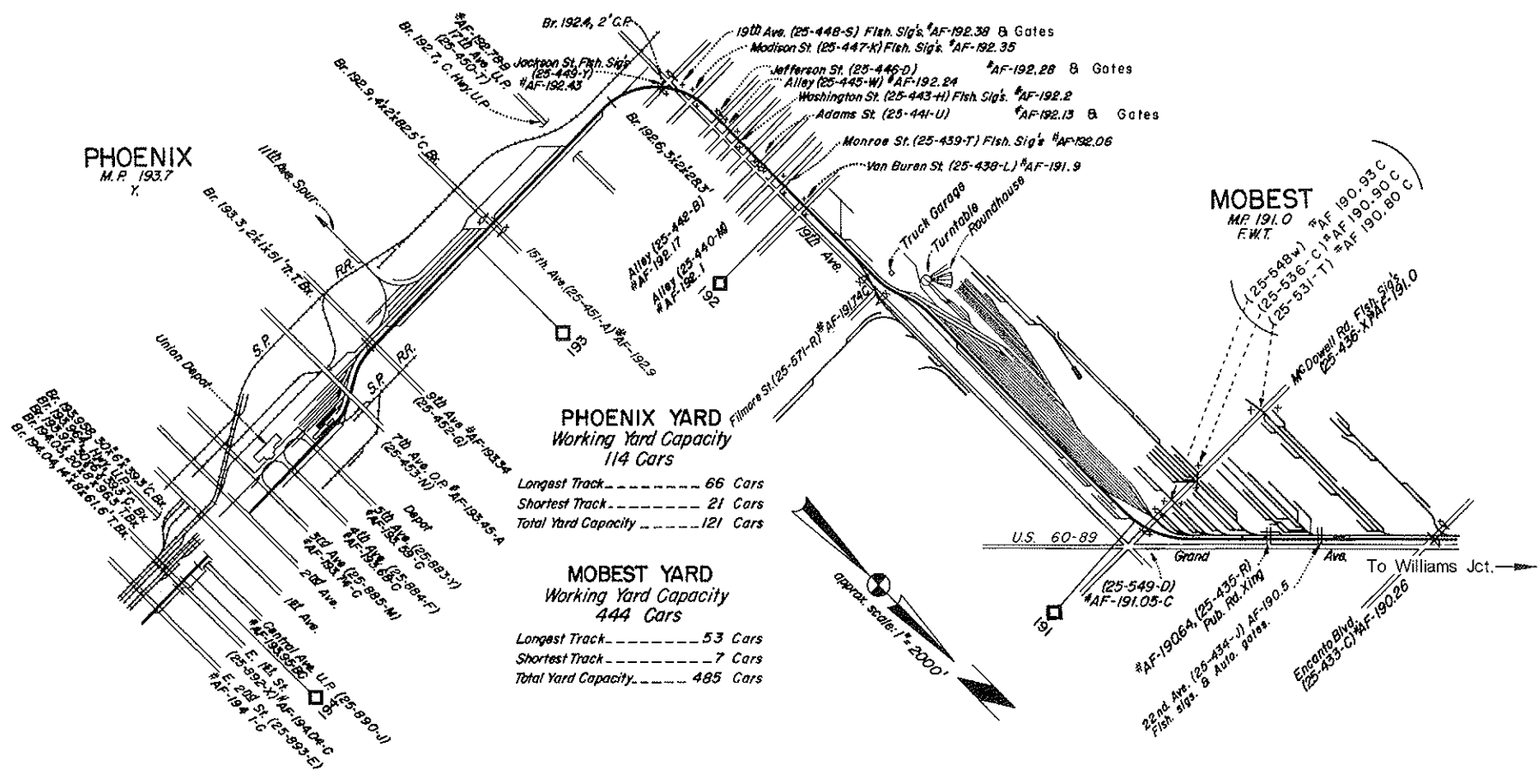


ENNIS SPUR

174

SEE PAGE 350

TO PHOENIX
PHOENIX SUBD.
GRAND AVE.
TO WILLIAMS ST.



PHOENIX
M.P. 193.7

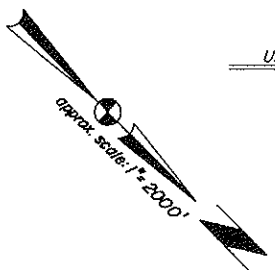
MOBEST
M.P. 191.0
F.W.T.

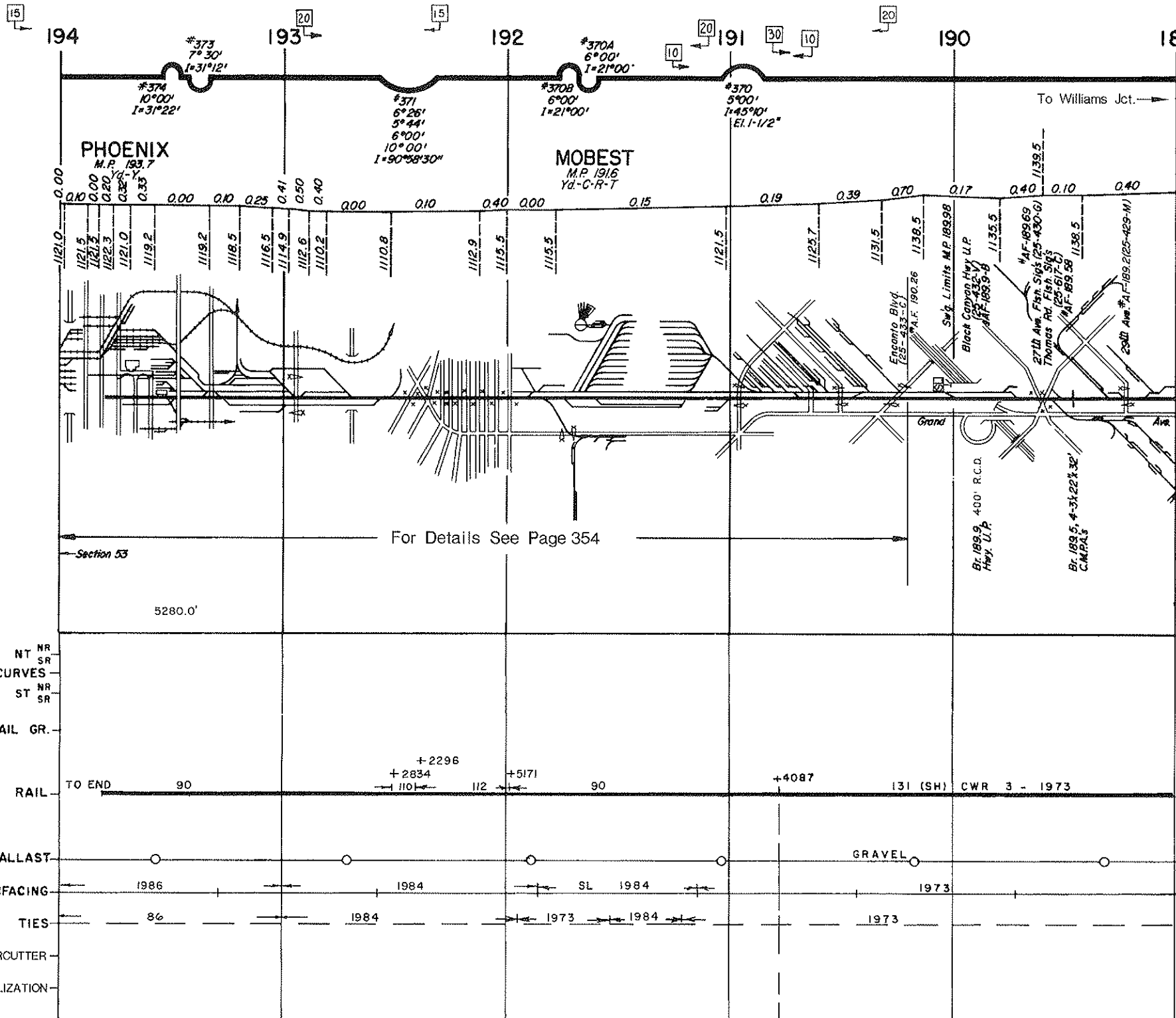
PHOENIX YARD
Working Yard Capacity
114 Cars

Longest Track ----- 66 Cars
Shortest Track ----- 21 Cars
Total Yard Capacity ----- 121 Cars

MOBEST YARD
Working Yard Capacity
444 Cars

Longest Track ----- 53 Cars
Shortest Track ----- 7 Cars
Total Yard Capacity ----- 465 Cars





PHOENIX
M.P. 193.7

MOBEST
M.P. 191.6
Yd.-C-R-T

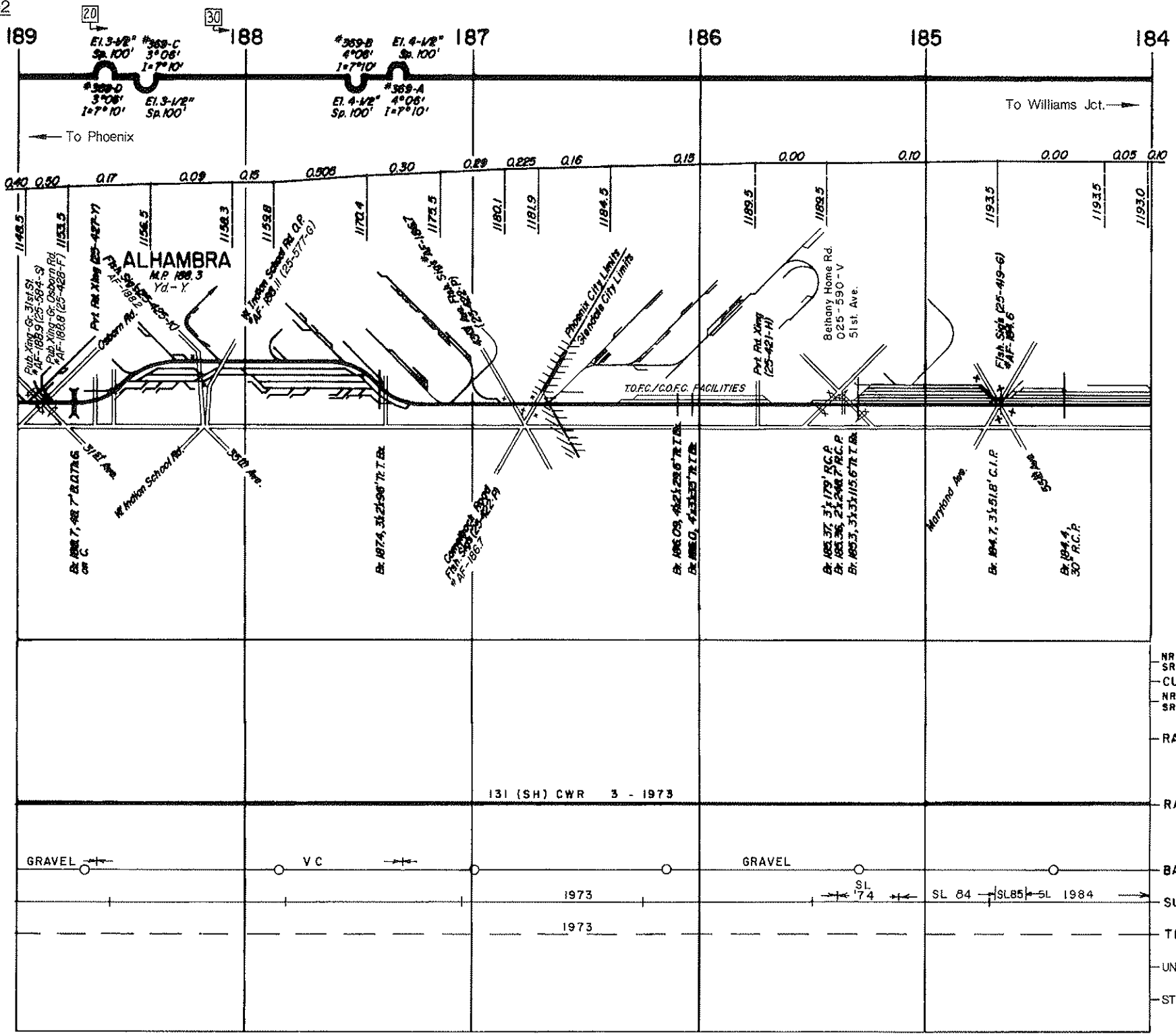
For Details See Page 354

Section 53

5280.0'

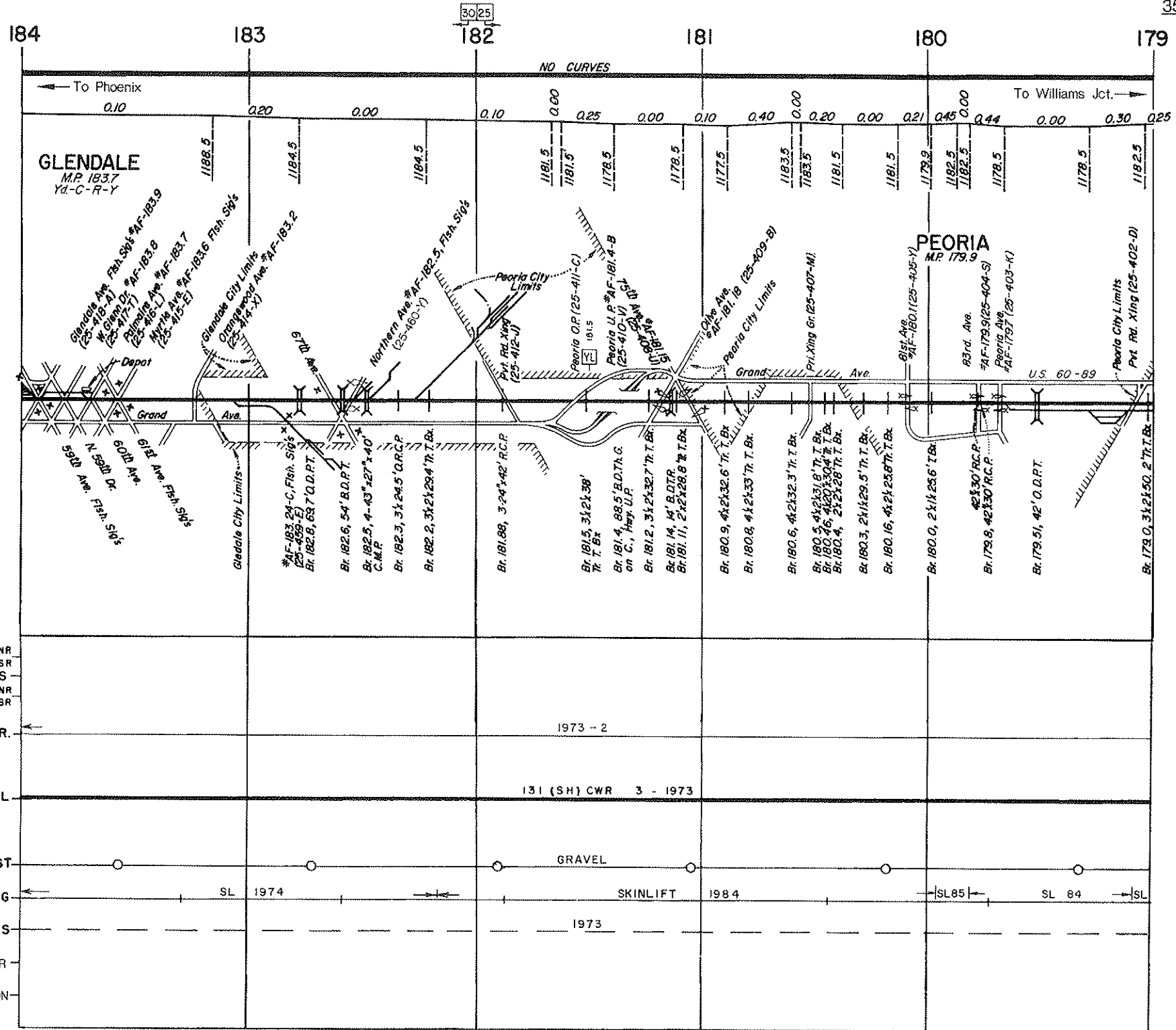
NT NR
SR
CURVES
ST NR
SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

TO END 90 +2296 +2834 +5171 90 +4087 131 (SH) CWR 3 - 1973

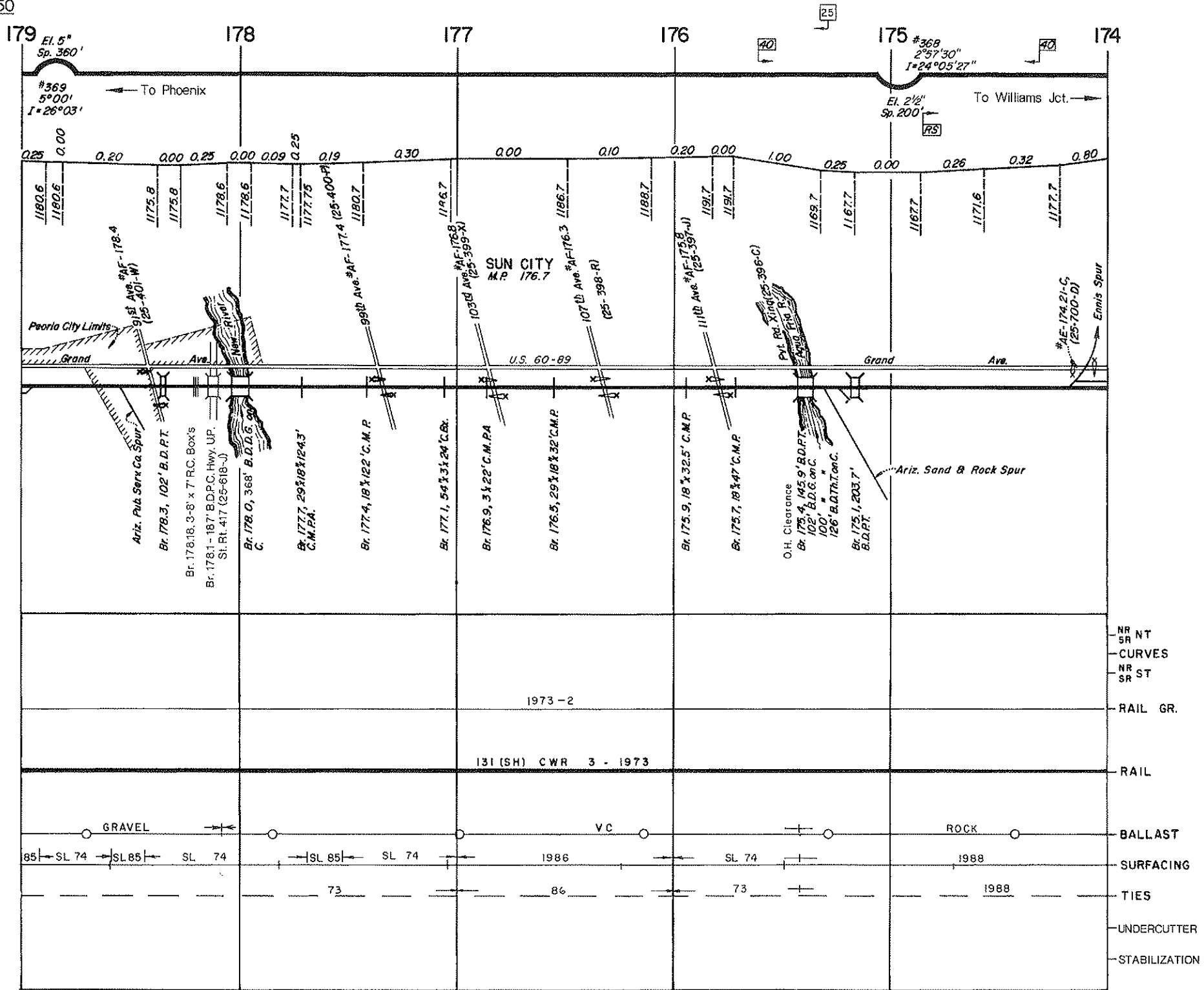


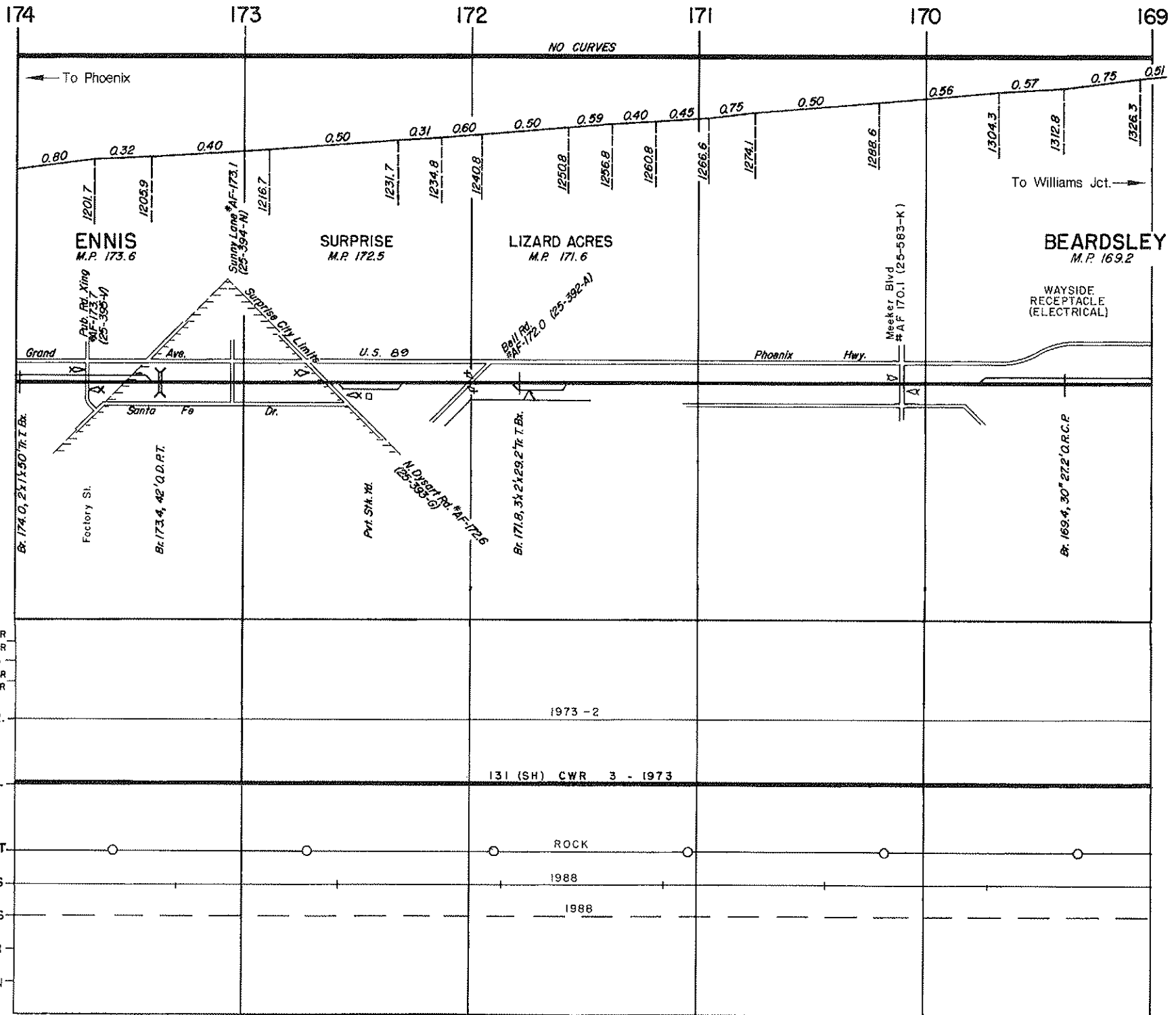
131 (SH) CWR 3 - 1973

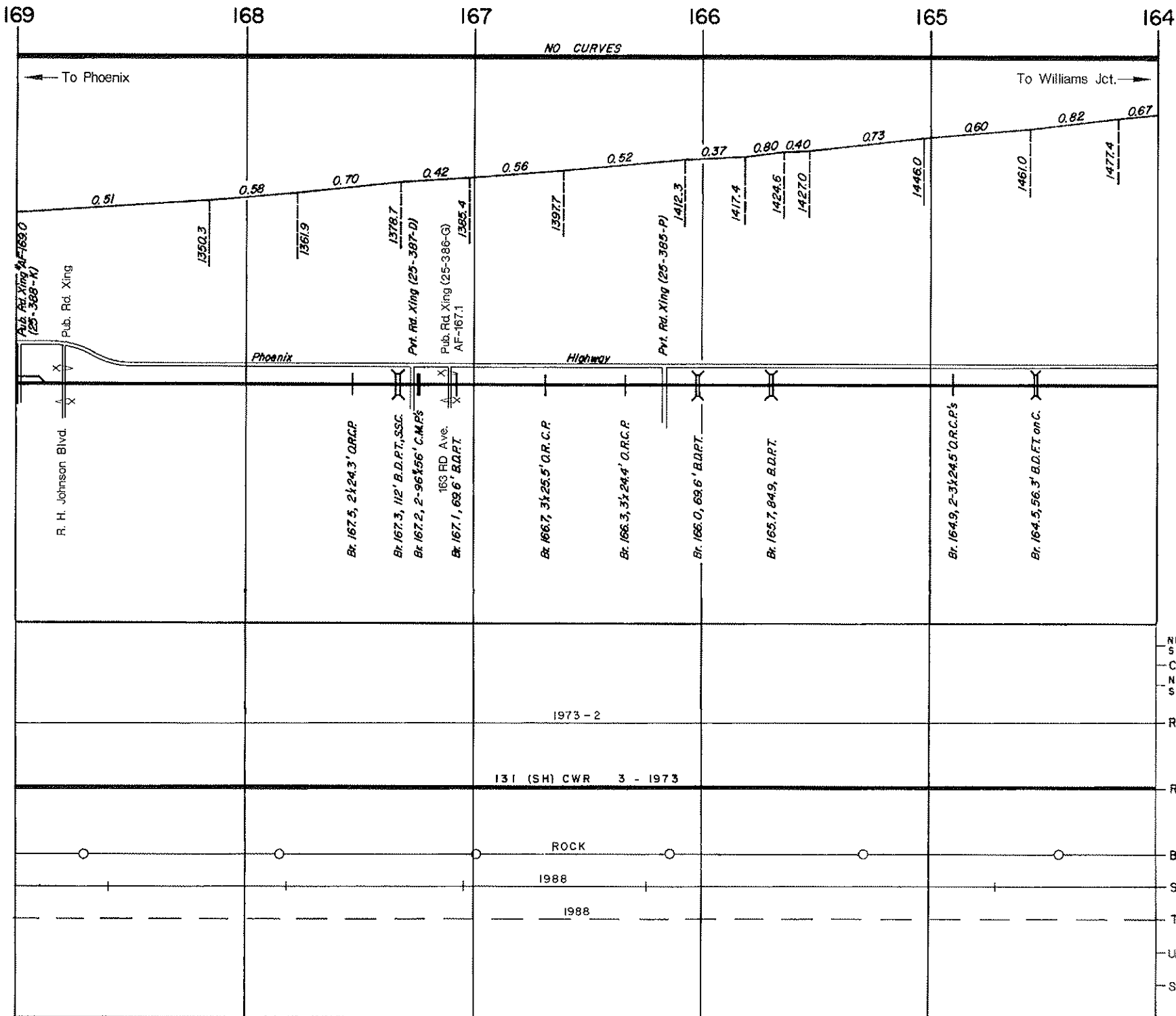
- NR NT
- SR CURVES
- NR ST
- SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION



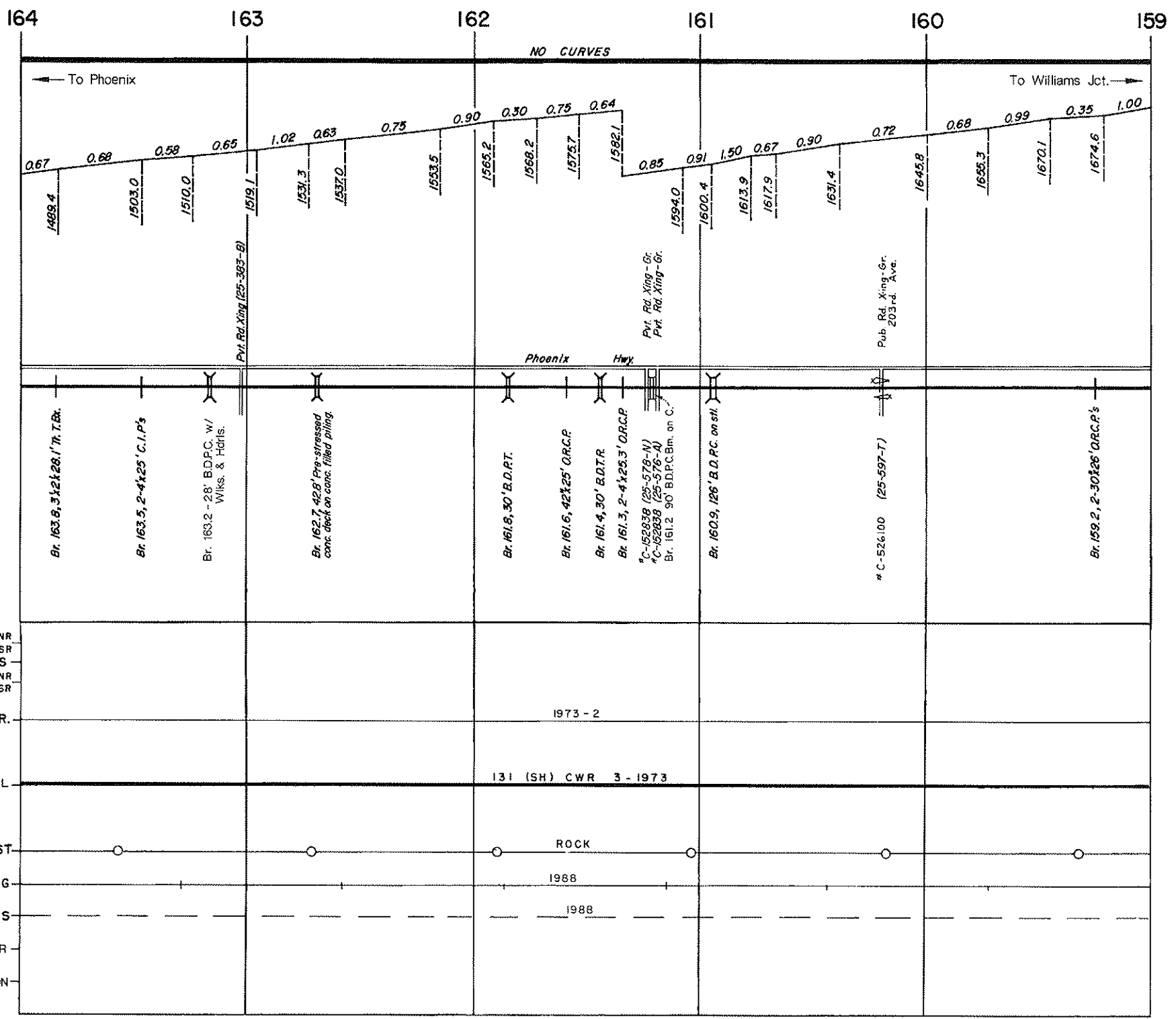
NT
 SR
 CURVES
 NR
 ST
 RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION

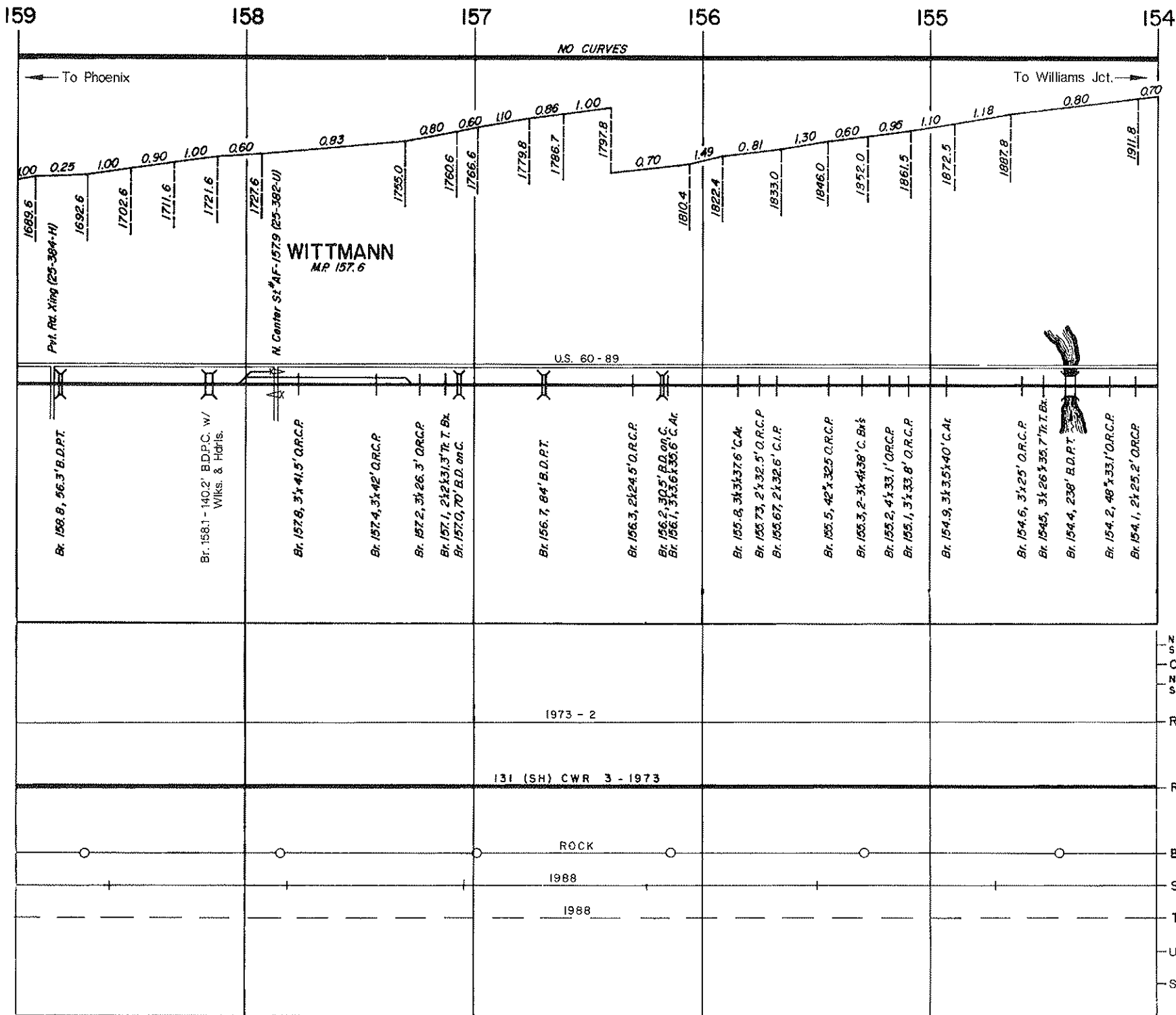


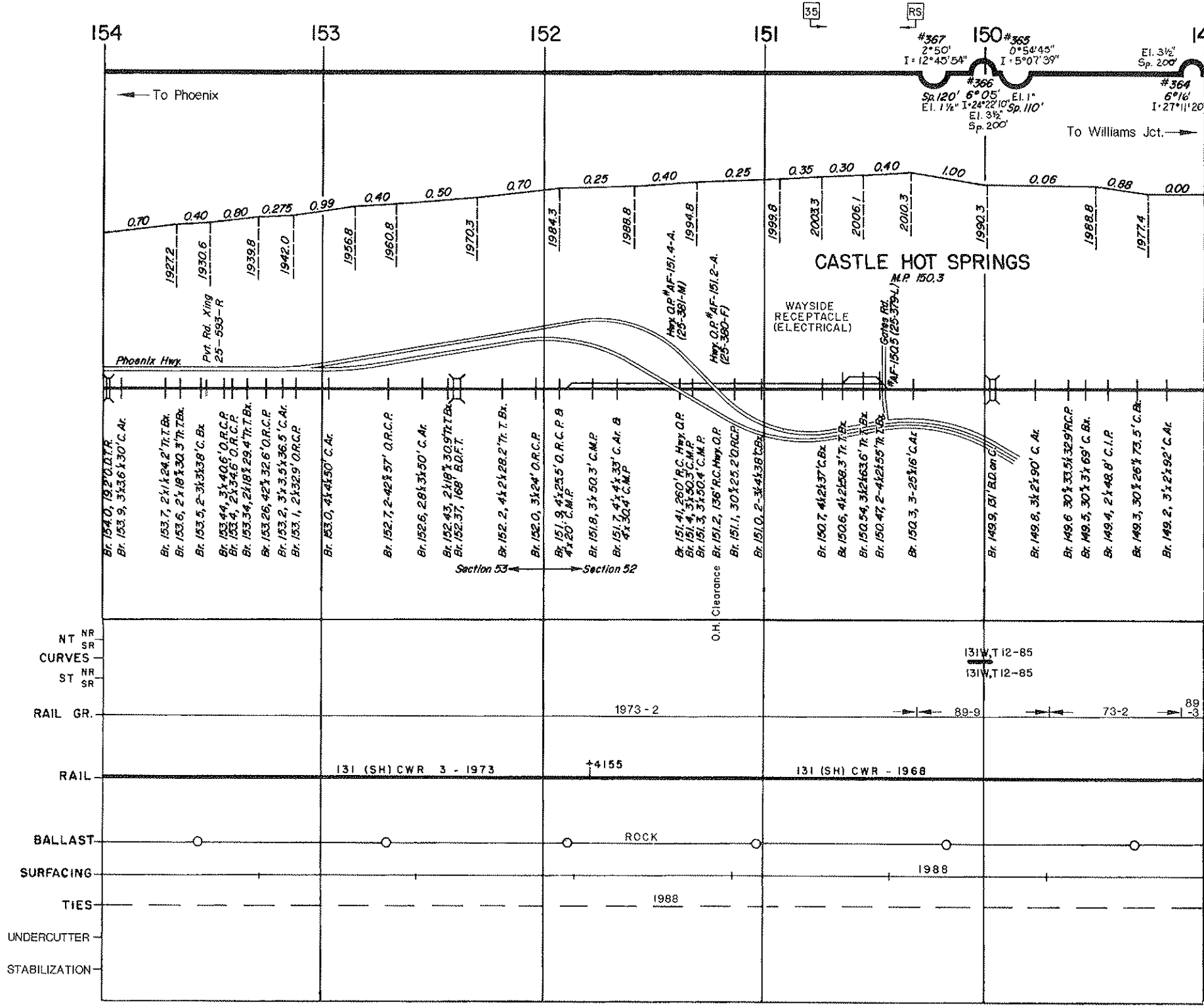




- NR SR NT CURVES
- NR SR RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION







154

153

152

151

150

149

To Phoenix

To Williams Jct.

CASTLE HOT SPRINGS

WAYSIDE RECEPTACLE (ELECTRICAL)

MP 150.3

Phoenix Hwy

Cross Rd.
150.3
150.3 (25-379-L)
150.3 (25-380-F)

- Br. 154.0, 19' 2" O.D.T.R.
- Br. 153.9, 3x36x30' C. Ar.
- Br. 153.7, 2x1x24.2' T.T. Bx.
- Br. 153.6, 2x18x30.3' T.T. Bx.
- Br. 153.5, 2-3x3x38' C. Bx.
- Br. 153.44, 3x40.6' O.R.C.P.
- Br. 153.4, 2x3x46' O.R.C.P.
- Br. 153.34, 2x18x29.4' T.T. Bx.
- Br. 153.26, 42x32.6' O.R.C.P.
- Br. 153.2, 3x3.3x36.5' C. Ar.
- Br. 153.1, 2x32.9' O.R.C.P.
- Br. 153.0, 4x4x50' C. Ar.
- Br. 152.7, 2-42x57' O.R.C.P.
- Br. 152.6, 28x3x50' C. Ar.
- Br. 152.43, 2x18x30.9' T.T. Bx.
- Br. 152.37, 168' B.D.F.T.
- Br. 152.2, 4x2x28.2' T.T. Bx.
- Br. 152.0, 3x24' O.R.C.P.
- Br. 151.9, 4x25.5' O.R.C.P. B.
- 4x20' C.M.P.
- Br. 151.8, 3x50.3' C.M.P.
- Br. 151.7, 4x4x33' C. Ar. B.
- 4x30.4' C.M.P.
- Br. 151.4, 260' R.C. Hwy. O.P.
- Br. 151.4, 3x50.3' C.M.P.
- Br. 151.3, 3x50.4' C.M.P.
- Br. 151.2, 136' R.C. Hwy. O.P.
- Br. 151.1, 30x25.2' O.R.C.P.
- Br. 151.0, 2-3x4x38' Bx.
- Br. 150.7, 4x2x37' C. Bx.
- Br. 150.6, 4x2x58.3' T.T. Bx.
- Br. 150.54, 3x2x63.6' T.T. Bx.
- Br. 150.47, 2-4x2x55' T.T. Bx.
- Br. 150.3, 3-25x16' C. Ar.
- Br. 149.9, 151' B.D. on C.
- Br. 149.8, 3x2x90' C. Ar.
- Br. 149.6, 30x33.5x32.9' R.C.P.
- Br. 149.5, 30x3x69' C. Bx.
- Br. 149.4, 2x48.8' C.I.P.
- Br. 149.3, 30x26x73.5' C. B.
- Br. 149.2, 3x2x92' C. Ar.

Section 53 ← → Section 52

NT NR
SR
CURVES
ST NR
SR

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

O.H. Clearance

131W, T12-85
131W, T12-85

1973-2

89-9

73-2

89-3

131 (SH) CWR 3 - 1973

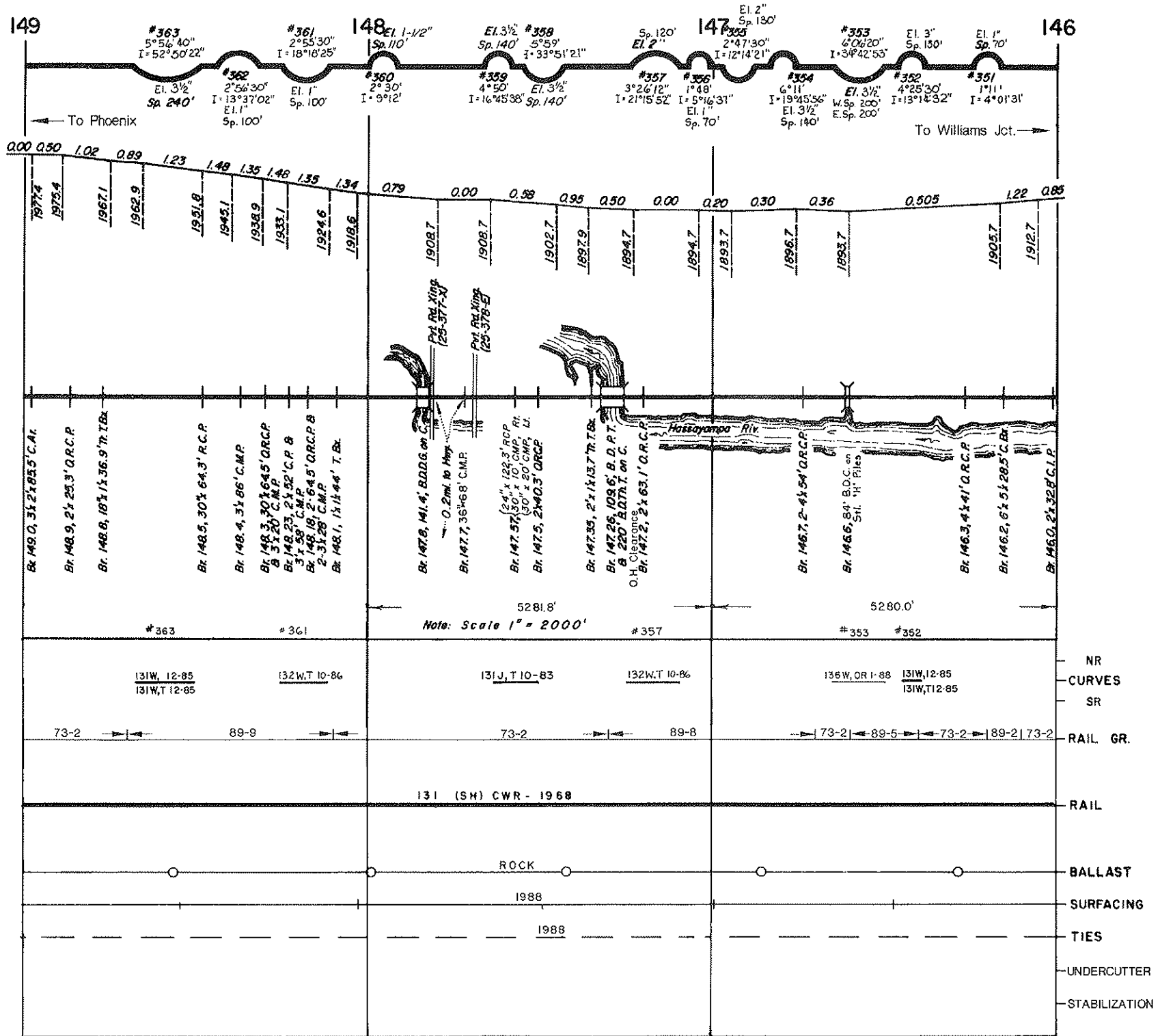
4155

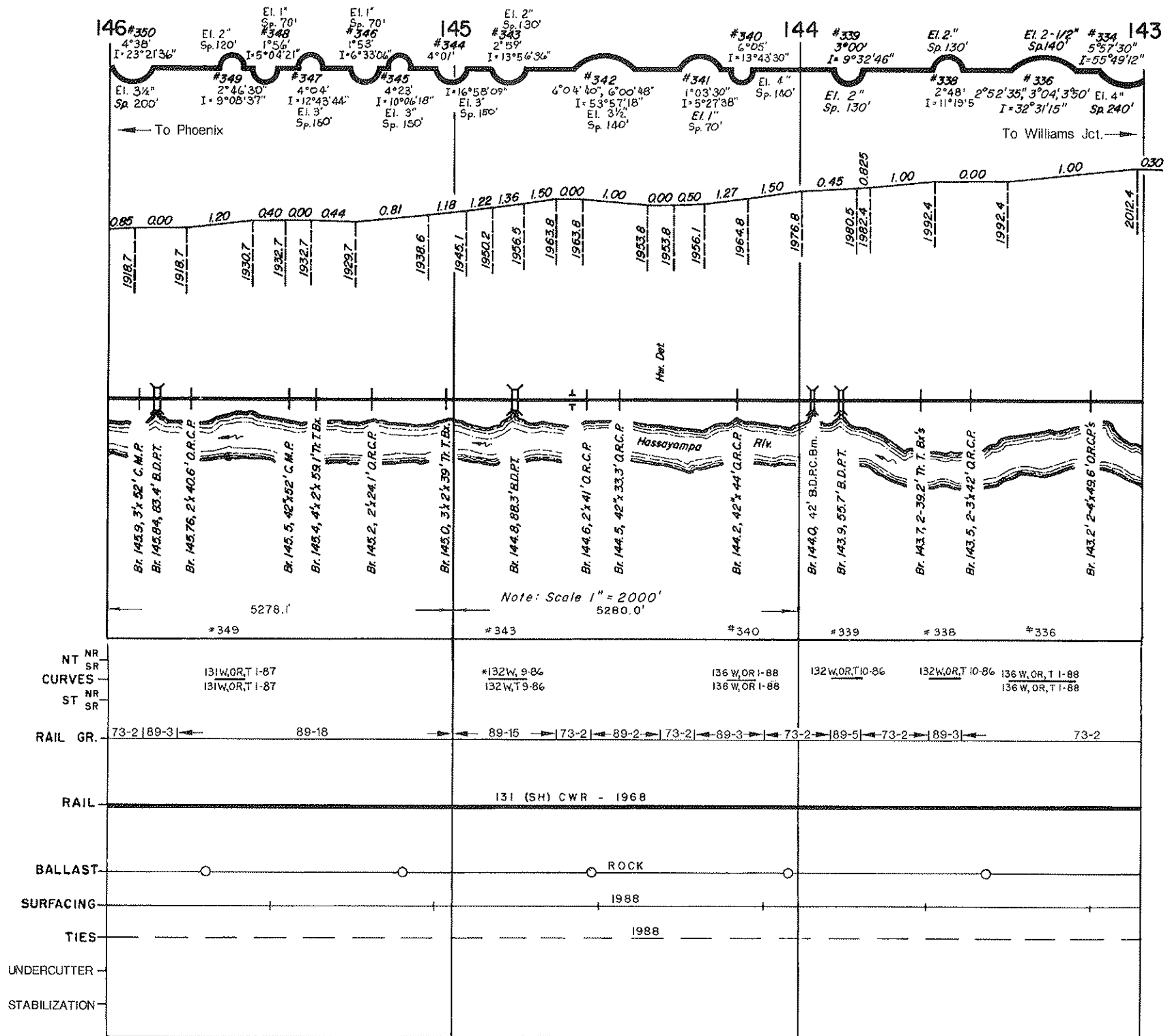
131 (SH) CWR - 1968

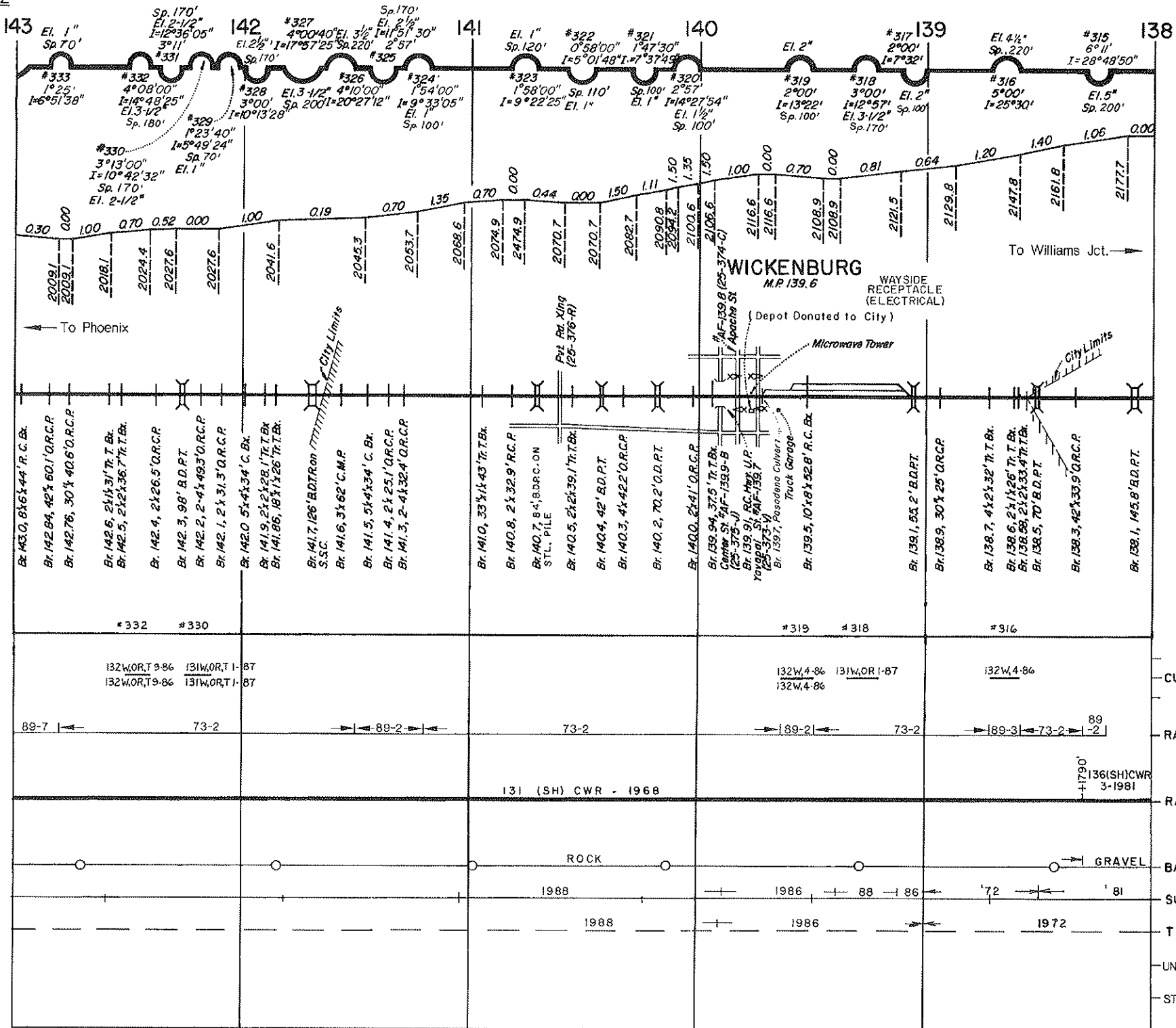
ROCK

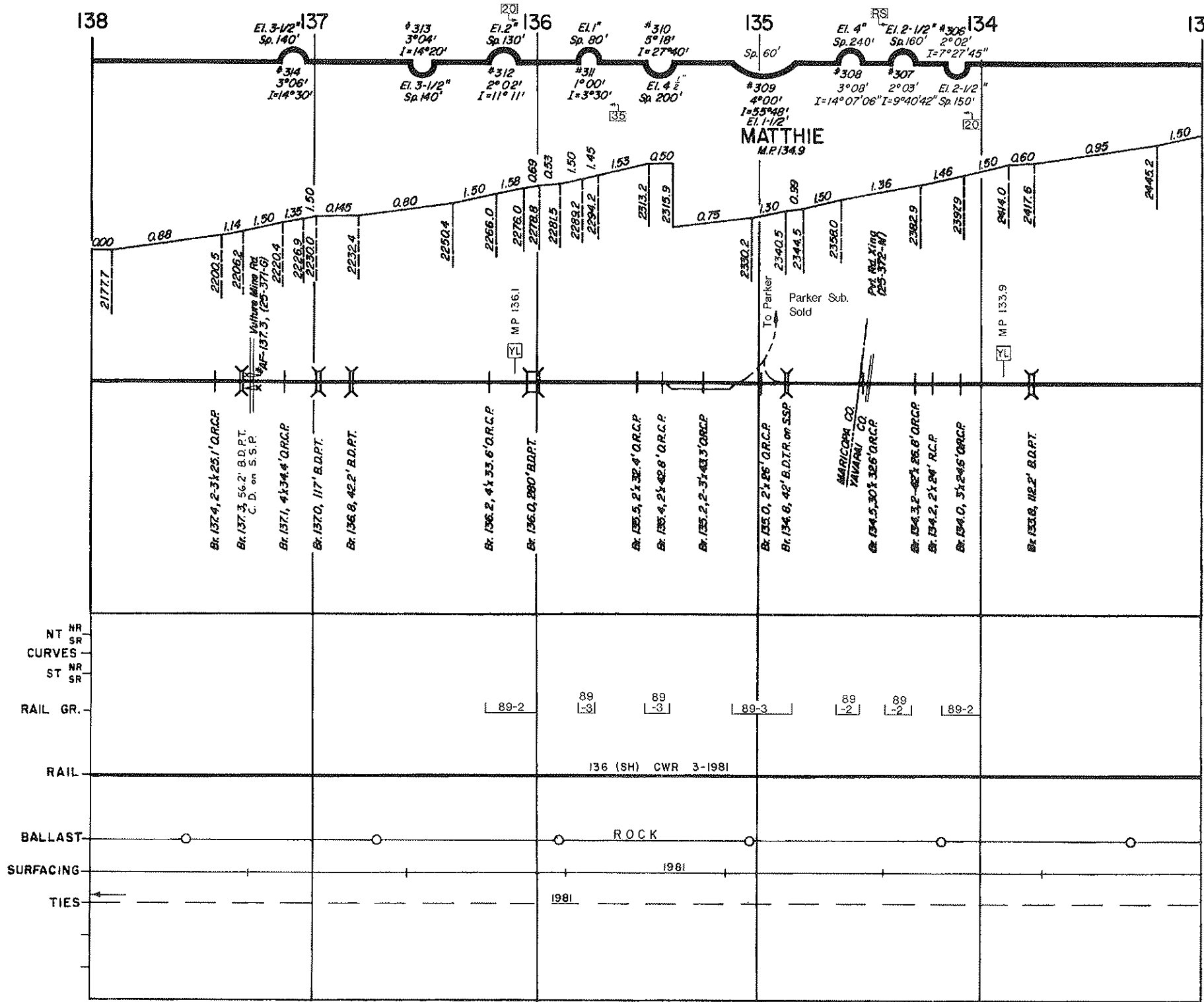
1988

1988









138

El. 3-1/2" Sp. 140' 137

El. 2" Sp. 130' 136

El. 1" Sp. 80' 135

Sp. 60' 134

El. 4" Sp. 240' 133

El. 2-1/2" Sp. 160' 2° 02' I=7° 27' 45"

133

MATTHIE
M.P. 134.9

NT SR
CURVES
ST SR

RAIL GR.

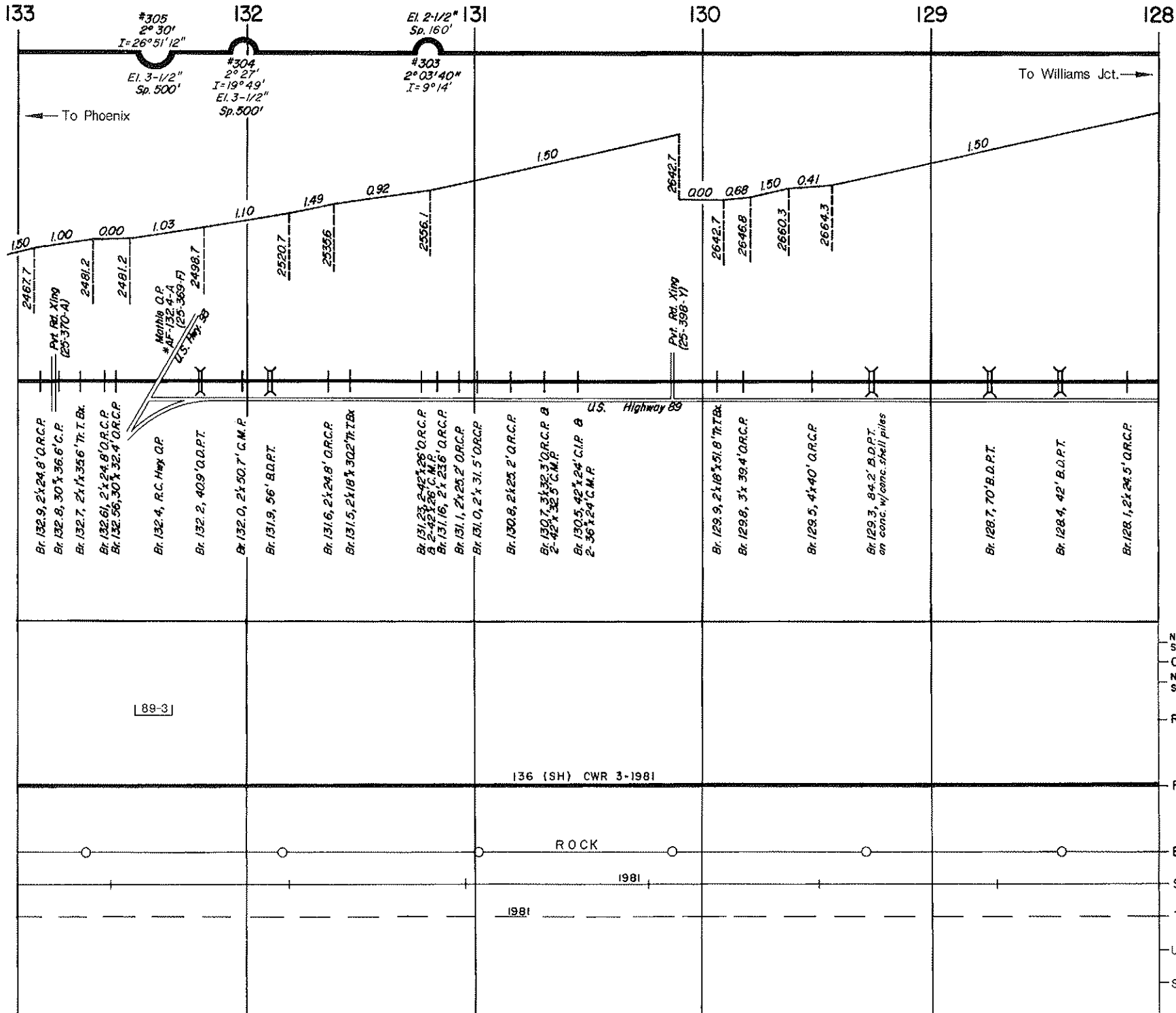
RAIL

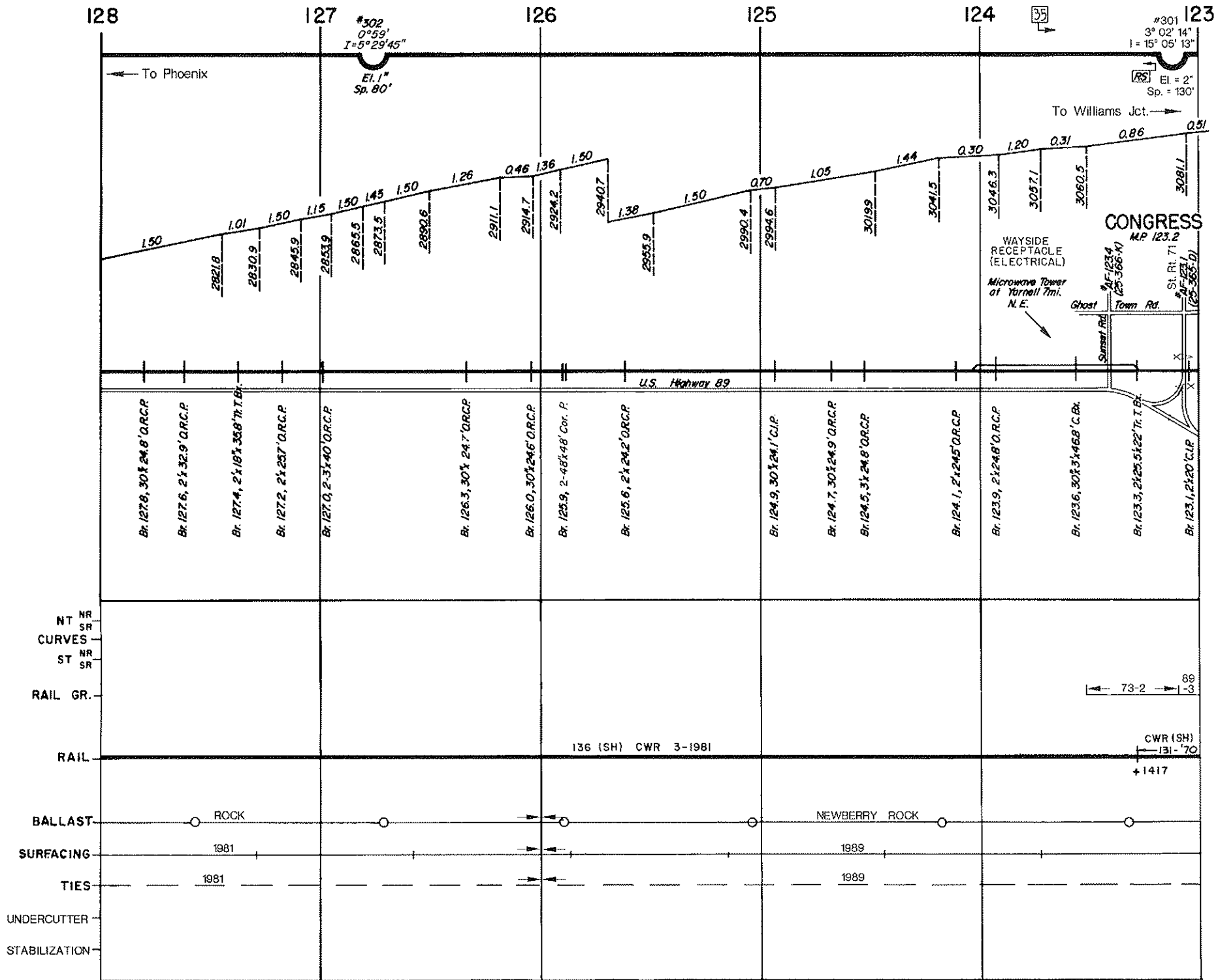
BALLAST

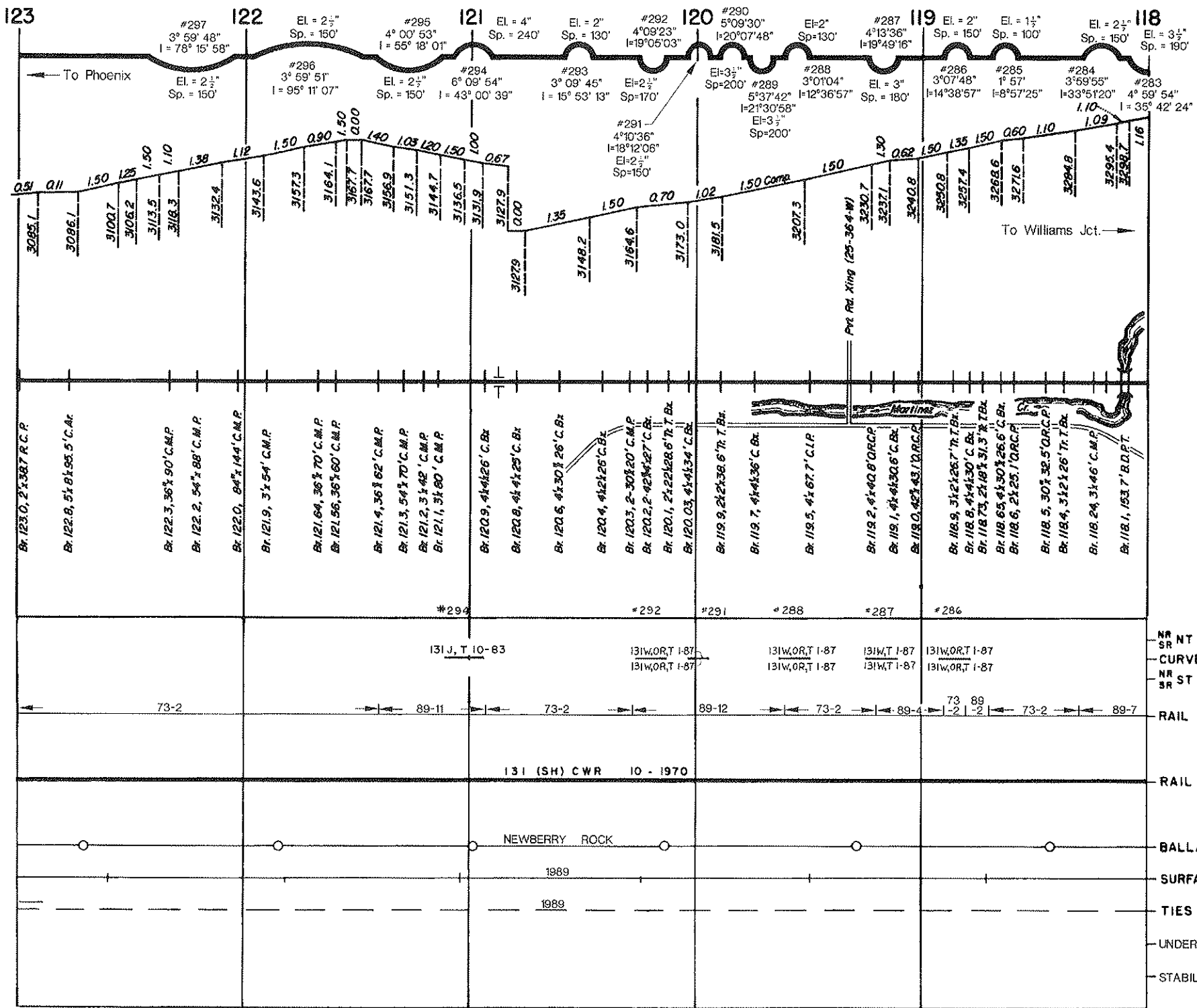
SURFACING

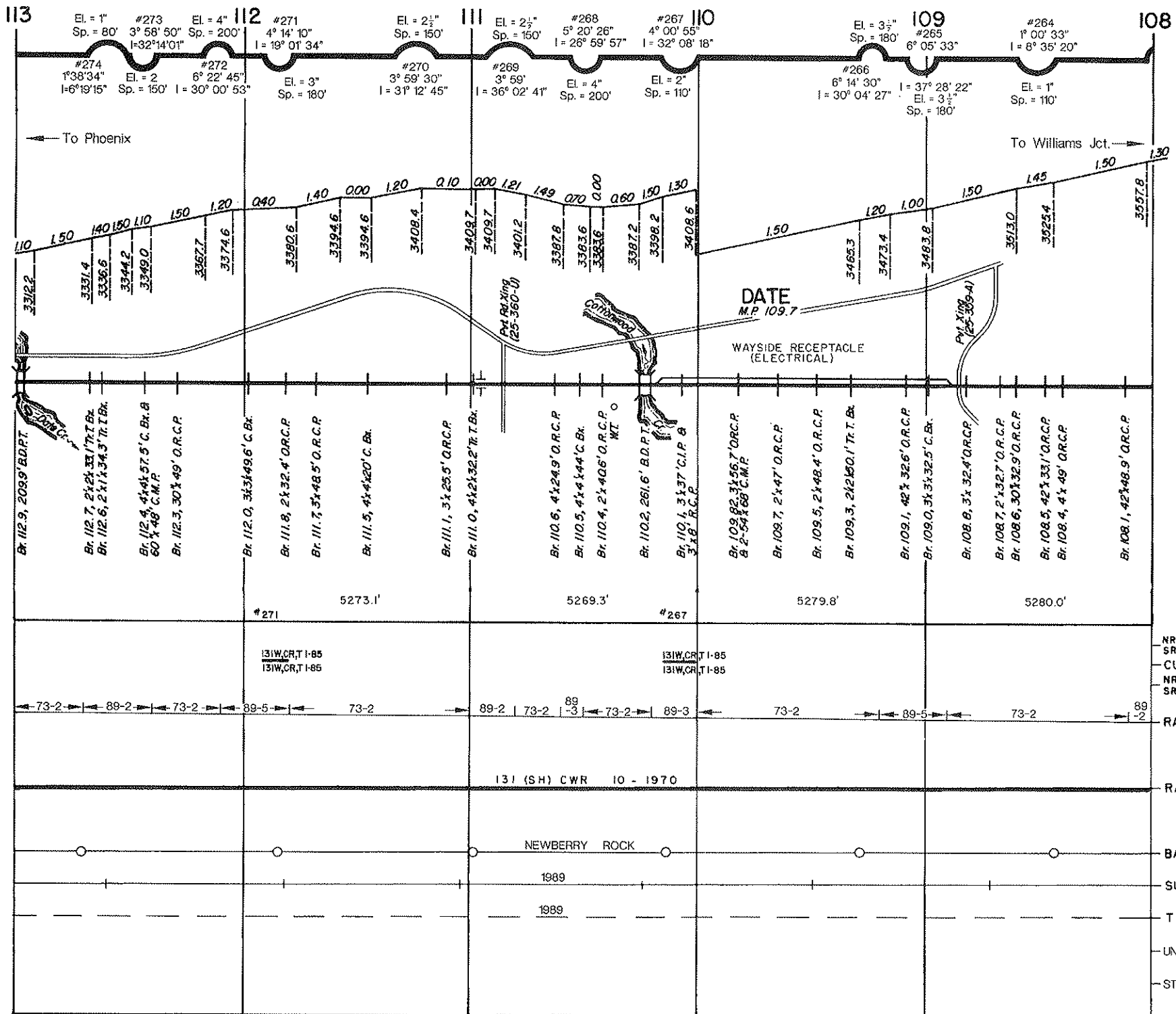
TIES

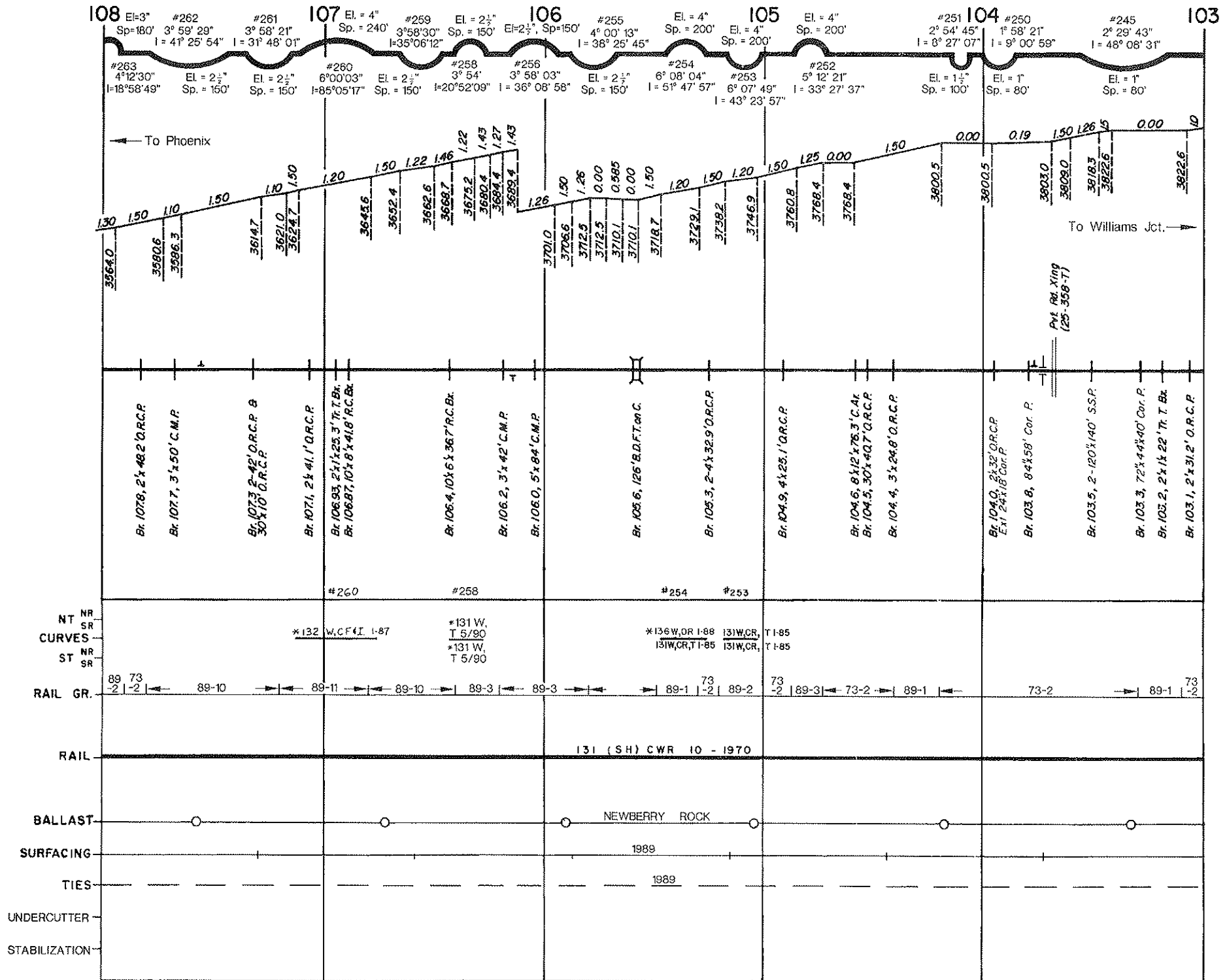
REVISED

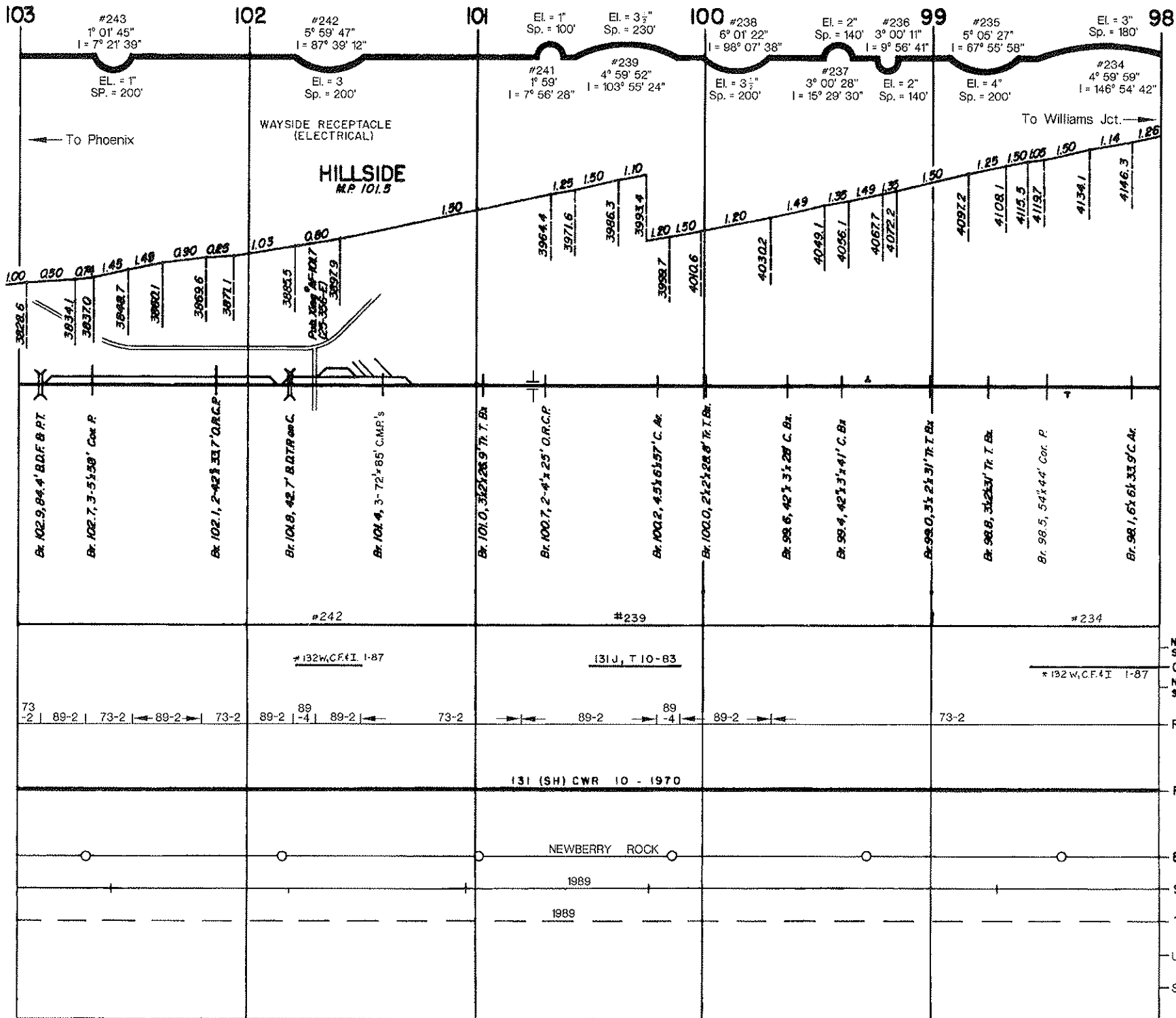


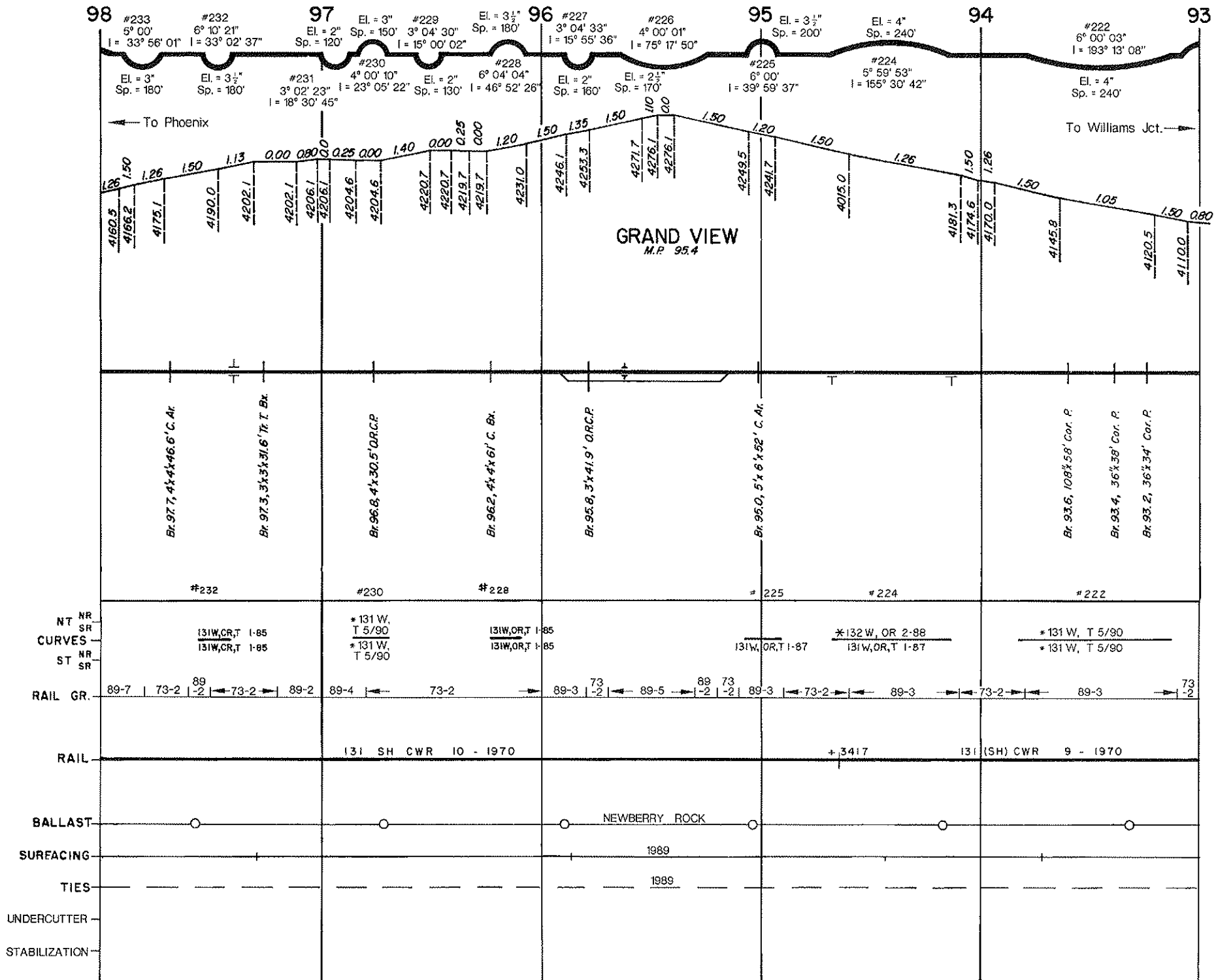


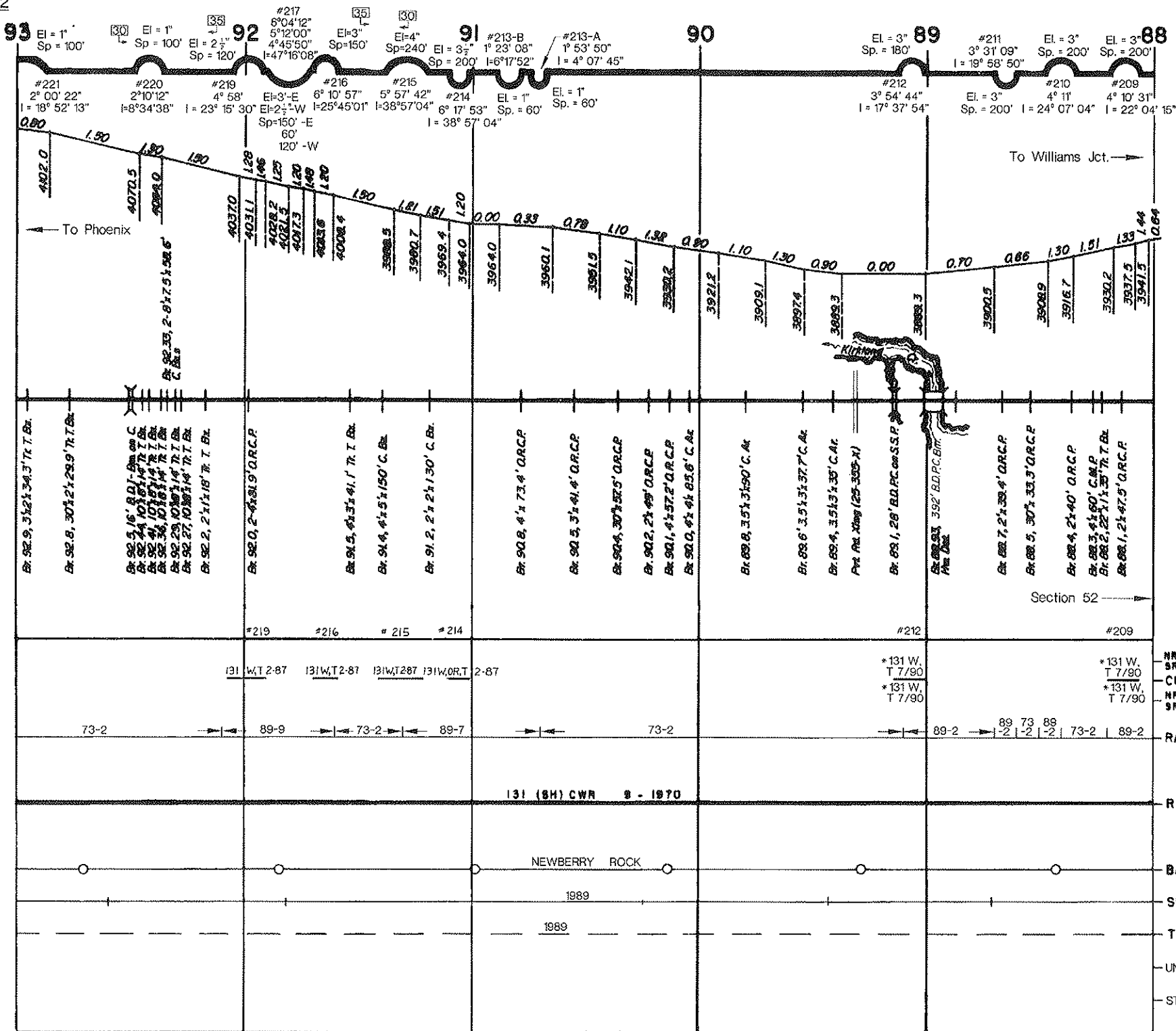












To Williams Jct. →

← To Phoenix

Section 52 →

NR NT
SR CURVES
NR ST

RAIL GR.

RAIL

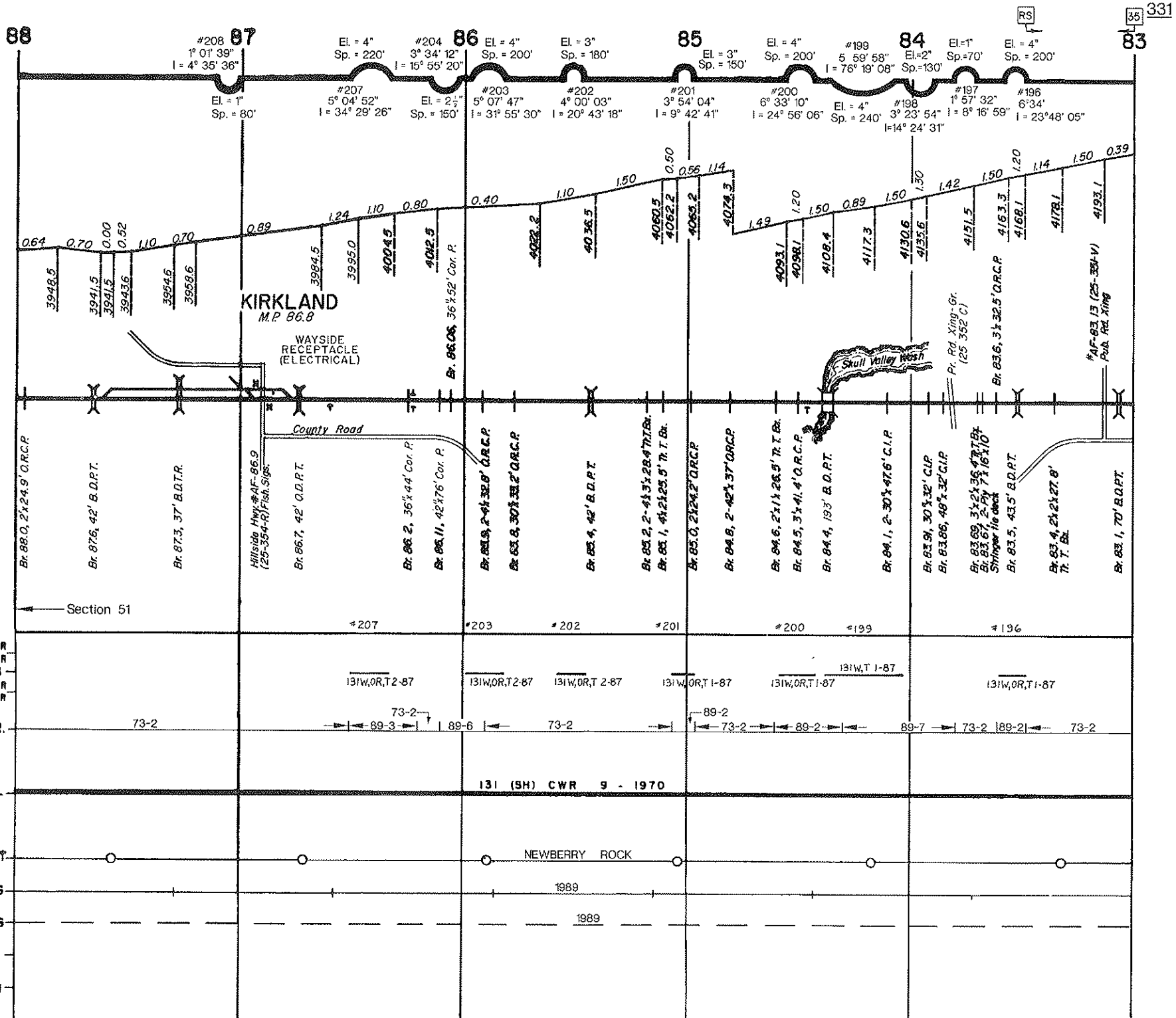
BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION



KIRKLAND
M.P. 86.8

WAYSIDE
RECEPTACLE
(ELECTRICAL)

County Road

Skull Valley Wash

ST	NR	SR	ST	NR	SR
131W,OR,T2-87			131W,OR,T2-87		
			131W,OR,T 2-87		
			131W,OR,T 1-87		
			131W,OR,T 1-87		

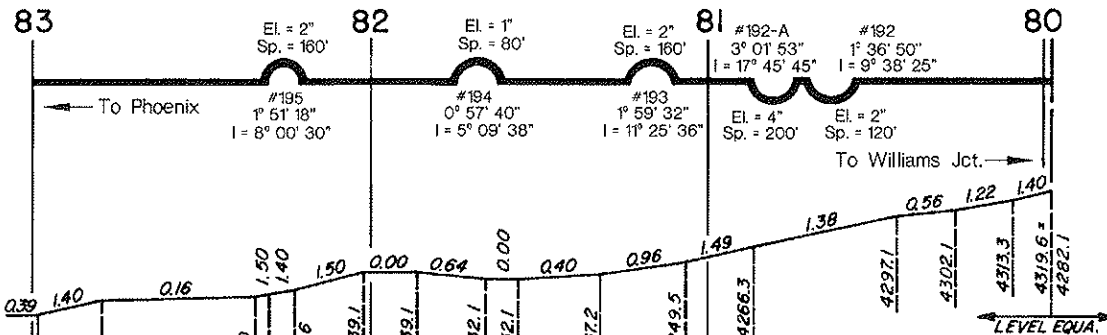
RAIL GR. 73-2 73-2 89-3 89-6 73-2 89-2 73-2 89-2 89-7 73-2 89-2 73-2

131 (SH) CWR 9 - 1970

NEWBERRY ROCK

1989

1989



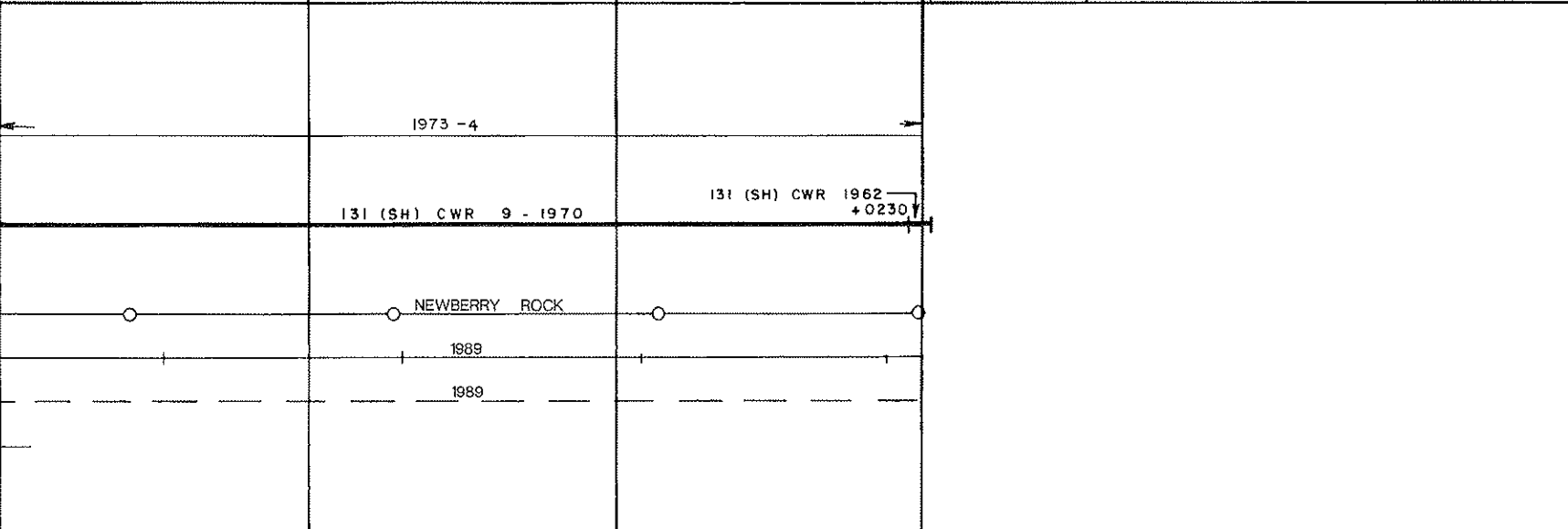
SKULL VALLEY
M.P. 80.6

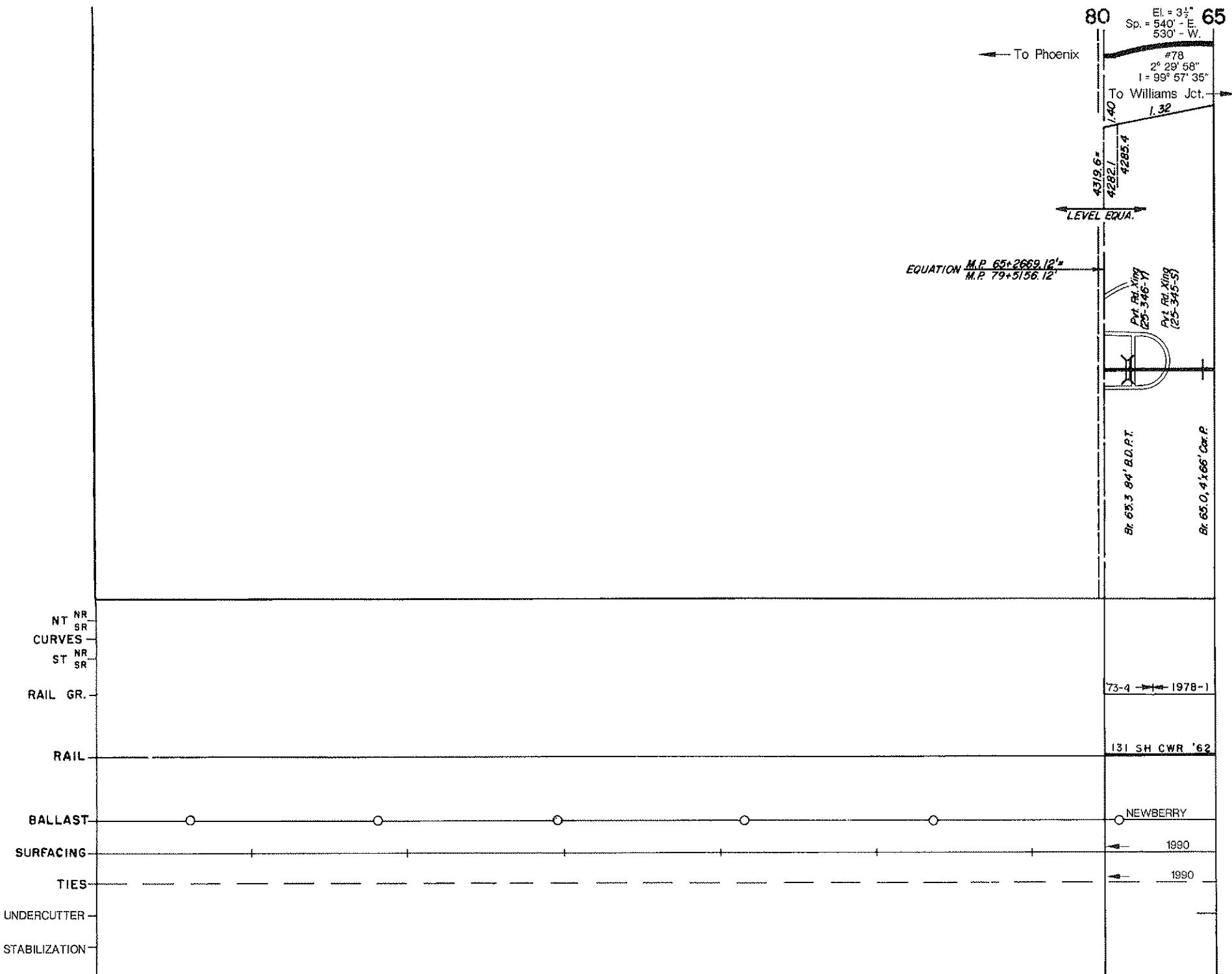
Microwave Tower
Tonto Peak
9 miles N.

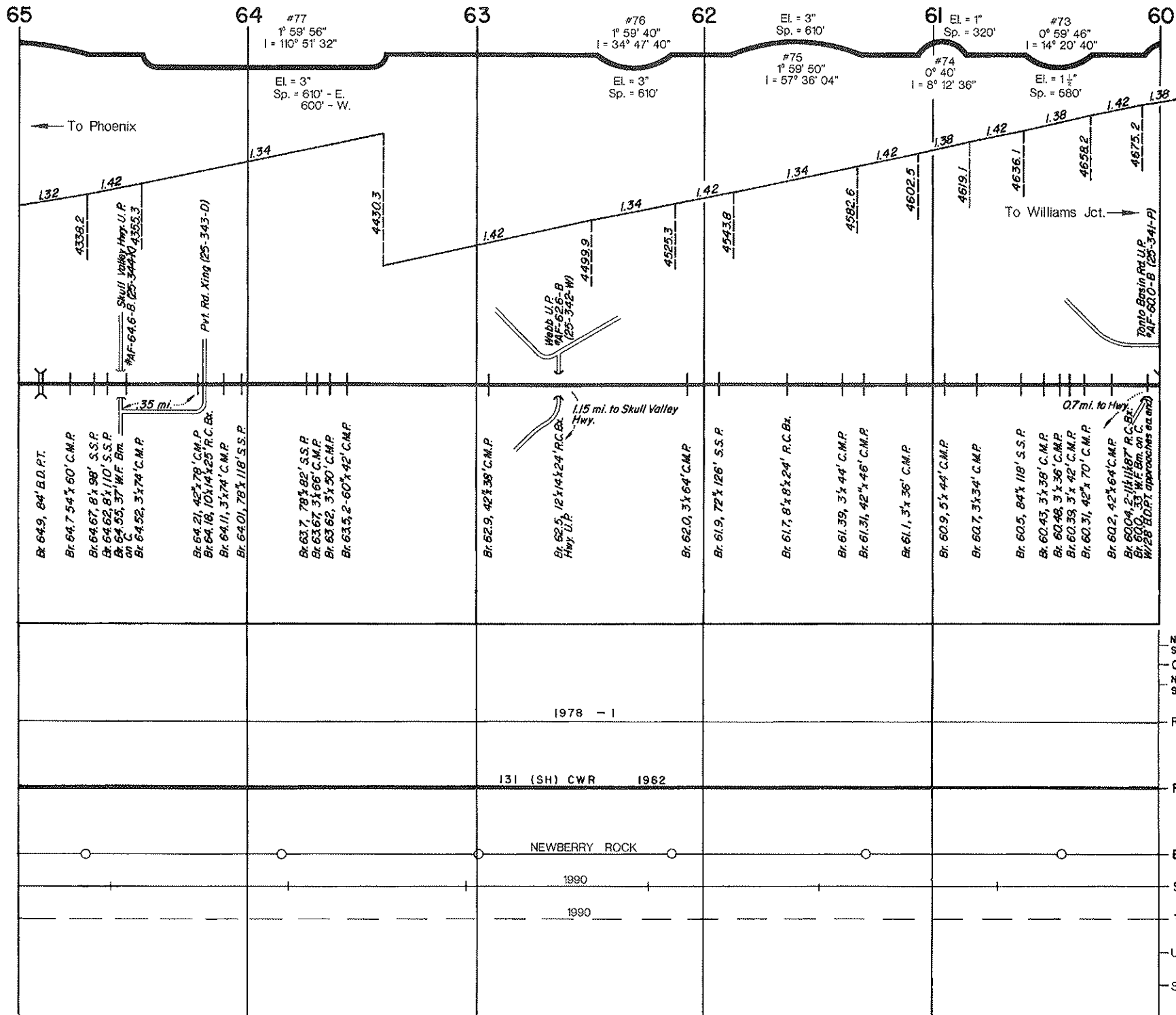
EQUATION $\frac{M.P. 65+2669.12'}{M.P. 79+5156.12'}$

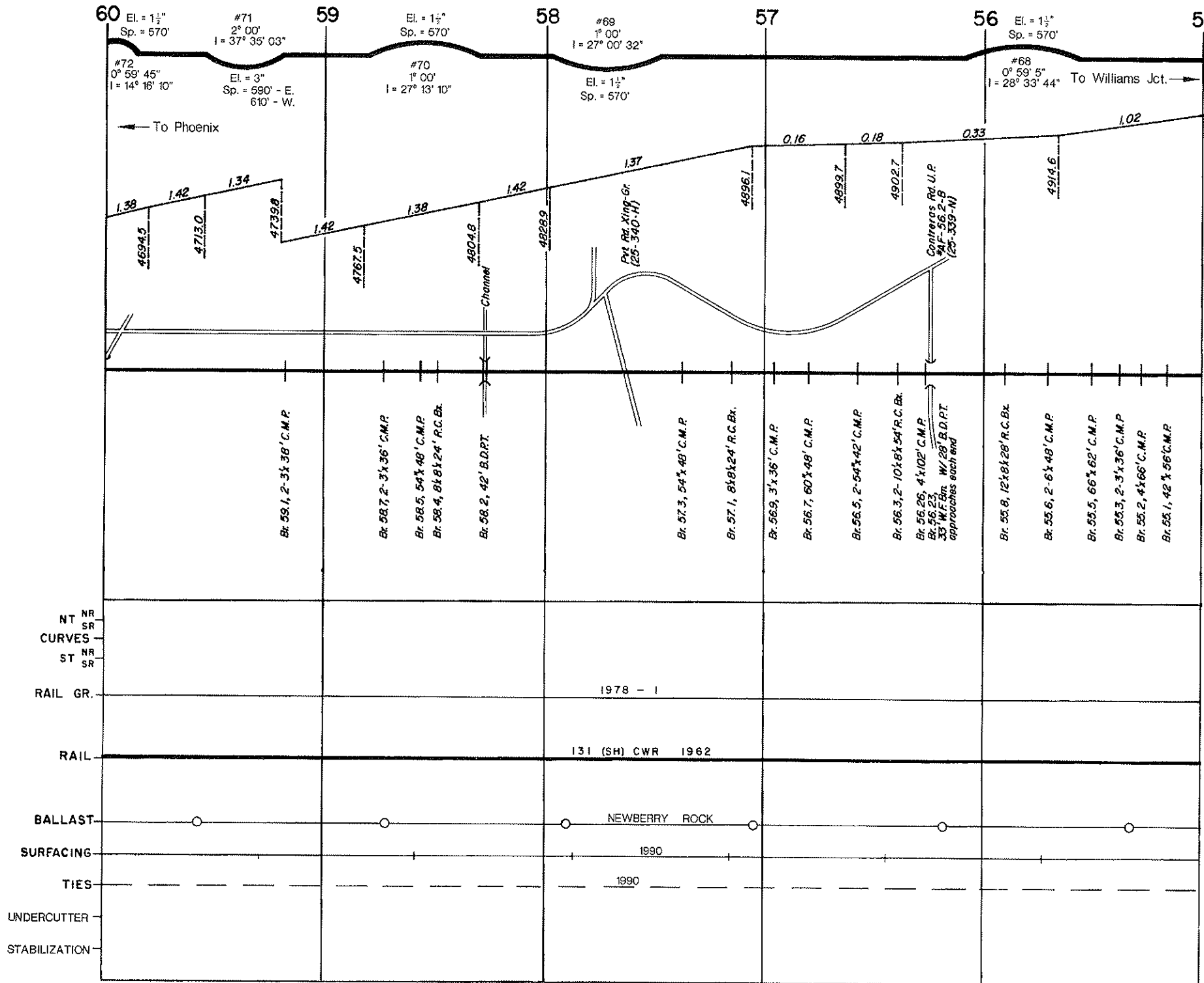
WAYSIDE
RECEPTACLE
(ELECTRICAL)

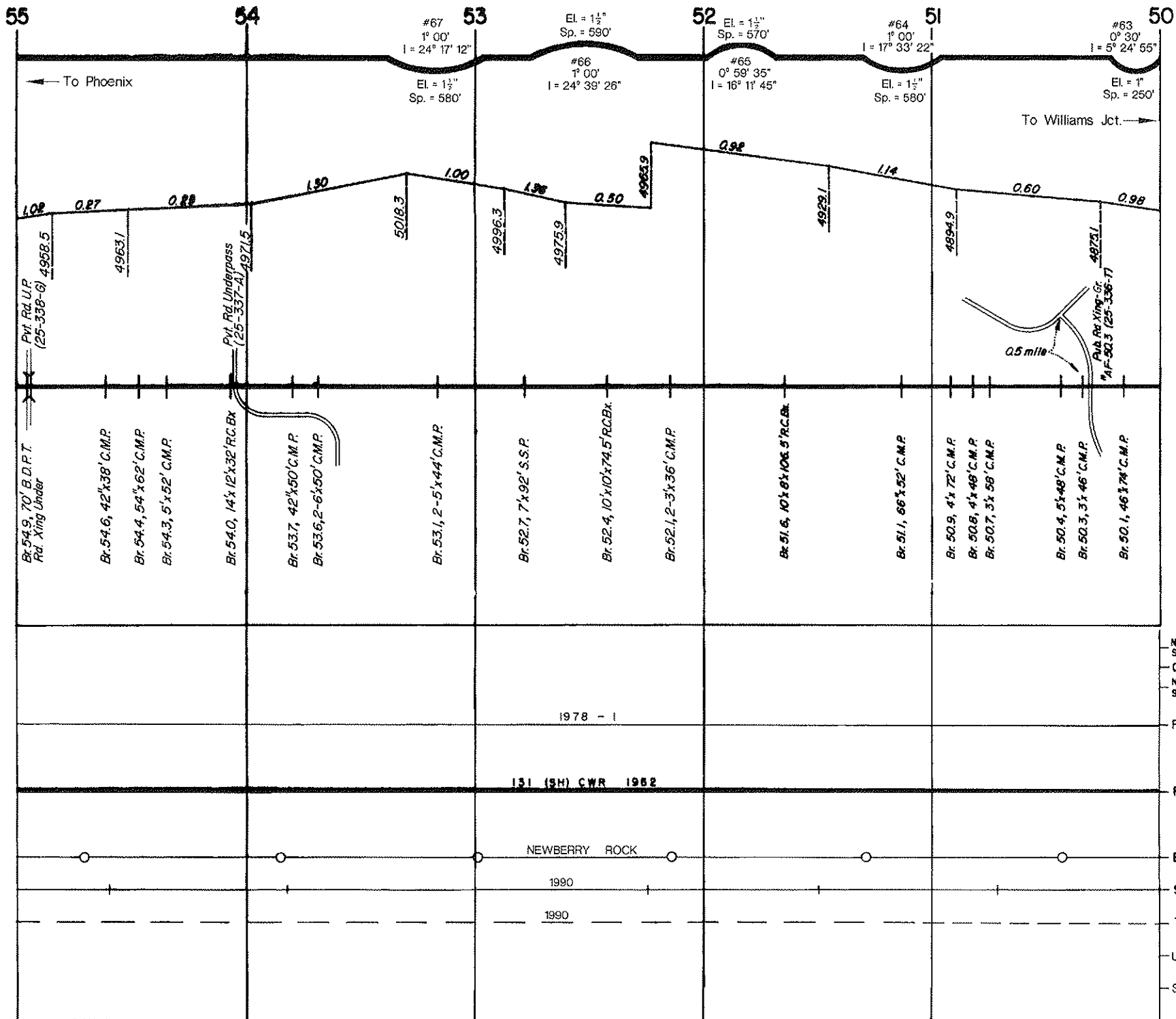
- Br. 82.9, 73.1 B.D.P.T.
- Br. 82.7, 42' 56.6' O.R.C.P.
- Br. 82.5, 3'-84" x 52' C.M.P.S.
- Br. 82.1, 42' O.D.P.T.
- Pub. Rd. Xing #AF-81.87 (25-350-N)
- Br. 81.6, 42' B.D.P.T.
- Pvt. Rd. Xing (25-349-U)
- Br. 81.2, 44' B.D.P.T.
- Br. 81.0 70' Pre-str. conc. deck (M.T.) and siding
- Br. 80.6, 2-42' 37.6' O.R.C.P.
- Br. 80.3, 98' B.D.P.T.
- Skull Valley Rd #AF-80.2 Fish Sigs (25-347-F)



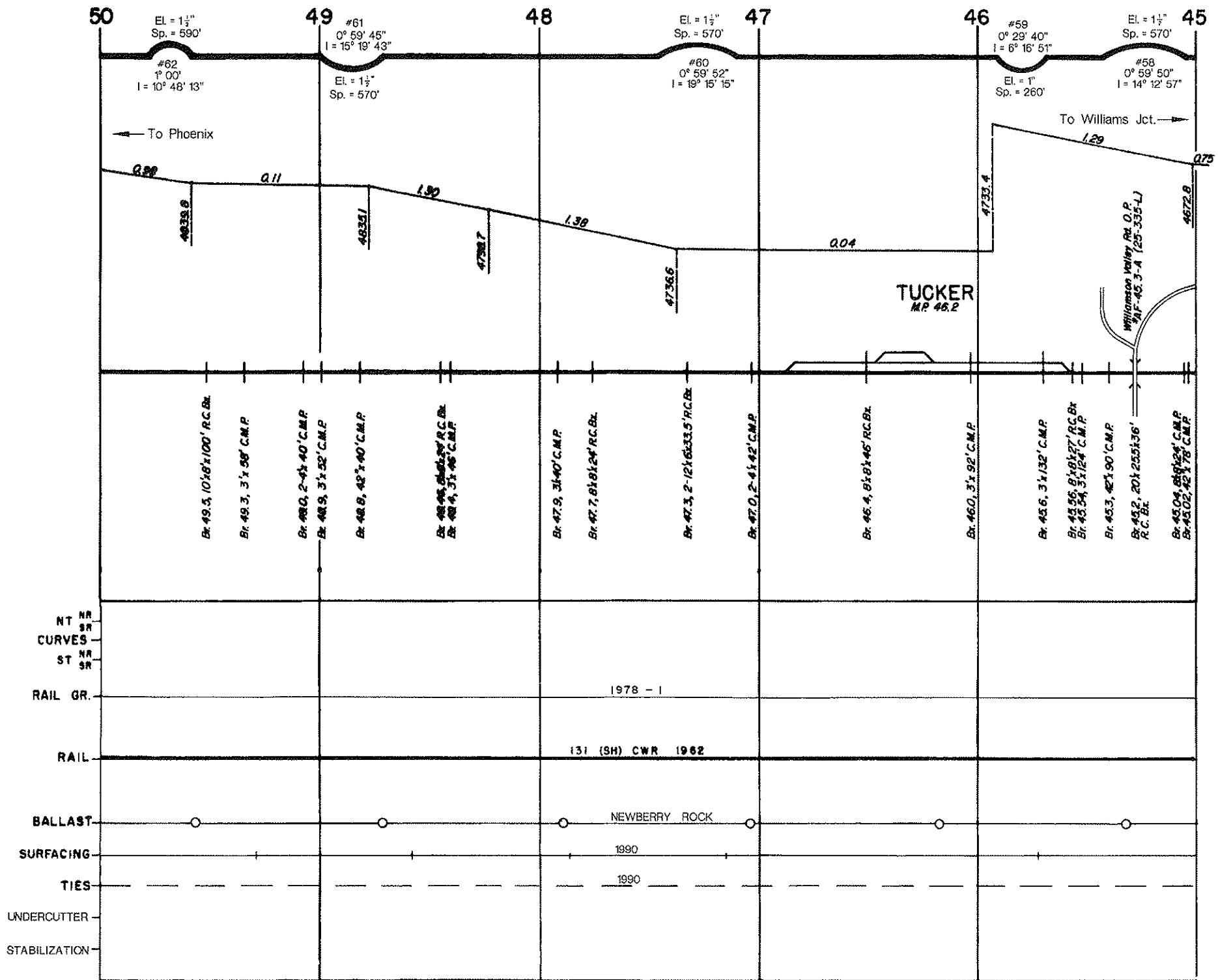


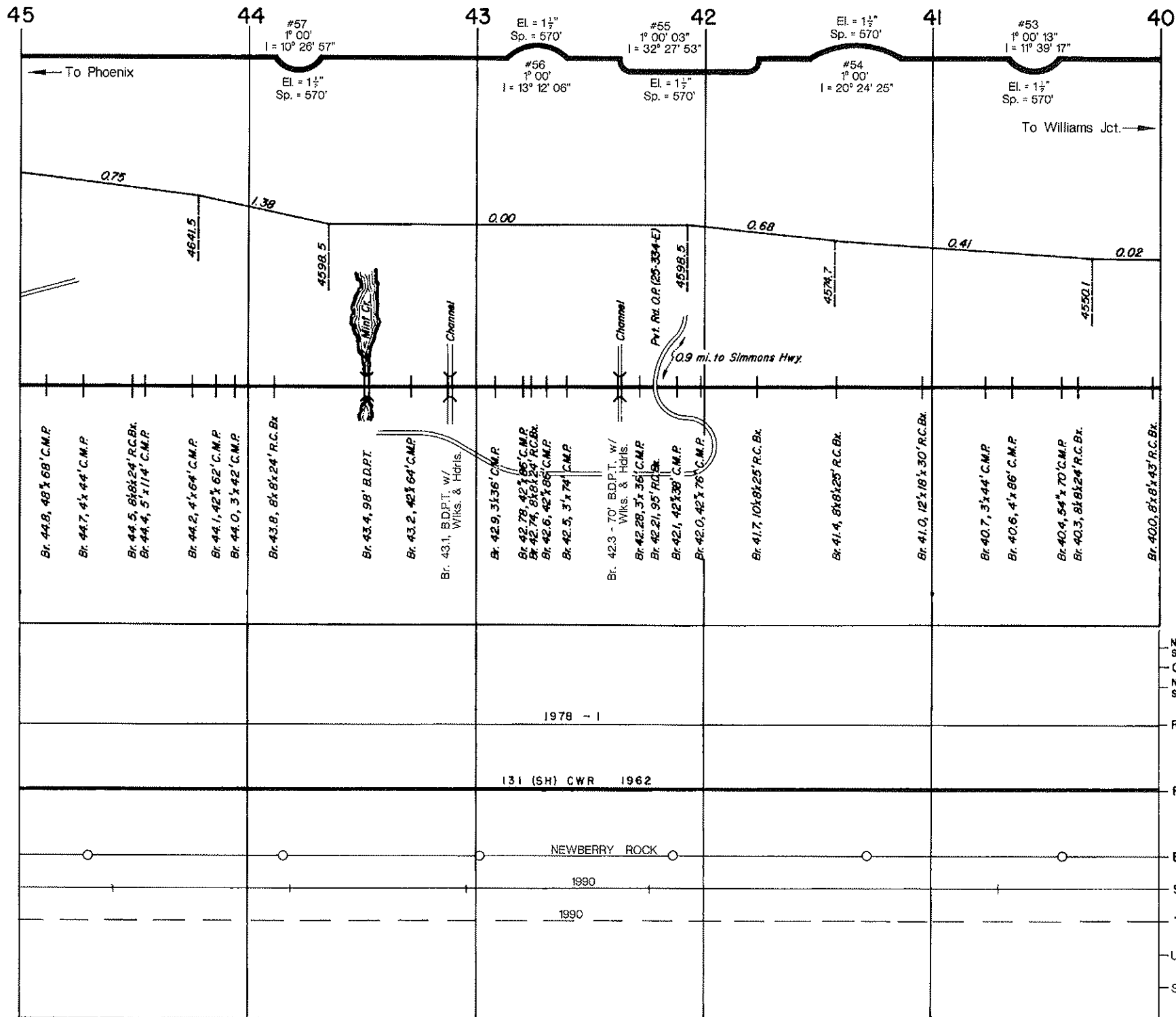


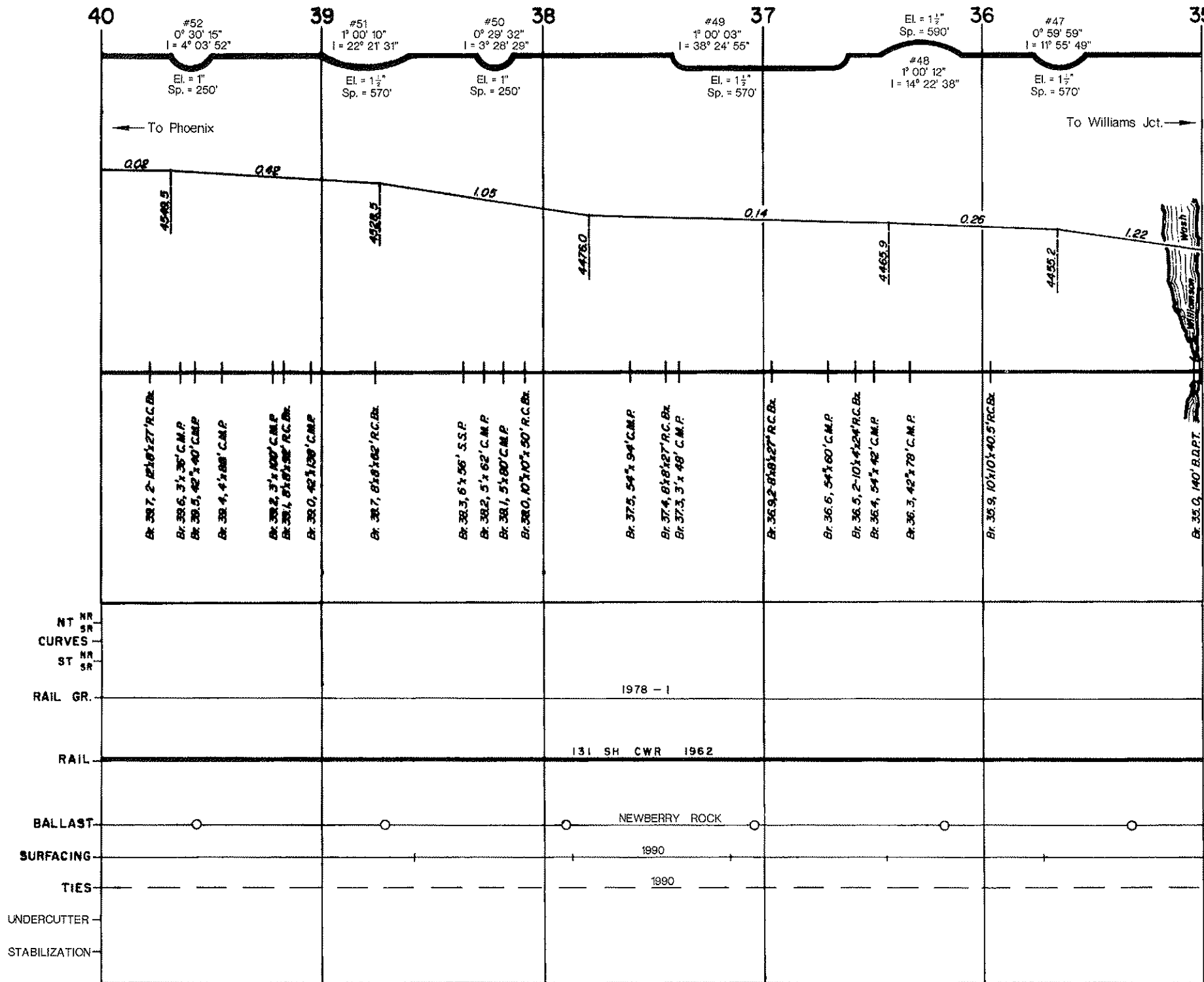


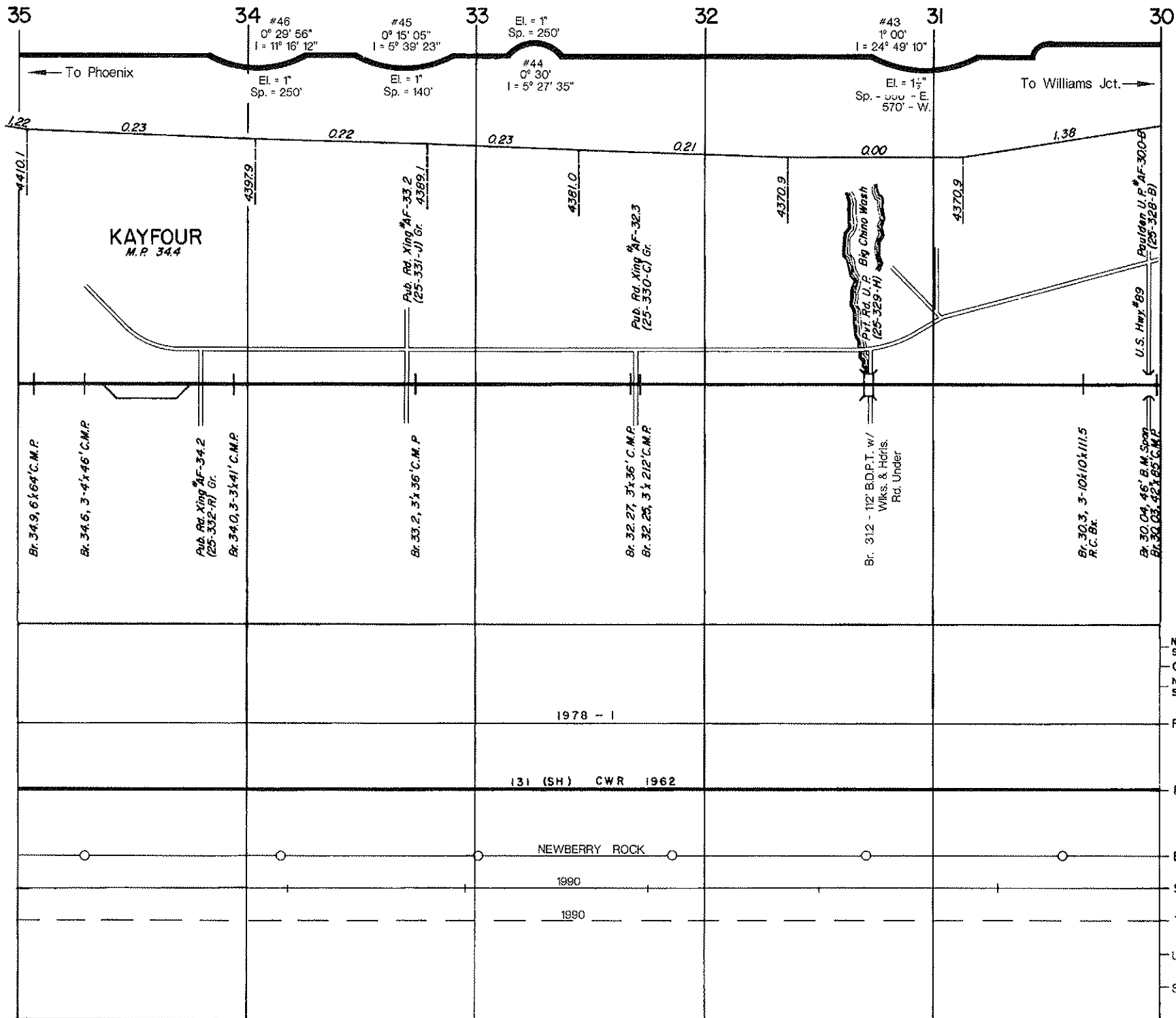


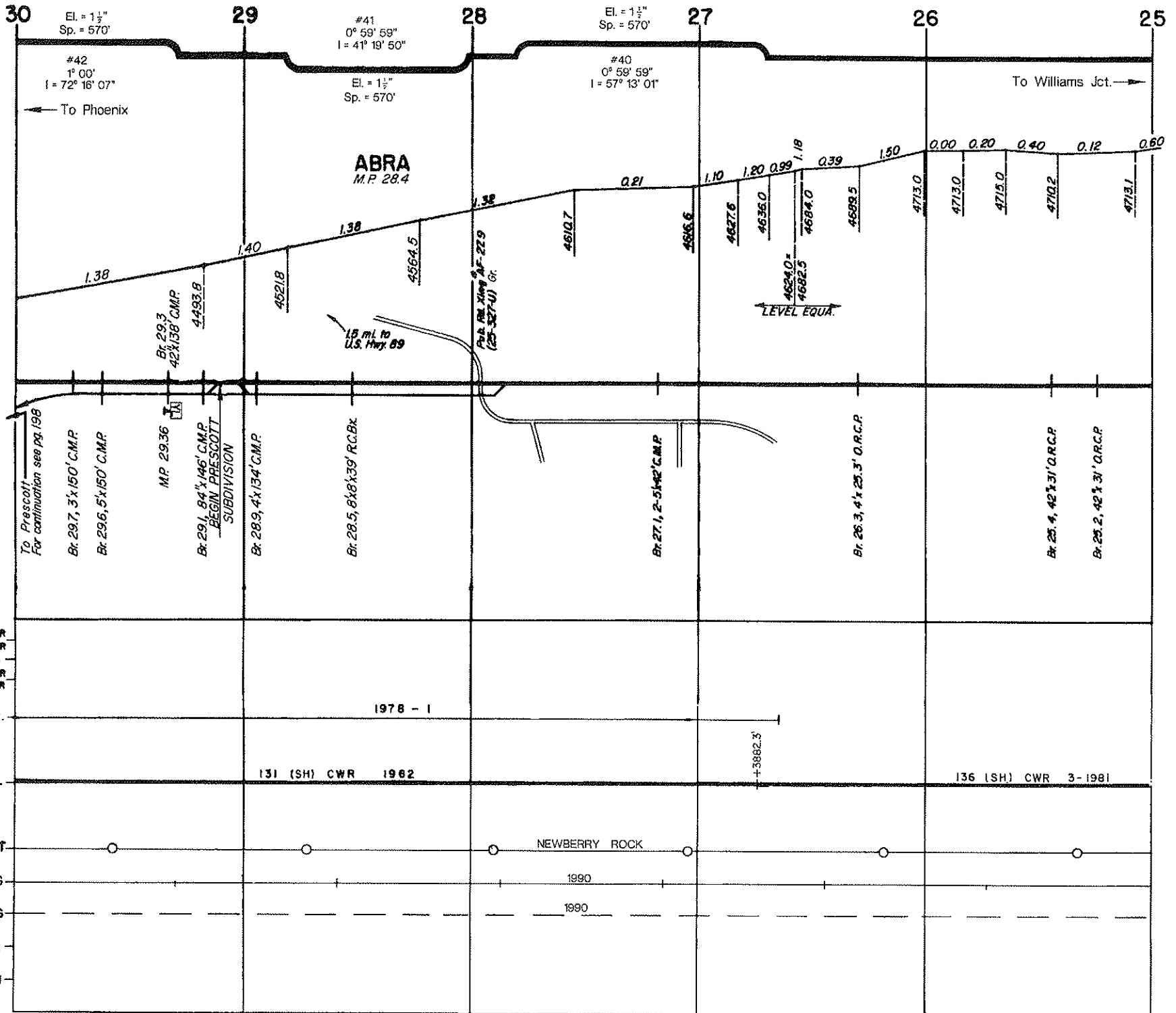
- NR NT
- SR NT
- CURVES
- NR ST
- SR ST
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION











320 40 RS 25 24 40 23 22 30 35 21 20

#38
 El. = 2"
 Sp. = 140'
 4° 26' 06"
 l = 26° 42' 20"
 #39
 2° 00' 46"
 l = 20° 46' 41"
 #37
 El. = 3 1/2"
 Sp. = 340'
 4° 01' 12"
 l = 41° 42' 09"
 #36
 El. = 2 1/2"
 Sp. = 190'
 4° 02' 14"
 l = 26° 39' 29"
 #35
 5° 59' 26"
 l = 51° 10' 40"
 El. = 3 1/2"
 Sp. = 230'
 5° 59' 30"
 l = 54° 39' 32"
 #34
 El. = 2 1/2"
 Sp. = 170'
 5° 59' 30"
 l = 54° 39' 32"
 #33
 5° 59' 30"
 l = 35° 30' 28"
 El. = 3 1/2"
 Sp. = 230'
 #32
 4° 00' 40"
 l = 62° 26' 24"
 El. = 1"
 Sp. = 110'
 #31
 2° 00' 40"
 l = 16° 03' 51"
 El. = 1"
 Sp. = 110'

To Phoenix ←
 To Williams Jct. →
 0.60 0.00 0.62 0.83 0.00 0.20 0.19 0.59 0.75 Comp. 1.00 Comp. 0.00 1.50 1.34 0.15 0.81 1.08 0.50 1.50 Comp. 0.43

4722.1 4722.1 4734.1 4722.0 4722.0 4724.0 4720.0 4717.6 4698.7 4668.3 4668.3 4683.7 4683.7 4687.8 4689.0 4694.6 4702.1 4705.1 4754.0

Br. 25.0, 41.66 1/2 24' R.C.Bx.
 Br. 24.6, 42 1/2 32.6, R.C.P.
 Br. 23.9, 2-41.33 1/2 39' R.C.Bx.
 Br. 23.7, 3' x 40' R.C.P.
 Br. 23.2, 2-6' x 5' x 40.5' R.C.Bx.
 Br. 22.4, 81.6 x 58' C.Bx.
 Br. 22.0, 2 1/2 x 46.5' Tr. T. Bx.
 Br. 21.6, 64.6' B.D.O.G. on Str. Towers
 Br. 21.1, 3 1/2 x 57.8' O.R.C.P.
 Br. 20.8, 42 1/2 x 40.7' O.R.C.P.

#35 #34 #33 #32

*136 W, T 7/90 136 W, T 7/90 *136 W, T 7/90 *136 W, T 7/90 *136 W, T 7/90 *136 W, T 7/90

89-2 89-3 89-8 89-3

136 (SH) CWR 3-1981

NEWBERRY ROCK

1990

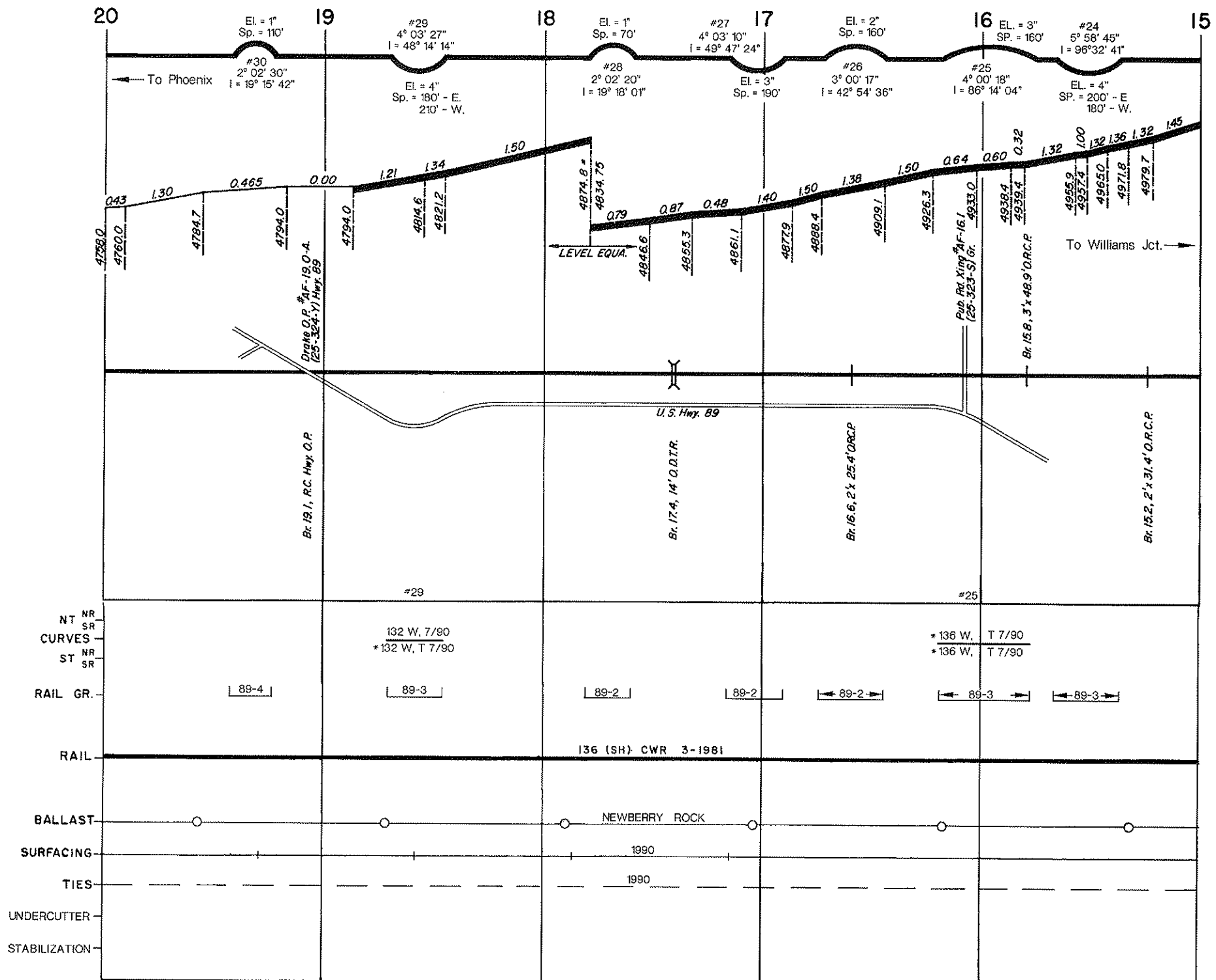
1990

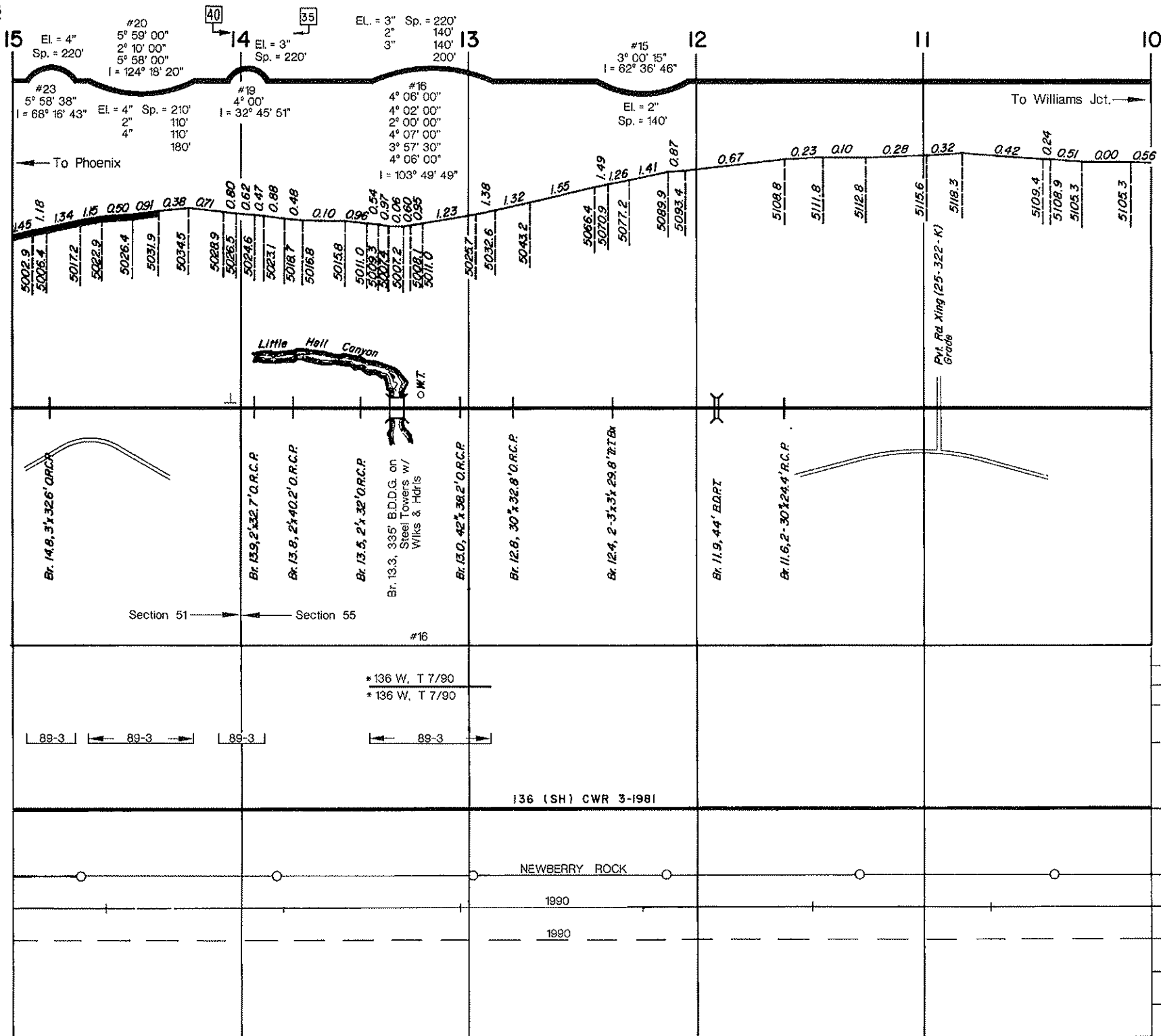
NR SR NT CURVES NR SR ST RAIL GR. RAIL BALLAST SURFACING TIES UNDERCUTTER STABILIZATION

DRAKE
 M.P. 21.3
 Y

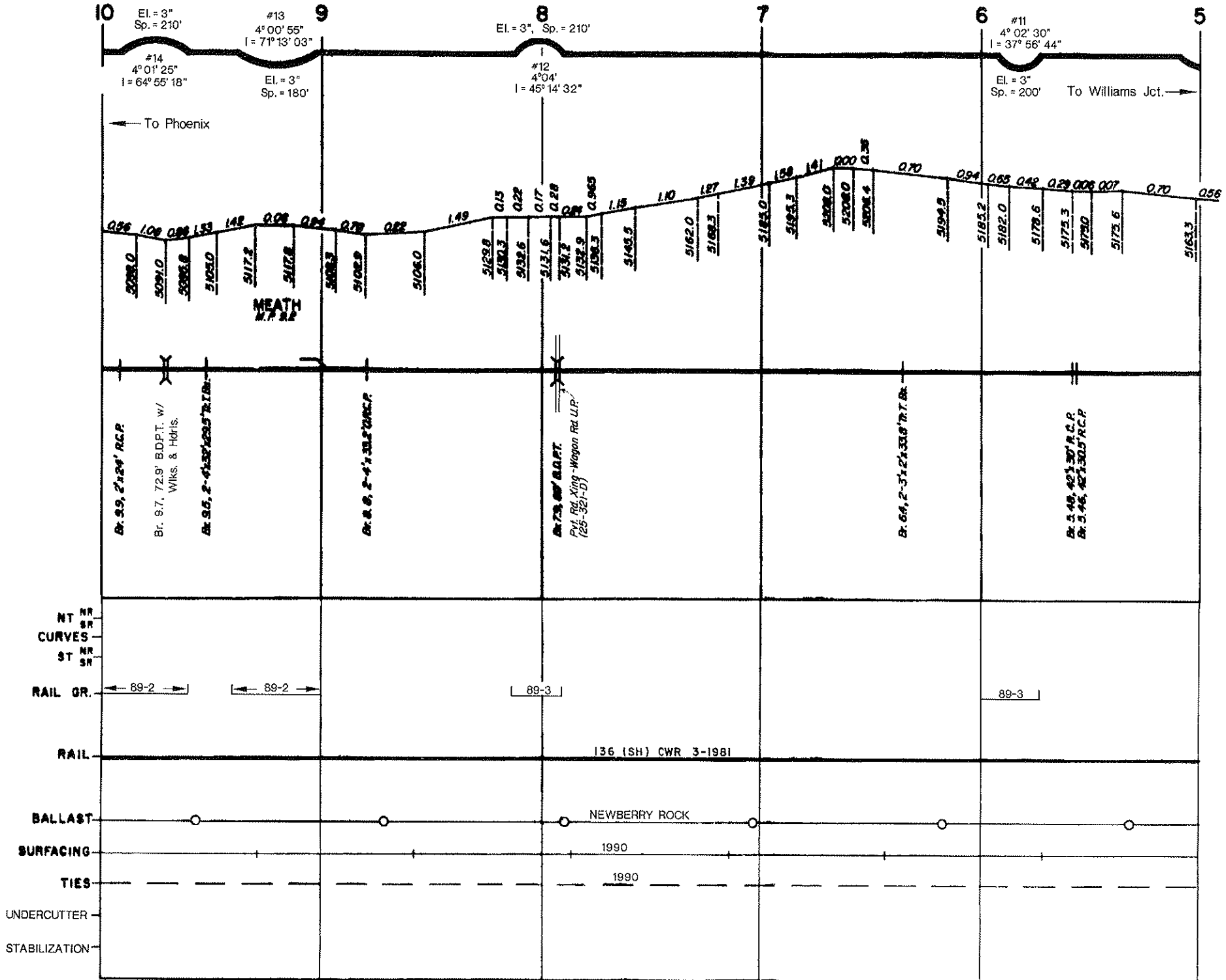
WAYSIDE RECEPTACLE (ELECTRICAL)

A. C. R. R. Inc.

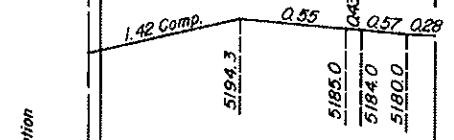
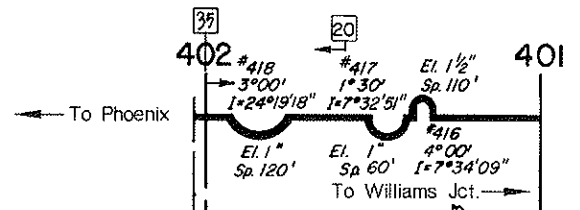




NR NT
 SR CURVES
 ST
 RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION



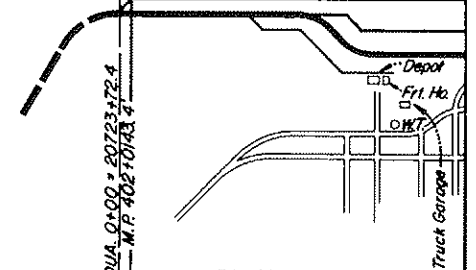
Intentionally Blank



See page 151 for continuation

ASH FORK
M.P. 401.2
Yd.

WAYSIDE
RECEPTACLE
(ELECTRICAL) W.T. O

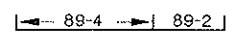


EQUA. 0+00 = 20723+72.4
M.P. 402 TO 401.4

SECTION 55

#418

*131W 11-85
131J, T 11-85



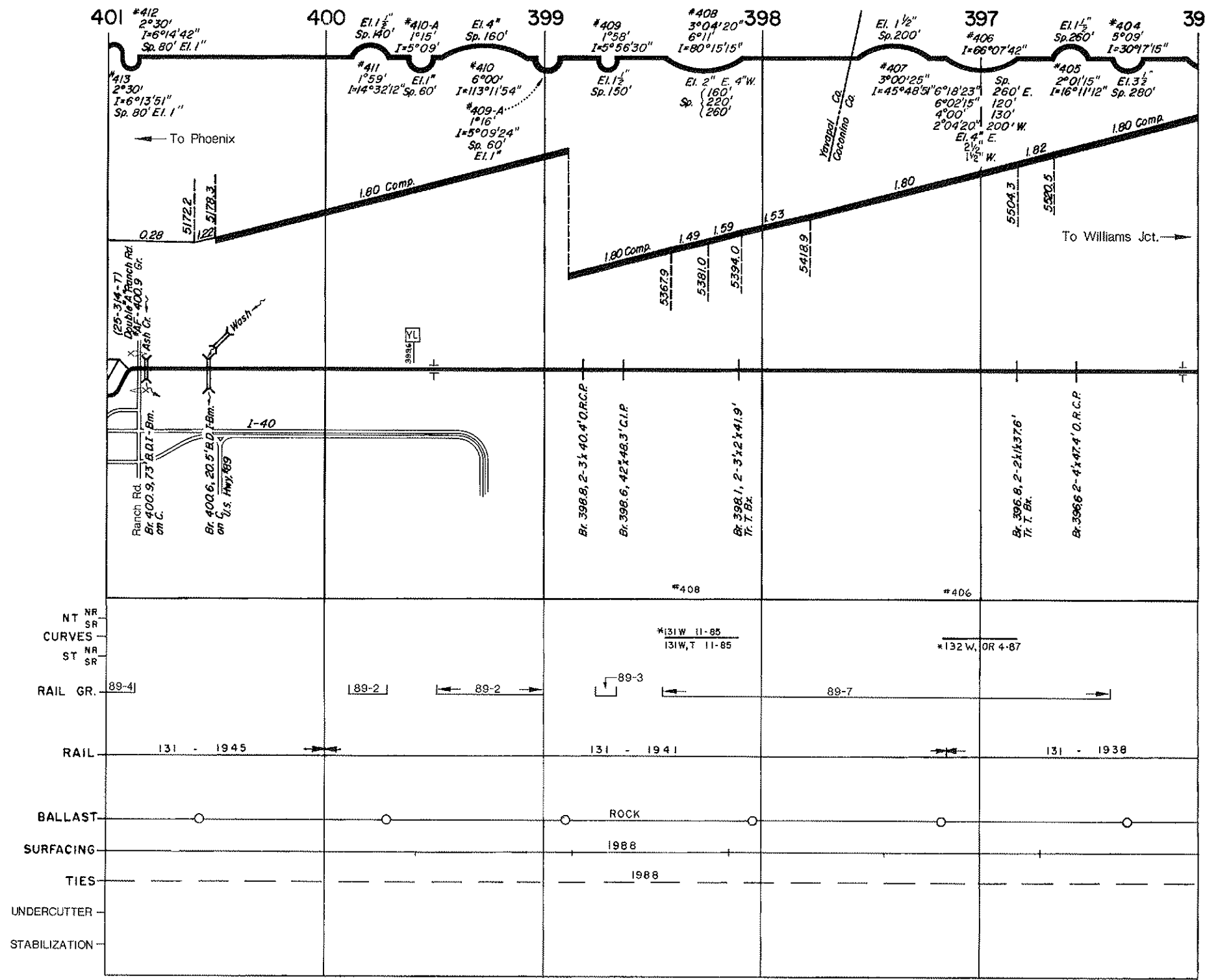
131 - 1945

ROCK

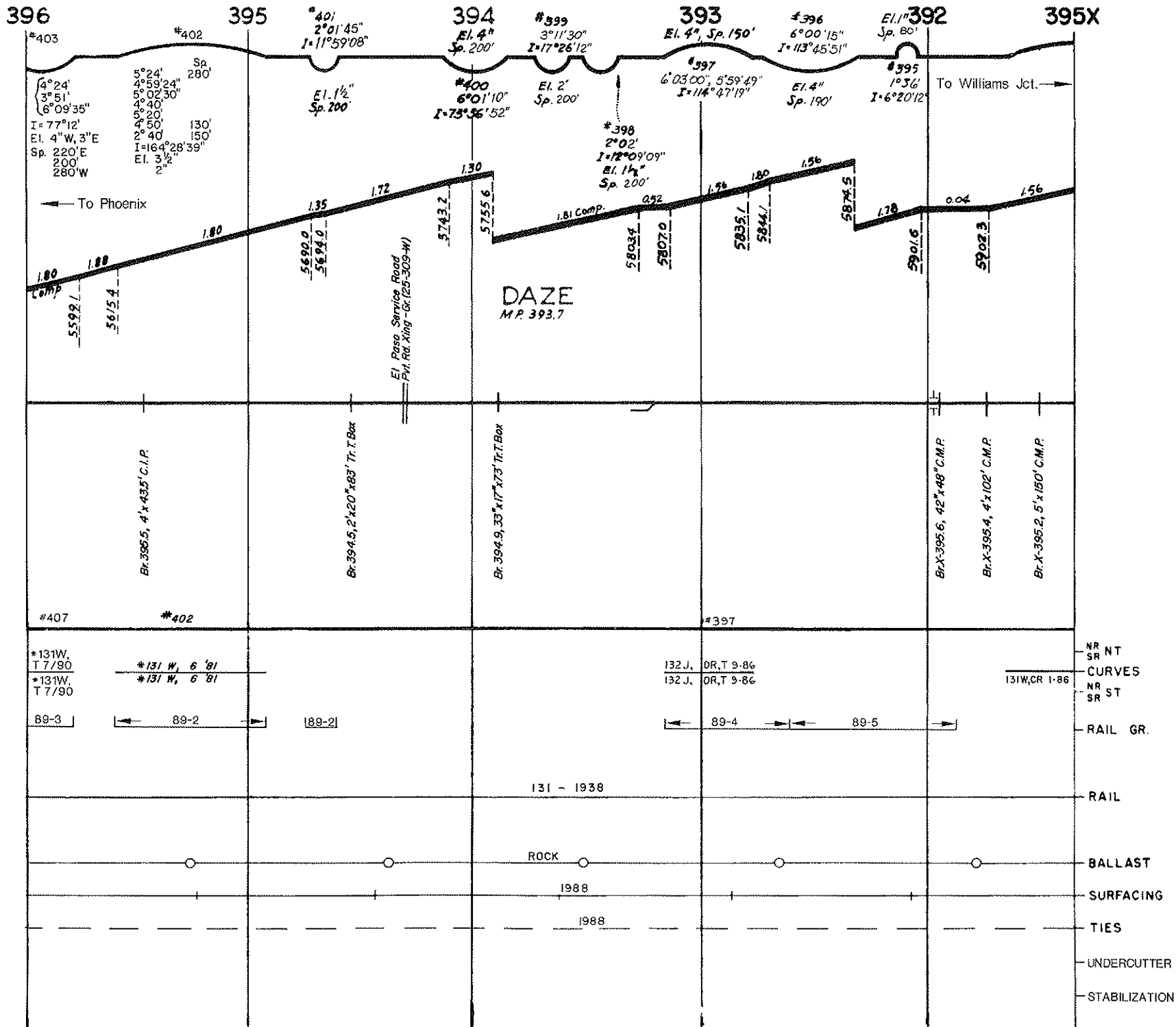
1988

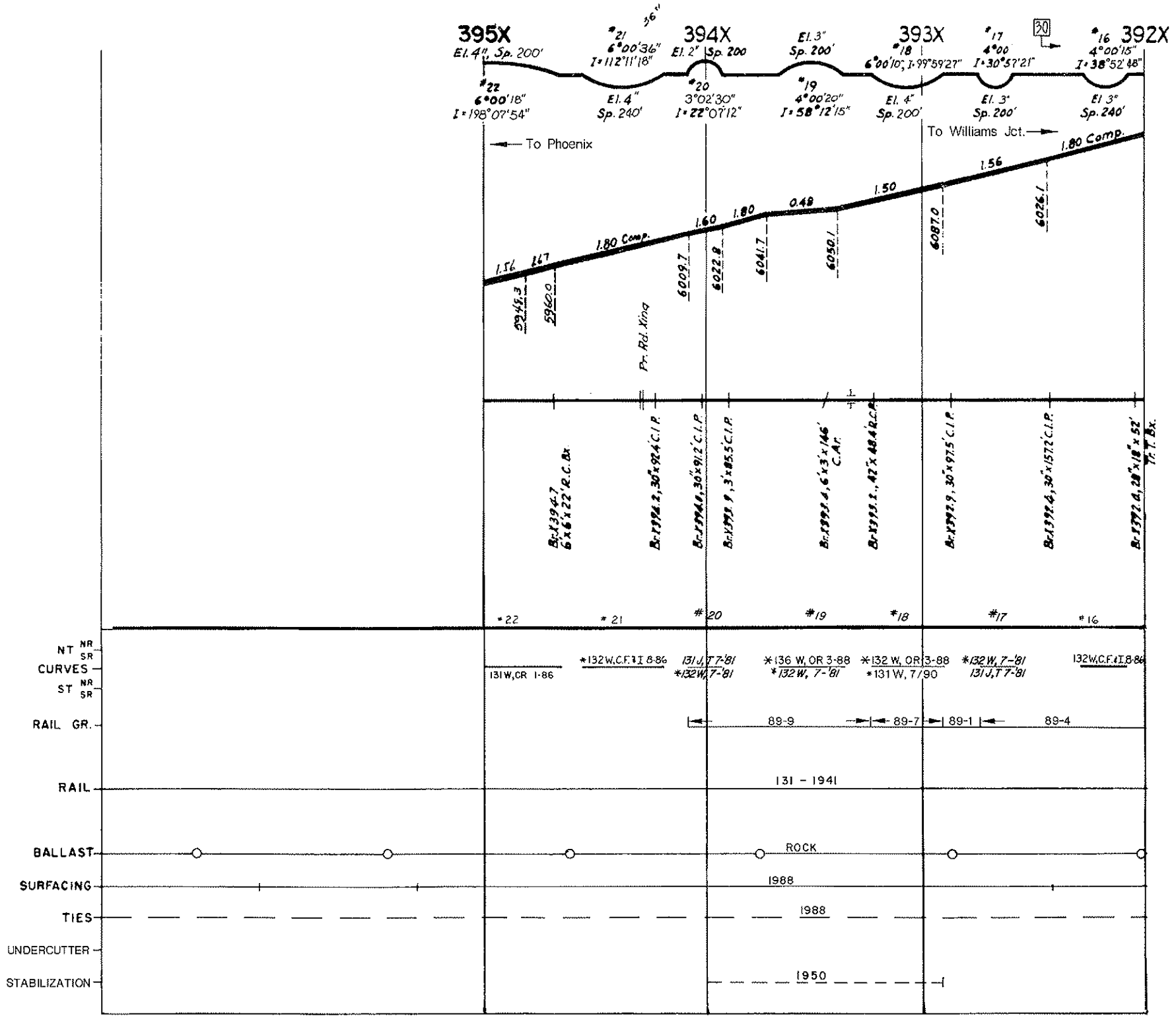
1988

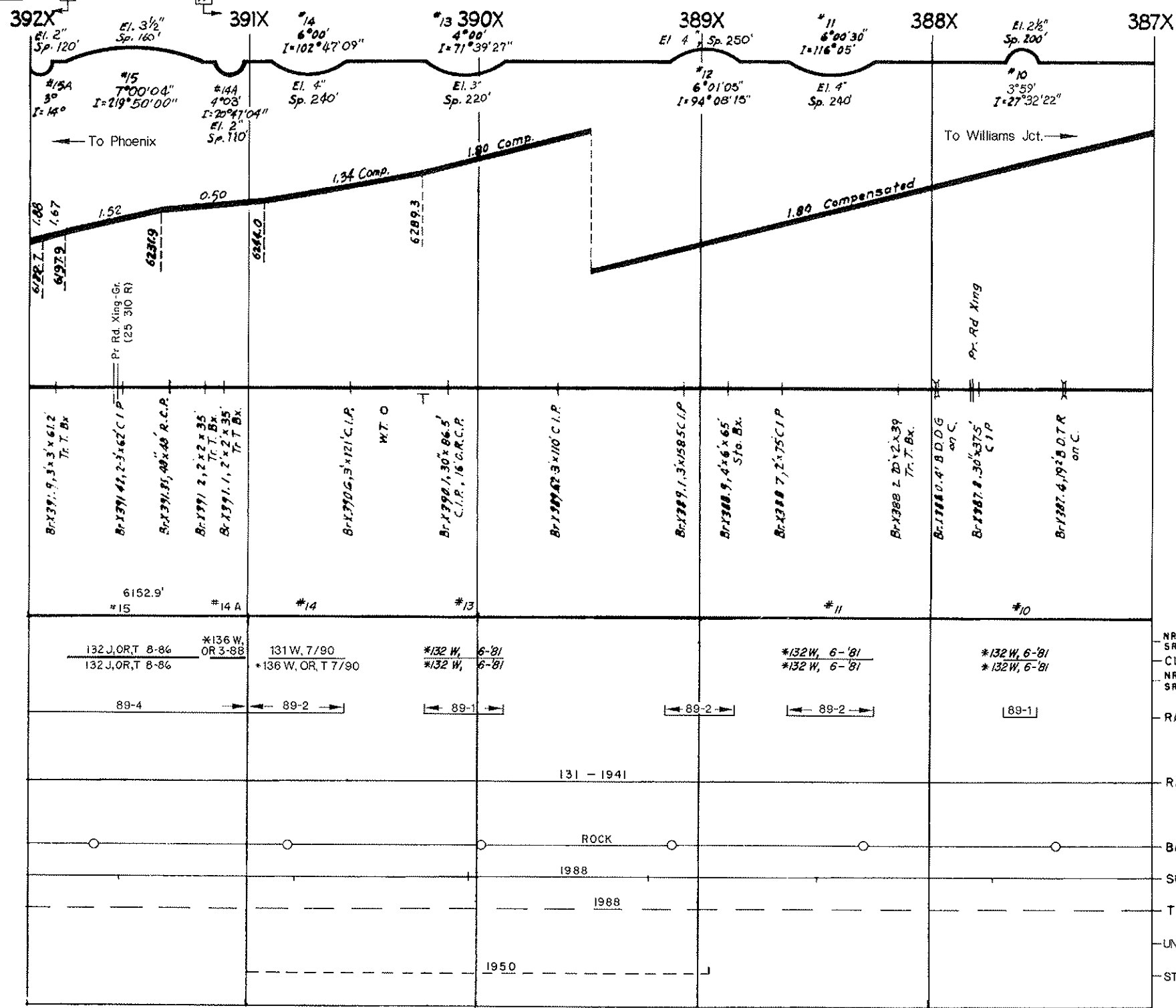
- NR NT
- SR CURVES
- NR ST
- SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION



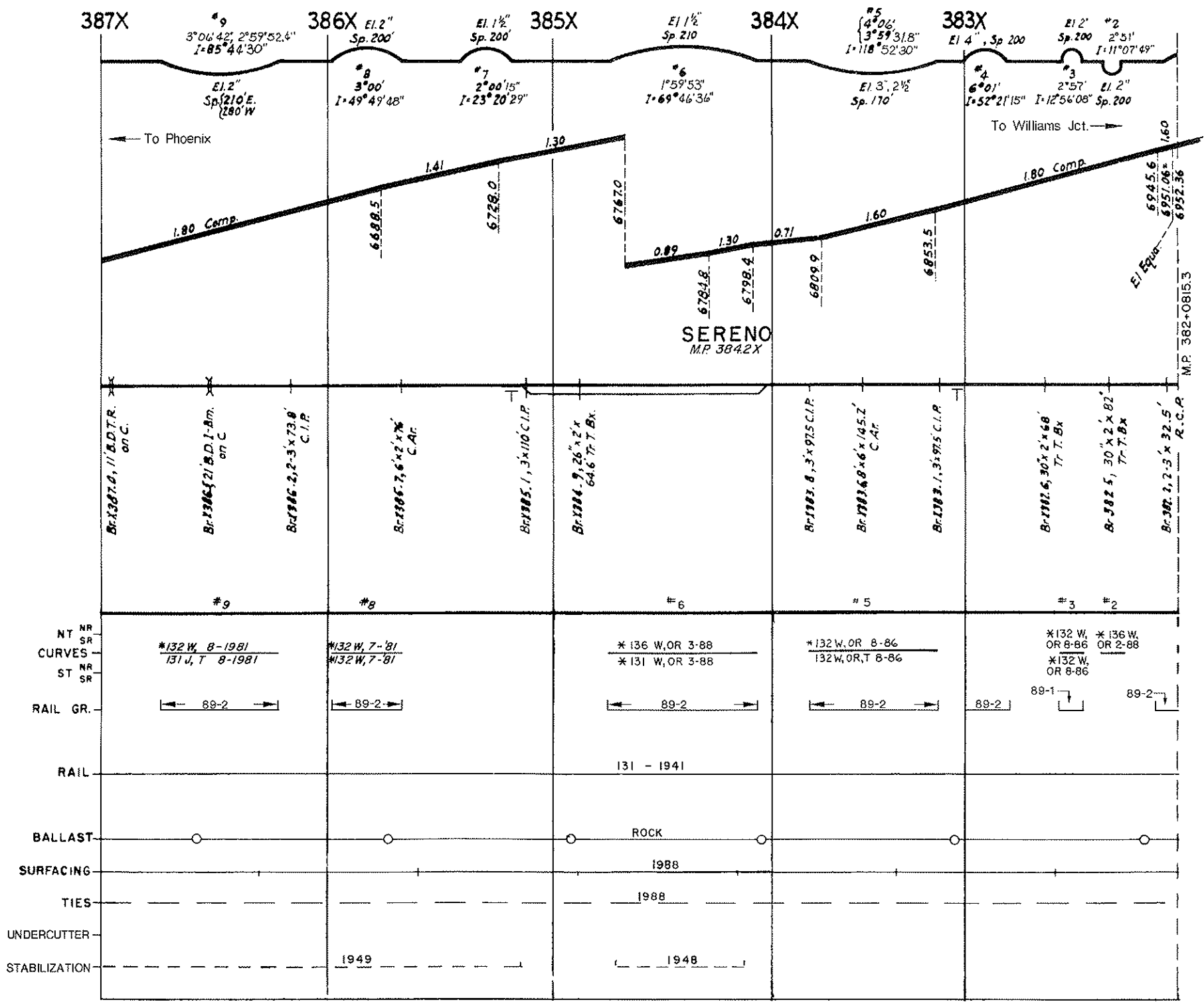
NT	NR						
SR							
CURVES							
ST	NR						
SR							
RAIL GR.	89-4	[89-2]	89-2	89-3	89-7		
RAIL	131 - 1945			131 - 1941			131 - 1938
BALLAST				ROCK			
SURFACING				1988			
TIES				1988			
UNDERCUTTER							
STABILIZATION							





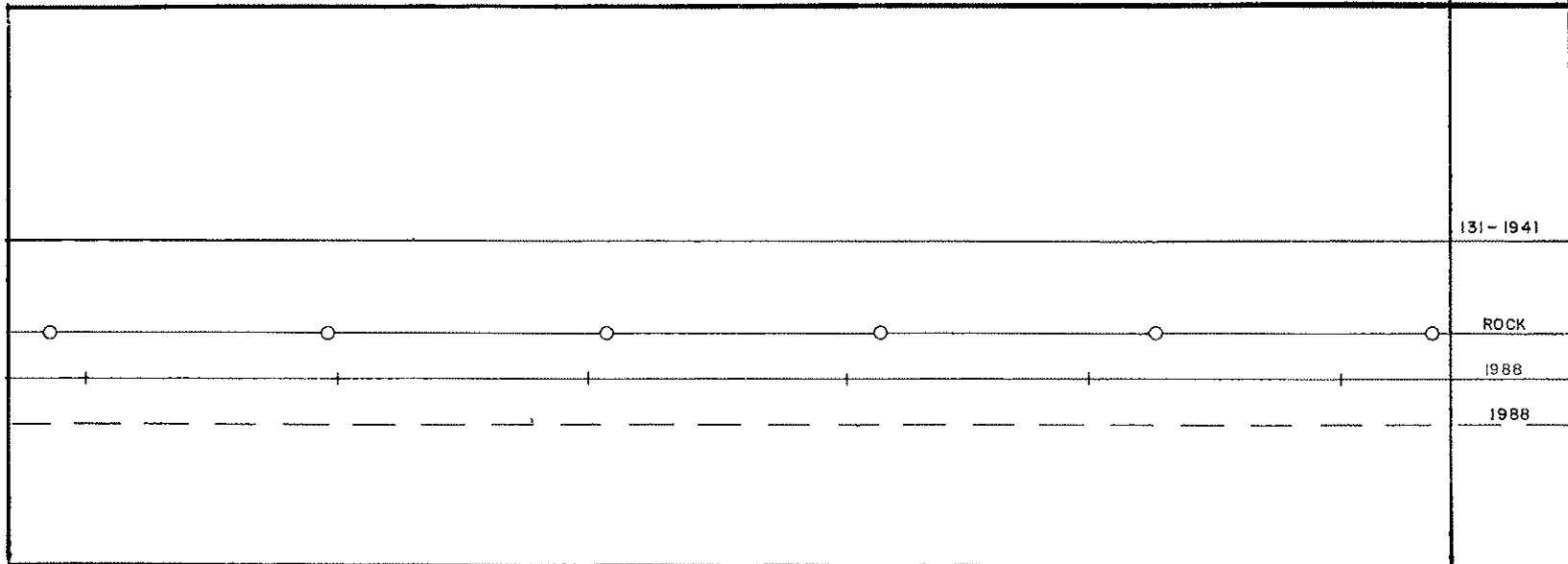
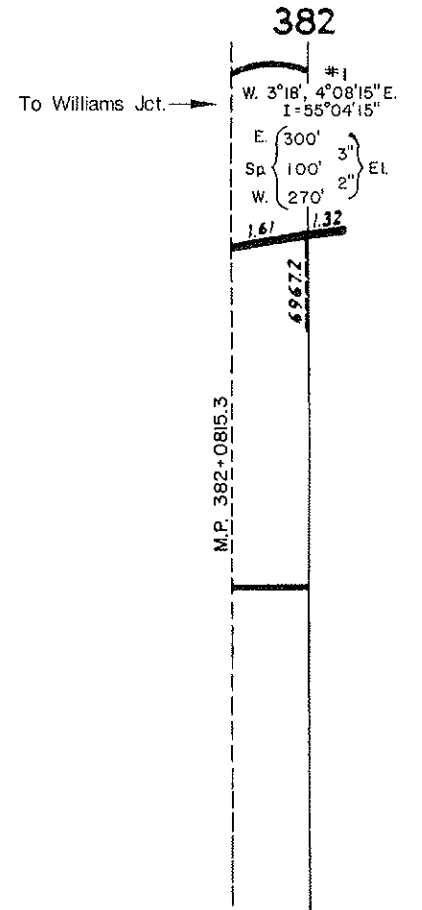


NR
SR NT
CURVES
NR
SR ST
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

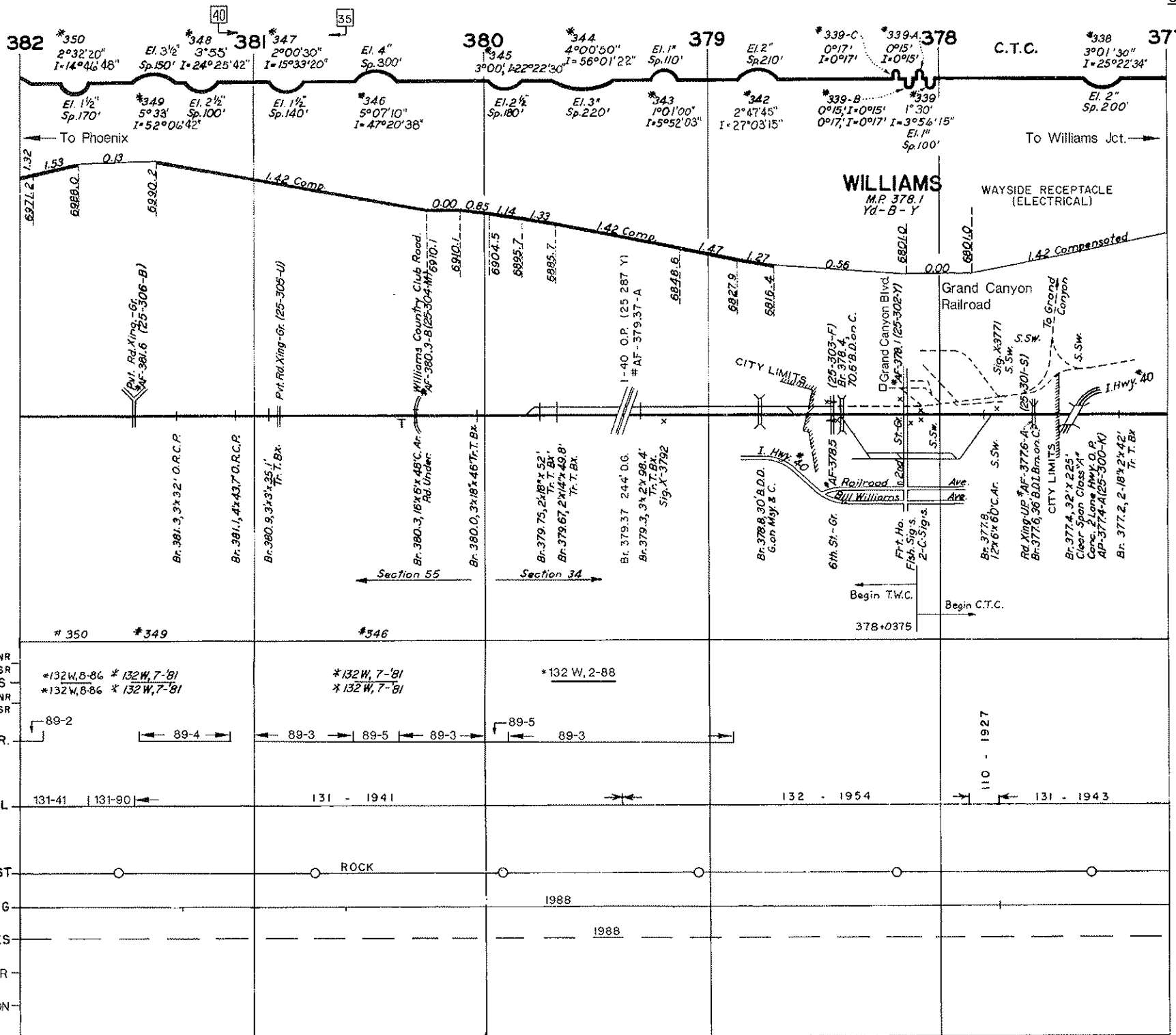


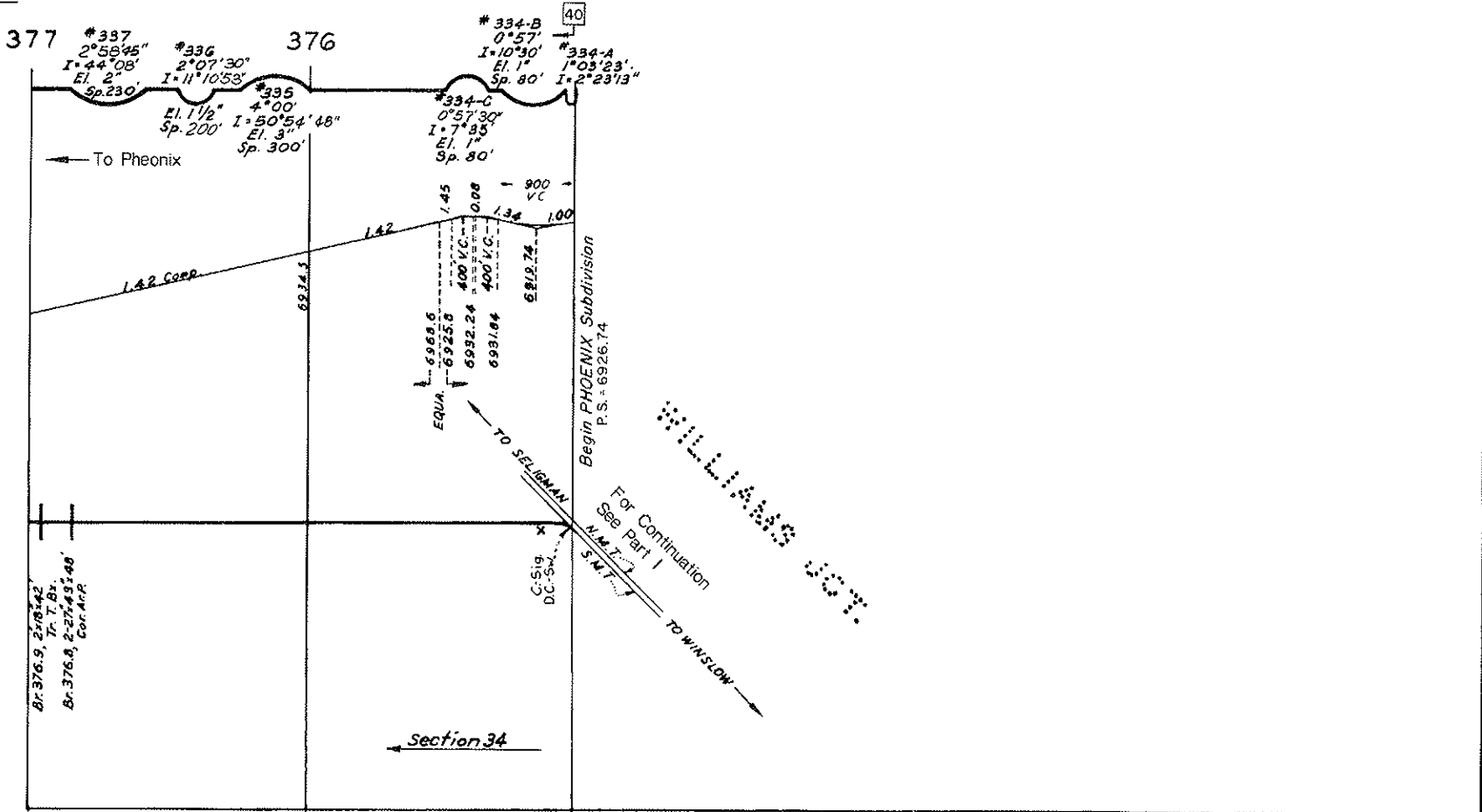
REVISED 1-91

← To Phoenix



NR NT
 SR CURVES
 NR ST
 RAIL GR.
 131-1941 RAIL
 ROCK BALLAST
 1988 SURFACING
 1988 TIES
 UNDERCUTTER
 STABILIZATION





Section 34

Dr. 376.9, 21°18'42"
 Tr. T. B.
 Br. 376.8, 2°27'43"±40'
 Cor. Arc

89-3

89-2

131 - 1943

131 CWR 1960

+2157

+0357

ROCK

1988

1988

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

Phoenix Subdivision

Williams Jct. (M.P. 375.1) to Phoenix (M.P. 194.0)

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