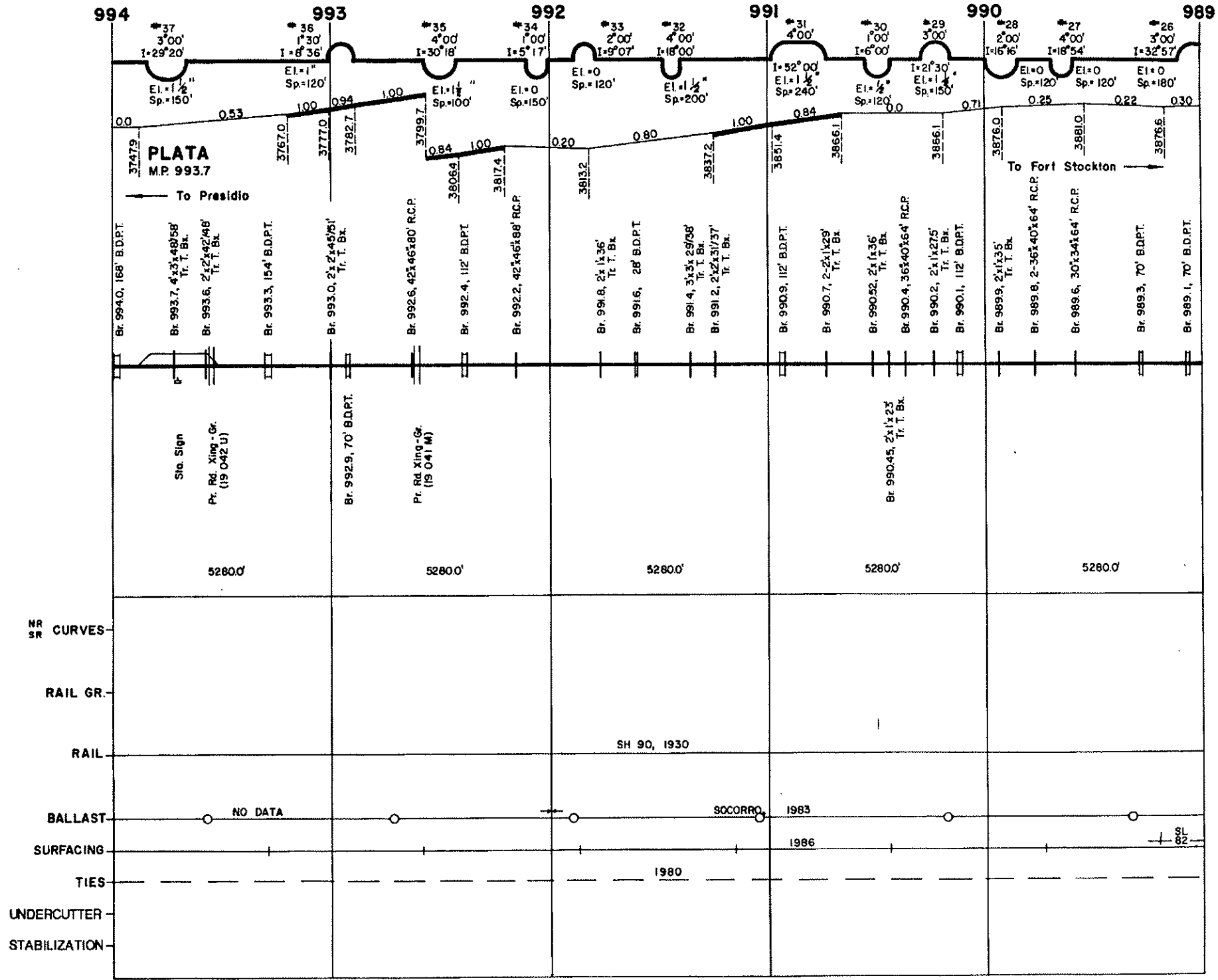
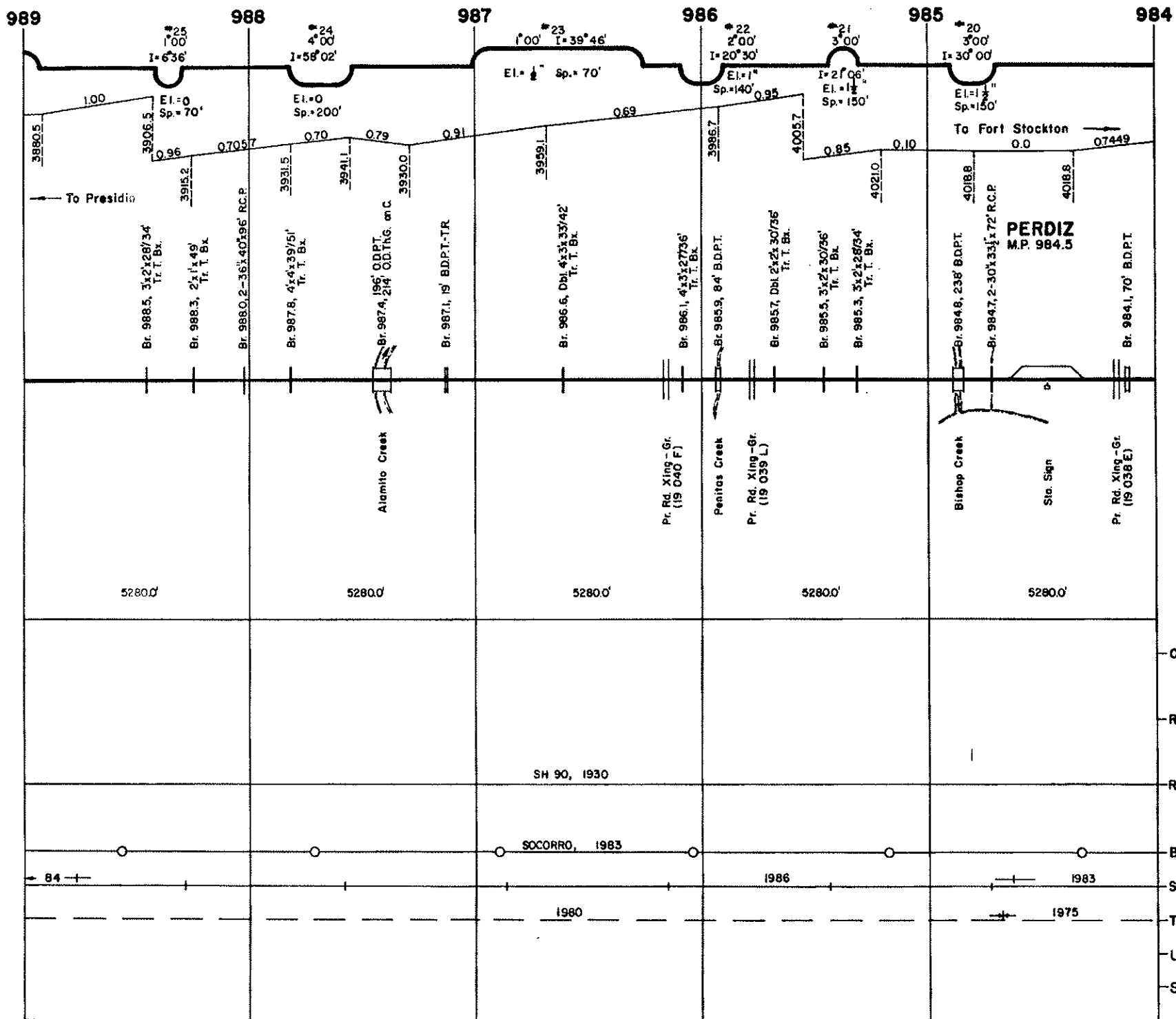
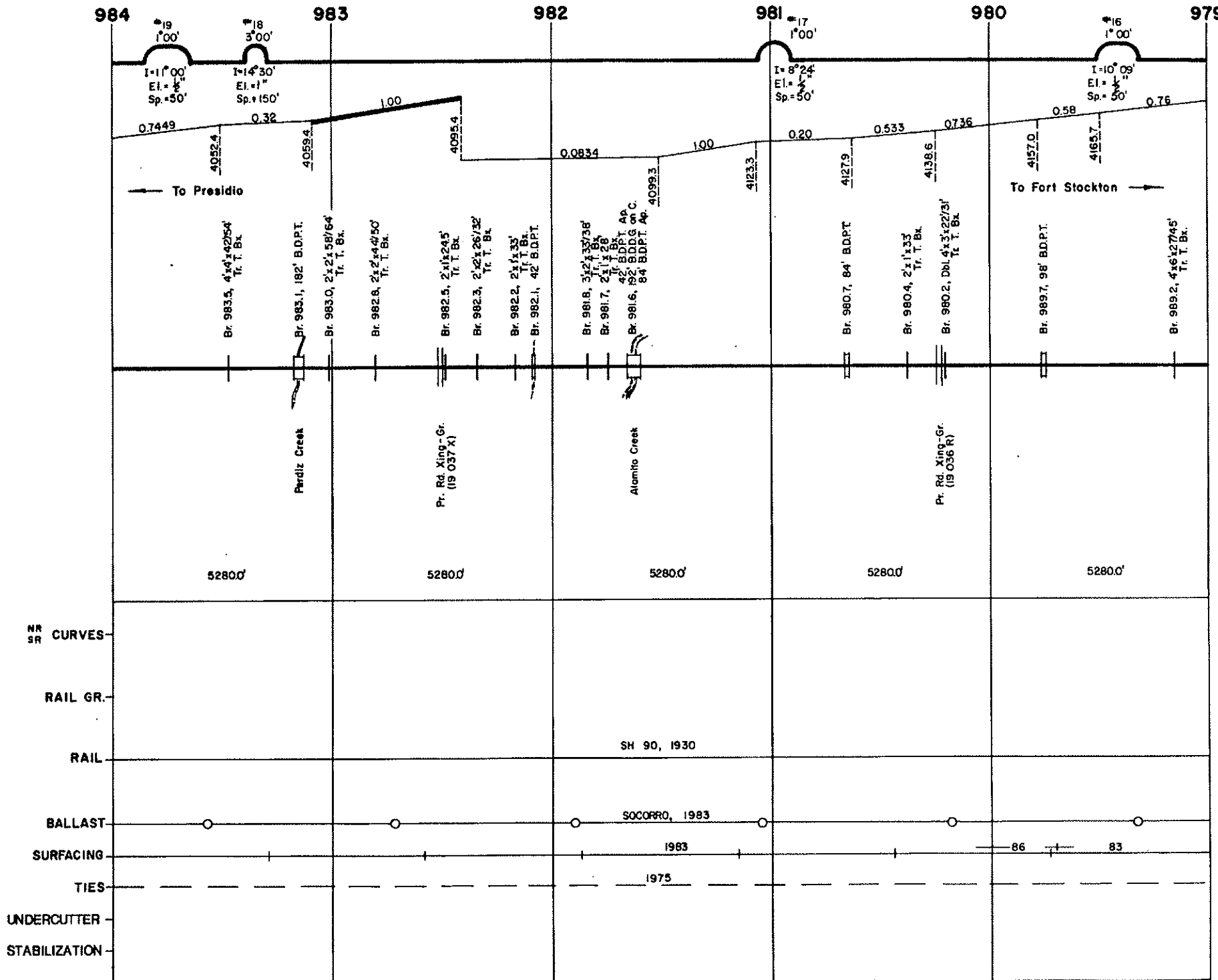


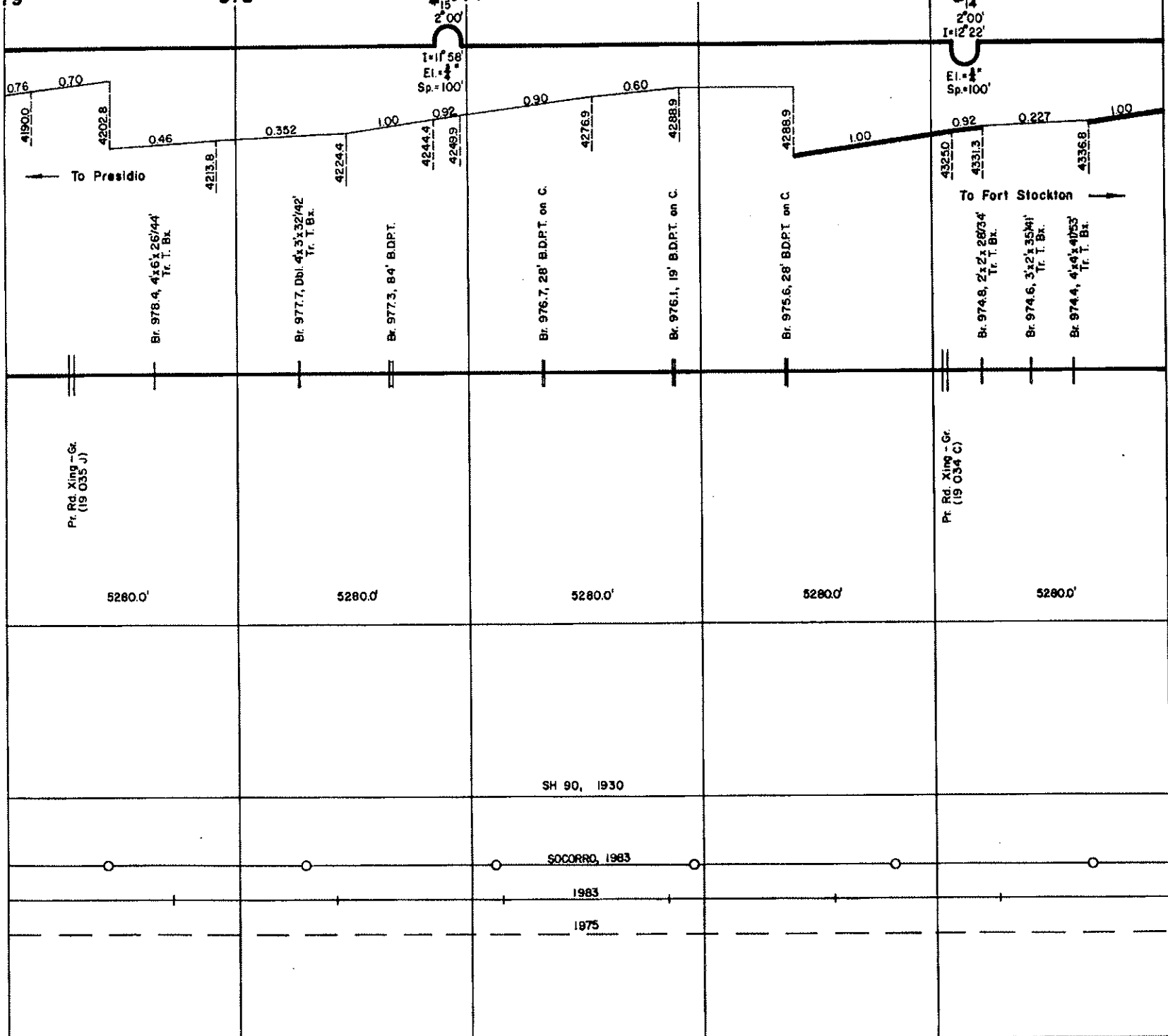
CURVES NR SR
 RAIL GR.
 RAIL
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 TIES
 UNDERCUTTER
 STABILIZATION

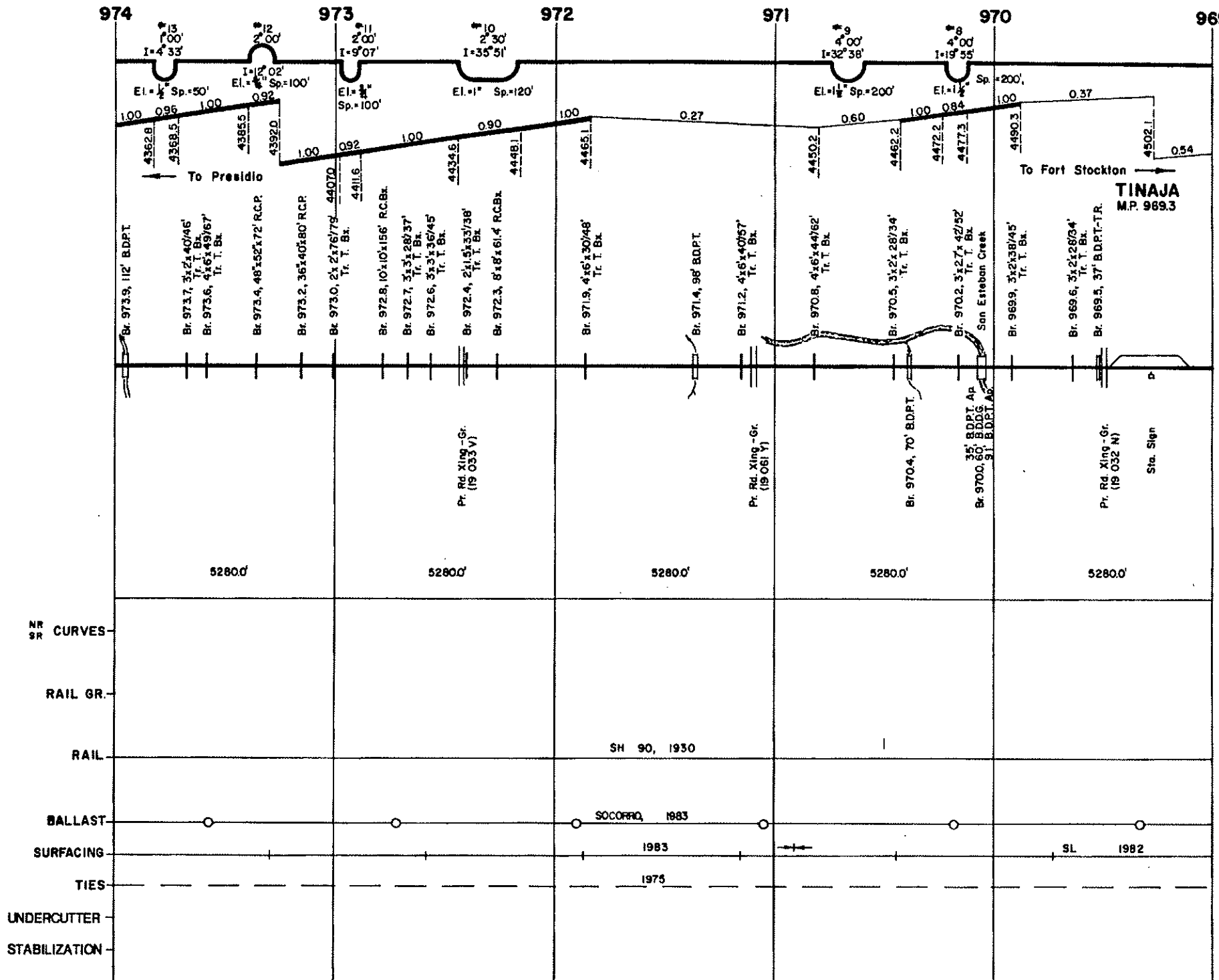




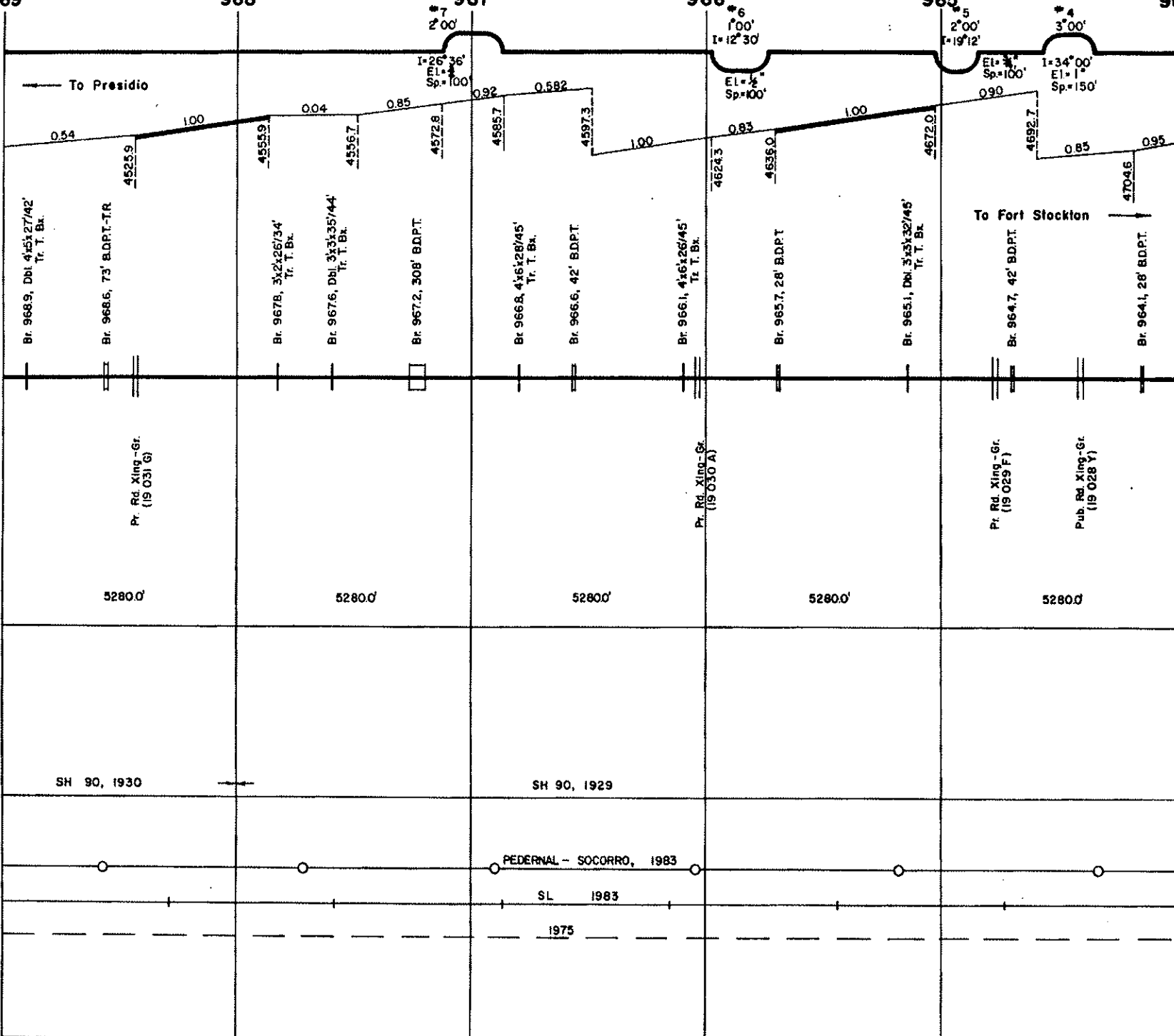


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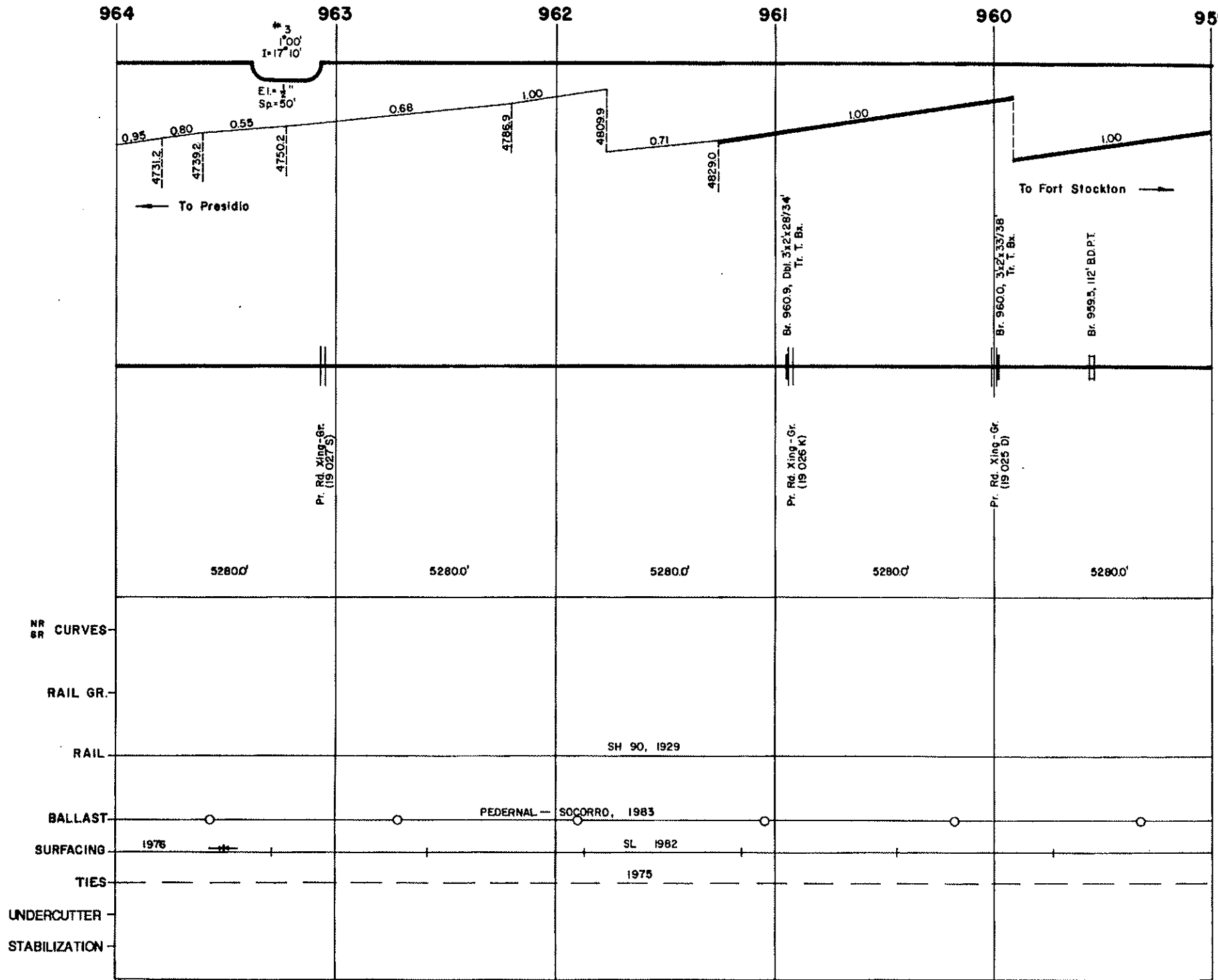


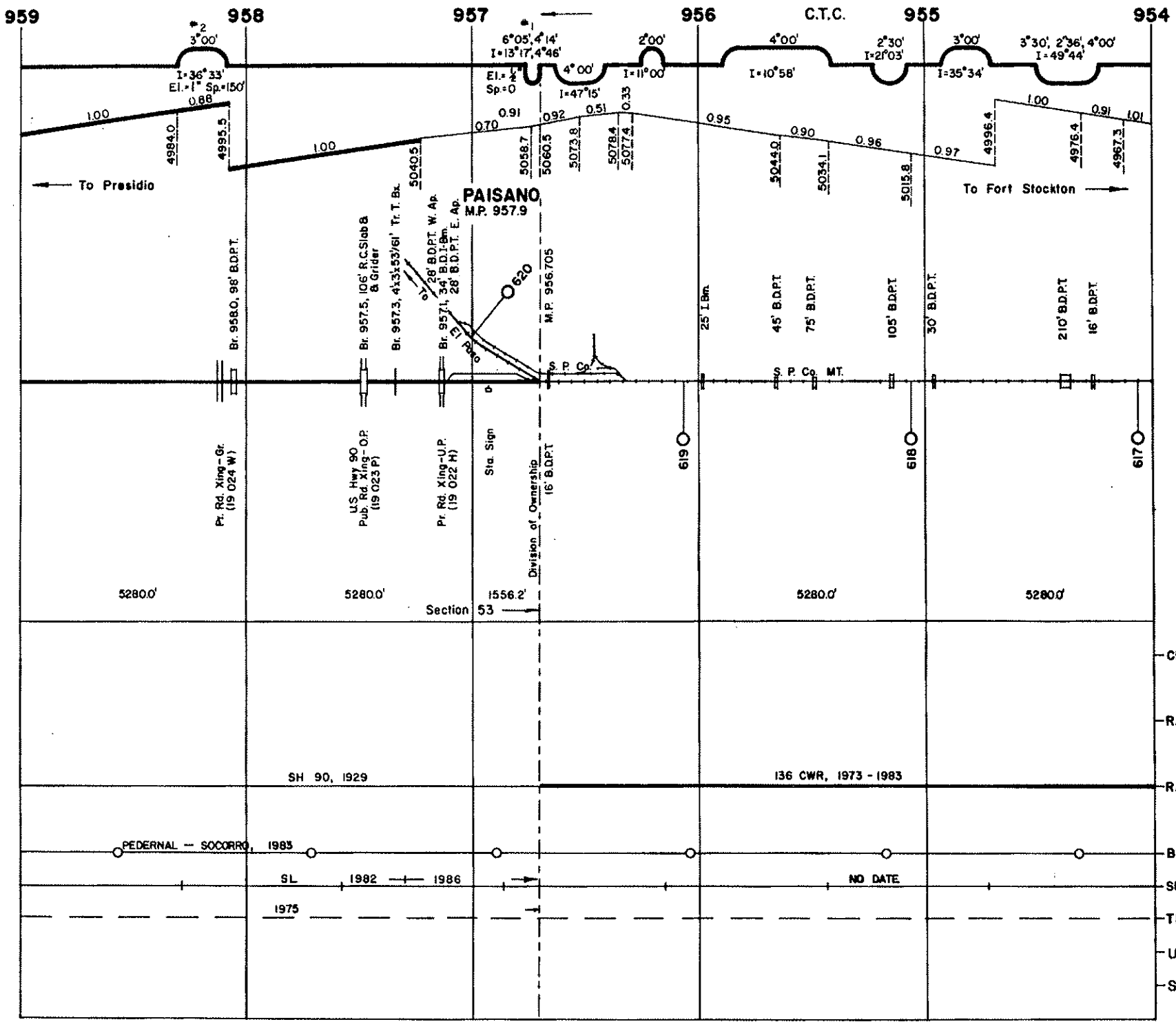


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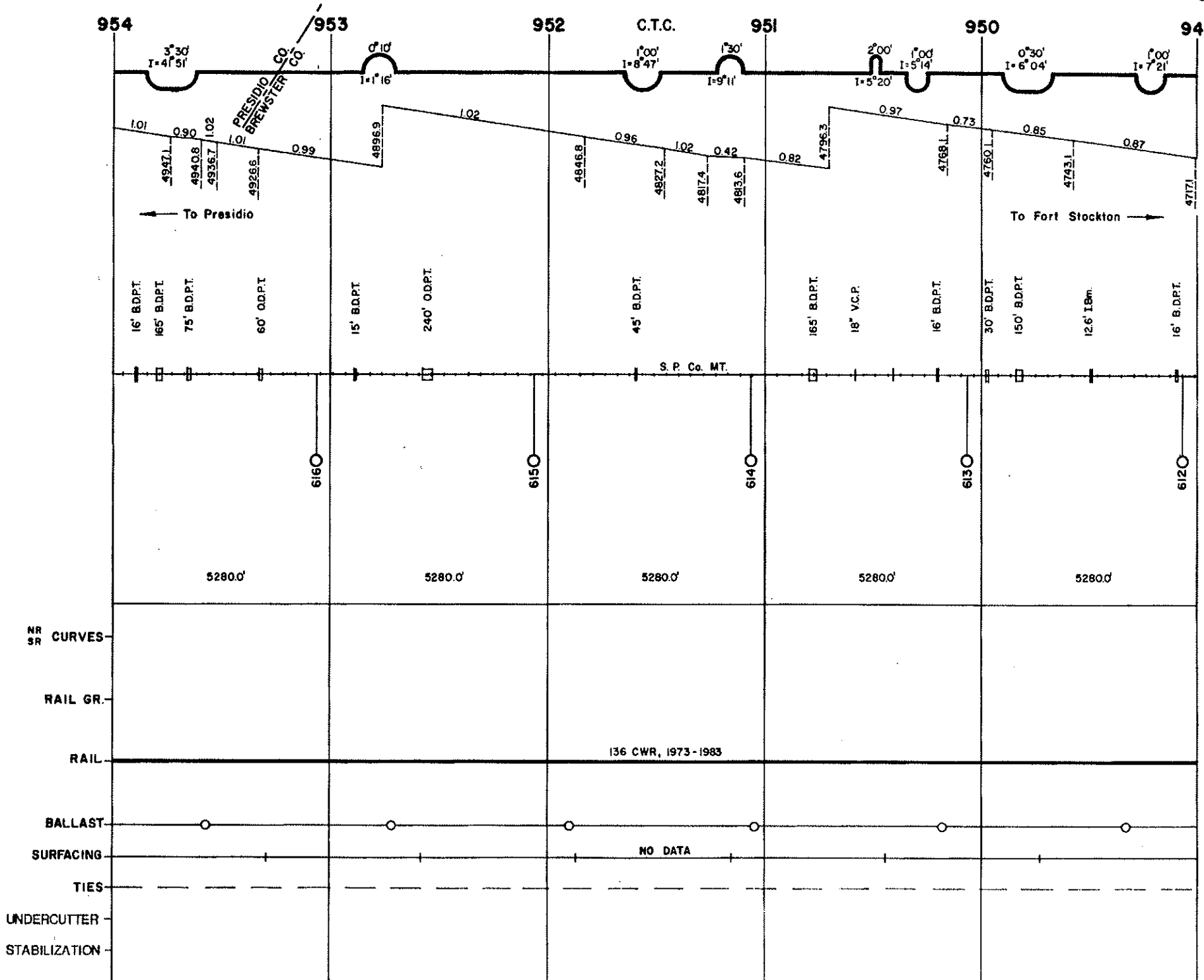


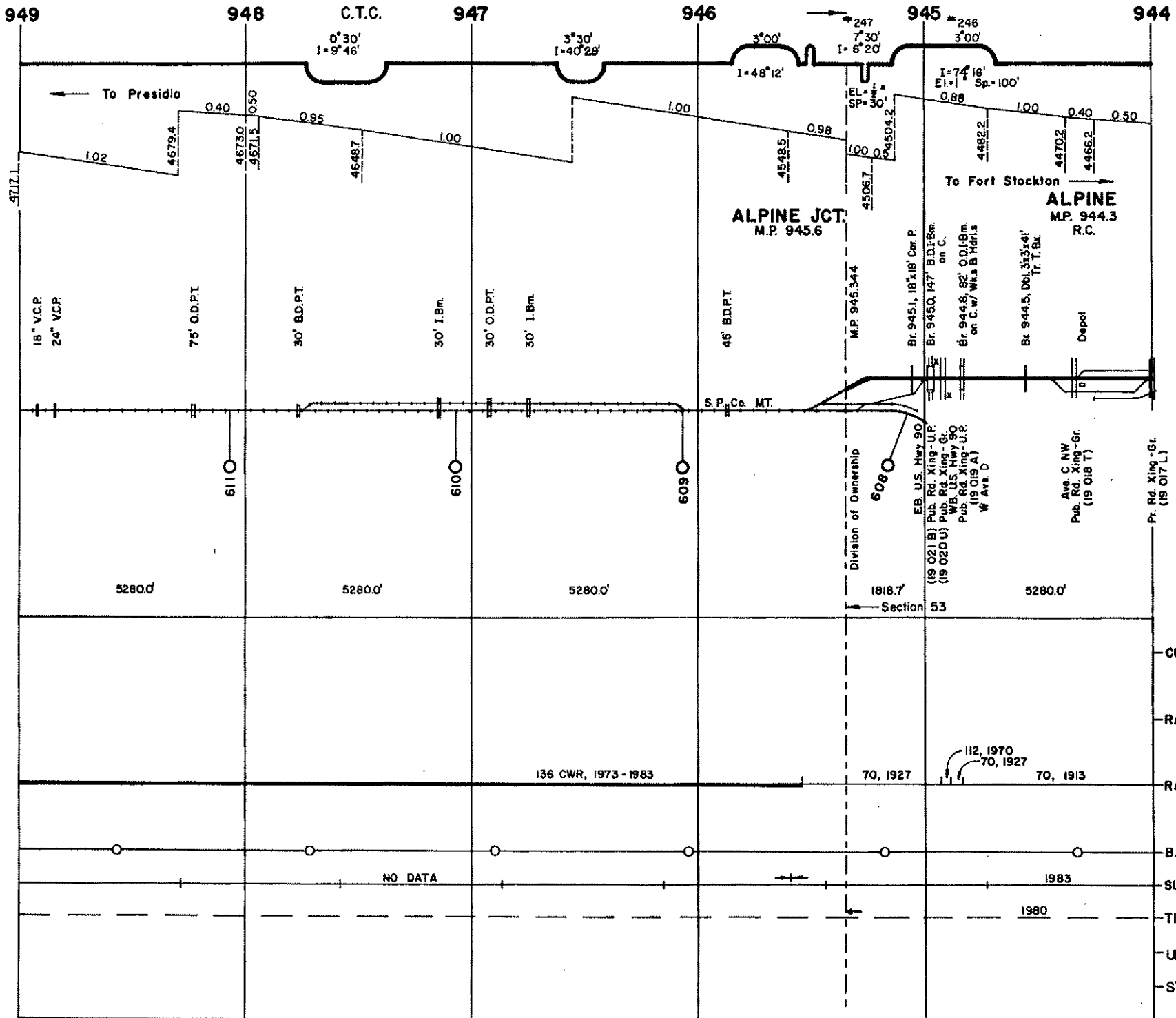
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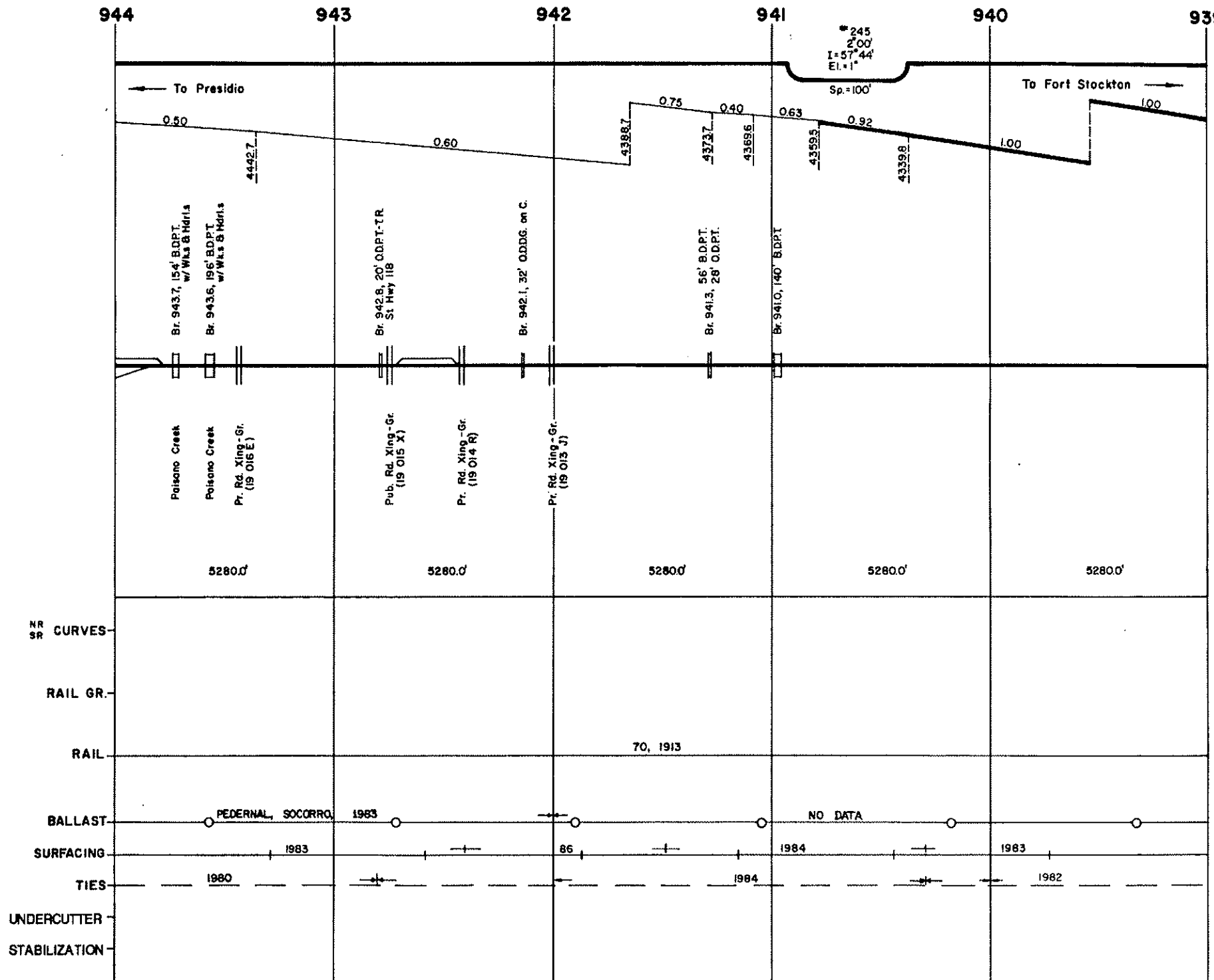


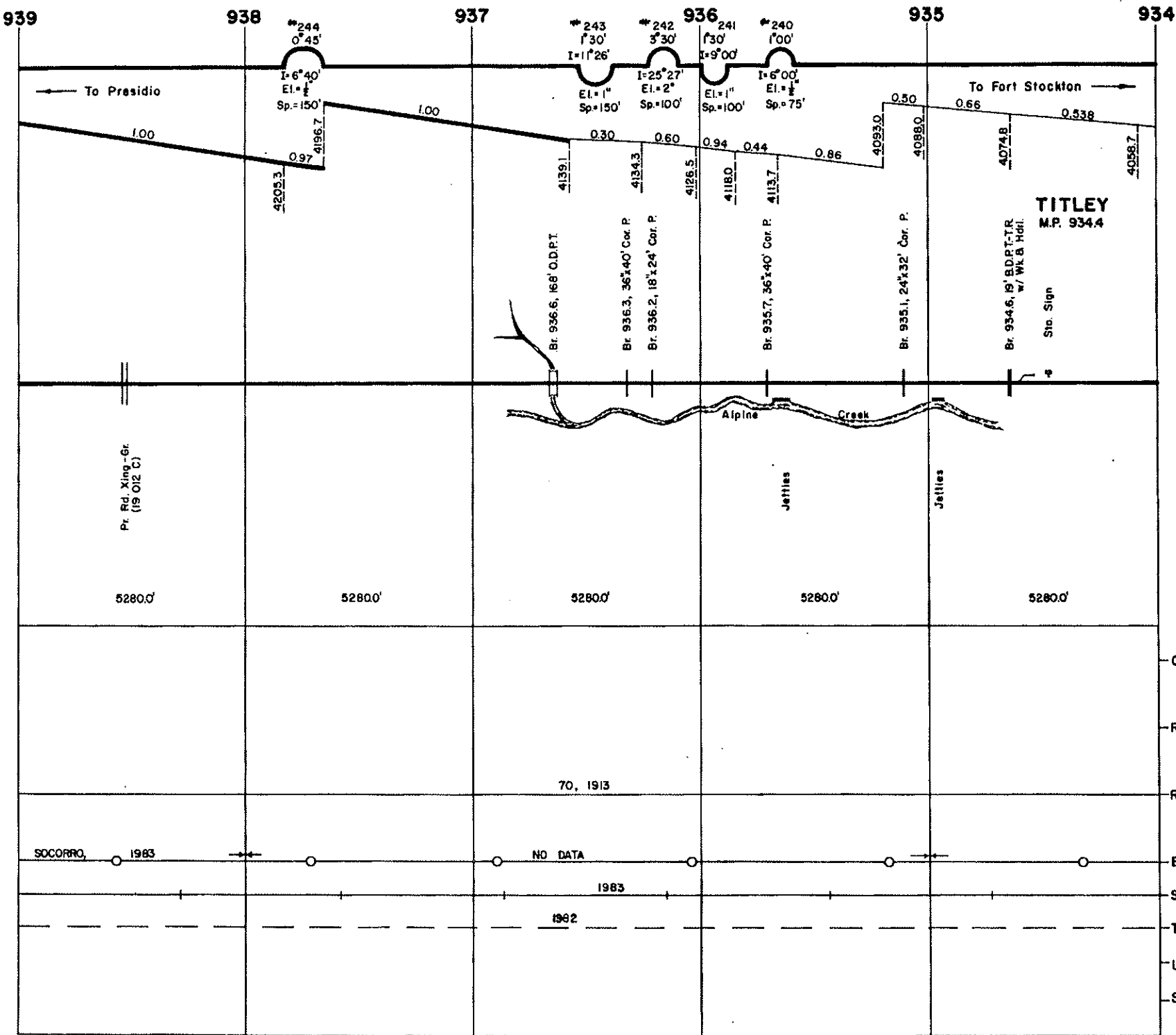


CURVES NR SR
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 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION



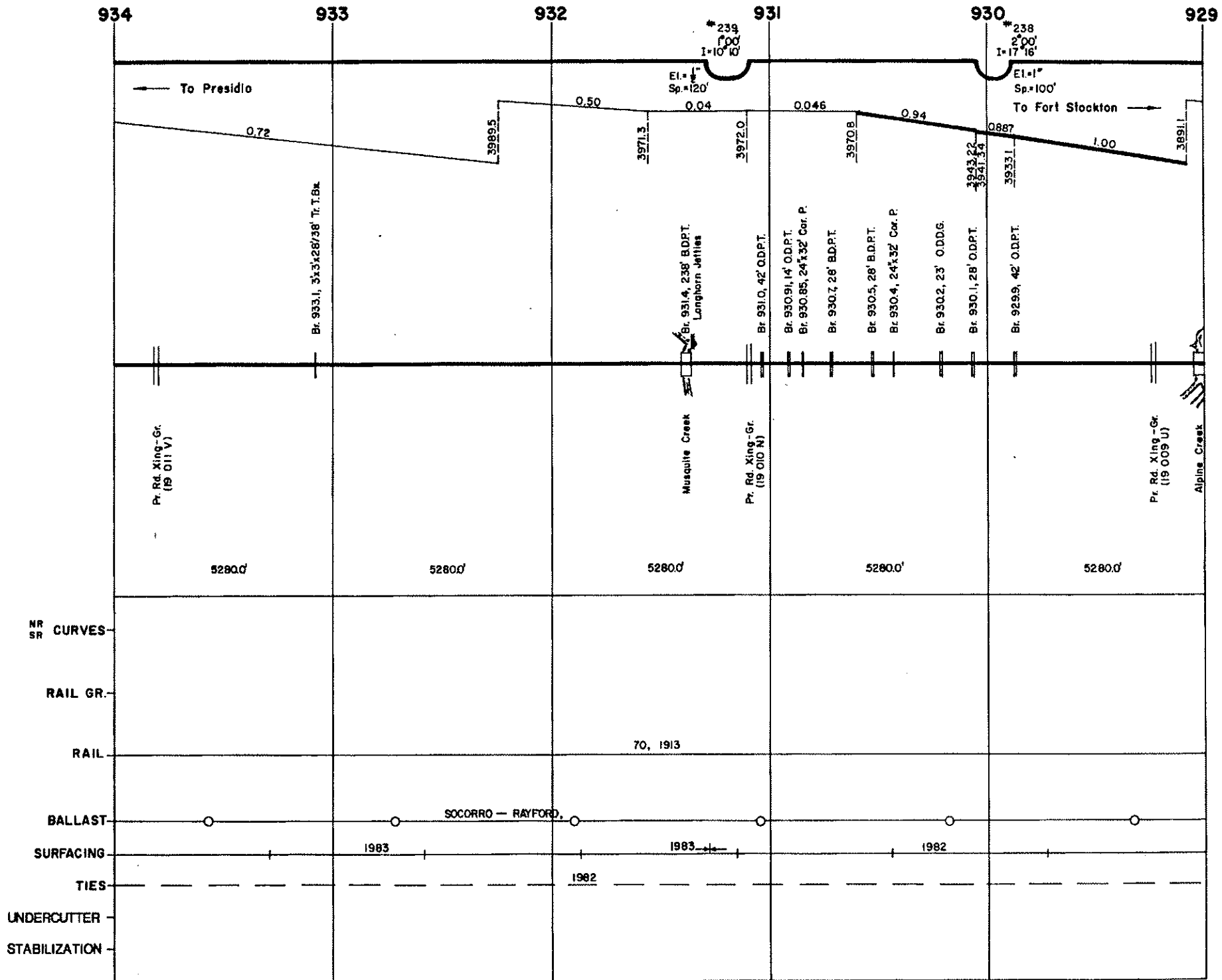


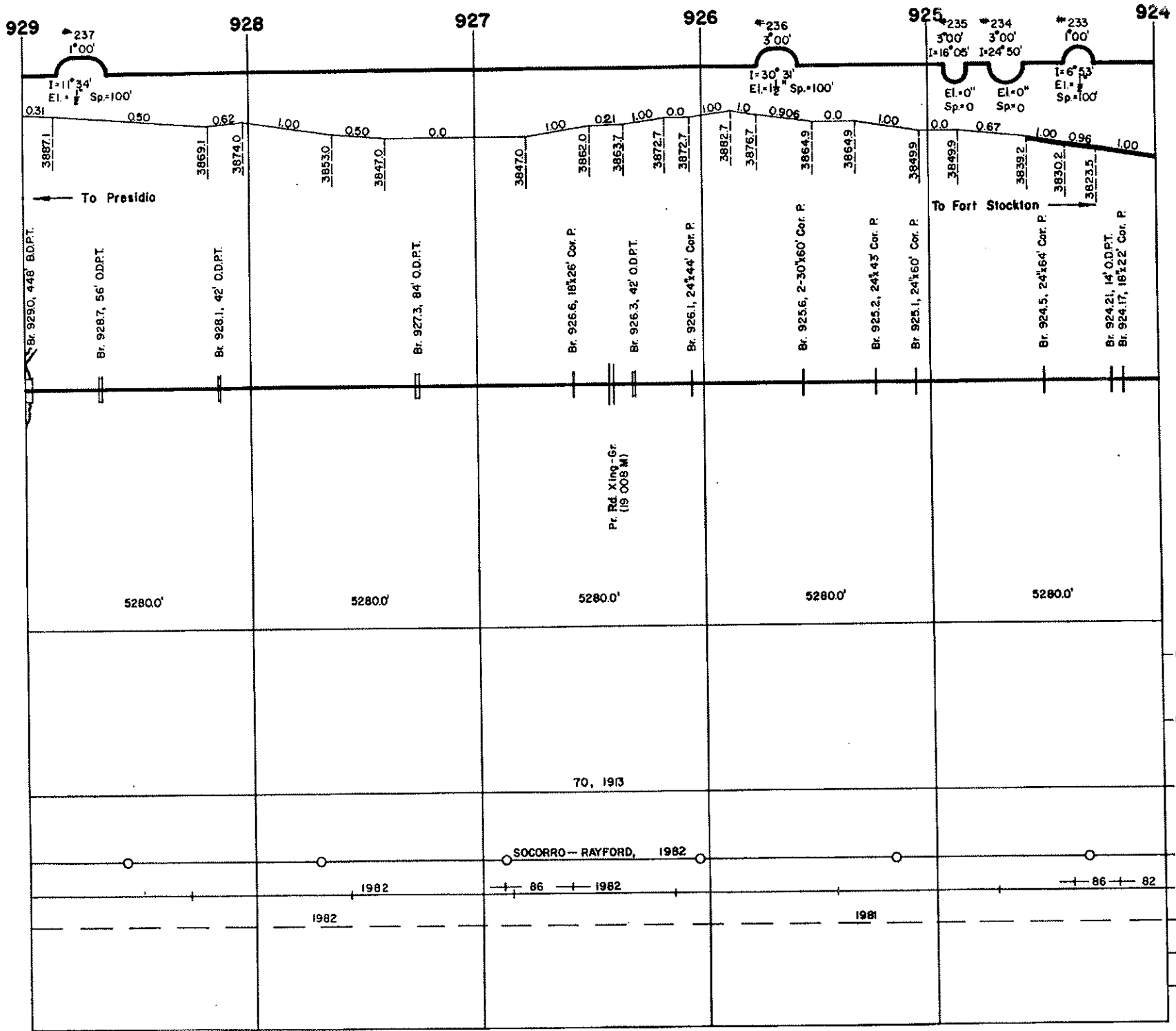




TITLEY
M.P. 934.4

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





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

To Presidio

To Fort Stockton

70, 1913

SOCORRO - RAYFORD, 1982

1982

86 1982

1982

1981

86 82

5280.0'

5280.0'

5280.0'

5280.0'

5280.0'

3887.1 0.31 0.50 0.62 1.00 0.50 0.0 1.00 0.21 1.00 0.0 1.00 1.0 0.906 0.0 1.00 0.0 0.67 1.00 0.96 1.00
 38691 38740 38530 38470 38470 38620 38537 38727 38727 38827 38767 38649 38649 38499 38499 38392 38302 38235

929 #237 1'00' I=11°34' El.= Sp=100'

926 #236 3'00' I=30°31' El.= Sp=100'

925 #235 3'00' I=16°05' El.= Sp=0 #234 3'00' I=24°50' El.= Sp=0

924 #233 1'00' I=6°53' El.= Sp=100'

Br. 925.0, 446' B.D.P.T.

Br. 925.7, 56' O.D.P.T.

Br. 925.1, 42' O.D.P.T.

Br. 927.3, 84' O.D.P.T.

Br. 926.6, 181'26' Cor. P.

Br. 926.3, 42' O.D.P.T.

Br. 926.1, 241'44' Cor. P.

Br. 925.6, 2-301'60' Cor. P.

Br. 925.2, 241'43' Cor. P.

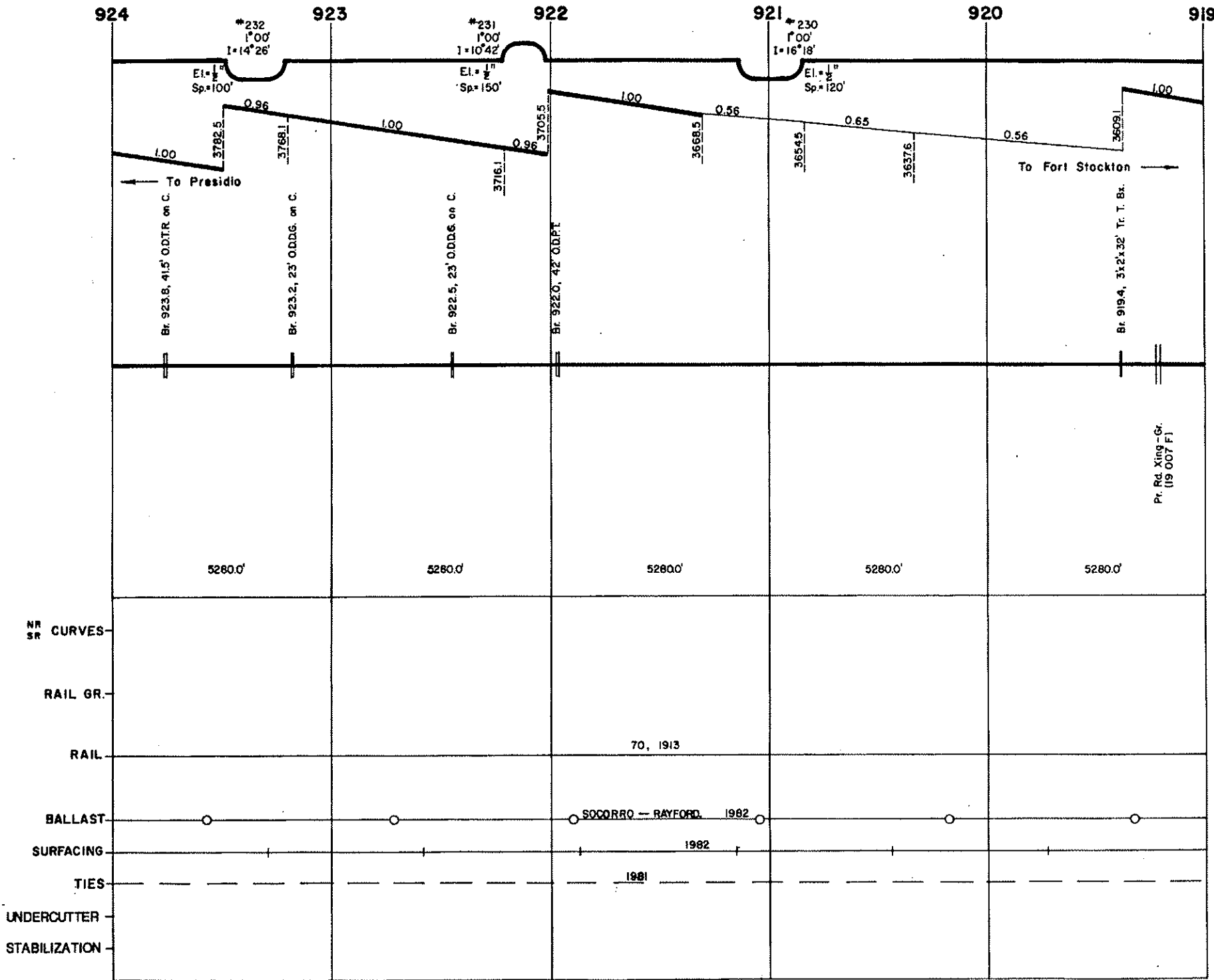
Br. 925.1, 241'60' Cor. P.

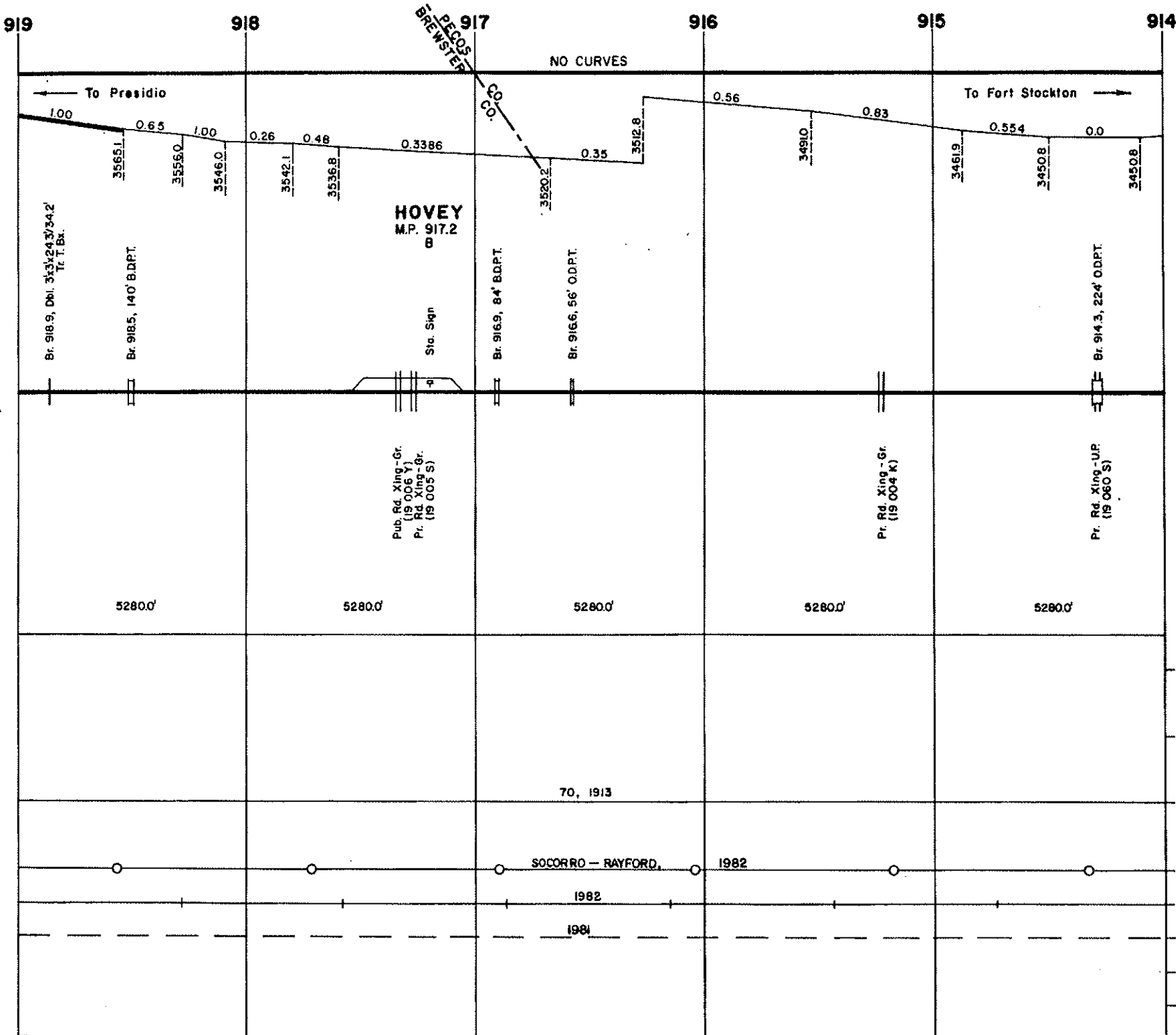
Br. 924.5, 241'64' Cor. P.

Br. 924.2, 14' O.D.P.T.

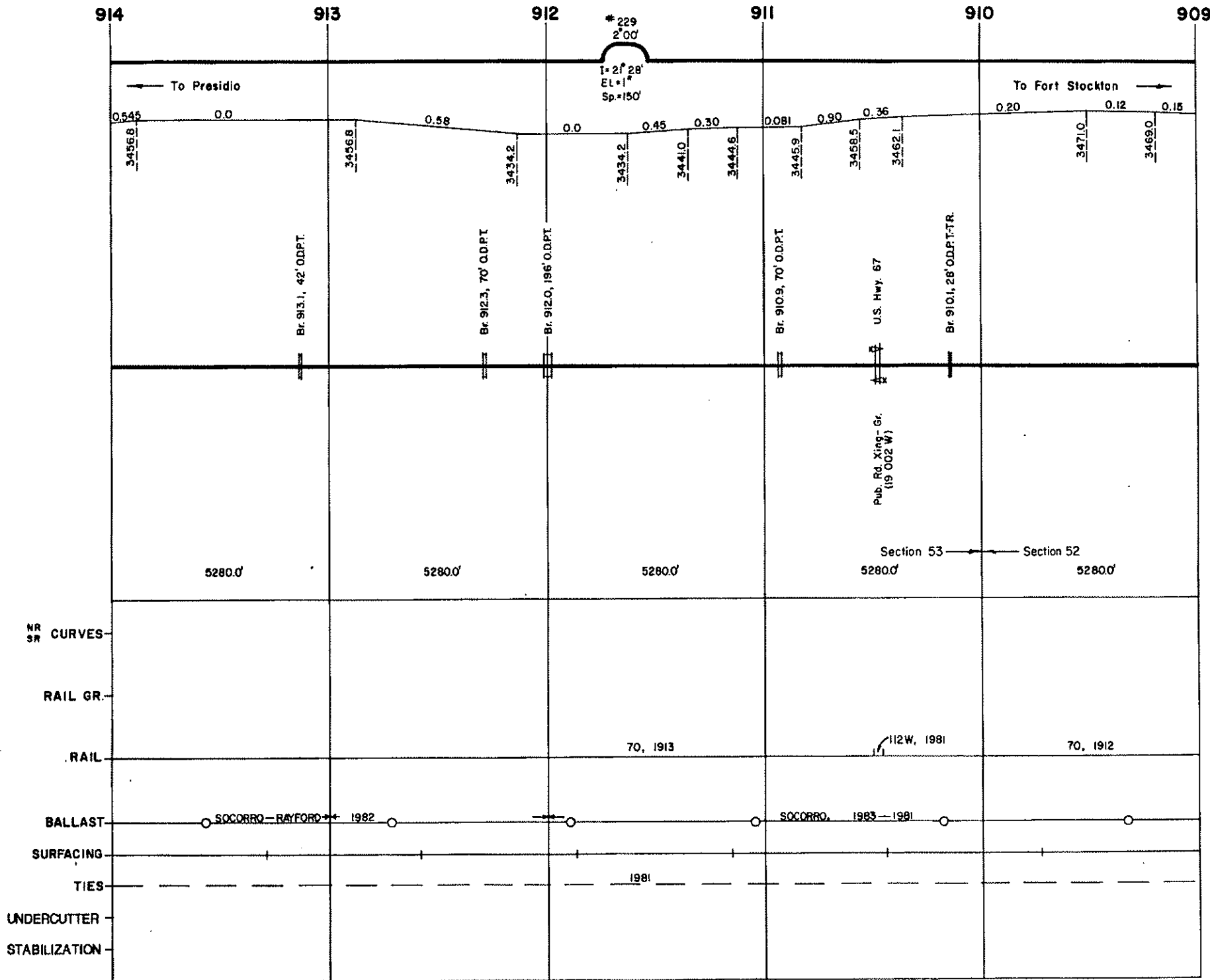
Br. 924.17, 161'22' Cor. P.

Pr. Rd. Xing-Gr (S OOB M)





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



909 908 907 906 905 904

NO CURVES

To Presidio ←

To Fort Stockton →

0.15 0.34 0.43

0.201

0.23

0.45

0.30

0.45

0.29

0.06

3464.7

3458.9

3452.1

3442.8

3433.1

3420.5

3411.5

3406.1

3397.7

CHANCELLOR
M.P. 904.3

Br. 904.9, 56' O.D.P.T.-TR.

Br. 904.4, 30'x32' Cor. P.



Sta. Sign

Pr. Rd. King-Gr.
(19 001 P)

5280.0'

5280.0'

5280.0'

5280.0'

5280.0'

CURVES NR SR

RAIL GR.

RAIL

70, 1912

85,

SOCORRO, 1981

RAYFORD - SAN ANTONIO, 1981

1982

1981

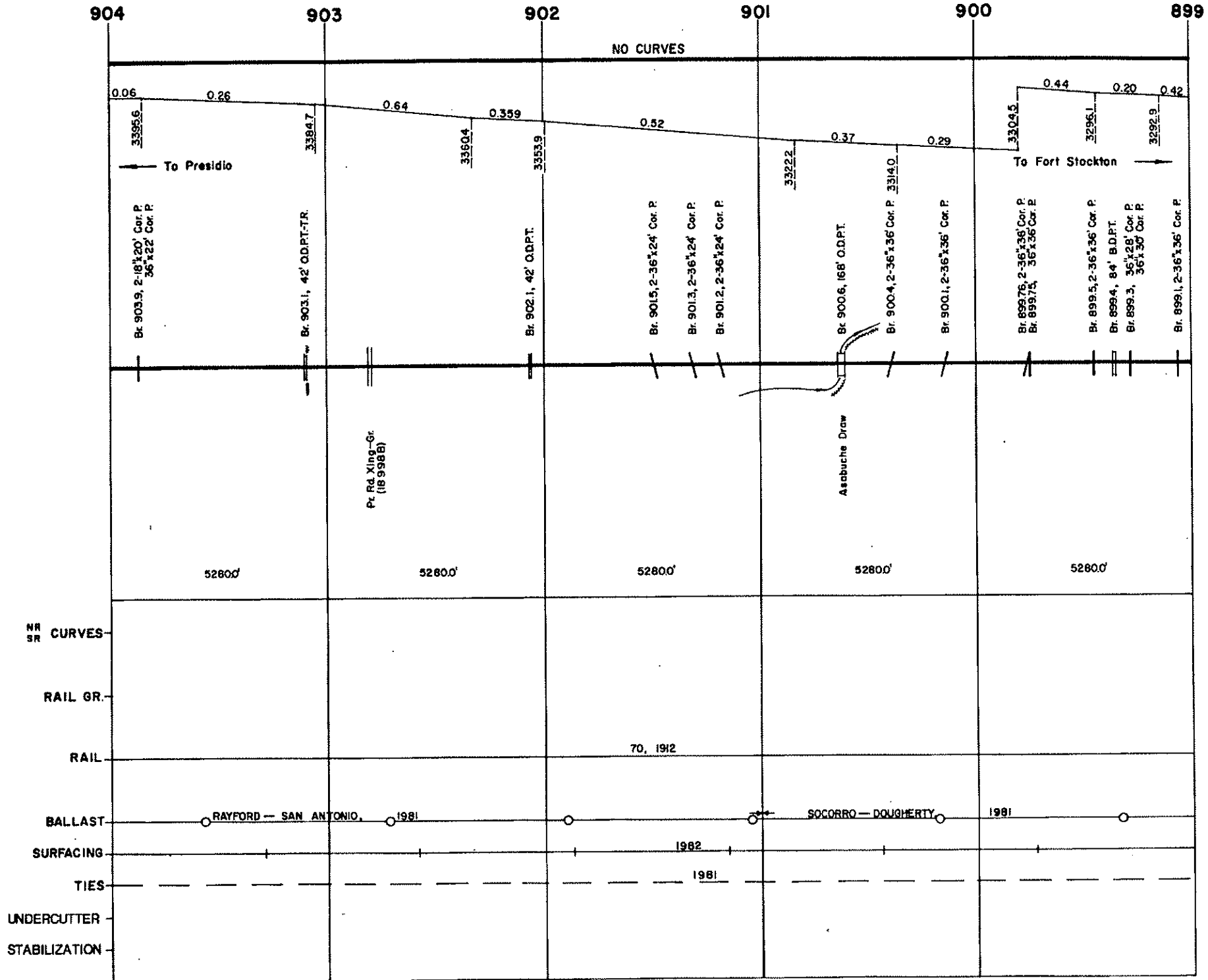
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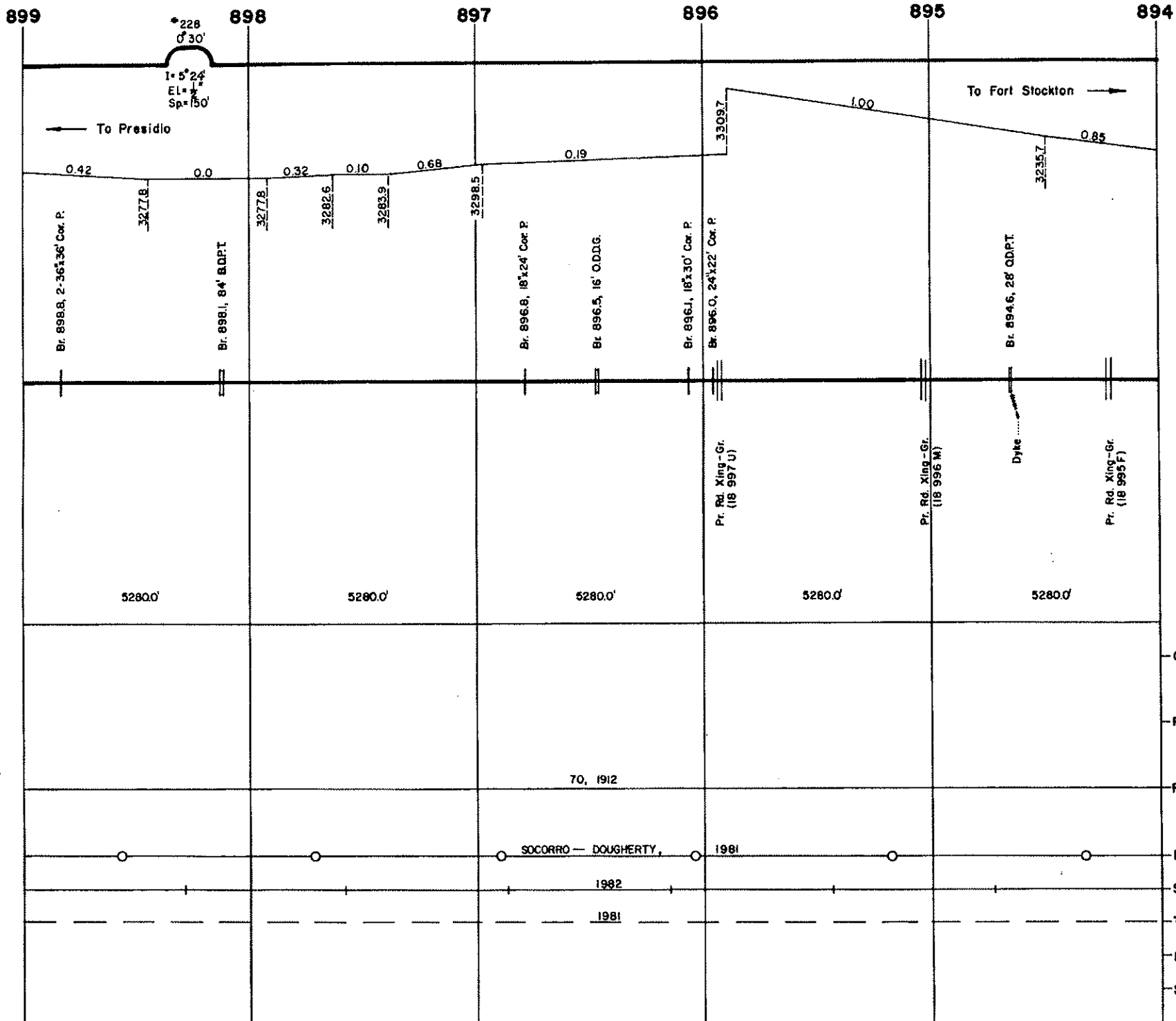
SURFACING

TIES

UNDERCUTTER

STABILIZATION





CURVES ^{NR}_{BR}

RAIL GR.

RAIL

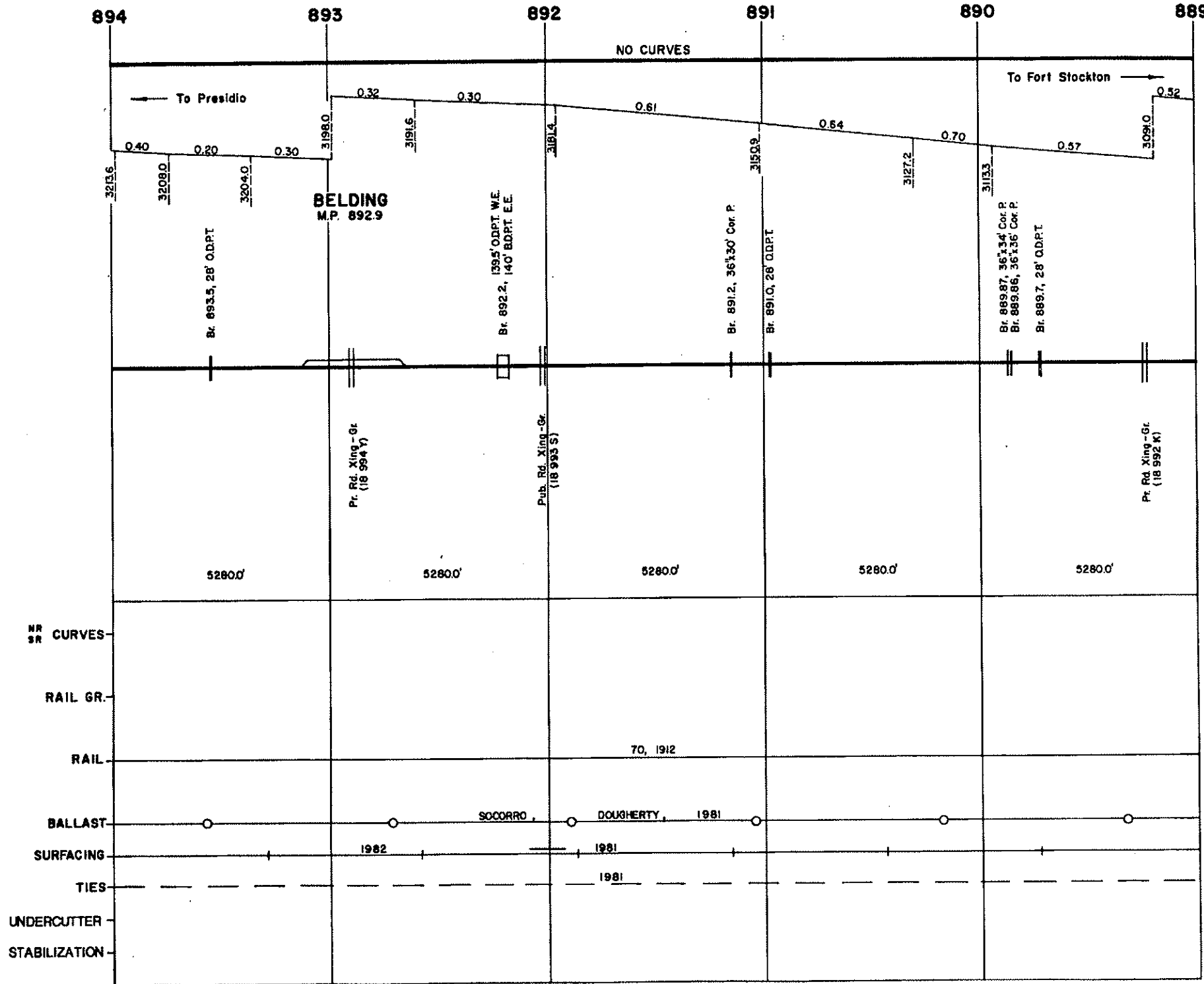
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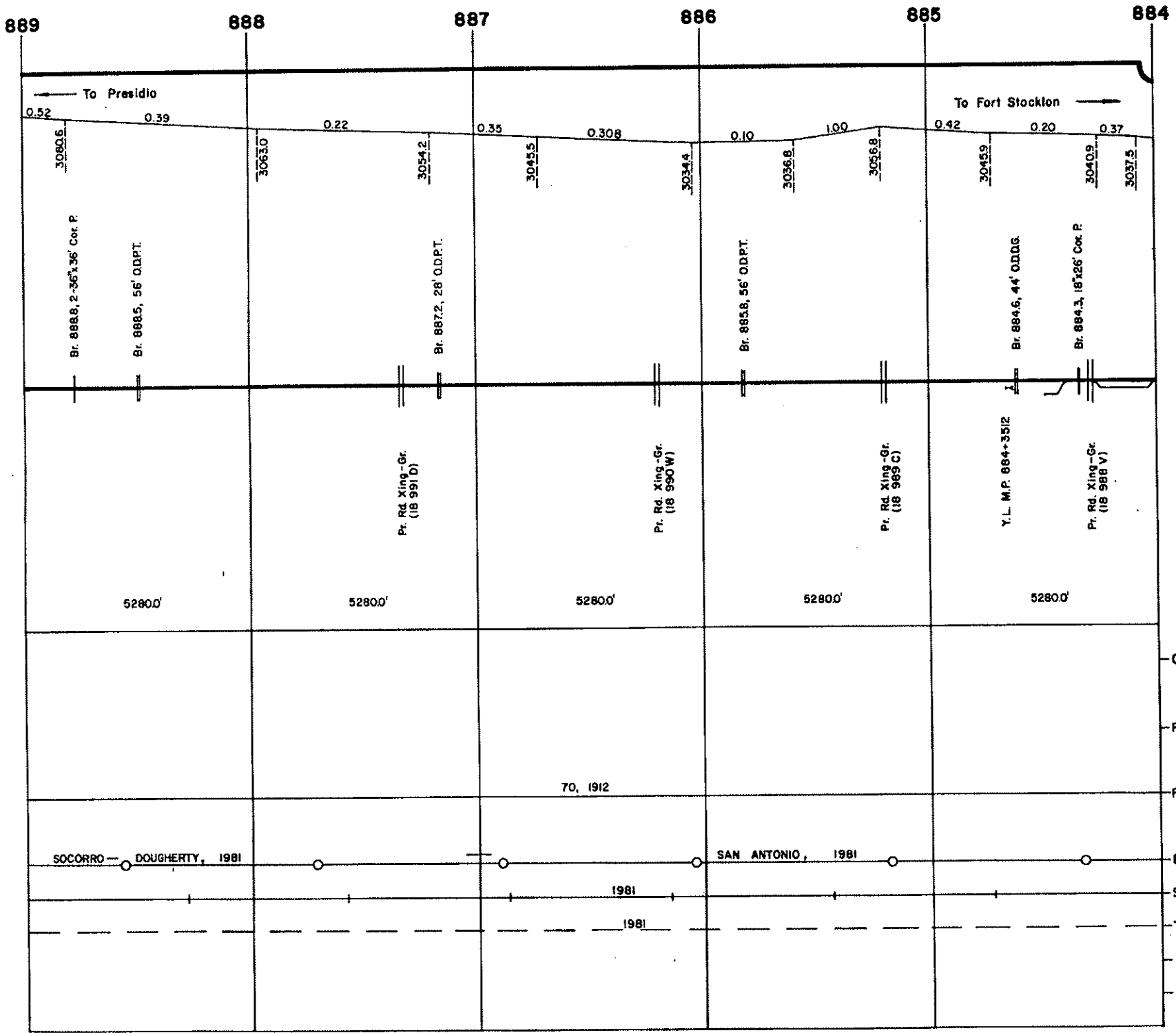
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TIES

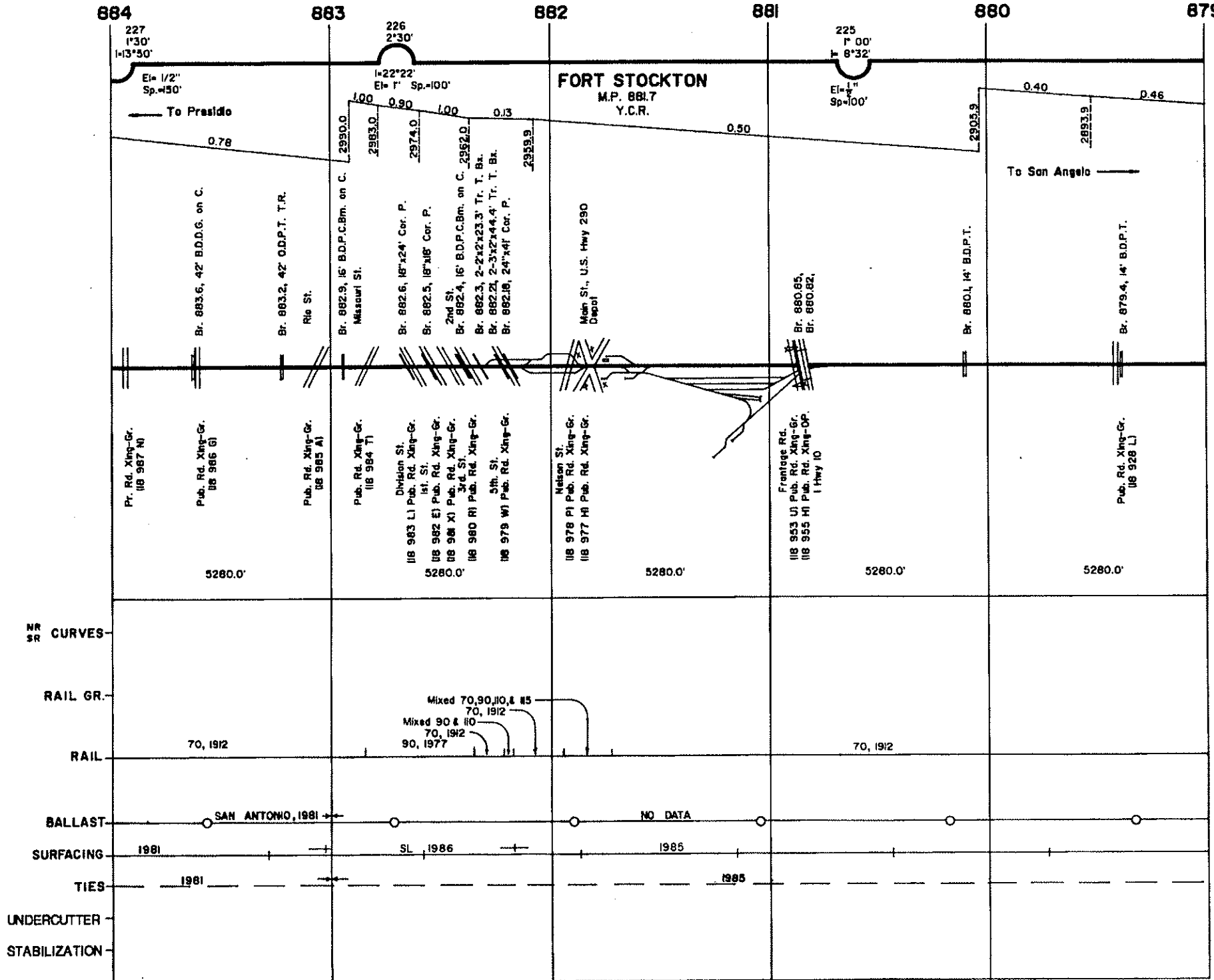
UNDERCUTTER

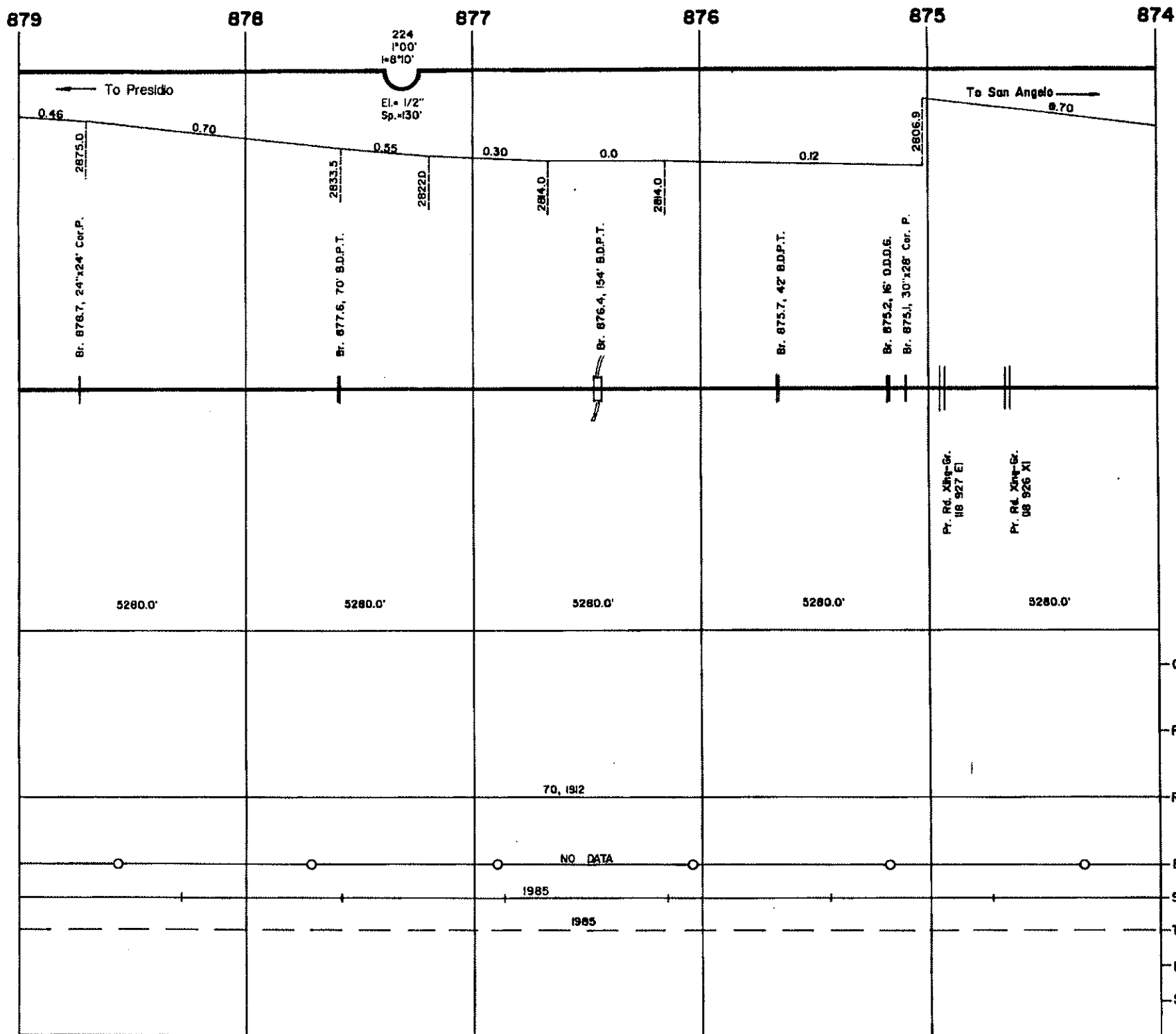
STABILIZATION

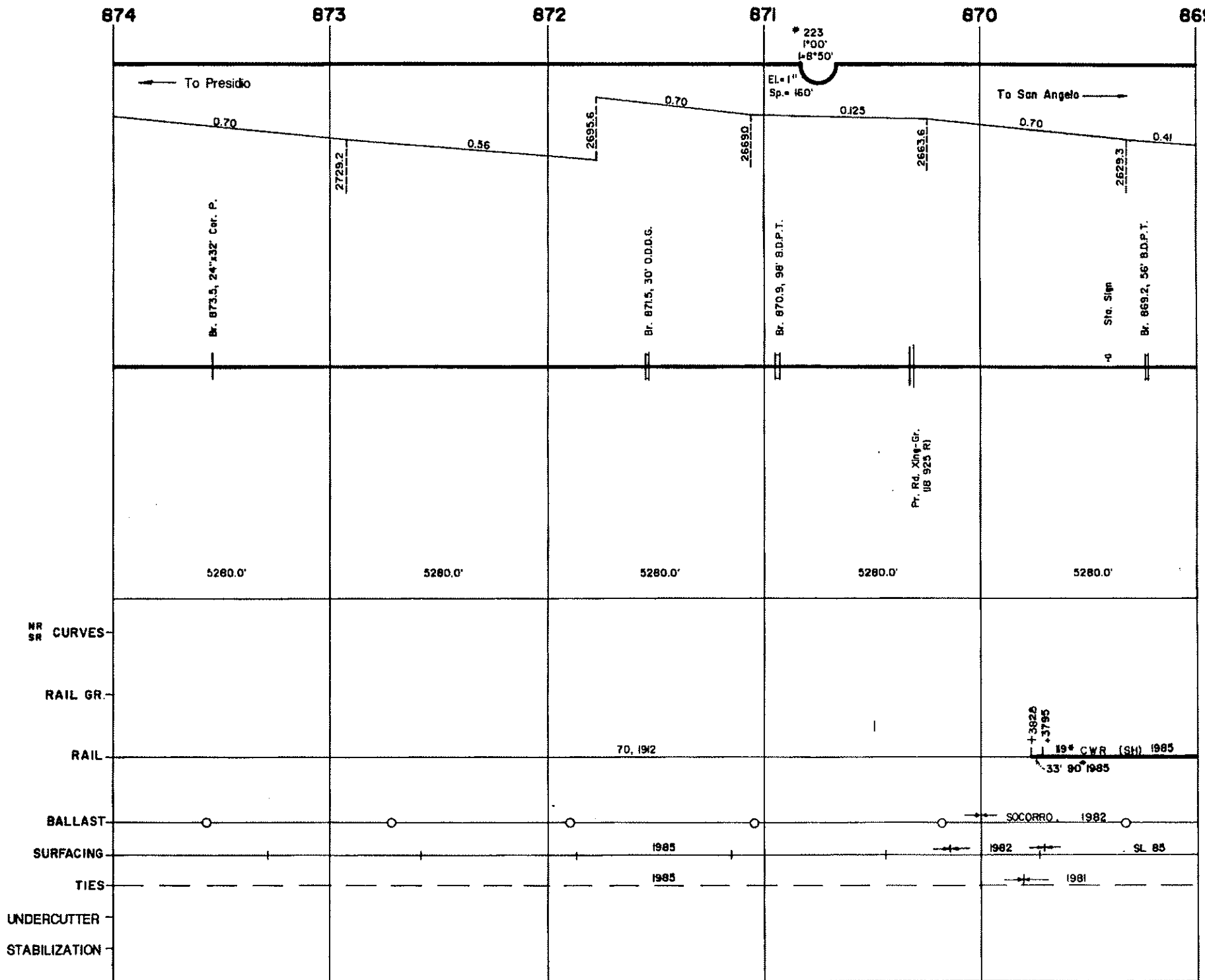


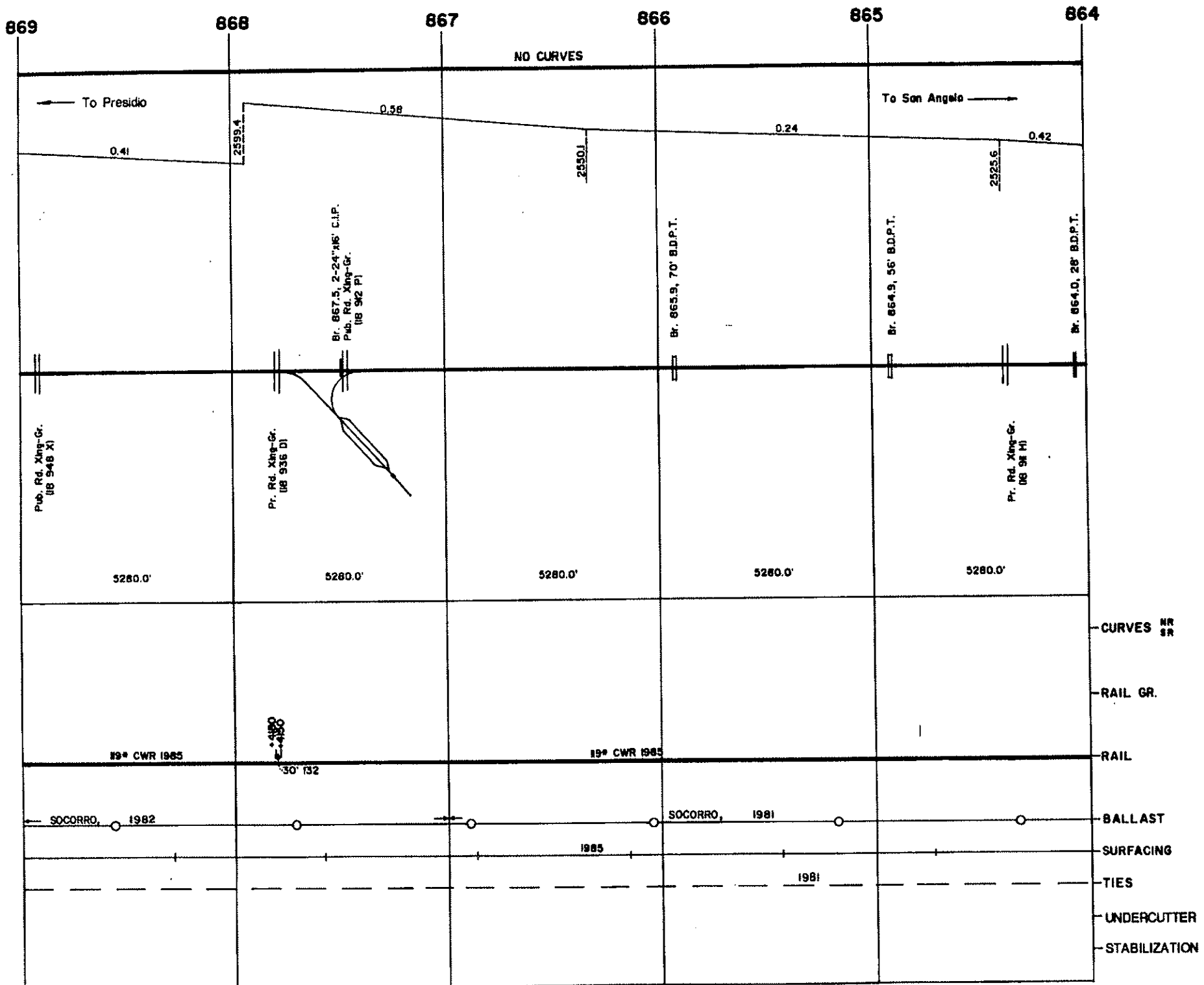


REVISED 3-1991



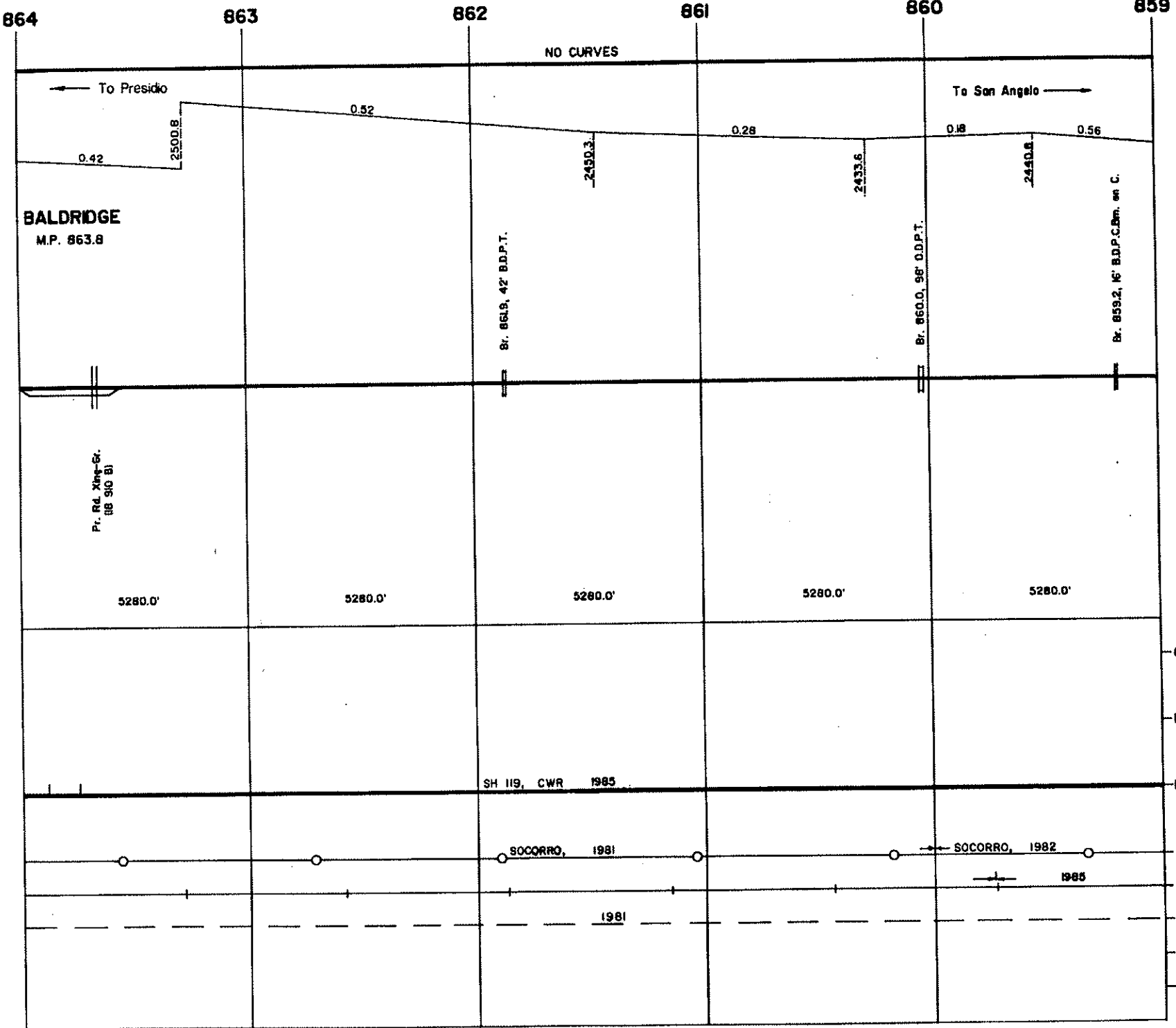






CURVES NR SR
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 UNDERCUTTER
 STABILIZATION

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CURVES NR
SR

RAIL GR.

RAIL

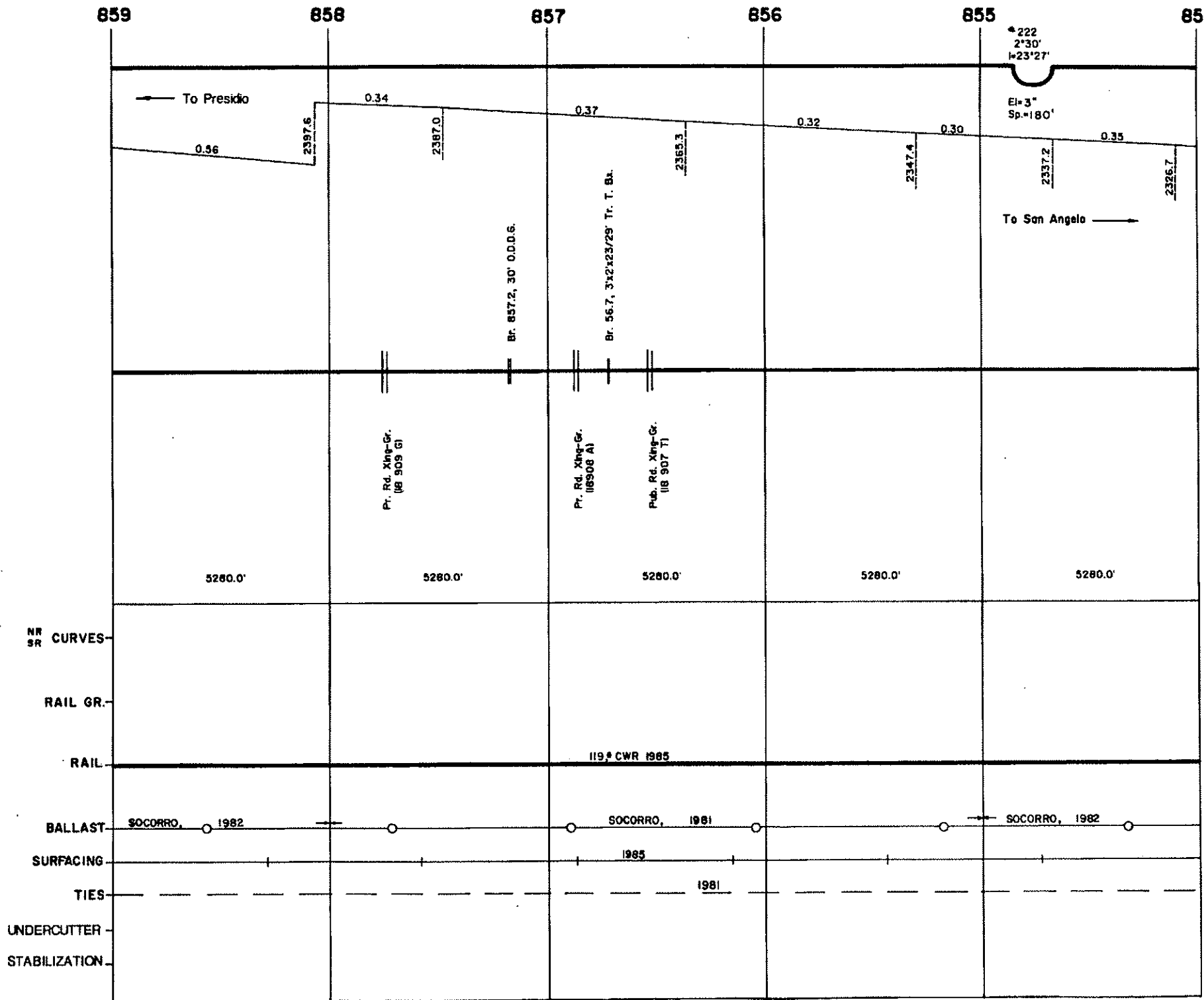
BALLAST

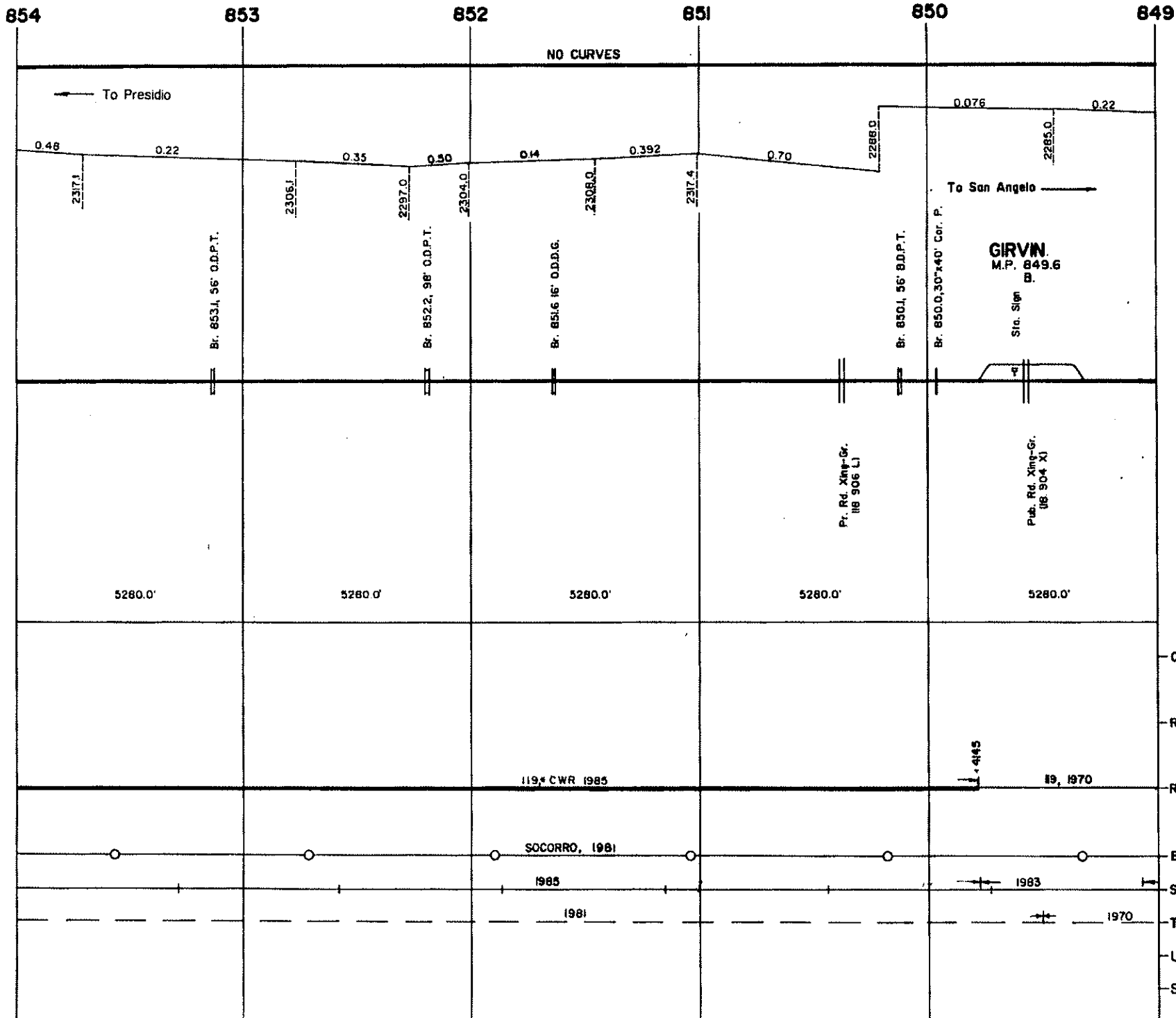
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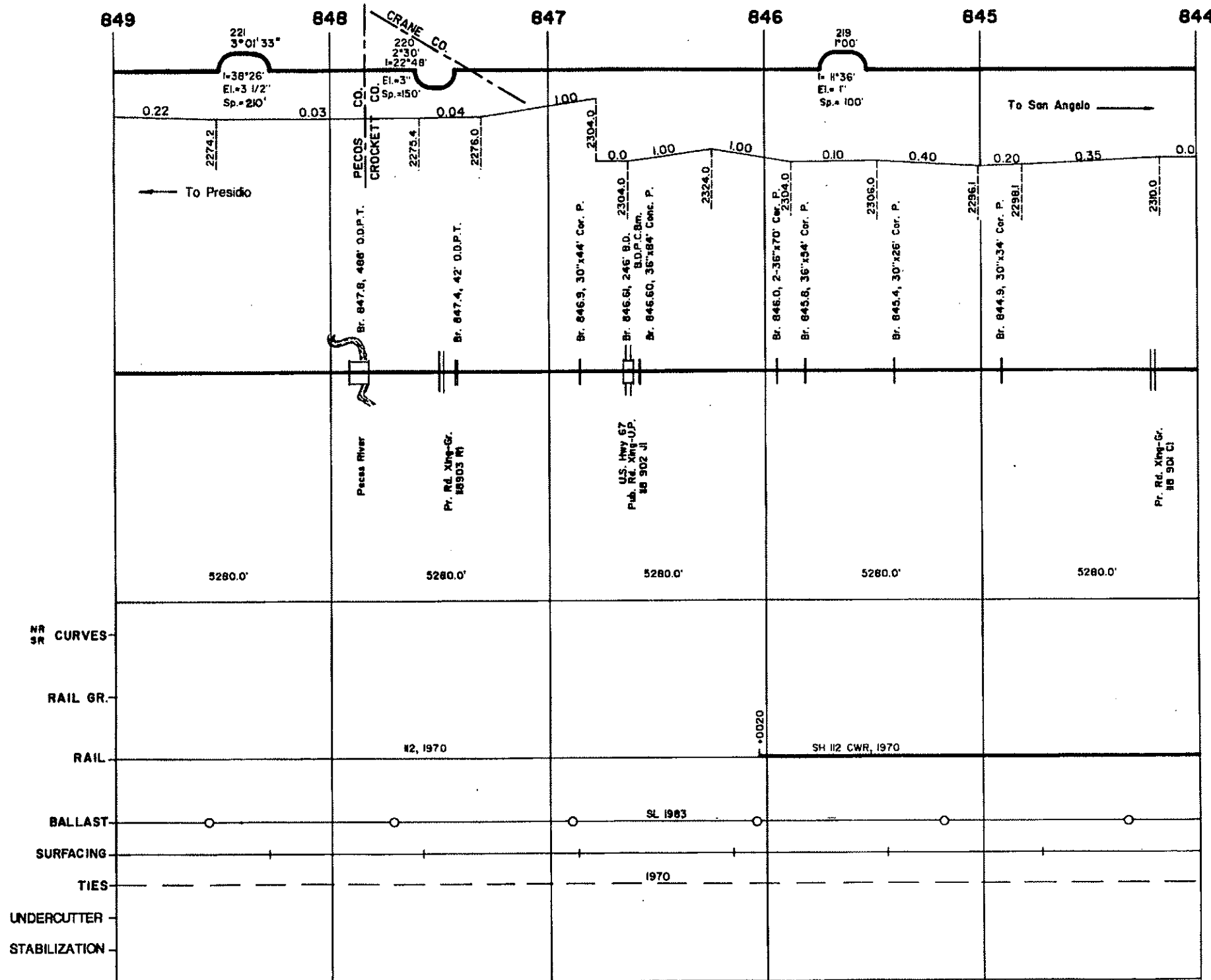
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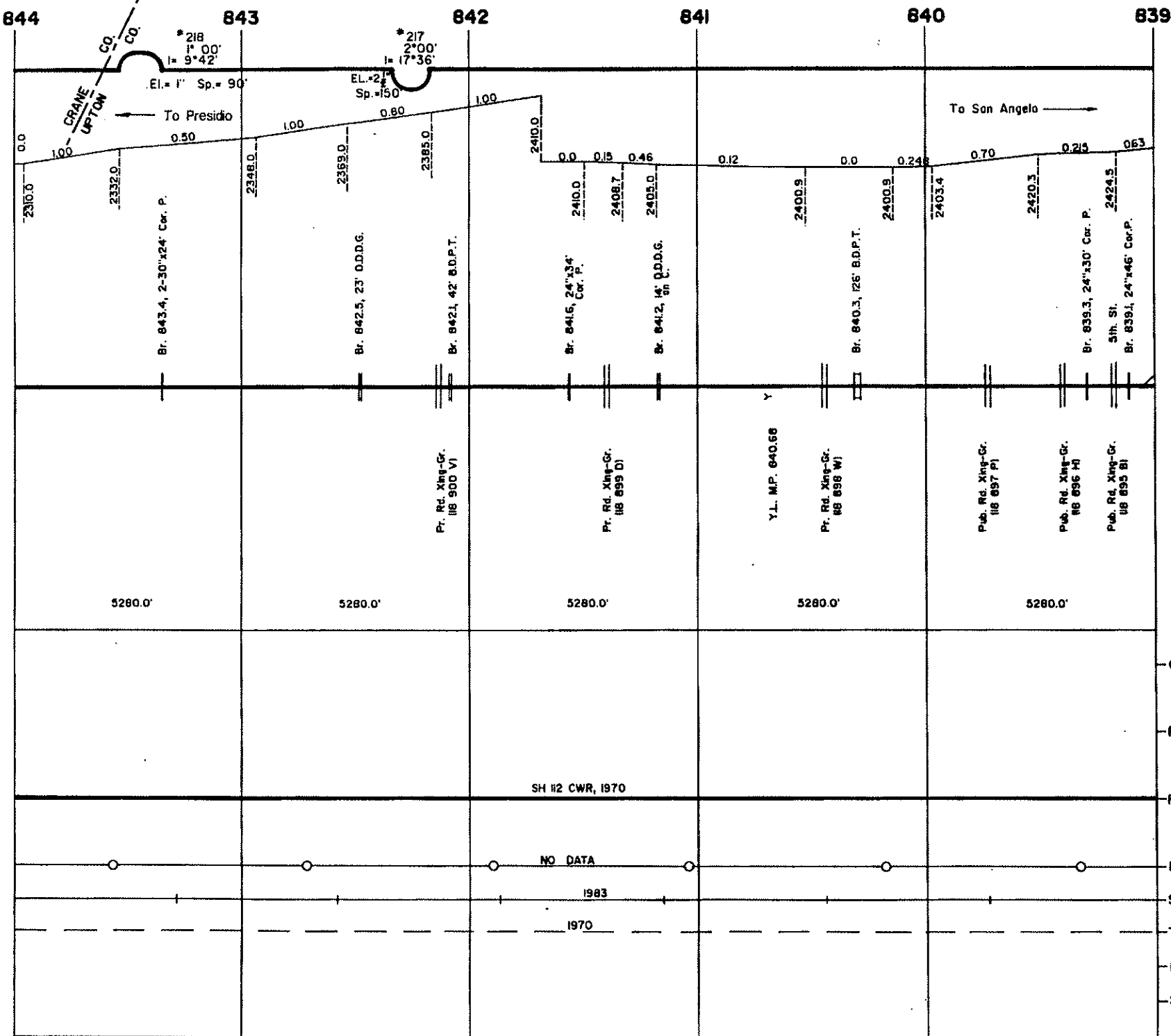
UNDERCUTTER

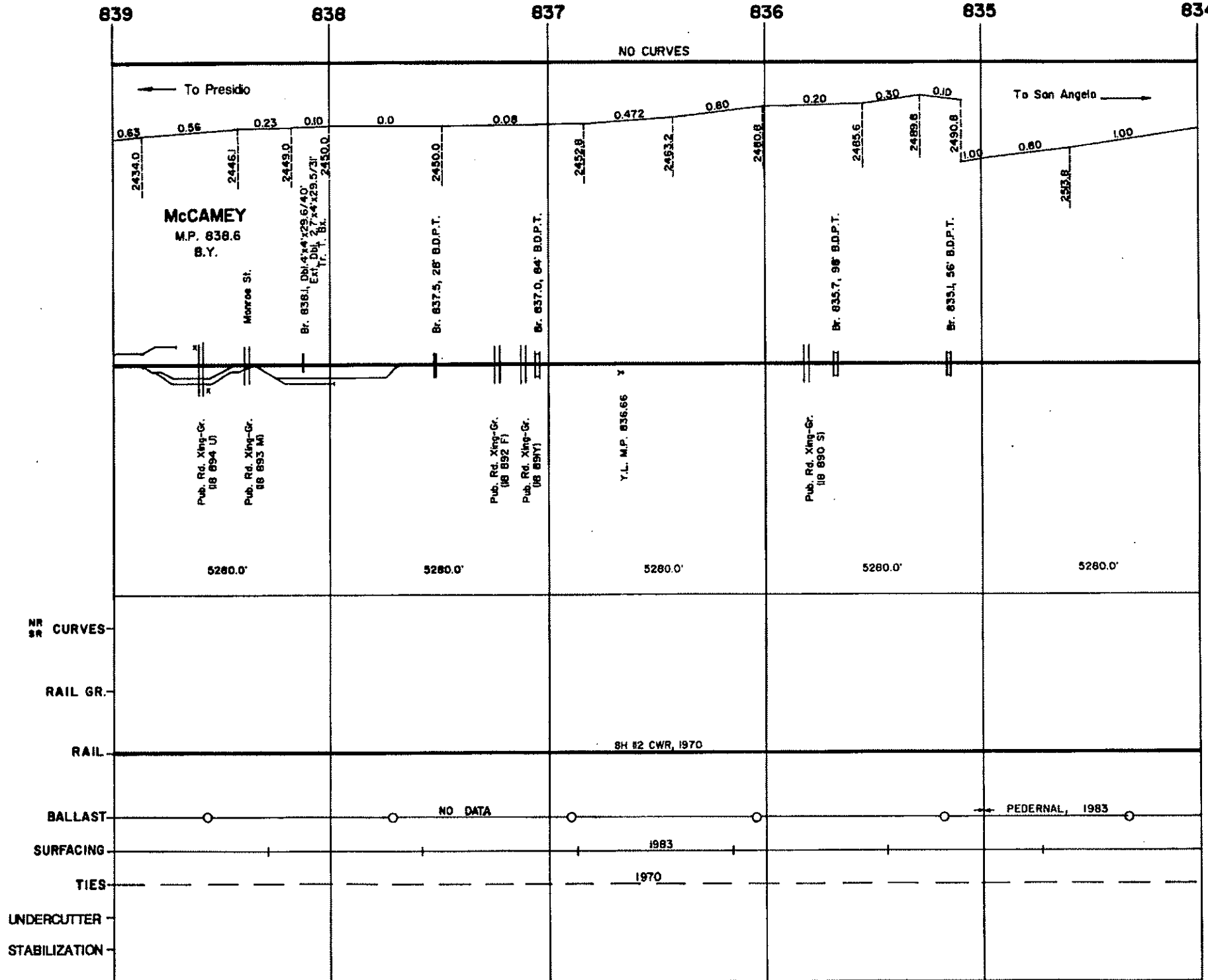
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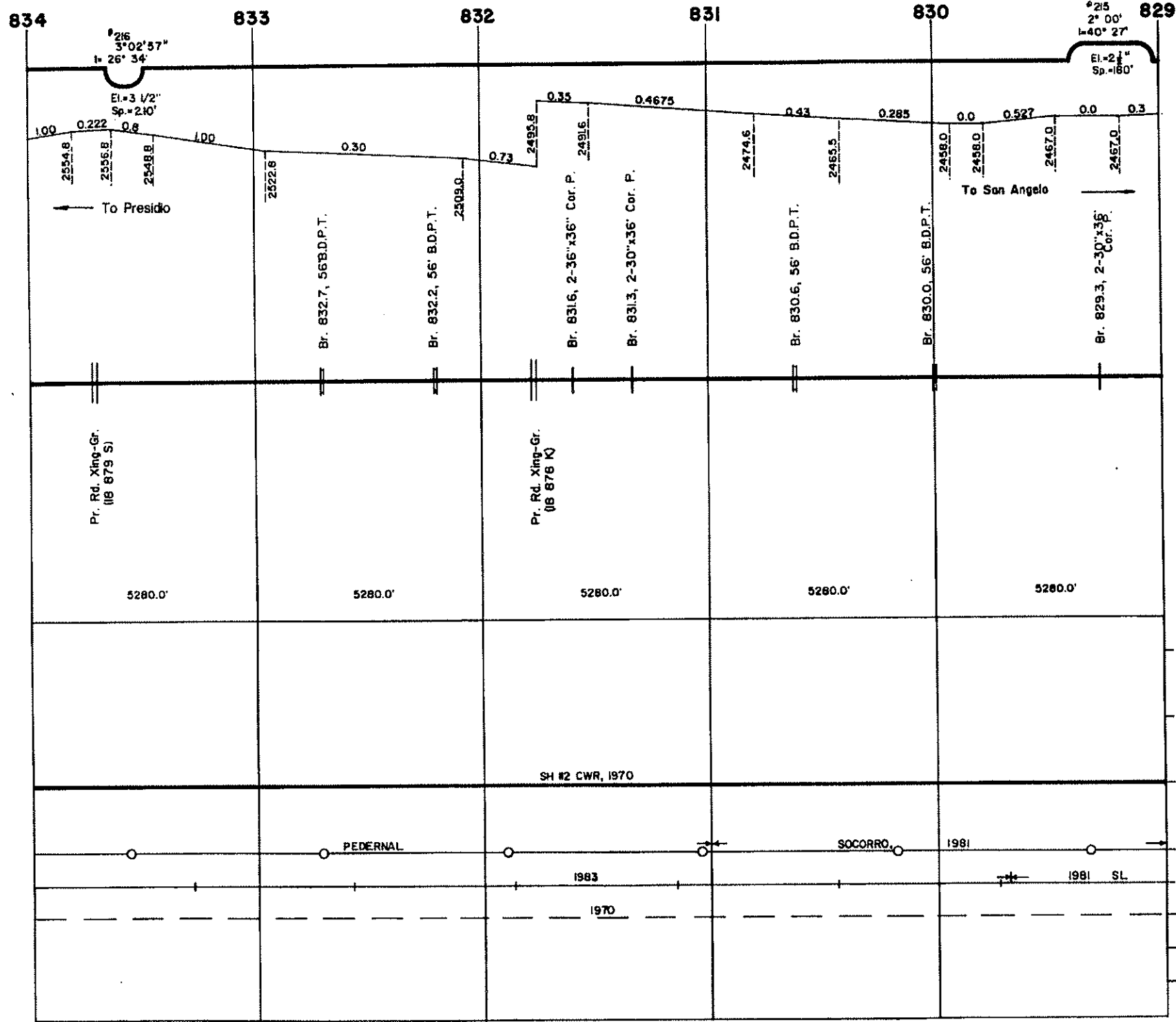


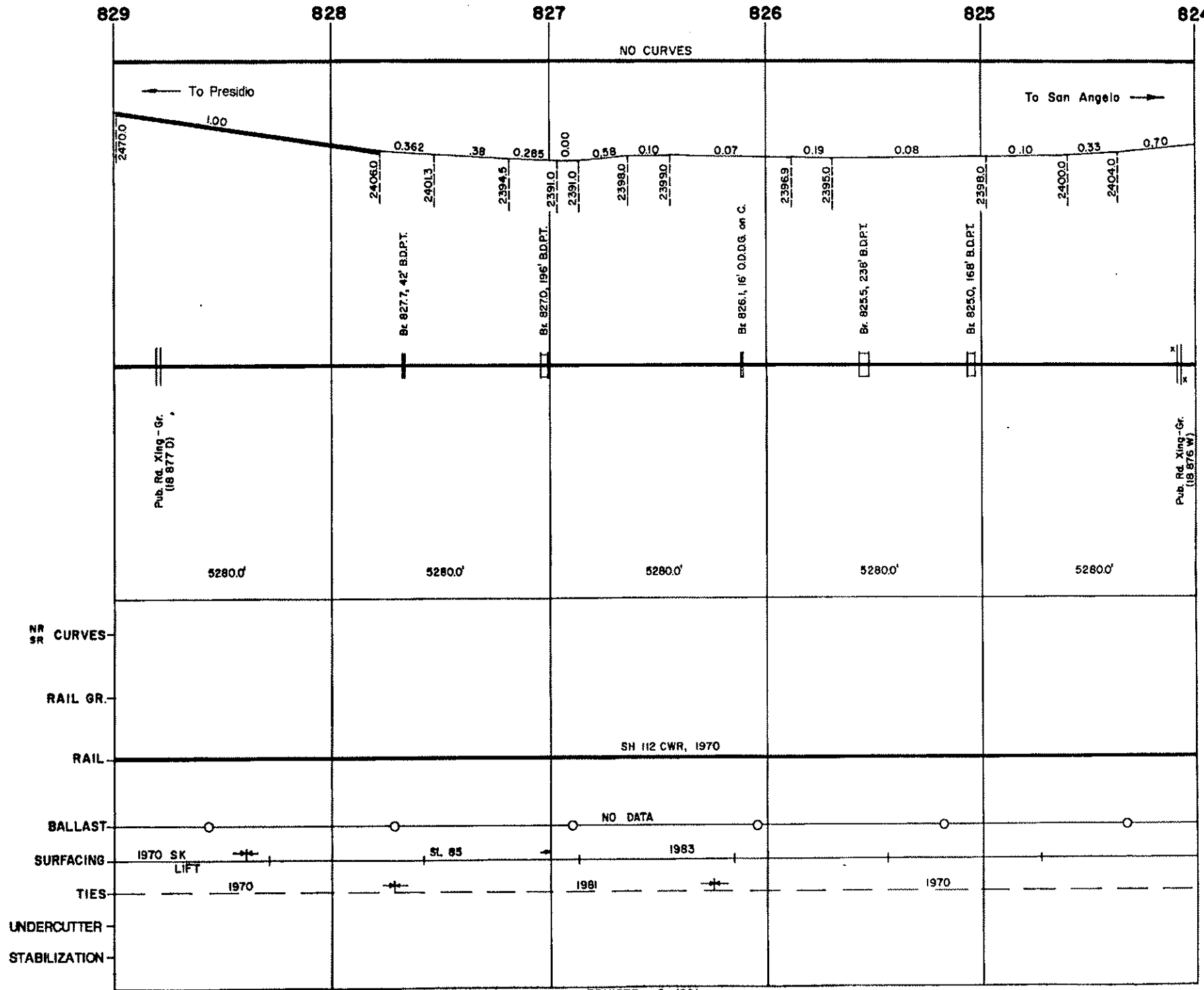


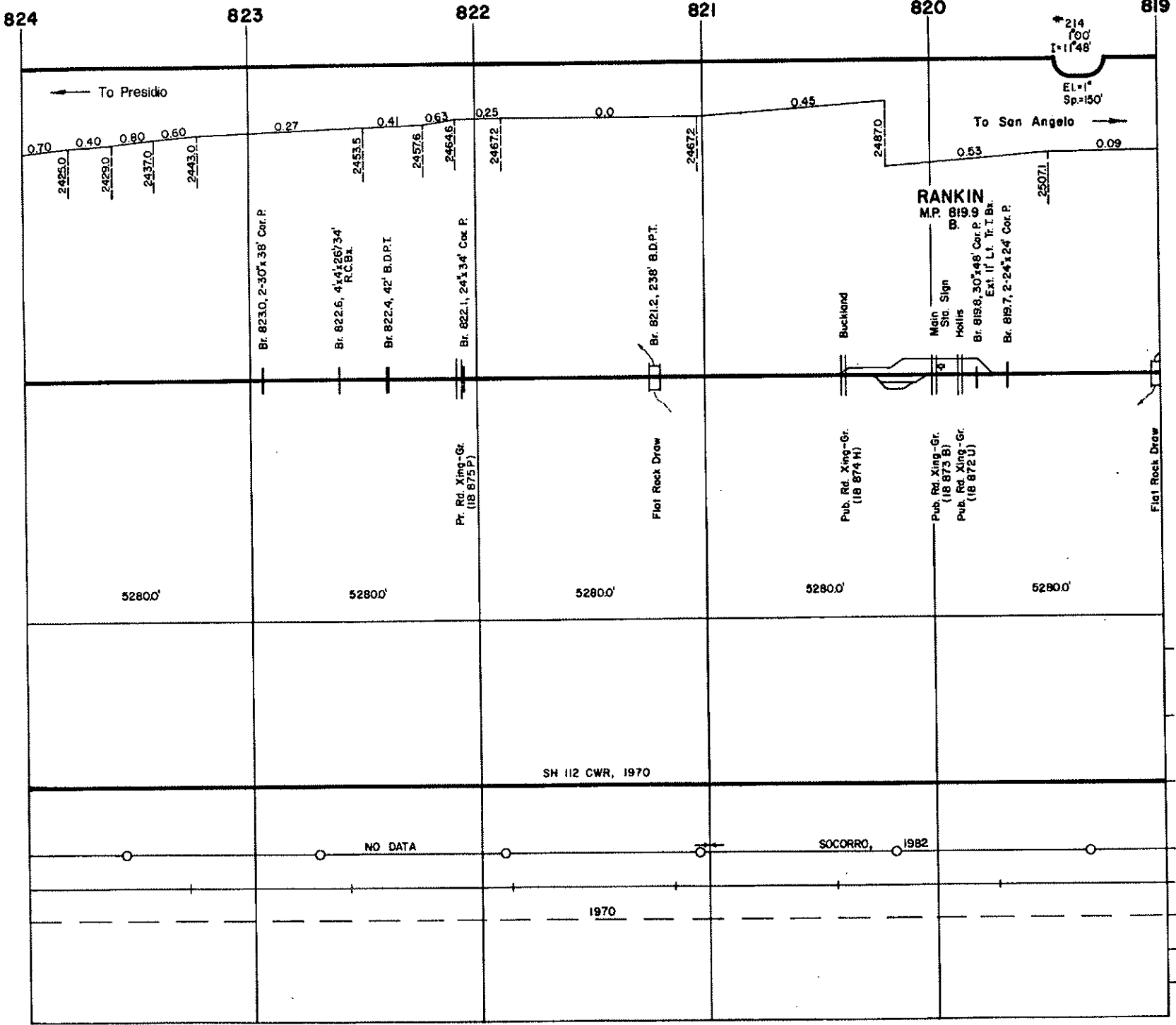




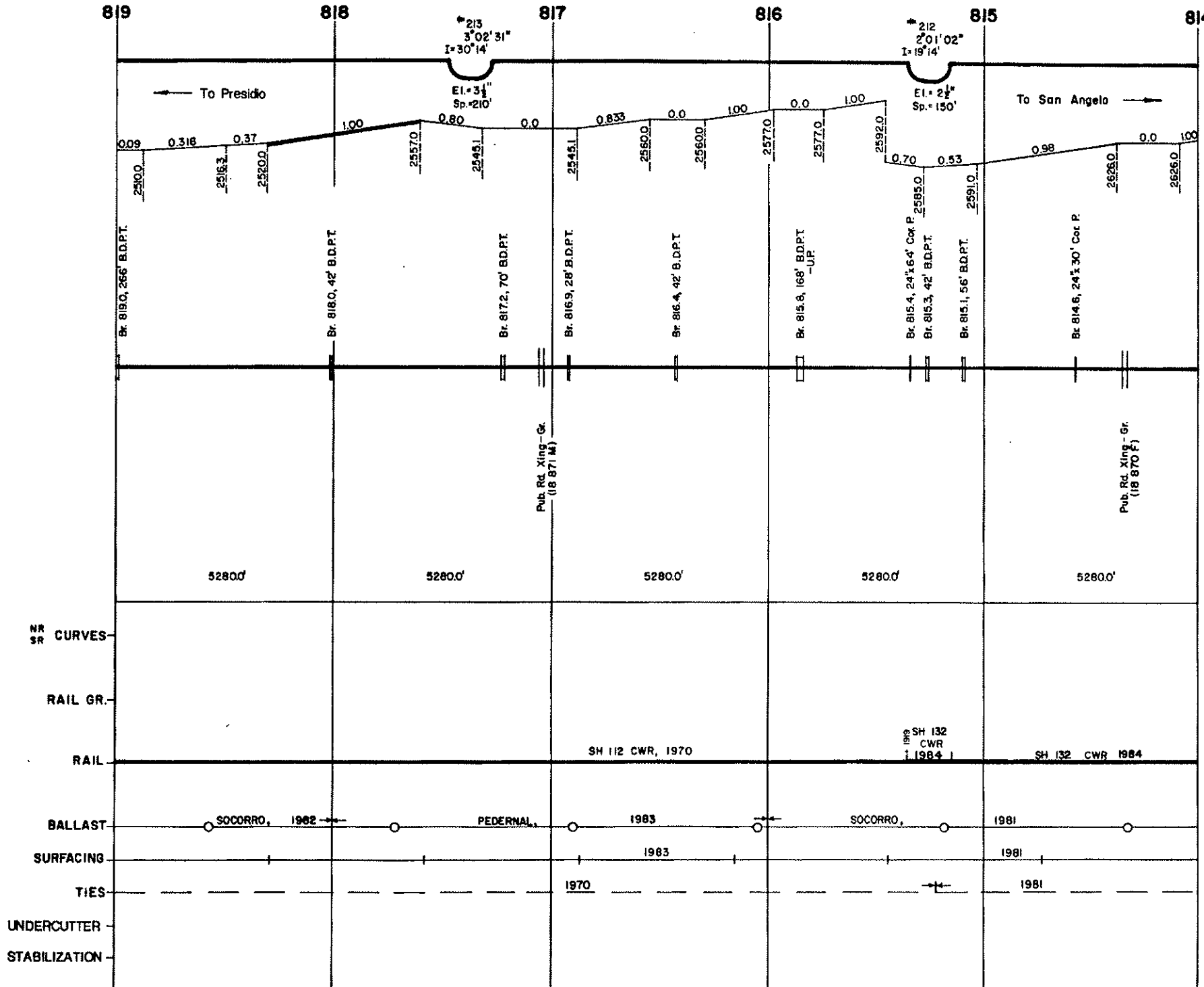


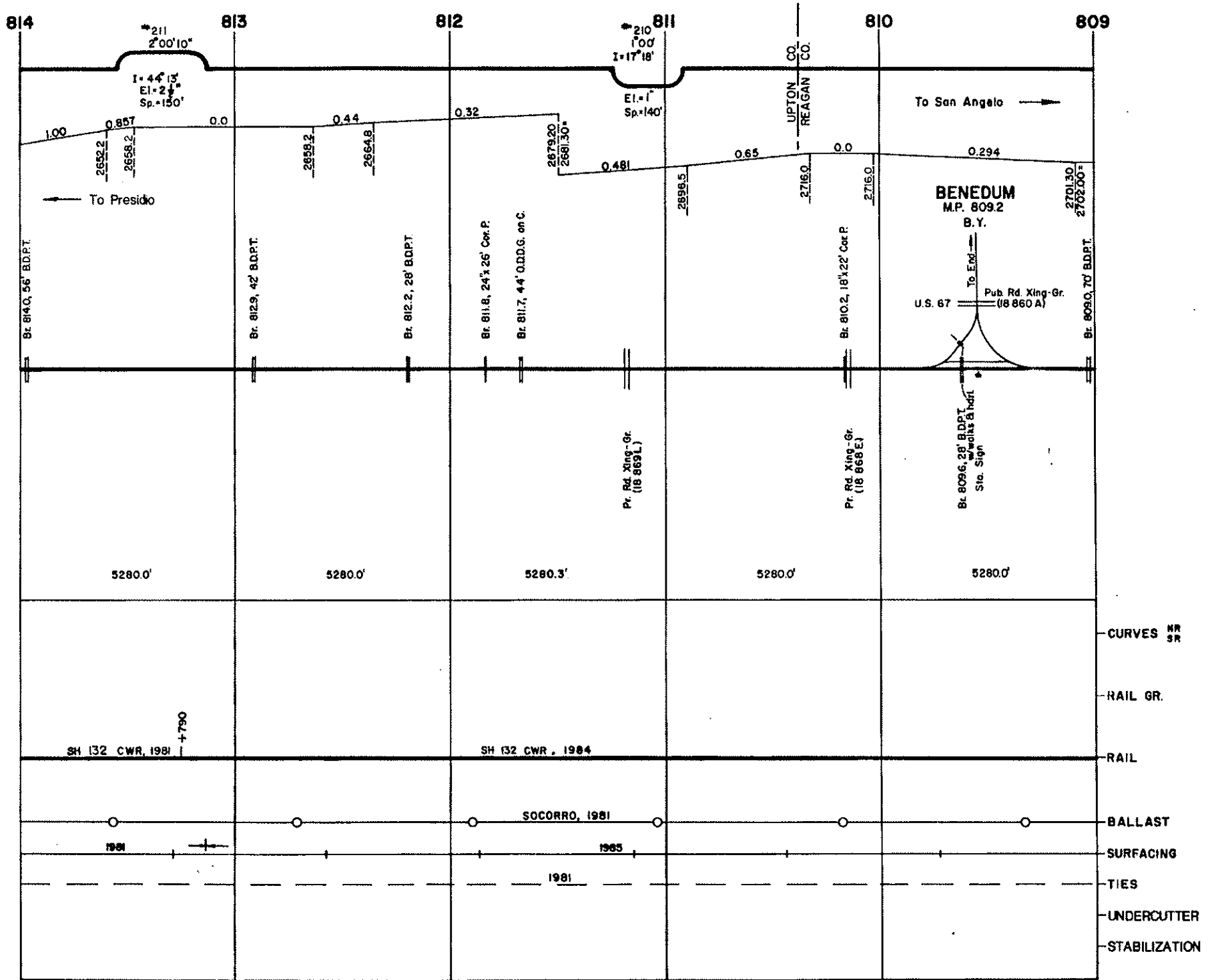


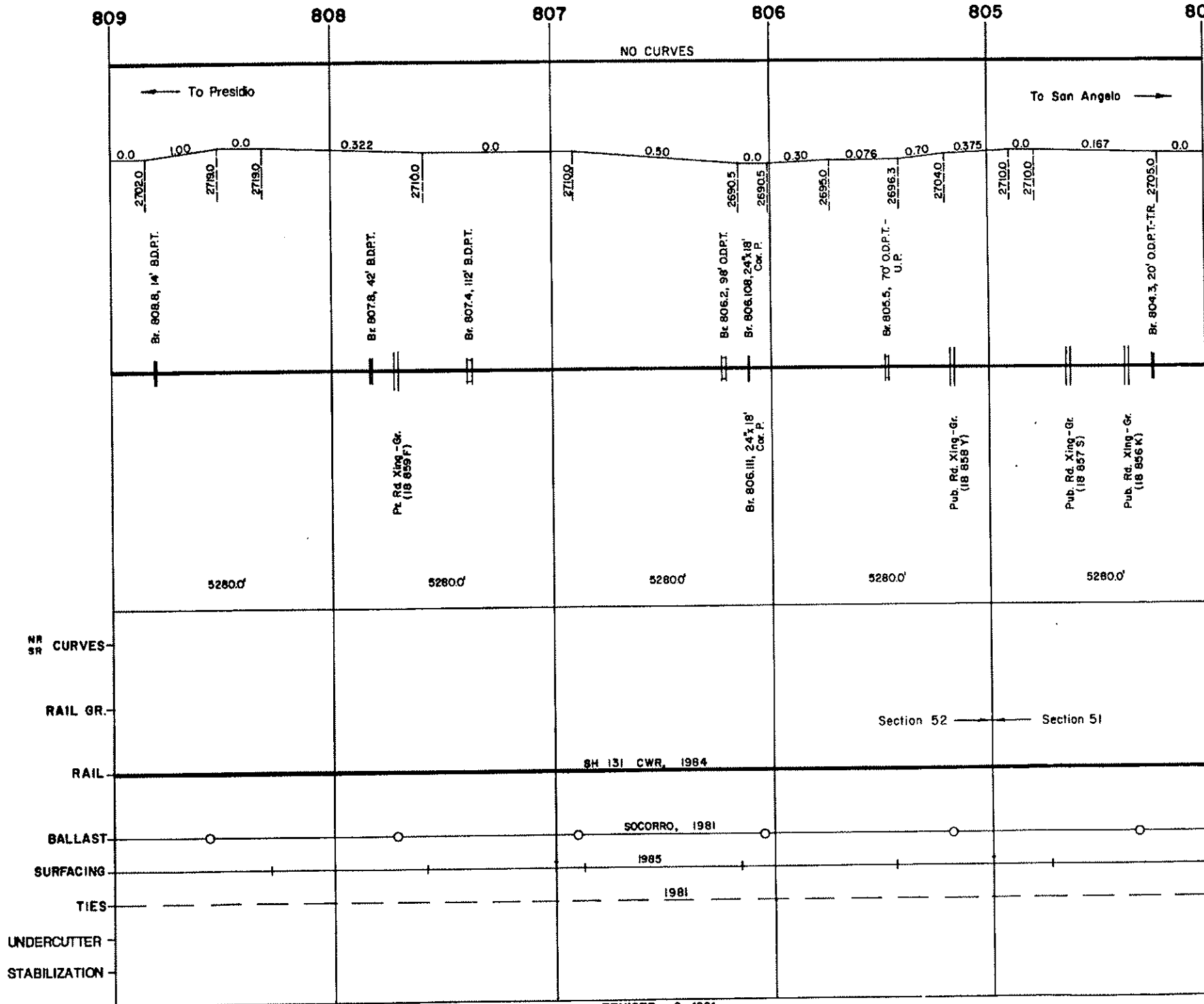


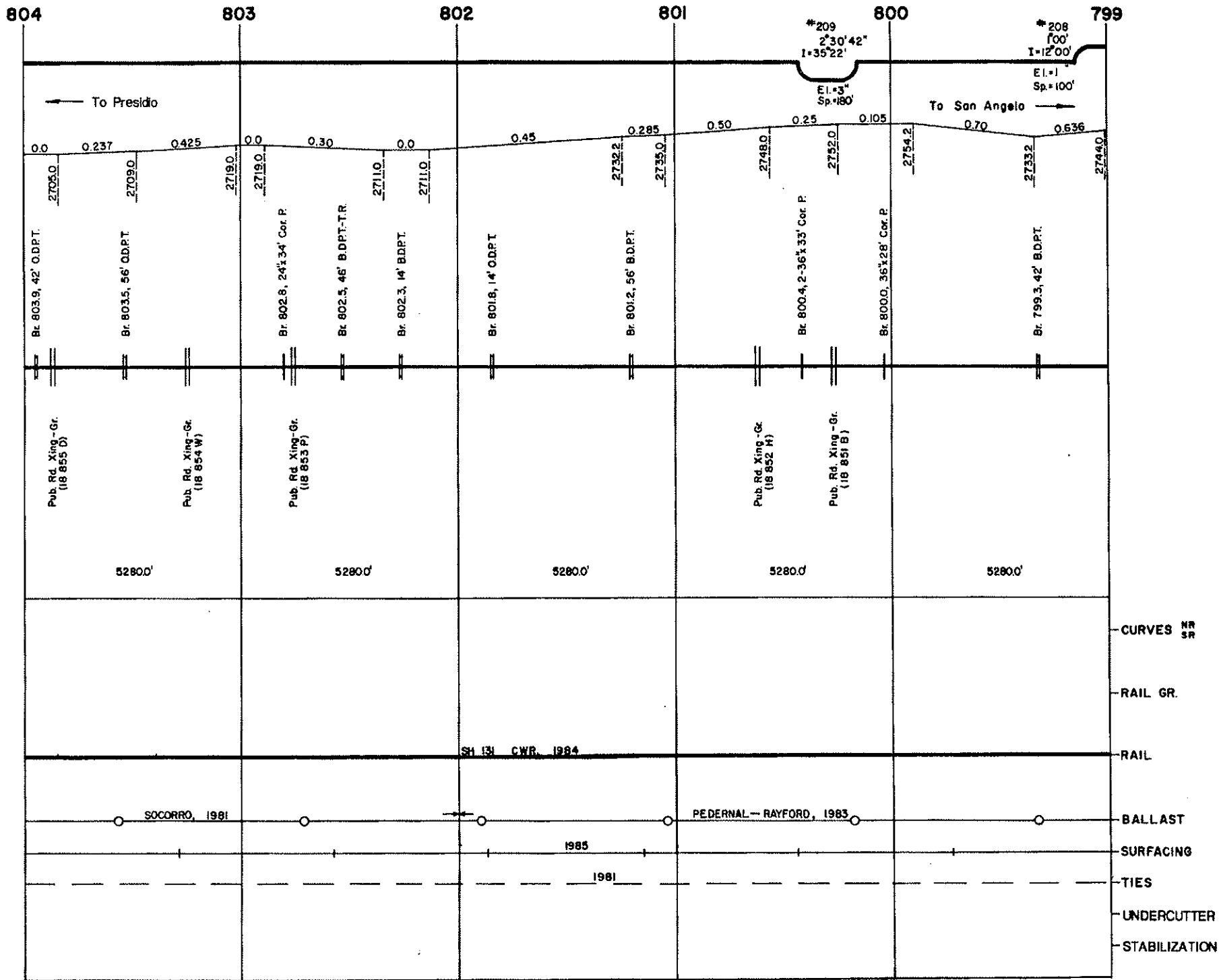


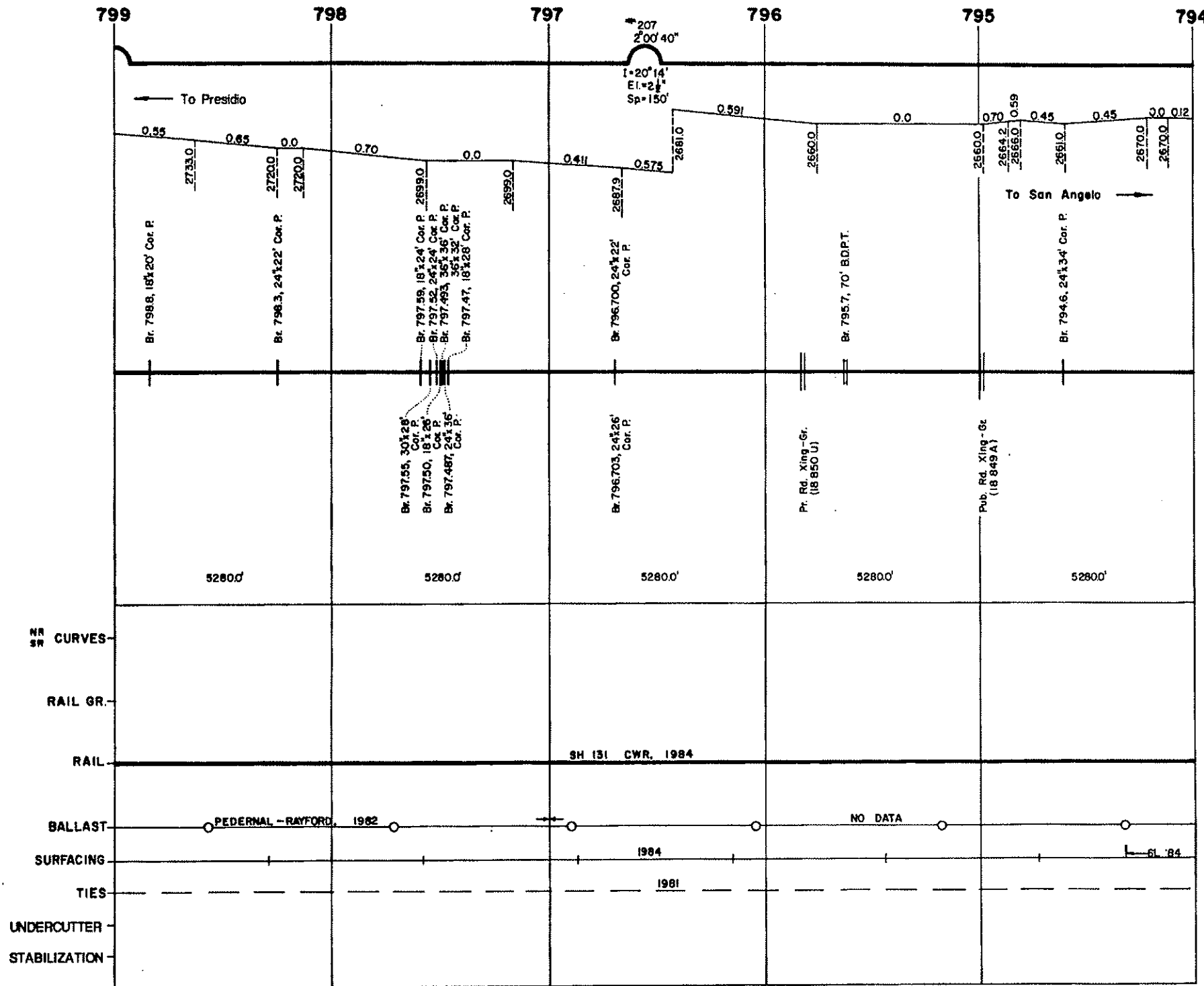
- CURVES NR SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

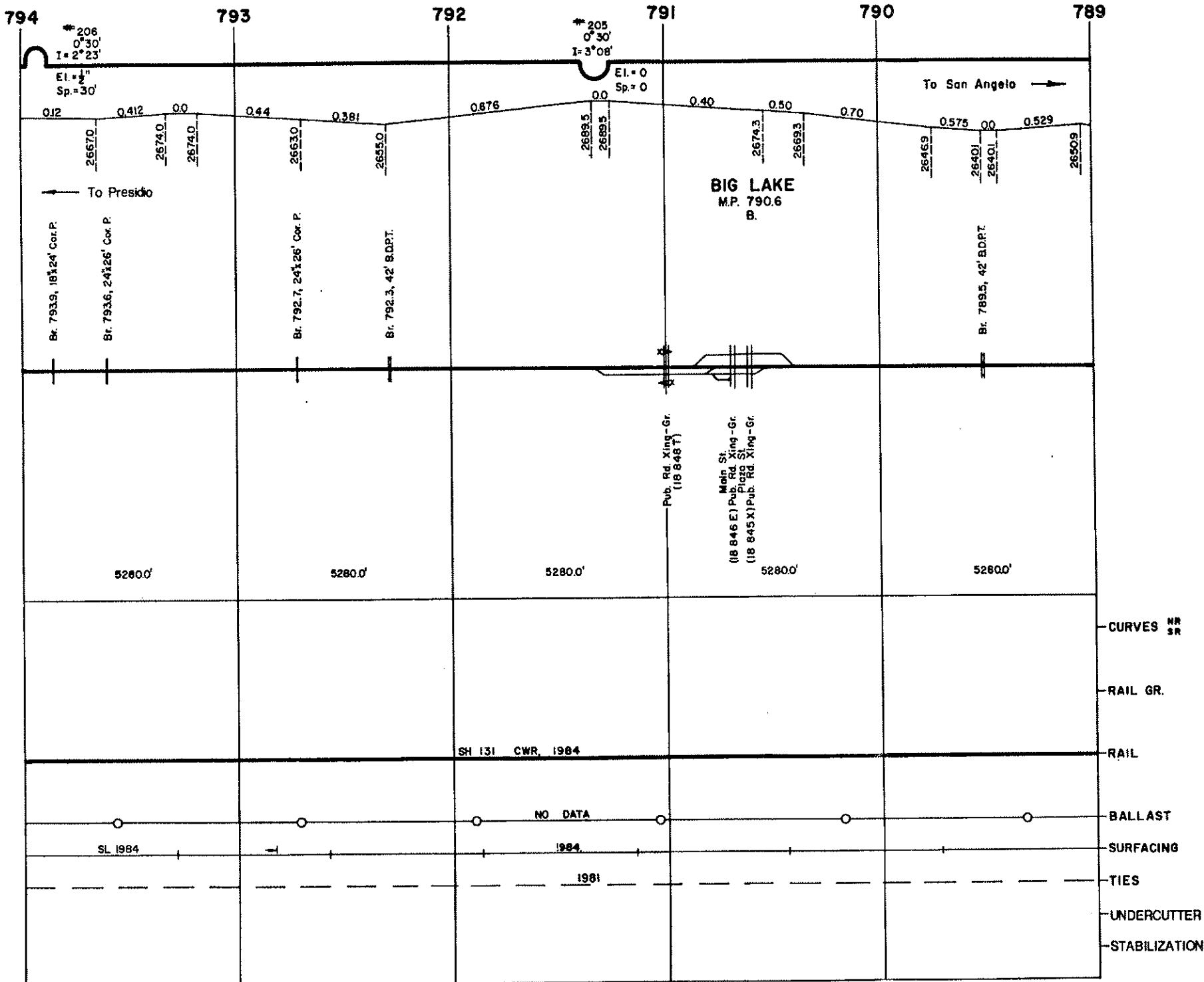


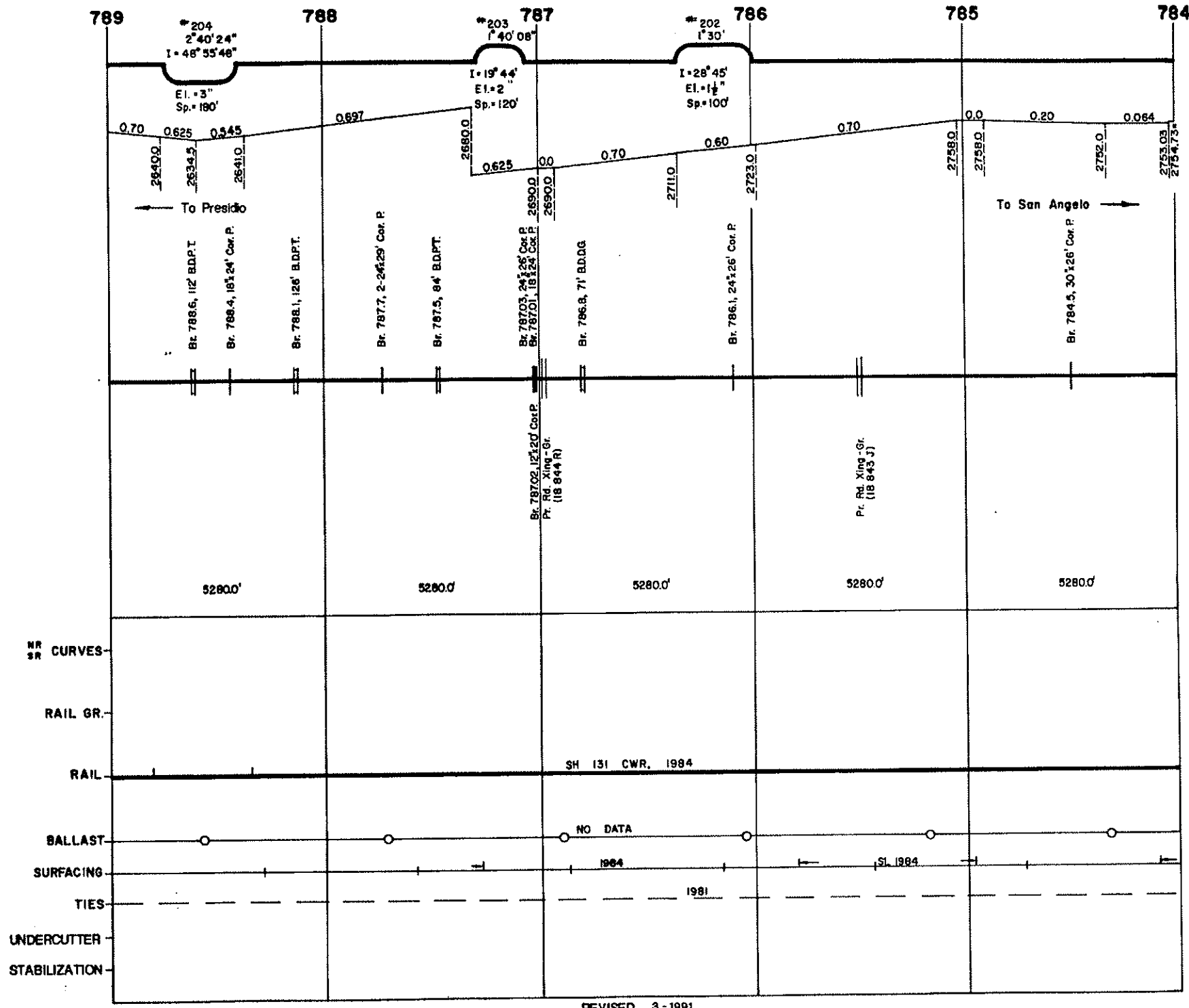


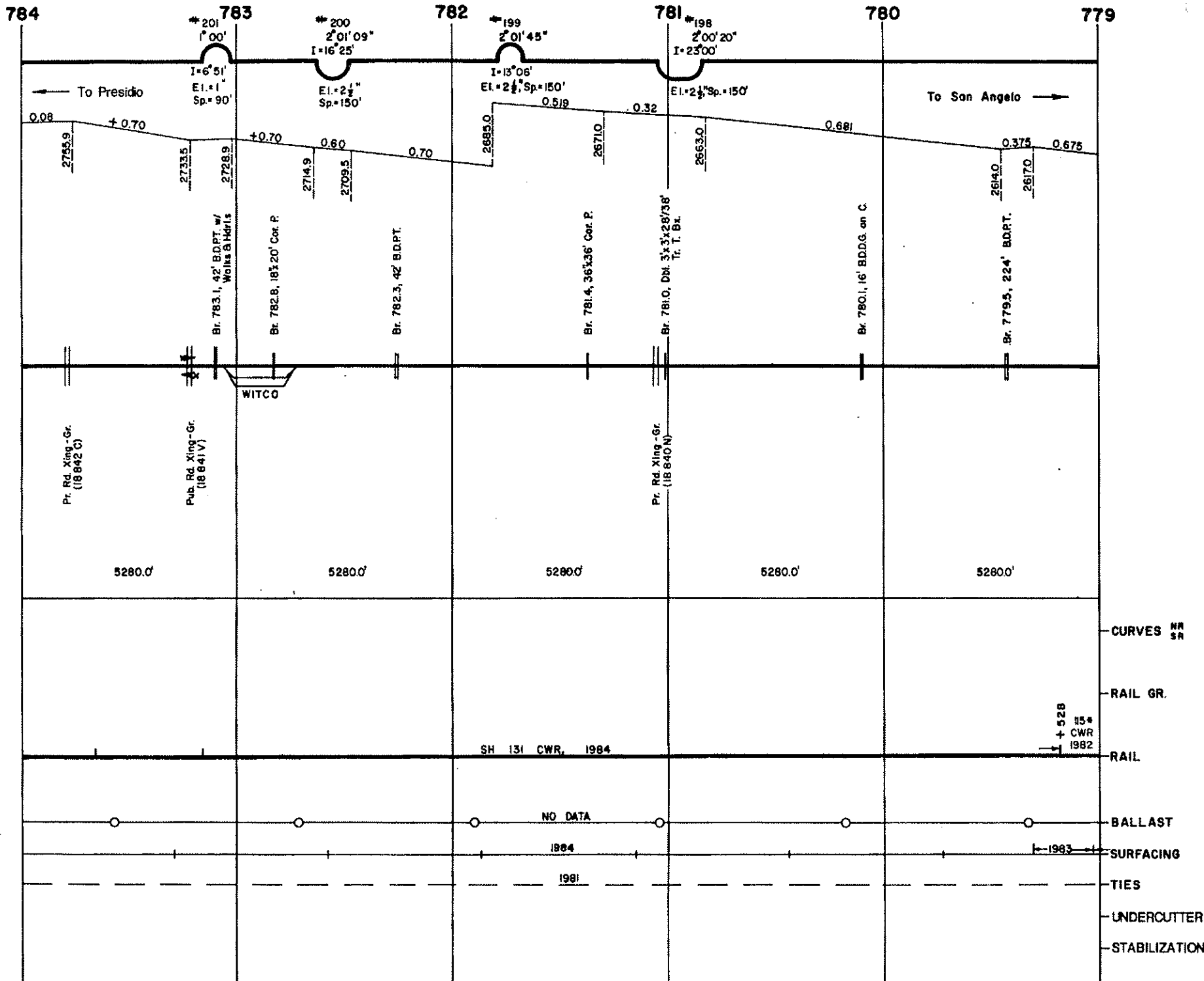


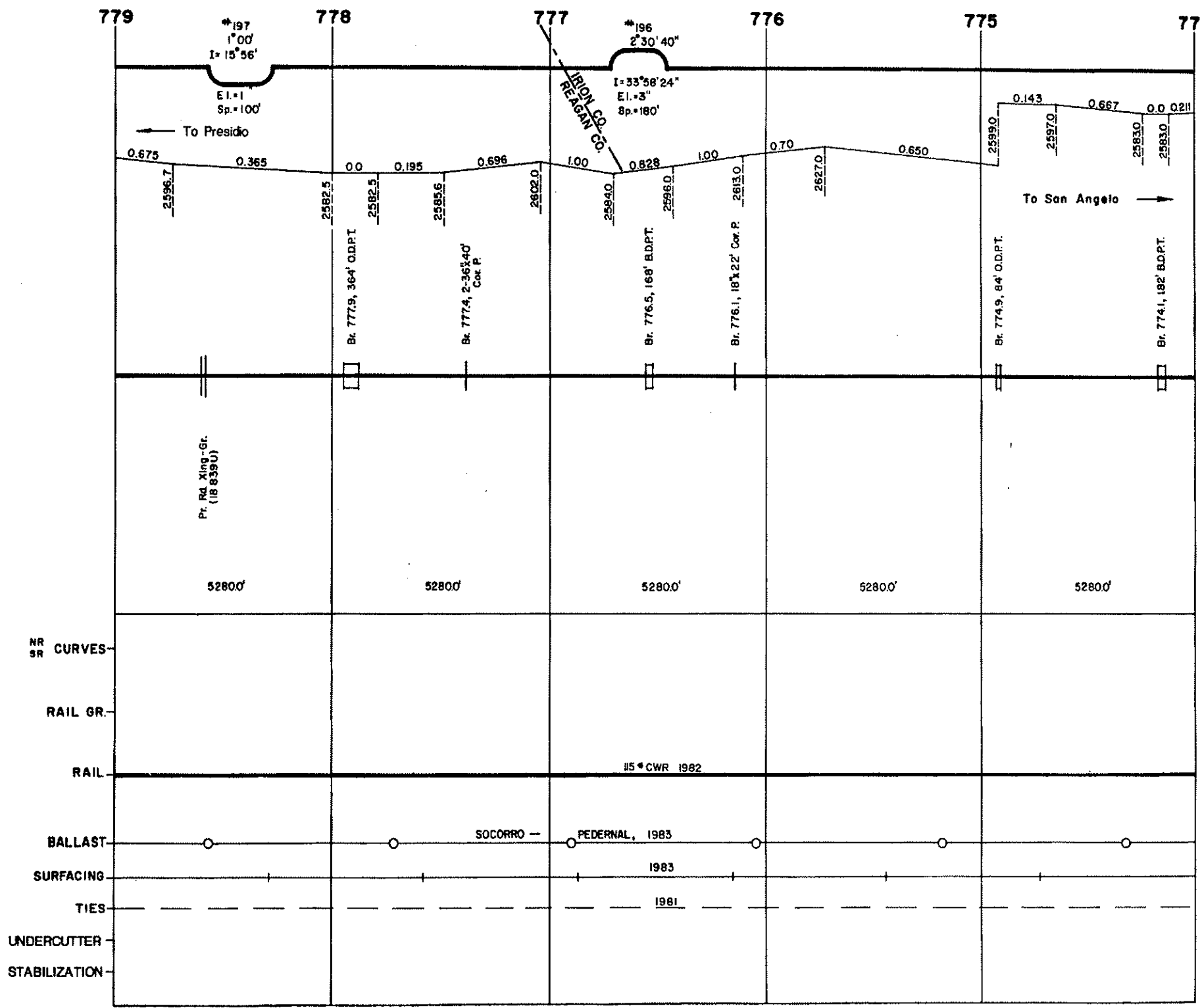


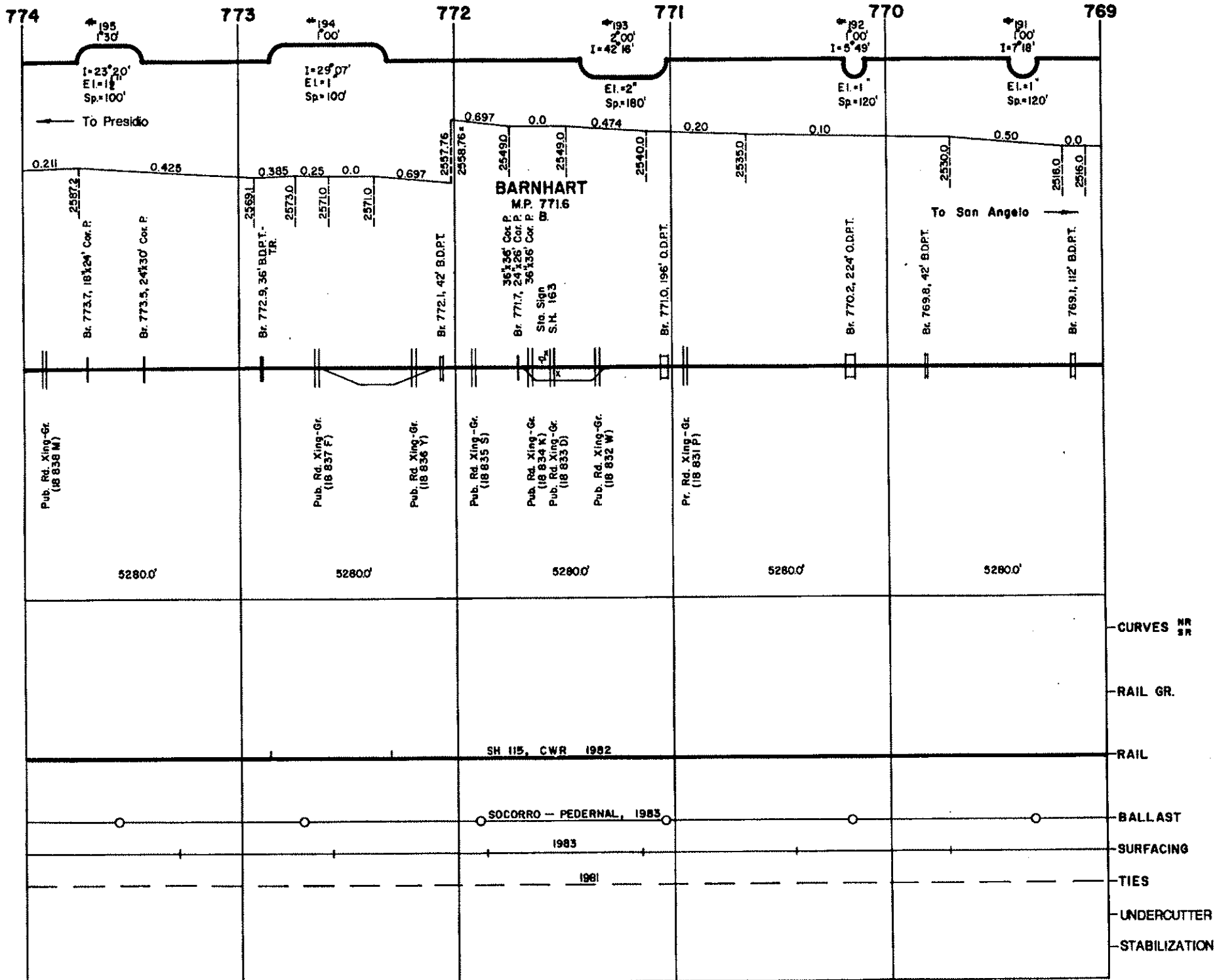


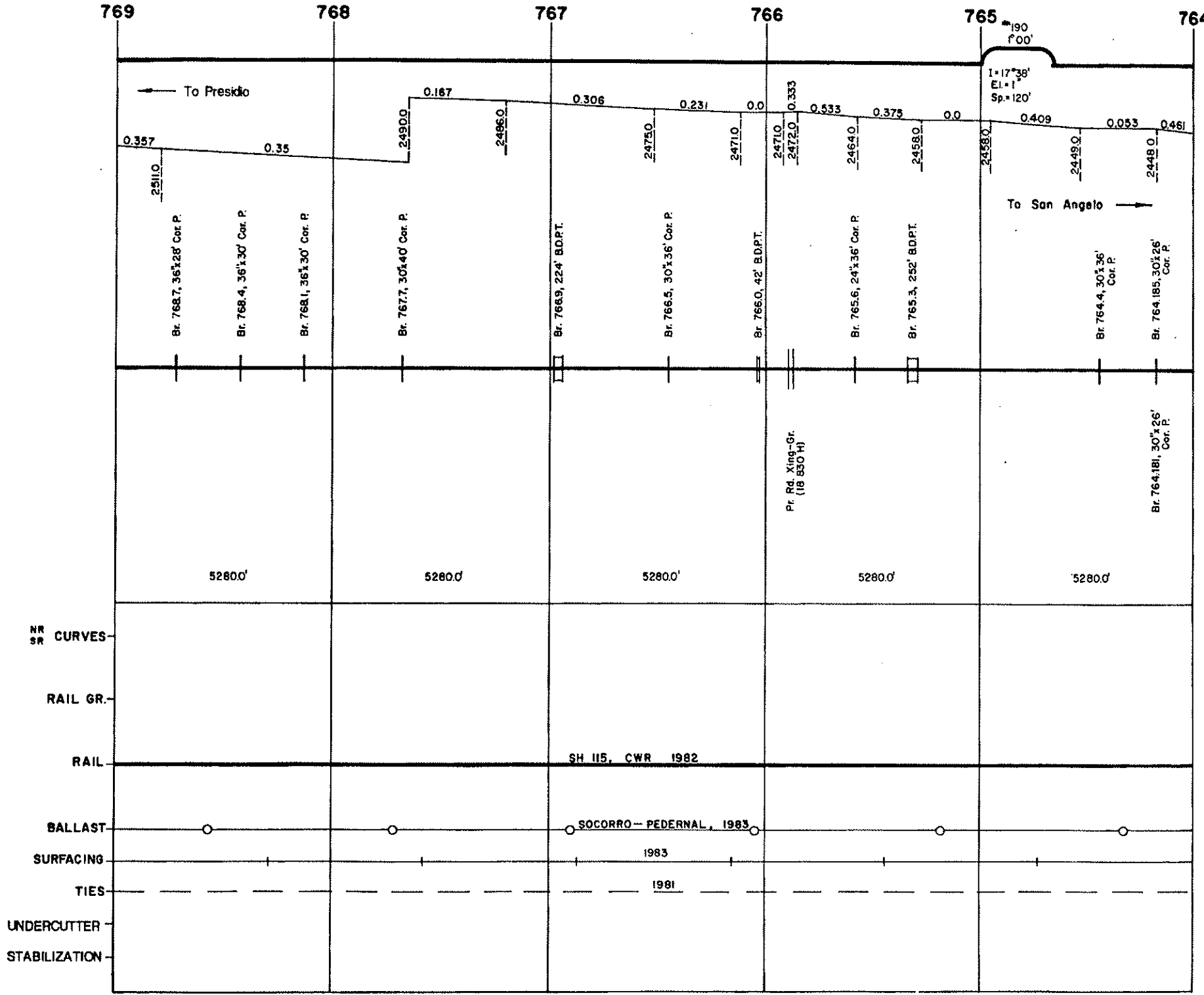


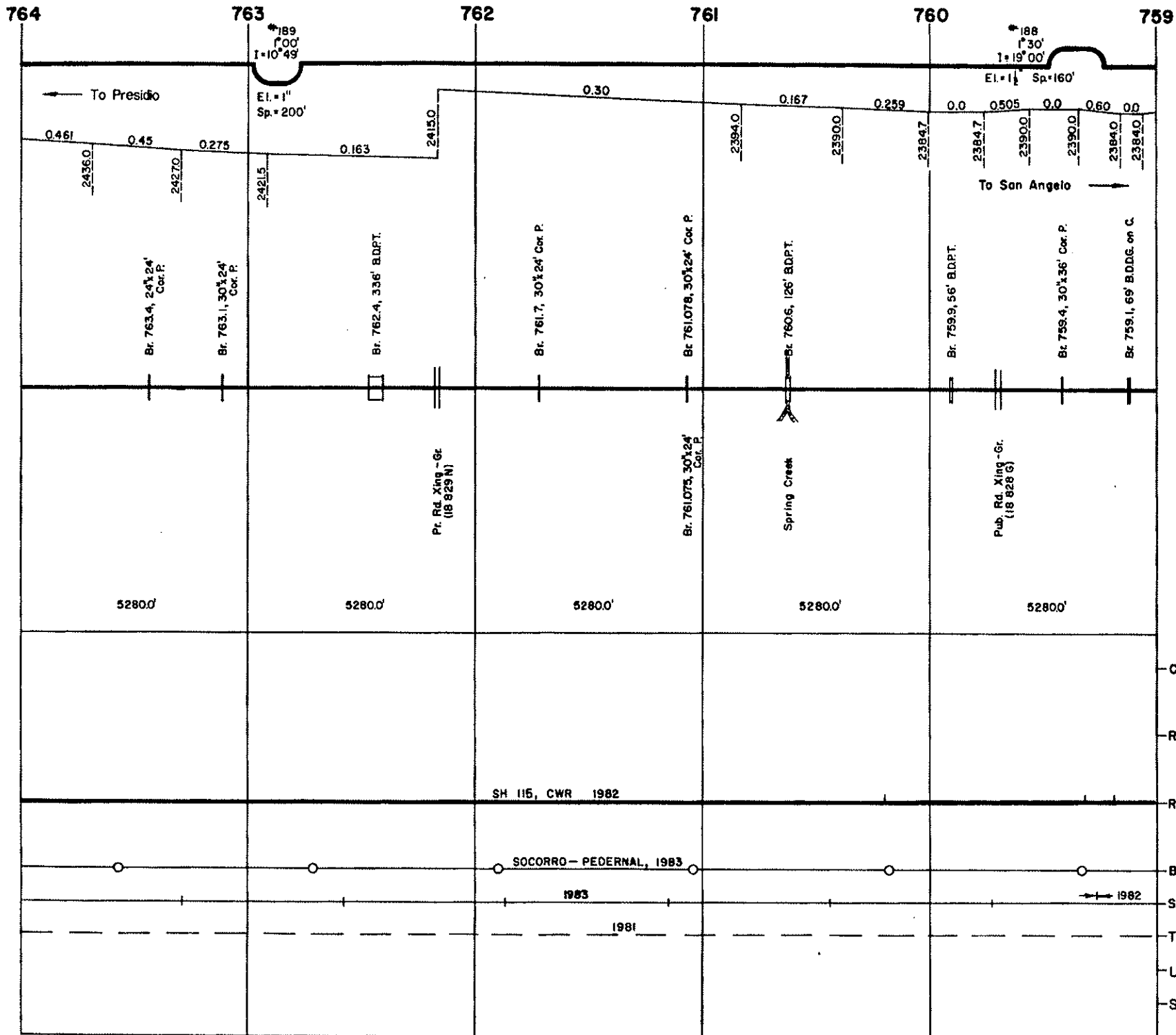


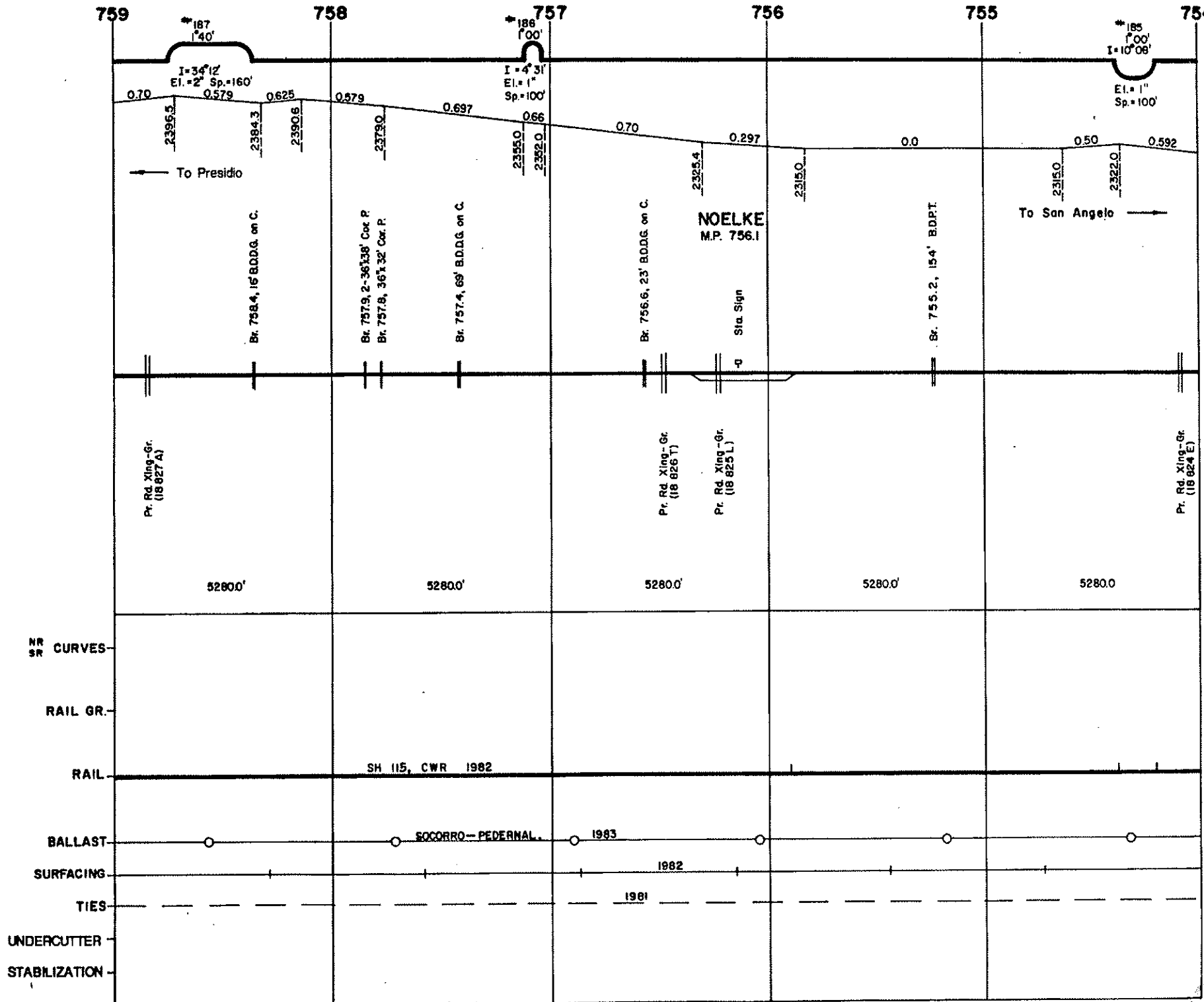


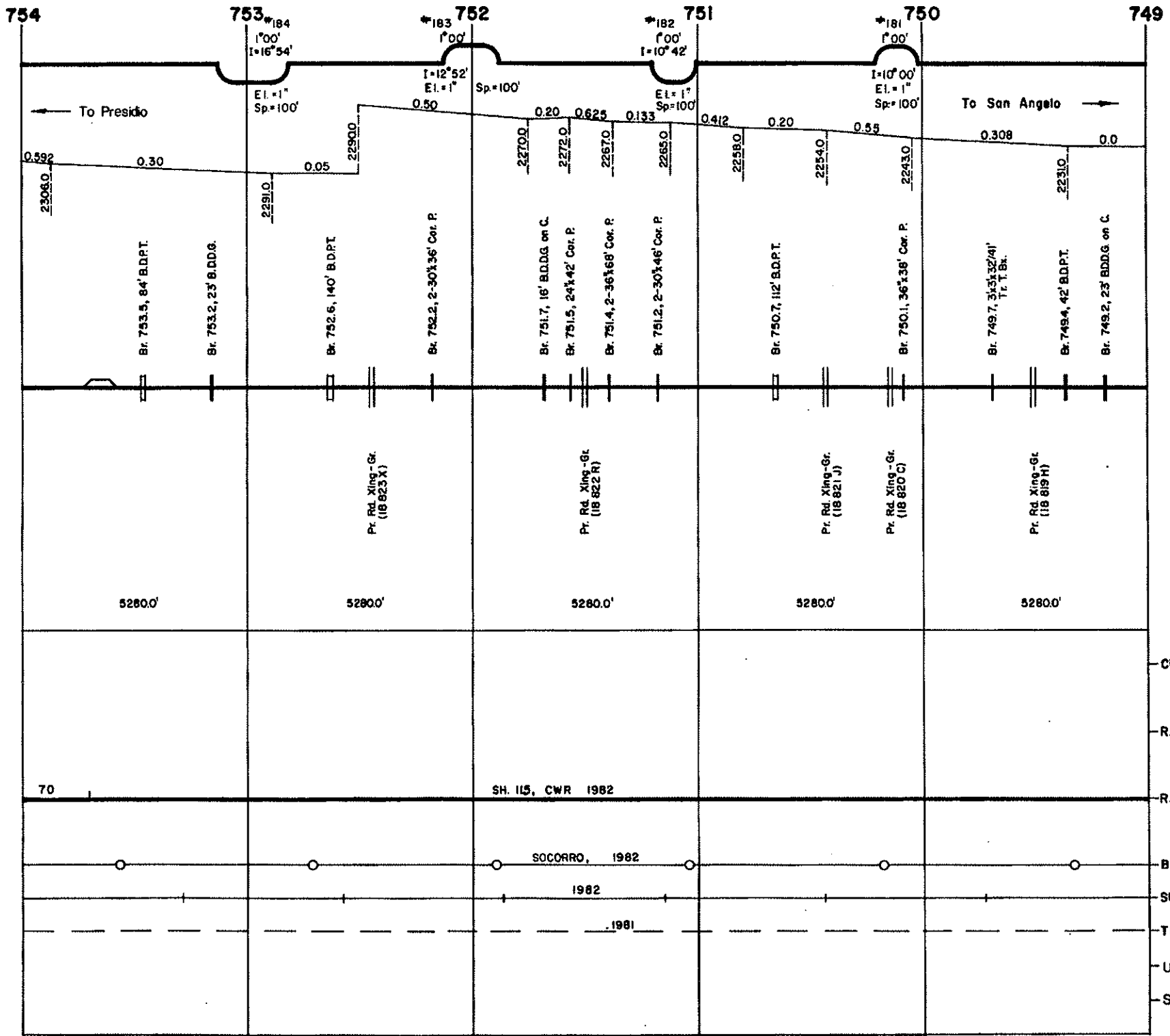


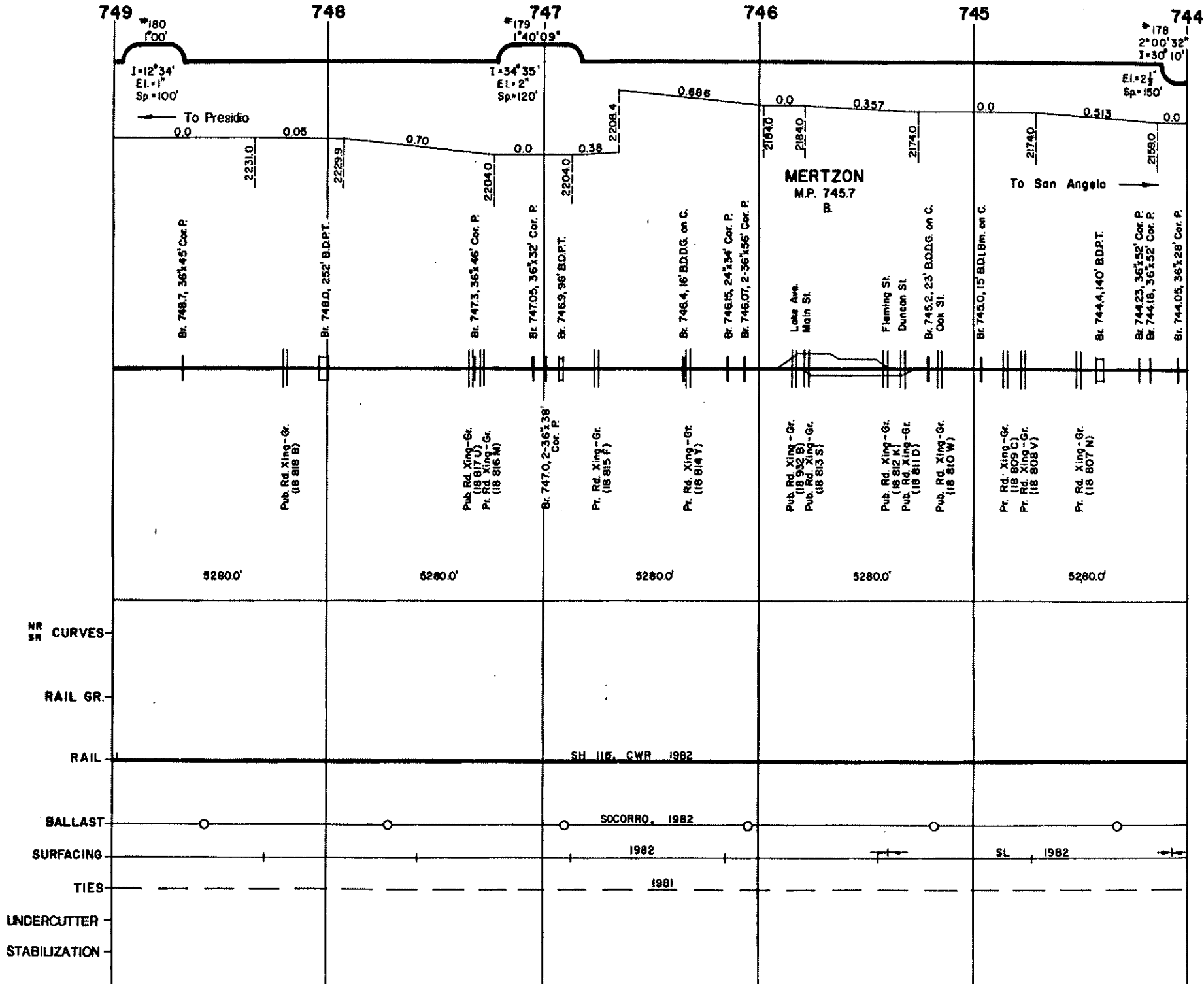


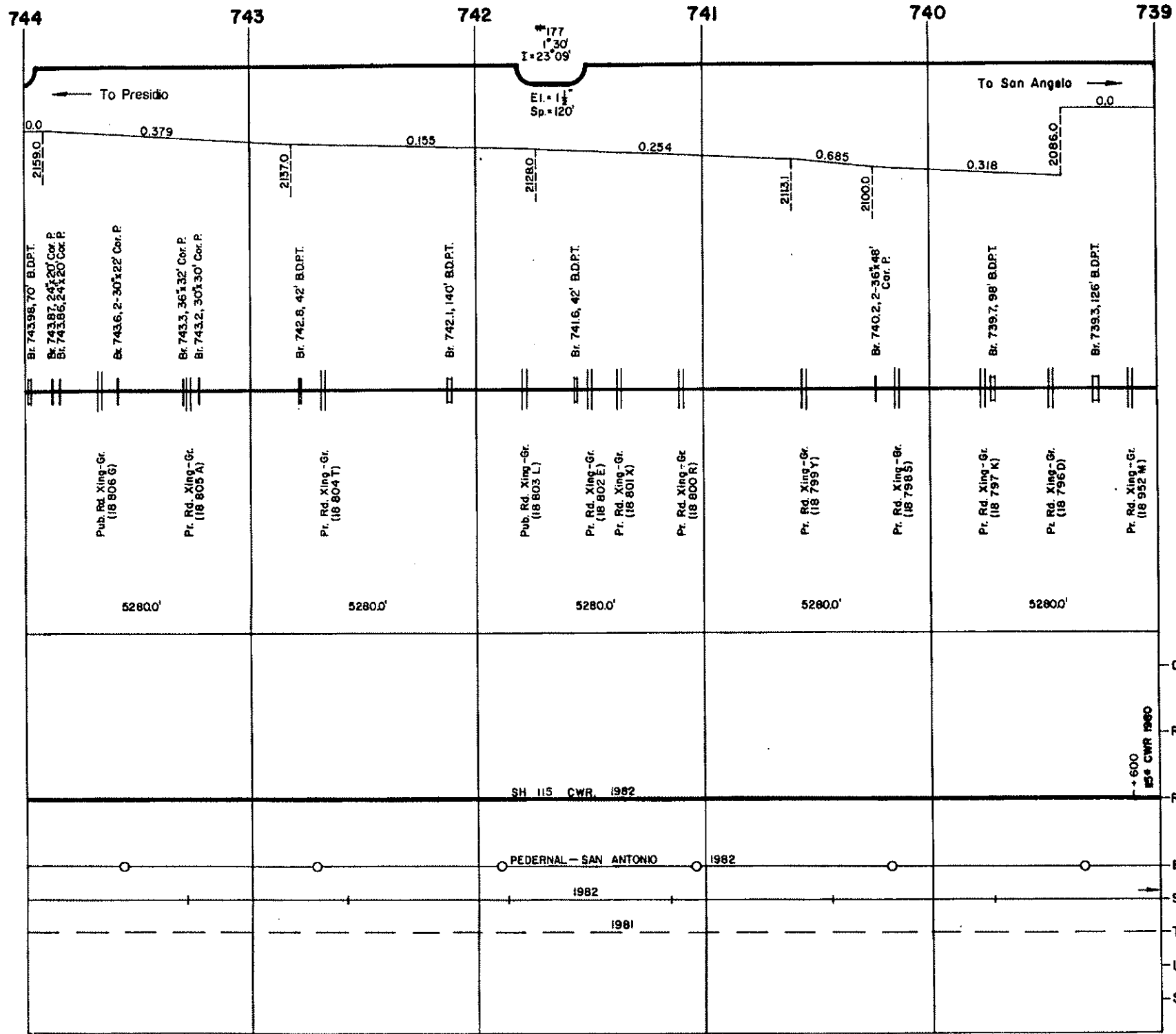












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RAIL

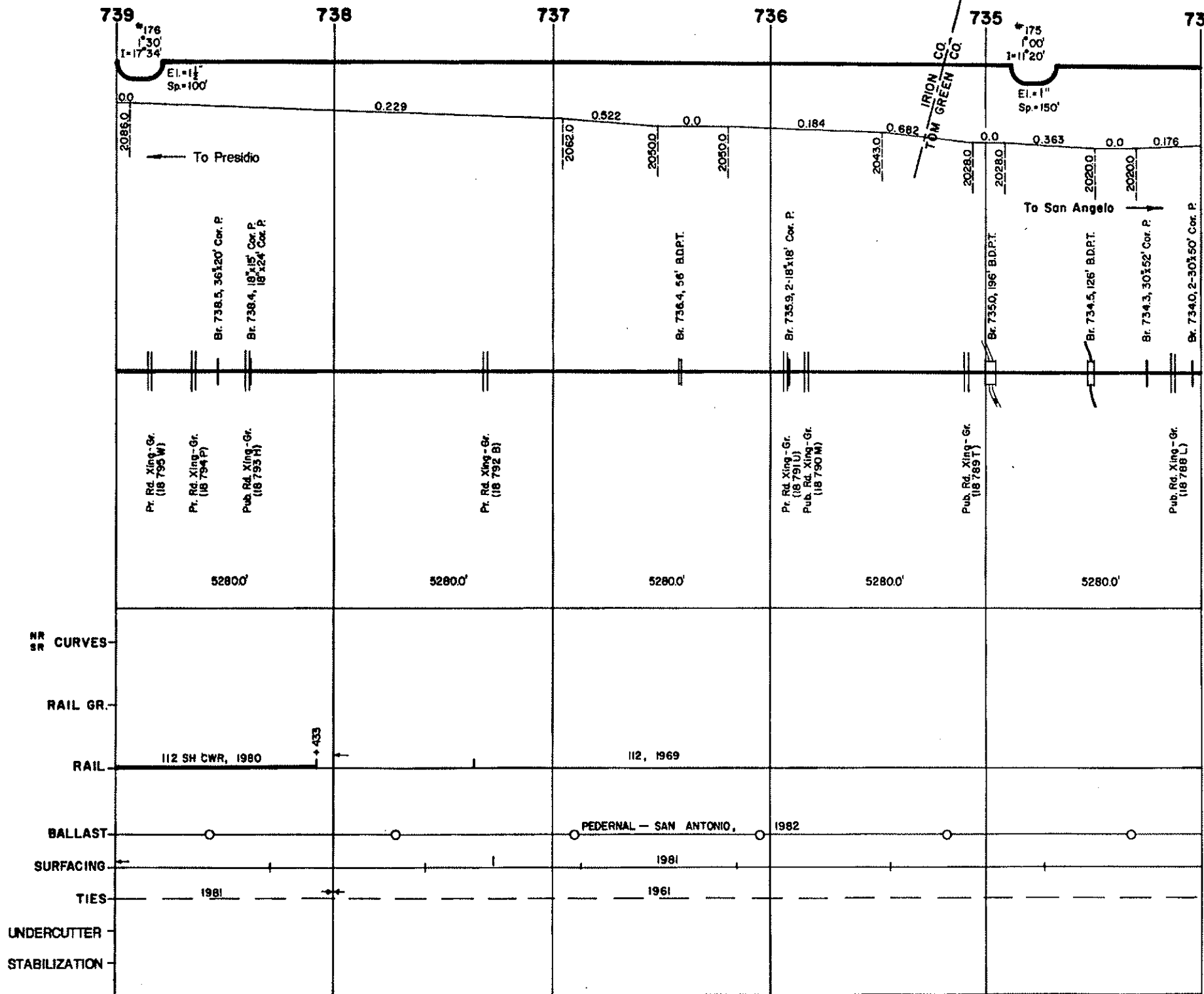
BALLAST

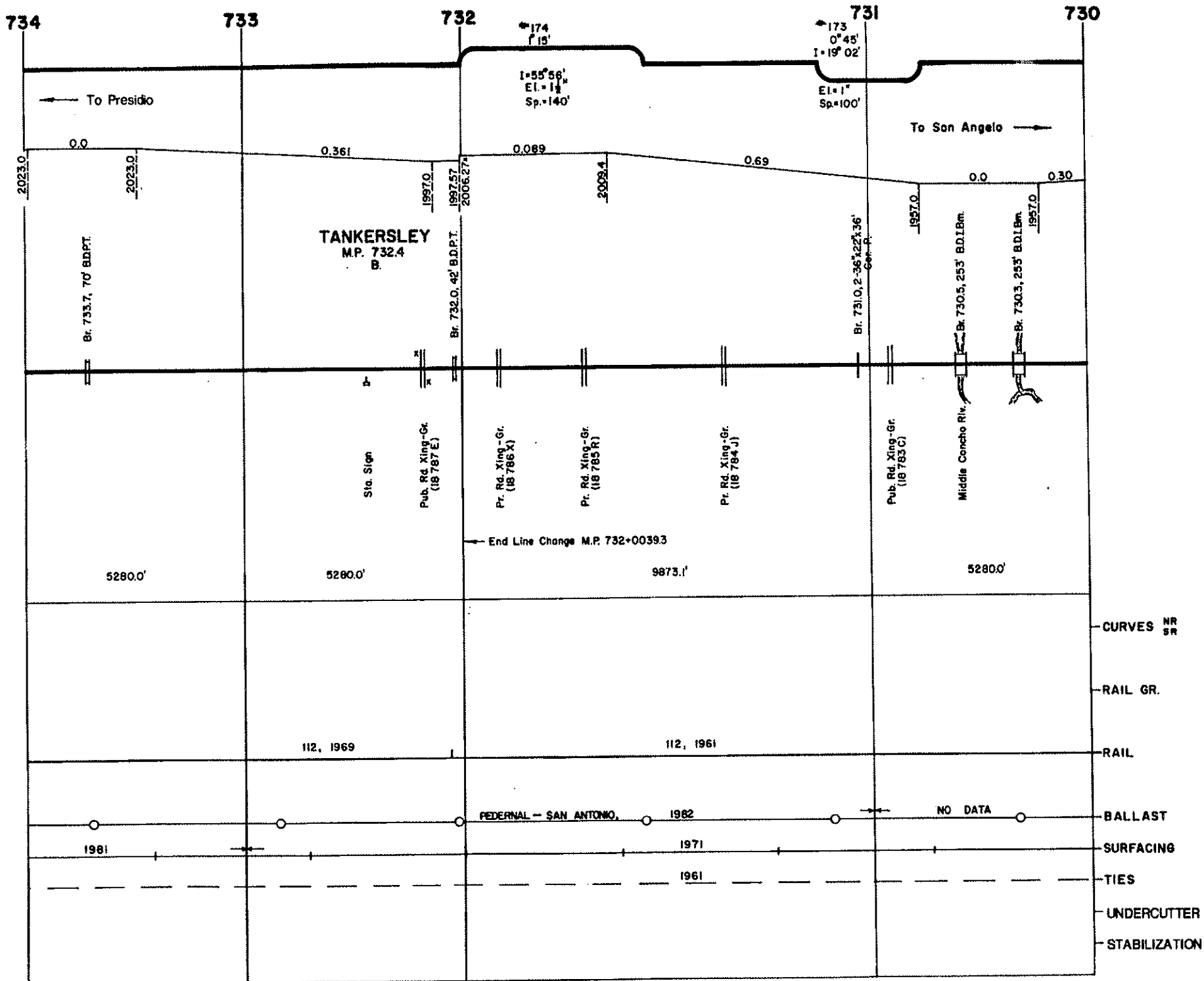
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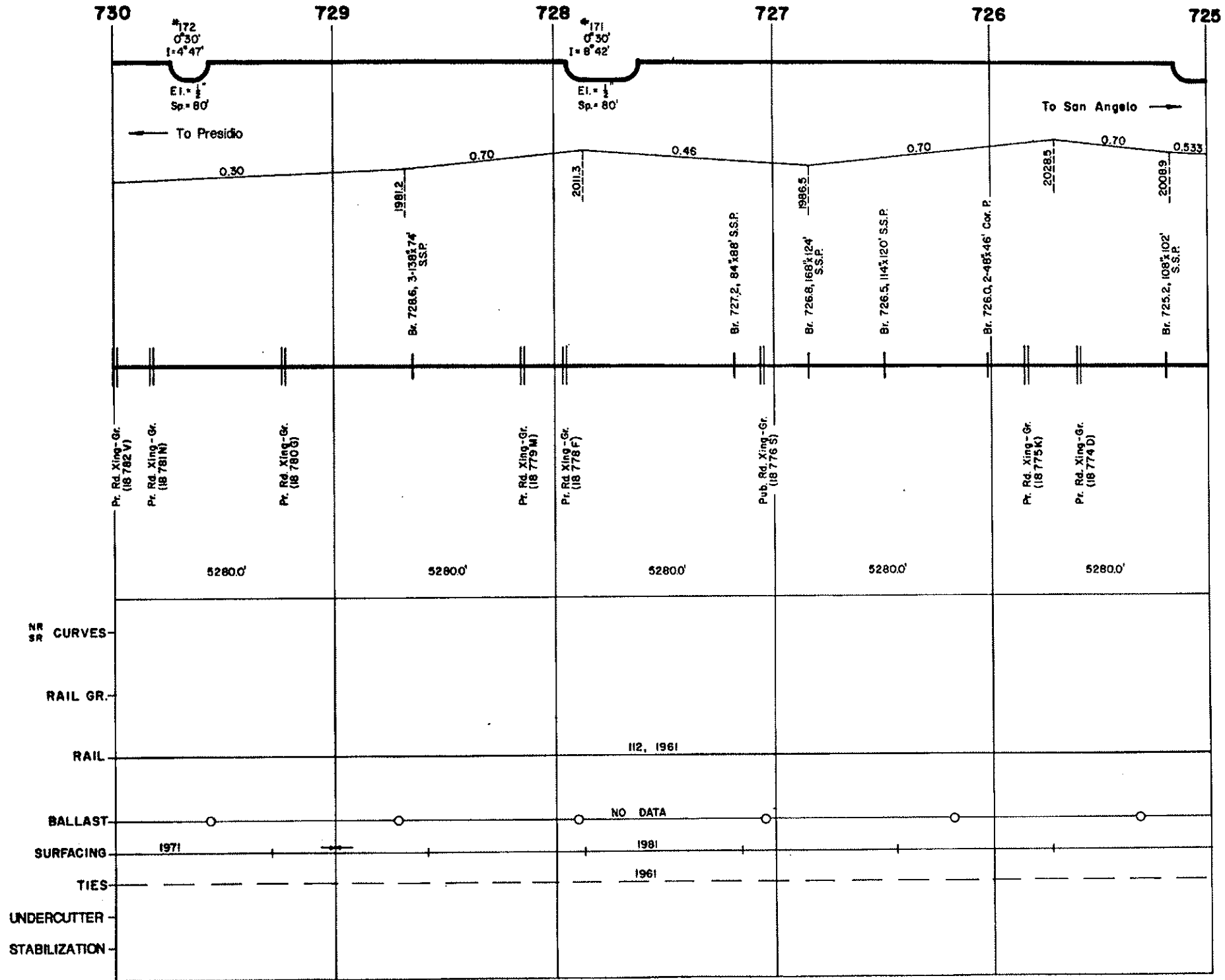
TIES

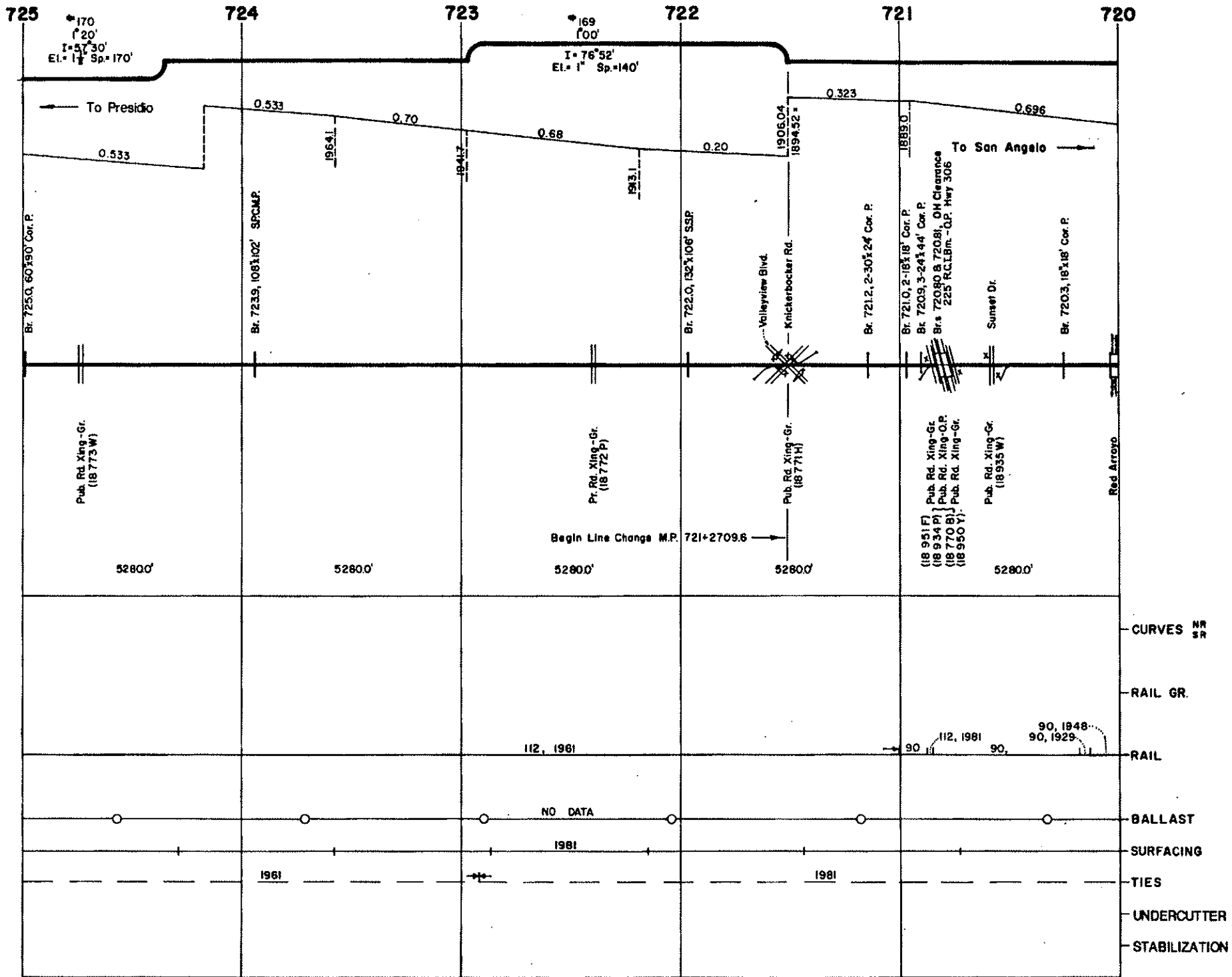
UNDERCUTTER

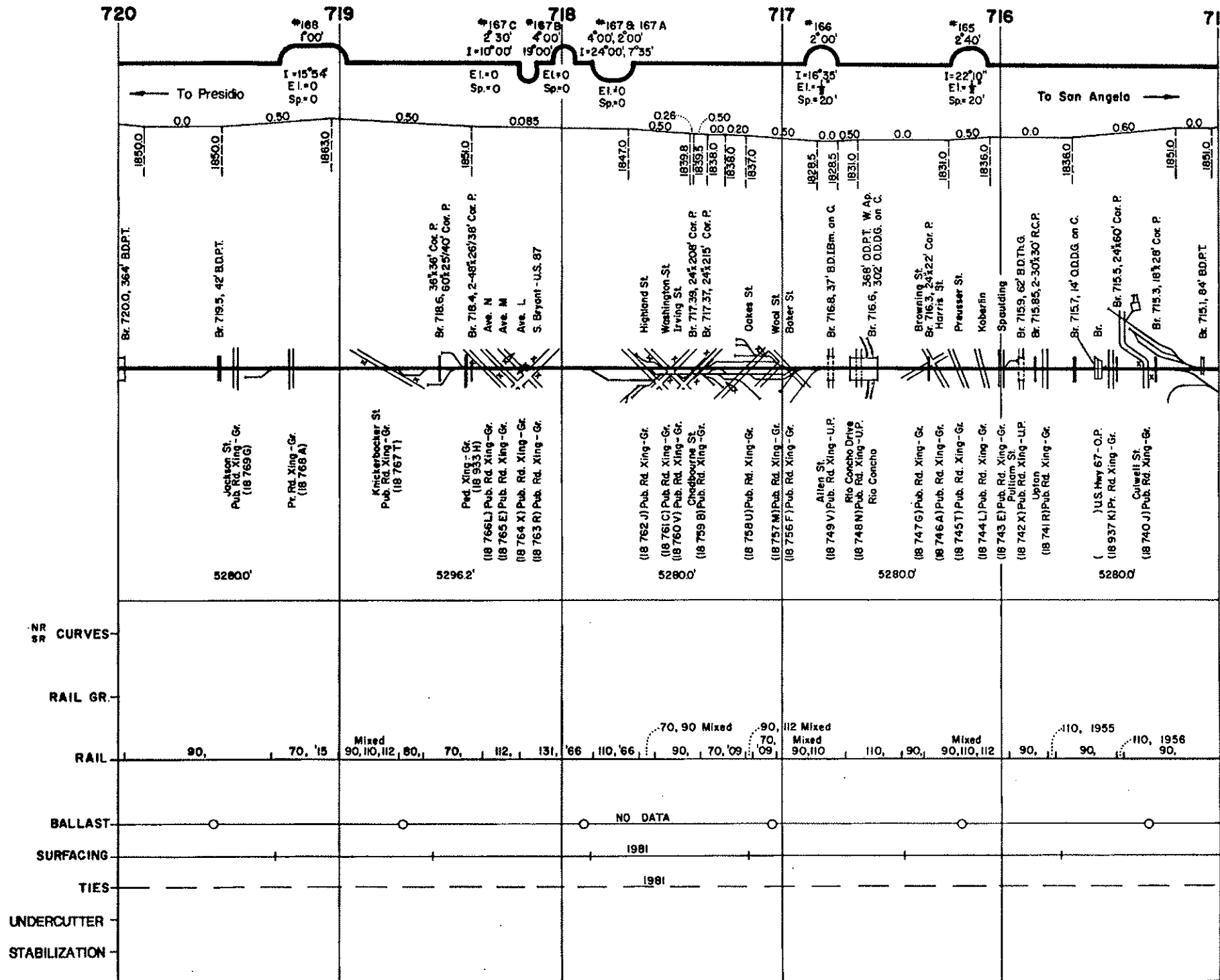
STABILIZATION



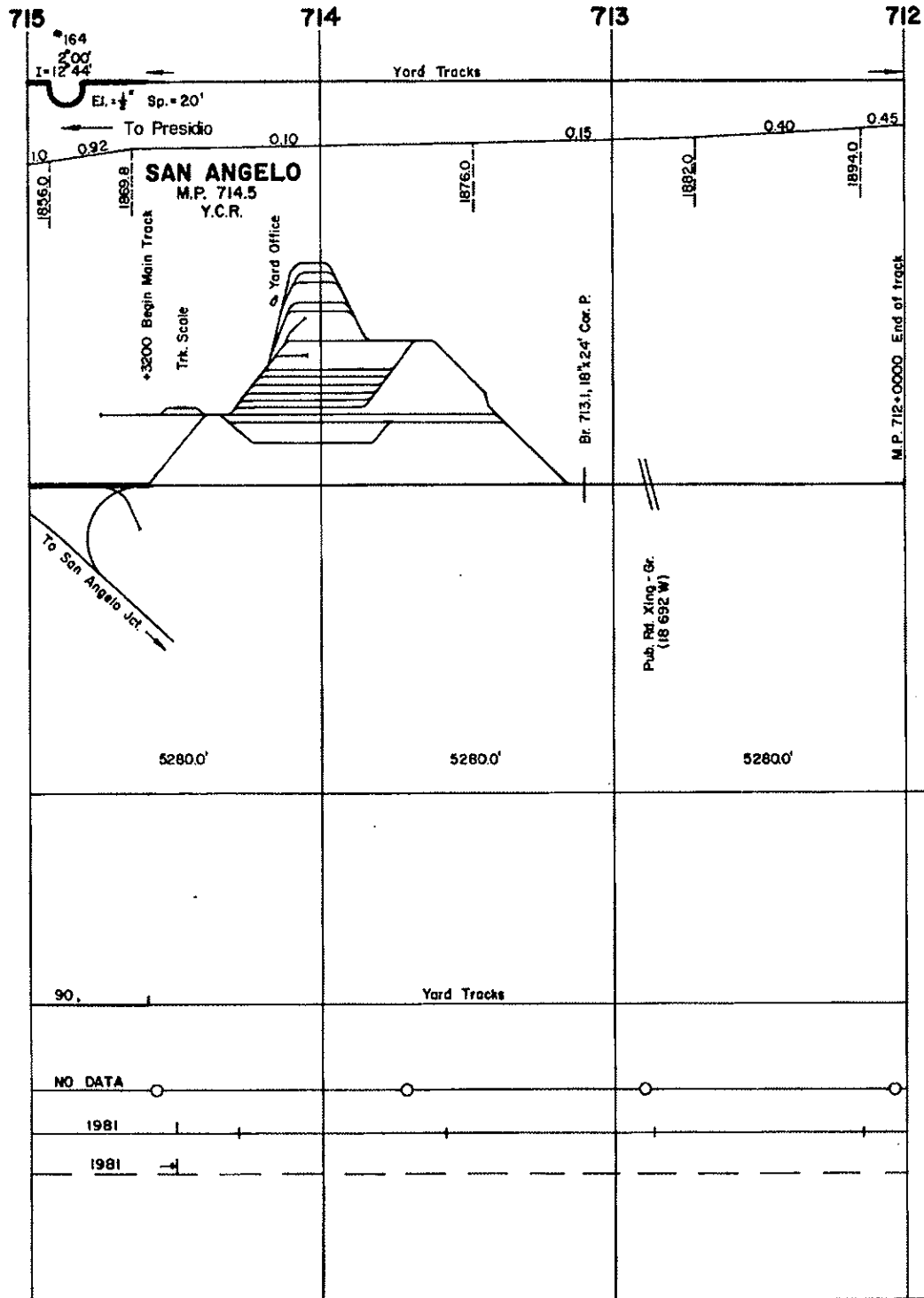






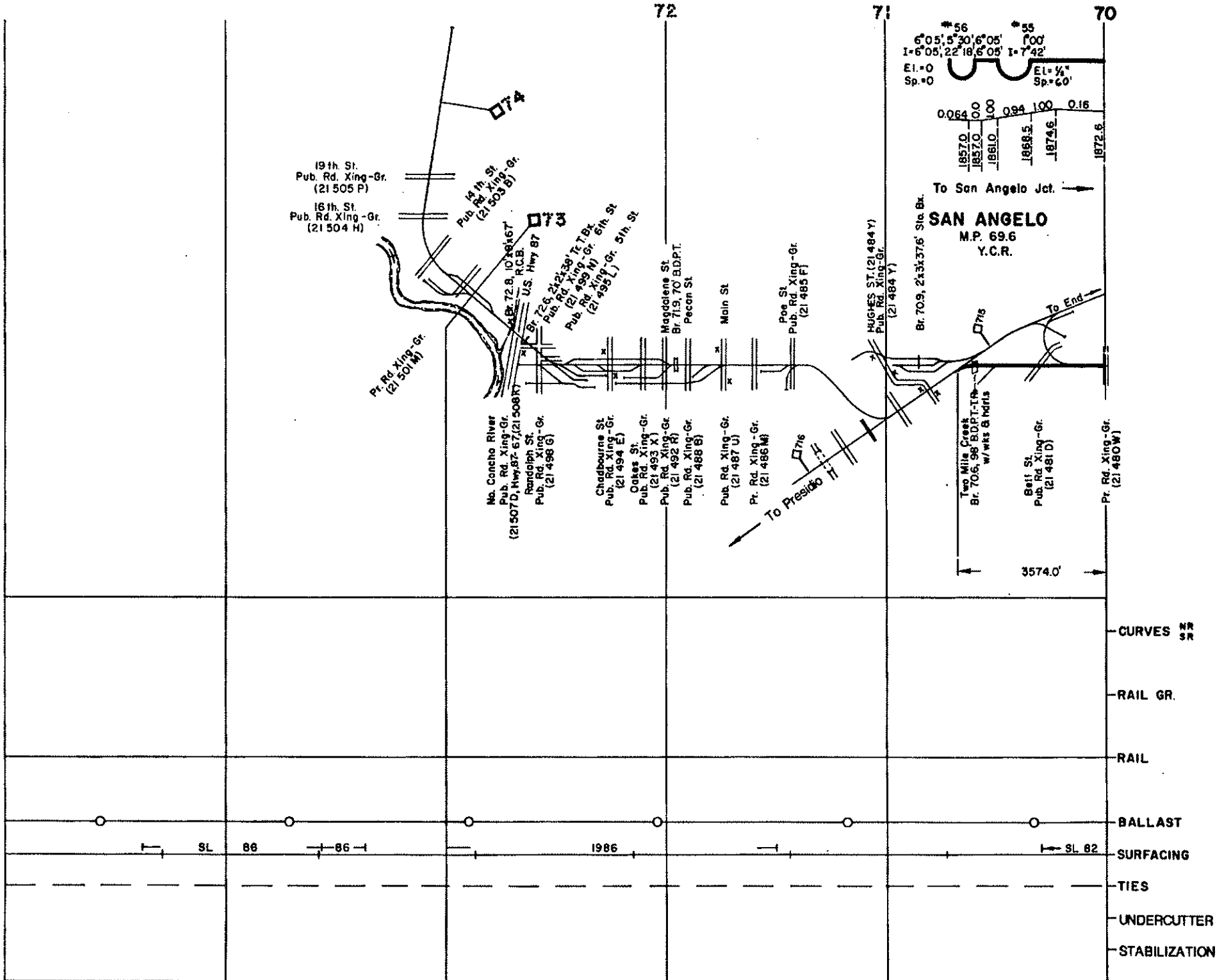


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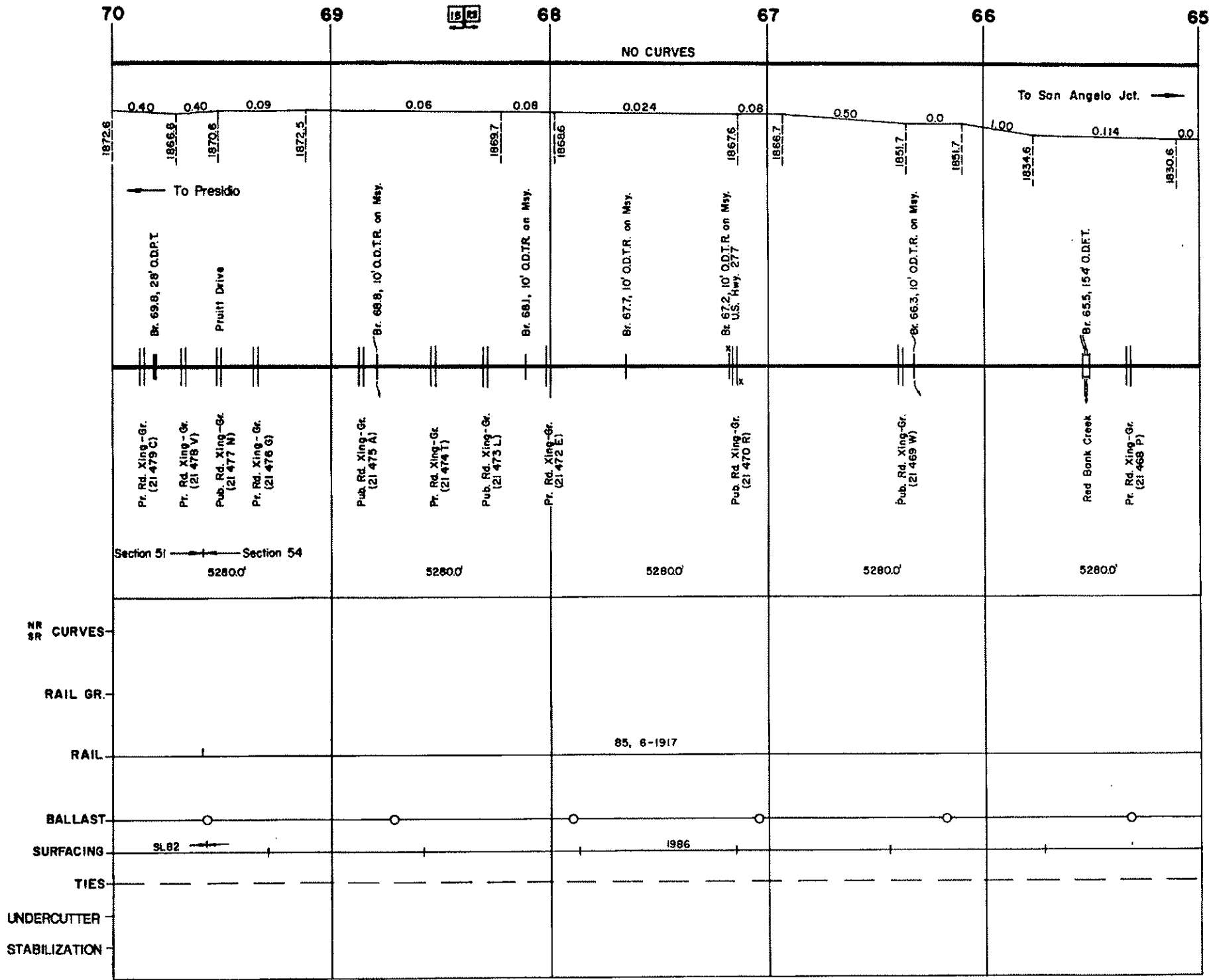


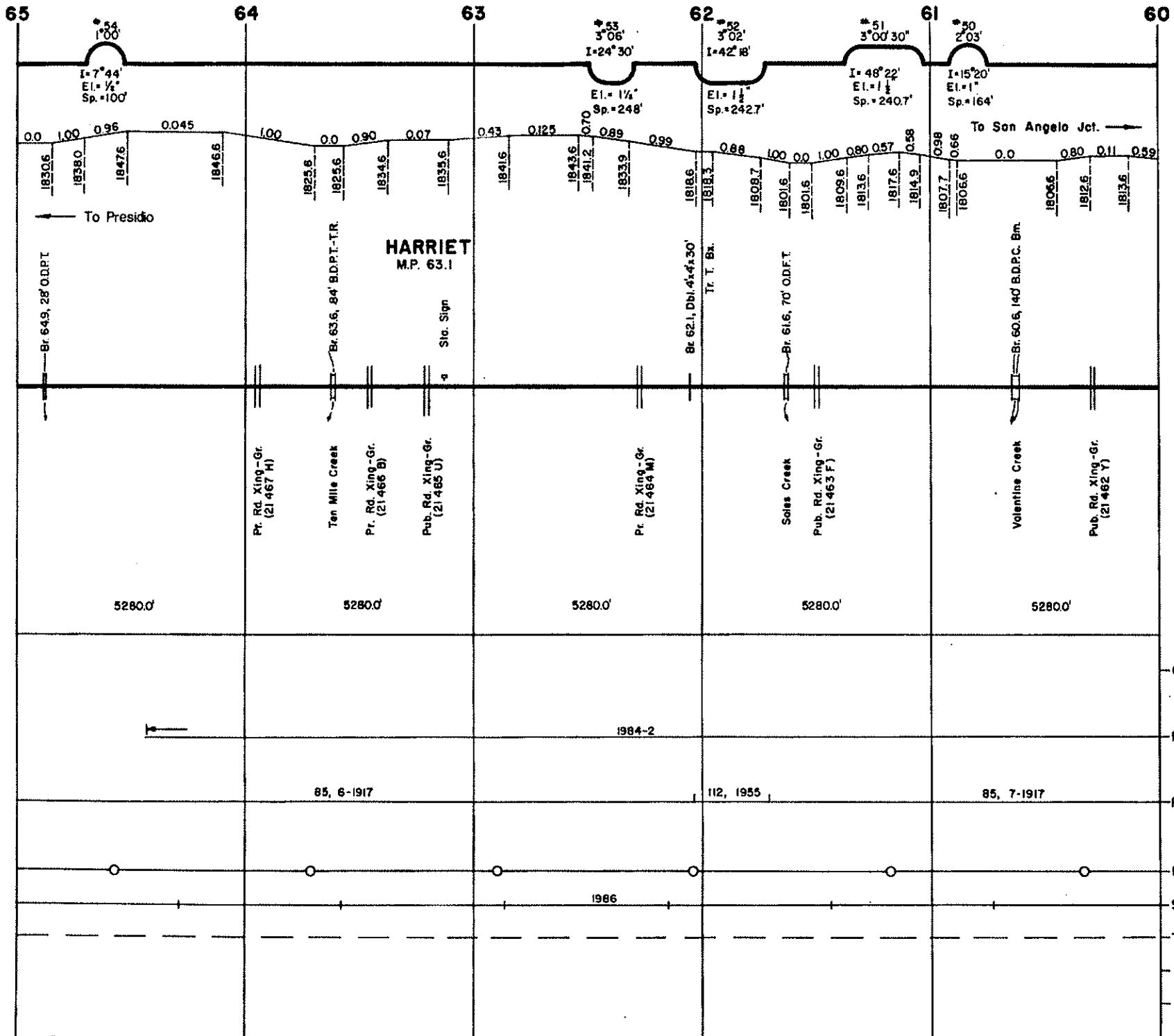
- CURVES ^{NR} _{SR}
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

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REVISED 3-1991



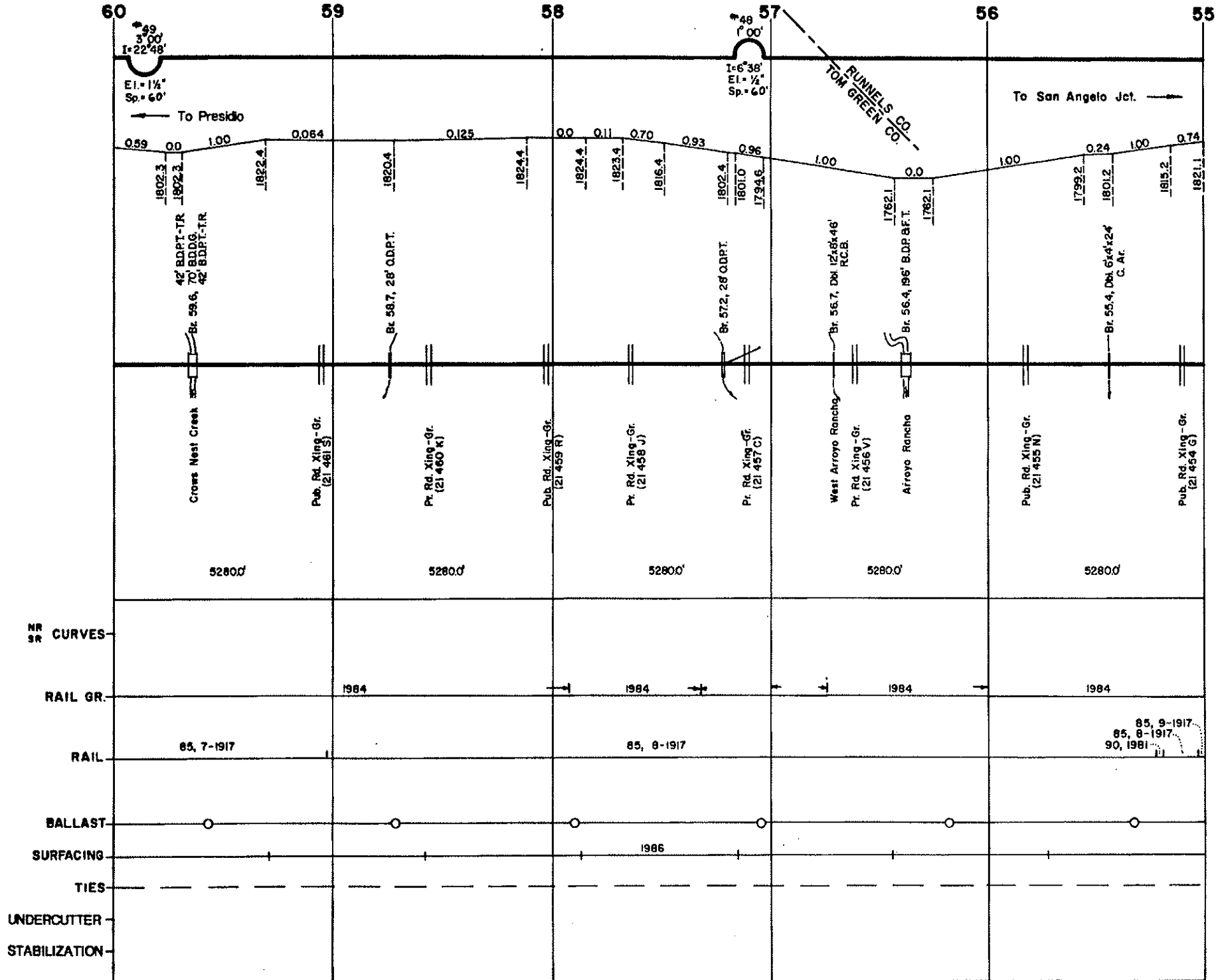


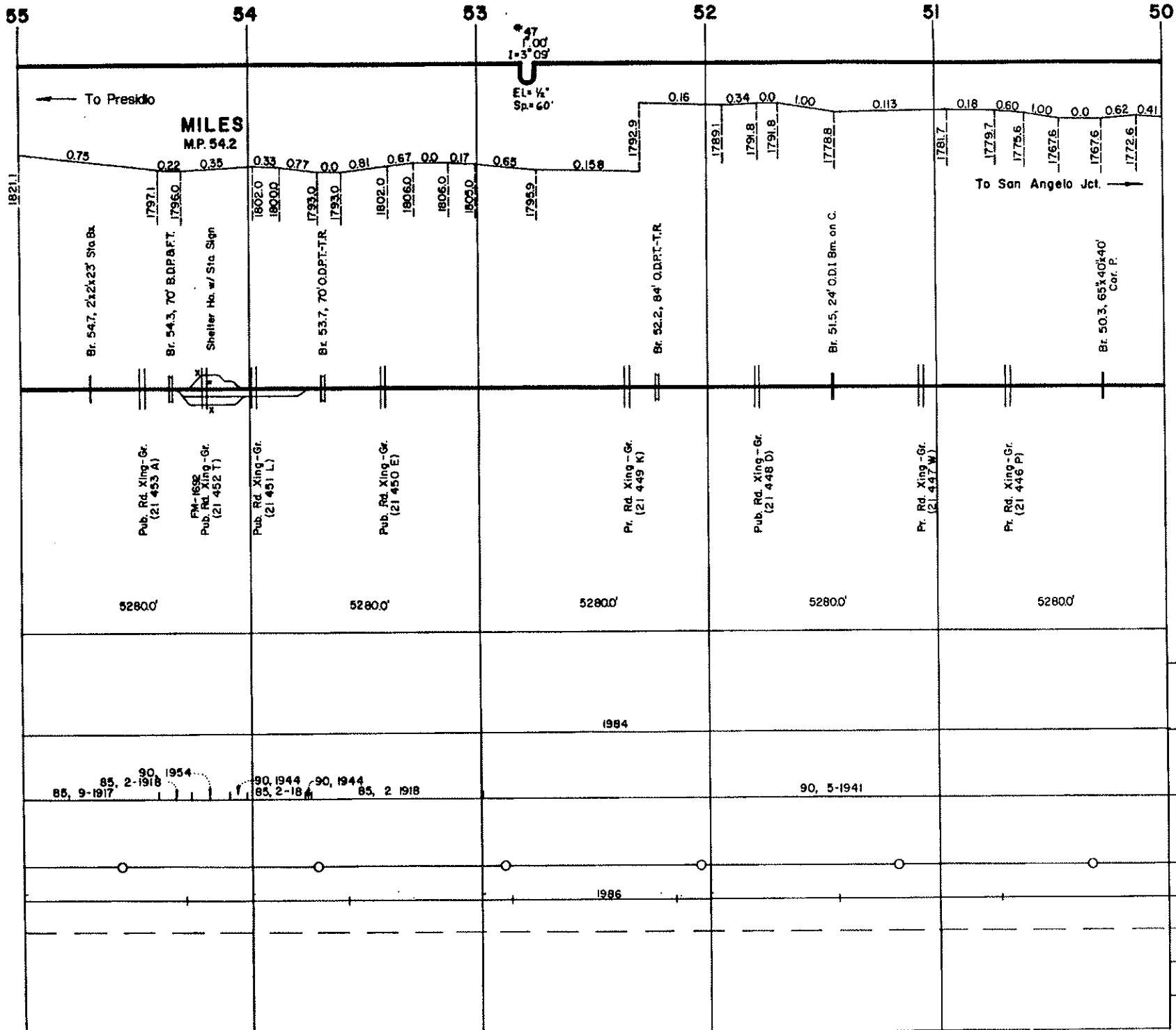
HARRIET
M.P. 63.1

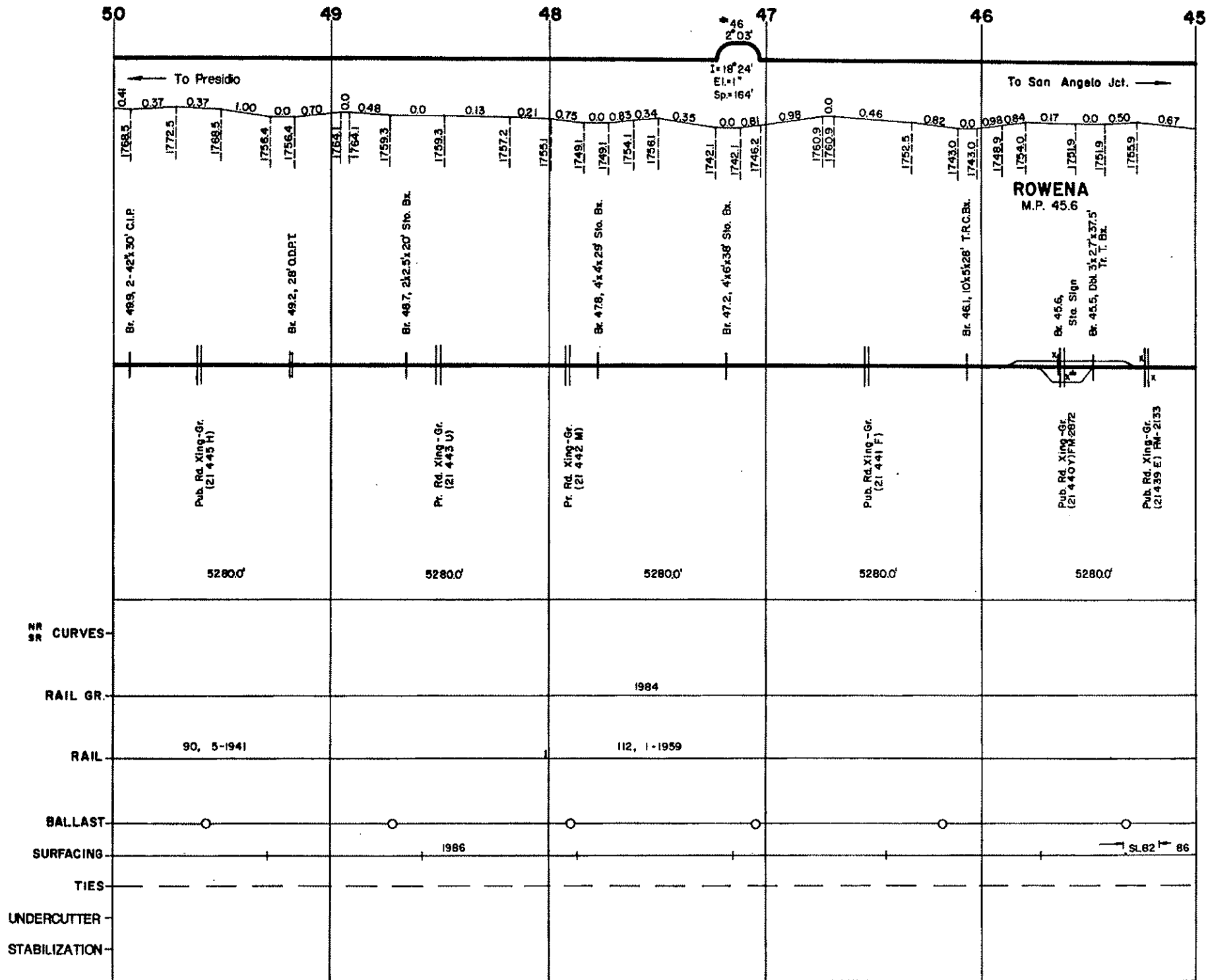
To San Angelo Jct. →

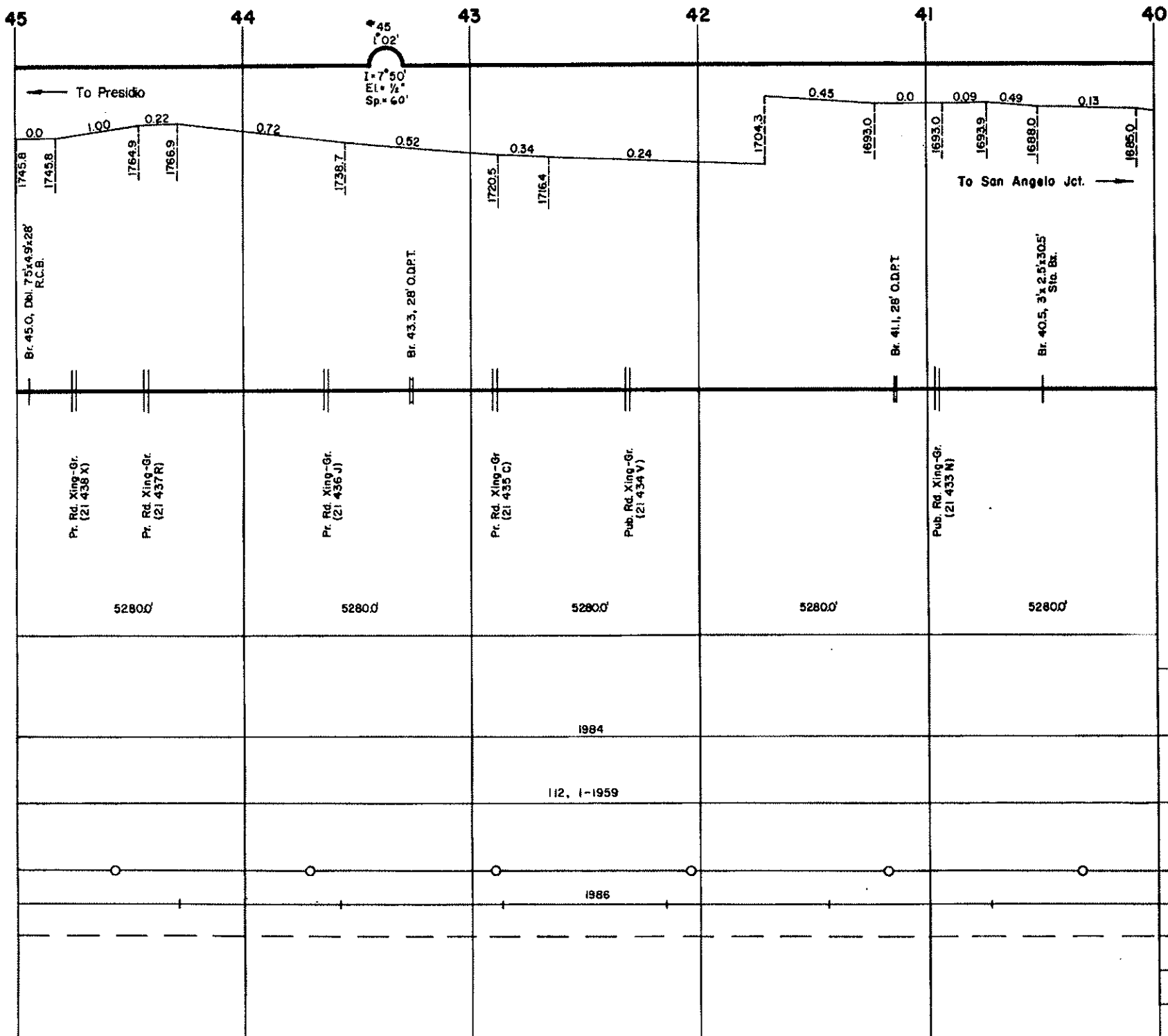
← To Presidio

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

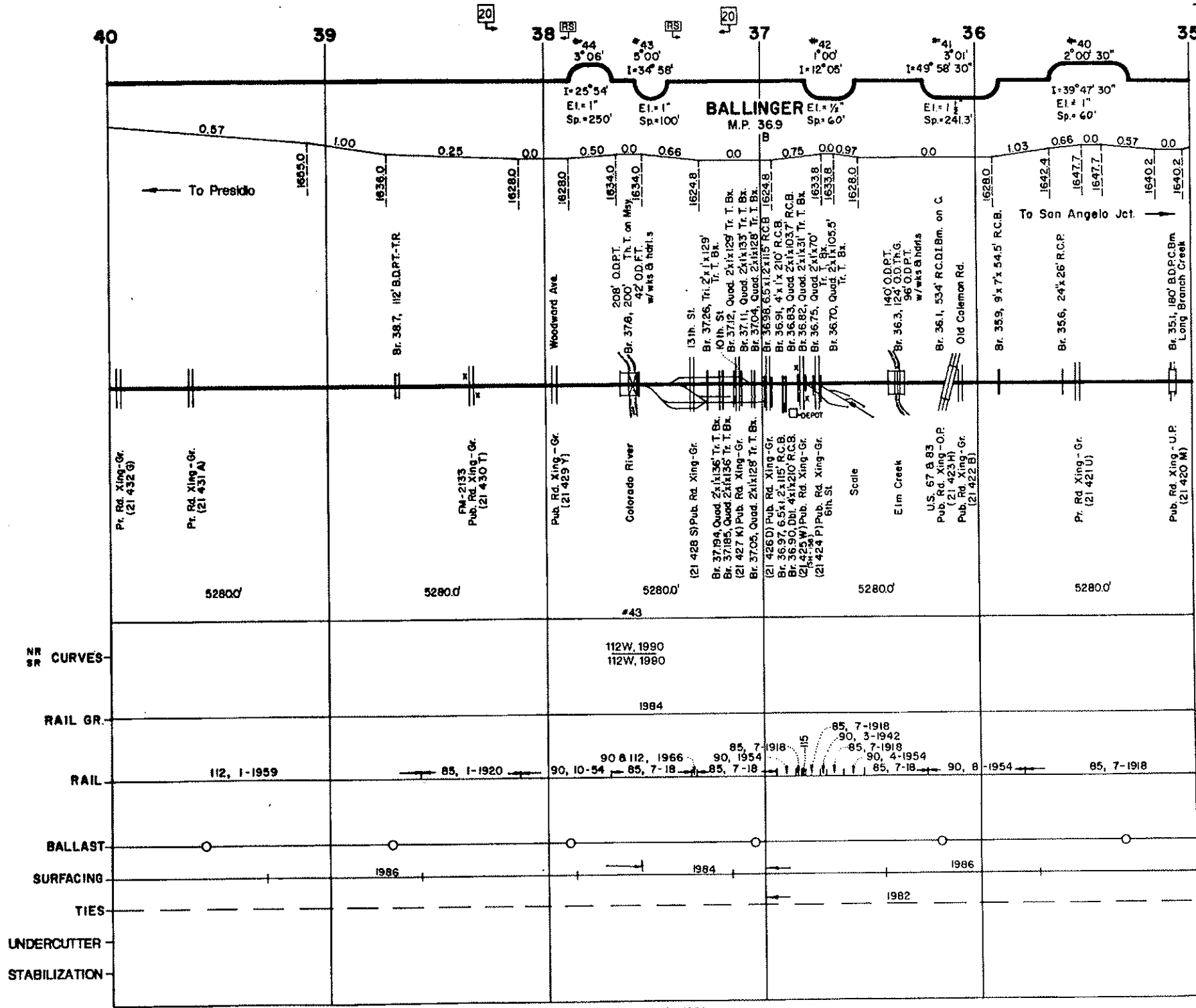


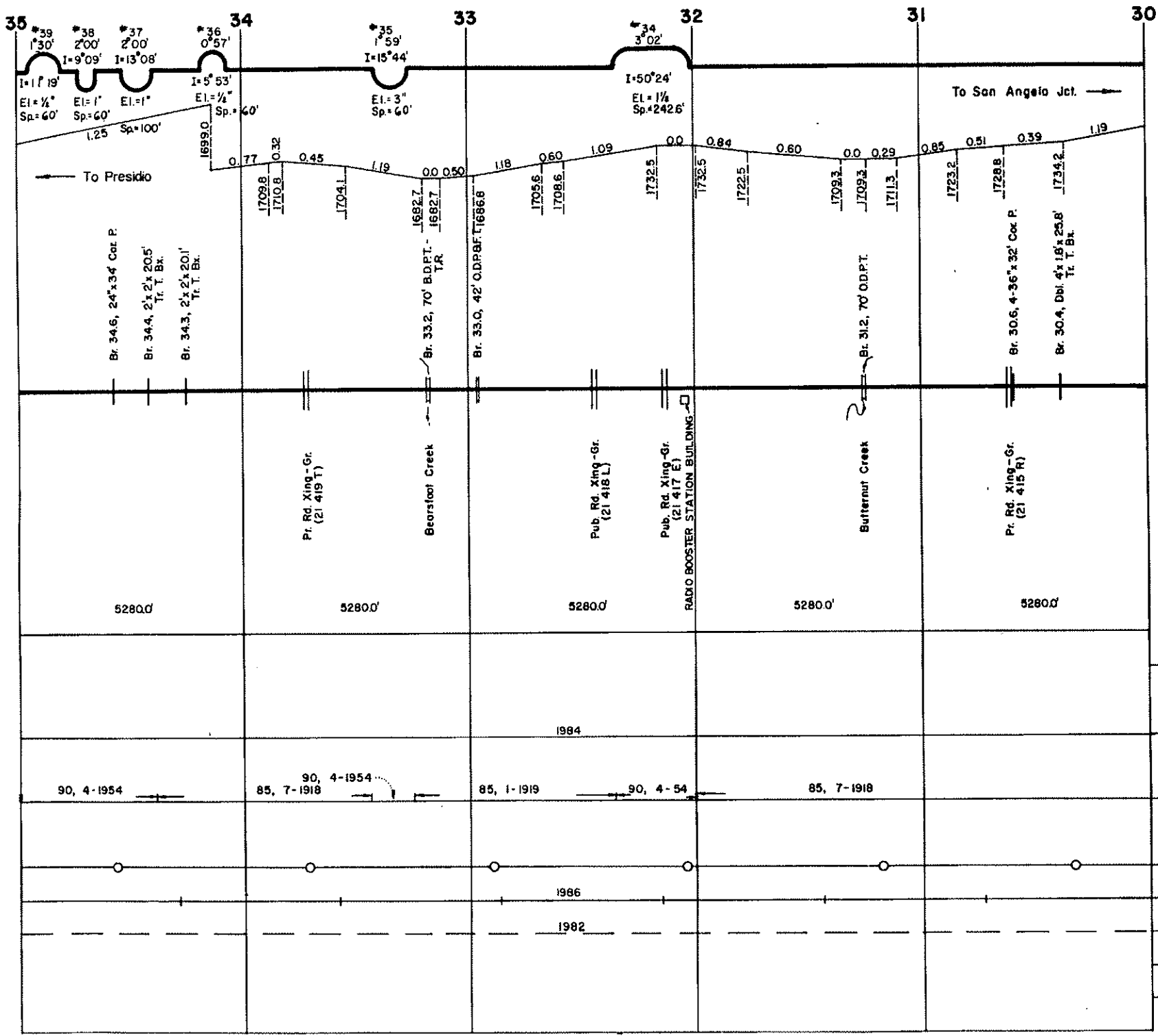




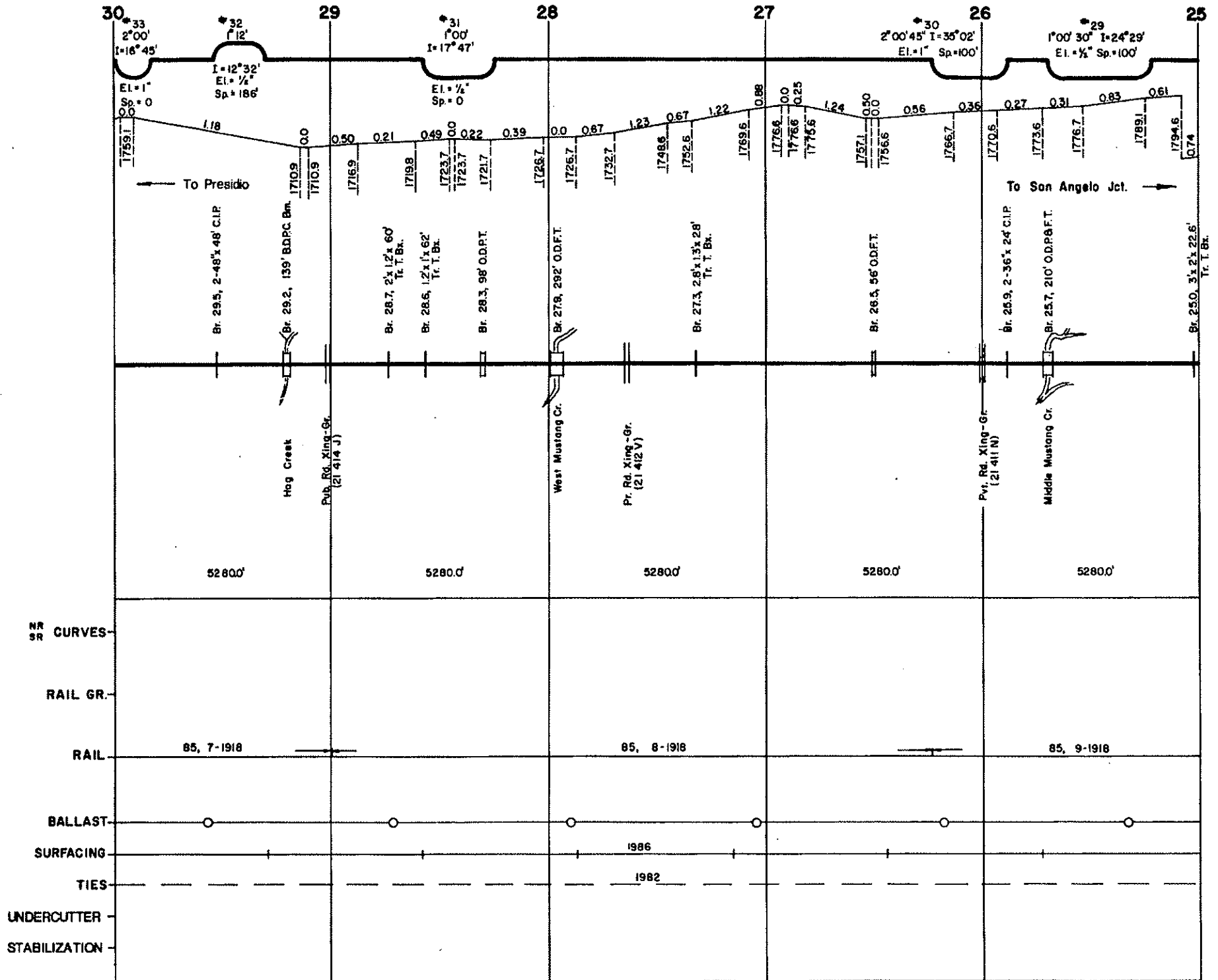


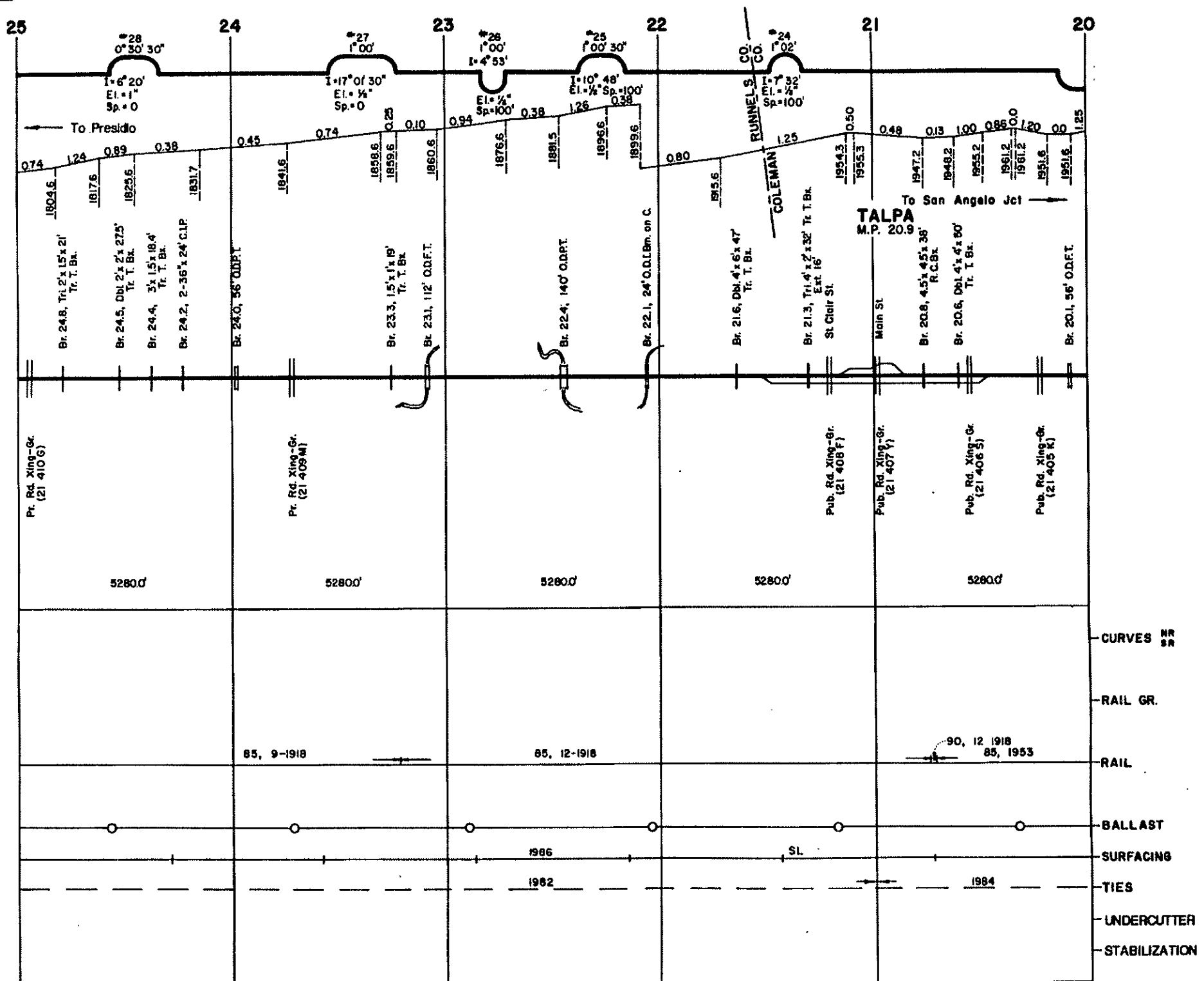
CURVES NR SR
 RAIL GR.
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 BALLAST
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 STABILIZATION

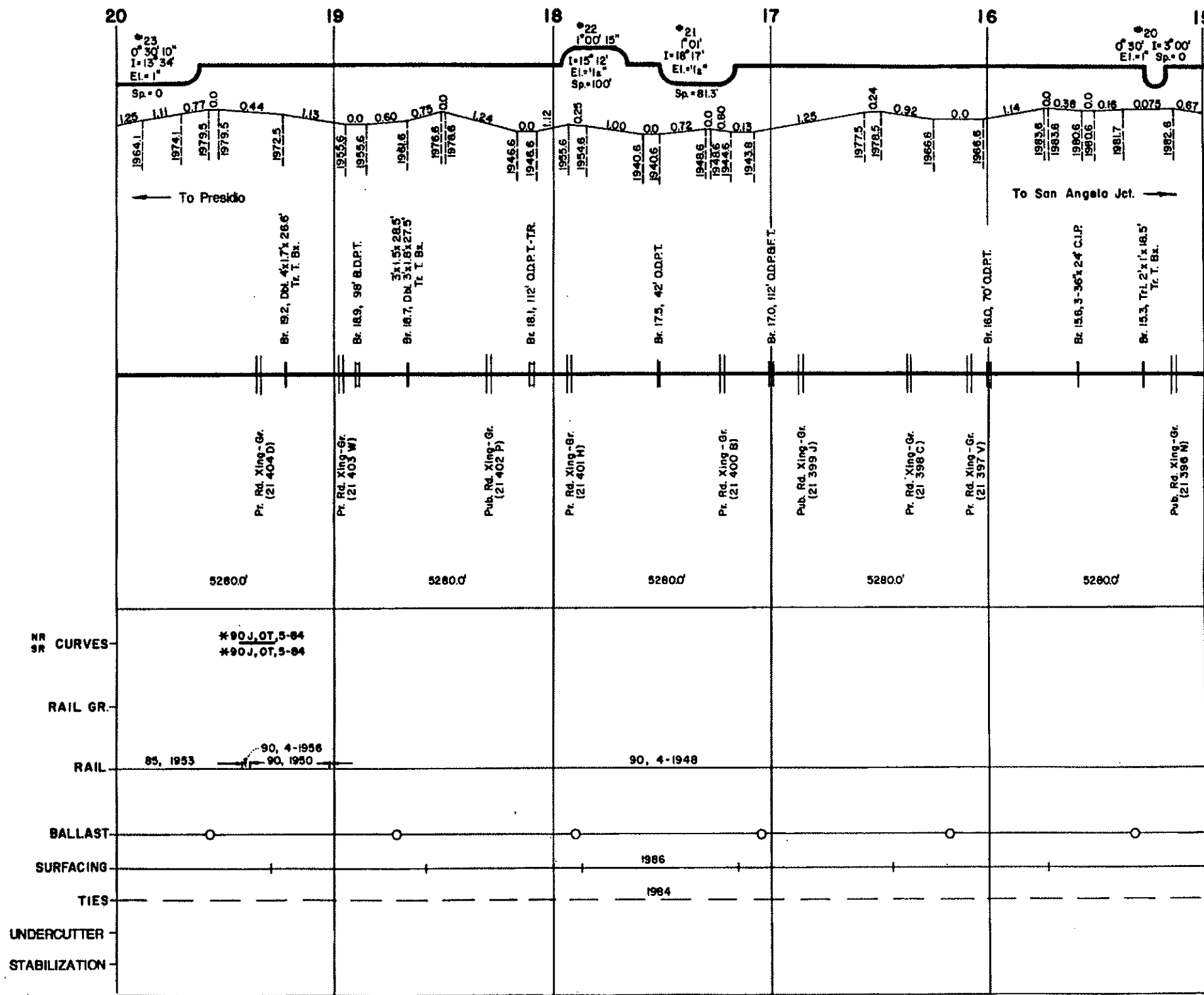


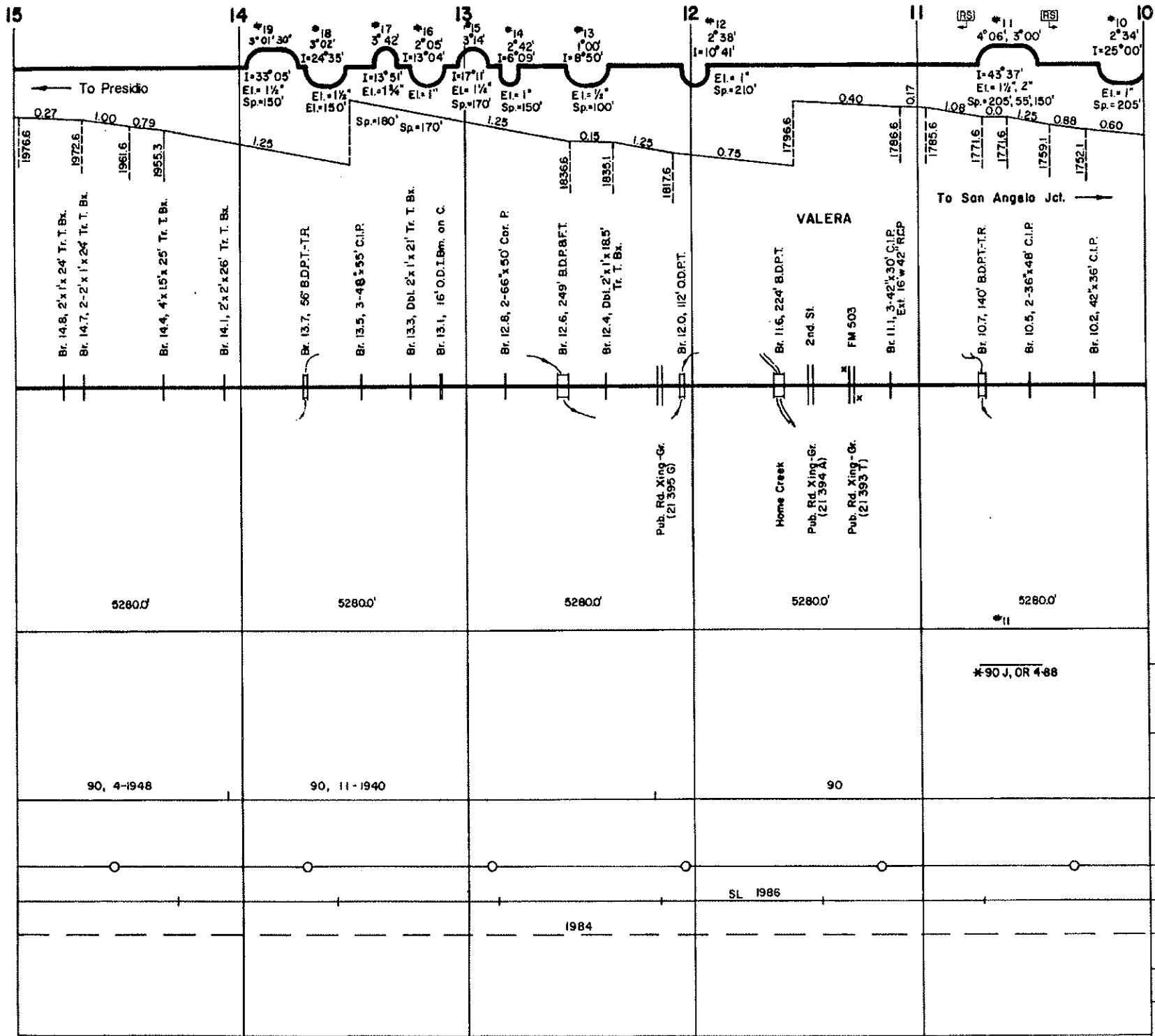


- CURVES NR SR
- RAIL GR.
- RAIL
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- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

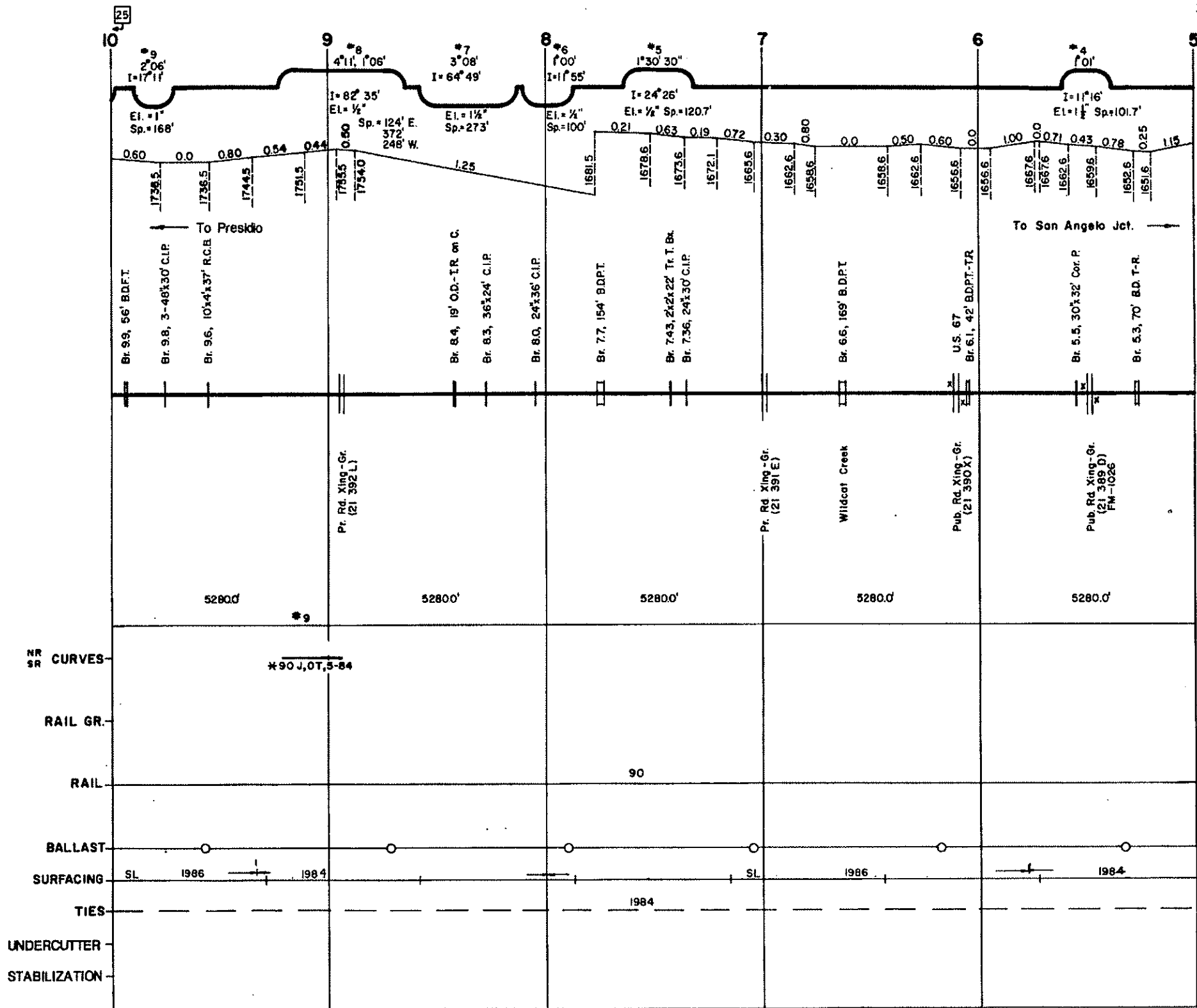


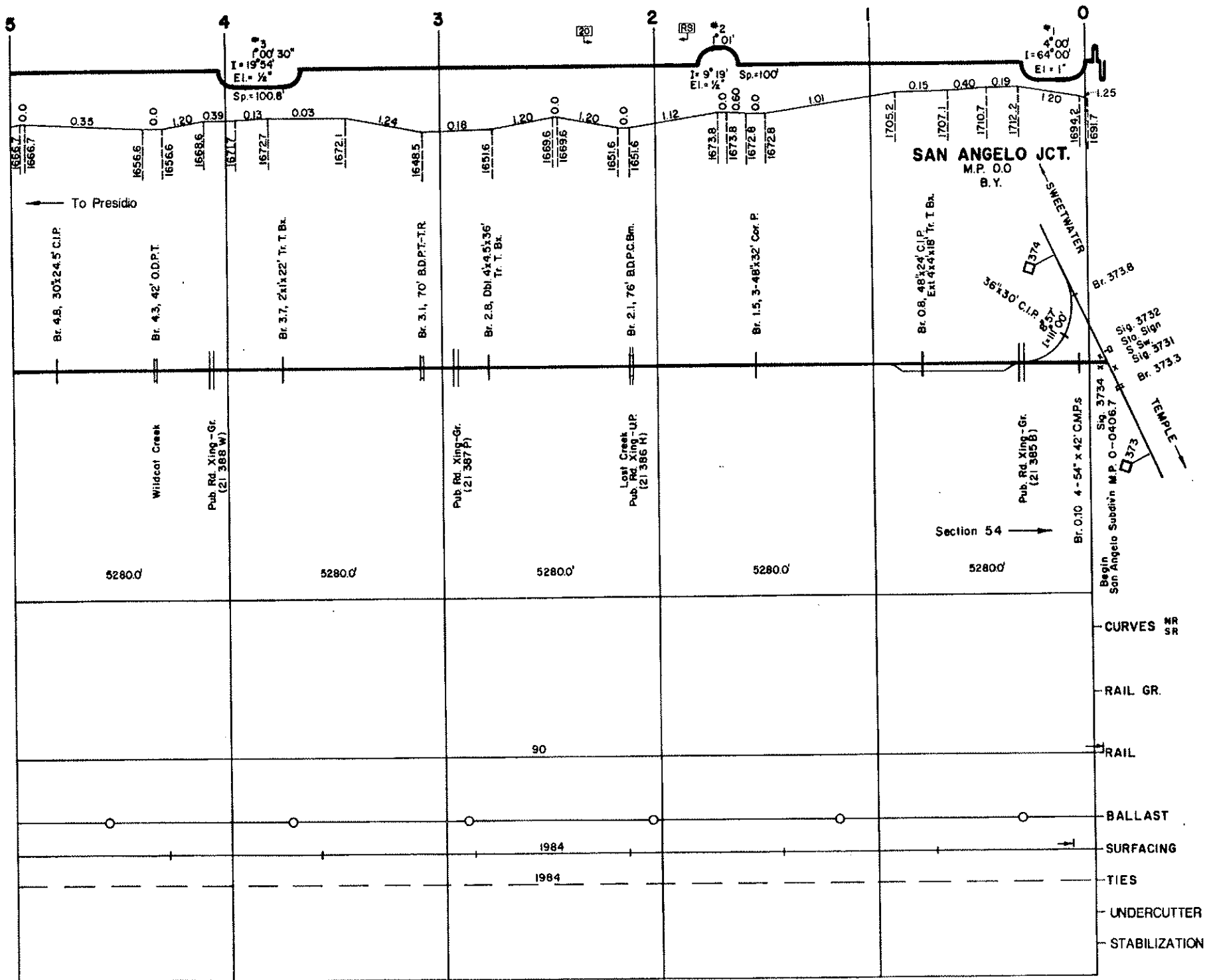






- CURVES NR SR
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- RAIL
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- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION





San Angelo Subdivision

San Angelo Jct. (M.P. 0.0) to Presidio (M.P. 1029.1)

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