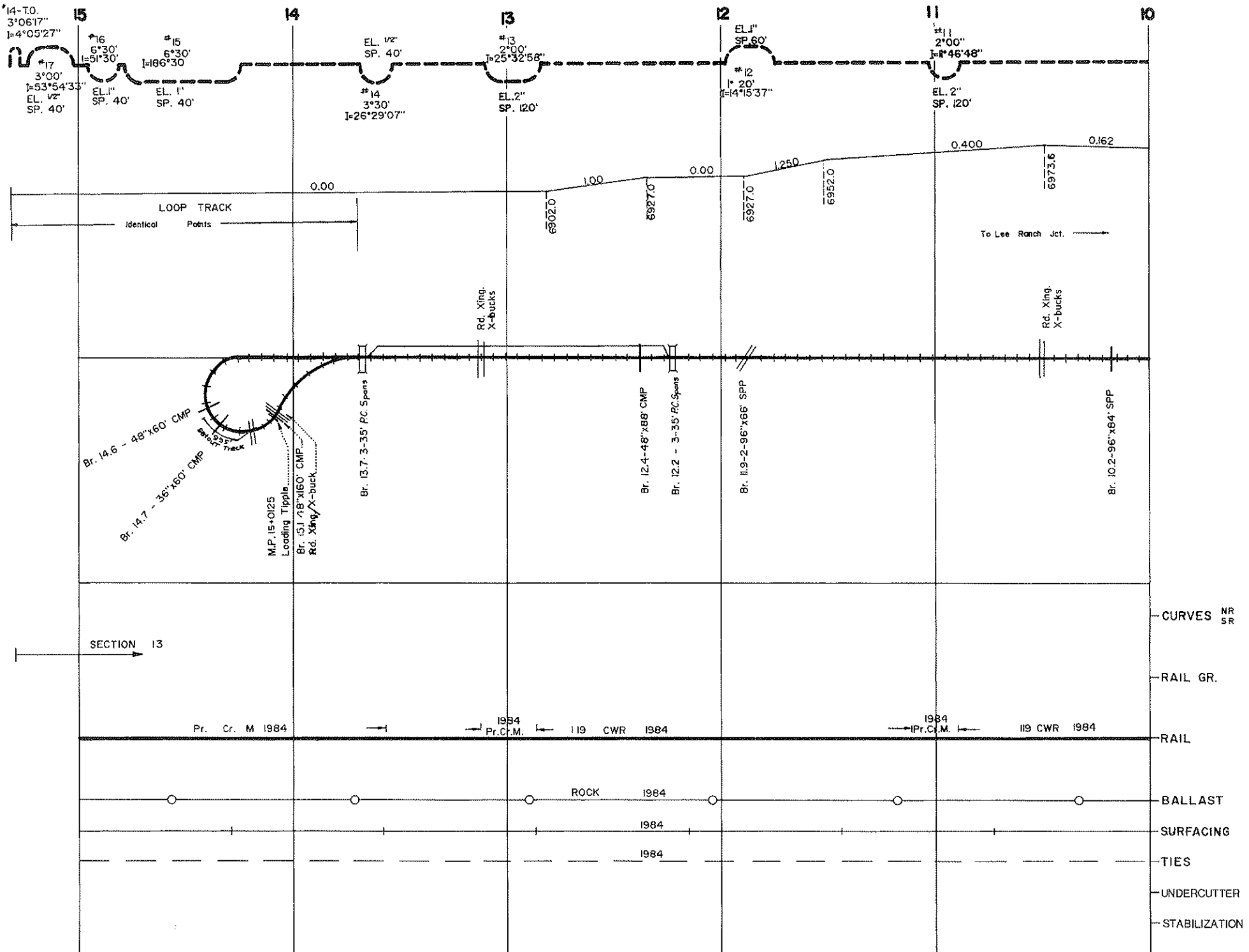
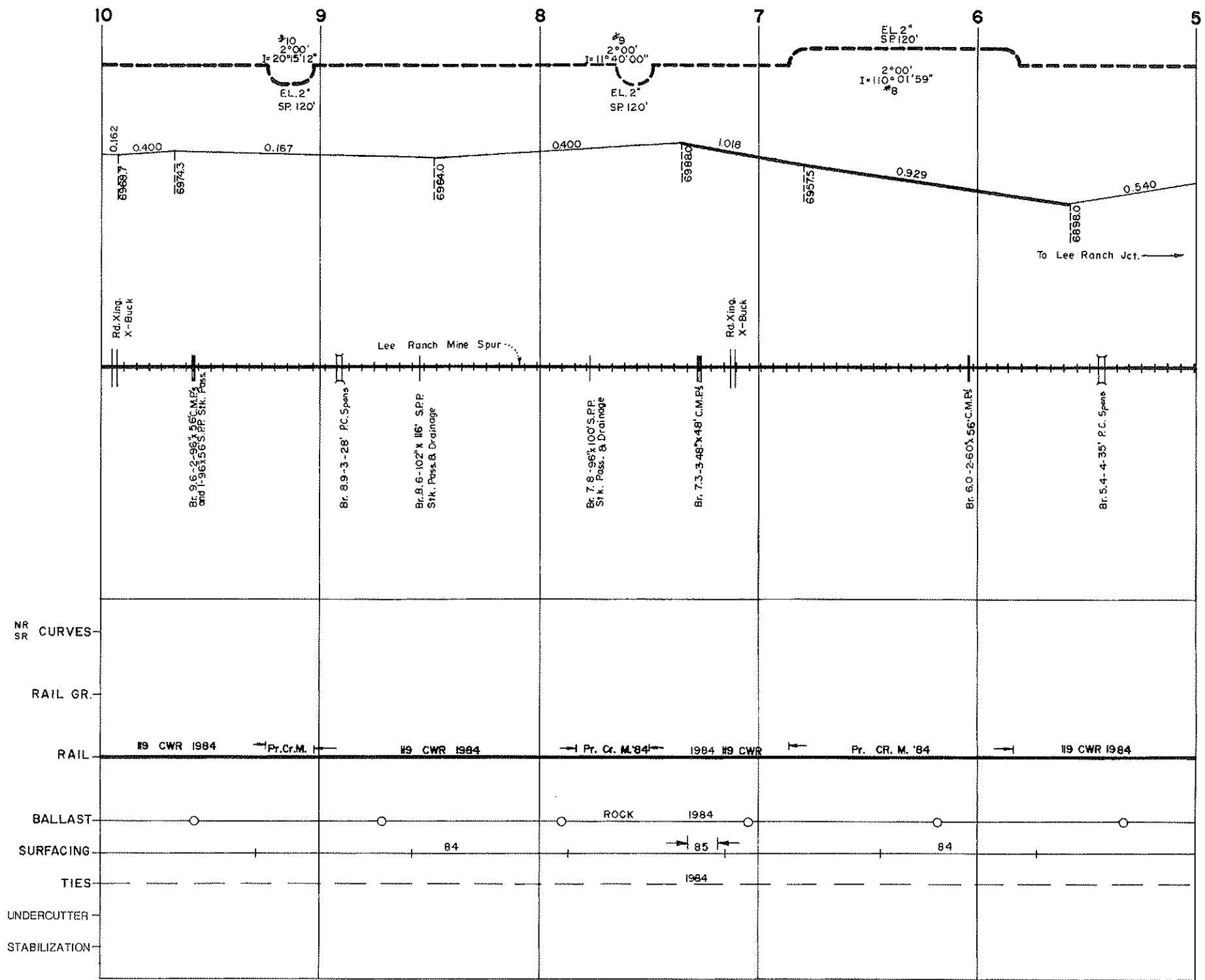
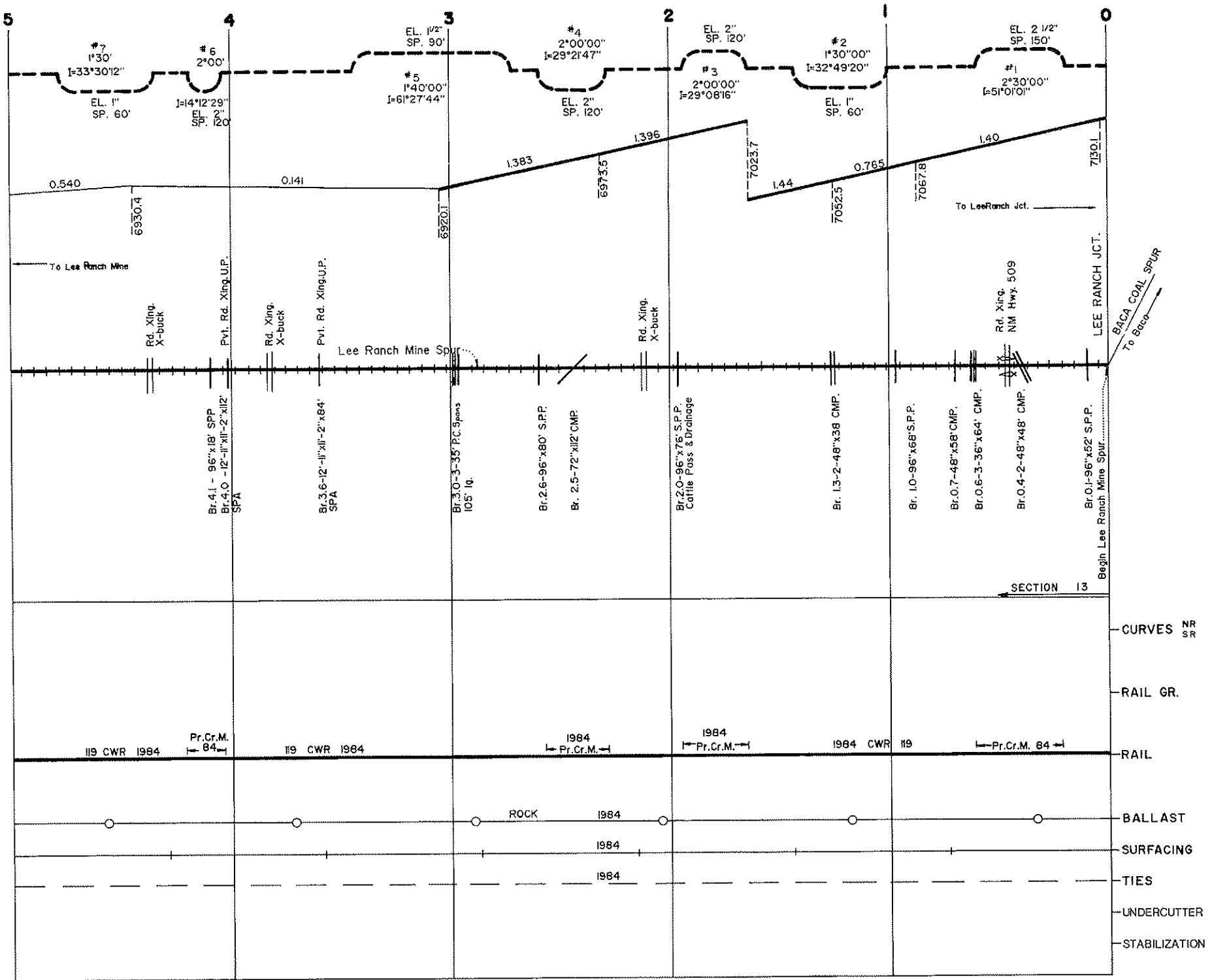


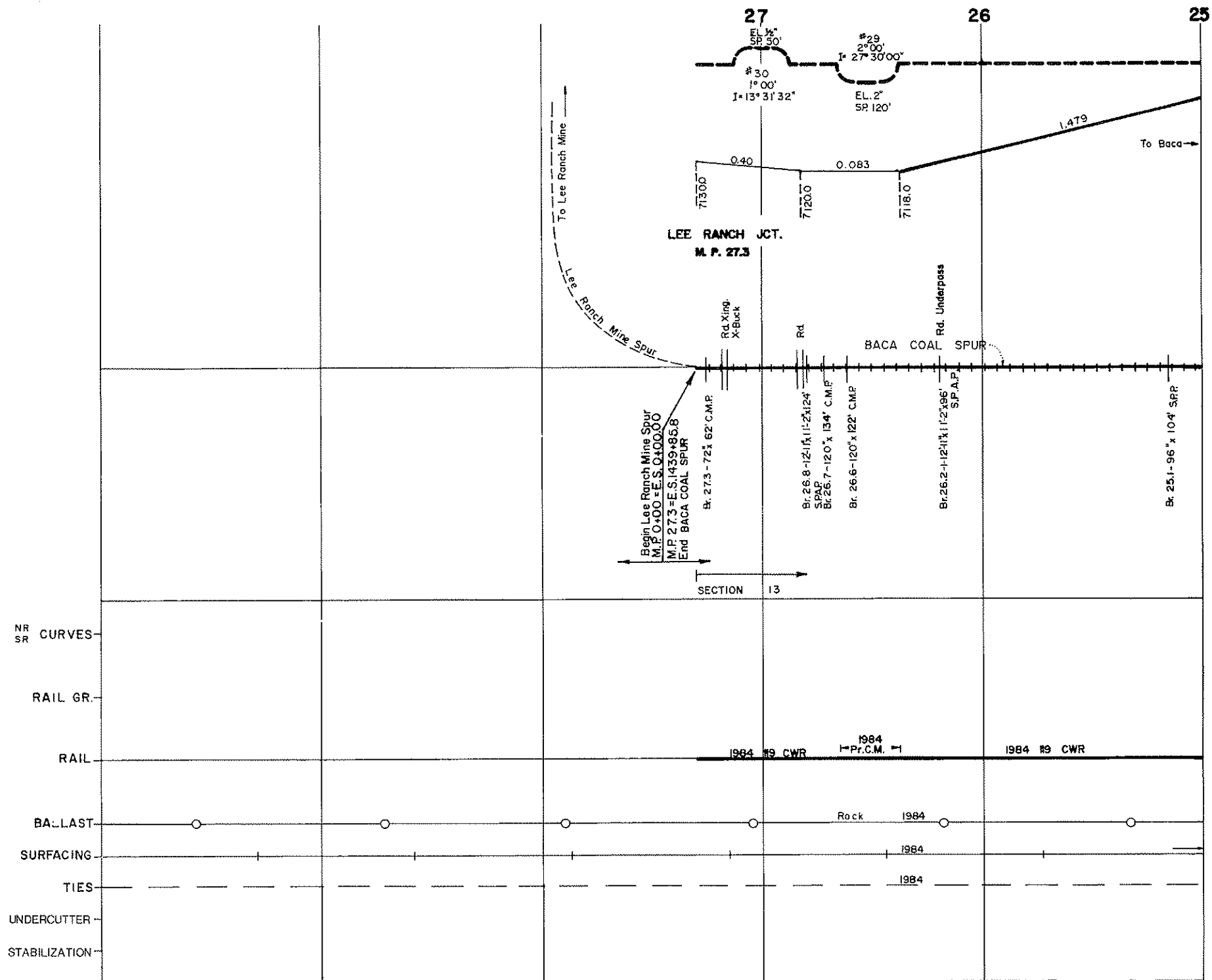
*Intentionally Blank*

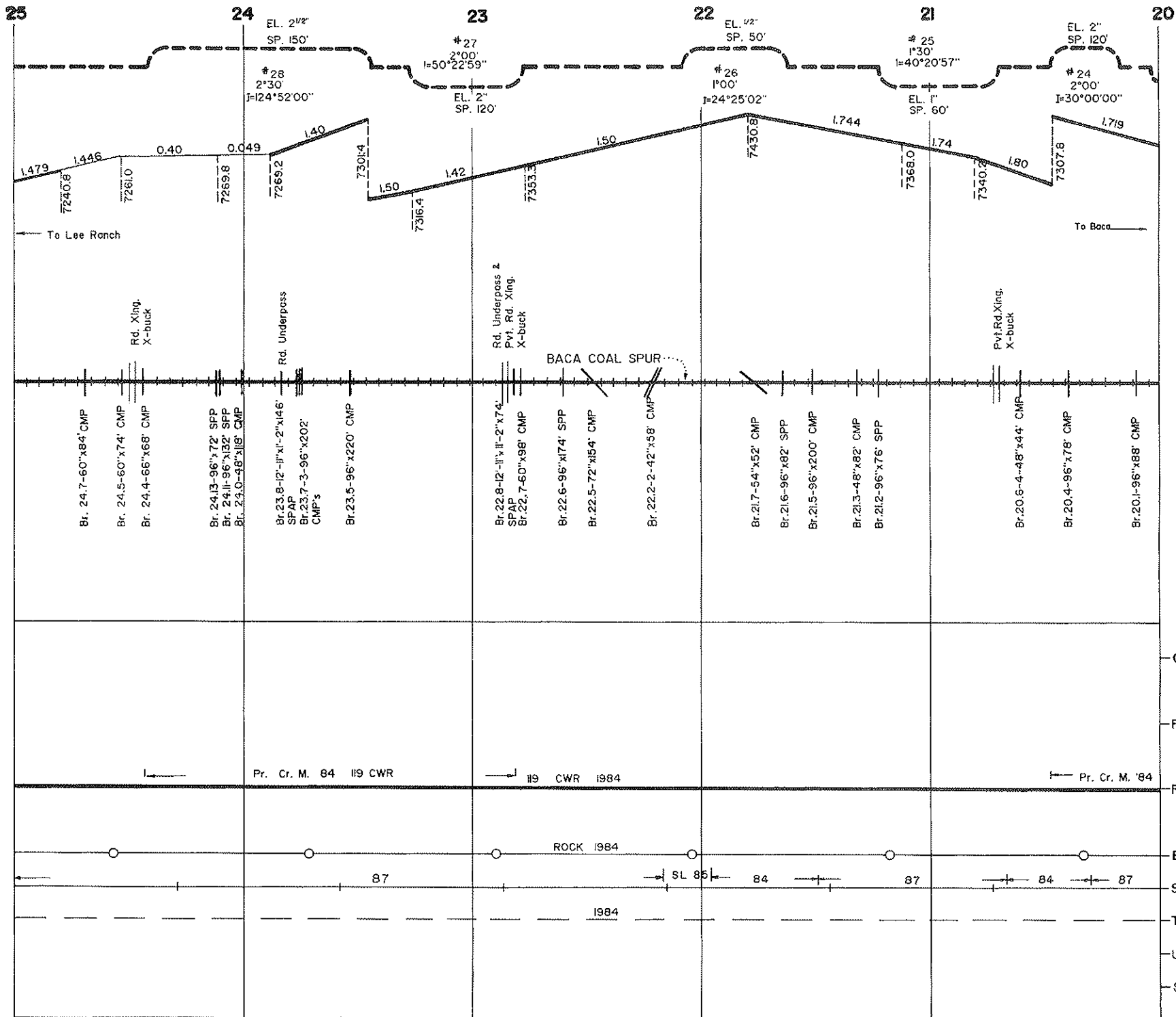


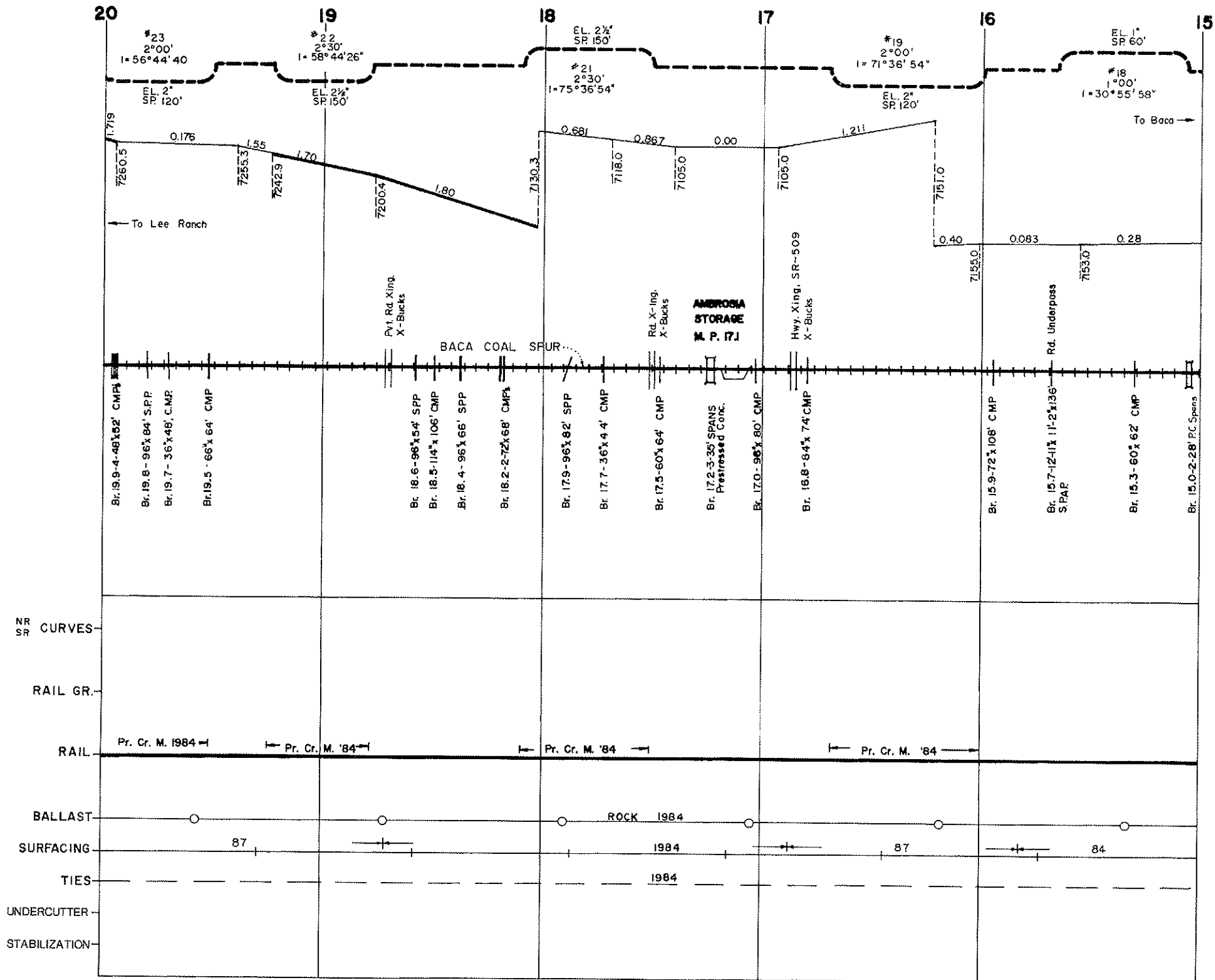


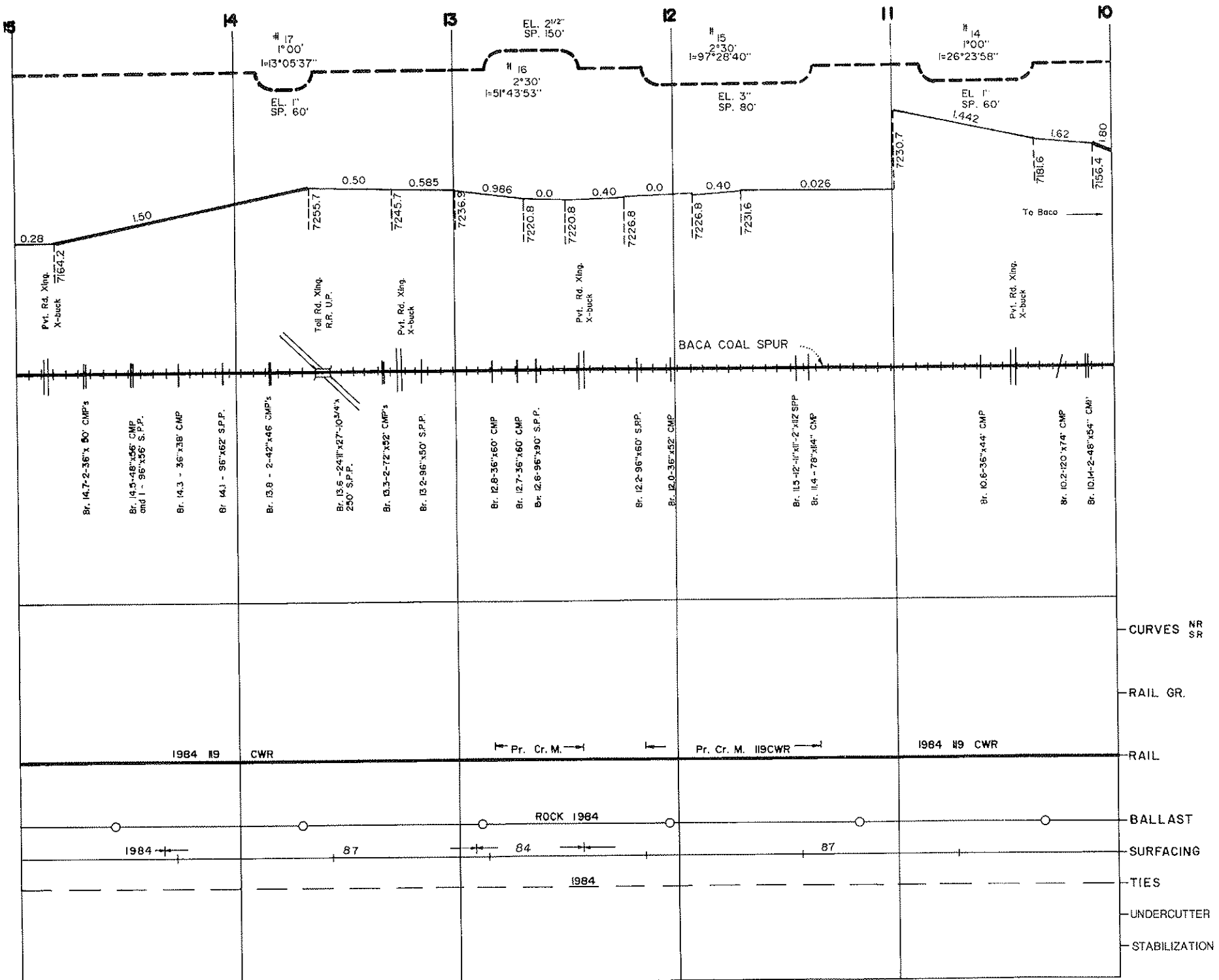


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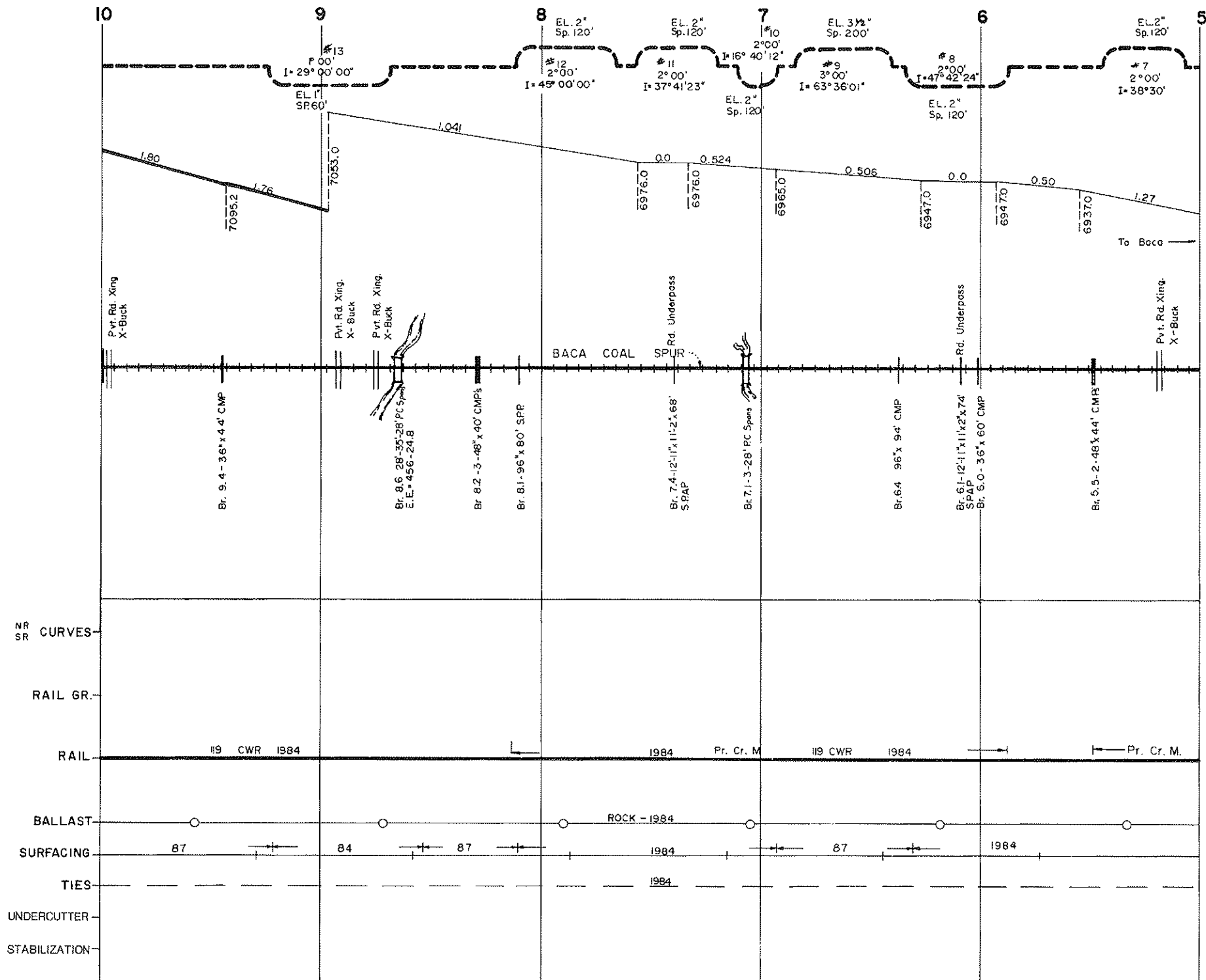


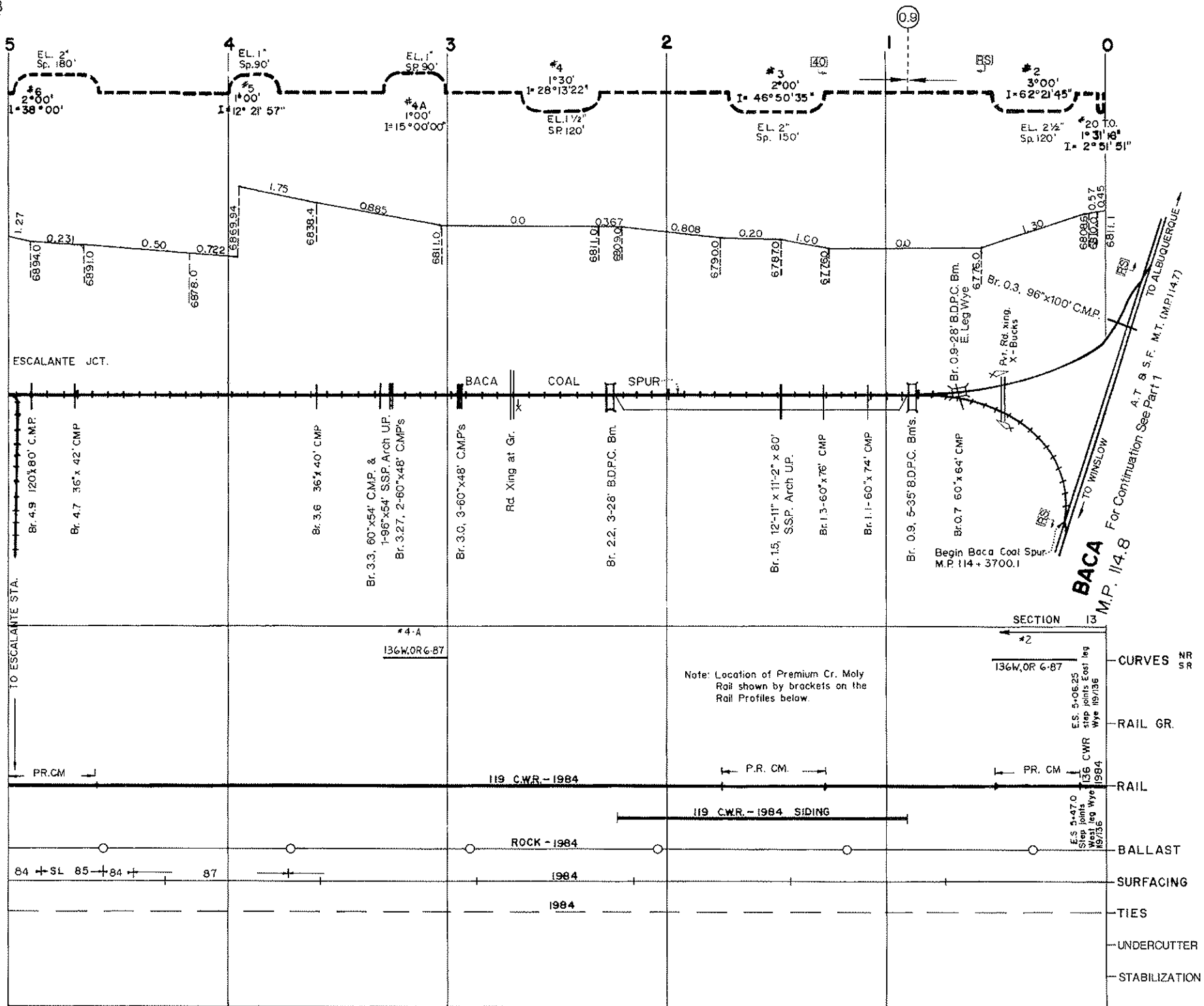












**BACA**  
M.P. 114.8

SECTION 13

Note: Location of Premium Cr. Moly Rail shown by brackets on the Rail Profiles below.

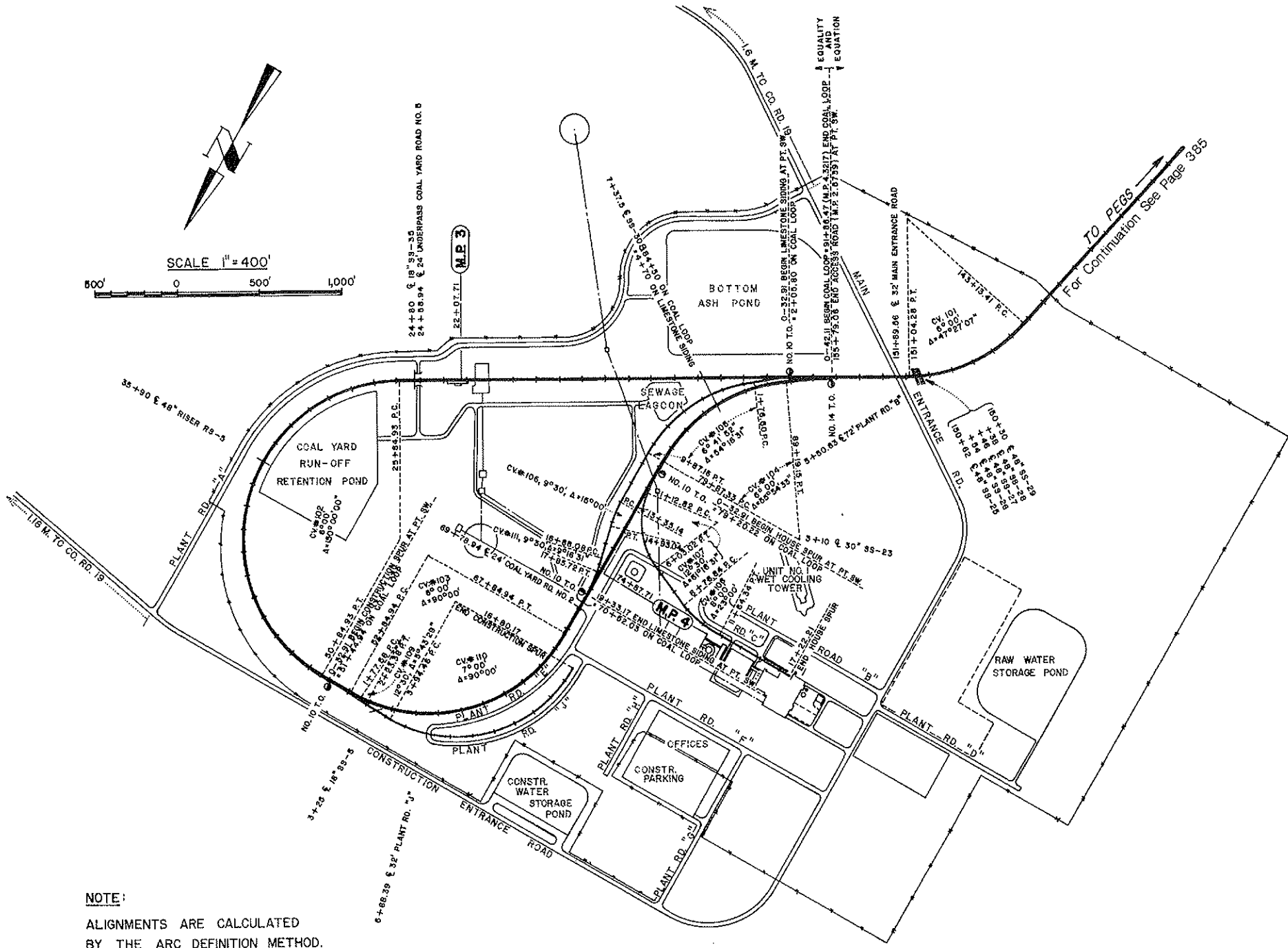
- CURVES NR SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

# Baca Coal Spur

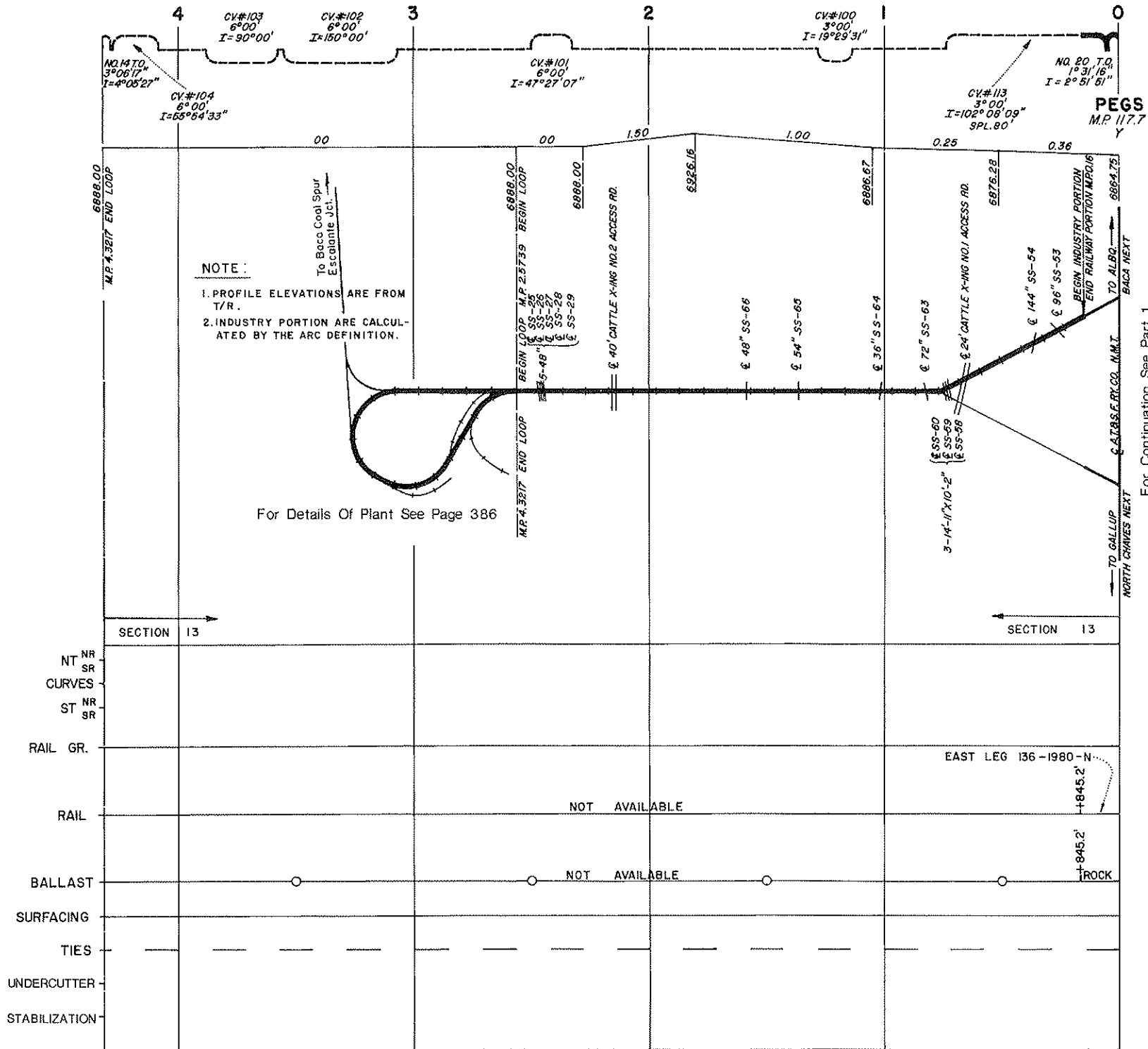
M.P. 0.0 to M.P. 27.3

# Lee Ranch Mine Spur

M.P. 0.0 to M.P. 27.3



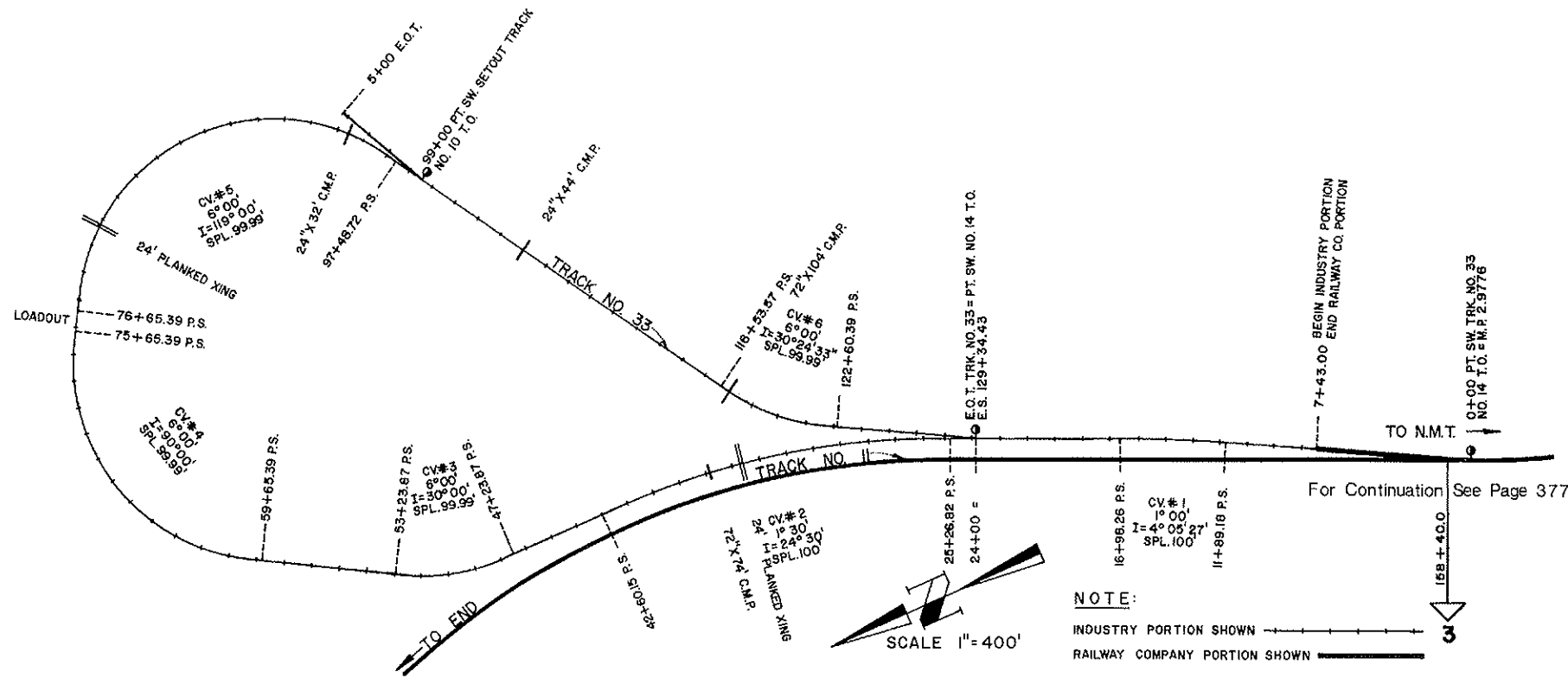
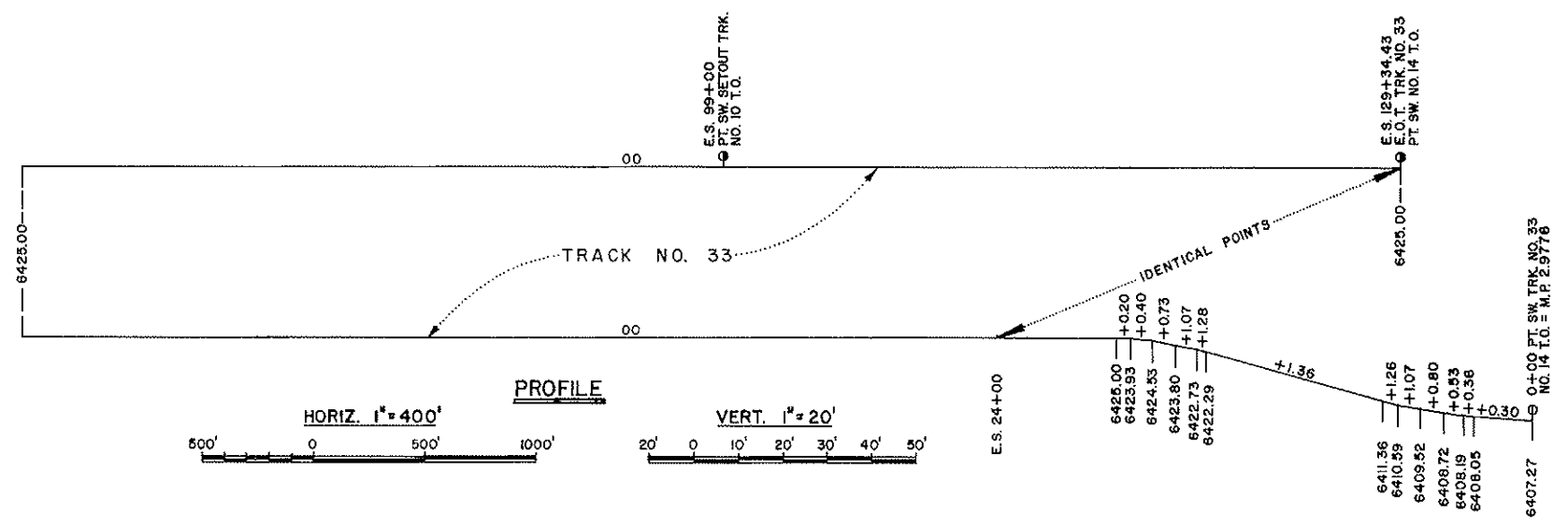
COAL LOOP TRACKAGE & PLANT SITE  
 PLAINS ELECTRIC GENERATION & TRANSMISSION COOPERATIVE



PEGS  
M.P. 117.7

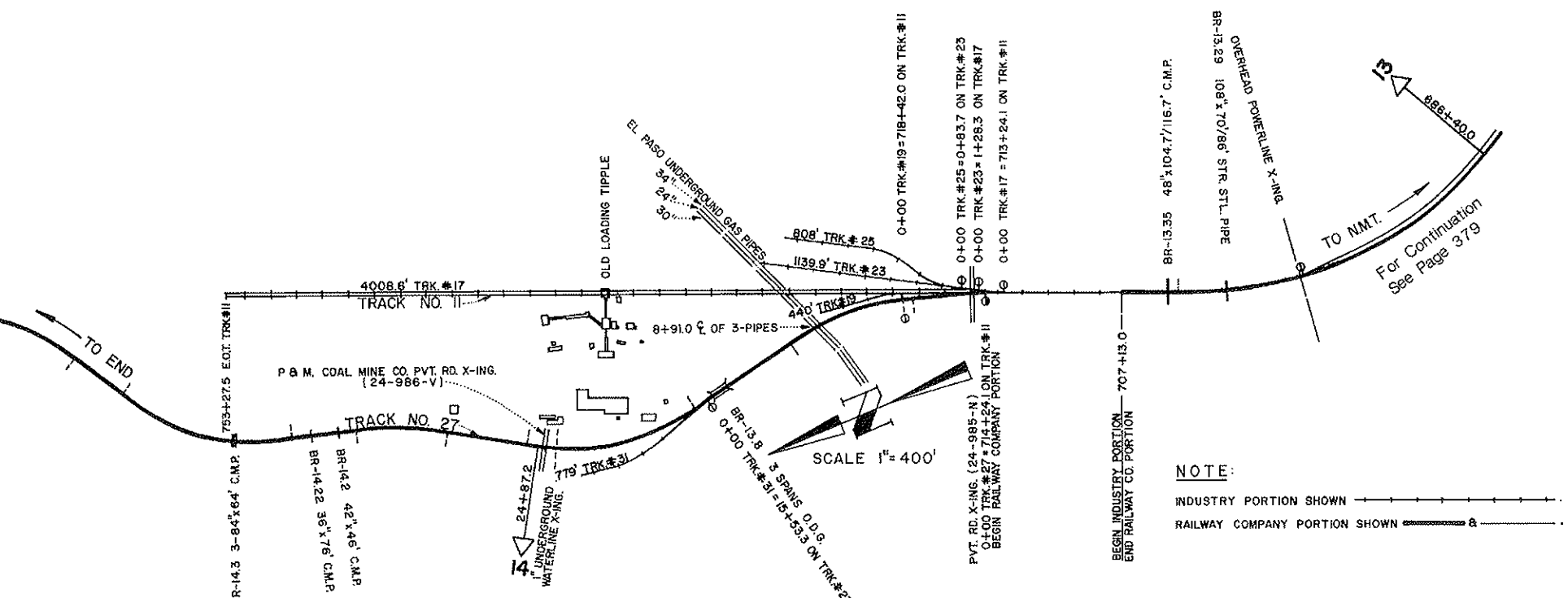
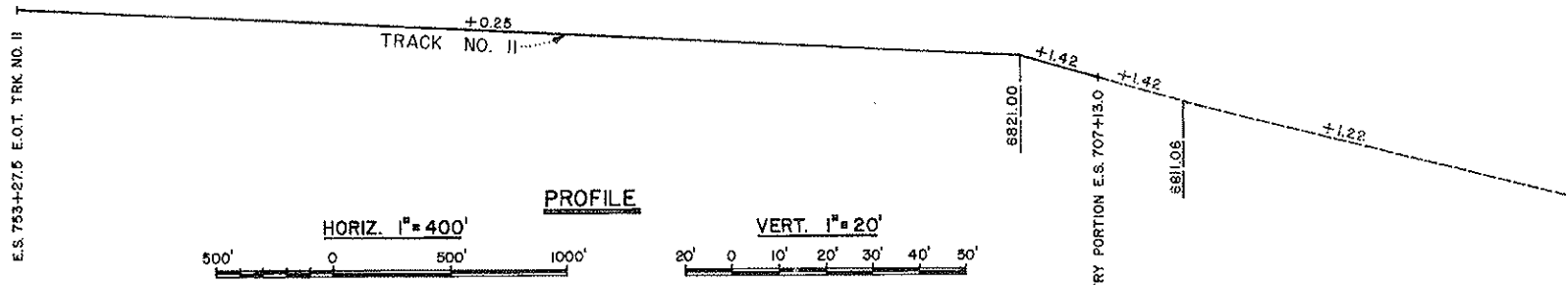
For Continuation See Part 1

# Peggs Spur



MENTMORE MINE LOADING LOOP  
CARBON COAL COMPANY

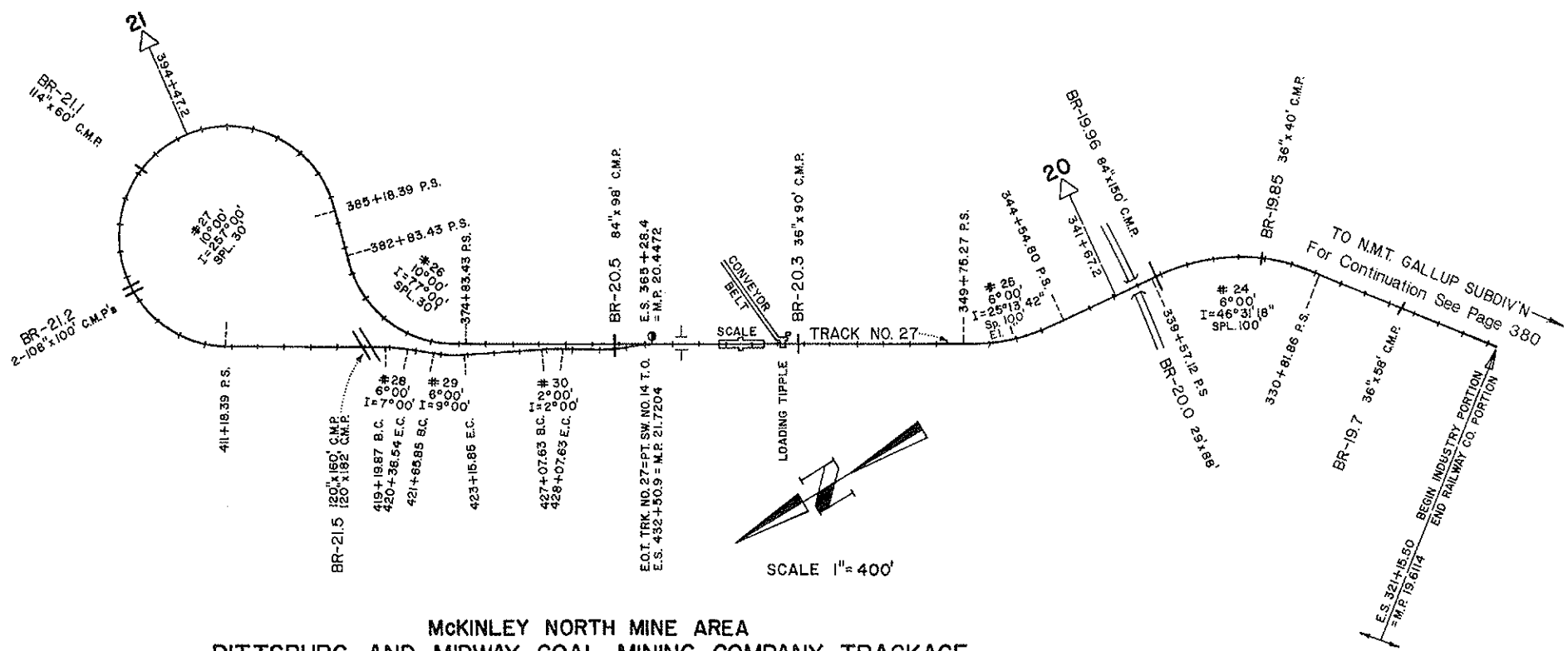
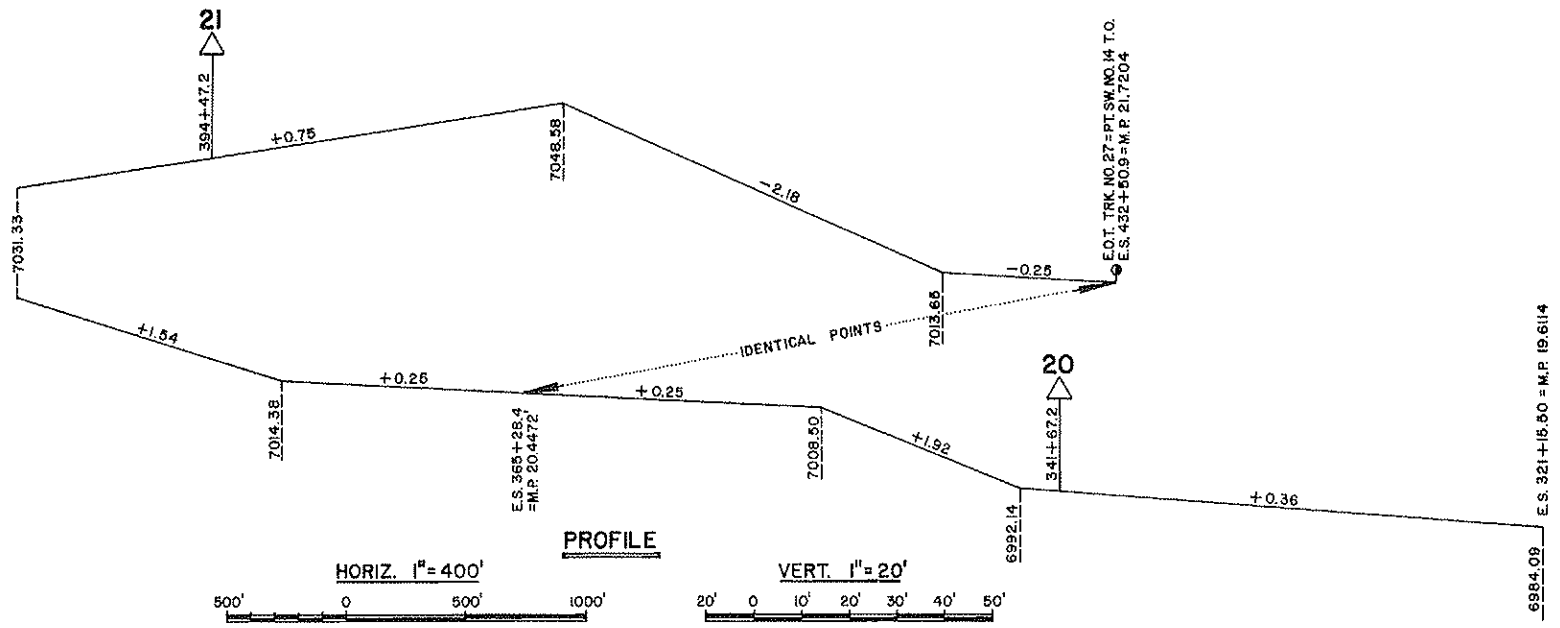
For Continuation See Page 377



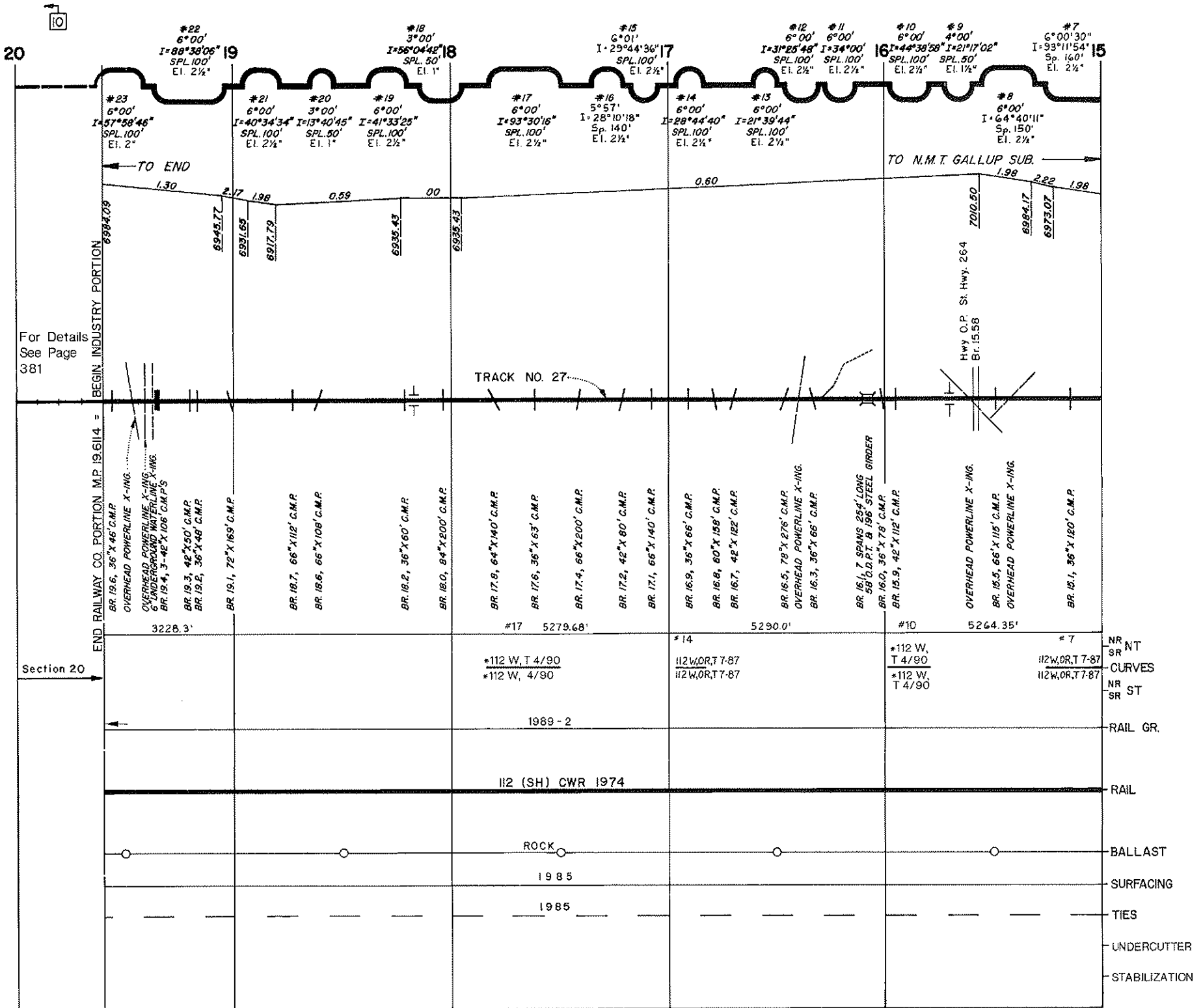
OLD LOADING TIPPLE  
PITTSBURG AND MIDWAY COAL MINING COMPANY TRACKAGE

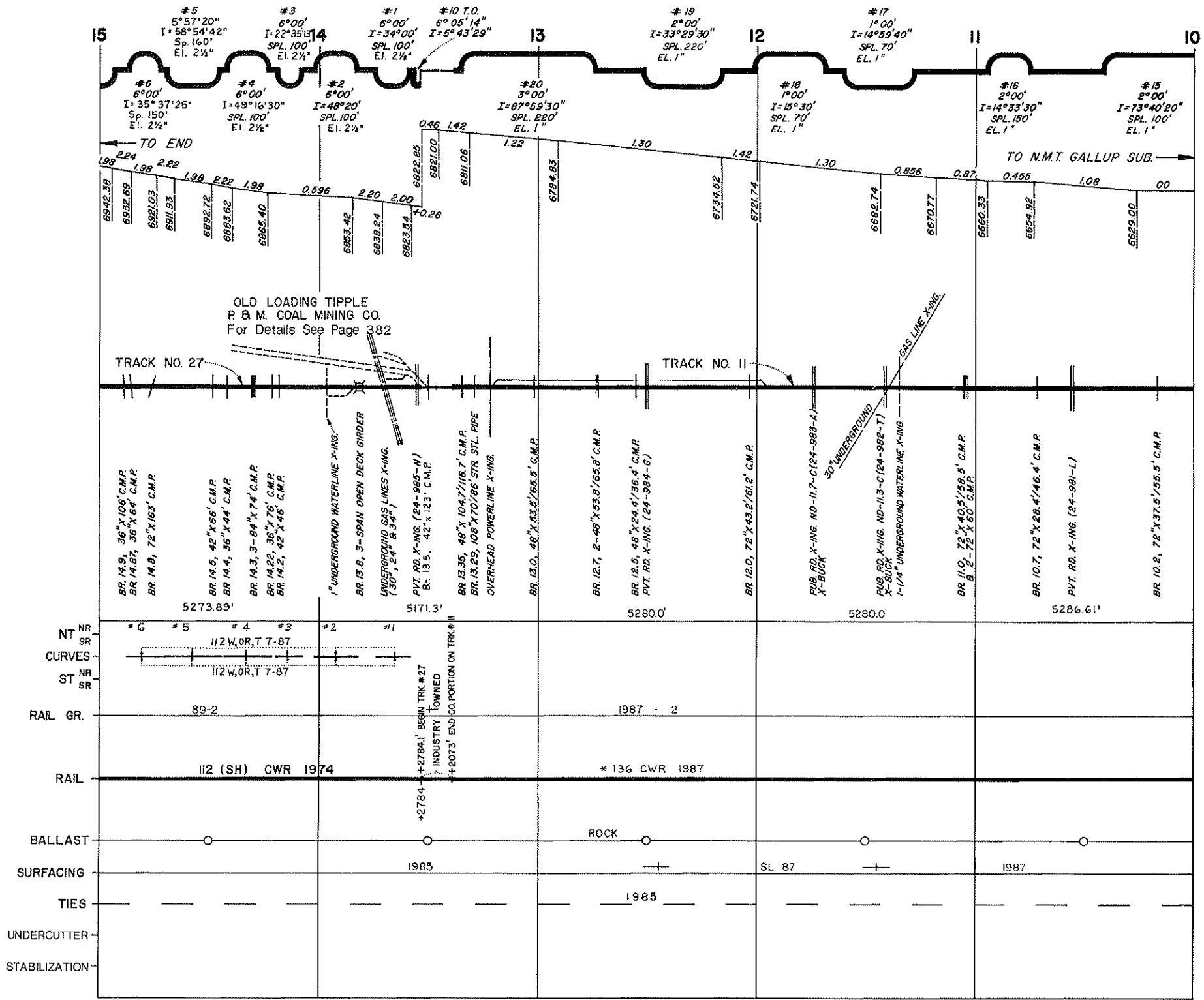
NOTE:  
INDUSTRY PORTION SHOWN —————  
RAILWAY COMPANY PORTION SHOWN —————

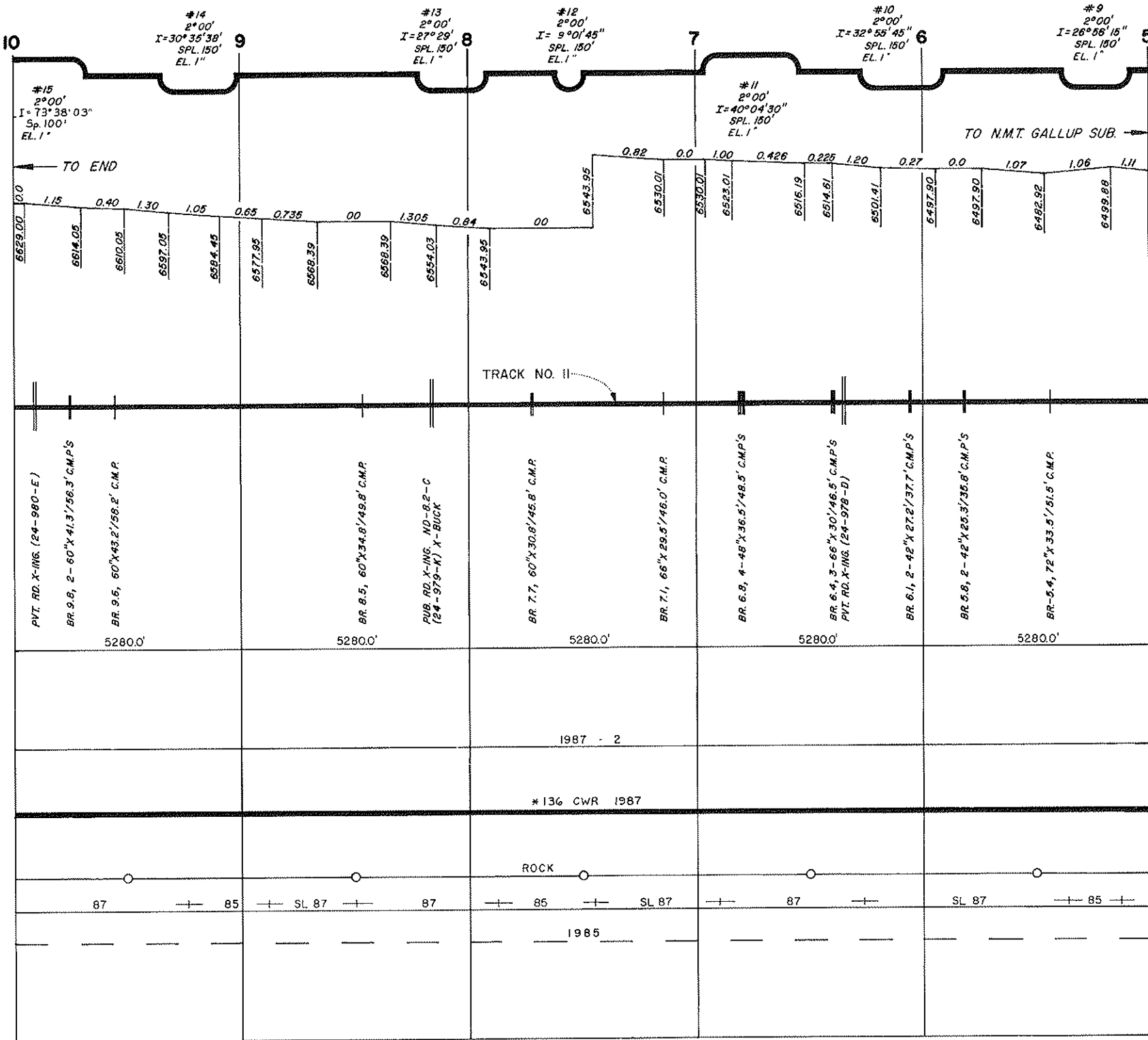




MCKINLEY NORTH MINE AREA  
PITTSBURG AND MIDWAY COAL MINING COMPANY TRACKAGE





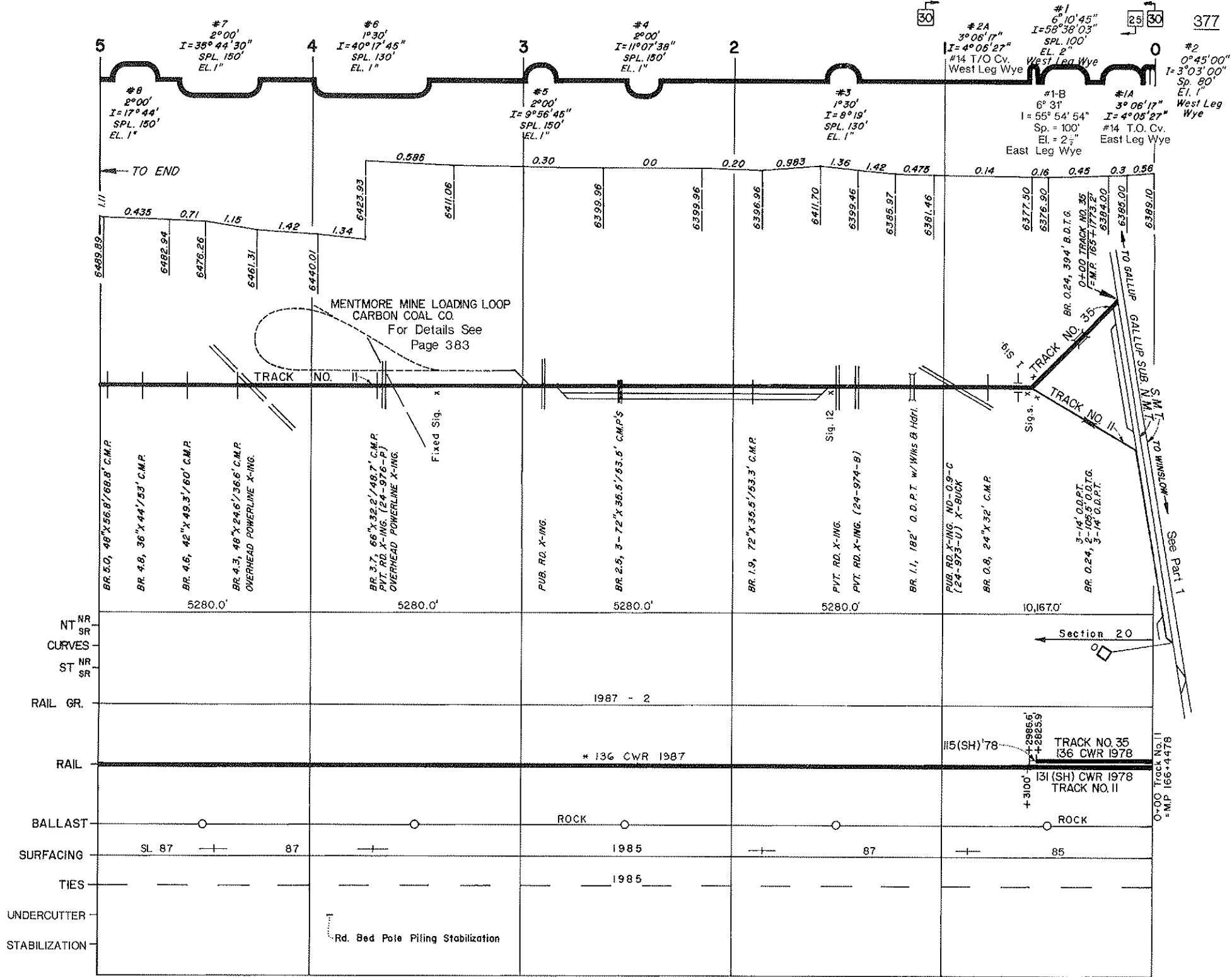


TO N.M.T. GALLUP SUB. →

PVT. RD. X-ING. (24-980-E)

TRACK NO. II

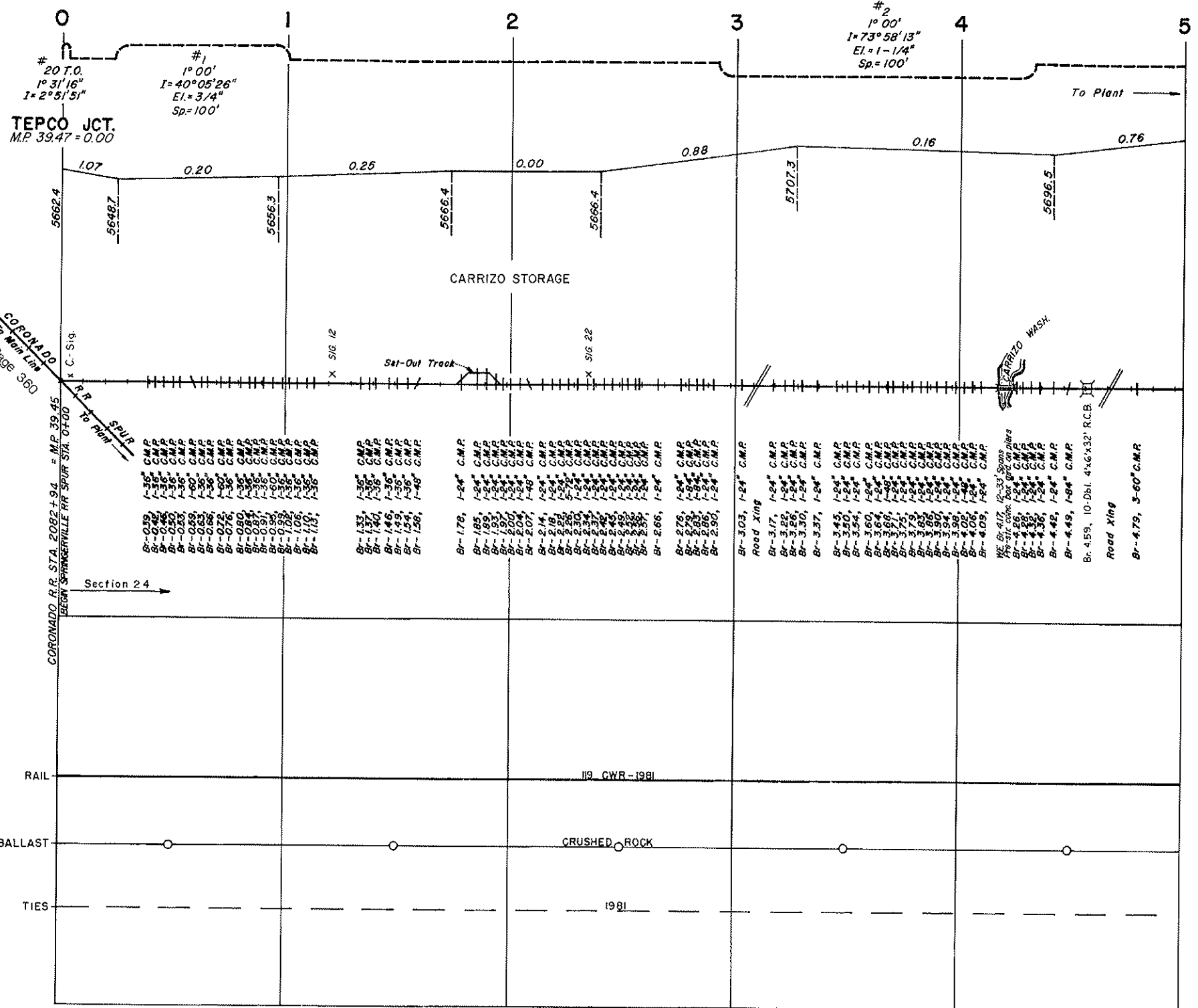
NR NT  
SR CURVES  
NR ST  
SR  
RAIL GR.  
RAIL  
BALLAST  
SURFACING  
TIES  
UNDERCUTTER  
STABILIZATION



See Part 1

Section 20

# Defiance Industrial Spur



- Br-0.19, 1-36" C.M.P.
- Br-0.42, 1-36" C.M.P.
- Br-0.43, 1-36" C.M.P.
- Br-0.43, 1-36" C.M.P.
- Br-0.53, 1-60" C.M.P.
- Br-0.53, 1-36" C.M.P.
- Br-0.66, 1-36" C.M.P.
- Br-0.72, 1-60" C.M.P.
- Br-0.80, 1-36" C.M.P.
- Br-0.81, 1-36" C.M.P.
- Br-0.81, 1-36" C.M.P.
- Br-0.81, 1-60" C.M.P.
- Br-0.83, 1-36" C.M.P.
- Br-0.83, 1-36" C.M.P.
- Br-1.06, 1-36" C.M.P.
- Br-1.10, 1-36" C.M.P.

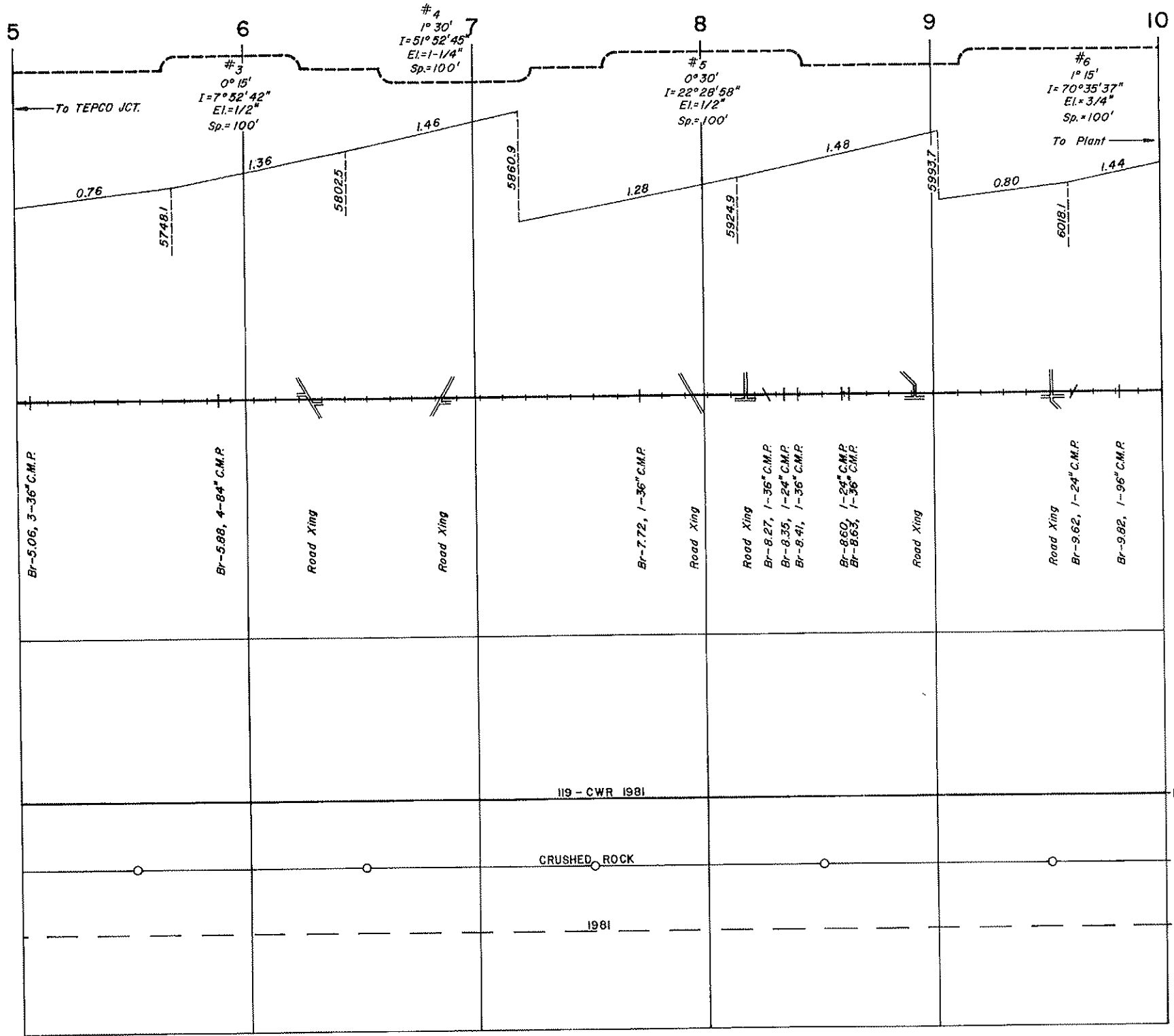
- Br-1.33, 1-36" C.M.P.
- Br-1.40, 1-36" C.M.P.
- Br-1.46, 1-36" C.M.P.
- Br-1.54, 1-36" C.M.P.
- Br-1.58, 1-48" C.M.P.

- Br-1.76, 1-24" C.M.P.
- Br-1.85, 1-24" C.M.P.
- Br-1.89, 1-24" C.M.P.
- Br-1.93, 1-24" C.M.P.
- Br-2.00, 1-24" C.M.P.
- Br-2.04, 1-24" C.M.P.
- Br-2.07, 1-48" C.M.P.
- Br-2.14, 1-24" C.M.P.
- Br-2.18, 1-24" C.M.P.
- Br-2.22, 1-24" C.M.P.
- Br-2.30, 1-24" C.M.P.
- Br-2.34, 1-24" C.M.P.
- Br-2.37, 1-24" C.M.P.
- Br-2.46, 1-24" C.M.P.
- Br-2.46, 1-24" C.M.P.
- Br-2.52, 1-24" C.M.P.
- Br-2.58, 1-24" C.M.P.
- Br-2.58, 1-24" C.M.P.
- Br-2.66, 1-24" C.M.P.

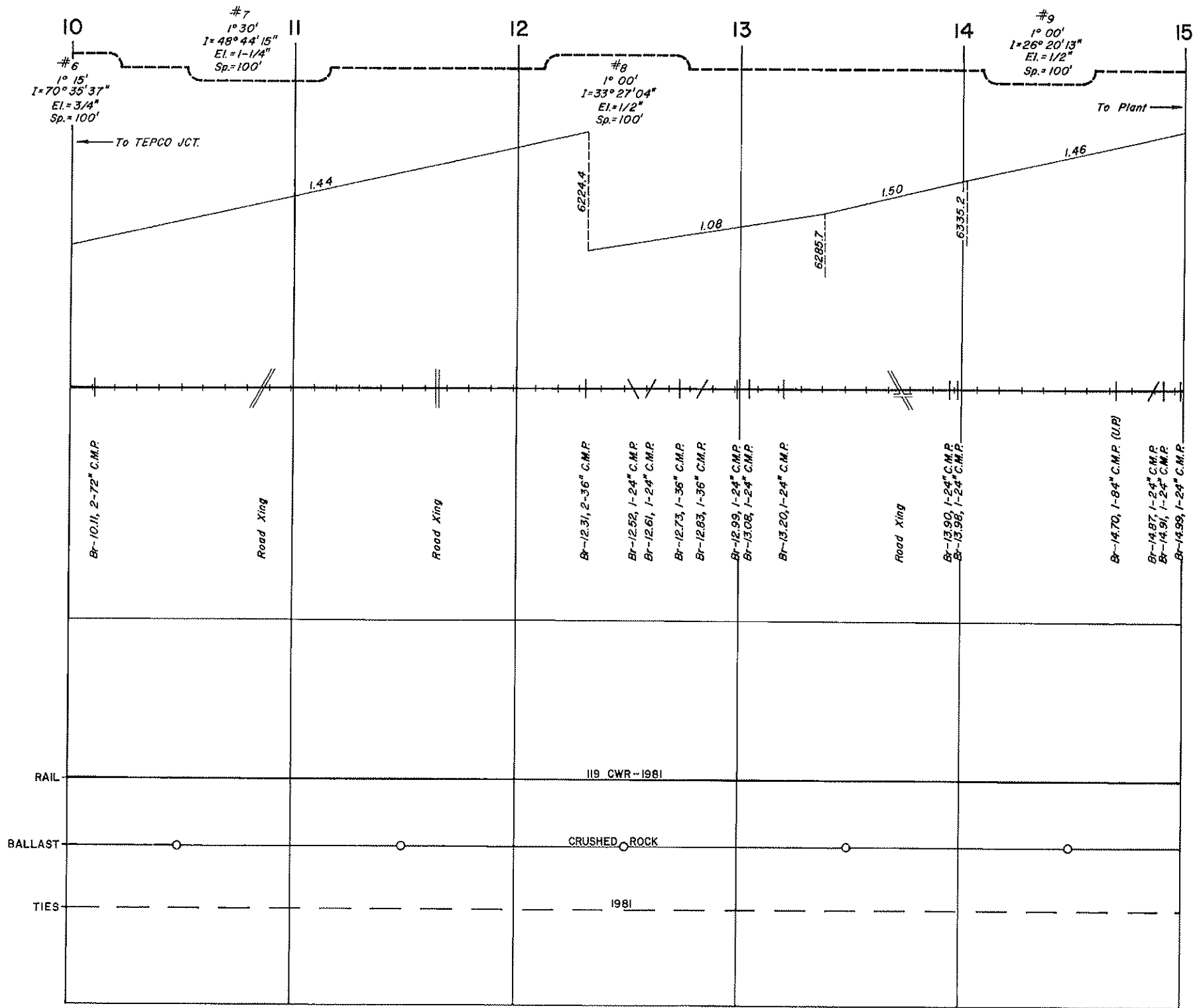
- Br-2.76, 1-24" C.M.P.
- Br-2.79, 1-24" C.M.P.
- Br-2.86, 1-24" C.M.P.
- Br-2.90, 1-24" C.M.P.

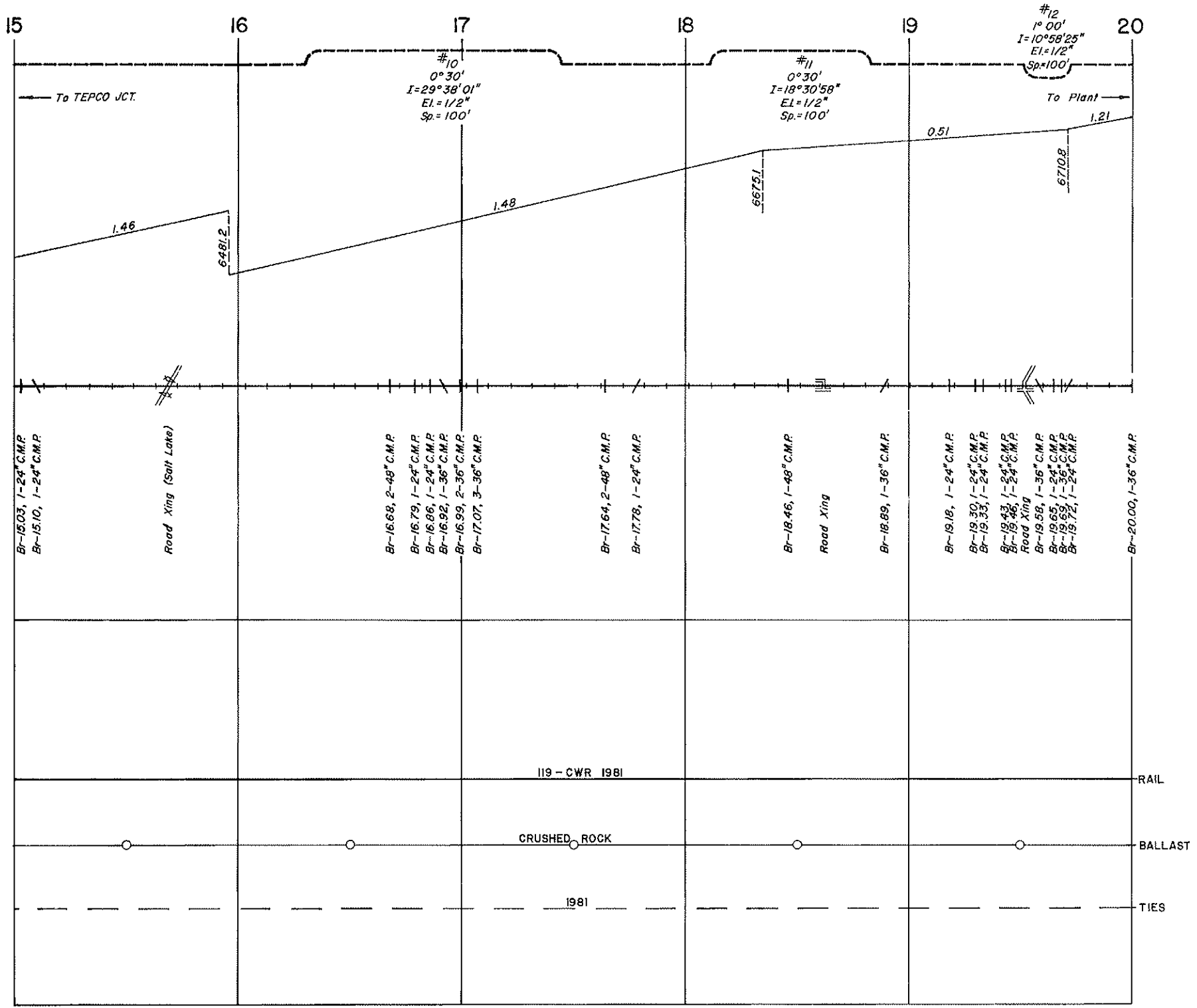
- Br-3.03, 1-24" C.M.P.
- Road Xing
- Br-3.17, 1-24" C.M.P.
- Br-3.22, 1-24" C.M.P.
- Br-3.26, 1-24" C.M.P.
- Br-3.30, 1-24" C.M.P.
- Br-3.37, 1-24" C.M.P.
- Br-3.45, 1-24" C.M.P.
- Br-3.50, 1-24" C.M.P.
- Br-3.54, 1-24" C.M.P.
- Br-3.60, 1-24" C.M.P.
- Br-3.66, 1-24" C.M.P.
- Br-3.71, 1-24" C.M.P.
- Br-3.75, 1-24" C.M.P.
- Br-3.79, 1-24" C.M.P.
- Br-3.86, 1-24" C.M.P.
- Br-3.90, 1-24" C.M.P.
- Br-3.94, 1-24" C.M.P.
- Br-3.98, 1-24" C.M.P.
- Br-4.02, 1-24" C.M.P.
- Br-4.09, 1-24" C.M.P.

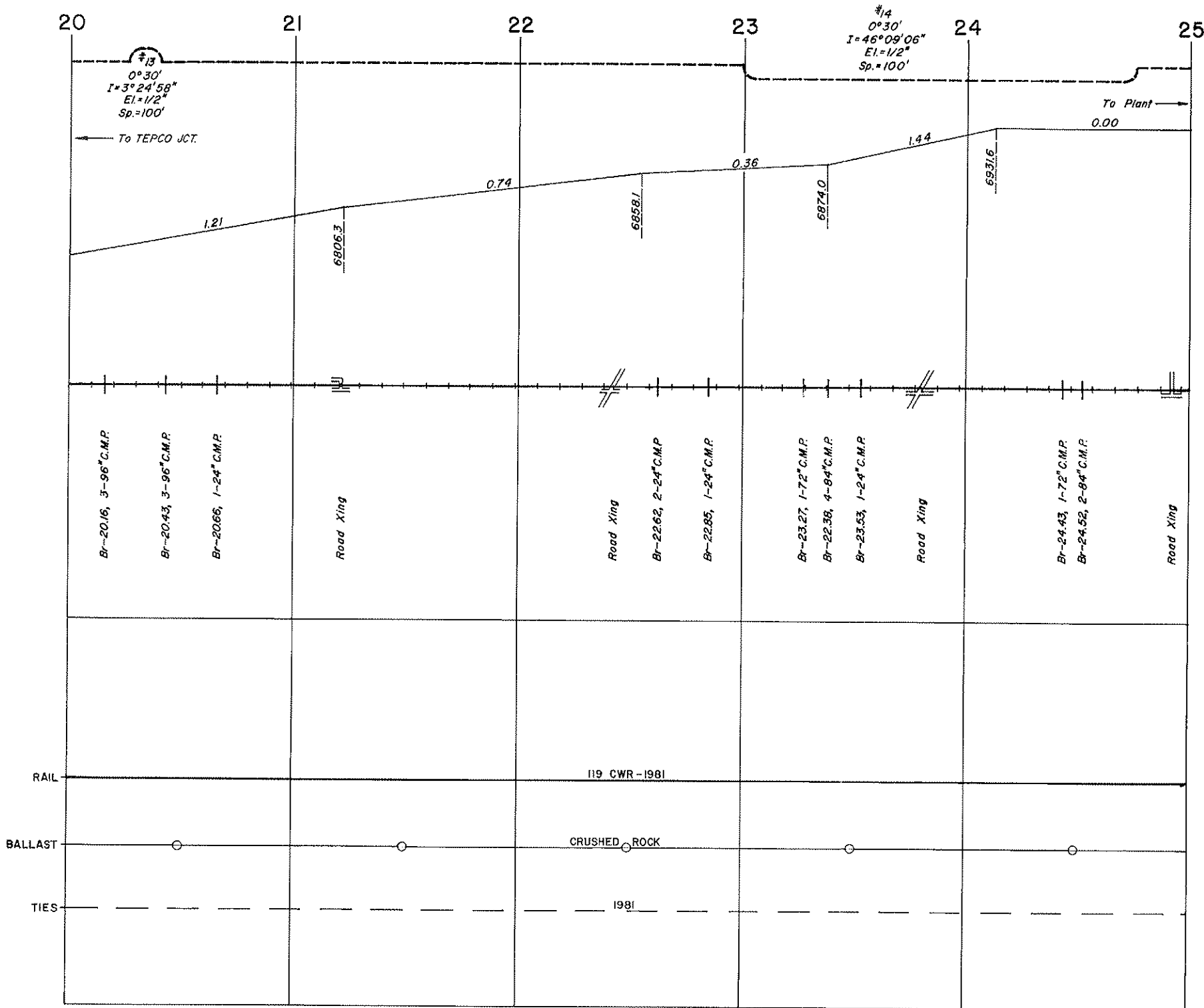
- MC Br 4.17, 12-33 Spans
- Pre-str. Conc. Box Girder on girders
- Br-4.17, 1-24" C.M.P.
- Br-4.22, 1-24" C.M.P.
- Br-4.26, 1-24" C.M.P.
- Br-4.36, 1-24" C.M.P.
- Br-4.42, 1-24" C.M.P.
- Br-4.49, 1-24" C.M.P.
- Br-4.59, 10-Dbl. 4'x6'x32' R.C.B. (I)
- Road Xing
- Br-4.79, 3-60" C.M.P.

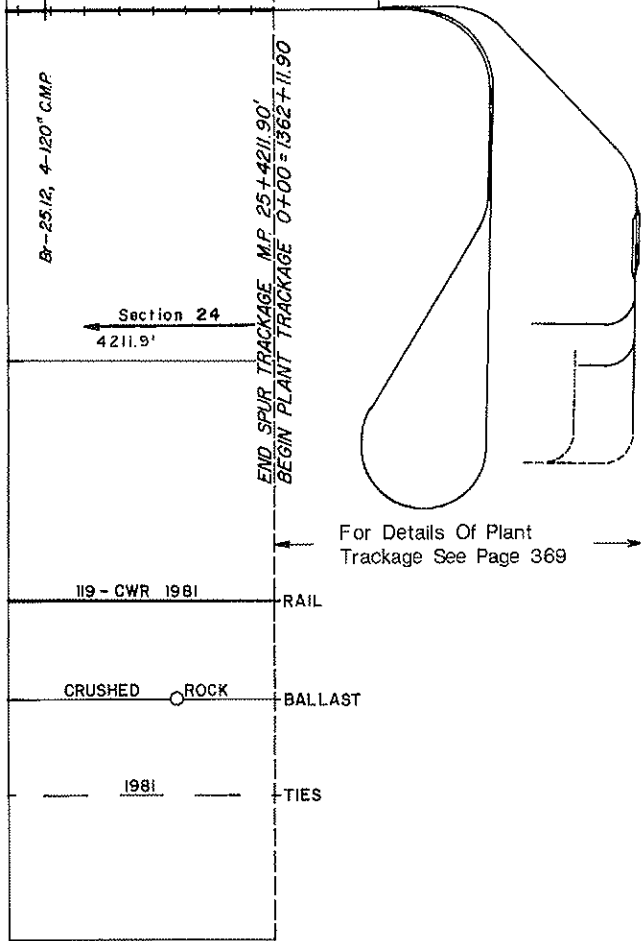
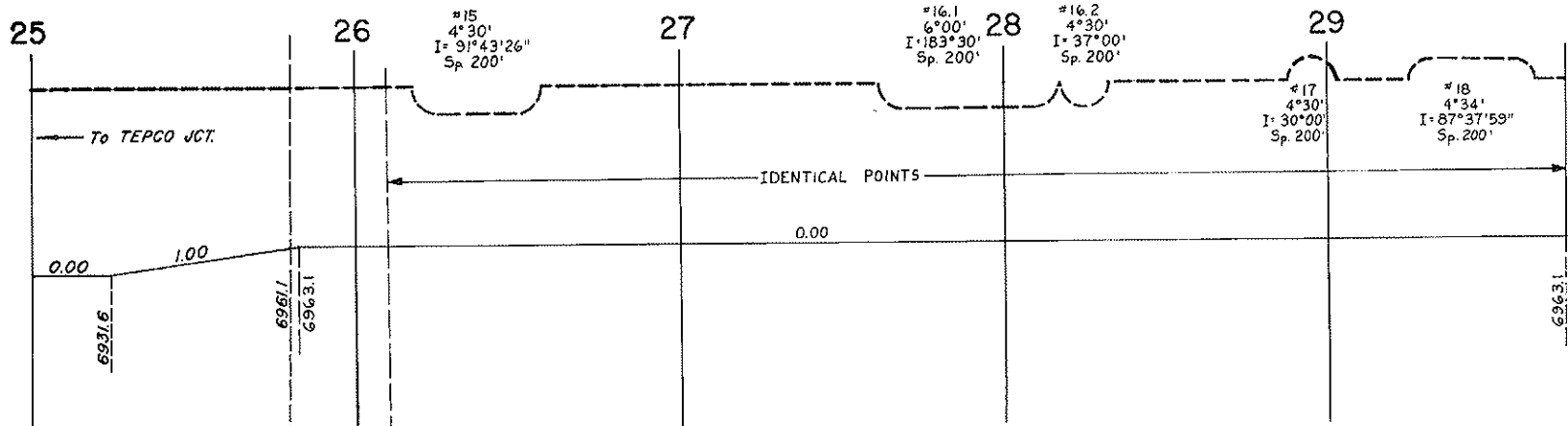










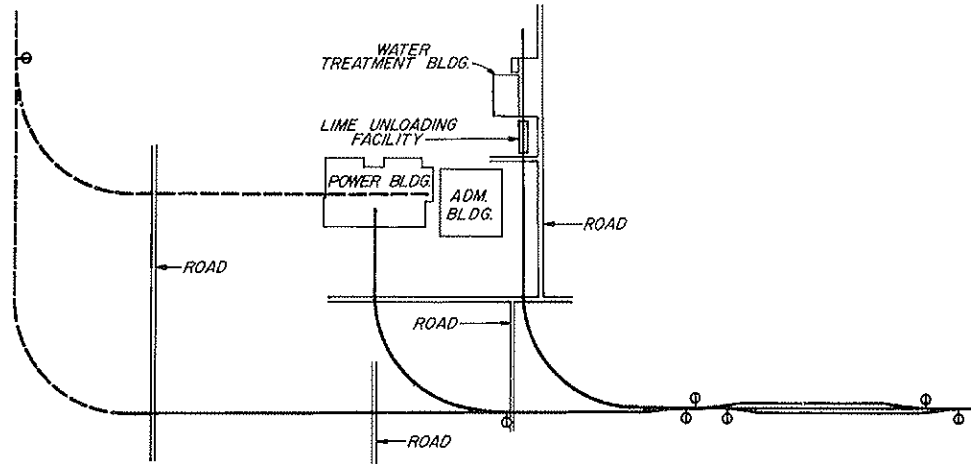
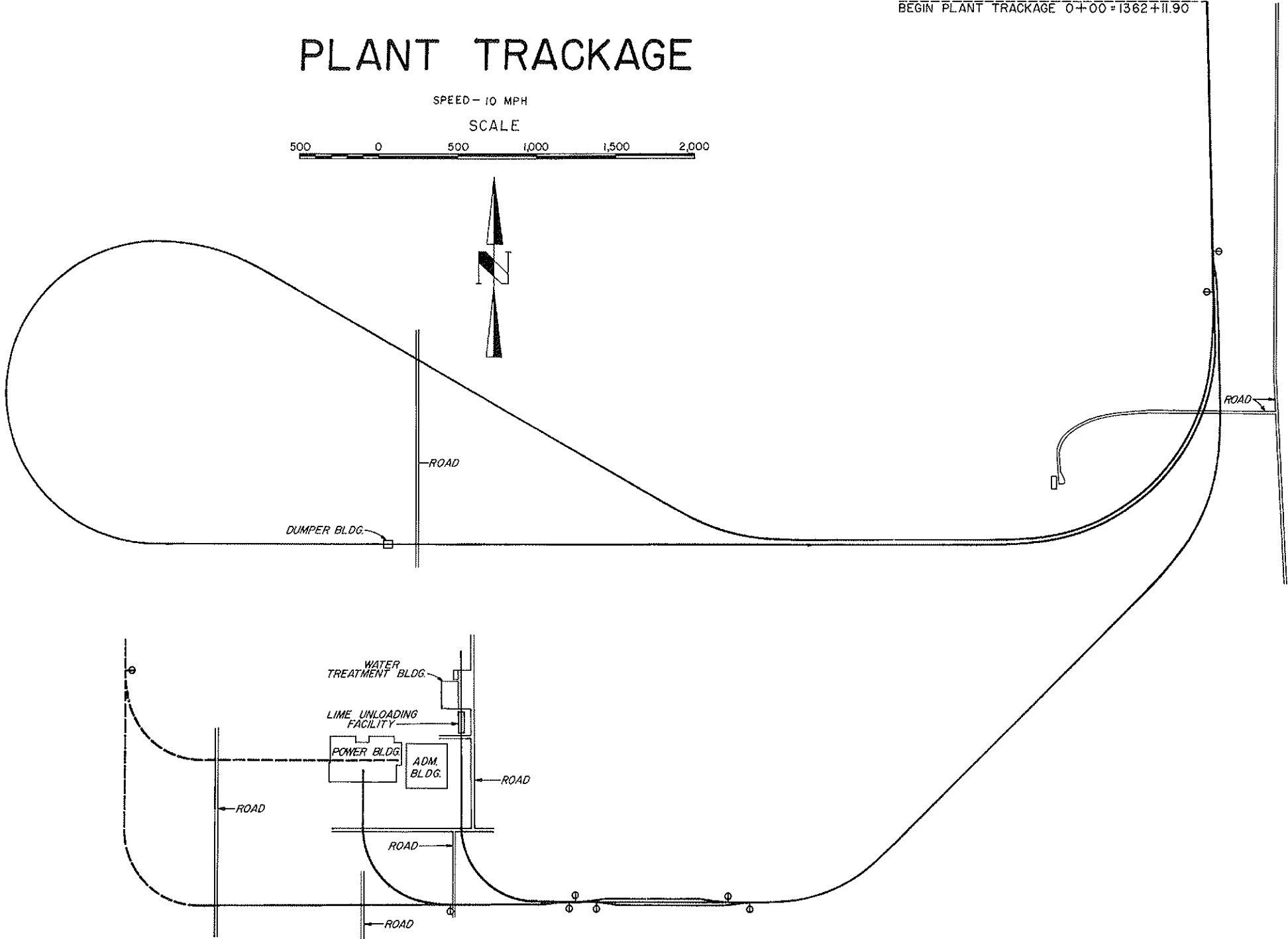


END SPUR TRACKAGE M.P. 25+4211.90'  
BEGIN PLANT TRACKAGE 0+00 = 1362+11.90'

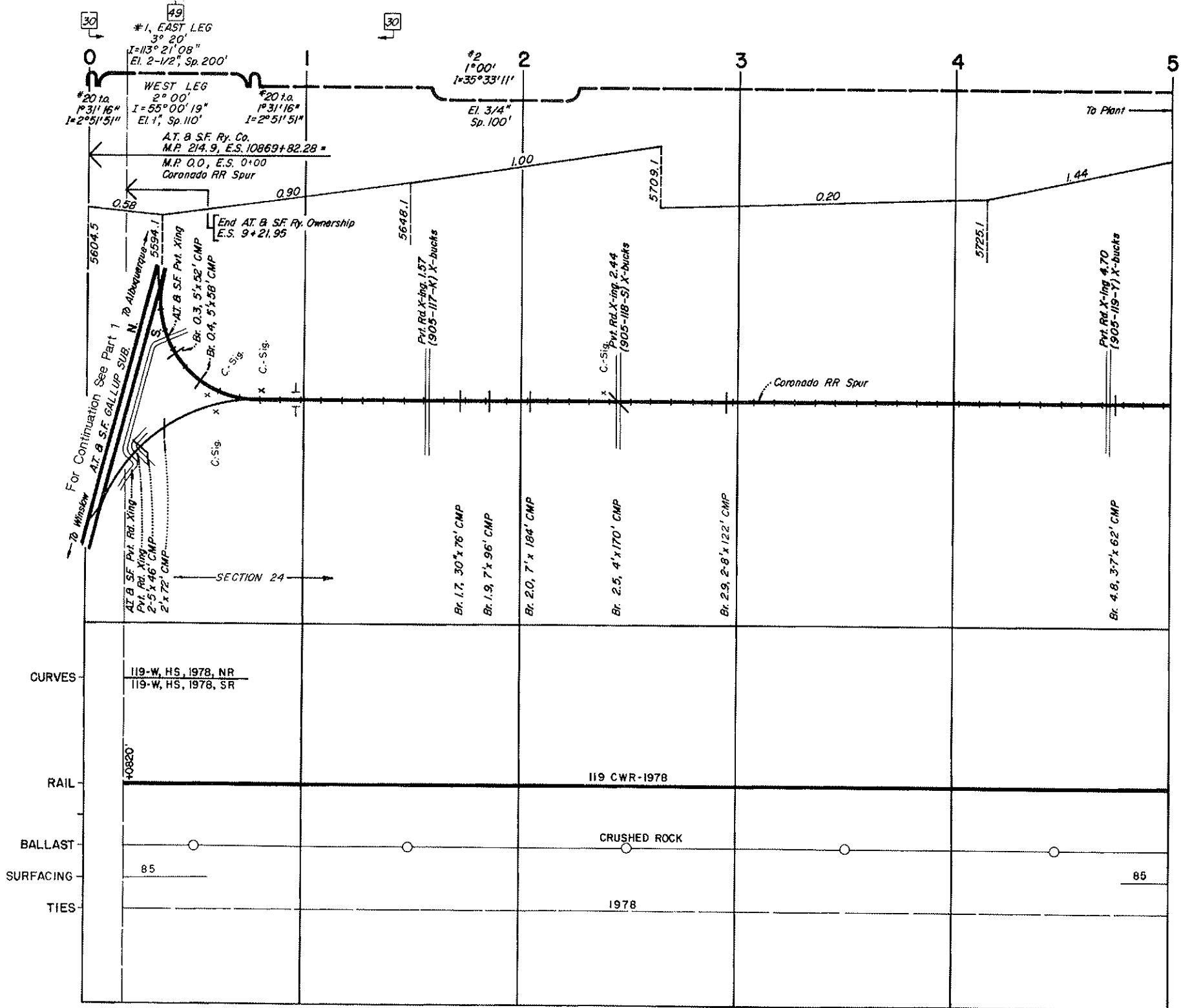
# PLANT TRACKAGE

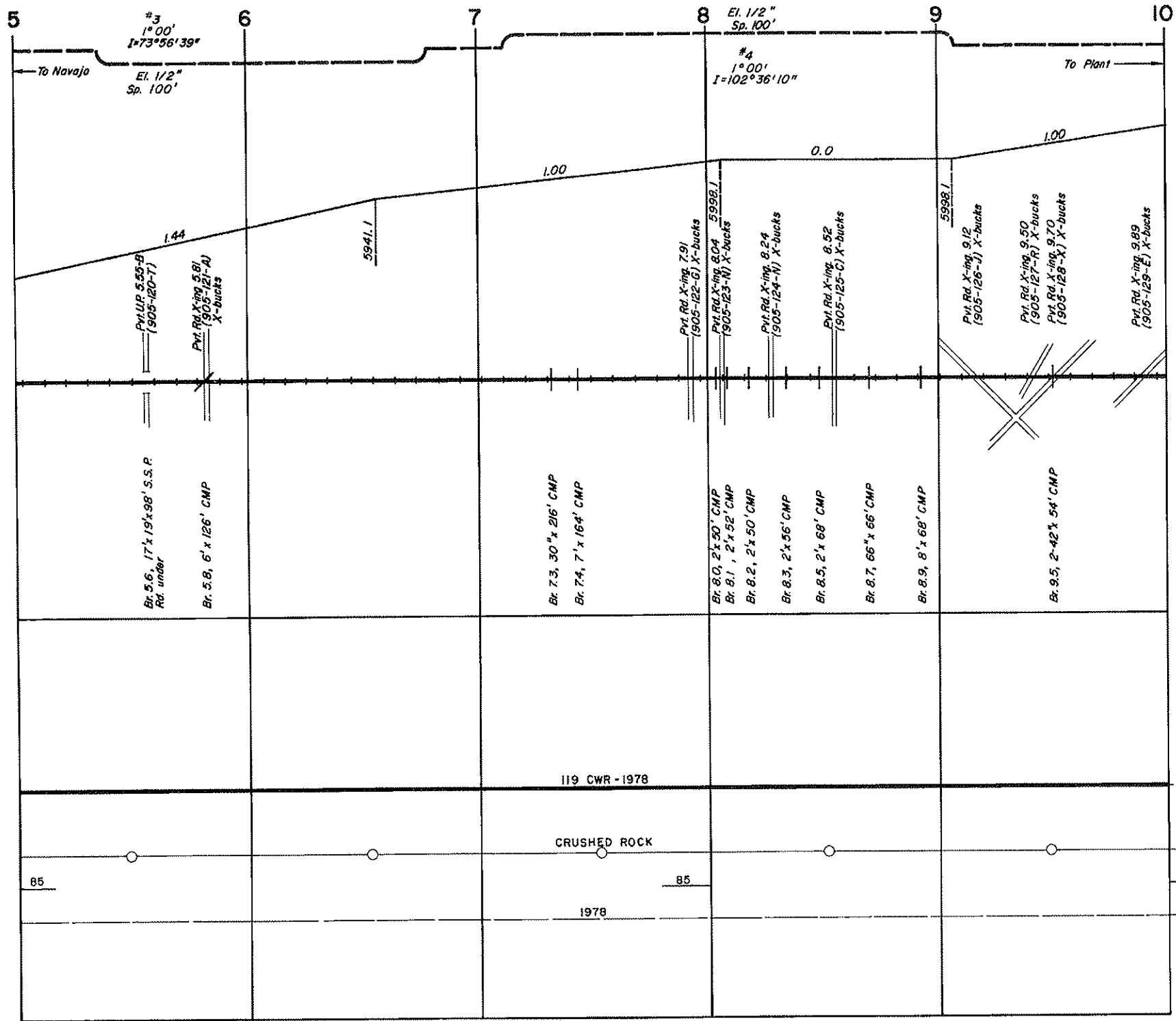
SPEED - 10 MPH

SCALE



Springerville Spur  
Tuscon Electric Power Company





119 CWR - 1978

CRUSHED ROCK

85

85

1978

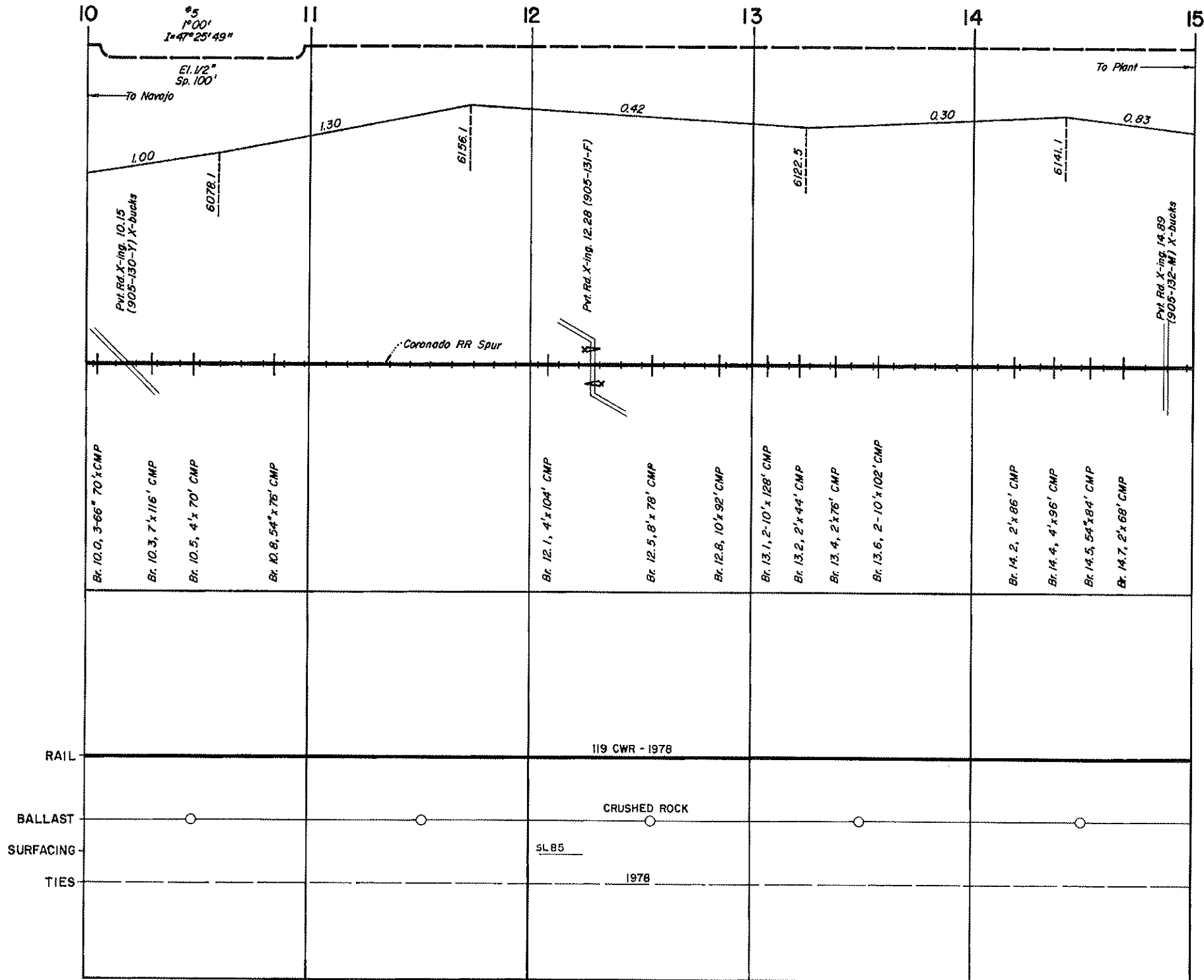
RAIL

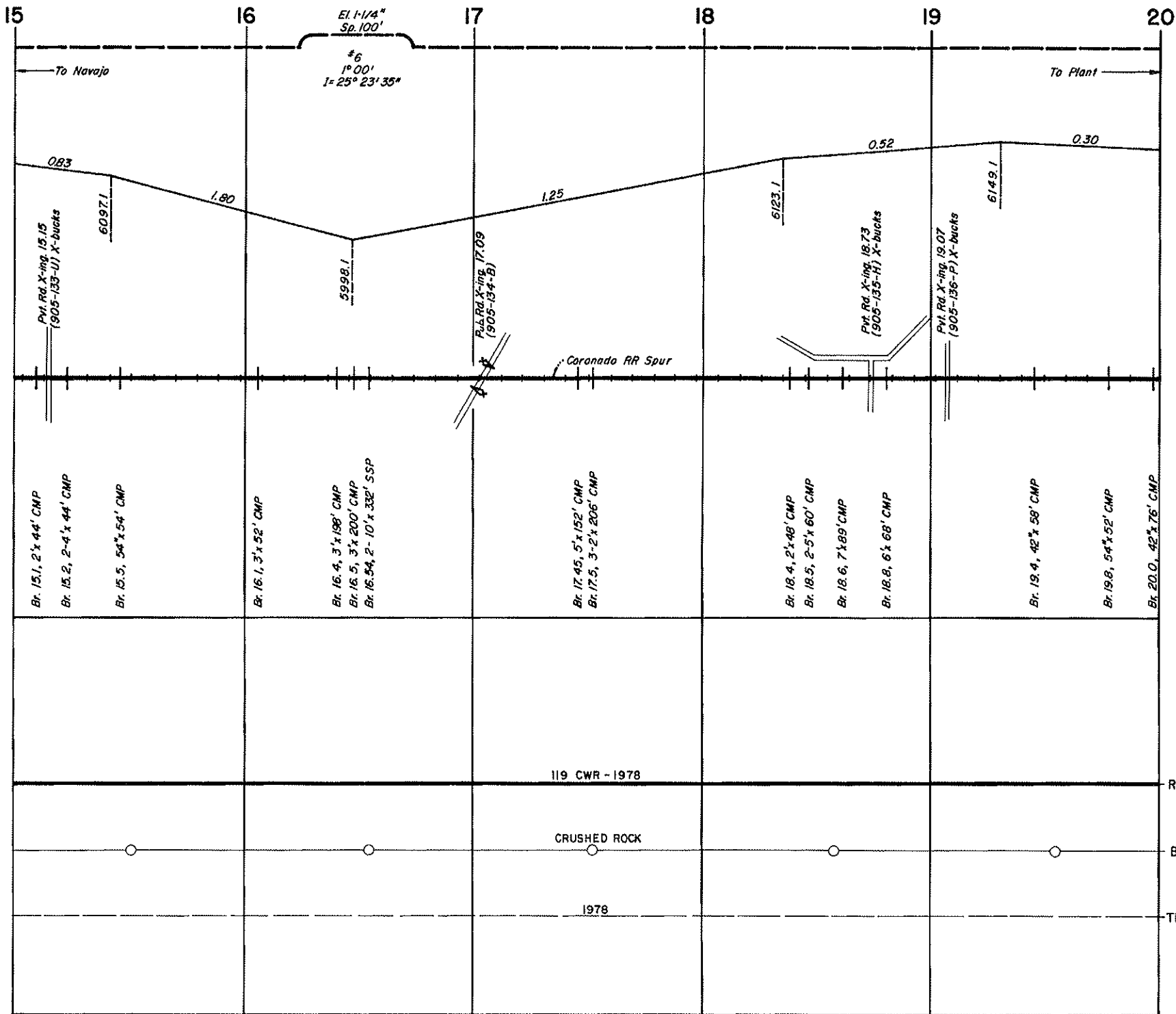
BALLAST

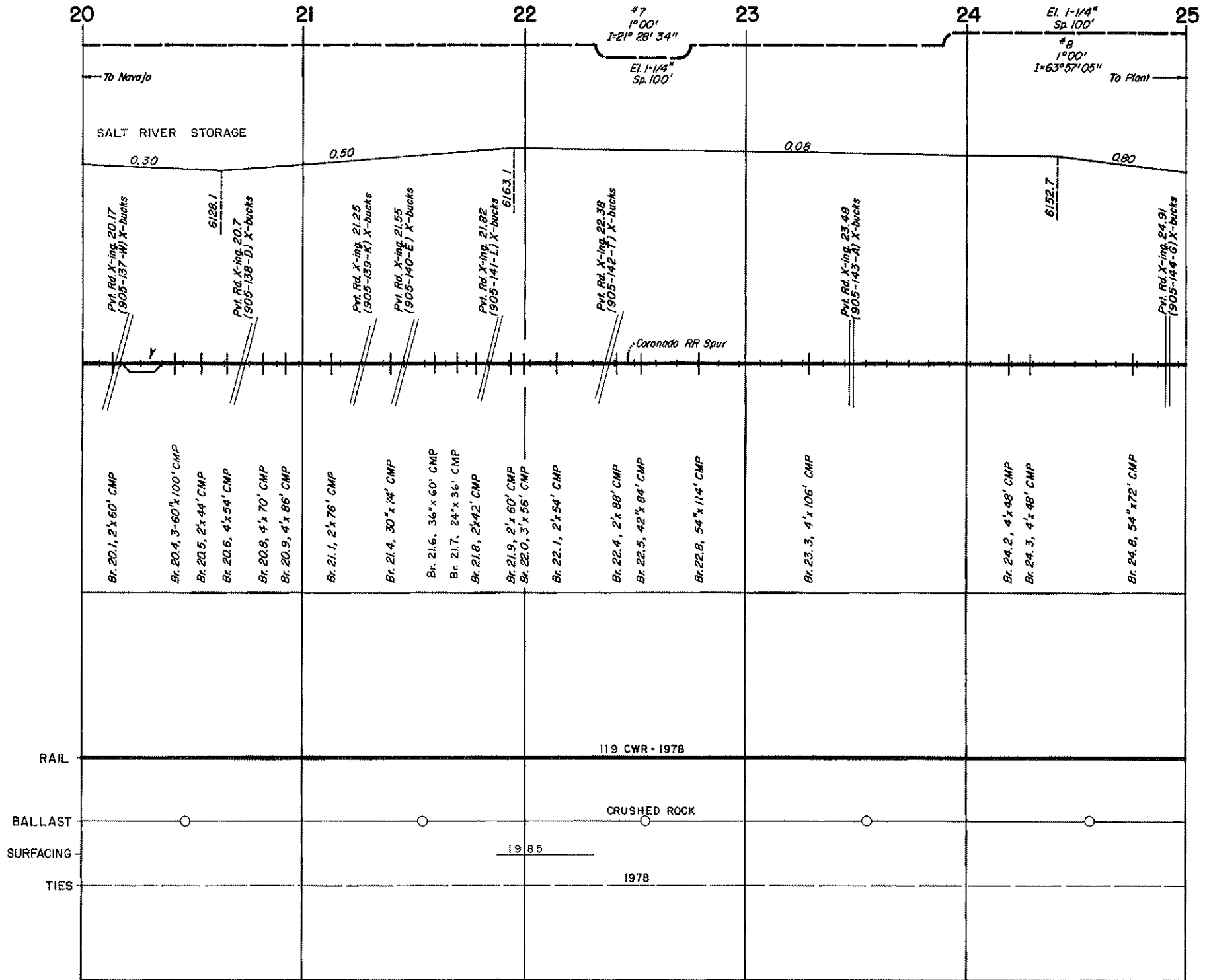
SURFACING

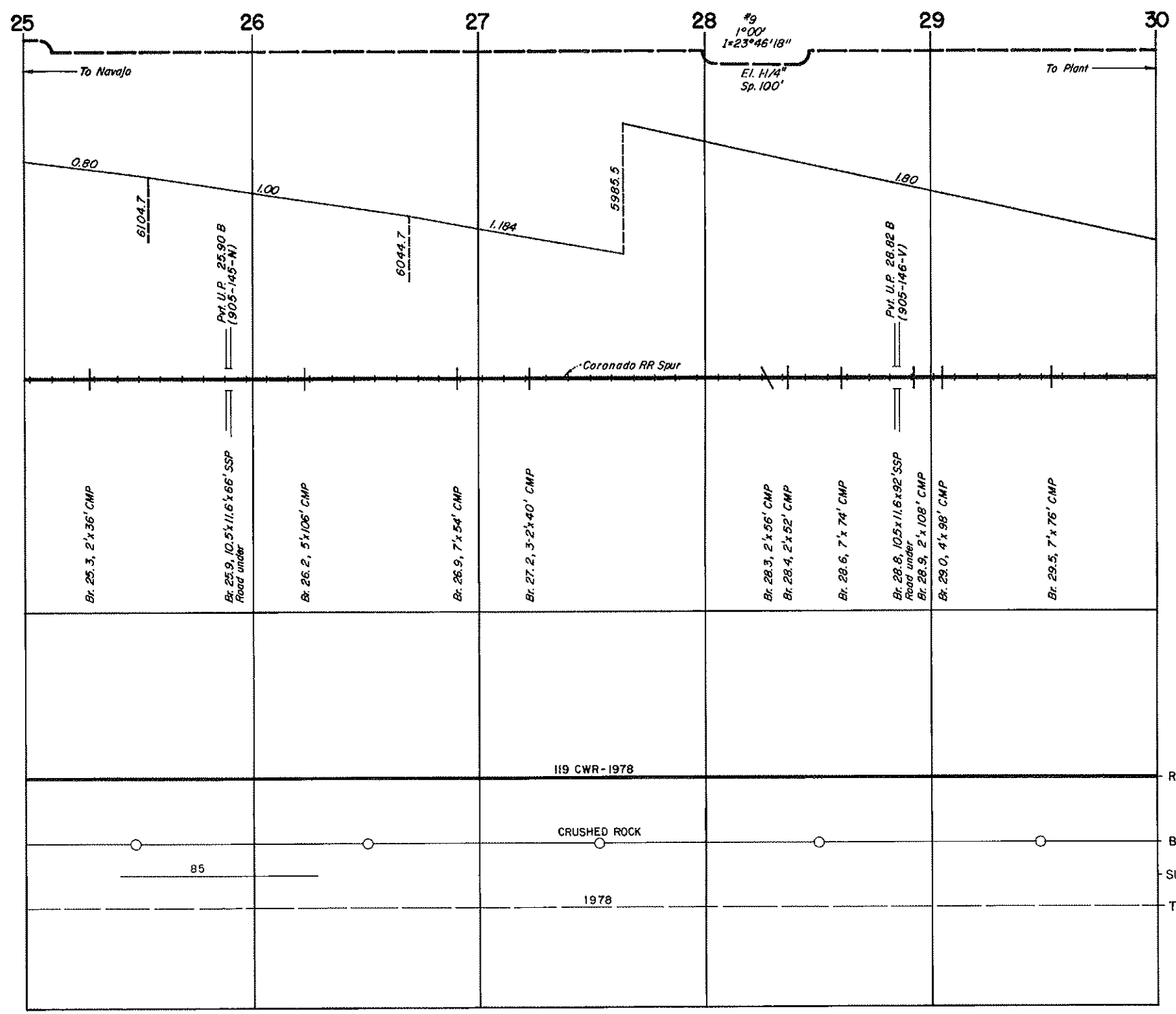
TIES



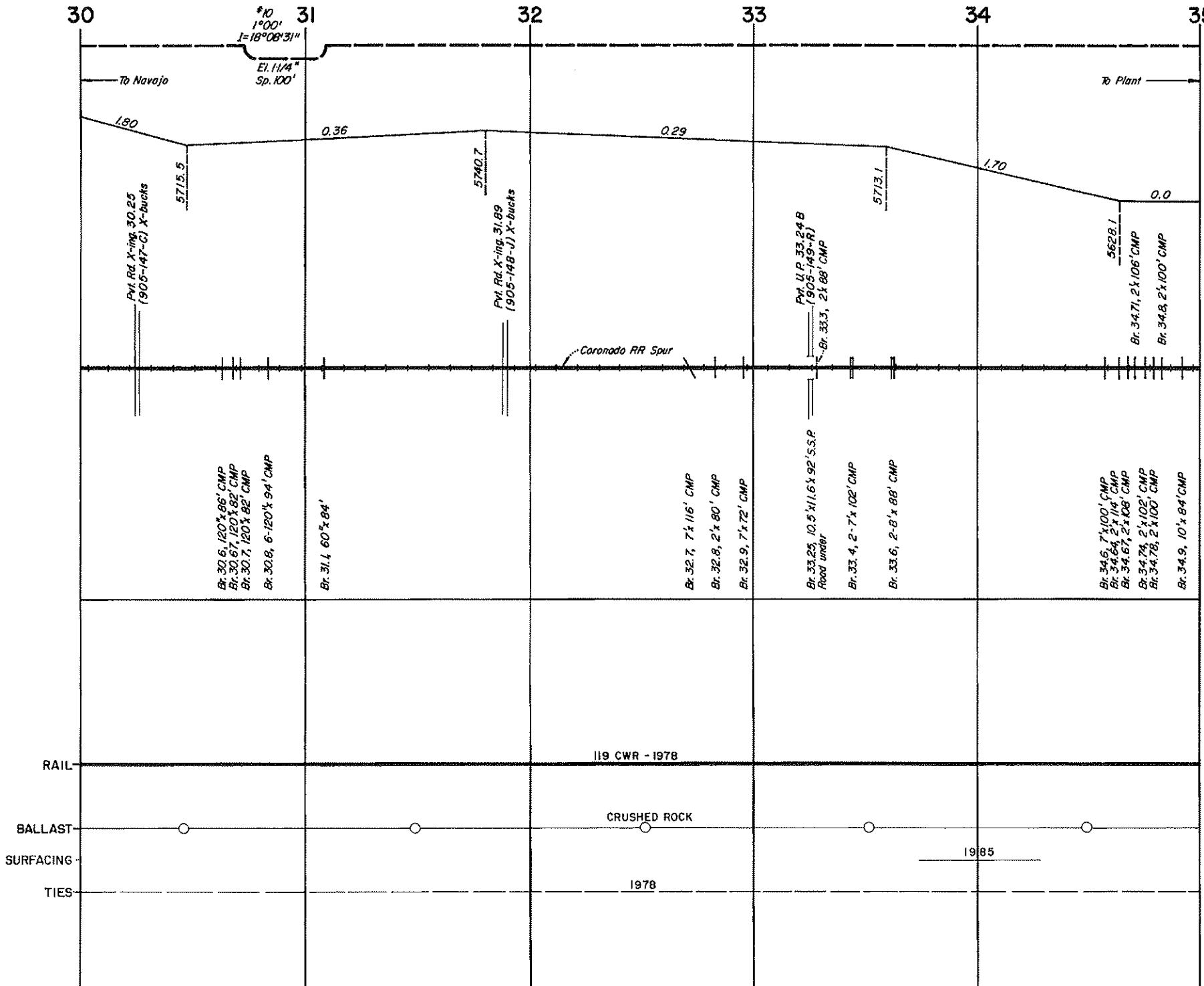


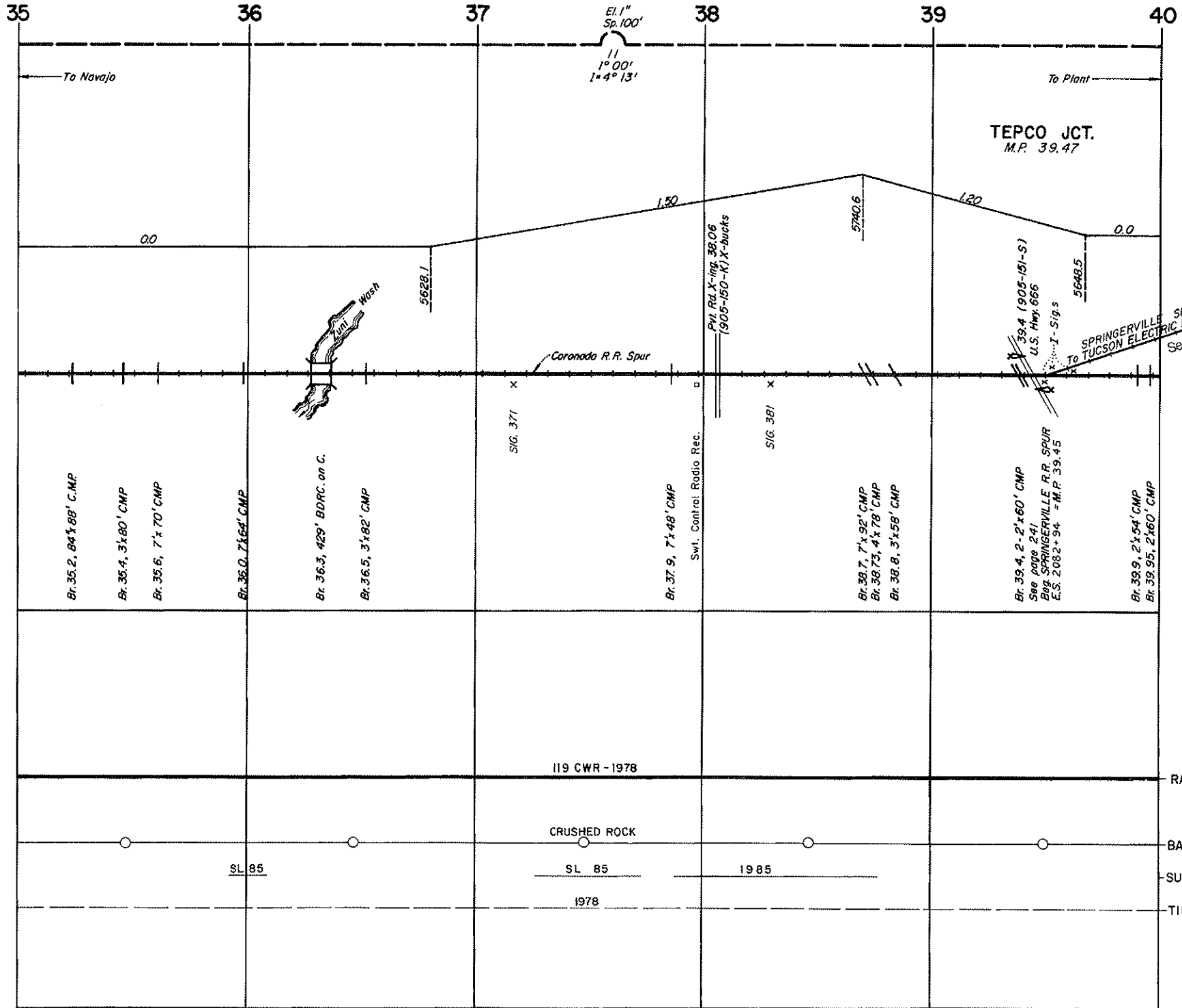


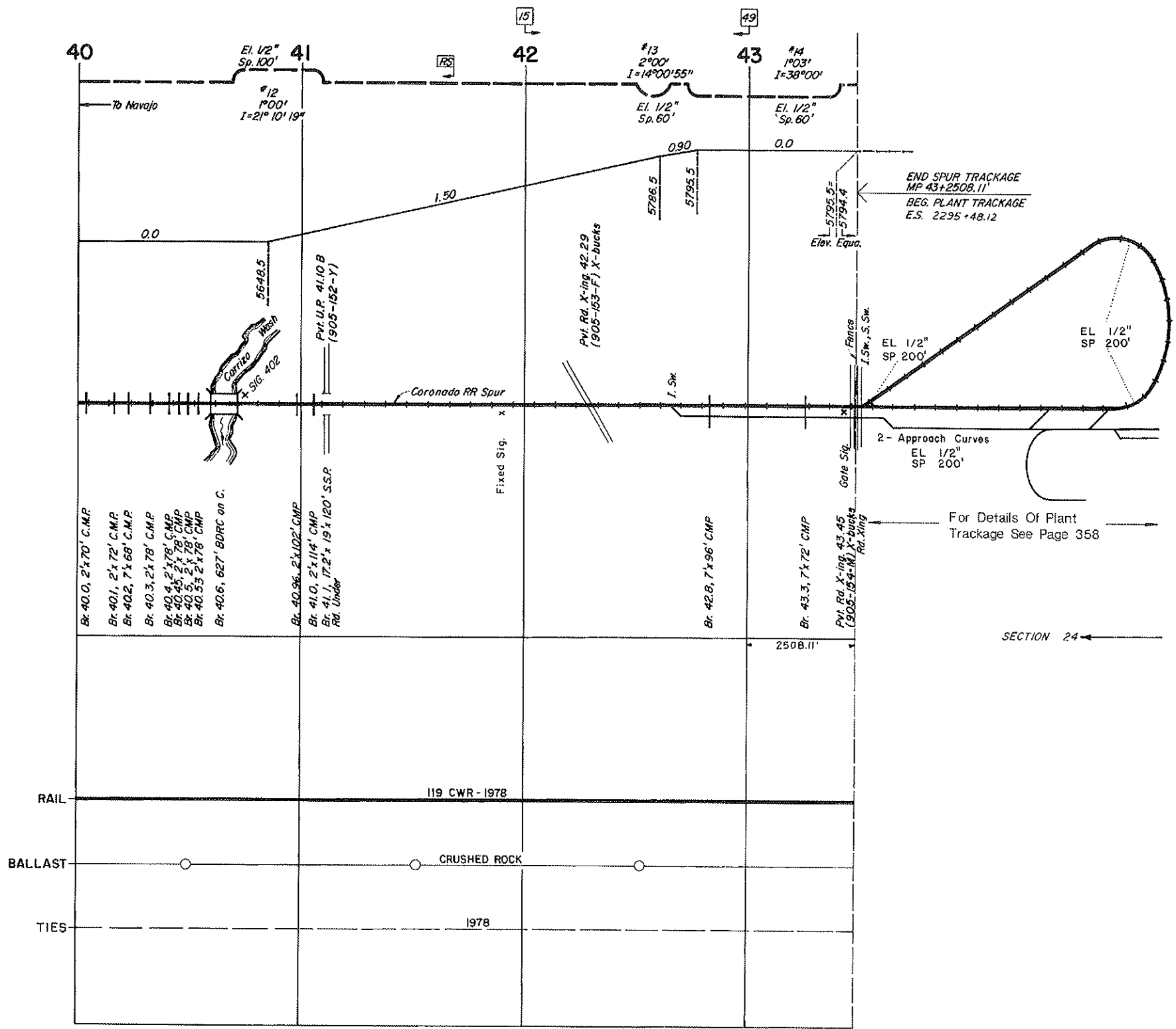




RAIL  
 BALLAST  
 SURFACING  
 TIES







40

41

42

43

El. 1/2" Sp. 100'  
 #12 1°00'  
 I=21°10'19"

#13 2°00'  
 I=14°00'55"  
 El. 1/2" Sp. 60'

#14 1°03'  
 I=38°00'  
 El. 1/2" Sp. 60'

0.0

0.90

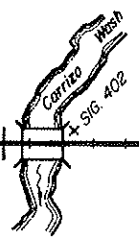
0.0

56+48.5

5786.5

5795.5

5795.5  
 5794.4  
 Elev. Equa.



Pvt. U.P. 41.10 B  
 (905-132-Y)

Pvt. Rd. X-ing 42.29  
 (905-153-F) X-bucks

Coronado RR Spur

Fixed Sig.

I. Sw.

EL 1/2" SP 200'  
 I. Sw., S. Sw.

2 - Approach Curves  
 EL 1/2" SP 200'

For Details Of Plant Trackage See Page 358

- Br. 40.0, 2'x70' C.M.P.
- Br. 40.1, 2'x72' C.M.P.
- Br. 40.2, 7'x68' C.M.P.
- Br. 40.3, 2'x78' C.M.P.
- Br. 40.4, 2'x78' C.M.P.
- Br. 40.5, 2'x78' C.M.P.
- Br. 40.5, 2'x78' C.M.P.
- Br. 40.5, 2'x78' C.M.P.
- Br. 40.6, 627' BDRC on C.

- Br. 40.96, 2'x102' C.M.P.
- Br. 41.0, 2'x114' C.M.P.
- Br. 41.1, 17.2' x 19' x 120' S.S.P. Rd. Under

Br. 42.8, 7'x96' C.M.P.

Br. 43.3, 7'x72' C.M.P.

Pvt. Rd. X-ing 43.45  
 (905-154-M) X-bucks  
 Rd. Xing

SECTION 24

2508.11'

RAIL

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BALLAST

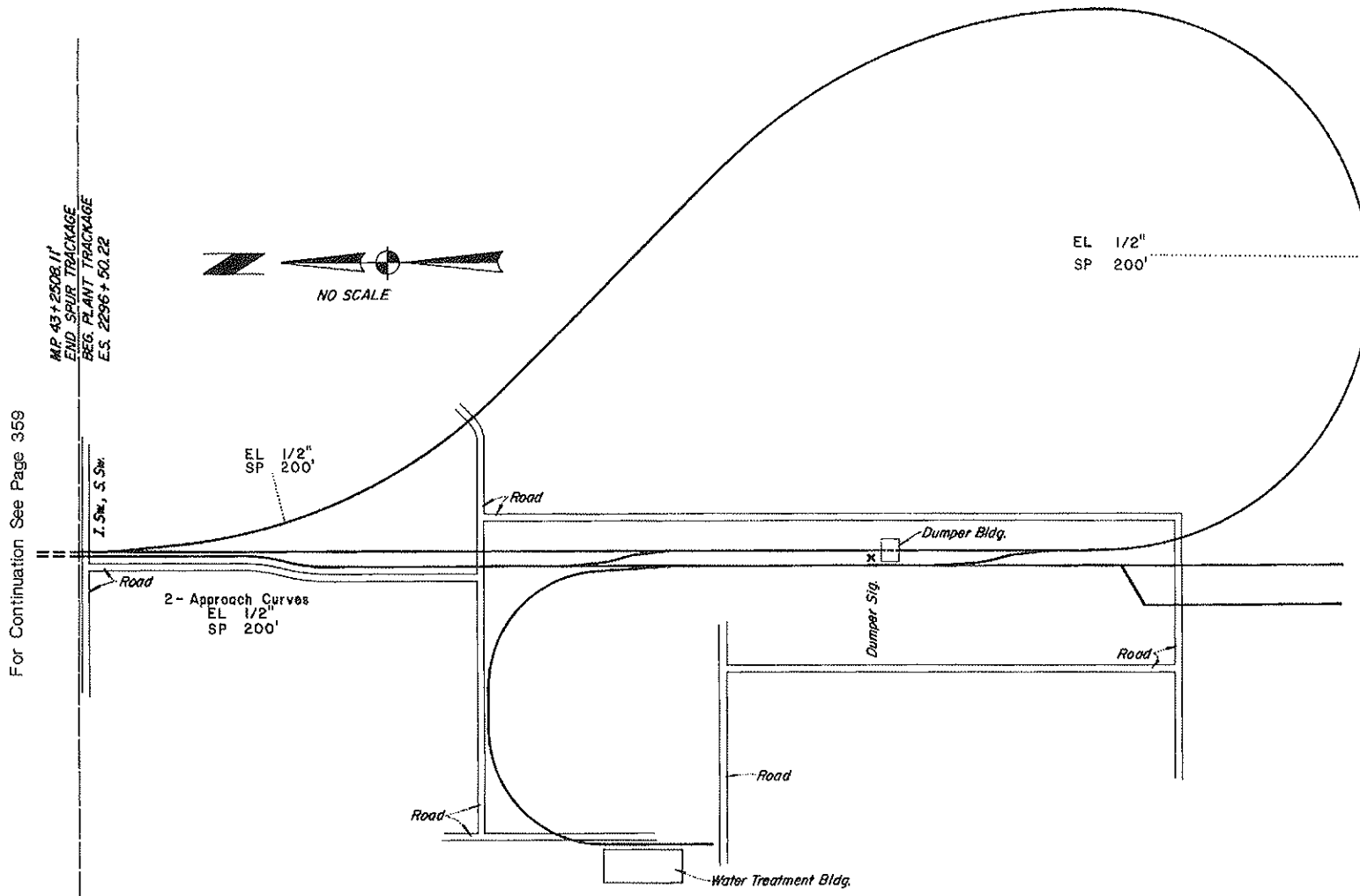
CRUSHED ROCK

TIES

1978

SALT RIVER PROJECT

CORONADO GENERATING STATION



For Continuation See Page 359

PLANT TRACKAGE



Coronado Railroad Spur  
Out of Gallup Subdivision Main Track  
West of Navajo

*Intentionally Blank*