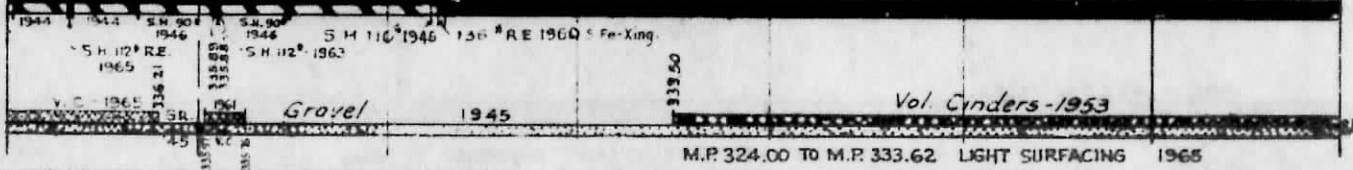
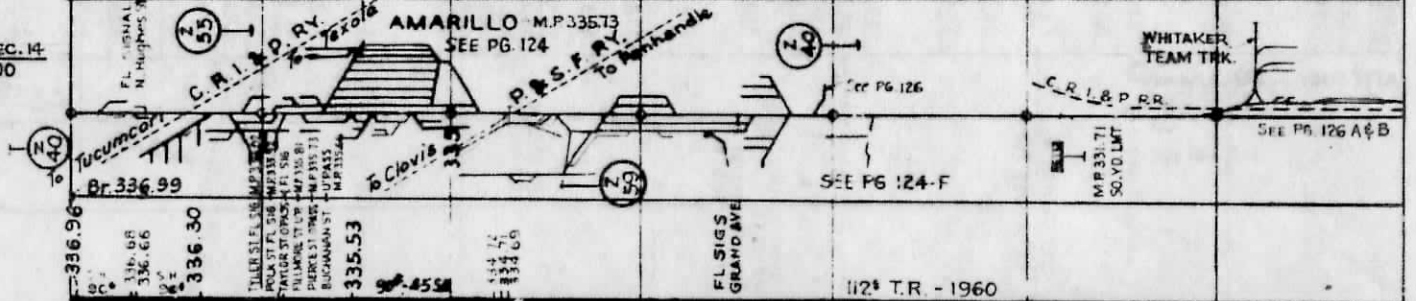


- AMARILLO -
 HEADQUARTERS SEC. 14
 M.R.328.00 TO 339.00



110

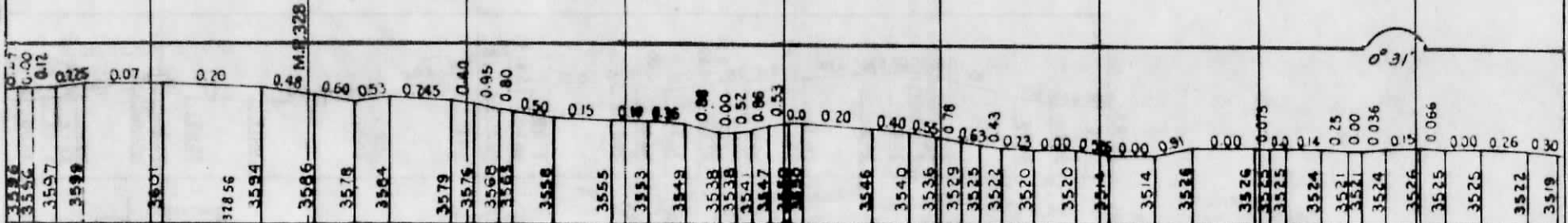
TO AMARILLO

1ST TRACK CONSTRUCTED 1887

TO CHILDRESS

111

330 320



ATTEBURY
 PULLMAN M.P. 328.85
 WASHBURN M.P. 320.54

Flasher Signals
 SECTION 14
 SECTION 23
 Br 325.36 B.D.P.T.
 Br 323.74
 Br 323.08
 Br 323.74
 Br 323.08
 Br 323.74
 Br 323.08

112# TR 1960
 112# T.R. 1960
 112# R.E. 1945 (C.C.)

BALLAST
 VOL. CINDERS 1953
 326.55
 326.51
 112# T.R. 1959
 325.00
 VOL. CIND. 1951
 324.87
 VOL. CINDERS 1957

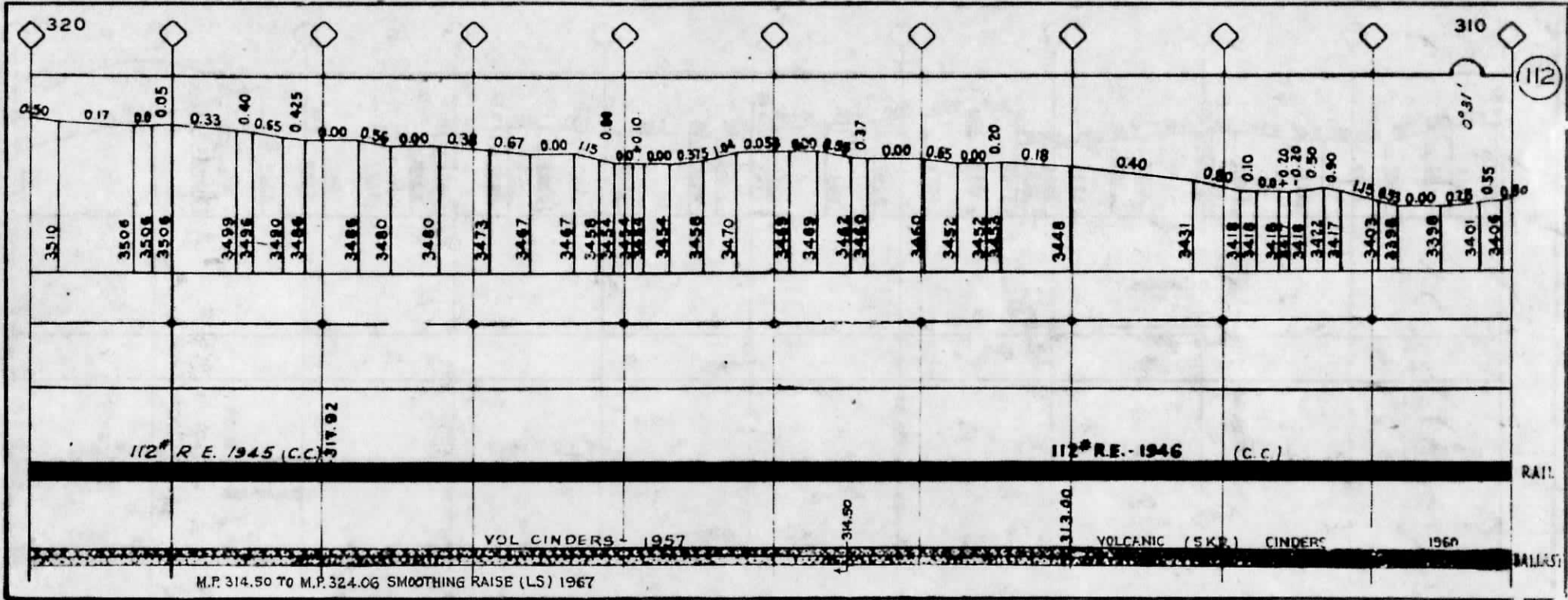
M.P. 324.00 TO M.P. 323.62 LIGHT SURFACING 1965
 M.P. 314.50 TO M.P. 324.06 SMOOTHING RAISE (LS) 1967

CORRECT TO 1-1-69

← TO AMARILLO

1ST TRACK CONSTRUCTED 1887

TO CHILDRESS →



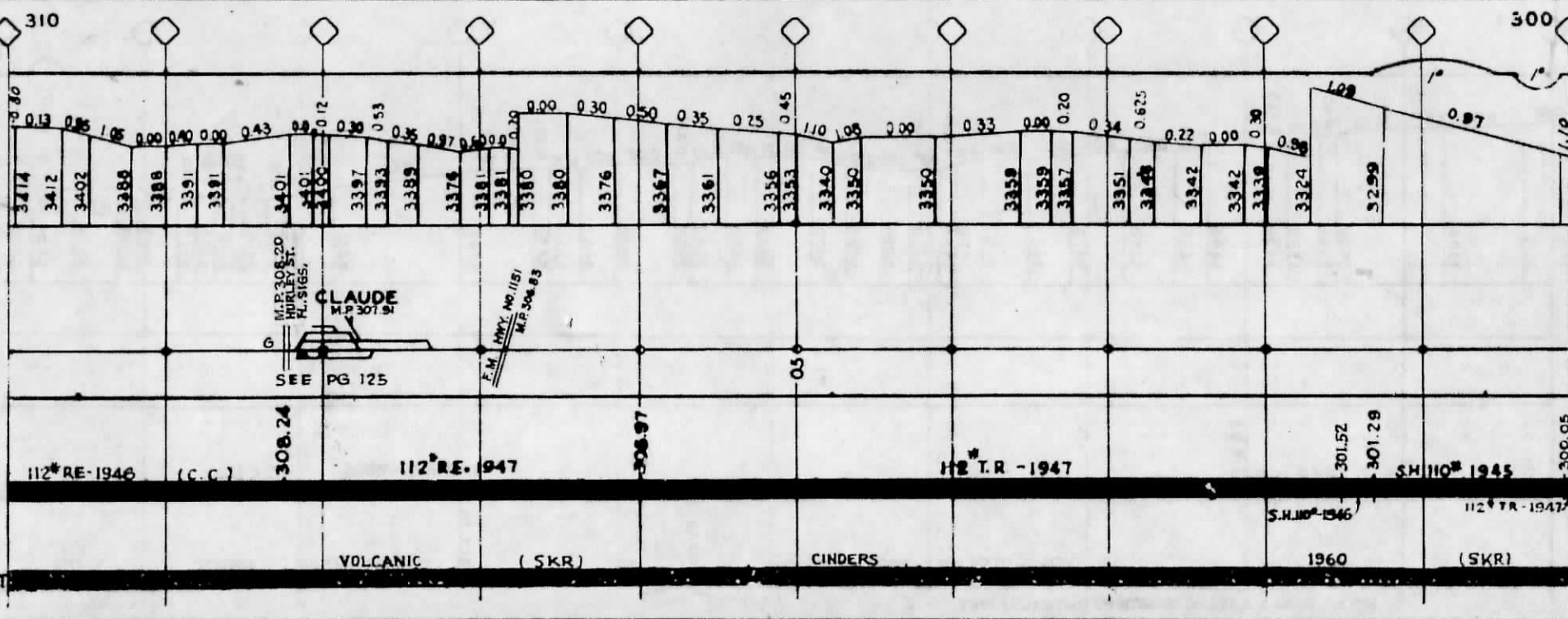
CORRECT TO 1-1-70

← TO AMARILLO

1ST TRACK CONSTRUCTED 1867

TO CHILDRESS →

113



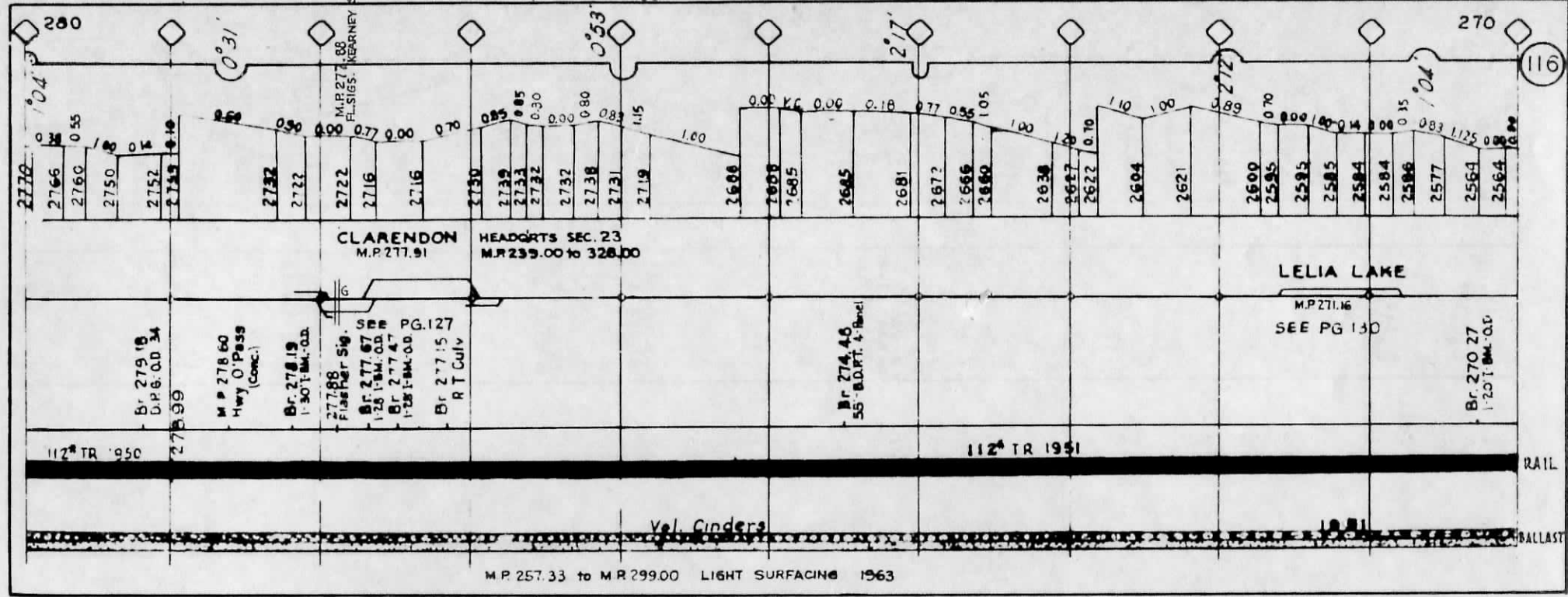
CORRECT TO 1-1-70

← TO AMARILLO

TO CHILDRESS →

1ST TRACK CONSTRUCTED 1887

FLSIG'S. KEARNEY ST.

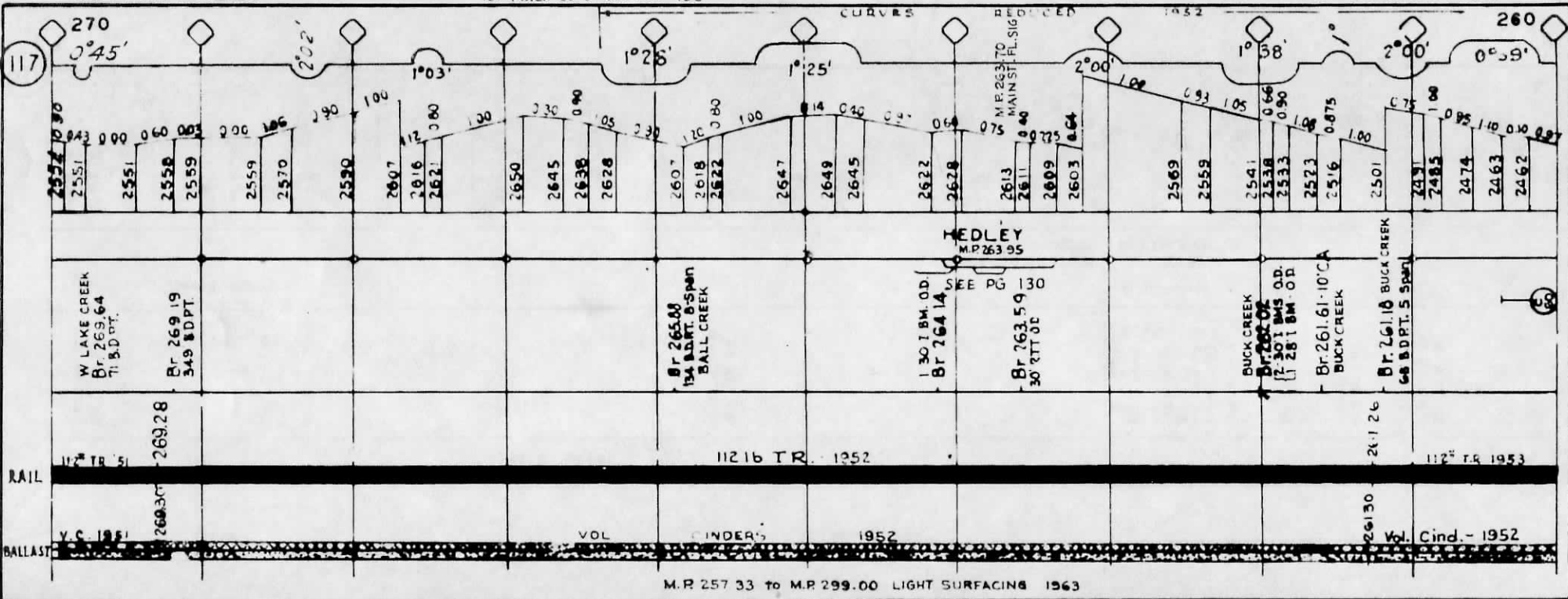


CORRECT TO 1-1-70

TO AMARILLO

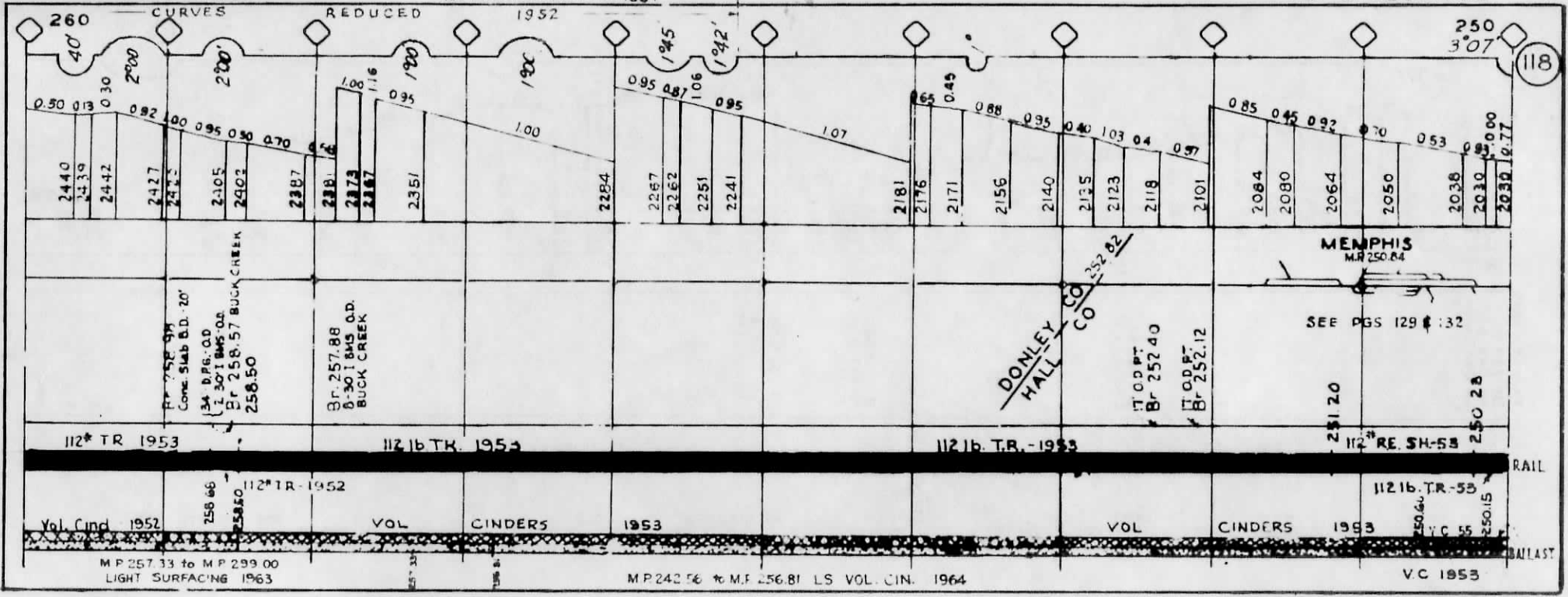
1ST TRACK CONSTRUCTED - 1887

TO CHILDRESS



CORRECT TO 1-1-70

M.R 257.33 to M.P 299.00 LIGHT SURFACING 1963

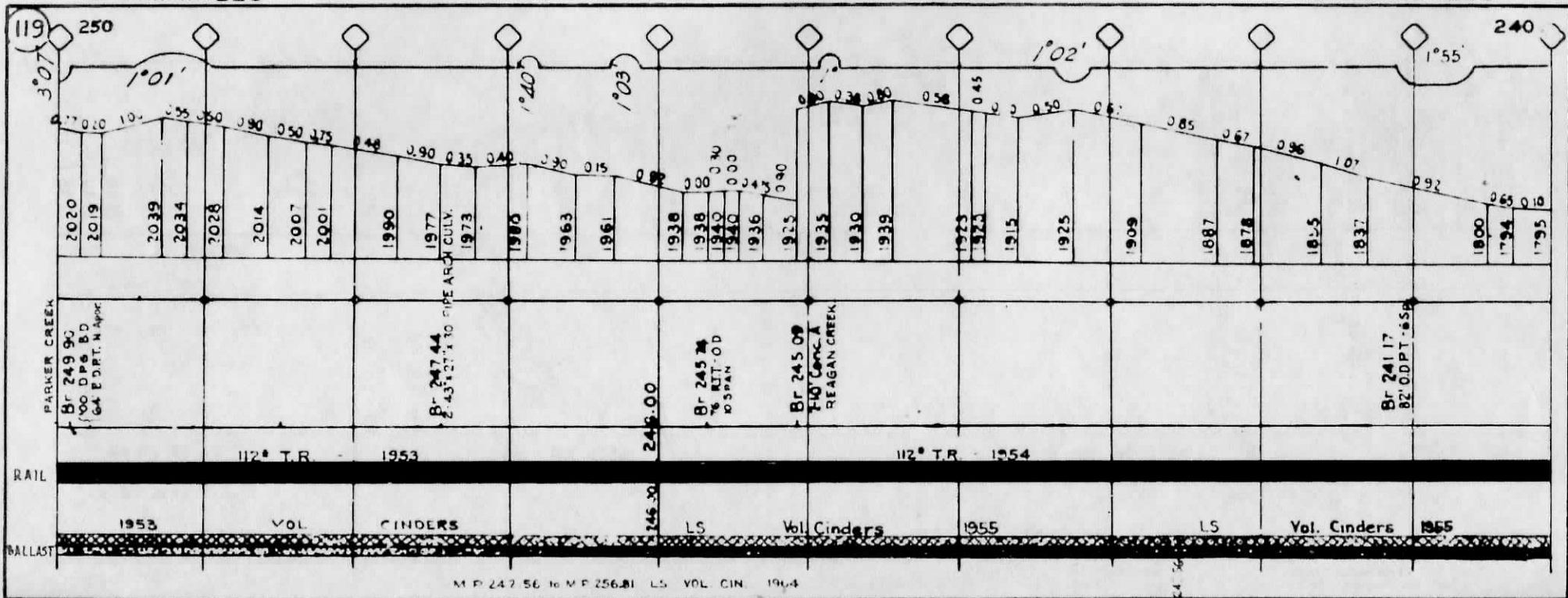


118

TO AMARILLO

ST TRACK CONSTRUCTED 1887

TO CHILDRESS

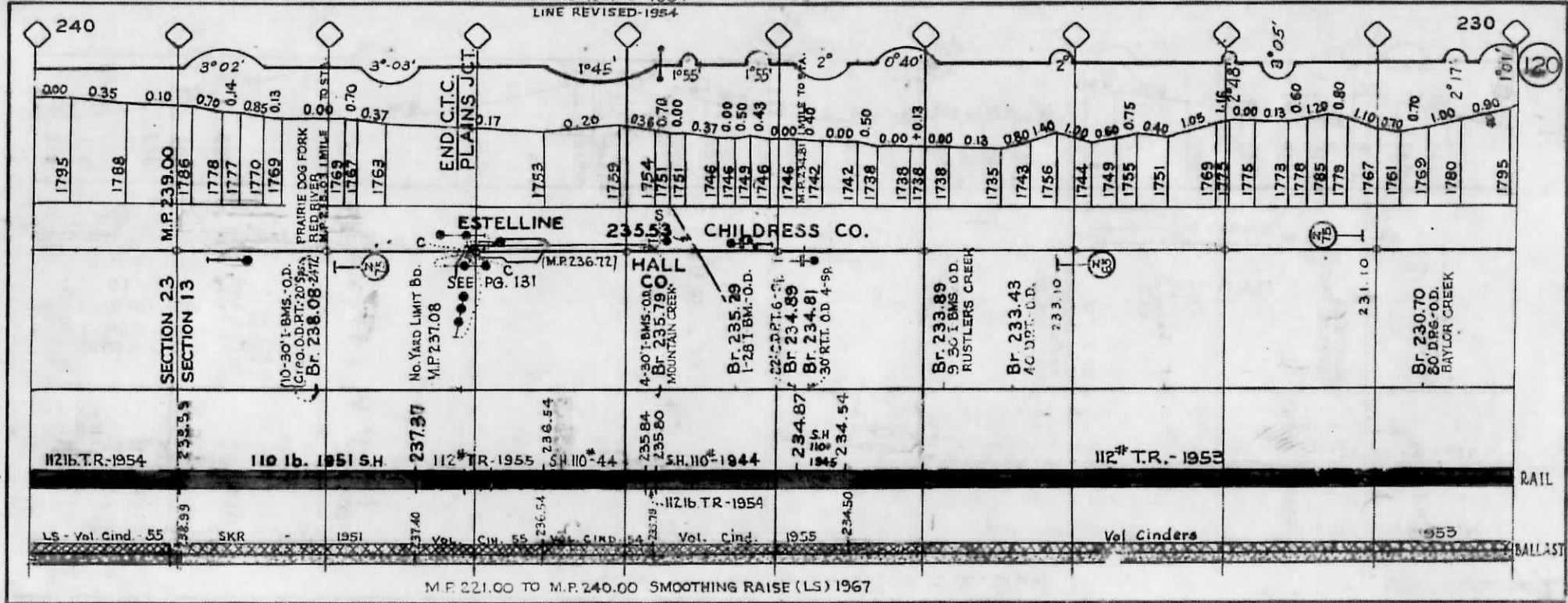


CORRECT TO 1-1-63

TO AMARILLO

TO CHILDRESS

1ST TRACK CONSTRUCTED - 1887
LINE REVISED - 1954



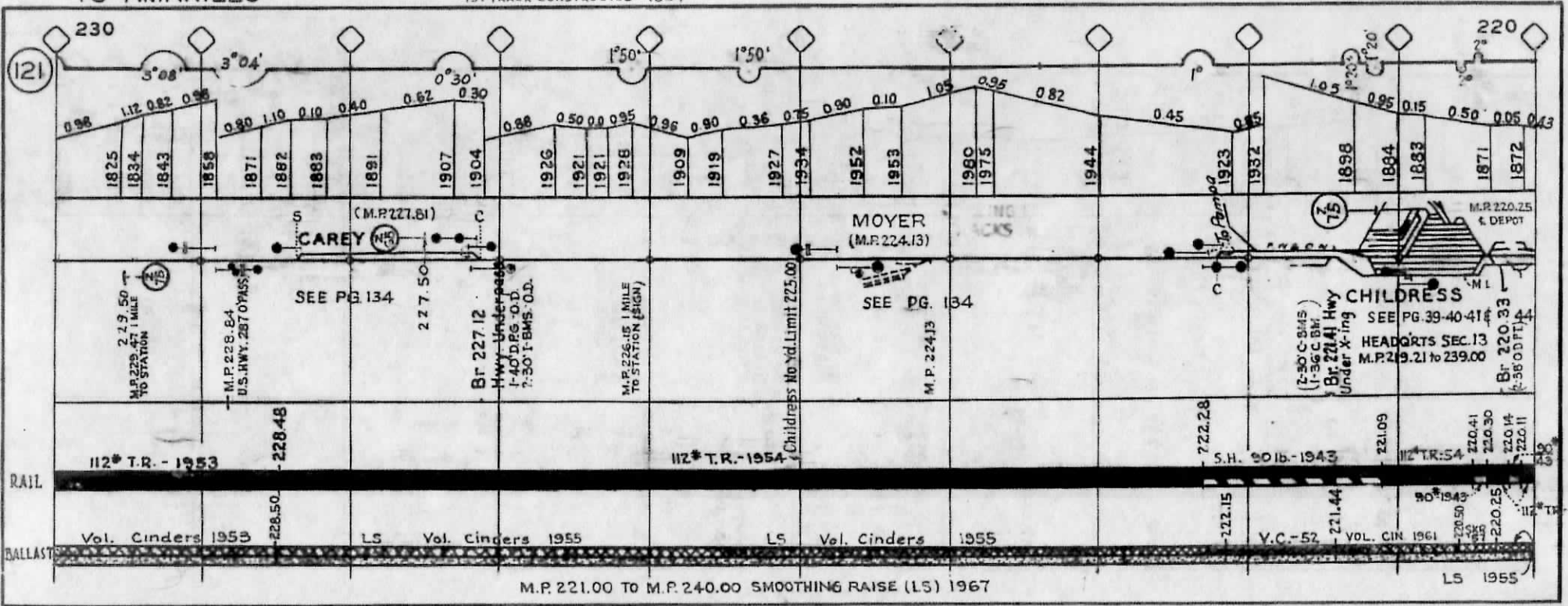
M.P. 221.00 TO M.P. 240.00 SMOOTHING RAISE (LS) 1967

CORRECT TO 1-1-69

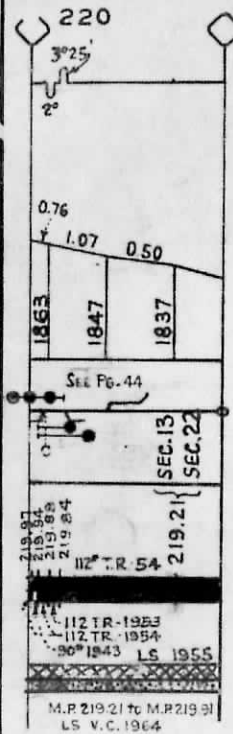
← TO AMARILLO

1ST TRACK CONSTRUCTED - 1887

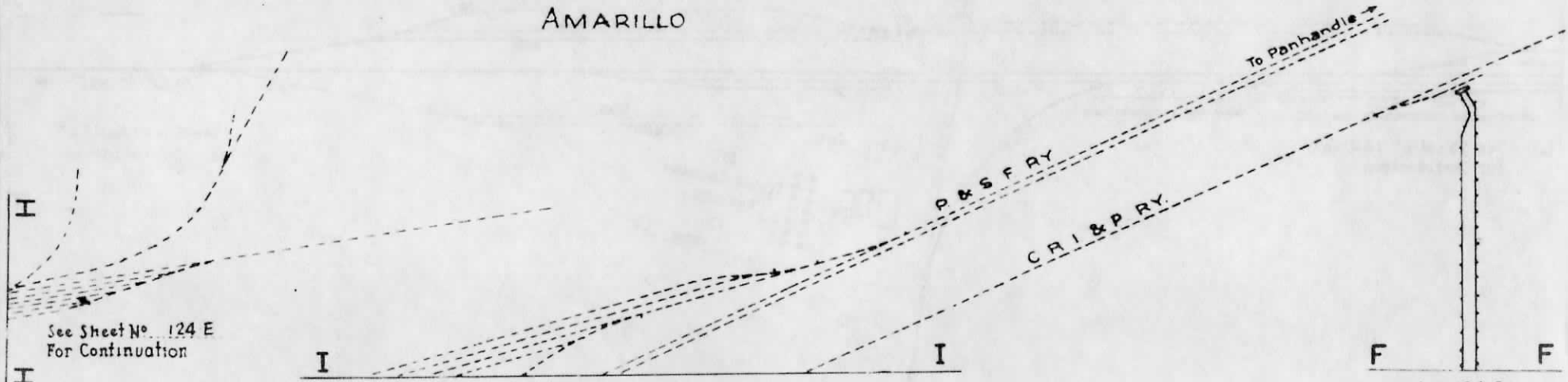
TO CHILDRESS →



CORRECT TO 1-1-69



AMARILLO



See Sheet No. 124 E
For Continuation

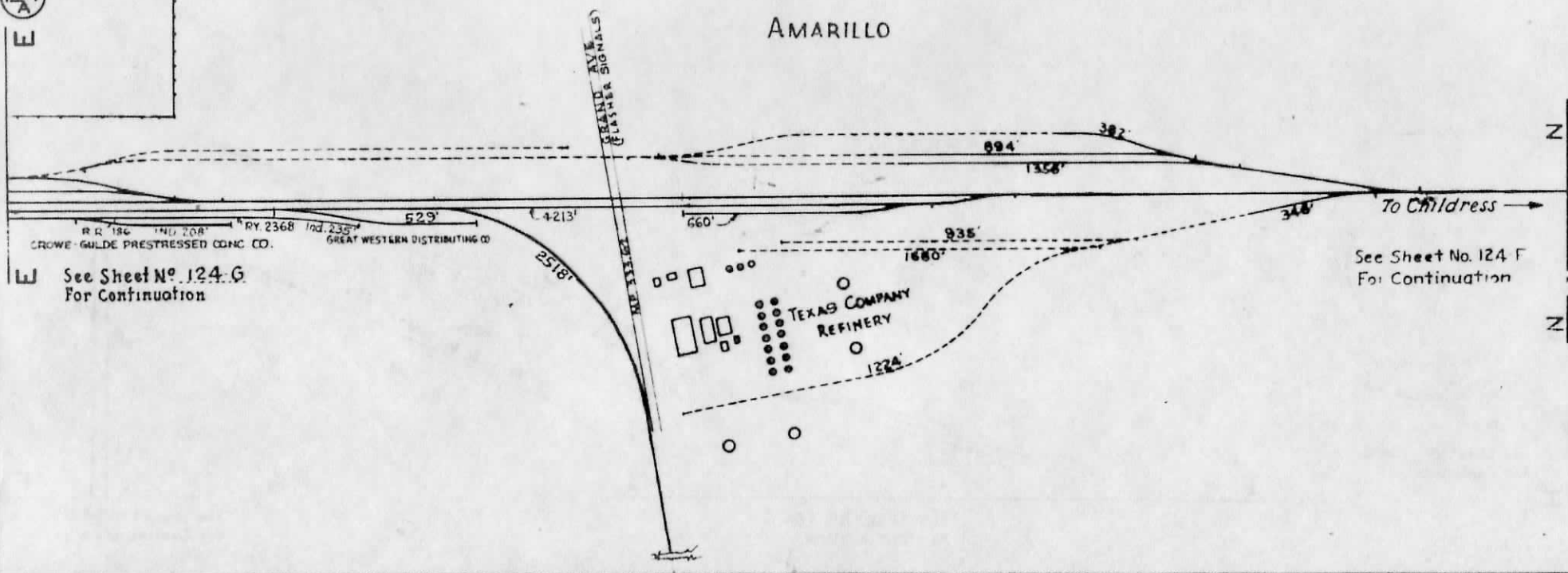
See Sheet No. 124 G
For Continuation

See Sheet No. 124 G
For Continuation

124
A

W

AMARILLO



RR 186 IND 208 RY. 2368 Ind. 235
 CROWE-GULDE PRESTRESSED CONC. CO. GREAT WESTERN DISTRIBUTING CO.

W See Sheet No. 124 G
 For Continuation

See Sheet No. 124 F
 For Continuation

N

N

B

710
Ind. 452'

MEMPHIS
(M.P. 250.84)

2048' 4264' 643' 4204'

909' 412'

To Childress →

Auto Unloading
Platform

1059'

199' Scale ✓ Rxl364

Ind. 50'

B

See Sheet No. 132
For Continuation

130

