103. 8, 43 B.D.P.T.

Br. 102. 4, 58 B.D.P.T.

Br. 102. 0, 2-2'x38.7' R.C.P.

9r. 101. 6, 2'x32'x46 Tr. T.Bx.  
Can't. Sig. 1011

Br. 100. 4, 2'x2'x45 Tr. T.Bx.

Br. 99. 2, 98 B.D.P.T.

E.B.  
W.B.

Auto. Gate

Rio San  
Jose

136\* Welded Rail - 1956 E.B.  
136\* Welded Rail - 1957 W.B.

99

98

97

96

95

94

El. 1' 4 1/2" E.B.  
Sp. 310' 2" W.B.

W.B. Sp. { 290 E. El. 2 1/2"  
310 W. Sp. 360 E.B.

Automatic Block  
ATS on E.B.

#88A, 0'34"  
I=7'08"  
#88, 1'08" W.B.  
1'00" E.B.  
I=5'57" E.B., 6'00" W.B.

#87  
E.B. 1'10" I=6'39"  
W.B. 1'00" I=6'43"

#93  
0'52"  
I=5'59'

I=43'14"  
#88B  
0'50'21" E.B.  
0'50'20"  
0'43'48"  
1'00"  
0'45" } W.B.

El. 1 1/2"  
Sp. 170' E.B. Sp. 340'  
250' W.B.

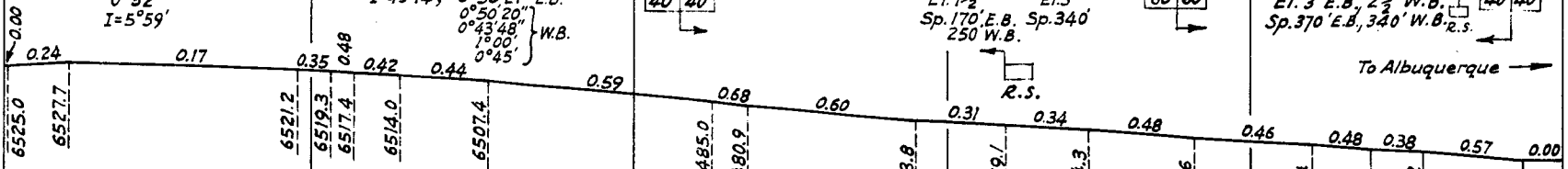
El. 3" E.B., 2 1/2" W.B.  
Sp. 370' E.B., 340' W.B. r.s.

40 40

80 60

40 40

To Albuquerque →



← To Winslow

Br. Sig. 981-2

Br. 98-1, 28' B.D.T.R. on P.T.

Br. 97-8, 8' x 5' x 45' R.C.Bx.

Br. 97-6, Hwy. O.P.  
52' I-Btm. on C.

Br. 97-3, 4' x 673' C.I.P.

Br. 97-0, 8' x 6' x 45' R.C.Bx.

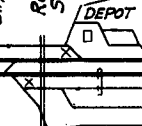
Br. 96-8, 2' x 81' R.C.P.

Fish. Sig. 8' Auto Gate

Br. 96-5, 30' x 88.4' R.C.P.

Br. 96-4, 8' x 4' x 80' R.C.Bx.

Rio San Jose



GRANTS  
M.P. 95.5

Br. 95-8, 75' B.D.D.G.

Rd. Xing Sig. S.S.W.

Rd. Xing

Br. 94-6, 1-2' x 24' C.I.P.  
1-2' x 59.6' C.P.

Br. Sig. 941

136# Welded Rail - 1956 E.B.

136# Welded Rail - 1957 W.B.

Sec. 5

Sec. 4

94

93

92

91

90

89

El.  $\frac{1}{2}$ "  
Sp. 130'

7060

R.S.  $\square$

Automatic Block  
ATS on E. B.

El.  $\frac{1}{2}$ "  
Sp. 410'

# 84  $\begin{cases} 2^{\circ}06' \\ 2^{\circ}00'42'' \\ 2^{\circ}06' \\ I=77^{\circ}49' \end{cases}$

# 86  
 $0^{\circ}10'$   
 $I=1^{\circ}03'$

# 85  
 $\begin{cases} 2^{\circ}12'34'' \\ 1^{\circ}56'58'' \\ 2^{\circ}12'34'' \\ I=27^{\circ}59' \end{cases}$

El.  $\frac{1}{2}$ "  
Sp. 410'

To Albuquerque  $\rightarrow$

0.00

0.24

0.26

0.40

0.41

0.00

0.60

0.50

0.60

0.43

0.60

6418.5

6421.7

6416.9

6394.8

6388.4

6388.4

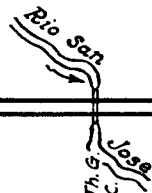
6377.2

6370.2

6341.3

Ahead 6324.7  
Back 6325.9

$\leftarrow$  To Winslow



Br. 93.6, 70' D.T. Th. G.  
on C.

Br. Sig. 921-2

Br. 92.8, 42' B.D.P.T.

Br. Sig. 912

Br. 91.5, 28' B.D.P.T.

Br. 91.1, 2-4x61.5 C.I.P.

U.S. Hwy. #66

Br. 90.9, Hwy. G.P.  
6-Span, 56' on C.  
Fr. Abs.

Cont. Sig. 901 X

E. B.

W. B.

Br. 89.7, 70' B.D.P.T.

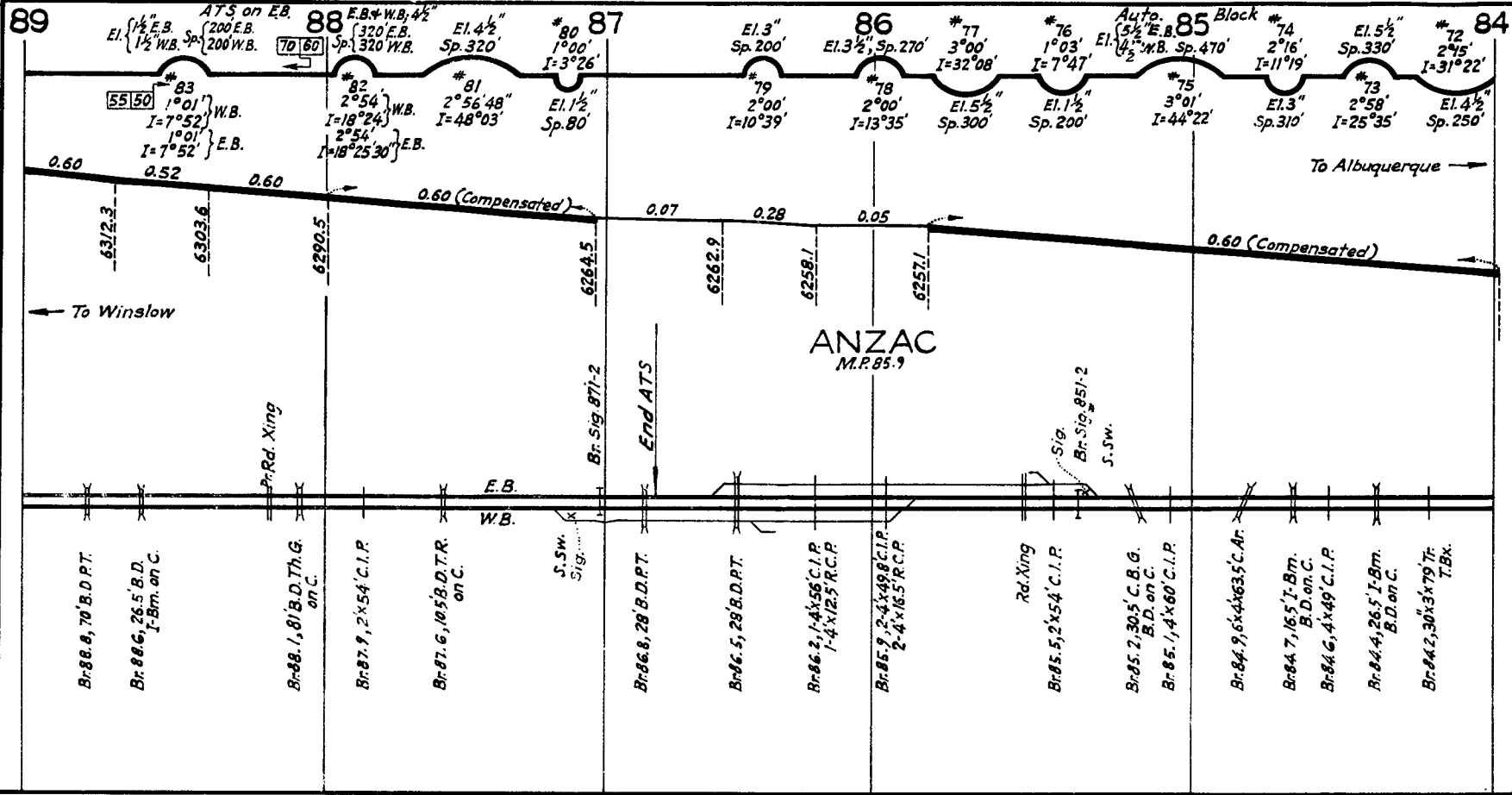
Br. 89.3, 70' B.D.P.T.

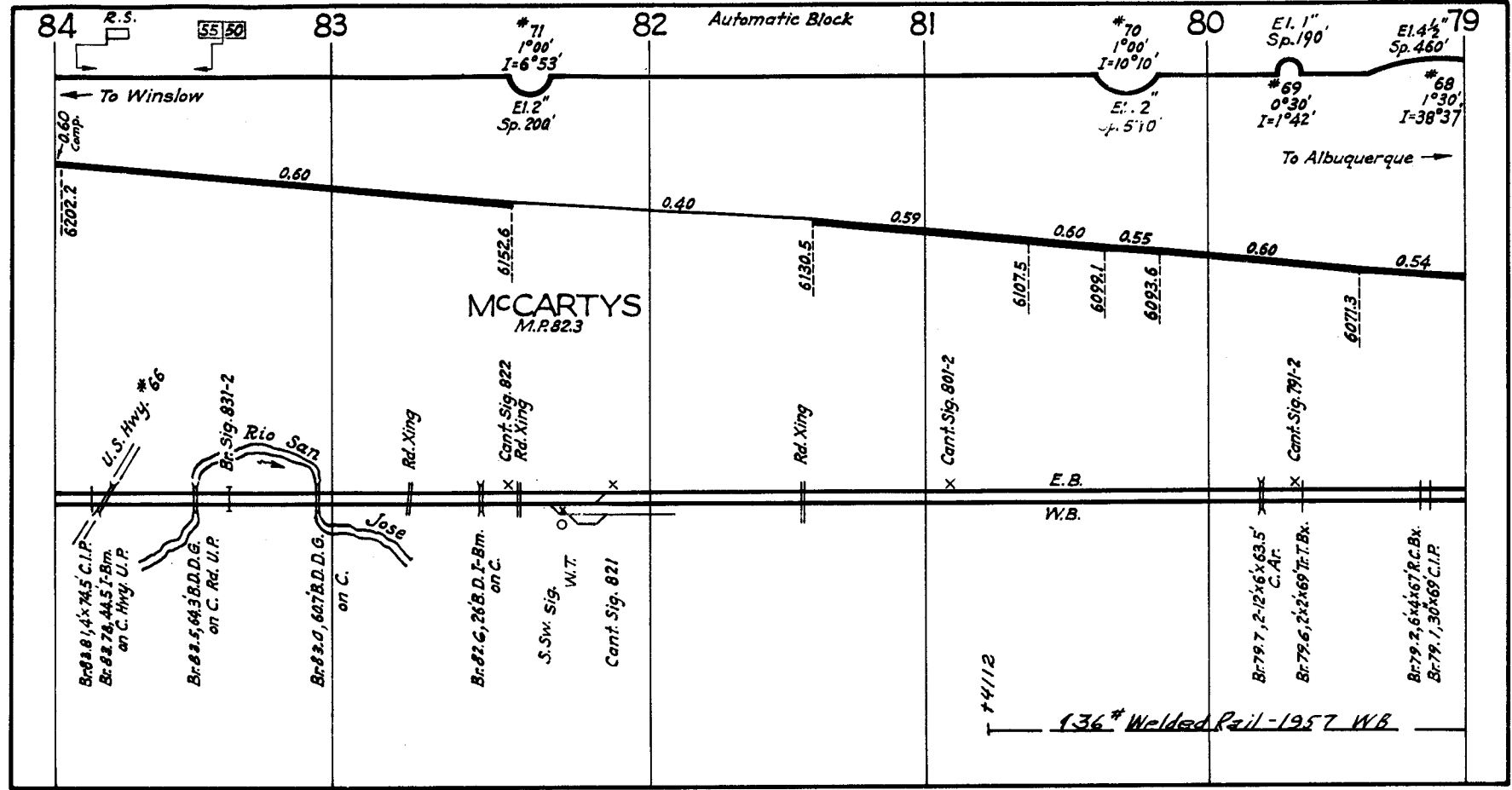
Br. Sig. 891-2

136\* Welded Rail - 1956 - E.B.  
136\* Welded Rail 1957 - W.B.

15861

10610





84

R.S.

55 50

83

#71  
1°00'  
I=6°53'  
El. 2"  
Sp. 200'

82

Automatic Block

81

#70  
1°00'  
I=10°10'  
El. 2"  
Sp. 5'10'

80

El. 1"  
Sp. 190'

#69  
0°30'  
I=1°42'

El. 4 1/2"  
Sp. 460'

#68  
1°30'  
I=38°37'

79

To Winslow ←

To Albuquerque →

McCARTYS  
M.P. 82.3

Br. 82.8, 14x74.5 C.I.P.  
Br. 82.78, 44.5 x 58m  
on C. Hwy. U.P.

Br. 82.5, 64.3 B.D.D.G.  
on C. Rd. U.P.

Br. 82.3, 64.7 B.D.D.G.  
on C.

Br. 82.6, 26.8 D.F.Bm.  
on C.

S. Sw. Sig.  
W.T.  
Cant. Sig. 821

Cant. Sig. 822  
Rd. Xing

X Cant. Sig. 801-2

X Cant. Sig. 791-2

E.B.  
W.B.

Br. 79.7, 2-12x6x63.5'  
C. Af.

Br. 79.6, 2x2x69 Tr. T. Bx.

Br. 79.2, 6x4x67 R.C. Bx.  
Br. 79.1, 30x69 C.I.P.

4112

136 # Welded Rail - 1957 W.B.



79

78

77

76

75

74

Automatic Block

#67  
1°30'  
I=13°14'  
El. 4½"  
Sp. 460'

El. 2"  
Sp. 340'  
#66  
1°00'  
I=7°40'

#65  
1°30'  
I=23°13'  
El. 4½"  
Sp. 460' E.B.  
570' W.B.

#64  
0°30'  
I=4°49'  
El. 1"  
Sp. 250'

El. ½"  
Sp. 70'  
#63  
0°06'  
I=0°35'

To Albuquerque →

0.54 0.65 0.49 0.53 0.37 0.33 0.38 0.34 0.11 0.32 0.28 0.10 0.00 0.60

6054.8 6053.0 6049.1 6035.7 6032.3 6029.4 6024.8 6016.3 6014.7 6007.5 5991.4 5988.8 5988.8 5988.8

← To Winslow

ACOMITA  
M.R. 77.6

Rd. Xing  
Br 77.63, 3-18" x 16" x 73.3'  
Tr. T. Bx.

Cant. Sig. 772

Rd. Xing

Rd. Xing

Rd. Xing  
Br 76.75, 1-34" x 16" x 30'4"  
1-3 x 18" x 28 Tr. T. Bx.

Rd. Xing

Sig.  
S. S.W.

Br. Sig. 751-2

Br. 74.8, 1-28" x 18" x 24'4"  
1-2 x 18" x 16.7 Tr. T. Bx.

Rd. Xing

Br 79.0, 30' x 60' C.I.P.  
1-4778

S.S.W.  
Sig.

Br 78.3, 70' B.D.P.T.

Br 78.0, 3 x 32.9 R.C.P.  
Br 77.9, 3-3 x 16 x 105.6'  
Tr. T. Bx.

Br 77.5, 1-3 x 20 x 55'  
Tr. T. Bx.

Cant. Sig. 771

Br 77.0, 1-4 x 49.2' C.I.P.  
1-4 x 33.3 R.C.P.

Br 76.84, 42' x 24.5' C.I.P.  
42' x 34.5 C.I.P.

Br 76.7, 1-30' x 16' x 32'4"  
1-3 x 18' x 40 Tr. T. Bx.

E.B.  
W.B.

Br 75.1, 71' B.D.P.T.

Br 74.73, 0.6 Class 8+88  
on C-10 19.

Br 74.72, 2 x 18' x 31' Tr. T. Bx.

Br 74.6, 30' x 18' x 19'4"  
3 x 18' x 17.2 Tr. T. Bx.

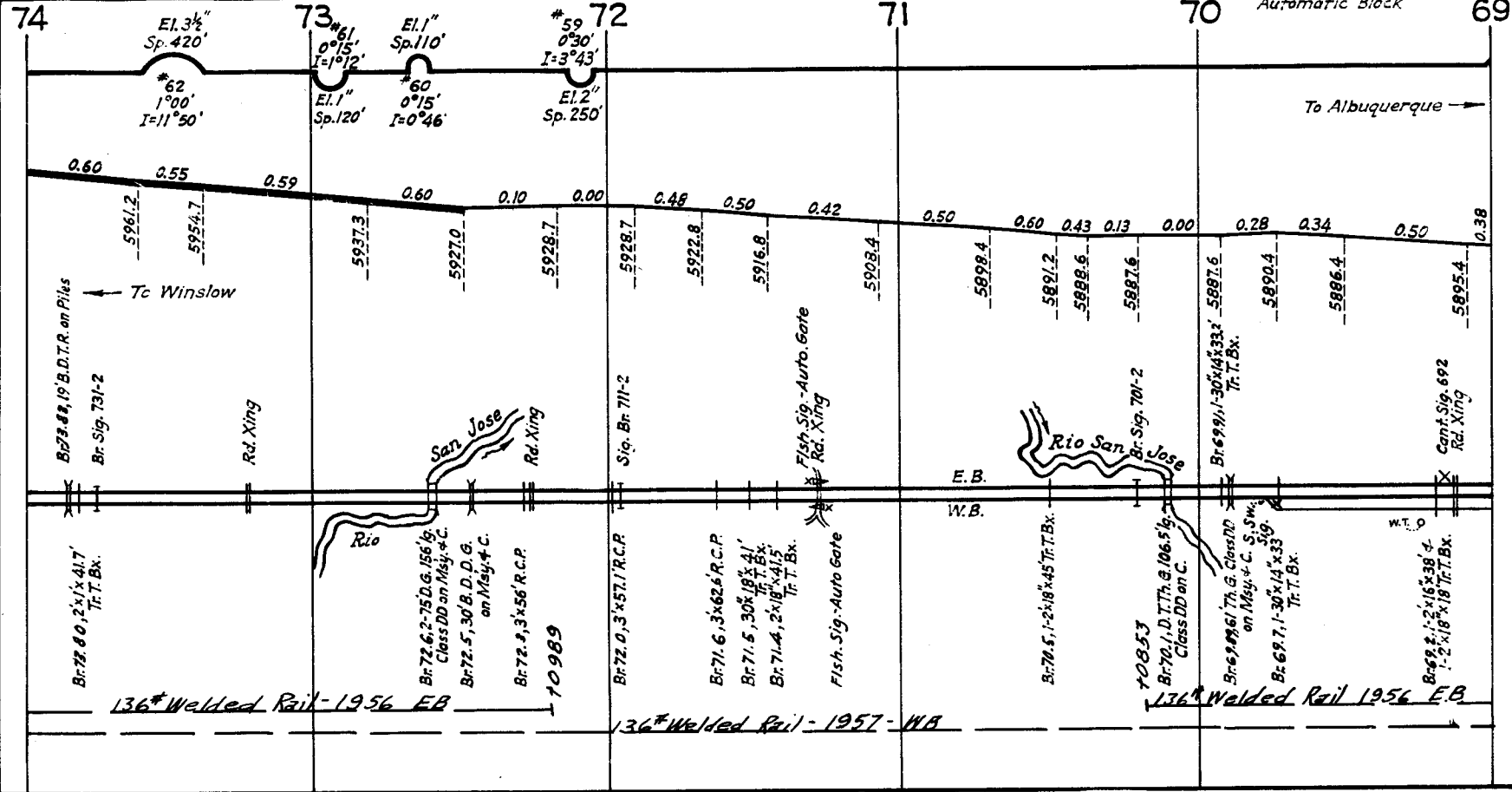
Br 74.4, 4 x 19' x 19' Tr. T. Bx.  
4 x 22 x 16 Tr. T. Bx.

136" Welded Rail-1956 - EA

136" Welded Rail-1957 - WB

Sec. 4

Sec. 3



69 W.B. El. 2' Sp. 360' W. 320' E. 68 R.S. #57 2°01'30" I=37°01' 67 El. 5 1/2" Sp. 450' E., 455' W. 66 #55 2°08' 2°00' 2°08' I=55°14' 65 #54 2°12' I=22°16' Auto. Block 64

W.B. #58 1°06.4' 1°00.95' 1°30' 0°46.5' 1°06' E.B. 1°05' 1°00' 1°05' [I=32°04' Sp. 400' El. 2"]

El. 4" Sp. 360'

#56 3°09' 3°00' 3°08' I=88°52'

El. 5 1/2" Sp. 540' E.B. 550' W.B.

El. 5 1/2" Sp. 530'

To Albuquerque →

0.38 0.26 0.36 0.60 0.50 0.21 0.45 0.60 0.50 0.60 0.50 0.60 0.55

← To Winslow  
LAGUNA  
M.P. 68.7

Cent. Sig. 682

Cent. Sig. 662  
U.S. Hwy. #66

Br. Sig. 641-2

Fl. Lub.

DEPOT

Br. 68.9, 2-2x3x55' T.Bx.  
2-2x3x15' Logs  
Rd. Xing

136\* Welded Rail  
1956 - EB

Br. 68.4, 84' x 91' Cor. P.

Br. 67.3, 70' B.D.P.T.

Br. 66.9, 2-3x52' R.C.P.  
2-3x52.5' Cor. I.P.

136\* Welded Rail - 1957 - WB

Br. 66.6, 2-3x34' x 47.7'  
Tr. T. Bx.

Br. 66.4, Hwy. O.P.  
S.G. on C.

Br. 66.1, 1-4x98.2' C.I.P.

Br. 65.9, 1-30' x 122' R.C.P.

Br. 65.8, 6' x 4' x 78.7'  
C. Ar.

Br. 65.4, 2-10' x 8' x 65.2'  
C. Ar.

Br. 65.1, 11x11x42' R.C.Bx.

Br. 64.5, 2-4' x 56' R.C.P.

Br. 64.3, 10' x 5' x 42' R.C.Bx.

Br. 64.1, 1-4' x 44' R.C.P.

Rd. Xing

Sig. S. Sw.

Rd. Xing.

5801.1

5787.1

5772.7

5767.2

5752.1

5894.8

5850.3

5826.6

5814.9

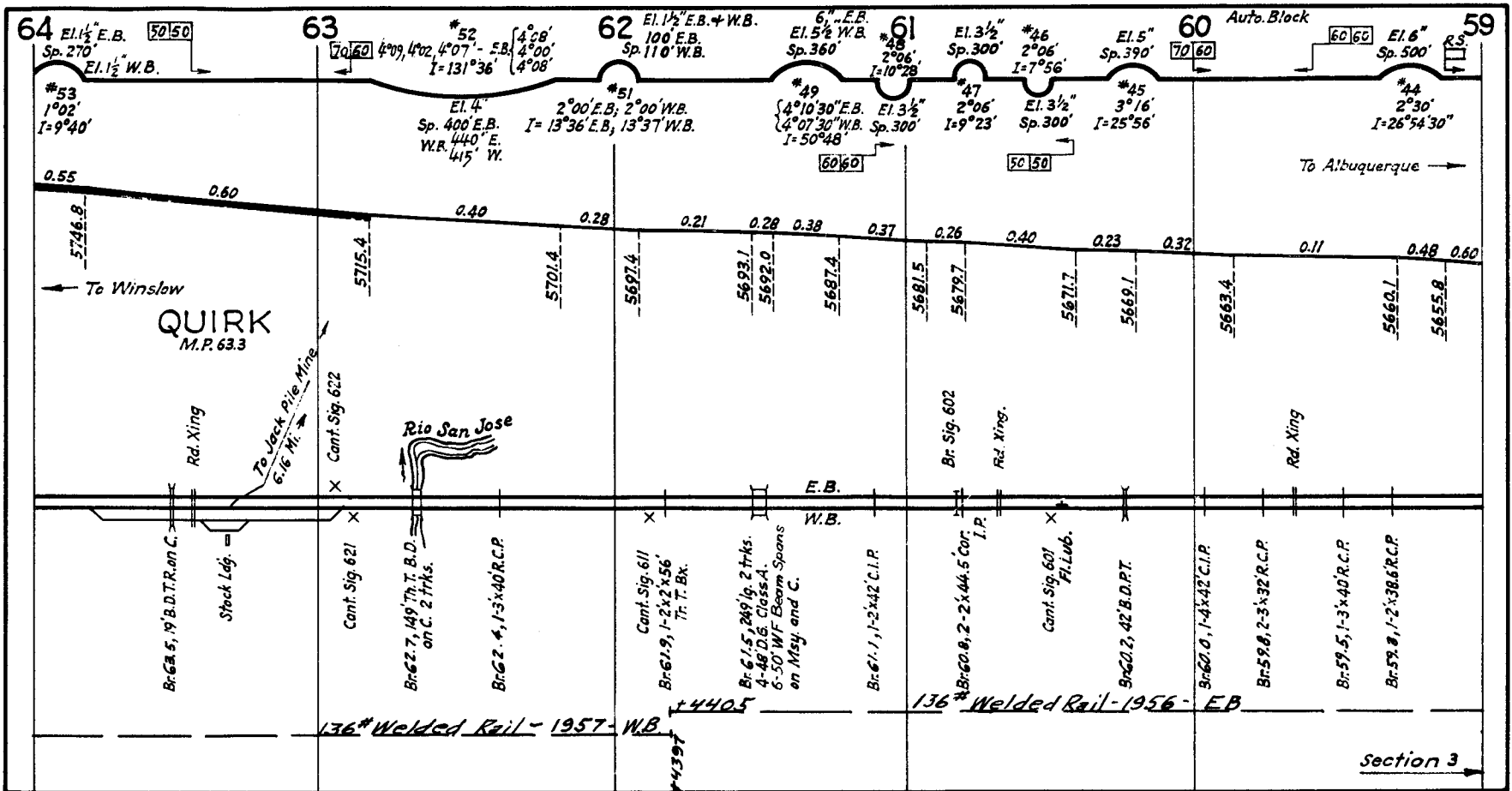
5867.8

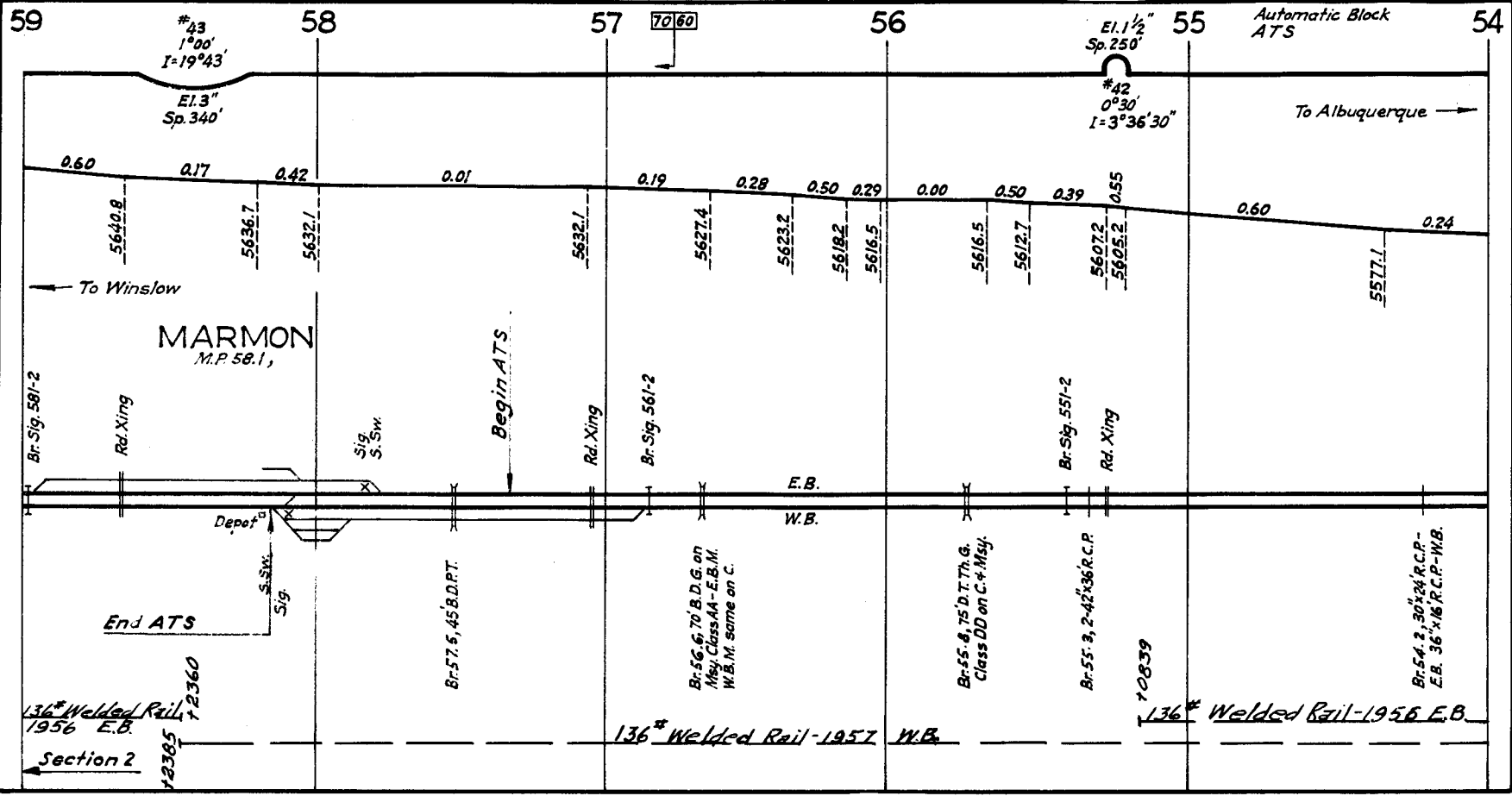
5866.1

5859.2

Rd. Xing

Fl. Lub.

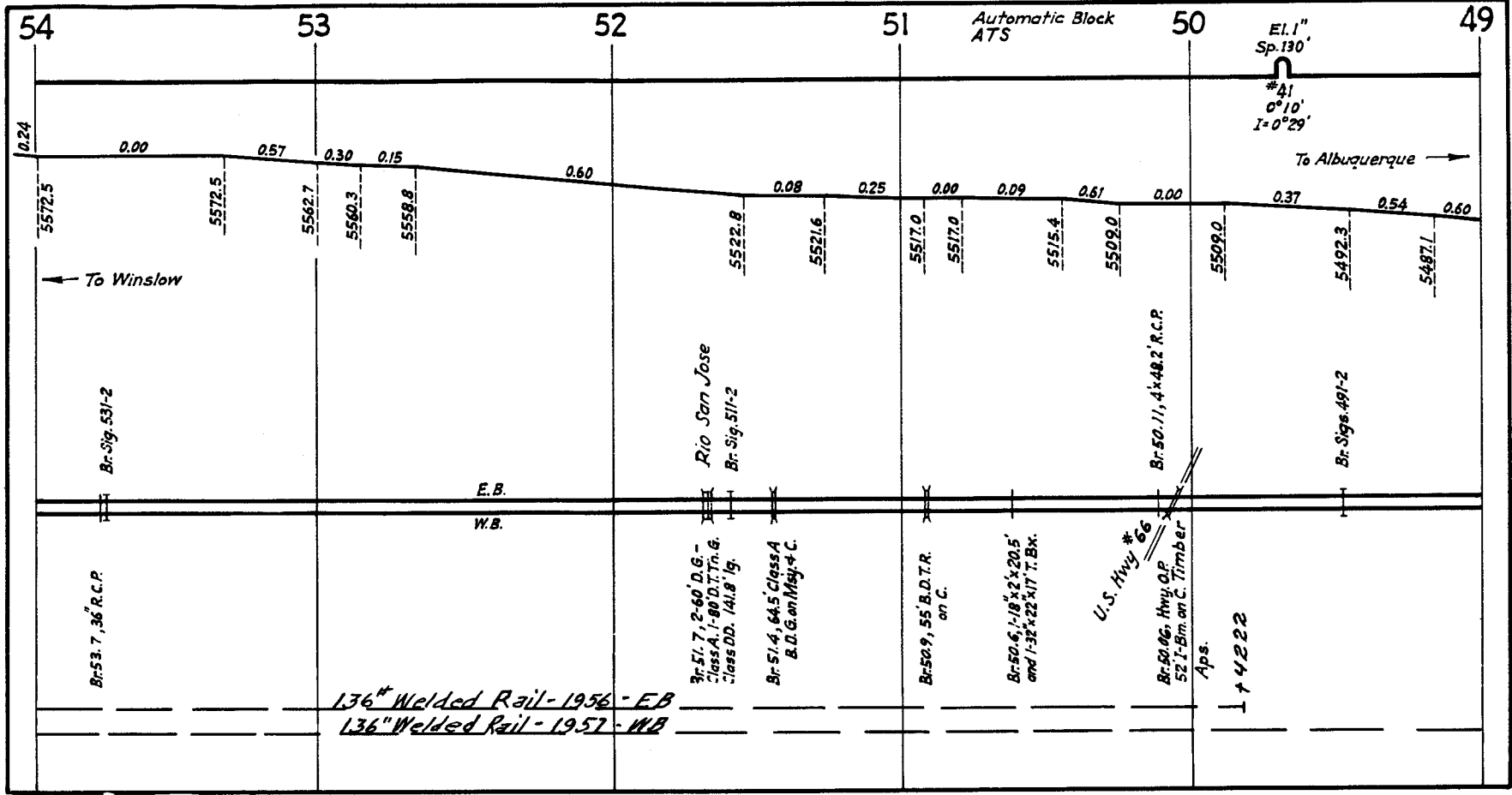




136" Welded Rail - 1956 E.B.  
 Section 2  
 12385  
 12360

136" Welded Rail - 1957 W.B.

136" Welded Rail - 1956 E.B.  
 10839



54

53

52

51

Automatic Block  
ATS

50

EL. 1"  
Sp. 130'

#41  
0°10'  
I=0°29'

49

0.24

0.00

0.57

0.30

0.15

0.60

0.08

0.25

0.00

0.09

0.61

0.00

0.37

0.54

0.60

5572.5

5572.5

5562.7

5560.3

5558.8

5522.8

5521.6

5517.0

5517.0

5515.4

5509.0

5509.0

5492.3

5487.1

To Winslow ←

To Albuquerque →

Br. Sig. 531-2

Rio San Jose

Br. Sig. 511-2

Br. 50.11, 4x48.2 R.C.P.

Br. Sigs. 491-2

E.B.

W.B.

Br. 53.7, 36' R.C.P.

Br. 51.7, 2-60' D.G. -  
Class A, 1-80' D.T. Tn. G.  
Class DD. 141.8' lg.

Br. 51.4, 64.5' Class A  
B.D.G. on Msy. + C.

Br. 50.9, 55' B.D.T.R.  
on C.

Br. 50.6, 1-18' x 2' x 20.5'  
and 1-32' x 22' x 17' T. Bx.

U.S. Hwy #66

Br. 50.06, Hwy. O.P.  
52' T-Bm. on C. Timber

Aps.

4222

136" Welded Rail - 1956 - E.B.  
136" Welded Rail - 1957 - W.B.

49

48

47

46

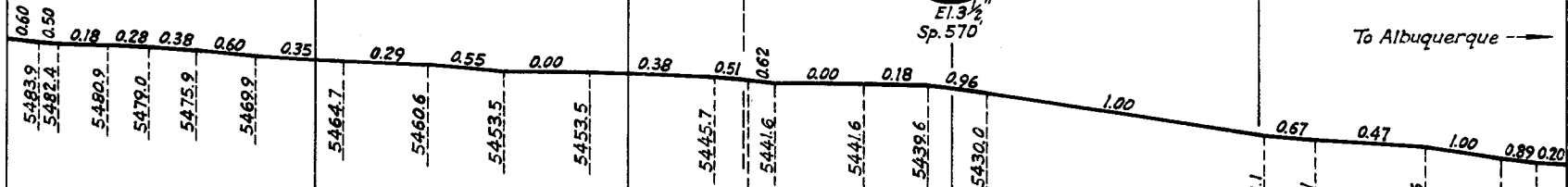
45

44

Automatic Block  
ATS

\*6, 1°00'  
I=11°28'  
E1.3 1/2"  
Sp. 570

To Albuquerque →



← To Winslow

SUWANEE  
M.P. 47.3

Rd. Xing

Cont. Sig. 472

Stk. Yd.  
Rd. Xing

LEVEL EQUA. 5442.7  
J. Sw.

Sig., S. Sw.

F.B.

F.B.

W.B.

Sig.

Br. 47.3-4x54.8' C.I.  
and R.C.P.

Br. 47.4, 98' B.D.P.T.  
471 Cont. Sig.

\* 4280

End Non-Parallel Trks =  
E.B. - M.P. 46 + 3524.75 = 1  
W.B. - M.P. 47 + 2041.9 = 1  
Br. 46.6, 81.5 B.D.P.T. Bm.  
on C.

See Page 10  
For W.B. Trk.

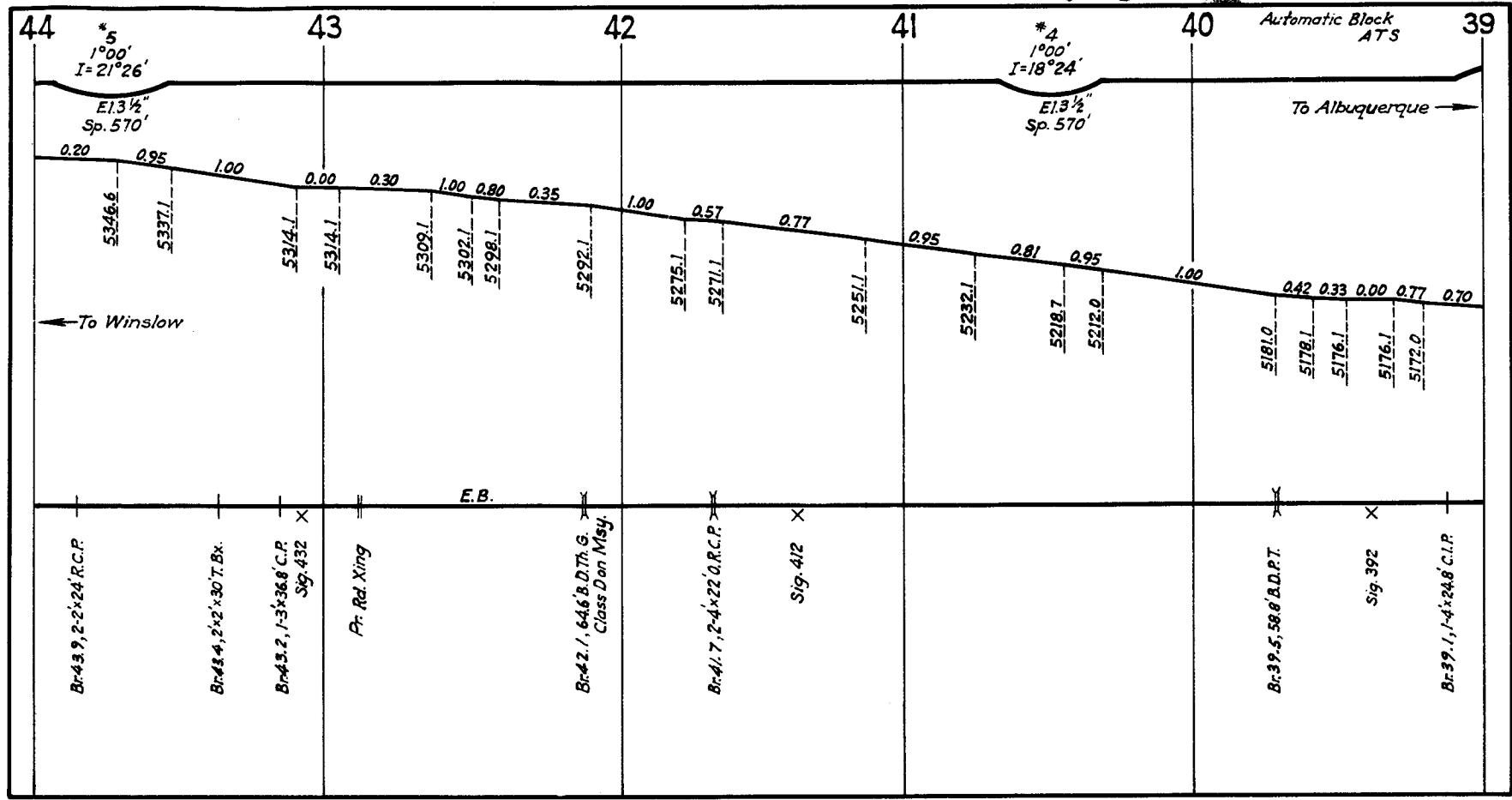
Br. 45.4, 130' x 24' R.C.P.

Sig. 452

Br. 44.5, 45' B.D.P.T.  
on Tr. I.

Br. 44.0, 1-3' x 24.6' R.C.P.

136" Welded Rail - 1957 W.B.





39

EI. 5" Sp. 580'

38

37

EI. 3" Sp. 360'

36

EI. 3 1/2" Sp. 570'

Automatic Block AT'S

35

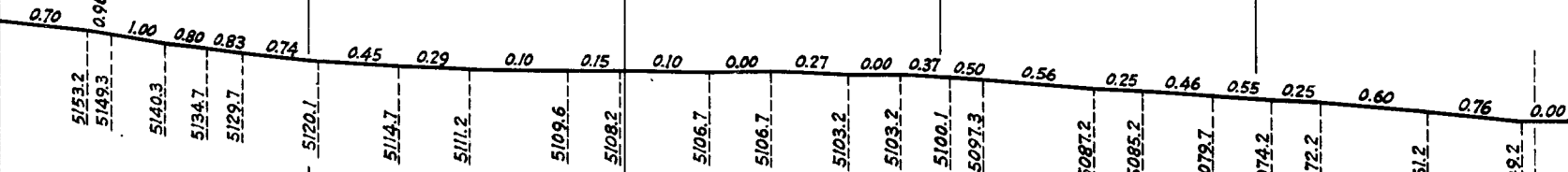
34

\*3  
1° 20'  
1° 15'  
1° 20'  
I = 30° 44'

\*2  
0° 54'  
I = 7° 46' 30"

\*1  
1° 00'  
I = 17° 36'

To Albuquerque →



← To Winslow

RIO PUERCO  
M.P. 33.9

Rel. Xing.  
+ Stk. Yd.

E.B.

Br 38.7, 90 B.O. Th. G.  
Class DD on C.

Rel. Xing

Sig. 372

Br 37.2, 48 x 3 x 23' C. Bx.

Br 37.0, 1-2 x 16 x 30' T. Bx.

Sig. 352

See Page 7  
For W.B. Trk.

Sec. 2 | Sec. 1

Bag. Non-Parallel Trk.  
M.P. 34 + 599.9'

See Page 7

← To Winslow

To Albuquerque →

#38  
0°10'  
I=1°02'

#37 47X  
1°00'  
I=11°43'

EI. 1/2"  
Sp. 100'

EI. 1.3"  
Sp. 570'

0.40 0.60 0.55 0.60

5442.7  
5444.5  
5442.0  
5427.4  
5420.9

End Non-Parallel Trks.  
M.P. 47X + 4041.9'

LEVEL EQUA.

See Page 13  
For Cont. of  
Parallel trks.

See Page 13  
For E.B. Trk.

W.B.

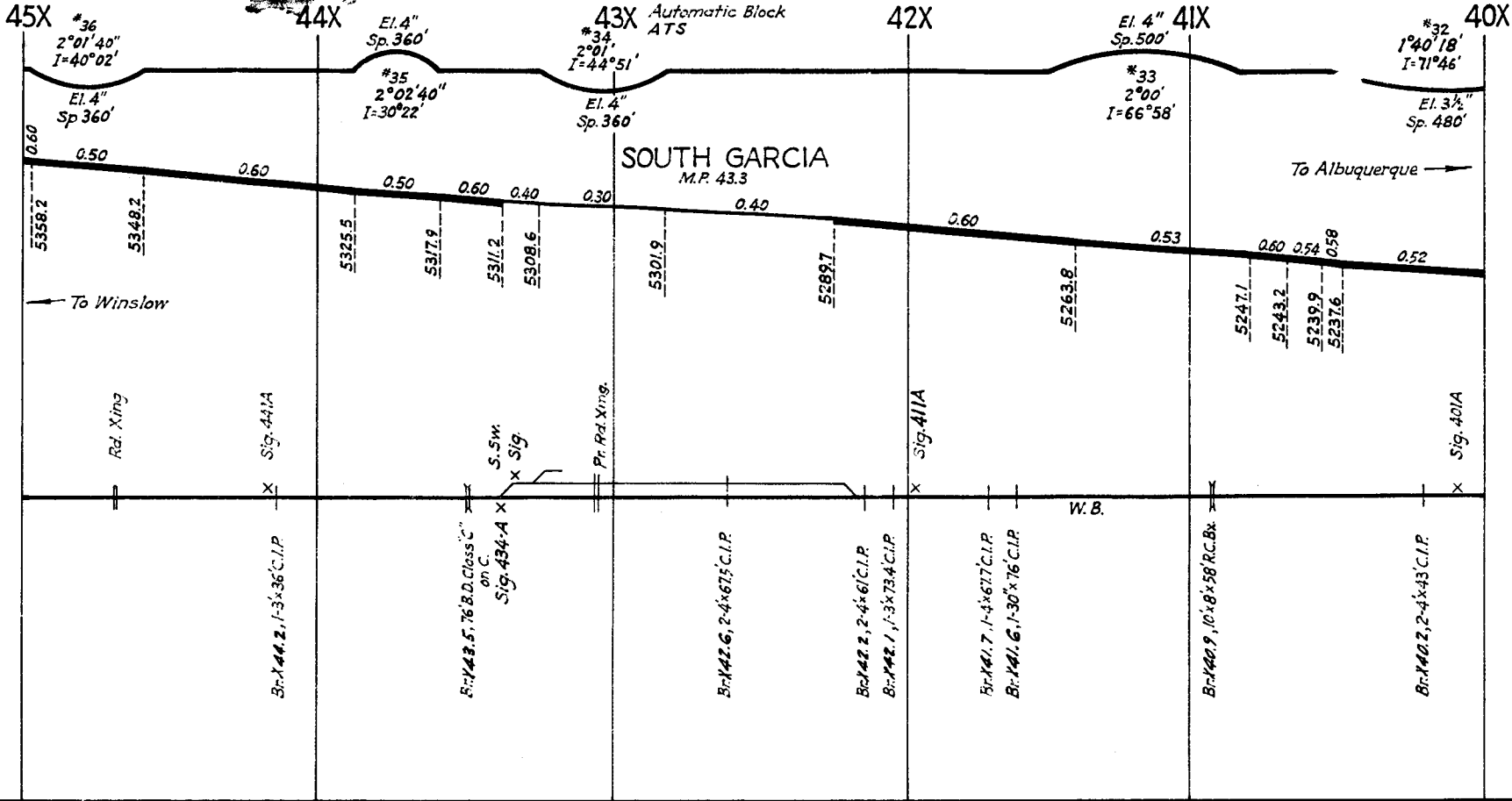
Sig. 461A

B.M. 46.6, 81.5 B.D.I.-Bm.  
on C.

B.M. 46.5, 2-2 x 12 x 26.5'  
T.Bx.

B.M. 45.6, 26.5 B.D.I.-Bm.

B.M. 46.2, 1-3 x 48' C.I.P.



40X

39X

38X

37X

36X

35X

El. 4" Sp. 360'

El. 5 1/2" Sp. 530'

70 60

Automatic Block  
ATS

\*31  
2°00'36"  
I = 58°48'

\*30  
2°04'40"  
I = 31°41'

To Albuquerque →



← To Winslow

X Sig. 38/A

W. B.

Rd. Xing

X Sig. 36/A

Br. 140.0, 2-4x36.7 C.I.P.

Br. 139.6, 94.5 B.D.P.T.

Br. 139.1, 82.5 B.D.P.T.

Br. 138.7, 54.5 B.D.P.T.

Br. 138.0, 2-4x42.2 C.I.P.

Br. 137.0, 96 B.D.P.T.

35X

34

33

32

31

30

W.B. Only  
#29  
1°00'  
I=13°35'

#26  
I=27°01'

{  
1°00'  
0°57'  
0°48'  
0°32'  
0°34'

R.S.

El. 5 1/2"  
Sp. 405 E. 530 W.

Automatic Block  
ATS

El. 2"  
Sp. 310'

#23  
{  
1°04'  
1°00'  
1°04'  
I=28°22'

← To Winslow

El. 3 1/2"  
Sp. 570'

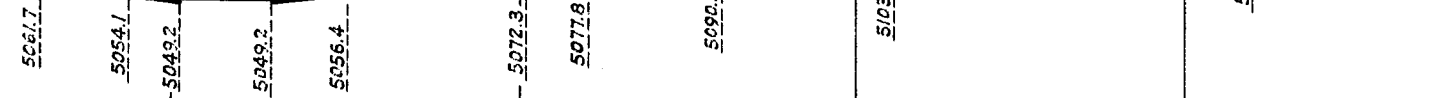
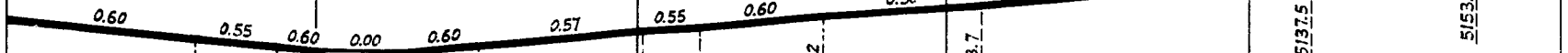
El. {  
3 1/2"  
3"  
2"  
Sp. {  
420 E.  
250 W.

#24  
{  
2°10'  
2°00'45"  
2°02'  
I=54°02'

To Albu. →

# RIO PUERCO

M.P. 33.9



Sig. 341A

See page 11  
for E.B.Trk.

M.F. 34+599.9'  
Stk. Va.  
J.S.W.  
Conf. Sig. 332

W.B.

E.B.

W.B.

Ric 34.7, 225.5 B.D.P.T.  
Sec. 2 | Sec. 1

Rd. Xing  
Beg. Non-Parallel Trks.

Cont. Sig. 331  
Br 33.8, 2-100' S.D.D.G. +  
1-70' S.D.D.G.  
Br 33.7, 3-4' x 69.5' C.I.P.  
+ C.P.

Br 33.4, 2-4' x 85.3' C.I.P.  
+ C.P.

Br 32.4, 31' B.D. 1.5m. on C.  
E.B., B.D.D.G. on C.-W.B.

Br 31.9, 25' B.D. 1.1m. on C.

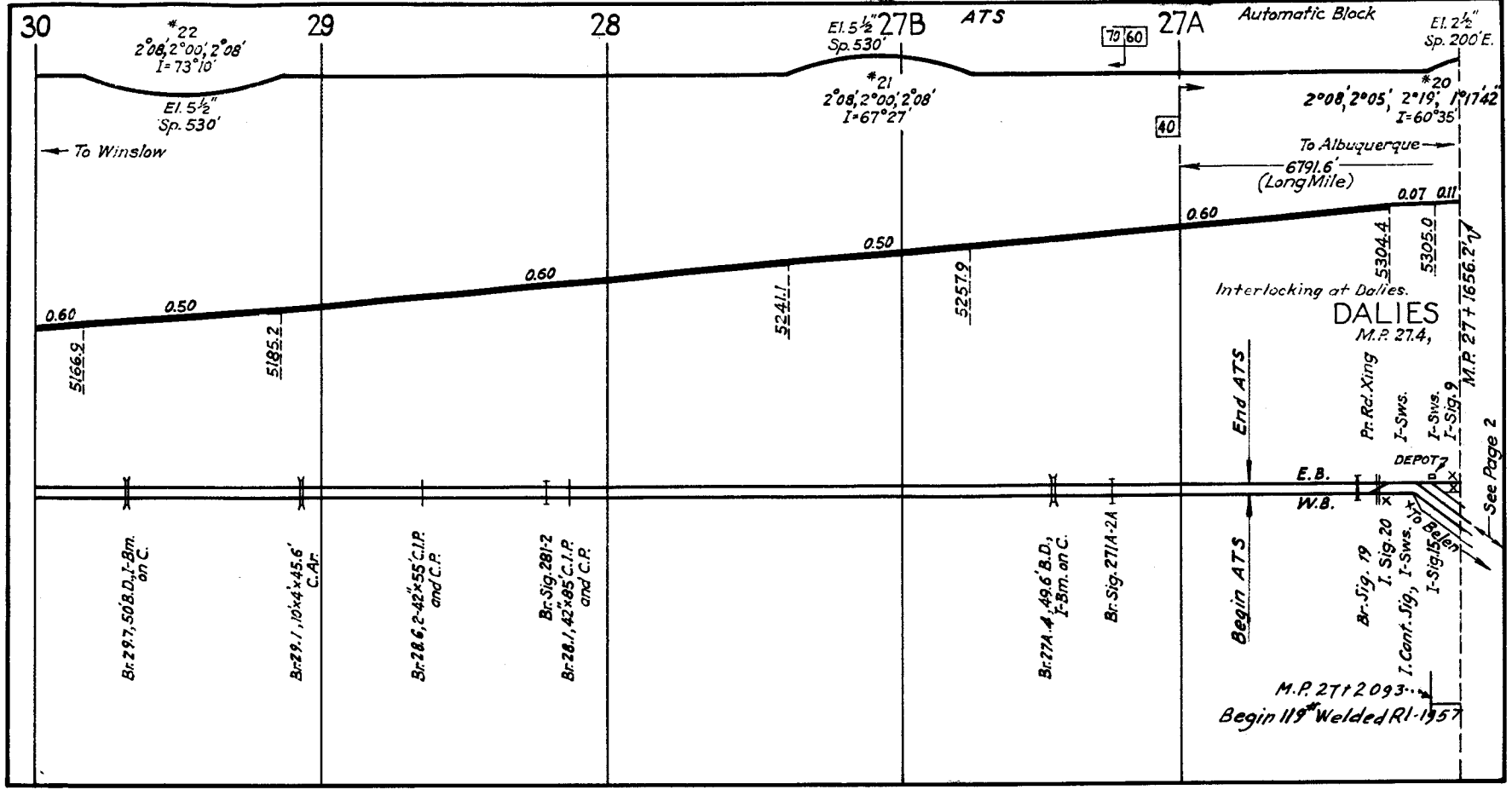
Br. Sig. 311

Br 30.9, 3-40' x 46.6' C.I.P. +  
C.P.

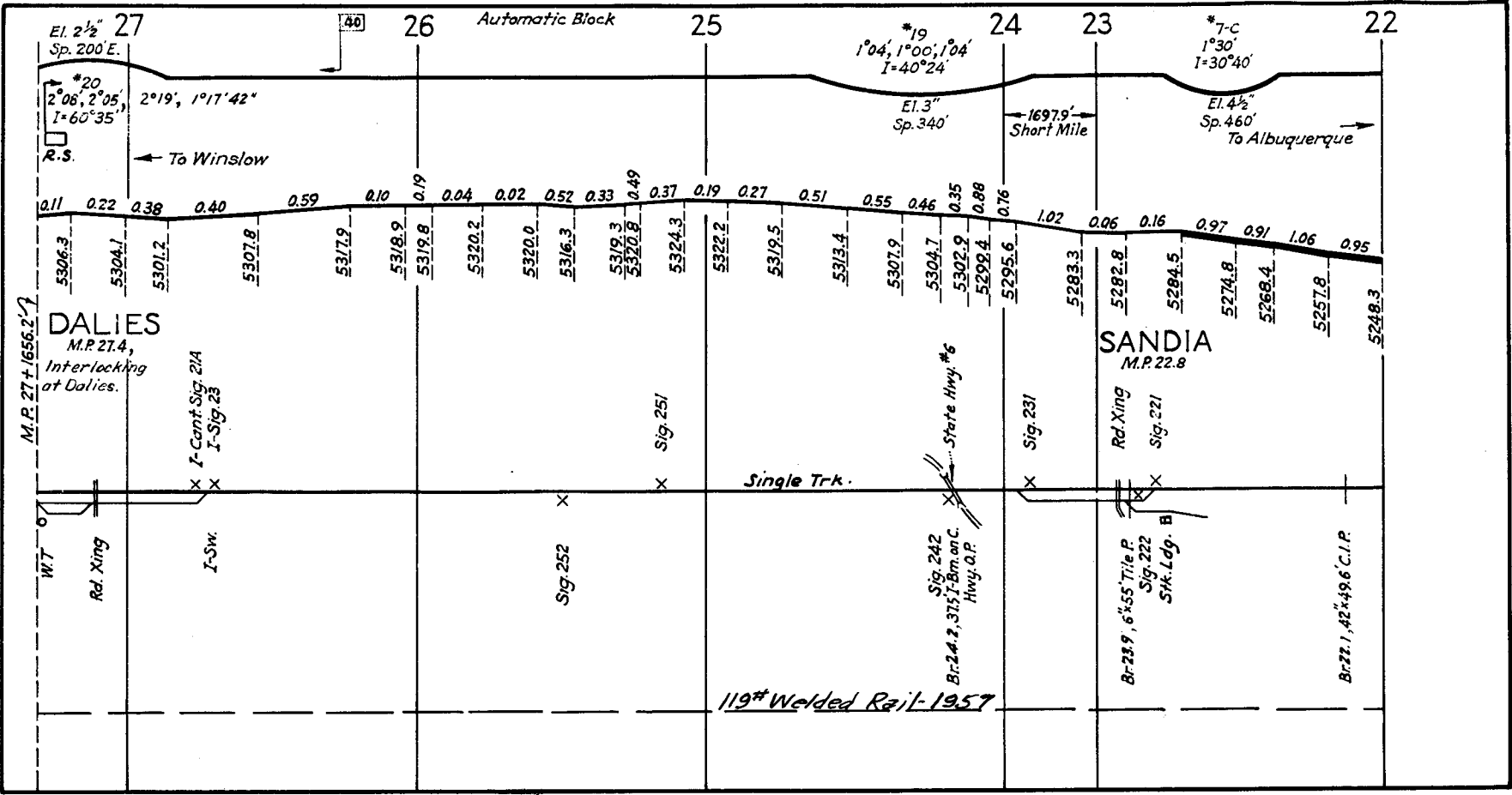
Pr. Rd. Xing

Br 30.4, 10' x 45.8' C.A.

Br. Sig. 301-2



See Page 2



El. 2 1/2  
Sp. 200'E

40

Automatic Block

\*19  
1°04', 1°00', 1°04'  
I=40°24'

\*7-C  
1°30'  
I=30°40'

\*20  
2°06', 2°05',  
I=60°35'

El. 1.3"  
Sp. 340'

El. 4 1/2"  
Sp. 460'  
To Albuquerque

R.S. ← To Winslow

← 1697.9' →  
Short Mile

0.11 0.22 0.38 0.40 0.59 0.10 0.19 0.04 0.02 0.52 0.33 0.49 0.37 0.19 0.27 0.51 0.55 0.46 0.35 0.88 0.76 1.02 0.06 0.16 0.97 0.91 1.06 0.95

DALIES  
M.P. 27.4,  
Interlocking  
at Dalies.

SANDIA  
M.P. 22.8

M.P. 27 + 1656.2

X I-Cent. Sig. 21A  
X I-Sig. 23

X State Hwy #6

X Sig. 231

Rd. Xing

X Sig. 221

W.T.  
Rd. Xing

I-Sw.

X Sig. 252

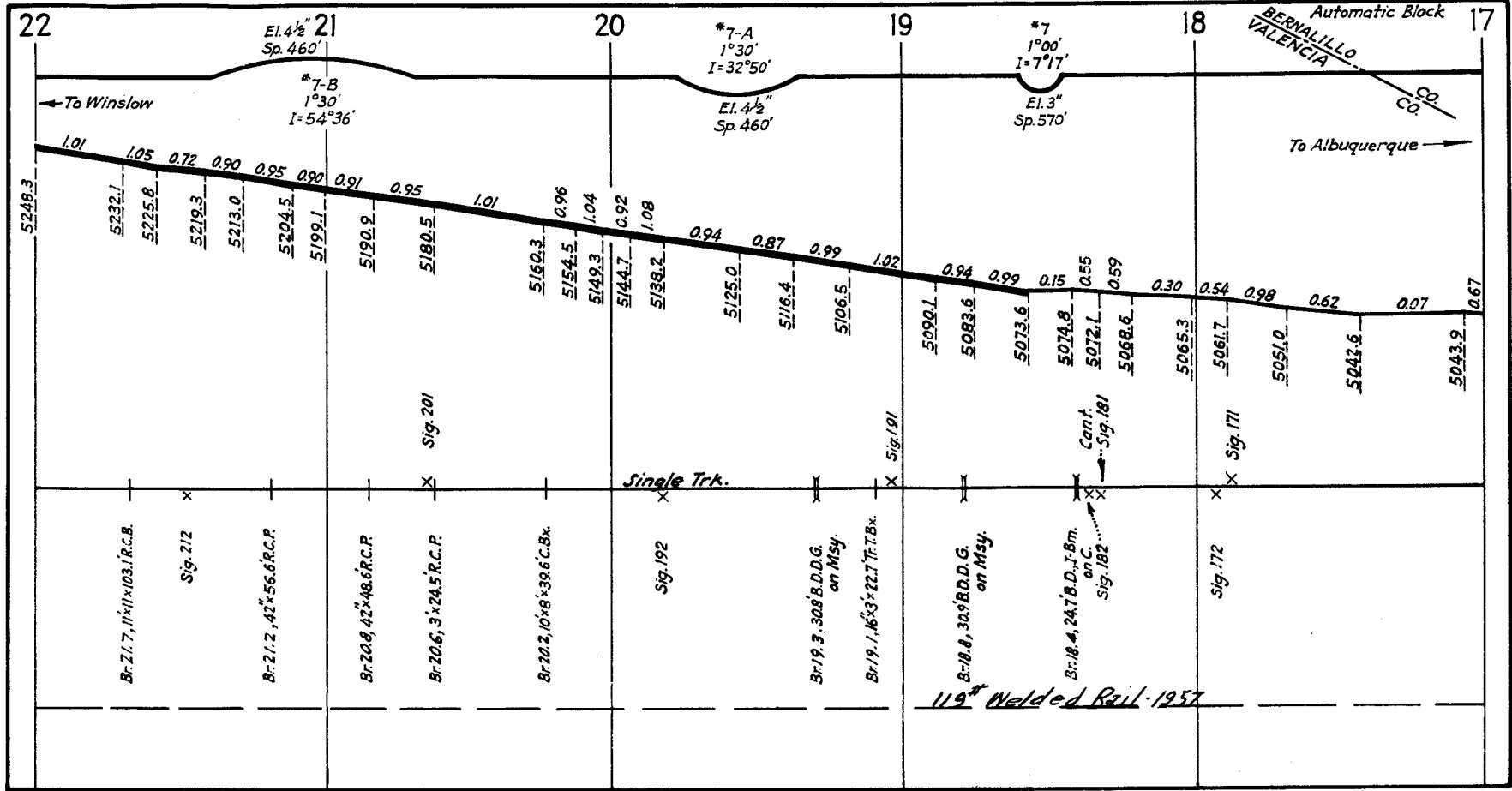
Single Trk.

X Sig. 242  
Br. 241, 2, 315 I-Bm. on C.  
Hwy. O.P.

X Sig. 222  
Br. 239, 6" x 55" Tile P.  
Sig. 222  
Stk. Ldg. B

Br. 221, 42" x 49.6" C.I.P.

119# Welded Rail-1957





17

16

15

14

13

El. 2 1/2"  
Sp. 380'

El. 2 1/2"  
Sp. 380'

\*2-A  
1°00'  
I=13°57'

R.S. El. 4 1/2"  
Sp. 410'

El. 4"  
Sp. 330'

Automatic Block  
75 55

To Winslow

\*6  
0°50'  
I=5°33'

\*2-B  
0°50'  
I=5°50'

El. 3"  
Sp. 570'

\*2  
2°05'  
I=23°10'

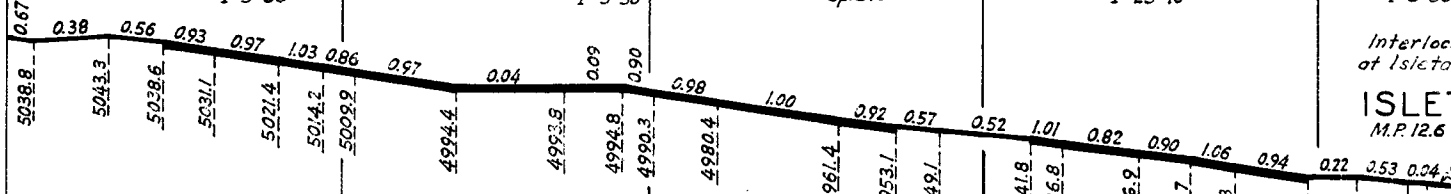
\*1  
1°52'  
I=8°53'

To Albuquerque

Interlocking  
at Isleta.

ISLETA  
M.P. 12.6

M.P. 12 + 2990 Coast L.  
M.P. 914 + 412.5 West L.  
Begin Coast Lines



Sig. 151

Single Trk.

Sig. 141

Sig. 8  
U.S. Hwy. #85  
I-Sw  
I-Sig. 128

Red. Xing

I-Sig. 6

I-Sw

I-Sig. 11

I-Sw

Depot

To Belen  
(Via Western Lines)

I-Sig. 2  
Red. Xing  
R.C.P.

Br. 914 G, 2-42 x 48.3

Br. 169, 2-2 x 24 C.P.

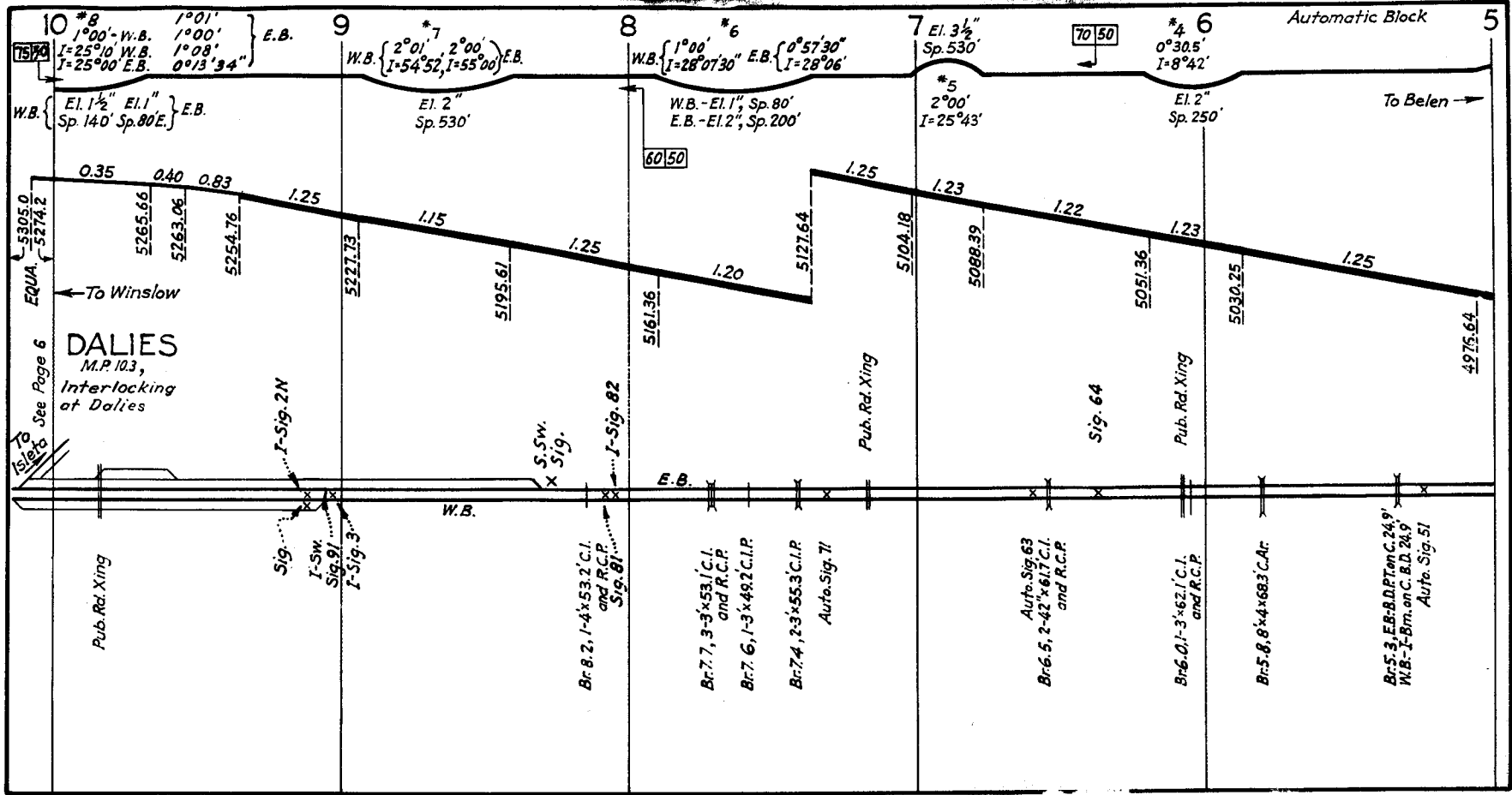
Sig. 162

Sig. 152

Br. 14, 9-2-8 x 6-24.1  
C.B.

119# Welded Rr. 1-1957

Section 1



10 #8  
 1°00' - W.B.  
 I=25°10' W.B.  
 I=25°00' E.B.  
 1°01' E.B.  
 1°00'  
 1°08'  
 0°13' 34"

9 #7  
 W.B. { 2°01', 2°00' } E.B.  
 I=54°52', I=55°00'

8 #6  
 W.B. { 1°00', 28°07'30" } E.B. { 0°57'30", I=28°06' }

7 El. 3 1/2"  
 Sp. 530'  
 #5  
 2°00'  
 I=25°43'

6 #4  
 0°30.5'  
 I=8°42'  
 Automatic Block  
 El. 2"  
 Sp. 250'

W.B. { El. 1 1/2" El. 1" } E.B.  
 Sp. 140' Sp. 80'E.

El. 2"  
 Sp. 530'

W.B. - El. 1", Sp. 80'  
 E.B. - El. 2", Sp. 200'

El. 2"  
 Sp. 250'

El. 2"  
 Sp. 250'

To Belen →

0.35 0.40 0.83  
 5265.66  
 5263.06  
 5254.76  
 EQUA 5305.0  
 5274.2  
 ← To Winslow

DALIES  
 M.P. 10.3,  
 Interlocking  
 at Dalies

To Belen  
 See Page 6

I-Sig. 2N

Sig.  
 I-SW  
 Sig. 91  
 I-Sig. 3

S.S.W.  
 X Sig.

I-Sig. 82

Pub. Rd. Xing

Sig. 64

Pub. Rd. Xing

E.B.

Br. 8.2, 1-4'x53.2' C.I.  
 and R.C.P.  
 Sig. 81

Br. 7.7, 3-3'x53.1' C.I.  
 and R.C.P.

Br. 7.6, 1-3'x49.2' C.I.P.

Br. 7.4, 2-3'x55.3' C.I.P.  
 Auto. Sig. 71

Auto. Sig. 63  
 Br. 6.5, 2-42'x61.7' C.I.  
 and R.C.P.

Br. 6.0, 1-3'x62.1' C.I.  
 and R.C.P.

Br. 5.8, 8'x4'x68.3' C.Ar.

Br. 5.3, E.B. D.P.T. on C. 24.9'  
 W.B. - I-Brm. on C. B.D. 24.9'  
 Auto. Sig. 51

4975.64

5 W.B.-El. 1', Sp. 100'  
E.B.-El. 2', Sp. 250'

4

#2  
1°00'  
I=13°11'

3

2

Automatic Block  
15 10

1

R.S. #1-W.B.  
5°00'  
I=28°06'  
El. 1', Sp. 40'

#3  
W.B. { 0°30' 0°32'20" } E.B.  
I=14°59' I=14°57'

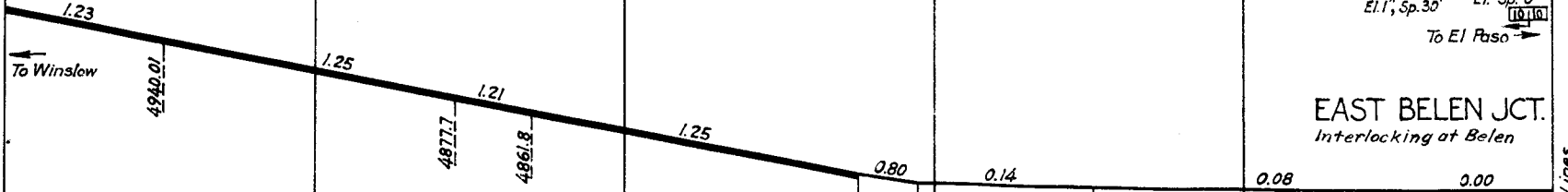
El. 2"  
Sp. 570'

\*1-A E.B.  
2°00'  
I=6°52'  
El. 1', Sp. 30'

\*1-E.B.  
6°05'  
I=35°06'  
El. Sp. 0

To El Paso

### EAST BELEN JCT. Interlocking at Belen



Br. 4. 8, 24'9" I-Bm. on C.  
B.D.P.T. C. Ab.-E.B.

Br. 4. 3, 24'9" B.D.C.P.T.  
I-Bm. on C.B.D.-W.B.  
Sig. 41

Br. 8. 8, 10x5'x71.25' C. Af.

Br. 3. 1, 98' B.D.P.T.  
Cant. Sig. 31

Br. 2. 8, B.D.T. on C.-W.B.  
B.D. I-Bm. on C.-E.B. 249'

Cant. Sig. 21-22

Br. 2. 5, B.D.T. on C.-W.B.  
B.D. I-Bm. on C.-E.B. 249'

Br. 2. 3, 3x20'x34.3' Tr. T.Bx.

Br. 2. 2, 1x15'x40.5' Tr. T.Bx.

Br. 1. 8, 195' B.D.T.R. on C.

Cant. Sig. 11-12

Br. 1. 5, 2x16'x36' Tr. T.Bx.

Br. 1. 10, 2x16'x36' Tr. T.Bx.

Br. 1. 06, 2x1x34.9' Tr. T.Bx.

Br. 1. 00, 158' I-Bm. on C.  
264' T. Hwy. O.P.

Br. 0. 99, 1x15'x36.2' Tr. T.Bx.

Br. 0. 9, 2x1x36.3' Tr. T.Bx.

Br. 0. 89, 1x15'x39.2' Tr. T.Bx.

Br. 0. 76, 1x15'x43.7' Tr. T.Bx.

Br. 0. 7, 1x15'x37.6' Tr. T.Bx.

Br. 0. 64, 2x1x39' Tr. T.Bx.

Br. 0. 63, 1x16'x40' Tr. T.Bx.

Br. 0. 59, 1x16'x38' Tr. T.Bx.

Br. 0. 49, 1x15'x36.7' Tr. T.Bx.

Br. 0. 48, 1x2x34.5' Tr. T.Bx.

Br. 0. 47, 1x15'x37.8' Tr. T.Bx.

Br. 0. 38, 1x15'x36' Tr. T.Bx.

Br. 0. 36, 1x16'x34.9' Tr. T.Bx.

Br. 0. 3, 1x16'x39.3' Tr. T.Bx.

Br. 0. 208, W.B.-5x3x83.5' R.C.Bx.

Br. 0. 209, W.B.-2x4x29' R.C.Bx.

M.P. 0+0814.4 Coast L.

Beg. Coast Lines M.P. 932+2006.0 West L.

Br. 1. 4, 1x15'x40' Tr. T.Bx.  
Br. 1. 09, 2x1x33.8' Tr. T.Bx.  
Pub. Rd. X-ing

Br. 0. 56, 2x1x41.7' Tr. T.Bx.  
Br. 0. 528, 15x1x38.1' Tr. T.Bx.  
Br. 0. 531, 1x15'x37.8' Tr. T.Bx.  
Pub. Rd. X-ing

Fl. Lub. 4775.2

Rd. X-ing  
I-Sig. 2414 4774.6  
I-Sig. 1515 4774.6

I-Sw. + Sig. 2418  
22L Via Western Lines

22L Via Western Lines