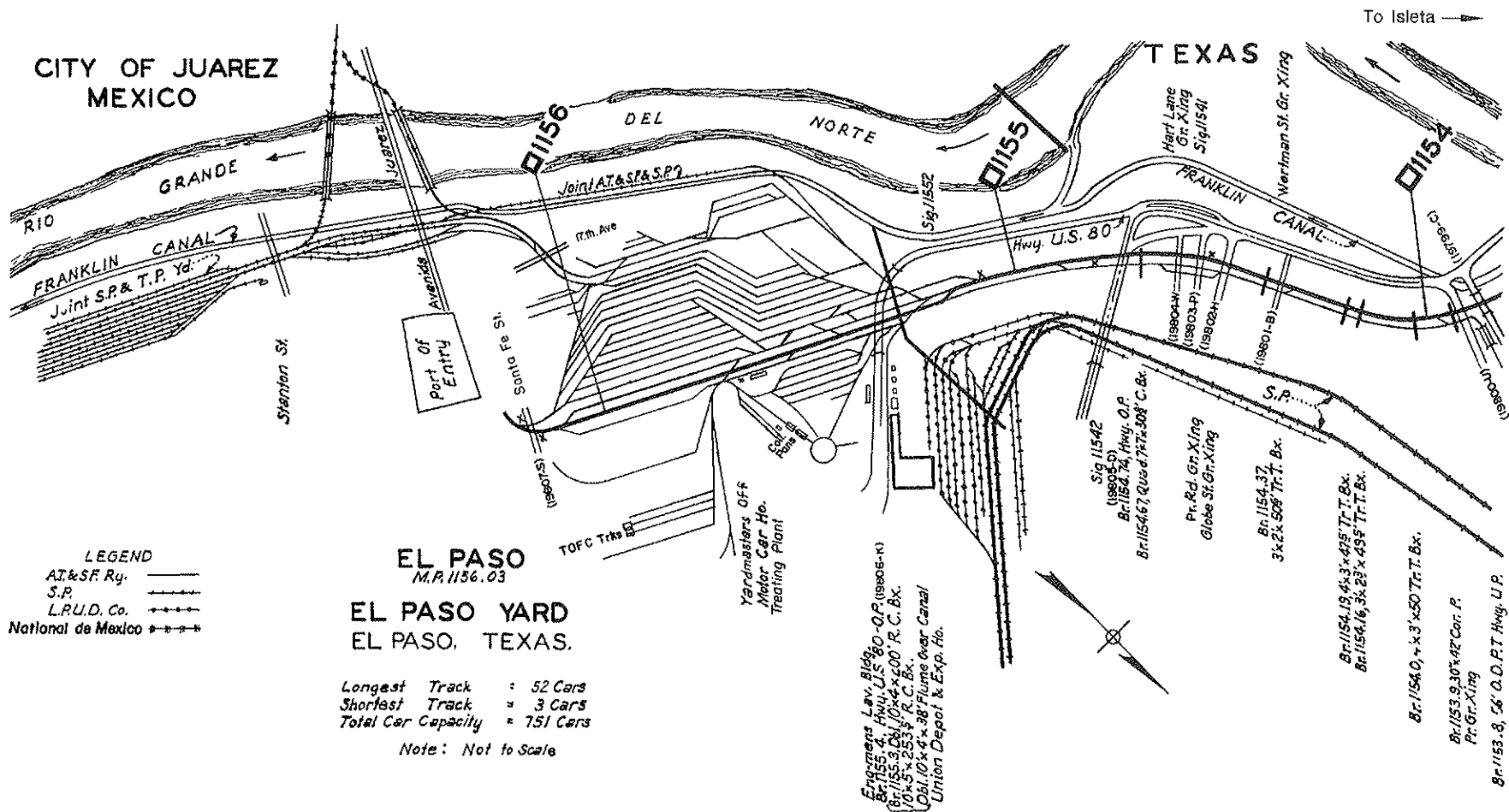
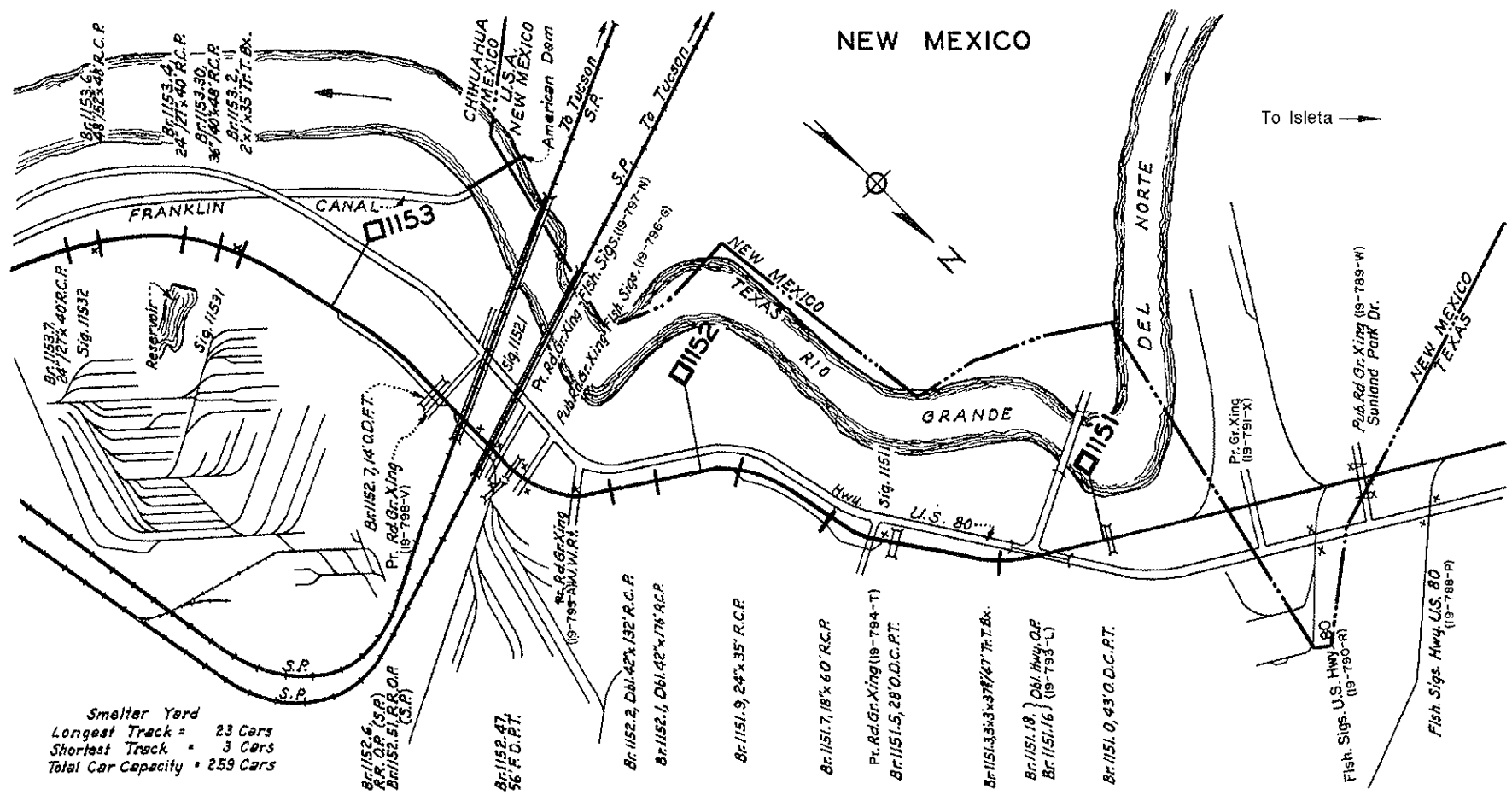


Intentionally Blank





Smelter Yard
 Longest Track = 23 Cars
 Shortest Track = 3 Cars
 Total Car Capacity = 259 Cars

Br. 1152.6 (S.P.)
 RR. O.P.
 Br. 1152.51 RR. O.P.
 (S.P.)

Br. 1152.47
 56' F.D.P.T.

Br. 1152.2, Dbl. 42' x 132' R.C.P.
 Br. 1152.1, Dbl. 42' x 74' R.C.P.

Br. 1151.9, 24' x 35' R.C.P.

Br. 1151.7, 18' x 60' R.C.P.

Pt. Rd. Gr. Xing (19-794-T)
 Br. 1151.5, 28' O.D.C.P.T.

Br. 1151.33 x 375' 47' Tr. T. Bx.

Br. 1151.18 } Dbl. Hwy. O.P.
 Br. 1151.16 } (19-793-L)

Br. 1151.0, 43' O.D.C.P.T.

Fish Sigs. U.S. Hwy. 80
 (19-790-R)

Fish Sigs. Hwy. U.S. 80
 (19-788-P)

1147

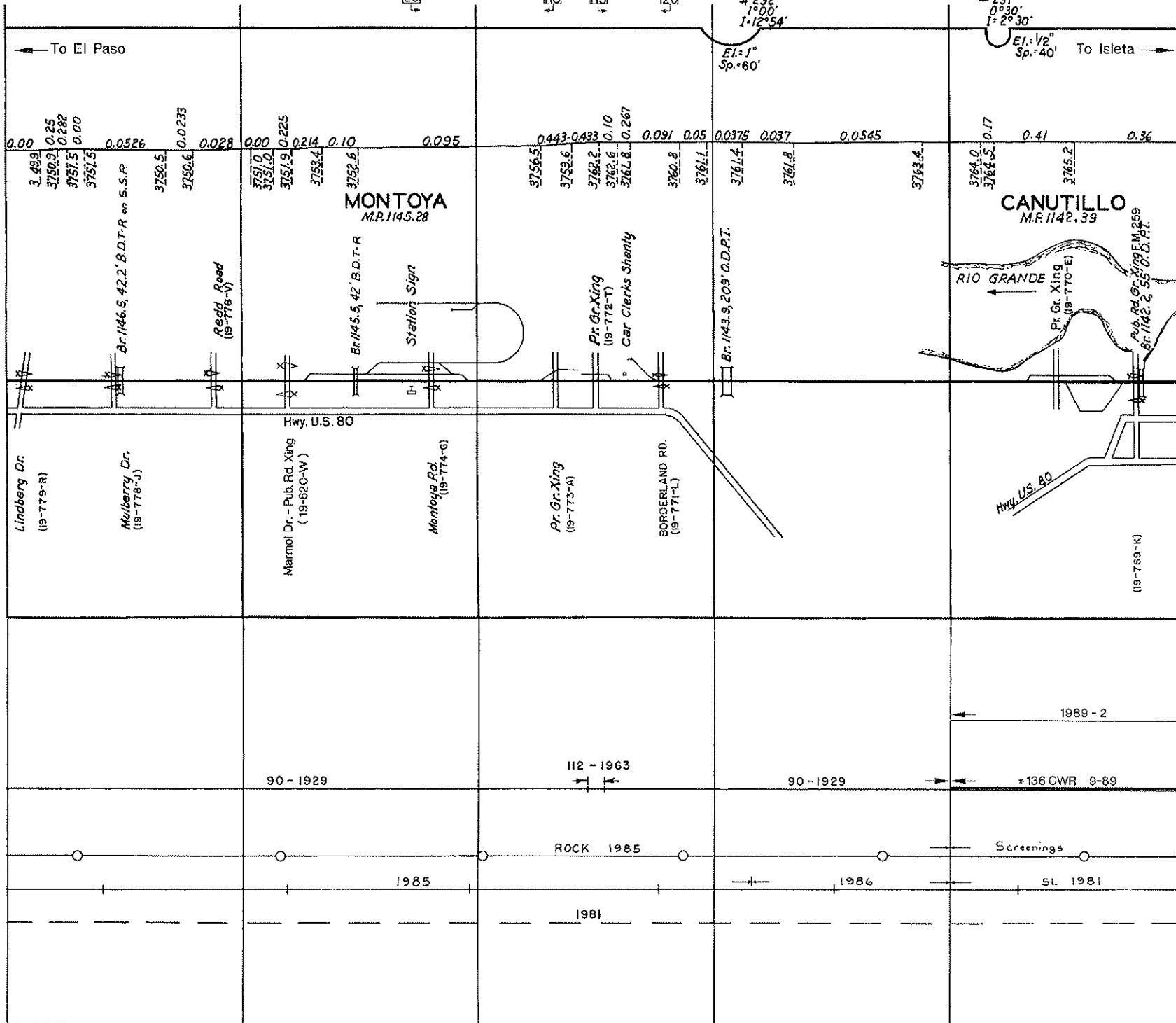
1146

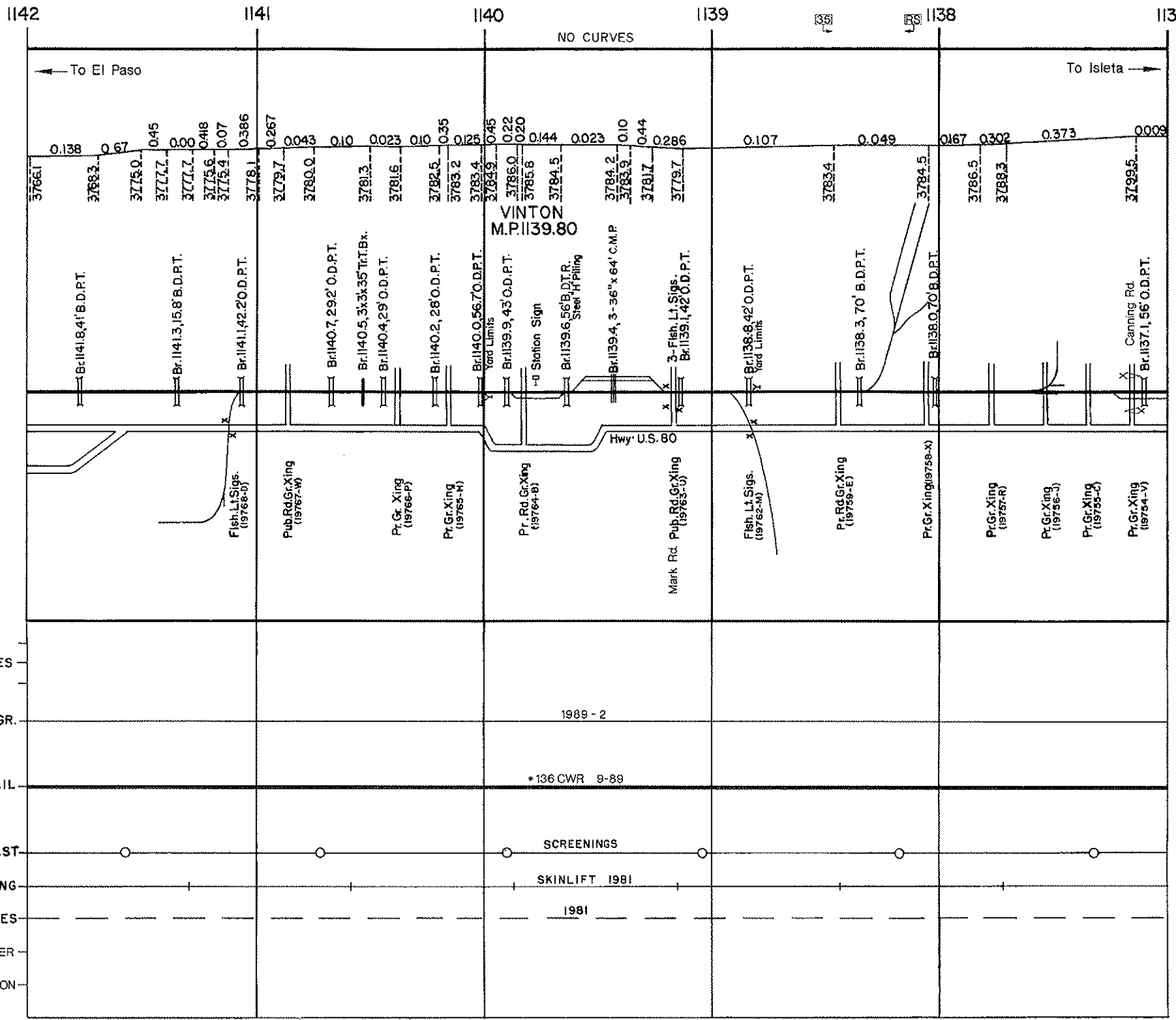
1145

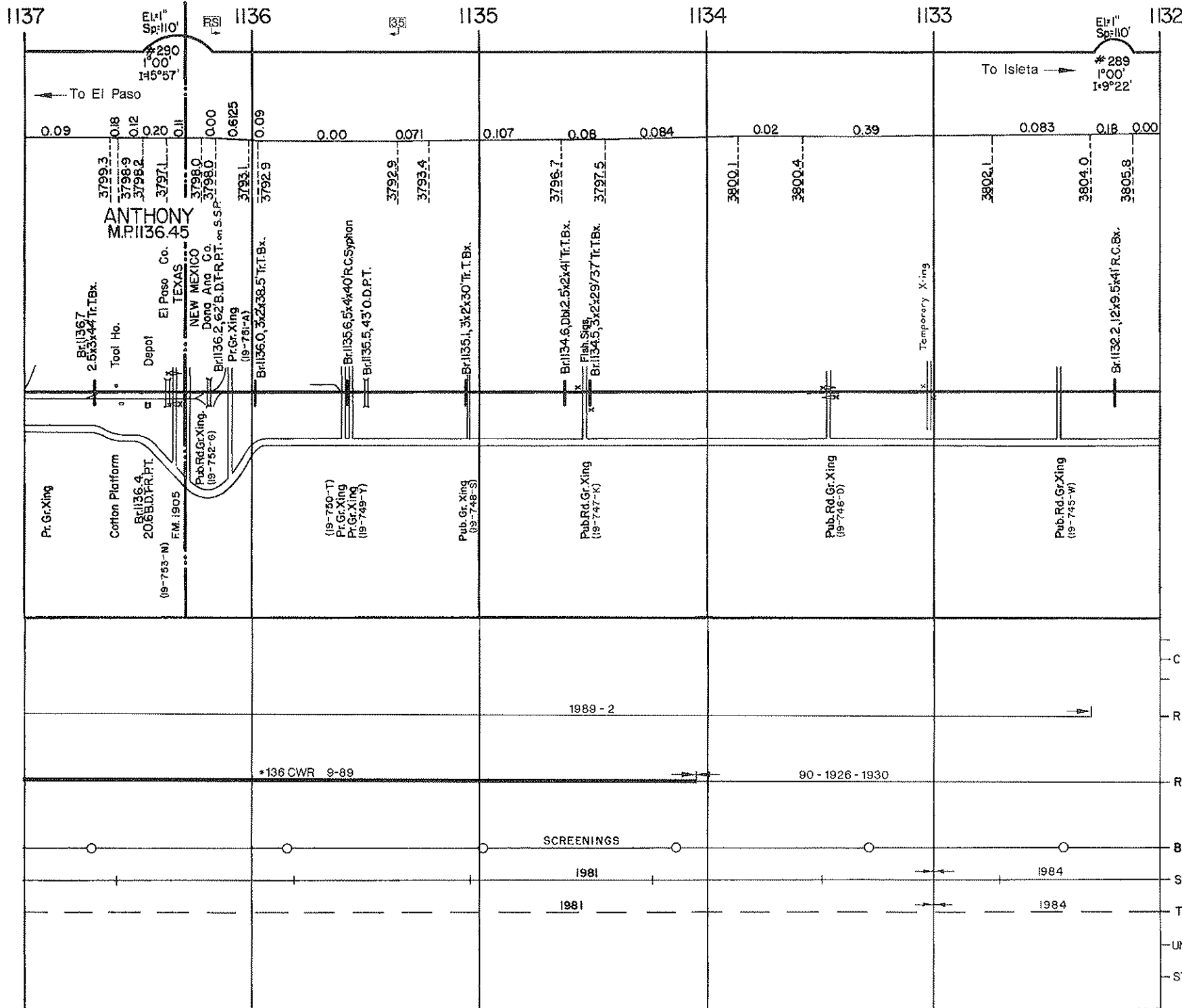
1144

1143

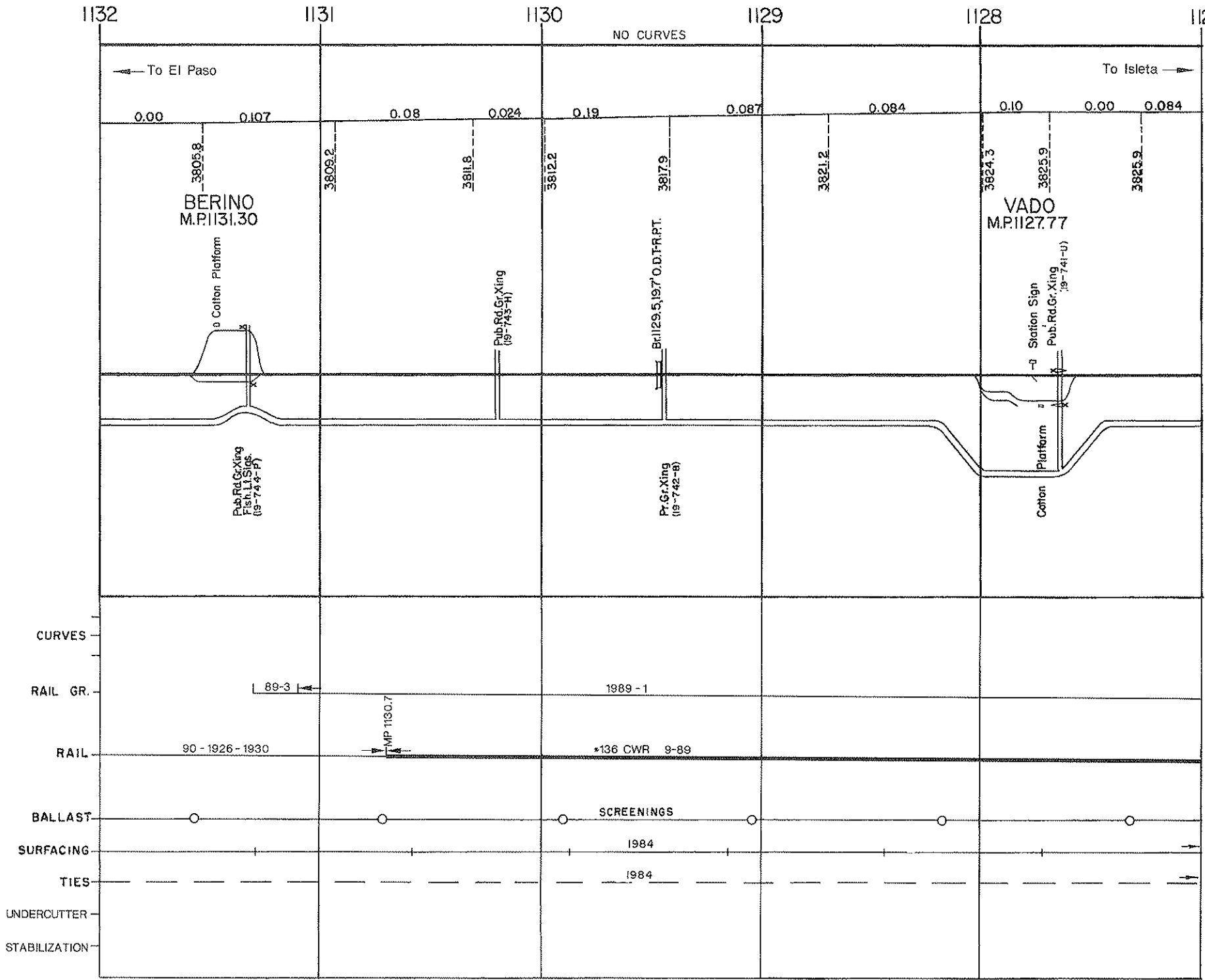
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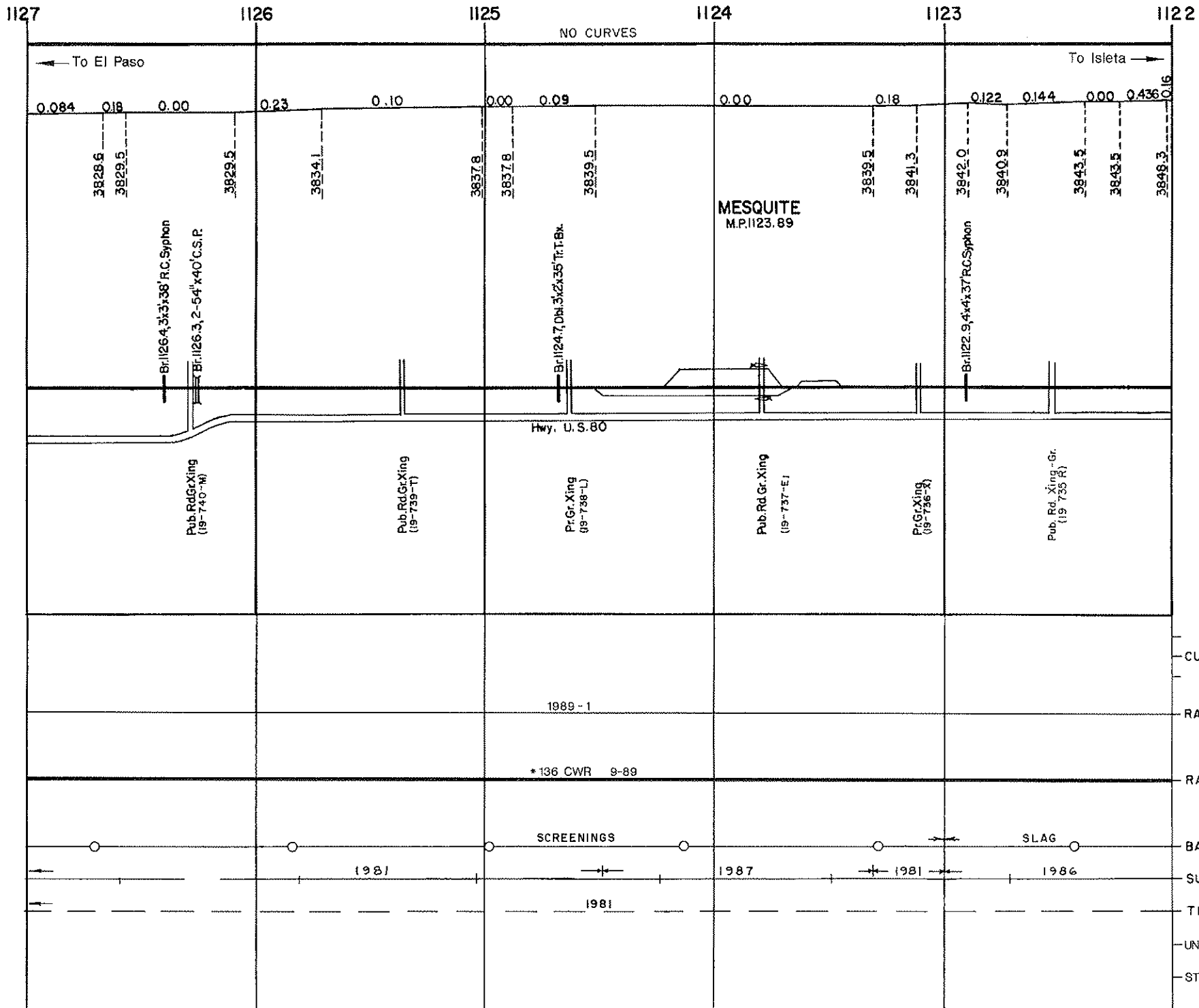


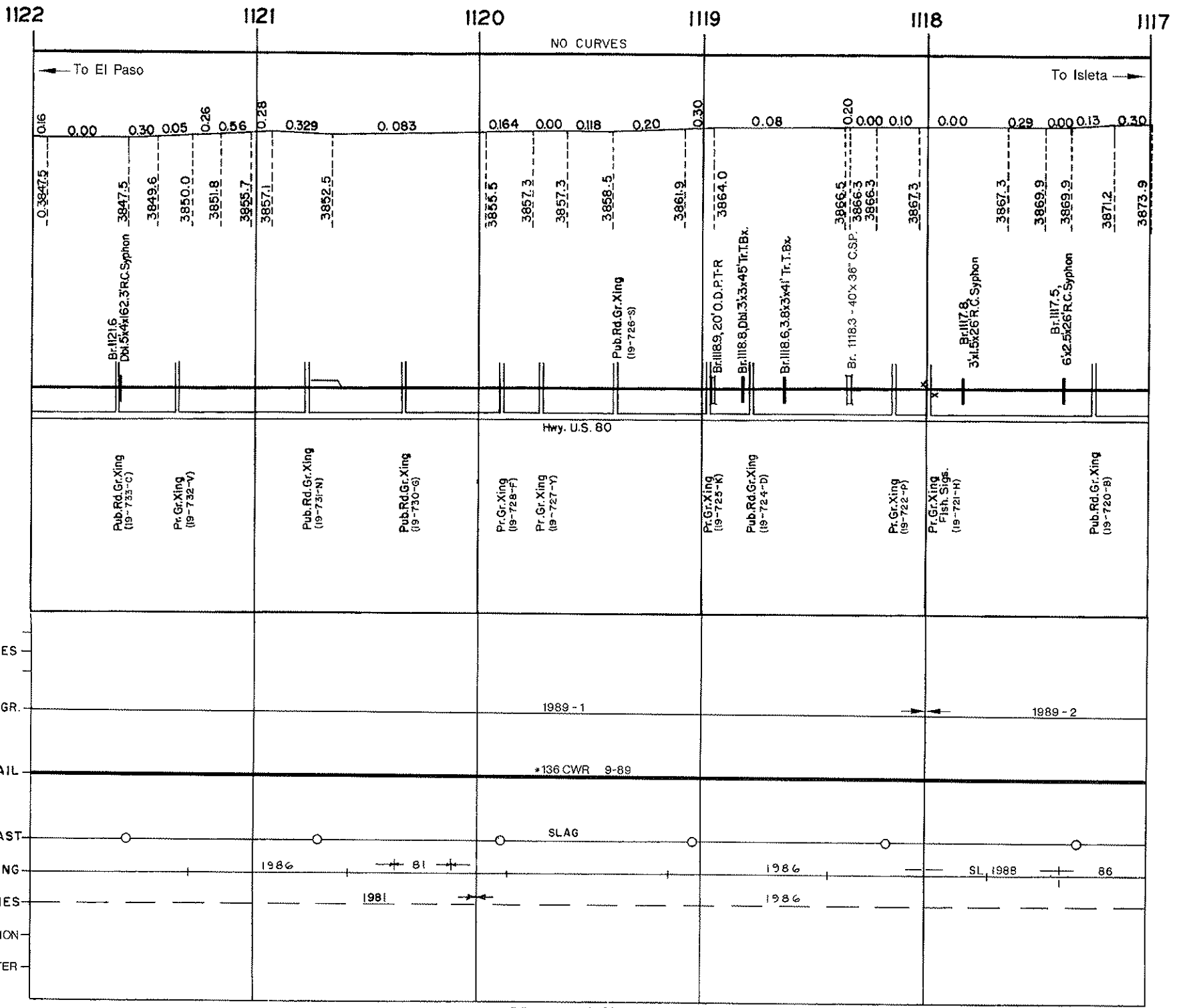




- CURVES
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION







1117

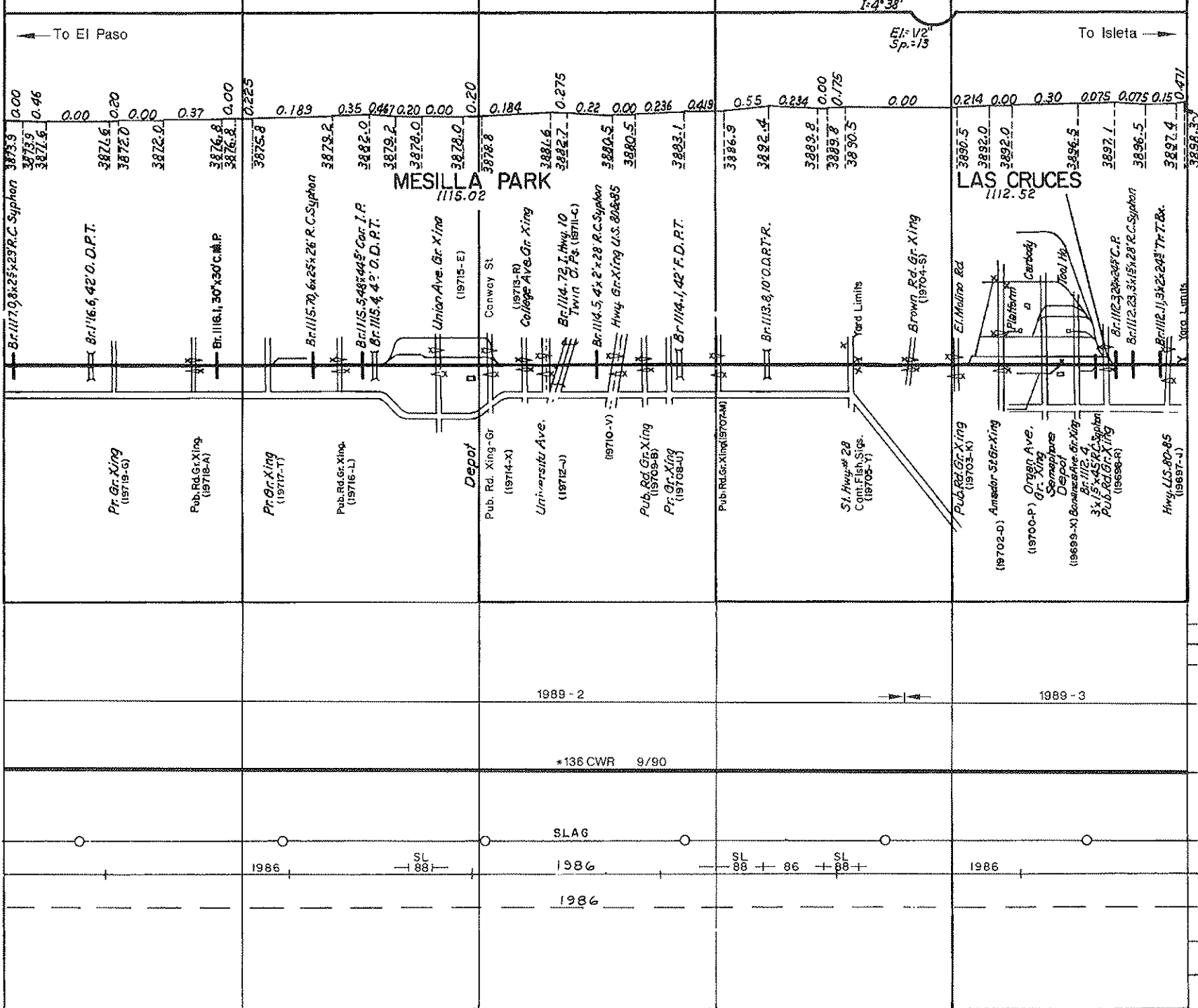
1116

1115

1114

1113

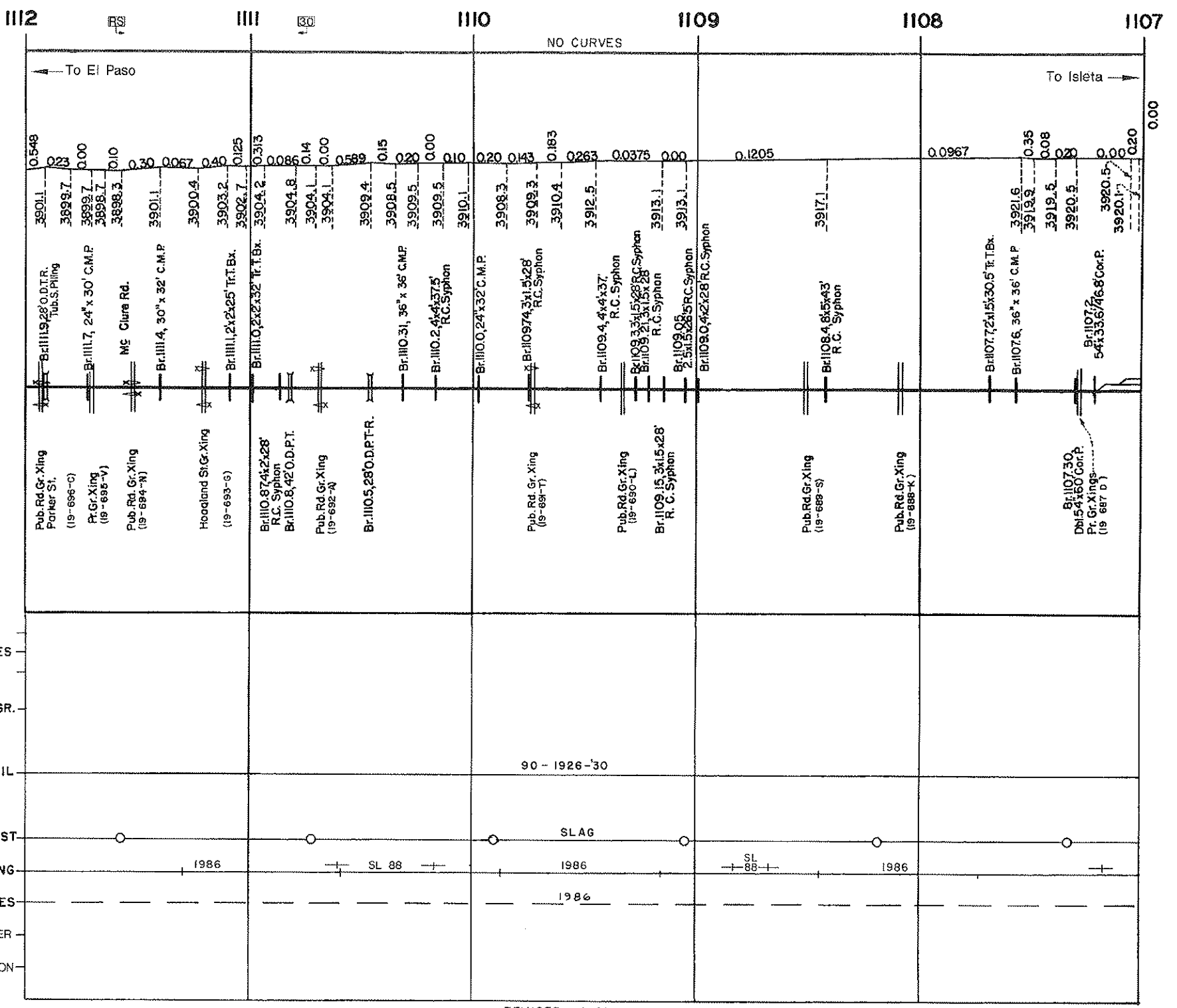
1112



288
0° 30'
1:4° 38'

El. V2'
Sp. 1/3

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



1107

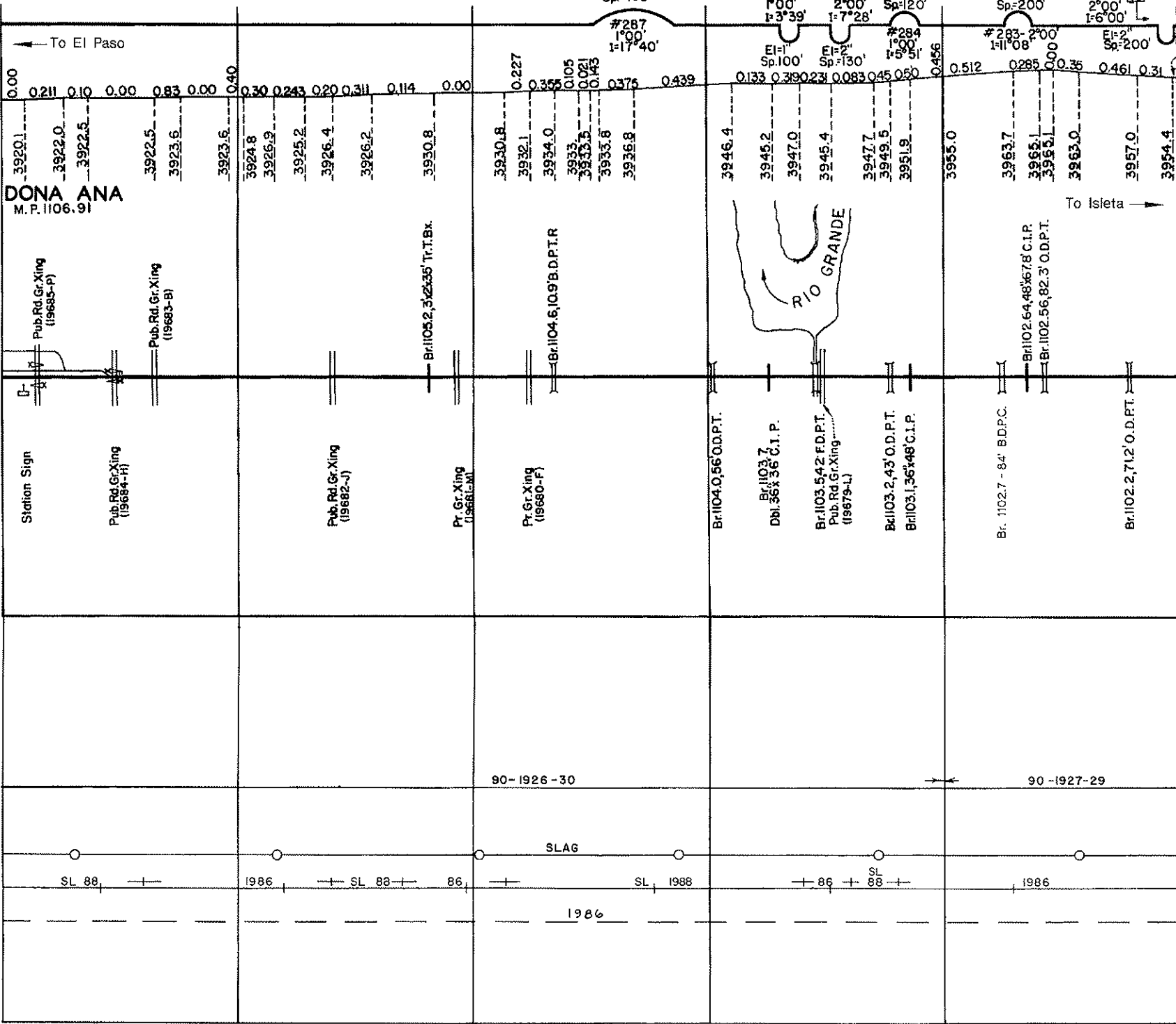
1106

1105

1104

1103

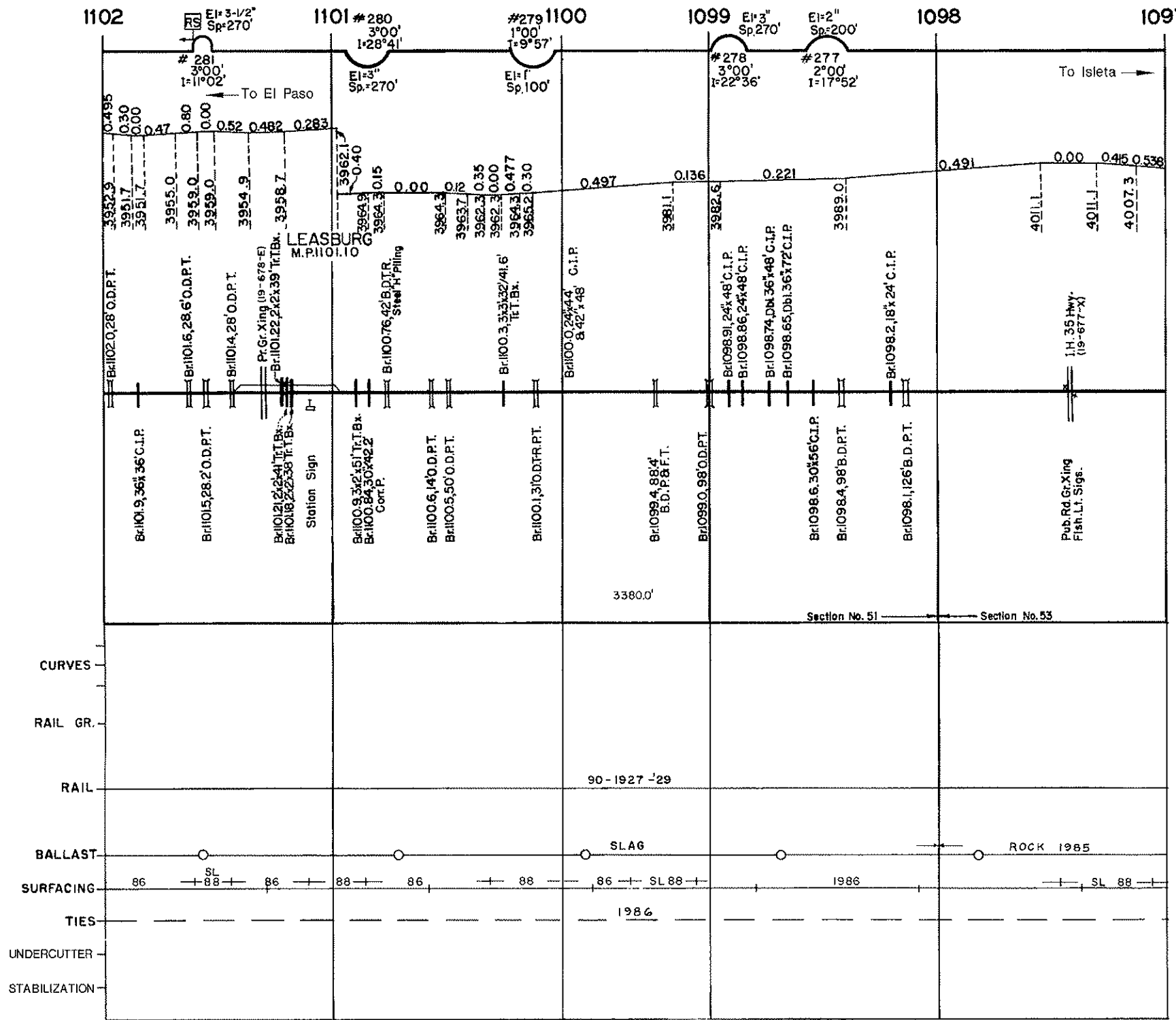
1102

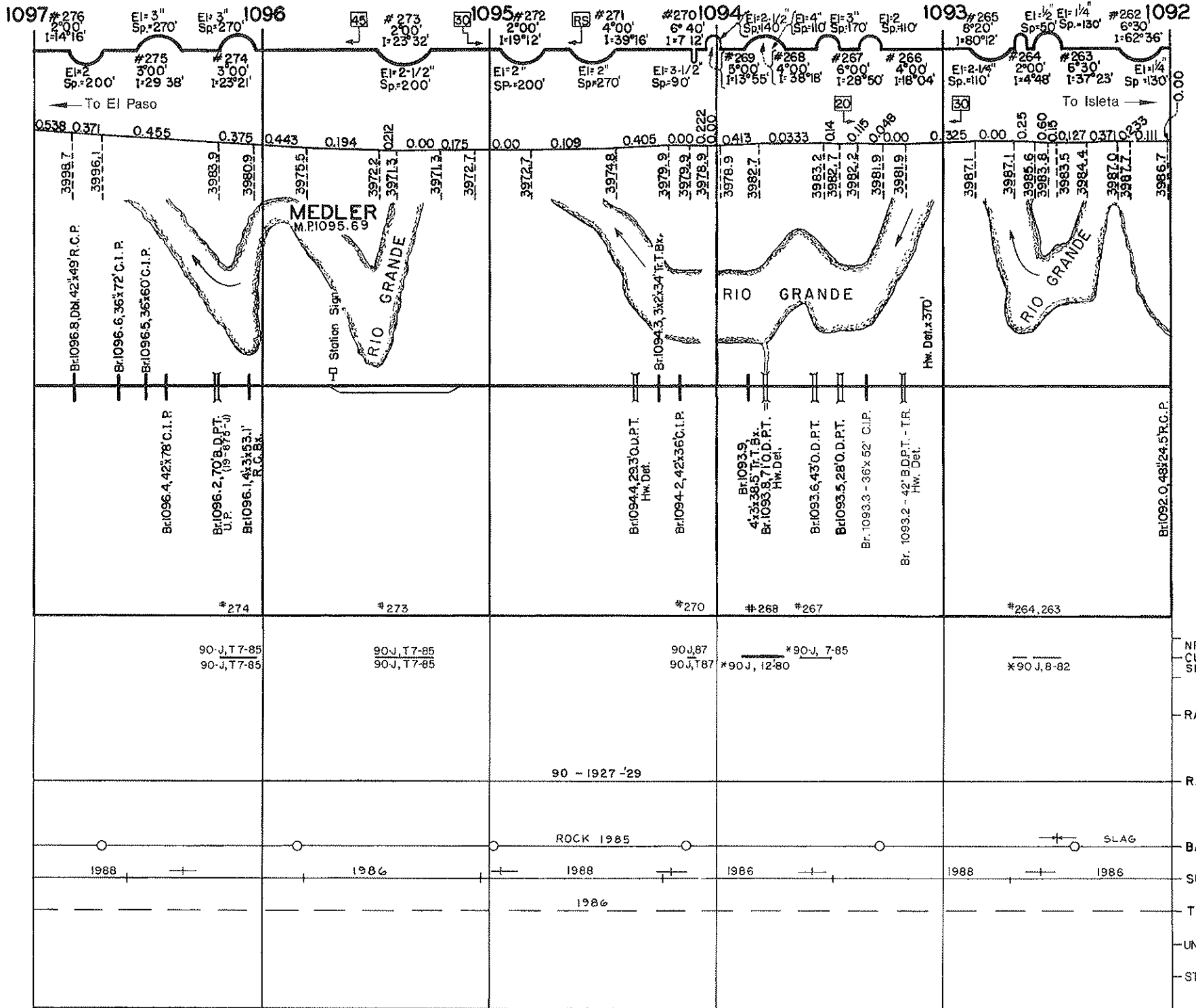


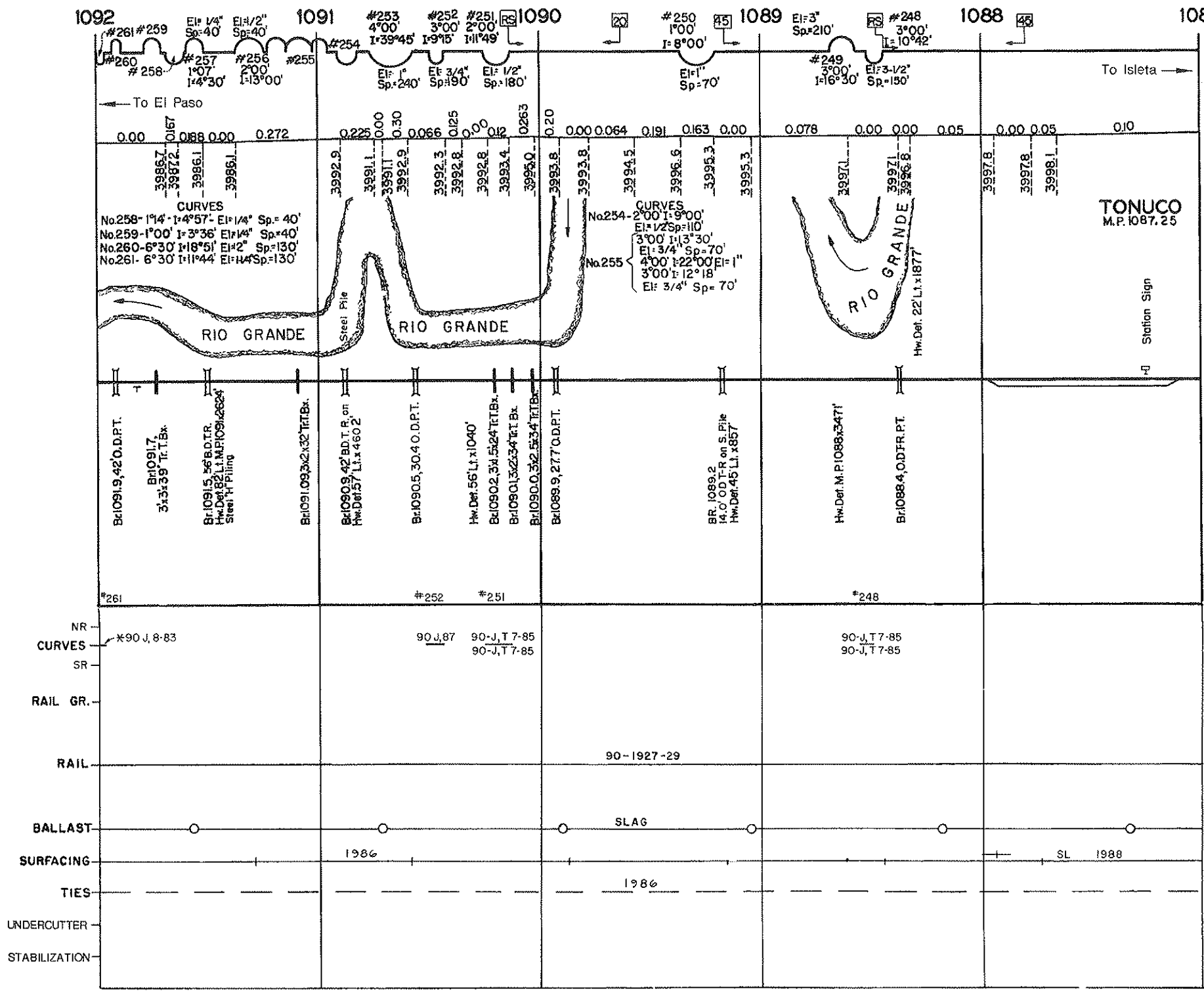
DONA ANA
M. P. 1106.91



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







1087

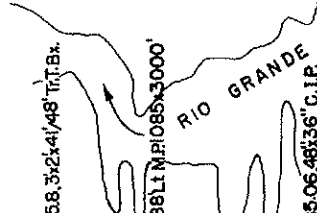
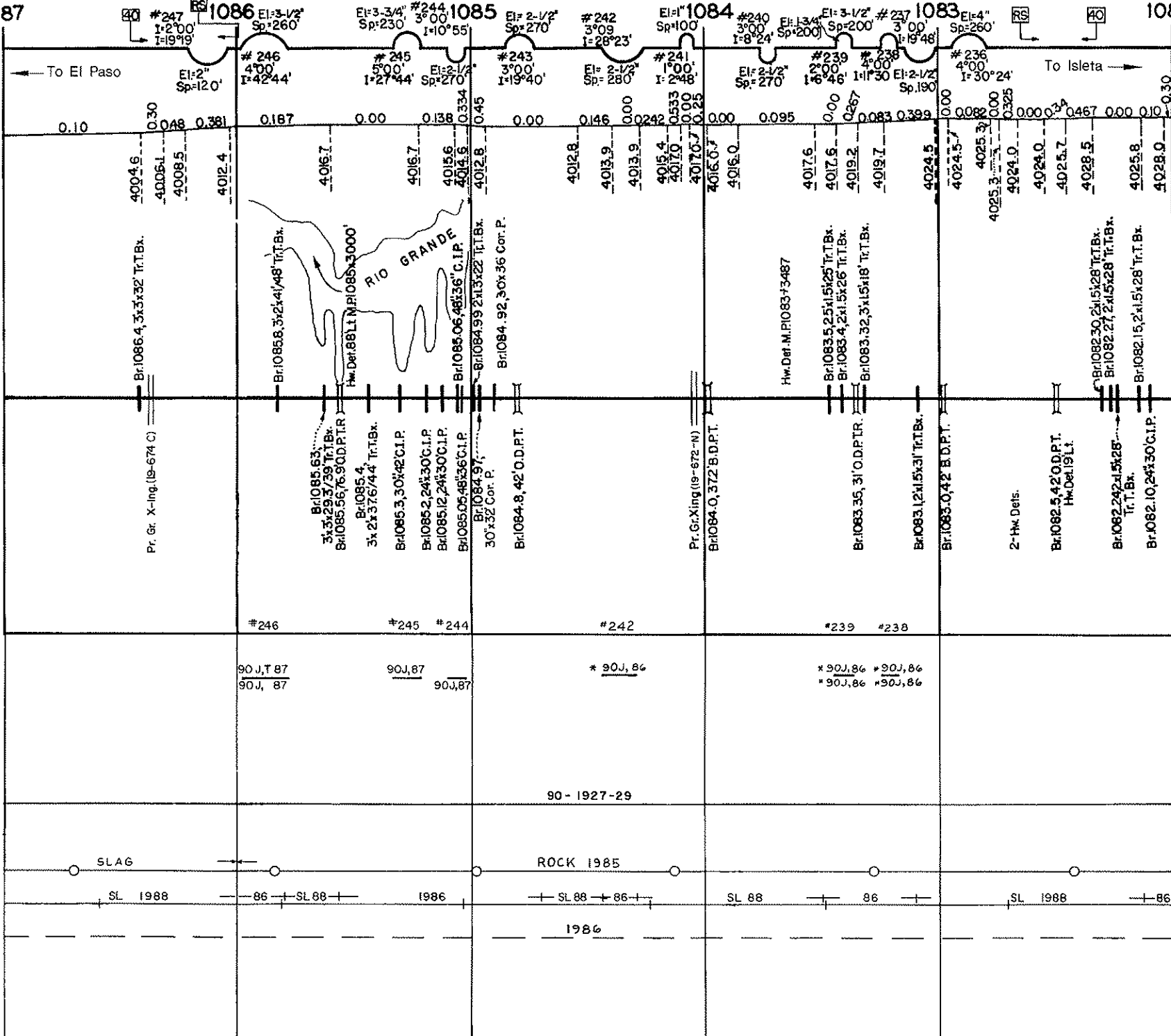
1086

1085

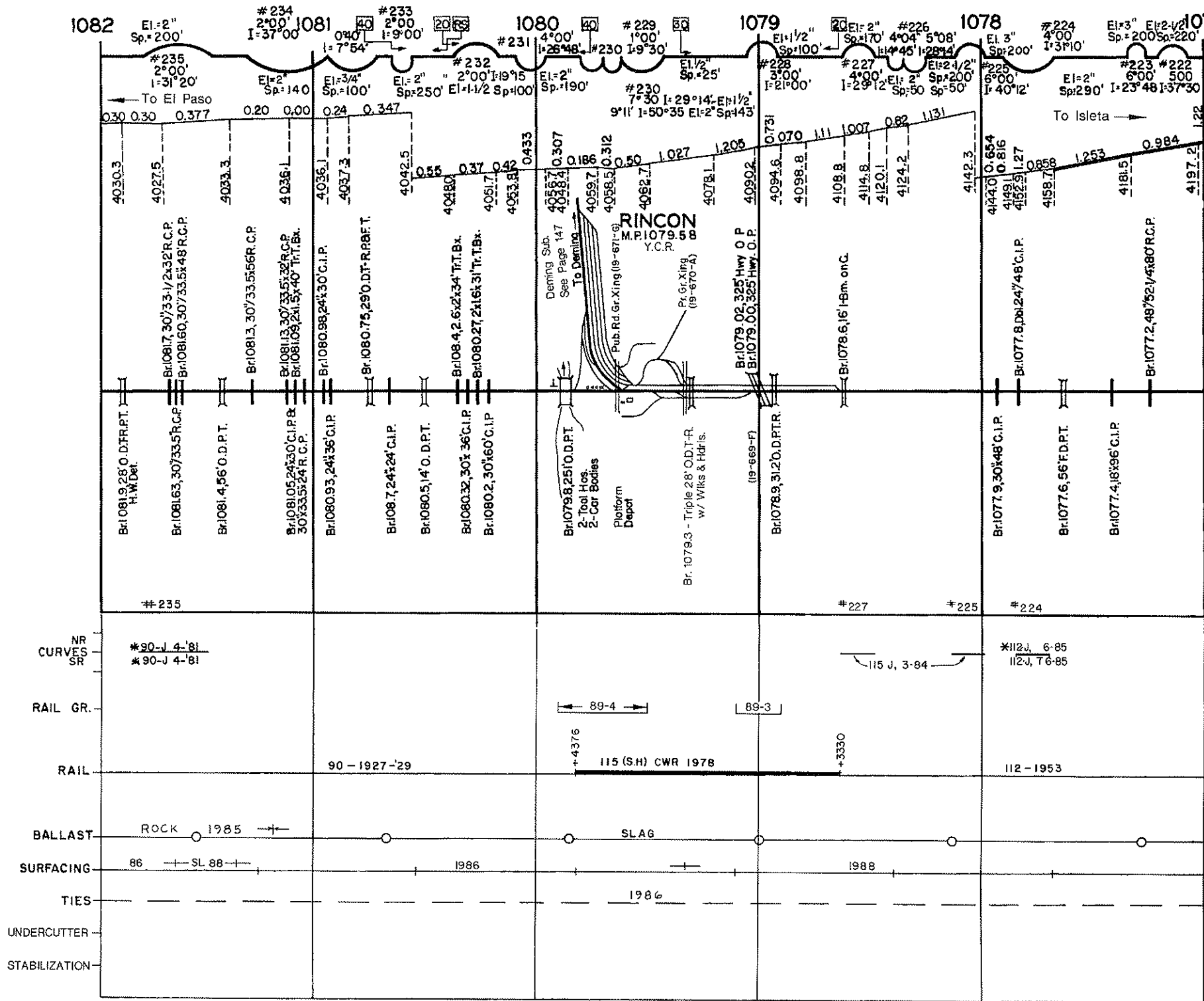
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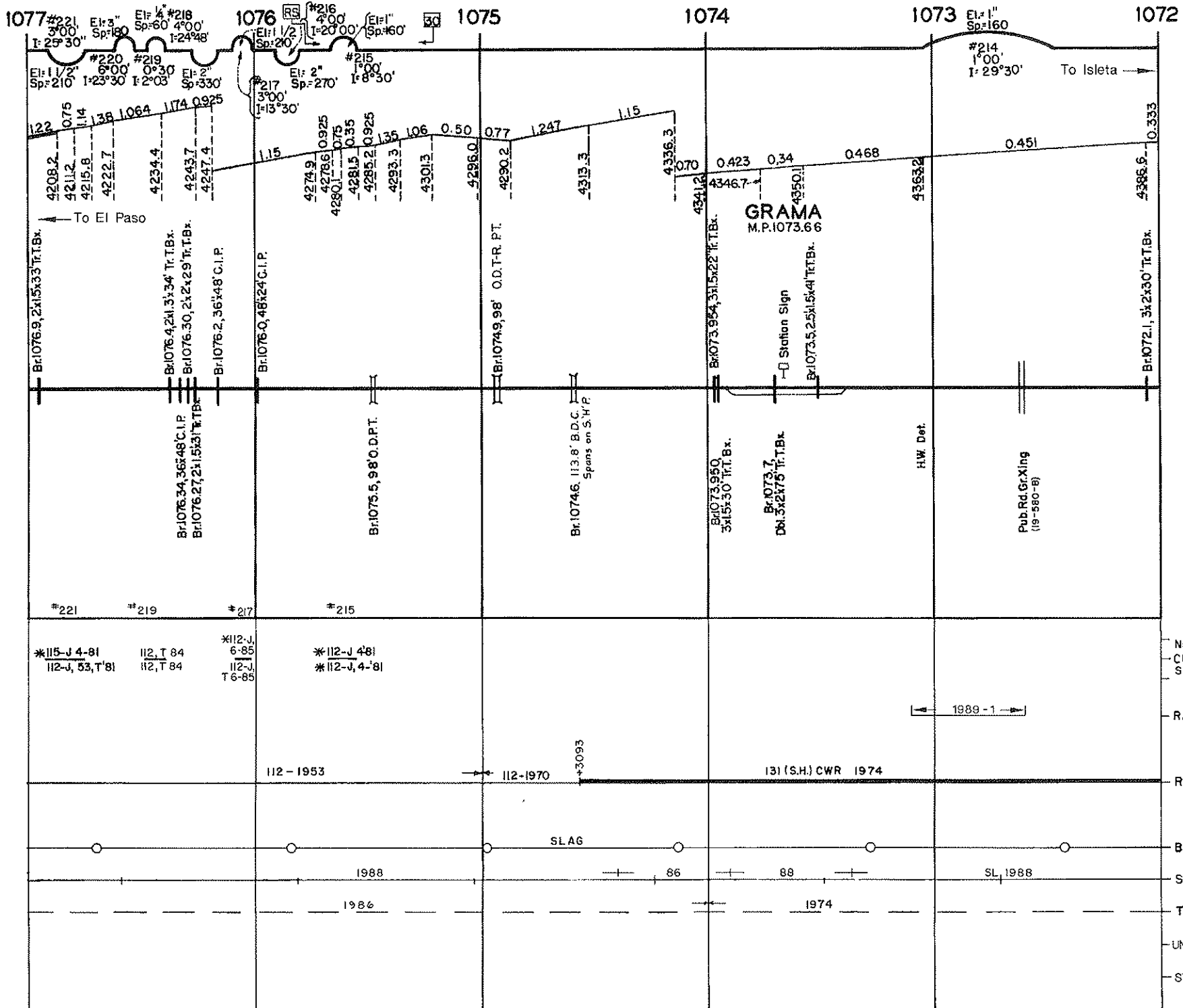
1083

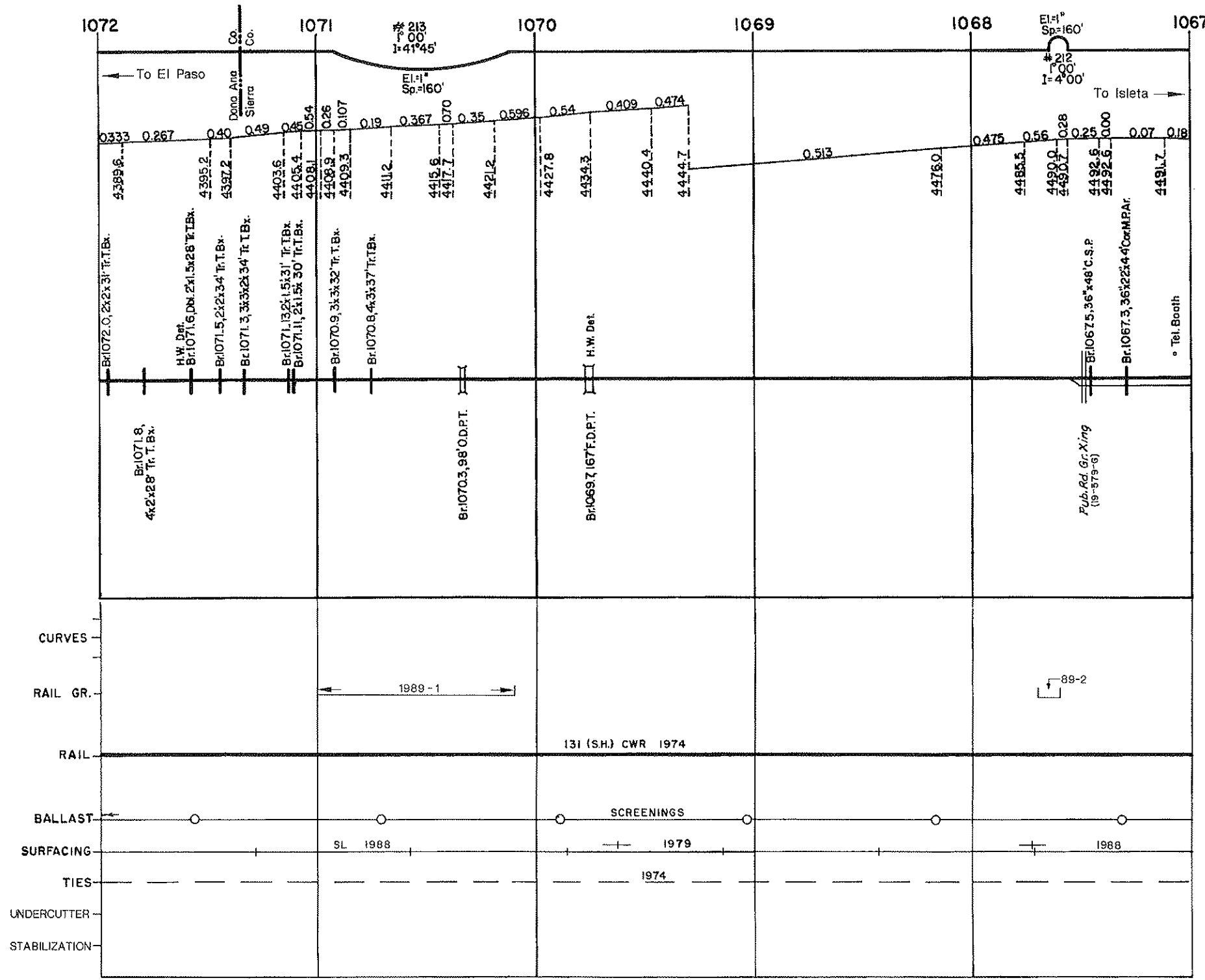
1082



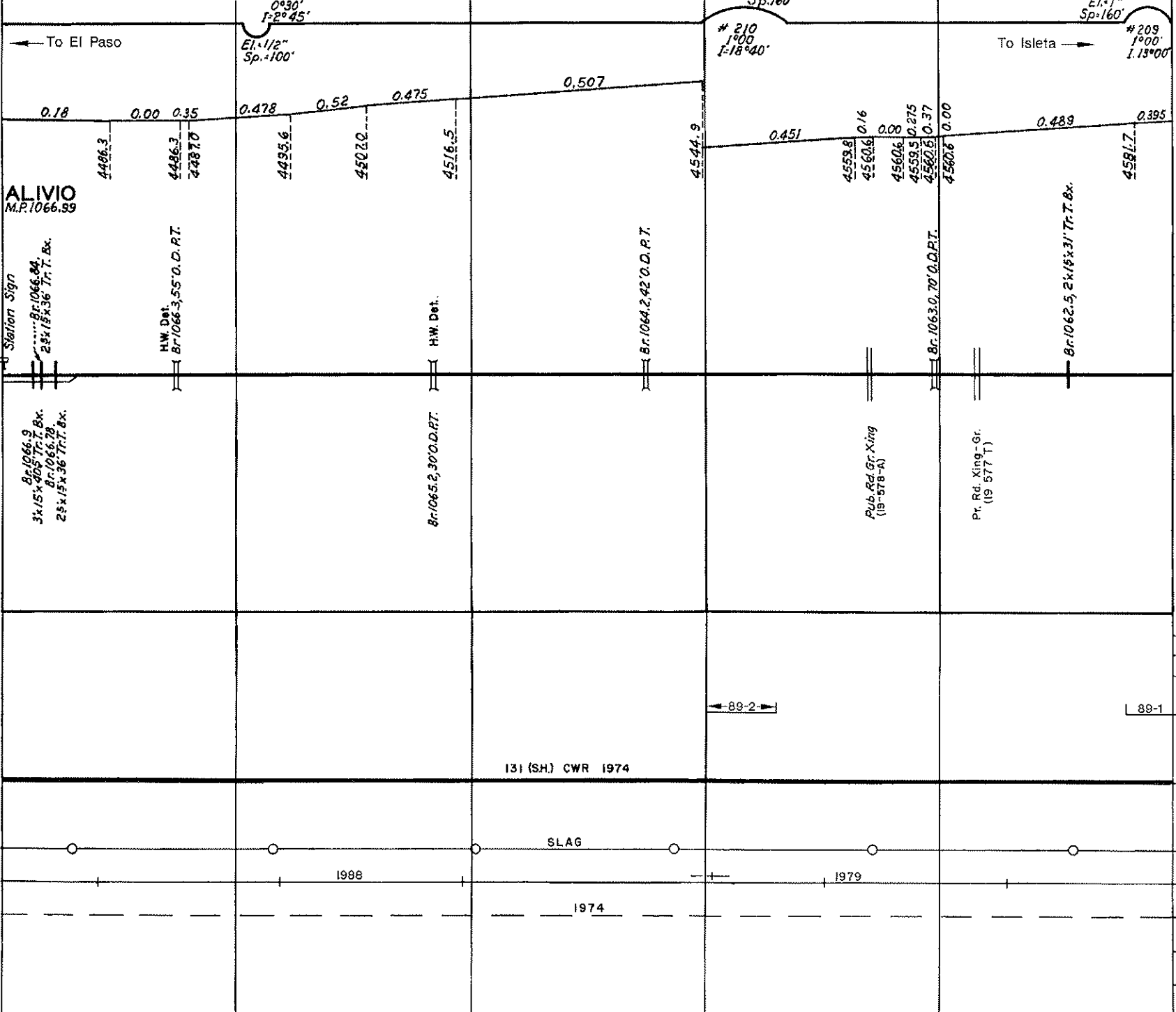
CURVES
 RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION







1067 1066 1065 1064 1063 1062



CURVES
 RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION

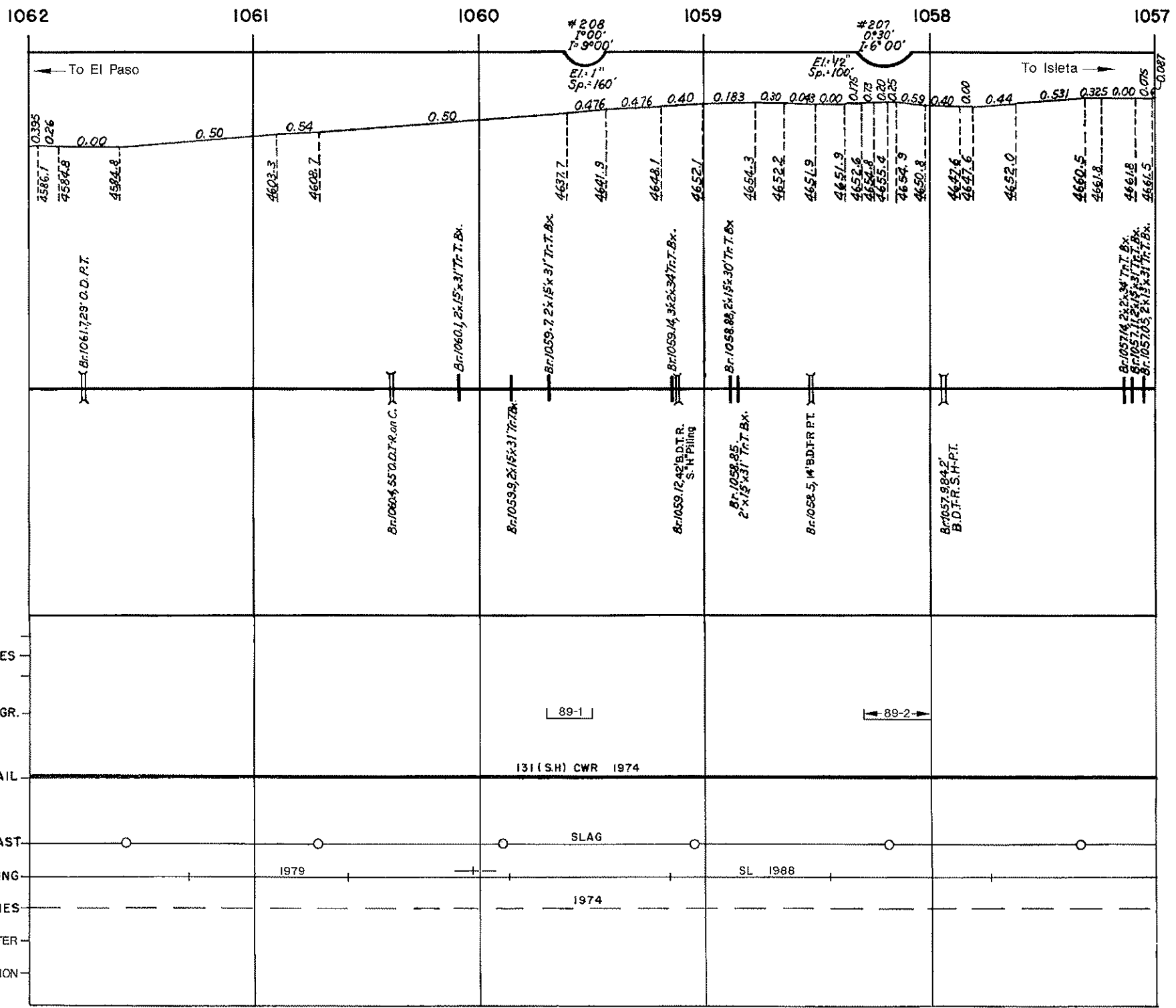
131 (SH.) CWR 1974

SLAG

1988

1974

1979



1057

1056

1055

1054

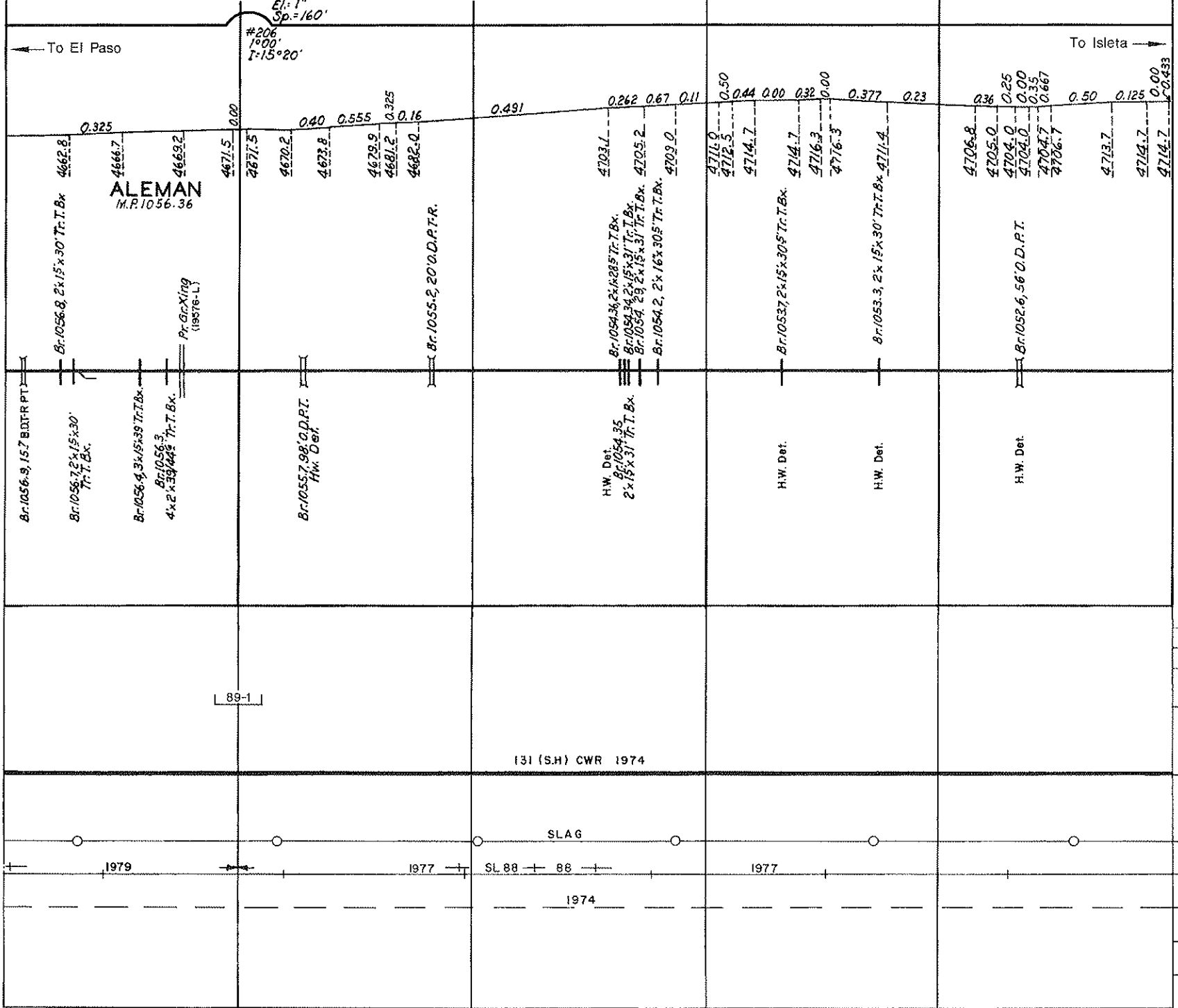
1053

1052

EI: 1"
Sp. = 160'
#206
1°00'
I: 15°20'

To El Paso

To Isleta



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

1052

1051

1050

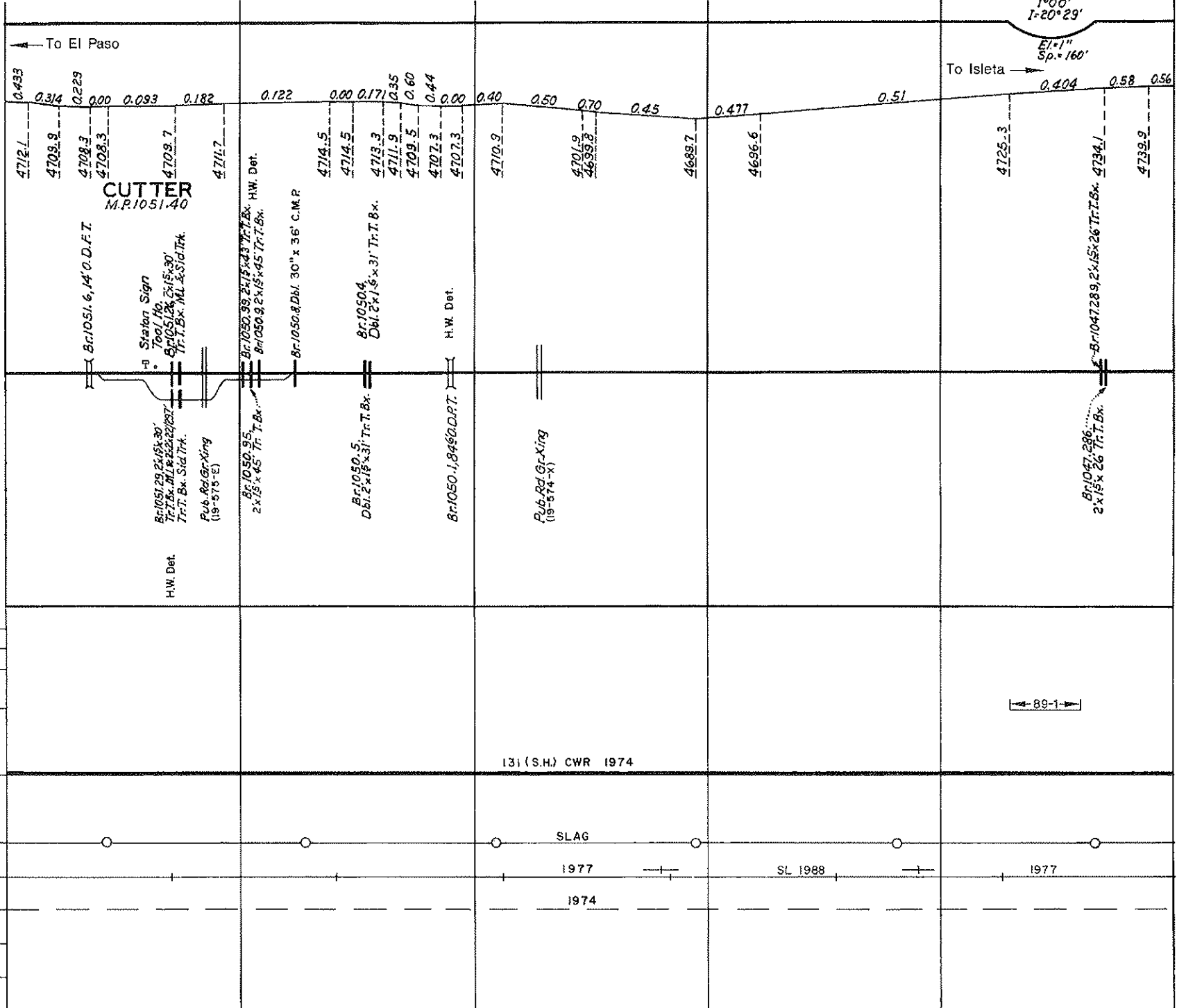
1049

1048

1047

#205
1°00'
1-20°29'

E1=1"
Sp.=160'



1047 1046 1045 1044 1043 1042

← To El Paso

To Isleta →

EI. 1" Sp. 160' # 204 1° 00' 1:10° 26'

0.056 0.10 0.00 0.535 0.469 0.243 0.12 0.15 0.292 0.00 0.458 0.55 0.438 0.24 0.00 0.50 0.30 0.10 0.119 0.117 0.167 0.00 0.150.143 0.467 0.50

4744.3
4741.2

4741.8

4743.7

4754.8

4758.7

4759.3

4758.7

4754.9

4754.9

4760.4

4768.1

4773.8

4775.0

4775.0

4771.0

4768.5

4769.2

4771.1

4769.7

4768.7

4768.1

4769.1

4780.3

ENGLF 1043.18

Br. 1044.9, 4x3x18 Bx.

Br. 1043.7, 2x1x47 Tr. T. Bx.

Br. 1042.8, 3x3x40 Tr. T. Bx.

Tool Ho
Span Address St
Gr. Xing
Sta. Sign

Br. 1046.5, 60' O.D. P.T.R.

Fish Signs (19-573 FR)

[89-1]

131(S.H.)CWR 1974

CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

SLAG

SCREENINGS

1977

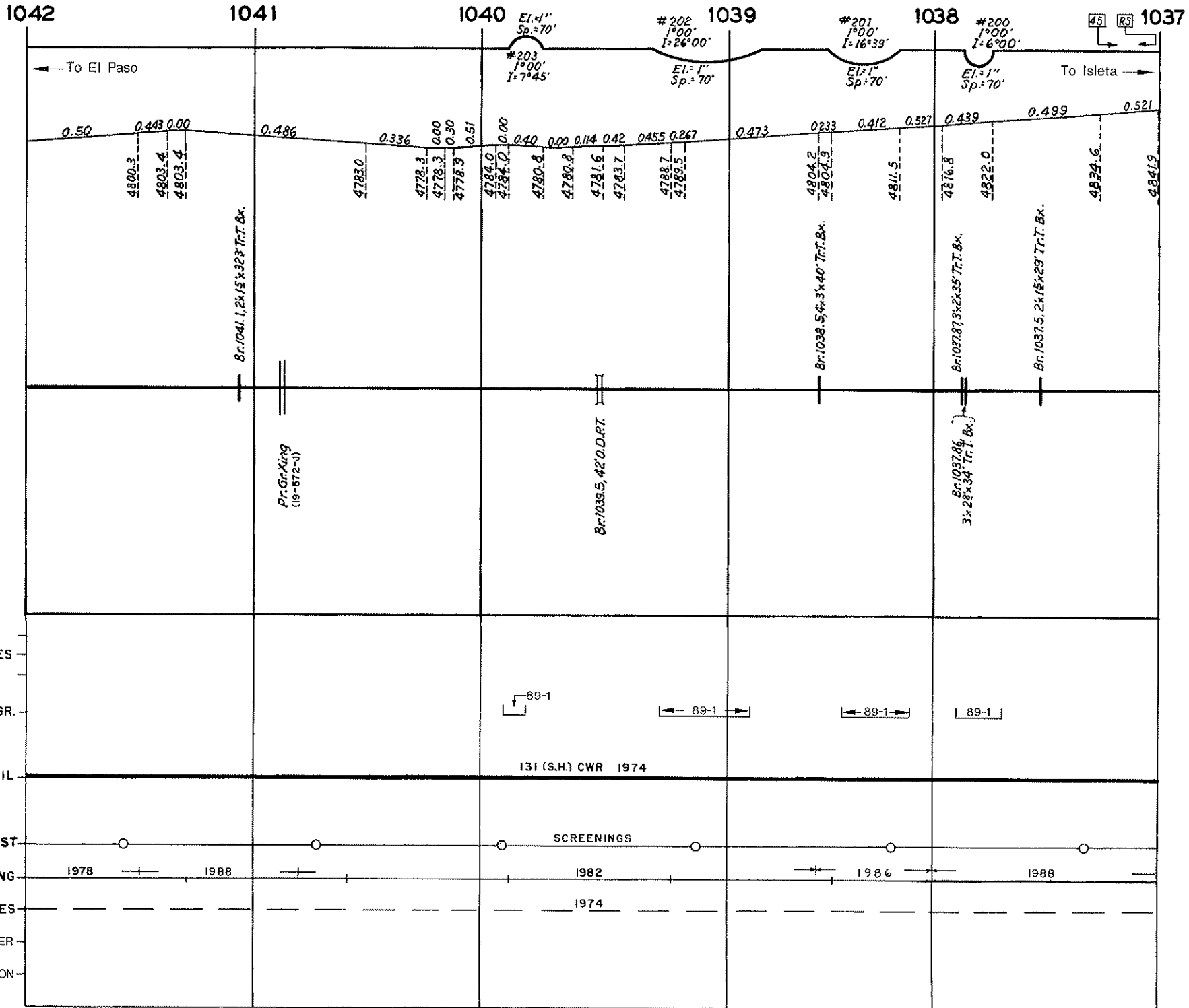
88

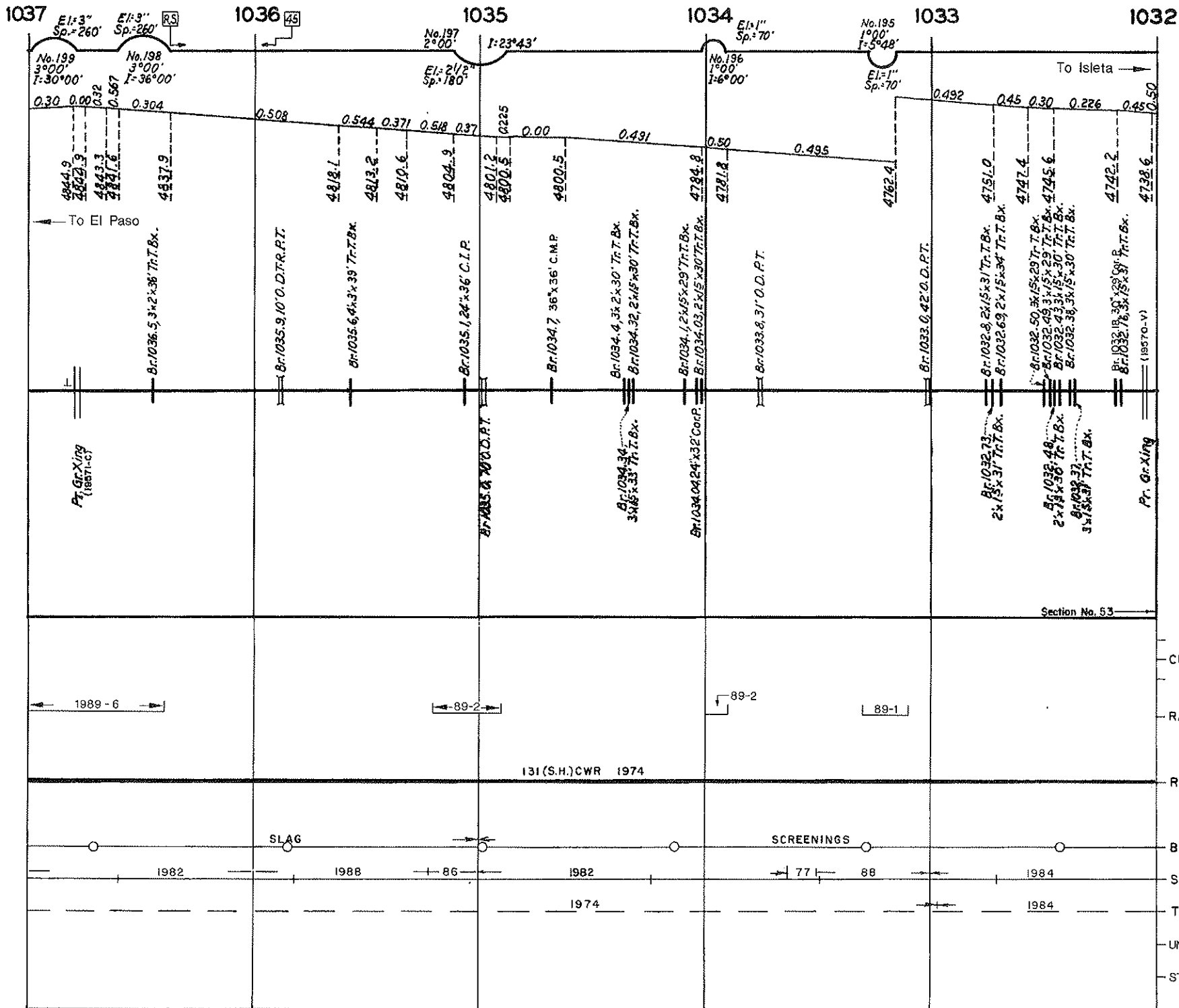
1977

1974

88

1978





1032

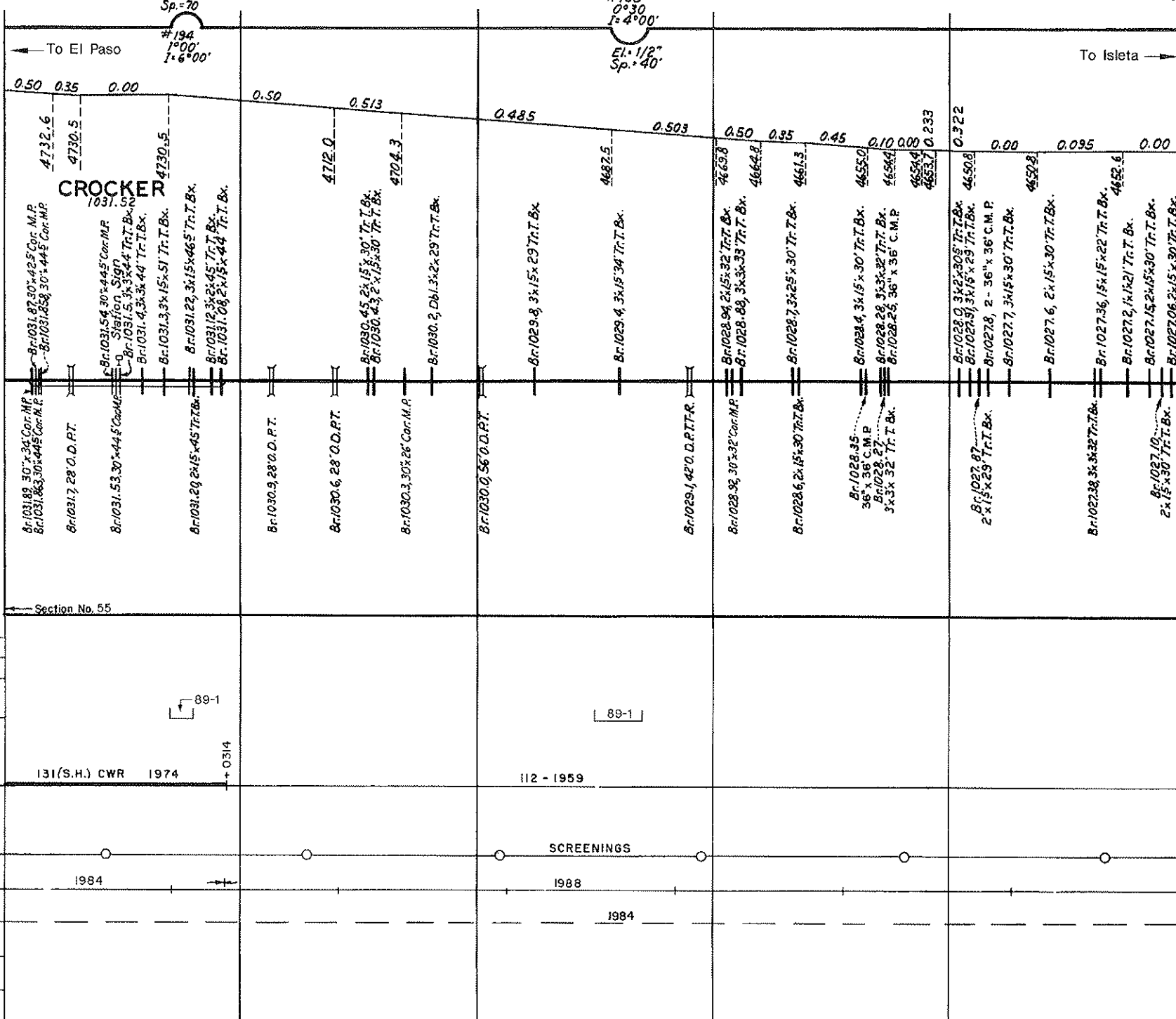
1031

1030

1029

1028

1027



1027

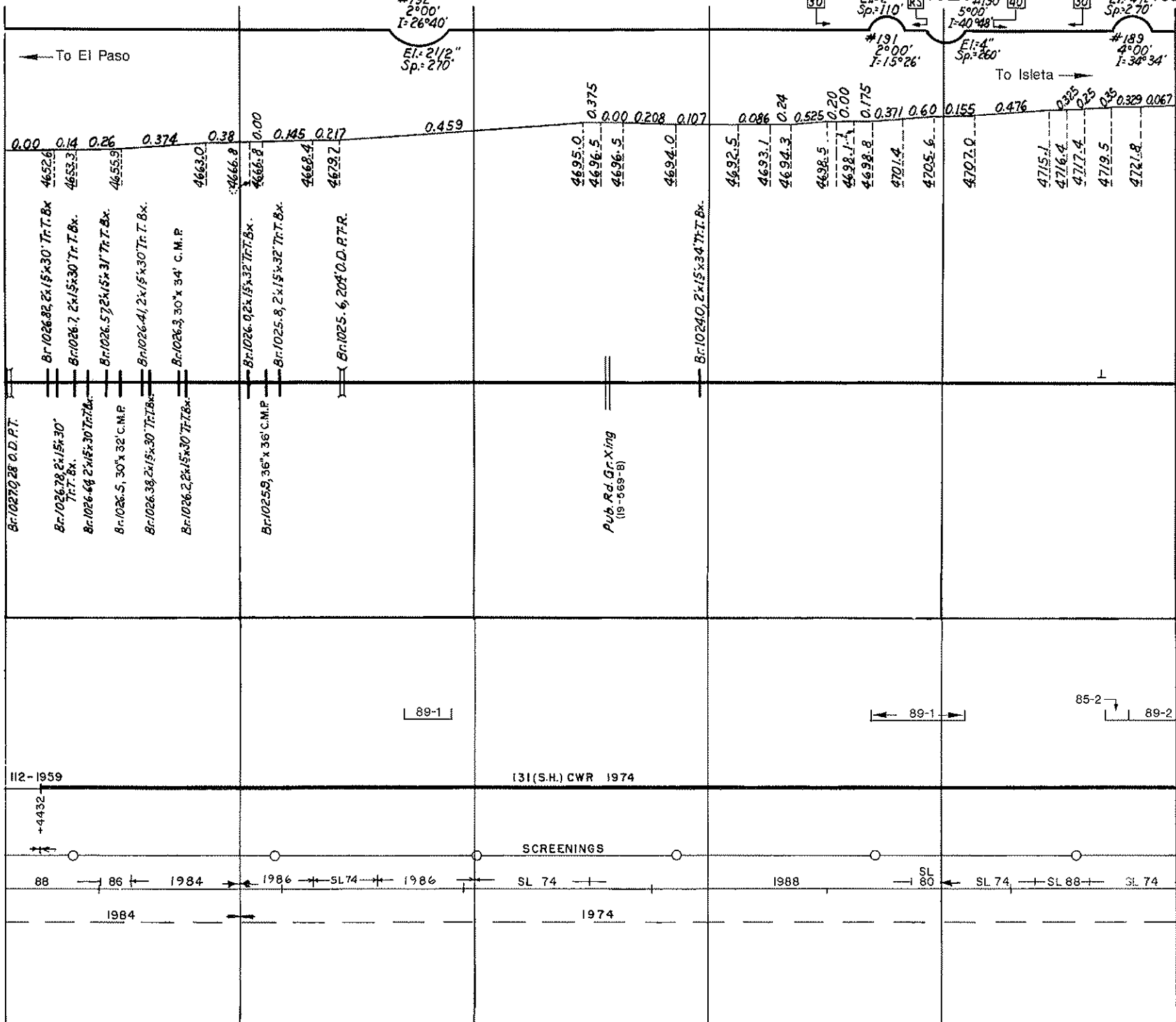
1026

1025

1024

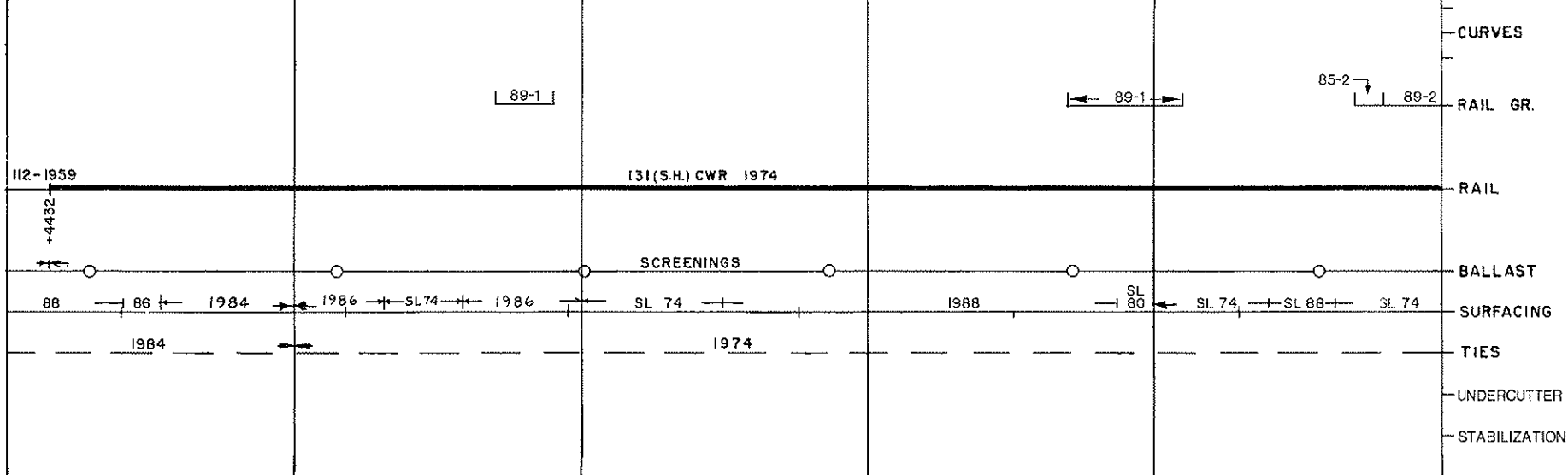
1023

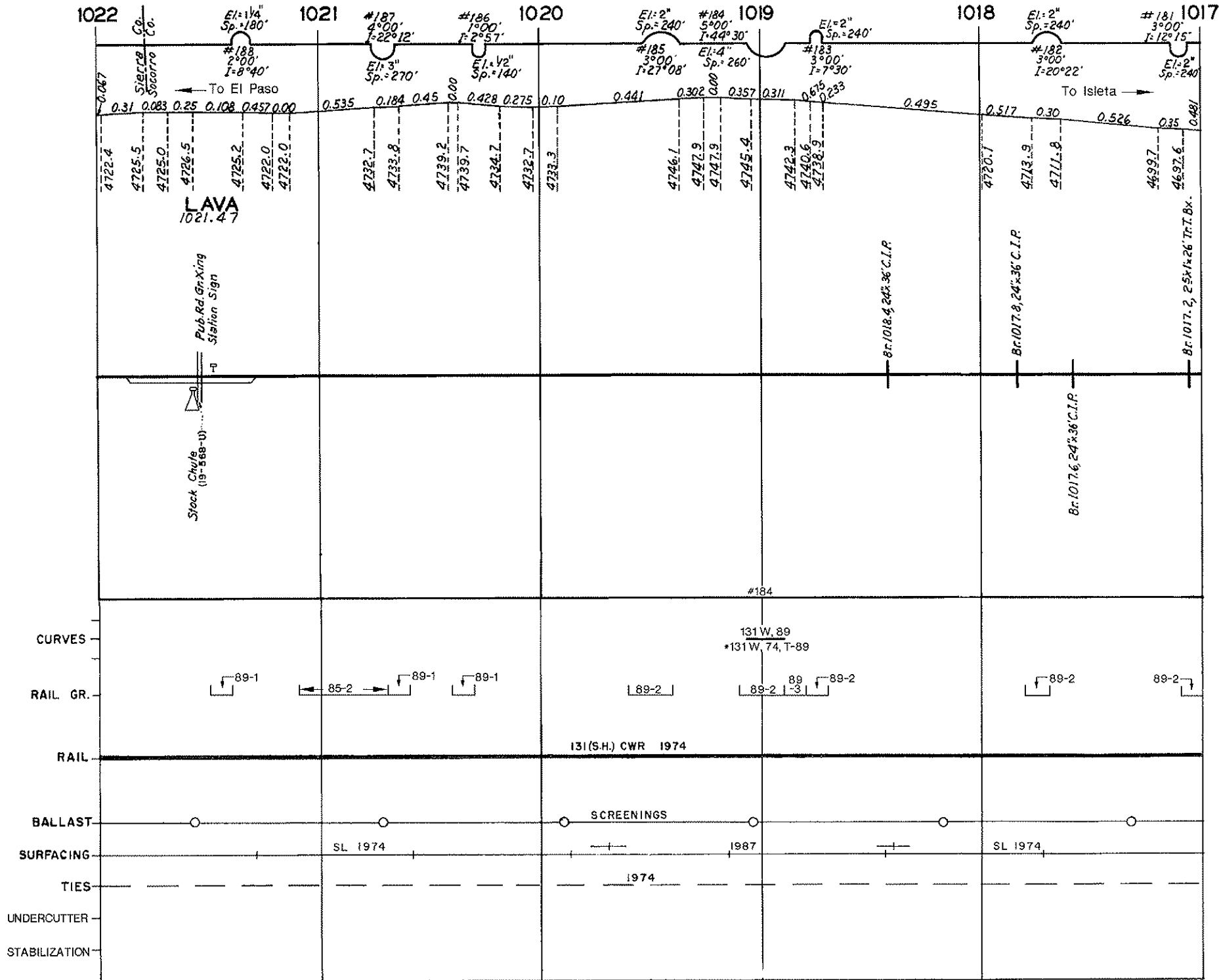
1022

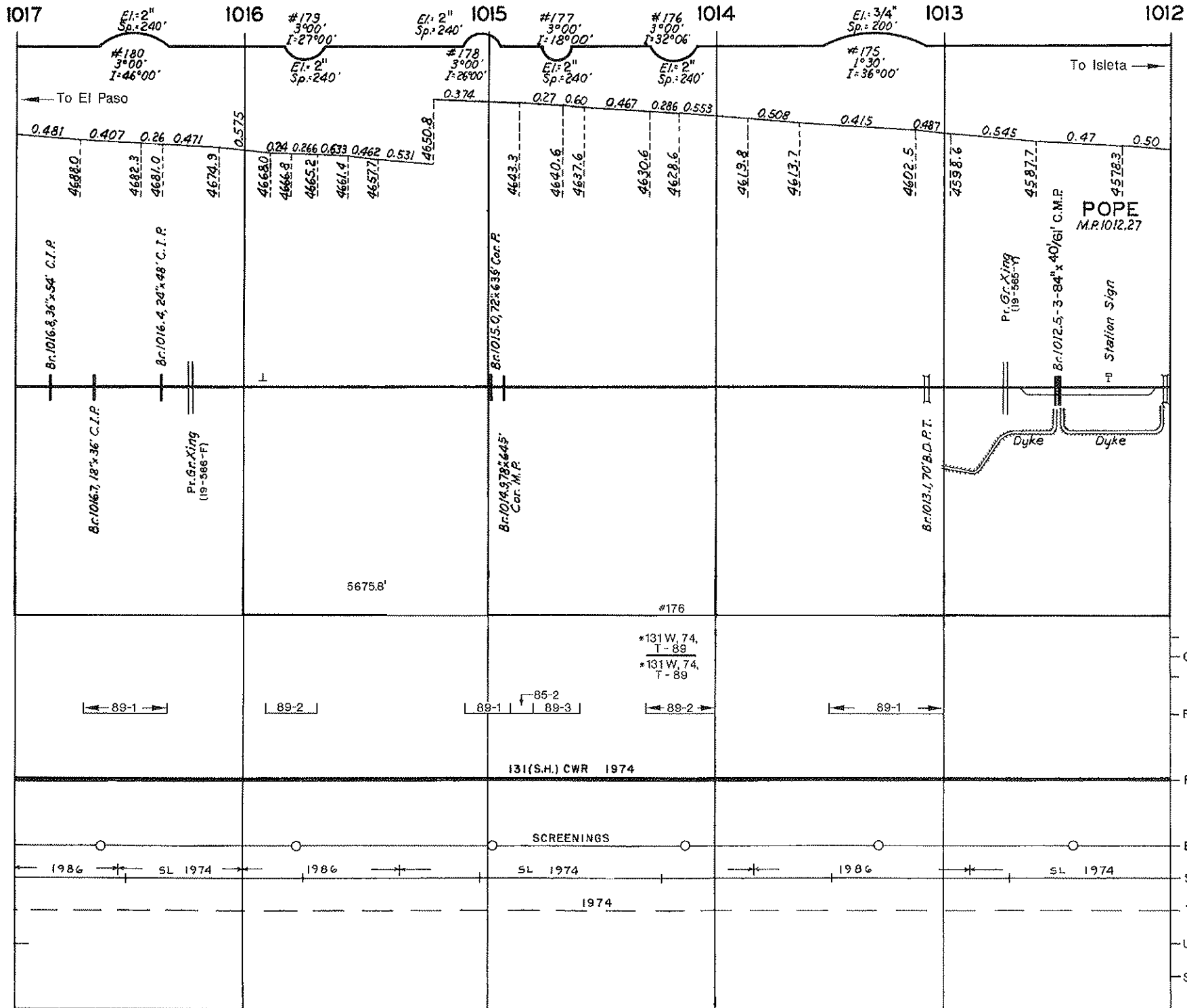


B.C. 1027.0, 28' O.D. P.T.
 B.C. 1026.78, 2x15x30 Tr.T.Bx
 B.C. 1026.64, 2x15x30 Tr.T.Bx
 B.C. 1026.5, 30x32 C.M.P.
 B.C. 1026.38, 2x15x30 Tr.T.Bx
 B.C. 1026.2, 2x15x30 Tr.T.Bx

Pub. Rd. Gr. Xing
 (15-689-B)







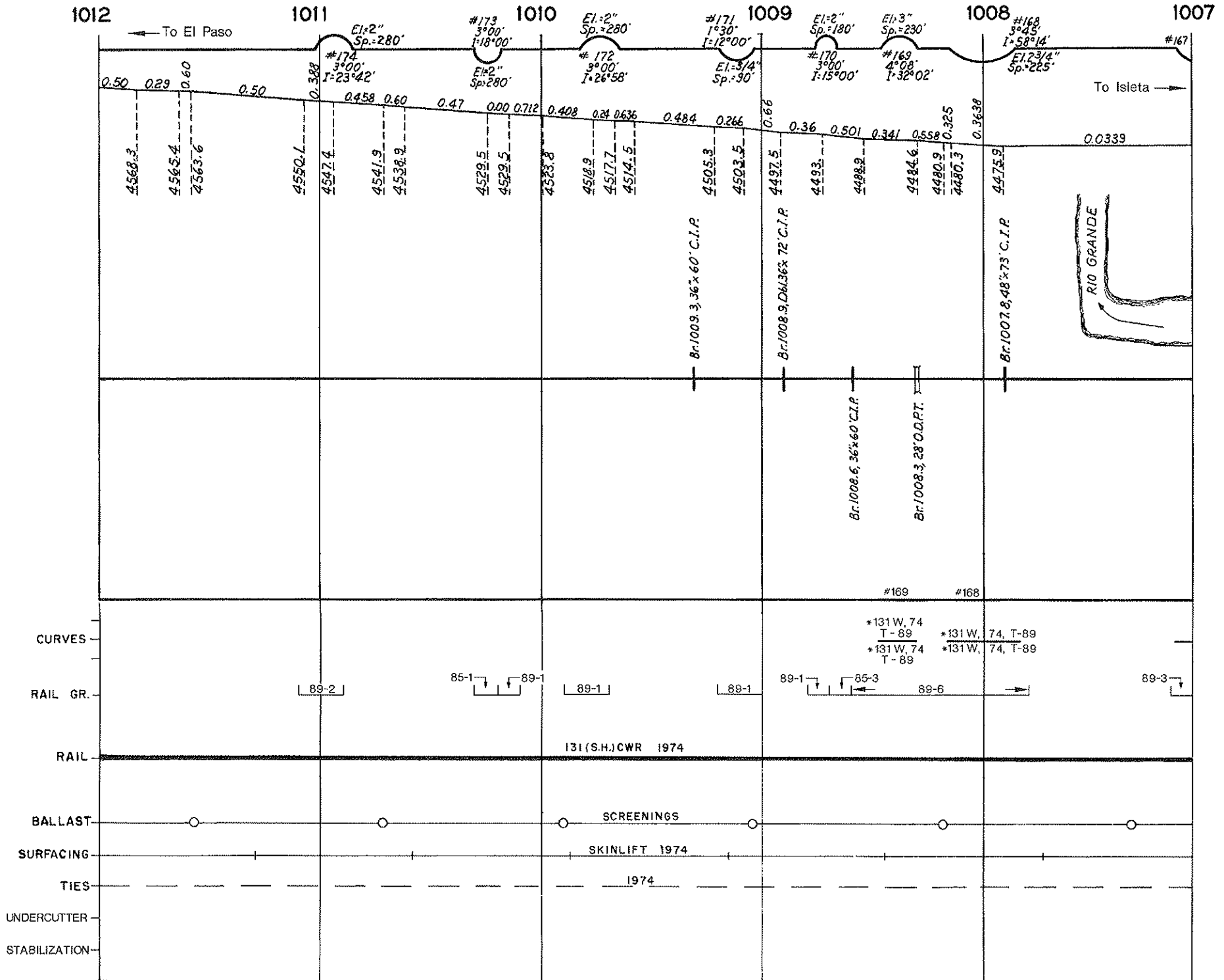
To Isleta →

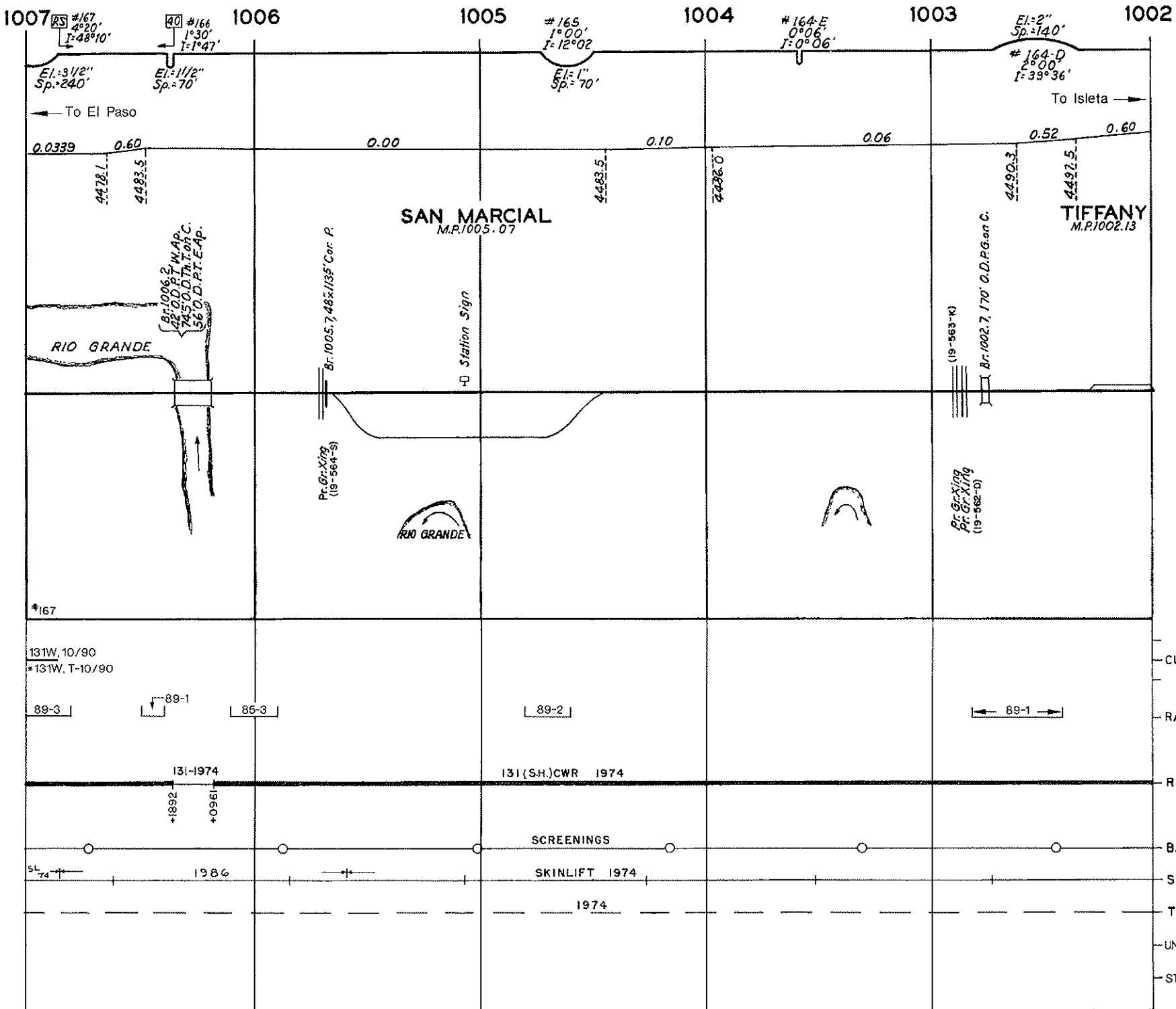
← To El Paso

POPE
M.P. 1012.27

CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

131(S.H.) CWR 1974





SAN MARCIAL
M.P.1005.07

TIFFANY
M.P.1002.13

*167

131W, 10/90
*131W, T-10/90

CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

1002

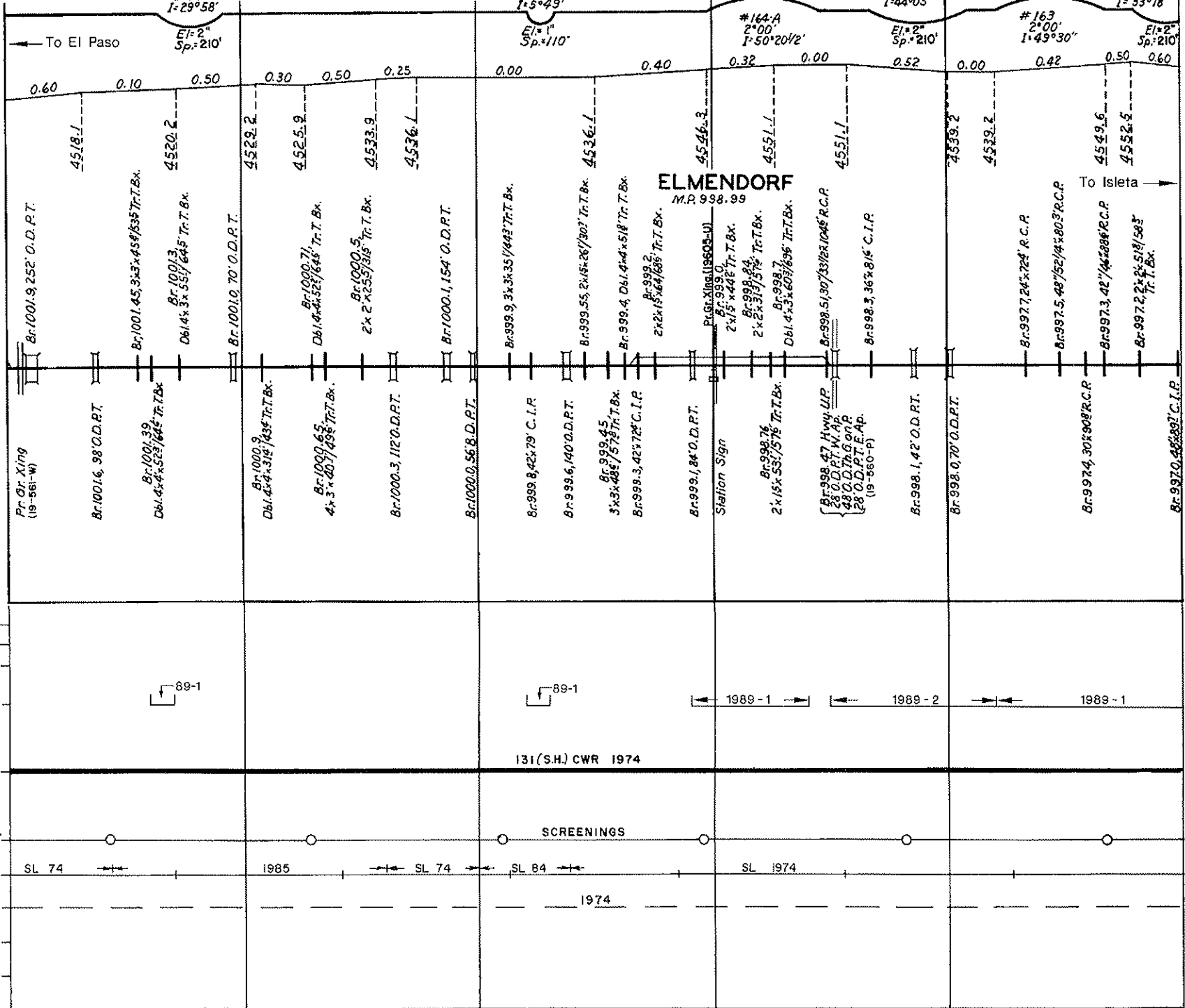
1001

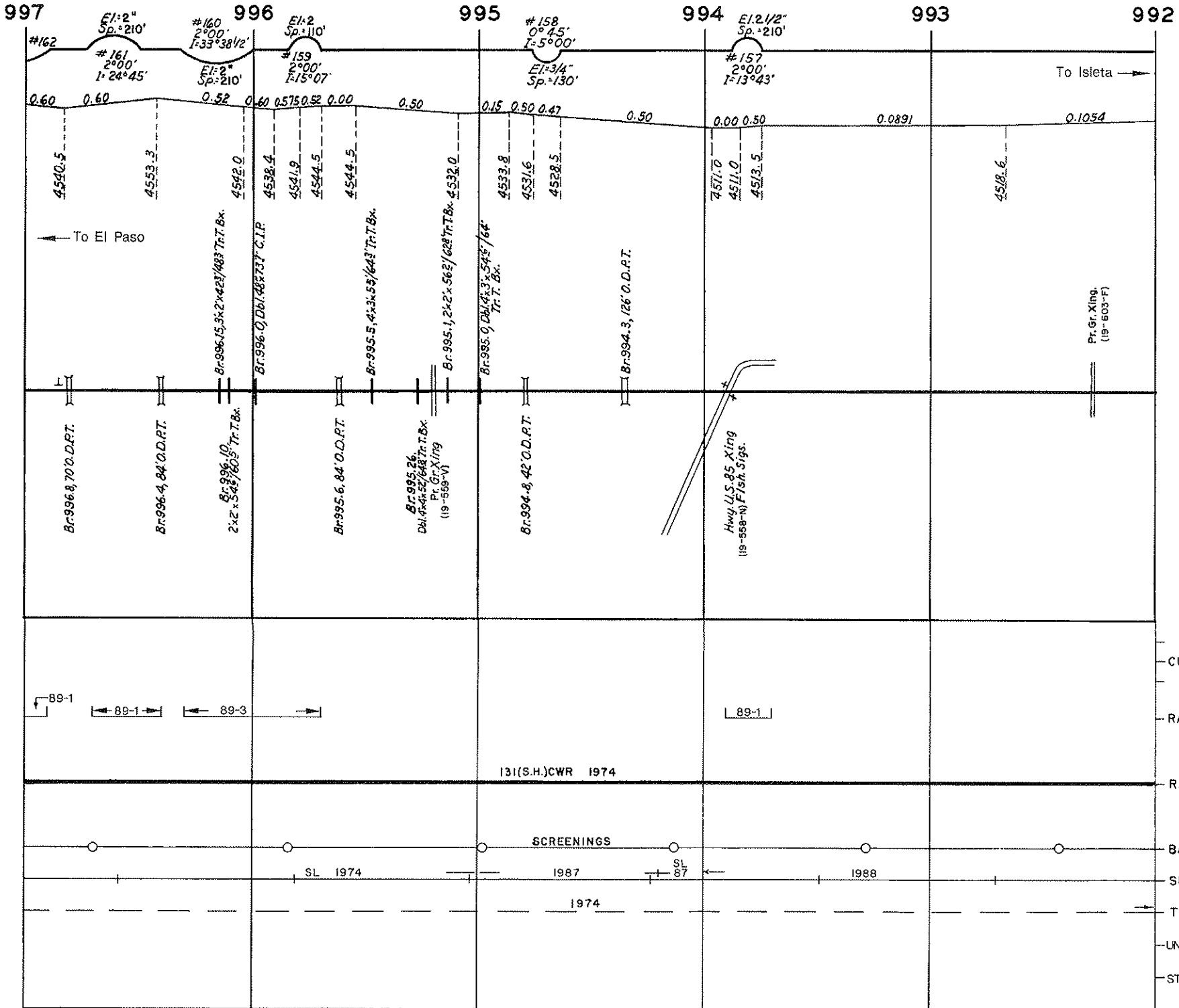
1000

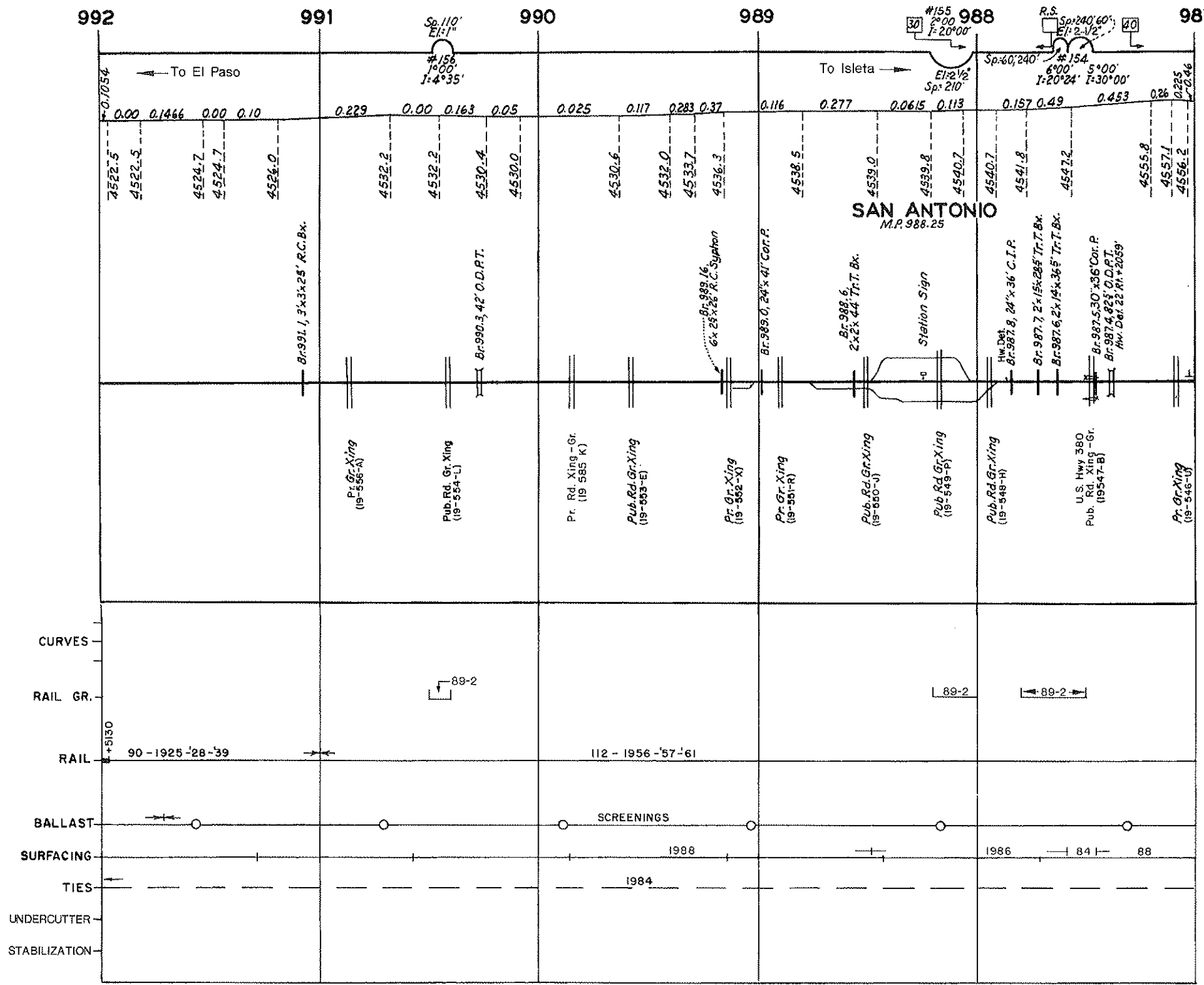
999

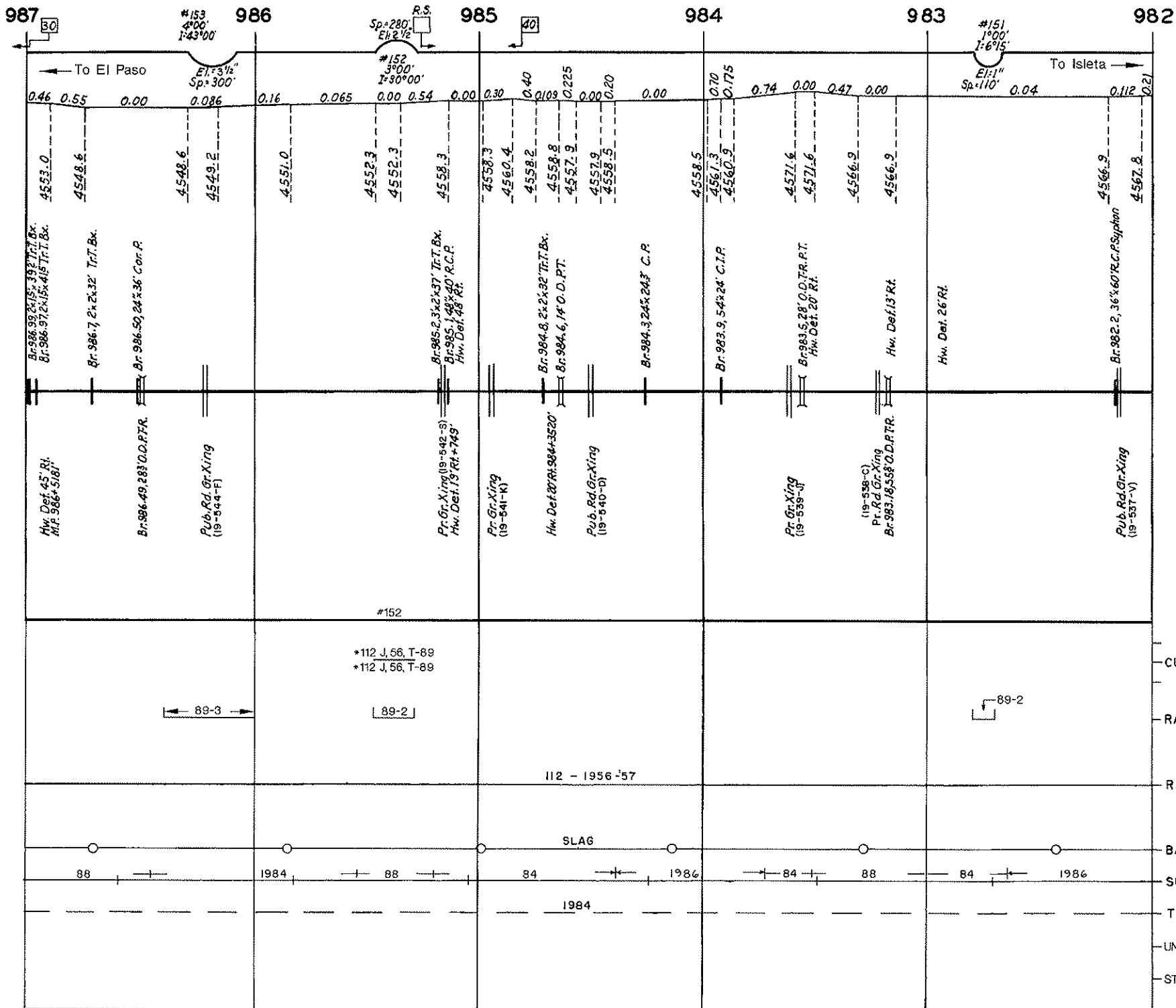
998

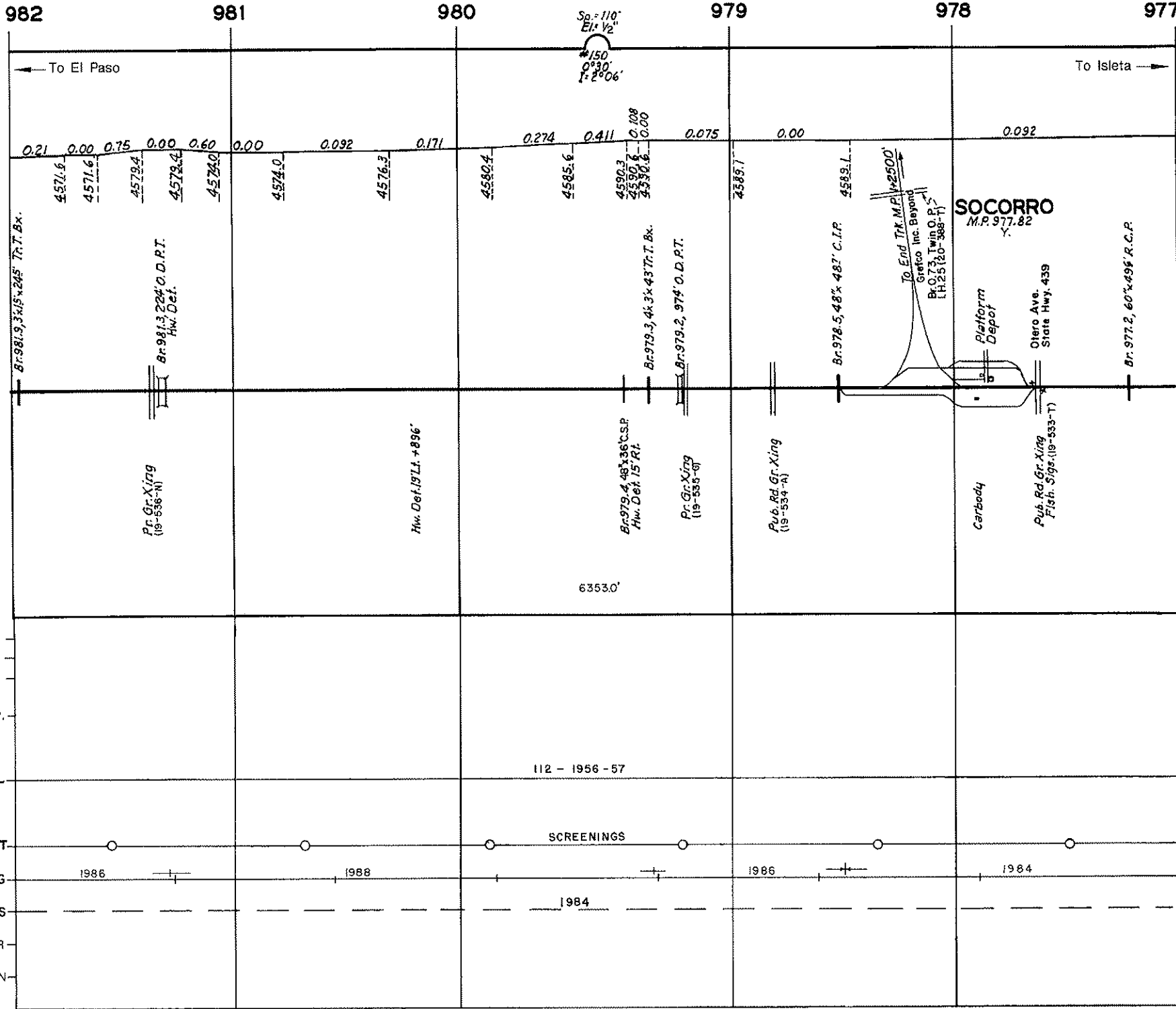
997











977

976

975

974

973

972

To El Paso

To Isleta

0.092

0.045

0.442

0.40

0.00

0.40

0.0954

0.075

0.526

0.518

0.00

0.0908

0.1348

0.0517

0.515

0.728

0.00

0.343

0.077

0.233

0.30

4600.2

4600.8

4609.6

4620.9

4620.9

4608.3

4610.4

4611.3

4619.2

4622.9

4622.9

4621.7

4622.9

4623.4

4632.8

4632.8

4629.1

4628.9

4626.8

Pub. Rd Gr. Xing
Harold Dr. (19-532-L)
Br. 975.7, 60' x 50' Cor. M.P.

Pr. Gr. Xing (19-531-E)
Pr. Gr. Xing (19-530-X)
Br. 975.0, 106' x 8.0' S.I. 8m on C.
Br. 974.93, 24' x 85' Cor. M.P.

Br. 974.8, 72' x 118' Cor. M.P.

Br. 973.7, 4' x 4' x 406' R.C. Bx.

Br. 973.5, 3' x 3' x 27' 36" Tr. I. Bx.

Br. 973.2 - 71.4' BD.P.T.-R

Br. 973.1 - 28' BD.P.C.

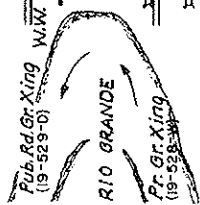
Br. 972.8, 15' O.D.P.T.-R.

(19-528-H)
Br. 972.477, 24' x 30' Cor. P.

Br. 972.0, 25' x 13' x 285' Tr. I. Bx.

Br. 972.2, 30' x 34' Cor. P.

(19-525-B)



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

112 - 1956 - 57

112 - 1958 - 59

SCREENINGS

1984

88

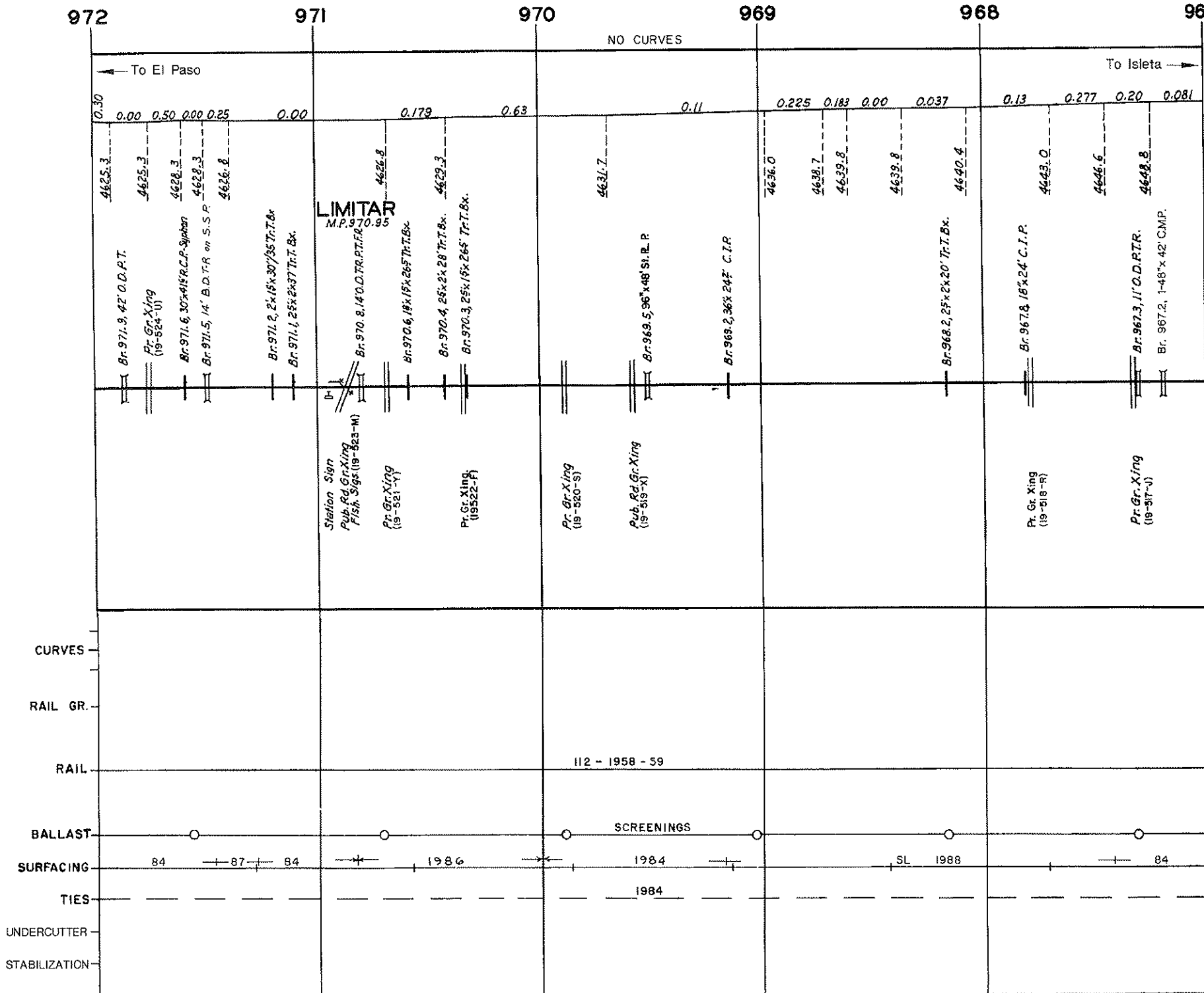
86

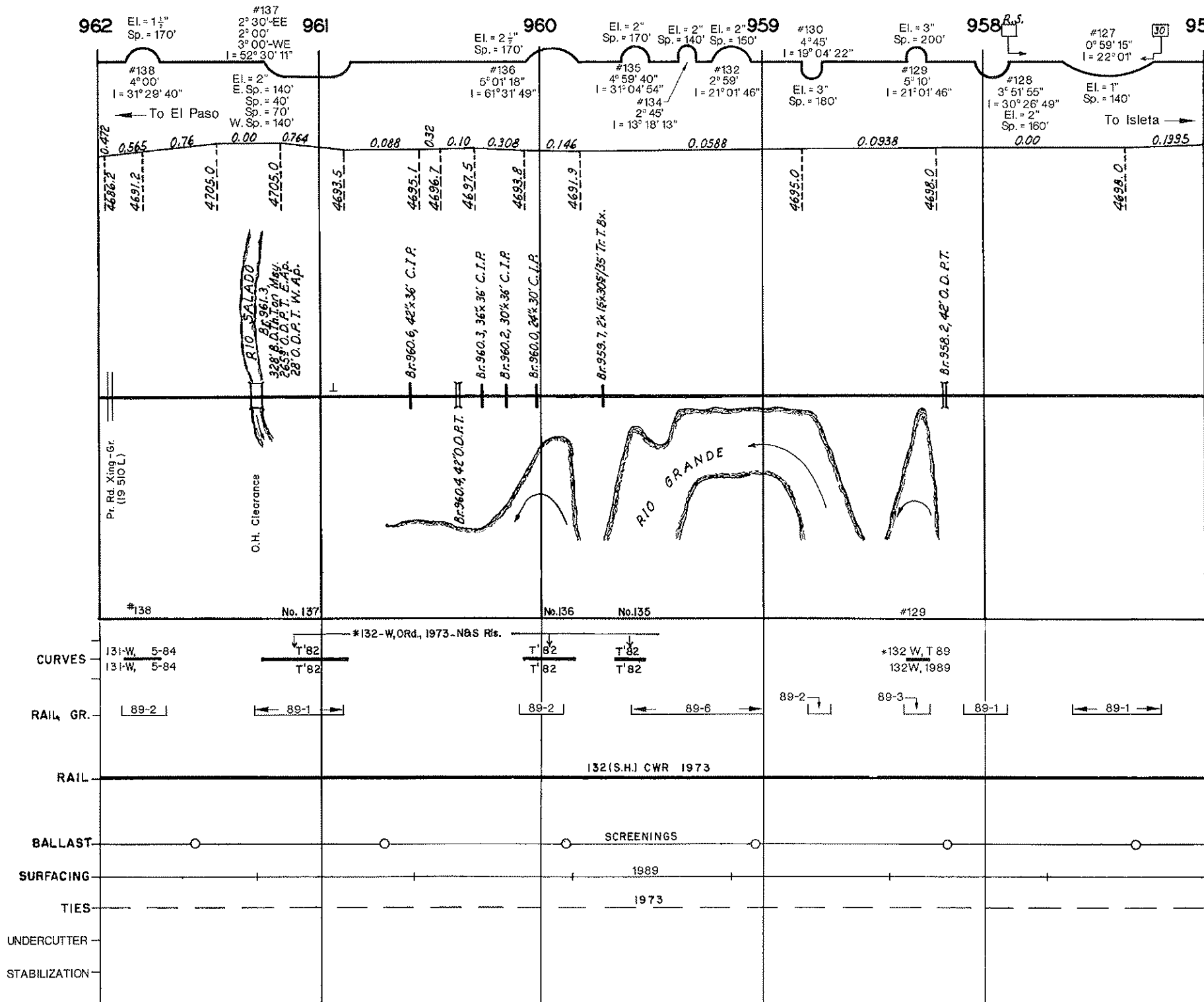
1984

88

84

1984





REVISED 1-91

957

956

955

954

953

952

#126
1° 00'
I = 16° 11' 23"

#125
1° 00'
I = 9° 03' 11"

El. = 1 1/2'
Sp. = 150'

El. = 1"
Sp. = 150'

← To El Paso

To Isleta →

0.1995

0.10

0.0663

0.133

0.0993

0.162

4707.0

4715.0

4713.0

4717.0

4724.0

LA JOYA
M.P. 953.50

Station Sign

Tool No.

Pr. Rd. Gr. Xing
(19-309-S)

CURVES

RAIL GR.

132(SH)CWR 1973

RAIL

SCREENINGS 1973

BALLAST

1989

SURFACING

1973

TIES

UNDERCUTTER

STABILIZATION

952

951

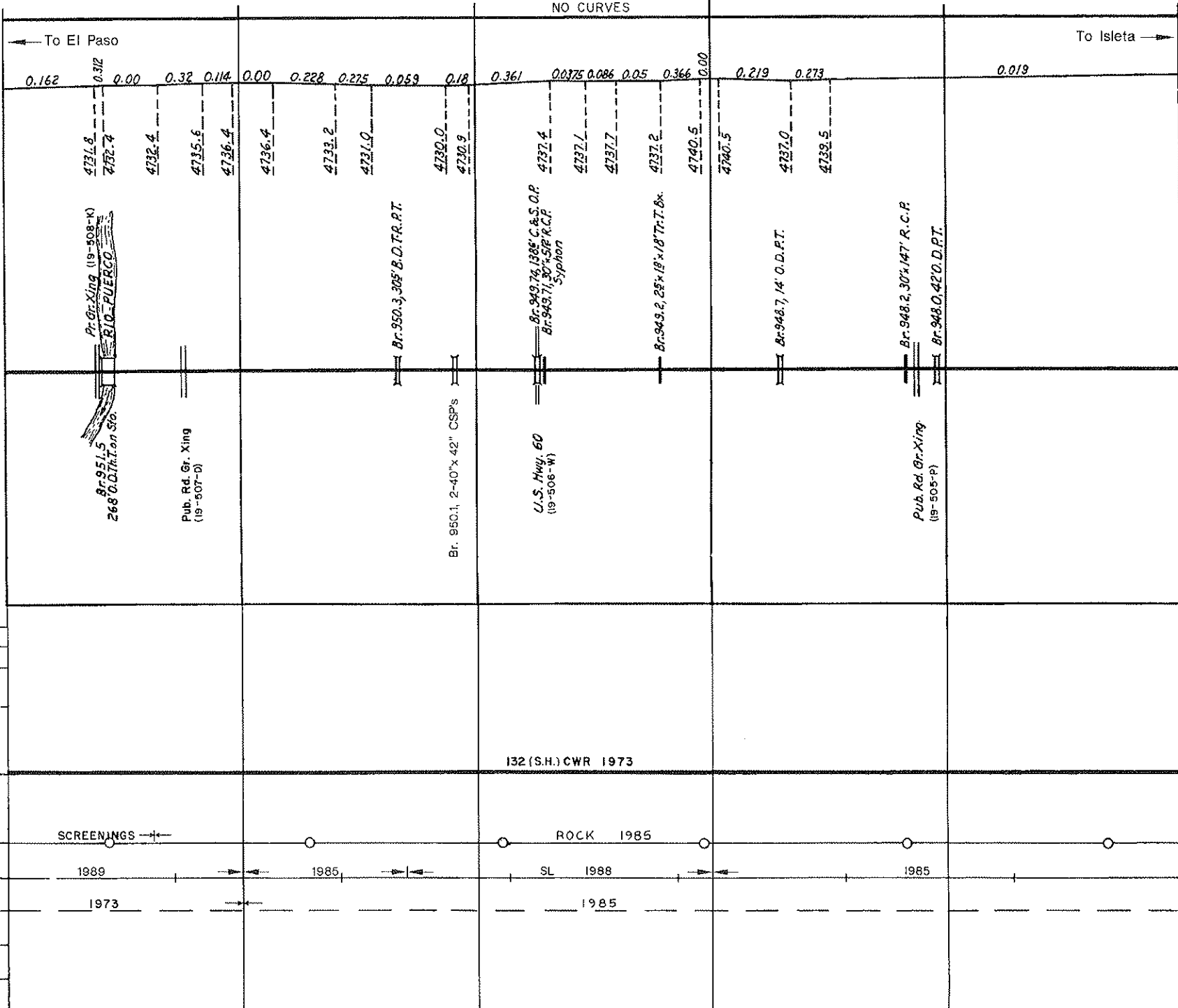
950

949

948

947

NO CURVES



942

941

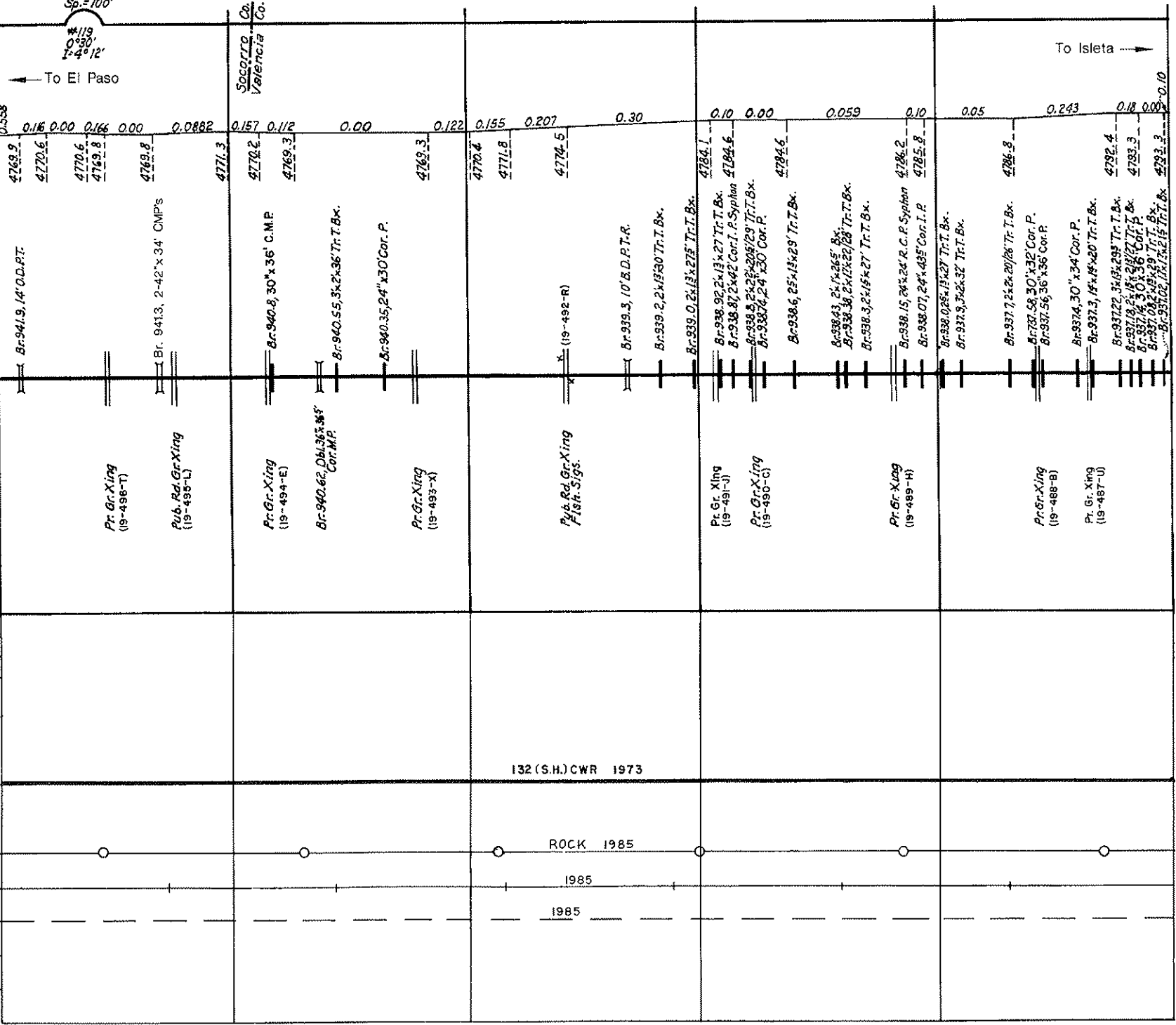
940

939

938

937

EI. = 1/2"
Sp. = 100'



0.558
4769.9
0.16
4770.6
0.00
4770.6
0.166
4769.8
0.00
4769.8
0.0882
4771.3
0.157
4770.2
0.12
4769.3
0.00
4769.3
0.122
4770.4
0.155
4771.8
0.207
4770.5
0.30
4784.1
0.10
4784.6
0.00
4784.6
0.059
4786.2
0.10
4785.8
0.05
4786.3
0.243
4792.4
0.18
4793.3
0.00
4793.3

Br. 941.9, 14' O.D. P.T.
Br. 941.3, 2-42" x 34' C.M.P's
Br. 940.8, 30" x 36' C.M.P.
Br. 940.5, 5, 2, x 36' Tr. T. Bx.
Br. 940.35, 24" x 30' Cor. P.
Br. 939.3, 10' B.D.P.T.R.
Br. 939.2, 2, x 13' 30' Tr. T. Bx.
Br. 939.0, 2, x 13' x 27' Tr. T. Bx.
Br. 938.92, 2, x 13' x 27' Tr. T. Bx.
Br. 938.87, 2, x 42' Cor. I. P. Siphon
Br. 938.5, 2, x 28' x 29' Tr. T. Bx.
Br. 938.4, 2, x 30' Cor. P.
Br. 938.6, 2, x 13' x 29' Tr. T. Bx.
Br. 938.43, 2, x 1, x 26' 5" Bx.
Br. 938.38, 2, x 15' x 20' 28' Tr. T. Bx.
Br. 938.3, 2, x 15' x 27' Tr. T. Bx.
Br. 938.15, 2, x 24' R. C. P. Siphon
Br. 938.07, 2, x 43' 48' Cor. I. P.
Br. 937.9, 3, x 2, 32' Tr. T. Bx.
Br. 937.7, 2, x 2, 20' 28' Tr. T. Bx.
Br. 937.58, 30' x 32' Cor. P.
Br. 937.56, 36' x 36' Cor. P.
Br. 937.4, 30' x 34' Cor. P.
Br. 937.3, 14' x 19' x 20' Tr. T. Bx.
Br. 937.22, 3, x 13' x 29' Tr. T. Bx.
Br. 937.18, 2, x 15' x 27' Tr. T. Bx.
Br. 937.14, 30' x 36' Cor. P.
Br. 937.02, 2, x 1, x 29' Tr. T. Bx.
Br. 937.02, 1, x 1, x 29' Tr. T. Bx.

Pr. Gr. Xing (19-498-T)
Pub. Rd. Gr. Xing (19-495-L)
Pr. Gr. Xing (19-494-E)
Br. 940.62, Dbl. 36" x 36" Cor. M.P.
Pr. Gr. Xing (19-493-X)
Pub. Rd. Gr. Xing Fish. Signs.
Pr. Xing (19-491-J)
Pr. Gr. Xing (19-490-C)
Pr. Gr. Xing (19-489-H)
Pr. Gr. Xing (19-488-B)
Pr. Gr. Xing (19-487-U)

CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

132 (S.H.) CWR 1973
ROCK 1985
1985
1985

937

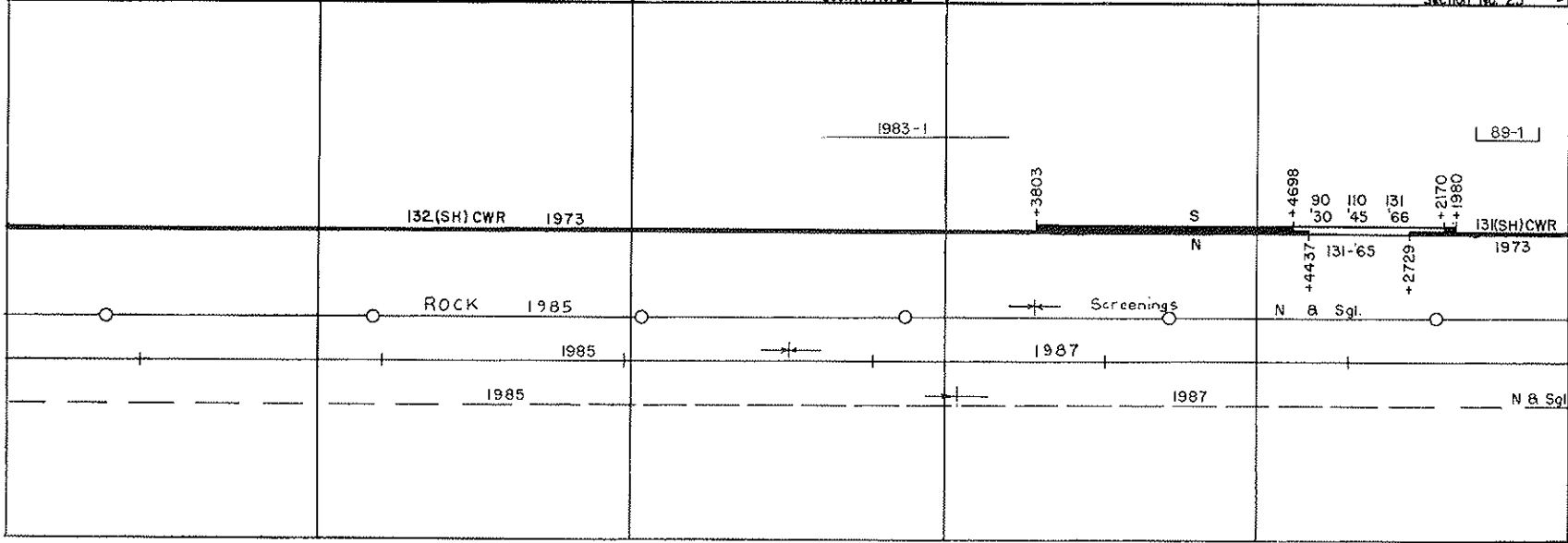
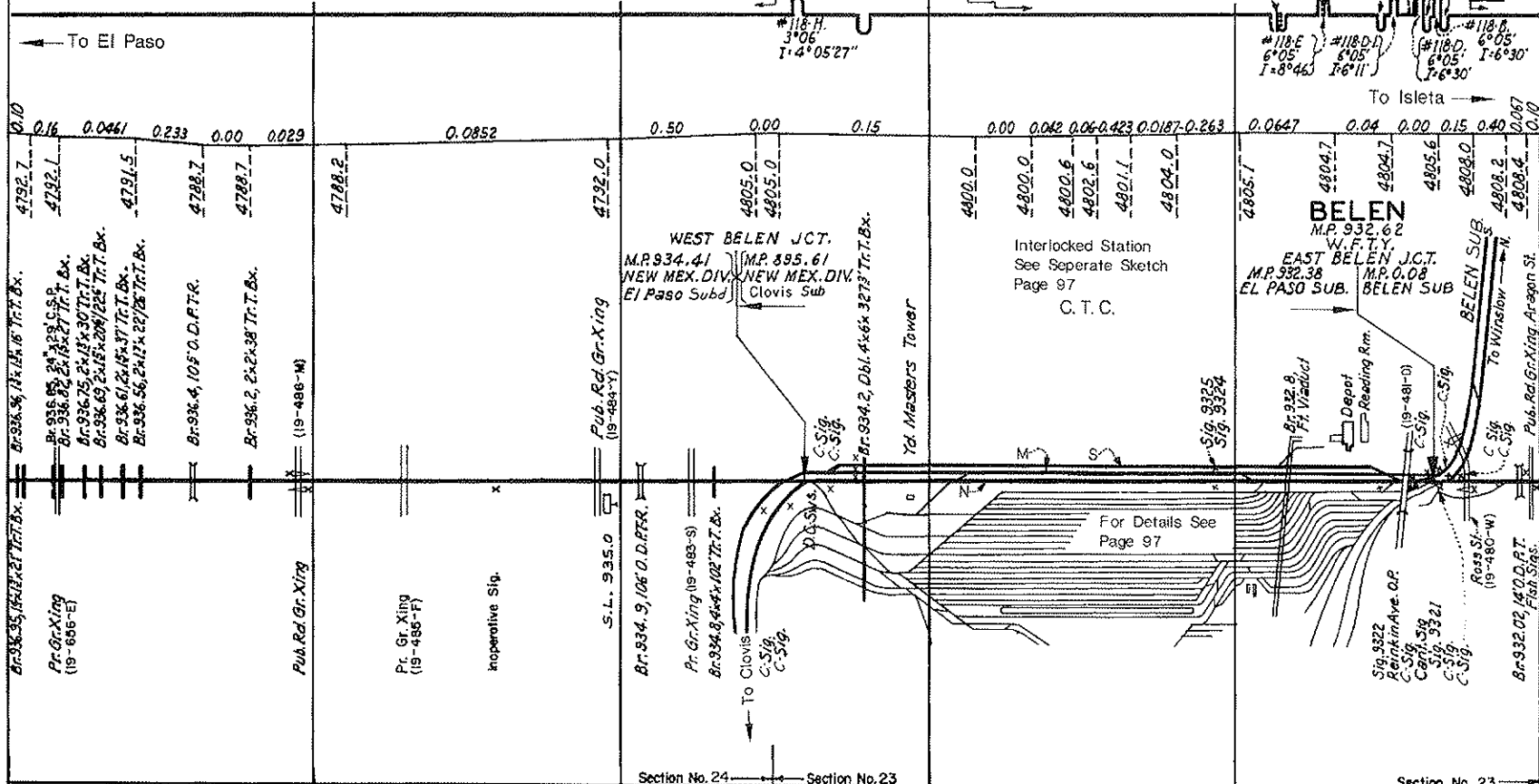
936

935

934 15

933

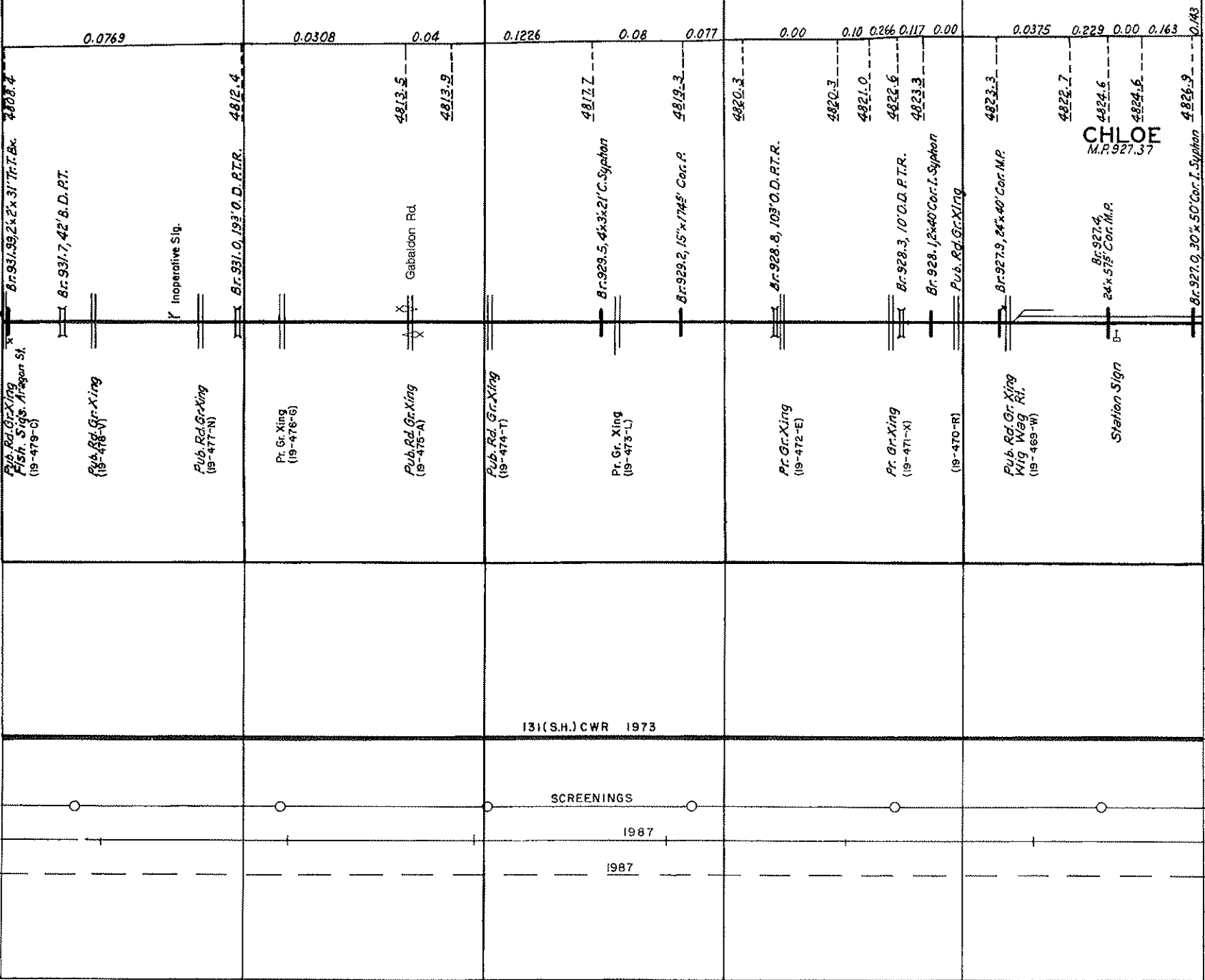
932



932 931 930 929 928 927

To El Paso ←

→ To Isleta



927

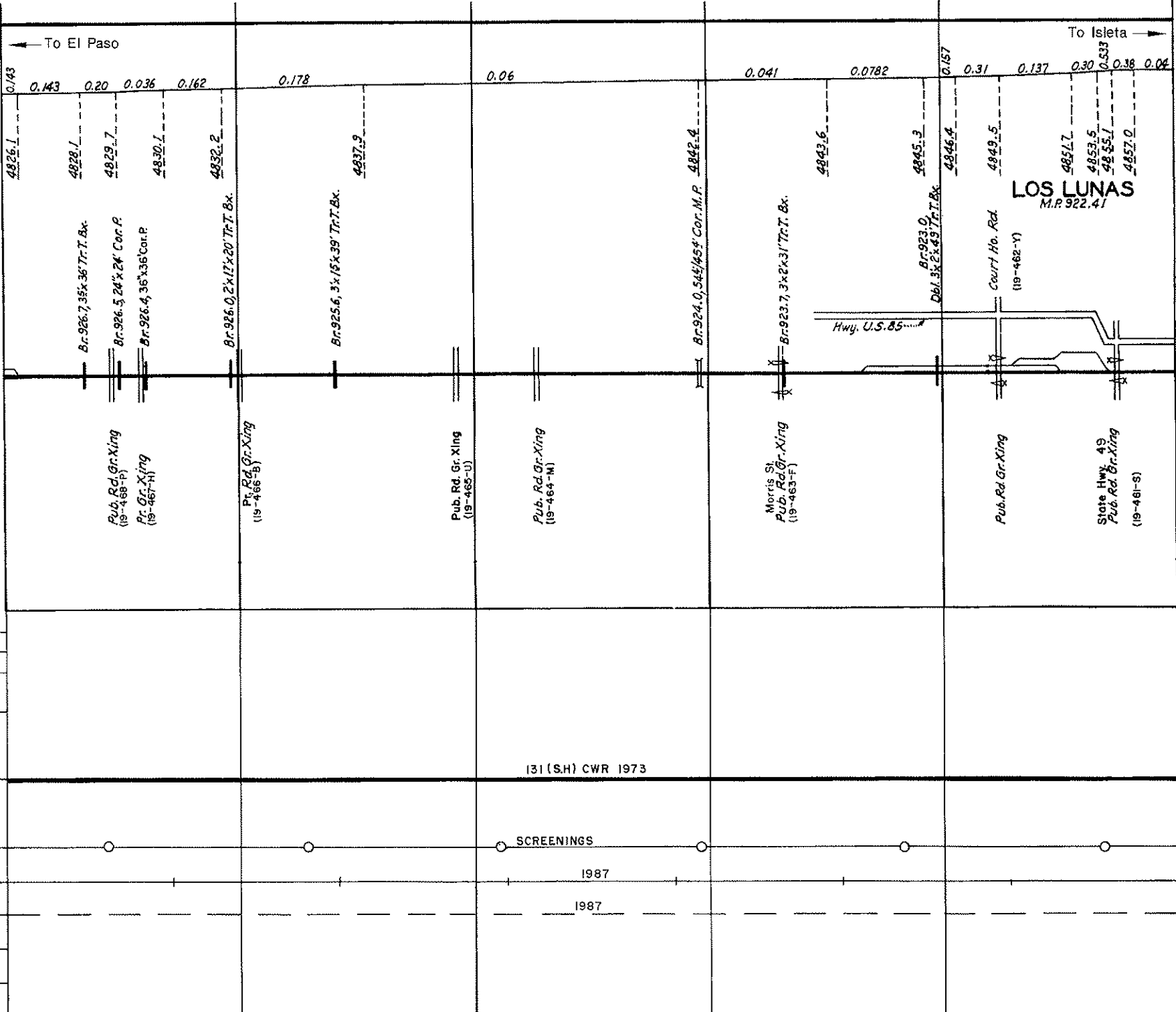
926

925

924

923

922



LOS LUNAS
M.P. 922.41

922

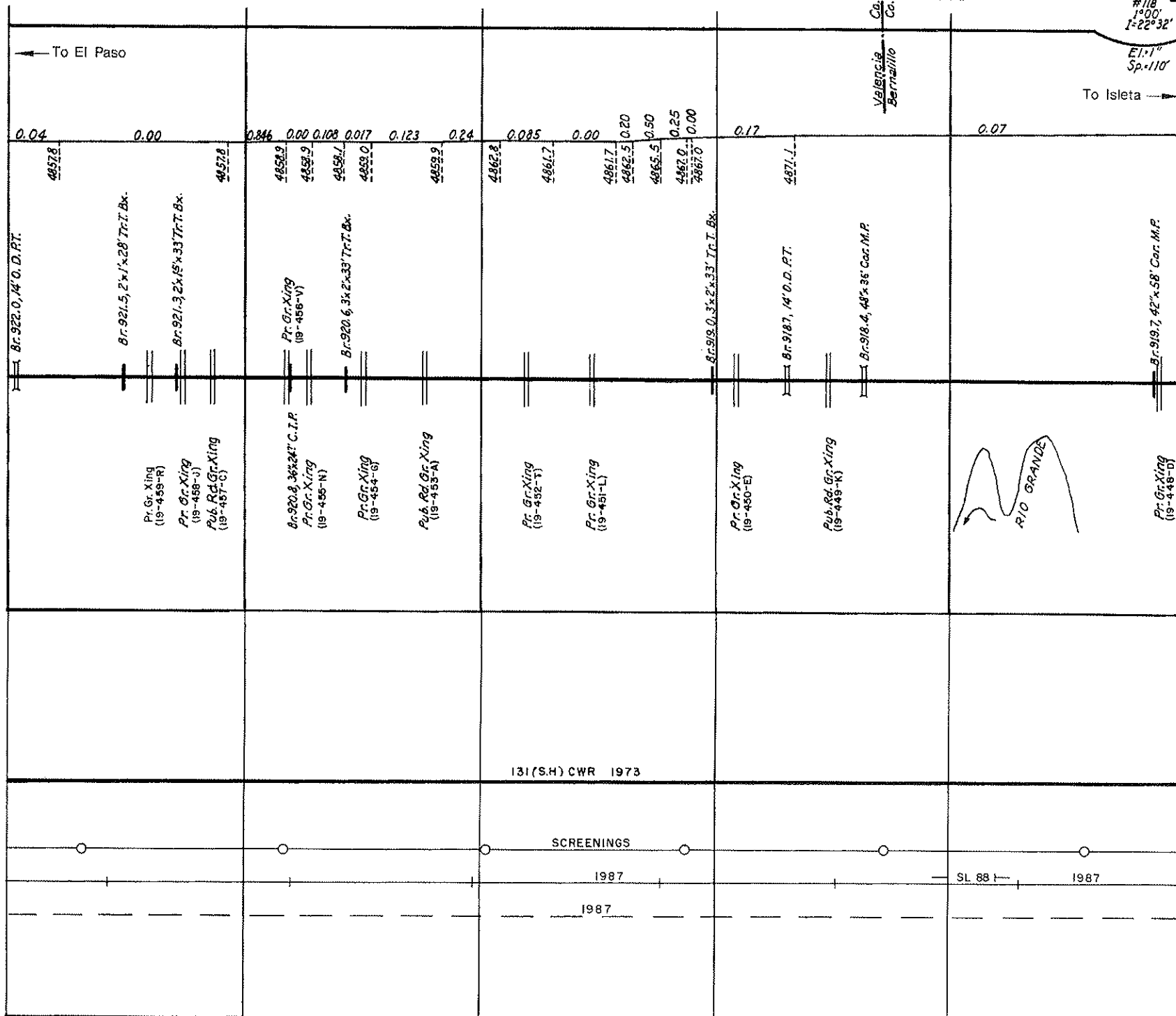
921

920

919

918

917



#118
 1°00'
 L=22°32'
 E1:1
 Sp.=110'

To El Paso

To Isleta

Valencia
 Bernalillo
 Co. Co.

CURVES
 RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION

131 (S.H) CWR 1973

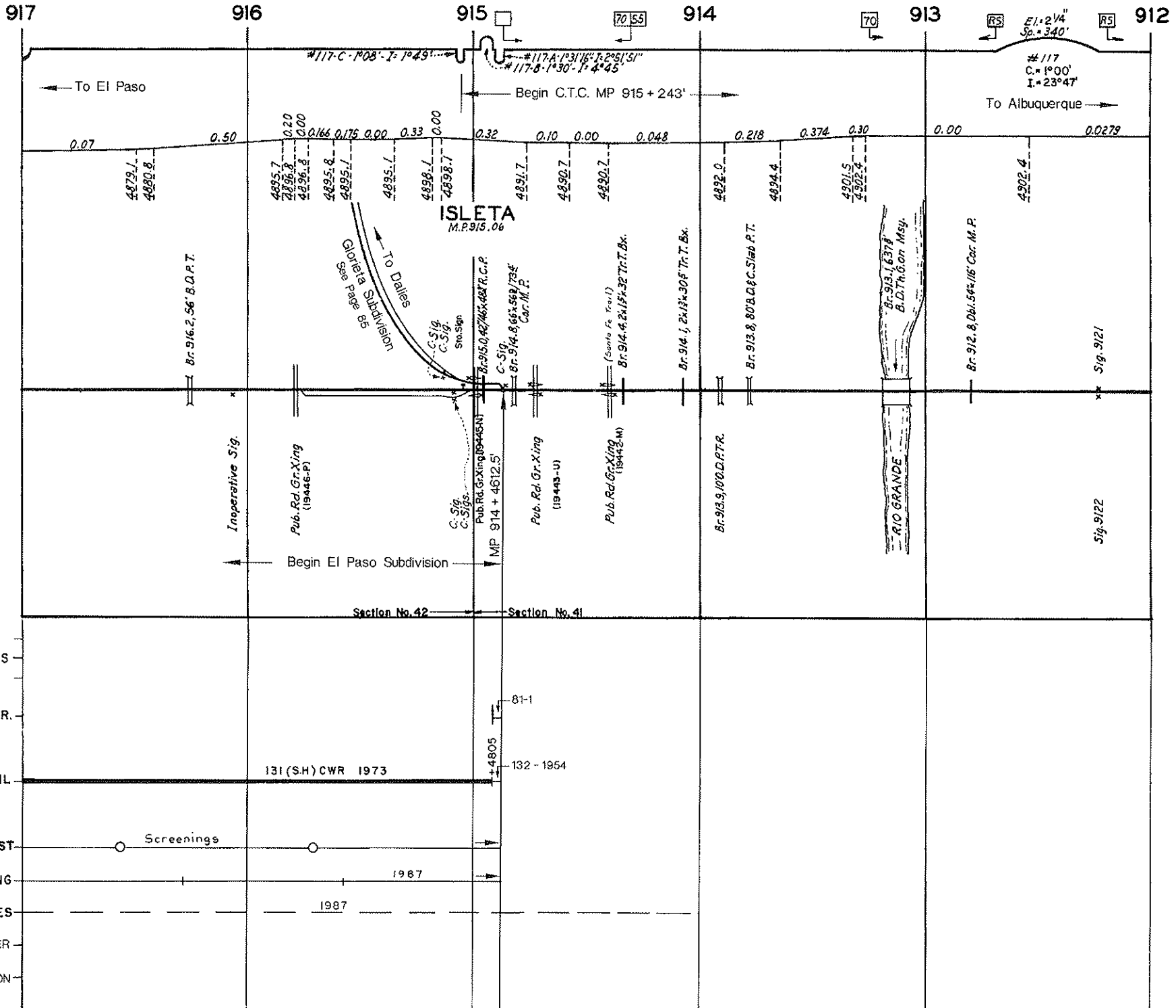
SCREENINGS

1987

1987

SL 88

1987



Intentionally Blank

El Paso Subdivision

Isleta (M.P. 906.4) to El Paso (M.P. 1156.2)

Intentionally Blank