

TRACK CHART

BINDER NO. 3

MIDDLE DIVISION



THE A.T. & S.F. RY. COMPANY

TRACK CHART

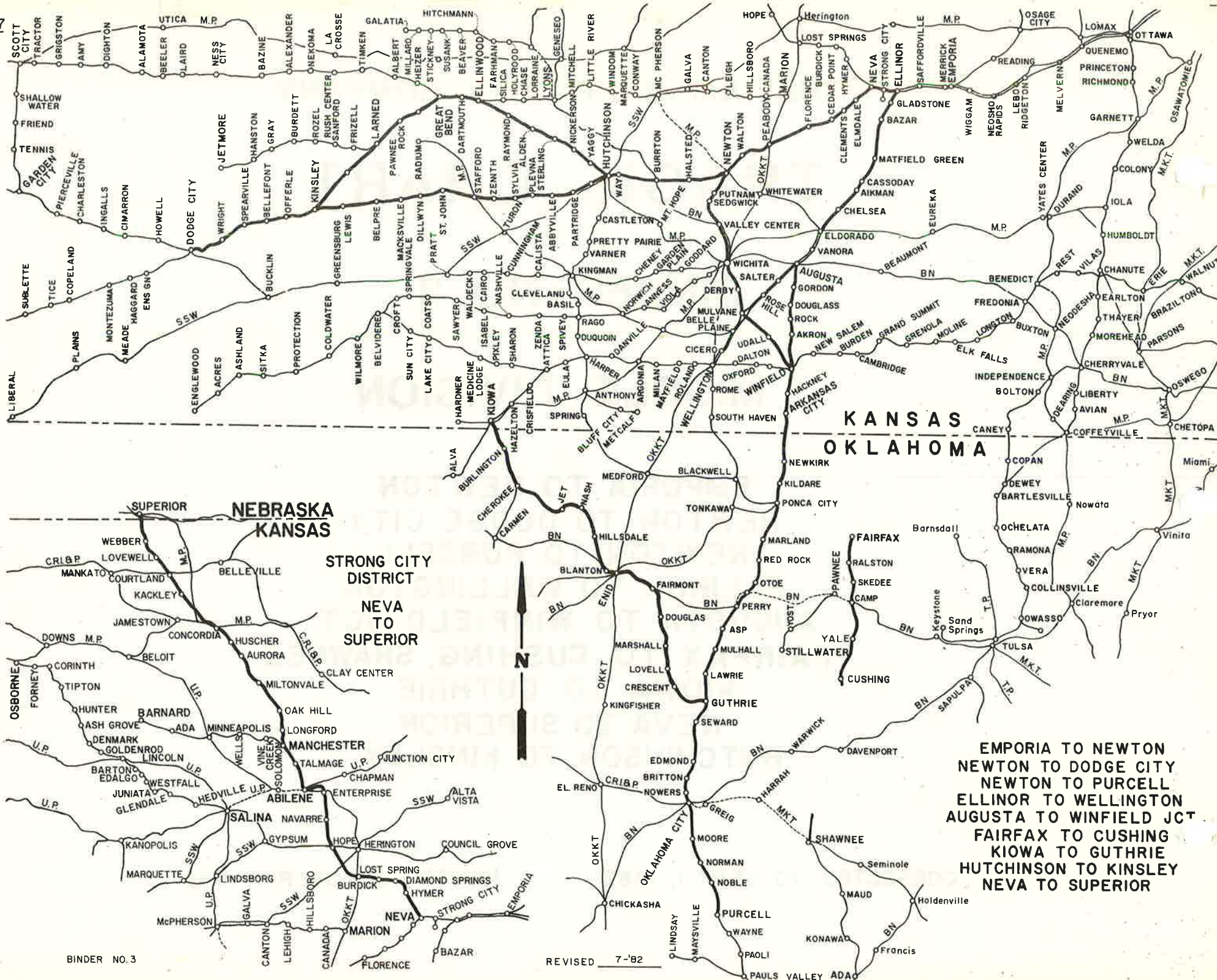
BINDER NO. 3

MIDDLE DIVISION

**EMPORIA TO NEWTON
NEWTON TO DODGE CITY
NEWTON TO PURCELL
ELLINOR TO WELLINGTON
AUGUSTA TO WINFIELD JCT.
FAIRFAX TO CUSHING, SHAWNEE
KIOWA TO GUTHRIE
NEVA TO SUPERIOR
HUTCHINSON TO KINSLEY**

CORRECTED TO SEPT. 1, 1983

ISSUED - OCTOBER 1, 1983



NEBRASKA
KANSAS

KANSAS
OKLAHOMA

STRONG CITY DISTRICT
NEVA TO SUPERIOR

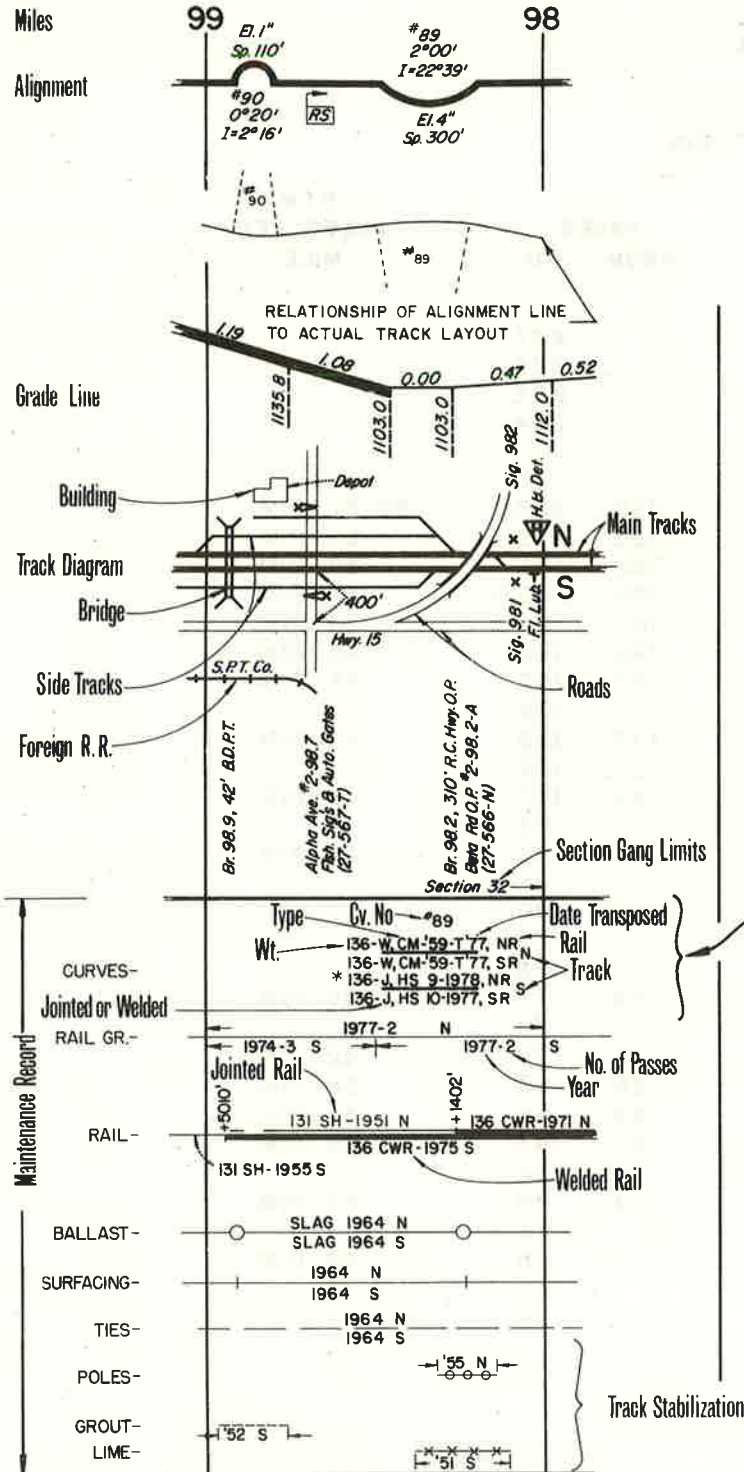
EMPORIA TO NEWTON
NEWTON TO DODGE CITY
NEWTON TO PURCELL
ELLINOR TO WELLINGTON
AUGUSTA TO WINFIELD JCT
FAIRFAX TO CUSHING
KIOWA TO GUTHRIE
HUTCHINSON TO KINSLEY
NEVA TO SUPERIOR

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KIOWA TO GUTHRIE	<i>ENID DIST.</i>	169 - 192	30 P./M.
FAIRFAX TO CUSHING	<i>CUSHING DIST.</i>	158 - 168 B	35 P./M.
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EXPLANATIONS



- Scales**
- 1" = 3000' Horizontal scale for profile, alignment and tracks. (Exceptions noted)
- 1" = 200' Vertical scale for profile.
- Ascending ruling grades for Districts, shown bold. Figures on grade lines are % gradients. Figures below grade lines are profile subgrade elevations in feet.
- + Flange Lubricator
 - x All types of signals, except bridge signals.
 - Columns, water and oil.
 - ▽ Crossing protection, flashing signals with automatic gates.
 - 75 55 Permanent slow speed sign with appropriate speeds shown.
 - RS Permanent resume speed sign (green board).
 - ▽ Shifted load detector.
 - △ Hot bar detector.
 - Dragging equipment detector, arrow or arrows denote direction protected.
 - Y Yard limit sign.
 - Switching limit sign.
- *2-69.3-A R.U.C. number, as shown on public road crossings.
- (26-007-F) D.O.T. number as shown on public and private crossings.
- Car capacities shown on all station detail sheets are based on 50 ft. overall allowance per car.

Curve Rail

Type of Curve Rail	Symbol
1. Flame Hardened	FH
2. Curvemaster (U.S. Steel Co.)	CM
3. Fully Heat Treated (Bethlehem SH.)	FHT
4. Hi Si (C.F. & I. Steel Co.)	HS
5. Cromoly or Chromalloy (C.F. & I.)	CR (Cromo)
6. Japanese	JP (JAP)
7. Other	OR
(a) British Steel	followed by
(b) Chrome Vanadium	lower case
(c) Chrome 1%	letter.
(d) Open Hearth	Example
	ORf
(f) German	

* Second Hand Rail

— ABBREVIATIONS —

BRIDGES

Ab. _____	Abutment	Msy. _____	Masonry
Ap. _____	Approach	O.D. _____	Open Deck
Ar. _____	Arch	Ped. _____	Pedestal
B.D. _____	Ballast Deck	P.T. _____	Pile Trestle
Bx. _____	Box	P. _____	Pipe
Brk. _____	Brick	P. Ar. _____	Pipe Arch
Br. _____	Bridge	P. C. _____	Pre-stressed Concrete
C.I.P. _____	Cast Iron Pipe	R. C. _____	Reinforced Concrete
C. _____	Concrete	S.S.C. _____	Steel Stringers & Caps
C.P. _____	Concrete Pipe	Sto. _____	Stone
Cor. P. _____	Corrugated Pipe	S.S.P. _____	Structural Steel Pipe
D. G. _____	Deck Girder	T.R. _____	T-Rail Deck
D. T. _____	Deck Truss	Th. G. _____	Thru-Girder
Dbl. _____	Double	Th. T. _____	Thru-Truss
Dr. Sp. _____	Draw Span	T. _____	Timber
Ext. _____	Extension	Tr. _____	Treated
Ftg. _____	Footing	Trip. _____	Triple
Hdrl. _____	Handrail	Vit. P. _____	Vitrified Pipe
I-Bm. _____	I-Beam	Wr. I. P. _____	Wrought Iron Pipe
Lg. _____	Long		

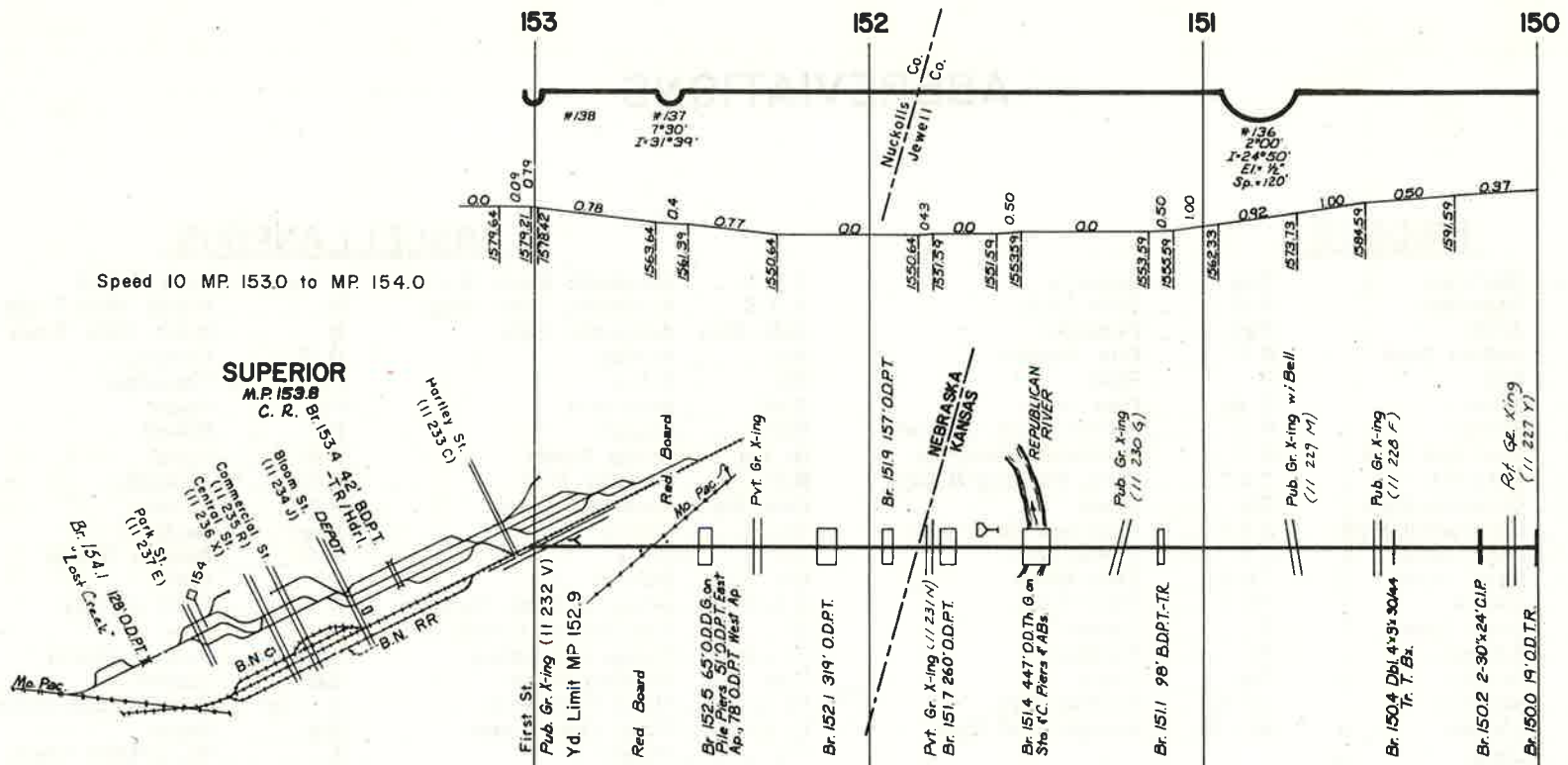
FACILITIES

B. _____	Booth Telephone	T. _____	Turntable
C. _____	Communication	W. _____	Water
F. _____	Fuel	W. Col. _____	Water Column
O. Col. _____	Oil Column	W. T. _____	Water Tank
O. T. _____	Oil Tank	Y. _____	Wye Track
R. _____	Radio Communication		

MISCELLANEOUS

A.B.S. _____	Automatic Block System	L. Sw. _____	Lock Switch
A.T.S. _____	Automatic Train Stop	M. _____	Middle Main Track
Auto. Gate _____	Automatic Gate	N. _____	North Main Track
Ave. _____	Avenue	O. P. _____	Overpass
Blk. _____	Block	Pass. _____	Passenger
Blvd. _____	Boulevard	Po. _____	Power
Bch. _____	Branch	Pr. _____	Private
Br. Sig. _____	Bridge Signal	Pub. _____	Public
B.P. _____	Bumping Post	R.R. _____	Railroad
Cant. Sig. _____	Cantilever Signal	Ry. _____	Railway
Co. _____	County	Reserv. _____	Reservoir
Cr. _____	Creek	R. S. _____	Resume Speed
Div. _____	Division	Rt. _____	Right
D.E. Det. _____	Dragging Equip. Detector	R.W. _____	Right of Way
El. _____	Elevation of Curves	Riv. _____	River
Fl. Lub. _____	Flange Lubricators	Rd. X-ing _____	Road Crossing
Flsh. Sig. _____	Flashing Signal	Sec. _____	Section
Fl. Lt. P. _____	Flood Light Pole	S. L. Det. _____	Shifted Load Detector
Fl. Lt. T. _____	Flood Light Tower	Sig. _____	Signal
Frt. _____	Freight	S. _____	South Main Track
Gr. _____	Grade	Sp. _____	Sprial Length
Hwy. _____	Highway	S. Sw. _____	Spring Switch
H. B. Det. _____	Hot Box Detector	Sta. _____	Station
Ho. _____	House	St. _____	Street (also State)
I. _____	Total Curve Angle	T.C.S. _____	Traffic Control System
I. Sig. _____	Interlocking Signal	Trk. _____	Track
I. Sw. _____	Interlocking Switch	U. P. _____	Underpass
Jct. _____	Junction	U.T.P. _____	Under Track Plow
Lav. _____	Lavatory	W. W. _____	Wig Wag
Lt. _____	Left	Yd. _____	Yard

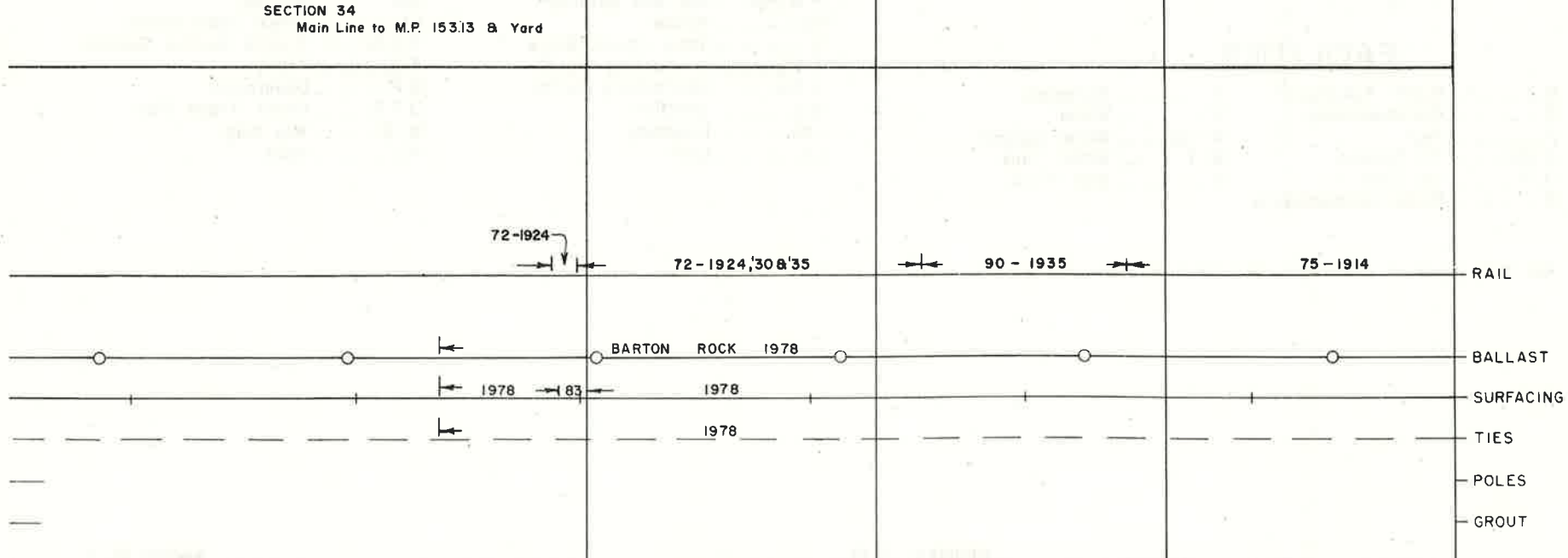
Add "s" to the above abbreviations, when the plural form is required.

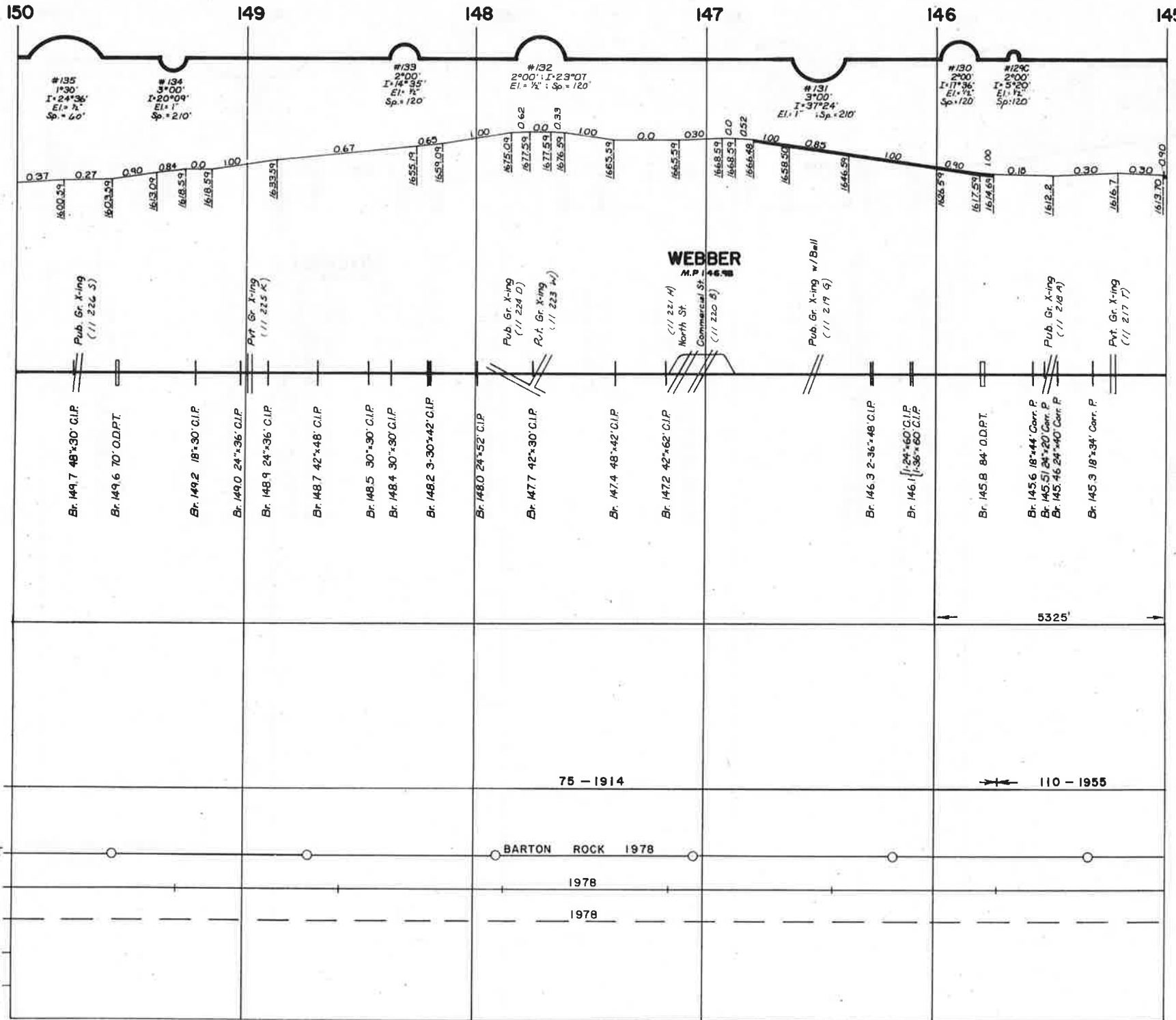


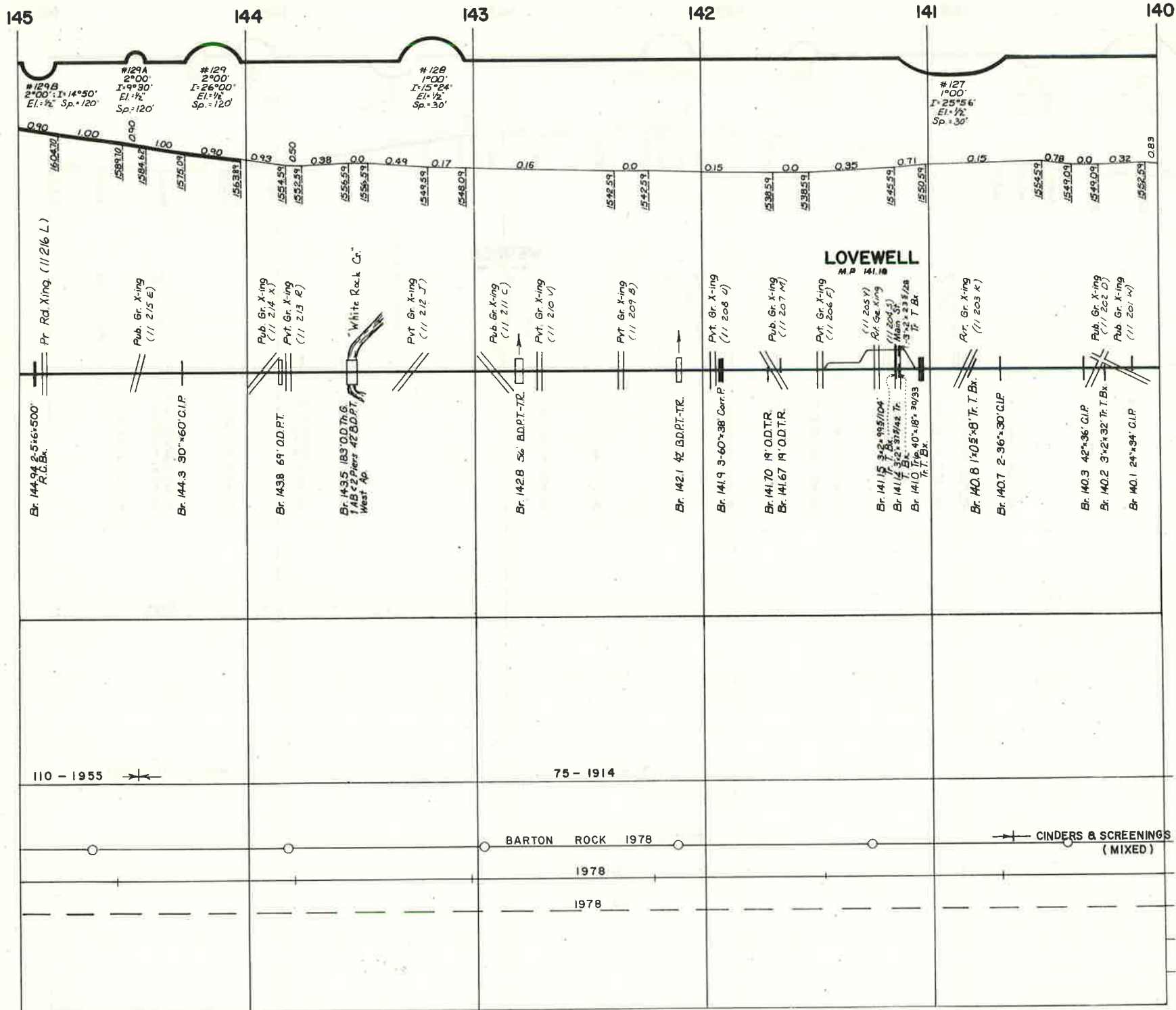
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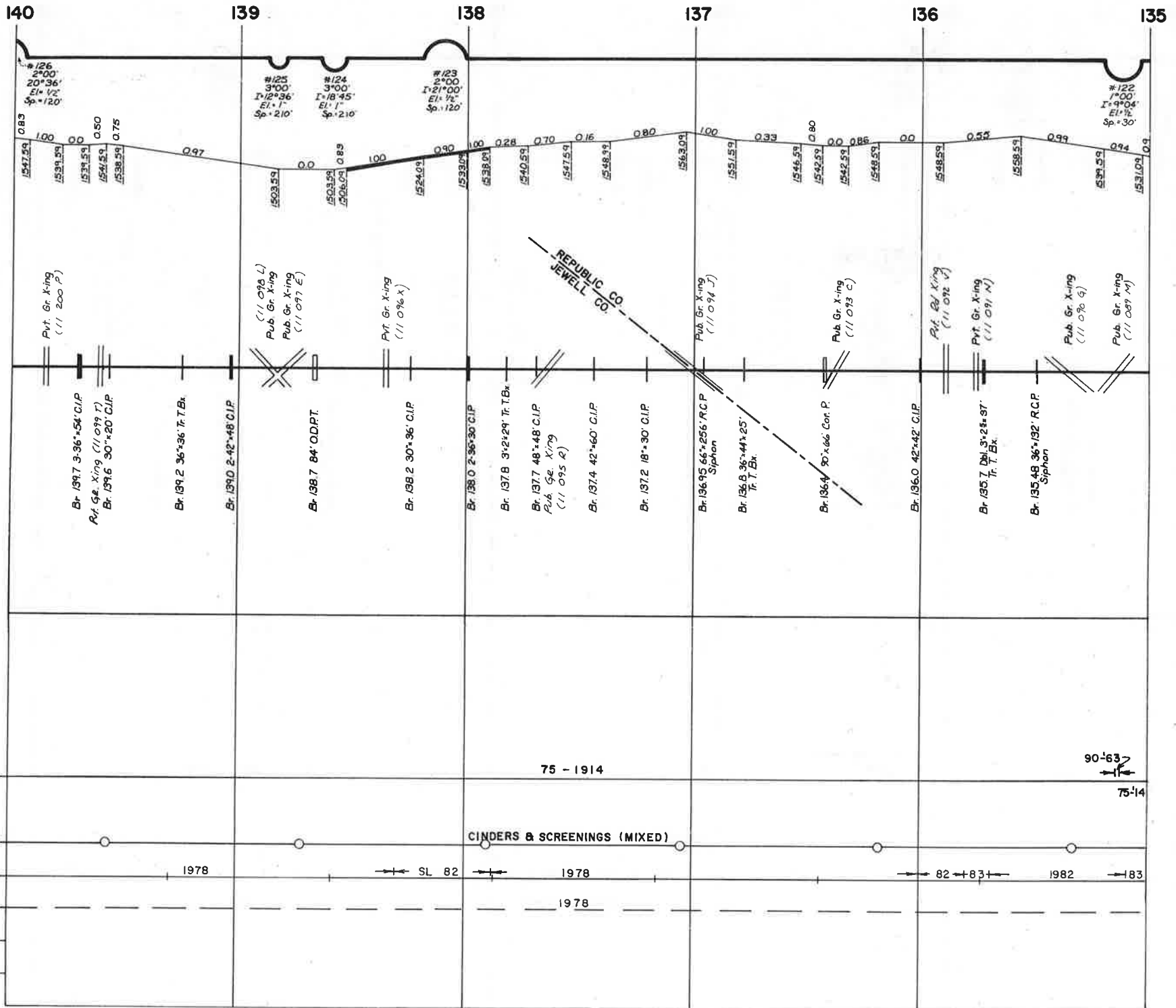
SUPERIOR
M.P. 153.8
C. R.

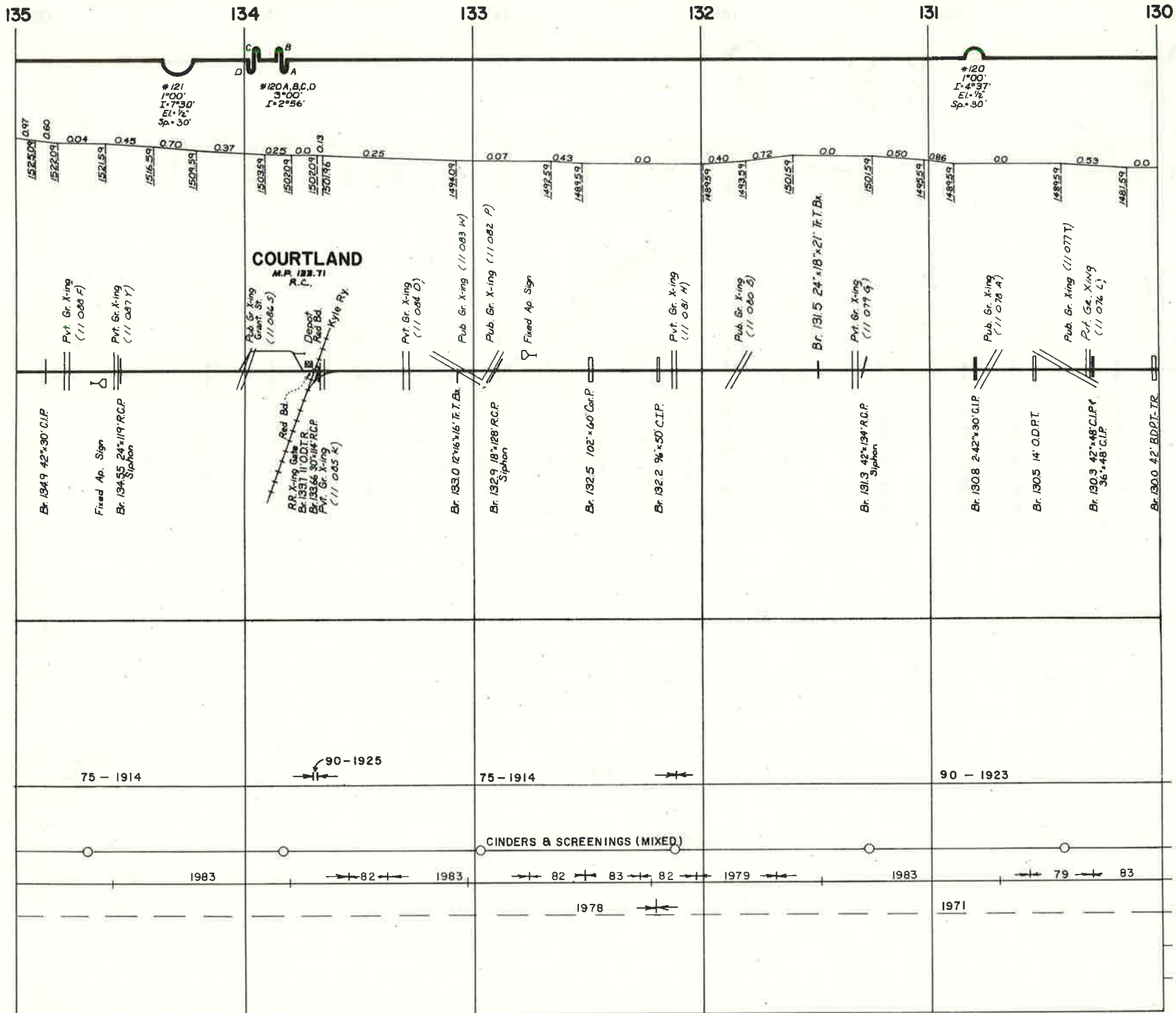
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Main Line to M.P. 153.13 B Yard

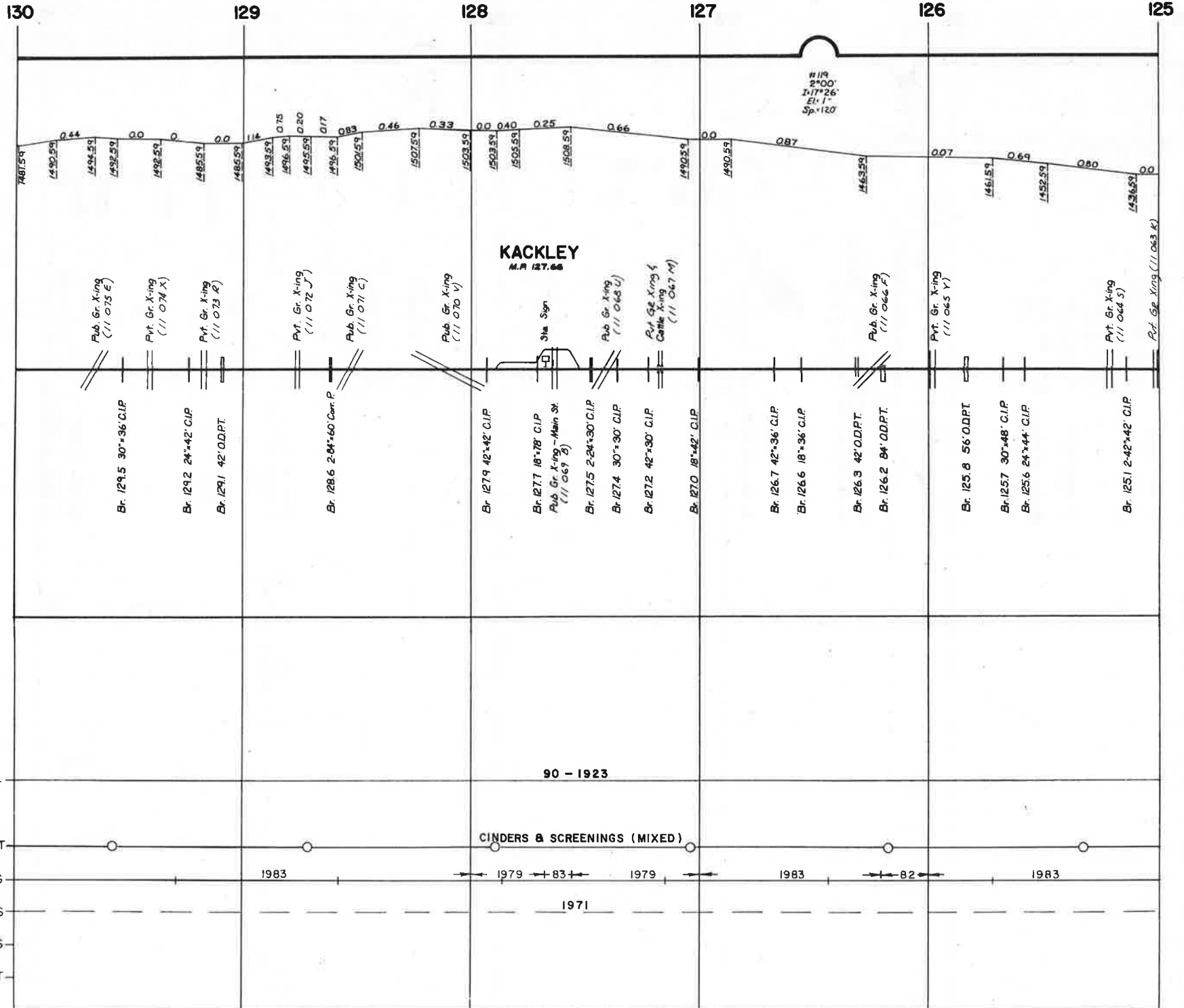


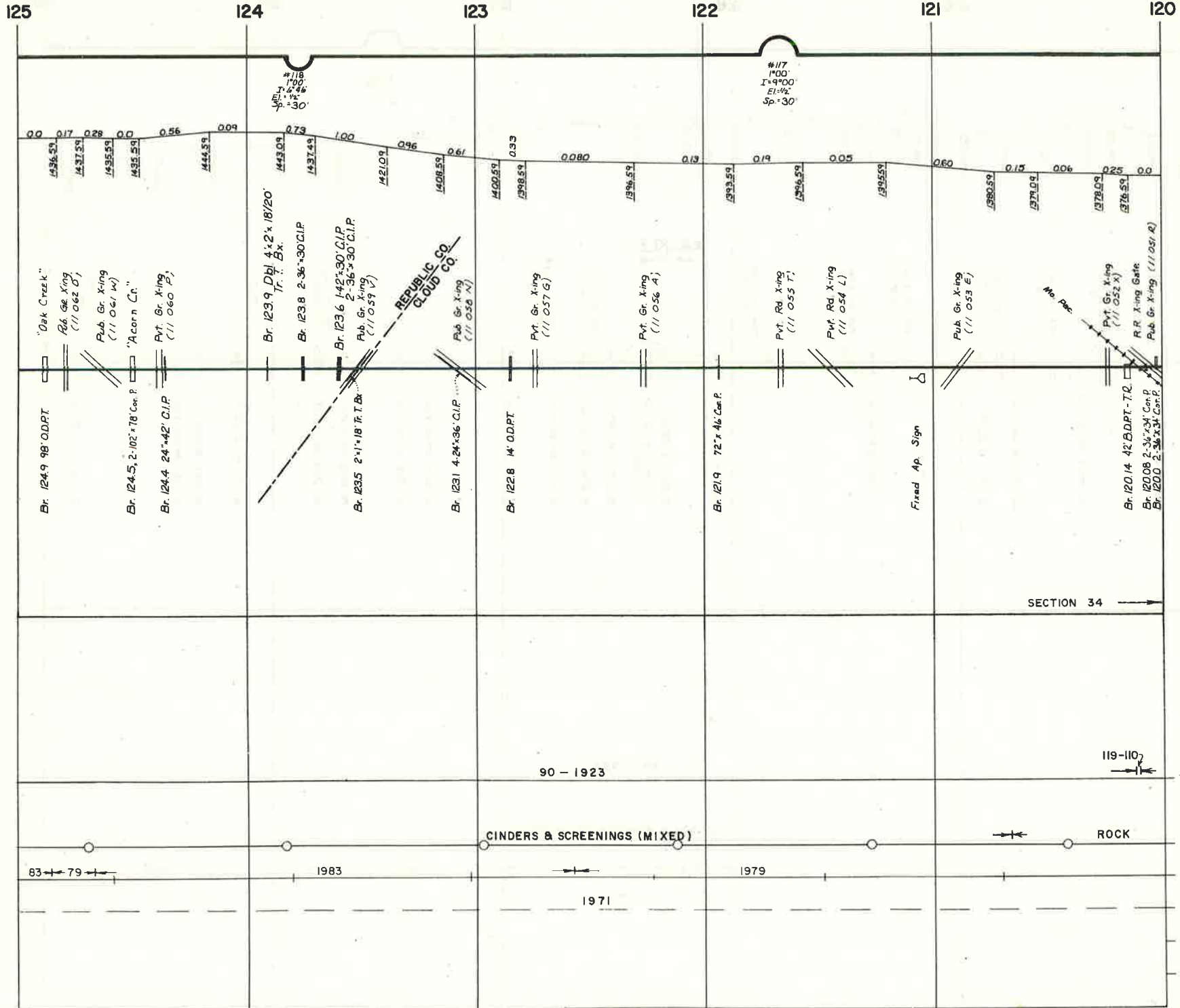


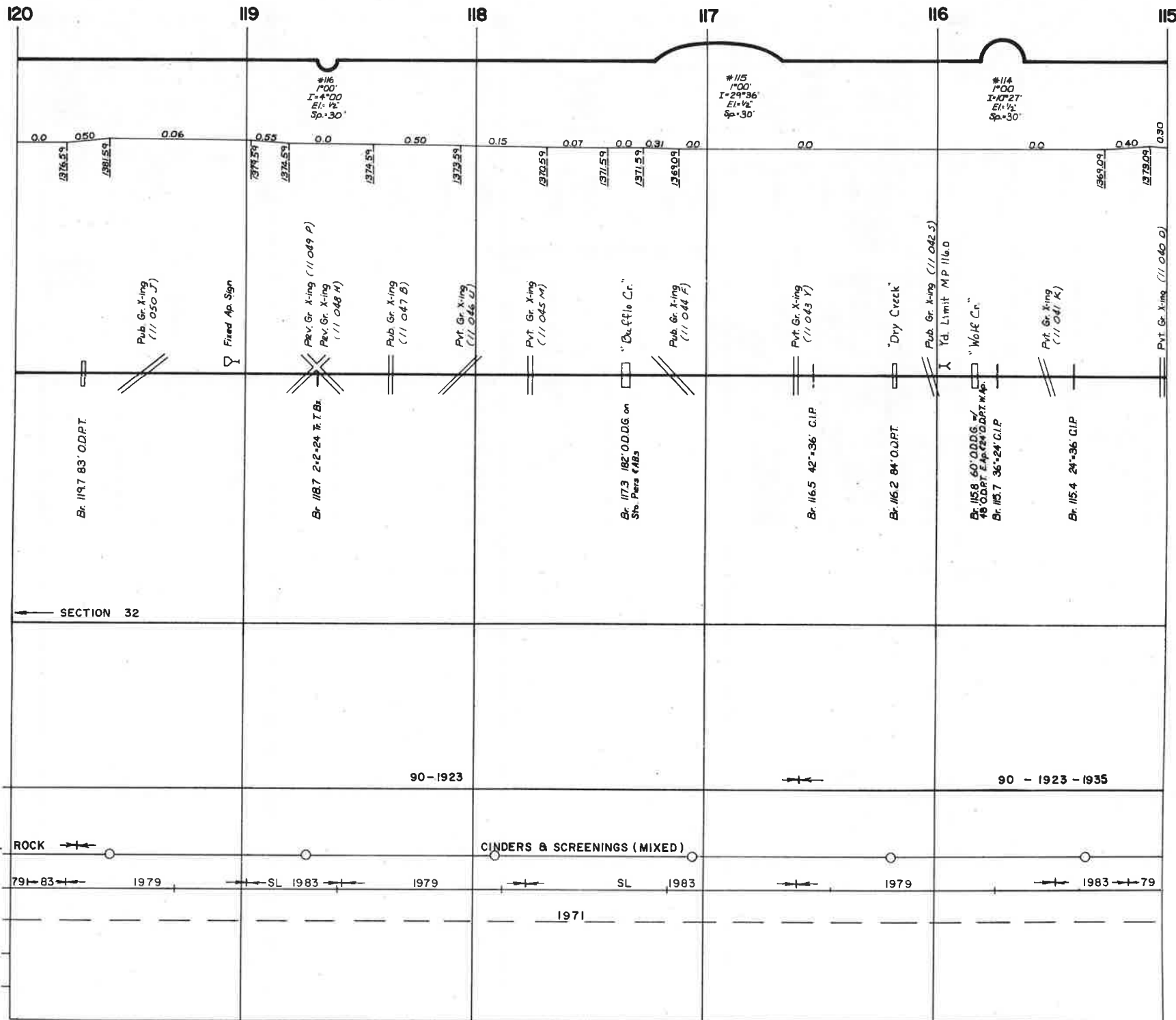


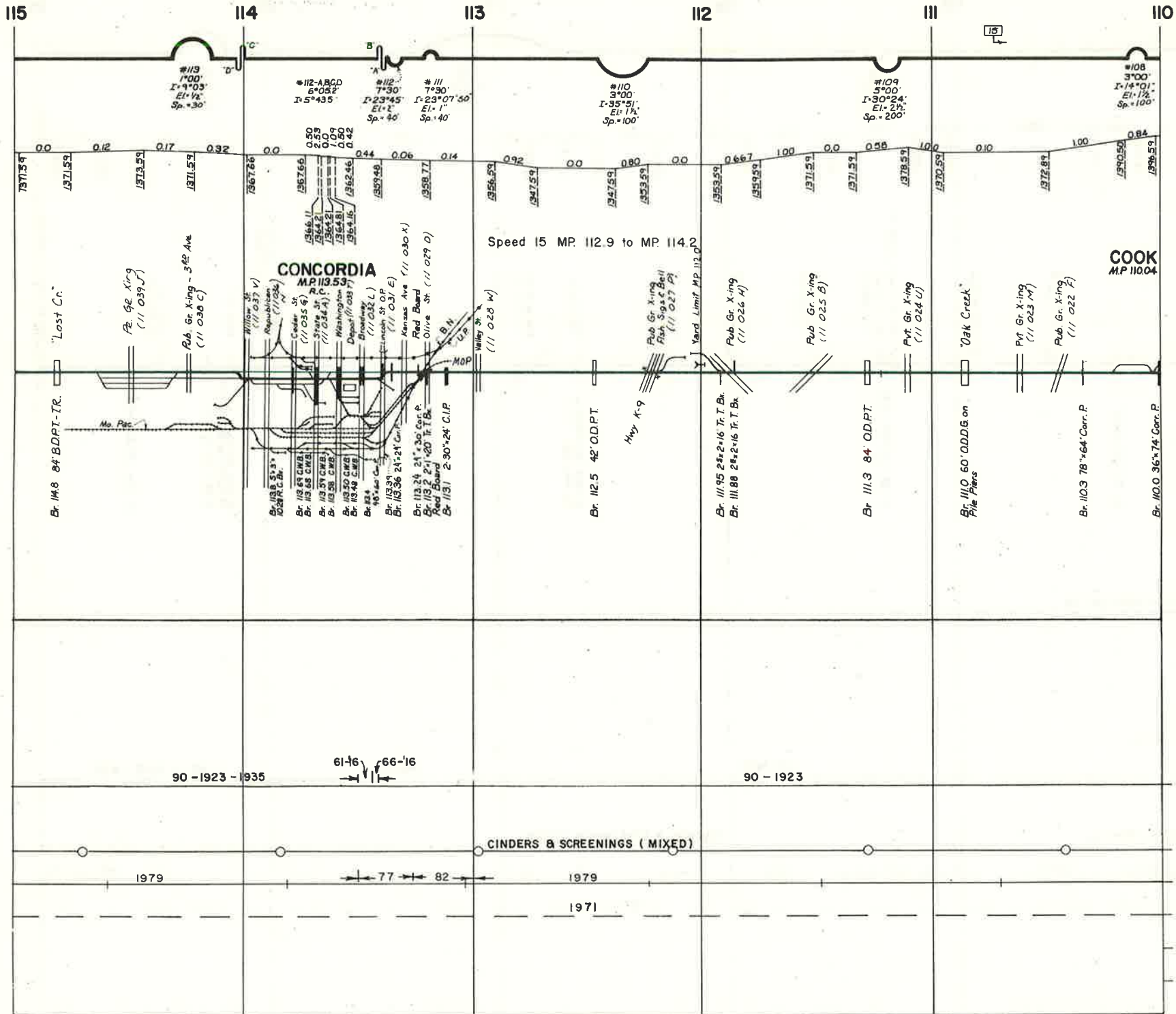


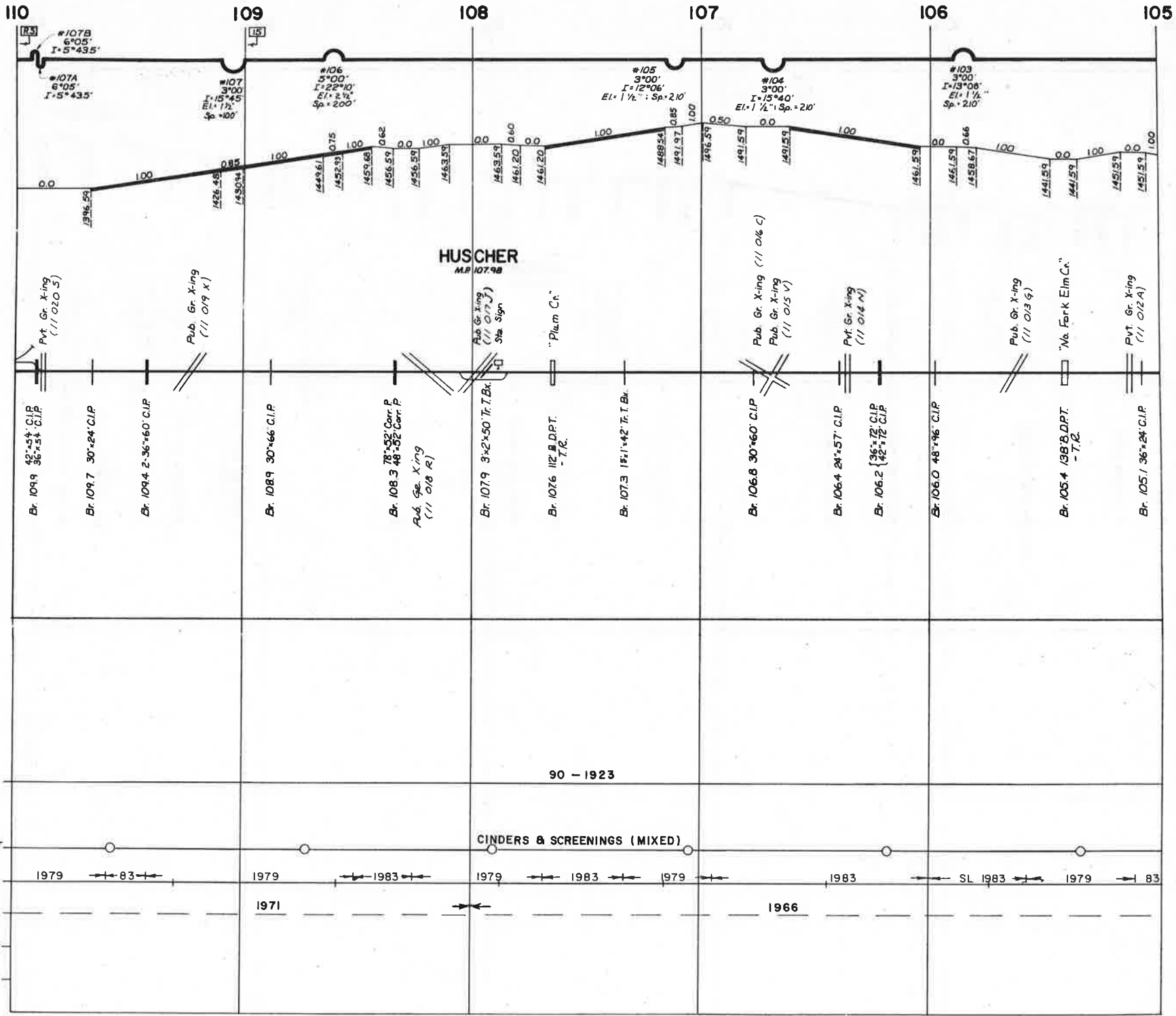


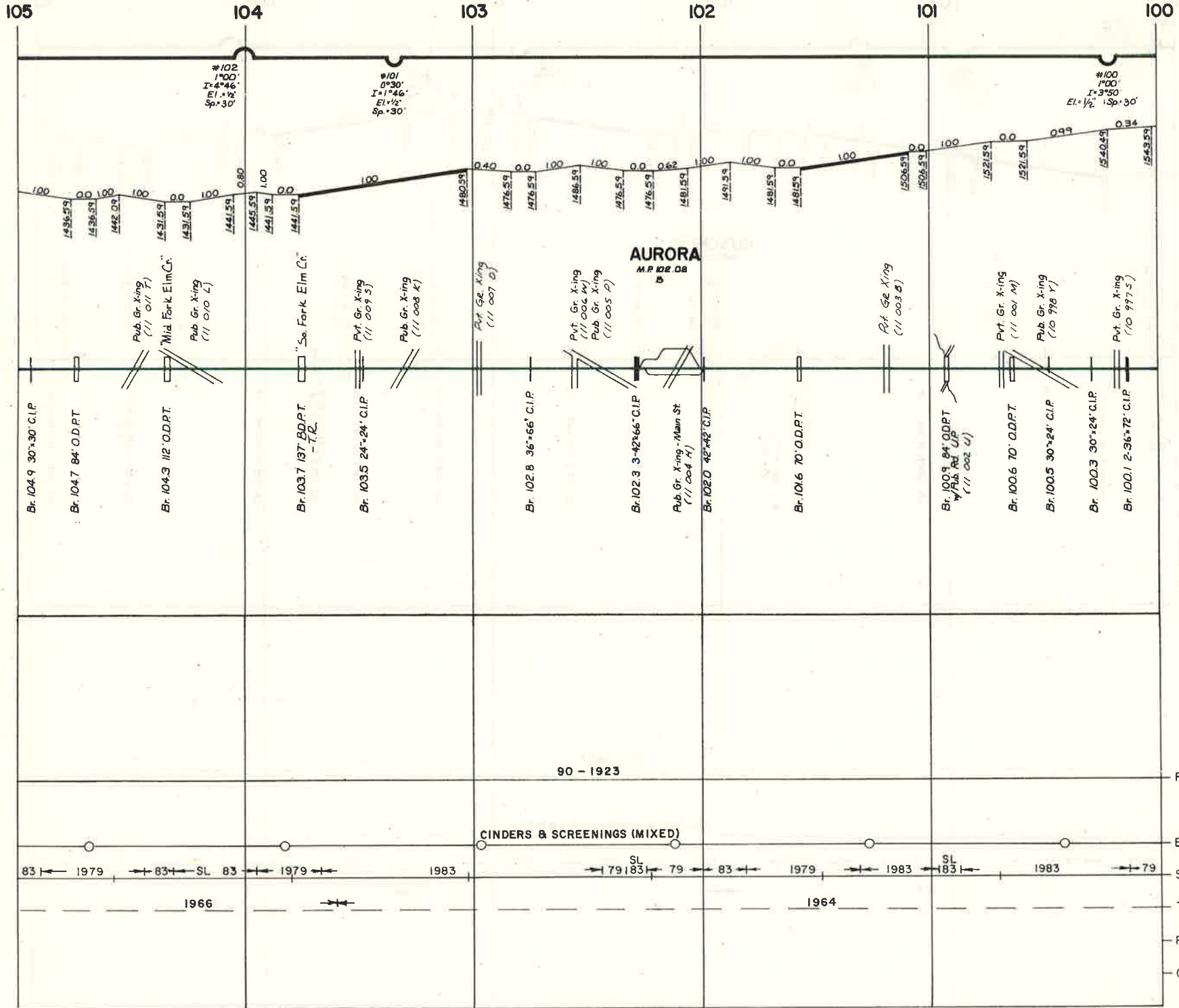


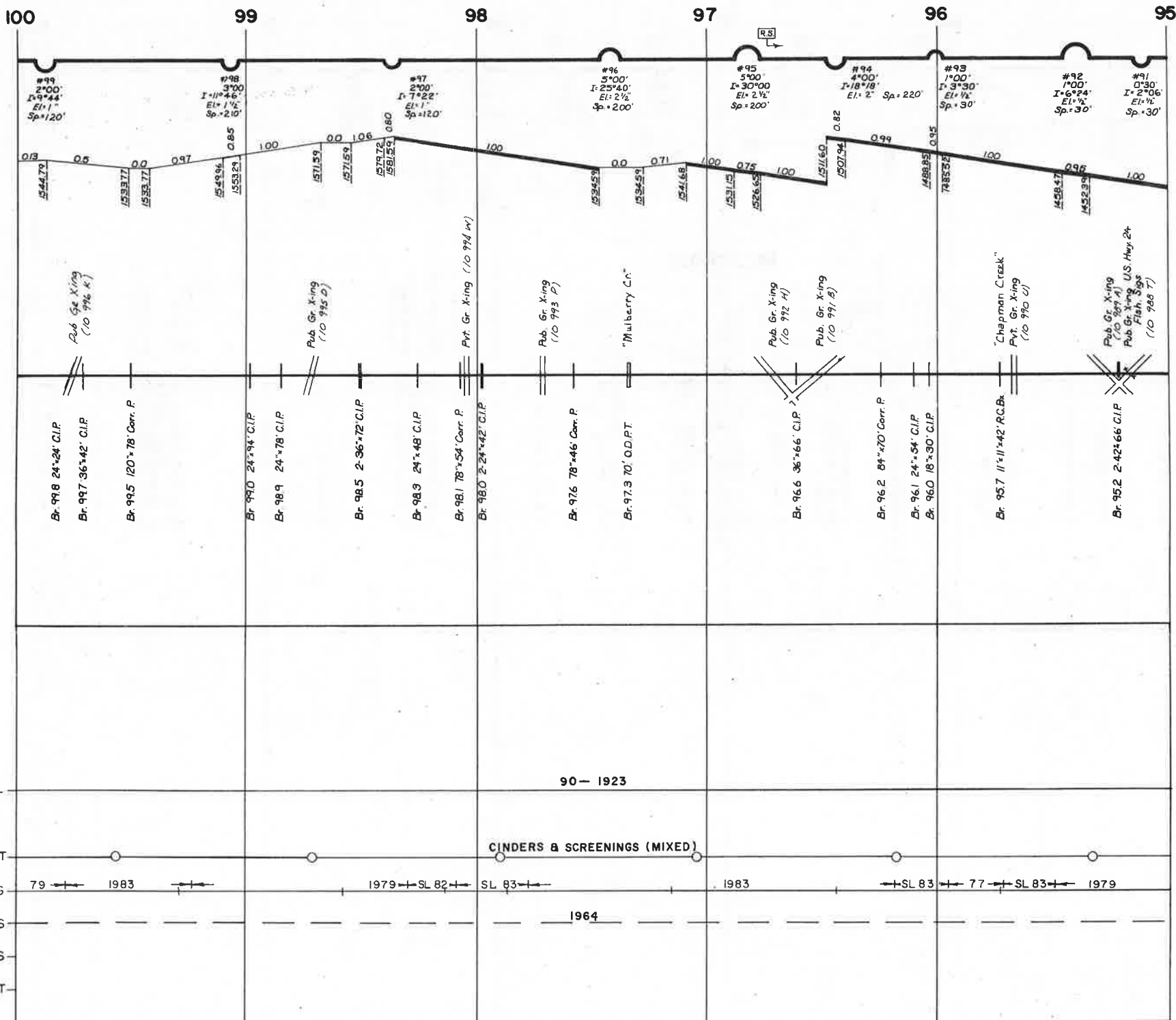


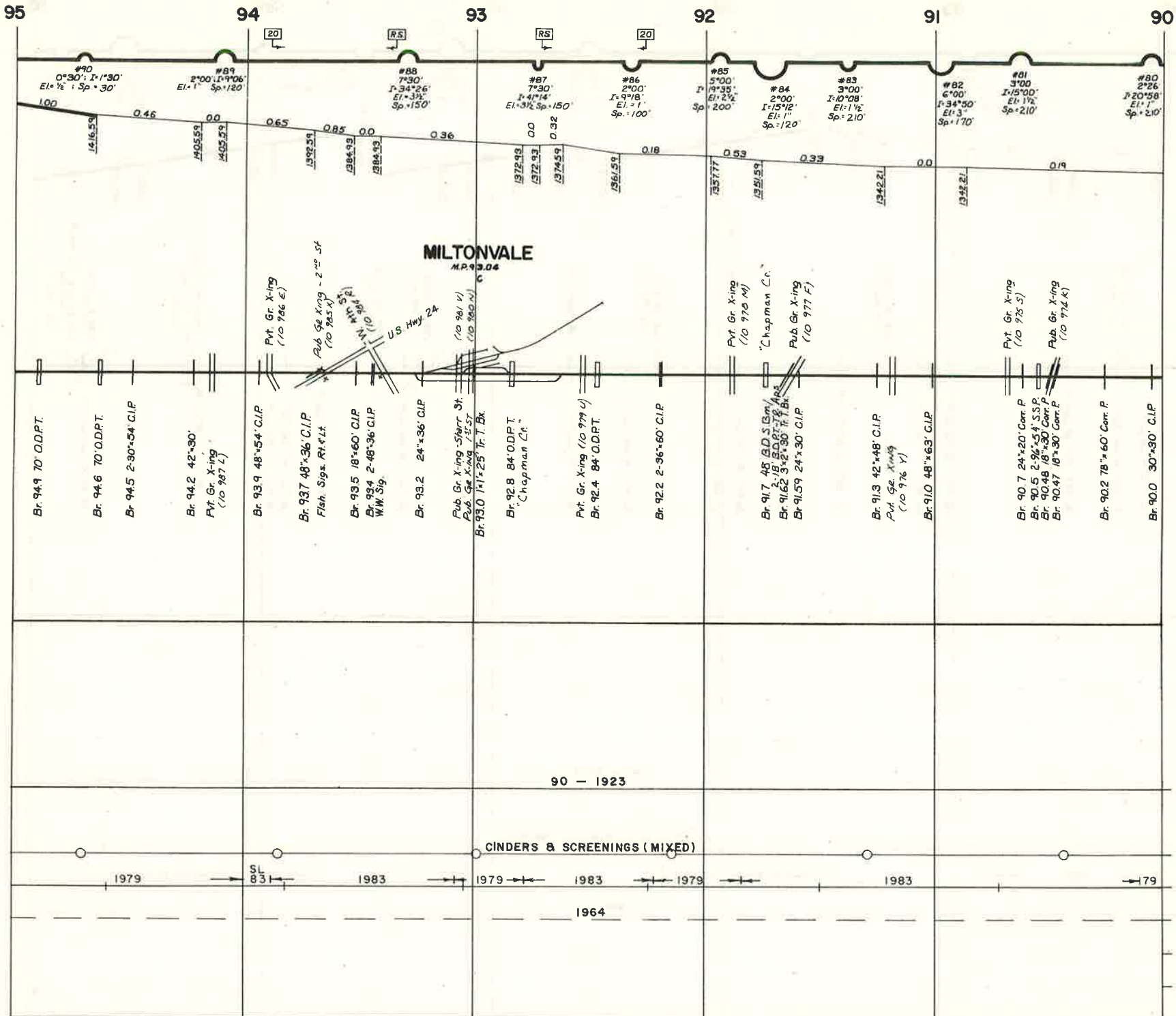


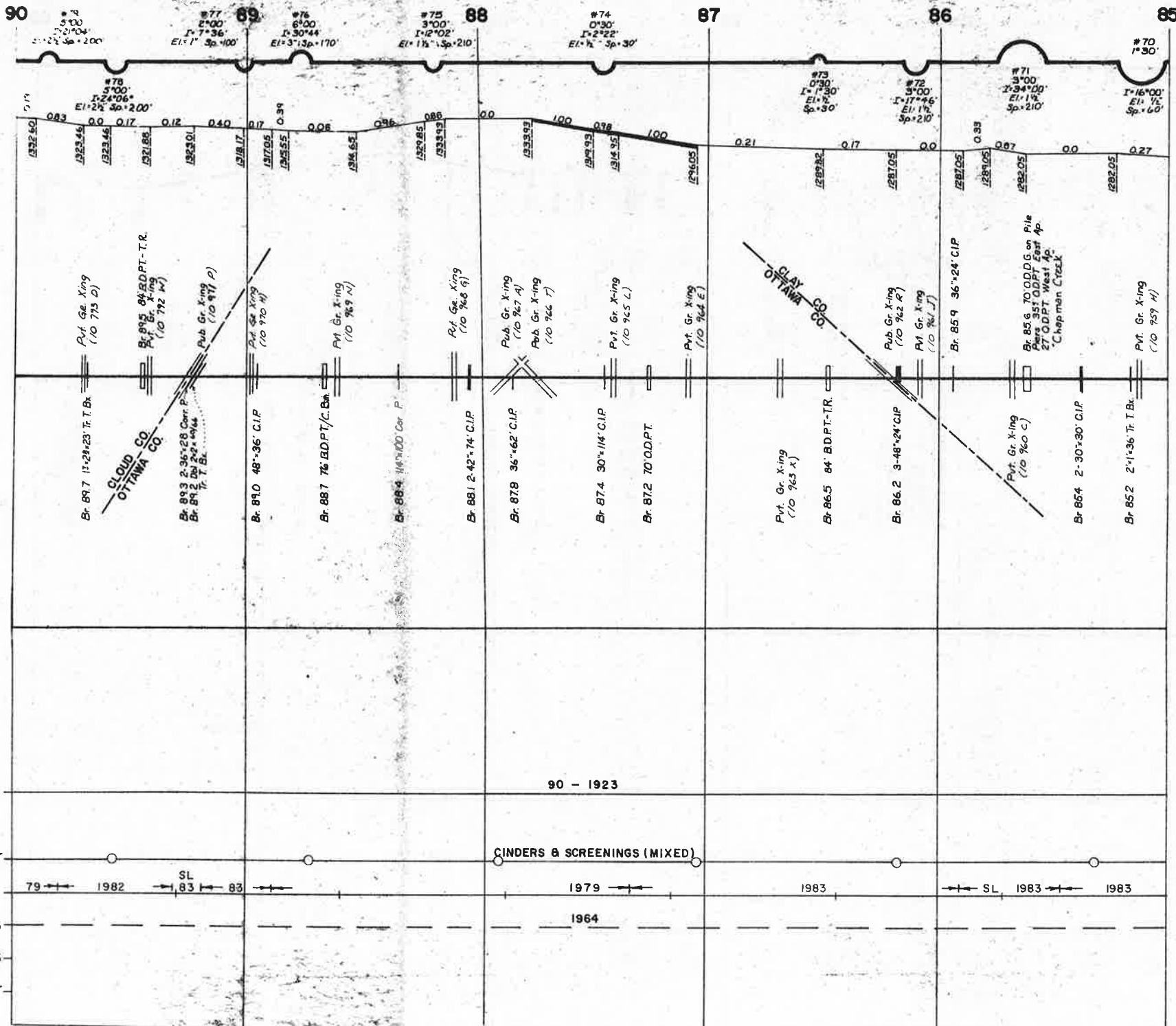




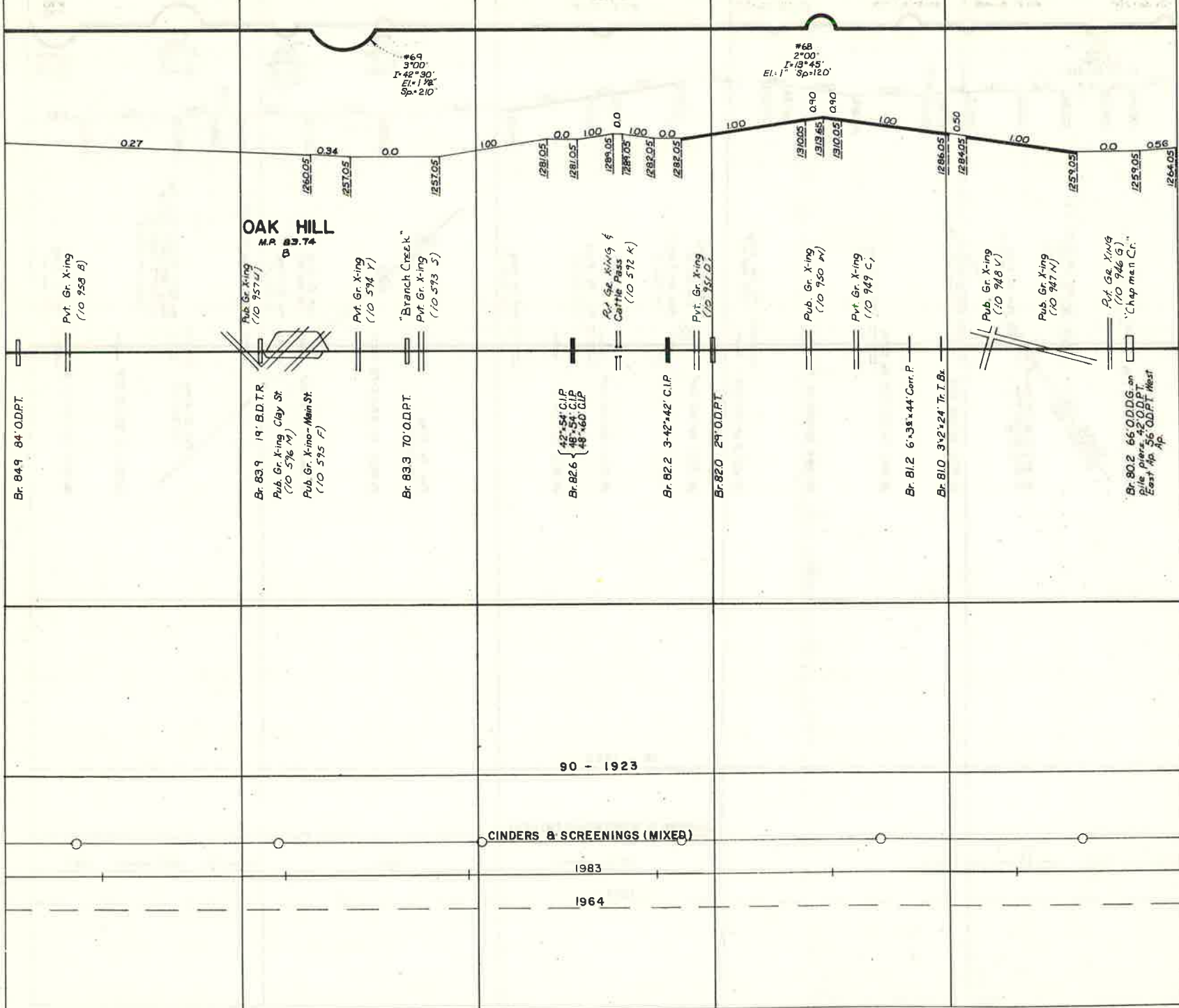


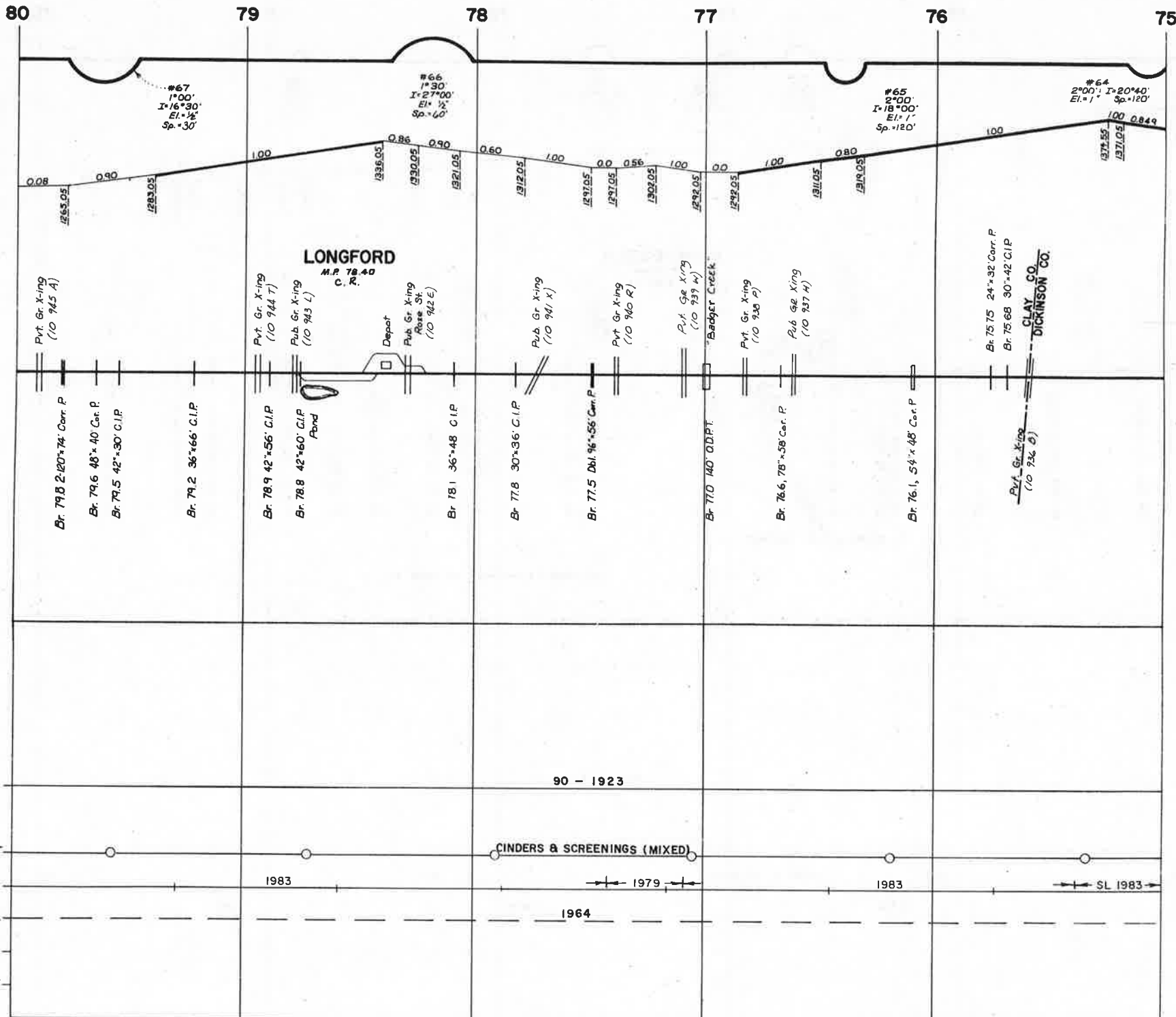


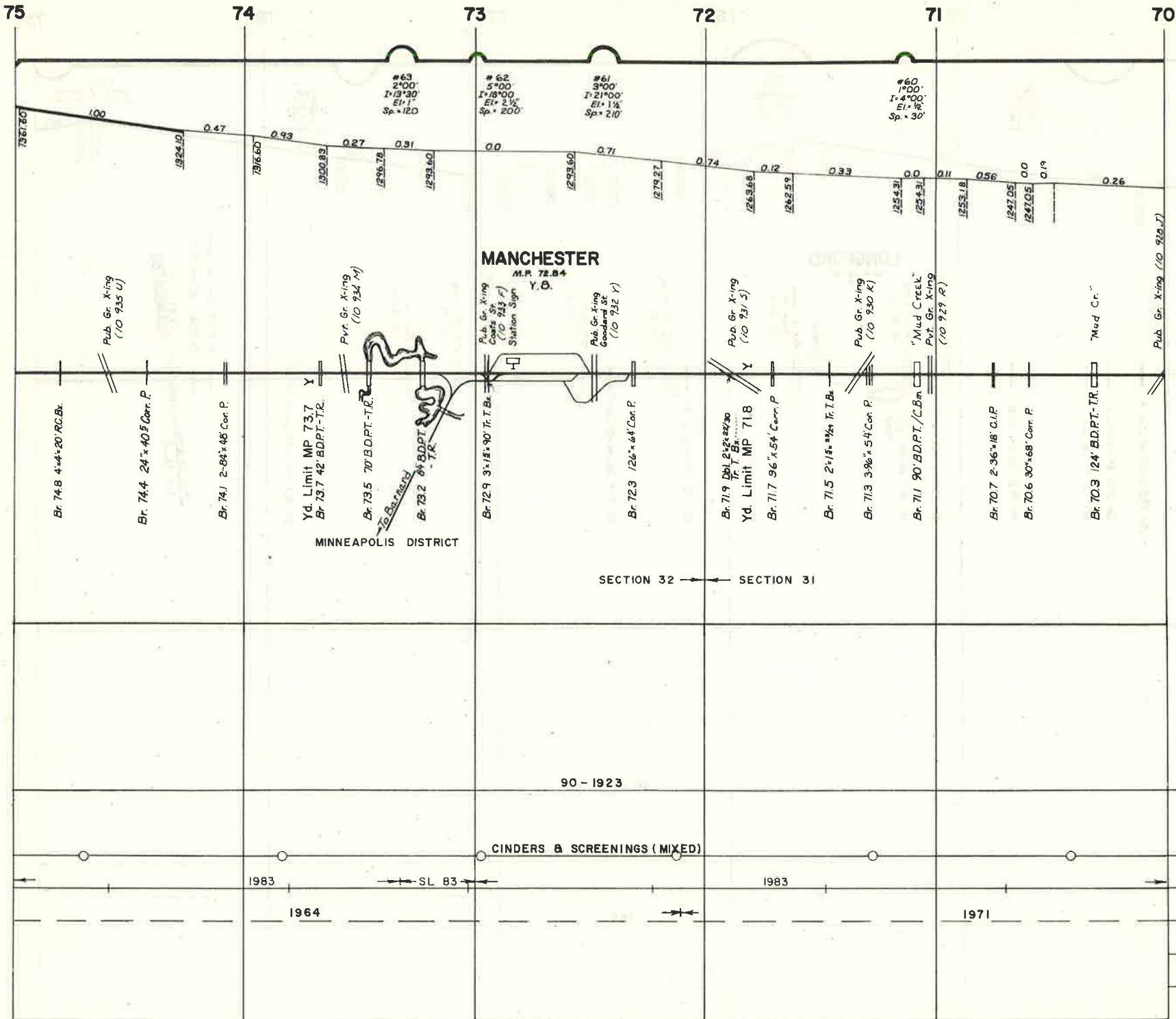


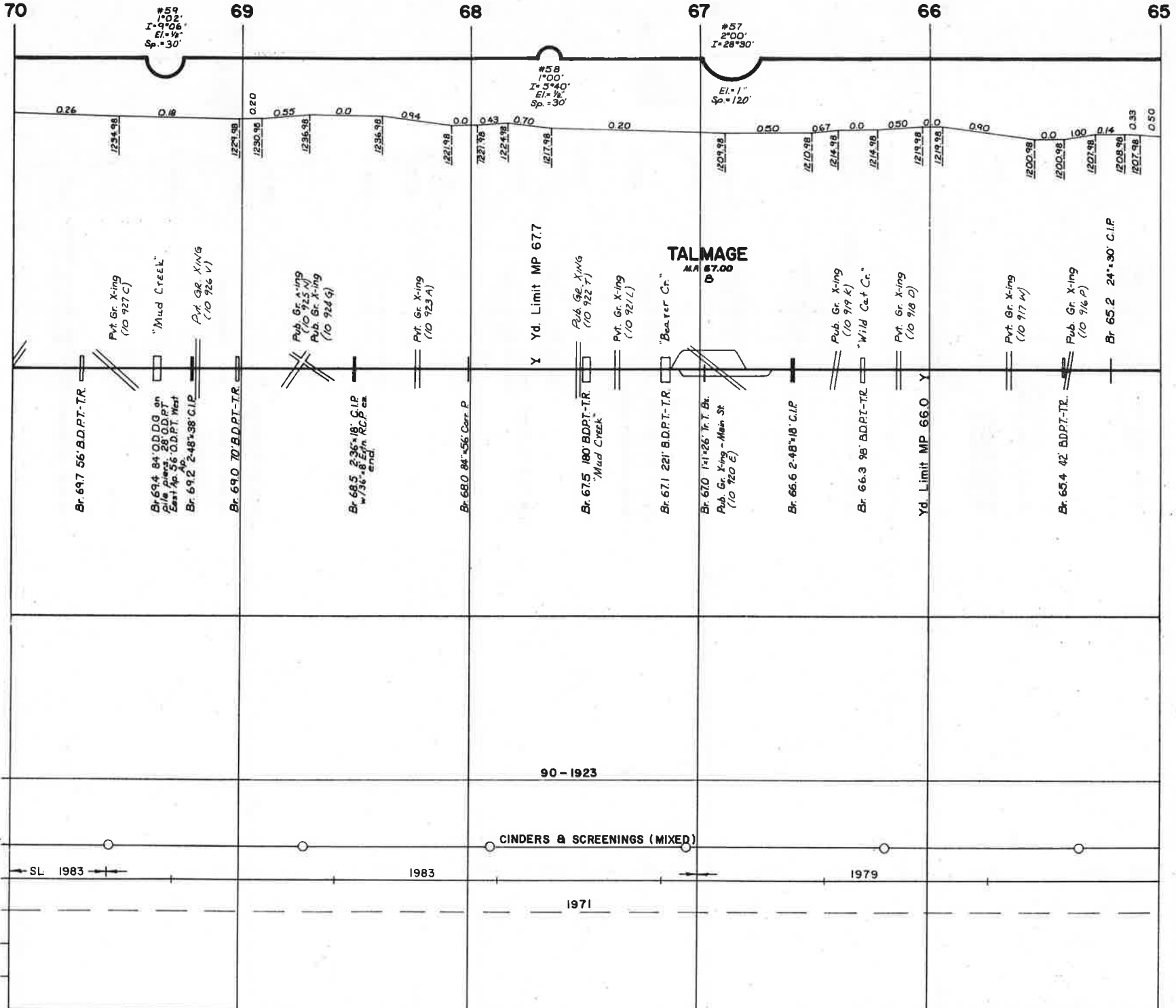


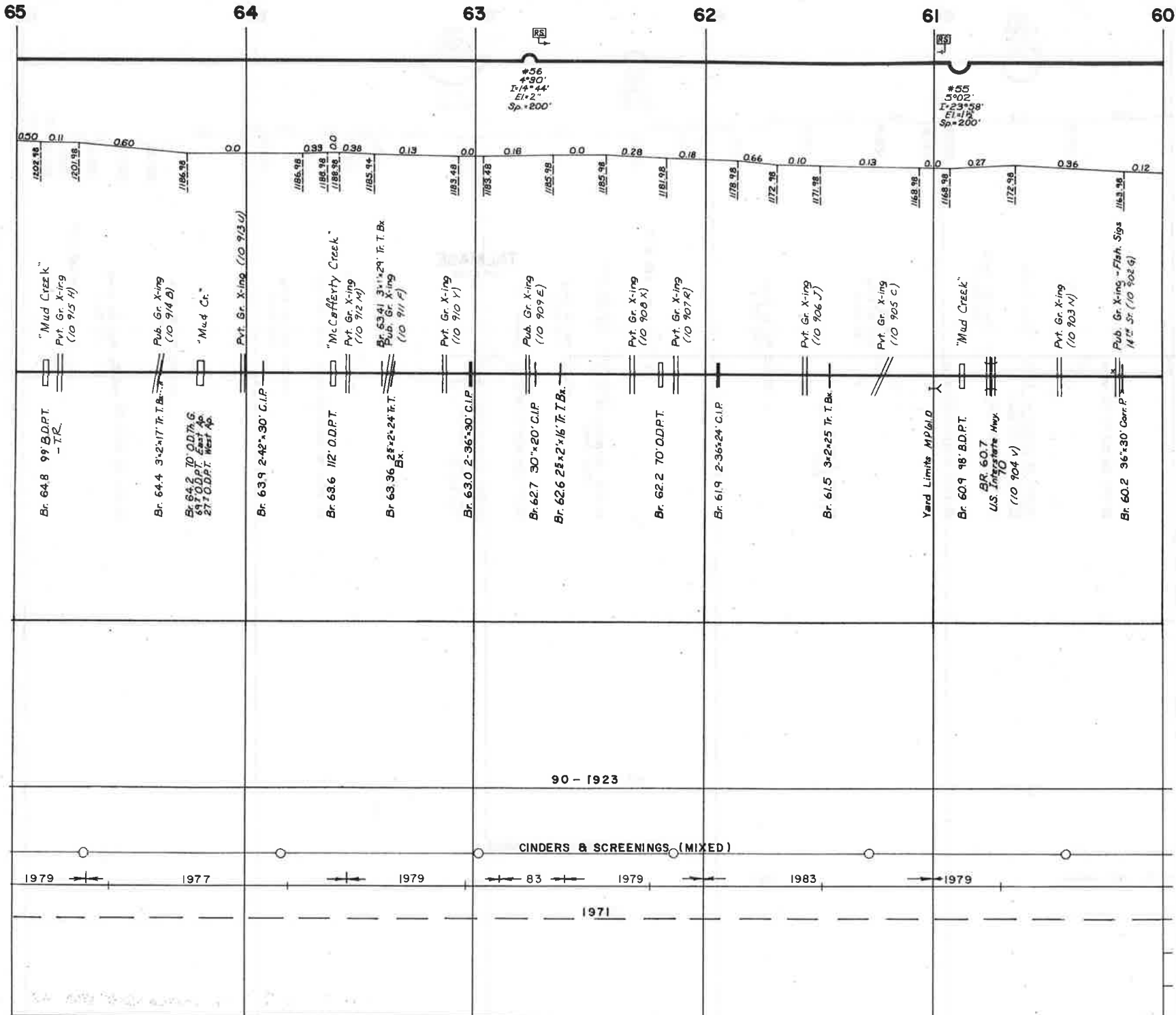
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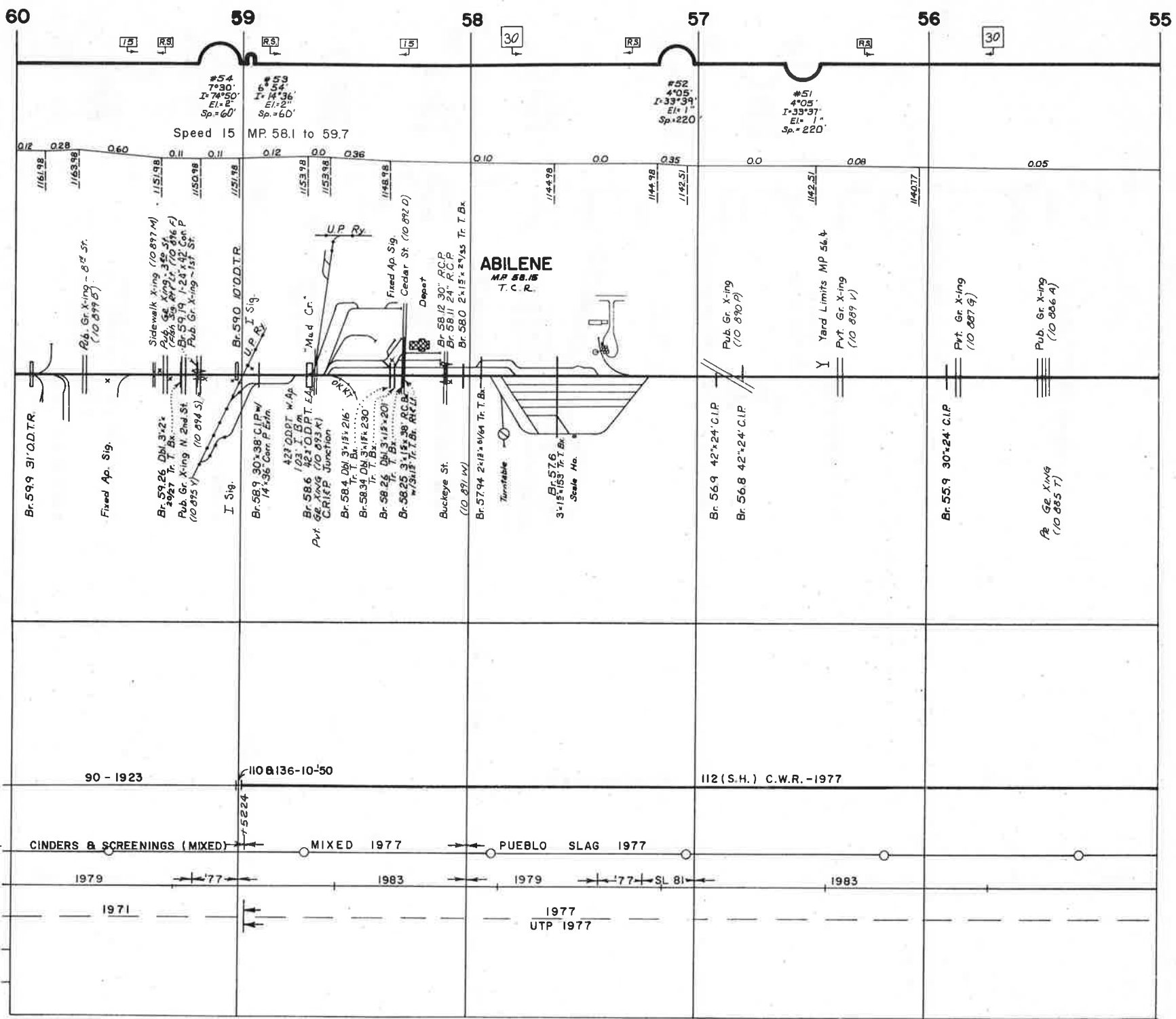


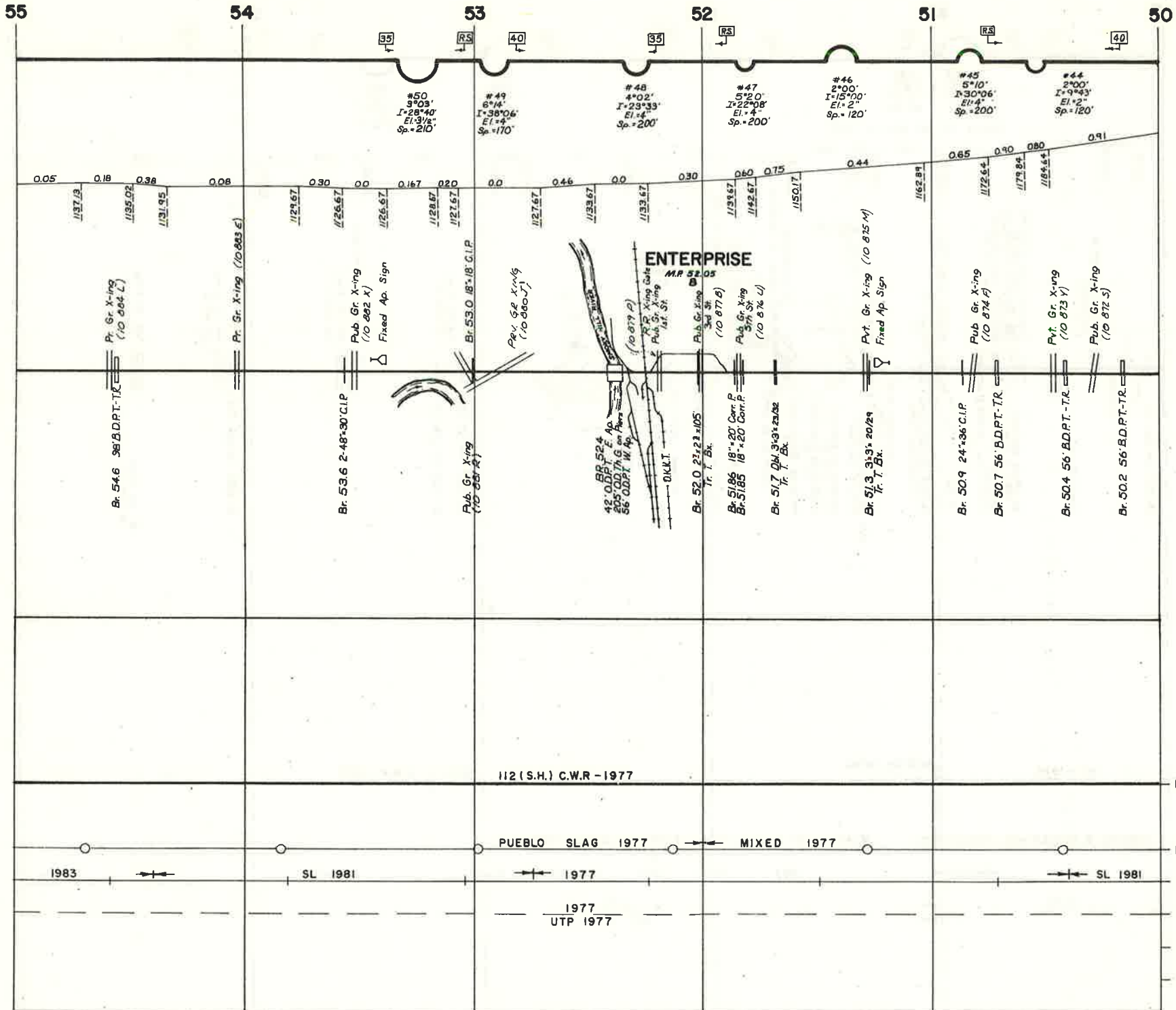


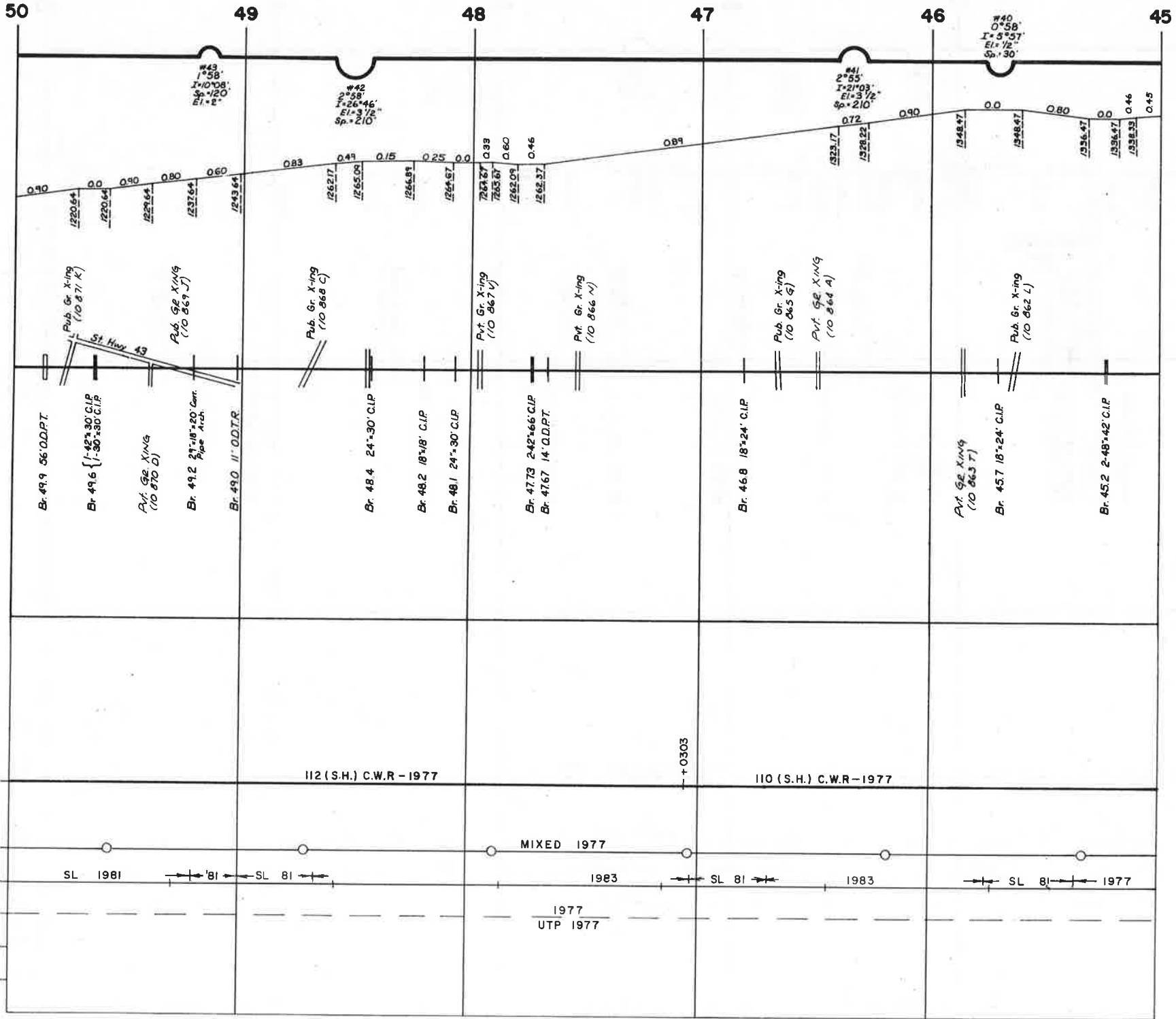


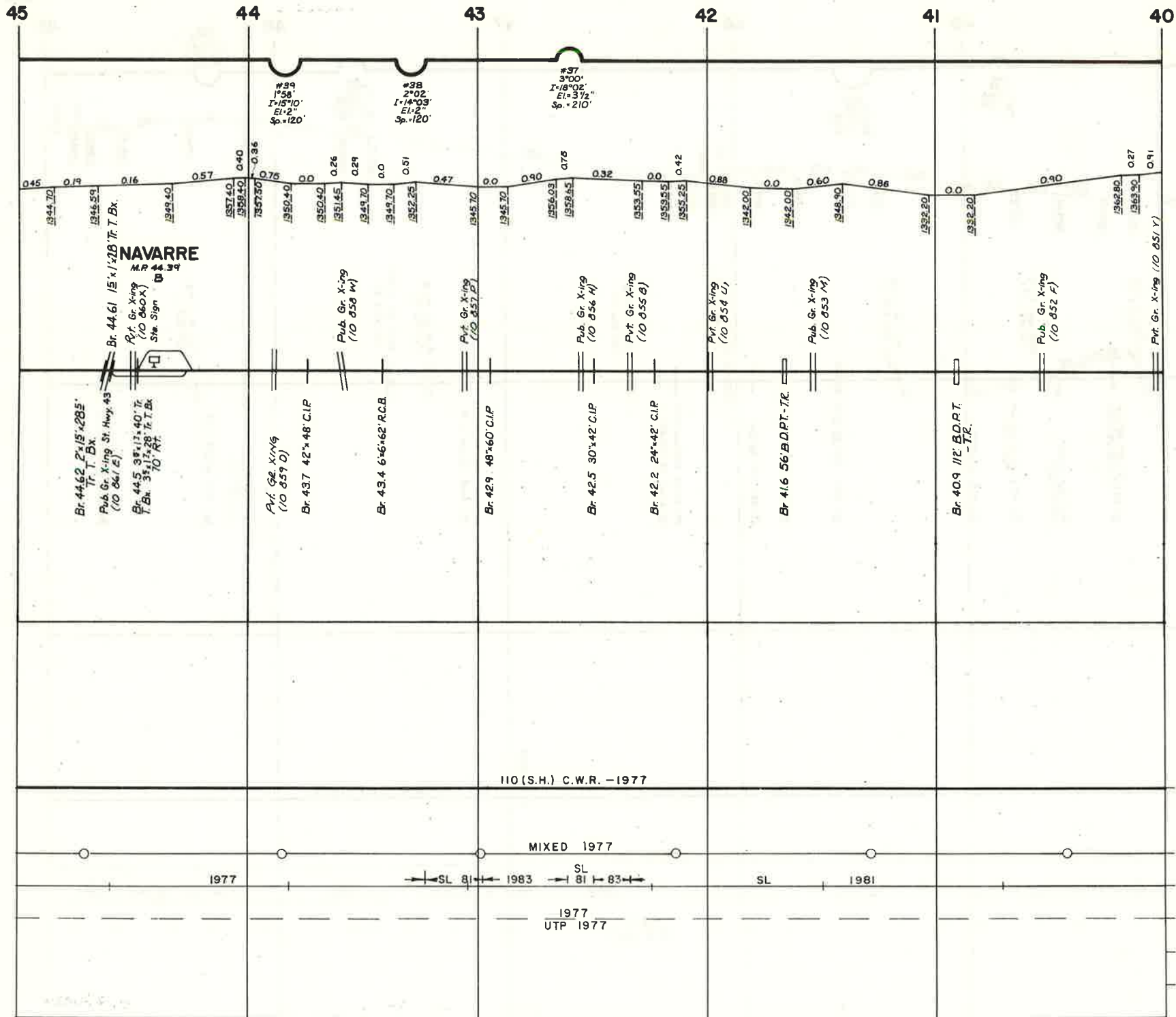


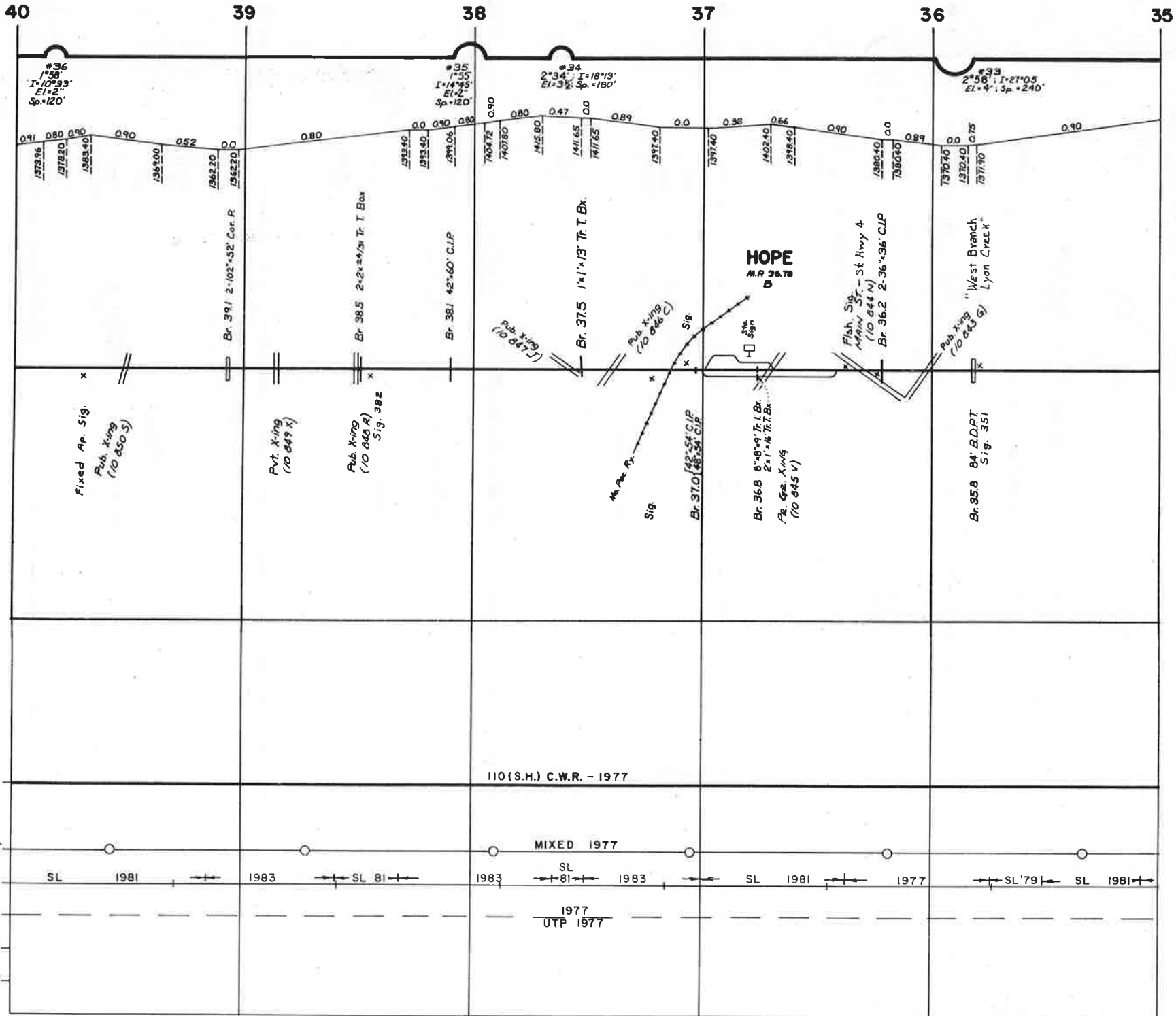


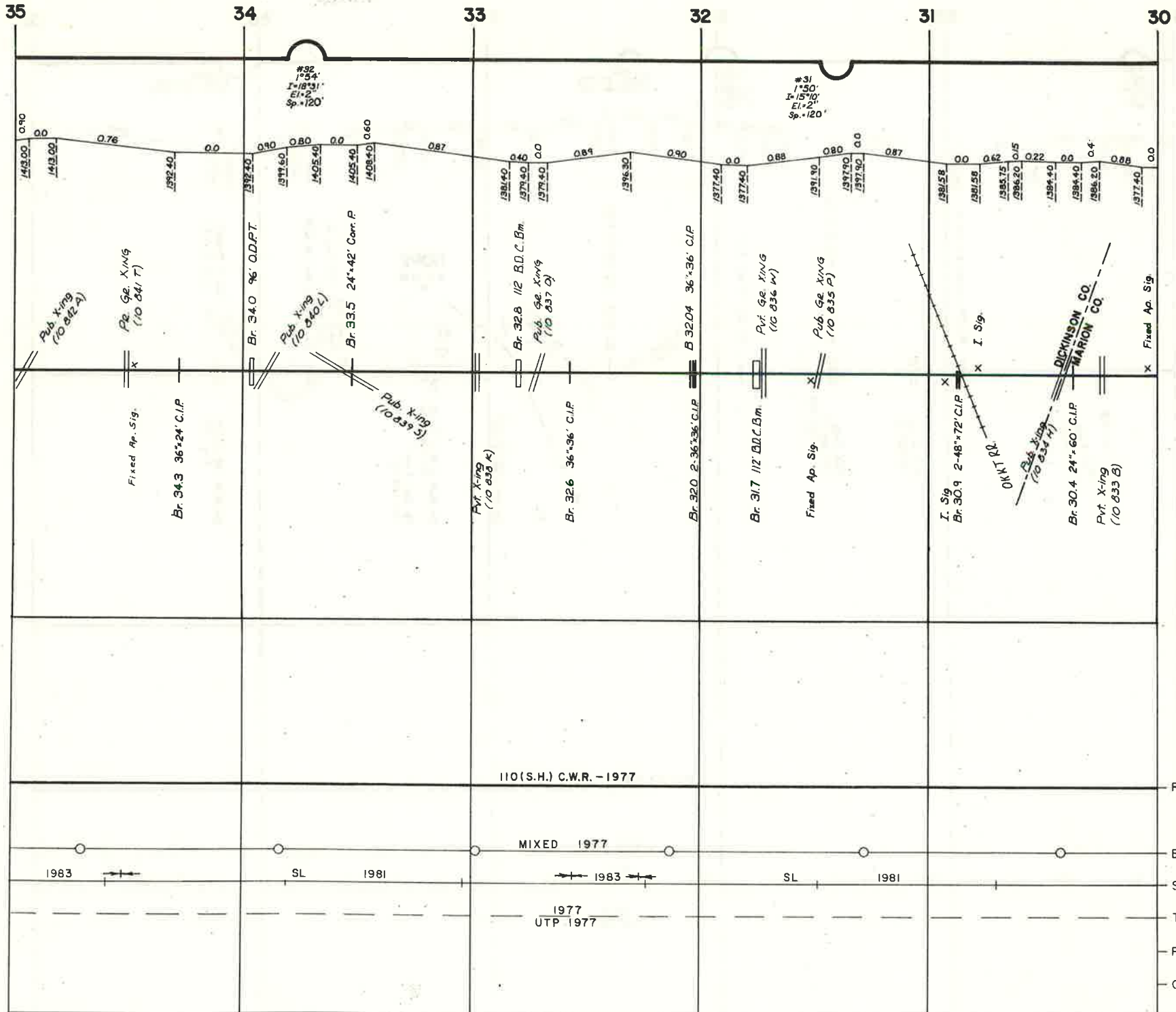


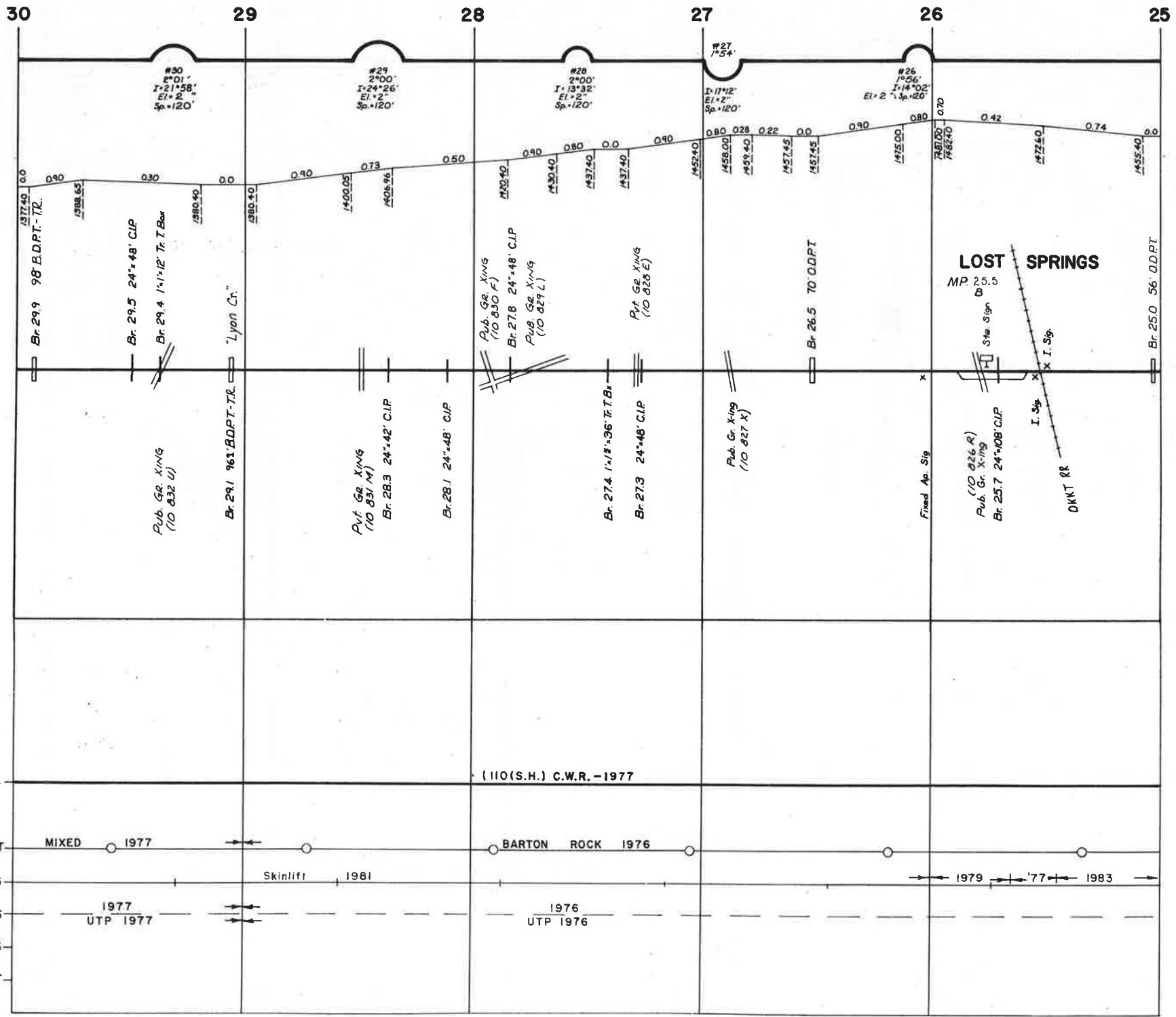


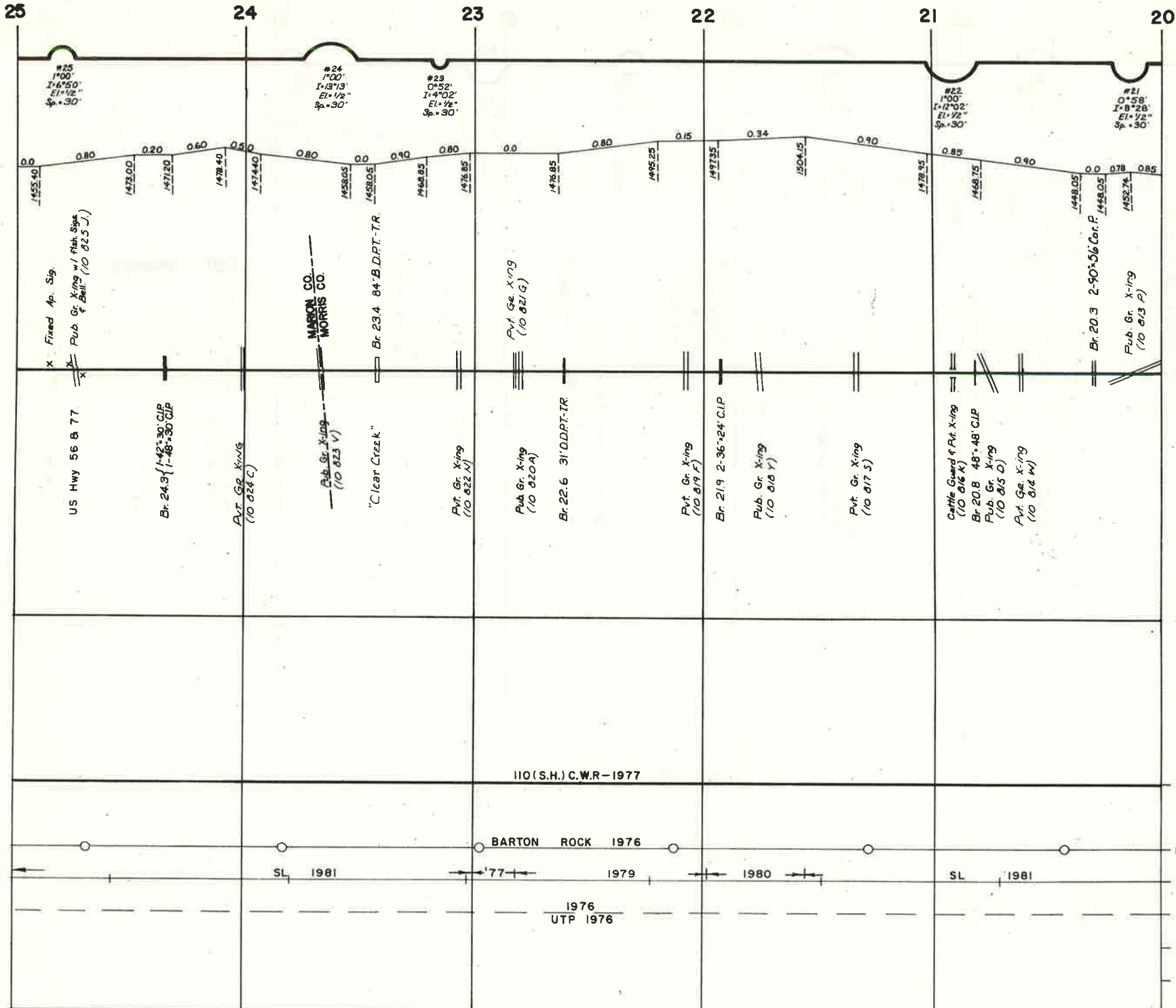


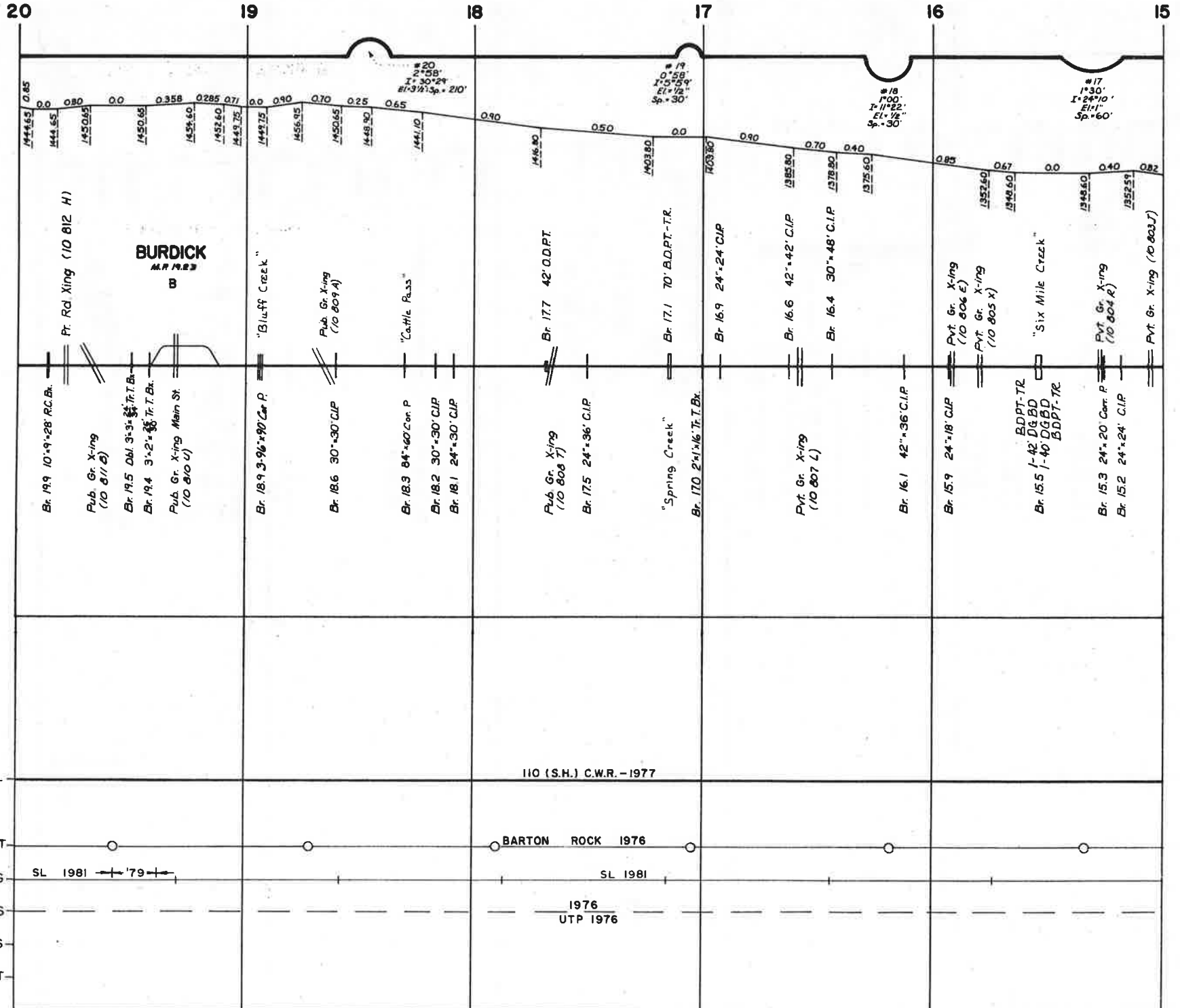


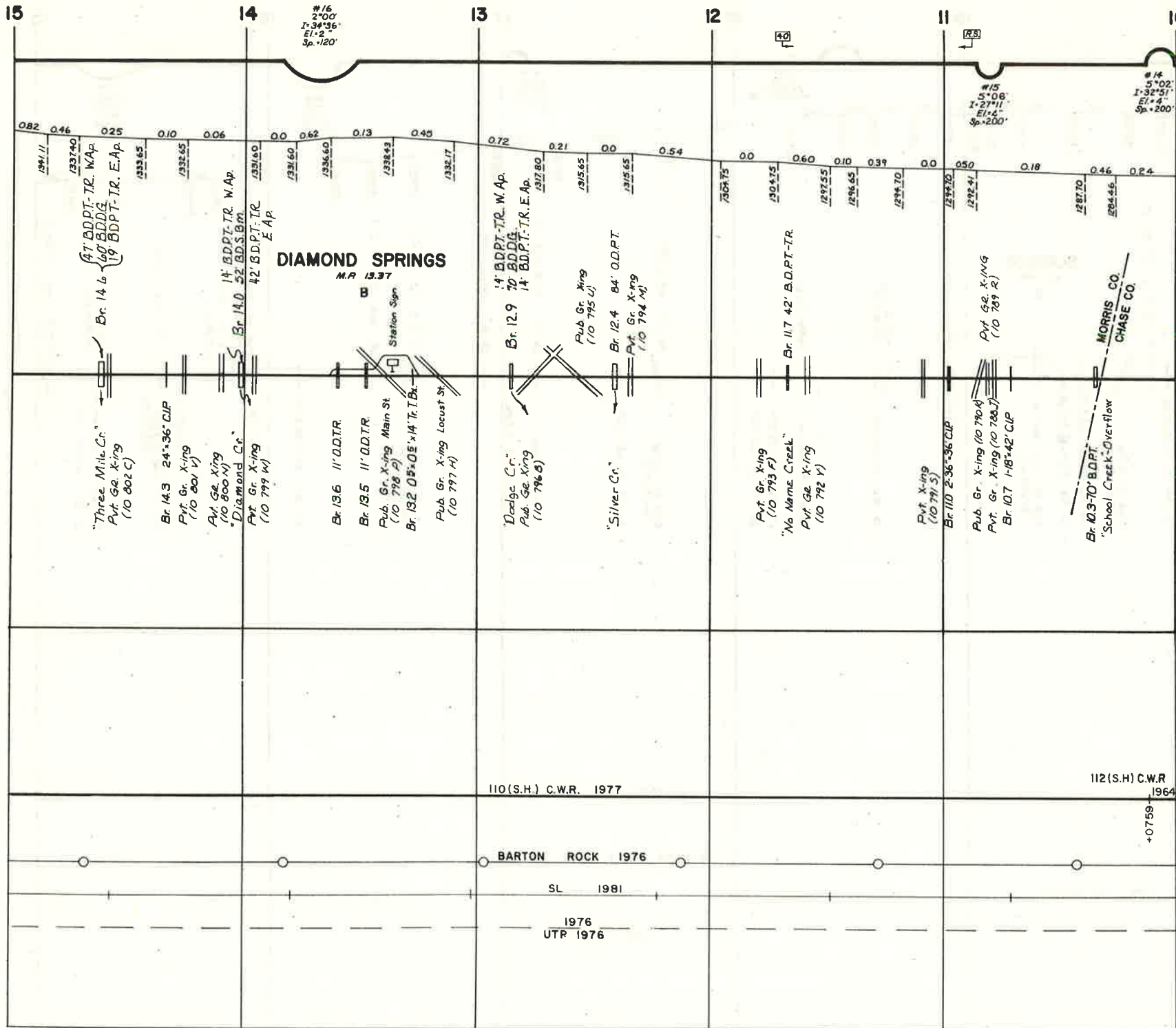


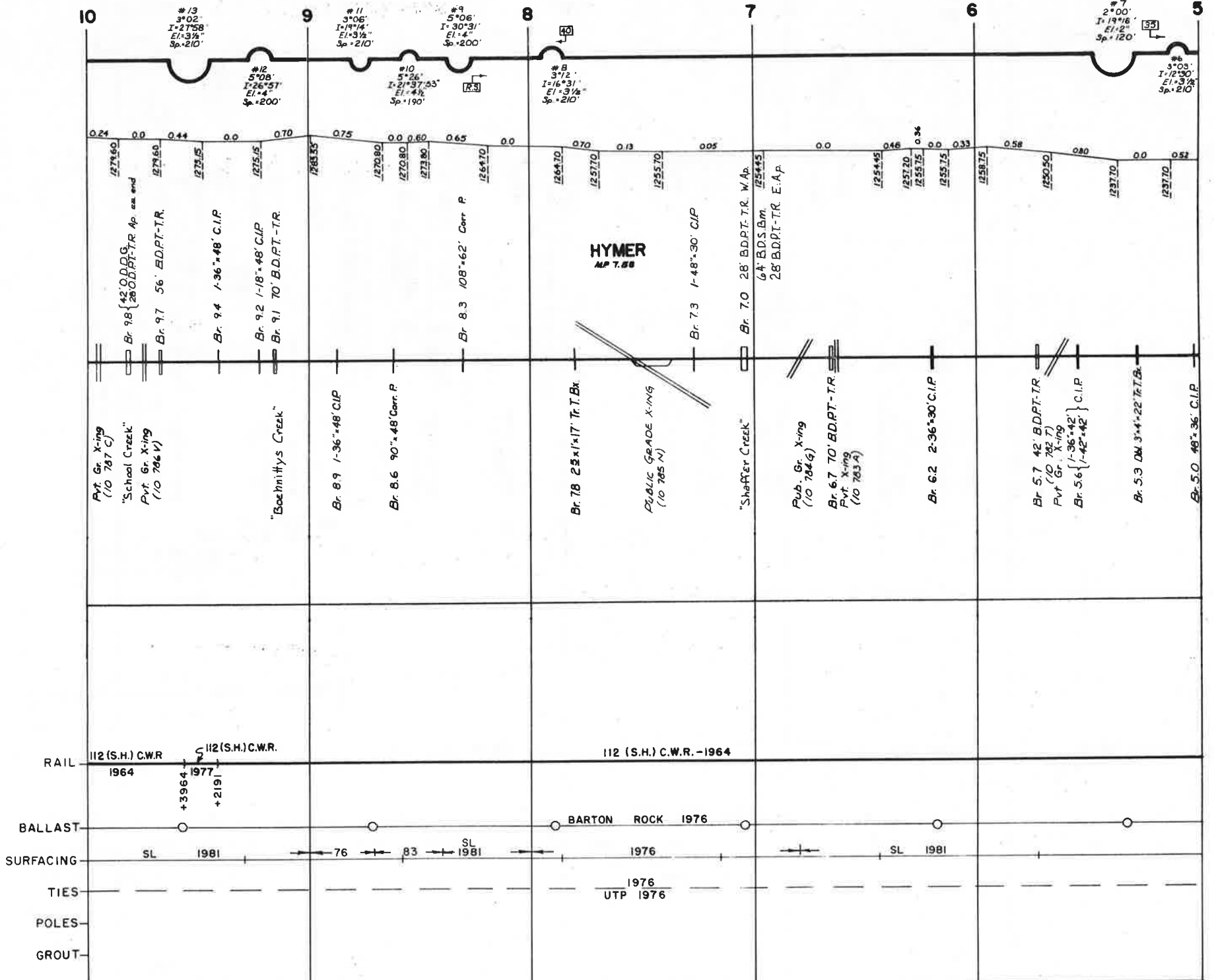


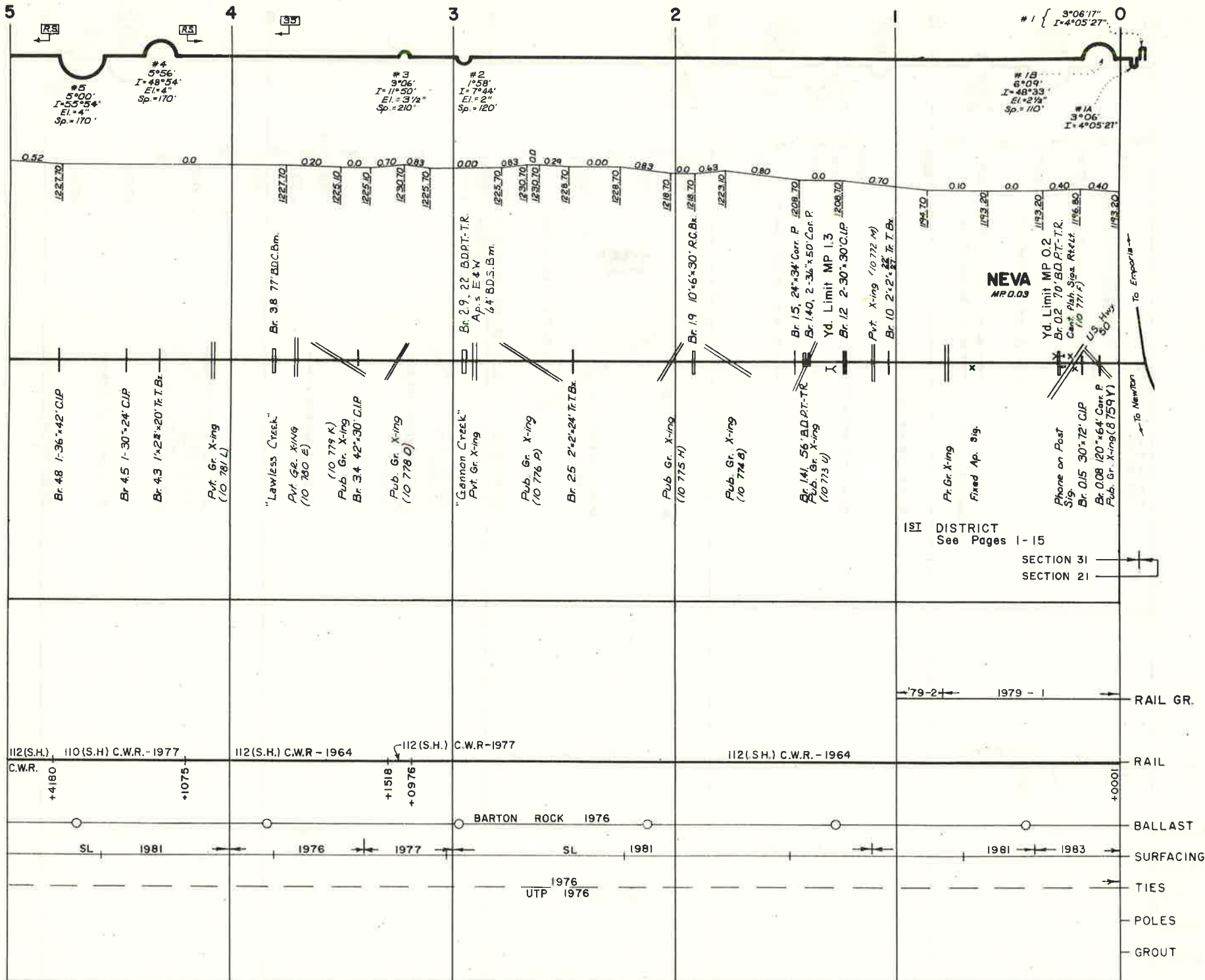












#61
3°00'
I: 61°54'
El: 1"
Sp: 150'

116

115

3°06'
I: 4°05'
#63
6°05', 5°403'
I: 12°10', 13°43'
El: 0', 1/2'
#62
4°14', 6°05'
I: 14°12', 5°43'
El: 2'

TO KIOWA

354

GUTHRIE
M.P. 352.6
OKLA. DIST.
See Page III

0.28 0.055 0.007 0.005 0.00

932.9%	930.00	930.00	925.97	925.87	924.87
80°00'DI.WA. 930.00	50°00'DI.B.M. 930.00	38°00'DI.E.A.P.	18°30'Cor.P. 925.97	12°30'Cor.P. 925.87	12°30'Cor.P. 924.87
Dr. 116.2	Dr. 116.2	Dr. 116.1	Dr. 115.8	Dr. 115.7	Dr. 115.3
28'x28' Vt. P.	28'x28' Vt. P.	18'x30' Cor. P.	12'x28' Vt. P.	8'x3+2.6 R.C.B.	2-42'x34' Cor. P.
Yd. Limit MP 116.4	End	Sw. Limit MP 115.5			
20'x40' Wood Cr.	20'x40' Wood Cr.	20'x40' Wood Cr.	20'x40' Wood Cr.	20'x40' Wood Cr.	20'x40' Wood Cr.
Rel. King (1795X)	Rel. King (1794R)	Rel. King (1795J)			

Perkins Ave.
Unloading Platf.
Vilas Ave.
Depot
Oklahoma Ave.
Noble Ave.

ENID DIST M.P. 116+2264
SECTION 71

RAIL GR 1979 - 2 1973 - 2

RAIL +1928 132 CWR 8-1973

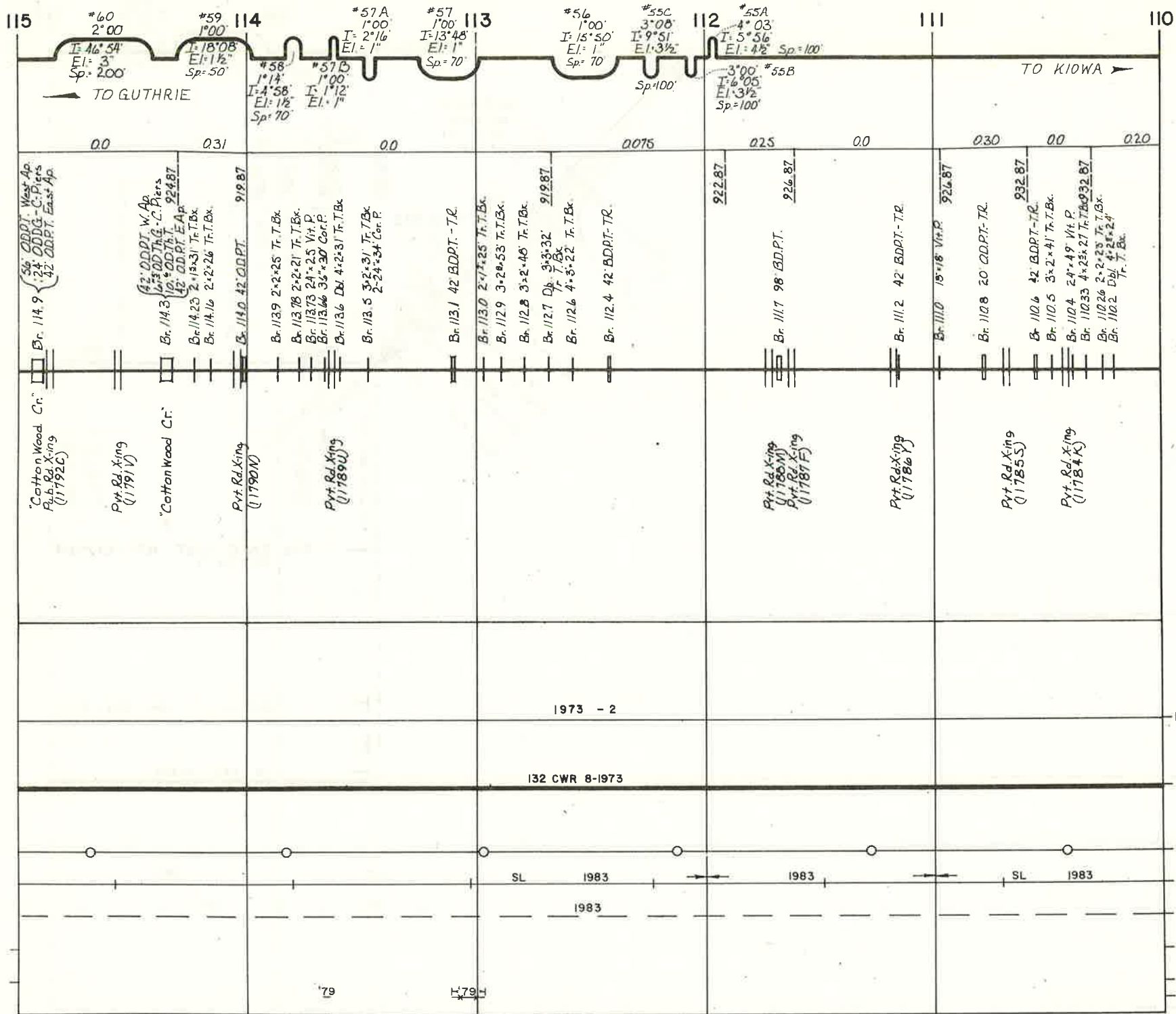
BALLAST

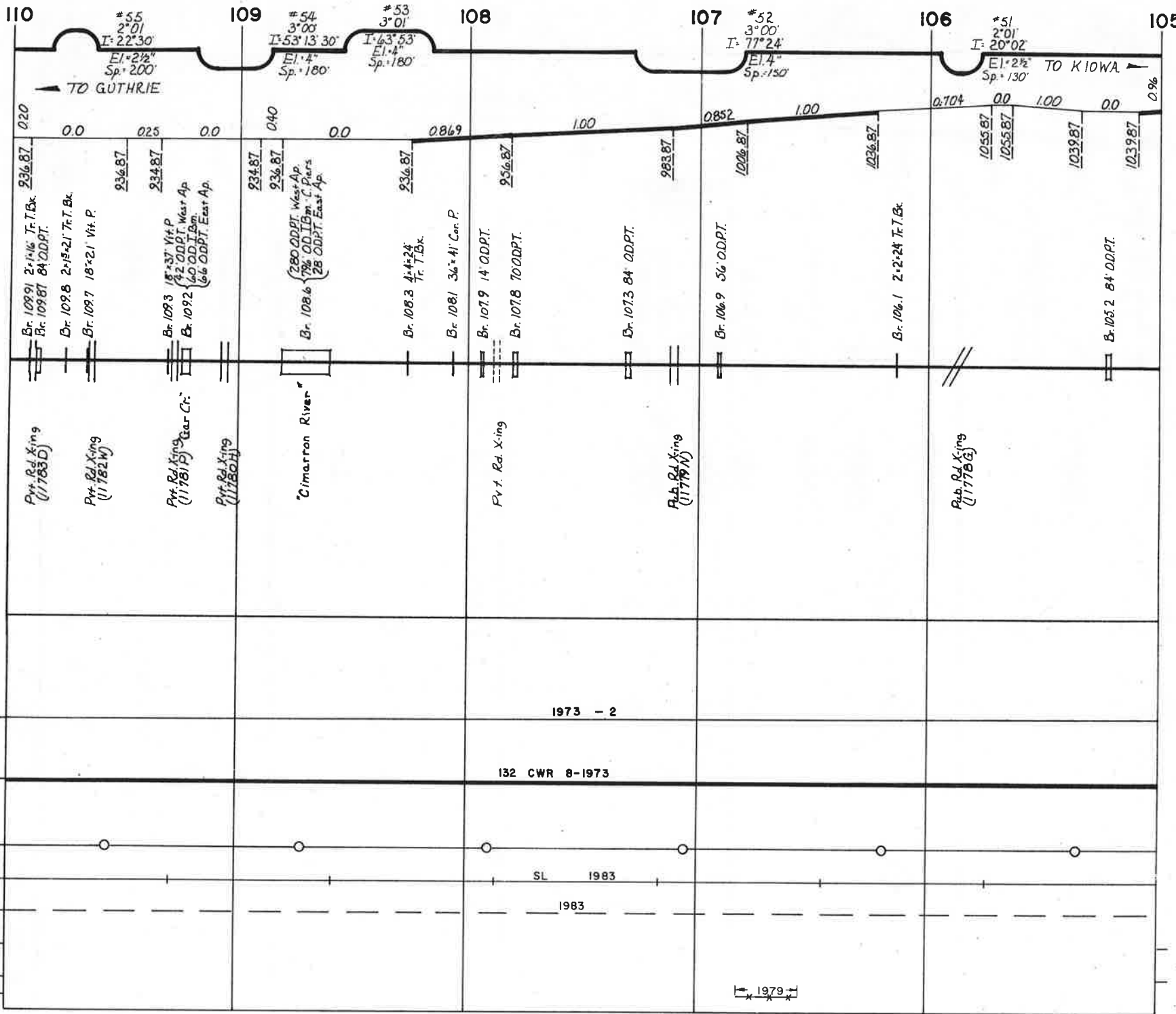
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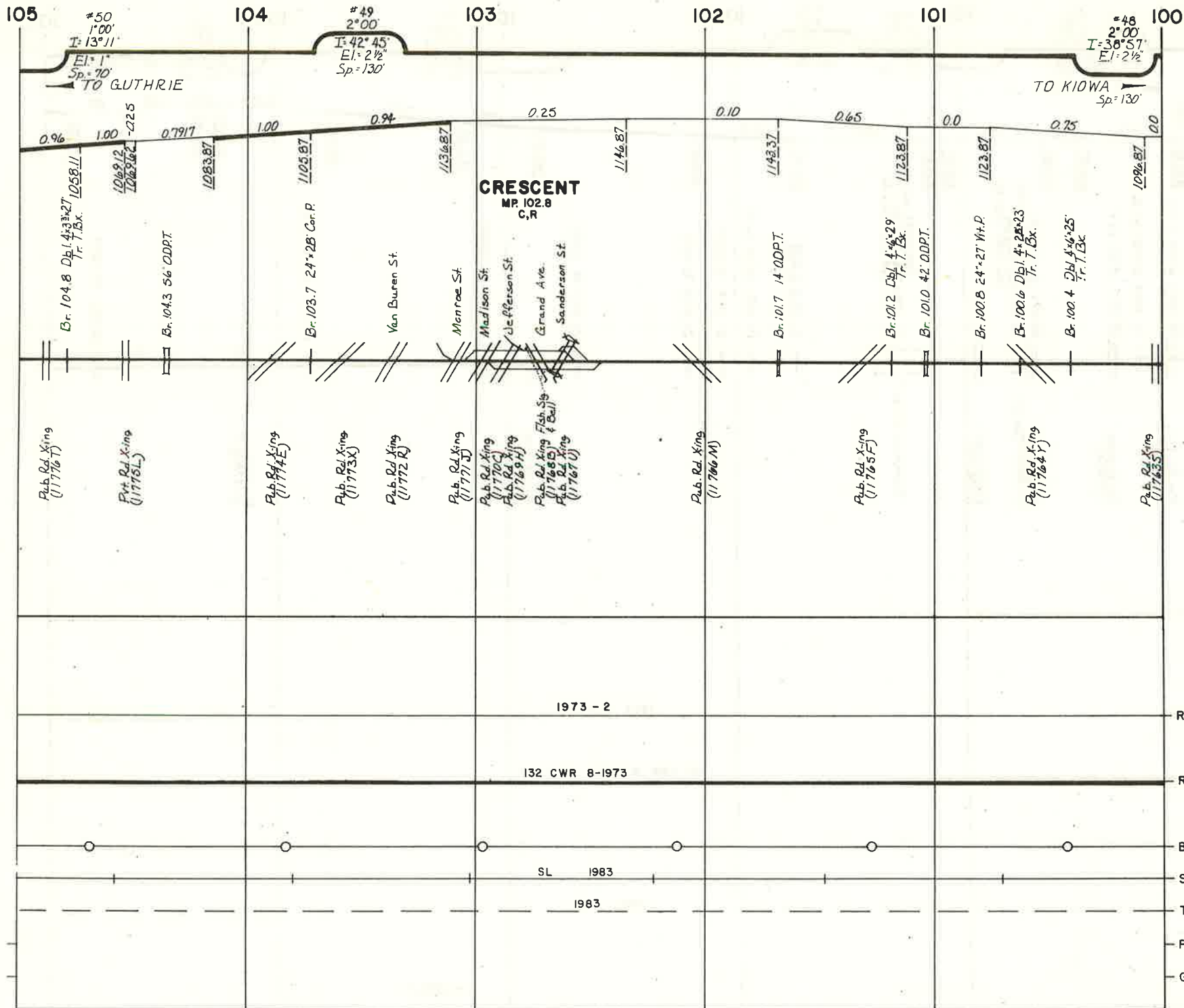
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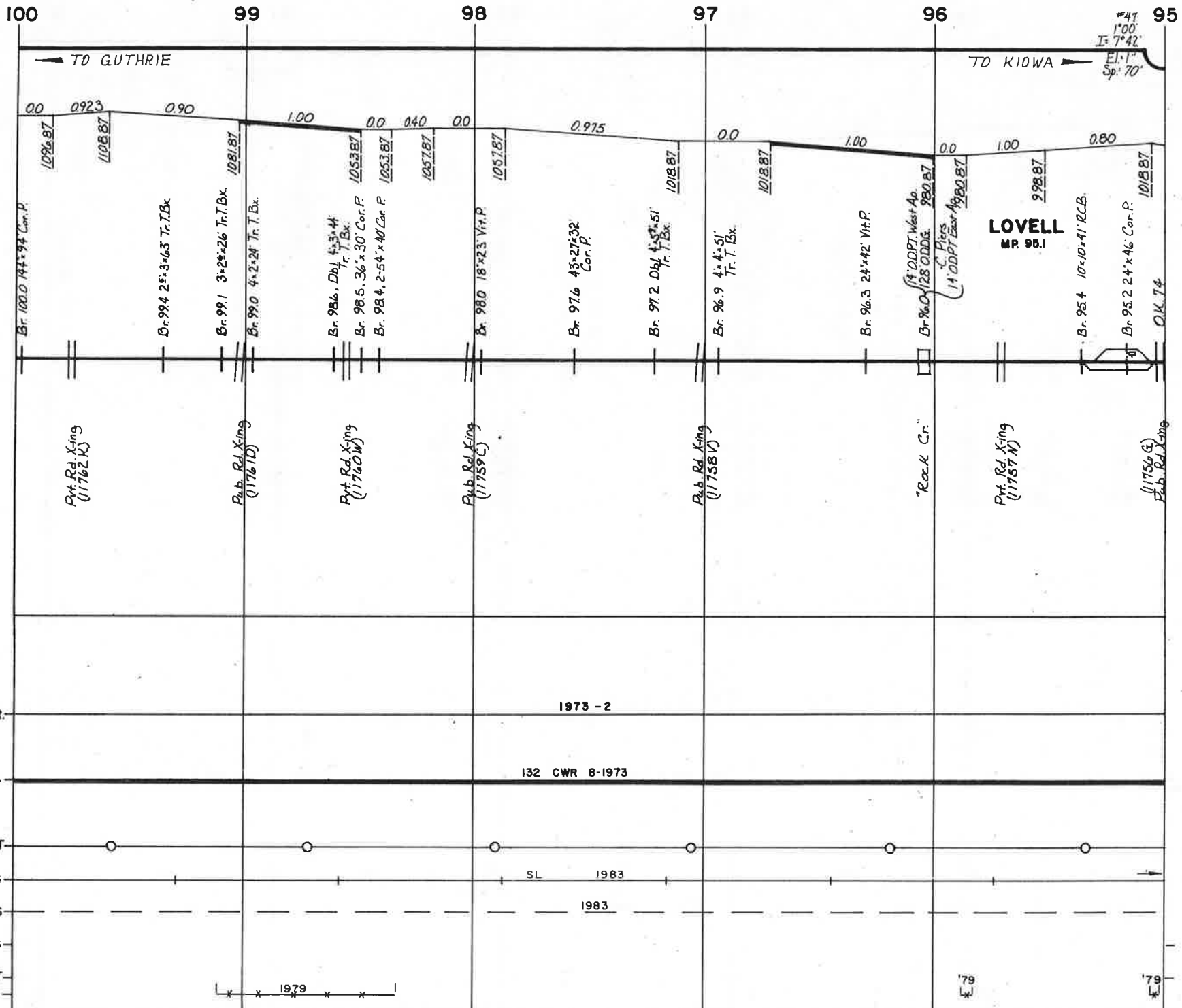
POLES

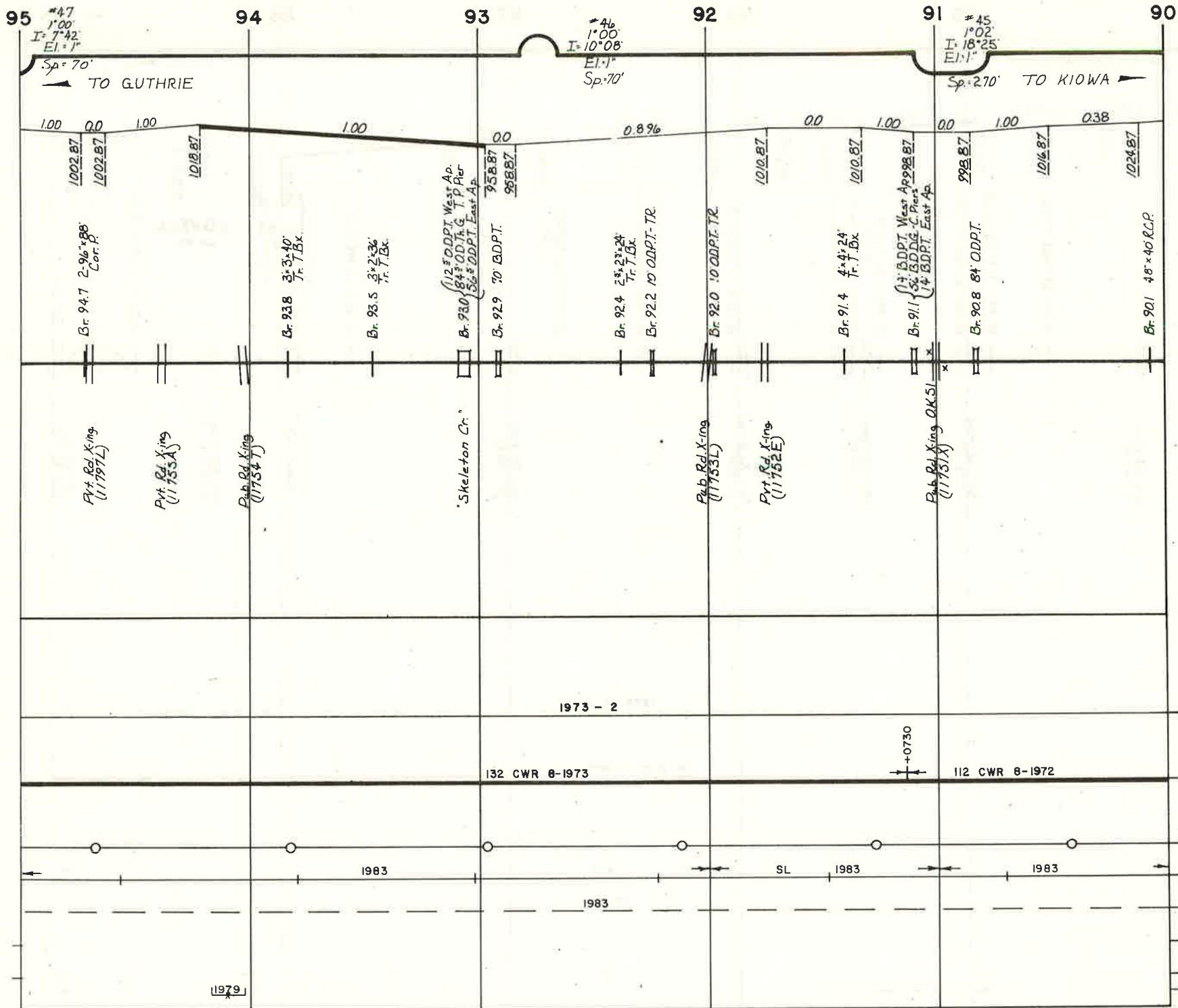
GROUT



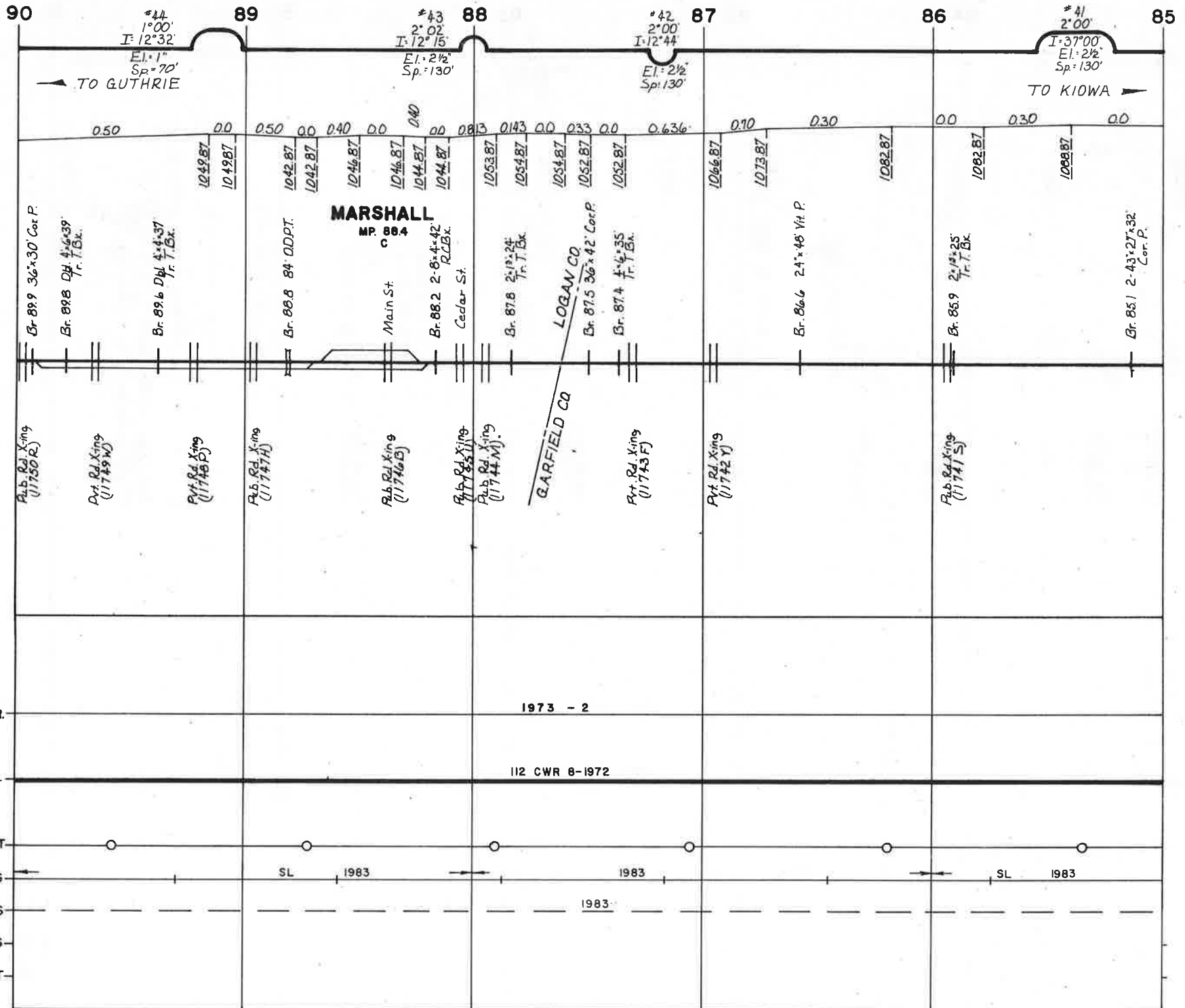


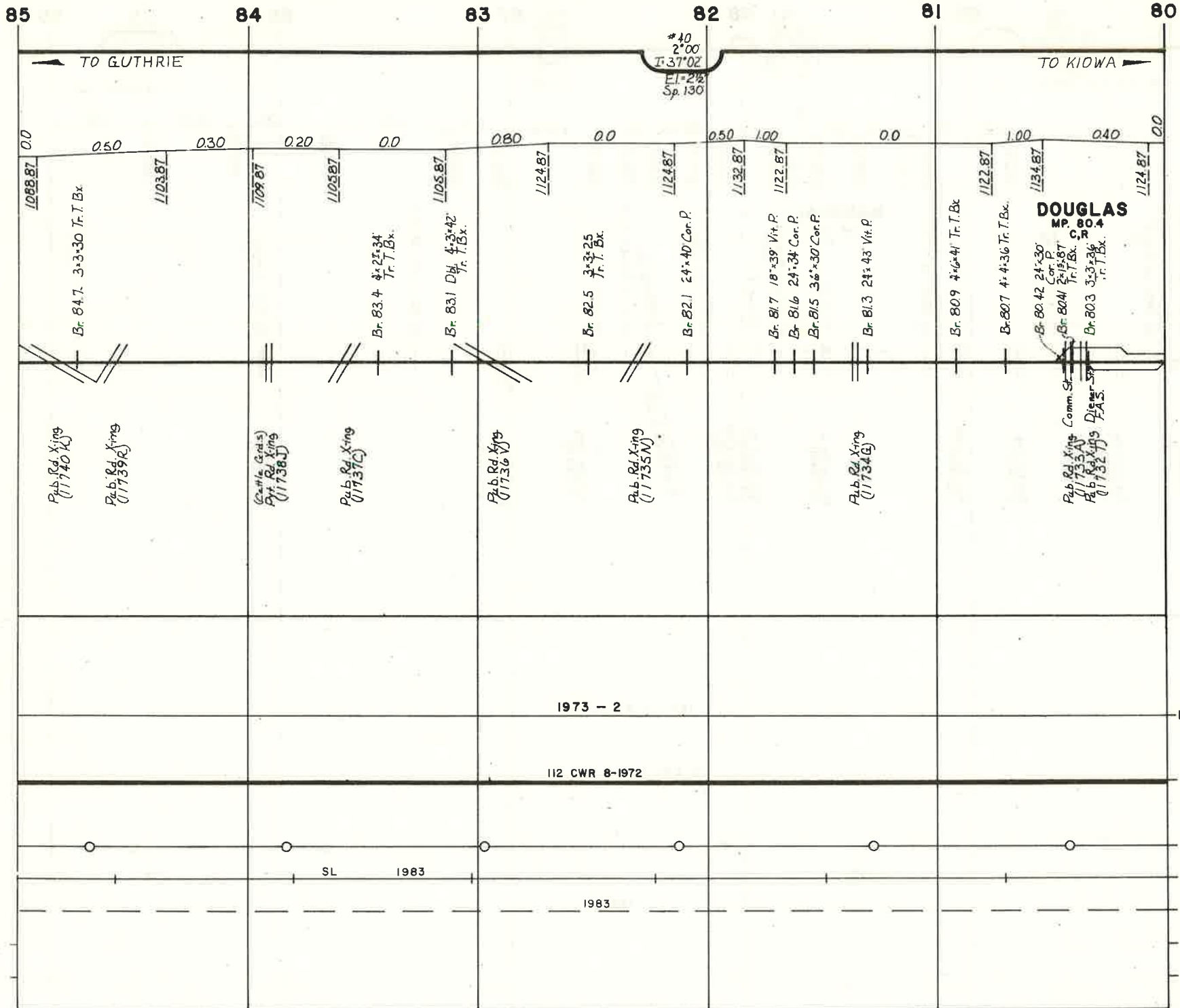






1979



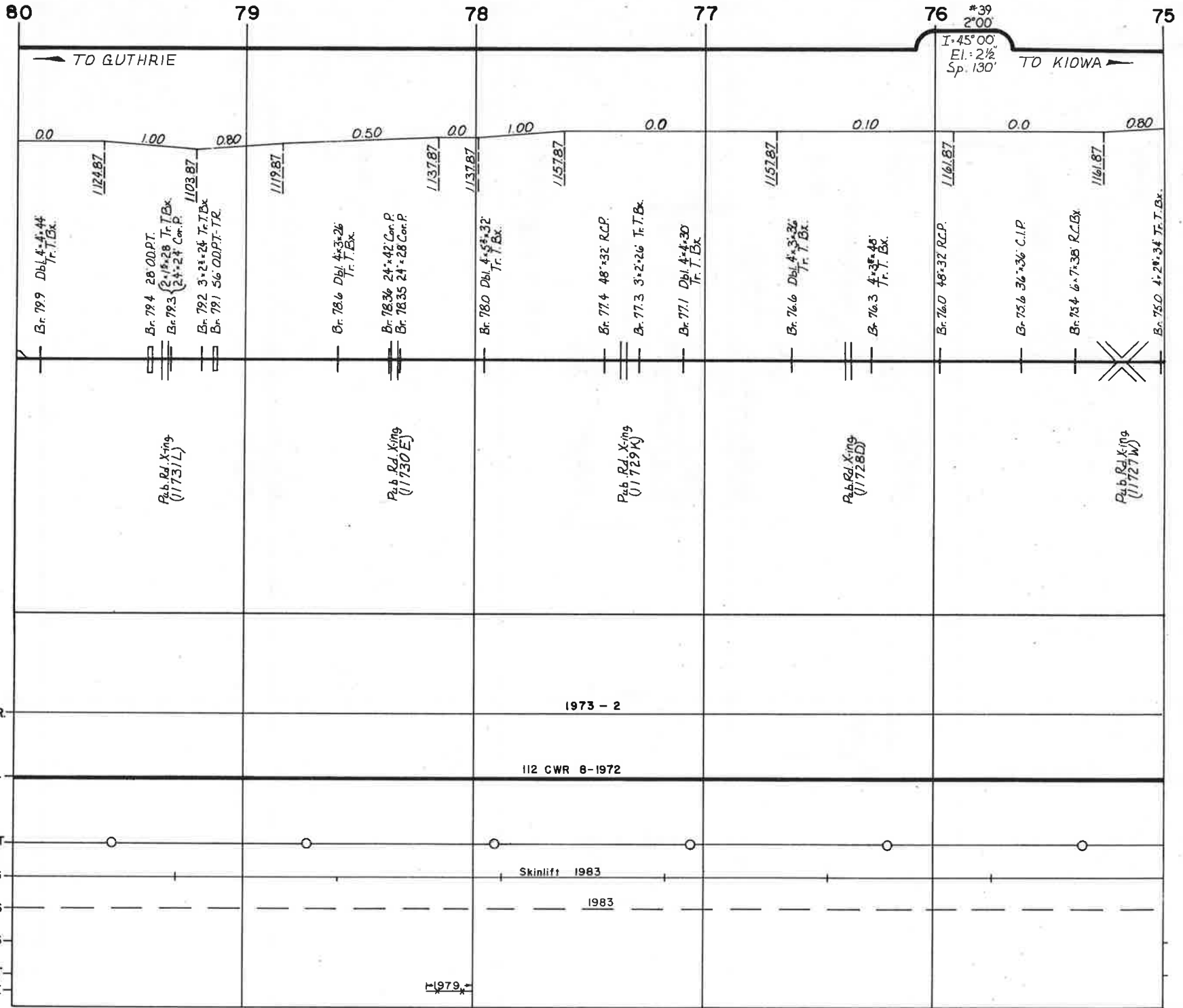


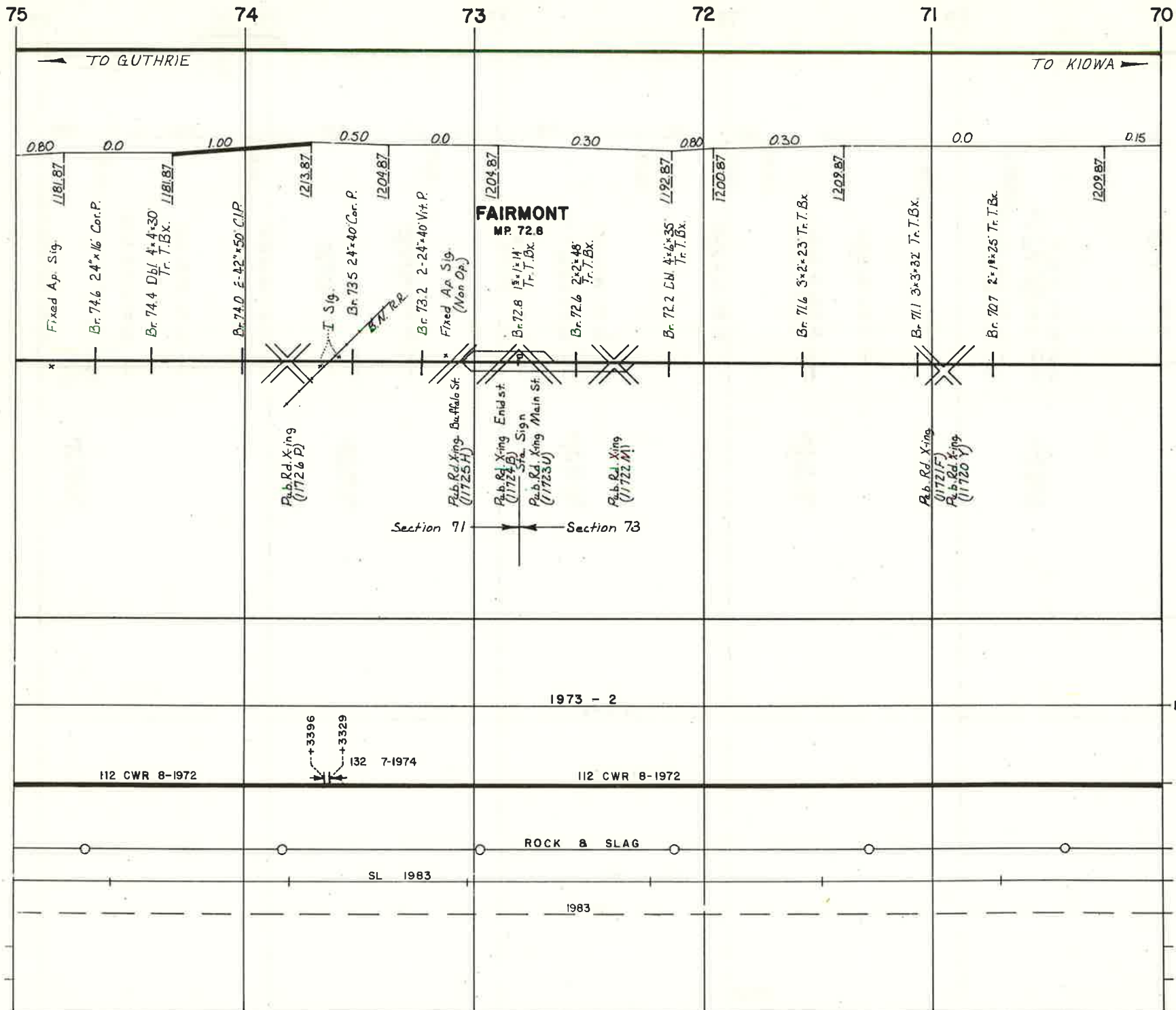
1973 - 2

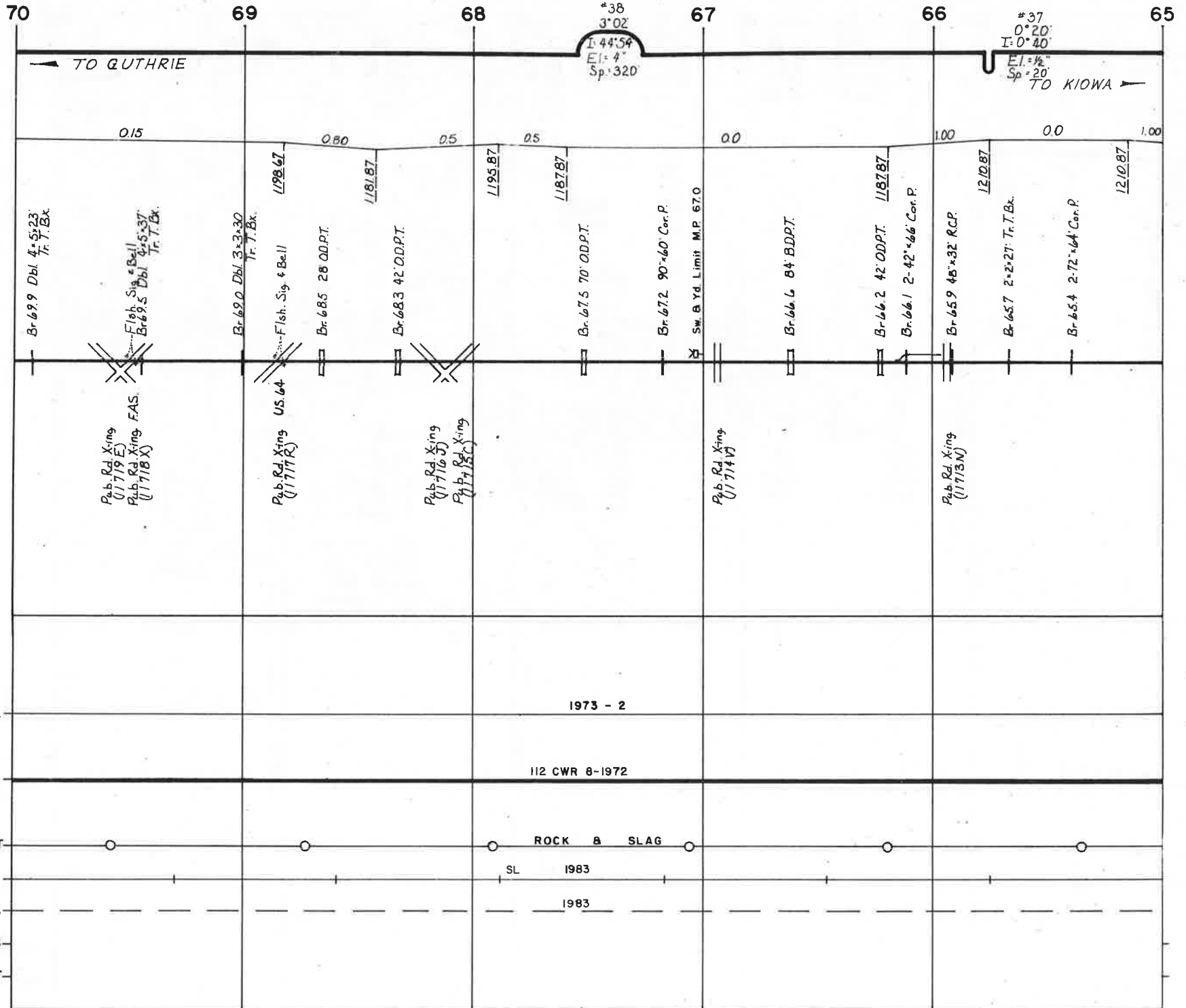
112 CWR 8-1972

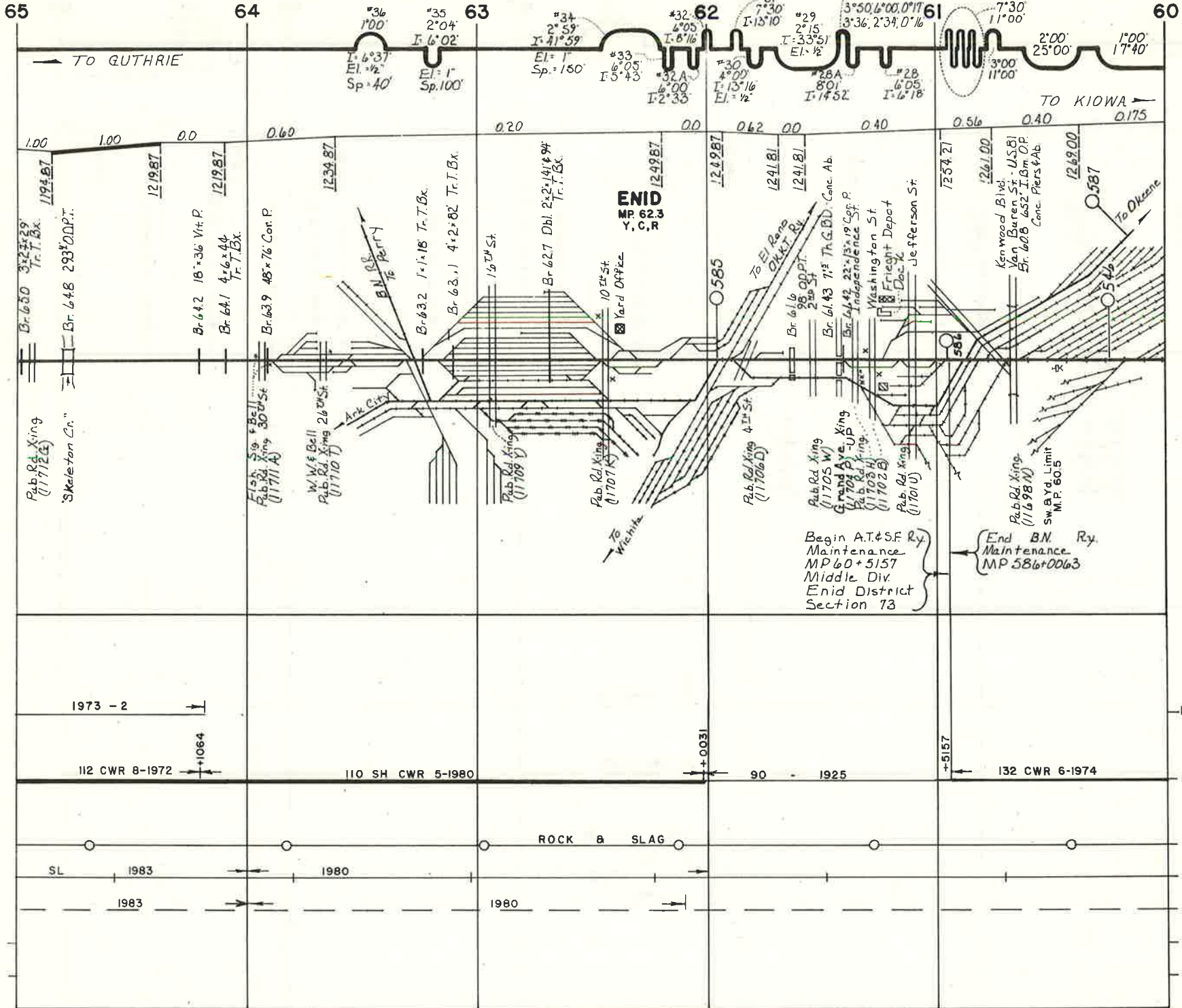
SL 1983

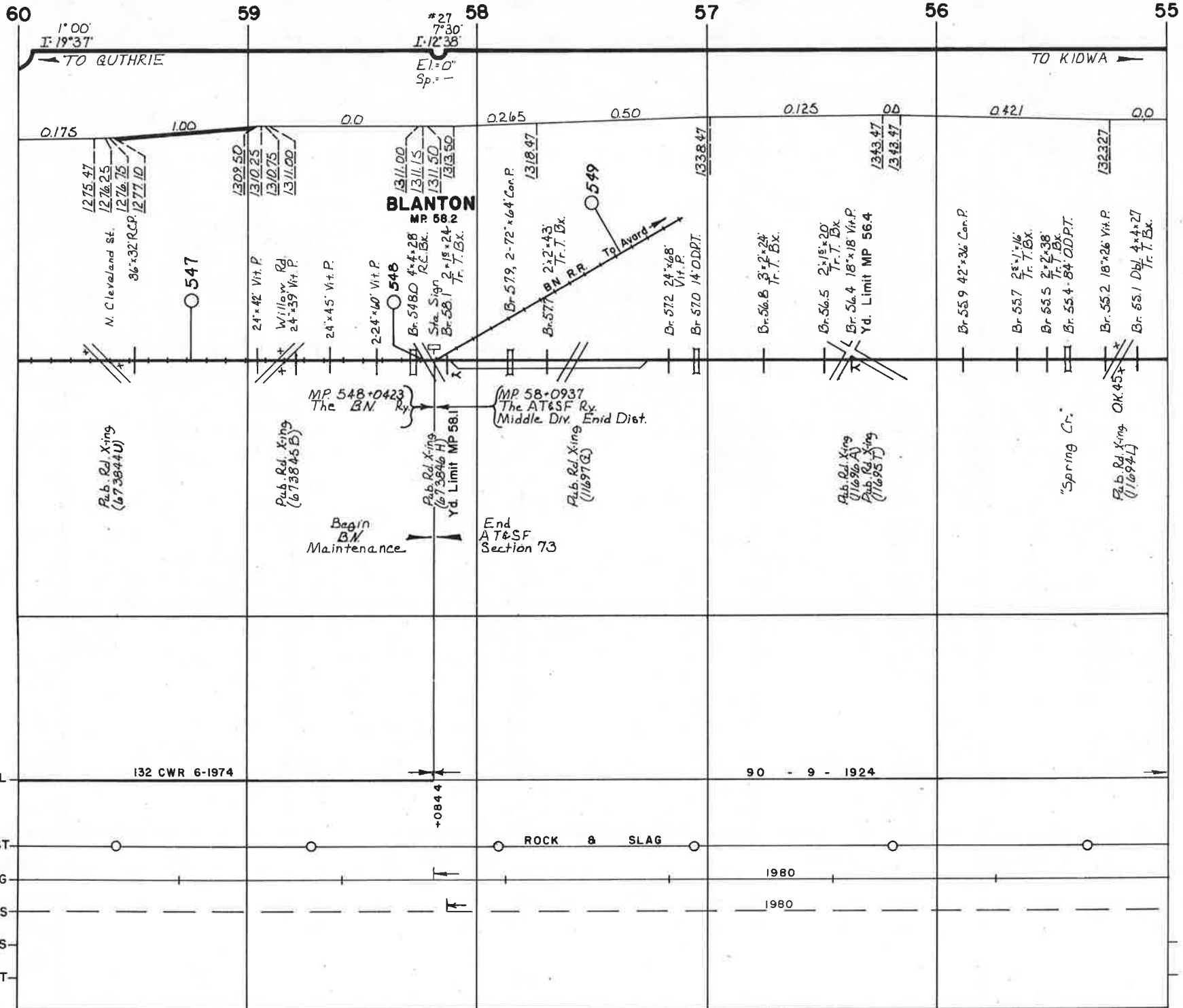
1983

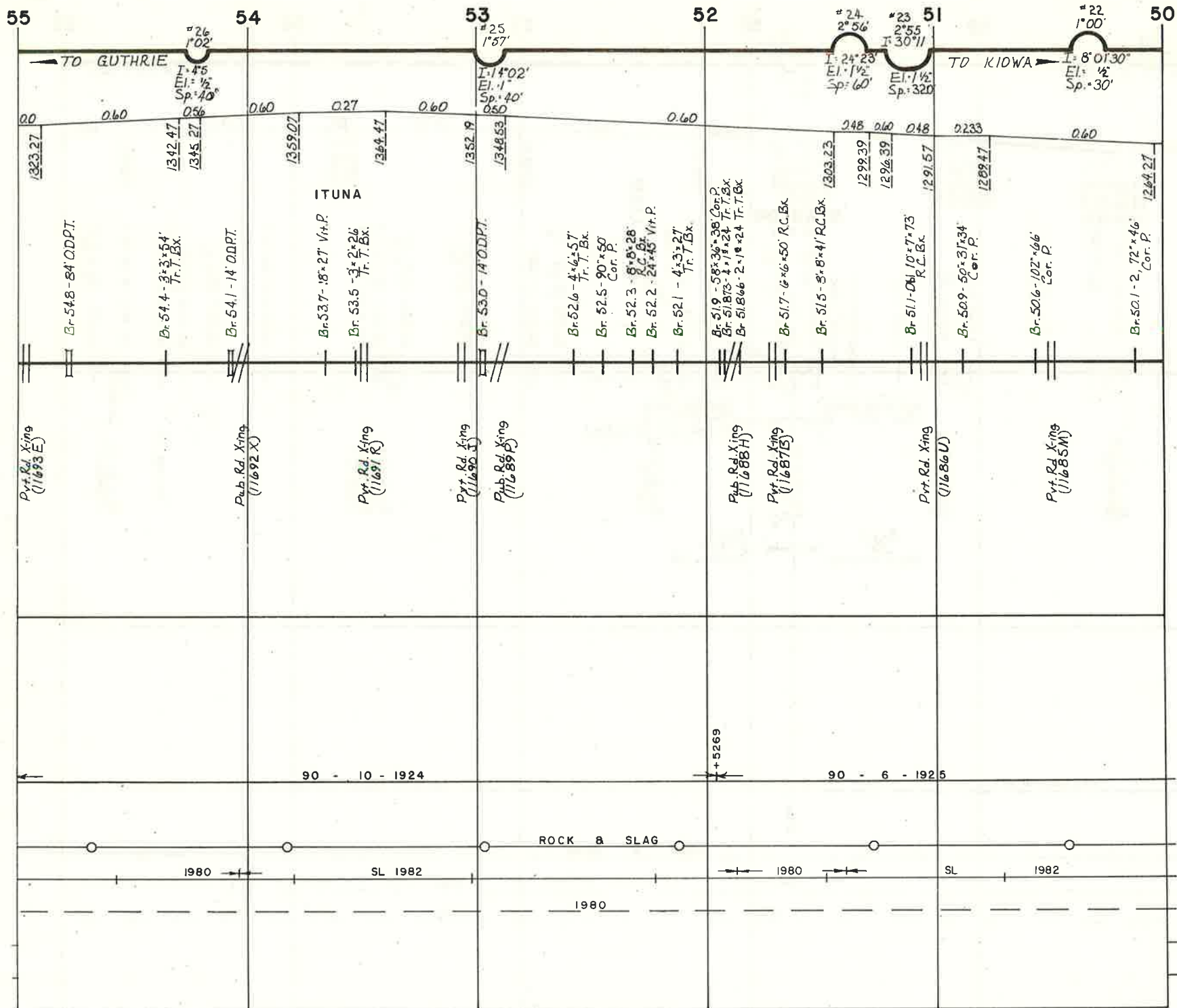


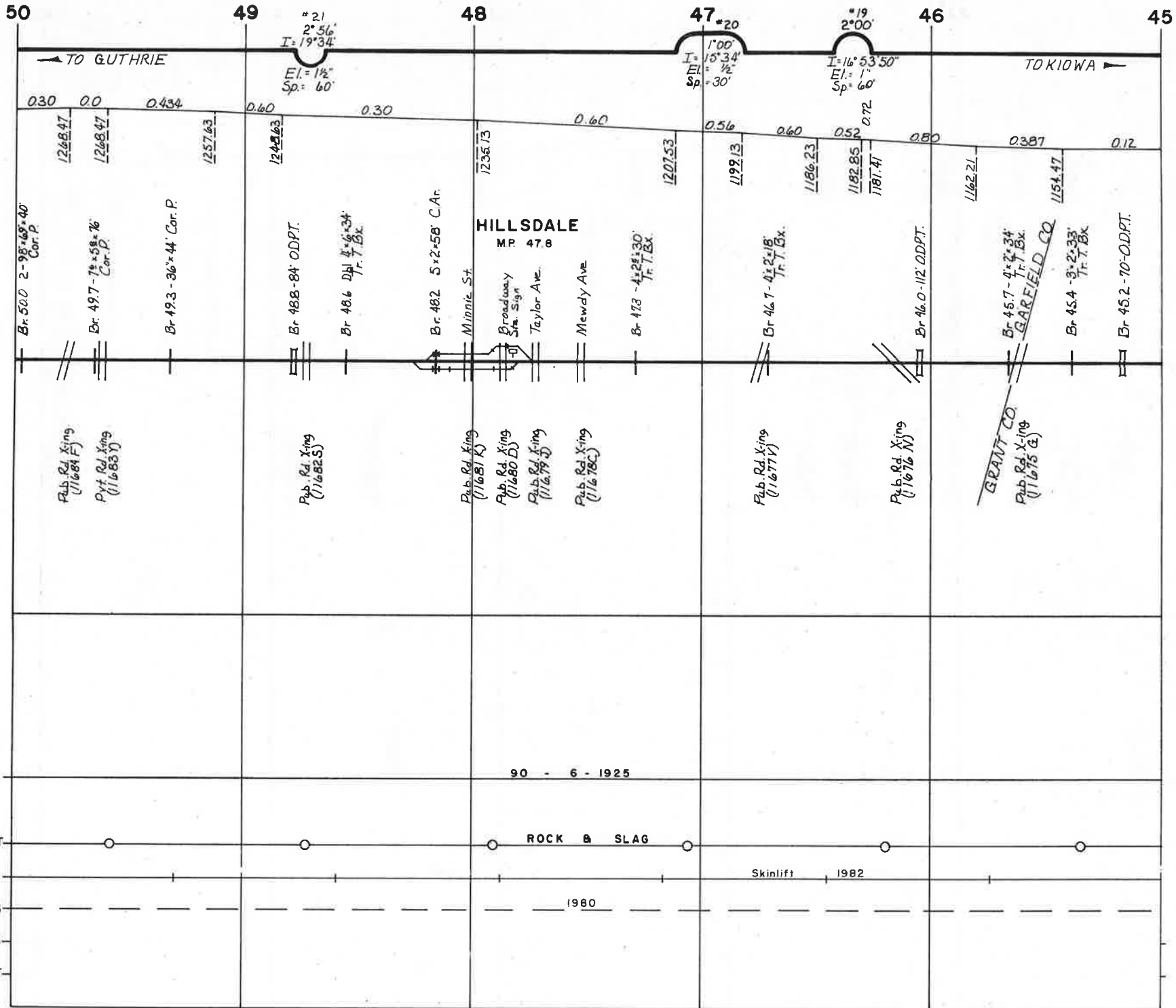


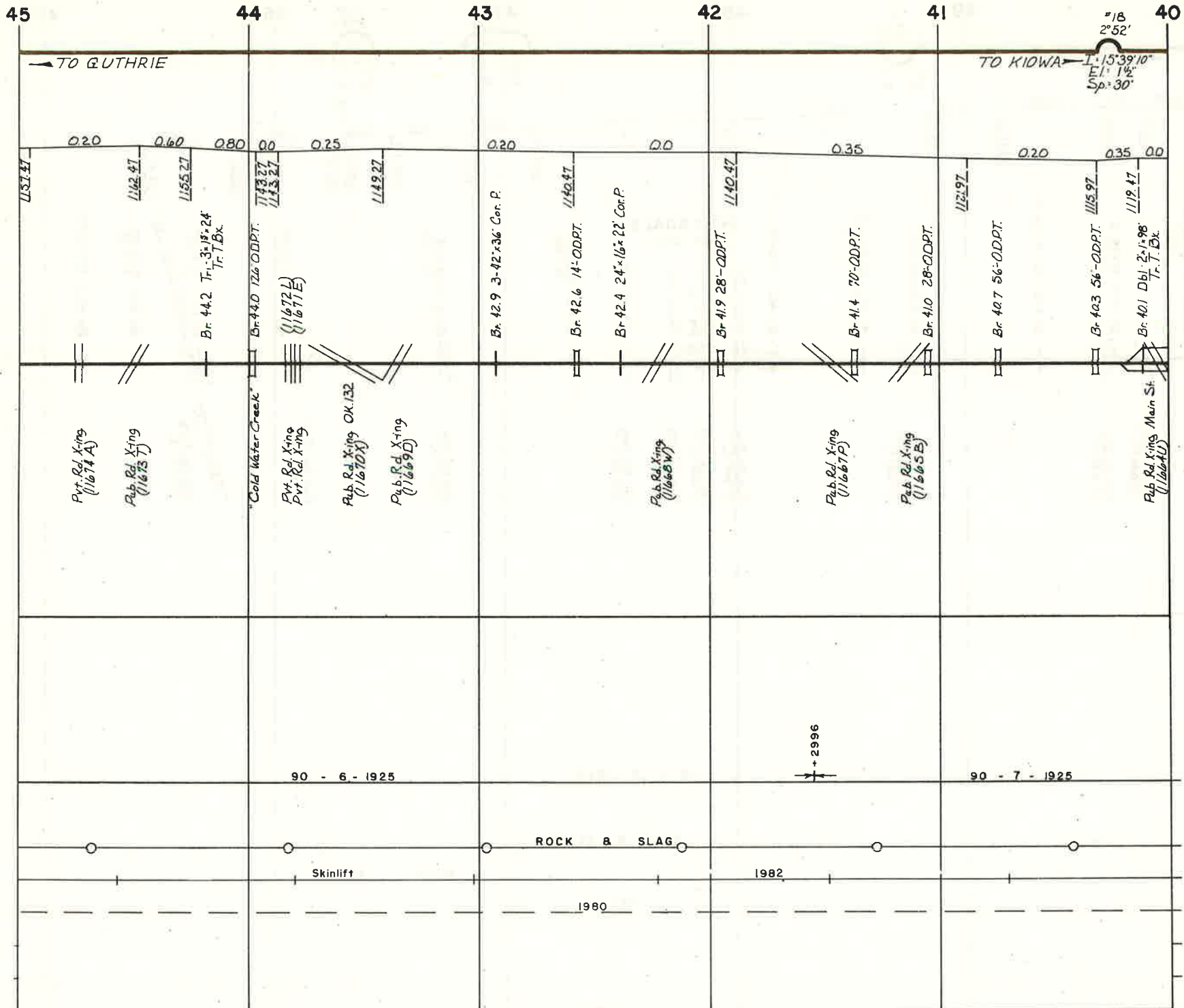


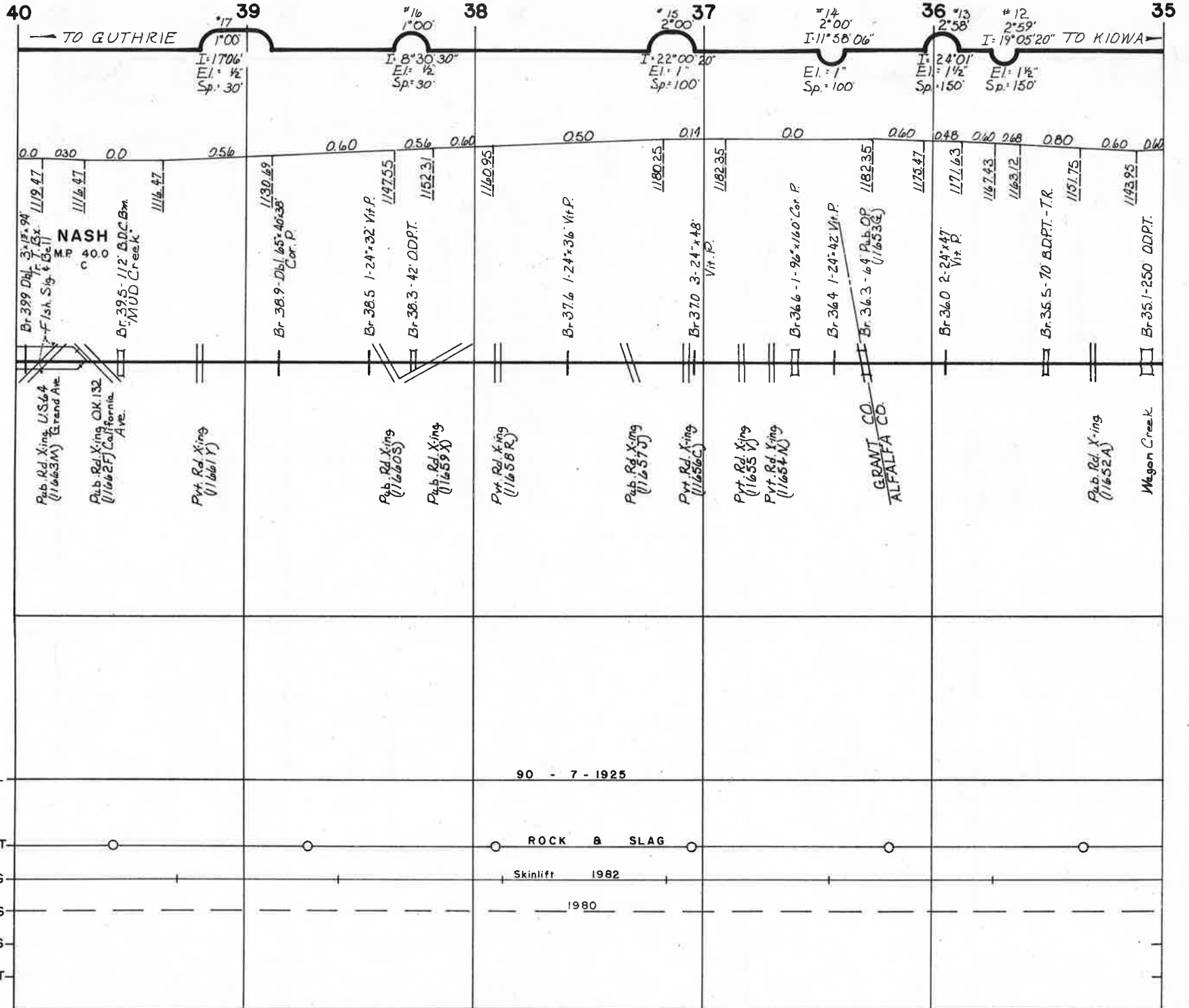


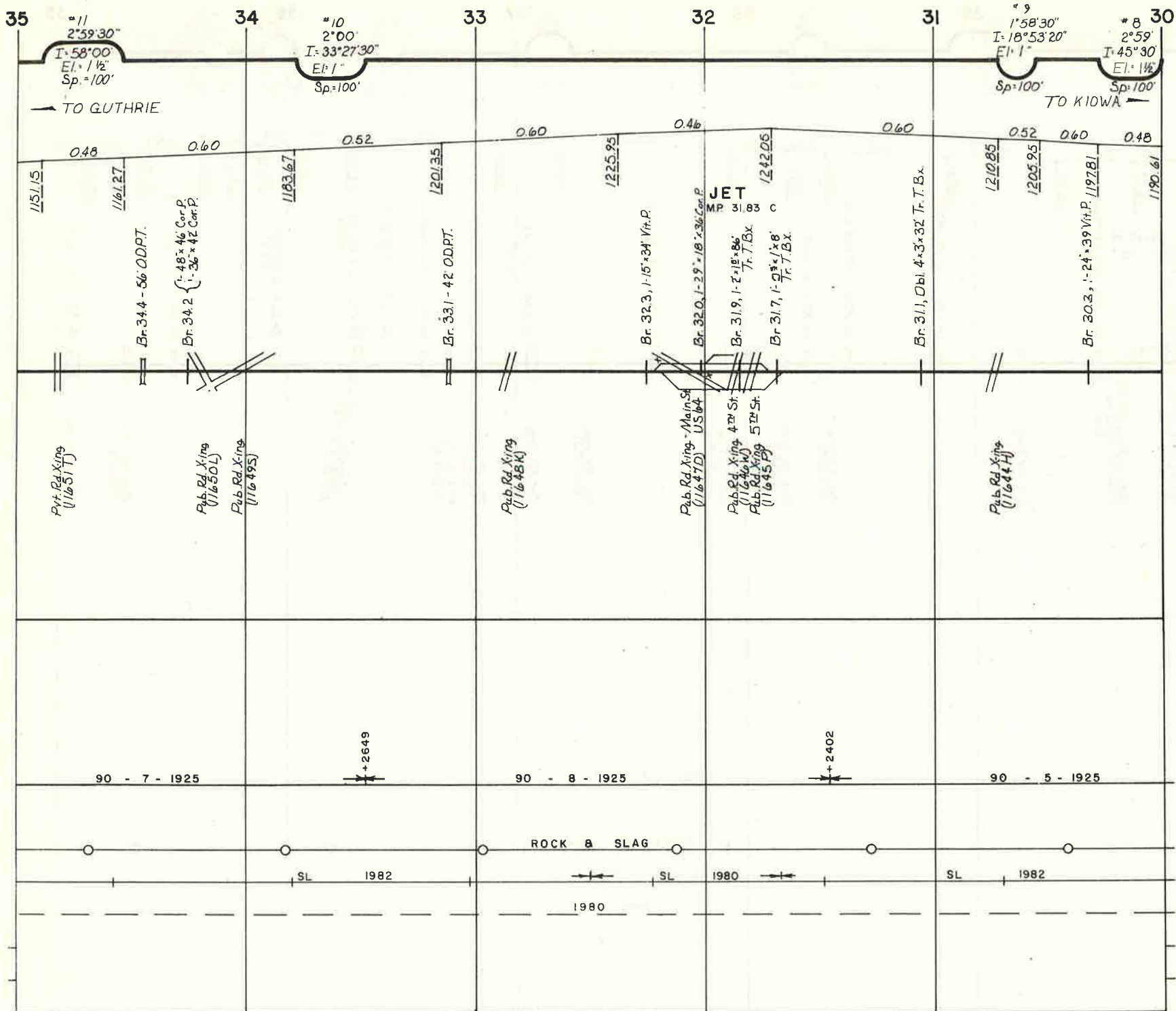


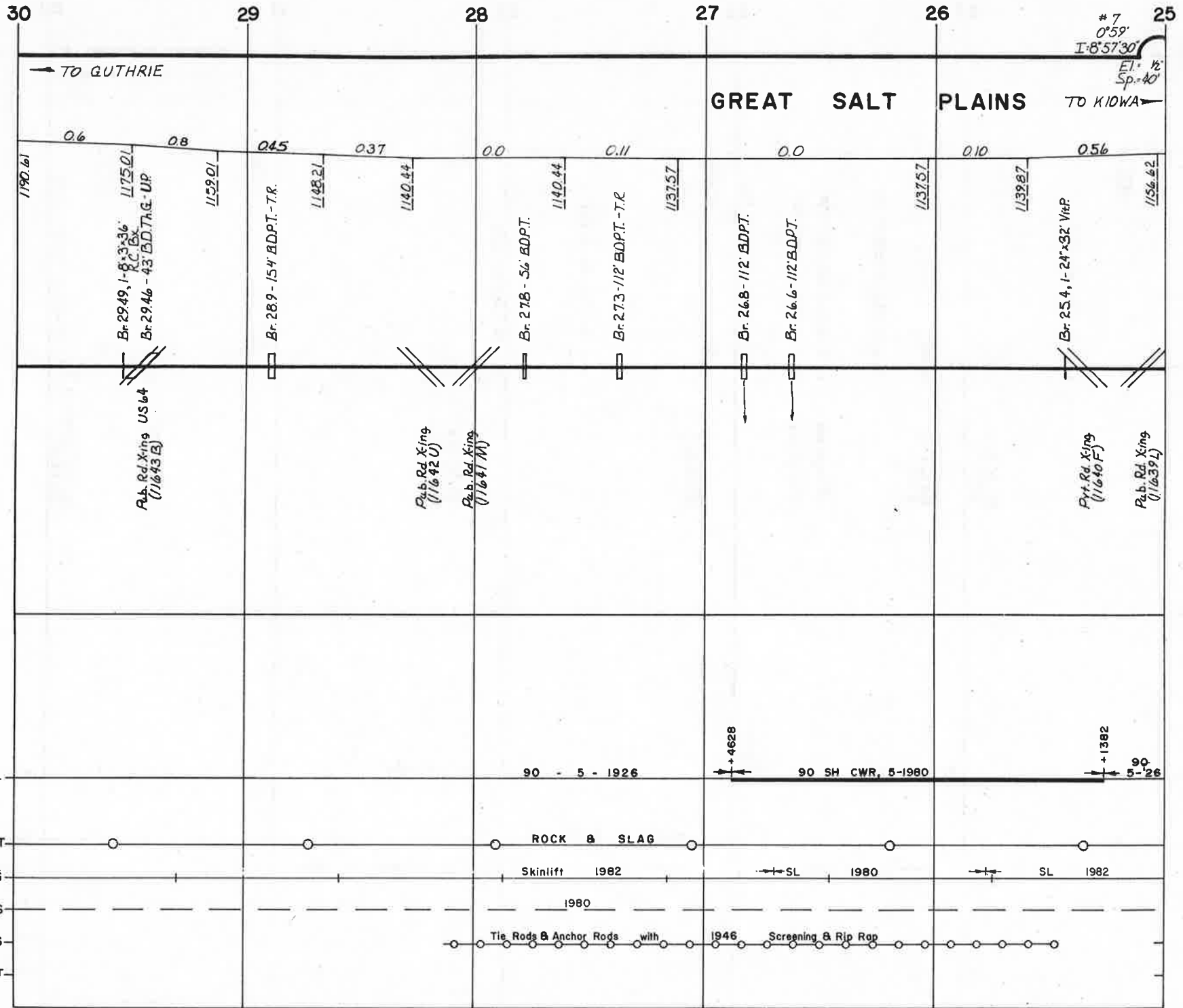


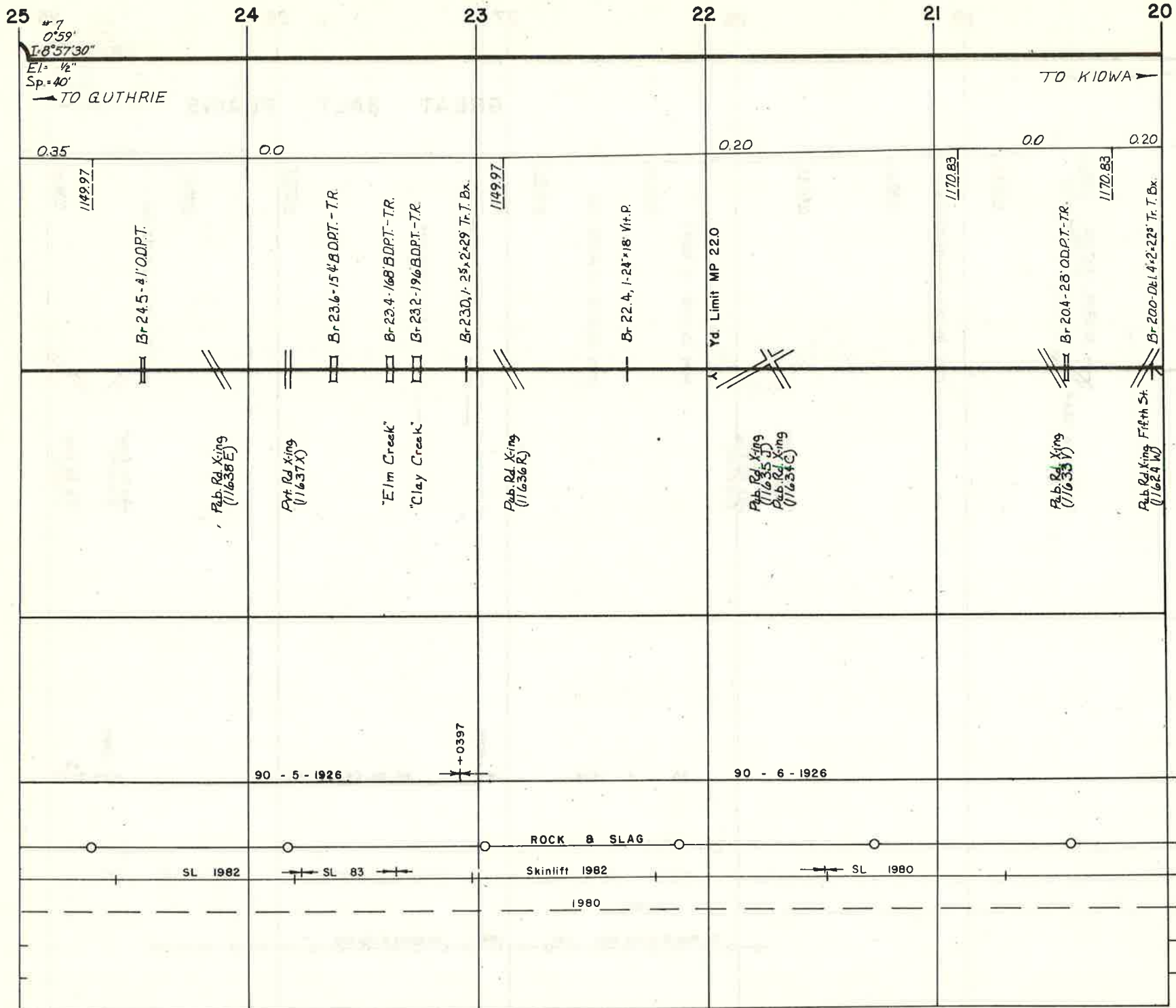


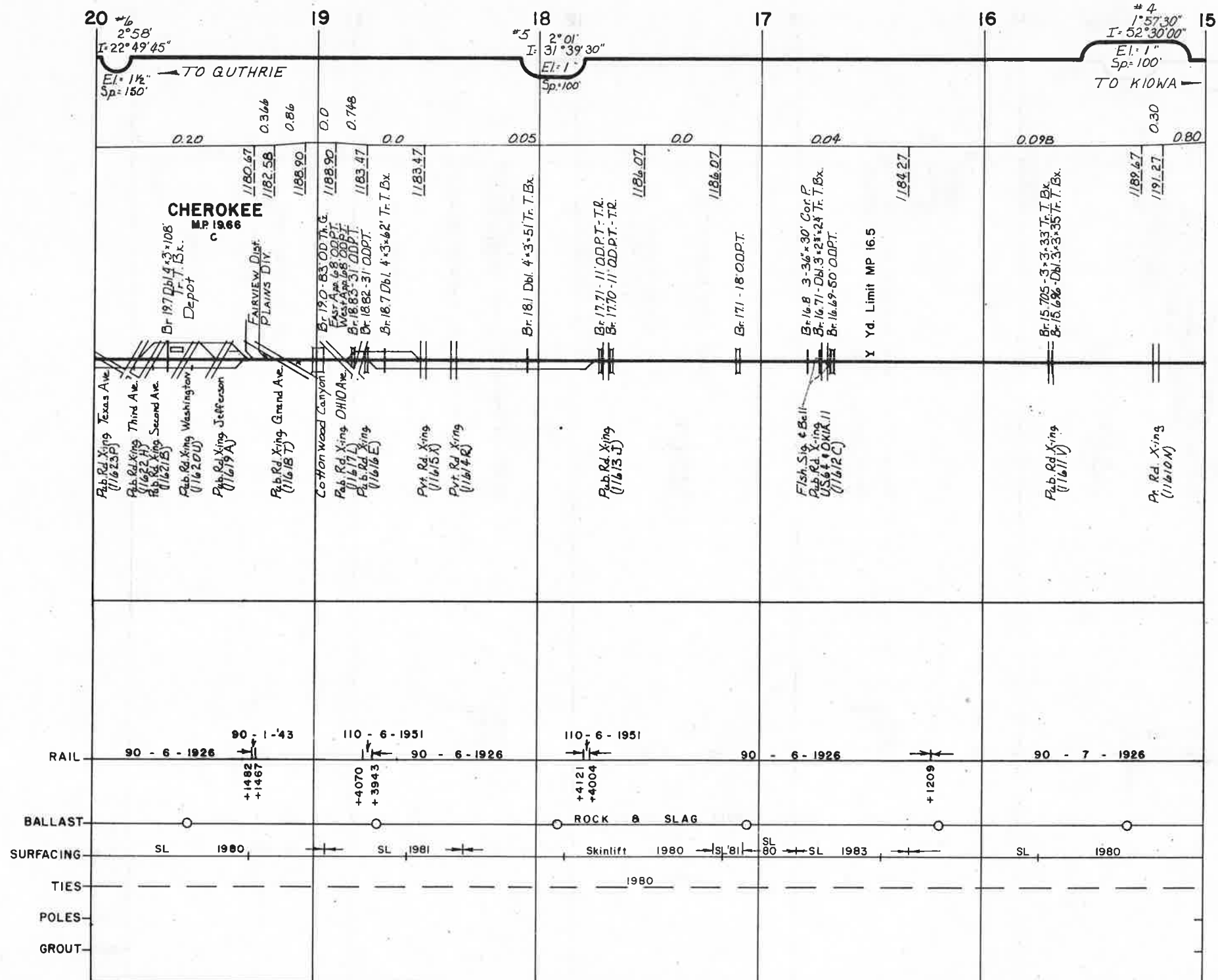


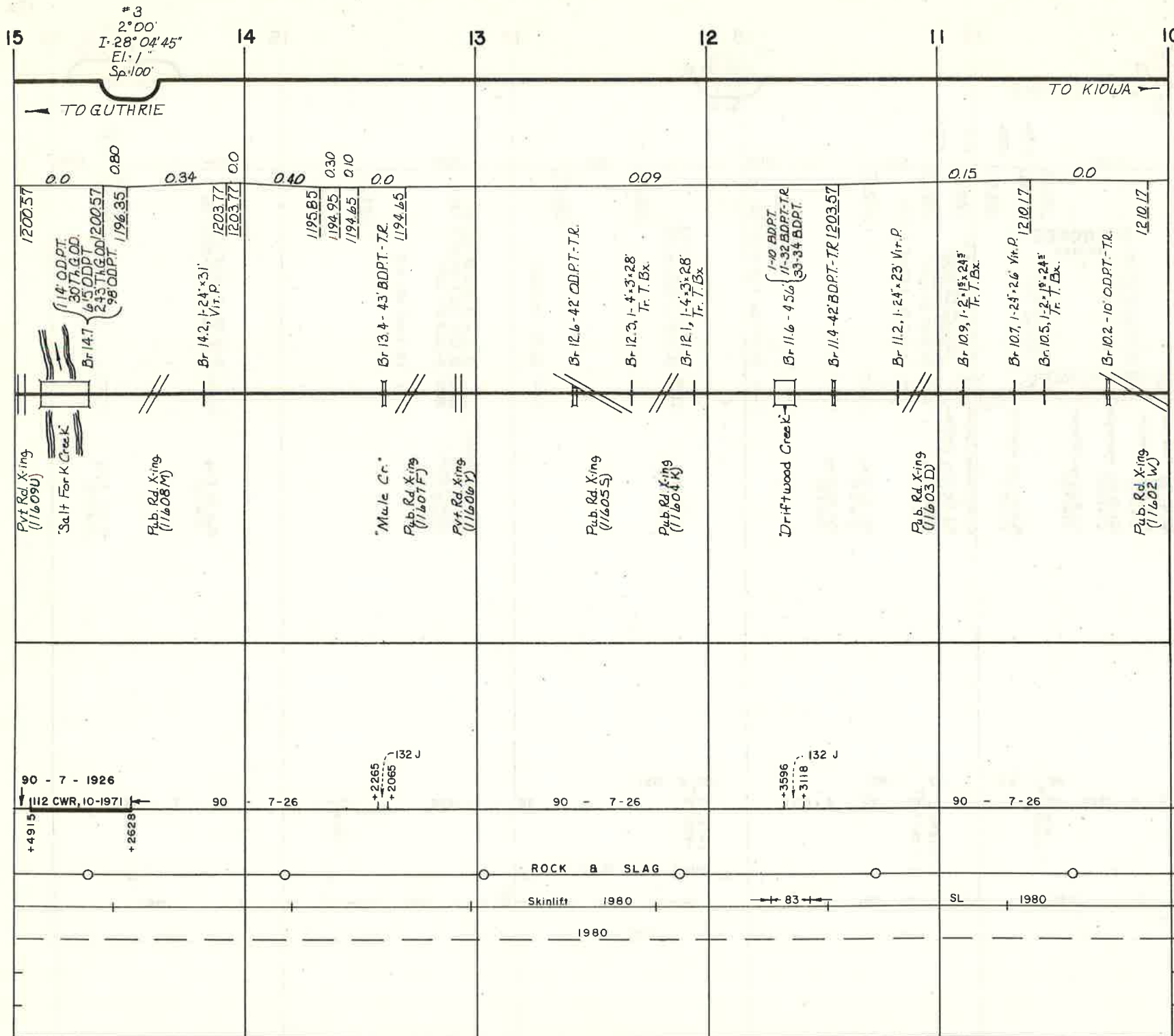


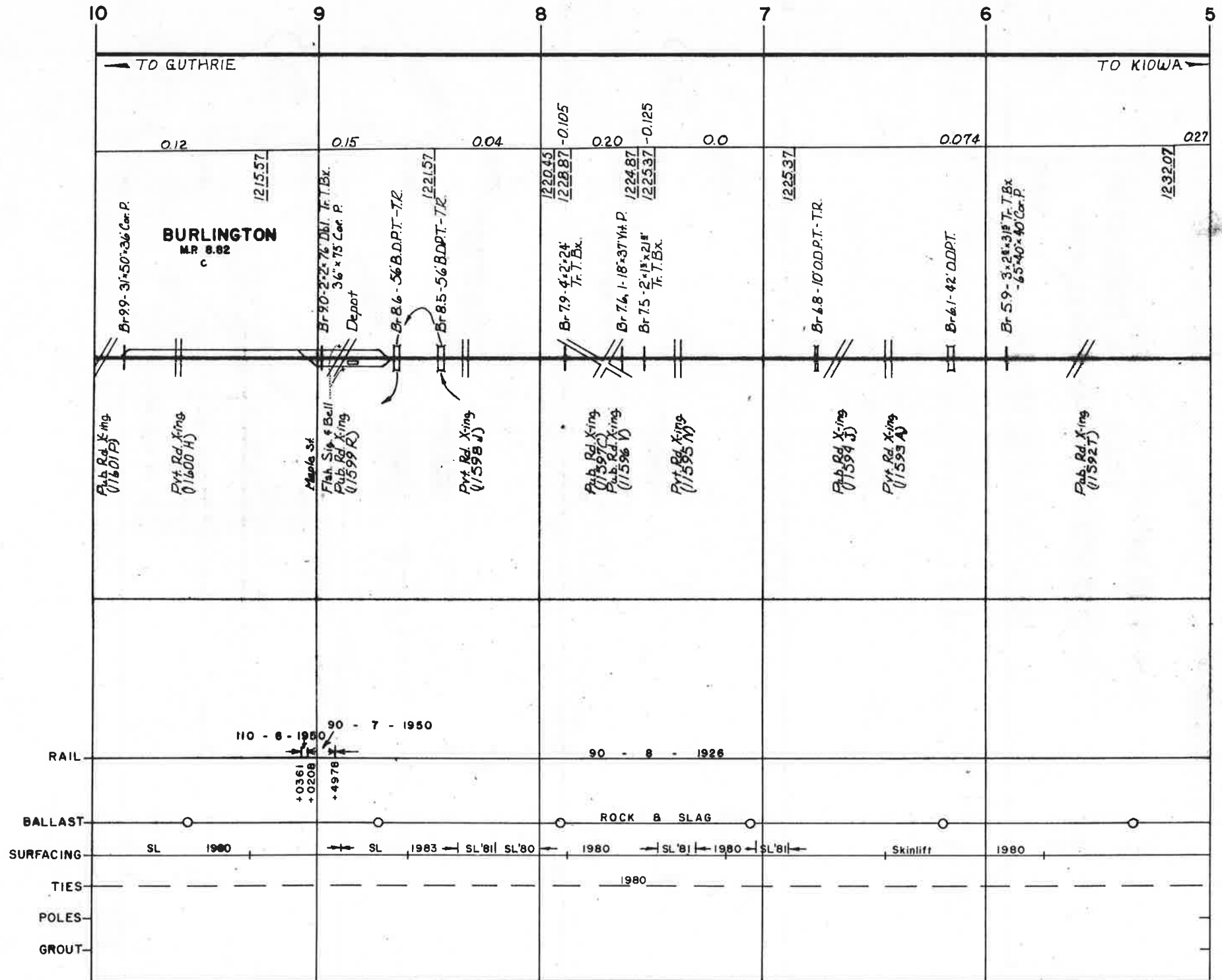


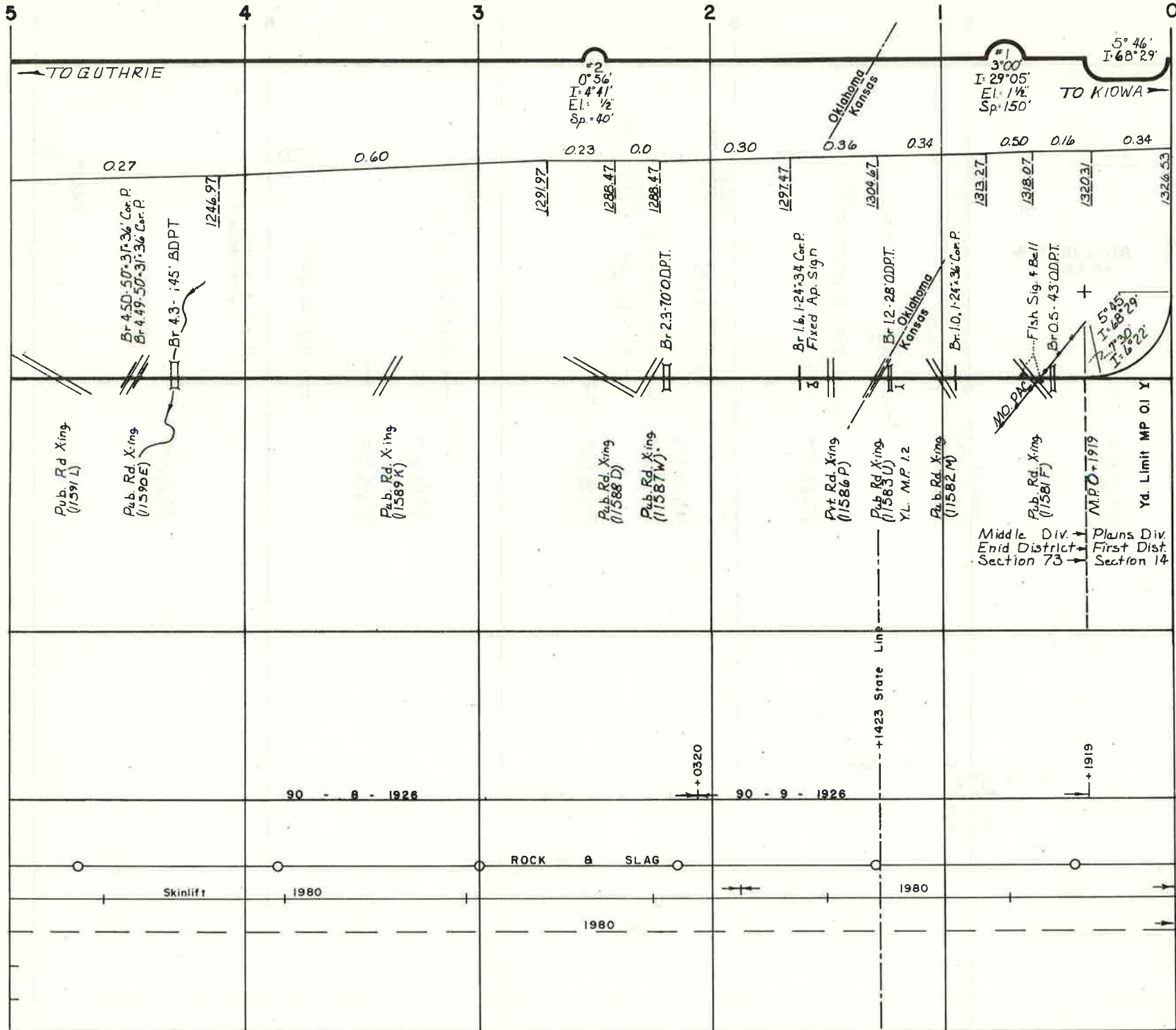










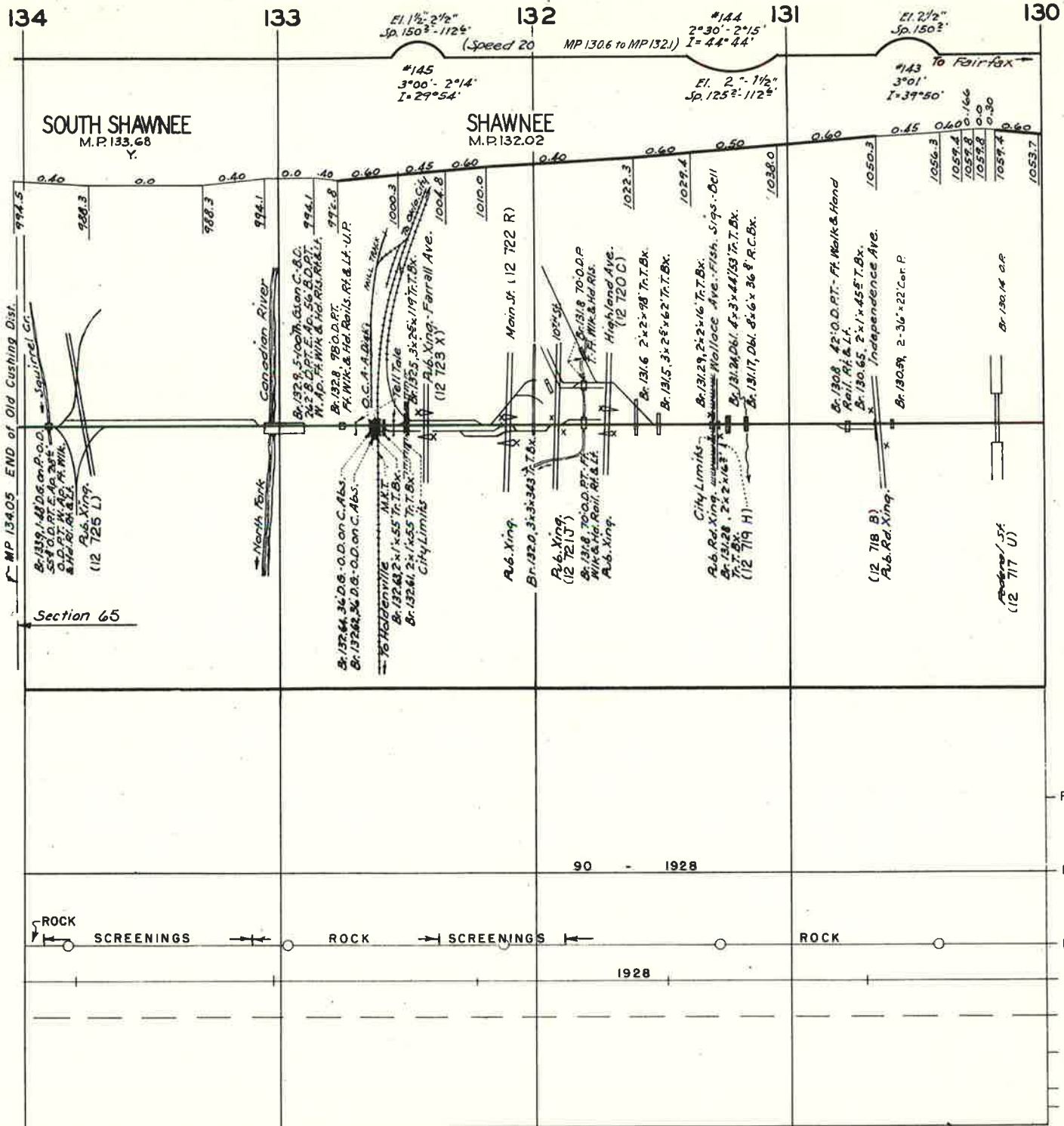


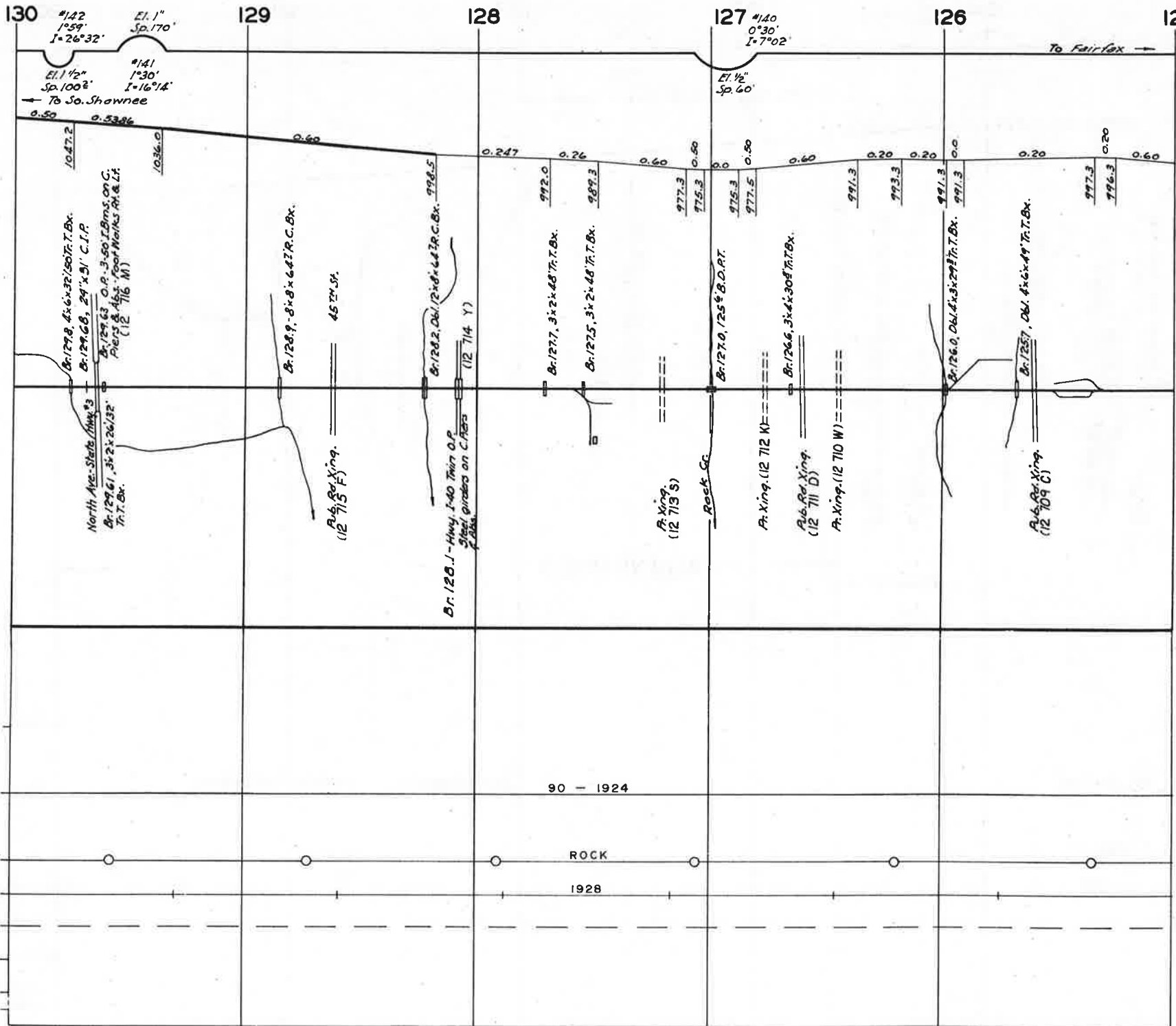
C

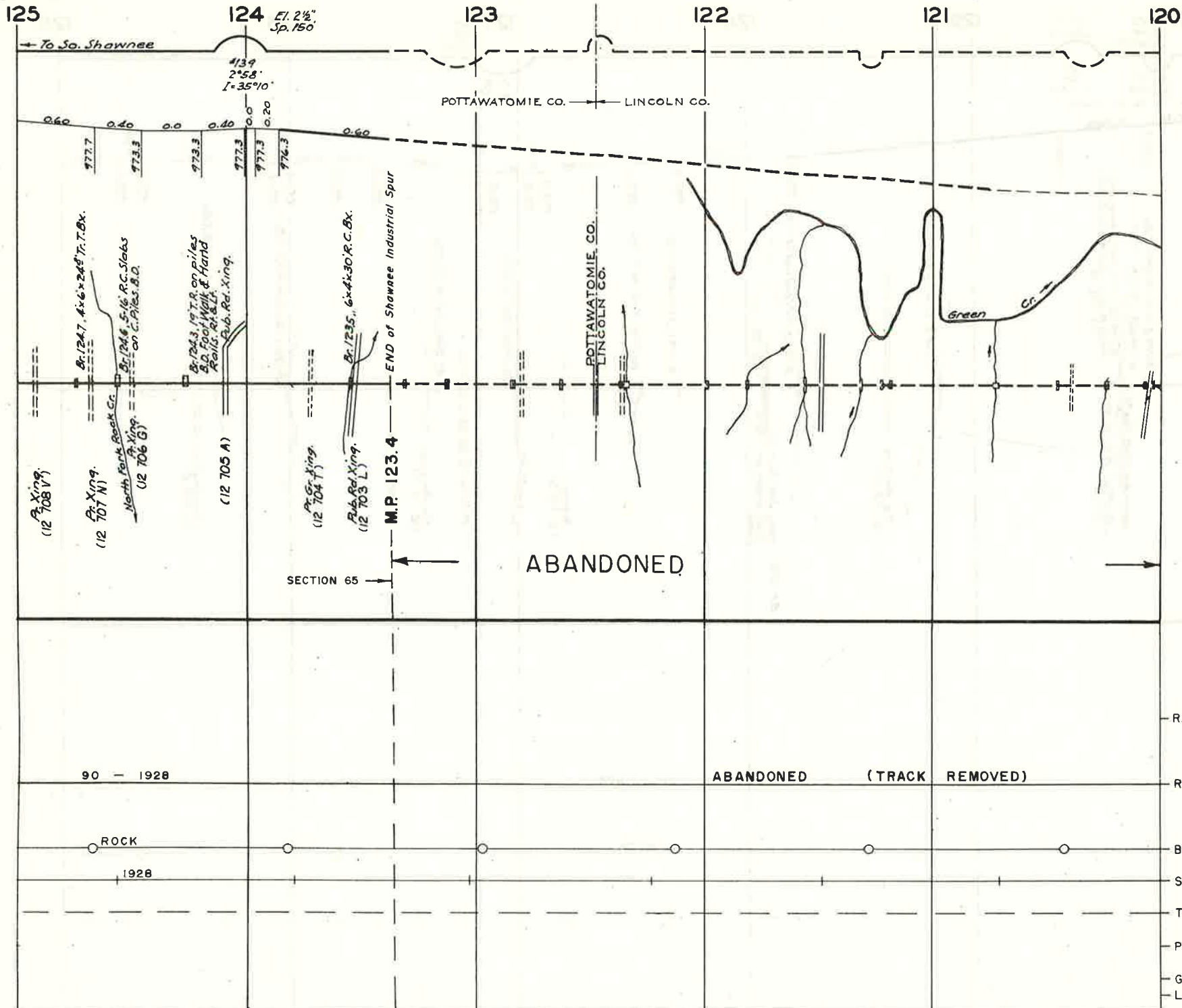
C

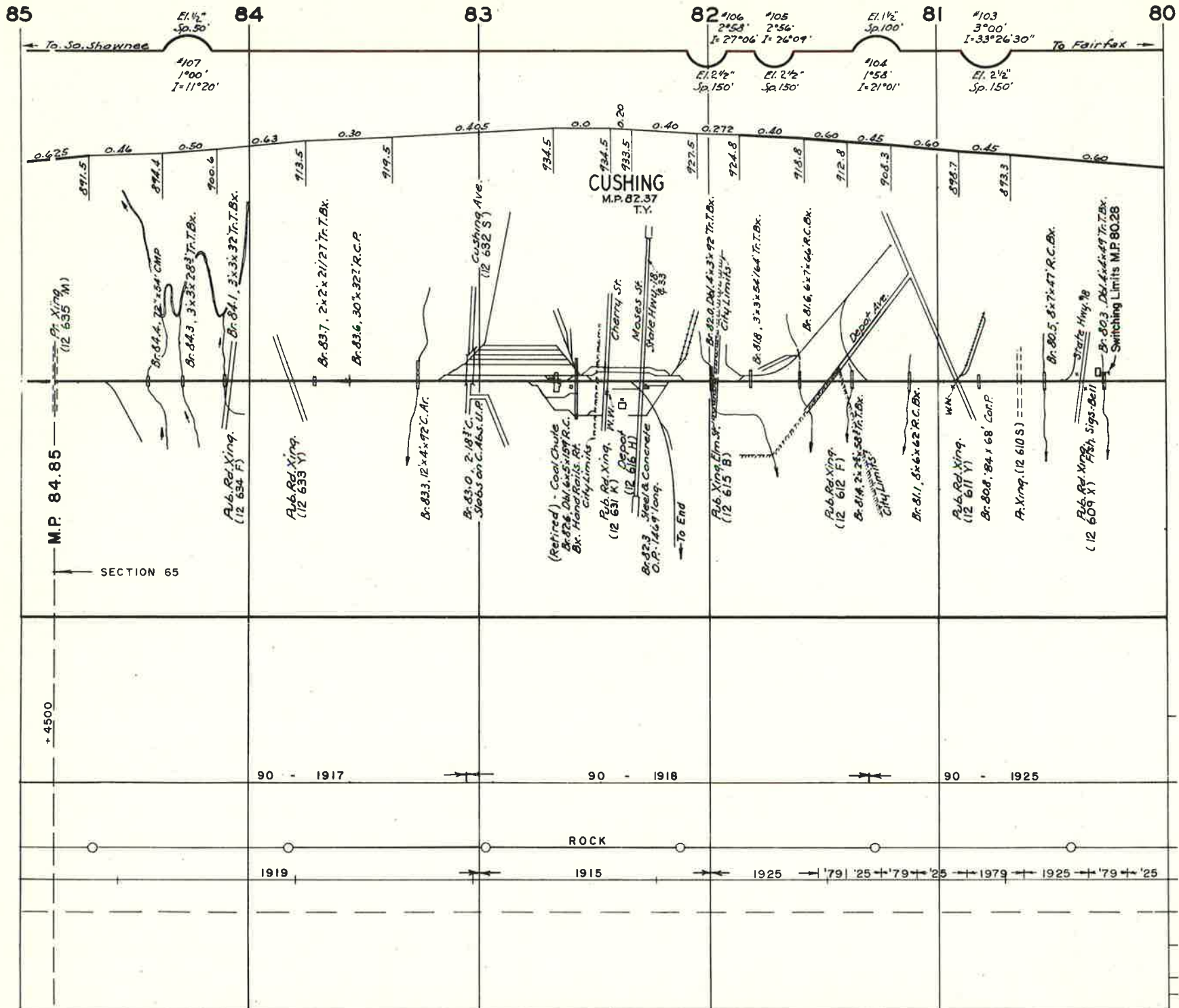
C

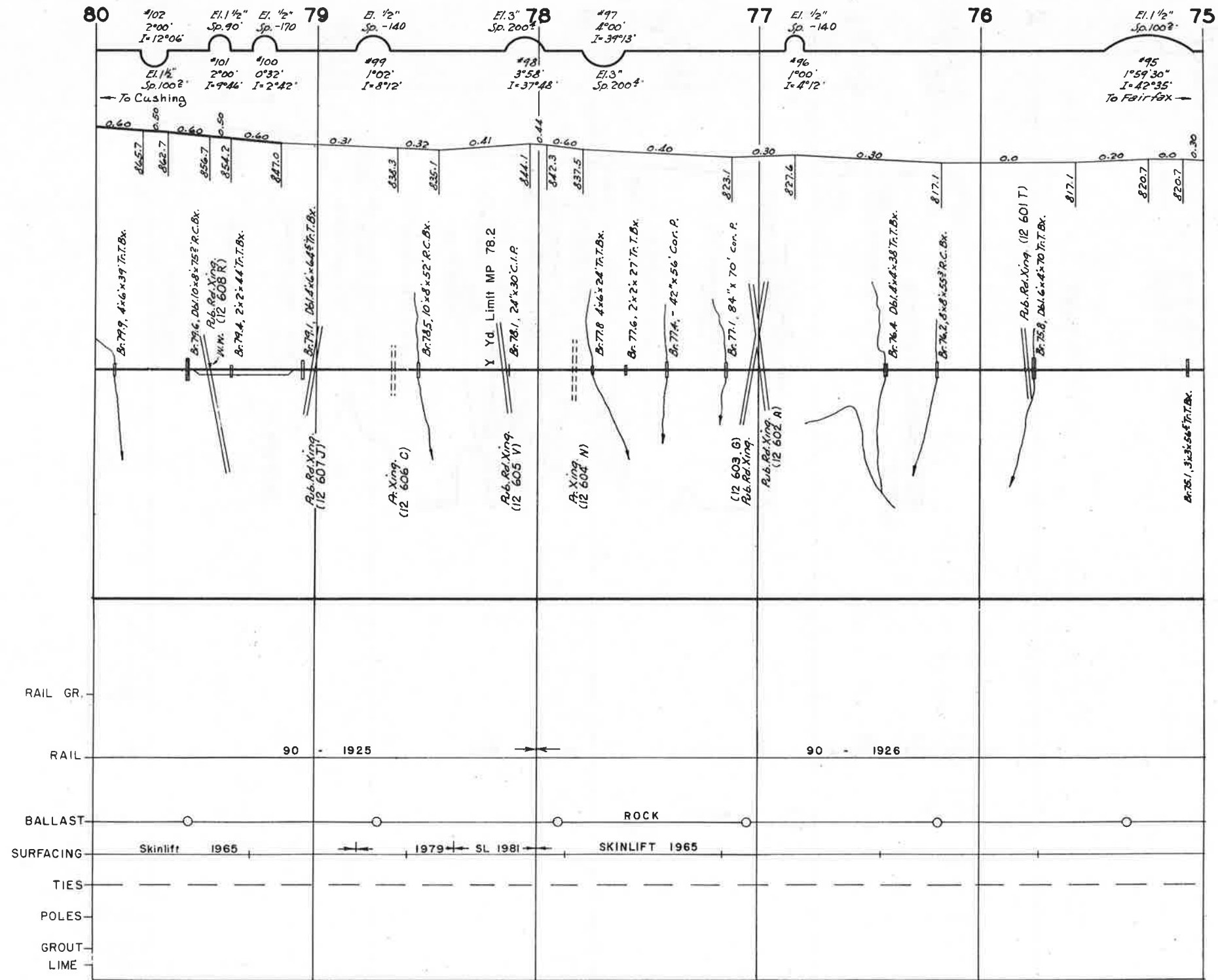
Date	Description	Debit	Credit	Balance
1901	Jan 1			100.00
1901	Jan 15	50.00		50.00
1901	Jan 30	25.00	75.00	100.00
1901	Feb 1			100.00
1901	Feb 15	30.00	70.00	70.00

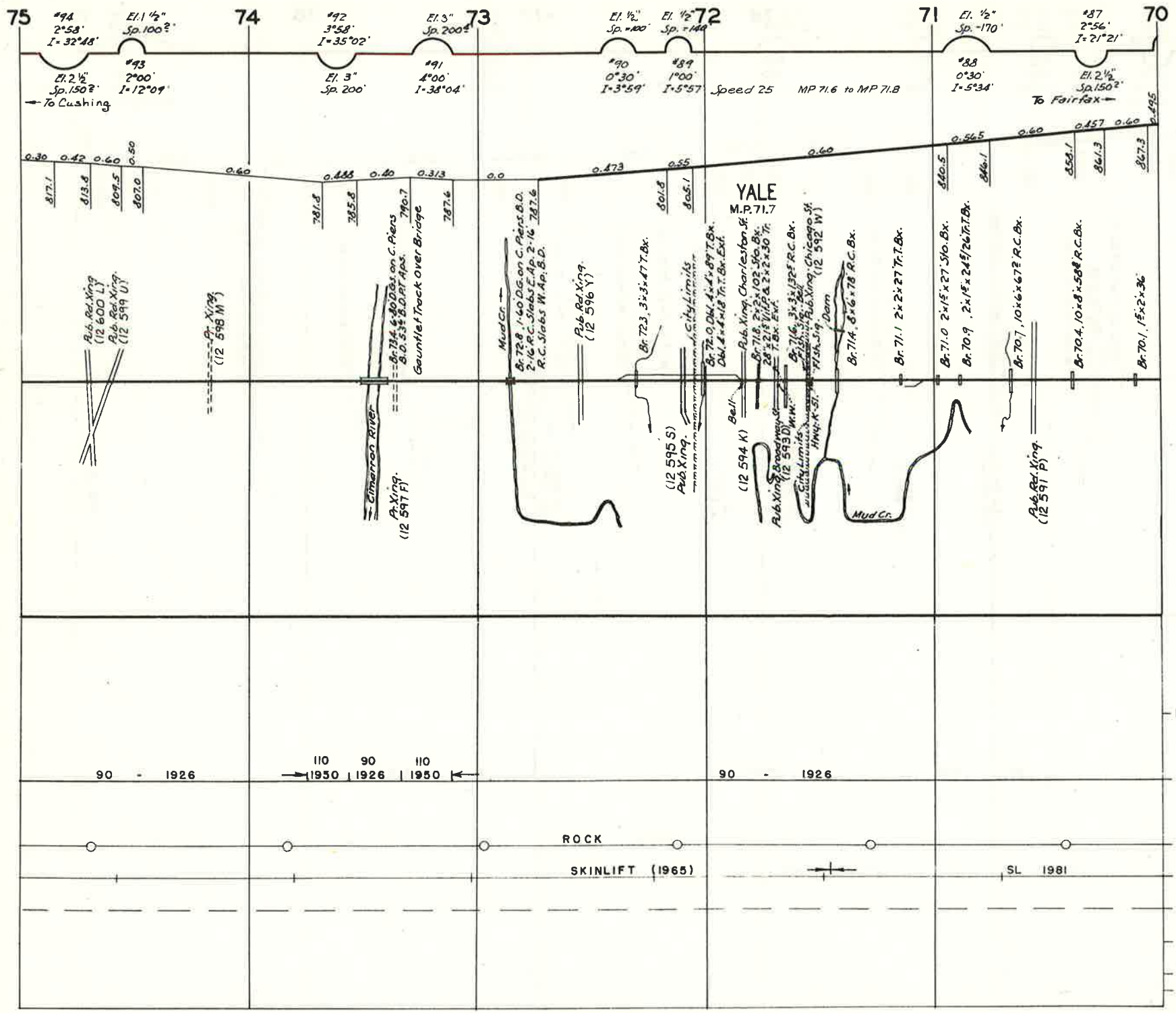


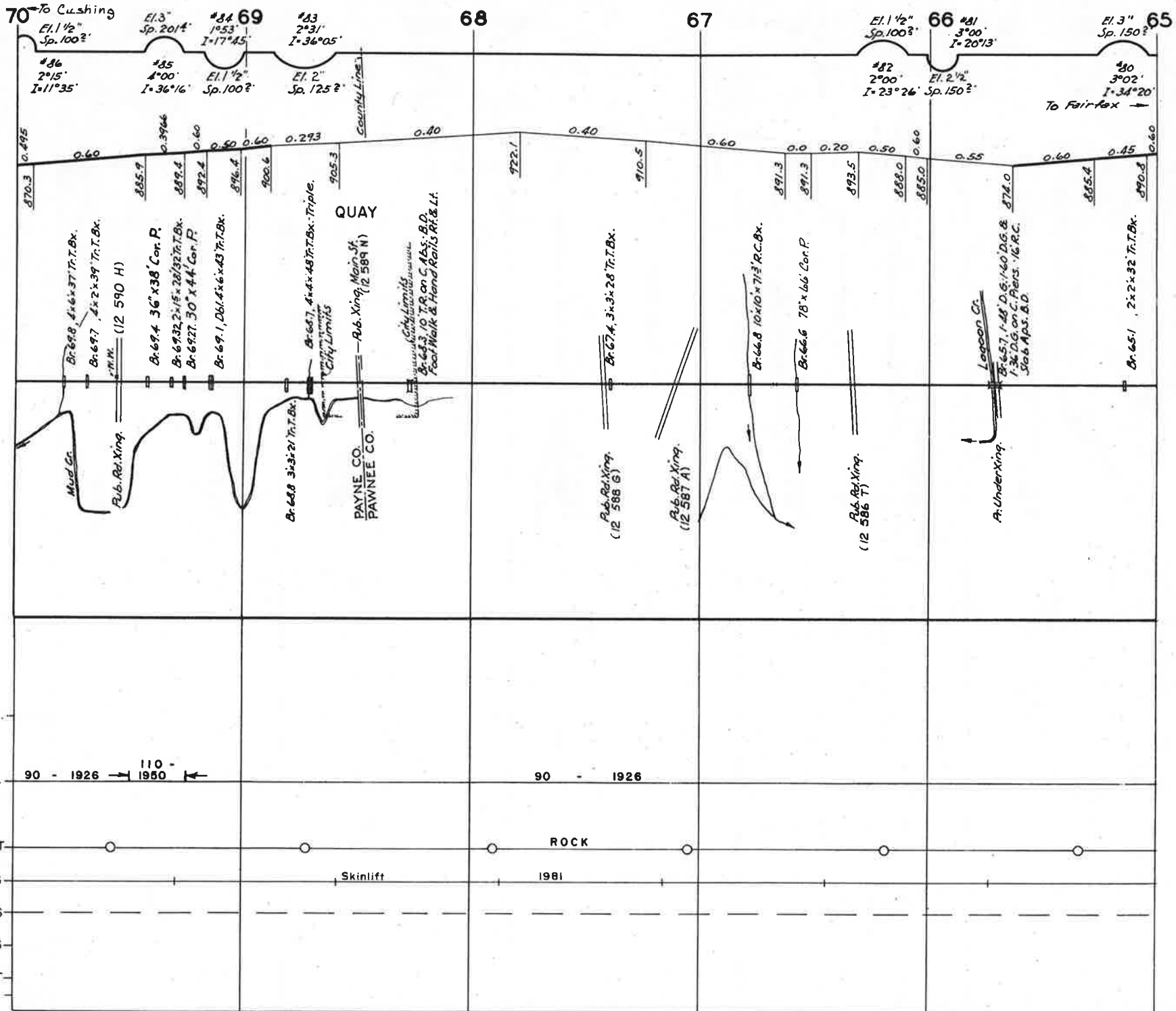


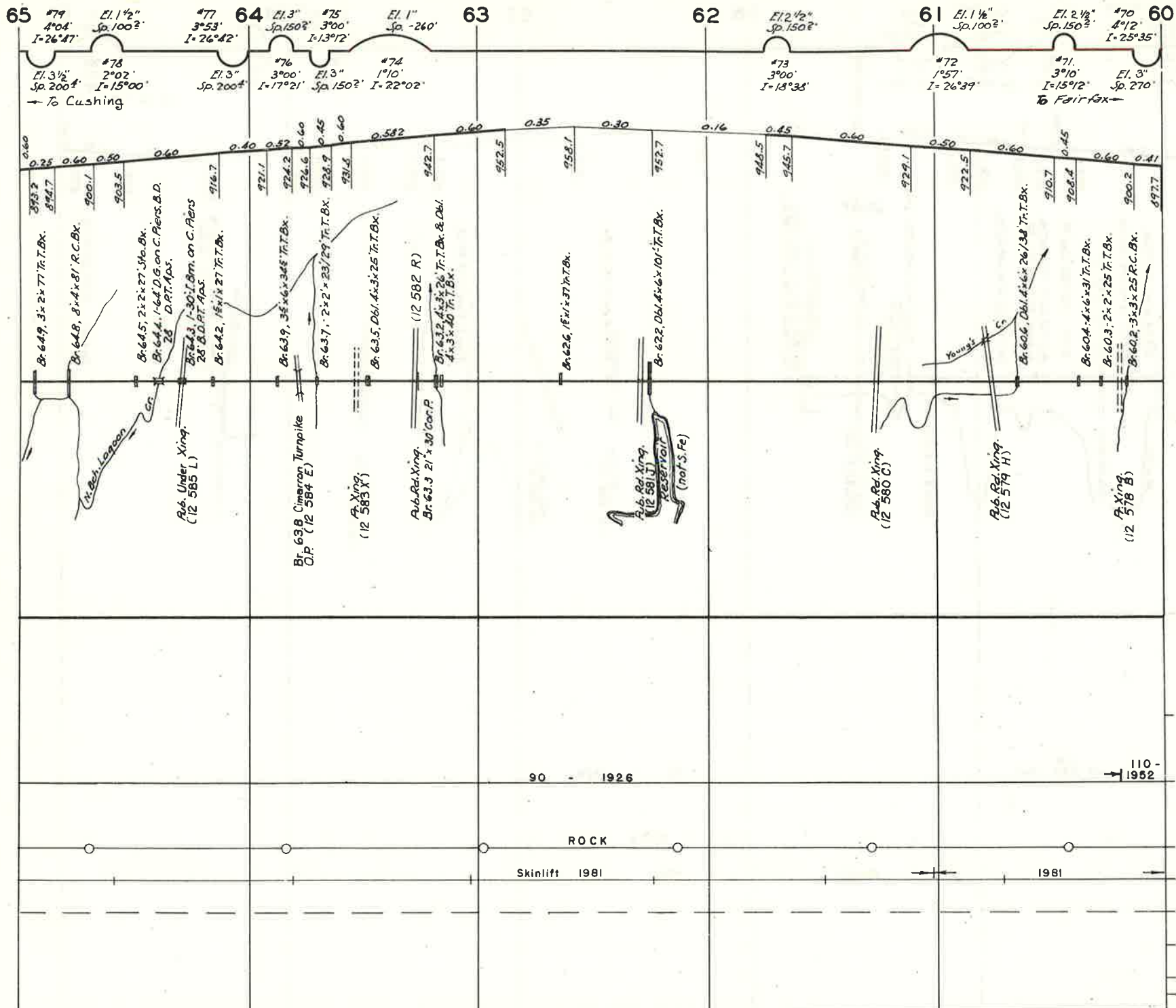








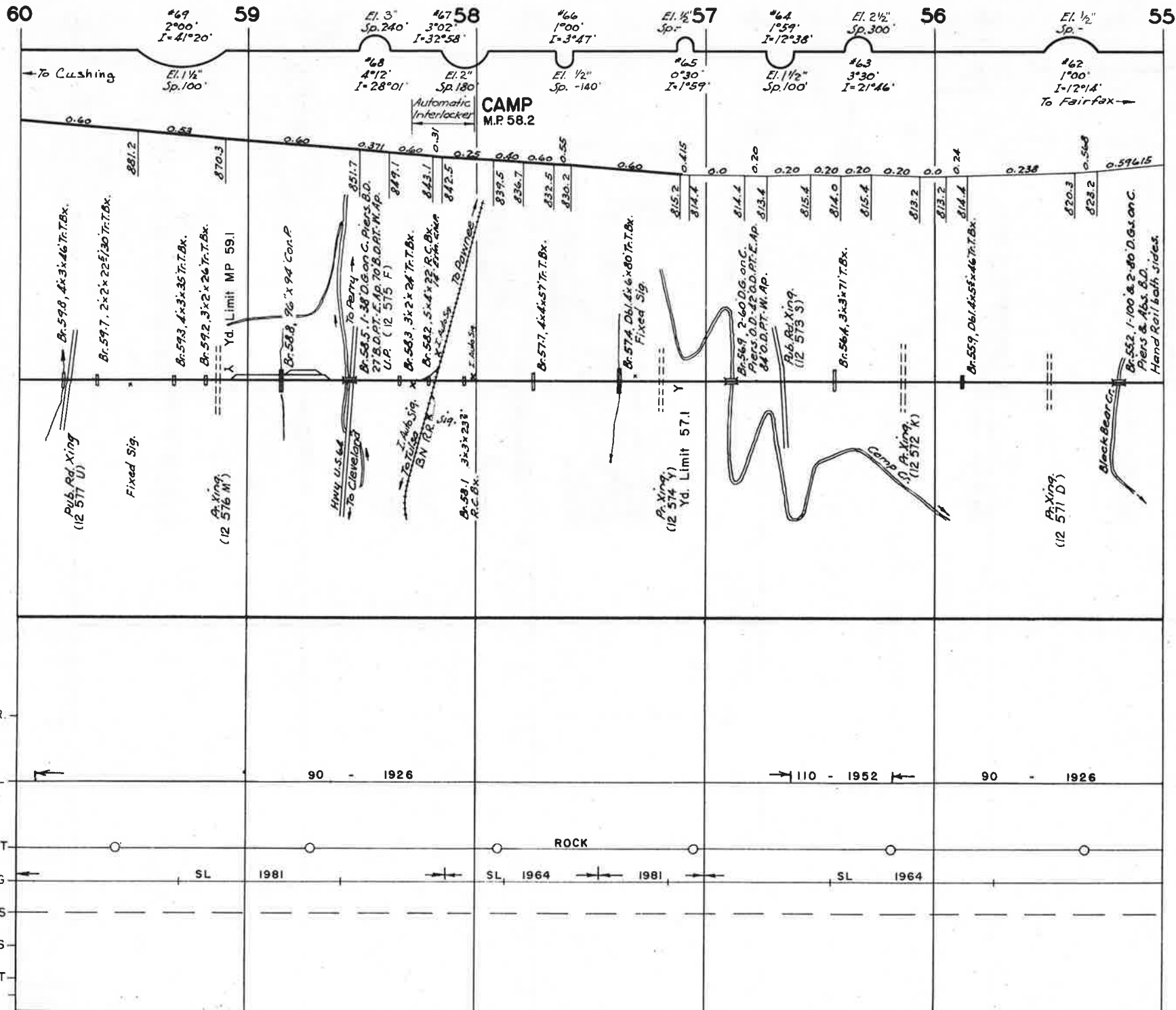




65 #79 El. 1 1/2" Sp. 100' I=26°47' #78 El. 3 1/2" Sp. 200' I=15°00' → To Cushing
 64 #77 El. 3" Sp. 200' I=26°42' #76 El. 3" Sp. 150' I=17°21' #75 El. 3" Sp. 150' I=13°12' #74 El. 1" Sp. -260' I=22°02'
 63
 62 El. 2 1/2" Sp. 150' I=18°38' #73 El. 3" Sp. 150' I=18°38'
 61 El. 1 1/2" Sp. 100' I=26°39' #72 El. 3" Sp. 150' I=15°12' #71 El. 3" Sp. 270' I=25°35' #70
 → To Fairfax

0.60 0.25 0.60 0.50 0.60 0.40 0.52 0.60 0.45 0.60 0.582 0.60 0.35 0.30 0.16 0.45 0.60 0.50 0.50 0.60 0.45 0.60 0.41
 Br. 649, 3x2x77 Tr. T. Bx.
 Br. 648, 8x4x81 R.C. Bx.
 Br. 645, 2x2x27 Sh. Bx.
 Br. 644, 1x6x D.G. on C. Piers. B.D. 28 D.P.T. Aps.
 Br. 643, 1-30 I. Bm. on C. Piers. 28 B.D.P.T. Aps.
 Br. 642, 15x1x27 Tr. T. Bx.
 Br. 639, 3x5x6x34x Tr. T. Bx.
 Br. 637, 2x2x23/29 Tr. T. Bx.
 Br. 635, Dbl. 4x3x25 Tr. T. Bx.
 Pub. Rd. Xing. (12 582 R)
 Br. 633, 21x30 Cor. P. 4x3x40 Tr. T. Bx.
 Br. 626, 16x1x37 Tr. T. Bx.
 Br. 622, Dbl. 4x6x101 Tr. T. Bx.
 Pub. Rd. Xing. (12 580 C)
 Br. 606, Dbl. 4x6x26/38 Tr. T. Bx.
 Br. 604, 4x6x31 Tr. T. Bx.
 Br. 603, 2x2x25 Tr. T. Bx.
 Br. 602, 3x3x25 R.C. Bx.
 Pub. Rd. Xing. (12 578 B)

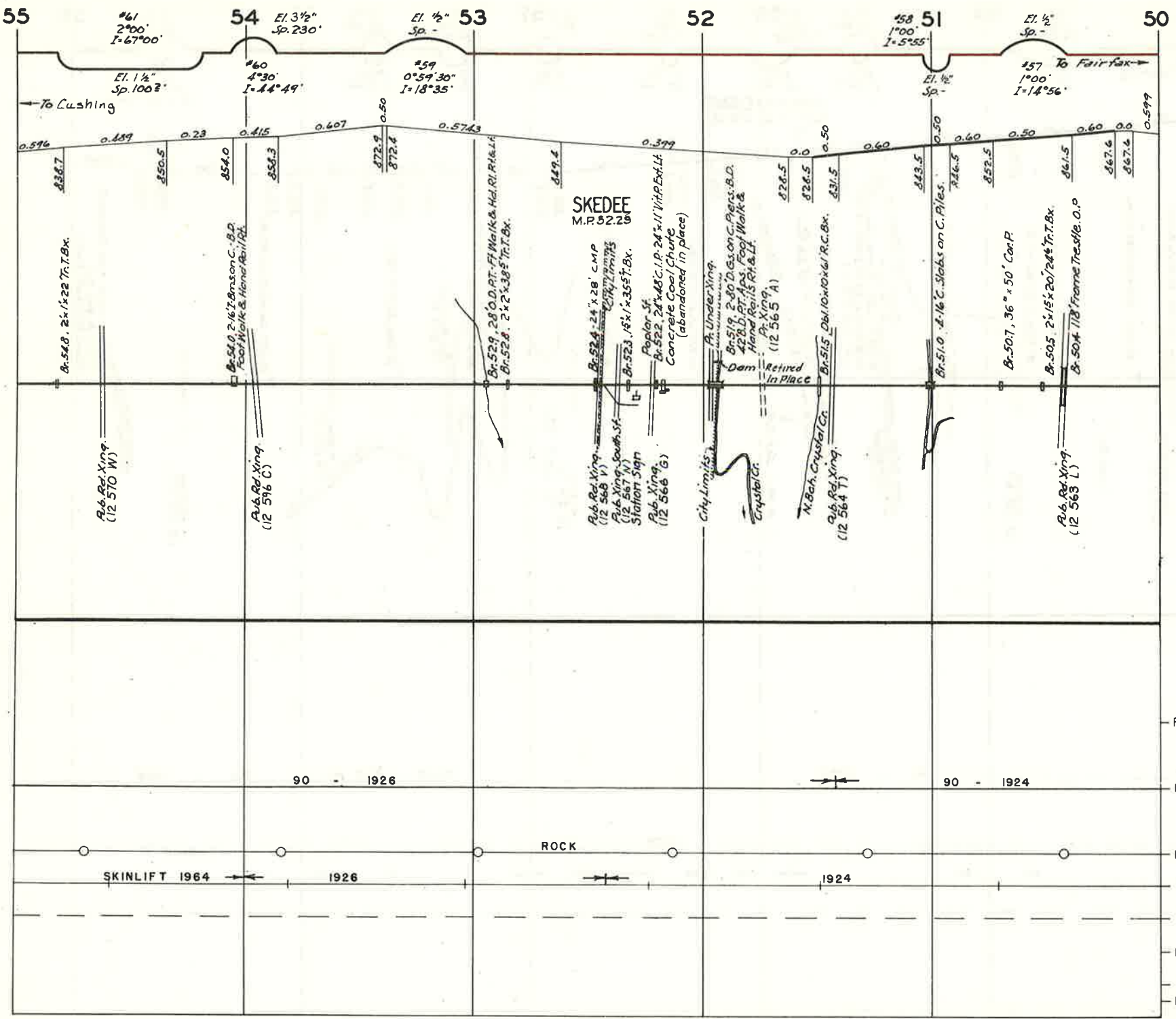
RAIL GR.
 RAIL
 90 - 1926
 ROCK
 Skinlift 1981
 BALLAST
 SURFACING
 1981
 TIES
 POLES
 GROUT
 LIME

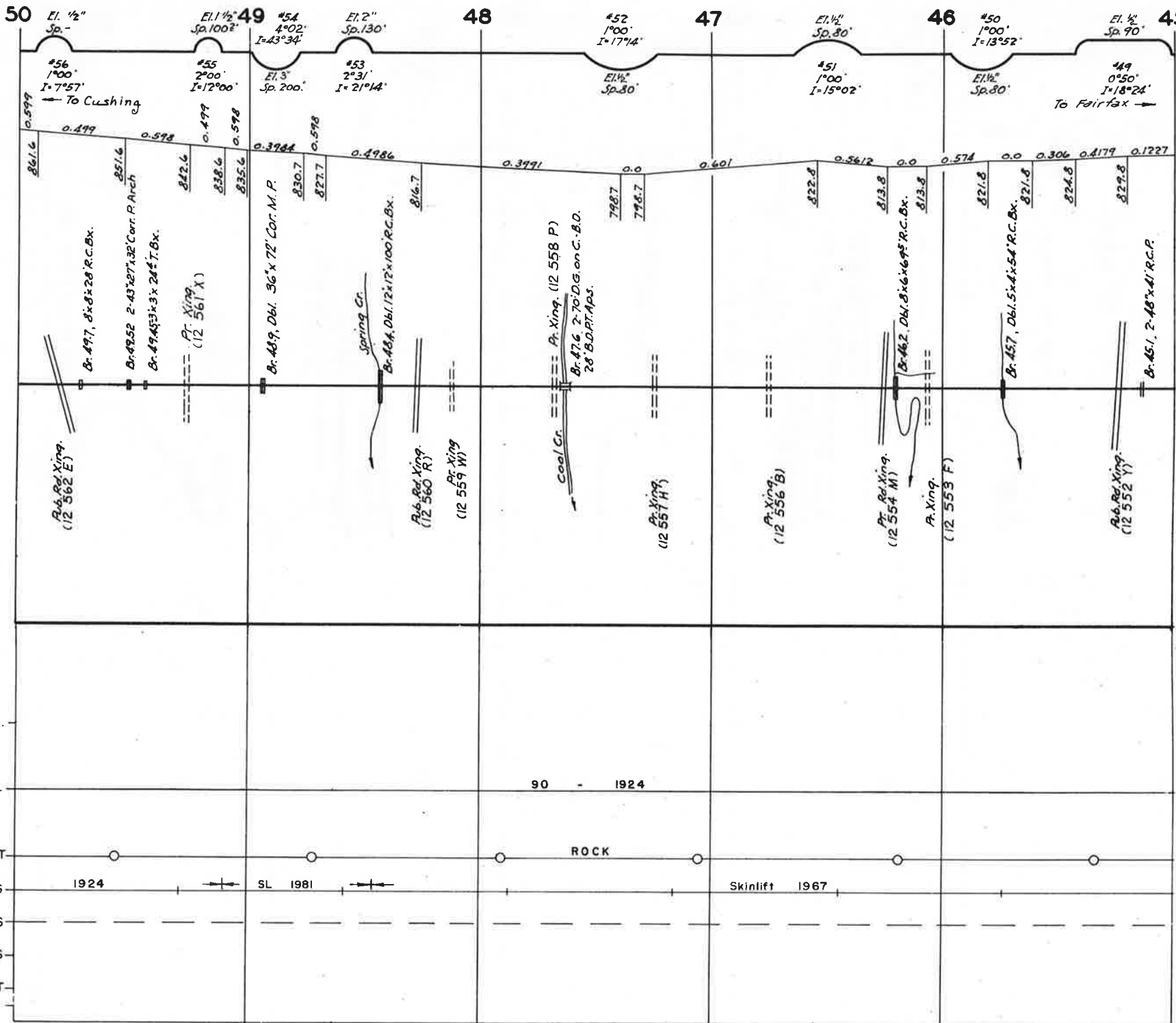


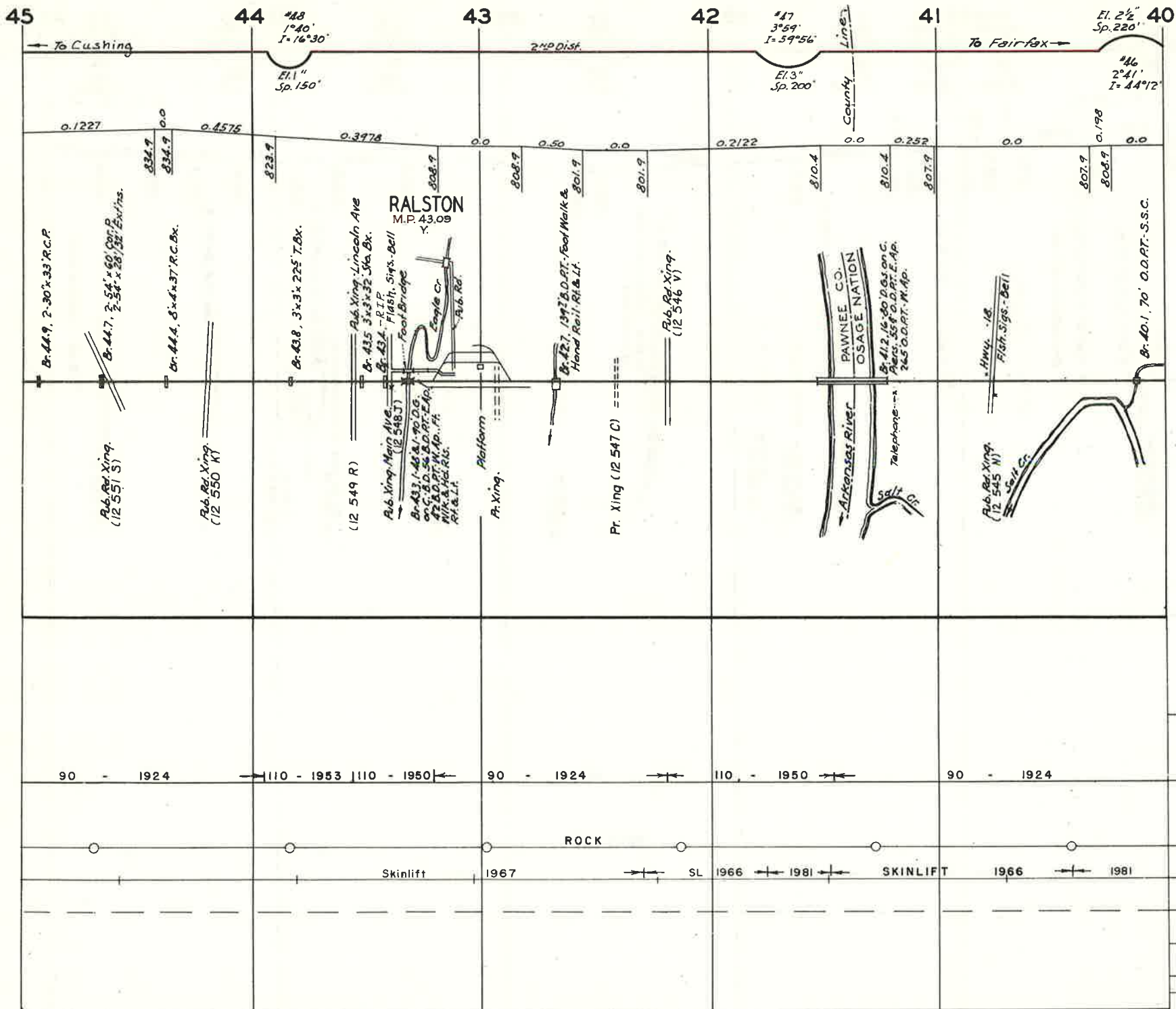
CAMP
M.P. 58.2

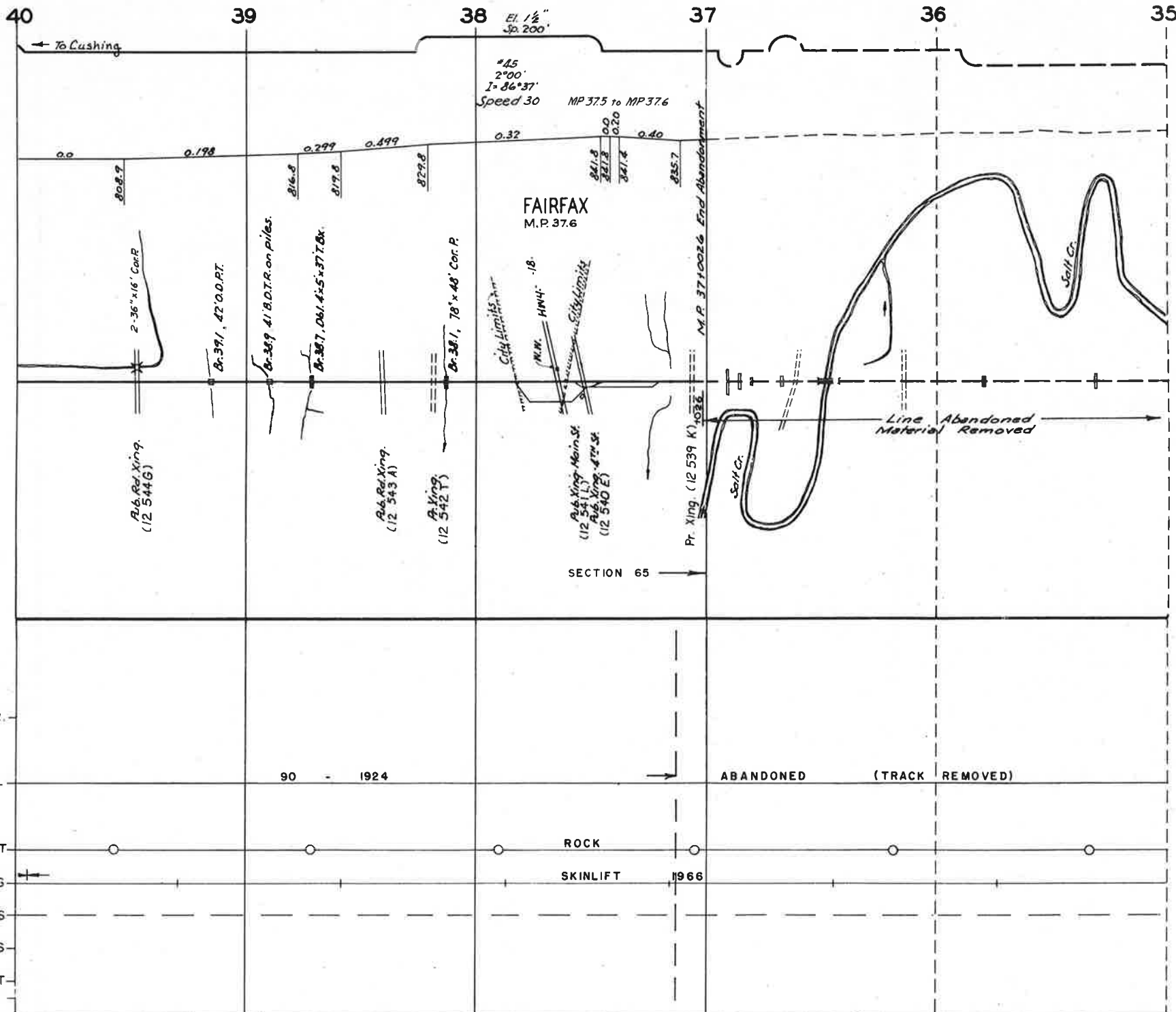
Automatic
Interlocker

ROCK









El. 1 1/2"
Sp. 200
#45
2°00'
I=86°37'
Speed 30
MP 37.5 to MP 37.6

FAIRFAX
M.P. 37.6

SECTION 65

Line Abandoned
Material Removed

RAIL GR.
RAIL
BALLAST
SURFACING
TIES
POLES
GROUT
LIME

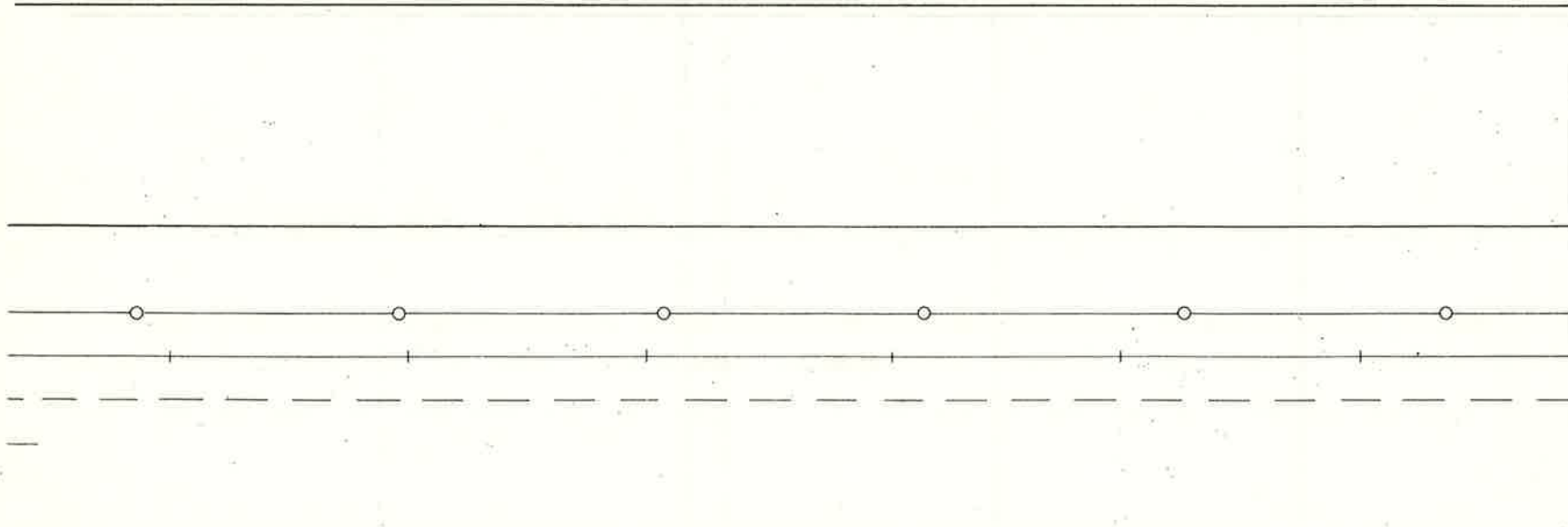
90 - 1924

ROCK

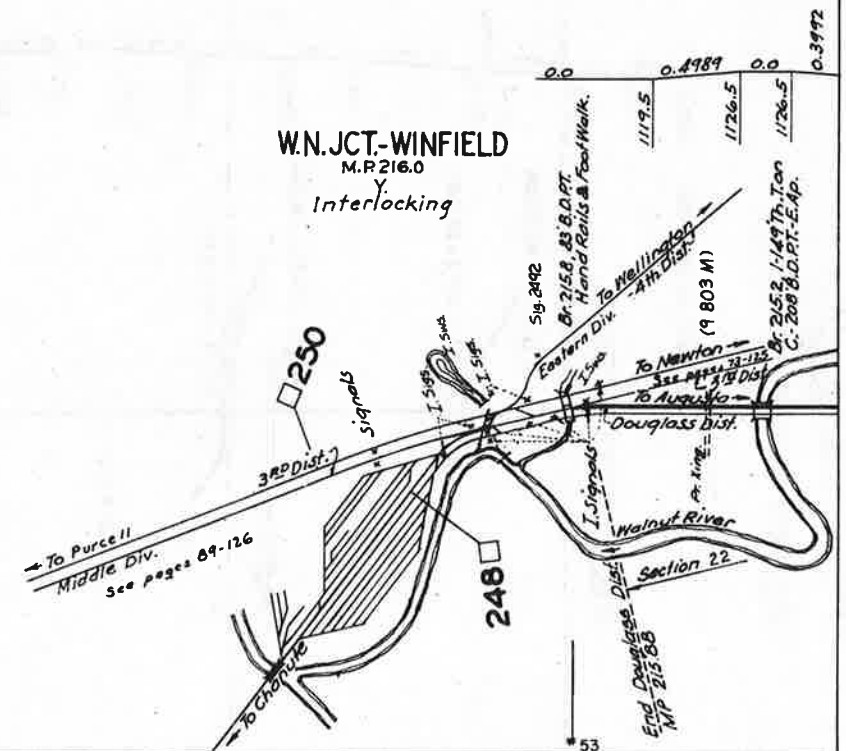
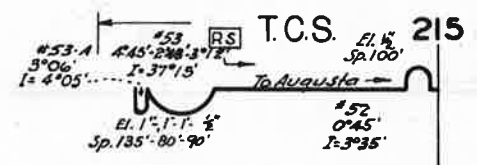
SKINLIFT 1966

ABANDONED (TRACK REMOVED)

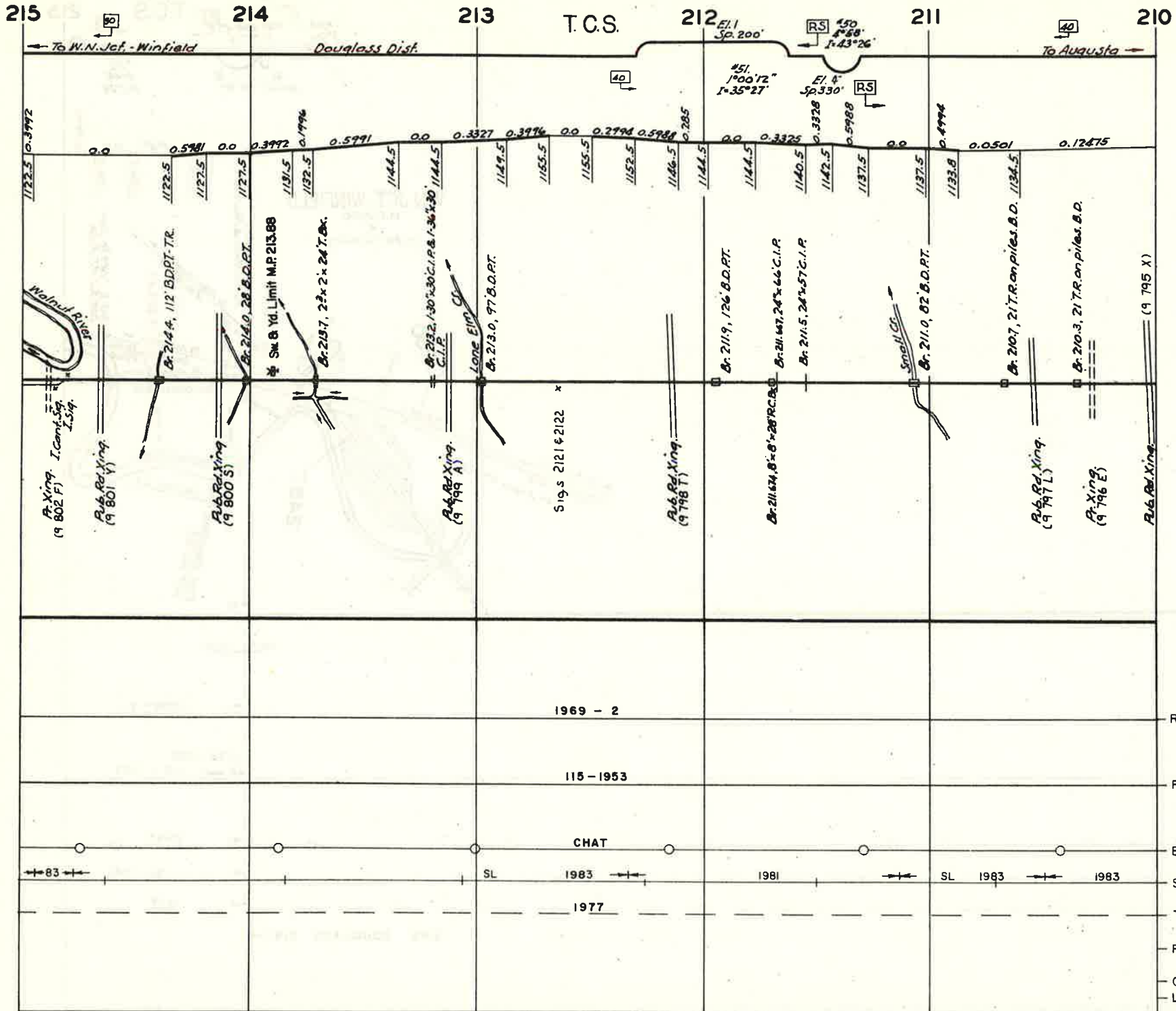
BLANK

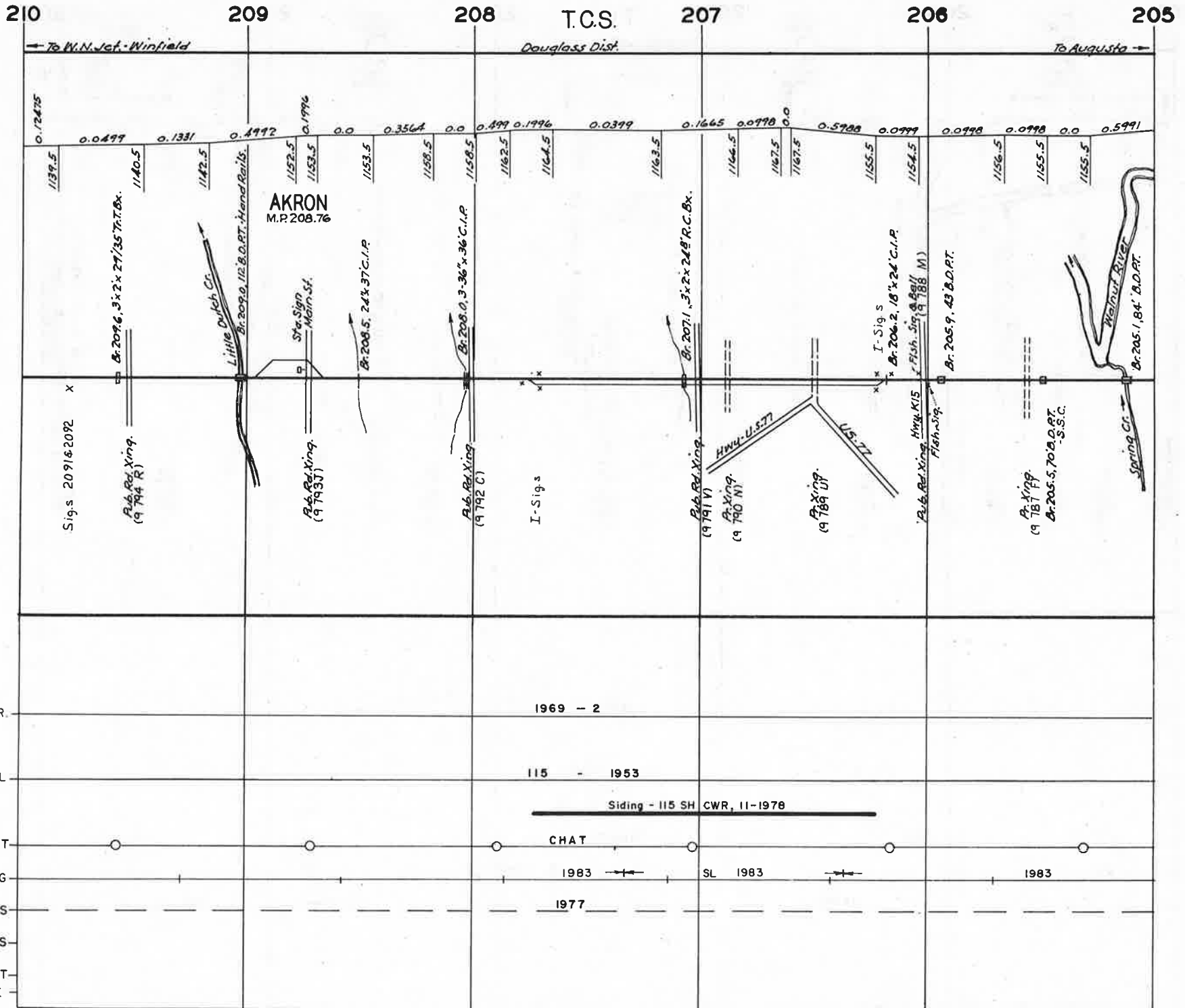


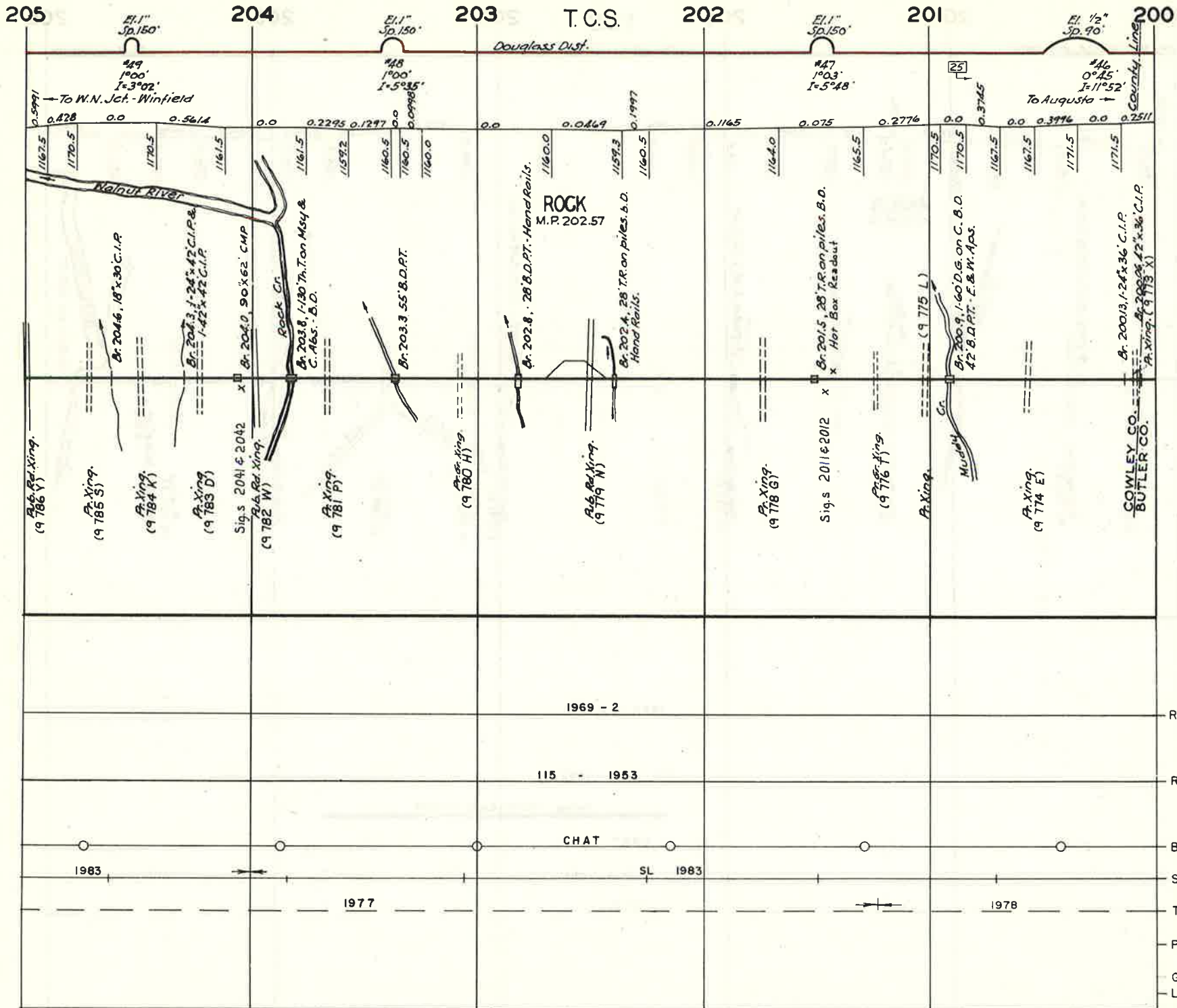
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
POLES
GROUT
LIME

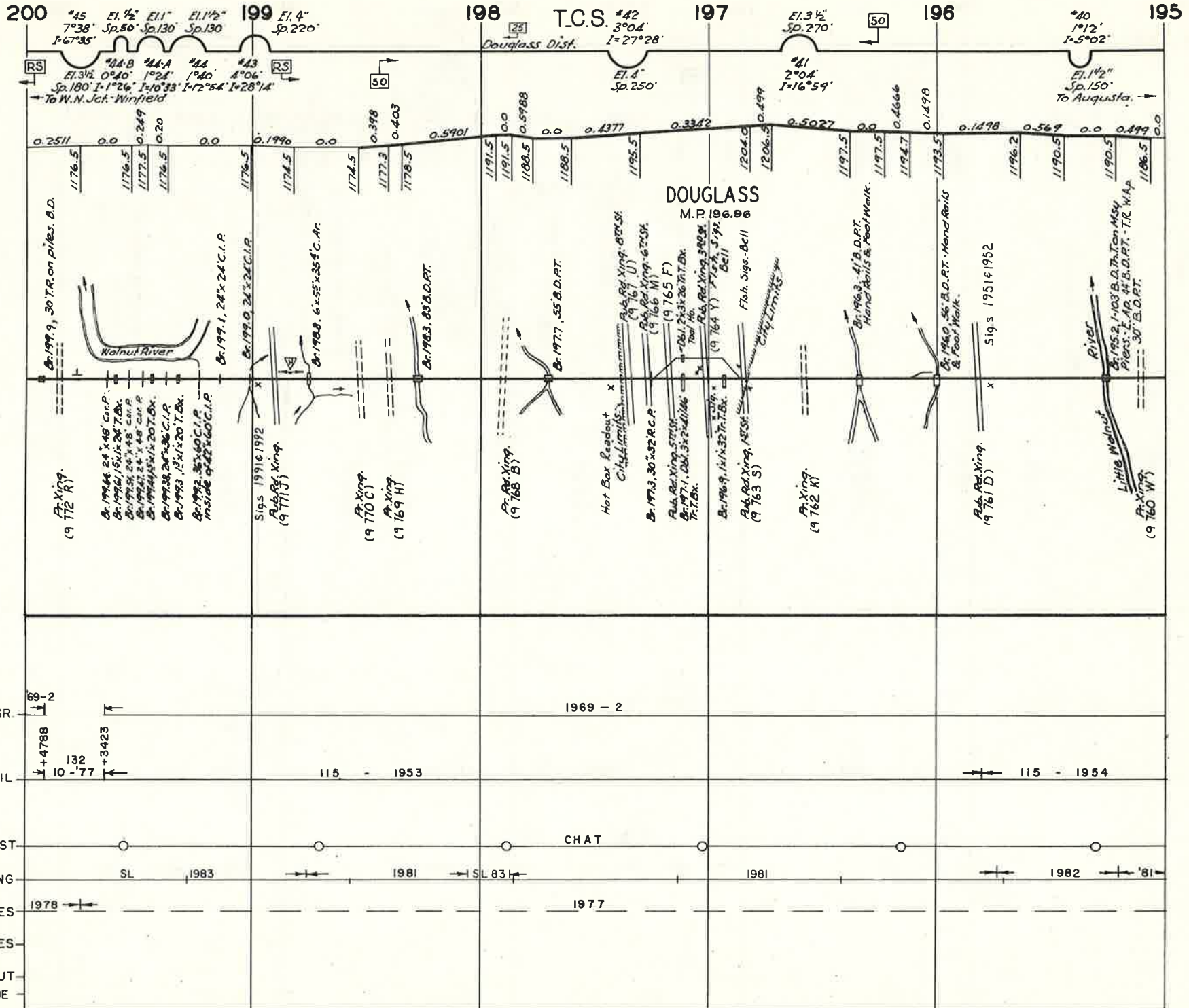


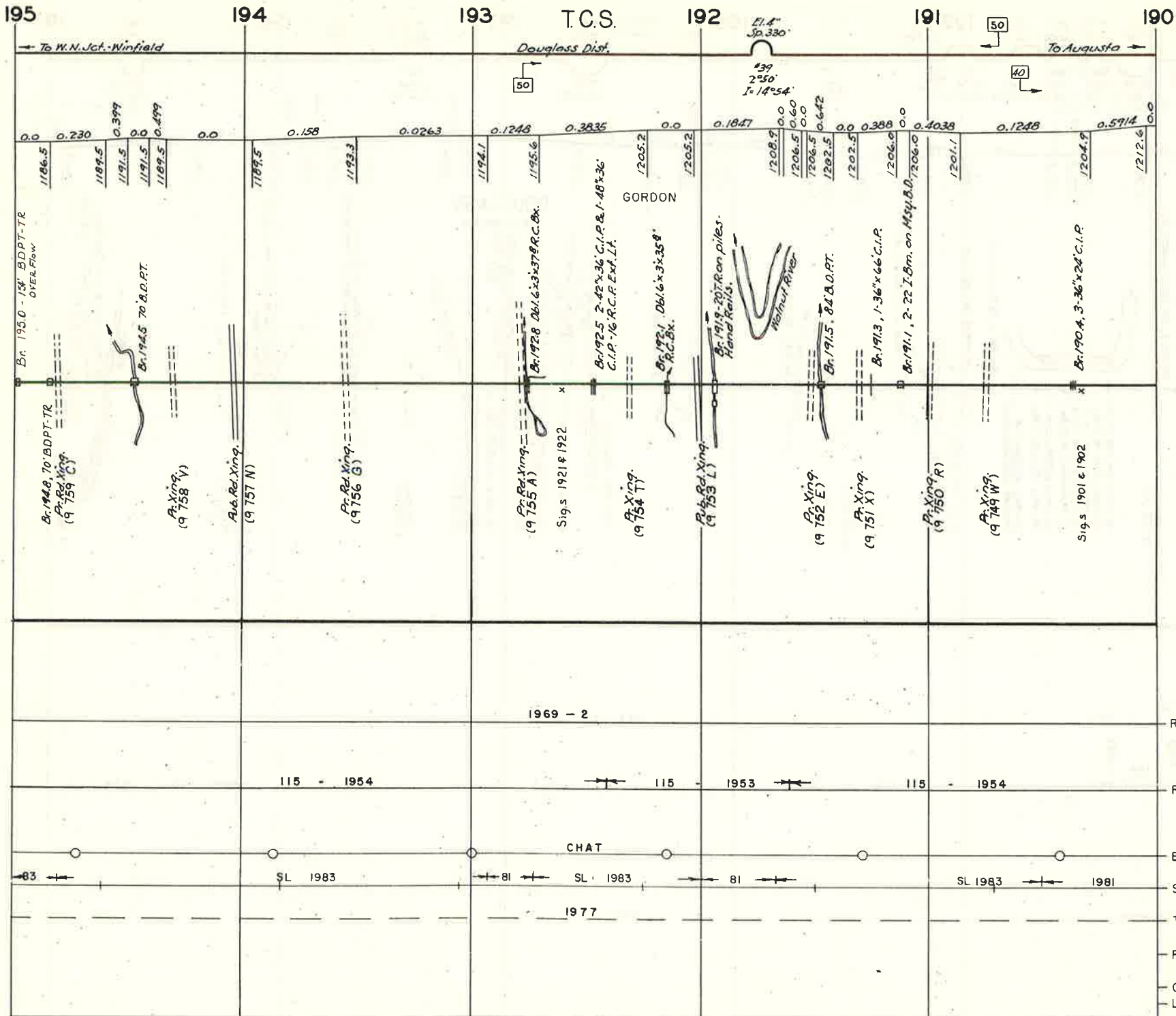
		115 W.	8-82
RAIL GR.			1969 - 2
RAIL			119 - 1962 115 - 1953
BALLAST	○		CHAT
SURFACING			SL 1983
TIES	- - -		1977
POLES		END DOUGLASS DIST.	
GROUT			
LIME			

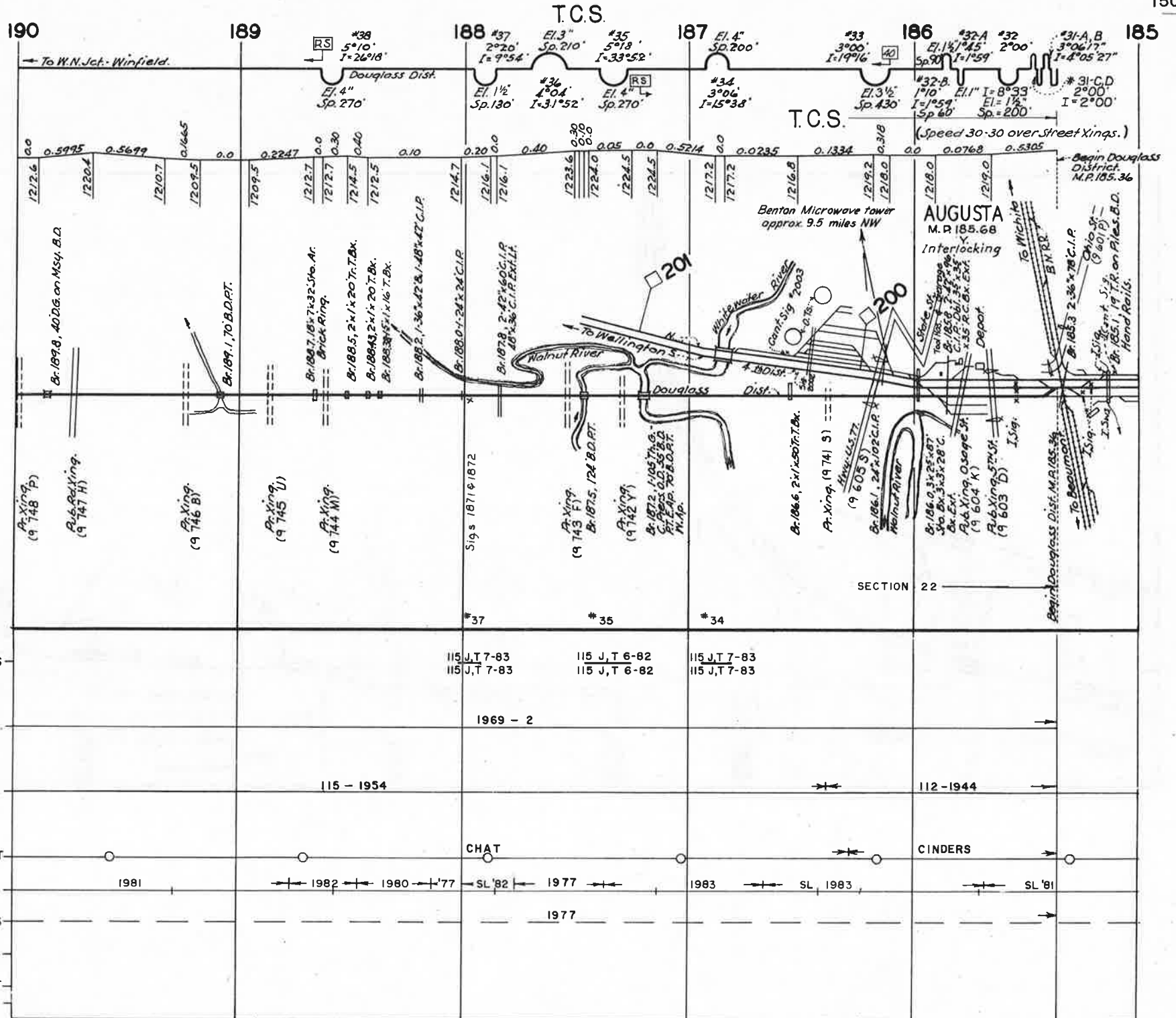












NR
SR
CURVES

RAIL GR.

RAIL

BALLAST

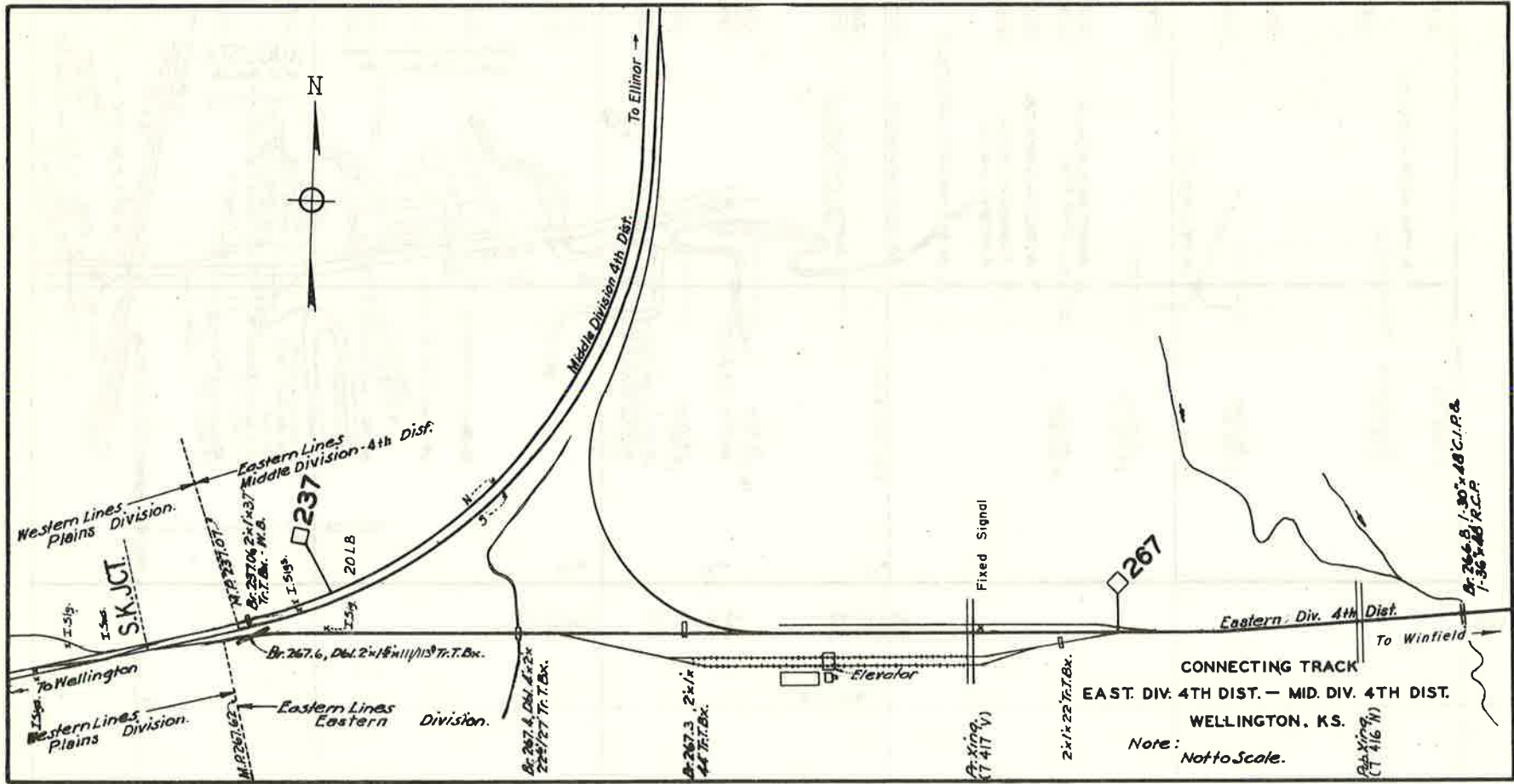
SURFACING

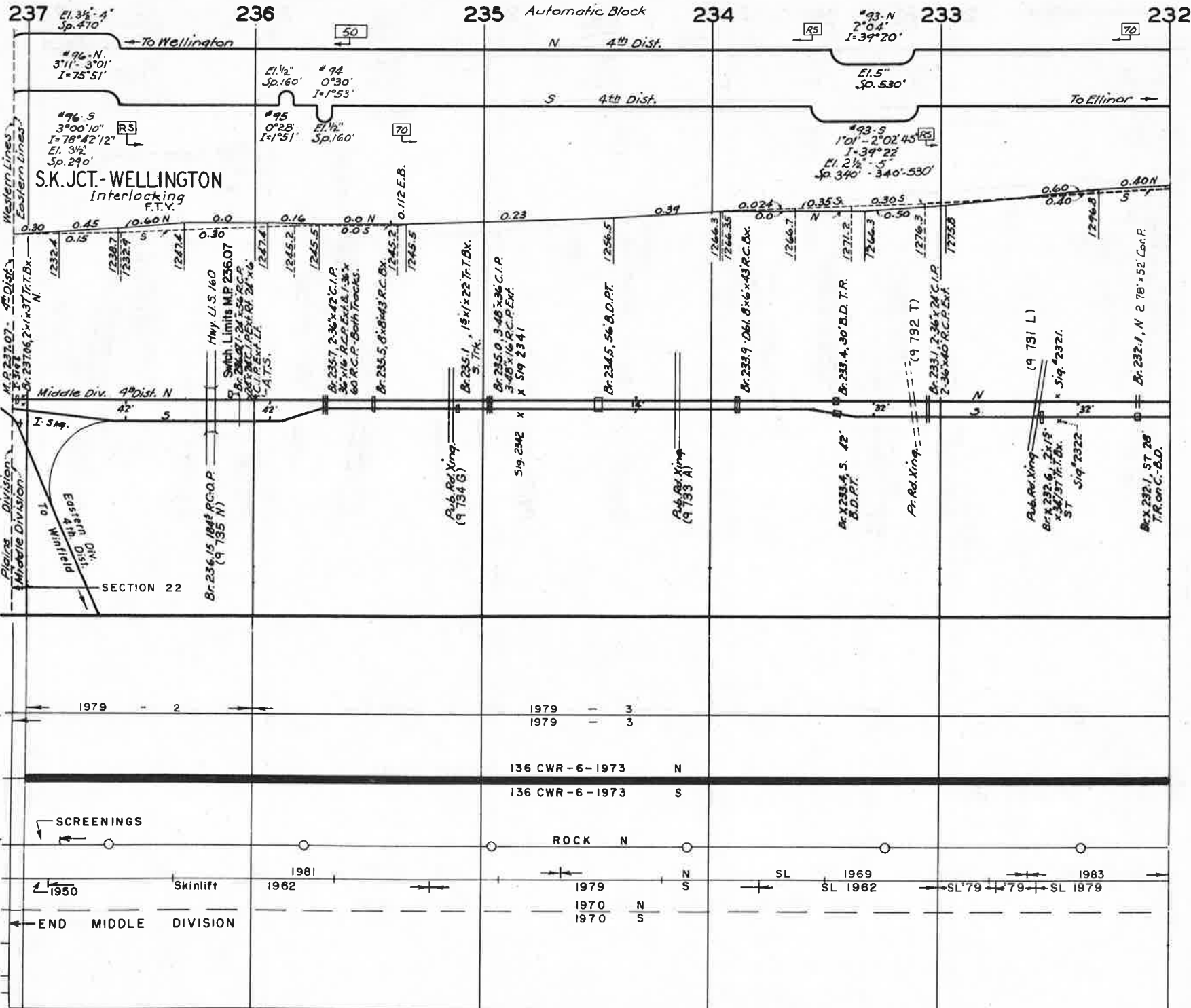
TIES

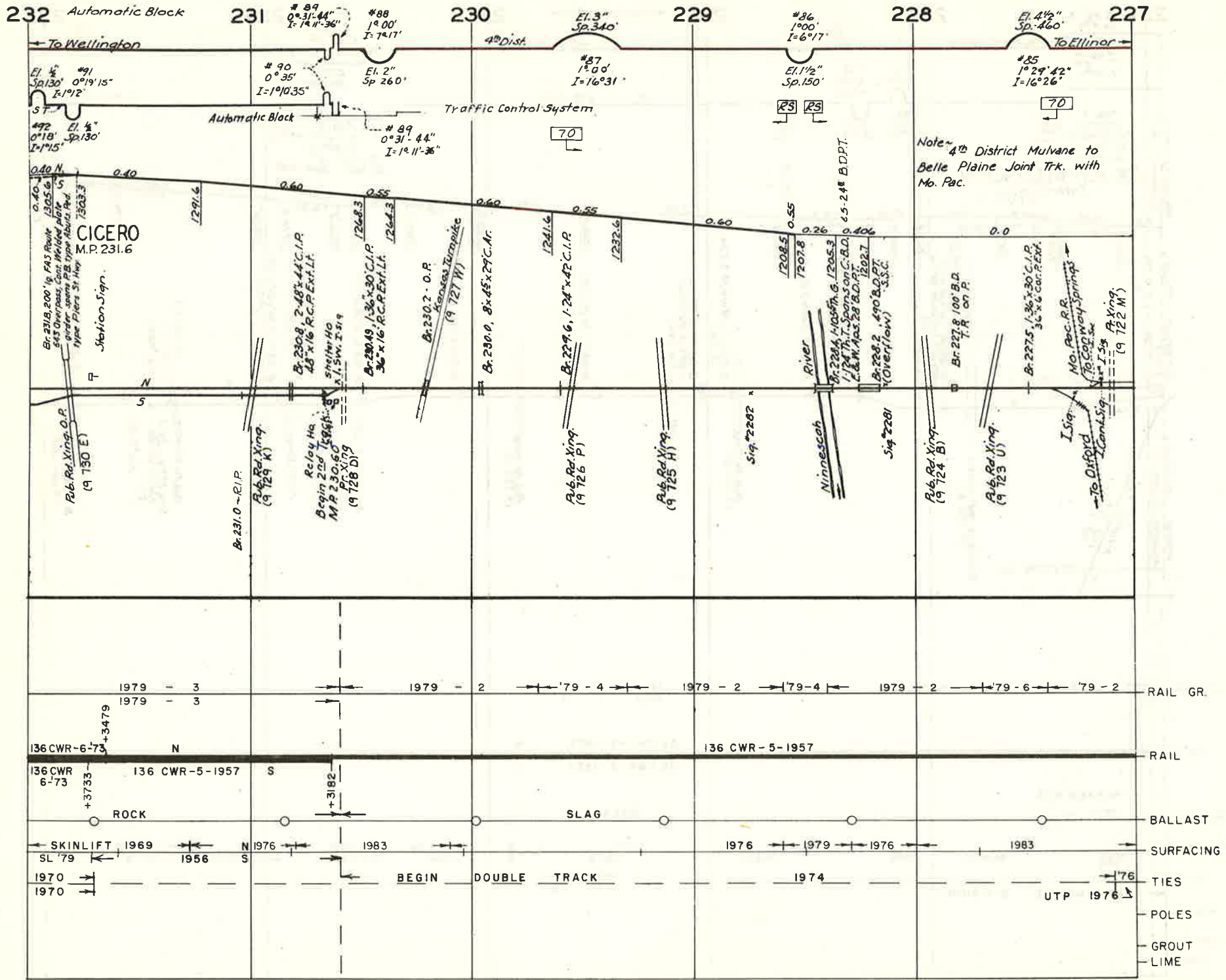
POLES

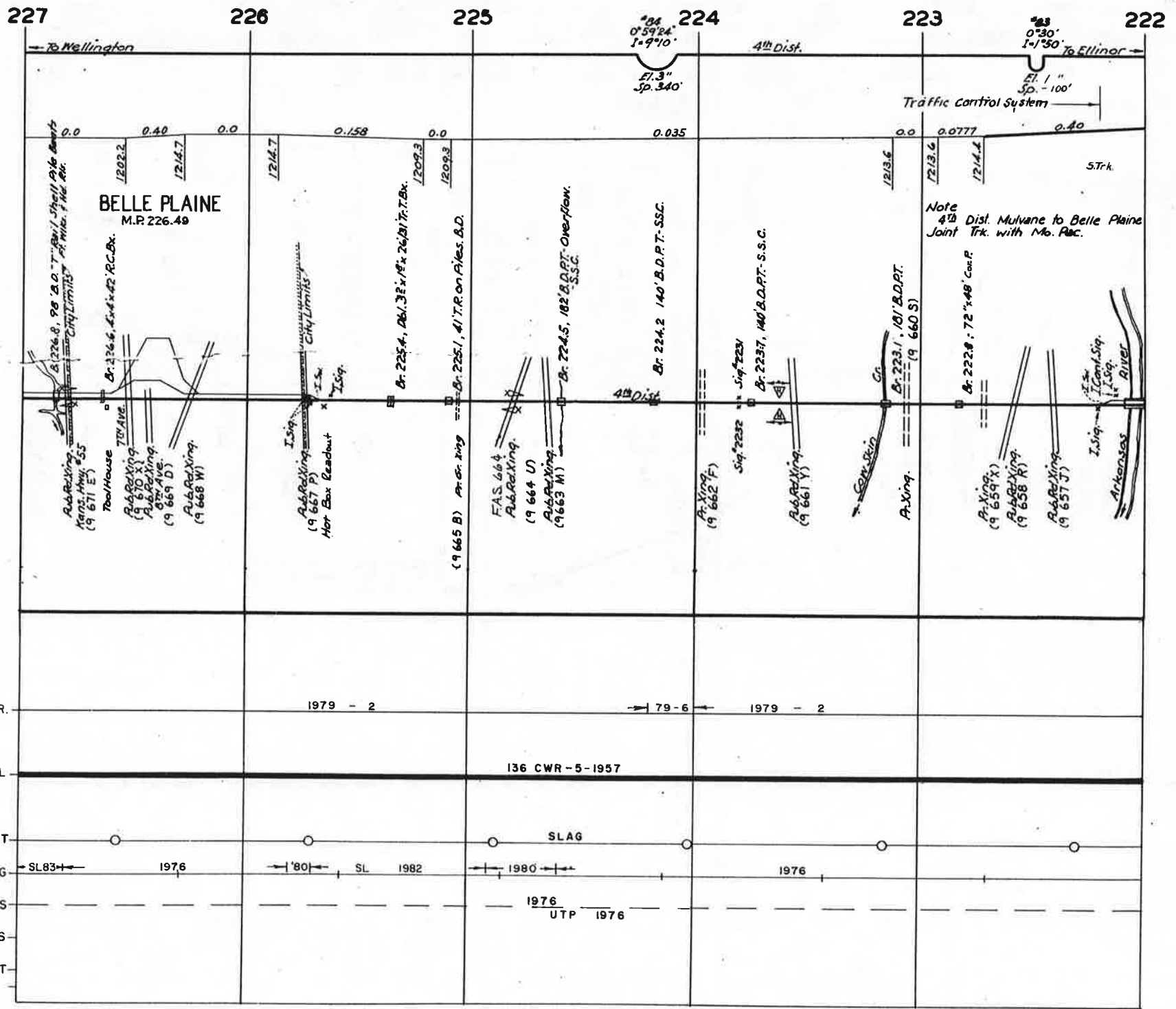
GROUT
LIME

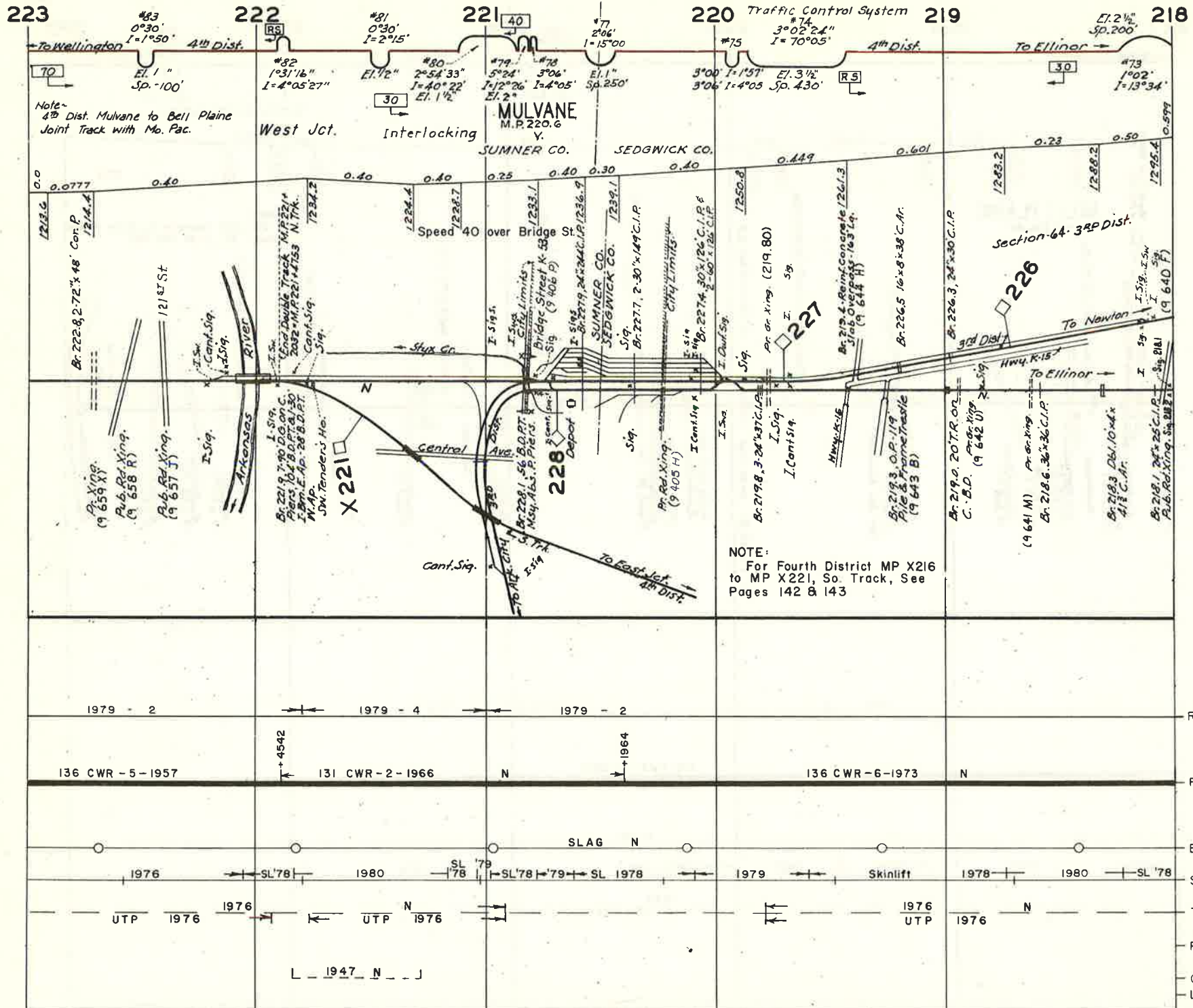
		#37	#35	#34	
		115 J, T 7-83	115 J, T 6-82	115 J, T 7-83	
		115 J, T 7-83	115 J, T 6-82	115 J, T 7-83	
		1969 - 2			
		115 - 1954		112 - 1944	
			CHAT		CINDERS
		1981	1982	1980	1977
			SL '82	1977	1983
				SL 1983	
			1977		SL '81

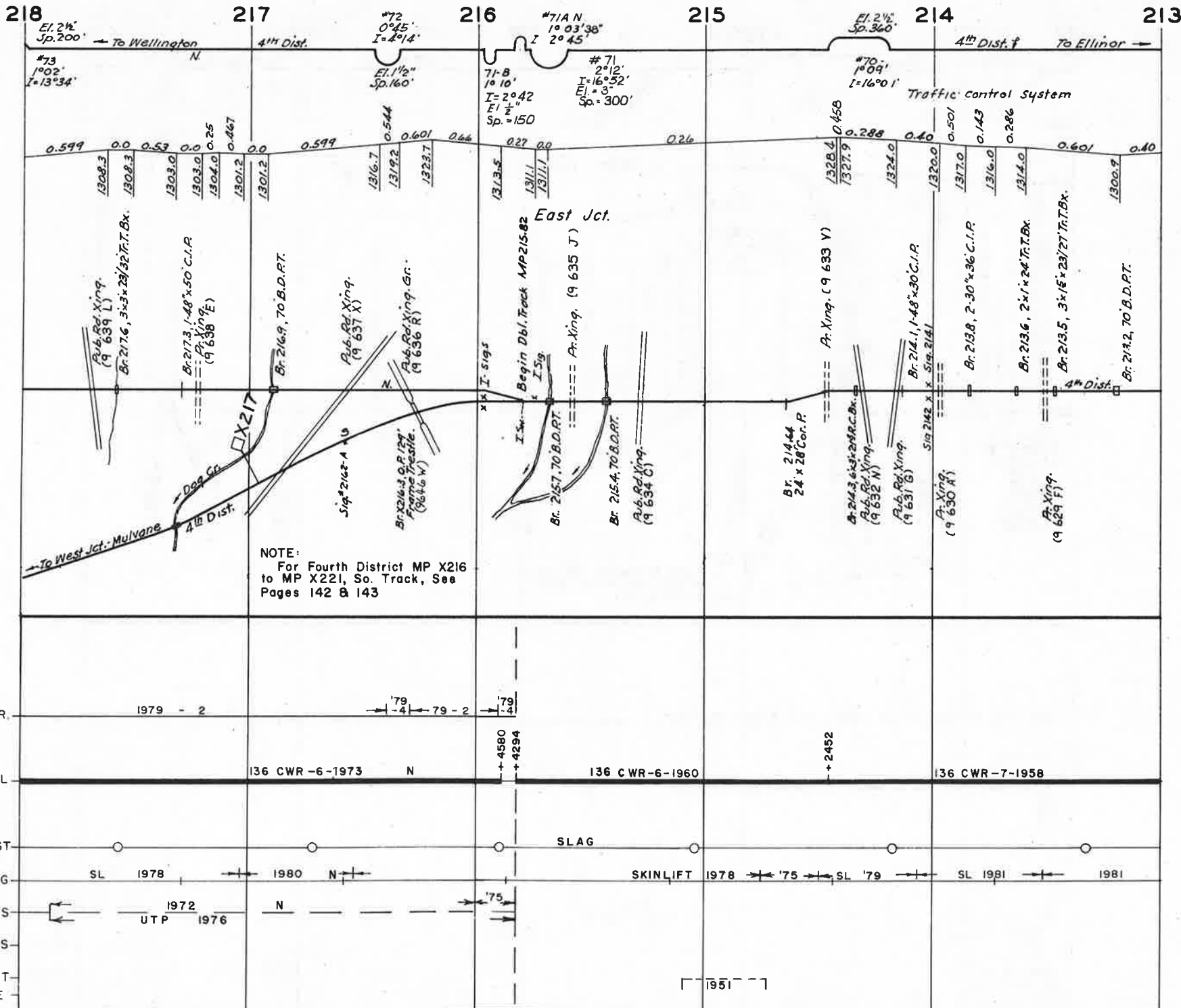






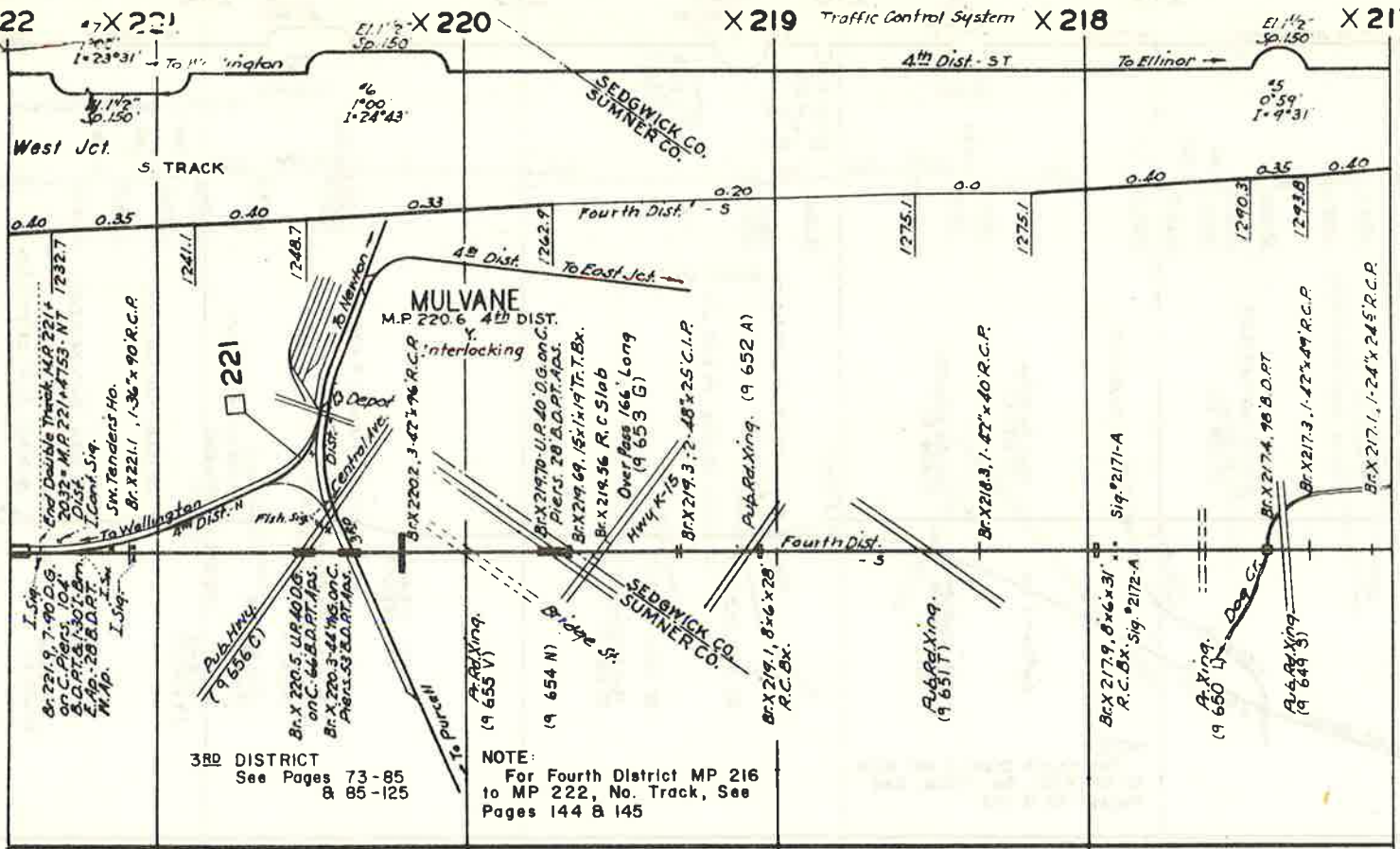




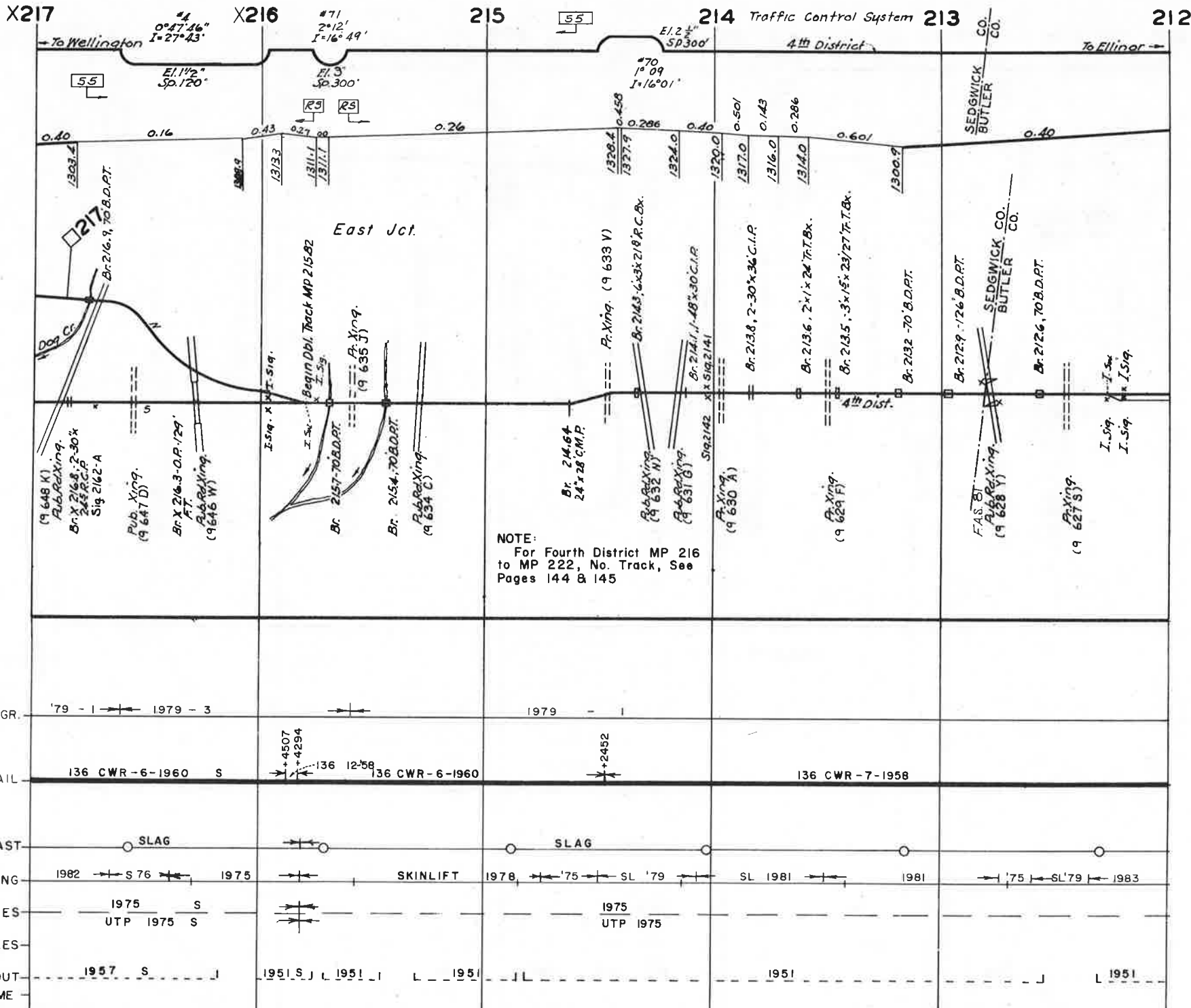


NOTE:
 For Fourth District MP X216
 to MP X221, So. Track, See
 Pages 142 & 143

222 X 221 X 219 Traffic Control System X 218 X 217

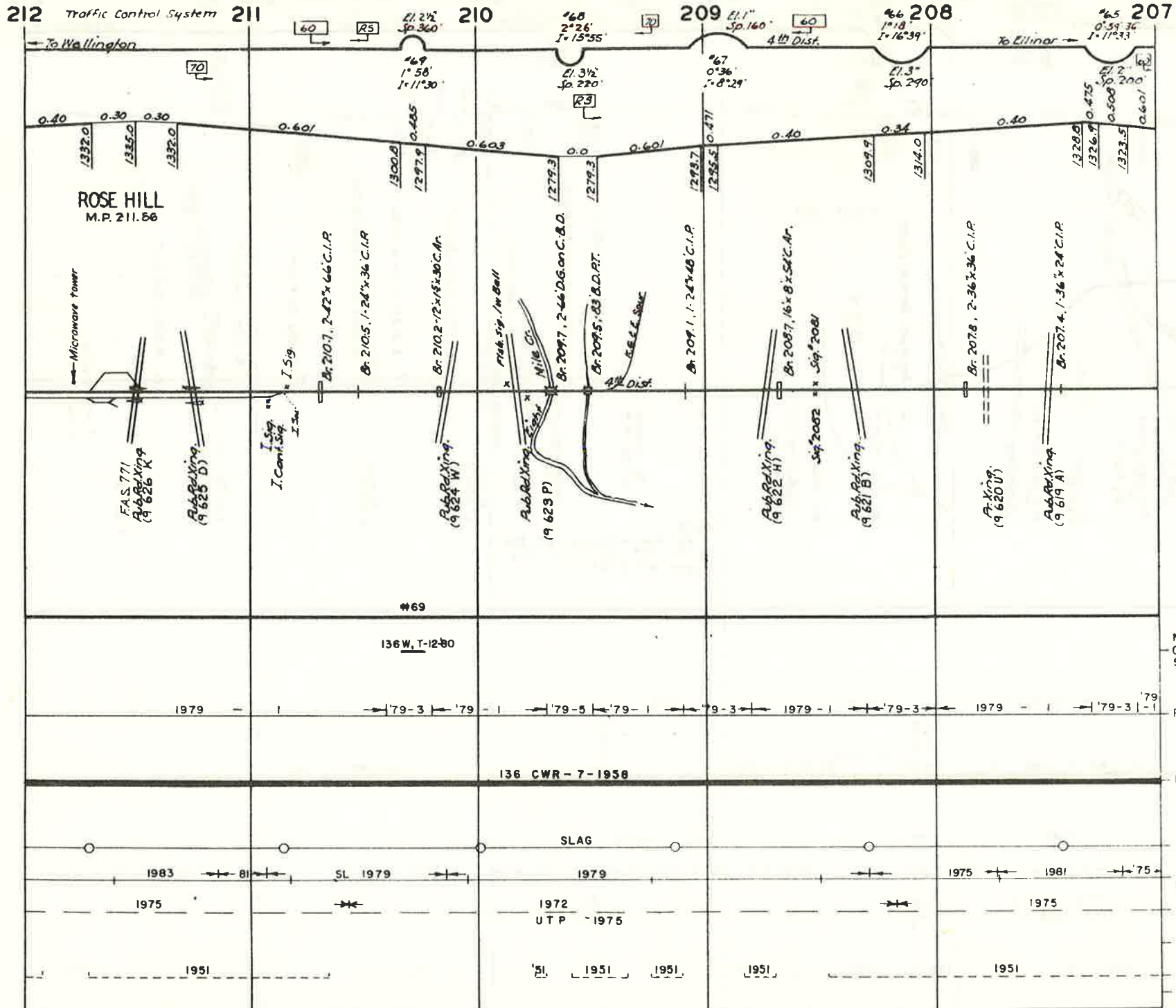


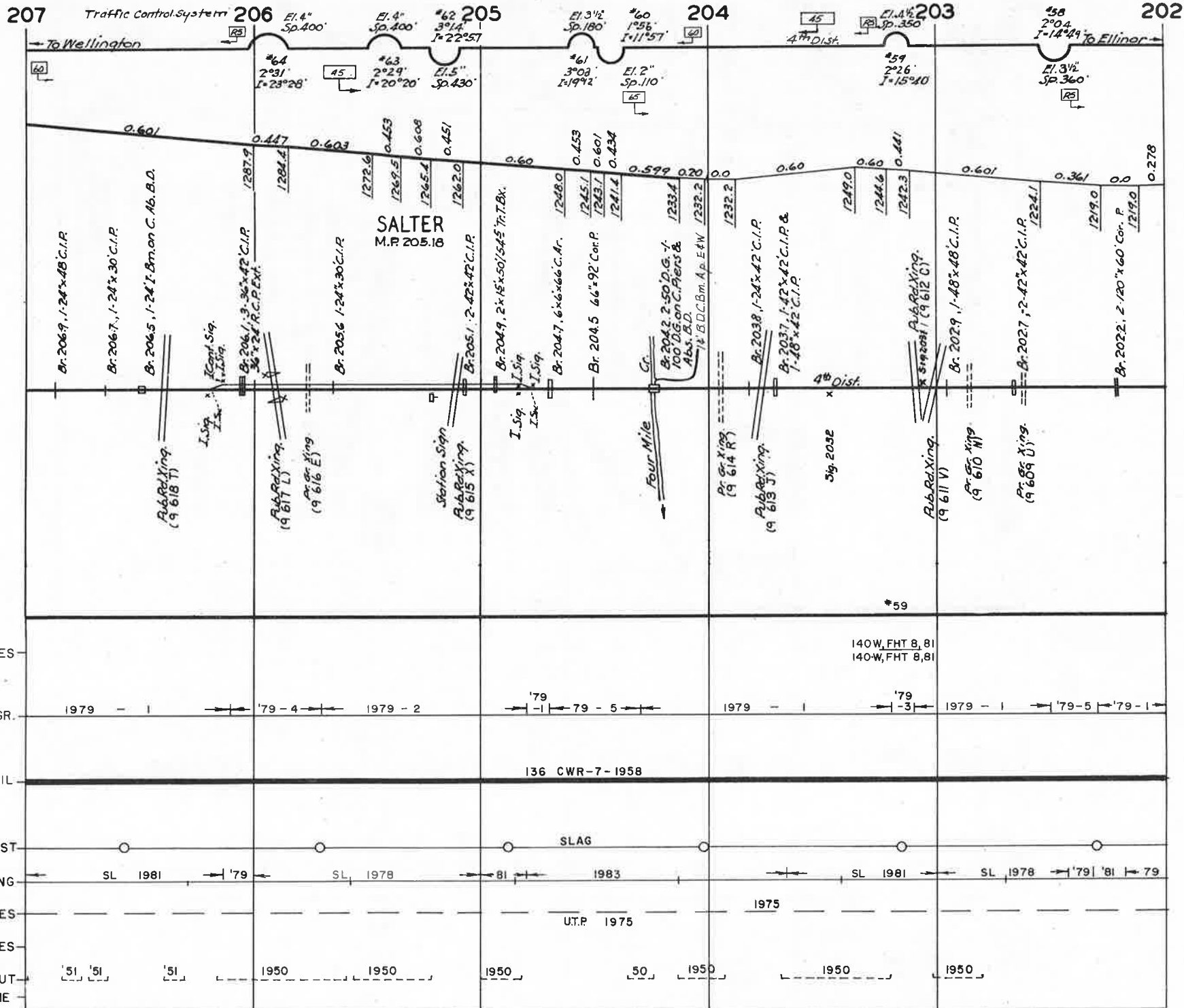
79 - 4	79 - 2	79 - 6	79 - 2	1979	S	RAIL GR
136, 5-57	136, 6-60			136 CWR - 6 - 1960	S	RAIL
+ 2032	+ 1860			SLAG	S	BALLAST
76	1980	SL 1982	1976		S	SURFACING
TT			1975	UTP 1975	S	TIES
1947	1979				S	PCLES
					S	GROUT LIME

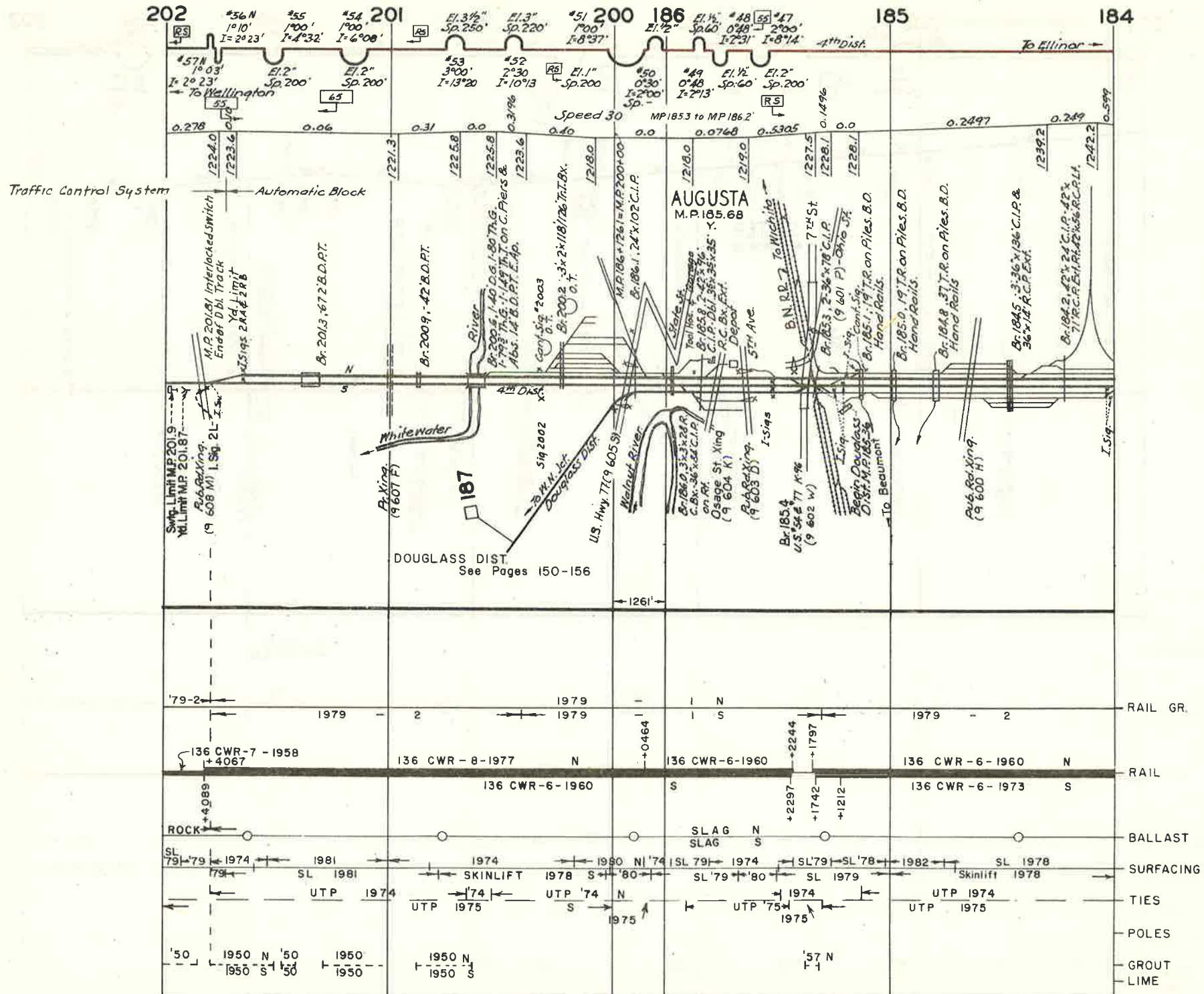


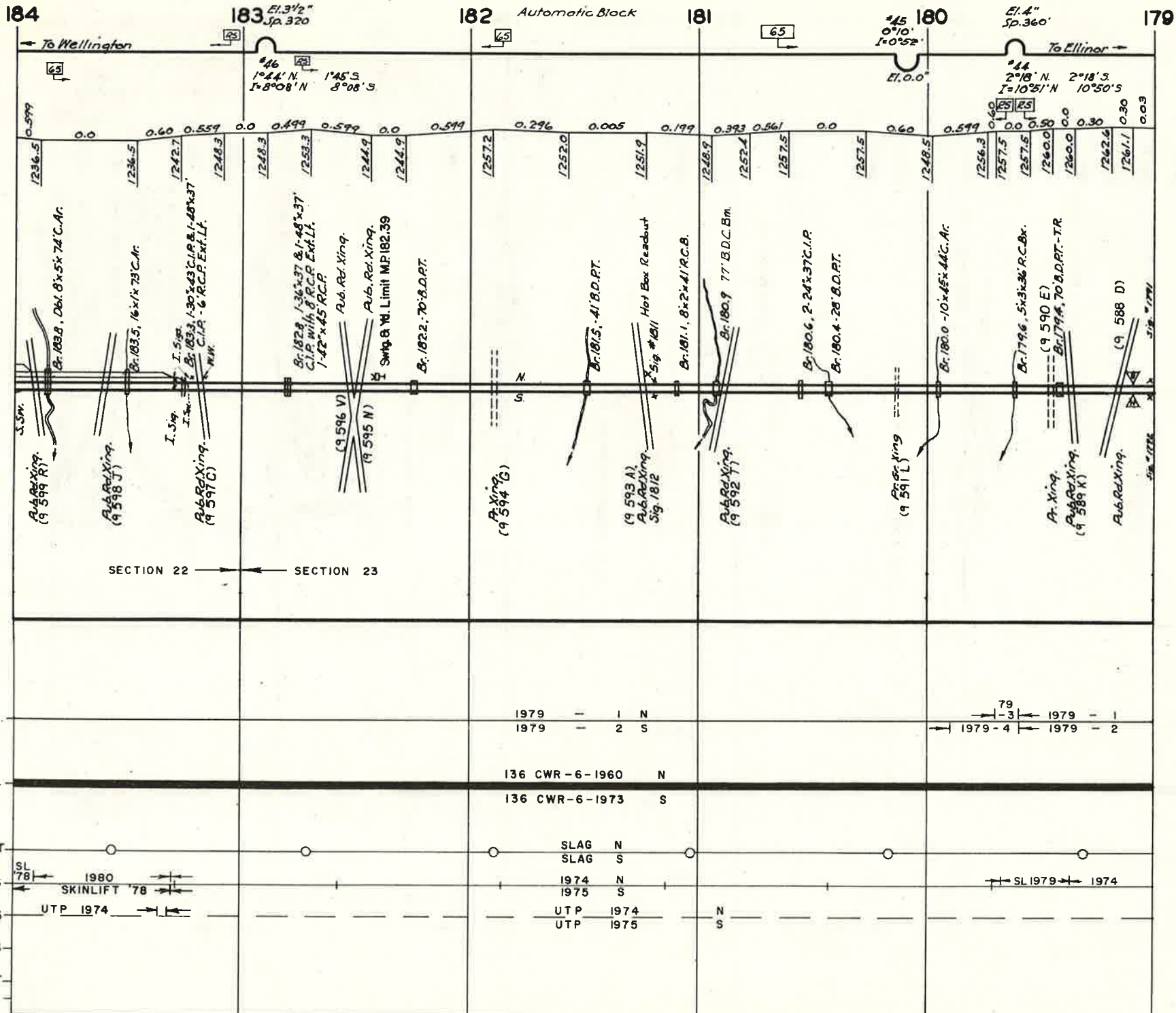
NOTE:
 For Fourth District MP 216
 to MP 222, No. Track, See
 Pages 144 & 145

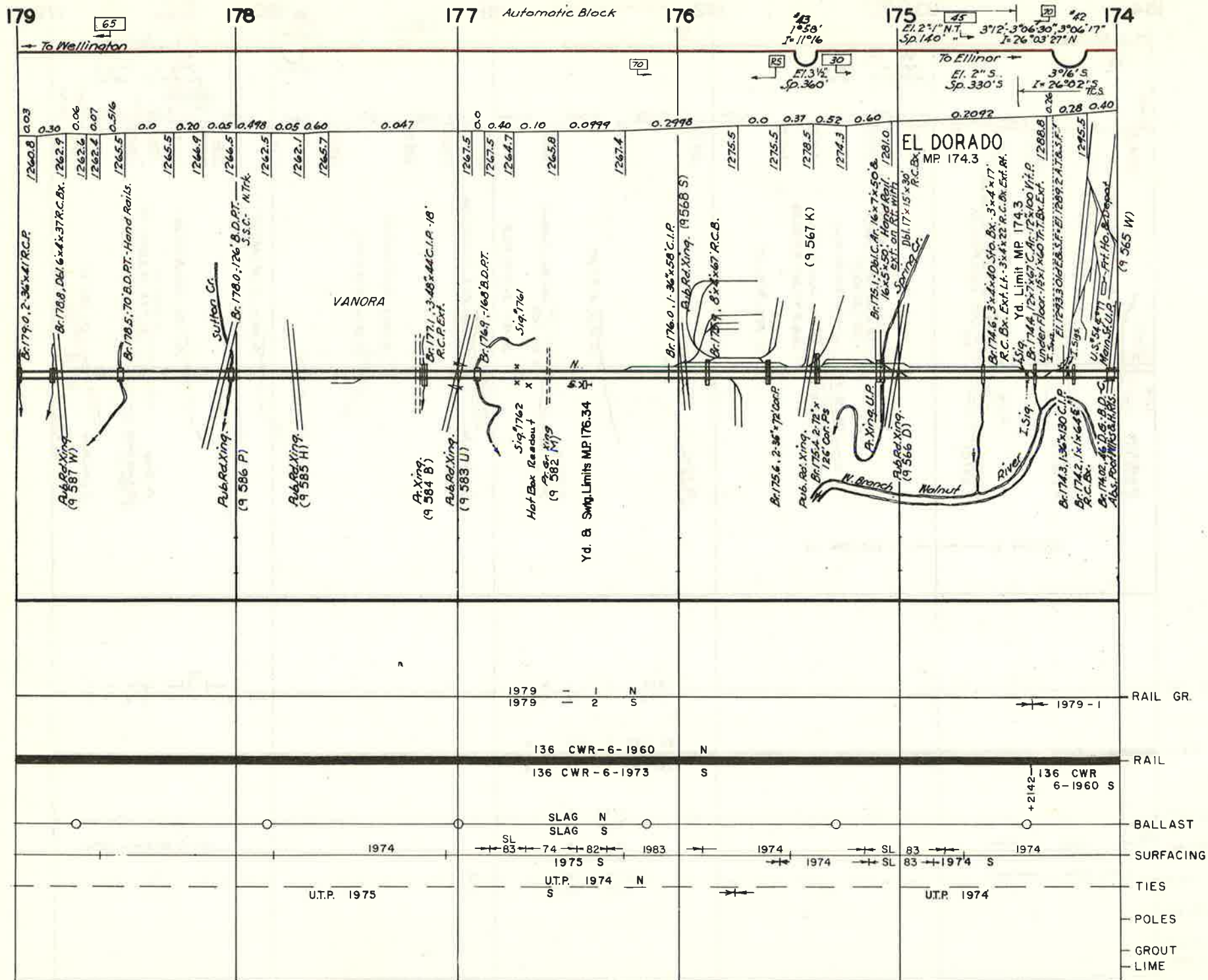
RAIL GR.	'79 - 1	1979 - 3	1979 - 1	
RAIL	136 CWR - 6 - 1960	S +4507 +4294 136 12-58	136 CWR - 6 - 1960	+2452
BALLAST	SLAG		SLAG	
SURFACING	1982 S 76	1975	SKINLIFT 1978 '75 SL '79	SL 1981 1981
TIES	1975 UTP 1975 S		1975 UTP 1975	
POLES				
GROUT LIME	1957 S	1951 S J L 1951 L	1951	1951

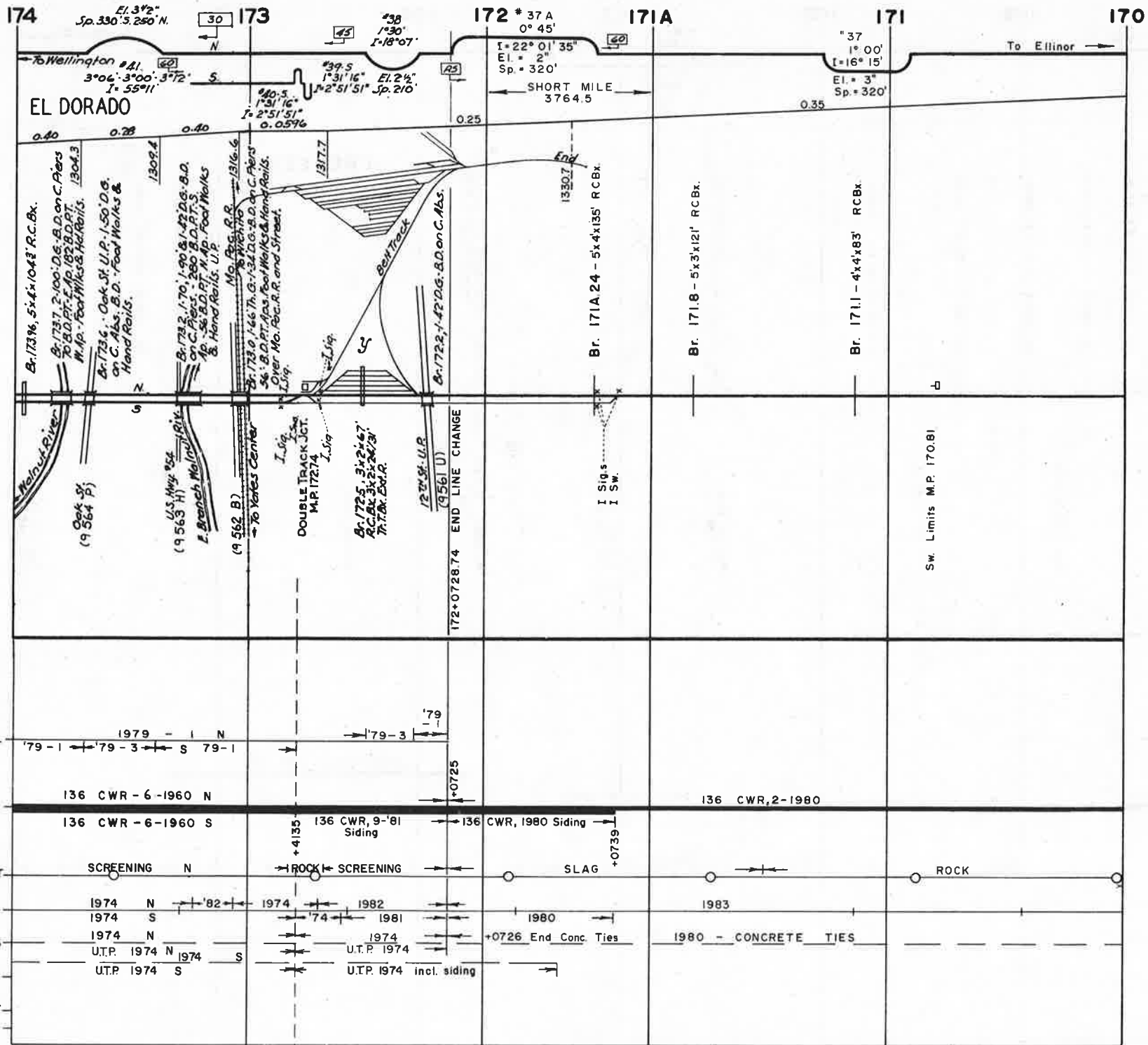




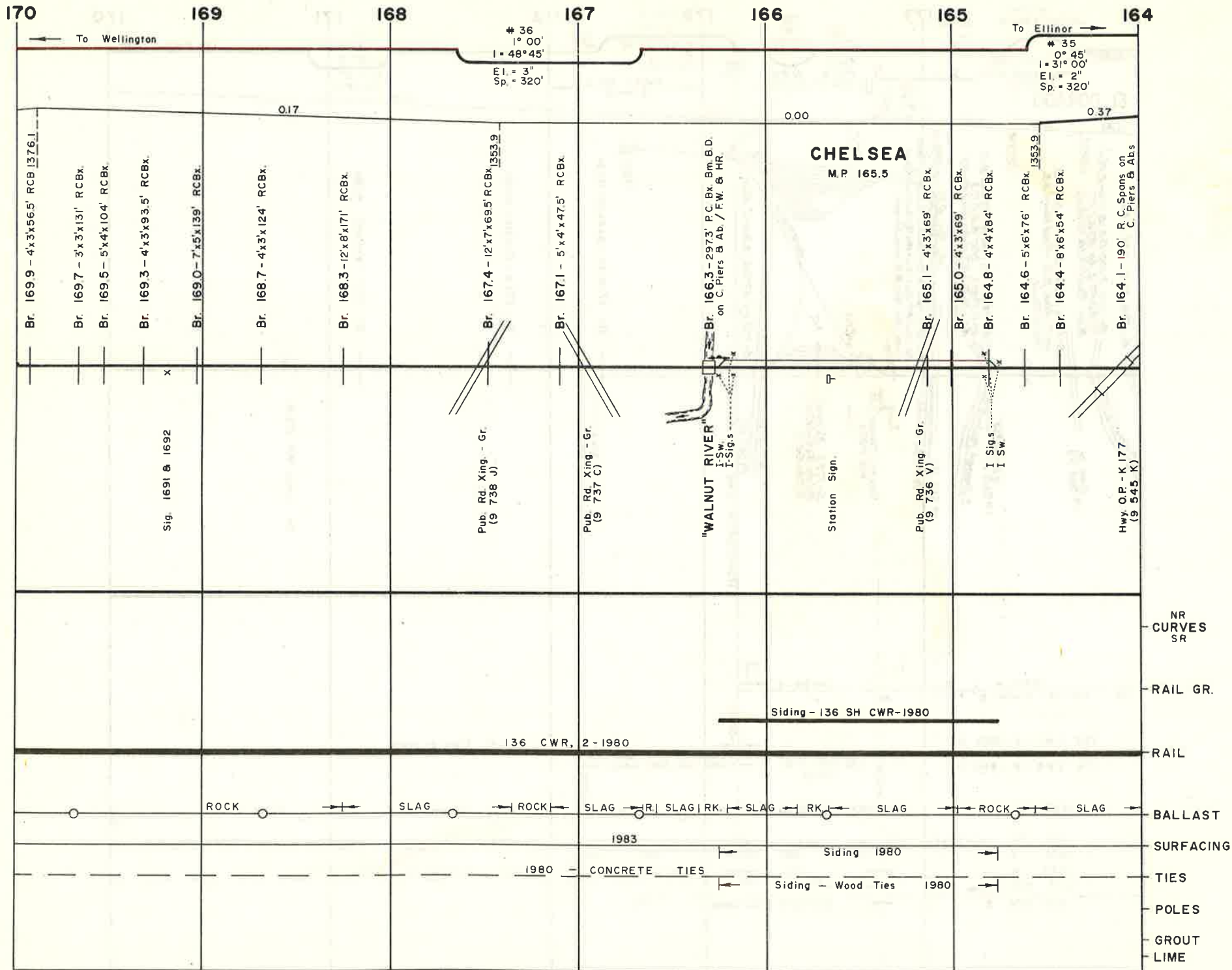


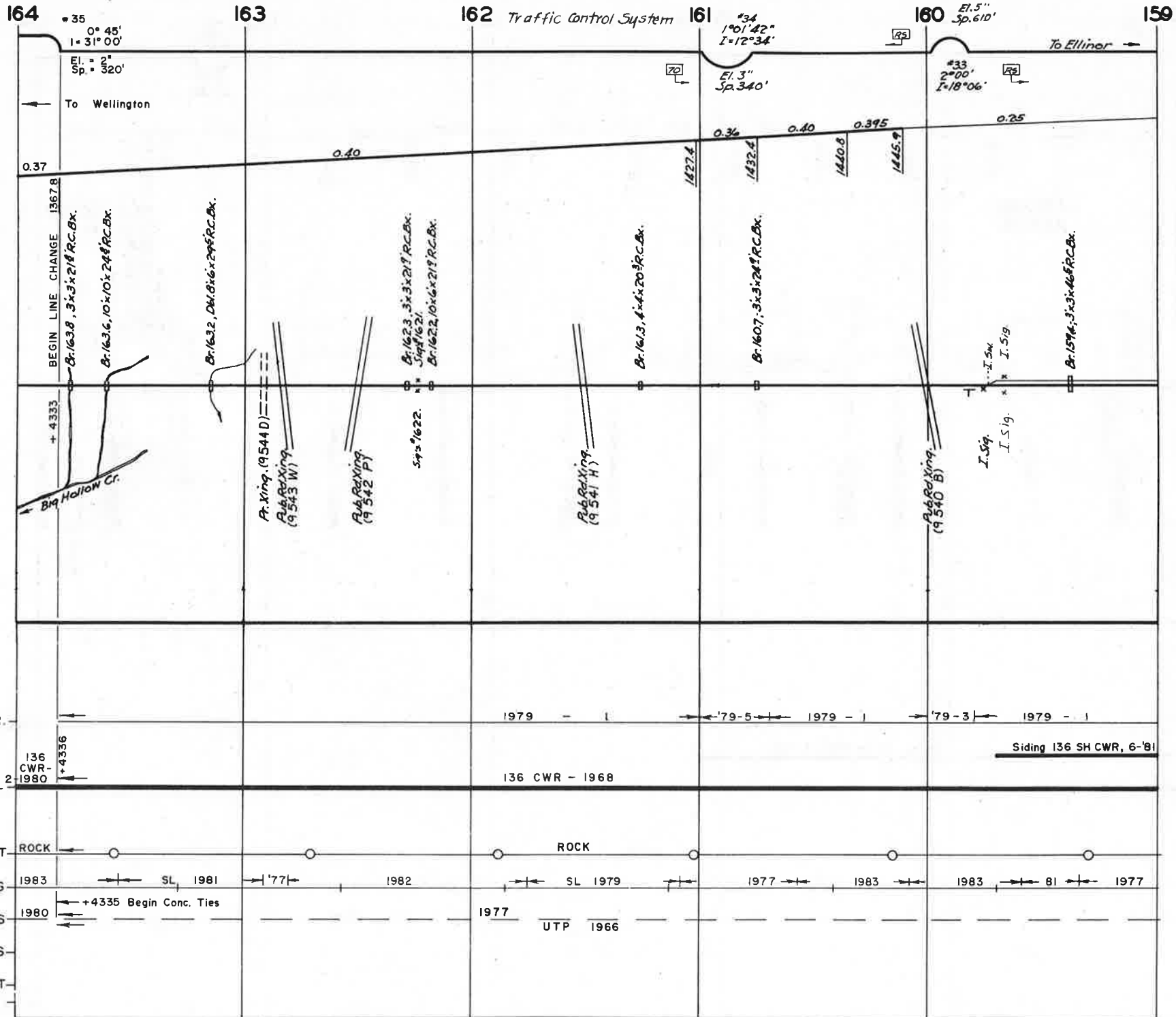


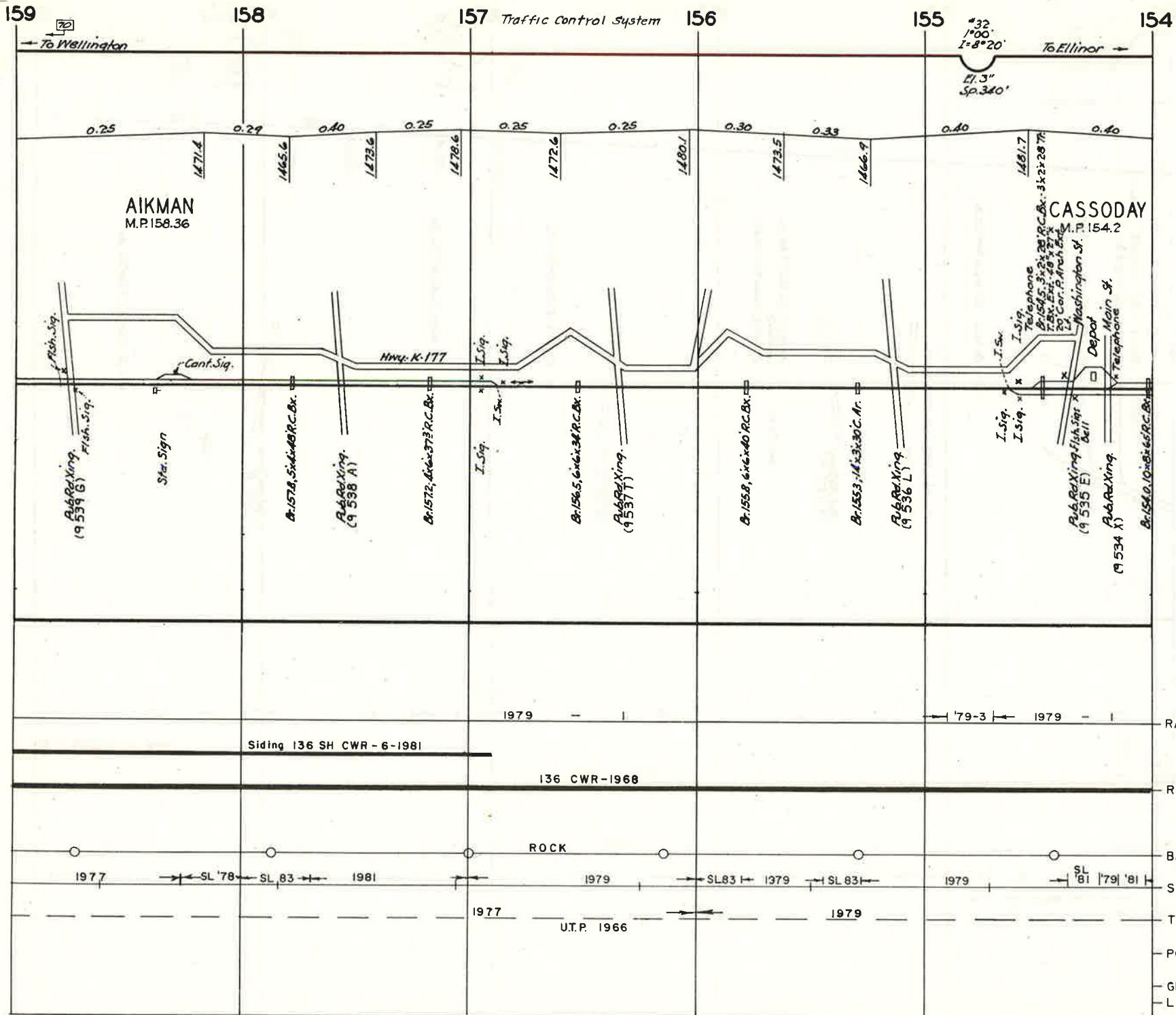


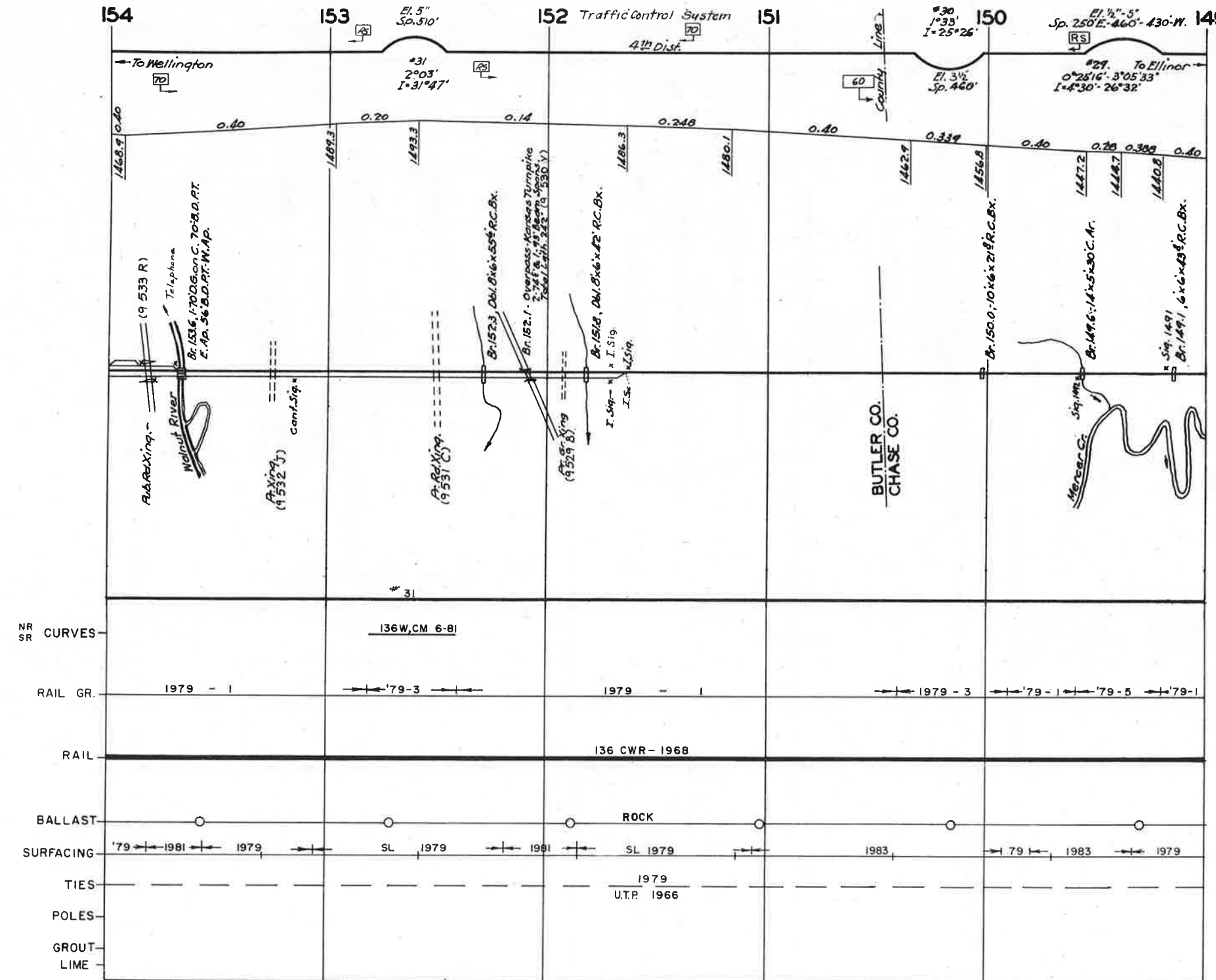


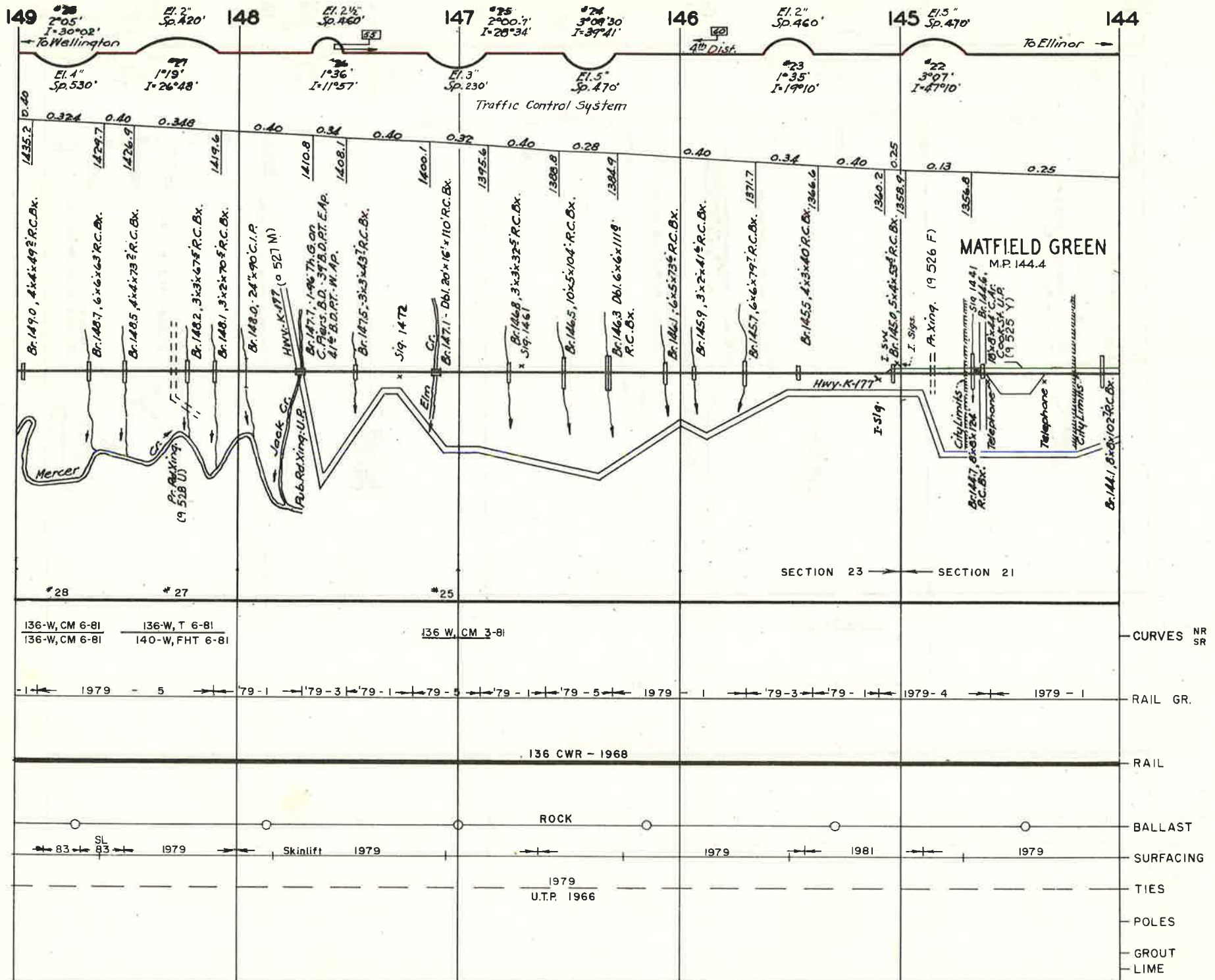
RAIL GR.	1979 - 1 N	179-1	179-3	79-1	179-3	179-1
RAIL	136 CWR - 6 - 1960 N	136 CWR - 6 - 1960 S	136 CWR, 9-81 Siding	136 CWR, 1980 Siding	136 CWR, 2-1980	
BALLAST	SCREENING N	ROCK SCREENING	SLAG	ROCK		
SURFACING	1974 N 1974 S	1974 1982	1981	1980	1983	
TIES	1974 N U.T.P. 1974 N	1974 S U.T.P. 1974 S	U.T.P. 1974 incl. siding	+0726 End Conc. Ties	1980 - CONCRETE TIES	
POLES	U.T.P. 1974 N U.T.P. 1974 S	U.T.P. 1974 S	U.T.P. 1974 incl. siding			
GROUT LIME						

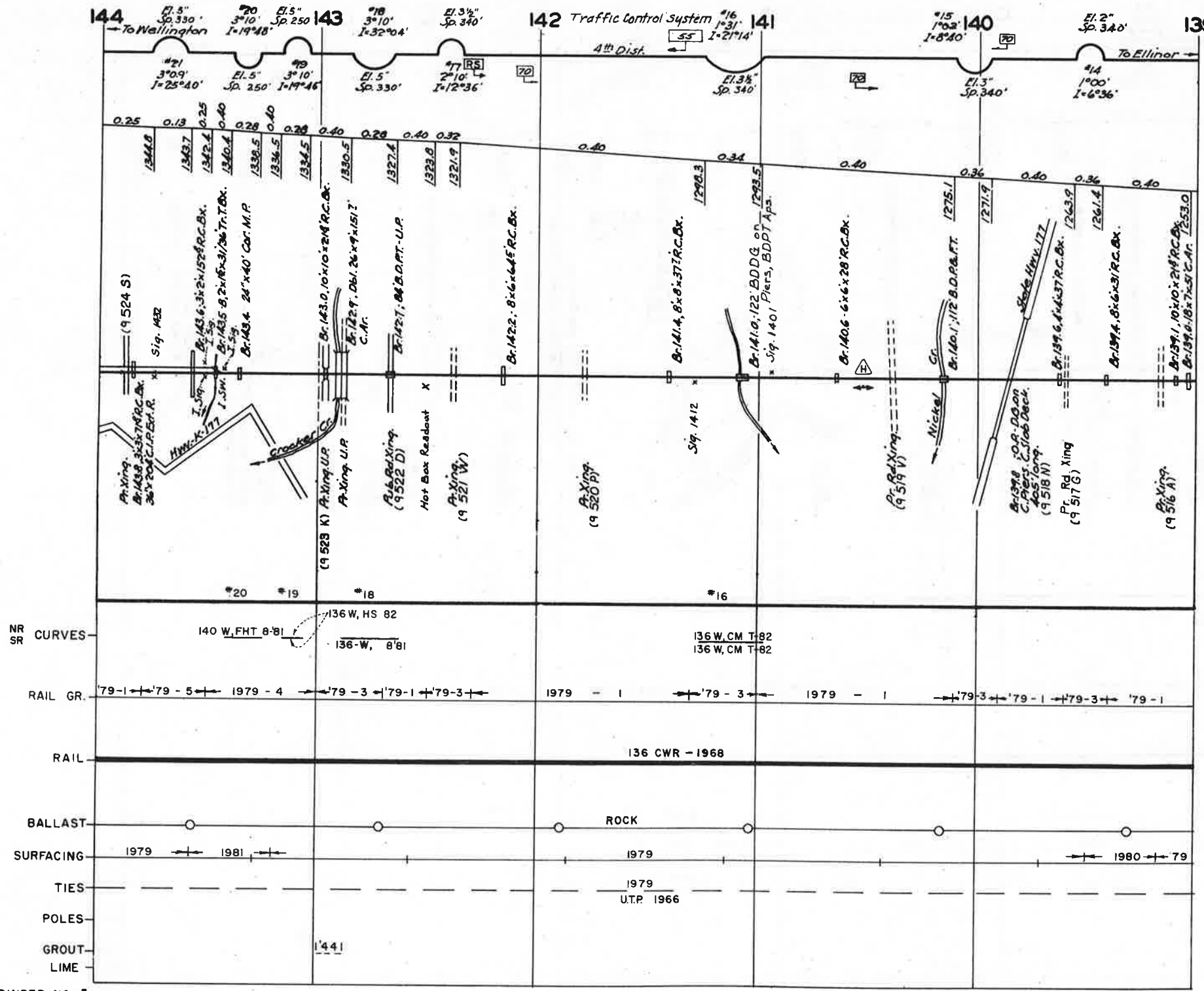


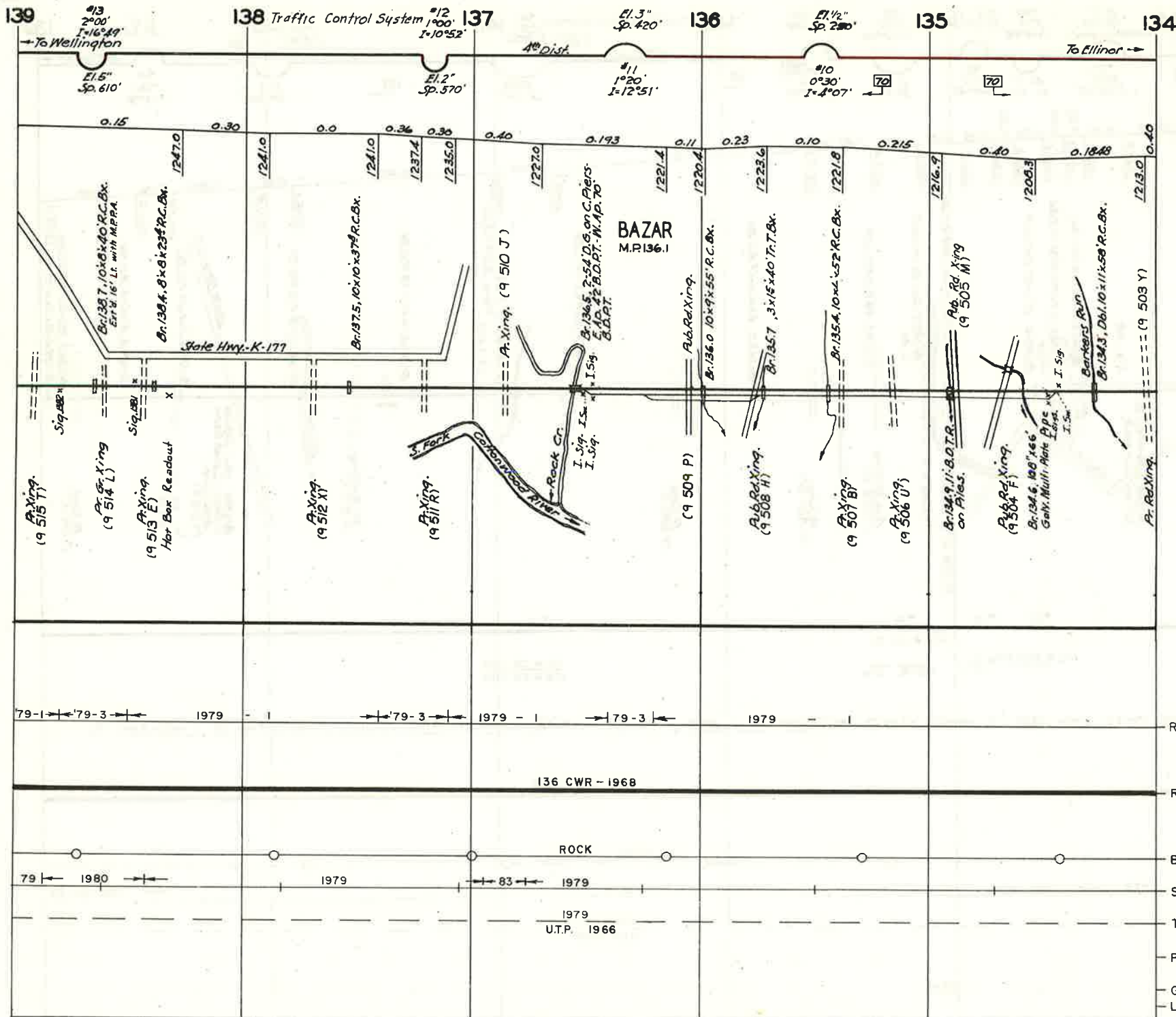






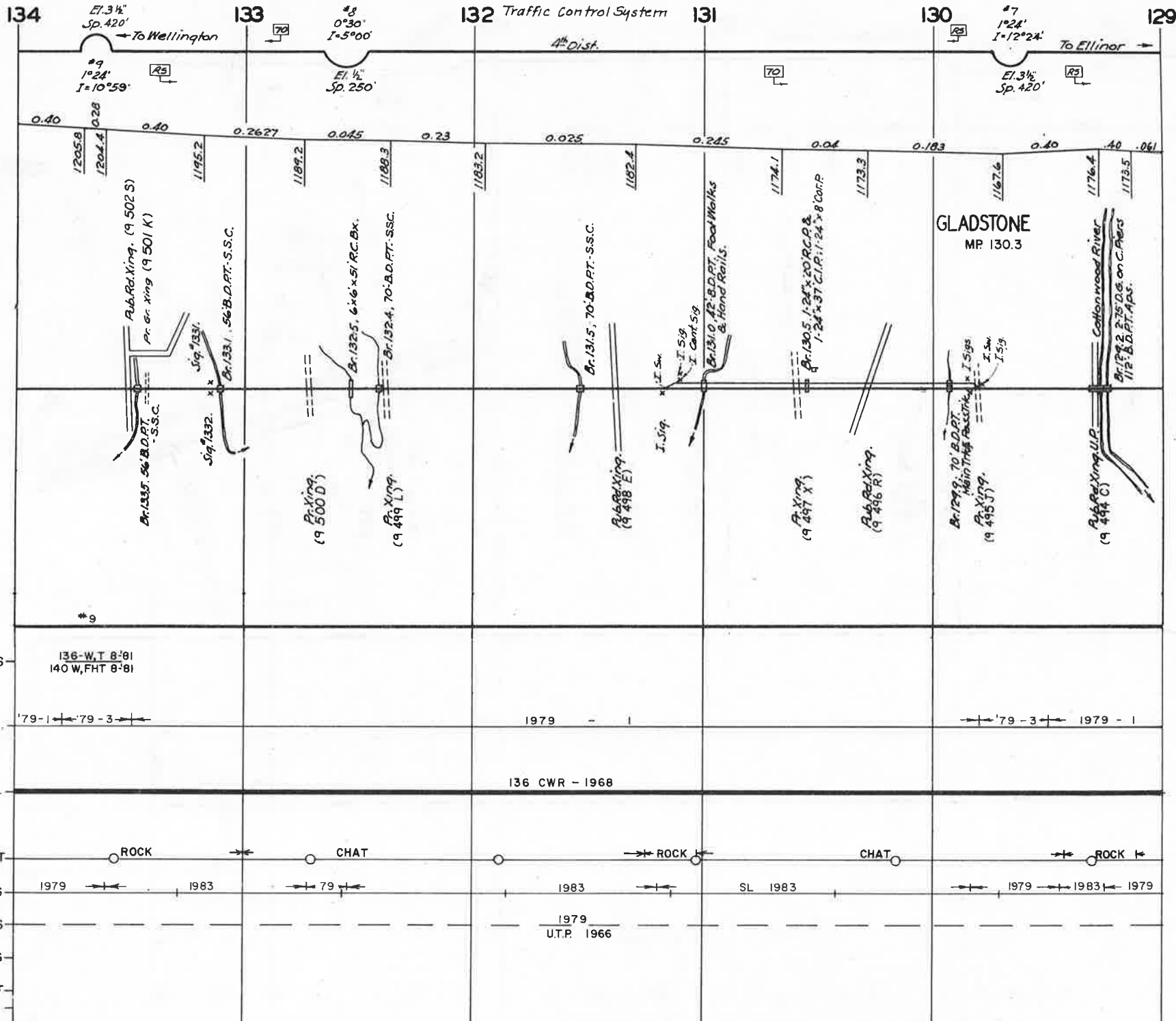


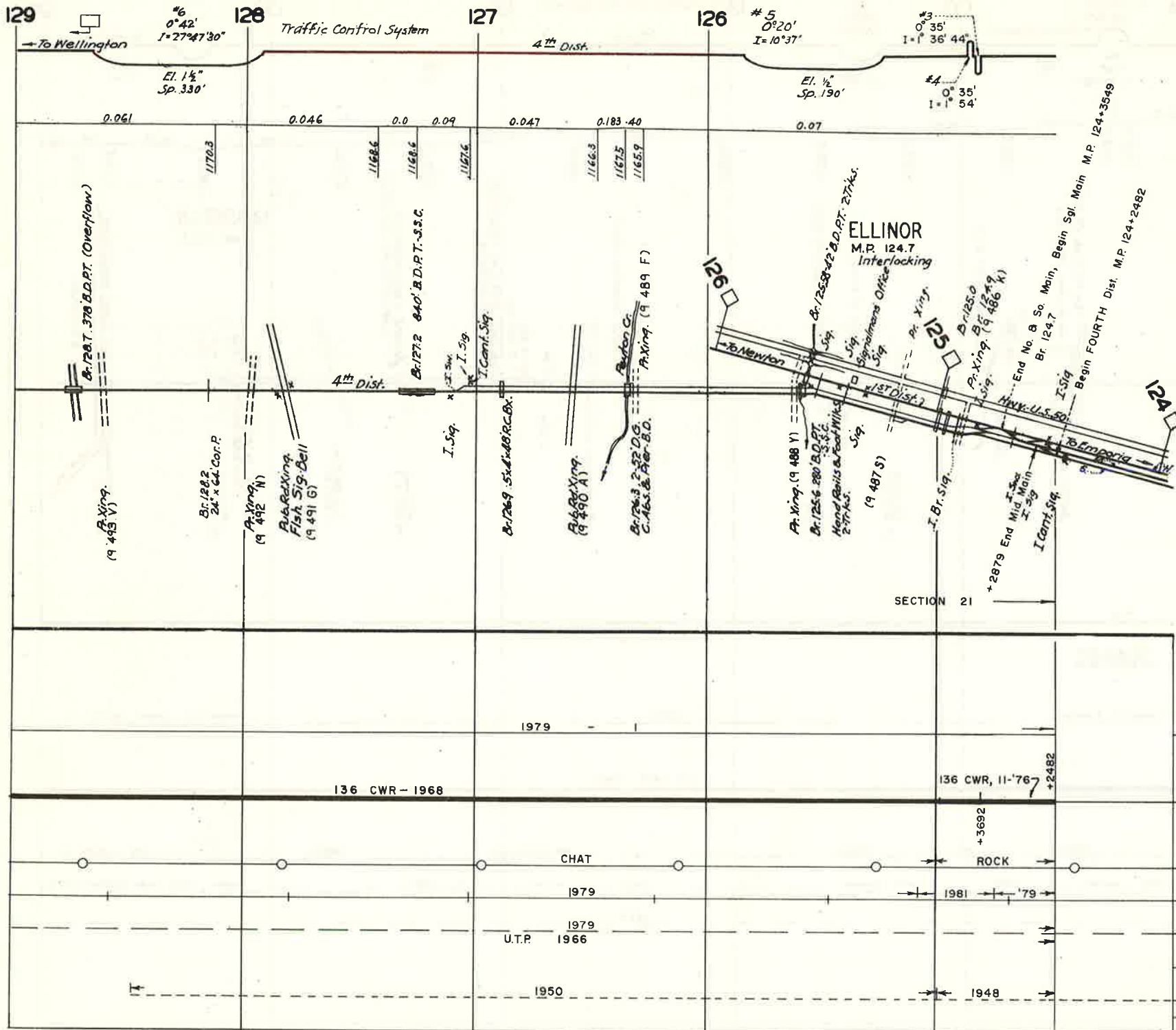


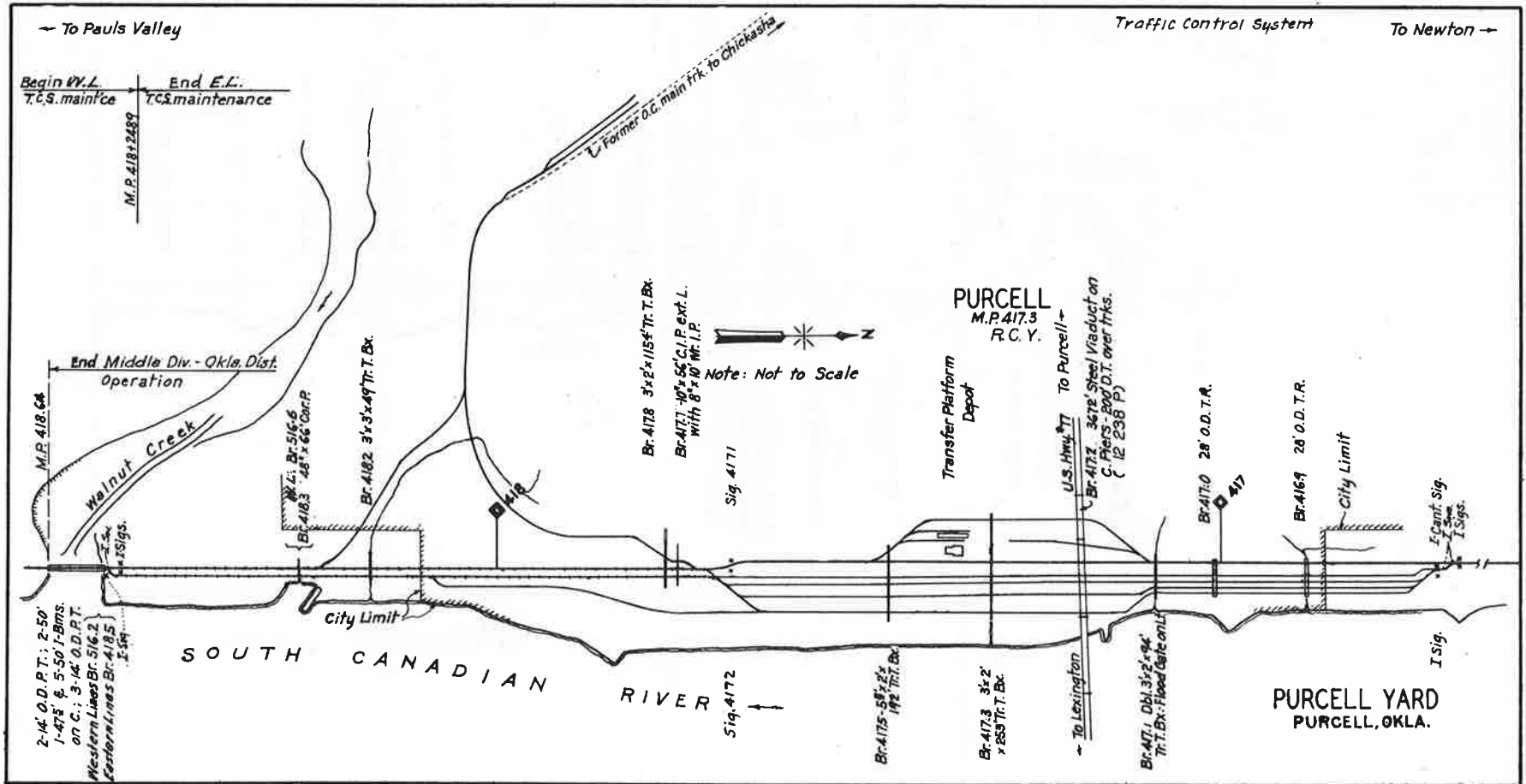


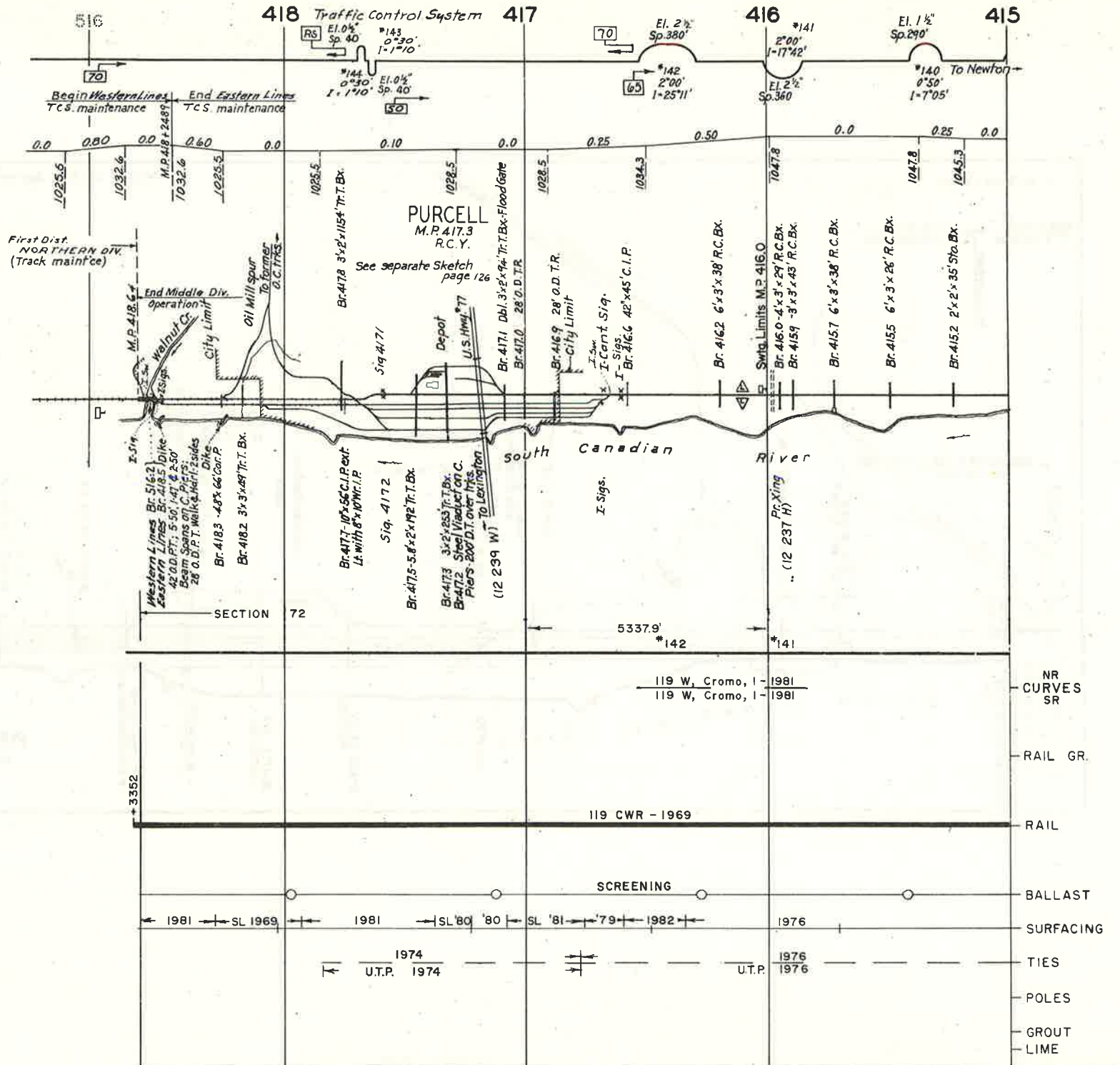
REVISED 9-83

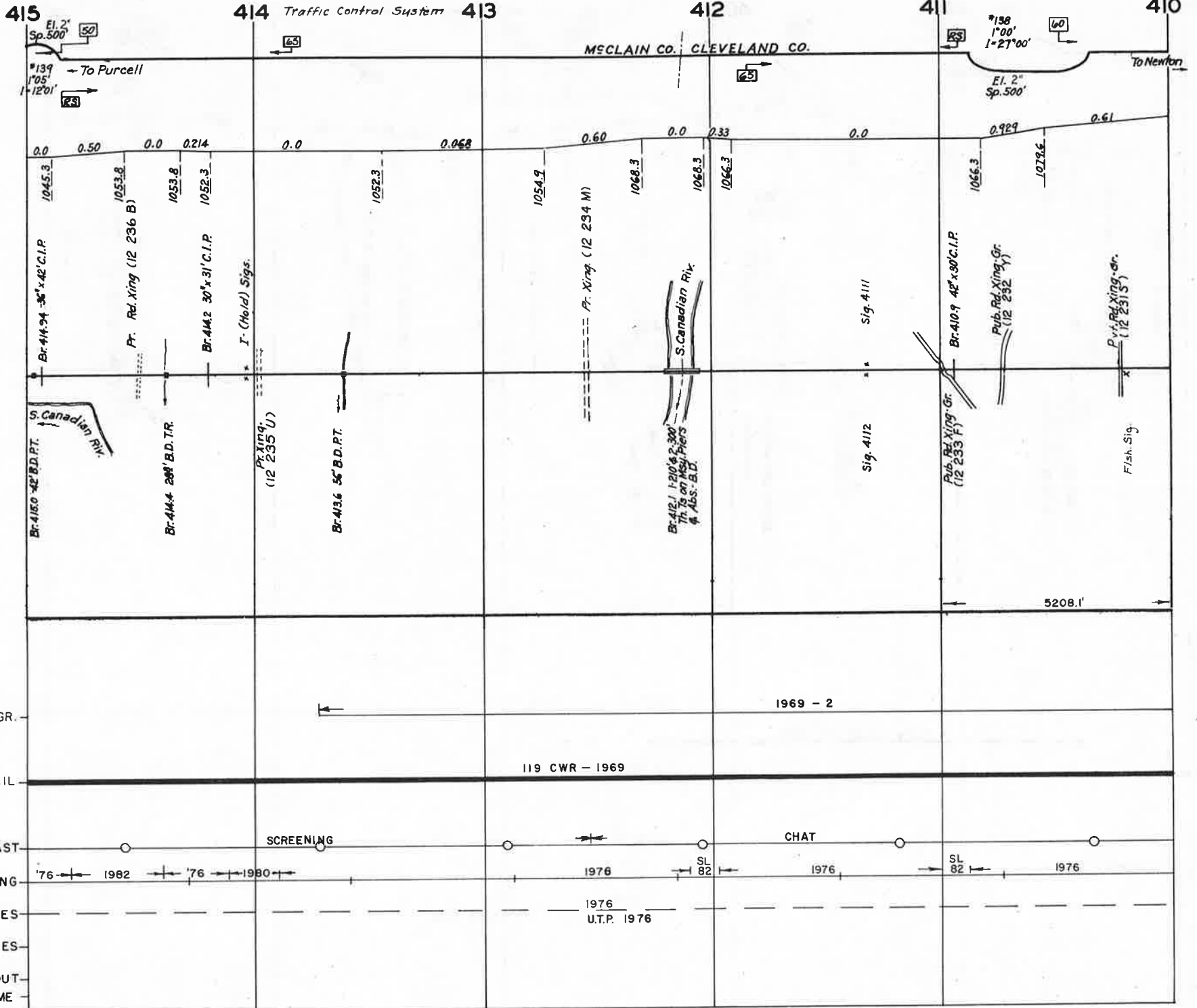
BINDER NO. 3

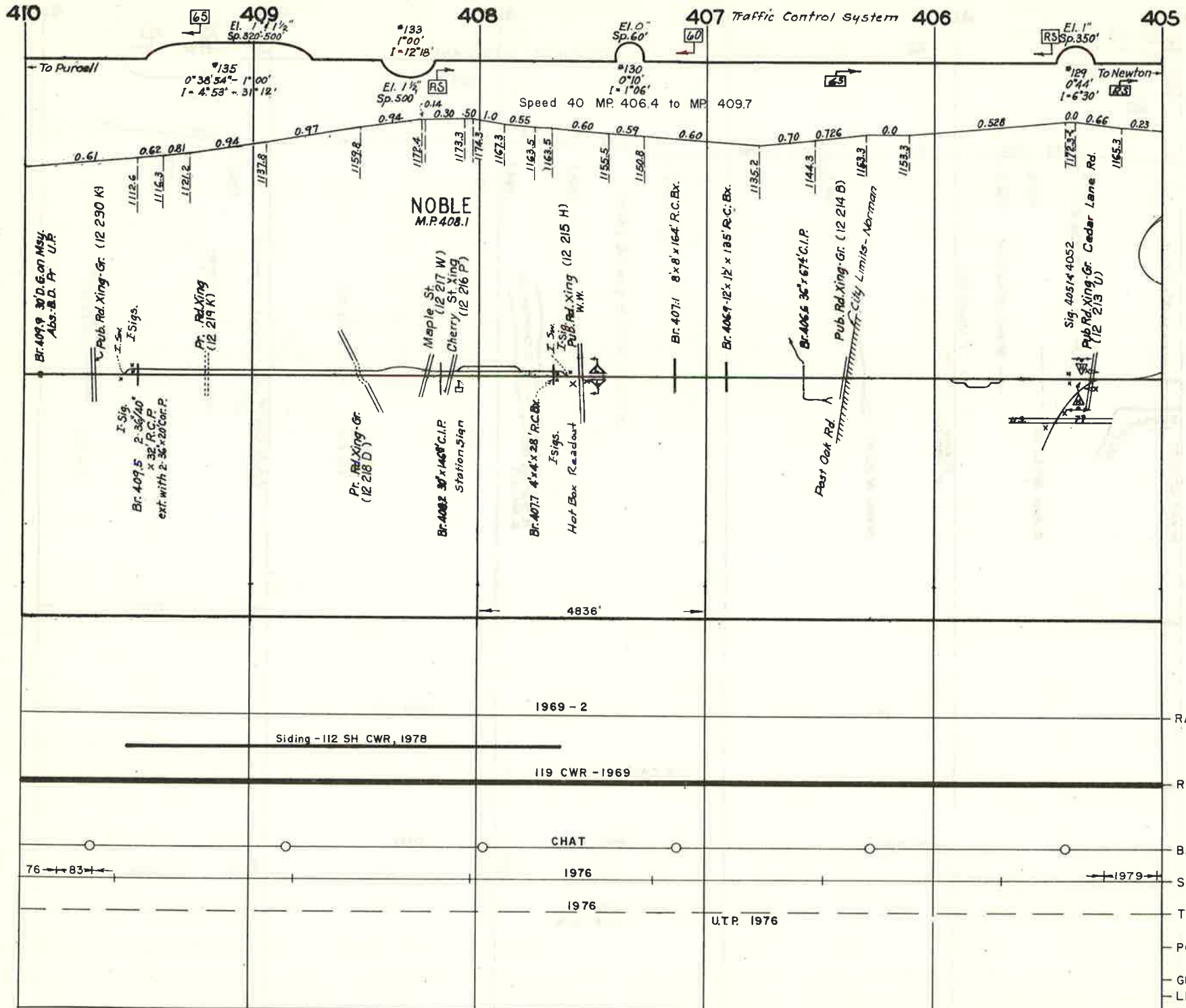












405

404

403 Traffic Control System

402

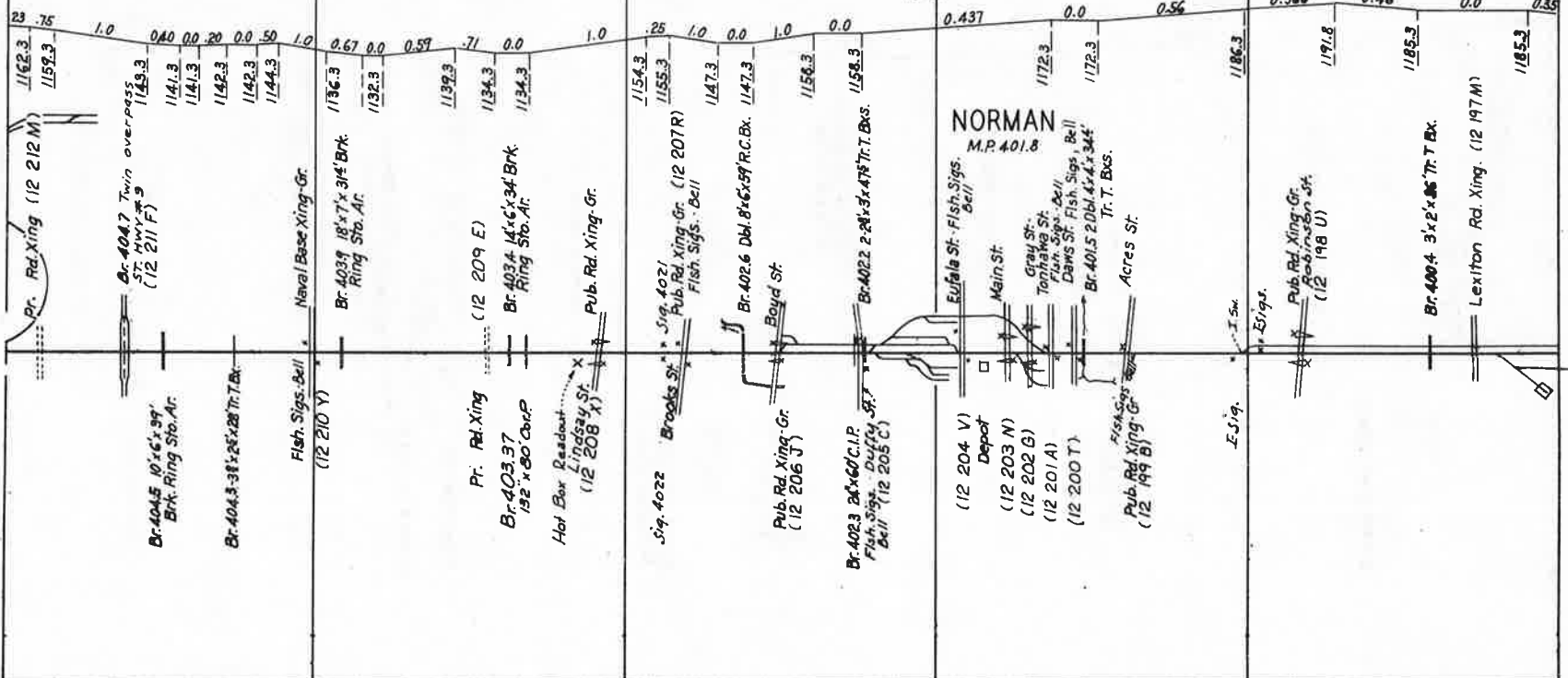
401

400

To Purcell

To Newton

Speed 30 MP. 399.6 to MP. 404.1



RAIL GR.
RAIL
BALLAST
SURFACING
TIES
POLES
GROUT
LIME

1969 - 2

119 CWR - 1969

CHAT

1976

1976

U.T.P. 1976

SL 83

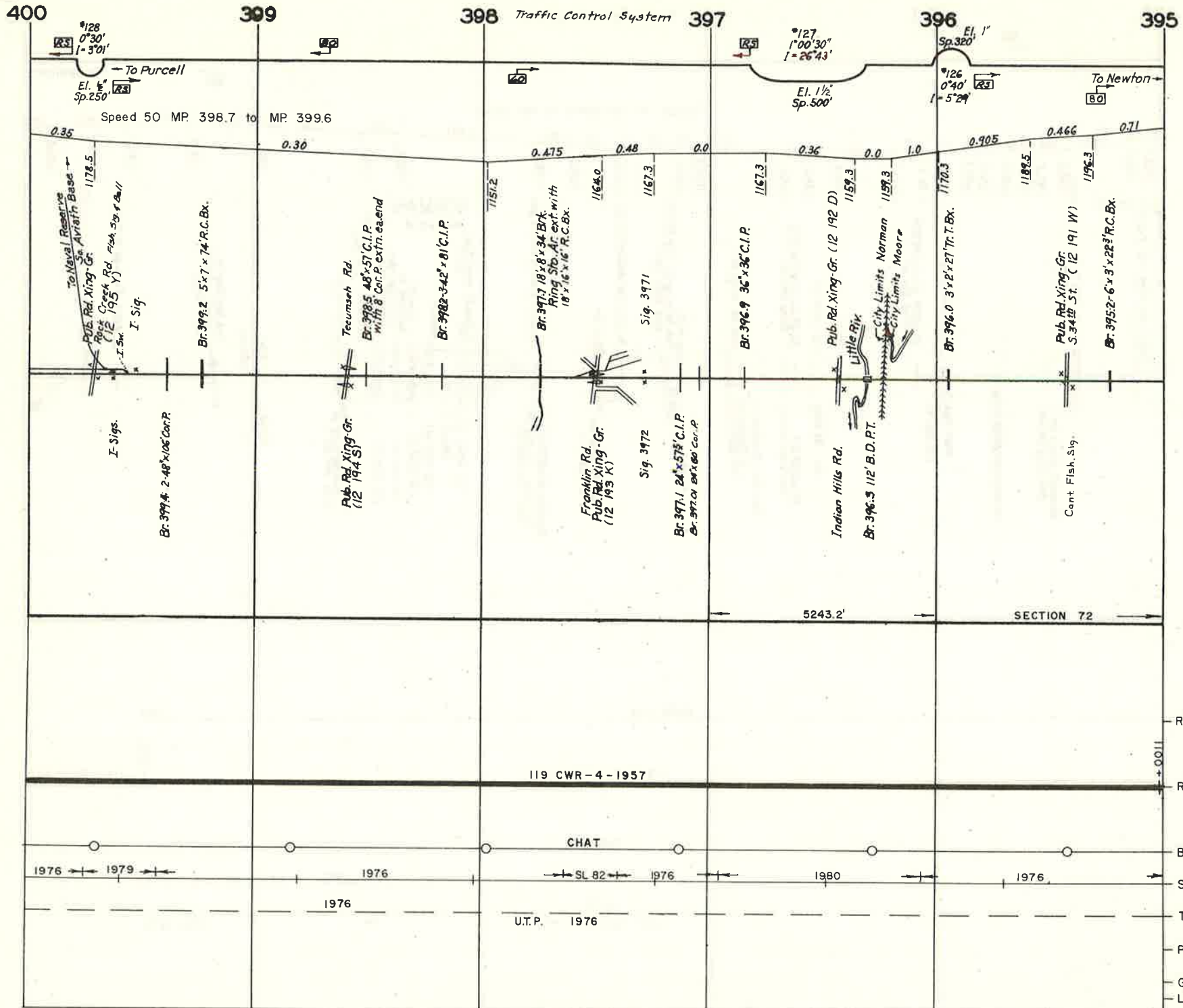
1983

1976

U.T.P. 1976

+2701

119 CWR-4-1957



395

394

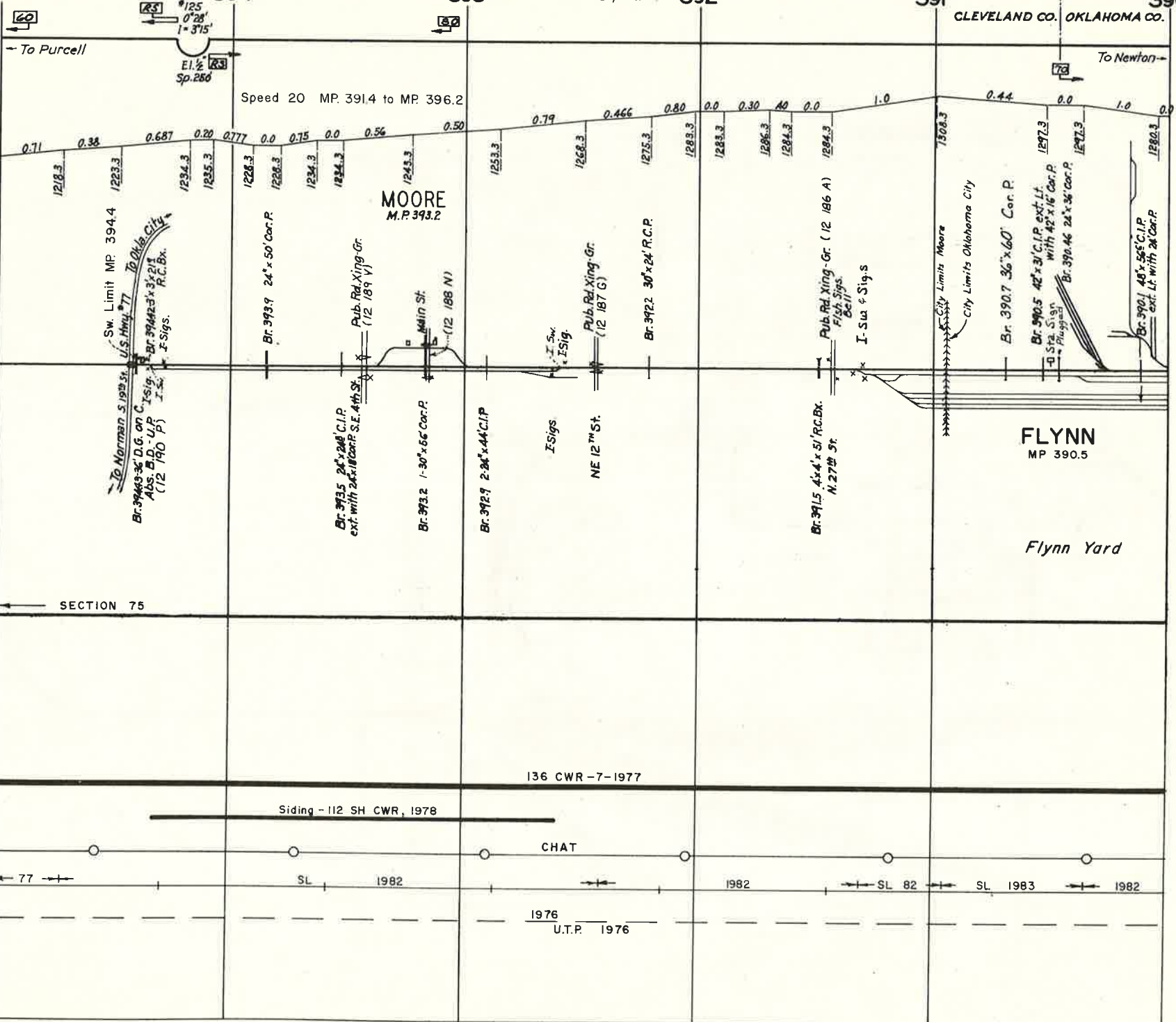
393 Traffic Control System

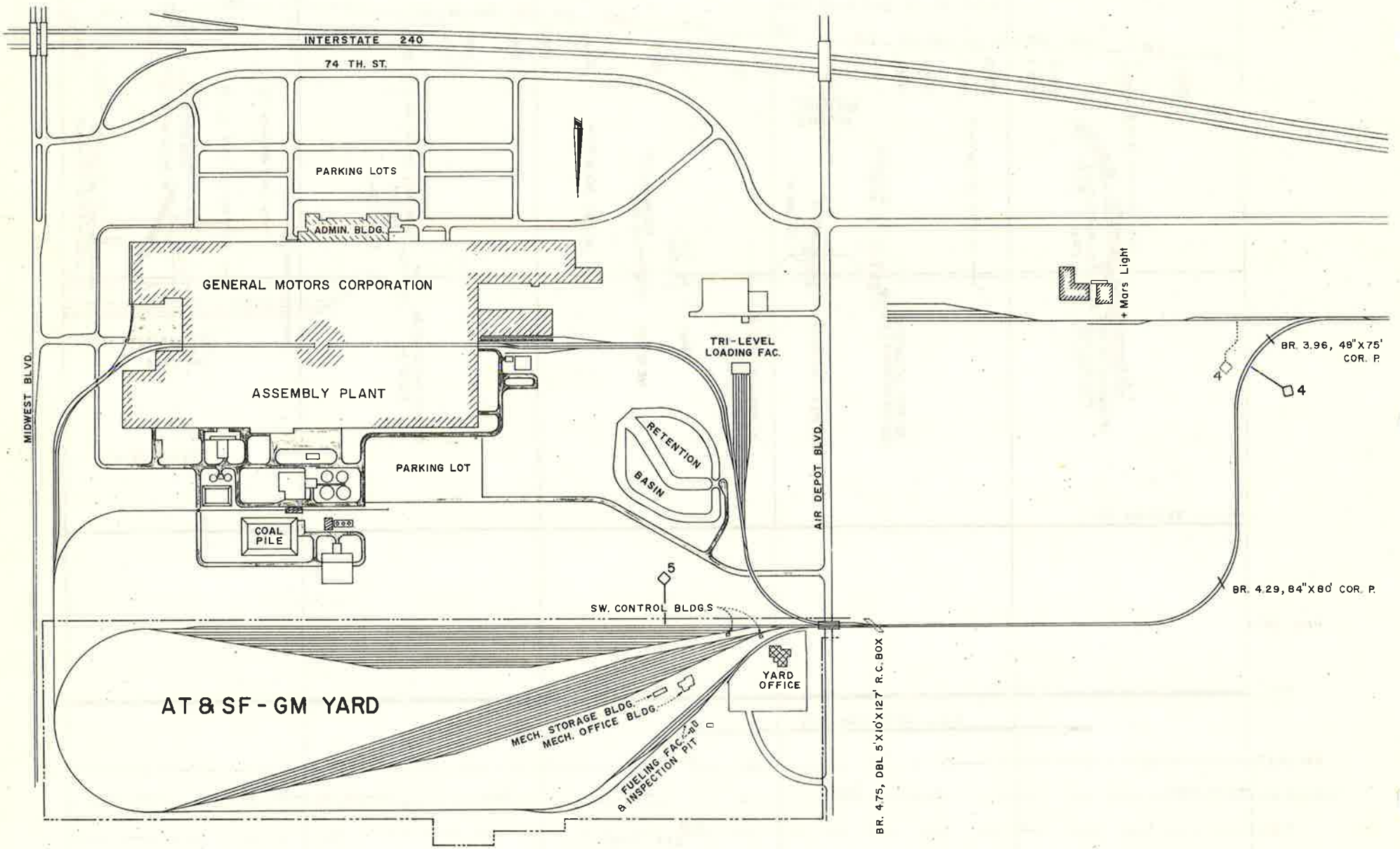
392

391

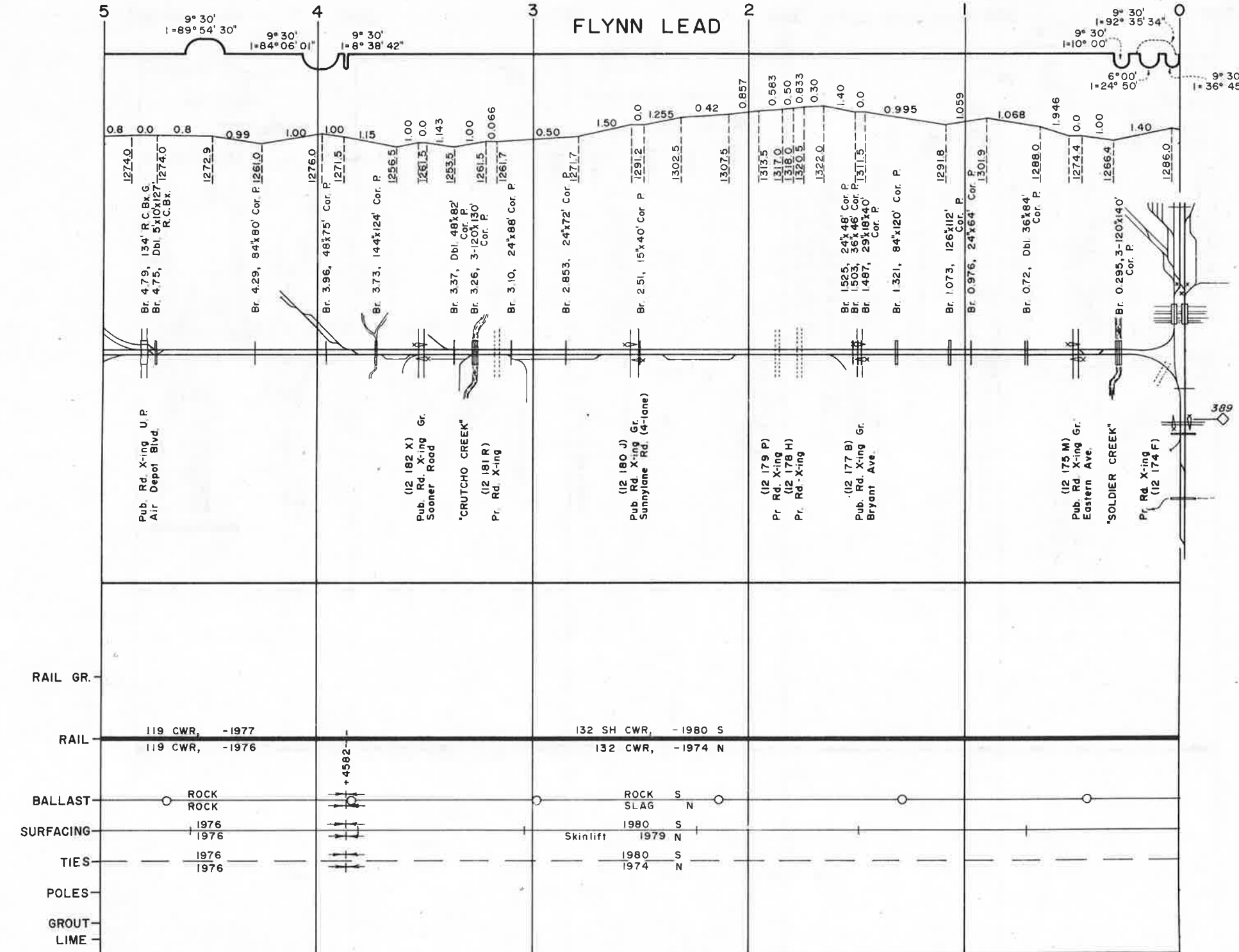
390

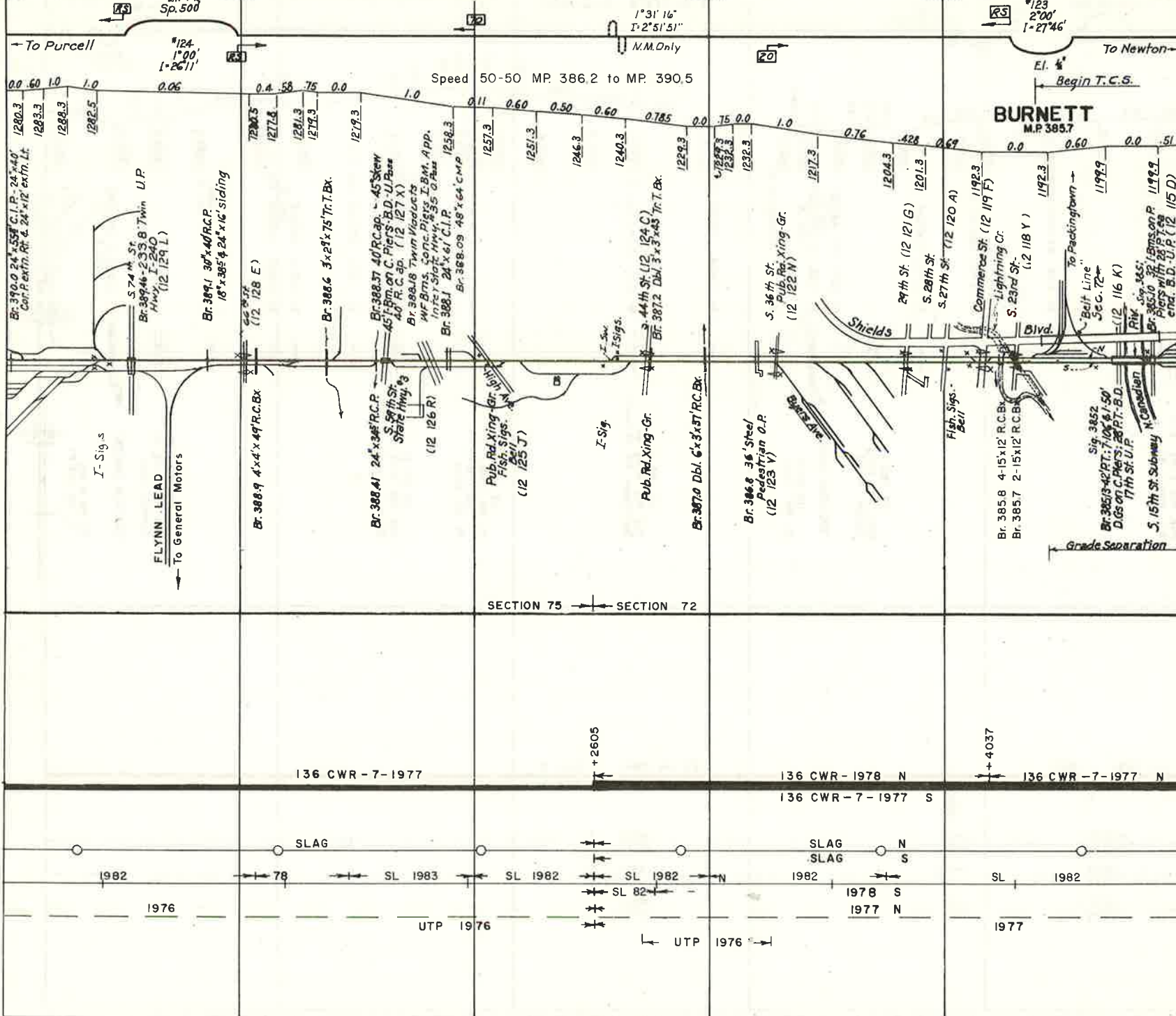
CLEVELAND CO. OKLAHOMA CO.

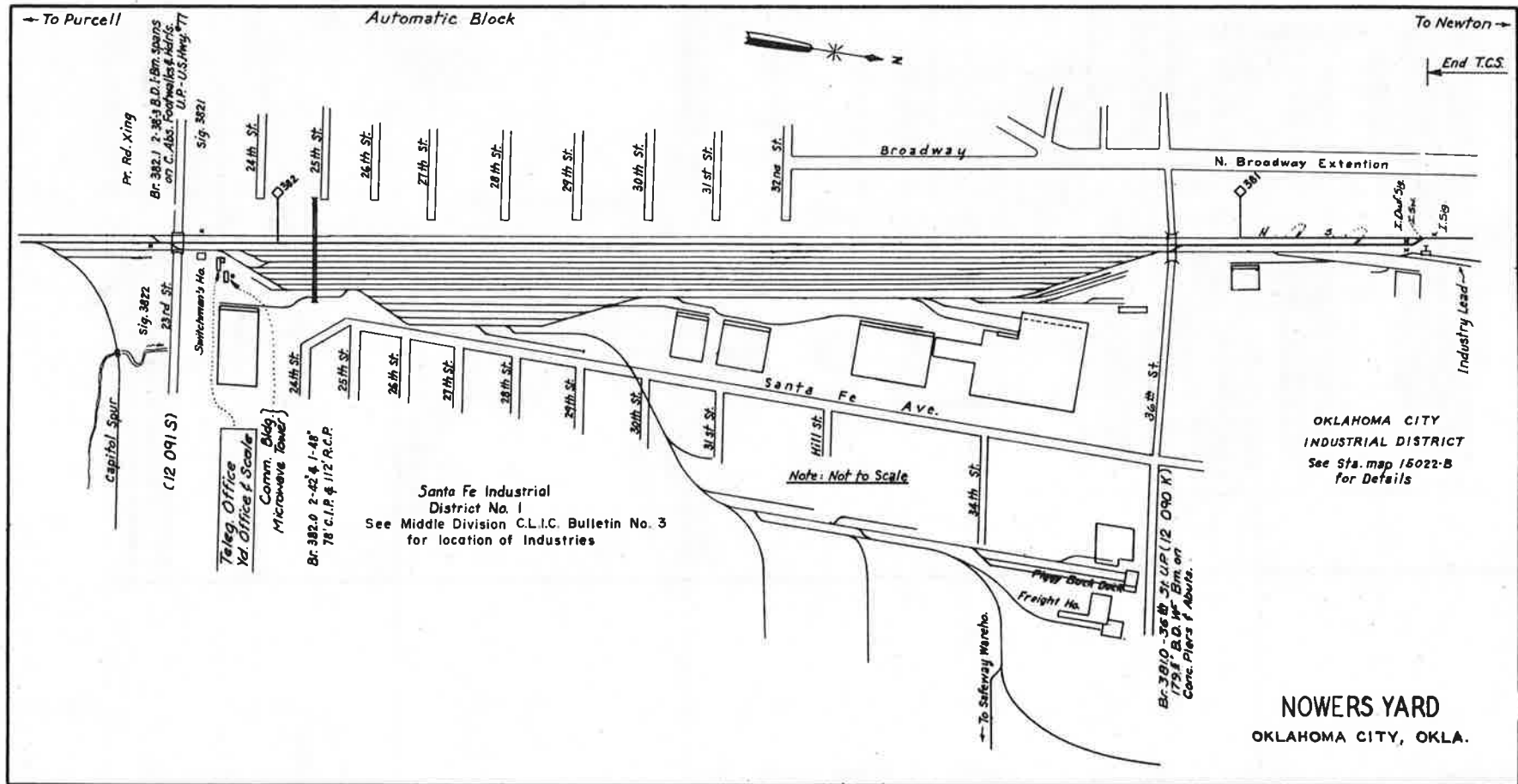




FLYNN LEAD







385

384

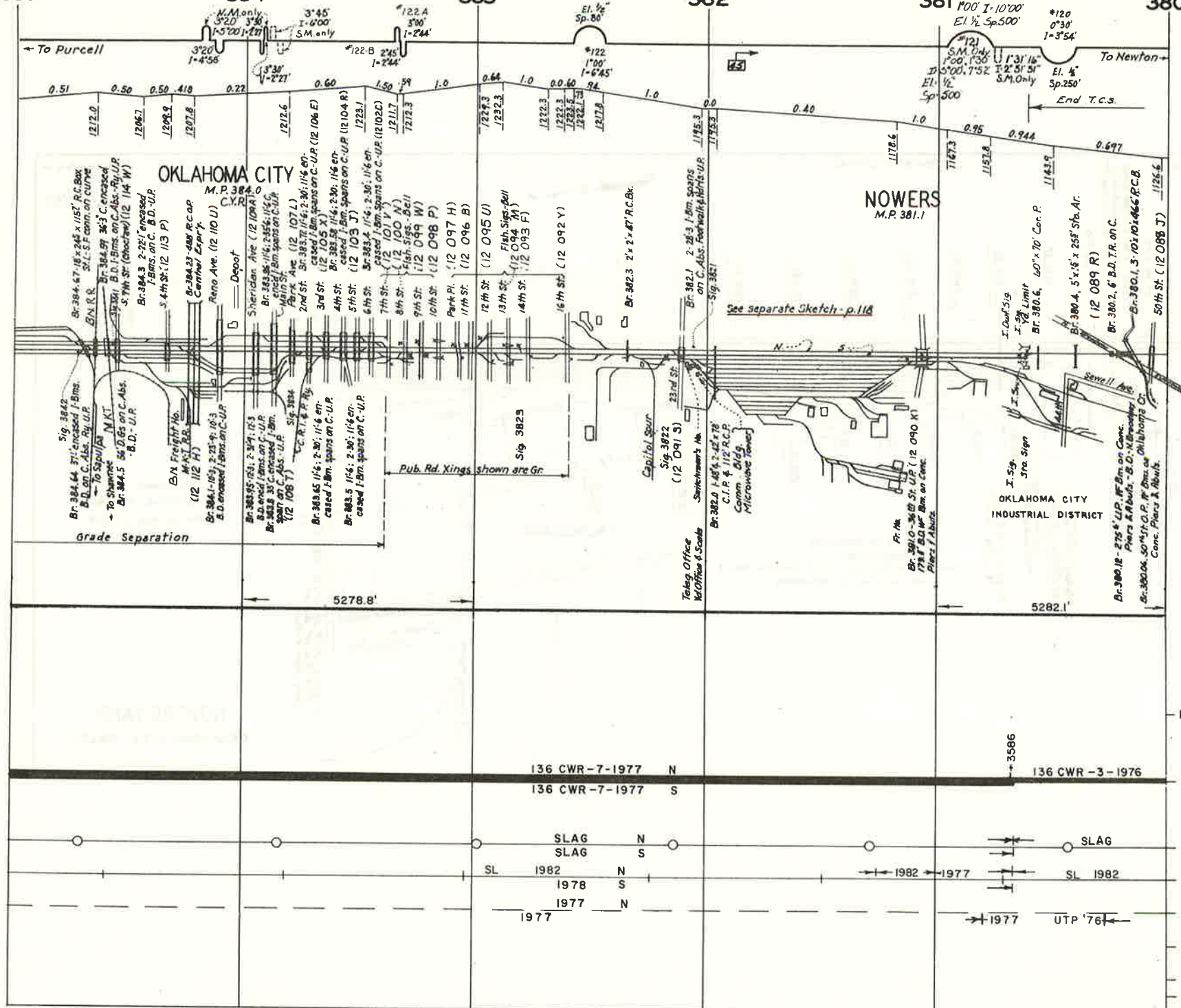
Automatic Block

383

382

381

380



OKLAHOMA CITY
M.P. 384.0
C.Y.R.

NOWERS
M.P. 381.1

**OKLAHOMA CITY
INDUSTRIAL DISTRICT**

Sig. 3842
Br. 384.64 31' enclosed 1.8m. span on C. Abs. Ry. U.P.
→ To Summit N.T.
Br. 384.5 56' D. 65 on C. Abs. B.D. U.P.

Br. 384.23 485 R.C. cap Central Expy.
Reno Ave. (12 110 U)
Depot

Br. 384.95 153 2x49 1/4 R.C. D. wood frame on C. U.P.
Br. 384.8 33' C. enclosed 1.8m. span on C. Abs. U.P. (12 108 T)
C.R. & P. Ry.

Br. 384.65 114 2x30 1/4 en. cased 1.8m. spans on C. U.P.
Br. 384.5 114 2x30 1/4 en. cased 1.8m. spans on C. U.P.

Br. 383.85 114 2x30 1/4 en. cased 1.8m. spans on C. U.P. (12 106 E)
Br. 383.8 114 2x30 1/4 en. cased 1.8m. spans on C. U.P. (12 104 R)
Br. 383.7 114 2x30 1/4 en. cased 1.8m. spans on C. U.P. (12 103 J)
Br. 383.4 114 2x30 1/4 en. cased 1.8m. spans on C. U.P. (12 102 C)
Br. 383.2 114 2x30 1/4 en. cased 1.8m. spans on C. U.P. (12 101 V)
Br. 383.1 114 2x30 1/4 en. Fish. Sigs. 2x11 (12 100 N)
Br. 383.0 114 2x30 1/4 en. Fish. Sigs. 2x11 (12 098 P)
Park Pl. (12 097 H)
Br. 382.9 114 2x30 1/4 en. (12 096 B)
Br. 382.8 114 2x30 1/4 en. (12 095 U)
Br. 382.7 114 2x30 1/4 en. Fish. Sigs. 2x11 (12 094 M)
Br. 382.6 114 2x30 1/4 en. (12 093 F)
Br. 382.5 114 2x30 1/4 en. (12 092 Y)

Sig. 3823
Pub. Rd. Xings shown are Gr.

Capital Spur
Sig. 3822 (12 091 S)
Switchman's Hs.

Br. 382.0 148 2x27 1/8 C.I.P. & 12 R.C.P.
Comm. Bldg. Microwave tower

Br. 381.0 34th St. U.P. (12 090 X)
178' B.D. W. 8m. on C. U.P.
Piers 1 Abut.

Br. 380.12 276' U.P. 1.8m. on Conc. Piers & Abuts. B.D. W. 8m. on C. U.P.
Br. 380.06 50' 31' C.P. 1.8m. on C. U.P. on C. Abs. Oklahoma City Conc. Piers & Abuts.

Br. 380.6 60' 70' Cor. P.
Br. 380.4 5' x 5' x 25' Sph. Ar. (12 089 R)
Br. 380.2 6' B.D. T.R. on C.
Br. 380.1 5' 10' 10' x 6' 6' R.C. B.

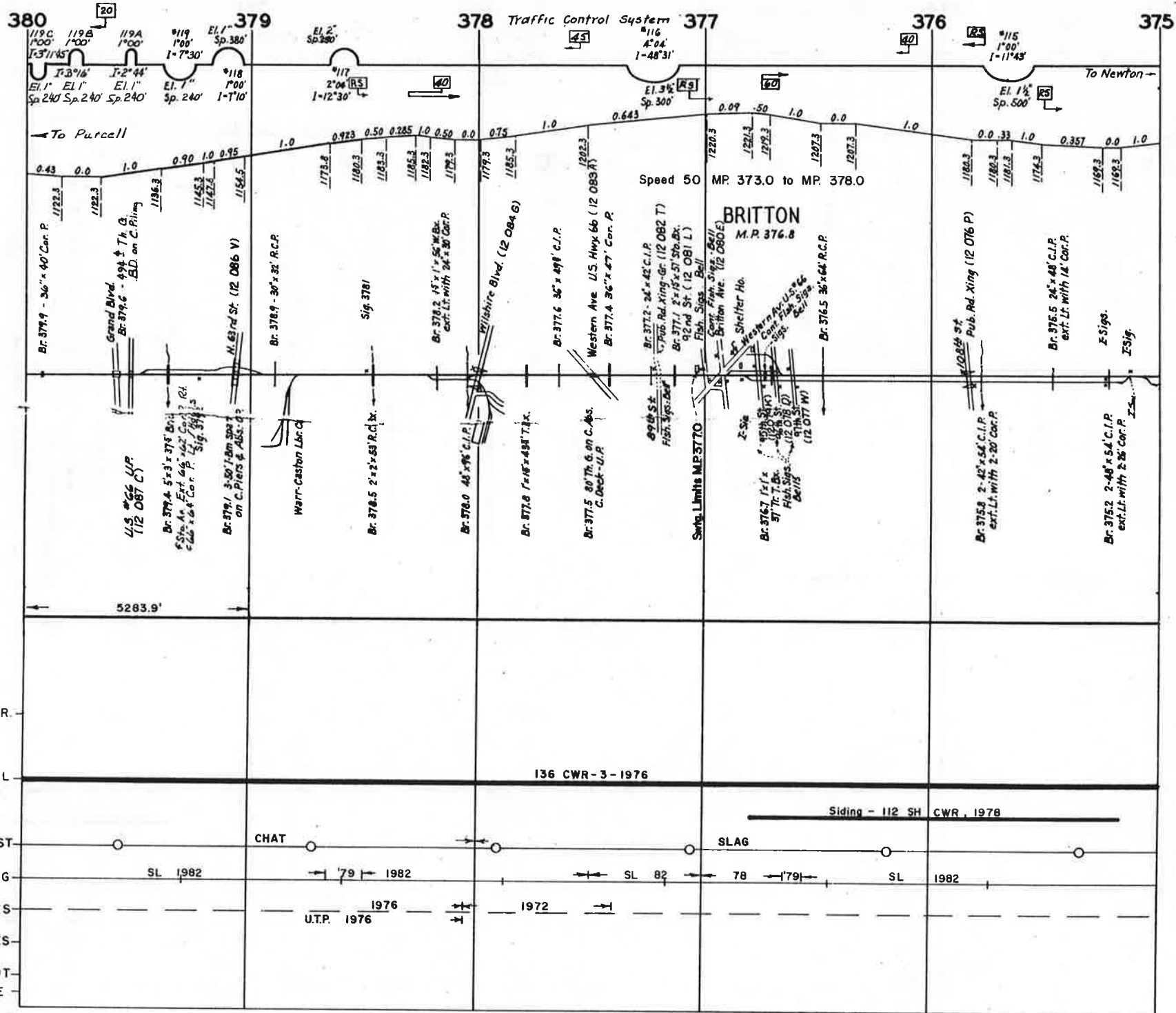
136 CWR-7-1977 N
136 CWR-7-1977 S

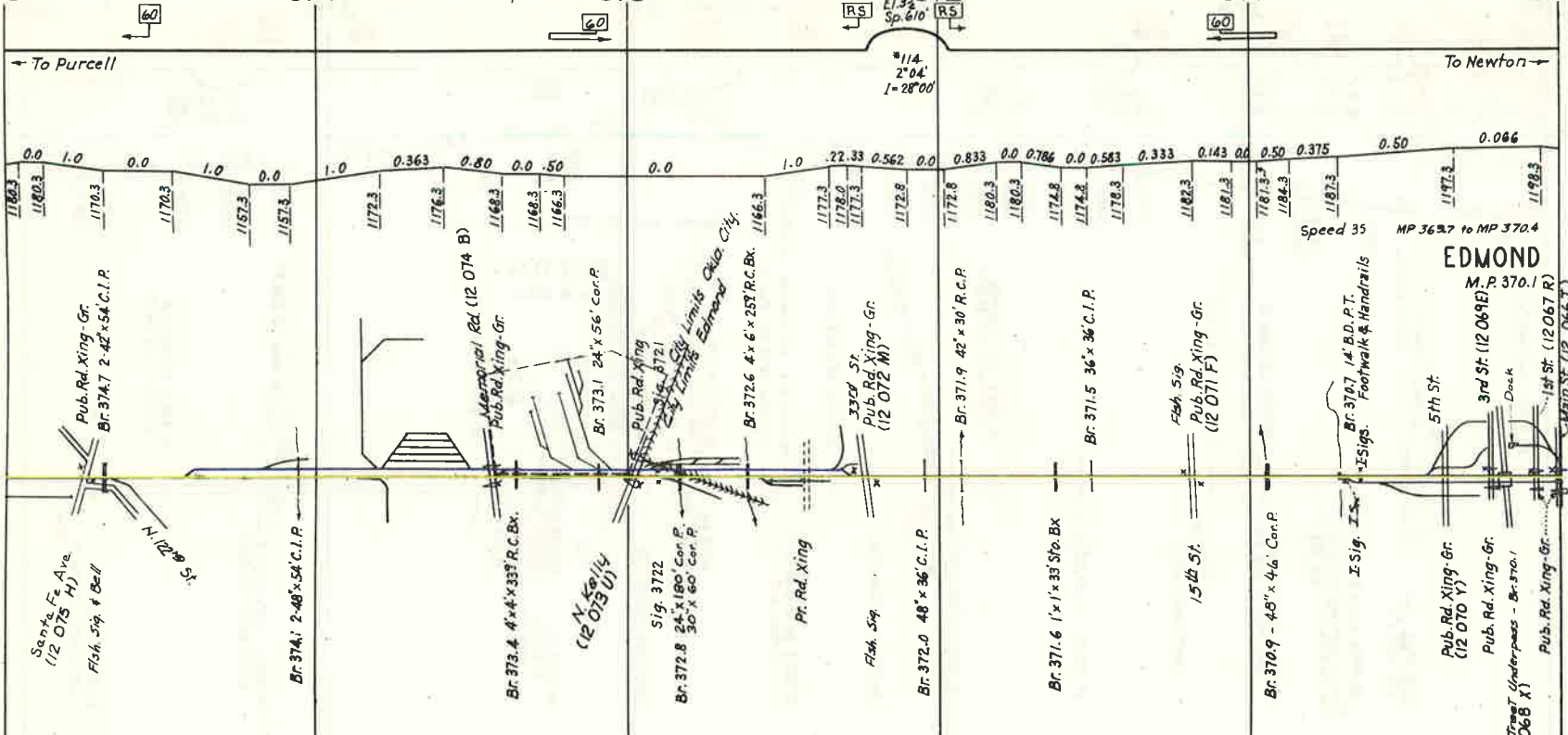
3586
136 CWR-3-1976

SLAG N
SLAG S
SL 1982 N
1978 S
1977 N

SLAG
SL 1982
1977 UTP '76

RAIL GR.
RAIL
BALLAST
SURFACING
TIES
POLES
GROUT
LIME





Speed 35 MP 369.7 to MP 370.4

EDMOND
M.P. 370.1

SECTION 72 SECTION 71

136 CWR - 3 - 1976

SLAG

Siding - 112 SH

RAIL GR.
RAIL
BALLAST
SURFACING
TIES
POLES
GROUT
LIME

SL 1982

1977

'81

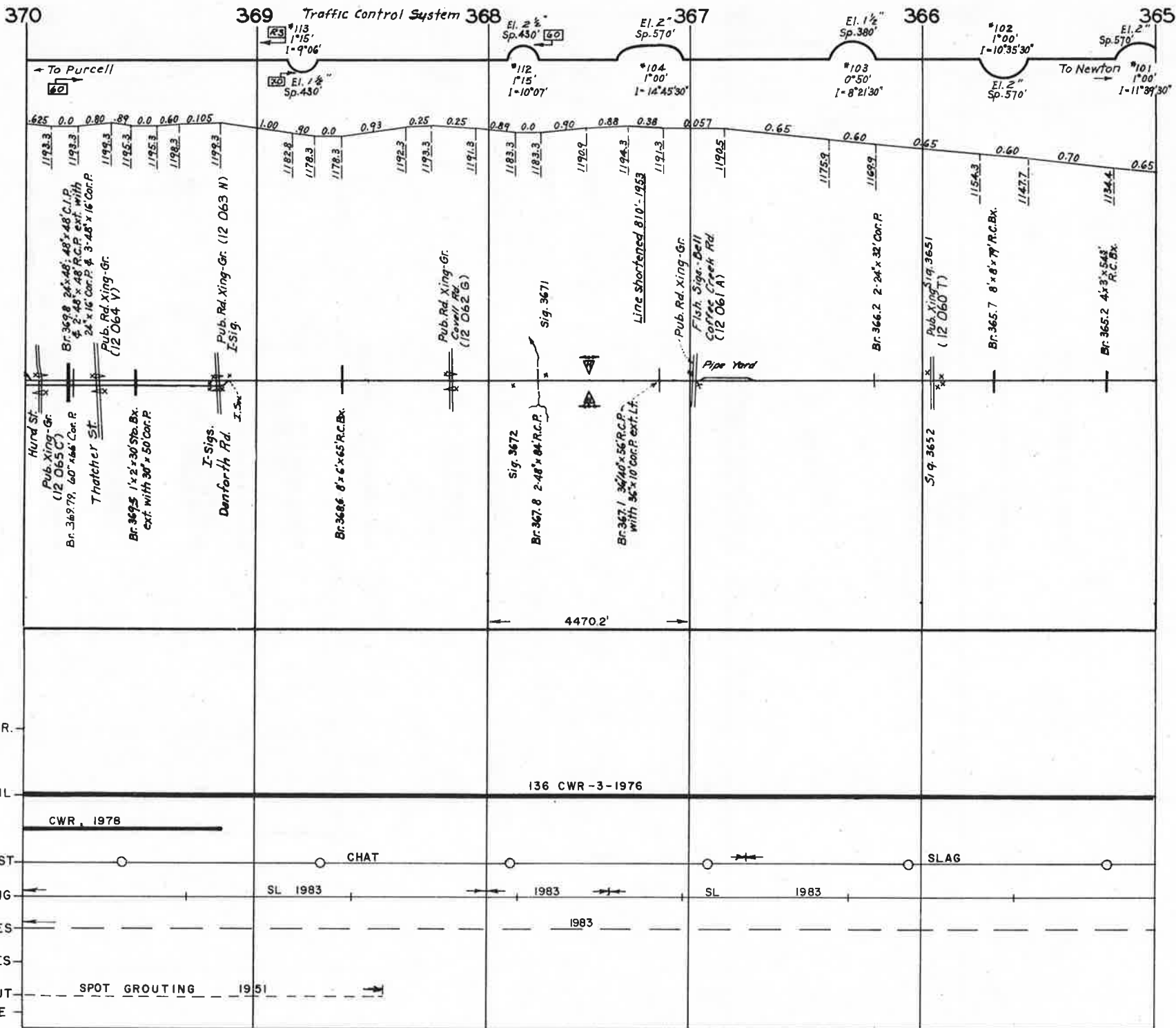
1982

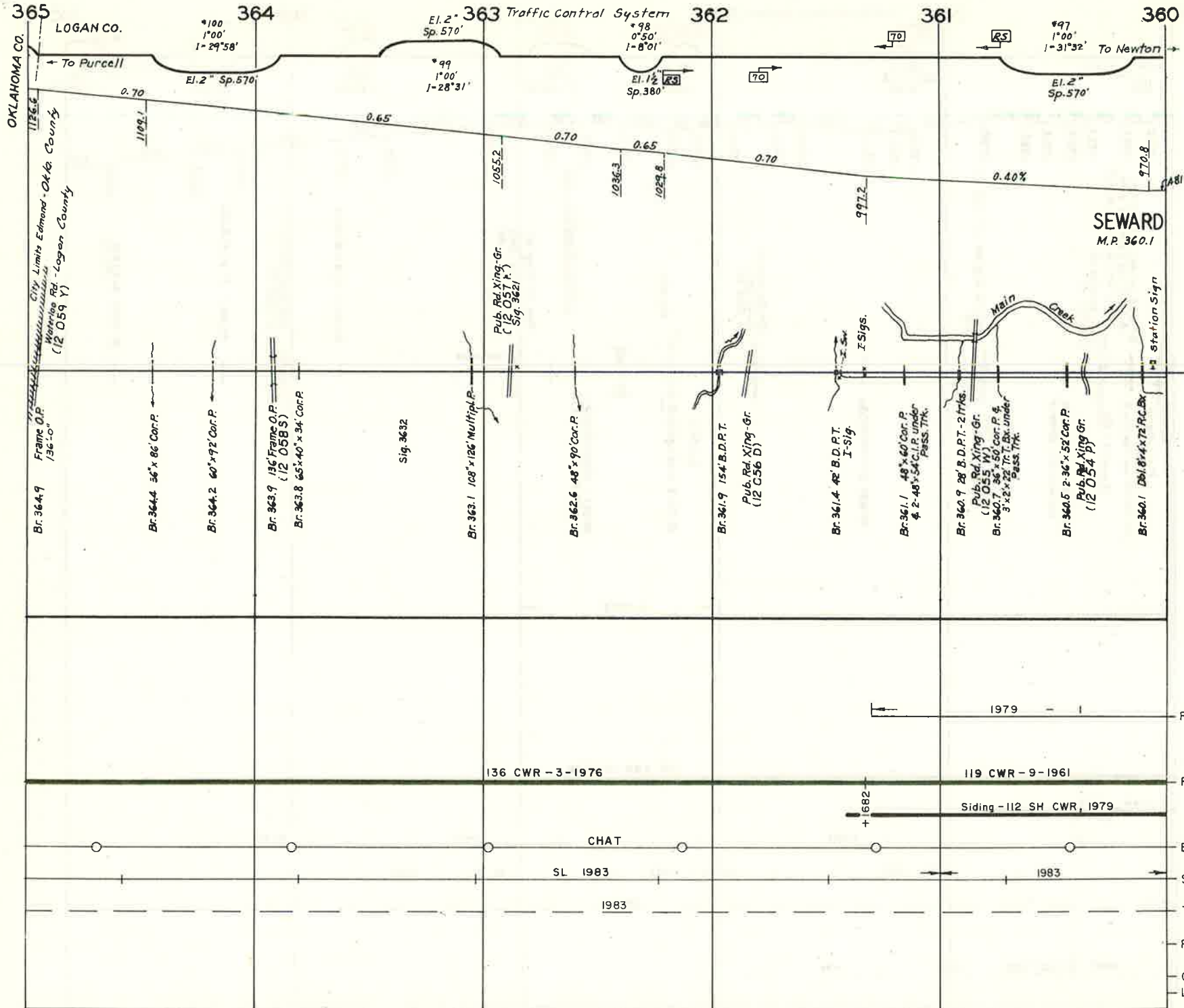
SL 1982

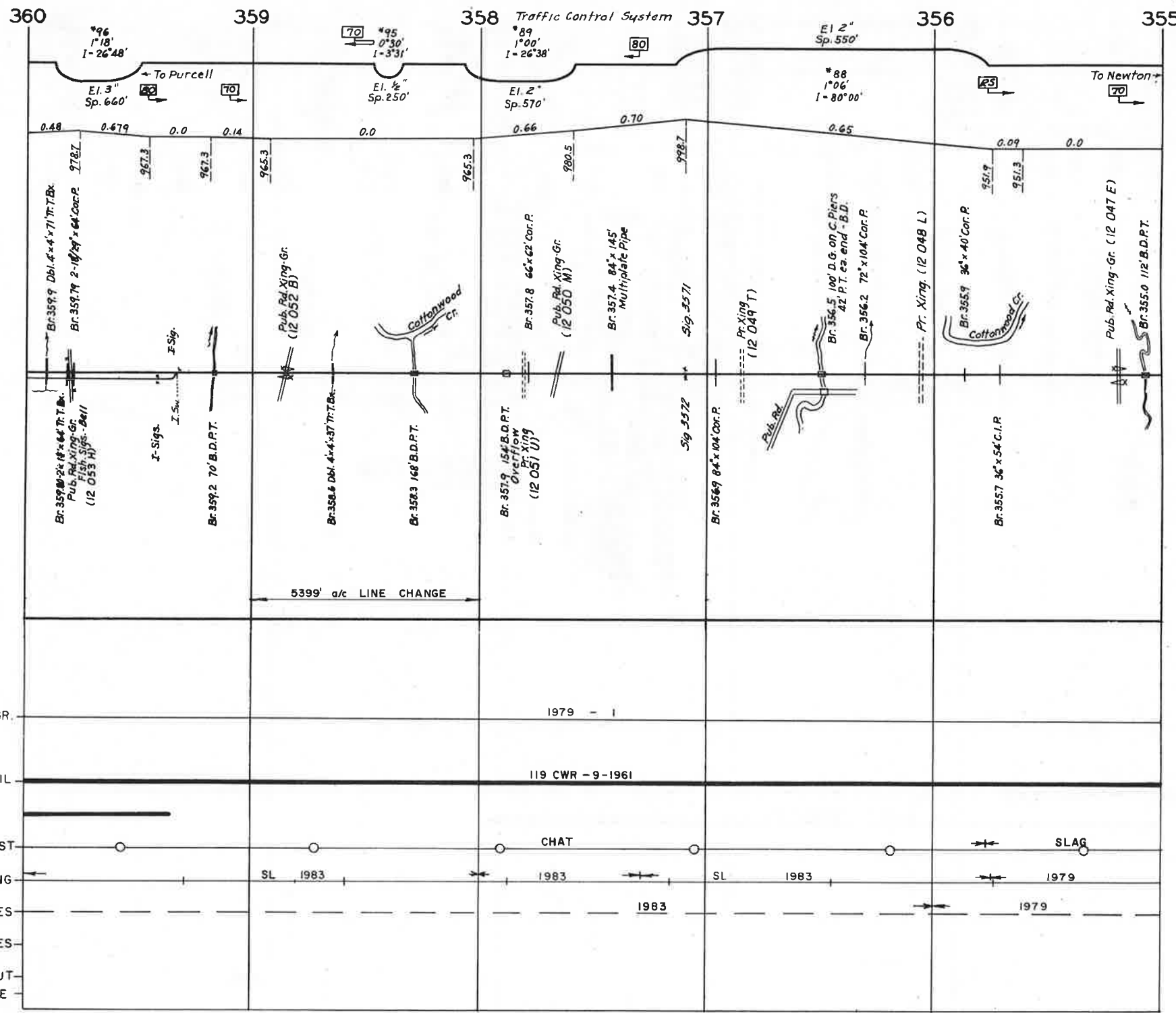
1978

1974

SPOT GROUTING 1951







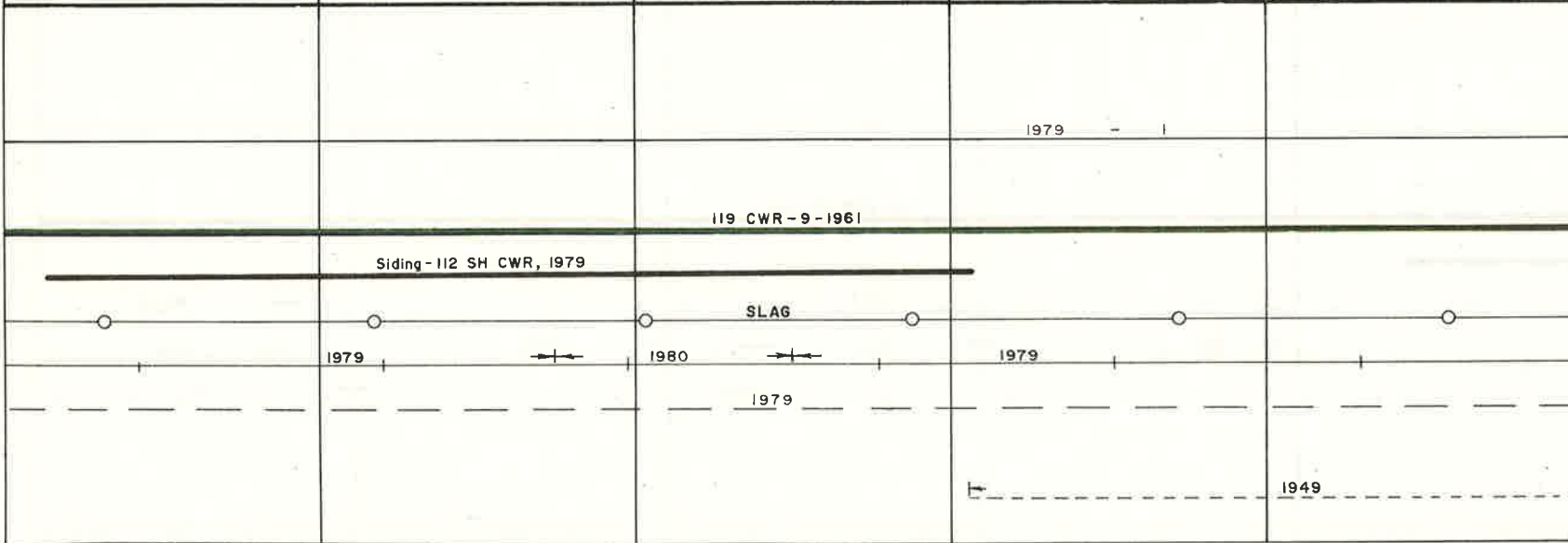
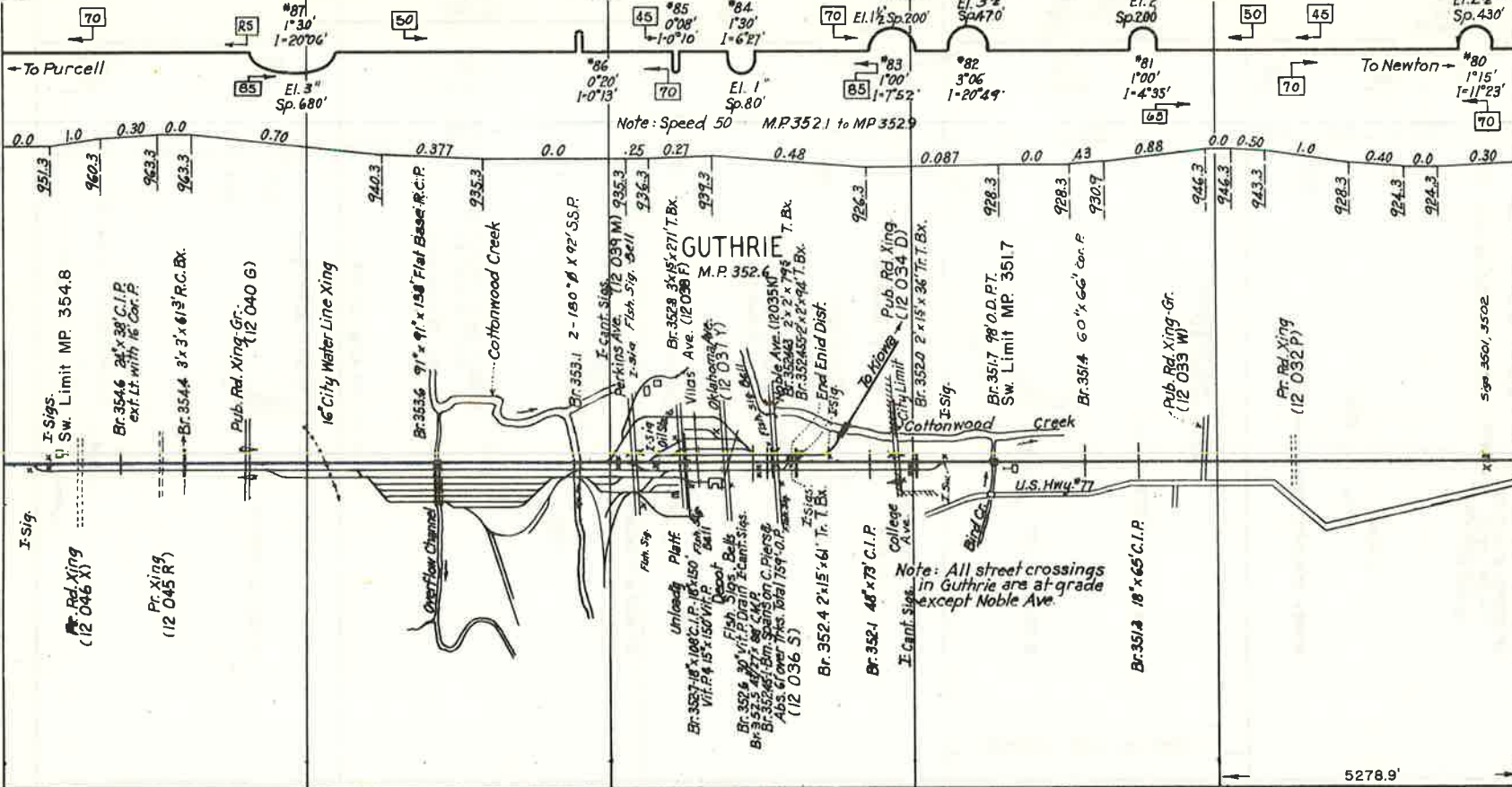
355

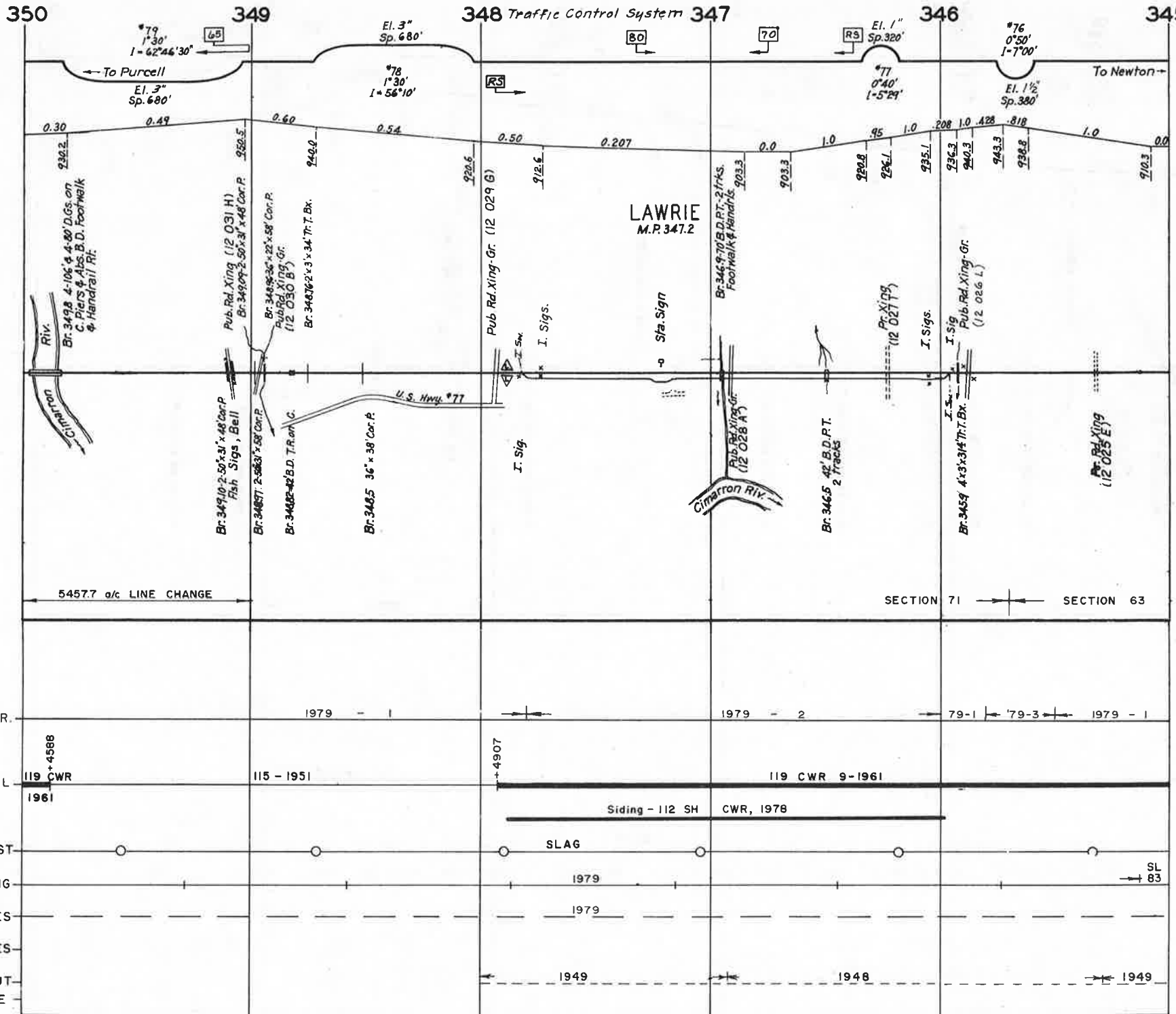
354 Traffic Control System 353

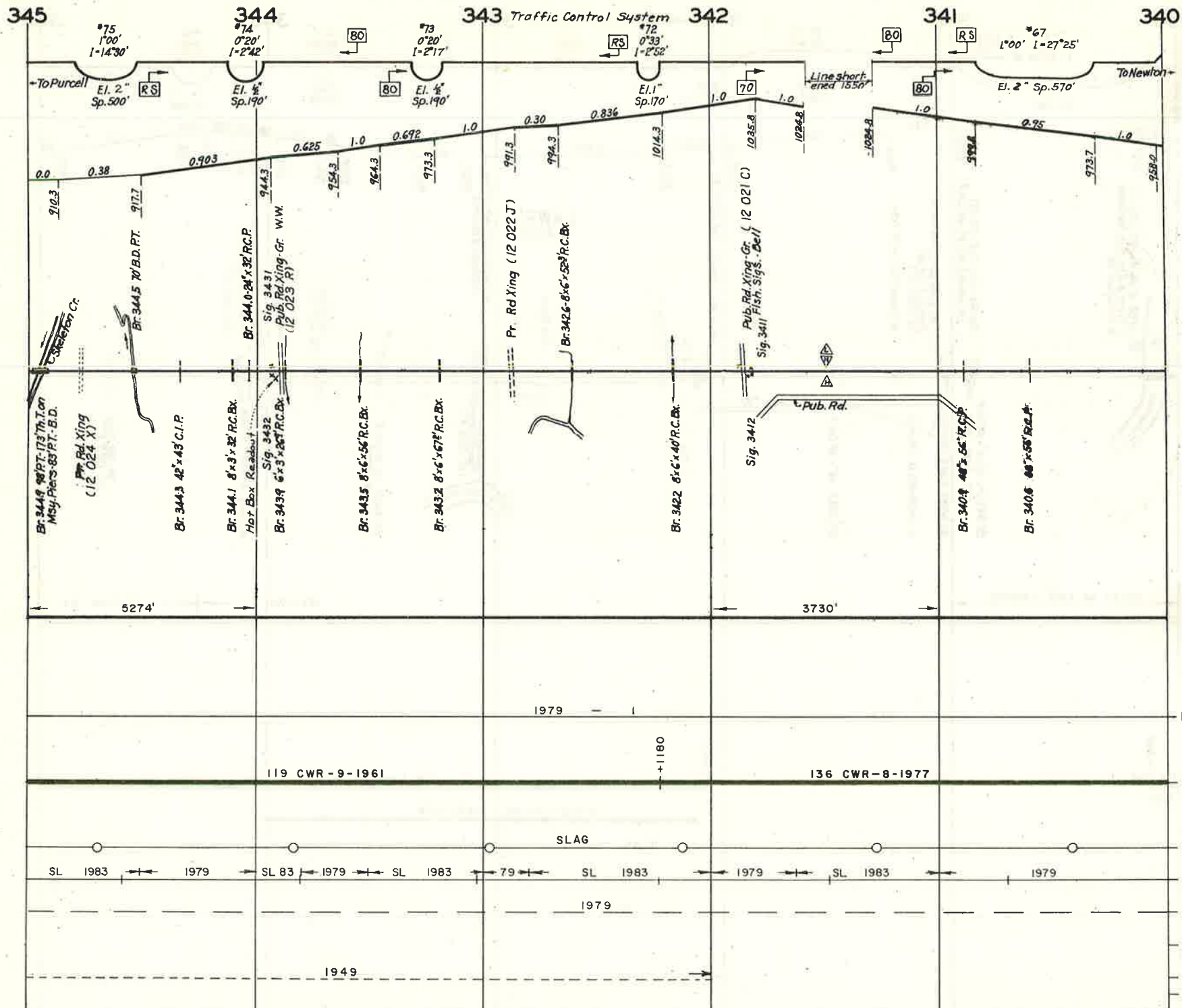
352

351

350

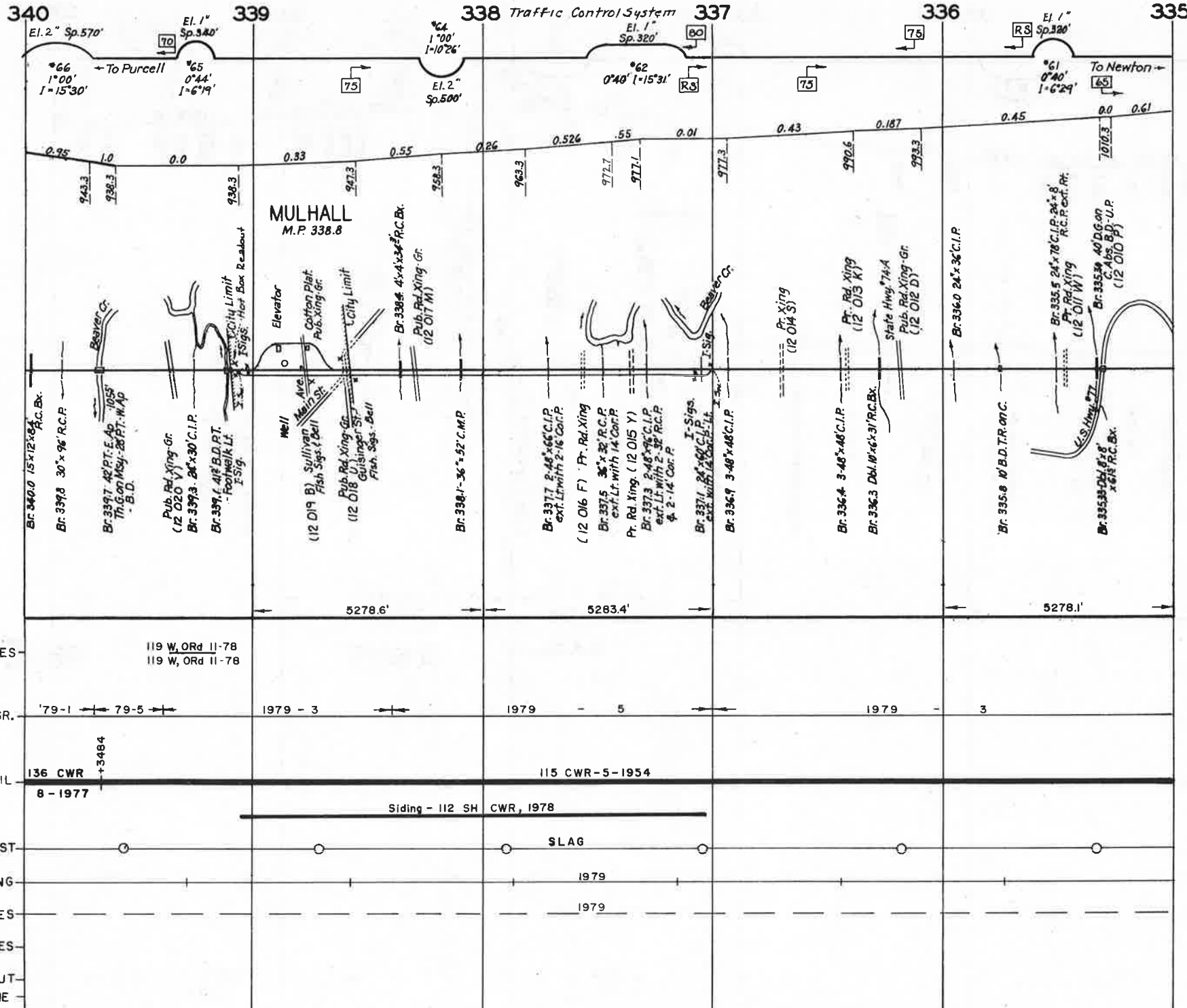


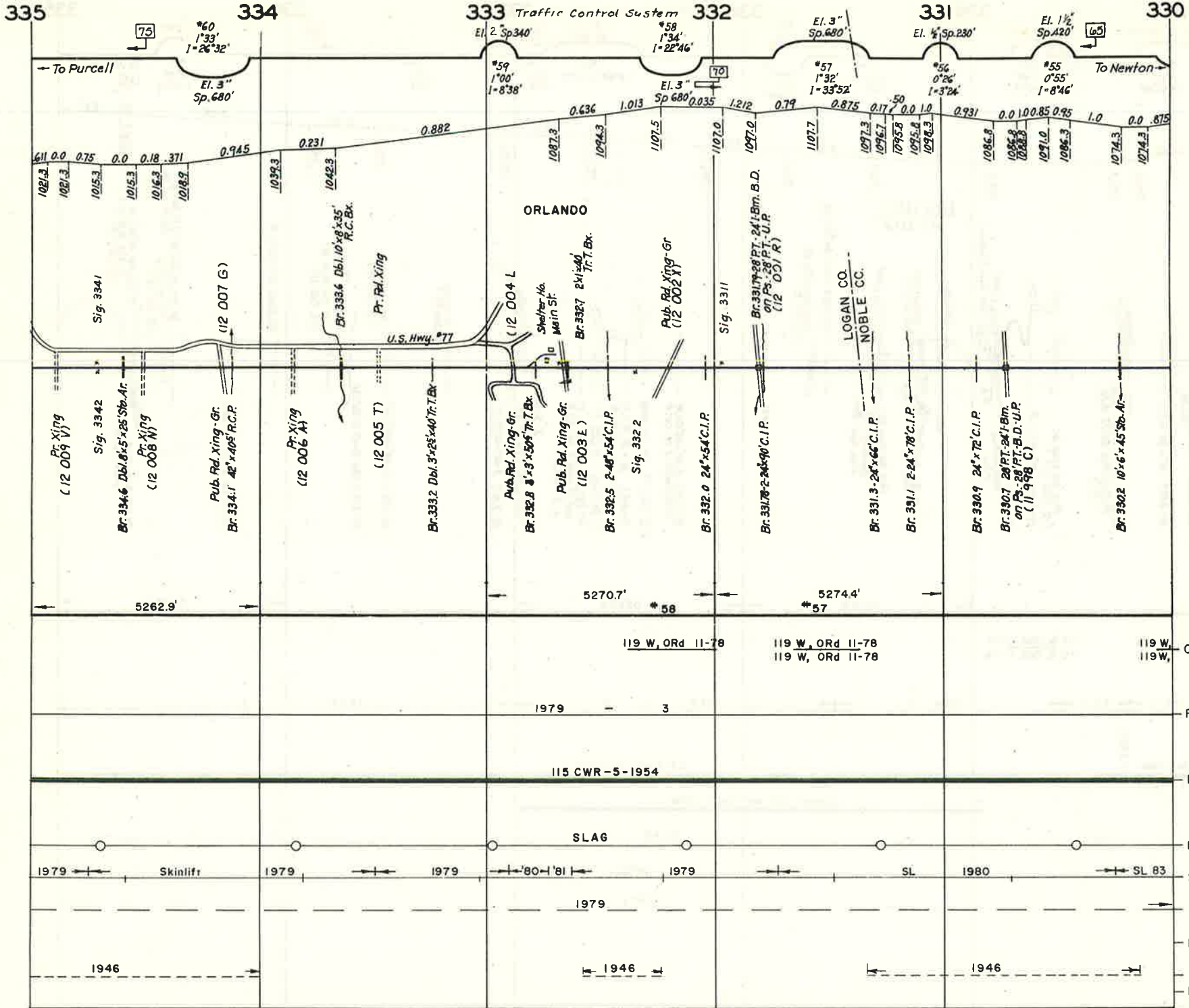


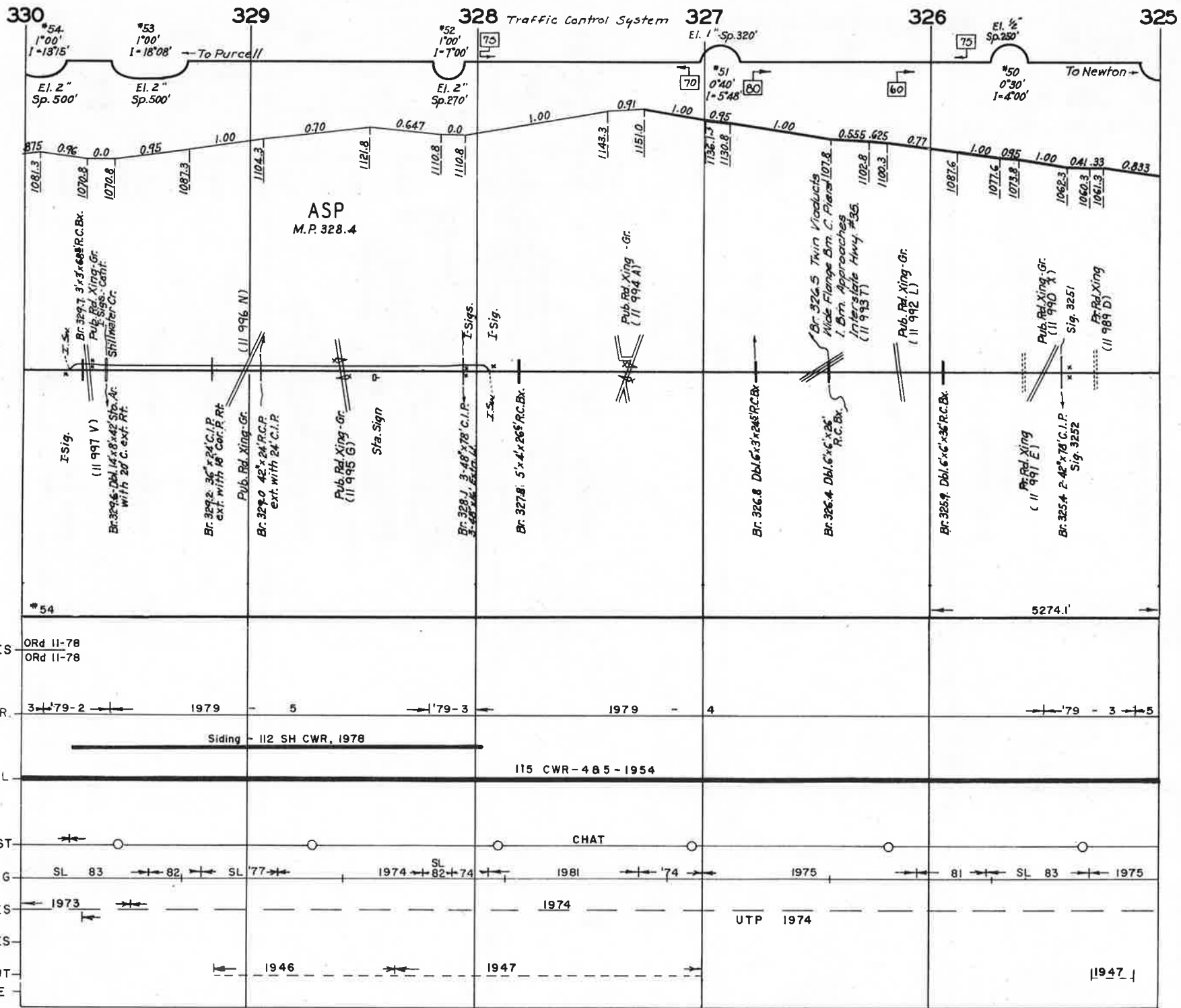


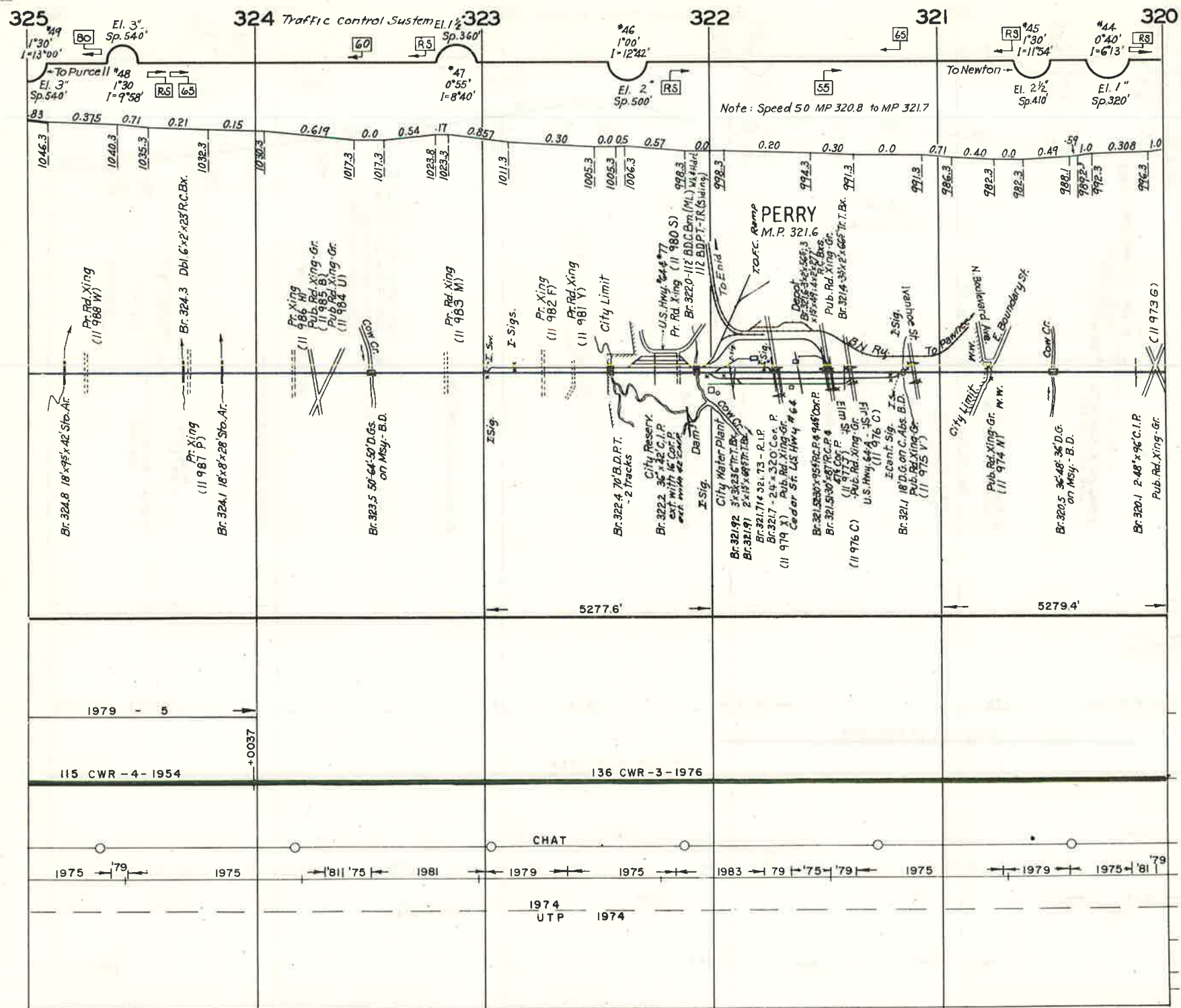
REVISED 9-83

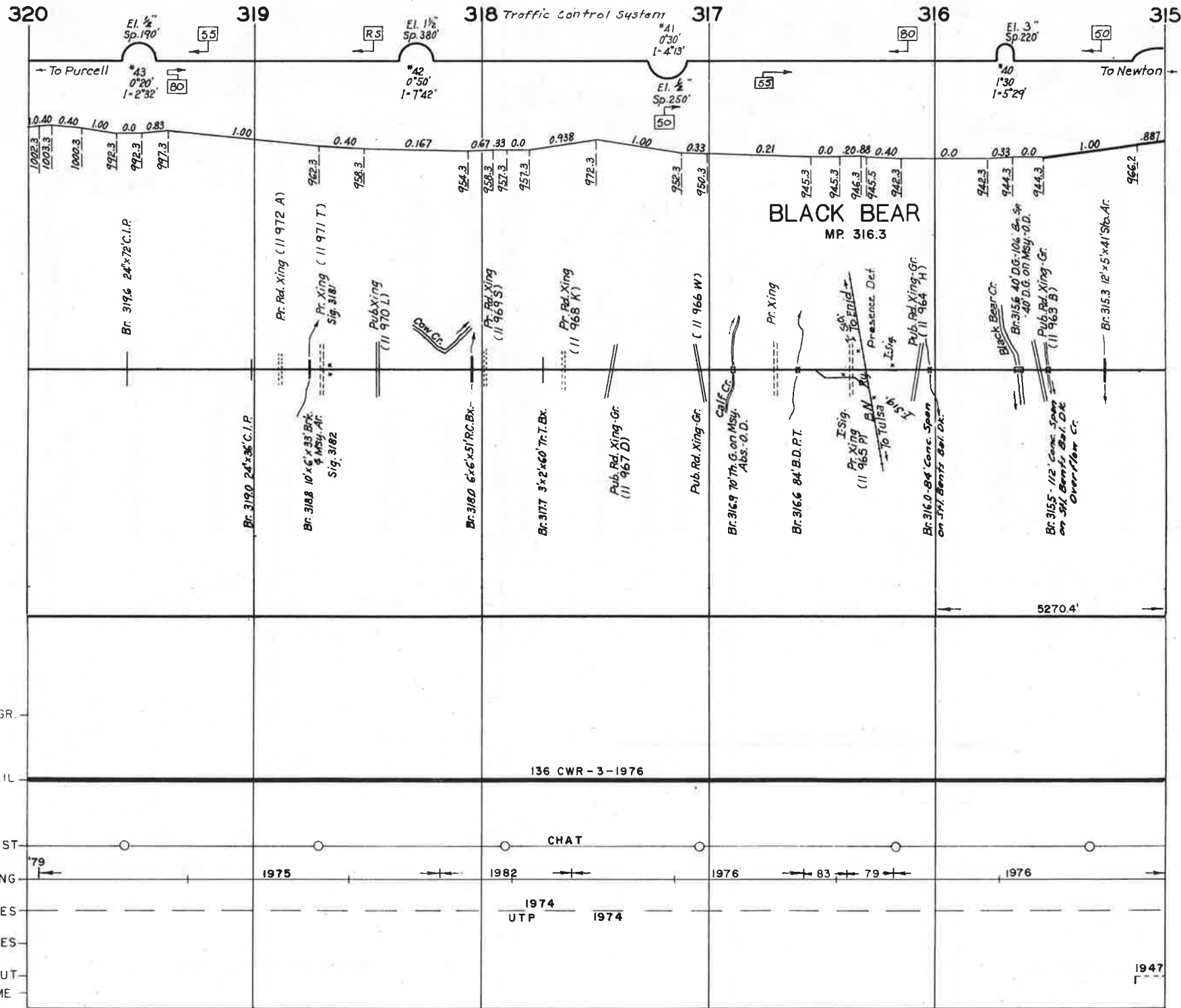
BINDER NO. 3

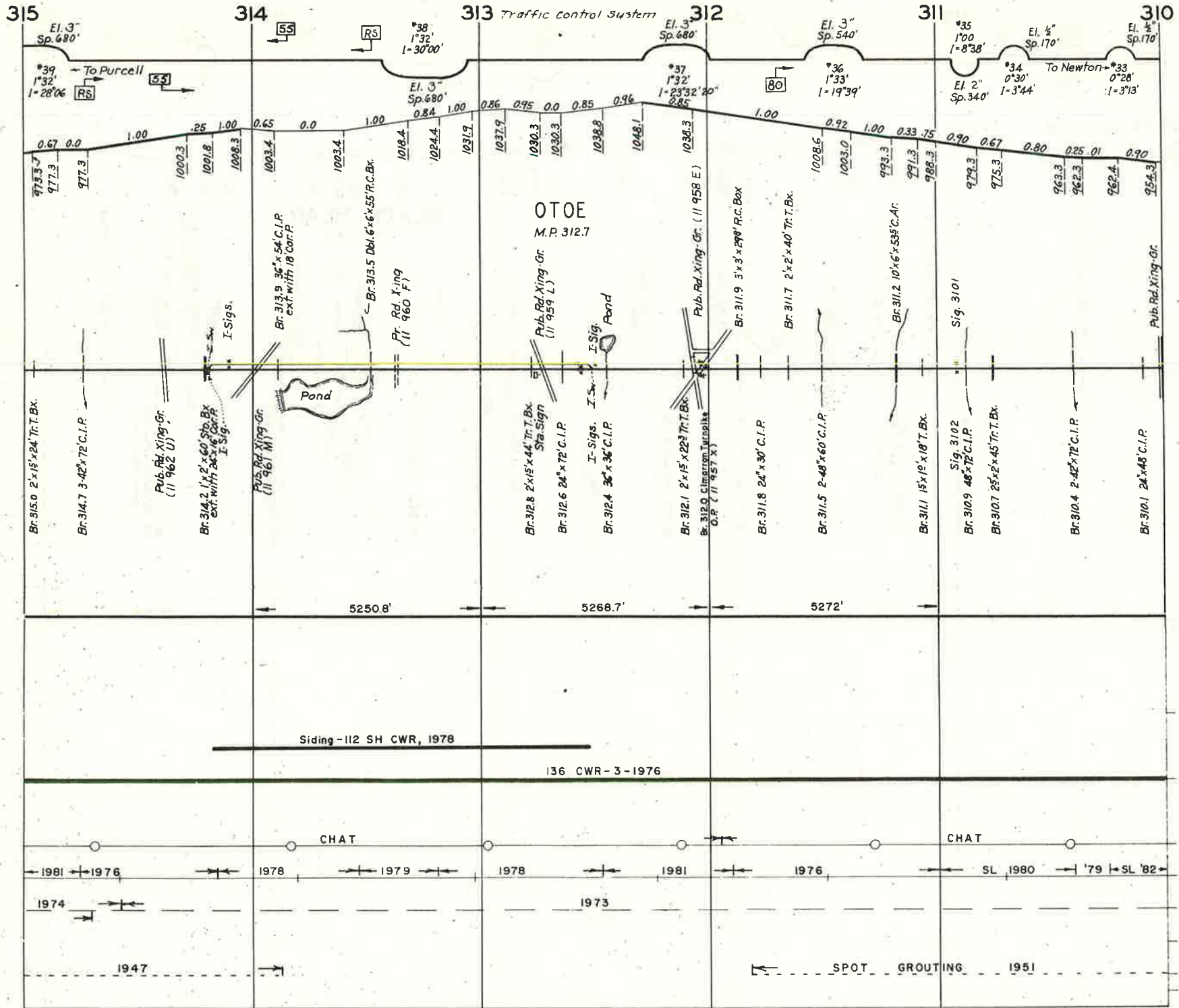


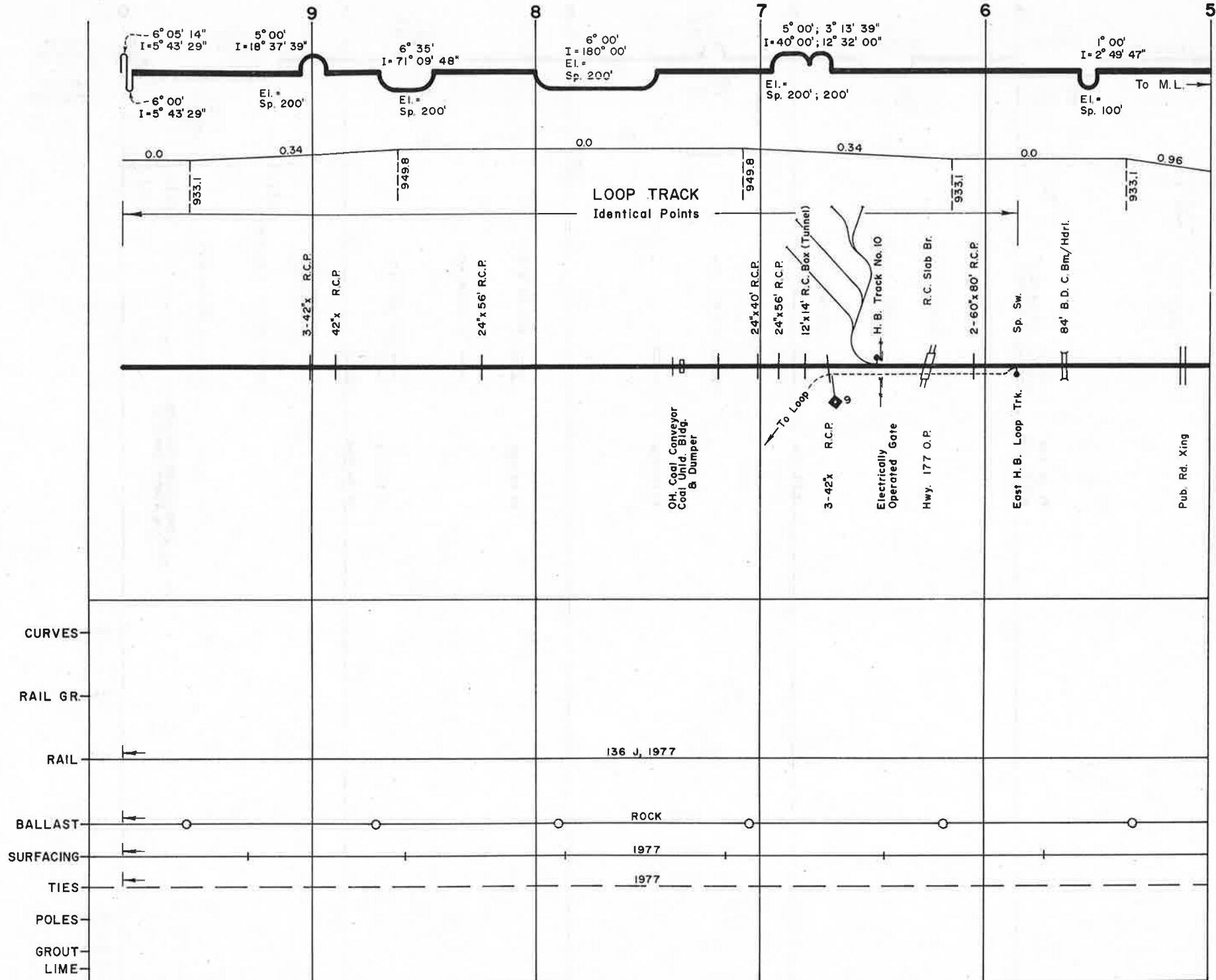


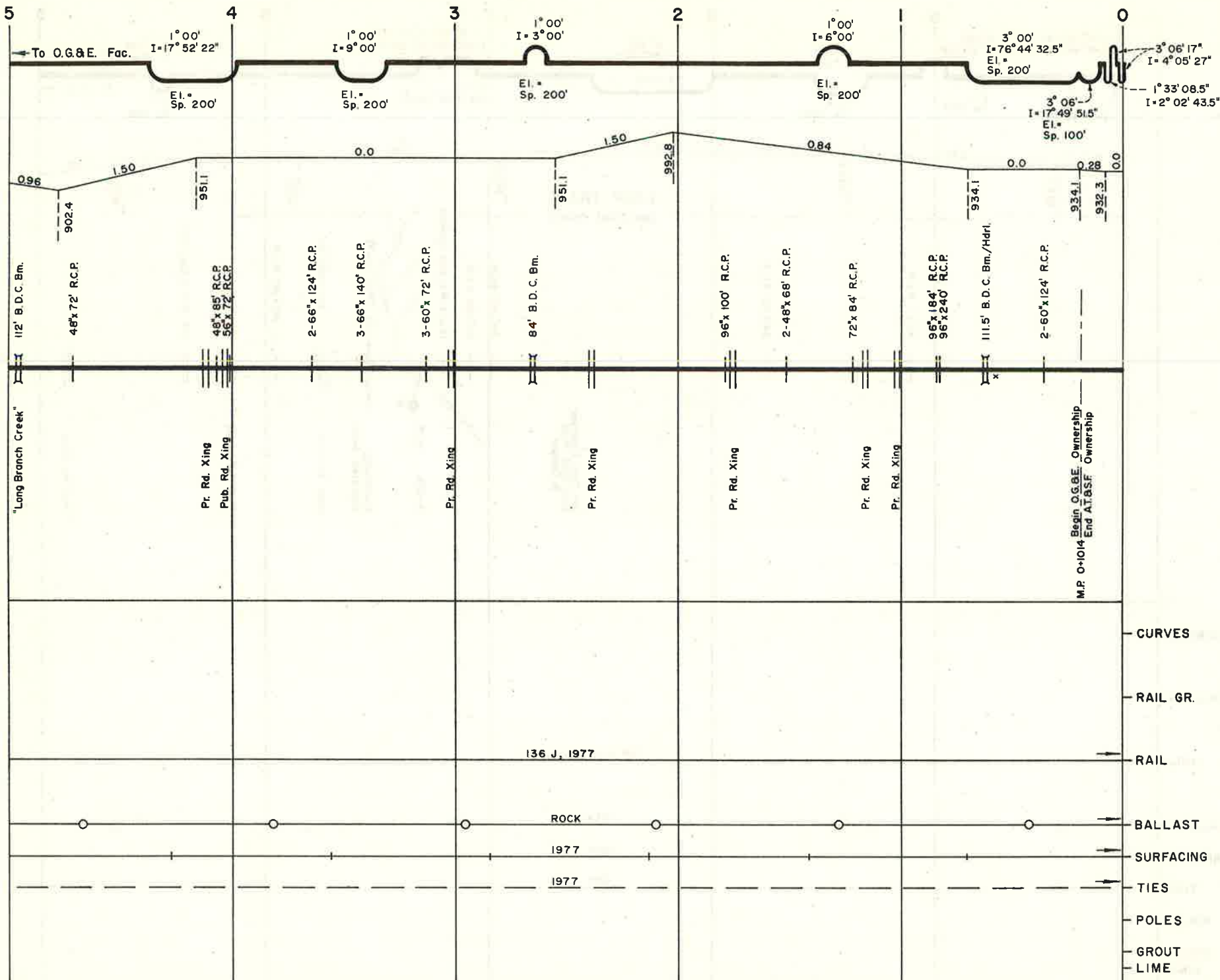


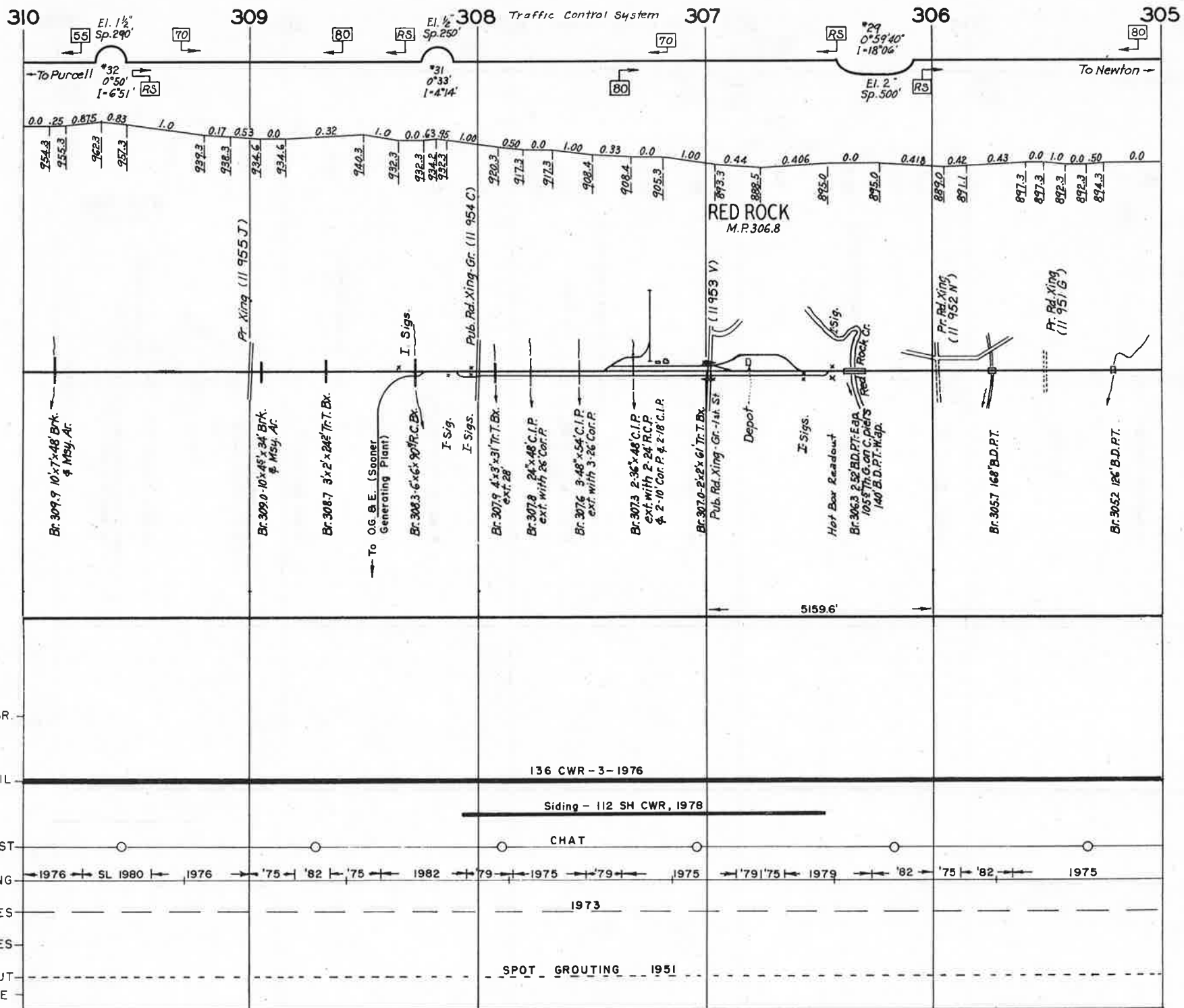


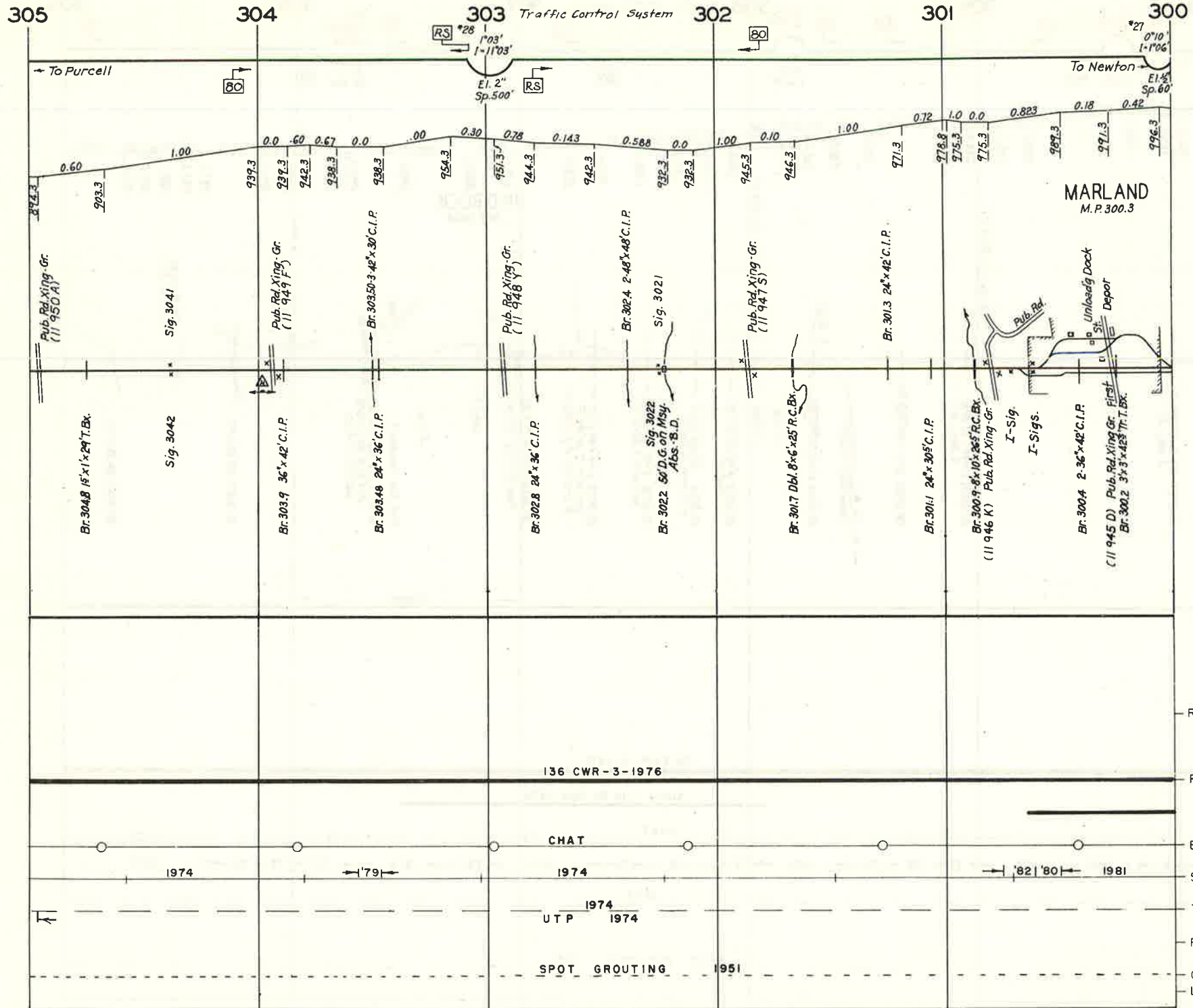


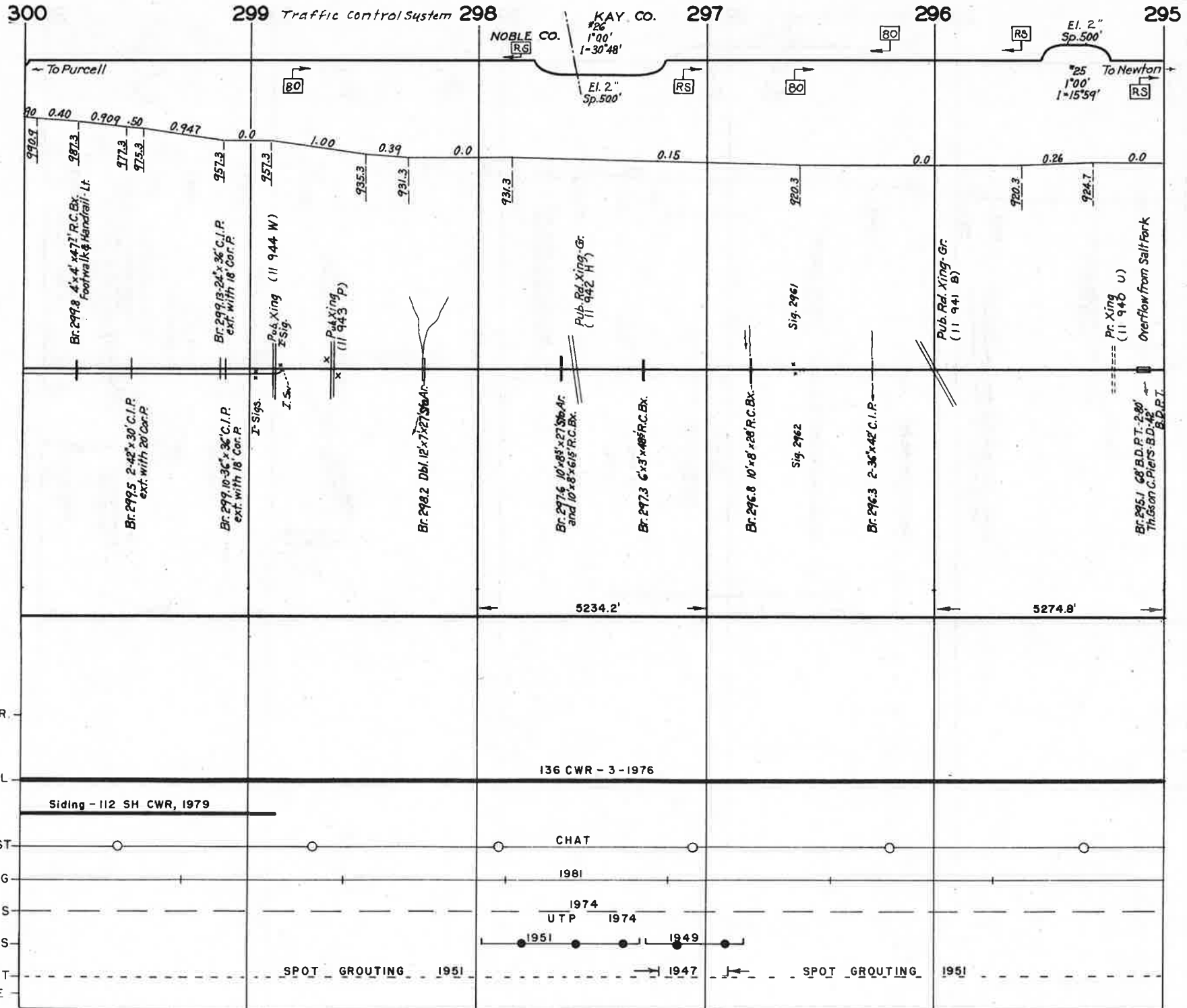


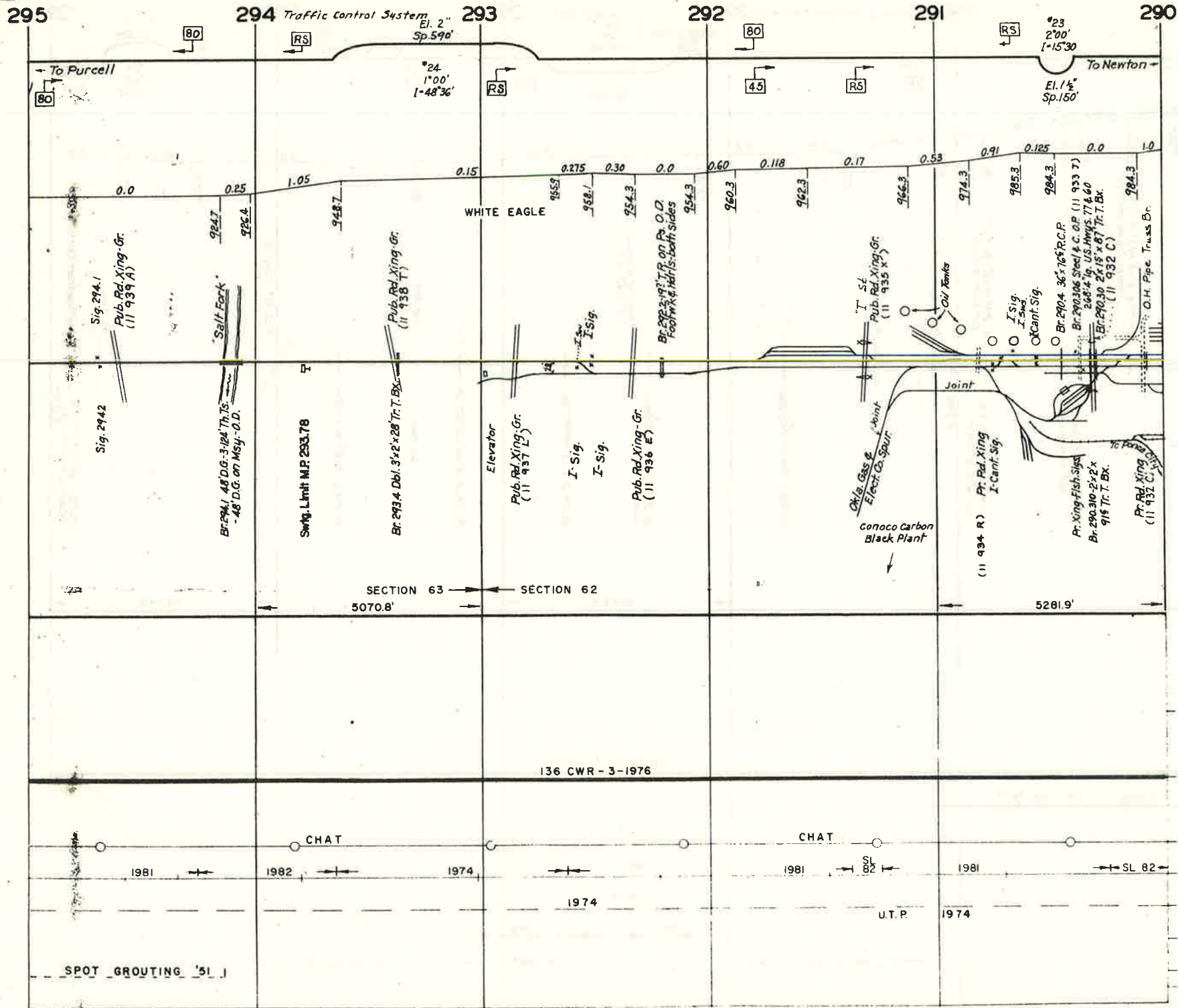


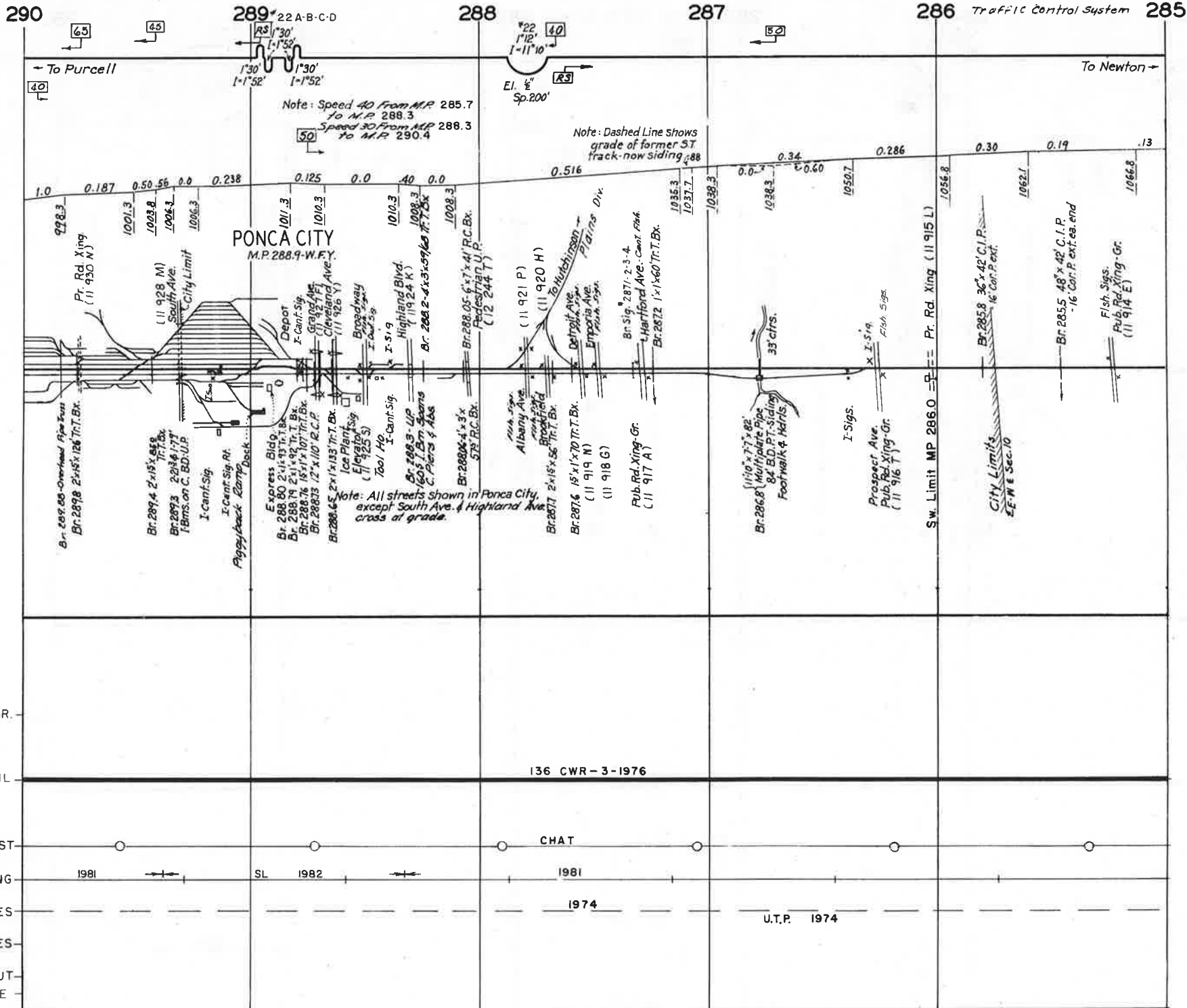












285

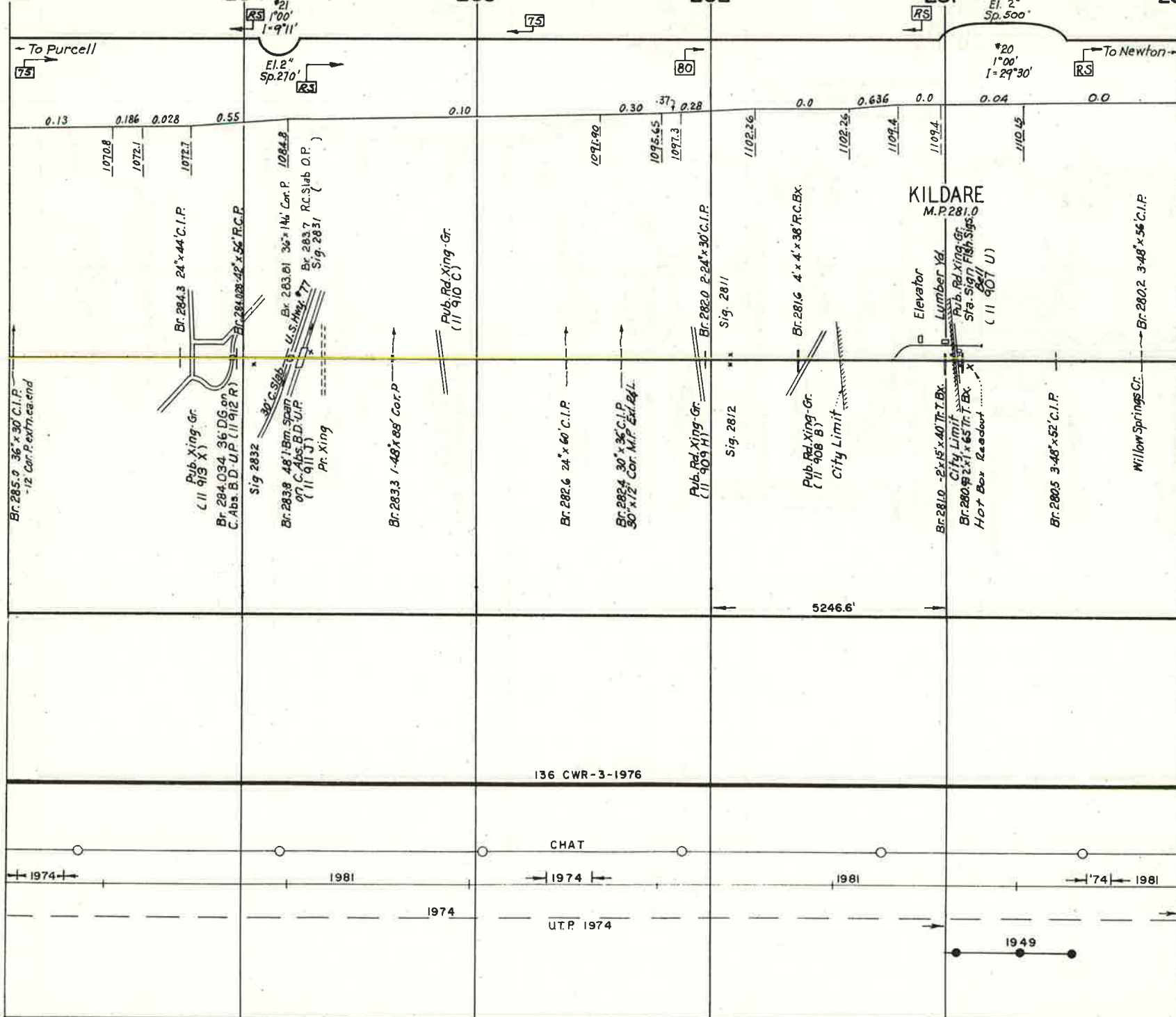
284

283 Traffic Control System

282

281

280



280

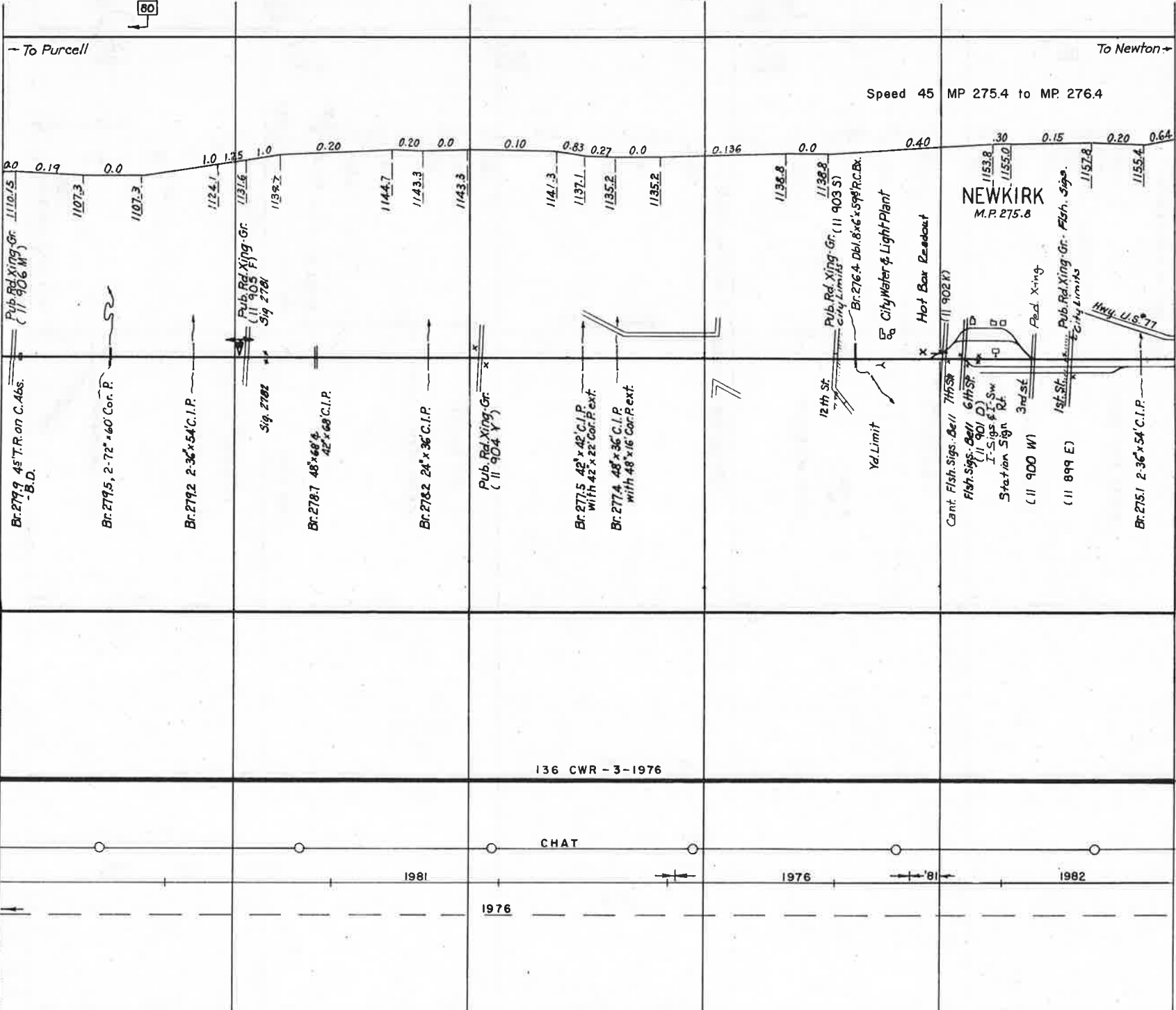
279 Traffic Control System

278

277

276

275



275

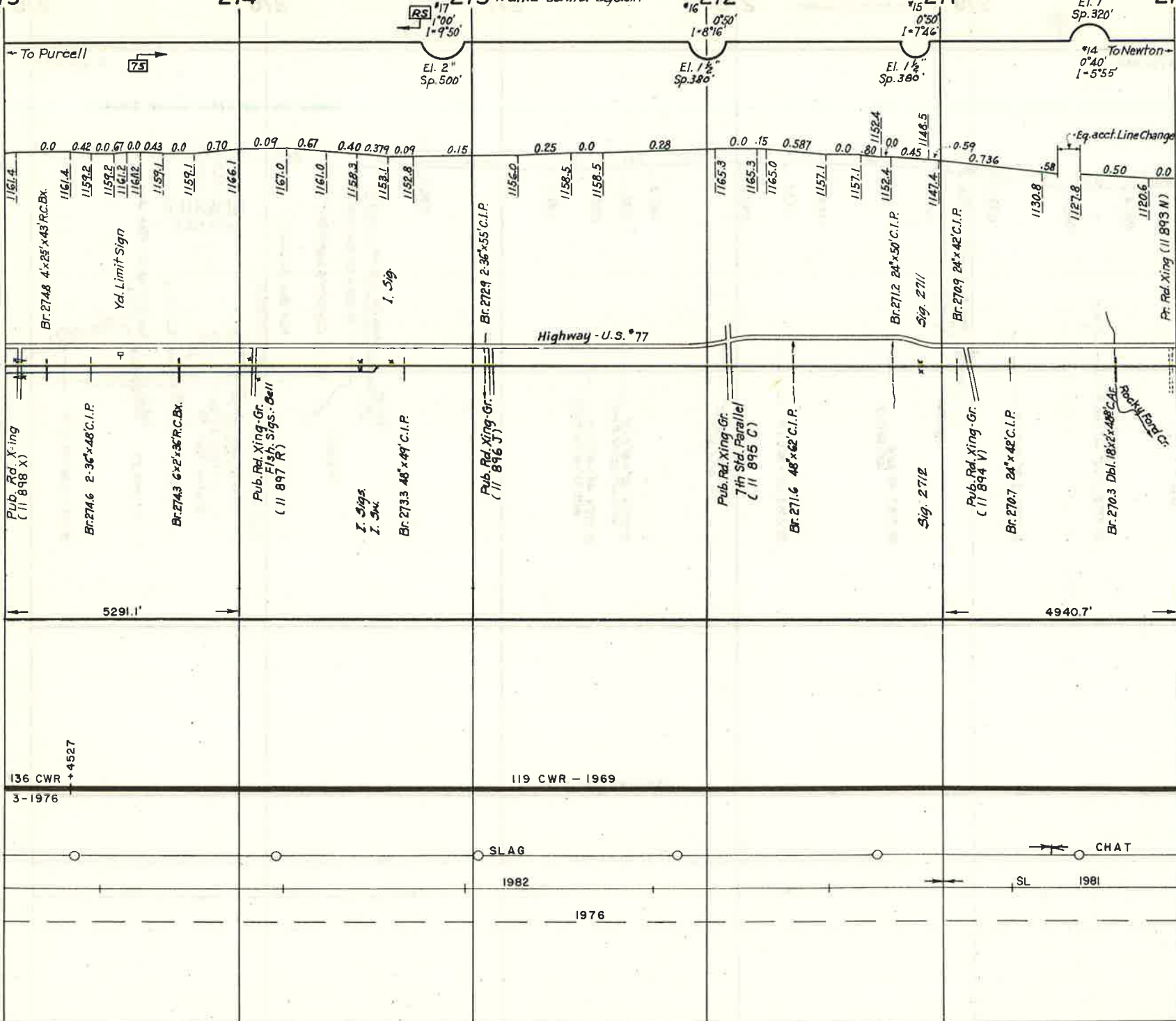
274

273 Traffic Control System

272

271

270



136 CWR +4527
3-1976

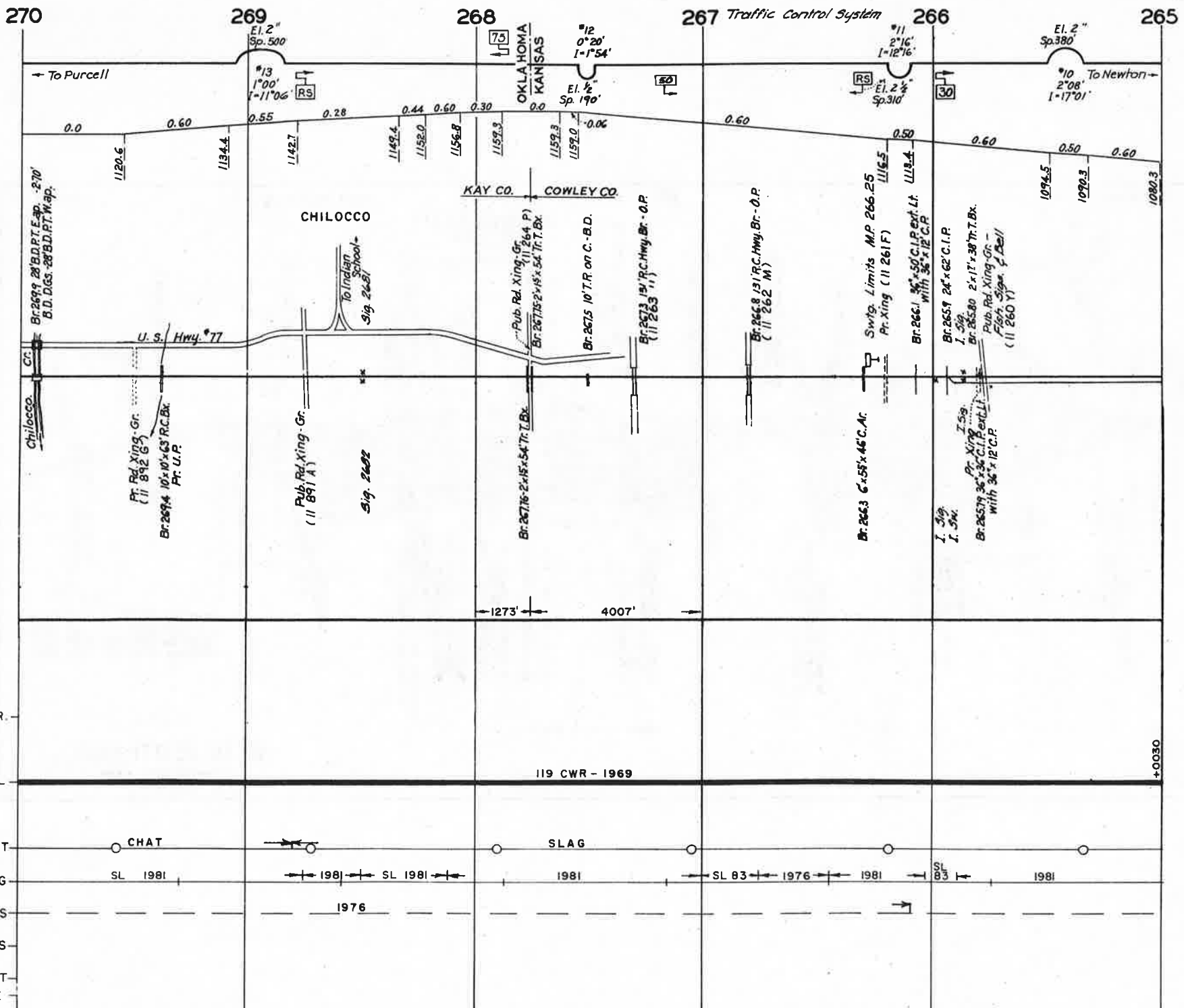
119 CWR - 1969

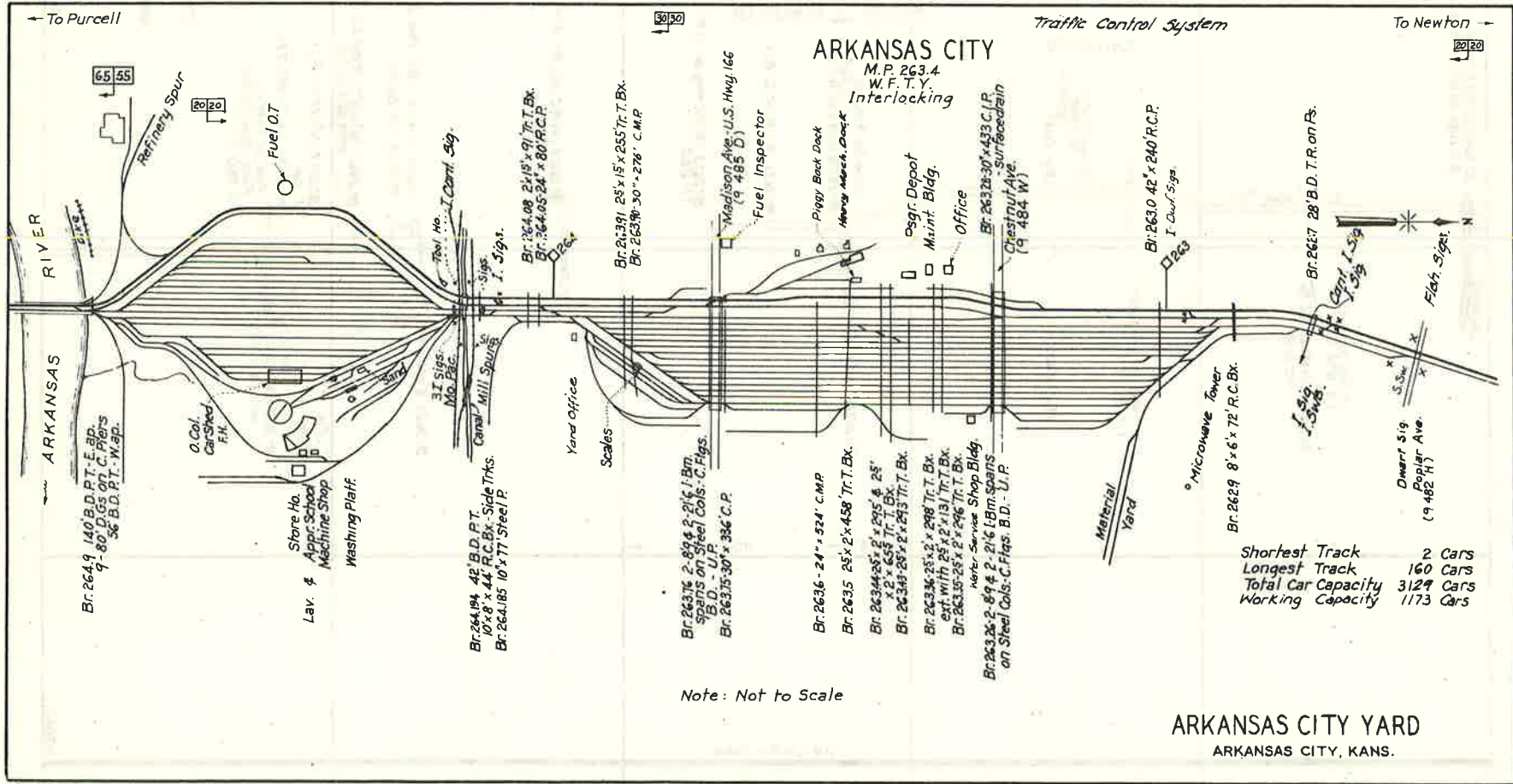
SLAG
1982

CHAT
SL 1981

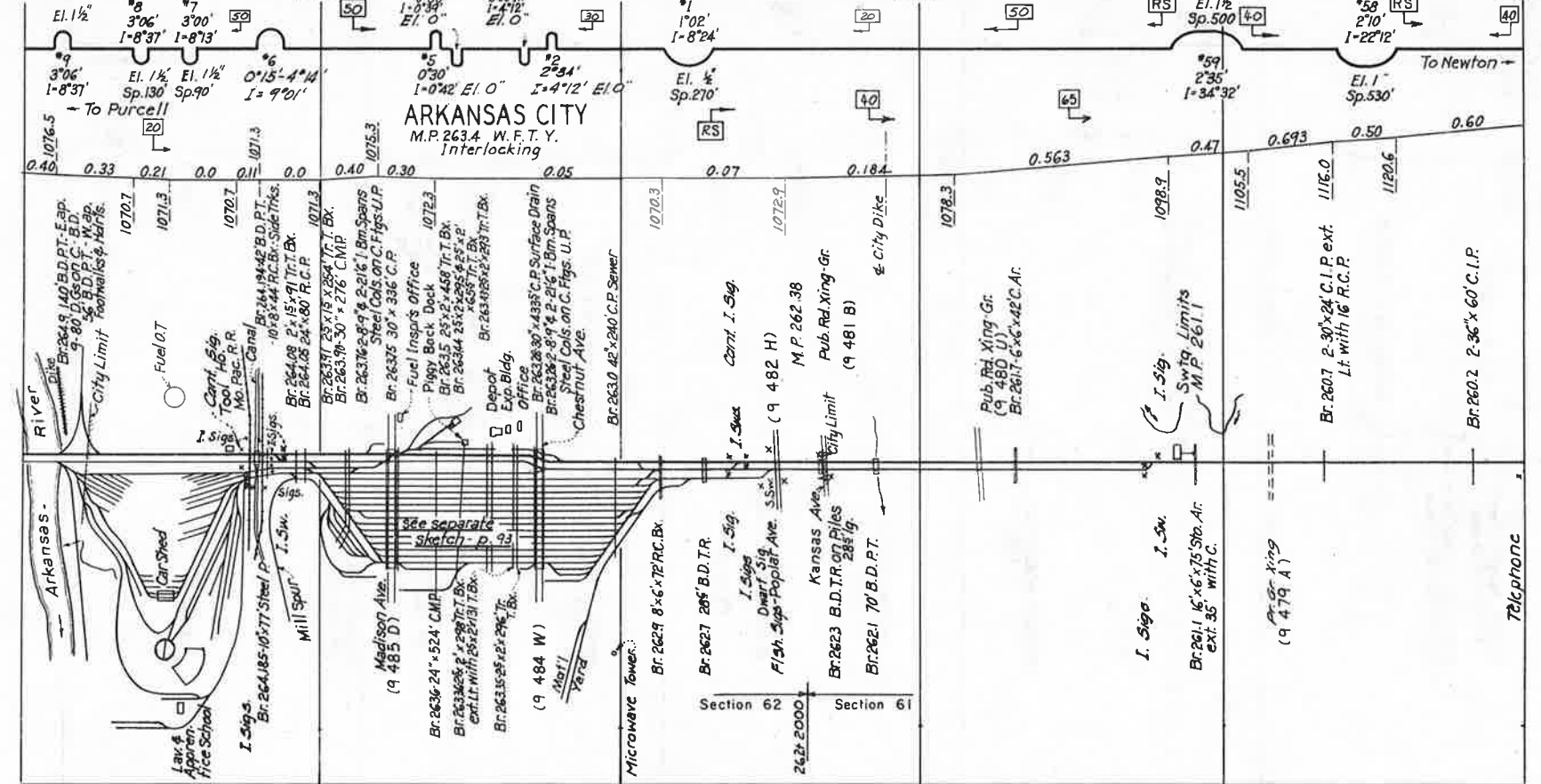
1976

- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME





265 264 263 *Traffic Control System* 262 261 260

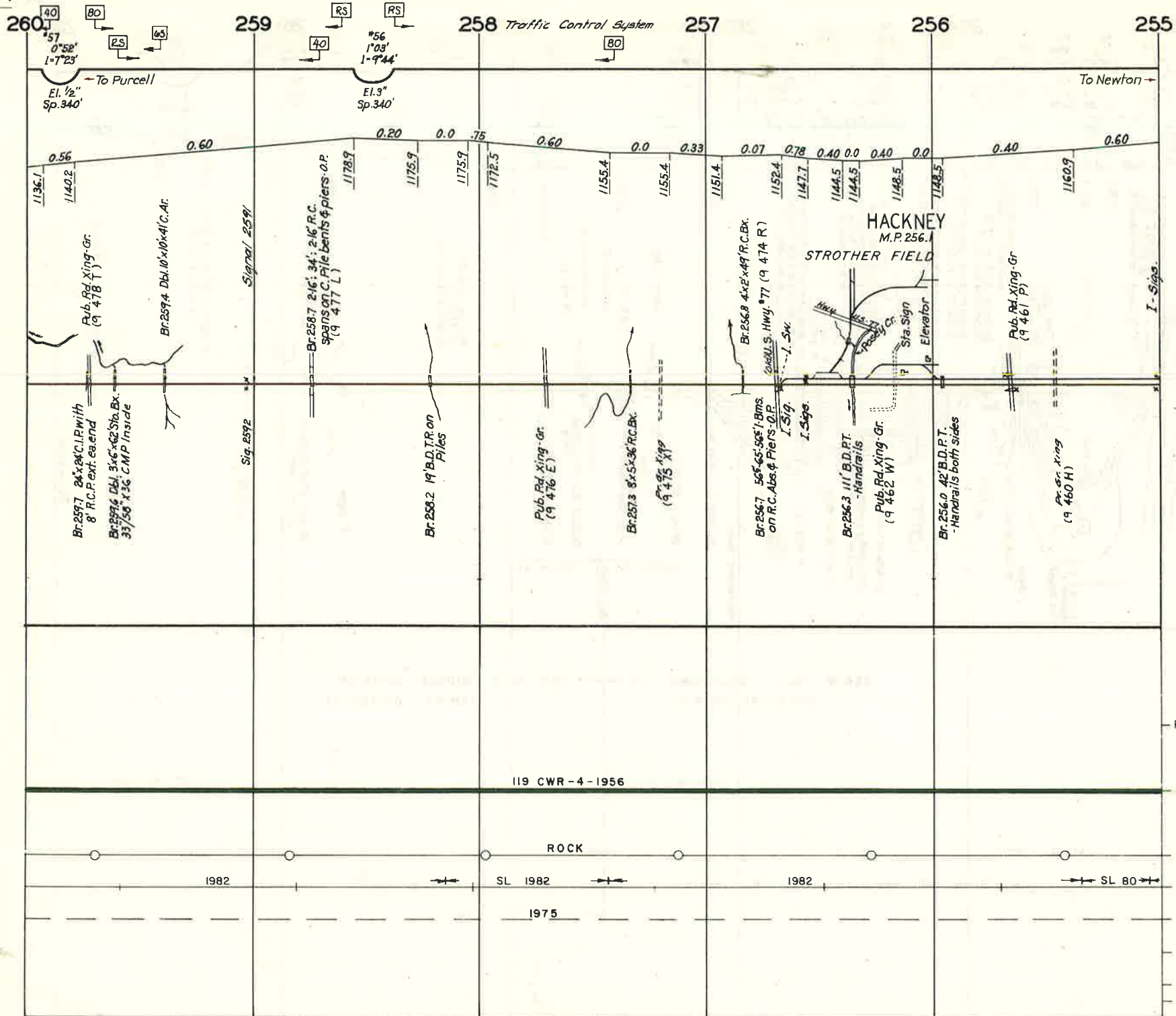


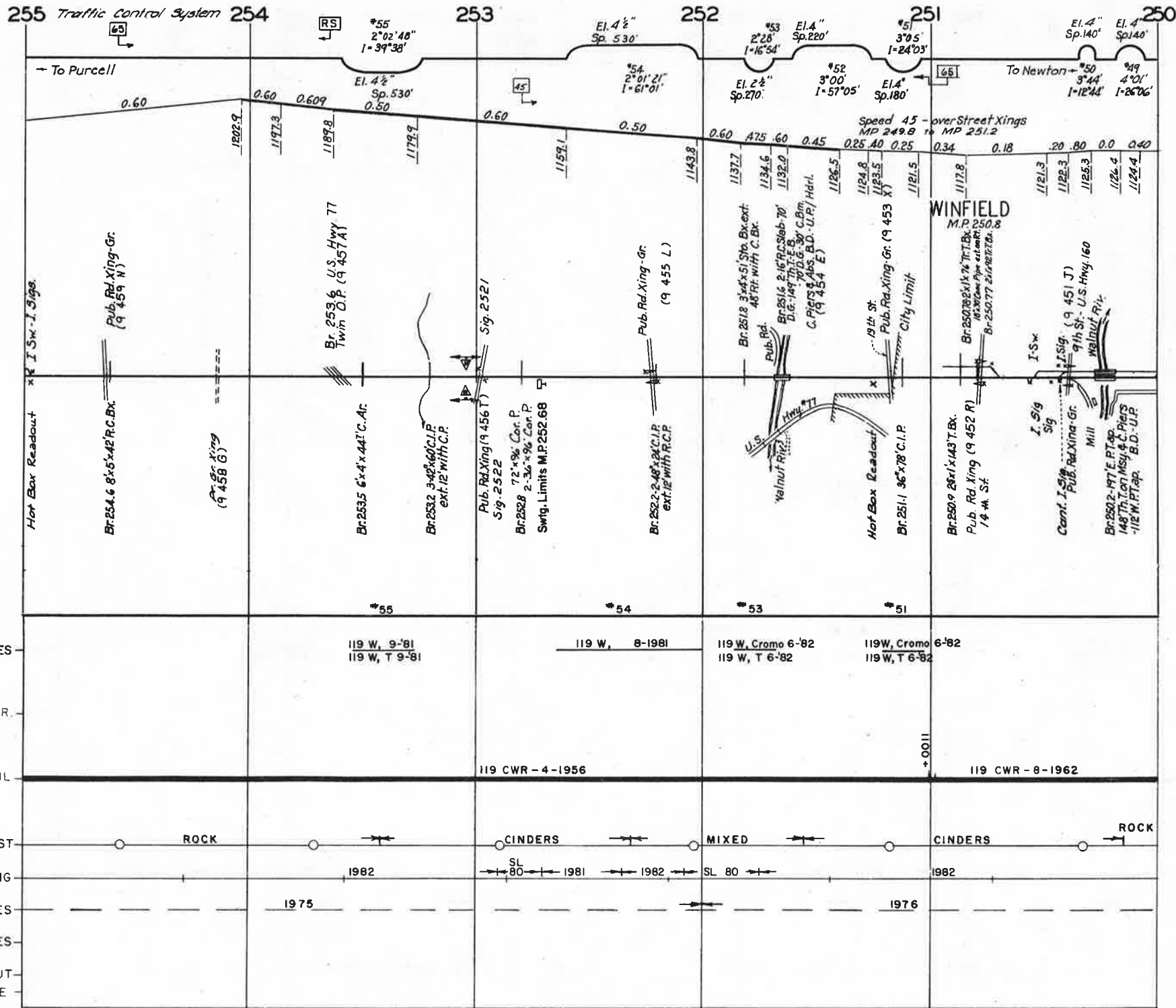
BEGIN OLD OKLAHOMA DIV. → END OLD MIDDLE DIVISION
(OKLAHOMA DISTRICT) (THIRD DISTRICT)

136 CWR - 3 - 1976 +1243 119 CWR - 4 - 1956

1981 SLAG → SL '81 ← 1980 → 1977 → SL 1981 → 1977 → 80 → 82 → SL 80 → 81 → 82 → 1982

1975





NR
SR
CURVES

RAIL
GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT
LIME

119 W, 9-81
119 W, T 9-81

119 W, 8-1981

119 W, Cromo 6-82
119 W, T 6-82

119 CWR - 4 - 1956

119 CWR - 8 - 1962

ROCK

CINDERS

MIXED

CINDERS

ROCK

1982

SL 80 1981 1982

SL 80

1982

1975

1976

250

249

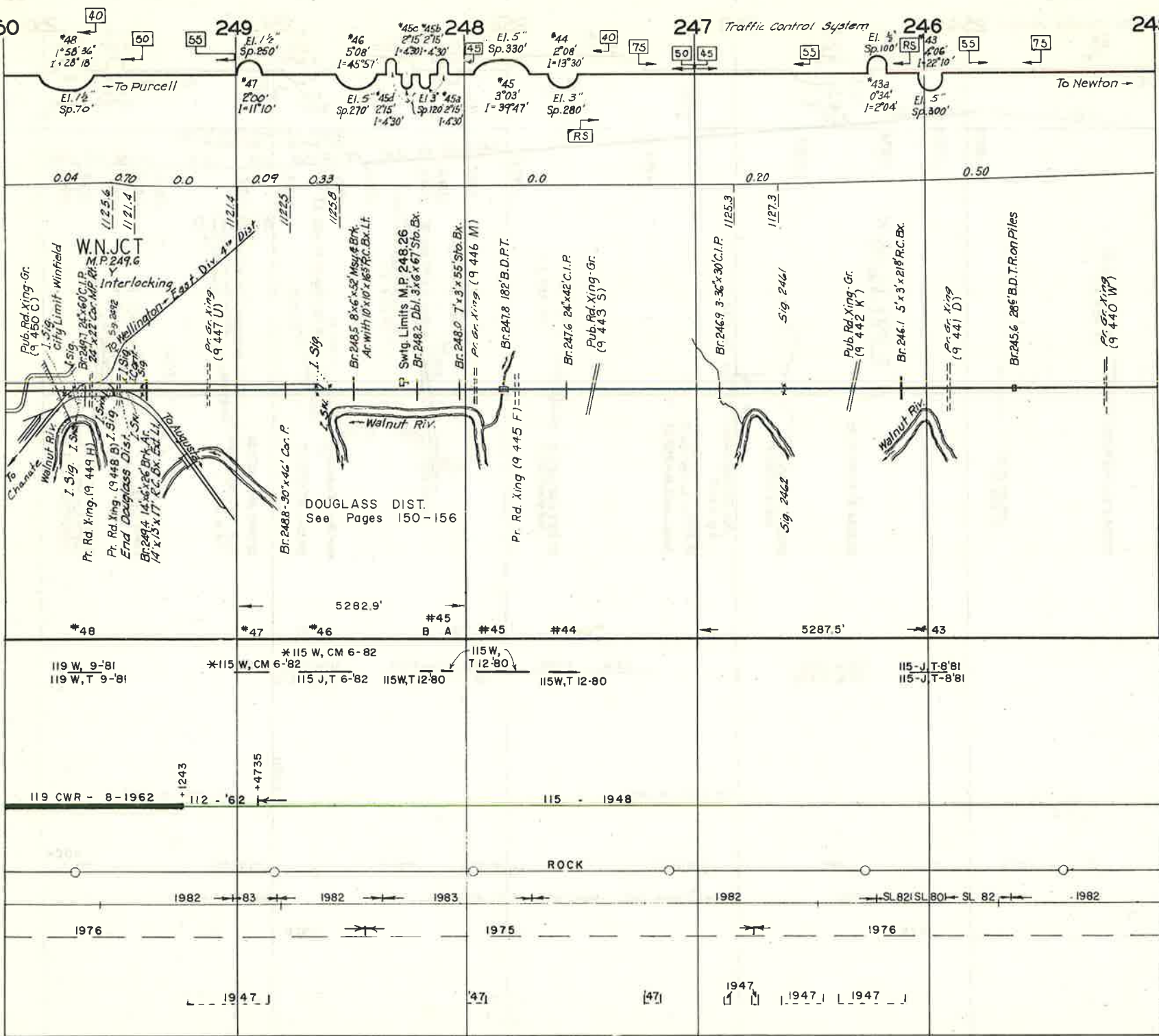
248

247

246

245

Traffic Control System



245 Traffic Control System

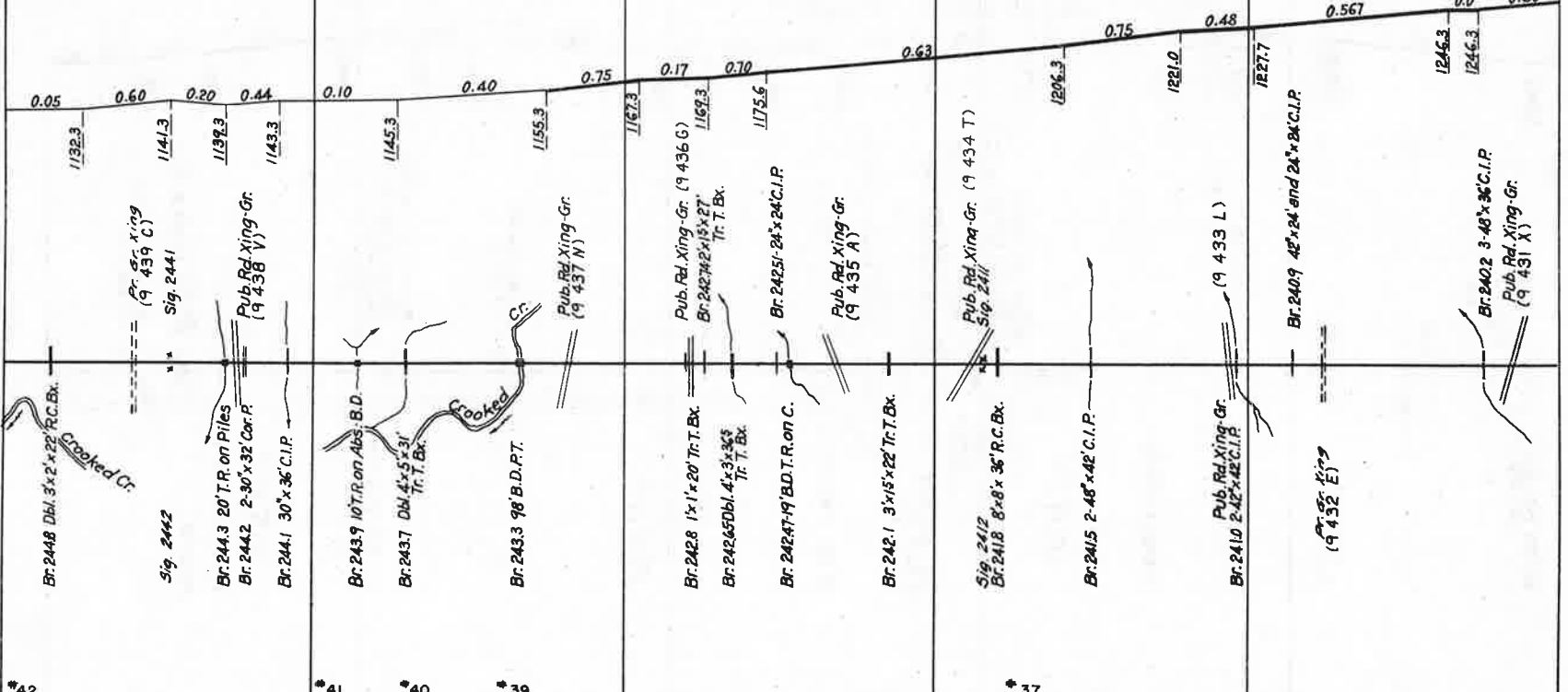
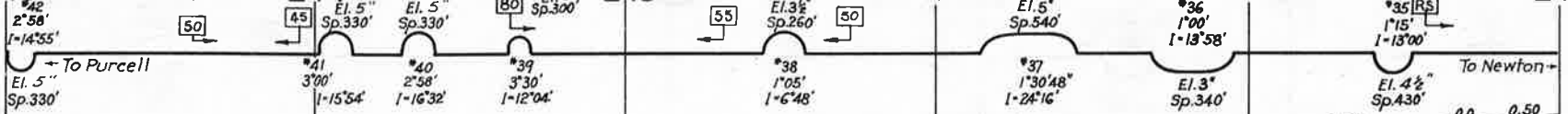
244

243

242

241

240



NR SR CURVES



RAIL GR.

RAIL

115 - 1948

BALLAST

ROCK

SURFACING

1982

1979

SL 80

TIES

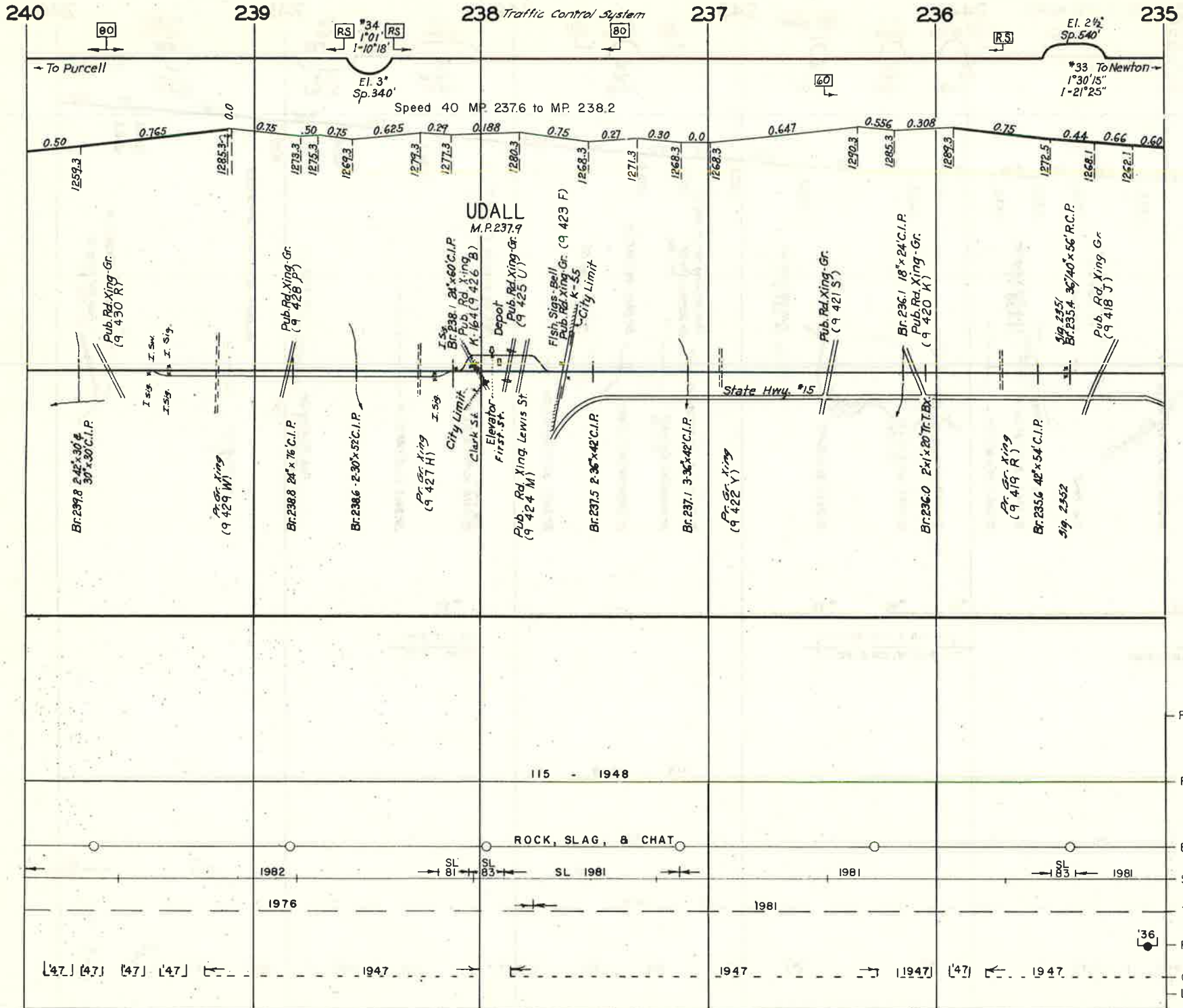
1976

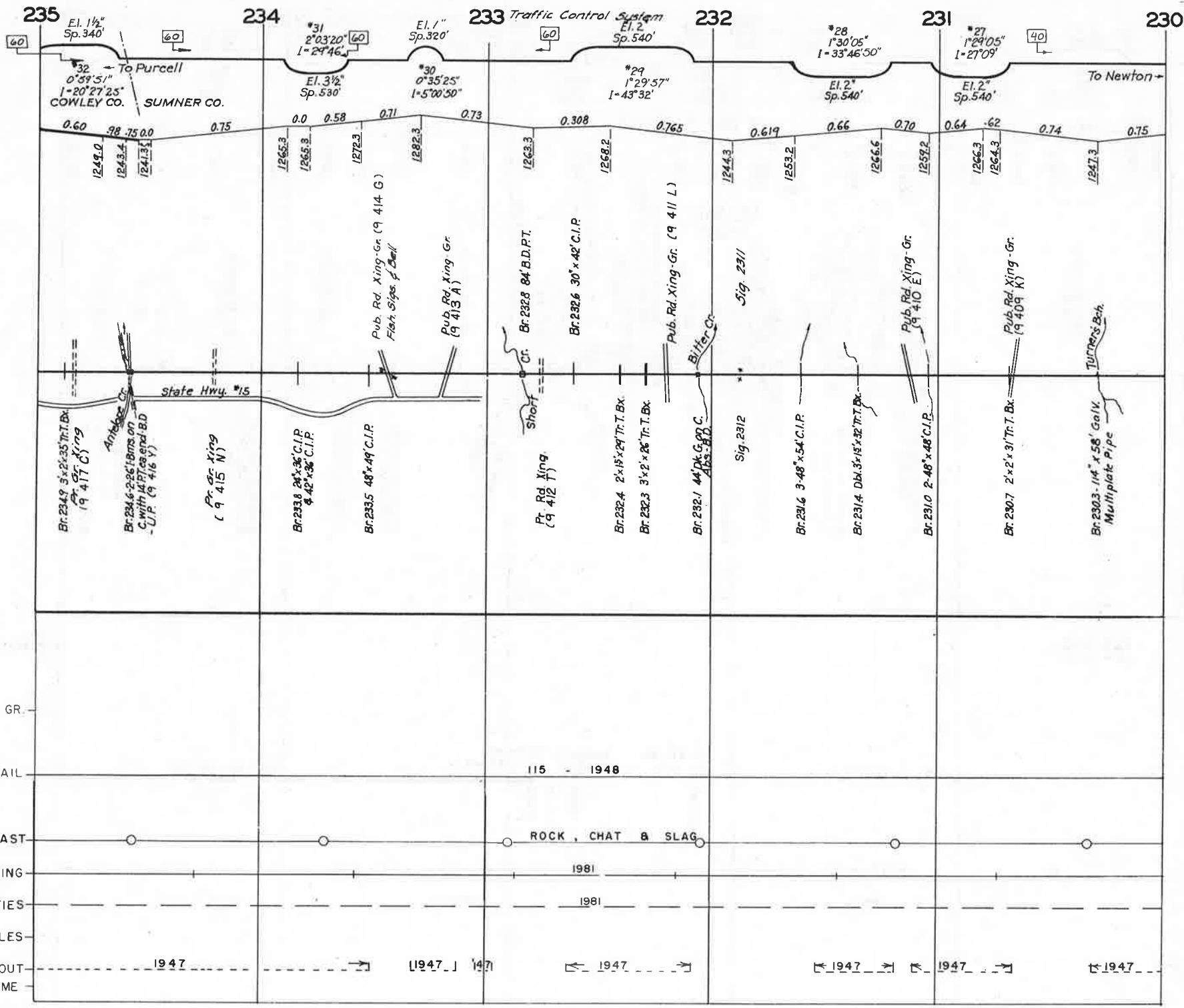
POLES

GROUT

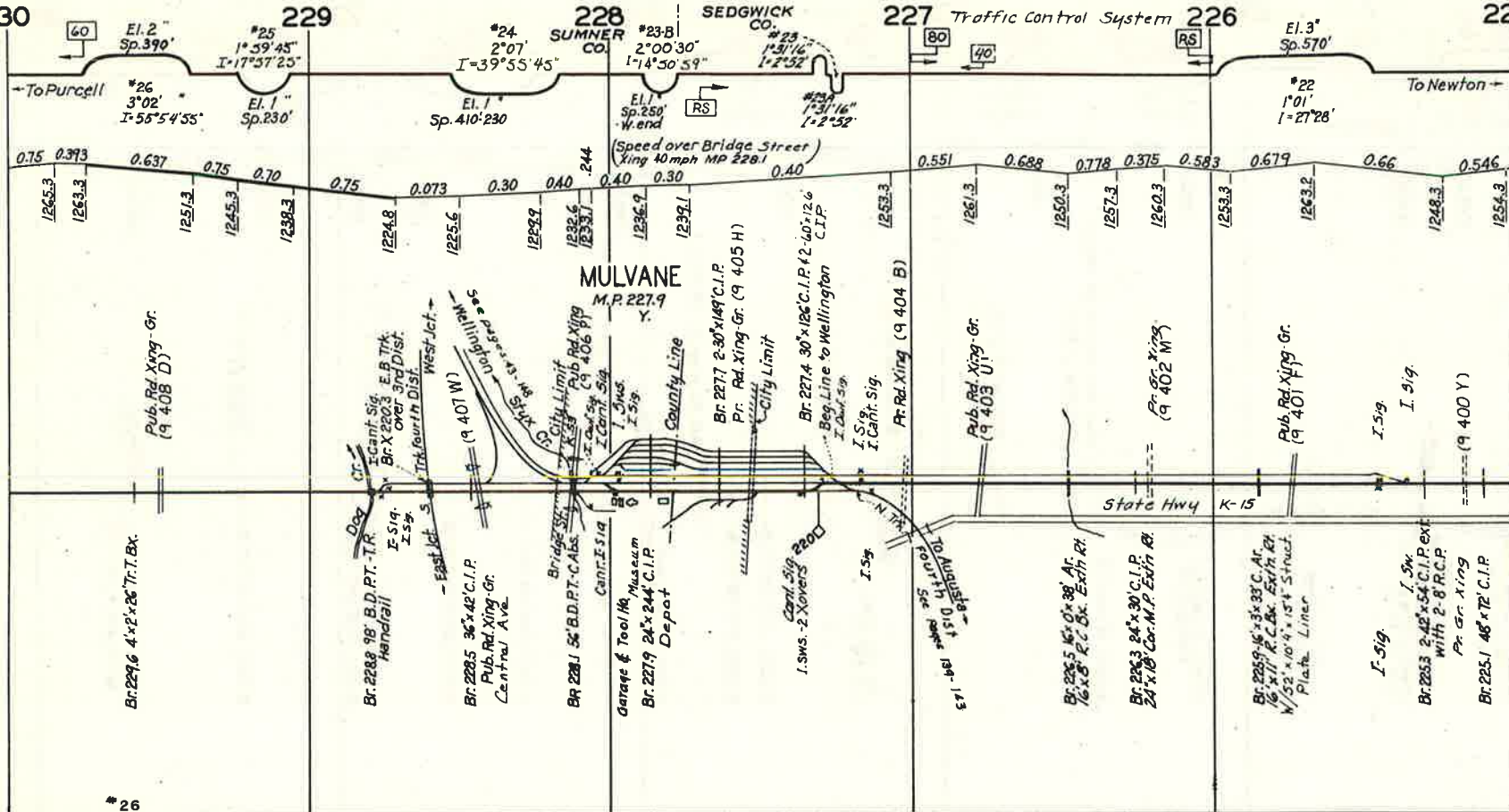


LIME

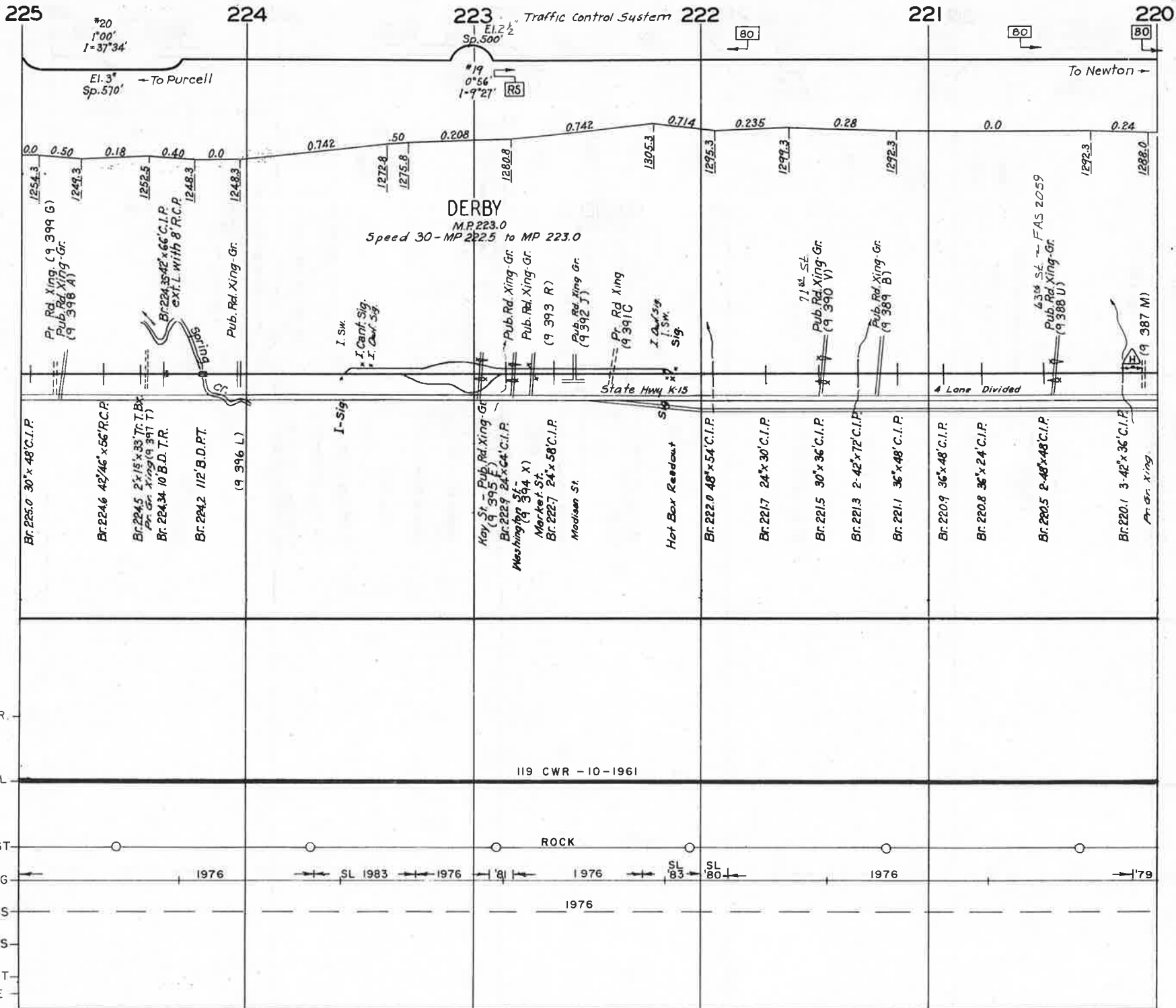


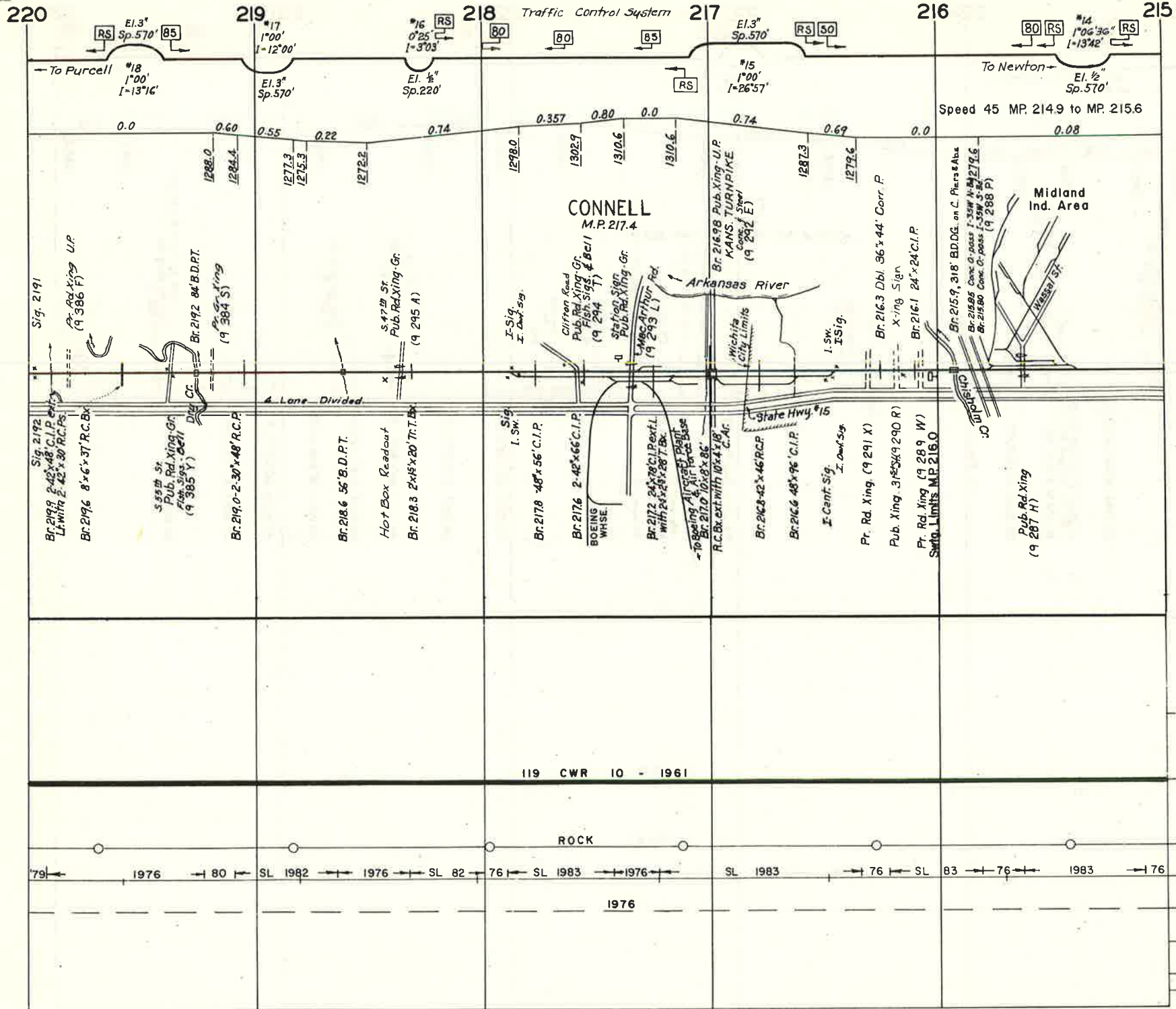


230 229 228 SUMNER CO. SEDGWICK CO. 227 Traffic Control System 226 225



# 26	115 W 12-80 115 W 12-80									
	115 - 1949	(REF. ABs. - 1954)	136.6 - 1973 112.8 - 1944					119 CWR - 10-1961		NR CURVES SR
		+4287								RAIL GR.
			ROCK							RAIL
										BALLAST
	1981	82 1981	1981	80	1976	1979		1976	1982	SURFACING
		1981						1976		TIES
										POLES
1947 - 1947										GROUT LIME

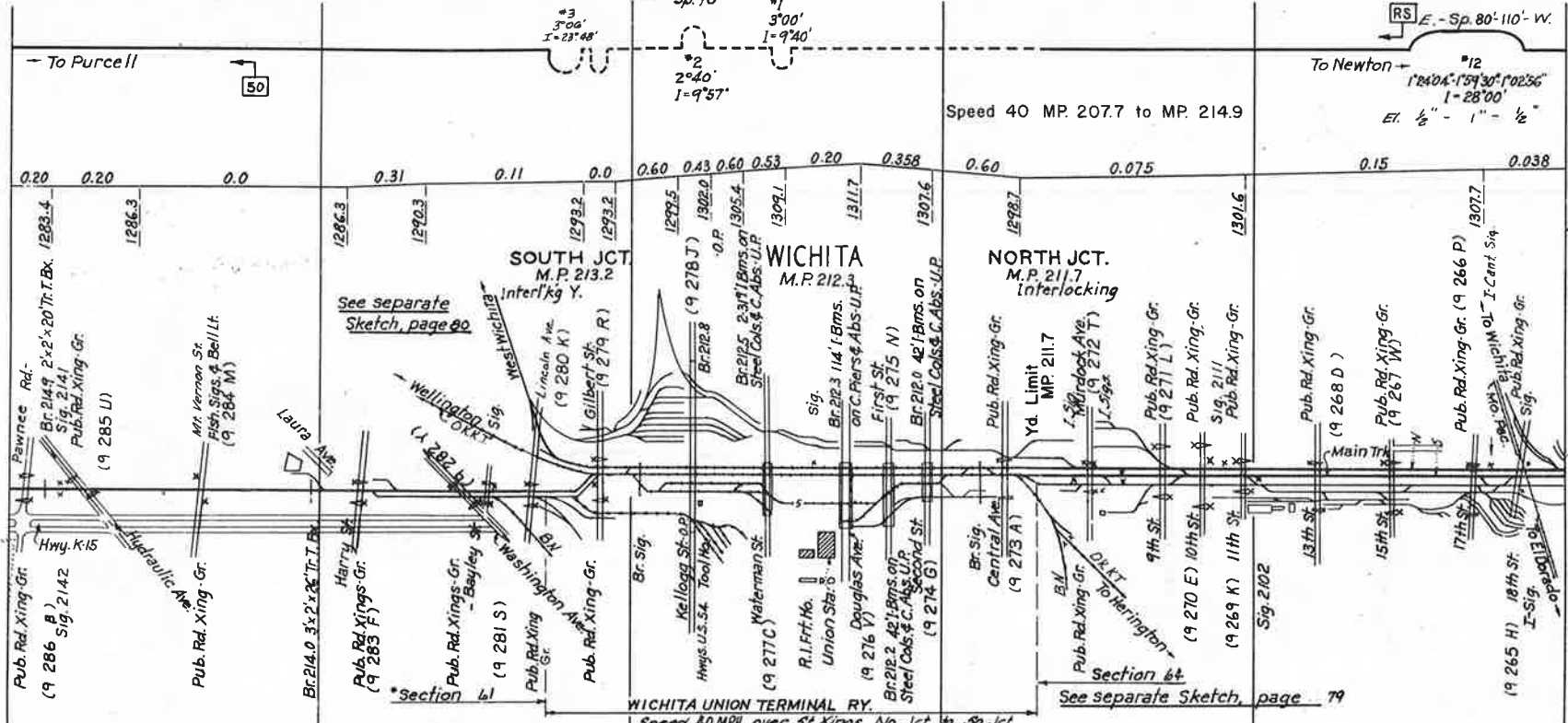




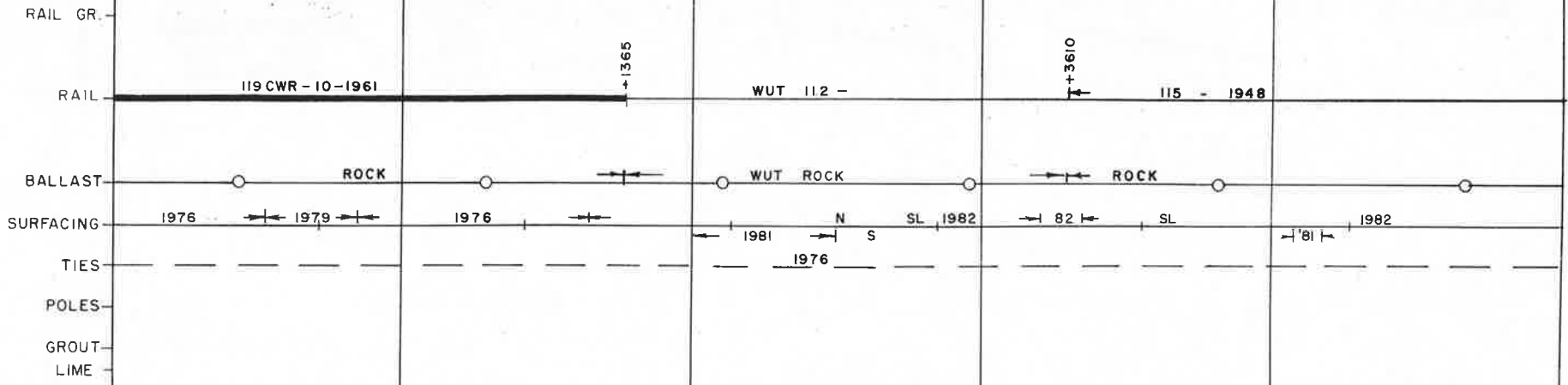
119 CWR 10 - 1961

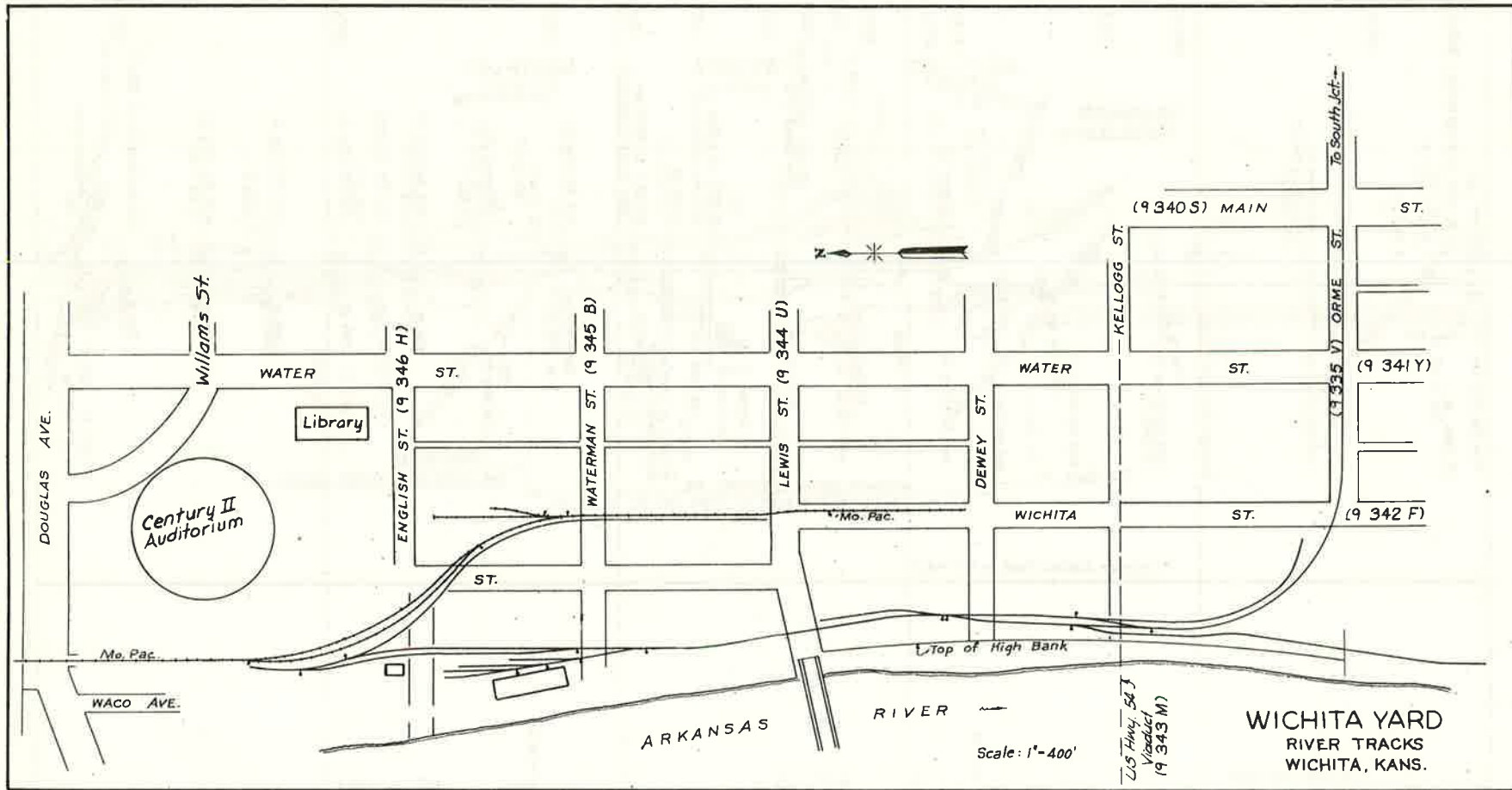
ROCK

1976

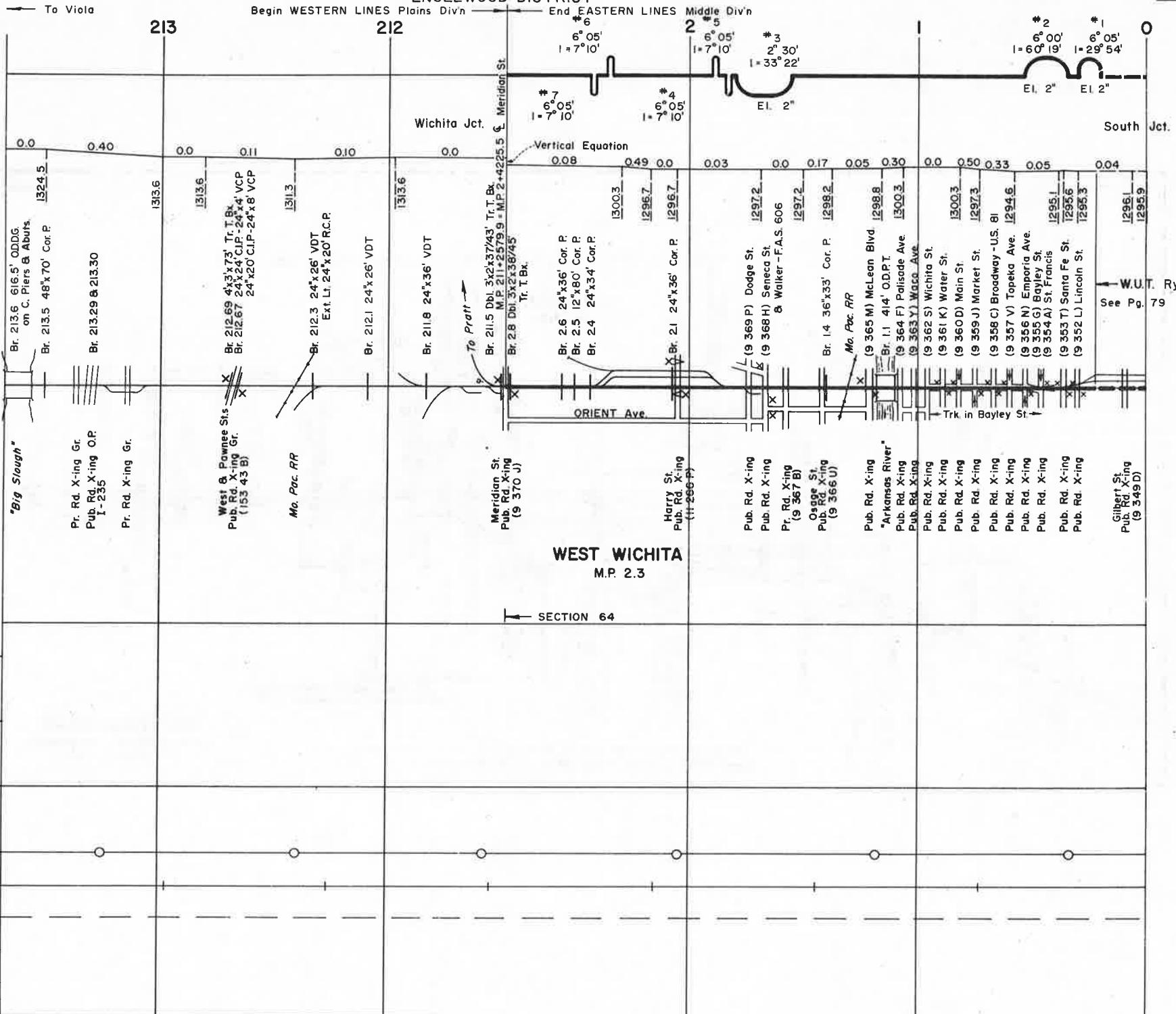


*Includes 2.58 mi. Track on K.C.M.&O.



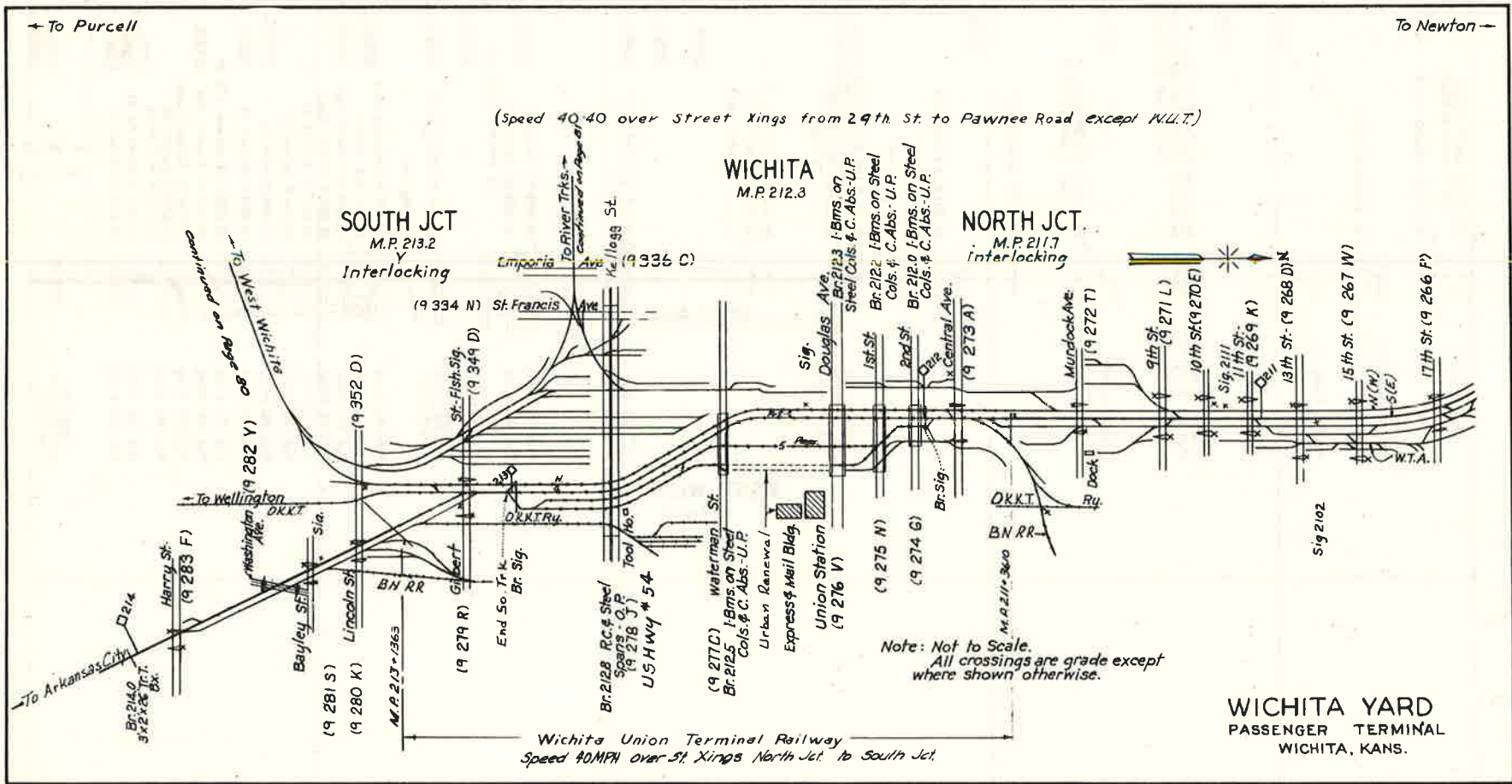


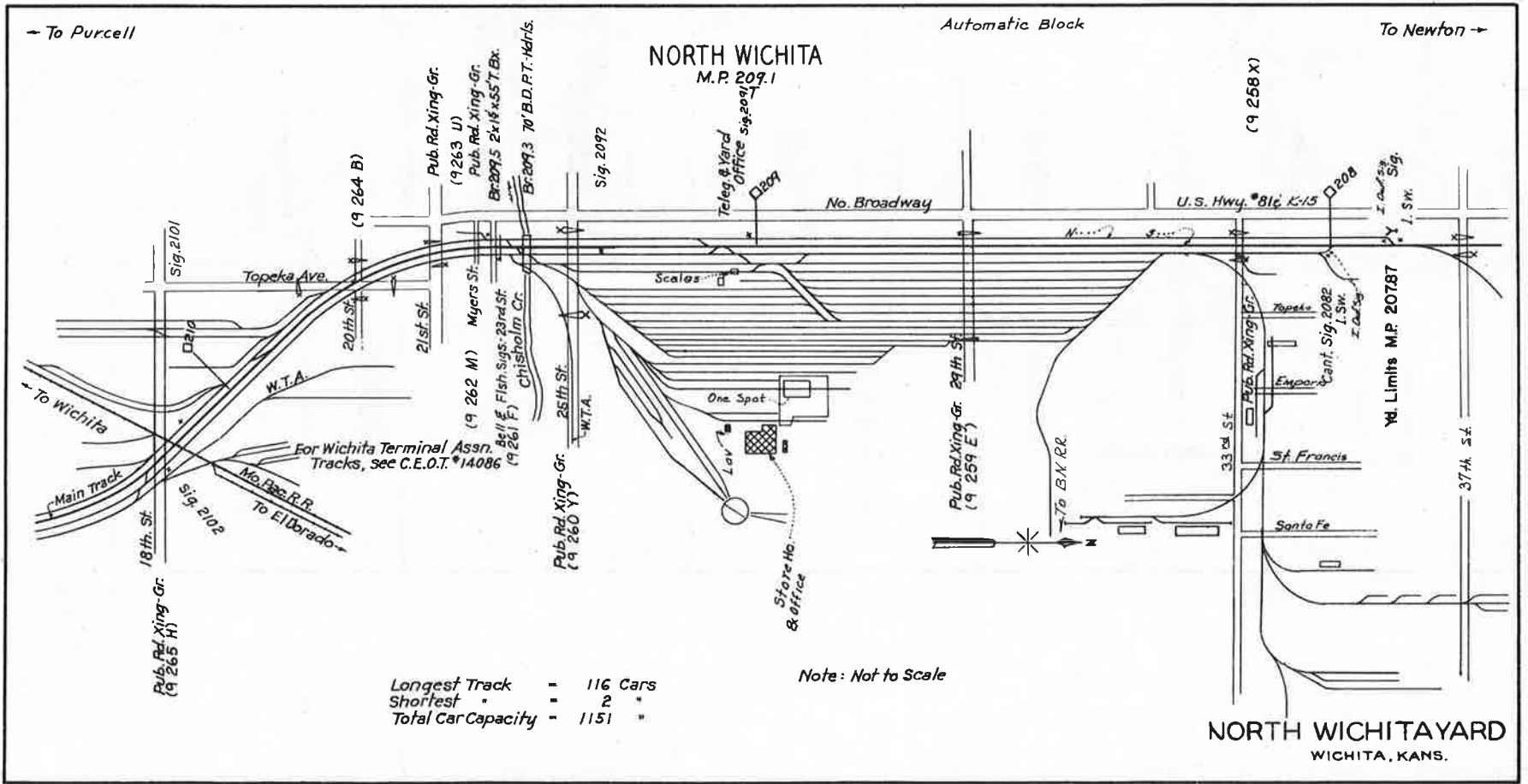
ENGLEWOOD DISTRICT

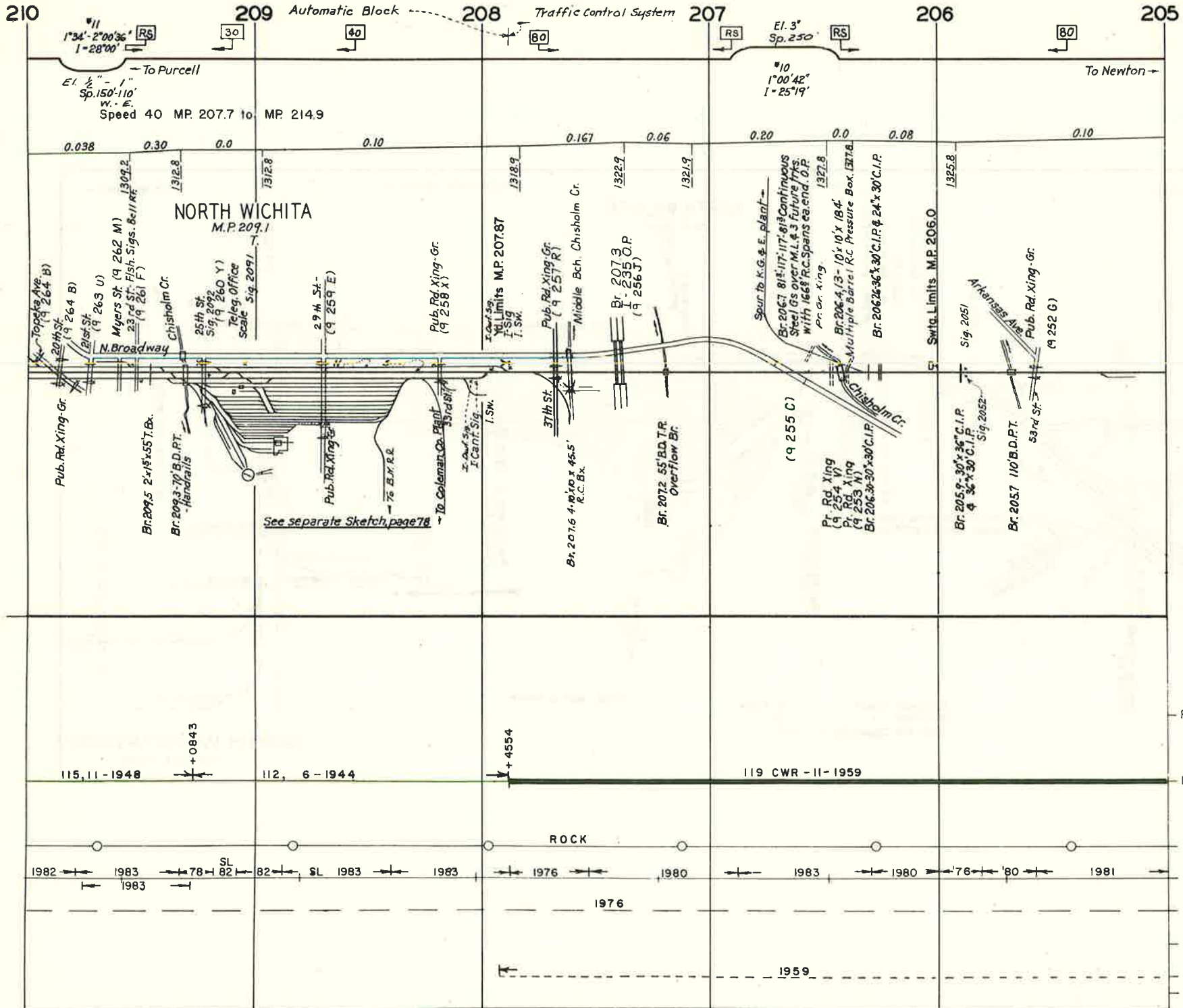


WEST WICHITA
M.P. 2.3

SECTION 64







205 204 203 Traffic Control System 202 201 200

-- To Purcell

0'9"
0'08"
1'-0'48"
E.I. 0"
Sp. 30'

To Newton --

Speed 45 MP. 201.1 to MP. 202.0

0.10

0.04

0.13

0.0667

0.14

0.60

1394.4

13938.4

1342.4

1346.5

1353.3

1355.0

Fish. Sigs. & Bell
Pub. Rd. Xing-Gr. - No. 61 st. St.
(9 251 A)

Sig. 2031

Pub. Rd. Xing-Gr.
69th St.
(9 249 Y)

VALLEY CENTER
M.P. 201.9

Br. 2022 15'x1'x20' T. Bx
Pub. Rd. Xing-Gr.

Meridian Ave.
(9 241 K)

Preverence Dep.
I. S. B. R.
I. S. B. R. Ellsworth
I. S. B. R. Sign
Main St. 2nd St. Bell
1st St.

Flash. Sigs. Bell
1st St.
2nd St.

Pub. Rd. Xing-Gr. (9 243 H)
City Limits

Br. 2010 2'-27'x48'x52' C.M.P.

2nd St.
ISig.

ISig.
I. Sw.

Pub. Rd. Xing-Gr. (9 242 B)

Pub. Rd. Xing
Seneca St.
(9 250 T)

Sig. 2032
Br. 2039 24'x27'x32' R.C.P.

(9 248 S)
Pub. Rd. Xing-Gr.

Sig. I. Sigs. Depot

Grain Elev.
Fish sig. Gr.
Pub. Rd. Xing-Gr.
(9 246 D)
Pub. Rd. Xing-Gr.
(9 245 W)
Pub. Rd. Xing-Gr.
(9 244 P)

County Road

Br. 2002 Db. 34'x38'x52'
Cor. P. Ar.

RAIL GR.

RAIL

119 CWR - II - 1959

BALLAST

ROCK

SURFACING

SL 1981

SL '77

1980

SL 1981

1980

BI

82 181

RAISE GR. '65

TIES

1976

1977

POLES

GROUT

1959

1949

LIME

200

199

198

Traffic Control System

197

196 SEDGWICK CO.

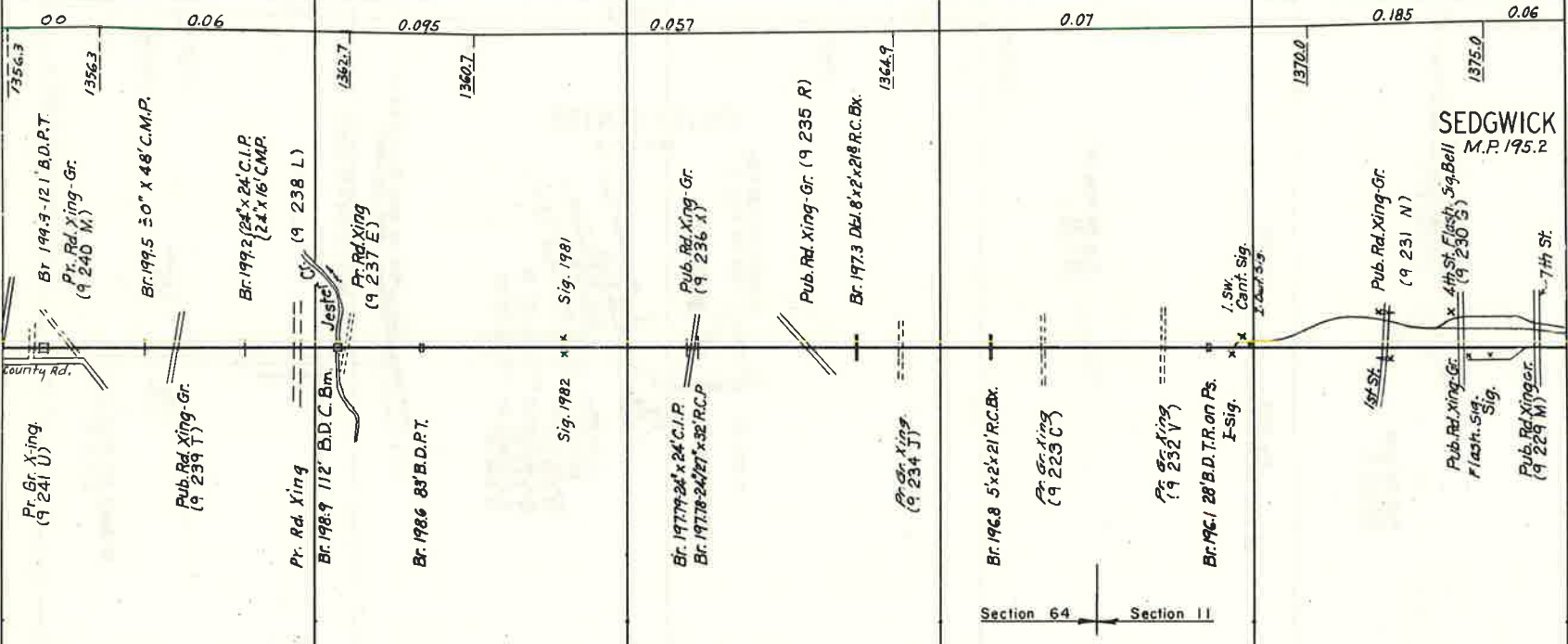
HARVEY CO.

195

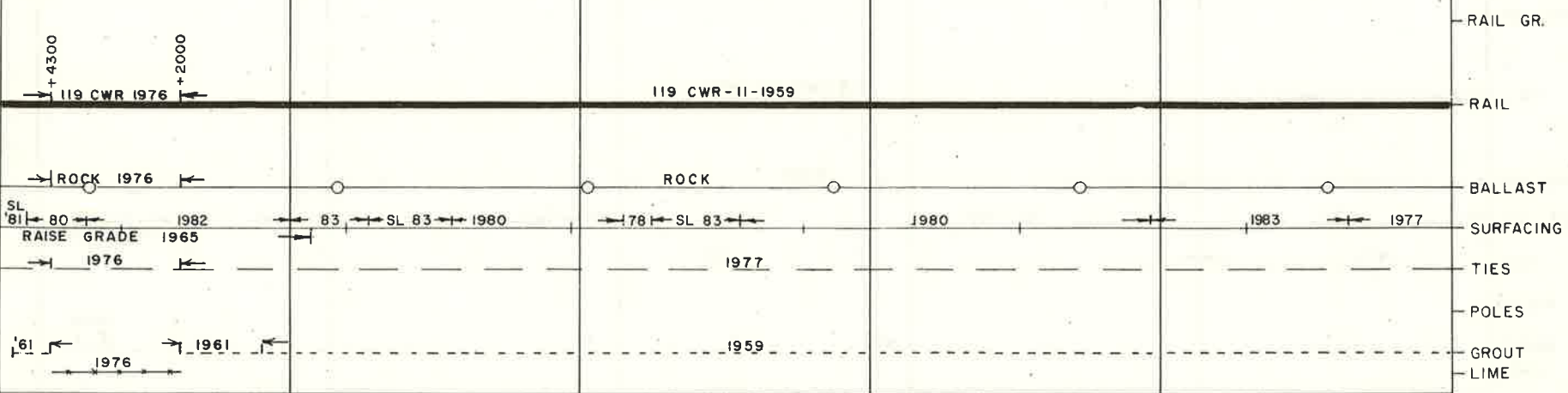
← To Purcell

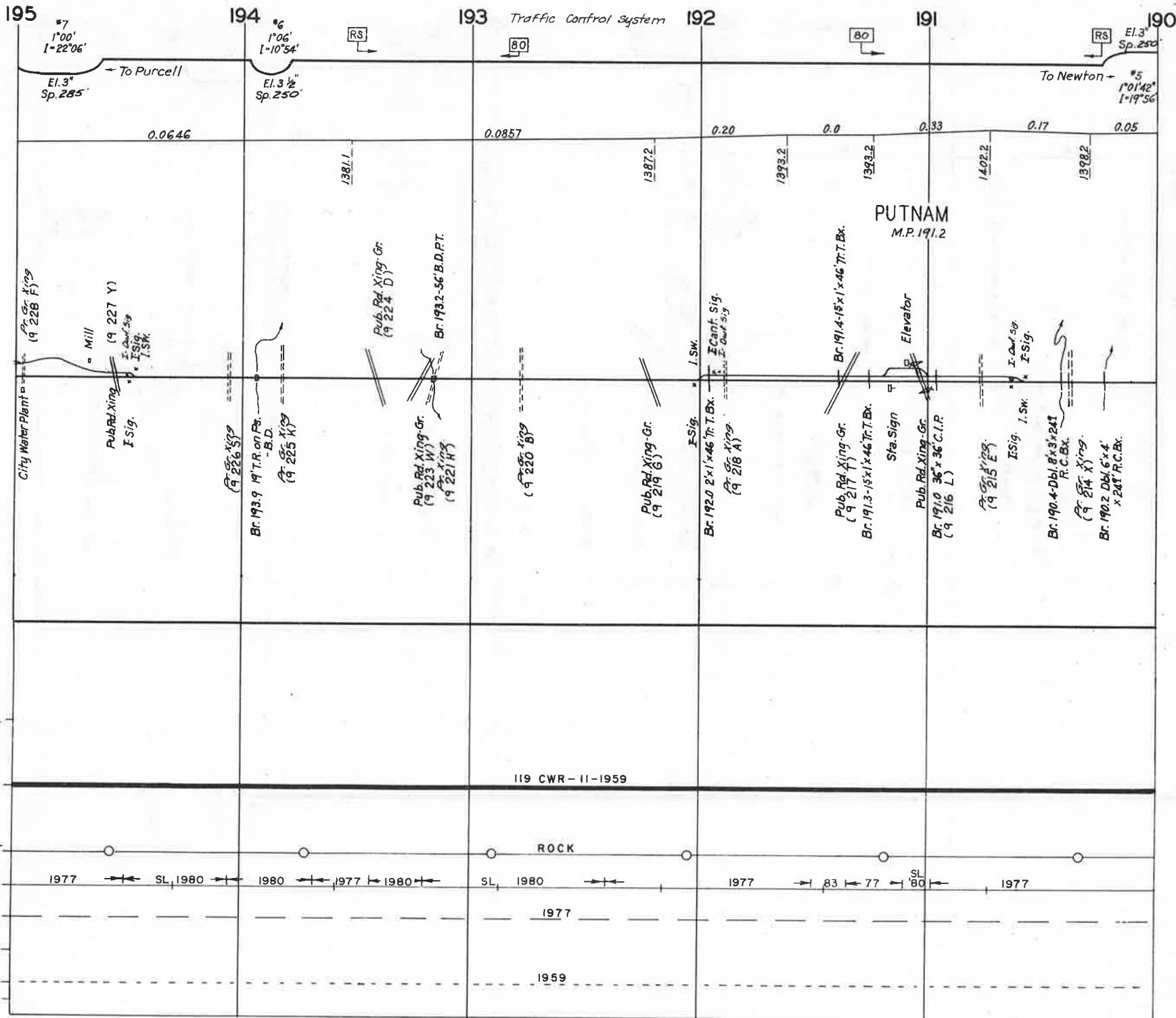
To Newton →

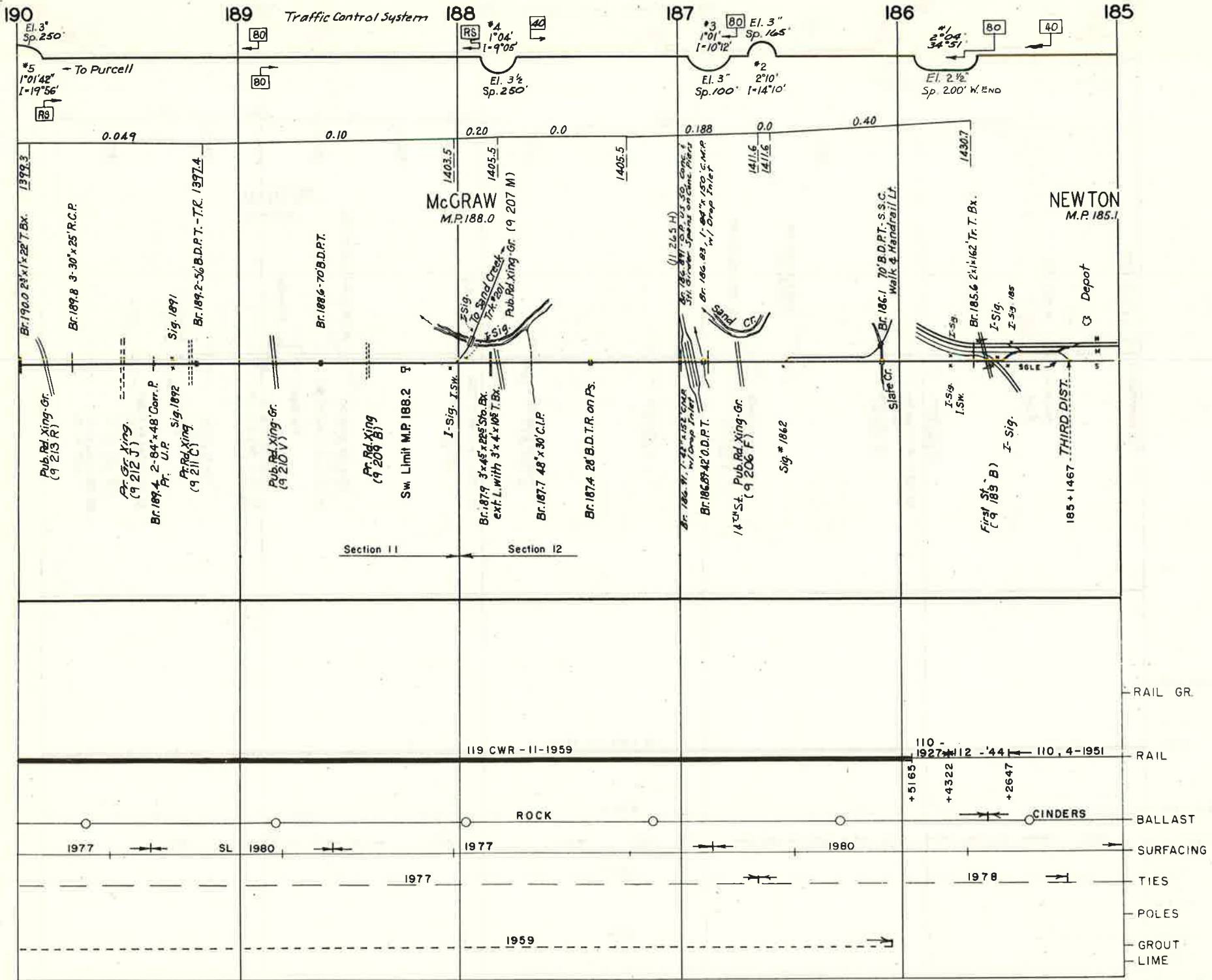
Speed 30 MP. 1945 to MP. 195.6



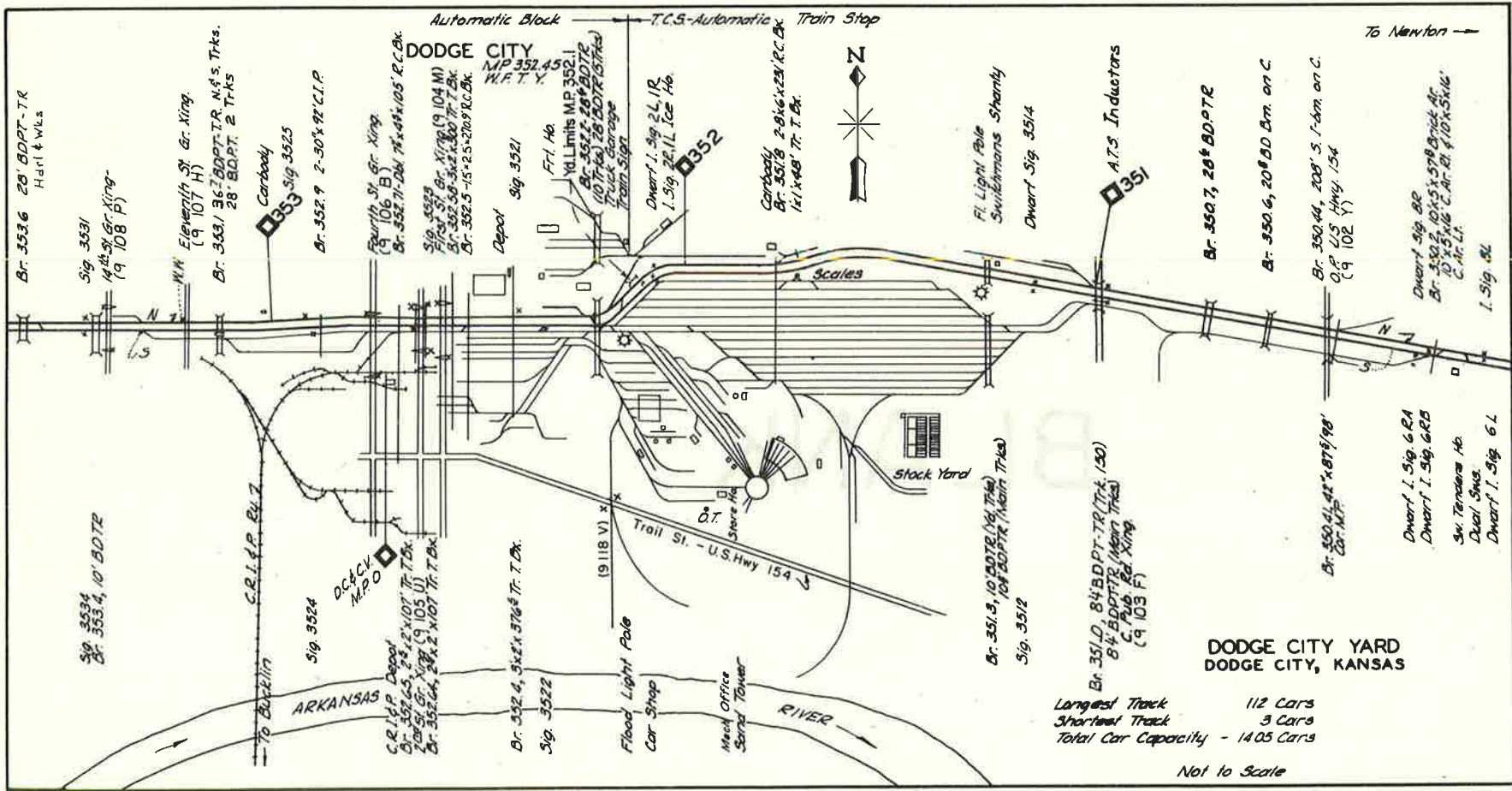
SEDGWICK M.P. 195.2







BLANK



356

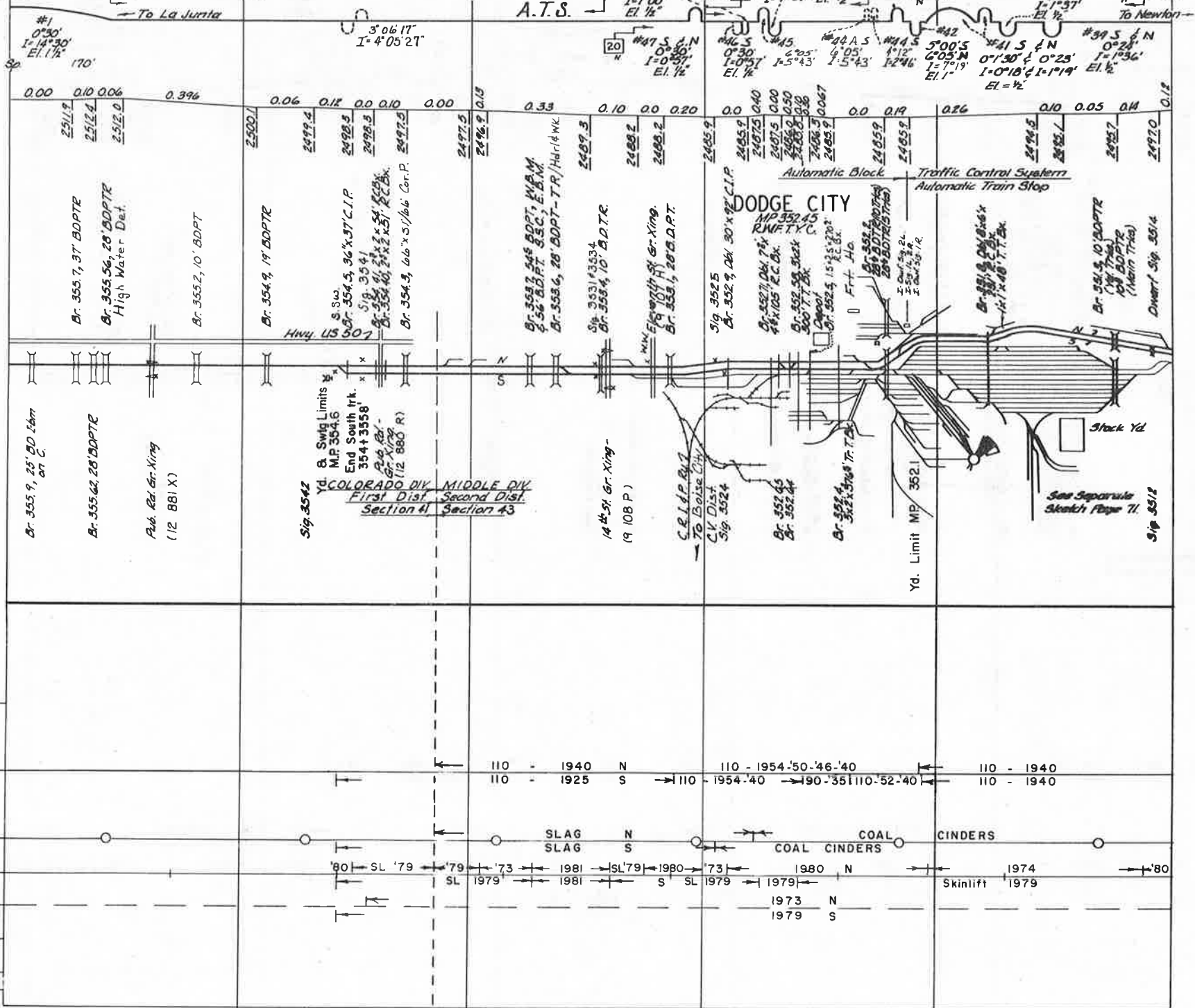
355

354

353

352

351



Vertical Curve Data:

Station	Elevation
0.00	2511.9
0.10	2512.4
0.06	2512.0
0.396	2500.1
0.06	2499.4
0.12	2498.9
0.0	2498.3
0.10	2497.5
0.00	2496.9
0.13	2489.3
0.33	2488.2
0.10	2488.2
0.0	2485.9
0.20	2485.9
0.0	2485.9
0.40	2485.9
0.00	2485.9
0.05	2485.9
0.067	2485.9
0.0	2485.9
0.19	2485.9
0.26	2485.9
0.10	2485.9
0.05	2485.9
0.04	2485.9
0.12	2485.9

Yd. COLORADO DIV. MIDDLE DIV.
 First Dist. Second Dist.
 Section 41 Section 43

DODGE CITY

Traffic Control System
 Automatic Train Stop

Stack Yd

See Separate Sketch Page 71

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

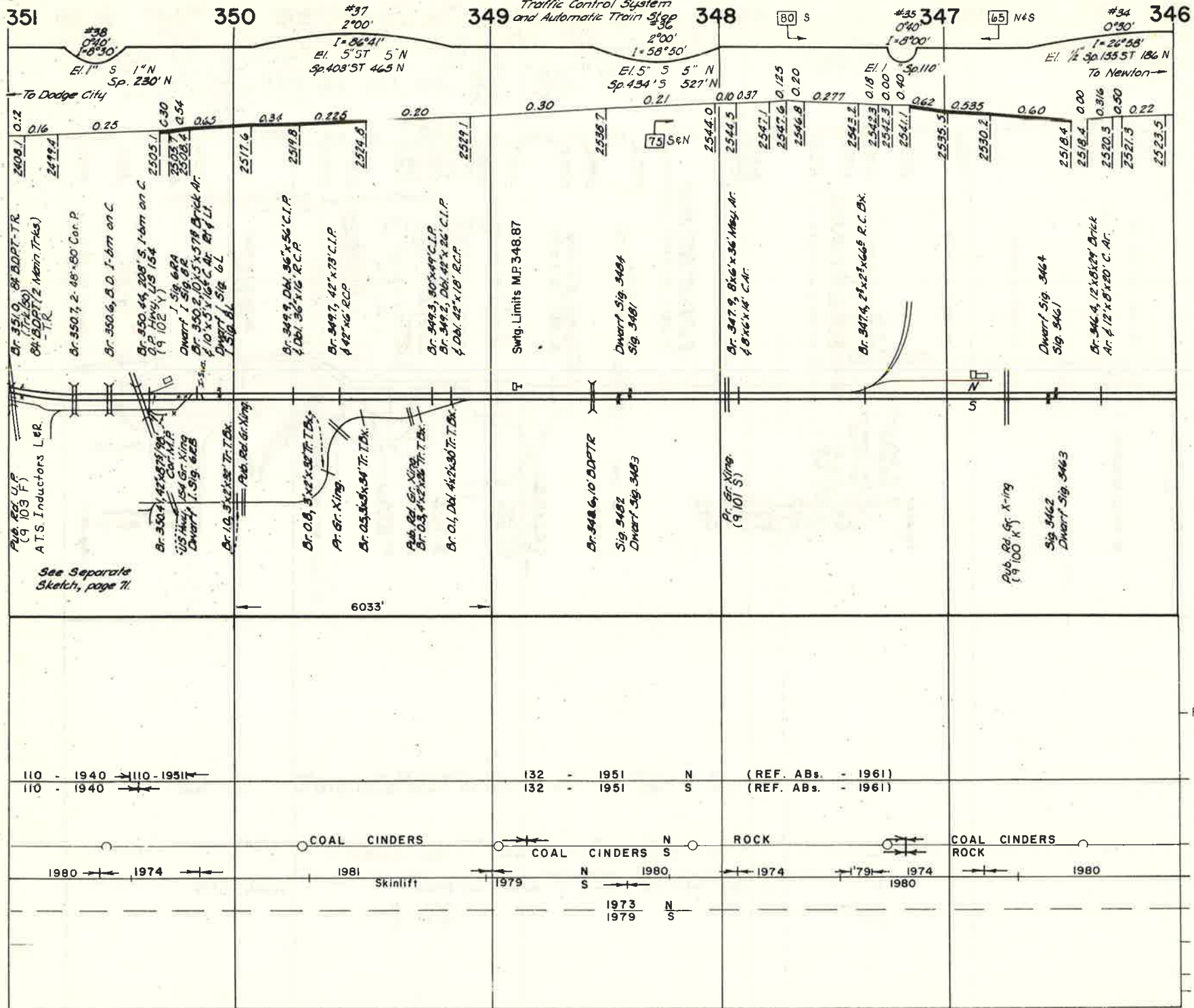
POLES

GROUT

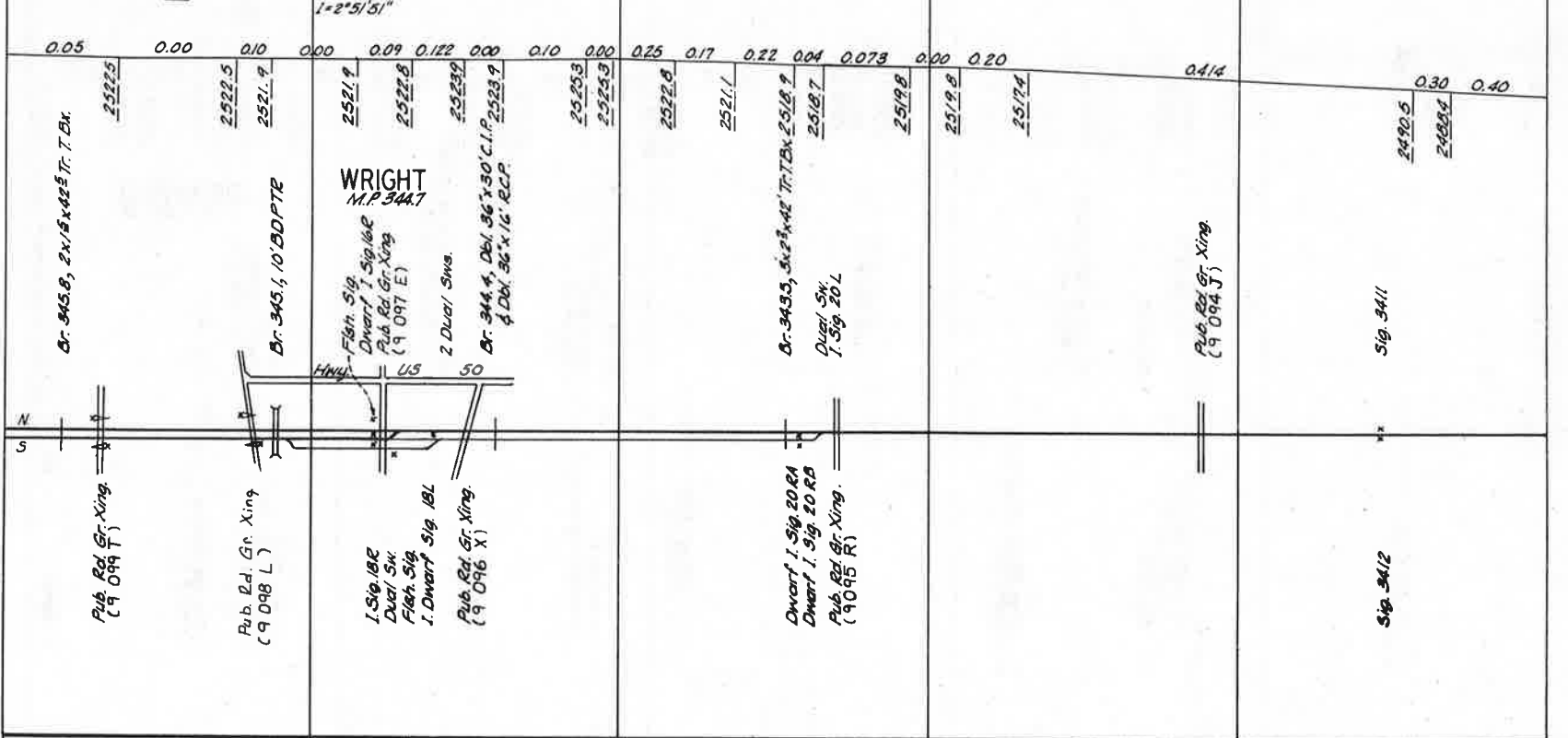
LIME

REVISED 7-82

BINDER NO. 3



346 #34 345 344 Traffic Control System 343 and Automatic Train Stop 342 341



RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT
LIME

132 - 1951 (REF. ABs. - 1961) 132 - 1950 (REF. ABs. - 1961) 131 - 1941 (REF. ABs. - 1960)

ROCK COAL CINDERS SLAG

1980 1973 1979 Skinlift Siding 1979 1974

341

340 Traffic Control System and 339 Automatic Train Stop

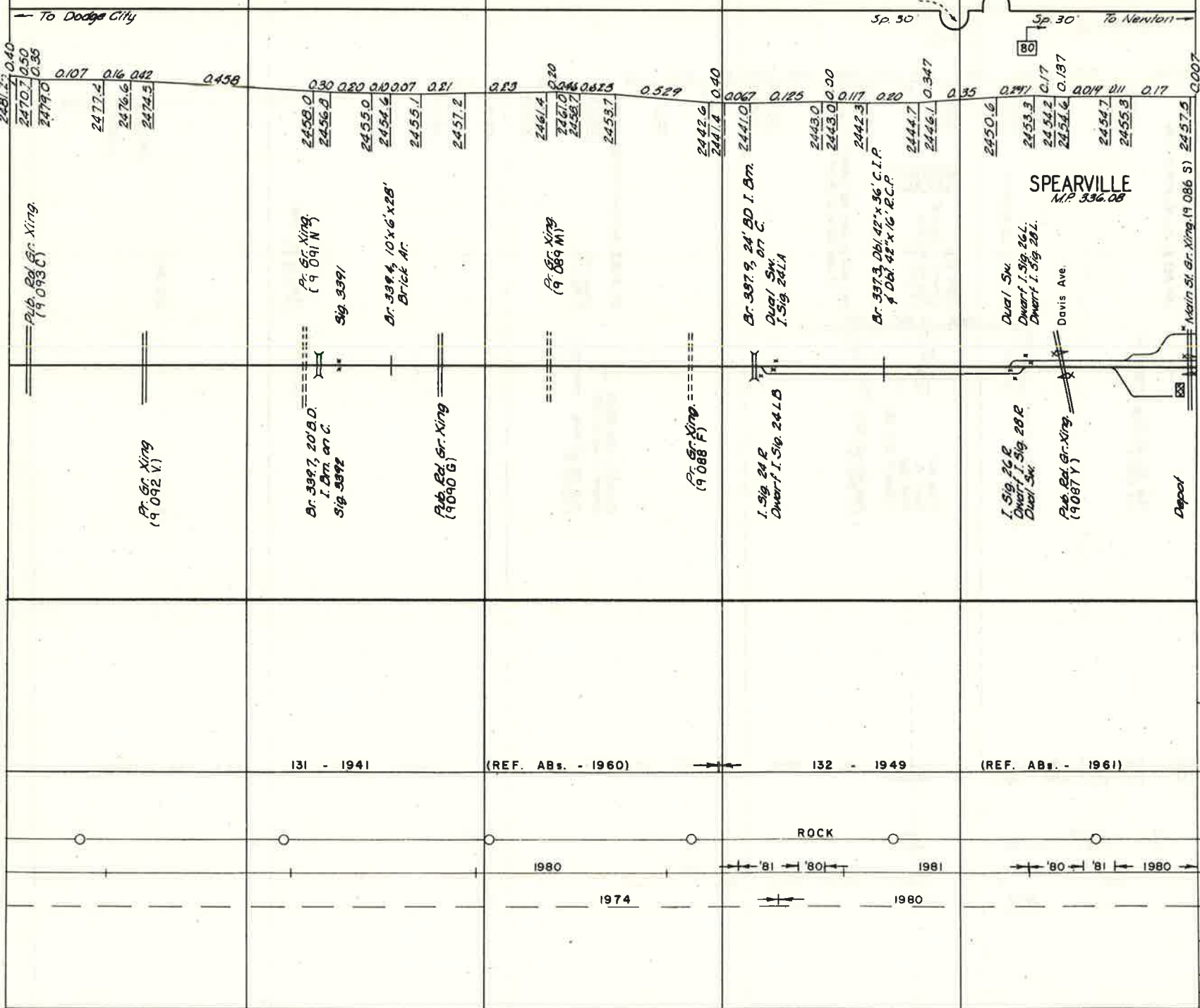
338

#33
0°10'
1"=100'

337

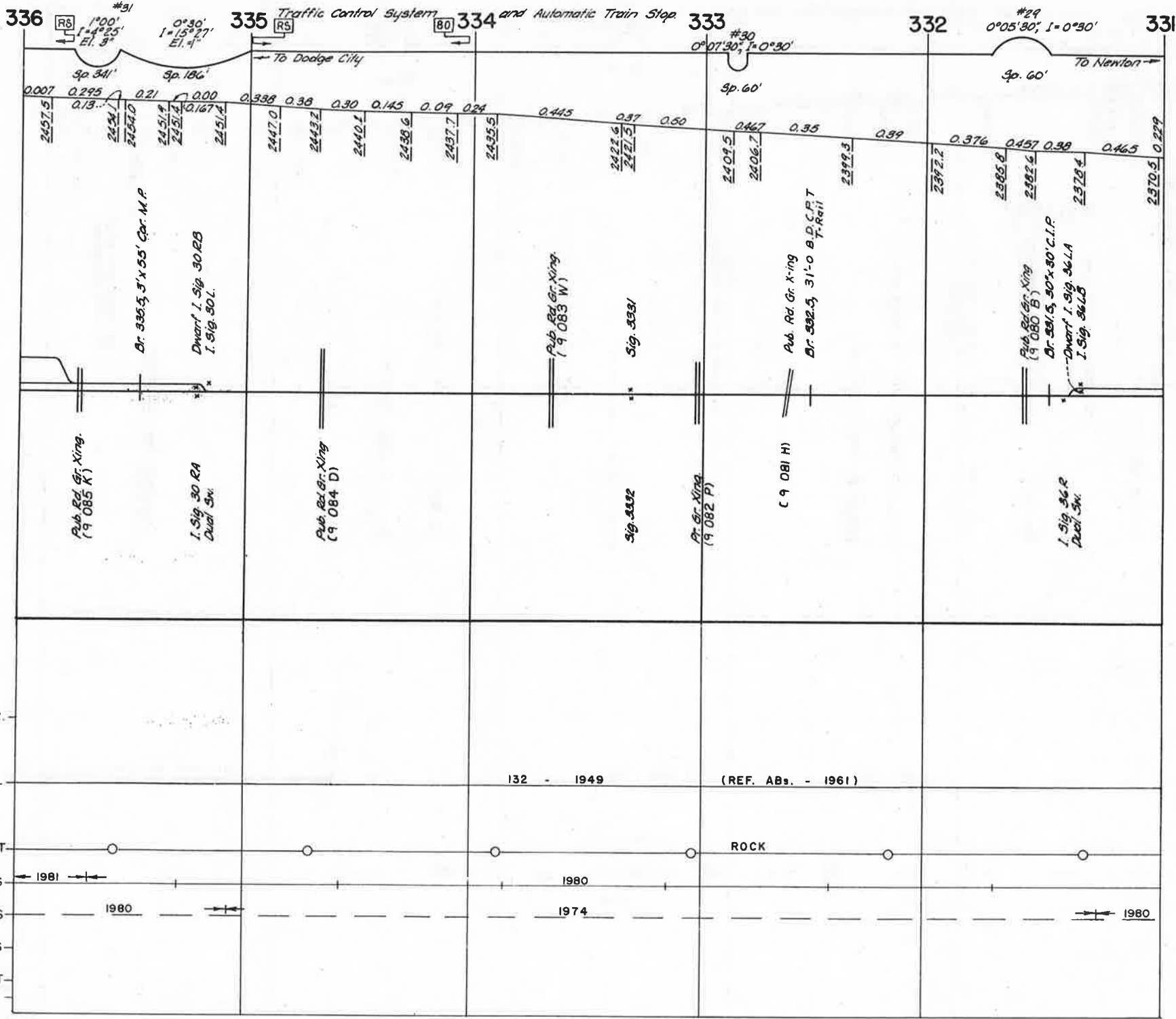
#39
0°10'
1"=100'

336

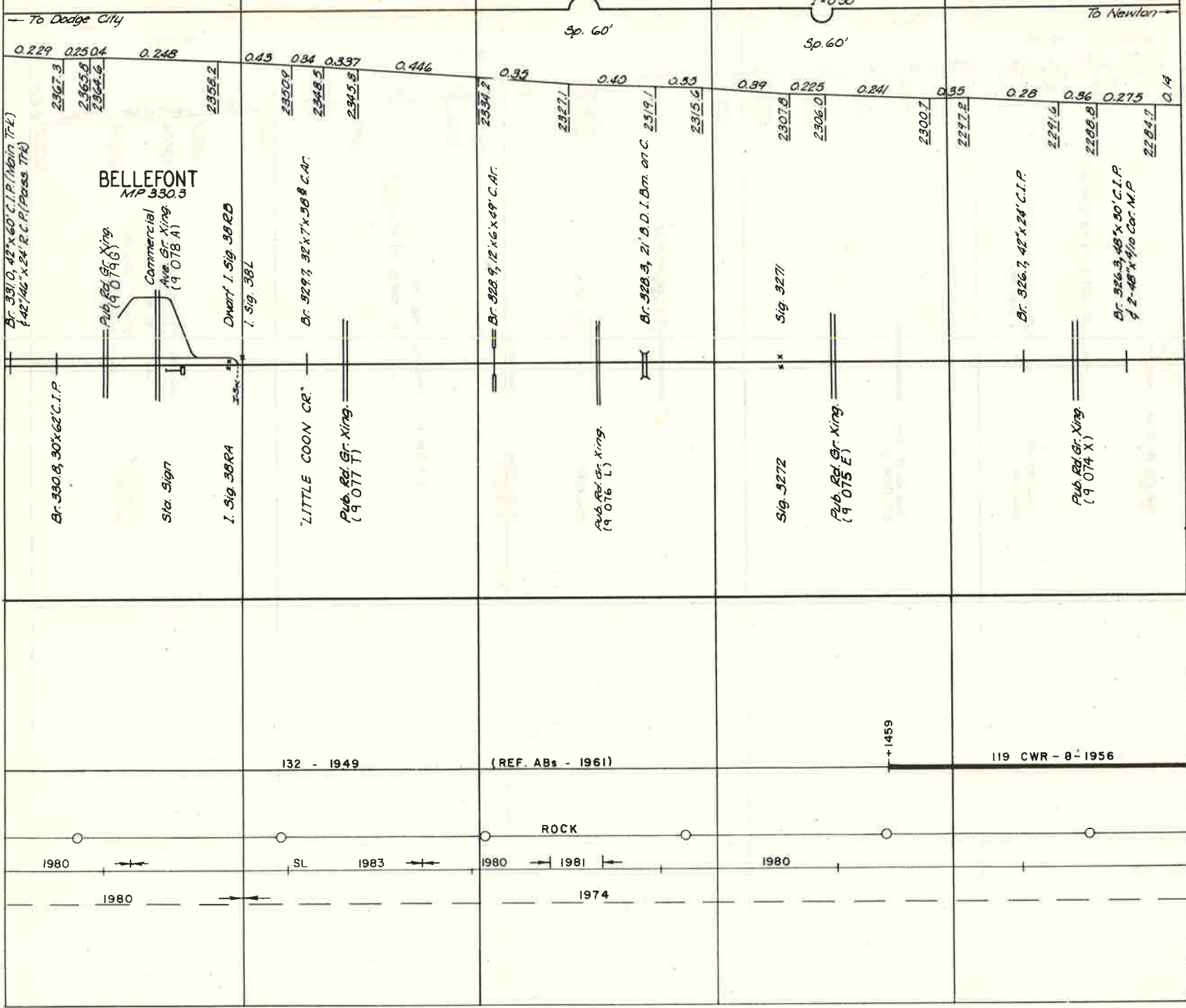


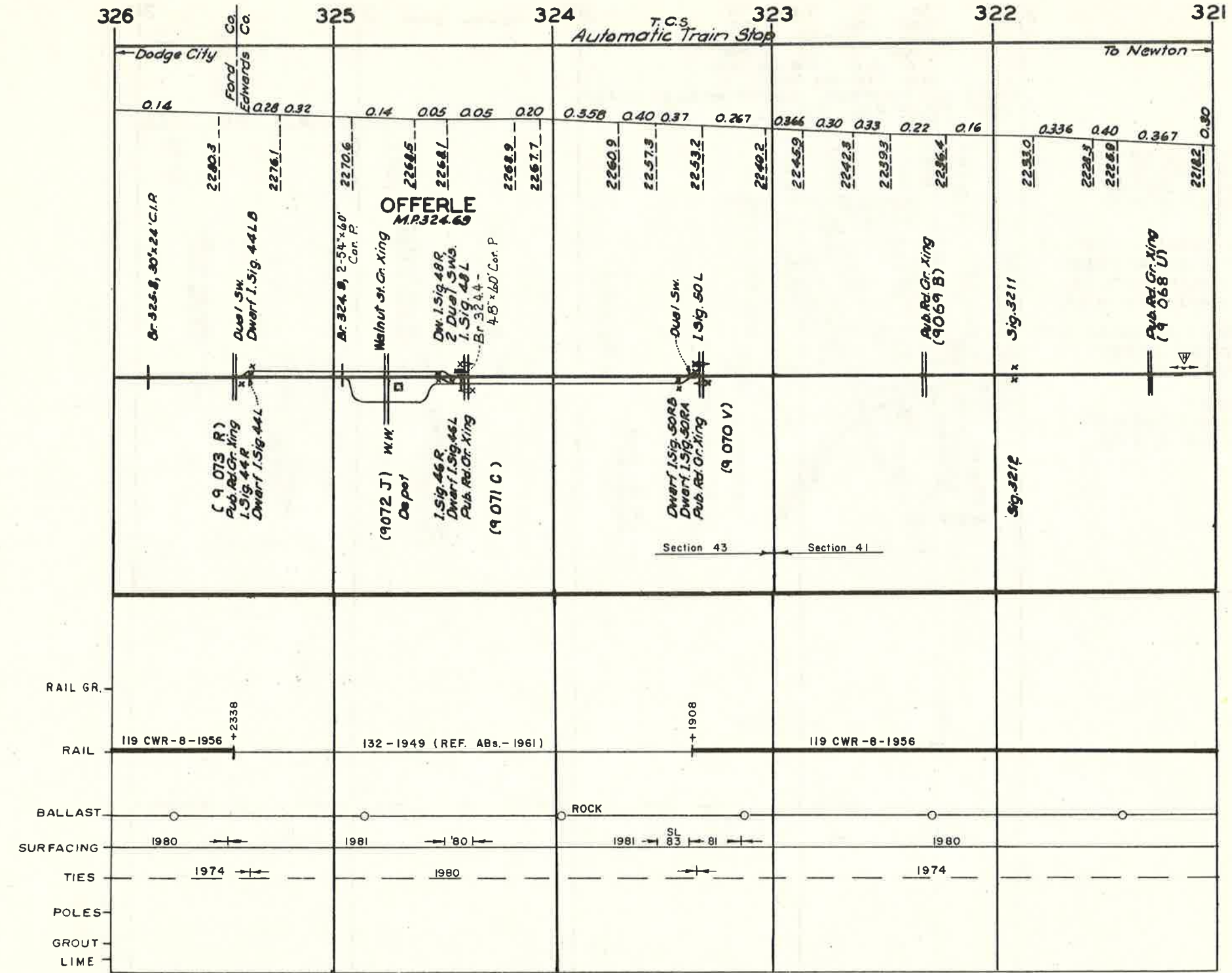
REVISED 9-83

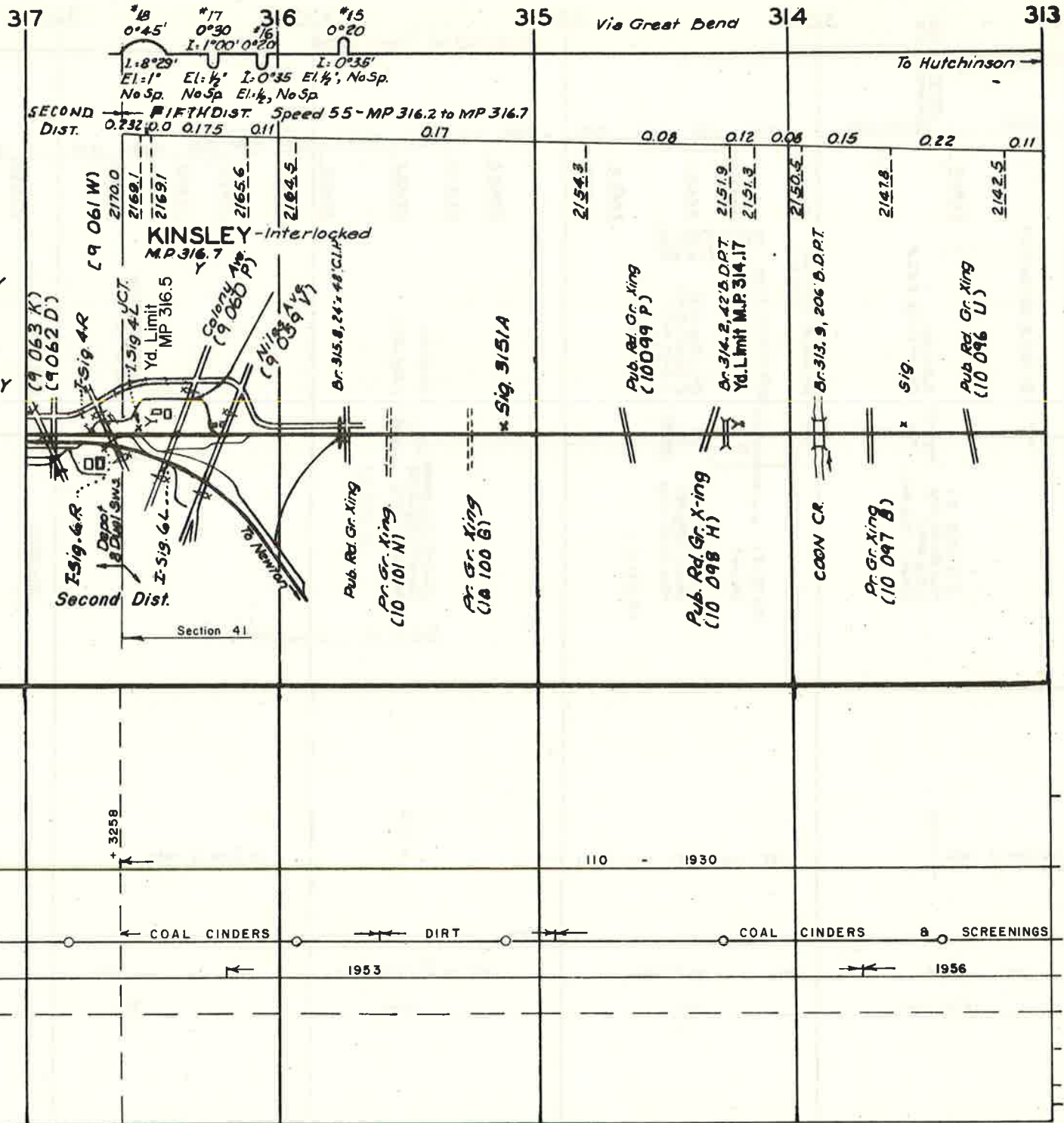
BINDER NO. 3



331 Traffic Control System 330 and Automatic Train Stop 329 328 327 326





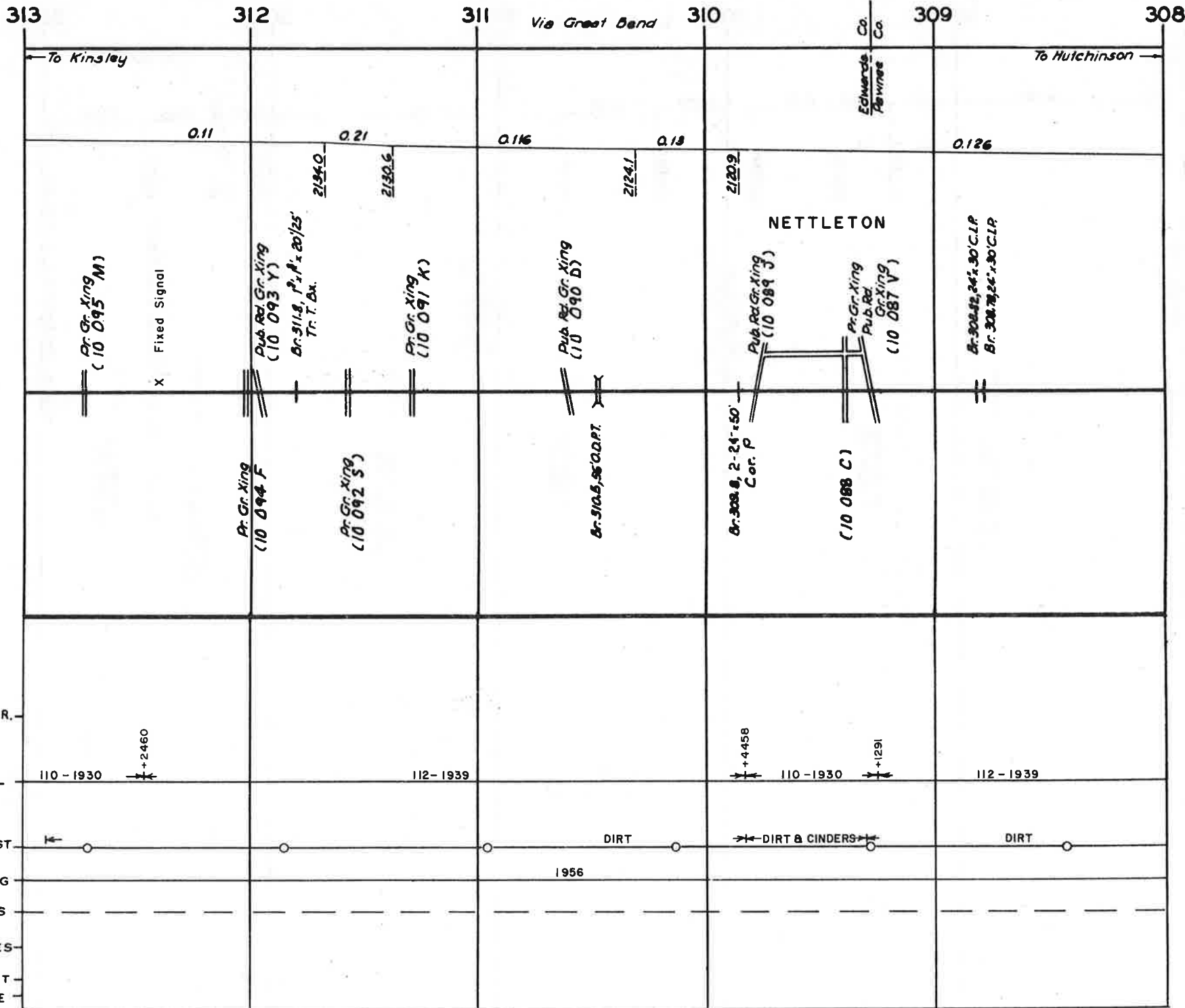


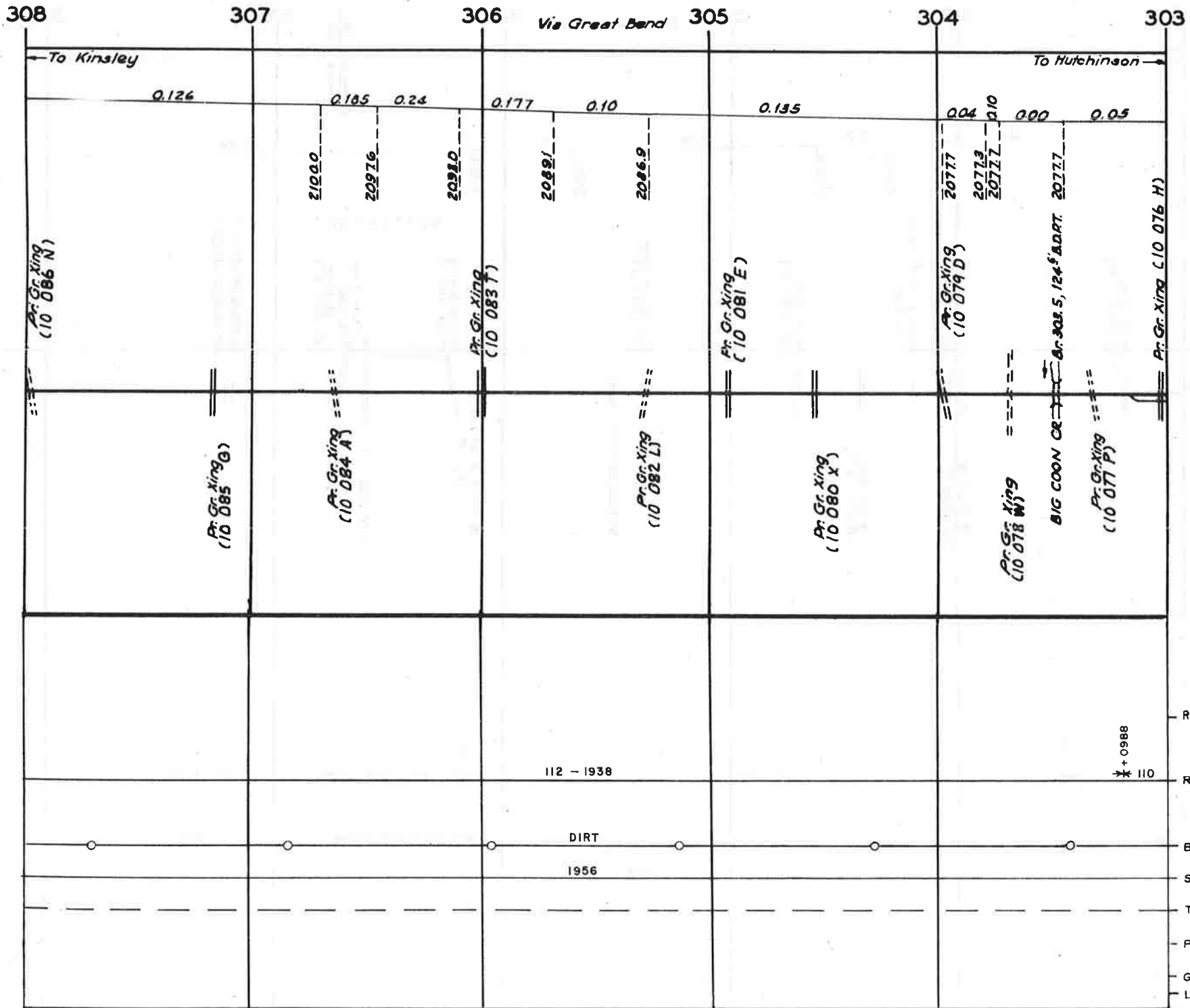
NEWTON to KINSLEY
VIA ST. JOHN
SECOND DISTRICT
PAGES 18 to 43

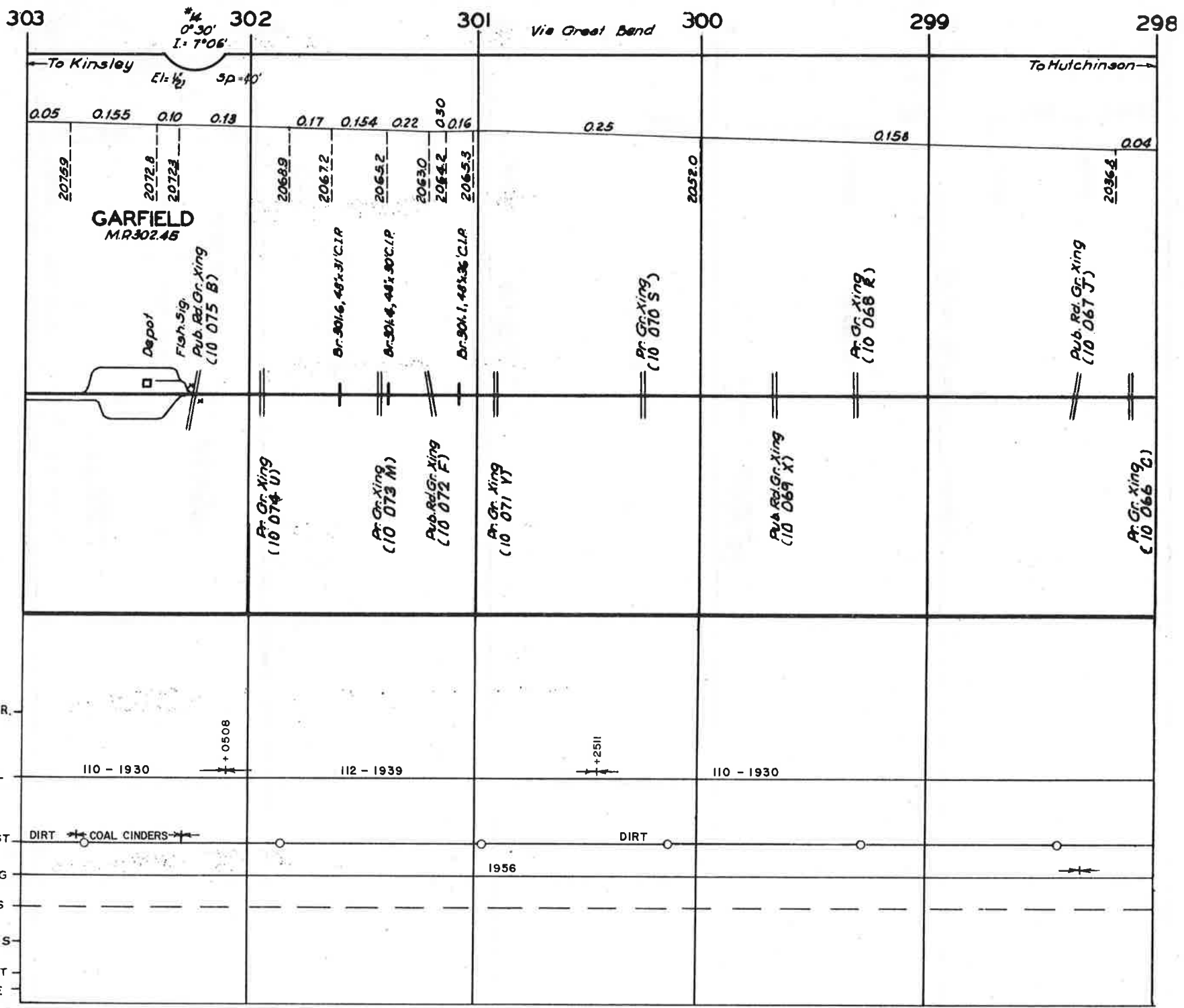
HUTCHINSON to KINSLEY
VIA GREAT BEND
FIFTH DISTRICT
PAGES 44 to 63

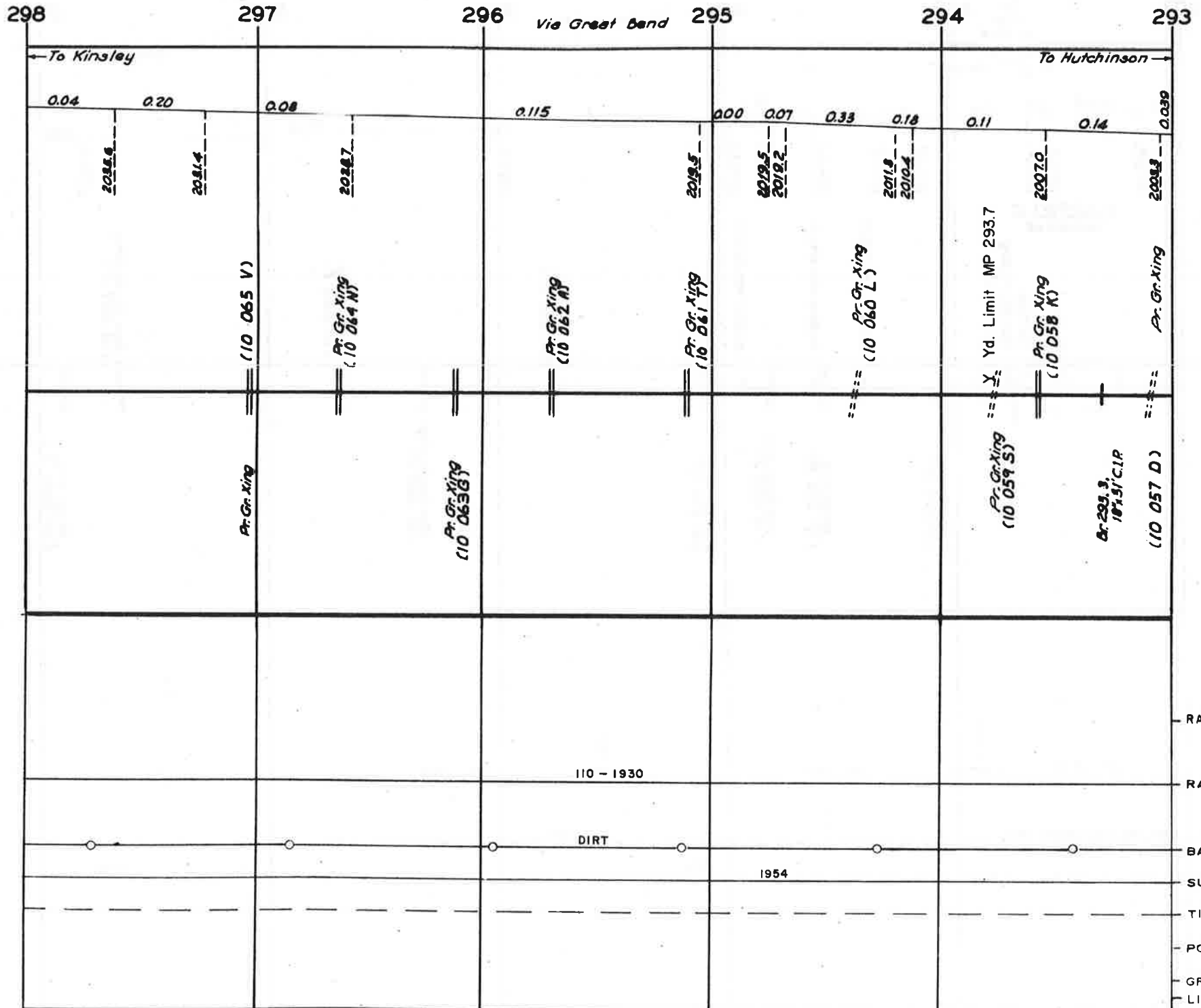
KINSLEY to DODGE CITY
SECOND DISTRICT
PAGES 64 to 71

KINSLEY
SECOND DISTRICT
PAGES 42 & 43









293

292

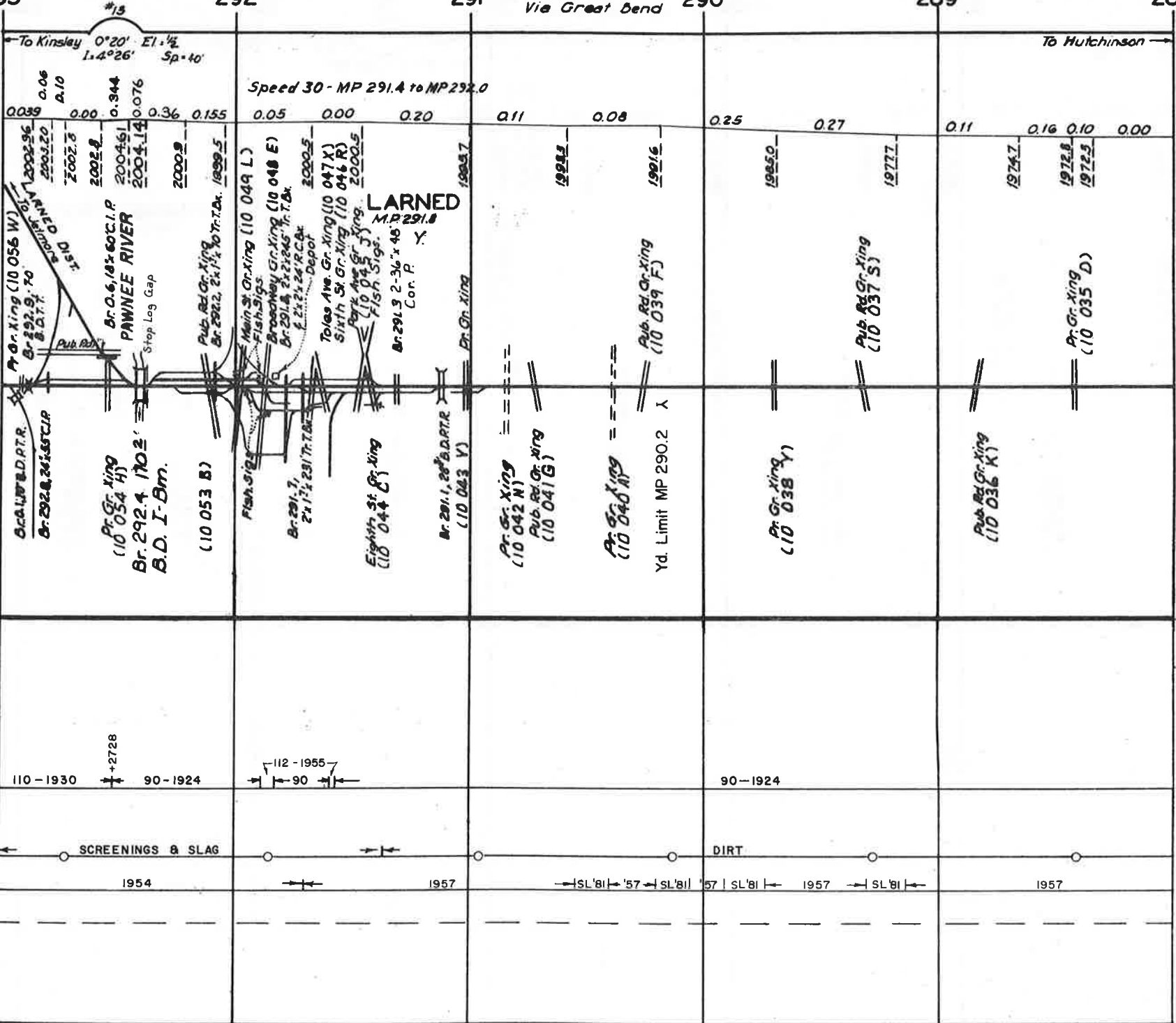
291

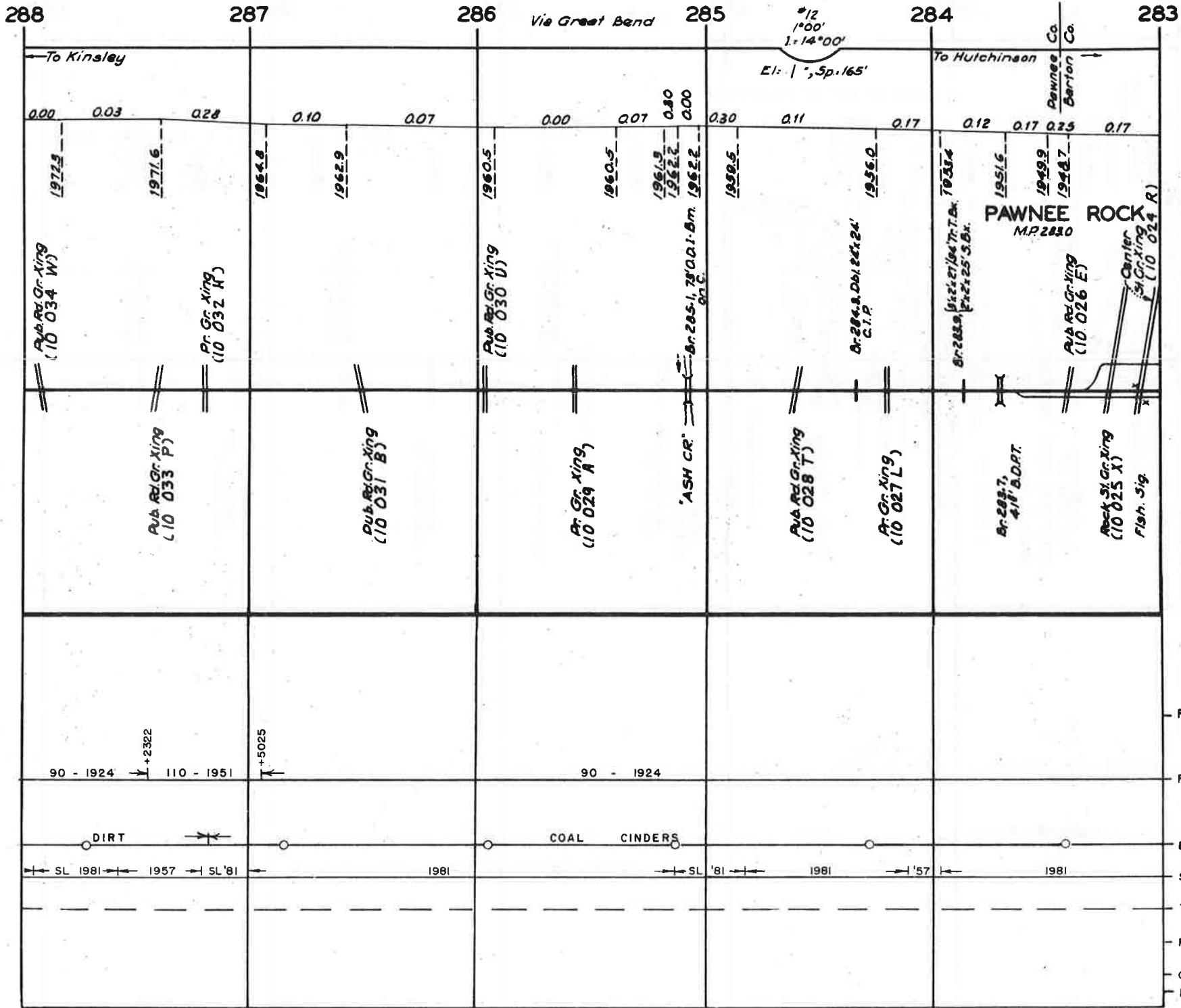
Via Great Bend

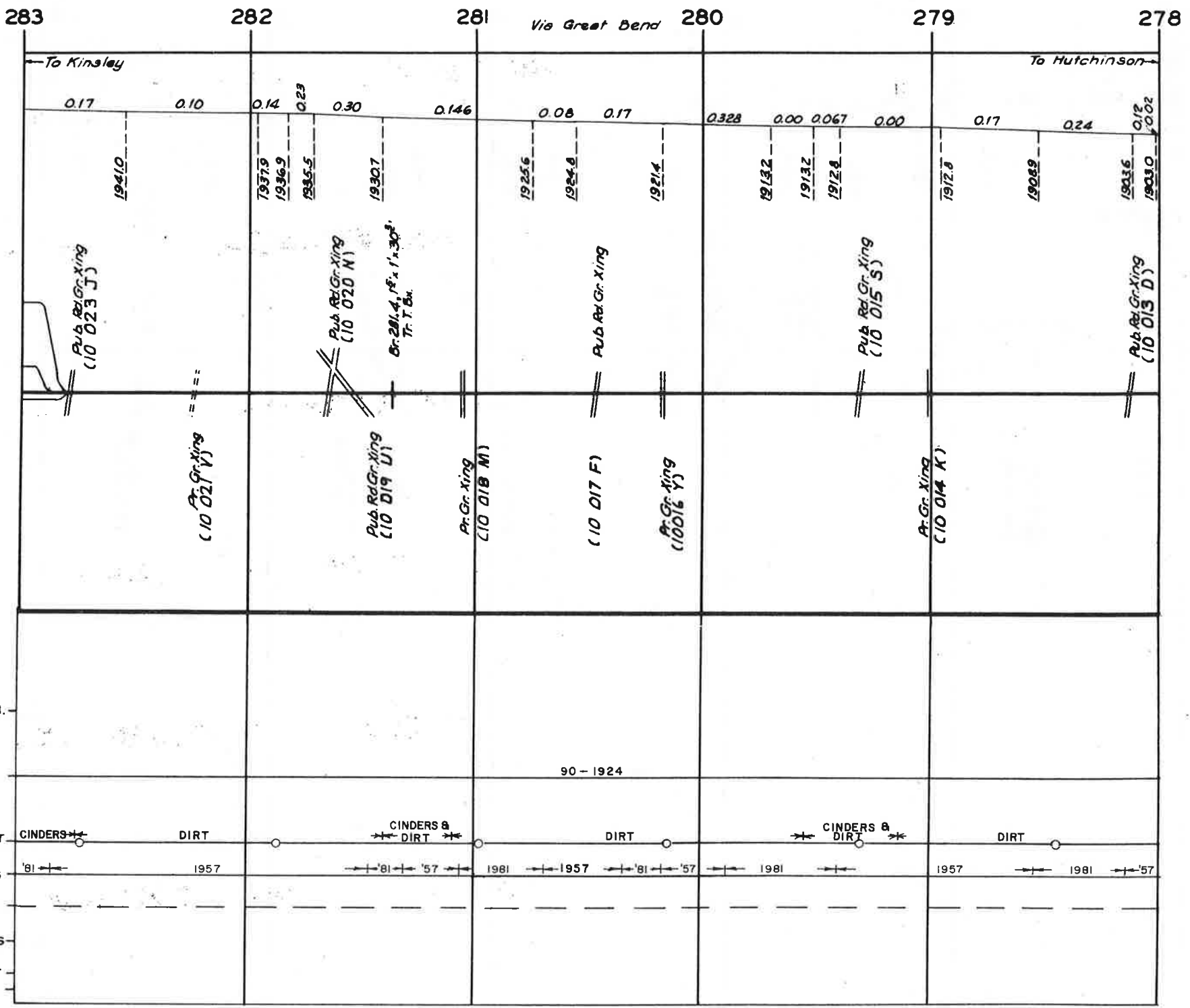
290

289

288

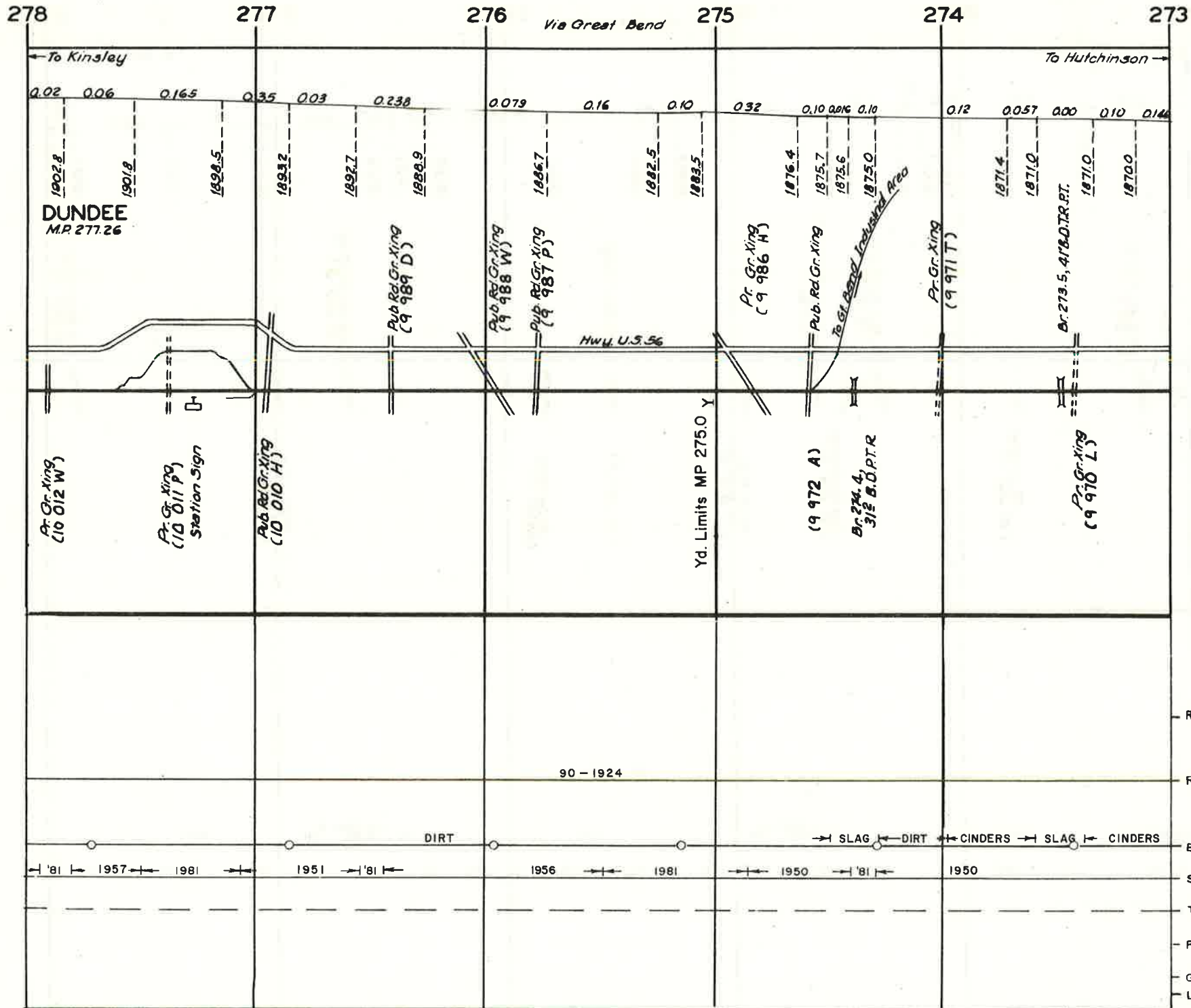


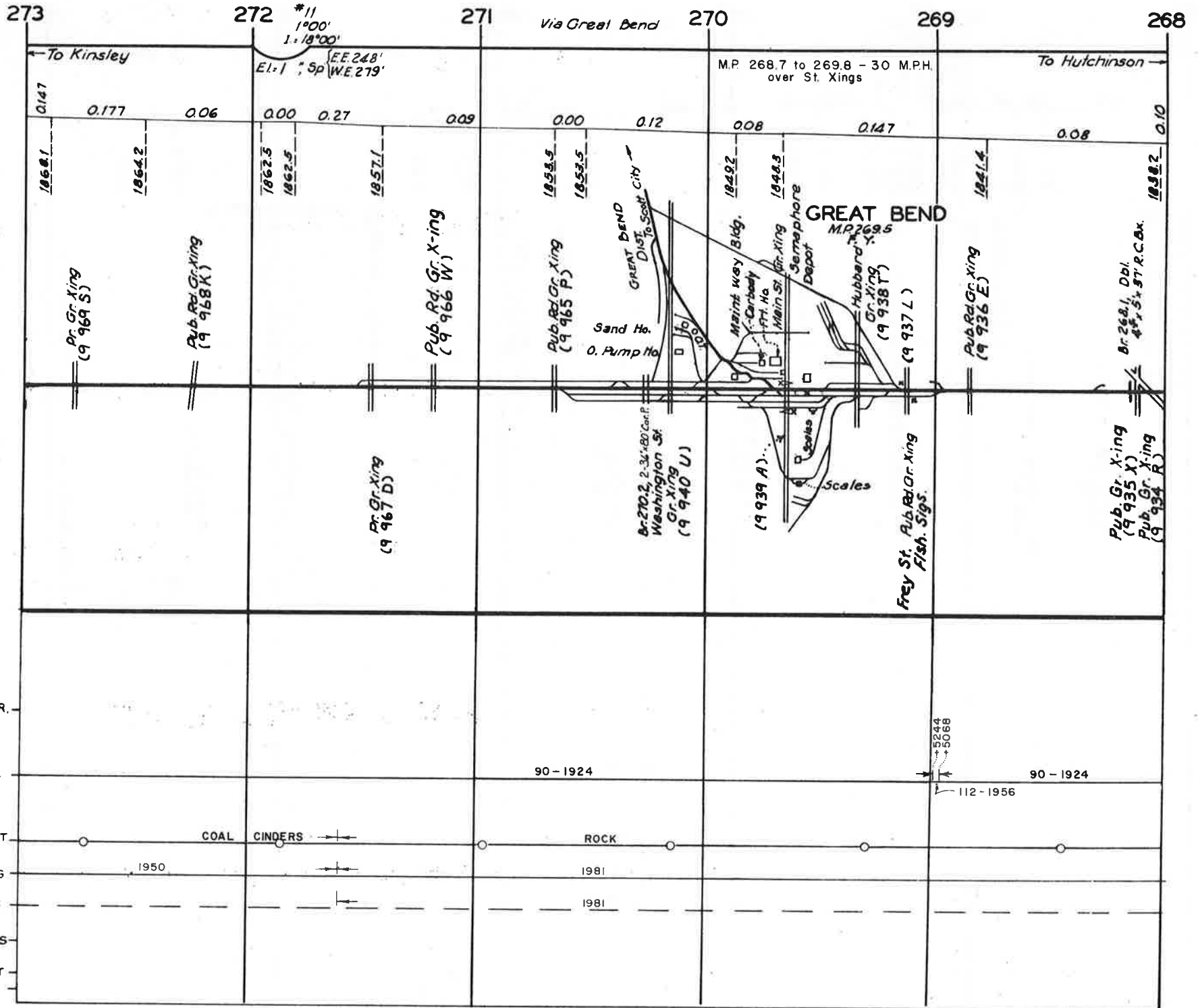


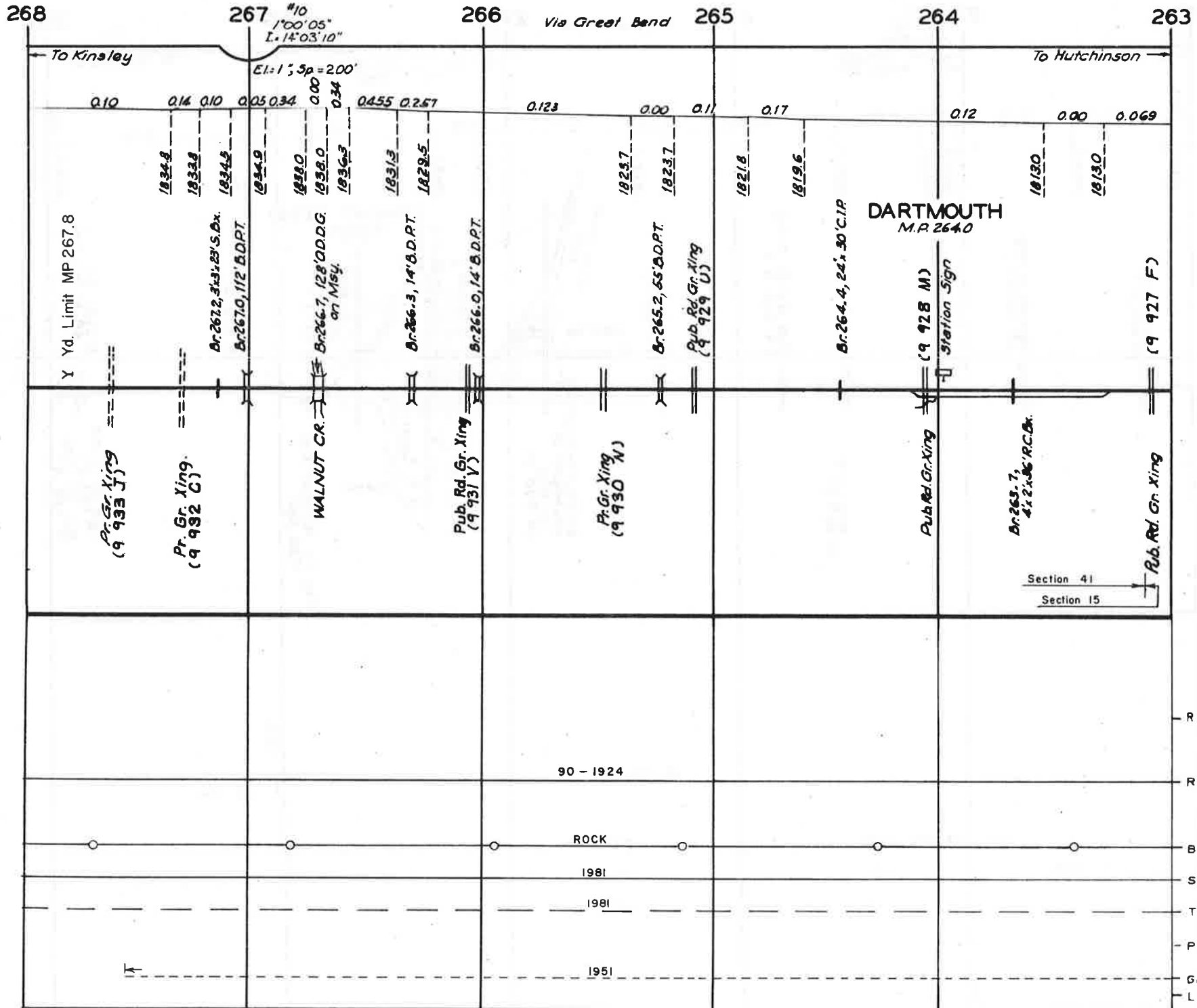


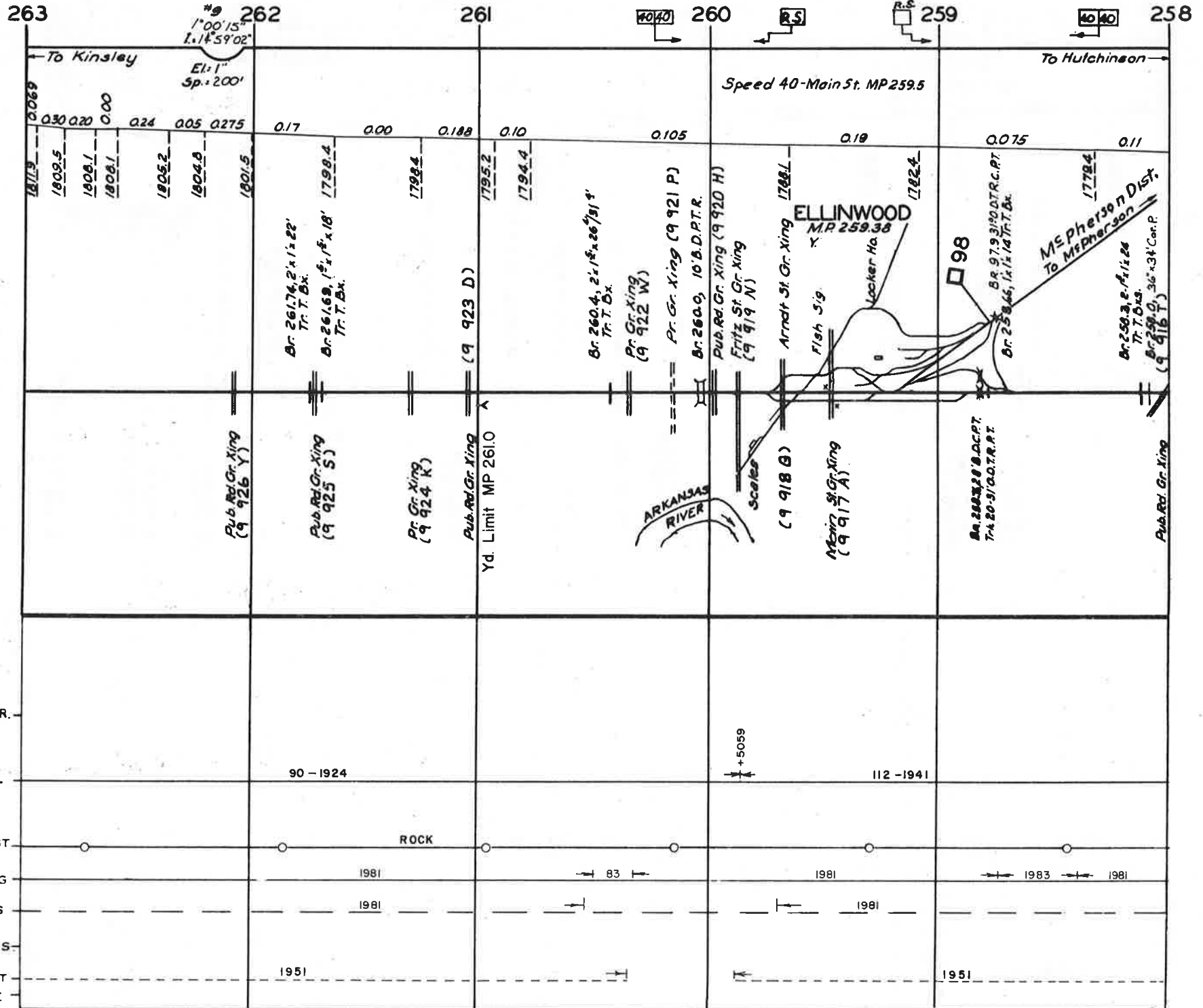
BINDER NO. 3

REVISED 7-82









#9
 1°00'15"
 1.14°59'02"
 El: 1"
 Sp: 200'

Speed 40 - Main St. MP 259.5

ELLINWOOD
 MR 259.38

ARKANSAS
 RIVER

MS Pherson Dist.
 To MS Pherson

RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 POLES
 GROUT
 LIME

90 - 1924

ROCK

1981

83

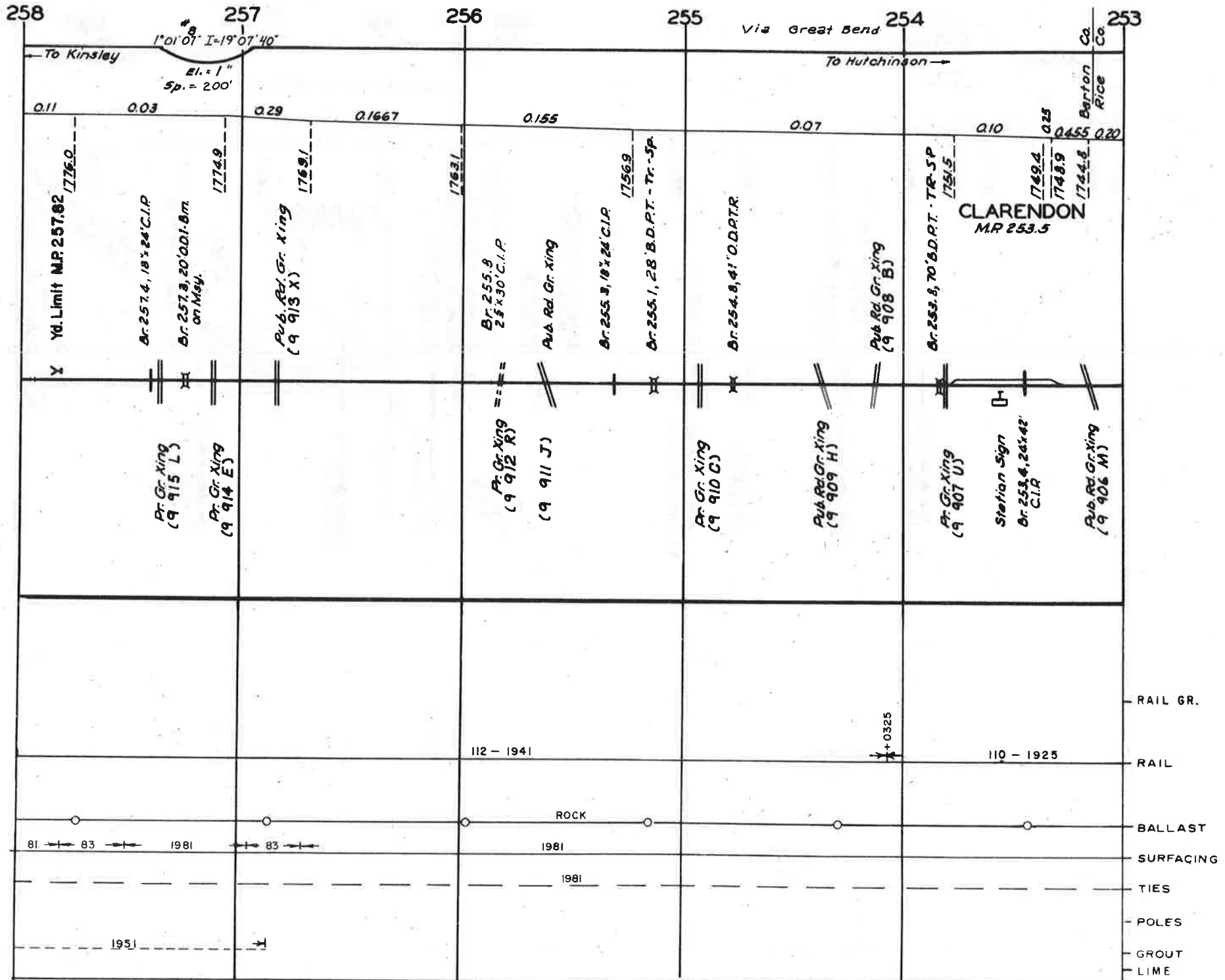
1981

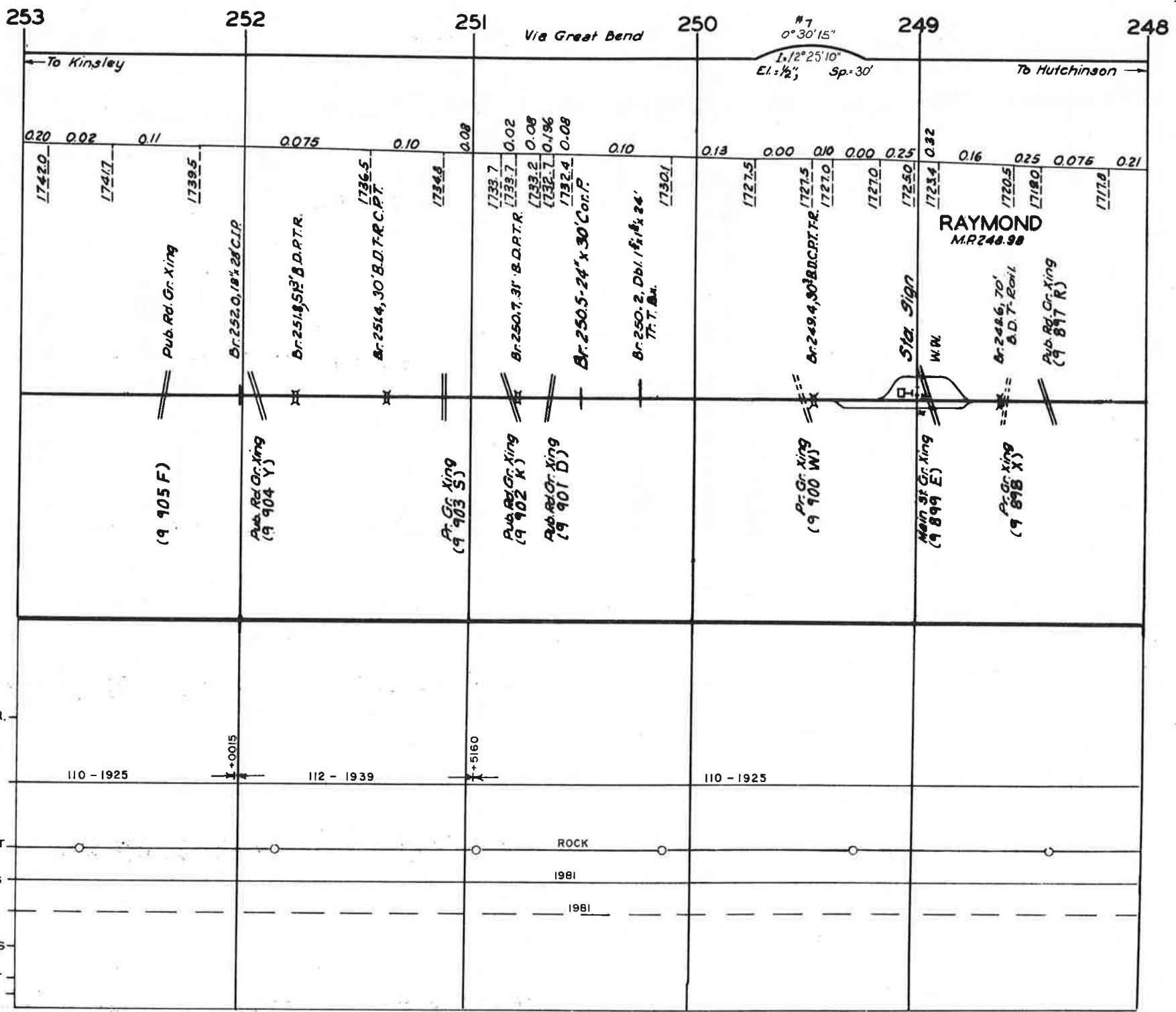
1983

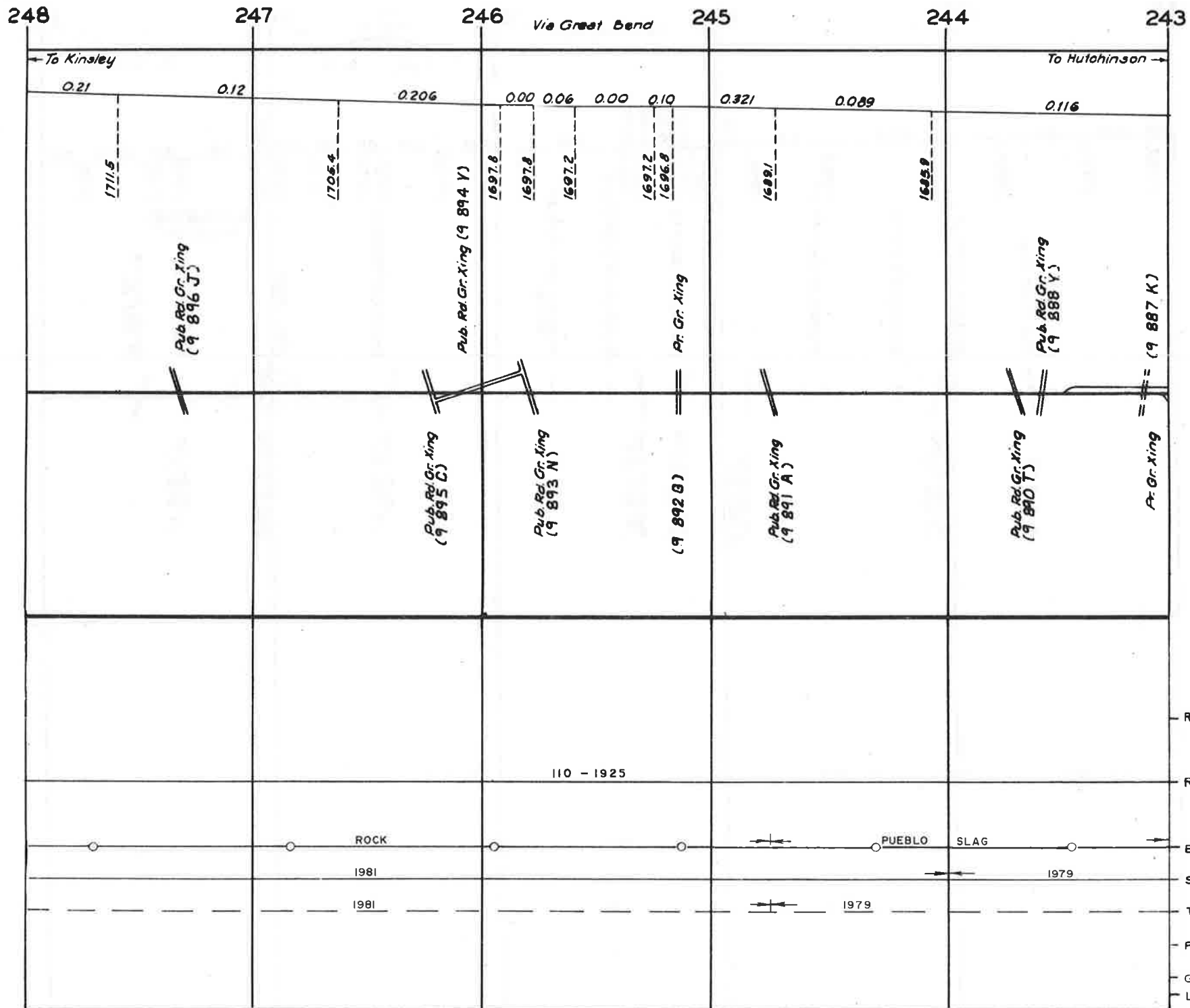
1981

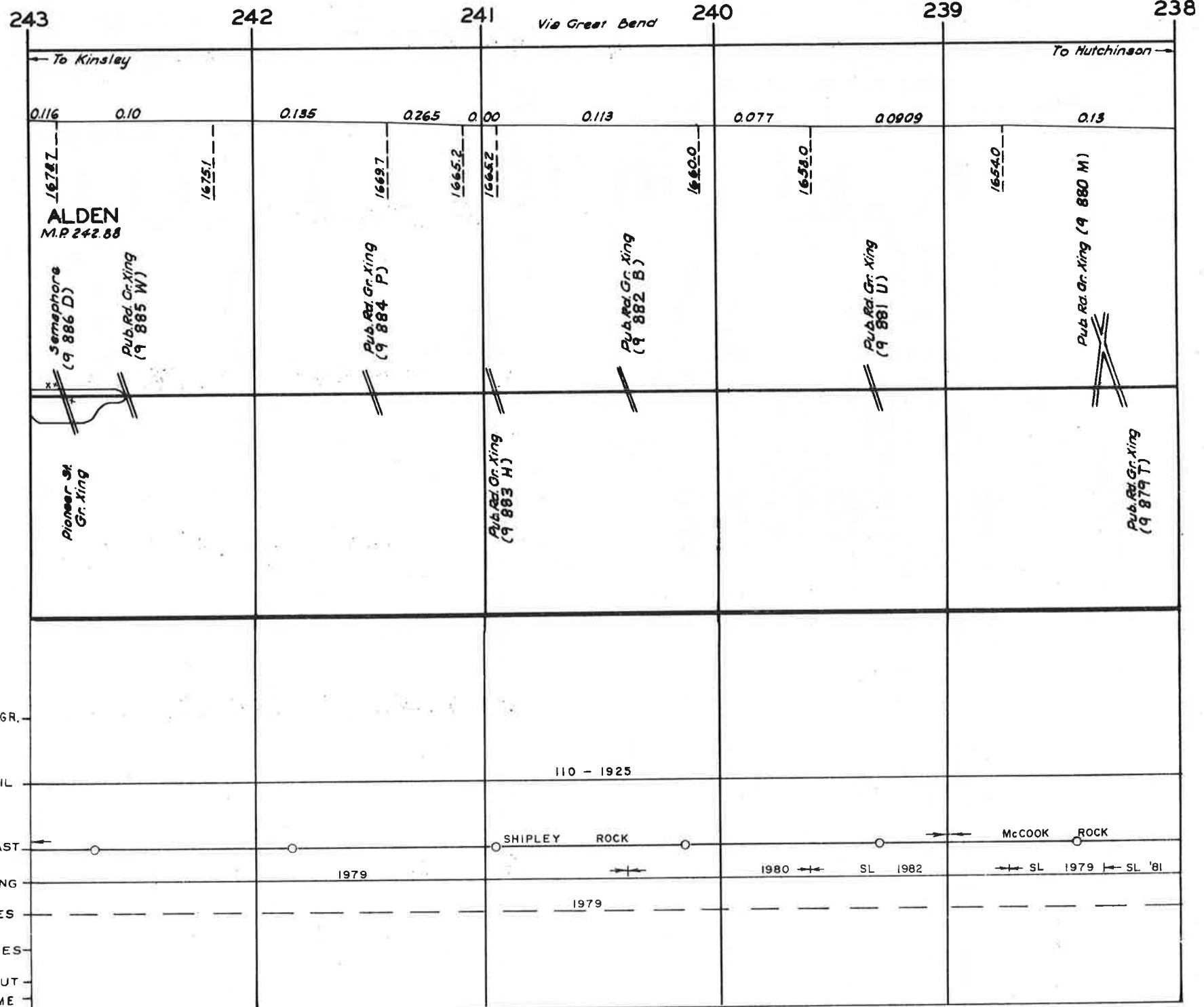
1951

1951









243

242

241

Via Great Bend

240

239

238

To Kinsley

To Hutchinson

0.116

0.10

0.135

0.265

0.00

0.113

0.077

0.0909

0.13

ALDEN
M.P. 242.88

Semaphore
(9 886 D)

Pub. Rd. Gr. Xing
(9 885 W)

Pub. Rd. Gr. Xing
(9 884 P)

16652

16652

Pub. Rd. Gr. Xing
(9 882 B)

16600

16580

Pub. Rd. Gr. Xing
(9 881 U)

16540

Pub. Rd. Gr. Xing (9 880 M)

Pioneer St.
Gr. Xing

Pub. Rd. Gr. Xing
(9 883 H)

Pub. Rd. Gr. Xing
(9 879 T)

RAIL GR.

RAIL

110 - 1925

BALLAST

SHIPLEY ROCK

ROCK

McCOOK ROCK

SURFACING

1979

1979

1980

SL

1982

SL

1979

SL '81

TIES

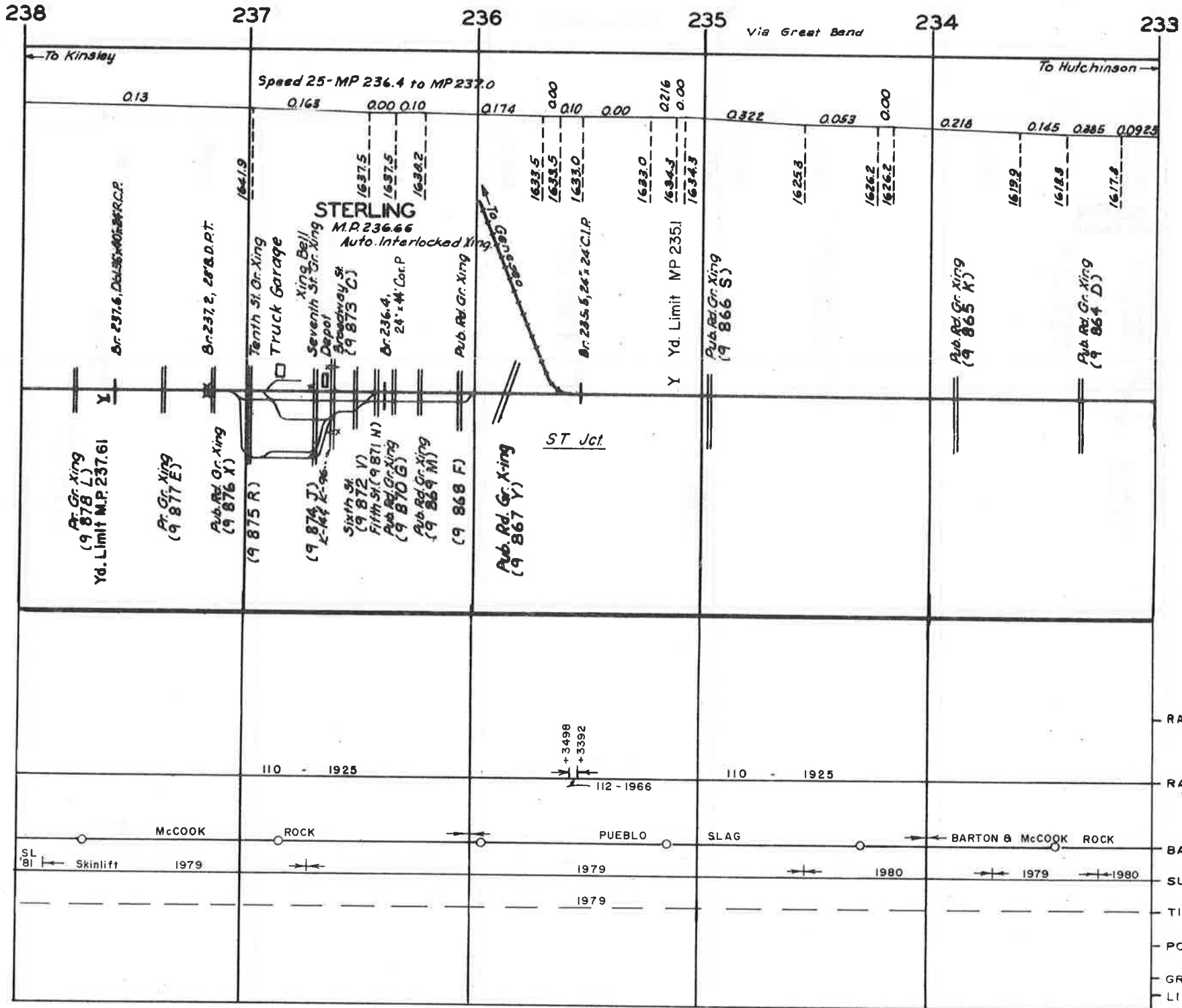
POLES

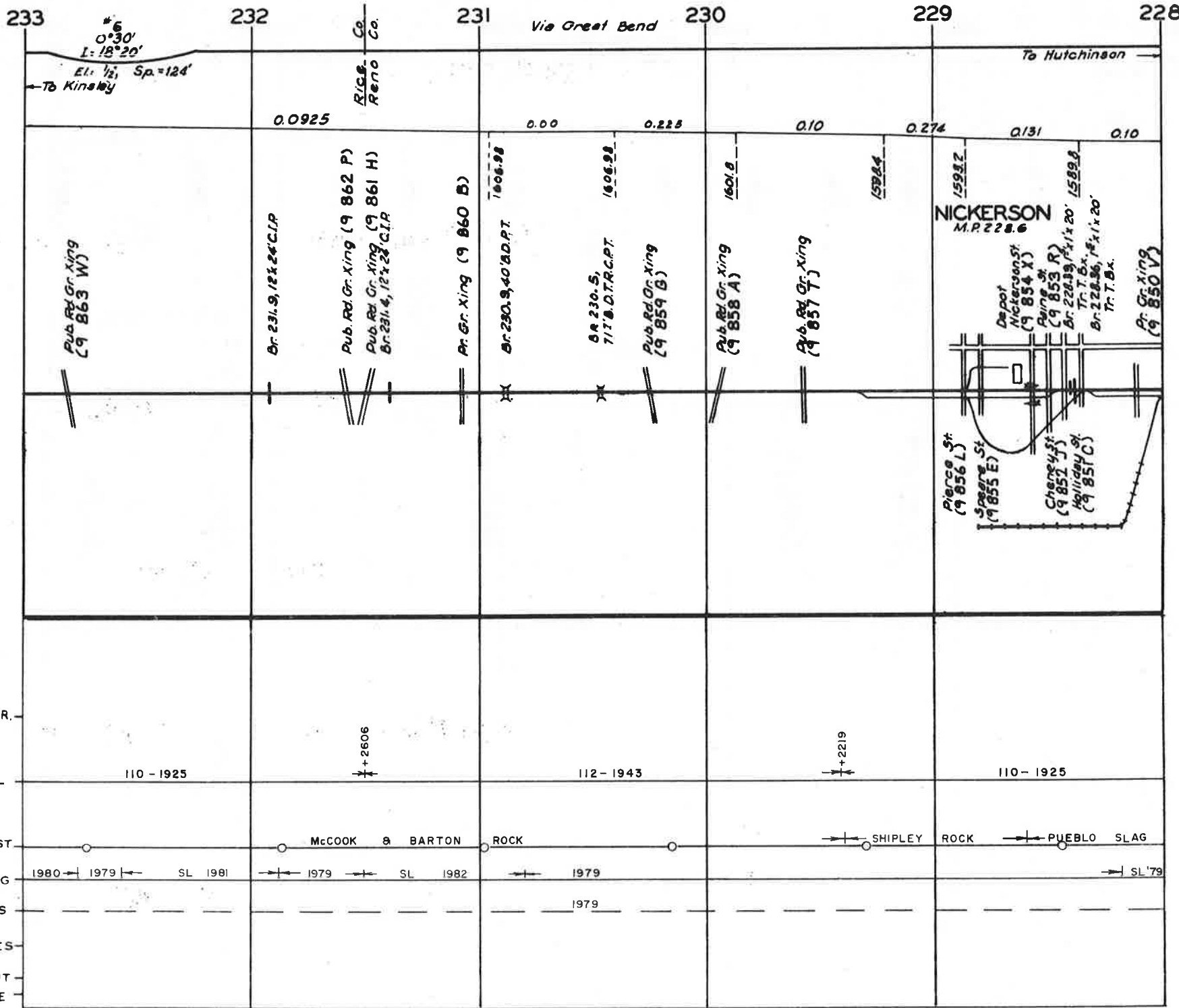
GROUT

LIME

BINDER NO. 3

REVISED 9-83





233

232

231

230

229

228

Via Great Bend

To Hutchinson

#6
 $\theta = 30'$
 $L = 18 \times 20'$
 El. $\frac{1}{2}$, Sp. = 124'
 ← To Kinsey

Co.
 Reno
 Co.

0.0925

0.00

0.225

0.10

0.274

0.131

0.10

Pub. Rd. Cr. Xing
 (9 863 W)

Br. 231.9, 12' x 24' C.I.P.

Pub. Rd. Cr. Xing (9 862 P)
 Pub. Rd. Cr. Xing (9 861 H)
 Br. 231.4, 12' x 24' C.I.P.

Pr. Gr. Xing (9 860 B)

Br. 230.9, 40' B.D.P.T.
 1506.98

Br. 230.5,
 717' B.D.T.R.C.P.T.
 1506.98

Pub. Rd. Cr. Xing
 (9 859 B)

Pub. Rd. Cr. Xing
 (9 858 A)

Pub. Rd. Cr. Xing
 (9 857 T)

1598.4

NICKERSON
 M.P. 228.6

Depot
 Nickerson St.
 (9 854 X)
 Paige St.
 (9 853 R)
 Br. 228.9, 12' x 20' 1589.8
 Tr. T. Box
 Br. 228.36, 12' x 20'
 Tr. T. Box
 Pr. Gr. Xing
 (9 850 V)

Pierce St.
 (9 856 L)
 Spang St.
 (9 855 E)
 Cheney St.
 (9 852 J)
 Hagley St.
 (9 851 C)

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

110 - 1925

+2606

112 - 1943

+2219

110 - 1925

McCOOK & BARTON

ROCK

SHIPLEY

ROCK

PUEBLO SLAG

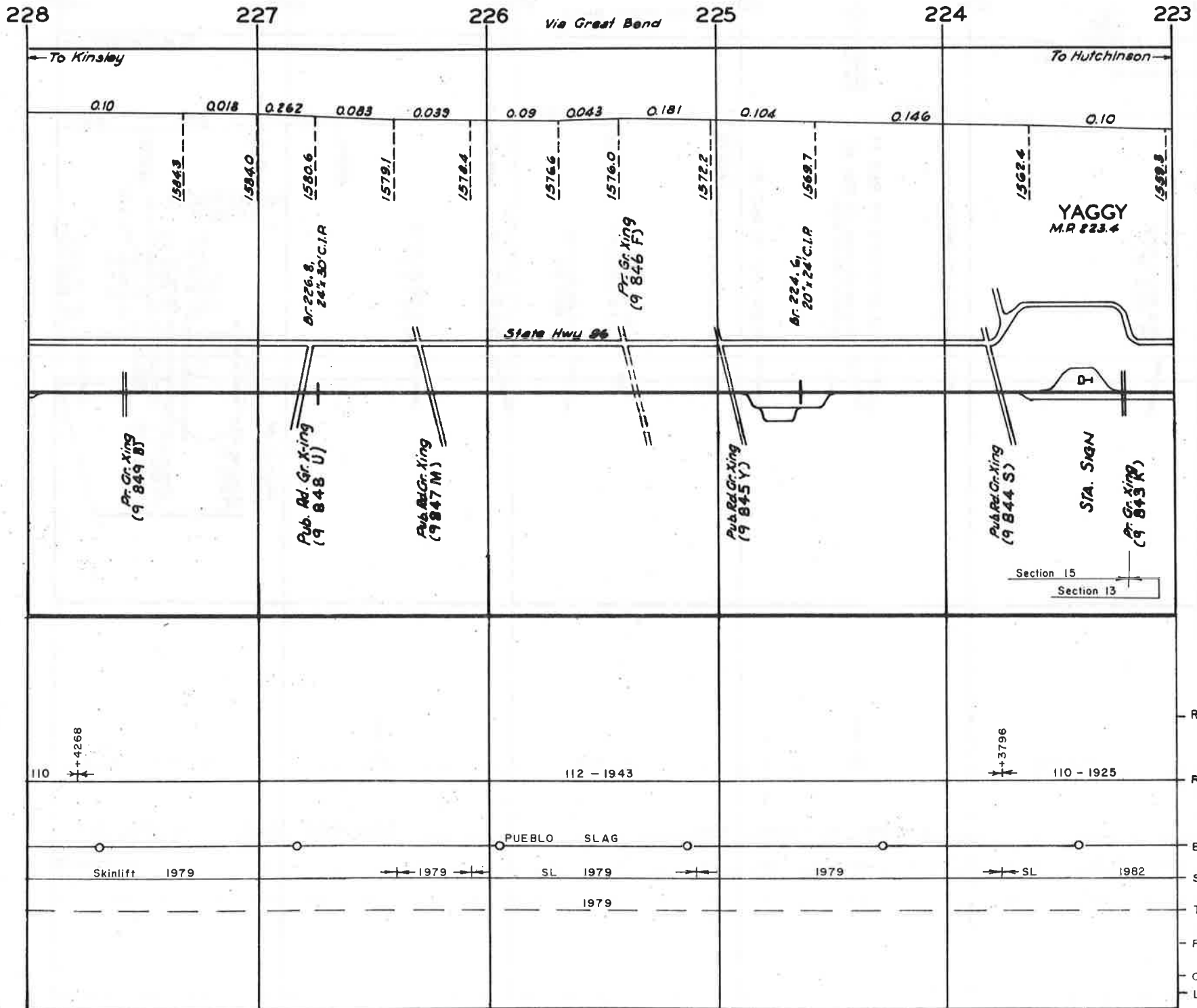
1980 - 1979 SL 1981

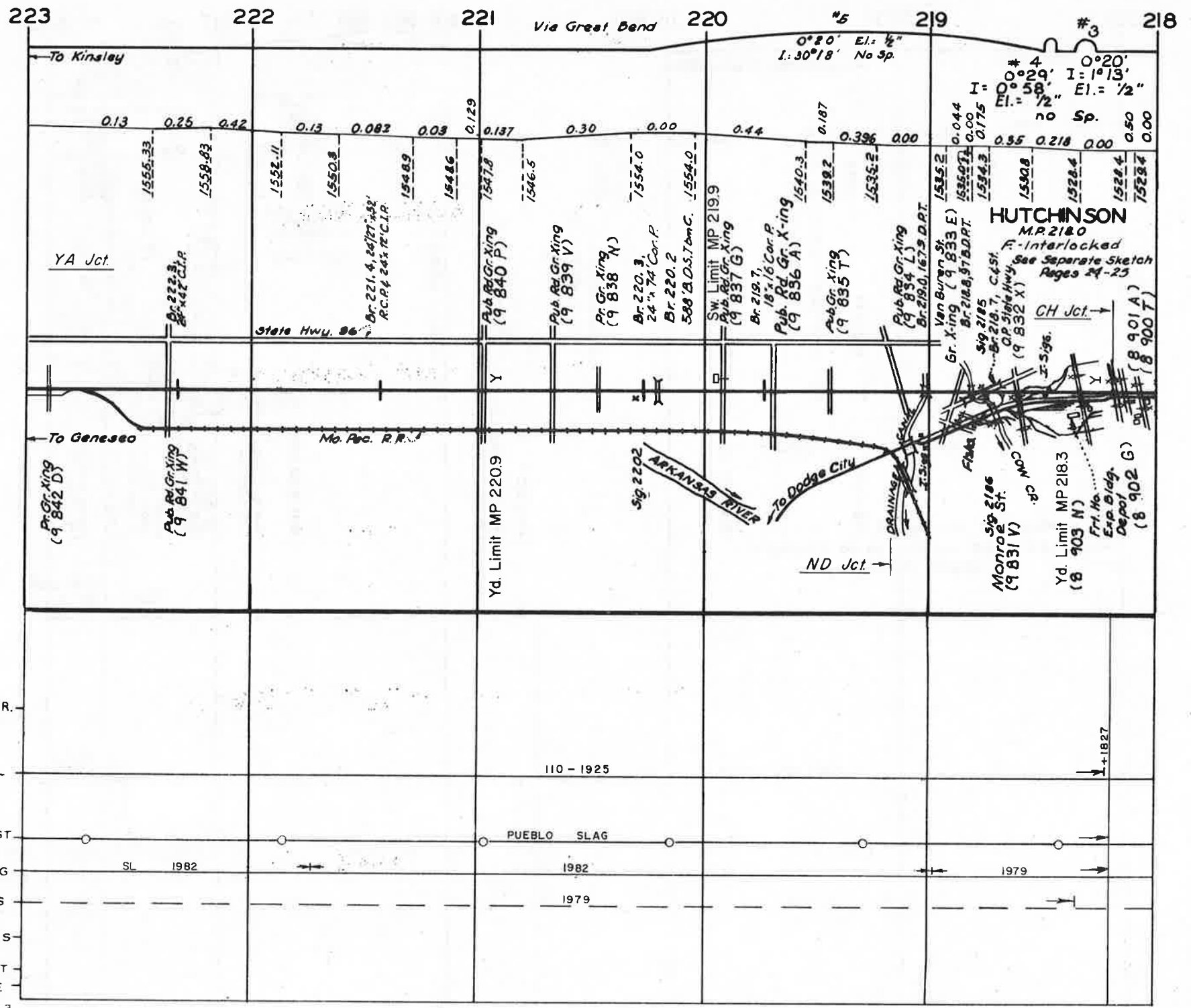
1979 SL 1982

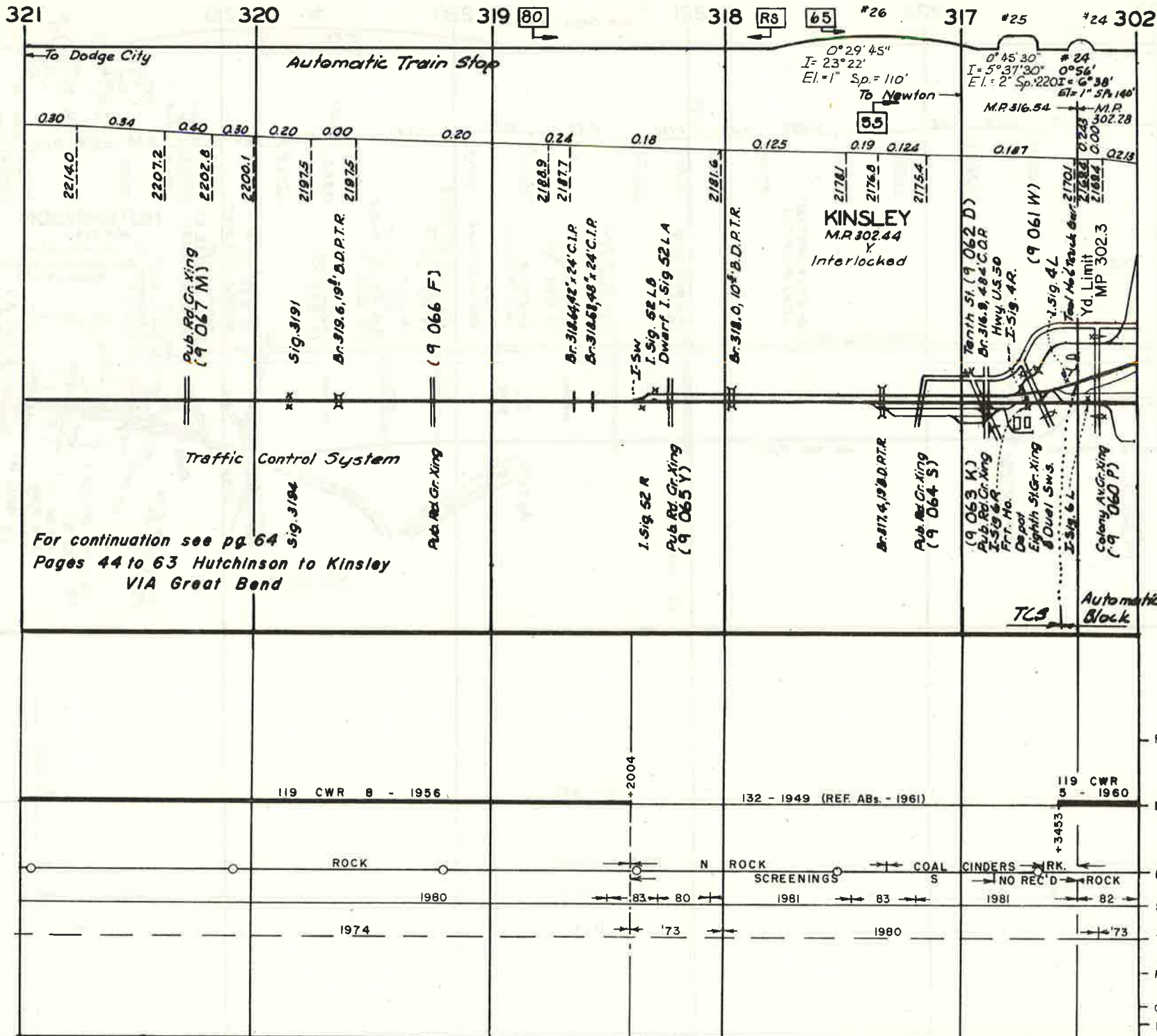
1979

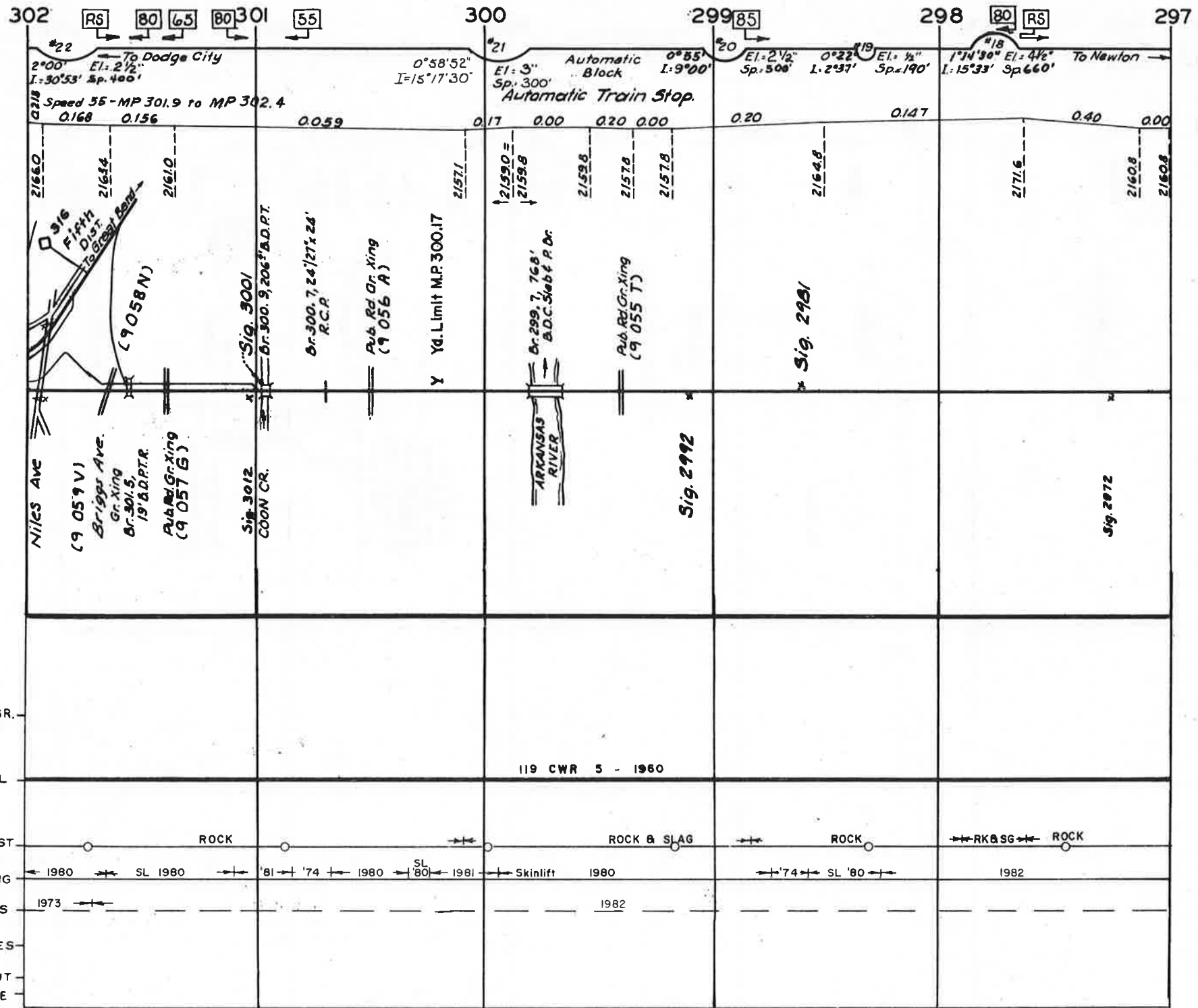
SL '79

1979







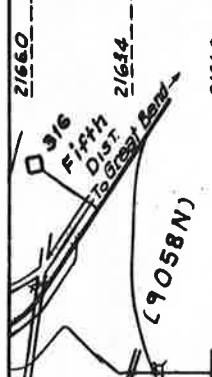


#22
 To Dodge City
 2°00' El. 2 1/2''
 I=30°53' Sp. 400'
 Speed 55 - MP 301.9 to MP 302.4
 0.168 0.156 0.059

#21
 0°58'52''
 I=15°17'30''
 El. 3''
 Sp. 300'
 Automatic Train Stop

#20
 0°55'
 I=9°00''
 El. 2 1/2''
 Sp. 500'
 0.20 0.00 0.20 0.00 0.20 0.147

#19
 0°22'
 I=2°37'
 El. 1/2''
 Sp. 190'
 #18
 1°34'30'' El. 4 1/2''
 I=15°33' Sp. 660'
 To Newton
 0.40 0.00



Niles Ave
 (9 059 V)
 Briggs Ave.
 Gr. Xing
 Gr. 301.5
 19' B.D.P.T.R.
 Pub. Rd. Gr. Xing
 (9 057 G)

Sig. 3012
 COON CR.
 Sig. 3001
 Gr. 300.9, 206' B.D.P.T.

Gr. 300.7, 24' 27' x 24'
 R.C.P.

Pub. Rd. Gr. Xing
 (9 055 A)

Y Yd. Limit MP 300.17



Gr. 299.7, 76.8'
 B.D.C. Slab & P. Dr.

Pub. Rd. Gr. Xing
 (9 055 T)

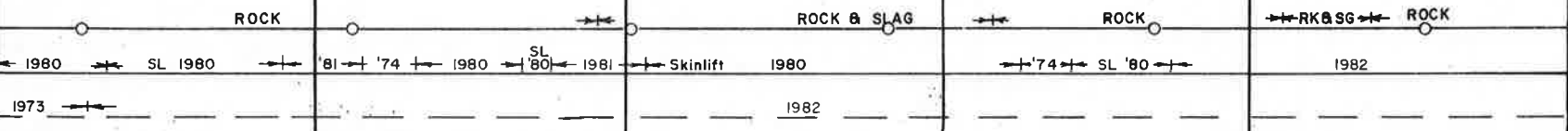
Sig. 2981

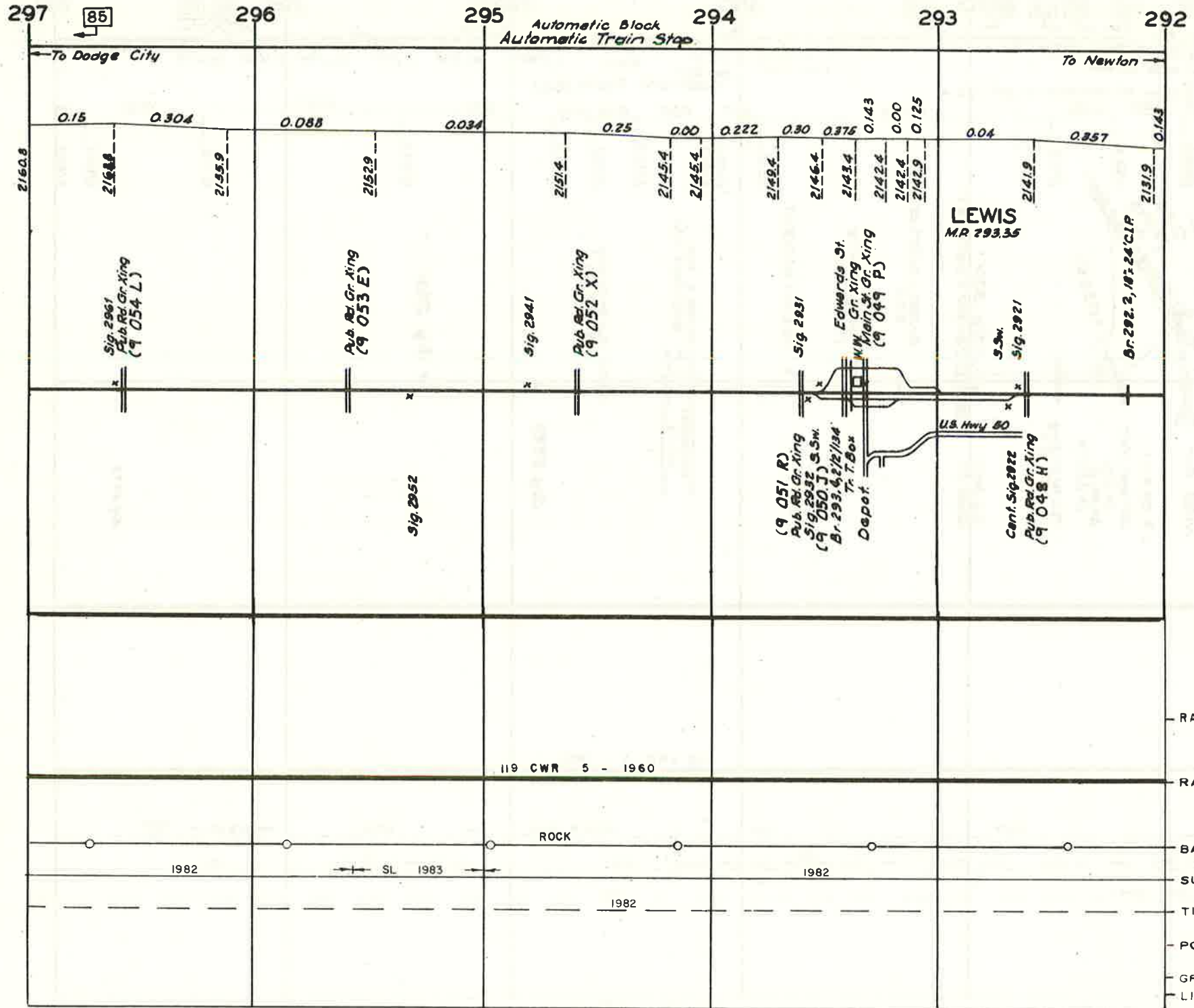
Sig. 2992

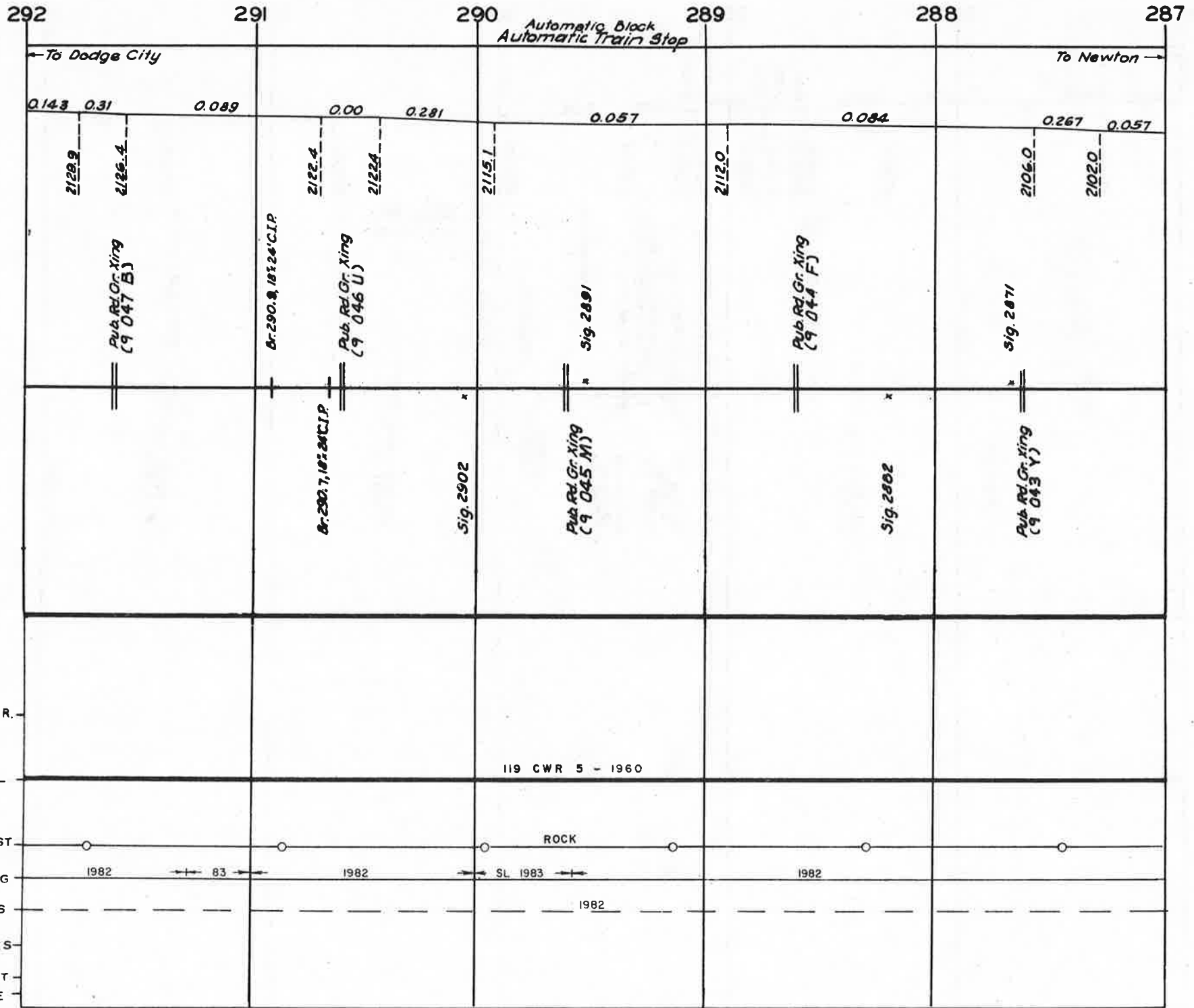
Sig. 2972

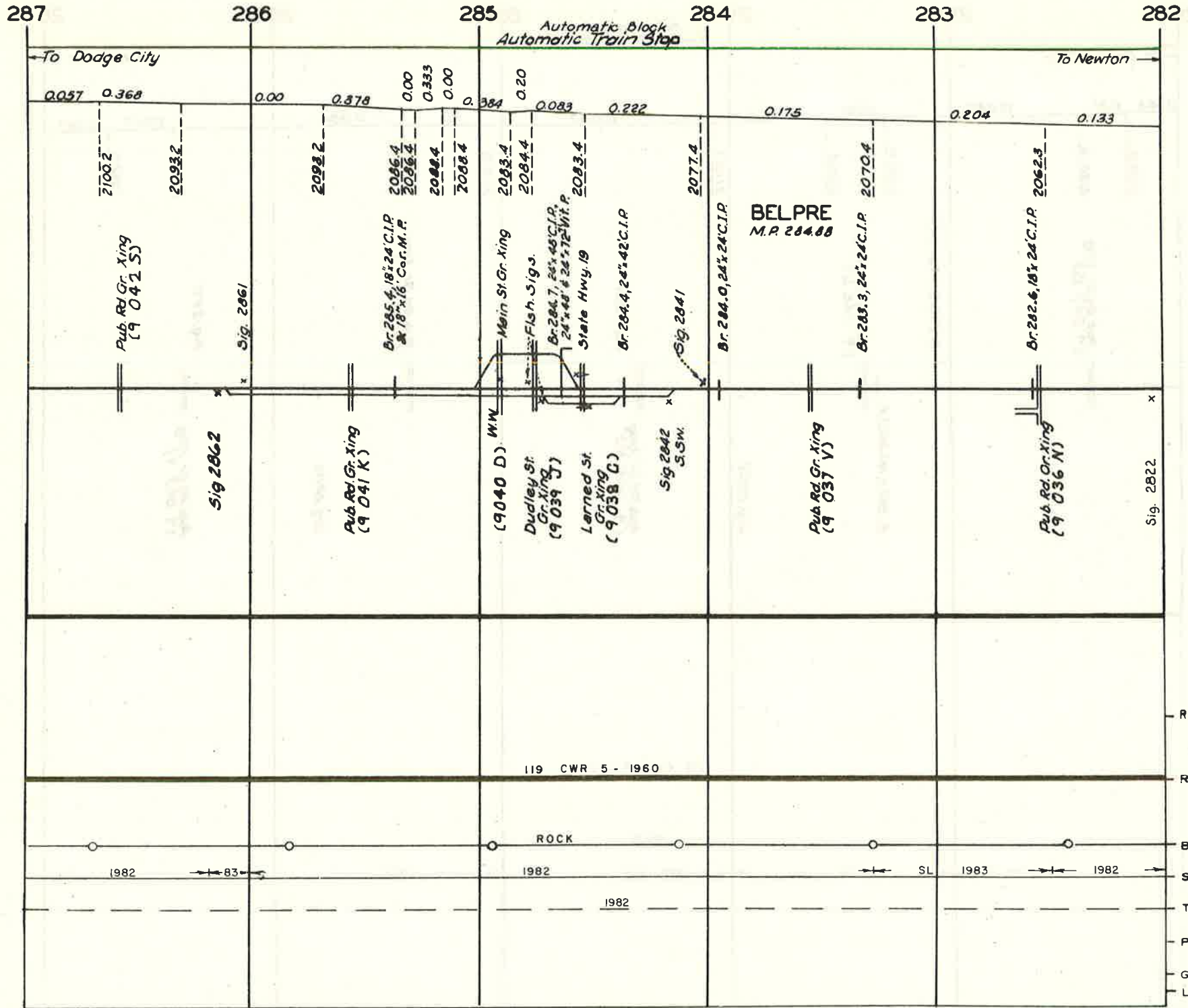
119 CWR 5 - 1980

RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 POLES
 GROUT
 LIME









282

281

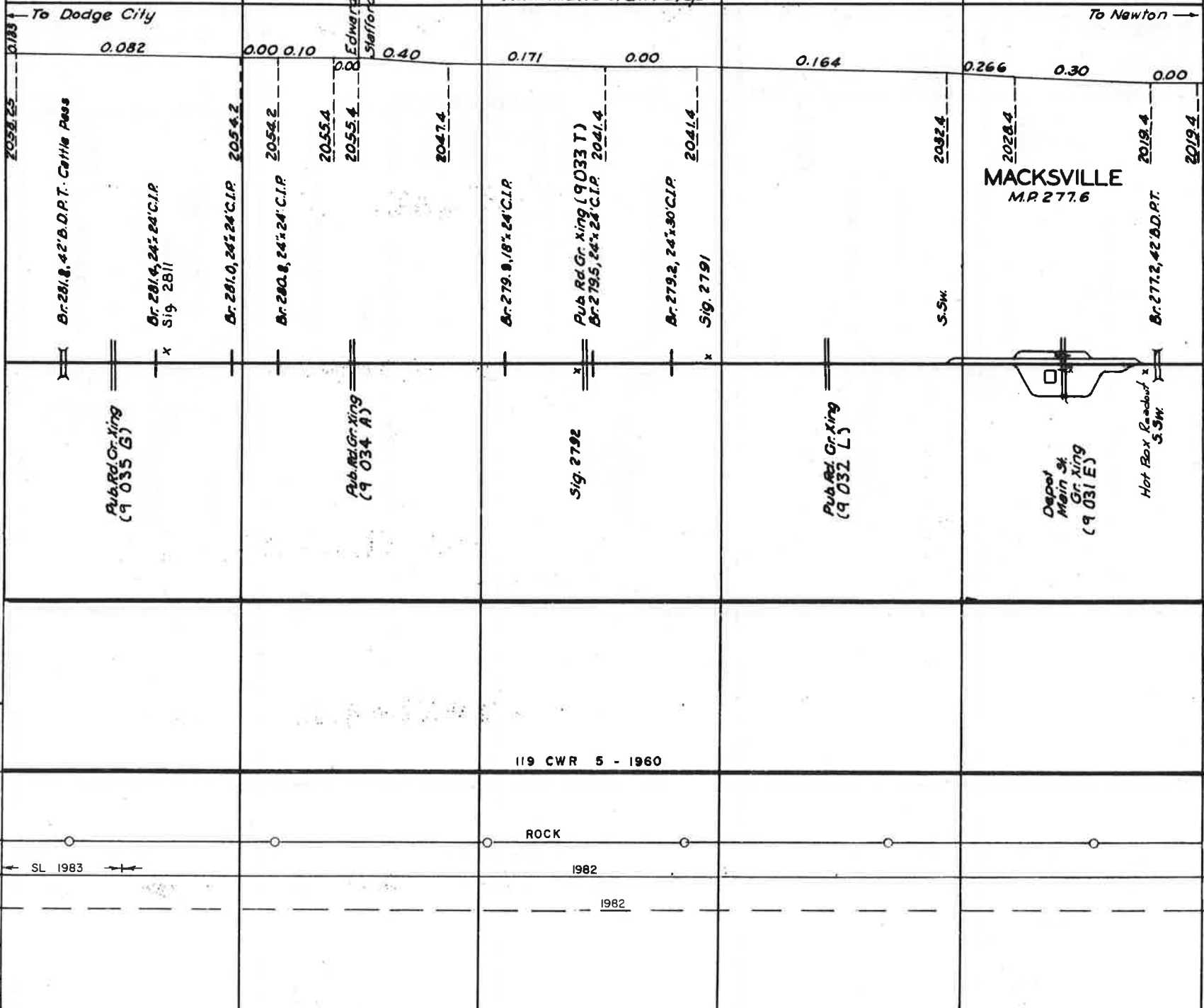
280

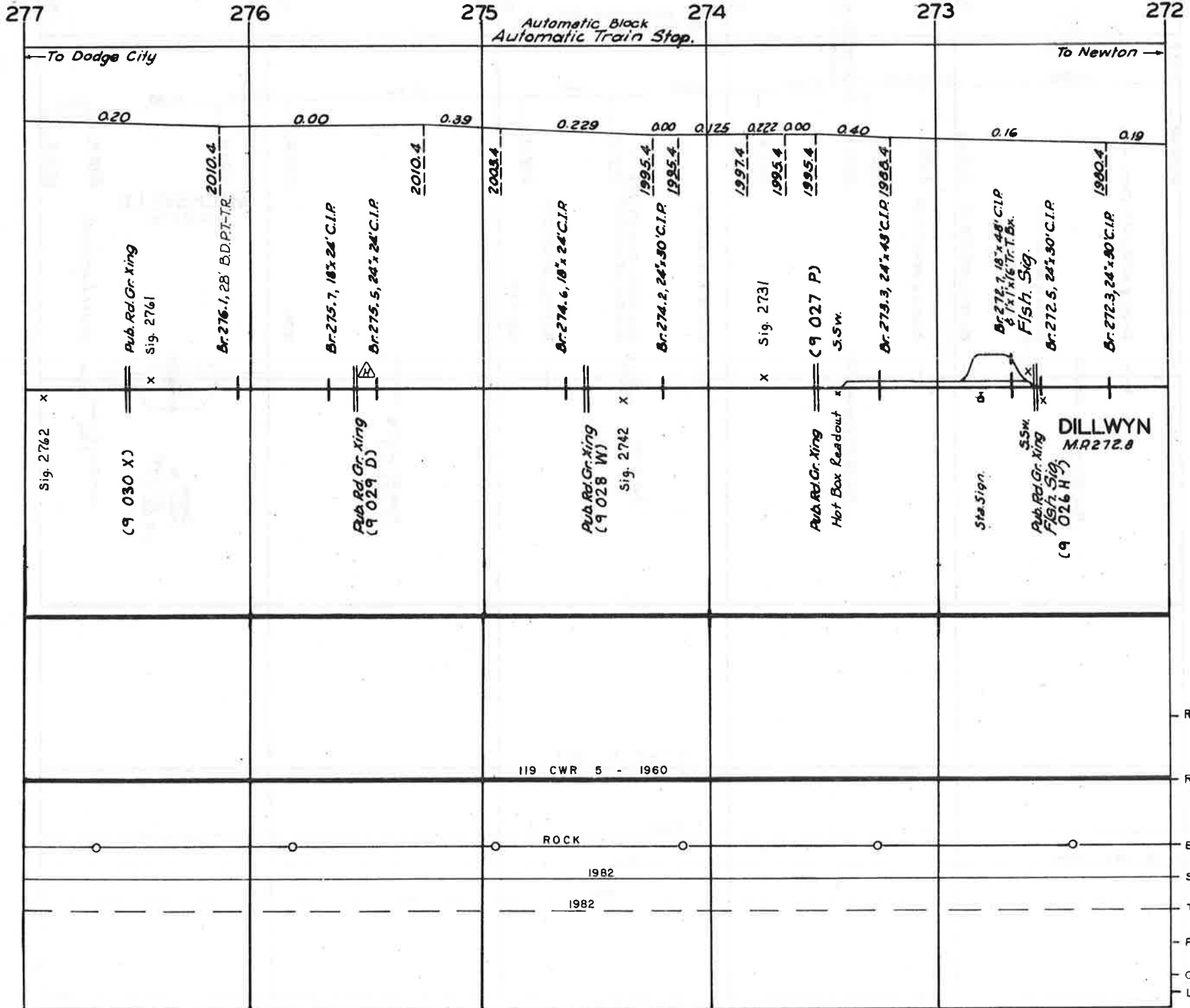
279

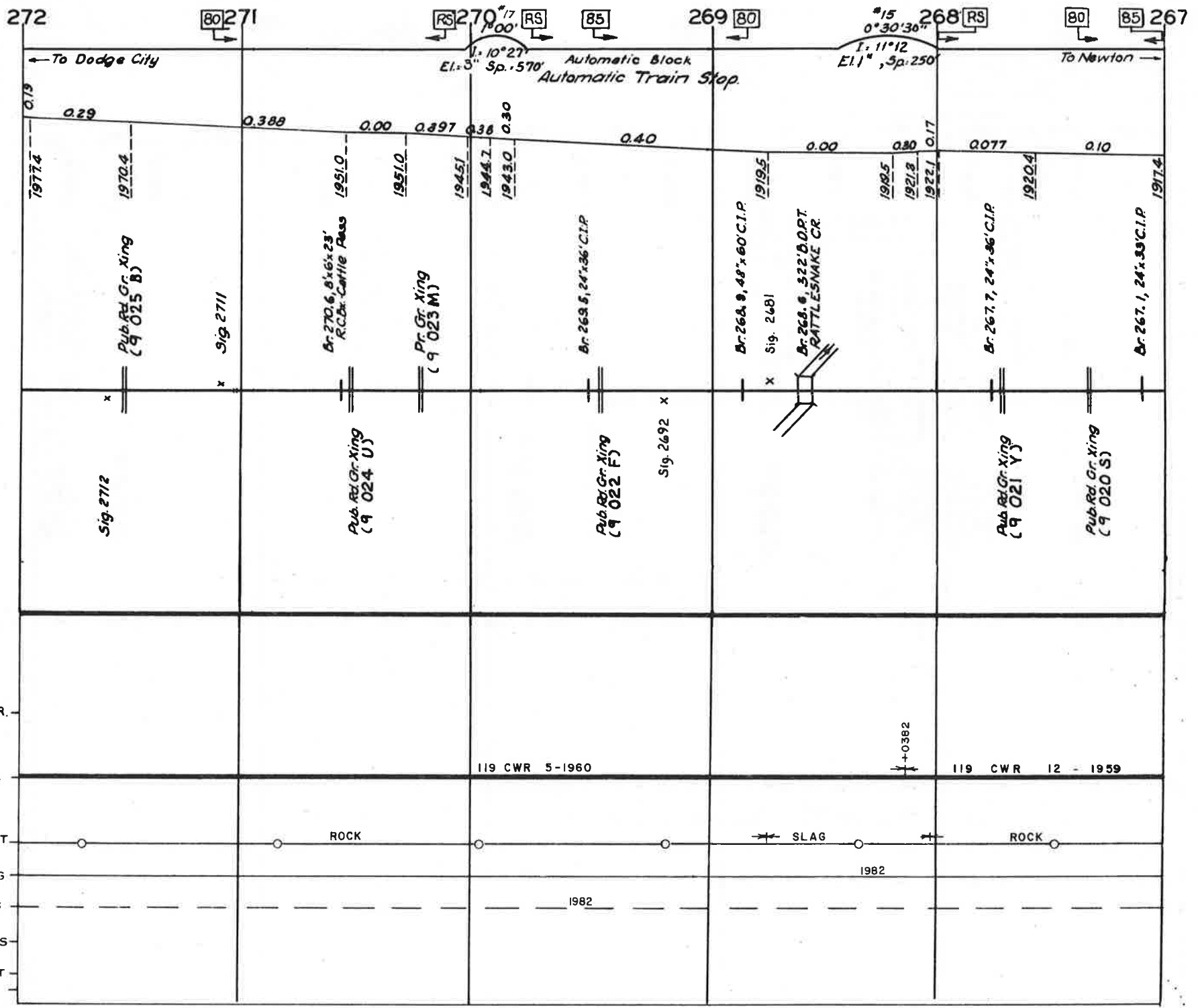
278

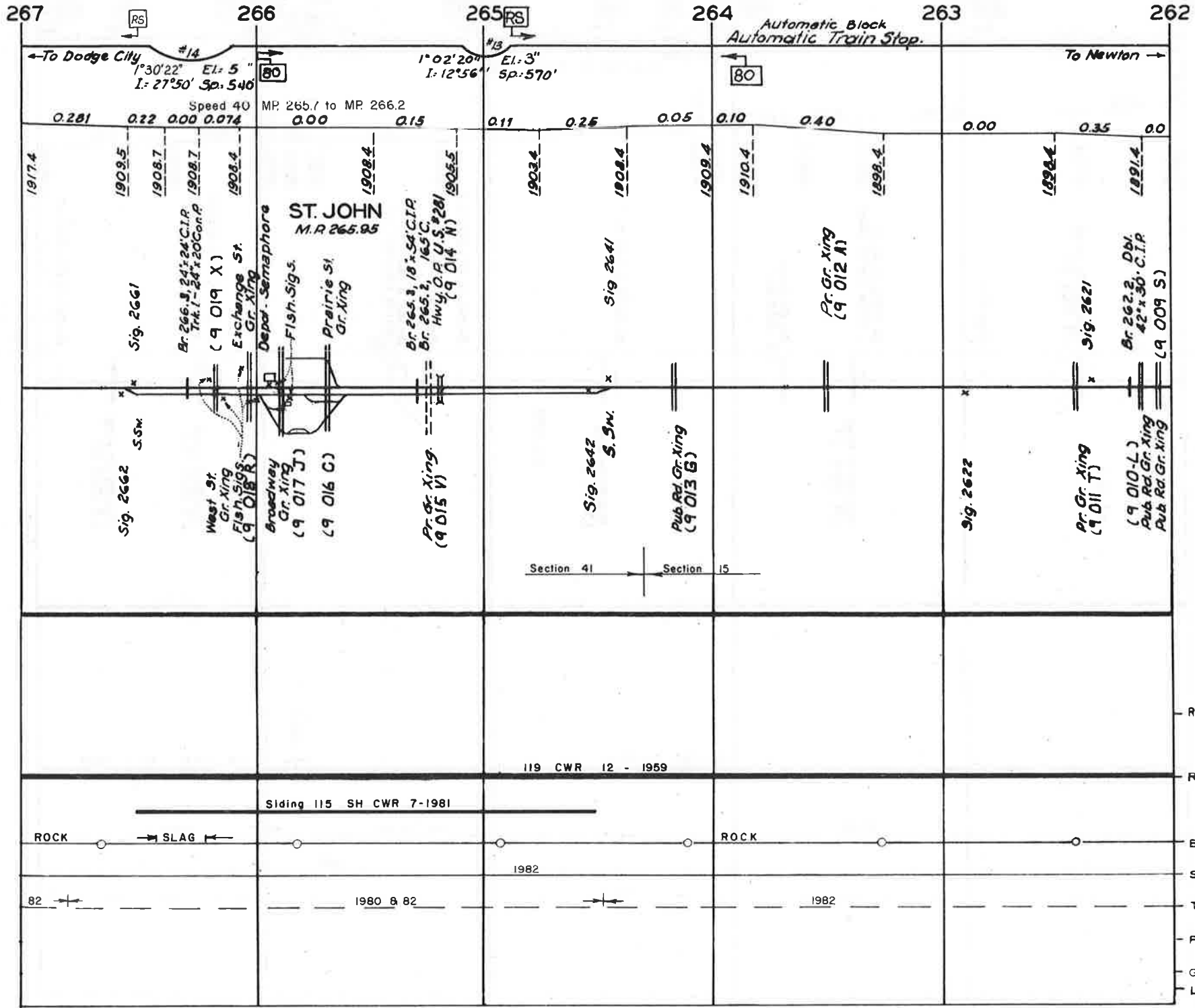
277

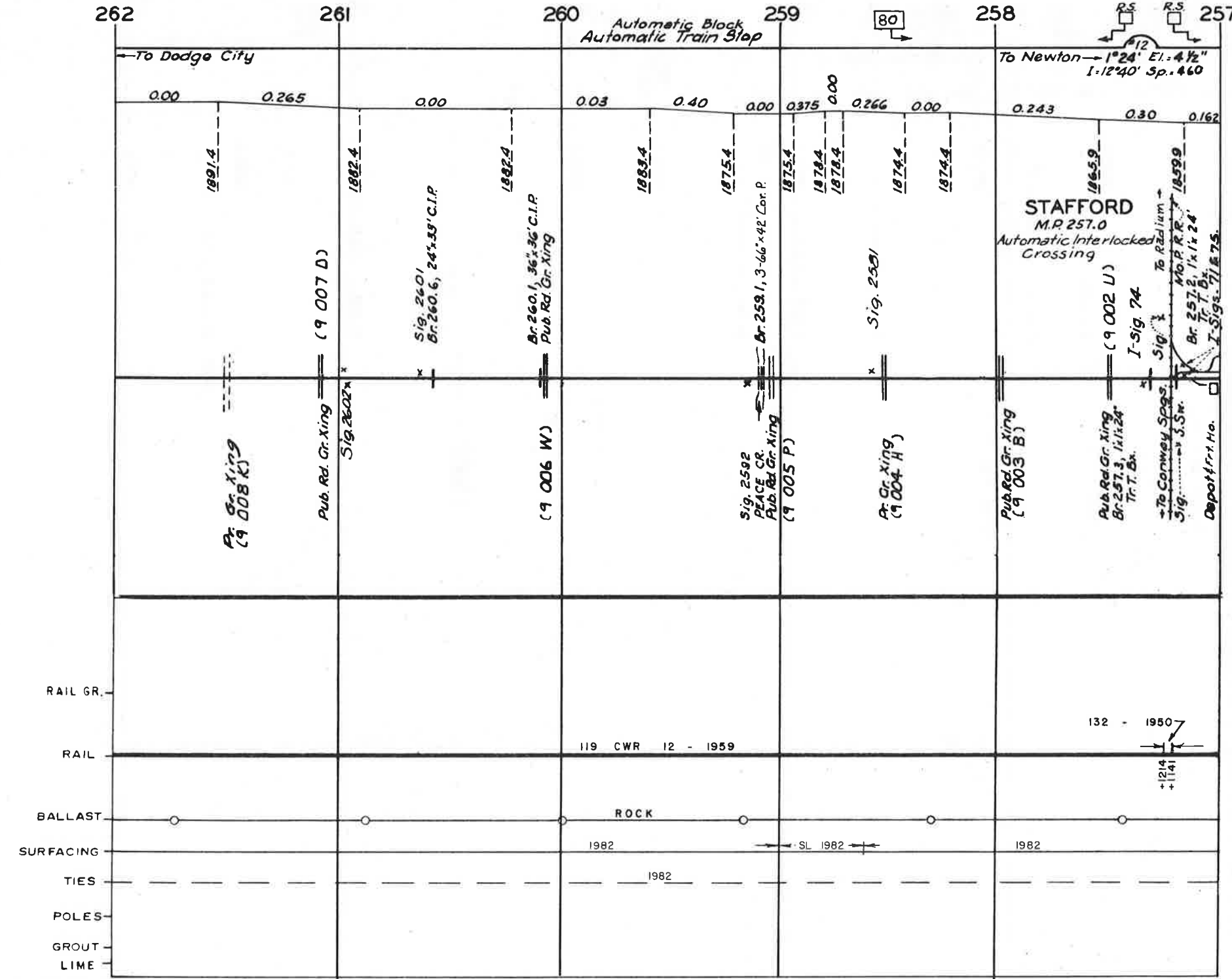
Automatic Block
Automatic Train Stop

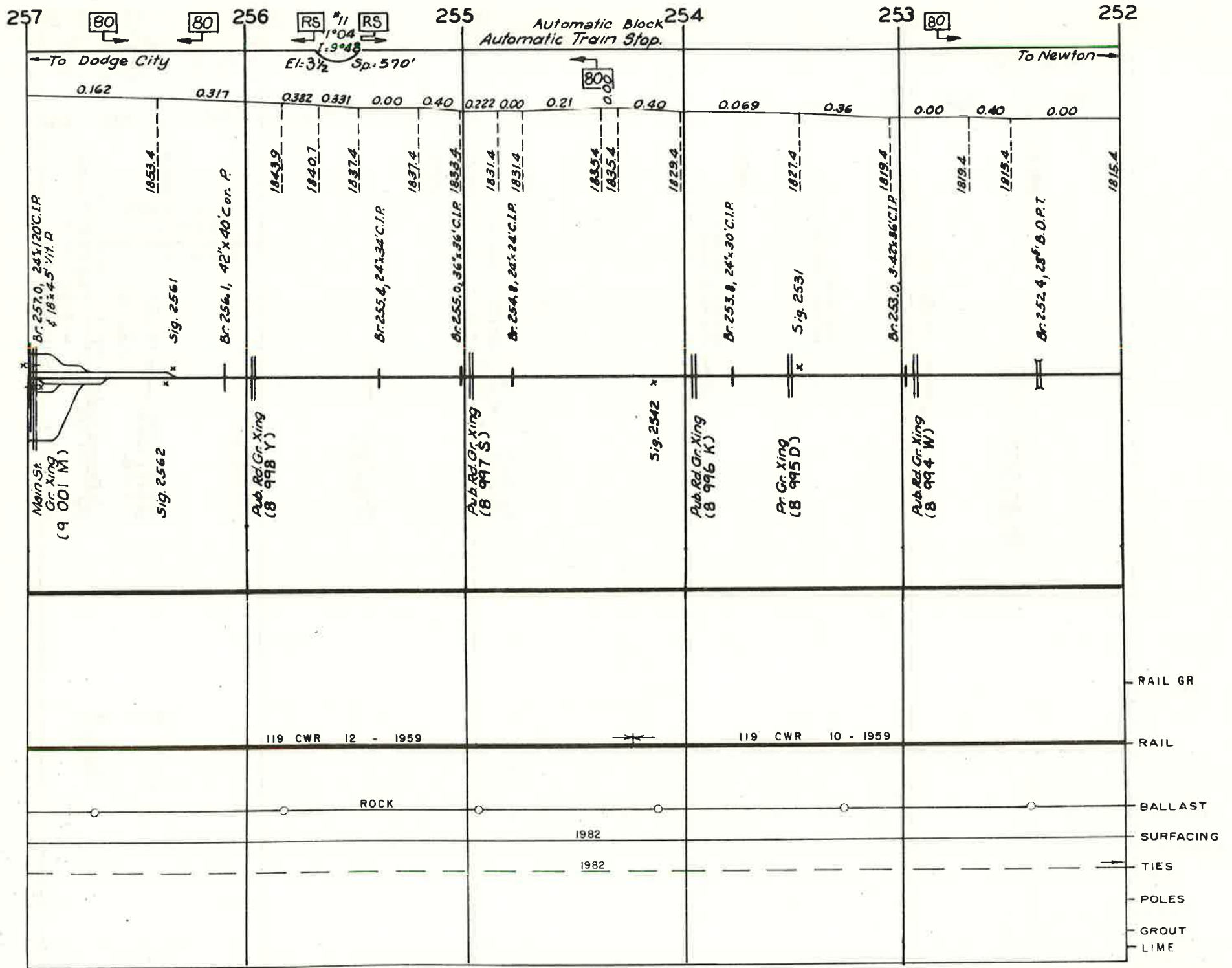


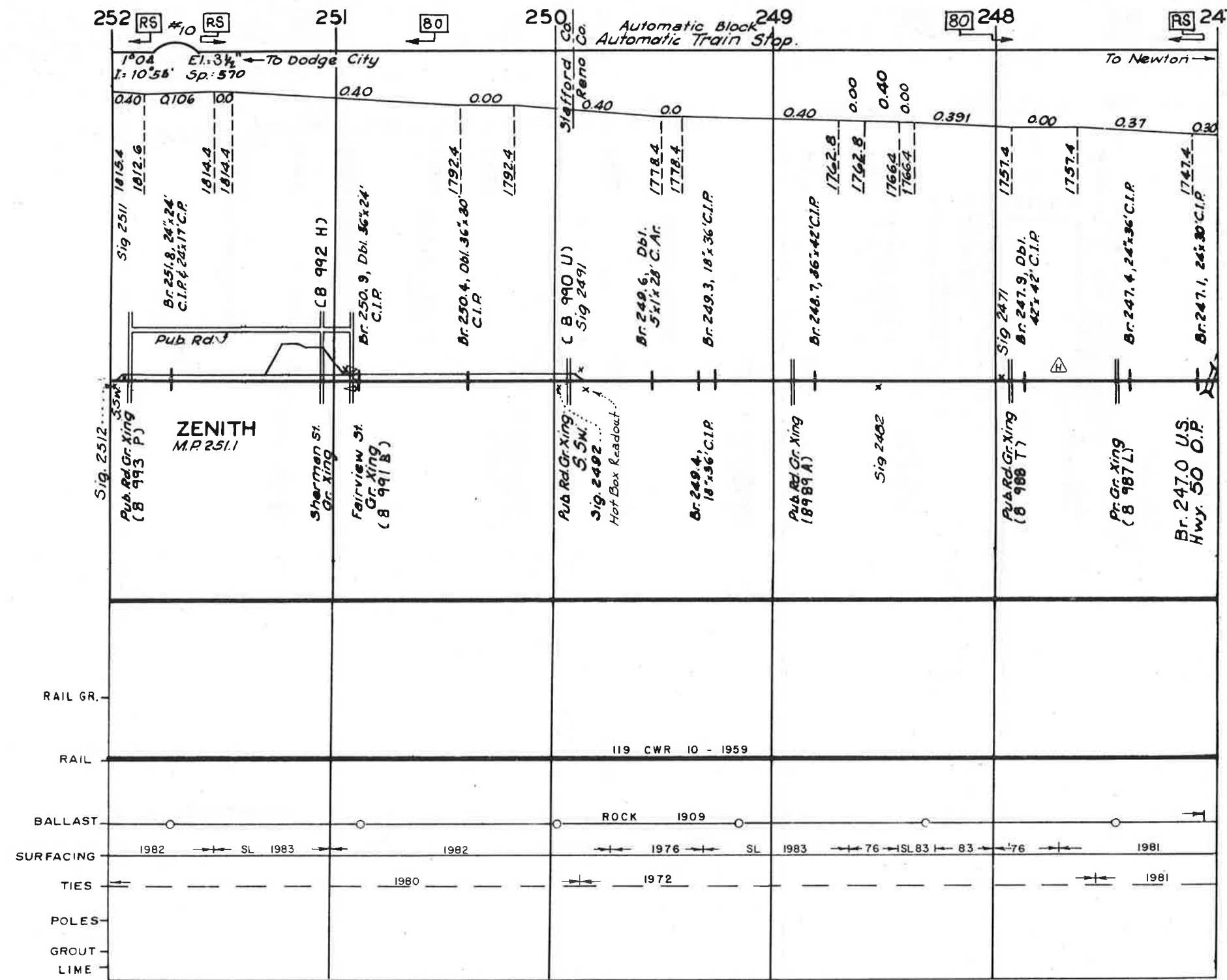


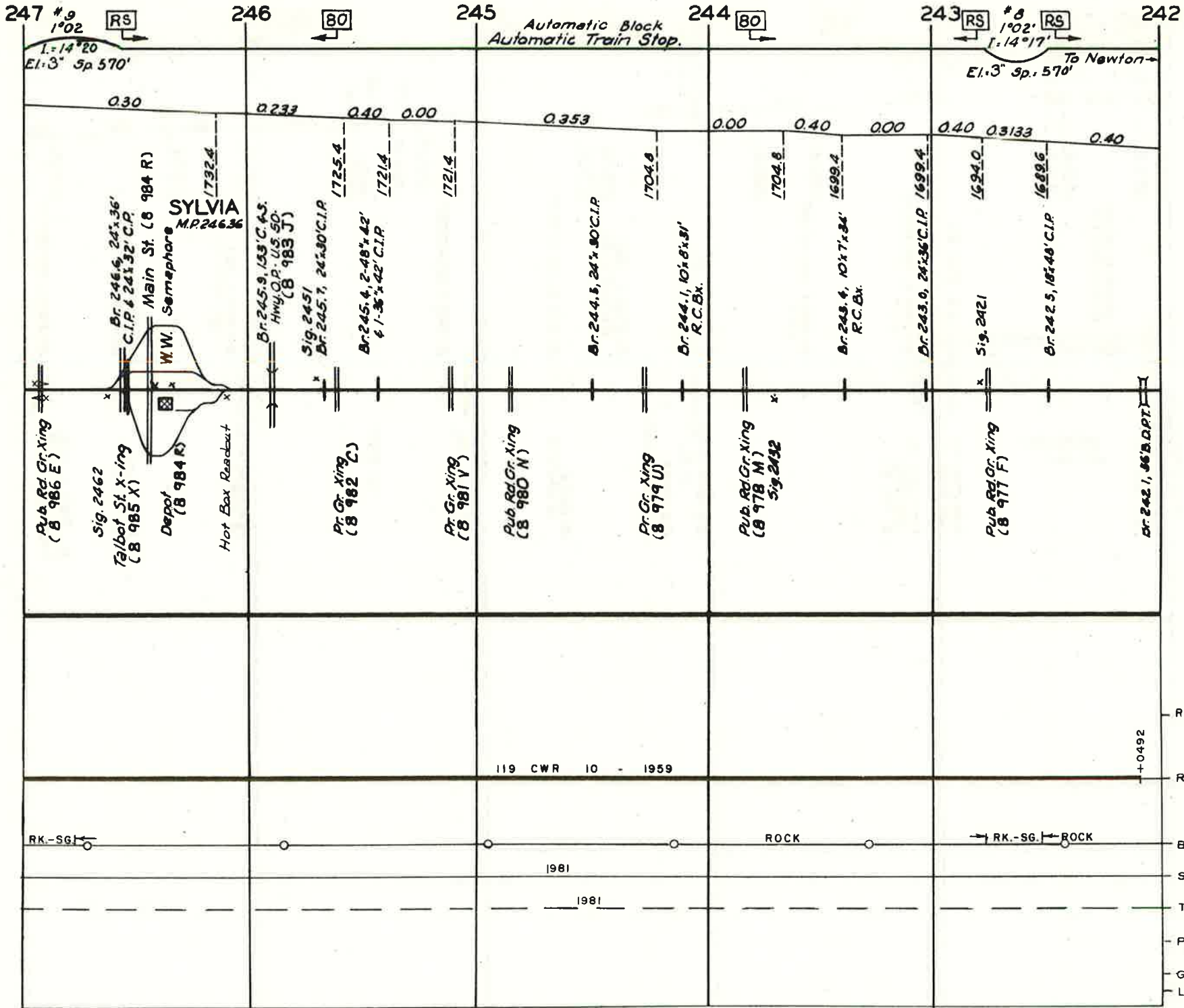


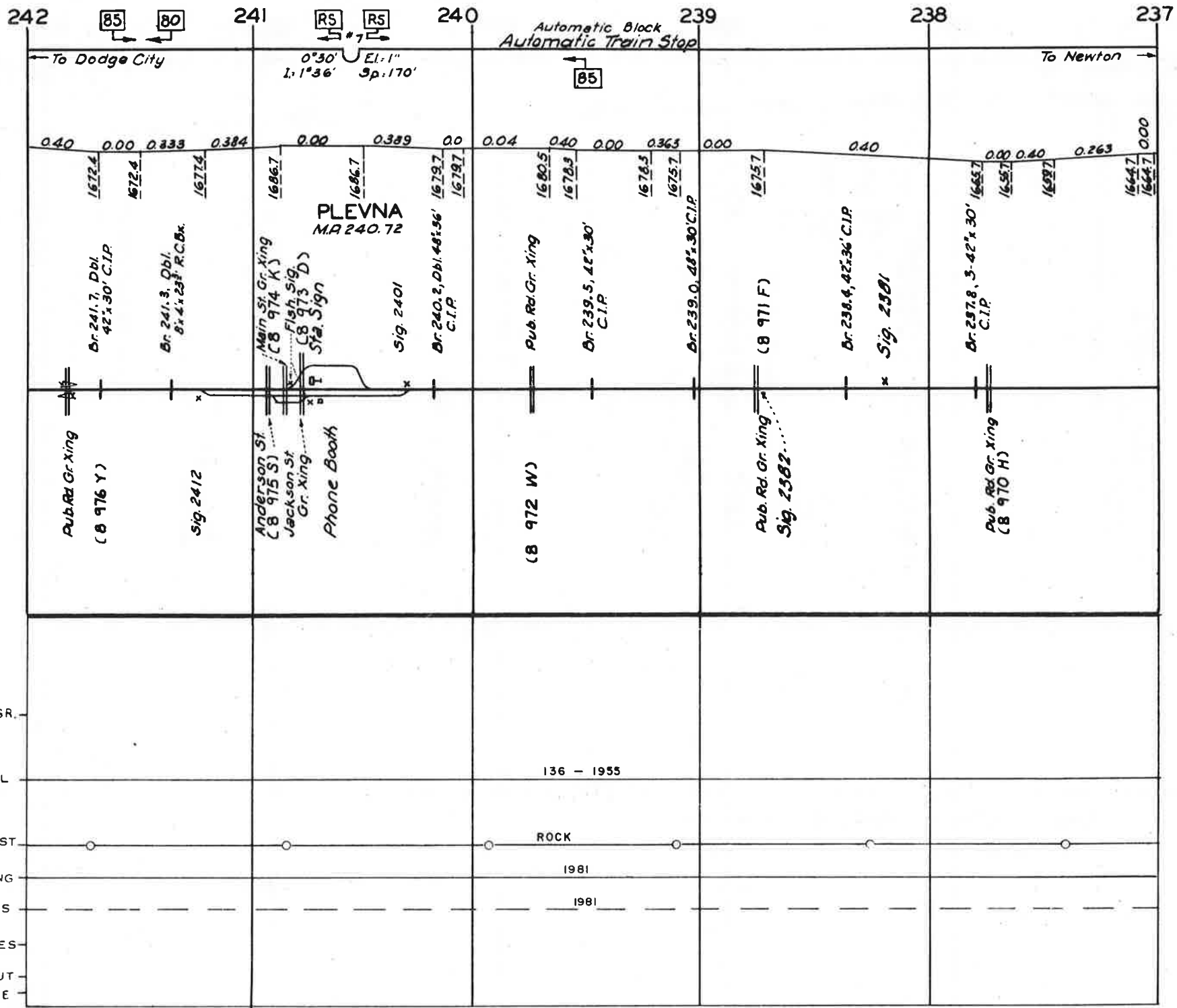


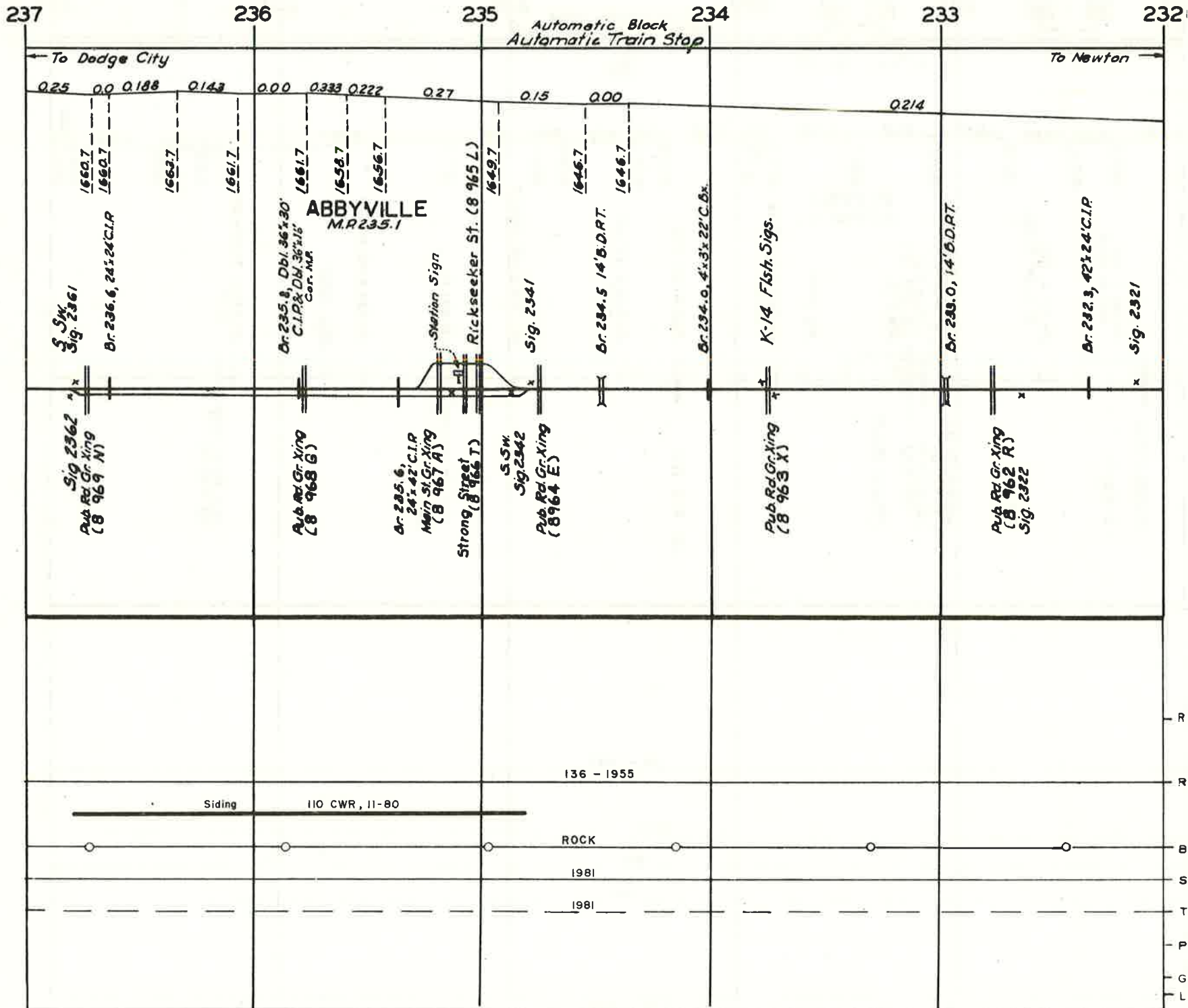


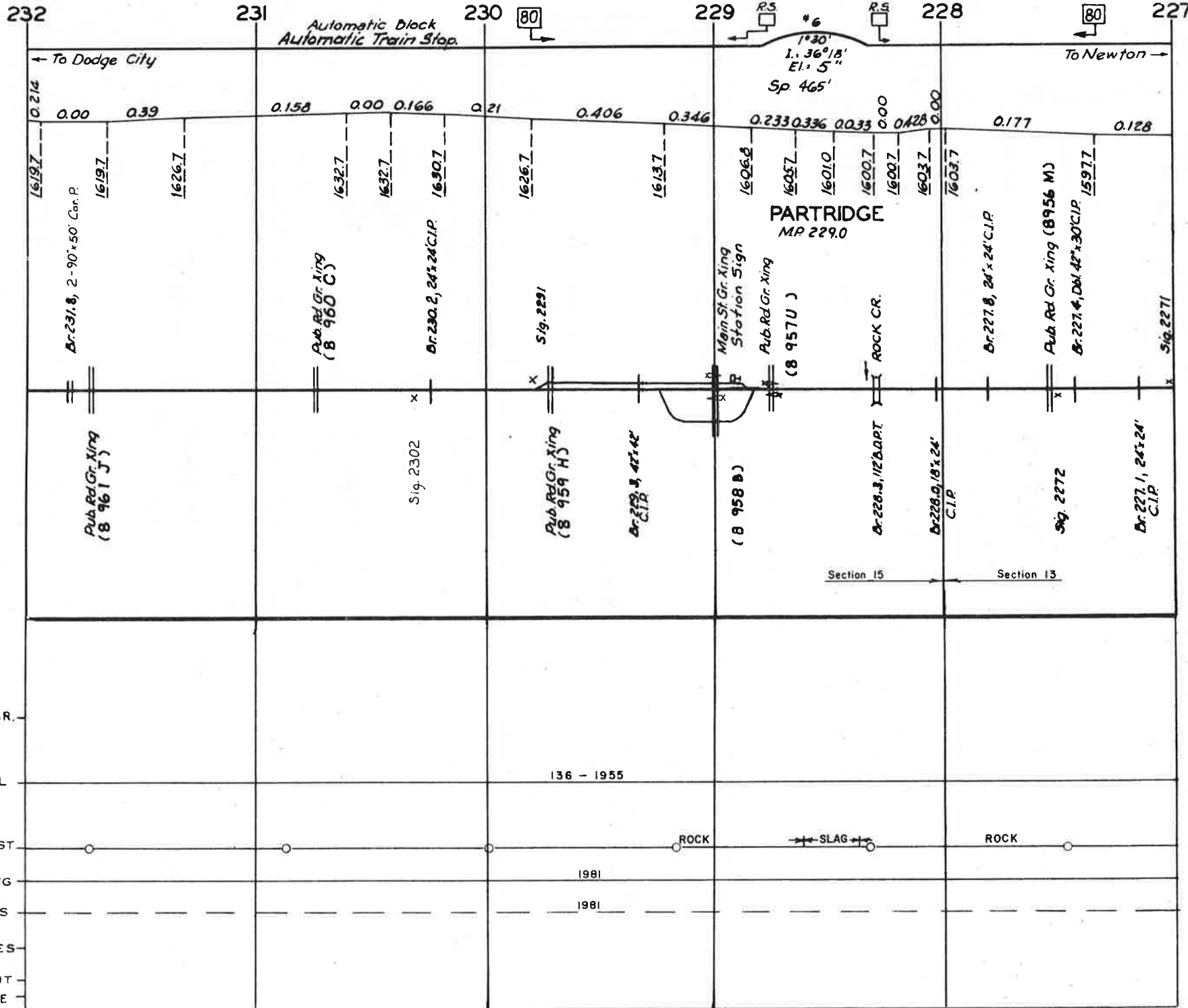


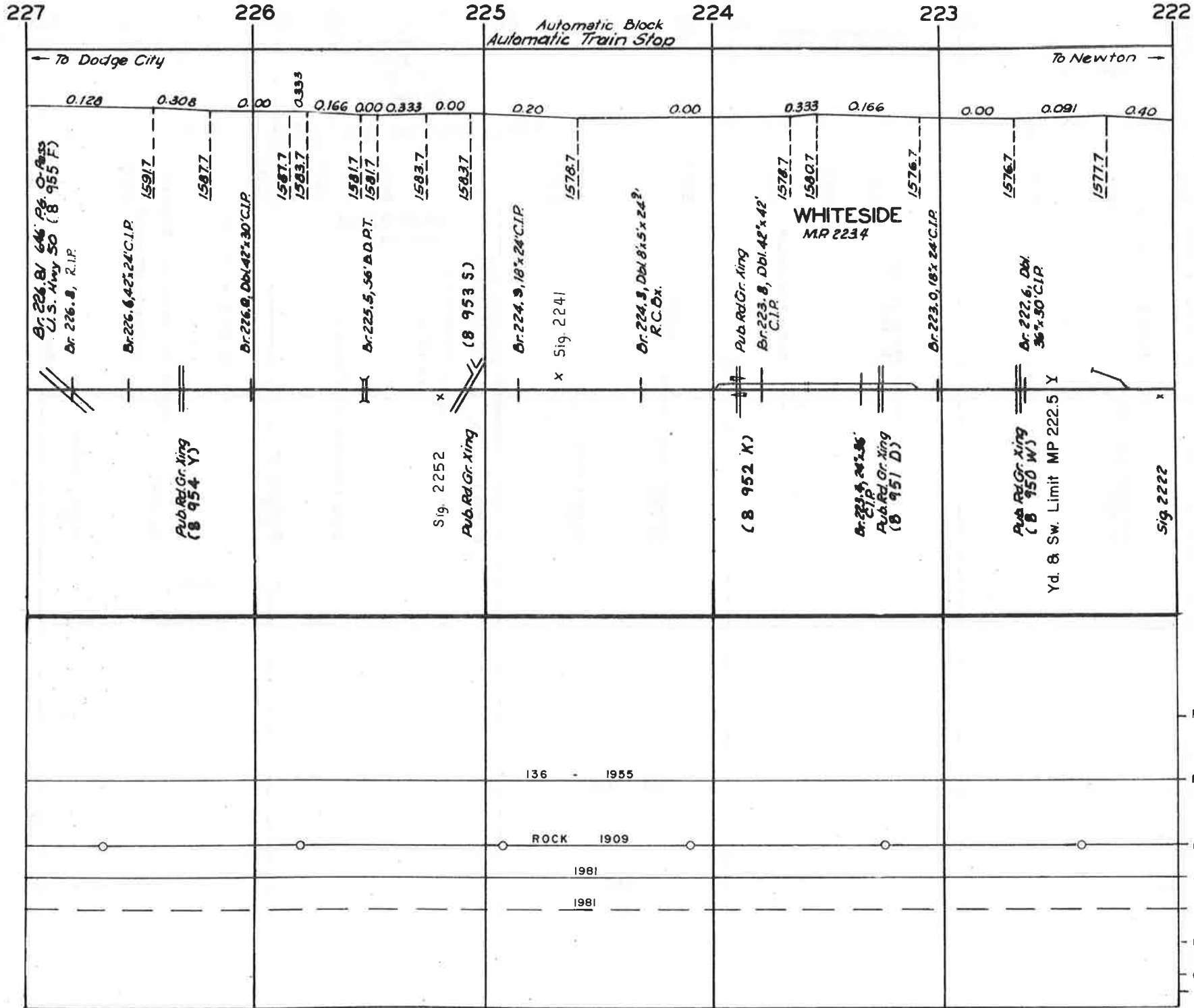


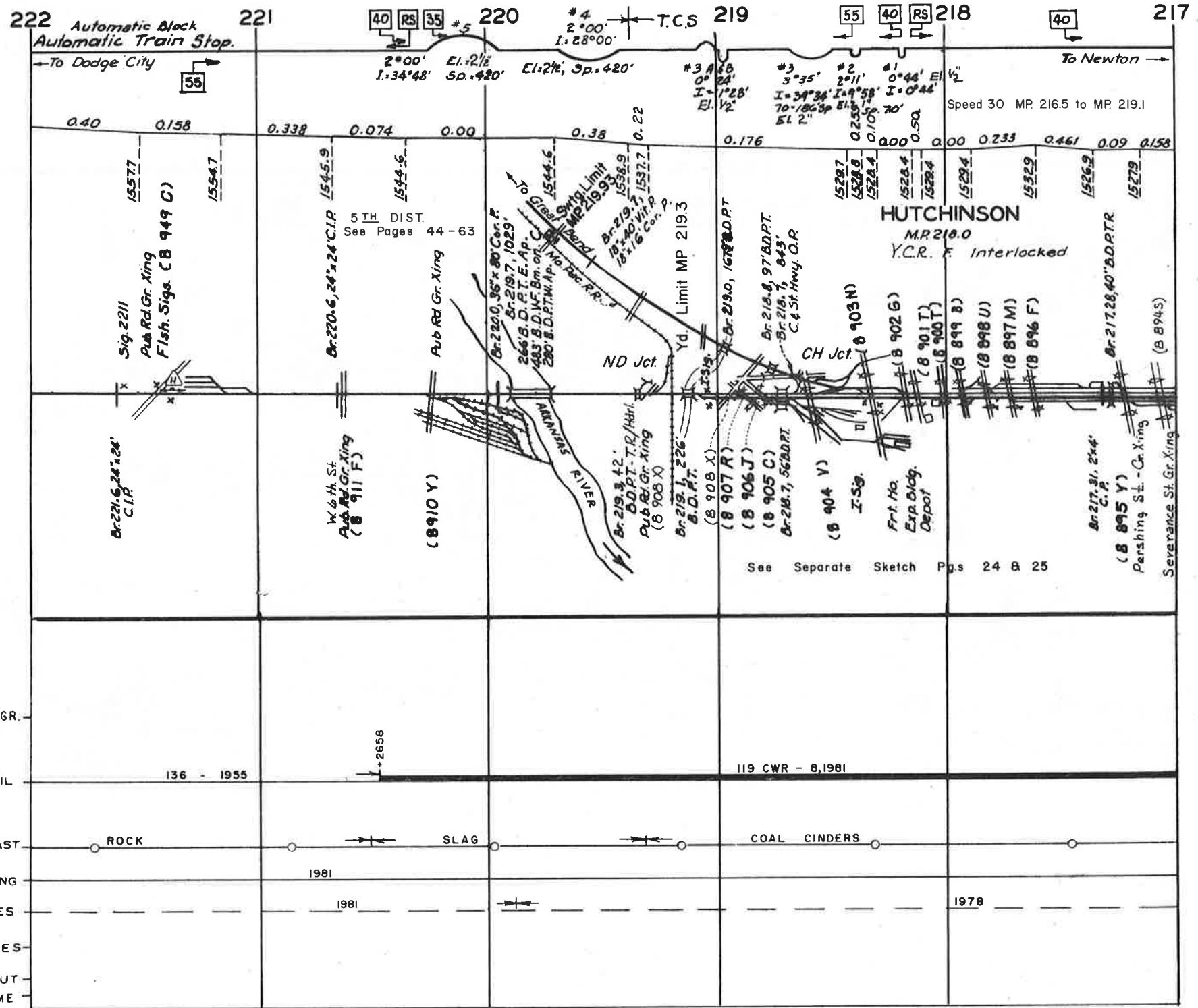


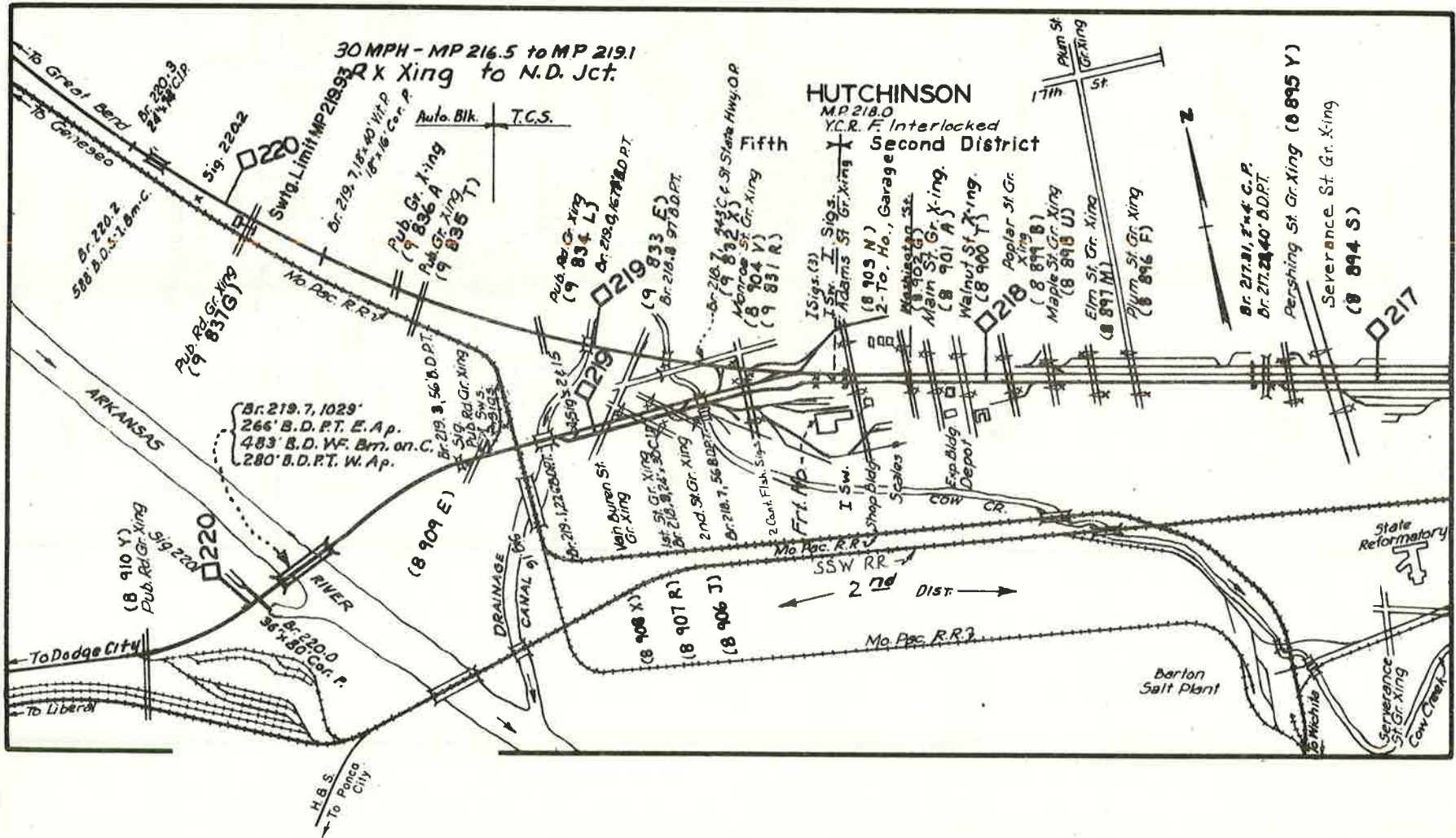


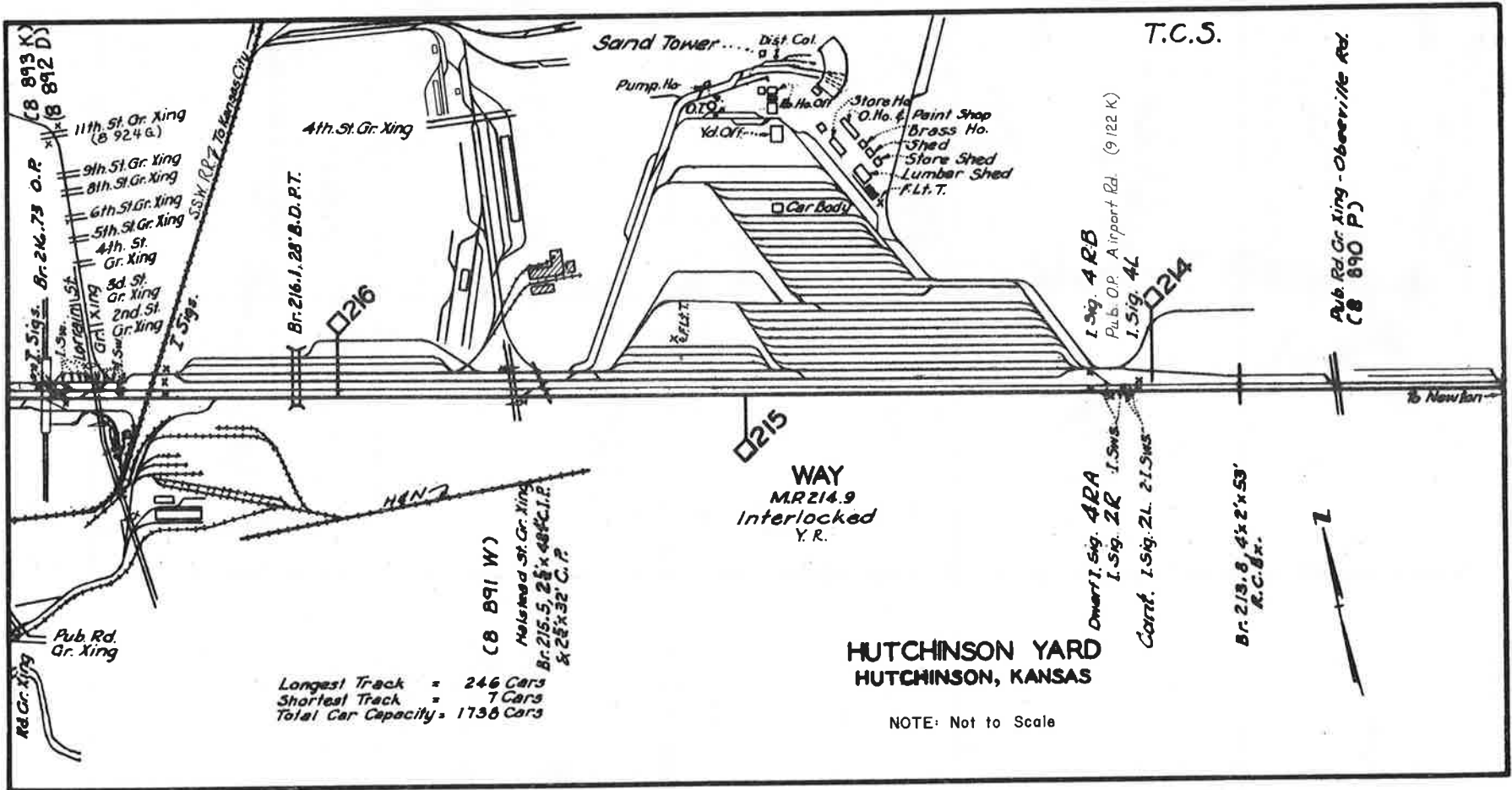












Longest Track = 246 Cars
 Shortest Track = 7 Cars
 Total Car Capacity = 1736 Cars

**HUTCHINSON YARD
 HUTCHINSON, KANSAS**

NOTE: Not to Scale

217

216

215

214

213

212

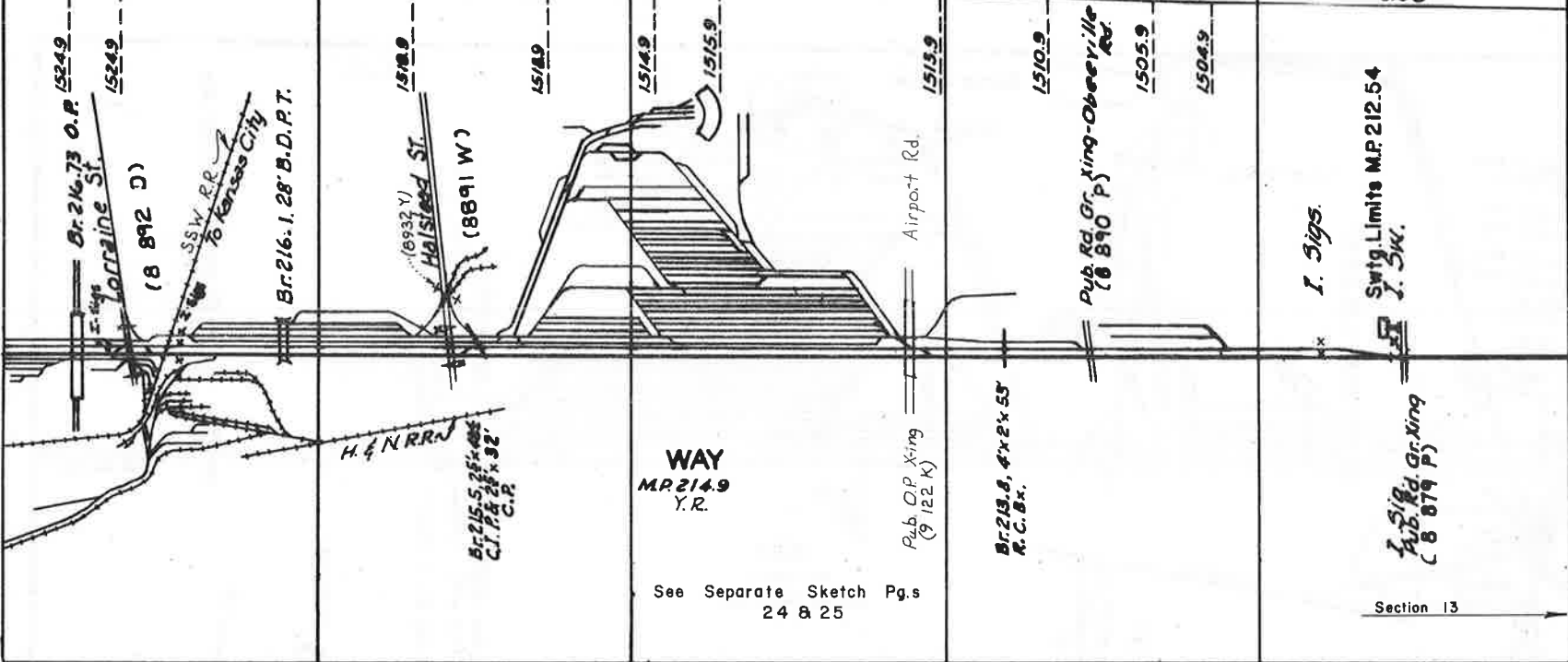
T.C.S.



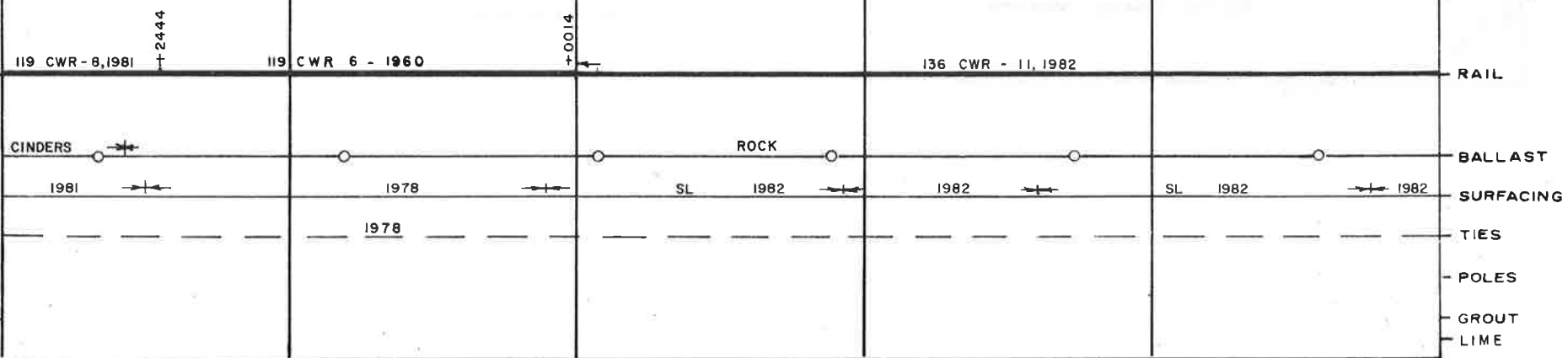
←To Dodge City

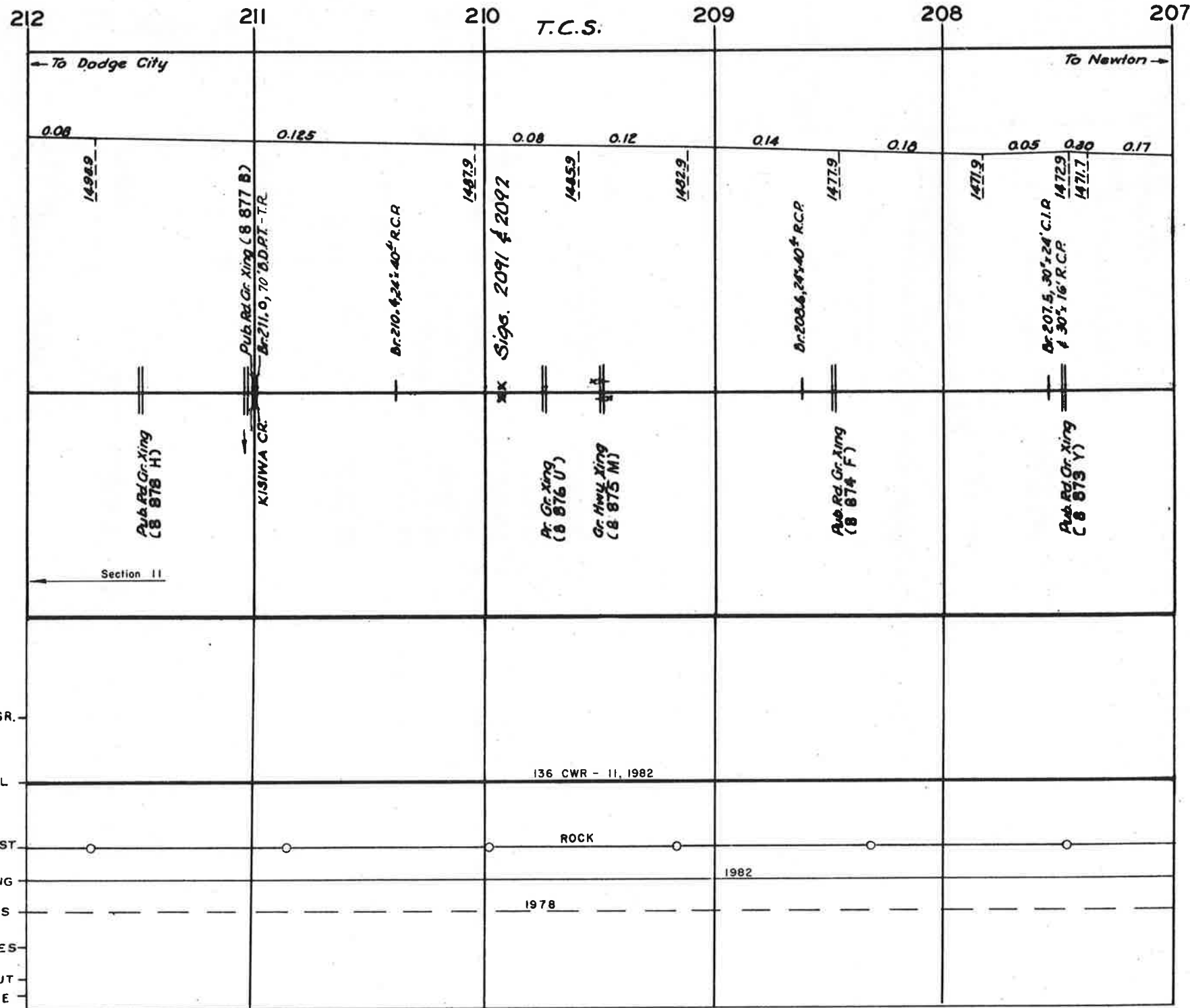
To Newton→

0.158 0.00 0.102 0.043 0.222 0.091 0.054 0.167 0.278 0.10 0.08



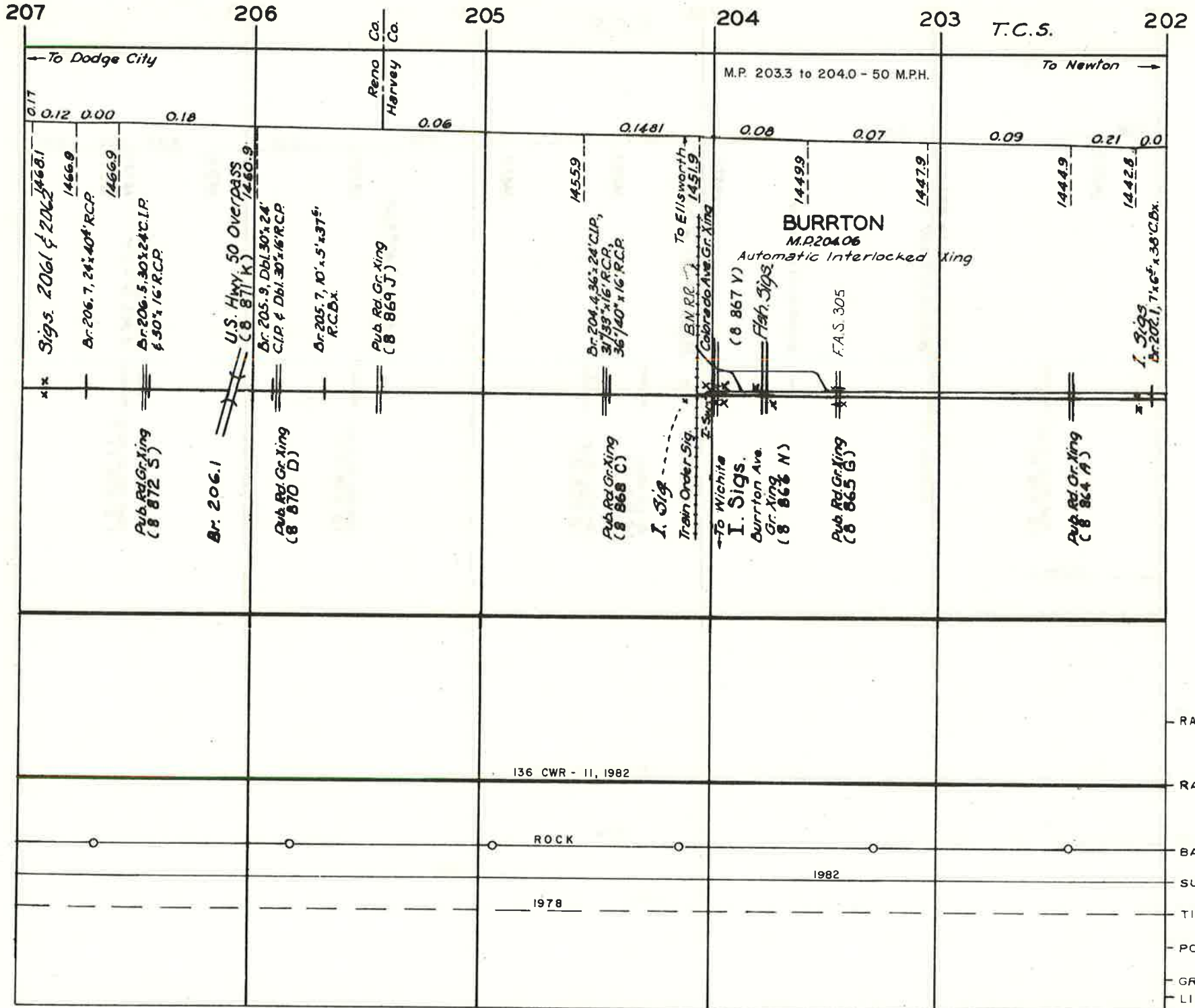
Section 13

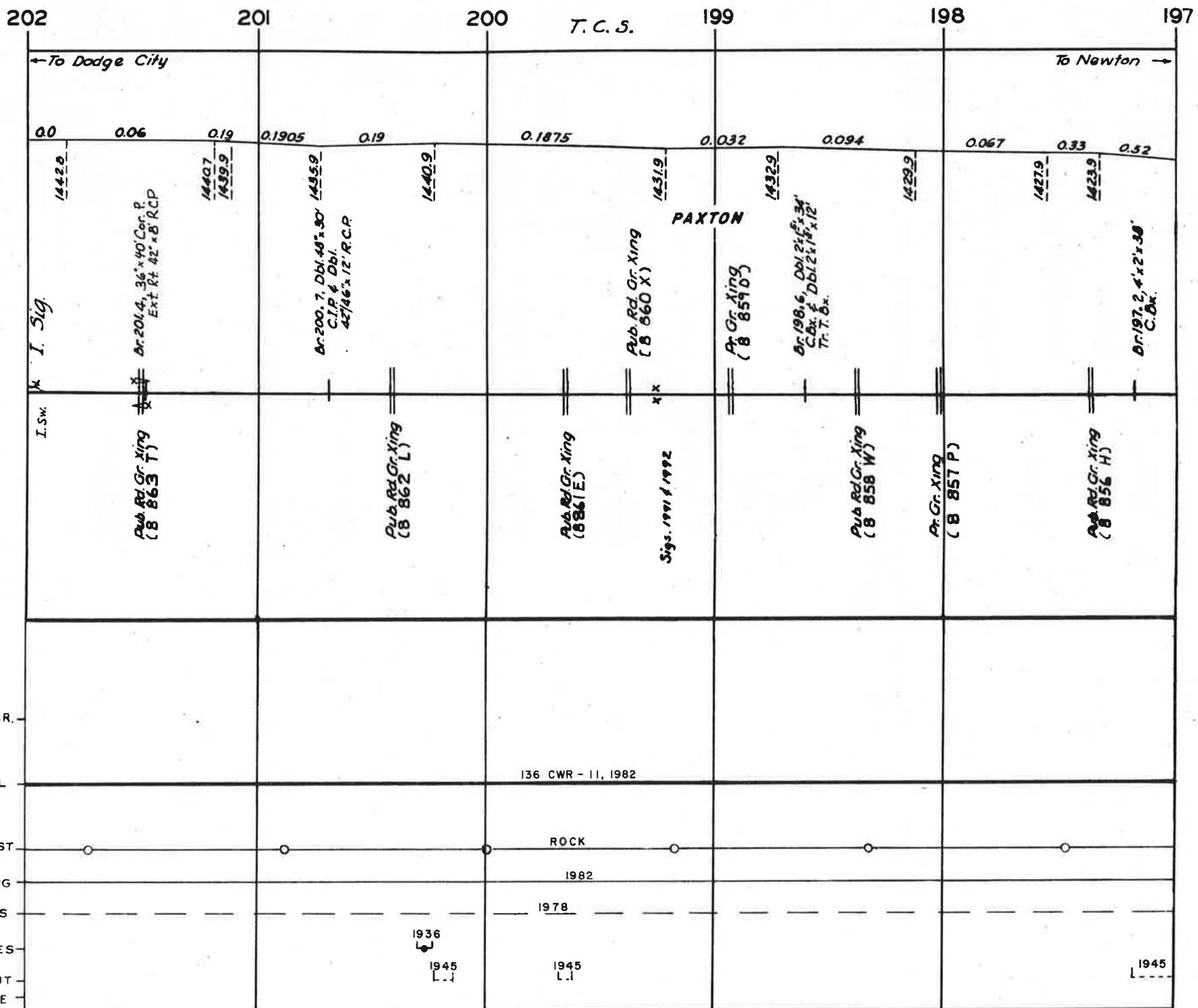


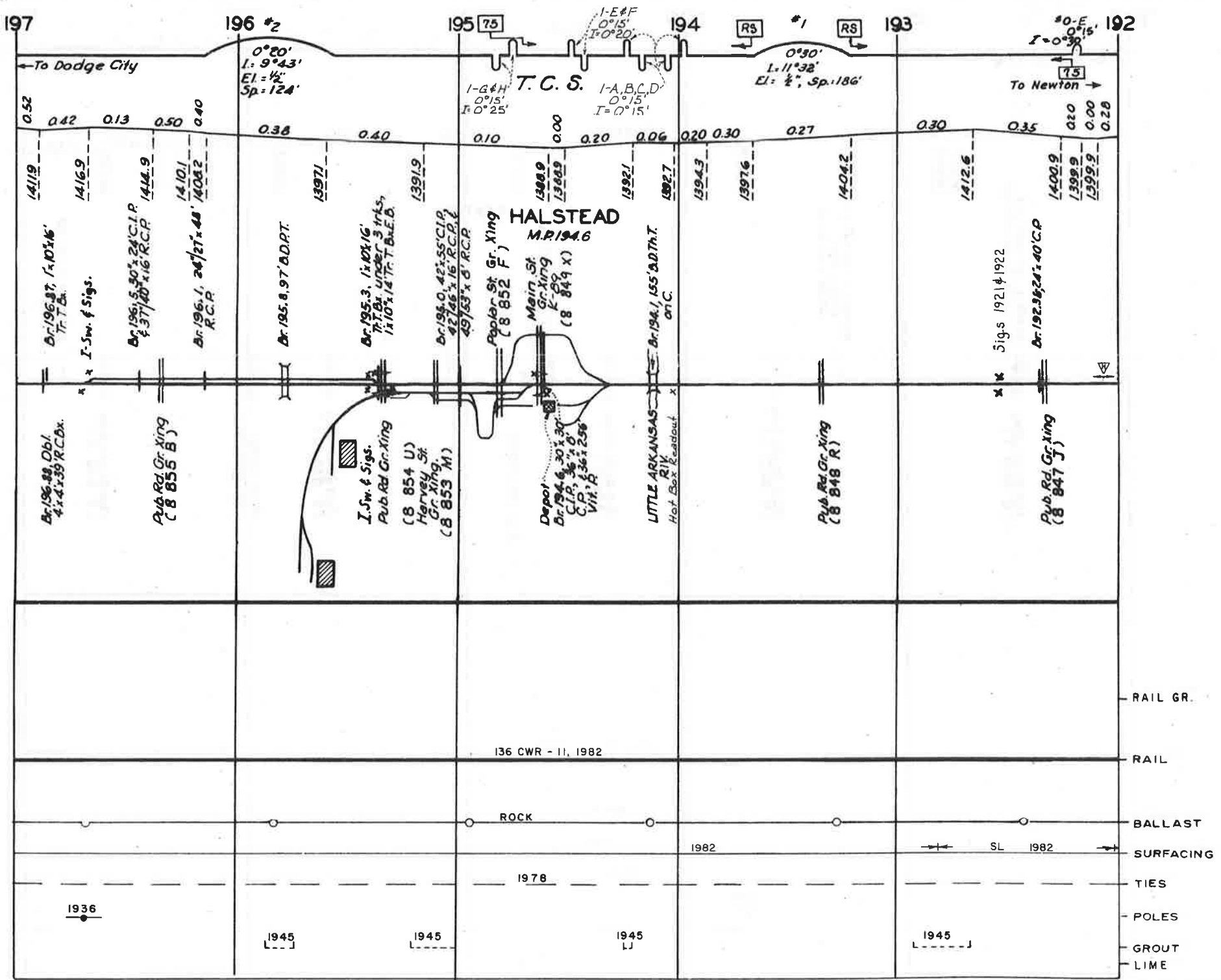


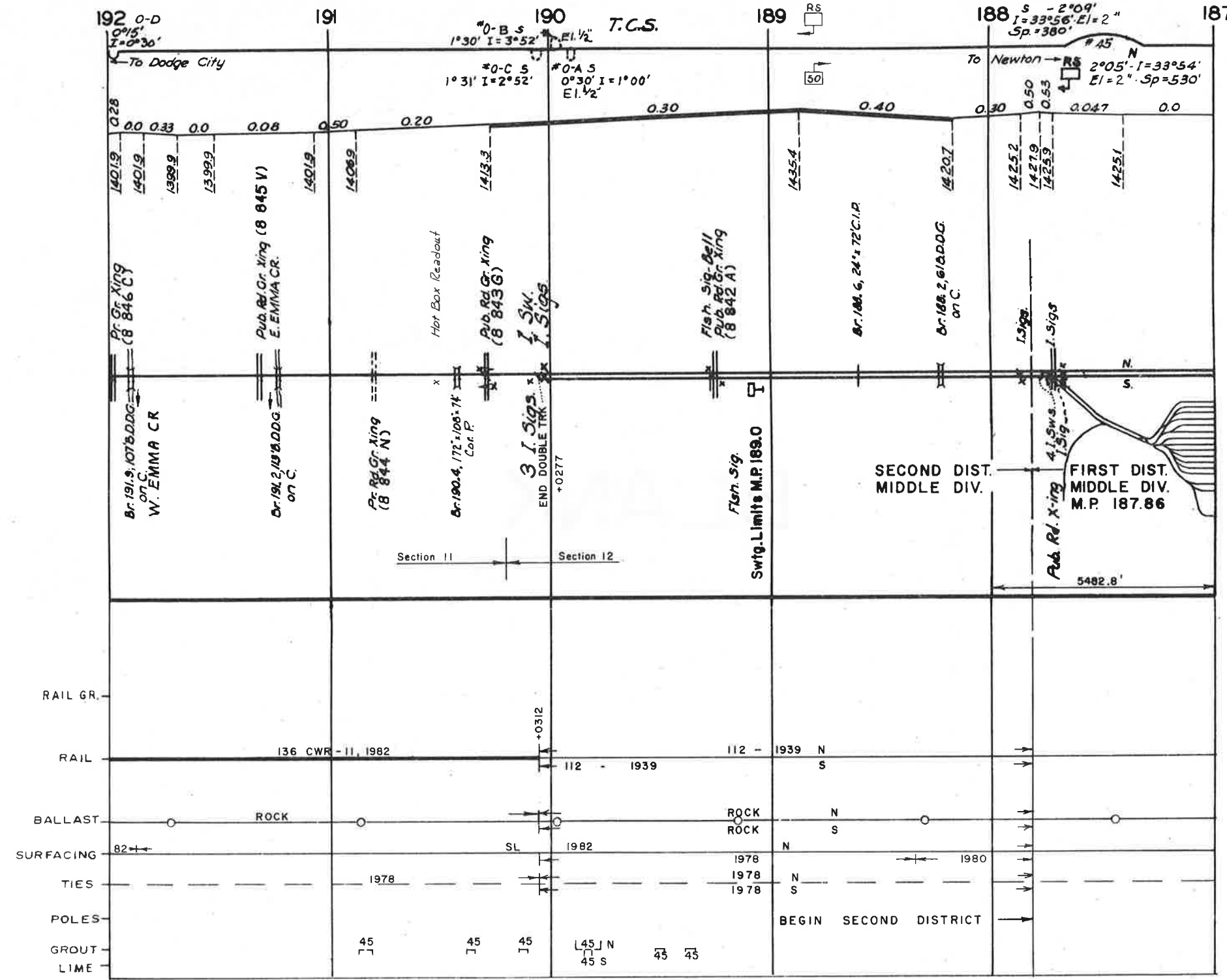
BINDER NO. 3

REVISED 9-83

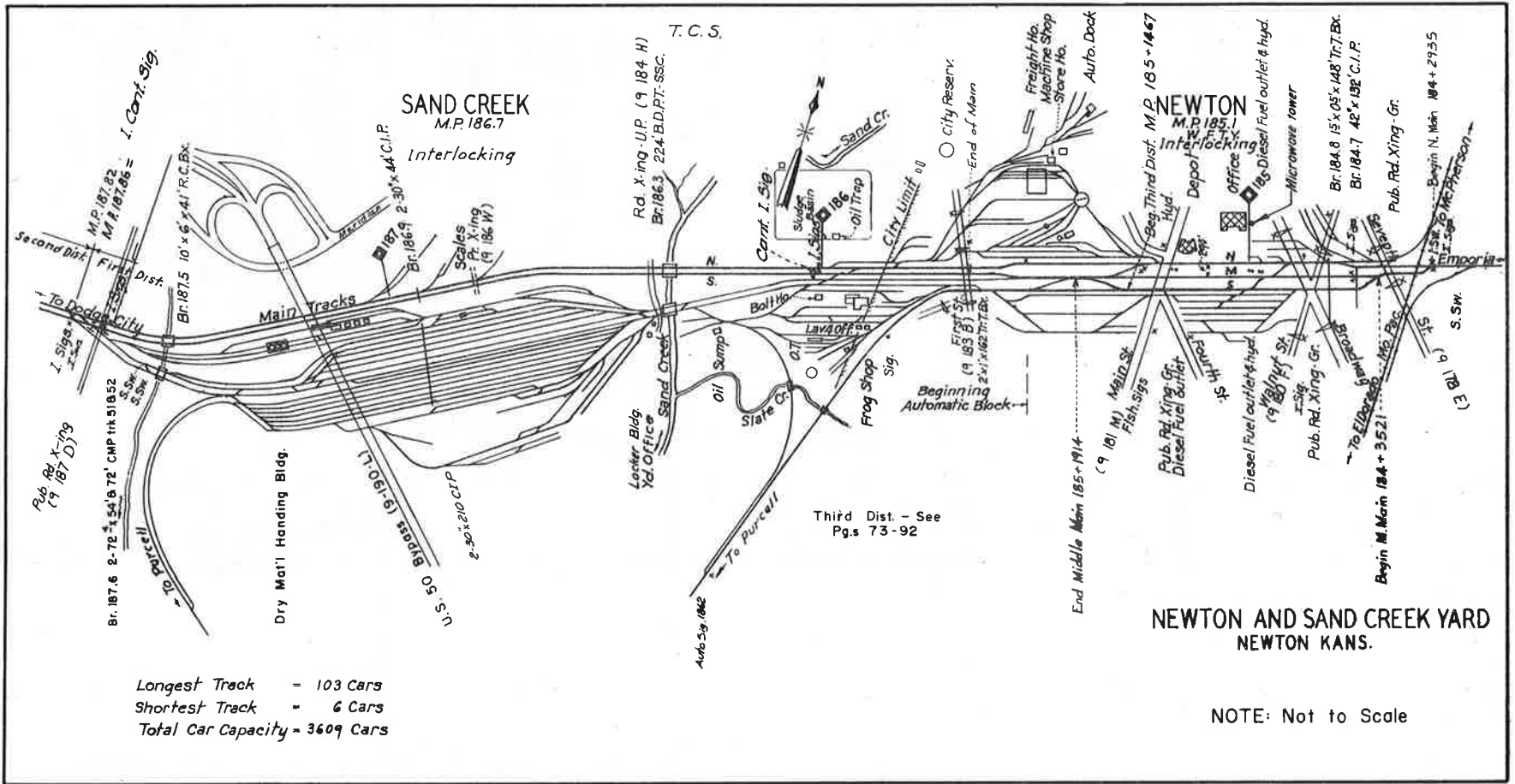






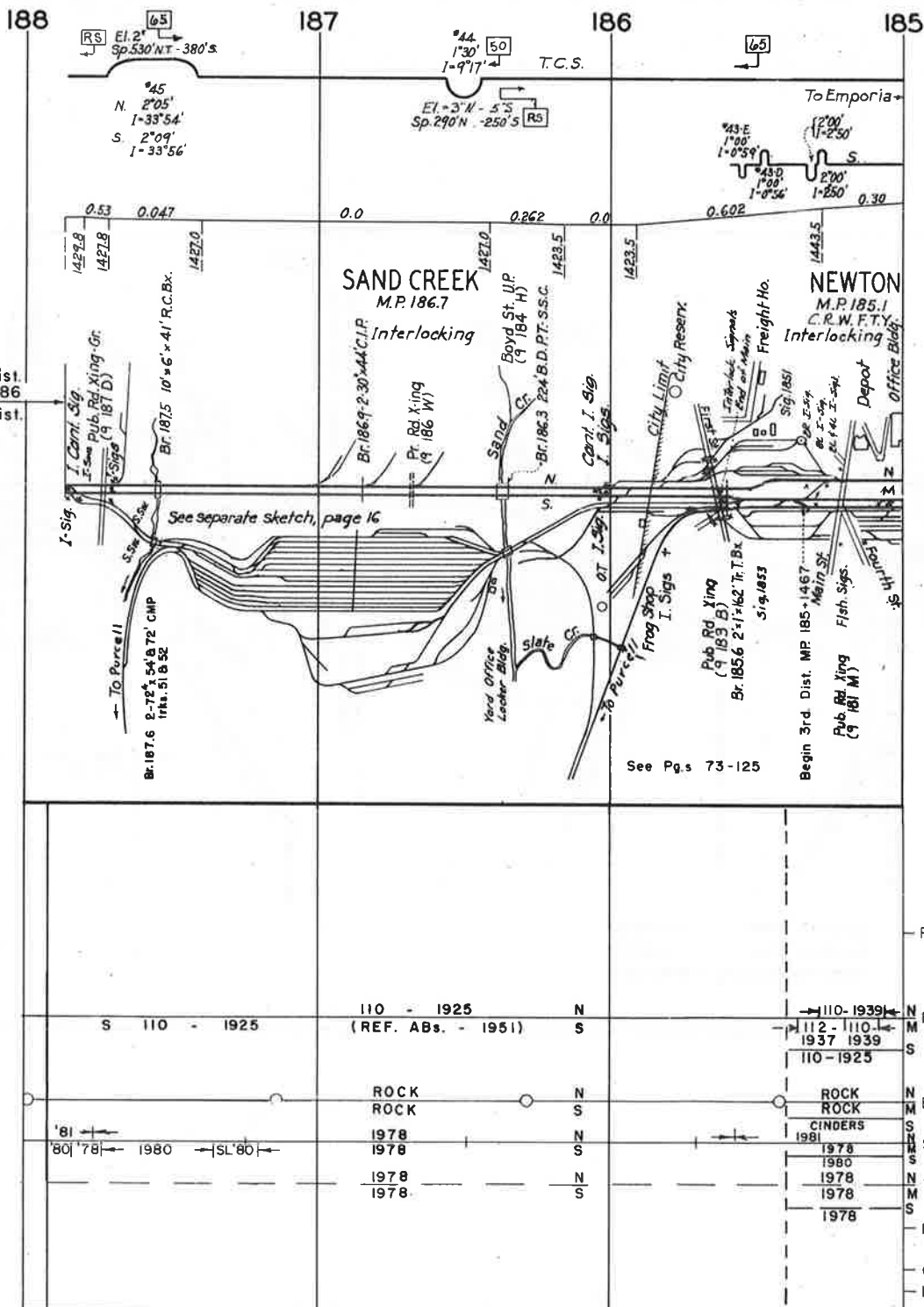


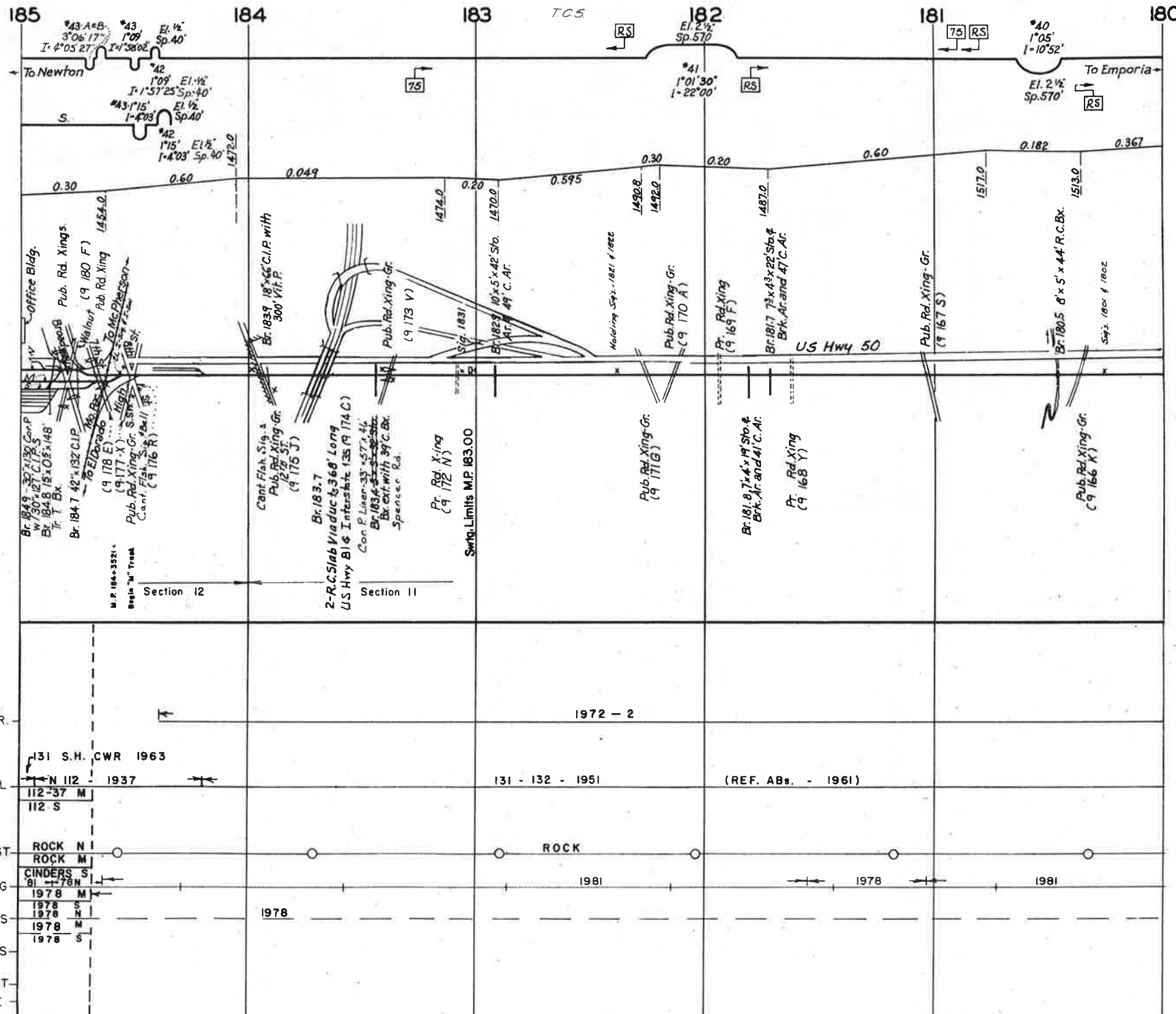
BLANK

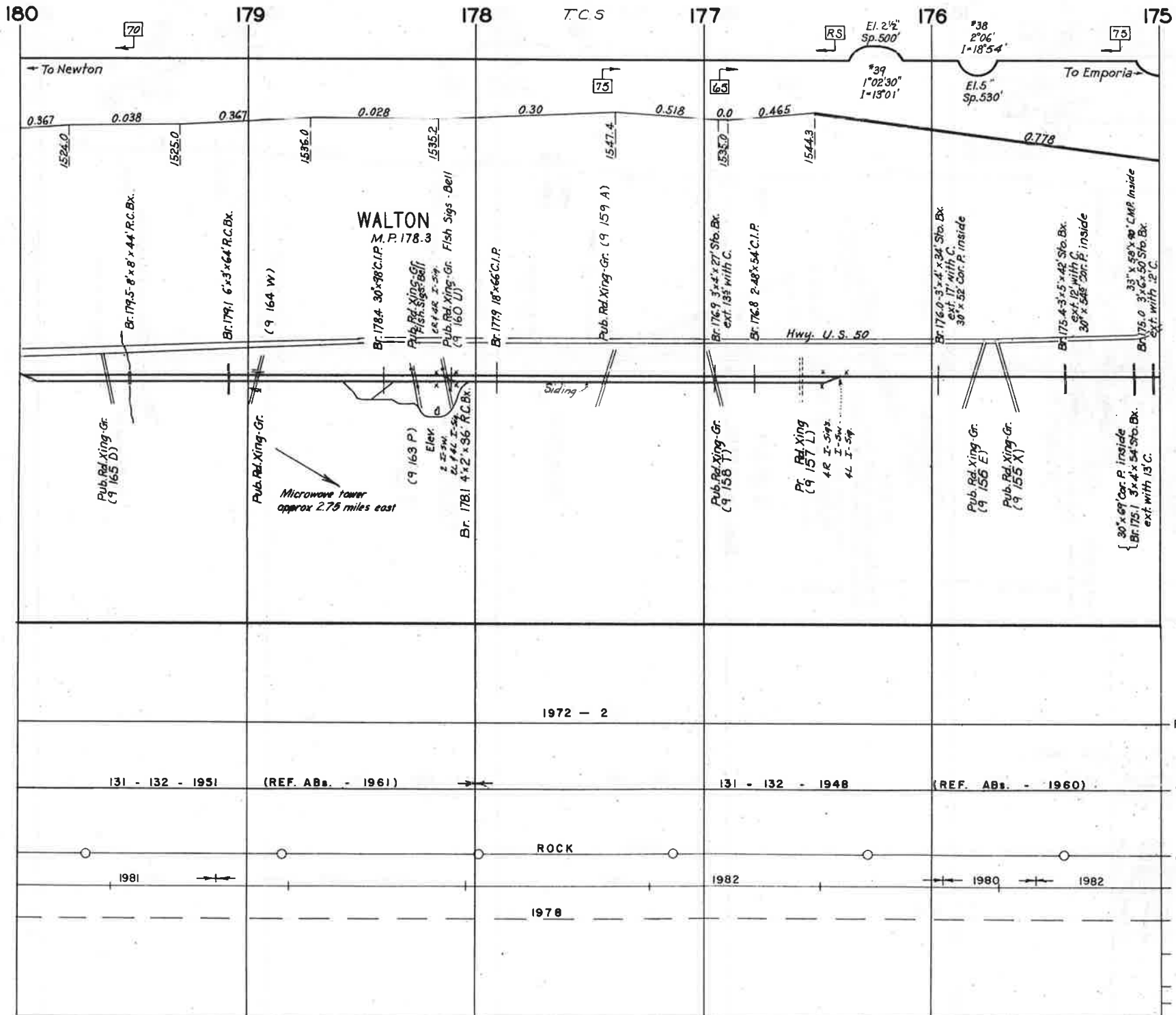


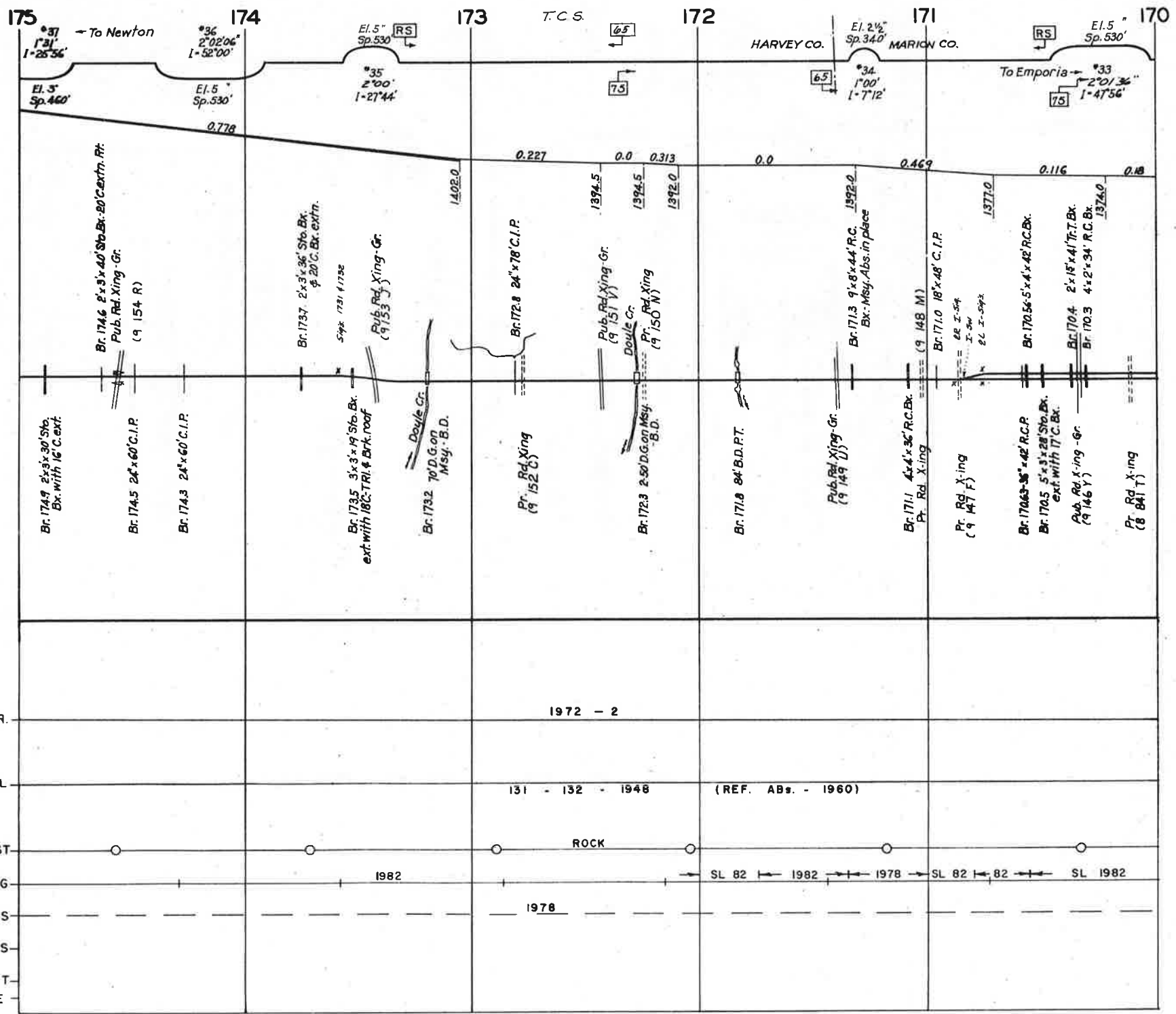
50

End First Dist.
M.P. 187.82 = 187.86
Begin Second Dist.



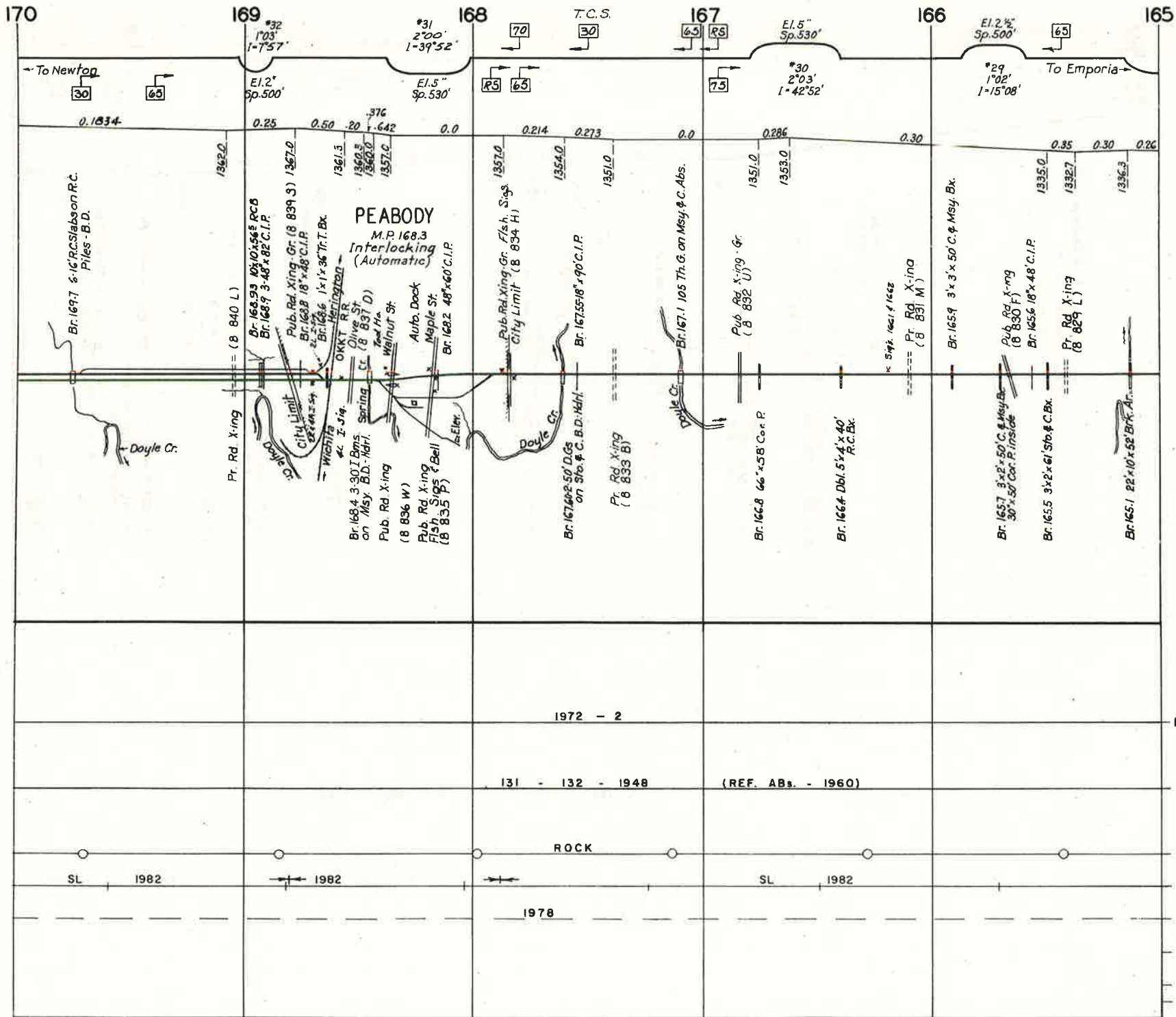


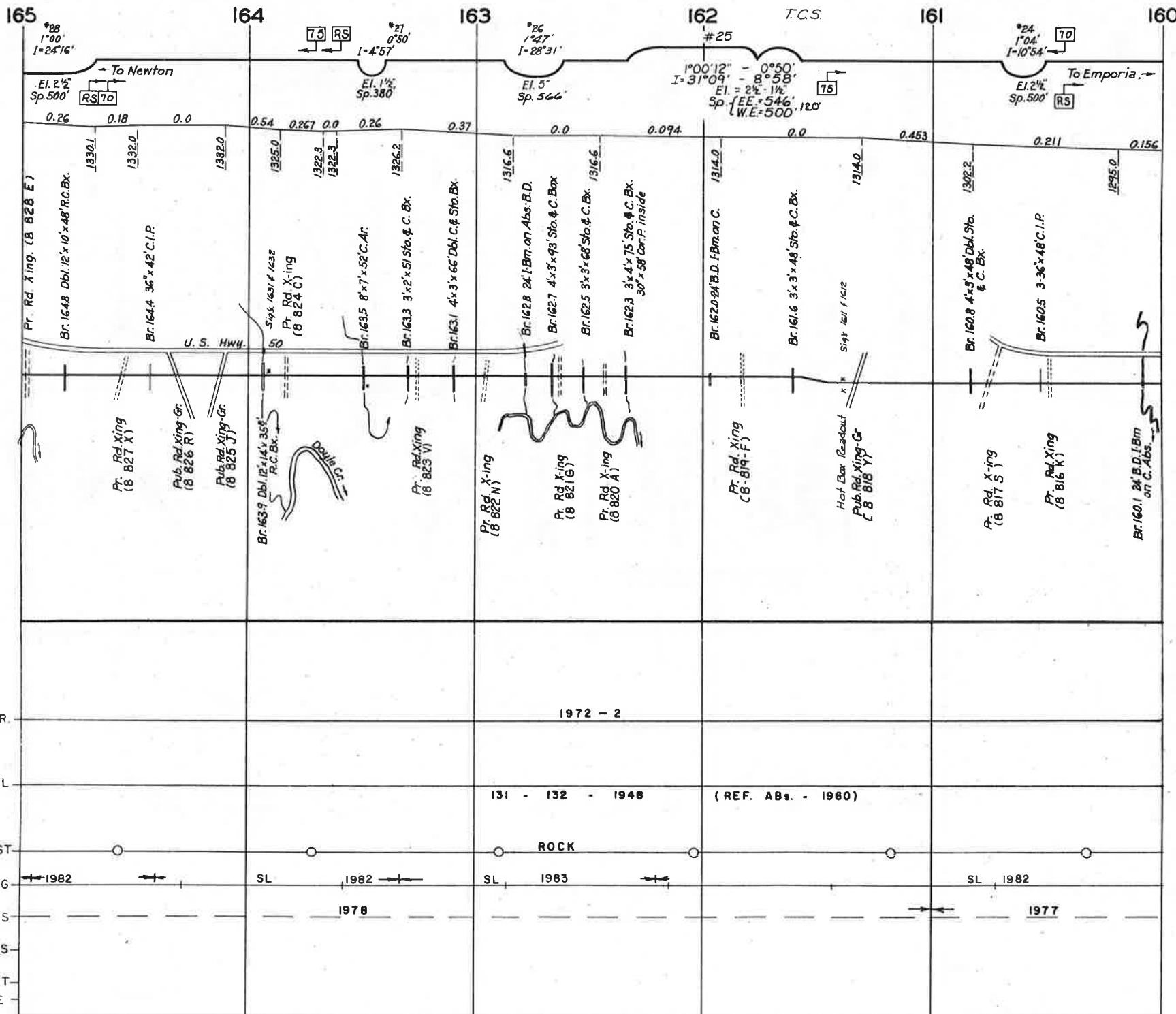


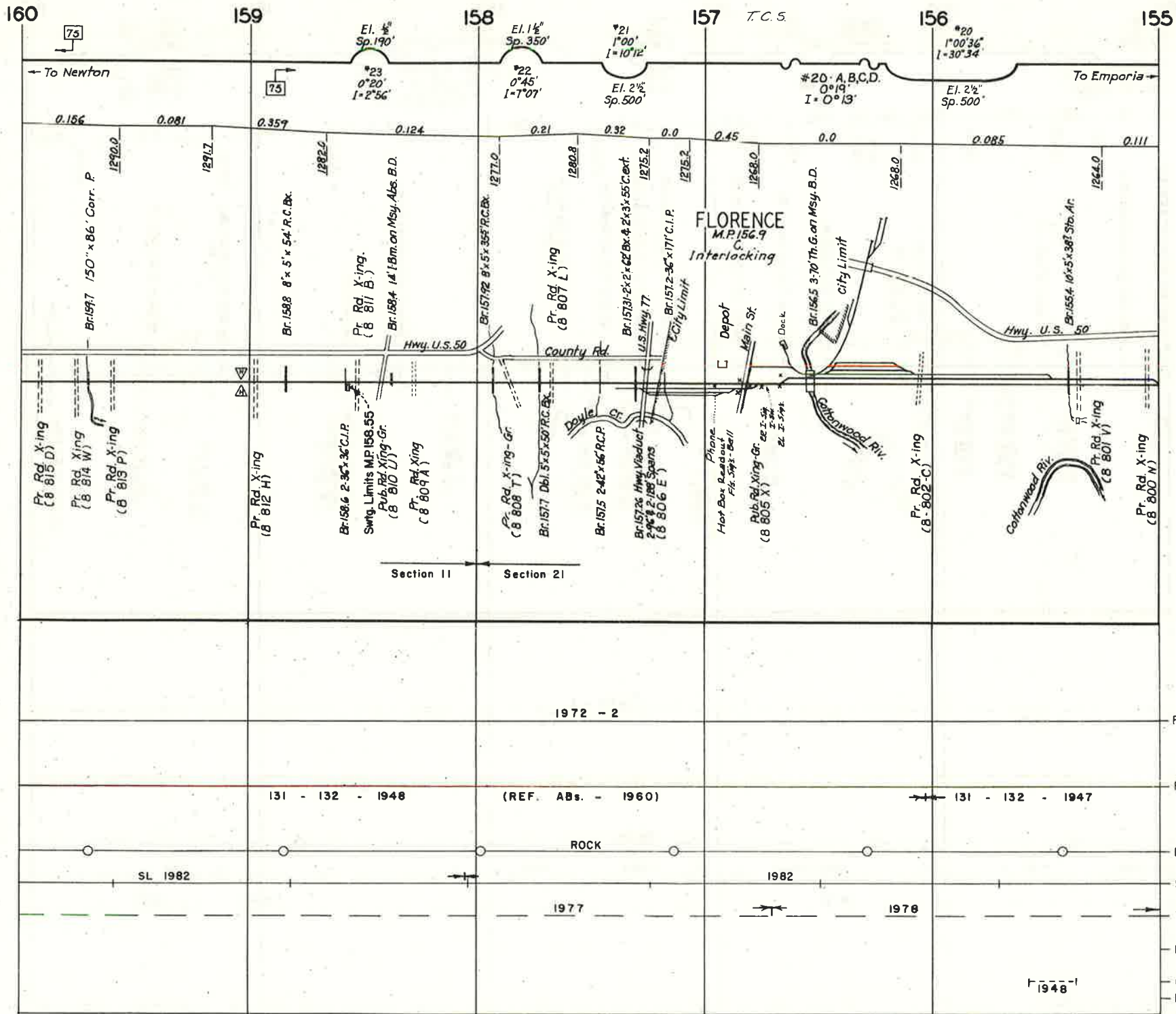


RAIL GR.
RAIL
BALLAST
SURFACING
TIES
POLES
GROUT
LIME

1972 - 2
131 - 132 - 1948 (REF. ABS. - 1960)
ROCK
1978
SL 82 1982 1978 SL 82 82 SL 1982







Section 11 Section 21

1972 - 2

131 - 132 - 1948

(REF. Abs. - 1960)

131 - 132 - 1947

ROCK

SL 1982

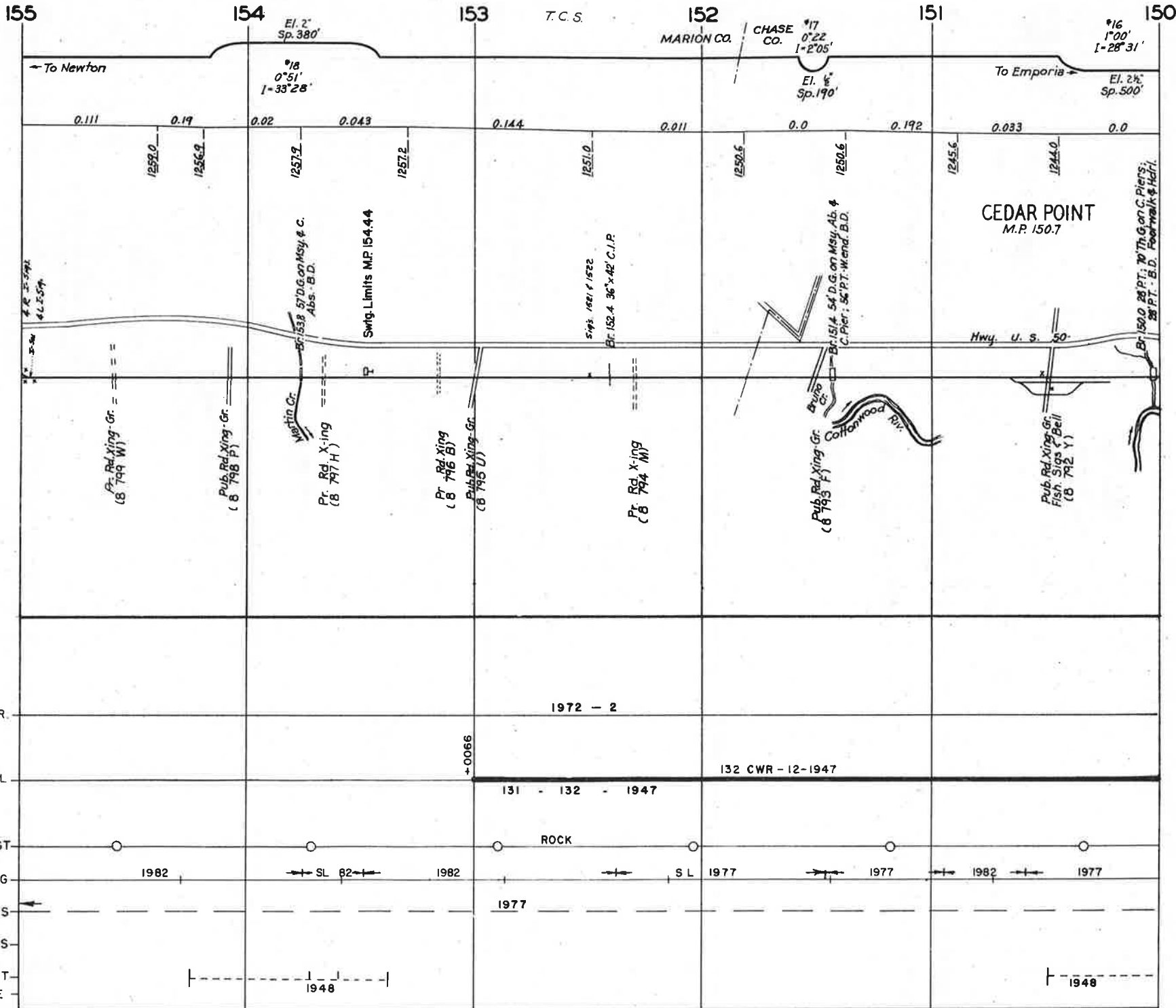
1982

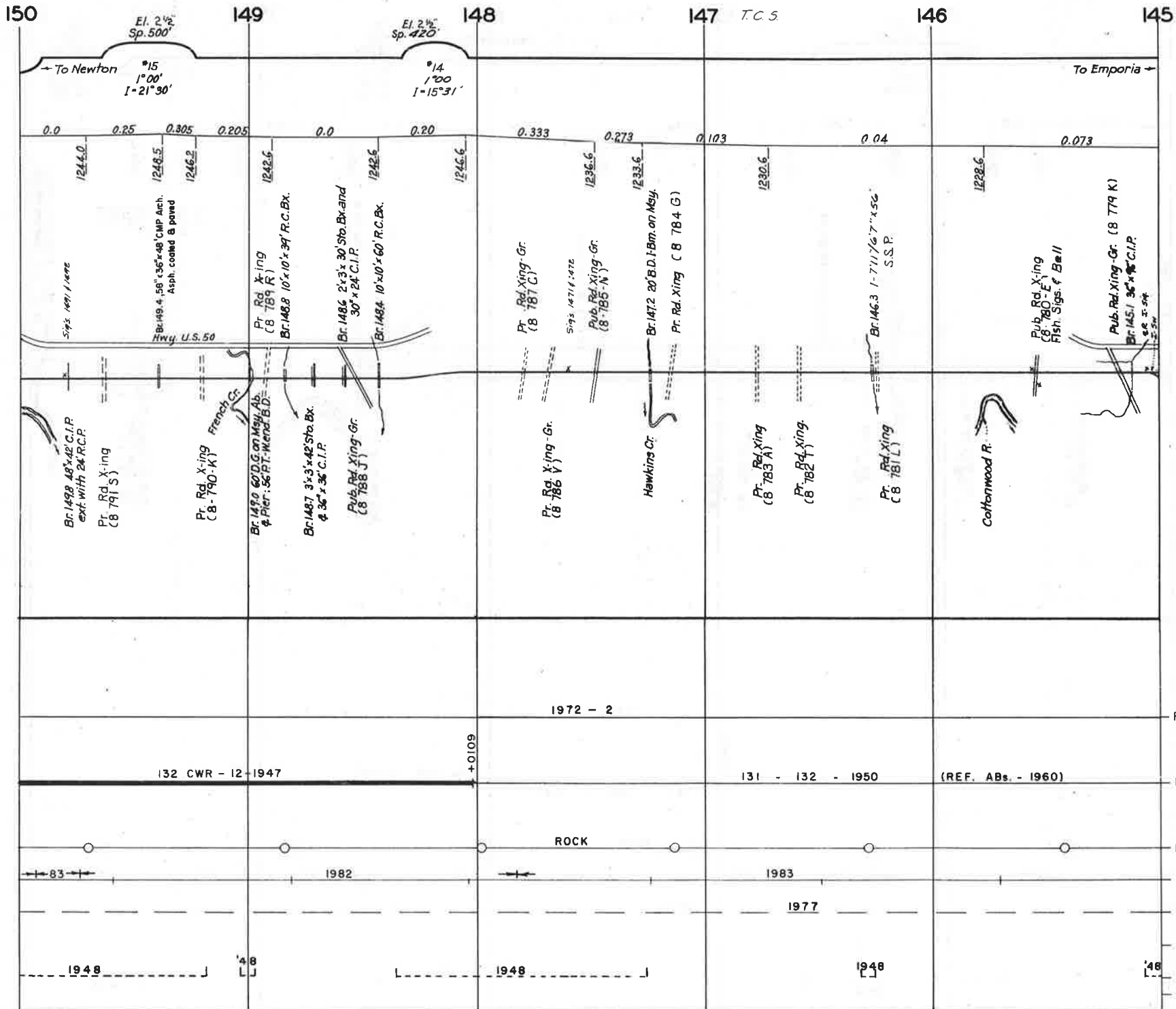
1977

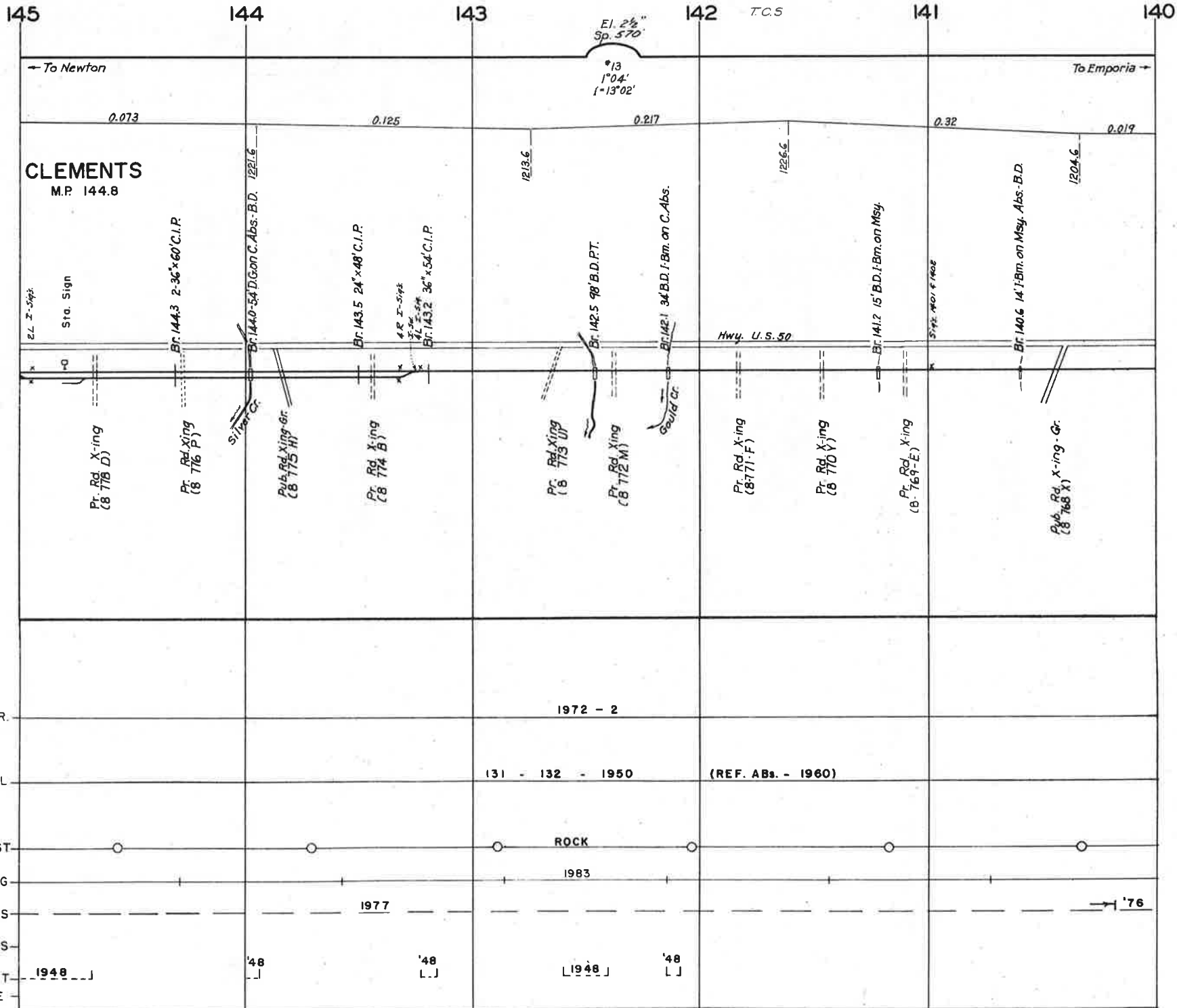
1978

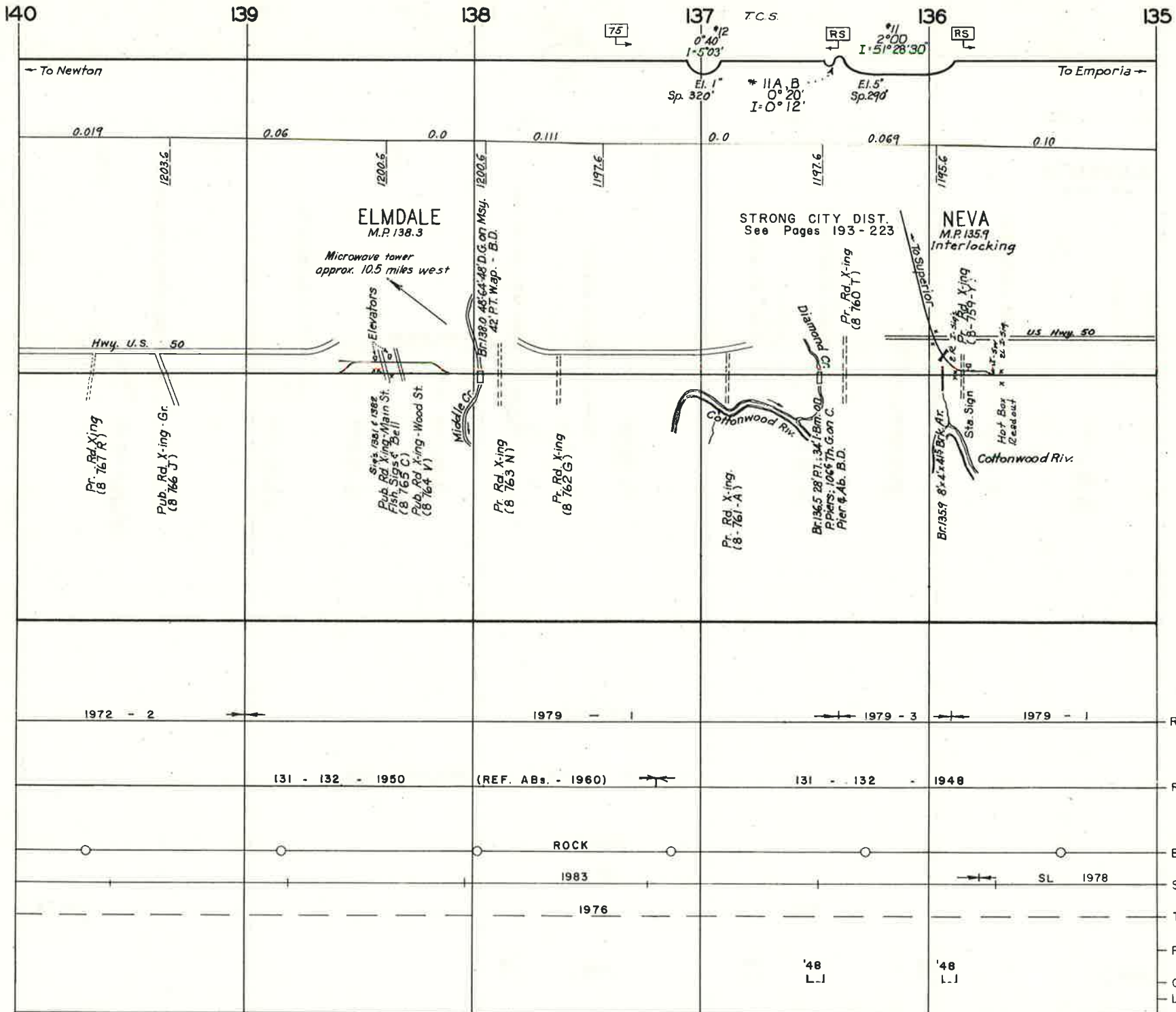
1948

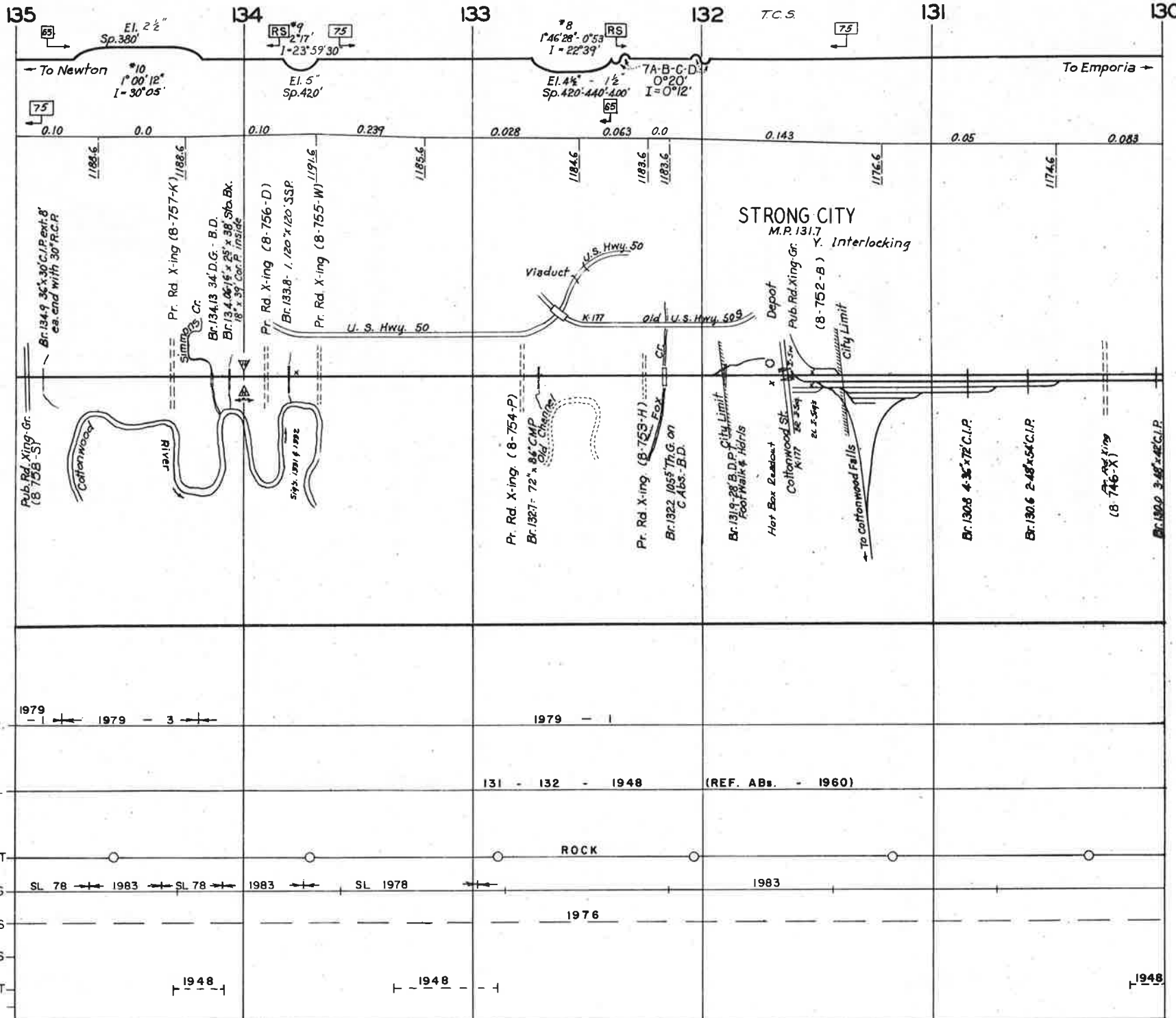
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
POLES
GROUT
LIME

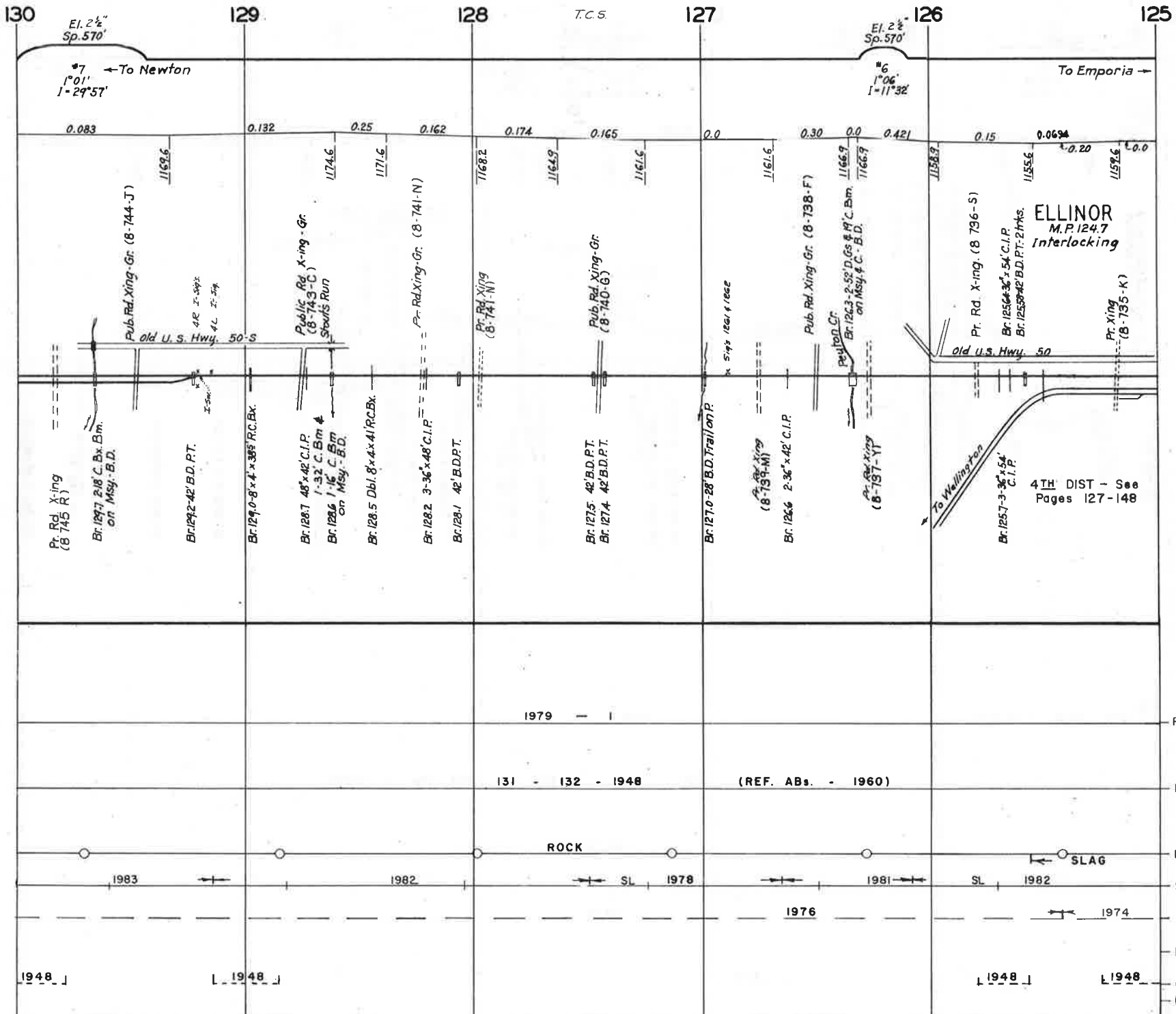


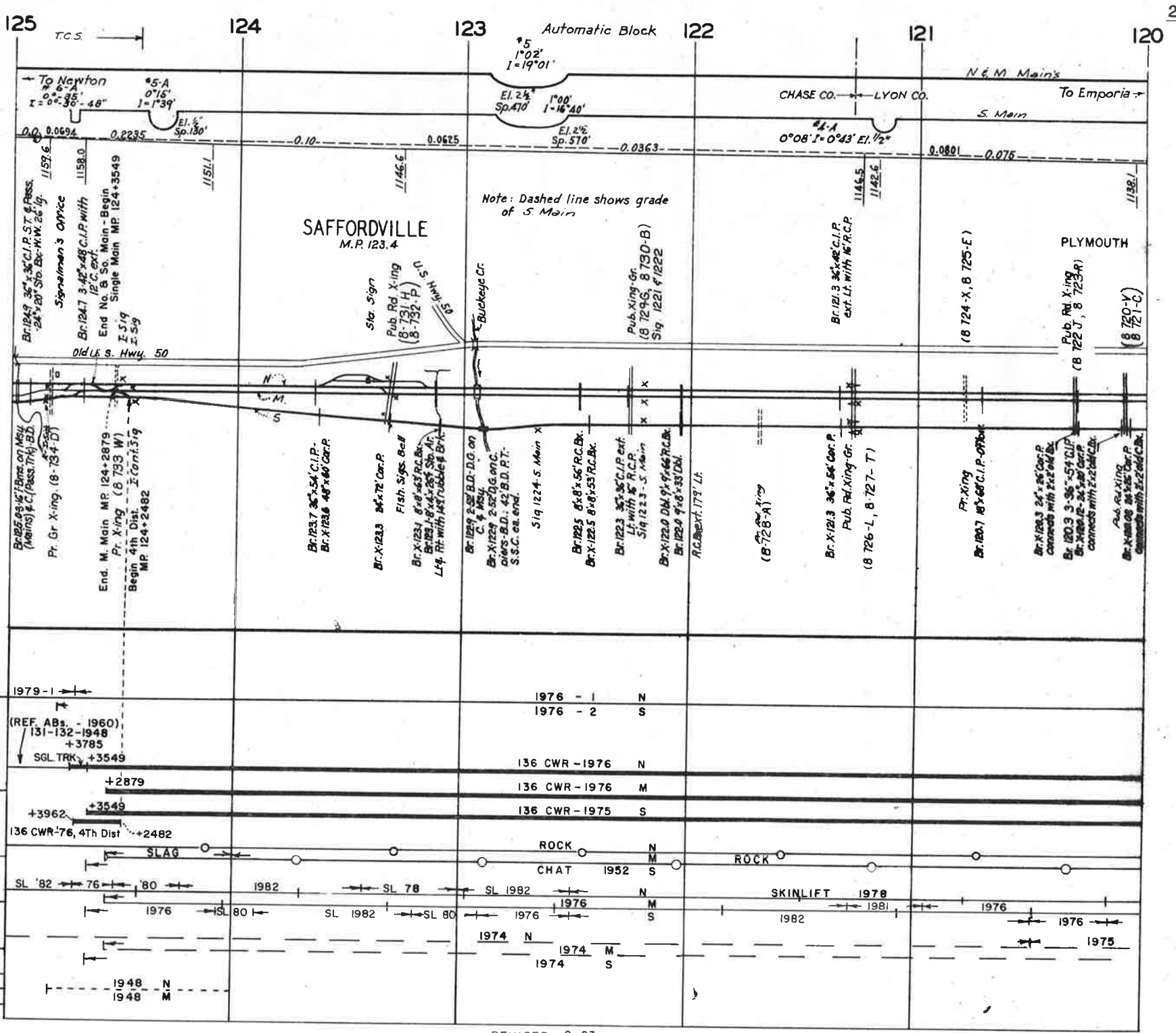












125

124

123

122

121

120

Automatic Block

T.C.S.

To Newfou
 *5-A
 0°15' 36" 1-19°01'
 I=0°36'-48"

EI 2 1/2
 Sp. 470
 1°00' 1-16°40'

CHASE CO. LYON CO.

N & M Mains

S. Main

To Emporia

0.00 0.0694 0.2235 0.10 0.0625 0.0363 0.0801 0.075

Note: Dashed line shows grade of S. Main

SAFFORDVILLE
 M.P. 123.4

PLYMOUTH

Br. 124.7 36" x 36" C.I.P. S.T. & Pass.
 24' x 20' Sls. Br. N.W. 26' lg.
 1157.6
 Signalman's Office
 Br. 124.7 36" x 48" C.I.P. with
 12' C. ext.
 End No. 8 So. Main - Begin
 Single Main MP 124+3549
 E. Sig
 Z. Sig

Sta. Sign
 Pub. Rd. X-ing
 (8-721-H)
 U.S. Hwy. 50

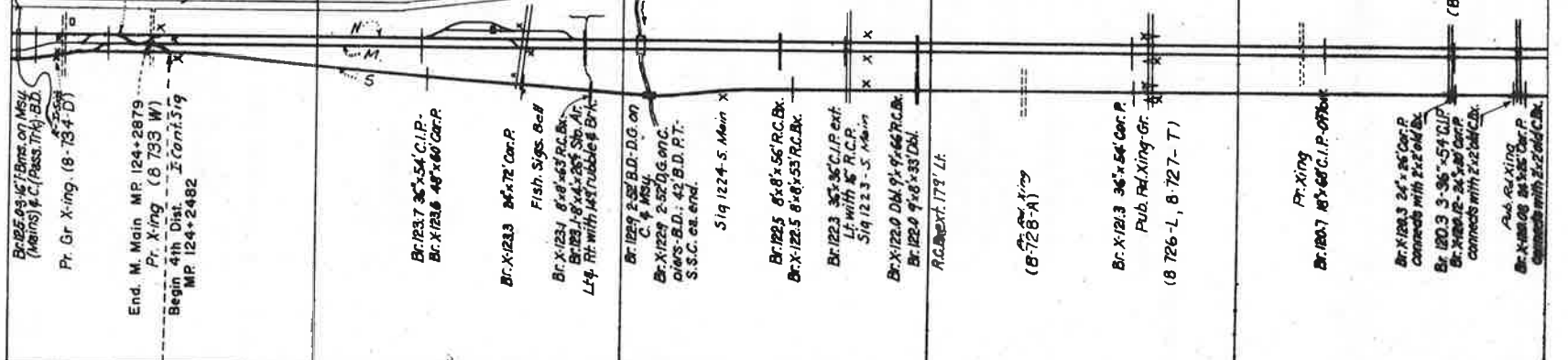
Pub. X-ing Gr.
 (8-724-G, 8-790-B)
 Sig. 1221, 1222

Br. 121.3 36" x 48" C.I.P.
 ext. Lt. with No. R.C.P.

(8-724-X, 8-725-E)

Pub. Rd. X-ing
 (8-722-J, 8-723-R)

(8-720-Y)
 (8-721-C)



Br. 125.0 36" x 48" C.I.P. on Hwy.
 (Mains) & C. (Pass. Trk) B.D.
 Pr. Gr. X-ing (8-734-D)
 End. M. Main MP 124+2879
 Pr. X-ing (8-733 W)
 Begin 4th Dist. Z-carri. Sig
 MP 124+2482

Br. 123.7 36" x 54" C.I.P.
 Br. X-123.6 48" x 60" Cor. P.

Br. X-123.3 24" x 72" Cor. P.
 Fish. Sigs. 8-c-8

Br. X-123.1 6" x 6" x 63" R.C. Br.
 Br. 123.1 8" x 4" x 28" Sls. Ar.
 Lt. fit with 145' rubble Br.

Br. 122.9 24" x 60" D.G. on
 C. & Hwy.
 Br. X-122.9 24" x 60" D.G. on C.
 Diers. B.D. 42 B.D. P.T.
 S.S.C. est. end.

Sig 1224-S. Main X

Br. 122.5 6" x 8" x 56" R.C. Br.
 Br. X-122.5 8" x 6" x 53" R.C. Br.

Br. 122.3 36" x 36" C.I.P. ext.
 Lt. with No. R.C.P.
 Sig 1223-S. Main X X X

Br. X-122.0 24" x 48" x 46" R.C. Br.
 Br. 122.0 4" x 6" x 33" Dbl.
 R.C. ext. 179' Lt.

(8-726-A)

Br. X-121.3 36" x 54" Cor. P.
 Pub. Rd. X-ing Gr.
 (8-726-L, 8-727-T)

Pr. X-ing
 Br. 120.7 18" x 60" C.I.P. 0776

Br. X-120.3 24" x 24" Cor. P.
 connects with 24" x 24" Dbl.
 Br. 120.3 3" x 36" x 54" C.I.P.
 Br. X-120.2 24" x 24" Cor. P.
 connects with 24" x 24" Dbl.

Pub. Rd. X-ing
 Br. X-120.0 24" x 24" Cor. P.
 connects with 24" x 24" Dbl.

RAIL GR.

1979-1
 (REF. ABS. - 1960)
 131-132-1948
 +3785
 SGL TRK. +3549

1976 - 1 N
 1976 - 2 S

RAIL

+2879
 +3549
 136 CWR-76, 4th Dist +2482

136 CWR - 1976 N
 136 CWR - 1976 M
 136 CWR - 1975 S

BALLAST

SLAG

ROCK N
 CHAT M
 1952 S

ROCK

SURFACING

SL 82 76 80 1982 SL 78 SL 1982 1976 1976

1974 N
 1974 M
 1974 S

SKINLIFT 1978
 1982 1981 1976

TIES

1948 N
 1948 M

POLES
 GROUT
 LIME

BINDER NO. 3

REVISED 9-83

