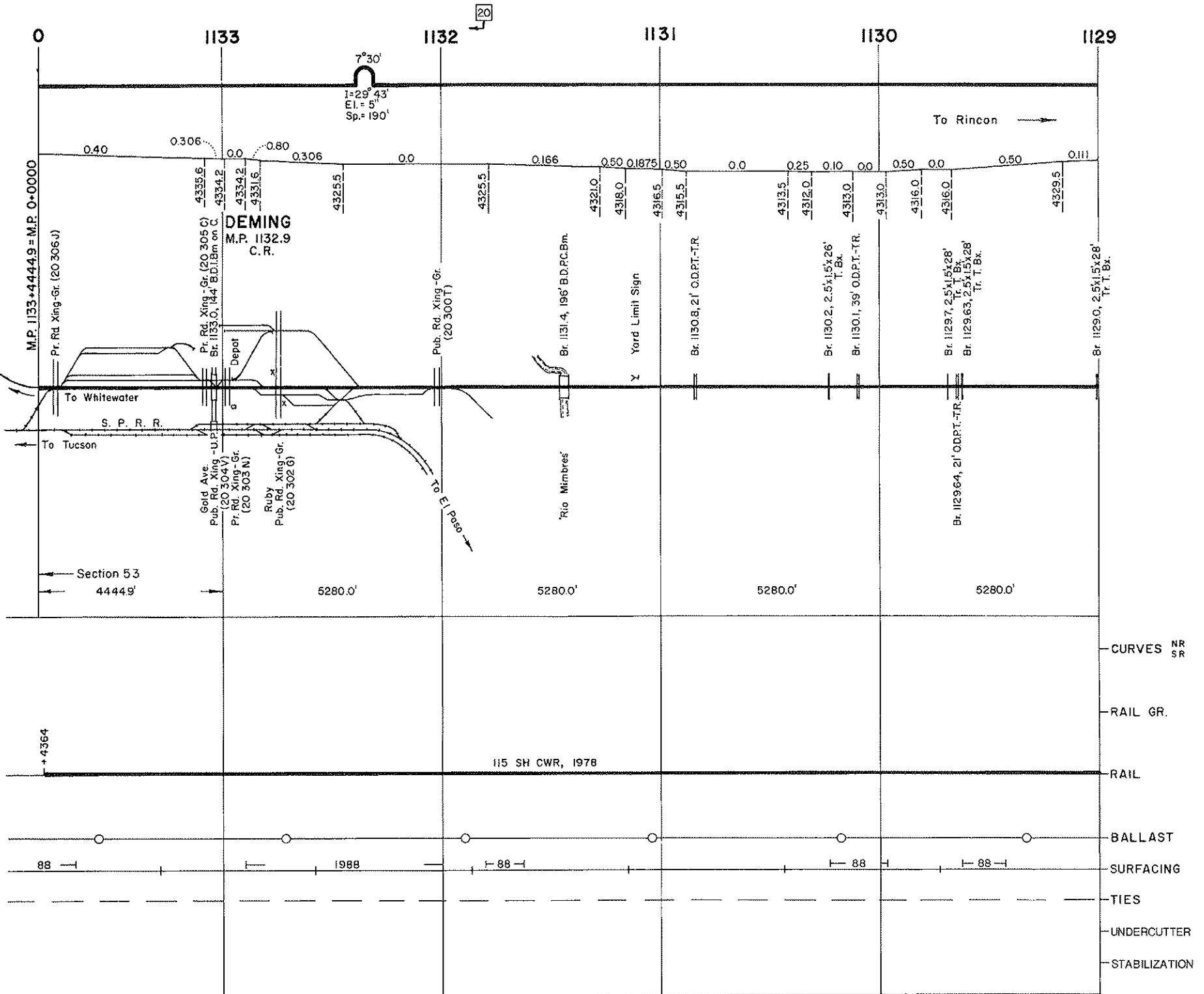
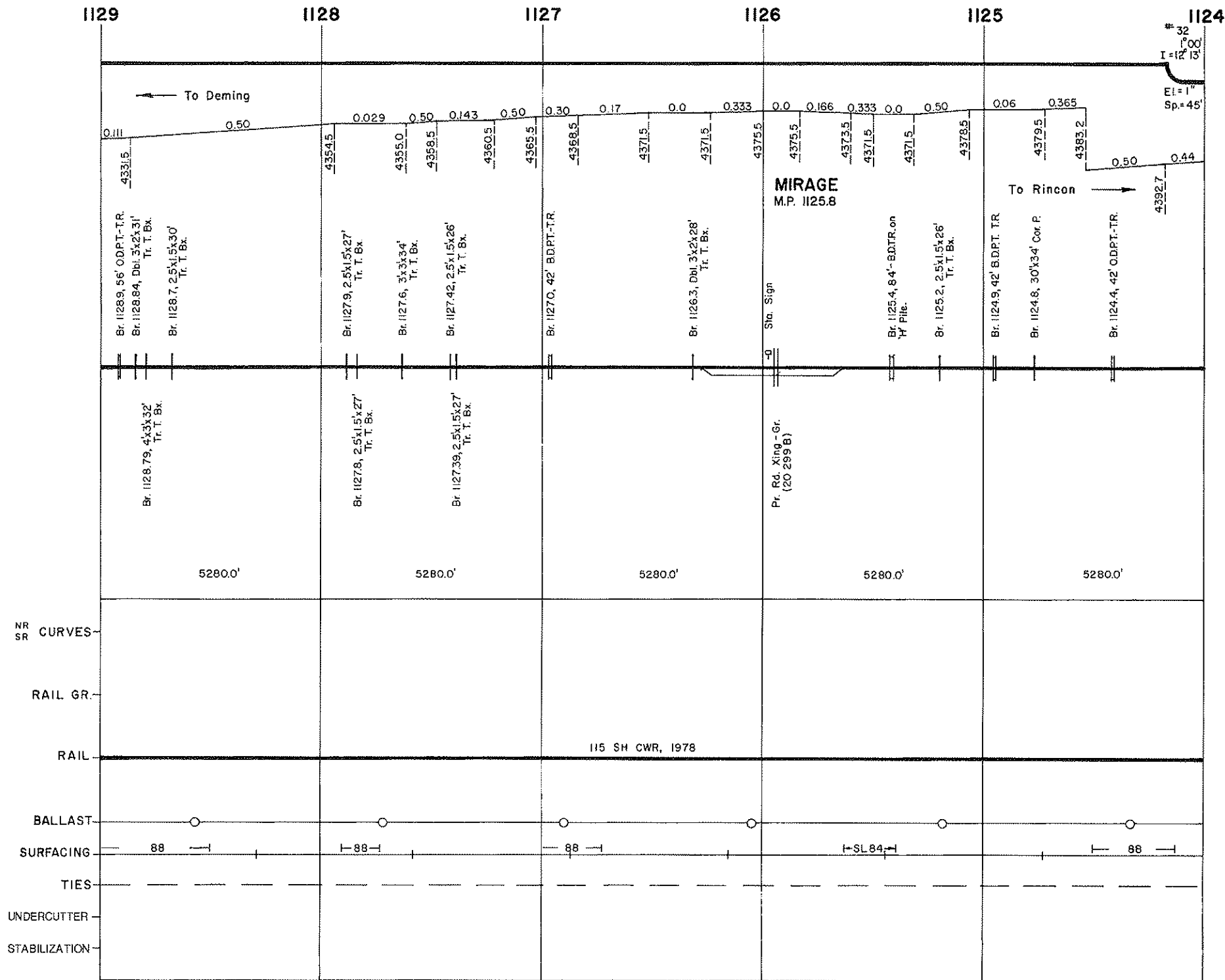
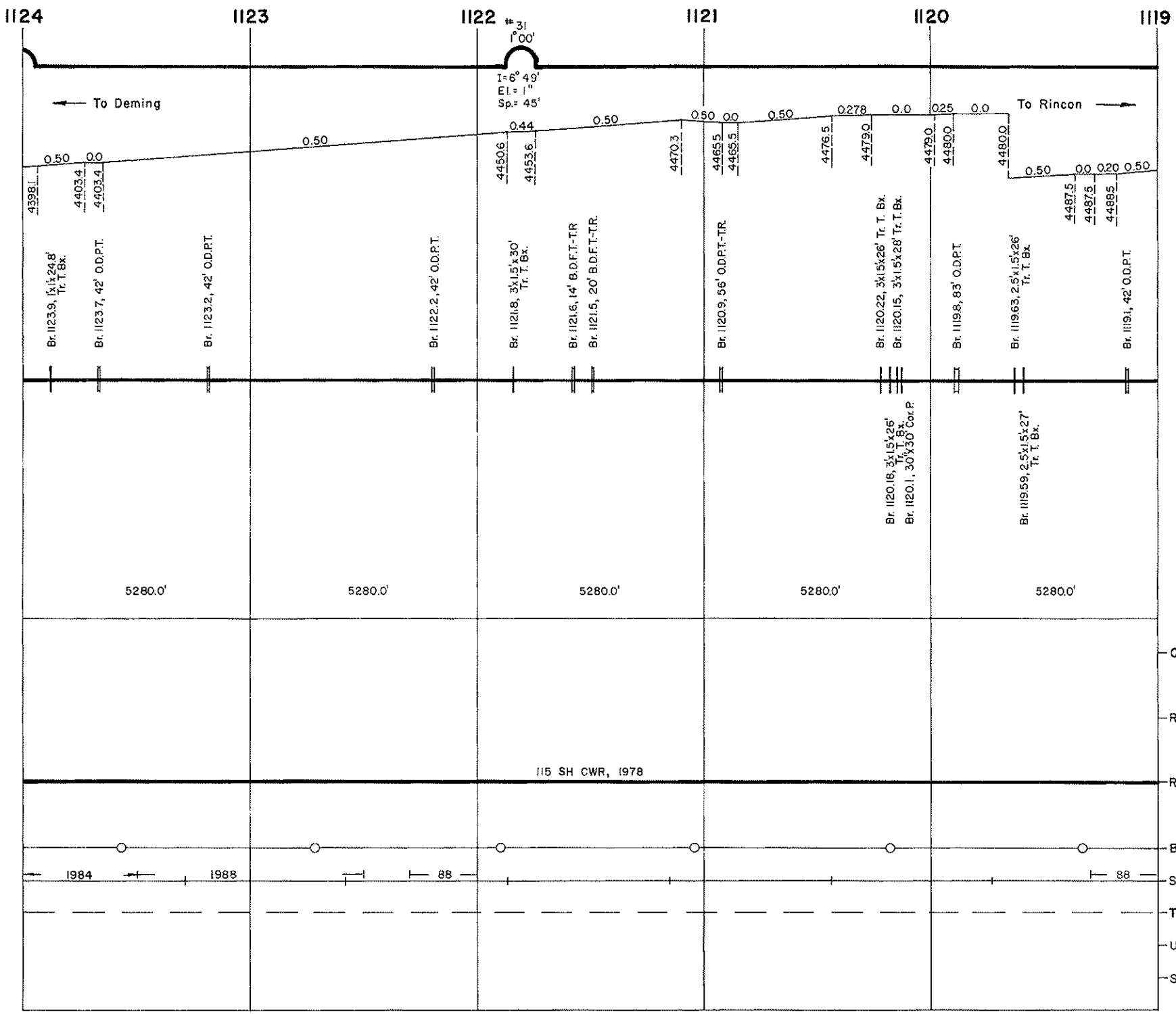


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Br. 1123.9, 1 1/2 x 24.8'
Tr. T. Bx.

Br. 1123.7, 42' O.D.P.T.

Br. 1123.2, 42' O.D.P.T.

Br. 1121.8, 3 1/2 x 30'
Tr. T. Bx.

Br. 1121.6, 14' B.D.F.T.-TR

Br. 1121.5, 20' B.D.F.T.-TR

Br. 1120.9, 56' O.D.P.T.-TR

Br. 1120.22, 3 1/2 x 26' Tr. T. Bx.

Br. 1120.15, 3 x 15 x 28' Tr. T. Bx.

Br. 1119.8, 63' O.D.P.T.

Br. 1119.63, 2 1/2 x 15 x 26'
Tr. T. Bx.

Br. 1119.1, 42' O.D.P.T.

5280.0'

5280.0'

5280.0'

5280.0'

5280.0'

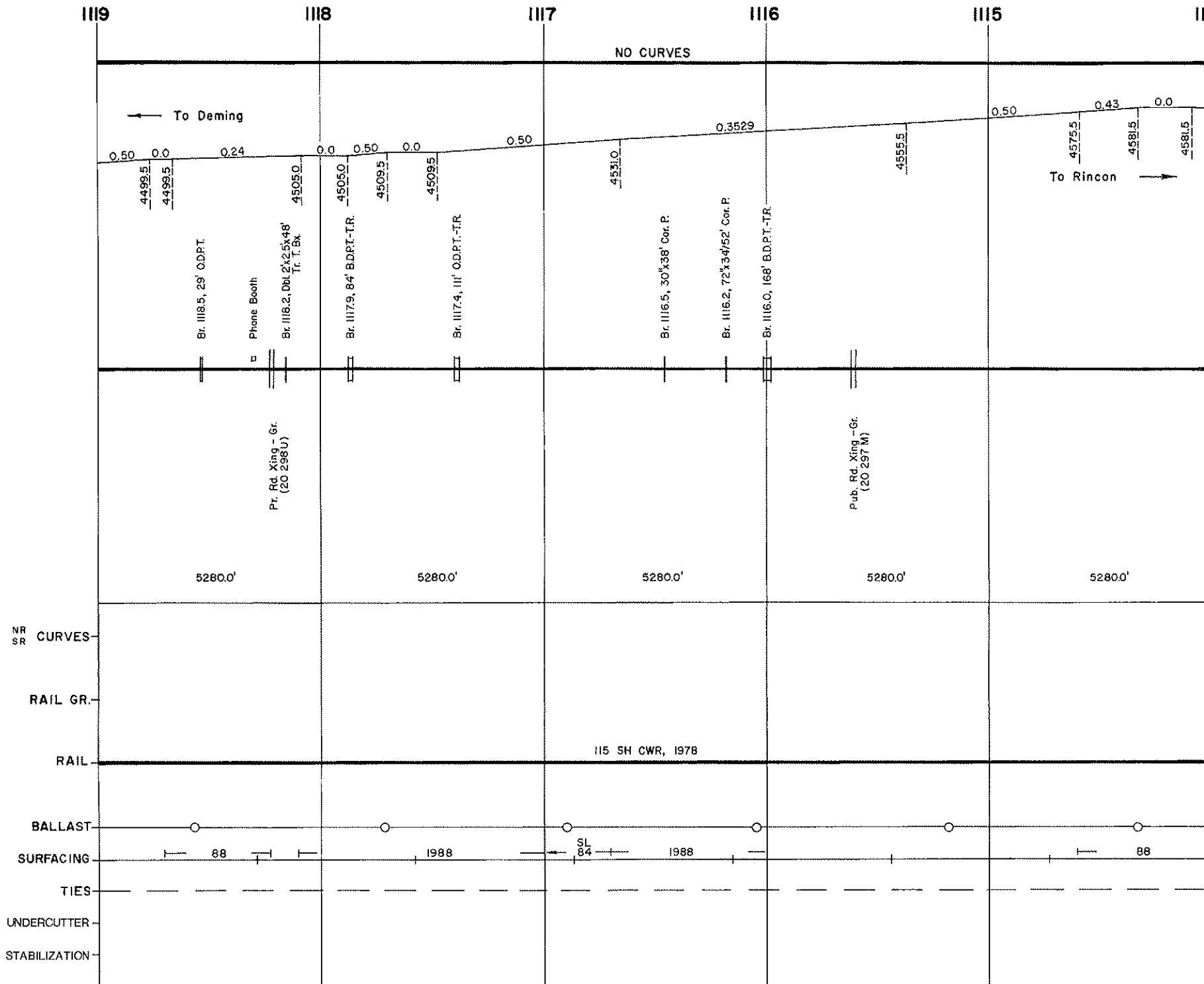
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- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

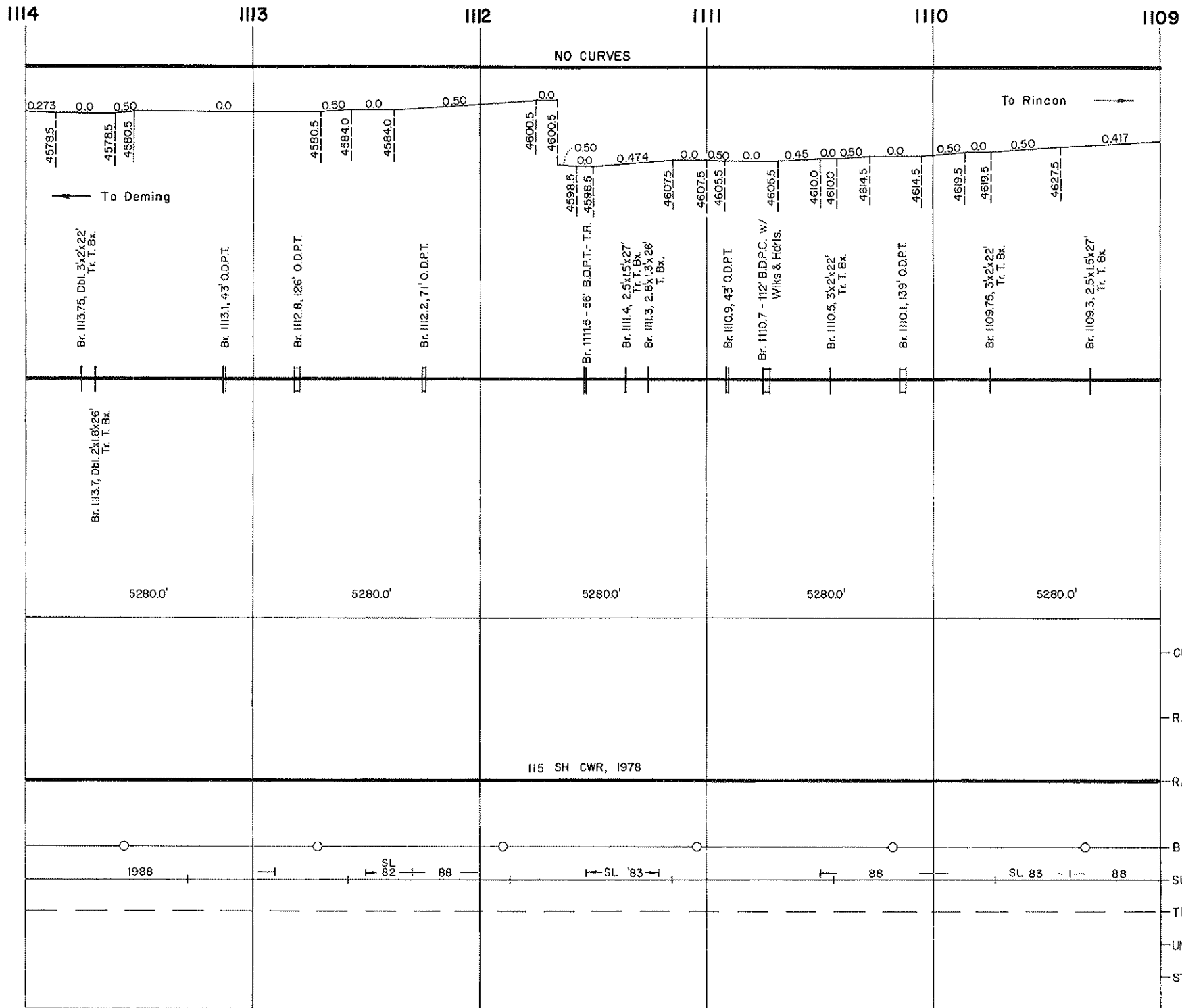
115 SH CWR, 1978

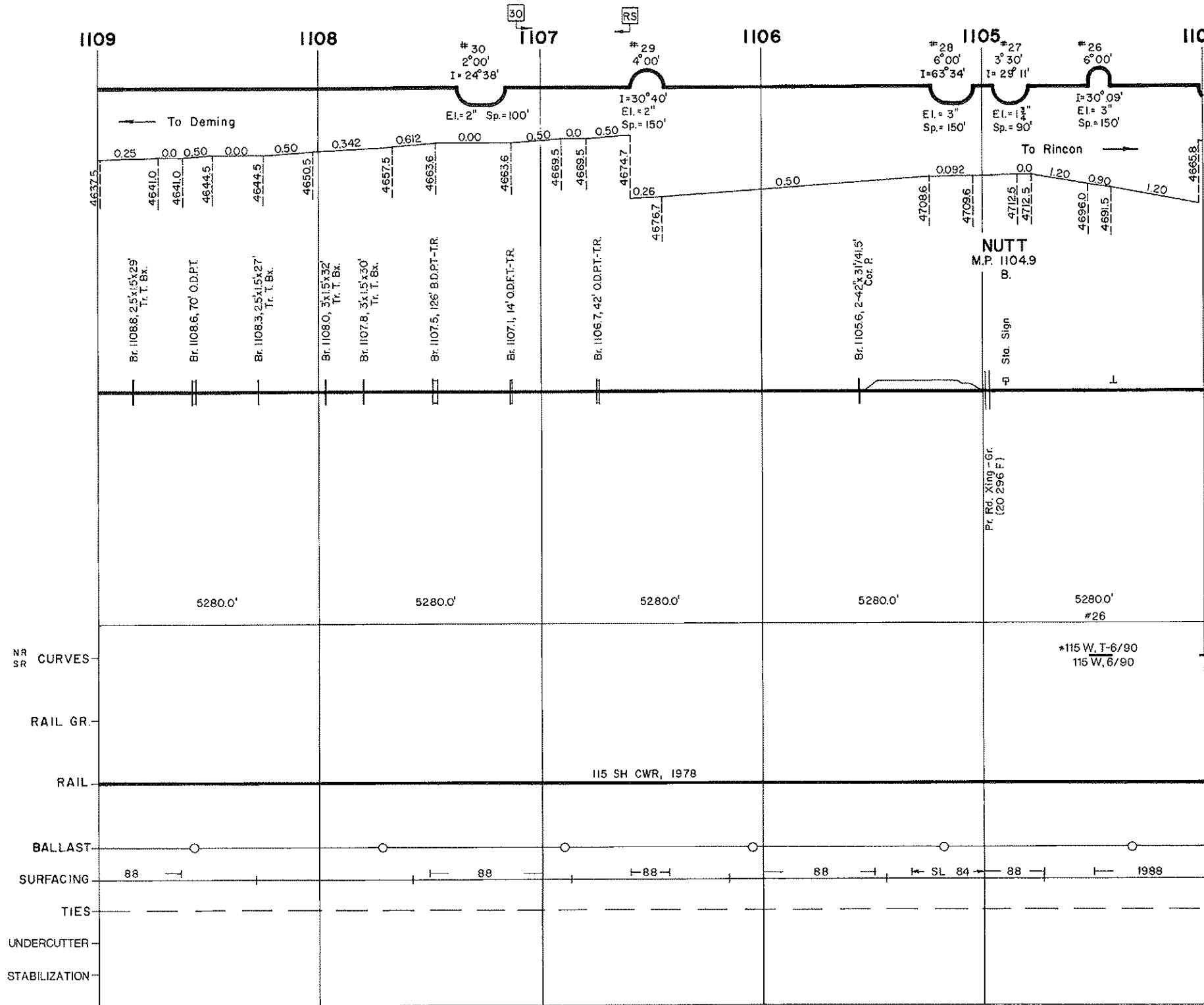
1984 1988

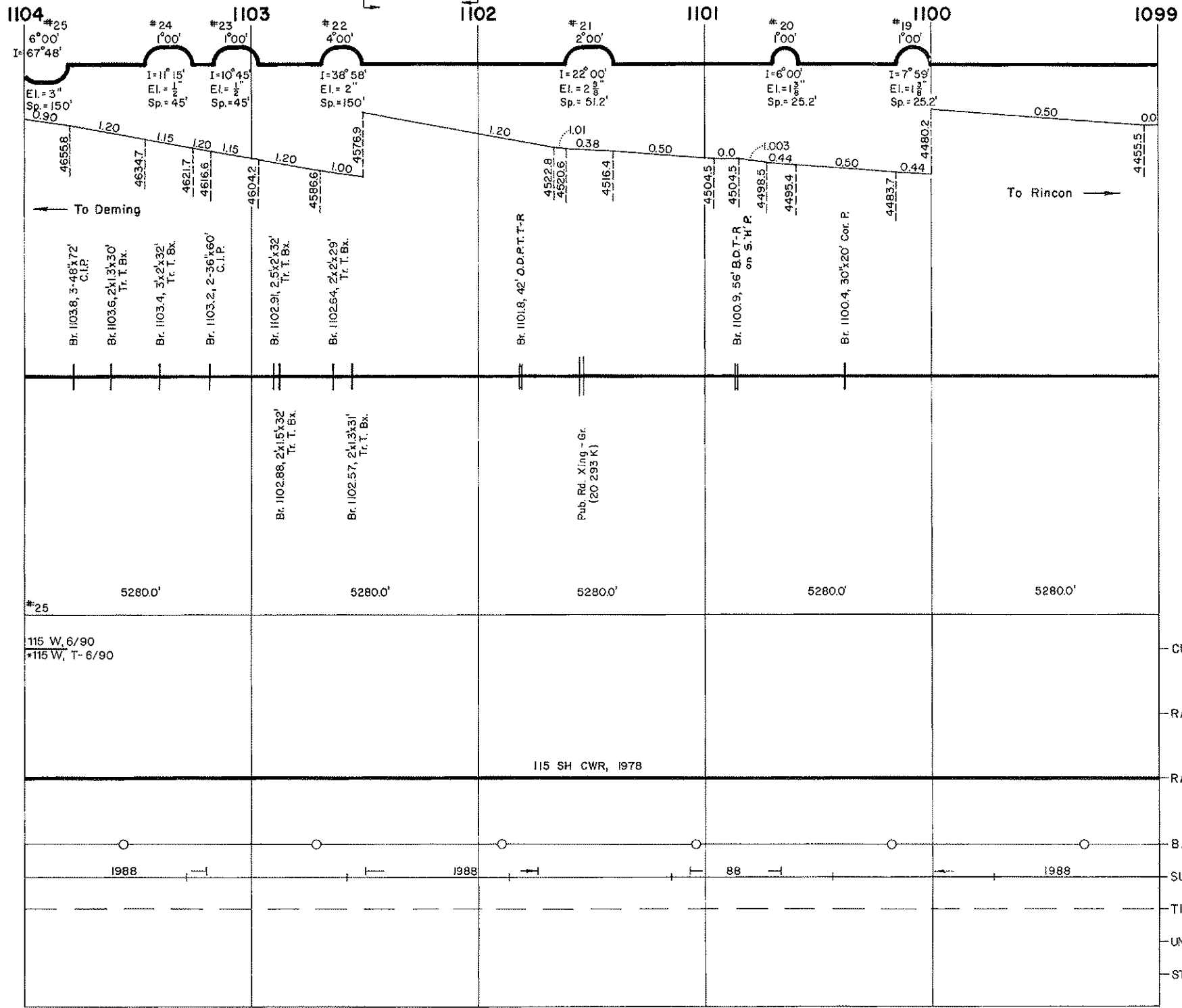
88

88









CURVES ^{NR}_{SR}

RAIL GR.

RAIL

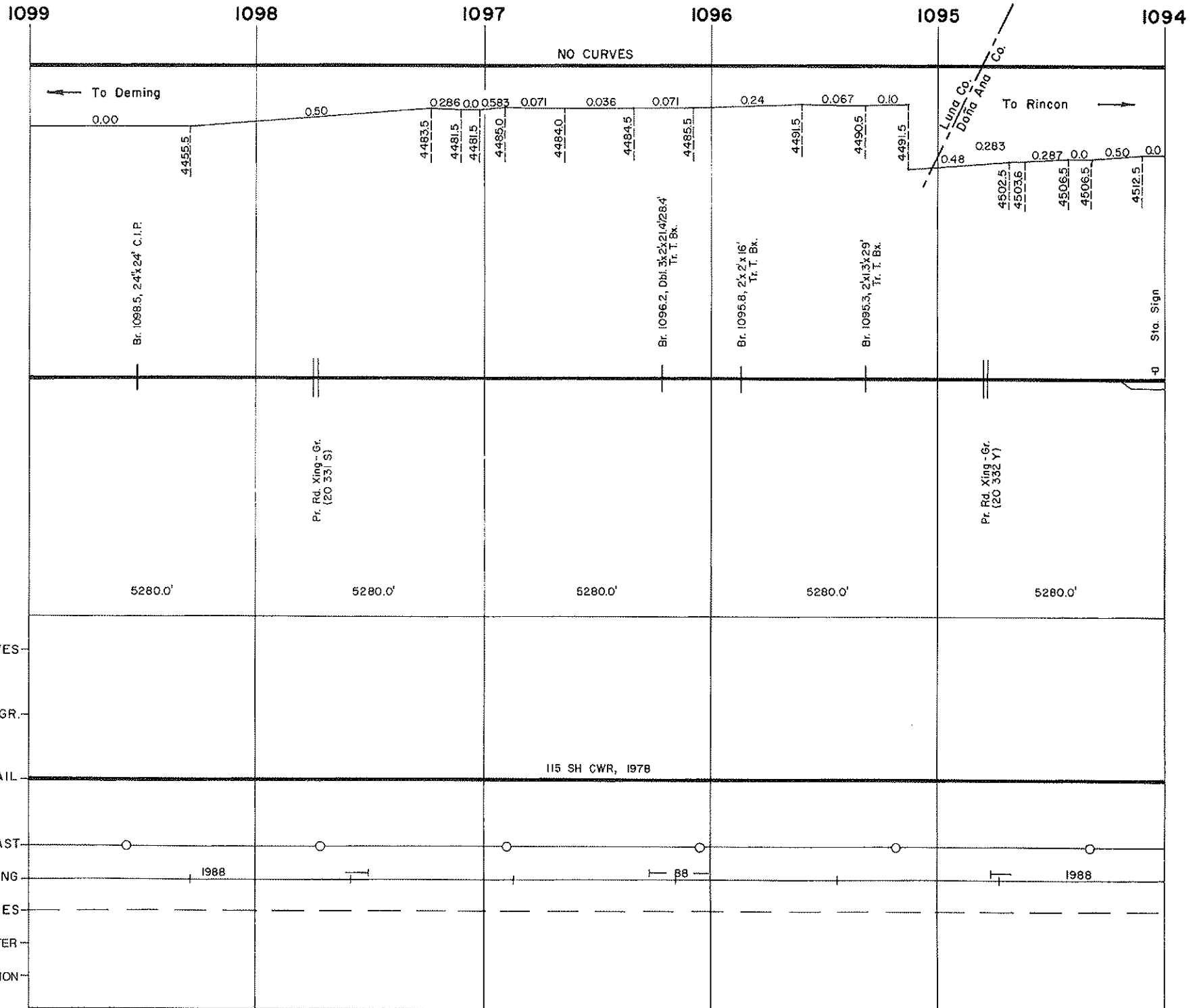
BALLAST

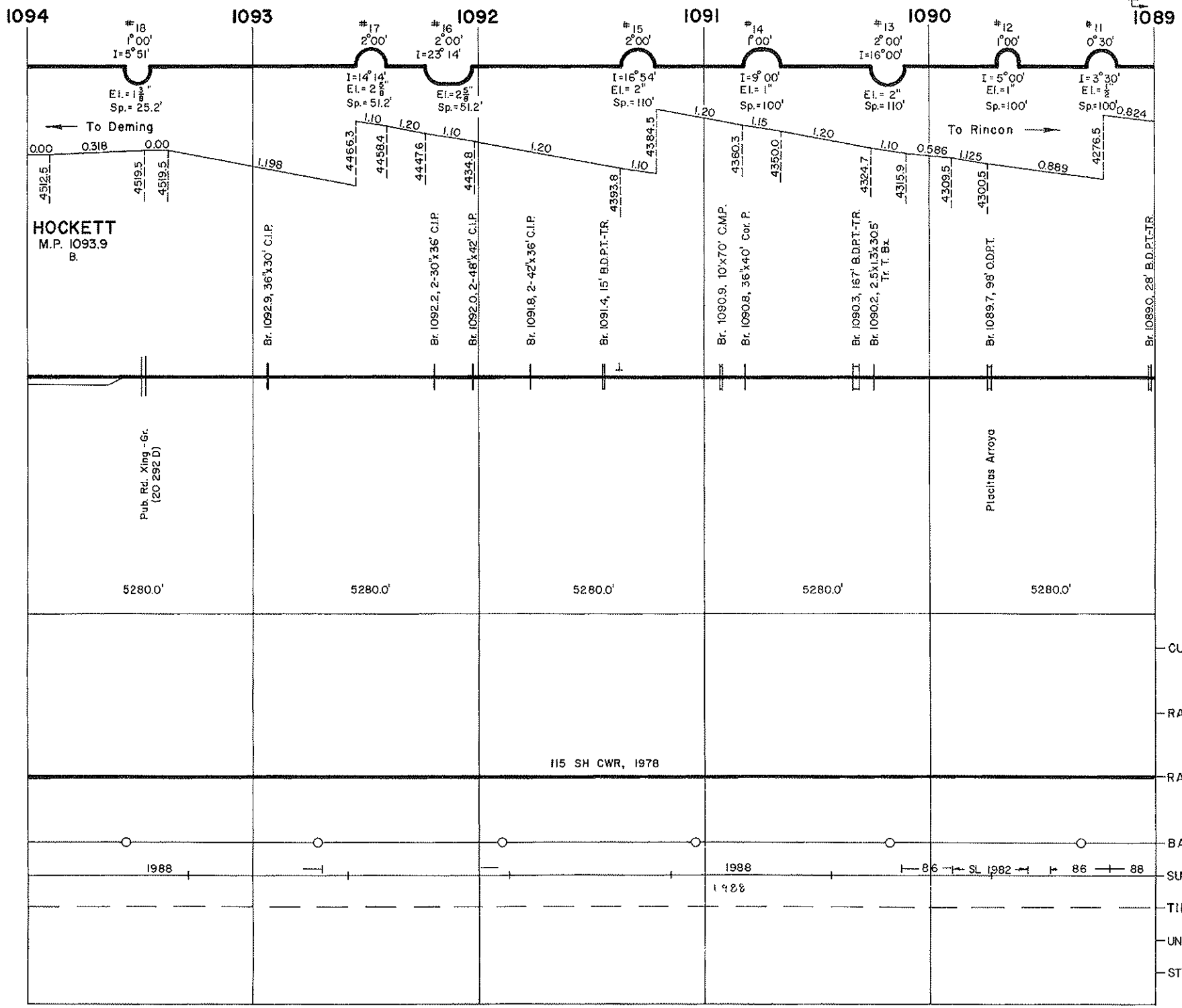
SURFACING

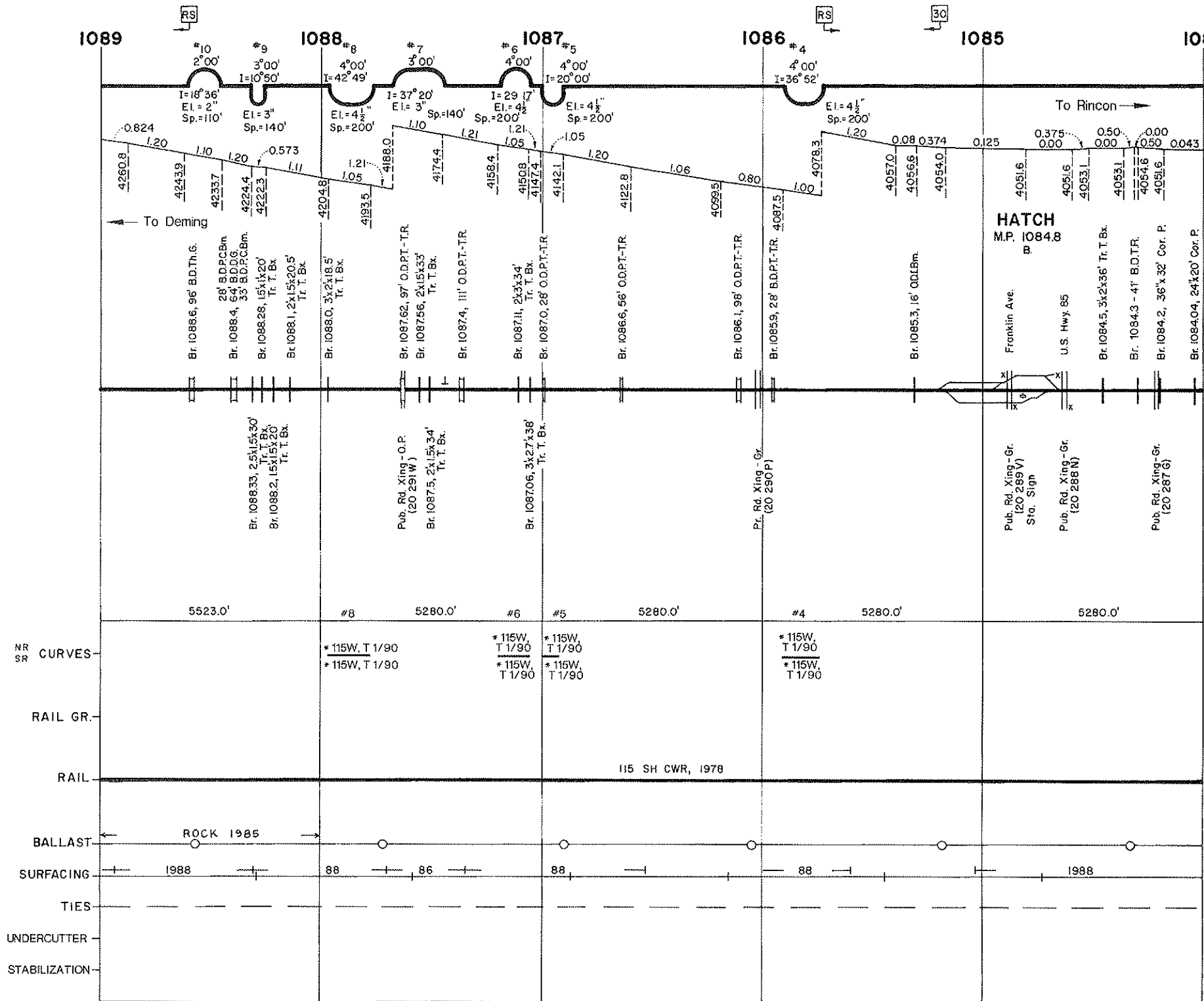
TIES

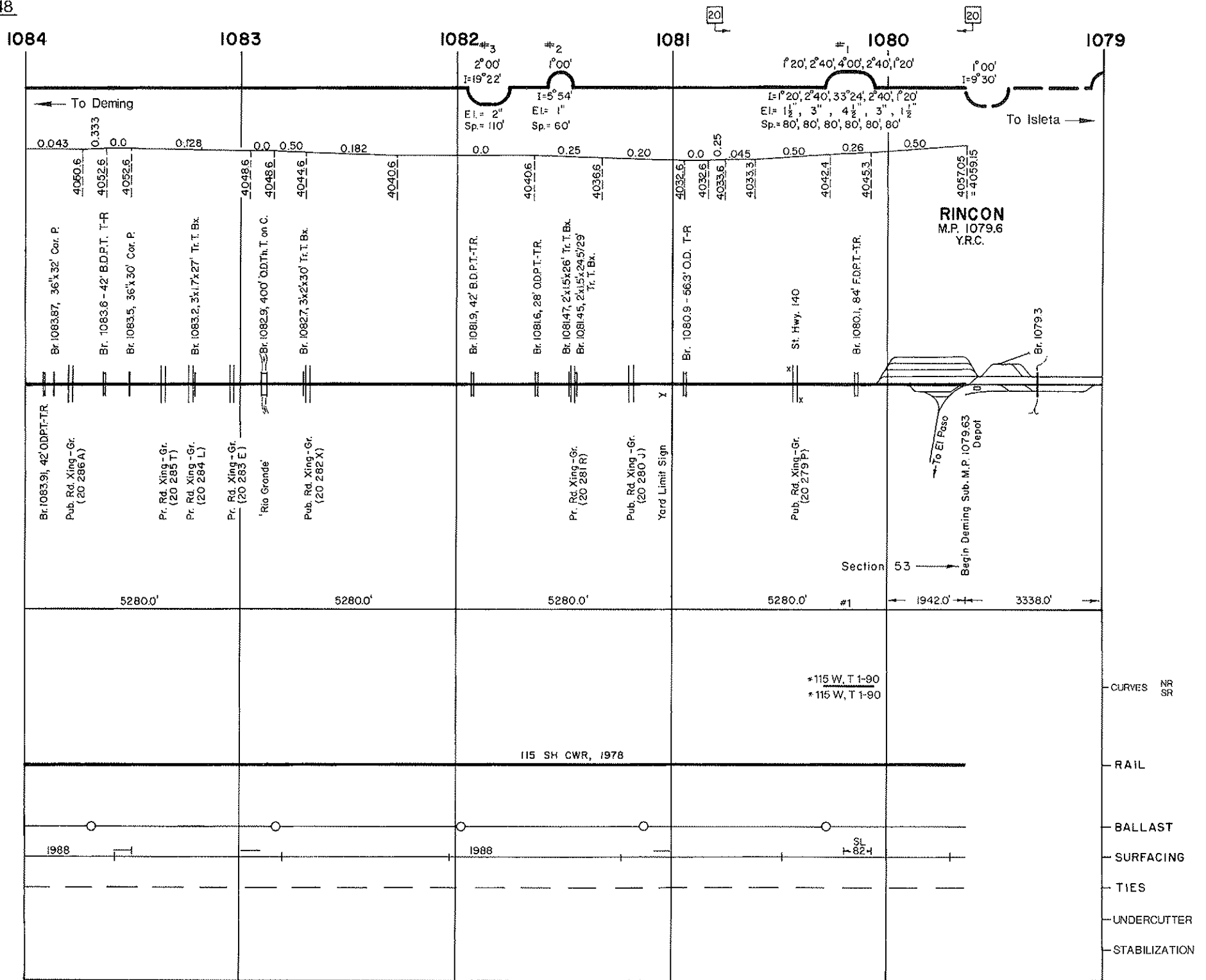
UNDERCUTTER

STABILIZATION









Deming Subdivision

Rincon (M.P. 1079.6) to Deming (M.P. 1133.8)

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