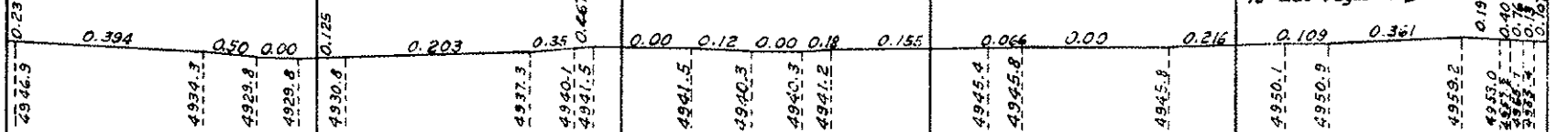


907 906 905 904 903 902

To El Paso

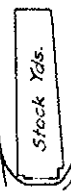
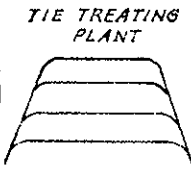
To Las Vegas



Automatic Block

ABAJO  
M.P. 903.87

ALBUQUERQUE  
M.P. 902.38



Br. 906.7, 42' B.D.P.T. Sig. 4061

Br. 906.4, 59' B.D.P.T.

Pr. Gr. Xing.

Pr. Gr. Xing.  
Sig. 8052

Sig. 9051  
Br. 905.2  
36" x 37' C.I. P. &  
3' x 3' x 306 Tr. T. Sk.

Br. 904.8, 2 1/2 x 62 Tr. T. Sk.  
Pub. Rd. Gr. Xing.  
Br. 904.7, 2 1/2 x 72 Tr. Sk.  
Pr. Gr. Xing.  
Br. 904.4, 2 x 2 1/2 x 69 Tr. T. Sk.  
Br. 904.3, 30 x 201 R.C.P.  
Tr. T. Sk.  
Pr. Gr. Xing.  
Sig. 9042  
Cant. Sig. 9041

Tool Hqs.  
Yard Office  
I. Sig. 1  
Dwarf I. Sig. 4  
I. Sig. 5  
Section 26A.

Sig. 9032

Eng. Insp. Pits  
W. Col.  
2-O. Col.  
2-W. Col.

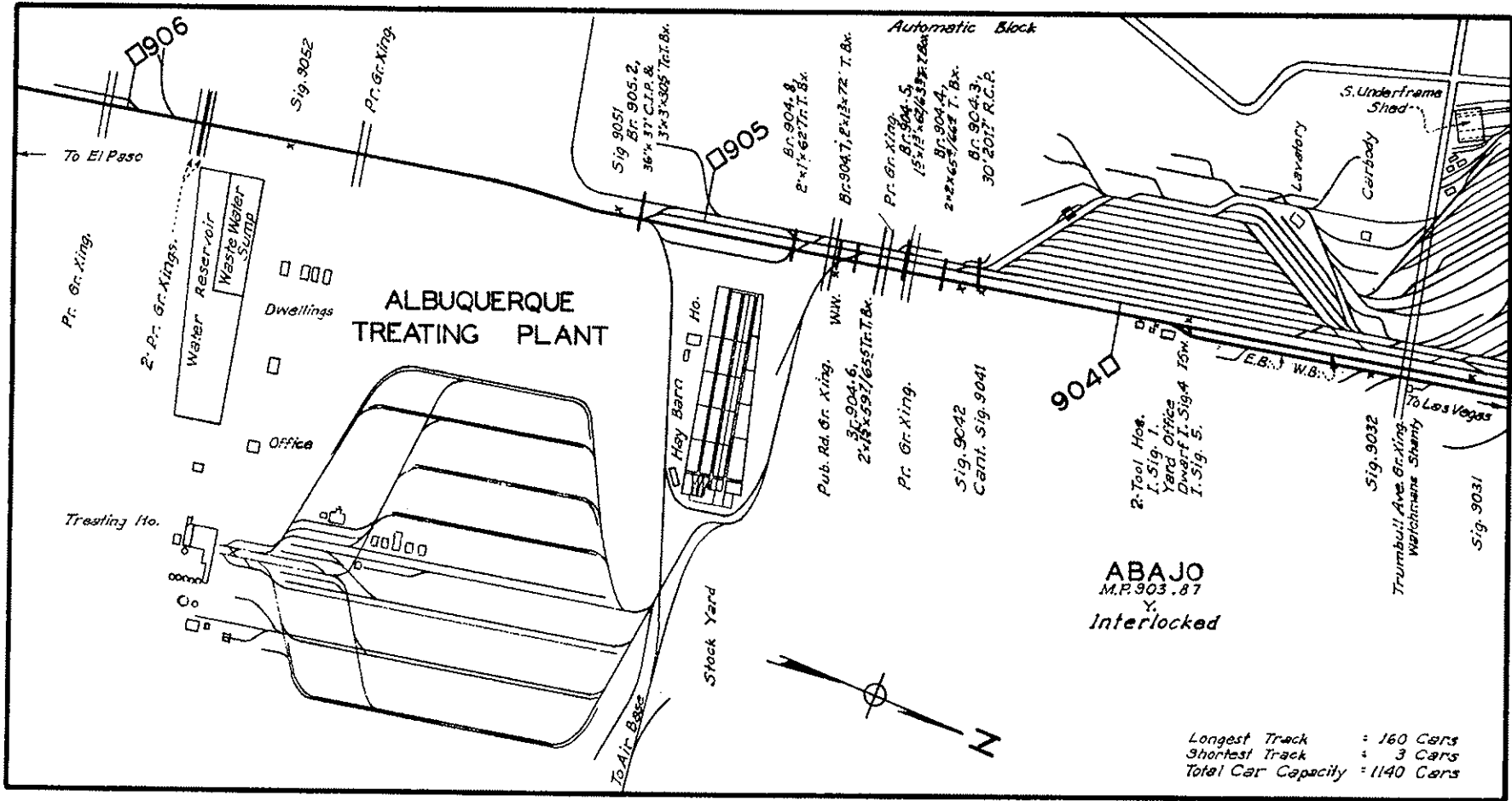
Sig. 9026  
Train Sign

Sig. 9023  
Cent. Sig. 4024  
Train Sign

Coal Ave.  
O.P.

Central Ave.  
U.P.  
Sig. 9024  
Sig. 9022

For details See Sheet 75 and 76



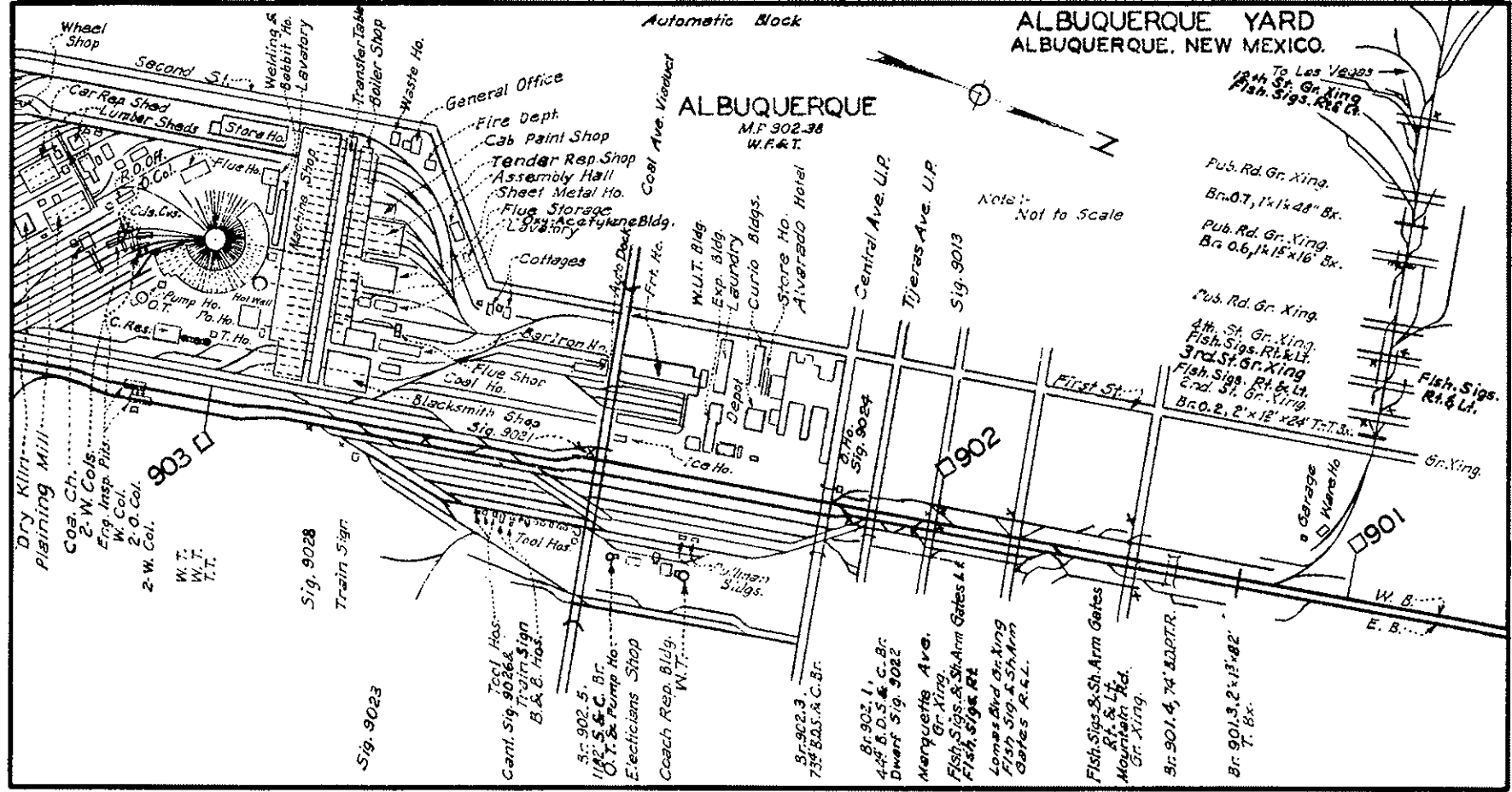
Longest Track = 160 Cars  
 Shortest Track = 3 Cars  
 Total Car Capacity = 1140 Cars

# ALBUQUERQUE YARD ALBUQUERQUE, NEW MEXICO.

Automatic Block

ALBUQUERQUE  
M.F. 902.38  
W.F.R.T.

Note:  
Not to Scale



Pub. Rd. Gr. King.  
Br. 0.7, 1 1/4 x 48' Bx.  
Pub. Rd. Gr. King.  
Br. 0.6, 1 1/4 x 16' Bx.

Pub. Rd. Gr. King.  
4th St. Gr. King.  
Fish Sigs. Rt & Lt.  
3rd St. Gr. King.  
Fish Sigs. Rt & Lt.  
2nd St. Gr. King.  
Br. 0.2, 2' x 12' x 24' Tr. 3x.

Fish. Sigs.  
Rt & Lt.

Garage  
Ware Ho

W. B.  
E. B.

Wheel Shop

Second St.

Car Rep. Shop  
Lumber Sheds

Welding & Rabbit Ho.  
Lavatory

Transfer Table  
Boiler Shop

Waste Ho.

General Office

Fire Dept.  
Cab Paint Shop  
Tender Rep. Shop  
Assembly Hall  
Sheet Metal Ho.  
Flue Storage  
Dry. Acetylene Bldg.  
Laboratory

Cottages

Coal Ave. Viaduct

W.U.T. Bldg.  
Exp. Bldg.  
Laundry  
Curio Bldgs.

Store Ho.  
Alvarado Hotel

Central Ave. U.P.

Tijeras Ave. U.P.

Sig. 9013

Dry Kiln  
Planing Mill

Coa. Ch.  
2-W. Cols.  
Eng. Insp. Pits.  
W. Col.  
2-O. Col.  
2-W. Col.

903

W. T.  
W. T.  
T. T.

Sig. 9028

Train Sign

Sig. 9023

Berlin Ho.

Flue Shop  
Coal Ho.

Blacksmith Shop  
Sig. 9021

Tool Ho.  
Cant. Sig. 9026  
T. Sign  
B. & C. Hos.

Sig. 902.5.  
182' S. & C. Br.  
O. T. & Pump Ho.  
Electricians Shop  
Coach Rep. Bldg.  
W. T.

Ice Ho.  
W.U.M. Sldgs.

Sig. 902.3.  
734 S.D.S. & C. Br.

Br. 902.1.  
445 B.D.S. & C. Br.  
Dwarf Sig. 9022

Marquette Ave.  
Gr. King.  
Fish Sigs. & Sh. Arm Gates L & R  
Fish. Sigs. Rt

Lomas Bldg. Gr. King  
Fish Sig. & Sh. Arm  
Gates R.L.L.

Fish Sigs. & Sh. Arm Gates  
Rt. & Lt.  
Mountain Rd.  
Gr. King.

Sig. 901.4, 74' x 22' R.T.R.

Br. 901.3, 2' x 17' x 82'  
T. Bx.

First St.

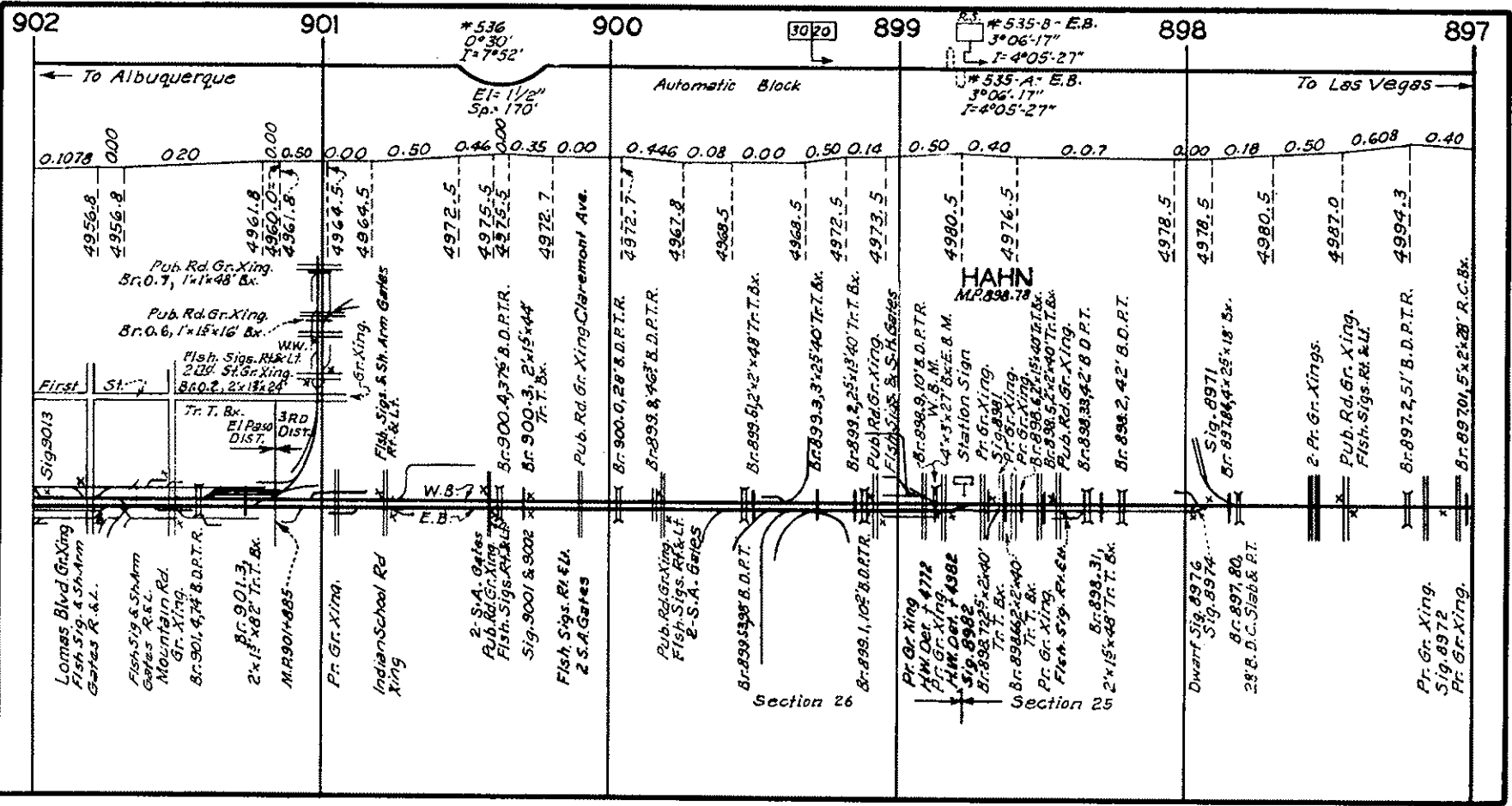
Sig. 9024

902

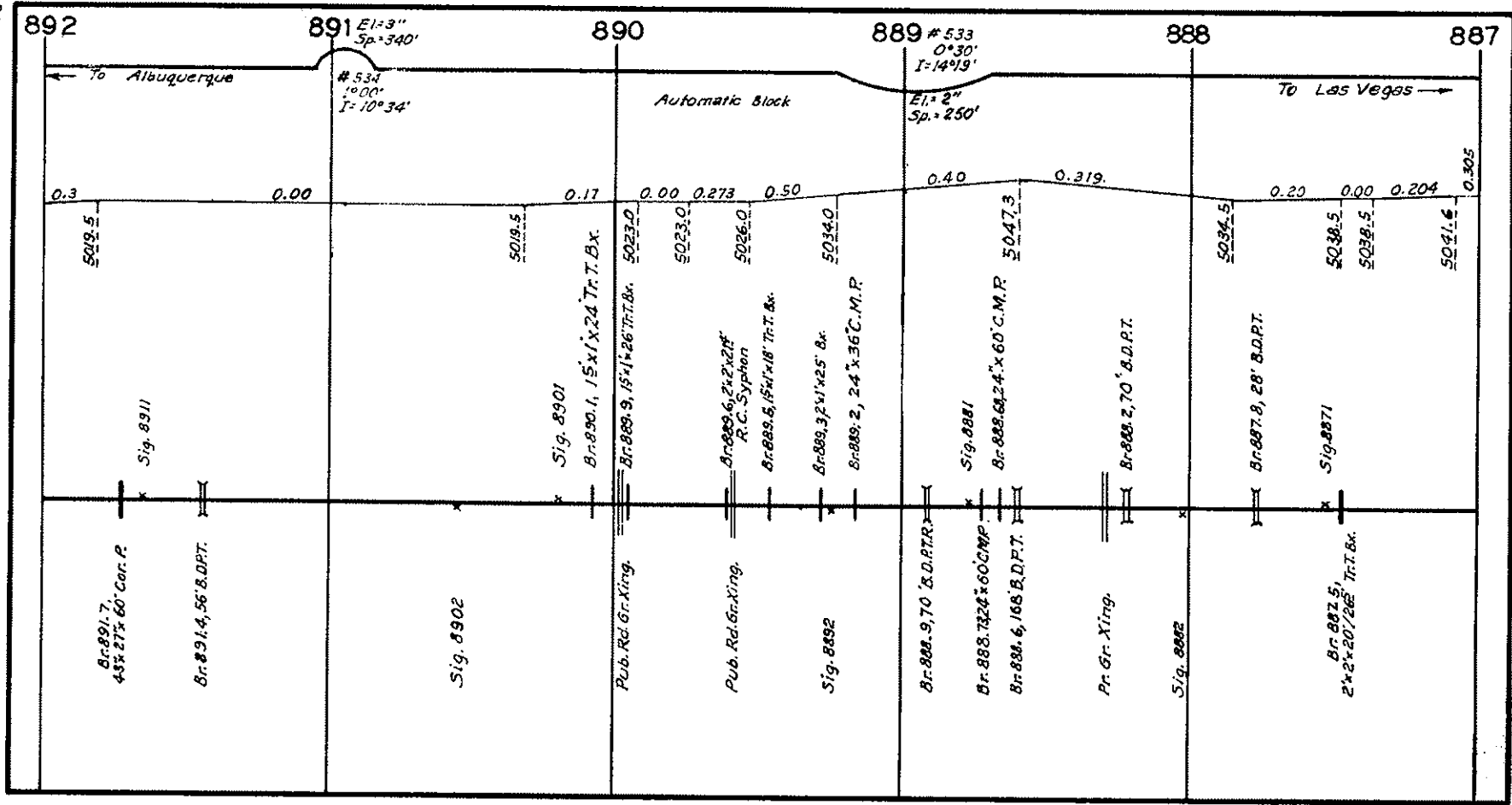
901

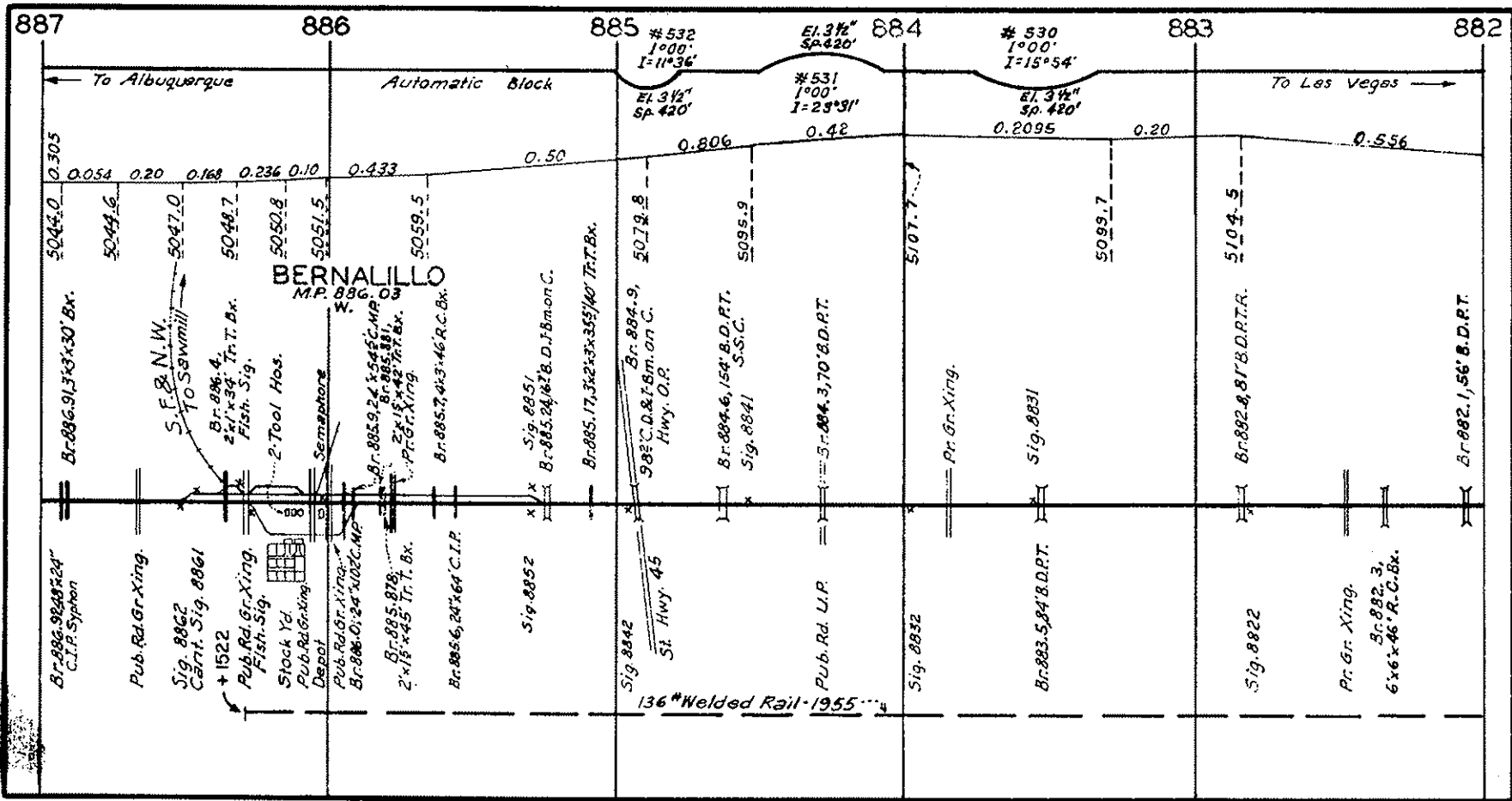
To Las Vegas  
14th St. Gr. King  
Fish Sigs. Rt & Lt.

Gr. King









887

886

885

884

883

882

To Albuquerque

Automatic Block

To Las Vegas

**BERNALILLO**  
M.P. 886.03

136" Welded Rail - 1955

0.305

5044.0

Br-886.913x3'x30' Bx.

Pub. Rd. Gr. Xing.

Sig. 8862  
Cart. Sig. 8861

+ 1522

Pub. Rd. Gr. Xing.

Fish. Sig.

Stock Yd.

Pub. Rd. Gr. Xing.

Depot

Pub. Rd. Gr. Xing.

Br-886.024'x102' C.M.P.

Br-885.878

2'x18'x45' Tr. T. Bx.

Br-885.6, 24'x64' C.I.P.

Sig. 8852

Sig. 8851

Br-885.24'x28' D.I. Bmon C.

Sig. 8842  
St. Hwy. 45

Br-884.9  
592' C.D. & 1.8 m. on C.  
Hwy. O.P.

Br-884.6, 154' B.D.P.T.  
Sig. 8841 S.S.C.

Pub. Rd. U.P.  
Br-884.3, 70' B.D.P.T.

Sig. 8832

Pr. Gr. Xing.

Br-883.5, 84' B.D.P.T.

Sig. 8831

Sig. 8822

Pr. Gr. Xing.

Sig. 882.3,  
6'x6'x46' R.C. Bx.

Br-882.8, 81' B.D.P.T.R.

5104.5

S.F. & N.W.  
TO Sawmill

Br-886.4,  
2'x1'x34' Tr. T. Bx.  
Fish. Sig.

2-Tool Hos.

Semaphore

Br-885.9, 24'x54' C.M.P.  
Br-885.881,  
2'x18'x42' Tr. T. Bx.  
Pr. Gr. Xing.

Br-885.7, 4'x3'x46' R.C. Bx.

5051.5

5059.5

0.50

0.806

0.42

0.2095

0.20

0.556

# 532  
1°00'  
I=11°36'

El. 3 1/2'  
1°00'  
Sp. 420'

# 531  
1°00'  
I=25°31'

El. 3 1/2'  
1°00'  
Sp. 420'

# 530  
1°00'  
I=15°54'

El. 3 1/2'  
1°00'  
Sp. 420'

882 881 #529 880 #528 879 878 877

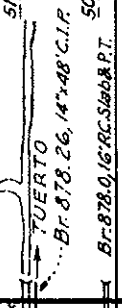
To Albuquerque  
0.556  
0.00 0.50 0.00 0.475 0.92 1.00 0.40 0.00 0.466 0.657 0.10 0.2718 0.544 0.88 0.00 0.50 0.44 0.132 0.10 0.12 0.22  
E1: 2 1/2" Sp: 340'  
E1: 2 1/2" Sp: 340'  
E1: 4" Sp: 460' E1: 3" Sp: 310'  
E1: 2 1/2" Sp: 340'  
E1: 2 1/2" Sp: 340'

5078.9  
5081.5  
5084.5  
5085.3  
5094.5  
5117.5  
5093.5  
5093.5  
5086.3  
5103.9  
5105.0  
5106.3  
5110.7  
5099.7  
5096.5  
5096.5  
5101.1  
5103.6  
5104.5  
5103.6  
5105.1

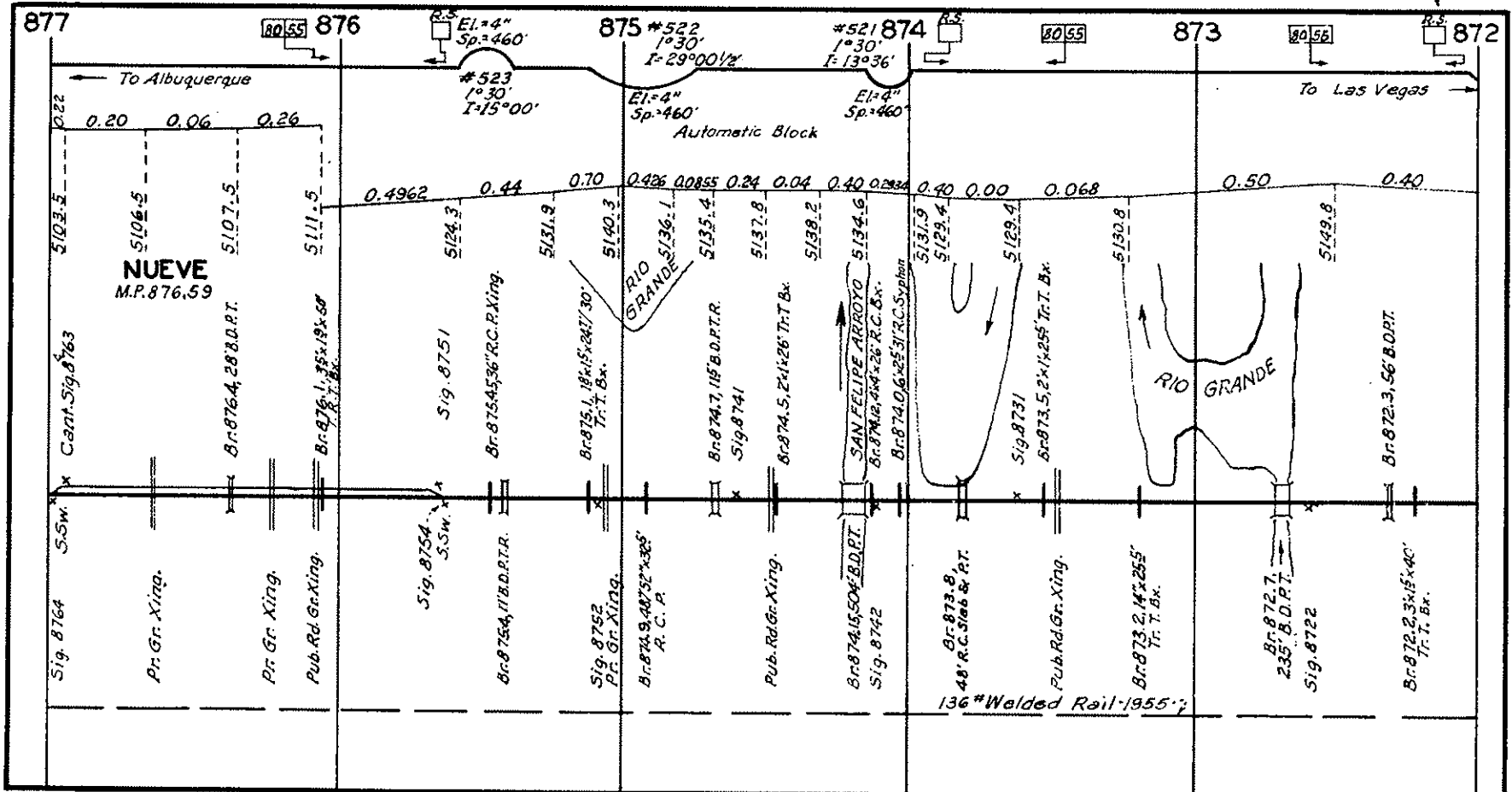
Br-881.9, 21x17, 44x45 C.M.B. 5078.9  
Br-881.8, 2x15, 305, 366 Tr. T. Bx.  
Br-881.7, 2x15, 317, 35 Tr. T. Bx.  
Br-881.6, 36x740x24 R.C.P.  
Br-881.3, 4x3x44 Tr. T. Bx.  
Br-881.2, 4x28x44 Tr. T. Bx.  
Br-880.4, 908, 80 Tr. G. ON SIG. & G.  
U.S. Hwy. 85  
Br-880.0, 528 B.O.G. on C. Hwy. U.P.  
Br-879.5, 10x5x32 S.V. Ar.  
Pr. Gr. Xing.  
R.I.O G.R.A.N.D.E  
TUERTO  
Br-878.26, 14x48 C.I.F.  
Br-878.0, 16 R.C. Slab & P.T.  
Br-877.1, 061, 3x2, 387, 25 Tr. T. Bx.

Section 25  
Section 24  
Pr. Gr. Xing.  
Br-881.4, 36x30 C.I.P.  
Sig. 8812  
136" Welded Rail-1955  
Br-880.7, 36x66 C.I.P.  
Pub. Rd. Gr. Xing.  
Sig. 8801  
Br-880.04, 48x66 C.I.P.  
Br-879.95, 14x71x498 N.Sy. Ar.  
Sig. 8792  
Br-879.4, 20x48 C.I.P.  
Br-879.3, 48x42 C.I.P.  
Sig. 8791  
Pr. Gr. Xing.  
Br-878.5, 14 B.D.R.T. Walks & Handrails  
Sig. 8782  
Br-878.28, R.I.O (39" B. O. P.T. Walks & Handrails  
Pr. Gr. Xing.  
Br-877.25, 83' O.D. P.T.R.  
Sig. 8771  
Br-877.3, 80 R.C. Slab & P.T.

Automatic Block







877

876

875

874

873

872

To Albuquerque

To Las Vegas

0.20 0.06 0.26

0.4962 0.44 0.70 0.426 0.0855 0.24 0.04 0.40 0.284 0.40 0.00 0.068 0.50 0.40

**NUEVE**  
M.P. 876.59

Sig. 8764  
S.S.W.  
Cant. Sig. 8763

Pr. Gr. Xing.

Pr. Gr. Xing.

Pub. Rd. Gr. Xing.

Sig. 8754  
S.S.W.

Br. 8754, 118' D.P.T.R.

Sig. 8751

Br. 8754, 536' R.C. R. Xing.

Sig. 8752  
Pr. Gr. Xing.

Br. 8749, 40' 52" x 38' R. C. P.

Br. 8754, 184' x 247' 30" Tr. T. Bx.

Br. 8747, 115' D.P.T.R.

Sig. 8741

Pub. Rd. Gr. Xing.

Br. 8745, 244' x 26' Tr. T. Bx.

Br. 8746, 504' D.P.T.

Sig. 8742

SAN FELIPE ARROYO  
Br. 8742, 444' x 26' R.C. Bx.  
Br. 8740, 625' 31' R.C. Siphon

Br. 8738  
48' R.C. Siphon & P.T.

Pub. Rd. Gr. Xing.

136# Welded Rail-1955?

Sig. 8731

Br. 8735, 244' x 255' Tr. T. Bx.

Br. 8732, 142' 255' Tr. T. Bx.

Br. 8733, 524' x 255' Tr. T. Bx.

Br. 8727  
235' D.P.T.

Sig. 8722

RIO GRANDE

Br. 8723, 56' D.P.T.

Br. 8722, 348' x 40' Tr. T. Bx.

872 871 870 869 868 867

#520 0°30' - 7°30'20' EI: 1" - Sp: 100' #518 1°30' I: 13°00' #517 1°30' I: 12°24' #516 1°30' I: 29°40' #506 1°30' I: 22°14' #505 1°30' I: 20°30' #504 0°45' I: 6°53' #503 1°30' I: 62°31 1/2'

← To Albuquerque Automatic Block To Las Vegas →

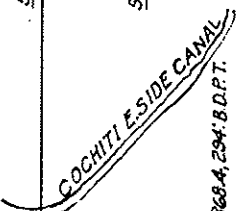
0.40 0.00 0.50 0.16 0.50 0.8% 5 1.13 0.783 0.6675 0.424 0.9326 0.00 0.556 0.666 0.30 1.00 0.00 1.00 0.00

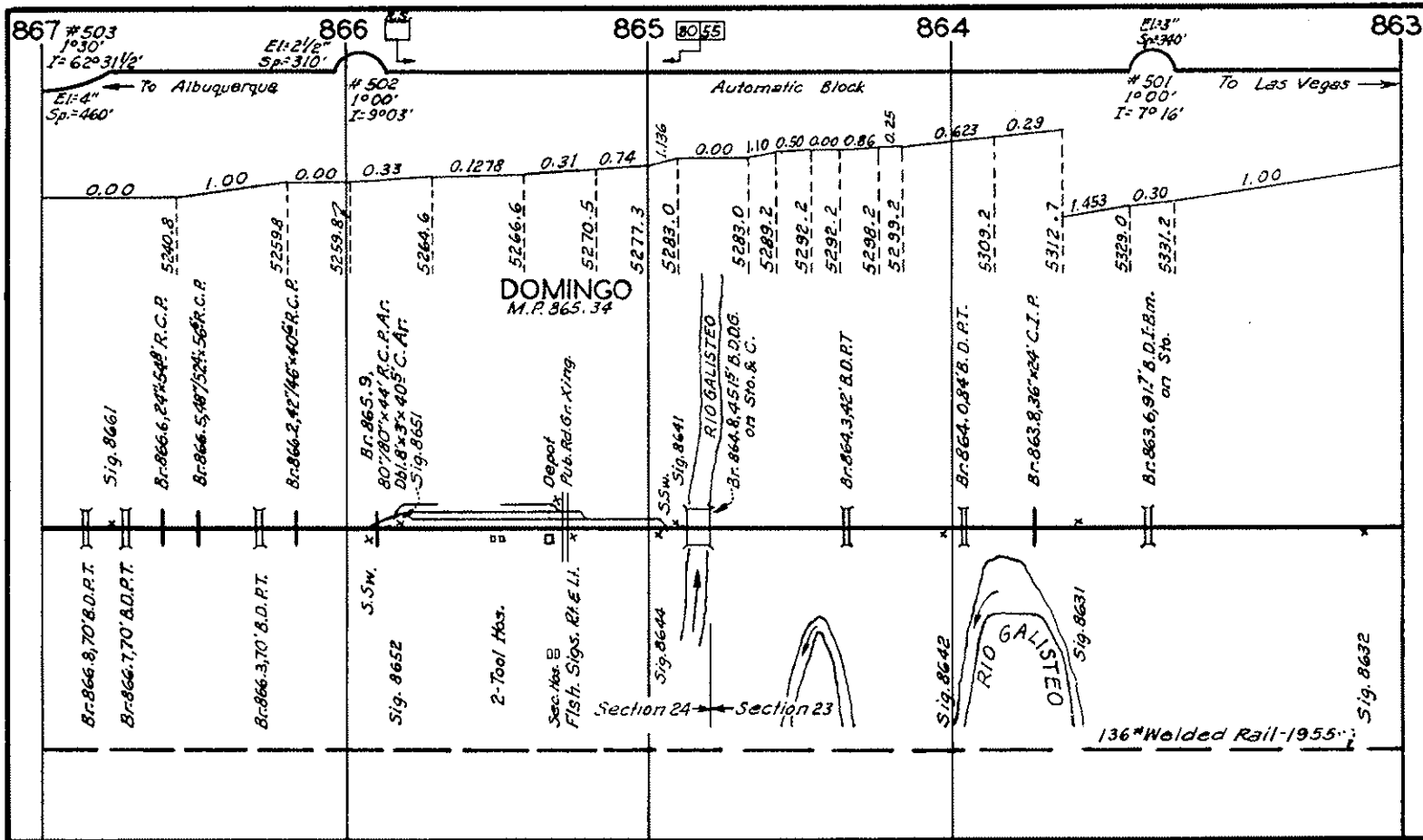
5189.0 5139.0 5145.2 5146.4 5149.5 5157.2 5181.0 5167.2 5178.0 5180.177 5190.4 5190.4 5193.2 5196.3 5198.8 5216.8 5216.8 5216.8 5216.8 5240.8 5240.8

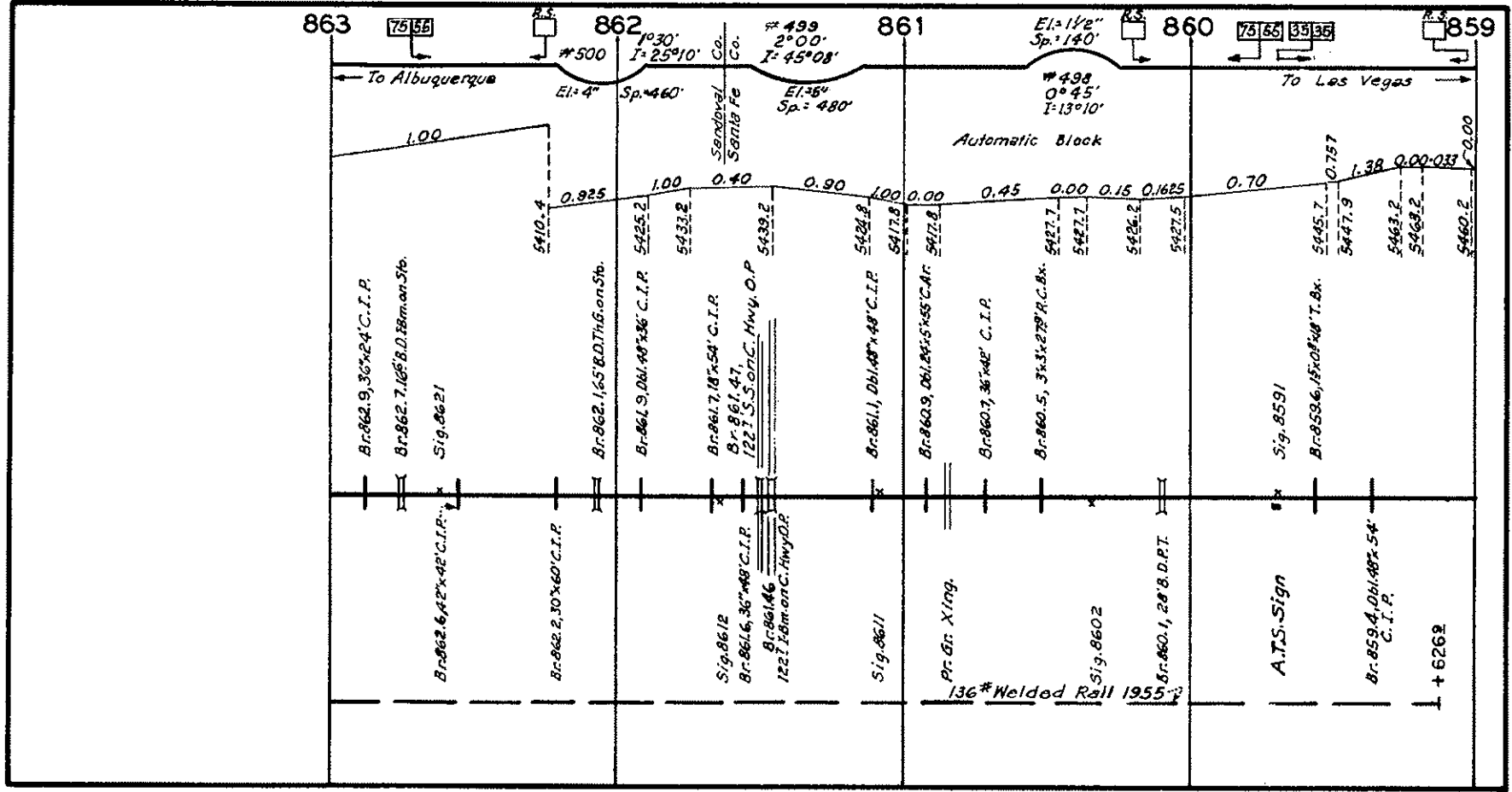
Sig. 8711 Bc 871.5, 3 x 15 x 30 Tr. T. & X. Br 871.3, 1-36 x 24 C.I.P. 1-30 x 24 C.I.P. Br 871.1, Dbl. 6 x 5 x 78' R.C. Bx. Bc 871.0, 6 x 5 x 78' R.C. Bx. Bc 870.8, 126' B. D.P.T. Bc 870.5, 6 x 6 x 78' R.C. Bx. Sig. 8701 Br 869.8, 18' x 185' R.C. P. Syphon Br 869.2, 45' B. D.P.T. & C. Br 869.1, 27 x 1 x 27 Tr. T. & X. Cochiti Eside Canal Br 868.4, 294' B. D.P.T. Br 868.3, 92766 x 24' R.C.P. Br 868.0, 35 x 2 x 31' 38' 7/8 Tr. T. & X. Hwy U.P. Sig. 8672 Br 867.1, 16' x 10' x 56' R.C. P.

Bc 871.9, 55' B. D.P.T. Pub. Rd. Gr. Xing. Pub. Rd. Gr. Xing. W.W. \* Sig. 8702 Br 870.7, 48 x 32 R.C.P. Br 870.3, Dbl. 48' x 54' C.I.P. & 48' x 32' R.C. P. Br 870.1, 42 x 24 C.I.P. Br 869.7, 182' B. D.P.T. Br 869.3, 4 x 5 x 238' R.C. Syphon P.F. Gr. Xing. Sig. 8692 Br 869.0, 48' x 50' C.I.P. Br 868.9, 24 x 37 C.I.P. Br 868.7, 24 x 27 C.I.P. Sig. 8681 Br 868.1, 48 x 55 C.I.P. Br 867.9, 30 x 47 C.I.P. Br 867.8, 4 x 4 x 56 R.C. Bx. Br 867.6, 12 x 10 x 22' R.C. Bx. Br 867.4, 42 x 26 x 40' R.C. P. Br 867.2, 24 x 24 C.I.P.

136<sup>th</sup> Welded Rail - 1955







863

75 55

862

861

860

73 65

33 35

859

To Albuquerque

To Las Vegas

Automatic Block

Br. 862.9, 36'x24' C.I.P.

Br. 862.7, 16'x8.0' B.D. Broom on Stb.

Sig. 862.1

Br. 862.6, 42'x42' C.I.P.

Br. 862.2, 30'x60' C.I.P.

Br. 862.1, 65' B.D. Thg on Stb.

Br. 861.9, 20'x36' C.I.P.

Br. 861.7, 18'x54' C.I.P.

Sig. 861.2  
Br. 861.47, 122' S. on C. Hwy. O.P.  
Br. 861.46, 122' Broom on C. Hwy. O.P.

Sig. 861.1

P.C. Afr. Xing.

136# Welded Rail 1955

Br. 861.1, 20'x48' C.I.P.

Br. 860.9, 20'x45'x55' C. Afr.

Br. 860.7, 36'x48' C.I.P.

Br. 860.5, 3'x3'x27' P.C. Bx.

Sig. 860.2

Br. 860.1, 28' B.D. P.T.

Sig. 859.1

Br. 859.6, 15'x0'x48' T. Bx.

Br. 859.4, 20'x48'x54' C.I.P.

+ 6262

5410.4

0.925

1.00

0.40

0.90

1.00

0.00

0.45

0.00

0.15

0.1625

0.70

0.757

1.38

0.00

0.037

0.00

5421.2

5421.8

5427.7

5427.7

5427.2

5427.5

5445.7

5447.9

5463.2

5463.2

5460.2

#500

El. = 4'

Sp. = 460'

Co.

Sandoval

Santa Fe

Co.

#499

I = 25°10'

I = 45°08'

El. = 38'

Sp. = 480'

El. = 112'

Sp. = 140'

#499

I = 13°10'

El. = 38'

Sp. = 480'

859 40/40 35/35 858 P57 65/55 #489 40/40 856 65/50 #487 65/55 855 40/40 EI: 1 1/2" 854 EI: 1 1/2" 65

#496 #495 #494 #493 #492 #491 #490 #489 #487 #486 #485 To Las Vegas

EI: 2" EI: 2" EI: 5" EI: 1/2" EI: 4 1/2" EI: 4" EI: 3" 3° 00' EI: 3" EI: 1" EI: 1 1/2" EI: 3" EI: 3" EI: 2 1/2" EI: 1 1/2" EI: 30" EI: 1 1/2"

Sp: 200' Sp: 200' Sp: 220' Sp: 40' Sp: 240' Sp: 240' Sp: 200' Sp: 3" Sp: 80' Sp: 26° 24' 2" Sp: 20° 08' 09" Sp: 17° 56' Sp: 2° 00' Sp: 1° 30' Sp: 16° 55'

To Albuquerque Automatic Block To Mesquite

0.00 0.333 0.75 0.00 0.67 1.20 1.17 0.125 0.25 1.00 0.00 0.30 1.00 1.20 0.57 1.00 1.38 0.62 0.4121 0.55 1.36 0.00 0.50 0.232 0.711 0.69

5460.2 5464.2 5470.2 5470.2 5476.2 5488.2 5495.2 5496.2 5498.2 5512.0 5520.0 5522.2 5522.2 5534.2 5538.2 5540.2 5558.2 5563.2 5573.6 5584.2 5599.2 5599.2 5595.2 5596.3 5612.0

*Curves*

- #491-3°00' - I: 26°48'
- #492-4°00' - I: 16°16'
- #493-5°00' - I: 39°40'
- #494-1°00' - I: 2°36'
- #495-8°00' - I: 36°58'
- #496-3°00' - I: 33°57'
- #497-3°00' - I: 12°00'

Br: 857.7, 25'x23'x267'30F  
Ti: T. Bx.

Br: 857.6, 1'36" x 30' C.I.P.  
Br: 857.6, 1'42" x 31' R.C.P.

Sig: 8572  
Br: 857.3, 98' B.O.P.T.

Br: 857.4, 36" x 42' C.I.P.  
Br: 857.0, 24' x 36" x 24' C.I.P.

Br: 856.8, 30' x 24' C.I.P.

Br: 856.7, 10' x 5' x 425' C. Ar.

Br: 856.6, 62' x 54' C.I.P.  
**A.T.S. Sign**

Br: 856.2, 42' B.D.P.T.

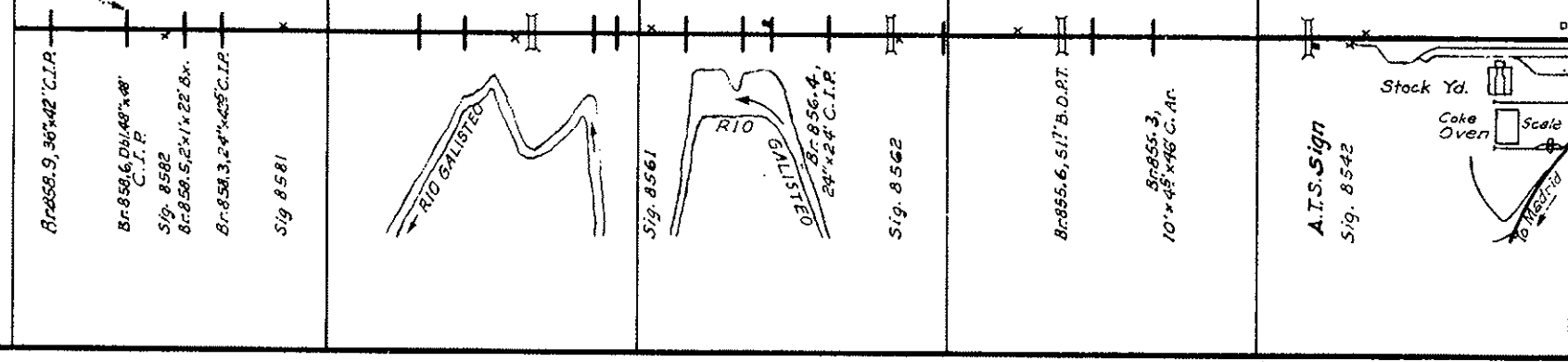
Br: 856.0, 6' x 6' x 12' R.C. Bx.

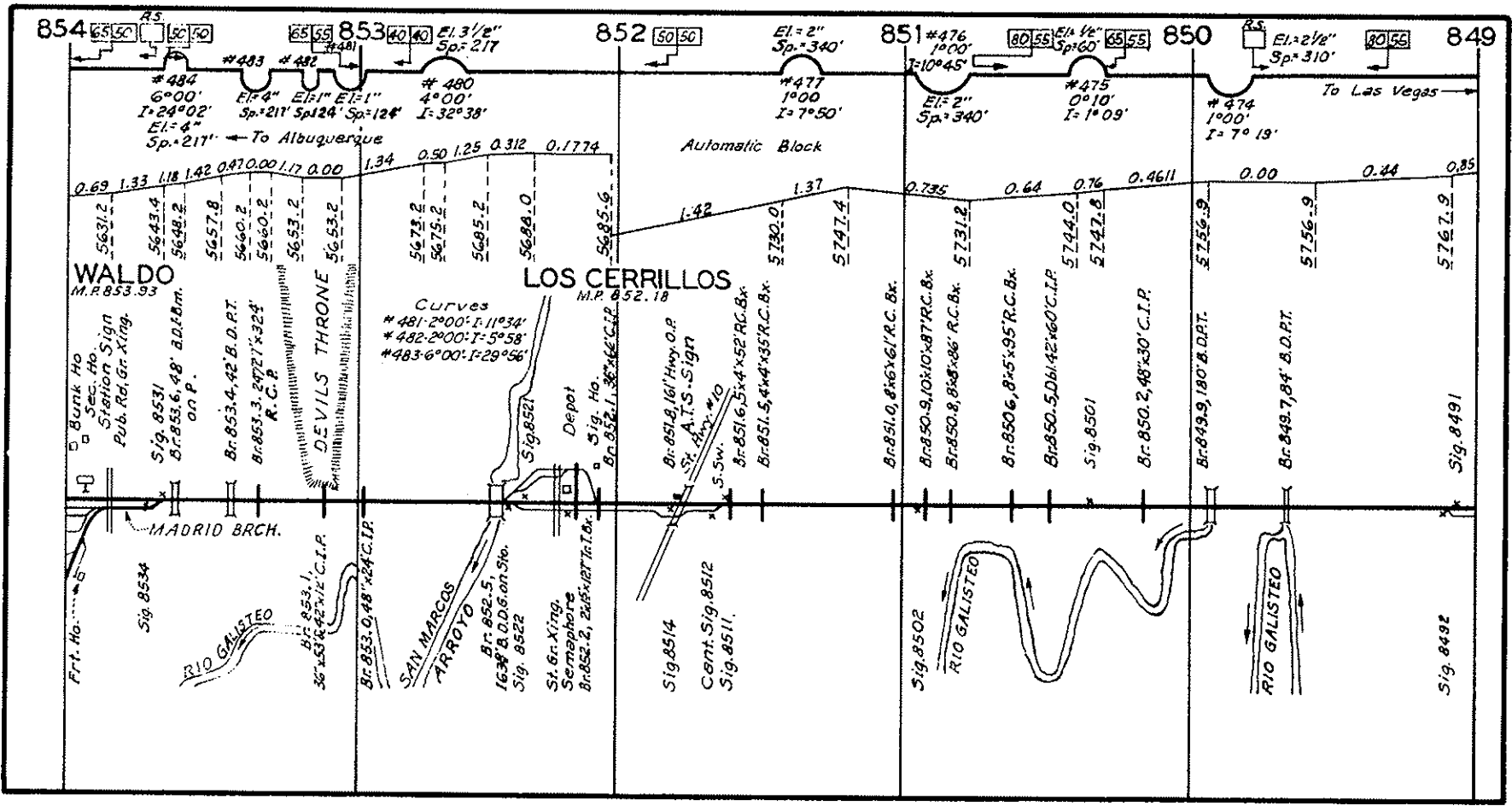
Sig: 8551

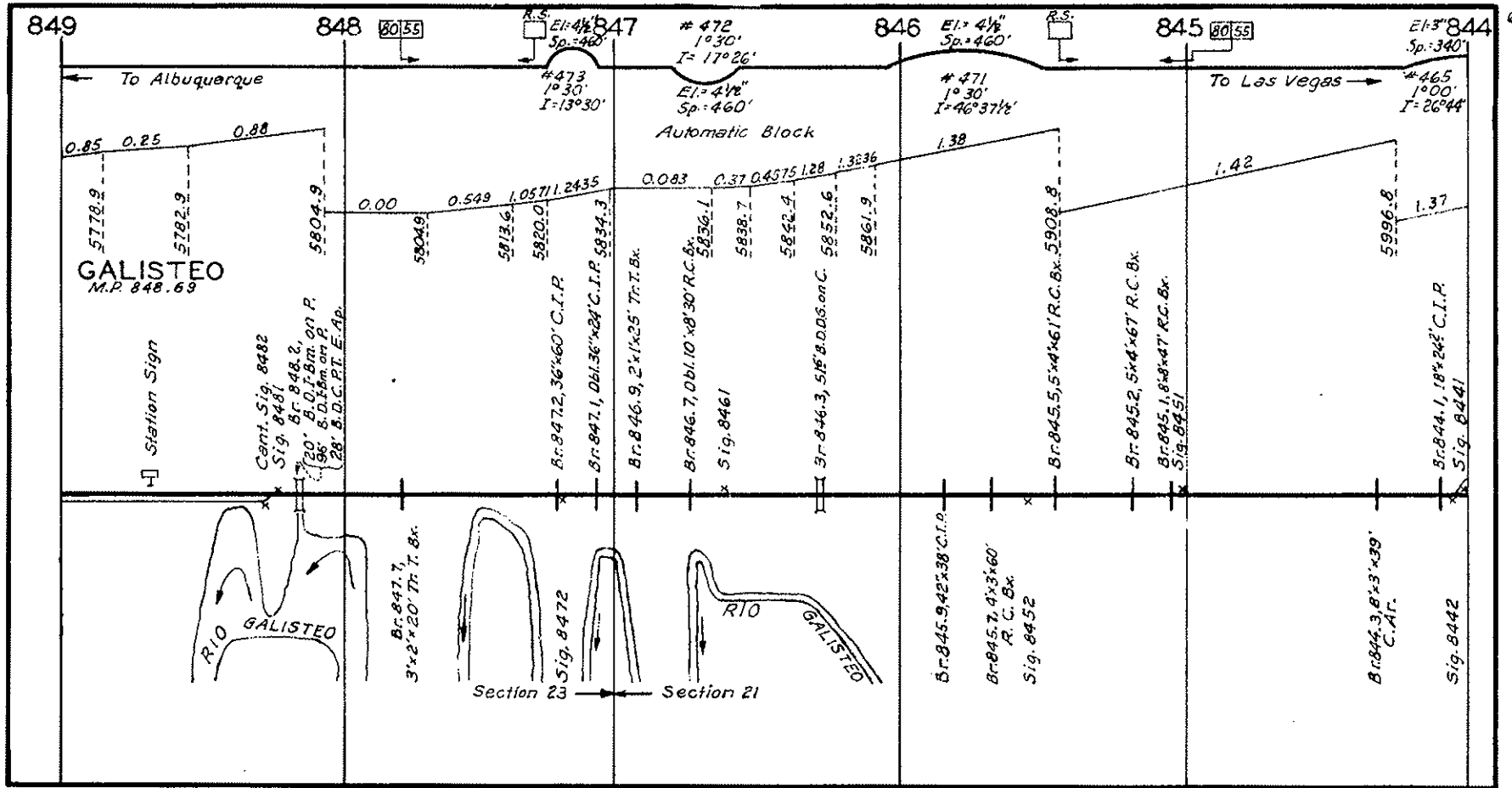
Br: 855.5, 4' x 6' x 396' C. Ar.

Br: 854.8, 70' B.O.C.P.T.

Sig: 8541







849

848

847

846

845

844

To Albuquerque

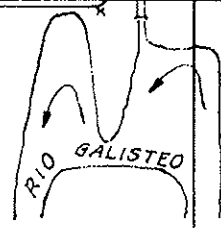
To Las Vegas

0.85 0.25 0.88

GALISTEO  
M.P. 848.69

Station Sign

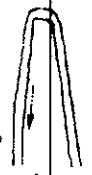
Cent. Sig. 8482  
Sig. 8481  
Br. 8482, on P.  
20' S. of P.M. on P.  
(28' S. D.C. P.T. E. Ap.)



Br. 847.7  
3'x2'x20' Tr. T. Bx.



Sig. 8472



Section 21

Automatic Block

#473  
1°30'  
I=17°30'

#472  
1°30'  
I=17°26'  
EI=4 1/2"  
Sp=460'

#471  
1°30'  
I=46°37 1/2'  
EI=4 1/2"  
Sp=460'

#465  
1°00'  
I=26°44'  
EI=3"  
Sp=340'

0.00 0.549 1.057 1.2435 0.083 0.37 0.4575 1.28 1.3236 1.38 1.42 1.37

R.C. 847.2, 36'x60' C.I.P.

Br. 847.1, 0bl.36'x24' C.I.P. 5934.3

Br. 846.9, 2'x1'x25' Tr. T. Bx.

Br. 846.7, 0bl.10'x8'30' R.C. Bx.

Sig. 8461

Br. 846.3, 5 1/2'x8.000s.on.C.

Br. 845.9, 42'x38' C.I.P.

Br. 845.7, 4'x3'x60' R.C. Bx.

Sig. 8452

Br. 845.5, 5'x4'x6' R.C. Bx. 5908.8

Br. 845.2, 5'x4'x6' R.C. Bx.

Br. 845.1, 8'x8'x47' R.C. Bx.

Sig. 8451

Br. 844.3, 8'x3'x39' C.A.F.

Br. 844.1, 18'x24' C.I.P.

Sig. 8441

844 El.=3" Sp.=340'

843 <sup>8055</sup> El.=3" Sp.=340'

<sup>RS</sup> #461 <sup>RS</sup> 842 El.=4" Sp.=460'

<sup>8055</sup> <sup>8055</sup> 841 <sup>RS</sup> El.=4" Sp.=460'

840 <sup>#454</sup> El.=4" Sp.=460'

<sup>8055</sup> 839

#465  
I=0°00'  
I=26°44'

#462  
I=0°00'  
I=15°04'

#461  
I=1°30'  
I=17°30'

#455  
I=1°30'  
I=16°36'

#454  
I=1°30'  
I=18°42'

1.37 0.00 1.04 0.685 0.9216 0.00

1.42 1.3416 1.42 1.5222 1.2023 1.3868

60242 60242 6037.7 6051.4 6040.9 6040.9

6137.3 6148.4 6181.1 6205.5 6221.1

KENNEDY  
M.P. 843.79

B.C. 844.0, 42'x73' C.I.P.  
Sta. Sign.  
Dbl. 48'x60' C.I.P.  
8'x25'x34 1/2' C. An.  
12'x0'x26 1/2' C. An.

B.C. 842.4, 8'x10'x45' R.C. Bx.  
LOS ANGELES  
ARROYO

B.C. 839.7, Dbl. 36'x55' C.I.P.  
B.C. 839.4, 42'x49' C.I.P.  
B.C. 839.1, 36'x32 1/2' C.I.P.

C. Bunk Ho.  
B.C. 843.6, 6'x6'x4' R.C. Bx.  
B.C. 843.4, Dbl. 10'x8'x6' R.C. Bx.

Sig. 8432  
B.C. 842.8, Dbl. 36'x90' C.I.P.  
Pub. Rd. Gr. Xing.  
Sig. 8422  
B.C. 842.0, 1965 B 206.  
23' B.O.I. Brn. W. Ap.  
(On Sta.)

Sig. 8411  
B.C. 841.7, 4'x4'x34' R.C. Bx.  
B.C. 841.2, 4'x3'x49 1/2' R.C. Bx.

Sig. 8402  
B.C. 840.8, 4'x4'x98' R.C. Bx.  
B.C. 840.1, 4'x4'x40' R.C. Bx.

Sig. 8392

Automatic Block

To Las Vegas

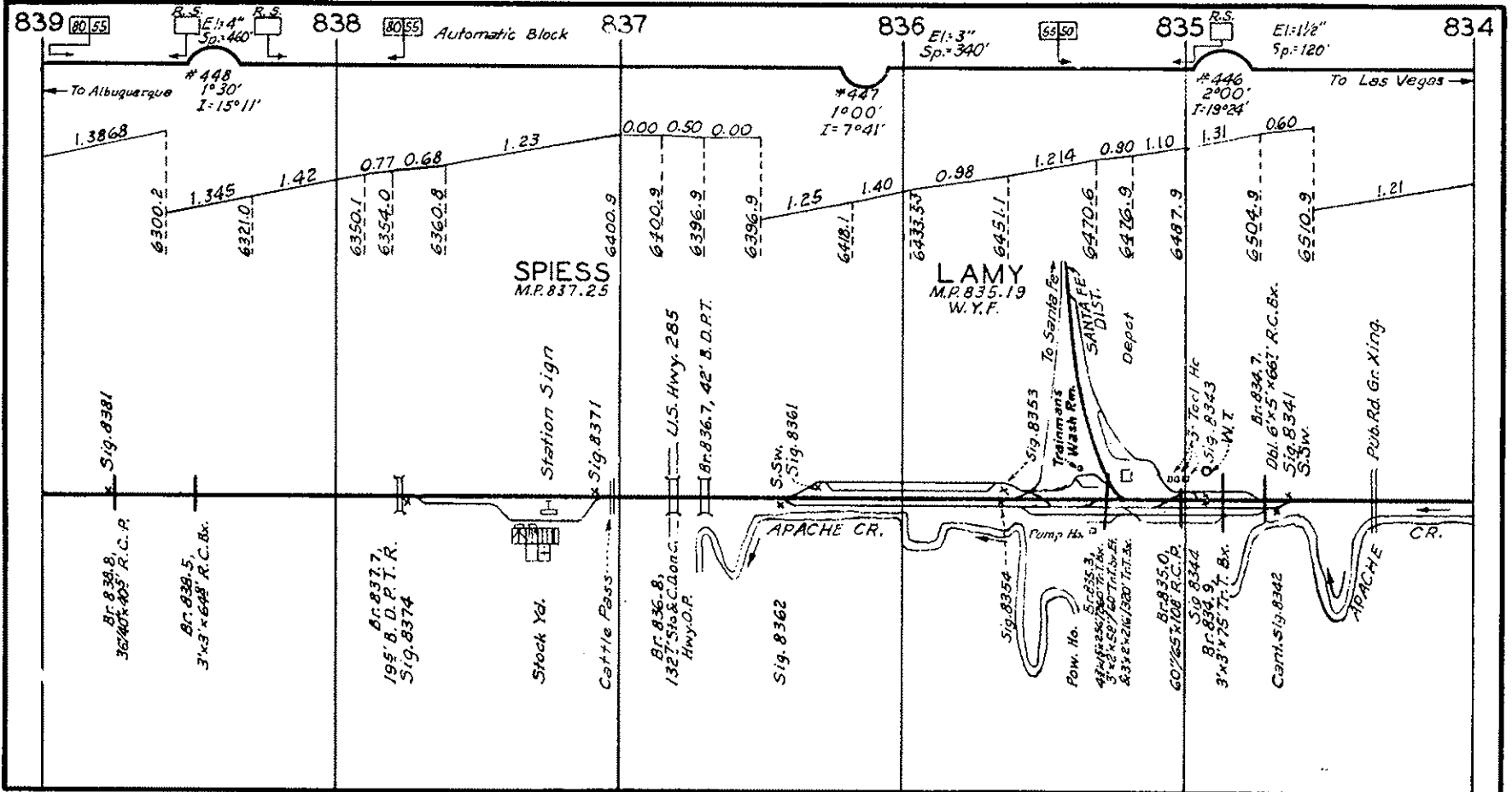
Sta. Sign.

LOS ANGELES

ARROYO

Sig. 8401





834

EI: 1" Sp. 80' 20' 20' 333

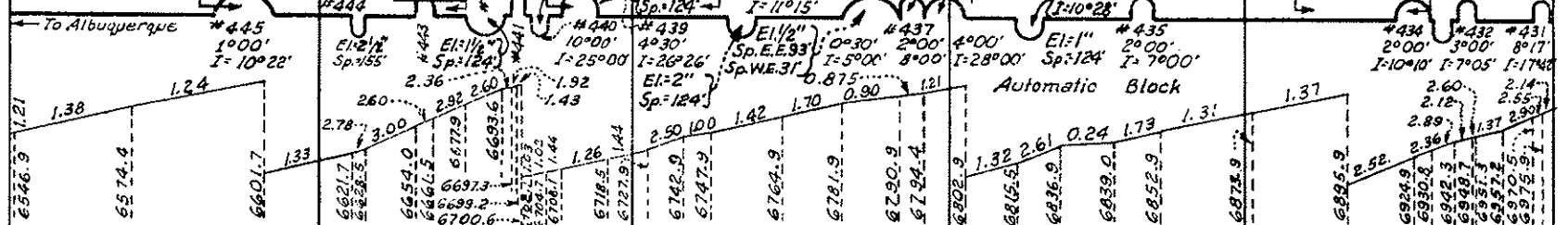
EI: 1 1/2" Sp: 155' 55' 50' 442

EI: 1 1/2" Sp: 124' 40' 40' 832

EI: 2" Sp: E.E. 124' 3° 00' Sp: W.E. 93' 3° 00' Sp: W.E. 124' 2° 00' Sp: 124' EI: 3" Sp: E.E. 248' 4° 36' Sp: W.E. 124' 2° 00' Sp: 124' EI: 1 1/2" Sp: 124' [I: 40° 28']

830 25' 25' EI: 3/8" Sp: 30' 40' 40'

829 EI: 3/8" Sp: 30' 40' 40'

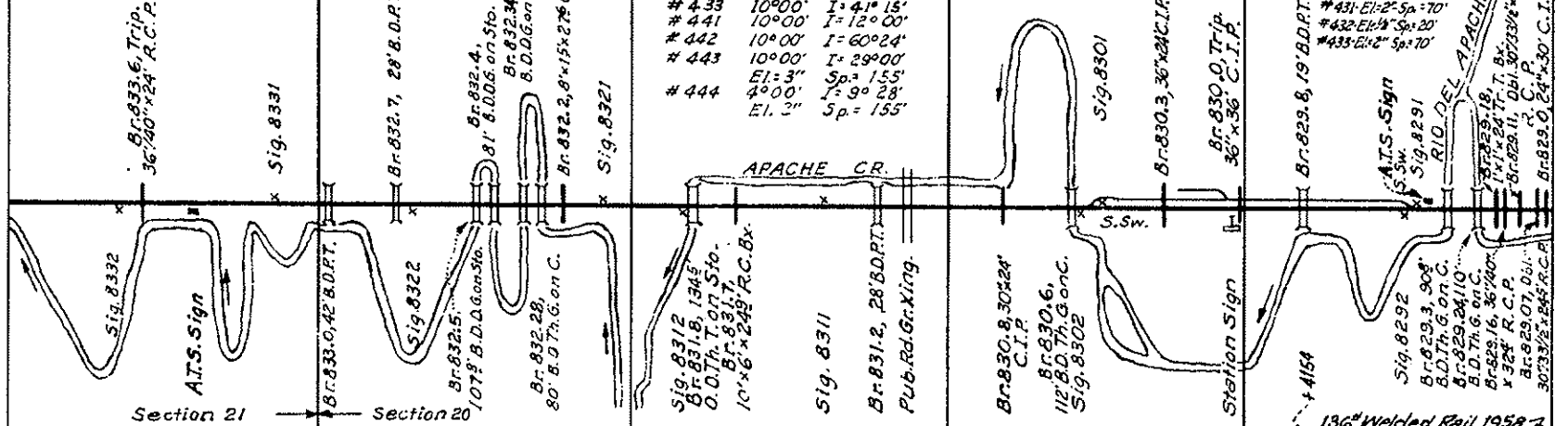


### CANYONCITO

MP. 830.04

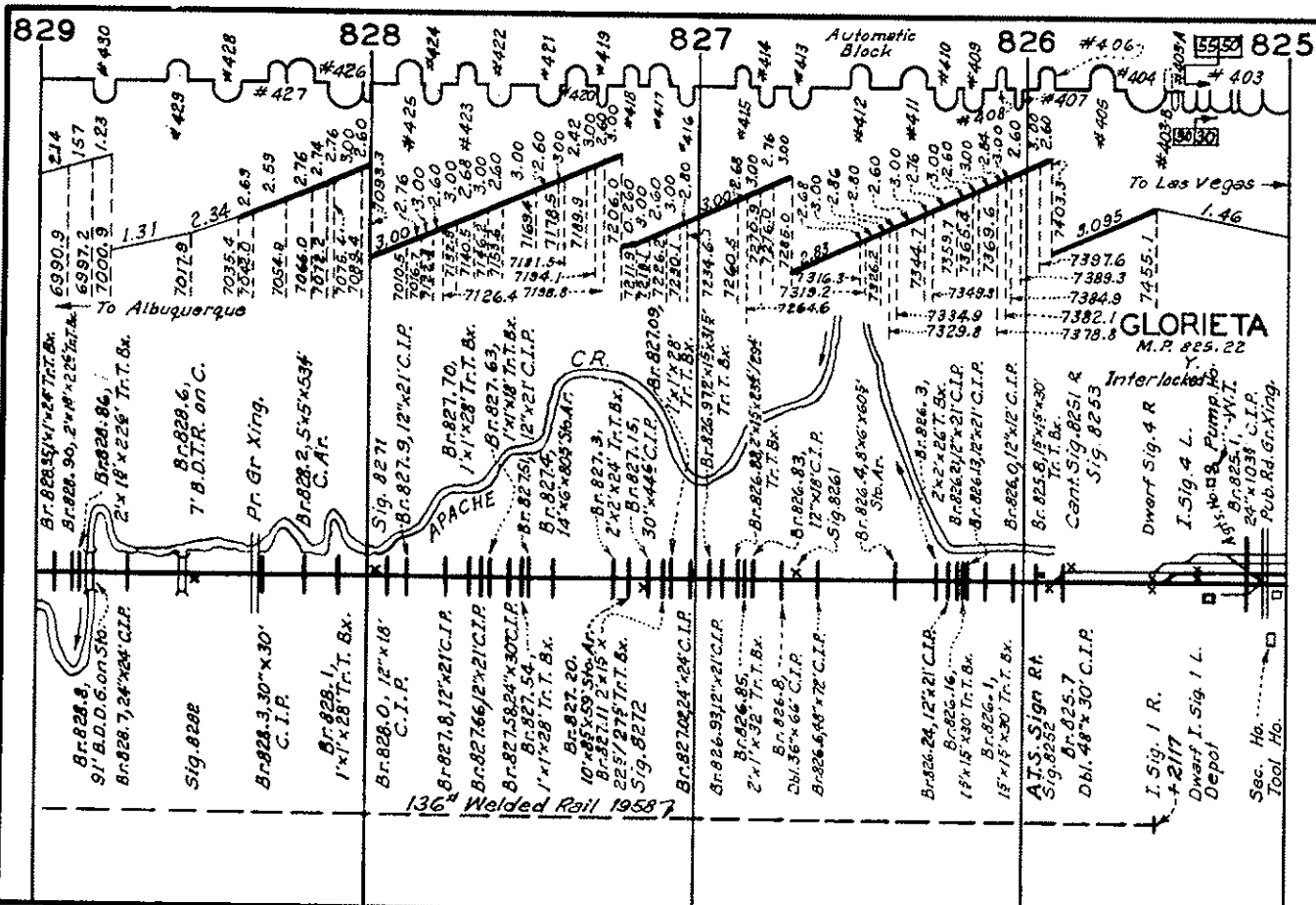
- Curves
- # 433 10° 00' I= 4° 15'
  - # 441 10° 00' I= 12° 00'
  - # 442 10° 00' I= 60° 24'
  - # 443 10° 00' I= 29° 00'
  - # 444 EI: 3" Sp: 155' I= 9° 28'
  - EI: 2" Sp: 124'

- Curves
- # 431 EI: 2" Sp: 70'
  - # 432 EI: 1 1/2" Sp: 20'
  - # 433 EI: 2" Sp: 70'



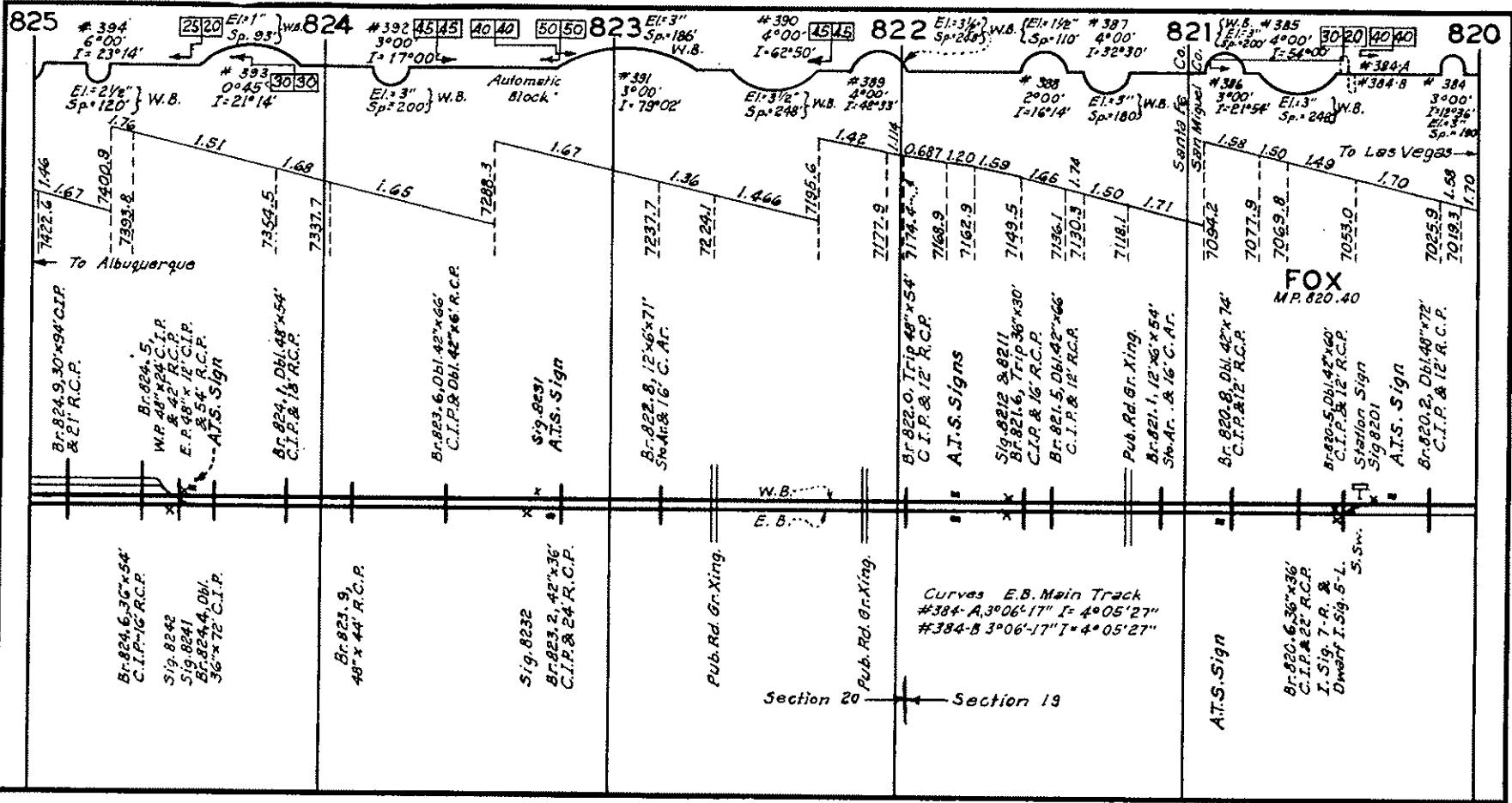
Section 21 Section 20

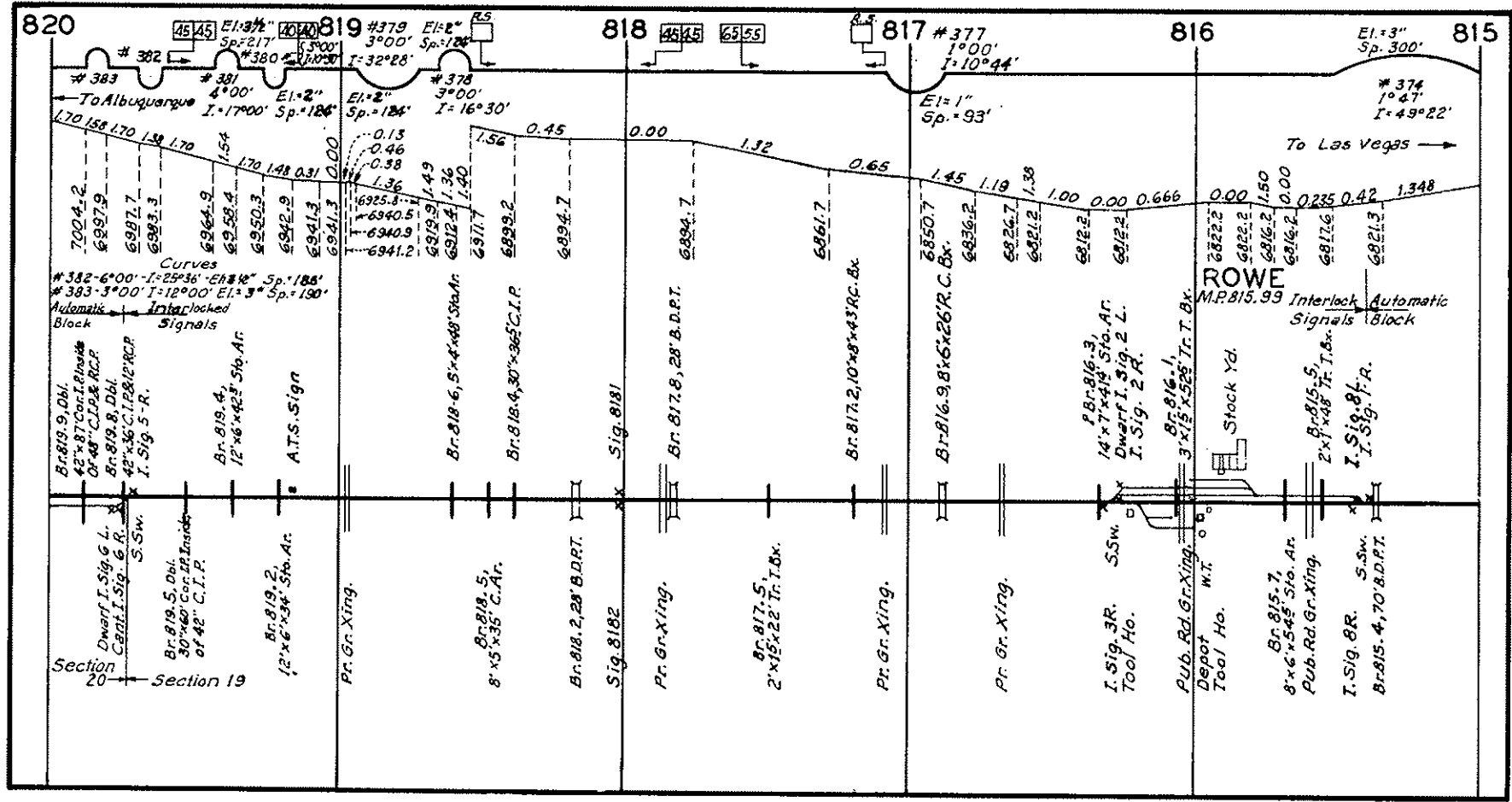
136" Welded Rail 1958



Curves on Page 59

#403	4°13'	I=21°44' Sp=155' W.B.
	2°00'	I=8°40'
	7°45'	I=9°07'
	10°00'	I=35°00'
	5°51'	I=11°42'
	3°14'	I=7°11' Sp=155' W.B.
#403-A	3°06'-17"	I=4°05' 27" W.B.M.
#403-B	3°06'-17"	I=4°05' 27" W.B.M.
#404	2°08'	I=11°45' El 1/2" Sp=30'
#405	2°00'	I=6°44' El 1/2" Sp=30'
#406	10°00'	I=22°00' El 3" Sp=110'
#407	10°00'	I=17°00' El 3" Sp=110'
#408	4°00'	I=4°38' El 1/2" Sp=20'
#409	5°56'	I=16°52' El 1" Sp=40'
#410	6°00'	I=22°30' El 1" Sp=40'
#411	10°00'	I=34°18' El 3" Sp=110'
#412	1°36'	I=5°40' El 1/2" Sp=30'
#413	2°00'	I=5°40' El 1/2" Sp=30'
#414	6°00'	I=11°00' El 1" Sp=40'
#415	6°00'	I=12°06' El 1" Sp=40'
#416	4°00'	I=7°30' El 1/2" Sp=20'
#417	10°00'	I=27°30' El 3" Sp=110'
#418	10°00'	I=22°43' El 2" Sp=110'
#419	10°00'	I=18°00' El 3" Sp=110'
#420	9°00'	I=31°03' El 1/2" Sp=90'
#421	10°00'	I=35°00' El 3" Sp=110'
#422	10°00'	I=28°30' El 3" Sp=110'
#423	8°00'	I=22°43' El 2" Sp=110'
#424	6°00'	I=14°00' El 1" Sp=20'
#425	4°00'	I=12°45' El 1/2" Sp=20'
#426	10°00'	I=15°00' El 3" Sp=110'
	0°47'	I=4°20' El 1/2" Sp=40'
	6°00'	I=19°54' El 1" Sp=40'
#427	10°00'	I=32°30' El 3" Sp=110'
#428	10°00'	I=43°00' El 3" Sp=110'
#429	2°00'	I=6°30' El 1/2" Sp=30'
#430	10°00'	I=29°30' El 3" Sp=110'





820      45 45      40 40      819      #379      El: 2"      3"00"      Sp: 124"      818      45 45      65 55      817      #377      1"00"      1:10°44'      816      El: 3"      Sp: 300"      815

#382      #381      #380      #378      #374  
 4"00'      4"00'      4"00'      3"00'      1"047'  
 I: 17°00'      I: 17°00'      I: 32°28'      I: 16°30'      I: 49°22'

To Albuquerque →      To Las Vegas →

1.70 1.58 1.70 1.38 1.70 1.54 1.70 1.48 0.31 0.00 0.13 0.46 0.38 1.36 1.49 1.56 0.45 0.00 1.32 0.65 1.45 1.19 1.38 1.00 0.00 0.666 0.00 1.50 0.00 0.235 0.42 1.348

7004.2  
 6997.9  
 6997.7  
 6993.3  
 6964.9  
 6958.4  
 6950.3  
 6942.9  
 6941.3  
 6941.3  
 6925.8  
 6940.5  
 6940.9  
 6919.9  
 6912.4  
 6911.7  
 6892.2  
 6894.7  
 6861.7  
 6850.7  
 6836.2  
 6826.7  
 6821.2  
 6812.2  
 6812.2  
 6816.2  
 6816.2  
 6817.6  
 6821.3

**Curves**  
 #382-6°00' I: 25°36' El: 34" Sp: 186"  
 #383-3°00' I: 12°00' El: 3" Sp: 190"

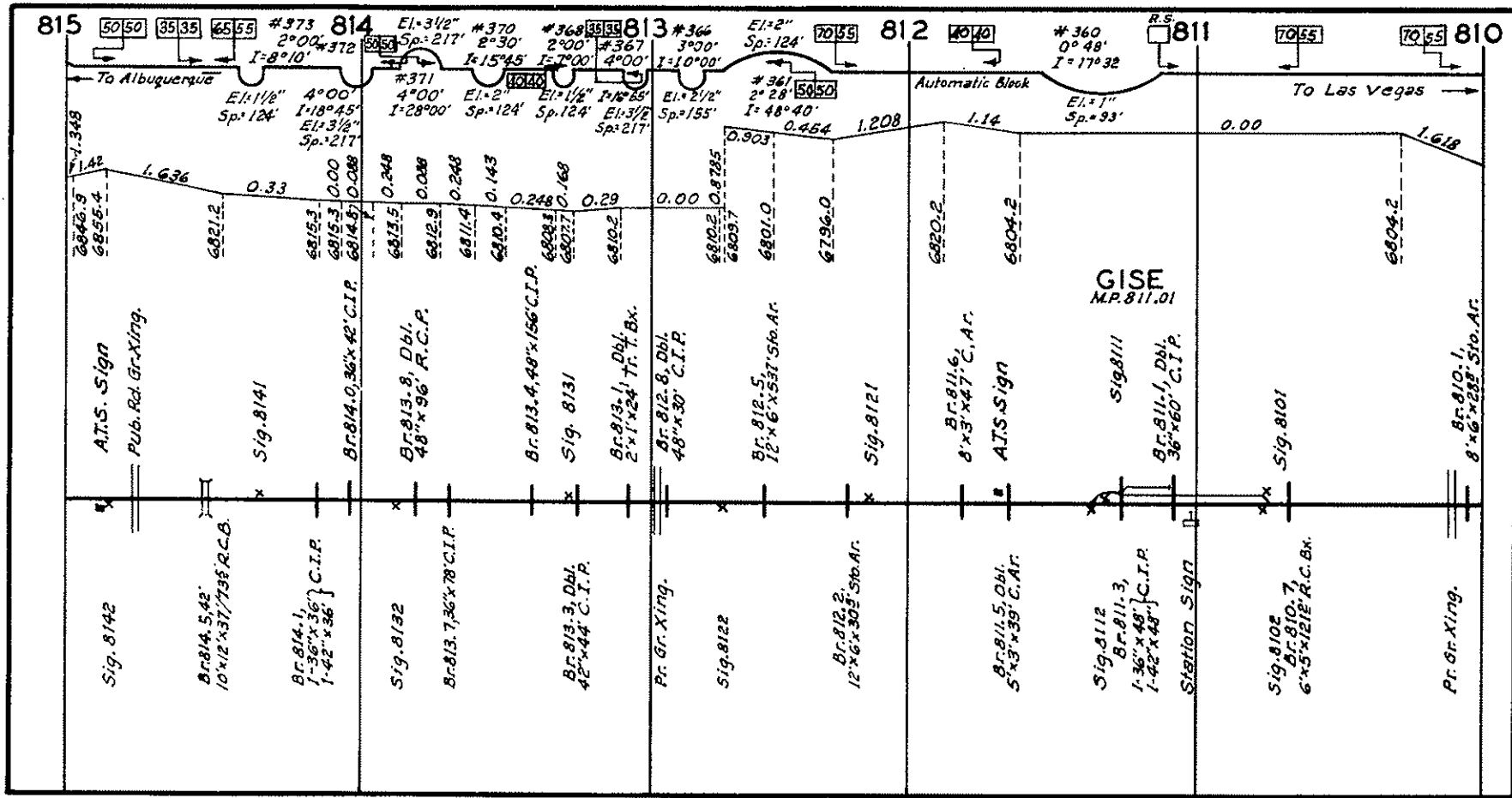
**Automatic Block**      **Interlocked Signals**

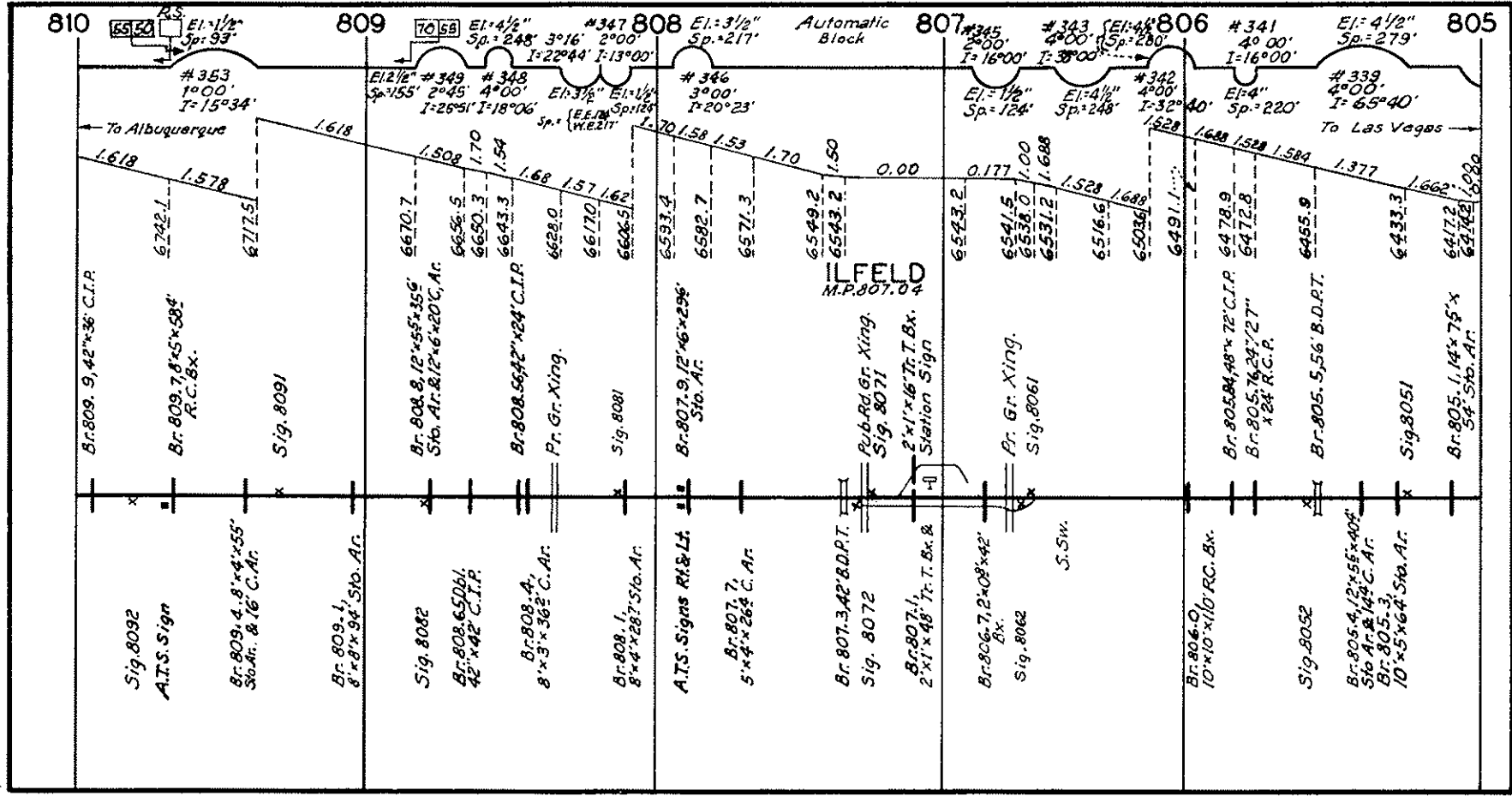
Br. 819, 9, Dbl.  
 42' x 87' Conc. Inside  
 Of 48' C.I.P. & R.C.P.  
 Br. 819, 8, Dbl.  
 42' x 36' C.I.P. & R.C.P.  
 I. Sig. 5-R.  
 Br. 819, 4,  
 12' x 6' x 23' Sto. Ar.  
 A.T.S. Sign  
 Br. 818-6, 5, 4 x 48' Sto. Ar.  
 Br. 818-4, 30' x 36' C.I.P.  
 Br. 817, 2, 10' x 8' x 43' R.C. Bx.  
 Br. 816, 9, 81' x 26' R.C. Bx.  
 P Br. 816, 3,  
 14' x 7' x 41' Sto. Ar.  
 Dwarf I. Sig. 2 L.  
 I. Sig. 2 R.  
 Br. 816, 1,  
 3' x 15' x 508' Tr. T. Bx.  
 Stock Yd.  
 Br. 815, 5,  
 2' x 48' Tr. T. Bx.  
 I. Sig. 8 R.  
 I. Sig. 8 F.R.

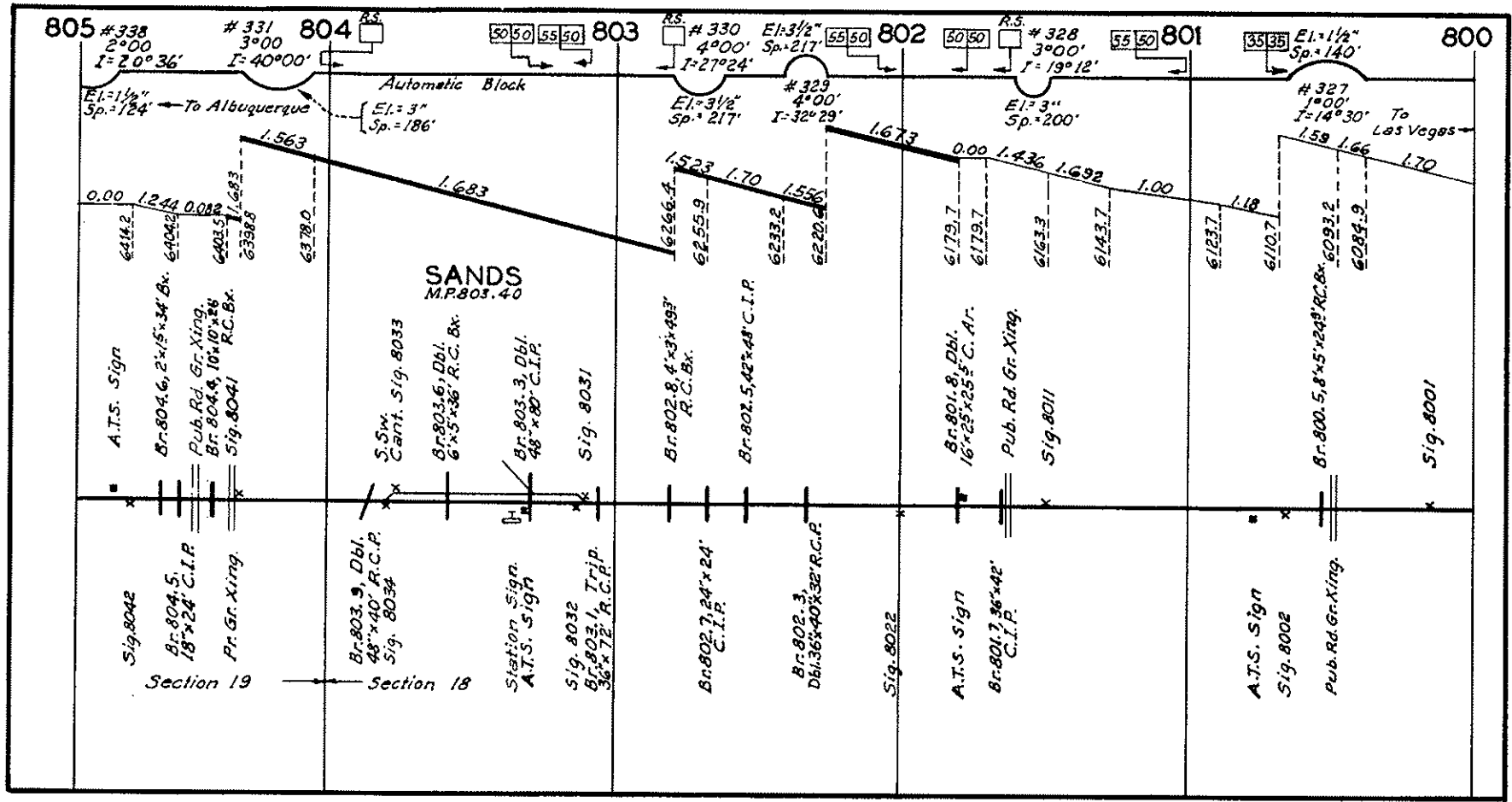
Section 20      Section 19

Dwarf I. Sig. G L.  
 Cerat. I. Sig. 6 R.  
 S.S.W.  
 Br. 819, 5, Dbl.  
 30' x 60' Conc. Inside  
 of 42' C.I.P.  
 Br. 819, 2,  
 12' x 6' x 23' Sto. Ar.  
 Pr. Gr. Xing.  
 Sig. 8182  
 Pr. Gr. Xing.  
 Br. 818, 2, 28' B.D.R.T.  
 Sig. 8181  
 Pr. Gr. Xing.  
 Br. 817, 5,  
 2' x 15' x 22' Tr. T. Bx.  
 Pr. Gr. Xing.  
 Pr. Gr. Xing.  
 I. Sig. 3R.  
 S.S.W.  
 Tool Ho.  
 Pub. Rd. Gr. Xing.  
 Depot  
 Tool Ho.  
 Br. 815, 7,  
 8' x 6' x 545' Sto. Ar.  
 Pub. Rd. Gr. Xing.  
 I. Sig. 8R.  
 S.S.W.  
 Br. 815, 4, 70' B.D.R.T.

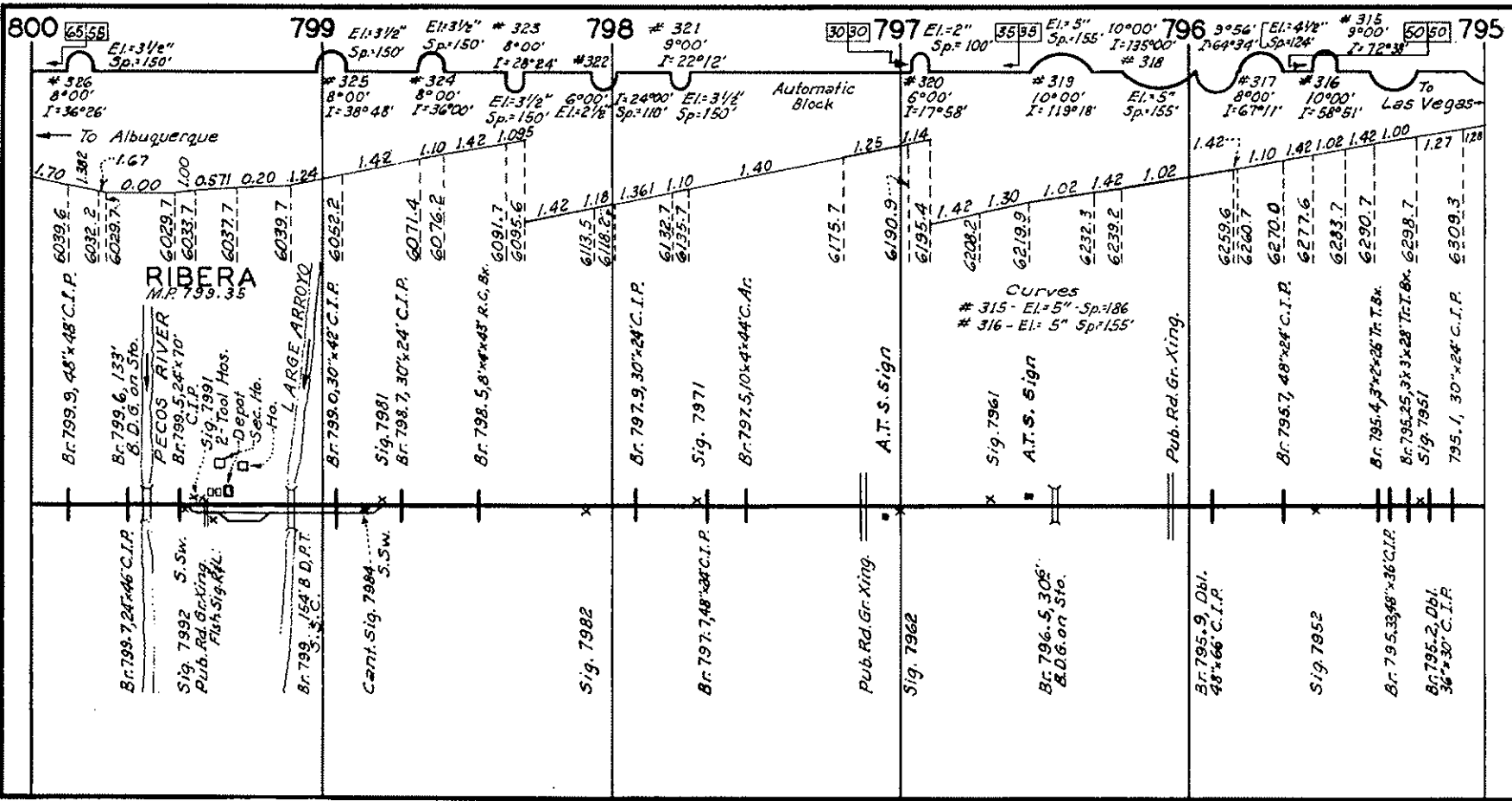
**ROWE**  
 M.P. 815.99 Interlocking Signals Block

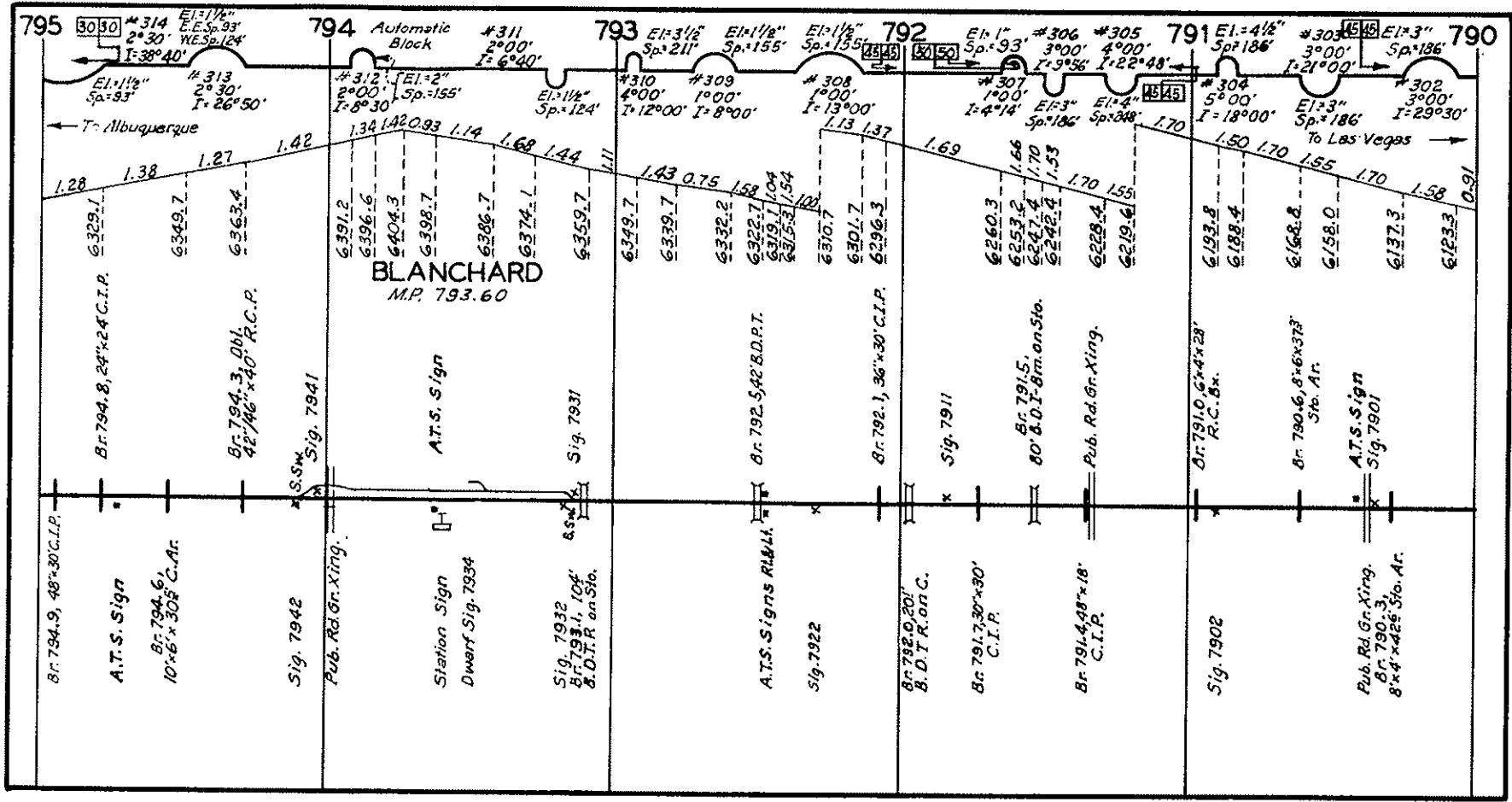


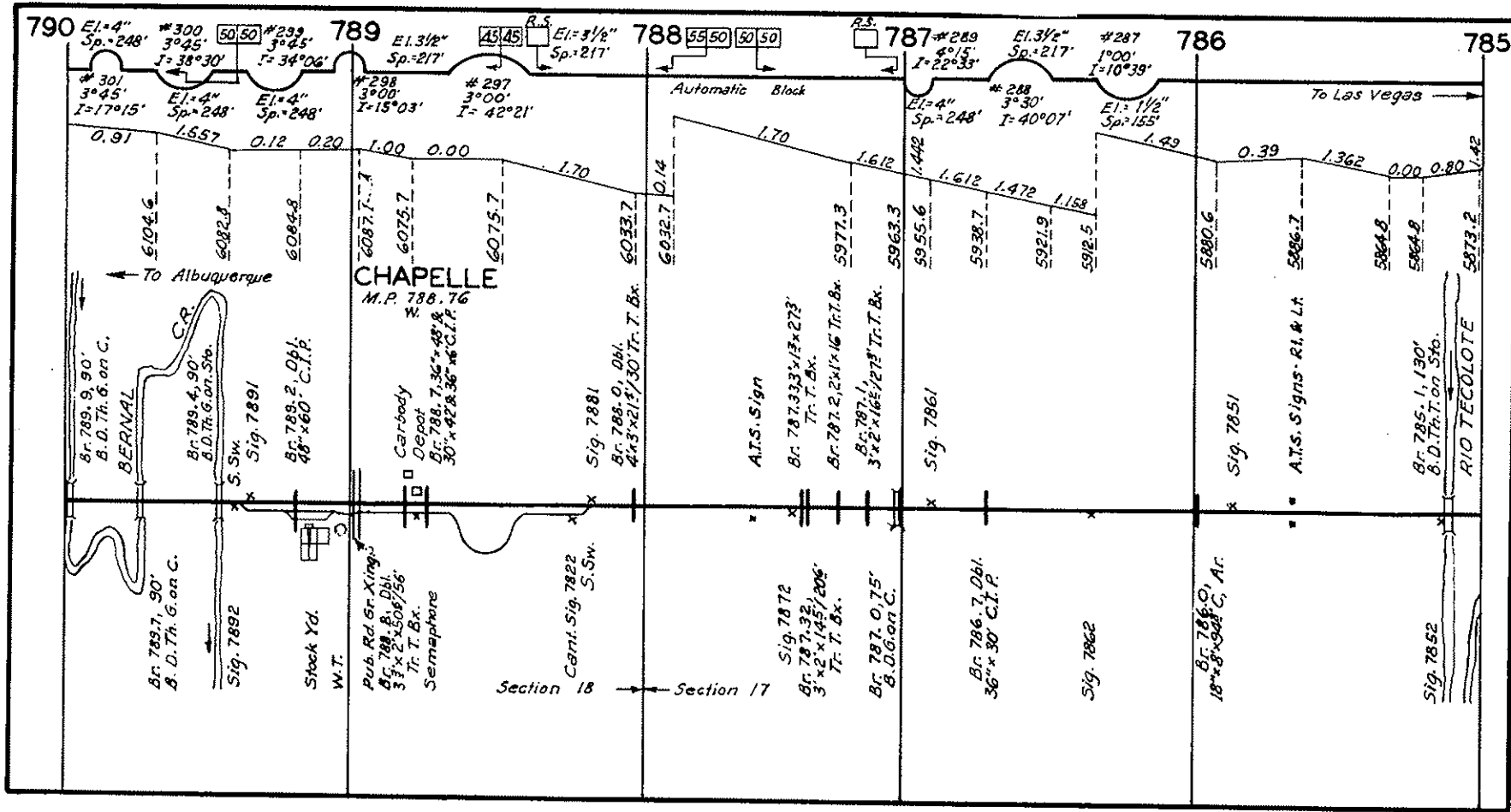


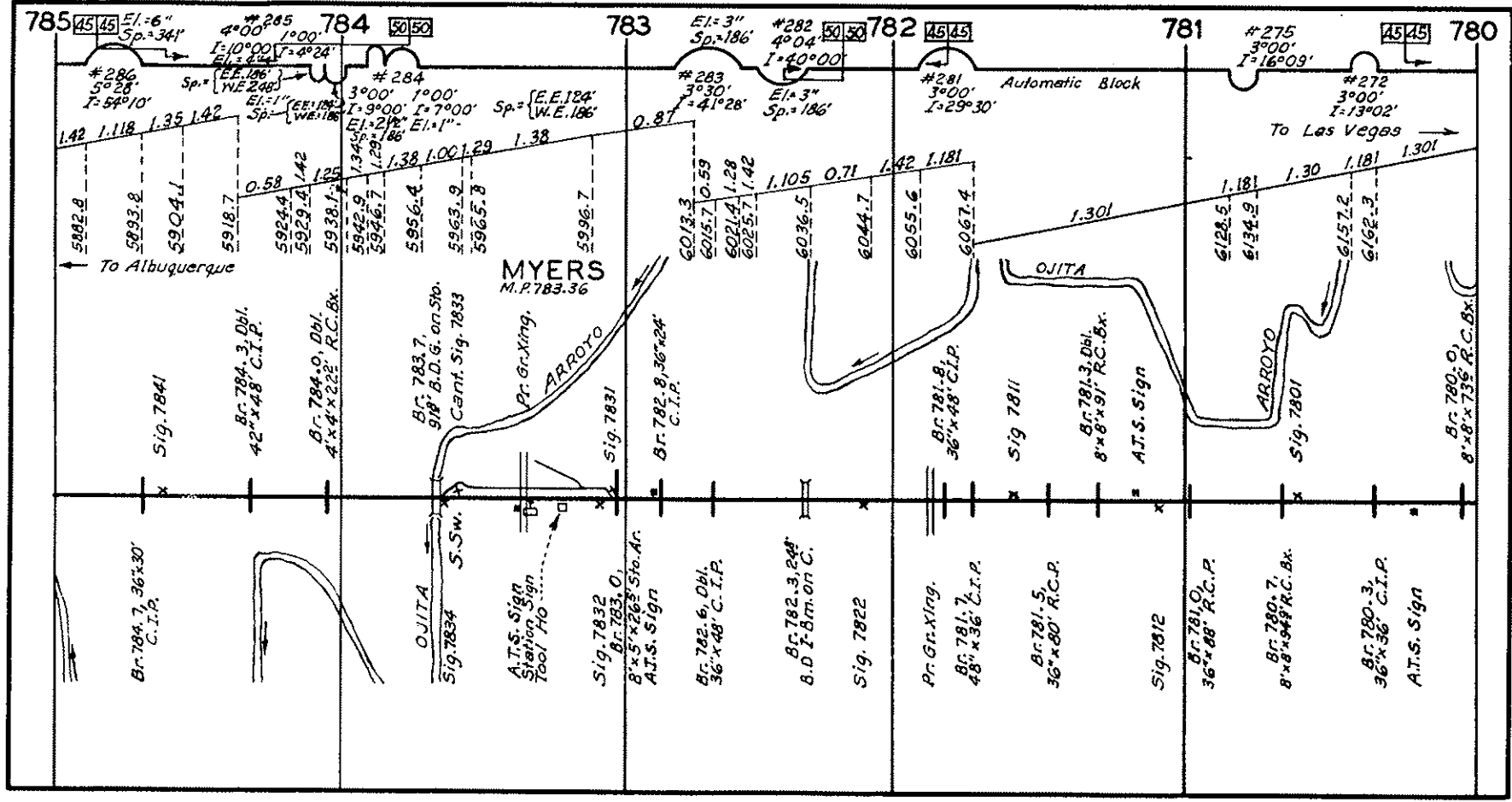


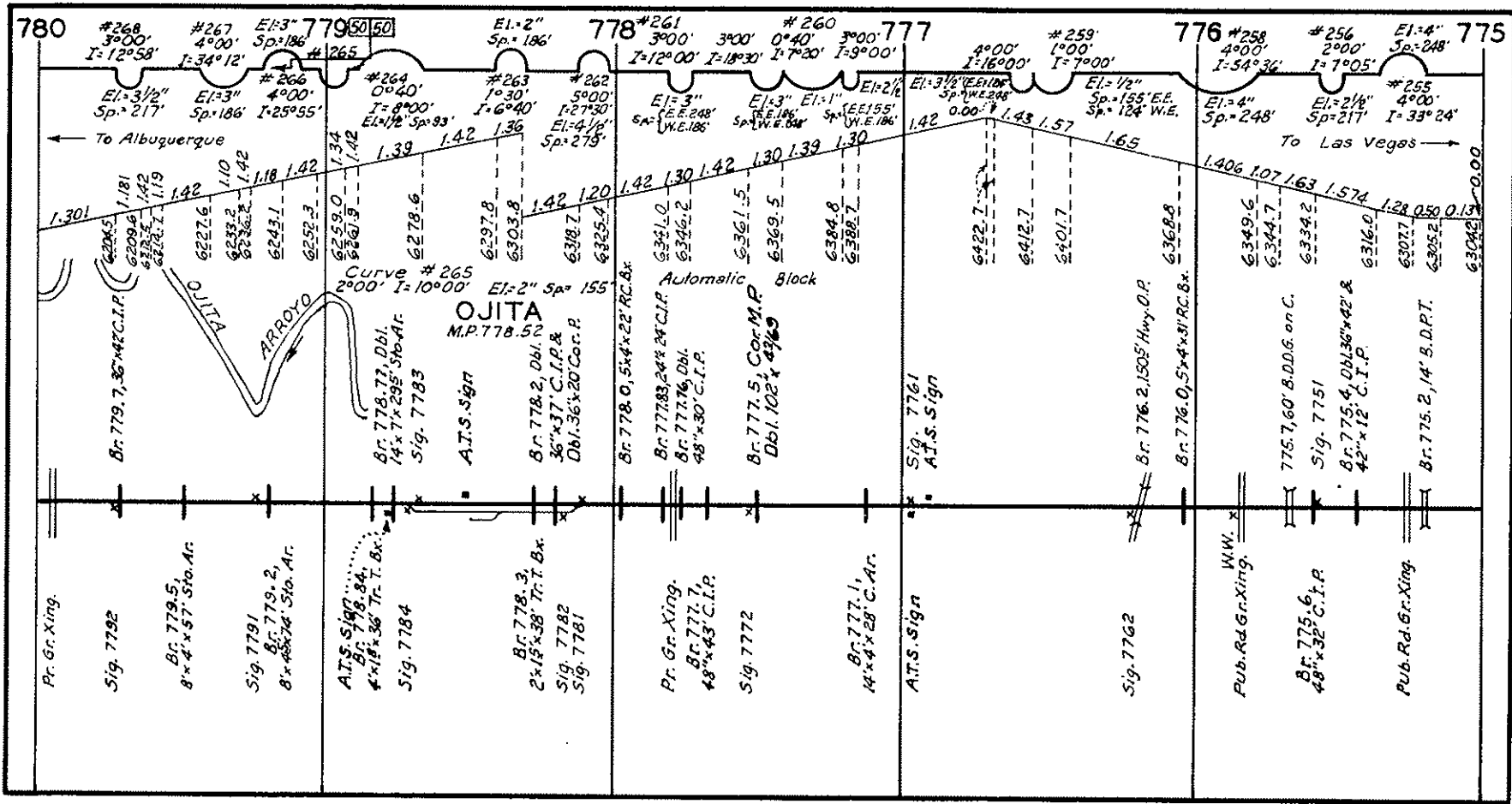












780

778

776

775

#268  
3°00'  
I: 12°58'

#267  
4°00'  
I: 34°12'

El: 3"  
Sp: 186

#265

El: 2"  
Sp: 186'

#261  
3°00'  
I: 12°00'

3°00'  
I: 18°30'

#260  
0°40'  
I: 7°20'

3°00'  
I: 9°00'

#259  
1°00'  
I: 7°00'

#258  
4°00'  
I: 54°36'

#256  
2°00'  
I: 7°05'

El: 4"  
Sp: 248'

#265  
4°00'  
I: 33°24'

El: 3 1/2"  
Sp: 217'

El: 3"  
Sp: 186'

4°00'  
I: 25°55'

#266  
0°40'  
I: 8°00'

El: 1/2"  
Sp: 93'

#263  
1°30'  
I: 6°40'

#262  
5°00'  
I: 27°30'

El: 4 1/2"  
Sp: 275'

El: 3"  
Sp: 248'

El: 3"  
Sp: 186'

El: 1"  
Sp: 155'

El: 1"  
Sp: 186'

El: 3 1/2"  
Sp: 208'

El: 1/2"  
Sp: 155' E.E.

Sp: 124' W.E.

El: 2 1/4"  
Sp: 217'

El: 2 1/4"  
Sp: 217'

El: 4"  
Sp: 248'

El: 2 1/4"  
Sp: 217'

El: 4"  
Sp: 248'

To Albuquerque ←

→ To Las Vegas

1.301

1.181

1.142

1.119

1.142

1.110

1.118

1.142

62276

62232

62232

62237

62523

1.34

1.42

1.39

1.42

1.36

62978

63038

63187

63257

1.42

1.20

1.42

1.30

1.42

1.30

1.39

1.30

63410

63462

63561

63695

63848

63887

64227

64127

64017

1.65

1.406

1.07

1.63

1.574

1.28

0.50

0.13

63496

63447

63342

63160

63077

63052

63042

Curve #265  
2°00' I: 10°00'

OJITA  
M.P. 778.52

Automatic Block

Pr. Gr. Xing.

Sig. 7792

B.C. 779.51

Sig. 7791

B.C. 779.2

A.T.S. sign

Sig. 7784

B.C. 778.3

Sig. 7782

Sig. 7781

Pr. Gr. Xing.

B.C. 777.7

Sig. 7772

B.C. 777.1

A.T.S. sign

Sig. 7761

Sig. 7762

Pub. Rd. Gr. Xing.

B.C. 775.6

Pub. Rd. Gr. Xing.

B.C. 779.7, 35' M.Z.C.I.P.

B.C. 779.51

B.C. 779.2

B.C. 778.77, Dbl.

B.C. 778.2, Dbl.

B.C. 778.2, Dbl.

B.C. 778.2, Dbl.

B.C. 778.0, 54' x 22' R.C.B.

B.C. 778.24, 24' C.I.P.

B.C. 777.76, Dbl.

B.C. 777.5, Cor. M.F.

B.C. 777.5, Cor. M.F.

Sig. 7761

B.C. 776.2, 1505' Hwy. O.P.

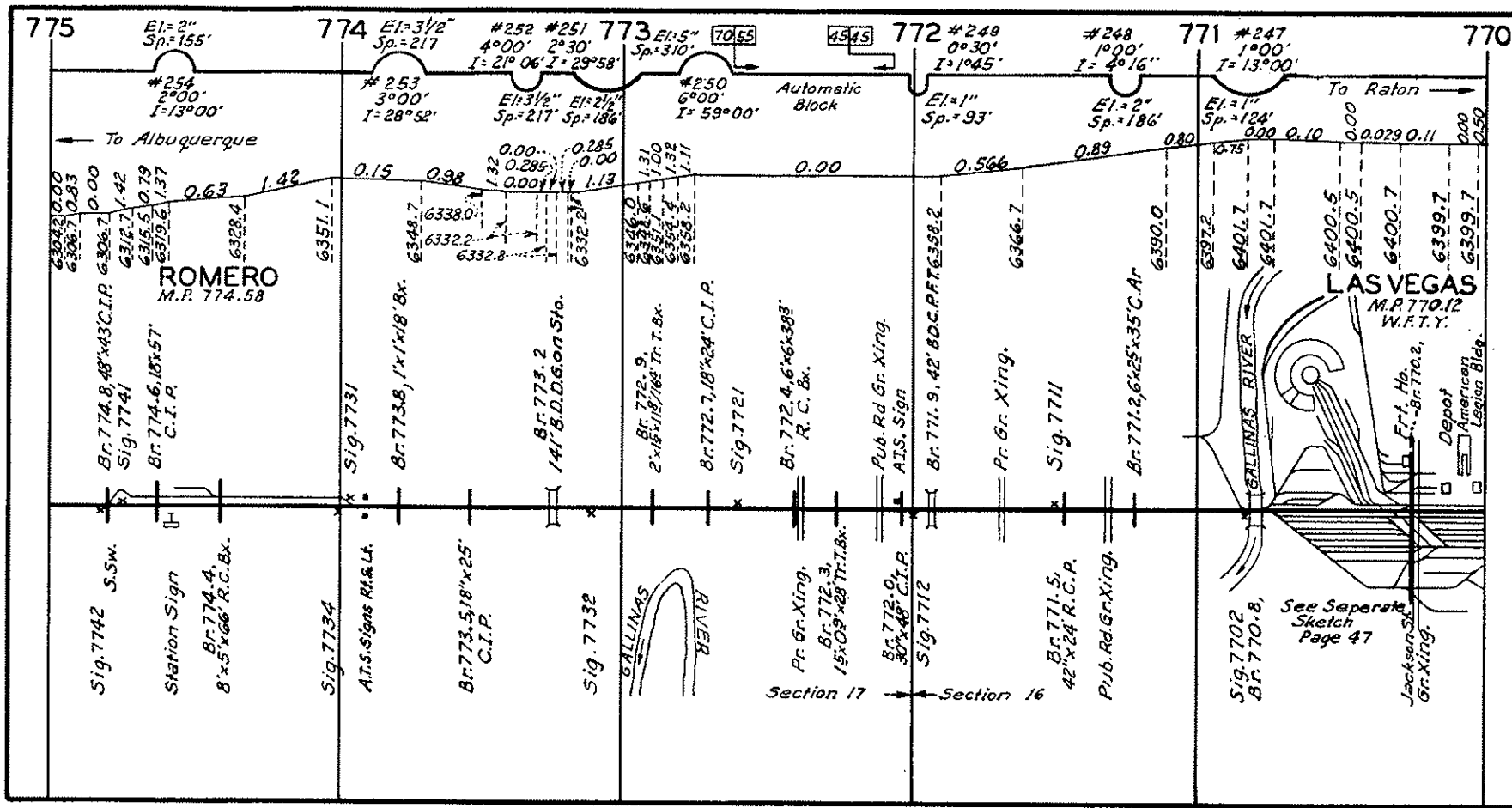
B.C. 776.0, 54' x 31' R.C.B.

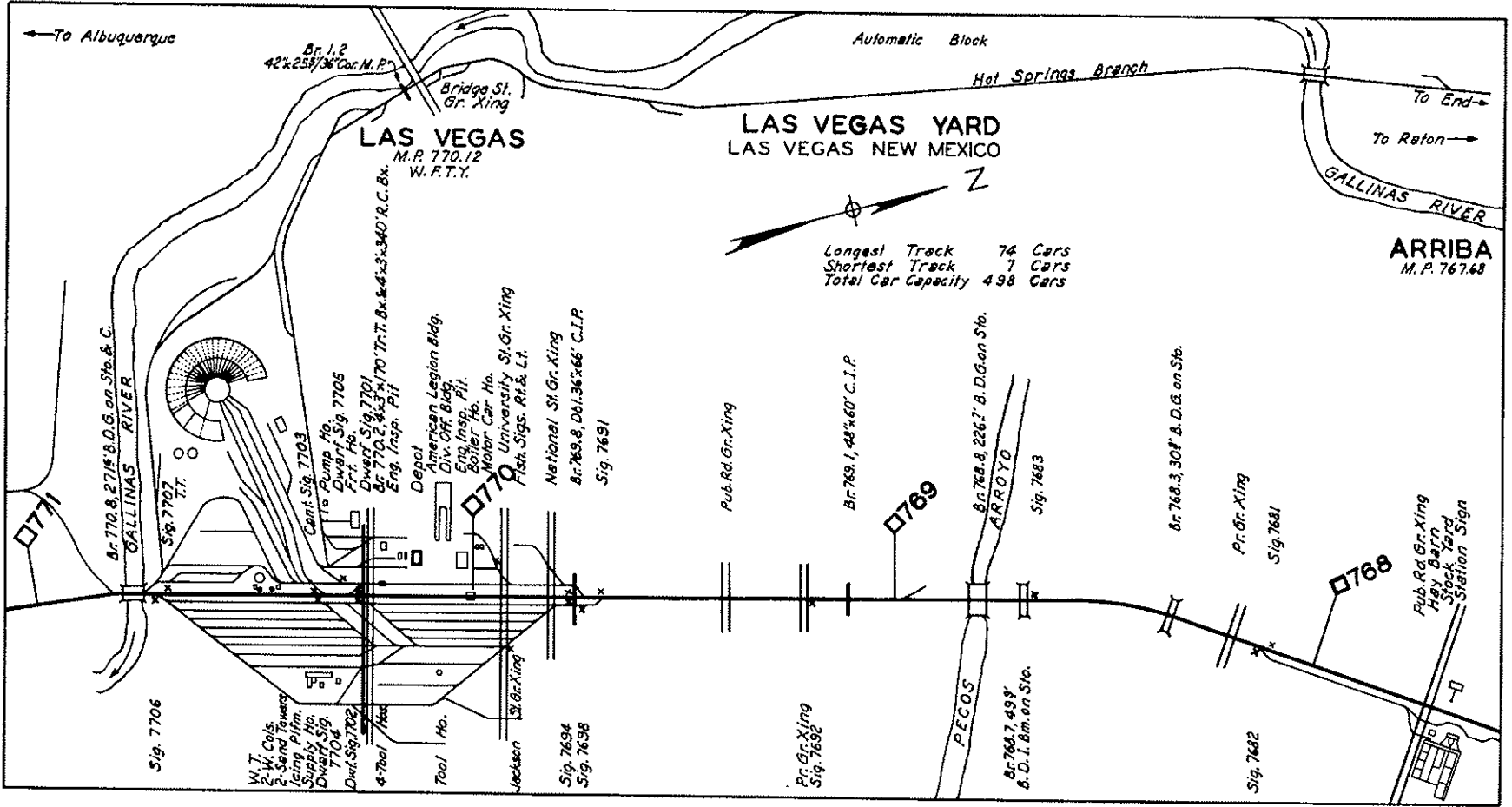
B.C. 775.60, B.D.D.G. on C.

Sig. 7751

B.C. 775.4, Dbl. 36' x 42' & 42' x 12' C.I.P.

B.C. 775.2, 14' S.D.P.T.





← To Albuquerque

Br. 1, 2  
42'x258'36" Car M. P.

Bridge St.  
Gr. Xing

Automatic Block

Hot Springs Branch

To End →

To Raton →

**LAS VEGAS**  
M.P. 770.12  
W.F.T.Y.

**LAS VEGAS YARD**  
LAS VEGAS NEW MEXICO

GALLINAS RIVER

**ARRIBA**  
M.P. 767.68



Longest Track	74 Cars
Shortest Track	7 Cars
Total Car Capacity	498 Cars

Ar. 770.8, 271'x8.D.G. on Sto. & C.  
GALLINAS RIVER

Sig. 7706



W. T. Co's.  
S. Sand Towars  
Eng. P. Hm.  
Supply Co.  
Div. 7704  
Dwt. Sig. 7702  
4-700' Hous

To Pump Ho.  
Quarry Sig. 7705

Ar. Ho.  
Overd. Sig. 7701

Br. 770.2, 4x3 x 170' Tr. B. & 4x3x340' R.C. Bx.  
Eng. Insp. Pit

Depot  
American Legion Bldg.  
Div. Off. Bldg.  
Eng. Insp. Pit  
Soc. Ho.  
Motor Car Ho.  
University St. Gr. Xing  
Fish. Sigs. Rt. & Lt.

0770

National St. Gr. Xing  
Br. 769.8, 101.36'x66' C.I.P.  
Sig. 7691

Sig. 7694  
Sig. 7698

Pub. Rd. Gr. Xing

Pr. Gr. Xing  
Sig. 7692

Br. 769.1, 48'x60' C.I.P.

0769

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

Br. 768.7, 499'  
B. D. I. Bm. on Sto.

ARROYO

Sig. 7683

Br. 768.3, 308' B. D.G. on Sto.

Sig. 7682

Pr. Gr. Xing  
Sig. 7681

0768

Pub. Rd. Gr. Xing  
Hay Barn  
Stock Yard  
Station Sign