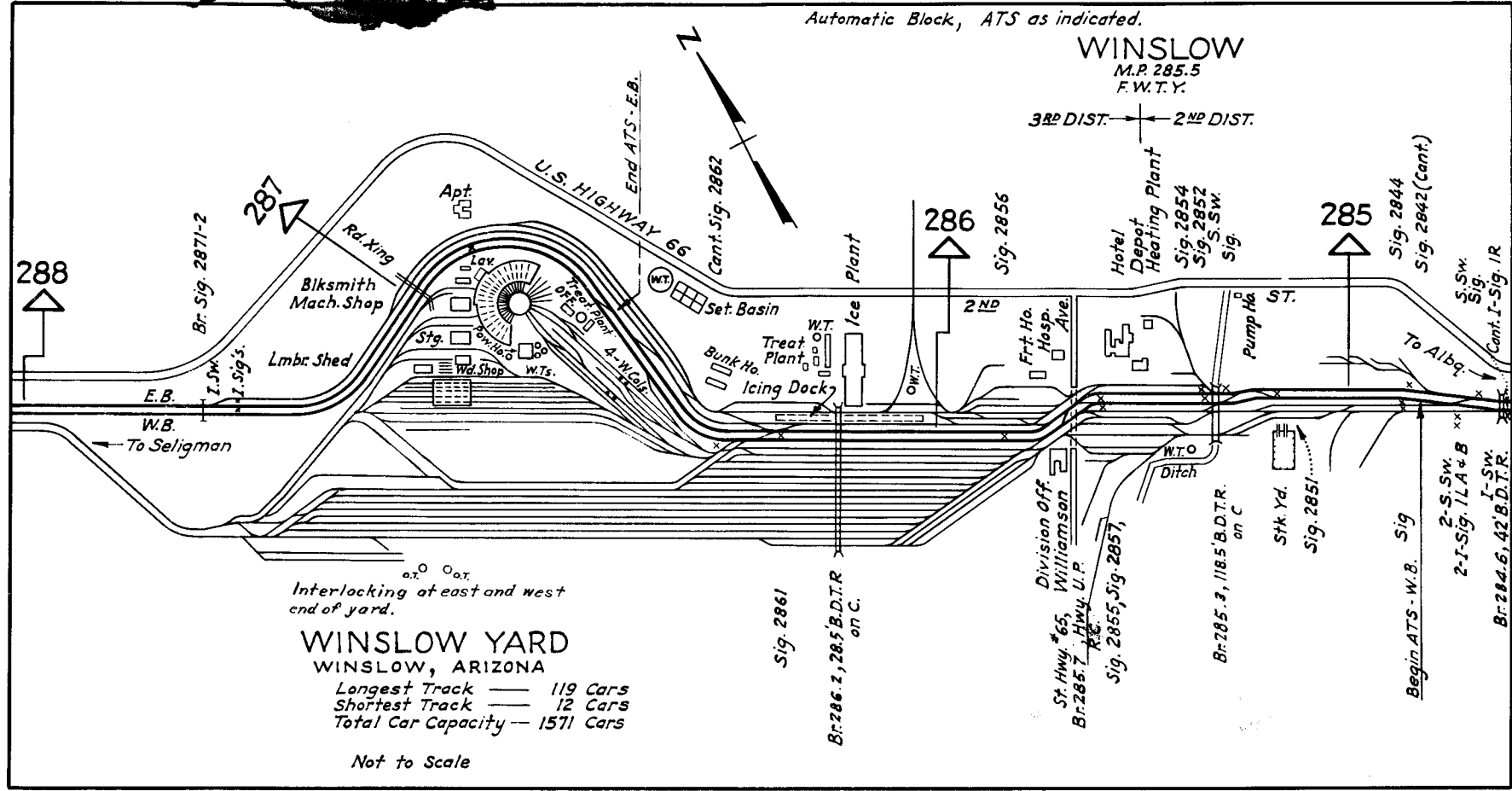
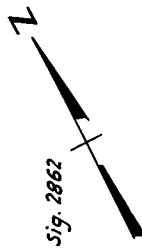


Automatic Block, ATS as indicated.

WINSLOW
M.P. 285.5
F.W.T.Y.

3RD DIST. — 2ND DIST.



Interlocking at east and west end of yard.

WINSLOW YARD WINSLOW, ARIZONA

- Longest Track — 119 Cars
- Shortest Track — 12 Cars
- Total Car Capacity — 1571 Cars

Not to Scale

Sig. 2861

Br. 286.1, 285 B.D.T.R. on C.

Division Off. Williamson
St. Hwy. # 65, Hwy U.P.
Br. 285.7, 285.7 on C.

Sig. 2855, Sig. 2857,

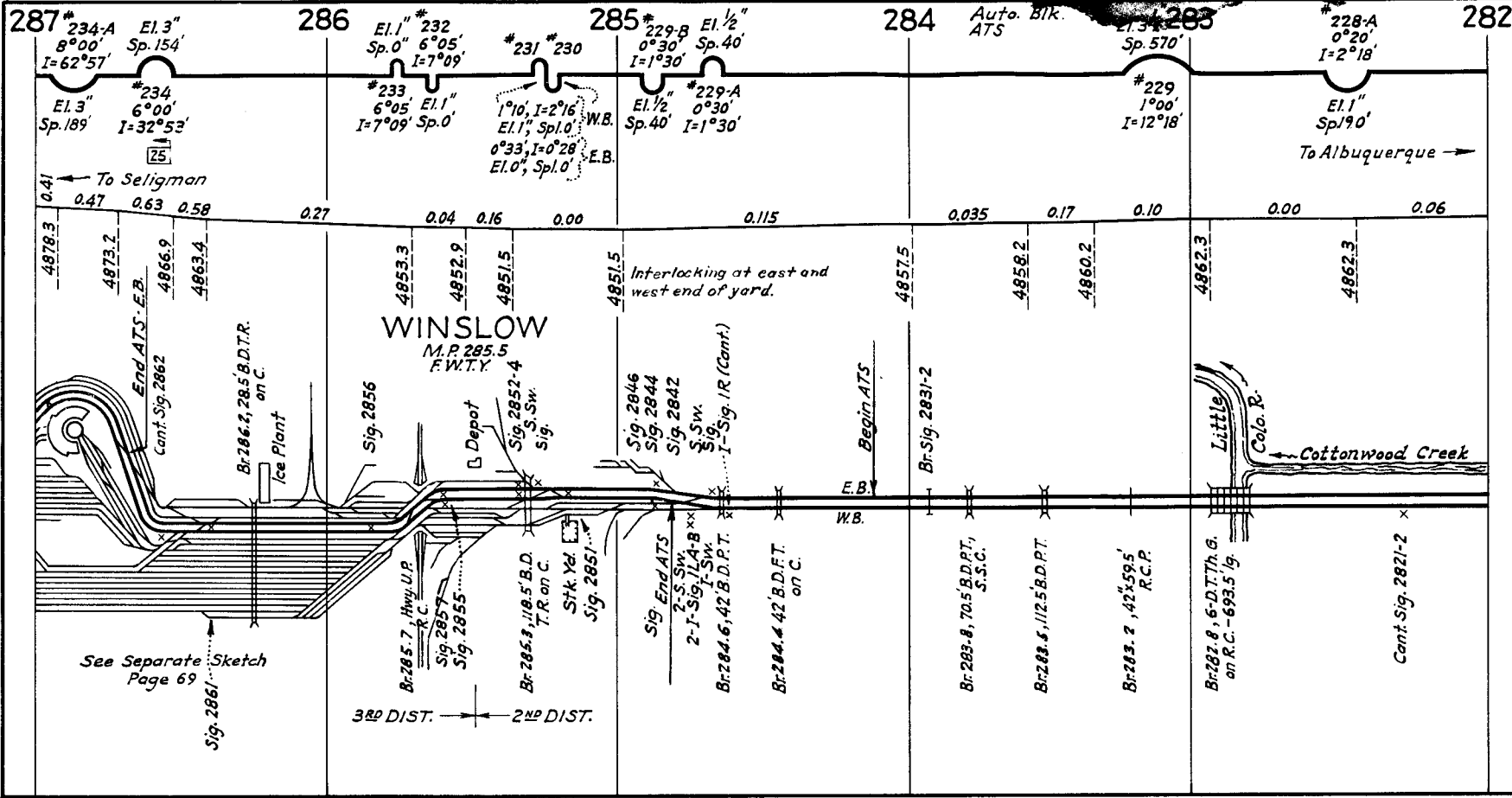
Br. 285.3, 1185 B.D.T.R. on C

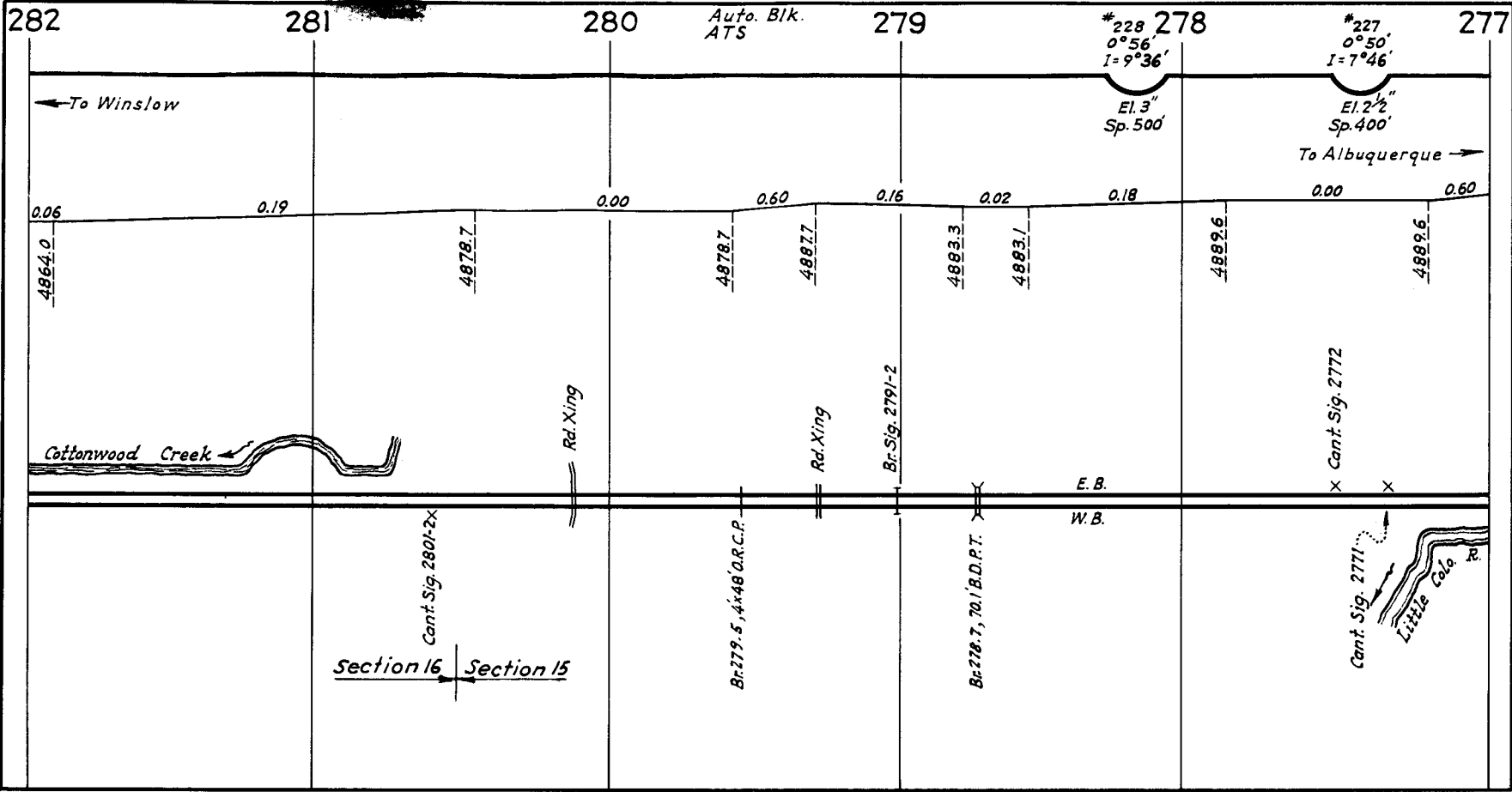
Begin ATS - W.B. Sig

2-S.S.W.
2-I-Sig. 1LA+B
I-S.W.
Br. 284.6, 42 B.D.T.R.

Sig. 2844
Sig. 2842 (Cont)

S.S.W.
I-Sig.
Cont. I-Sig. /R





282

281

280

279

#228 278

#227 277

Auto. Blk.
ATS

0°56'
I=9°36'
El. 3"
Sp. 500'

0°50'
I=7°46'
El. 2 1/2"
Sp. 400'

← To Winslow

To Albuquerque →

0.06

0.19

0.00

0.60

0.16

0.02

0.18

0.00

0.60

4864.0

4876.7

4878.7

4887.7

4883.3

4883.1

4889.6

4889.6

Cottonwood Creek

Rd. Xing

Rd. Xing

Br. Sig. 2791-2

E. B.

Cant. Sig. 2772

Cant. Sig. 2801-2x

Section 16 Section 15

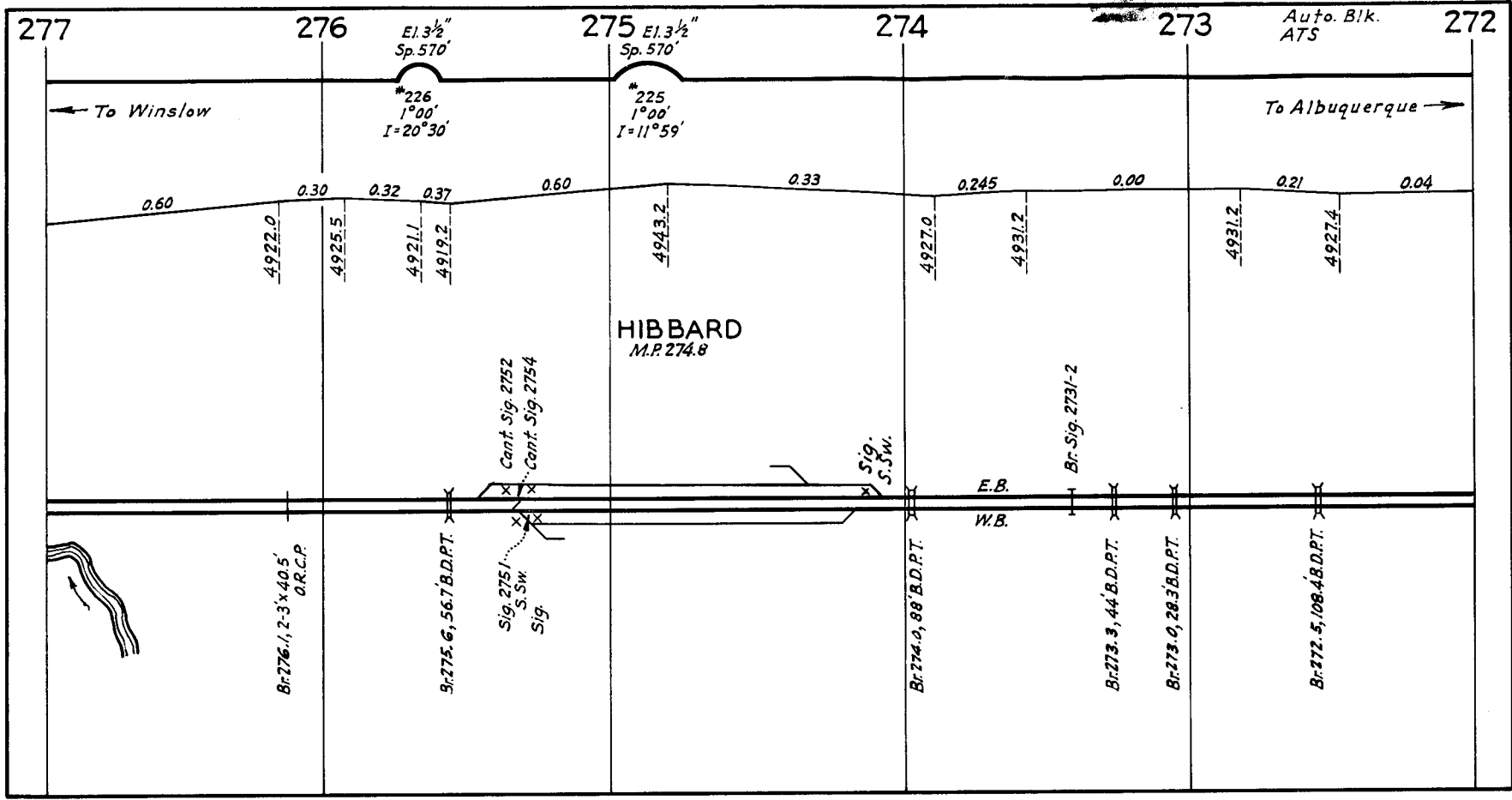
Br. 279.5, 4x48 Q.R.C.P.

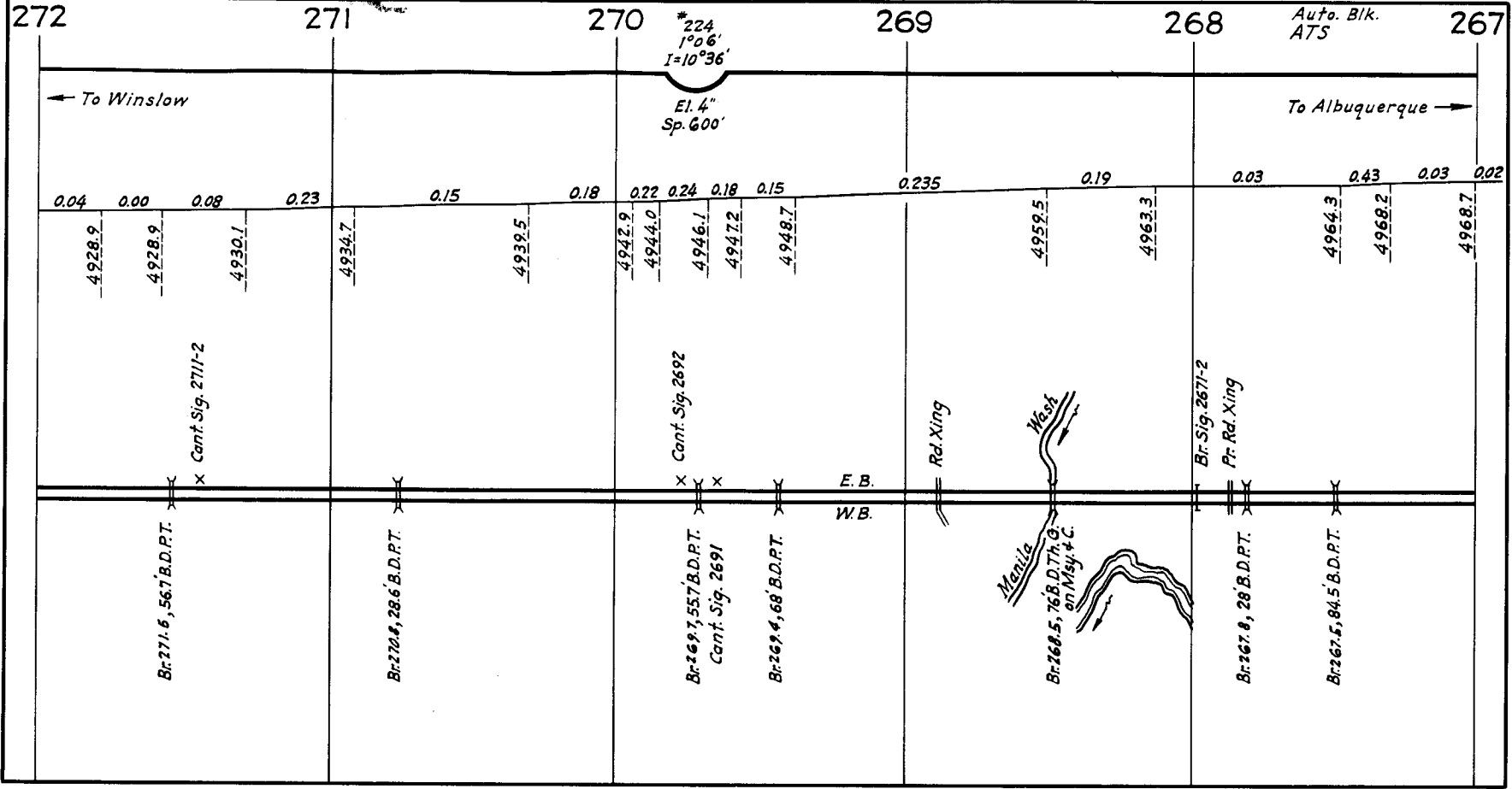
Br. 278.7, 70.1 B.D.P.T.

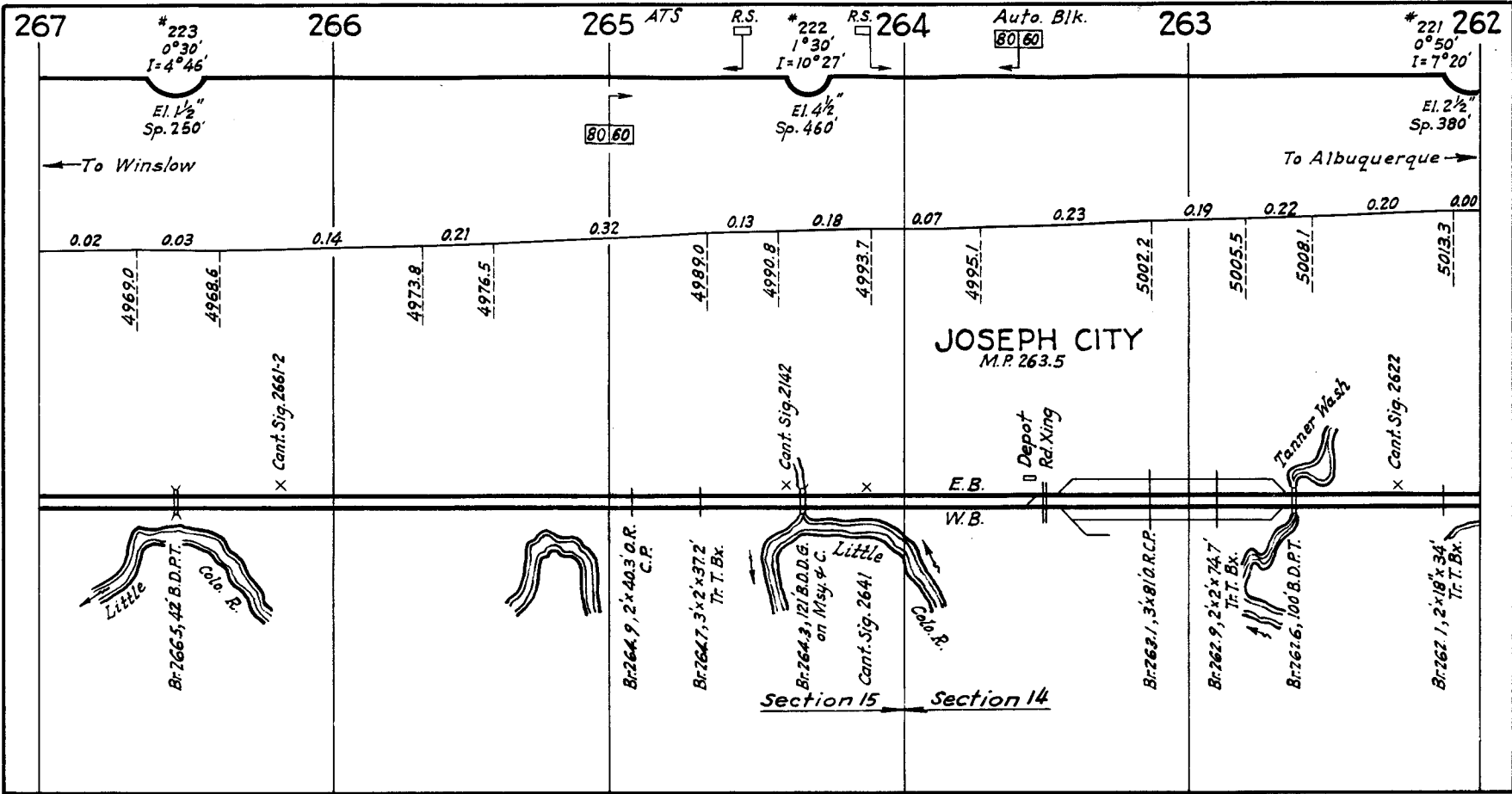
W. B.

Cant. Sig. 2771

Little Colo. R.







262

261

*220 260

ATS

259

Auto. Bk.
El. 3 1/2" Sp. 570'

258

257

← To Winslow

To Albuquerque →

0.00 0.05 0.08 0.18 0.125 0.20 0.19 0.10 0.40 0.54 0.00 0.50 0.17 0.20

5013.3 5013.8 5014.6 5017.0 5018.0 5023.2 5026.6 5029.4 5043.5 5060.7 5060.7 5045.7 5049.8

PENZANCE
M.P. 258.6

Br: 261.9, 2-4' x 50.3' P.
2-4' x 34.3' C.I.P.
2-4' x 16' R.C.P.
Cont. Sig. 2611

Br: 261.5, 42' B.D.P.T.

Rd. Xing.

Little Colo. R.

Cont. Sig. 2591

Br: 259.6, 142' B.D.P.T.

Br: 259.42, 2-4' x 37.5' x 52.5'
Tr. T. Bxs.

Br: 259.35, 28.5' B.D.P.T.

Br: 259.0, 4' x 3.5' x 54.6'
M.Sy. & C. Ar. Sig.

Rd. Xing.

Br: 258.8, 4' x 87.6' R.C.P.

Br: 258.6, 3' x 61' R.C.P.

Br: 0.7, 3' x 34' C.P.

Br: 0.6, 12' x 6' x 28' C.P.

Br: 0.4, 3' x 28' C.I.P.

Br: 0.3, 4' x 24' C.I.P.

Br: 258.2, 10' x 10' x 44'
R.C. Bx.

Br: 258.0, 3' x 33.0' R.C.P.

Br: 257.9, 4' x 33' Q.R.C.P.
Br: Sig. 2571-2

Br: 257.5, 84.3' B.D.P.T.
S.S.C.

E.B.
W.B.

257

El. 3 1/2" Sp. 570' 256

* 214 255
1°00'
I = 16°12'30"

254

R.S. 253

Auto. Bk. ATS

252

62

← To Winslow

* 215
1°00'
I = 11°00'

El. 3 1/2" Sp. 570'

80 60

To Albuquerque →

0.20 0.17 0.51 0.00 0.40 0.00 0.10 0.31 0.14 0.19 0.14 0.16 0.14 0.65 0.54

5052.4

5057.7

5070.8

5070.8

5063.4

5063.4

5066.4

5070.1

5071.5

5074.0

5078.1

5082.9

5084.9

5090.5

HOLBROOK

M.P. 253.0

Pr. Rd. Xing

x Cent. Sig. 2562

Leroux Wash

E. B.

Pr. Sig. 2541-2

Stk. Yd.

Rd. Xing

Sig. * Sig. 2532 S. Sw.

Fish. Sig. Bell

Br. 256.9, 30" x 52.8' P.,
30" x 23.5' C.I.P.,
30" x 29' R.C.P.

Br. 256.4, 2' x 54.5' P.,
2' x 42.5' R.C.P.,
2' x 12' C.I.P.

Cont. Sig. 2551
Br. 255.9, 42' x 71.9' P.,
42" x 55' C.I.P.,
42" x 16' O.R.C.P.

Br. 255.7, 300' B.D.D.,
G. on C.

W. B.

Br. 254.0, 4' x 54.8' C.I.P.

Little Colo. River

Apache Ry.
→ To McNary

Auto. Gates
Apache Dr. Xing
Fish. Sig. Bell
Depot

S. Sw.
Sig.
Sig. 2521

Br. 252.6, 2'-4" x 3' x
68.3' Tr. T. Bx.

252 251 250 249 248 247

Auto. Blk.
ATS

*213
1°30', I=15°04'
El. 4 1/2"
Sp. 460'

El. 4 1/2"
Sp. 460'

*207-B
1°30'
I=68°01'

R.S.

*207-A
1°00'
I=16°31'
El. 3 1/2"
Sp. 420'

← To Winslow

To Albuquerque →

0.54 0.60 0.54 0.16 0.13 0.15 0.08 0.17 0.20 0.15 0.20

5096.7 5105.1 5121.3 5117.8 5115.4 5110.6 5111.7 5114.1 5118.7 5120.2

X Cont. Sig. 2512

X Cont. Sig. 2492

E.B.

W.B.

Little Colorado River
Br. 251.5, 42'x108' P.
42'x52' C.I.P.,
42'x56' O.R.C.P.

Br. 251.0, 2'4'x41' R.C.P.

Rio Puerco
Br. 250.6, 3'x88.8' R.C.P.
Cont. Sig. 2501

Br. 250.1, 2'42'x41' O.R.C.P.

Br. 249.8, 56' B.D.P.T.

Br. 249.3, 83.6' B.D.P.T.

Cont. Sig. 2481
Br. 248.5, 70' B.D.P.T.

Br. 247.2, 70' B.D.P.T.

Section 14 Section 13

247

246

245

244

Auto. Bk.
ATS

243 #207
1°00'
I = 27°55'

242

60

← To Winslow

To Albq. →
El. 3 1/2"
Sp. 570

0.20

0.24

0.22

0.10

0.11

0.34

0.13

0.30

5147.8

5167.0

5179.1

5180.1

5181.4

5188.6

5189.6

ARNTZ
M.P. 245.5

Br. Sig. 2461-2

P.R. Rd. Xing

Br. Sig. 2441-2

Cont. Sig. 2432

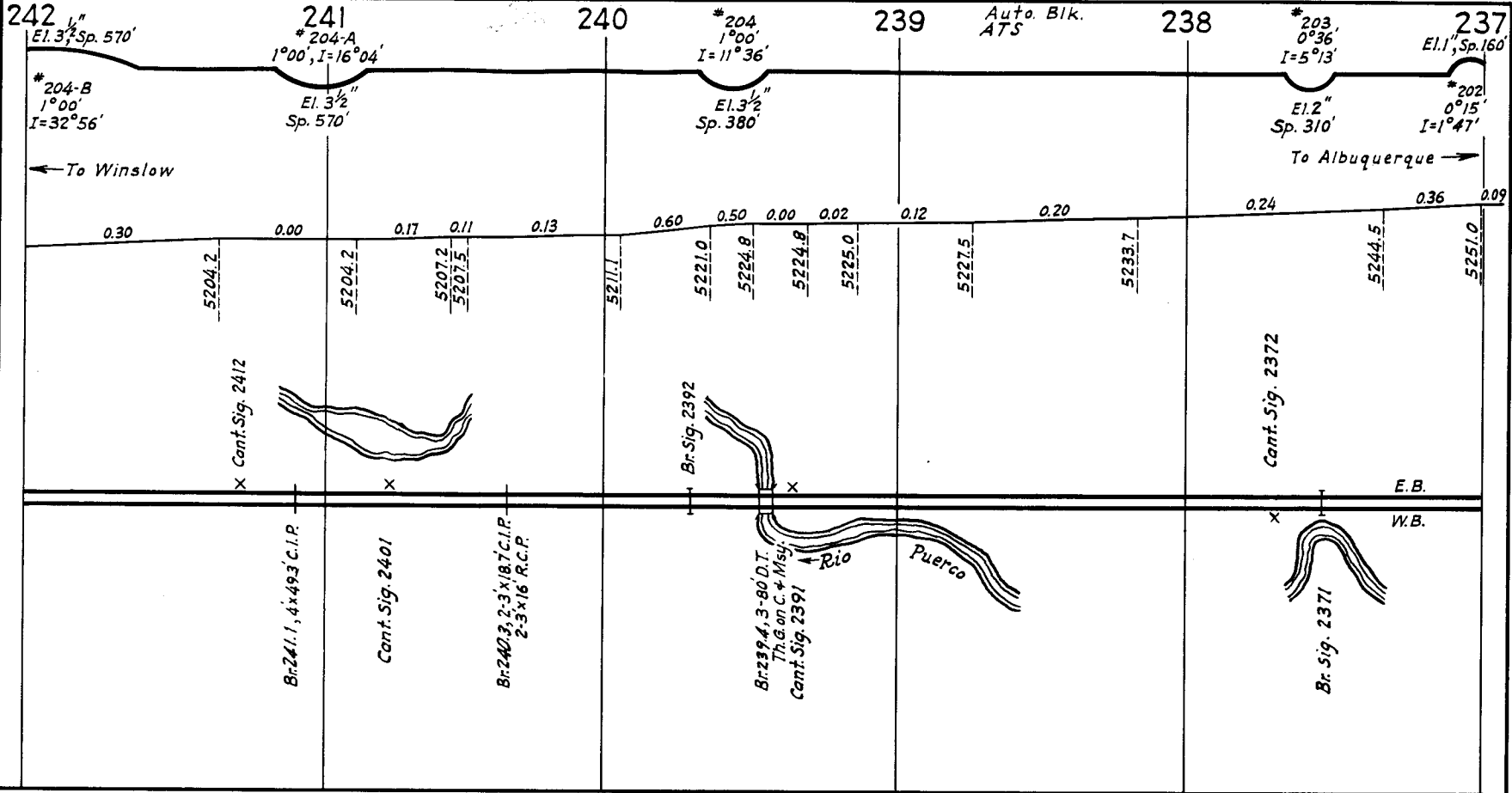
E. B.

W. B.

← Rio Puerco

Cont. Sig. 2421 X

Br. 242.3, 3-80 B.D.
Th. G. on C. + Msy.



242 $1\frac{1}{2}''$
El. $3\frac{1}{2}''$ Sp. 570'

241
*204-A
 $1^{\circ}00'$, $I=16^{\circ}04'$

240

*204
 $1^{\circ}00'$
 $I=11^{\circ}36'$

239

Auto. Blk.
ATS

238

*203
 $0^{\circ}36'$
 $I=5^{\circ}13'$

237
El. $1\frac{1}{2}''$, Sp. 160'

*204-B
 $1^{\circ}00'$
 $I=32^{\circ}56'$

El. $3\frac{1}{2}''$
Sp. 570'

El. $3\frac{1}{2}''$
Sp. 380'

El. $2''$
Sp. 310'

*202
 $0^{\circ}15'$
 $I=1^{\circ}47'$

← To Winslow

To Albuquerque →

0.30 0.00 0.17 0.11 0.13 0.60 0.50 0.00 0.02 0.12 0.20 0.24 0.36 0.09

5204.2

5204.2

5207.2
5207.5

5211.1

5221.0

5224.8

5224.8

5225.0

5227.5

5233.7

5244.5

5251.0

X Cont. Sig. 2412

Cont. Sig. 2401

Br. Sig. 2392

Cont. Sig. 2372

E.B.

W.B.

Br. 241.1, 4x49'3 C.I.P.

Br. 240.3, 2-3x187' C.I.P.
2-3x16' R.C.P.

Br. 239.4, 3-80' D.T.
Th. on C. + Msy.
Cont. Sig. 2391

← Rio Puerco

Br. Sig. 2371

237

236

235

Auto. Bik.
ATS

234

EI. 3 1/2"
Sp. 570

233

E.B. Only
I=0°05'
I=0°21'
#200-C #200-B
#200-D
No Sp. No El.

58

← To Winslow

NAVAJO CO. ← APACHE CO.

To Albuquerque

0.09

0.24

0.26

0.20

0.24

0.23

0.28

0.25

0.00

0.27

0.16

0.43

0.52

0.44

5253.4

5258.2

5268.6

5272.6

5277.2

5281.8

5284.9

5291.5

5291.5

5295.3

5297.4

5303.0

5312.4

ADAMANA
M.P. 232.3,

Br. Sig. 2351-2

R. Rd. Xing

E. B.

Br. Sig. 2332

W. B.

Br. 233.5, 1048 D.T.R.
on P.
Cont. Sig. 2331

S. Sw.
Sig.

Sig. 2322

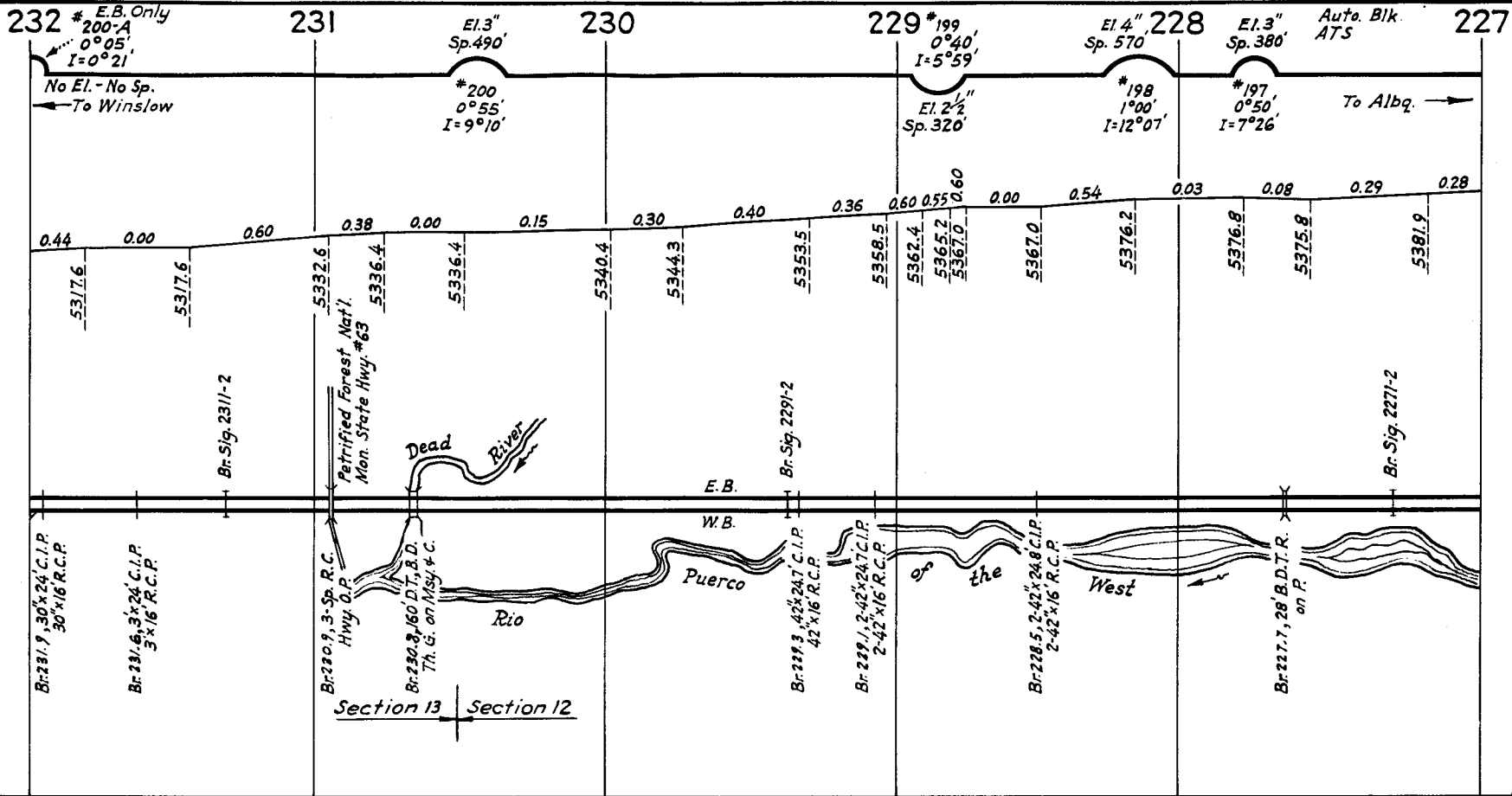
Sig. S. Sw.

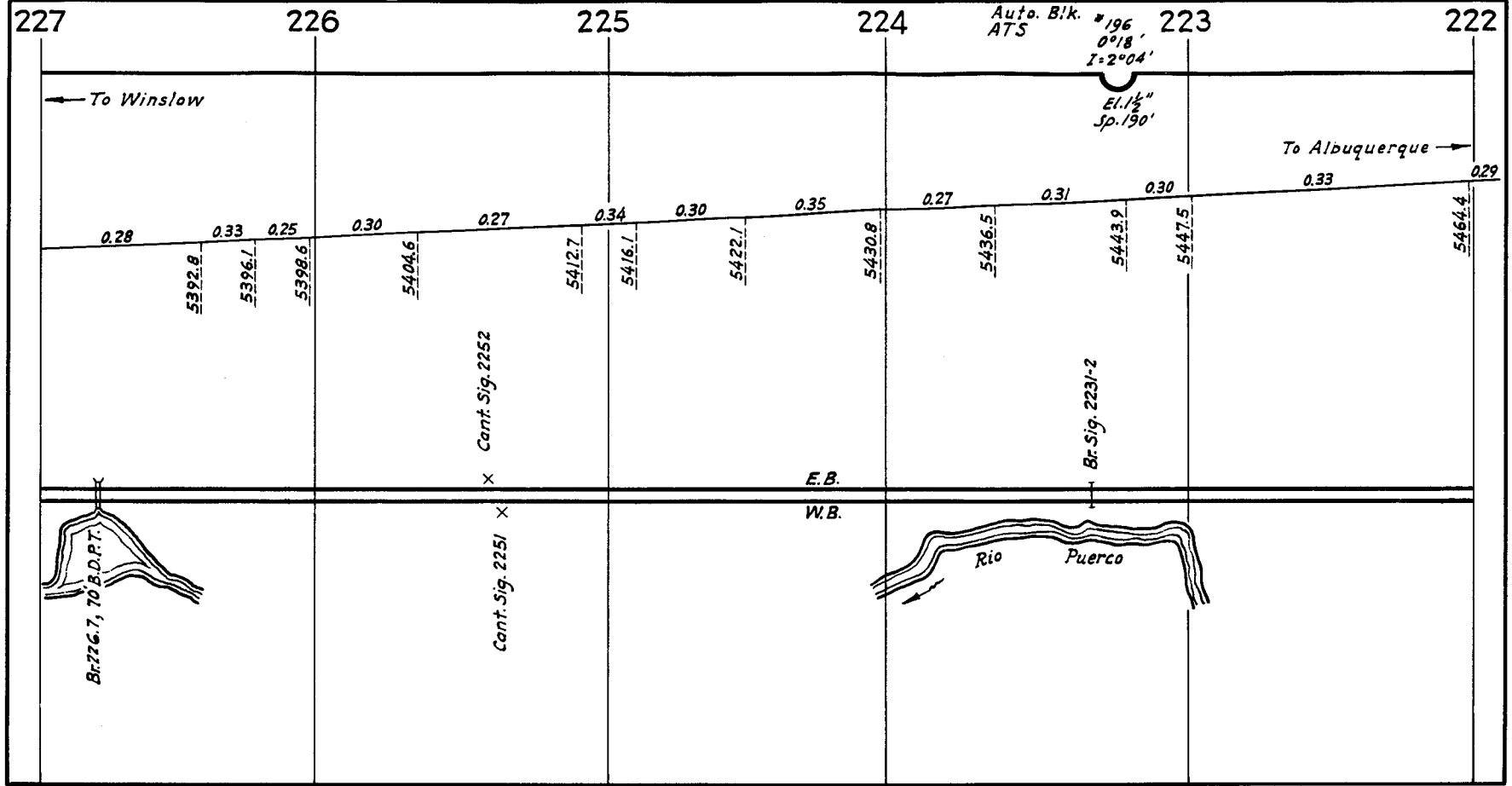
Rd. Xing.

W.T.
W.T.

Depot
Sig. 2321







222 221 220 219 218 217

*195, 0°36', I=4°49'
*194, 1°30', I=11°48'
*193, 1°30', I=10°35'
*192, 1°32'42", I=28°38'

El. 4 1/2" Sp. 680
Auto. Blk. ATS

← To Winslow

To Albuquerque →

8060

0.29 0.42 0.52 0.42 0.60 0.00 0.36 0.23 0.42 0.34 0.60 0.55 0.60 0.31

5468.7

5472.9

5481.1

5487.4

5501.0

5501.0

5525.1

5528.9

5533.3

5535.4

5544.4

5557.9

5564.6

PINTA
M.P. 2192
X

Br. Sig. 2211-2

E.W.

Pr. Rd. Xing

Stk. Yd.

Sig. 2192

Rd. Xing

Sig. S. Sw.

Br. Sig. 2172

W.W.

Br. 221.0, 30' B.D.P.T.

Br. 220.3, 44' B.D.P.T.

Cant. Sig. 2181

Rio Puerco

Sig. 2183

Br. 218.4, 8'x3'x26' Sta. Ar.
8'x3'x26.5' C. Ar.

Br. 217.6, 30'x31'2' C.I.P.
30'x16' R.C.P.

Br. Sig. 2171

Br. 217.3, 30'x18' C.I.P.
30'x16' R.C.P.

217

216

215

214

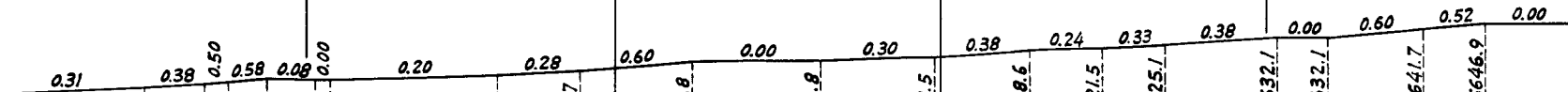
213

212

54

To Winslow

To Albuquerque



#191
 $1^{\circ}30'$
 $I=17^{\circ}20'$
 El. $4\frac{1}{2}$
 Sp. 460'

El. 2"
 Sp. 170'
 R.S.
 #190
 $0^{\circ}36'$
 $I=3^{\circ}03'$

El. $3\frac{1}{2}$ "
 Sp. 420'
 #189
 $1^{\circ}00'$
 $I=8^{\circ}00'$

Auto. Bik. ATS

80 60

NAVAJO
M.P. 213.0

Br: 216.9, 59' B.D.P.T.

Br: 216.6, 42" x 18.7' C.I.P.
+ 42" x 16' R.C.P.

Br: 216.5, 30" x 36' C.I.P.
+ 30" x 16' R.C.P.

Br: 216.2, 272' B.D.D.
G. on C.

Br: 216.0, 10' x 8' x 522'
R.C.Bx.

Br: 214.7, 240' B.D.Th.
G. on C.

S. Sw. Sig.
Br: 213.8, 42" x 24.7' C.I.P.
42" x 26' R.C.P.

Br: 212.8, 2-3' x 56.7'
R.C.P.

Br. Sig. 2162

Br. Sig. 2151

X Cant. Sig. 2141-2

Red. Xing

Red. Xing

Stk. Yd.

Cant. Sig. 2122

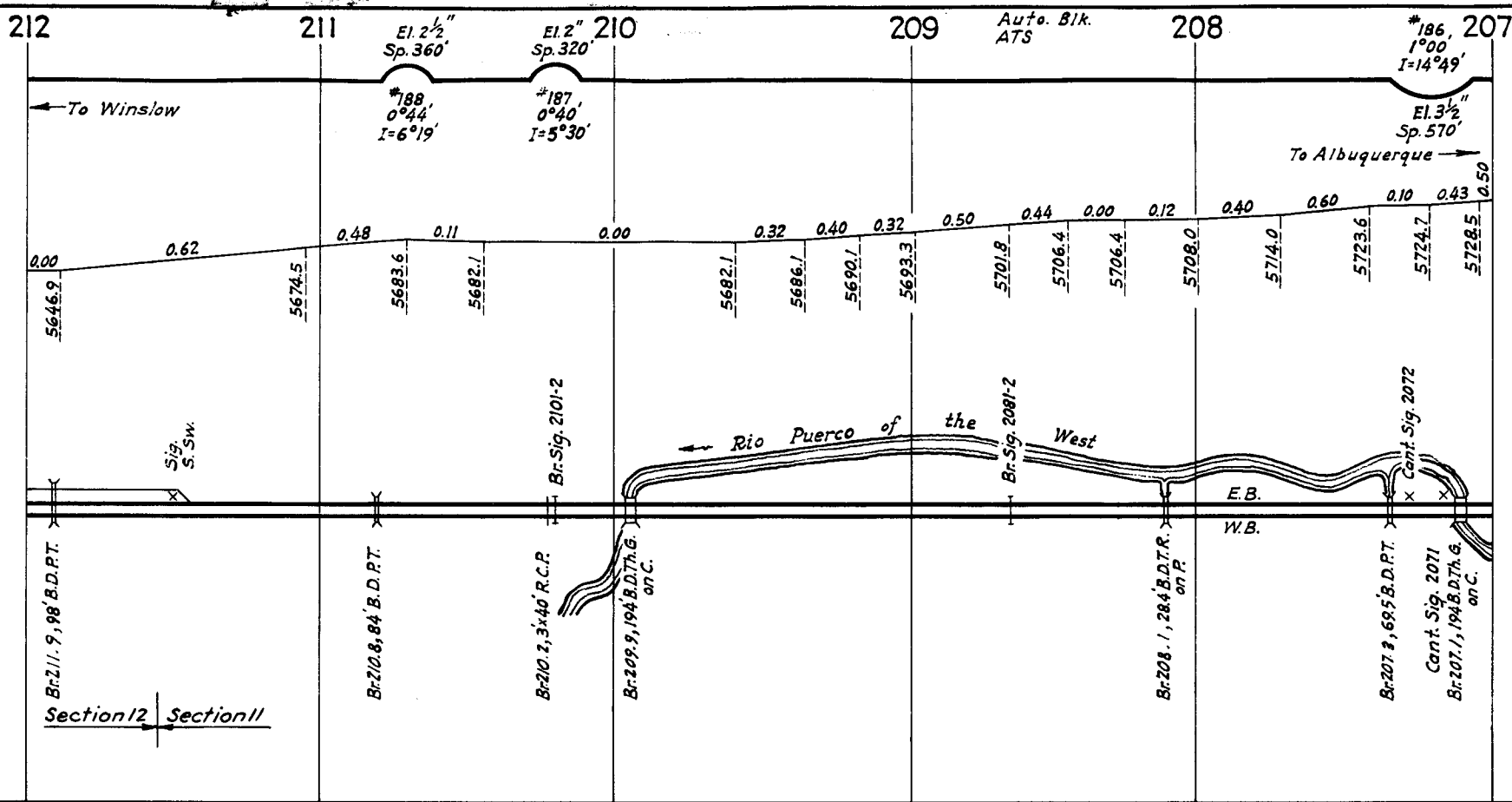
Pr. Rd. Xing

E.B.

W.B.

Rio Puerco of the West

Cant. Sig. 2121



207

206

205

204

203

202

*184-A
0°30'
I=5°49'

*183
0°25'
W.B. I=3°08'
E.B. I=3°06'

*182
0°45'
I=7°09'

Auto. Blk.
ATS

El. 1 1/2"
Sp. 250

El. 1 1/2"
Sp. 220

El. 2 1/2"
Sp. 320

To Albuquerque →

← To Winslow

0.50

0.53

0.54

0.00

0.12

0.10

0.13

0.09

0.17

0.22

0.17

0.27

0.30

0.23

0.44

0.60

5733.0

5744.7

5750.1

5750.1

5751.3

5752.8

5754.8

5756.8

5759.8

5763.8

5767.8

5774.8

5777.8

5783.8

5792.2

CHAMBERS
M.P.205.7,

Cant. Sig. 2052

Stack Yd.

W.T.

Rd. Xing.

Cant. Sig. 2042

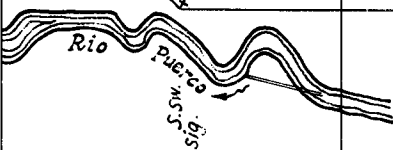
Sig. S.S.W.

Cant. Sig. 2031-2

Pr. Rd. Xing

E.B.

W.B.



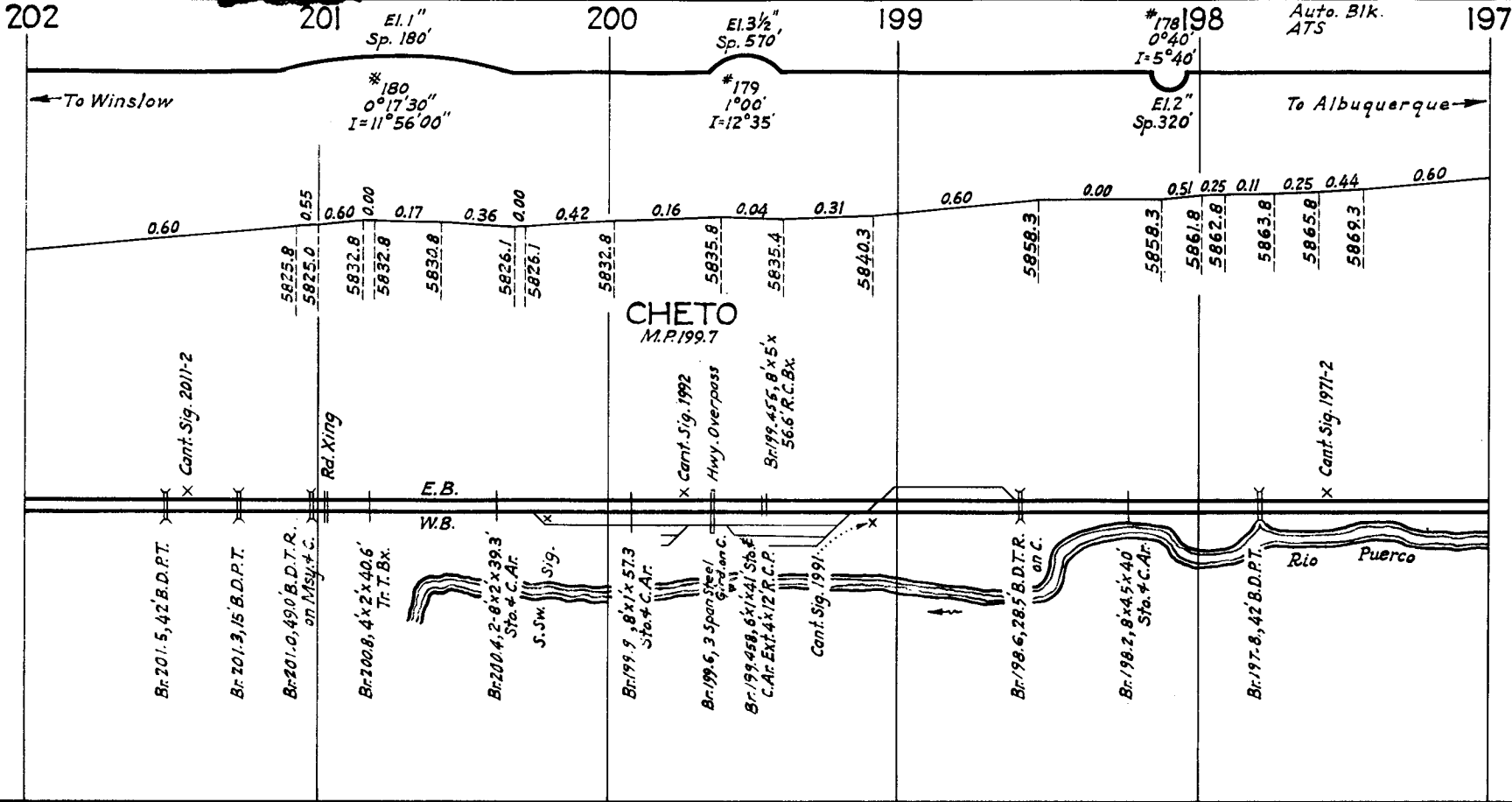
Depot
Cant. Sig. 2051

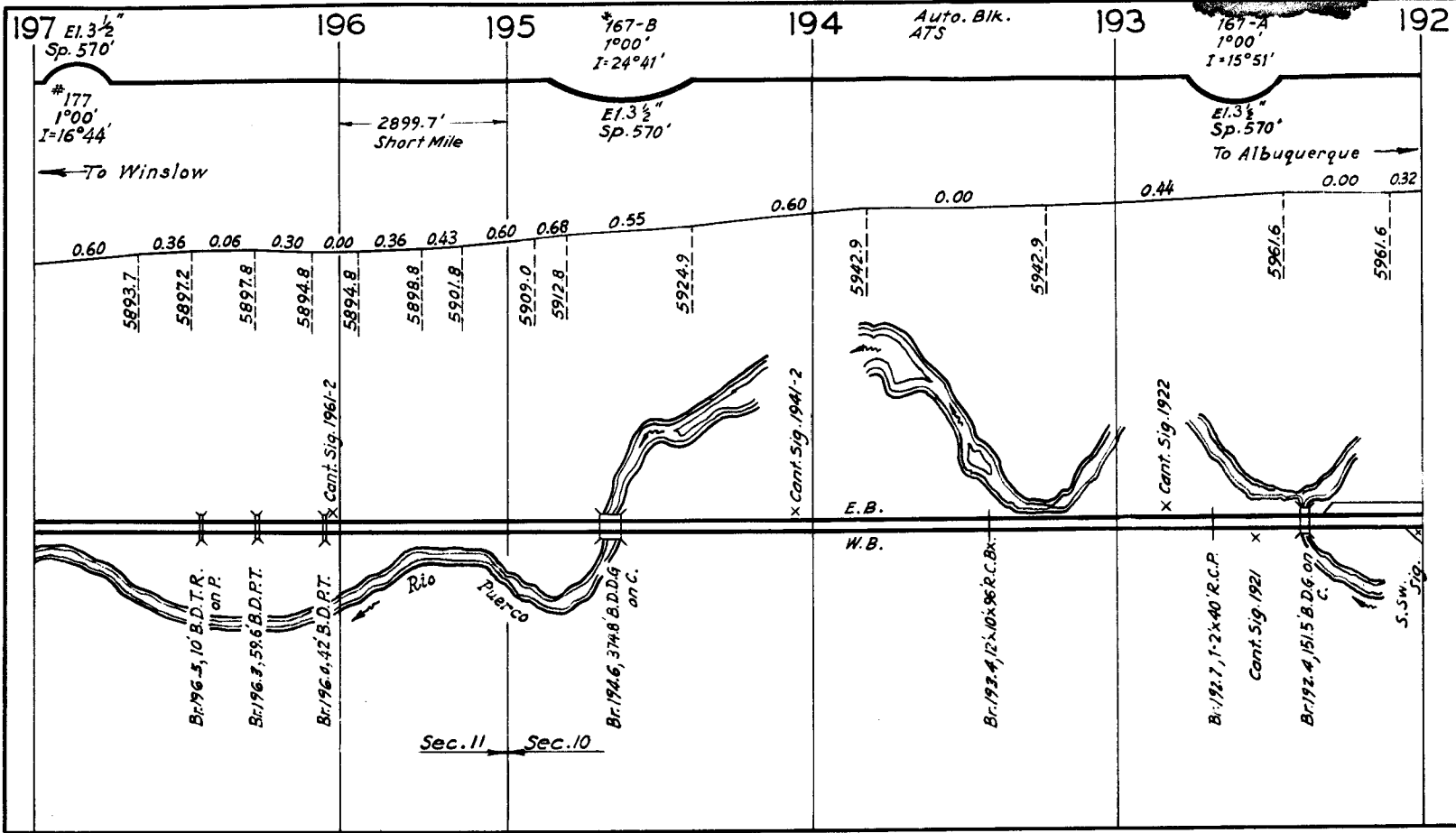
Br 205.442 B.D.P.T.

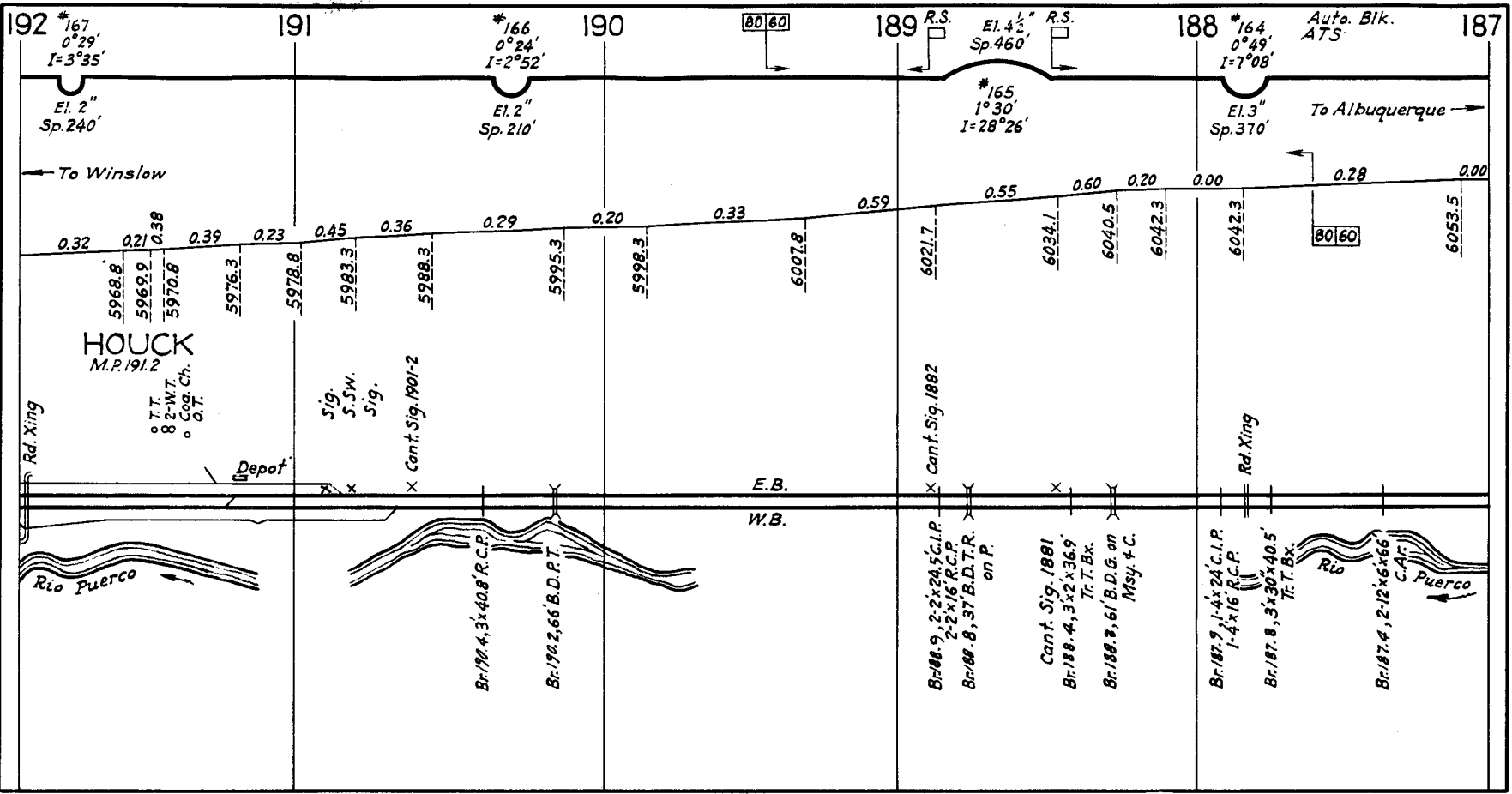
Br 205.1, 282 B.D.P.T.,
S.S.C.

Cant. Sig. 2041

Br 202.1, 70 B.D.P.T.







187

El. 1 1/2"
Sp. 190'

*163
0°20'45"
I=2°25'

← To Winslow

186

El. 2"
Sp. 230'

*162
0°26'
I=3°12'

185

El. 2 1/2"
Sp. 340'

*161
0°43'
I=6°05'

184
El. 3 1/2"
Sp. 460'

*160
0°54'
I=8°40'

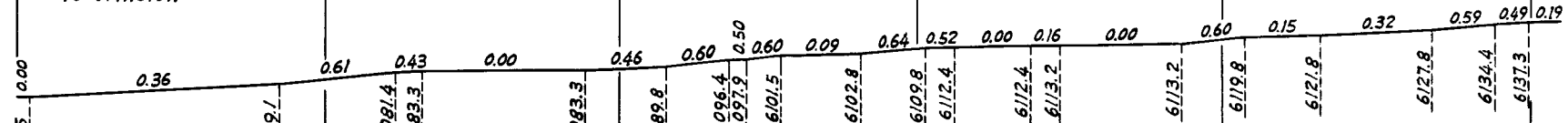
183

Auto. Bik.
ATS

182

See Page 47

To Albuquerque →



X Cant. Sig. 1862

Br:187.0, 8'x98'x41.8'
R.C.Bx.
Cant. Sig. 1861

Br:186.6, 42' B.D.P.T.

Br:185.5, 42' B.D.P.T.

Br:185.3, 2'x4'x43.6' Tr.
T.Bx.
Br:185.1, 45' B.D.T.R.
on C.

X Cant. Sig. 1851-2

Br:184.8, 55' B.D.I-Bm.
on C.

Br:184.2, 42.3' B.D.P.T.

X Cant. Sig. 1831-2

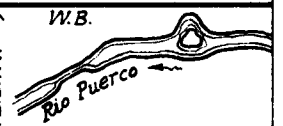
Br:183.7, 1-42'x249' C.I.P.
1-42'x16' R.C.P.

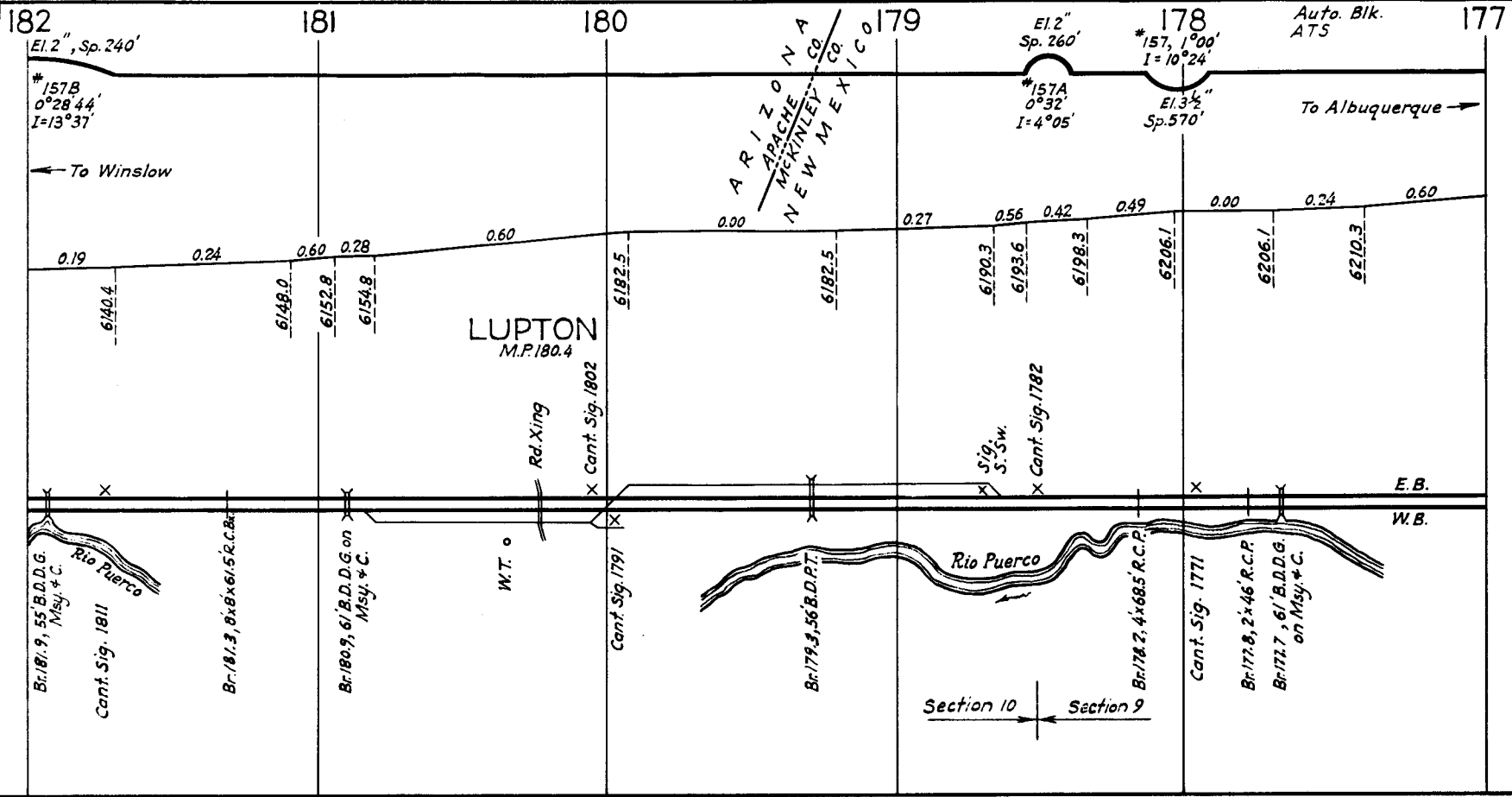
Br:183.3, 3-42'x42.7'
C.I.P., 3-42'x16.8' R.C.P.

E.B.
W.B.

Br:182.8, 42' B.D.P.T.

X Cant. Sig. 1822





A R I Z O N A
 A P A C H E
 M C K I N L E Y
 C O
 N E W M E X I C O

LUPTON
M.P. 180.4

To Albuquerque →

← To Winslow

El. 2", Sp. 240'

El. 2" Sp. 260'

#157, 1°00' I=10°24'

#157A 0°32' I=4°05'

El. 3 1/2" Sp. 570'

Auto. Bk. ATS

#157B
0°28'44'
I=13°37'

0.19
6140.4

0.24

0.60
6149.0

0.28
6152.8

6154.8

0.60

6182.5

6182.5

0.27

6190.3

6193.6

6198.3

6206.1

0.00

6206.1

0.24

6210.3

0.60

Section 10

Section 9

177

176

174

173

172

#154
El. 3", Sp. 340'

#155
1°00'
I=4°24'

#154
WB=1°00', 1°00', 0°51'
I=16°16'

El. 1 1/2"
Sp. 170'

Auto. Bik.
ATS

#153
0°43'
I=6°07'

← To Winslow

To Albuquerque →

0.60 0.30 0.07 0.25 0.50 0.31 0.00 0.35 0.53 0.06 0.05 0.20 0.19 0.15

6239.1
6239.1

6232.5

6233.4

6239.2

6250.2

6252.7

6252.7

6253.7

6258.9

6257.3

6257.7

6263.3

6264.1

MANUELITO
M.P. 174.2

X Cant. Sig. 1761-2

X Cant. Sig. 1752

X Cant. Sig. 1731-2

E.B.

WB.

Br 175.9, 20' B.D.T.R.

Br 175.4, 20' B.D.T.R. on P.

Br 175.1, 42' x 40' R.C.P.

Br 175.0, 2' x 40' Cor. I.P.

Br 174.9, 2' x 41' C.P.

Br 174.8, 2' x 46.8' R.C.P.

Br 174.7, 18' x 13' x 85' R.C.Bx.

Sig. 1741

Tr. T.Bx
Br 174.2, 2-30' x 16' x 36.3'
2-24' x 16' x 21.6' Tr. T.Bx
2-26' x 16' x 14.7' Tr. T.Bx.

Br 174.0, 10' x 8' x 114.5' R.C.Bx.

Br 173.7, 80' B.D.G. Cl. A, Cl. AA on C.

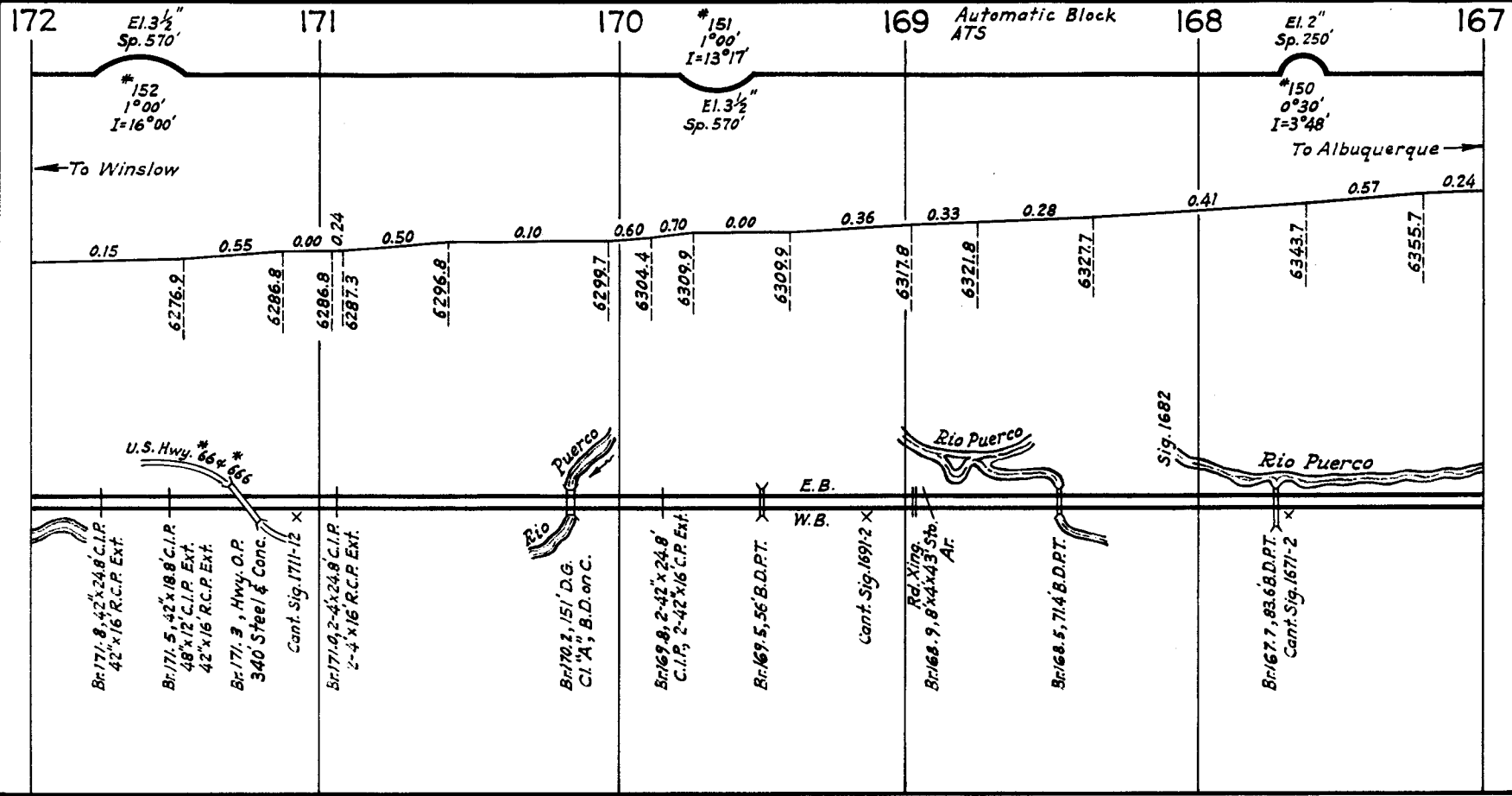
Br 173.0, 91' B.D.D.G. Cl. A, AA, on Mssy & C.

Br 172.2, 2-4' x 43.5' R.C.P.

Rio

Puerco

Rd. Xing



172 El. 3 1/2" Sp. 570

171

170

*151
1°00'
I=13°17'
El. 3 1/2" Sp. 570

169 Automatic Block ATS

168

El. 2" Sp. 250'

167

*152
1°00'
I=16°00'

*150
0°30'
I=3°48'

← To Winslow

To Albuquerque →

0.15

0.55

0.00
0.24

0.50

0.10

0.60

0.70

0.00

0.36

0.33

0.28

0.41

0.57

0.24

U.S. Hwy. 66 x 666

Rio Puerco

Rio Puerco

Sig. 1682

Rio Puerco

Br. 171.8, 42' x 24.8' C.I.P.
42" x 16' R.C.P. Ext.

Br. 171.5, 42' x 18.8' C.I.P.
48" x 12' C.I.P. Ext.
42" x 16' R.C.P. Ext.

Br. 171.3, Hwy. O.P.
340' Steel & Conc.

Cant. Sig. 1711-12 x

Br. 171.0, 2-4' x 24.8' C.I.P.
2-4' x 16' R.C.P. Ext.

Br. 170.2, 151' D.G.
Cl. 'A'; B.D. on C.

Br. 169.8, 2-42' x 24.8'
C.I.P., 2-42' x 16' C.P. Ext.

Br. 169.5, 56' B.D.P.T.

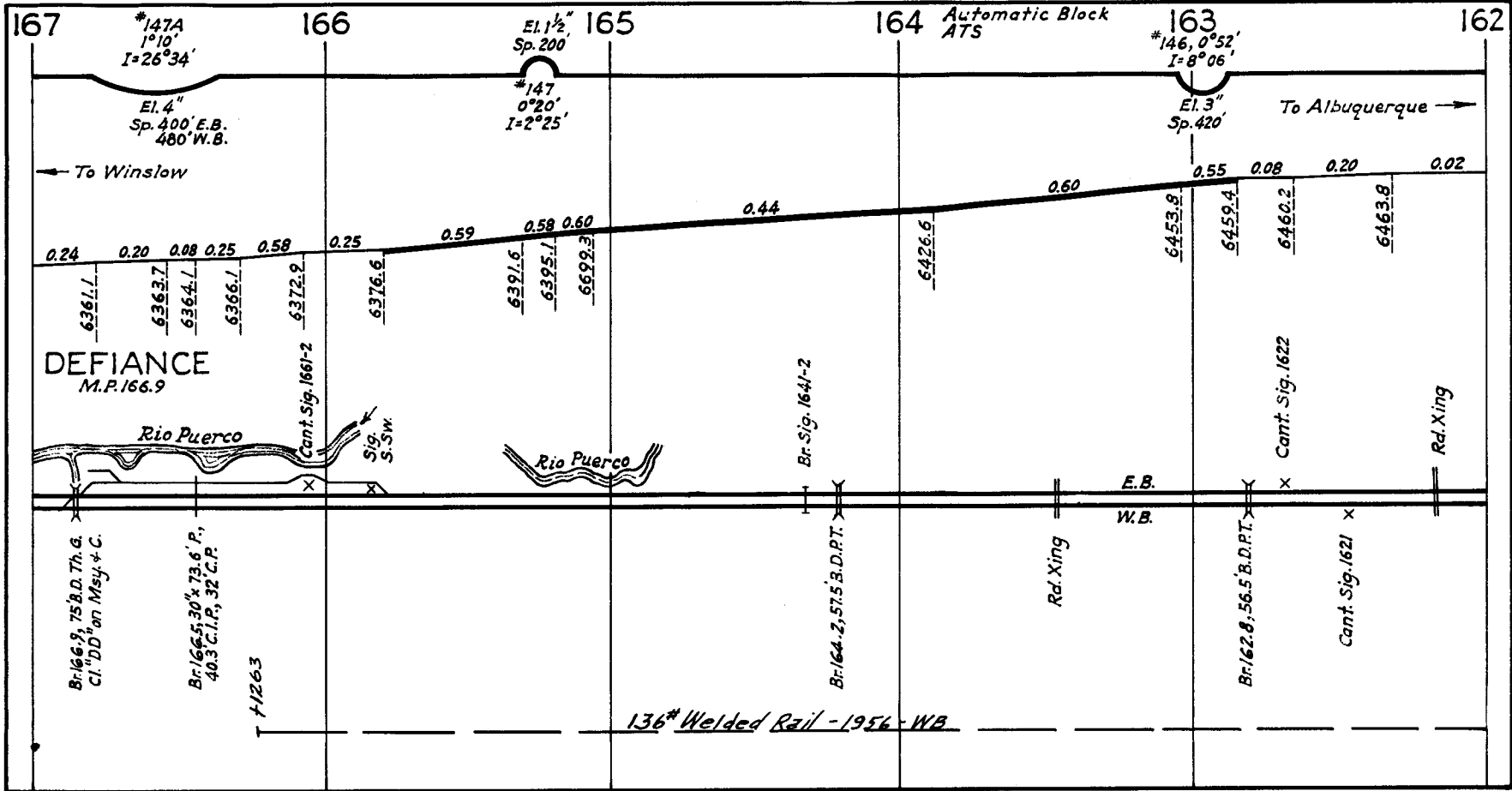
E.B.
W.B.

Cant. Sig. 1691-2 x

Br. 168.9, 8' x 4 x 4.5 Stb
Ar

Br. 168.5, 71.4' B.D.P.T.

Br. 167.7, 83.68' B.D.P.T.
Cant. Sig. 1671-2 x



167

*147A
1°10'
I=26°34'

166

El. 4"
Sp. 400' E.B.
480' W.B.

To Winslow ←

0.24 0.20 0.08 0.25 0.58
 6361.1 6363.7 6364.1 6366.1 6372.9

DEFIANCE
M.P. 166.9

Rio Puerco

Cant. Sig. 1661-2

Sig. S. Sw.

Br. 166.9, 75' B.D. Th. G.
Cl. DD on Msy. + C.

Br. 166.5, 30' x 73.6' P.
40.3' C.I.P., 32' C.P.

+1263

El. 1 1/2"
Sp. 200

165

*147
0°20'
I=2°25'

0.59 0.58 0.60
 6391.6 6395.1 6692.3

Rio Puerco

Br. Sig. 1641-2

Br. 164.2, 57.5' B.D.P.T.

136" Welded Rail - 1956 - WB

164

Automatic Block
ATS

6426.6

Rd. Xing

E.B.
W.B.

Br. 162.8, 56.5' B.D.P.T.

Cant. Sig. 1621

*146, 0°52'
I=8°06'

163

El. 3"
Sp. 420

To Albuquerque →

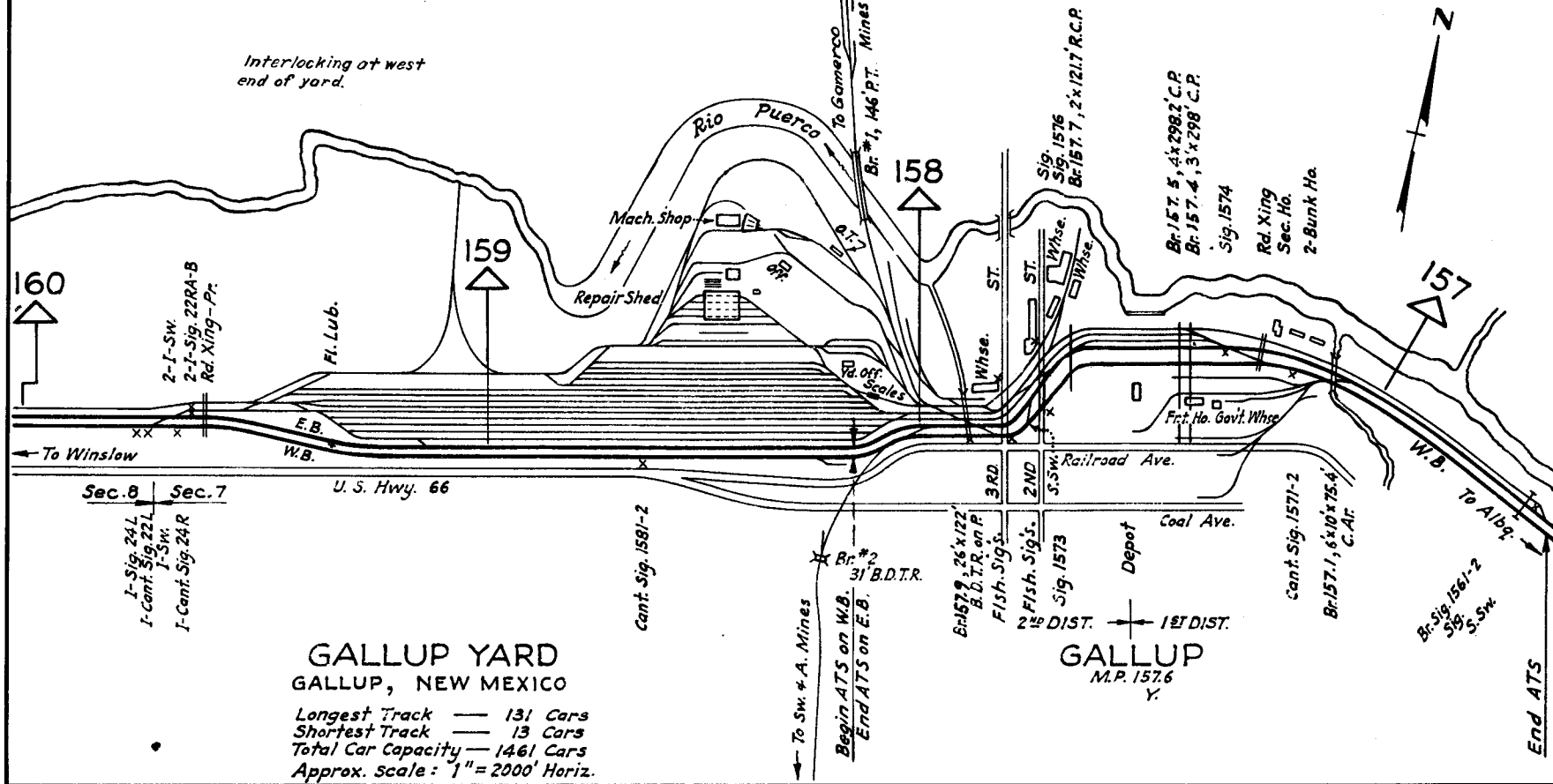
0.60 0.55 0.08 0.20 0.02
 6453.8 6459.4 6460.2 6463.8

Cant. Sig. 1622

Rd. Xing

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

3°00'
I=5°16'
El. 2 1/2"
Sp. 170'

Elev. 1" W.B.
2" E.B.
No Spl.

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

*137-A
E.B. Only
2°00'
I=6°46'

157
El. 1 1/2" W.B.
El. 1 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
3°00'
I=5°16'
El. 2 1/2"
Sp. 170'

*140
5°00'
I=15°10'
4°00'
I=18°56'

*139
8°00'
I=15°10'
6°05'
I=18°56'

*137-A
El. 1 1/2"
Sp. 170'
I=20°28'

W.B.
E.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

6461.0

6461.0

I-SW
I-Sig. 28RA-B

Rio Puerco

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

Fl. Lub.

GALLUP
M.P. 157.6

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'x1'x31' 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.

136" Welded Rail - 1956 - WB

Cant. Sig. 1581-2-X

Begin. ATS

Br. 157.9, 26'x122' B.D.T.R.
on P

Fish. Sig's
Sig. 1573

Br. 157.7, 2'x121.7' R.C.P.

DEPOT

Br. 157.5, 4'x298.2' C.P.

Br. 157.4, 3'x298' C.P.

Cant. Sig. 1571-2

Br. 157.1, 6'x10'x75.4' C.A.

End ATS

2ND DIST. 1ST DIST.

74667