

557

566

8060

4 1/2" E. 320'
El. 1" Sp. 300'
1" W. 340'

El. 3 1/2" Sp. 230'

*128
3°30' W.B. 4" E.B. 4°00'32.44"
I = 17°05'30" I = 24°11'

564

← To Needles

To Seligman →

M.P. 566+0846.25 END ALBQ. DIV=BEGIN L. A. DIVISION

TOPOCK

M.P. 565.1

0.50

1.00

0.26

0.08

0.09

0.35

0.01

0.91

Br. 555.9, 1-50' D. Bm. Span,
1-100' D. G. Span,
3-350' D. Truss Spans,
3-100' C. G. Spans,
3-150' Tot. Length
x Sig. 5653 I V E R

Br. 565.8, 46' D. G. on C. G.
Hwy. Underpass 565.2

S. SW. x Sig.

x Sig.

FOR CONTINUANCE SEE,
BINDER NO. 9,
LOS ANGELES DIVISION.

C.O. I. 565.654
Sigs 5654
O.R.A.
O.W.T.

Br. 565.9, 6'x3'x46.5'
and 4'x49' R.C.P.
955' Tot. Lgth.

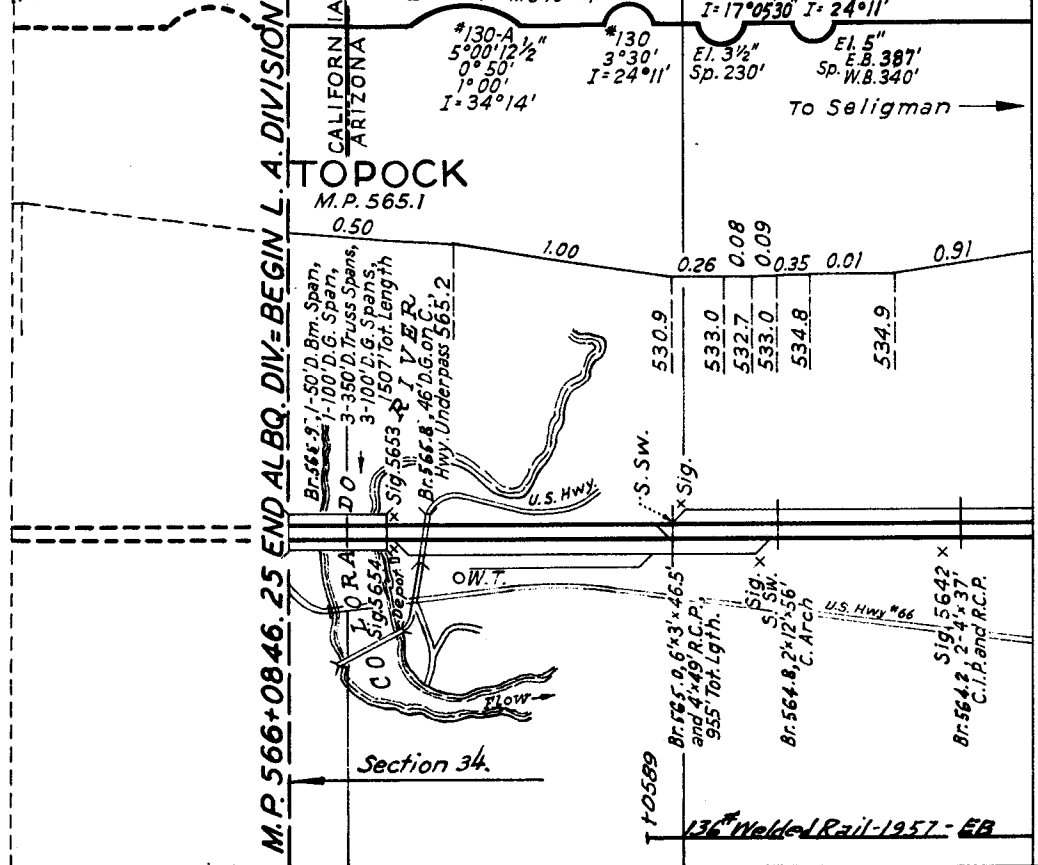
Sig. x
S. SW. x
Br. 564.8, 2'x12'x56'
C. Arch

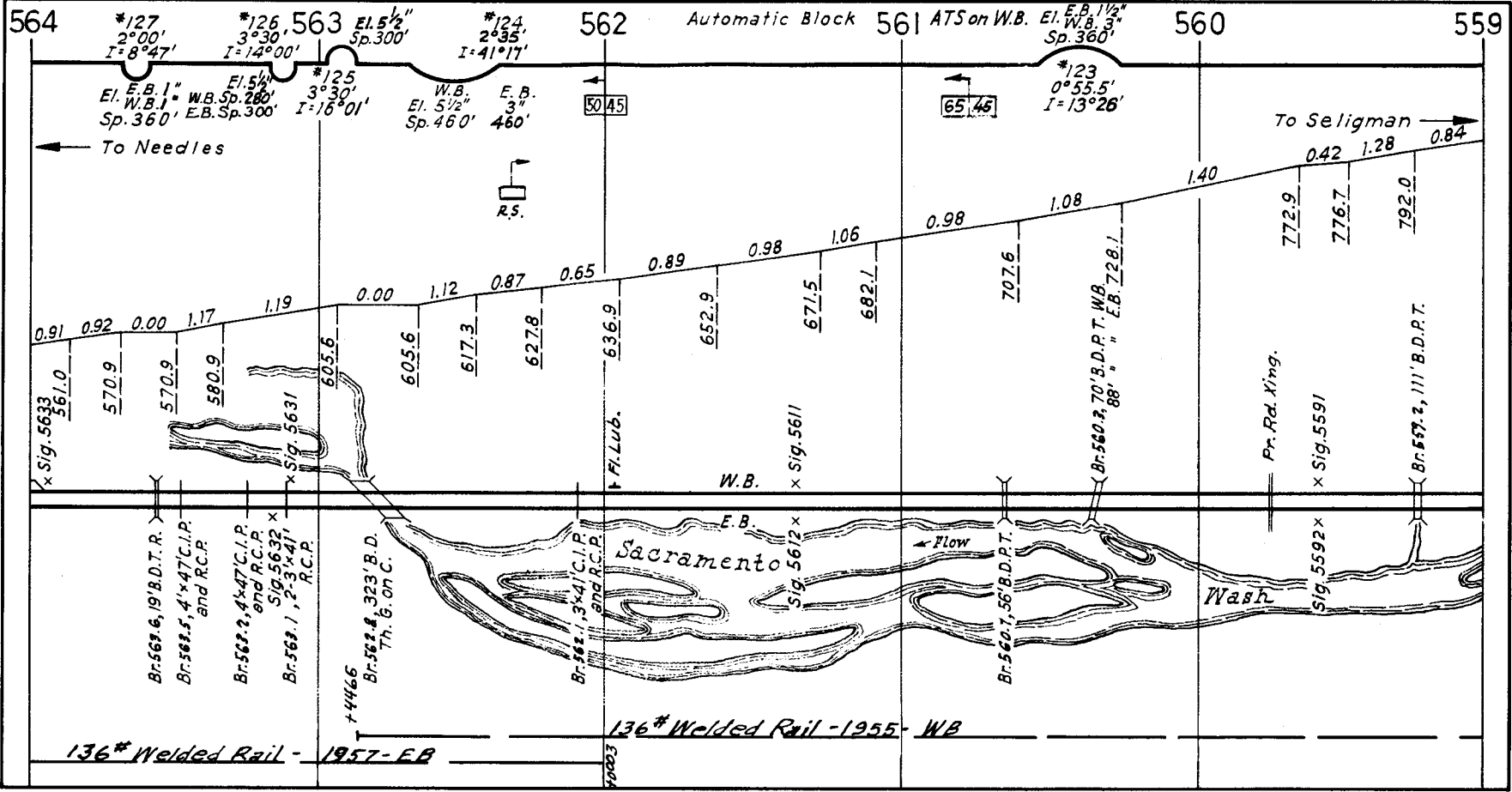
Sig. 5642 x
Br. 564.2, 2'x4'x37'
C.I.P. and R.C.P.

Section 34.

T-0589

136" Welded Rail-1957-EB





564

*127
2°00'
I=8°47'

*126
3°30'
I=14°00'

563

E.I. 5 1/2"
Sp. 300'

*124
2°35'
I=41°17'

562

Automatic Block 561 AT on W.B.

E.I. 5 1/2"
Sp. 360'

560

559

E.B. 1"
El. W.B. 1"
Sp. 360'

E.I. 5 1/4"
W.B. Sp. 280'
E.B. Sp. 300'

*125
3°30'
I=16°01'

W.B.
El. 5 1/2"
Sp. 460'

E.B.
3'
460'

50.45

65.45

*123
0°55.5'
I=13°26'

To Seligman

To Needles



0.91

0.92

0.00

1.17

1.19

0.00

1.12

0.87

0.65

0.89

0.98

1.06

0.98

1.08

1.40

0.98

0.98

1.08

1.08

1.08

1.08

1.08

1.08

1.08

1.08

1.08

1.08

1.08

561.0

570.9

570.9

580.9

605.6

605.6

617.3

627.8

636.9

652.9

671.5

682.1

707.6

772.9

776.7

792.0

x Sig. 5633

Br. 563.6, 19' B.D.T. R.
Br. 563.5, 4' x 47' C.I.P.
and R.C.P.

Br. 563.2, 4' x 47' C.I.P.
and R.C.P.
x Sig. 5632

Br. 563.1, 2' x 47'
R.C.P.

+4466

Br. 562.4, 323' B.D.
Th. 6. on C.

Br. 562.1, 3' x 47' C.I.P.
and R.C.P.

Fl. Lub.

W.B.

x Sig. 5611

Br. 560.7, 56' B.D.P.T.

Br. 560.3, 70' B.D.P.T. W.B.
88' " " E.B. 728.1

Pr. Rd. Xing.

x Sig. 5591

Br. 557.2, 111' B.D.P.T.

136* Welded Rail - 1957 - EB

136* Welded Rail - 1955 - WB

40003

559

558

557

Automatic Block
ATS on W.B.

556

555

554

136

← To Needles

POWELL
M. P. 558.8

W.B. El. 3' Sp. 350'
E.B. El. 3' Sp. 217'
*122
E.B. 2°15' W.B. 1°01'
I = 6°17'

To Seligman →
70/60

Rd. King.

804.2
807.7
822.0

1.07
0.61
854.0
858.0

1.10
1.02
885.0
904.3

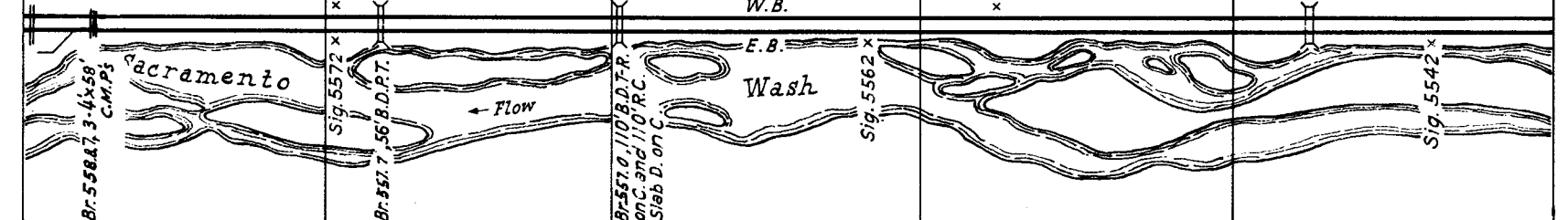
1.06
1.11
916.0
932.7

1.03
964.6

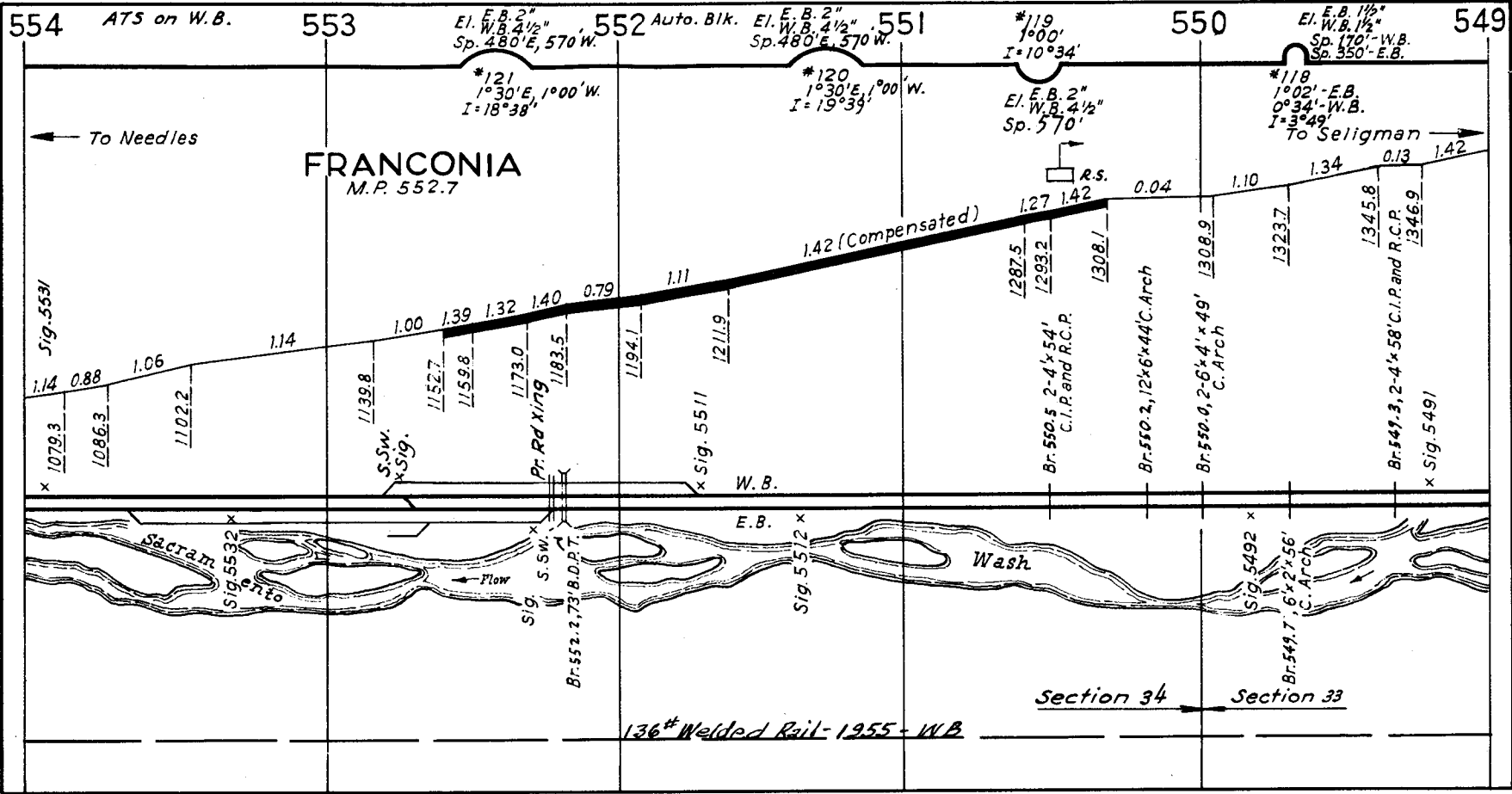
1.15
981.7
1006.5

1.20
1029.3
1036.8

0.94
0.96
1059.9
1.14



136* Welded Rail - 1955 - W.B.



549

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

548

El. E.B. 1 1/2"
W.B. 3 1/2"
Sp. 340' E.B.

547

El. E.B. 2"
W.B. 3"
Sp. 380'

Auto. Block
ATS on W.B.

546

*111
1°00'
I=32°38'15"

545

El. E.B. 2" W.B. 4 1/2"
Sp. 570'

544

134

*117
0°46'
I=8°19'30"
← To Needles

*116A
0°54' -W.B.
1°00' -E.B.
I=9°25'30"

*114
0°50'
I=6°39'

El. E.B. 2 1/2"
W.B. 4 1/2"
Sp. 570'

0°59'22"
1°00'
1°00'15"
1°00'
1°00'29"
0°59'40"
*105-B
I=70°17'05"
To Seligman →
(Compensated)

1.42 0.42 0.75 0.64 0.73 0.79 1.38 0.585 1.05 1.04 0.235 1.39 1.42 0.55

1375.3
1381.8
1386.3
1391.4
1399.5
1401.5

1432.5
1440.7
1454.7

1484.6
1486.8
1503.4
1509.8
1517.7

Br. 548.9, 4x4' C.I.P.
and R.C.P.
Br. 548.5, 56' B.D.T.-R.
on C. and R.C. Slab D. on C.
Br. 548.4, 56' B.D.T.-R. on C.
and R.C. Slab D. on C.

136'-195'
W.B.

Sig. 5482 x
Seligman
Br. 547.8, 4x6' R.C.P.

W.B.
E.B.
Br. 547.4, 70' B.D.T.
x Sig. 5471 1440.7

Br. 546.8, 70' B.D.
D.G. on C.
Br. 546.5, 3x89'
R.C.P.
Br. 546.8, 42' B.D.
P.T. on C.

St. chute.

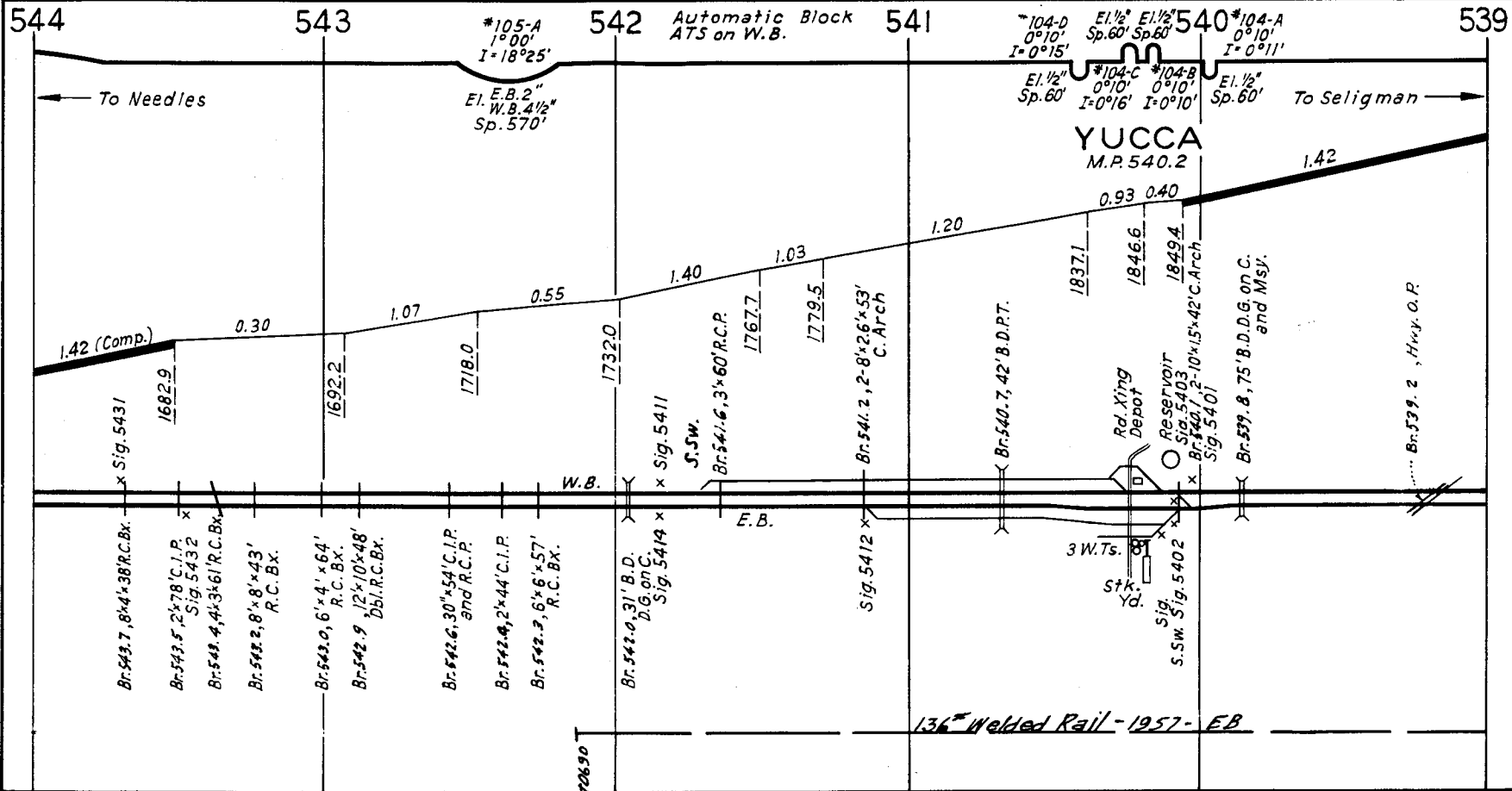
Wash
Br. 545.9, 10x10x76'
Dbl. R.C. Bx.

x Sig. 5451
Br. 545.5, 5x5x92' R.C. Bx.

Sig. 5452 x

Br. 544.6, 402' B.D.D.G.
on C. Ab. and Piers

Flow



544

543

542

541

540

539

*105-A
1°00'
I=18°25'

Automatic Block
ATS on W.B.

*104-D
0°10'
I=0°15'

EI. 1/2°
Sp. 60'

EI. 1/2°
Sp. 60'

*104-A
0°10'
I=0°11'

EI. 1/2°
Sp. 60'

*104-C
0°10'
I=0°16'

*104-B
0°10'
I=0°10'

EI. 1/2°
Sp. 60'

To Needles

To Seligman

YUCCA
M.P. 540.2

1.42

0.93 0.40

1.20

1.03

1.40

0.55

1.07

0.30

1.42 (Comp.)

Br. 543.7, 8x4x38' R.C. Bx. x Sig. 5431

1682.9

Br. 543.5, 2x78' C.I.P. x
Sig. 5432

Br. 543.4, 4x3x61' R.C. Bx.

Br. 543.2, 8x8x43'
R.C. Bx.

1692.2

Br. 543.0, 6x4x64'
R.C. Bx.

Br. 542.9, 12x10x48'
Dbl. R.C. Bx.

1718.0

Br. 542.6, 30x54' C.I.P.
and R.C.P.

Br. 542.4, 2x44' C.I.P.

Br. 542.3, 6x6x57'
R.C. Bx.

1732.0

W.B.

Br. 542.0, 31' B.D.
D.G. on C.

x Sig. 5411

S.W.

Br. 541.6, 3x60' R.C.P.

E.B.

1767.7

1779.5

Sig. 5412 x

Br. 541.2, 2-8x26x53'
C. Arch

Br. 540.7, 42' B.D.P.T.

3 W.Ts.
Stk.
Yd.

1837.1

1846.6

1849.4

Rd. Xing
Depot

Reservoir

Sig. 5403

Br. 540.1, 2-10x15x42' C. Arch
Sig. 5401

Br. 539.8, 75' B.D.D.G. on C.
and Msy.

..... Br. 539.2, Hwy. O.P.

136" Welded Rail - 1957 - EB

20690

539

538

537

Automatic Block
ATS on W.B.

536

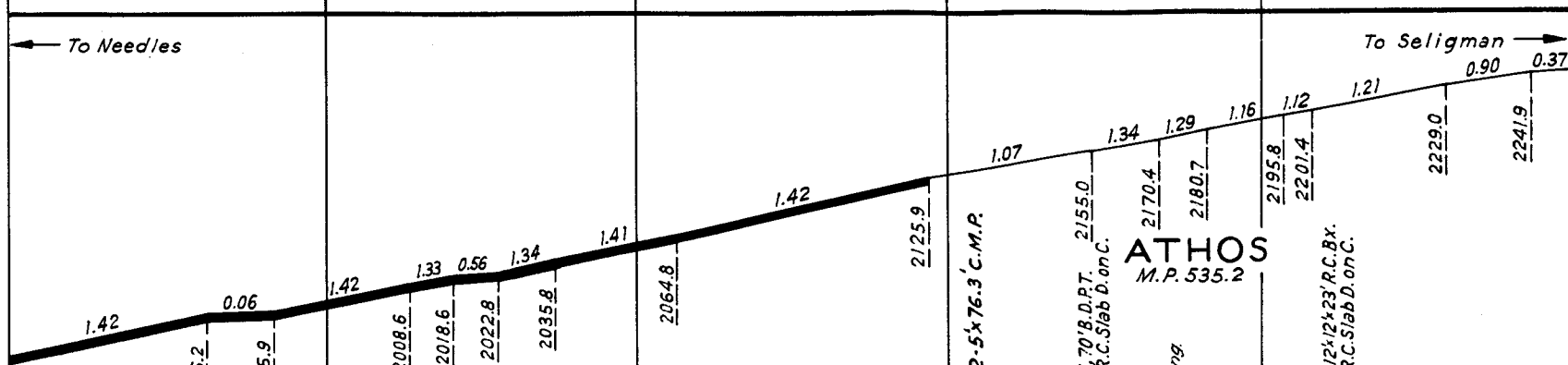
535

534

132

← To Needles

To Seligman →



Br. 539.0, 56' 10" D.T. on C.
and 56' R.C. Slab on C.
Sig. 5382

x Sig. 5381

1975.2

Br. 538.2 - Db. 10' 1/2" x
47' R.C. Bx.
Br. 538.1, 2'-12" x 55' 7 1/2"
C. Arch

1975.9

2008.6

2018.6

2022.8

2035.8

Br. 537.4, 32' R.C.
Slab on C., Rd.
Under Br.

Sig. 5362
Br. 536.9, 74' R.C.
Slab on C.

x Sig. 5361

2064.8

W. B.
E. B.

Br. 535.9, 2'-5" x 76.3' C.M.P.

2125.9

Sig. 5352
Br. 535.5, 70' B. D.P.T.
and 48' R.C. Slab on C.

1.07

2155.0

ATHOS
M.P. 535.2

Pr. Rd. Xing.

2170.4

2180.7

Sig. 5341
Br. 534.8, 12' x 12' x 23' R.C. Bx.
and 16' R.C. Slab on C.

2195.8

2201.4

2229.0

2241.9

136# Welded Rail - 1957 - FB

Section 33

534

533

532

Automatic Block
ATS on W.B.

531

530

529

To Needles ←

To Seligman →

037

050

134

076

085

086

063

139

119

121

112

123

104

089

024

1.42

2244.9

2251.1

2279.6

2291.0

2304.6

2319.2

2323.6

2340.3

2357.0

2379.9

2425.9

2448.0

2463.6

2475.1

2477.0

Br. 534.0, 70' B.D.P.T.
and 58' R.C. Slab D. on C.
Rd. under Br.

Br. 533.7, 84' B.D.P.T.
and 58' R.C. Slab D. on C.
Sig. 5332 x

Br. 533.4, 4x52.25x16'
and 4x24' R.C.P.

Br. 533.4, 56' B.D.P.T.
and 32' R.C. Slab D. on C.

x Sig. 5321

Br. 532.3, 42' B.D.D.G.
on C. and Msy.

Br. 531.8, 55' B.D.P.T.
and 29' R.C. Slab D. on C.

Sig. 5312 x

Sig. 5301
Br. 530.8, 84' B.D.P.T.
and 56' R.C. Slab D. on C.

W. B.
E. B.

Br. 529.6, 2-8x3x30'
Rubble Arch

Sig. 5292 x

Br. 529.4, 2x69' R.C.P.

x Sig. 5291

Section 32

136# Welded Rail - 1957 EB

529

528

ATS on W.B.

527

*21 Auto. Bk. $I=31^{\circ}30'$
 $EI. 1''$
 $Sp. 80'$

526X

*19 $EI. 4''$
 $Sp. 290'$
 $I=22^{\circ}01'$

525X

*18 $EI. 2''$
 $Sp. 200'$
 $I=20^{\circ}57'$

524X

*17 $EI. 5\frac{1}{2}''$
 $Sp. 400'$
 $I=53^{\circ}48'$

130

To Needles

To Seligman

GRIFFITH
M.P. 526.8

Begin Parallel Tracks
M.P. 526X + 5145 E.B.
M.P. 526 + 3968 W.B.

6428' (Long Mile)

1.42 (Compensated)

1.42 (Compensated)

1.02

1.42 (Compensated)

1.41

1.42

1.12

0.42

Br. 528.6, 31' B.D.G.
on C. and Msy.

Br. 528.3, 12x10x24' R.C.B.
and 12x4x22' C. Arch

Sig. 5272

Br. 527.5, 12x10x24'
R.C.B. and
10x4x35' C. Arch

x Sig. 5271

Br. 527.0
12x92' W.R.I.P.

Br. 526.8, S.S.W.
55' B.D.P.T. Rd.
S.S.C. Sig. 5262

S.S.W. 2661.9
under Br.
Sig.

See Page 127
for W.B. Trk.

Br. X526.6, 70' B.D.
Th. Gon.C.

Br. X526.5, 3x24' R.C.P.
Fl. Lub.

Br. X526.3, 30x48' R.C.P.

Br. X526.0, 70' B.D.
Th. Gon.C.

Br. X525.87, 3x40' R.C.P.

Br. X525.7, 3x40' R.C.P.

Br. X525.6, 2-3x48' R.C.P.

Br. X525.4, 3x40' R.C.P.

Br. X525.25, 3x40' R.C.P.

Br. X525.16, 42' B.D.I-Bms. on C.

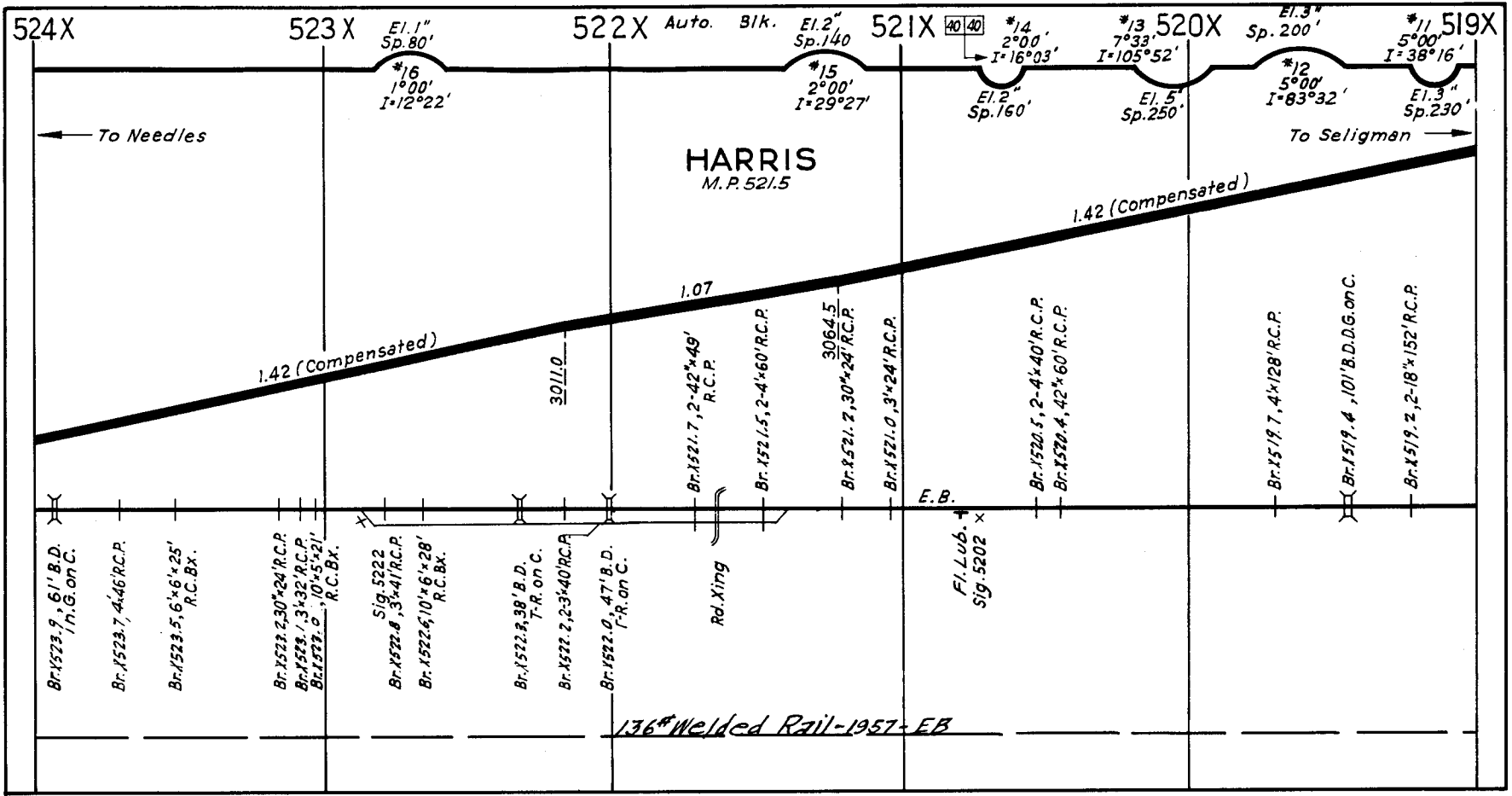
Pt. Rd. Xing

Sig. 5242

Br. X524.7, 4x50' R.C.P.

Br. X524.4, 4x67' R.C.P.

136" Welded Rail - 1957 - ER



HARRIS
M.P. 521.5

1.42 (Compensated)

1.07

1.42 (Compensated)

3011.0

3064.5

136" Welded Rail-1957-EB

Br. 1523.9, 6'1" B.D.
/h.G. on C.

Br. 1523.7, 4'46" R.C.P.

Br. 1523.5, 6'6" x 25'
R.C.Bx.

Br. 1523.2, 30' x 24" R.C.P.

Br. 1523.1, 3' x 32" R.C.P.

Br. 1523.0, 10' x 5' x 21'
R.C.Bx.

Sig. 5222

Br. 1522.8, 3' x 41" R.C.P.

Br. 1522.6, 10' x 6' x 28'
R.C.Bx.

Br. 1522.3, 38' B.D.
T.R. on C.

Br. 1522.2, 2-3' x 40" R.C.A.

Br. 1522.0, 47' B.D.
I.R. on C.

Rd. Xing

Br. 1521.7, 2-42' x 49'
R.C.P.

Br. 1521.5, 2-4' x 60" R.C.P.

Br. 1521.2, 30' x 24" R.C.P.

Br. 1521.0, 3' x 24" R.C.P.

E. B.

Fl. Lub. +
Sig. 5202 x

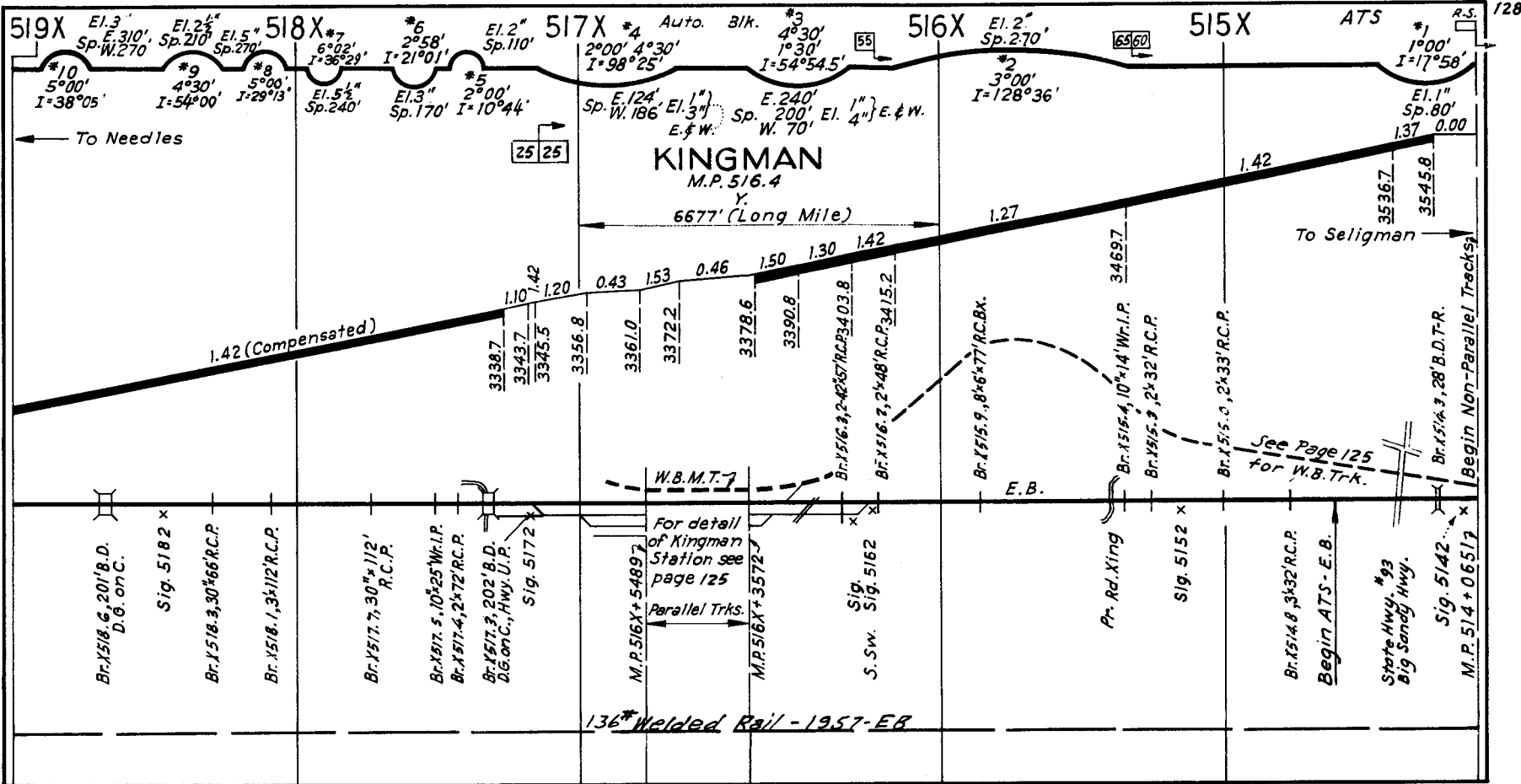
Br. 1520.5, 2-4' x 40" R.C.P.

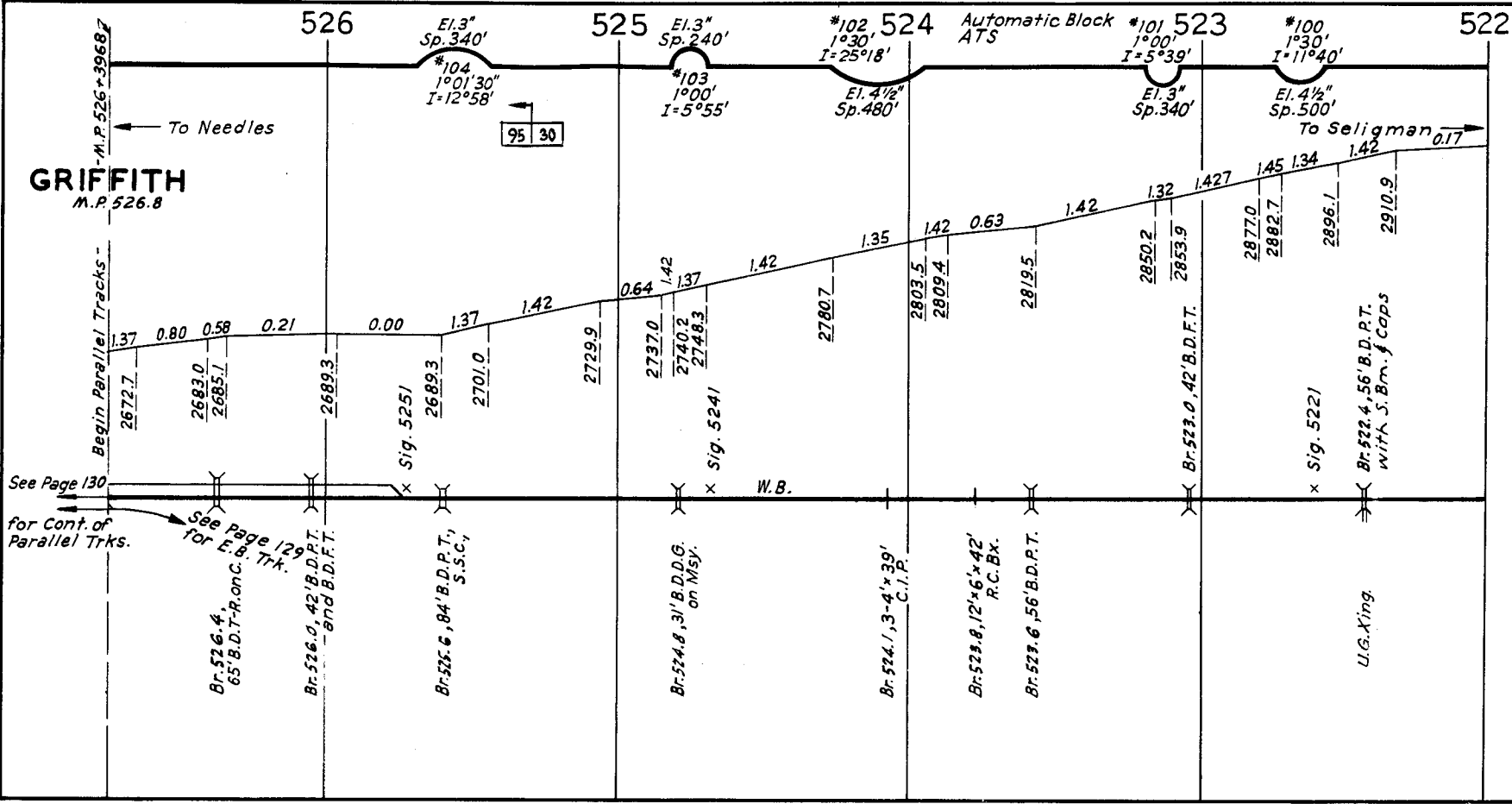
Br. 1520.4, 42' x 60" R.C.P.

Br. 1519.7, 4' x 128" R.C.P.

Br. 1519.4, 10' B.D.D.G. on C.

Br. 1519.2, 2-18' x 152" R.C.P.





GRIFFITH
M.P. 526.8

See Page 130
for Cont. of
Parallel Trks.

See Page 129
for E.B. Trk.

Br. 526.4,
65' B.D.T.-R.on C.

Br. 526.0, 42' B.D.P.T.
- and B.D.F.T.

Br. 526.6, 84' B.D.P.T.,
S.C.

Br. 524.8, 31' B.D.D.G.
on N.Sy.

Br. 524.1, 3-4' x 39'
C.I.P.

Br. 523.8, 12' x 6' x 42'
R.C. Bx.

Br. 523.6, 56' B.D.P.T.

U.G. X'ing.

Br. 522.4, 56' B.D.P.T.
with 5.8m. caps

Br. 523.0, 42' B.D.F.T.

x sig. 5241

W.B.

x sig. 5251

x sig. 5221

To Needles

To Seligman

95 30

Begin Parallel Tracks -

M.P. 526-39687

526

525

524

523

522

El. 3"
Sp. 340'
#104
1°01'30"
I=12°58'

El. 3"
Sp. 240'
#103
1°00'
I=5°55'

El. 4 1/2"
Sp. 480'
#102
1°30'
I=25°18'

El. 3"
Sp. 340'
#101
1°00'
I=5°39'

El. 4 1/2"
Sp. 500'
#100
1°30'
I=11°40'

Automatic Block
ATS

1.37

0.80

0.58

0.21

0.00

1.37

1.42

0.64

1.42

1.42

1.35

1.42

0.63

1.42

1.32

1.427

1.45

1.34

1.42

0.17

2672.7

2683.0

2685.1

2689.3

2689.3

2701.0

2729.9

2737.0

2740.2

2748.3

2760.7

2803.5

2809.4

2819.5

2850.2

2853.9

2877.0

2882.7

2896.1

2910.9

522

521

520

519

518

517

126

← To Needles

To Seligman →

MC CONNICO

M.P. 520.7

*99
1°00'
I=9°36'
El. 3"
Sp. 310'

*98 Automatic Block
ATS
1°30'
I=24°50'
El. 4 1/2"
Sp. 460'

El. 2"
Sp. 140'
*97
2°01'
I=14°02'
90/45

E. 248'
93'
Sp. W. 186'
El. 6"
4"
E. & W.
*96
6°00'
4°00'
I=95°32'

*95
6°00'
I=23°35'
El. 6"
Sp. 248'

*94
5°00'
I=26°45'
El. 6"
Sp. 279'

0.17
2914.7
1.42
2936.0
0.84
2941.9

1.75
3052.2
0.78
3057.3
1.71
3070.8
1.55
3082.9
1.71
3143.0

1.80 (Compensated)

1.79
3309.4
1.65
3335.9
1.50
3338.7

Stk. Yd.

County Rd. Xing
x Sig. 5201

Br. 520.1, 20' B.D.T.R.
on C.

Br. 519.7, 70' B.D.P.T.

W. B.

Rd. Xing
x Sig. 5191

Br. 518.8, 140' B.D.P.T.

Br. 518.3, 140' B.D.P.T.

Fl. Lub.

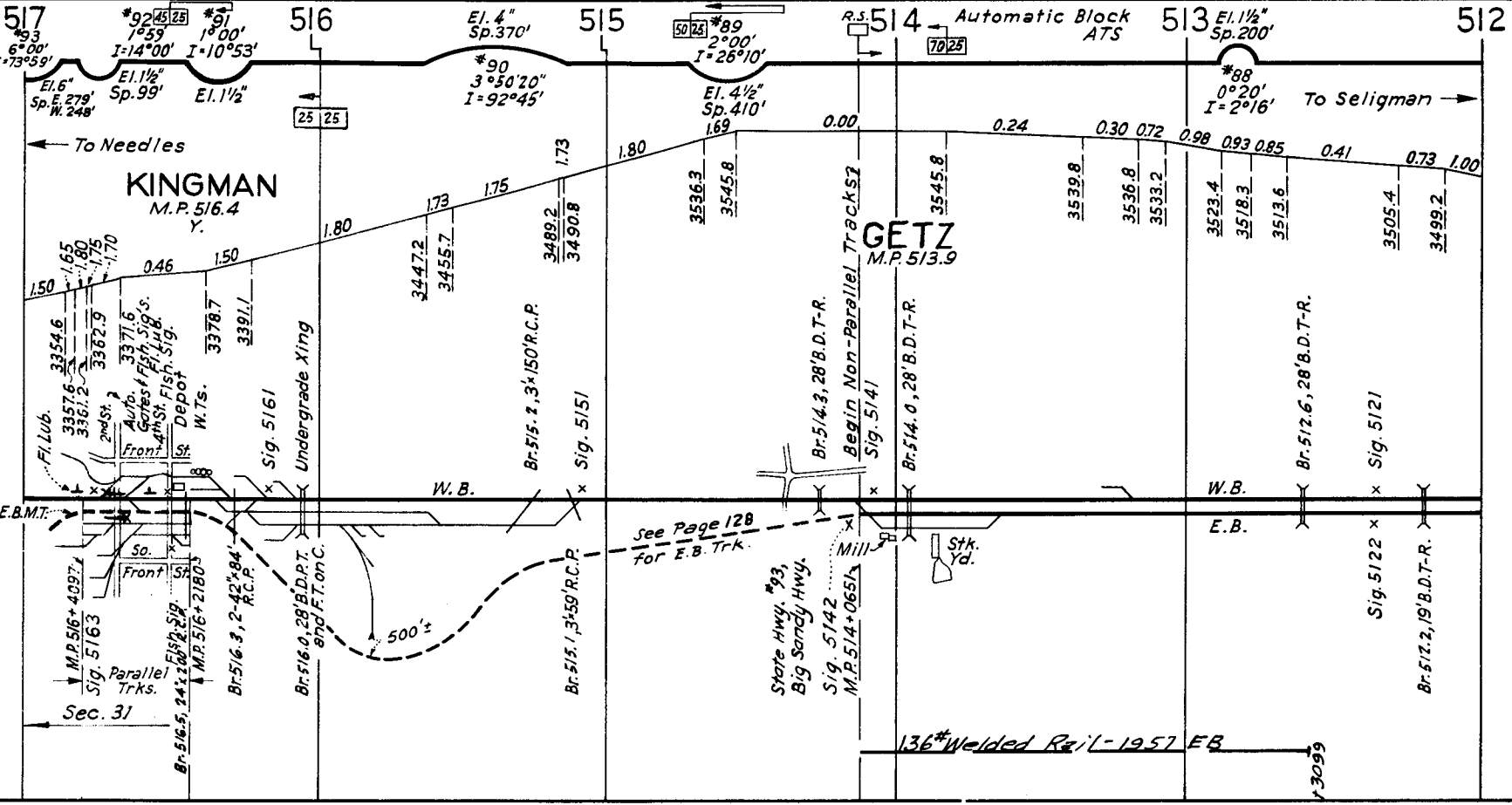
Br. 517.8, 6x15x30' C. Arch

Br. 517.4, 6x3x28'
C. Arch

Br. 517.3, 83' B.D. Th. G. on C.

Br. 517.0, 2x33' C.P.

Section 32



KINGMAN
M.P. 516.4

GETZ
M.P. 513.9

To Seligman →

← To Needles

See Page 128
for E.B. Trk.

136# Welded Rail - 1957 FB

3099

512

511

510

Automatic Block
ATS

509

508

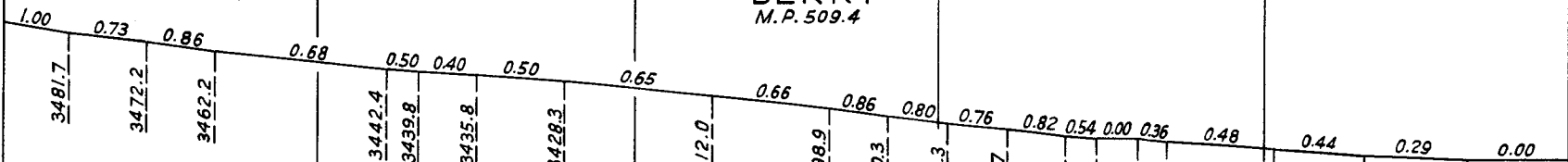
507

124

← To Needles

To Seligman →

BERRY
M.P. 509.4



x Sig. 5101
S.S.W.

Br. 510.4, 55' B.D.T.R.

Rd. Xing

x Sig. 5091
W.B.

Br. 509.1, 98' B.D.T.R.
on Pand F.

KINGMAN
AIRPORT

Sig. S.S.W.

Pvt. Rd. Xing

Br. 508.5, 81' B.D.T.R.
on P.

Br. 508.3, 84' B.D.
P.T., Hiwy. Underpass

x Sig. 5072
Br. 507.4, 55' B.D.T.R.
on C.

Br. 507.3, 55' B.D.
T.R. on C.

3442.4

3439.8

3435.8

3428.3

3412.0

3398.9

3390.3

3382.3

3374.7

3366.5

3363.8

3363.8

3362.0

3353.3

3346.4

3341.4

507

506

505

Automatic Block
ATS

504

503

502

← To Needles

To Seligman →

0.00 0.44 0.00 0.31 0.20 0.37 0.13 0.18 0.27 0.18 0.06 0.00 0.09 0.37 0.00 0.32 0.40 0.42

3341.4

3343.6

3343.6

3337.1

3335.9

3330.7

3328.1

3326.4

3323.6

3320.3

3318.8

3318.8

3316.8

3311.0

3311.0

3319.6

3324.8

Br. 506.9, 86' B.D.T.-R.

Br. 505.9, 81' B.D.T.-R.

Sig. 505.2 x
Br. 505.6, 37' B.D.T.-R.

x Sig. 5051

W. B.

E. B.

Br. 504.1, 37' B.D.T.-R.

Br. 503.7, 28' B.D.T.-R.

Sig. 503.2 x
x Sig. 5031

Br. 503.1, 98' B.D.P.T.

Sig. 5022

502

501

500

Automatic Block
ATS

499

EI. E.B. 1 1/2"
W.B. 2 1/2"
Sp. 270

498

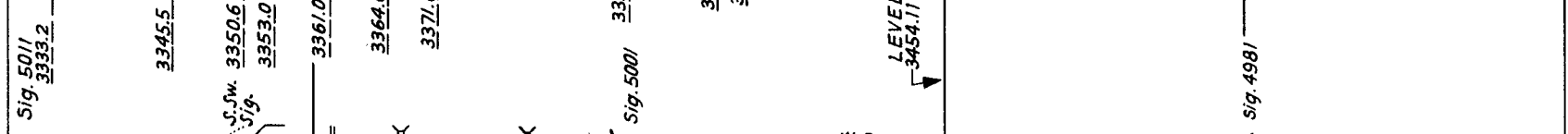
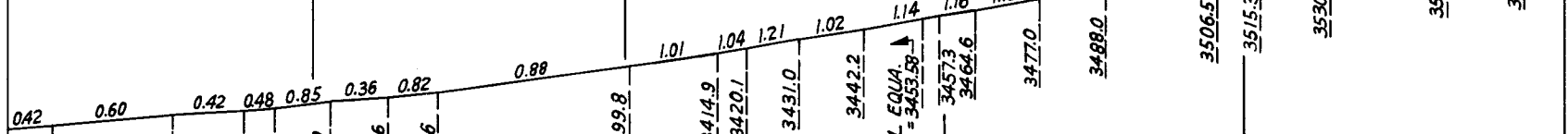
497

122

← To Needles

WALAPAI
M.P. 501.3

To Seligman →



LEVEL EQUA
3454.11 = 3453.58



Br-501.5, 19' B.D.T-R.

+1824

Sig. S.S.W.

Rd. Xing

Br-500.729' B.D.T-R.

Br-500.3, 28' B.D.T-R.

Br-500.0, 2'-6" x 4' R.C. Bx.

Sig. 5002

Br-499.5, 70' B.D.P.T, S.S.C.

W.B.
E.B.

Br-498.9, 32' B.D.D.G. on C. and Msy.

Br-498.5, 32' B.D.D.G. on C. and Msy.

Br-498.1, 8'-6" x 38' R.C. Bx.

Br-497.7, 8'-6" x 38' R.C. Bx.

Br-497.4, 8'-6" x 38' R.C. Bx.

Br-497.1, 2'-4" x 57' R.C.P.

Section 31

Section 30

136# Welded Rail - 1956 - WB

*86
0°30'
I = 9°37'

*87
0°40'
I = 6°02'

497

496

495

494

493

492

To Needles ←

→ To Seligman

W.B. El. 2" Sp. 320' E.B. El. 1 1/2" Sp. E. 320' W.

Automatic Block ATS

R.S. El. 3" Sp. 340' W.B. To Seligman 570' E.B.

0°44'12" 85 0°44'18" E.B.
0°42'2" W.B. 0°42'45" 0°42' 0°42'45"
I = 73°19' 0°42'45"

*84 1°00' W.B., 1°06' E.B.
I = 9°50'

1.23 1.41 1.28 0.45 0.00 0.87 0.97 0.46 0.50 0.56 0.60 0.51 0.00 0.24 0.43 0.22 0.08 0.80 0.814 0.45

Br-497.0, 2-3x41' R.C.P. 3590.8 3599.3 3610.8 3618.7 3623.5 3618.7 3623.5 3637.5 3643.5 3653.5 3647.9 3644.9 3641.3 3641.3 3643.5 3648.8 3651.1 3649.2 3640.4 3609.0

Br-495.0, 2-4x45' R.C.P. 8x6x41' R.C.Bx. Br-496.2, 2-4x42' R.C.P. x Sig. 4961 Br-495.0, 2-42x36' and 2-4x36' R.C.P. 3618.7 Br-495.7, 2-42x50' R.C.P. 3623.5 Br-495.6, 2-3x48' R.C.P. 3637.5 Br-495.4, 8x5x54' R.C.Bx. 3643.5 Br-495.0, 2-2x55' R.C.P. 3653.5 Rd. Xing Br-494.1, 3x41' R.C.P. 3643.5 Br-494.0, 2-3x41' R.C.P. 3648.8 Br-493.8, 2-42x41' R.C.P. x Sig. 4931 Br-493.7, 20' B.D.T.-R. on C. 3651.1 Br-493.5, 2-2x41' R.C.P. W.B. E.B. Br-493.2, 2-4x37' R.C.P. Br-492.8, 6x6x39' R.C.Bx. Br-492.5, 6x4x40' R.C.Bx. Br-492.3, 3x41' R.C.P. 3609.0 Br-492.2, 8x6x40' R.C.Bx.

136" Welded Rail - 1956 W.B.

492

491

490

489

488

487

120

To Needles ←

To Seligman →

HACKBERRY

M.P. 489.0

0.45	0.12	0.17	0.40	0.61	0.23	0.27	0.00	0.60	0.00	0.83	0.89	0.94	0.76	1.45
3616.6	3615.7		3611.7	3609.3	3600.7	3598.2	3592.9	3592.9	3586.0	3586.0	3612.9	3655.6	3662.2	3679.7

Sig. 4912 x Sig. 4911

Br. 491.6, 10'x16'x26' R.C. Bx.
 Br. 491.6, 19' B.D.T.R. ON C.
 Br. 491.5, 6'x6'x38' R.C. Bx.
 Br. 491.3, 8'x5'x38' R.C. Bx.

Br. 490.7, 2'x4'x43' Sto. and C. Arch.
 Br. 490.2, 5'x8'x24' Sto. and C. Arch.
 Br. 490.2, 8'x2'x5'x69' Sto. and C. Arch.
 Br. 489.9, 12'x3.5'x49' Sto. and C. Arch.

Br. 489.3, 322' B.D. Th.G. on C. and Misy. Sig. 4892
 Br. 488.8, 2'x4'x3'x105' Tr. T. Bx.
 Br. 488.6, 49' B.D. 1-Bm. on C.
 Br. 488.1, 2'x4'x8'x56' S.W. R.C. B.

Br. 487.7, 16' B.D. ON C.
 Truxton Wash

Rd. Xing.

Sig. 4893

Sig. 4891

Depot

Sig. Stk. Yd.

Sig. 4871

136 # Welded Rail - 1956 WB

136 #
1957

Auto. BIK. ATS
 1°34' E.B., 1°30' W.B. I=22°20'
 EL 5' Sp. 540' W.B. 680' E.B.

EI. E.B. 2 1/2" W.B. 4" Sp. E.B. 230' W.B. 390'
 E.I. E.B. 2" W.B. 4 1/2" Sp. 460' W.B. 570' E.B.
 *82 1°30' I=5°58'
 *81 1°30' E.B. 1°32' W.B. I=25°13'

E.I. E.B. 2" W.B. 4 1/2" Sp. 680'
 *78 1°34' I=21°07'
 *77 1°00' I=11°43'
 EI. E.B. 1 1/2" W.B. 2" Sp. 320'

HACKBERRY

M.P. 489.0

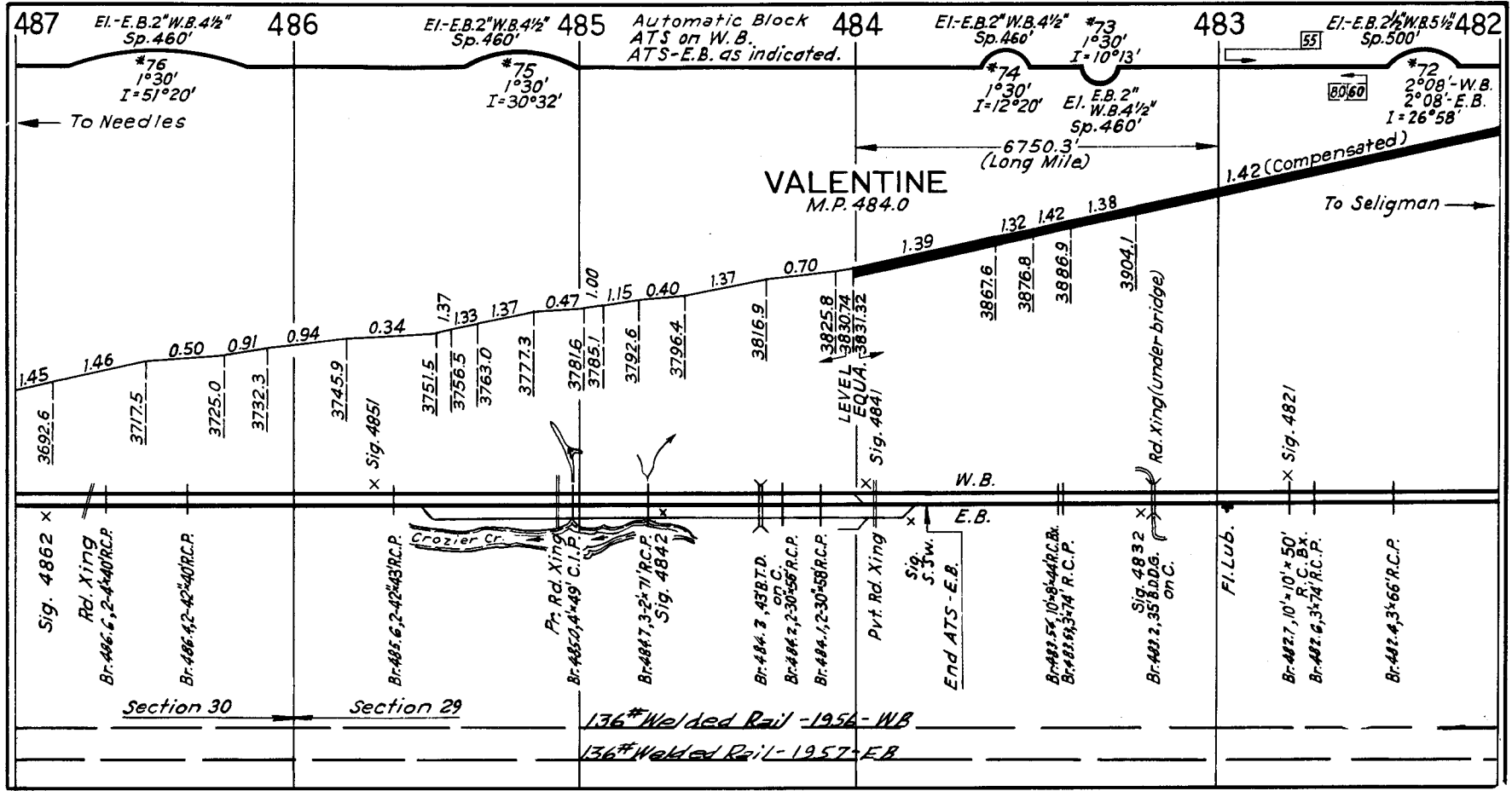
R.S.

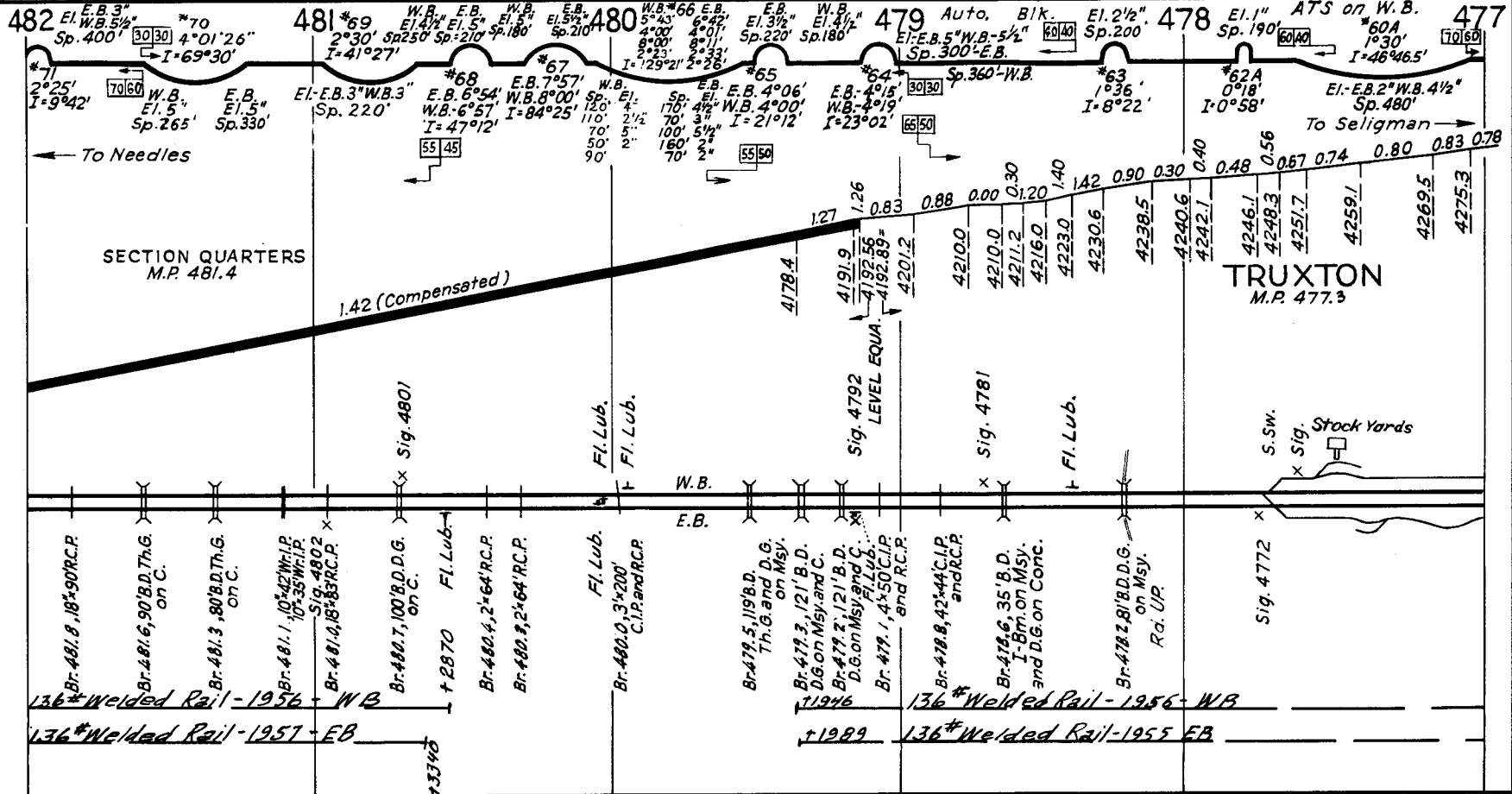
Depot

Sig.

ON C.

136 #
1957





482 E.B. 3" W.B. 5 1/2" Sp. 400' *70 4° 01' 26" I=69° 30' 30 30

481 *69 W.B. 4 1/2" E.B. 5" Sp. 210' 2° 30' Sx 250' Sp. 210' Sp. 180' I=41° 27'

480 W.B. *66 E.B. 5° 43' 6° 42' E.B. 3 3/2" Sp. 220' W.B. 4 1/2" Sp. 180' I=29° 21' 2° 28'

479 Auto. Bk. E.I. 2 1/2" Sp. 200' E.E.B. 5" W.B. 5 1/2" Sp. 300' E.B. 4 1/2" Sp. 360' W.B. I=8° 22'

478 E.I. 1" Sp. 190' 60 40 ATS on W.B. *60A 1° 30' I=46° 46.5' 70 60

*71 2° 25' I=9° 42' W.B. E.I. 5" Sp. 265' E.B. E.I. 5" Sp. 330' E.I.-E.B. 3" W.B. 3" Sp. 220' *68 E.B. 6° 54' W.B. 8° 00' Sp. 150' I=47° 12' *67 E.B. 7° 57' W.B. 8° 00' Sp. 110' I=84° 25' *65 E.B. 4° 06' W.B. 4° 00' Sp. 170' 4° 00' I=21° 12' *64 E.B. 4° 05' W.B. 4° 09' Sp. 100' 5 1/2" I=23° 02' *63 1° 36' I=8° 22'

To Needles ←

To Seligman →

SECTION QUARTERS
M.P. 481.4

TRUXTON
M.P. 477.3

1.42 (Compensated)

1.27 1.26 0.83 0.88 0.00 0.30 1.40 1.42 0.90 0.30 0.40 0.48 0.56 0.67 0.74 0.80 0.83 0.78
4178.4 4191.9 4192.55 4192.89 4201.2 4210.0 4210.0 4211.2 4216.0 4223.0 4230.6 4238.5 4240.6 4242.1 4246.1 4248.3 4251.7 4259.1 4269.5 4275.3

Sig. 4792
LEVEL EQU.

Sig. 4781

S.W. Sig. Stock Yards

Br. 481.8, 18" x 90" R.C.P.
Br. 481.6, 90" B.D. Th.G. on C.
Br. 481.3, 80" B.D. Th.G. on C.
Br. 481.1, 10" x 42" W.I.P. on C.
Br. 481.0, 10" x 35" W.I.P. on C.
Sig. 4802
Br. 481.0, 18" x 83" R.C.P.
Br. 480.7, 100" B.D. D.G. on C.
+ 2870 Fl. Lub.
Br. 480.4, 2" x 64" R.C.P.
Br. 480.3, 2" x 64" R.C.P.
Fl. Lub.
Br. 480.0, 3" x 200" C.I.P. and R.C.P.
Br. 479.5, 119" B.D. Th.G. and D.G. on Msy.
Br. 479.3, 121" B.D. D.G. on Msy. and C.
Br. 479.2, 121" B.D. D.G. on Msy. and C.
Br. 479.1, 4" x 50" C.I.P. and R.C.P.
Br. 478.8, 42" x 44" C.I.P. and R.C.P.
Br. 478.6, 35" B.D. I-Bm. on Msy. and D.G. on Conc.
Br. 478.2, 81" B.D. D.G. on Msy. Rd. UP.
Sig. 4772

136*Welded Rail-1956 WB
136*Welded Rail-1957 EB
+ 1929
136*Welded Rail-1956 WB
136*Welded Rail-1955 EB

477

80/45

476

EI.-E.B.1½"W.B.3½"
Sp.420'

*58
E.B.-1°01'
W.B.-1°01'
I=13°27'

EI.-E.B.1½"W.B.3½"
E.B.-Sp.420'
W.B.-Sp.420'

EI.-E.B.1½"W.B.2"
Sp.230'

Auto. Bik.
ATS on W.B.

EI.1"
Sp.110'

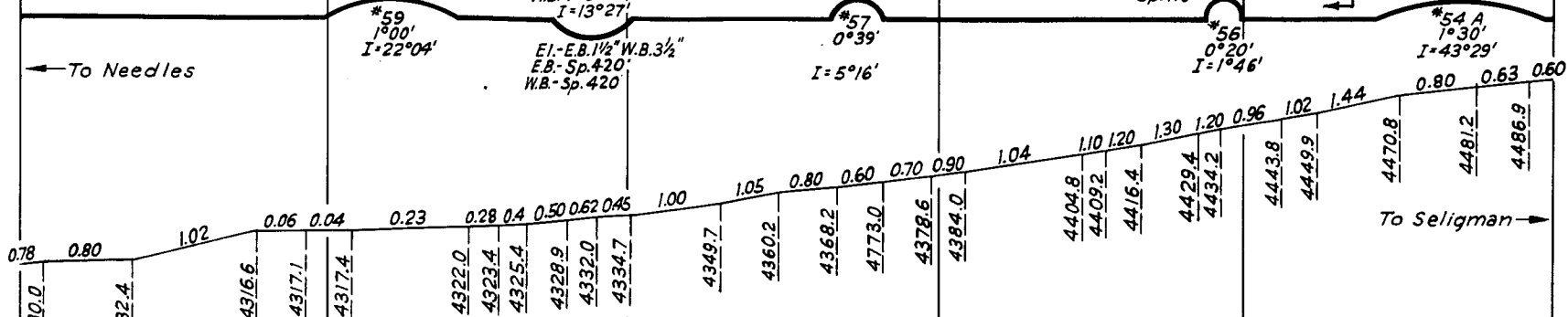
473

90/45

EI.-E.B.2"W.B.4½"
Sp.W.460' Sp.E.310'

472

To Needles ←



To Seligman →

Sig. S.Sw.

x Sig. 4761

Sig. 4752 x

x Sig. 4741

W.B.
E.B.

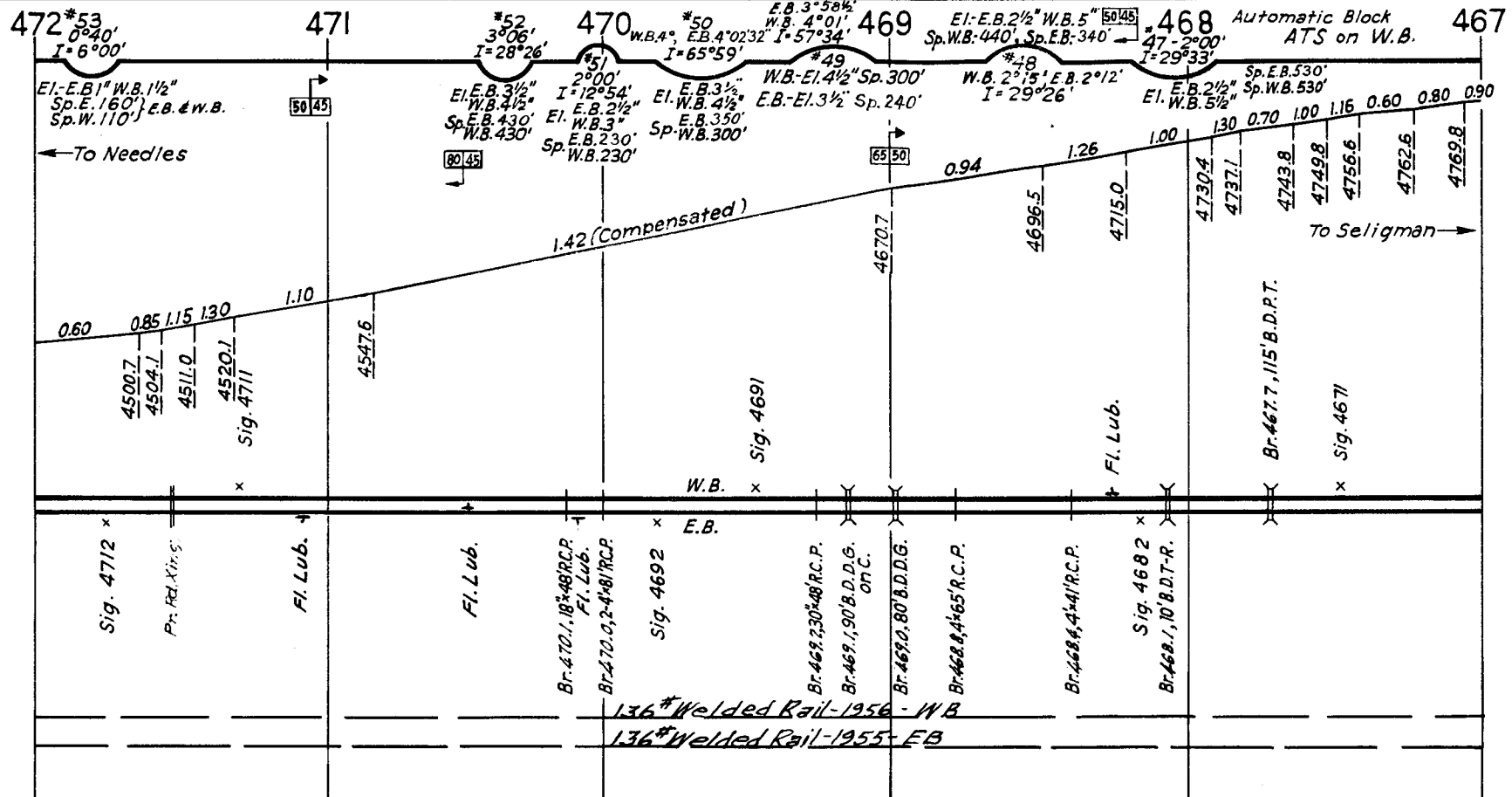
Sig. 4732 x

x Sig. 4731

136*Welded Rail - 1956 - WB
136*Welded Rail - 1955 - EB

Section 29

Section 28



472^{*53}
0°40'
I=6°00'

471

^{*52}
3°06'
I=28°26'

470

^{*50}
W.B.4°, E.B.4°02'32" I=57°34'
I=65°59'

469

EI.-E.B.2½" W.B.5" ⁵⁰⁴⁵
Sp.W.B.:440', Sp.E.B.:340'

468

Automatic Block
ATS on W.B.

467

EI.-E.B.1" W.B.1½"
Sp.E.160' } E.B. & W.B.
Sp.W.110'

50 45

^{*51}
2°00' I=12°54'
EI. E.B.3½" W.B.4½"
Sp.E.B.430' W.B.430'

^{*49}
W.B.-EI.4½" Sp.300'
EI. E.B.3½" W.B.4½"
Sp.E.B.230' W.B.230'

^{*48}
W.B.2°15' E.B.2°12'
I=29°26'

EI.-E.B.2½" W.B.5" ⁵⁰⁴⁵
Sp.W.B.:440', Sp.E.B.:340'

Sp.E.B.530'
EI. E.B.2½" W.B.5½"
Sp.W.B.530'

← To Needles

80 45

65 50

1.42 (Compensated)

0.94

1.26

1.00

1.30

0.70

1.00

1.16

0.60

0.80

0.90

To Seligman →

0.60

0.85

1.15

1.30

1.10

4500.7

4504.1

4511.0

4520.1

4527.1

4534.1

4541.1

4547.6

Sig. 4711

Sig. 4691

Fl. Lub.

Br. 467.7, 115' B.D.P.T.

Sig. 4671

Sig. 4712

Pr. Rd. Xir. S.

Fl. Lub.

Fl. Lub.

Br. 470.1, 18" x 48' R.C.P.

Fl. Lub.

Br. 470.2, 2-4' x 8' R.C.P.

Sig. 4692

Br. 469.2, 30" x 48' R.C.P.

Br. 469.1, 90' B.D.D.G. on C.

Br. 469.0, 80' B.D.D.G.

Br. 468.8, 4' x 65' R.C.P.

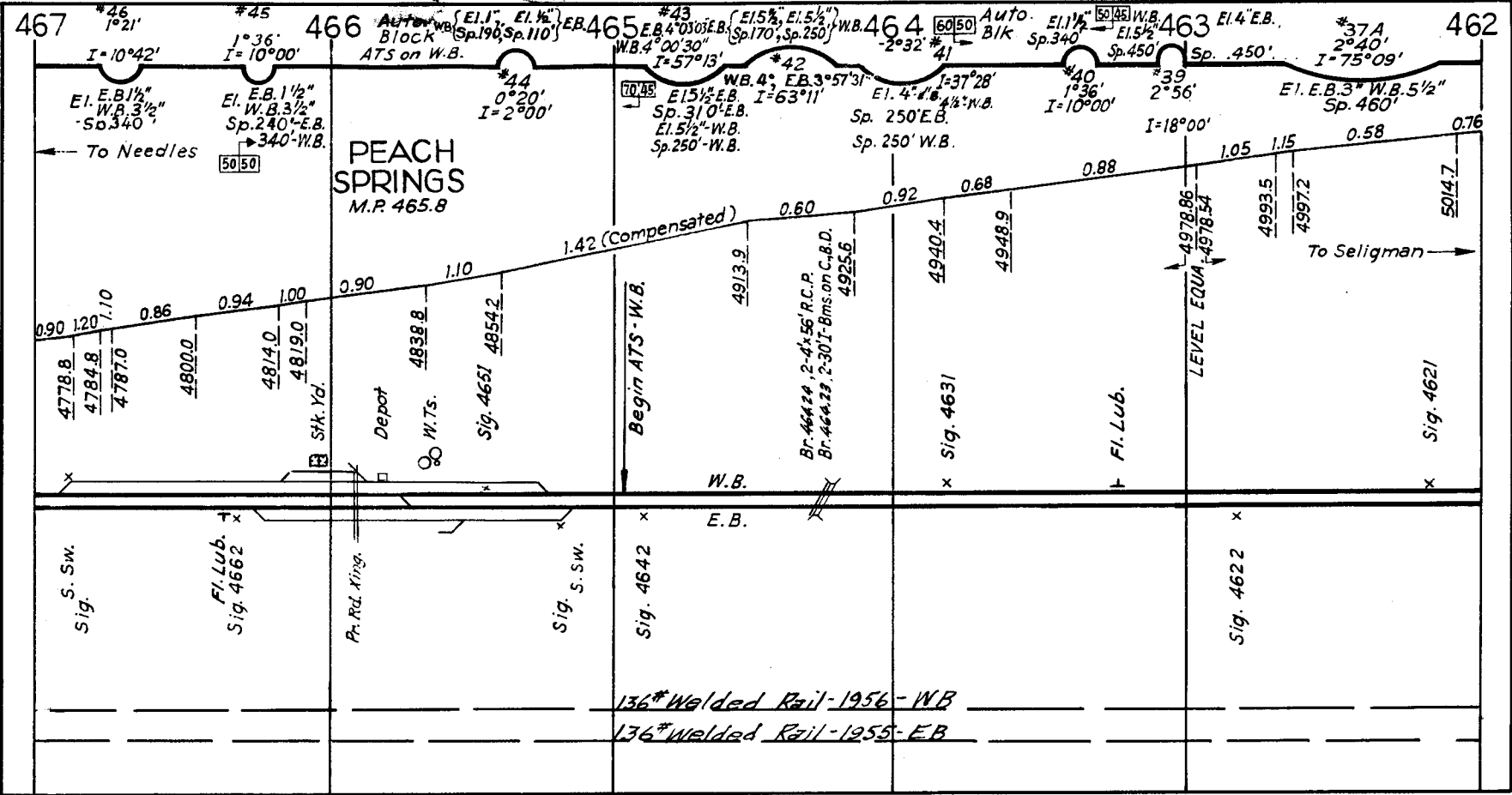
Br. 468.4, 4' x 41' R.C.P.

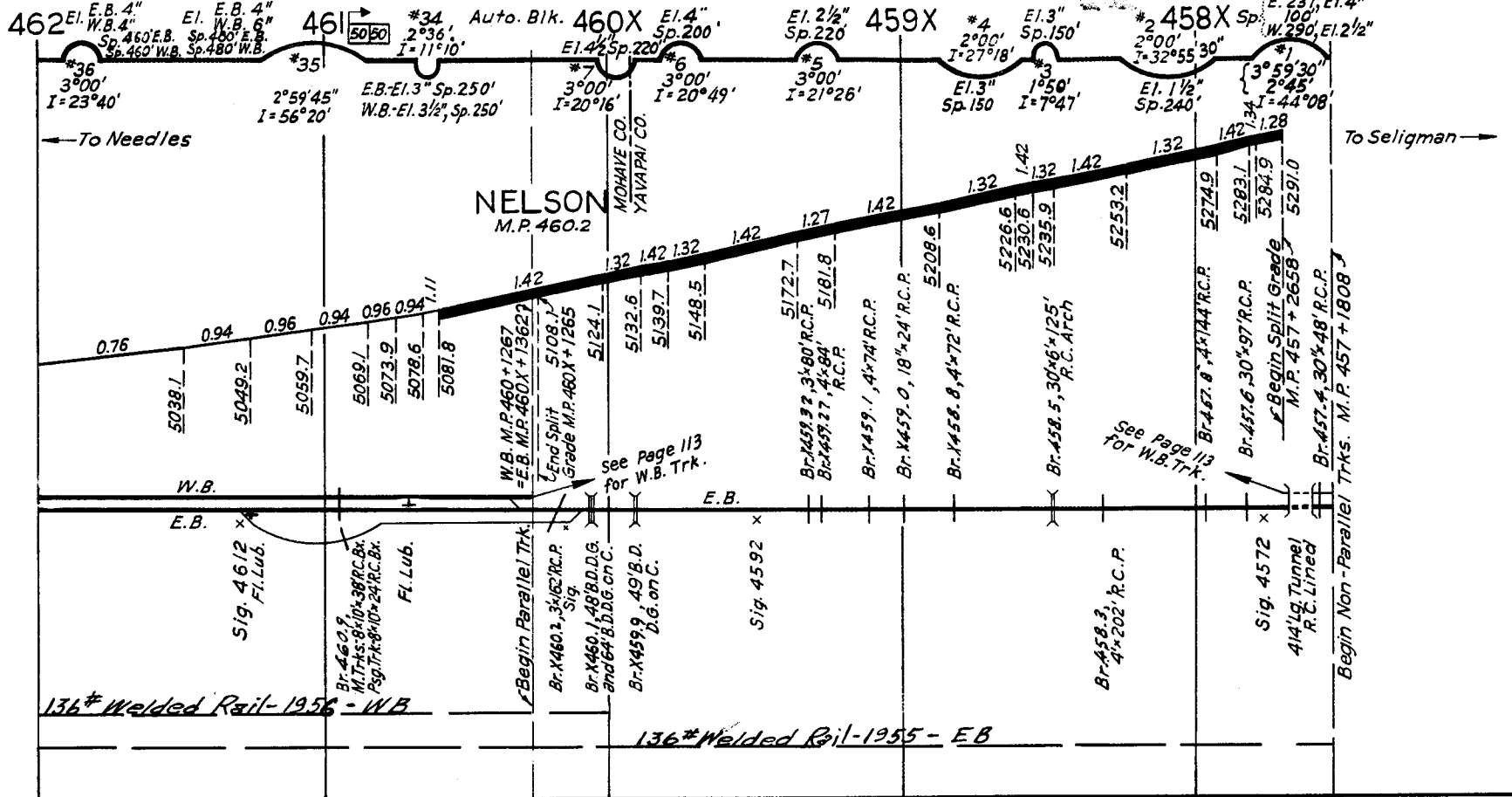
Sig. 4682

Br. 468.1, 10' B.D.T-R.

136" Welded Rail-1956-WB

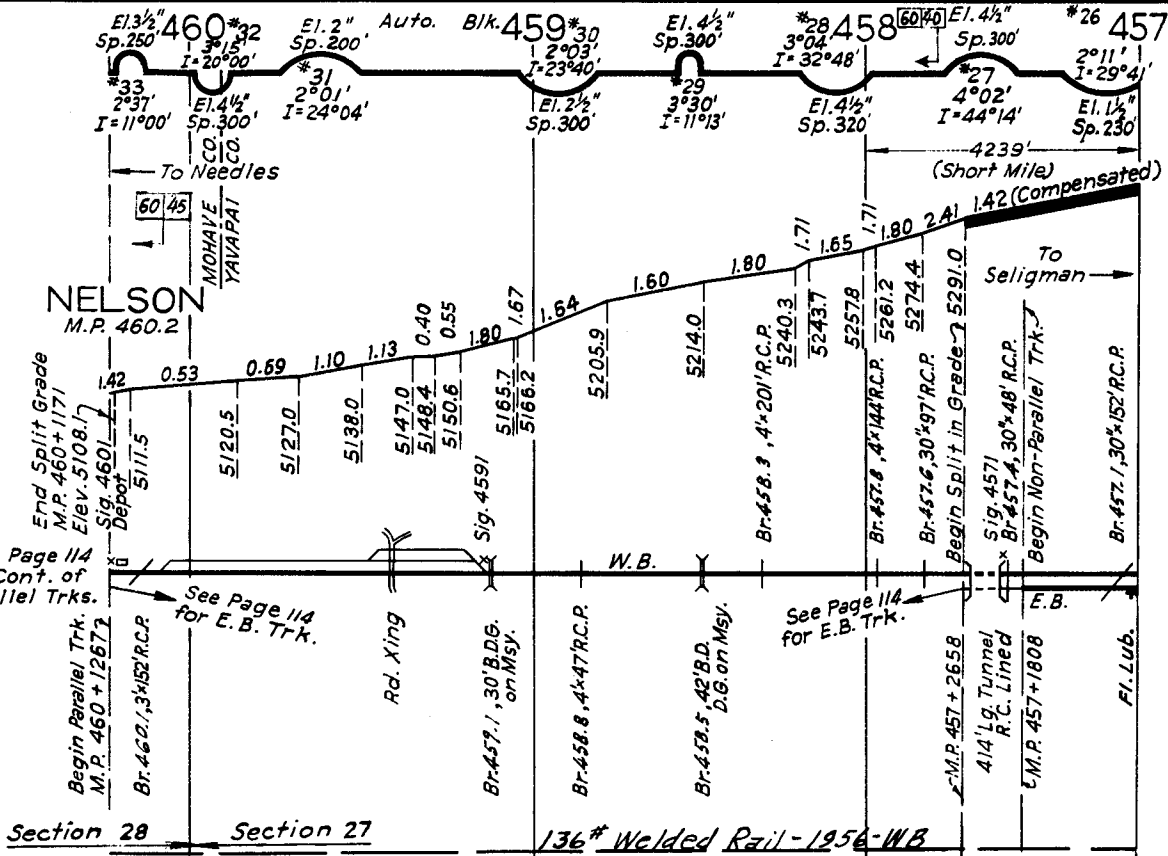
136" Welded Rail-1955-EB





136* Welded Rail-1956 - WB

136* Welded Rail-1955 - EB



See Page 114 for Cont. of Parallel Trks.

See Page 114 for E. B. Trk.

See Page 114 for E. B. Trk.

To Needles

(Short Mile)

To Seligman

NELSON
M.P. 460.2

End Split Grade
M.P. 460+1171
Elev. 5108.17
Sig. 460 L
Depot 5111.5

Begin Parallel Trk.
M.P. 460+1267.2
Br. 460.1, 3x152' R.C.P.

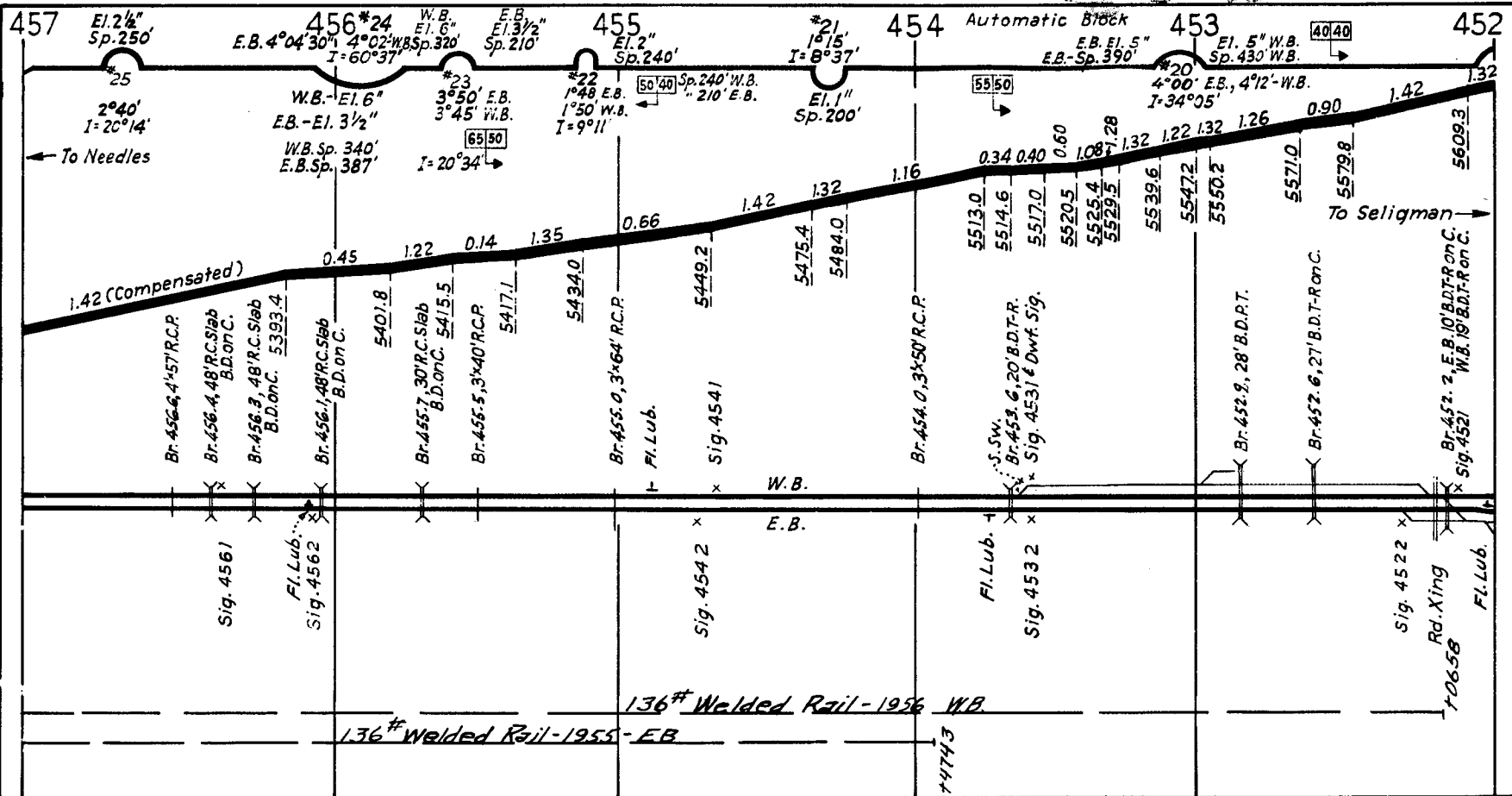
Br. 457.1, 30'x152' R.C.P.
on Msy.

Br. 458.8, 4x47' R.C.P.

Br. 459.5, 42' B.D.
D.G. on Msy.

M.P. 457+2658
414' Lg. Tunnel
R.C. Lined
M.P. 457+1808

Fl. Lub.



457

EI. 2 1/2" Sp. 250'

456*24

E.B. 4°04'30" 4°02' W.B. Sp. 320' I=60°37'

E.B. EI. 3 1/2" Sp. 210'

455

EI. 2" Sp. 240'

454

Automatic Block

453

E.B. EI. 5" Sp. 390'

452

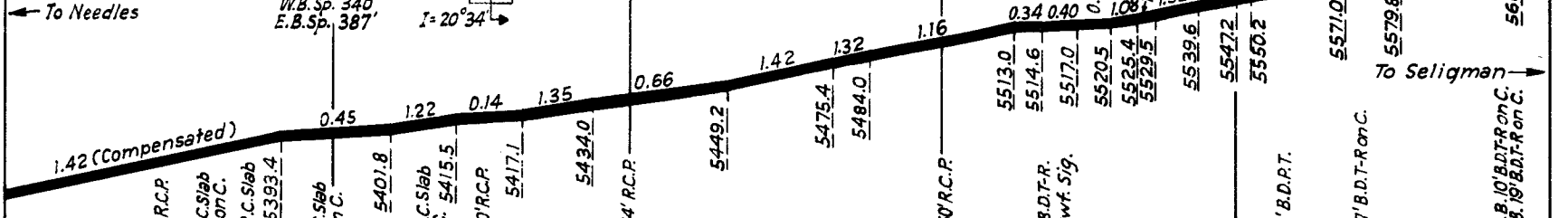
*25
2°40'
I=20°14'
To Needles

*23
3°50' E.B.
3°45' W.B.
W.B. - EI. 6"
E.B. - EI. 3 1/2"
W.B. Sp. 340'
E.B. Sp. 387'
I=20°34'

*22
1°48' E.B.
1°50' W.B.
I=9°11'

*21
1°15' E.I.
I=8°37'
Sp. 200'

*20
4°00' E.B., 4°12' W.B.
I=34°05'



Br. 456-6, 4x57 R.C.P.

Br. 456-4, 48' R.C.Slab B.D.on C.

Br. 456-3, 48' R.C.Slab B.D.on C. 5393.4

Br. 456-1, 48' R.C.Slab B.D.on C.

Br. 455-7, 30' R.C.Slab B.D.on C. 5415.5

Br. 455-5, 3x40' R.C.P. 5417.1

Br. 455-0, 3x64' R.C.P. 5434.0
Fl. Lub.

Sig. 4541

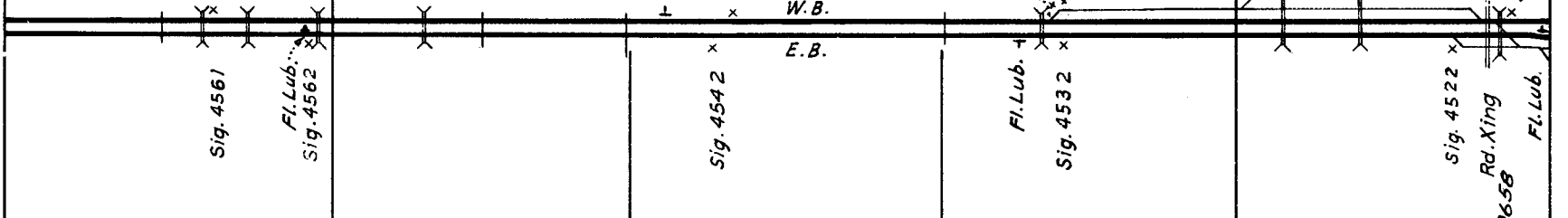
Br. 454-0, 3x50' R.C.P.

S.W.
Br. 453-6, 20' B.D.T-R.
Sig. 4531 & Dwf. Sig.

Br. 452-2, 28' B.D.T.

Br. 452-6, 27' B.D.T-Ron C.

Br. 452-2, E.B. 10' B.D.T-Ron C.
Sig. 4521 W.B. 19' B.D.T-Ron C.



136# Welded Rail-1956 WB

136# Welded Rail-1955-EB

74743

Rd. X'ing
T0658

Fl. Lub.

Sig. 4522

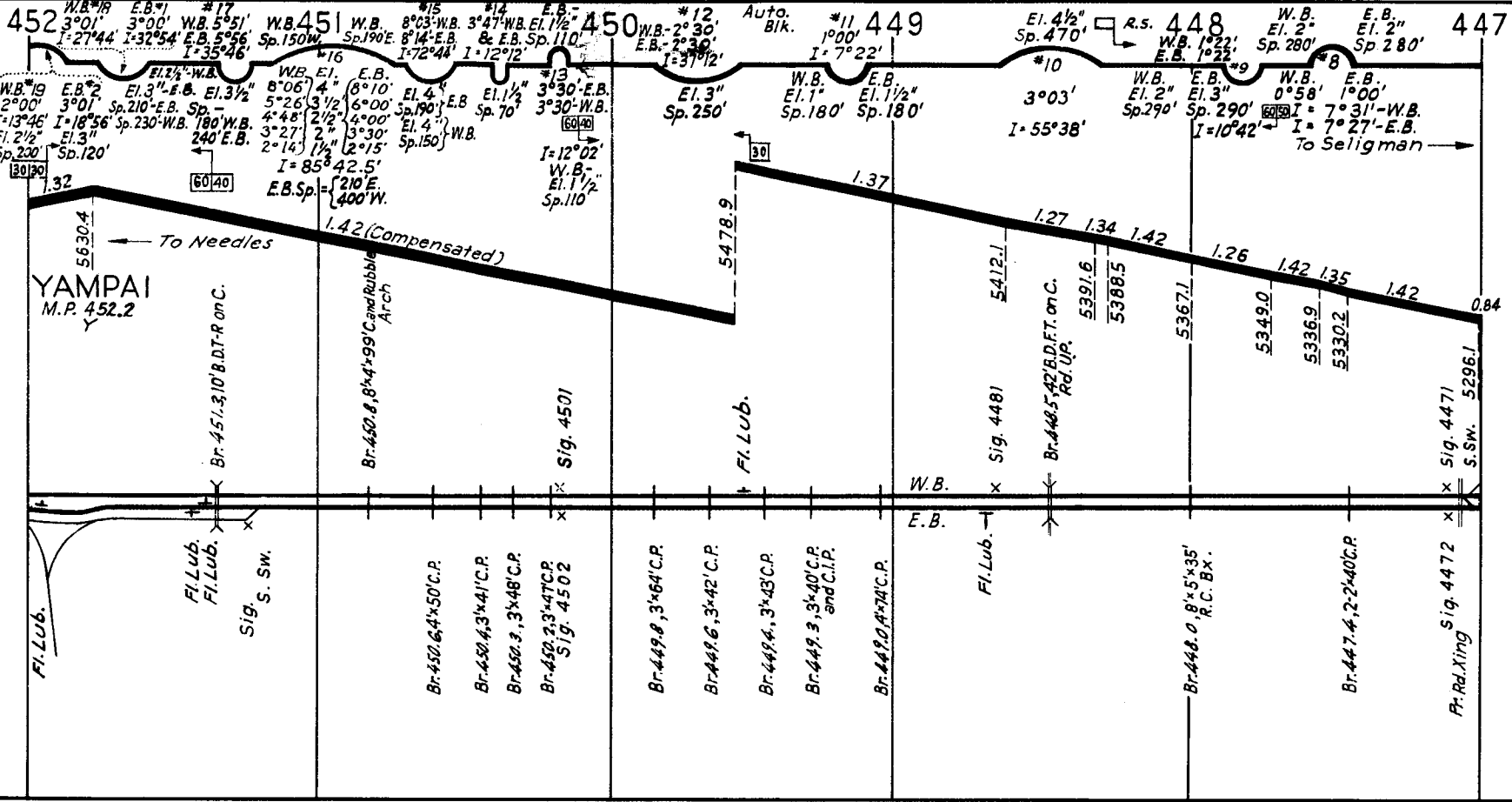
Fl. Lub.

Sig. 4532

Sig. 4542

Sig. 4562

Sig. 4561



YAMPAI
M.P. 452.2

Fl. Lub.
Fl. Lub.
Sig. S. W.
Br. 451.3, 10' B.D.T.R. on C.

1.42 (Compensated)
Br. 450.8, 8x4x99' C. and Rubble Arch

Br. 450.6, 4x50' C.P.
Br. 450.4, 3x41' C.P.
Br. 450.3, 3x48' C.P.
Br. 450.2, 3x47' C.P.
Sig. 450.2

Sig. 450.1

Br. 449.8, 3x64' C.P.
Br. 449.6, 3x42' C.P.
Br. 449.4, 3x43' C.P.
Br. 449.3, 3x40' C.P. and C.I.P.
Br. 449.0, 4x74' C.P.

Fl. Lub.

W.B.
E.B.

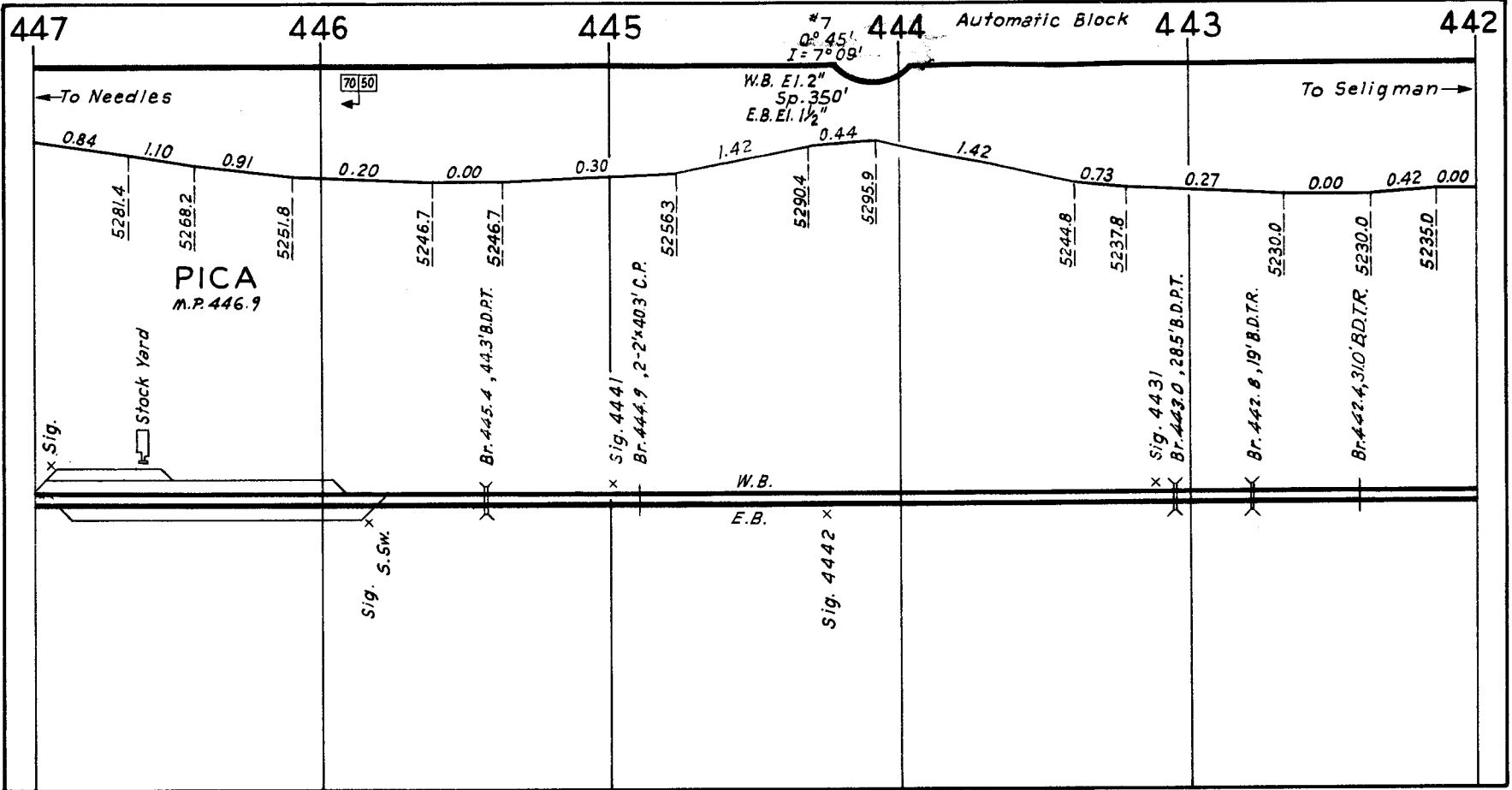
Fl. Lub.

Br. 448.5, 42' B.D.F.T. on C. Rd. Up.

Br. 448.0, 8x5'x35' R.C. BX.

Br. 447.4, 2x40' C.P.

Pr. Rd. Xing Sig. 4472 x Sig. 4471
S.W. 5296.1



447

446

445

444

Automatic Block

443

442

← To Needles

To Seligman →

#7
Q = 0° 45'
I = 7° 09'

W.B. El. 2"
Sp. 350'
E.B. El. 1 1/2"

0.84 1.10 0.91 0.20 0.00 0.30 1.42 0.44 1.42 0.73 0.27 0.00 0.42 0.00

5281.4

5268.2

5251.8

5246.7

5246.7

5256.3

5290.4

5295.9

5244.8

5237.8

5230.0

5230.0

5235.0

PICA
M.P. 446.9

Stock Yard

x Sig.

Br. 445.4, 44.3' B.D.P.T.

x Sig. 444

Br. 444.9, 2-2'x403' C.P.

W.B.

E.B.

x Sig. 443

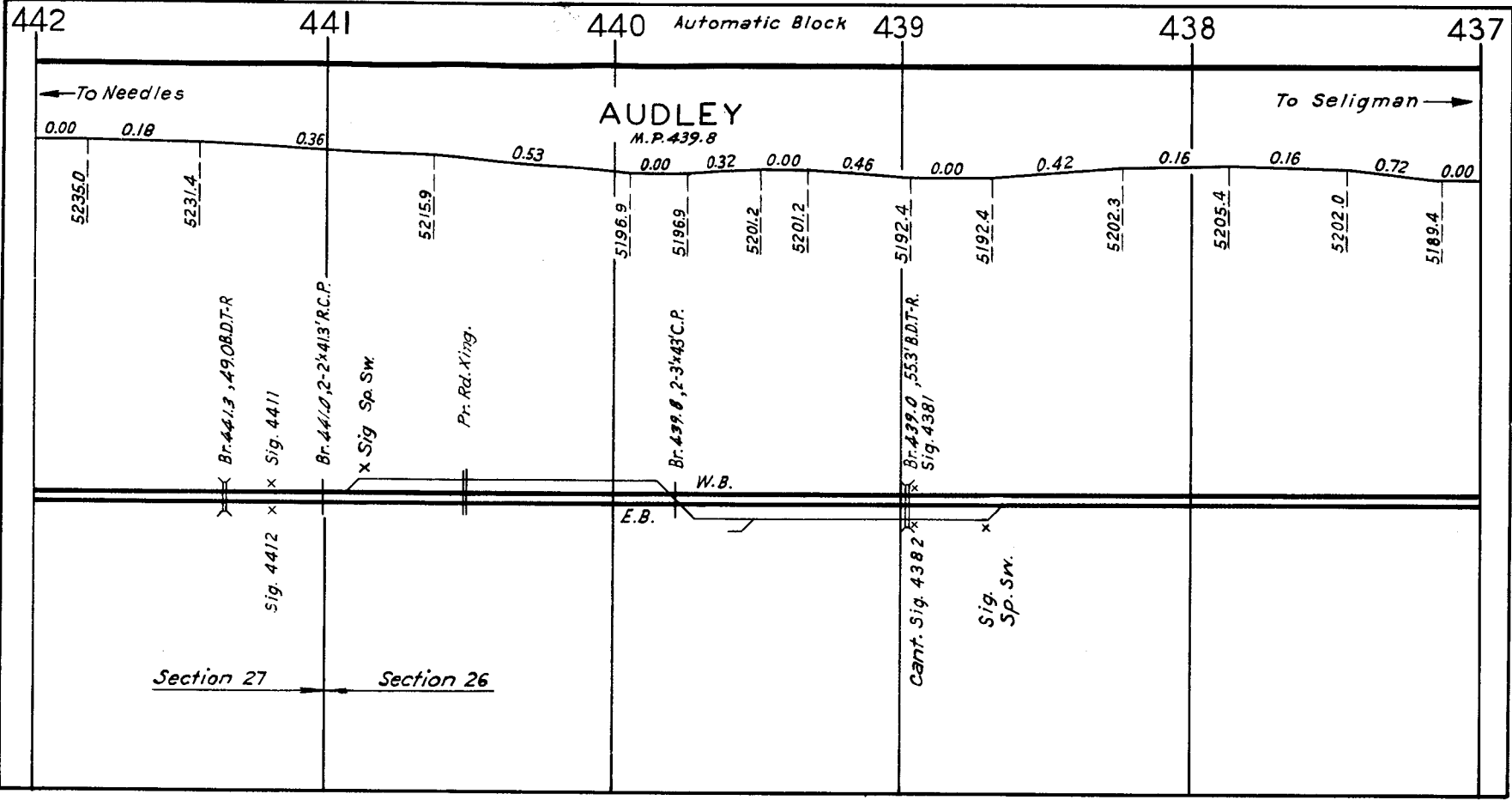
Br. 443.0, 285' B.D.P.T.

Br. 442.8, 19' B.D.T.R.

Br. 442.4, 310' B.D.T.R.

Sig. S.S.W.

Sig. 442 x



437

* 4 A

436

* 3

435X

Automatic Block

434X

El. 2 1/2"

433X

* 1

W.B. 0°45' I=38°55' E.B. 0°45' I=39°20'45"

0°24' I=2°28' Sp. 110'

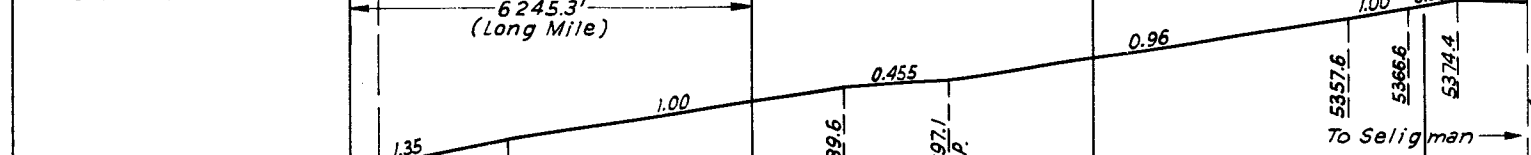
El. 2 1/2" Sp. 270'

0°30'30" I=8°35' El. 1 1/2" Sp. 170'

E.B. (Sp. W. 350') El. 2" Sp. 350' } W.B. (Sp. E. 460') El. 1 1/2" Sp. 350' }

← To Needles

6245.3' (Long Mile)



0.00 0.55 0.00 1.35

Br. 436-9, 42' B.D.P.T. 5/189.4

5199.3

Br. 436-3, 2-4x716 C.I.P. and R.C.P.

5199.3

Begin Parallel Trk. = W.B. Elev. 5236.7

See Pg. 107 for W.B. Trk.

Br. 435-6, 28' Cor. I.P. Skew.

5289.6

5297.1

Br. 434-4, 2-4x40' R.C.P.

E.B.

5357.6

5366.6

5374.4

To Seligman

See Pg. 107 for W.B. Trk.

Sig. 4362

W.B.

E.B.

W.B. M.P. 435+4900 = E.B. M.P. 435+5868

Br. 435-4, 4x463 C.P.

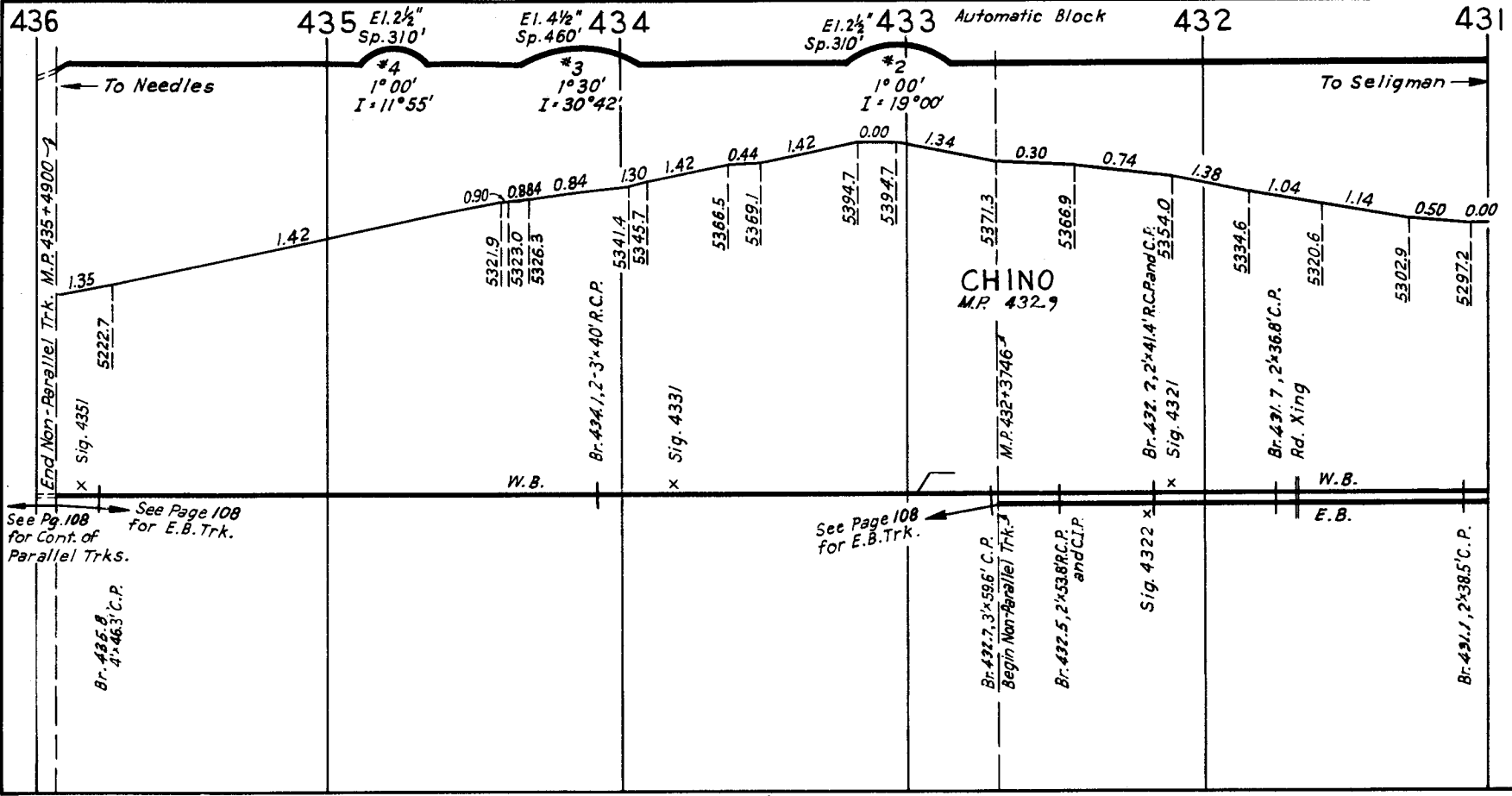
Sig. 4342

Begin Non-Parallel Trks. M.P. 432+3746

43449

136" Welded Rail - 1957 E.B.

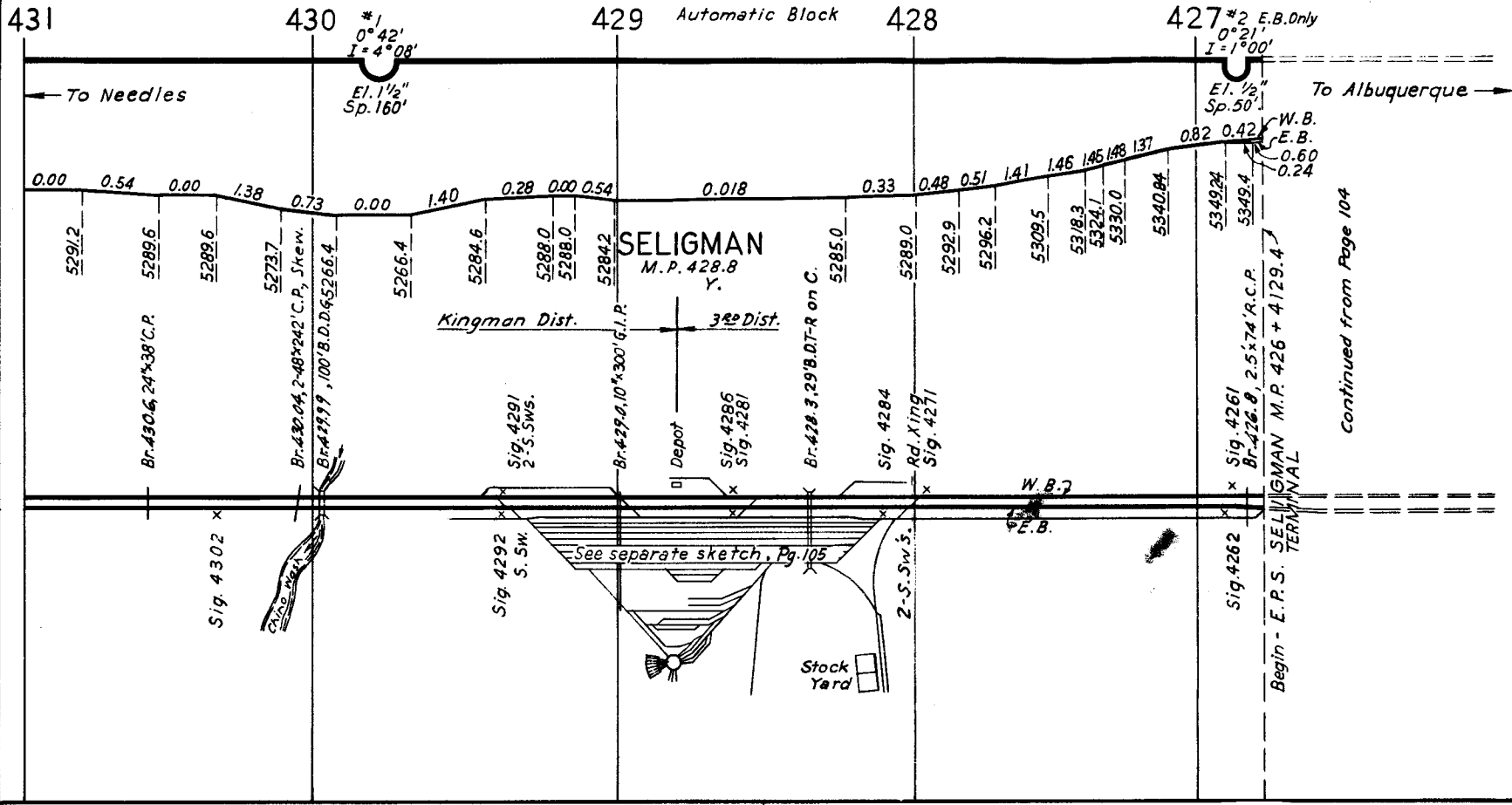
44469



See Pg. 108 for Cont. of Parallel Trks.

See Page 108 for E.B. Trk.

See Page 108 for E.B. Trk.



431

430

429

Automatic Block

428

427 #2 E.B. Only

To Needles

To Albuquerque

#1
0° 42'
I = 4° 08'
El. 1 1/2"
Sp. 160'

#2
0° 21'
I = 1° 00'
El. 1 1/2"
Sp. 50'

0.00 0.54 0.00 1.38 0.73 0.00 1.40 0.28 0.00 0.54 0.018 0.33 0.48 0.51 1.41 1.46 1.45 1.48 1.37 0.82 0.42

5291.2

5289.6

5289.6

5273.7

5266.4

5284.6

5288.0

5288.0

5284.2

SELIGMAN
M.P. 428.8
Y.

5285.0

5289.0

5292.9

5296.2

5309.5

5318.3

5324.7

5330.0

5340.84

5349.24

5349.4

5349.4

Br. 430.6, 24x38' C.P.

Br. 430.04, 2-48x242' C.P., Skew.
Br. 427.9, 100' B.D.D. & 5266.4

Kingman Dist.

3rd Dist.

Br. 427.9, 10x300' G.I.P.

Br. 428.3, 29' B.D.T.-R on C.

Sig. 4291
2 S.S. SWS.

Sig. 4286
Sig. 4281

Sig. 4284
Rd. Xing
Sig. 4271

Sig. 4261
Br. 426.8, 2.5x74' R.C.P.

Sig. 4302 x

Sig. 4292
S. SW.

See separate sketch, Pg. 105

2-S. Sw. S.

Sig. 4262

Begin - E.P.S. SELIGMAN M.P. 426 + 4129.4
TERMINAL

Continued from Page 104

Depot

Stock Yard

W.B. 2
E.B.

← To Needles

Automatic Block

To Albuquerque →

Sig. 4291
2 S.S.Ws.

429

SELIGMAN
M.P. 428.8
Br. 4282
10x300 61.P.
Reading Rm.
Harvey Ho.
Depot.
Fr. Ho.
Ice Ho.

Sig. 4286
Sig. 4281
Carbody Dwlgs.
Bunk Hos.

Br. 4283
29' B.D.T.-R.on C.

Rd. Xing
Sig. 4271

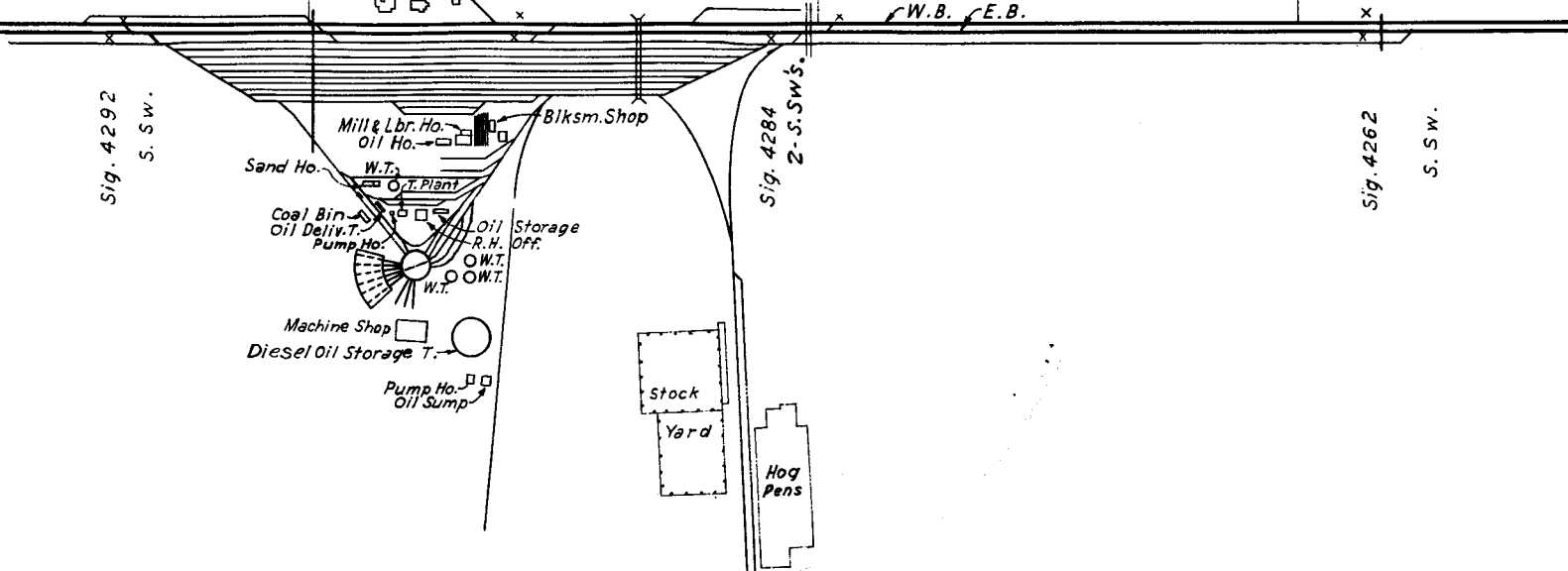
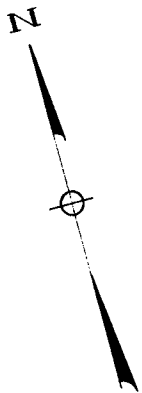
427

Sig. 4261
Br. 4268
30x74 R.C.P.

Sig. 4292
S. S.W.

Sig. 4284
2-S.S.Ws.

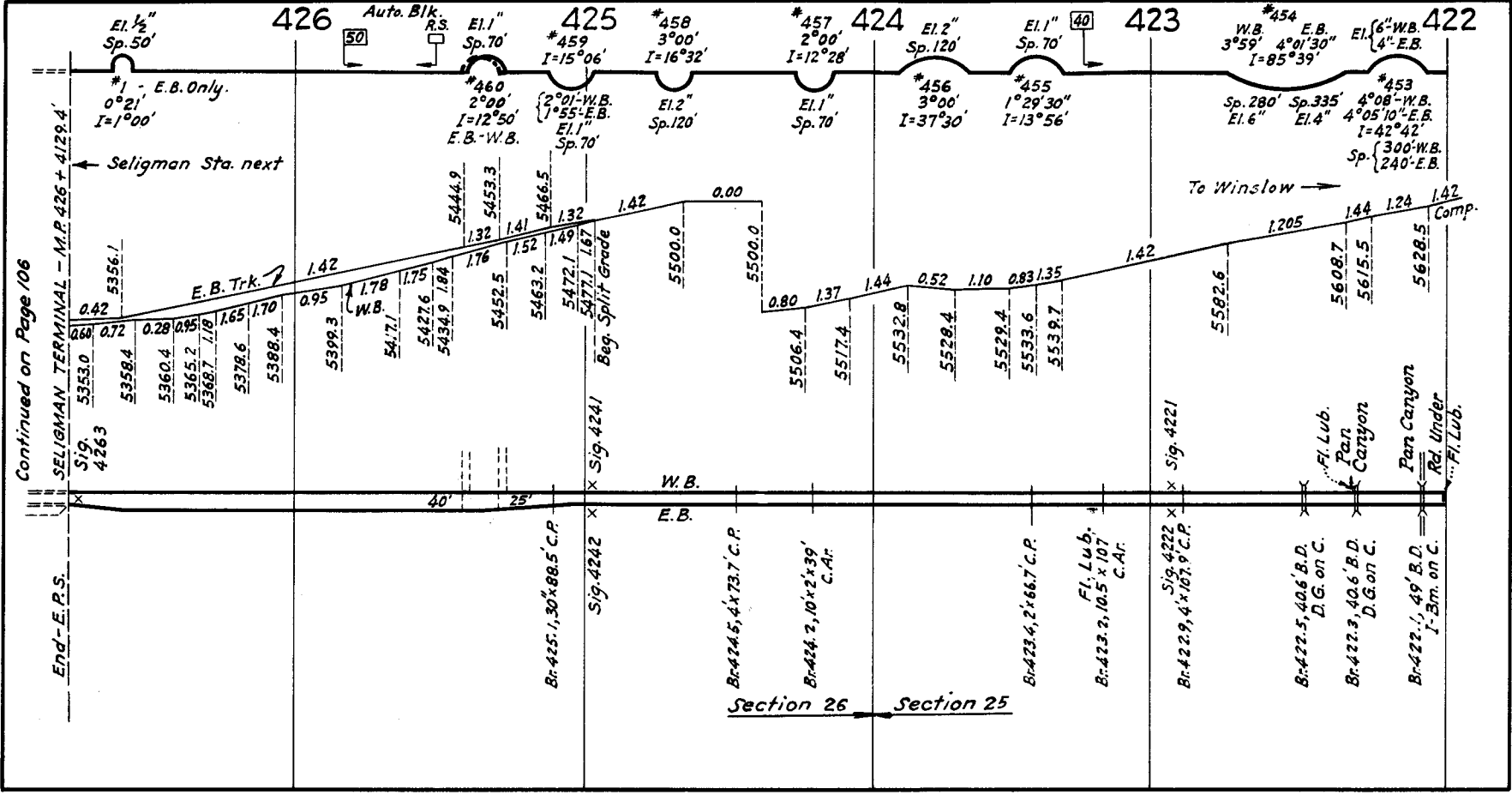
Sig. 4262
S. S.W.



Longest Track = 118 Cars.
Shortest Track = 3 Cars.
Total Car Capacity = 970 Cars.

Note -
Scale is approx. 1" = 200'
in E-W direction and
1" = 400' in N-S direction.

SELIGMAN YARD
SELIGMAN, ARIZ.



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

421

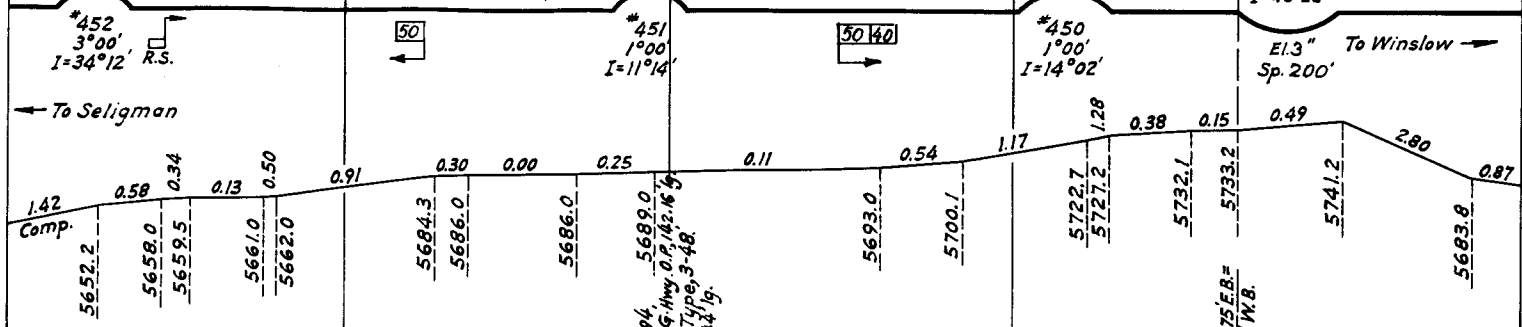
420 3" W.B. El. 2" E.B. Sp. 570'

Automatic Block

419 El. 2" Sp. 570'

*8 3'00' I=46°22'

415X



CROOKTON

M.P. 419.5, Y

Pan Canyon

Fl. Lub.

U.S. Hwy. 66
* Br. 41994, 3-Span Steel G. Hwy O.P. 142.15' Ig.
* Br. 41993, Slab Type, 3-48' I-Bm. Hwy. O.P. 144' Ig.

S.S.W. Sig.

Sig. 4181

See Page 101 For W.B. Trk.

Br. 421.9, 52.8' B.D. I-Bm. on C.

Br. 421.7, 55' B.D.T.R. on C.

Br. 421.4, 46' B.D.T.R. on C.

Sig. 4202

W.B.

E.B.

Br. 420.0, 2' x 2' x 32" Tr. T. Bx. on C.
Br. 41992, 19.5' B.D.T.R. on C.

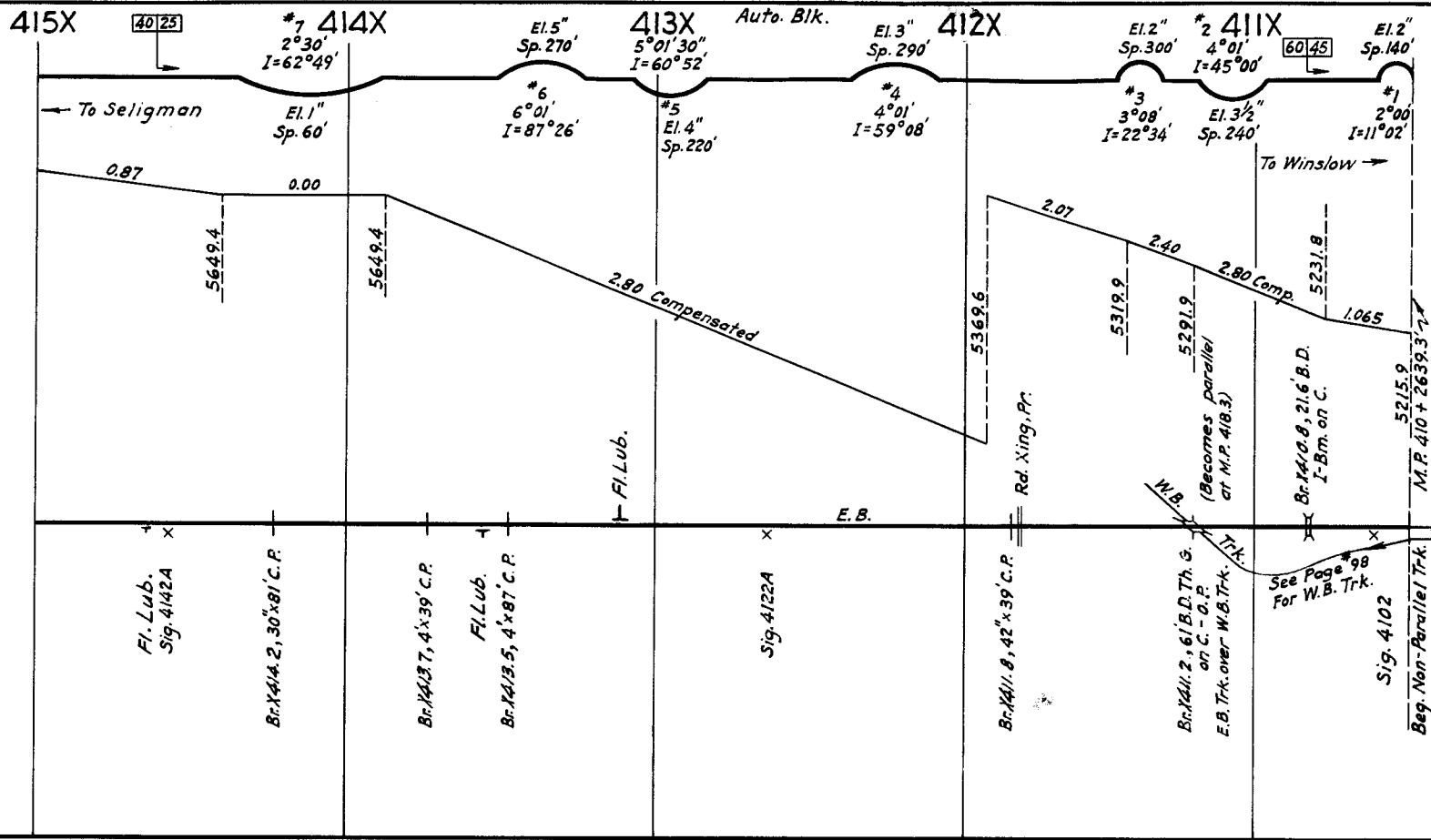
Sig. 4192

Rd. Xing. S.S.W. Sig. Beg. Parallel Trks. Y

Br. X415.4, 4' x 63' C.P.

Br. X415.0, 30' x 60' C.P.

M.P. 415X + 4448.75' E.B. = M.P. 418 + 1621.7' W.B.



See Page 98 For W.B. Trk.

Sig. 4102

Beg. Non-Parallel Trk.

See Page 98 For Parallel Trks.

Auto. Bik. R.S. 418 ^{#449} El. 1 1/2" Sp. 180' ^{#447} El. 2 1/2" Sp. 90'

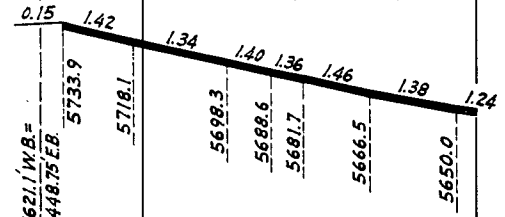
2° 57' I=44° 13'

4° 00' I=33° 58'

El. 1 1/2" Sp. 210' ^{#448} 2° 30' I=12° 43'

El. 3" Sp. 210' ^{#446} 3° 00' I=14° 48'

To Winslow →



M.P. 418 + 1621.1 W.B.
M.P. 415X + 4448.75 E.B.

See Page #103 For Parallel Trks.

See Page #103 For E.B. Trk.

W.B.

End Non-Parallel Trks.

Br. 417-8,
2-4 x 250 R.C.P.

Br. 417-7, 19.5' B.D.T.R.
on C.

Br. 417-1, 29.5' B.D.T.R.
on C.

417

*445
2°57'
I=31°18'

El. 2 1/2"
Sp. 240'

← To Seligman

1.24

1.38

1.28

1.43

1.42

0.70

1.64

1.46

1.70

0.45

1.52

0.86

1.42

1.39

To Winslow →

1.42 Comp.

X Sig. 4161

X Sig. 4141

Br. 416, 4, 19.5' B.D.T.R.
on C.

Br. 416, 2, 10' x 2' x 25' C. Ar.

Br. 416, 1, 10' x 3' x 84' C. Ar.

Fl. Lub.

W.B.

Fl. Lub.

Fl. Lub.
Br. 414, 3, 4' x 99' O.R.C.P.

GLEED
M.P. 414.7

Note: Scale 1" = 2000'

35

*444 1°40' I=5°08'
*443 4°00' I=13°59'
*442 1°29' I=3°38'

El. 1 1/2" Sp. 90'
El. 3" Sp. 180'
El. 1 1/2" Sp. 90'
*441 10°00' I=49°31'30"

416
*440 8°10'

I=36°55'
El. 4" Sp. 100'

El. 4" Sp. {210'E. {100, 140 }
 {140'W. {100, 110 } } Inside

*438 & *439
4°00'
8°00'
6°00'
1°51'24"
5°12'
I=94°34'

*437 10°00' I=59°18'

El. 4" Sp. 300'

415
*436 {2°20' {8°00'
 {290'W. I=52°20'

El. 2 1/2" Sp. 160'

El. {3" Sp. {120'E. {145' {120'W. I=32°23'

El. 2 1/2" Sp. 160'

Auto. Blk.

*433 6°00' I=56°32'

El. 3" Sp. {140'E. {270'W. I=65°55.4'

*434 {6°07' {6°00' {2°20' I=65°55.4'

El. 2" Sp. 160'

El. 3" Sp. {140'E. {270'W. I=27°54'

*432 4°00' I=27°54'

El. 2" Sp. 160'

414

413

412

411

E1.4"
Sp. { 210'E.
370'W.

*430
8°00'
I=56°28'

*429
10°00'
I=170°25'

E1.5"
Sp.170'

*427
2°31'
5°00'
4°14'
3°40'

E1.4"
Sp.170'

E1.4 1/2"
Sp.170'

E1.4", 2 1/2"
Sp.E.=270', Sp.=240', Sp.W.=150'

*431
8°00'
I=86°23'

E1.4"
Sp. { 310'E.
280'W.

E1.4"
Sp. { 450'E.
280'W.

*428
7°00'
I=28°45'

E1. { 2 1/2"
3"
I=85°24.4'
Sp. { 130'E.
150'W.
120'
120' } Inside

*426
5°00'
I=25°00'

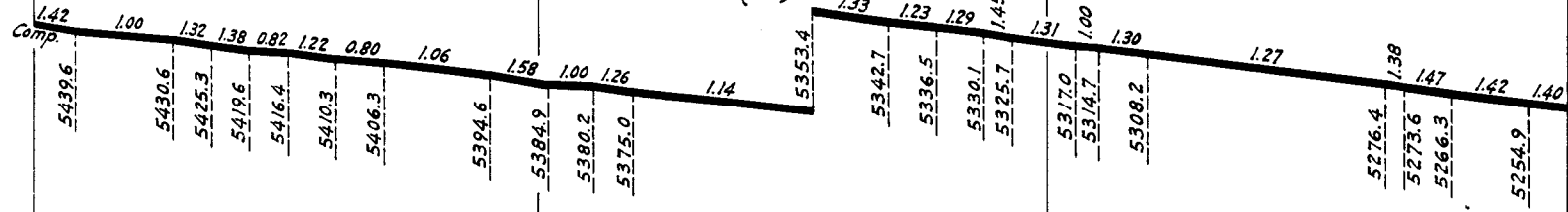
*425
6°00'
I=51°15'

*424
3°56'
3°00'
I=79°34'

To Winslow →

← To Seligman

Auto. Bik.



Br. 413, 2, 4 x 40' O.R.C.P.

Fl. Lub.

Br. 412, 6, 4 x 92.50' R.C.P.

Br. 413, 1, 2 x 30' x 39.80' R.C.P.

Br. 413, 0, 4 x 13' O.R.C.P.

Fl. Lub.

Sig. 4121

W.B.

Fl. Lub.

Br. 412, 2, 4 x 48.80' R.C.P.

Fl. Lub.

Fl. Lub.

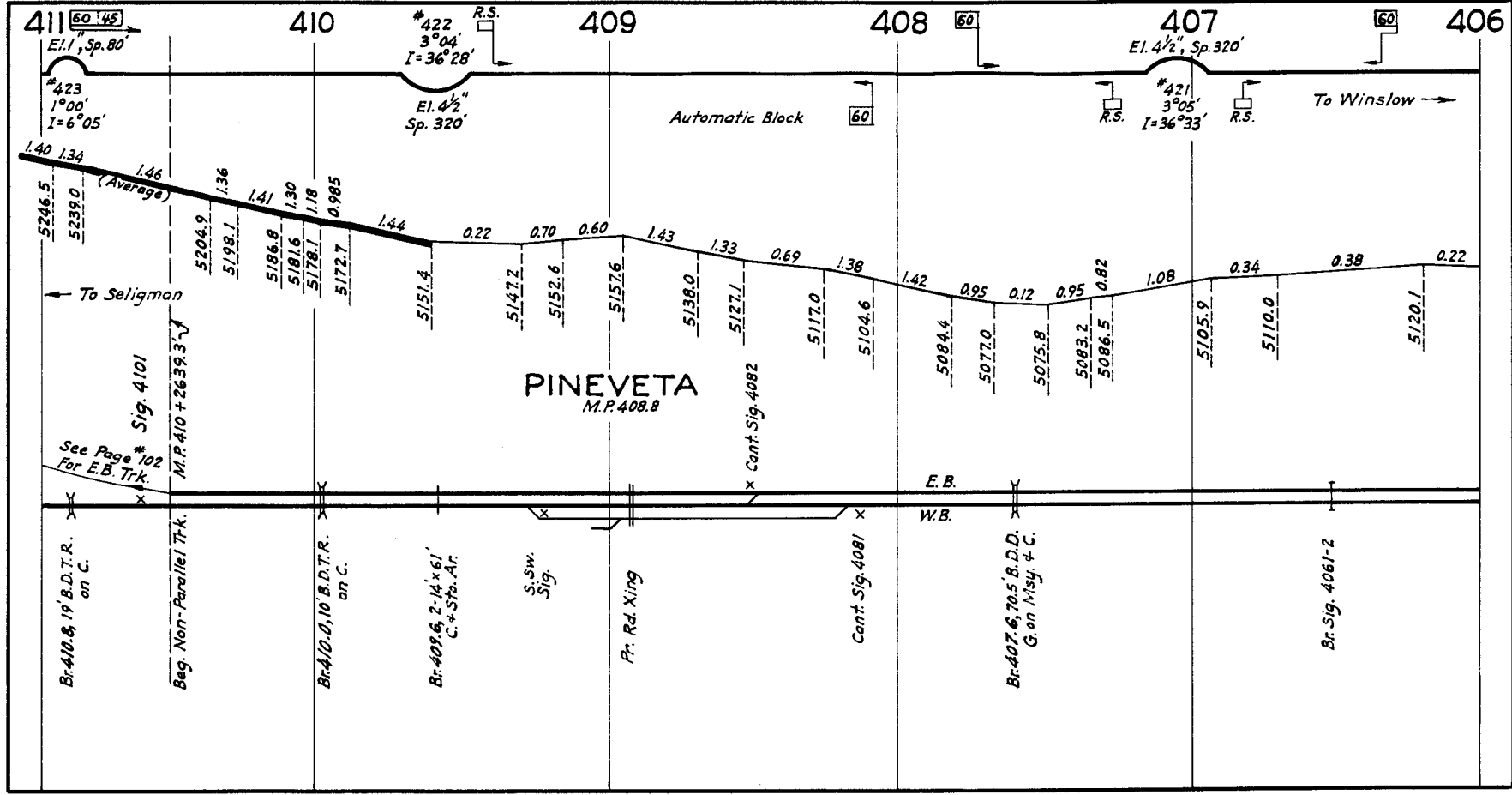
Br. 411, 6, 64.28' D.T. Ron C.

(Becomes parallel E.B. or M.P. 418.3)

Br. 411, 2, (See E.B. Trk.) Page 102

E.B. Trk. over W.B. Trk.

Note: Scale 1" = 2000'



411 60 145
 El. 1", Sp. 80'

410

#422
 3°04'
 I=36°28'
 El. 4 1/2"
 Sp. 320'

409

408 60

#421
 3°05'
 I=36°33'
 El. 4 1/2", Sp. 320'

406 60

Automatic Block 60

To Winslow →

1.40 1.34 (Average) 1.46 1.36 1.41 1.30 1.18 0.985 1.44 0.22 0.70 0.60 1.43 1.33 0.69 1.38 1.42 0.95 0.12 0.95 0.82 1.08 0.34 0.38 0.22

5246.5 5239.0 5204.9 5198.1 5186.8 5181.6 5178.1 5172.7 5151.4 5147.2 5152.6 5157.6 5138.0 5127.1 5117.0 5104.6 5084.4 5077.0 5075.8 5063.2 5086.5 5105.9 5110.0 5120.1

← To Seligman

PINEVETA
 M.P. 408.8

See Page #102
 For E.B. Trk.

Br. 410.6, 19' B.D. T.R.
 on C.

Beg. Non-Parallel Trk.
 M.P. 410 + 2639.3

Br. 410.0, 10' B.D. T.R.
 on C.

Br. 409.6, 2'-14" x 61'
 C. + Stps. At

S.W. Sig.

P. Rd. Xing

Cont. Sig. 4081

E.B.
 W.B.

Br. 407.6, 70.5' B.D.D.
 G. on Nisy. & C.

Br. Sig. 4061-2

Sig. 4101

Cont. Sig. 4082

406

7060

405

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

El. 2 1/2" Sp. 300'

404

Automatic Block 7060

403

35

R.S.

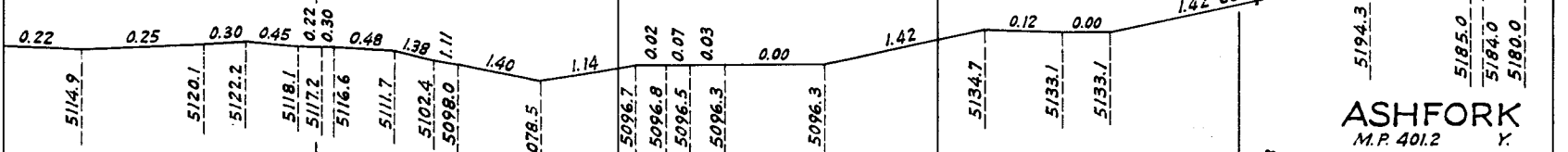
402 418 3'00" I=24°20'

417 1'30" I=7°29'

401

To Seligman ←

To Winslow →

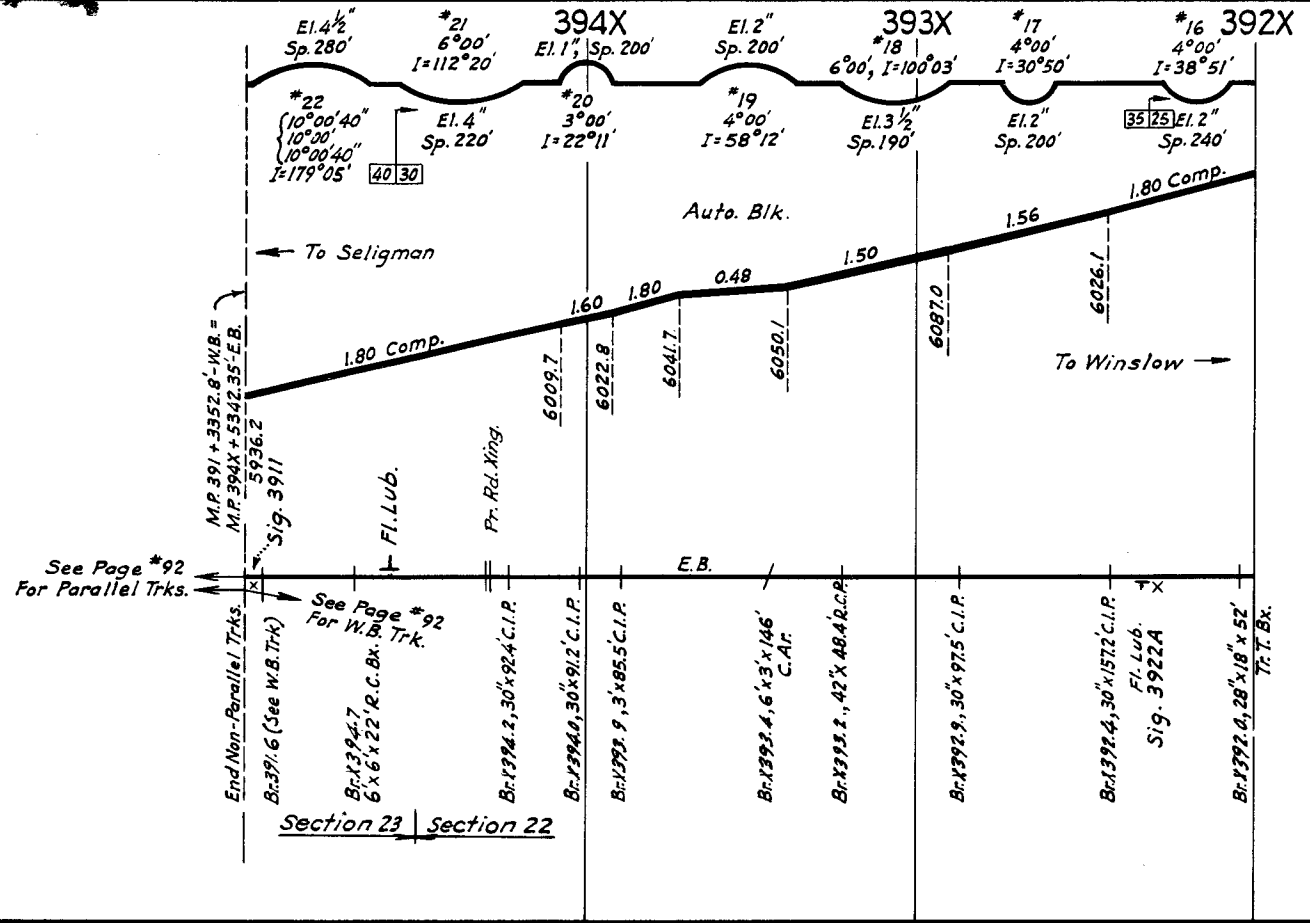


ASHFORK
M.P. 401.2



To Phoenix See Page #41
4TH DIST
I-Sig. 4RA
I-Sig. 4RB
2-I-Sig. SW
I-Sig. 4L

Interlocking at east and west end of yard.



392X

391X

390X

389X

388X

387X

El. 4 1/2"
Sp. 290'

40|30

#14
6°00'
I=102°49'

#13
4°00'
I=71°38'

Auto. Blk.
25|20
For W.B. Traffic
Only

El. 3 1/2"
Sp. 220'

#11
6°00'30"
I=116°04'

50|30

El. 2"
Sp. 200'

#15
10°00'
I=184°44'

El. 3 1/2"
Sp. 230'

El. 2"
Sp. 200'

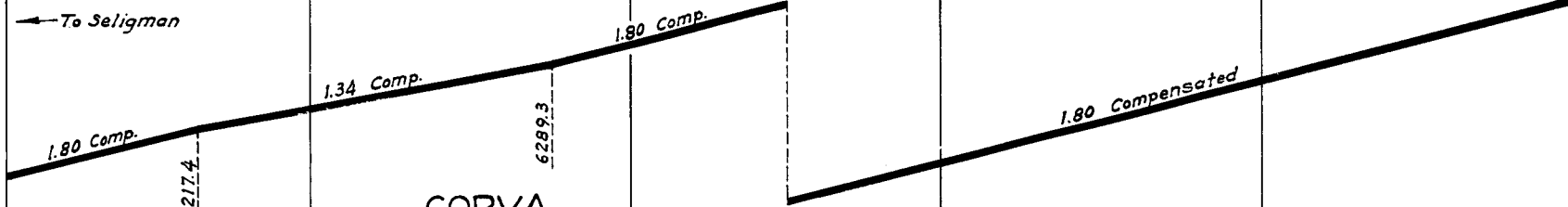
#12
6°00'
I=94°05'

El. 3 1/2"
Sp. 230'

#10
4°00'
I=27°42'

← To Seligman

To Winslow →



CORVA
M.P. 390.4X

Rd. Xing, Pr

Fl. Lub.

Rd. Xing, Pr

Sig. S.Sw.

Fl. Lub.

E.B.

Pr. Rd. Xing.

Br.X391.9, 3'x3'x612'
Tr. T. Bx.

Fl. Lub.
Br.X391.42, 2-3'x62 C.I.P.

Br.X391.95, 2-3'x3'x45'
Tr. T. Bx.

Br.X391.2, 2'x2'x35'
Tr. T. Bx.

Br.X391.1, 2'x2'x35'
Tr. T. Bx.

Br.X390.9, 3'x5' C.I.P.,
3'x3'x186' C.Bx.-L.
3'x3'x186' C.Bx.-R.

Br.X390.6, 3'x12' C.I.P.

W.T. O

Br.X390.1, 30'x86.5'
C.I.P., 16 G.R.C.P.

Br.X389.42, 3'x110' C.I.P.

Sig. 3892A

Fl. Lub.
Br.X389.1, 3'x158.5 C.I.P.

Br.X388.9, 4'x6'x65'
Sto. Bx.

Br.X388.7, 2'x75' C.I.P.

Br.X388.2, 20'x2'x39'
Tr. T. Bx.

Br.X388.0, 4' B.D.D.G.
on C.

Br.X387.8, 30'x37.5'
C.I.P.

Br.X387.4, 192' B.O.T.R.
on C.

387X

#9
3°06', 3°00'
I=85°42'

55 40

386X El. 2"
Sp. 200'

#8
3°00'
I=49°45'

El. 1"
Sp. 200'

385X

Auto. Blk.

El. 1"
Sp. 210'

#6
2°00'
I=69°49'30"

384X

#5
4°05', 3°59'36"
I=118°49'

383X

El. 4", Sp. 200'

El. 3" #2
Sp. 200' 3°00'
I=11°10'

#4
6°00'
I=52°24'

#3
3°00', El. 3"
I=12°57' Sp. 200'

← To Seligman

To Winslow →

1.80 Comp.

1.80 Comp.

1.41

1.30

1.60

0.89

1.30

0.71

6688.5

6728.0

6767.0

6784.8

6798.4

6809.9

6853.5

El. Equiv. 6945.6
6951.06 = 1.60
6952.36

1.61

SERENO
M.P. 384.1X

E.B.

Br. 1387.0, 11 B.D.T.R. on C.

Sig. 3862A

Br. 1386.521 B.D.I-Bm. on C.

Br. 1386.2, 2-3 x 73.8' C.I.P.

Br. 1385.7, 6' x 2' x 76' C.Ar.

Fl. Lub.

Br. 1385.1, 3 x 110' C.I.P.

Br. 1384.9, 26' x 2' x 64.6' Tr. T. Bx.

Sig. S.S.W.

Sig. 3832A

Br. 1383.8, 3 x 97.5' C.I.P.

Br. 1383.6, 6' x 6' x 45.2' C.Ar.

Br. 1383.1, 3 x 97.5' C.I.P.

Fl. Lub.

Br. 1382.6, 30' x 2' x 68' Tr. T. Bx.

Br. 1382.5 (See N.B. Trk.)

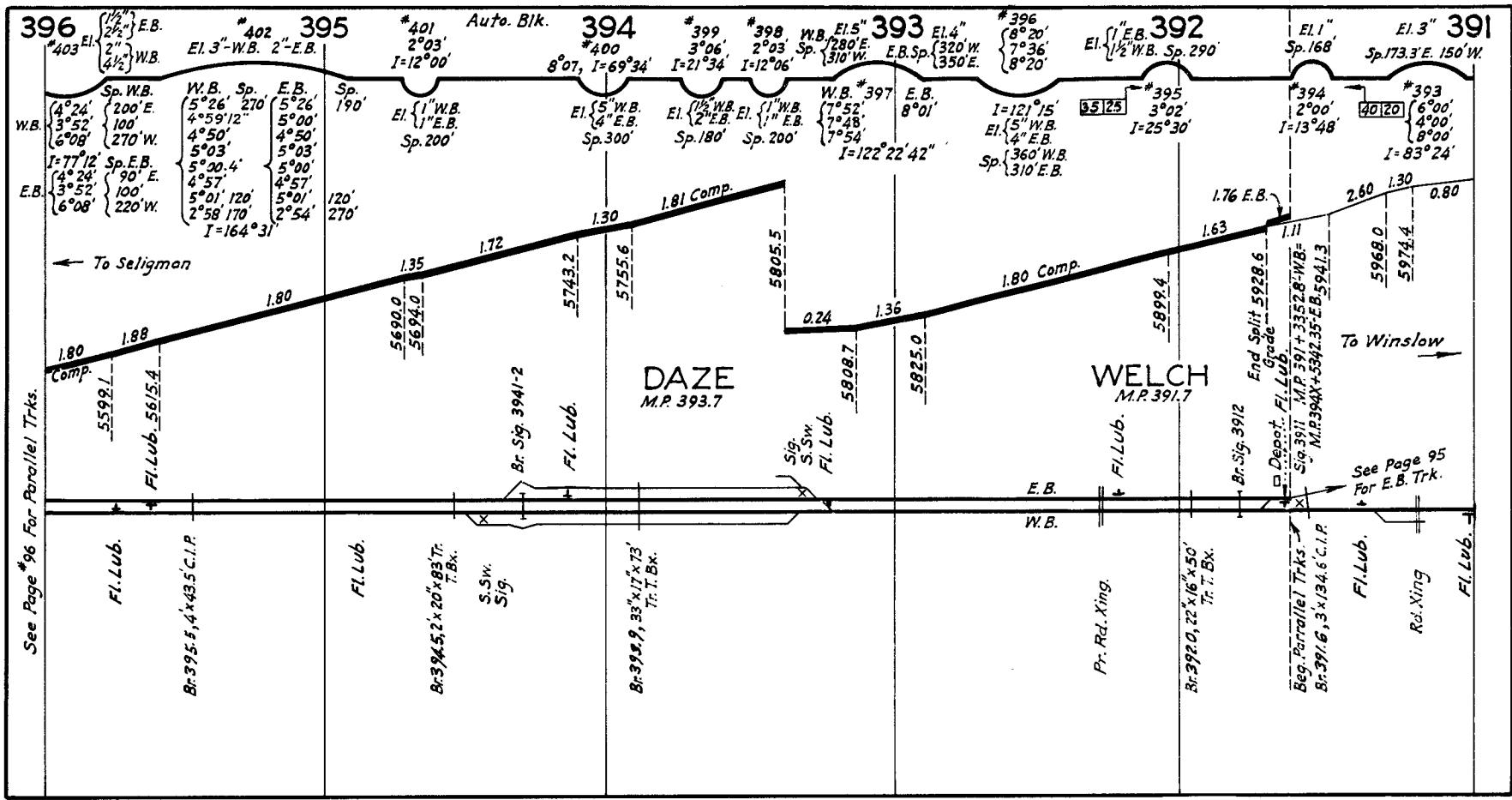
Br. 1382.2 (See W.B. Trk.)

Reg. Non-Parallel Trks.

See Page # 89 For W.B. Trk.

M.P. 382 + 815.3

See Page 89 For Parallel Trks.



396

403 El. { 1 1/2" E.B. 2 1/2" W.B. }

#402 El. 3" W.B. 2" E.B.

395

#401 Auto. Bik. 2°03' I=12°00'

394

#400 8°07' I=69°34'

#399 3°06' I=21°34'

#398 2°03' I=12°06'

393 El. 4" E.B. Sp. { 320' W. 350' E. }

#396 { 8°20' 7°36' 8°20' }

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

El. 1" Sp. 168'

El. 3" Sp. 173.3' E. 150' W.

391 El. 3" Sp. 173.3' E. 150' W.

W.B. { 4°24' 3°52' 6°08' } Sp. W.B. { 200' E. 100' 270' W. } I=77°12'

E.B. { 4°24' 3°52' 6°08' } Sp. E.B. { 90' E. 100' 220' W. }

W.B. Sp. { 5°26' 270' 4°59' 12' 5°03' 5°03' 5°00' 4' } E.B. Sp. { 5°26' 270' 4°59' 12' 5°03' 5°03' 5°00' 4' } I=164°31'

Sp. 190' 120' 270'

El. { 1" W.B. 1" E.B. } Sp. 200'

El. { 5" W.B. 4" E.B. } Sp. 300'

El. { 1 1/2" W.B. 2" E.B. } Sp. 180'

El. { 1" W.B. 1" E.B. } Sp. 200'

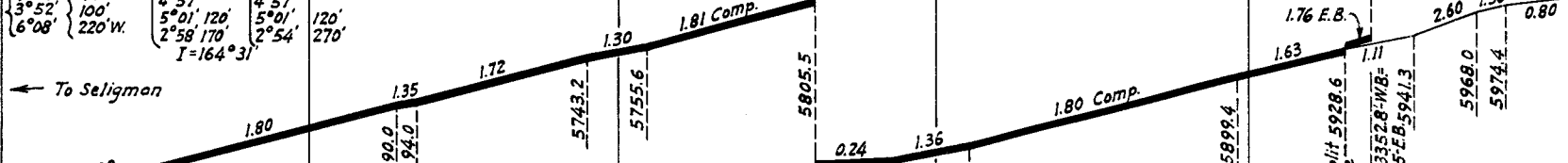
W.B. #397 E.B. { 7°52' 7°48' 7°54' } I=122°22'42"

I=121°15' El. { 5" W.B. 4" E.B. } Sp. { 360' W.B. 310' E.B. }

#395 3°02' I=25°30'

#394 2°00' I=13°48'

#393 { 6°00' 4°00' 8°00' } I=83°24'



To Seligman

To Winslow

See Page #96 For Parallel Trks.

Fl. Lub.

Br. 395.5, 4x43.5 C.I.P.

Fl. Lub.

Br. 394.5, 2x20x88 Tr. T. Bx.

S. Sw. Sig.

Br. Sig. 3941-2

Fl. Lub.

Br. 393.9, 33x17x73 Tr. T. Bx.

DAZE M.P. 393.7

Sig. S. Sw. Fl. Lub.

Fl. Lub.

E.B. W.B.

Pr. Rd. Xing.

WELCH M.P. 391.7

Fl. Lub.

Br. 392.0, 22x16x50 Tr. T. Bx.

Tr. T. Bx.

Br. Sig. 3912

End Split 5928.6

Beg. Parallel Trks Br. 391.6, 3x134.6 C.I.P.

Depot. Fl. Lub. Sig. 3911 M.P. 391+335.28-WB= M. 394X+5342.35-E.B. 5941.3

Fl. Lub.

Rd. Xing

Fl. Lub.

See Page 95 For E.B. Trk.

391

El. 3 1/2" Sp. 130' { #390 El. 3 1/2" Sp. 120' #387 El. 3 1/2" Sp. 140' #386 El. 3 1/2" Sp. 170' } I=96°42'11" I=24°52' I=29°45' I=25°29'

390

Auto. Bik. El. 3 1/2" Sp. 170' { #383 El. 3 1/2" Sp. 185' W. #381 El. 3 1/2" Sp. 157' E. #382 El. 2 1/2" Sp. 110' } I=8°12' I=3°35' I=6°00' I=24°04' I=52°58' I=46°22'

389

El. 3" Sp. 90' W. El. 2 1/2" Sp. 200' El. 3 1/2" Sp. 90' { #376 El. 3" Sp. 150' #375 El. 3" Sp. 150' } I=10°00' I=10°20' I=9°22' I=114°55' I=8°00' I=16°27'

388

#392 9°08' I=56°28'24" El. 4" Sp. 174' E. Sp. 84' W. I=34°01'

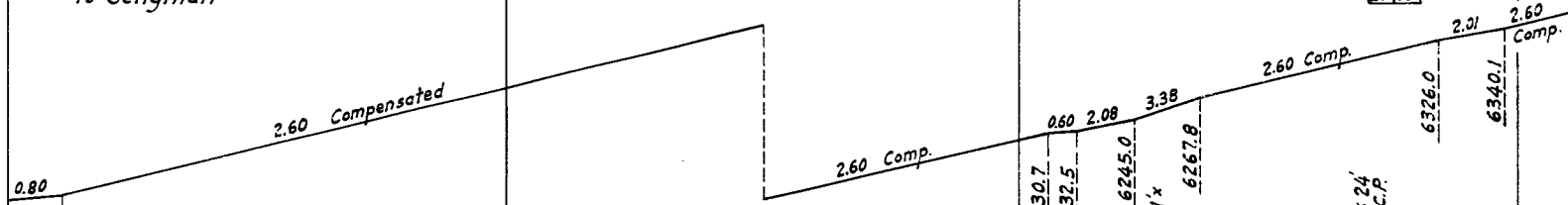
#384 10°00' I=39°49' El. 3 3/4" Sp. 217' E. 150' W.

#379 5°03' I=55°31' #378 5°54' I=22°57' #377 10°00' I=25°39'

#375 8°00' I=16°27'

To Seligman ←

To Winslow →



Br-390. 24' 6" x 11' C.I.P.
Br-390. 65' 18" x 20" x 18.2'
Tr. T. Bx.

Br-390. 5' 26.9' B.D.
I-Btm. on C.

Fl. Lub.

Section 23 | Section 22

Fl. Lub.

X Sig. 3901

Br-390. 0' 30" x 16' x
16' Tr. T. Bx.
Sr-389. 9' 4' x 274'
O.R.C.P.

Fl. Lub.

Br-389. 8' 3' x 2' x 198'
Tr. T. Bx.

Br-389. 4' 4' x 2' x 22.8'
Tr. T. Bx.

Fl. Lub.

W.B.

Fl. Lub.

Br-388. 9' 2' 4' x 232'
O.R.C.P.

Johnson's Canyon Tunnel

Br-388. 75' 2' x 1' x 19'
Tr. T. Bx.

Br-388. 69' 2' x 1' x 19'
Tr. T. Bx.

Br-388. 6' 2' x 10' x 95.7'
Tr. T. Bx.

Br-388. 4' 2' x 10' x 18.3'
Tr. T. Bx.

Br-388. 26' B.D. I-Btm.
on C. 205' 9'

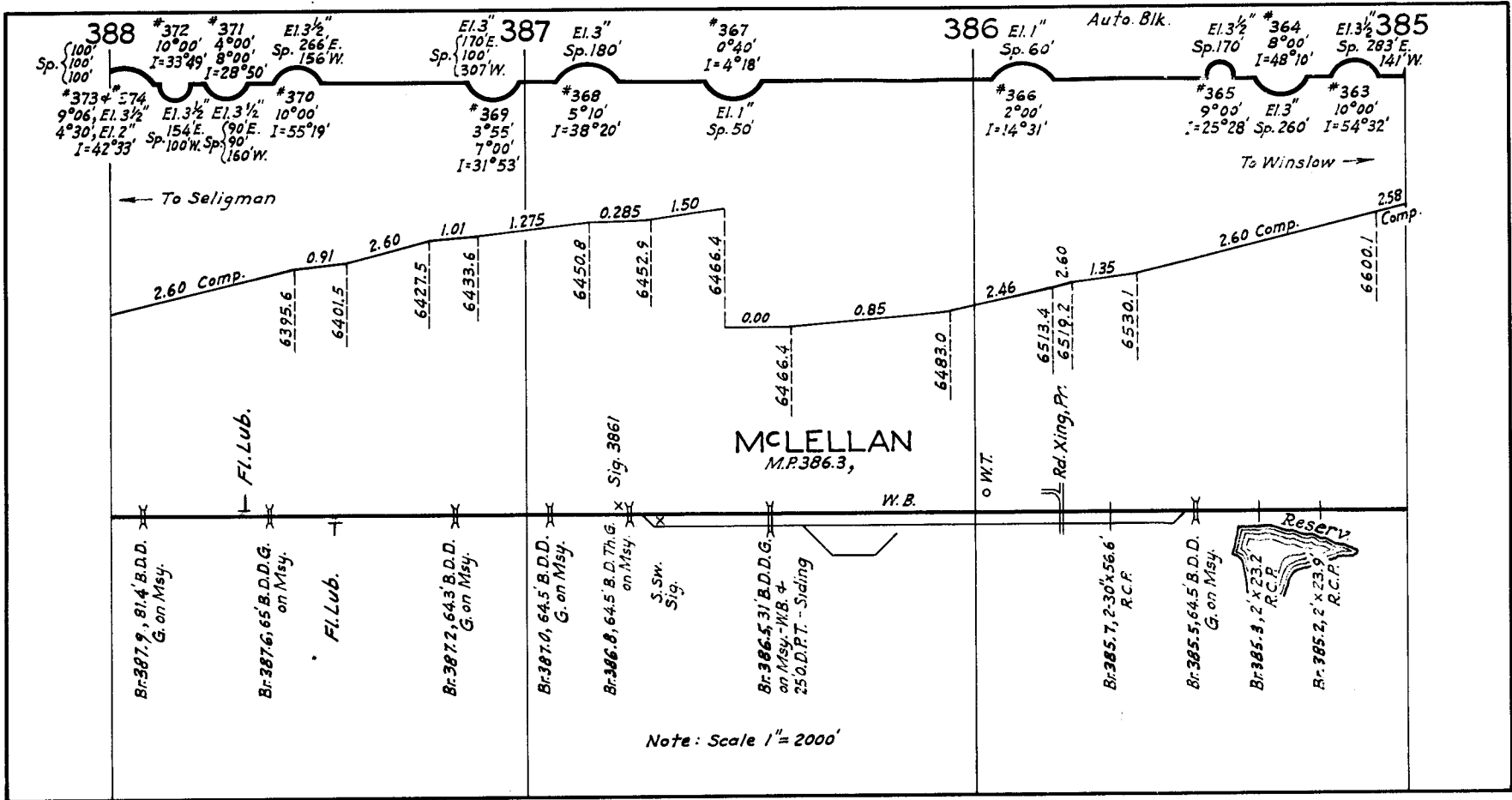
Fl. Lub.

Fl. Lub.

6326.0

6340.1

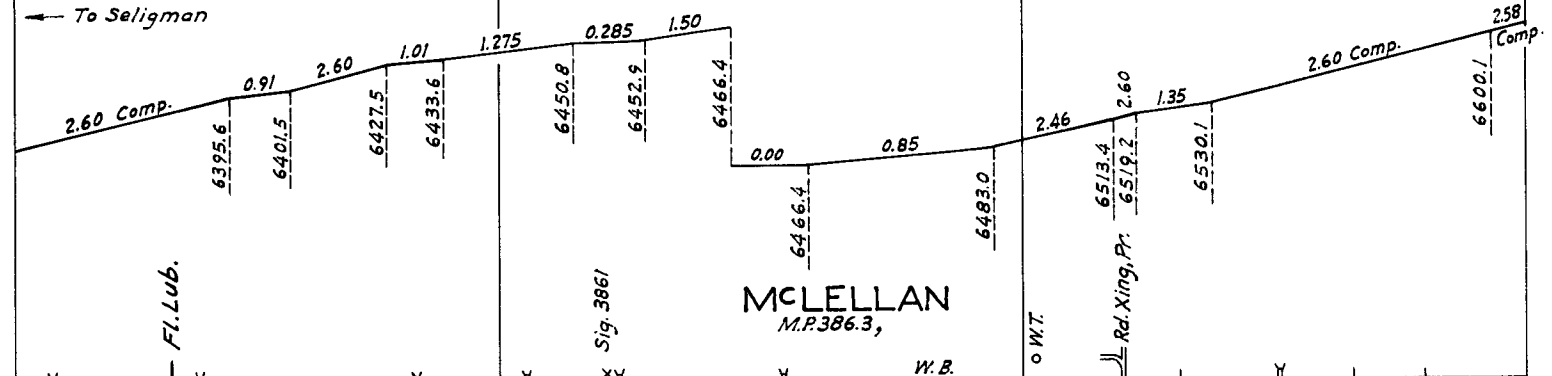
Note: Scale 1" = 2000'



388 $\begin{matrix} \#372 \\ 10^{\circ}00' \\ I=33^{\circ}49' \end{matrix}$ $\begin{matrix} \#371 \\ 4^{\circ}00' \\ I=28^{\circ}50' \end{matrix}$ El. $1\frac{1}{2}''$ Sp. 266' E. 156' W.
 Sp. $\begin{matrix} 100' \\ 100' \\ 100' \end{matrix}$
 $\begin{matrix} \#373 \\ 9^{\circ}06' \\ I=42^{\circ}33' \end{matrix}$ $\begin{matrix} \#374 \\ 4^{\circ}30' \\ I=42^{\circ}33' \end{matrix}$ El. $1\frac{3}{2}''$ El. $1\frac{3}{2}''$ El. $1\frac{3}{2}''$ El. $1\frac{3}{2}''$ El. $1\frac{3}{2}''$ El. $1\frac{3}{2}''$
 Sp. 154' E. 154' E. (90' E.) Sp. 100' W. Sp. 150' W. Sp. 160' W.
 387 El. $1\frac{3}{2}''$ Sp. 180' $\begin{matrix} \#368 \\ 5^{\circ}10' \\ I=38^{\circ}20' \end{matrix}$ El. $1''$ Sp. 50'
 Sp. $\begin{matrix} 170' \\ 100' \\ 100' \end{matrix}$ (307' W.)
 $\begin{matrix} \#369 \\ 3^{\circ}55' \\ 7^{\circ}00' \\ I=31^{\circ}53' \end{matrix}$ El. $1''$ Sp. 50'
 386 El. $1''$ Sp. 60' Auto. Bik. $\begin{matrix} \#366 \\ 2^{\circ}00' \\ I=14^{\circ}31' \end{matrix}$ El. $1''$ Sp. 50'
 Sp. 170' $\begin{matrix} \#364 \\ 8^{\circ}00' \\ I=48^{\circ}10' \end{matrix}$ El. $1\frac{3}{2}''$ Sp. 283' E. 141' W.
 $\begin{matrix} \#365 \\ 9^{\circ}00' \\ I=25^{\circ}28' \end{matrix}$ El. $1\frac{3}{2}''$ Sp. 260' $\begin{matrix} \#363 \\ 10^{\circ}00' \\ I=54^{\circ}32' \end{matrix}$ El. $1\frac{3}{2}''$ Sp. 283' E. 141' W.

To Seligman ←

To Winslow →



Br. 387.9, 81.4' B.D.D. G. on Msy.
 Fl. Lub.
 Br. 387.6, 65' B.D.D. G. on Msy.
 Fl. Lub.
 Br. 387.2, 64.3' B.D.D. G. on Msy.
 Br. 387.0, 64.5' B.D.D. G. on Msy.
 Br. 386.8, 64.5' B.D. Th. G. on Msy.
 S.S.W. Sig.
 Br. 386.5, 31' B.D.D. G. on Msy. - W.B. 4 25.0 D.P.T. - Siding
 W. B.
 o W.T.
 Rd. Xing, Pr:
 Br. 385.7, 2' 30" x 56.6' R.C.F.
 Br. 385.5, 64.5' B.D.D. G. on Msy.
 Reserv.
 Br. 385.3, 2' x 23.2' R.C.P.
 Br. 385.2, 2' x 23.9' R.C.P.

Note: Scale 1" = 2000'

385
El. 3", Sp. 141' W.

El. 1 1/2"
Sp. 100'

*360
6° 56'
I=61° 48'

384
El. 3 1/2" Sp. 290'

*358
10° 06'
I=73° 40'

Auto. Bik.

*357
9° 59'
I=110° 32'

383
El. 4", Sp. 250'

*355
10° 15'
I=49° 59' 30"

El. 1 1/2"
Sp. 120'

*353
7° 30'
I=17° 07'

382
El. 3 1/2"
Sp. 270' E.
100'
240' W.

*362
8° 00'
I=37° 05'

*361
3° 00'
I=30° 19'

El. 2 1/2"
Sp. 220'

*359
10° 00'
I=76° 41'

El. 3 1/2"
Sp. 330'

El. 4"
Sp. 320'

*356
10° 00'
I=94° 51'

El. 4"
Sp. 150'

*354
3° 00'
I=25° 24'

El. 3 1/2"
Sp. 190'

*352
3° 00'
I=7° 53'

*351-W.B.
4° 05'
I=48° 14'
El. 3 1/2"
Sp. 220'

← To Seligman

To Winslow →

2.58 Comp.

0.97

2.60

2.45
Comp.

2.47

2.60 Comp.

2.60 Compensated

2.95

1.60

1.61

1.32

6614.6

6621.0

6653.2

6677.0

6688.0

6933.9

6949.6

6952.4

6967.2

Br 384.9, 2' x 23.2' R.C.P.
Fl. Lub.

Br 384.5, 2' x 16' x 23.5'
Tr. T. Bx.

Br 384.3, 2' x 24' R.C.P.

Fl. Lub.

Br 383.9, 2' x 23.3' R.C.P.
Br 383.8, 2' x 24' R.C.P.

Pr. Rd. Xing

Br 383.7, 2' x 4' x 90'
Sto. Ar.



W.B.

Br 383.4, 2' x 25' C.I.P.

Br 383.3, 2' x 64.2'
O.R.C.P.

Br 383.1, 2' x 2' x 23.5'
Tr. T. Bx.

Fl. Lub.

Br 382.9, 2' x 16' x 26.3'
Tr. T. Bx.

X Sig. 3821

Fl. Lub.

Br 382.8, 2' x 23.4' R.C.P.

Br 382.6, 2' x 24' O.R.C.P.

Fl. Lub.

See Page # 93
For E.B. Trk.

Br 382.5, 30' x 2' x 82'
Tr. T. Bx.

Br 382.4, 2' x 1' x 24.3'
Tr. T. Bx.

Br 382.2, 2' x 32.5'
R.C.P.

Beg. Non-Parallel Trks
Fl. Lub.

Fl. Lub.
- M.P. 382 + 815.3

E.B.

Note: Scale 1" = 2000'

382

#350
2°34'
I=14°52'
Ei.4"
Sp. {150 E.B.
60 W.B.
#348
4°02'
I=24°21'

#347
2°02'
I=15°33'

Auto. #344 Bk. Ei.1"
Sp.110'
#345
3°02', I=22°22'
I=56°04'

380
#343
1°00'
I=5°56'

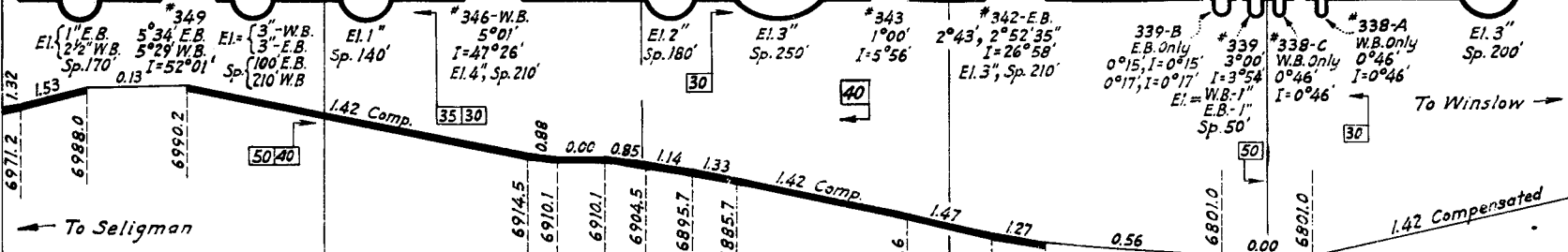
379
W.B. 2°43'
I=26°58', Sp.210'
Ei.3"

#339-C
E.B. Only
0°17'
I=0°17'

#338-B
W.B. Only
0°46', I=1°32'

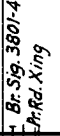
377

88

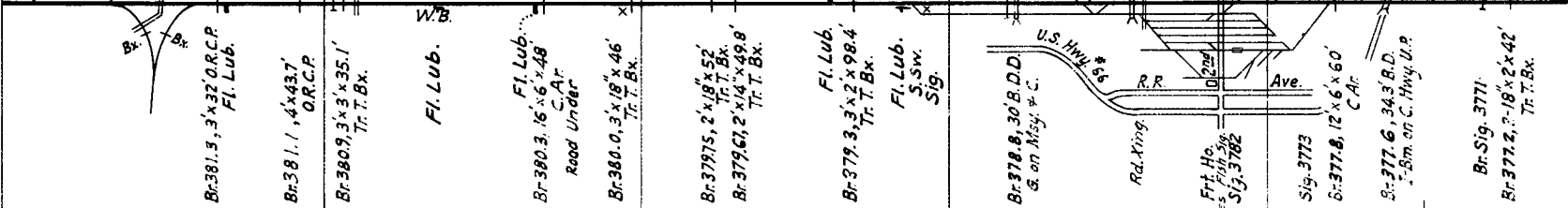
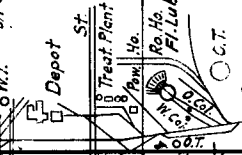
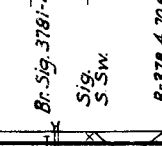


SUPAI
M.P. 381.6, Y

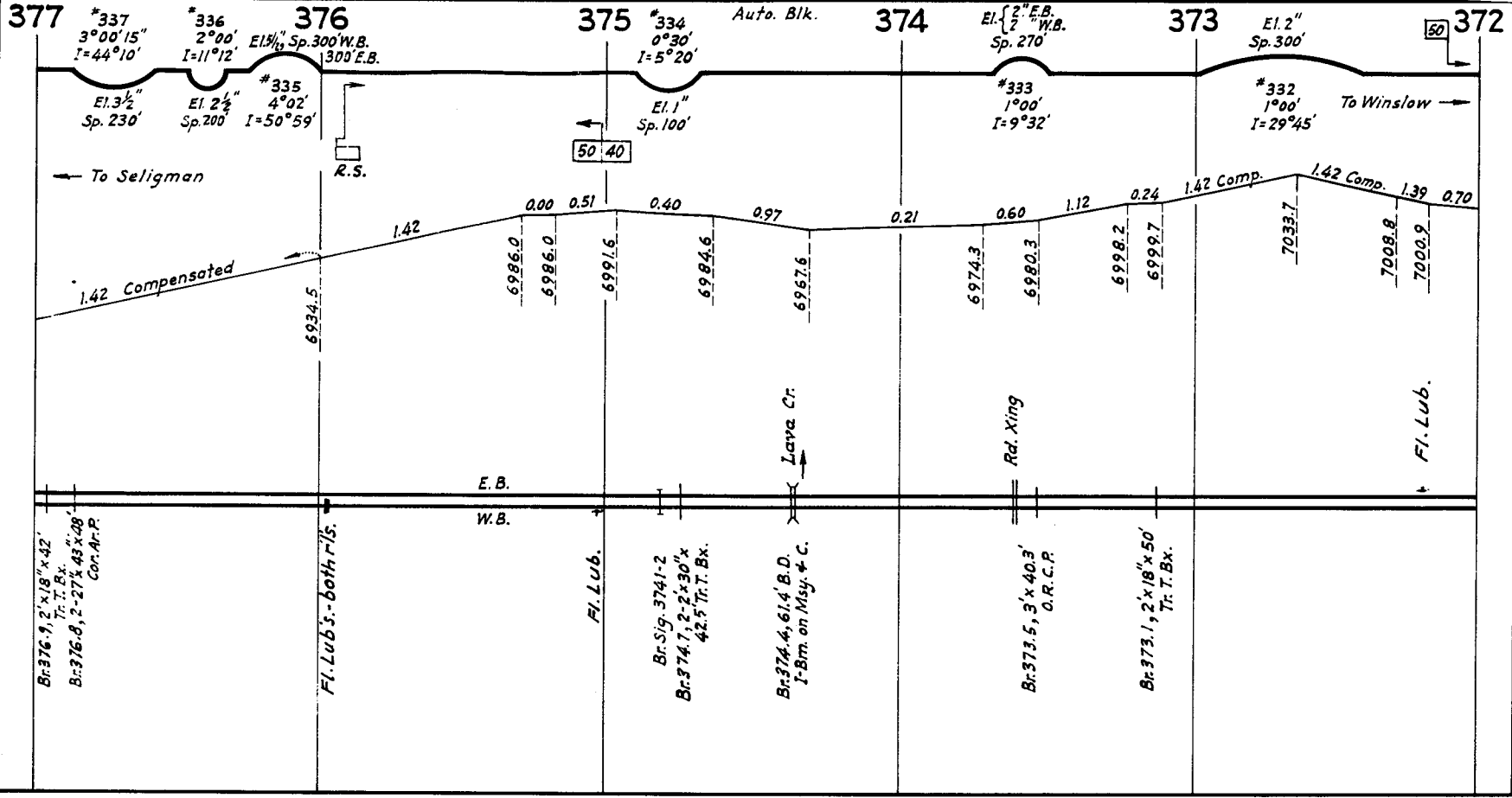
WILLIAMS
M.P. 378.2,



Cont. Sig. 3802



Section 22 | Section 21



372

R.S. 3 1/2" W.B.
El. 4" E.B.
Sp. 300'
#330
3°03'
I=43°48'

371

4 1/2" W.B.
El. 5" E.B.
Sp. 300'
#328
2°02'
I=29°47'

370

2" W.B.
El. 2 1/2" E.B.
Sp. 200'
#327
2°00'
I=11°07'

4 1/2" W.B.
El. 5" E.B.
Sp. 250'
#324
3°10'
I=17°01'

369

#323
3°03', I=40°19'
#322
1°00'
I=9°49'

368

4" W.B.
El. 5" E.B.
Sp. 330'

367

El. 5 1/2" E.B.
Sp. 300'

#331
2°06'
I=15°52'
El. 4 1/2"
Sp. 360'

#329
2°33'
I=31°25'
El. 3 1/2" E.B.
Sp. 250'
3" W.B.

#326
2°00'
I=18°00'
#327
El. 3" E.B.
Sp. 220'
2 1/2" W.B.

#325
3°00'
I=18°00'
El. 5"
Sp. 250'

El. 4 1/2" E.B., 4" W.B.
Sp. 320'

El. 1"
Sp. 80'

#321
4°13'
I=32°08'

#320
4°01'
I=67°05'

1.42 Comp.

1.42 Comp.

Auto. Bk.

To Winslow →

0.70
6991.6

7055.3

1.33
6999.7

0.00
6981.7

1.05
6981.7

1.21
6991.2

1.33
6970.4

1.32
6957.4

1.40
6939.7

0.50
6926.6

1.10
6921.1

0.25
6913.4

0.00
6908.9

0.10
6909.9

0.00
6909.9

← To Seligman

Br. Sig. 3711-2

Br. Sig. 3691-2

CHALENDER
M.P. 368.0

Sig. S.W.

F.B.

W.B.

Br. 371.8, 16" x 1.5" x
44 C.P.

Br. 371.5, 2" x 72" C.P.

Br. 370.4, 3" x 80.5" R.C.P.

Br. 369.7, 2" x 57" O.R.
C.P.

S.S.W.
Sig.
Br. 369.0, 16" x 12" x
57.1 Tr. T. Bx.

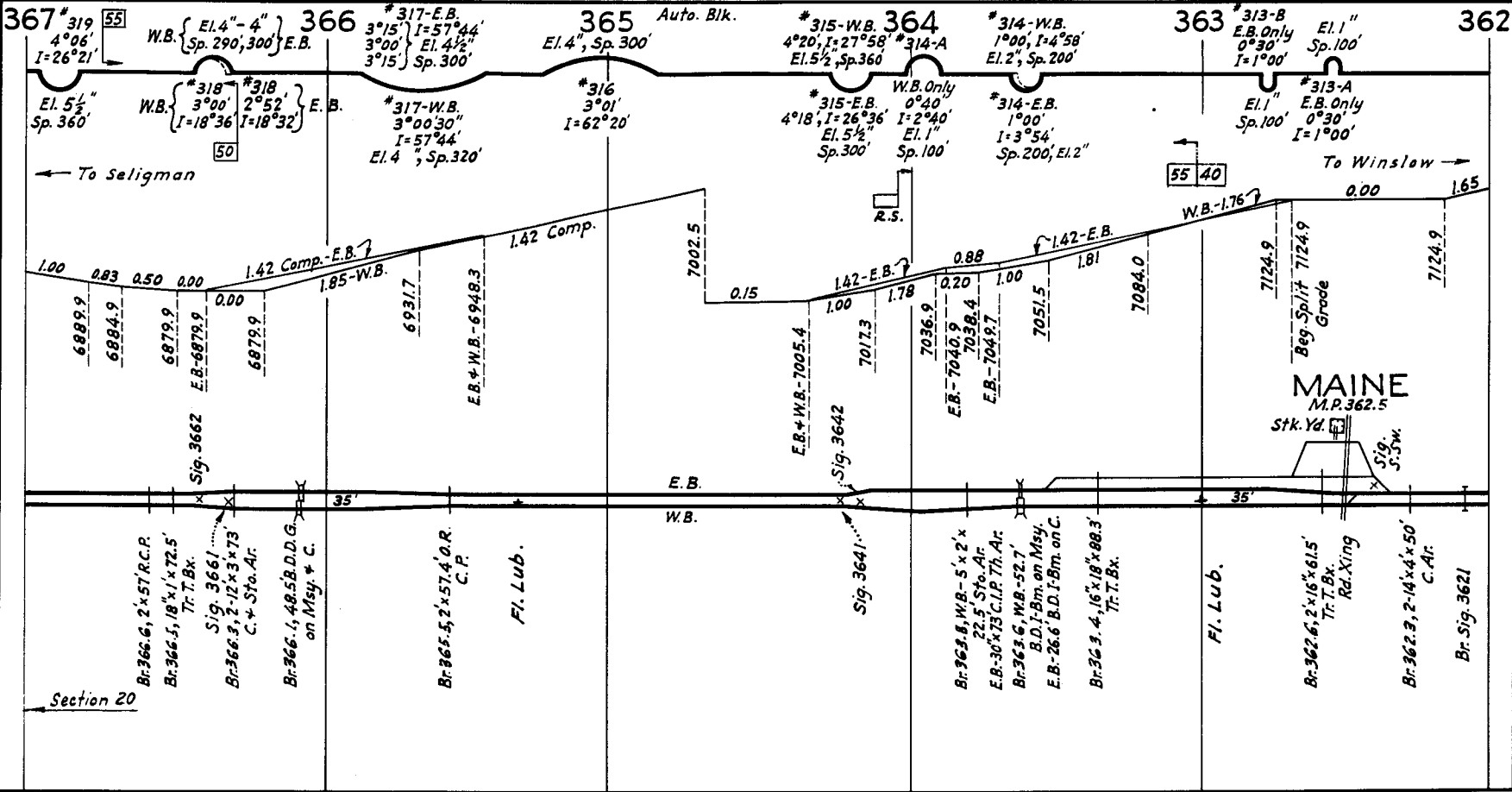
Br. 368.9, 17" x 12" x
70.5 Tr. T. Bx.

Br. 368.2, 4" x 51.2" R.C.P.,
4" x 16" C.I.P.

Rd. Xing
Br. 367.9, 2" x 4" x 59.5
Tr. T. Bx.

Br. 367.2, 79" B.D. I-Bm.
on Misy. & C.

Section 21



367 319
4°06' I=26°21'

W.B. { El.4"-4" } 366
Sp.290,300' E.B.

*317-E.B.
3°15' I=57°44'
3°00' El.4½'
3°15' Sp.300'

365 Auto. Blk.
El.4", Sp.300'

*315-W.B. 364
4°20' I=27°58' #314-A
El.5½', Sp.360

*314-W.B.
1°00' I=4°58'
El.2", Sp.200'

363 313-B
E.B. Only
0°30' I=1°00'

362 El.1" Sp.100'

El.5½" Sp.360'

W.B. { *318 3°00' I=18°36' }
 { *318 2°52' I=18°32' } E.B.

*317-W.B.
3°00'30" I=57°44'
El.4", Sp.320'

*316 3°01' I=62°20'

*315-E.B. 0°40' I=2°40'
4°18' I=26°36' El.5½' Sp.300'

W.B. Only
El.1" Sp.100'

*314-E.B. 1°00' I=3°54'
Sp.200', El.2"

*313-A El.1" E.B. Only
0°30' I=1°00'

← To Seligman

To Winslow →

1.00 0.83 0.50 0.00

1.42 Comp.-E.B.
1.85-W.B.

1.42 Comp.

7002.5

0.15

1.42-E.B.
1.78

0.88

1.42-E.B.
1.81

7084.0

W.B.-1.76

7124.9

Beg. Split
Grade

0.00

1.65

MAINE
M.P.362.5
Stk. Yd.

Sig. S-5W.

E.B.

W.B.

35'

Fl. Lub.

Section 20

Br.366.6, 2x57'R.C.P.
Br.366.5, 18'x1'x72.5'
Tr.T.Bx.
Sig.366.1
Br.366.3, 2-12x3x73'
C.+Sto.Ar.
Br.366.1, 48.5B.D.D.G.
on Msy.*C.

Br.365.5, 2x57.4'O.R.
C.P.

Fl. Lub.

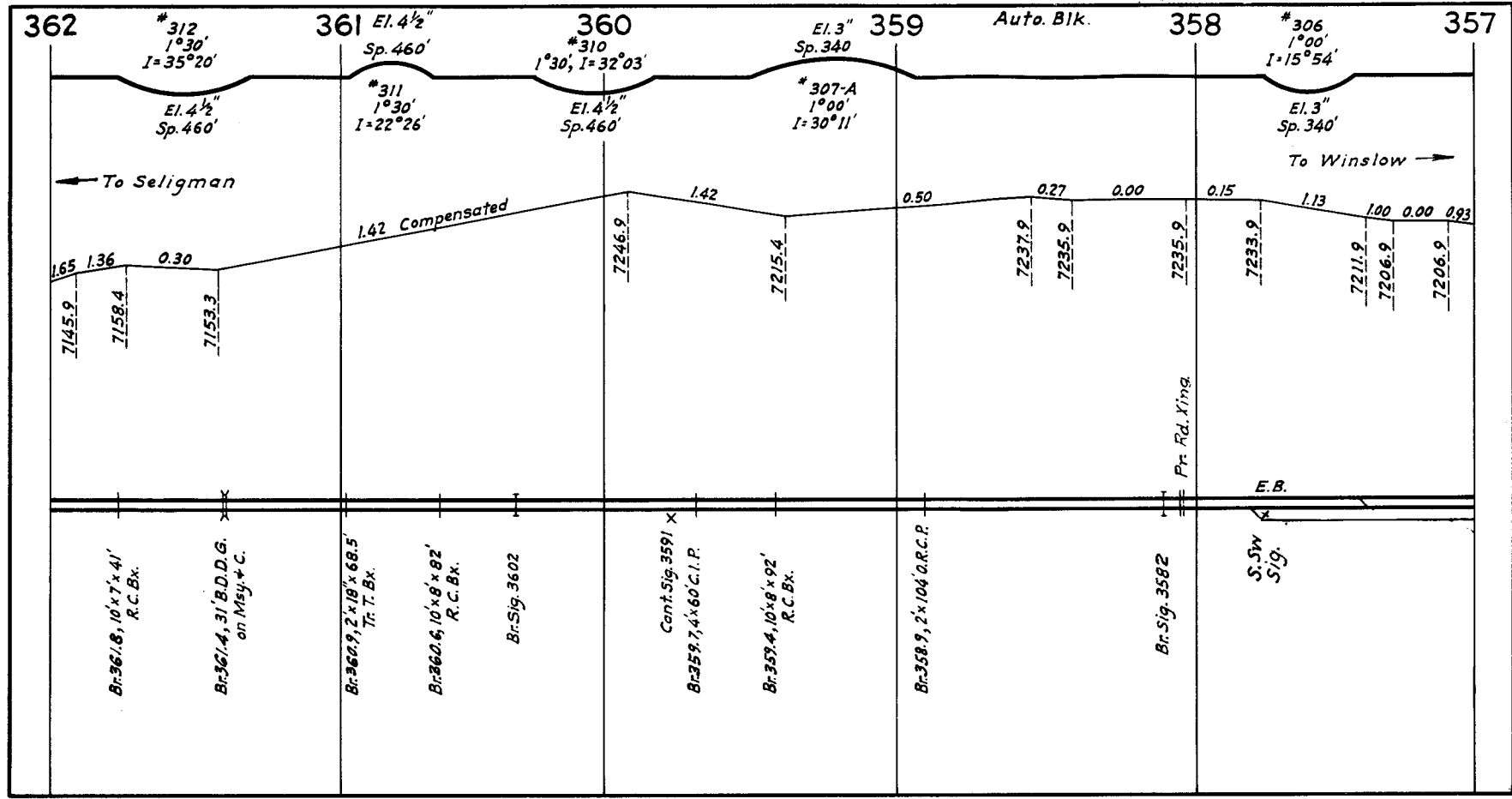
Sig.364.1

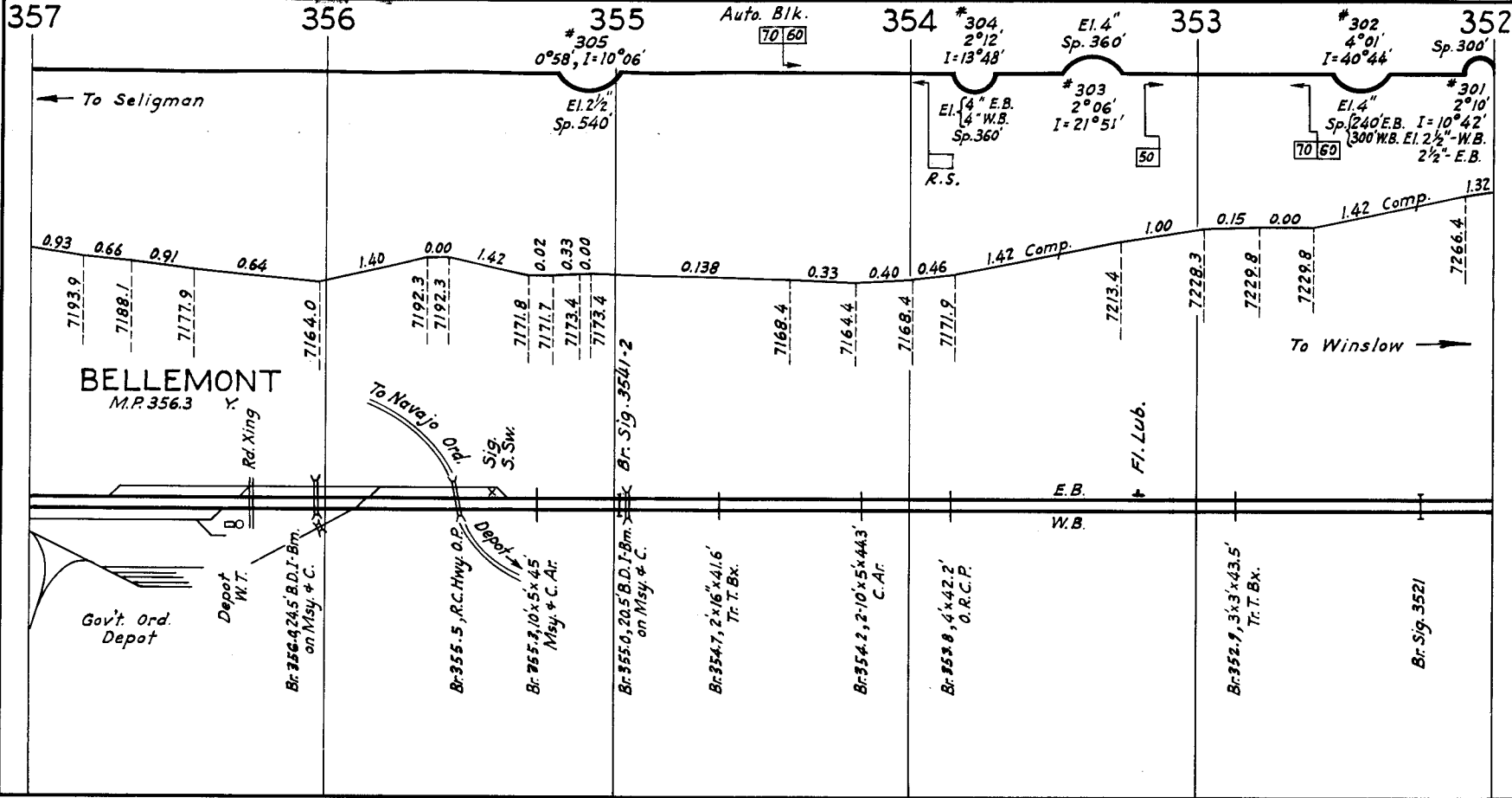
Br.363.8, W.B.-5'x2'
22.5' Sto.Ar.
E.B.-36x73 C.I.P Th.Ar.
Br.363.6, W.B.-52.7'
B.D.I.Bm. on Msy.
E.B.-26.6' B.D.I.Bm. on C.
Br.363.3, 4, 16'x18'x88.3'
Tr.T.Bx.

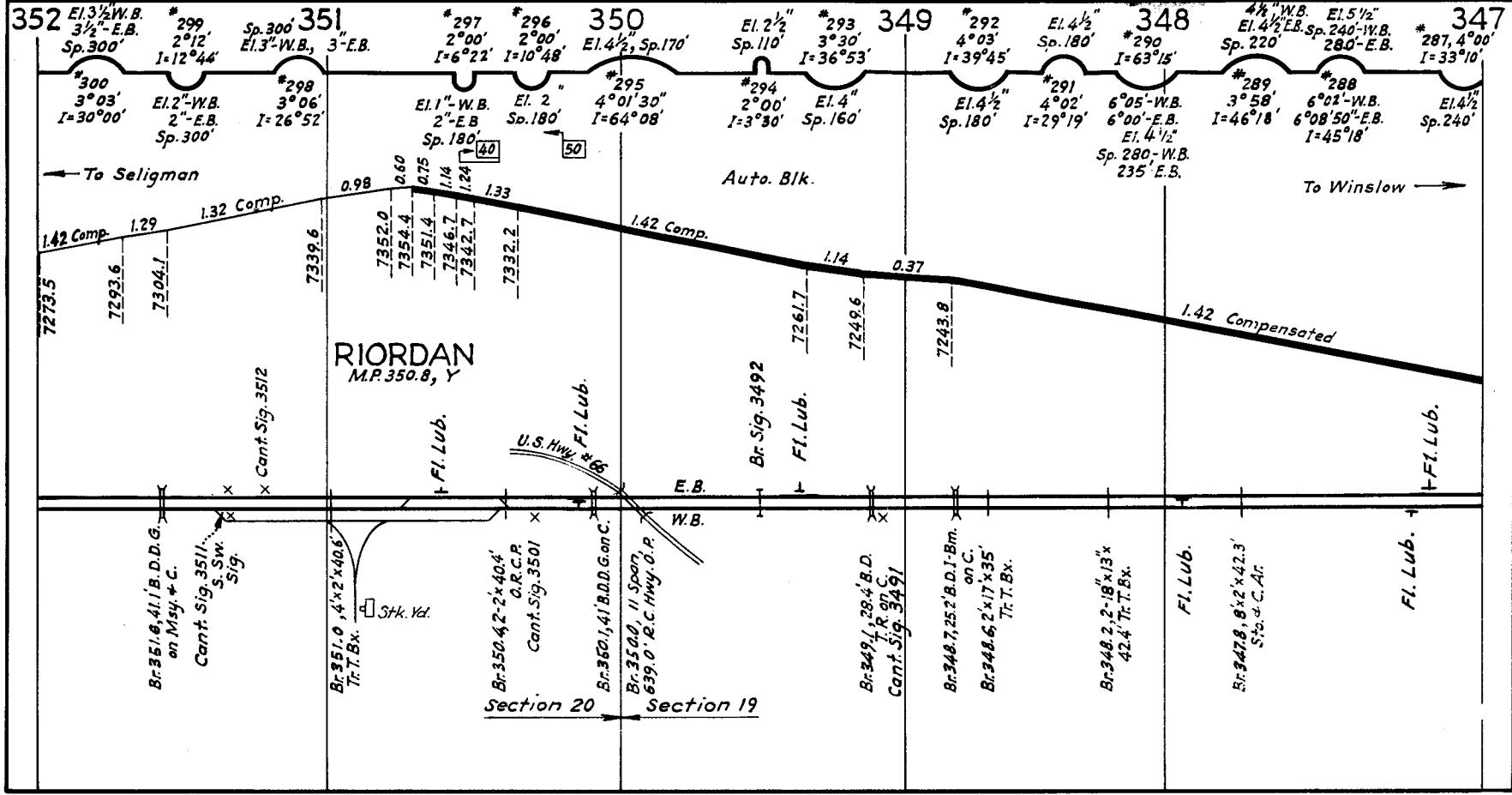
Br.362.6, 2x16'x61.5'
Tr.T.Bx.
Rd.Xing

Br.362.3, 2-14'x4'x50'
C.Ar.

Br. Sig. 362.1







352 El. 3 1/2" W.B. 3 1/2" E.B. Sp. 300

*299 2° 12' 1=12° 44' Sp. 300

351 El. 3" W.B. 3" E.B. Sp. 300

*297 2° 00' 1=6° 22' *296 2° 00' 1=10° 48' Sp. 180

350 El. 4 1/2" Sp. 170

El. 2 1/2" Sp. 110 *293 3° 30' 1=36° 53'

349 *292 4° 03' 1=39° 45' El. 4 1/2" Sp. 180

348 *290 4° 03' 1=63° 15' El. 4 1/2" Sp. 180

4 1/2" W.B. El. 5 1/2" Sp. 240 W.B. 280" E.B. *287 4° 00' 1=33° 10'

347

← To Seligman

Auto. Blk.

To Winslow →

1.42 Comp.

1.29

1.32 Comp.

0.98

0.60

0.75

1.14

1.24

1.33

1.42 Comp.

1.14

0.37

1.42 Compensated

7273.5

7293.6

7304.1

7339.6

7352.0

7354.4

7351.4

7346.7

7342.7

7332.2

7261.7

7249.6

7243.8

RIORDAN
M.P. 350.8, Y

U.S. Hwy. #66

Br. 351.6, 41' B.D.D.G. on Msy. + C.

Cant. Sig. 3511 S. Sw. Sig.

Br. 351.0, 4' x 2' x 40.6' Tr. T. Bx.

Stk. Vd.

Br. 350.4, 2' x 2' x 40.4' O.R.C.P. Cant. Sig. 3501

Br. 350.1, 41' B.D.D.G. on C.

Br. 350.0, 11 Spots, 639.0' R.C. Hwy. O.P.

Section 20

Section 19

Br. 349.1, 28.4' B.D. on C. Cant. Sig. 3491

Br. 348.7, 25.2' B.D. I-Bm. on C.

Br. 348.6, 2' x 17' x 35' Tr. T. Bx.

Br. 348.2, 2'-18" x 13" x 42.4' Tr. T. Bx.

Br. 347.8, 8' x 2' x 42.3' Stk. + C. Ar.

Fl. Lub.

Fl. Lub.

Fl. Lub.

Fl. Lub.

E.B.

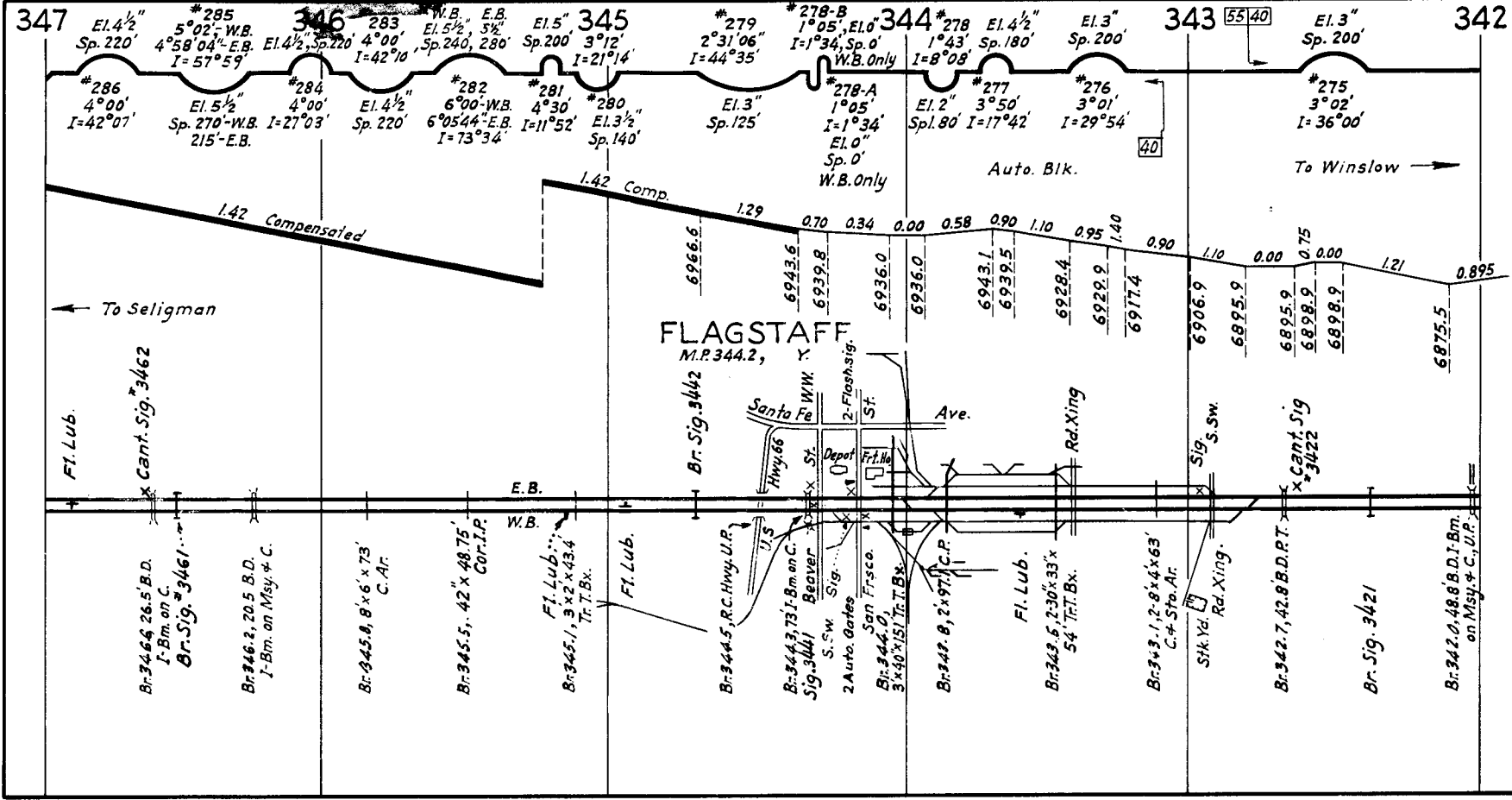
W.B.

Br. Sig. 3492

Fl. Lub.

Fl. Lub.

Fl. Lub.



342

* 274
3°00'
I=21°36'

341

50/40

55/60

340*
273
4°07'
I=27°28'

339

* 272
4°20'
I=16°00'

338
El. { 2"E.B.
1"W.B.
Sp. 140 E.B., 70 W.B.

* 270
2°00'
I=19°03'

* 269
1°56'
I=10°07'

80

El. 3"
Sp. 200'

El. 4"
Sp. 240'

El. 4"
Sp. 240'

* 271
2°00'
I=22°22'

El. { 2"E.B.
1"W.B.
Sp. { 140 E.B.
70 W.B.

El. { 2"E.B.
1"W.B.
Sp. { 140 E.B.
70 W.B.

0.895 0.40 0.63

0.19 1.23

0.00

1.42 Comp.

0.00 1.33 0.00 0.60 1.42

1.42 Comp.

0.335 1.32 1.42

← To Seligman

To Winslow →

6895.9
6899.9

6880.9

6877.9
6861.9

6861.9

6817.5
6817.5

6828.9
6828.9

6822.4
6818.7

6801.9

6756.2
6752.4

6749.5

GLEN CANYON DAM/RAILHEAD

Rd. Xing
Pr. Rd. Xing

Br. Sig. 3401-2

Rd. Xing
Fl. Lub.

Br. 340, 1, 2-4 x 39' C.P.

Rd. Xing.
Br. Sig. 3391-2

Br. 338, 9, 42 x 126' C.P.

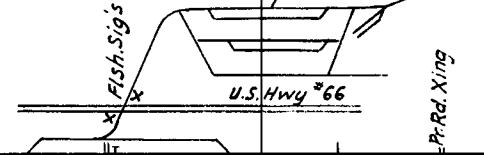
Pr. Rd. Xing

E. B.
W. B.

Br. 337, 7, 1-3 x 18" x 55'
Sta. Bx.
1-3 x 18' C.P.

Br. Sig. 3371-2

Auto. Blk.



337

Auto. Bk.
50/40

336

5²⁵/₂₀" E.B.
5°30' W.B.
I=30°45'

*266
4°01'
I=38°45'

E1.4¹/₂" Sp.220'

E1.4" Sp.240'

334

E1.5¹/₂" Sp.300'

*262
4°06'
I=31°03'

333

E1.4" Sp.230'

*260
4°03'
I=38°18'

332

← To Seligman

*268
3°00'
I=30°18'

E1.5¹/₂" Sp.330' W.B.
290' E.B.

E1.5¹/₂" Sp.250'

*265
3°00'
I=12°12'

*264
4°02'
I=31°20'

*263
5°14'15"
I=29°24'

E1.4" Sp.240'

*261
3°58'
I=60°42'

E1.4" Sp.240'

1.42 0.46

1.42 Compensated

1.30 1.17

1.05

0.71

1.22

1.42

To Winslow →

COSNINO
M.P. 333.2

Fl. Lub.
U.S. Hwy.

Fl. Lub.

Fl. Lub.

Br. Sig. 3351-2

E.B.

Fl. Lub.

Fl. Lub.
Cant. Sig. 3332

Rd. Xing

Fl. Lub.

Br. 336.6, 163' 3 Span
Steel Girder R.C. Slab
on C. Hwy. O.P.
1918

Br. 335.8, 42' B.D.P.T.

Fl. Lub.
Br. 335.2, 1-3' x 54" x 52"
Sto. Bx.
1-4' x 18" C.P.

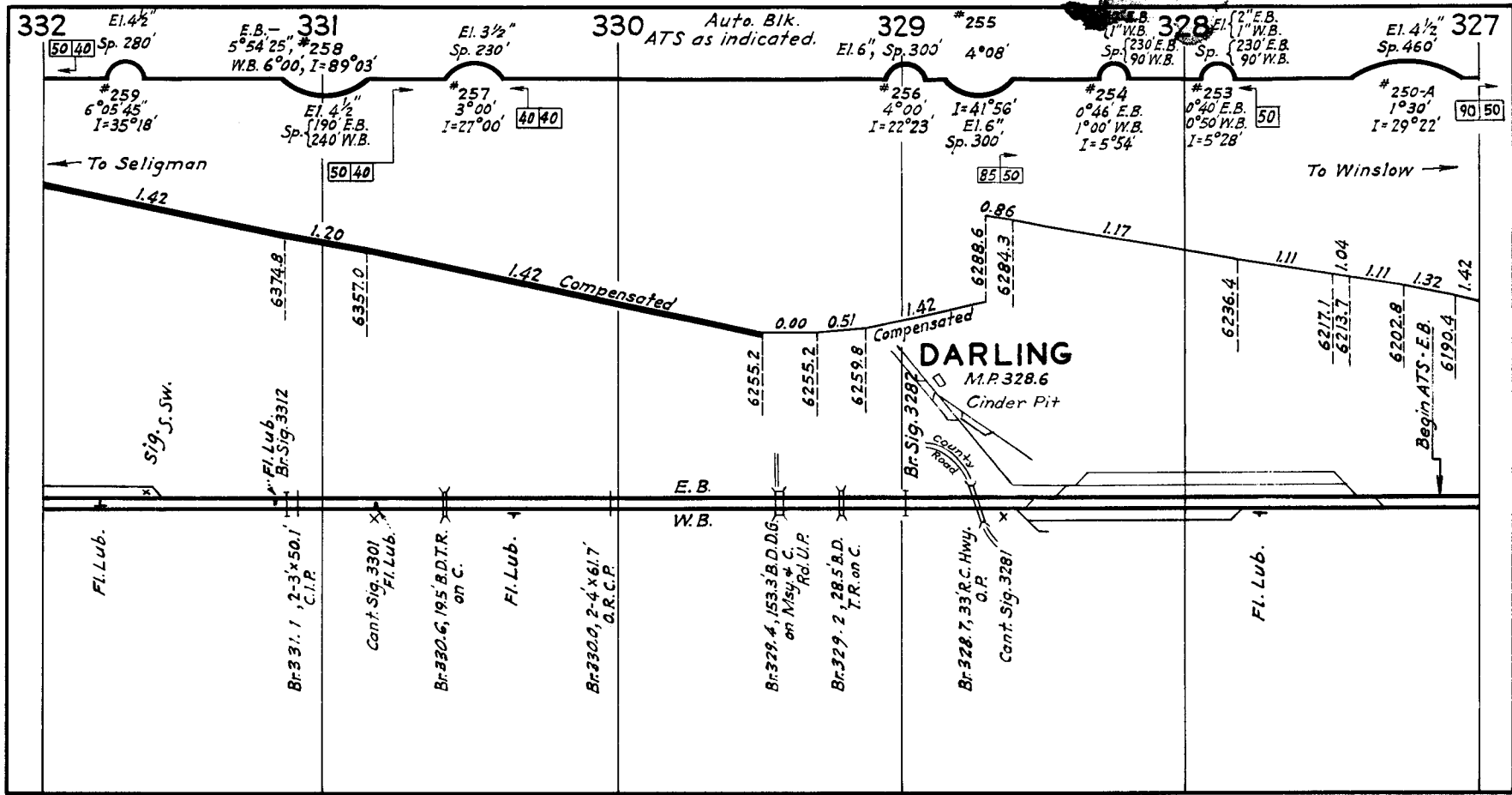
Fl. Lub.
Sig.
S. Sw.
Sig.

Fl. Lub.

Br. 333.7, 2-16' x 2' x
60" C.A.R.

Cant. Sig. 3331

Section 19 ← Section 18



332

EI. 4 1/2"

Sp. 280'

#259
6°05'45"
I=35°18'

To Seligman

1.42

331

E.B. -
5°54'25", #258
W.B. 6°00', I=89°03'

EI. 4 1/2"
Sp. 240' W.B.

50 40

6374.8

6357.0

Fl. Lub.
Br-Sig. 3312

Br-331.1, 2-3'x50.1'
C.I.P.

Cant. Sig. 3301
Fl. Lub.

Br-330.6, 19.5' B.D.T.R.
on C.

Fl. Lub.

Br-330.0, 2-4'x61.7'
O.R.C.P.

330

Auto. Bik.
ATS as indicated.

EI. 3 1/2"
Sp. 230'

#257
3°00'
I=27°00'

40 40

6255.2

6255.2

6259.8

Br-329.4, 153.3' B.D.D.G.
on M.Sy. & C.

Br-329.2, 28.5' B.D.
T.R. on C.

E.B.
W.B.

329

EI. 6", Sp. 300'

#256
4°00'
I=22°23'
Sp. 300'

85 50

6288.6
6284.3

Br-Sig. 3287

Br-328.7, 33' R.C. Hwy.
O.P.

Cant. Sig. 3281

DARLING
M.P. 328.6
Cinder Pit

Compensated

1.42

0.00

0.51

0.86

1.17

6236.4

1.11

1.04

1.11

1.32

1.42

Fl. Lub.

#250-A
1°30'
I=29°22'

90 50

To Winslow

6202.8
6190.4

Begin ATS-E.B.

328

E.B. 2" W.B.
Sp. 230' E.B.
90' W.B.

#253
0°20' E.B.
0°50' W.B.
I=5°28'

50

327

EI. 4 1/2"
Sp. 460'

329 #255

4°08'

327

El. 2" E.B.
Sp. 230' E.B., 90' W.B.

*250
0°44' E.B., 0°50' W.B.
I = 5°22'

326

El. 2 1/2"
Sp. 280'

75 100

325

324

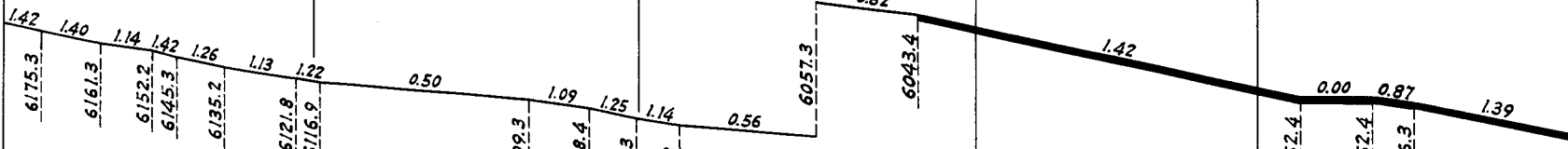
323

*248, 0°30'
I = 2°32'

Auto. Blk.
ATS on E.B.

322

To Winslow →



← To Seligman

Br. Sig. 3261-2

Br. Sig. 3241-2

S. Sw. Sig.

ANGELL
M.P. 322.7

Cont. Sig. 3222

E. B.
W. B.

Br. 325-8, 48.5 B.D.D.G.
on Msy. & C.

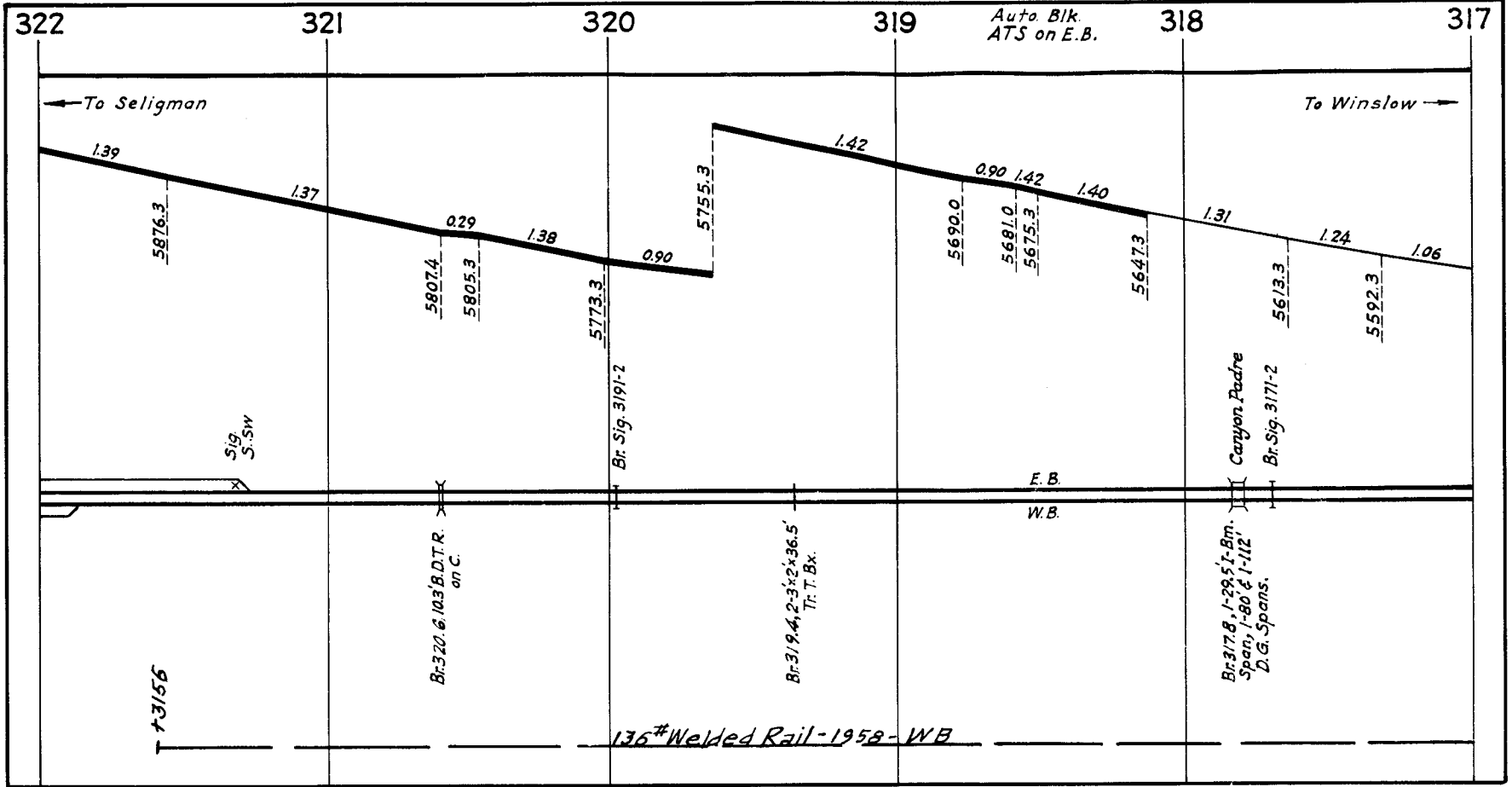
Br. 323-3, 3-4 x 89.1
O.R.C.P.

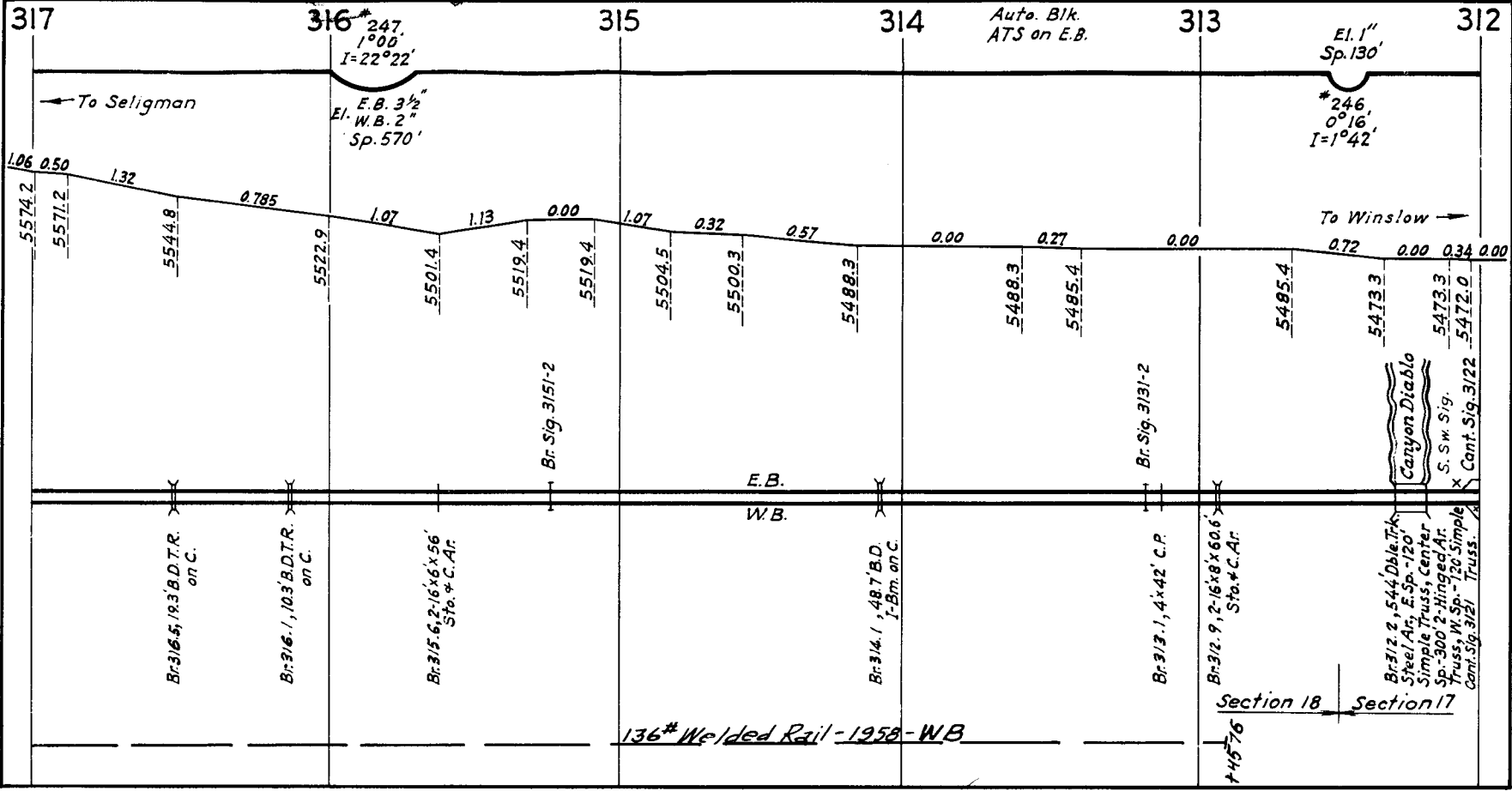
Br. 322-8, 10 x 10 x 85.5
R.C.B.X.

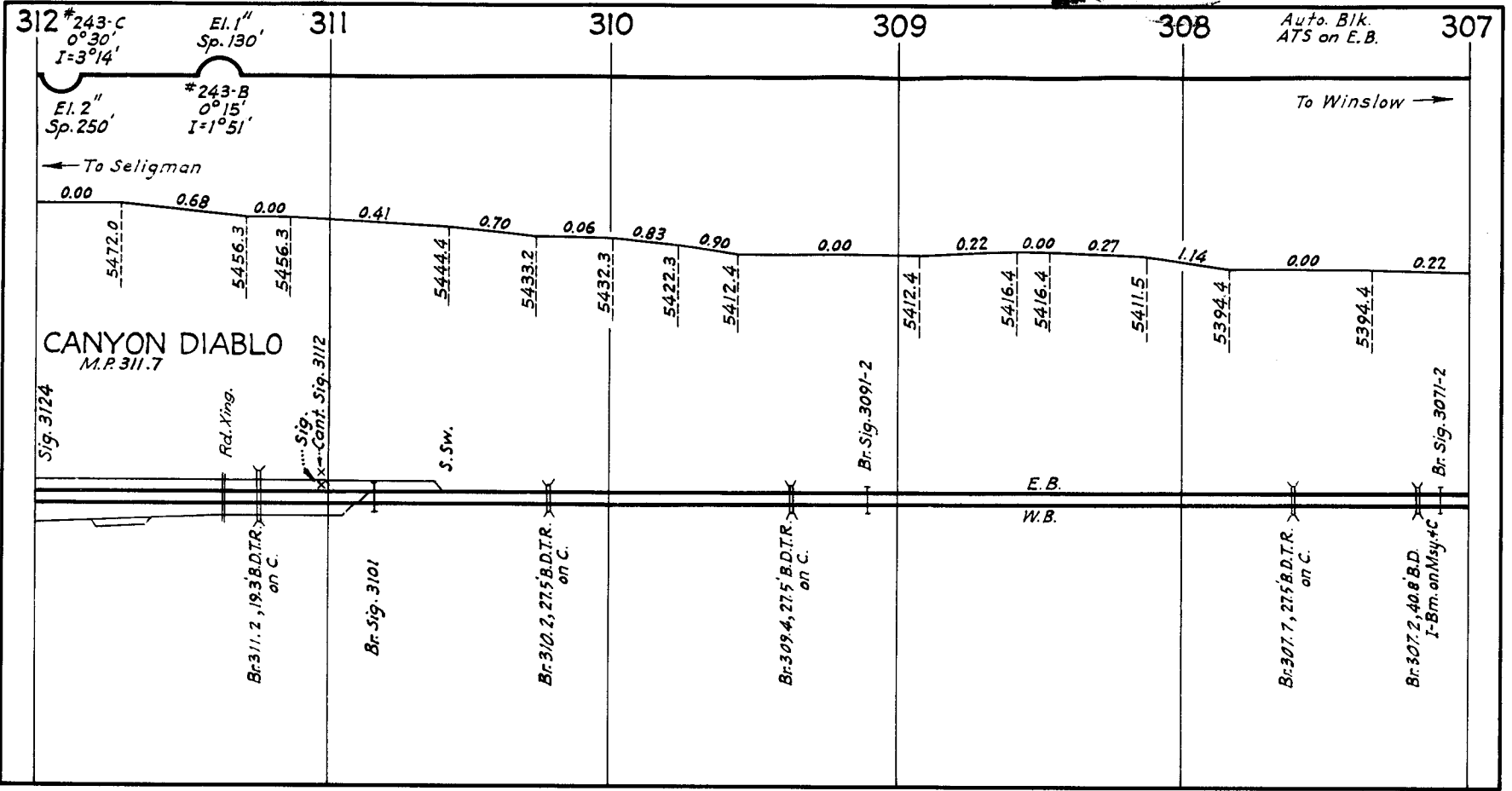
WT.

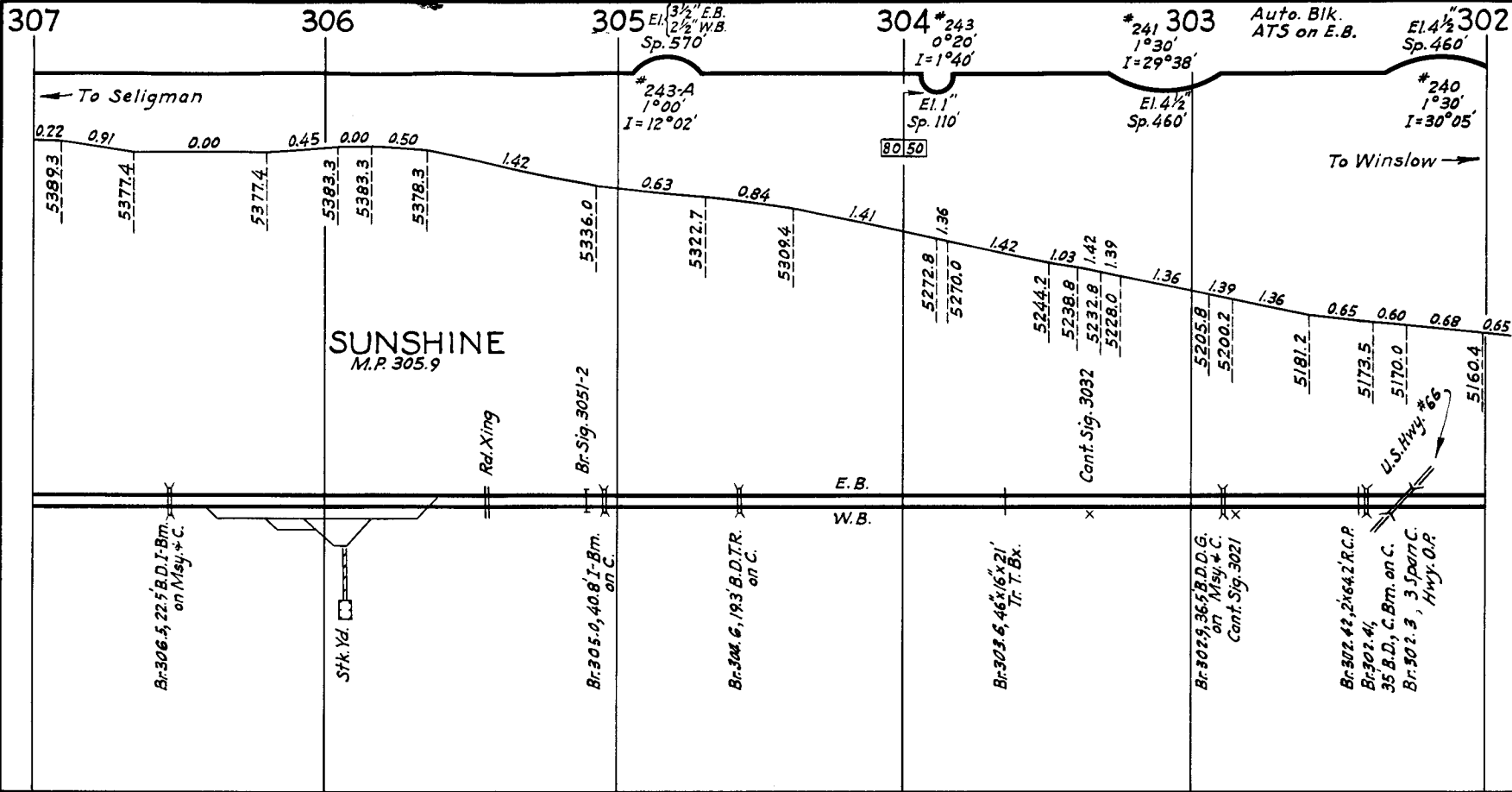
Rd. Xing

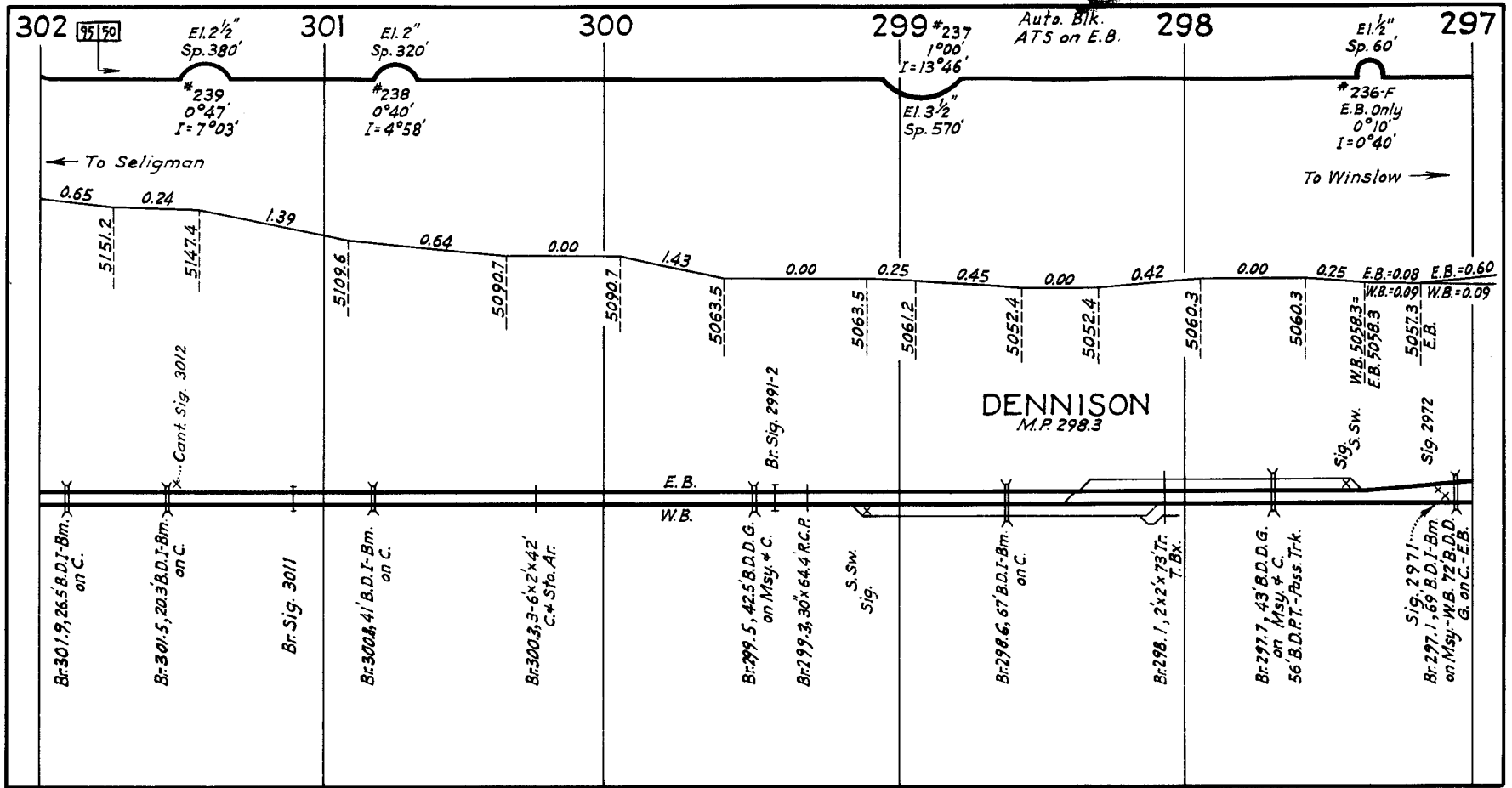
Cont. Sig. 3221
Br. 322-2, 19.3 B.D.
T.R. on C.

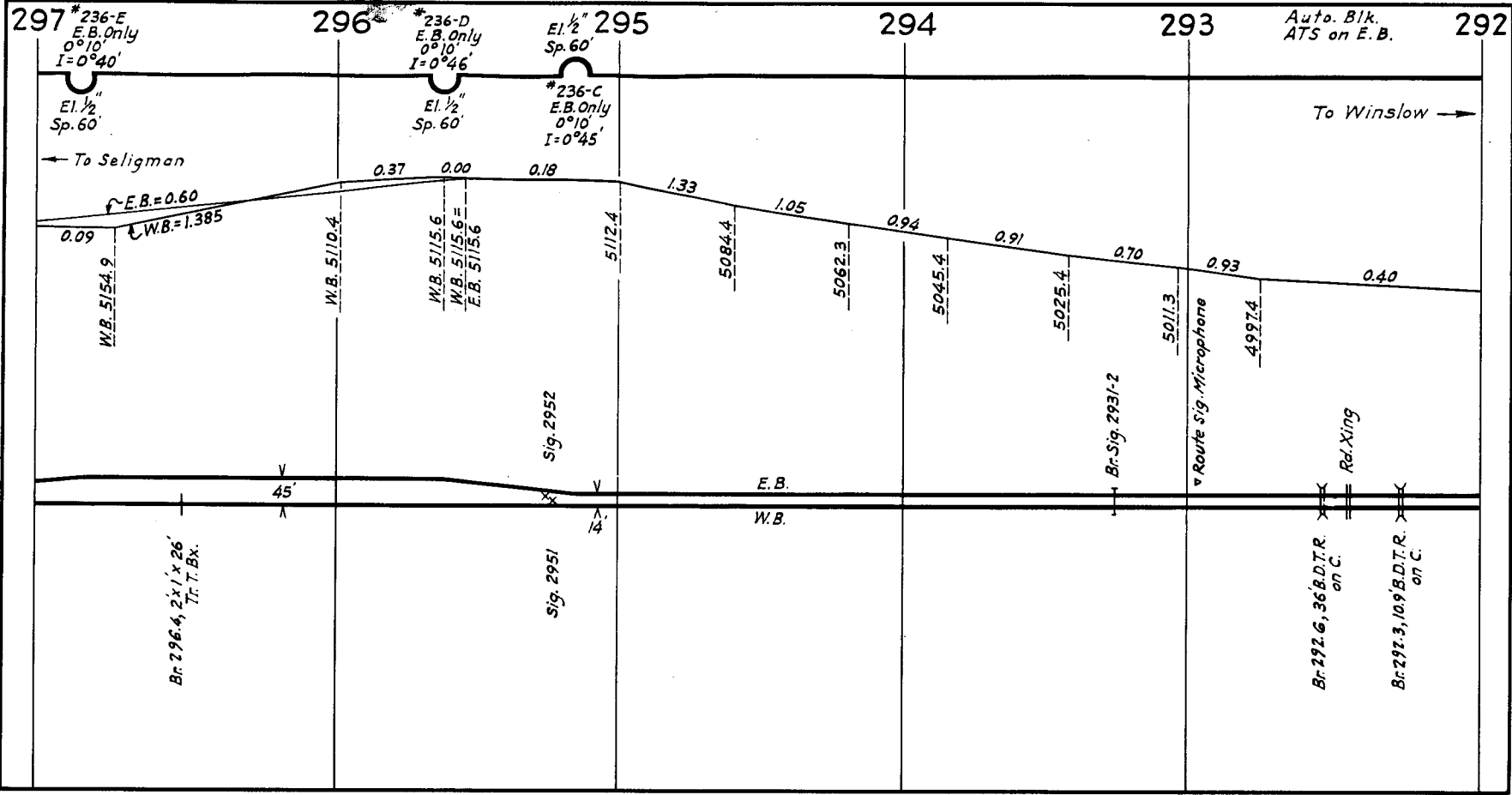












292

291

290

289

288

287

10

← To Seligman

Auto. Bk.
ATS on E.B.

El. 2 1/2"
Sp. 150'

#236-B
E.B. Only
0°10'
I=0°45'
El. 1/2"
Sp. 60'

#236-A
E.B. Only
0°10'
I=0°46'
El. 1/2"
Sp. 60'

#236-E.B. #236-W.B.
0°40' 0°44'
I=5°30' I=5°26'
El. 2" Sp. 320' El. 1 1/2" Sp. 230'

#235
R.S.
I=30°04'
El. 2 1/2"
Sp. 150'

To Albuquerque
Interlocking at east
and west end of yard.

4981.1

1.42

0.60

E.B.=0.60

1.25

0.62

W.B.

0.69

E.B.=0.60

1.42

0.22

0.22

1.12

0.43

0.41

4932.8

4918.4
4918.4

4918.4

W.B.=4952.4

4967.4

4977.4

4995.4
E.B.=4989.0

4962.8

EQUA. 4959.43 =
4915.51

4889.4

4885.7
4884.0

Sig. 2902

Pr. Rd. Xing
Sig. 2892

WEST
WINSLOW
M.P. 288.5

Split Grade 4979.7
I. Cant. Sig's.

I. Br. Sig. 2871
3-I. Sig.

Sig. 2901

B=290.5, 617 B.D.D.G.
on Msy. & C.

Sig. 2891

E.B.
W.B.

I. SW
I. Sig.

Br 288.1, 688 B.D.R.T.
I-Br. on C. & Msy.

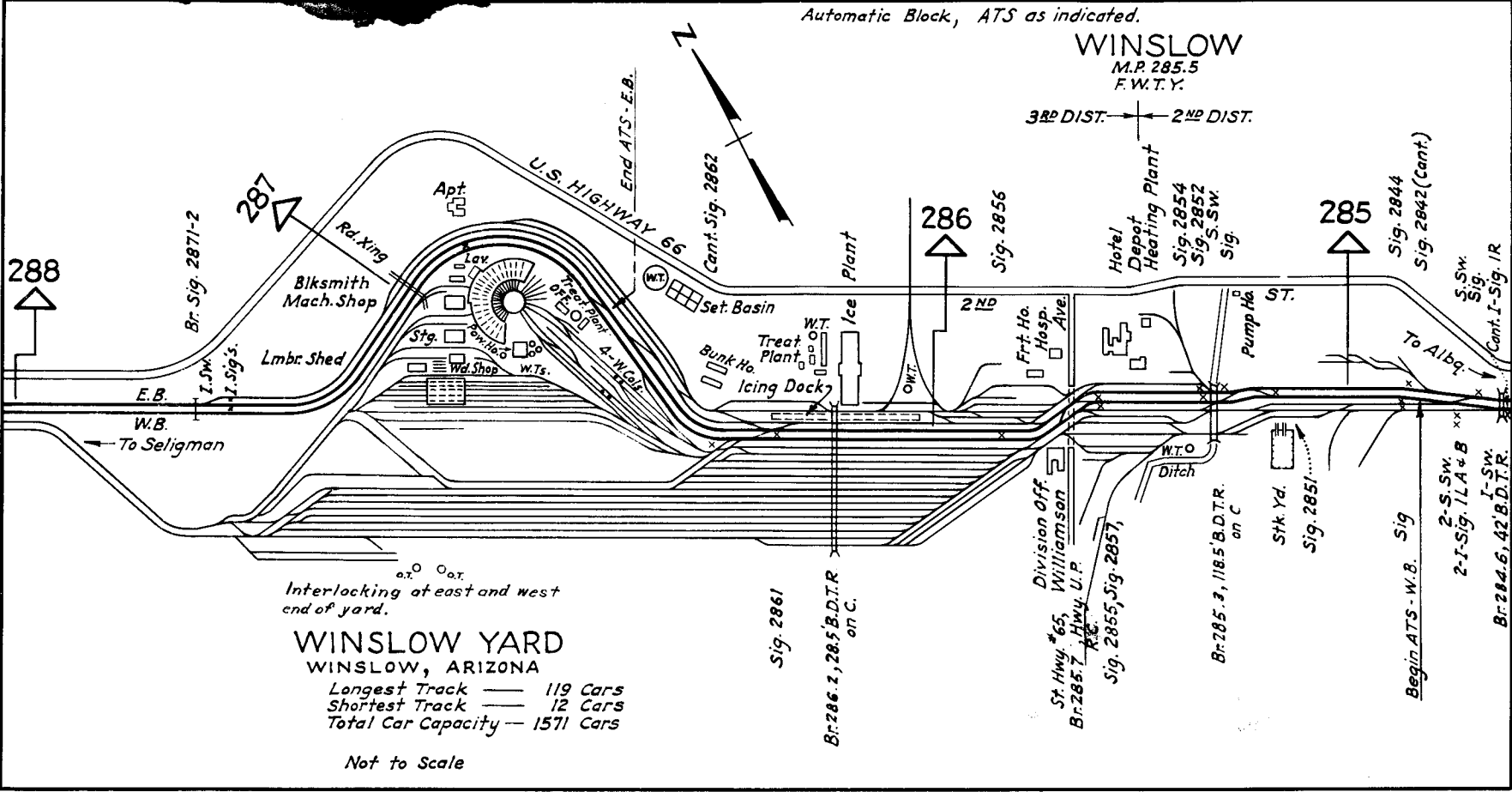
Section 17 Section 16

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

Br. 285.5, Sig. 2857,
 St. Hwy. # 65, Williamson
 Br. 285.7, Hwy U.P.
 Br. 285.3, 118.5 B.D.T.R.
 on C.
 Br. 284.5, 42 B.D.T.R.
 Br. 285.5, 42 B.D.T.R.
 Br. 284.5, 42 B.D.T.R.