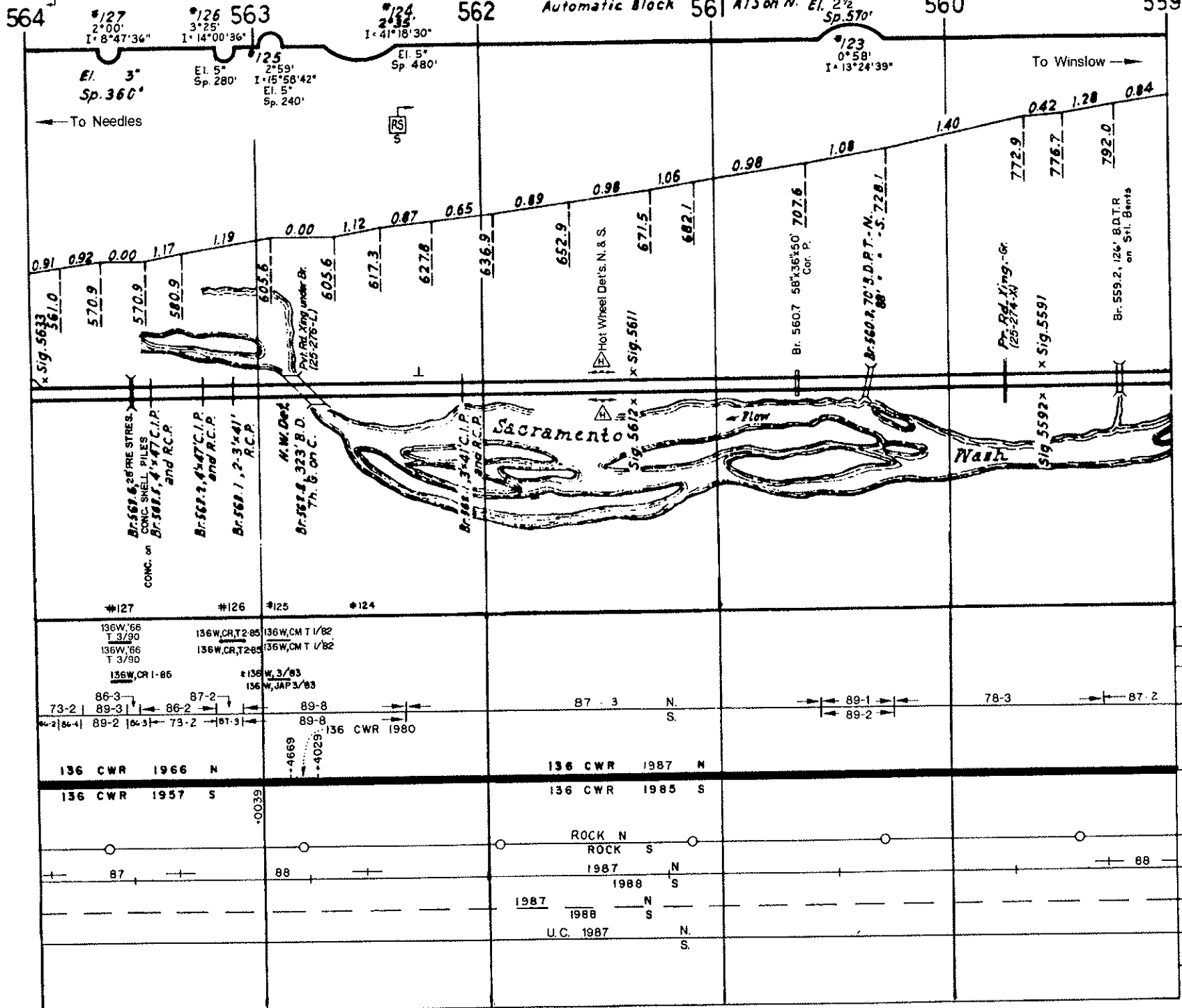


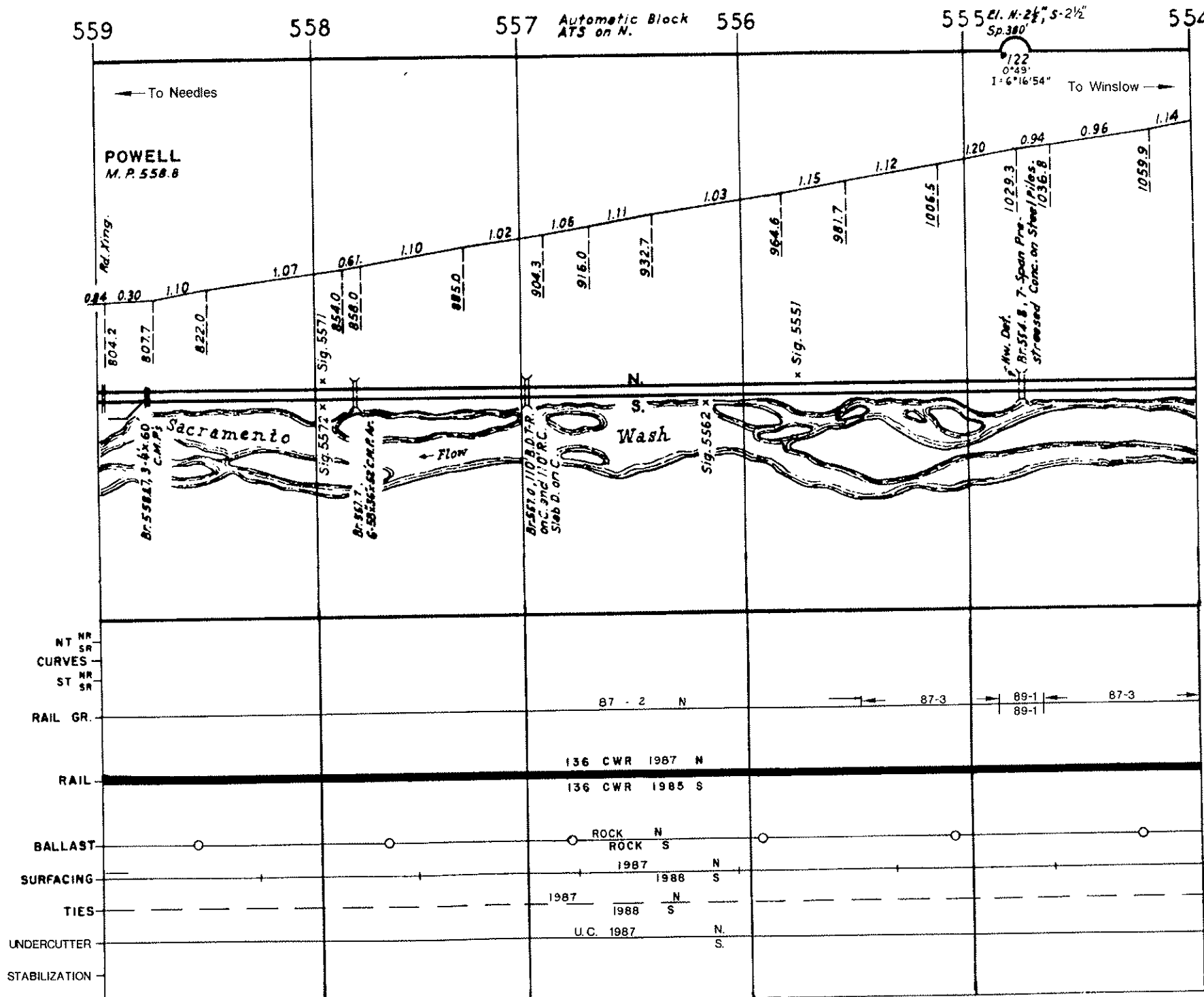
For Continuation See Western Region.

	#130A	*130	#129	*128
NT SR	136 W, T 3/83	136 W, CM 1-1982	136 W, CM 1/82	136 W, CM 1-1982
CURVES	140 W, 79 FHT 6/82	140 W, 79 FHT 6/82	136 W, CM 1/82	136 W, CM 1-1982
ST SR	136 W, SH-1-1979	136 W, SH-1-1979	140 W, 79 FHT 6/82	136 W, 3/83
RAIL GR.	136 W, CM-12-1978	136 W, CM-12-1978	*136 W, 3/83	*136 W, 3/83
RAIL	89-16	89-16	89-16	73-2
	89-15			86-3
	Pandrols N-86			
BALLAST	136 CWR 1966	136 CWR 1966	136 CWR 1957	136 CWR 1957
	Pandrols S-86	0589		
SURFACING	ROCK	ROCK	N	S
TIES	1987	88	1987	N
	1987	1988		S
UNDERCUTTER	U.C. 1987		1988	N
STABILIZATION		S		

Automatic Block 561 ATSON N. El. 2 1/2' Sp. 370'



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



559

558

557

Automatic Block  
ATS on N.

556

555 El. N: 2 1/2", S: 2 1/2"  
Sp. 380

554

← To Needles

To Winslow →

POWELL  
M. P. 558.8

Rd. King.

804.2  
807.7  
822.0

0.84 0.30 1.10

1.07

0.61

1.10

1.02

1.06

1.11

1.03

1.15

1.12

1.20

0.94

0.96

1.14

804.3  
916.0  
932.7

964.6  
981.7  
1006.5

1029.3  
1036.8

1059.9

x Sig. 5571

x Sig. 5562

x Sig. 5551

x Mw. Det.  
Rr. 554.8, 7-Span Pre-  
stressed Conc. on Stone/Piles  
1036.8

Sacramento

Wash

← Flow

Br. 5582.7, 3-4x60  
C.M.P.

Br. 557.7  
6-50x56.52 C.M.P. Ar.

Br. 557.0, 110 B.D.F.R.  
on C. and 110 P.C.  
Slab D. on C.

NT  
HR  
SR  
CURVES  
ST  
HR  
SR

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

87-2 N

87-3

89-1

87-3

136 CWR 1987 N

136 CWR 1985 S

ROCK N

ROCK S

1987 N

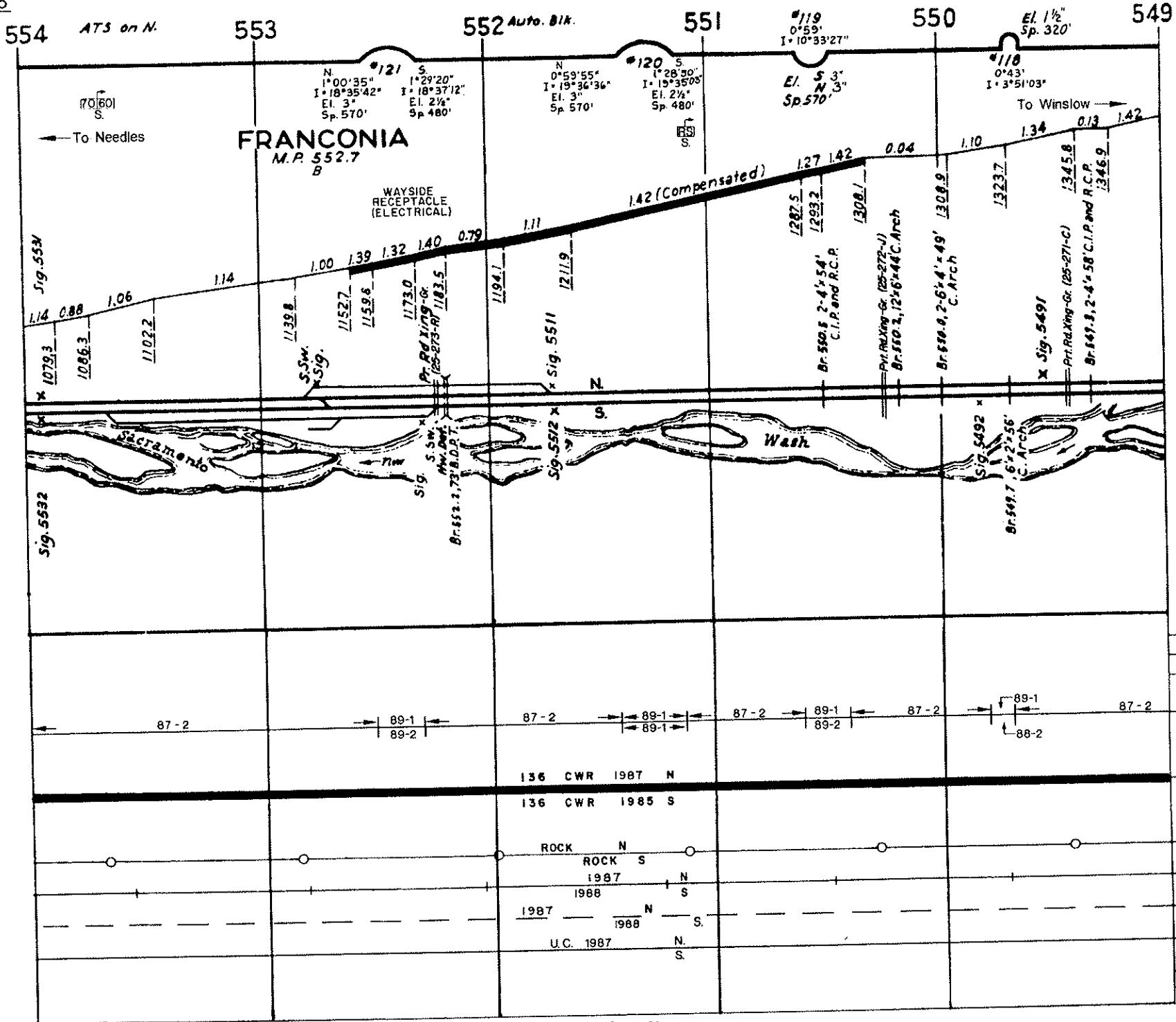
1988 S

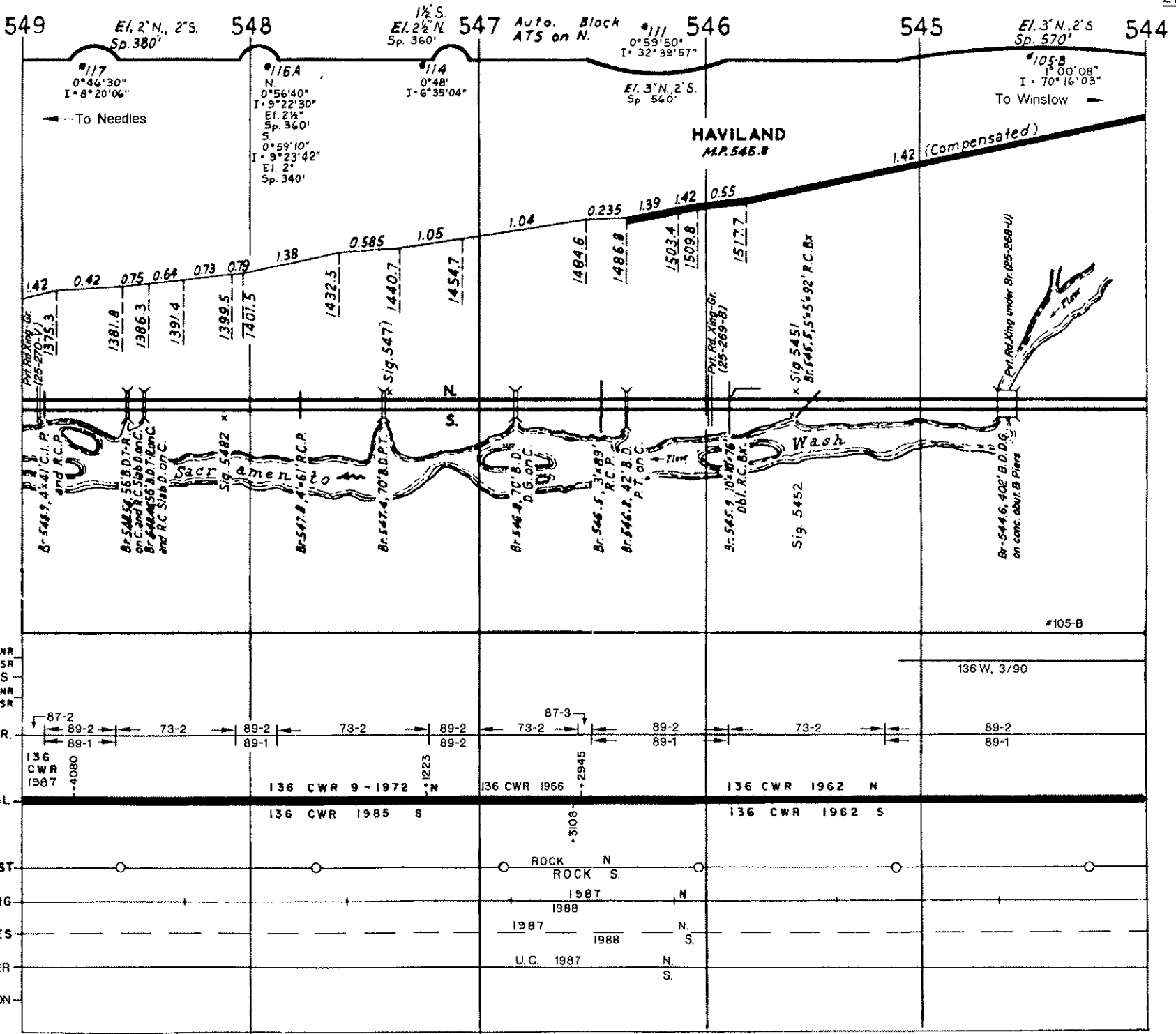
1987 N

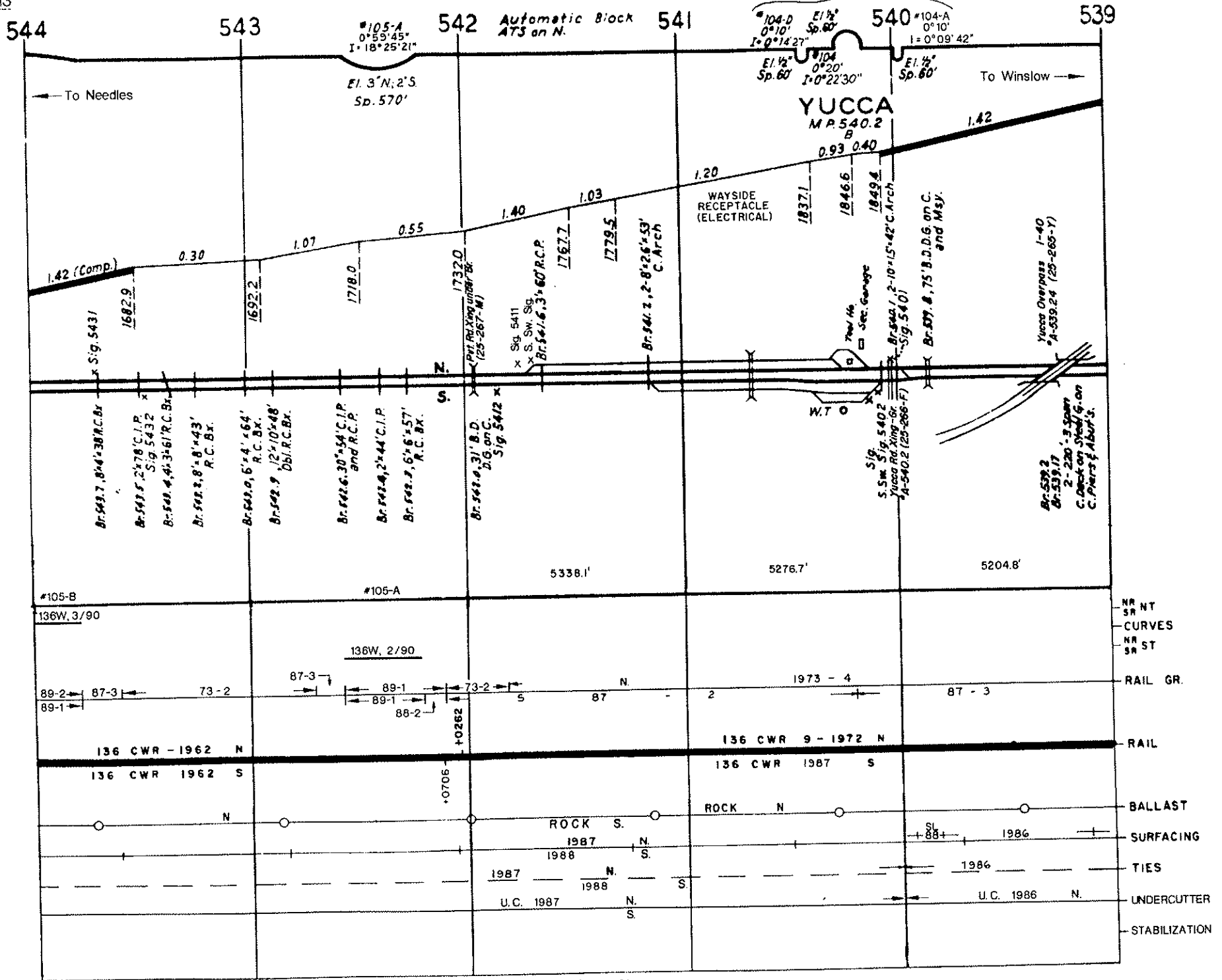
1988 S

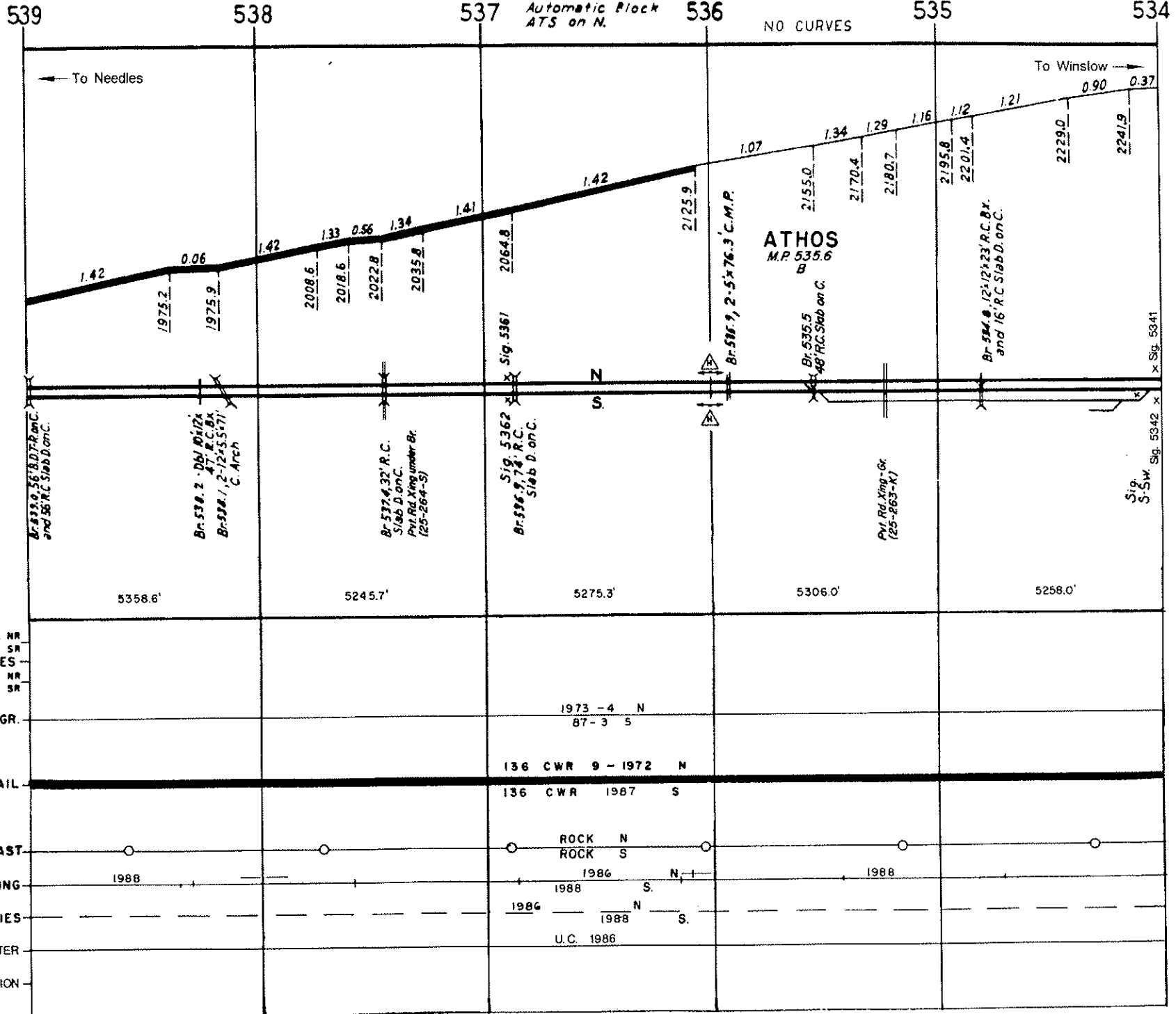
U.C. 1987 N.

S.

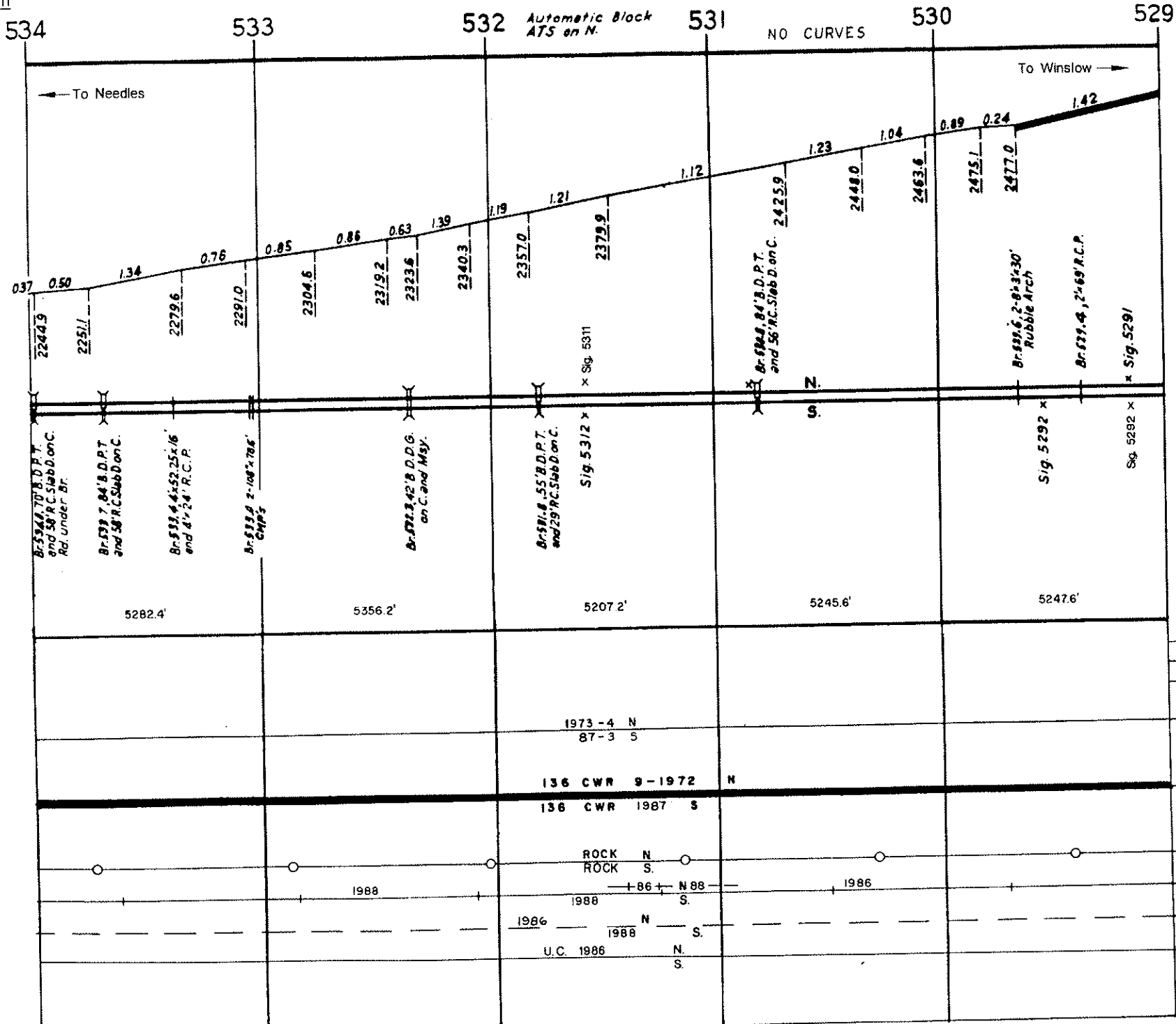








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529

528

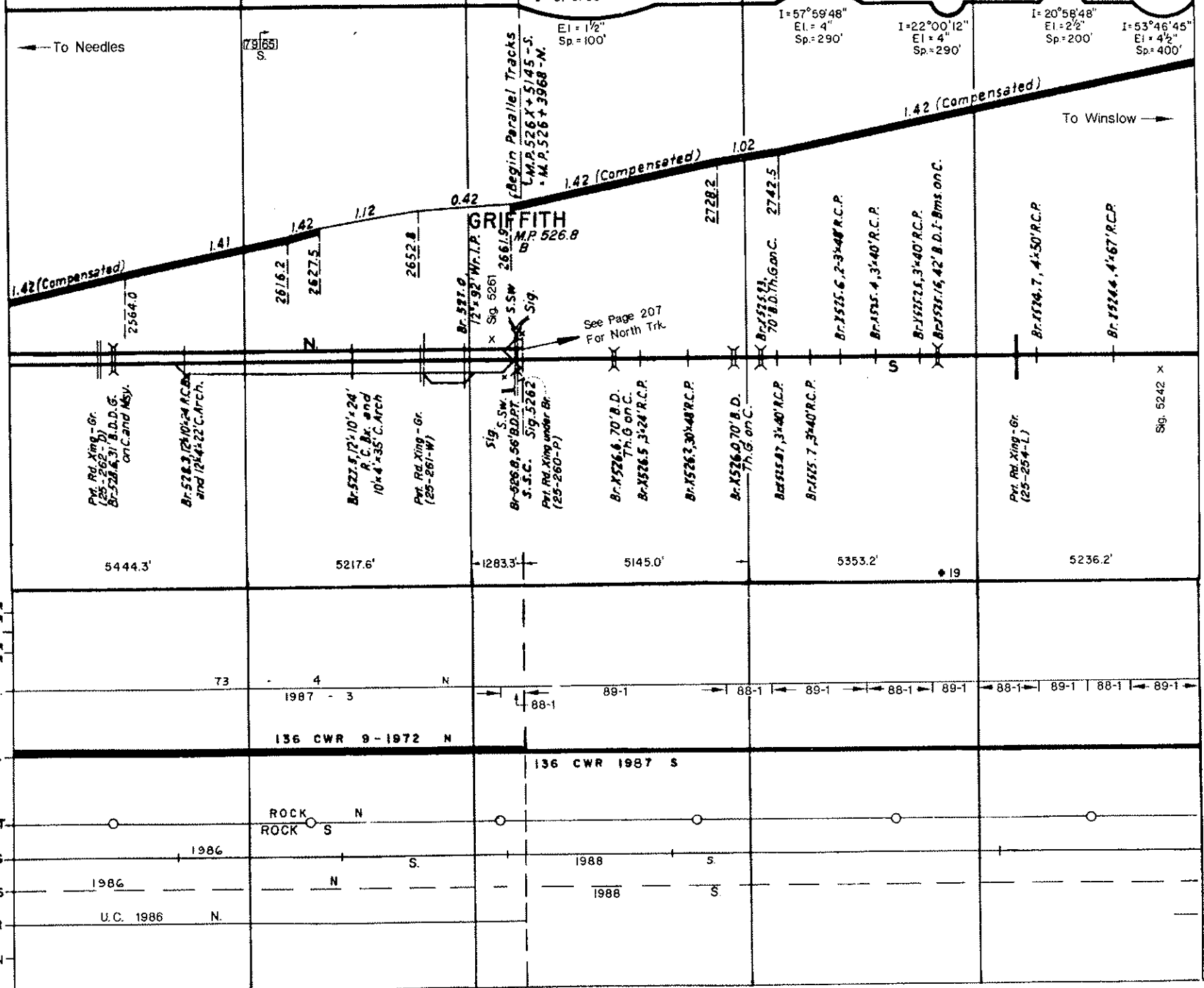
ATS on W.W.

527

526X

525X

524X



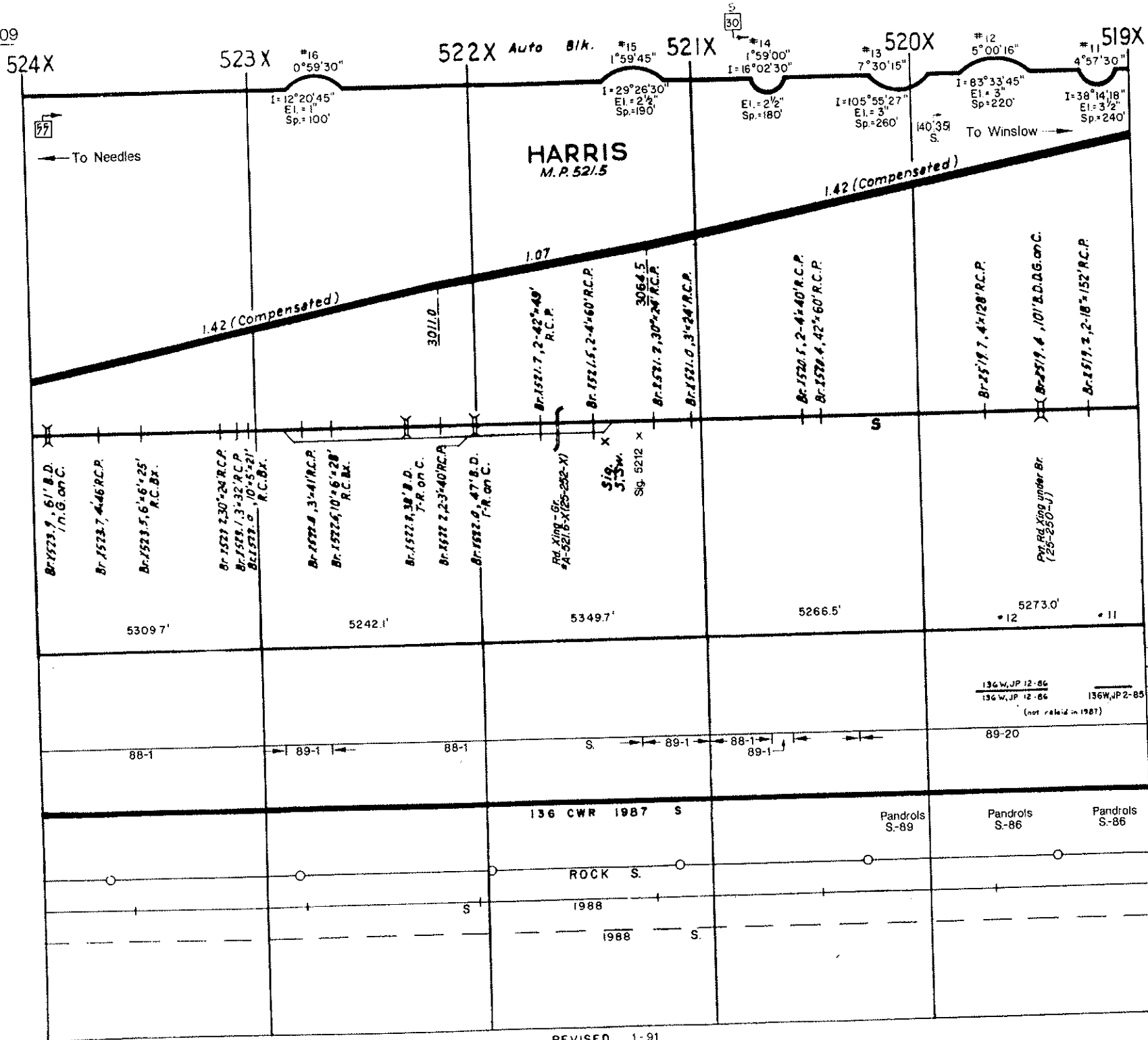
To Needles

To Winslow

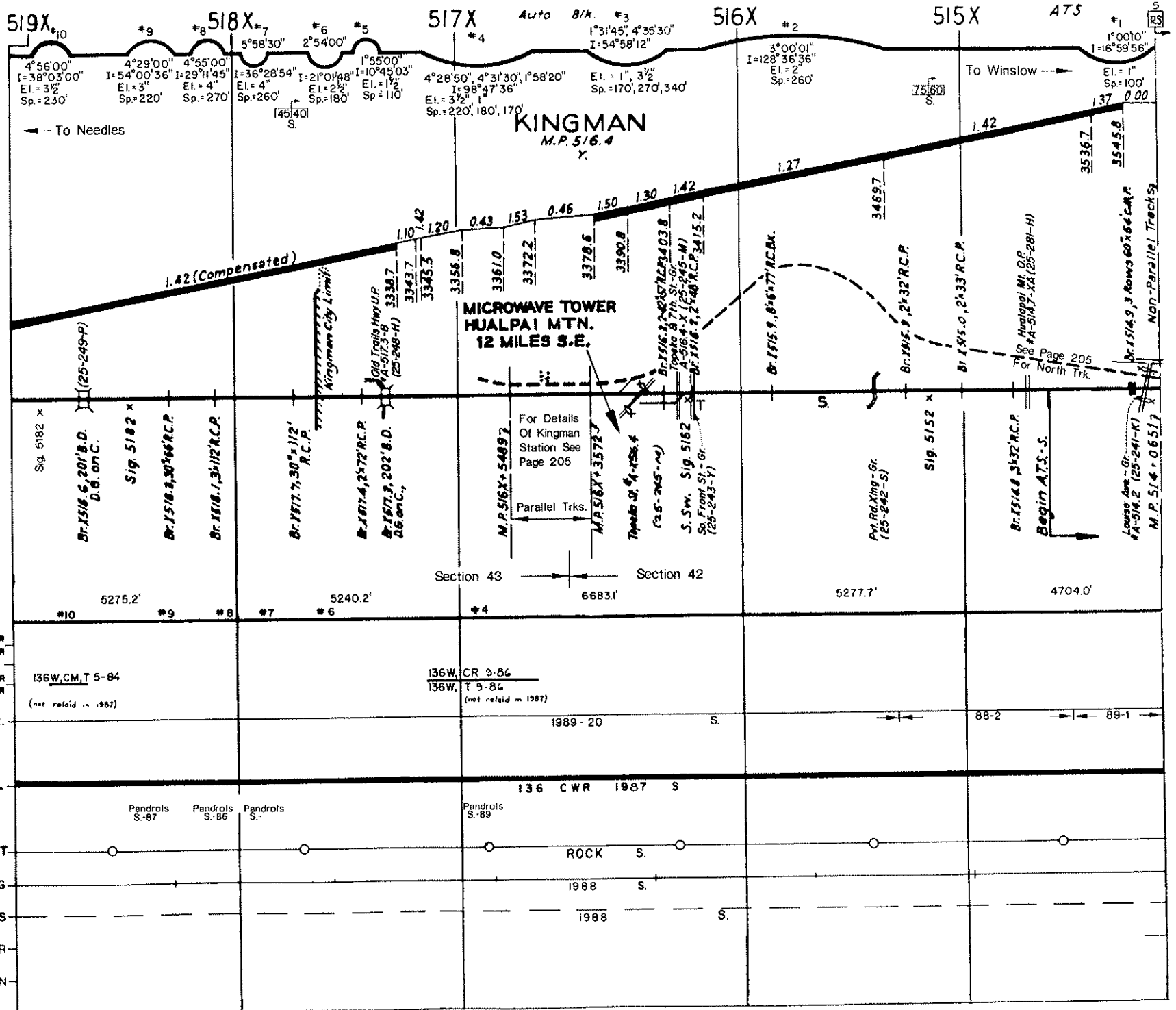
GRIFITH  
M.P. 526.8

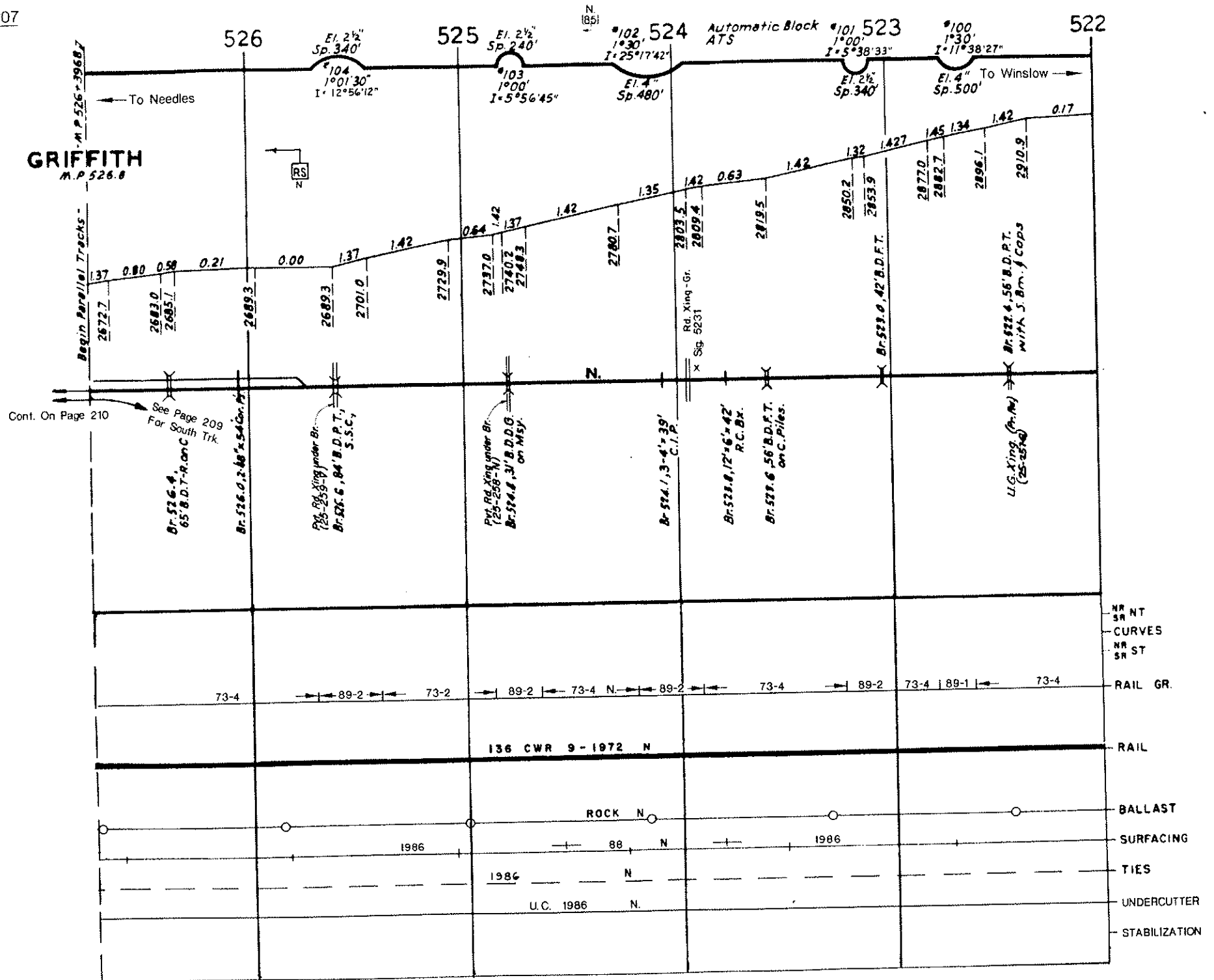
See Page 207  
For North Trk

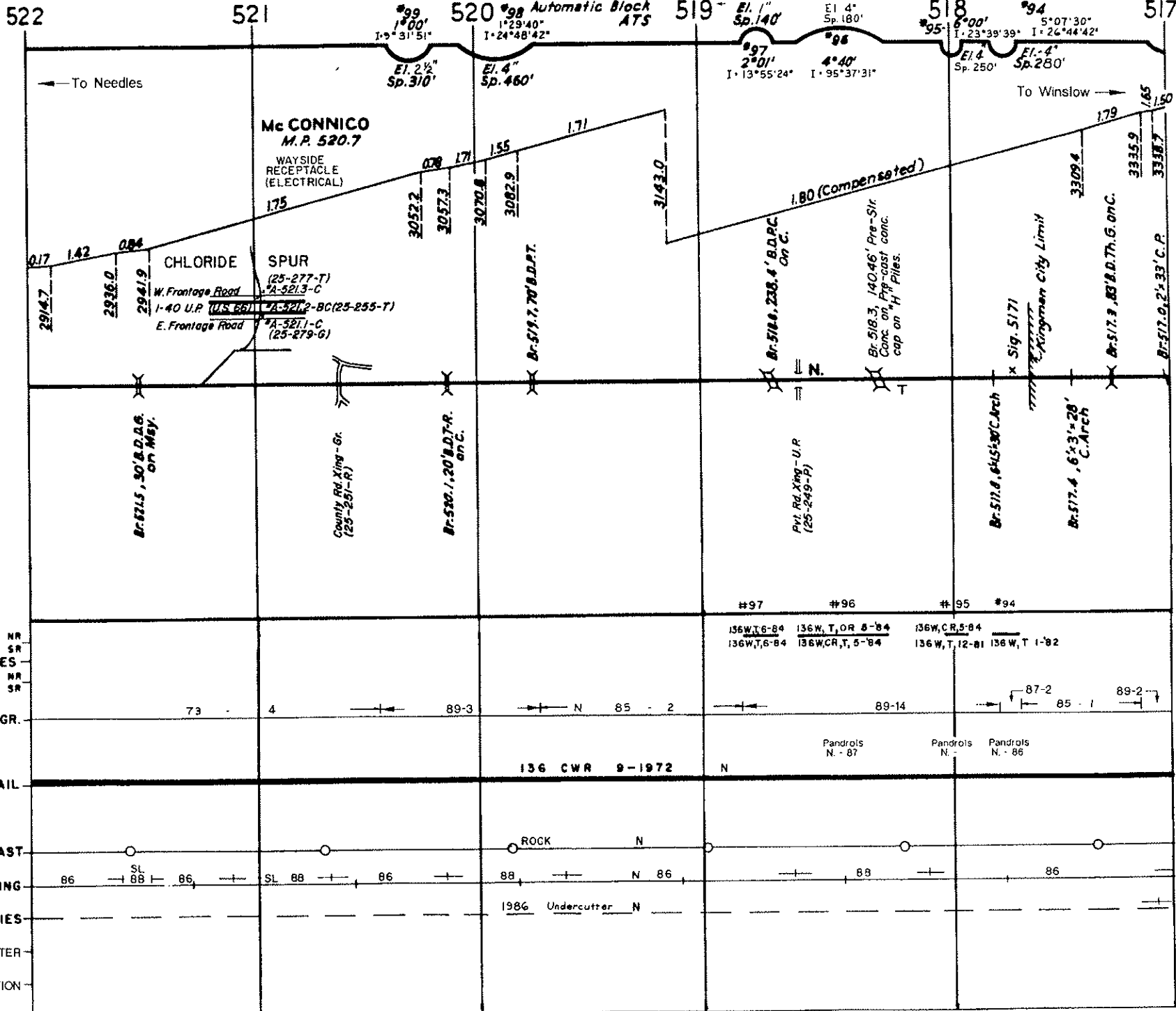
- NT NR
- SR
- CURVES
- ST NR
- SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION



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







Mc CONNICO  
M.P. 520.7

WAYSIDE  
RECEPTACLE  
(ELECTRICAL)

CHLORIDE SPUR

W. Frontage Road  
E. Frontage Road  
I-40 U.P. (U.S. 86)  
A-521.2-BC(25-255-T)  
A-521.1-C (25-279-G)

Br. 511.5, 30' B.D.G. on Misy.

County Rd. Xing - Gr.  
(25-291-R)

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

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

Pvt. Rd. Xing - U.R.  
(25-249-P)

Br. 518.0, 64' 5" x 30' C. Arch

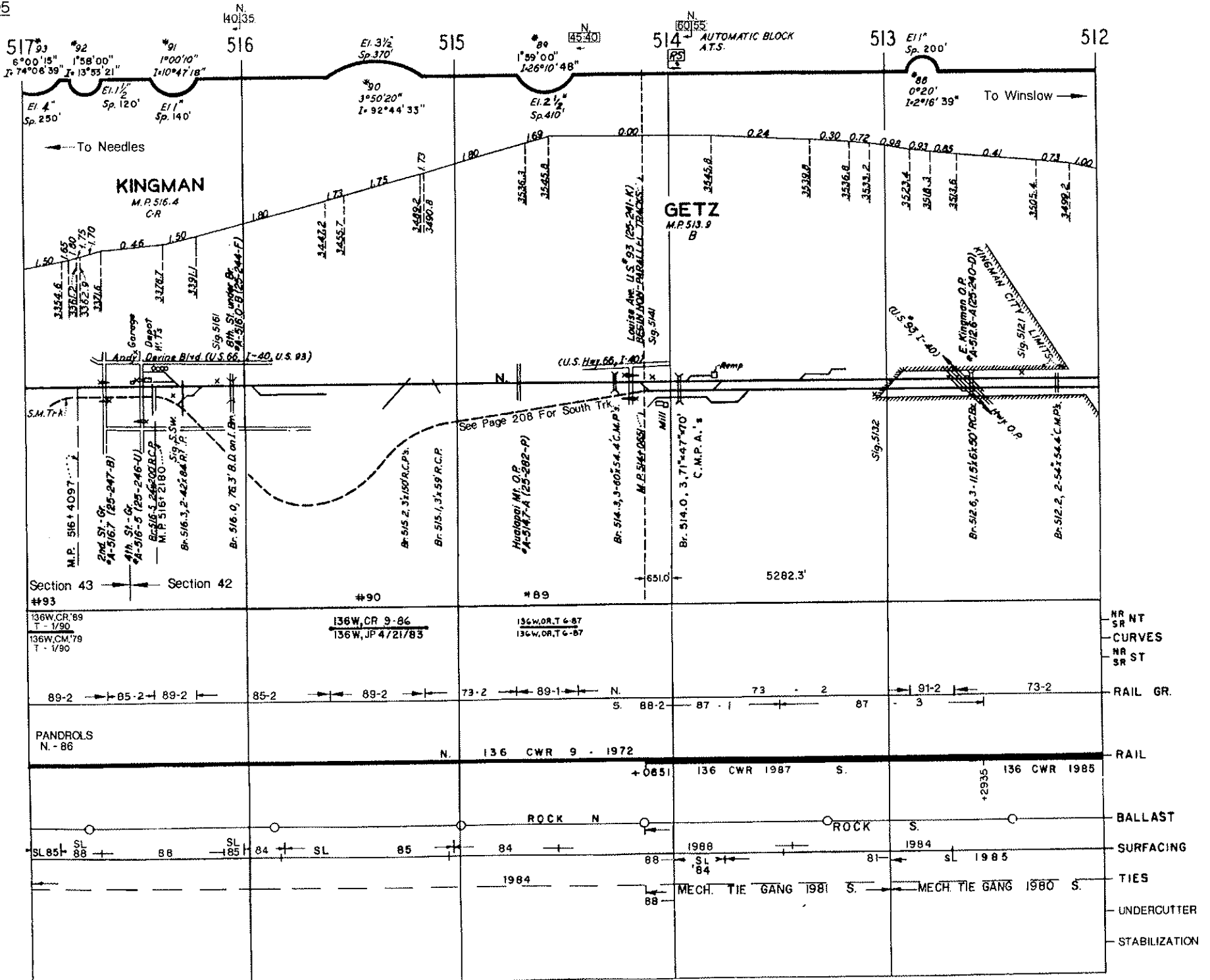
Br. 517.4, 6' 3" x 28' C. Arch

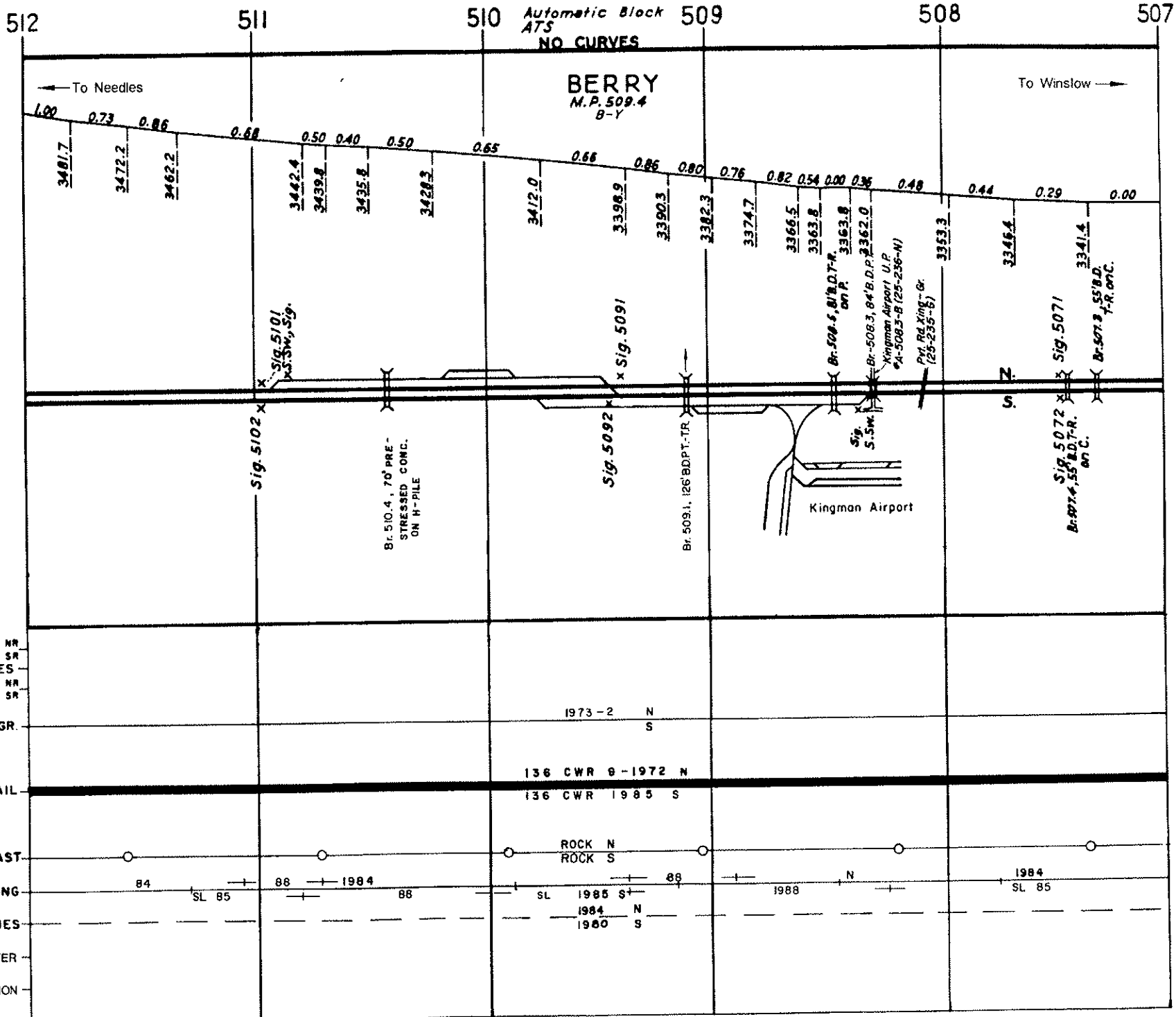
x Sig. 5171  
Kingman City Limit

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

Br. 517.0, 2' x 33' C.P.

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





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

507

506

505

Automatic Block  
ATS  
NO CURVES

504

503

502

← To Needles

To Winslow →

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

3337.7

3335.9

3330.7

3328.7

3326.4

3323.6

3320.3

3318.8

3318.8

3316.8

3311.0

3311.0

3319.6

3324.8

Br. 506.7, 06' B.D.T.-R.

Br. 505.7, 81' B.D.T.-R.  
Hw. Det.

Sig. 505.2 x Sig. 505.1  
Br. 505.6, 57' B.D.T.-R.

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

Br. 503.7, 28' B.D.T.-R.  
Sig. 503.2 x Sig. 503.1

Br. 503.1, 98' B.D.T.-R.

Sig. 502.2 x Sig. 502.1

N

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

1973 - 2 N

136 CWR 9 - 1972 N

136 CWR 1985 S

ROCK N  
ROCK S

1984 N  
1985 S

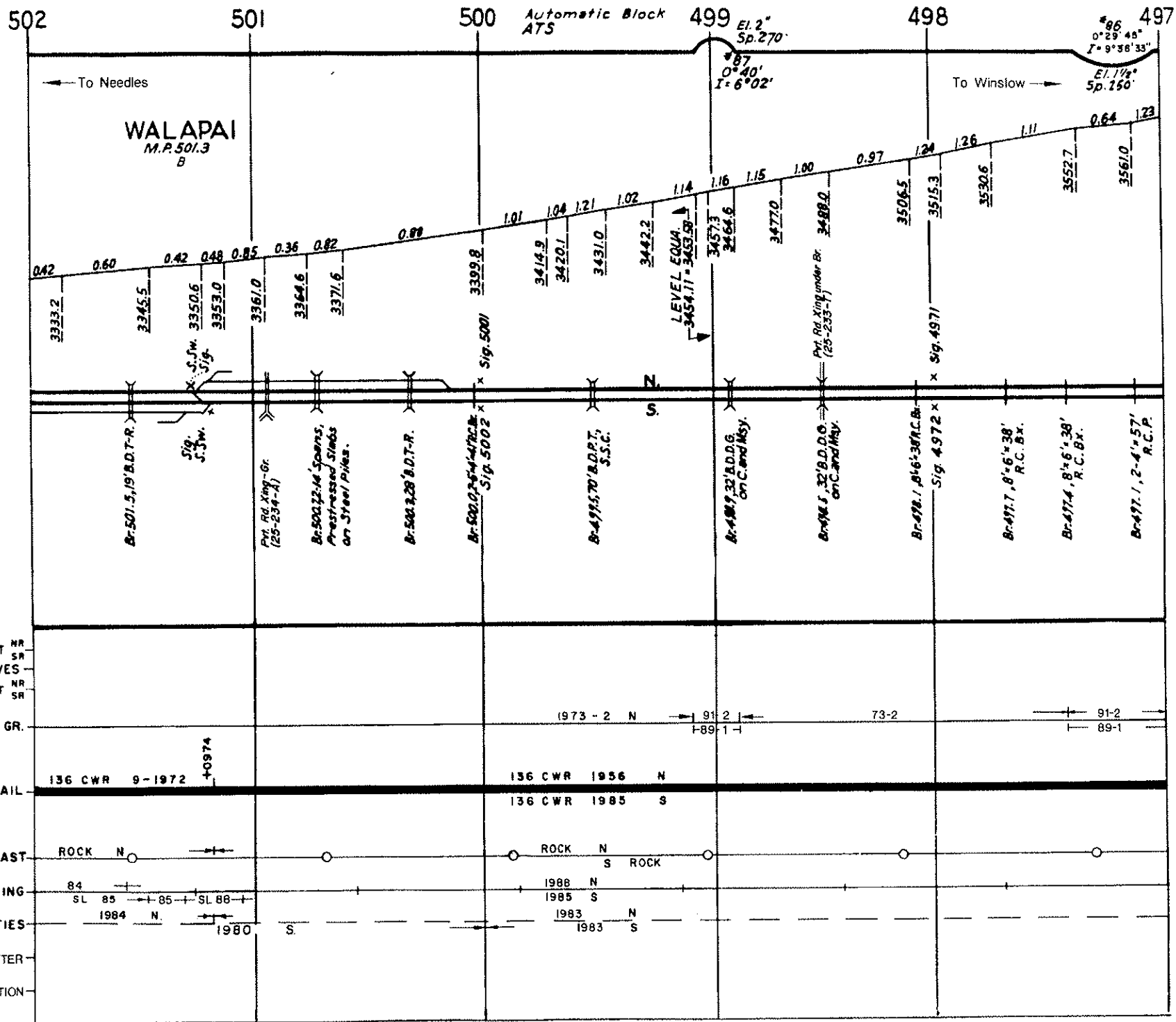
MECH. TIE GANG 1980 S

84

SL 88

1988





NT  
SR

CURVES  
NR  
ST  
SR

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

497

496

#85

495

494

Automatic Block  
ATS

493

#84  
0°59'00"  
I = 9°50'20"

492

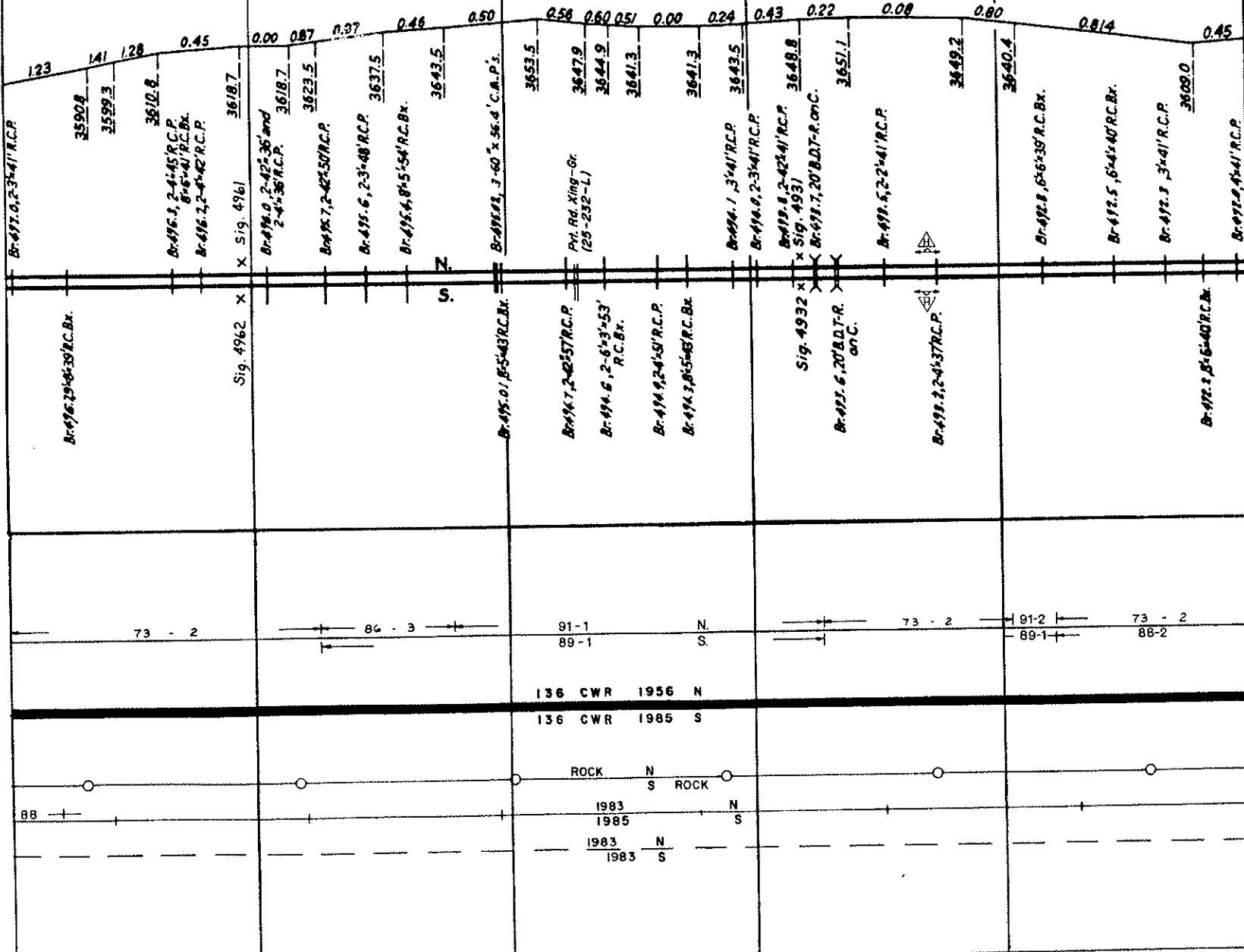
0°44'40"  
0°41'10"  
0°42'00"  
0°41'52"  
0°43'40"  
I = 73°04'03"

EI. 2 1/2' N, 2' S  
Sp. 350

EI. 3'  
Sp. 340

To Needles ←

To Winslow →



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

73 - 2

86 - 3

91-1 N  
89-1 S

73 - 2

91-2 N  
89-1 S

73 - 2

136 CWR 1956 N

136 CWR 1985 S

ROCK N  
S ROCK

1983 N  
1985 S

1983 N  
1983 S

88

492

491

83 490 Auto. Bk. ATS  
N-1°29'30" S-1°34'00"  
I-22°20'54"

489

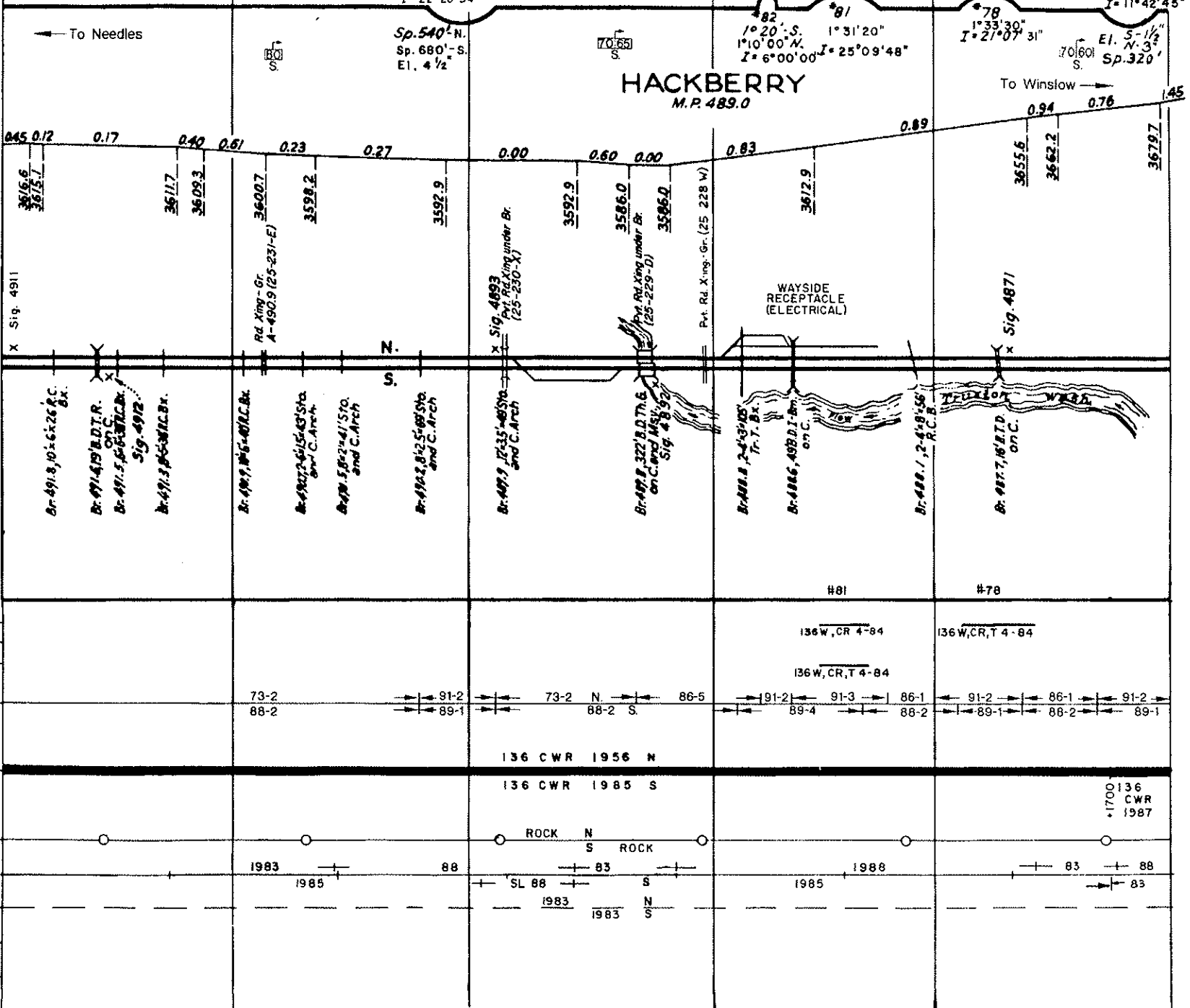
Sp. N-240'  
S-230' El. S-3 1/2° N-4 1/4°  
El. 3" Sp. 540'  
1°20' S. 1°31'20"  
I°10'00" N. I°25'09'48"  
Z°6°00'00"

488

Sp. 680' N-4 1/2°  
El. S-3' N-4 1/2"  
I°11°42'45"  
I°33'30" I°21°07'31"  
El. S-1 1/2° N-3'  
Sp. 320'

HACKBERRY  
M.P. 489.0

To Winslow →

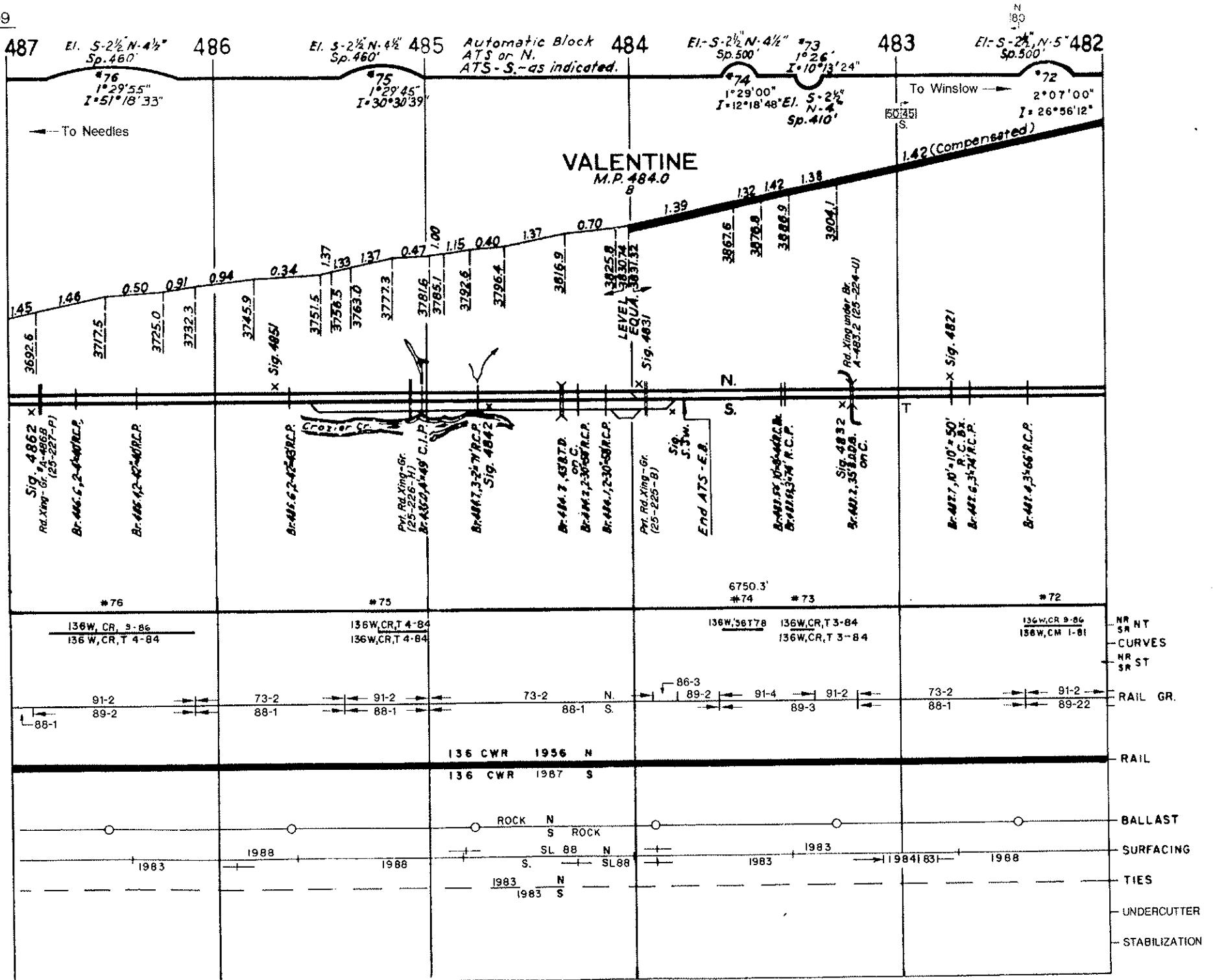


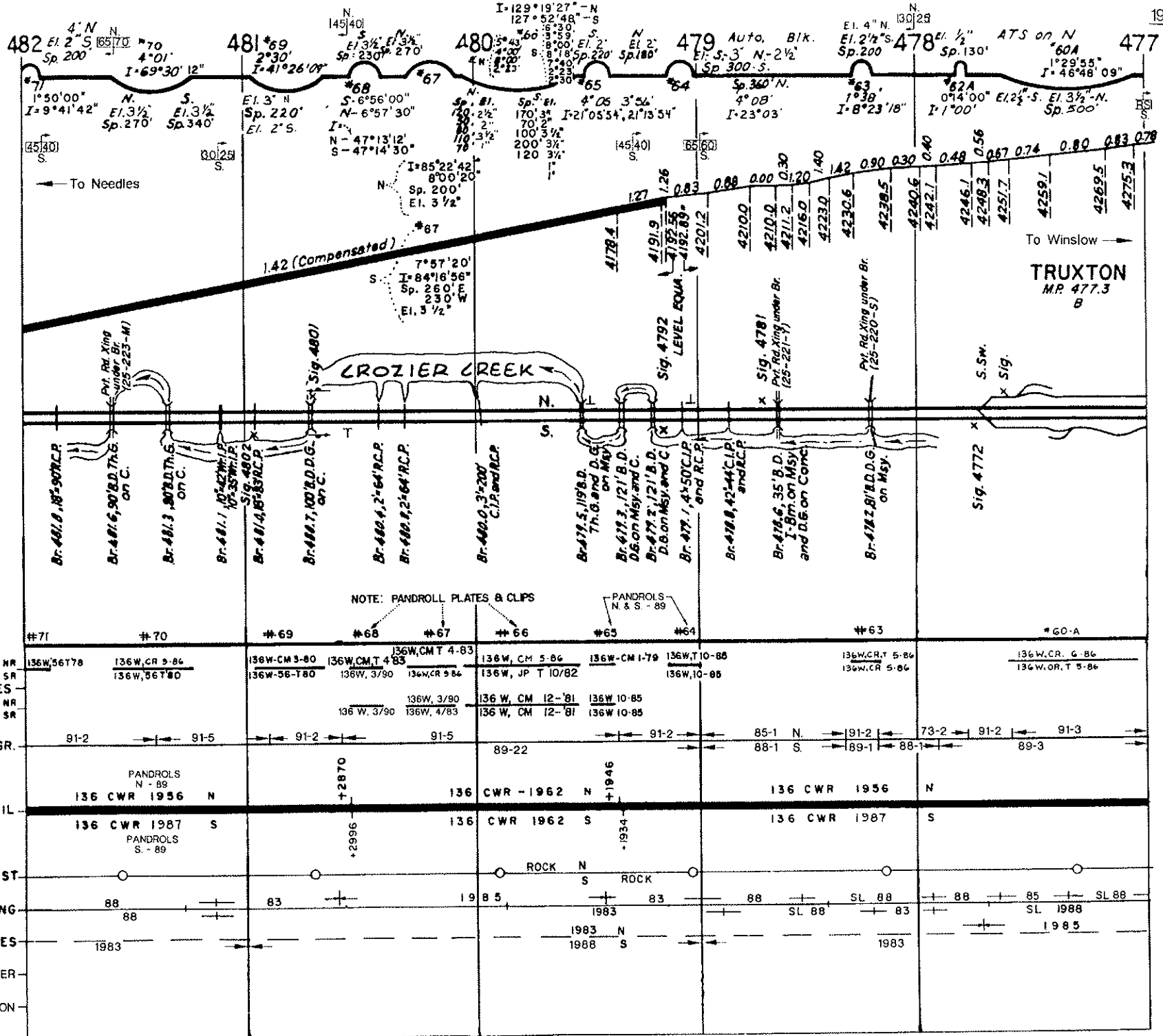
NT HR  
SR  
CURVES  
ST HR  
SR  
RAIL GR.  
RAIL  
BALLAST  
SURFACING  
TIES  
UNDERCUTTER  
STABILIZATION

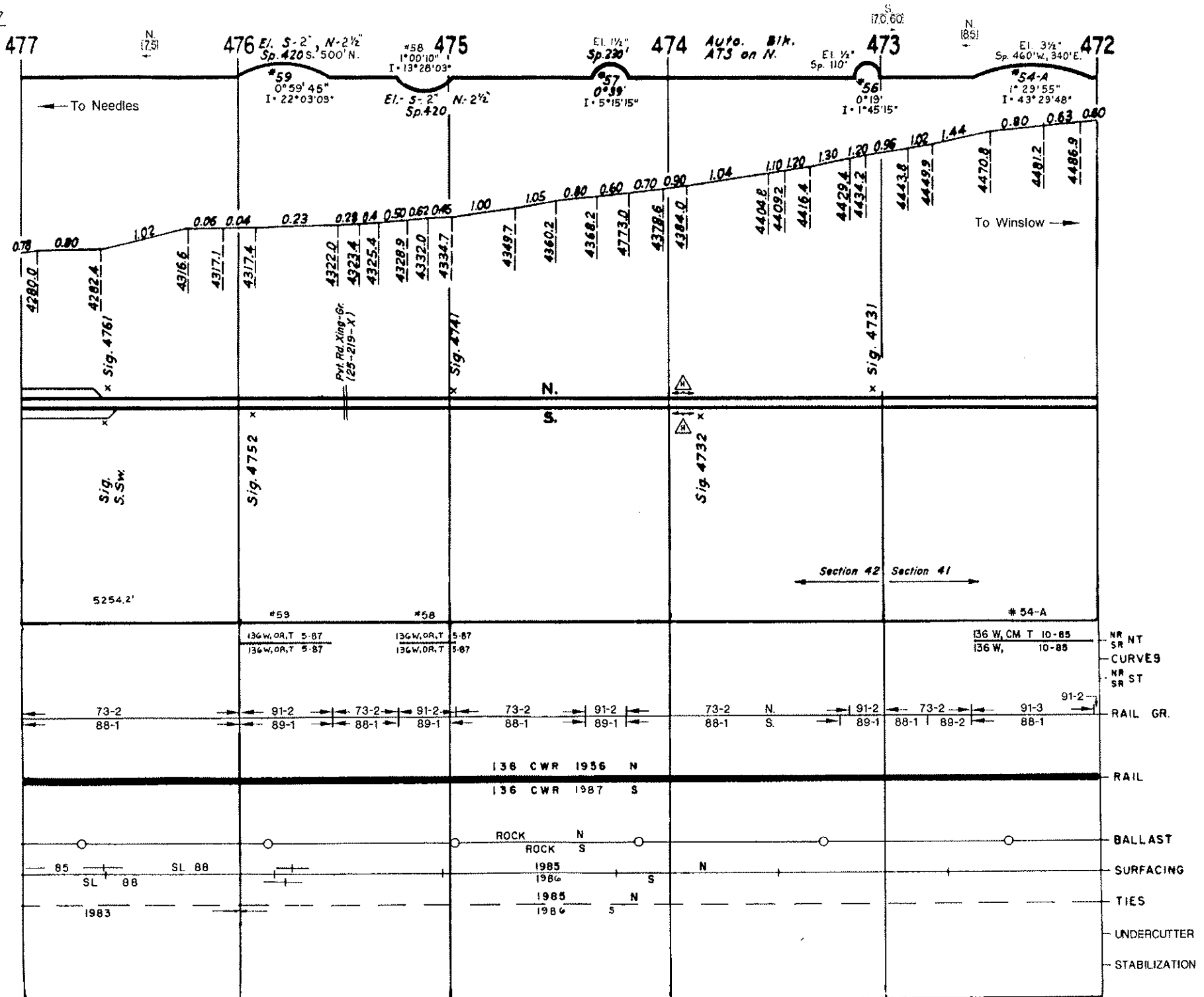
Br-491.8, 10 1/2 x 26 R.C. Bx.  
Br-491.4, 19' B.D.T.R. on C.  
Br-491.5, 6 1/2 x 26 R.C. Bx. Sig. 4912  
Br-491.3, 8 1/2 x 26 R.C. Bx.  
Br-490.7, 16 1/2 x 40 R.C. Bx.  
Br-490.2, 6 1/2 x 43 Sto. and C. Arch.  
Br-490.5, 8 1/2 x 41 Sto. and C. Arch.  
Br-489.9, 17 1/2 x 48 Sto. and C. Arch.  
Br-489.9, 322' B.D. Th. G. on C. and M.S. Sig. 4892  
Br-488.8, 7 1/2 x 26 R.C. Bx.  
Br-488.6, 498 D.T. Br. on C.  
Br-488.1, 2 1/2 x 26 R.C. Bx.  
Br-487.7, 16' B.D. on C.

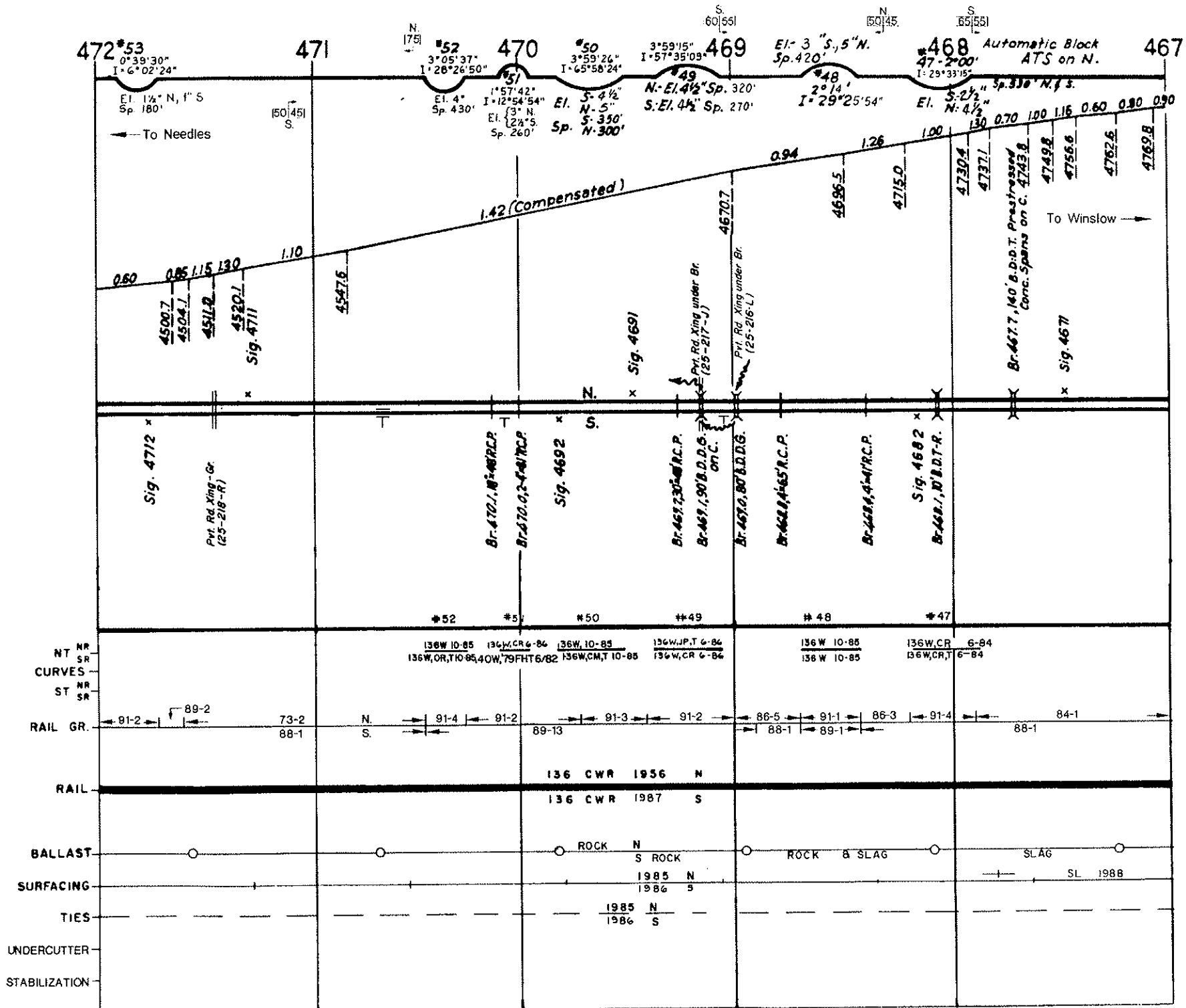
045.012 0.17 0.40 0.61 0.23 0.27 0.00 0.60 0.00 0.83 0.89 0.94 0.76 1.95  
3616.6 3617.1 3611.7 3609.3 3600.7 3598.2 3592.9 3592.9 3586.0 3586.0 3612.9 3655.6 3662.2 3679.7  
X Sig. 4911  
Rd. Xing - Gr. A-490.9 (25-231-E)  
X Sig. 4893 Pvt. Rd. Xing under Br. (25-230-X)  
Pvt. Rd. Xing - Gr. (25-229-D)  
Pvt. Rd. Xing - Gr. (25-228-W)  
WAYSIDE RECEPTACLE (ELECTRICAL)  
X Sig. 4871

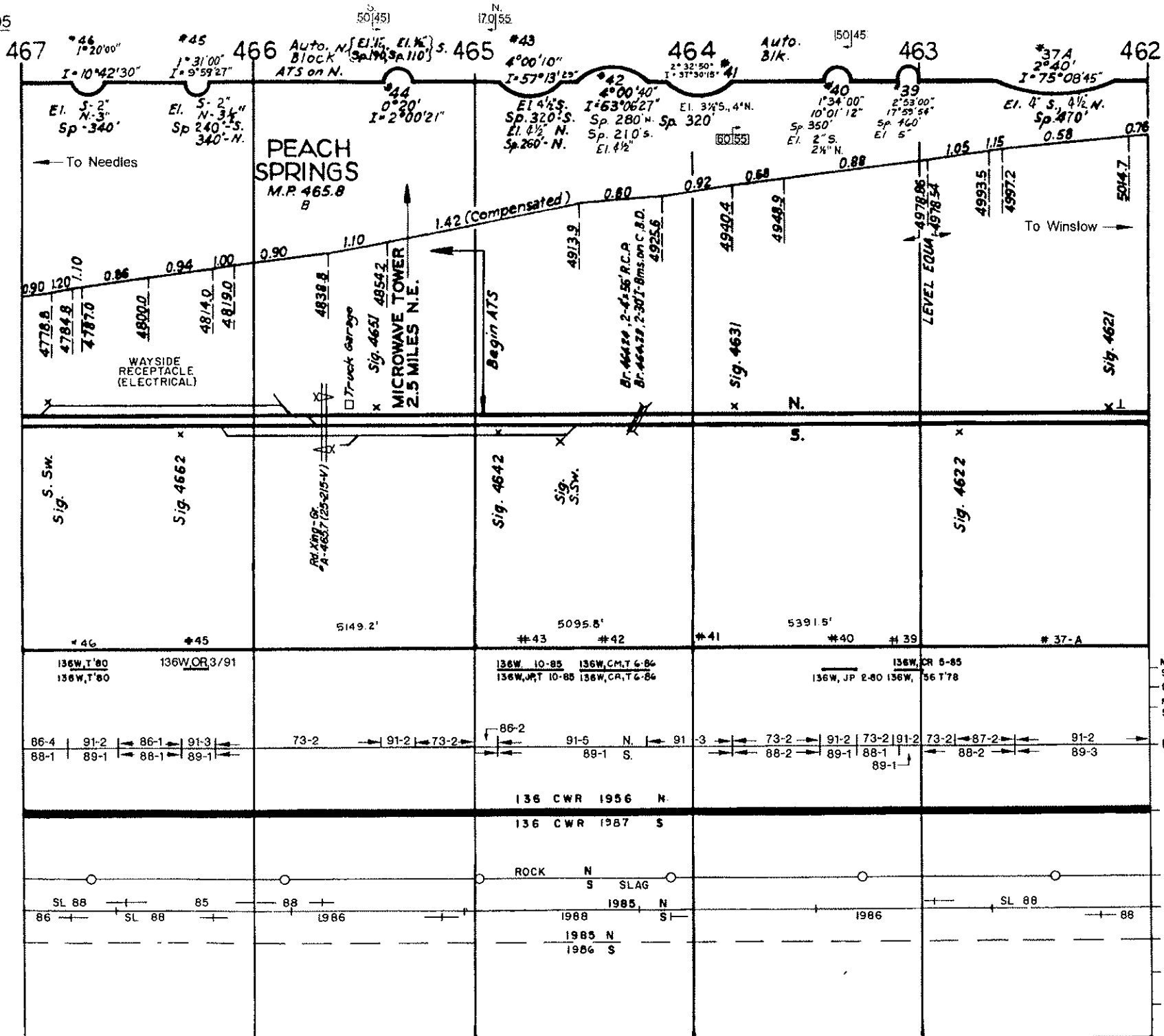
#81 #78  
136 W, CR 4-84 136 W, CR, T 4-84  
136 W, CR, T 4-84  
73-2 88-2 91-2 89-1 73-2 N 86-5 91-2 89-4 91-3 86-1 88-2 91-2 89-1 86-1 88-2 91-2 89-1  
136 CWR 1956 N  
136 CWR 1985 S  
ROCK N S ROCK  
1700 136 CWR 1987  
1983 88 83 1988 83 88  
1985 1983 1985 1988 83  
1983 1983



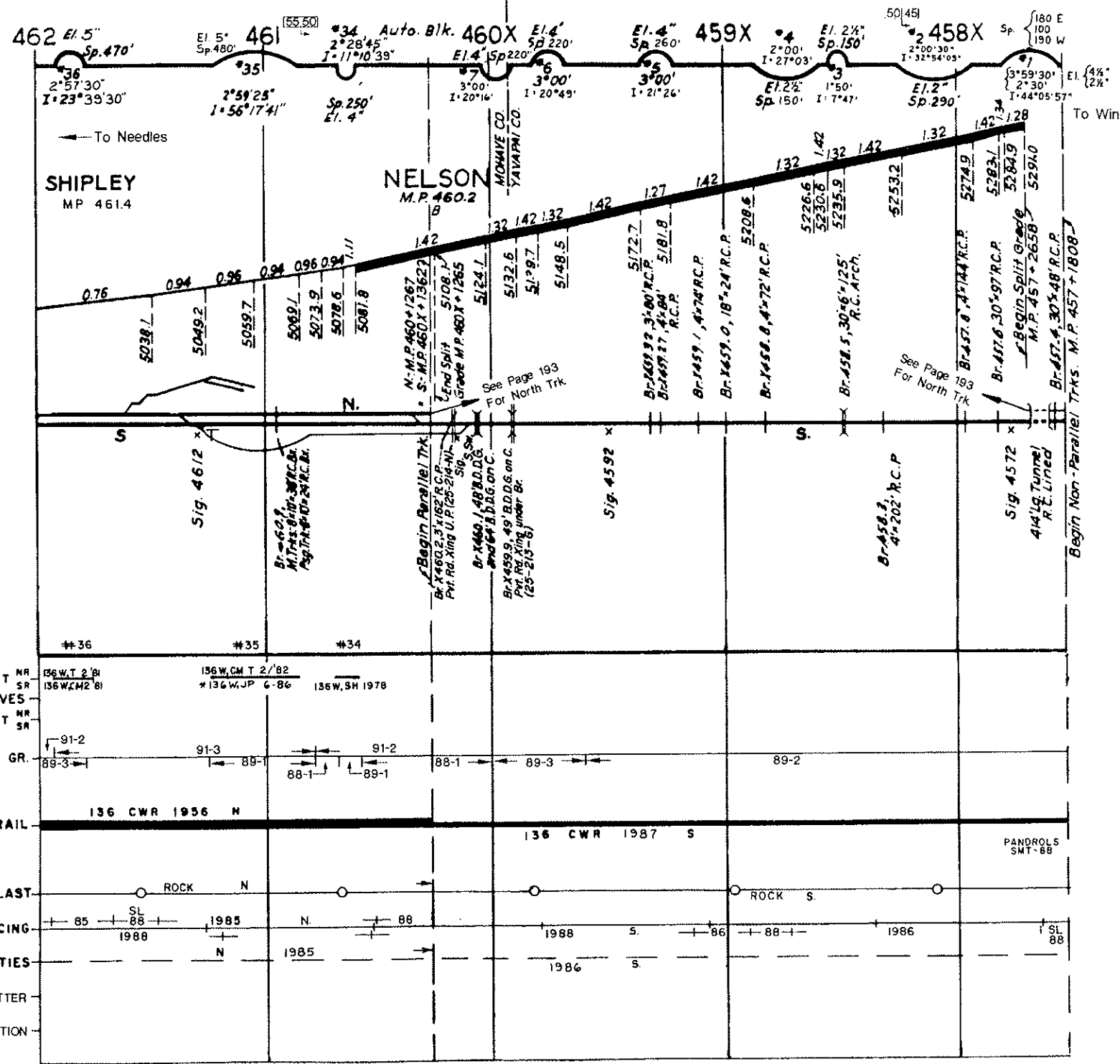










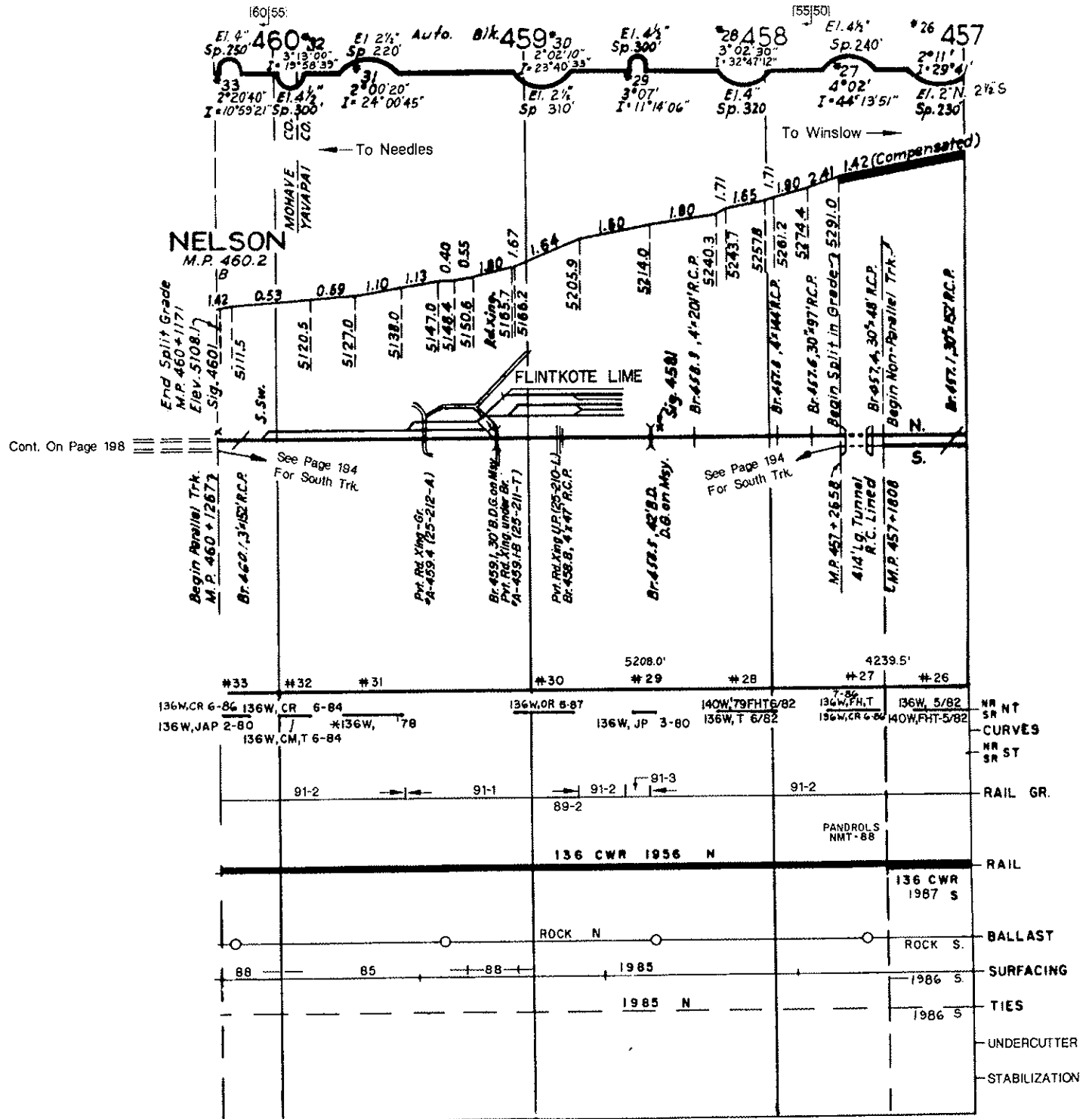


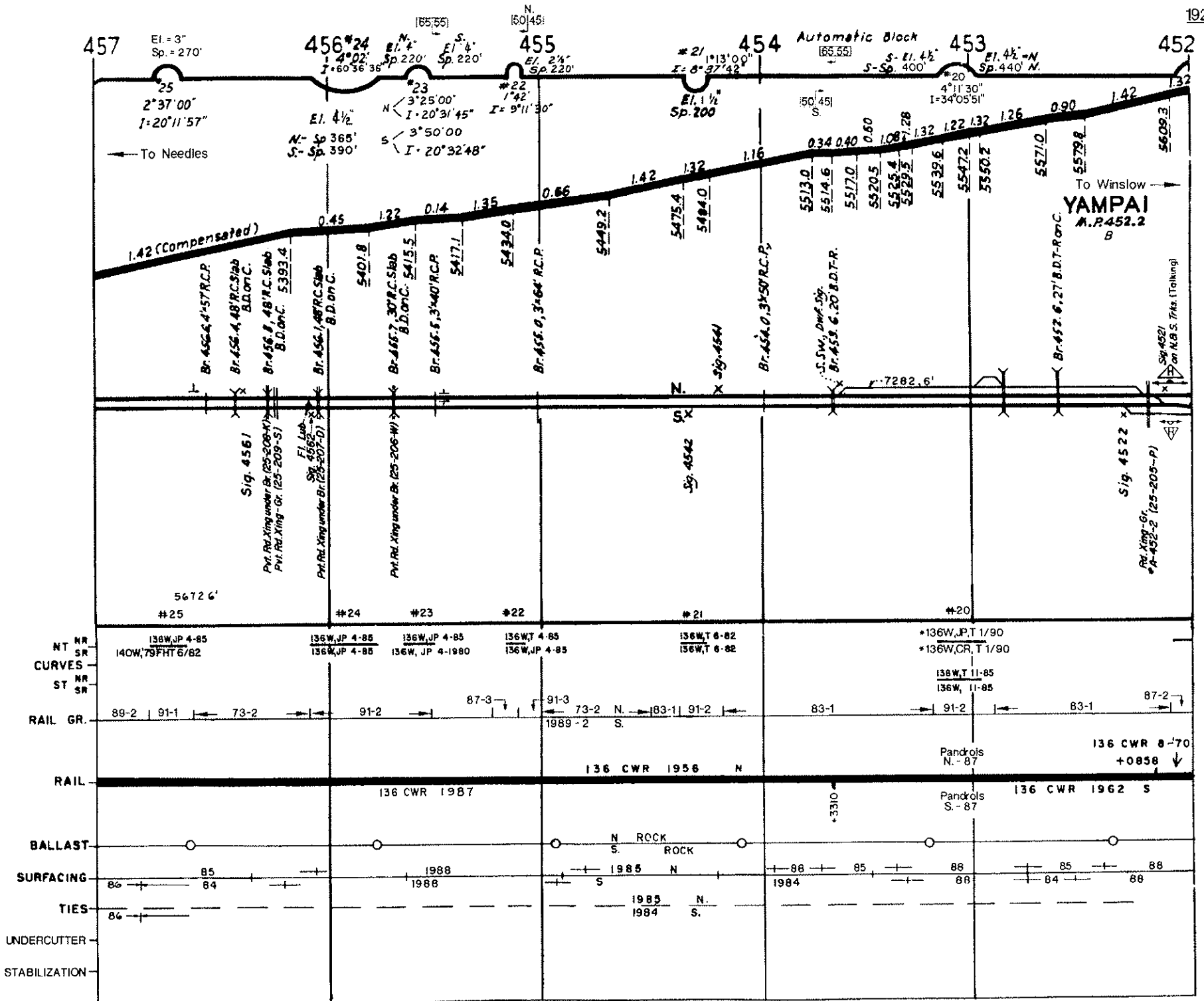
← To Needles

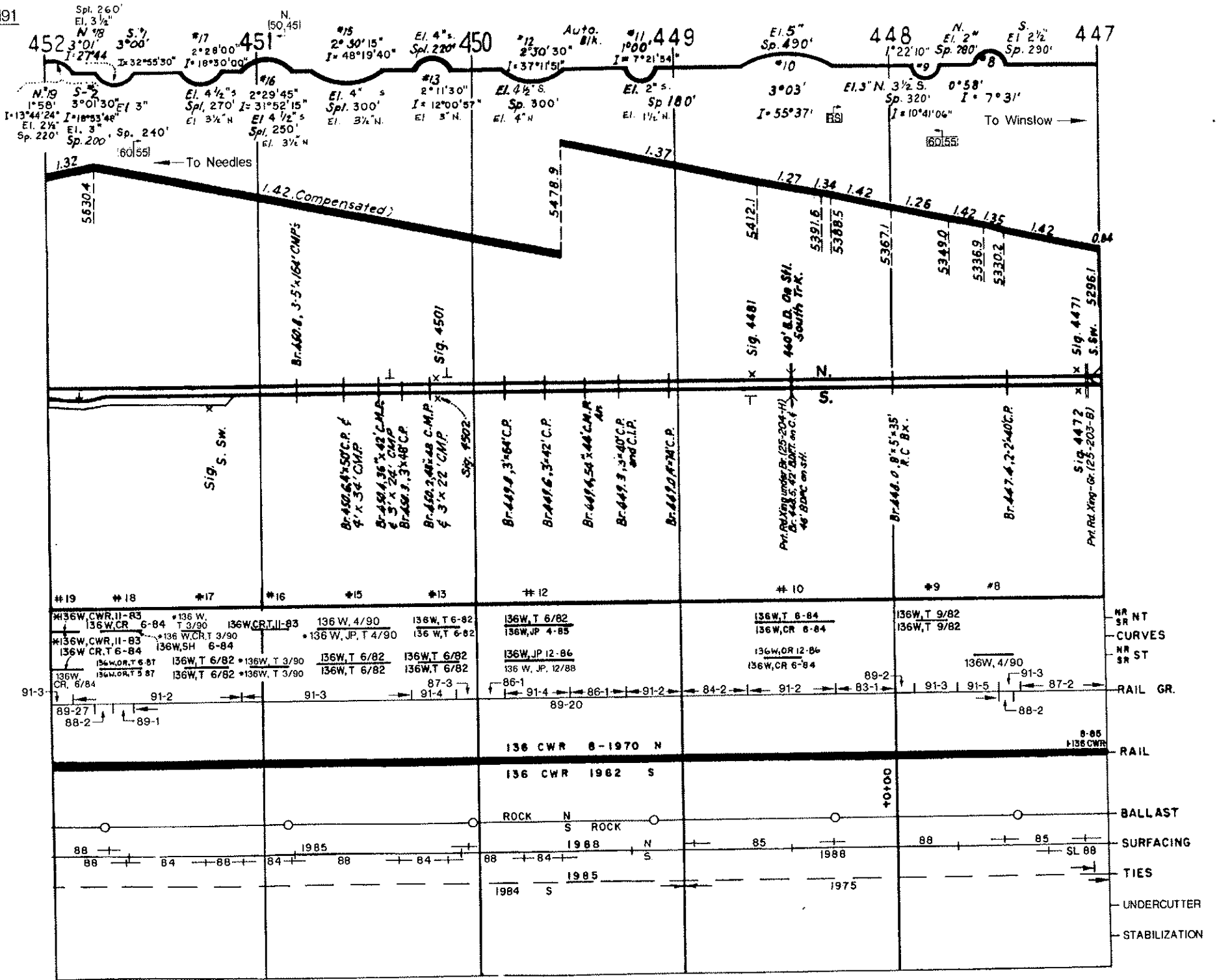
To Winslow →

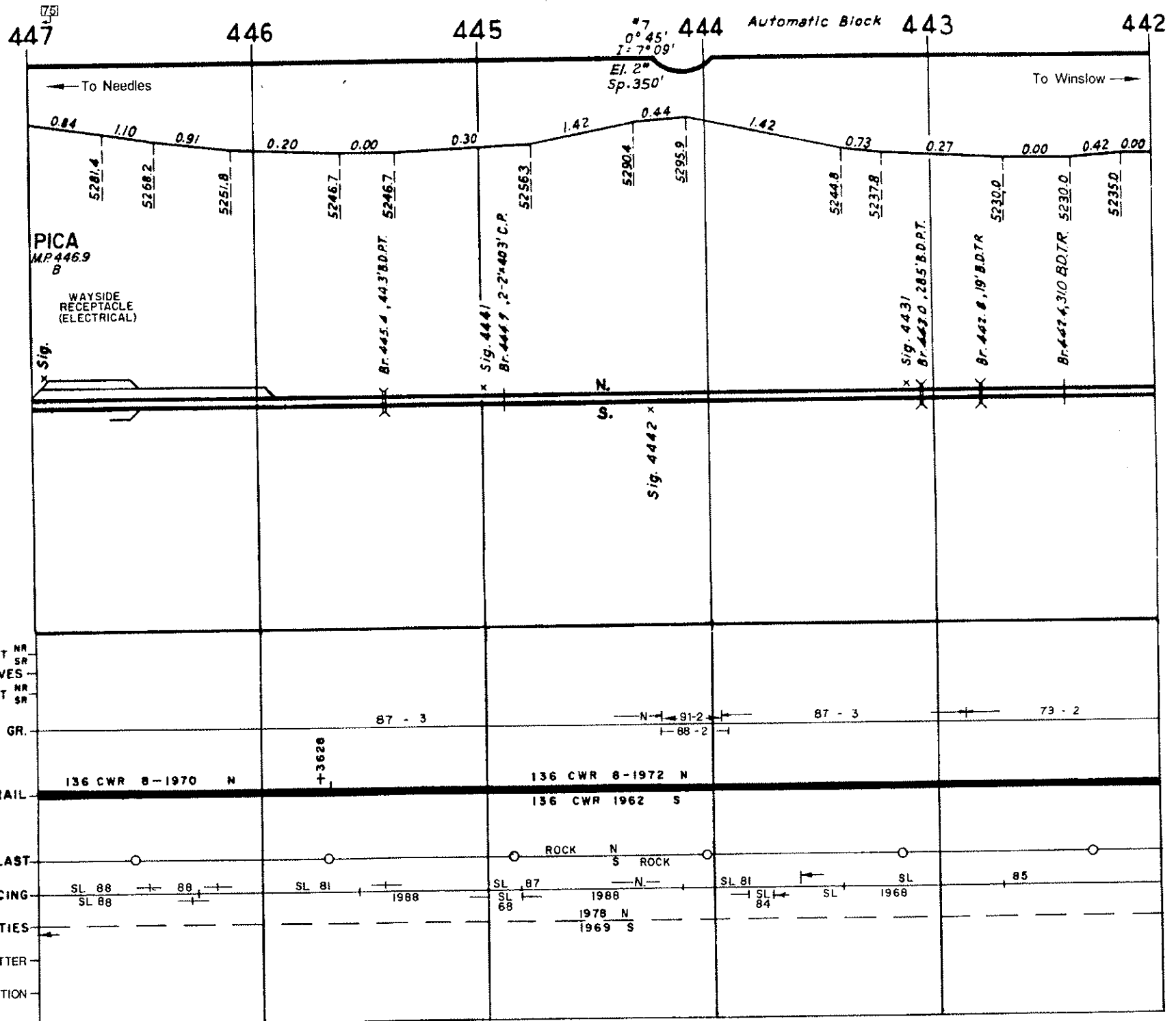
SHIPLEY  
MP 461.4

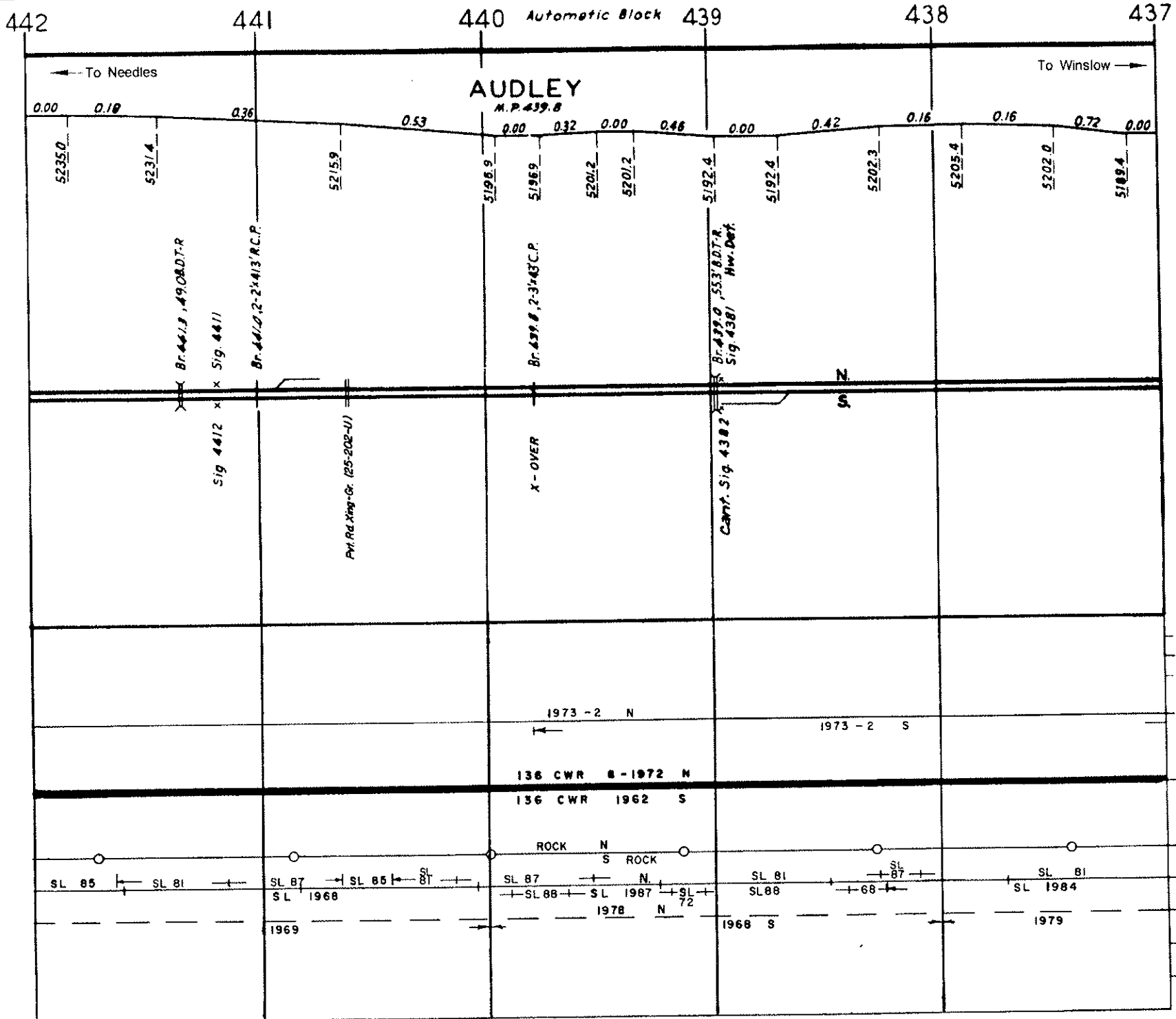
NELSON  
M.P. 460.2

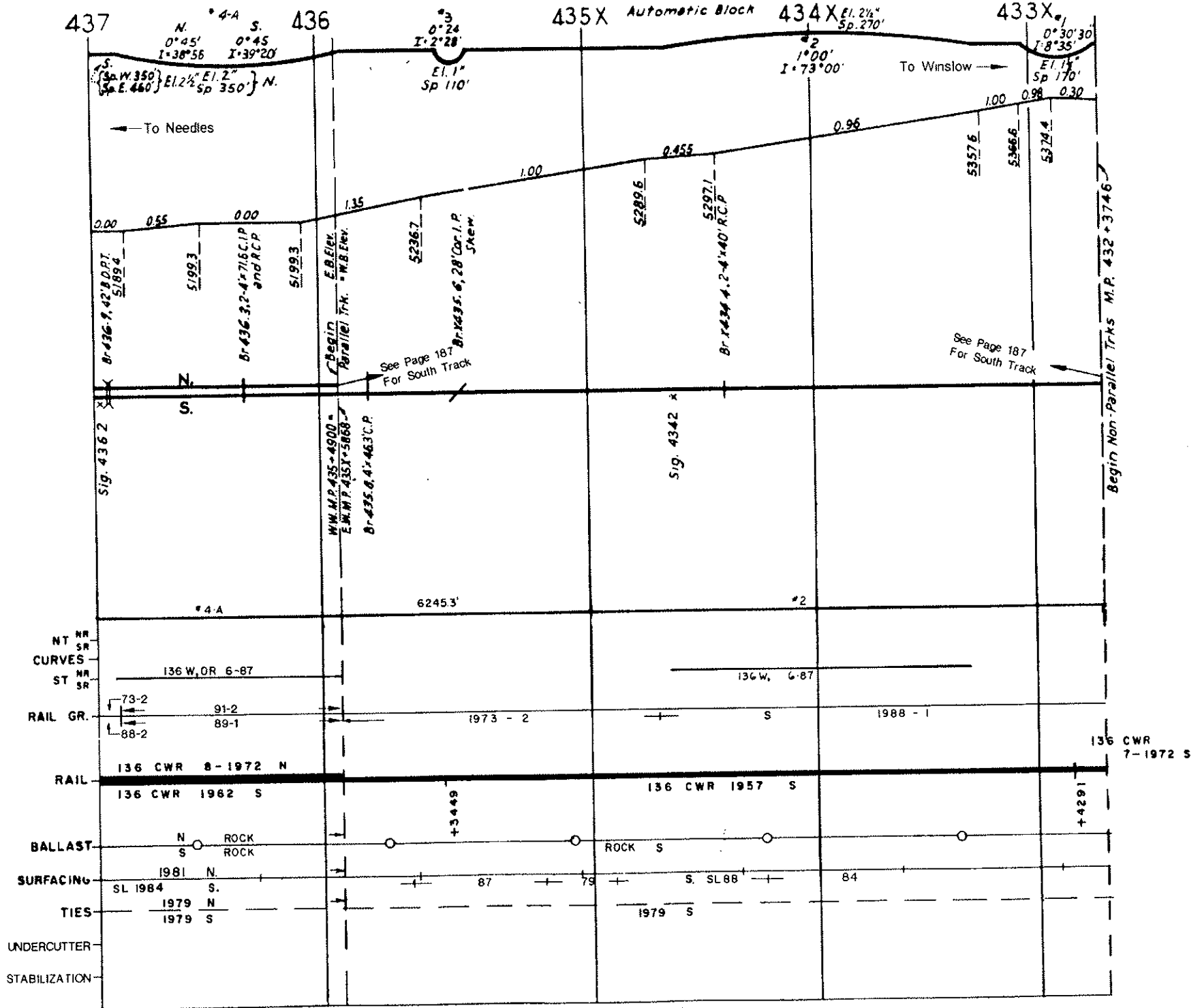


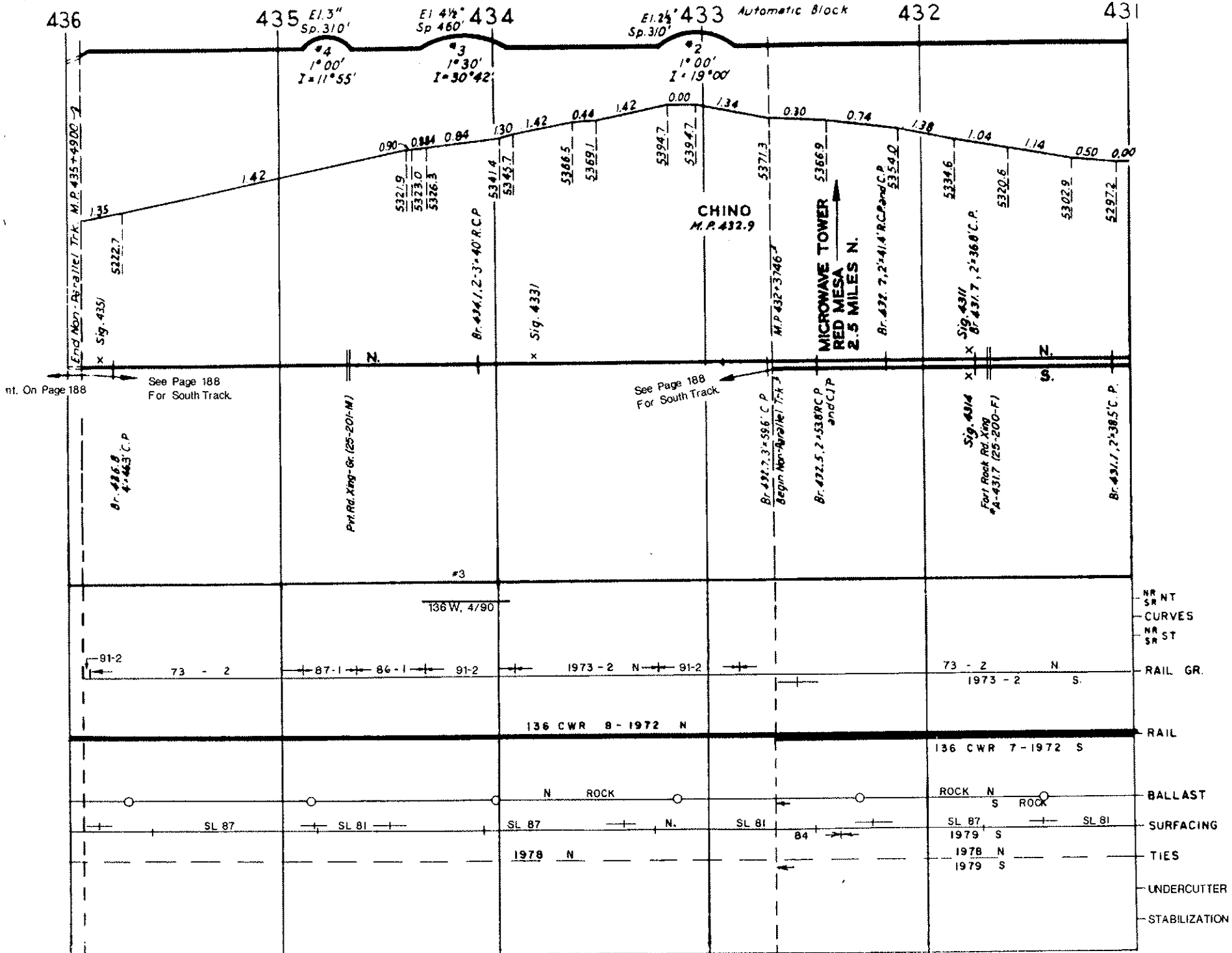




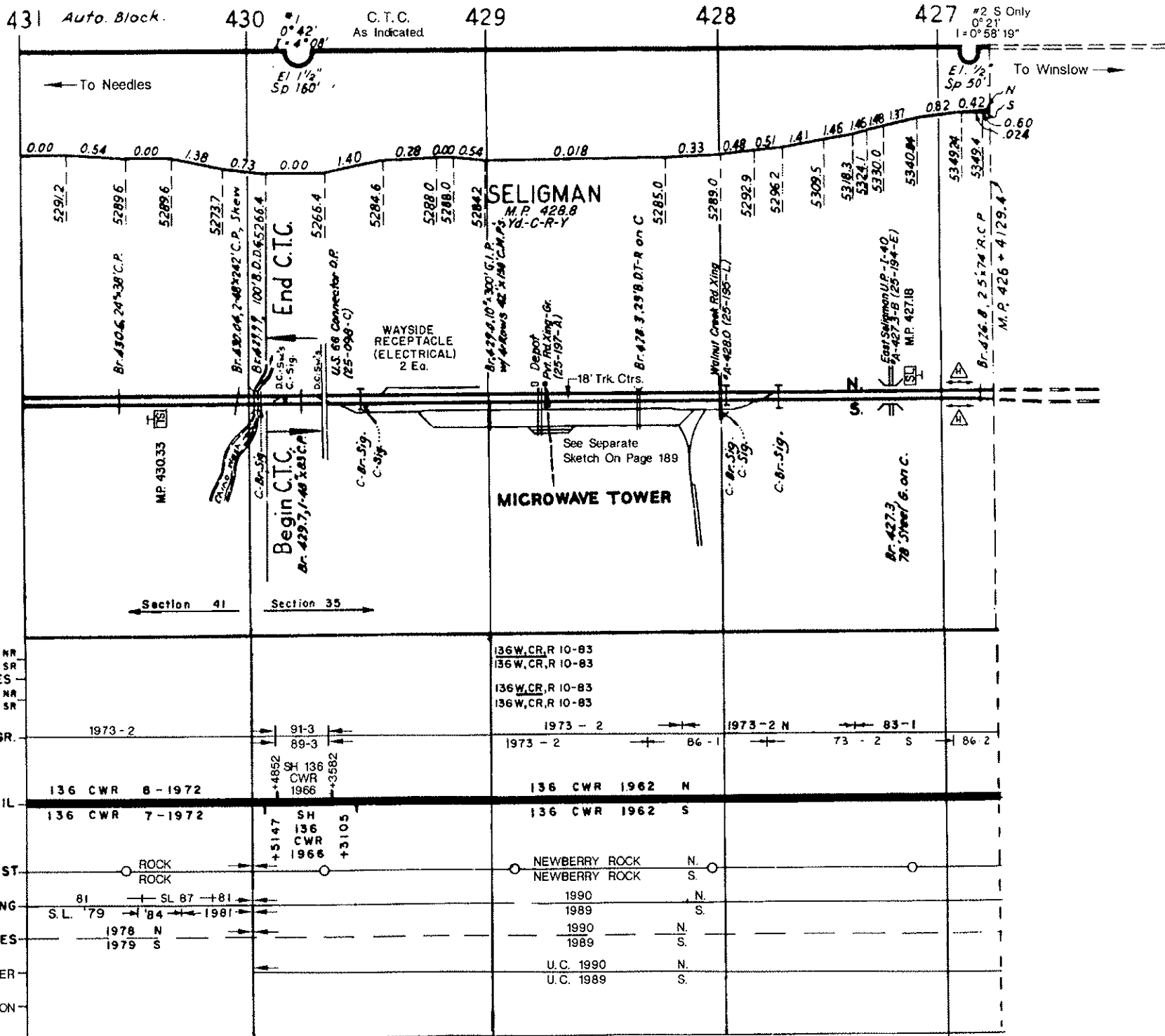




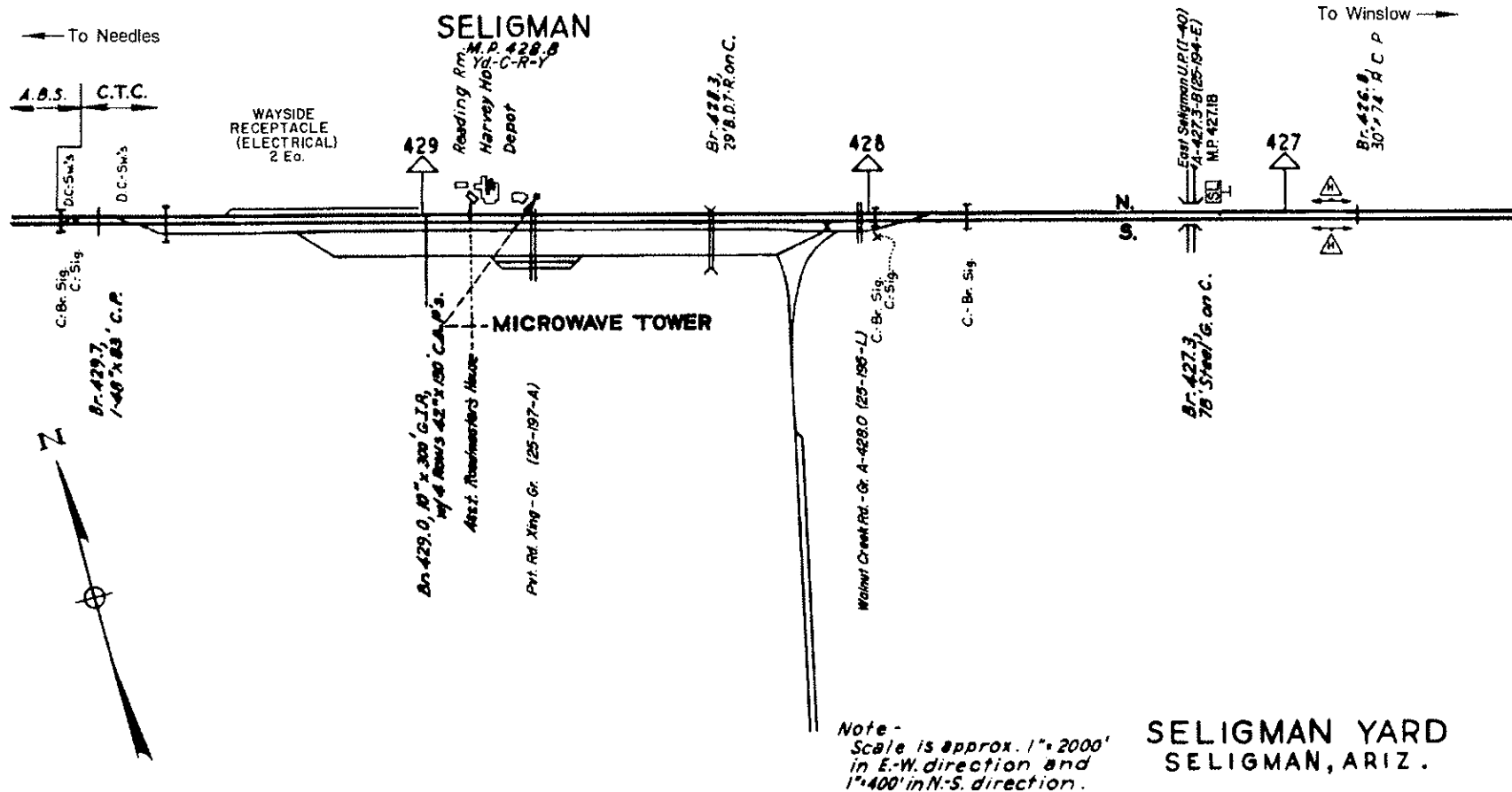


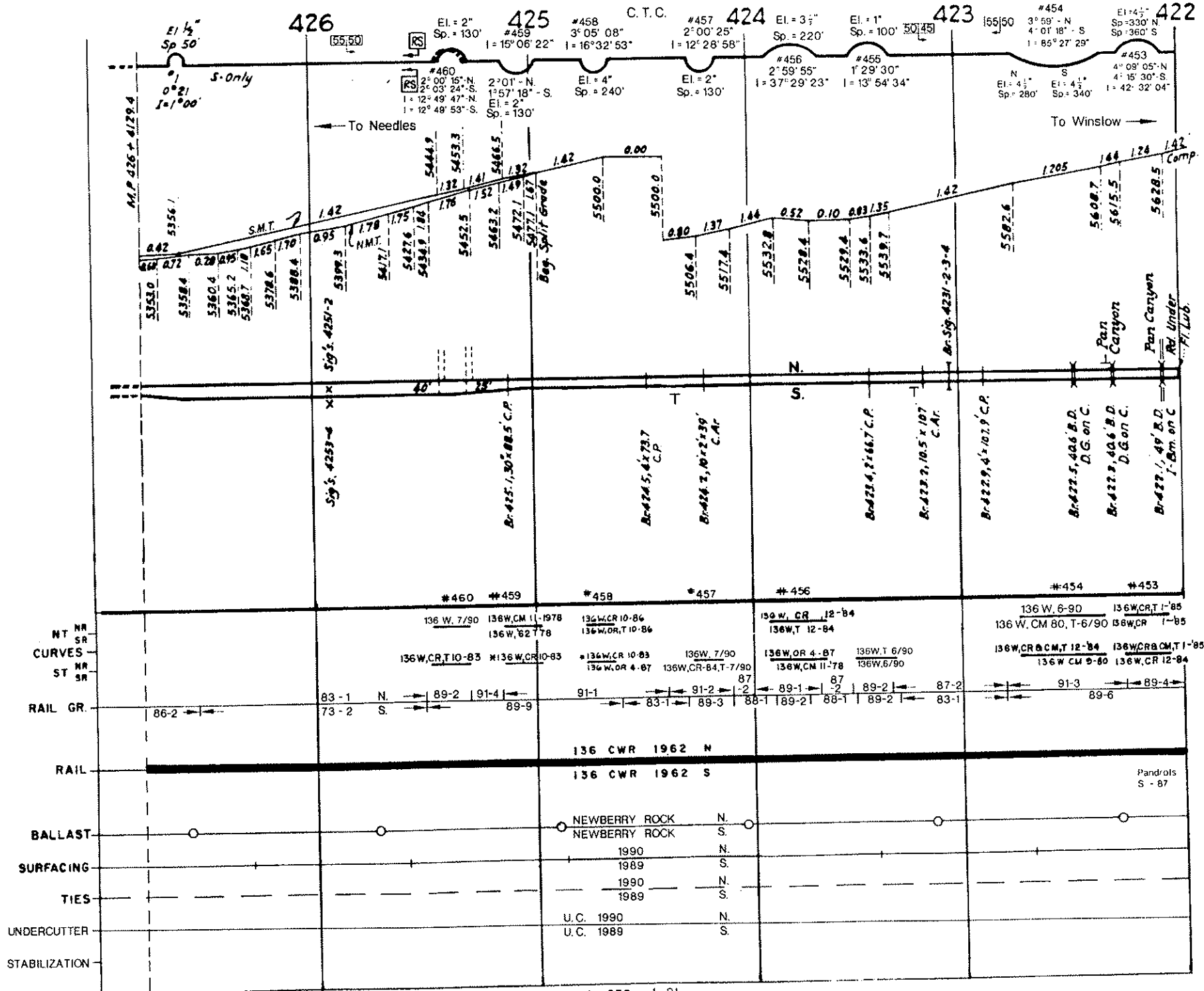






NT	NR								
SR	SR								
CURVES	NR								
ST	SR								
RAIL GR.		1973-2	91-3 89-3	1973-2	66-1	1973-2 N	83-1		86-2
RAIL		136 CWR 8-1972	+4852 SH 136 CWR 1966 +3582	136 CWR 1962 N					
		136 CWR 7-1972	+5147 SH 136 CWR 1966 +3105	136 CWR 1962 S					
BALLAST		ROCK ROCK		NEWBERRY ROCK NEWBERRY ROCK	N. S.				
SURFACING		81 S.L. 79	SL 87 +81 84	1990 1989	N. S.				
TIES		1978 N 1979 S		1990 1989	N. S.				
UNDERCUTTER				U.C. 1990 U.C. 1989	N. S.				
STABILIZATION									





422 El. = 3' Sp. = 240' RS C.T.C. 421

← To Needles

#452  
2° 59' 32"  
I = 34' 11' 35"

To Winslow →

1.42	0.58	0.34	0.13	0.50
Comp				
-5552.2	-5658.0	-5659.5	-5661.0	-5667.0

Par Canyon

Br. 421.9 - 42° B.D. on C. T. on C.

Br. 421.7 - 55° B.D. on C.

Br. 421.4 - 46° B.D. on C. w/ Wilks. & Horis.

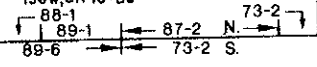
#452

136 W.C.M.T 10-86  
136 W.C.R 10-86

NR NT  
SR CURVES

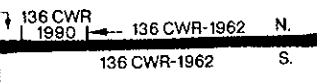
136 W.C.M.T 10-86  
136 W.C.R 10-86

NR ST  
SR



RAIL GR.

136 CWR 1962



RAIL

NEWBERRY ROCK N.  
NEWBERRY ROCK S.

BALLAST

1990 N.  
1989 S.

SURFACING

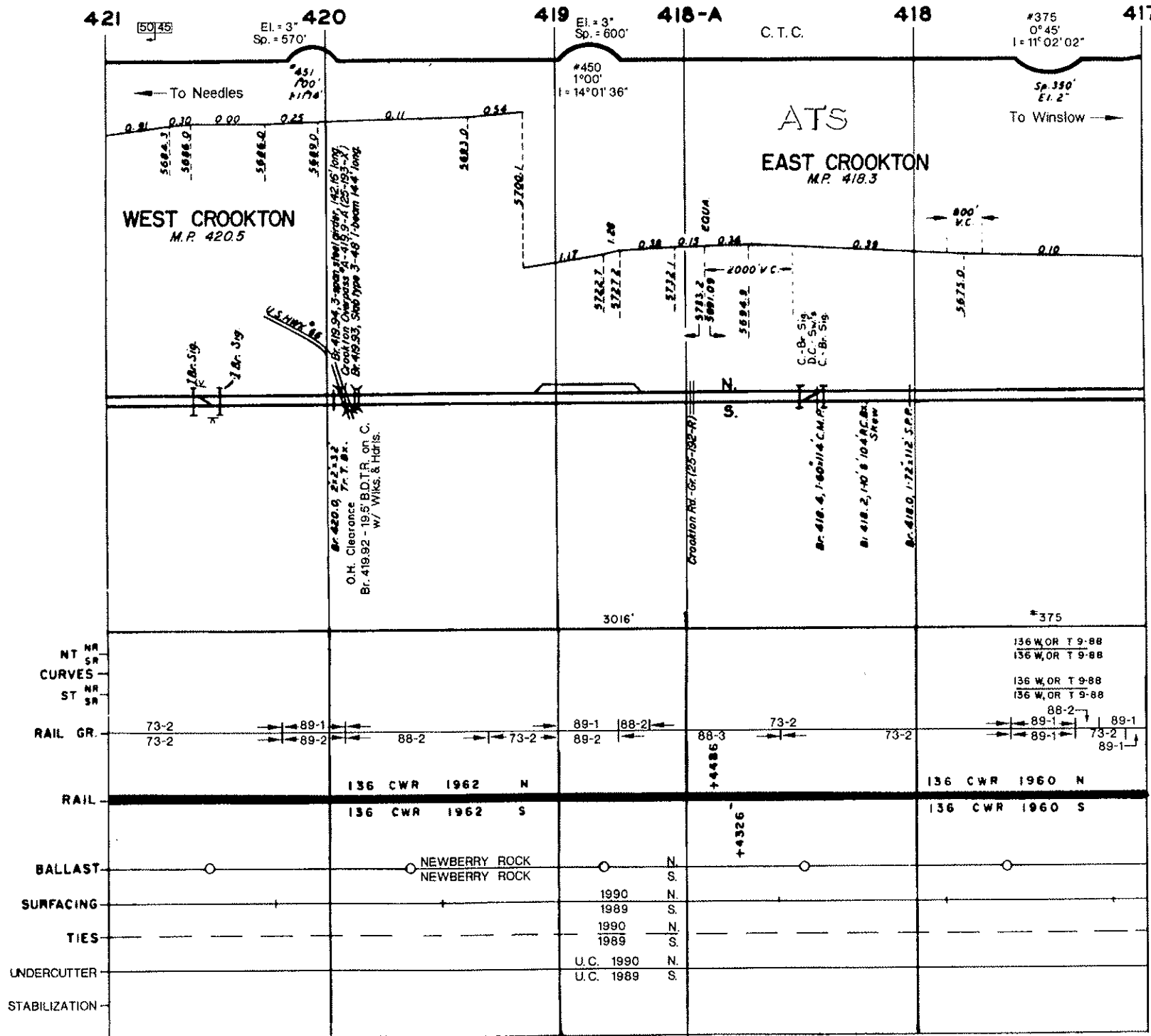
1990 N.  
1989 S.

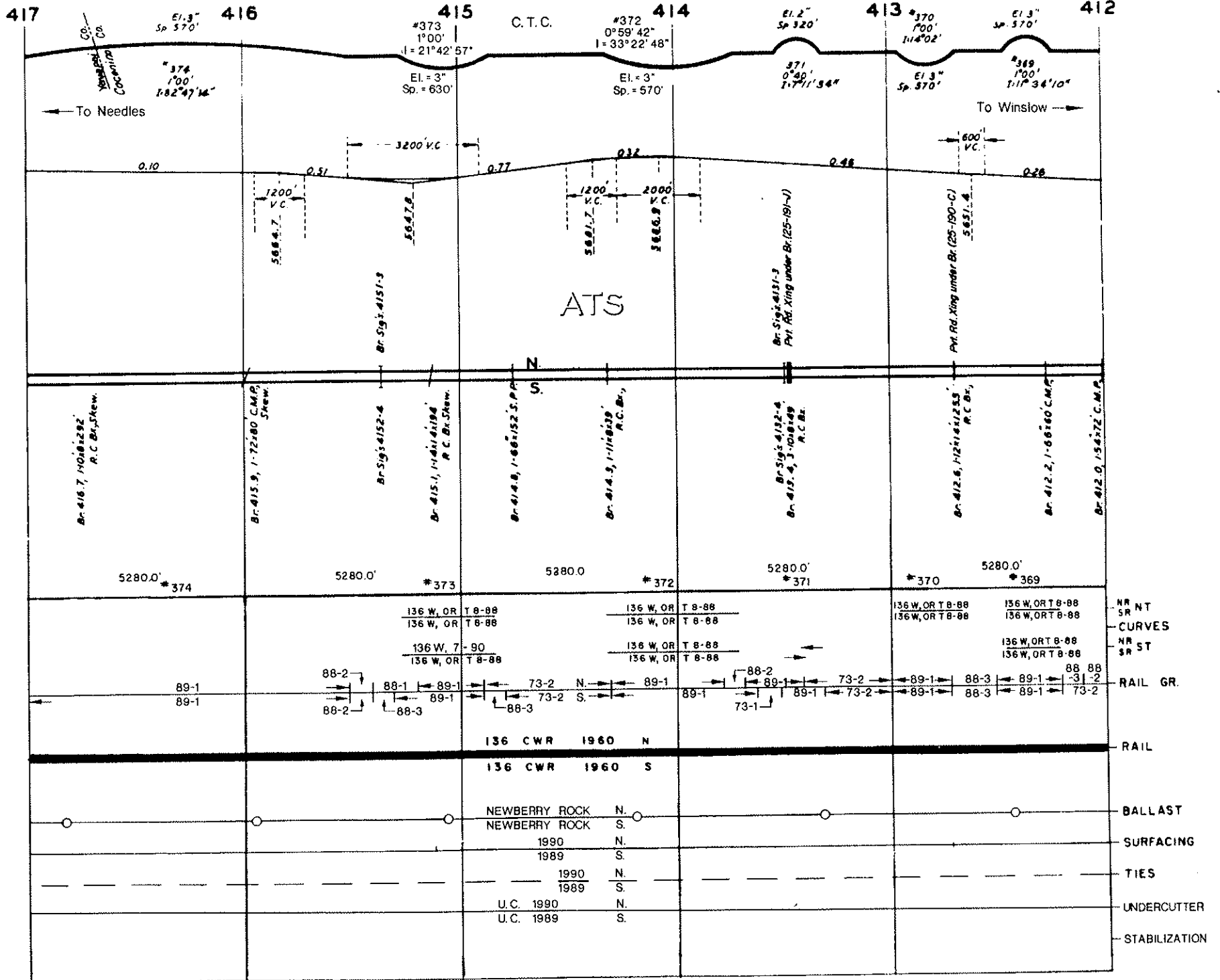
TIES

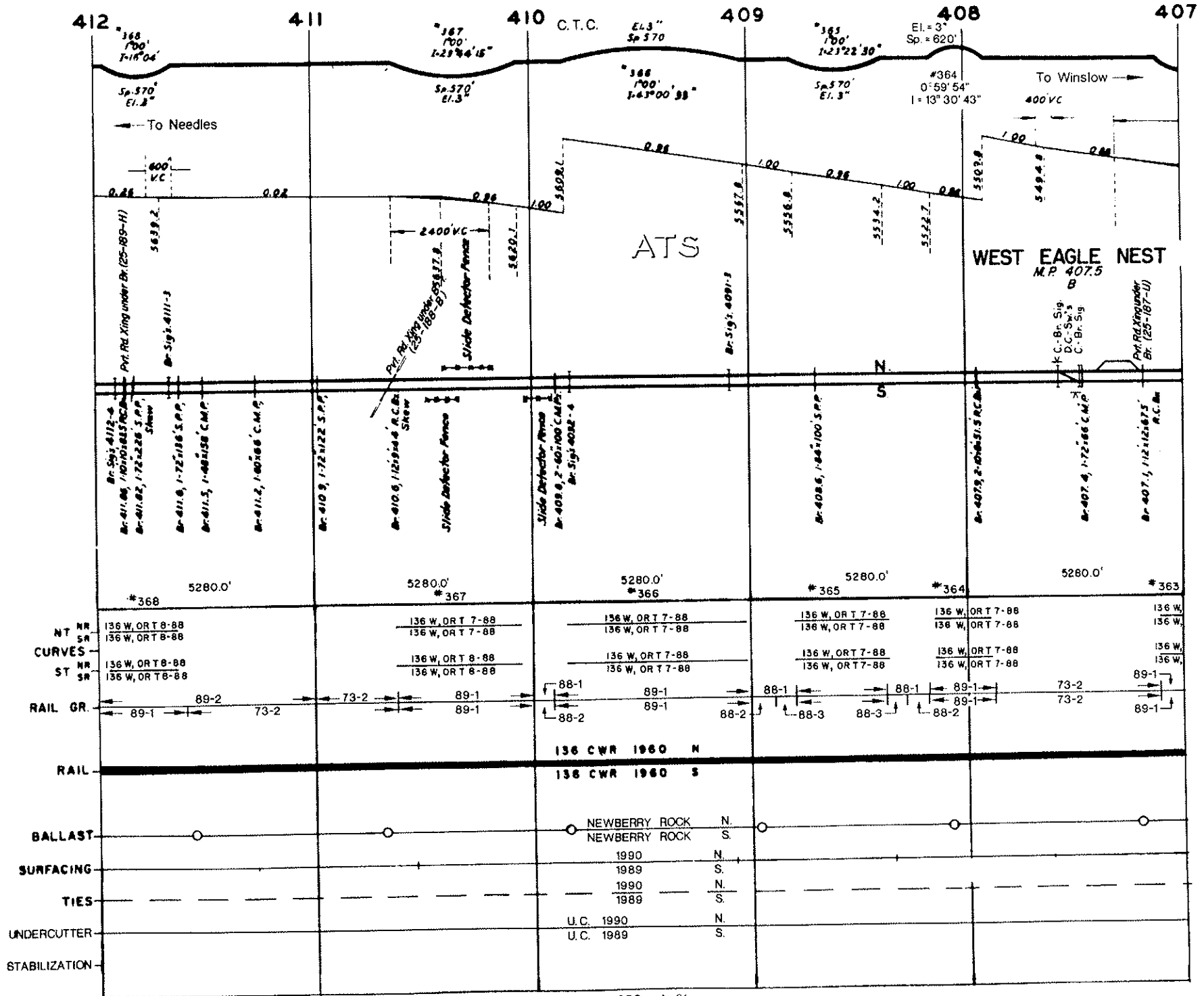
U.C. 1990 N.  
U.C. 1989 S.

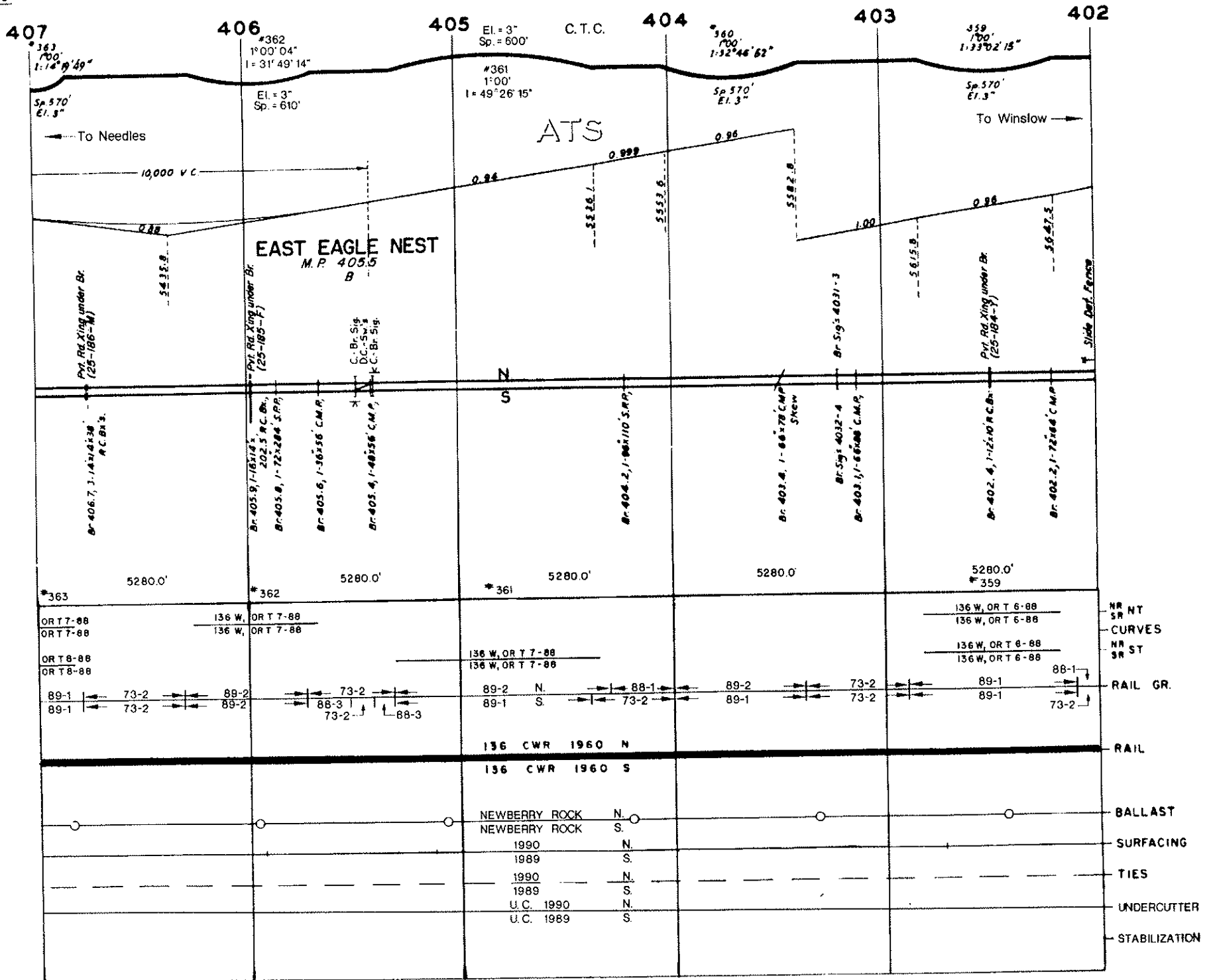
UNDERCUTTER

STABILIZATION

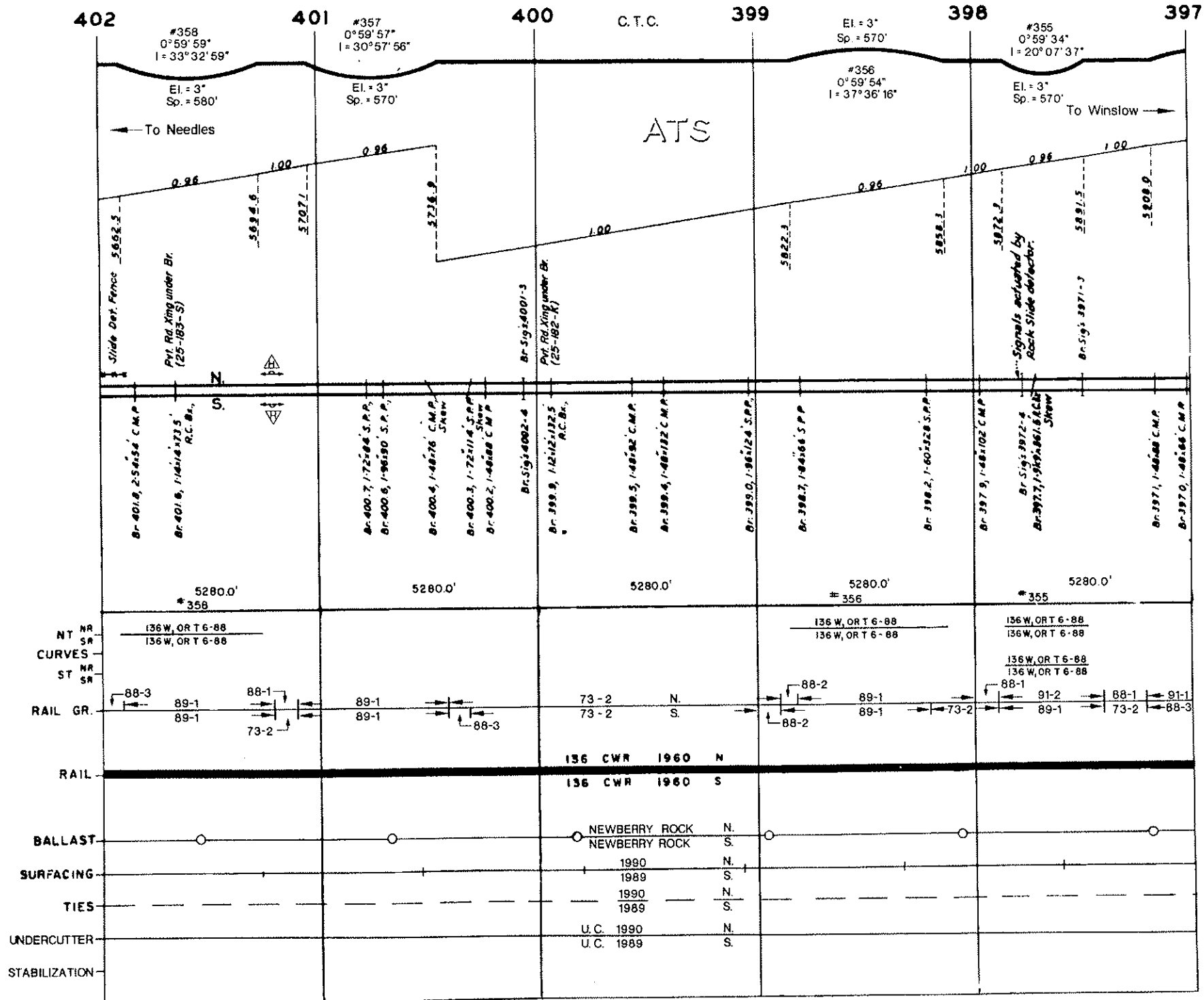




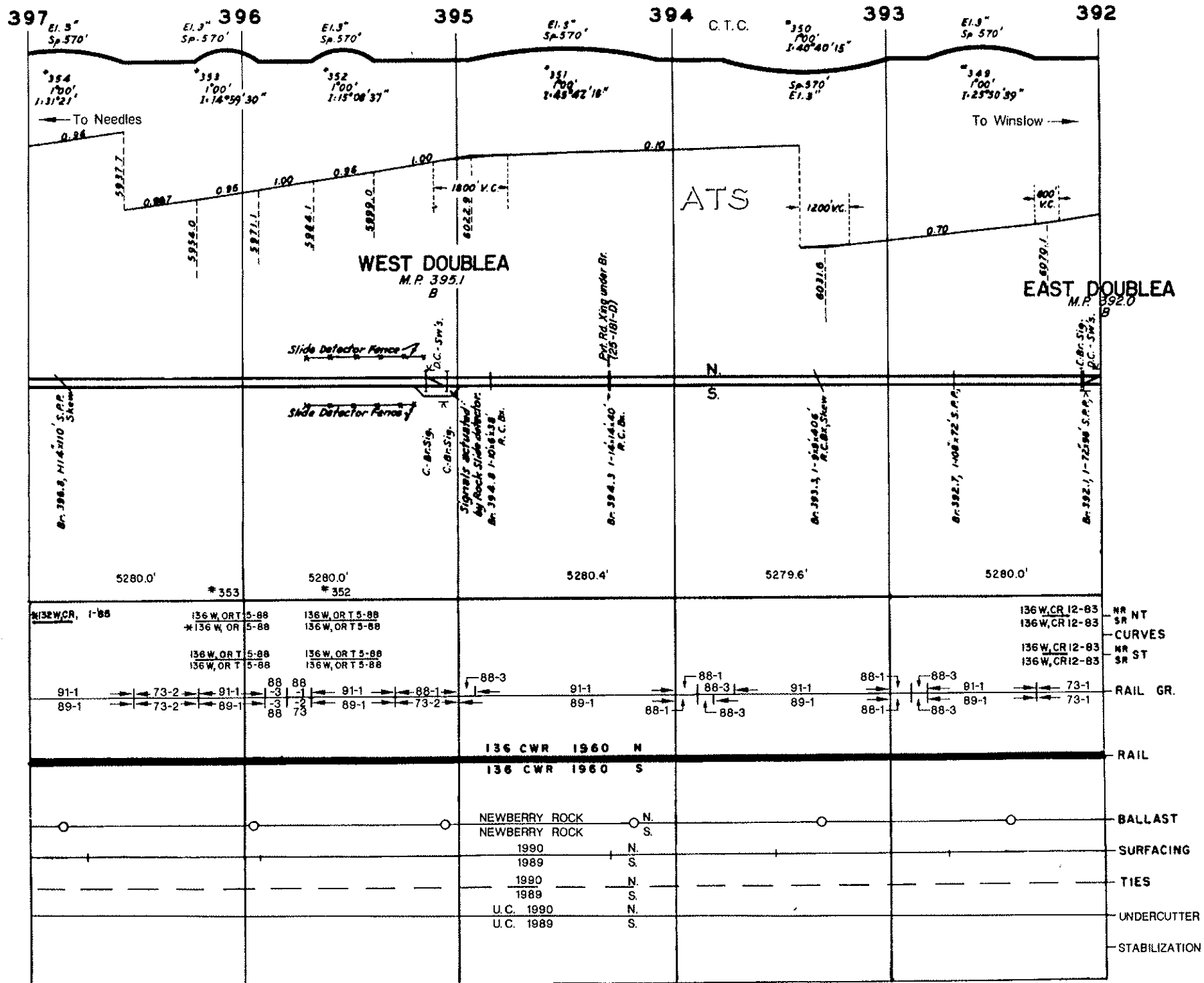


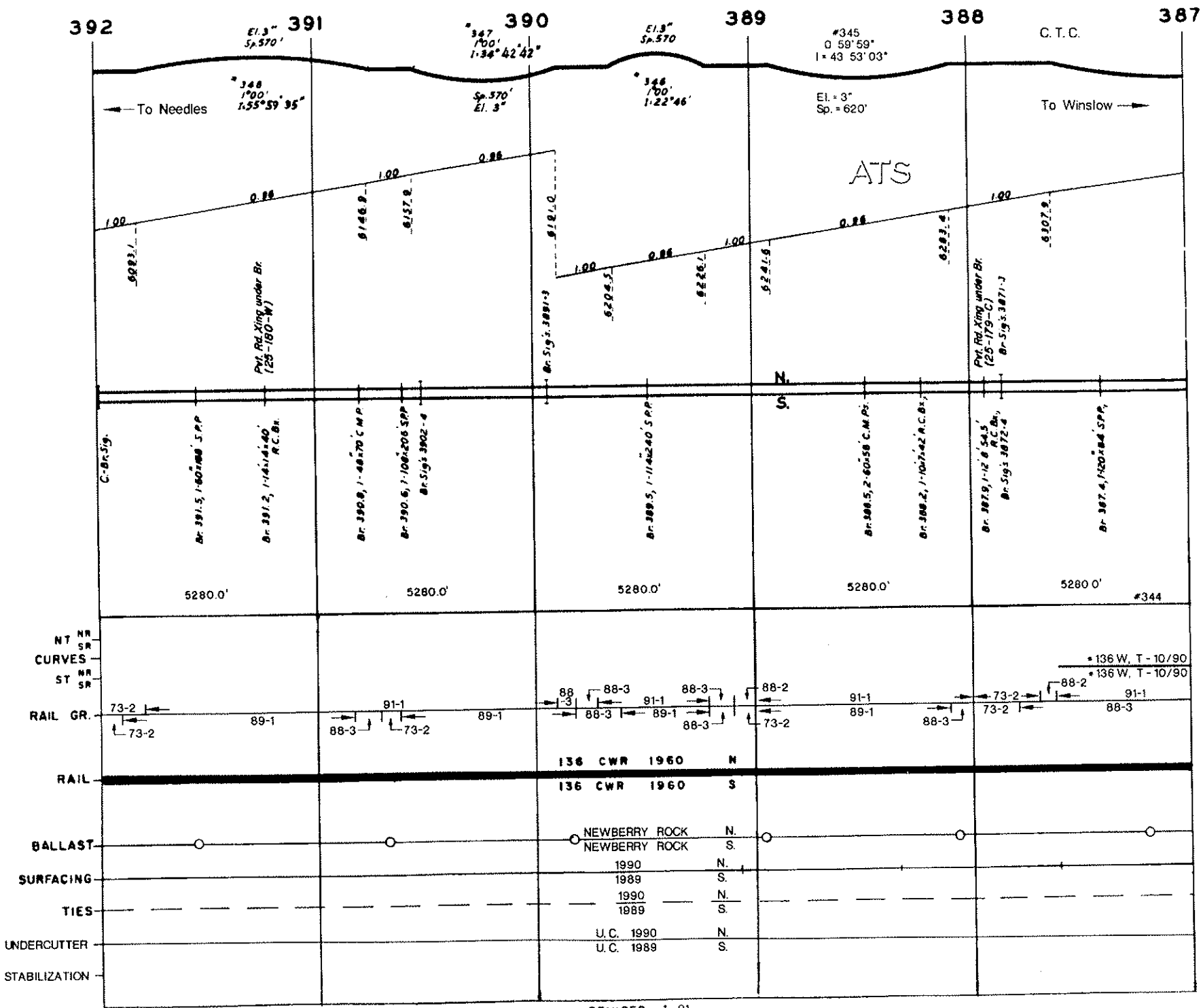


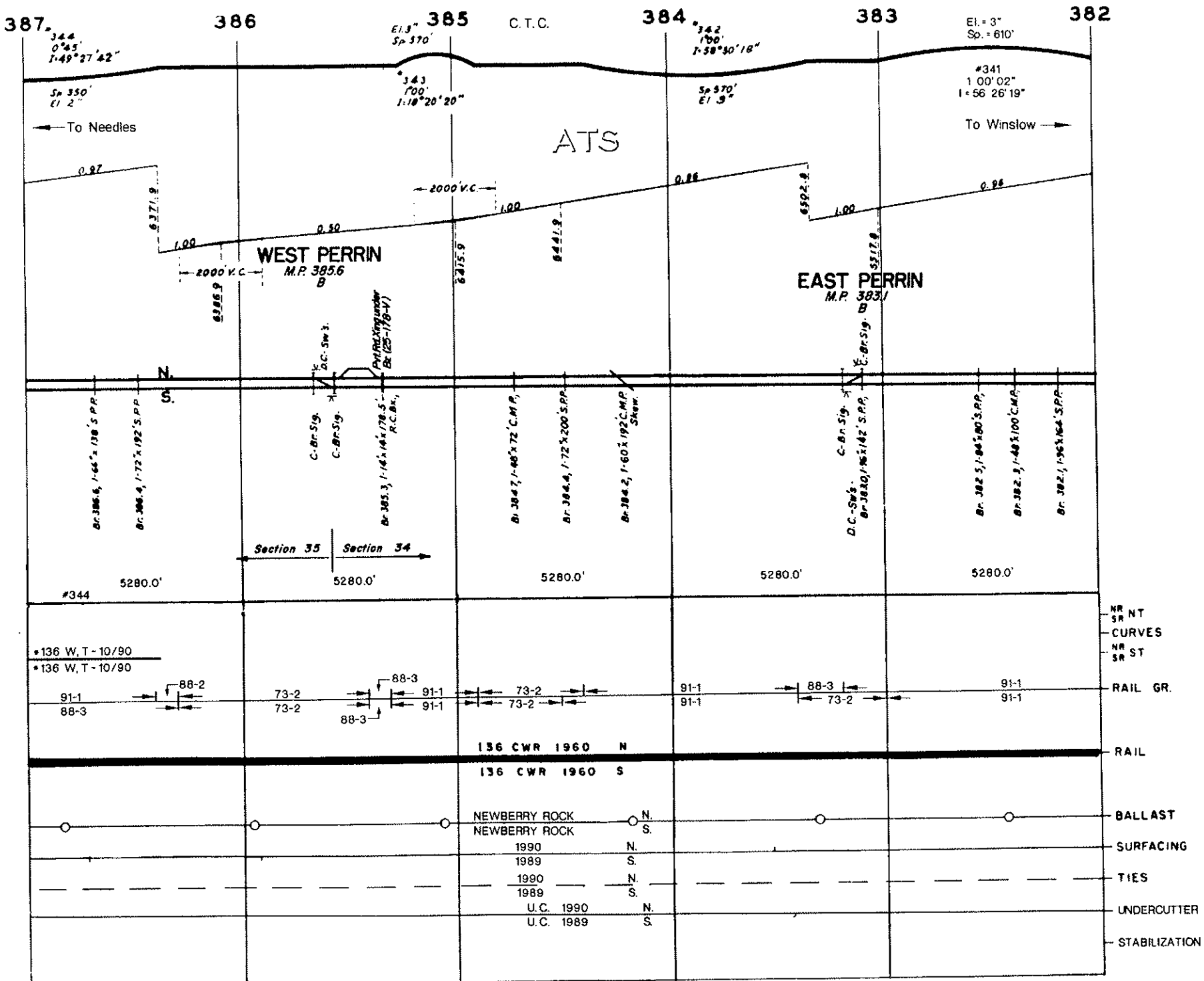


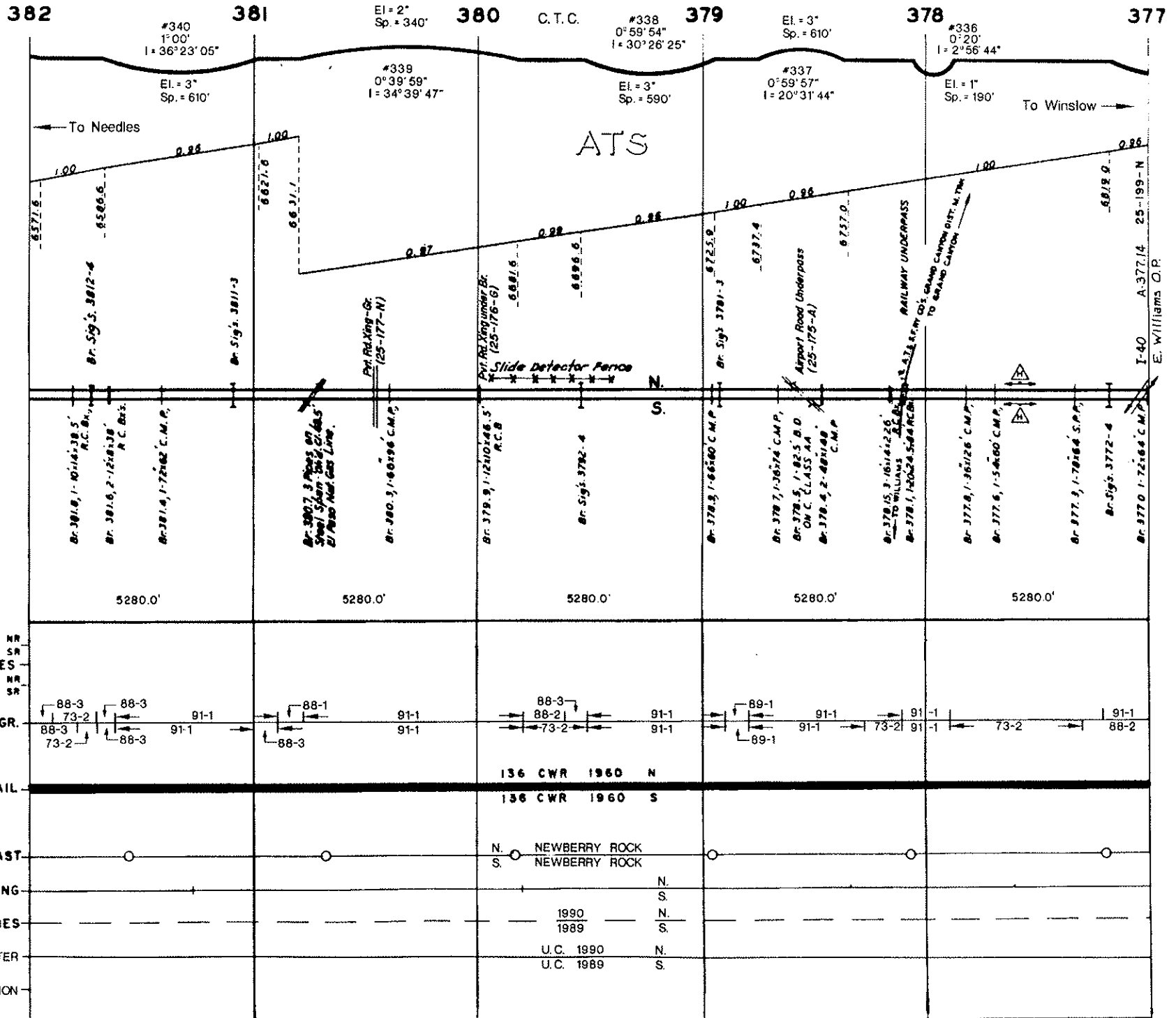


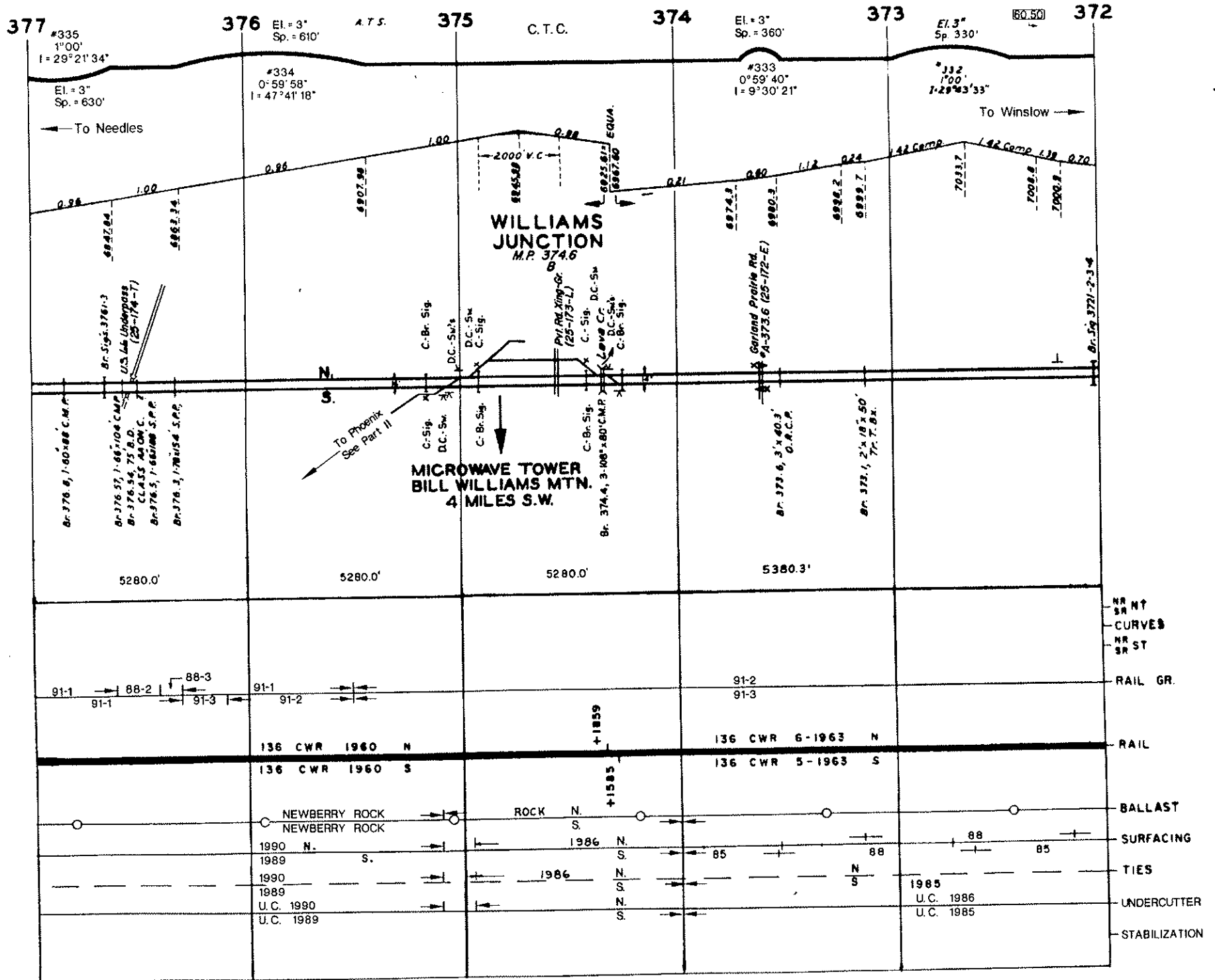
REVISED 1-91

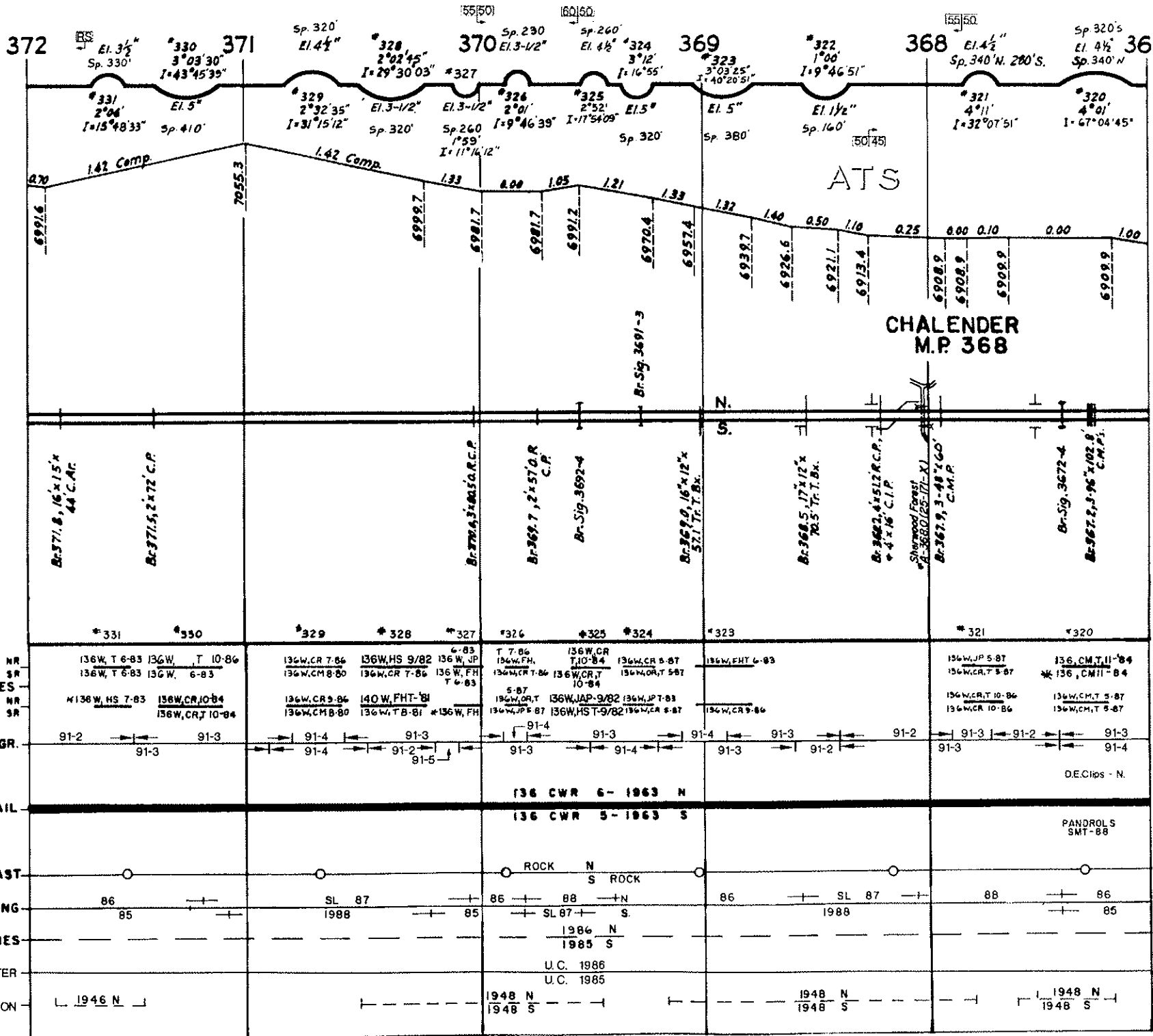


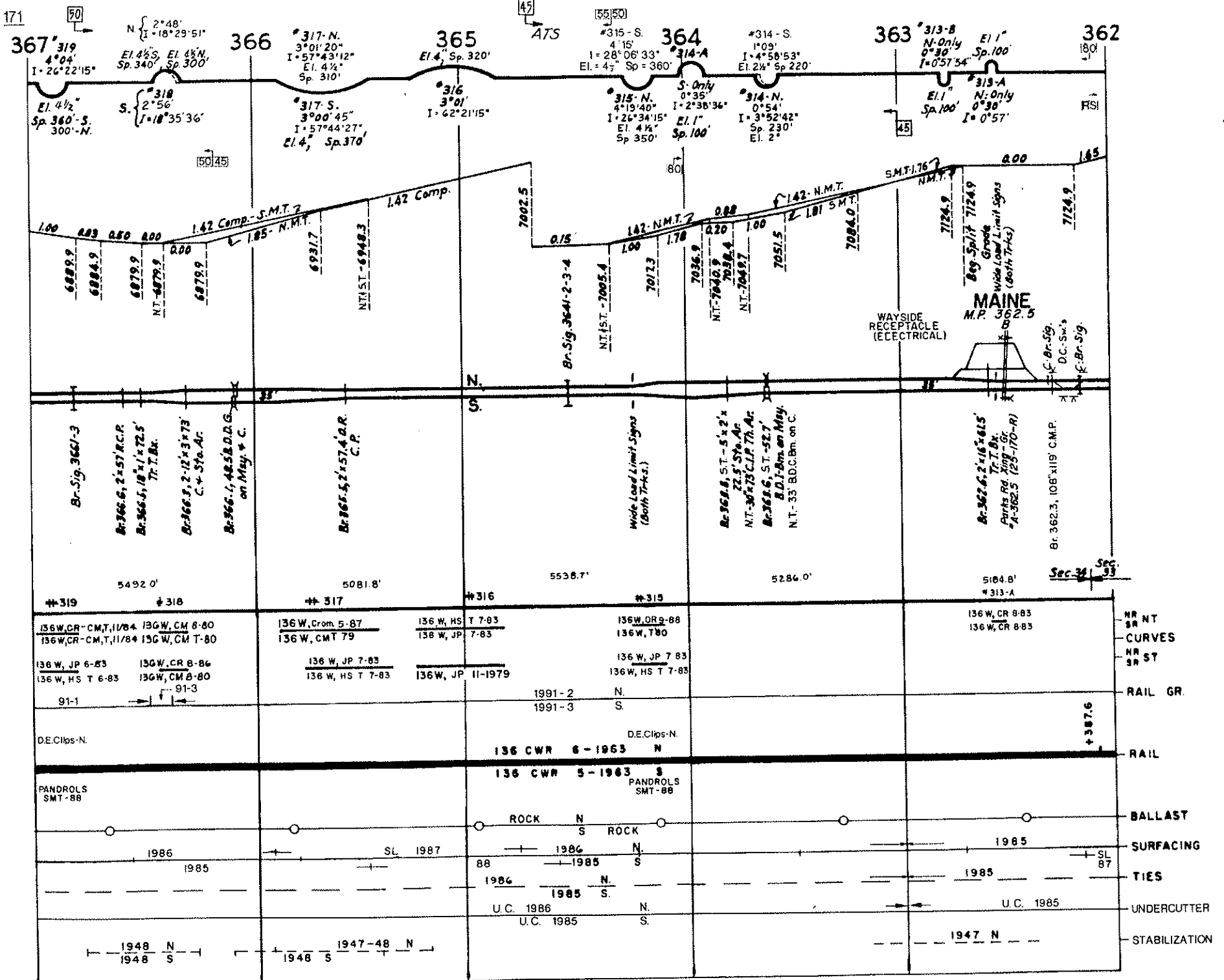




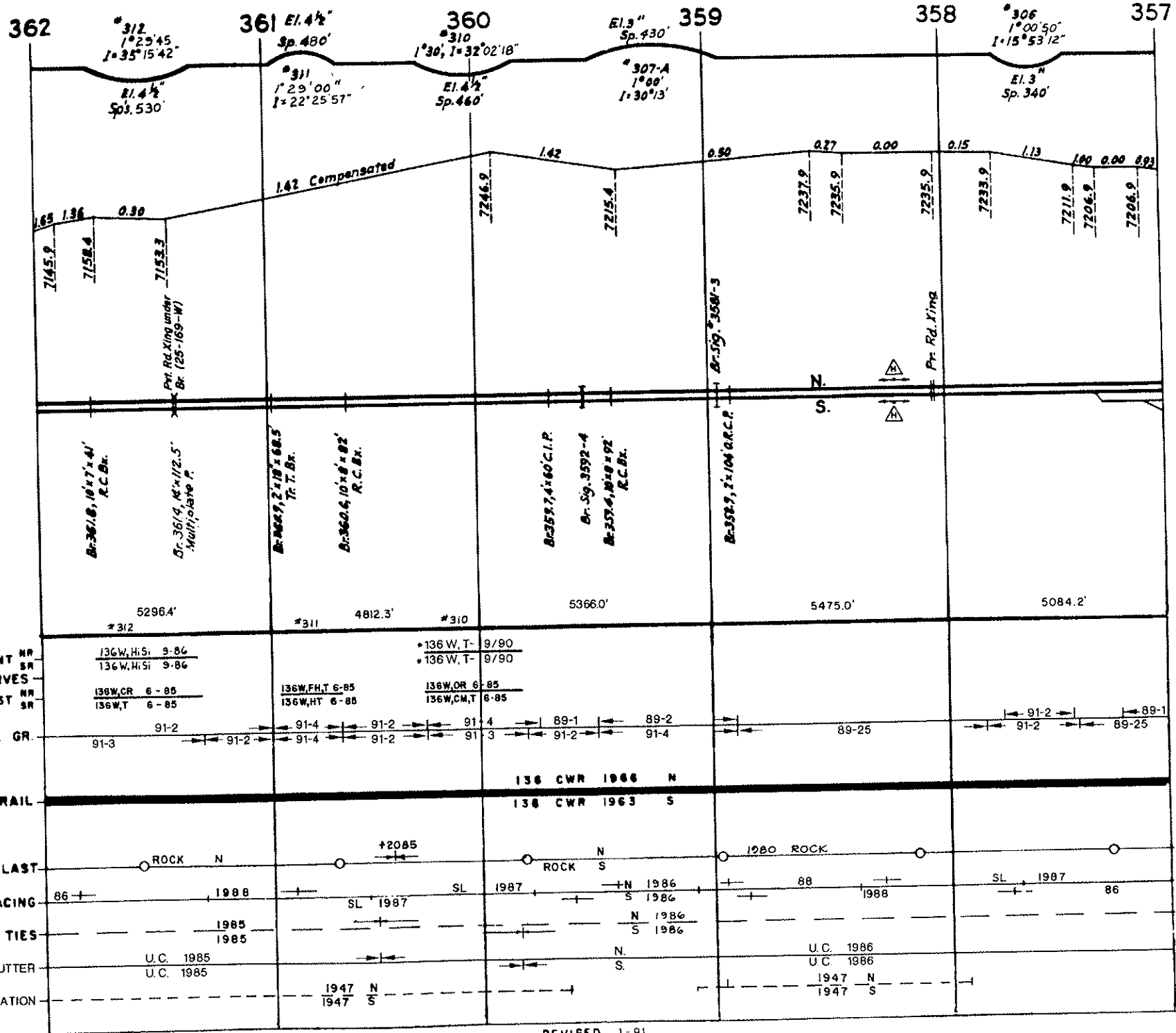












357

356

C.T.C.

355

[70.89]

354

\*304  
2°11'30"  
I=13°47'51"

EI. 5°  
Sp. 380'

353

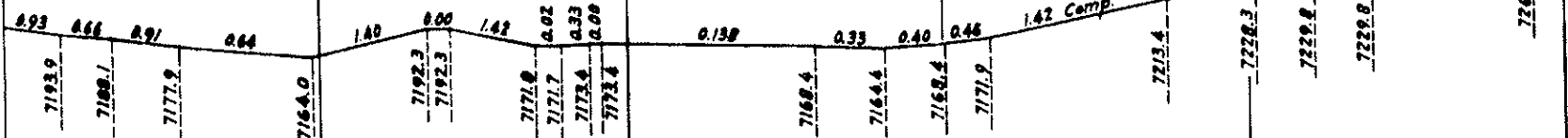
\*302,  
4°01'  
I=40°44'45"

EI. 3°  
Sp. 320'

\*301  
2°10'  
I=10°34'45"

To Needles

To Winslow



BELLEMONT  
M.P. 356.3

EAST BELLEMONT  
MP 354.5

To New Jo Oak  
#A-355.3  
(25-167-H)

Gov't. Ord.  
Depot

Br. 356.0 - 24.5' B.D.P.C. on  
Riser Blocks

O.H. Clearance  
Br. 355.5, R.C. Hwy. O.P.

Br. 355.4, 21x46' Tr. T. Br.

Br. 354.2, 2-10'5x44.3' C.A.R.

Br. 352.8, 4x42.2' O.R.C.P.

5339.3'

5237.8'

5330.6'

\*304  
5202.1'

\*303

5354.5'

\*302

\*301

136W, CM T-8/82  
136W, T-8/82

136W, T-9/90  
136W, 9/90

136W, OR 5-85  
136W, OR 5-85

136W, F.H.T. 9-84  
136W, CR, 9-84

NR NT  
SR NT  
CURVES  
NR ST

89-1  
89-25

91-2  
91-2

91-4  
91-2  
91-2  
91-3  
91-4

91-2  
91-2

RAIL GR.

136 CWR 1986 N

136 CWR 5-1983 S

DE Clips-N

PANOROLS  
SMT-88

RAIL

ROCK 1980 N

ROCK 1986 N

88

1986

BALLAST

SL 87 + 86 + 87 + 86 +  
86 88

SL 88

1986 N

SL 1987

1986

SURFACING

1986 Undercutter N  
1986 Undercutter S

U.C. 1986 N  
S

TIES

UNDERCUTTER

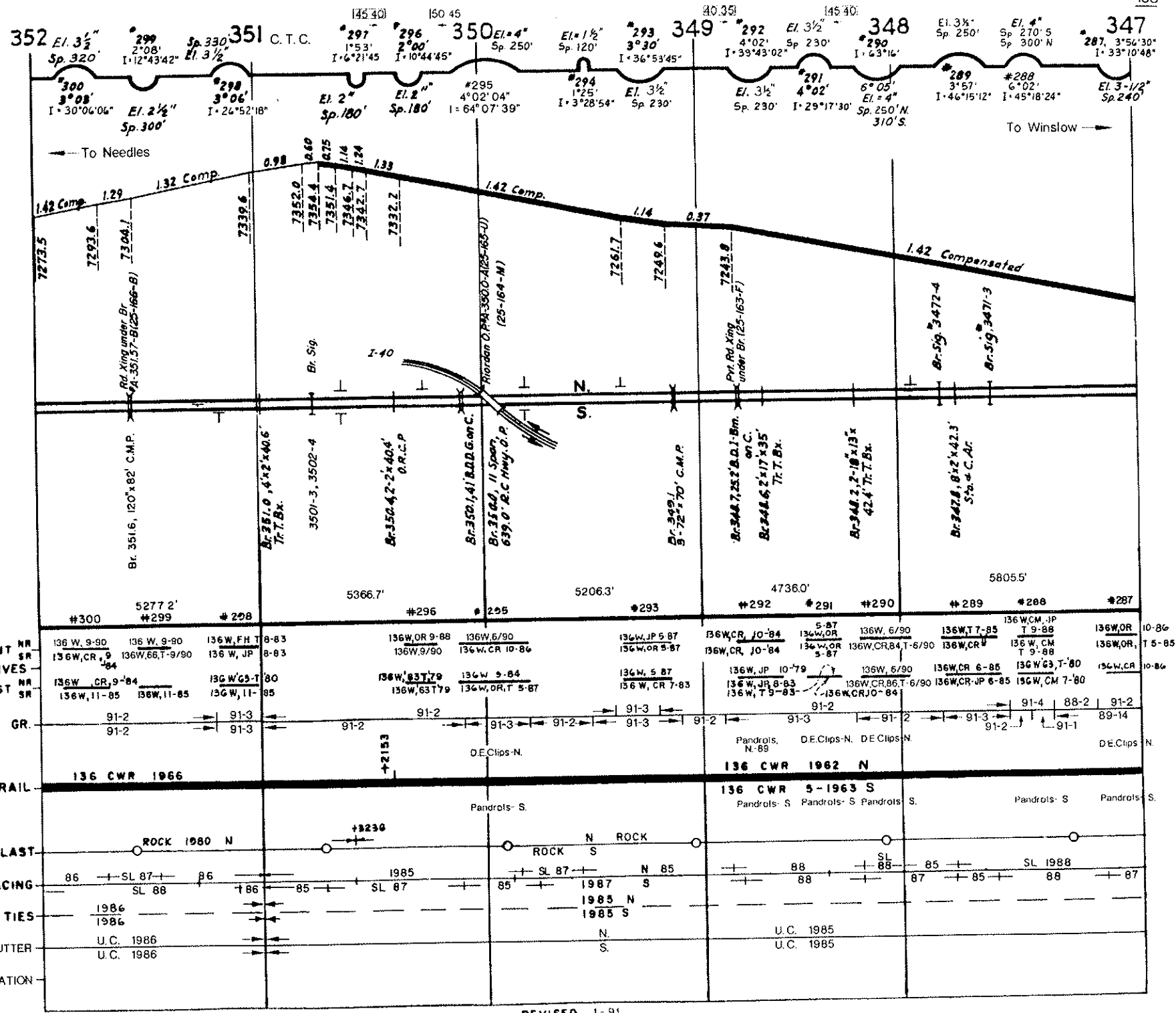
1947  
47 S

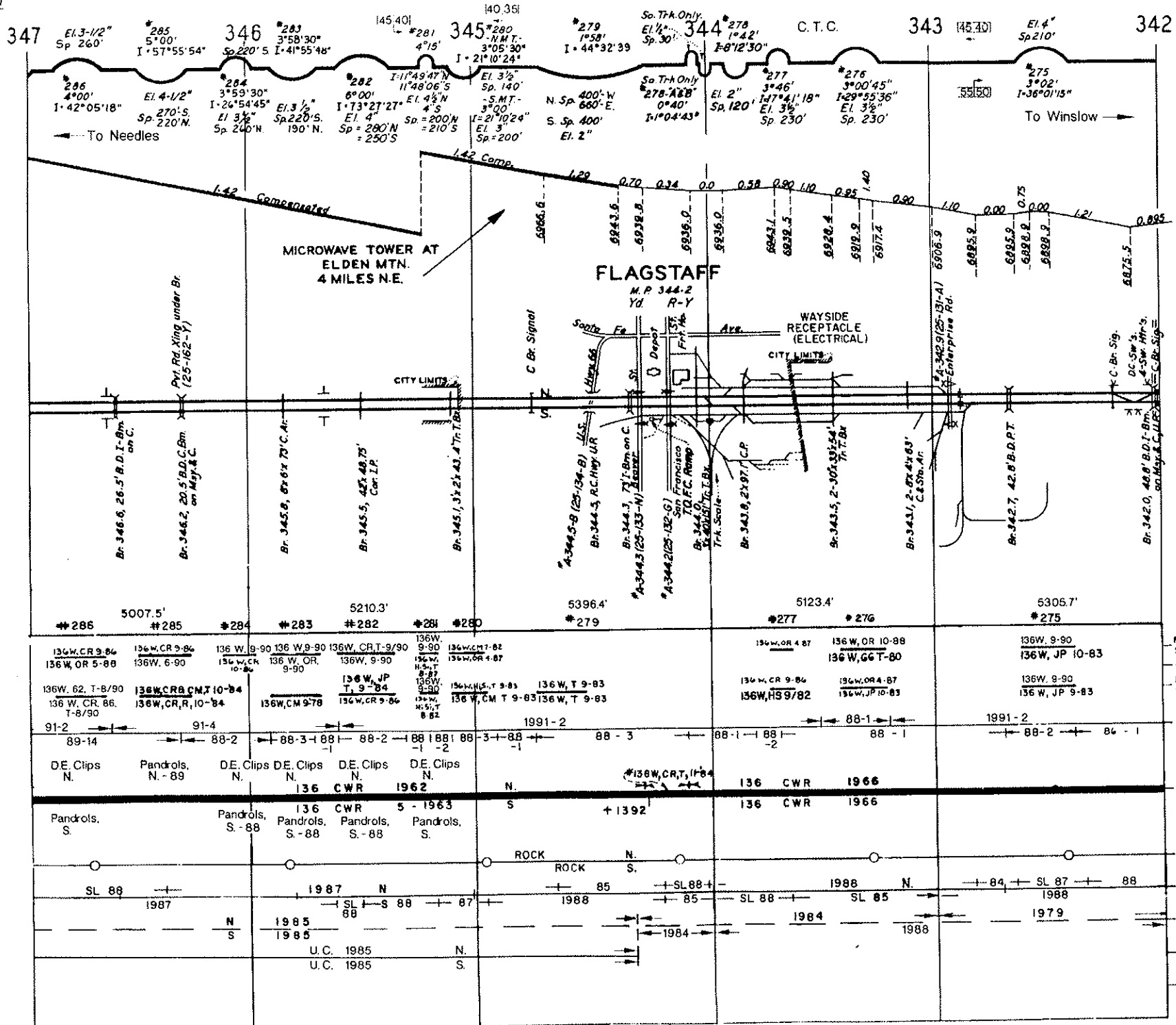
1947 S

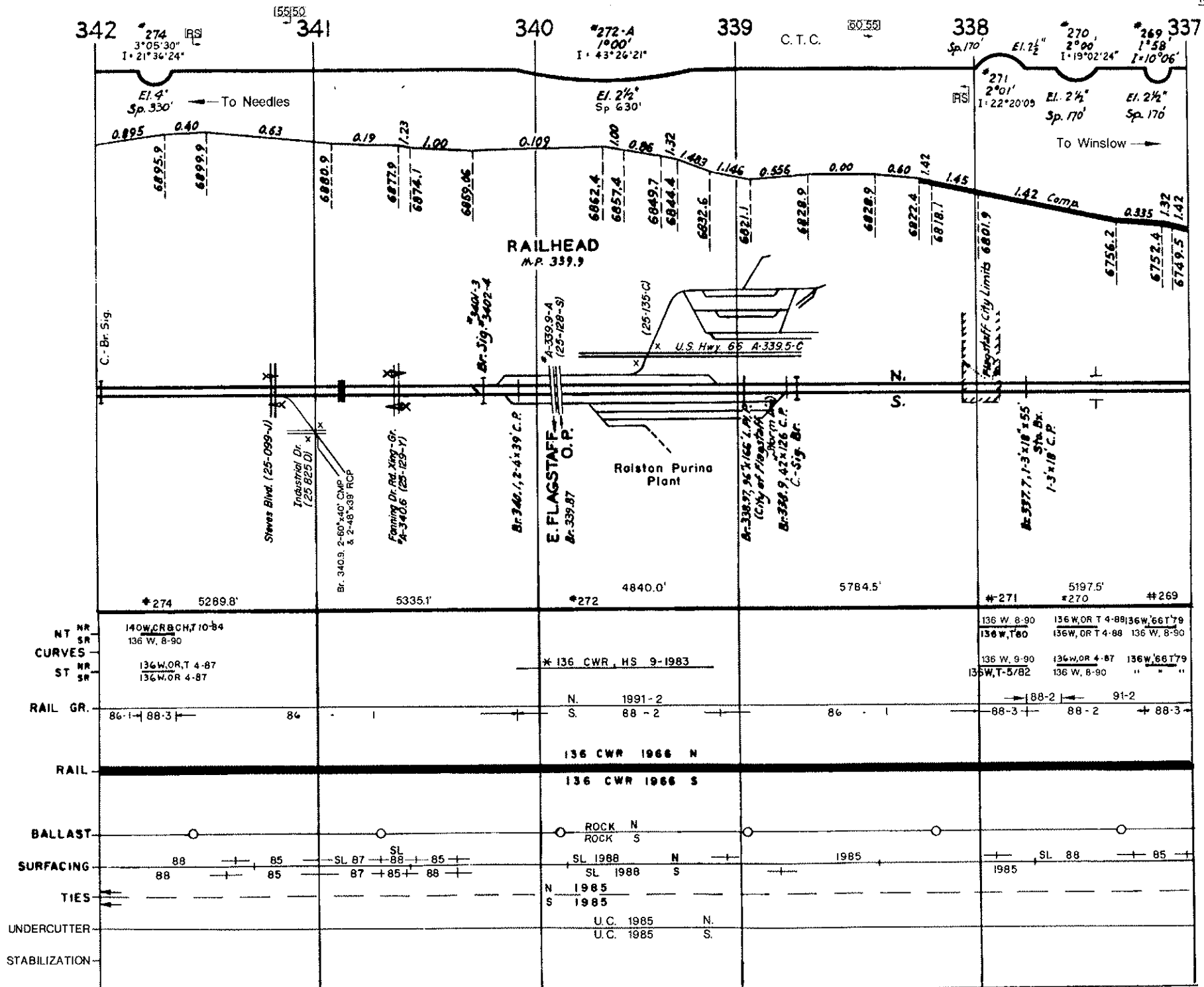
1947 N

1947 N  
1947 S

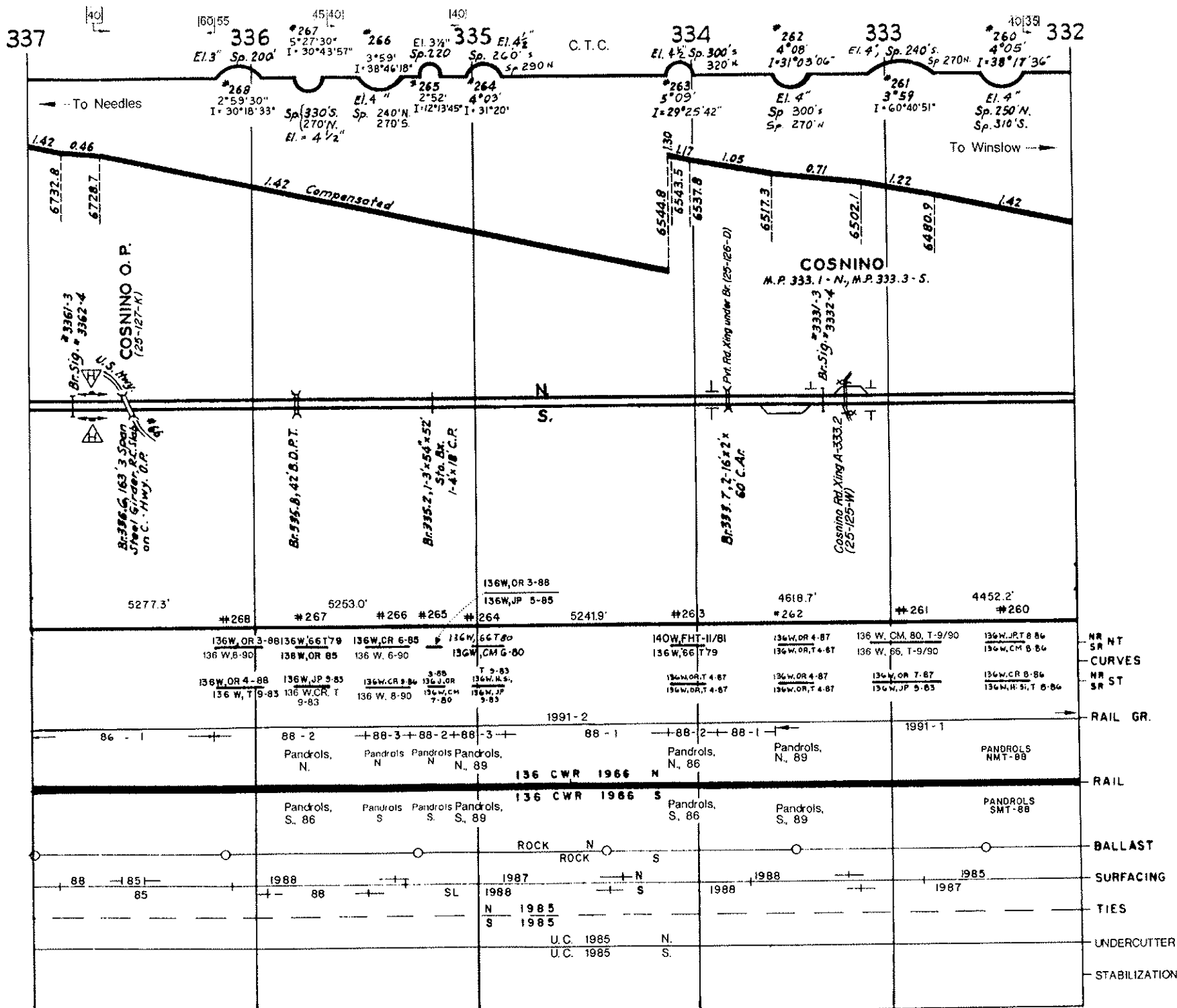
STABILIZATION



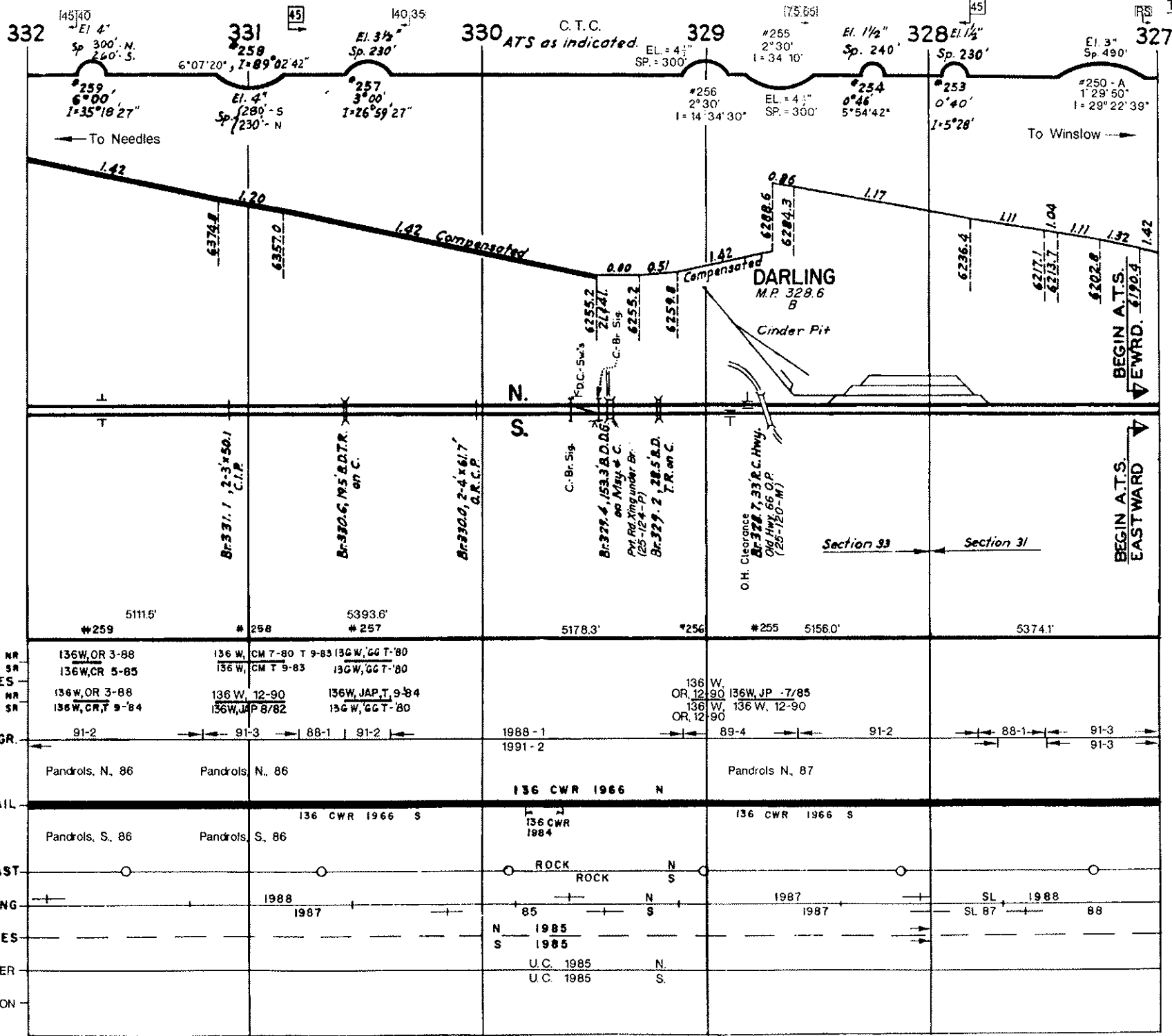


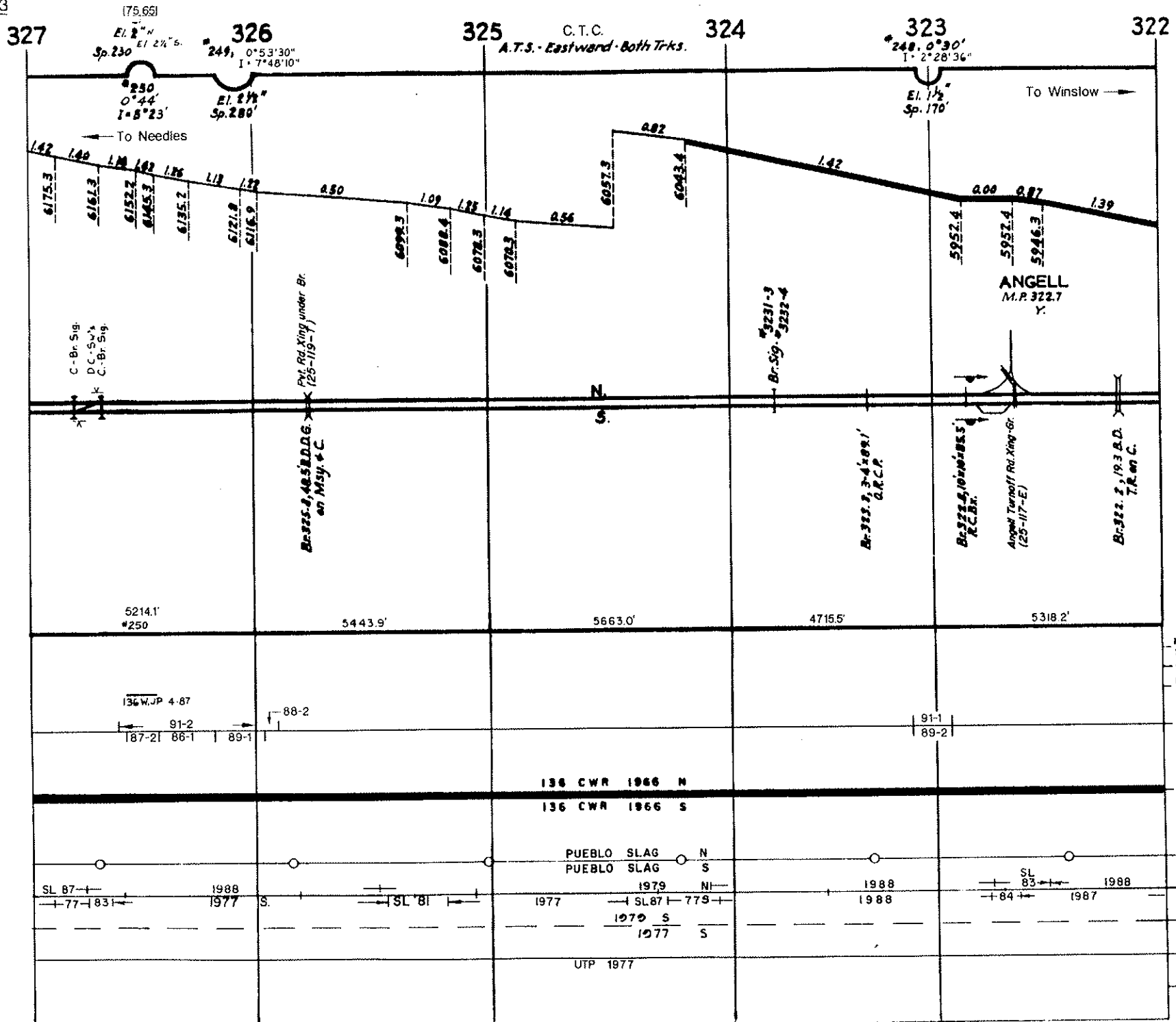


REVISED 1-91



REVISED 1-91

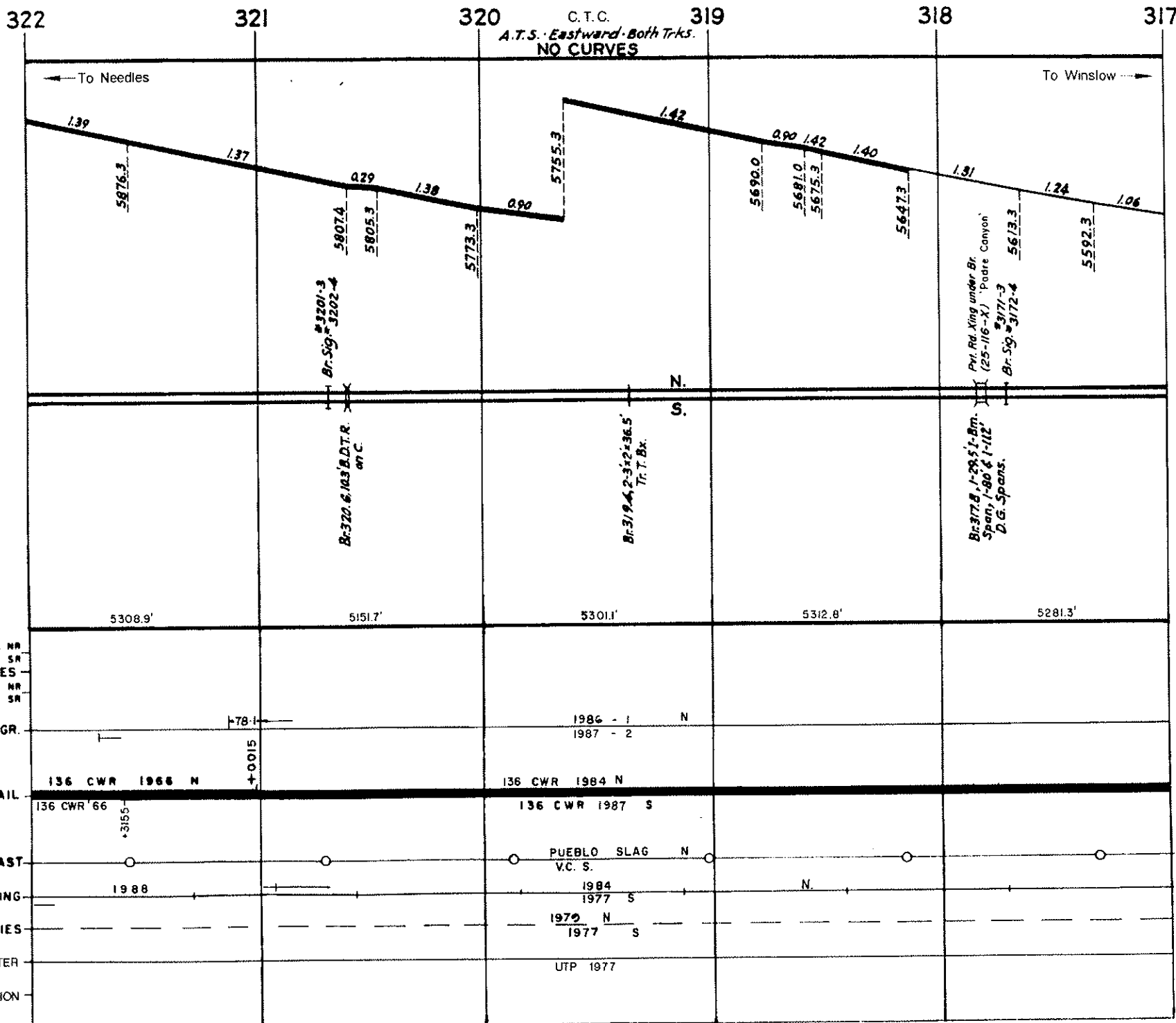




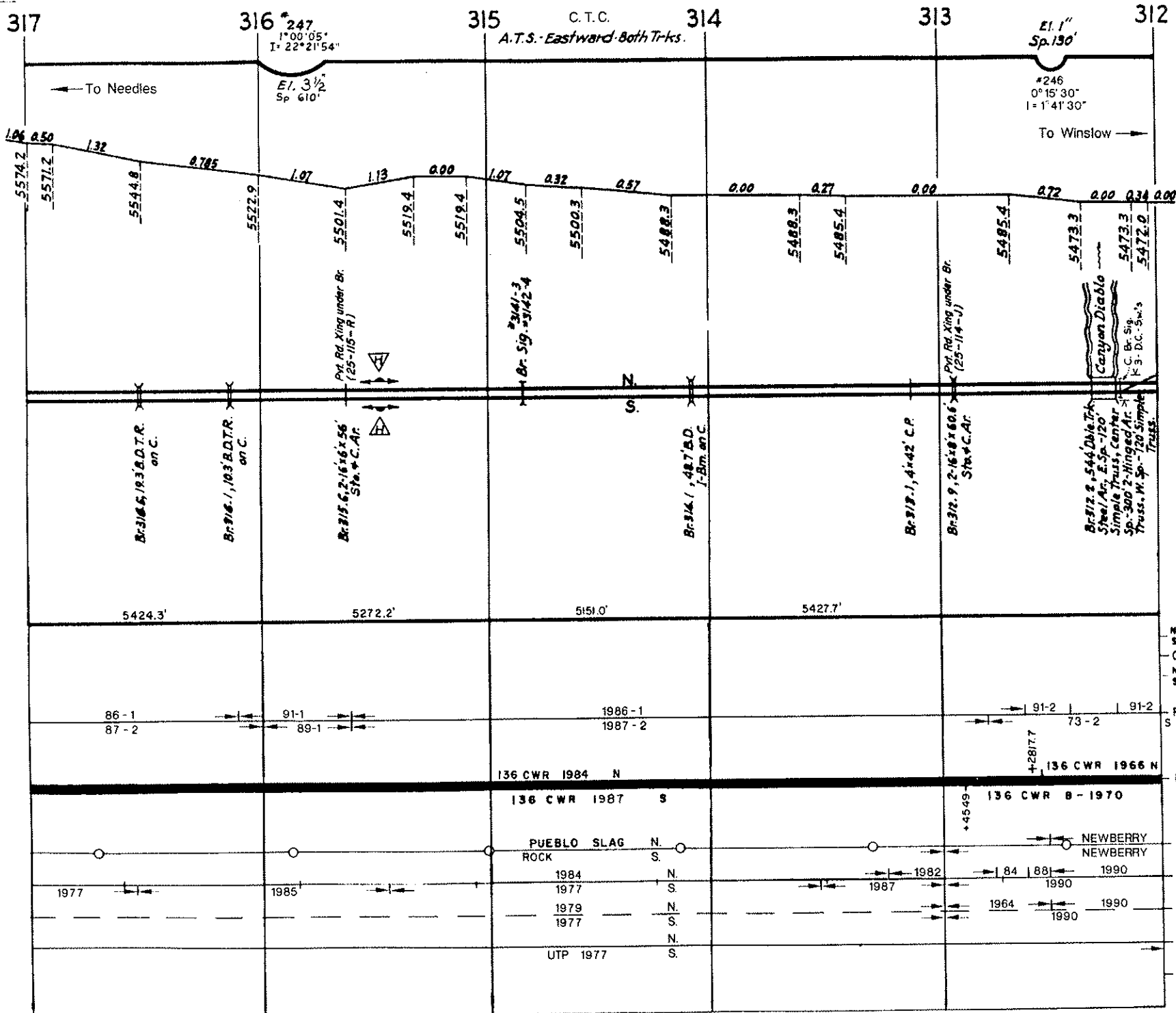
REVISED 1-91

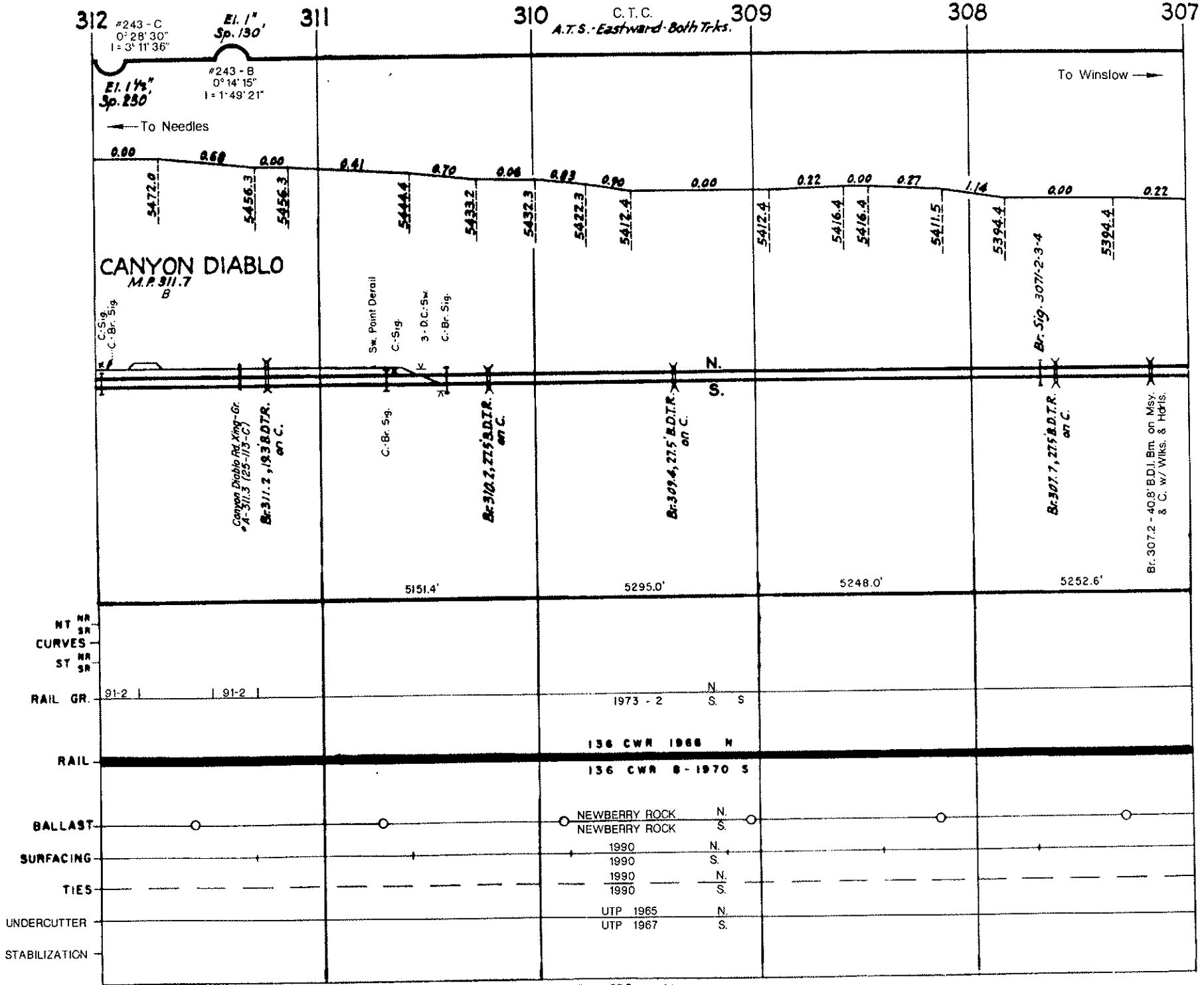
- NR NT
- SR CURVES
- NR ST
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

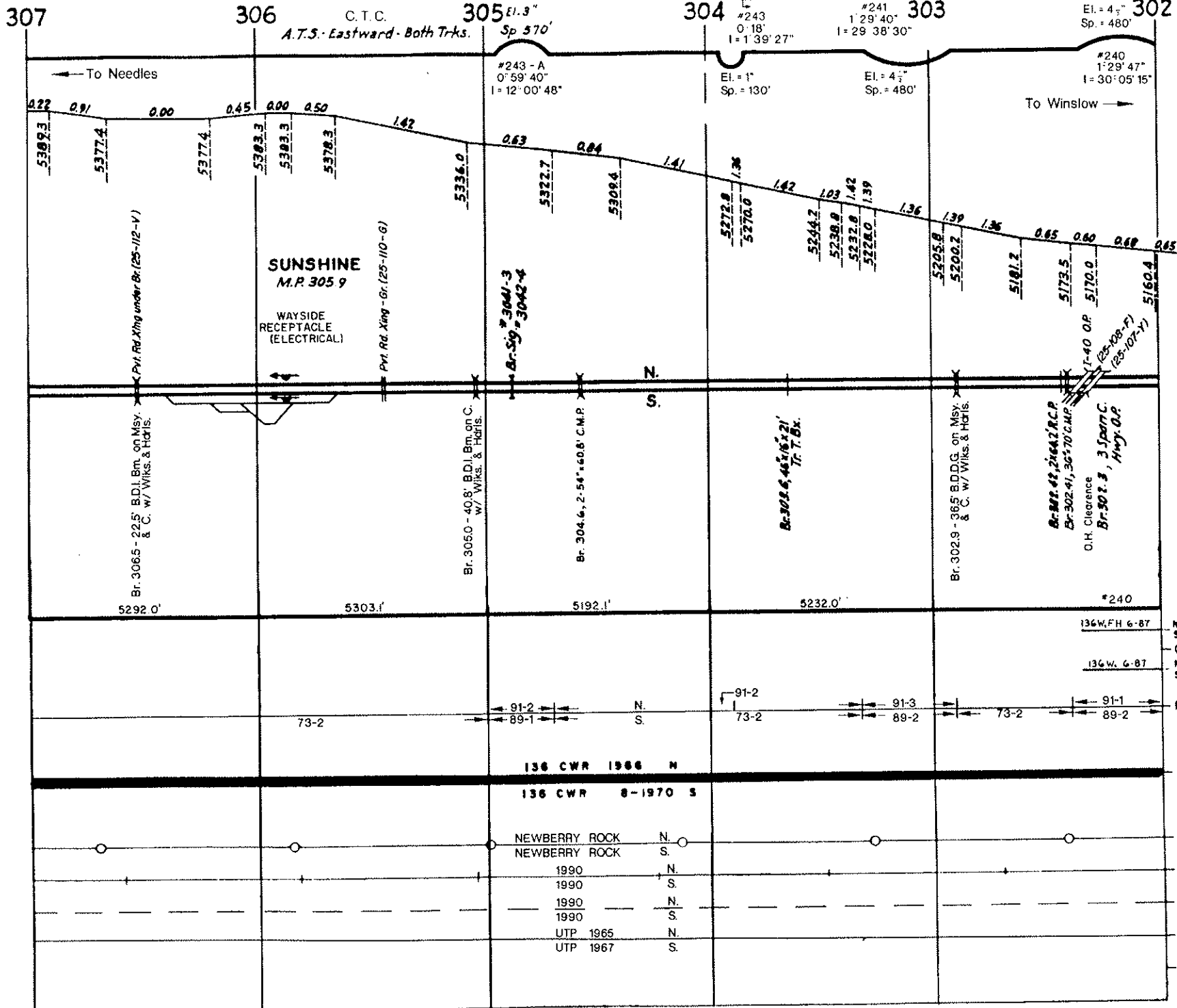




REVISED 1-91







C.T.C.  
A.T.S. - Eastward - Both Trks.

305 El. 3"  
Sp. 570'

304  
#243  
0' 18"  
I = 1' 39" 27"

#241  
1' 29' 40"  
I = 29' 38' 30"

302  
El. = 4 1/2"  
Sp. = 480'

#243 - A  
0' 59' 40"  
I = 12' 00' 48"

El. = 1"  
Sp. = 130'

El. = 4 1/2"  
Sp. = 480'

#240  
1' 29' 47"  
I = 30' 05' 15"

To Winslow →

**SUNSHINE**  
M.P. 305.9

WAYSIDE  
RECEPTACLE  
(ELECTRICAL)

N.  
S.

\*240

136 W.FH 6-87  
NR SR NT  
CURVES  
136 W. 6-87  
NR SR ST

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

136 CWR 1966 N

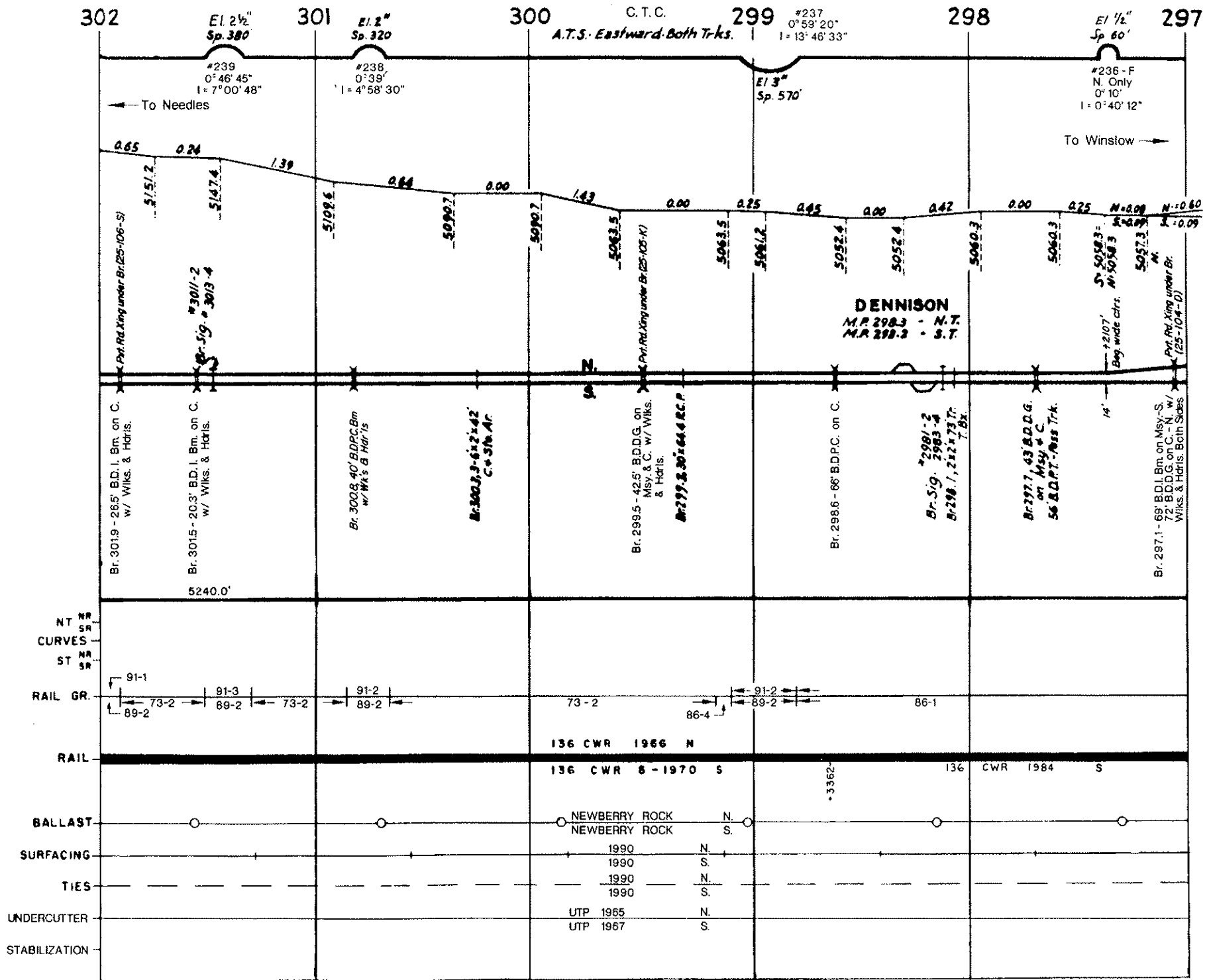
136 CWR 8-1970 S

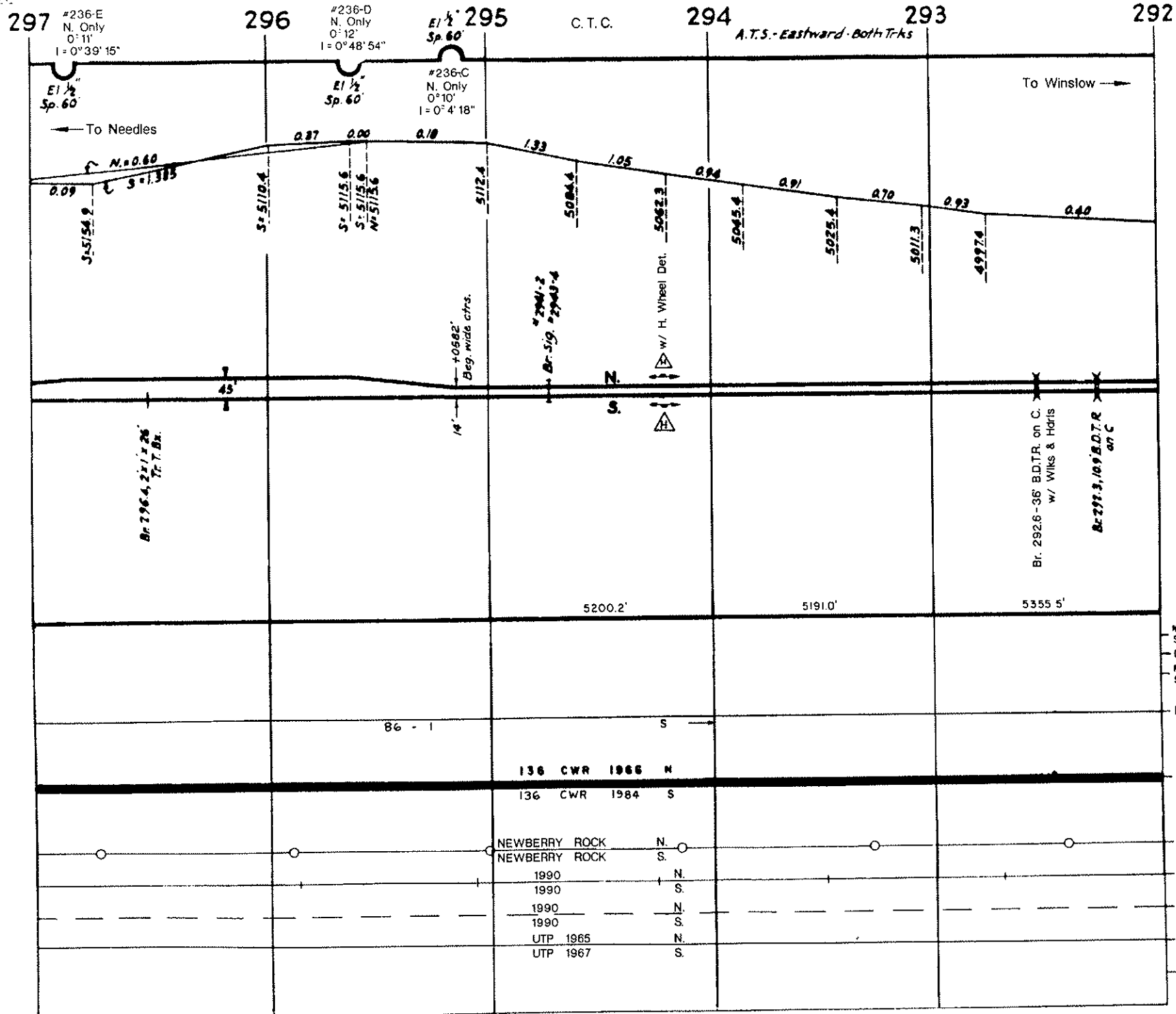
NEWBERRY ROCK N.  
NEWBERRY ROCK S.

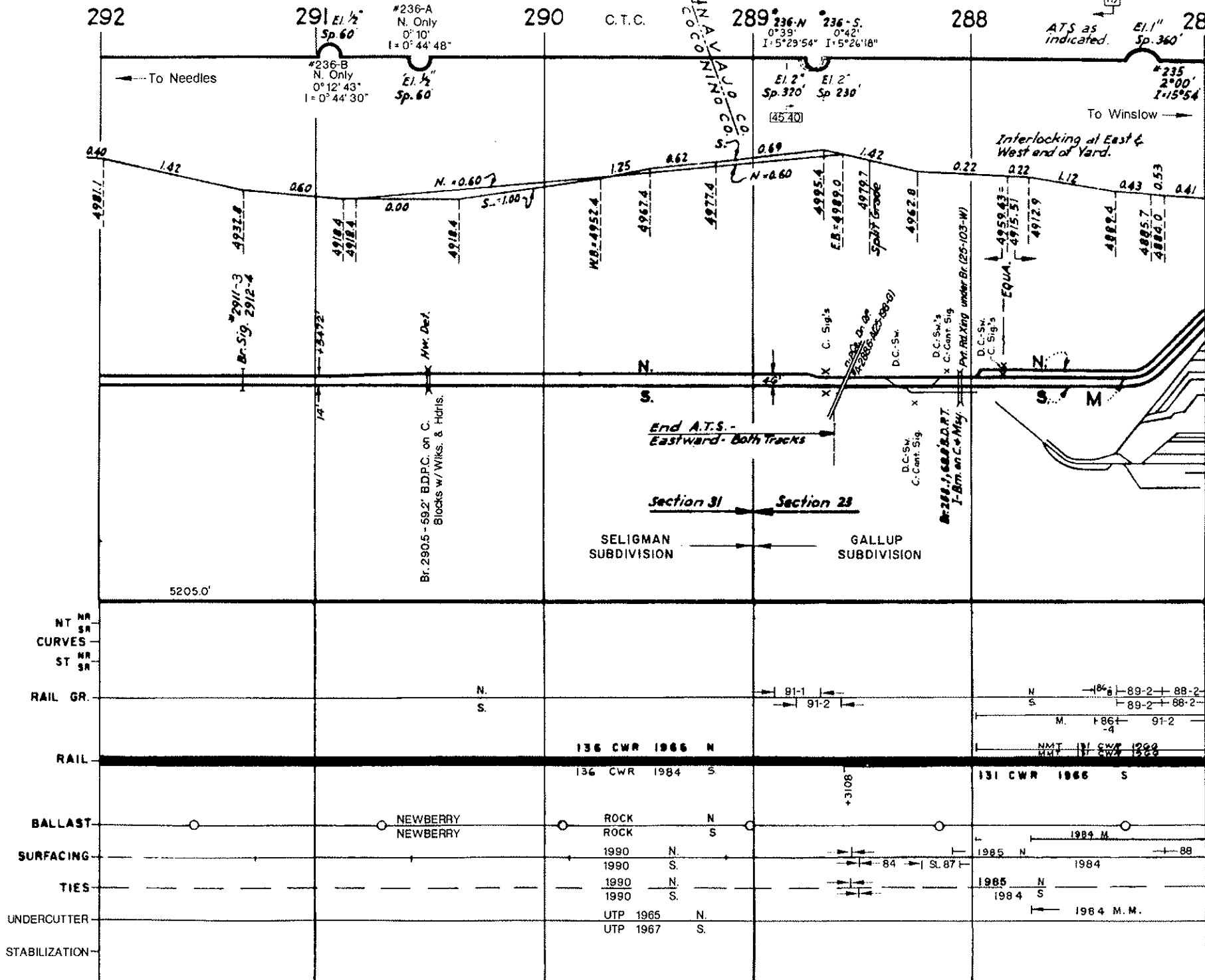
1990 N.  
1990 S.

1990 N.  
1990 S.

UTP 1965 N.  
UTP 1967 S.







# Seligman Subdivision

Winslow (M.P. 289.0) to Topock (M.P. 566.1)