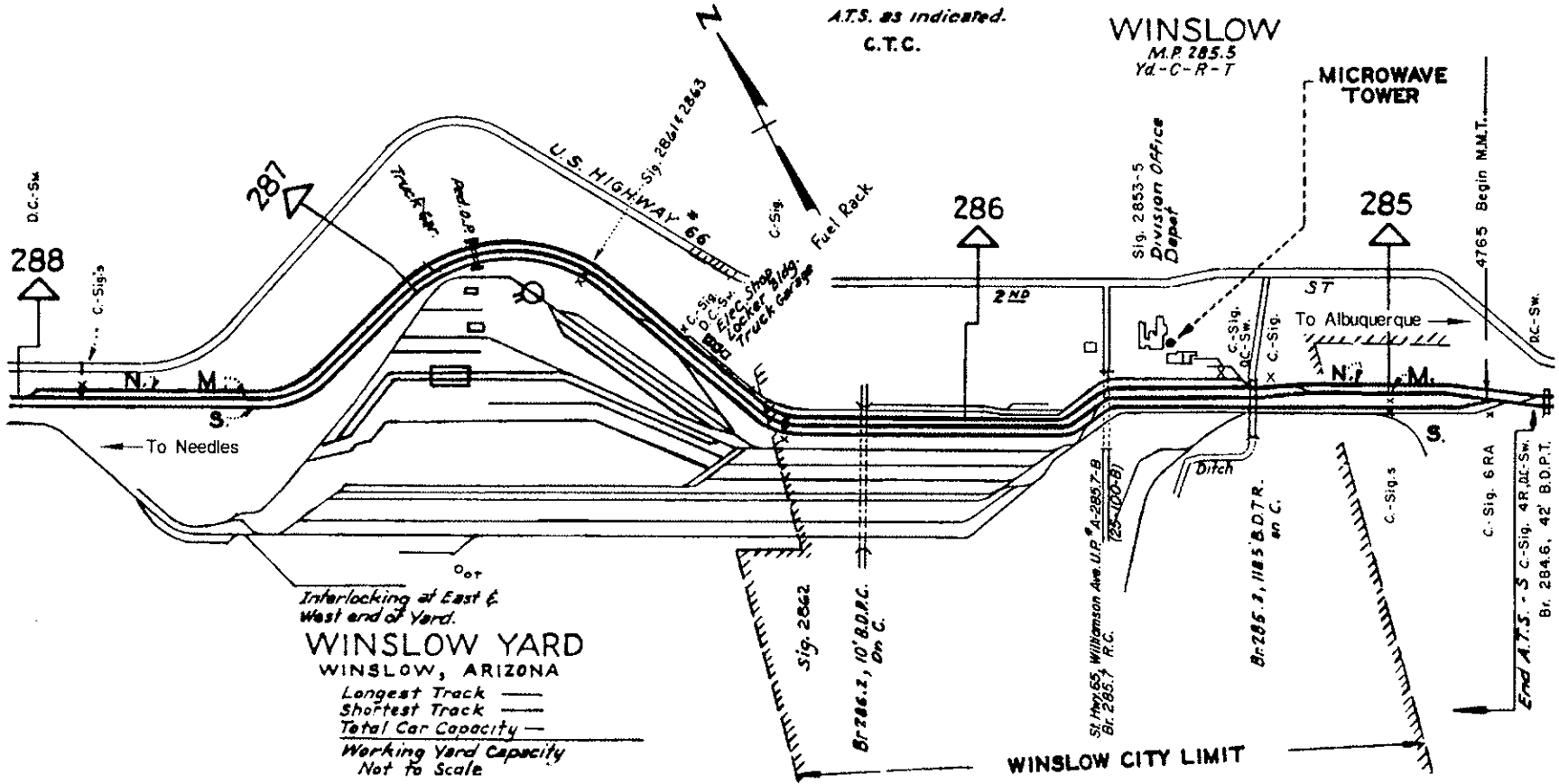
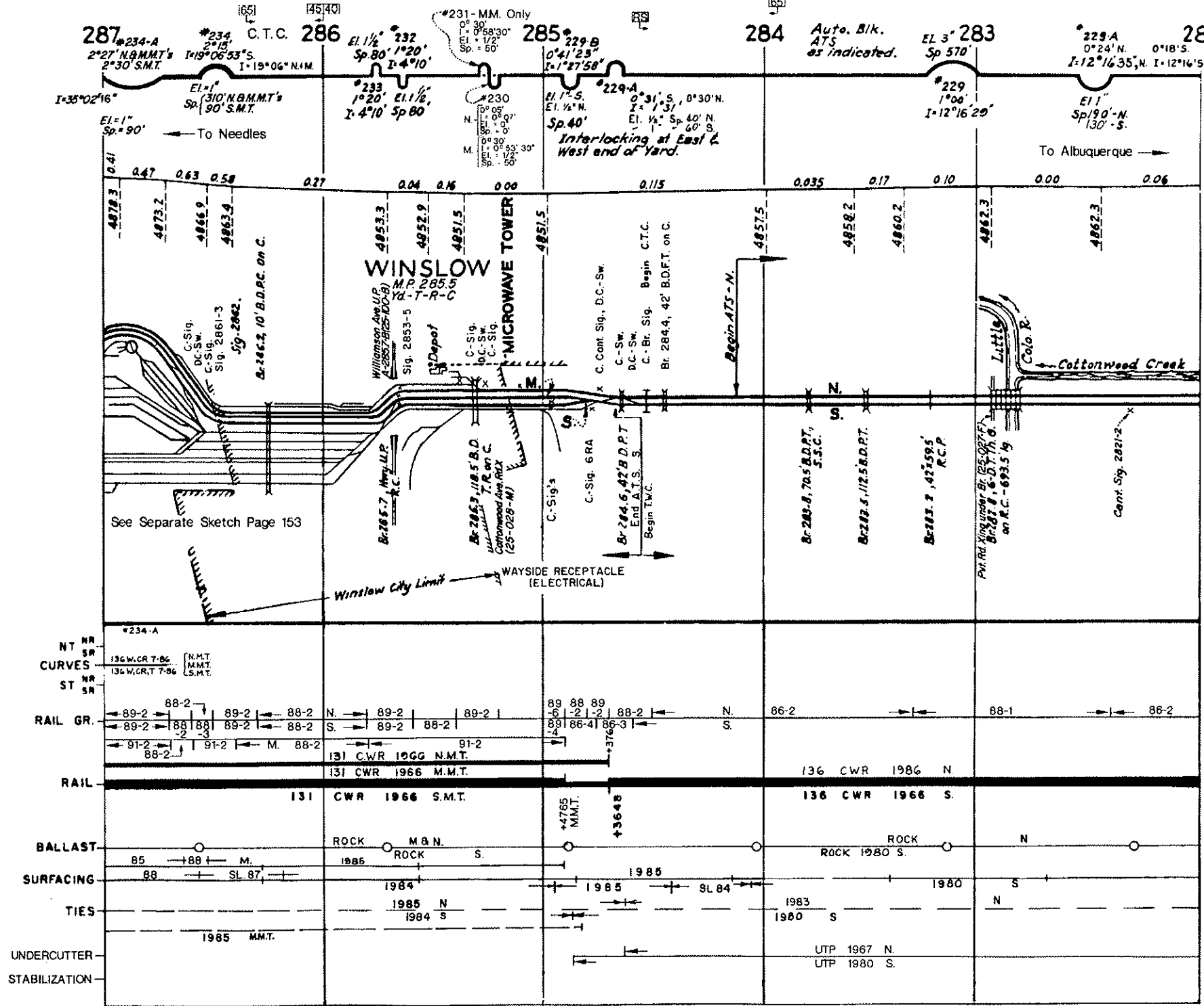


Intentionally Blank





282

281

280

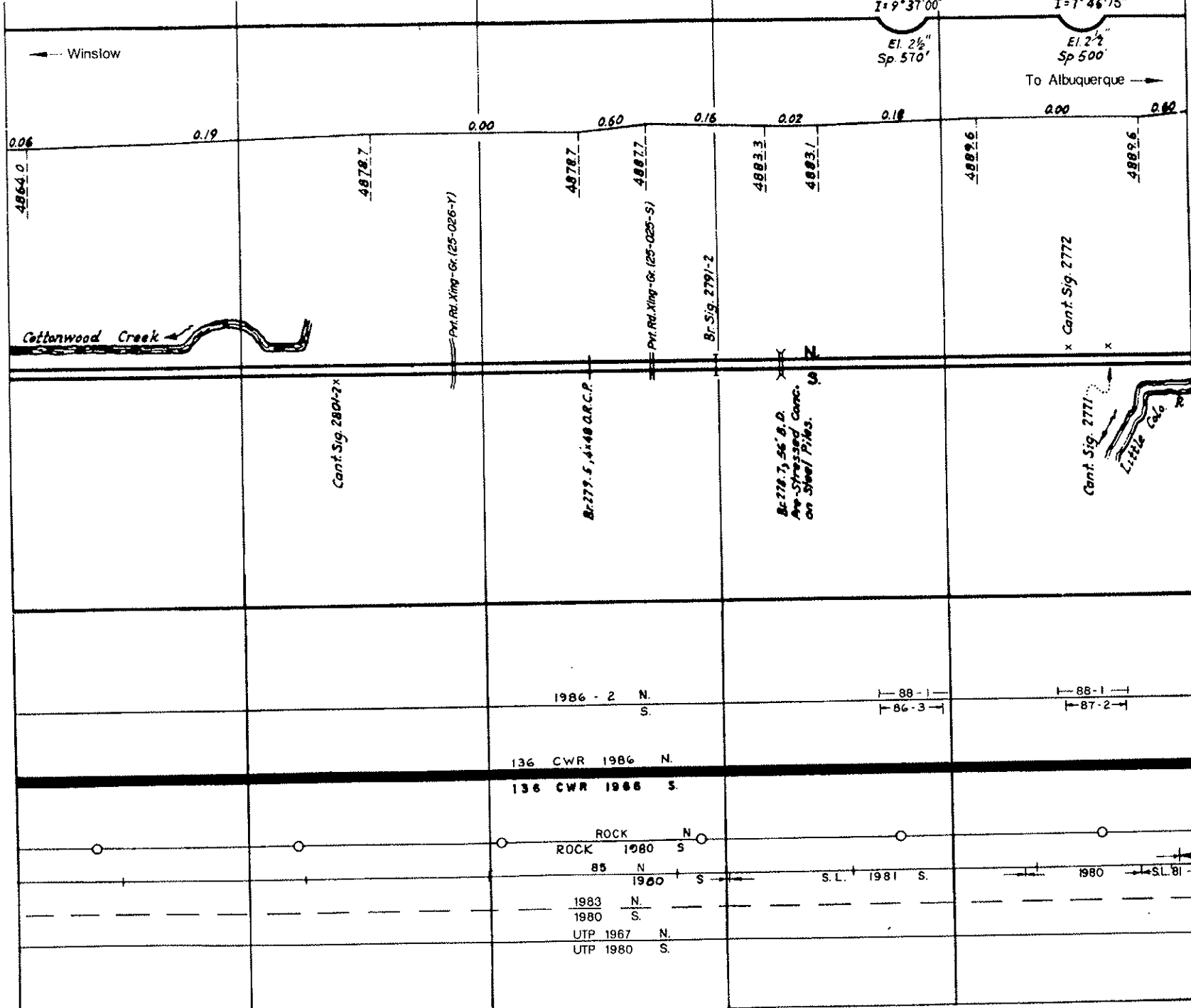
Auto. Bik.
ATS

279

*228 278
0°56'
I=9°37'00"

*227,
0°51'
I=7°46'15"

277



← Winslow

To Albuquerque →

Cottonwood Creek

Little Colo. R.

- NR NT
- SR NT
- CURVES
- NR ST
- SR ST
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

1986 - 2 N.
S.

136 CWR 1986 N.
136 CWR 1986 S.

ROCK N
ROCK 1980 S

85 N
1980 S

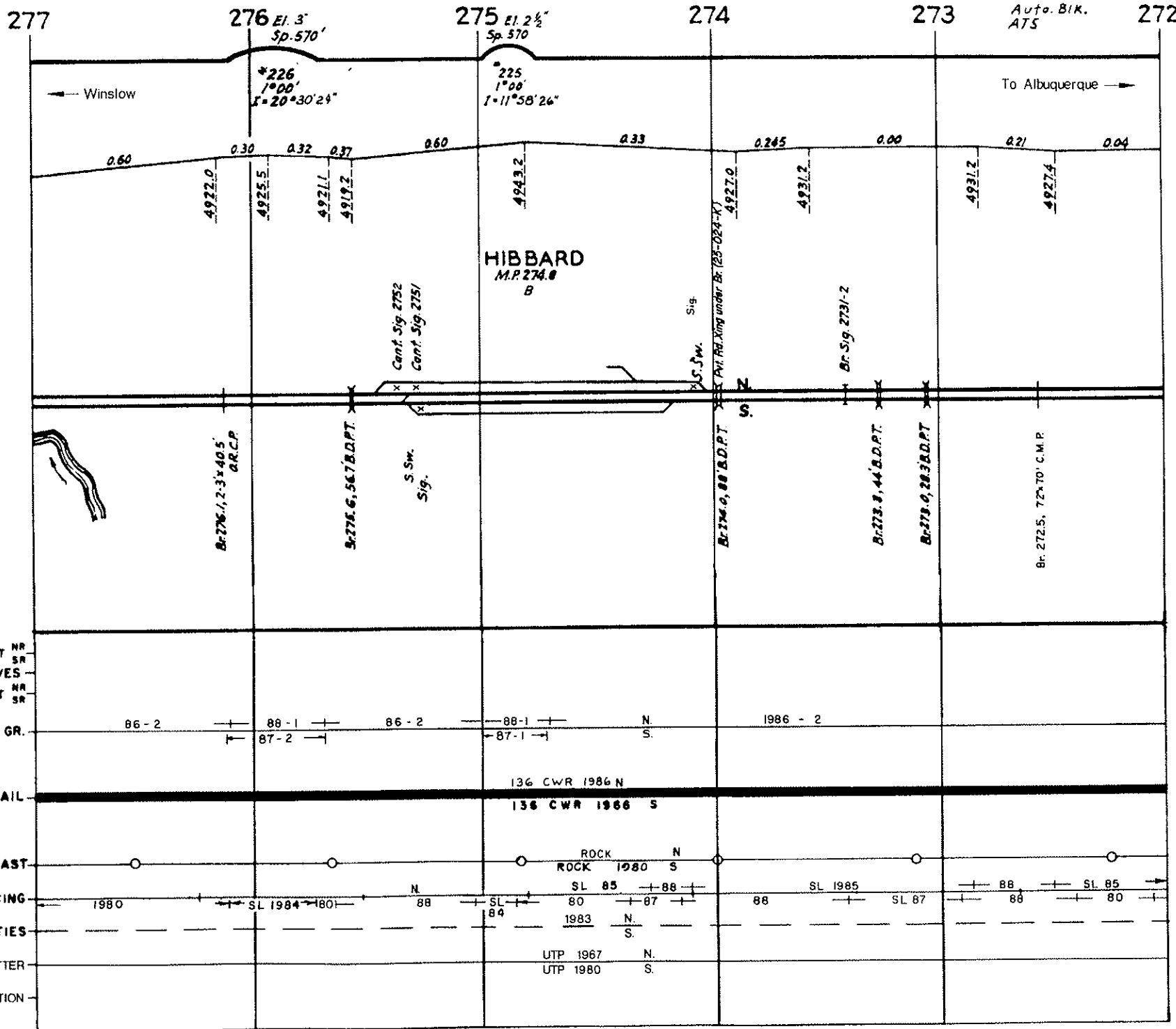
1983 N
1980 S

UTP 1967 N.
UTP 1980 S.

88-1
86-3

88-1
87-2

S.L. 1981 S.



272

271

270

269

268

267

#224
1° 05'
I = 10° 35' 46"

Auto Bk.
ATS

Winslow ←

To Albuquerque →

0.04 0.00 0.00 0.23 0.15 0.18 0.22 0.24 0.18 0.15 0.235 0.19 0.03 0.43 0.09 0.02

4928.9 4928.9 4930.1 4934.7 4939.5 4942.9 4944.0 4946.1 4947.2 4948.7 4959.5 4963.3 4964.3 4968.2 4968.7

Cent. Sig. 2711-2

Cent. Sig. 2692

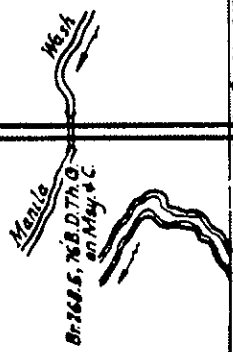
Br. Sig. 2671-2

Br. 271.5 - 56.7' B.D.P.T. w/
Wiks. & Hdrls.

Br. 270.8 - 70' B.D.P.T. w/
Wiks. & Hdrls.

Cent. Sig. 2691

Br. 269.4 - 68' B.D.P.T. w/
Wiks. & Hdrls.



Br. 267.1, 28' B.D.P.T.

Br. 267.5, 84.5' B.D.P.T.

- NR NT
- SR NT
- CURVES
- NR ST
- SR ST
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

1986 - 2

88-1
87-2

N
S

1986 - 2

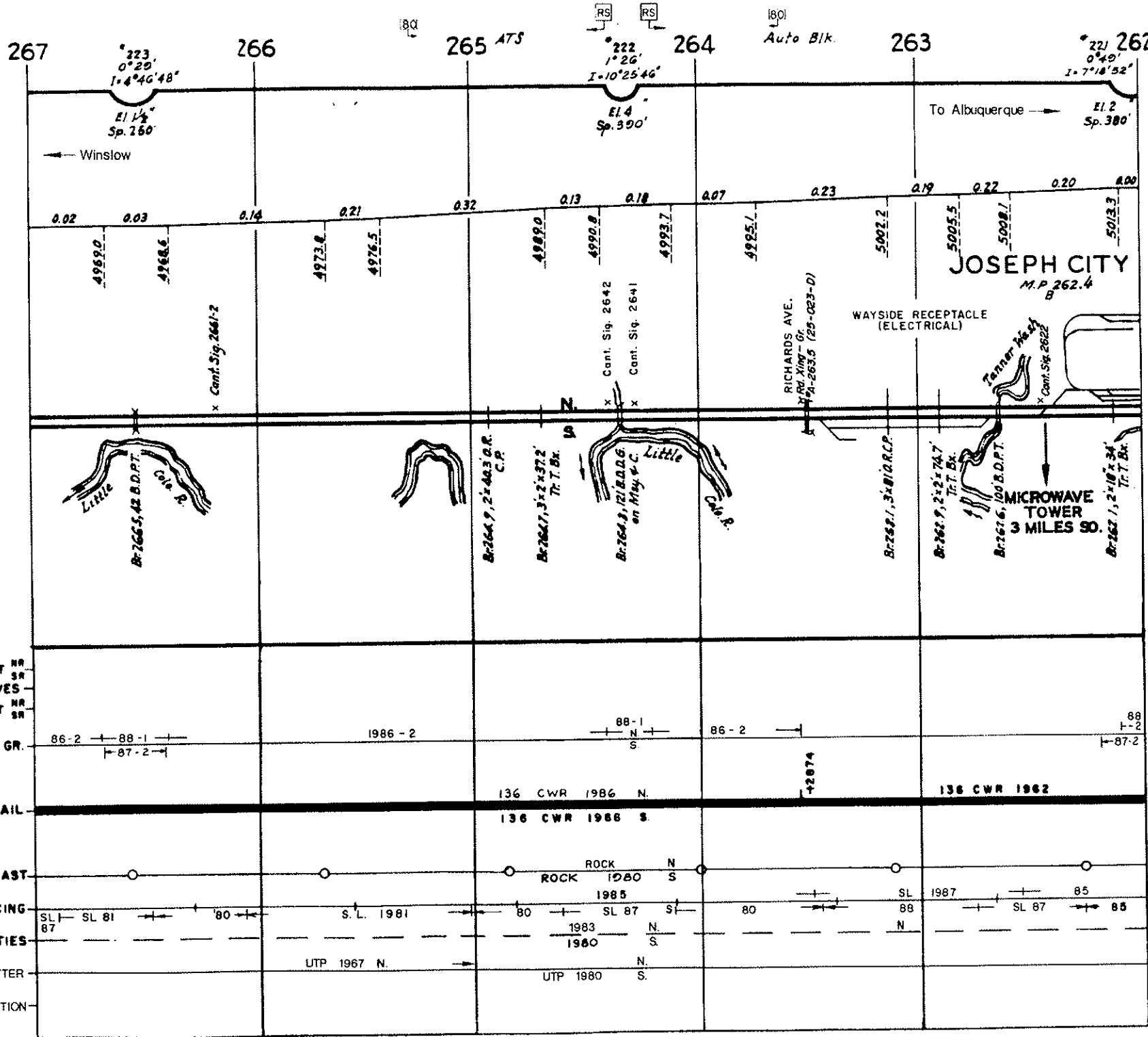
136 CWR 1986 N.
136 CWR 1986 S.

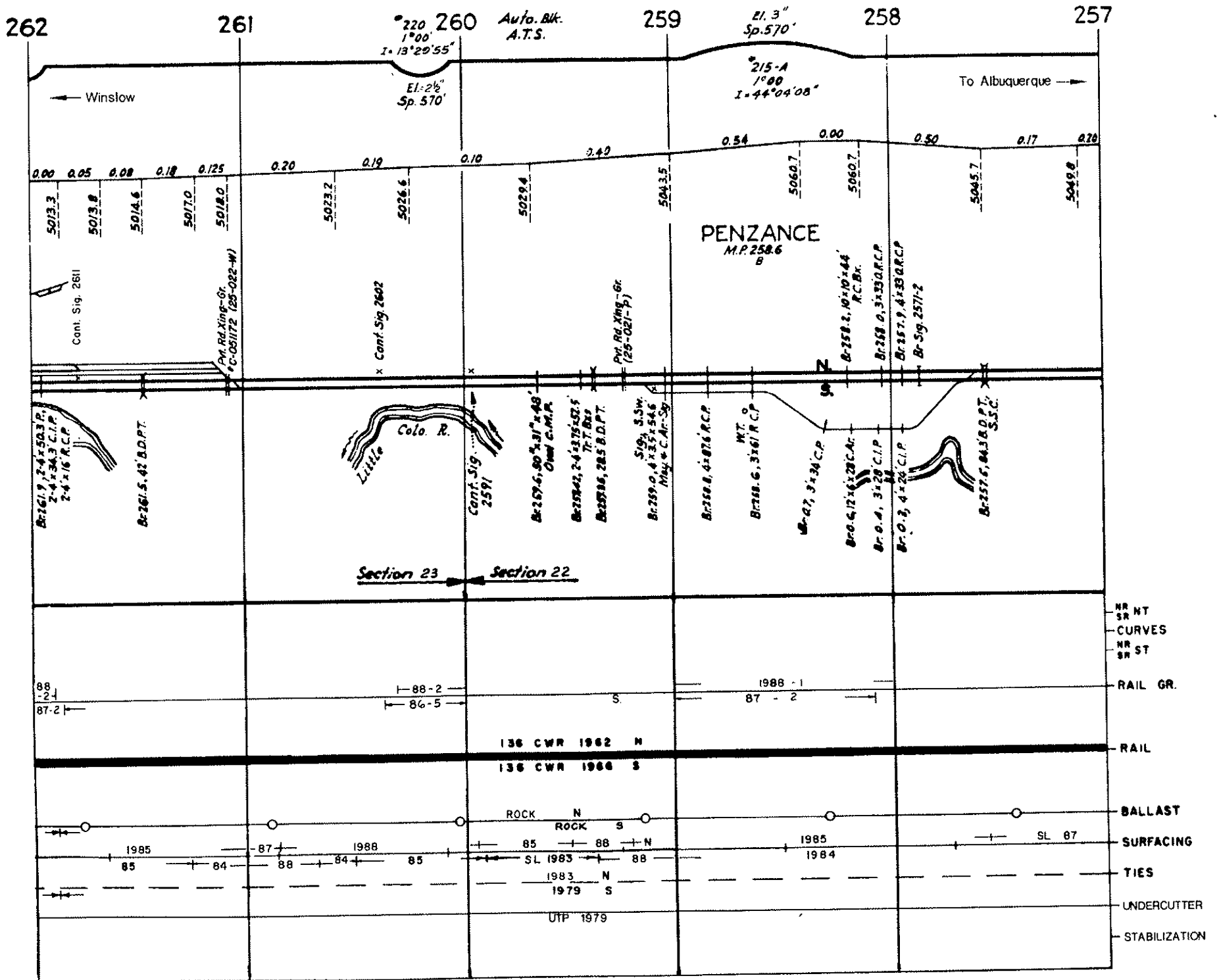
ROCK
ROCK 1980

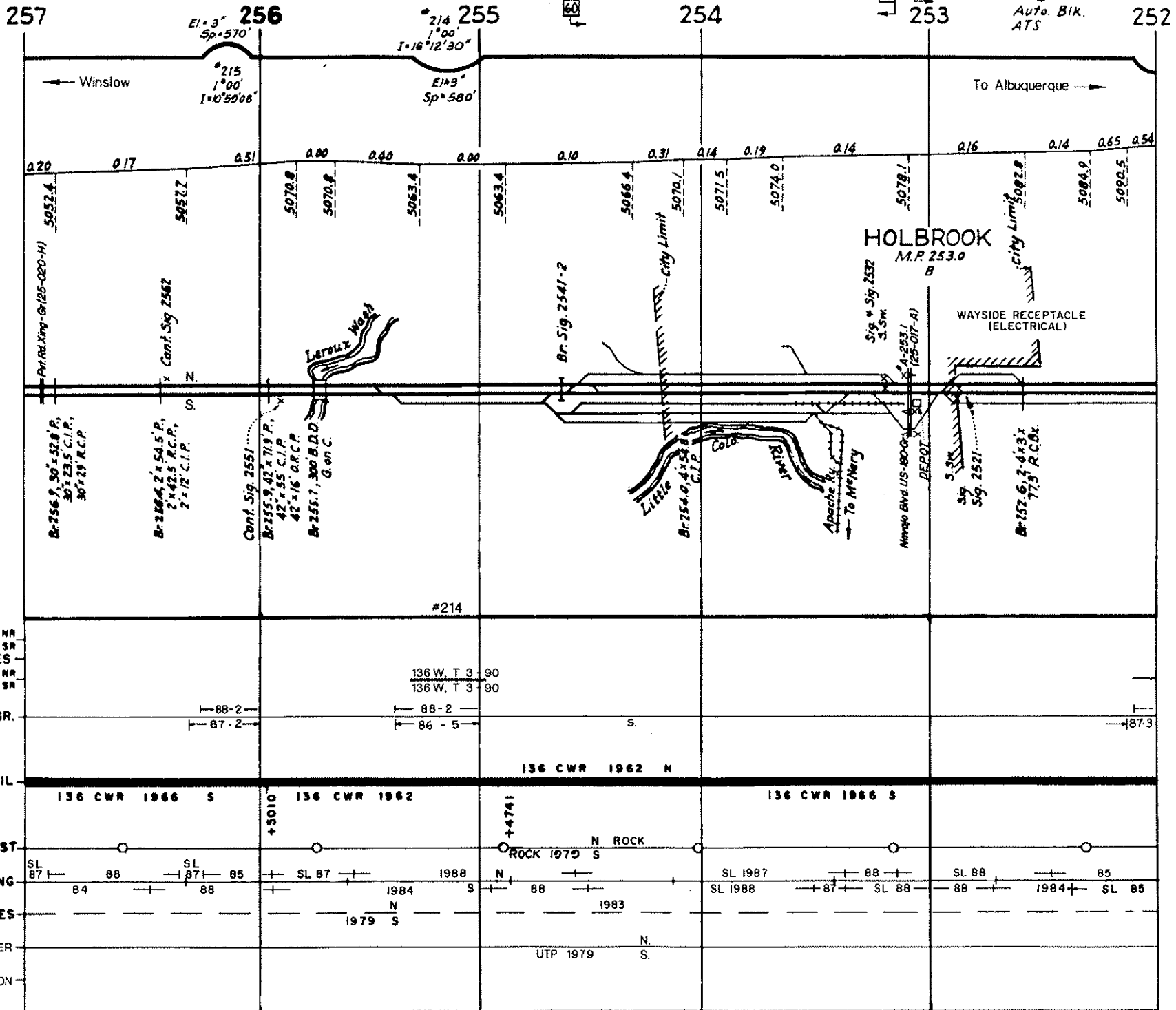
N
S

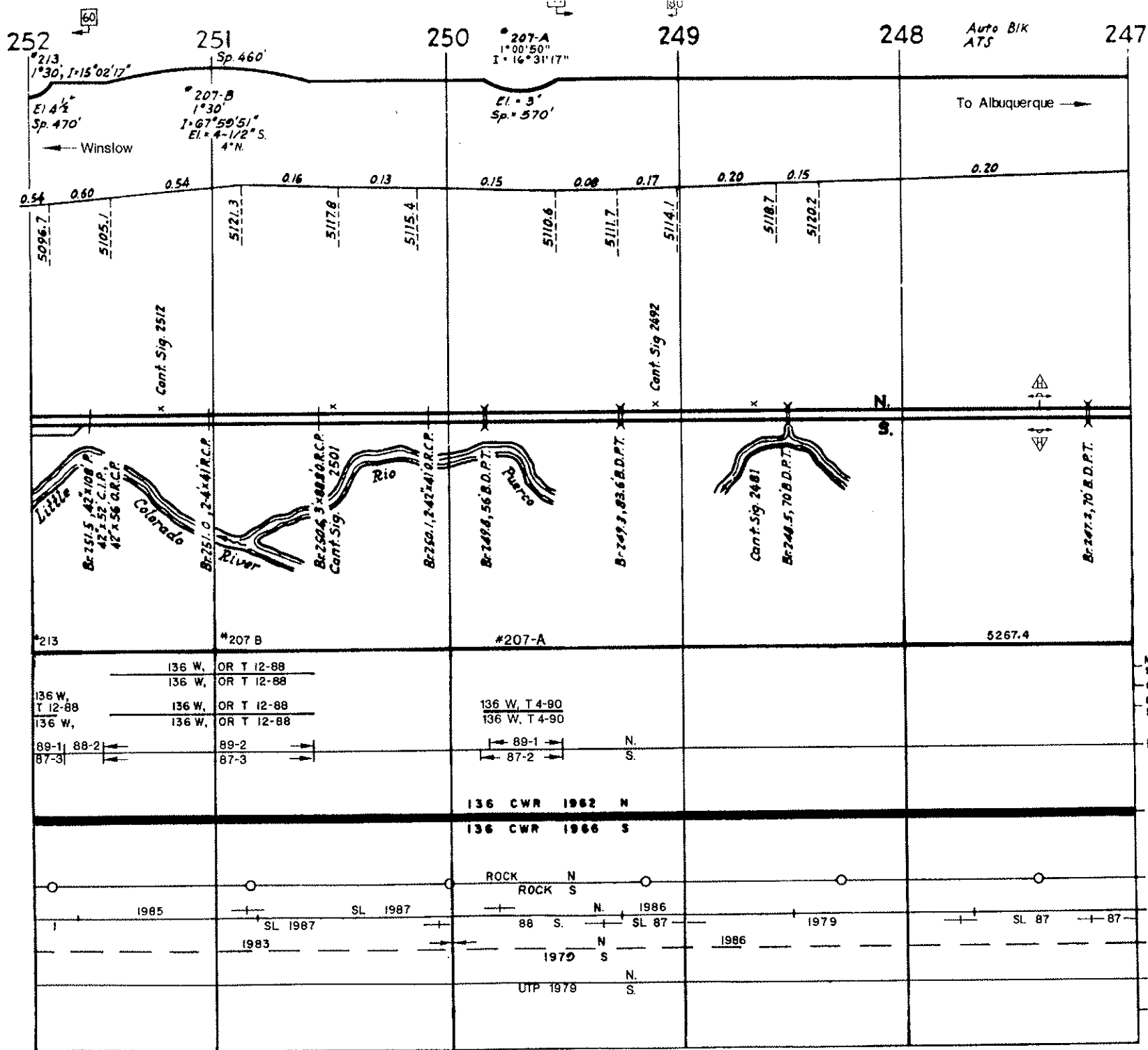
SL 87 80 88 80 SL 81 88 80 SL 87

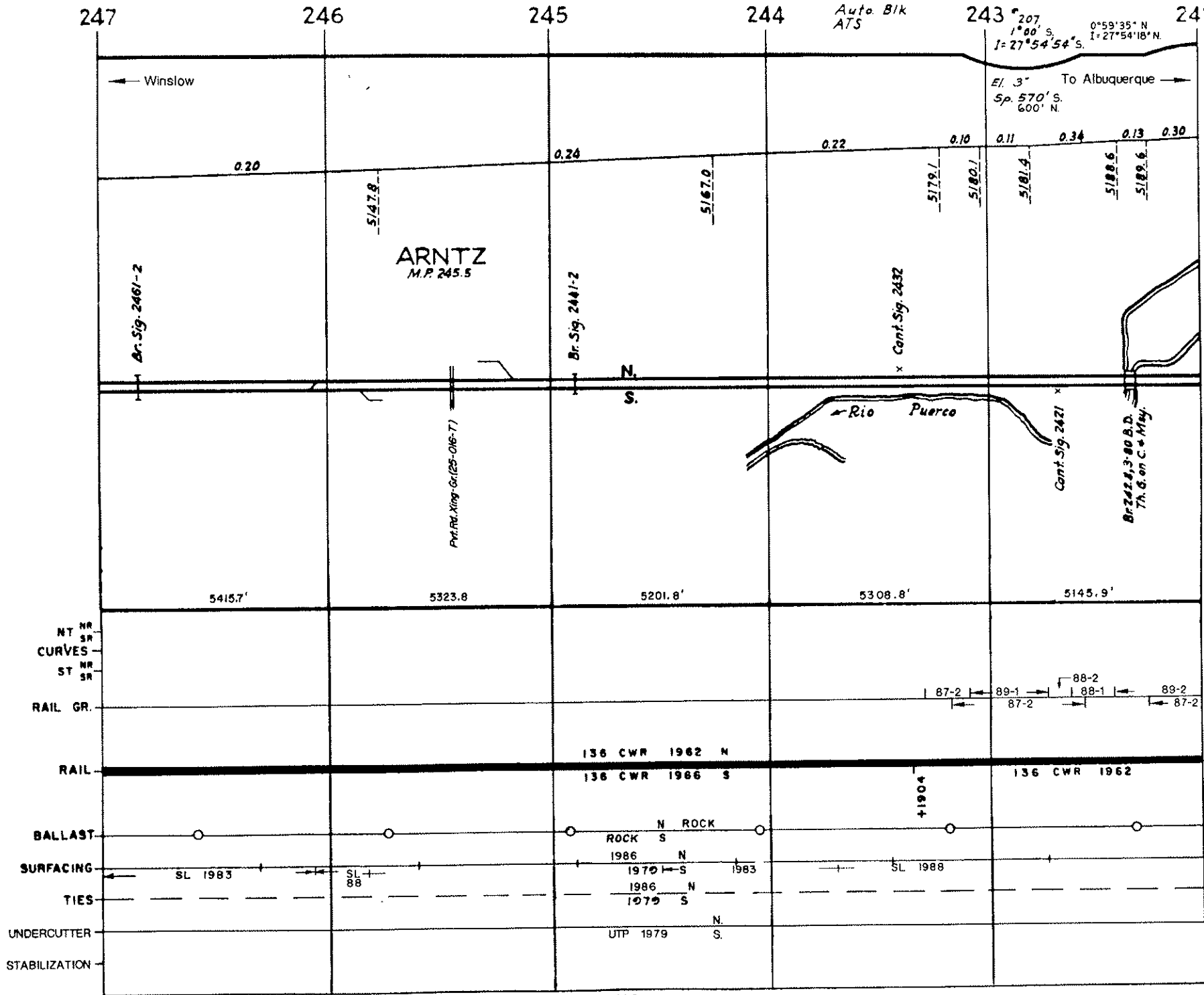
1983 1980 N.
S.
UTP 1967 N.
UTP 1980 S.

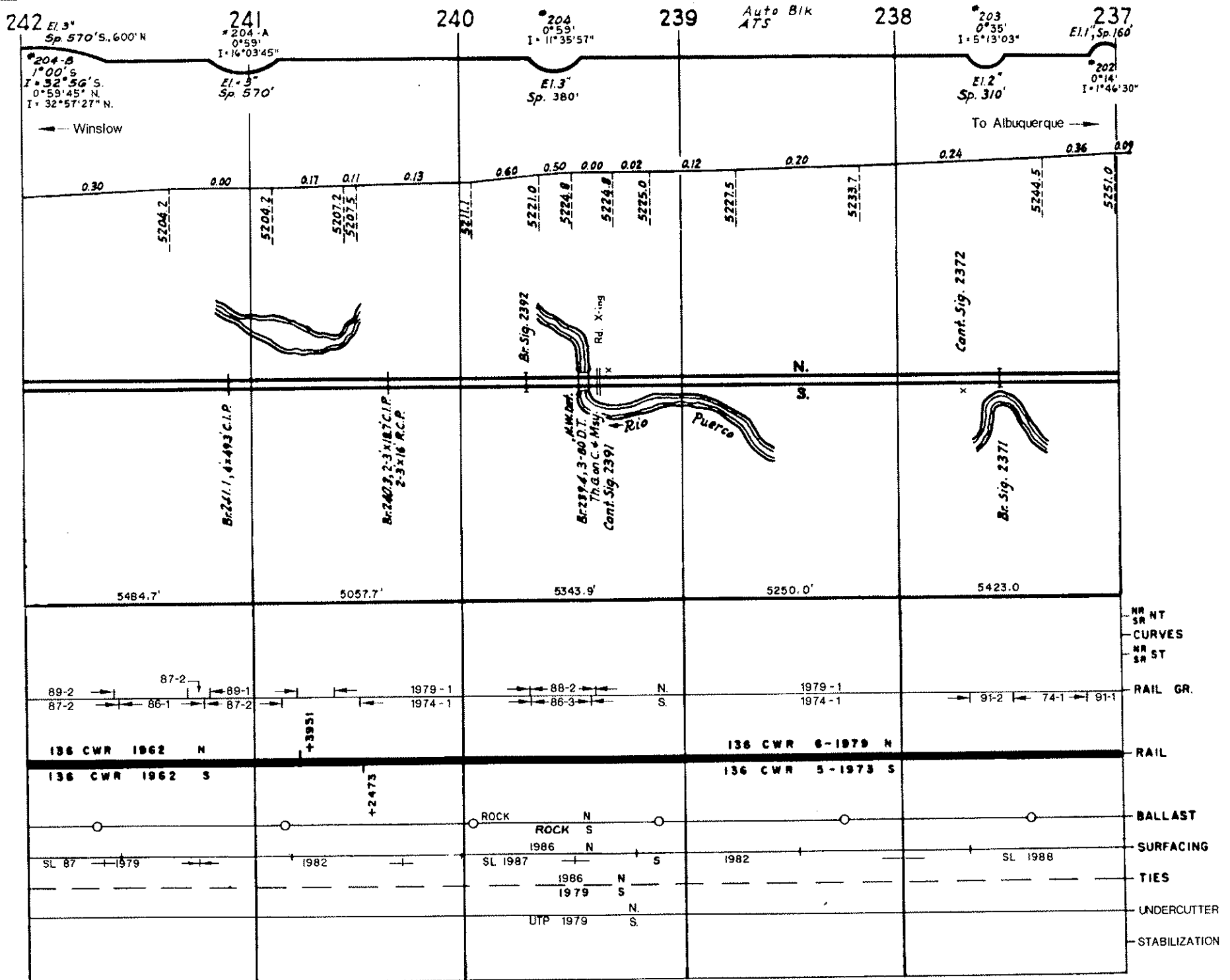


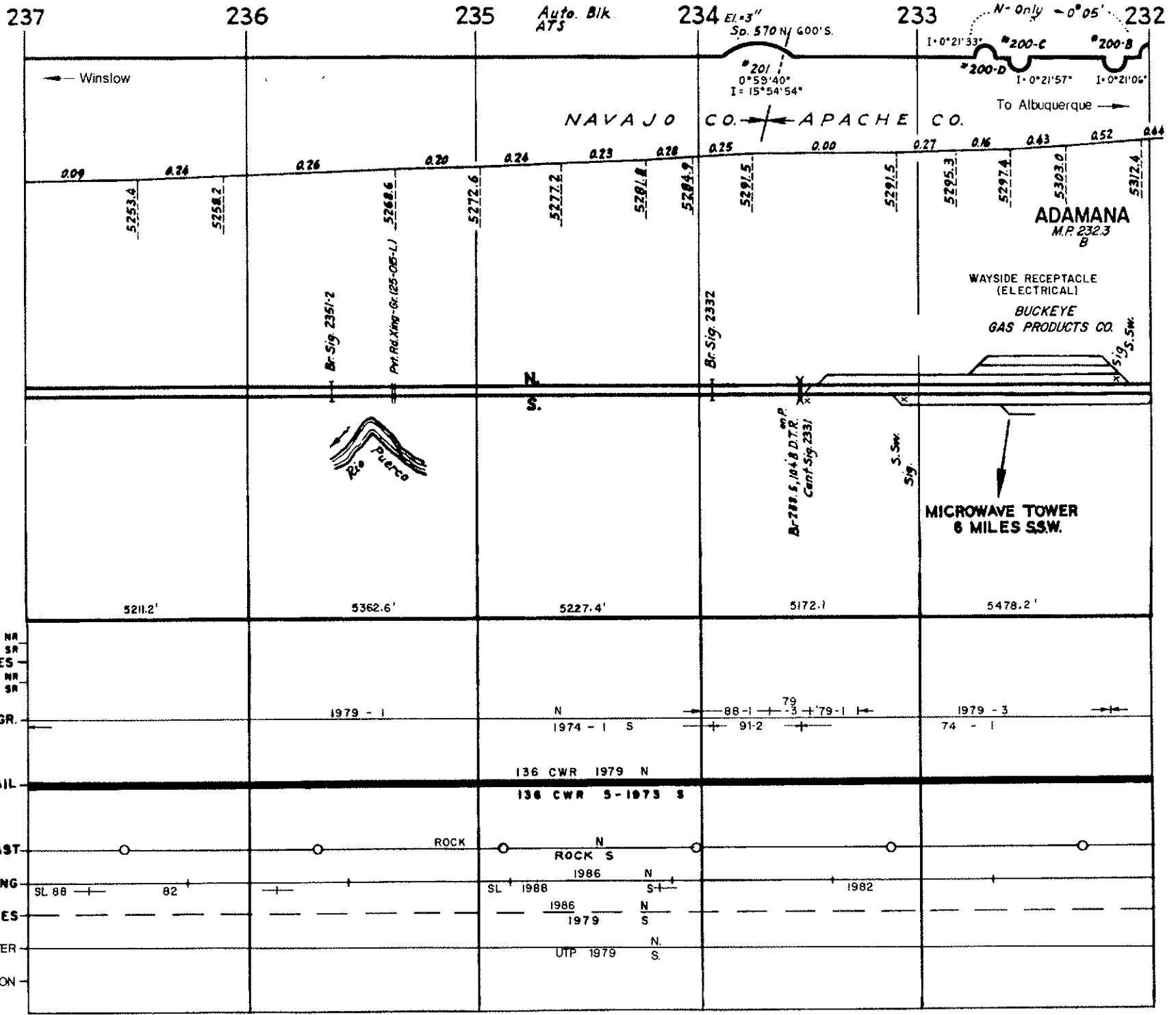


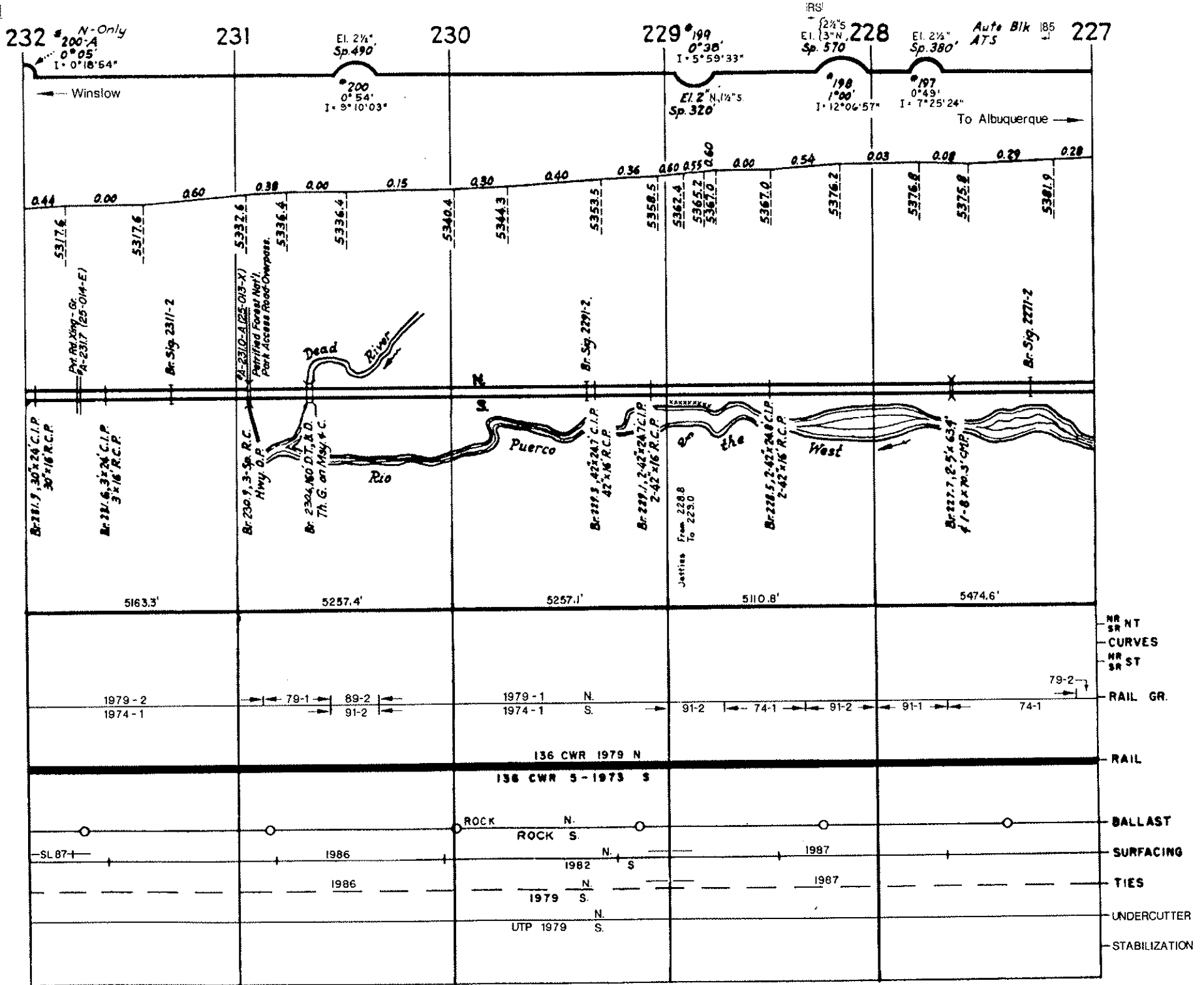


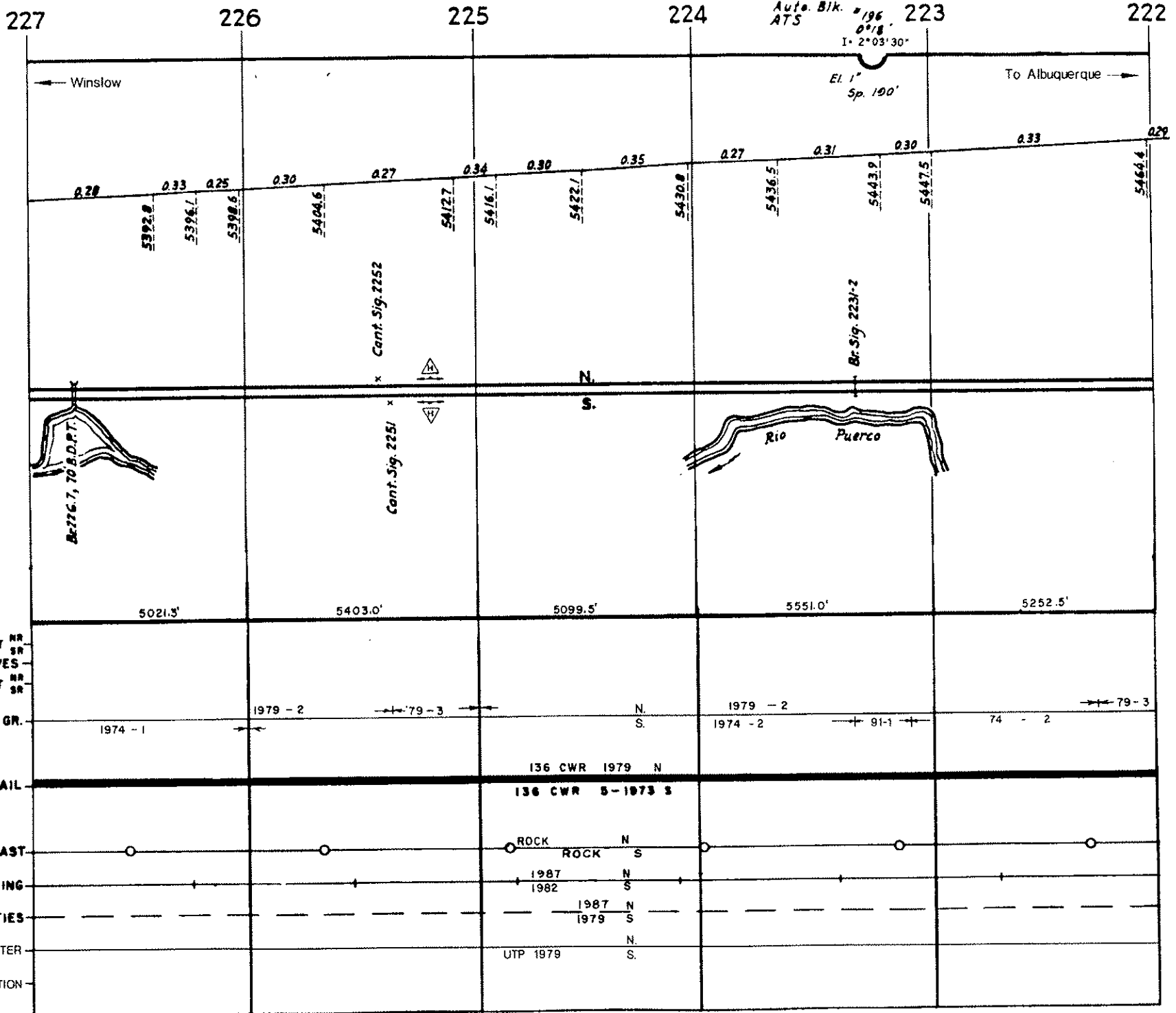


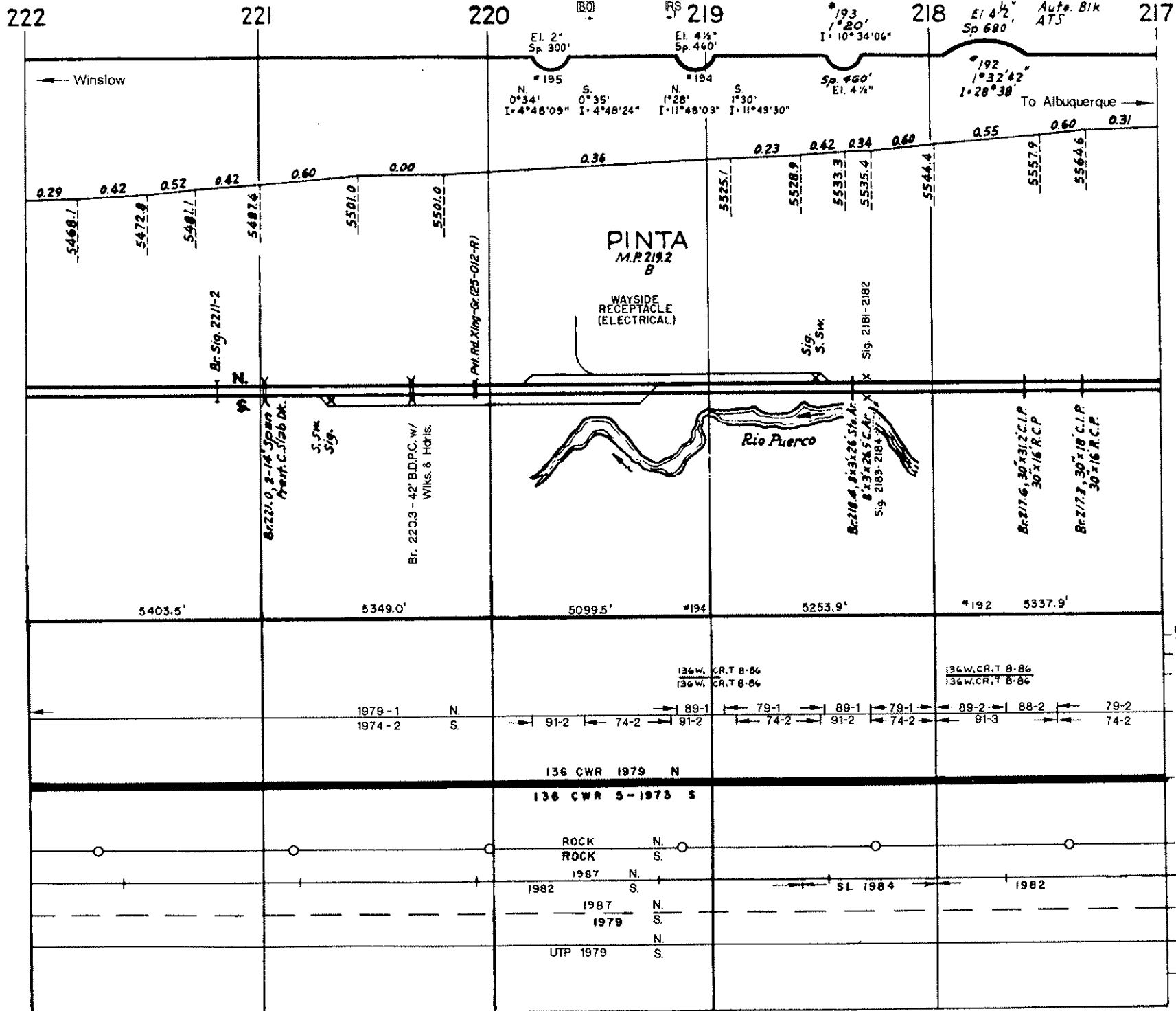


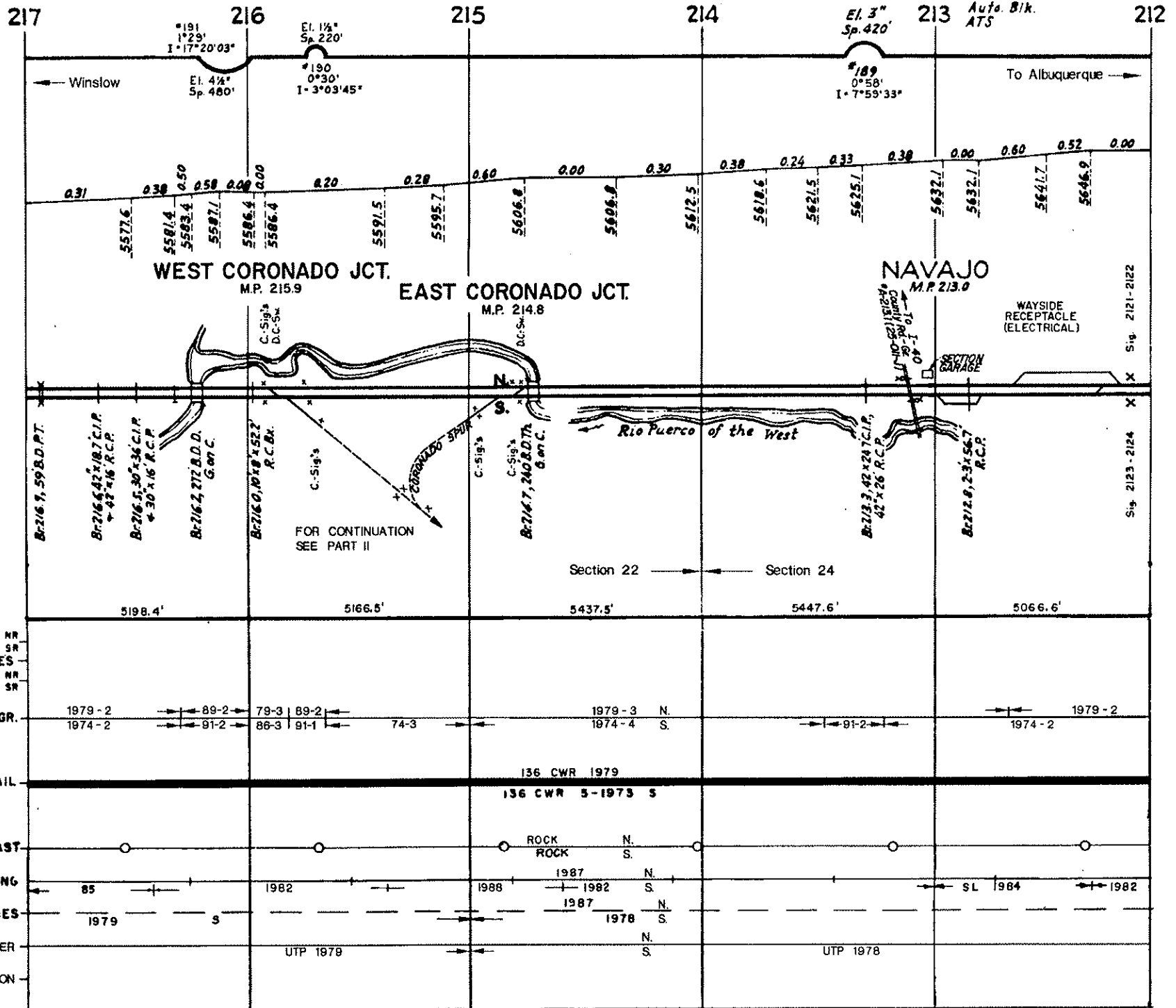


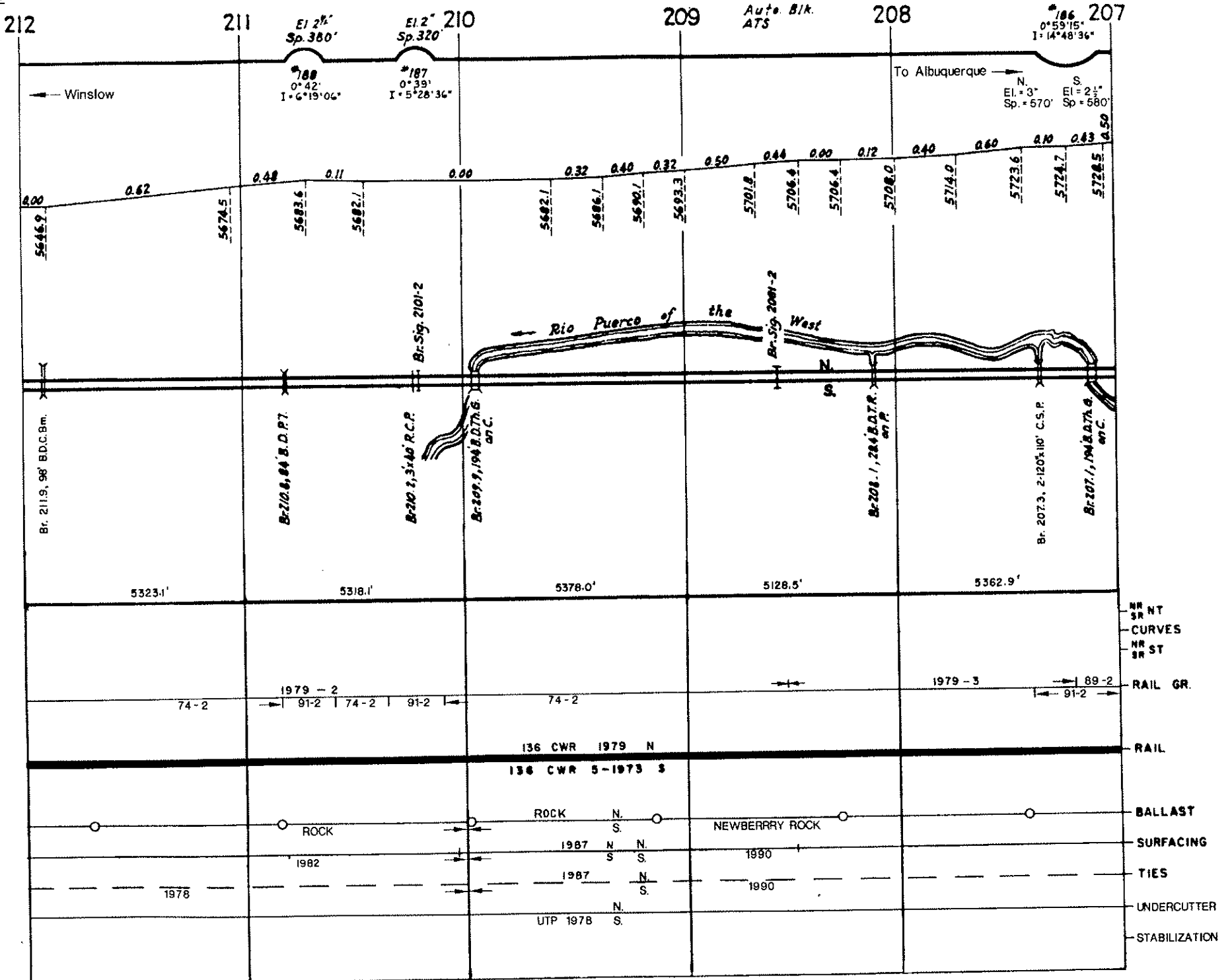


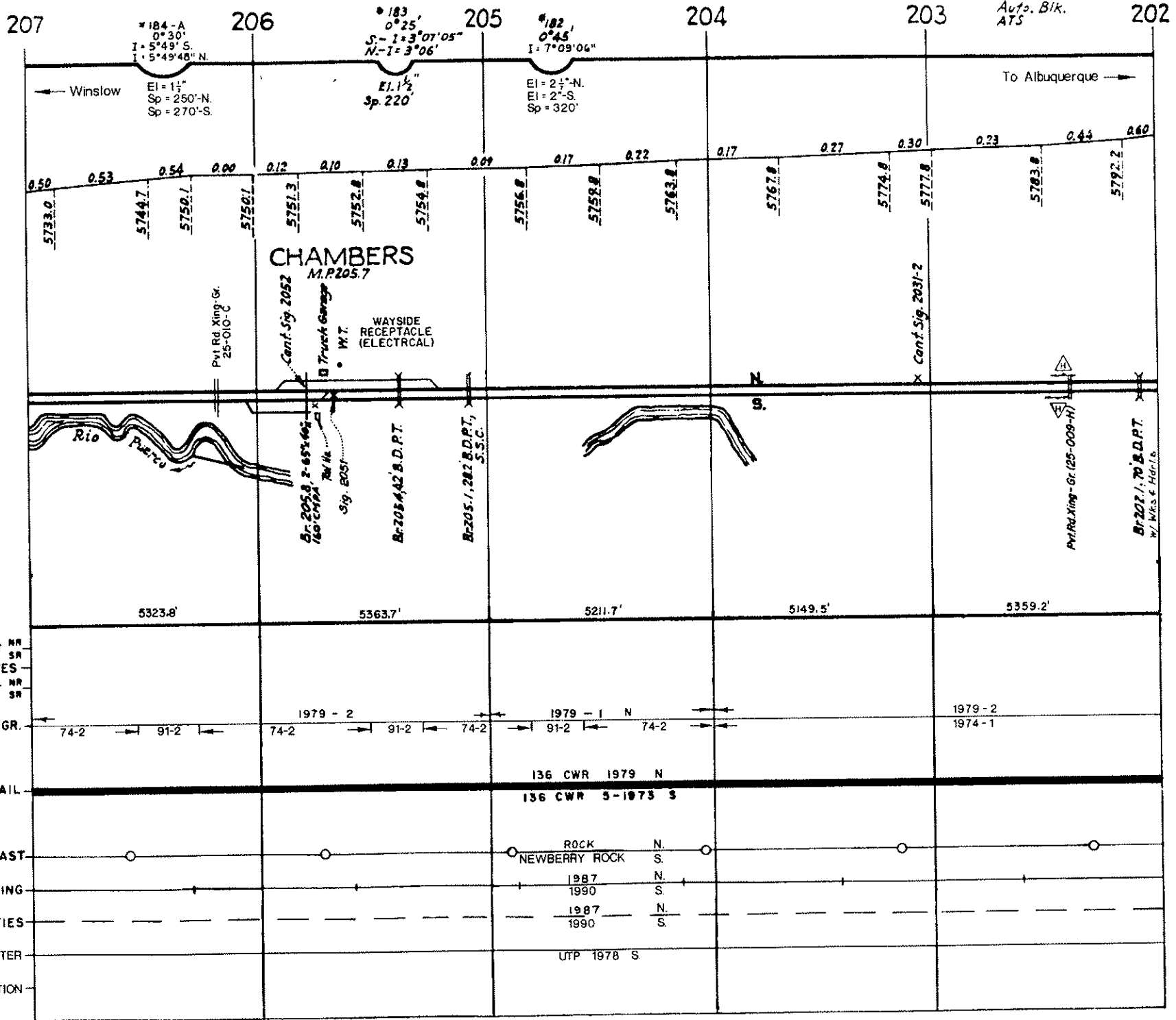




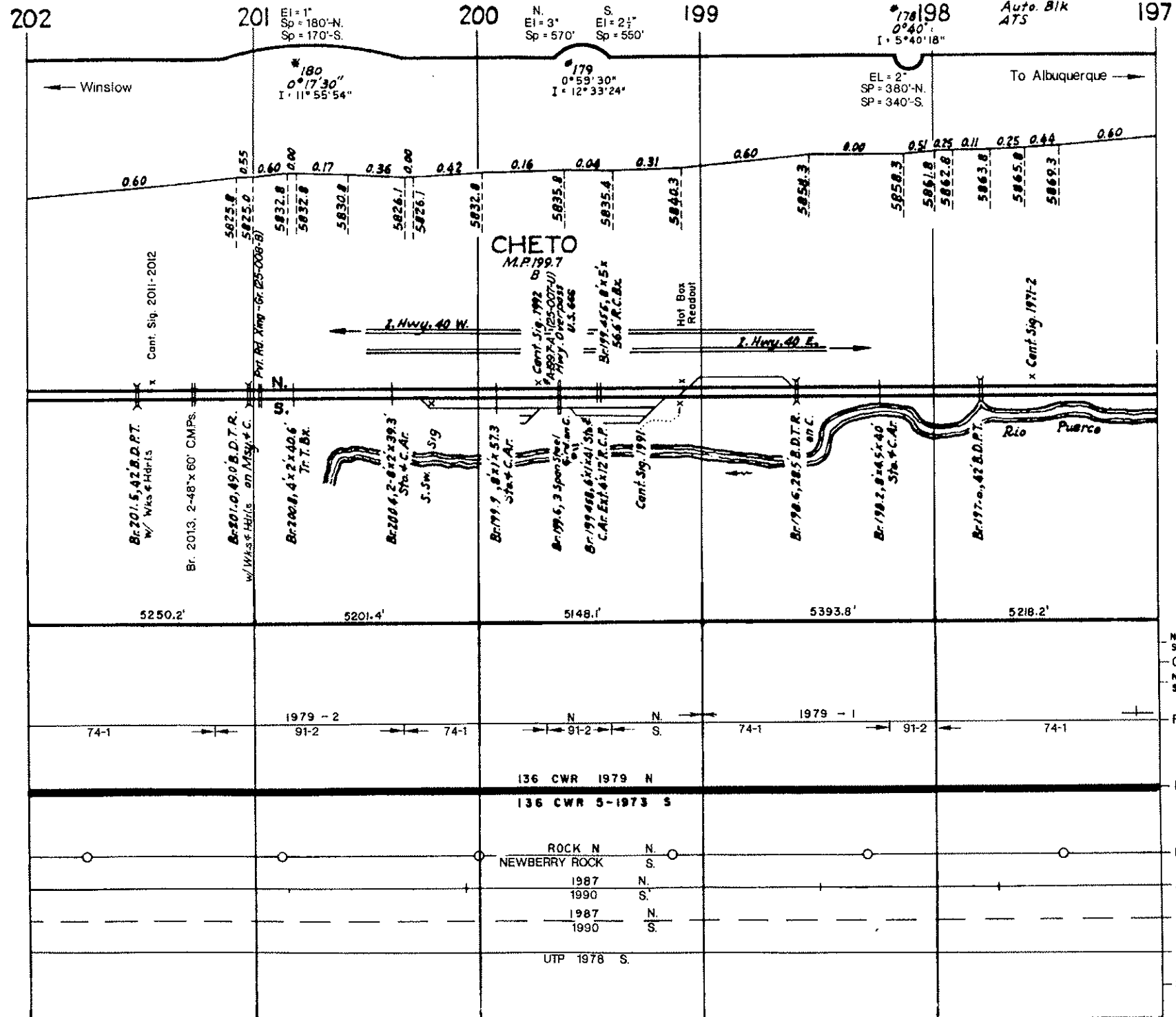


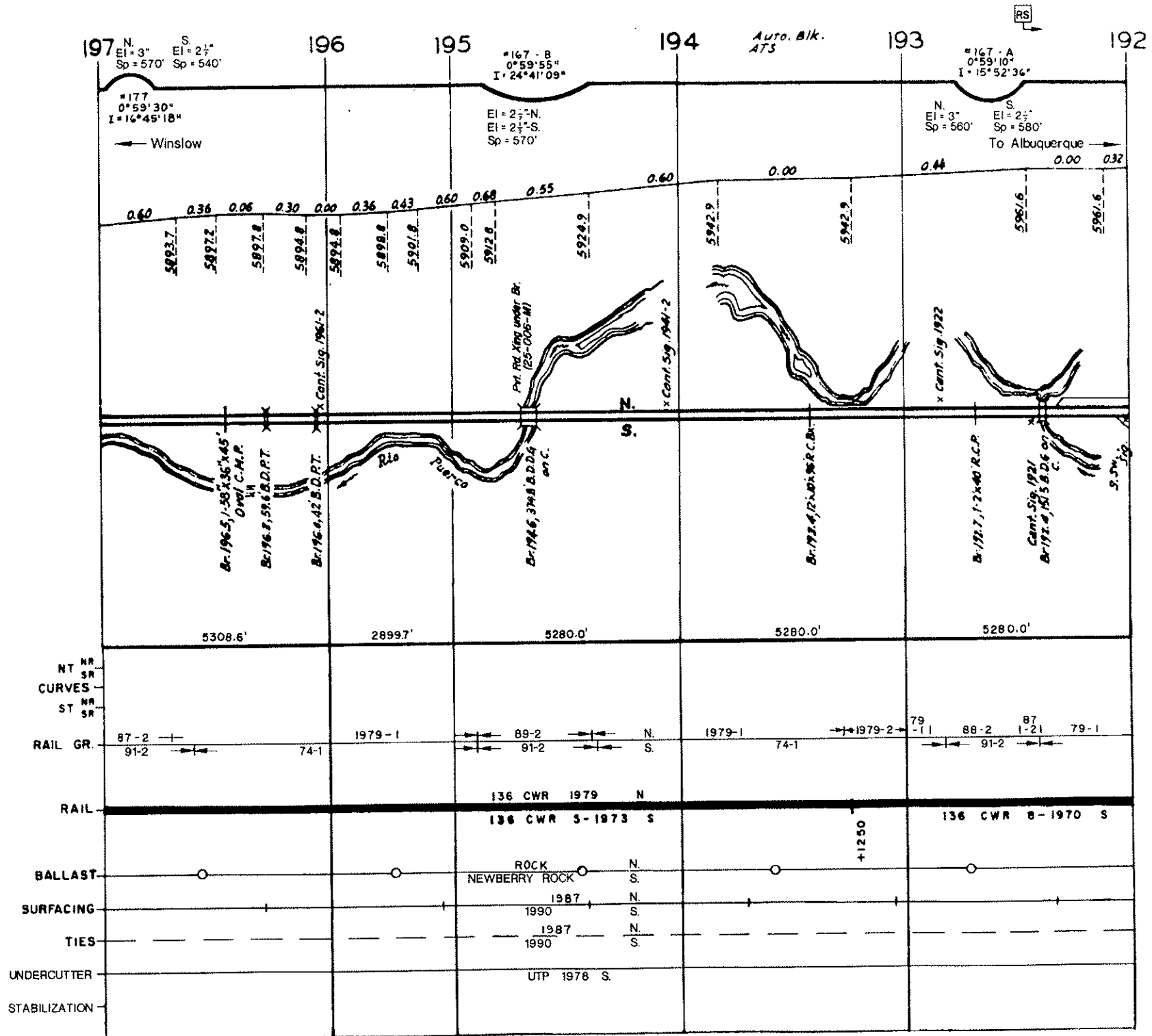


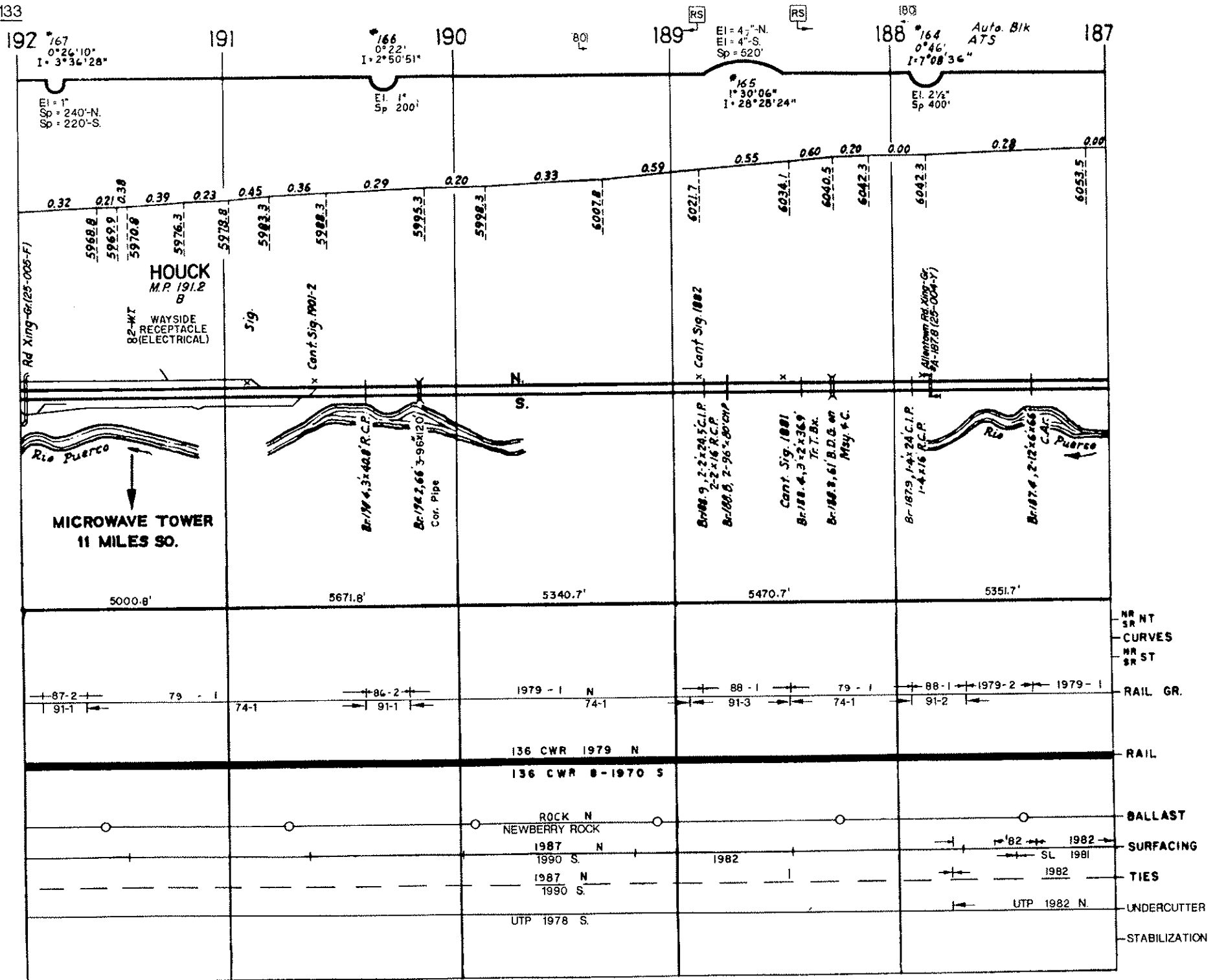


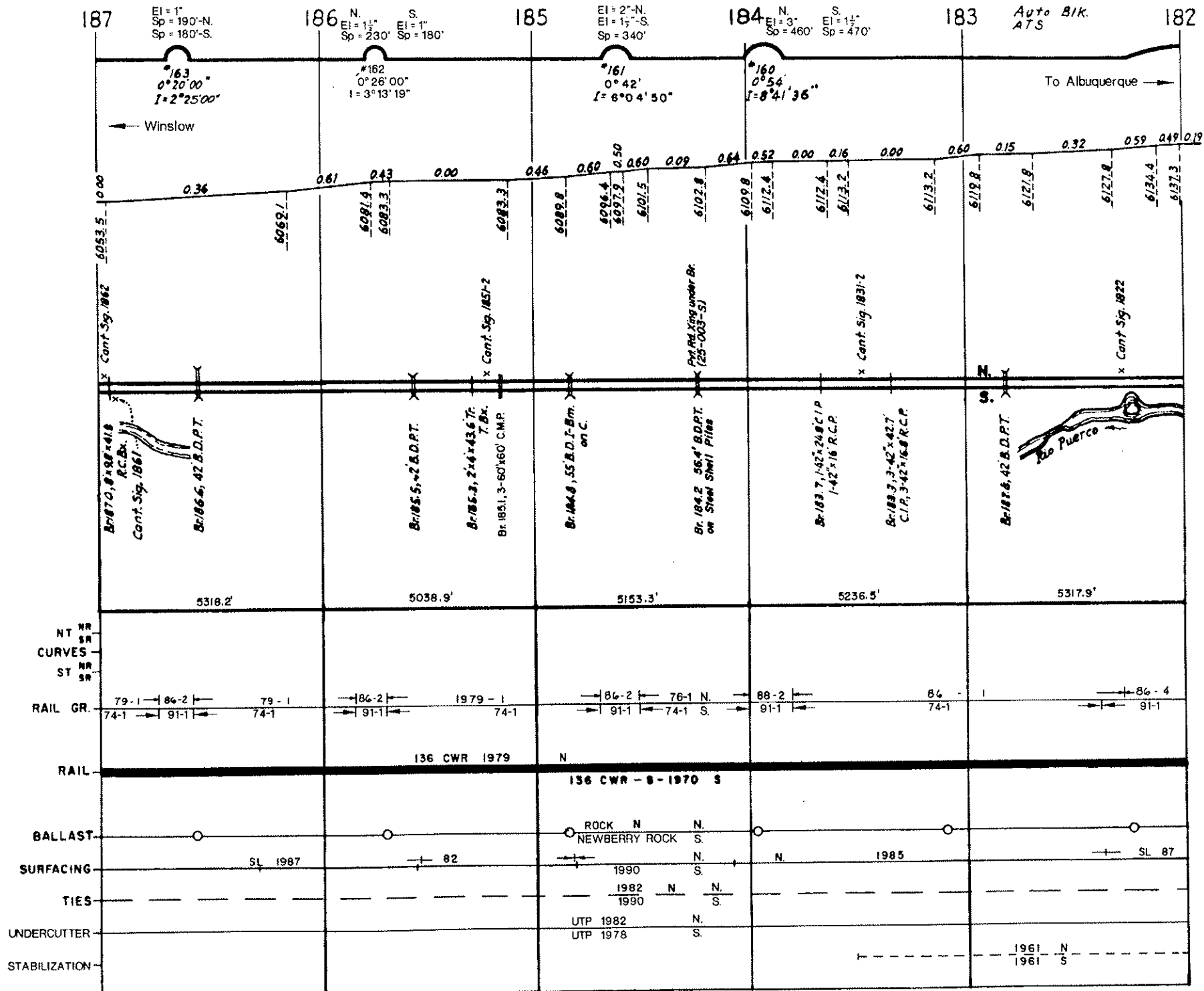


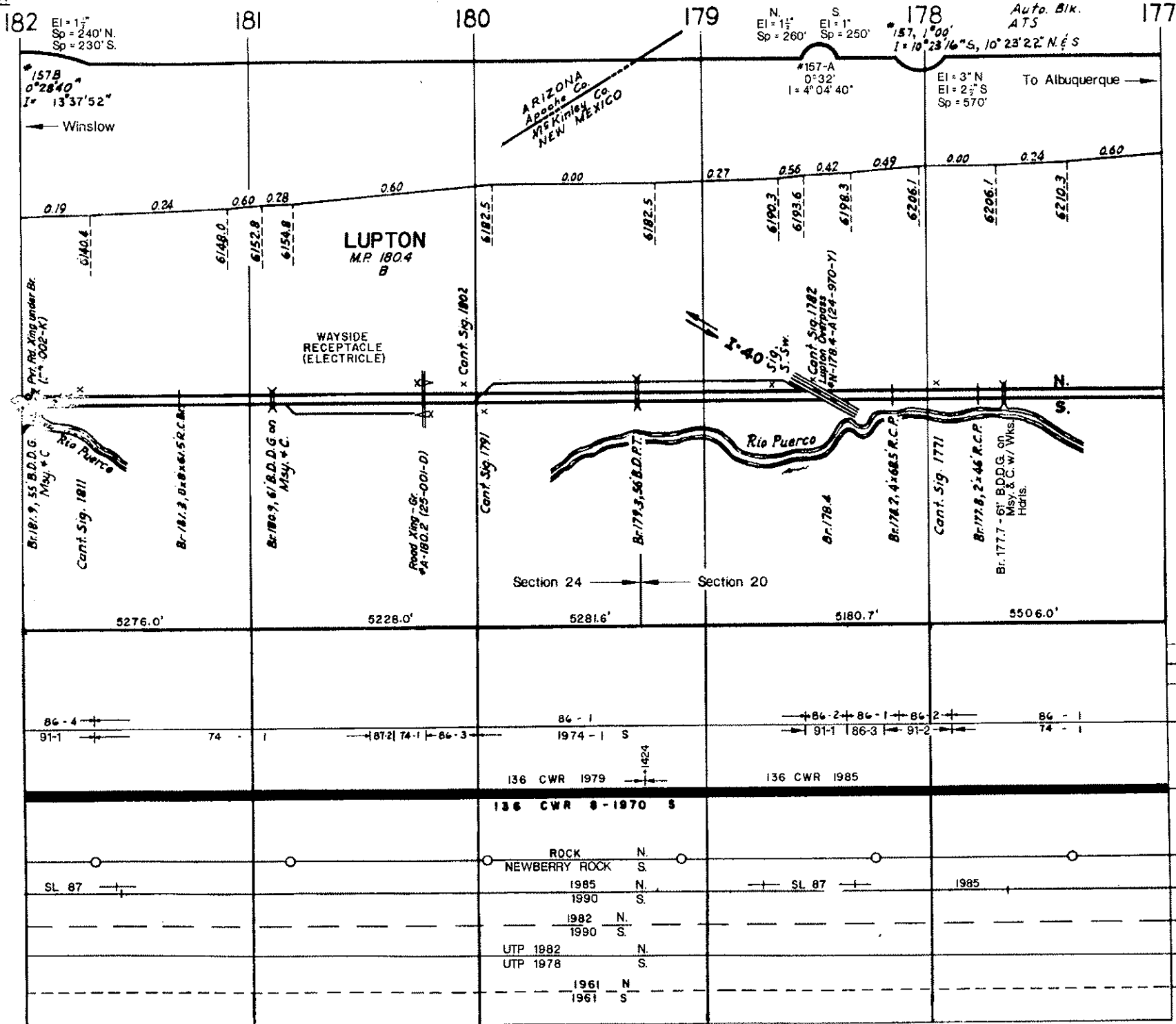
REVISED 1-91

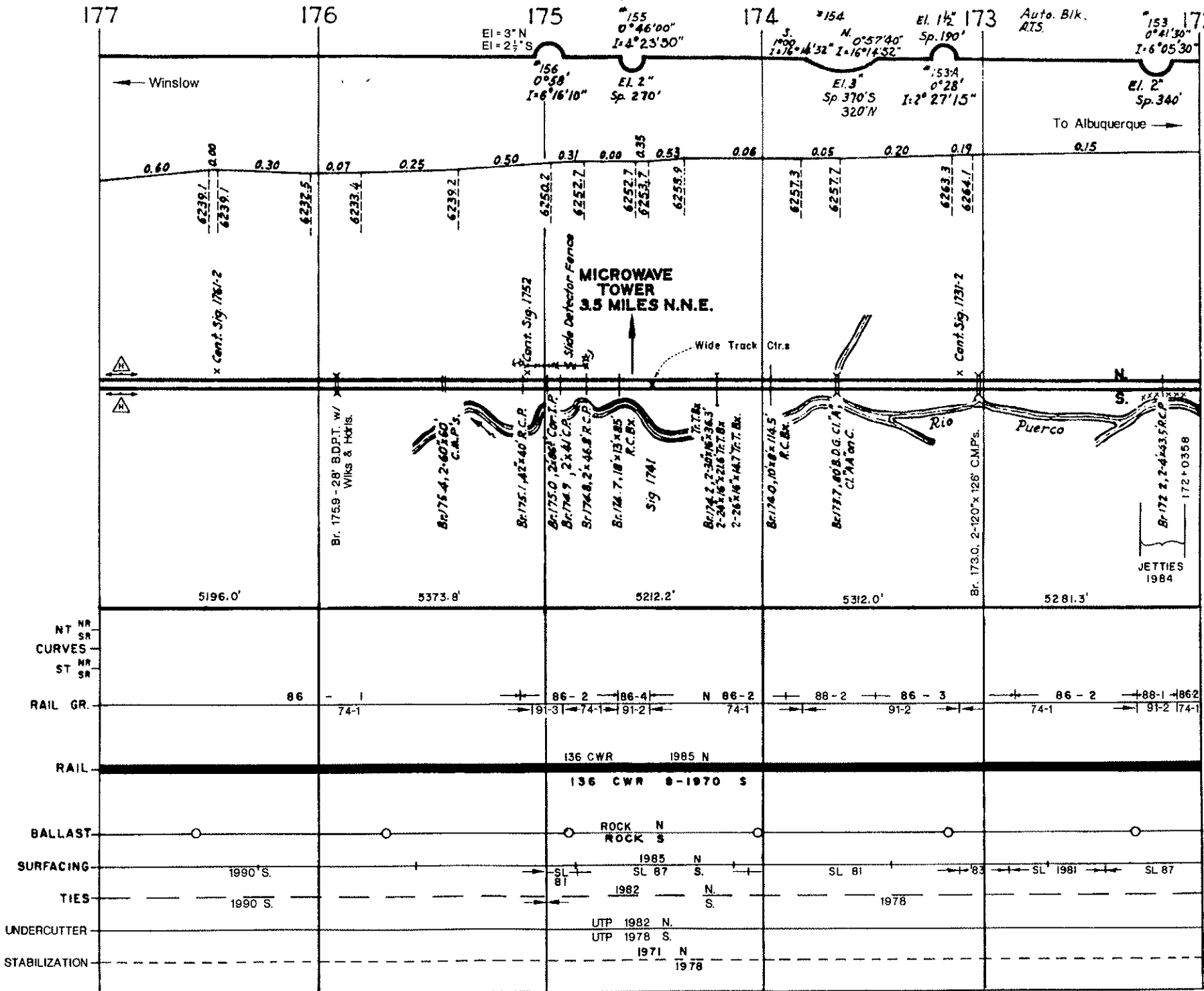


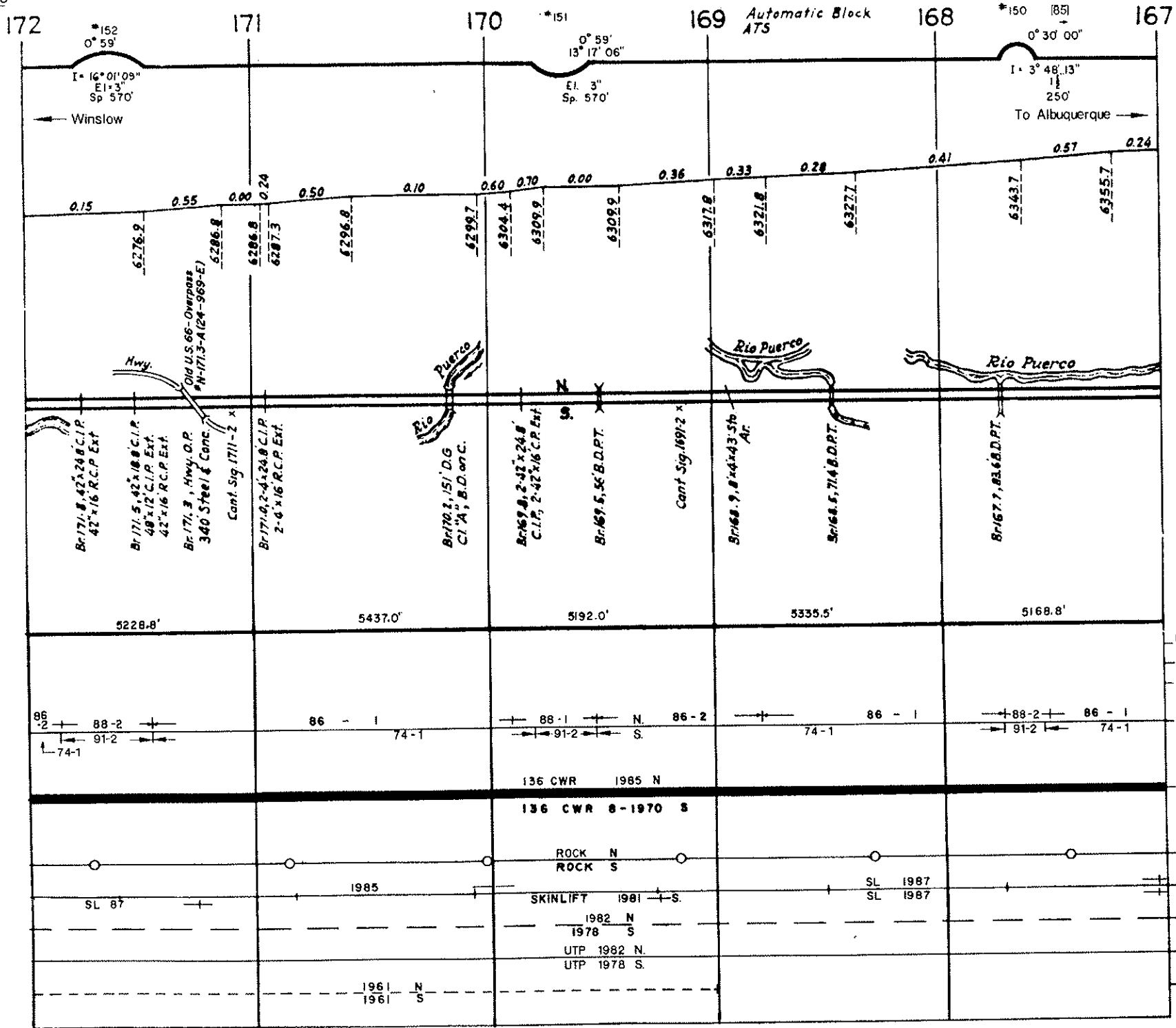


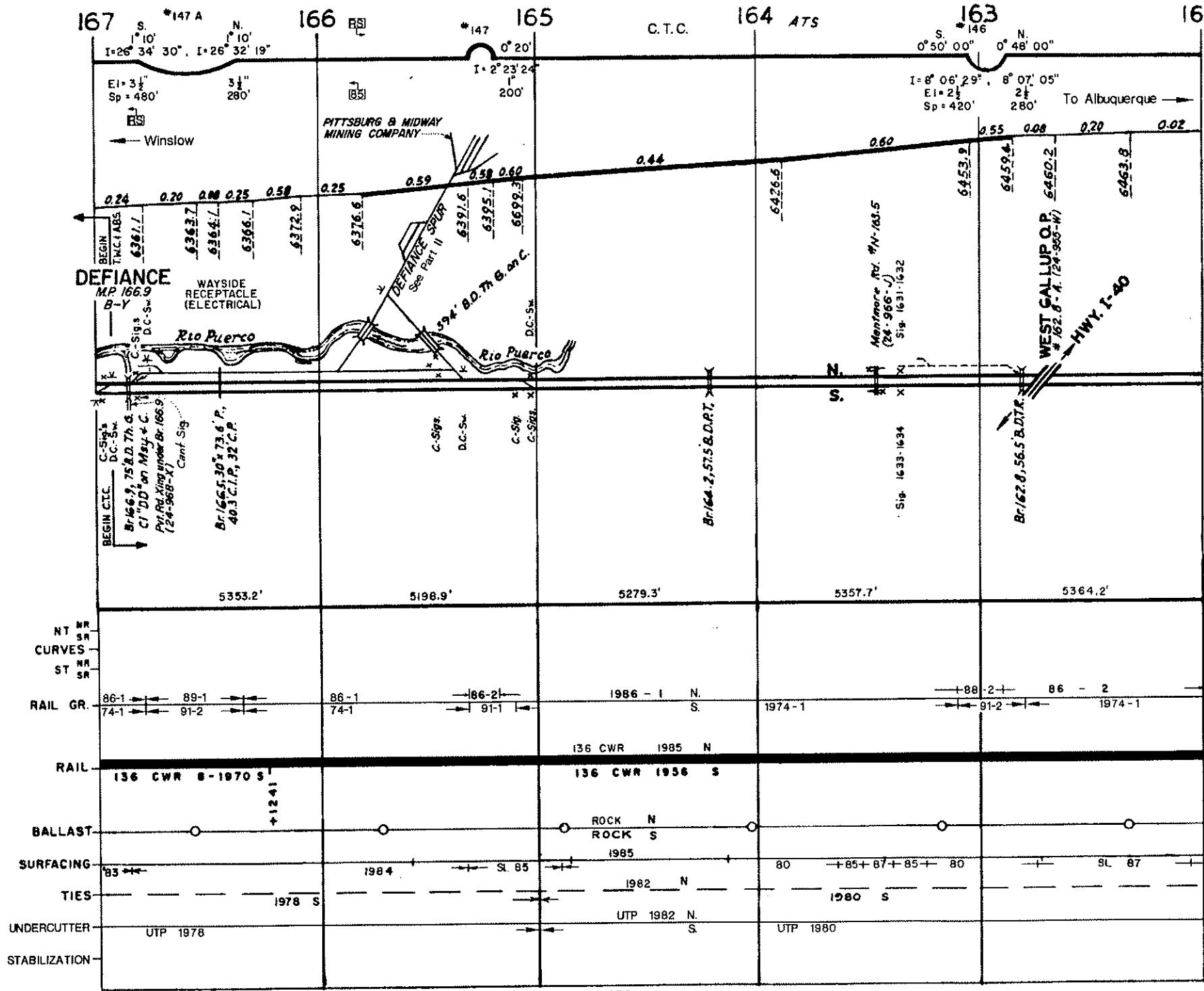


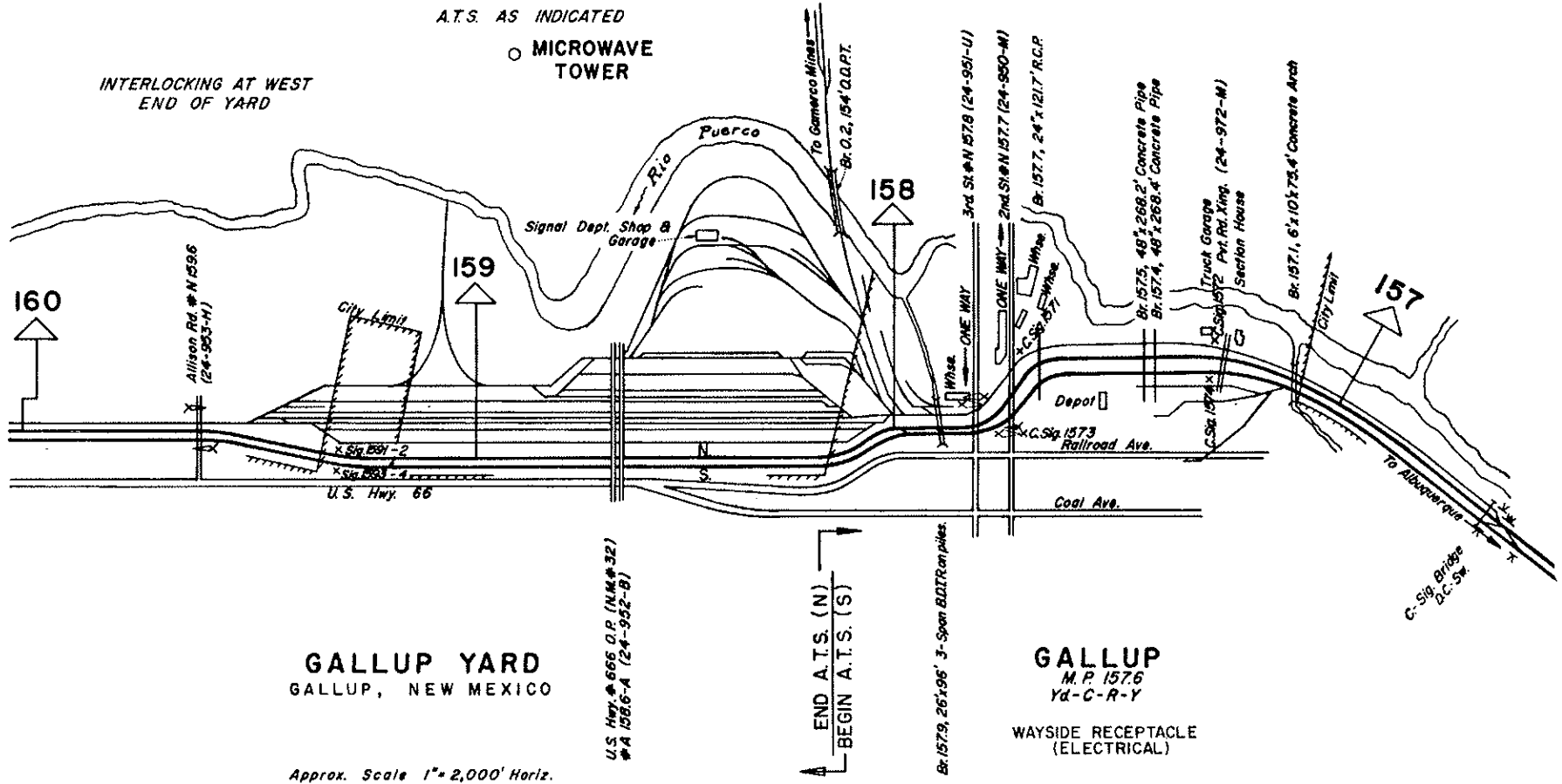


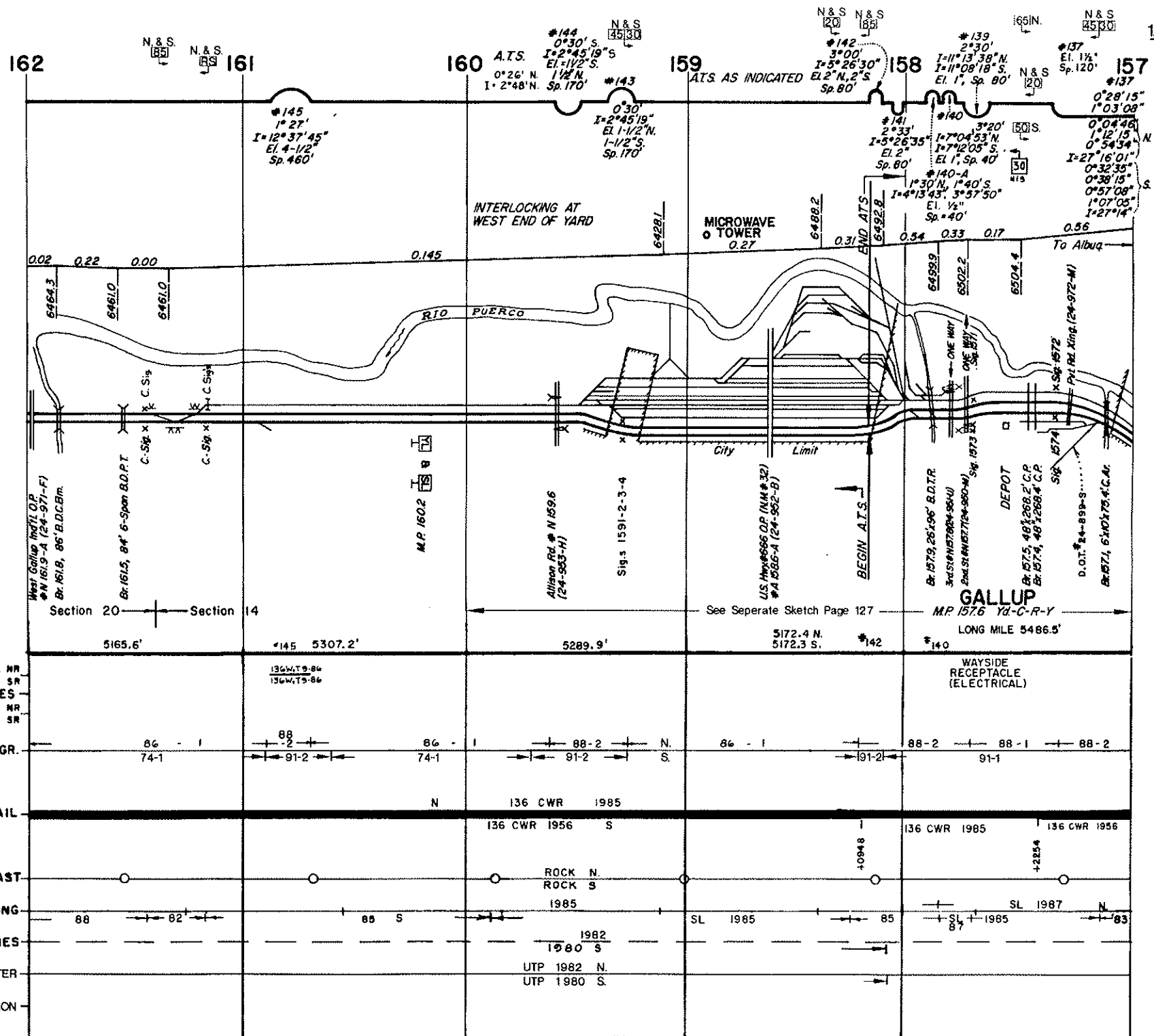












REVISED 1-91

162

N & S
N & S

161

160

A.T.S. I=2°45'19" S
 0°26' N
 1°2'48" N
 Sp. 170'

159

MICROWAVE
 TOWER
 0.27

N & S
 N & S
 #142
 3°00'
 I=5°26'30"
 EL 2°N, 2°S
 Sp. 80'

158

#139
 2°30'
 I=11°13'38" N
 I=11°08'18" S
 EL. 1', Sp. 80'

N & S
 N & S
 #137
 EL. 1 1/2'
 Sp. 120'

157

#137
 0°28'15"
 1°03'08"
 0°04'46"
 1°12'15"
 0°54'34"
 I=27'16'01"
 0°32'35"
 0°38'15"
 0°57'08"
 1°07'05"
 I=27'14"

0.02 0.22 0.00

0.145

0.31
 0.54
 0.33
 0.17

0.56

6464.3
 6461.0
 6461.0

RIO PUERCO

6488.2
 6492.8

6499.9
 6502.2

6504.4

West Gallup Ind'l O.P.
 #N 1613-A (24-971-F)
 Br. 1618, 86' B.D.C.Bm.

Br. 1615, 84' 6-Span B.D.P.T.
 C-Sig
 C-Sig

M.P. 160.2
 15
 16

Allison Rd. # N 1596
 (24-953-H)

Sigs 1591-2-3-4

U.S. Hwy #666 O.P. (N.M. #32)
 #A 1566-A (24-952-B)

BEGIN A.T.S.
 1573

Br. 1573, 26' 06" B.D.P.T.
 3-4 Sigs (N 1573-4-554)
 2nd Sigs (N 1573-4-980-4)
 Sigs 1573

DEPOT
 Br. 1575, 48' 258.2' C.P.
 Br. 1574, 48' 268.4' C.P.

D.O.T. #4-899-S
 Sigs 1574
 Br. 1571, 6' 10" 175.4' C.A.C.

Section 20 Section 14

See Separate Sketch Page 127

GALLUP
 MP 1576 Yd-C-R-Y
 LONG MILE 5486.5'

5165.6'

#145 5307.2'

5289.9'

5172.4 N.
 5172.3 S.
 #142

#140

NT
 MR
 SR
 CURVES
 ST
 SR

136 W.T.S-86
 136 W.T.S-86

WAYSIDE
 RECEPTACLE
 (ELECTRICAL)

RAIL GR.

86 - 1
 74-1

88
 91-2

86 - 1
 74-1

88-2
 91-2
 N.
 S.

86 - 1
 91-2

88-2
 91-1

RAIL

136 CWR 1985

BALLAST

ROCK N.
 ROCK S.
 1985

SURFACING

88

85 S

SL 1985

85

SL 1987

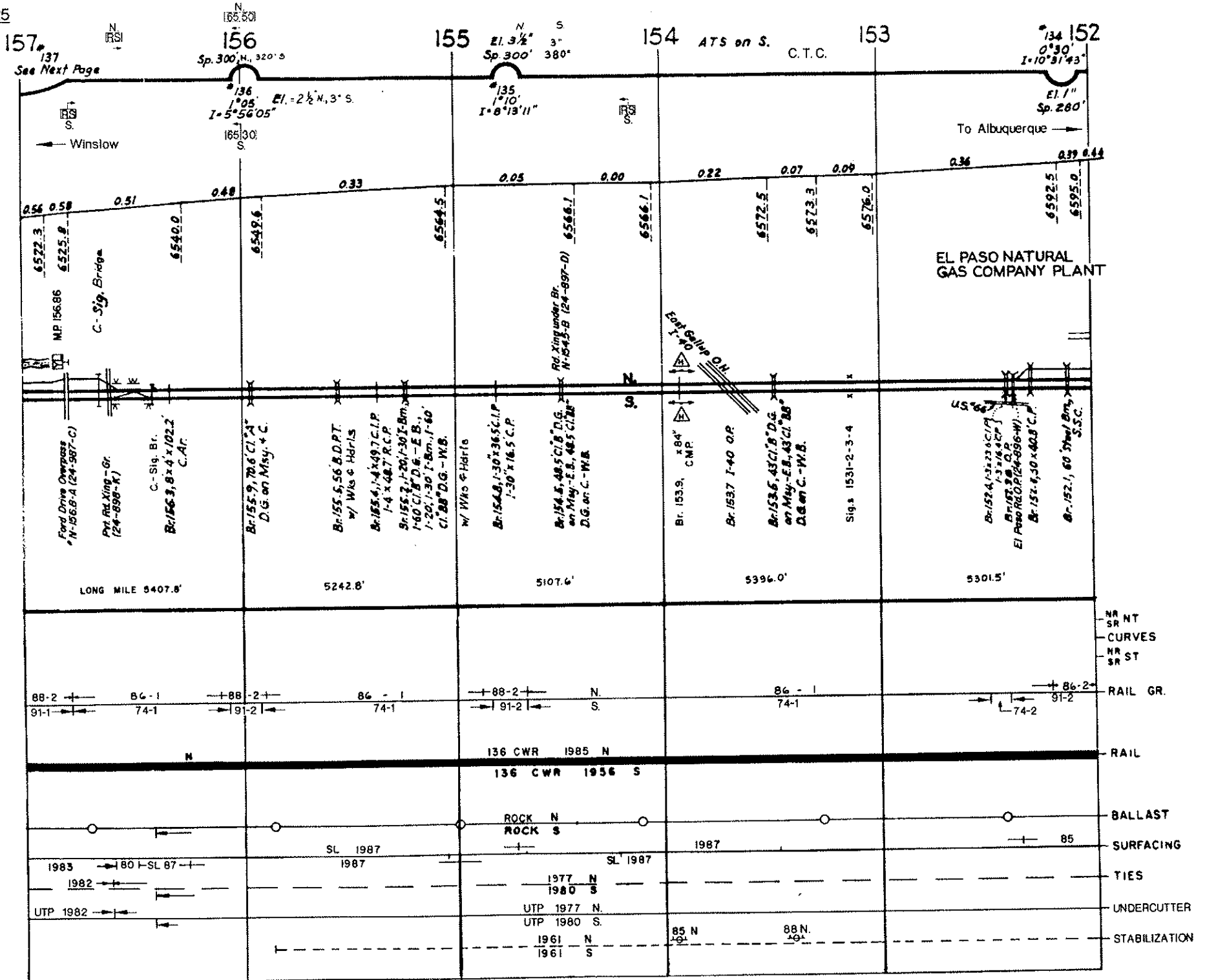
TIES

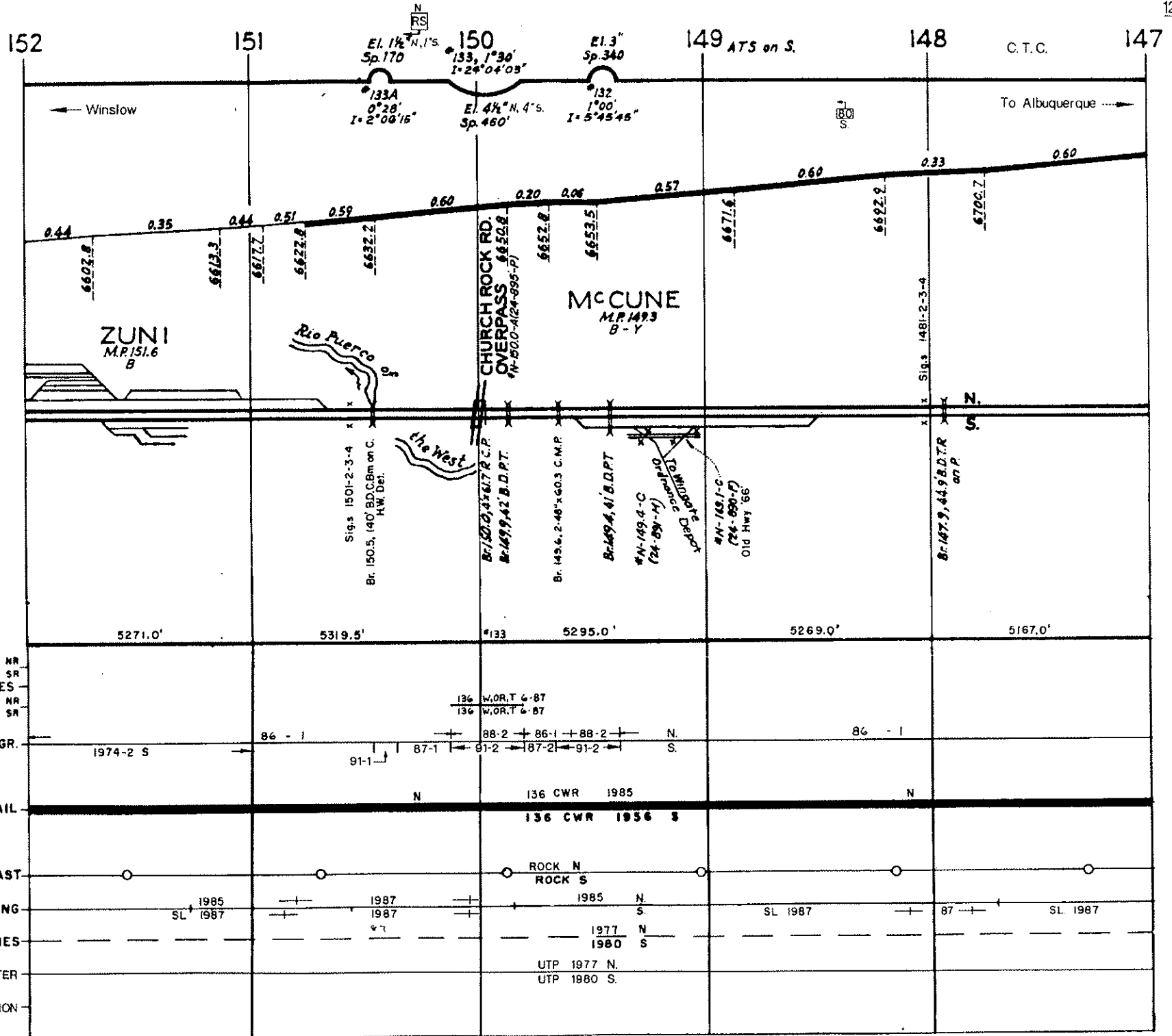
1982
 1980 S

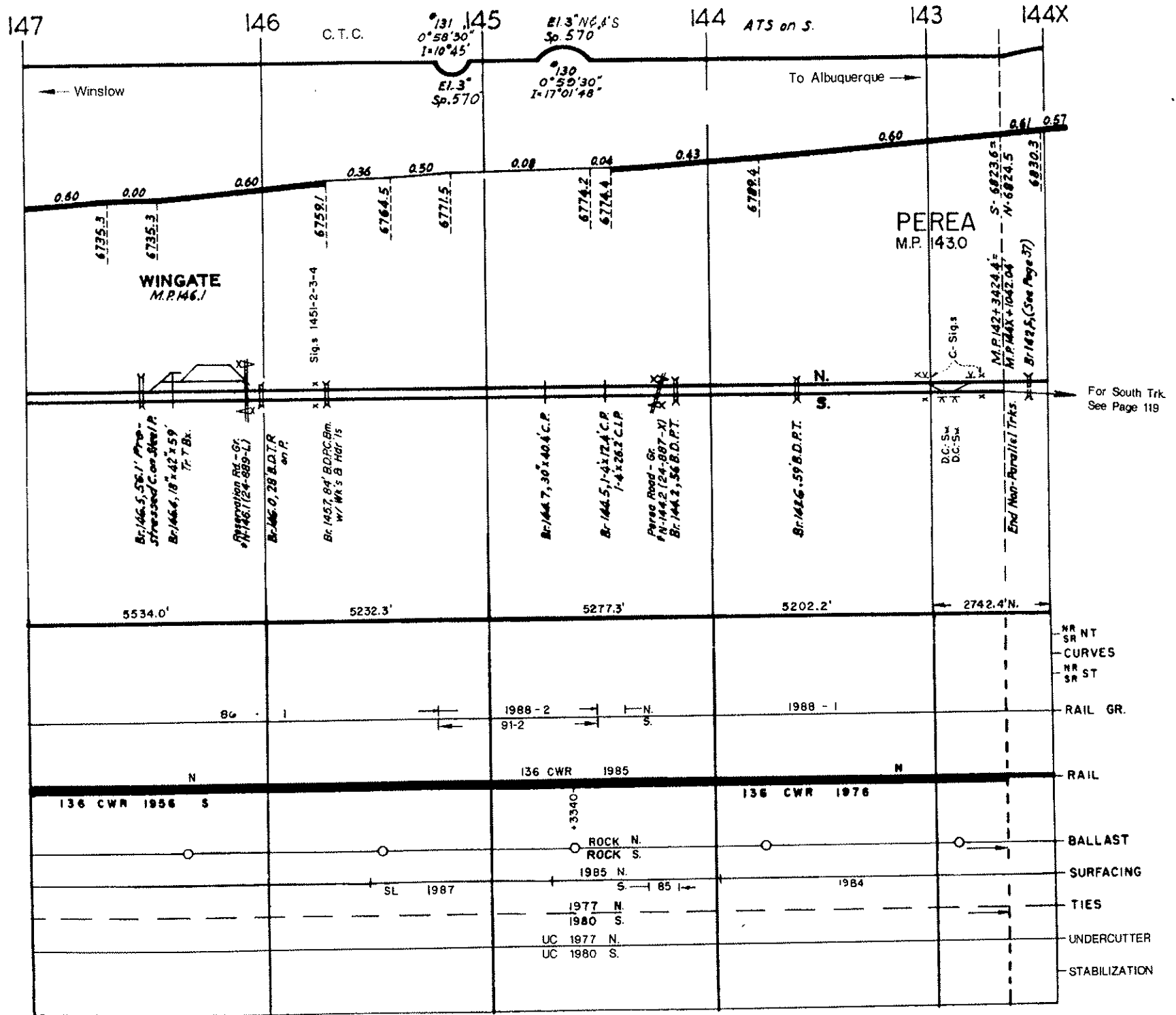
UNDERCUTTER

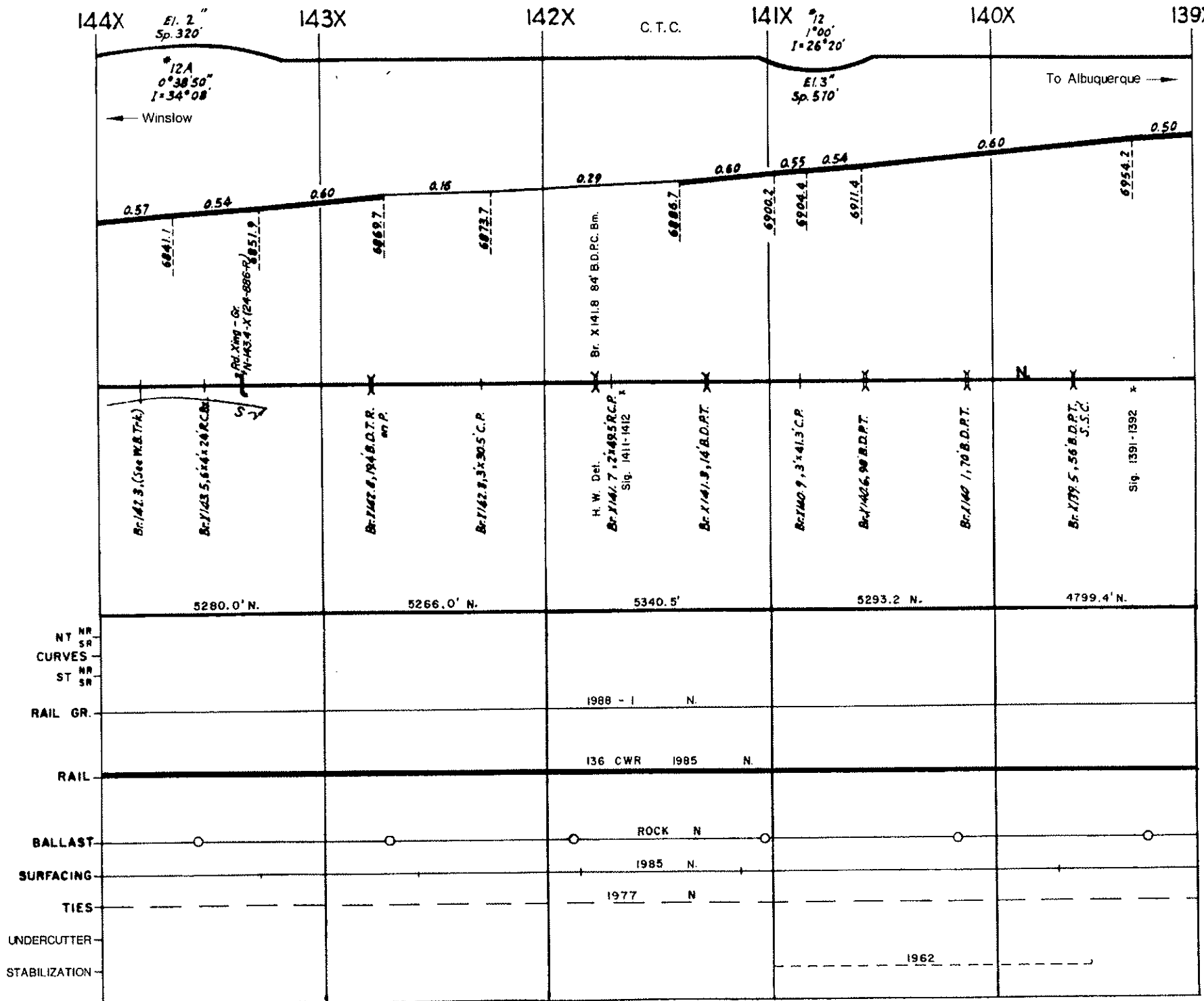
UTP 1982 N.
 UTP 1980 S.

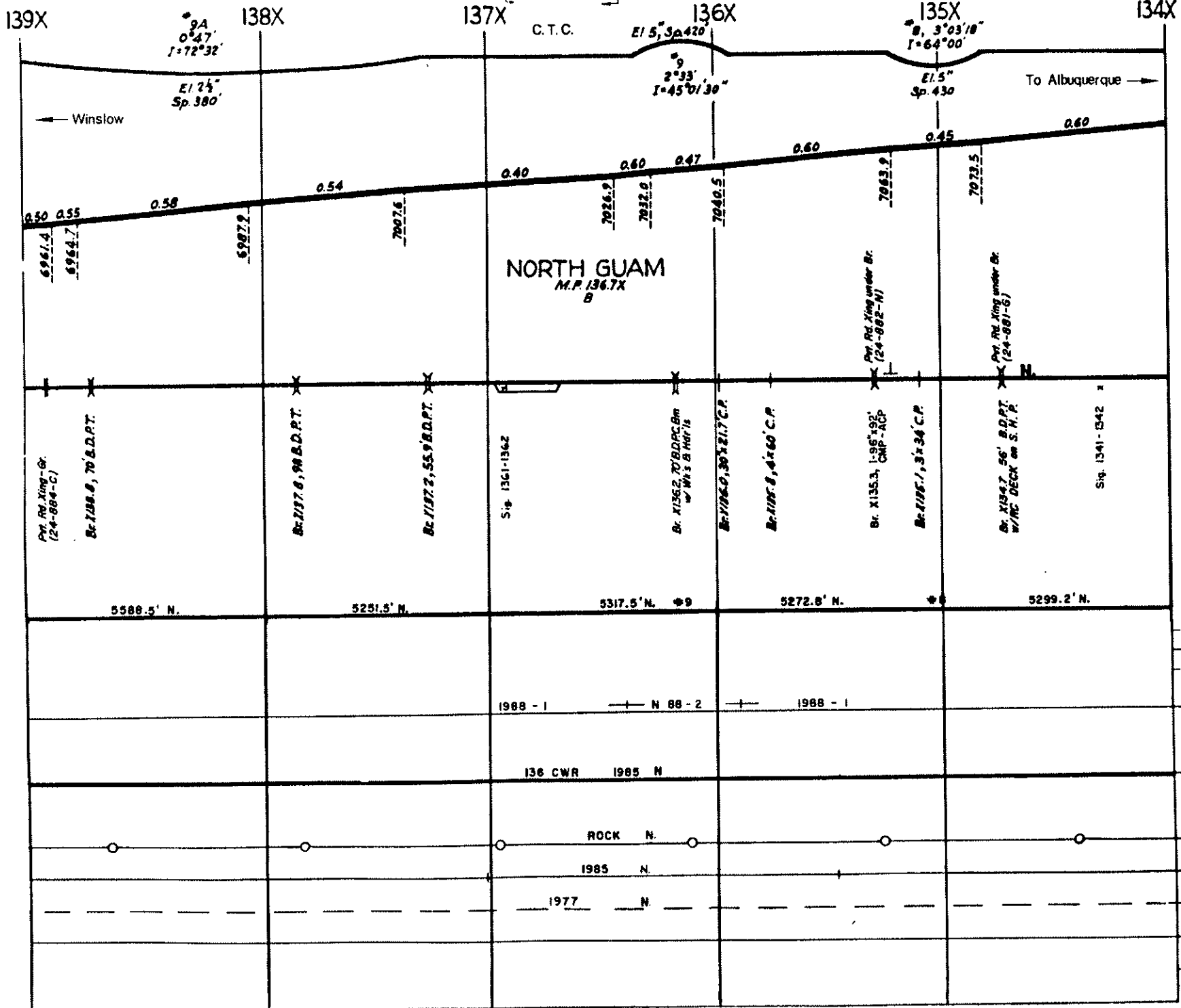
STABILIZATION



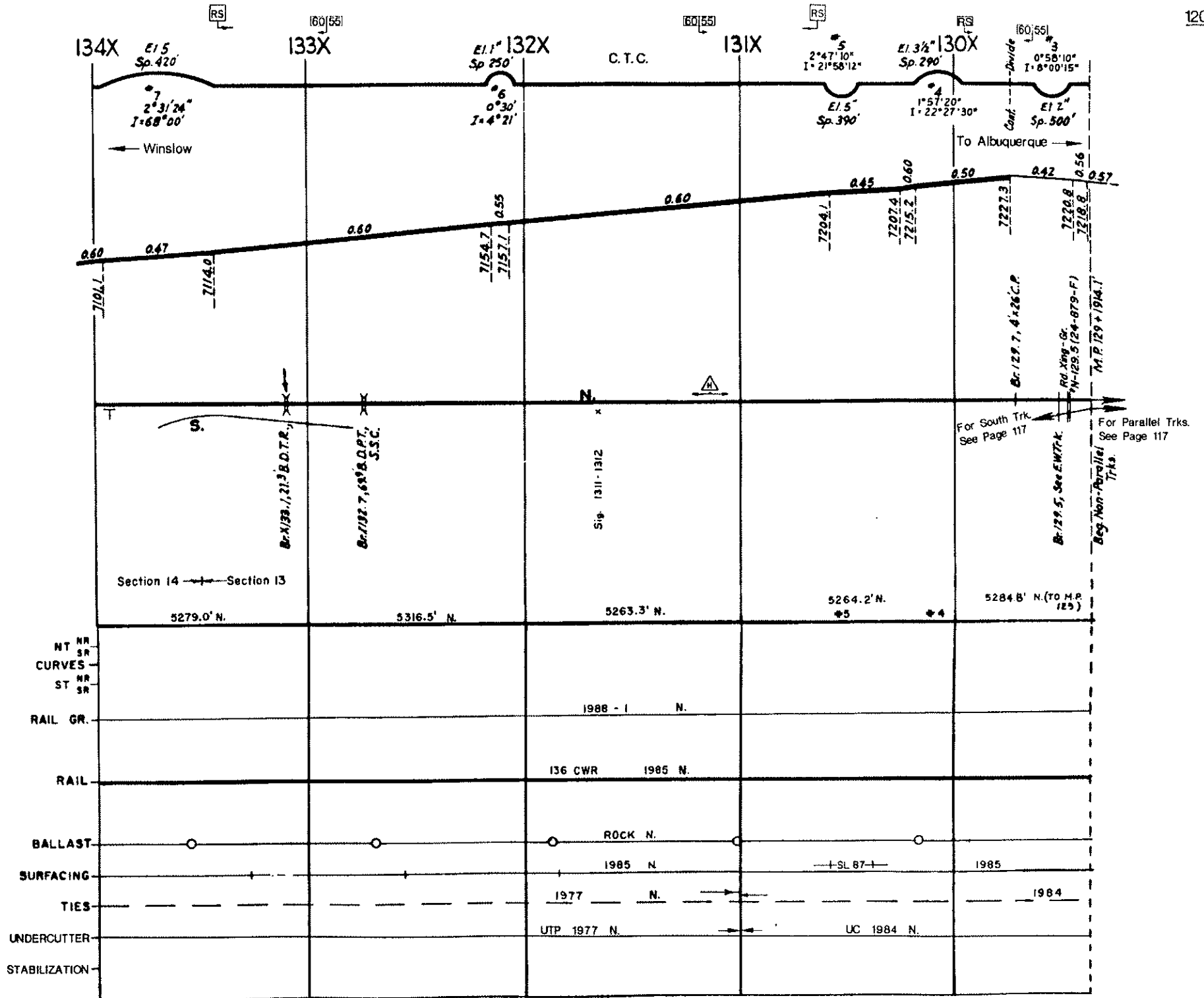


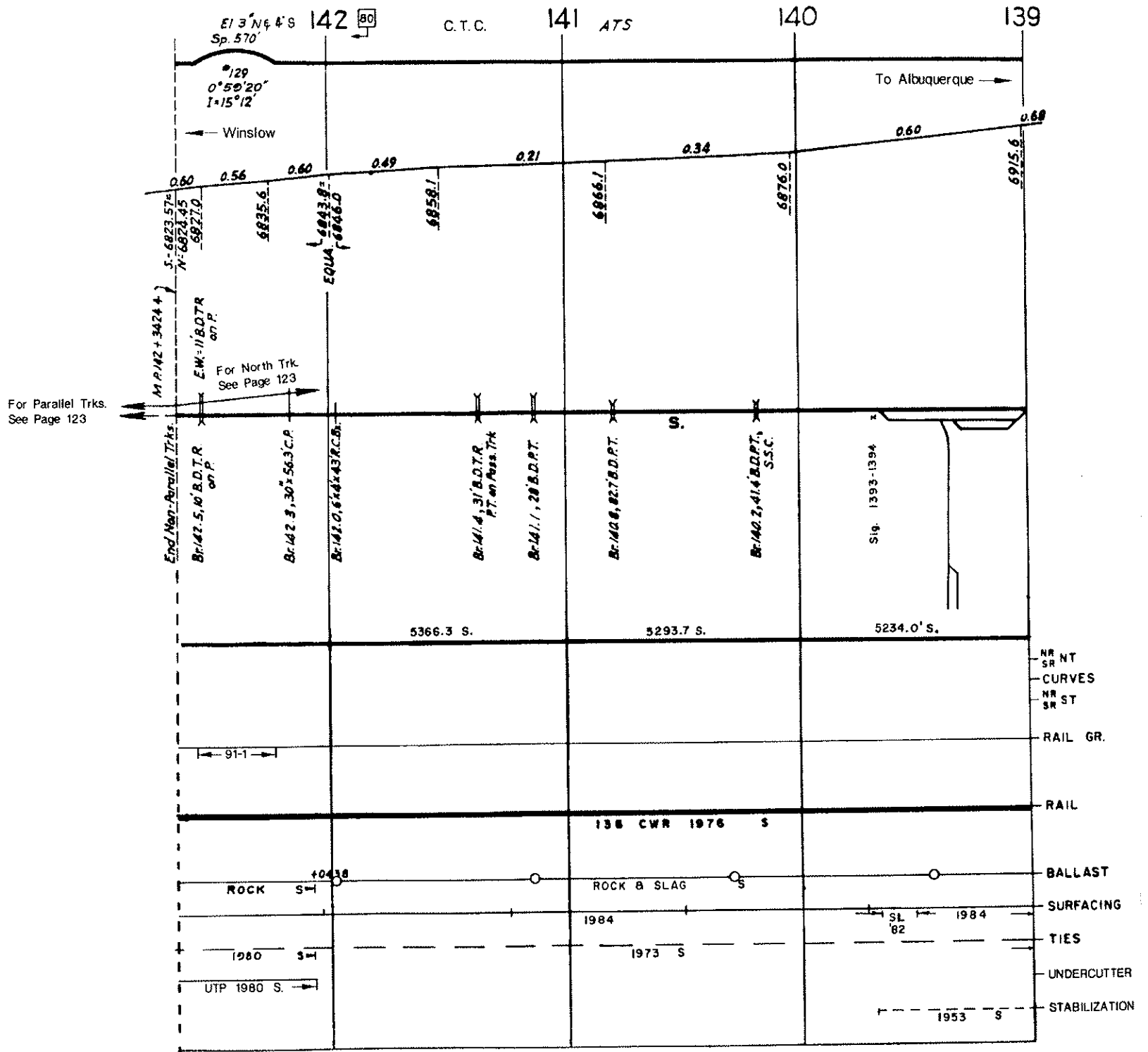


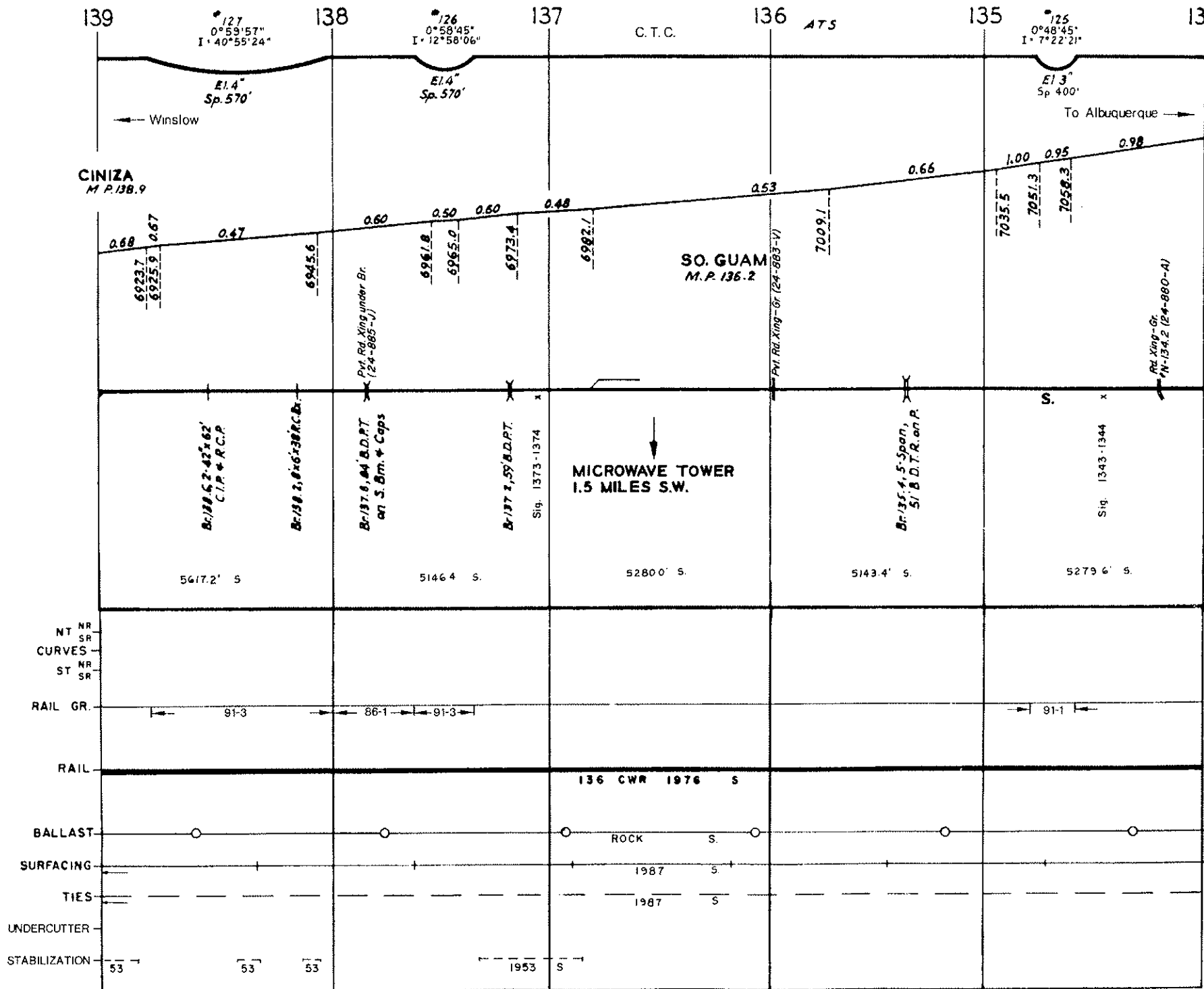


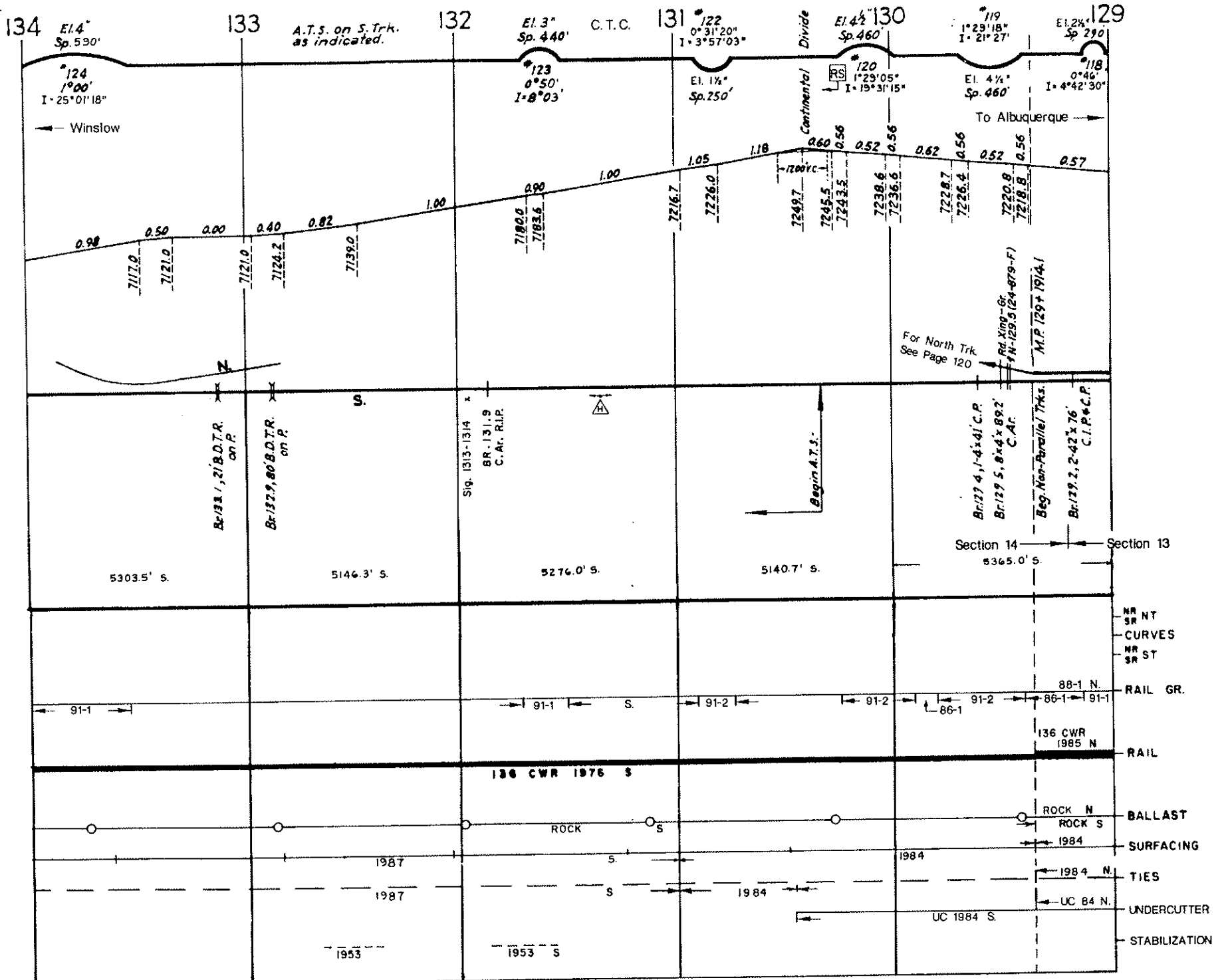


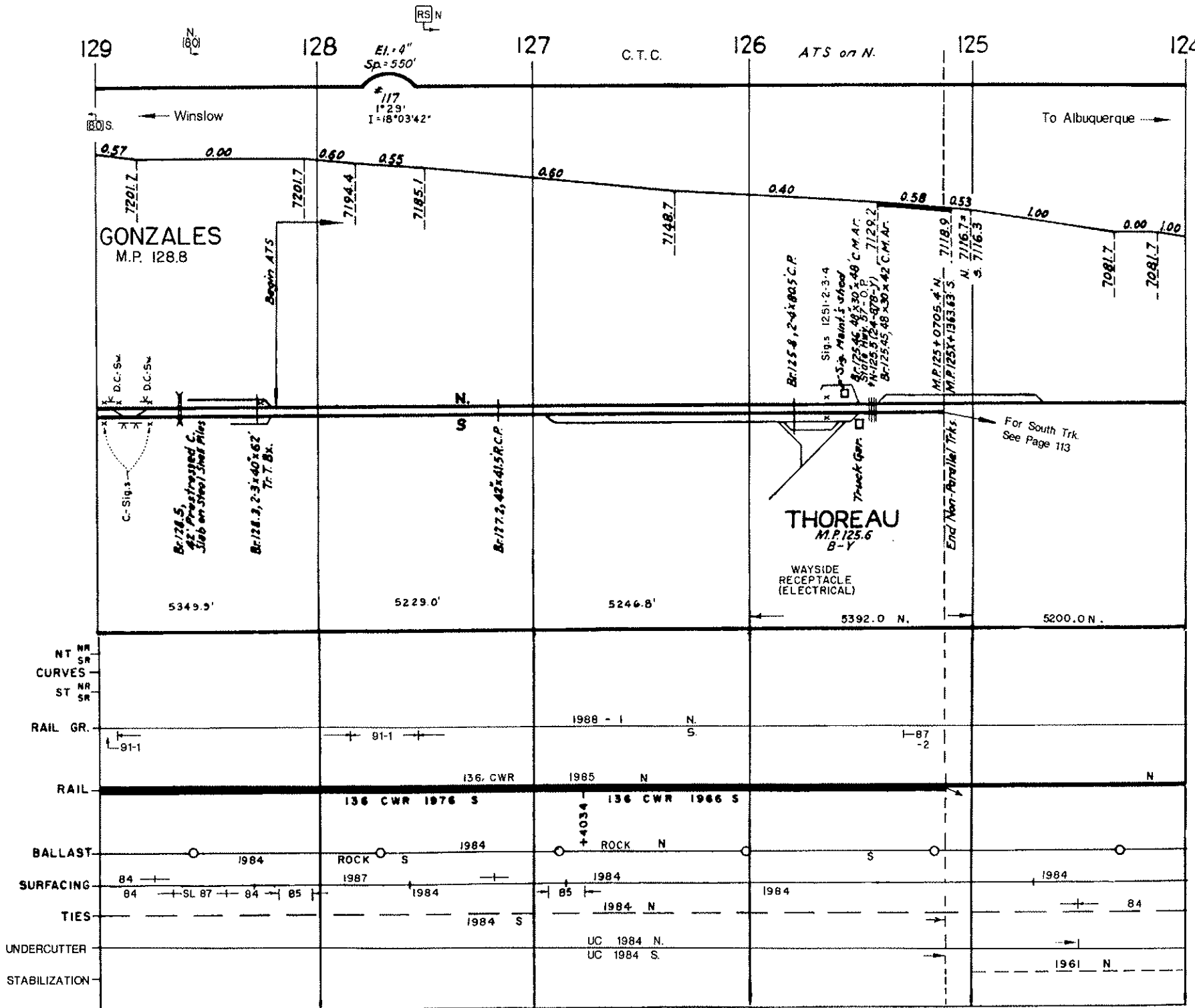
- NR NT
- SR CURVES
- NR ST
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION











129

128

127

126

125

124

C.T.C.

ATS on N.

GONZALES
M.P. 128.8

THOREAU
M.P. 125.6
B-Y

WAYSIDE
RECEPTACLE
(ELECTRICAL)

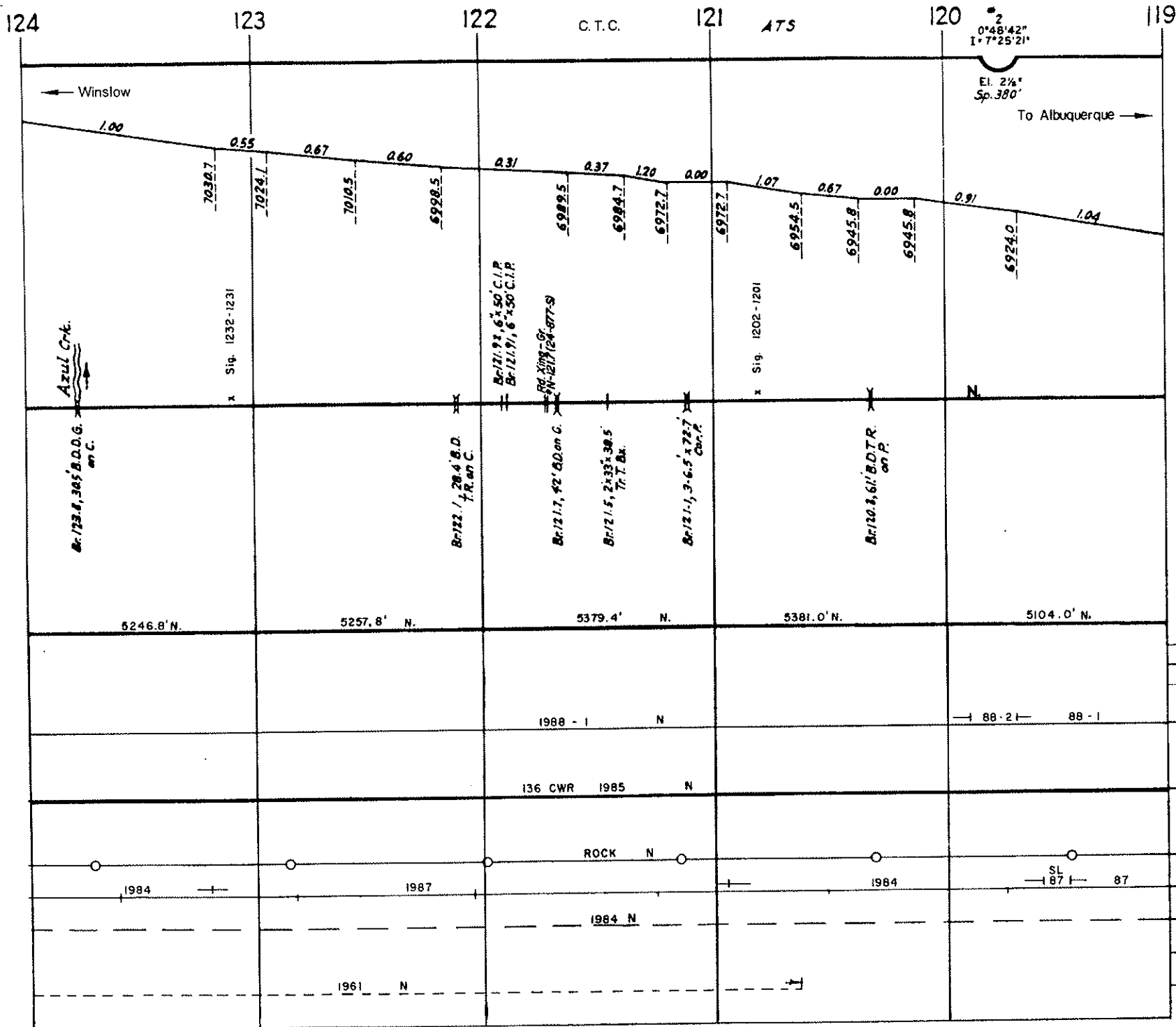
To Albuquerque →

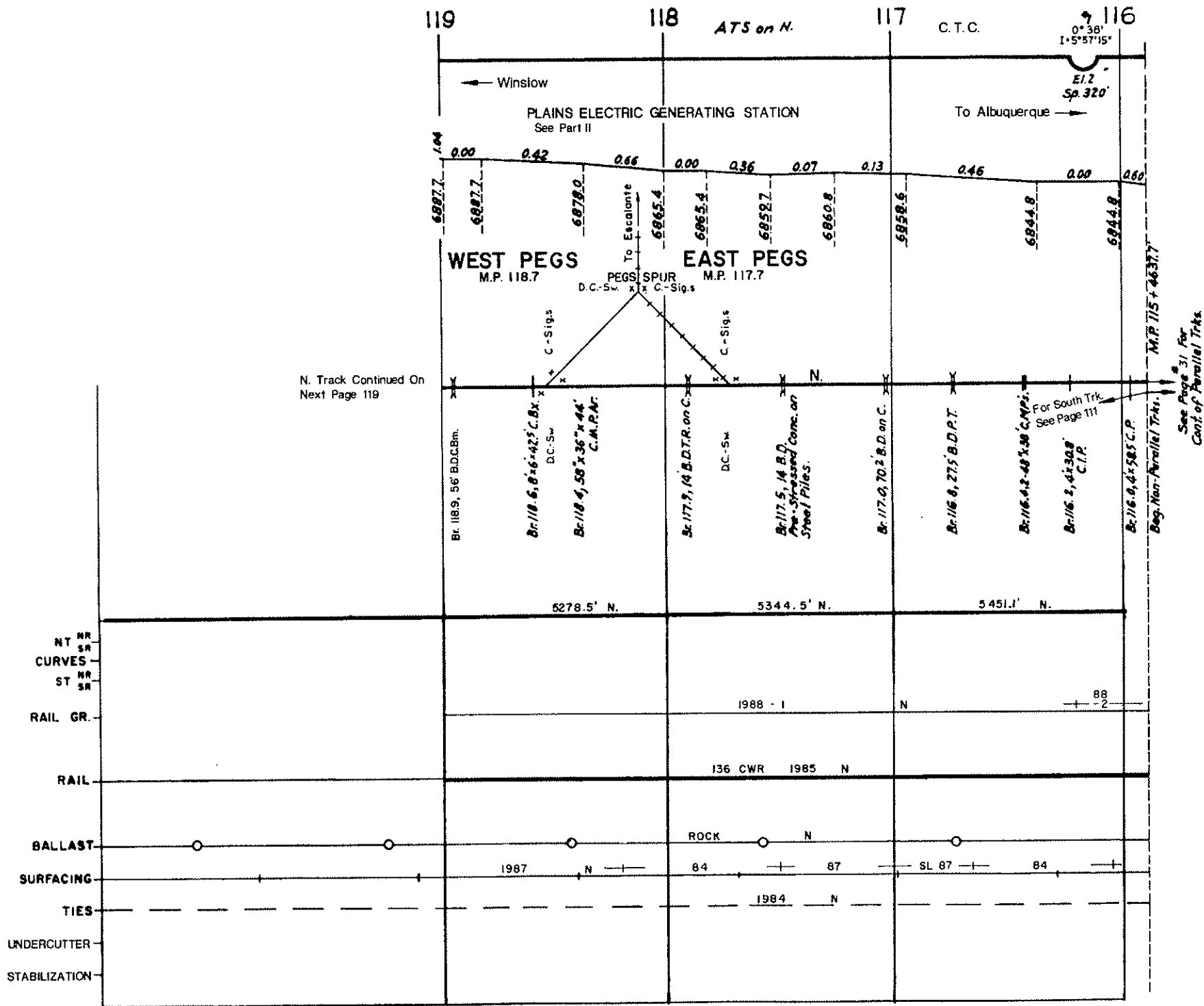
← Winslow

Begin ATS

For South Trk.
See Page 113

NT NR
SR
CURVES
ST NR
SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION





126

125X

C.T.C.

124X

← Winslow

To Albuquerque →

• 116, 0° 59' 25"
I • 15° 22' 15"

E1.3"
Sp. 570'

0.58
0.53

0.53

0.60

7118.9

7112.2

S 7116.3 =
N 7116.7

M.P. 125X + 1363.63'

For North Trk.
See Page 116

For Parallel Trks.
See Page 116

Azul Crk.
S.

B-1744, 98, B.D.P.T.

6055.4' S

5382.8' S.

- NR NT
- SR CURVES
- NR ST
- SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

91-3

1974 - 1 S

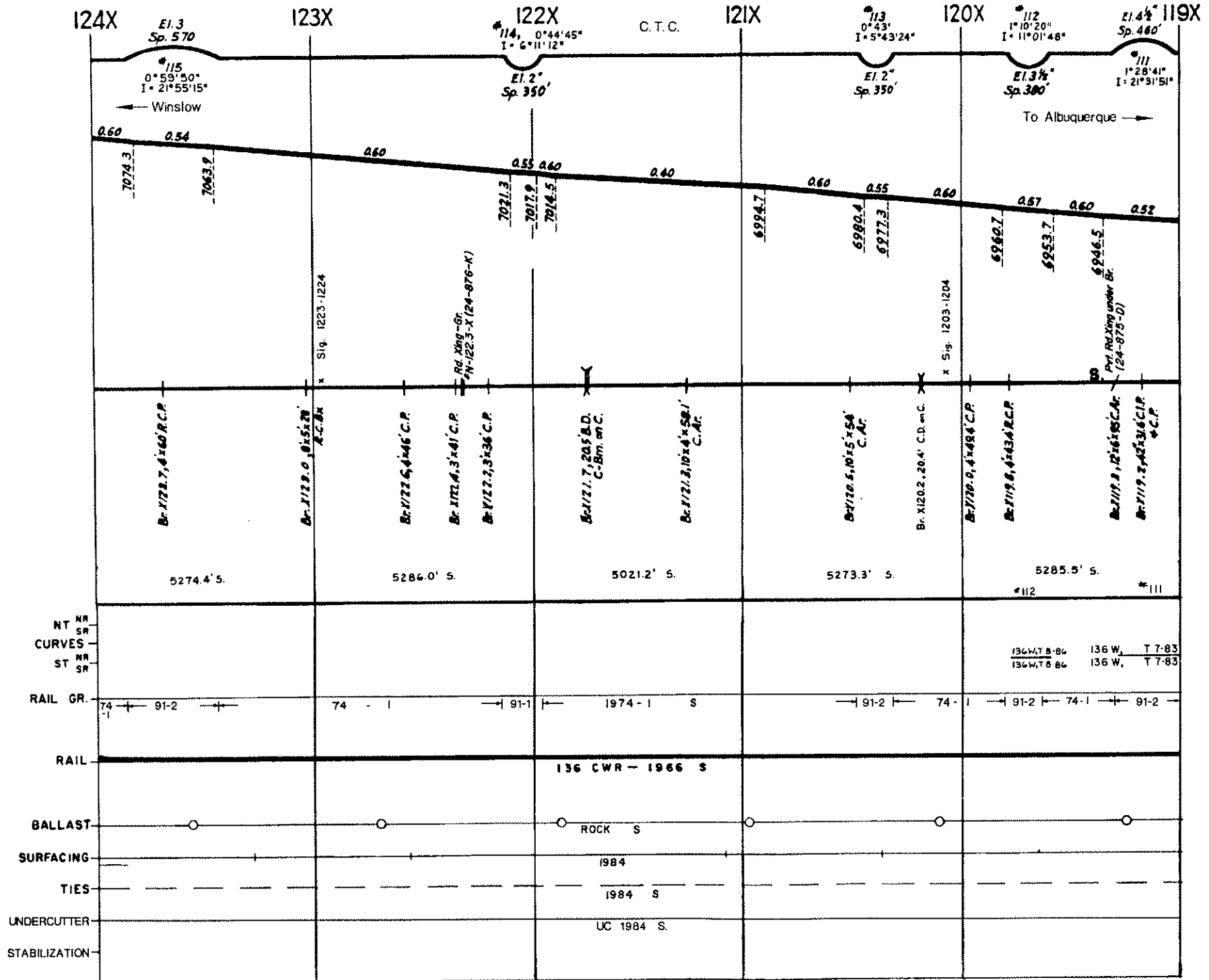
136 CWR - 1966 S

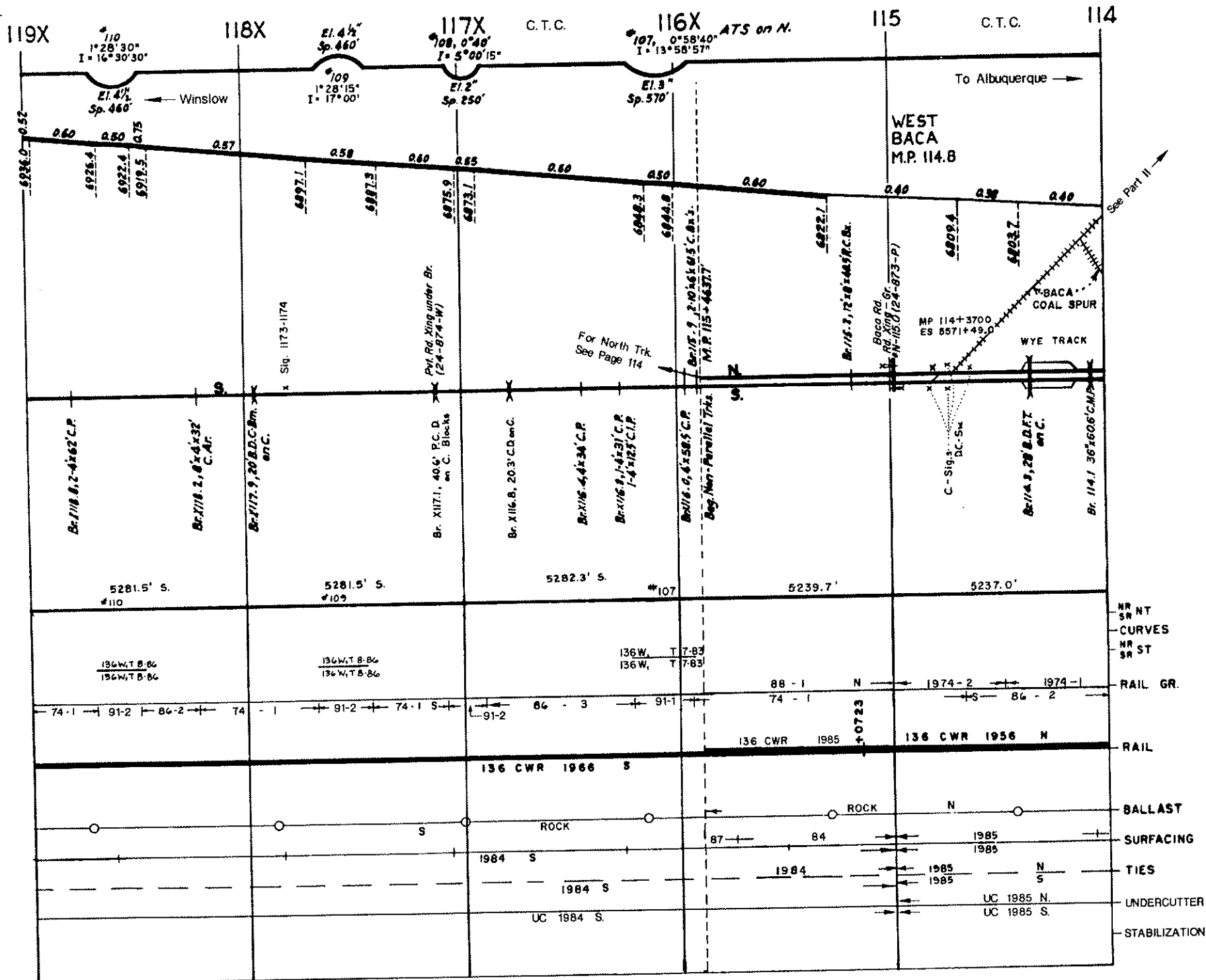
ROCK S

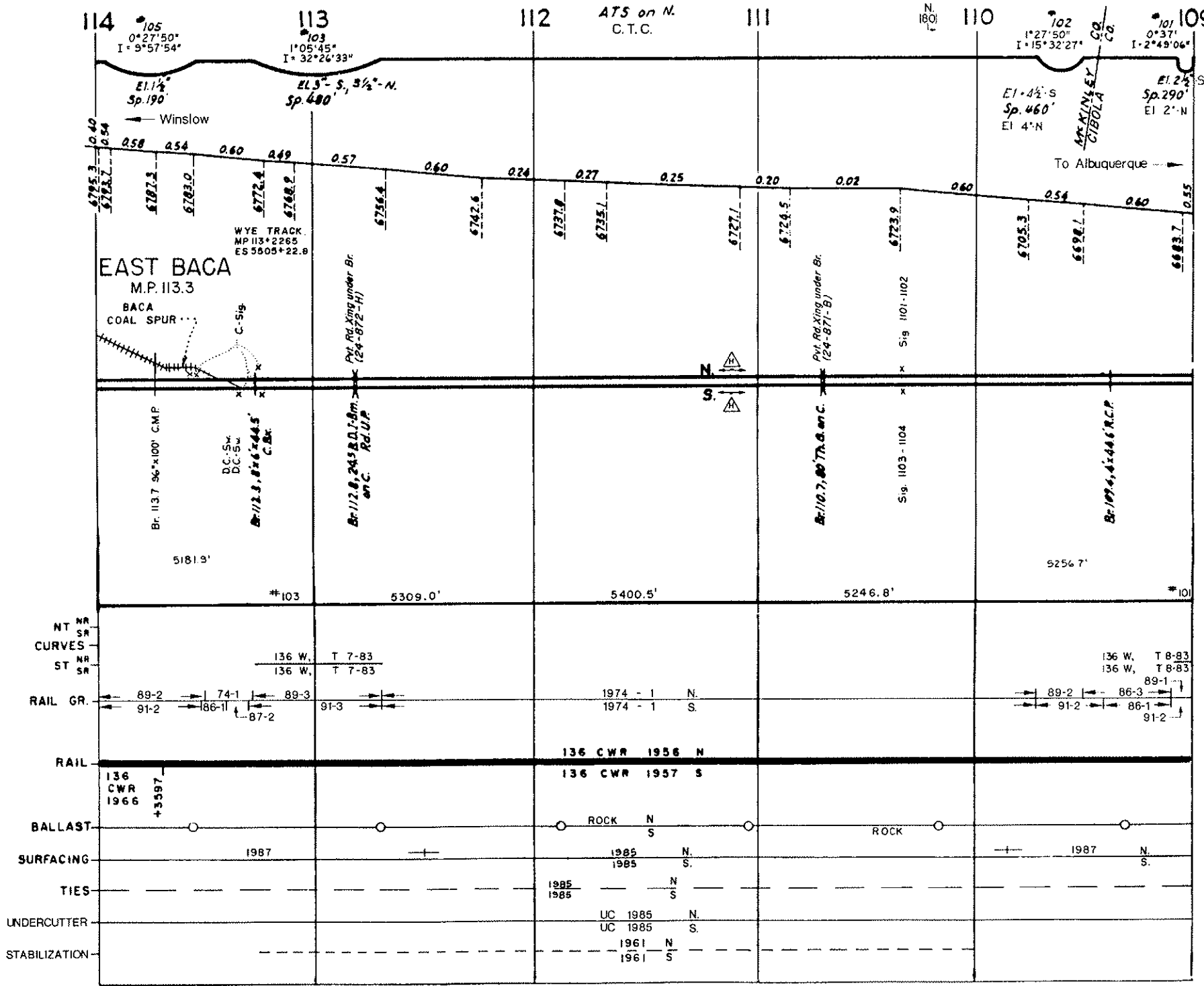
1984 87

1984 S

UC 1984 S.







114
 105
 0°27'50"
 I = 9°57'54"

113
 103
 1°05'45"
 I = 32°26'33"

112
 AT5 on N.
 C.T.C.

111

110
 N. 180°

102
 1°27'50"
 I = 15°32'27"

101
 0°37'
 I = 2°49'06"

EL 11 1/2
 Sp. 190
 Winslow

EL 3° - S, 3 1/2° - N.
 Sp. 480'

EL 1 1/2° S
 Sp. 460'
 EL 4° N

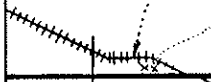
EL 2 1/2° S
 Sp. 290'
 EL 2° N

0.40 0.54
 0.58 0.54 0.60 0.49 0.57 0.60 0.26 0.27 0.25 0.20 0.02 0.60 0.54 0.60 0.55

6795.3
 6787.3
 6783.0
 6772.4
 6768.9
 6756.4
 6742.6
 6737.8
 6735.1
 6727.1
 6724.5
 6723.9
 6705.3
 6692.1
 6683.7

EAST BACA
 M.P. 113.3

BACA
 COAL SPUR



WYE TRACK
 NP 113+22.65
 ES 5805+22.8

Pvt. Rd. Xing under Br.
 (24-872-H)

Pvt. Rd. Xing under Br.
 (24-871-B)

To Albuquerque

Br. 113.7 96'x100' C.M.P.

DC:Sw
 DC:Sw
 C:Br.
 Br. 112.3, 8'x6'x44.5'

Br. 112.8, 24'x8'0.1'x8m
 80' C. Rd. U.P.

Br. 110.7, 80' Th. 6. on C.

Sig. 1103 - 1104

Br. 109.4, 4'x48' C.M.P.

5181.9'

#103

5309.0'

5400.5'

5246.8'

9256.7'

#101

NT NR
 SR
 CURVES
 NR
 ST SR

136 W, T 7-83
 136 W, T 7-83

136 W, T 8-83
 136 W, T 8-83

RAIL GR.
 89-2 74-1 89-3
 91-2 186-11 87-2

1974 - 1 N.
 1974 - 1 S.

89-1
 89-2 86-3
 91-2 86-1 91-2

RAIL
 136
 CWR
 1966

136 CWR 1956 N
 136 CWR 1957 S

BALLAST

ROCK N
 S

ROCK

SURFACING

1987

1985 N
 1985 S

1987 N
 S

TIES

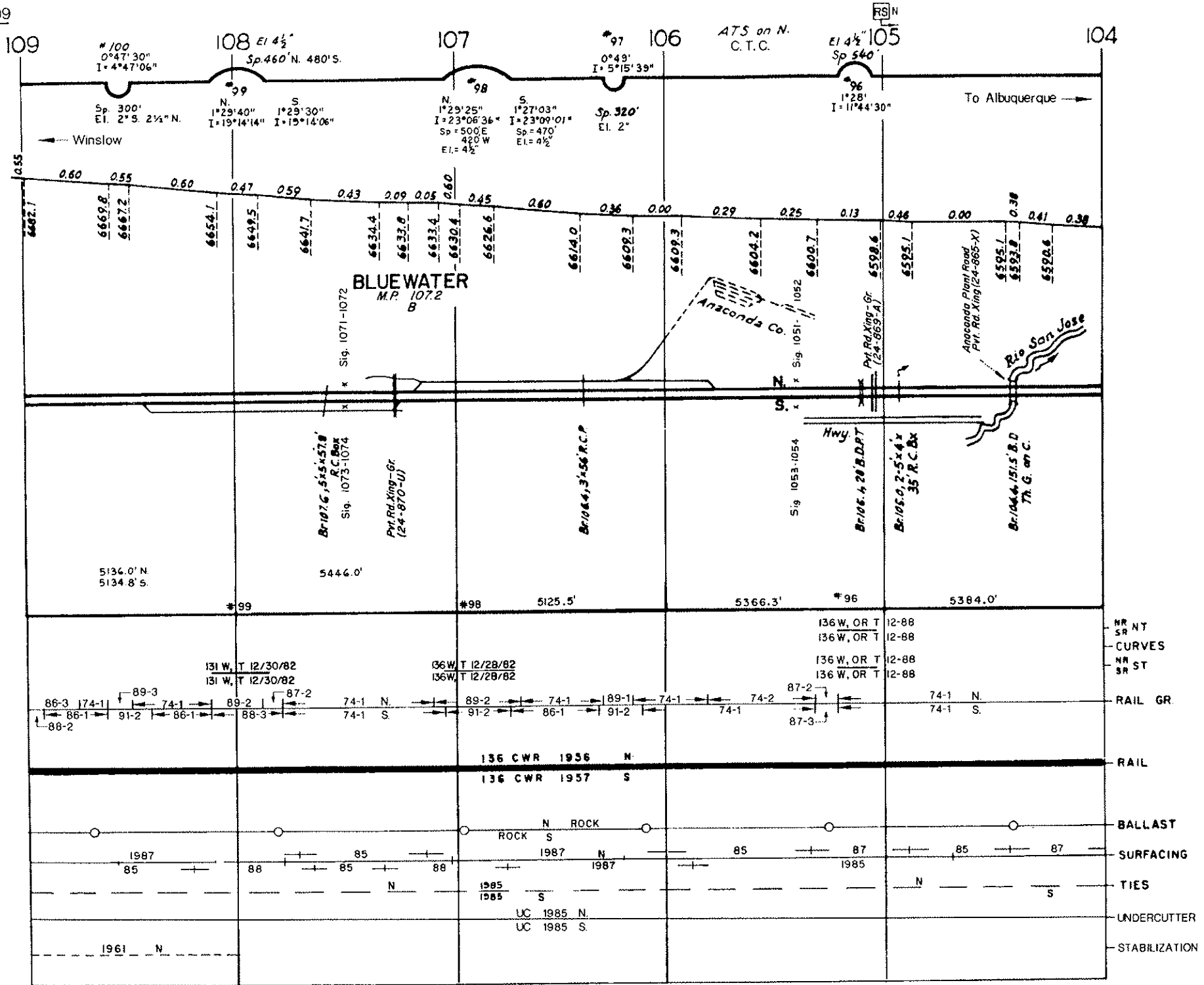
1985 N
 1985 S

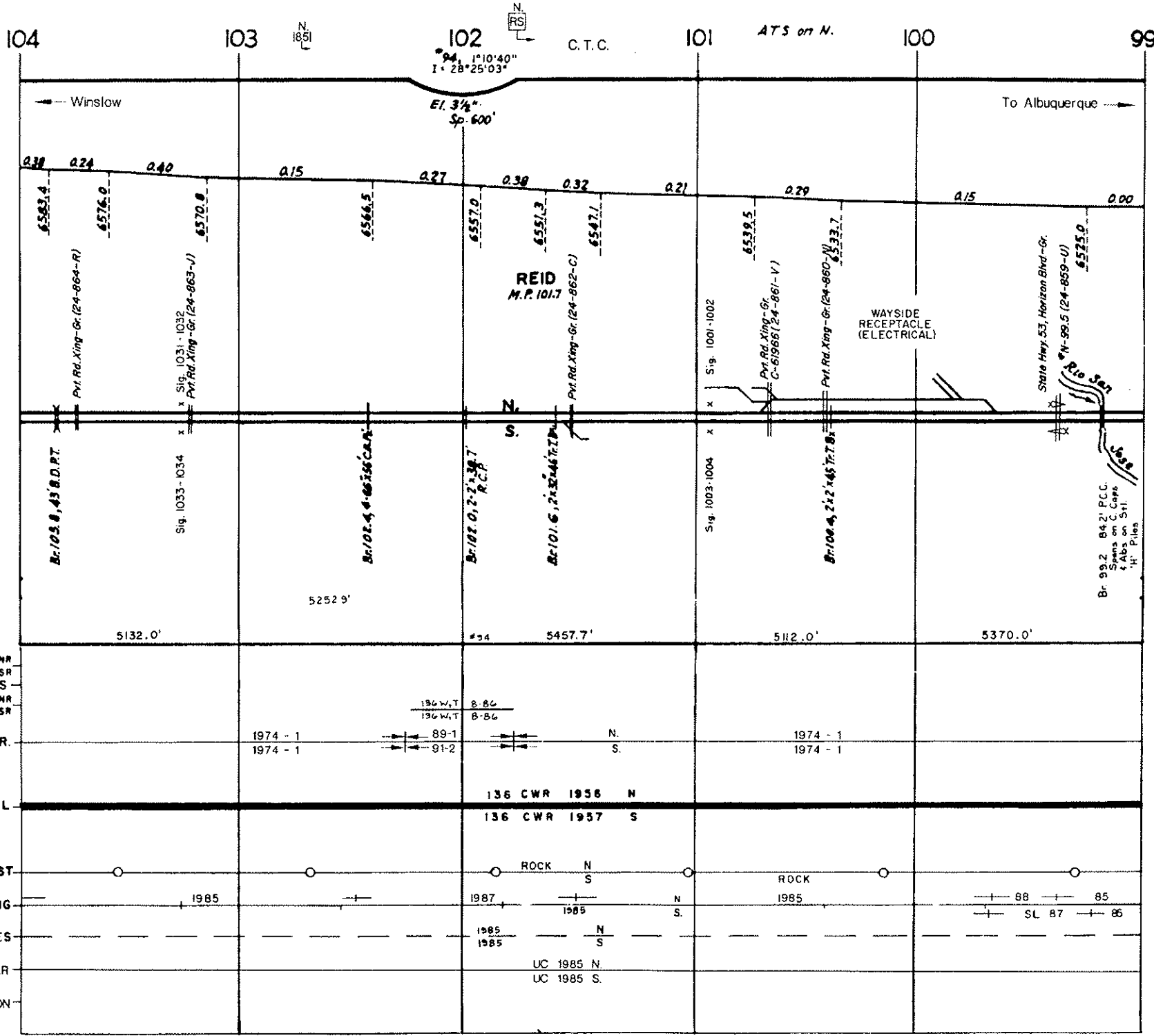
UNDERCUTTER

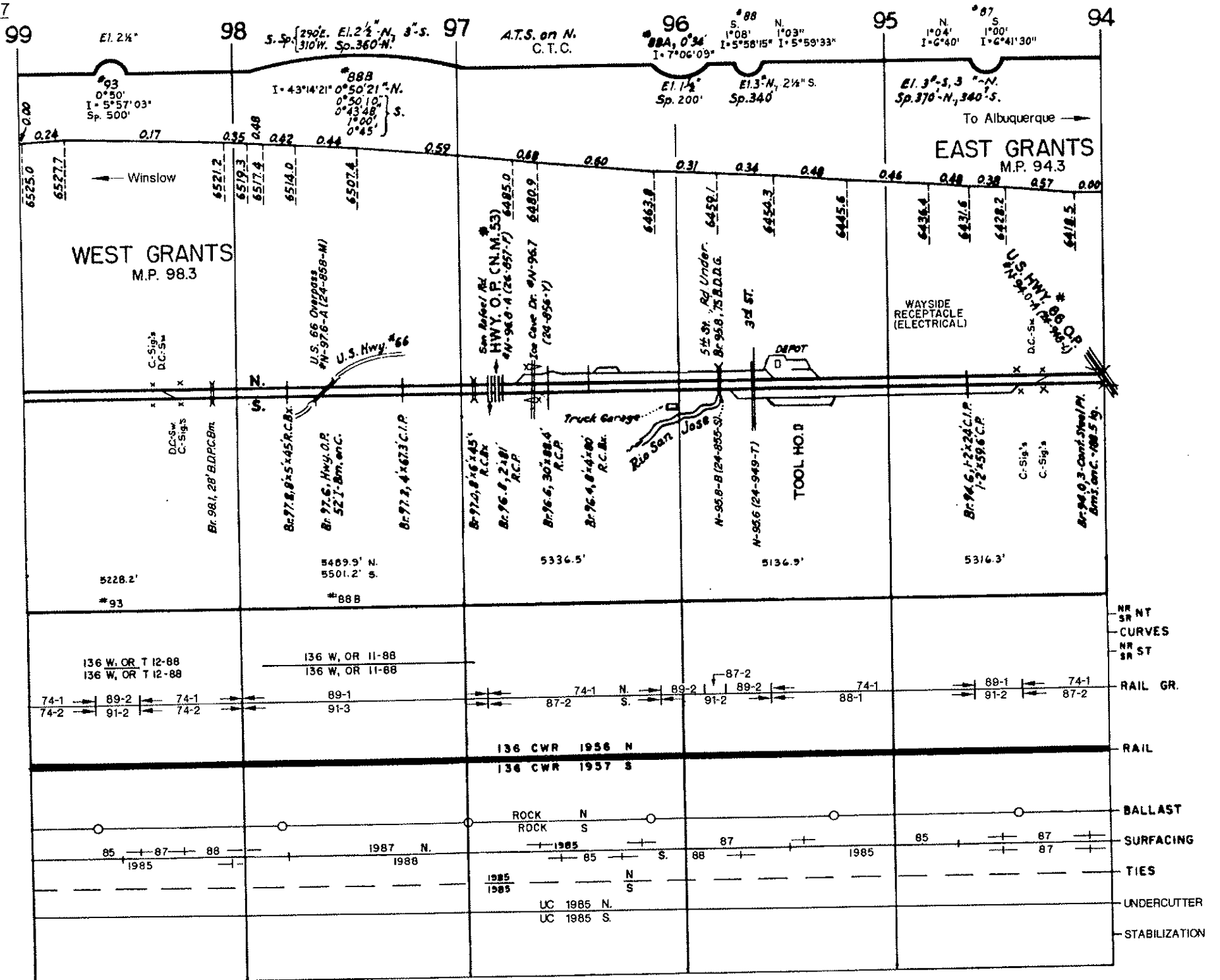
UC 1985 N
 UC 1985 S

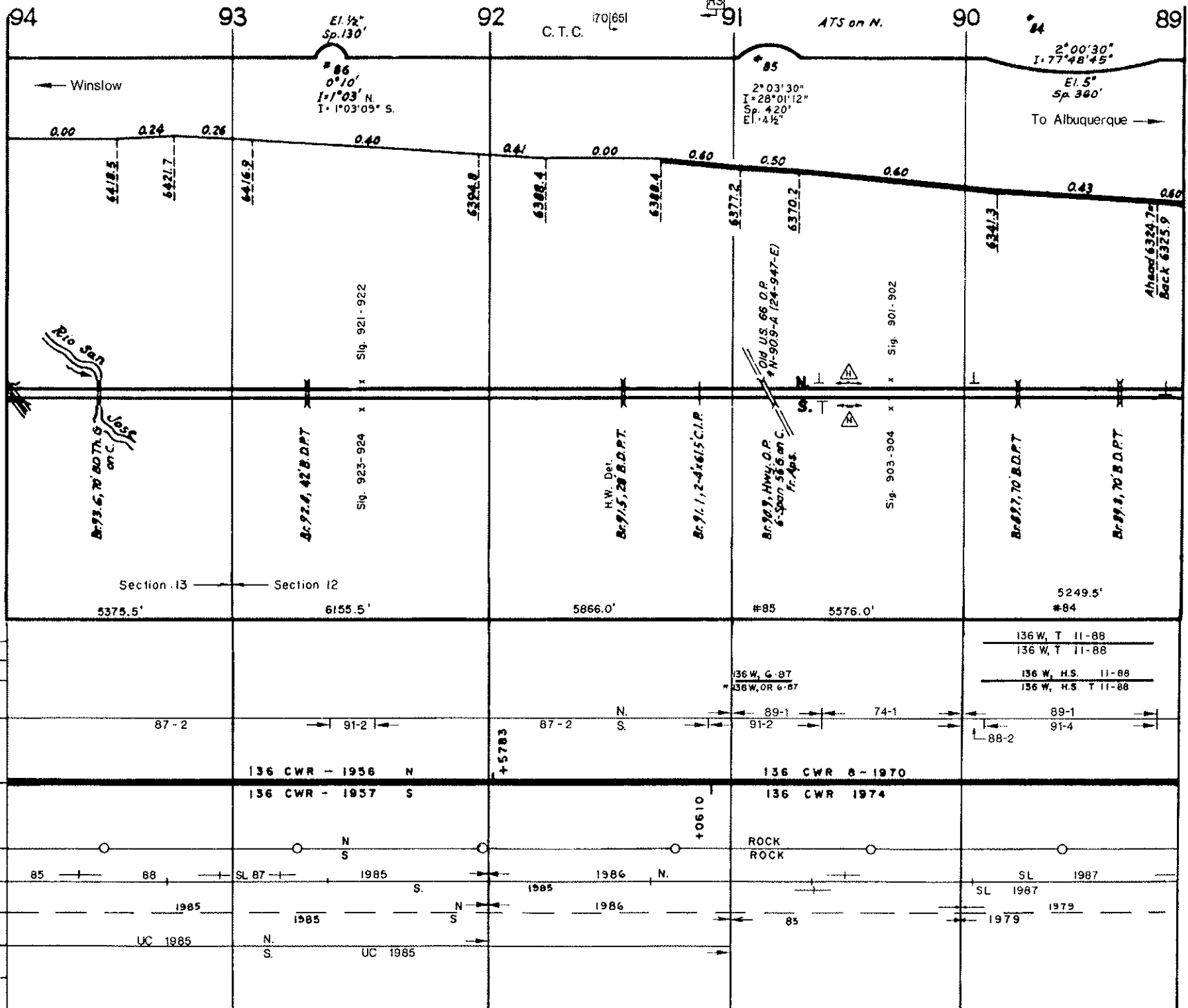
STABILIZATION

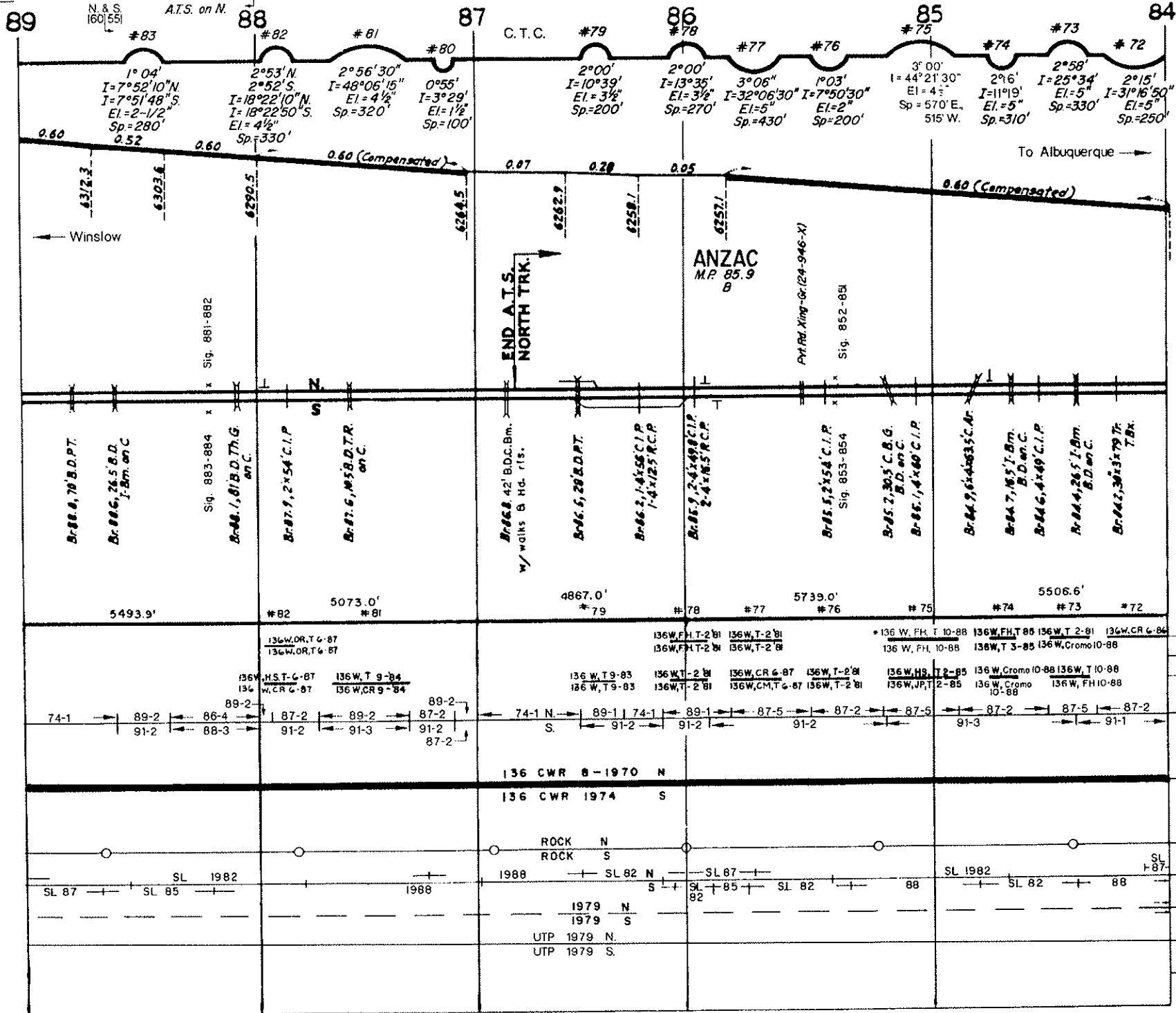
1961 N
 1961 S

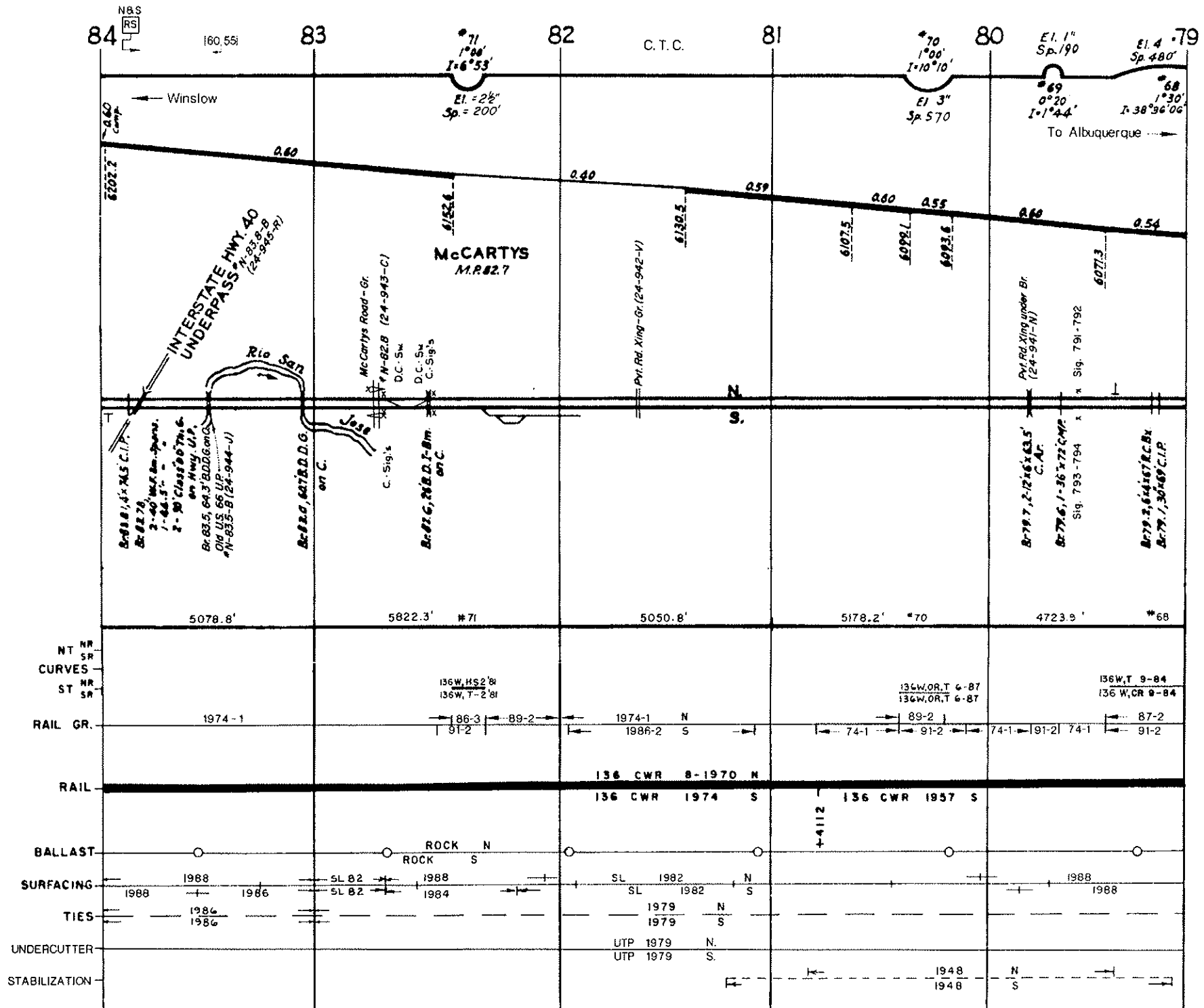




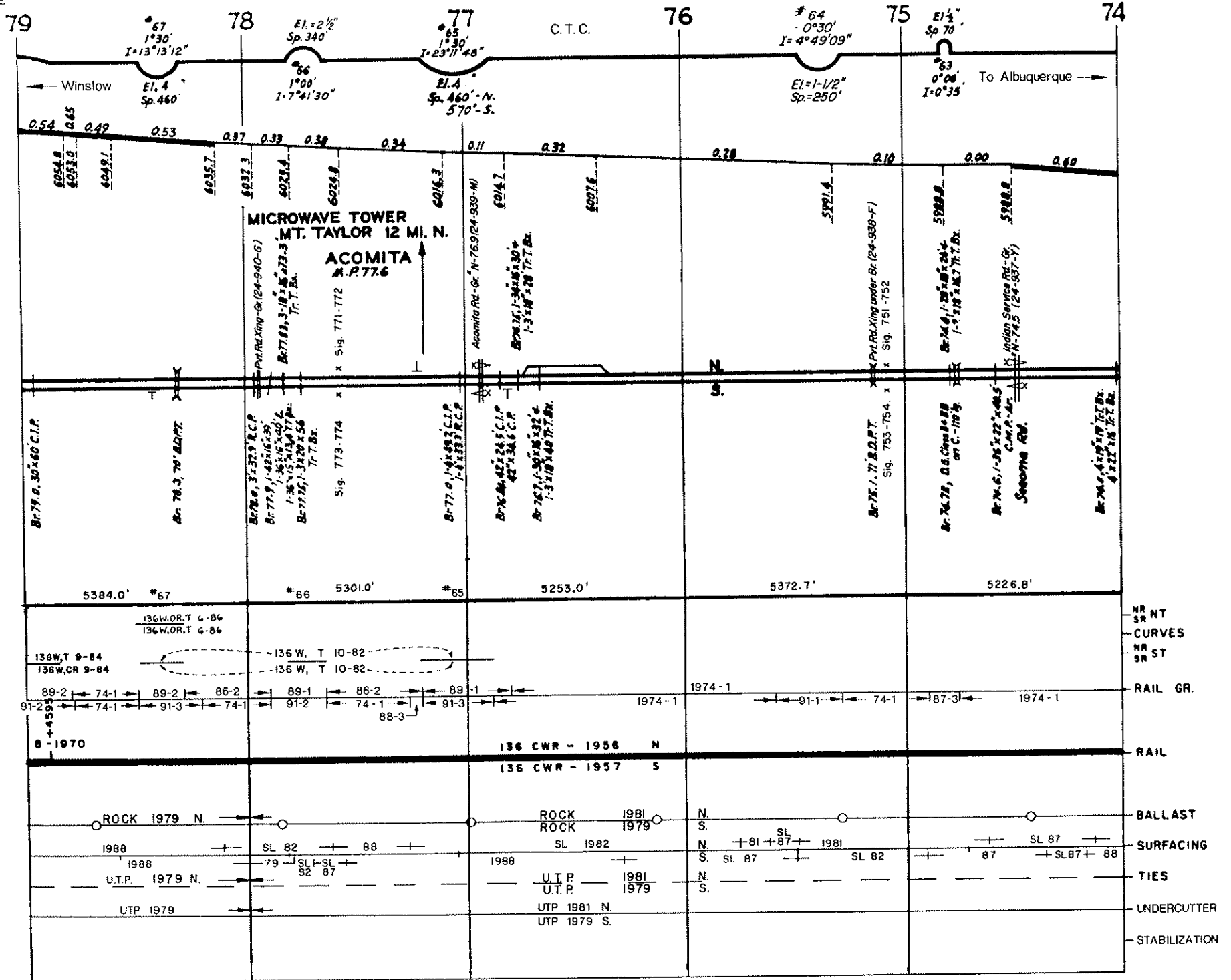


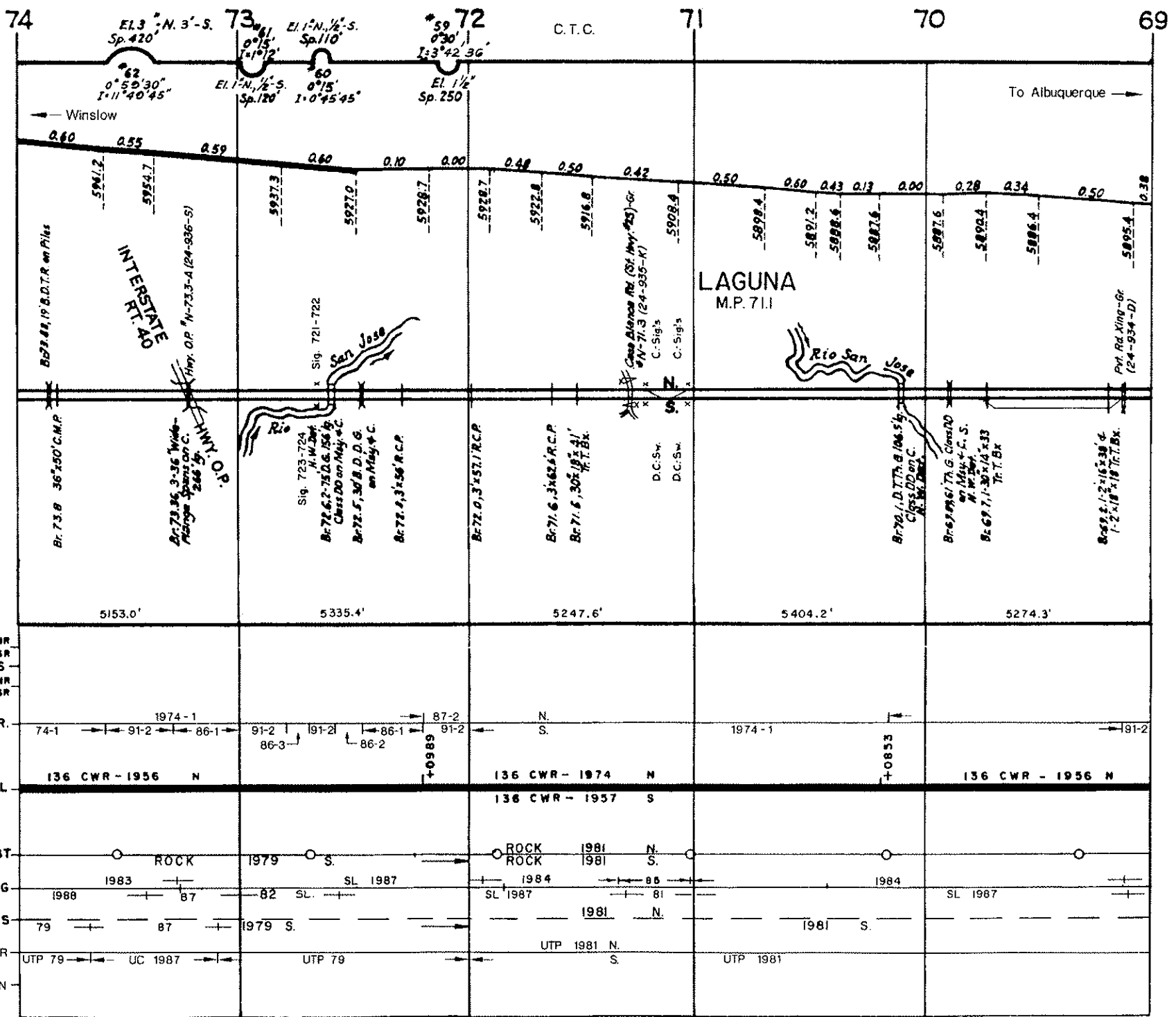


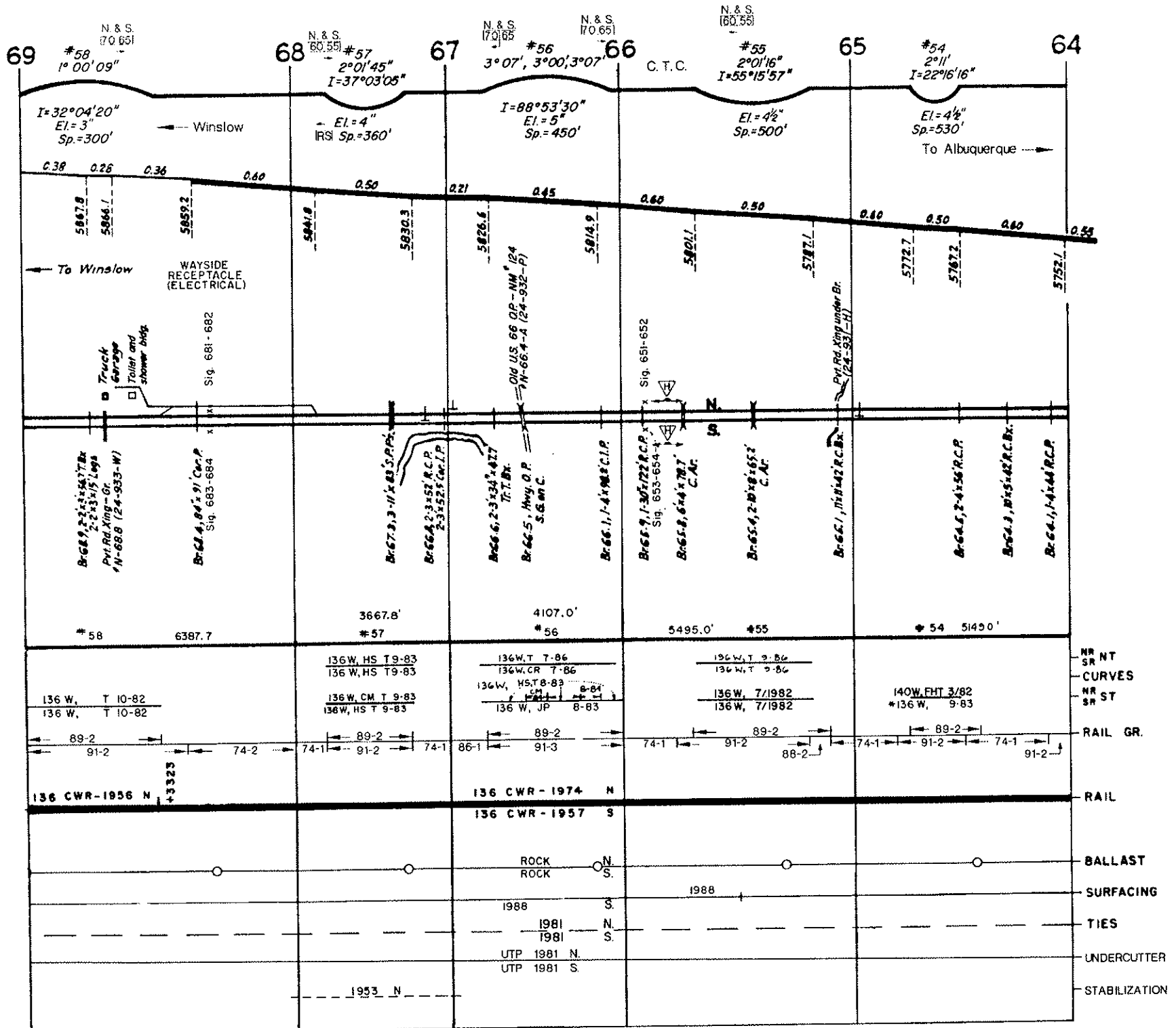


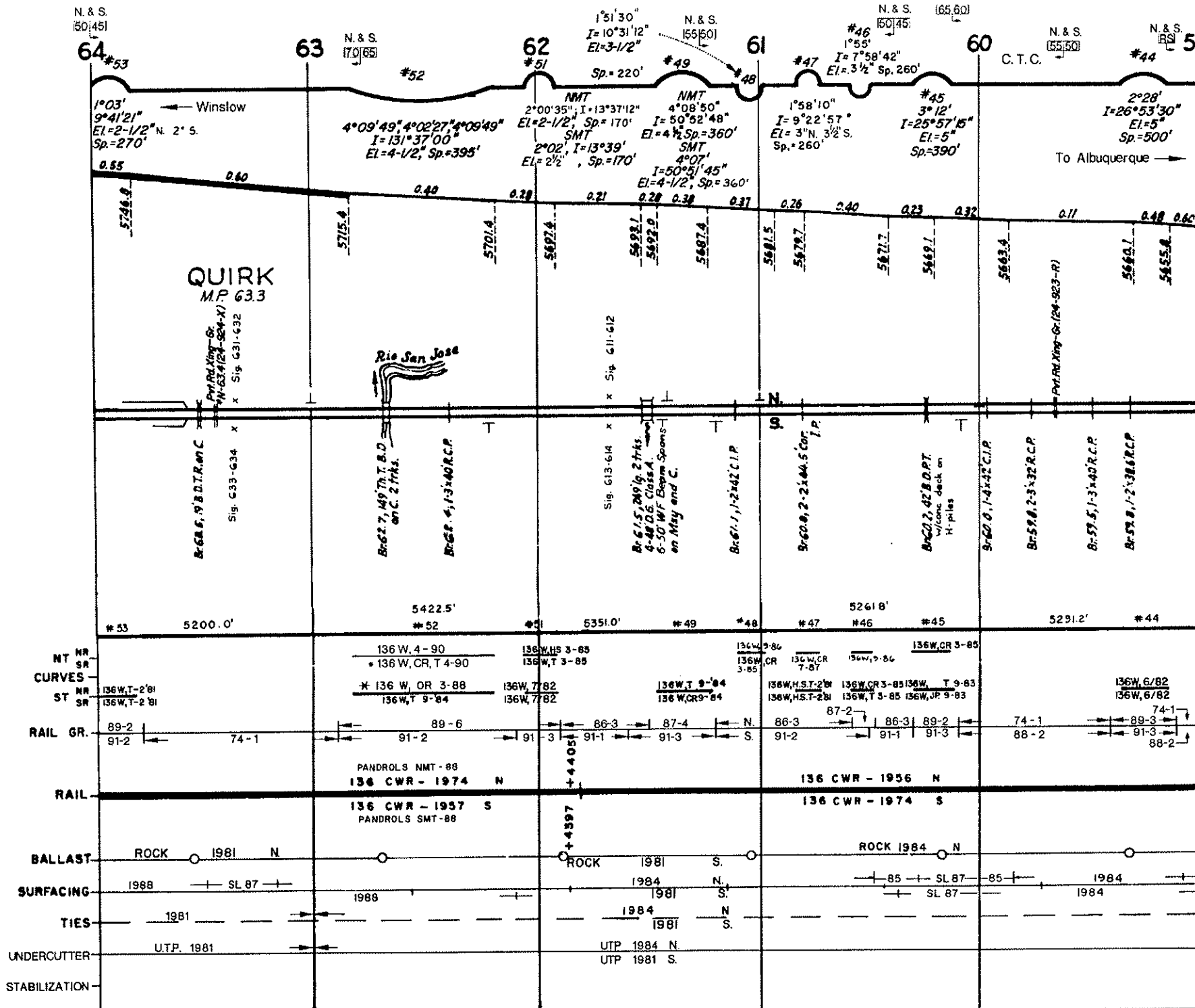


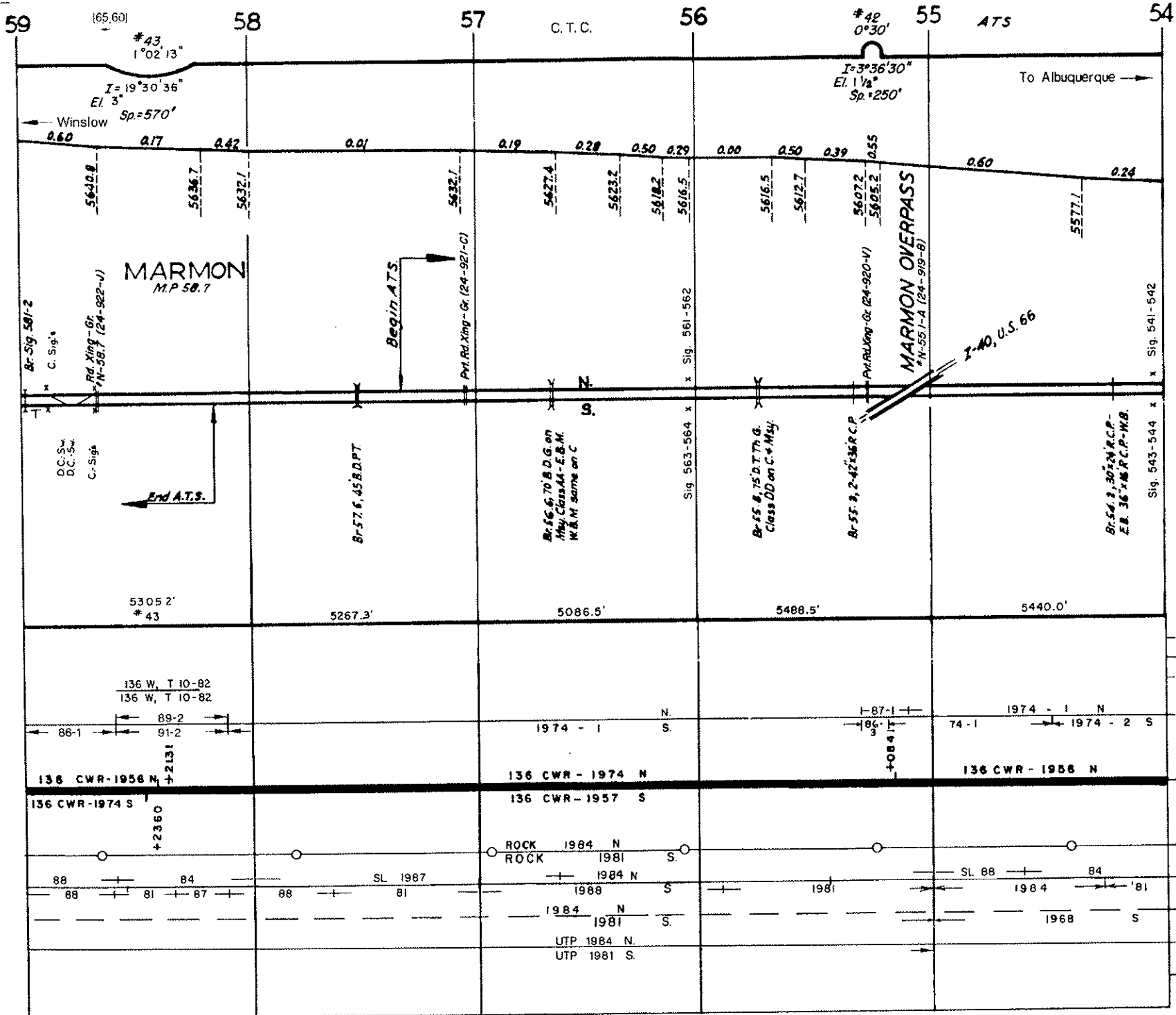
REVISED 1-91

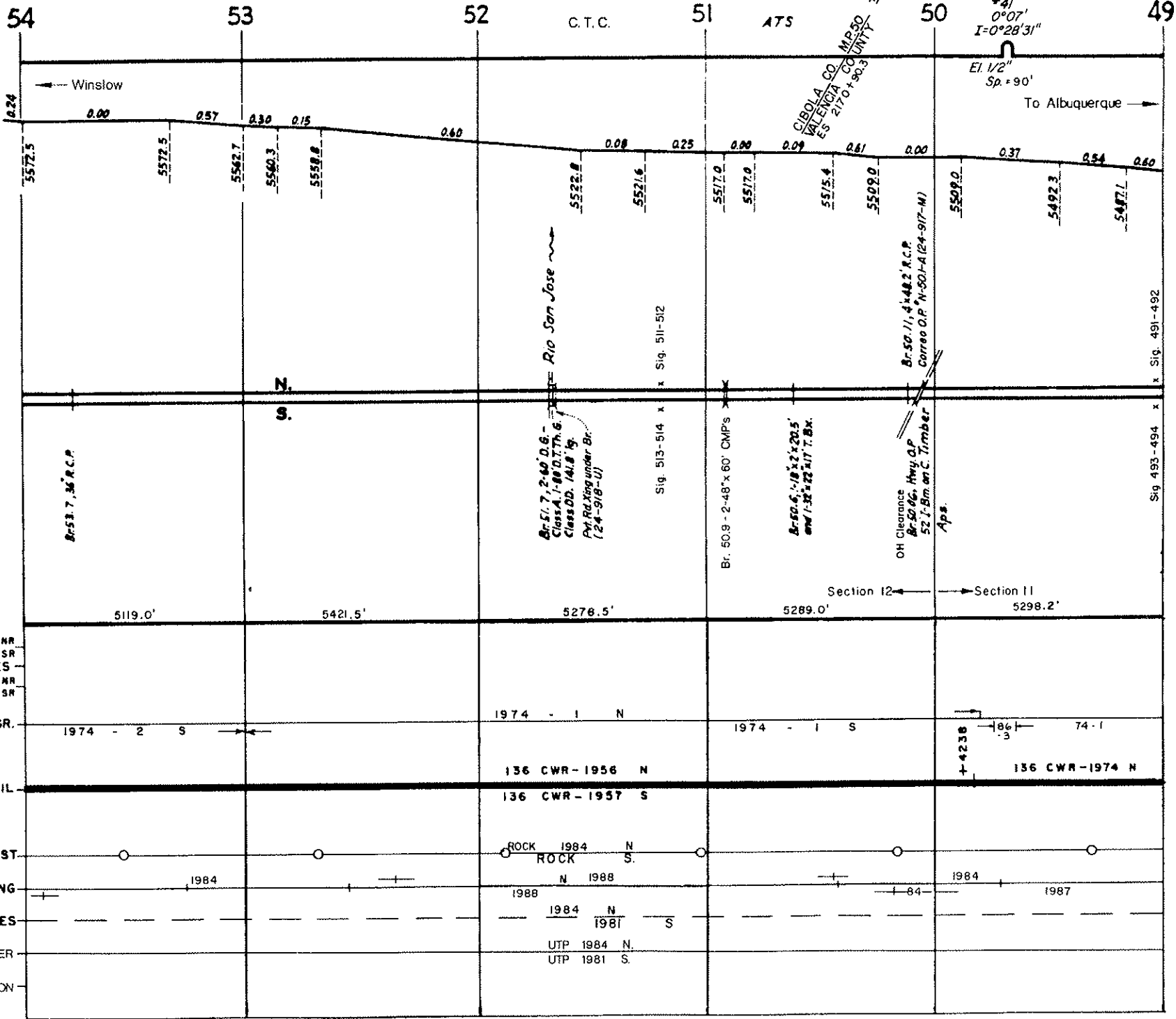






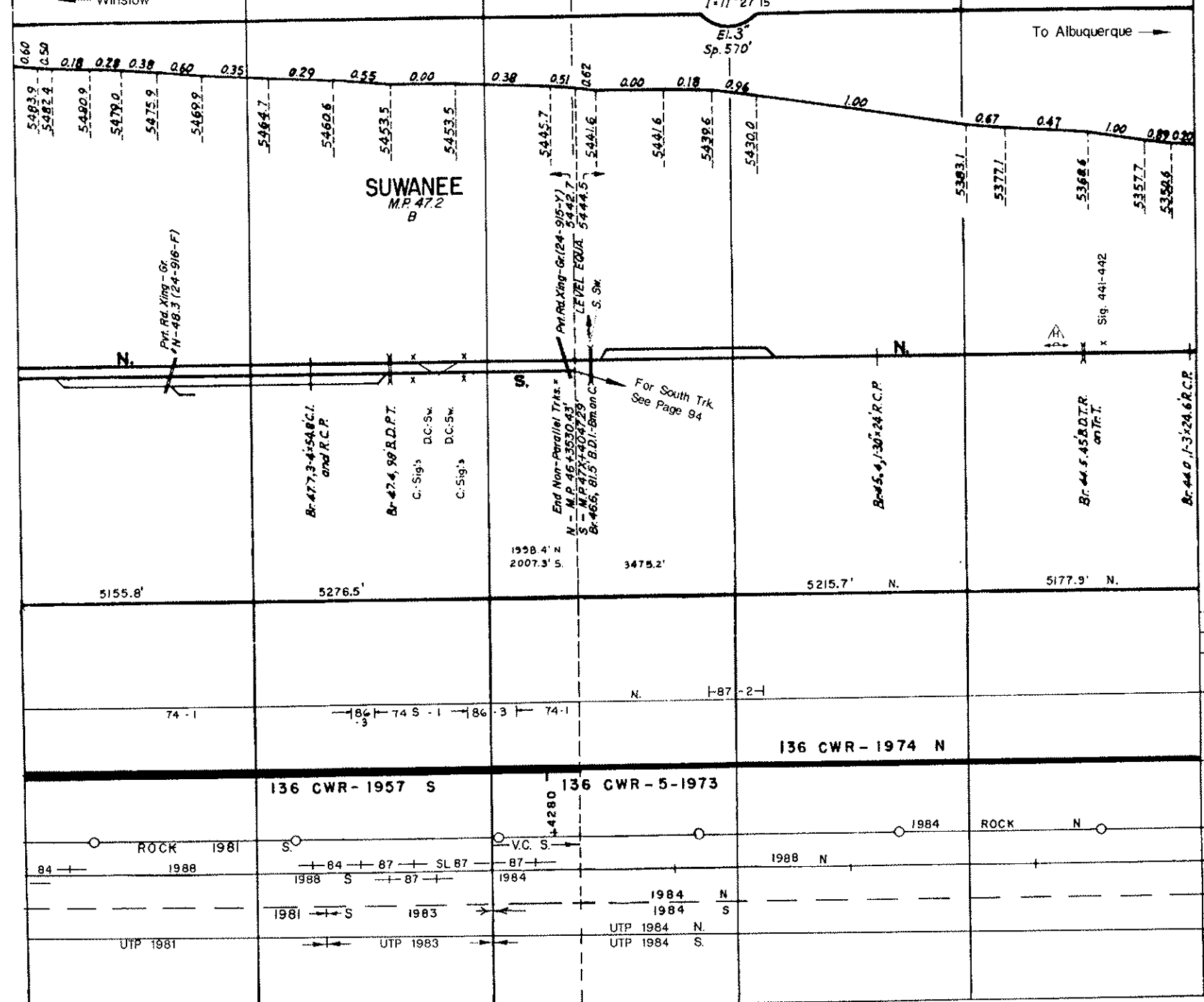


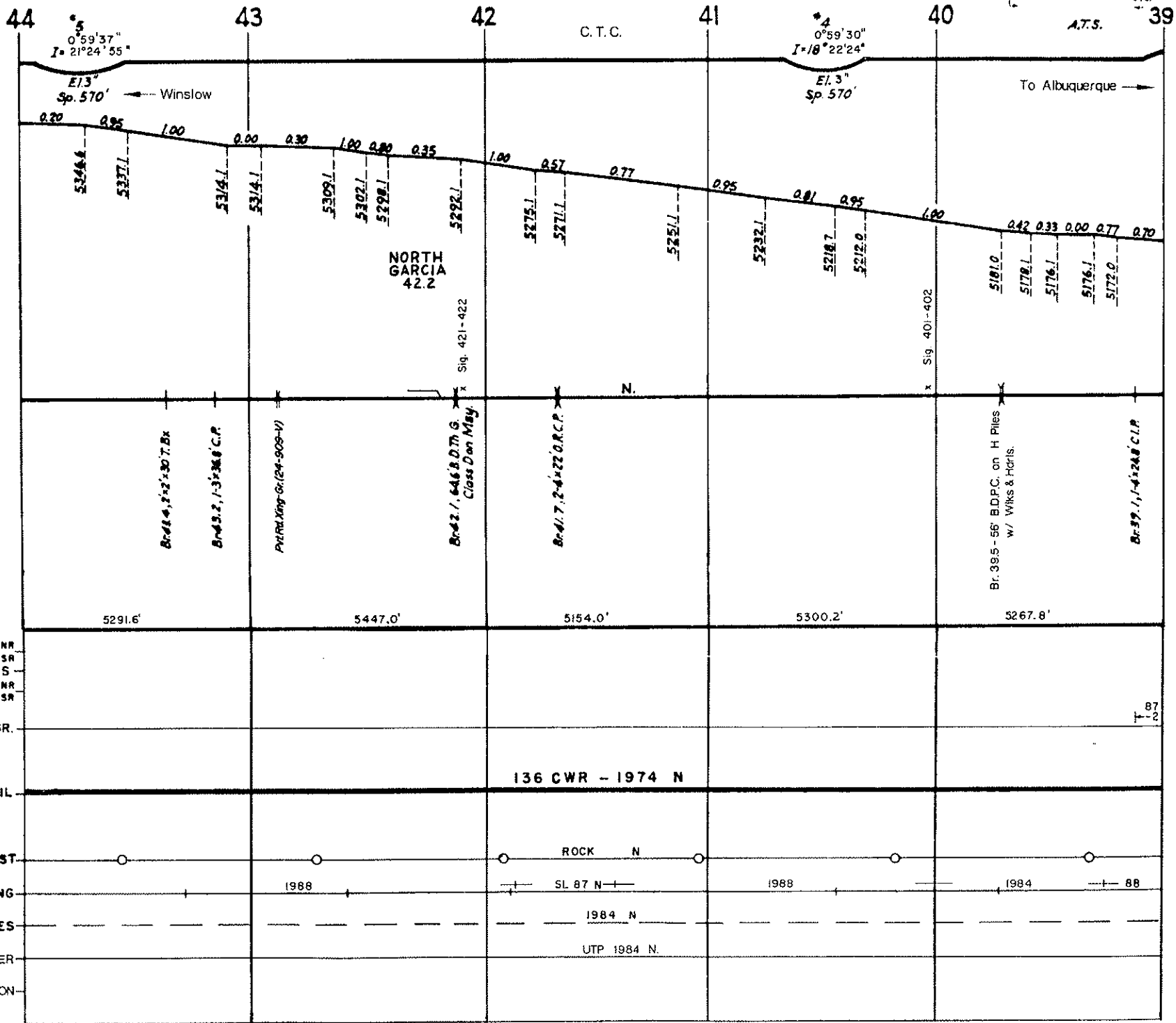


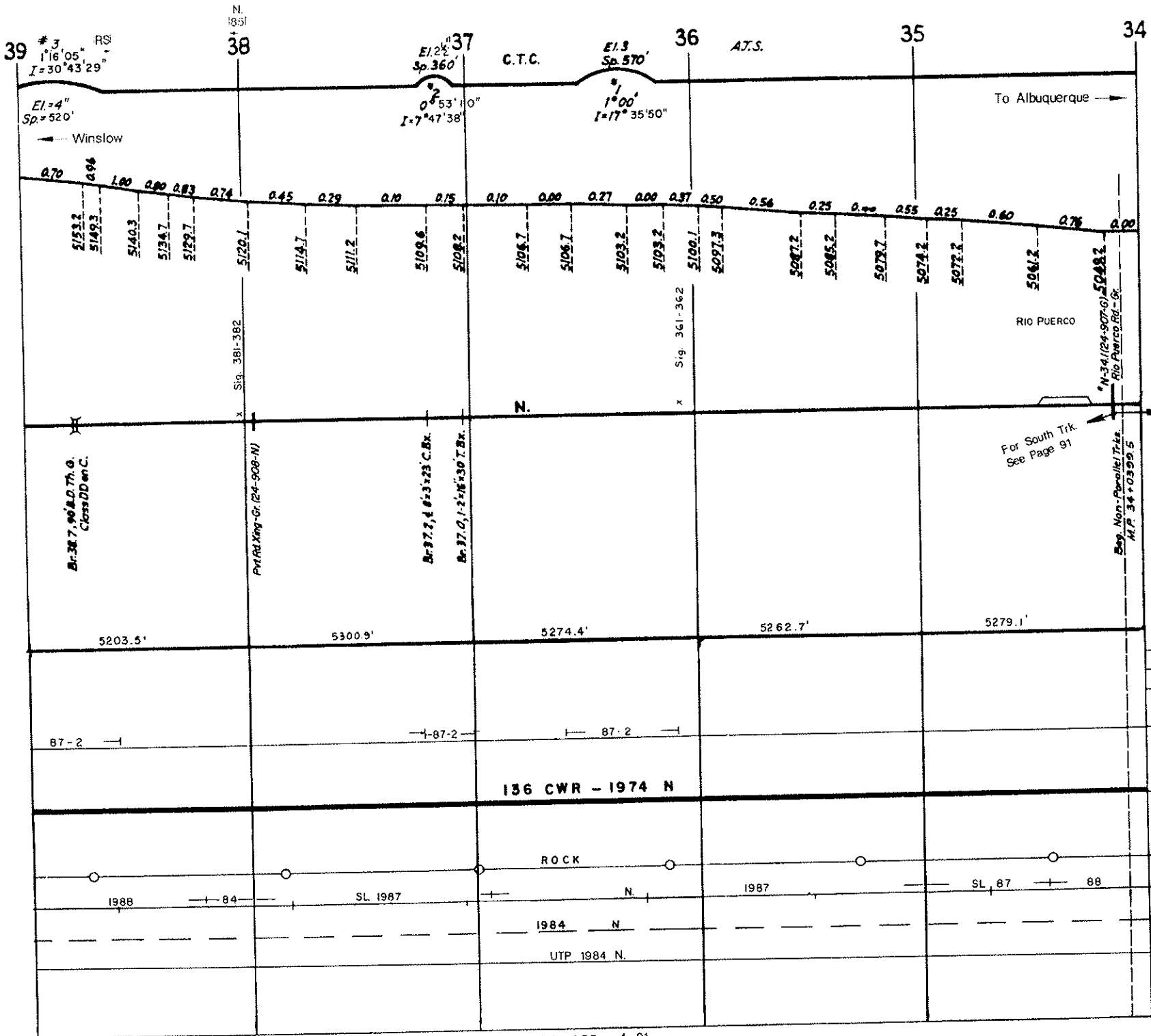


Winslow ←

To Albuquerque →







For Parallel Trks. See Page 91

For South Trk. See Page 91

- NR NT
- SR CURVES
- NR ST
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

S. (70,65)



47

#38
0°10'
I=1°01'28"

#37 47X
0°59'45"
I=11°43'28"

46X

A.T.S.

45X

← Winslow

To Albuquerque →

El. 1/2
Sp. 100'

El. 3-1/2
Sp. 570'

0.40 0.60 0.53 0.60

End Non-Parallel Trks.
M.P. 47X + 4047.29

LEVEL EQUA

For Cont. Of
Parallel Trks.
See Page 97

For North Trk.
See Page 97

Br. 46.6, 81.5' B.D.I.Bm. on C.

3996.3'
6003.7'

S.

Br. X46.5, 2-2x12x26.5' T. Br.

5625.1'

Sig. 453-454

Br. X45.6, 26.5' B.D.I.Bm.

5275.6'

Br. X45.2, 31.48' C.I.P.

- NT NR
- SR
- CURVES
- ST NR
- SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

91-1

1974-1 S

136 CWR-5-1973 S

ROCK S.

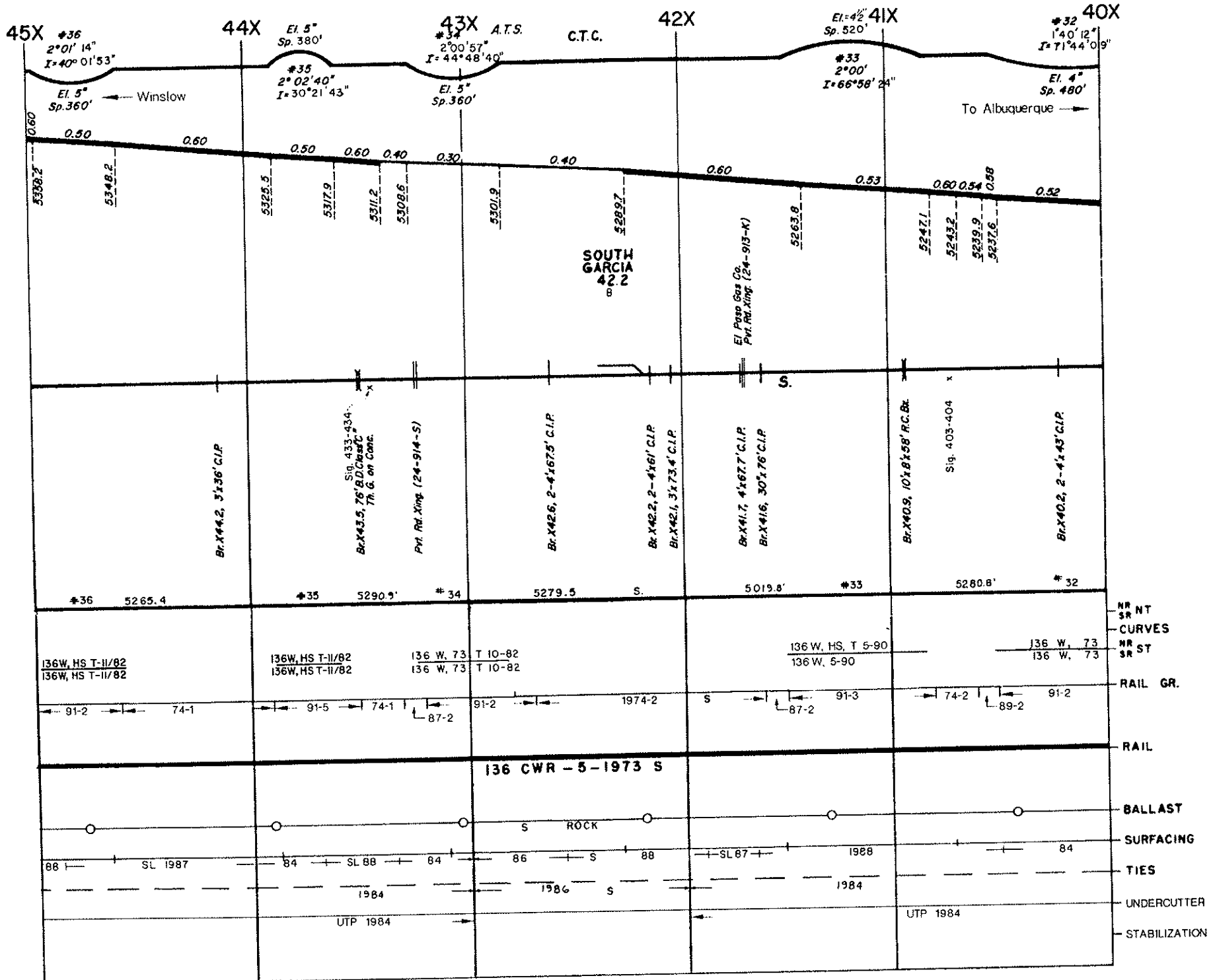
1984

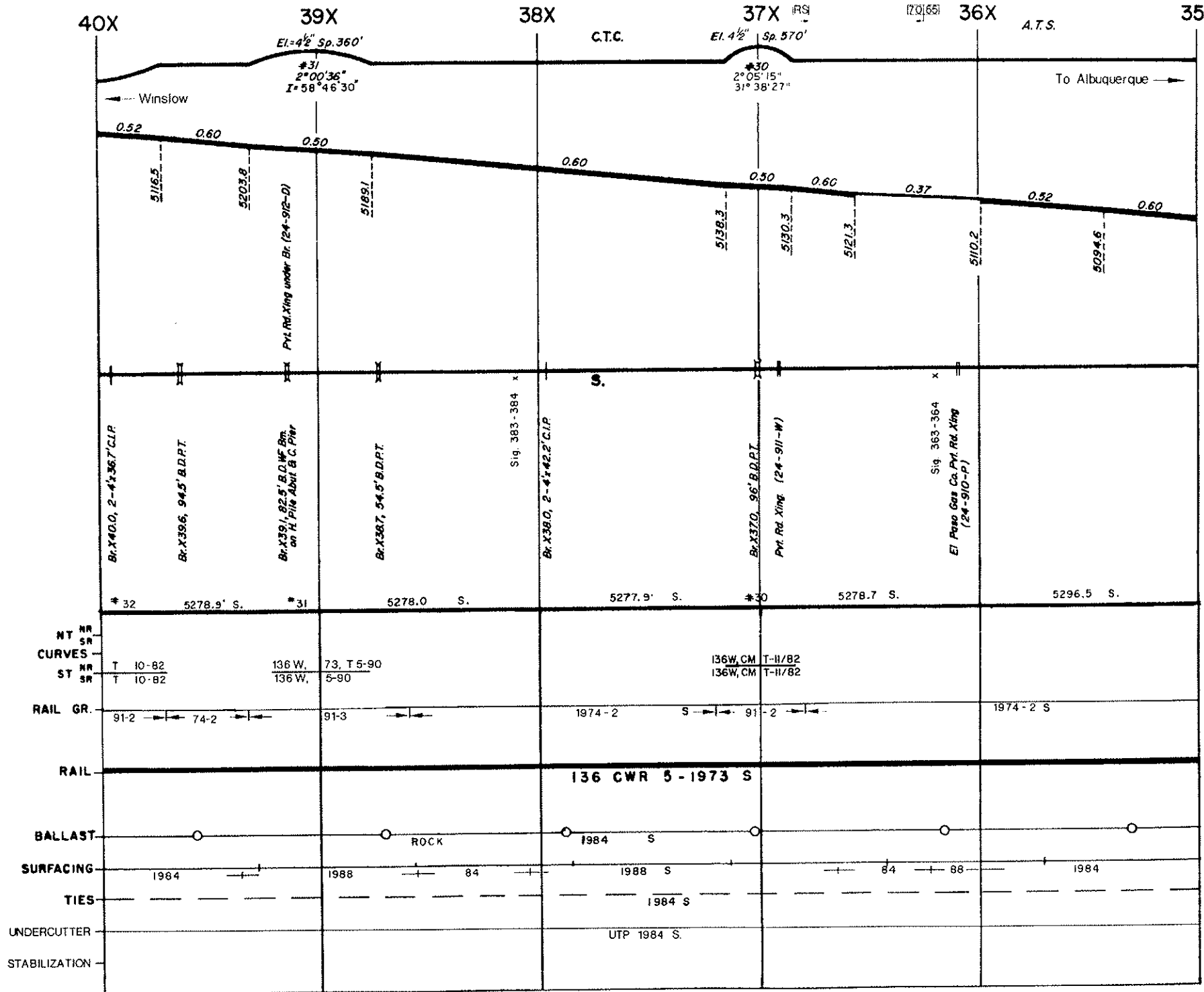
SL 67

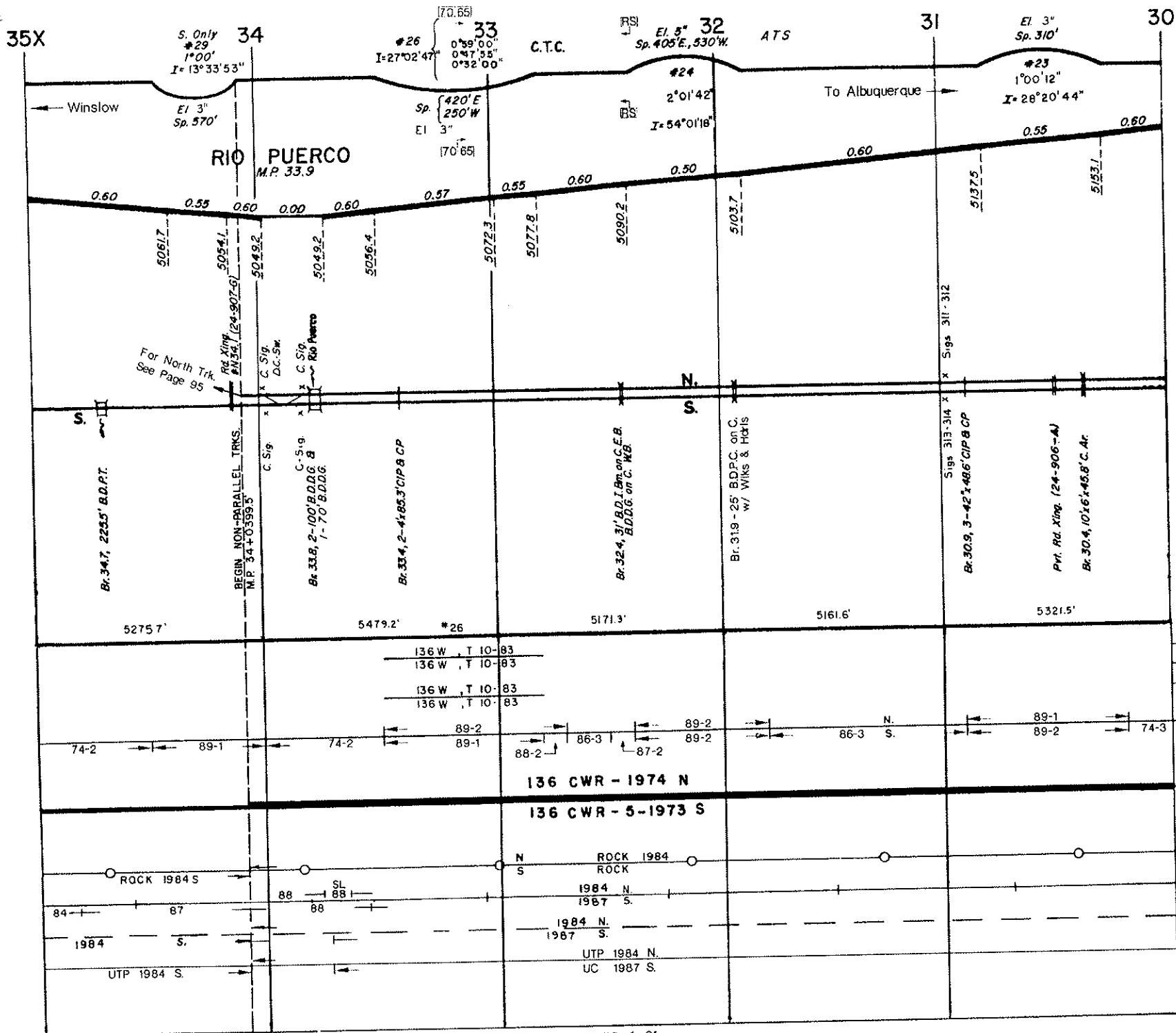
1988

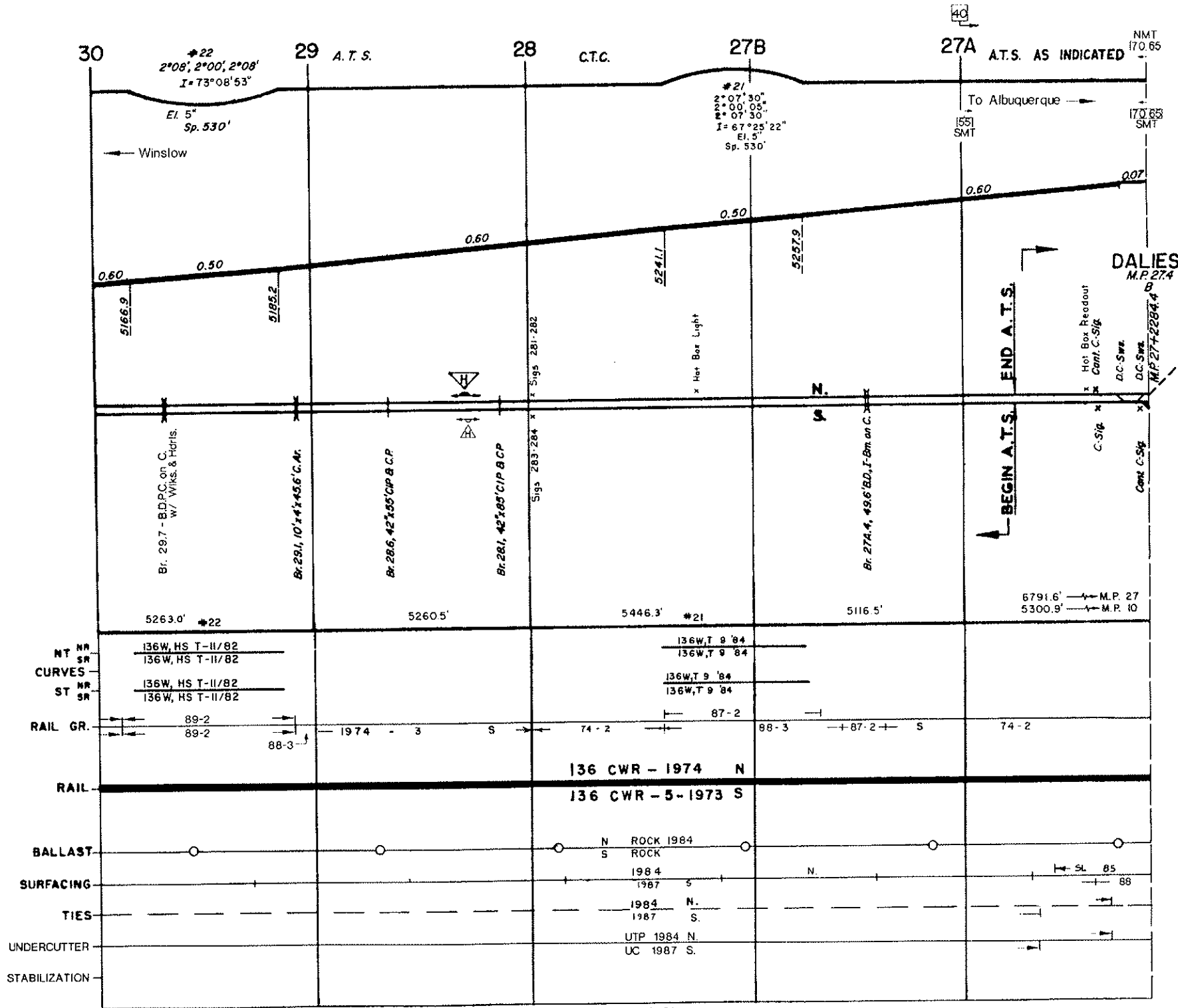
1984 S

UTP 1984 S.

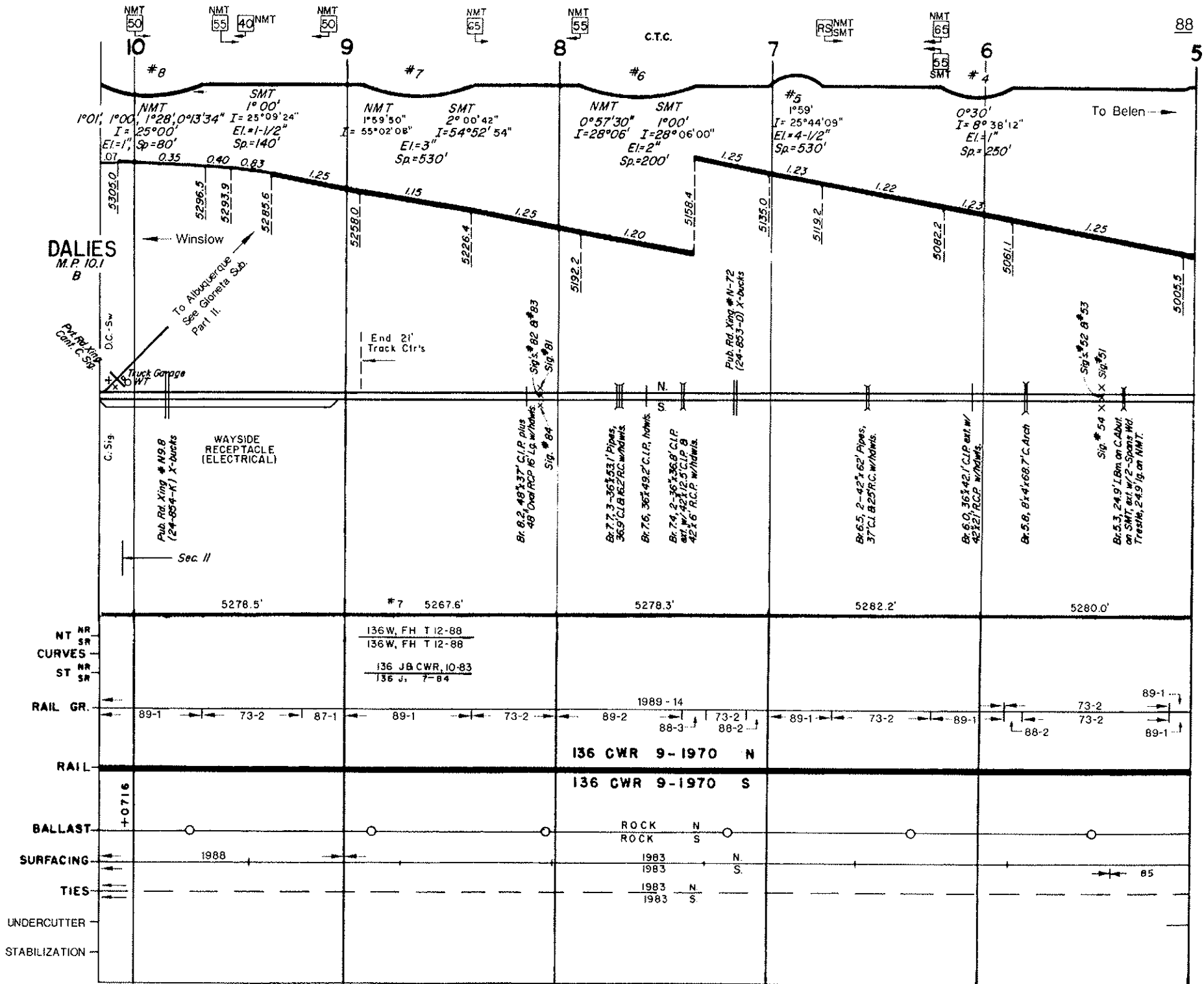


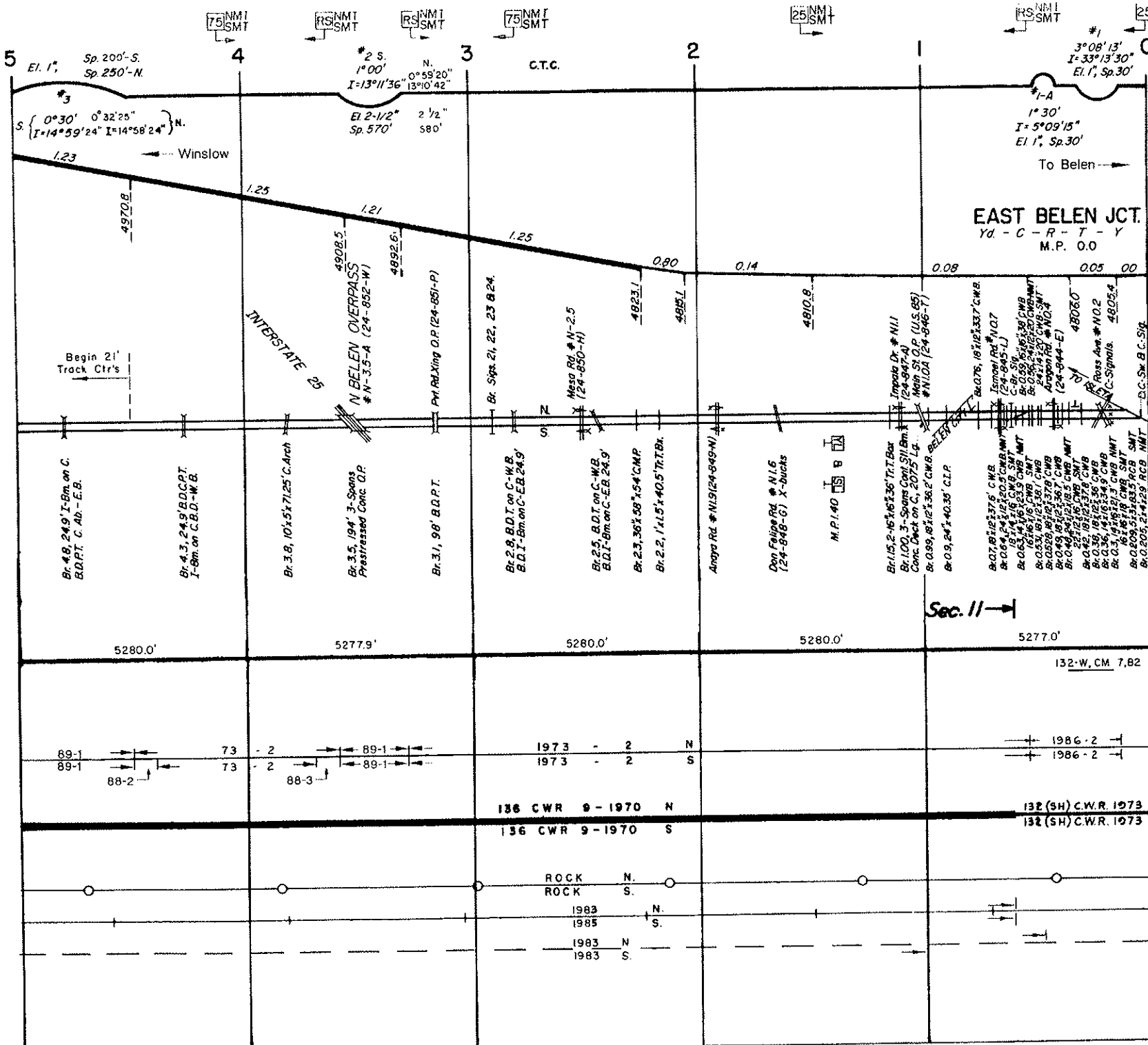






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- NR NT
- SR CURVES
- NR ST
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

Gallup Subdivision

Belen (M.P. 0.0) to Dalies (M.P. 10.1 = 27.4)
to Winslow (M.P. 289.0)

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