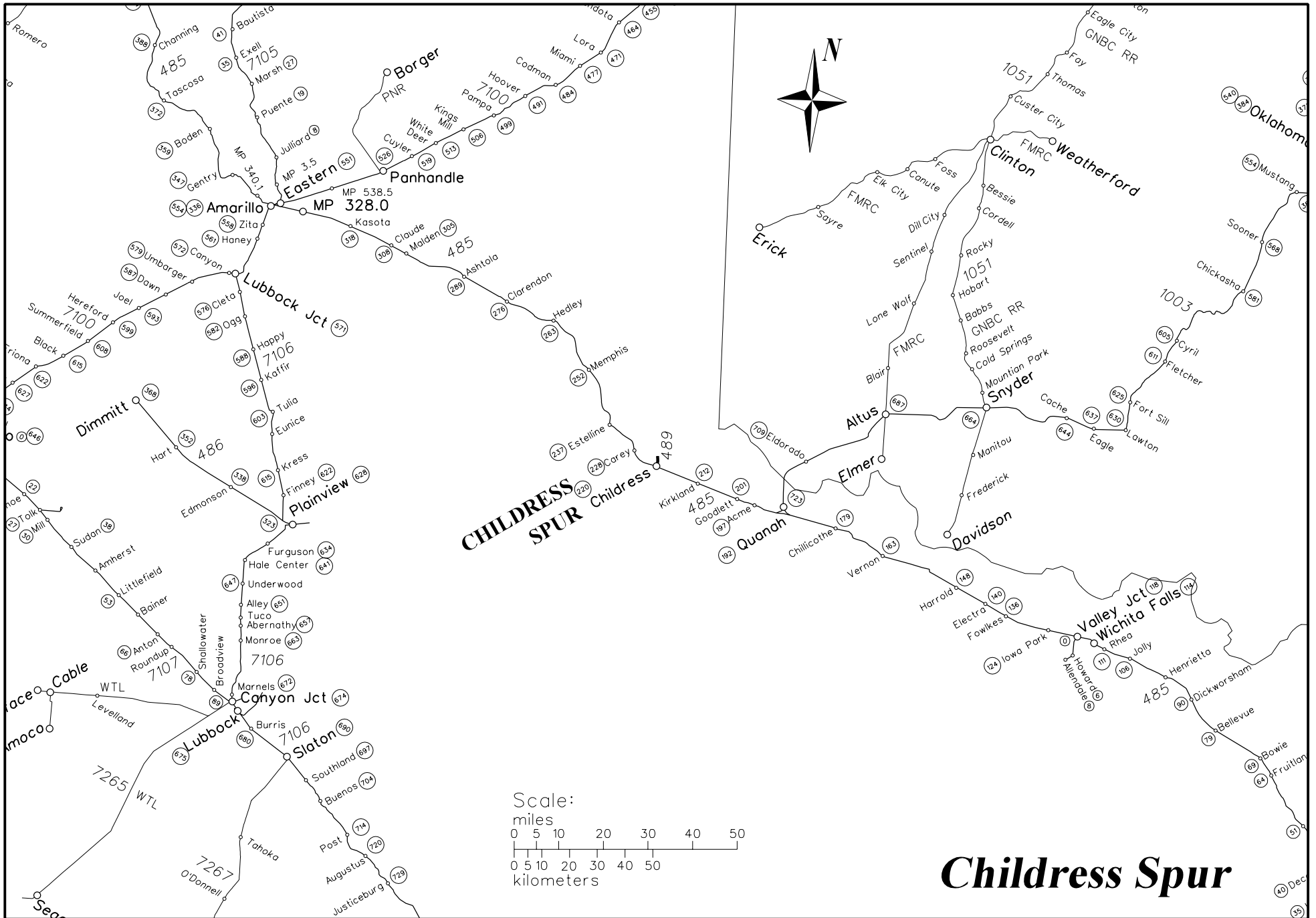


Childress Spur

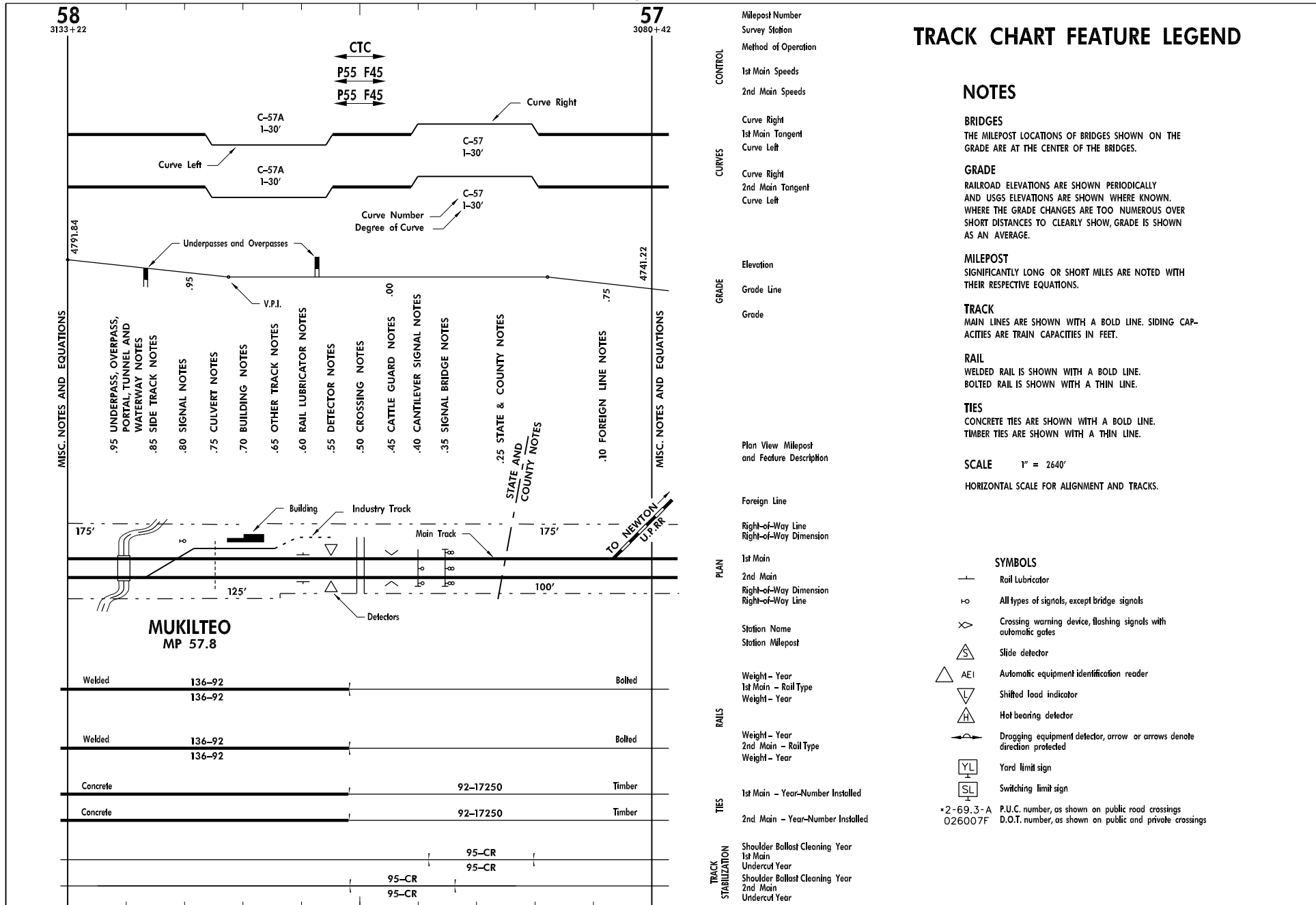
Childress, TX (M.P. 221.9) to Carey, TX (M.P. 224.0)



← Station West

Line Segment Number

Station East →



TRACK CHART FEATURE LEGEND

- CONTROL**
 - Milepost Number
 - Survey Station
 - Method of Operation
 - 1st Main Speeds
 - 2nd Main Speeds
- CURVES**
 - Curve Right
 - 1st Main Tangent
 - Curve Left
 - Curve Right
 - 2nd Main Tangent
 - Curve Left
- GRADE**
 - Elevation
 - Grade Line
 - Grade
- PLAN**
 - Plan View Milepost and Feature Description
 - Foreign Line
 - Right-of-Way Line
 - Right-of-Way Dimension
 - 1st Main
 - 2nd Main
 - Right-of-Way Dimension
 - Right-of-Way Line
 - Station Name
 - Station Milepost
- RAILS**
 - Weight - Year
 - 1st Main - Rail Type
 - Weight - Year
 - Weight - Year
 - 2nd Main - Rail Type
 - Weight - Year
- TIES**
 - 1st Main - Year-Number Installed
 - 2nd Main - Year-Number Installed
- TRACK STABILIZATION**
 - Shoulder Ballast Cleaning Year
 - 1st Main
 - Undercut Year
 - Shoulder Ballast Cleaning Year
 - 2nd Main
 - Undercut Year

NOTES

BRIDGES
THE MILEPOST LOCATIONS OF BRIDGES SHOWN ON THE GRADE ARE AT THE CENTER OF THE BRIDGES.

GRADE
RAILROAD ELEVATIONS ARE SHOWN PERIODICALLY AND USGS ELEVATIONS ARE SHOWN WHERE KNOWN. WHERE THE GRADE CHANGES ARE TOO NUMEROUS OVER SHORT DISTANCES TO CLEARLY SHOW, GRADE IS SHOWN AS AN AVERAGE.

MILEPOST
SIGNIFICANTLY LONG OR SHORT MILES ARE NOTED WITH THEIR RESPECTIVE EQUATIONS.

TRACK
MAIN LINES ARE SHOWN WITH A BOLD LINE. SIDING CAPACITIES ARE TRAIN CAPACITIES IN FEET.

RAIL
WELDED RAIL IS SHOWN WITH A BOLD LINE. BOLTED RAIL IS SHOWN WITH A THIN LINE.

TIES
CONCRETE TIES ARE SHOWN WITH A BOLD LINE. TIMBER TIES ARE SHOWN WITH A THIN LINE.

SCALE 1" = 2640'

HORIZONTAL SCALE FOR ALIGNMENT AND TRACKS.

SYMBOLS

- Rail Lubricator
 - All types of signals, except bridge signals
 - Crossing warning device, flashing signals with automatic gates
 - Slide detector
 - AE1 Automatic equipment identification reader
 - Shifted load indicator
 - Hot bearing detector
 - Dragging equipment detector, arrow or arrows denote direction protected
 - Yard limit sign
 - Switching limit sign
- *2-69.3-A P.U.C. number, as shown on public road crossings
026007F D.O.T. number, as shown on public and private crossings

TRACK CHART ABBREVIATION LEGEND

BRIDGES & CULVERTS

| | |
|--------|-------------------------------------|
| A | ARCH |
| AB | ABUTMENT |
| AP | APPROACH |
| AR | ARCH |
| ARM TL | ARMCO TUNNEL LINER |
| B | BOX |
| BASC | BASCULE |
| BD | BALLAST DECK |
| BDPT | BALLAST DECK PILE TRESTLE - WOOD |
| BR | BRIDGE |
| BRK | BRICK |
| BX | BOX |
| C | CONCRETE |
| CA | CONCRETE ARCH |
| CB | CONCRETE BOX |
| CBG | CONCRETE BOX GIRDER |
| CCTS | COMBINATION CONCRETE & TIMBER SLAB |
| CG | CONCRETE "I" GIRDER |
| CIP | CAST IRON PIPE |
| CMA | CURRUGATED METAL ARCH |
| CMP | CORRUGATED METAL PIPE |
| CTG | CONCRETE "T" GIRDER |
| CP | CONCRETE PIPE |
| CUL | CULVERT |
| DBL | DOUBLE |
| DG | DECK GIRDER |
| DPG | DECK PLATE GIRDER |
| DPLG | DECK PLATE LATTICE GIRDER |
| DPCT | DECK PIN CONNECTED TRUSS |
| DR SP | DRAW SPAN |
| DRT | DECK RIVETED TRUSS |
| DS | SWING SPAN |
| DT | DECK TRUSS |
| EXT | EXTENSION |
| FT | FRAME TRESTLE - WOOD |
| FTG | FOOTING |
| GCIP | GALVANIZED CORRUGATED IRON PIPE |
| GIP | GALVANIZED IRON PIPE |
| IB | "I" BEAM OR GIRDER BEAM SPAN |
| I BM | "I" BEAM |
| LG | LONG |
| LS | LIFT SPAN |
| MPP | MULTI-PLATE PIPE |
| MSY | MASONRY |
| O | OVAL |
| OCF | OVAL CONCRETE PIPE |
| OD | OPEN DECK |
| OMP | OVAL METAL PIPE |
| ORCP | OVAL REINFORCED CONCRETE PIPE |
| PC | PRE-STRESSED CONCRETE |
| PCMP | PERFORATED CORRUGATED CONCRETE PIPE |
| PED | PEDESTAL |
| PRT | PONT RIVETED TRUSS |
| PT | PILE TRESTLE - WOOD |
| RCA | REINFORCED CONCRETE ARCH |
| RCB | REINFORCED CONCRETE BOX |

| | |
|-------|-----------------------------|
| RCP | REINFORCED CONCRETE PIPE |
| RCT | REINFORCED CONCRETE TRESTLE |
| RD WD | REDWOOD |
| RSB | REINFORCED STONE BOX |
| RTB | RAIL TRACK BOX |
| RTCB | RAIL TOP CONCRETE BOX |
| RTSB | RAIL TOP STONE BOX |
| SA | STEEL ARCH |
| SBG | STEEL BOX GIRDER |
| SP | STEEL PIPE |
| SPP | STEEL PLATE PIPE |
| SSC | STEEL STRINGERS & CAPS |
| SSP | STRUCTURAL STEEL PIPE |
| STA | STONE ARCH |
| STB | STONE BOX |
| STO | STONE |
| T | TILE |
| T BX | TIMBER BOX |
| TL | TUNNEL LINER |
| TH G | THRU GIRDER |
| TH T | THRU TRUSS |
| TLG | THRU LATTICE GIRDER |
| TP | TILE PIPE |
| TPCT | THRU PIN CONNECTED TRUSS |
| TPG | THRU PLATE GIRDER |
| TR | TREATED |
| TR | T-RAIL |
| TRIP | TRIPLE |
| TRT | THRU RIVETED TRUSS |
| VIT P | VITRIFIED PIPE |
| VP | VITRIFIED PIPE |
| VTP | VITRIFIED TILE PIPE |
| WB | WOOD BOX |
| WD | WOOD |
| WF | WIDE FLANGE BEAM SPAN |
| WP | WOOD PIPE |
| WR IP | WROUGHT IRON PIPE |

TRACK & SIGNAL

| | |
|-----------|------------------------------------|
| ABS | AUTOMATIC BLOCK SIGNAL SYSTEM |
| APB | AUTOMATIC PERMISSIVE BLOCK |
| ATS | AUTOMATIC TRAIN STOP |
| AUTO GATE | AUTOMATIC GATE |
| B | BOLTED RAIL |
| BLK | BLOCK |
| BP | BUMPING POST |
| BR SIG | BRIDGE SIGNAL |
| C | CURVE /CONTROLLED SWITCH /CONCRETE |
| C SIG | CONTROL SIGNAL |
| CANT SIG | CANTILEVER SIGNAL |
| CAP | CAPACITY |
| CTC | CENTRALIZED TRAFFIC CONTROL |
| DC SW | DUAL CONTROL SWITCH |
| DE DET | DRAGGING EQUIPMENT DETECTOR |
| EQLAT | EQUILATERAL SWITCH |
| F | FREIGHT (SPEED) |

| | |
|------------|--|
| FL LUB | FLANGE LUBRICATOR |
| FLSH SIG | FLASHING SIGNAL |
| HB DET | HOT BOX DETECTOR |
| HB REFL BD | HOT BOX REFLECTOR BOARD |
| HW DET | HIGH WATER DETECTOR |
| I | TOTAL CURVE ANGLE |
| I SIG | INTERLOCKING SIGNAL |
| I SW | INTERLOCKING SWITCH |
| INTLK | INTERLOCKING |
| L | LEFT |
| LS | LINE SEGMENT |
| M | MANUAL SWITCH |
| MM, M | MIDDLE MAIN |
| MP | MILEPOST |
| NB | NORTHBOUND |
| NM, N | NORTH MAIN |
| OCS | OCCUPANCY CONTROL SYSTEM |
| OH | OVERHEAD |
| P | PASSENGER (SPEED) / PREMIUM RAIL POWER SWITCH / POWER |
| PT SW | POINT OF SWITCH |
| R | RIGHT |
| RES LIM | RESTRICTED LIMITS |
| RG | RAIL GRINDING |
| RL | RAIL LUBRICATOR |
| SIGS | SIGNALS |
| SH | SECOND HAND RAIL |
| SBC | SHOULDER BALLAST CLEANING |
| SM, S | SOUTH MAIN |
| S SW | SPRING SWITCH |
| TO | TURN-OUT |
| TRK | TRACK |
| TWC | TRACK WARRANT CONTROL |
| UC | UNDERCUT |
| W | WELDED |

FACILITIES

| | |
|----------|-------------------------|
| B | BOOTH TELEPHONE |
| C | OFFICE OF COMMUNICATION |
| CDR CV | CINDER CONVEYOR |
| COA CH | COAL CHUTE |
| EXP BLDG | EXPRESS BUILDING |
| F | FUEL |
| I TOWER | INTERLOCKING TOWER |
| LAV | LAVATORY |
| O COL | OIL COLUMN |
| OT | OIL TANK |
| R | RADIO COMMUNICATION |
| STK YRD | STOCK YARD |
| T | TURNTABLE |
| TT | TREATMENT PLANT |
| W | WATER |
| WCOL | WATER COLUMN |
| WT | WATER TANK |
| Y | WYE |

MISCELLANEOUS

| | |
|---------|--|
| AVE | AVENUE |
| BCH | BRANCH |
| BLVD | BOULEVARD |
| CO | COUNTY |
| CONN | CONNECTION |
| COMP | COMPUTED |
| CONST | CONSTRUCTED |
| CR | CREEK |
| DBL | DOUBLE |
| DIV | DIVISION |
| DOT# | DEPT. OF TRANSPORTATION CROSSING NUMBER |
| E | EAST |
| EL | ELEVATION |
| EW | EASTWARD |
| F LT P | FLOOD LIGHT POLE |
| F LT T | FLOOD LIGHT TOWER |
| FRT | FREIGHT |
| GR | AT GRADE |
| HO | HOUSE |
| HWY | HIGHWAY |
| IND | INDUSTRY |
| JCT | JUNCTION |
| LT | LEFT |
| MAINT | MAINTENANCE |
| MAX | MAXIMUM |
| MTCE | MAINTENANCE |
| NO | NORTH |
| OH | OVERHEAD |
| OP | OVERPASS |
| PED | PEDESTRIAN |
| PO | POWER |
| PSGR | PASSENGER |
| PUB | PUBLIC |
| PVT, PR | PRIVATE |
| RD | ROAD |
| RD XING | ROAD CROSSING |
| RESERV | RESERVOIR |
| RIV | RIVER |
| RR | RAILROAD |
| RS | RESUME SPEED |
| RT | RIGHT |
| RW | RIGHT-OF-WAY |
| RY | RAILWAY |
| SB | SOUTHBOUND |
| SEC | SECTION |
| SO | SOUTH |
| ST | STREET |
| STA | STATION |
| TPL | TRIPLE |
| UP | UNDERPASS |
| W | WEST |
| WW | WESTWARD |
| YD | YARD |
| YL | YARD LIMITS |
| XBUCKS | CROSSBUCKS |
| XING | CROSSING |

Line Segment 489

