

CENTRAL



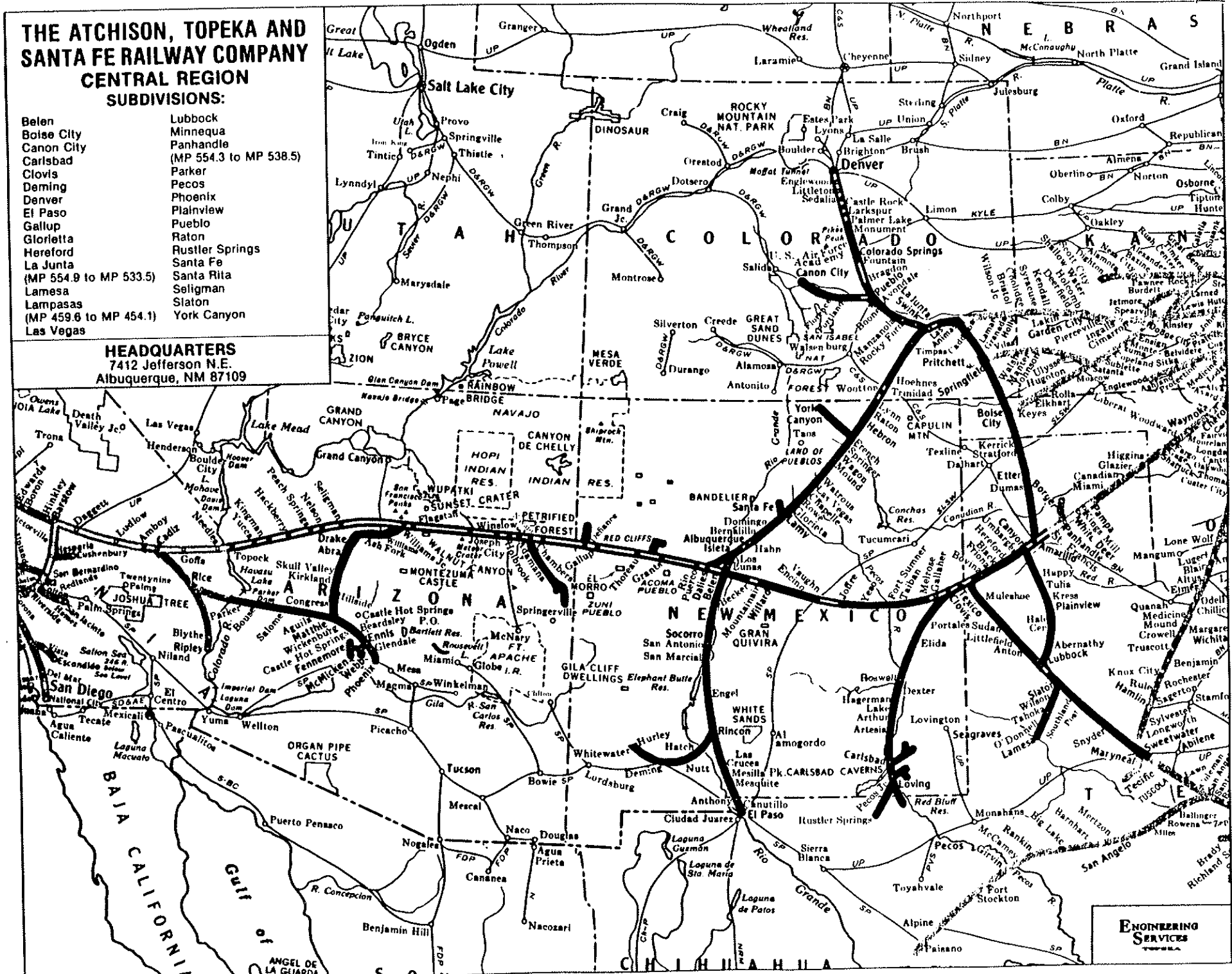
REGION

TRACK CHART

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY CENTRAL REGION SUBDIVISIONS:

- Bellevue
- Boise City
- Canon City
- Carlsbad
- Clovis
- Deming
- Denver
- El Paso
- Gallup
- Glorietta
- Hereford
- La Junta
- (MP 554.9 to MP 533.5)
- Lamesa
- Lampasas
- (MP 459.6 to MP 454.1)
- Las Vegas
- Lubbock
- Minnequa
- Panhandle
- (MP 554.3 to MP 538.5)
- Parker
- Pecos
- Phoenix
- Plainview
- Pueblo
- Raton
- Rustler Springs
- Santa Fe
- Santa Rita
- Seligman
- Slaton
- York Canyon

HEADQUARTERS
7412 Jefferson N.E.
Albuquerque, NM 87109



ENGINEERING SERVICES
TOWERS

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CENTRAL REGION

PART 1

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SUBDIVISION	FROM		TO		PAGES
	MILEPOST	STATION	MILEPOST	STATION	
Rustler Springs	183.0	Carlsbad	25.3	Rustler Springs	342 - 356
Carlsbad	0.0	Clovis	183.0	Carlsbad	302 - 340
Plainview	569.5	Canyon	673.5	Lubbock Jct.	278 - 300
Lampasas	459.6	Sweetwater	454.1	Tecific	269 - 275
Slaton	689.2	Slaton	792.2	Sweetwater	246 - 267
Lubbock	1.0	Farwell	689.2	Slaton	220 - 244
Seligman	289.0	Winslow	566.1	Topock	155 - 218
Gallup	12.6	Isleta	289.0	Winslow	86 - 153
Clovis	655.0	Clovis	895.6	Belen	31 - 83
Hereford	553.0	Amarillo	655.0	Clovis	9 - 29
Panhandle	538.5	St. Francis	553.0	Amarillo	1 - 7

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CENTRAL REGION

STATION	STATE	PAGE		APPROX MILEPOST	COUNTY
		NUMBER	SUBDIVISION		
ABERNATHY	TEXAS	297	PLAINVIEW	657.0	LUBBOCK
ABERNATHY	TEXAS	297	PLAINVIEW	657.0	HALE
A80	NEW MEXICO	76	CLOVIS	862.4	TORRANCE
ACME	NEW MEXICO	320	CARLSBAD	90.0	CHAVES
ACOMITA	NEW MEXICO	103	GALLUP	76.3	CIBOLA
ADAMANA	ARIZONA	142	GALLUP	232.3	APACHE
AGUDO	NEW MEXICO	46	CLOVIS	723.6	DE BACA
ALLEY	TEXAS	296	PLAINVIEW	651.4	HALE
AMARILLO	TEXAS	05	PANHANDLE	554.3	POTTER
AMARILLO	TEXAS	05	HEREFORD	554.3	POTTER
AMARILLO	TEXAS	05	HEREFORD	554.3	RANDALL
AMHERST	TEXAS	231	LUBBOCK	45.5	LAMB
ANGELL	ARIZONA	163	SELIGMAN	322.7	COCONINO
ANTARES	ARIZONA	201	SELIGMAN	495.1	MOHAVE
ANTON	TEXAS	235	LUBBOCK	65.6	HOCKLEY
ANZAC	NEW MEXICO	105	GALLUP	85.3	CIBOLA
ARNTZ	ARIZONA	144	GALLUP	245.5	NAVAJO
ARTESIA	NEW MEXICO	332	CARLSBAD	149.9	EDDY
ATHOS	ARIZONA	212	SELIGMAN	535.6	MOHAVE
ATOKA	NEW MEXICO	334	CARLSBAD	155.1	EDDY
AUDLEY	ARIZONA	189	SELIGMAN	440.9	YAVAPAI
AUGUSTUS	TEXAS	253	SLATON	720.3	GARZA
AVALON	NEW MEXICO	338	CARLSBAD	177.5	EDDY
BACA (EAST)	NEW MEXICO	110	GALLUP	113.3	MC KINLEY
BACA (WEST)	NEW MEXICO	111	GALLUP	114.8	MC KINLEY
BAINER	TEXAS	233	LUBBOCK	59.5	LAMB
BECKER	NEW MEXICO	80	CLOVIS	881.6	VALENCIA
BELEN	NEW MEXICO	83	CLOVIS	897.6	VALENCIA
BELEN	NEW MEXICO	87	BELEN	0.0	VALENCIA
BELLEMONT	ARIZONA	169	SELIGMAN	356.3	COCONINO
BERNECKER	TEXAS	265	SLATON	781.9	FISHER
BERRY	ARIZONA	204	SELIGMAN	509.4	MOHAVE
BLACK	TEXAS	21	HEREFORD	614.7	PARMER
BLUEWATER	NEW MEXICO	109	GALLUP	107.2	CIBOLA
BOAZ	NEW MEXICO	316	CARLSBAD	65.5	CHAVES
BODEGA	NEW MEXICO	81	CLOVIS	886.6	VALENCIA
BOVINA	TEXAS	25	HEREFORD	634.1	PARMER
BRAND	TEXAS	259	SLATON	751.4	SCURRY
BROADVIEW	TEXAS	238	LUBBOCK	83.6	LUBBOCK
BRONCHO	NEW MEXICO	73	CLOVIS	848.5	TORRANCE
BUCHANAN	NEW MEXICO	53	CLOVIS	756.1	DE BACA
SUENOS	TEXAS	249	SLATON	703.6	GARZA
BURRIS	TEXAS	241	LUBBOCK	679.8	LUBBOCK

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STATION	STATE	PAGE NUMBER	SUBDIVISION	APPROX MILEPOST	COUNTY
CAMEO	NEW MEXICO	304	CARLSBAD	7.5	ROOSEVELT
CAMPBELL	NEW MEXICO	319	CARLSBAD	82.2	CHAVES
CANTARA	NEW MEXICO	39	CLOVIS	687.6	CURRY
CANTARA	NEW MEXICO	39	CLOVIS	687.6	ROOSEVELT
CANYON	TEXAS	13	PLAINVIEW	570.4	RANDALL
CANYON	TEXAS	280	HEREFORD	570.4	RANDALL
CANYON DIABLO	ARIZONA	160	SELIGMAN	311.7	COCONINO
CARDENAS	NEW MEXICO	54	CLOVIS	761.4	DE BACA
CARLSBAD	NEW MEXICO	339	CARLSBAD	183.0	EDDY
CARLSBAD	NEW MEXICO	339	CARLSBAD	183.0	LEA
CARLSBAD	NEW MEXICO	339	RUSTLER SPRINGS	183.0	EDDY
CARNERO	NEW MEXICO	63	CLOVIS	798.7	TORRANCE
CHALENDER	ARIZONA	172	SELIGMAN	368.0	COCONINO
CHAMBERS	ARIZONA	136	GALLUP	205.7	APACHE
CHETO	ARIZONA	135	GALLUP	199.7	APACHE
CHINO	ARIZONA	436	SELIGMAN	432.7	YAVAPAI
CHISUM	NEW MEXICO	326	CARLSBAD	118.8	CHAVES
CINIZA	NEW MEXICO	118	GALLUP	138.9	MC KINLEY
CLETA	TEXAS	281	PLAINVIEW	575.5	RANDALL
CLOVIS	NEW MEXICO	33	CLOVIS	655.0	CURRY
CLOVIS	NEW MEXICO	303	CARLSBAD	655.0	CURRY
COSNINO	ARIZONA	165	SELIGMAN	333.1	COCONINO
CROOKTON	ARIZONA	182	SELIGMAN	418.3	YAVAPAI
CULEBRA	NEW MEXICO	68	CLOVIS	824.0	TORRANCE
DALIES	NEW MEXICO	88	GALLUP	27.4	VALENCIA
DARLING	ARIZONA	164	SELIGMAN	328.6	COCONINO
DAWN	TEXAS	16	HEREFORD	586.5	DEAF SMITH
DAYTON	NEW MEXICO	334	CARLSBAD	157.7	EDDY
DEFIANCE (EAST)	NEW MEXICO	128	GALLUP	165.0	MC KINLEY
DEFIANCE (WEST)	NEW MEXICO	128	GALLUP	167.0	MC KINLEY
DELPHOS	NEW MEXICO	308	CARLSBAD	29.8	ROOSEVELT
DENNISON	ARIZONA	158	SELIGMAN	298.3	COCONINO
DERMOTT	TEXAS	258	SLATOM	746.8	SCURRY
DEXTER	NEW MEXICO	327	CARLSBAD	124.2	CHAVES
DOUBLEA	ARIZONA	177	SELIGMAN	395.0	COCONINO
DUNMOOR	NEW MEXICO	67	CLOVIS	819.5	TORRANCE
DUORO	NEW MEXICO	55	CLOVIS	769.0	GUADALUPE
EAGLE NEST (EAST)	ARIZONA	179	SELIGMAN	407.5	COCONINO
EAGLE NEST (WEST)	ARIZONA	180	SELIGMAN	407.5	COCONINO
EAST CORONADO JCT	ARIZONA	138	GALLUP	214.8	APACHE
ELIDA	NEW MEXICO	311	CARLSBAD	42.2	ROOSEVELT
ENCINO	NEW MEXICO	64	CLOVIS	803.8	TORRANCE
ESPUELA	NEW MEXICO	331	CARLSBAD	143.8	EDDY
EUNICE	TEXAS	287	PLAINVIEW	607.8	SWISHER
EVANOLA	NEW MEXICO	49	CLOVIS	736.6	DE BACA

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STATION	STATE	PAGE NUMBER	SUBDIVISION	APPROX MILEPOST	COUNTY
FARWELL	TEXAS	28	HEREFORD	647.4	PARMER
FARWELL	TEXAS	221	LUBBOCK	0.0	PARMER
FELIPE	NEW MEXICO	88	BELEN	6.1	VALENCIA
FINNEY	TEXAS	290	PLAINVIEW	621.8	HALE
FLAGSTAFF	ARIZONA	167	SELIGMAN	344.2	COCONINO
FOLSOM	TEXAS	04	PANHANDLE	546.1	POTTER
FORT SUMNER	NEW MEXICO	45	CLOVIS	716.8	DE BACA
FRANCONIA	ARIZONA	215	SELIGMAN	552.7	MOHAVE
FRIONA	TEXAS	23	HEREFORD	621.8	PARMER
FULLERVILLE	TEXAS	257	SLATON	740.6	SCURRY
FURGUSON	TEXAS	292	PLAINVIEW	634.0	HALE
GALLAHER	NEW MEXICO	34	CLOVIS	662.6	CURRY
GALLUP	NEW MEXICO	126	GALLUP	157.6	MC KINLEY
GANNON	TEXAS	266	SLATON	787.3	FISHER
GETZ	ARIZONA	205	SELIGMAN	513.9	MOHAVE
GONZALES	NEW MEXICO	116	GALLUP	128.8	MC KINLEY
GRANTS (EAST)	NEW MEXICO	107	GALLUP	94.3	CIBOLA
GRANTS (WEST)	NEW MEXICO	107	GALLUP	98.3	CIBOLA
GRIER	NEW MEXICO	35	CLOVIS	668.0	CURRY
GRIFFITH	ARIZONA	207	SELIGMAN	526.8	MOHAVE
HACKBERRY	ARIZONA	200	SELIGMAN	489.0	MOHAVE
HAGERMAN	NEW MEXICO	329	CARLSBAD	130.5	CHAVES
HALE CENTER	TEXAS	294	PLAINVIEW	640.9	HALE
HANEY	TEXAS	11	HEREFORD	563.0	RANDALL
HAPPY	TEXAS	283	PLAINVIEW	588.4	RANDALL
HAPPY	TEXAS	283	PLAINVIEW	588.4	SWISHER
HARRIS	ARIZONA	209	SELIGMAN	521.5	MOHAVE
HAVILAND	ARIZONA	214	SELIGMAN	545.8	MOHAVE
HEREFORD	TEXAS	18	HEREFORD	599.5	DEAF SMITH
HERMLEIGH	TEXAS	262	SLATON	768.6	SCURRY
HIBBARD	ARIZONA	150	GALLUP	274.8	NAVAJO
HOLBROOK	ARIZONA	146	GALLUP	253.0	NAVAJO
HOUCK	ARIZONA	133	GALLUP	191.2	APACHE
JOEL	TEXAS	17	HEREFORD	593.3	DEAF SMITH
JOFFRE	NEW MEXICO	57	CLOVIS	775.7	GUADALUPE
JOSEPH CITY	ARIZONA	148	GALLUP	262.4	NAVAJO
JUNIOR	TEXAS	05	PANHANDLE	554.3	POTTER
JUNIOR	TEXAS	10	HEREFORD	554.3	POTTER
JUSTICEBURG	TEXAS	254	SLATON	729.0	GARZA
KAFFIR	TEXAS	285	PLAINVIEW	596.4	SWISHER
KAYSER	NEW MEXICO	77	CLOVIS	867.4	TORRANCE
KENNA	NEW MEXICO	313	CARLSBAD	52.5	ROOSEVELT
KERMIT	NEW MEXICO	310	CARLSBAD	37.2	ROOSEVELT
KINGMAN	ARIZONA	205	SELIGMAN	516.4	MOHAVE
KRESS	TEXAS	289	PLAINVIEW	615.3	SWISHER

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STATION	STATE	PAGE NUMBER	SUBDIVISION	APPROX MILEPOST	COUNTY
KRIDER	NEW MEXICO	40	CLOVIS	693.4	ROOSEVELT
LA HUERTA	NEW MEXICO	340	CARLSBAD	181.5	EDDY
LA LANDE	NEW MEXICO	44	CLOVIS	710.1	DE BACA
LAGUNA	NEW MEXICO	102	GALLUP	71.1	CIBOLA
LAKESWOOD	NEW MEXICO	336	CARLSBAD	165.2	EDDY
LARGO	NEW MEXICO	52	CLOVIS	749.6	DE BACA
LARIAT	TEXAS	222	LUBBOCK	9.8	PARMER
LITTLEFIELD	TEXAS	232	LUBBOCK	53.0	LAMB
LOVING	NEW MEXICO	345	RUSTLER SPRINGS	195.3	EDDY
LOVING	NEW MEXICO	345	RUSTLER SPRINGS	195.3	LEA
LUBBOCK	TEXAS	300	PLAINVIEW	674.6	LUBBOCK
LUBBOCK	TEXAS	239	LUBBOCK	674.6	LUBBOCK
LUCY	NEW MEXICO	69	CLOVIS	828.8	TORRANCE
LUPTON	NEW MEXICO	131	GALLUP	180.4	MC KINLEY
LUPTON	ARIZONA	131	GALLUP	180.4	APACHE
MADRONE	NEW MEXICO	82	CLOVIS	891.3	VALENCIA
MAINE	ARIZONA	171	SELIGMAN	362.5	COCONINO
MALAGA	NEW MEXICO	345	RUSTLER SPRINGS	199.8	EDDY
MARMON	NEW MEXICO	98	GALLUP	58.7	CIBOLA
MARNELS	TEXAS	300	PLAINVIEW	671.9	LUBBOCK
MC CARTYS	NEW MEXICO	104	GALLUP	82.7	CIBOLA
MC CONNICO	ARIZONA	206	SELIGMAN	521.2	MOHAVE
MC CUNE	NEW MEXICO	124	GALLUP	149.3	MC KINLEY
MELENA	NEW MEXICO	321	CARLSBAD	94.9	CHAVES
MELROSE	NEW MEXICO	38	CLOVIS	680.8	CURRY
MILL	TEXAS	227	LUBBOCK	30.1	BAILEY
MONROE	TEXAS	298	PLAINVIEW	663.3	LUBBOCK
MOUNTAINAIR	NEW MEXICO	75	CLOVIS	855.7	TORRANCE
MULESHOE	TEXAS	225	LUBBOCK	22.2	BAILEY
NAVAJO	ARIZONA	138	GALLUP	213.0	APACHE
NEGRA	NEW MEXICO	65	CLOVIS	808.8	TORRANCE
NELSON	ARIZONA	194	SELIGMAN	460.2	YAVAPAI
NELSON	ARIZONA	194	SELIGMAN	460.2	MOHAVE
NORTH GARCIA	NEW MEXICO	96	GALLUP	43.3	VALENCIA
NORTH GUAM	NEW MEXICO	121	GALLUP	136.7	MC KINLEY
OGG	TEXAS	282	PLAINVIEW	582.1	RANDALL
OTIS	NEW MEXICO	343	RUSTLER SPRINGS	189.1	EDDY

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STATION	STATE	PAGE NUMBER	SUBDIVISION	APPROX MILEPOST	COUNTY
PARMERTON	TEXAS	24	HEREFORD	628.3	PARMER
PEACH SPRINGS	ARIZONA	195	SELIGMAN	465.8	MOHAVE
PECOS JCT.	NEW MEXICO	351	RUSTLER SPRINGS	0.0	EDDY
PEDERNAL	NEW MEXICO	67	CLOVIS	815.5	TORRANCE
PEGS (EAST)	NEW MEXICO	114	GALLUP	117.7	MC KINLEY
PEGS (WEST)	NEW MEXICO	114	GALLUP	118.5	MC KINLEY
PENZANCE	ARIZONA	147	GALLUP	258.6	NAVAJO
PEREA	NEW MEXICO	123	GALLUP	143.0	MC KINLEY
PERRIN	ARIZONA	175	SELIGMAN	385.6	COCONINO
PICA	ARIZONA	190	SELIGMAN	446.9	YAVAPAI
PINTA	ARIZONA	139	GALLUP	219.2	APACHE
PLAINVIEW	TEXAS	291	PLAINVIEW	627.6	HALE
POE	NEW MEXICO	323	CARLSBAD	103.0	CHAVES
PORTALES	NEW MEXICO	306	CARLSBAD	17.6	ROOSEVELT
POST	TEXAS	251	SLATON	713.8	GARZA
POWELL	ARIZONA	216	SELIGMAN	558.8	MOHAVE
PROGRESS	TEXAS	224	LUBBOCK	15.6	BAILEY
PYRON	TEXAS	264	SLATON	775.3	SCURRY
PYRON	TEXAS	264	SLATON	775.3	FISHER
QUIRK	NEW MEXICO	100	GALLUP	63.3	CIBOLA
RAILHEAD	ARIZONA	166	SELIGMAN	339.9	COCONINO
REID	NEW MEXICO	108	GALLUP	100.7	CIBOLA
RICARDO	NEW MEXICO	47	CLOVIS	729.3	DE BACA
RIO PUERCO	NEW MEXICO	91	GALLUP	33.9	VALENCIA
ROSWELL	NEW MEXICO	324	CARLSBAD	107.8	CHAVES
ROUNDUP	TEXAS	235	LUBBOCK	69.9	HOCKLEY
RUSTLER SPRINGS	TEXAS	356	RUSTLER SPRINGS	25.5	CULBERSON
SAIS	NEW MEXICO	79	CLOVIS	875.9	VALENCIA
SCHOLLE	NEW MEXICO	78	CLOVIS	870.3	TORRANCE
SCHOLLE	NEW MEXICO	78	CLOVIS	870.3	SOCORRO
SELIGMAN	ARIZONA	185-186	SELIGMAN	428.8	YAVAPAI
SHALLOWATER	TEXAS	237	LUBBOCK	78.1	LUBBOCK
SHIPLEY	ARIZONA	194	SELIGMAN	461.4	MOHAVE
SILIO	NEW MEXICO	71	CLOVIS	836.1	TORRANCE
SLATON	TEXAS	247	SLATON	690.0	LUBBOCK
SLATON	TEXAS	243	LUBBOCK	690.0	LUBBOCK
SNYDER	TEXAS	260	SLATON	756.9	SCURRY
SOUTH GARCIA	NEW MEXICO	93	GALLUP	43.3	VALENCIA

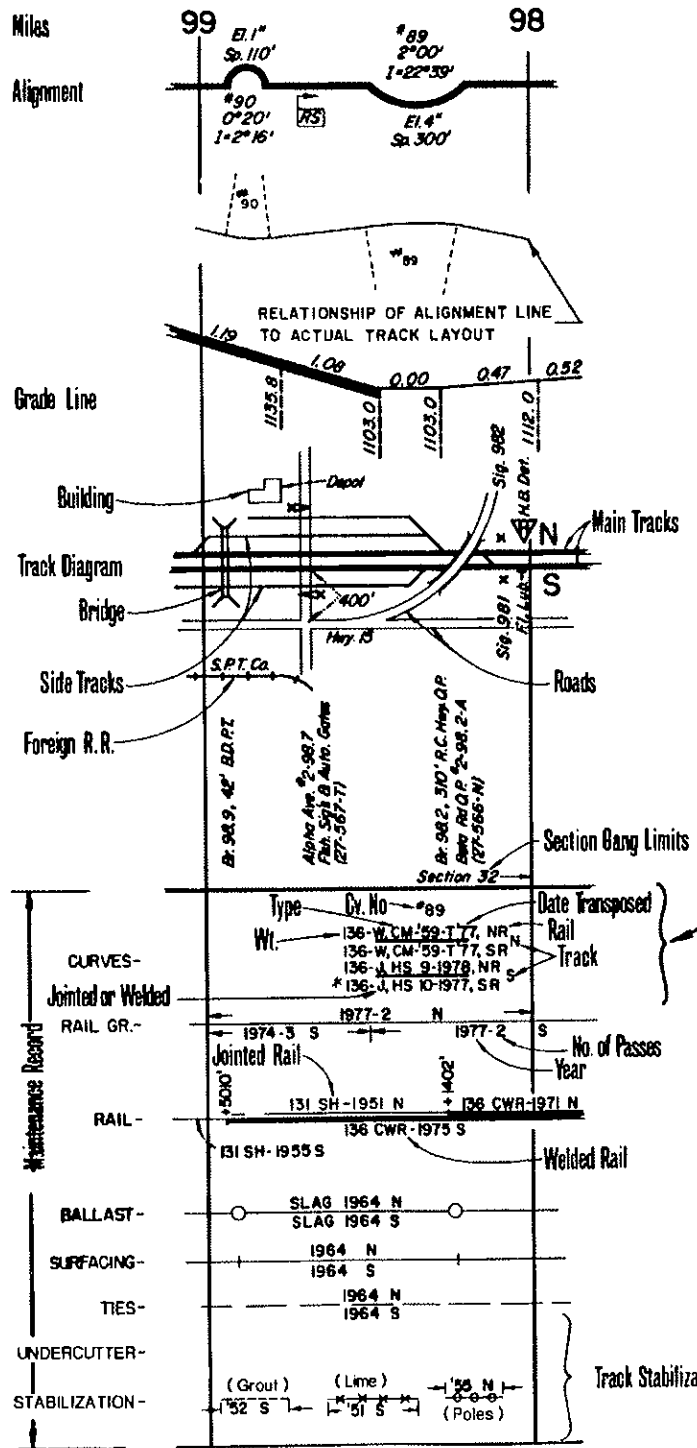
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STATION	STATE	PAGE NUMBER	SUBDIVISION	APPROX MILEPOST	COUNTY
SOUTH GUAM	NEW MEXICO	118	GALLUP	136.2	MC KINLEY
SOUTH SPRING	NEW MEXICO	325	CARLSBAD	112.6	CHAVES
SOUTHLAND	TEXAS	248	SLATON	697.3	GARZA
ST. FRANCIS	TEXAS	03	PANHANDLE	541.0	CARSON
ST. FRANCIS	TEXAS	03	PANHANDLE	541.0	POTTER
SUDAN	TEXAS	229	LUBBOCK	38.1	LAMB
SUMMERFIELD	TEXAS	20	HEREFORD	607.8	CASTRO
SUMMERFIELD	TEXAS	20	HEREFORD	607.8	DEAF SMITH
SUMMERFIELD	TEXAS	20	HEREFORD	607.8	PARMER
SUNSHINE	ARIZONA	159	SELIGMAN	305.9	COCONINO
SUWANEE	NEW MEXICO	97	GALLUP	47.2	VALENCIA
SWEETWATER	TEXAS	270	LAMPASAS	459.6	NOLAN
SWEETWATER	TEXAS	267	SLATON	792.2	NOLAN
TAIBAN	NEW MEXICO	42	CLOVIS	702.8	DE BACA
TECIFIC	TEXAS	275	LAMPASAS	454.5	NOLAN
TEJON	NEW MEXICO	62	CLOVIS	792.7	GUADALUPE
TEXICO	NEW MEXICO	28	HEREFORD	647.4	CURRY
TEXICO	NEW MEXICO	221	LUBBOCK	0.0	CURRY
THOREAU	NEW MEXICO	116	GALLUP	125.6	MC KINLEY
TOLAR	NEW MEXICO	41	CLOVIS	698.5	ROOSEVELT
TOLAR	NEW MEXICO	41	CLOVIS	698.5	DE BACA
TOPOCK	ARIZONA	218	SELIGMAN	565.1	MOHAVE
TORNERO	NEW MEXICO	312	CARLSBAD	47.6	ROOSEVELT
TRUXTON	ARIZONA	198	SELIGMAN	477.3	MOHAVE
TULIA	TEXAS	286	PLAINVIEW	603.3	SWISHER
UMBARGER	TEXAS	15	HEREFORD	580.5	RANDALL
UNDERWOOD	TEXAS	295	PLAINVIEW	646.5	HALE
VALENTINE	ARIZONA	199	SELIGMAN	484.0	MOHAVE
VAUGHN	NEW MEXICO	60	CLOVIS	787.5	GUADALUPE
WALAPAI	ARIZONA	202	SELIGMAN	501.3	MOHAVE
WEST CORONADO JCT	ARIZONA	138	GALLUP	215.9	APACHE
WILLARD	NEW MEXICO	72	CLOVIS	842.1	TORRANCE
WILLIAMS JCT.	ARIZONA	173	SELIGMAN	374.6	COCONINO
WILSEY	TEXAS	27	HEREFORD	641.0	PARMER
WINGATE	NEW MEXICO	123	GALLUP	146.5	MC KINLEY
WINSLOW	ARIZONA	152	GALLUP	285.5	NAVAJO
WINSLOW	ARIZONA	156	SELIGMAN	285.5	NAVAJO
YAMPAI	ARIZONA	192	SELIGMAN	452.2	YAVAPAI
YERBA	NEW MEXICO	307	CARLSBAD	20.9	ROOSEVELT
YESO	NEW MEXICO	50	CLOVIS	743.9	DE BACA
YUCCA	ARIZONA	213	SELIGMAN	540.2	MOHAVE
ZITA	TEXAS	10	HEREFORD	558.8	RANDALL
ZUNI	NEW MEXICO	124	GALLUP	151.6	MC KINLEY

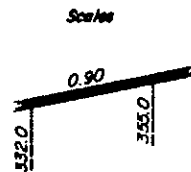
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EXPLANATIONS



1" = 3000' Horizontal scale for profile, Alignment and track. (Exceptions noted)

1" = 200' Vertical scale for profile.



Ascending ruling grades for Subdivisions 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.
- o Columns, water and oil.
- X > V Crossing warning device, flashing signals with automatic gates.
- (75/55) Permanent slow speed sign with appropriate speeds shown.
- RS Permanent resume speed sign (green board).
- Switch Heater.
- Shifted load detector.
- Hot box detector.
- Dragging equipment detector, arrow or arrows denote direction protected.
- Yard limit sign.
- Switch limit sign.
- #2-69.3-A P.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.

Type of Rail	Symbol
1. Flame Hardened	FH
2. Curvemaster (U.S. Steel Co.)	CM
3. Fully Heat Treated (Bethlehem Stl.)	FHT
4. Hi Si (C.F. & I. Steel Co.)	HS
5. Cromoly or Cromalloy (C.F. & I.)	CR (Cromo)
6. Japanese	JP (JAP)
7. Other	OR
(a) British Steel	followed by lower case letter.
(b) Chrome Vanadium	
(c) Chrome 1%	Example:
(d) Open Hearth	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
D. T. ——— Deck Truss	Th. G. ——— Thru-Girder
Dbl. ——— Double	Th. T. ——— Thru-Truss
Dr. Sp. ——— Drow Spon	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

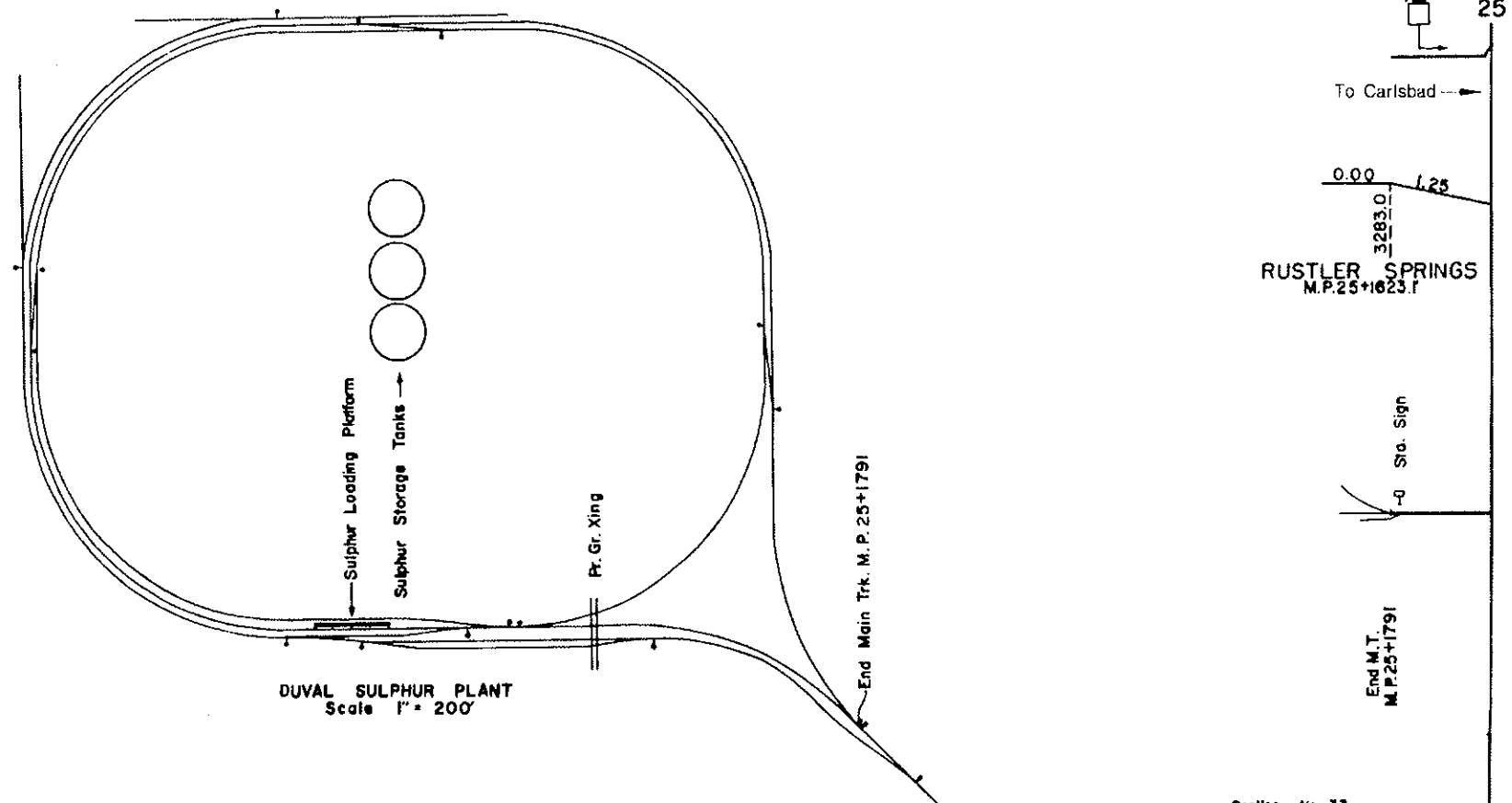
B. ——— Booth Telephone	T. ——— Turntable
C. ——— Communication	W. ——— Water
F. ——— Fuel	W. Col. ——— Water Column
O. Col. ——— Oil Column	W. T. ——— Water Tonk
O. T. ——— Oil Tonk	Y. ——— Wye Track
R. ——— Radio Communication	

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	O.H. ——— Over Head
Blvd. ——— Boulevard	Pass. ——— Passenger
Bch. ——— Branch	Po. ——— Power
Br. Sig. ——— Bridge Signal	Pr. ——— Private
B. P. ——— Bumping Post	Pub. ——— Public
Cont. Sig. ——— Contilevar Signal	R. R. ——— Railroad
Co. ——— County	Ry. ——— Railway
Cr. ——— Creek	Reserv. ——— Reservoir
C. Sig. ——— Control Signal	R. S. ——— Resume Speed
C.T.C. ——— Centralized Traffic Control	Rt. ——— Right
D. C. Sw. ——— Dual Control Switch	R. W. ——— Right of Way
Div. ——— Division	Riv. ——— River
D. E. Def. ——— Dropping Equip. Detector	Rd. X-ing ——— Road Crossing
El. ——— Elevation of Curves	Sec. ——— Section
Fl. Lub. ——— Flange Lubricators	S. L. Def. ——— Shifted Load Detector
Flsh. Sig. ——— Flashing Signal	Sig. ——— Signal
Fl. Lt. P. ——— Flood Light Pole	S. ——— South Main Track
Fl. Lt. T. ——— Flood Light Tower	Sp. ——— Sprial Length
Fr. ——— Freight	S. Sw. ——— Spring Switch
Gr. ——— Grade	Sto. ——— Station
Hwy. ——— Highway	St. ——— Street (also State)
H. B. Def. ——— Hot Box Detector	Trk. ——— Track
Ho. ——— House	U. P. ——— Underpass
I. ——— Total Curve Angle	U. T. P. ——— Under Track Plow
I. Sig. ——— Interlocking Signal	W. W. ——— Wig Wag
I. Sw. ——— Interlocking Switch	Yd. ——— Yard
Jct. ——— Junction	
Lav. ——— Lavatory	
Lt. ——— Left	

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

NOTE: O. H. Clearance noted in Track Chart is less than Minimum Required.
(Minimum Required Clearance is 22'-6")

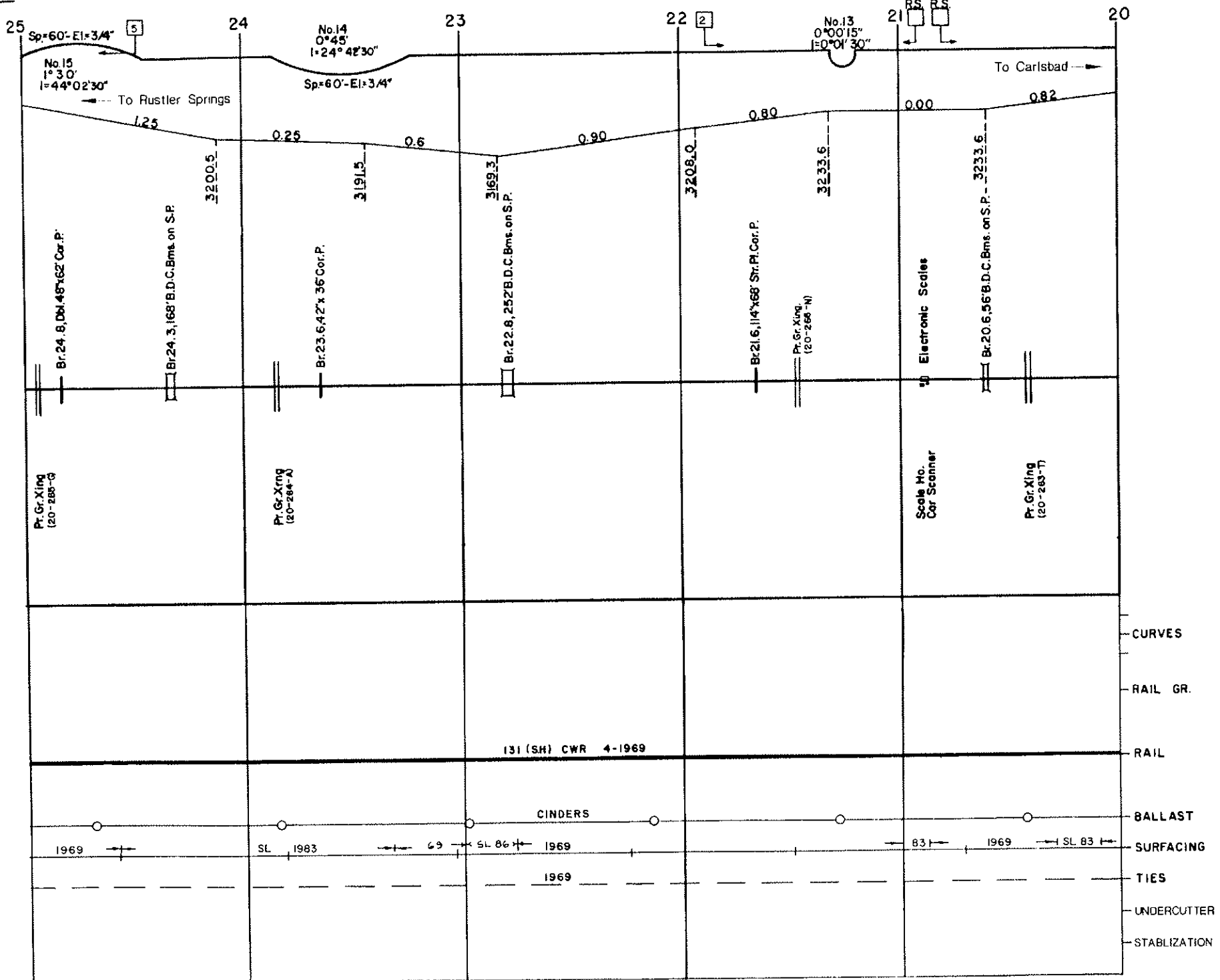


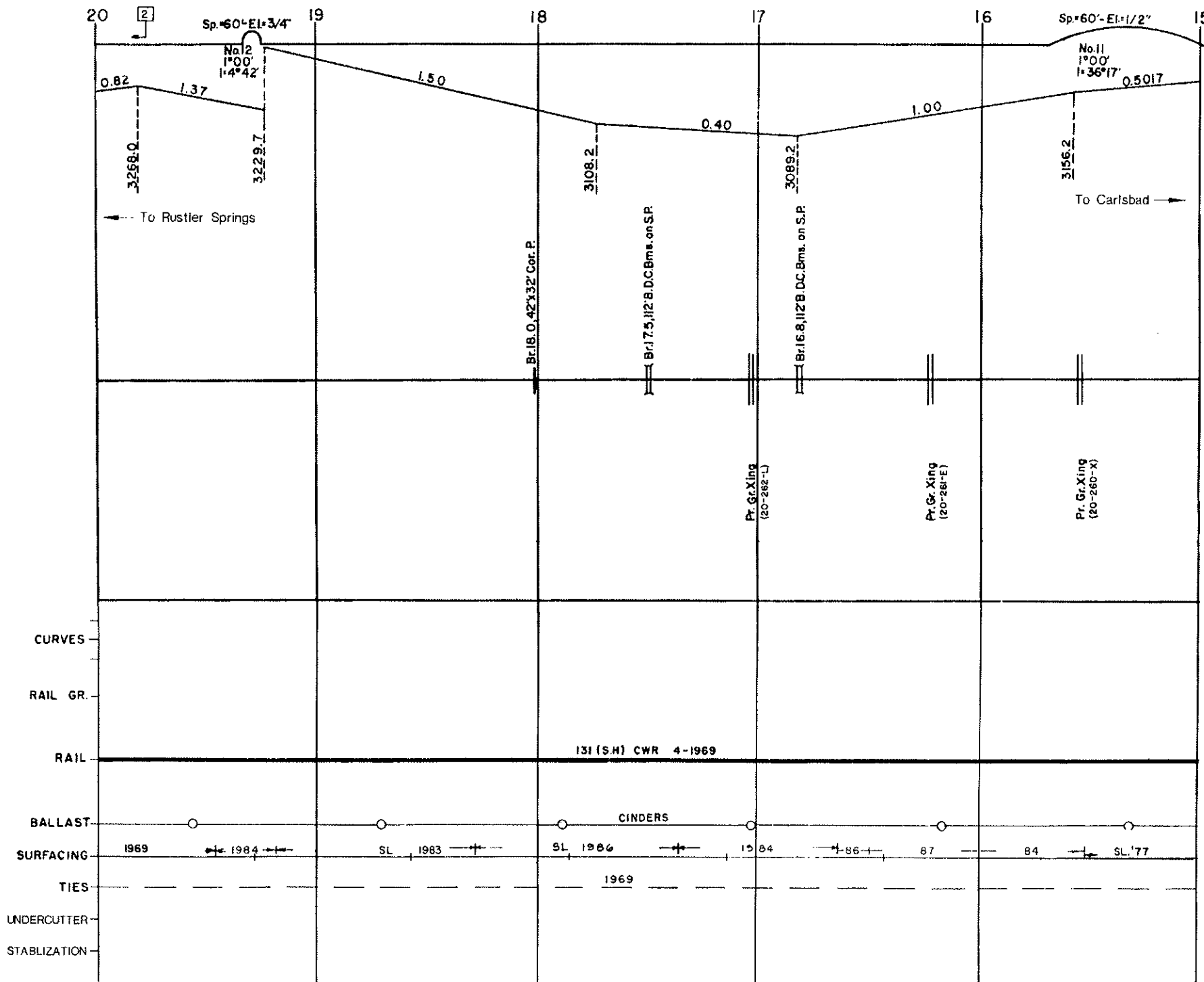
DUVAL SULPHUR PLANT
Scale 1" = 200'

Section No. 33

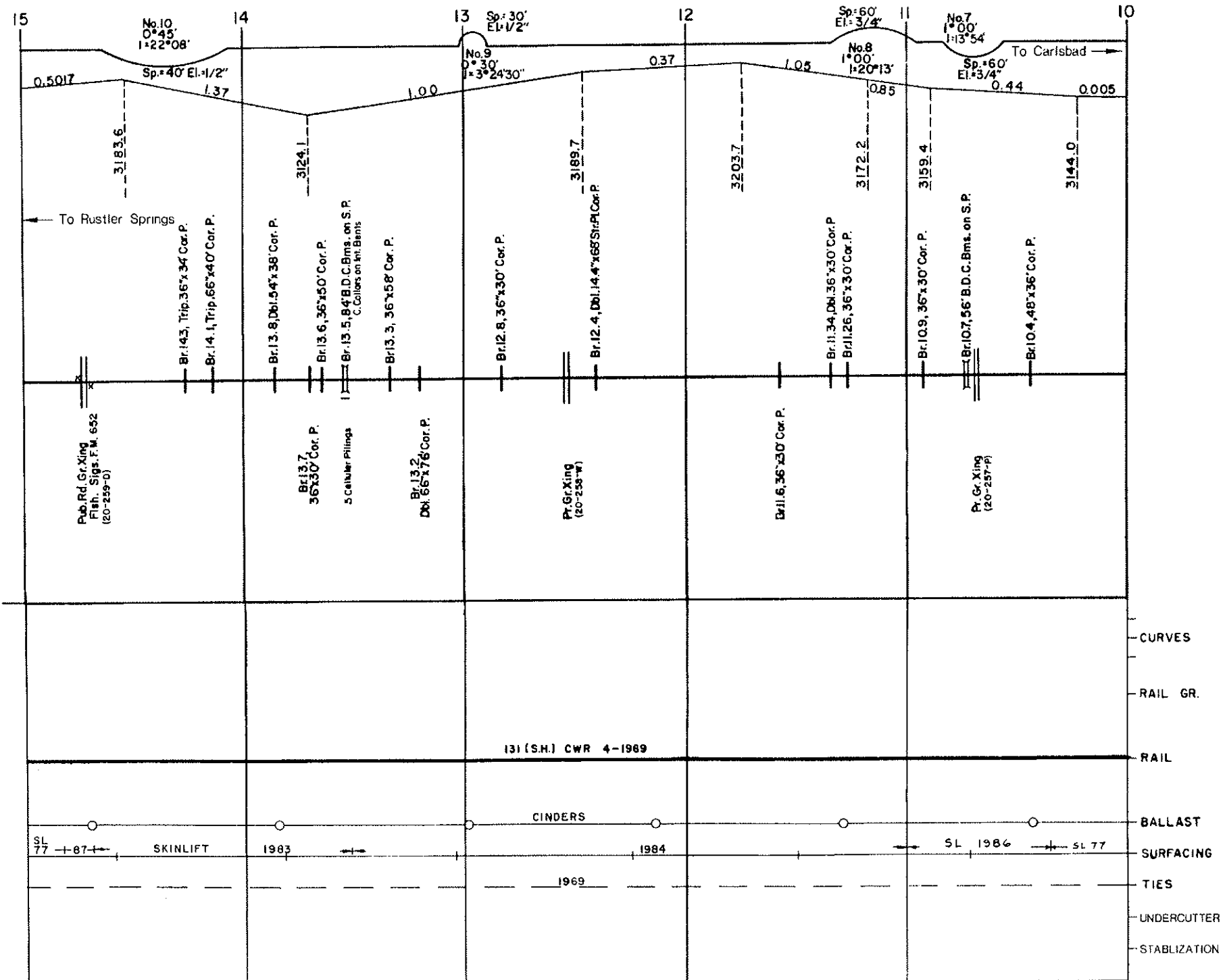
CURVES	
RAIL GR.	
RAIL	131(SH) CWR 4-1969
BALLAST	
SURFACING	
TIES	
UNDERCUTTER	
STABLIZATION	

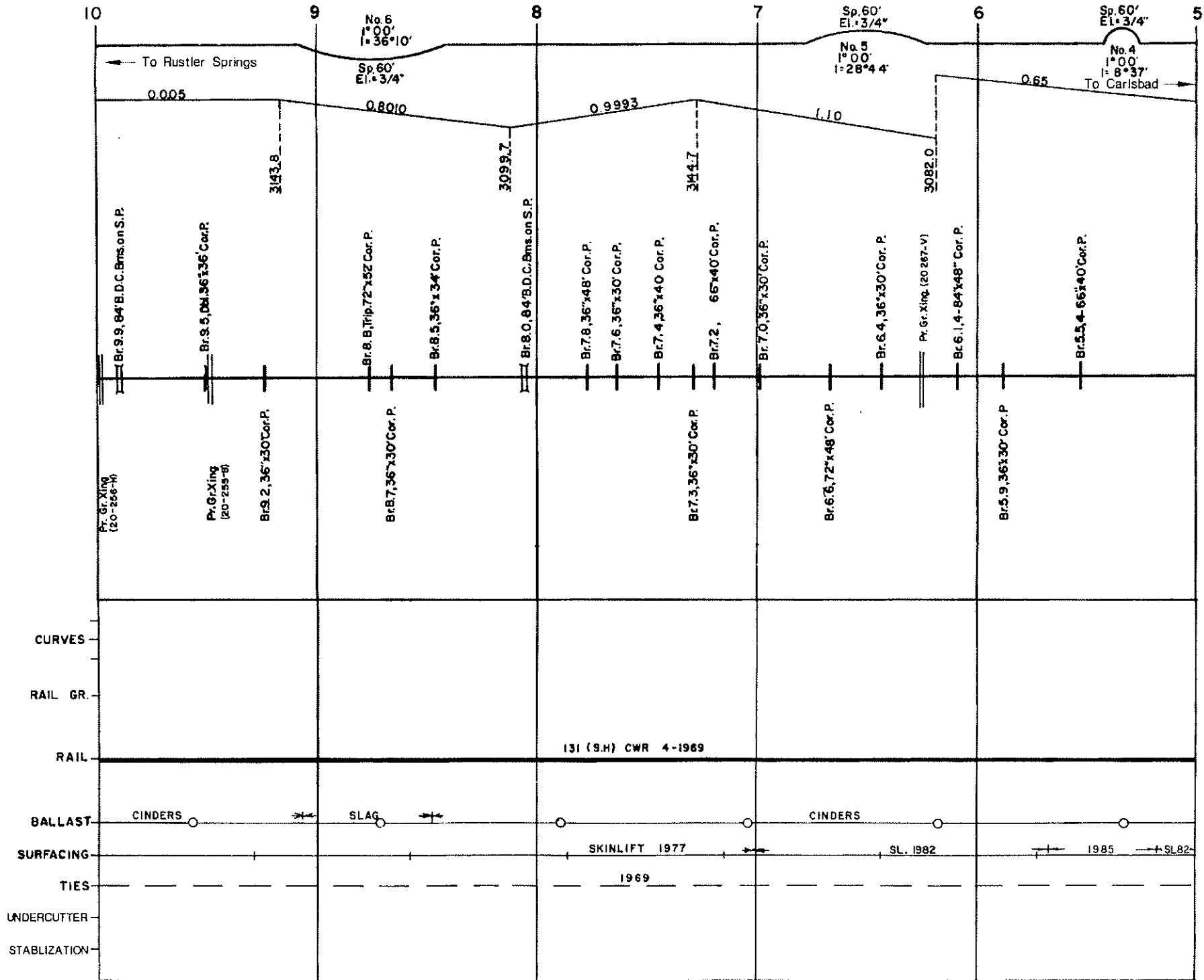
REVISED 1-91

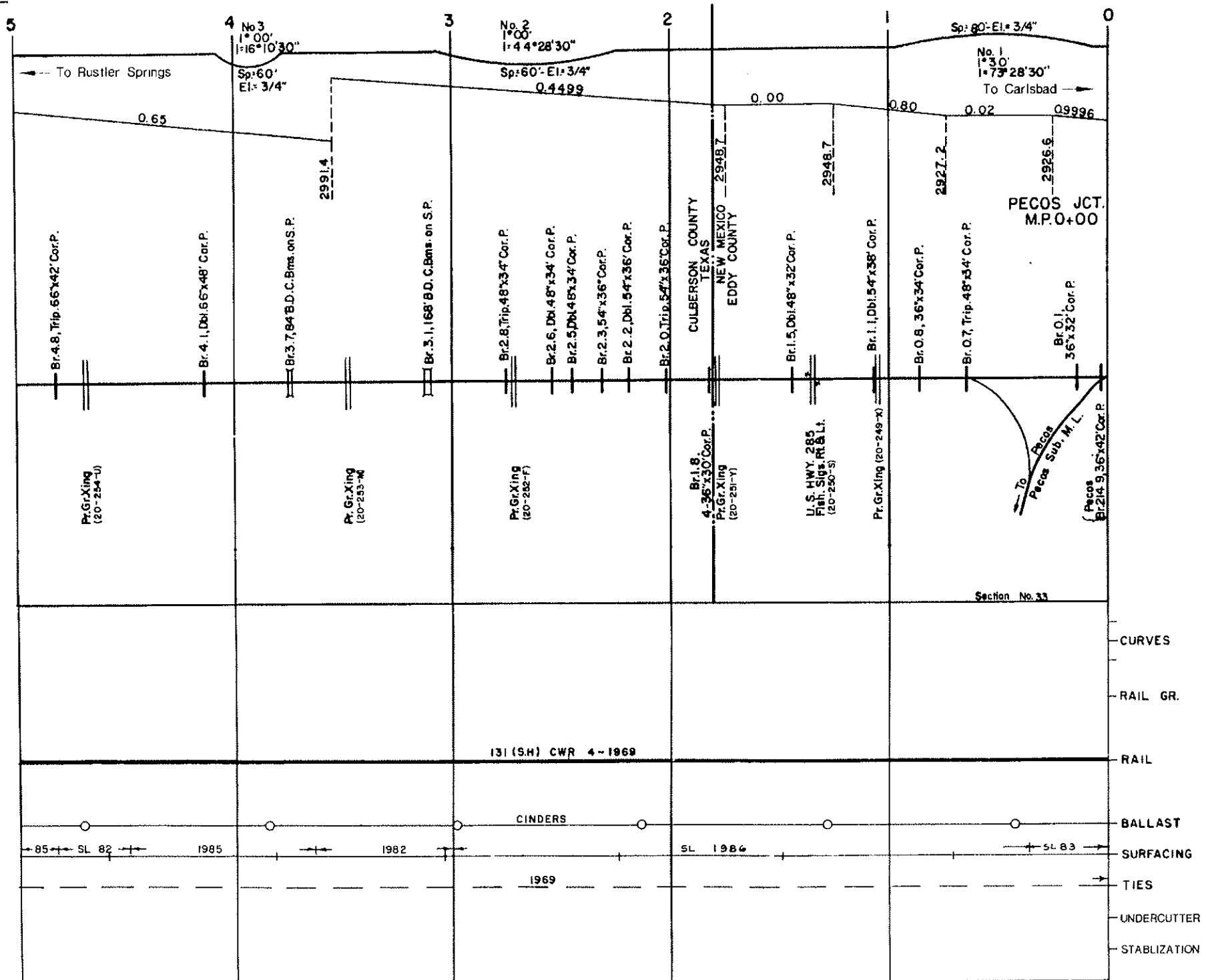


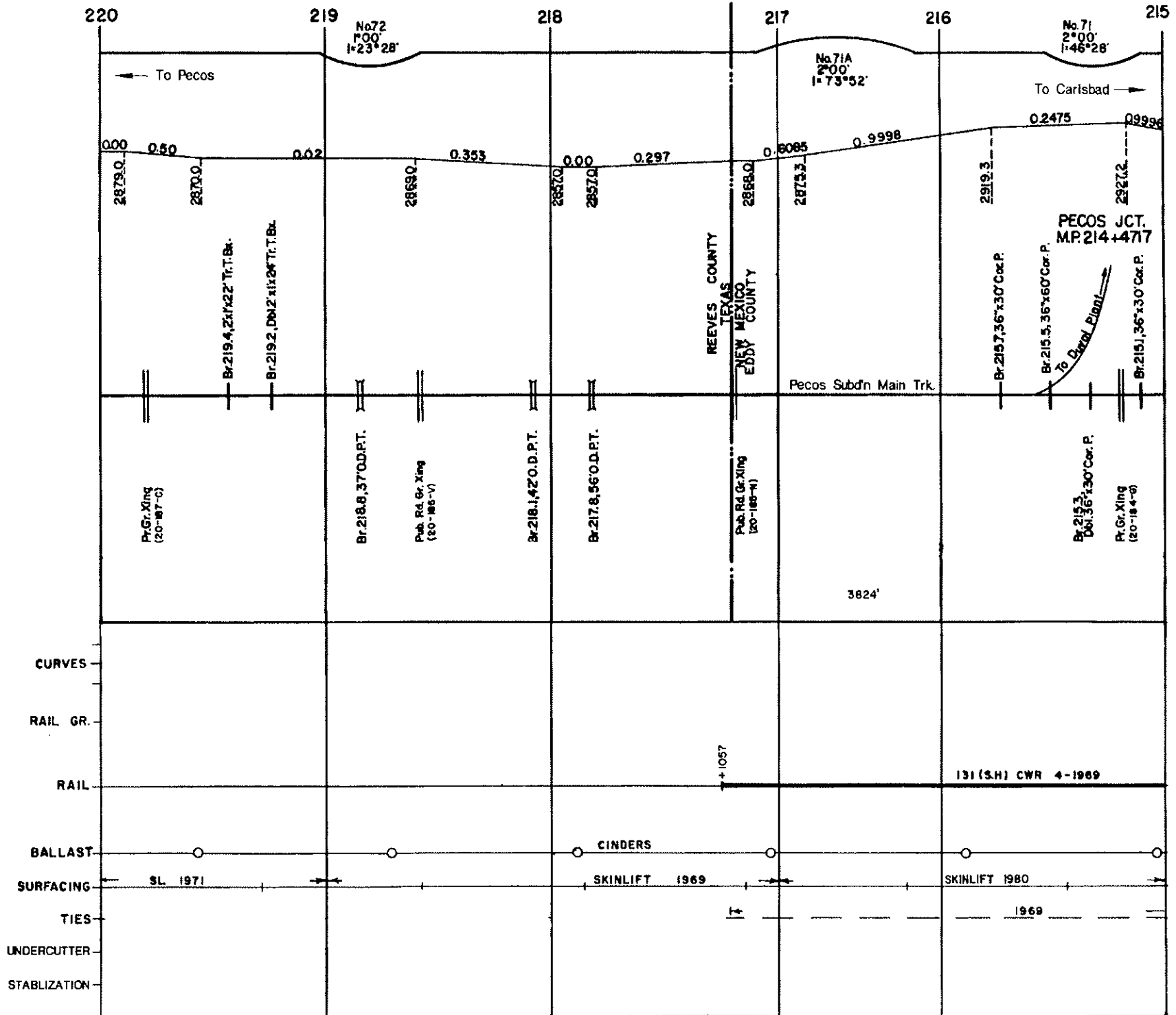


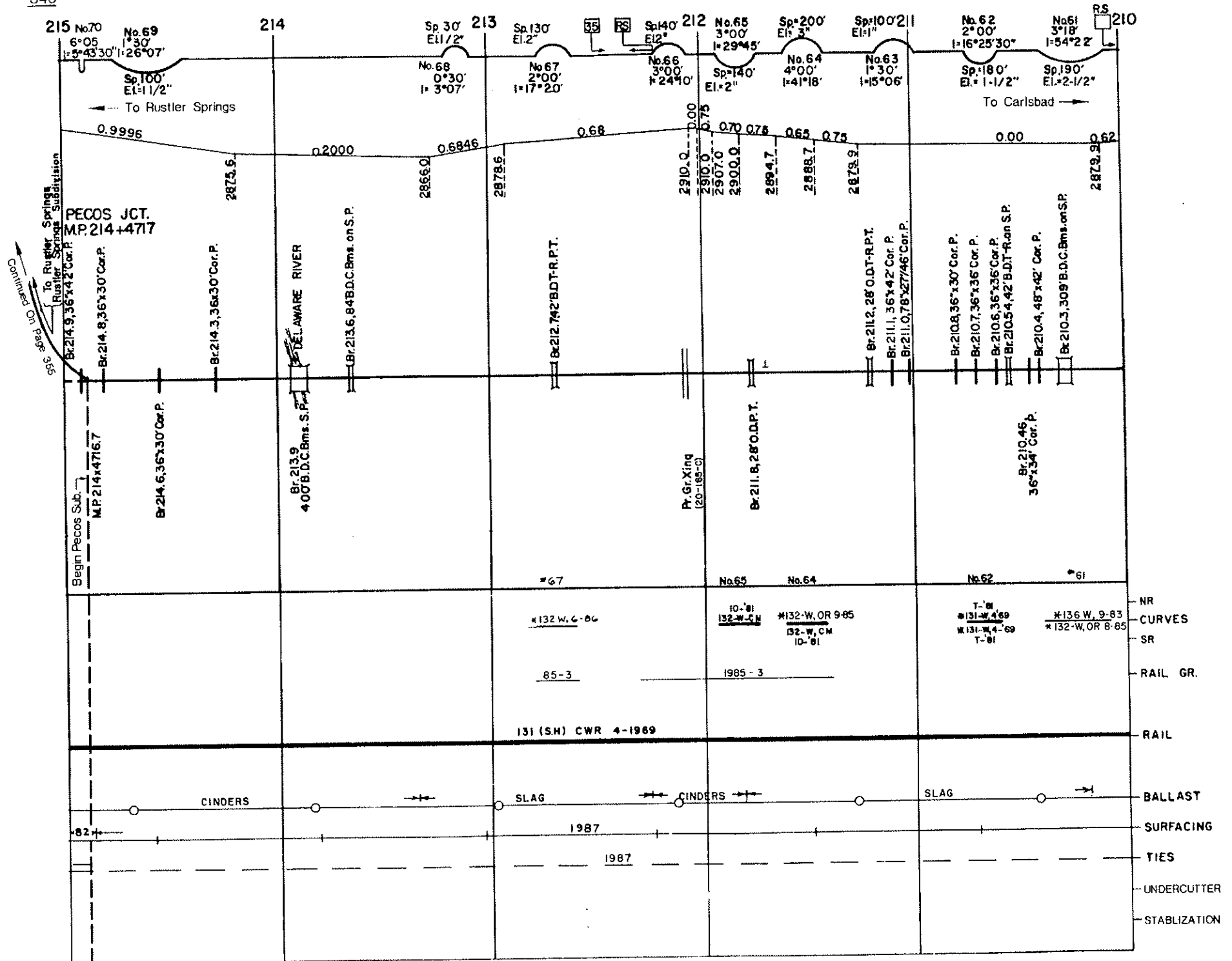
REVISED 1:91

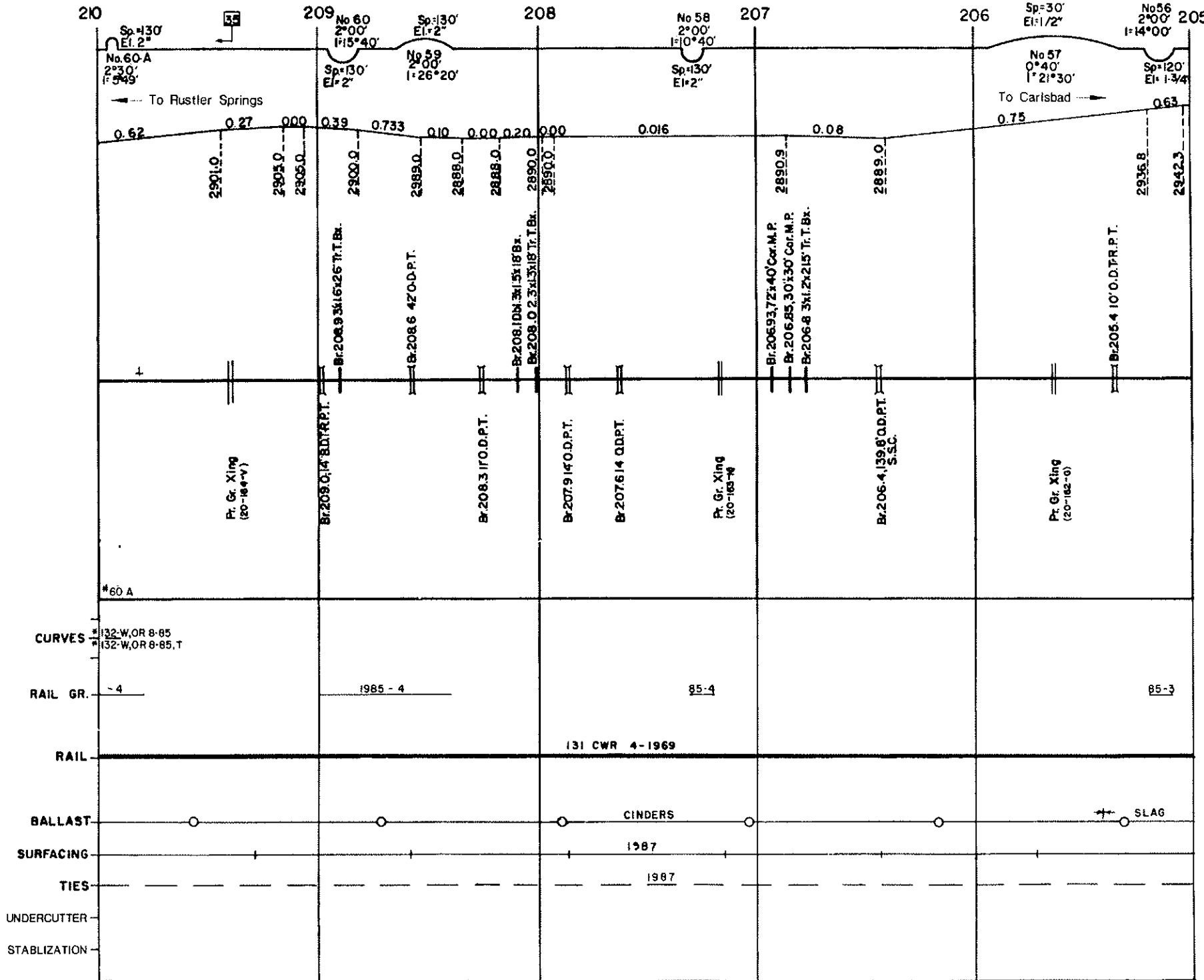


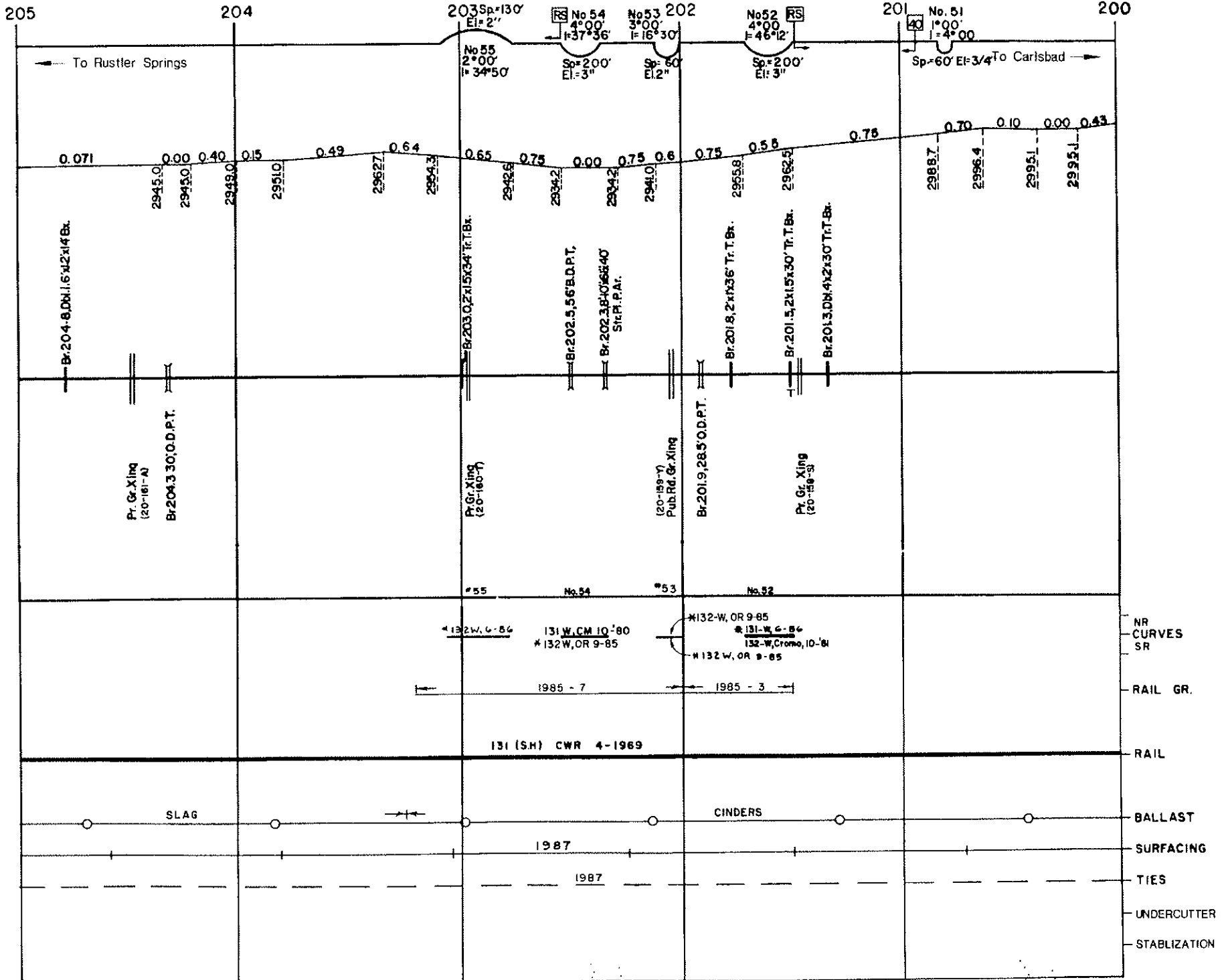




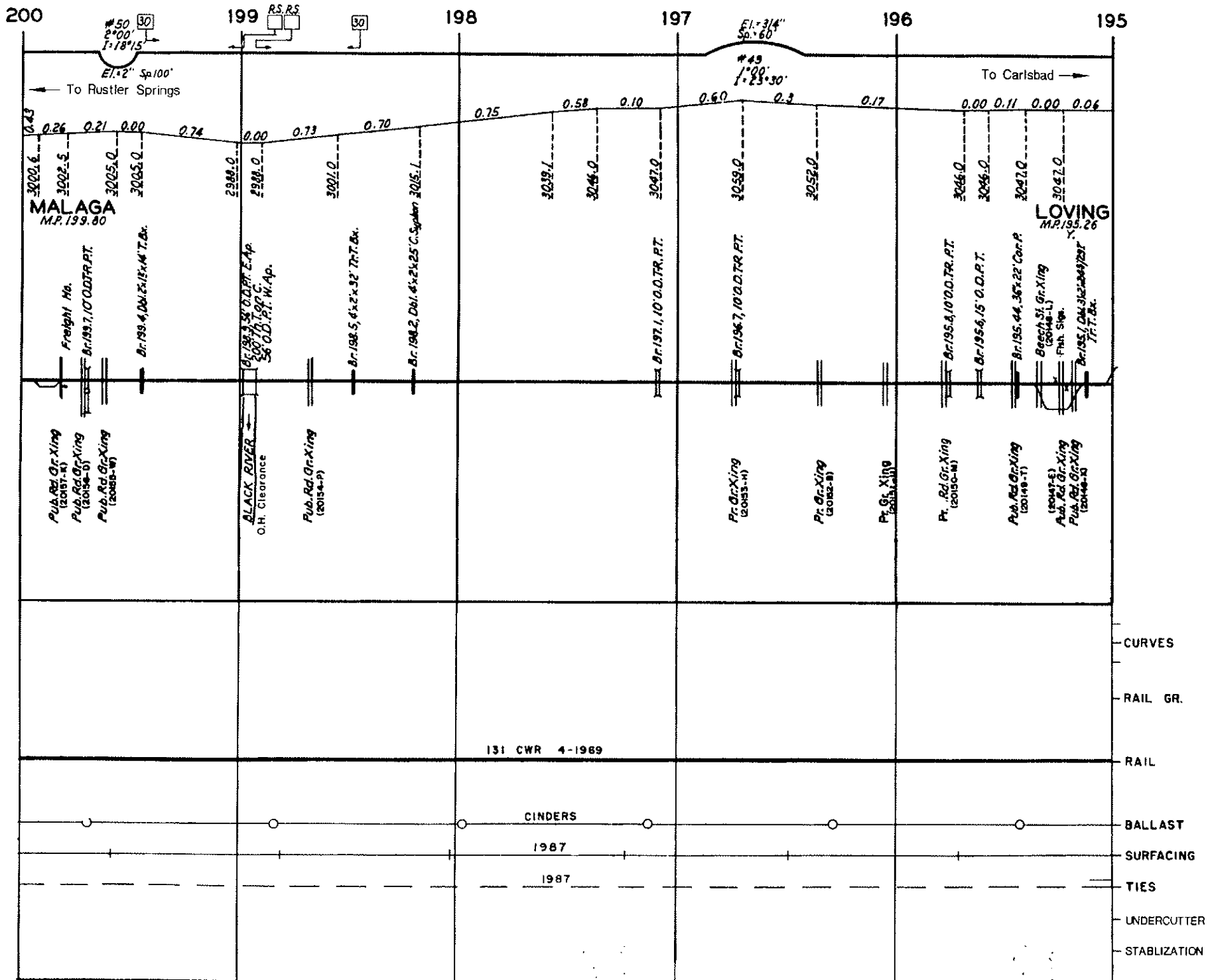


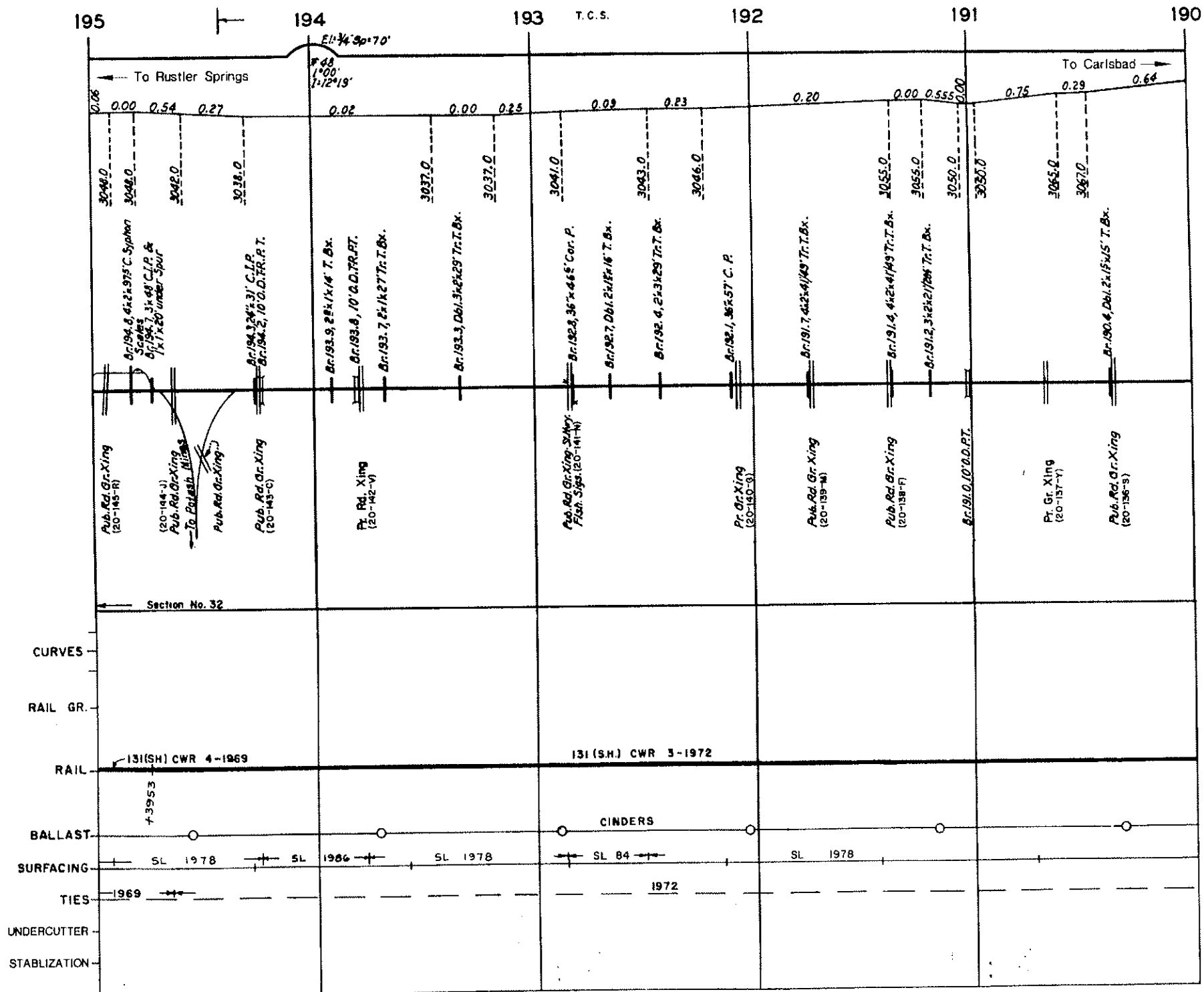






Intentionally Blank





195

194

193

192

191

190

T.C.S.

To Rustler Springs

To Carlsbad

0.06 0.00 0.54 0.27 0.02 0.00 0.25 0.09 0.23 0.20 0.00 0.55 0.00 0.75 0.29 0.64

30440.0
30440.0
30440.0
30380.0

30370.0
30370.0

30463.0
30466.0

30550.0
30550.0
30500.0
30380.0

30650.0
30670.0

Pub. Rd. Gr. Xing (20-143-R)
(20-144-J)
Pub. Rd. Gr. Xing To Potash Bluffs
Pub. Rd. Gr. Xing
Pub. Rd. Gr. Xing (20-143-C)

Pr. Rd. Xing (20-142-V)

Pub. Rd. Gr. Xing (20-141-W)
Ft. Sigs. (20-141-W)

Pr. Gr. Xing (20-140-S)

Pub. Rd. Gr. Xing (20-139-M)

Pub. Rd. Gr. Xing (20-138-F)

Br. 191.0, 10' 0" D. P.T.

Pt. Gr. Xing (20-137-Y)

Pub. Rd. Gr. Xing (20-136-S)

Section No. 32

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

131(SH) CWR 4-1969

131(S.H) CWR 3-1972

+3953

CINDERS

SL 1978

SL 1986

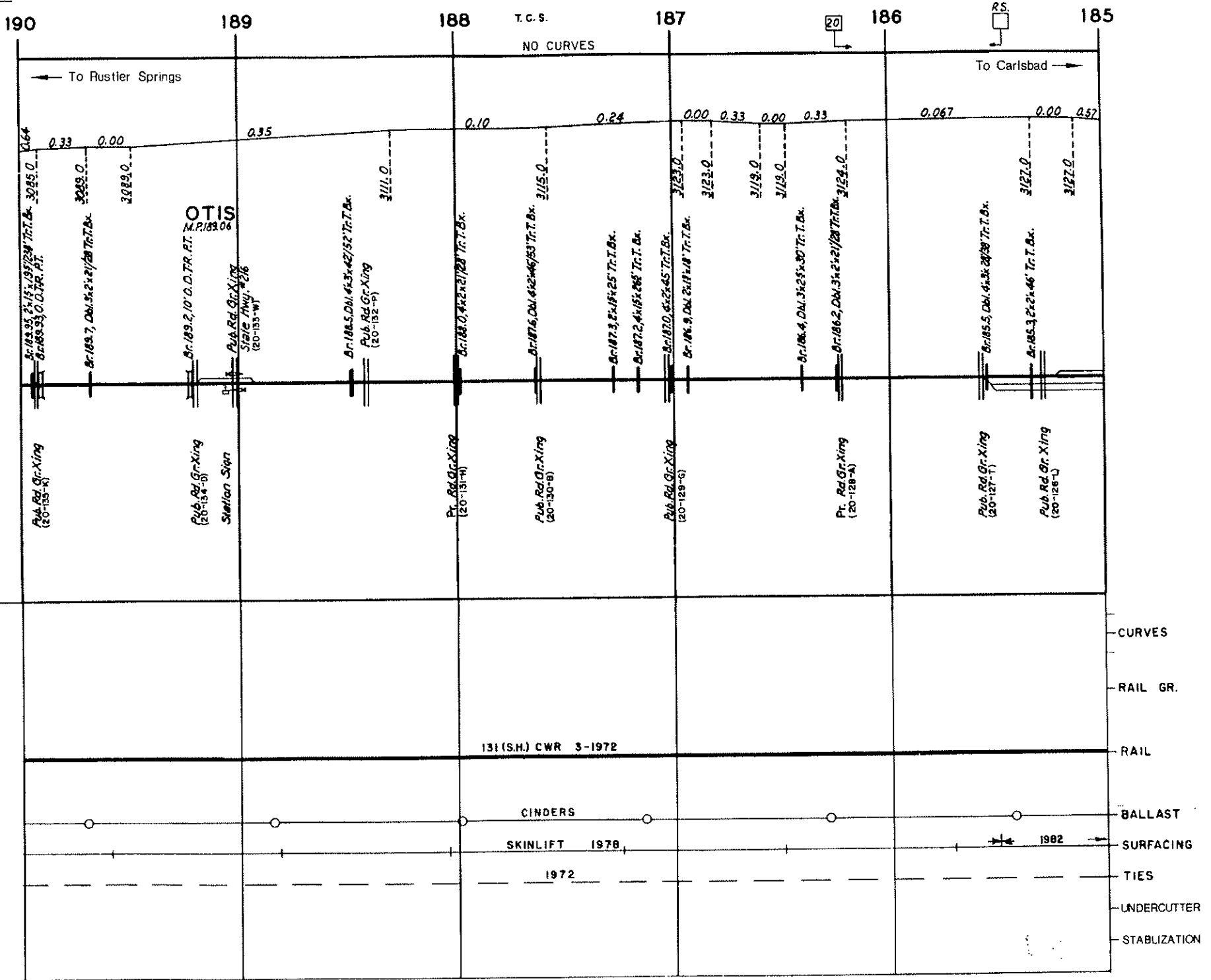
SL 1978

SL 84

SL 1978

1969

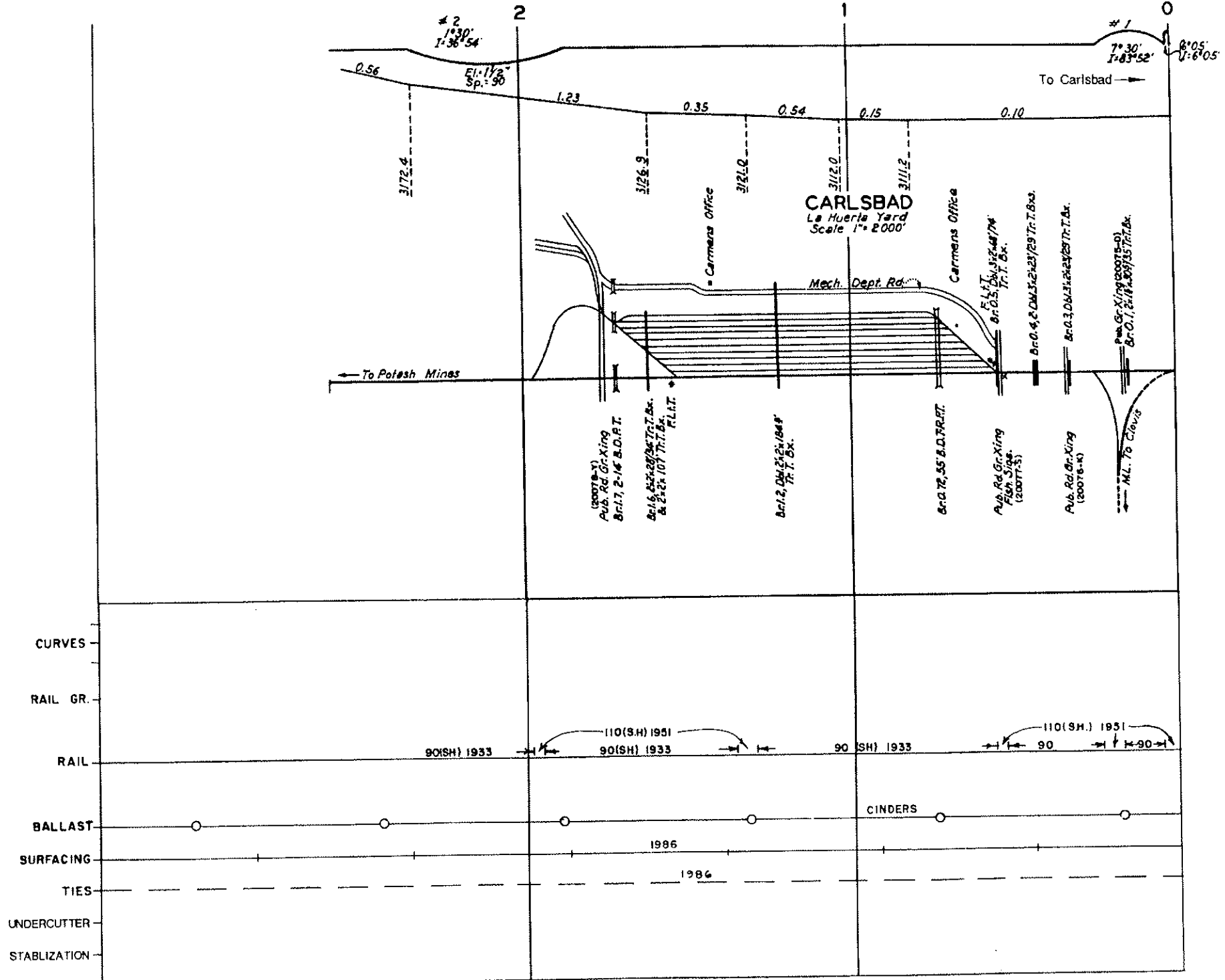
1972



Rustler Springs Subdivision

Carlsbad (M.P. 183.0) to Rustler Springs (M.P. 25.3)

Intentionally Blank



2
1°30'
1:36°54'

2

1

1

0

0.56
1.23
0.35
0.54
0.15
0.10

3/172.4

0.56

El. 1172.0
Sp. = 90

1.23

0.35

0.54

0.15

0.10

To Carlsbad →

7°30'
1:83°52'
8°05'
1:67°05'

CARLSBAD
La Huerta Yard
Scale 1" = 2000'

Carmens Office

Mech. Dept. Rd.

Carmens Office

← To Potash Mines

(2007-1)
Pub. Rd. Gr. King
Brl. 7, 2-14' B.D.R.T.

Brl. 6, 2-14' B.D.R.T.
& 2-24' 10" Tr. T. Bx.

F.L.H.T.

Brl. 2, 2-14' B.D.R.T.
Tr. T. Bx.

Brl. 2, 55' B.D.R.T.

Pub. Rd. Gr. King
Fish Slips
(2007-5)

Pub. Rd. Gr. King
(2007-6-K)

Pub. Gr. King (2007-5-D)
& Gr. O. 1, 2-14' B.D.R.T.

M.L. To Elevator

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

90(SH) 1933

90(SH) 1933

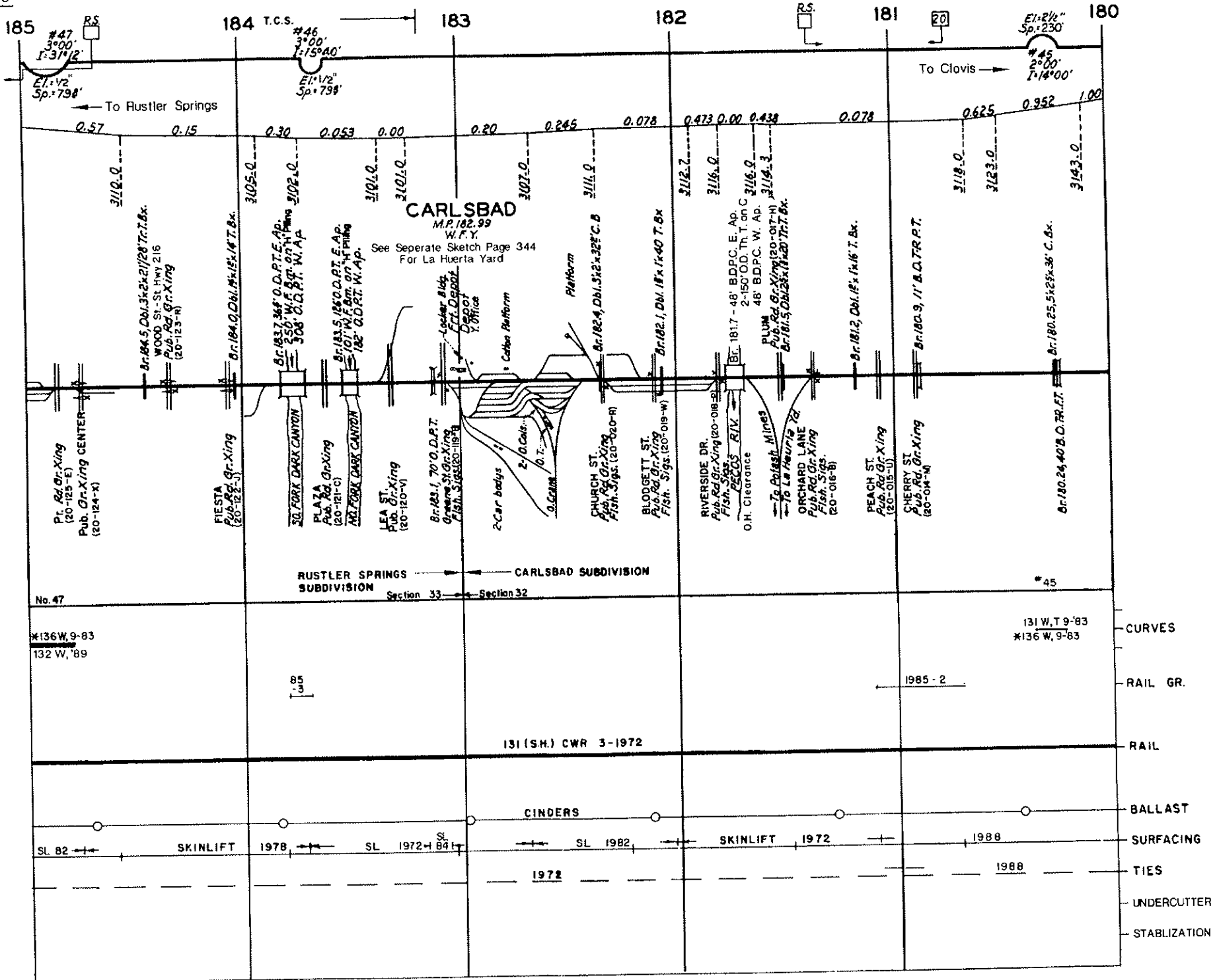
90(SH) 1933

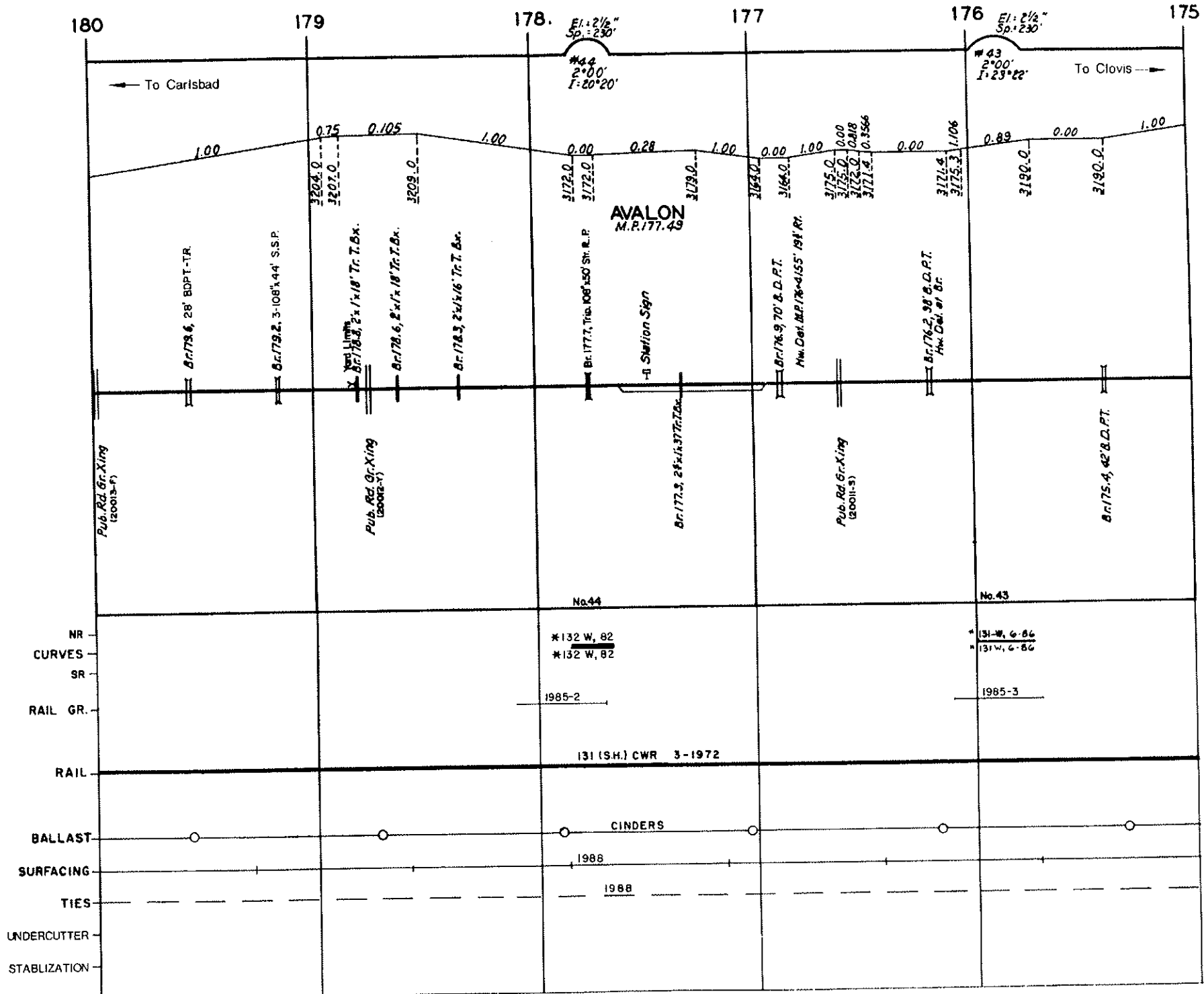
90(SH) 1933

CINDERS

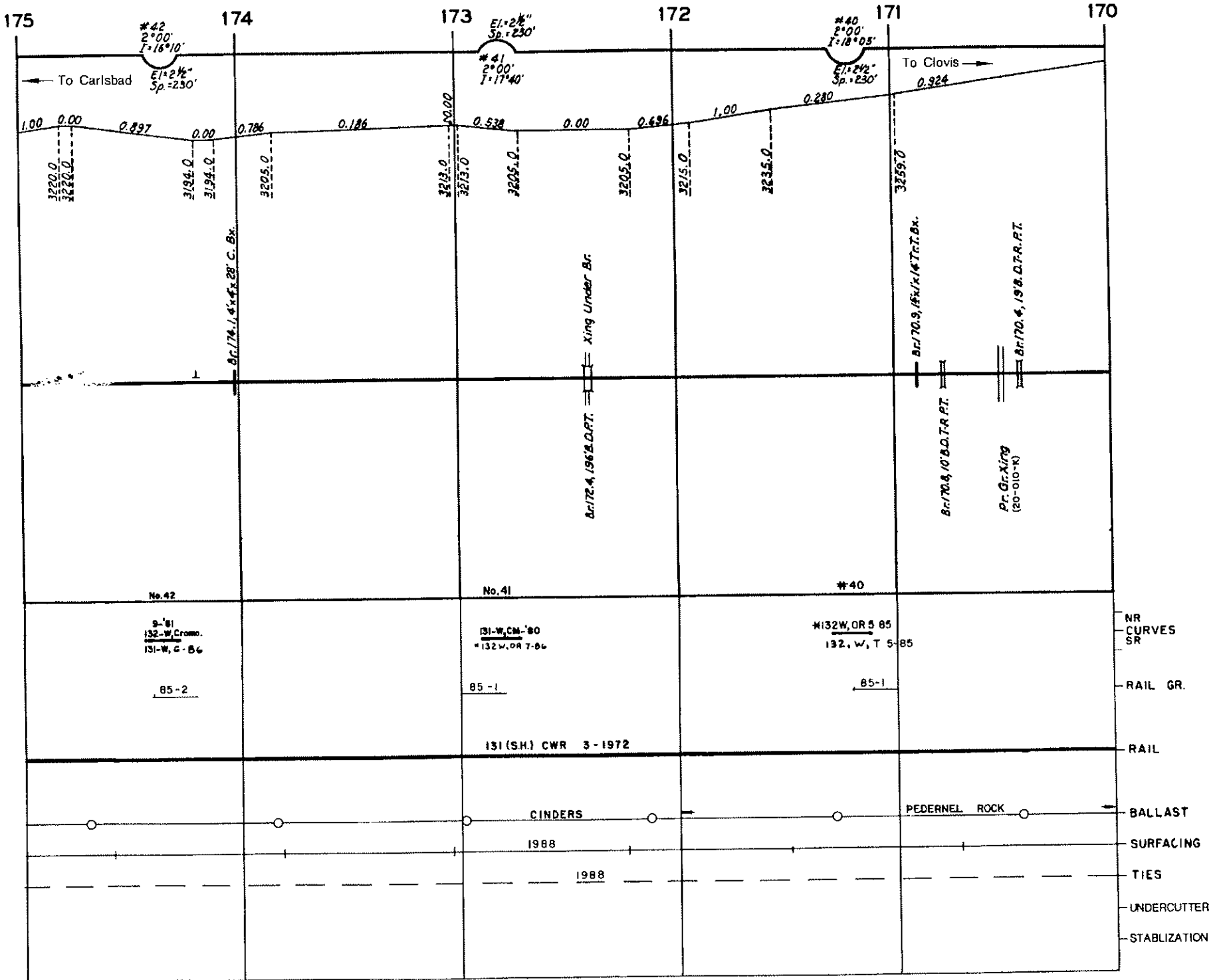
1986

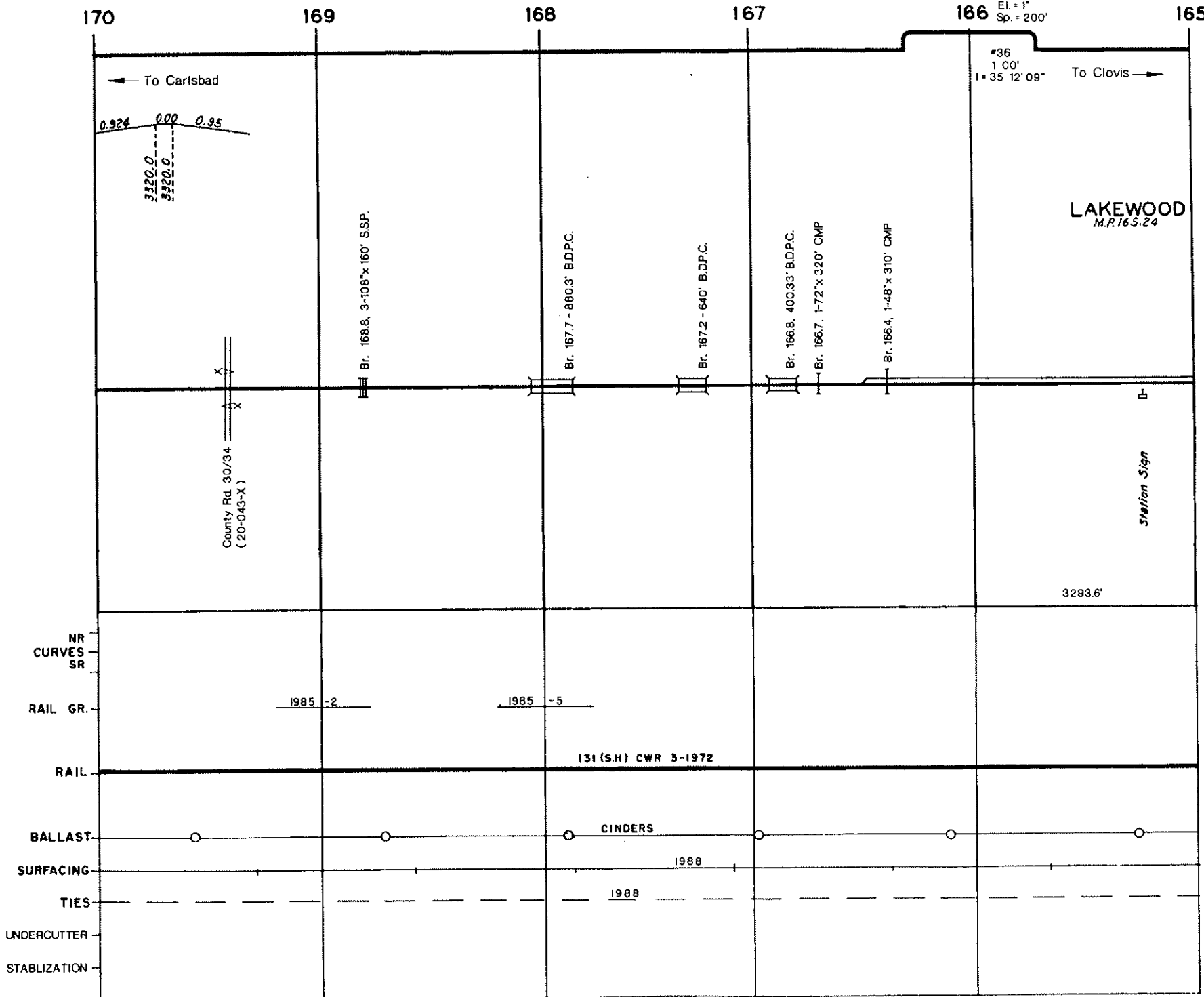
1986

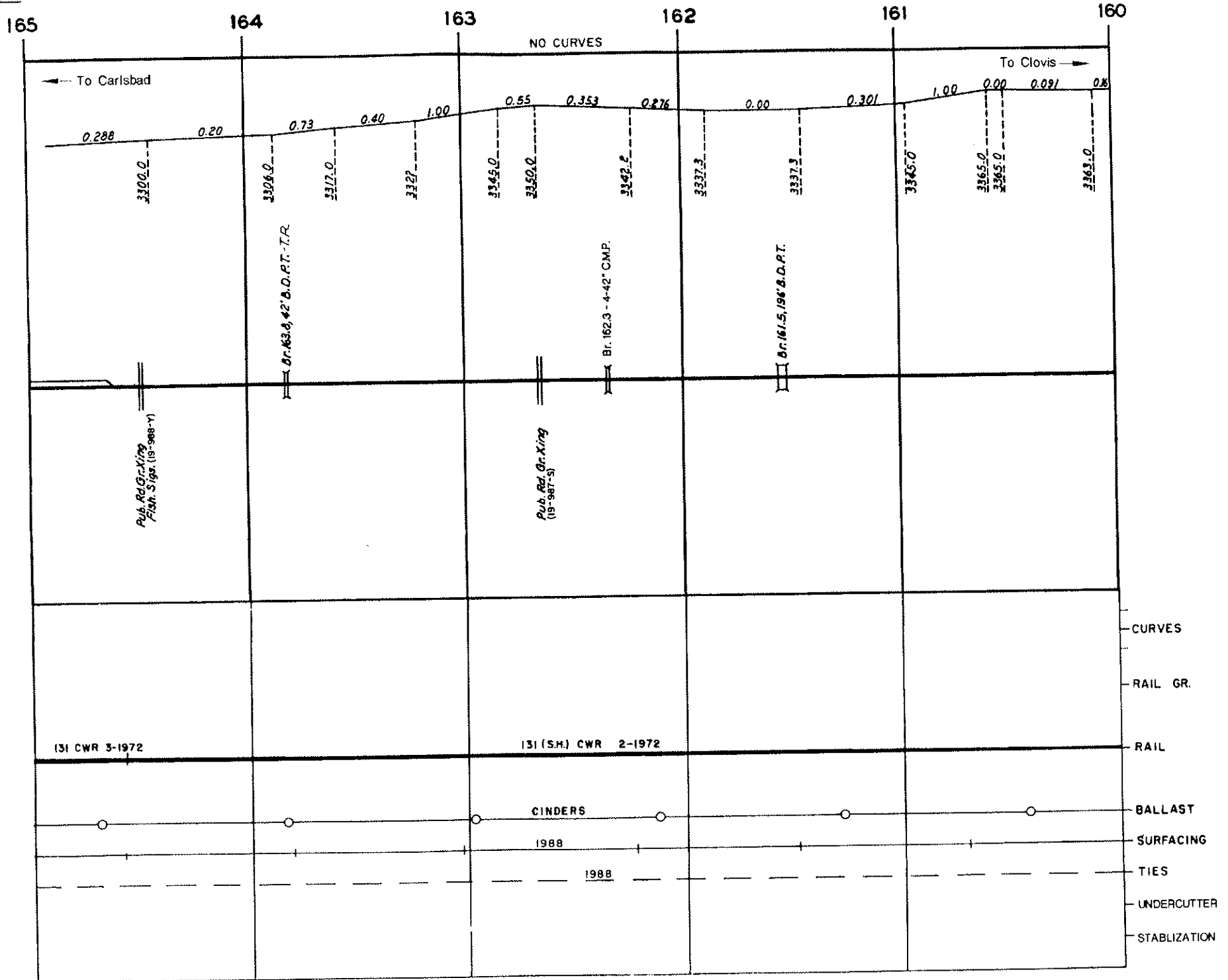


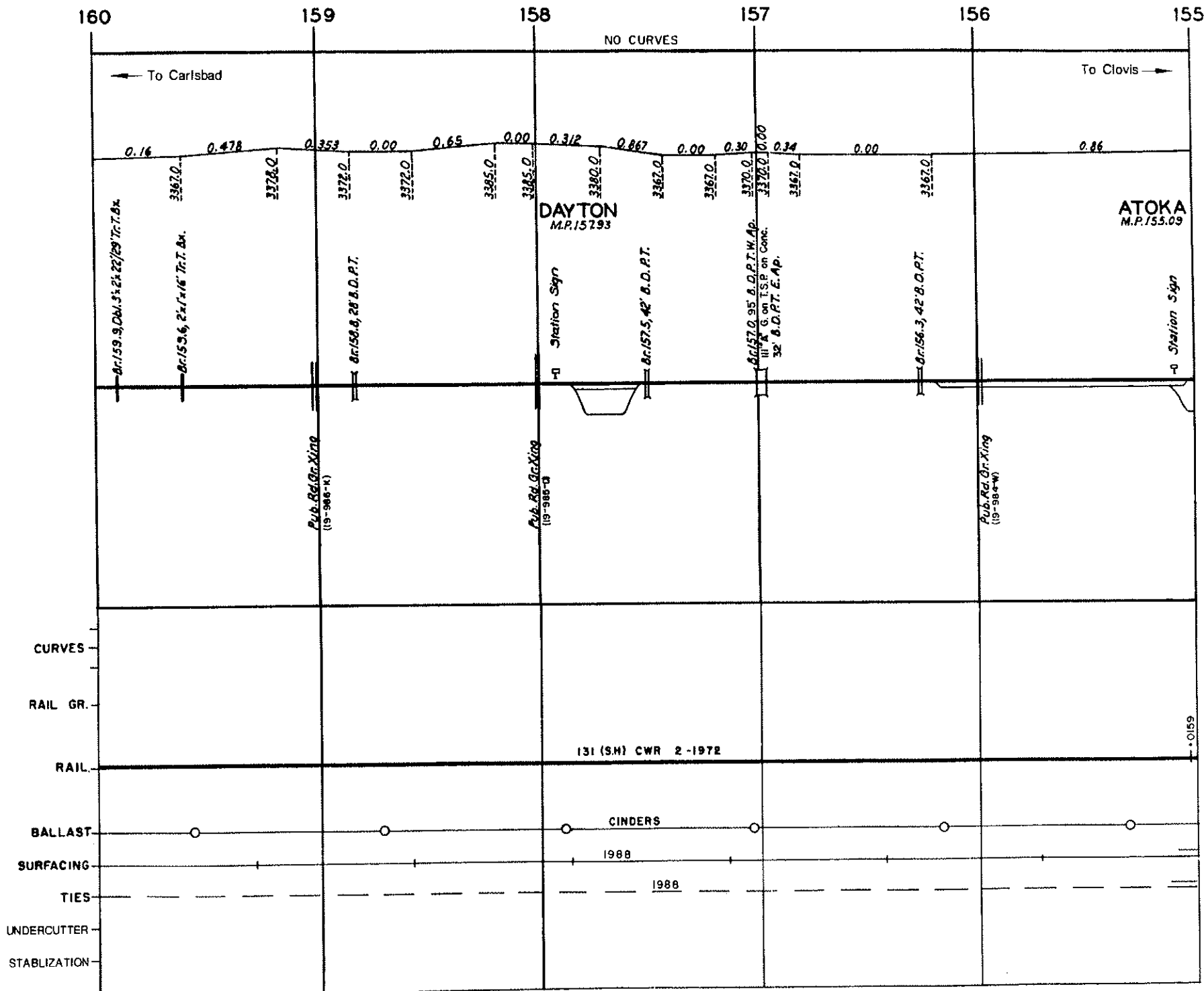


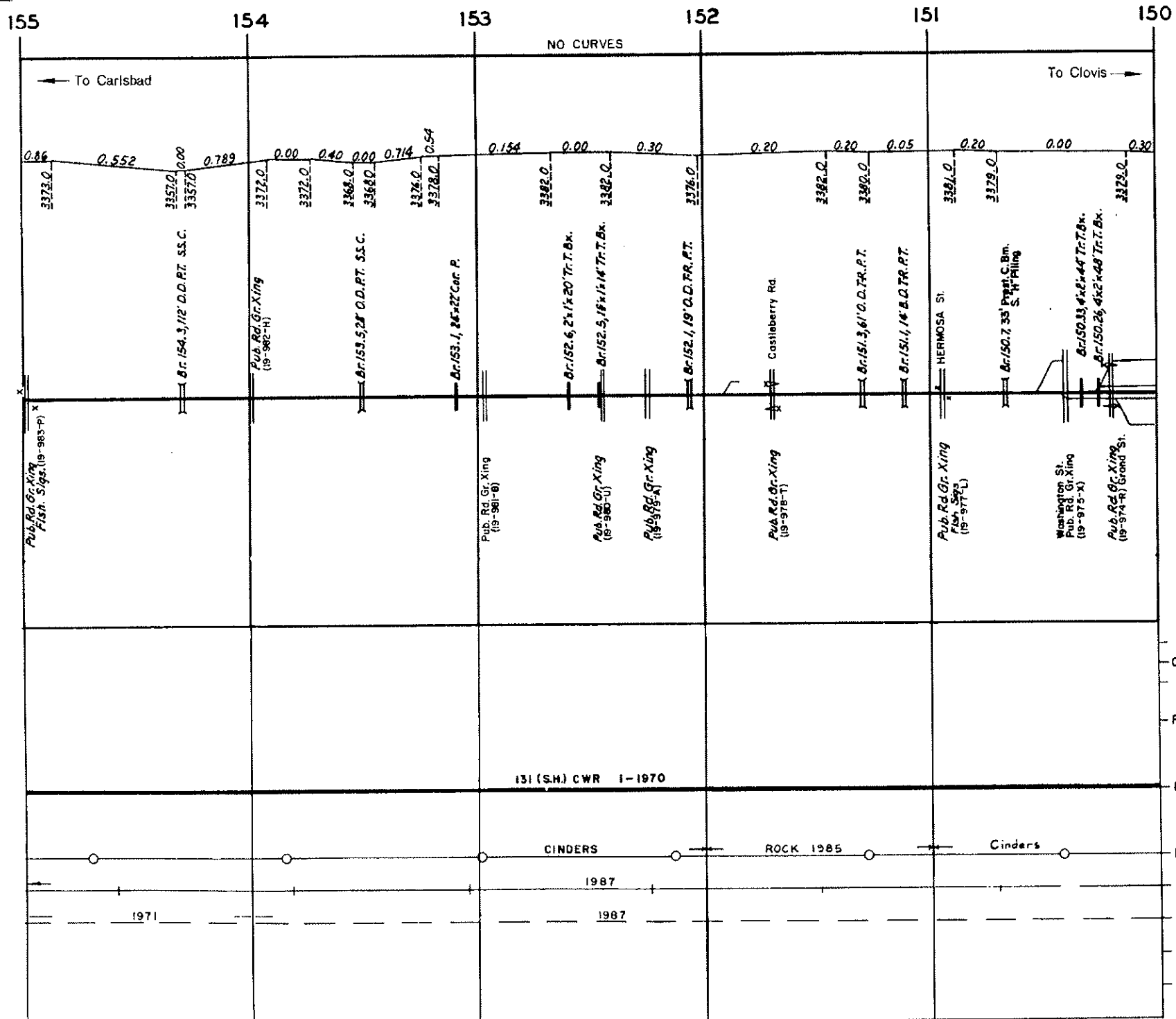
REVISED 1-91

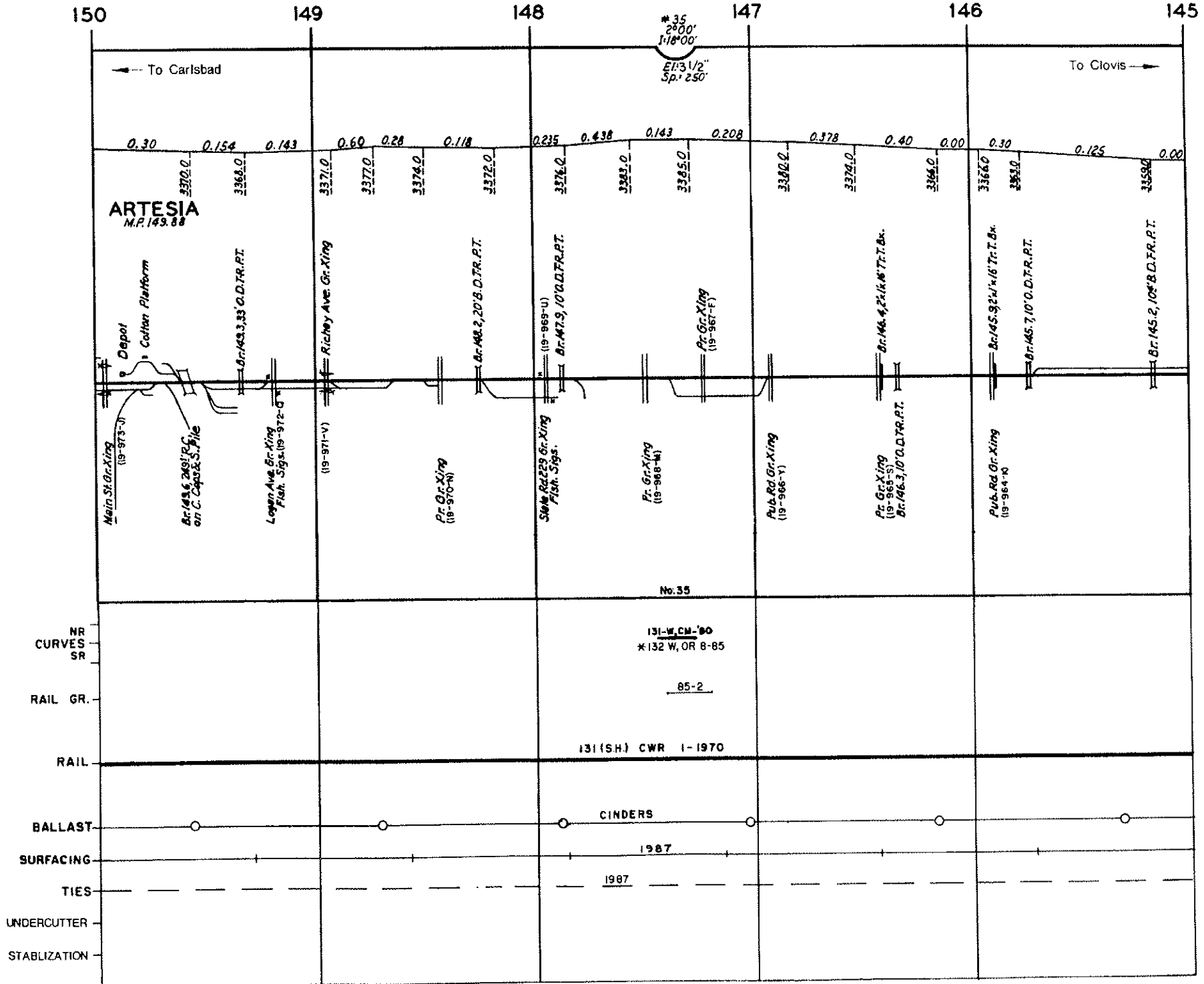












145

144

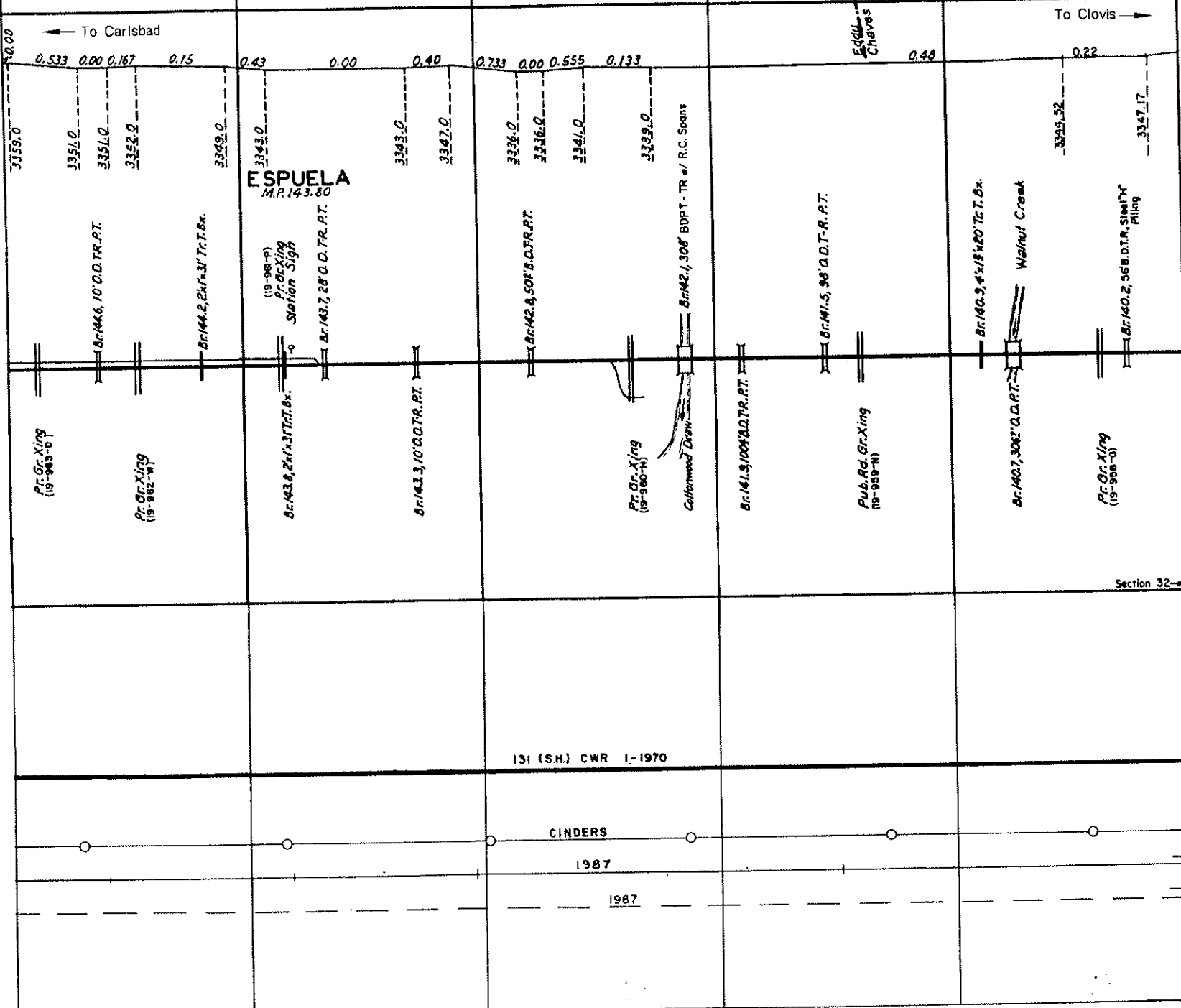
143

142

141

140

NO CURVES

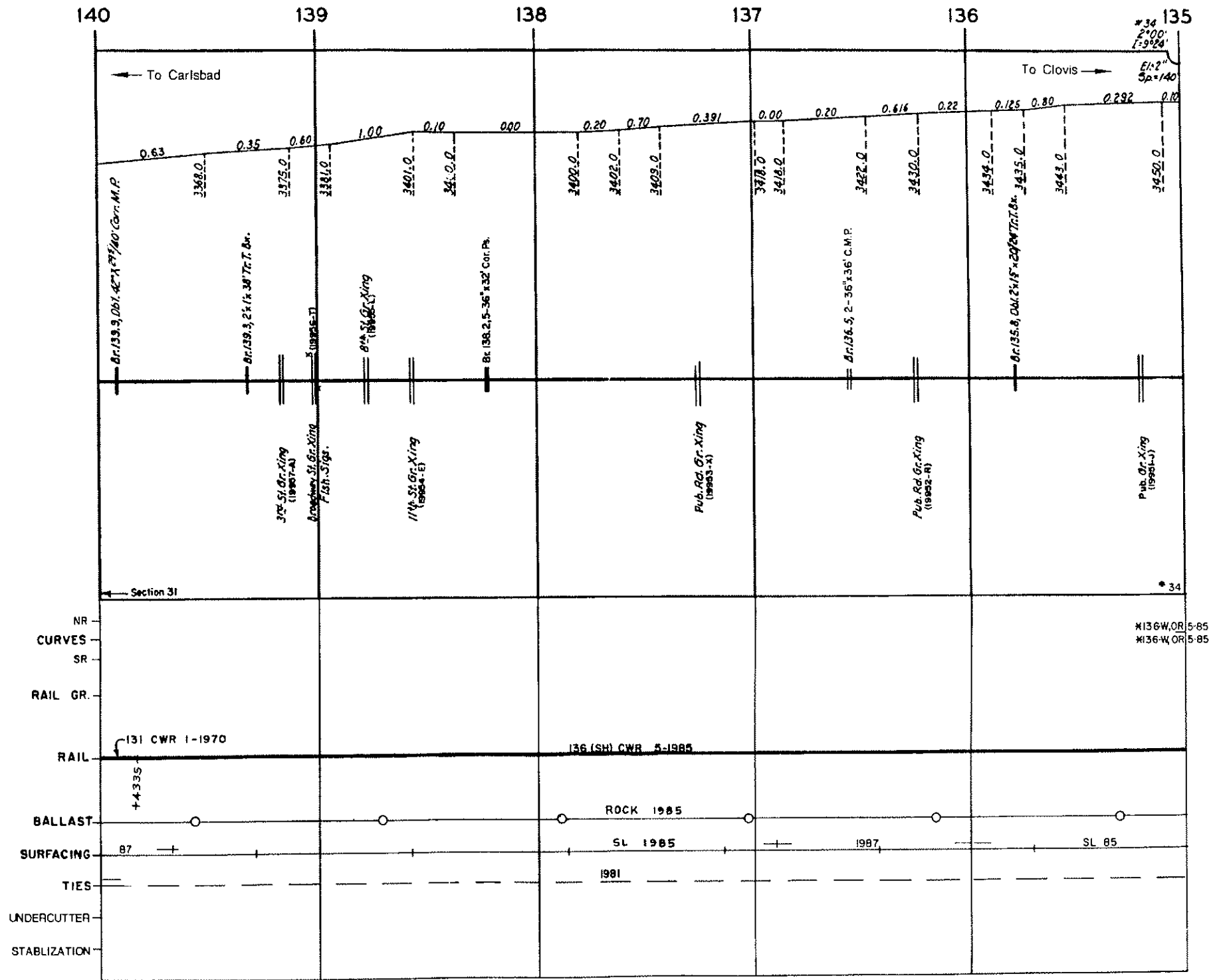


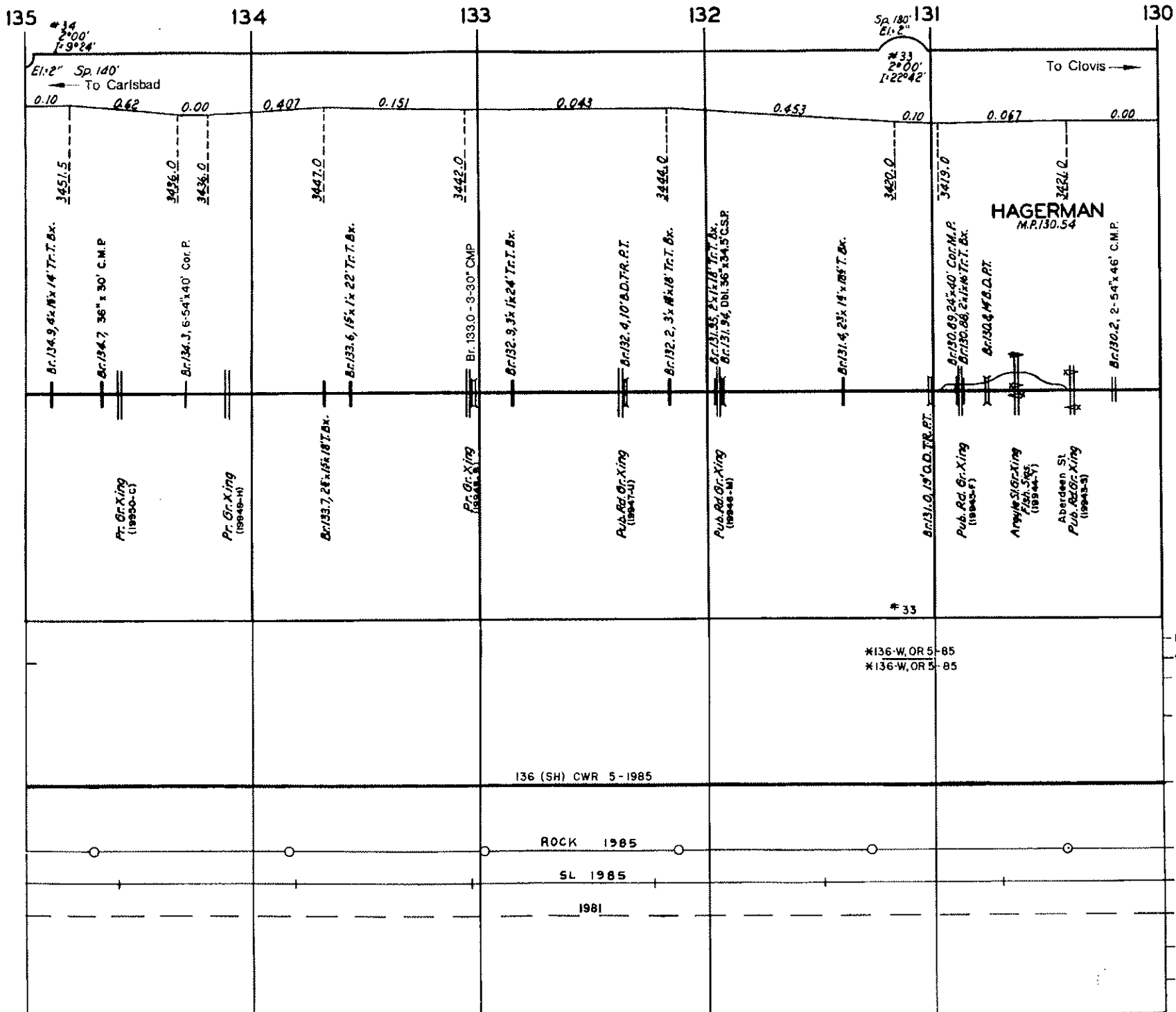
131 (S.H.) CWR 1-1970

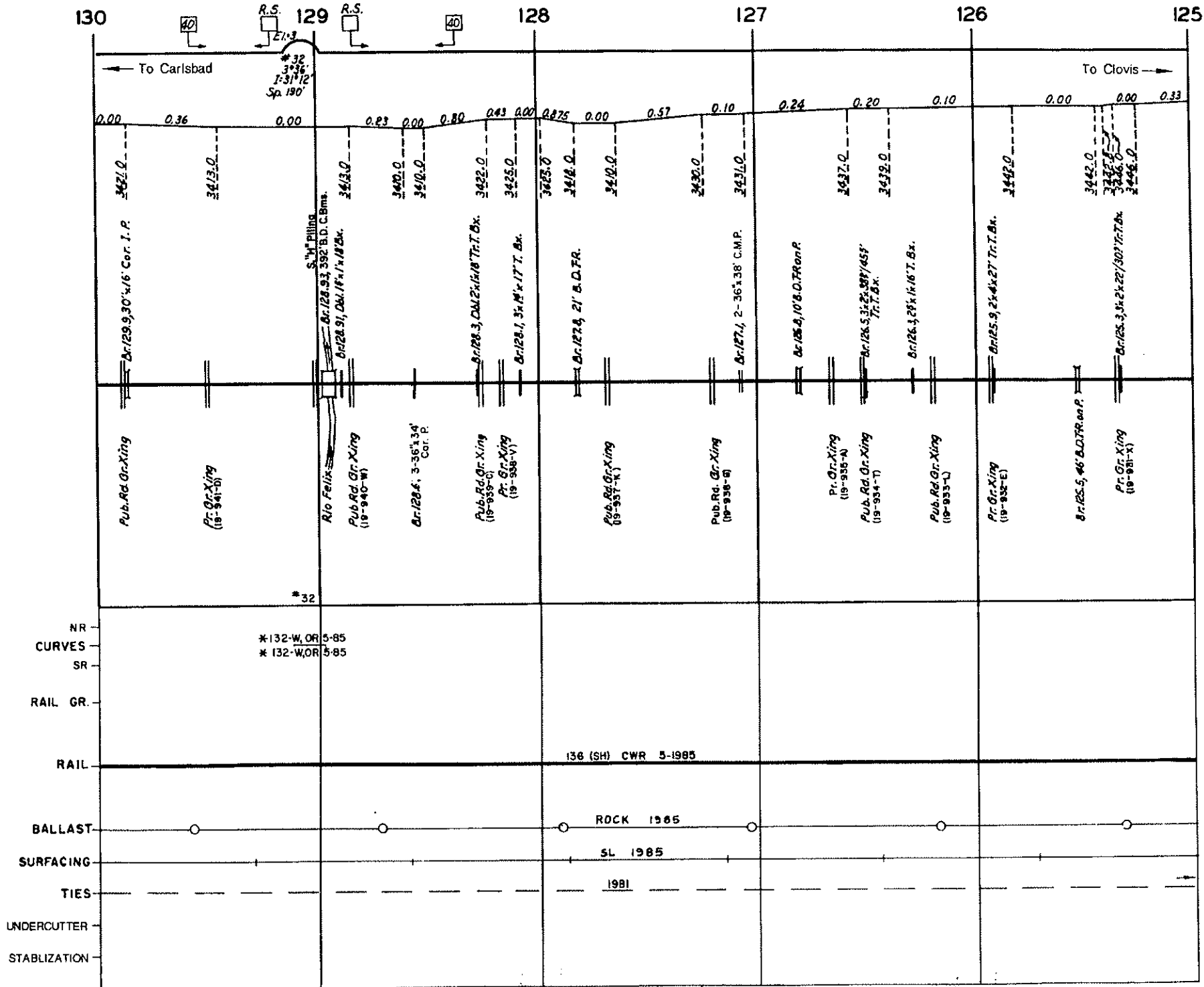
CINDERS

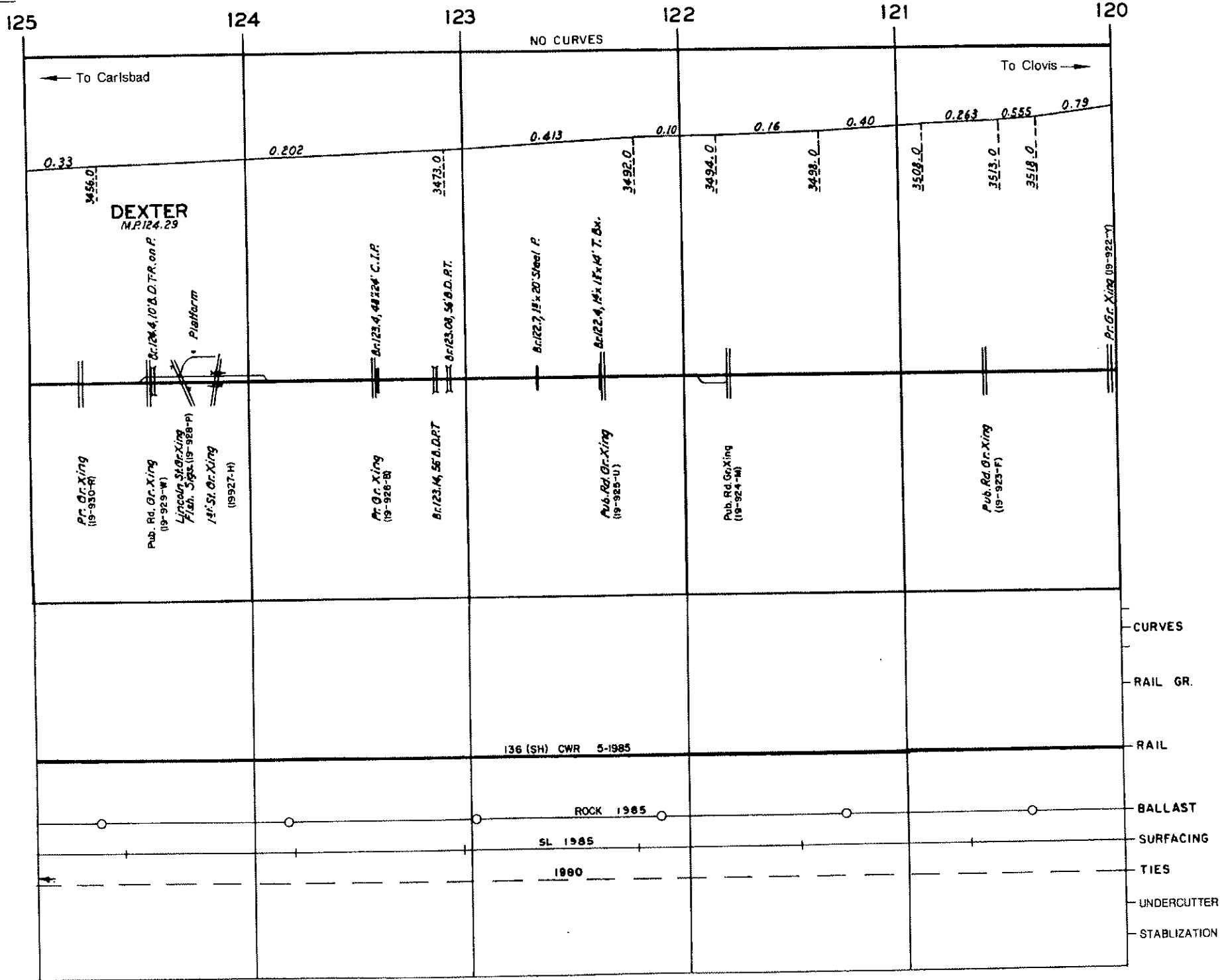
1987

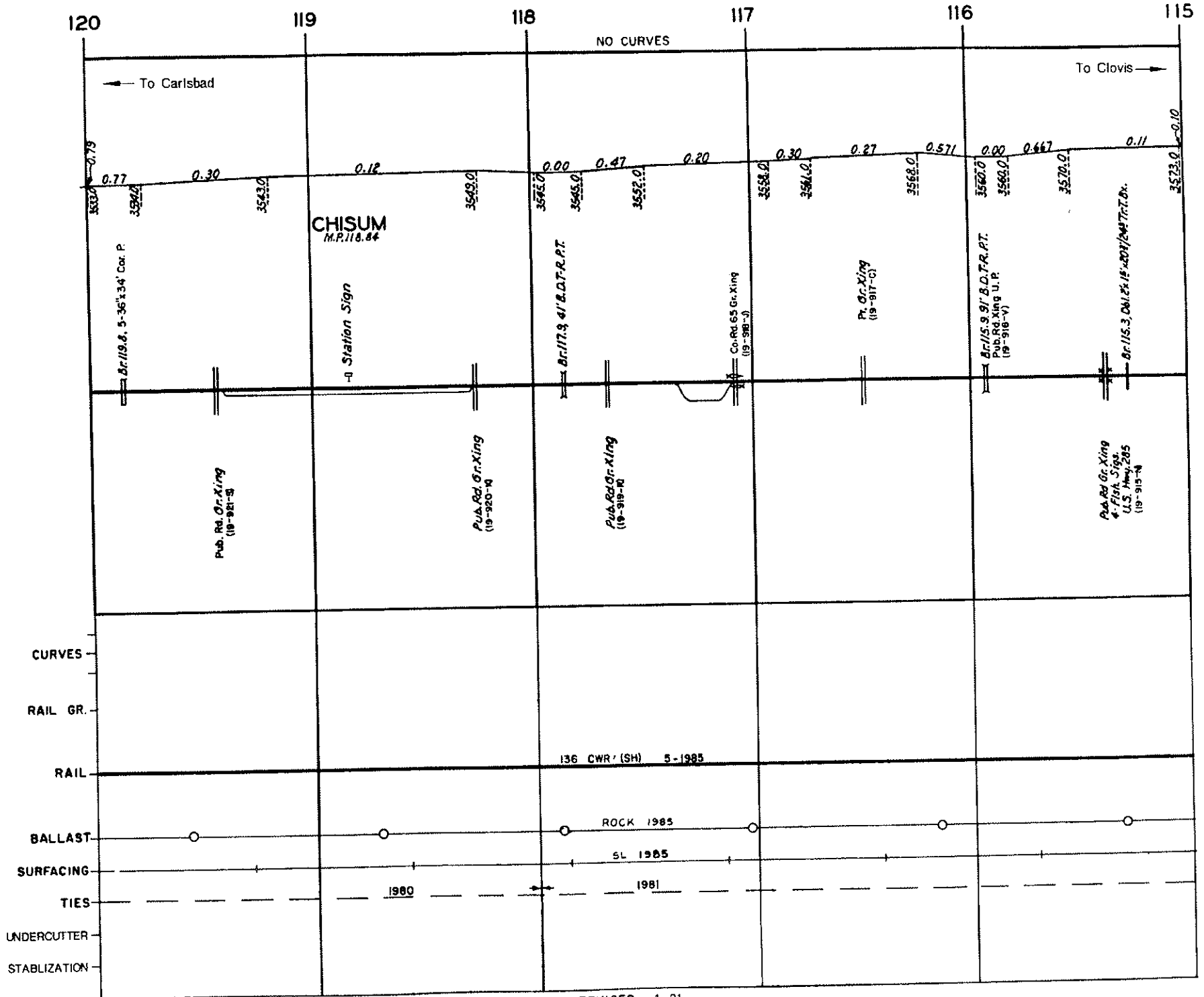
1987

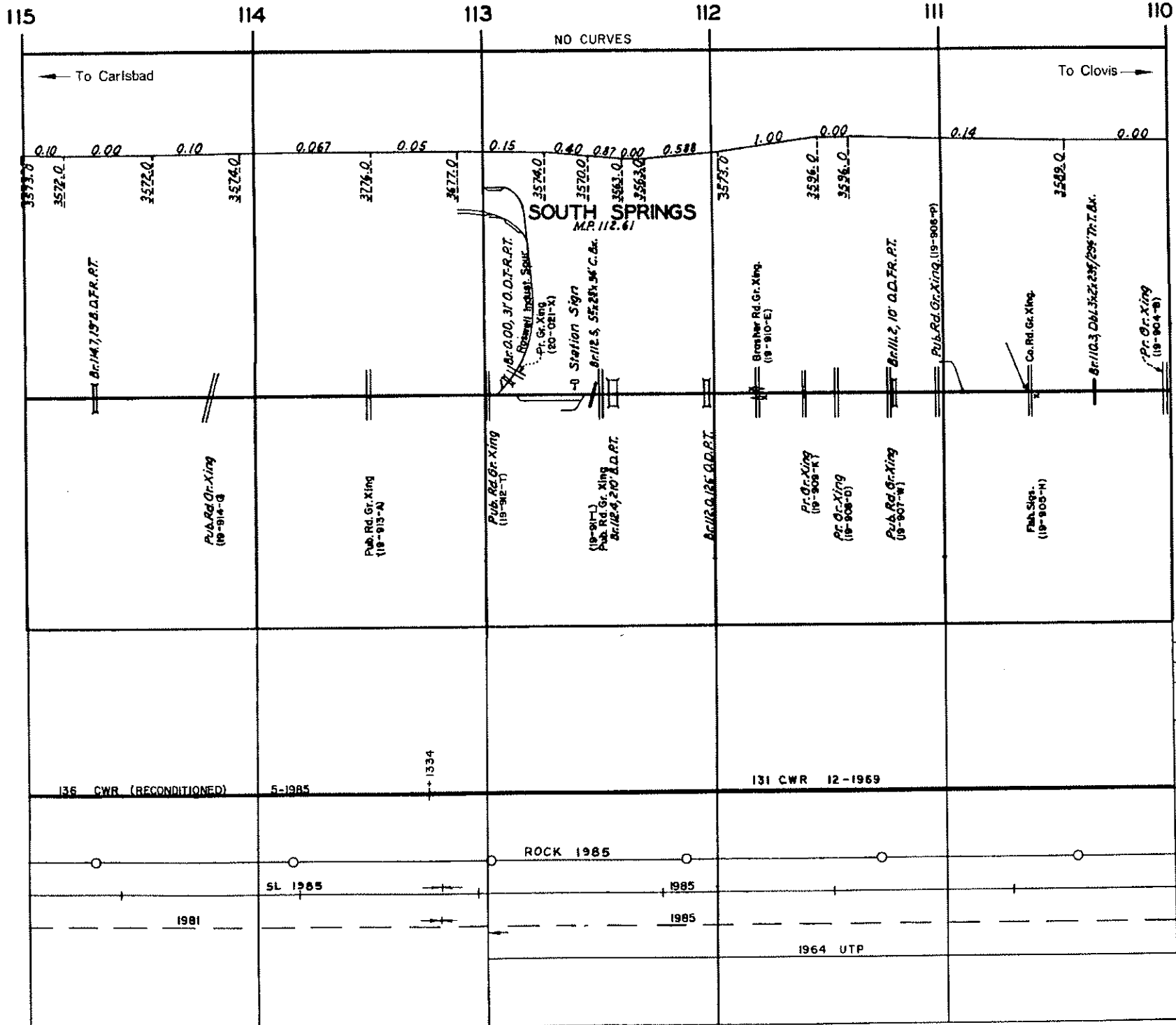


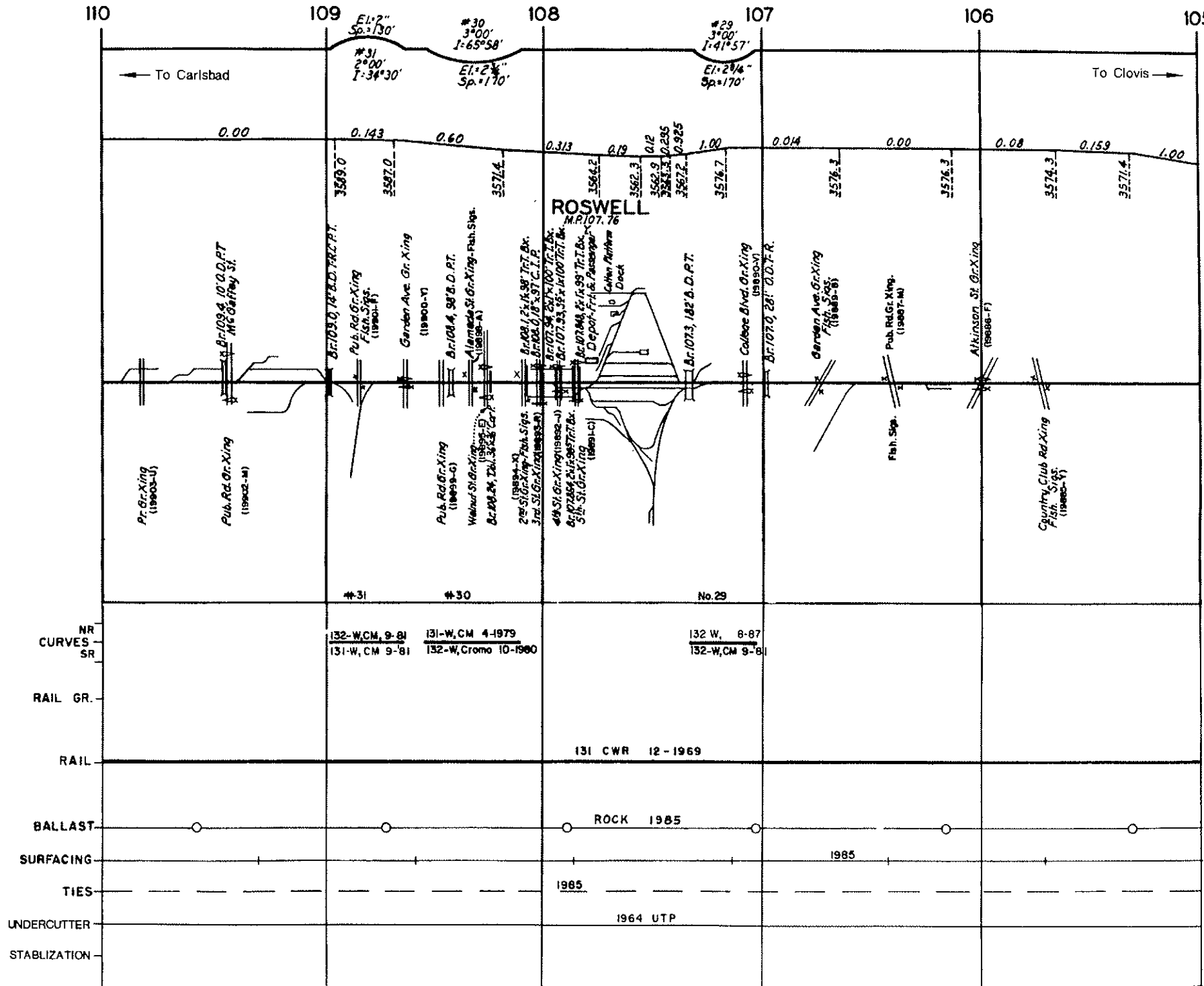


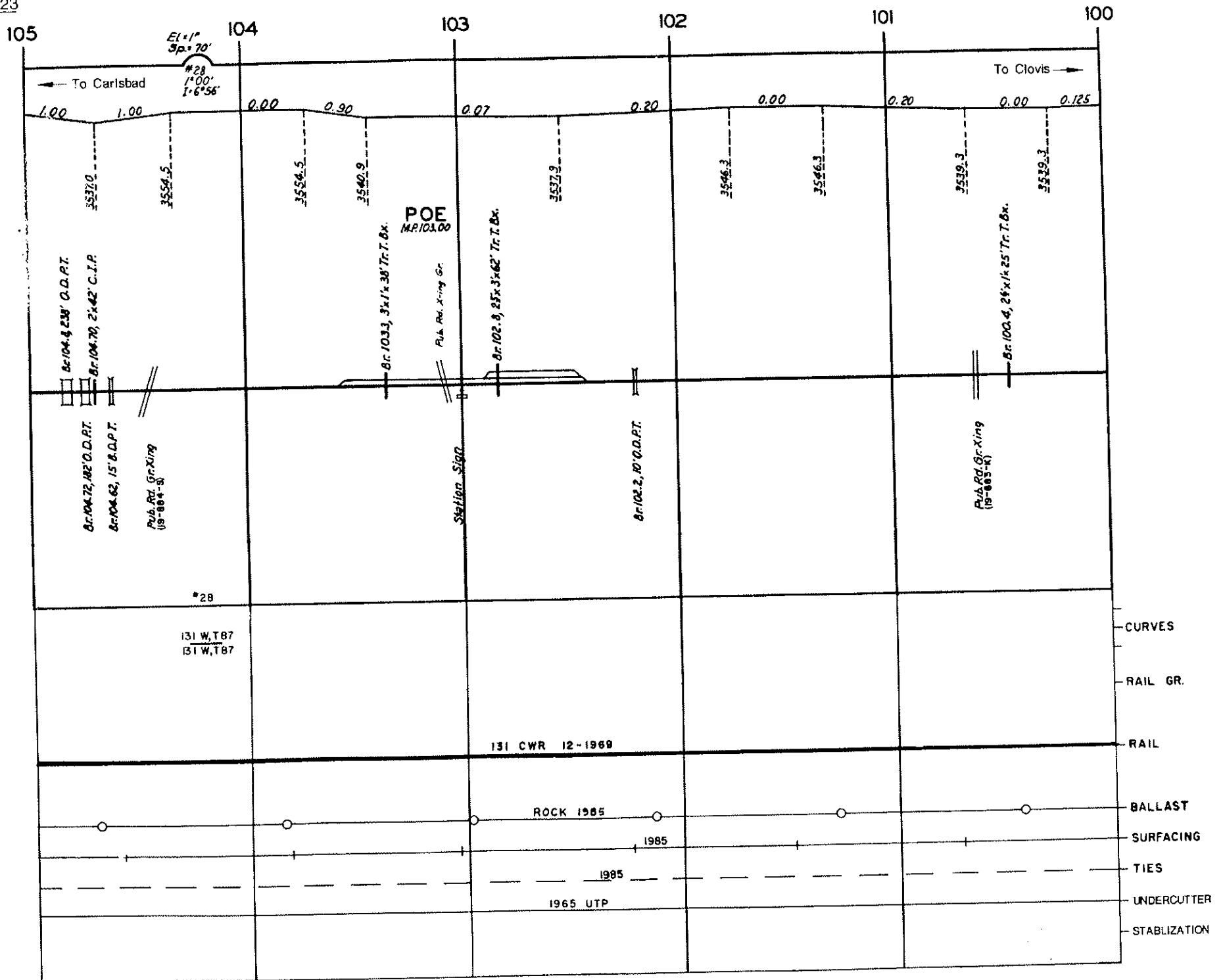


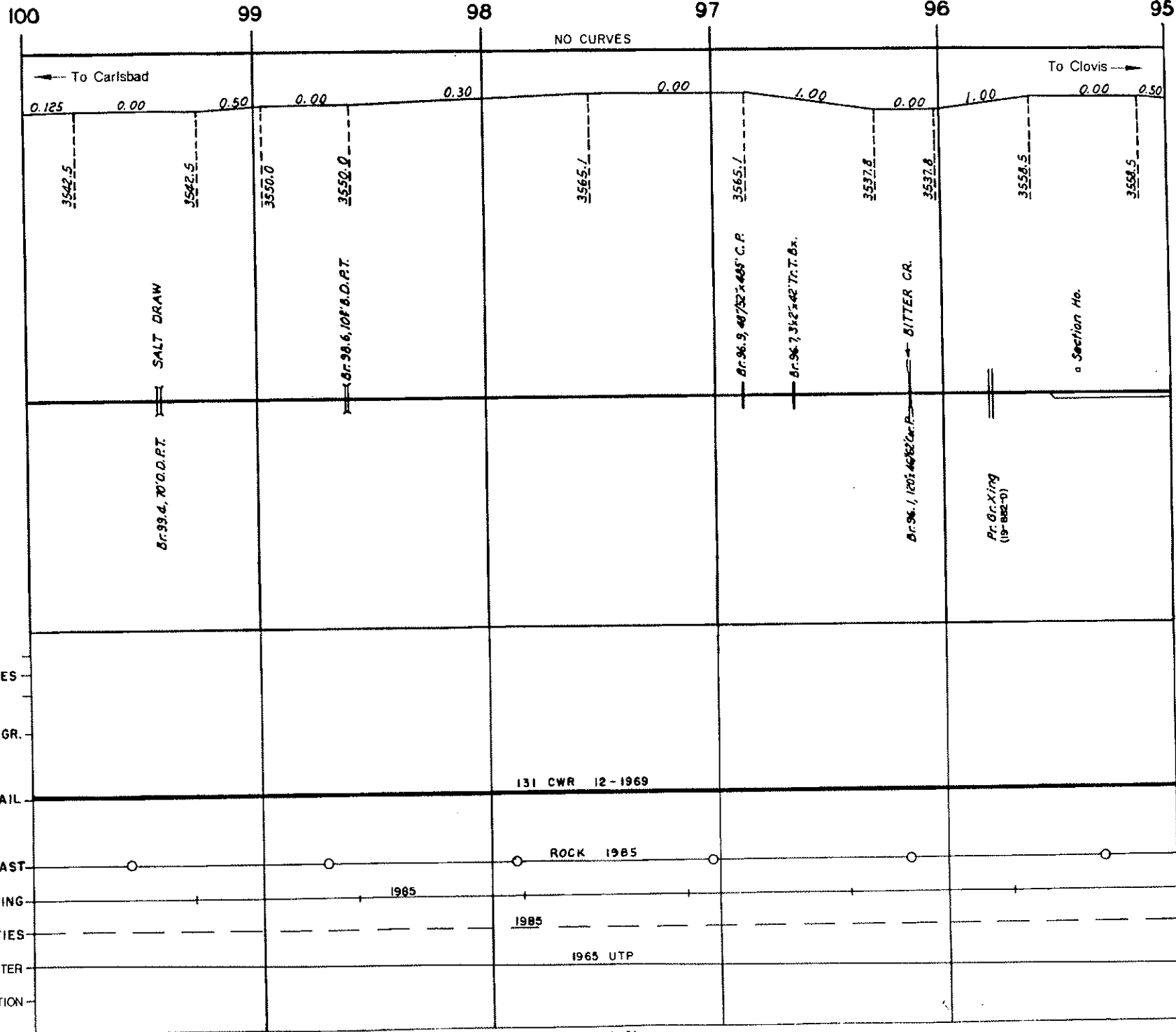


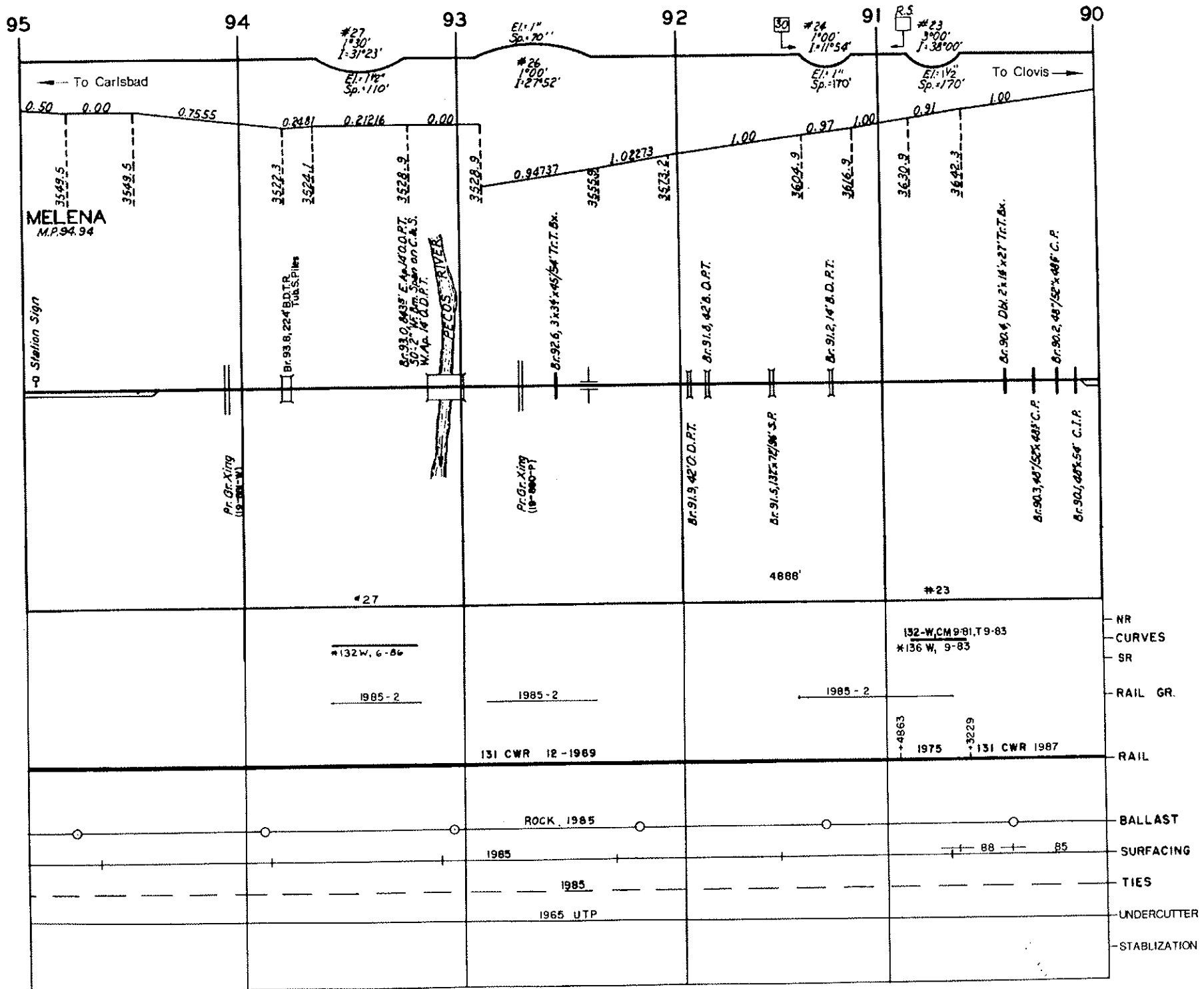


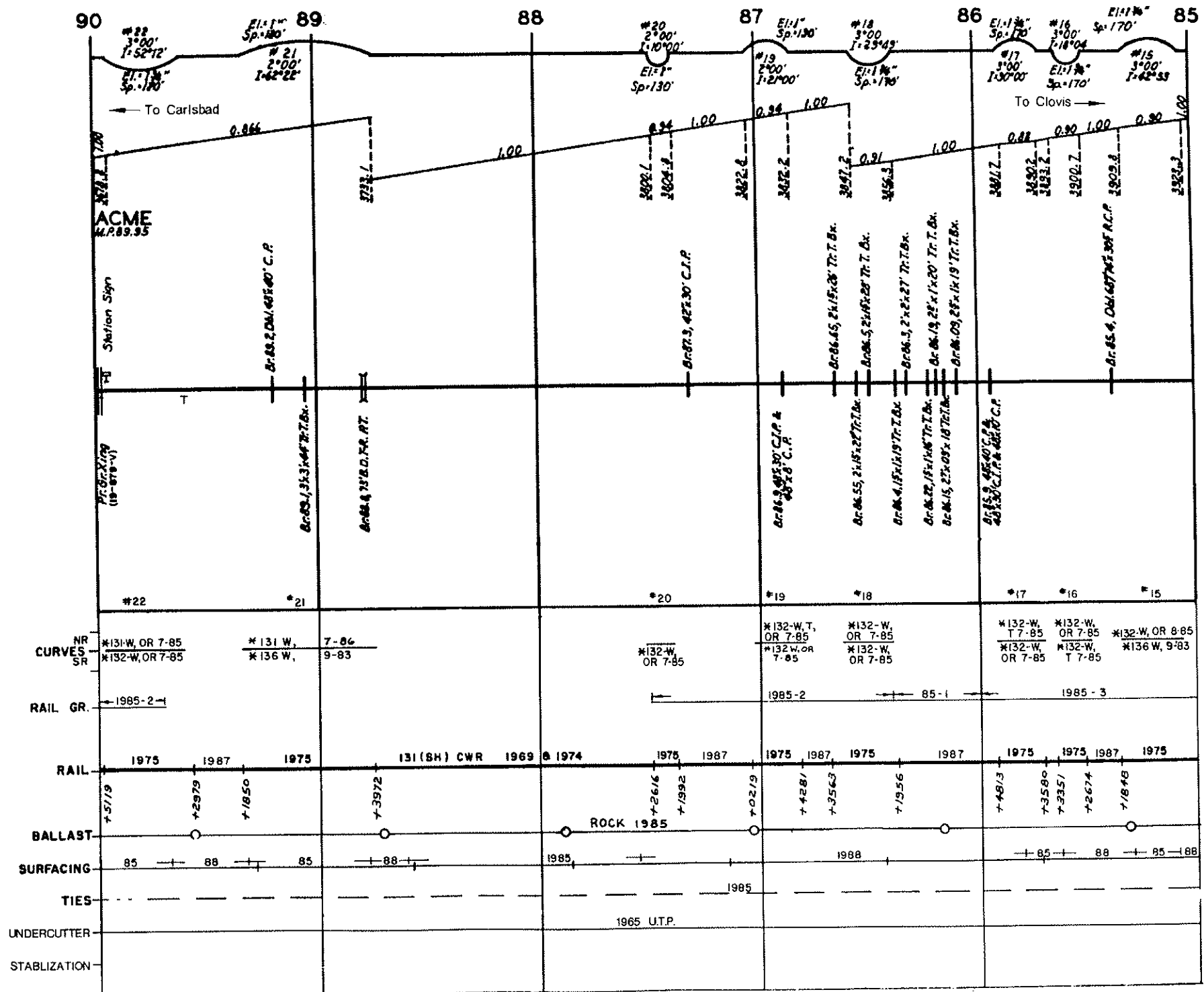


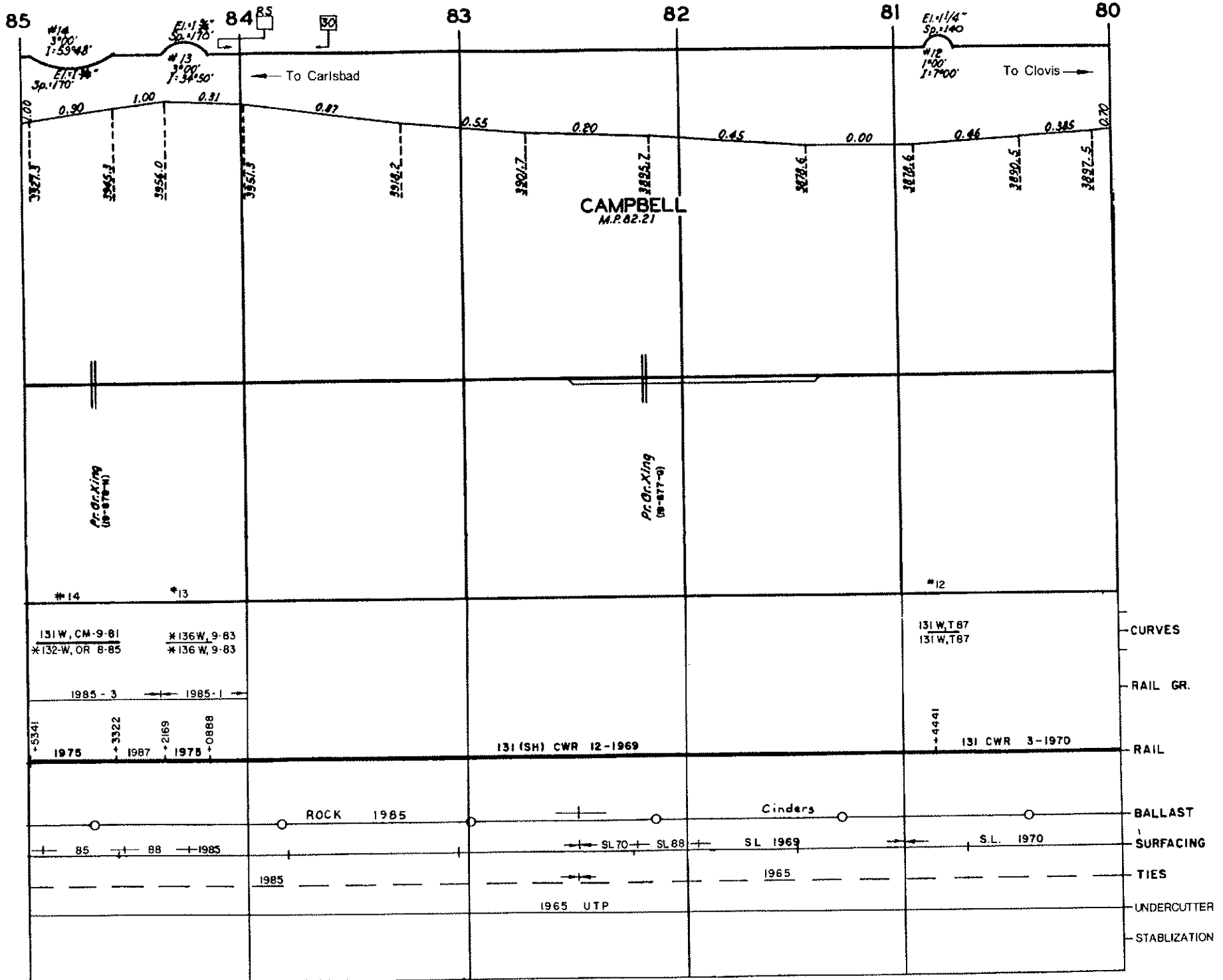


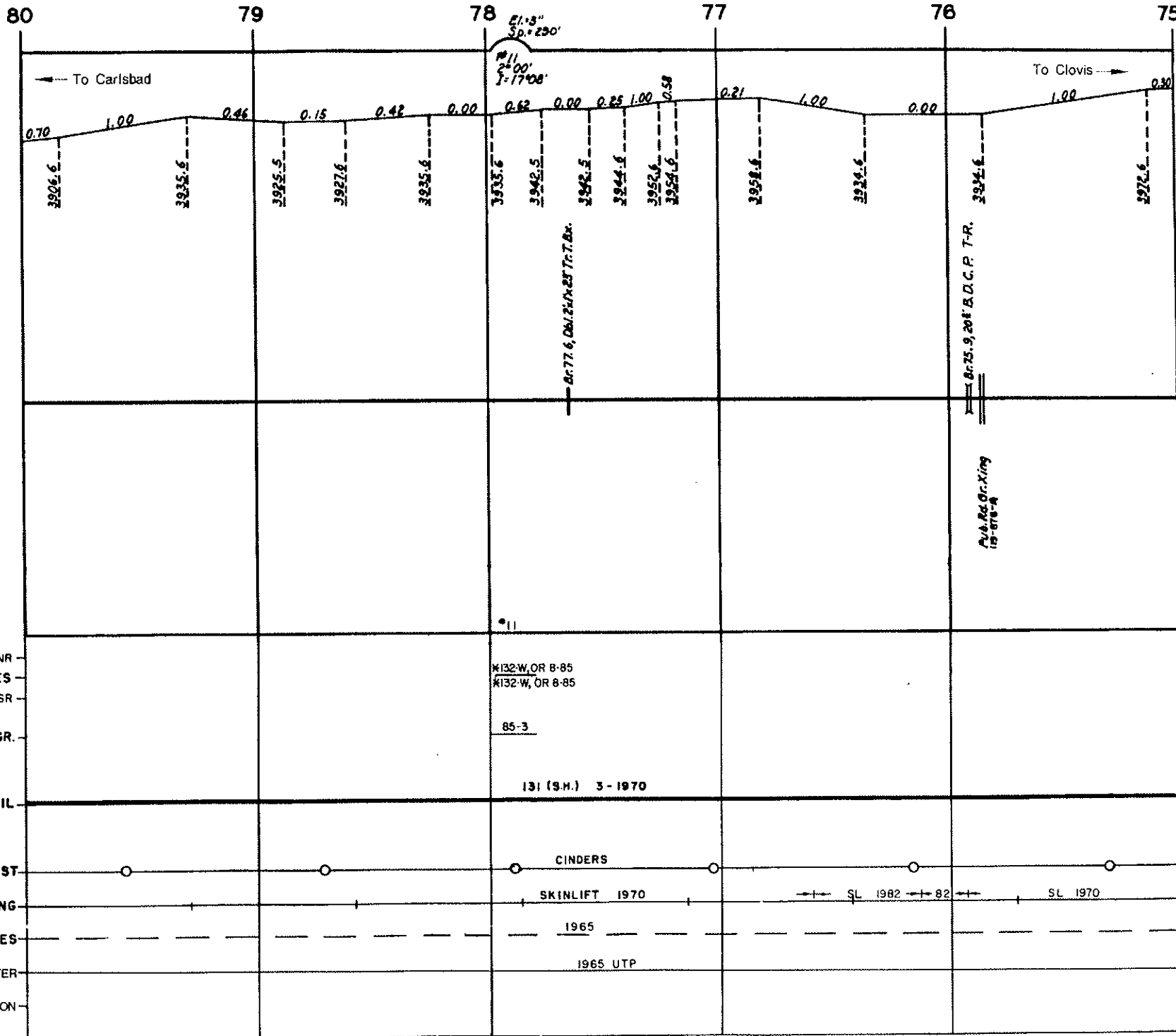


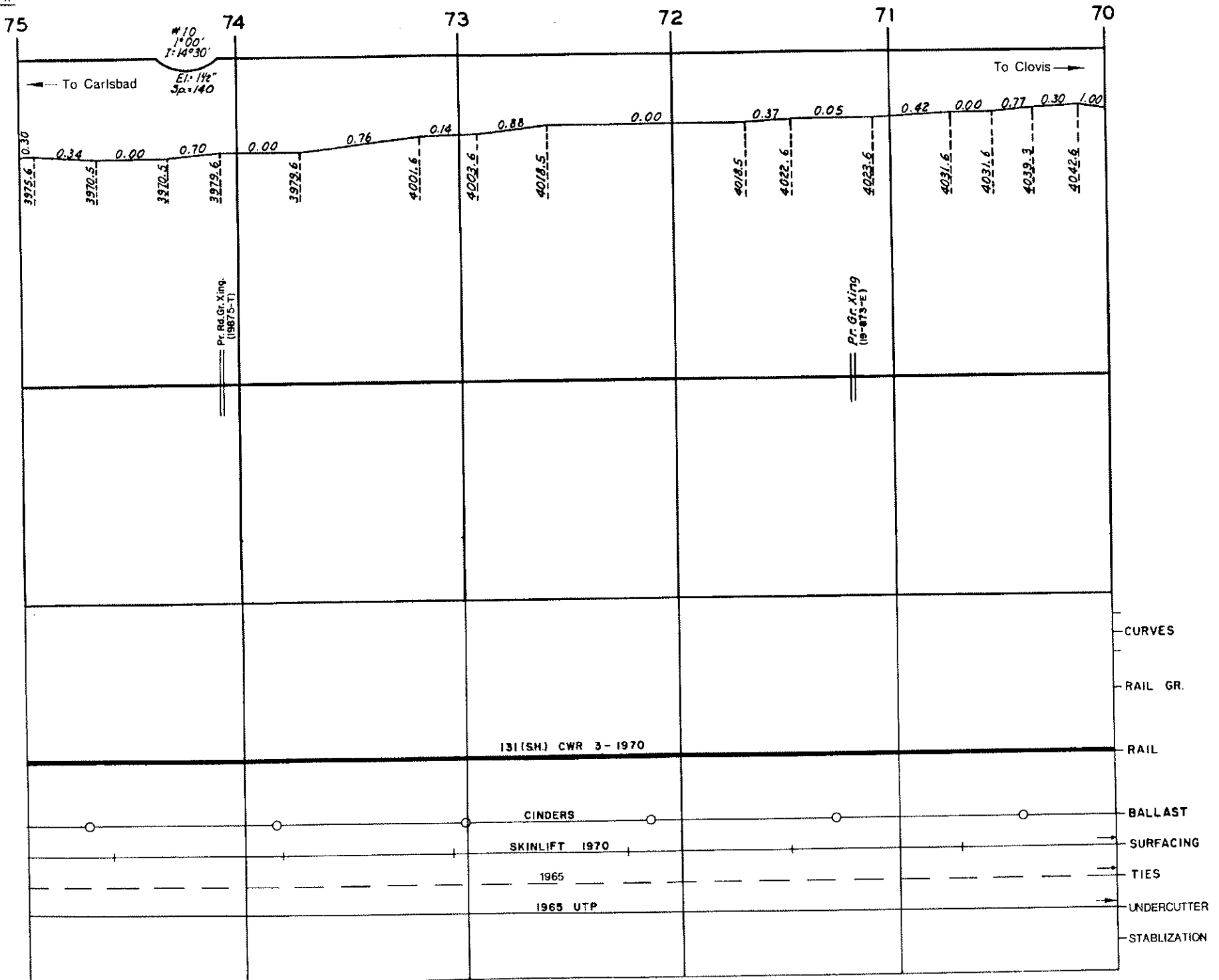


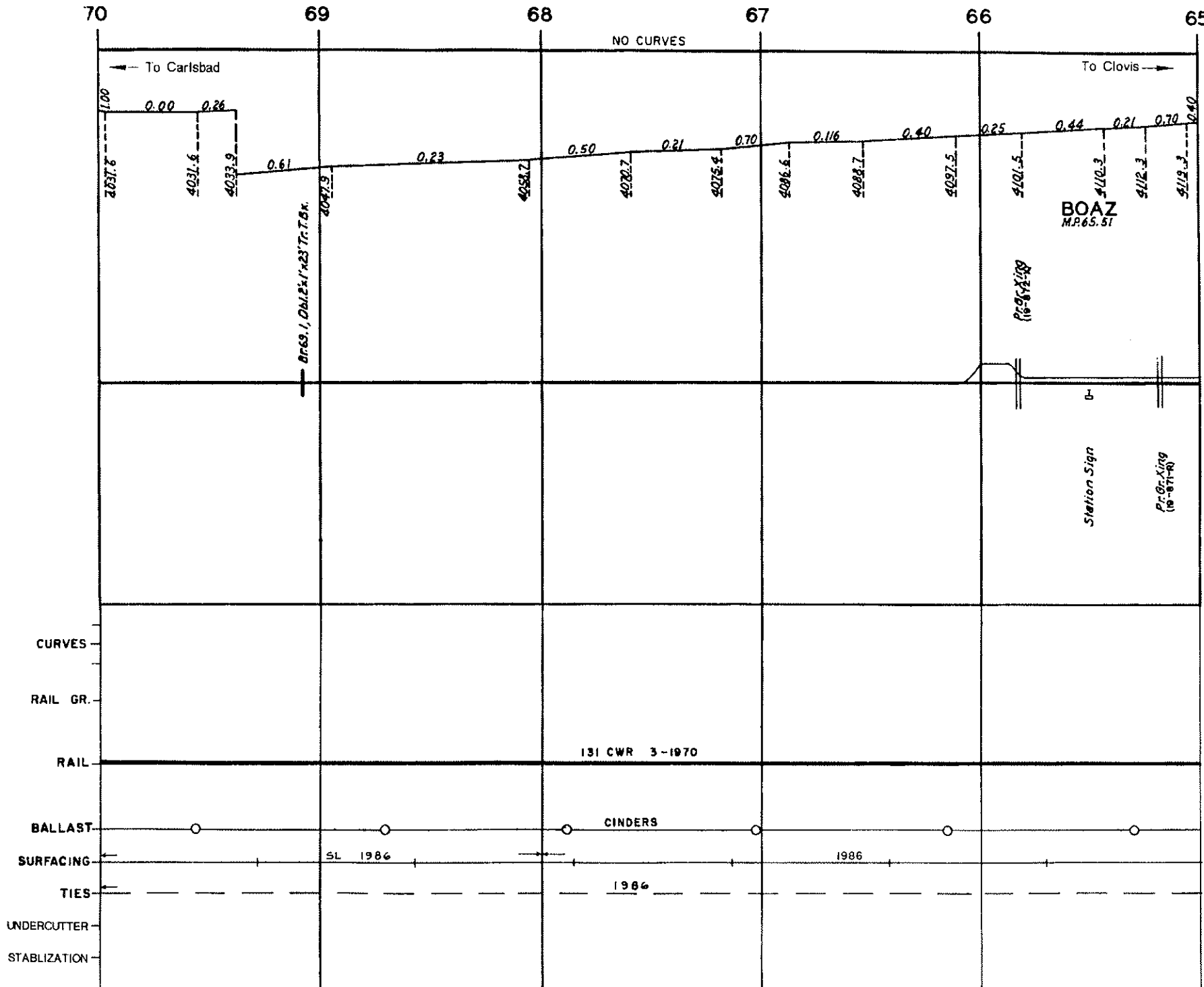


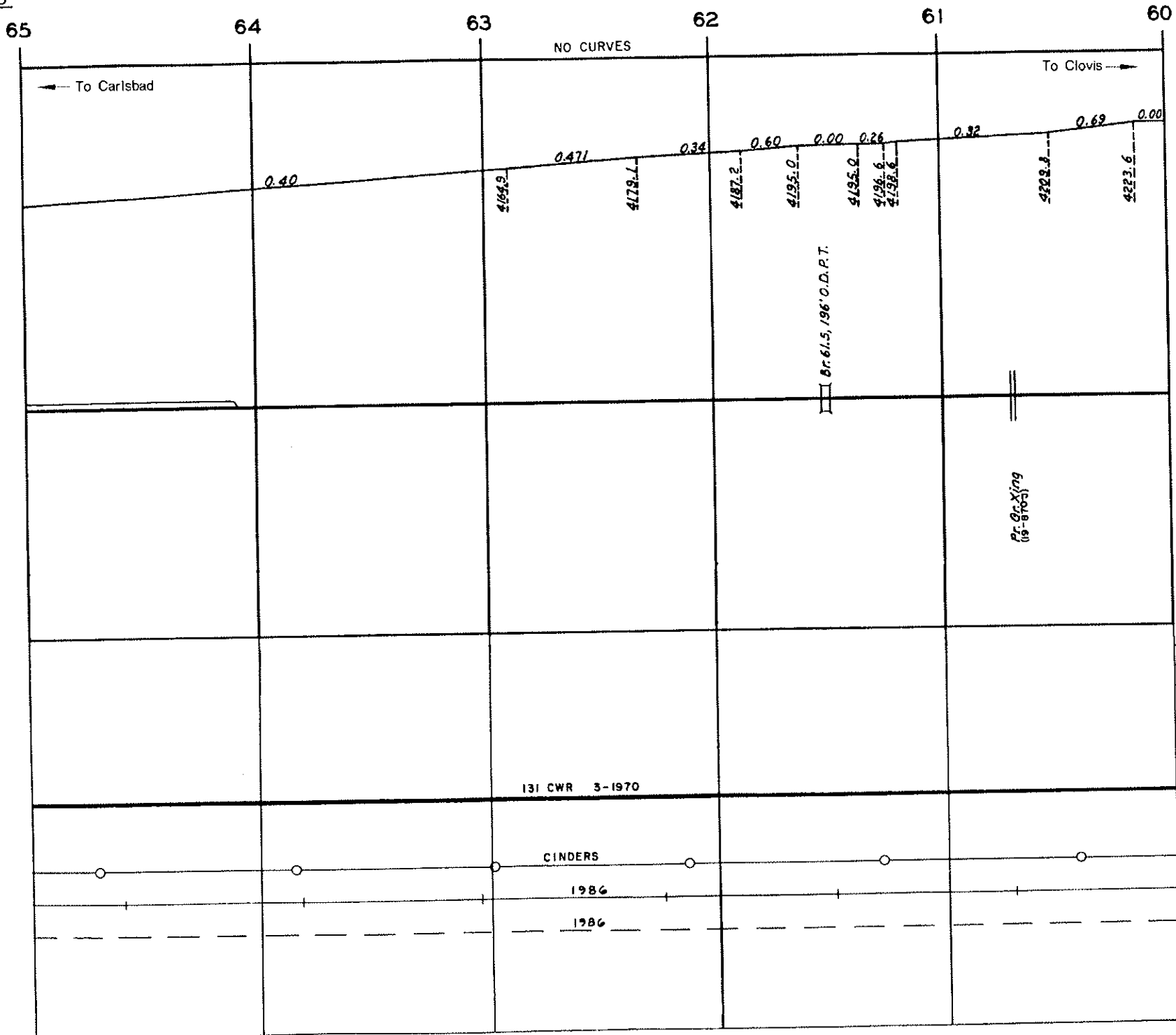


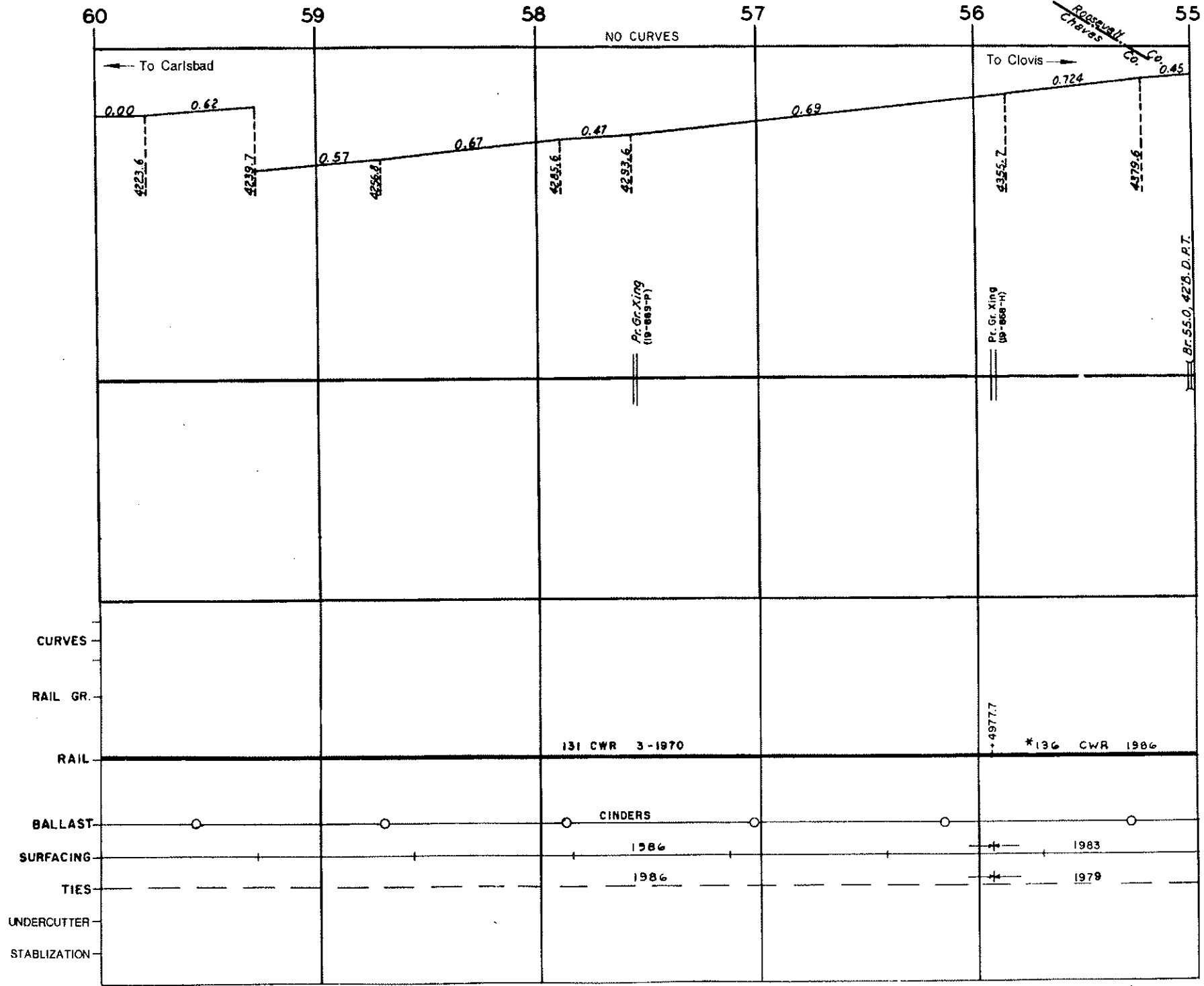


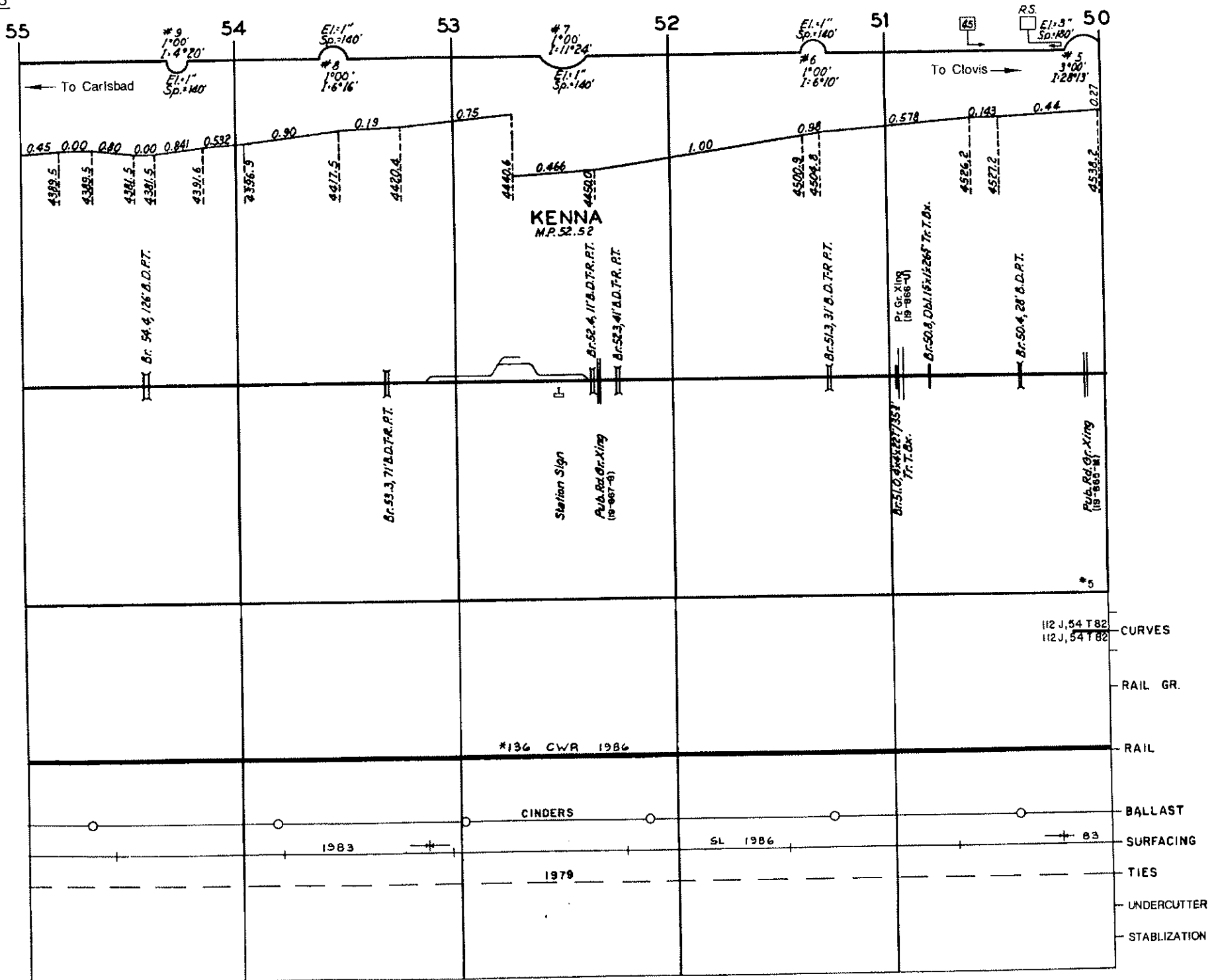


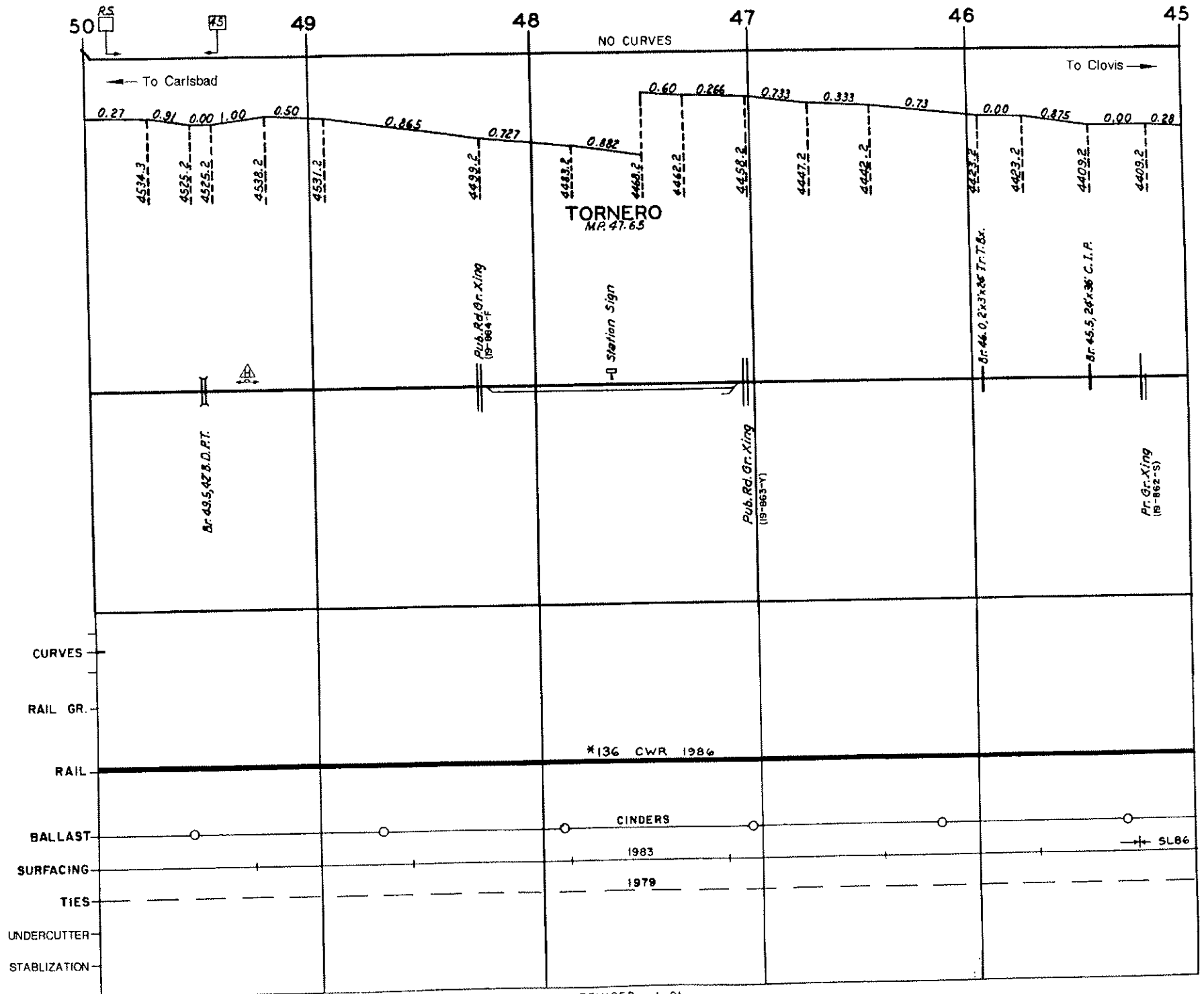


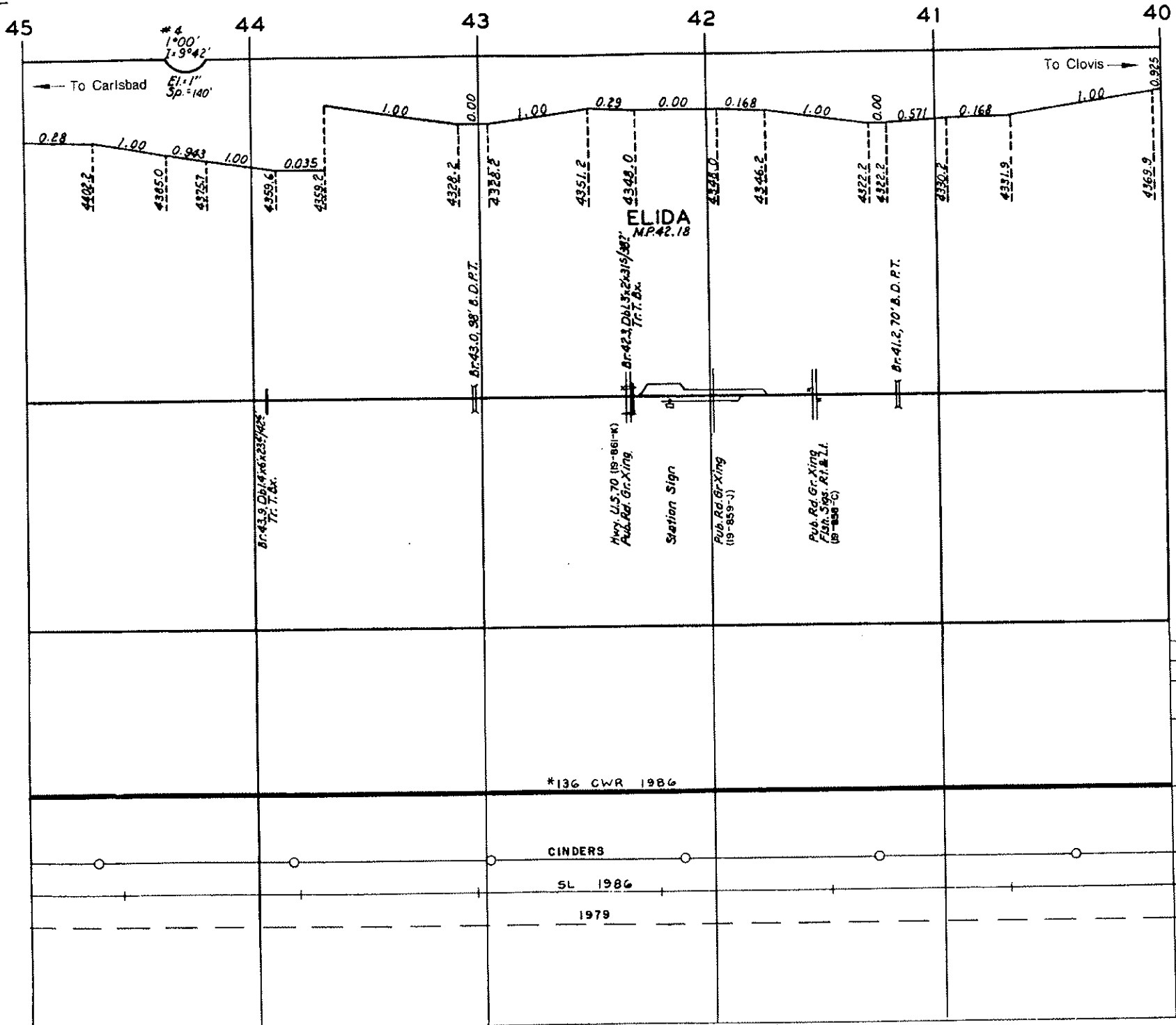


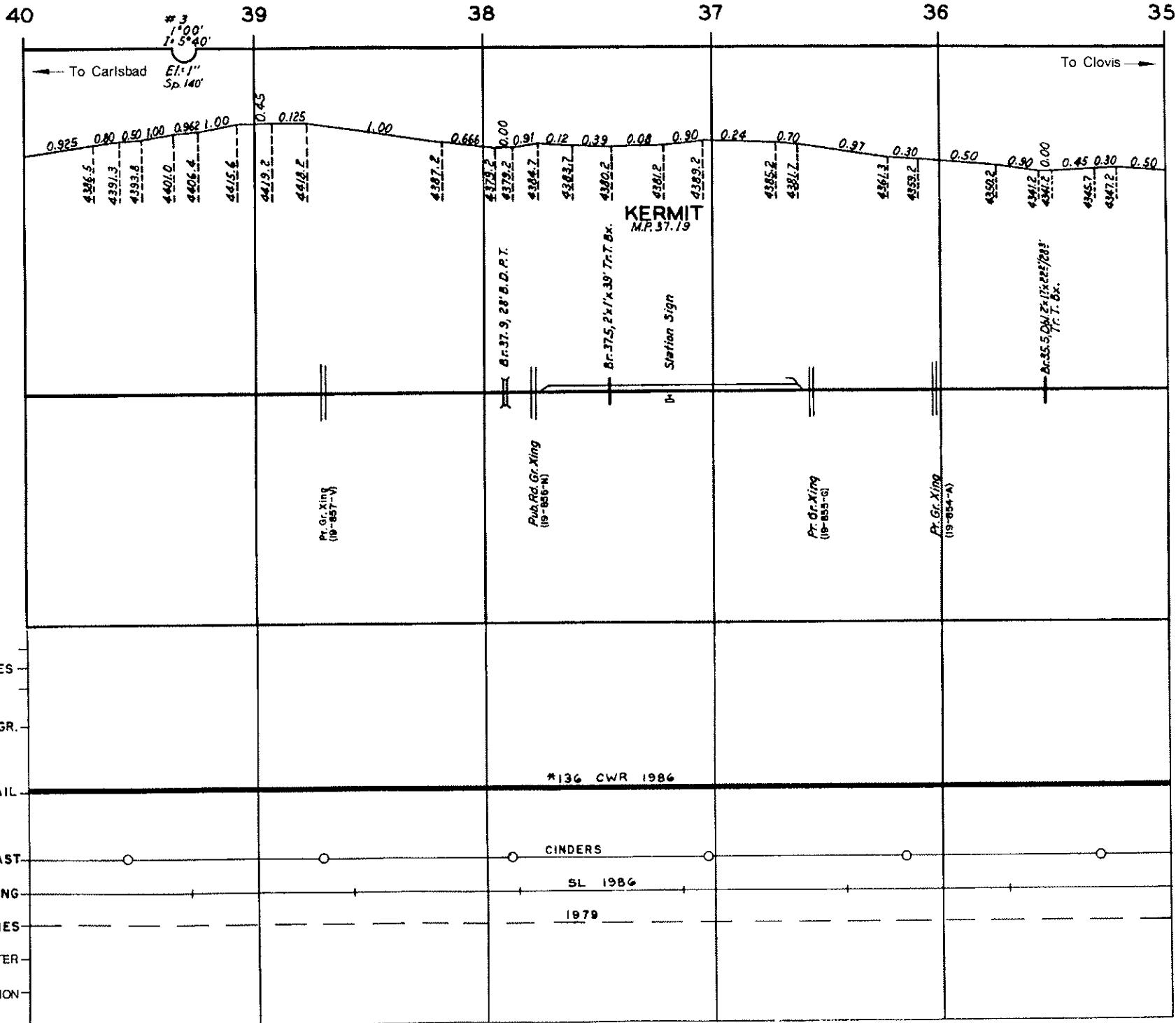


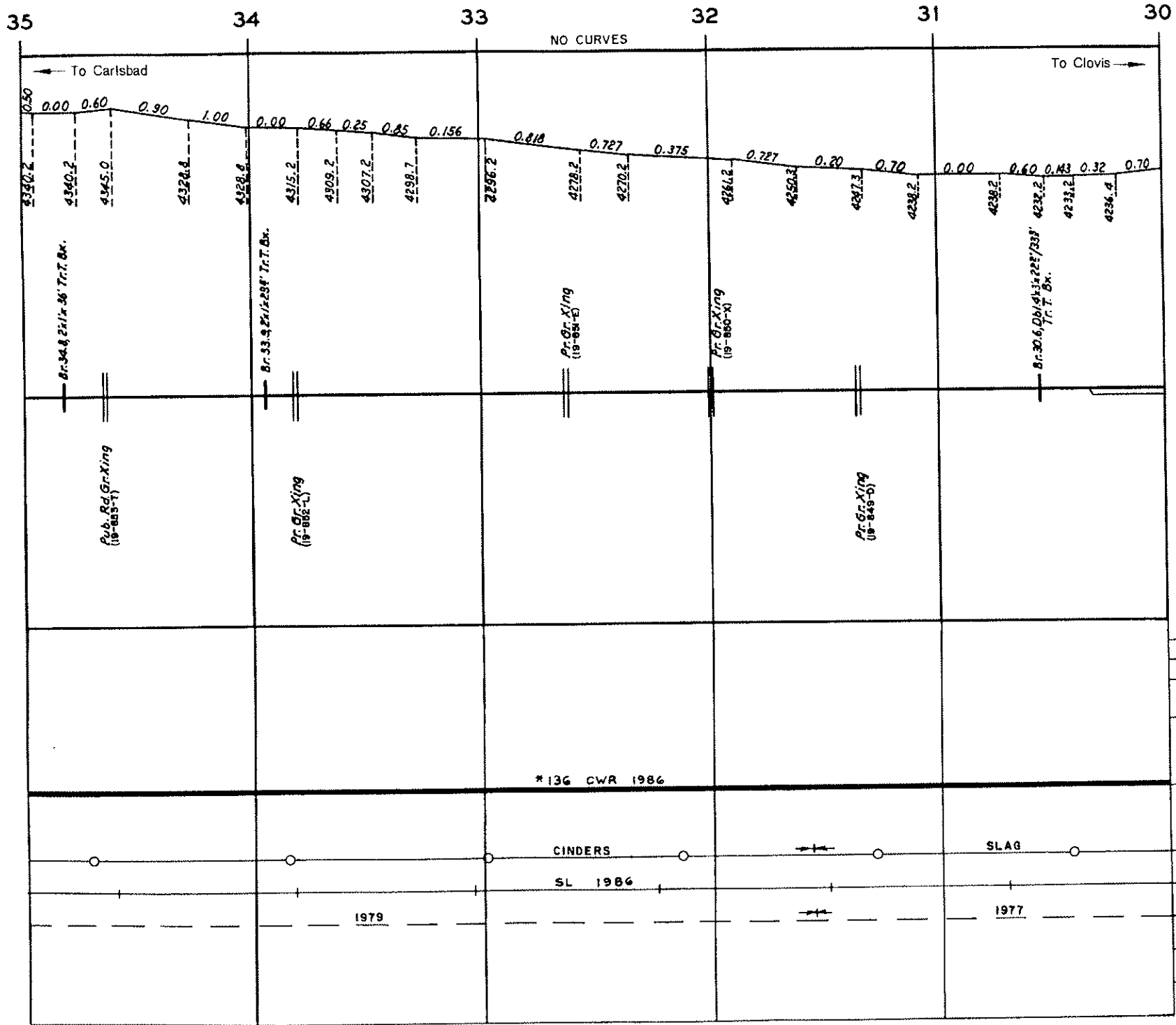




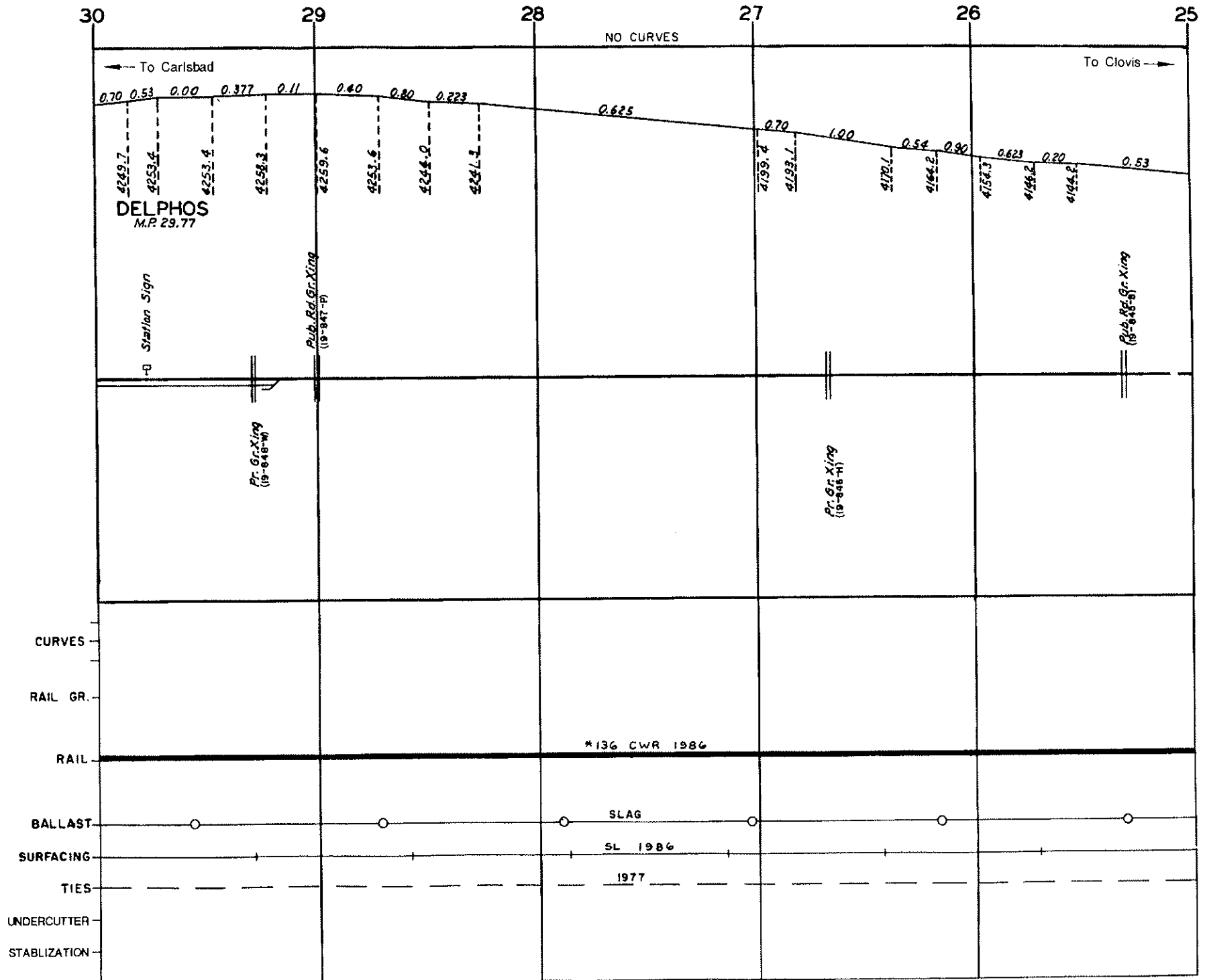


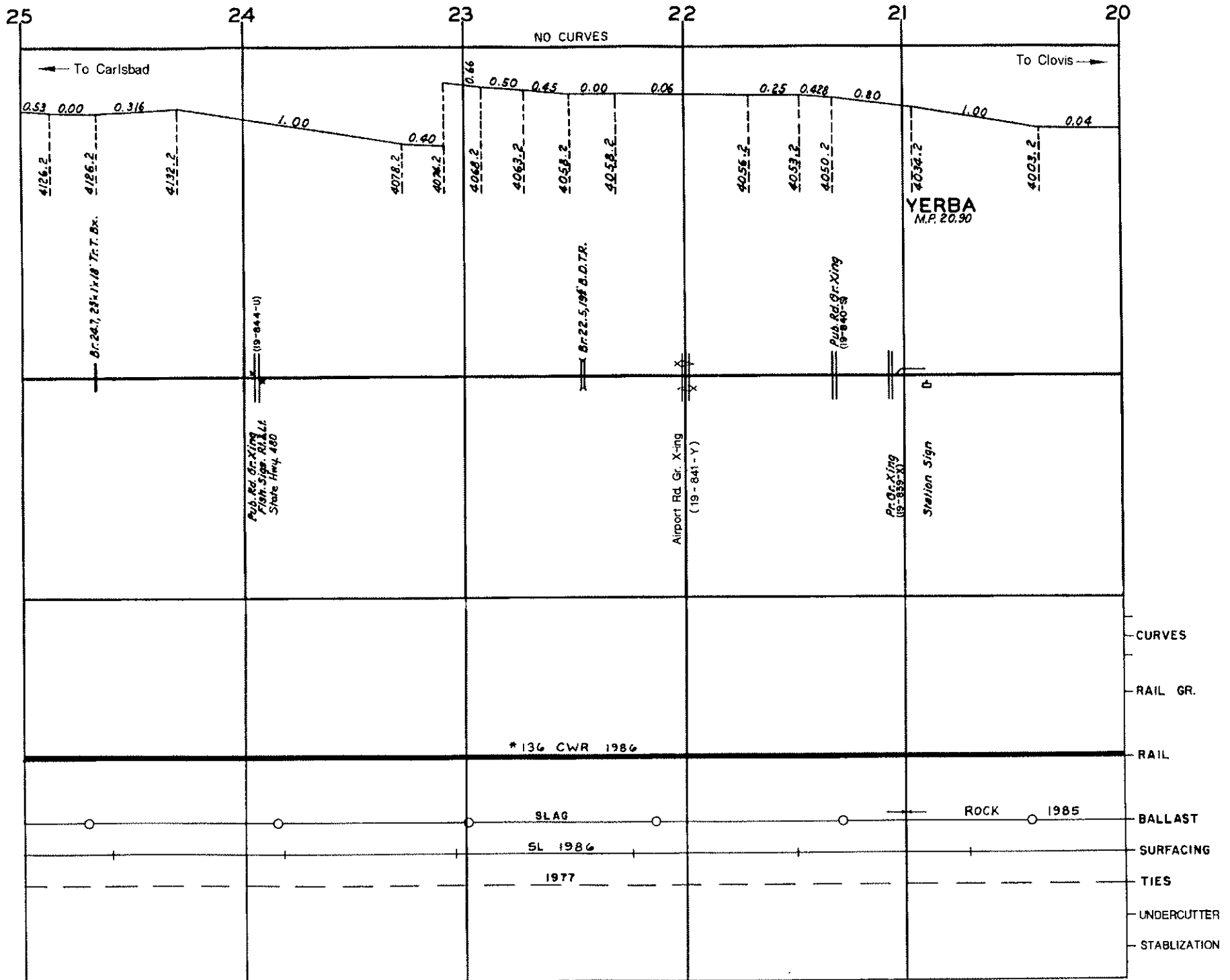


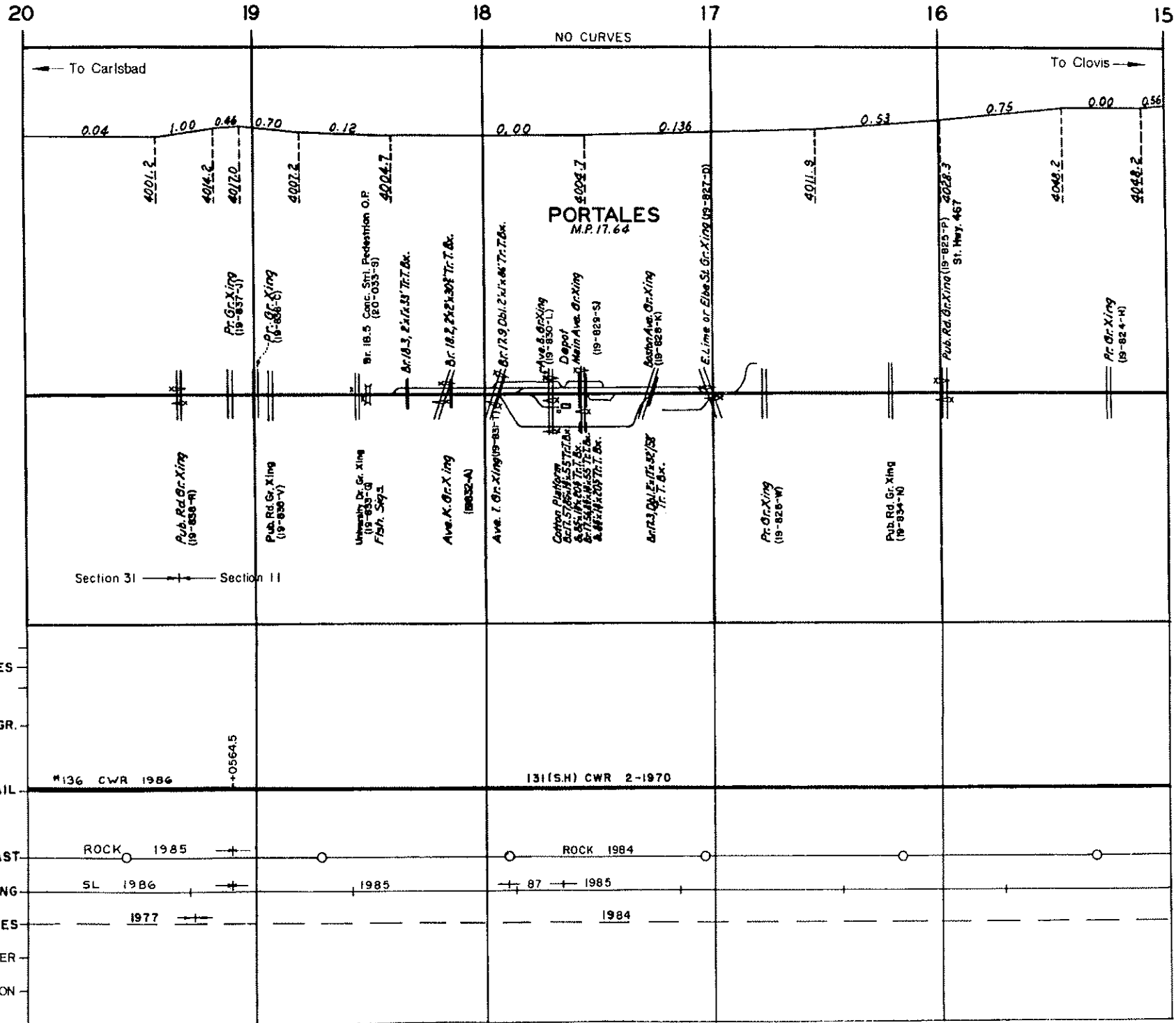


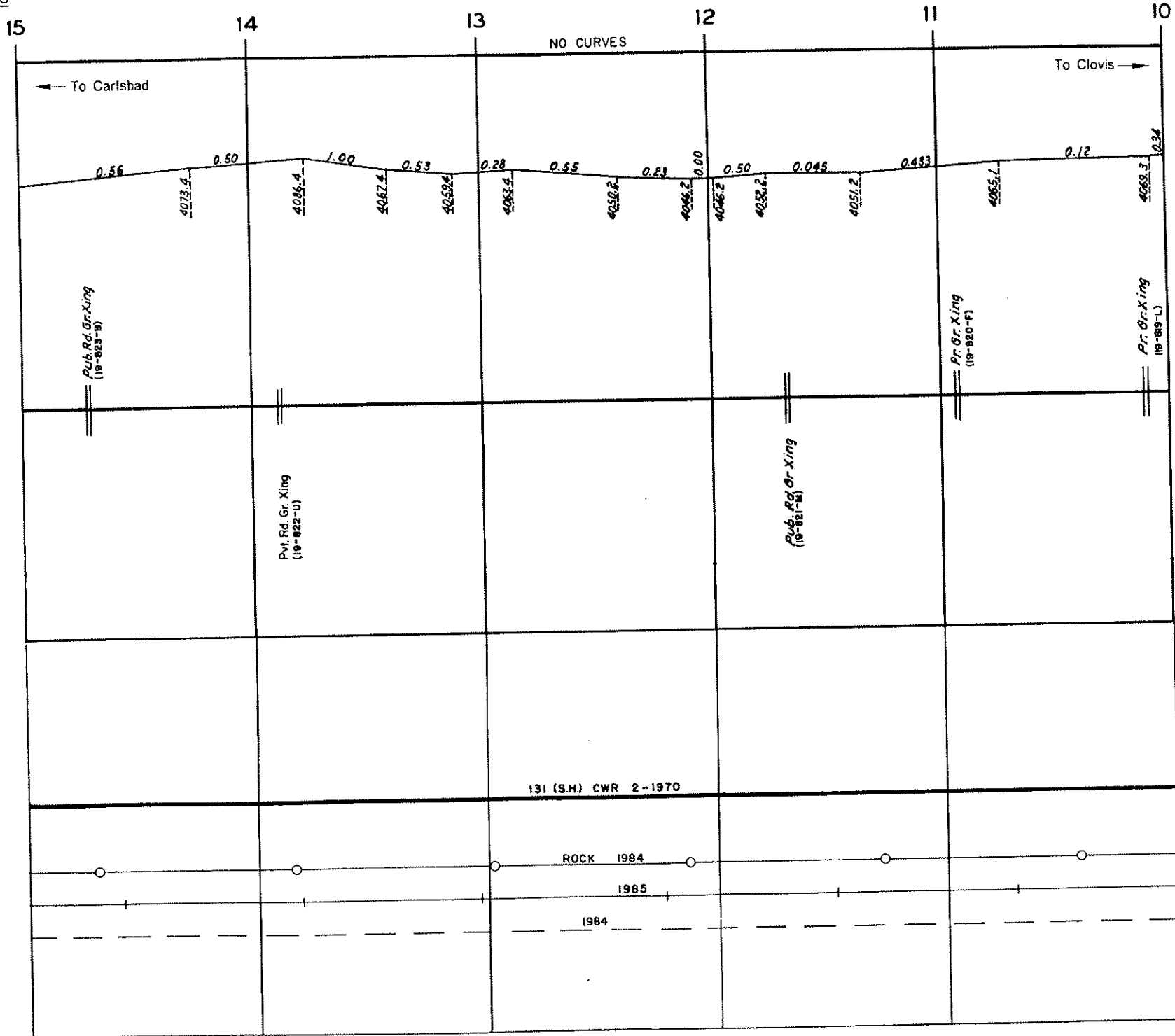


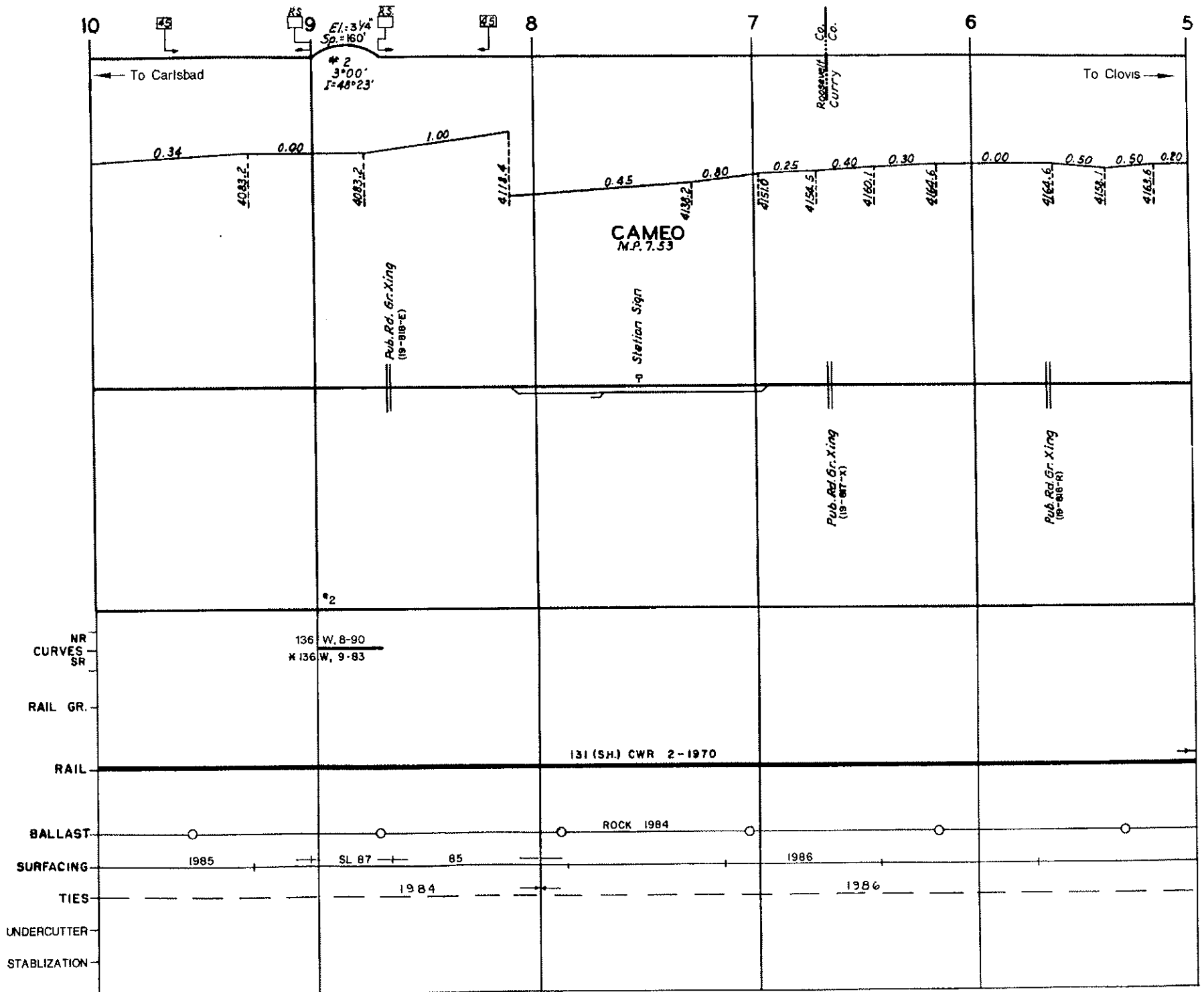
- CURVES
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

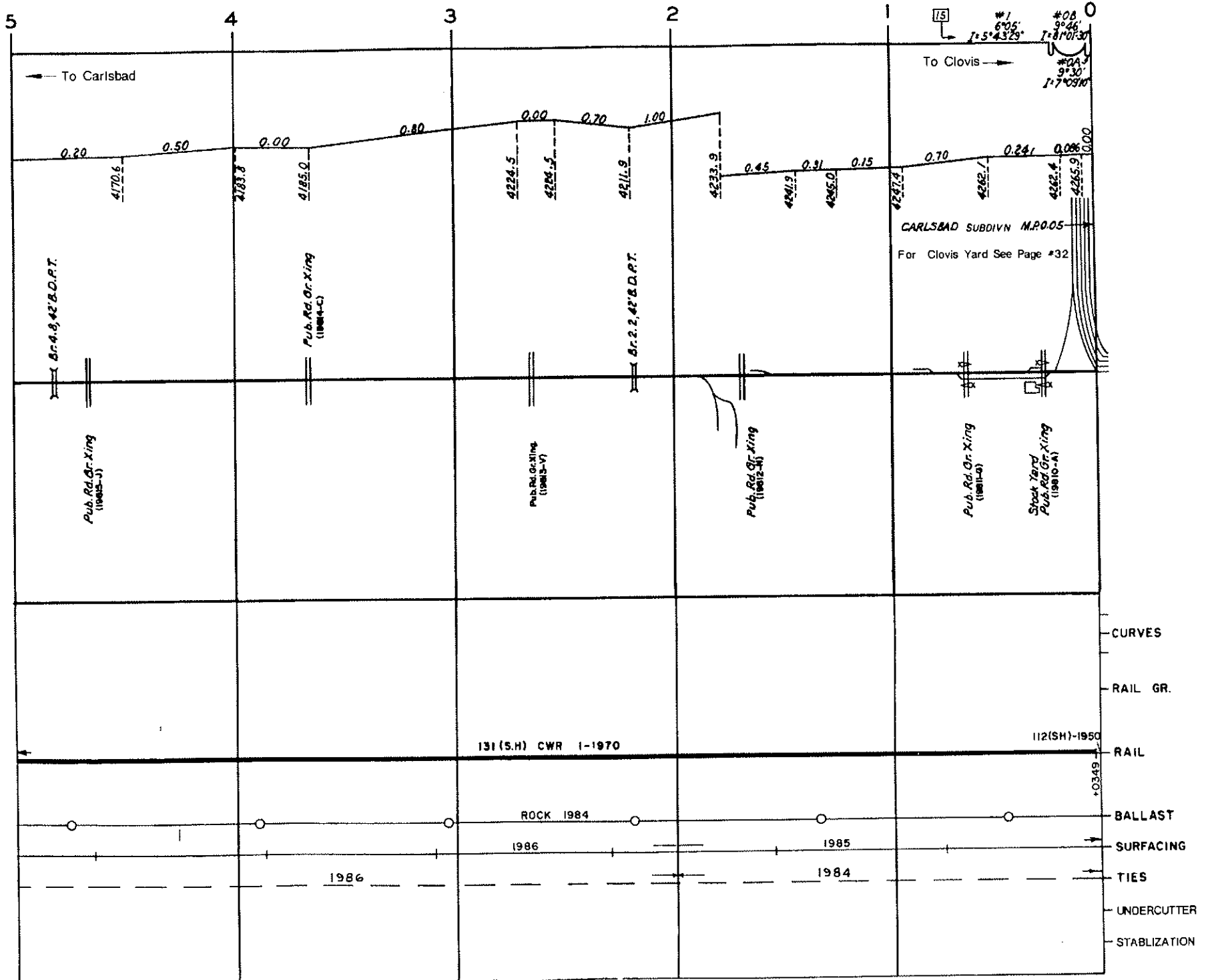








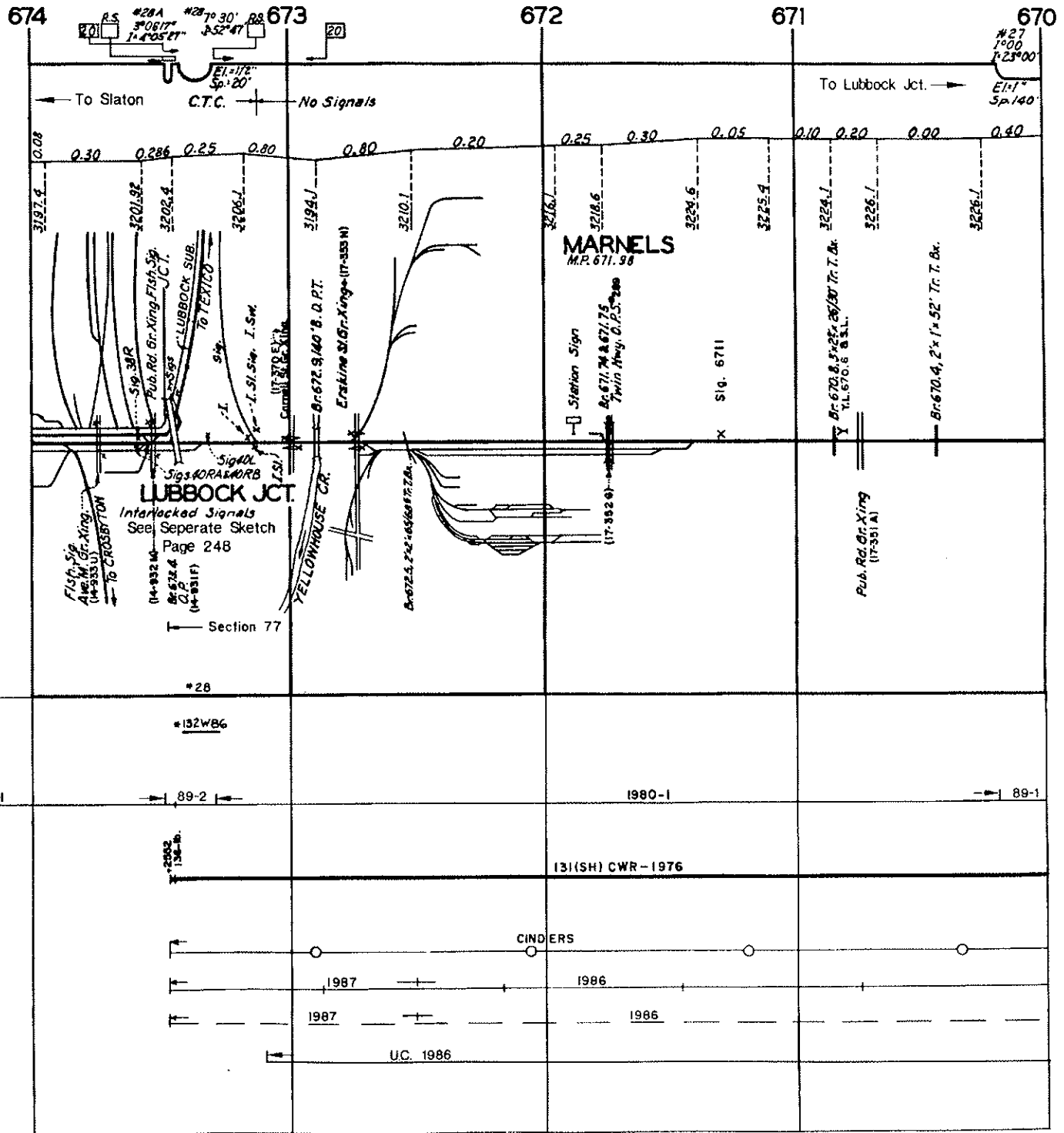




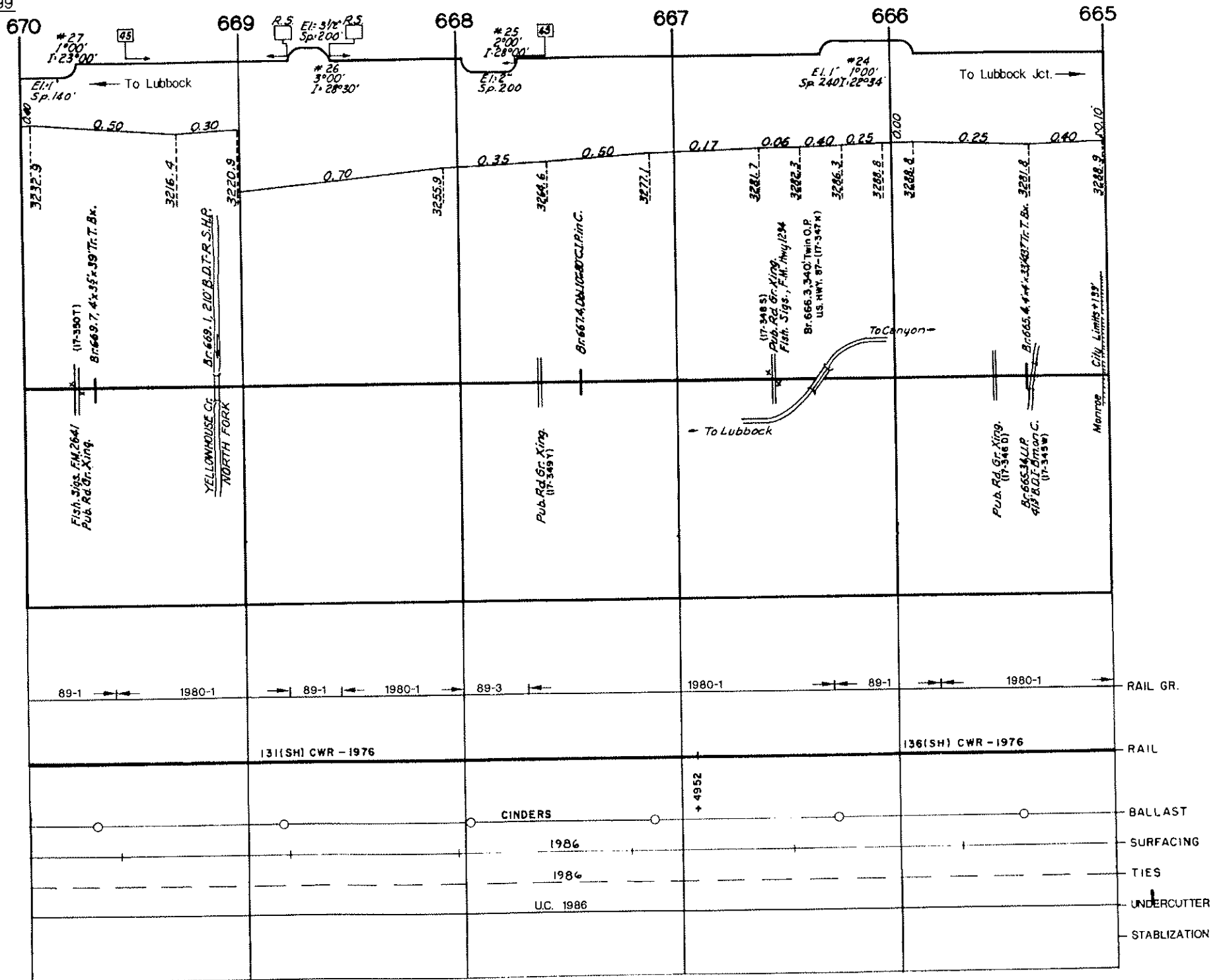
Carlsbad Subdivision

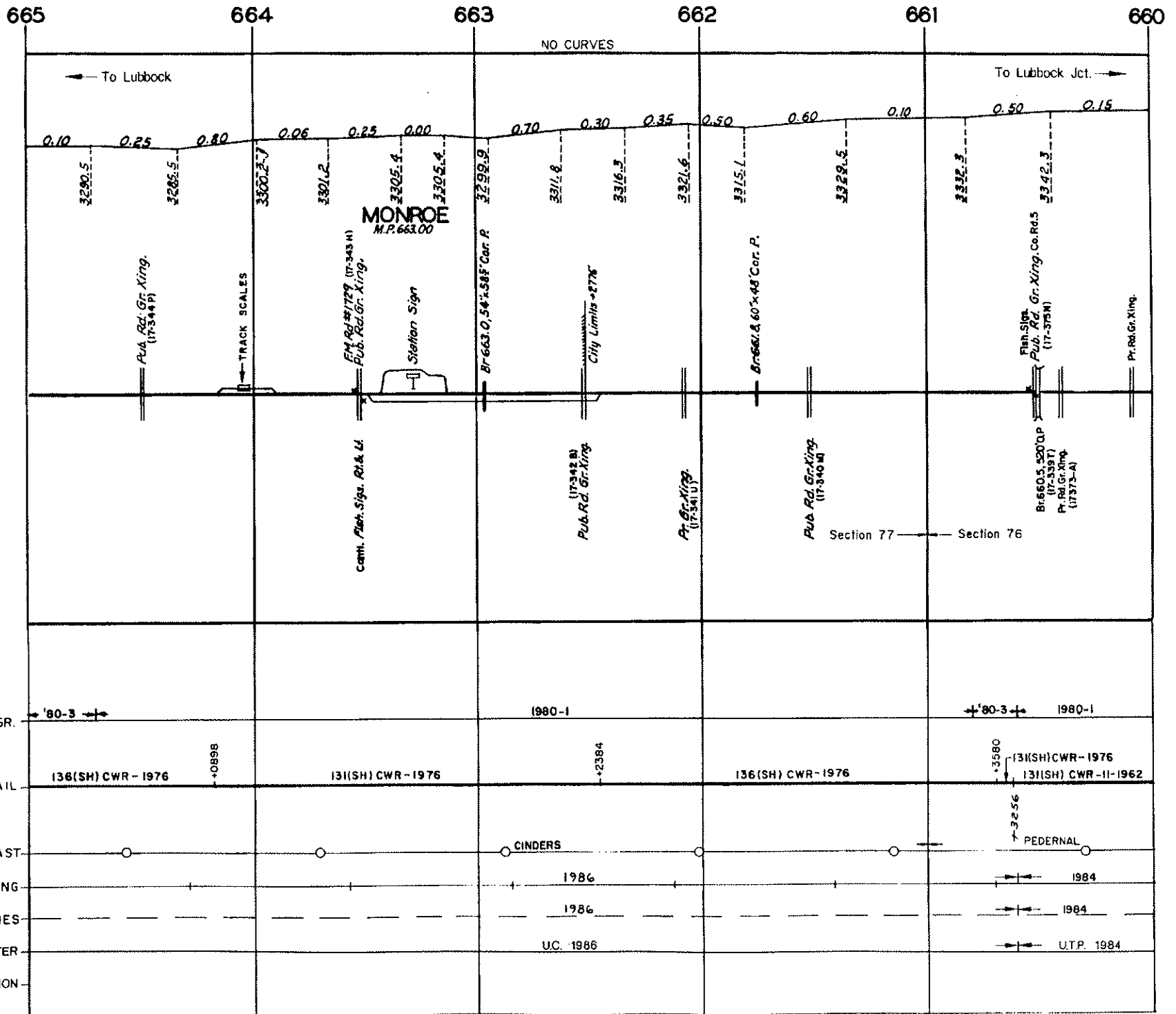
Clovis (M.P. 0.0) to Carlsbad (M.P. 183.0)

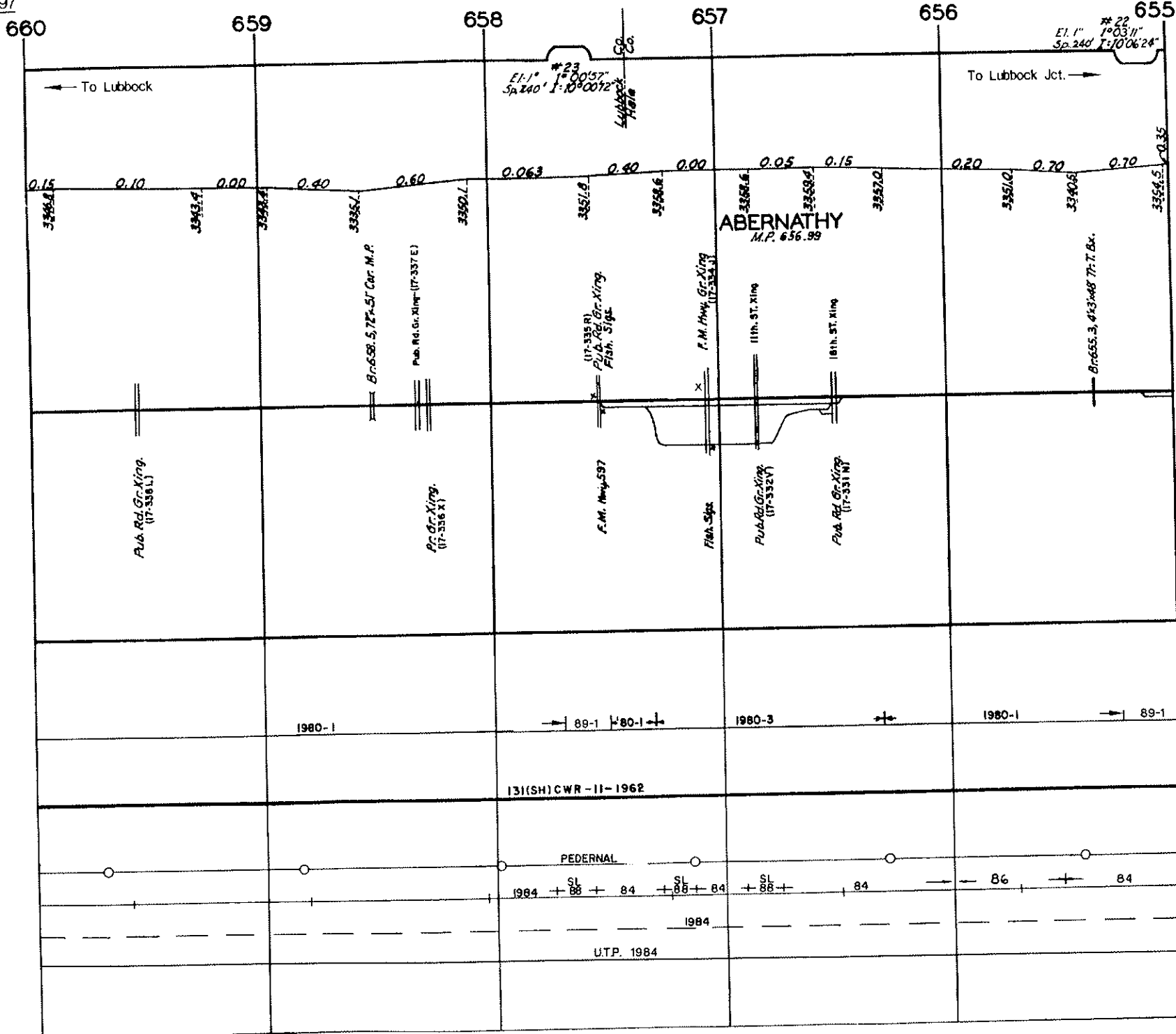
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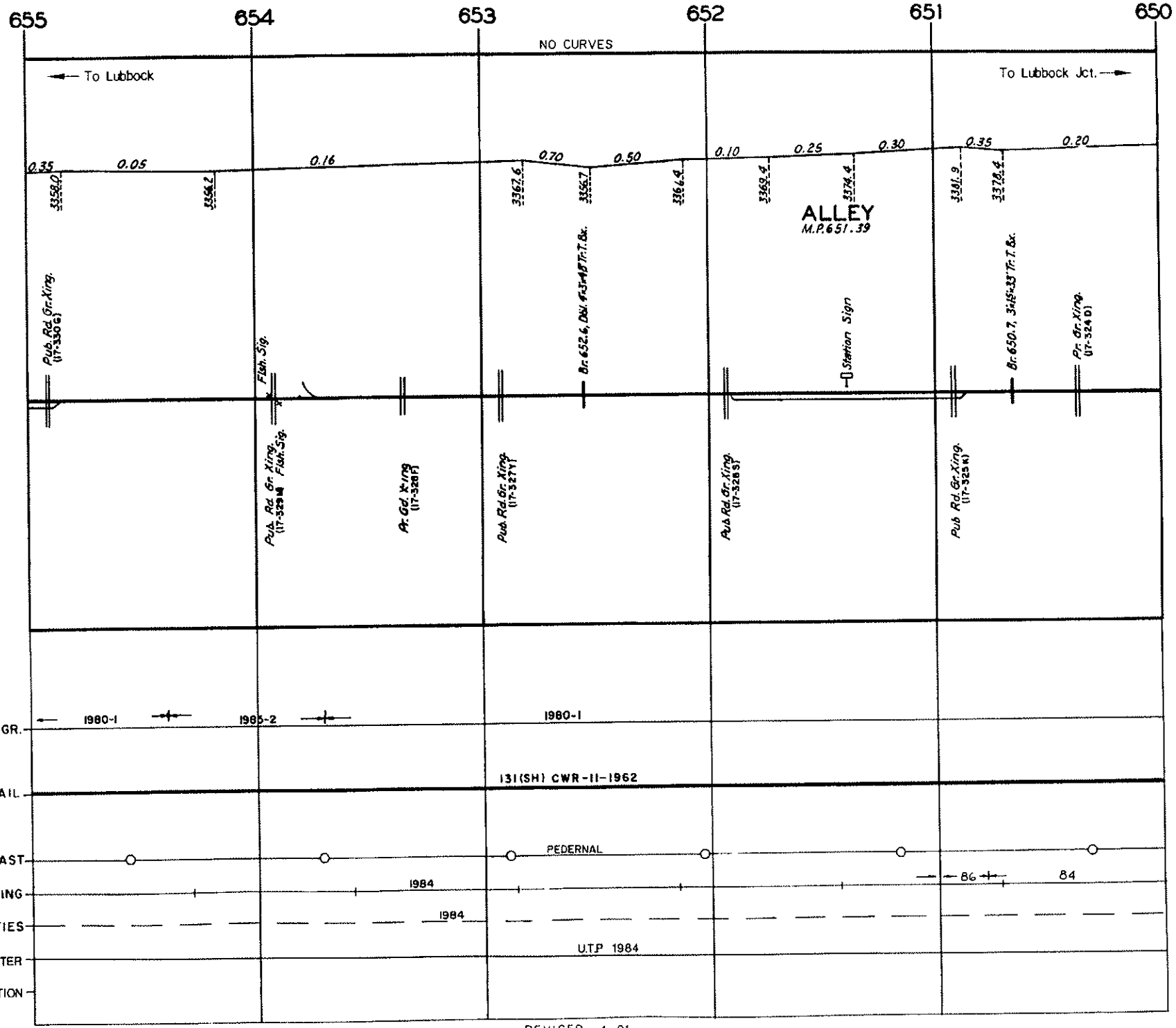


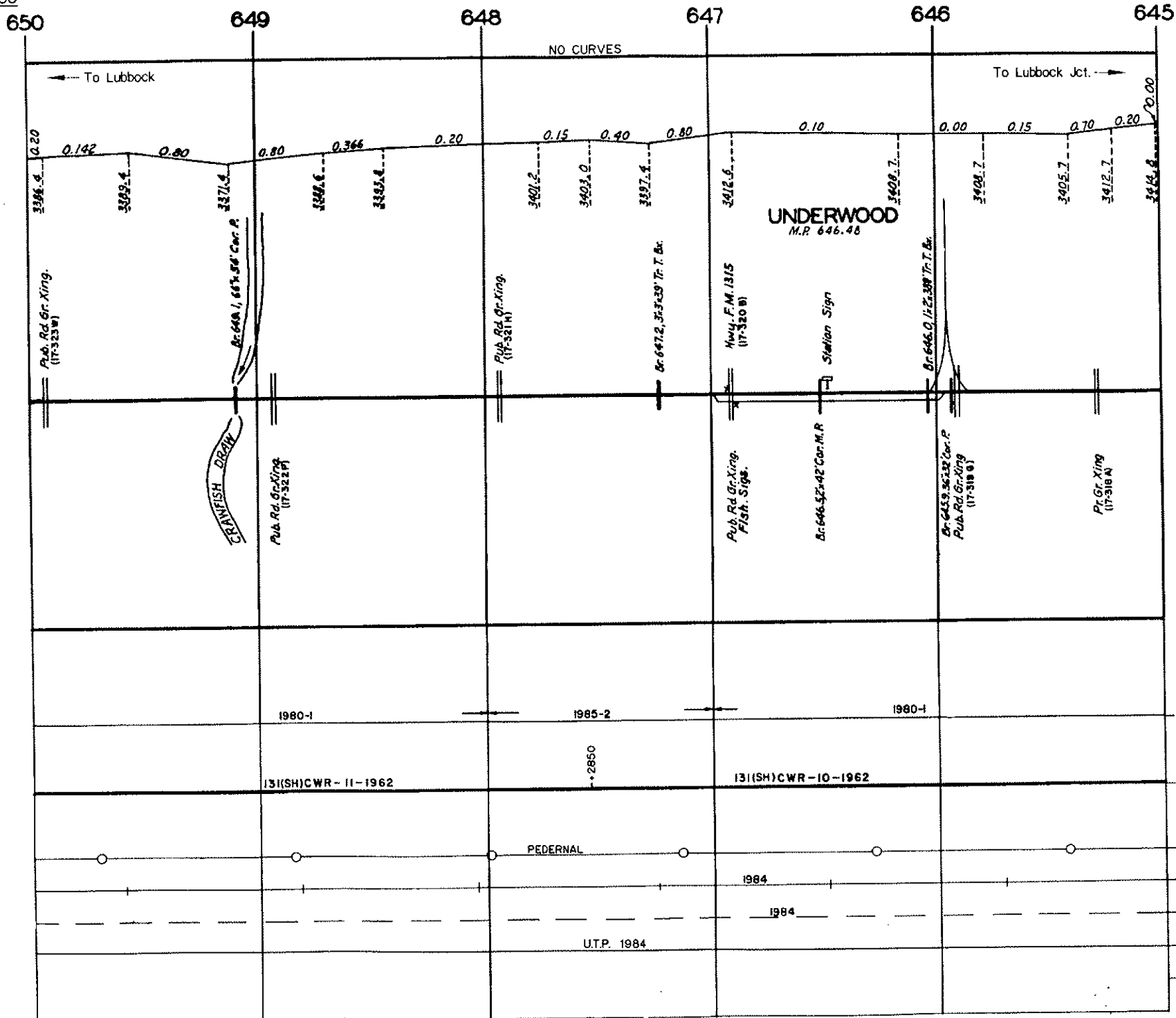
		* 28		
		* 132WB6		
RAIL GR.	1985-1	89-2	1980-1	89-1
RAIL		134-b.	131(SH) CWR - 1976	
BALLAST			CINDERS	
SURFACING		1987	1986	
TIES		1987	1986	
UNDERCUTTER		UC. 1986		
STABILIZATION				

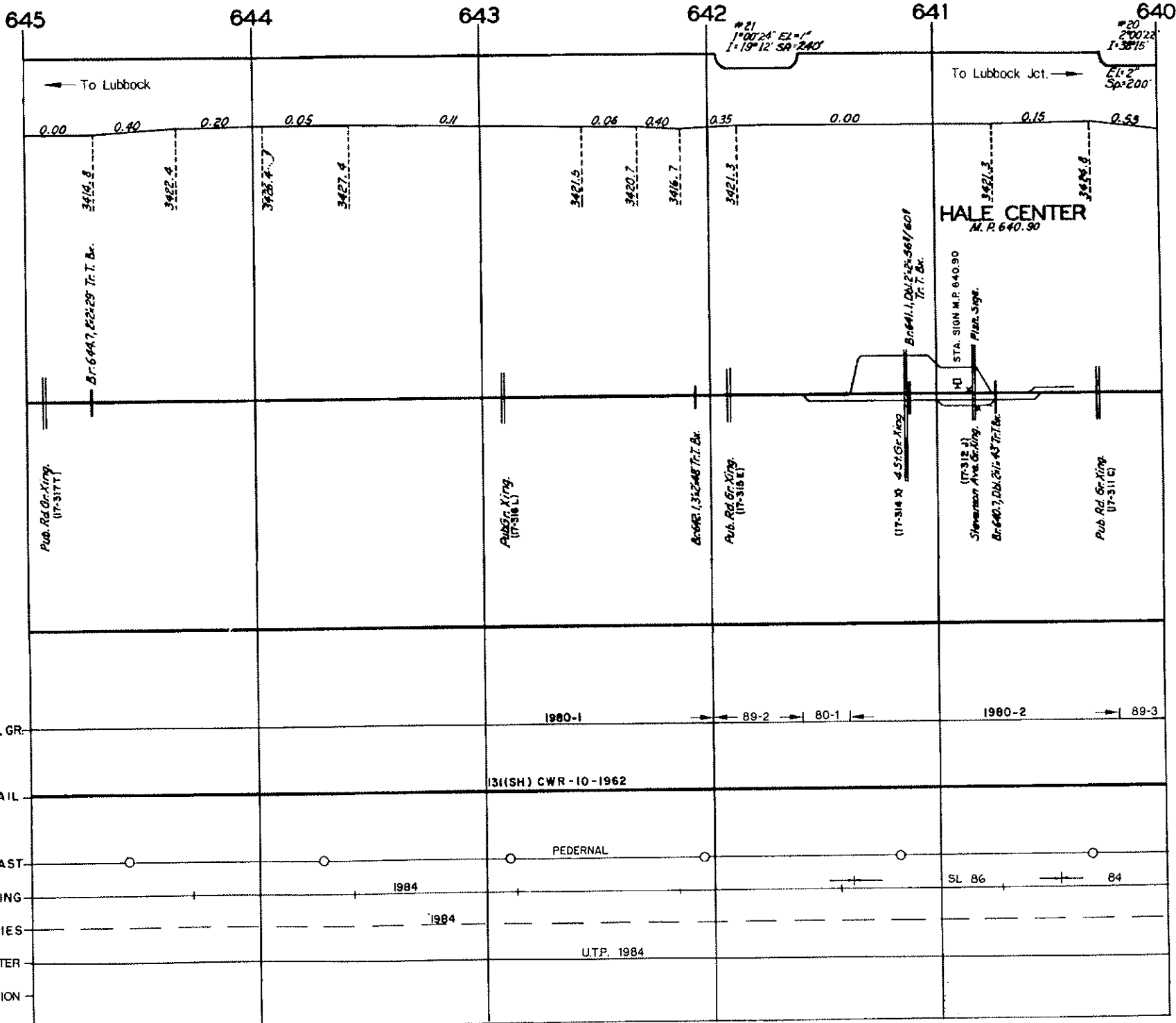












645

644

643

642

641

640

To Lubbock ←

→ To Lubbock Jct.

0.00 0.40 0.20 0.05 0.11 0.06 0.40 0.35 0.00 0.15 0.55

3419.8
3422.4
3426.7
3427.9
3429.5
3430.7
3436.7
3421.3
3421.3
3429.8
3429.8

Br. 644.7, 22x29 Tr. T. Br.
Pub. Rd. Gr. Xing. (17-311 F)
Pub. Rd. Gr. Xing. (17-318 L)
Br. 642.1, 32x48 Tr. T. Br.
Pub. Rd. Gr. Xing. (17-318 E)
Br. 641.1, 24x24x36/60 Tr. T. Br.
STA. SIGN M.P. 640.90
Plan. Sign.
Stevenson Ave. Gr. Xing. (17-312 J)
Br. 640.7, 24x36 Tr. T. Br.
Pub. Rd. Gr. Xing. (17-311 C)

HALE CENTER
M. P. 640.90

RAIL GR			1980-1	89-2	80-1	1980-2	89-3	
RAIL			13(SH) CWR - 10 - 1962					
BALLAST							PEDERNAL	
SURFACING			1984			SL 86	84	
TIES			1984					
UNDERCUTTER					U.T.P. 1984			
STABILIZATION								

640

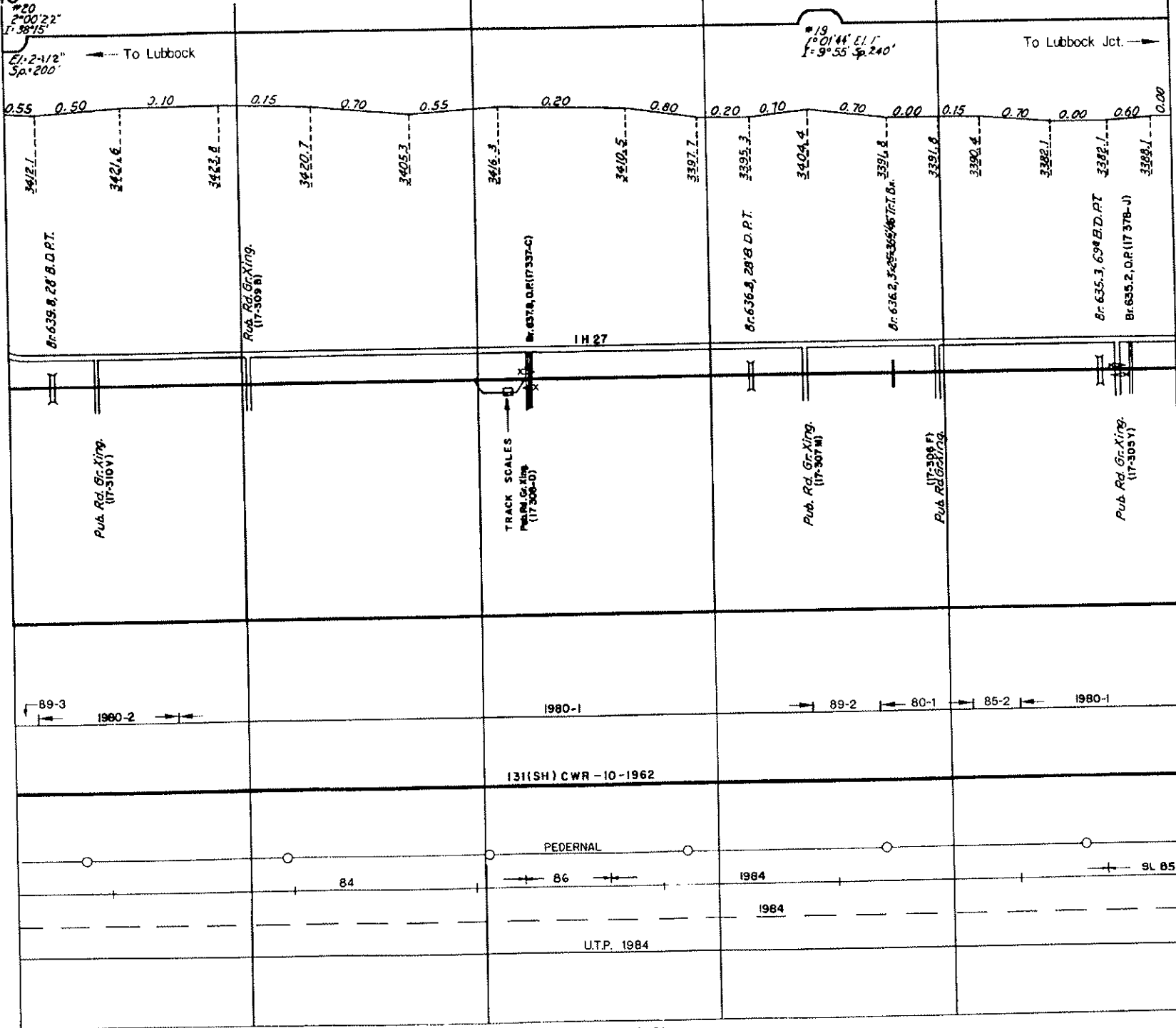
639

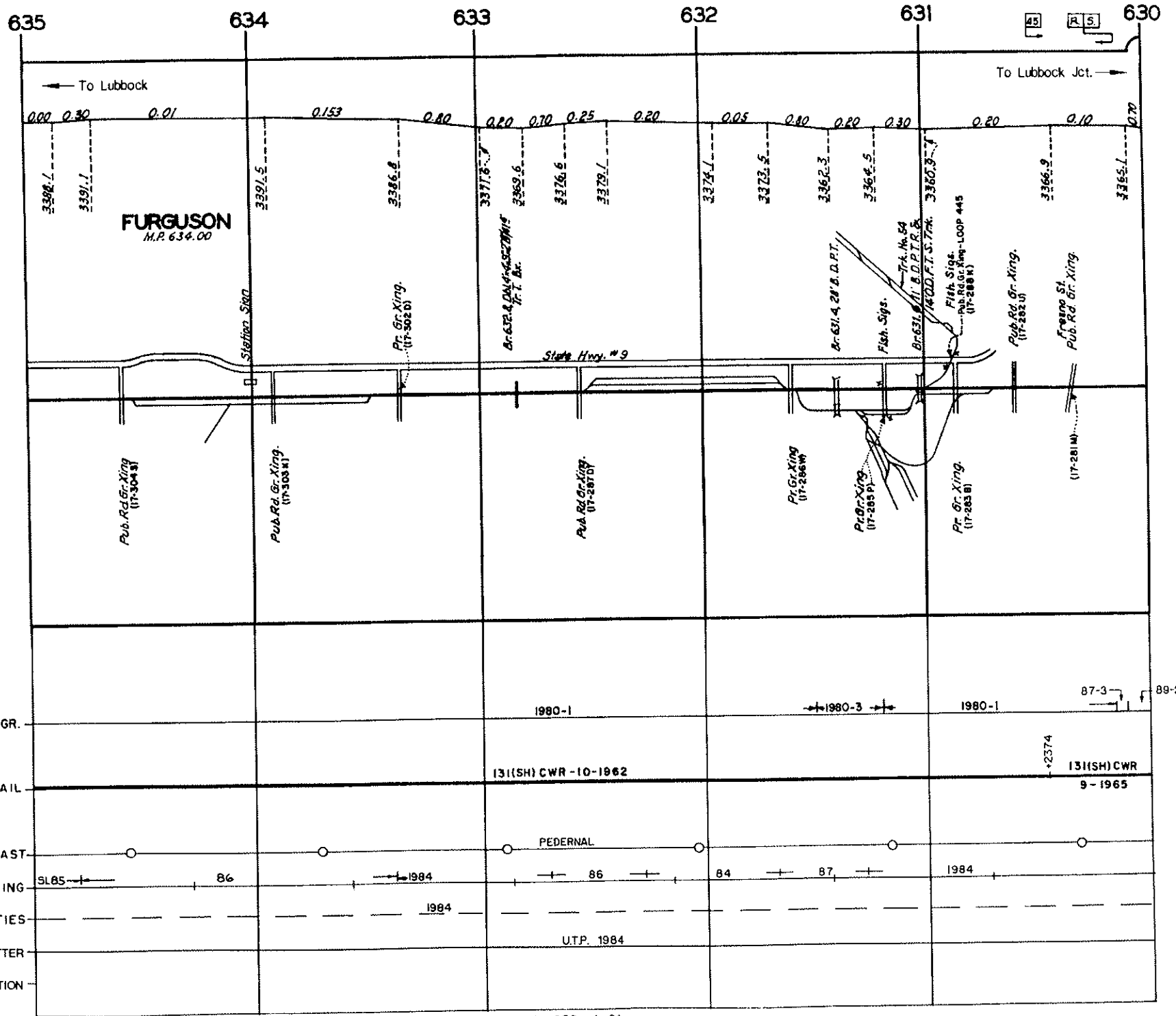
638

637

636

635





630

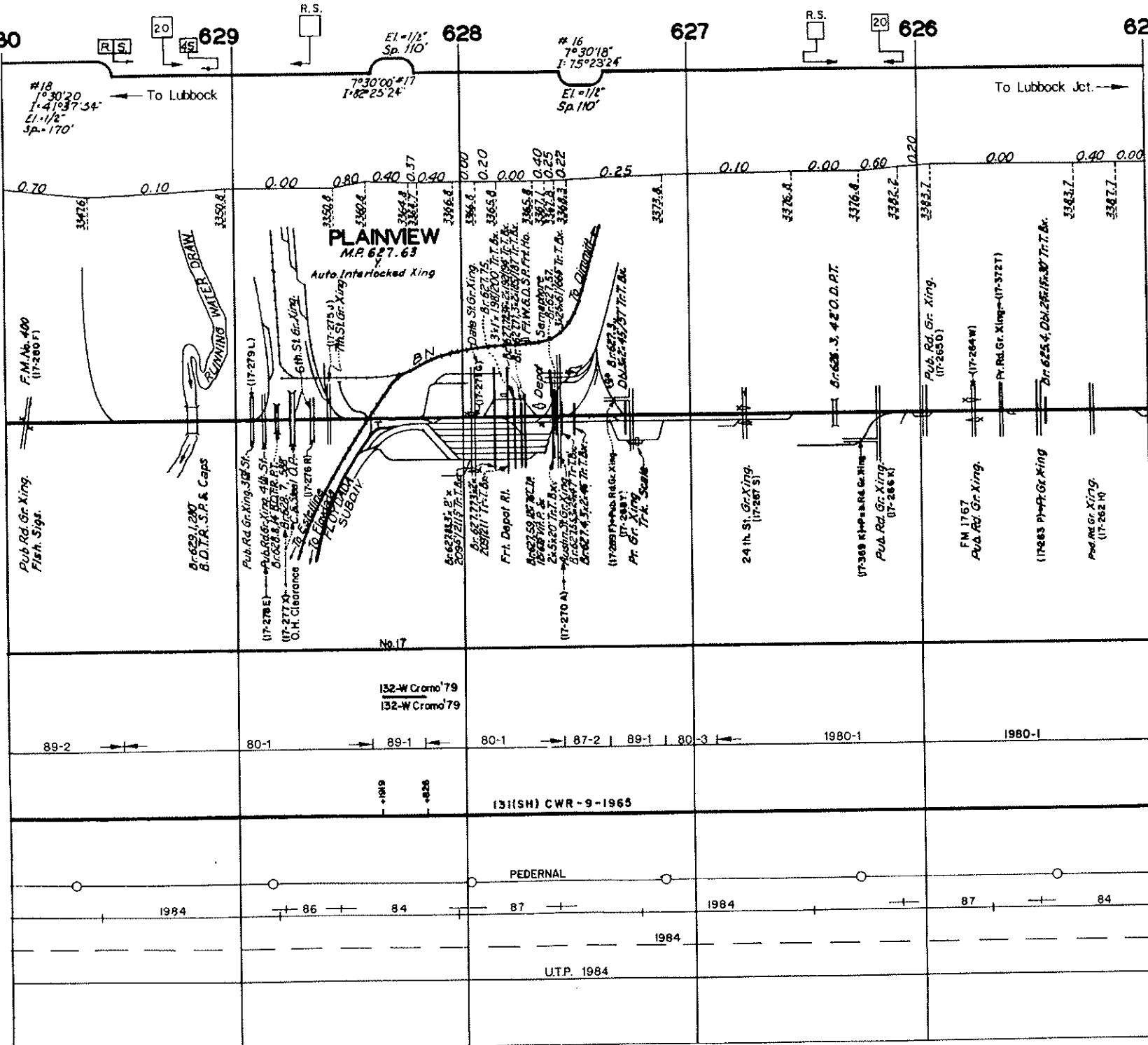
629

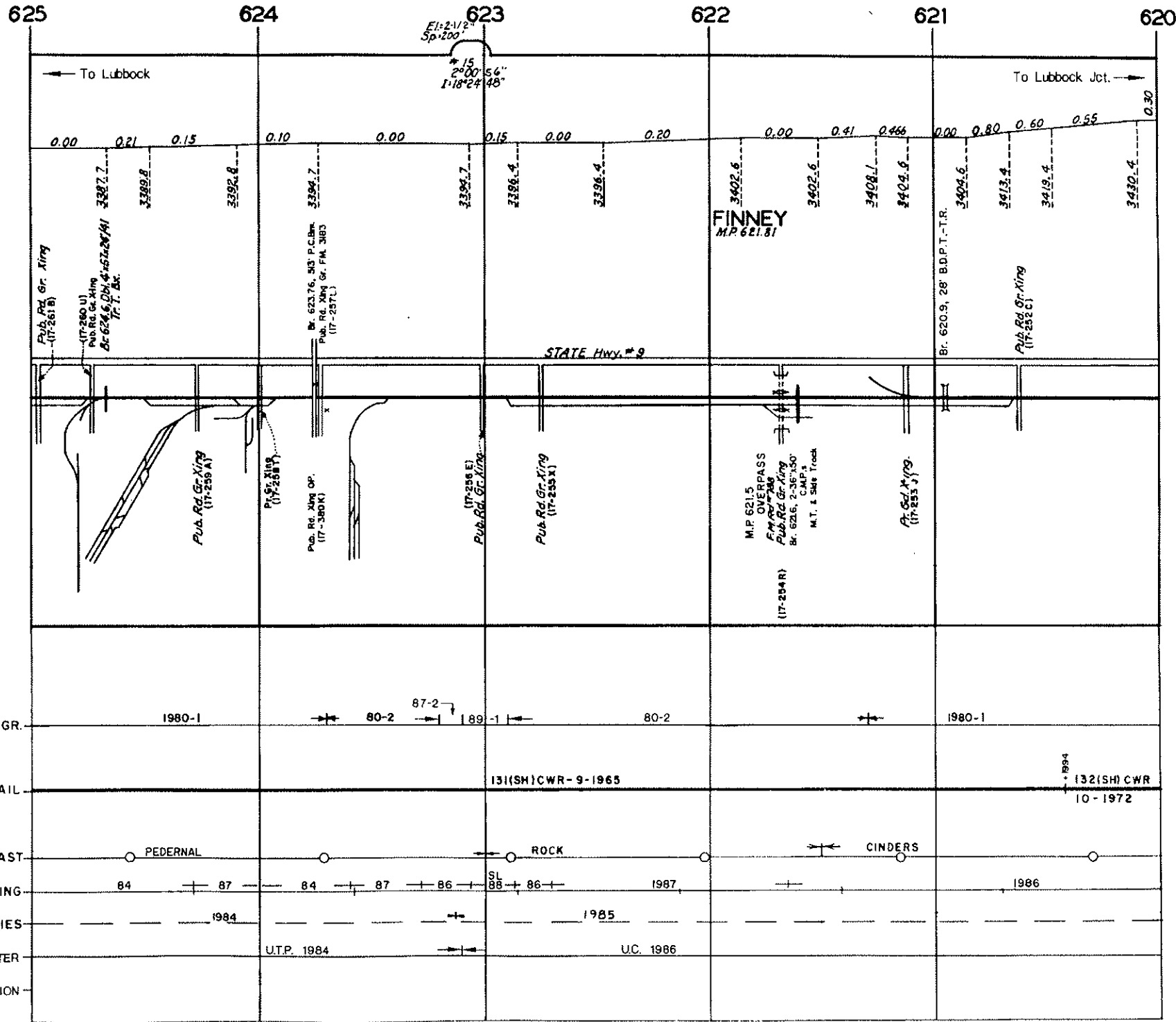
628

627

626

625





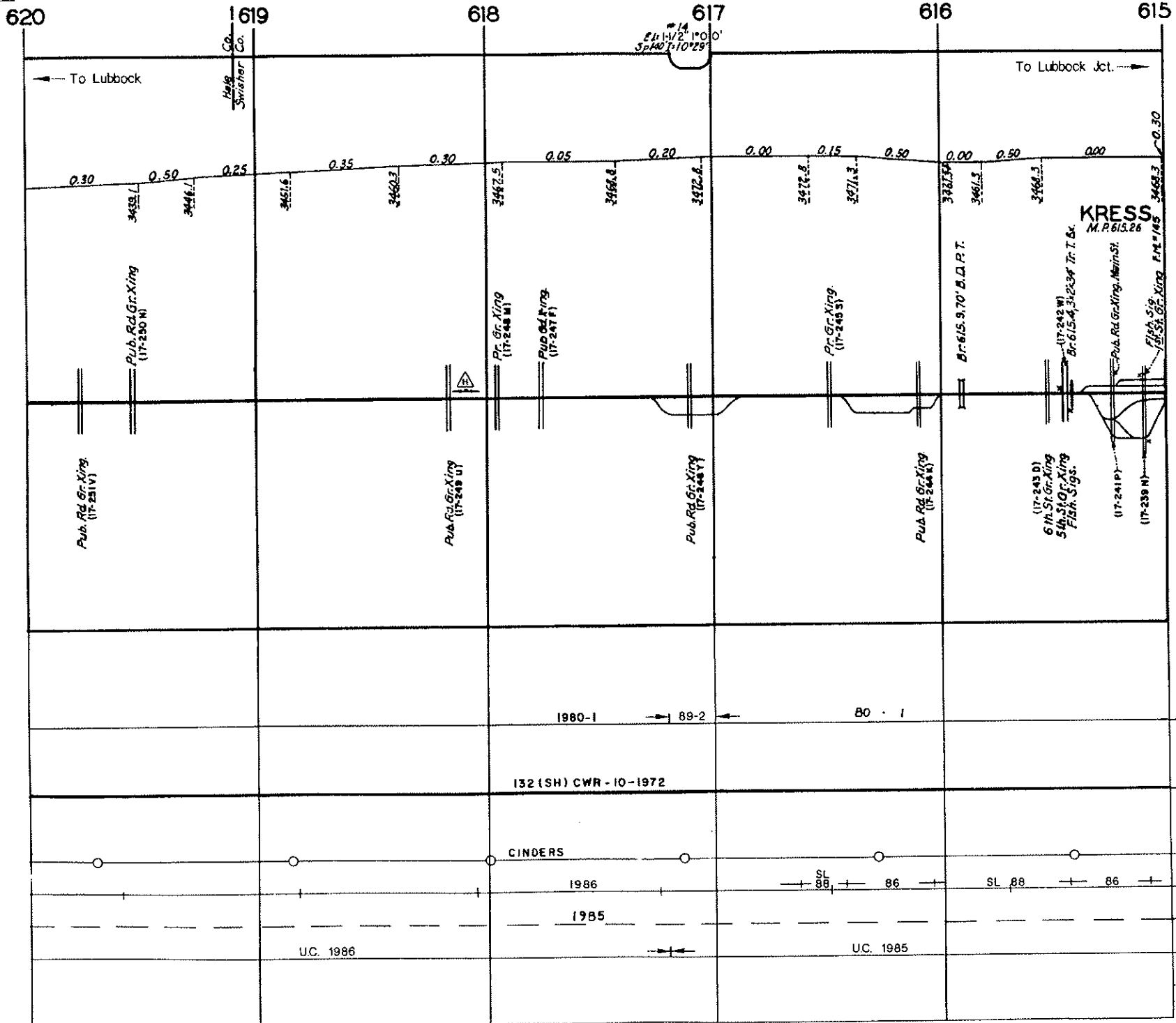
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 $Sp = 200'$
 $\Delta = 15'$
 $2'00''$
 $56''$
 $1'18''24''$
 $48''$

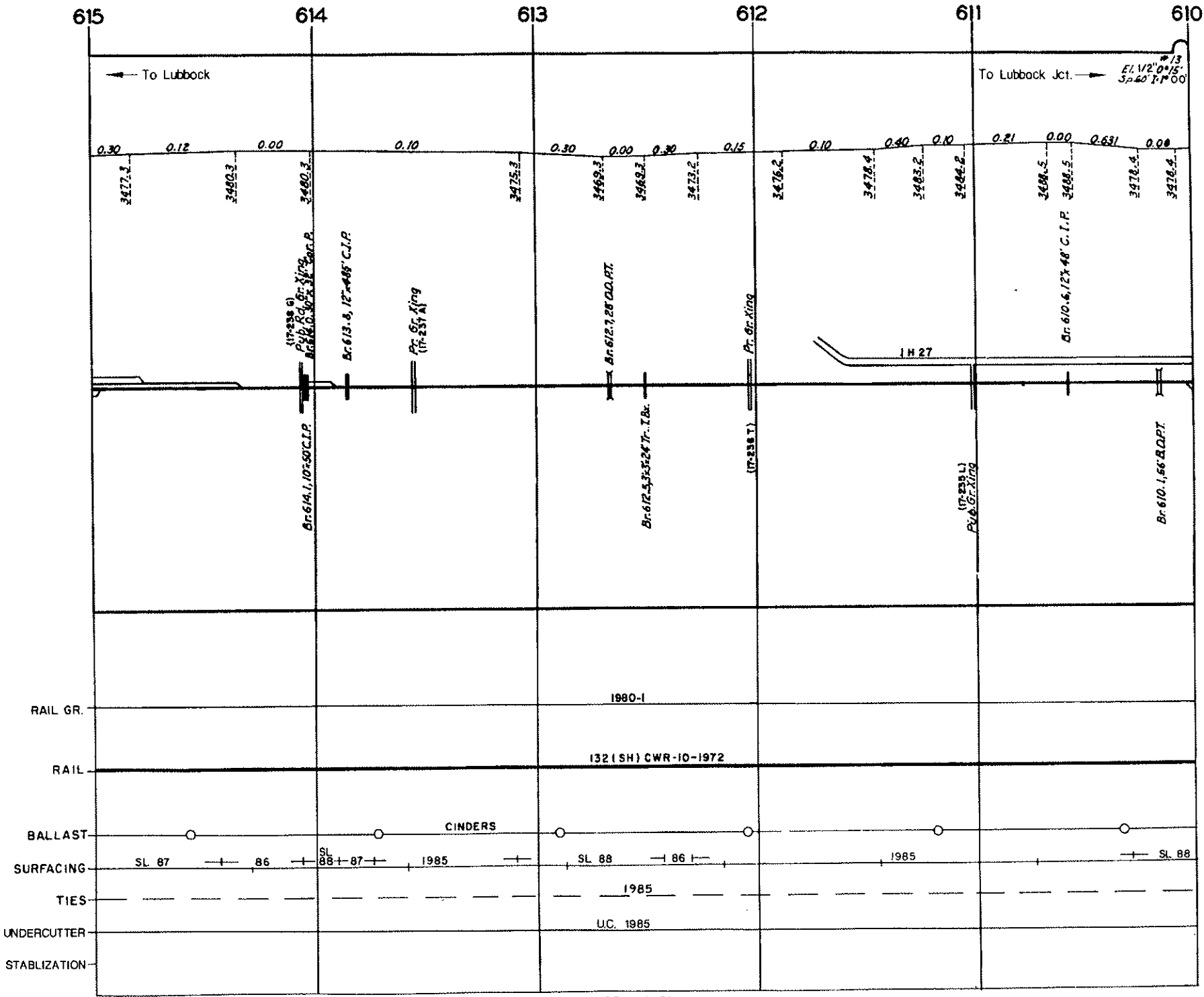
FINNEY
 M.P. 621.81

STATE HWY. #9

M.P. 621.5
 OVERPASS
 F.M. 1977
 Pub. Rd. Gr. King
 Br. 621.6, 2'-36" x 50"
 C.M.P.'s
 M.T. & Side Track

RAIL GR.	1980-1	80-2	87-2	89-1	80-2	1980-1			
RAIL				13(SH)CWR-9-1965		13(SH)CWR 10-1972			
BALLAST	PEDERNAL			ROCK		CINDERS			
SURFACING	84	87	84	87	86	88	86	1987	1986
TIES	1984				1985				
UNDERCUTTER		U.T.P. 1984				U.C. 1986			
STABILIZATION									





610

609

608

607

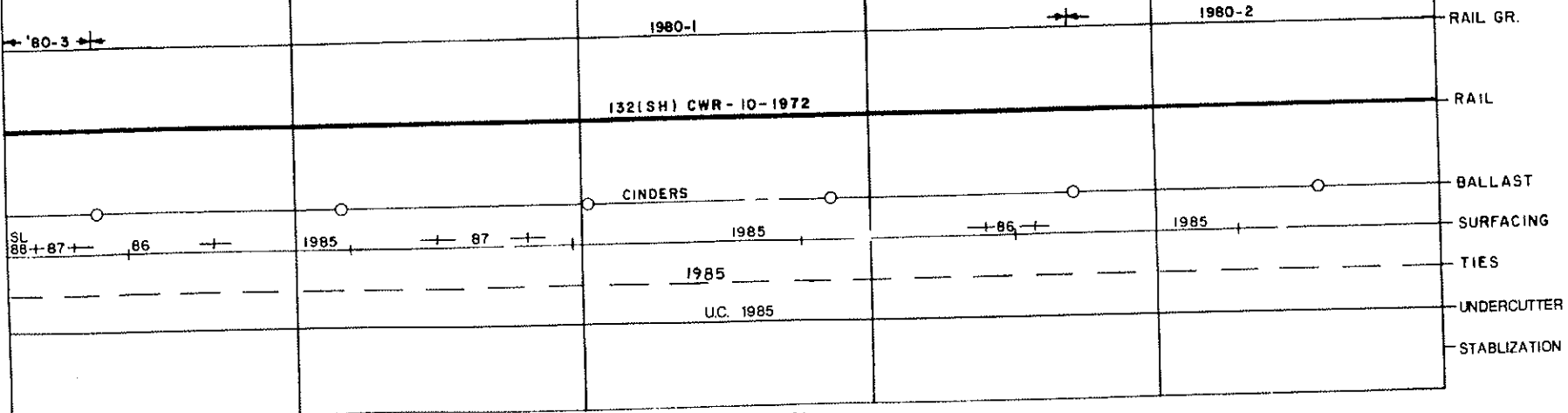
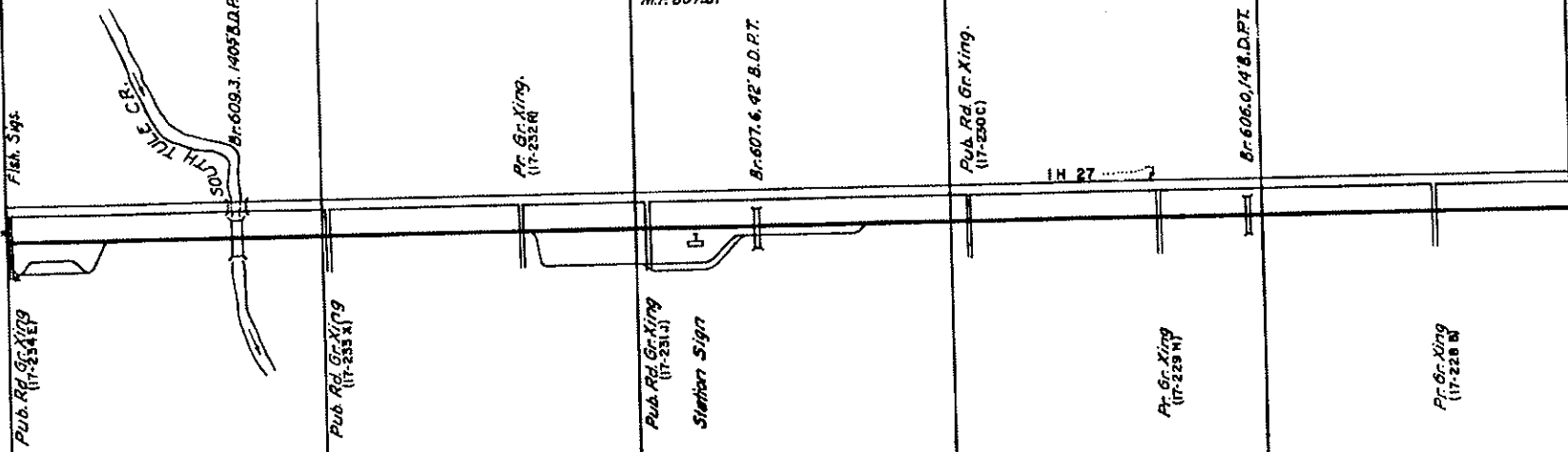
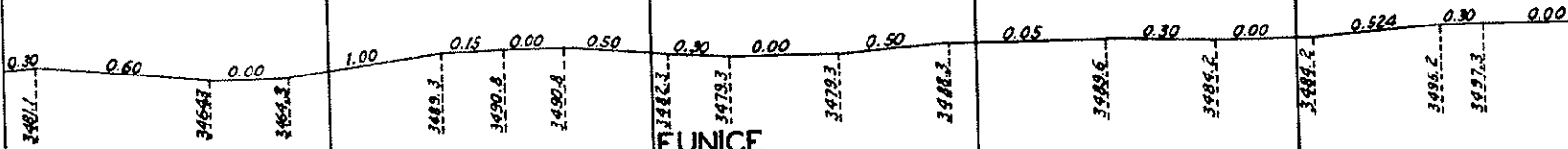
606

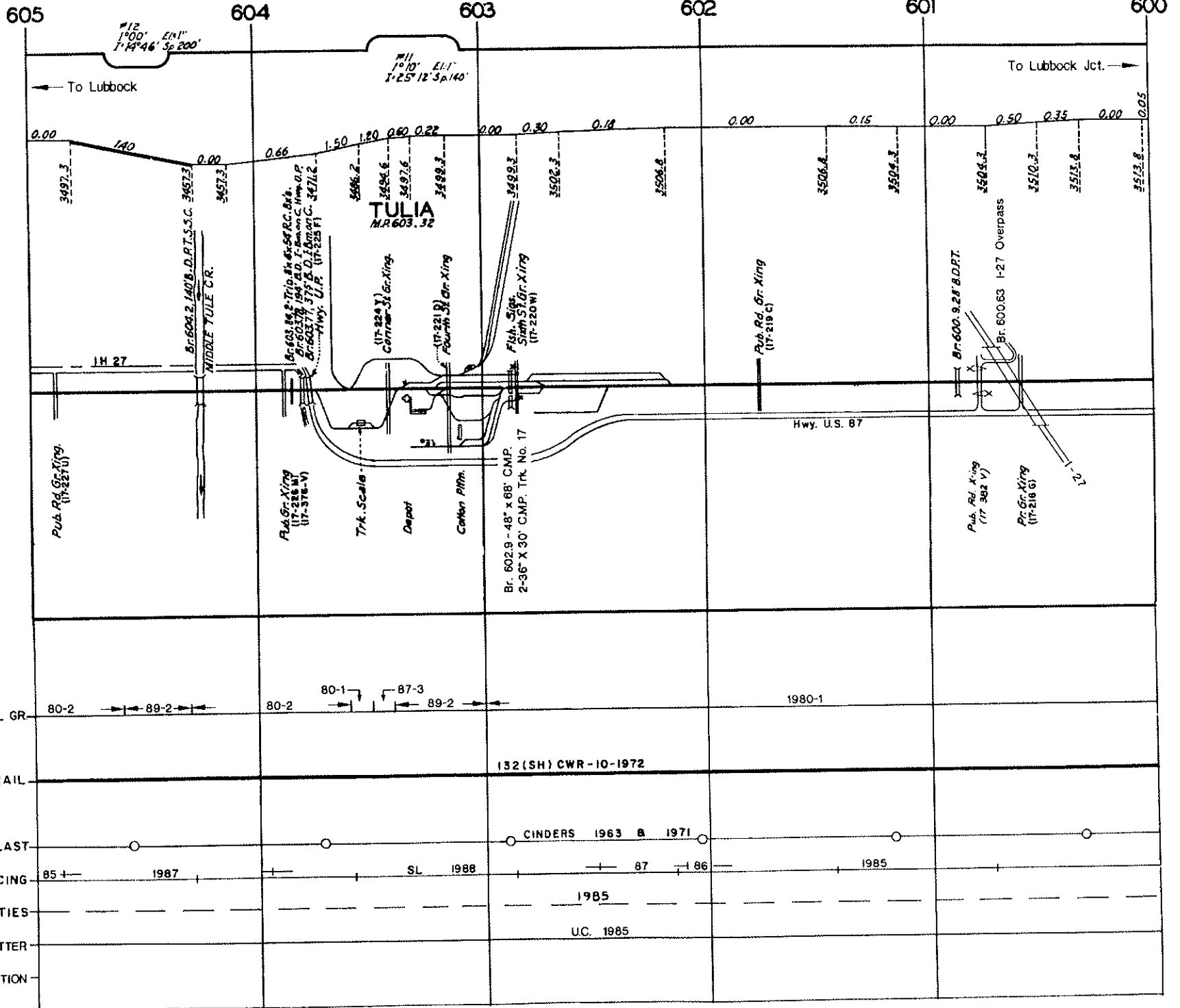
605

NO CURVES

To Lubbock Jct. →

← To Lubbock





600

599

598

597

596

595

11°40'
E1-1 1/2" 1" 00"
Sp 140° 1' 7" 39"

← To Lubbock

To Lubbock Jct. →

0.05 0.00 0.20 0.00 0.30 0.80 0.00 1.50 0.70 0.255 0.00 0.25 0.10 0.43 0.60 0.00 0.512 0.20

3513.3 3513.3 3516.9 3516.9 3512.7 3493.5 3493.5 3517.5 3523.8 3526.3 3526.3 3529.6 3529.6 3531.6 3531.6 3534.6 3540.6 3540.6 3551.6 3551.6

KAFFIR
M.P. 596.44

Br. 598.7, 28' S.D.P.T.

Pub. Rd. Gr. Xing
(17-214 T)

Br. 598.2, 126' S.D.P.T.
NORTH TULE CR.

Br. 597.2, 14' S.D.P.T.

Br. 596.7, 14' S.D.P.T.

F.M. 214
Pub. Rd. Gr. Xing
(17 385 U)

Br. 595.9, D.M. 343+27/355 71' T.B.

Br. 595.3, 545' Hwy. O.P.
F.M. Rd. 2498
(17 210 R)

Pub. Rd. Gr. Xing
(17-215 A)

Pub. Rd. Gr. Xing
(17-215 L)

Hwy. U.S. 87

Pub. Rd. Gr. Xing
(17-212 E)

Br. 596.4, 440' Hwy. O.P.
(17 211 X)
Station Sign

Pub. Rd. Xing
(17 204 M)

1980-1

1980-3

1980-1

89-2

RAIL GR.

132 (SH) CWR 10-1972

RAIL

CINDERS

CINDERS

BALLAST

1985

88

85

88-87

85

86

85

SURFACING

UTP 1963

1985

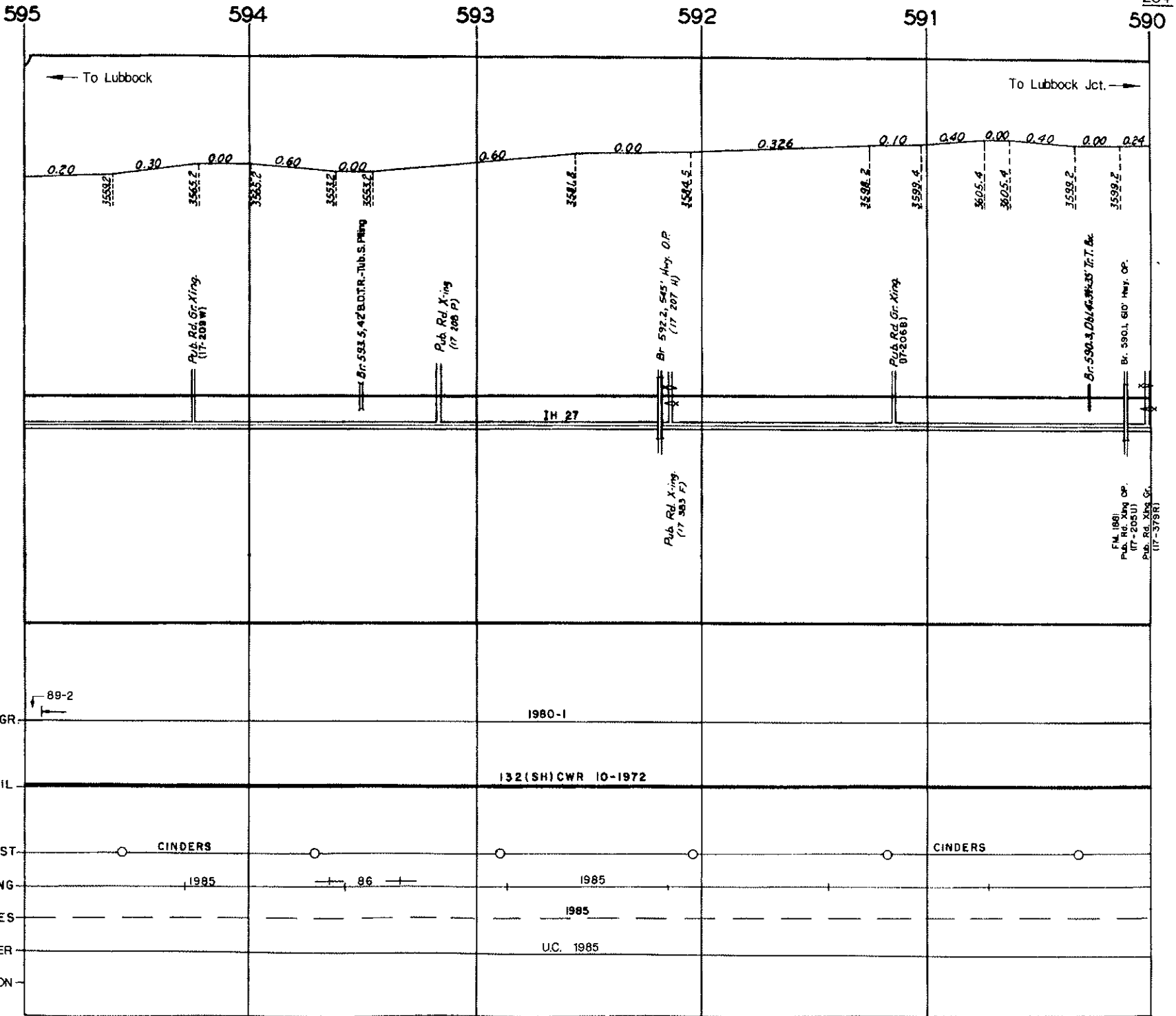
UTP 1962

TIES

U.C. 1985

UNDERCUTTER

STABILIZATION



590

589

588

587

586

585

← To Lubbock

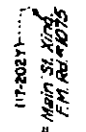
To Lubbock Jct. →

#9
1°00' 21 1/2"
1:6°58' 3p 200'



HAPPY
M.P. 588.43

Pr. 62' King
Br. 589.1, 98' B.D.P.T.
HAPPY DRAIN
(17-204 M)



9th St. Gr. King
(17-203 F)

Public Gr. King
(17-201 S)

(17-202 V)
Main St. King
F.M. 80 #1075

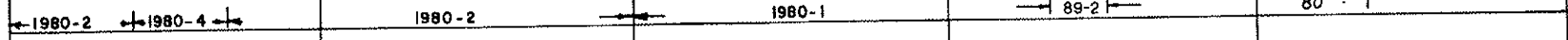
(17-200 X)
Pub. R2 Gr. King

Br. 587.7, 4' D.D.P.T.

Br. 587.3, 54' x 38' C.M.P.

Pub. R4 Gr. King
(17-198 V)

Br. 585.6, 28' B.D.T.R. P.T.



132(SH) CWR 10-1972

CINDERS

1985

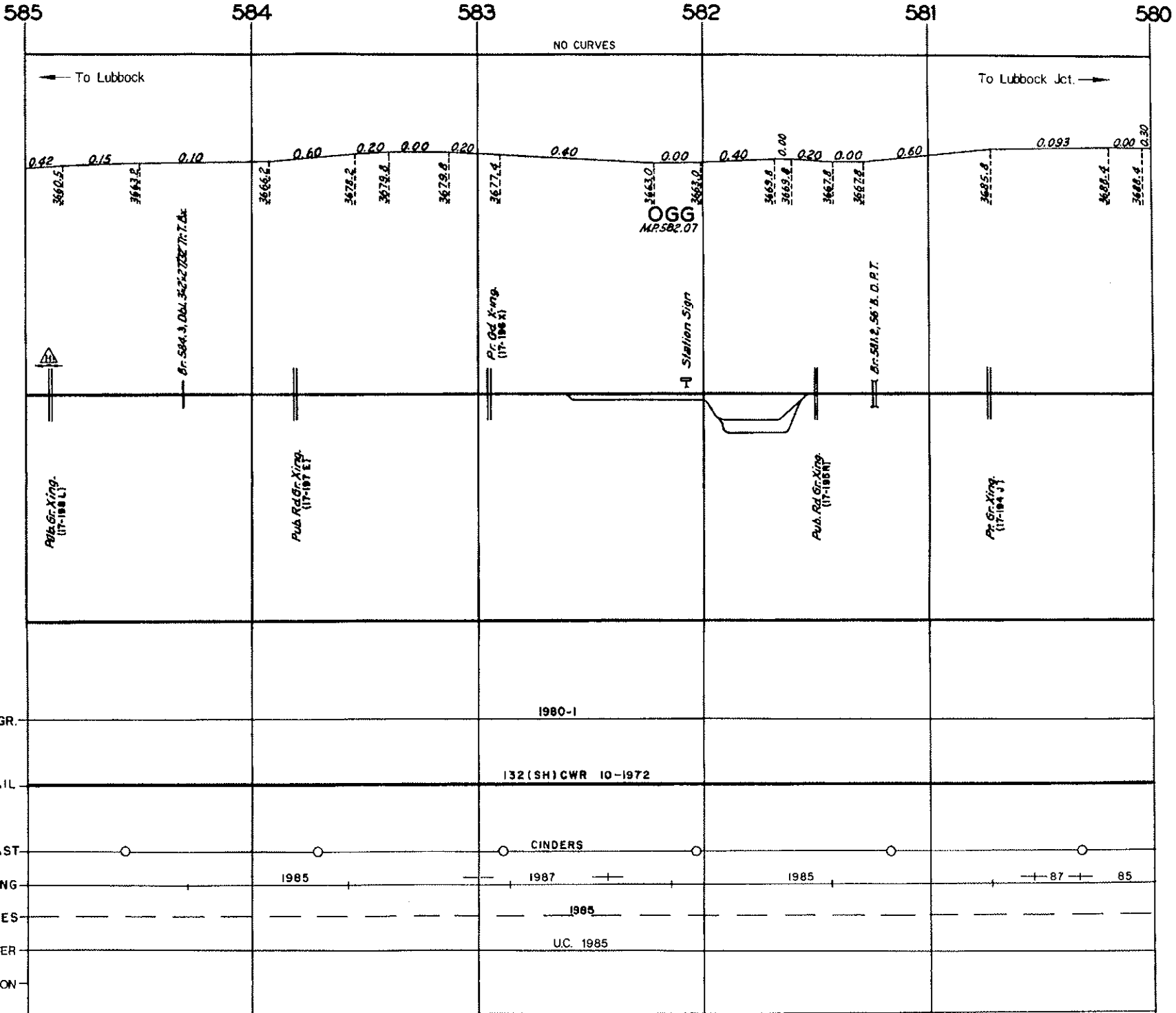
88

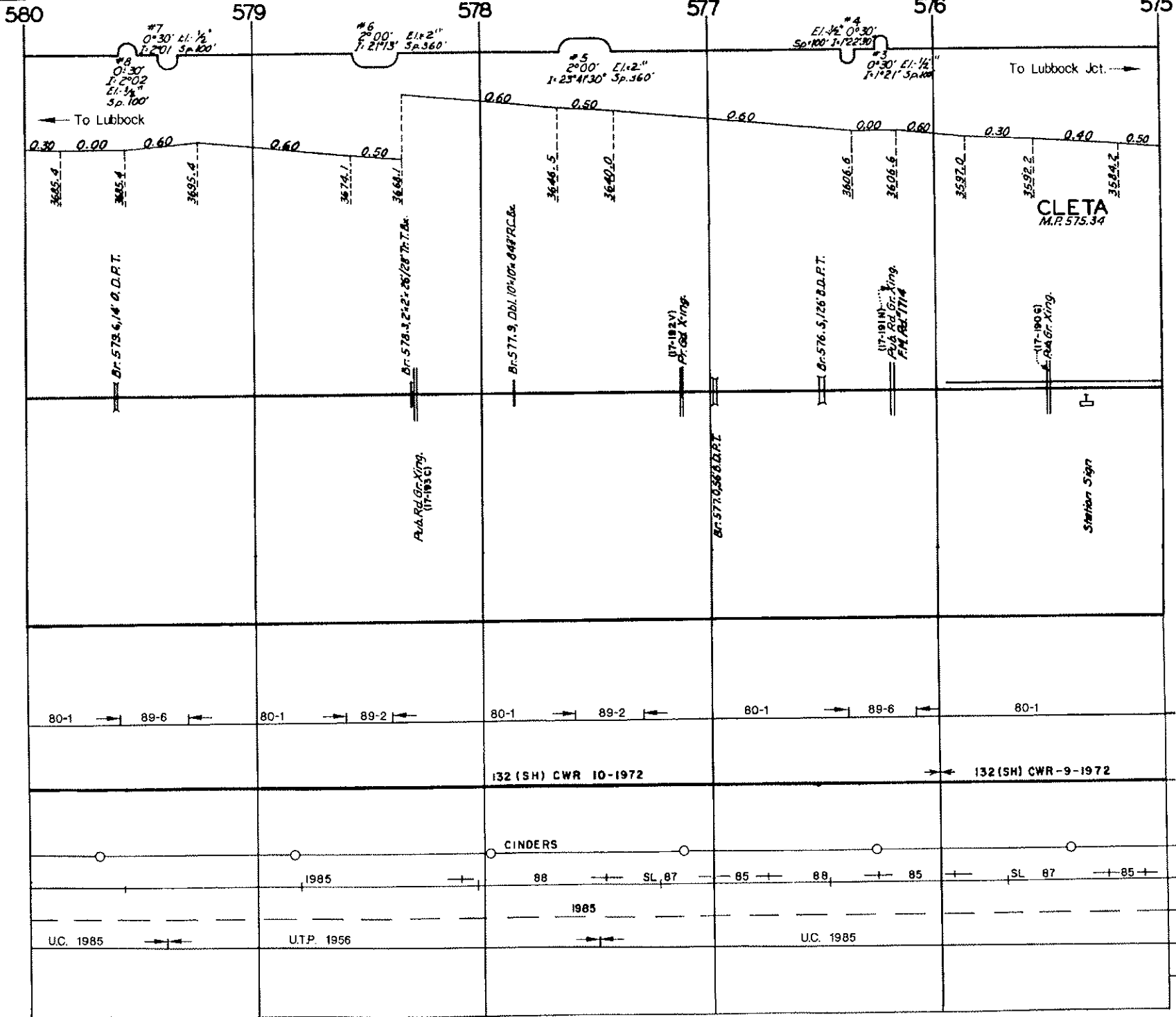
1986

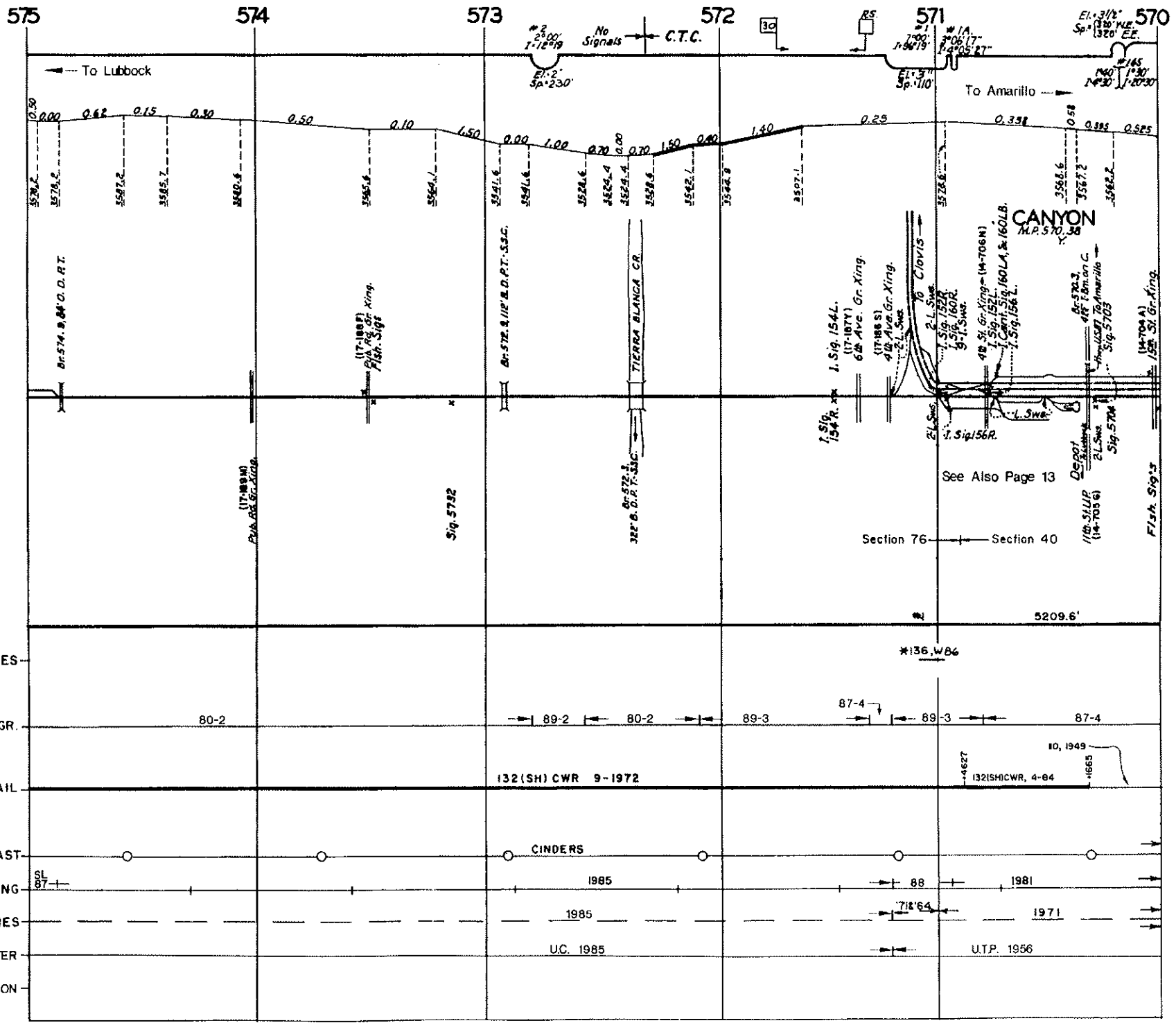
1985

1985

U.C. 1985







570

Plainview Sub Bd.

N.EI.+5"
Sp.+410'

569

S.EI.+5"
Sp.+410'

To Amarillo →

No. 145
1° 30'
0.525
0.60
0.50

No. 144
N 2° 00' 30"
W 66° 36'
S 2° 00'
E 66° 36'

T.C.S.
3553.4
3538.3
3521.6

Br. 569 S. 61.24° 27' 65" R.C.P.
B.D.M. 24° 16' R.C.P.R.I.
24° 28' R.C.P.L.I.
Sigs. 168 R.A. B.R.B.
Sigs. 164 R.A. B.R.B.
4-1 SWS.
1 Sigs. 168 L.
Hwy. U.S. 87 B60 To Amarillo
(14-7037)
Br. 569 2.36° 25' C.I.P. B
36° 40' 32' R.C.P.
JCT. L.S.W.
Signal Br.
Cont. Sig. 164 L.
To Lubbock U.S. 87
Br. 569 4.169 Hwy. U.P.
B.D.W.F. on C.

E. End Canyon Yard
H.B. Plainview Subdiv. M.L.
M.P. 569+2834.6'

Section 40

110-1949
115-1956
131-1949
SLAG 1964

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

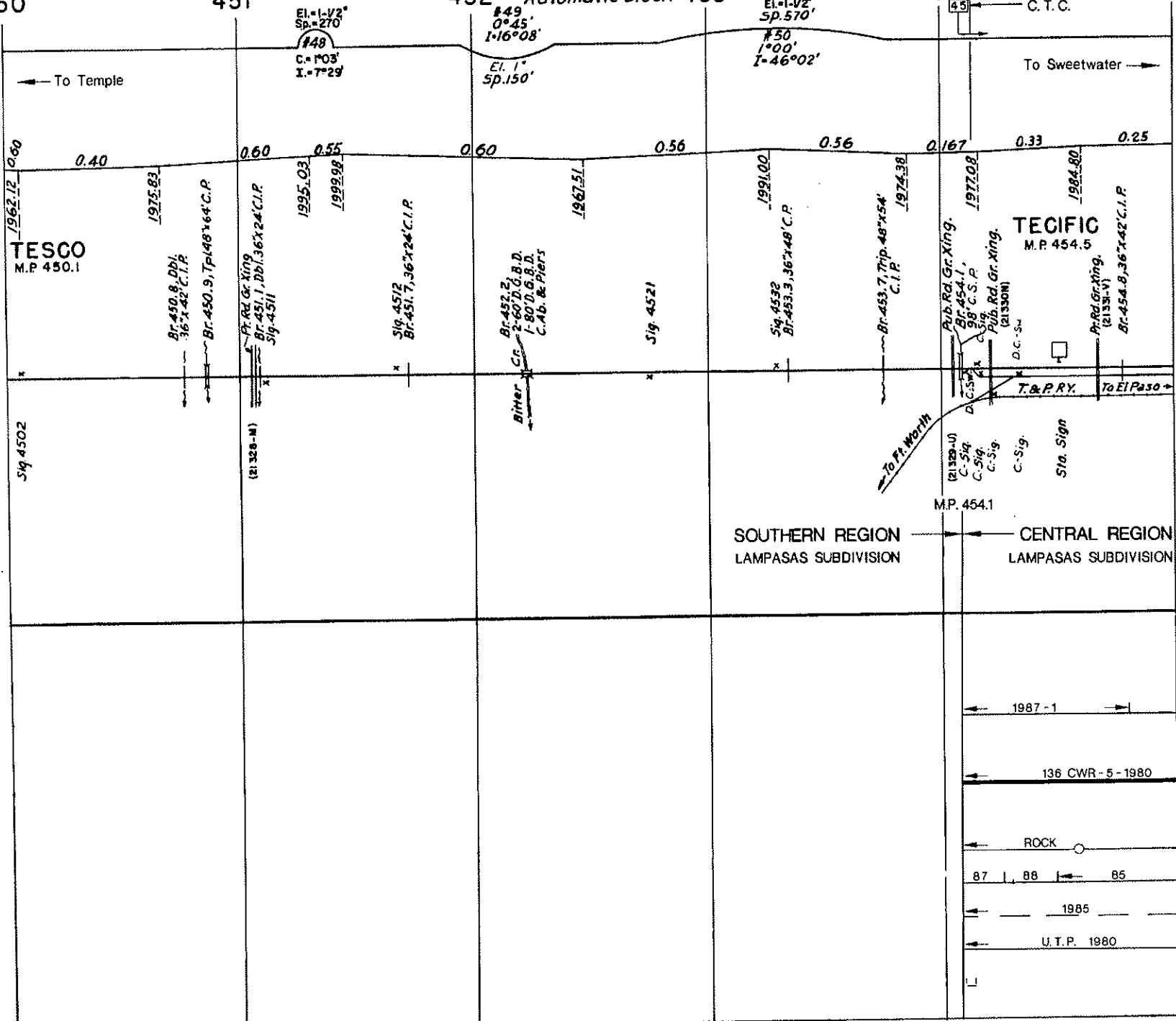
Plainview Subdivision

Canyon (M.P. 569.5) to Lubbock Jct. (M.P. 673.5)

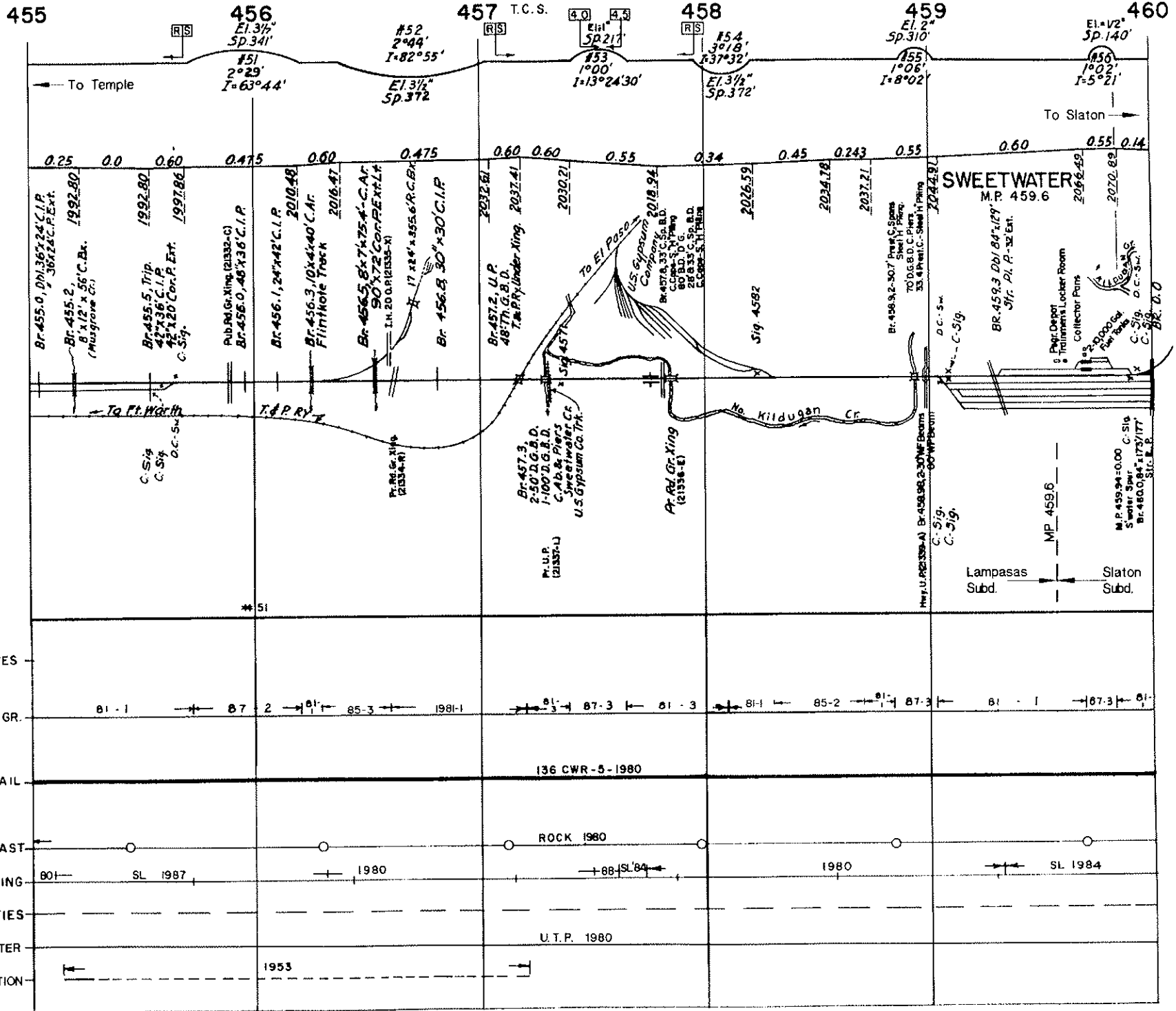
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Intentionally Blank

450 451 452 Automatic Block 453 454 455



- CURVES NR SR
- RAIL GR. 1987-1
- RAIL 136 CWR-5-1980
- BALLAST ROCK
- SURFACING 87 | 88 | 85
- TIES 1985
- UNDERCUTTER U.T.P. 1980
- STABILIZATION



460

461

C.T.C.

No. 37
C.C. 240'±
I=2.7%

RS

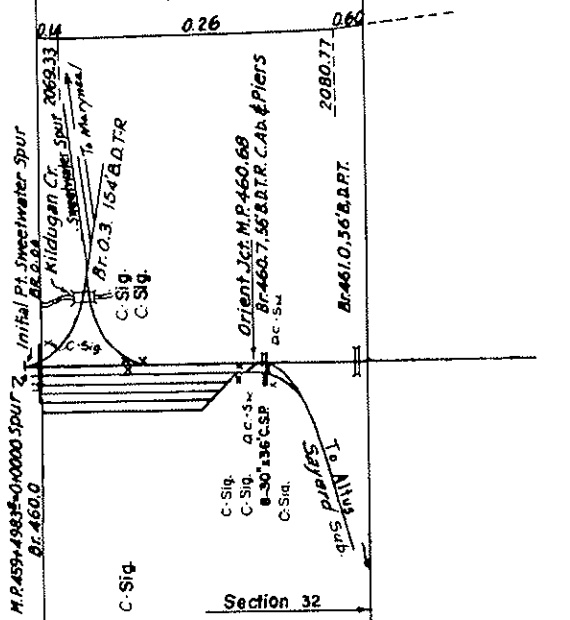
40

El. +1'
Sp. 230'

To Slaton →

← To Temple

M.P. 459+498.85-0+0000 SPUR Z
B.P. 460.0



Section 32

MP 461.0 ← MP 792.21

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

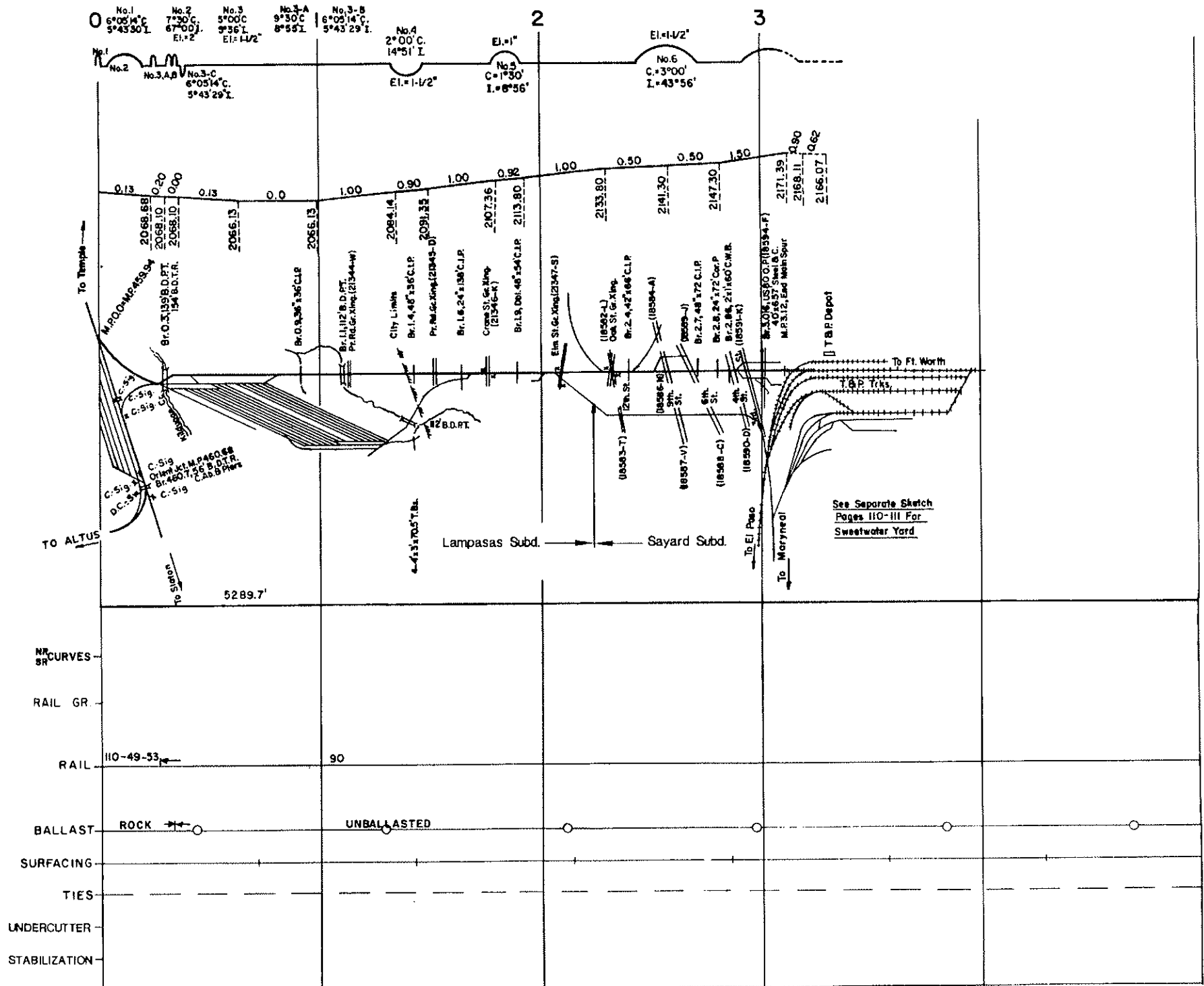
81-1 ← 87.2 → 51-1

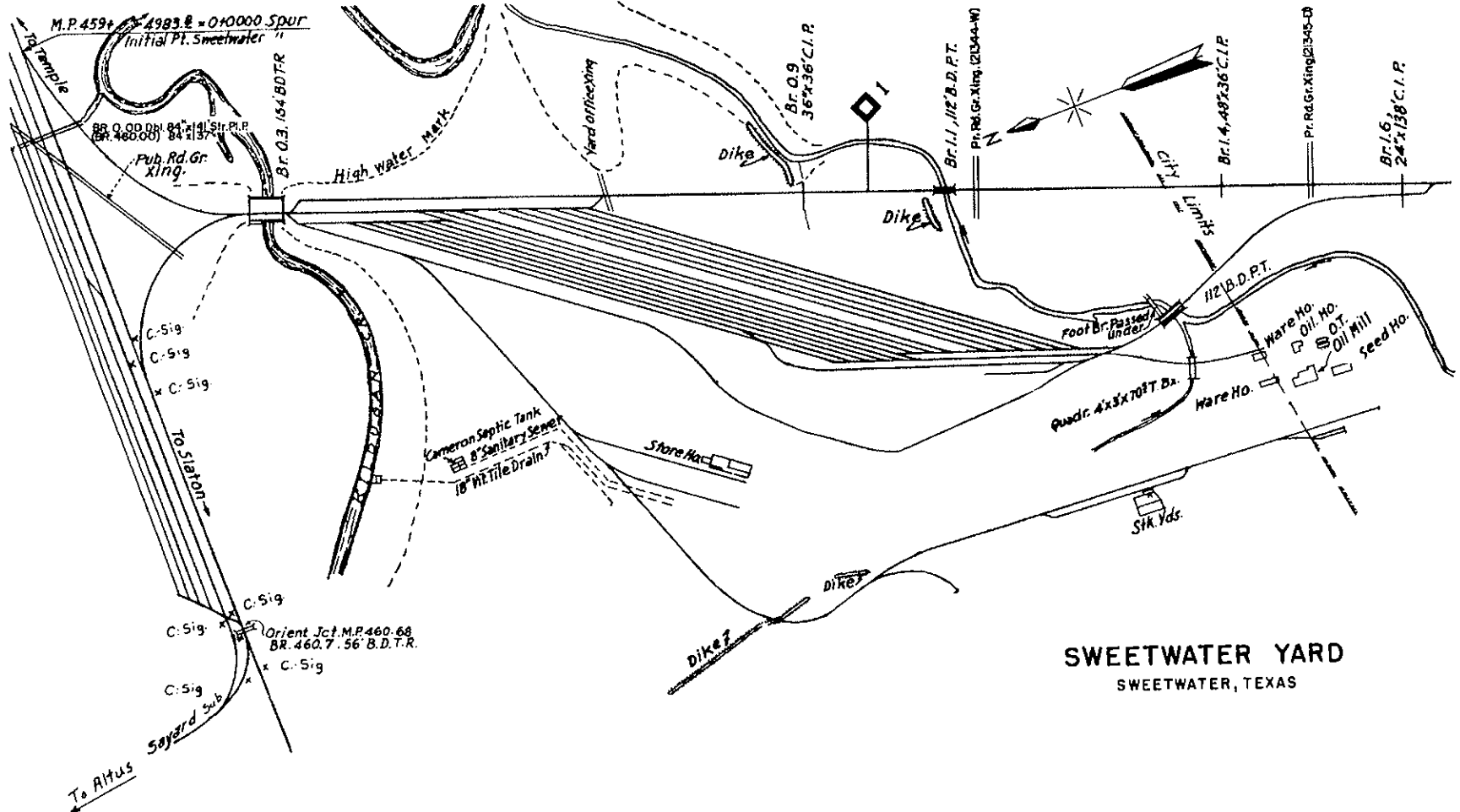
136 CWR - 5 - 1980

ROCK 1980

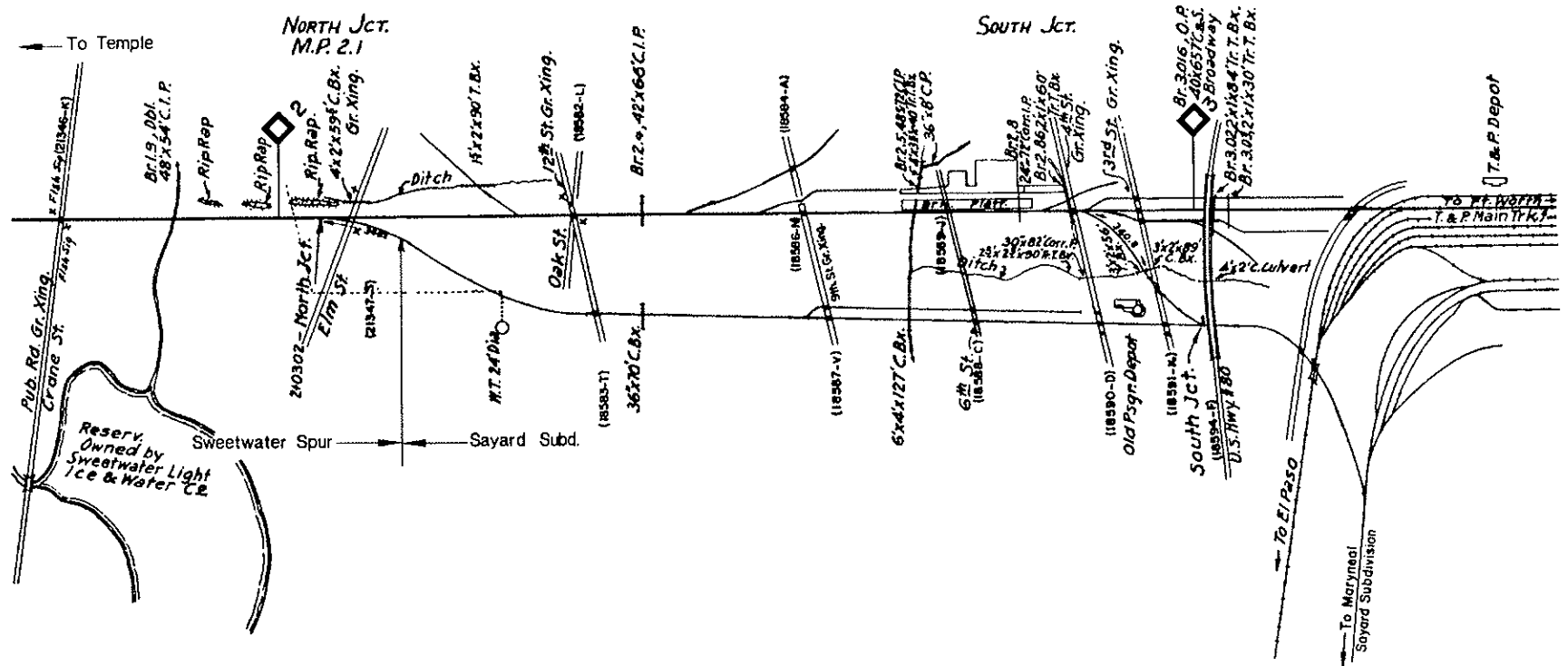
SL 1984

U.T.P. 1980





SWEETWATER YARD
SWEETWATER, TEXAS



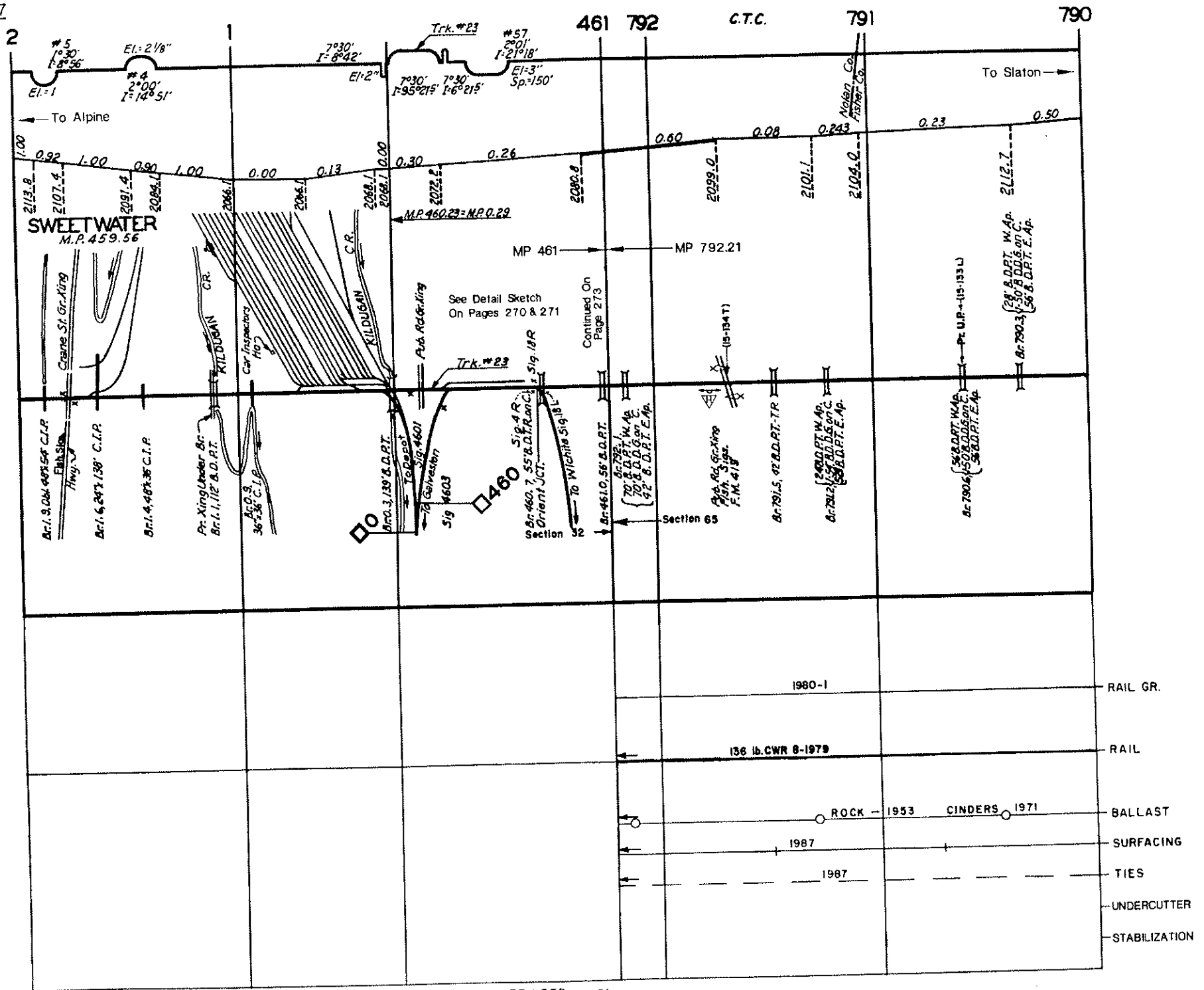
Longest Track 154 Cars
 Shortest Track 2 Cars
 Total Car Capacity 2008 Cars

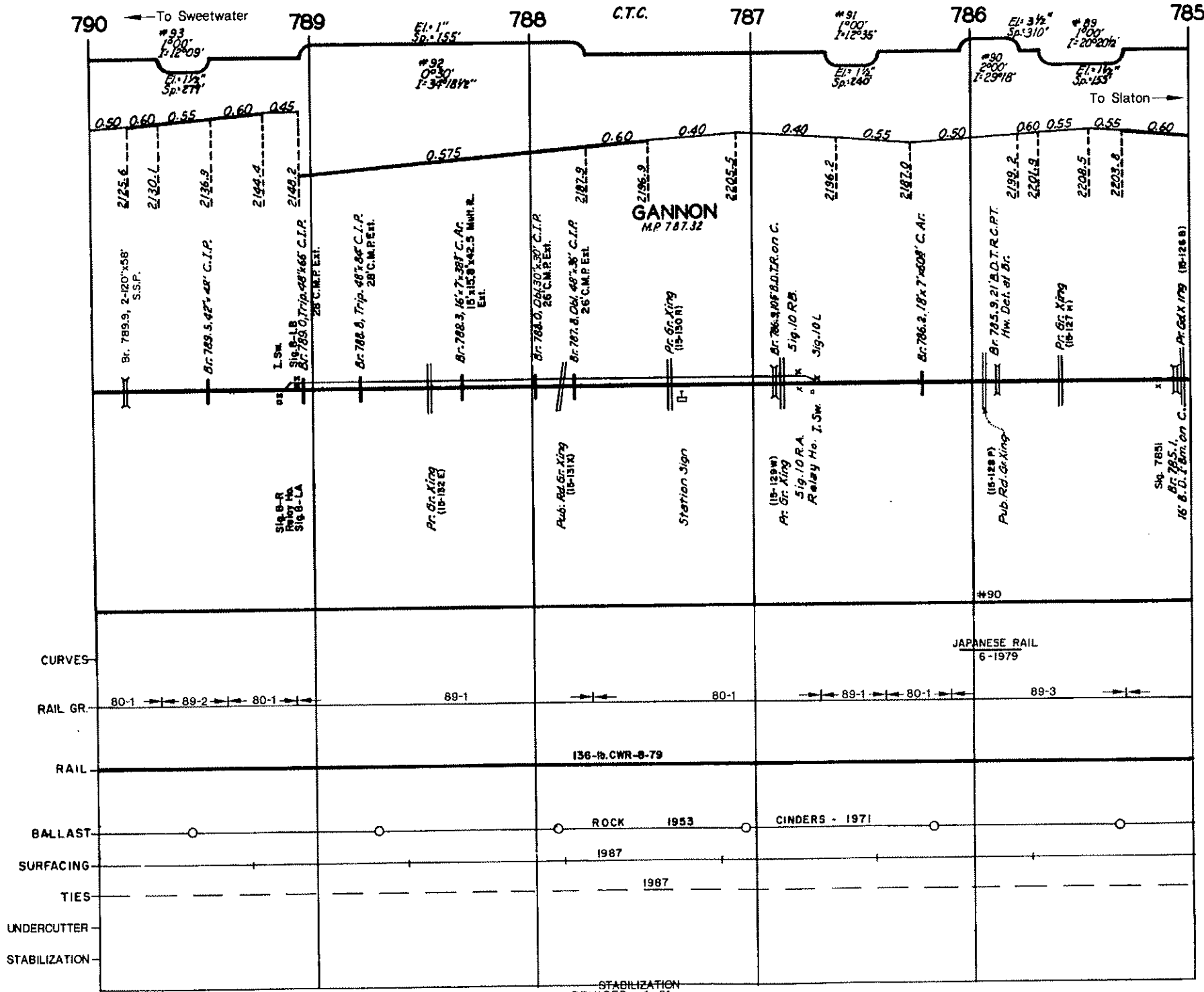
SWEETWATER YARD
 SWEETWATER, TEXAS

Lampasas Subdivision

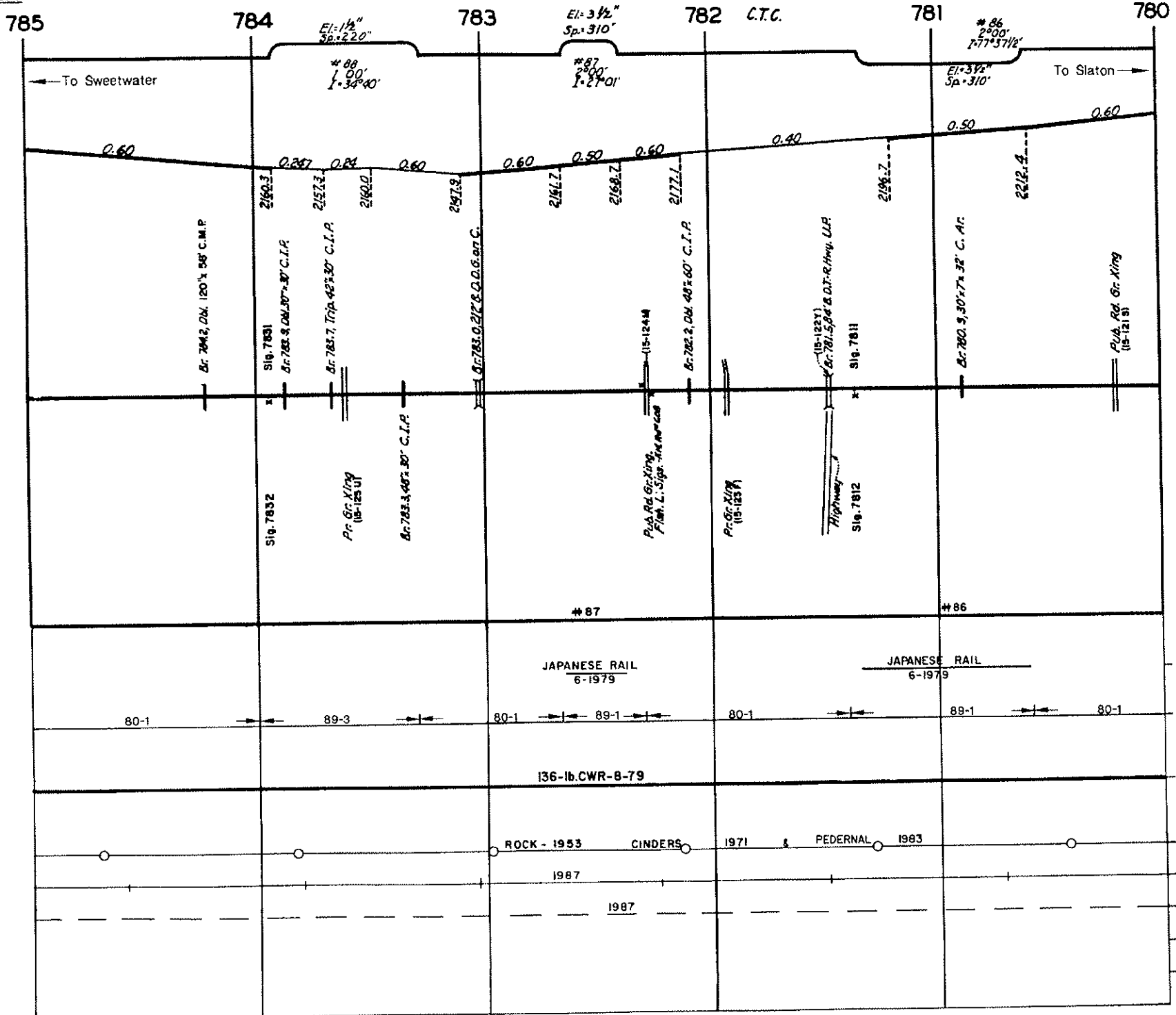
Sweetwater (M.P. 459.6) to Tecific (M.P. 454.1)

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STABILIZATION
REVISED 1-91



780

779

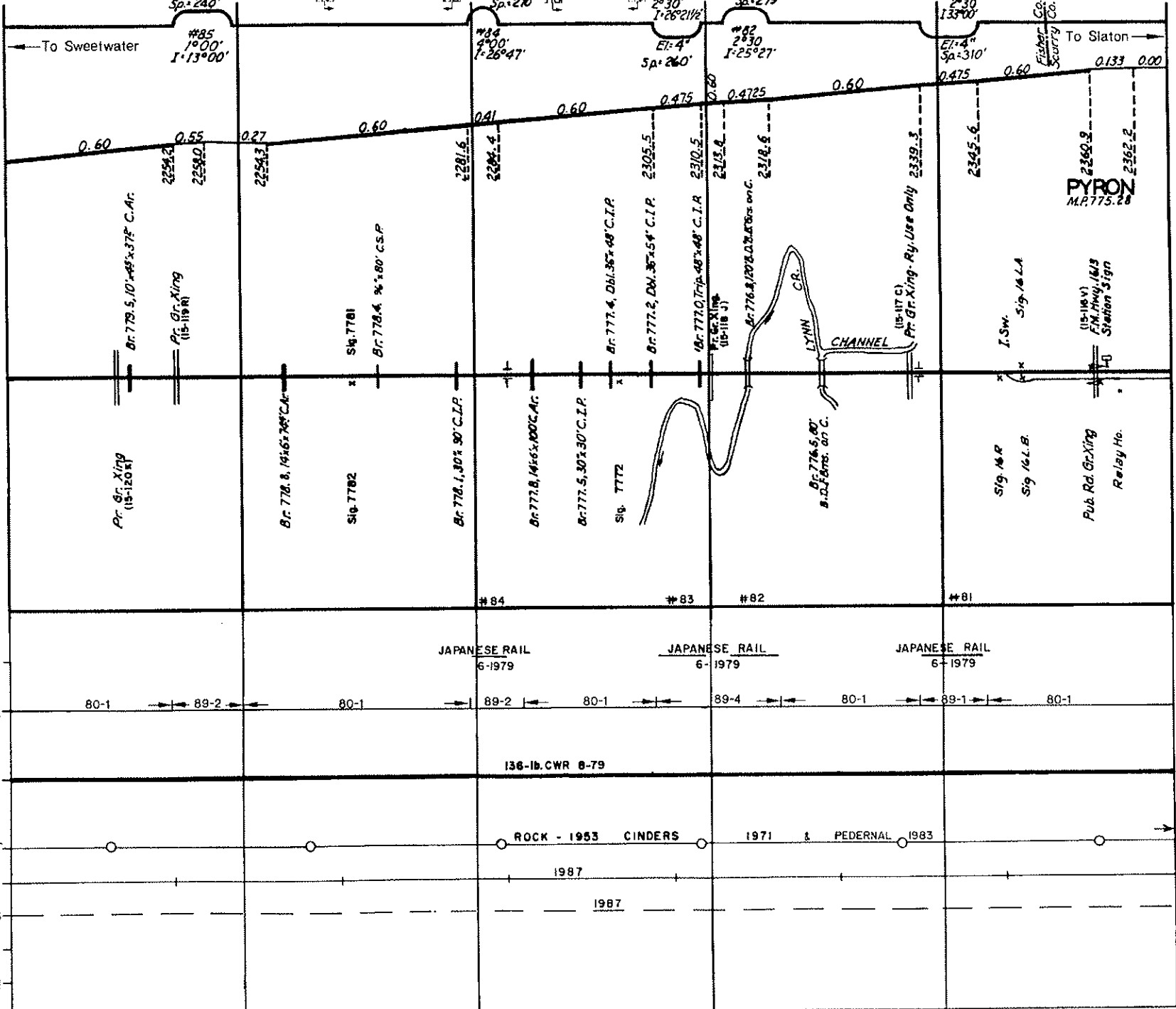
778

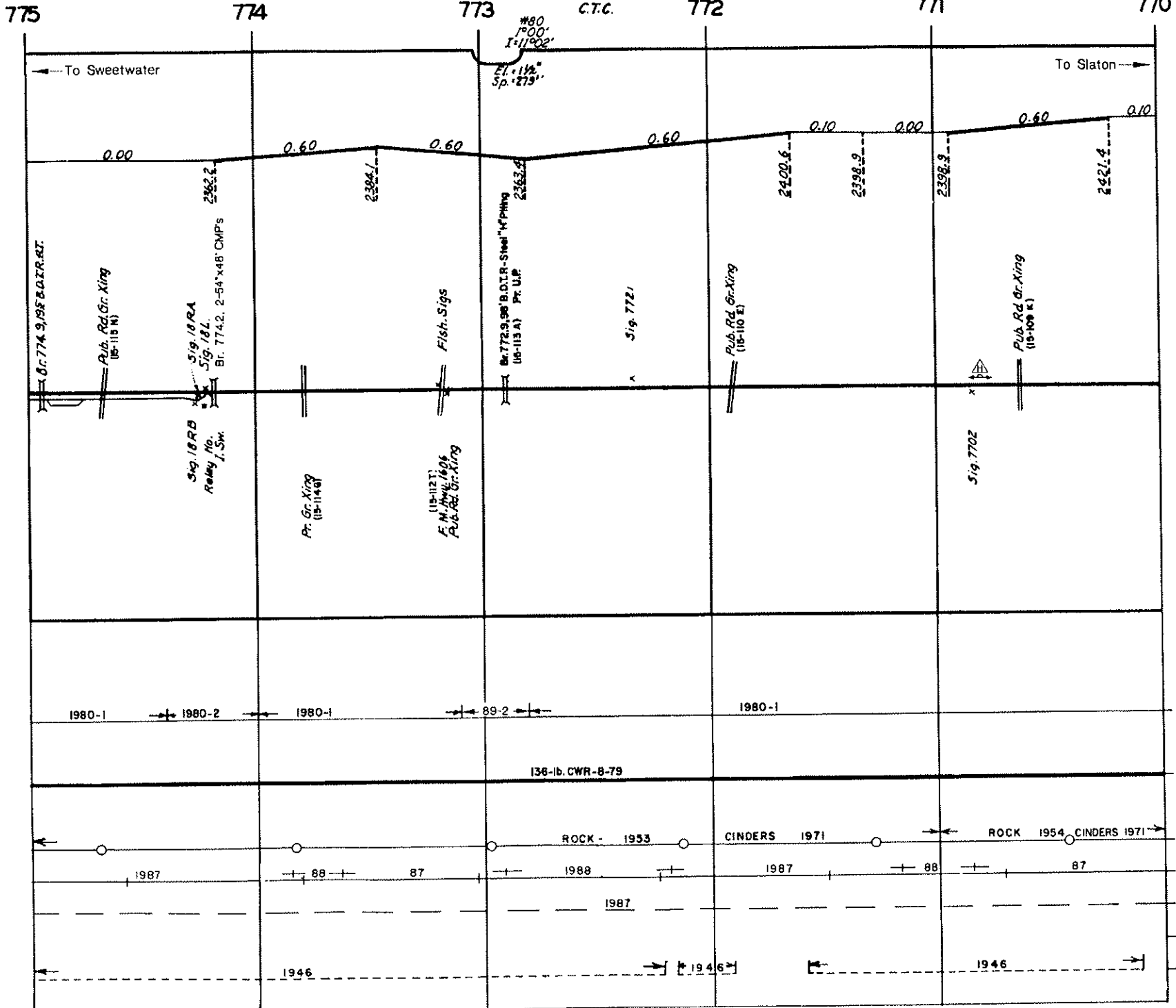
777

C.T.C.

776

775





770

769

768

C.T.C.

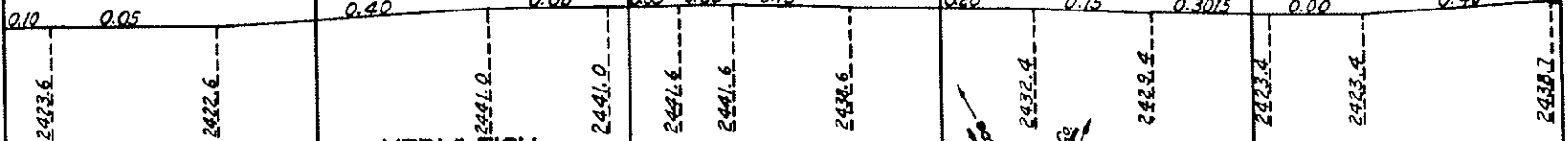
767

766

765

← To Sweetwater

To Slaton →



HERMLEIGH
M.P. 768.57

Hwy U.S. 84

Pub. Rd. Gr. Xing
(15-108 D)

Br. 769.2, 42' B.D.R.T.
L.S.W. Relay Ho.
Sig. 222 L.A.

Lowm. St. Gr. Xing
(15-107 W)

Reed St. Gr. Xing
(15-106 W)

Sig. 24 RB
Relay Ho. L.S.W.

Pub. Rd. Gr. Xing
(15-105 W)
F.I.L. Hwy. 644

Pub. Rd. Gr. Xing
(15-104 B)

Pub. Rd. Gr. Xing
(15-103 U)

Br. 766.0, 42' B.D.T.R
T.S.P.

RAIL GR.

1980-1

RAIL

136-CWR-B-79

BALLAST

CINDERS 1971

ROCK 1947

1988

SURFACING

1987

TIES

1987

UNDERCUTTER

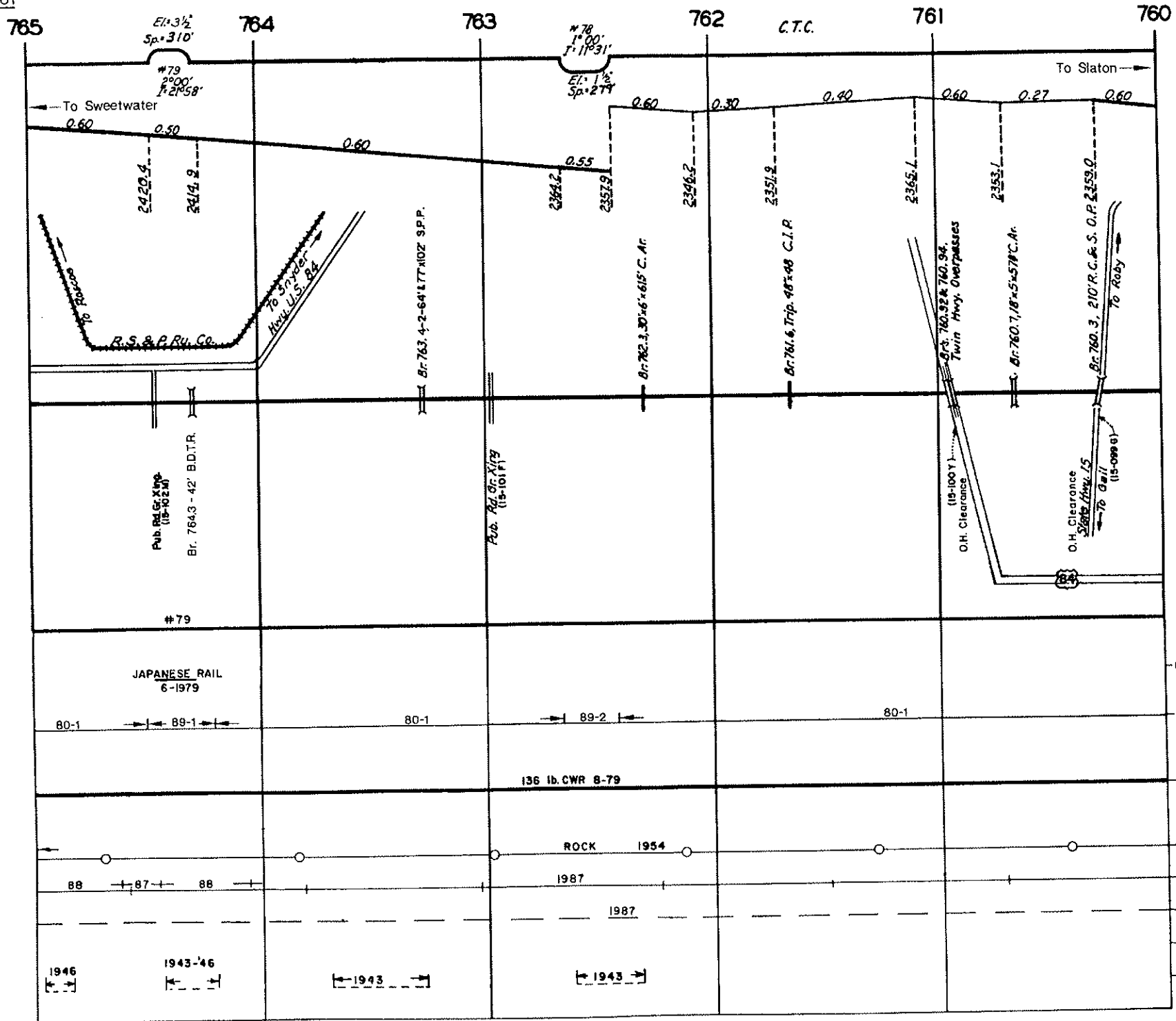
1946

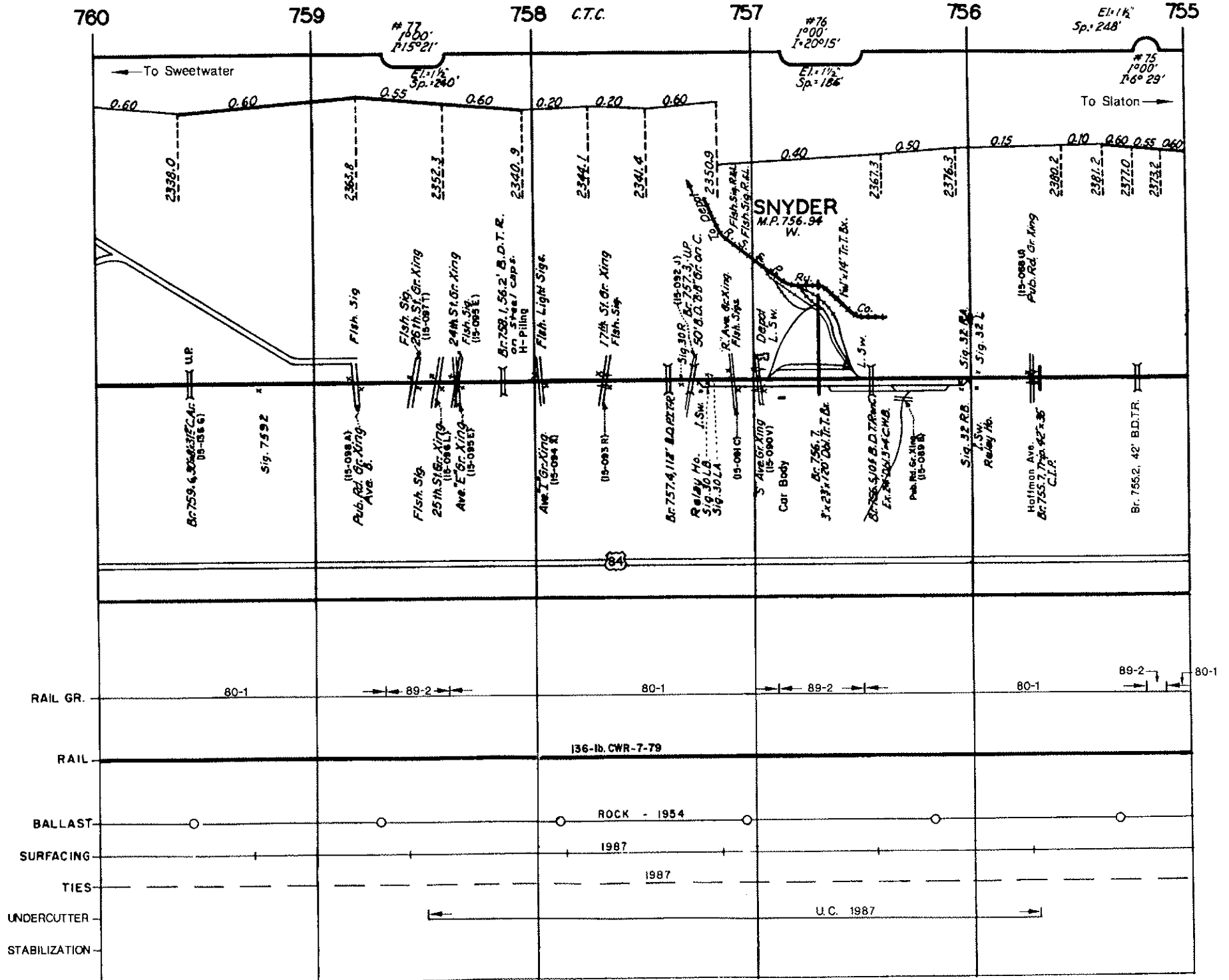
1946

1946

1946

STABILIZATION





755

754

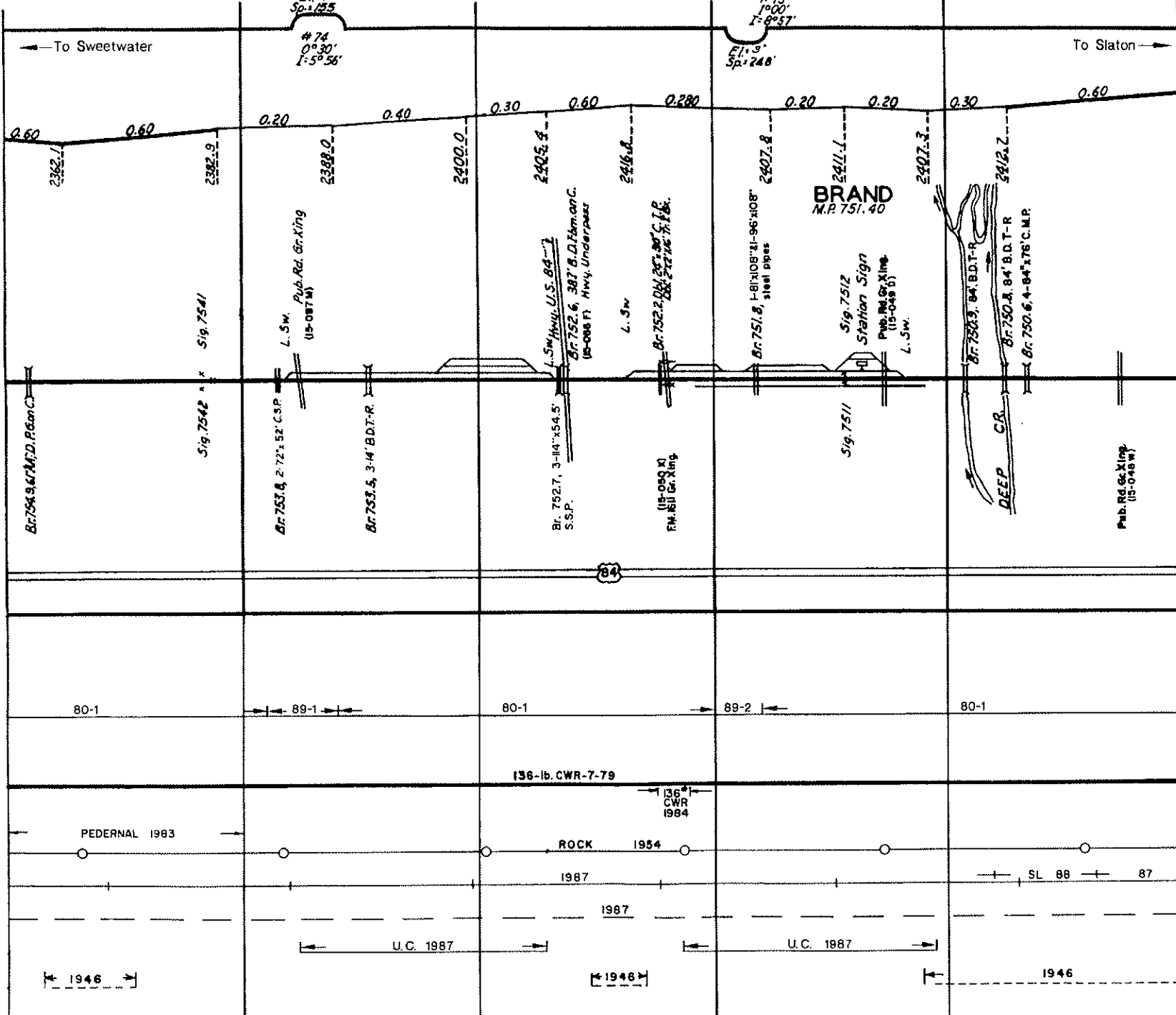
753

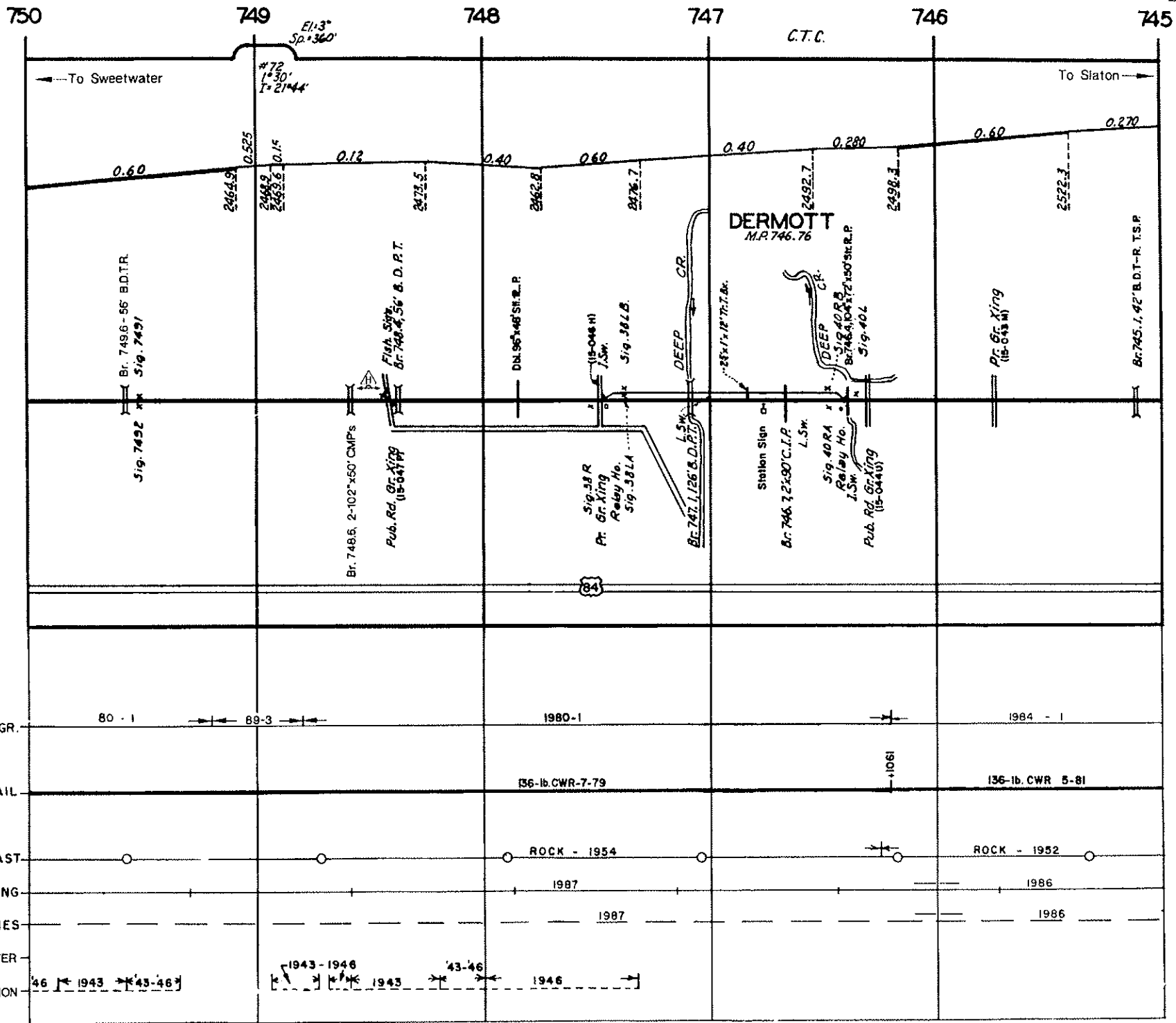
C.T.C.

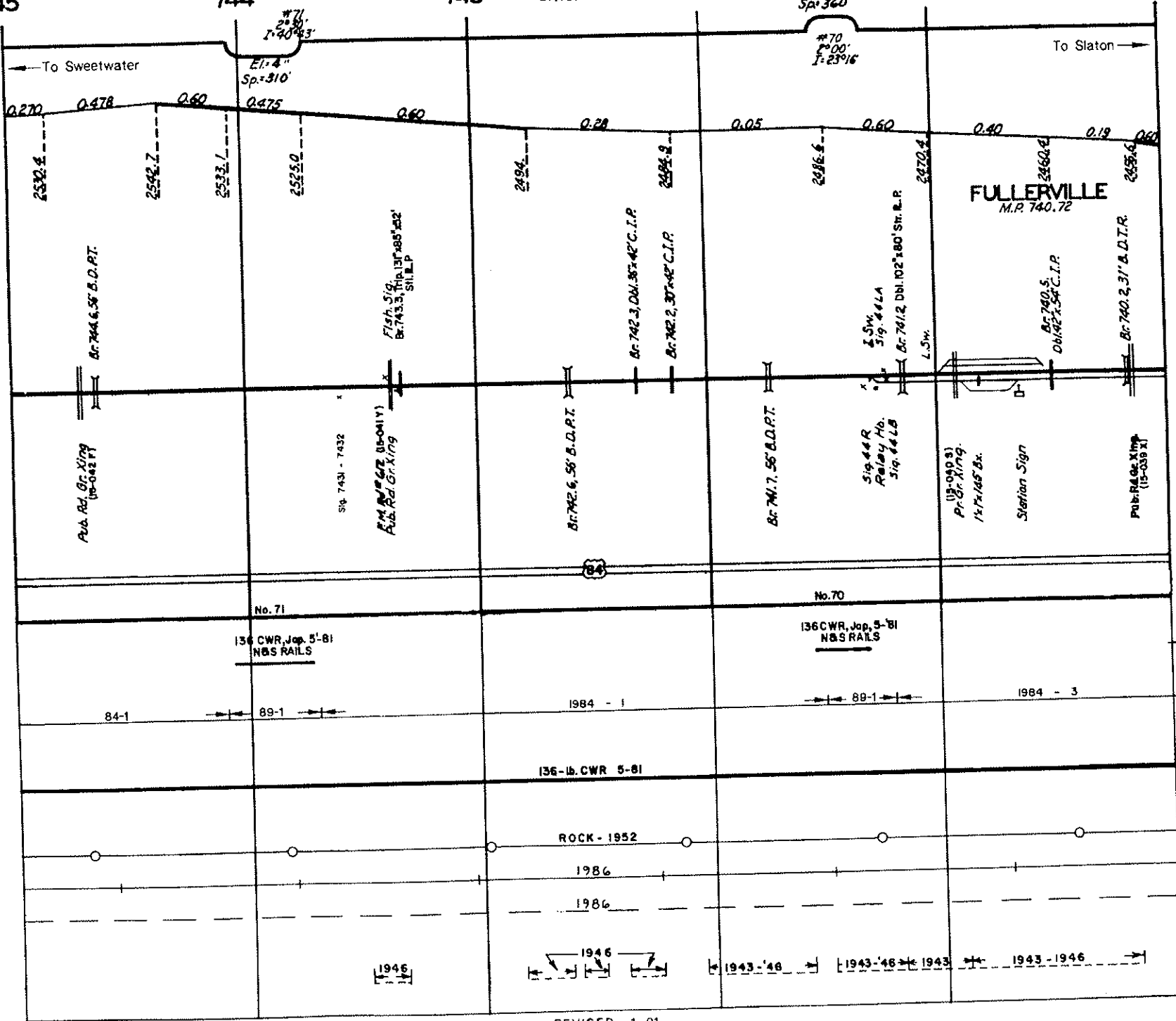
752

751

750







FULLERVILLE
M.P. 740.72



No. 70

No. 71

136 CWR, Jap. 5-81
N&S RAILS

136 CWR, Jap. 5-81
N&S RAILS

84-1

89-1

1984 - 1

89-1

1984 - 3

136-lb. CWR 5-81

ROCK - 1952

1986

1986

1946

1946

1943-'46

1943-'46

1943 - 1946

SR CURVES NR

RAIL GR.

RAIL

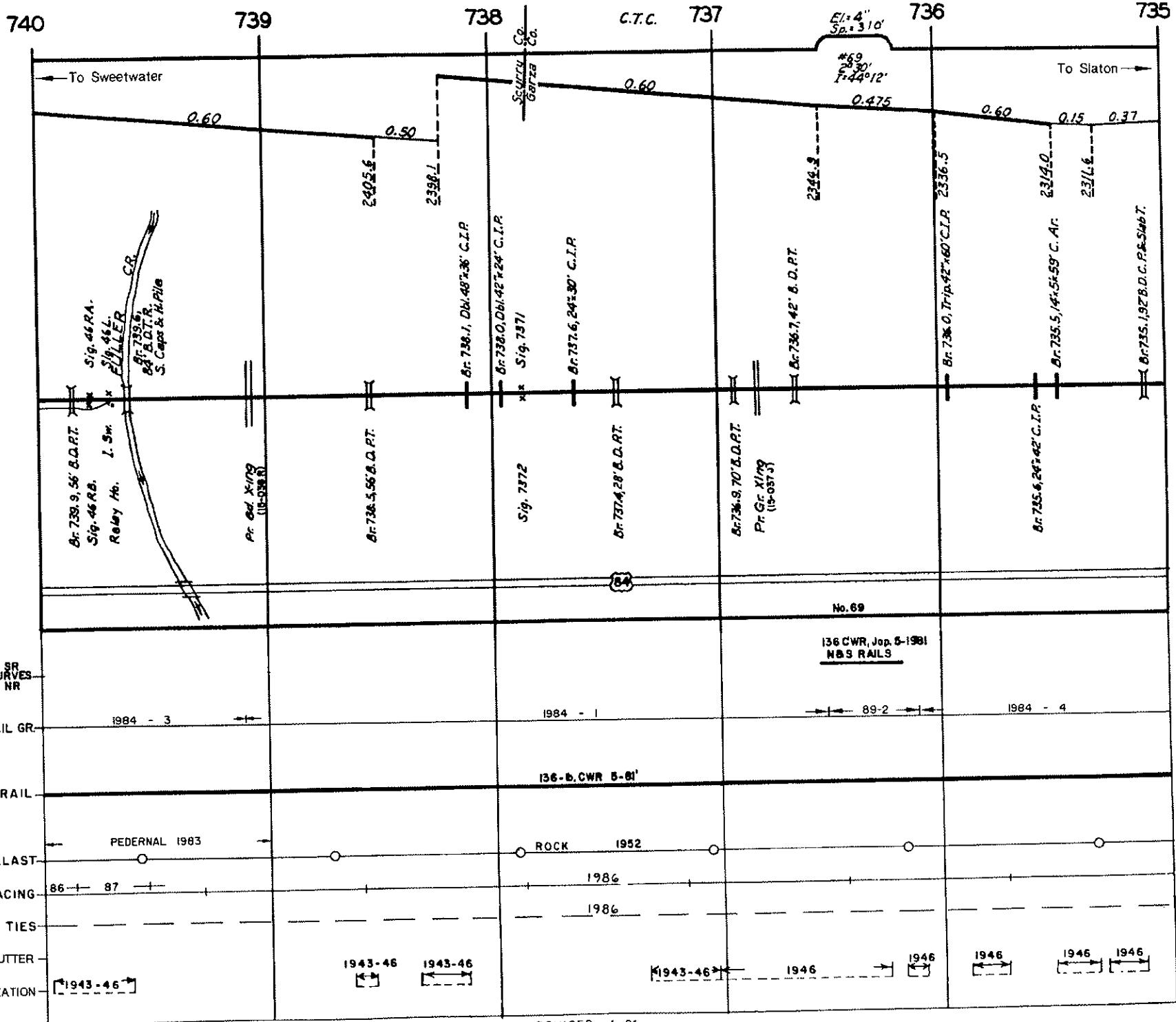
BALLAST

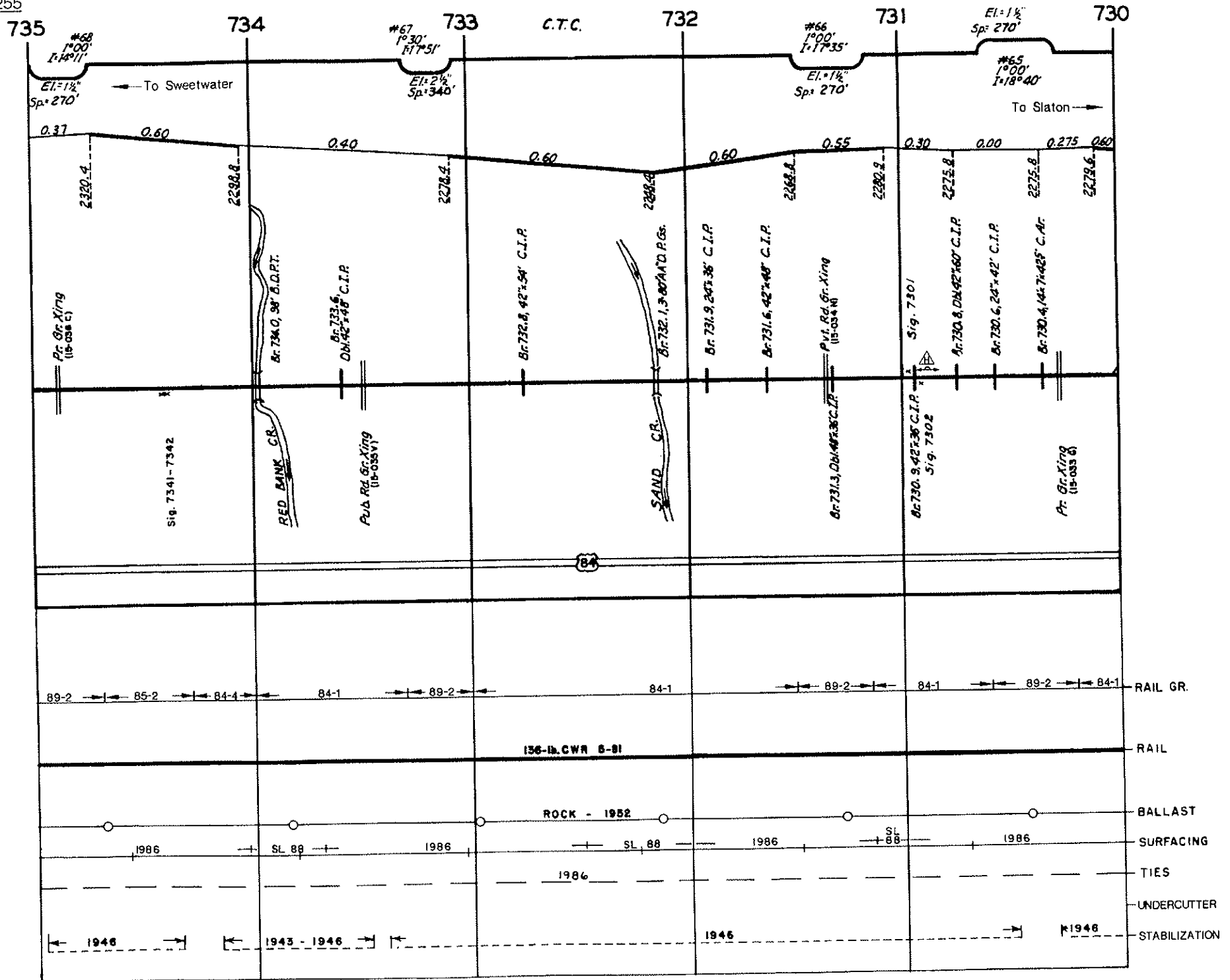
SURFACING

TIES

UNDERCUTTER

STABILIZATION





730

729

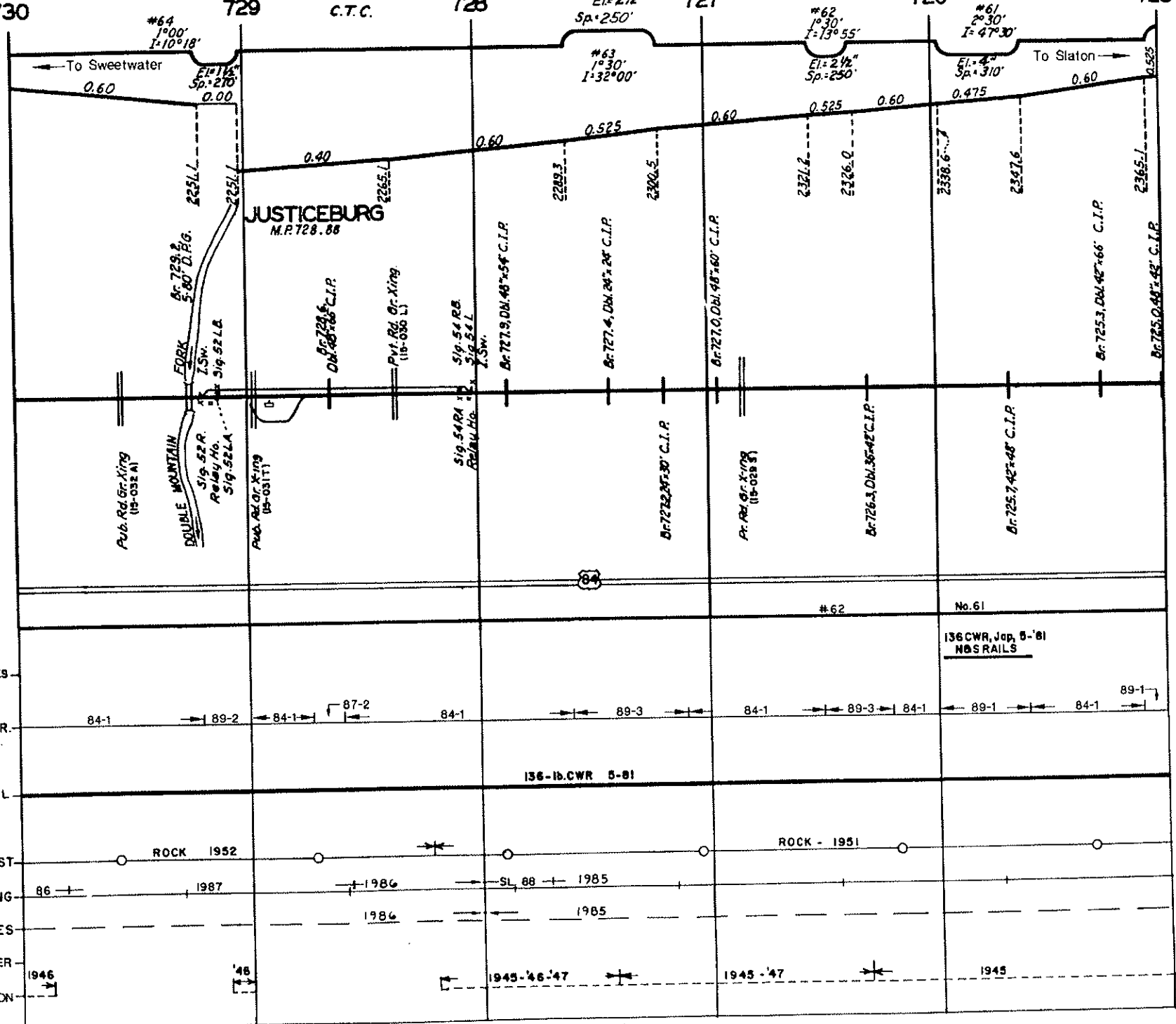
C.T.C.

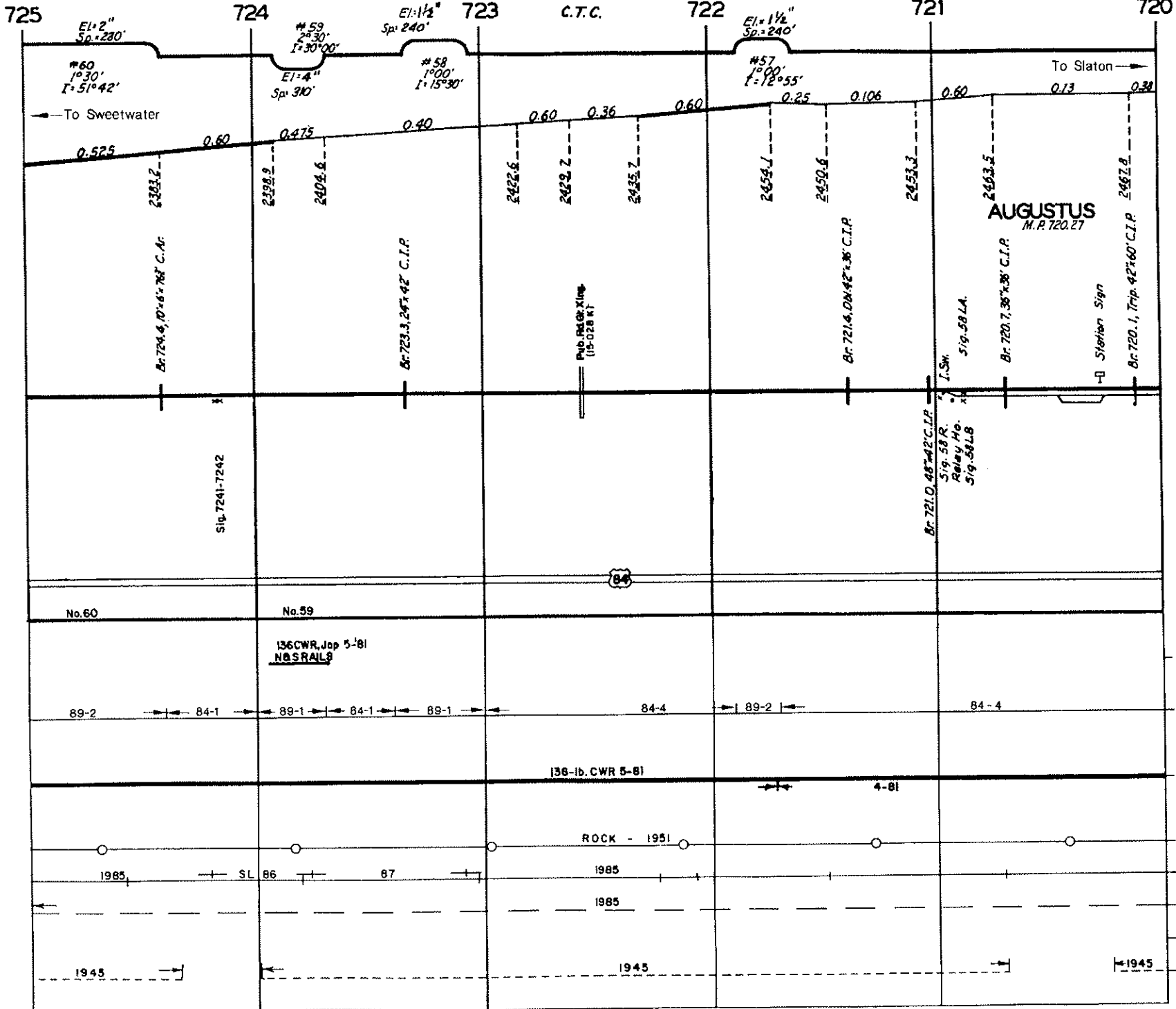
728

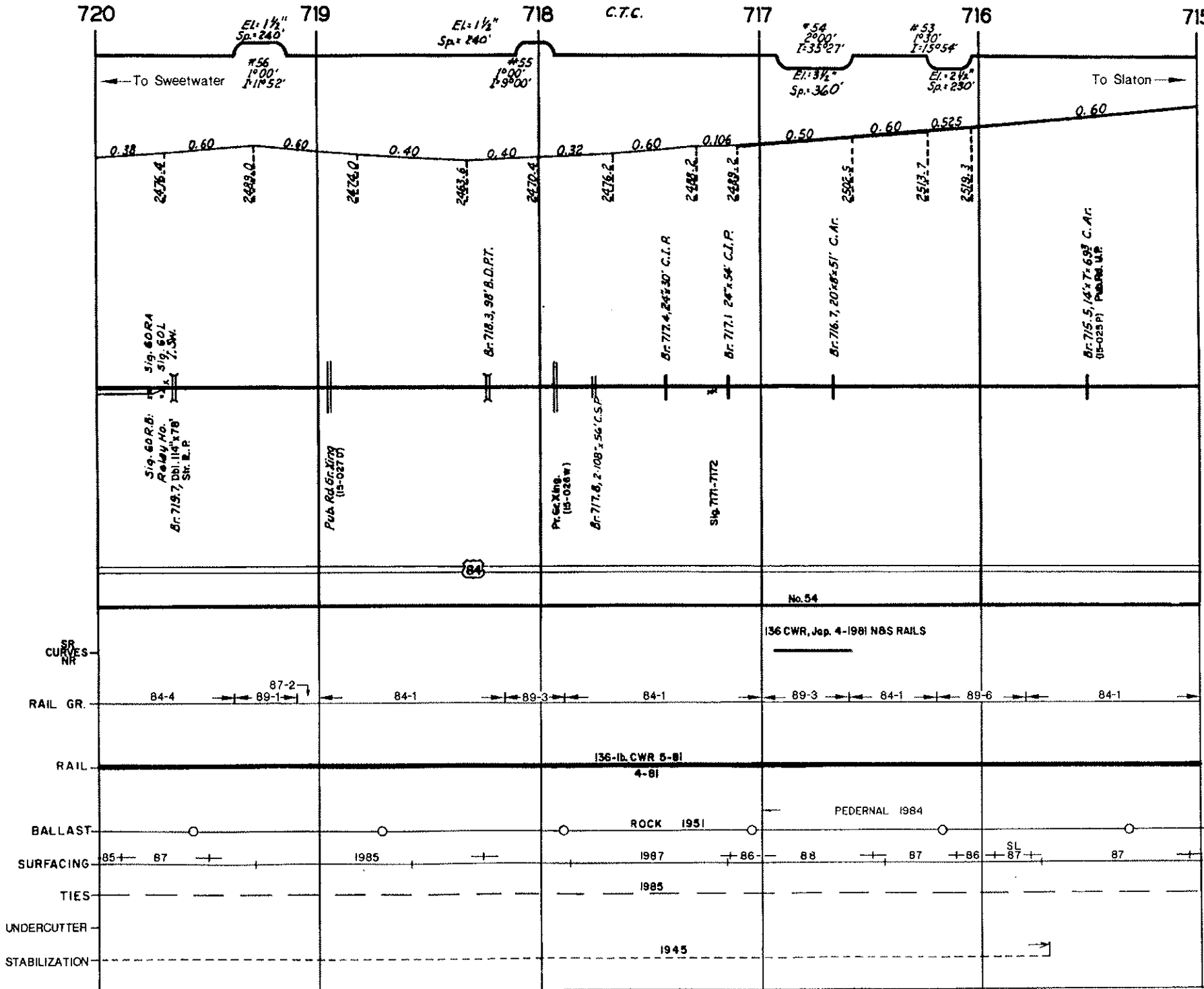
727

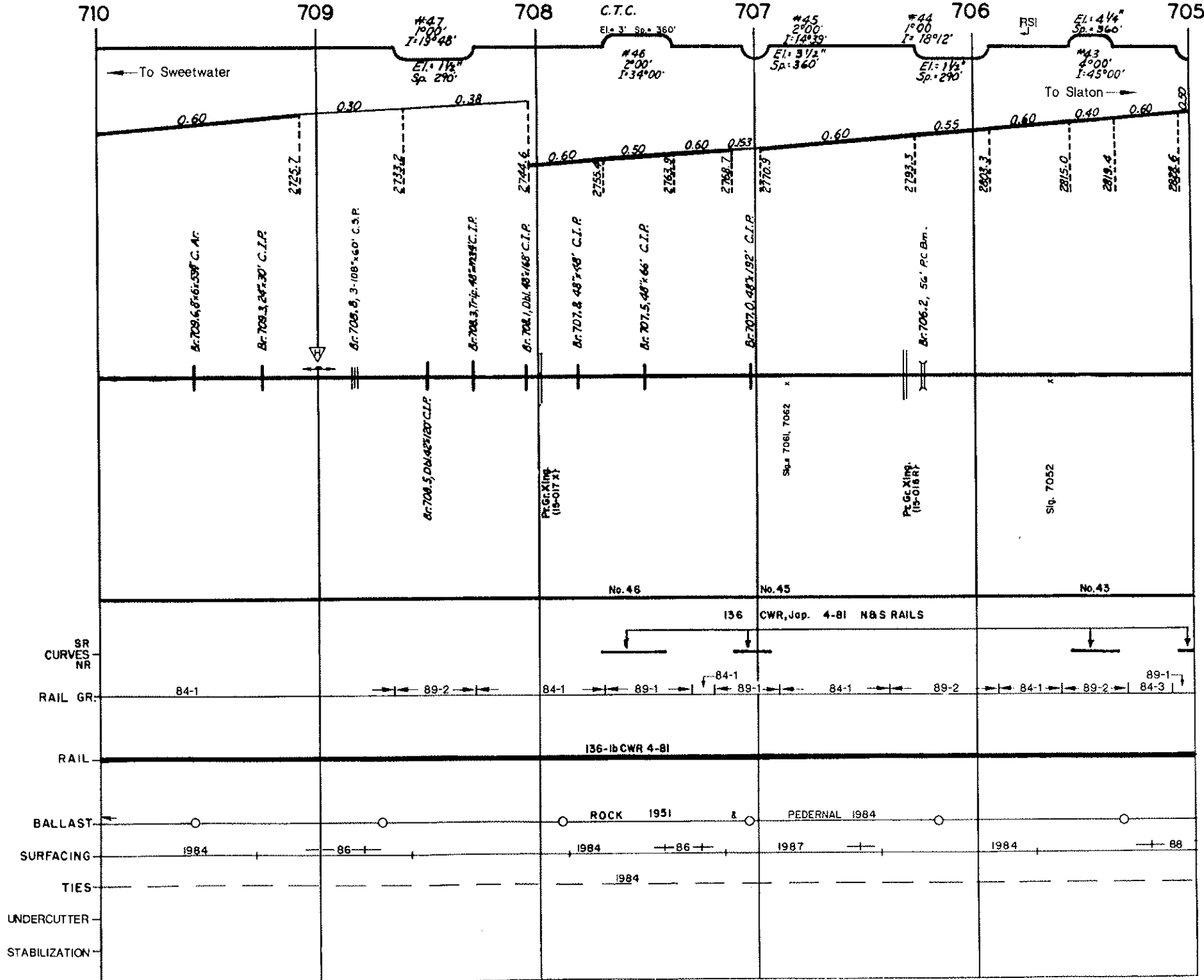
726

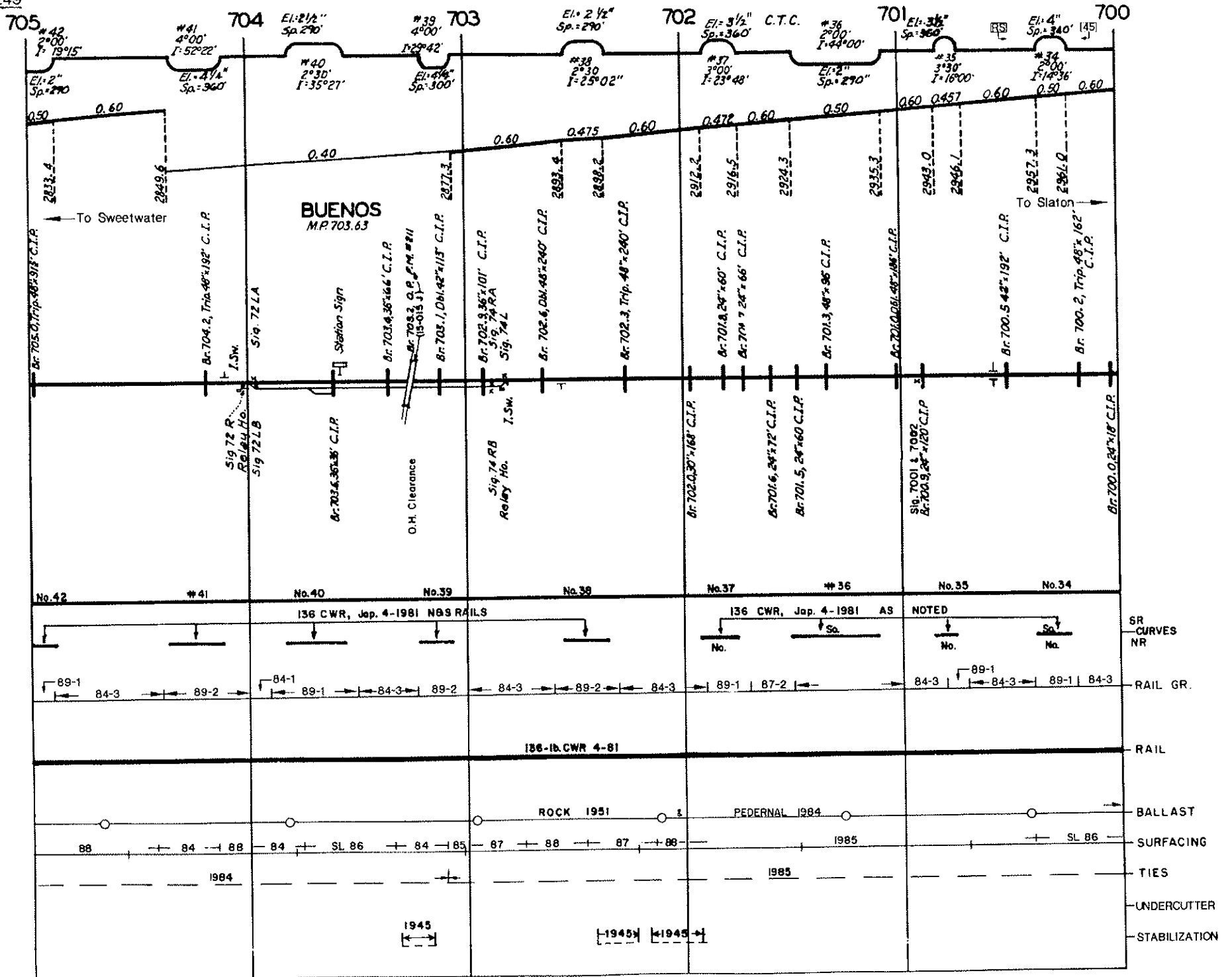
725

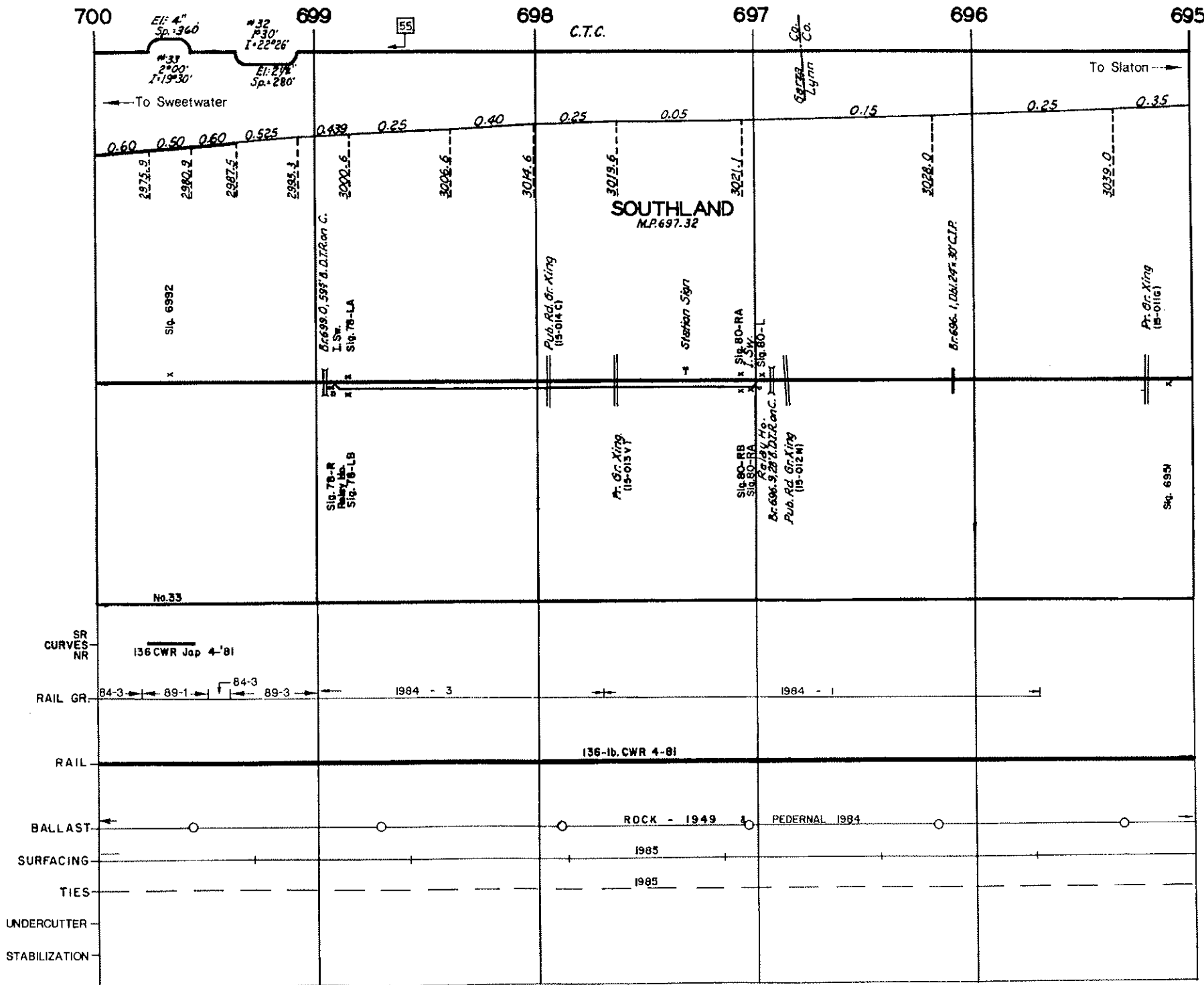


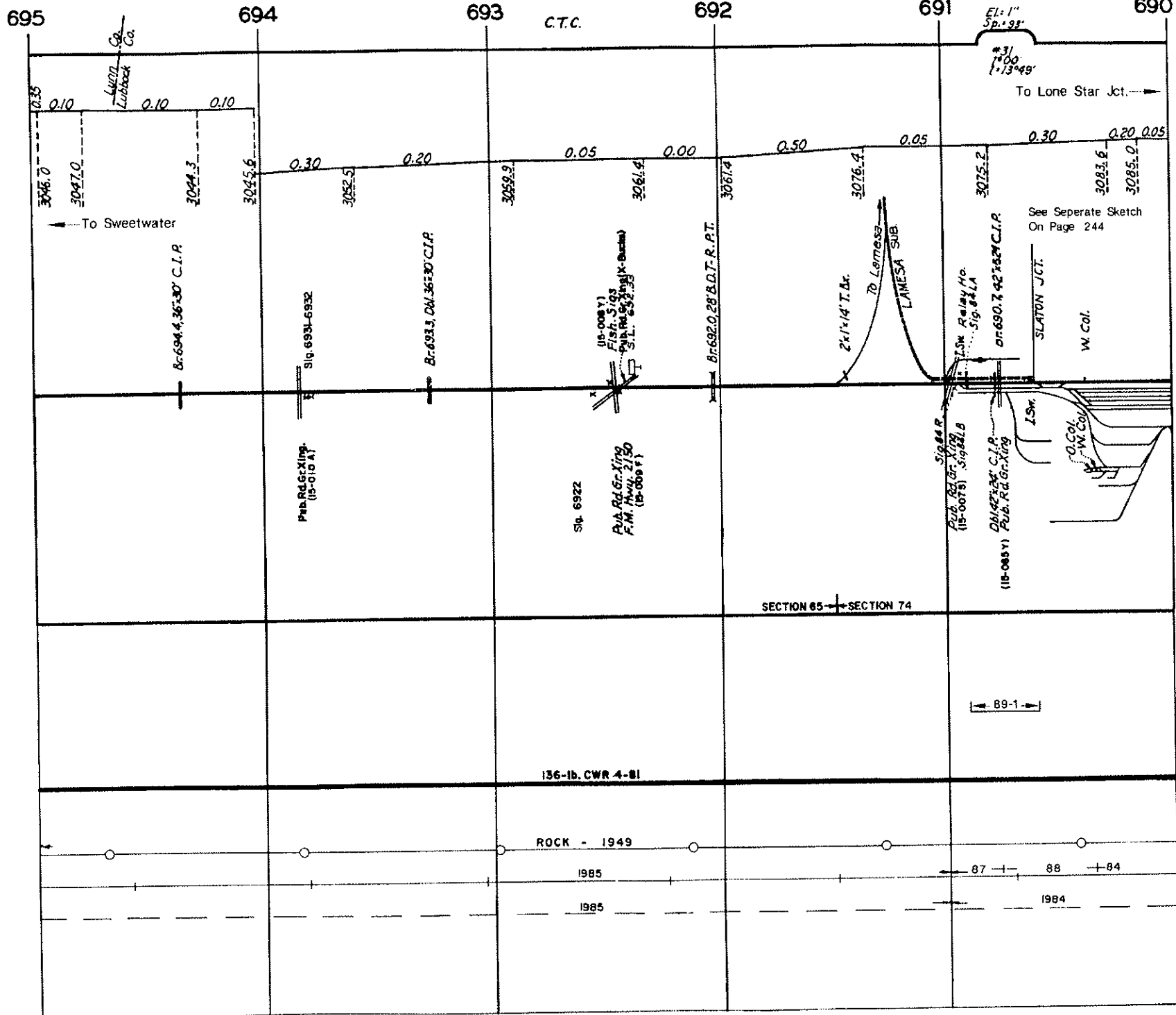








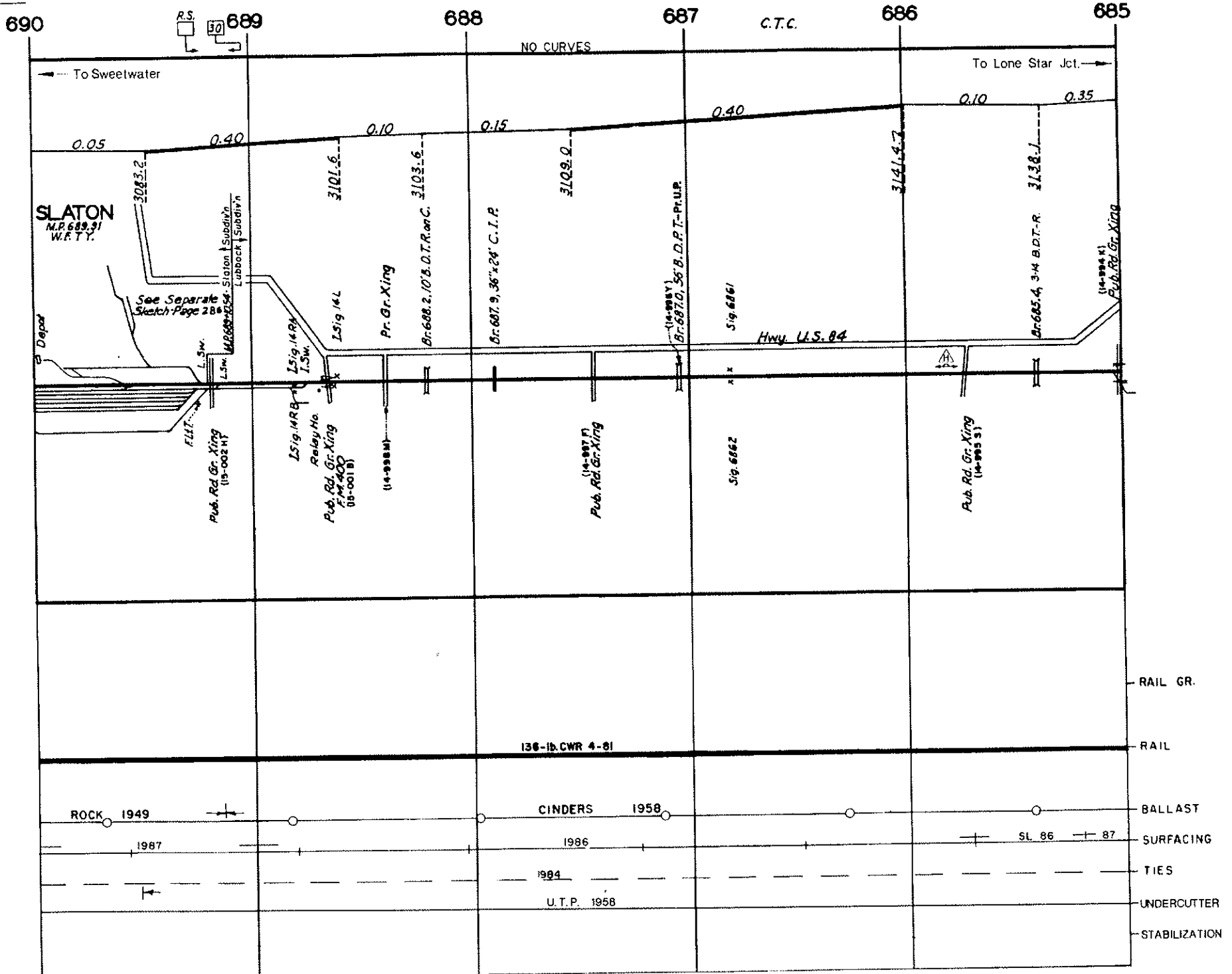


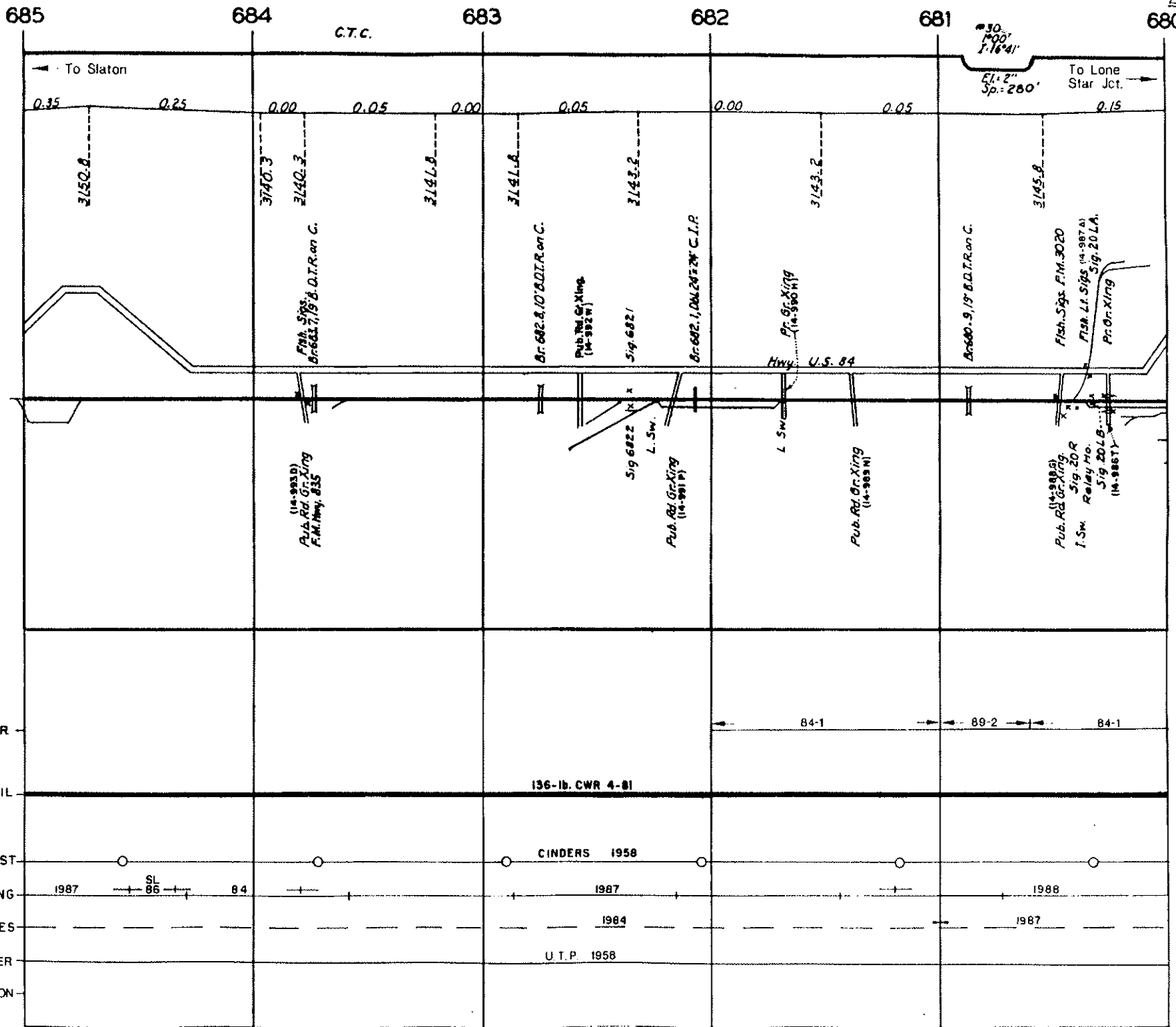


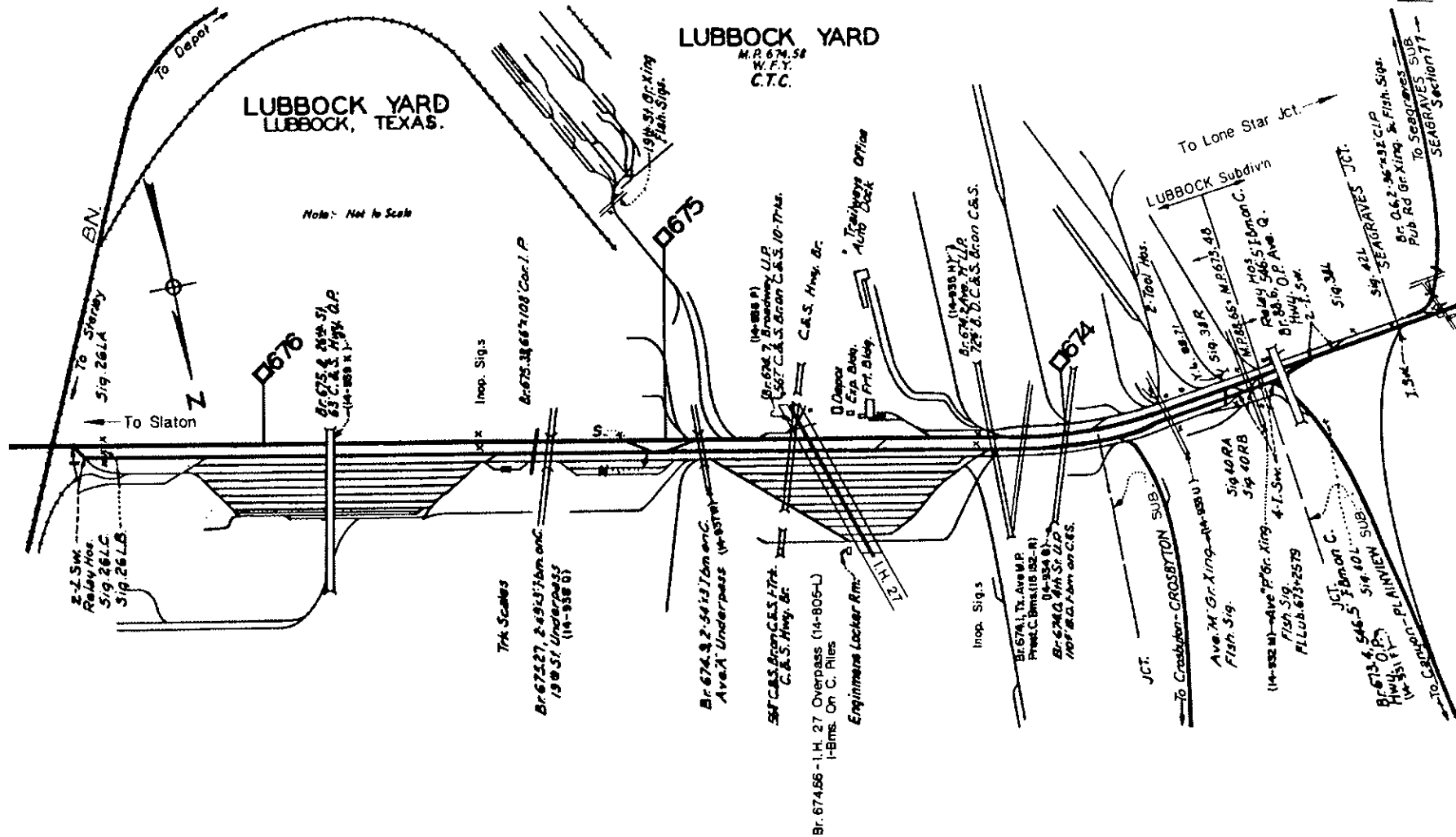
Slaton Subdivision

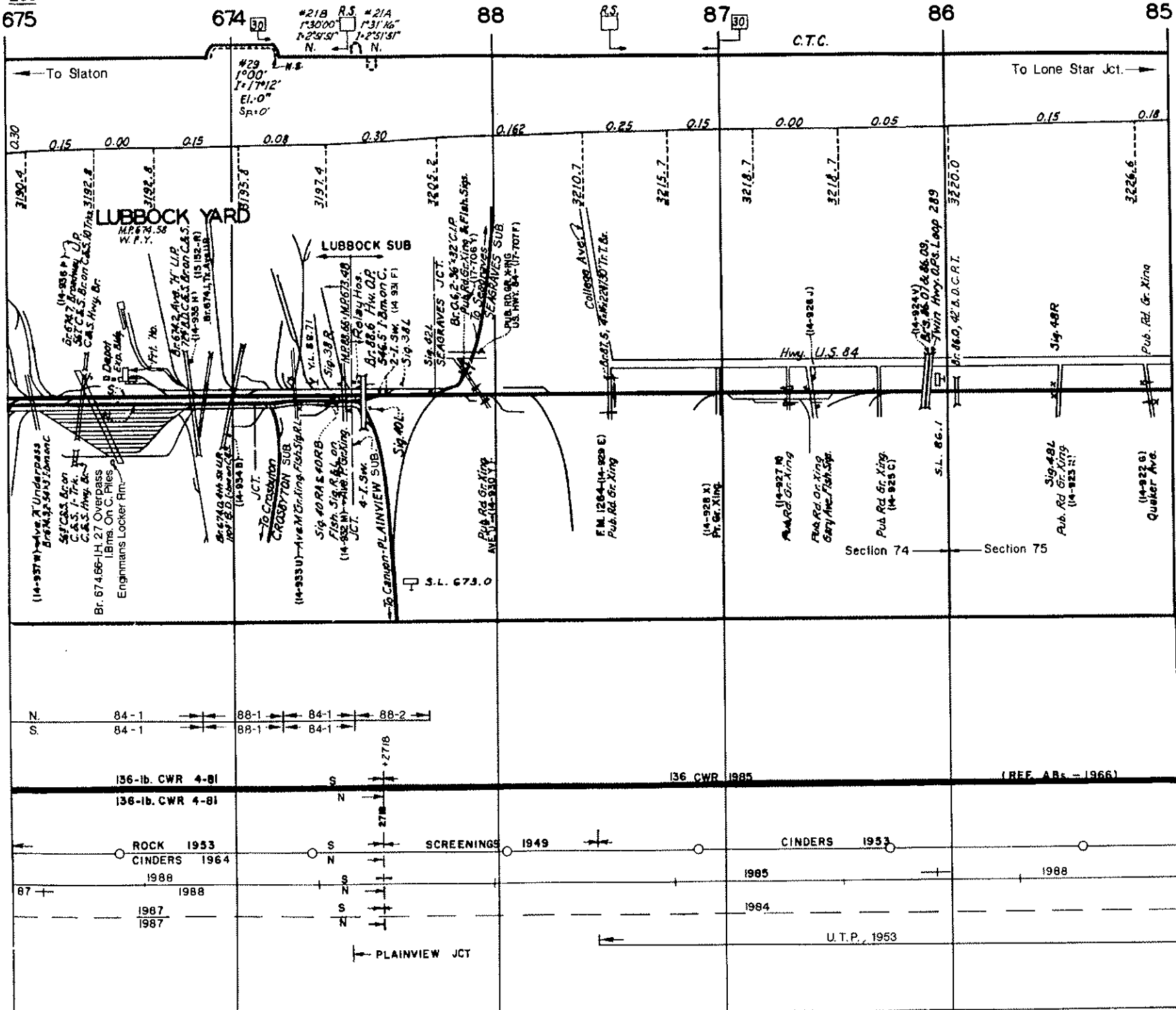
Slaton (M.P. 689.2) to Sweetwater (M.P. 792.2)

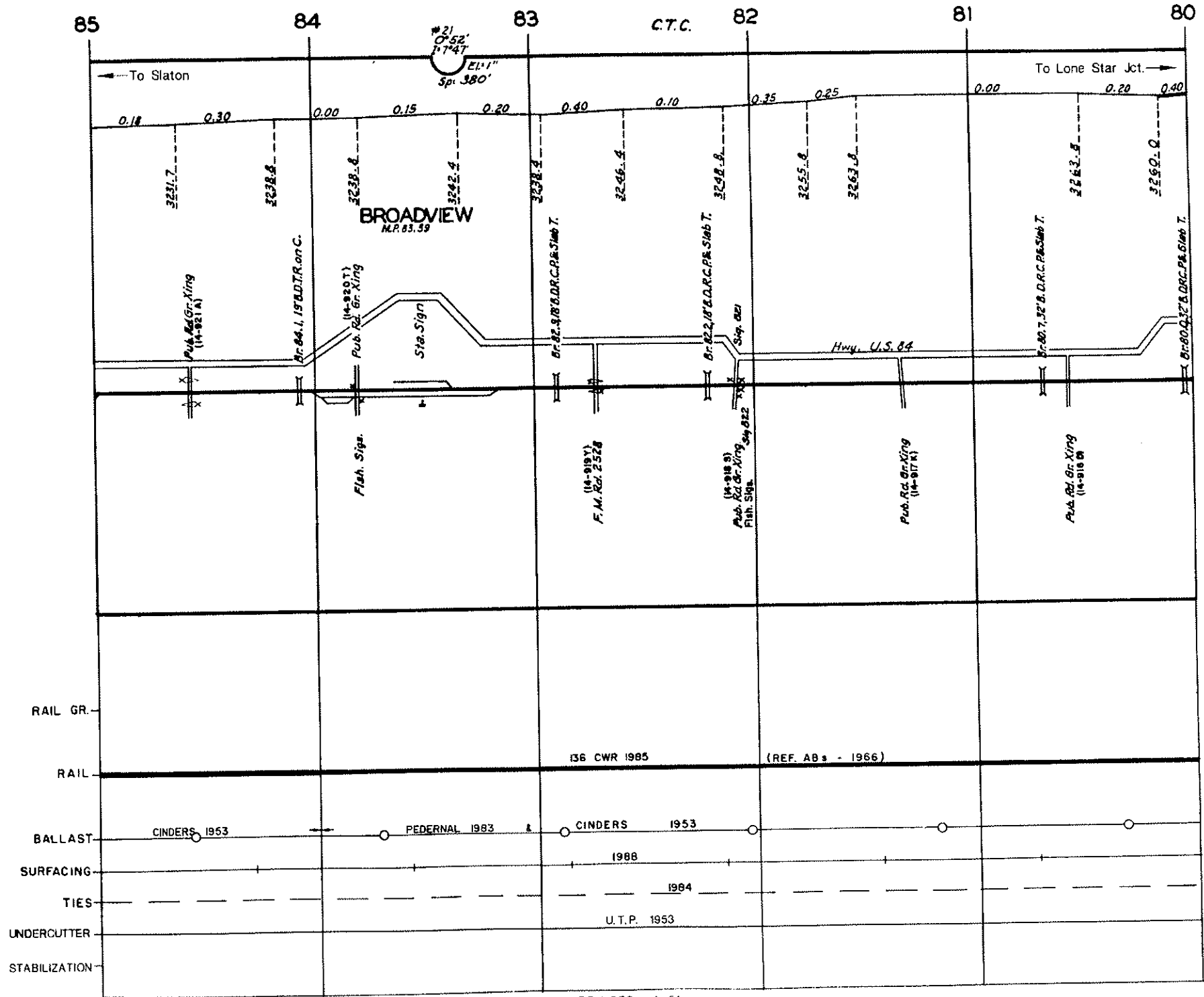
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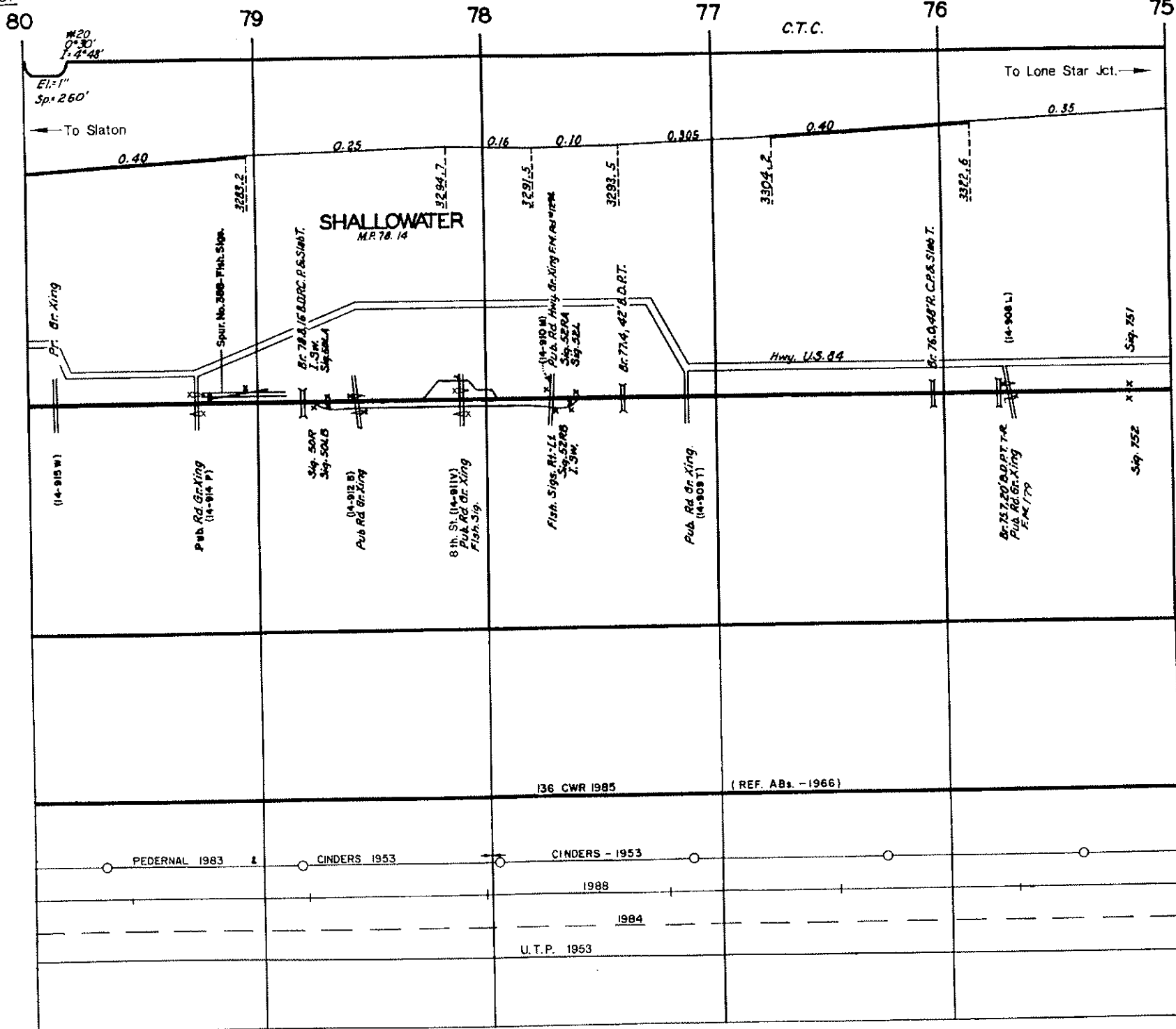












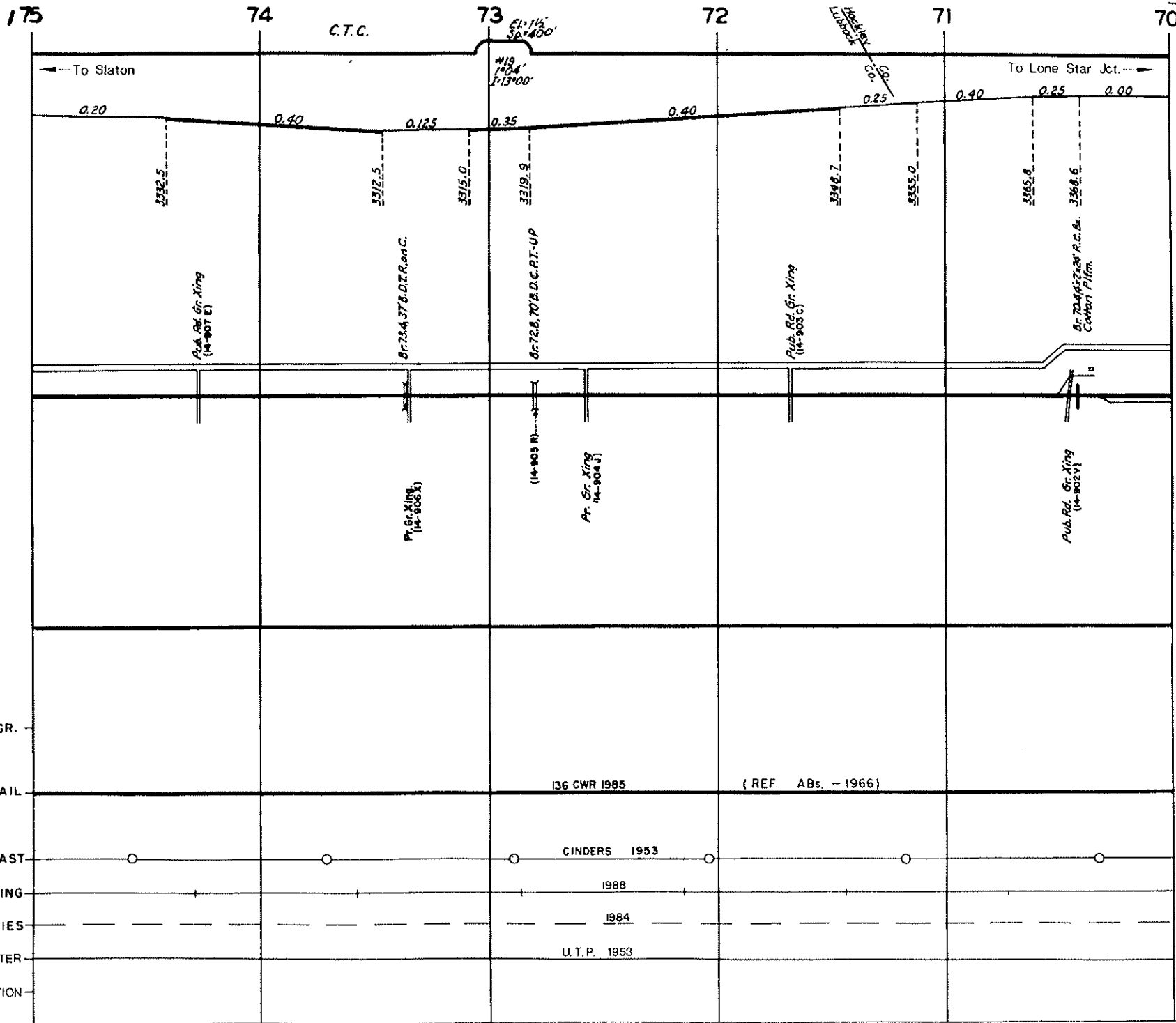
SHALLOWATER
MR 76.14

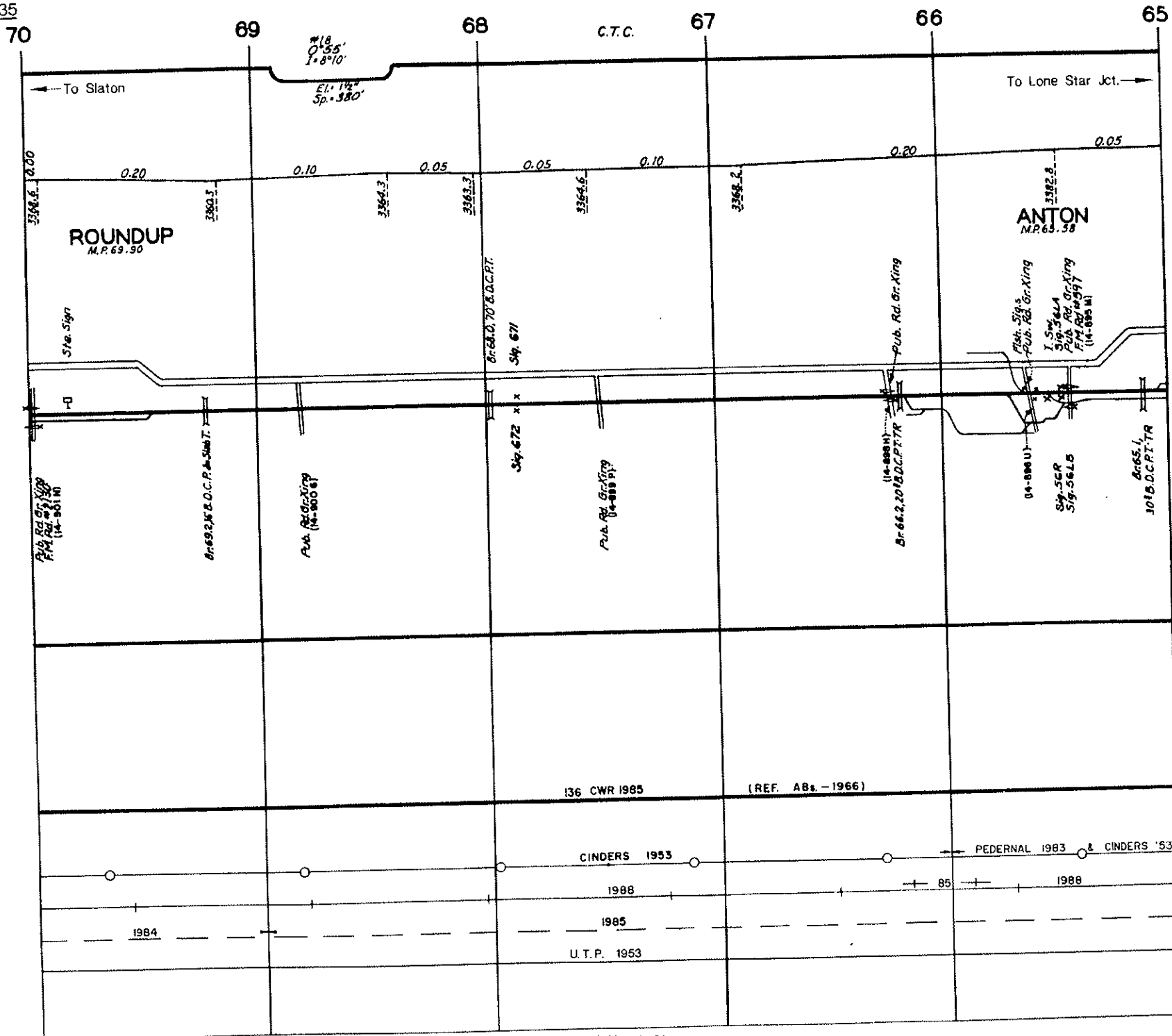
C.T.C.

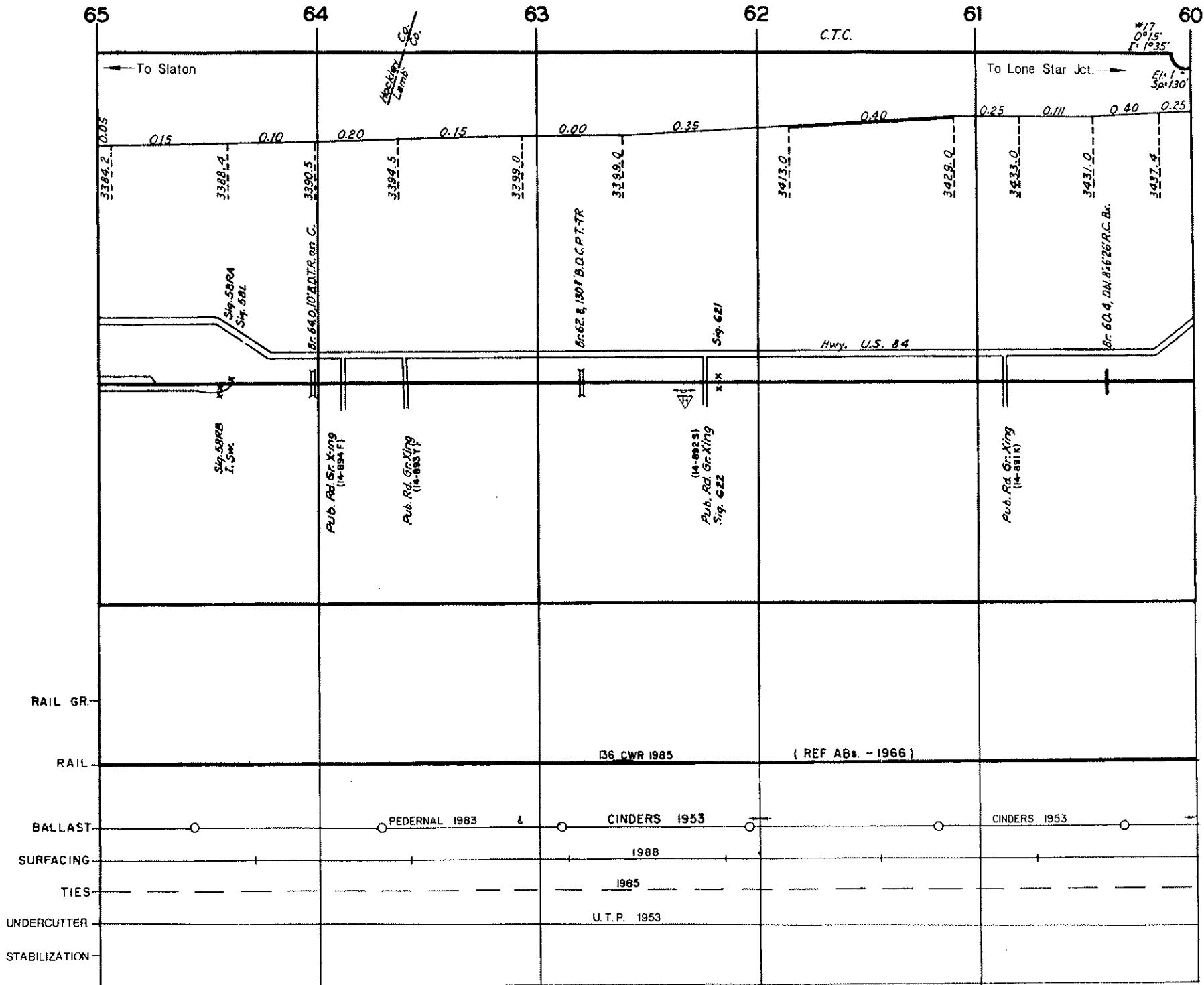
To Lone Star Jct. →

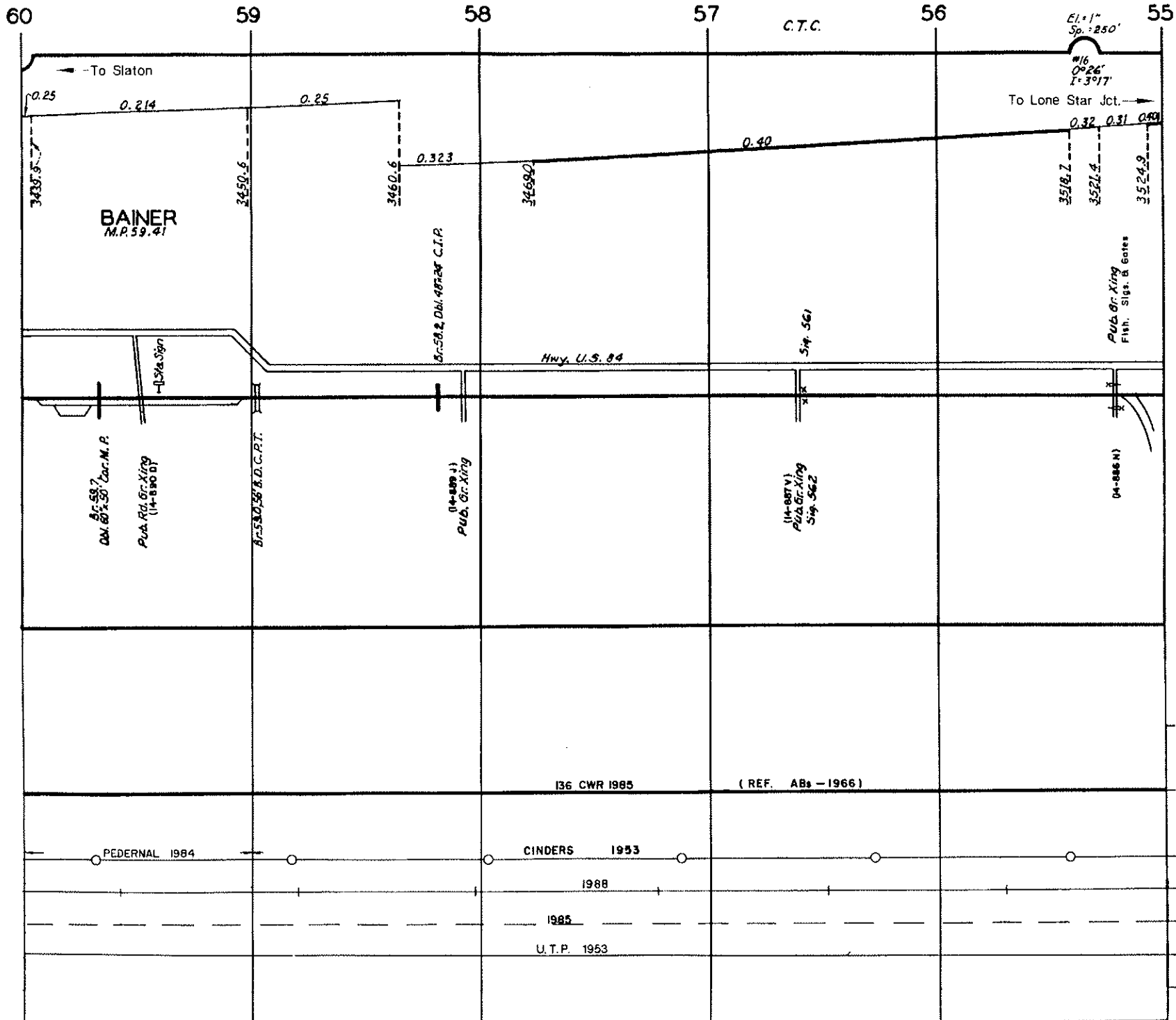
← To Slaton

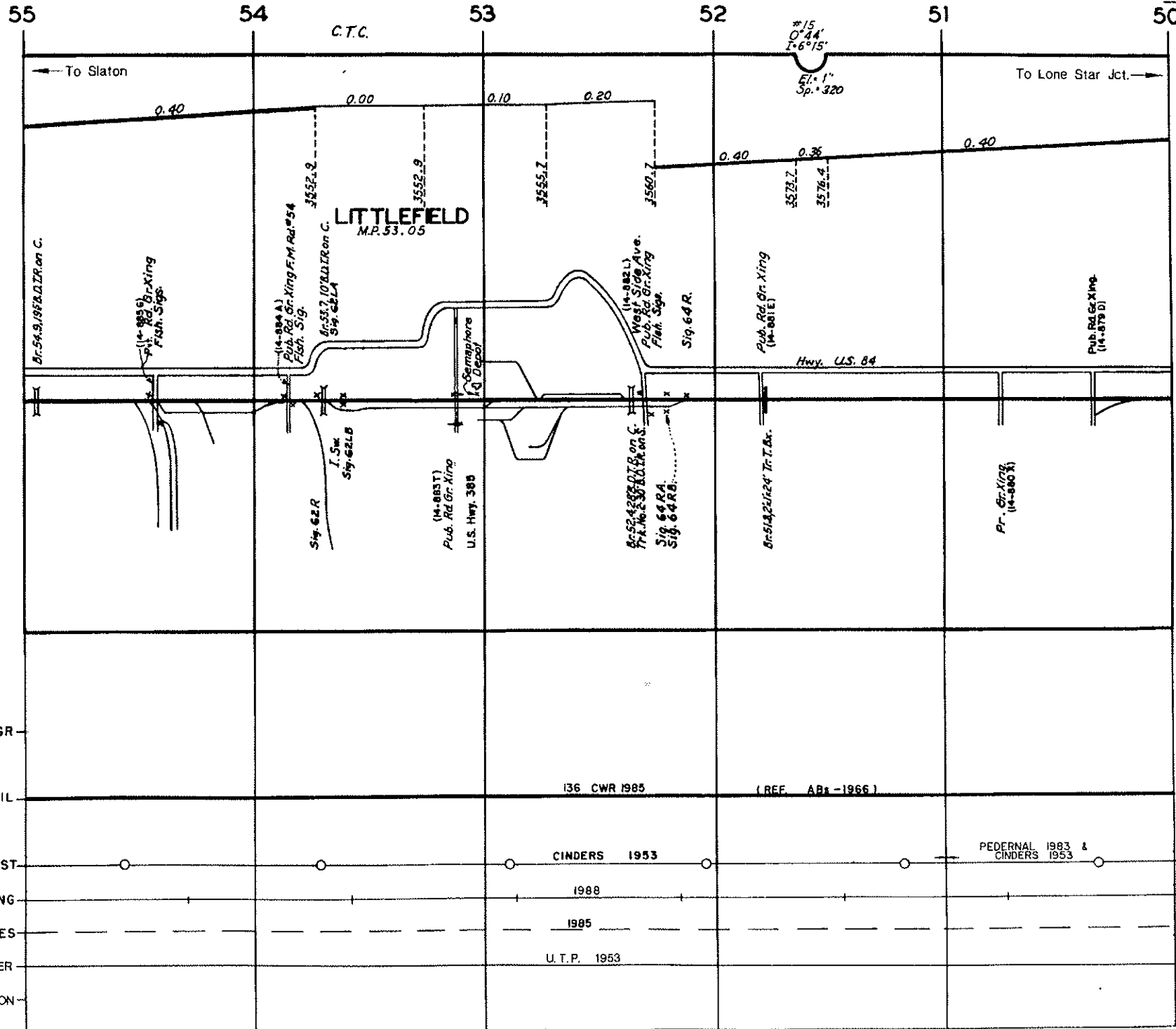
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION











C.T.C.

To Slaton

To Lone Star Jct.

LITTLEFIELD
M.P. 53.05

R=1500'
C=6.75°
Sp. = 320

Br. 54.91982 D.Z.R. on C.

(14-8856)
Pub. Rd. Gr. Xing
Fish. Sigs.

(14-884A)
Pub. Rd. Gr. Xing F.M. Rd. #54
Fish. Sigs.

(14-8852)
Gr. 55.2 D.Z.R. on C.
Sigs. 62LR

Semaphore
I.D. Depot

(14-8851)
Pub. Rd. Gr. Xing
U.S. Hwy. 388

(14-8841)
West Side Ave.
Pub. Rd. Gr. Xing
Fish. Sigs.

Sigs. 64 R.

Pub. Rd. Gr. Xing
(14-881E)

Hwy. U.S. 84

Pub. Rd. Gr. Xing
(14-879 D)

RAIL GR
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

136 CWR 1985

(REF. ABx-1966)

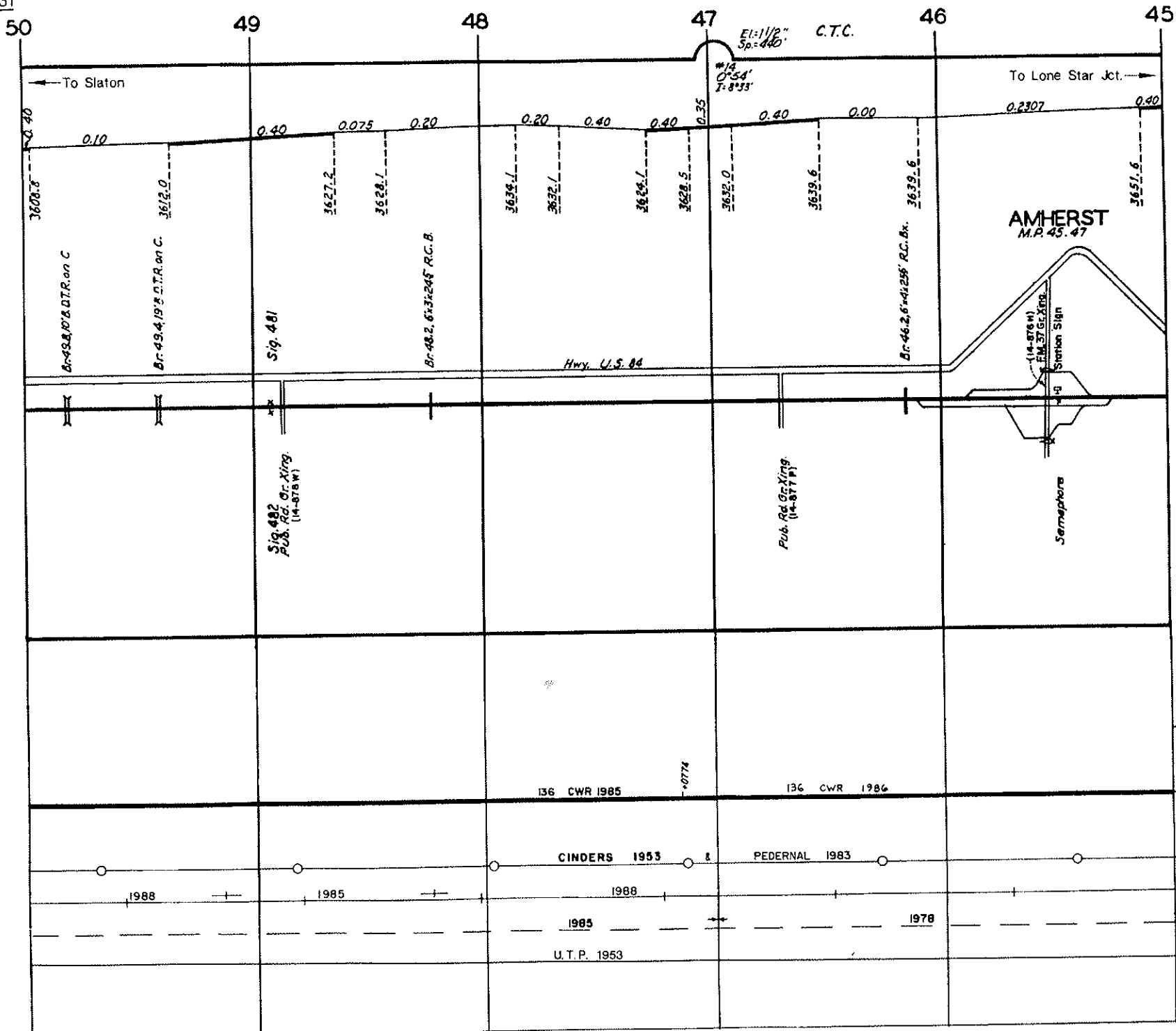
CINDERS 1953

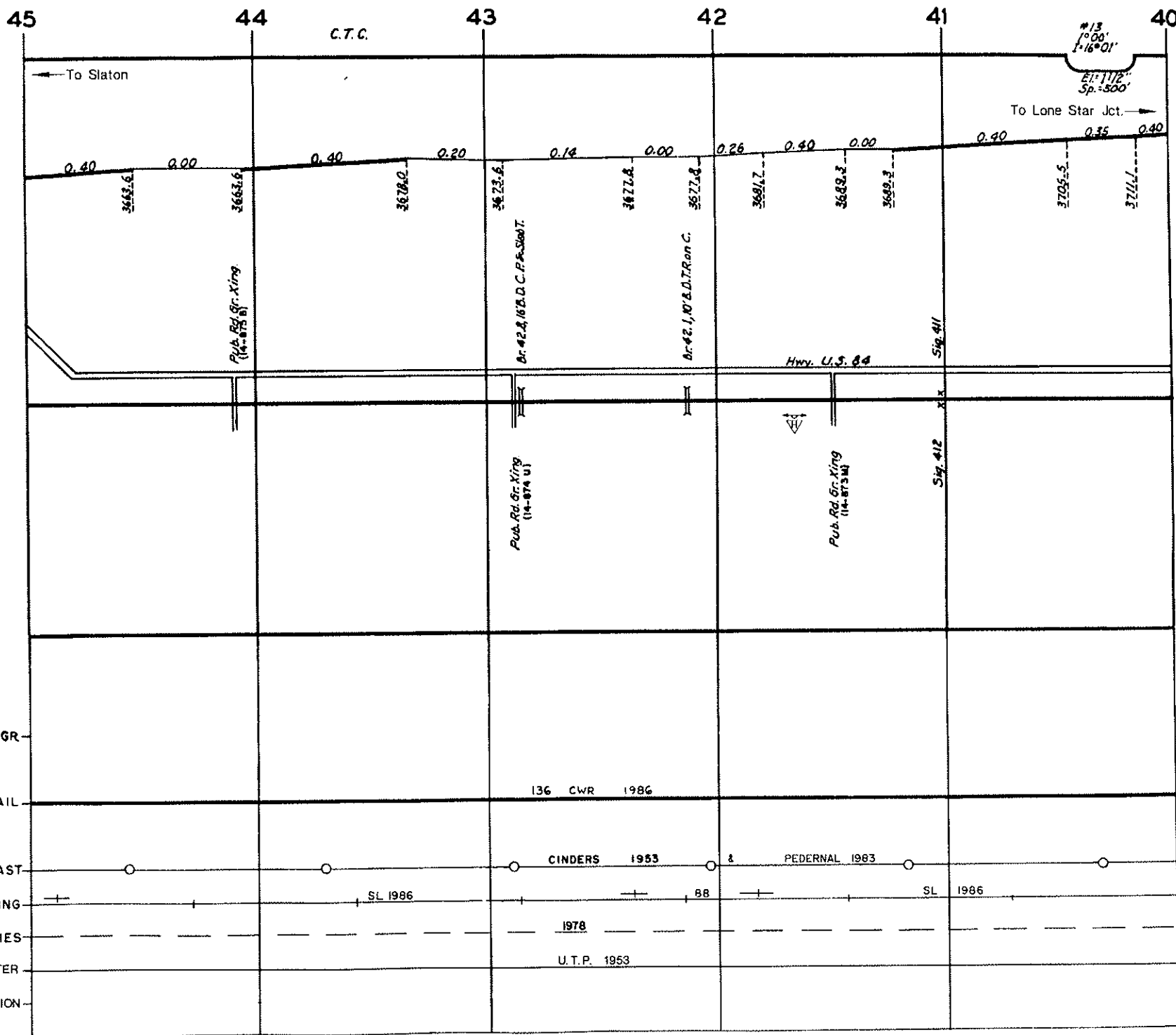
FEDERAL 1983 &
CINDERS 1953

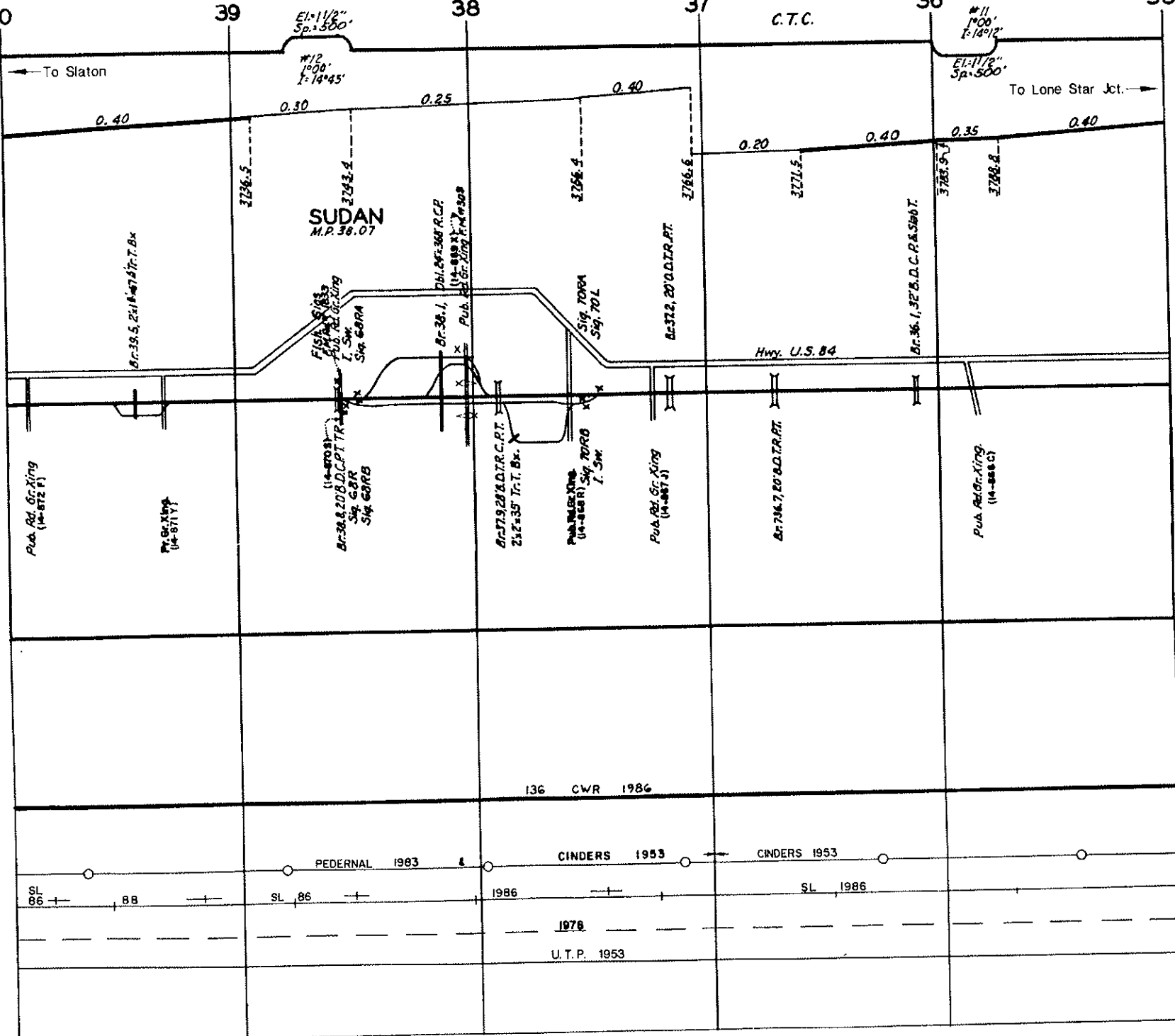
1988

1995

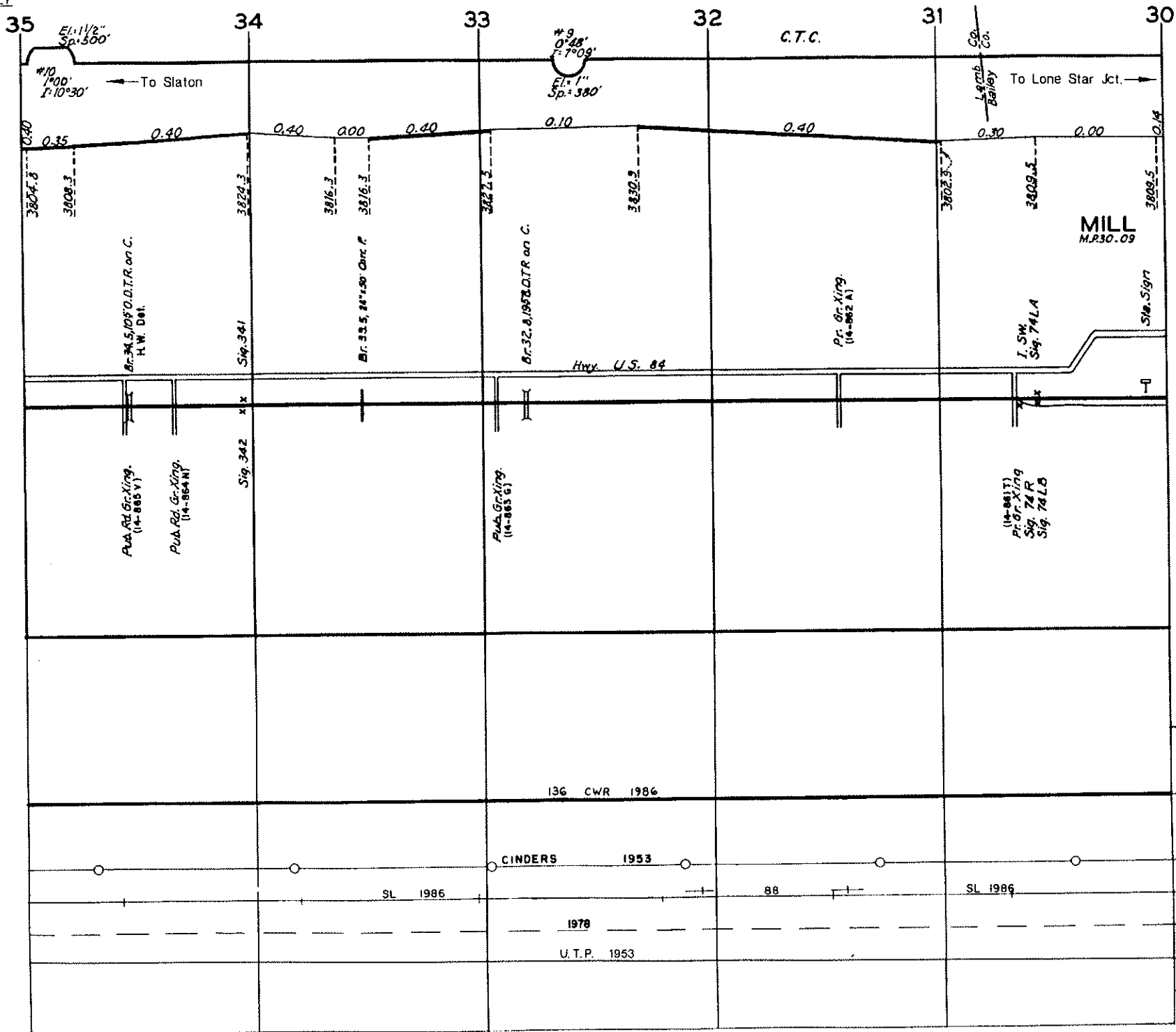
U.T.P. 1953

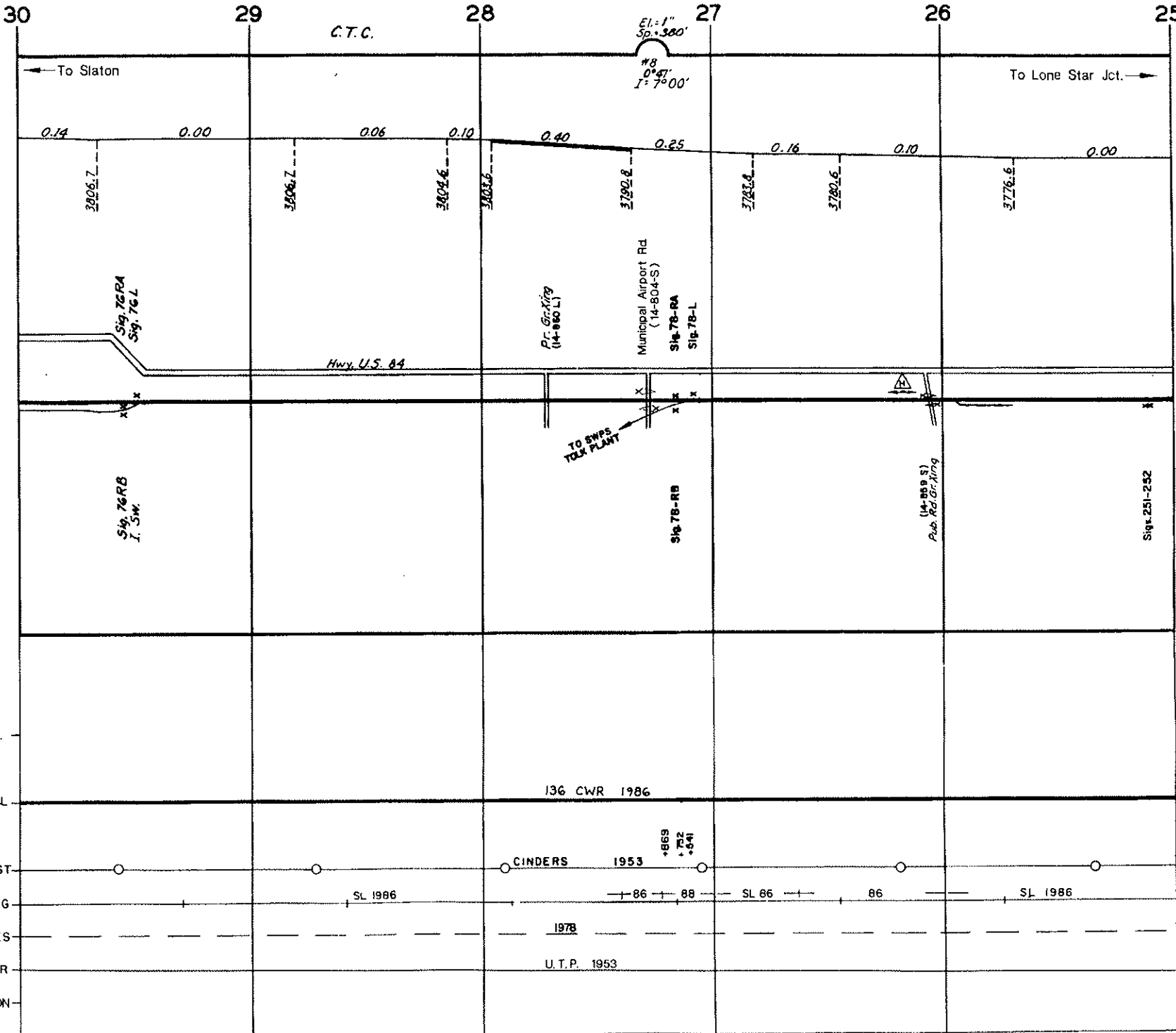


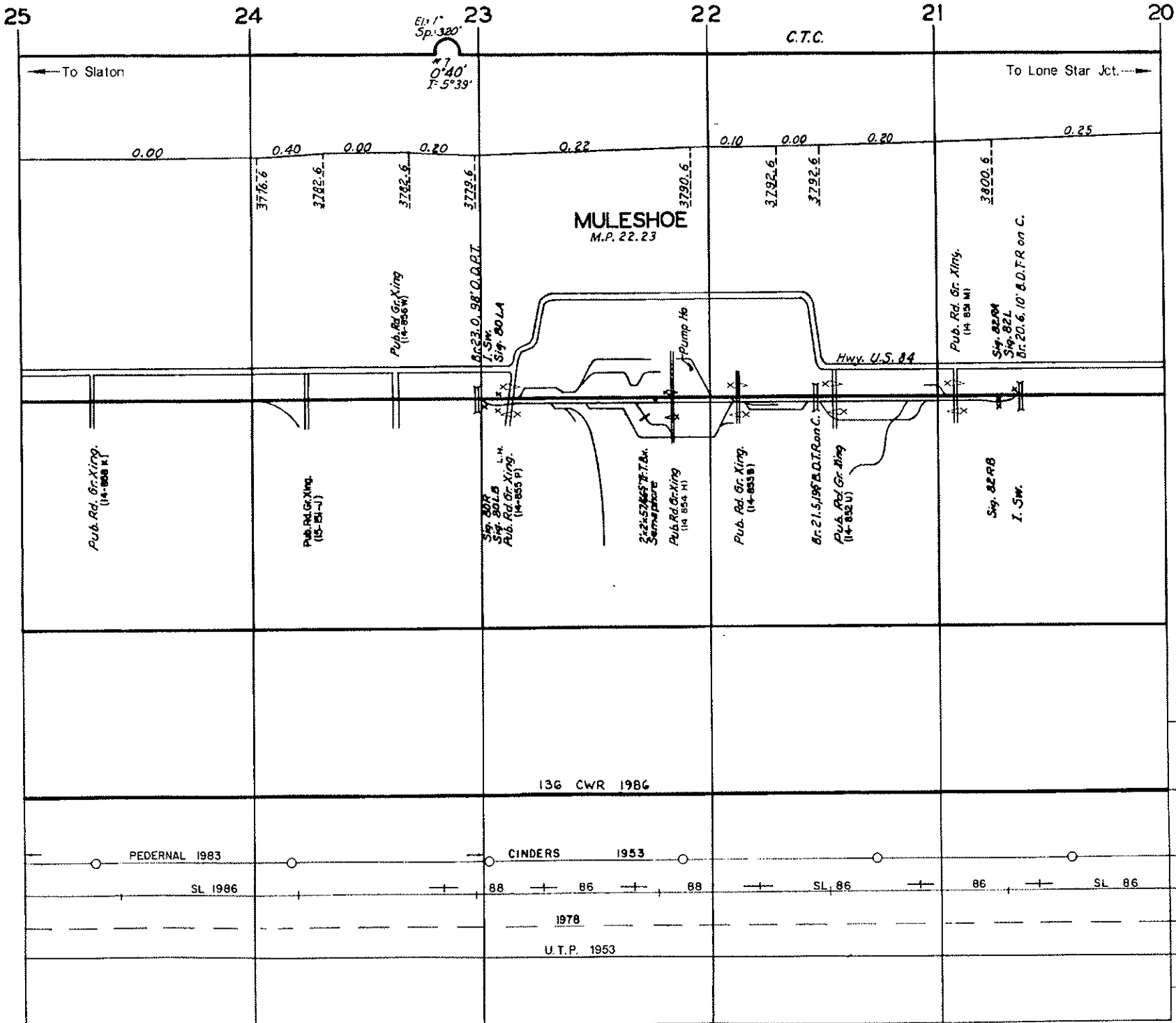


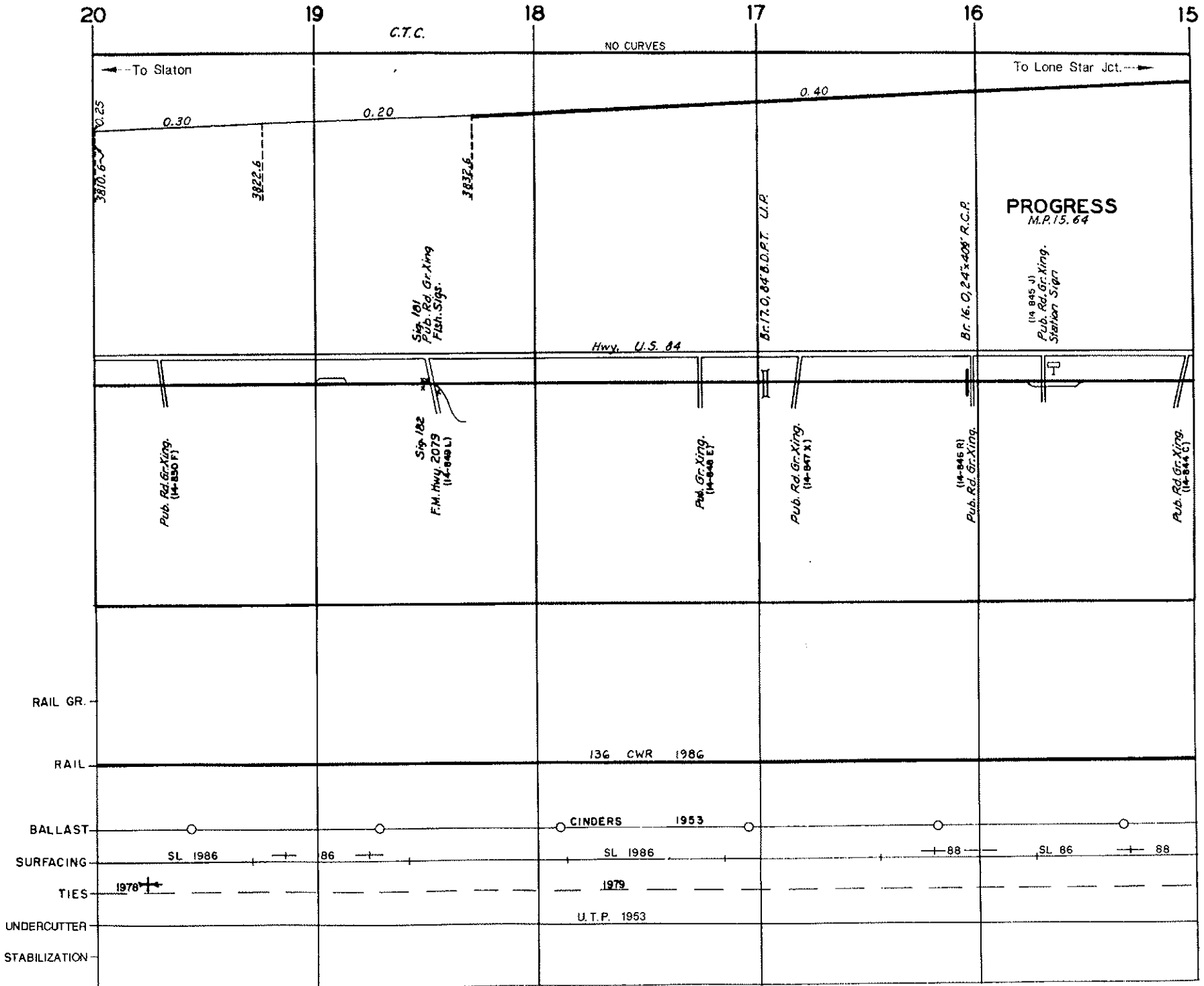


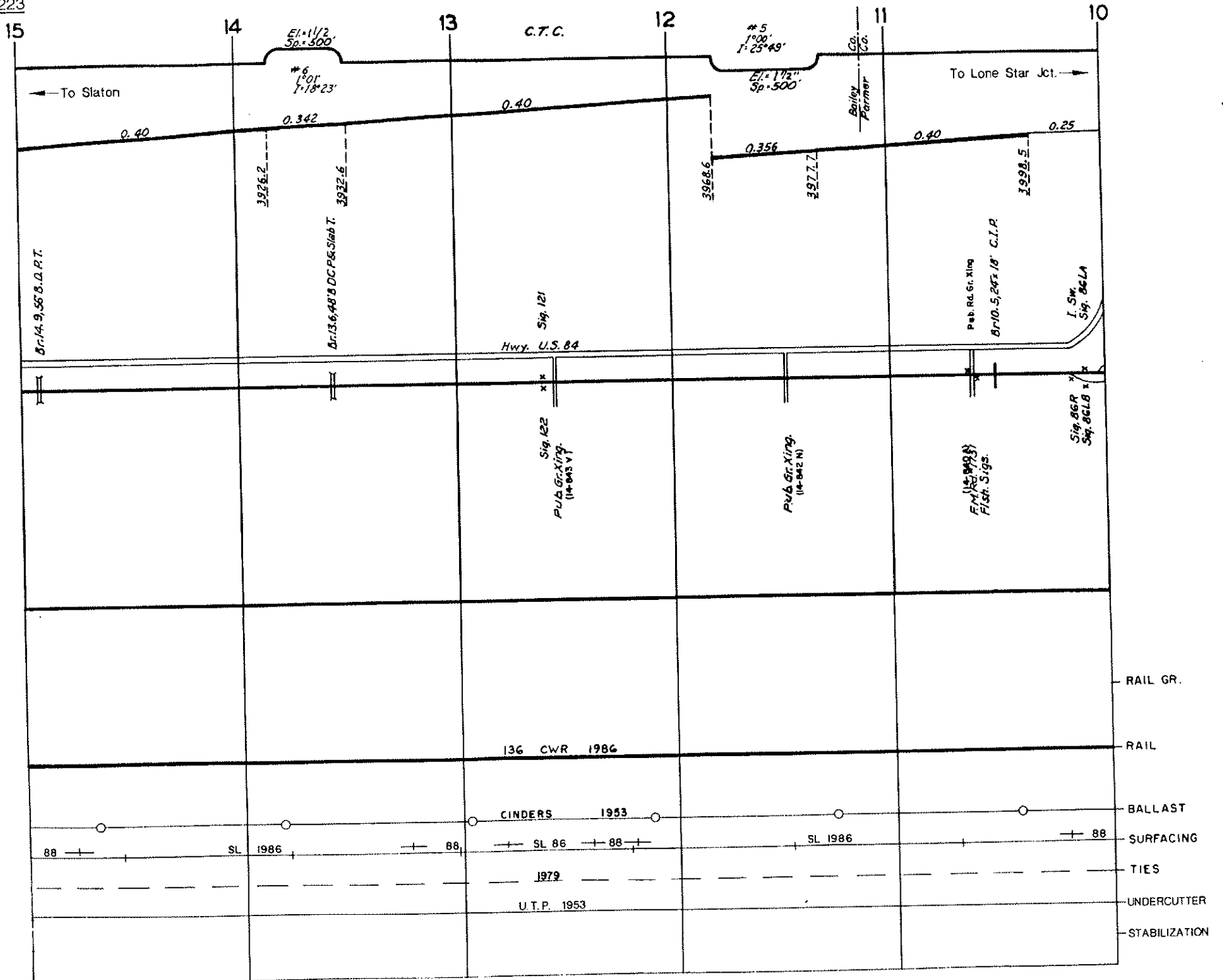
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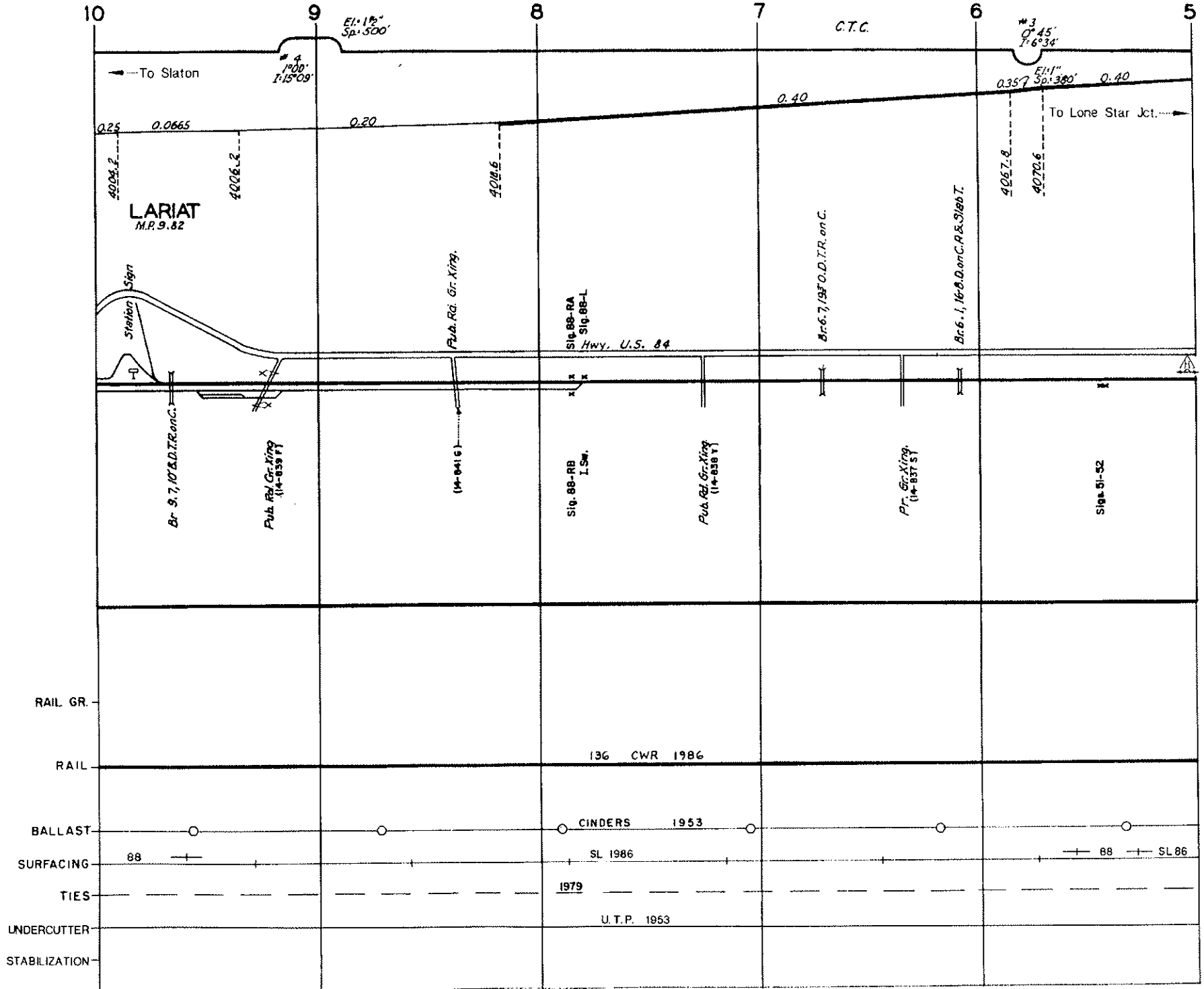








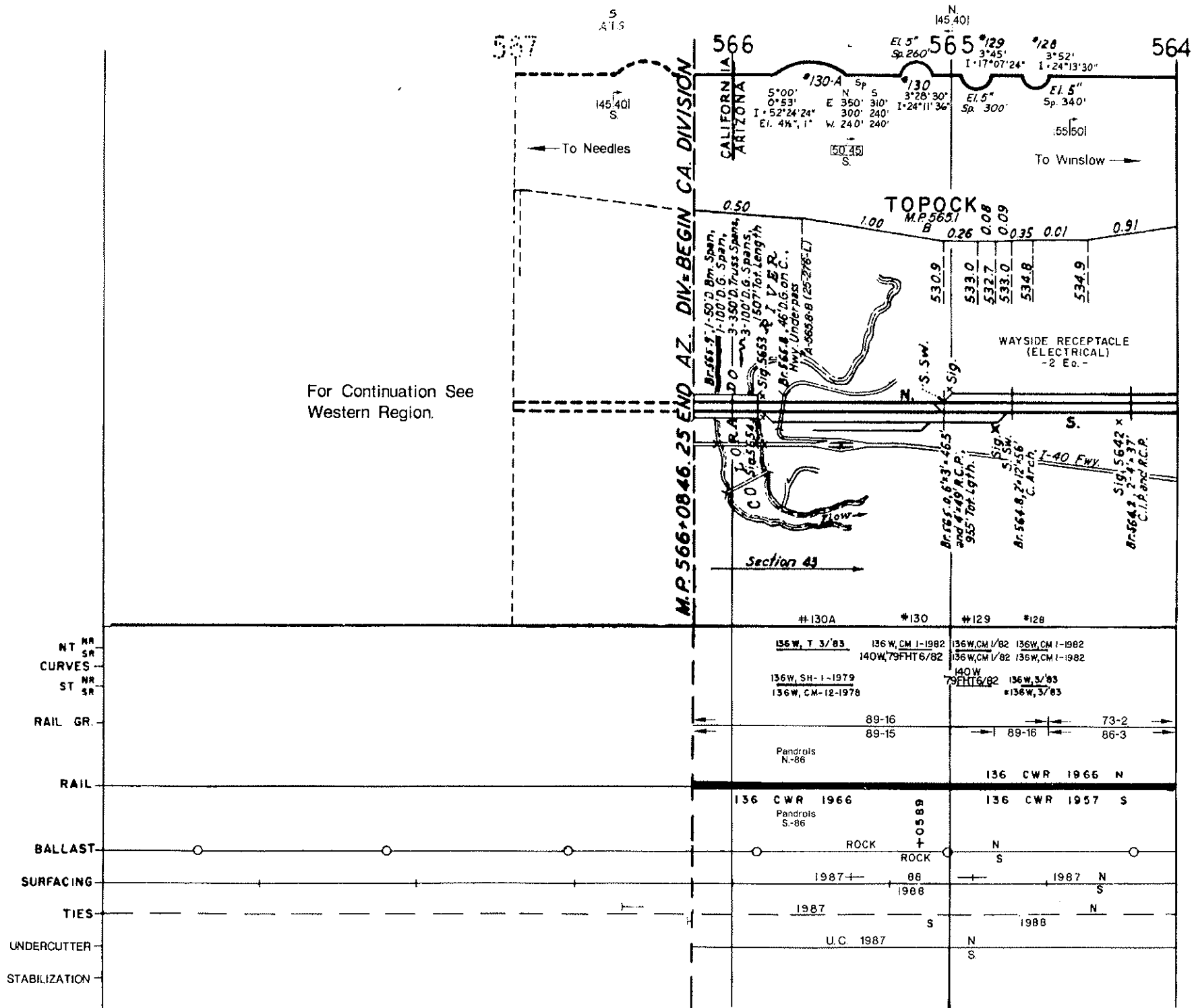




Lubbock Subdivision

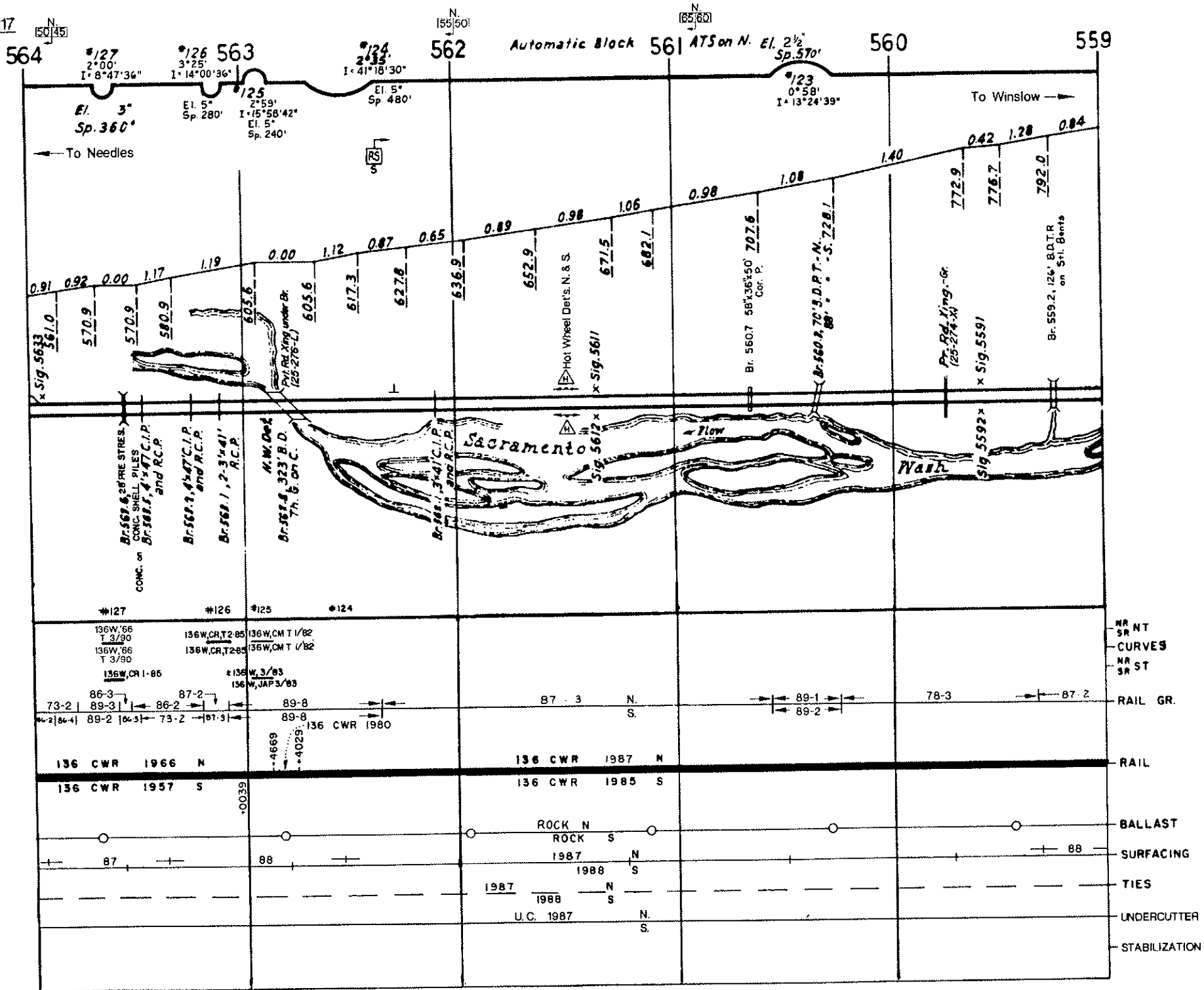
Farwell (M.P. 1.0) to Lubbock (M.P. 88.6 = 673.5)
to Slaton (M.P. 689.2)

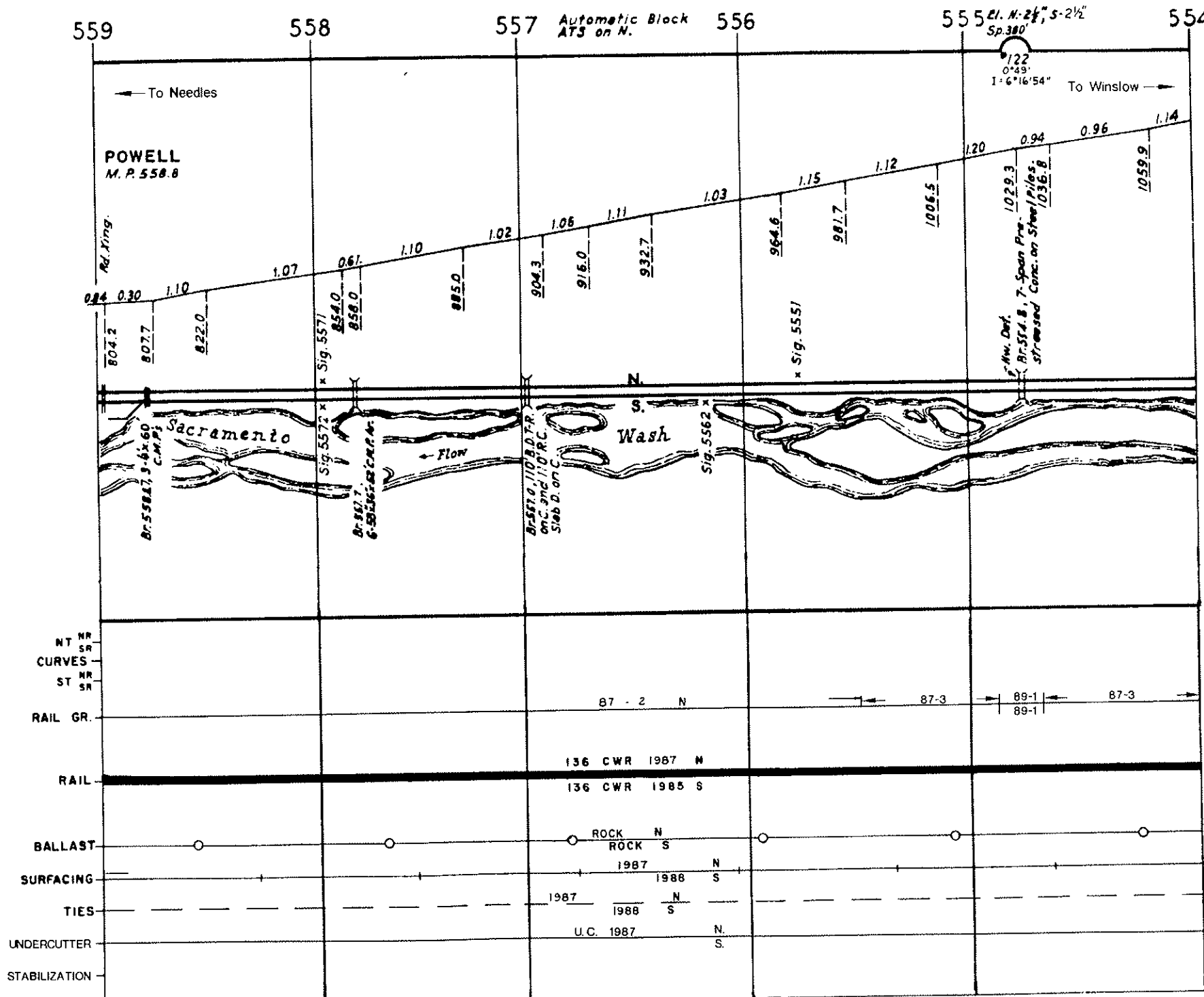
Intentionally Blank

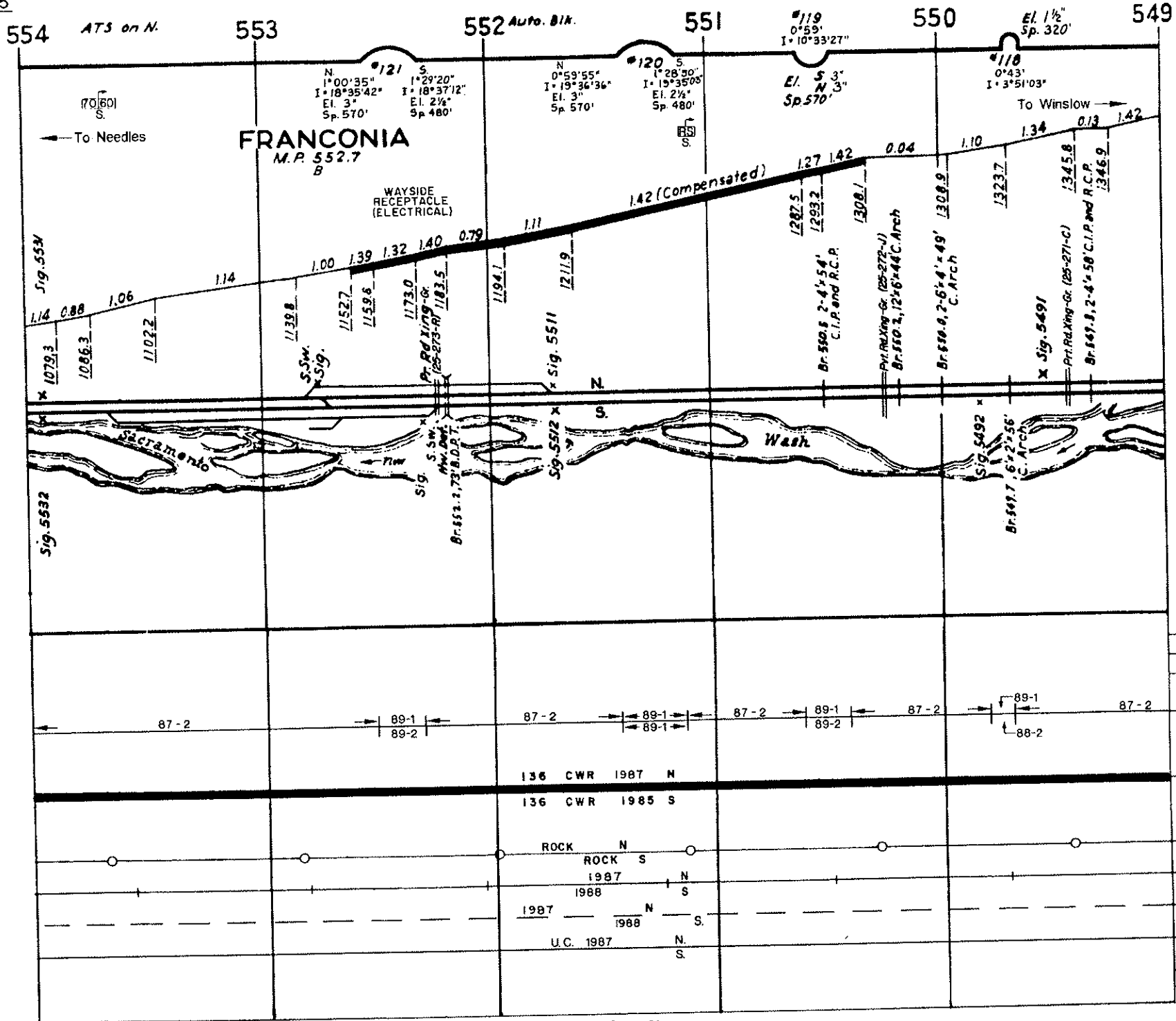


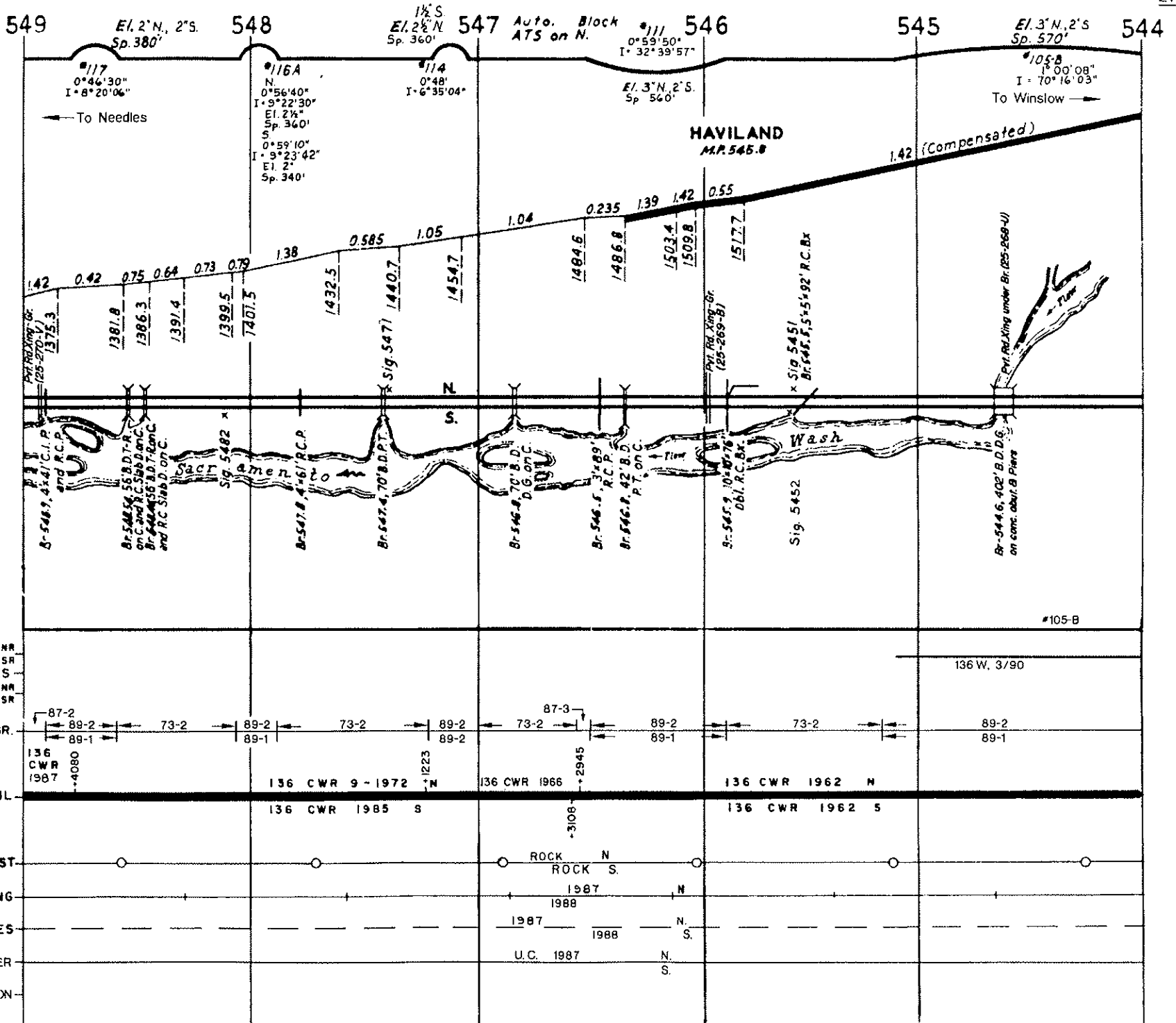
For Continuation See Western Region.

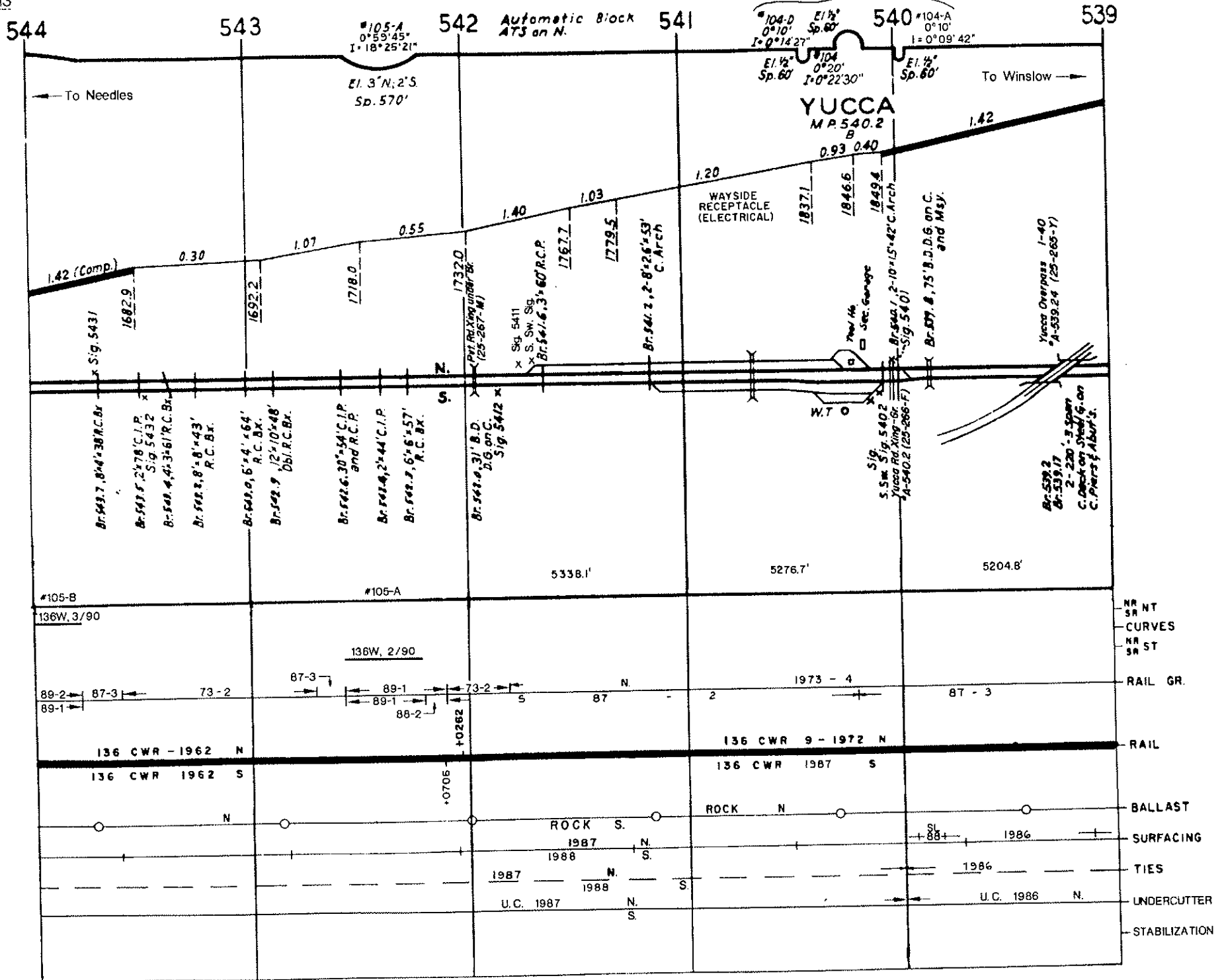
	#130A	*130	#129	*128
NT SR	136 W, T 3/83	136 W, CM 1-1982	136 W, CM 1/82	136 W, CM 1-1982
CURVES	140 W, 79 FHT 6/82	140 W, 79 FHT 6/82	136 W, CM 1/82	136 W, CM 1-1982
ST SR	136 W, SH-1-1979	140 W, 79 FHT 6/82	136 W, 3/83	136 W, 3/83
RAIL GR.	136 W, CM-12-1978		#136 W, 3/83	
RAIL		89-16	89-16	73-2
		89-15		86-3
	Pandrols N-86			
	136 CWR 1966		136 CWR 1966 N	
	Pandrols S-86	0588		136 CWR 1957 S
BALLAST		ROCK	ROCK	
SURFACING		1987	88	1987 N
		1988		S
TIES	1987			1988 N
UNDERCUTTER		S		
STABILIZATION	U.C. 1987		N	S

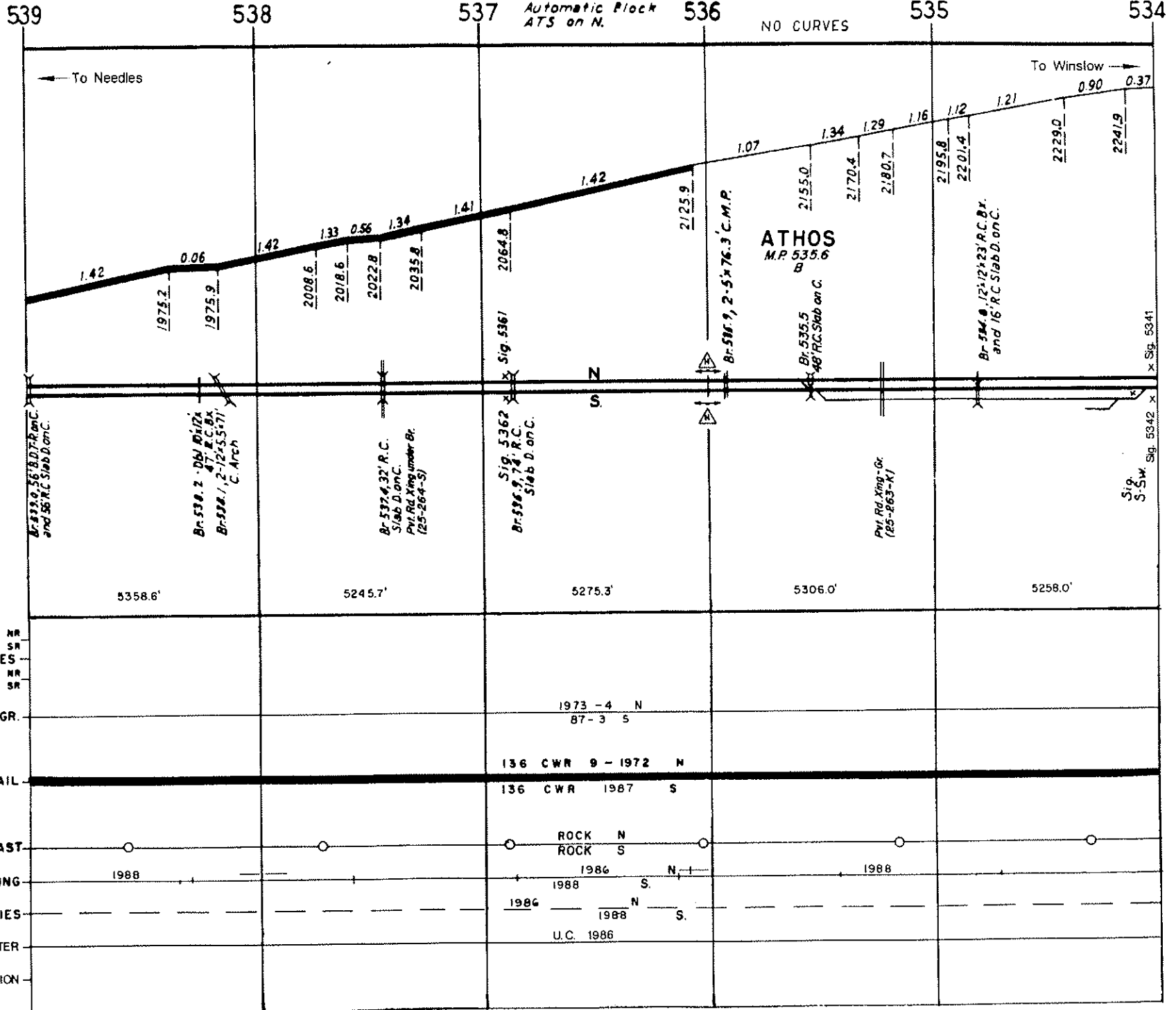


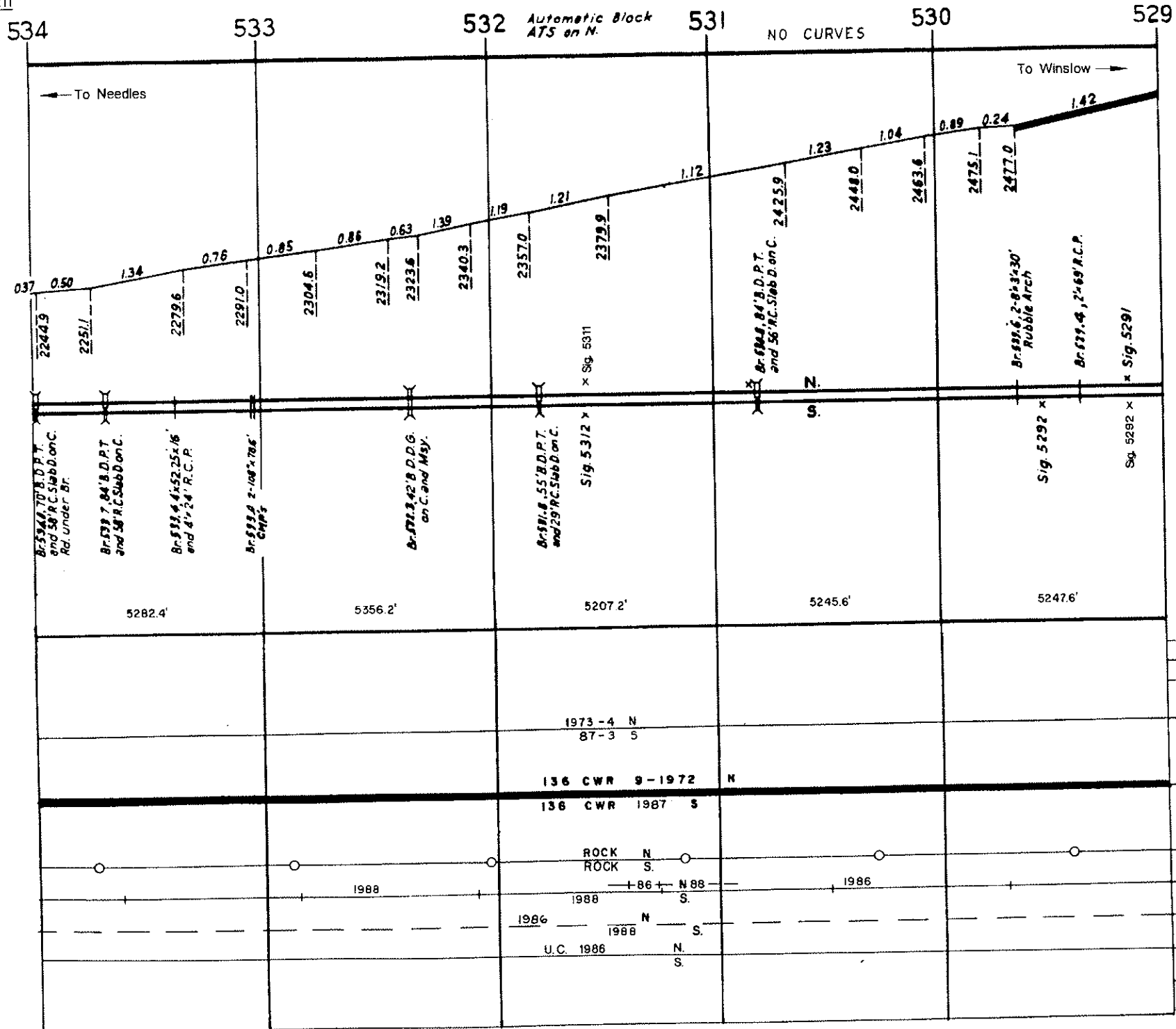












529

528

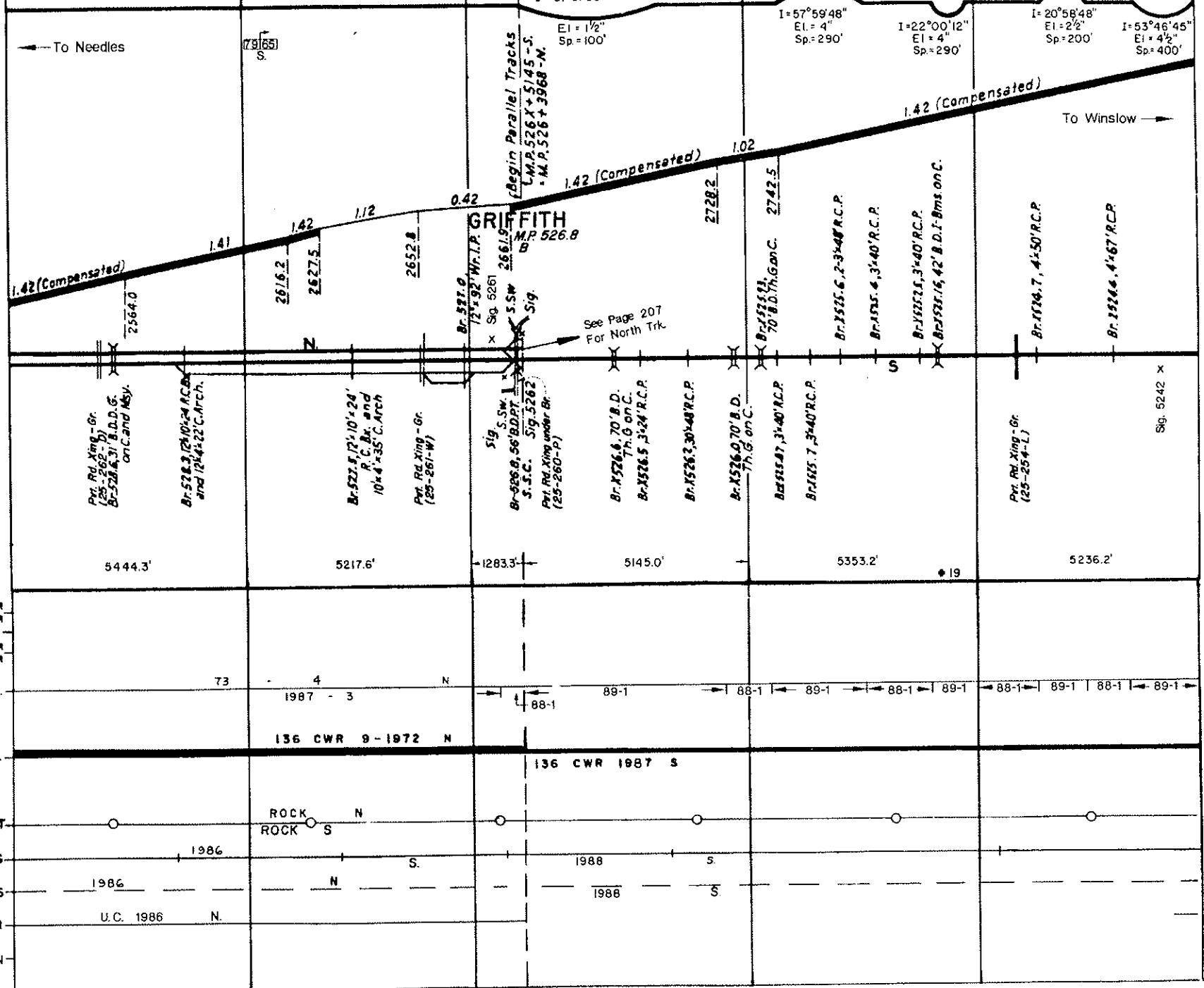
ATS on W.W.

527

526X

525X

524X



To Needles

To Winslow

Priv. Rd. Xing - Gr.
(25-262-D)
Br. 528.6, 31' B.D.D.G.
on C. and Msy.

Br. 528.3 (24'0" R.C.P.)
and 12'4" x 22' C. Arch.

Br. 527.5 (17'10" x 24'
R.C. Arch. and
10'4" x 35' C. Arch.

Priv. Rd. Xing - Gr.
(25-261-W)

Sig. S.S.W. 1
Br. 526.8, 56' B.D.D.P.T.
S.S.C. Sig. 526.2
Priv. Rd. Xing under Br.
(25-260-P)

Br. 526.6, 70' B.D.
Th.G on C.

Br. 526.5, 3' x 24' R.C.P.

Br. 526.3, 30' x 48' R.C.P.

Br. 526.0, 70' B.D.
Th.G on C.

Br. 525.7, 3' x 40' R.C.P.

Br. 525.6, 2' x 34' R.C.P.

Br. 525.4, 3' x 40' R.C.P.

Br. 525.2, 3' x 40' R.C.P.

Br. 525.1, 15'42" B.D. I-Bms on C.

Priv. Rd. Xing - Gr.
(25-254-L)

Sig. 524.2 X

NT NR
SR CURVES
ST NR
SR

RAIL GR.

RAIL

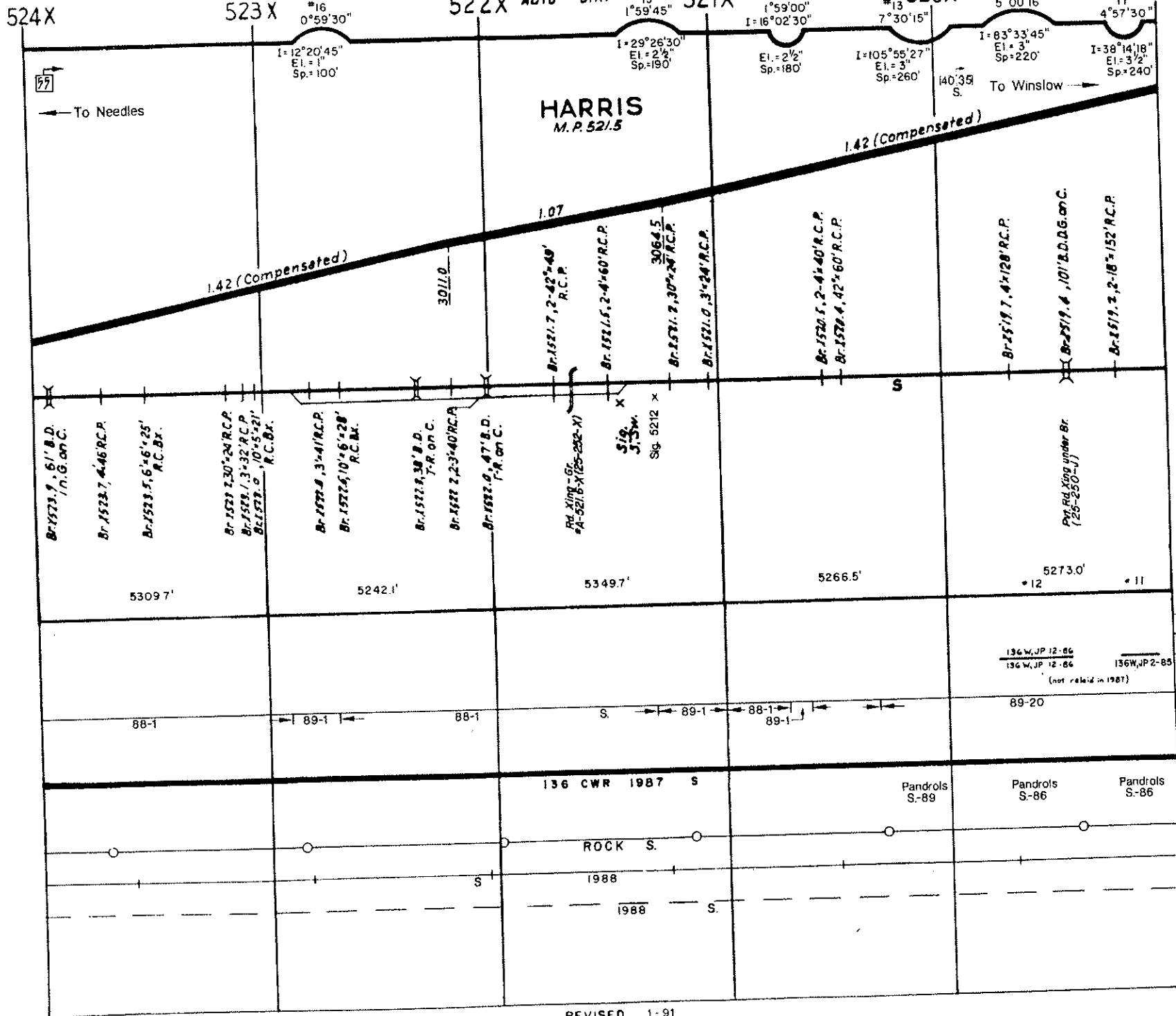
BALLAST

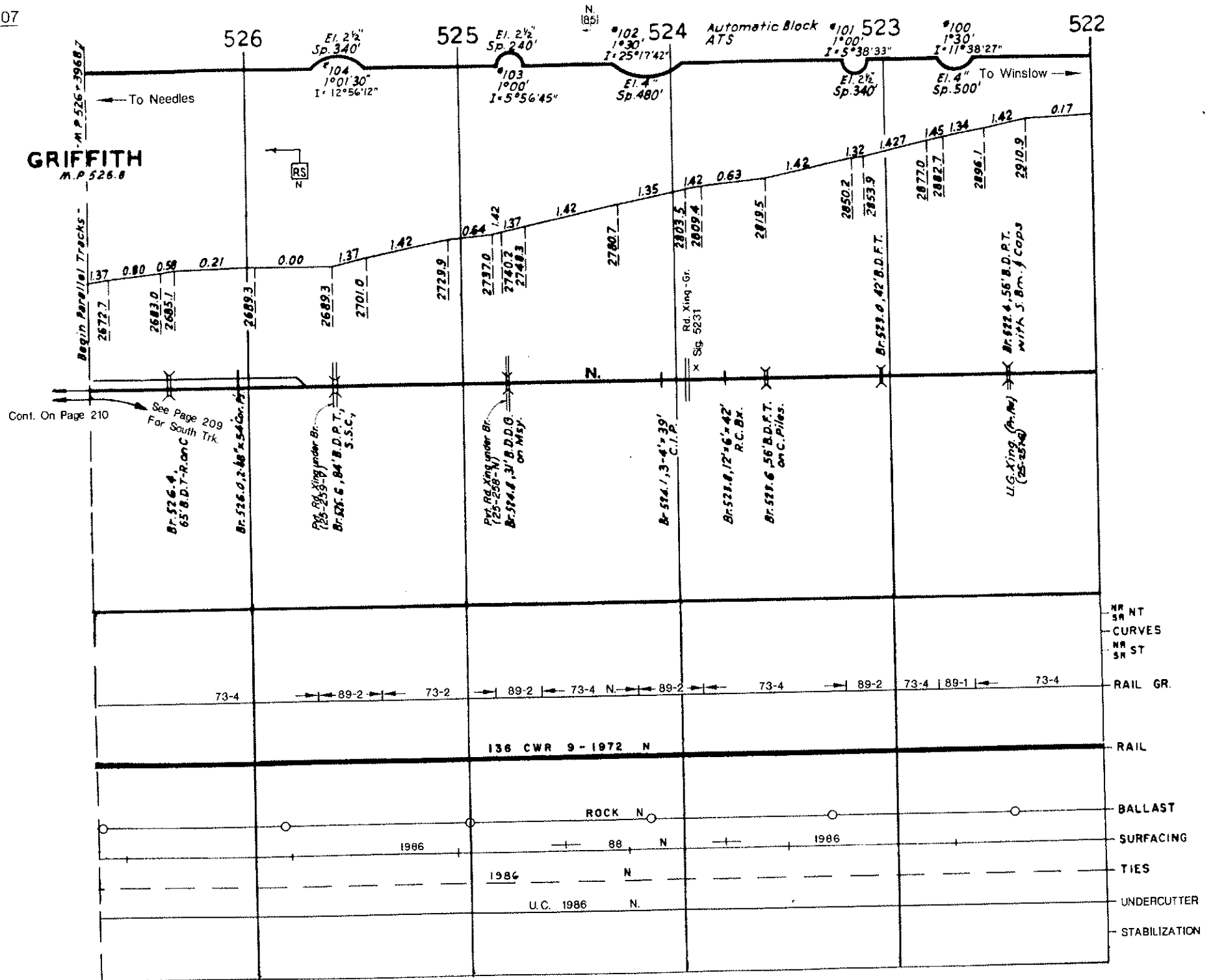
SURFACING

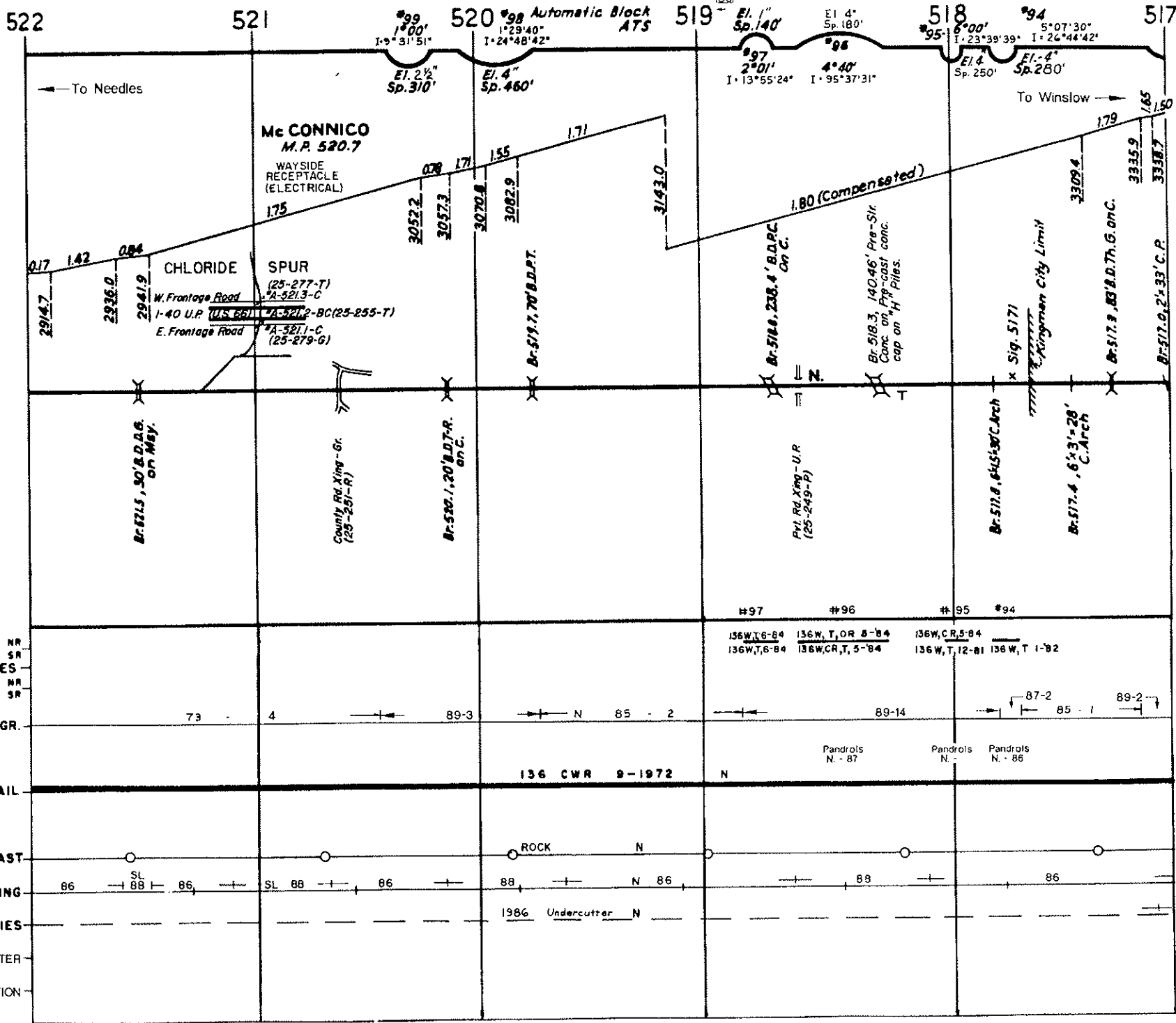
TIES

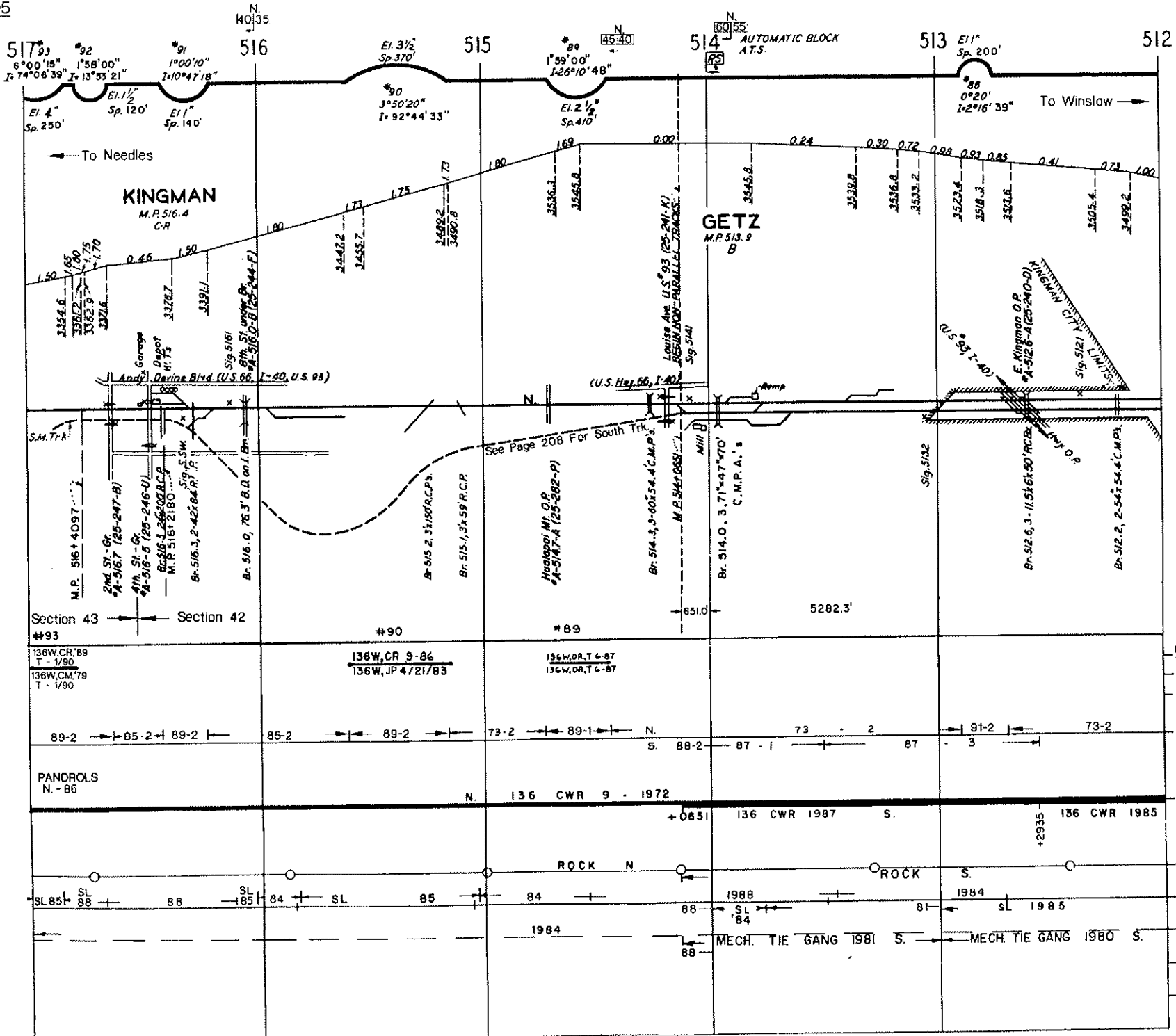
UNDERCUTTER

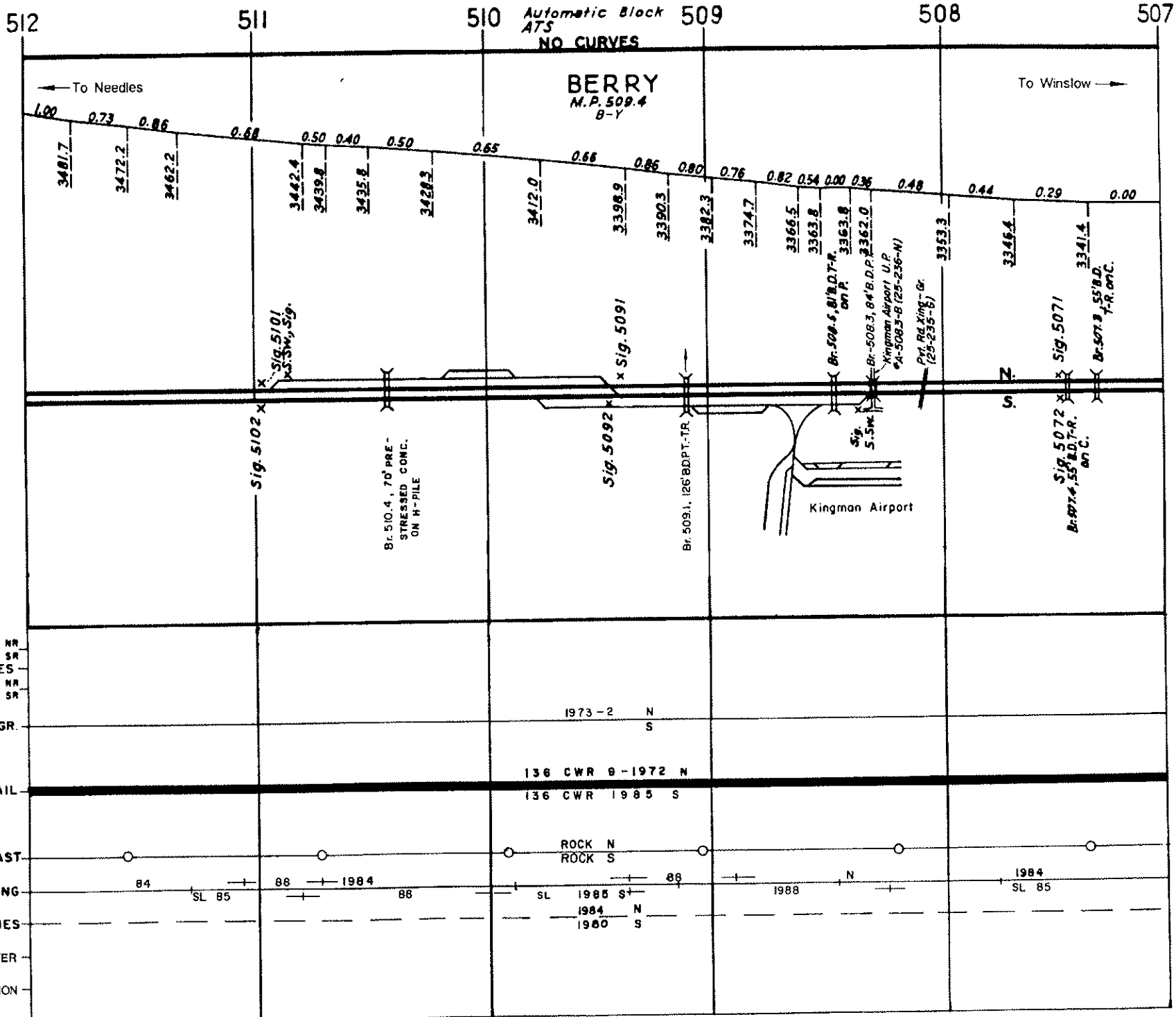
STABILIZATION











507

506

505

Automatic Block
ATS
NO CURVES

504

503

502

← To Needles

To Winslow →

0.00 0.44 0.00 0.31 0.20 0.37 0.13 0.18 0.27 0.18 0.06 0.00 0.09 0.37 0.00 0.32 0.40 0.42

3341.4

3343.6

3343.6

3337.7

3335.9

3330.7

3328.7

3326.4

3323.6

3320.3

3318.8

3318.8

3316.8

3311.0

3311.0

3319.6

3324.8

Br. 506.7, 06' B.D.T.-R.

Br. 505.3, 81' B.D.T.-R.
Hw. Det.

Sig. 505.2 x Sig. 5051
Br. 505.6, 57' B.D.T.-R.

Br. 504.1, 37' B.D.T.-R.

Br. 503.7, 28' B.D.T.-R.
Sig. 5032 x Sig. 5031

Br. 503.1, 98' B.D.T.-R.

Sig. 5022 x Sig. 5021

N

NR NT
SR CURVES
NR ST

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

1973 - 2 N

136 CWR 9 - 1972 N

136 CWR 1985 S

ROCK N
ROCK S

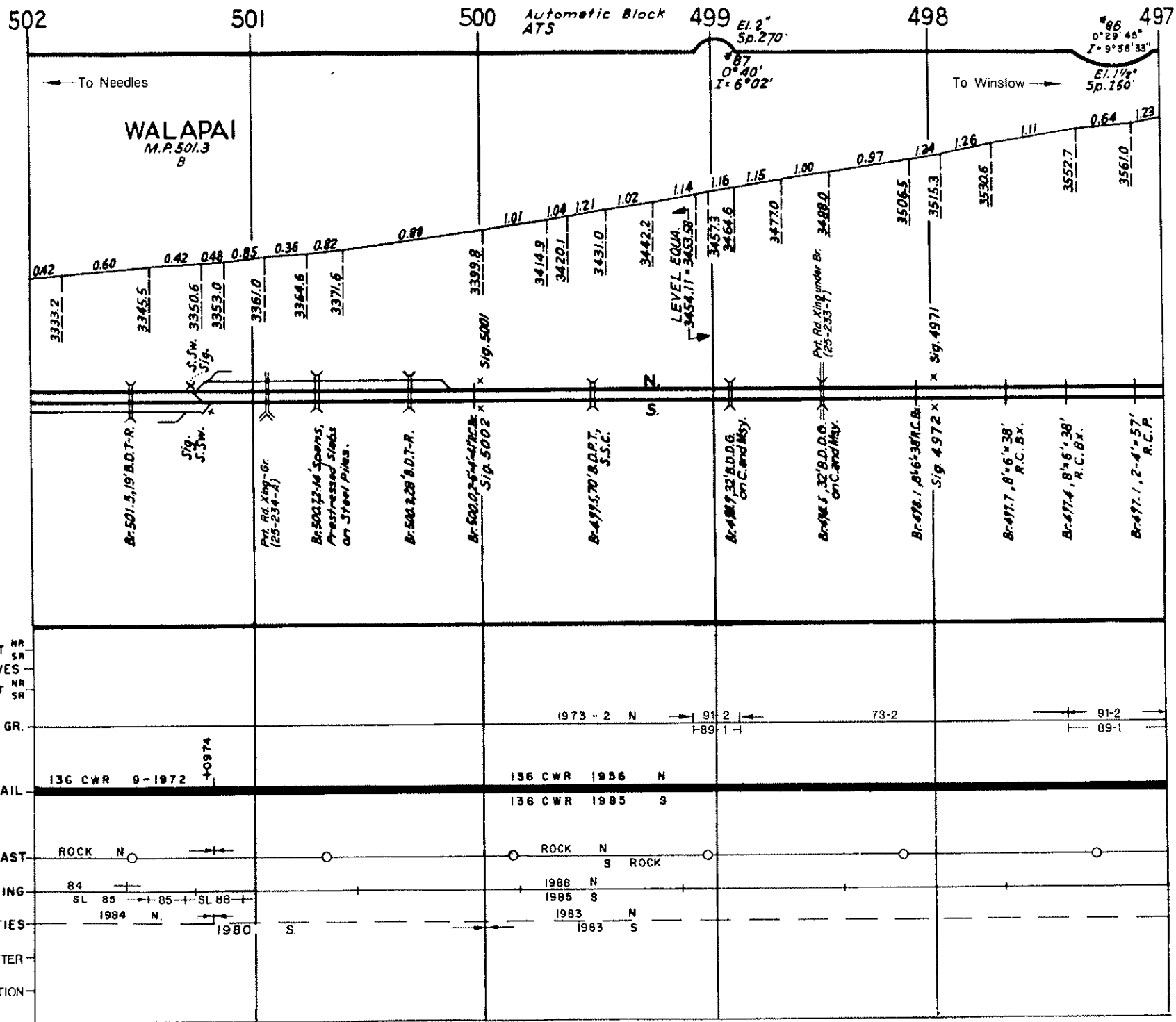
1984 N
1985 S

MECH. TIE GANG 1980 S

84

SL 88

1988



497

496

85

495

494

Automatic Block
ATS

493

84
0°59'00"
I = 9°50'20"

492

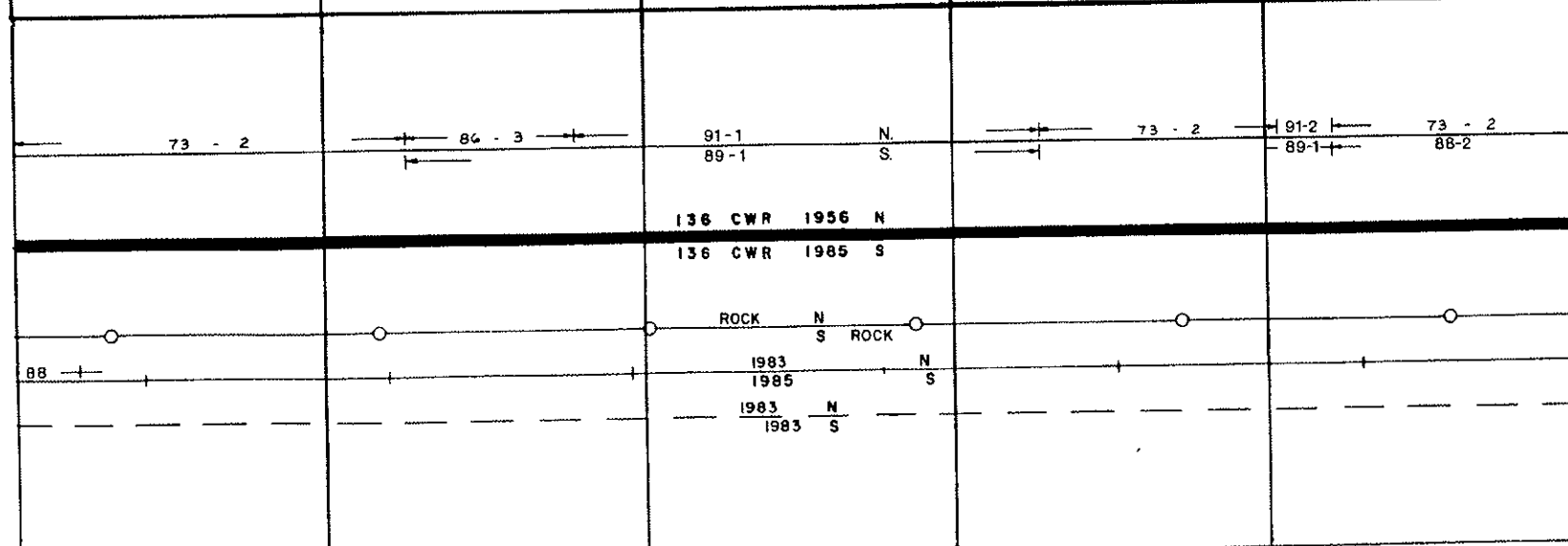
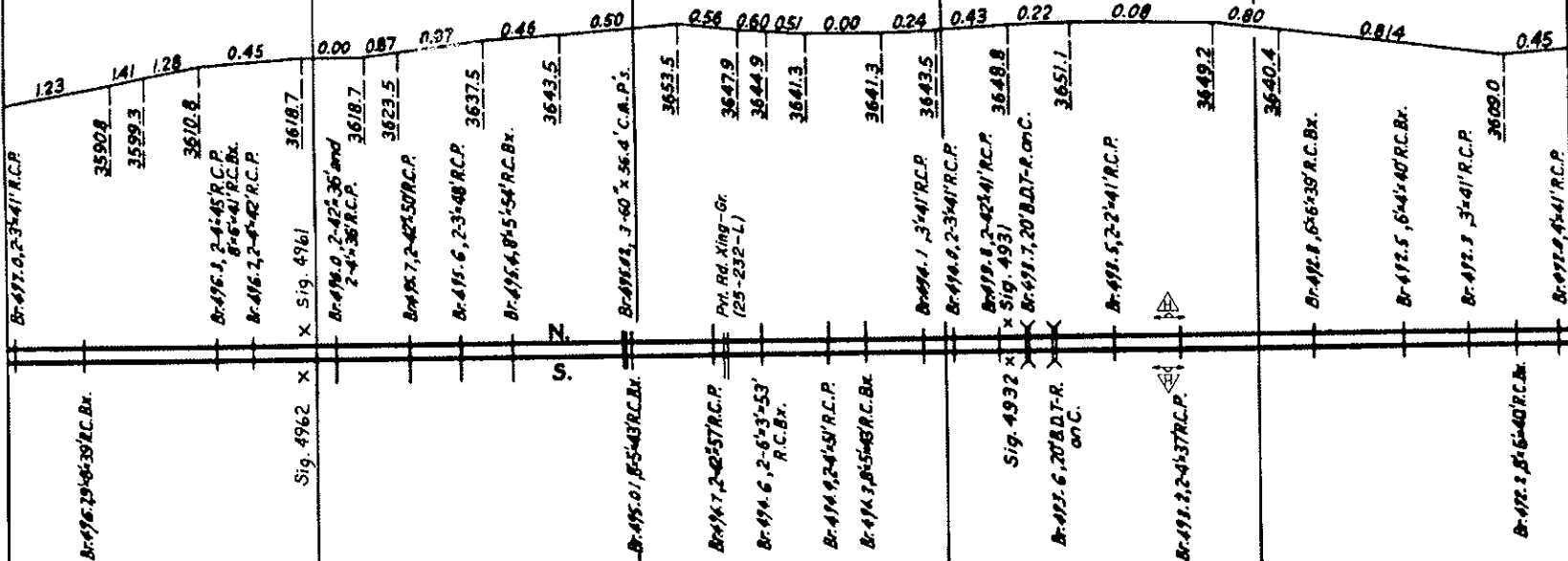
0°44'40"
0°41'10"
0°42'00"
0°41'52"
0°43'40"
I = 73°04'03"

EI. 2 1/2' N, 2'S
Sp. 350

EI. 3'
Sp. 340

To Winslow →

← To Needles



NR NT
SR NT
CURVES
NR ST
SR ST

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

492

491

490 Auto. Bk. ATS
N-1°29'30" S-1°34'00"
I-22°20'54"

489

Sp. N-240'
S-230' El. S-3 1/2° N-4 1/4°
El. 3" Sp. 540'

488 El. S-3' N-4 1/2"
Sp. 680'

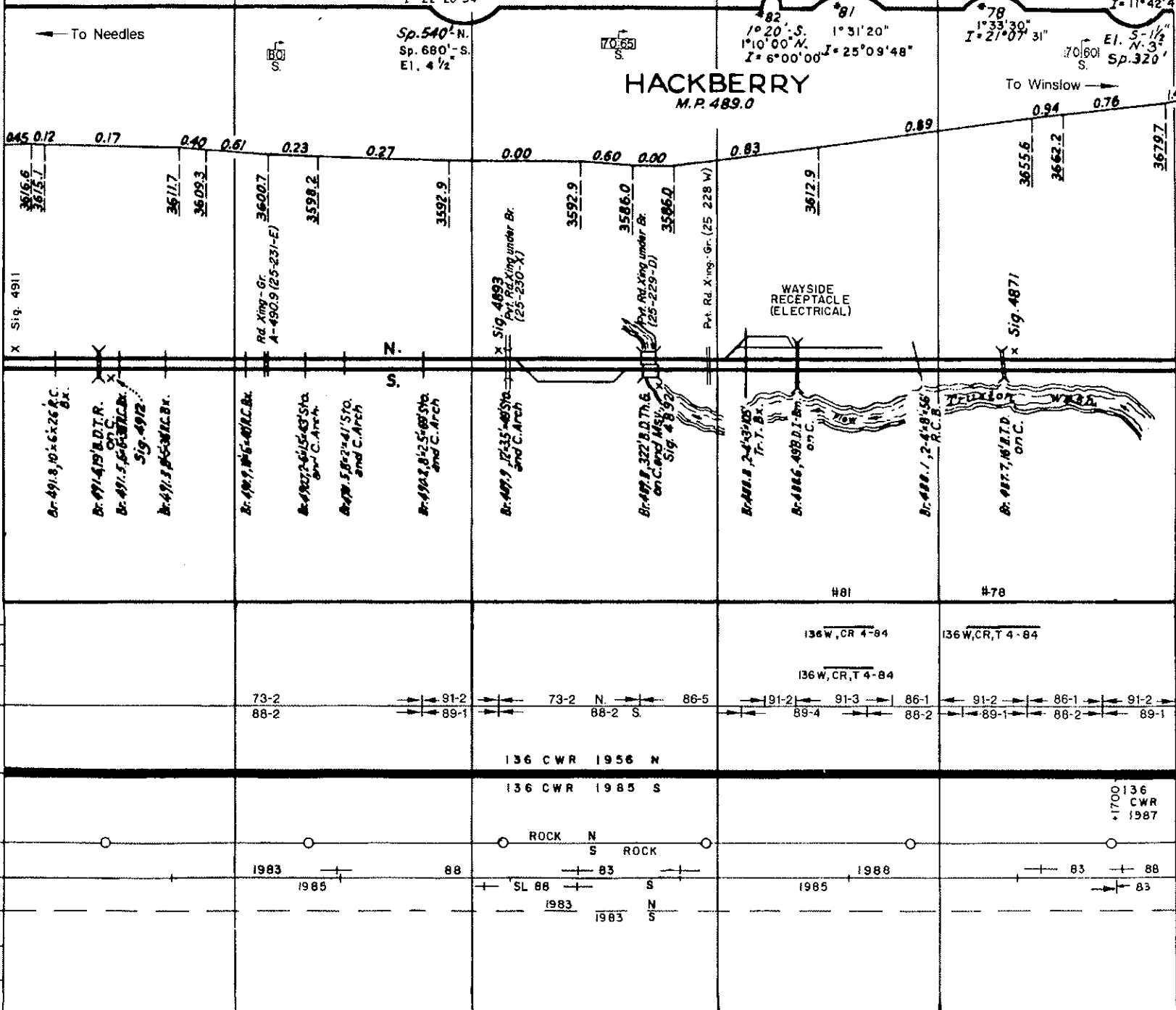
487
I-11°42'45"

HACKBERRY

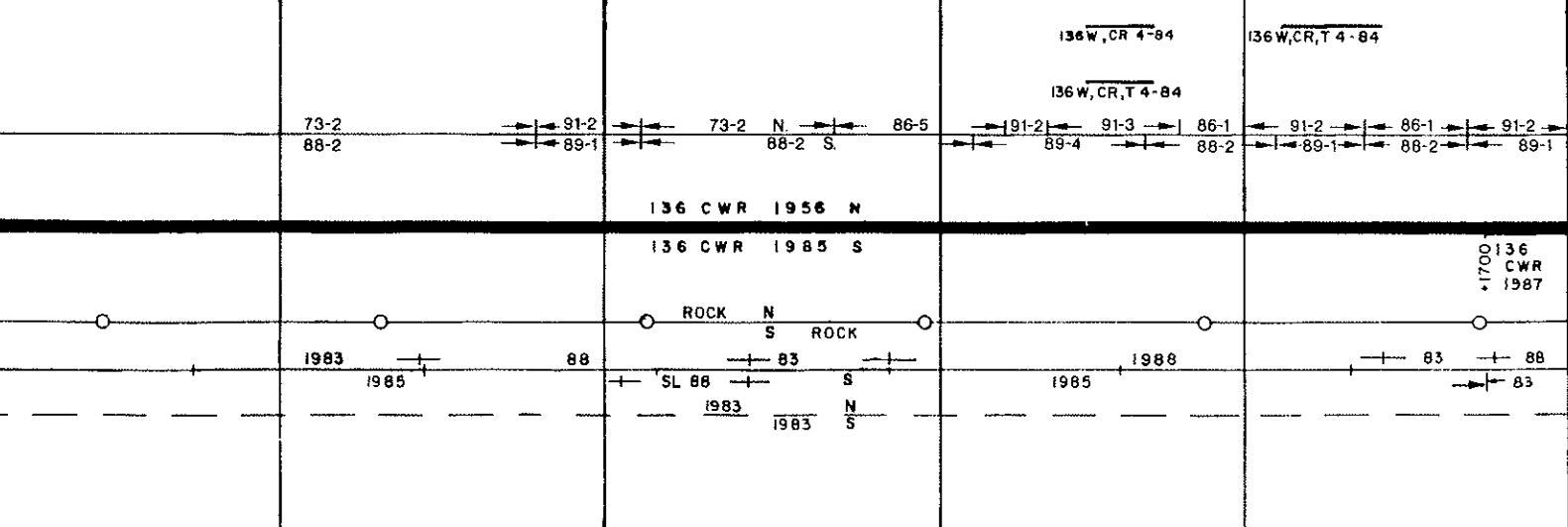
M.P. 489.0

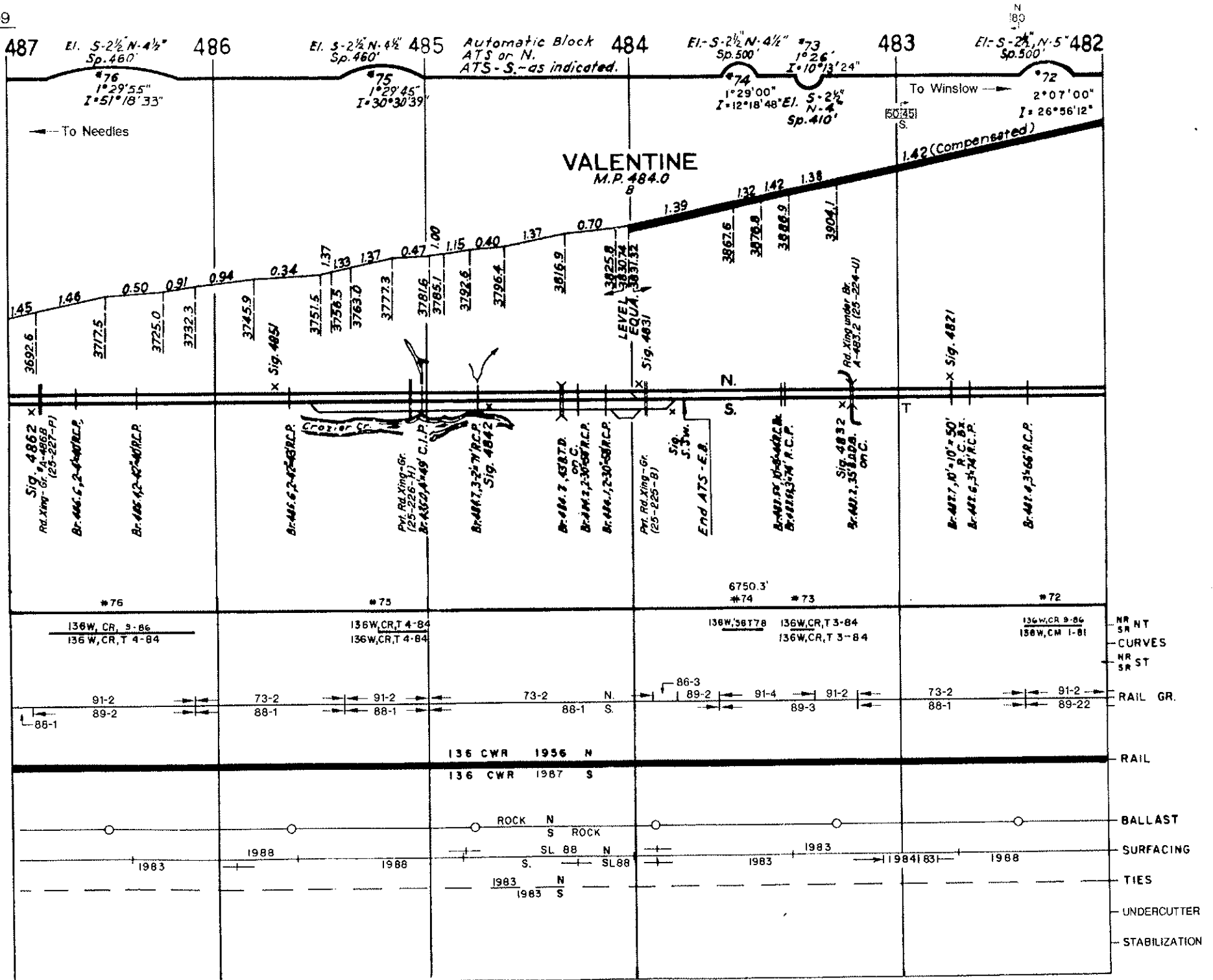
← To Needles

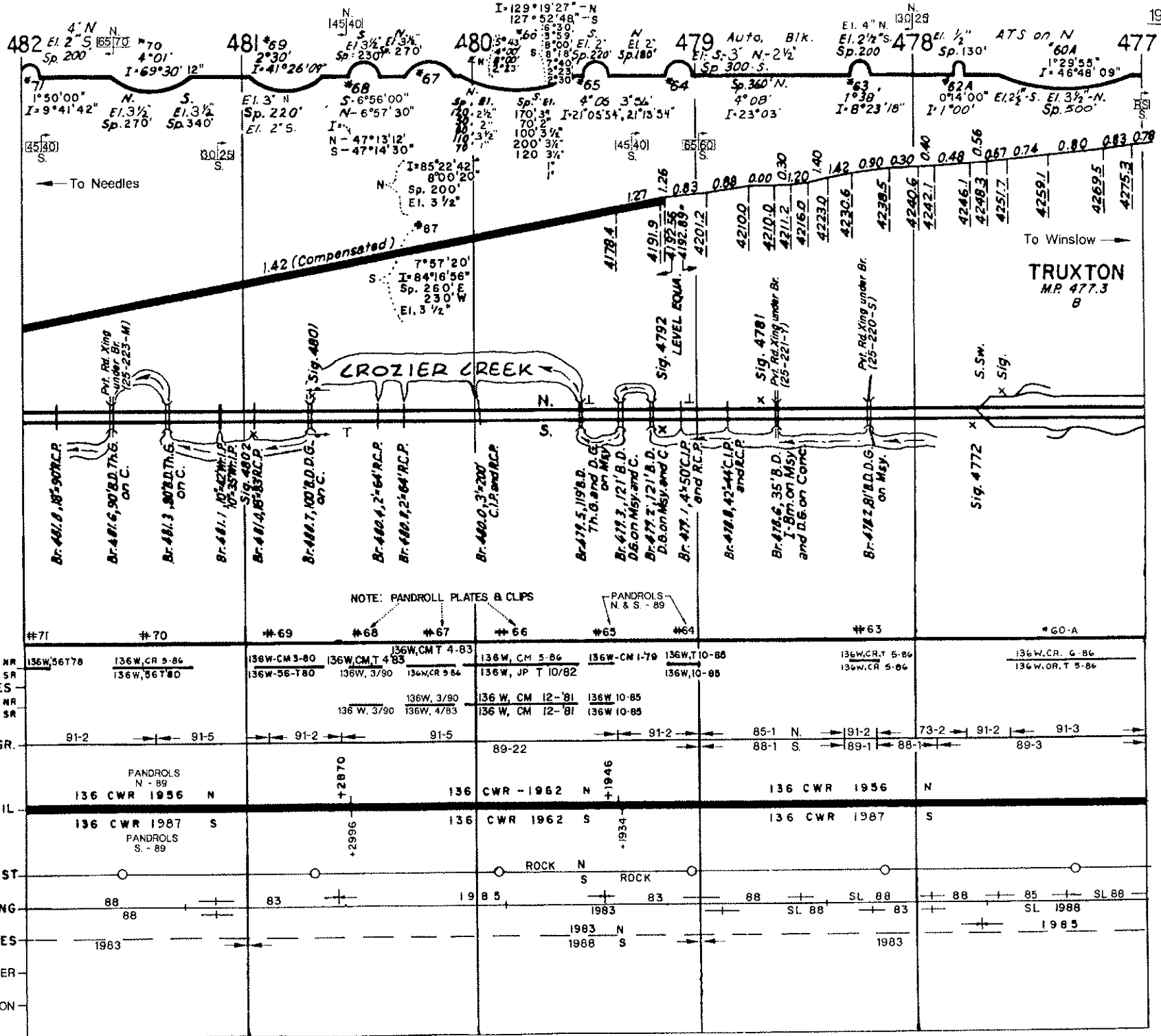
To Winslow →

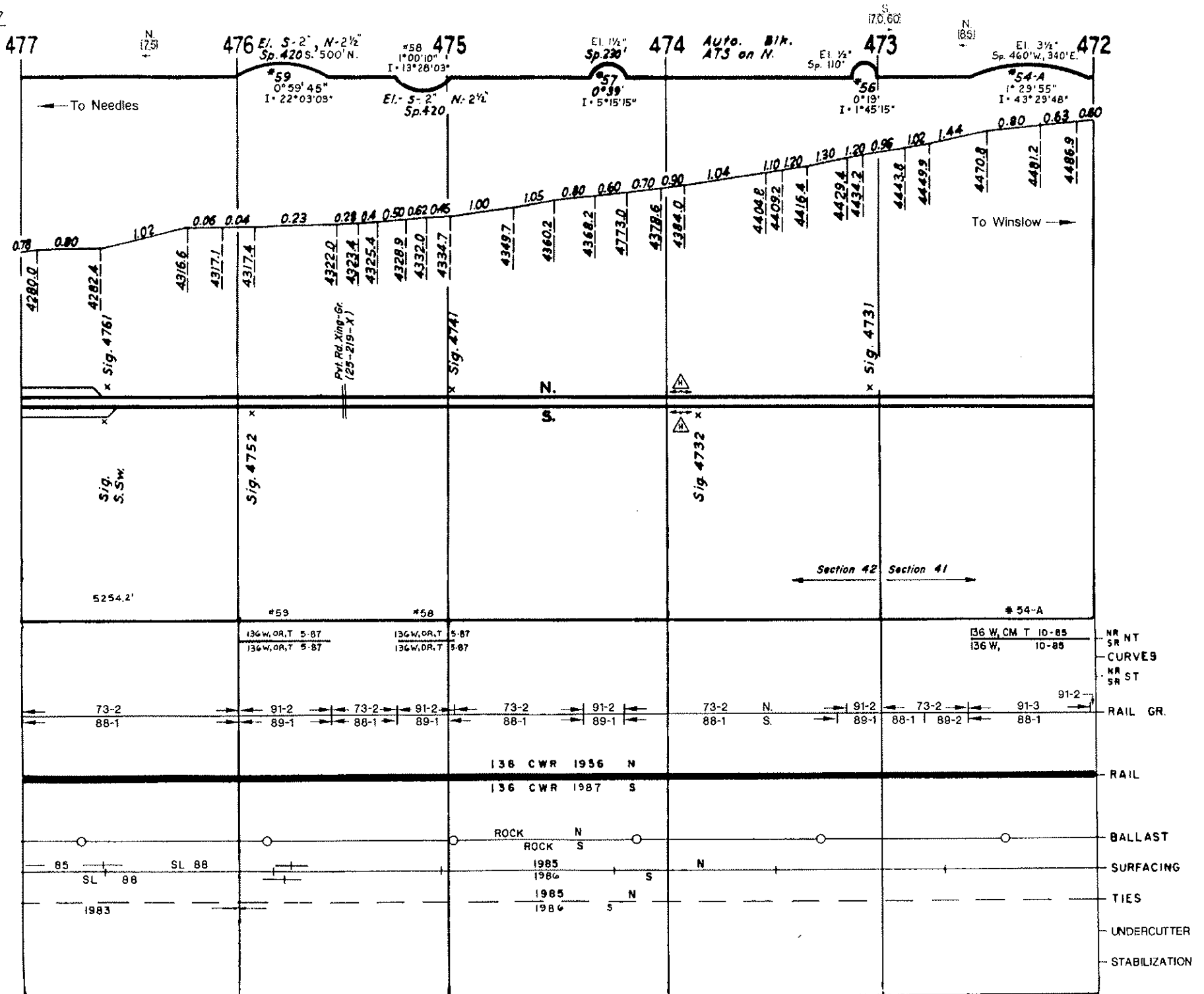


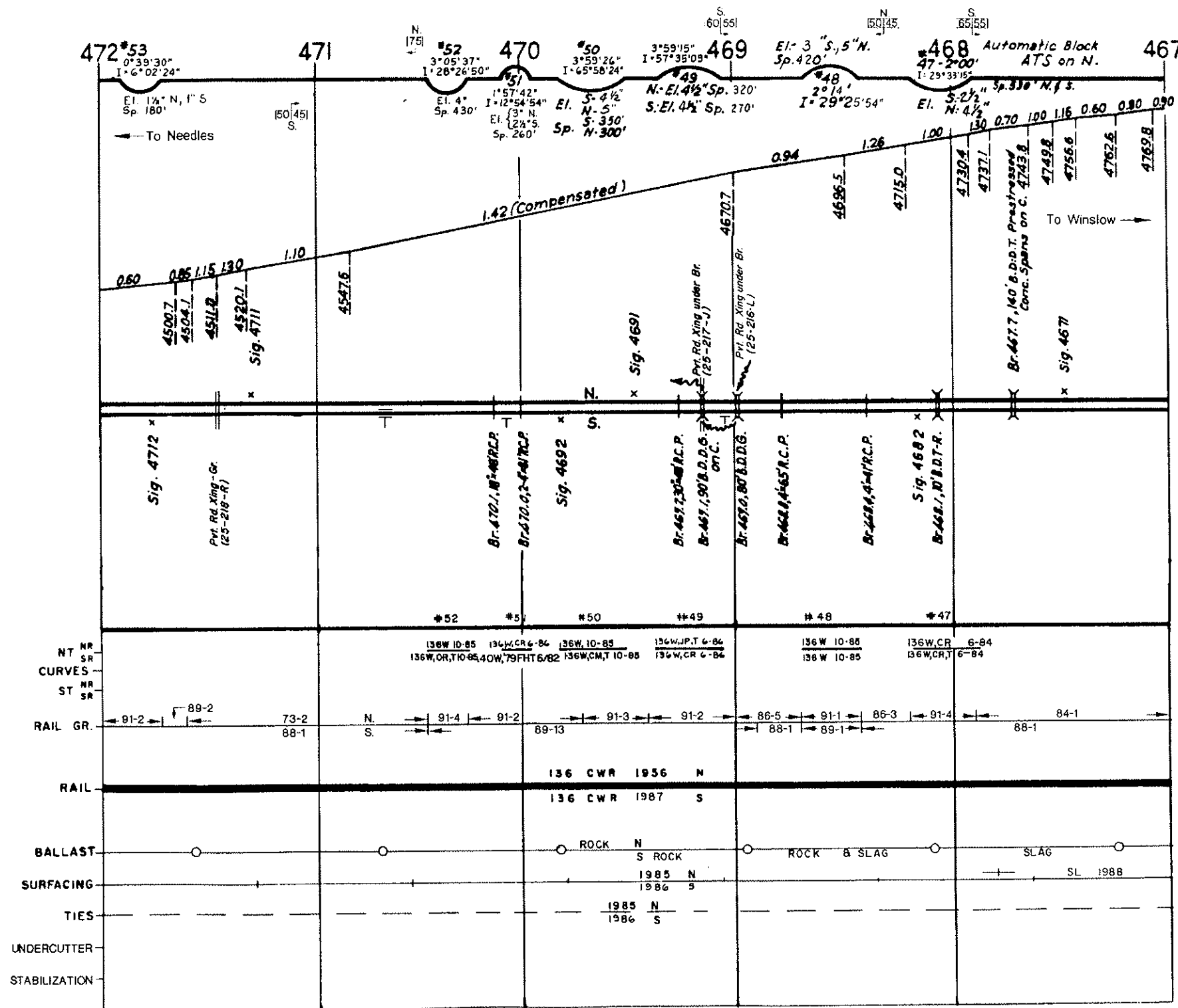
NT
SR
CURVES
ST
RR
SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

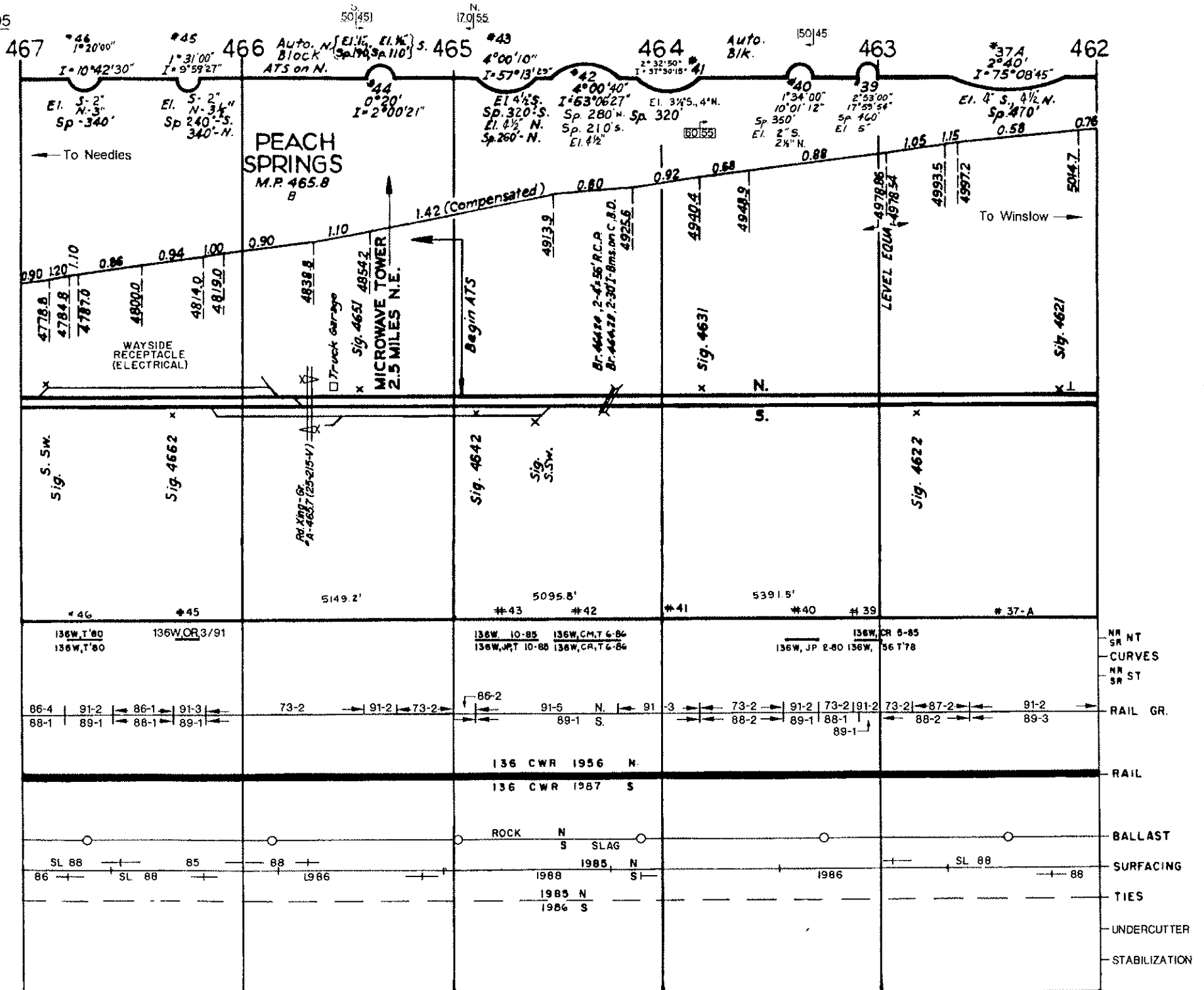


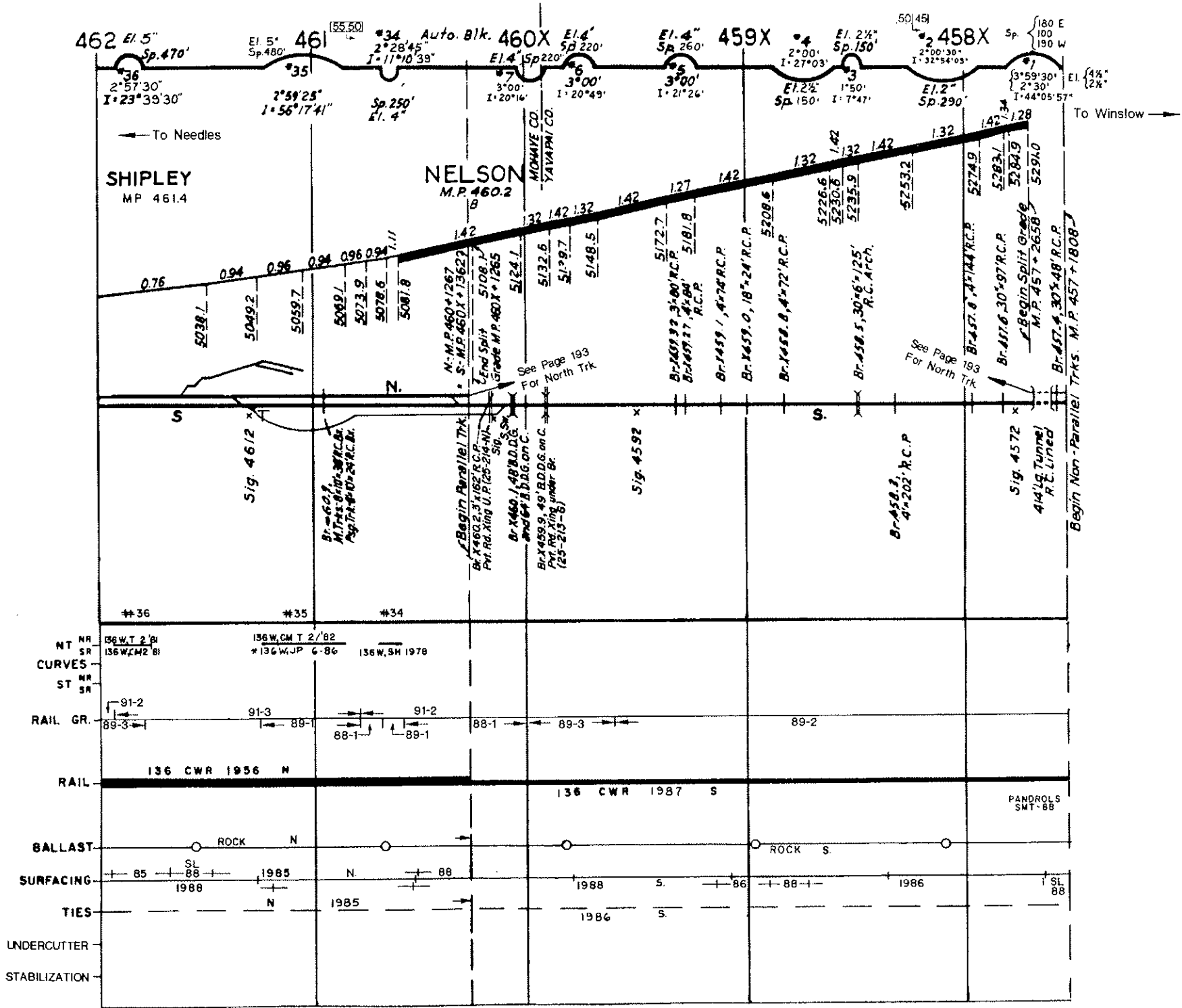


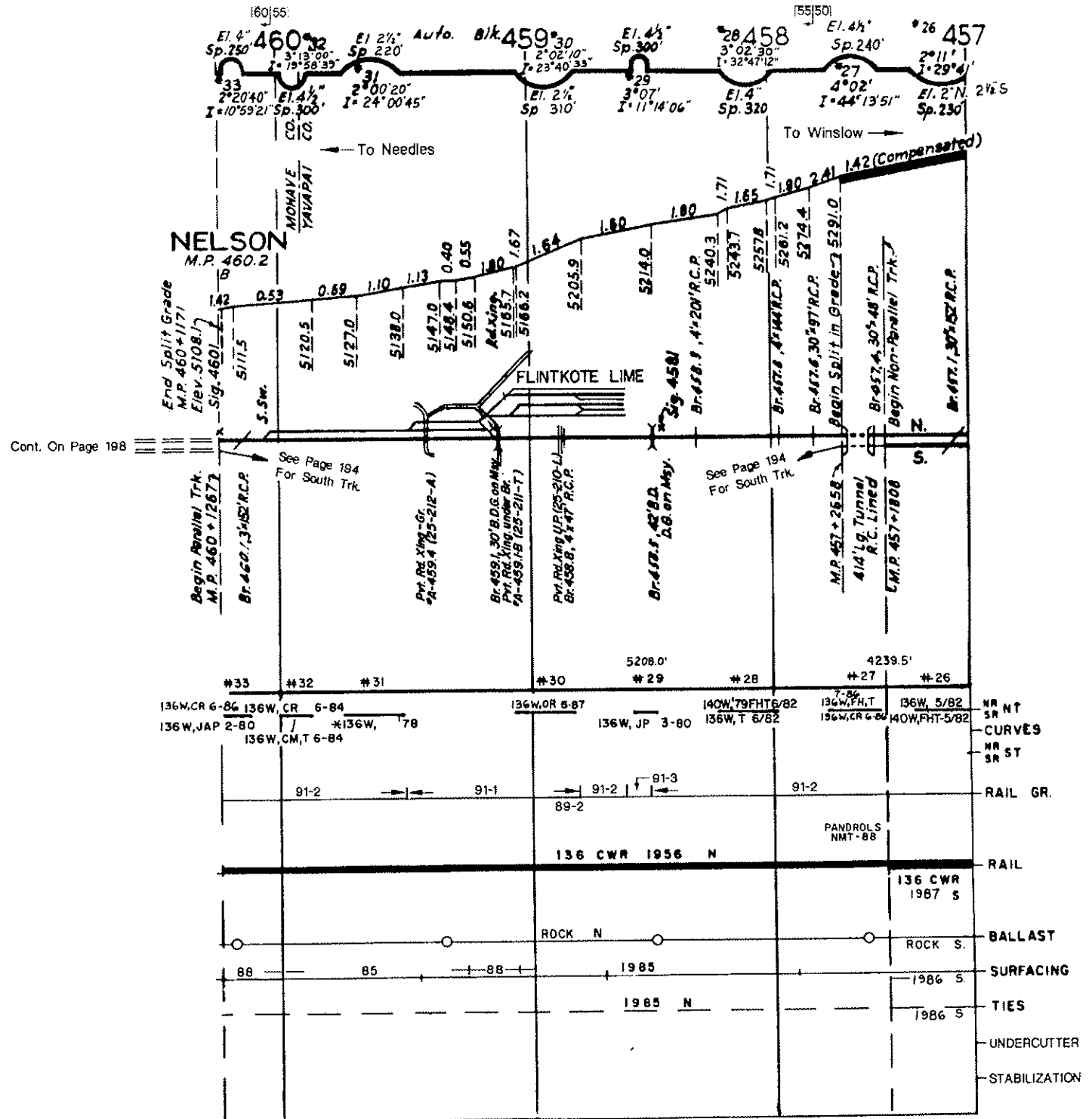




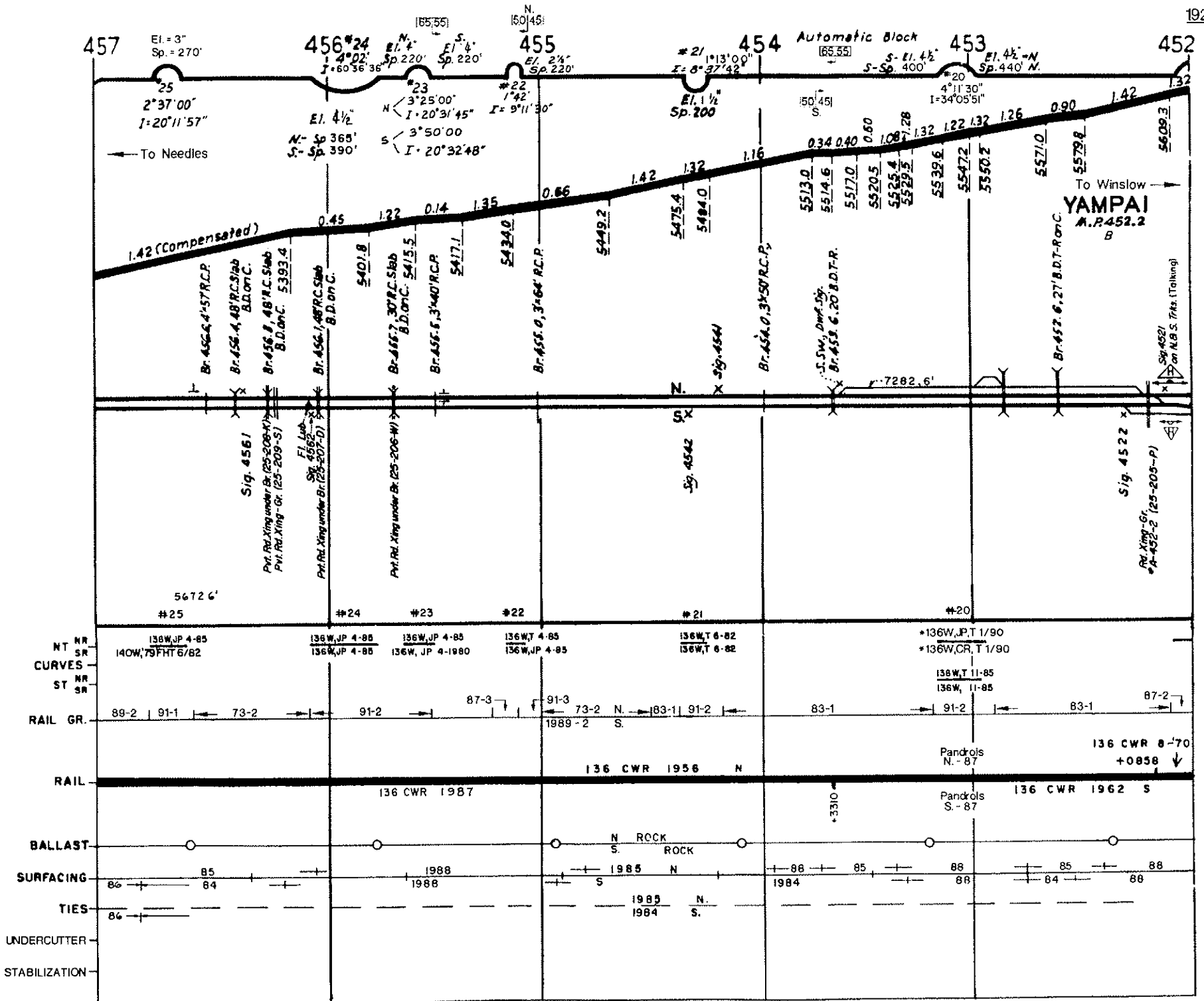


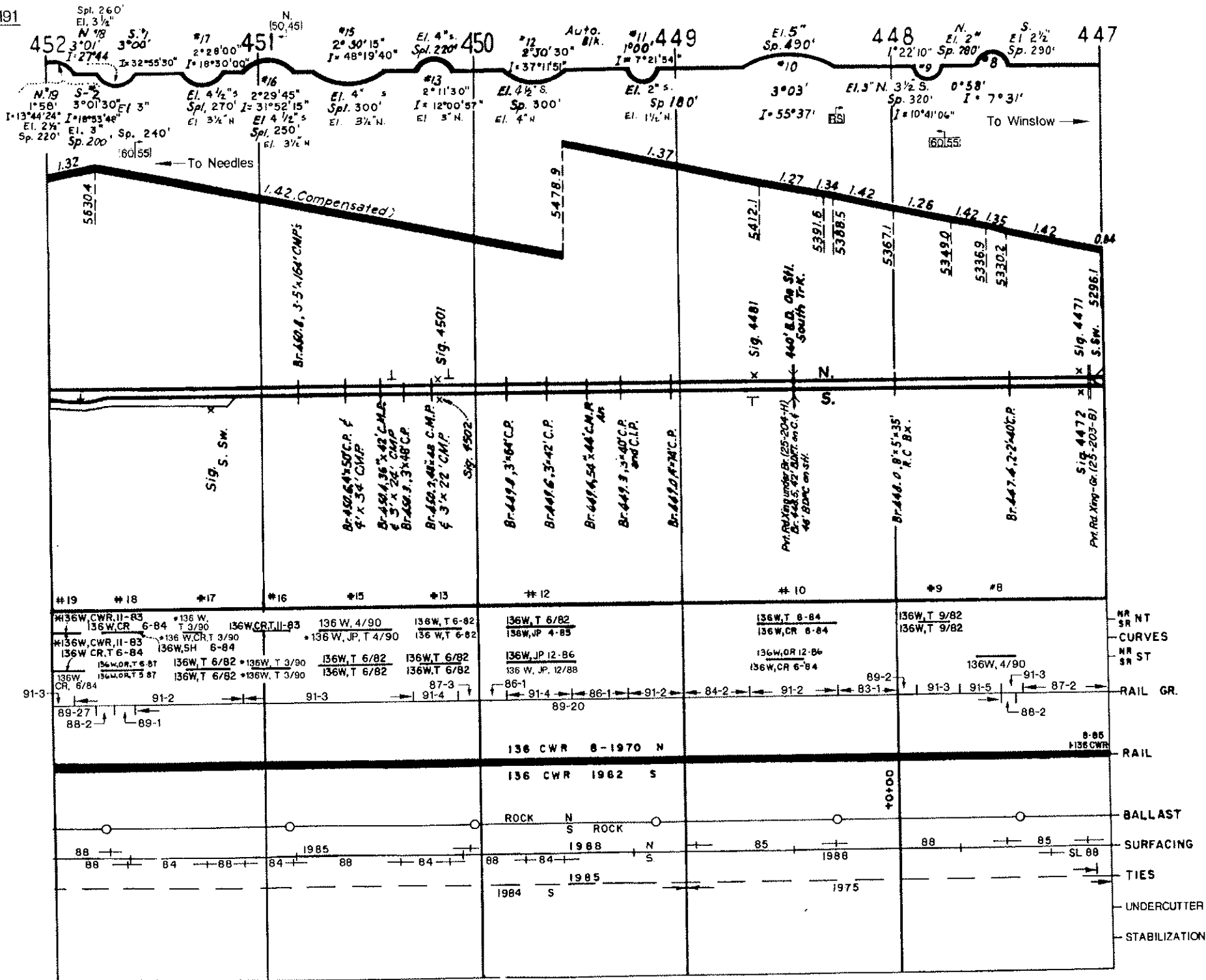


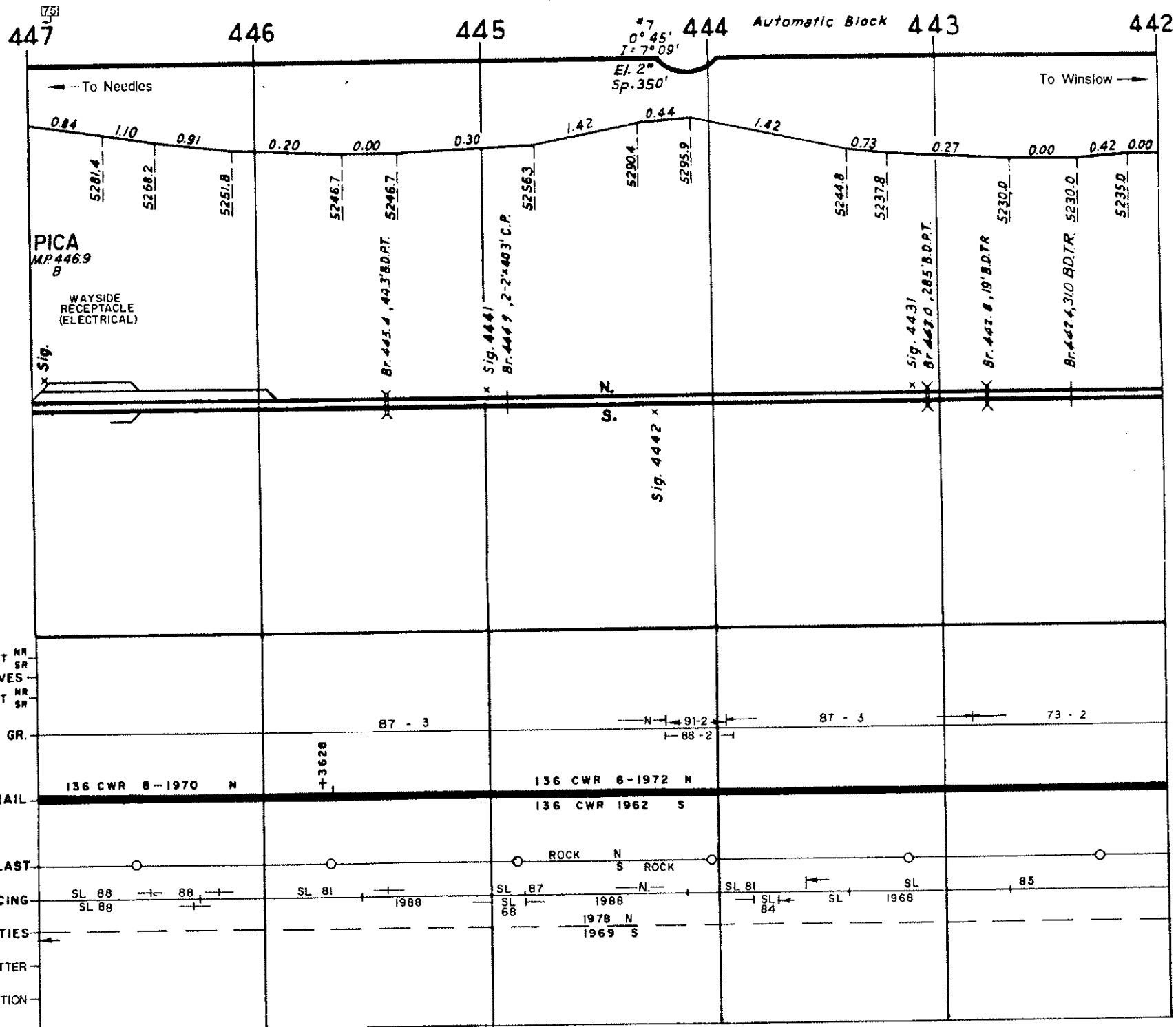


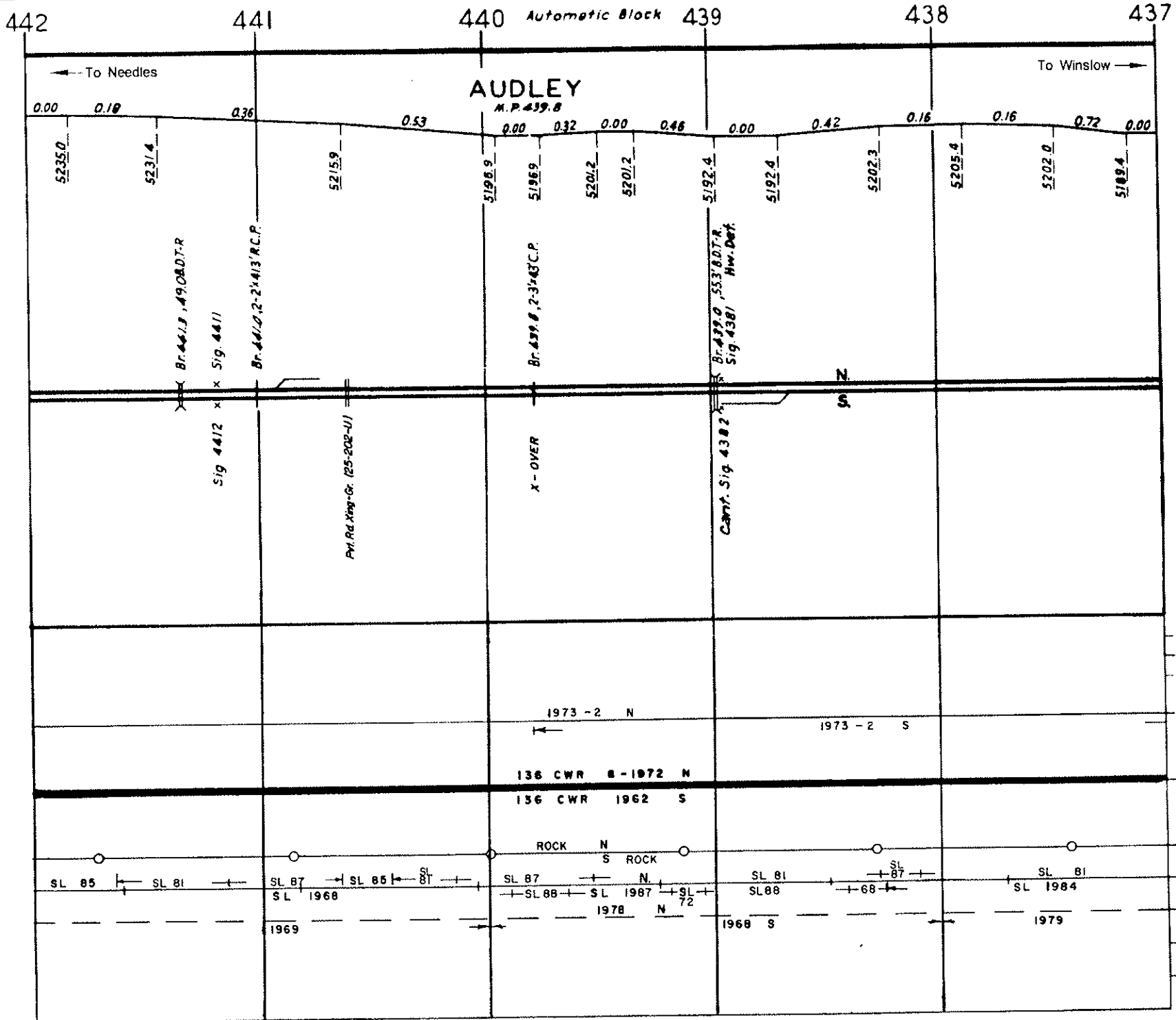


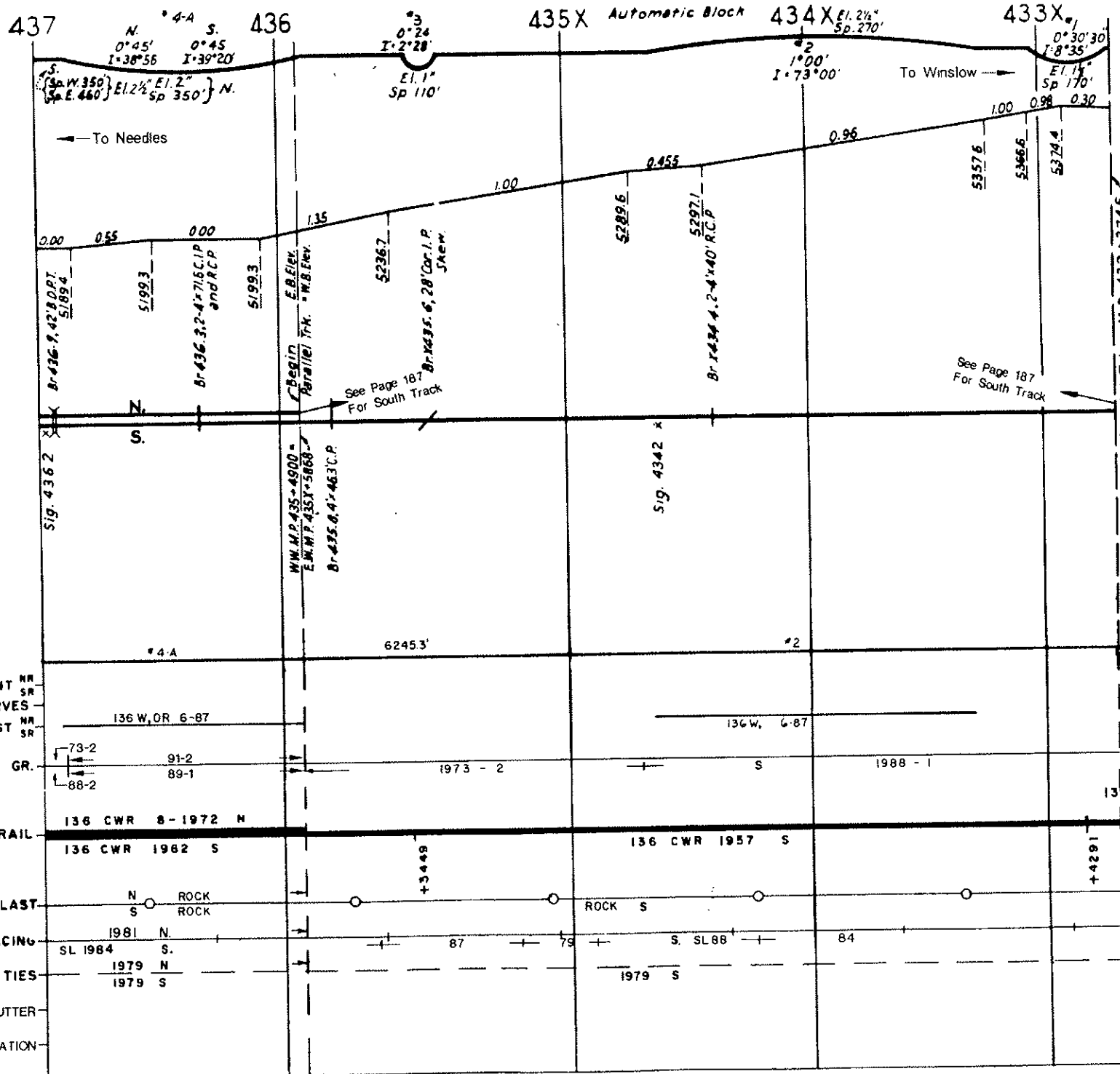
Cont. On Page 198

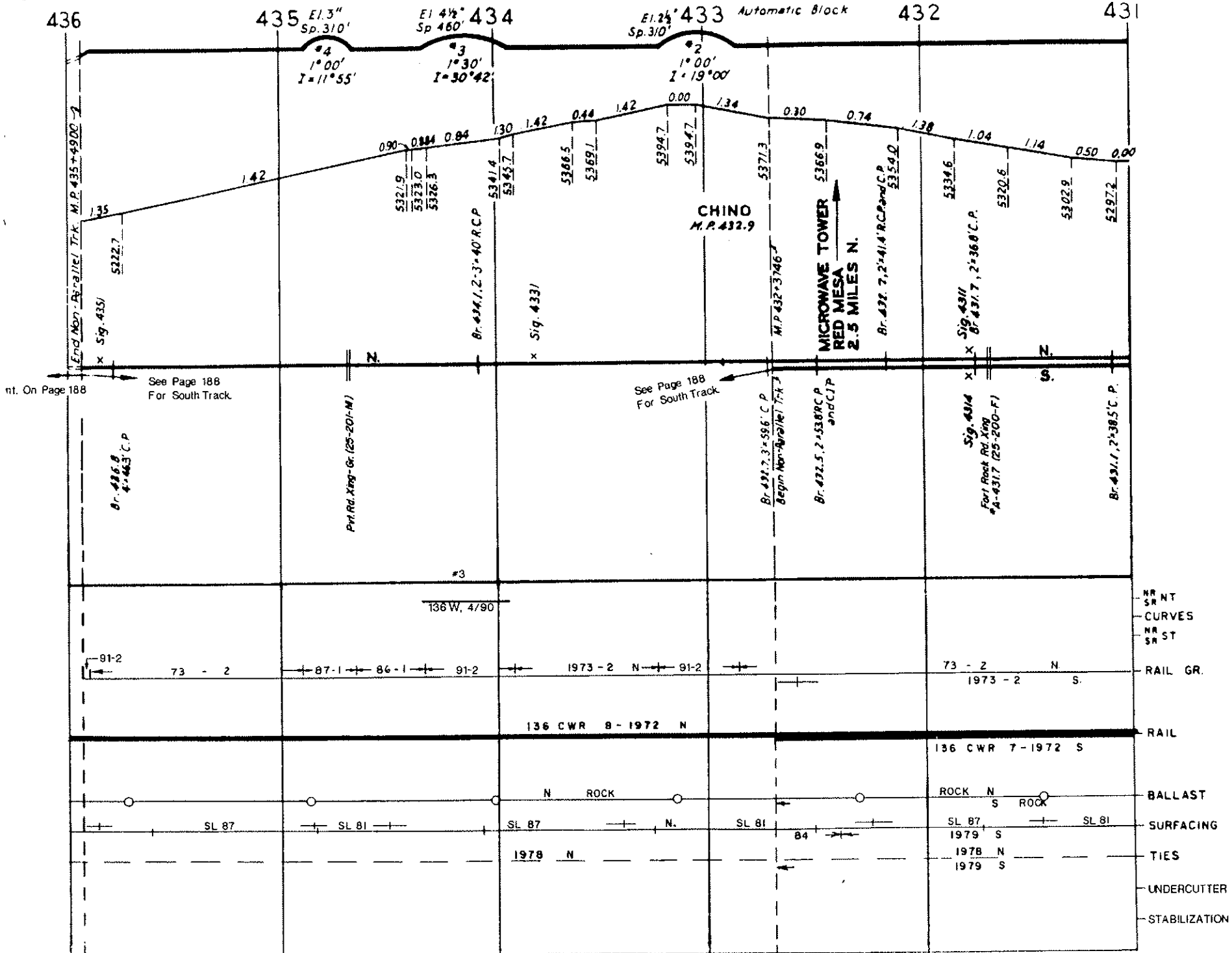


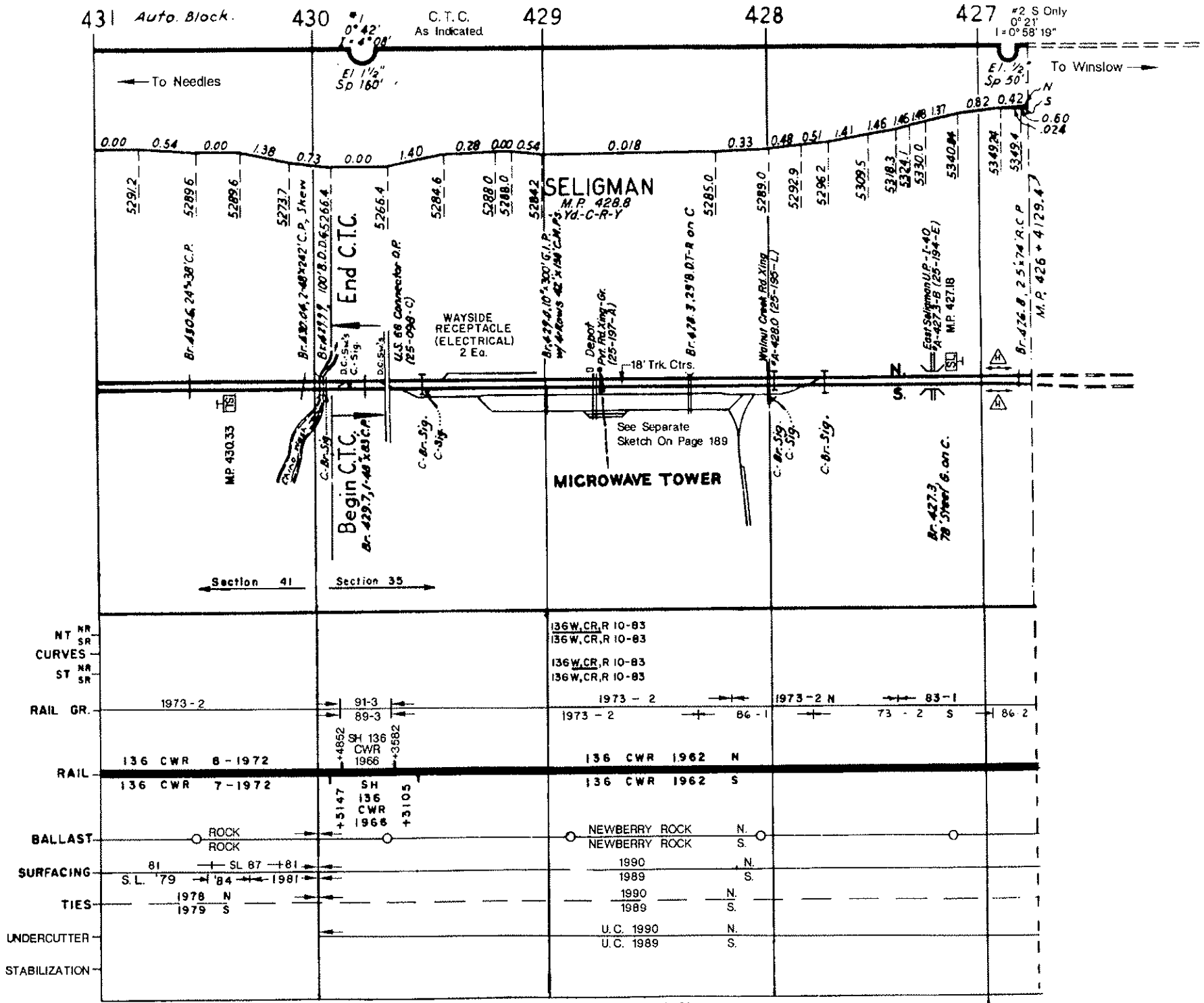


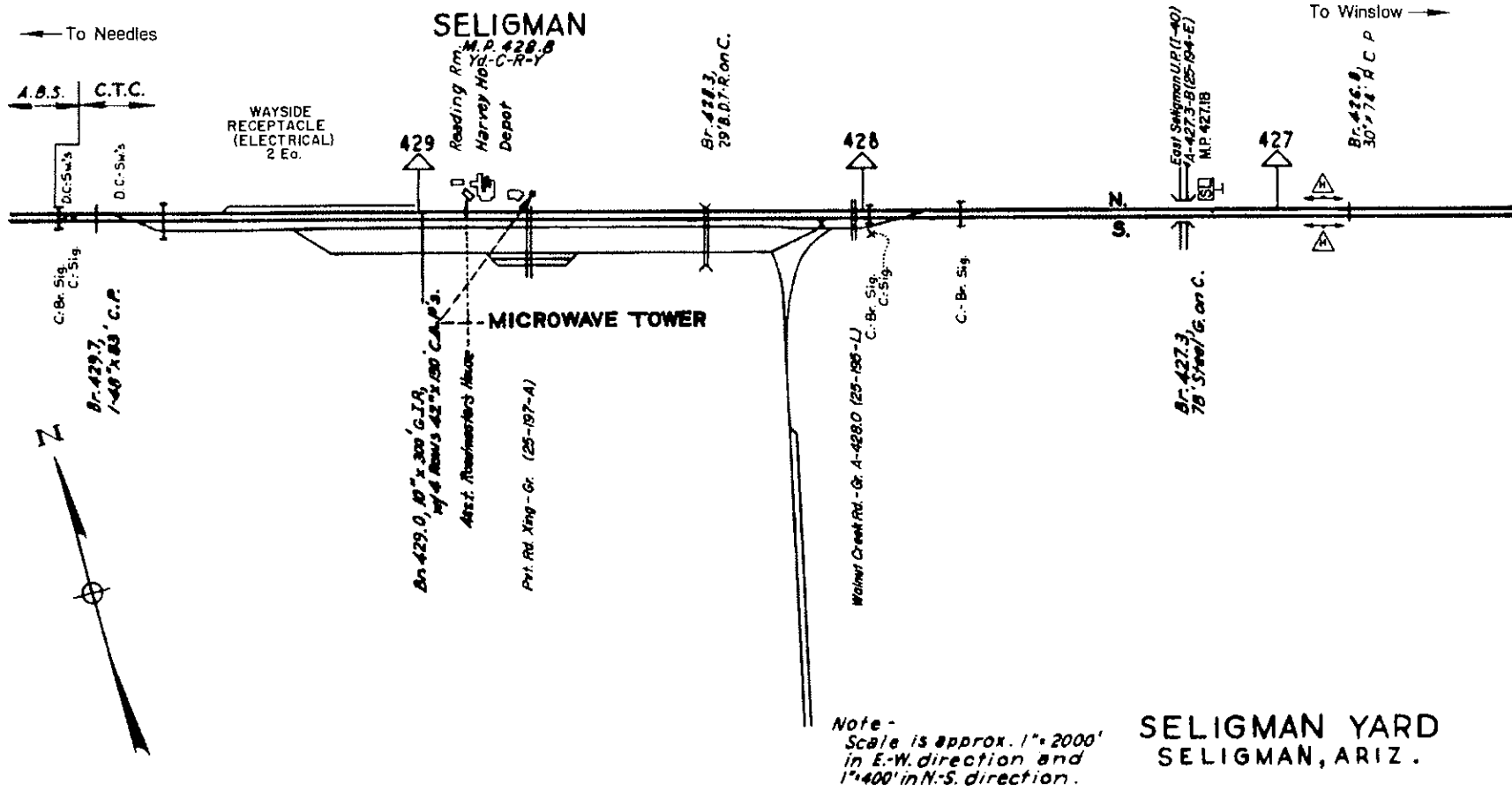


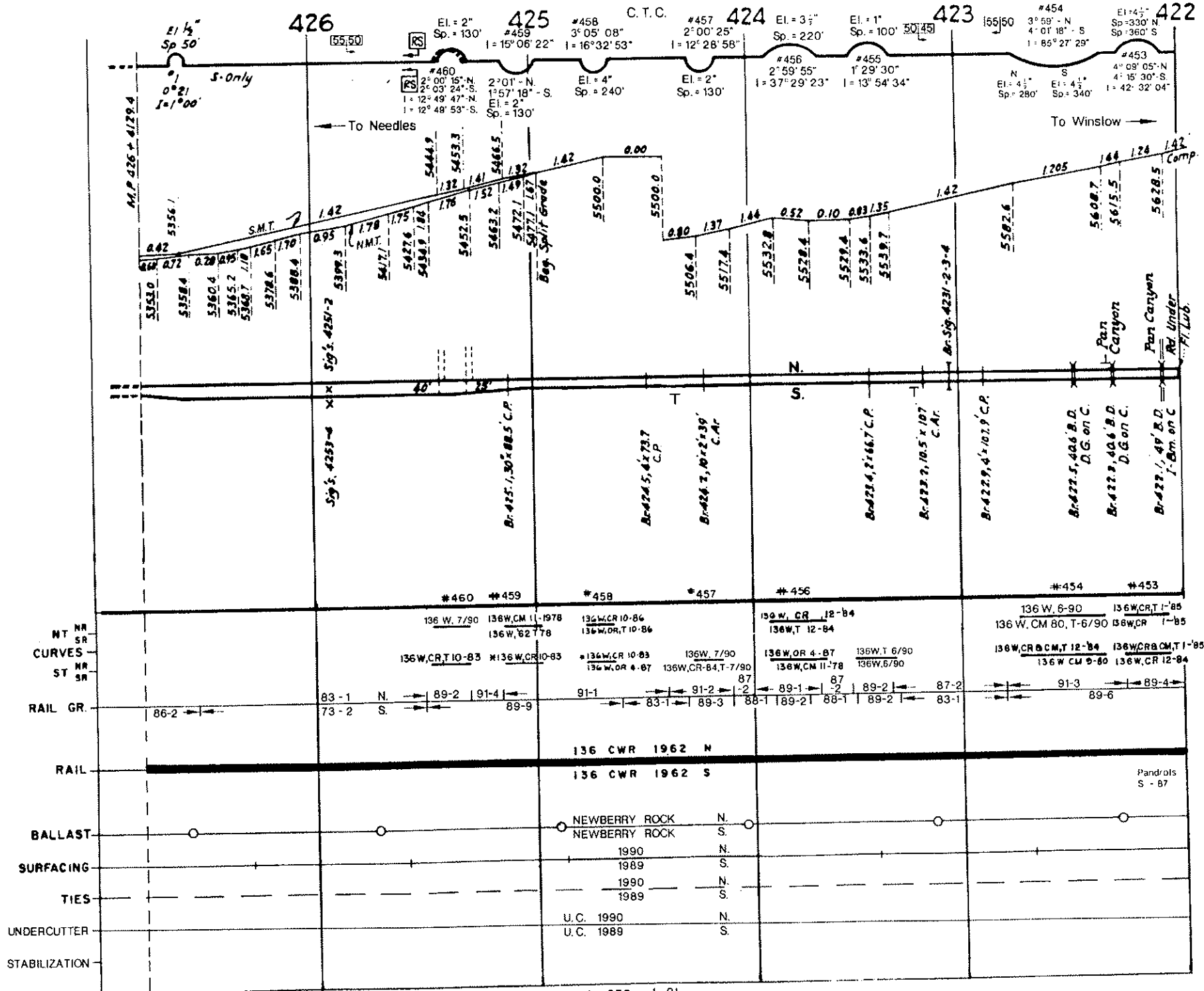












MT	NR	136 W, 7/90	136 W, CM 11-1978	136 W, CR 10-86	136 W, CR 12-84	136 W, CR 12-84	136 W, 6-90	136 W, CR 11-85
SR	SR	136 W, CR 10-83	136 W, CR 10-83	136 W, CR 10-83	136 W, CR 12-84	136 W, CR 12-84	136 W, CR 80, T-6/90	136 W, CR 11-85
CURVES	NR	136 W, CR 10-83	136 W, CR 10-83	136 W, CR 10-83	136 W, CR 12-84	136 W, CR 12-84	136 W, CR 80, T-6/90	136 W, CR 11-85
ST	SR	136 W, CR 10-83	136 W, CR 10-83	136 W, CR 10-83	136 W, CR 12-84	136 W, CR 12-84	136 W, CR 80, T-6/90	136 W, CR 11-85
RAIL GR.		83-1 N, 89-2 S, 91-4 S	89-2 S, 91-4 S	89-2 S, 91-4 S	89-2 S, 91-4 S	89-2 S, 91-4 S	89-2 S, 91-4 S	89-2 S, 91-4 S
RAIL		136 CWR 1962 N	136 CWR 1962 S	136 CWR 1962 N	136 CWR 1962 S	136 CWR 1962 N	136 CWR 1962 S	136 CWR 1962 N
BALLAST		NEWBERRY ROCK	NEWBERRY ROCK	NEWBERRY ROCK	NEWBERRY ROCK	NEWBERRY ROCK	NEWBERRY ROCK	NEWBERRY ROCK
SURFACING		1990 N, 1989 S	1990 N, 1989 S	1990 N, 1989 S	1990 N, 1989 S	1990 N, 1989 S	1990 N, 1989 S	1990 N, 1989 S
TIES		1990 N, 1989 S	1990 N, 1989 S	1990 N, 1989 S	1990 N, 1989 S	1990 N, 1989 S	1990 N, 1989 S	1990 N, 1989 S
UNDERCUTTER		U.C. 1990 N, U.C. 1989 S	U.C. 1990 N, U.C. 1989 S	U.C. 1990 N, U.C. 1989 S	U.C. 1990 N, U.C. 1989 S	U.C. 1990 N, U.C. 1989 S	U.C. 1990 N, U.C. 1989 S	U.C. 1990 N, U.C. 1989 S
STABILIZATION								

422 El. = 3' Sp. = 240' RS C.T.C. 421

← To Needles

#452
2° 59' 32"
1 = 34' 11' 35"

To Winslow →

1.42	0.58	0.34	0.13	0.50
Comp				
-5552.2	-5658.0	-5659.5	-5667.0	-5667.0

Par Canyon

Br. 421.9 - 32' B.D. I. Bm on C

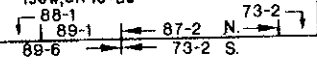
Br. 421.7 - 55' B.D.T.R. on C

Br. 421.4 - 46' B.D.T.R. on C. w/ Wlks. & Horiz.

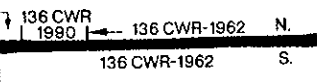
#452

136 W.C.M.T 10-86
136 W.C.R 10-86

136 W.C.M.T 10-86
136 W.C.R 10-86



136 CWR 1962



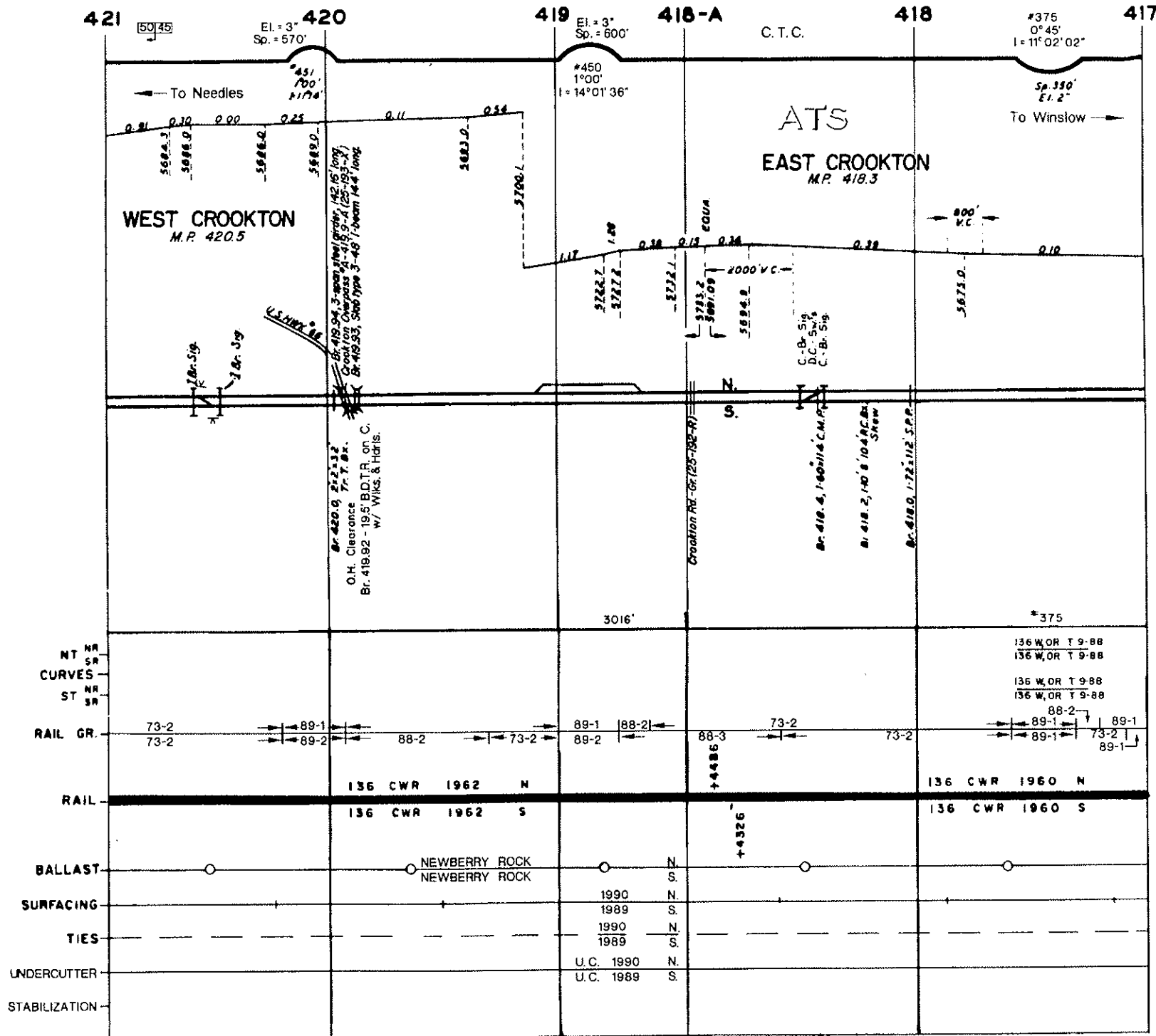
NEWBERRY ROCK N.
NEWBERRY ROCK S.

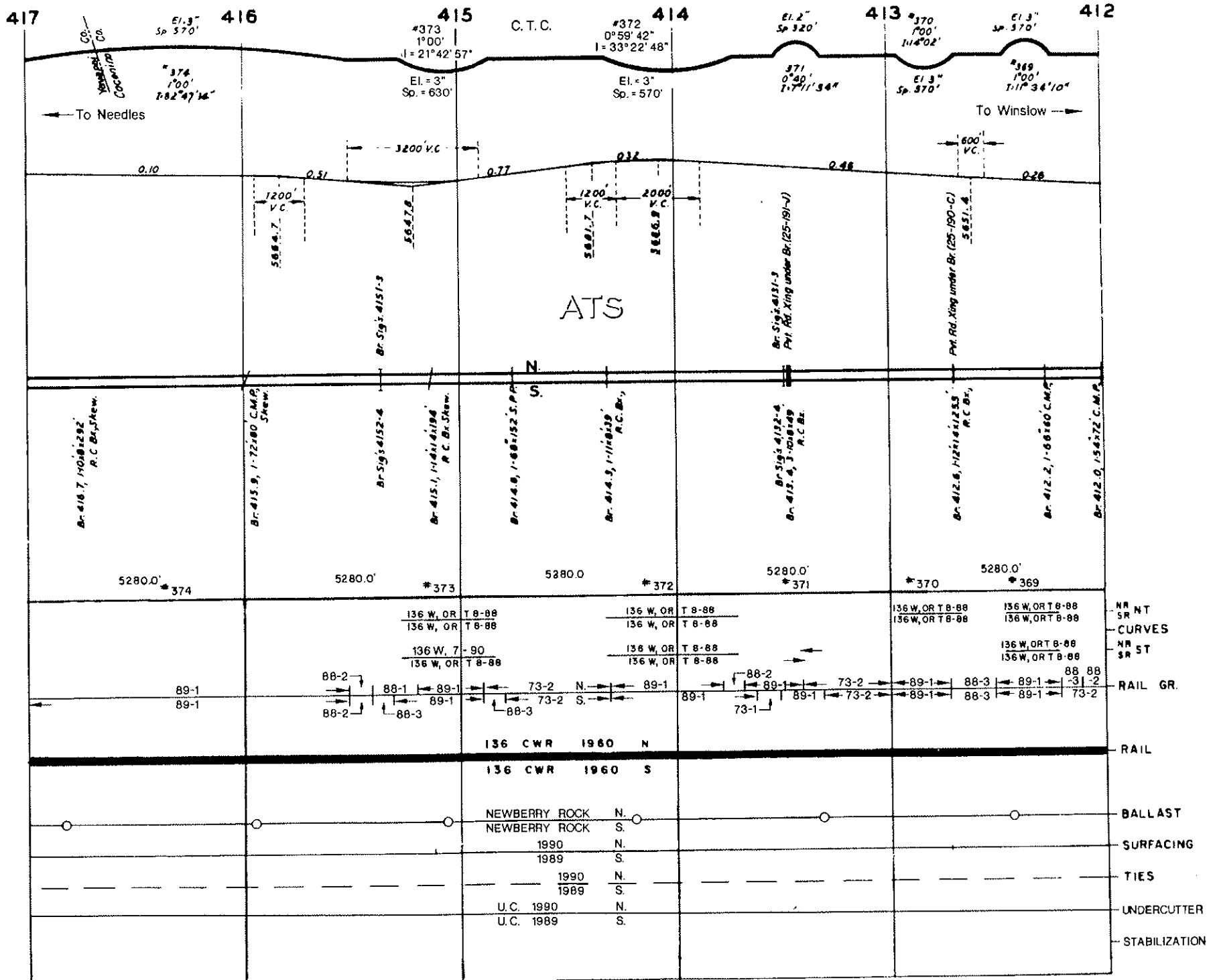
1990 N.
1989 S.

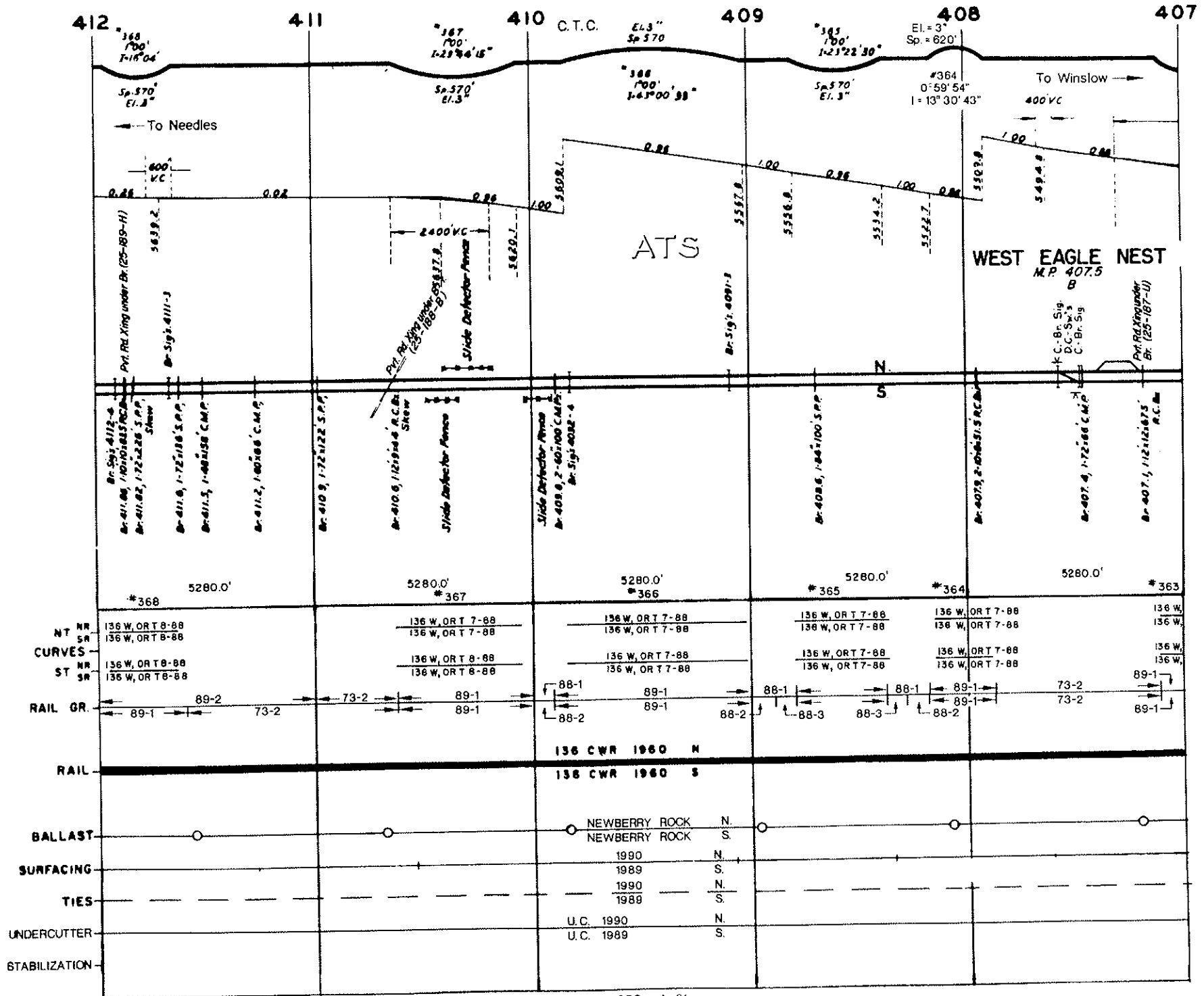
1990 N.
1989 S.

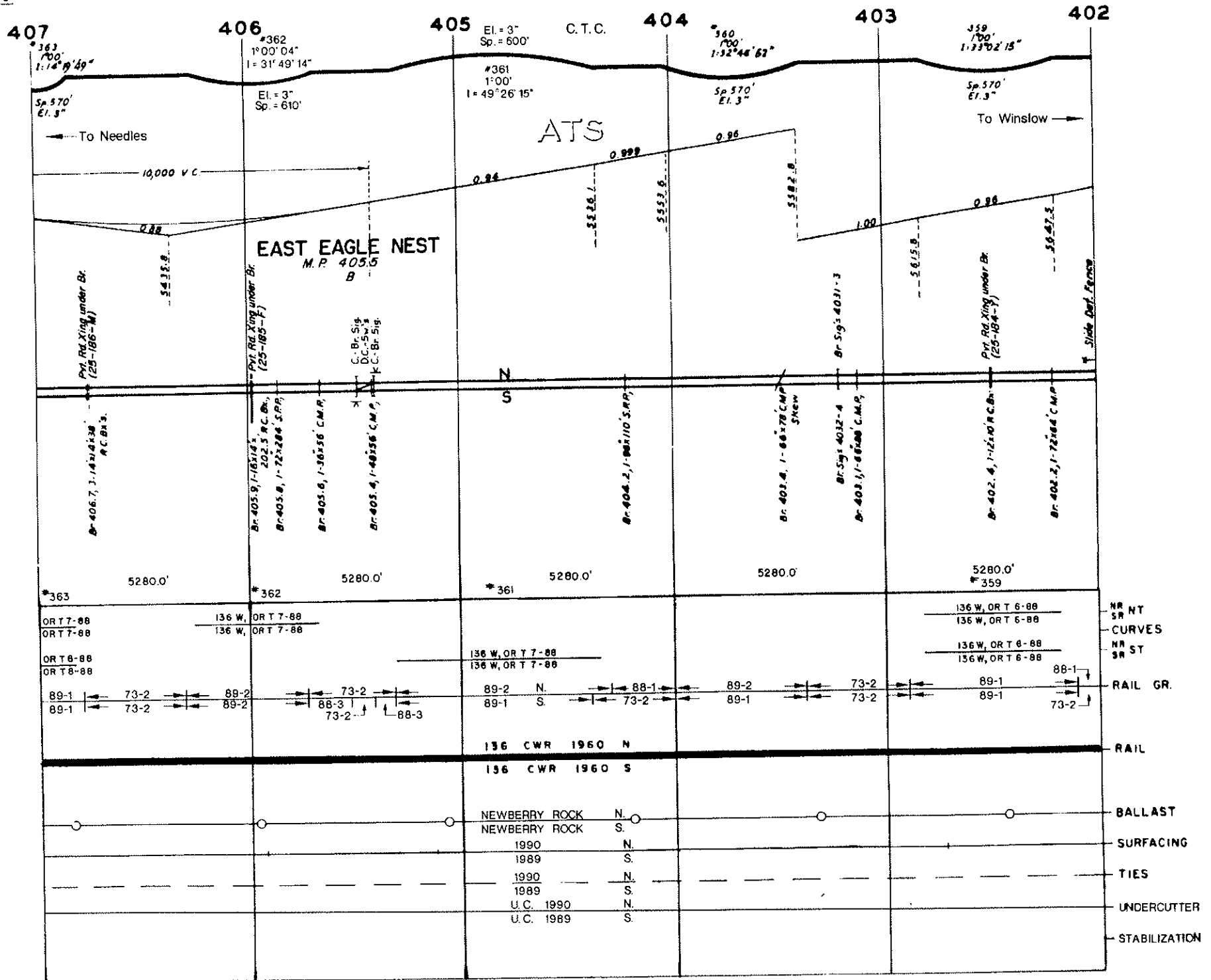
U.C. 1990 N.
U.C. 1989 S.

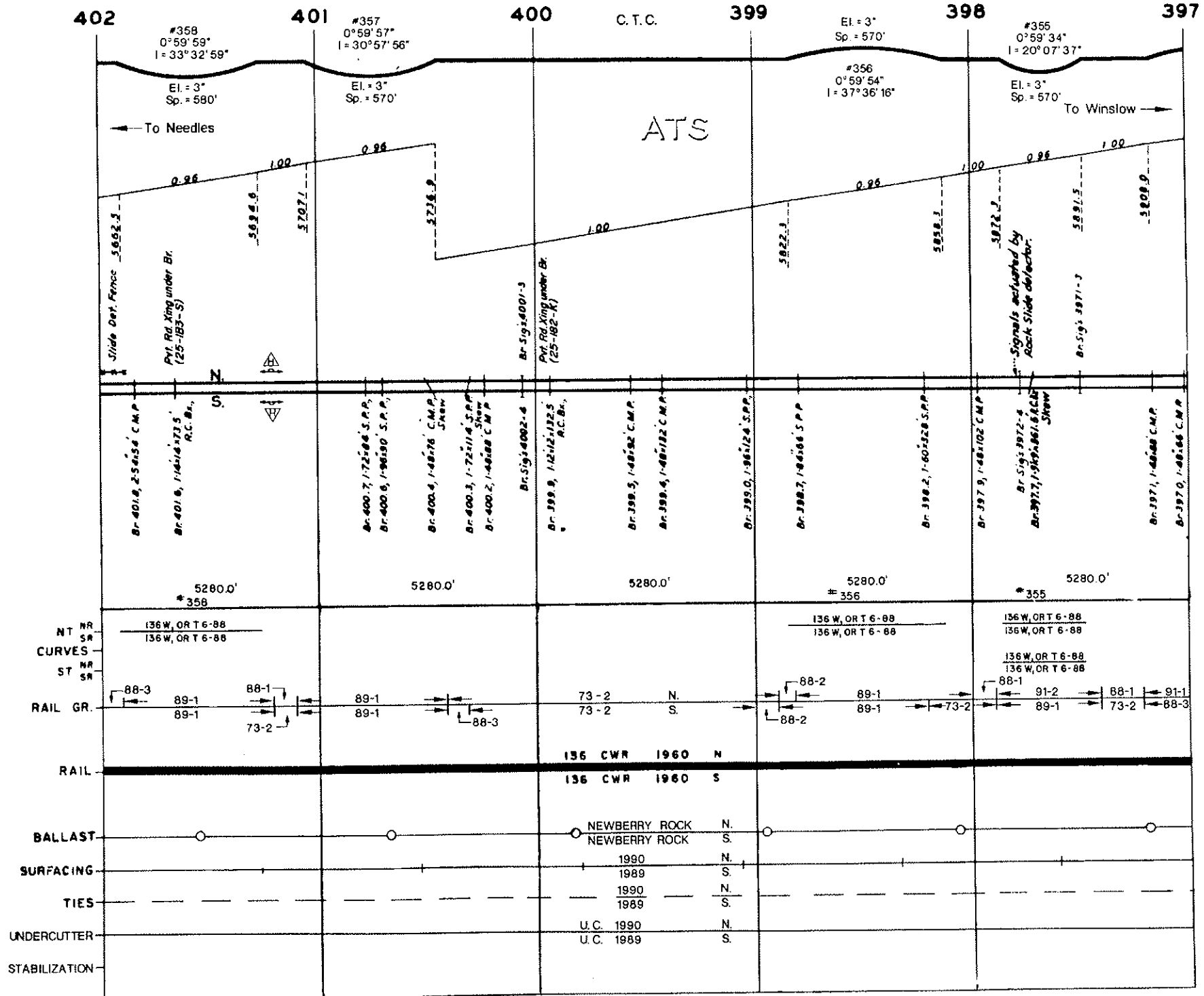
- NR NT
- SR
- CURVES
- NR ST
- SR ST
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

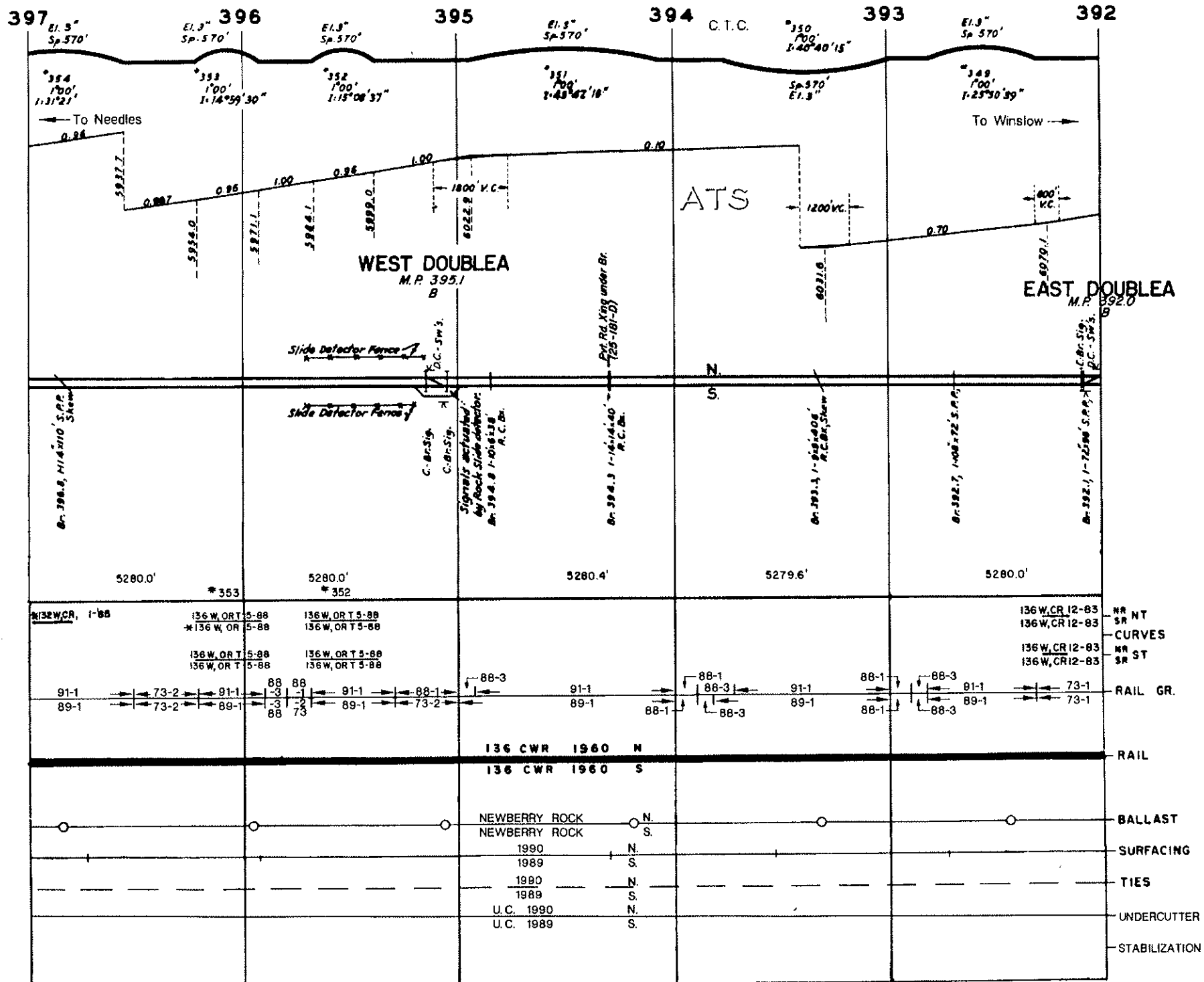


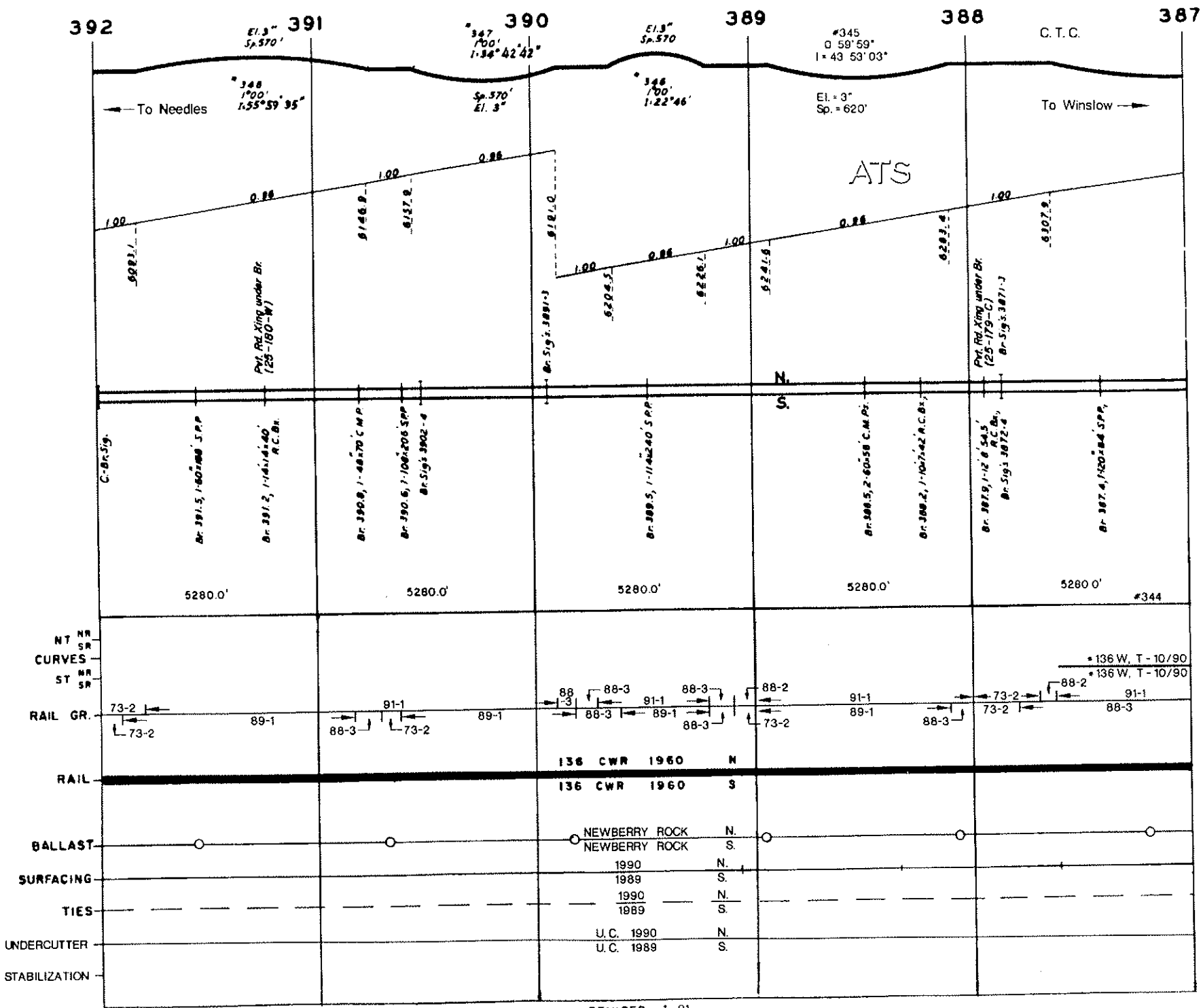


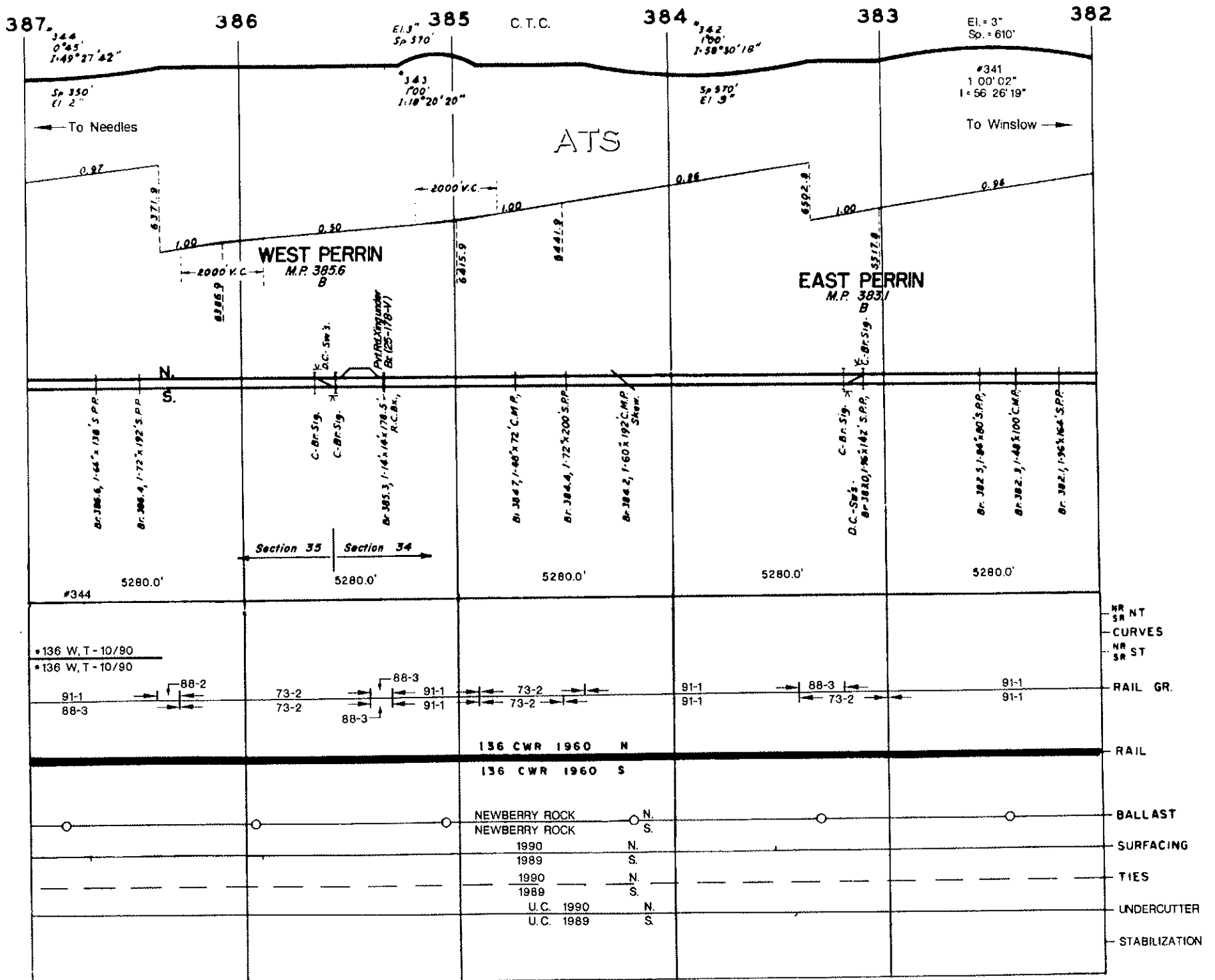


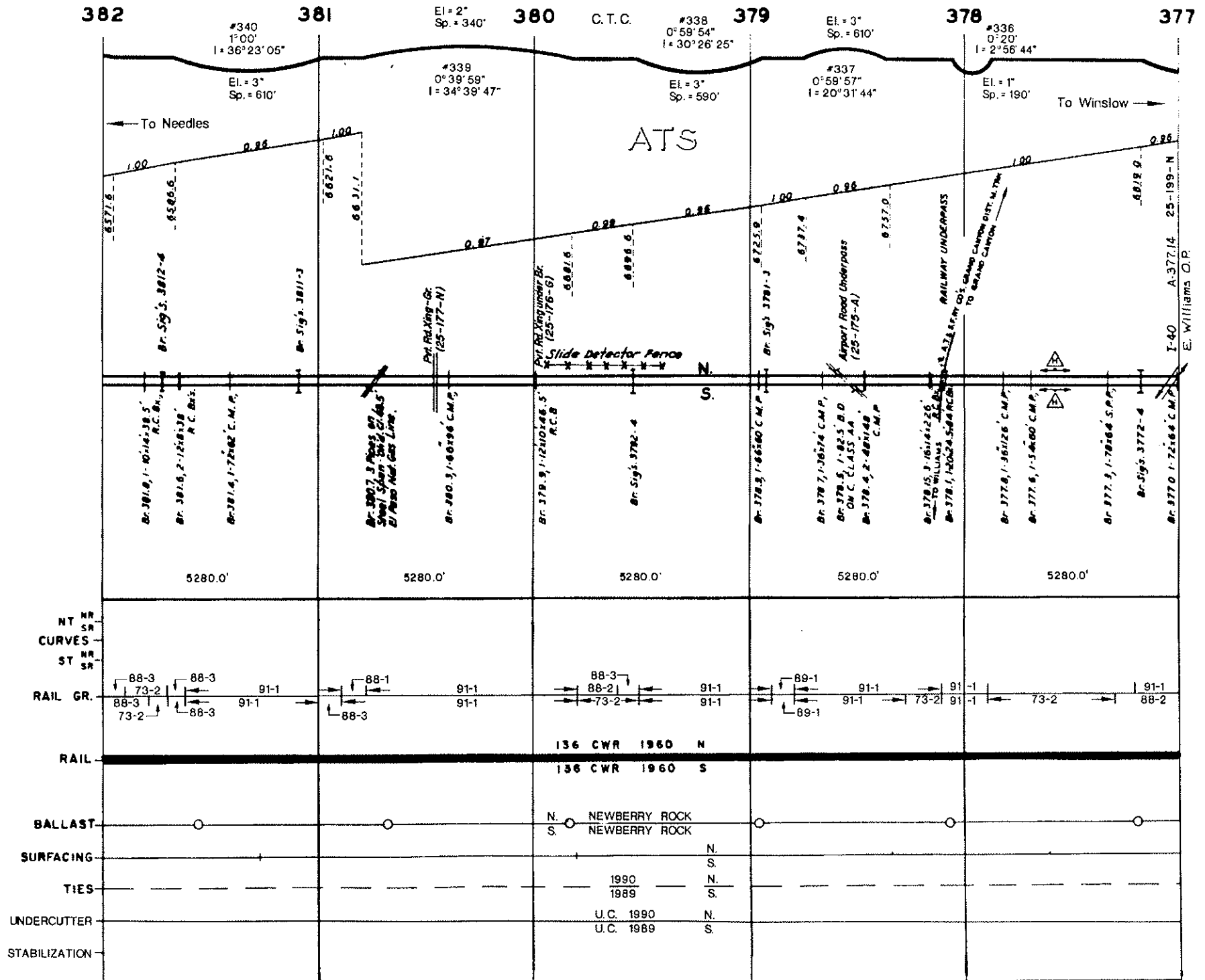


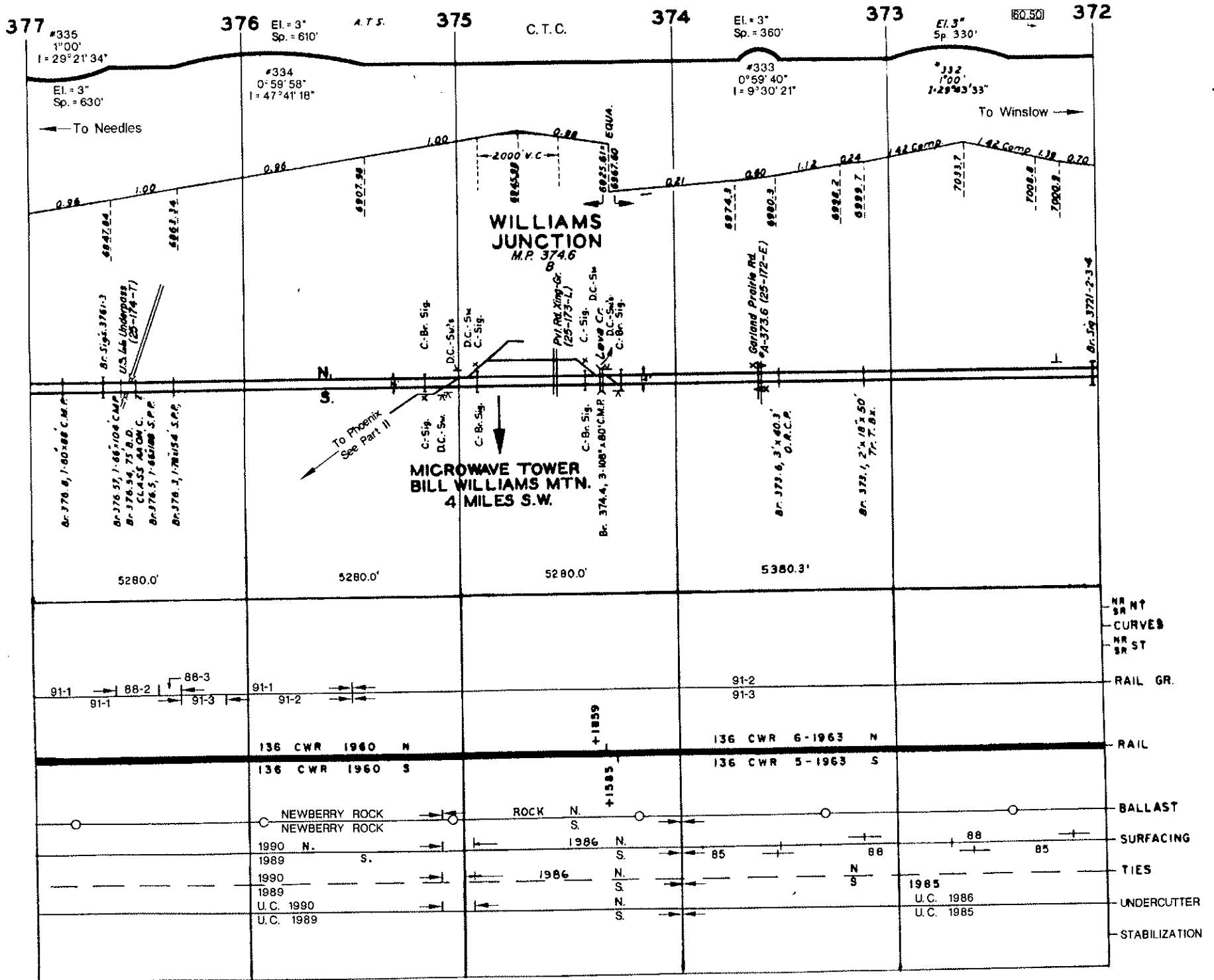


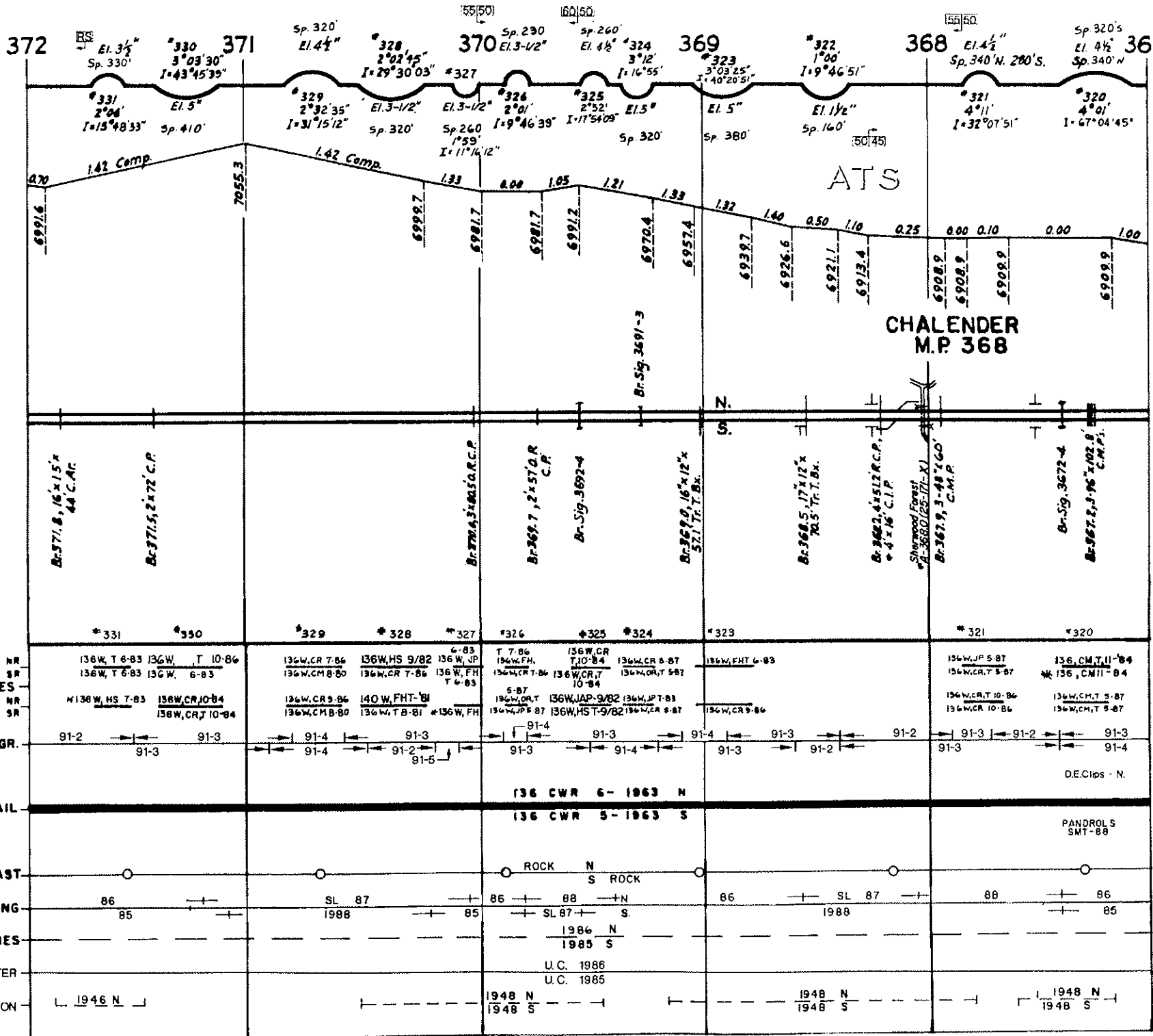


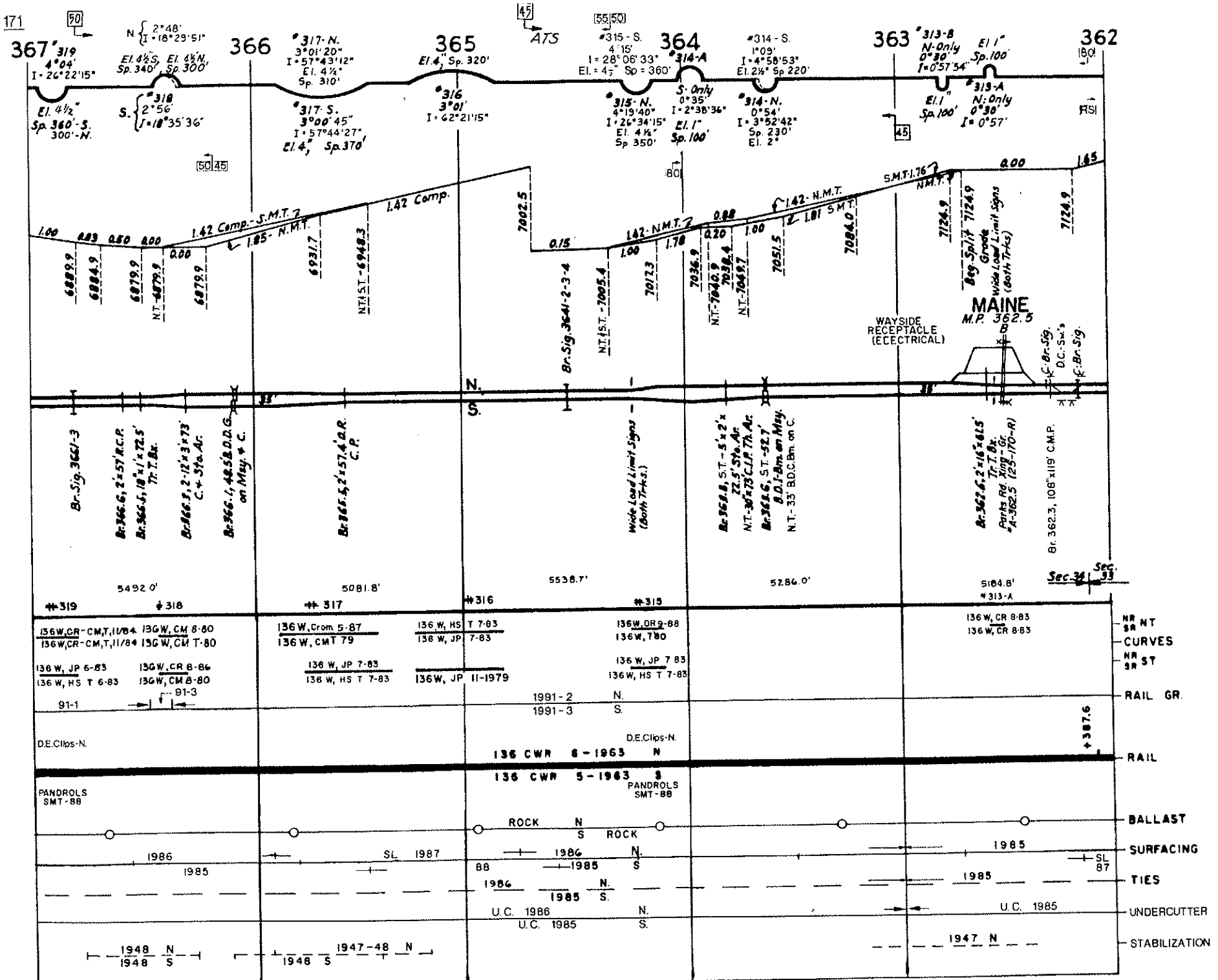




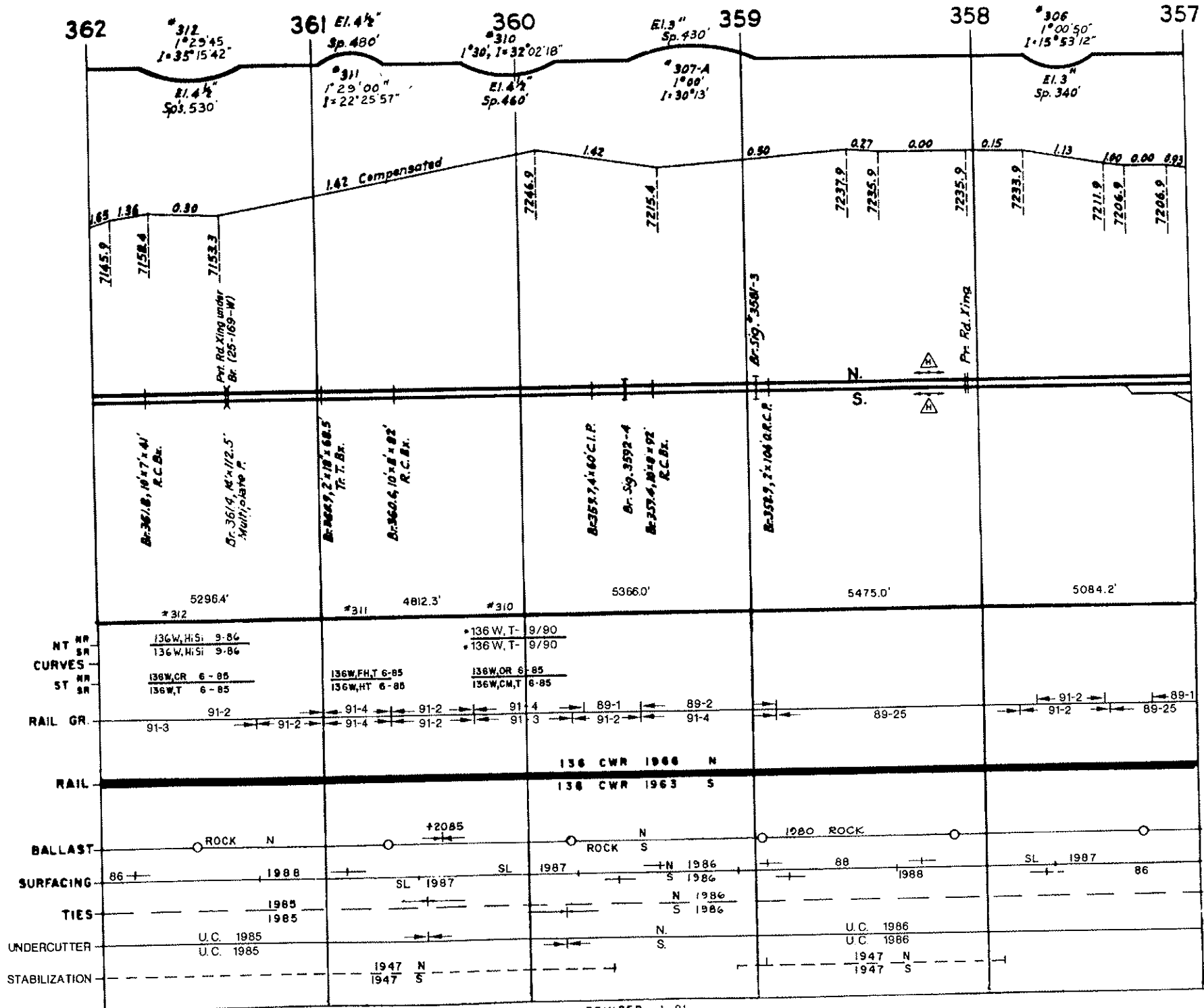








<p>136 W, CR - CM, T, 11/84</p> <p>136 W, CR - CM, T, 11/84</p> <p>136 W, JP 6-83</p> <p>136 W, HS T 6-83</p> <p>91-1</p> <p>D.E. Clips - N.</p> <p>PANDROLS SMT-88</p>	<p>136 W, CR 8-80</p> <p>136 W, CM T-80</p> <p>136 W, CR B-86</p> <p>136 W, CM B-80</p> <p>91-3</p> <p>D.E. Clips - N.</p> <p>PANDROLS SMT-88</p>	<p>136 W, CR 5-87</p> <p>136 W, CMT 79</p> <p>136 W, JP 7-83</p> <p>136 W, HS T 7-83</p> <p>1991-2</p> <p>1991-3</p> <p>D.E. Clips - N.</p> <p>136 CWR 6-1983</p> <p>136 CWR 5-1983</p> <p>PANDROLS SMT-88</p>	<p>136 W, HS T 7-83</p> <p>136 W, JP 7-83</p> <p>136 W, HS T 7-83</p> <p>1991-2</p> <p>1991-3</p> <p>D.E. Clips - N.</p> <p>136 CWR 6-1983</p> <p>136 CWR 5-1983</p> <p>PANDROLS SMT-88</p>	<p>136 W, CR 8-83</p> <p>136 W, CR 8-83</p> <p>136 W, JP 7-83</p> <p>136 W, HS T 7-83</p> <p>1991-2</p> <p>1991-3</p> <p>D.E. Clips - N.</p> <p>136 CWR 6-1983</p> <p>136 CWR 5-1983</p> <p>PANDROLS SMT-88</p>
<p>1948 N</p> <p>1948 S</p>	<p>1948 S</p> <p>1947-48 N</p>	<p>1986</p> <p>1987</p> <p>1986</p> <p>1985</p> <p>1986</p> <p>1985</p> <p>U.C. 1986</p> <p>U.C. 1985</p>	<p>1986</p> <p>1985</p> <p>1986</p> <p>1985</p> <p>U.C. 1986</p> <p>U.C. 1985</p>	<p>1985</p> <p>1985</p> <p>U.C. 1985</p> <p>1947 N</p>



357

356

C.T.C.

355

[70.89]

354

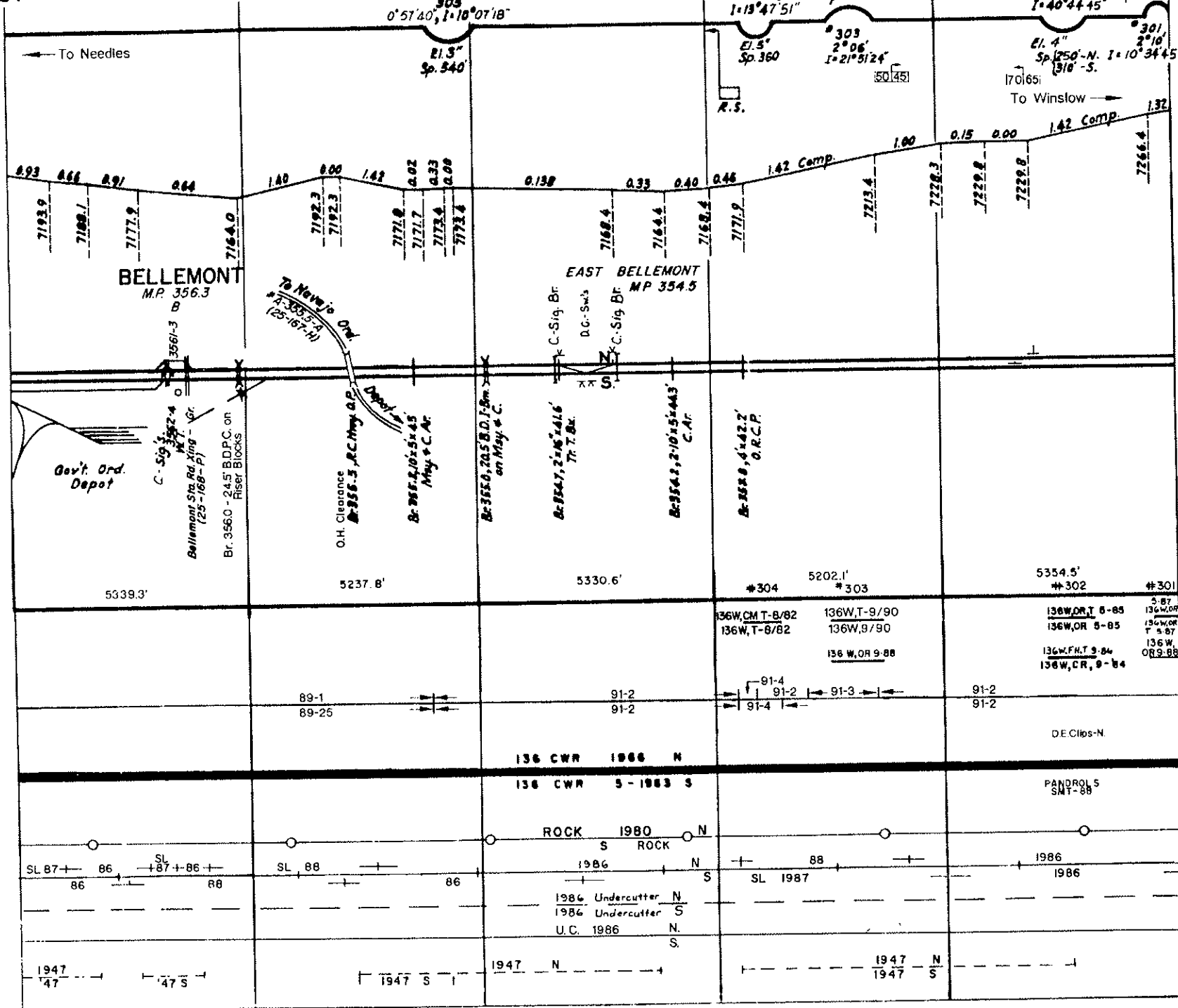
*304

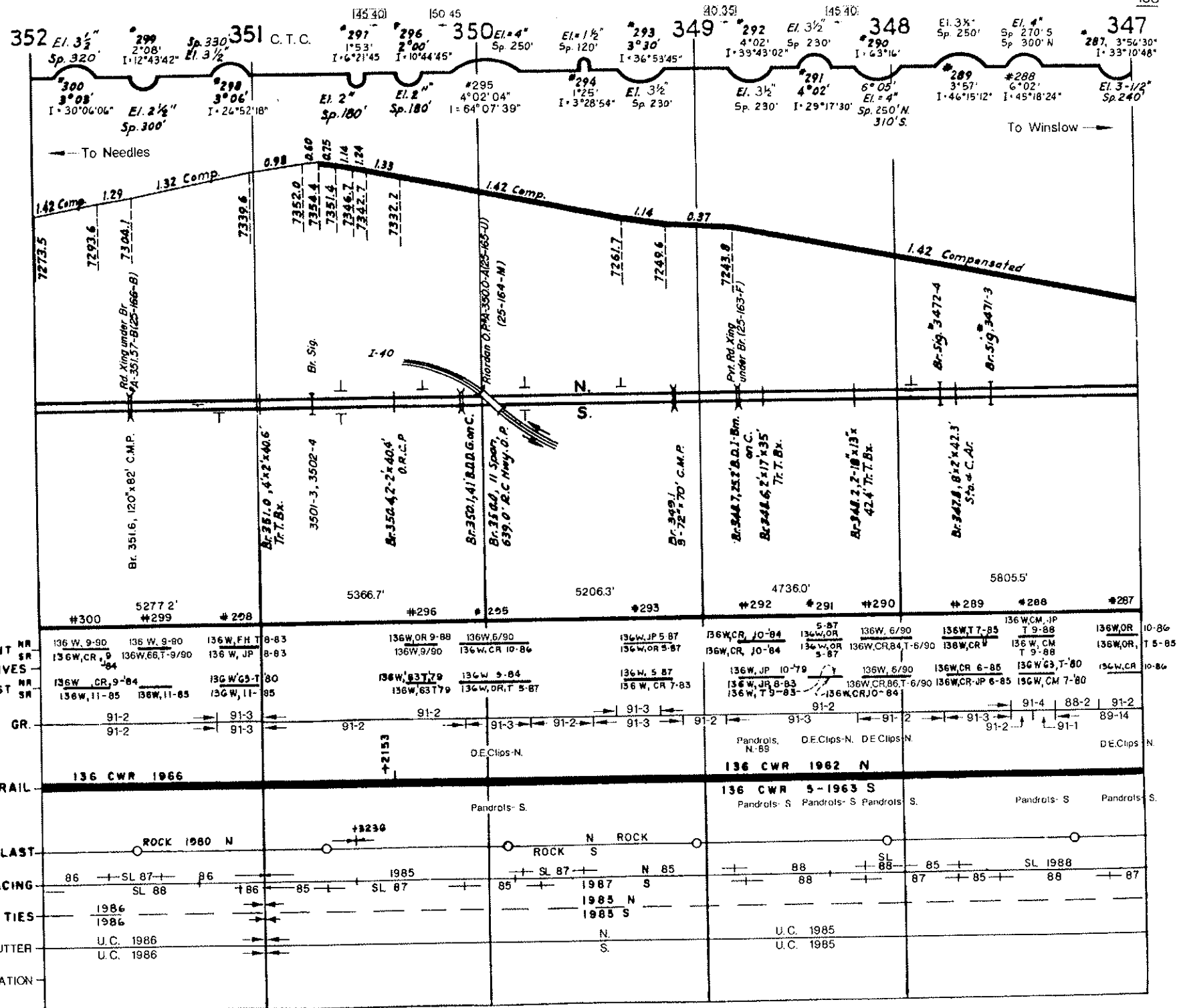
EI. 5" Sp. 380'

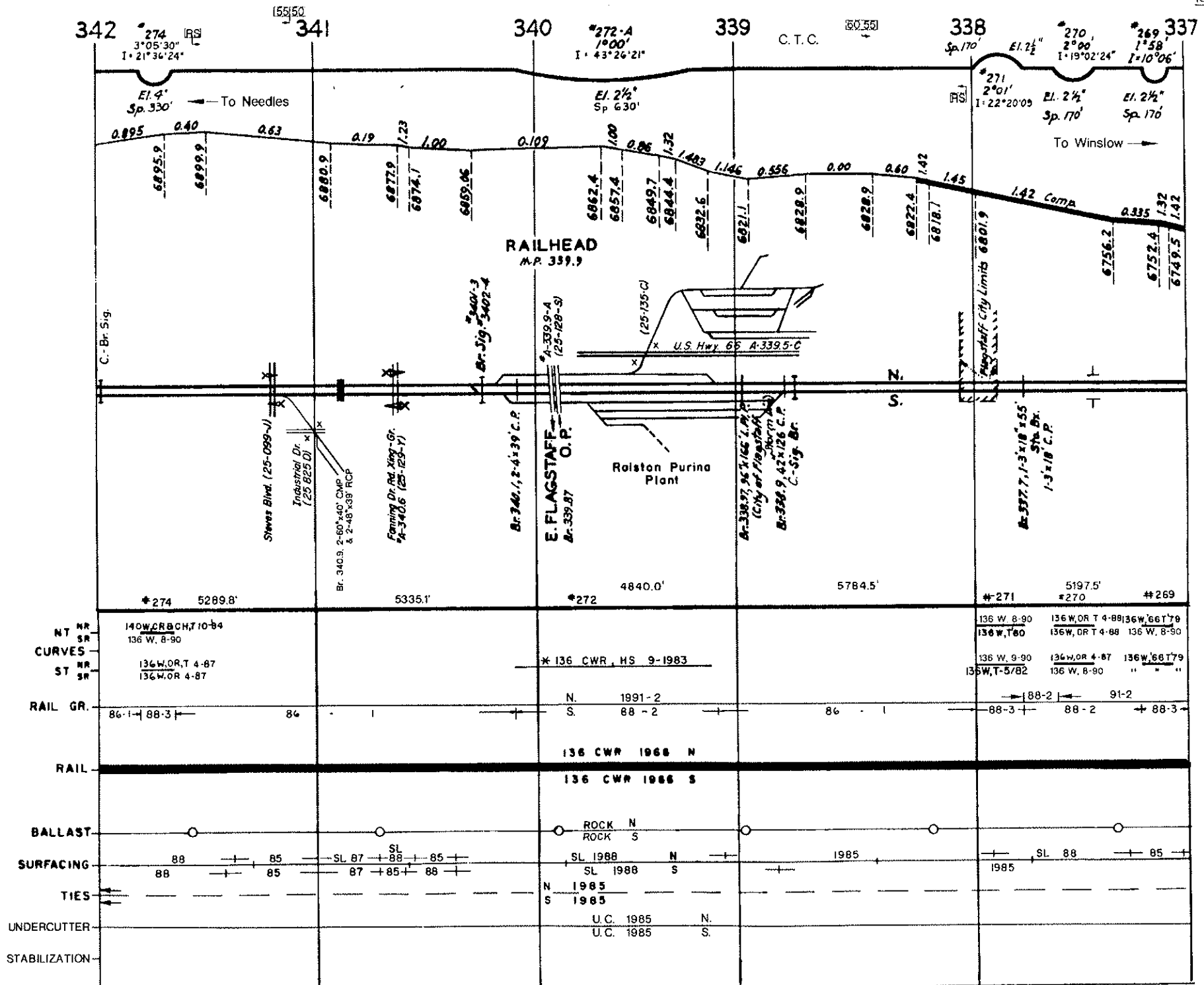
353

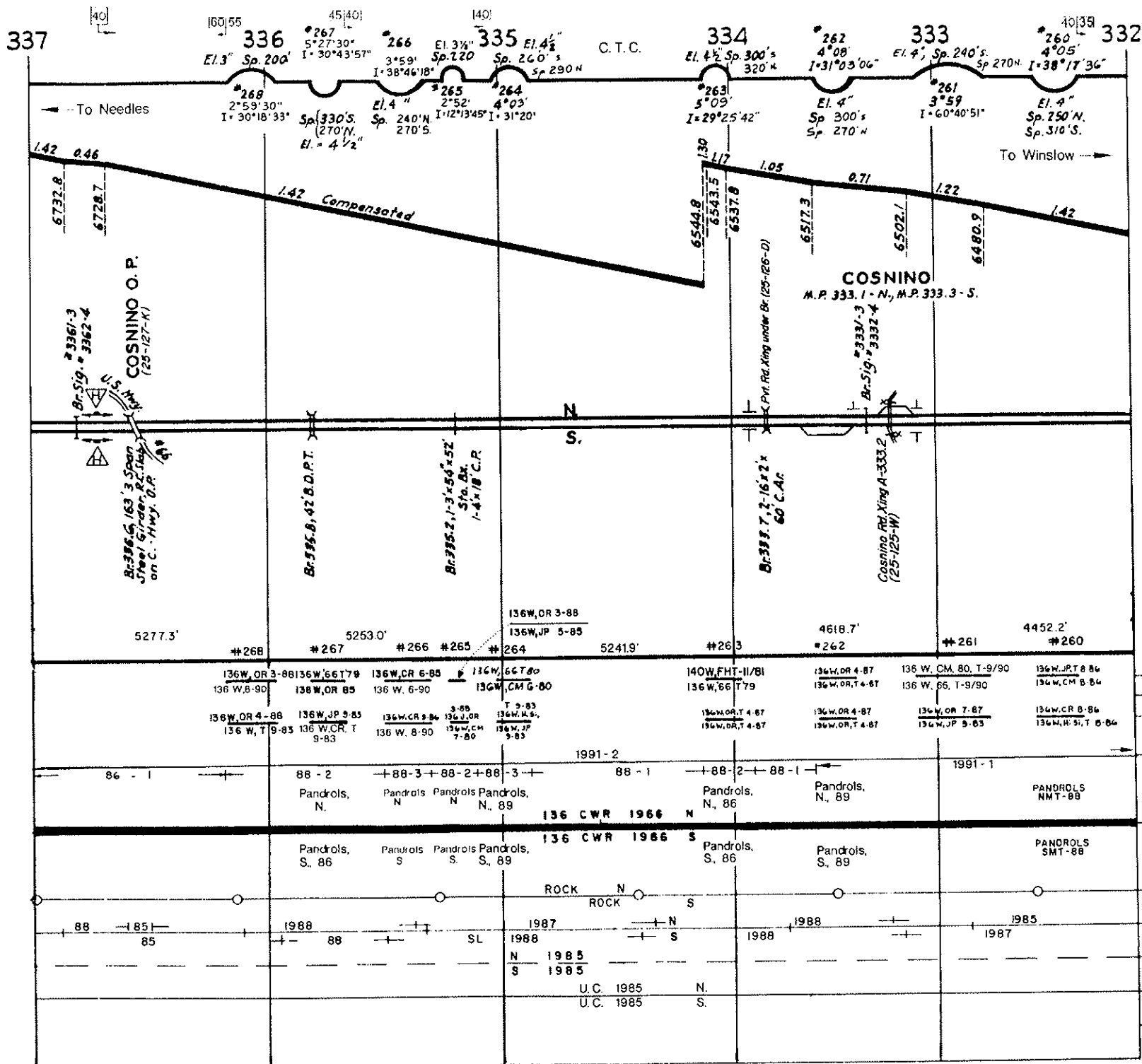
*302, EI. 3"

Sp 320

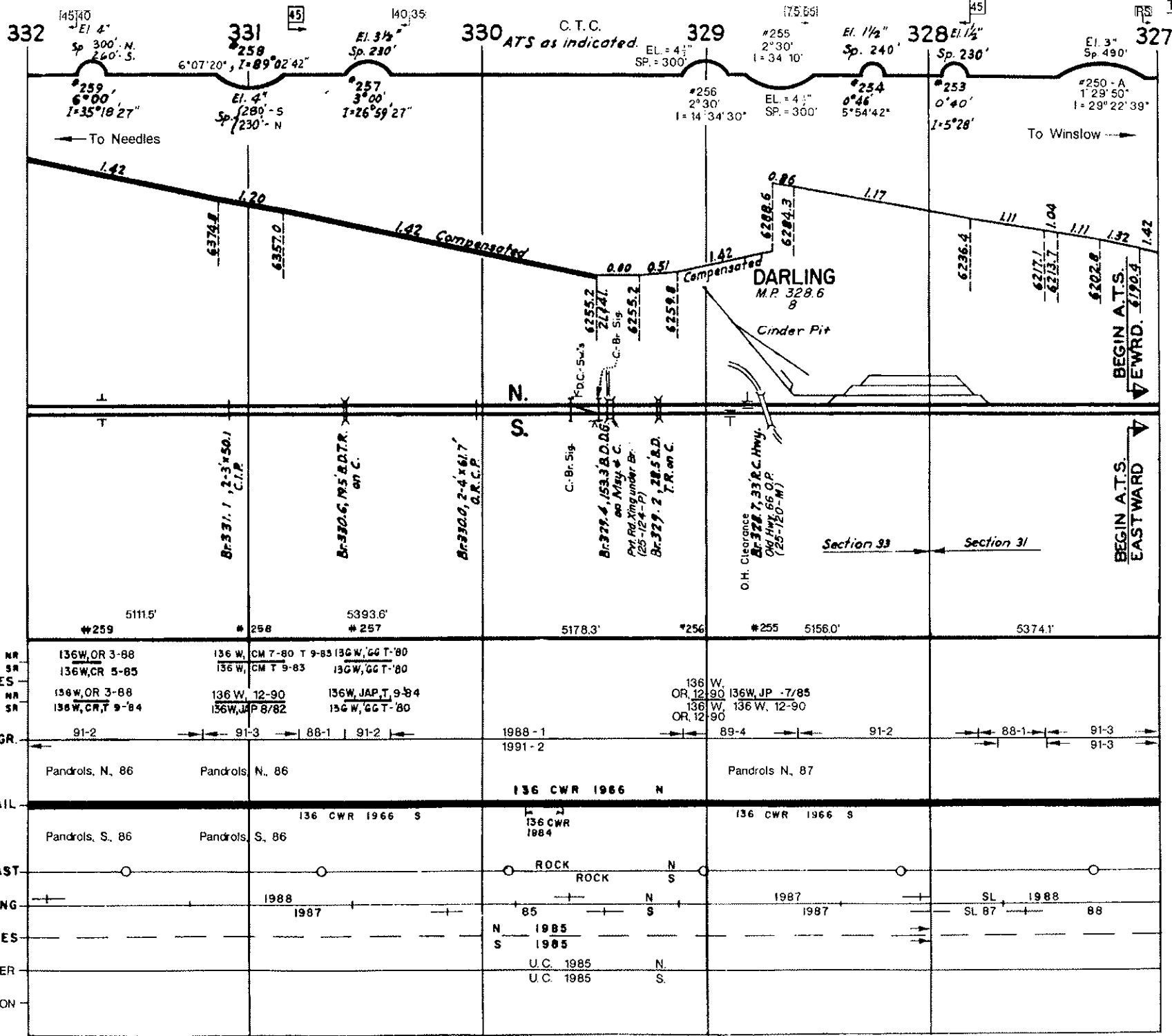




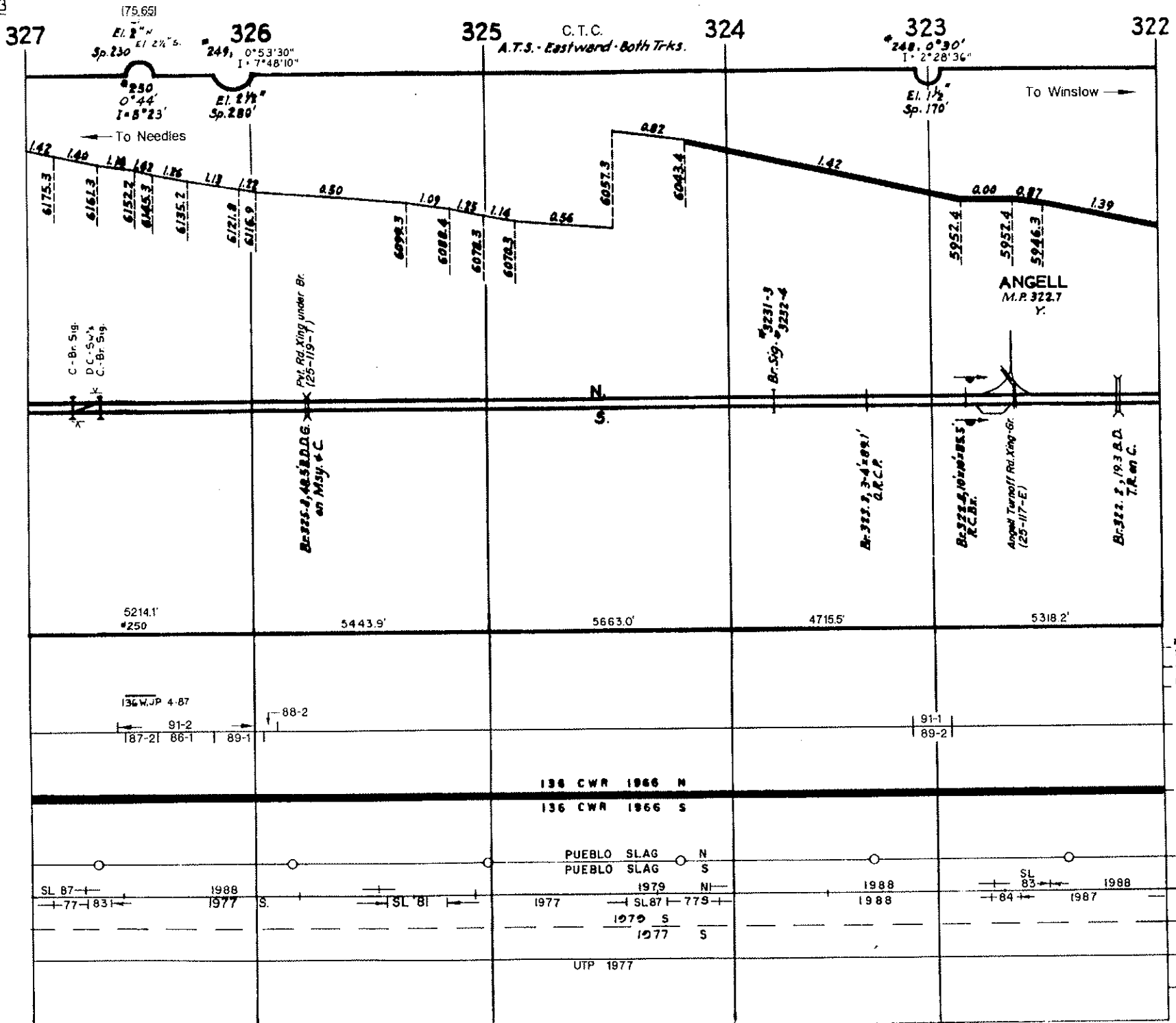


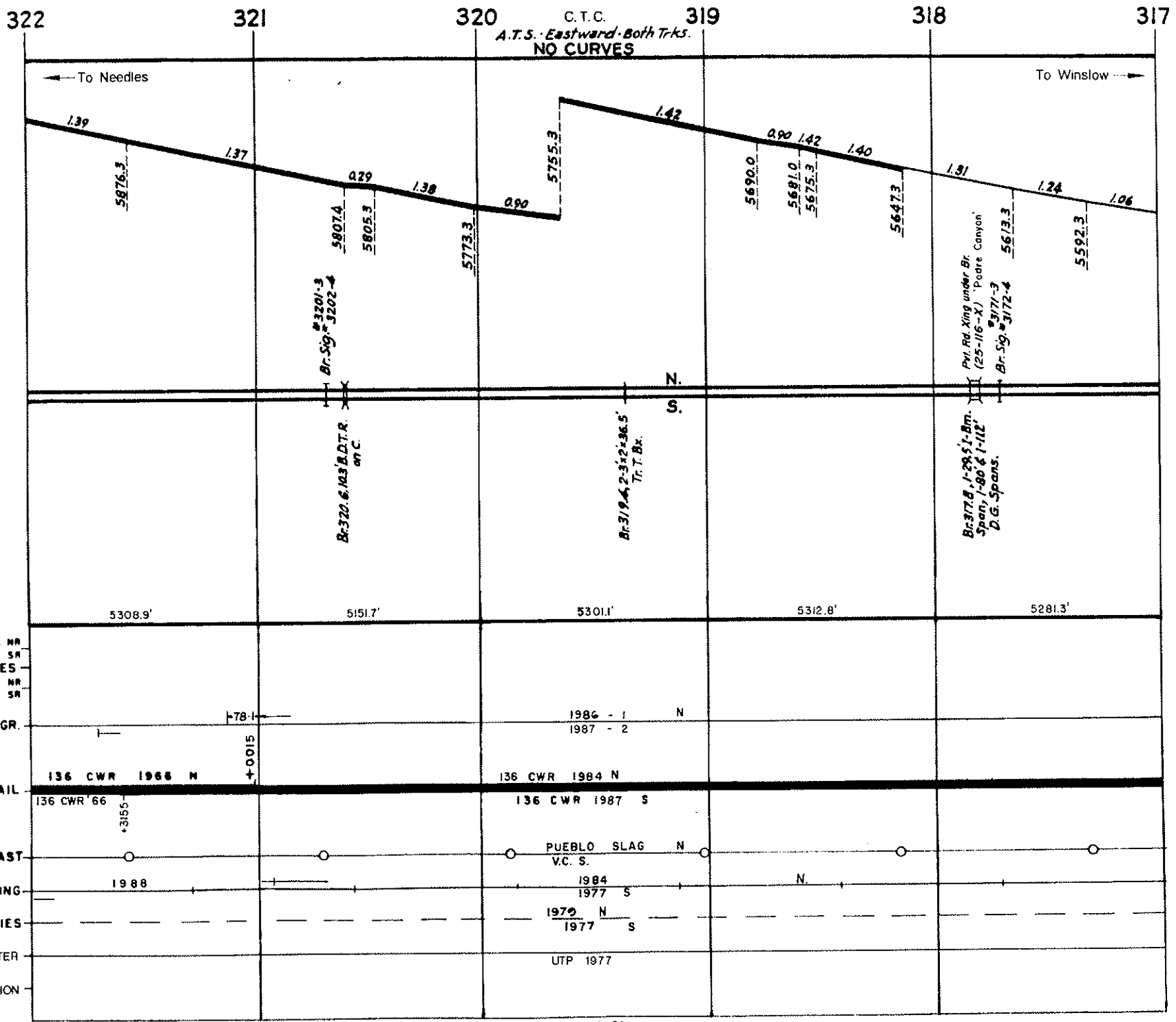


REVISED 1-91

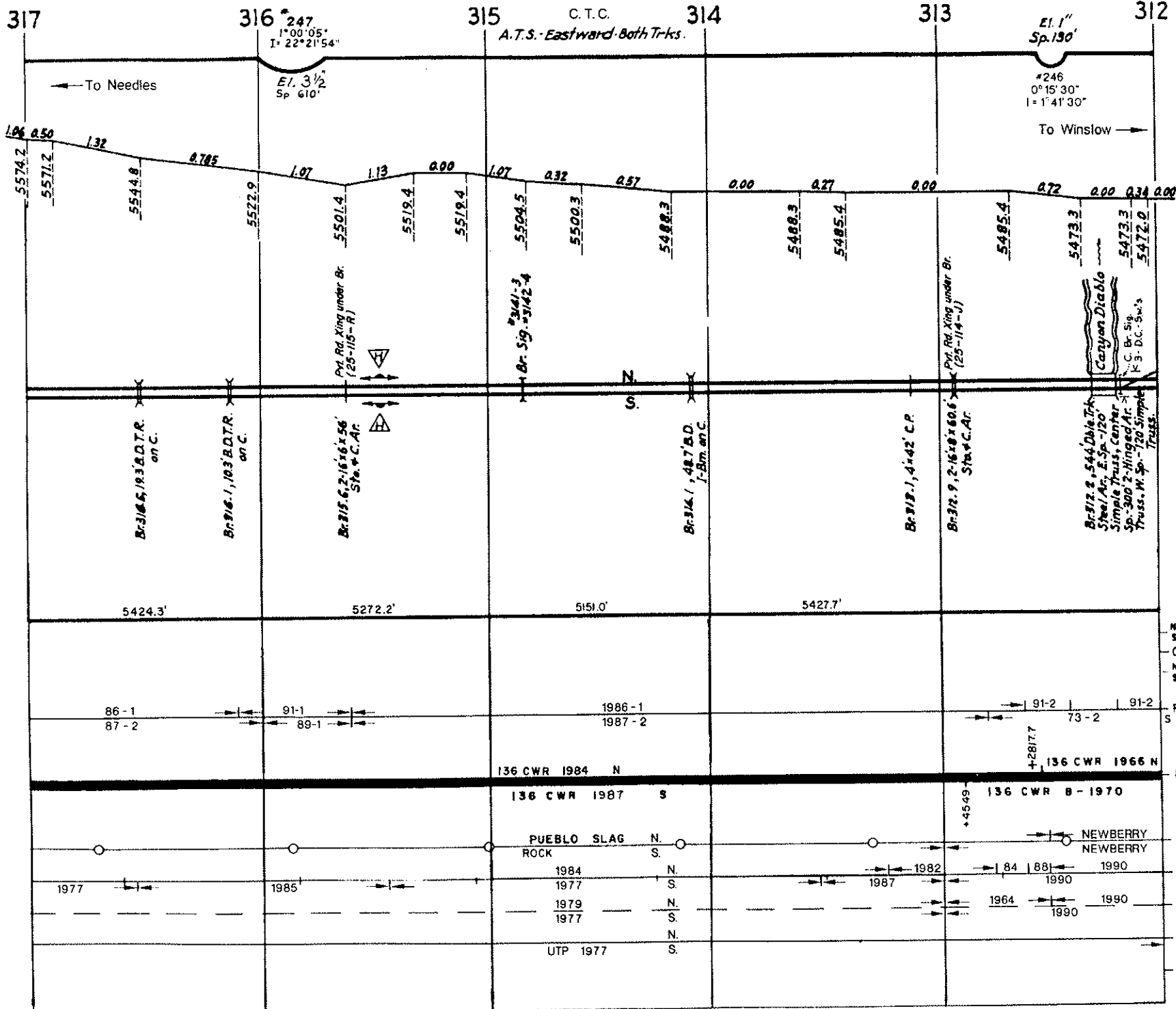


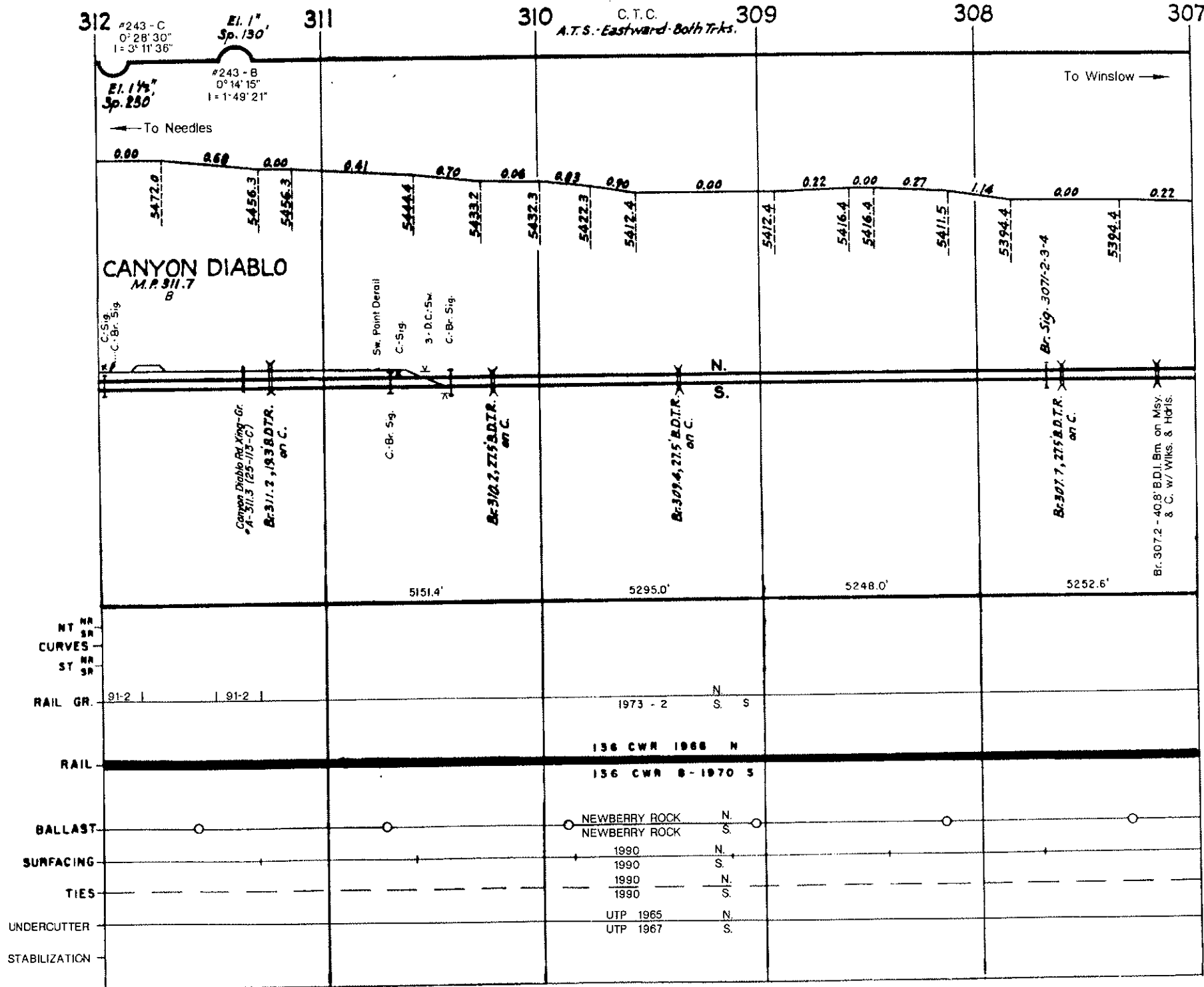
NT	NR 136W, OR 3-88	136 W, CM 7-80 T 9-83	136 W, 66 T-80				
SA	136W, CR 5-85	136 W, CM T 9-83	136W, 66 T-80				
ST	NR 136W, OR 3-88	136 W, 12-90	136W, JAP, T, 9-84				
SN	136W, CR, T 9-84	136W, JAP 8/82	136 W, 66 T-80				
RAIL GR.	91-2	91-3	88-1 91-2	1988-1	89-4	91-2	88-1 91-3
RAIL	Pandrols, N, 86	Pandrols, N, 86		136 CWR 1986 N		Pandrols N, 87	
BALLAST				ROCK	ROCK		
SURFACING		1988		85	1987		SL 1988
TIES		1987		N 1985	1987		SL 87 88
UNDERCUTTER				U.C. 1985 N			
STABILIZATION				U.C. 1985 S			





REVISED 1-91





307

306

305

304

303

302

C.T.C.

A.T.S. - Eastward - Both Trks.

Sp. 570'

#243

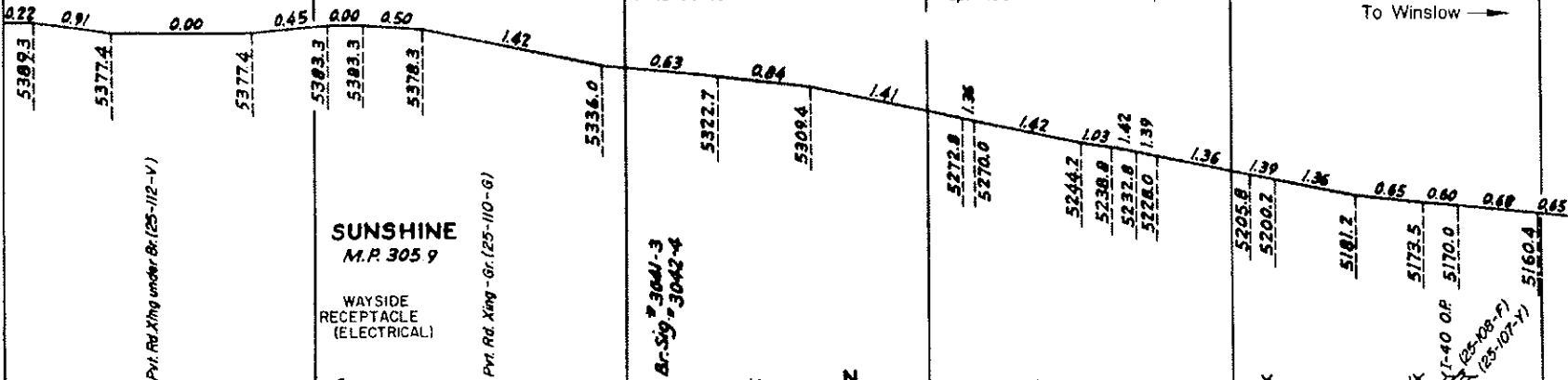
0' 18" I = 1' 39" 27"

#241 1' 29' 40" I = 29' 38' 30"

#240 1' 29' 47" I = 30' 05' 15" Sp. = 480'

To Needles

To Winslow



SUNSHINE M.P. 305.9

WAYSIDE RECEPTACLE (ELECTRICAL)

N. S.

Br. 3065 - 22.5' B.D.I. Brn. on Misy. & C. w/ Wilks. & Harris.

Br. 3050 - 40.8' B.D.I. Brn. on C. w/ Wilks. & Harris.

Br. 3044 - 3042-4

Br. 304.4, 2-54' x 60.8' C.M.P.

Br. 302.6, 48' x 16' x 21' Tr. T. Box.

Br. 302.9 - 36.6' B.D.D.G. on Misy. & C. w/ Wilks. & Harris.

Br. 302.4, 2x64.2' R.C.P. Br. 302.4, 36' x 70' C.M.P. D.H. Clearance Br. 302.3, 3.5' over C. Hwy. O.P.

5292.0'

5303.1'

5192.1'

5232.0'

#240

136 W.F.H. 6-87

136 W. 6-87

NR ST CURVES NR ST

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

136 CWR 1966 N

136 CWR 8-1970 S

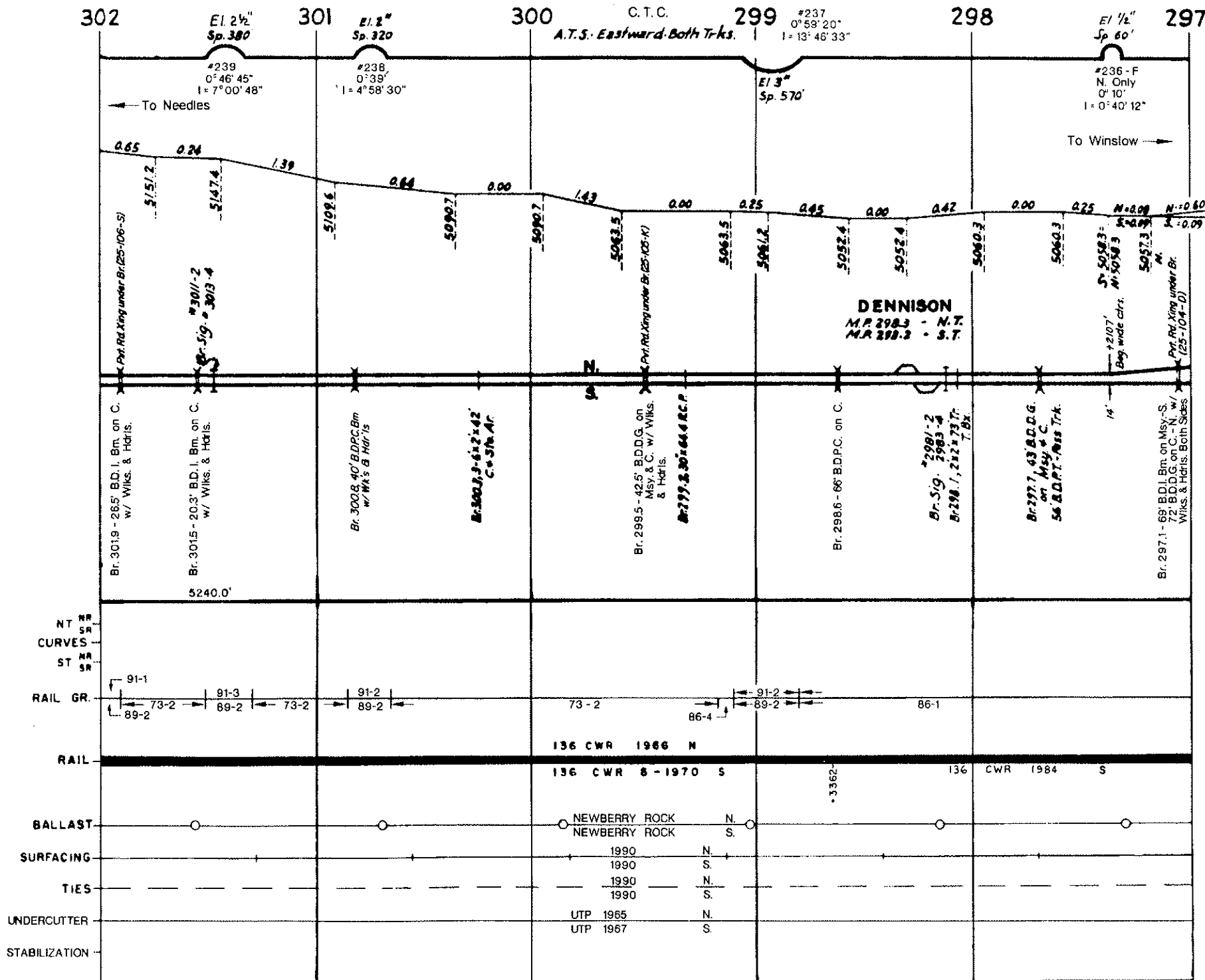
NEWBERRY ROCK N. S.

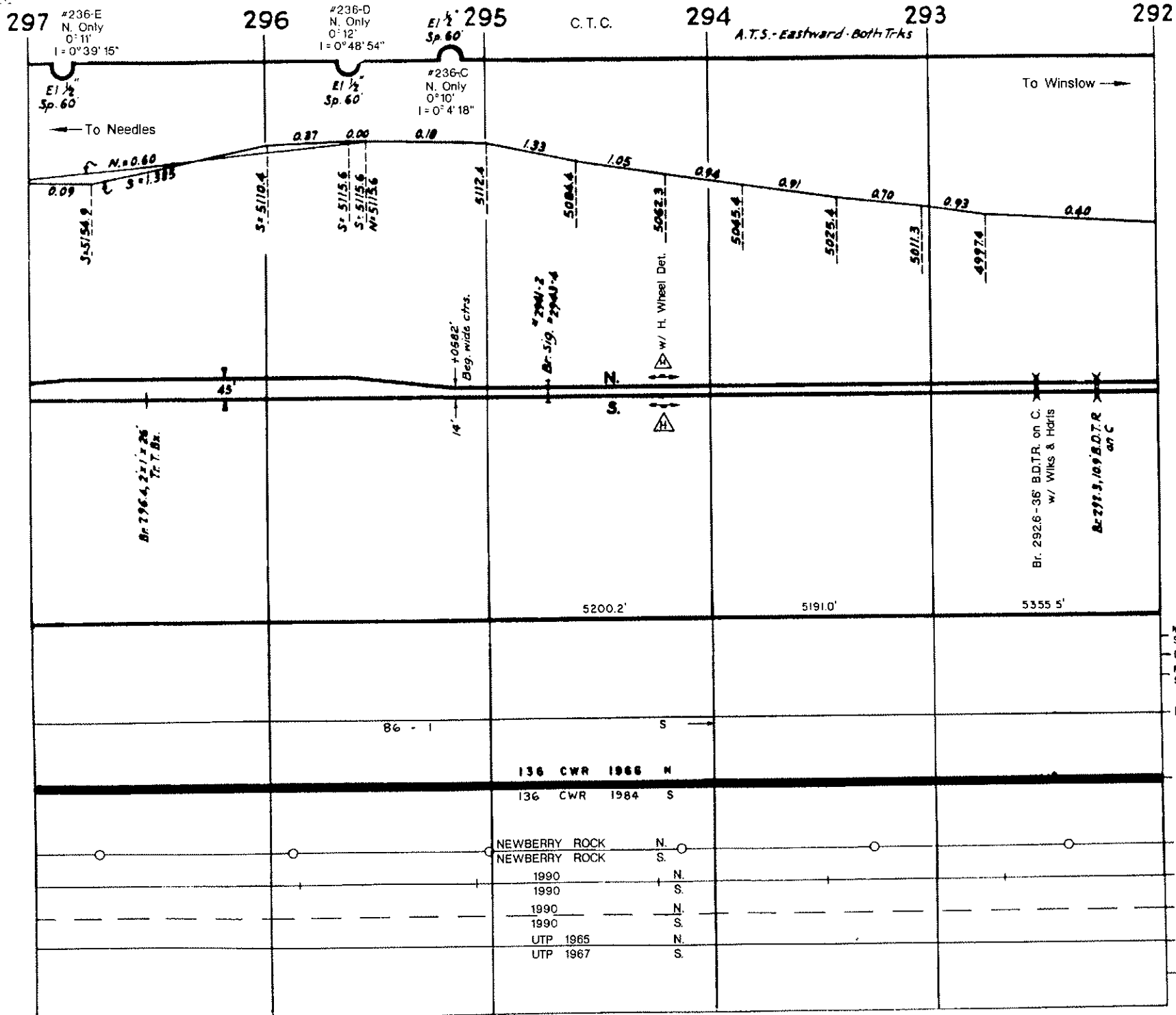
1990 N. S.

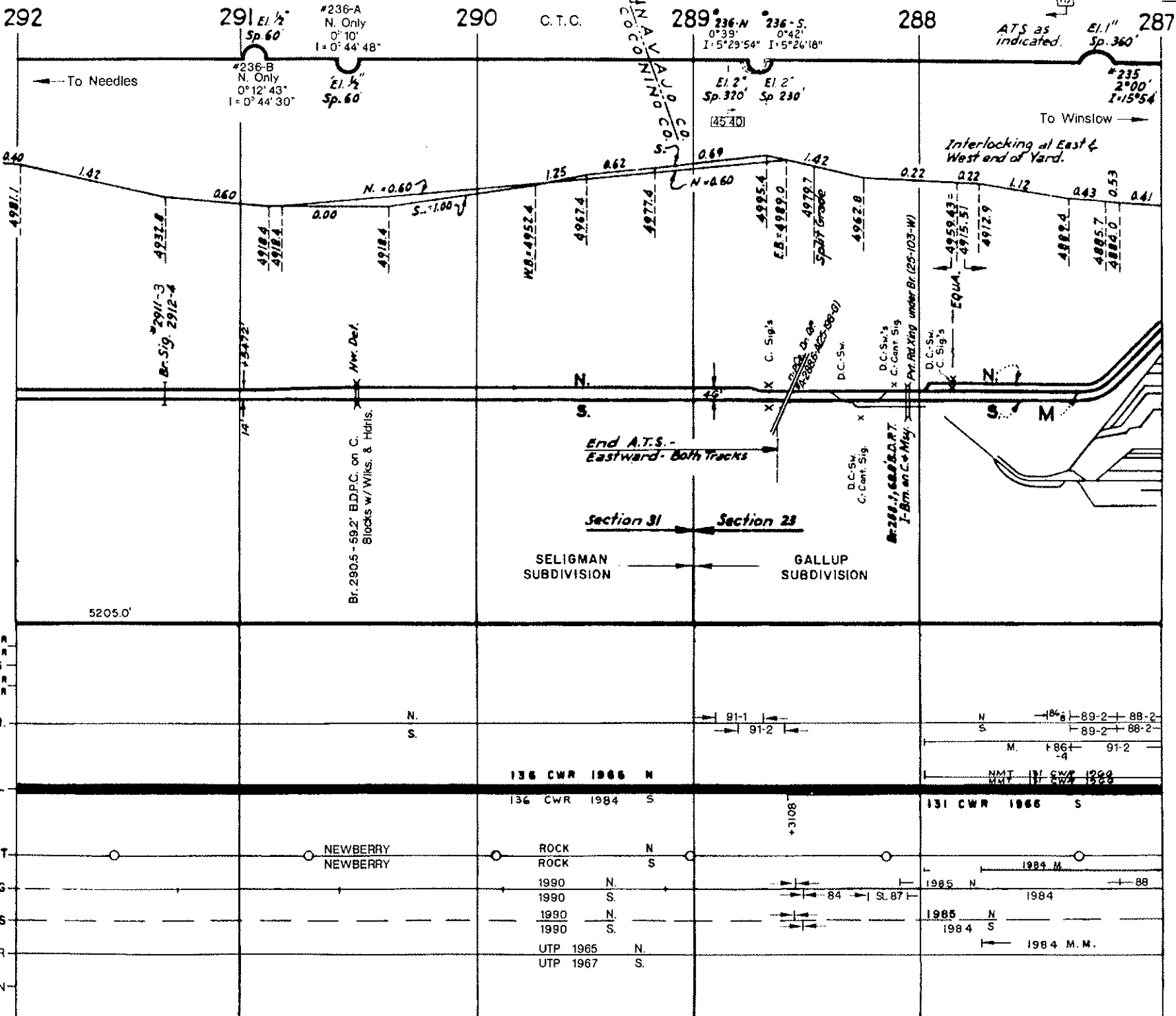
1990 N. S.

UTP 1965 N. S.

UTP 1967 N. S.







NT
SR
CURVES
ST
SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

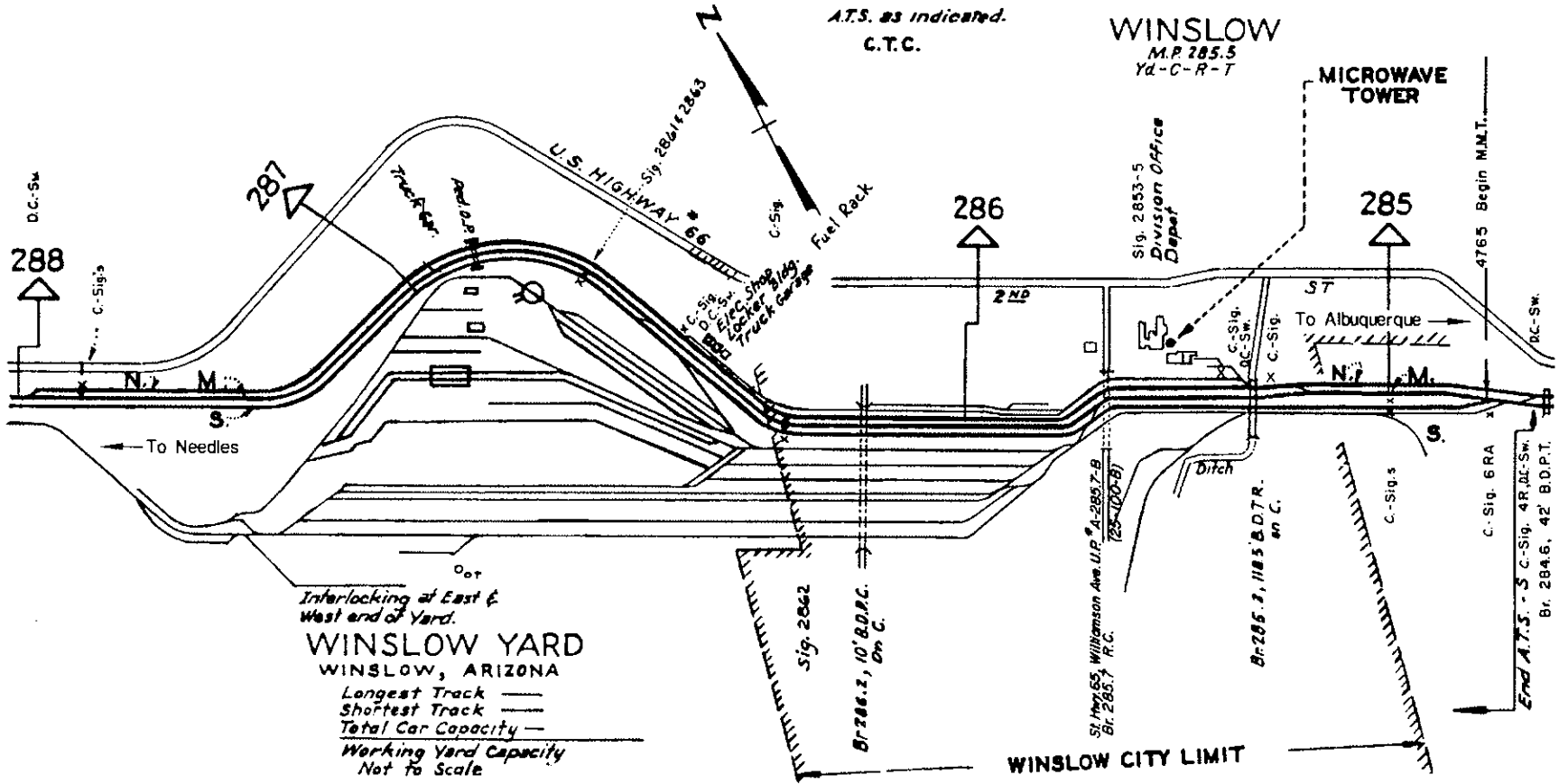
5205.0'

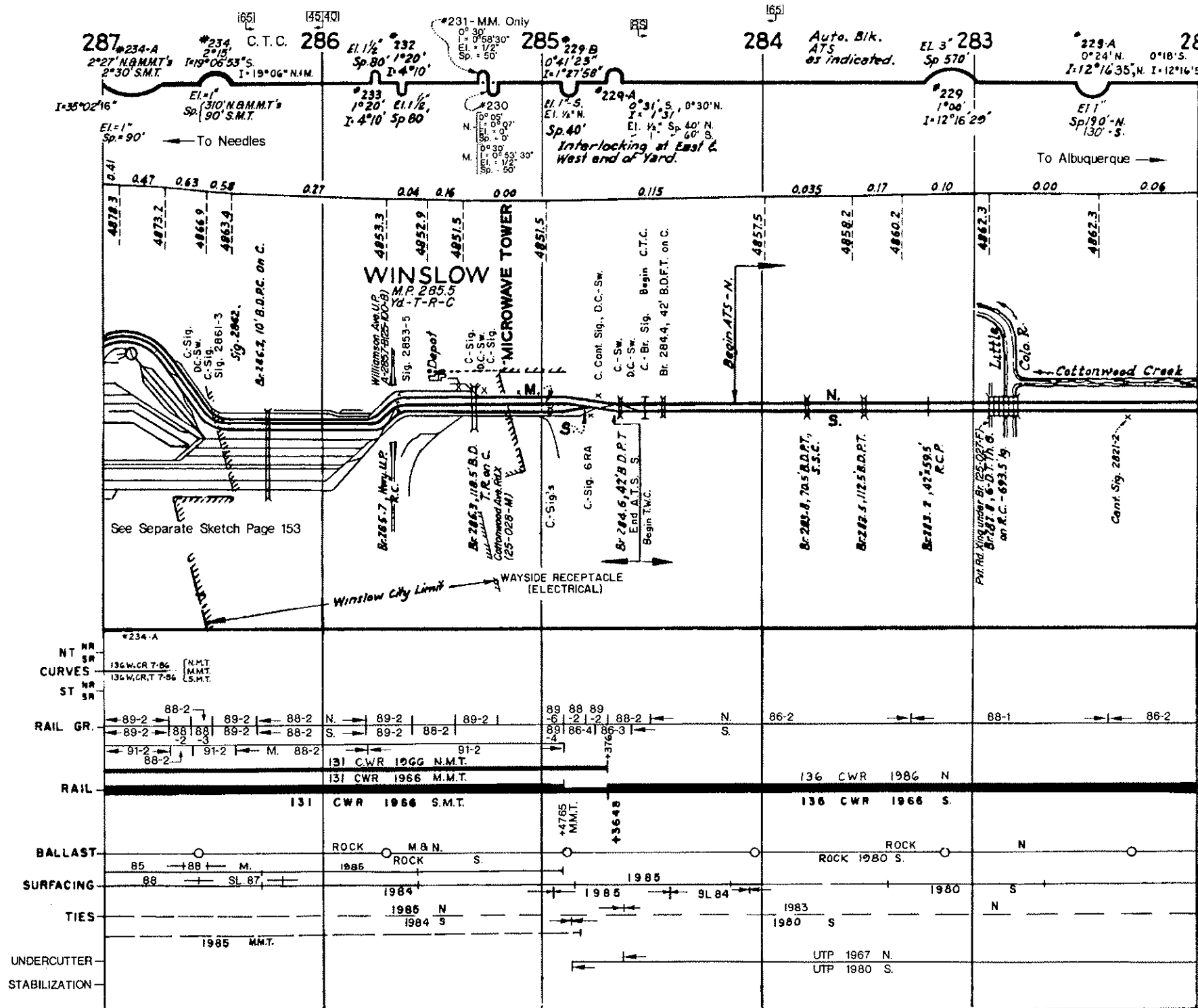
SELIGMAN SUBDIVISION GALLUP SUBDIVISION

Seligman Subdivision

Winslow (M.P. 289.0) to Topock (M.P. 566.1)

Intentionally Blank





282

281

280

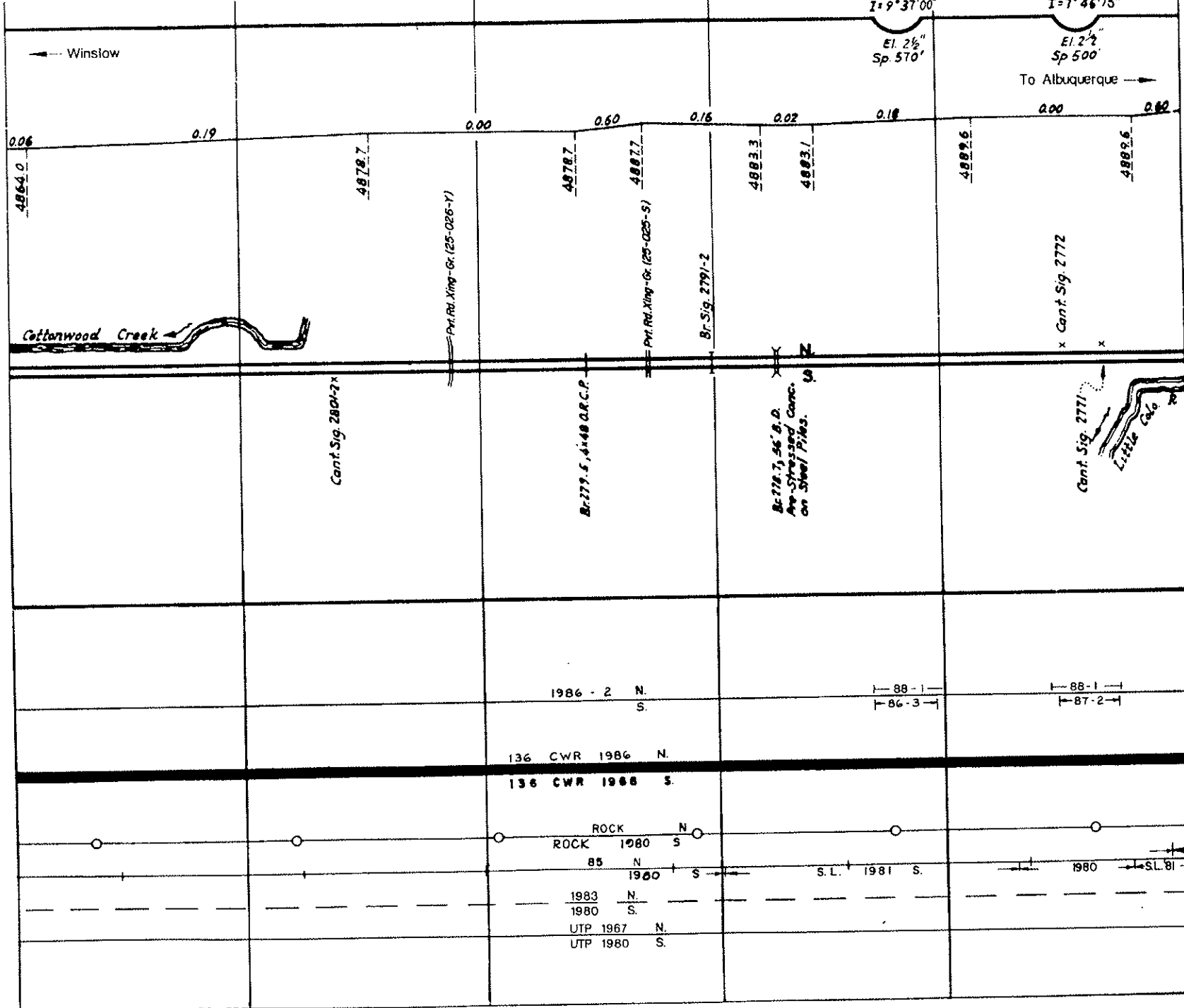
Auto. Bik.
ATS

279

*228 278
0°56'
I=9°37'00"

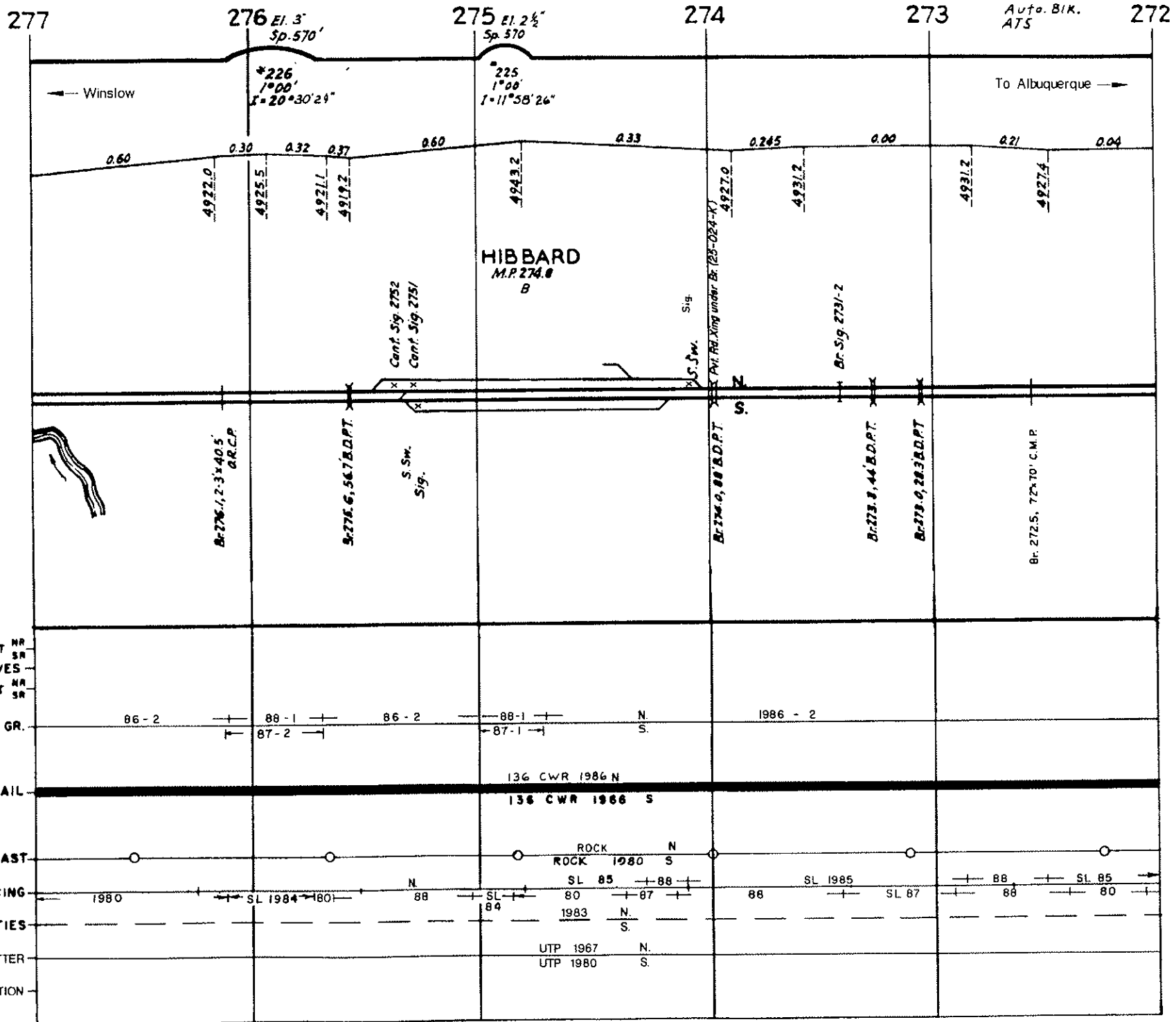
*227,
0°51'
I=7°46'15"

277



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

1986 - 2	N.	88 - 1	88 - 1
	S.	86 - 3	87 - 2
136 CWR	1986 N.		
136 CWR	1988 S.		
ROCK	N.		
ROCK	1980 S.		
85	N.		
1980	S.	S.L.	1981 S.
1983	N.		
1980	S.		
UTP	1967 N.		
UTP	1980 S.		



272

271

270

269

268

267

#224
I = 10°35'46"

Auto S/k.
ATS

Winslow ←

To Albuquerque →

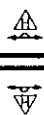
0.04 0.00 0.00 0.23 0.15 0.18 0.22 0.24 0.18 0.15 0.235 0.19 0.03 0.43 0.03 0.02

4928.9
4928.9
4930.1

Cent. Sig. 2711-2

Br. 271.5 - 56.7' B.D.P.T. w/
Wilks. & Harris.

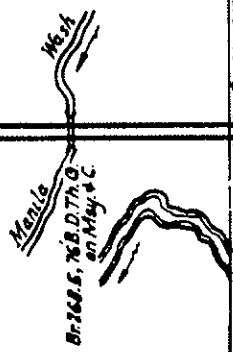
Br. 270.8 - 70' B.D.T.R. w/
Wilks. & Harris.



Cent. Sig. 2692

Br. 289.4 - 68' B.D.P.T. w/
Wilks. & Harris.

Cent. Sig. 2691



Br. Sig. 2671-2

Br. 267.1, 28' B.D.P.T.

Br. 267.5, 84.5' B.D.P.T.

4934.7 4939.5 4942.9 4944.0 4946.1 4947.2 4948.7 4959.5 4963.3 4964.3 4968.2 4968.7

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

1986 - 2

88-1
87-2

N
S

1986 - 2

136 CWR 1986 N.
136 CWR 1986 S.

ROCK
ROCK 1980

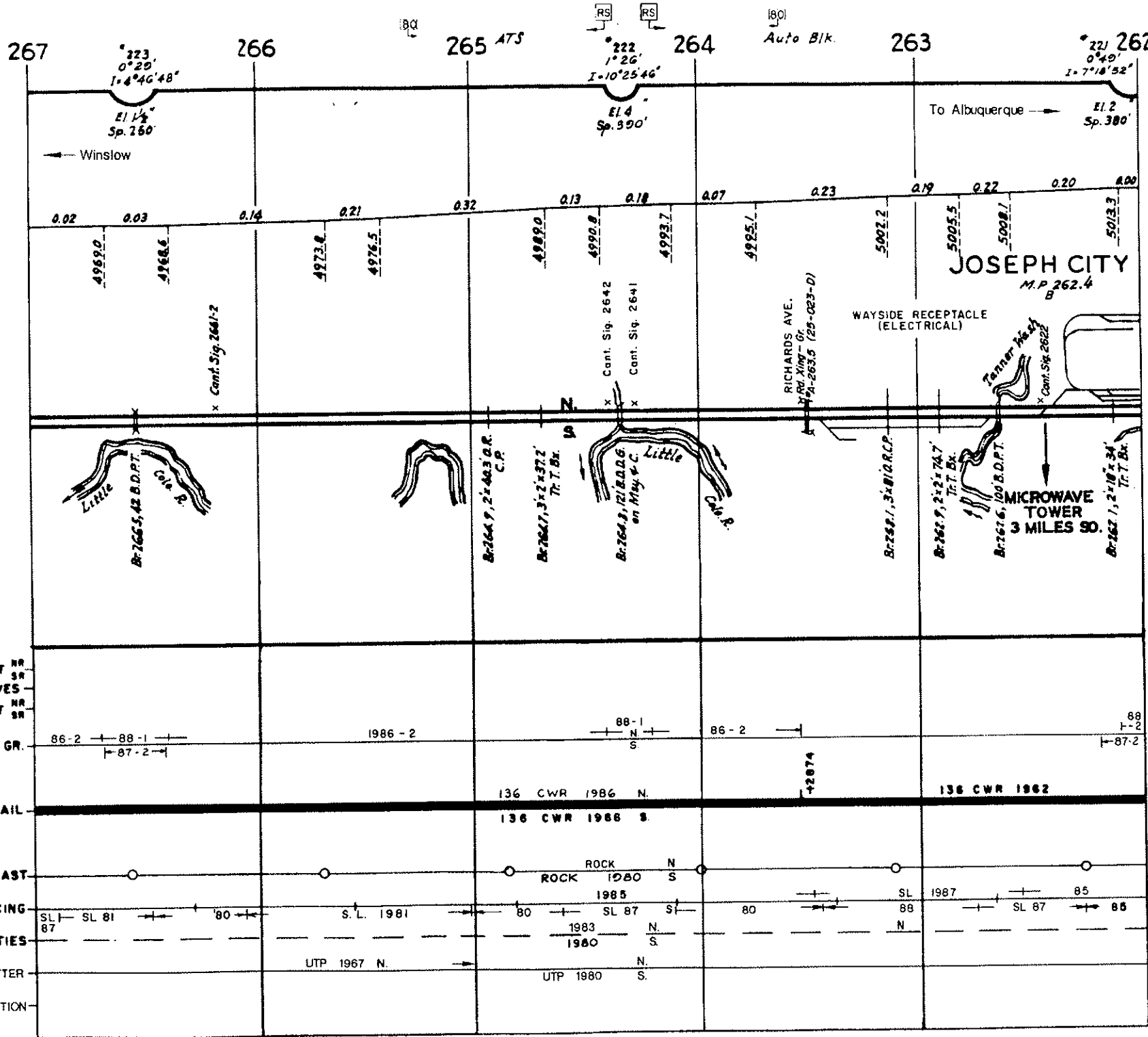
N
S

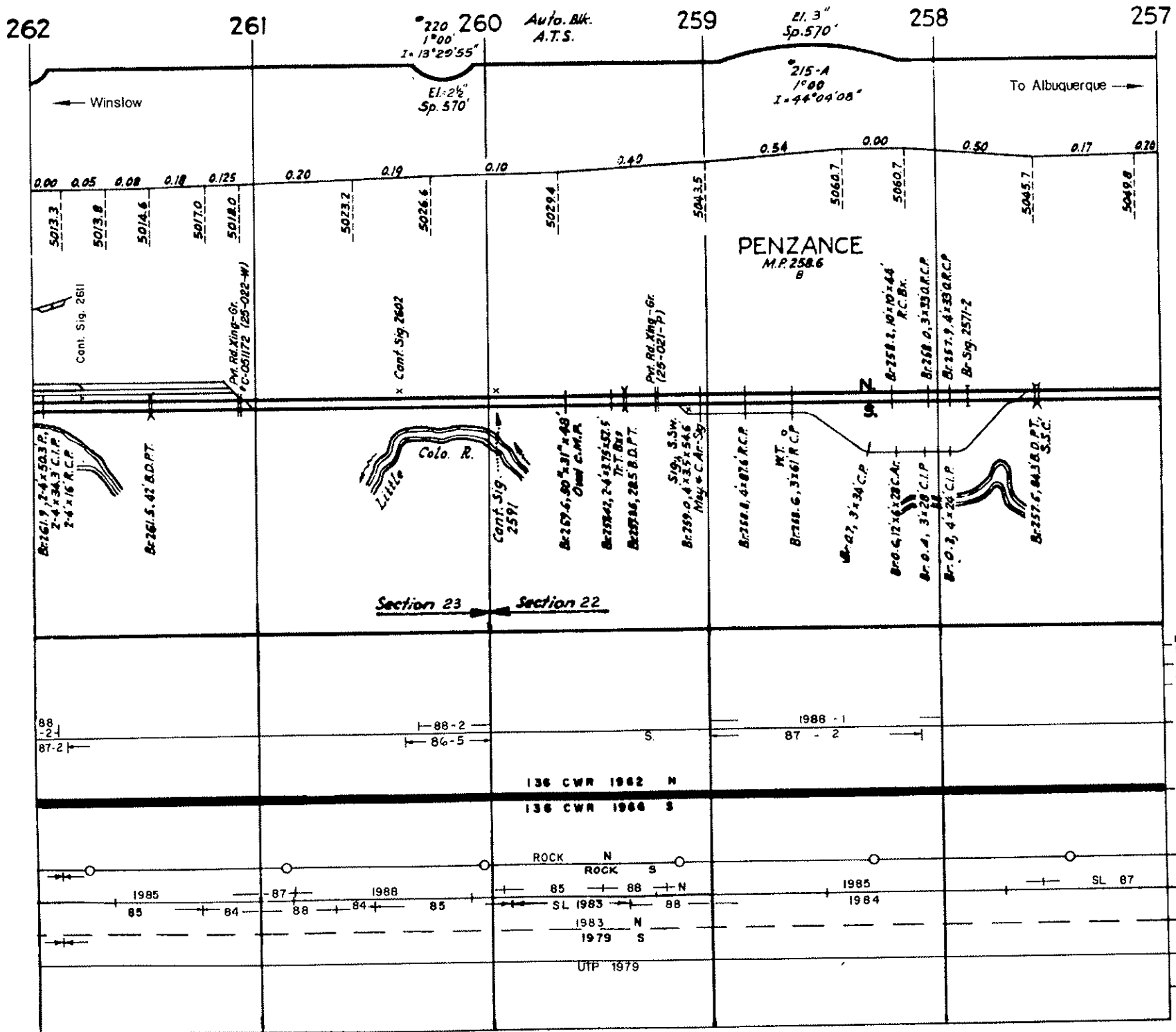
SL 87 80 88 80

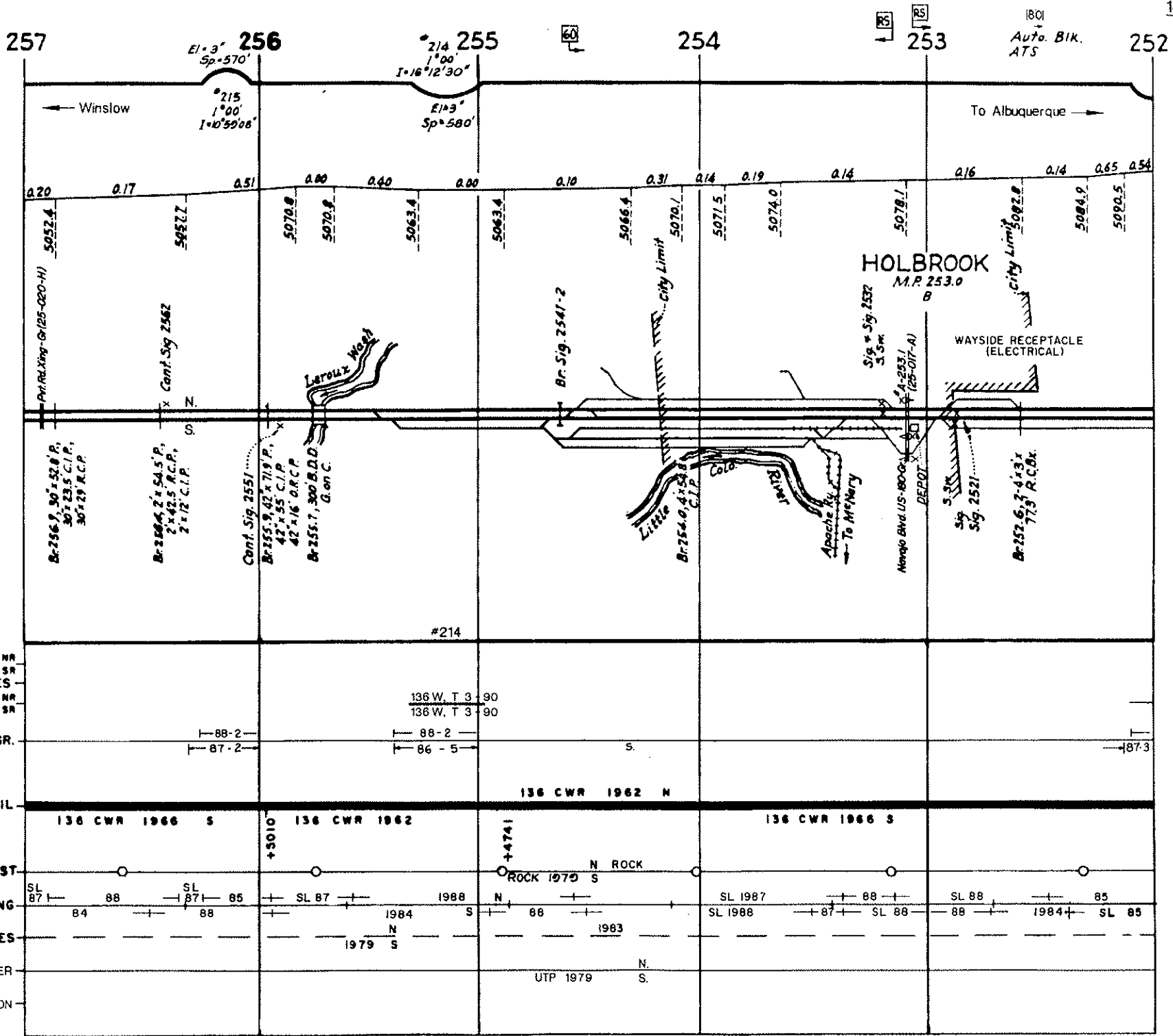
1985 N.
1988

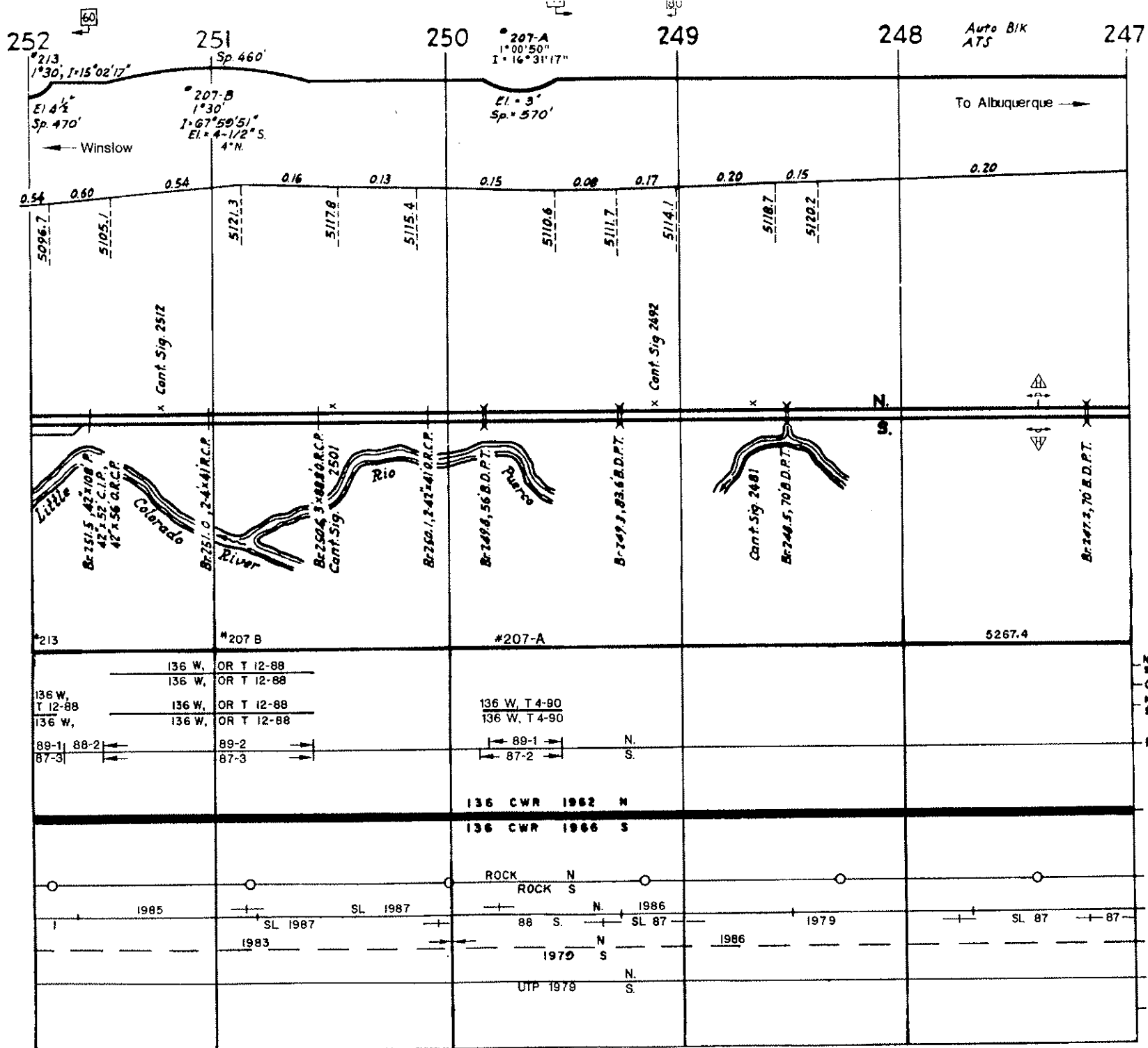
1980 S SL 81 88 80 SL 87

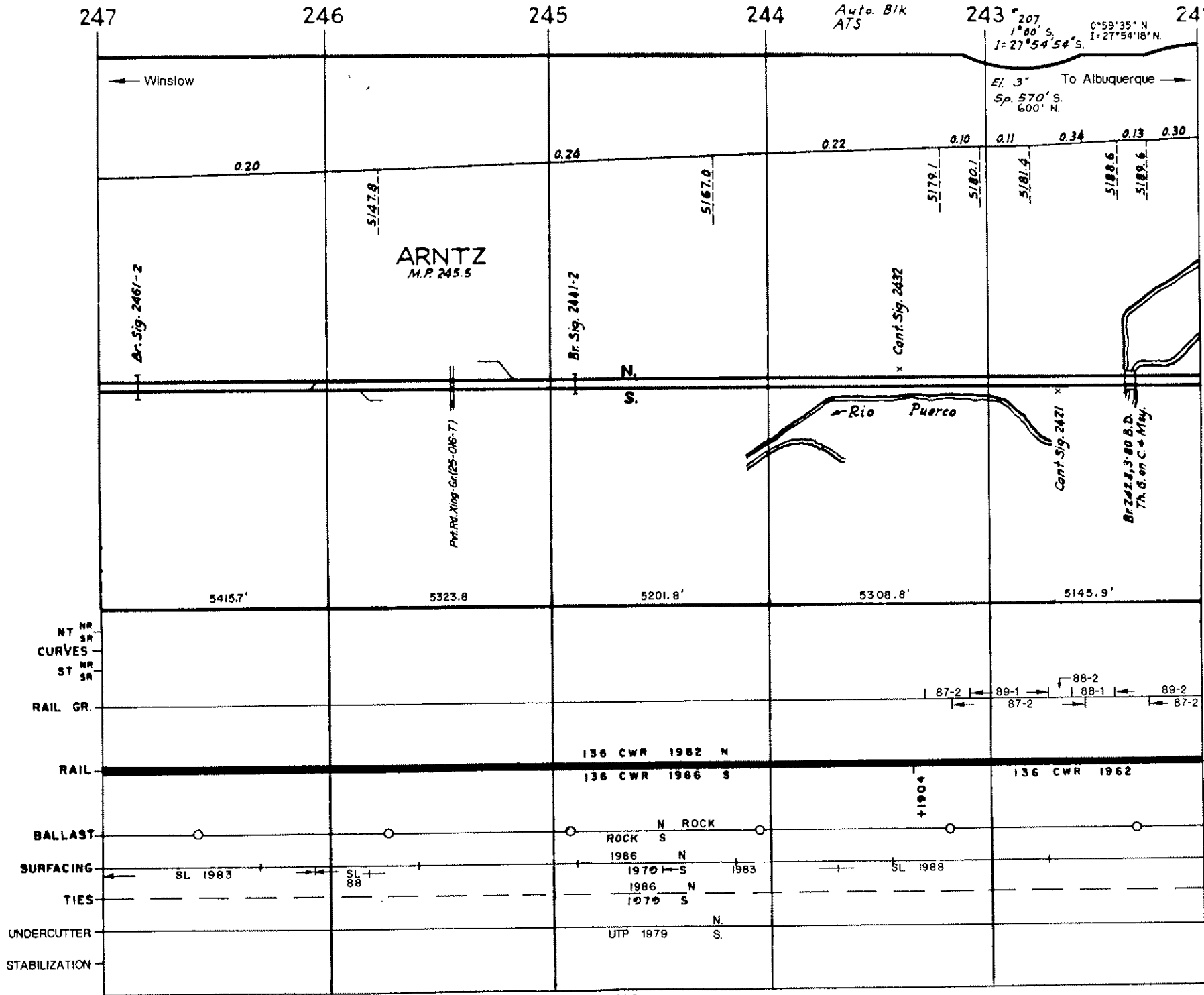
1983 1980 N.
UTP 1967 N.
UTP 1980 S.

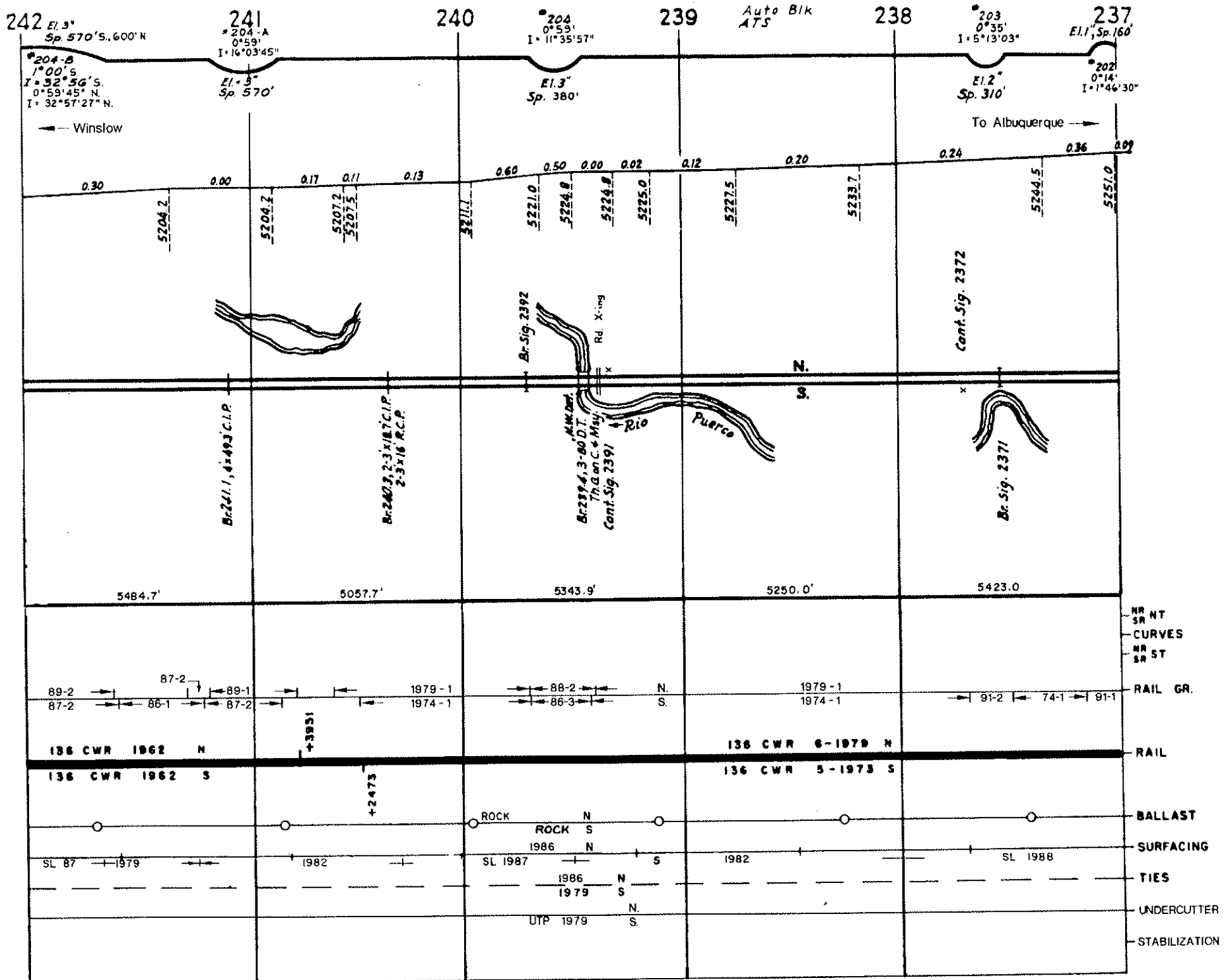


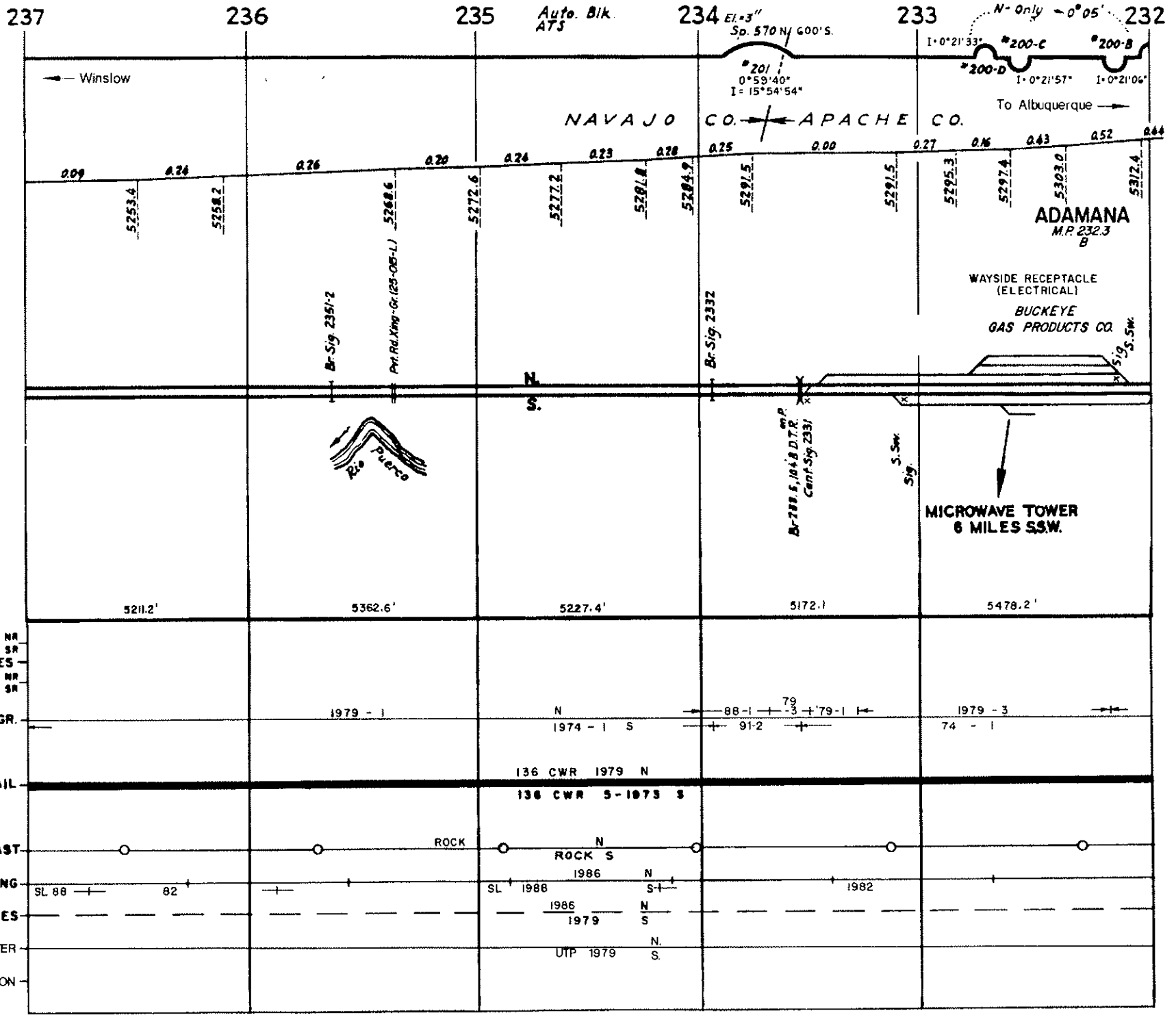


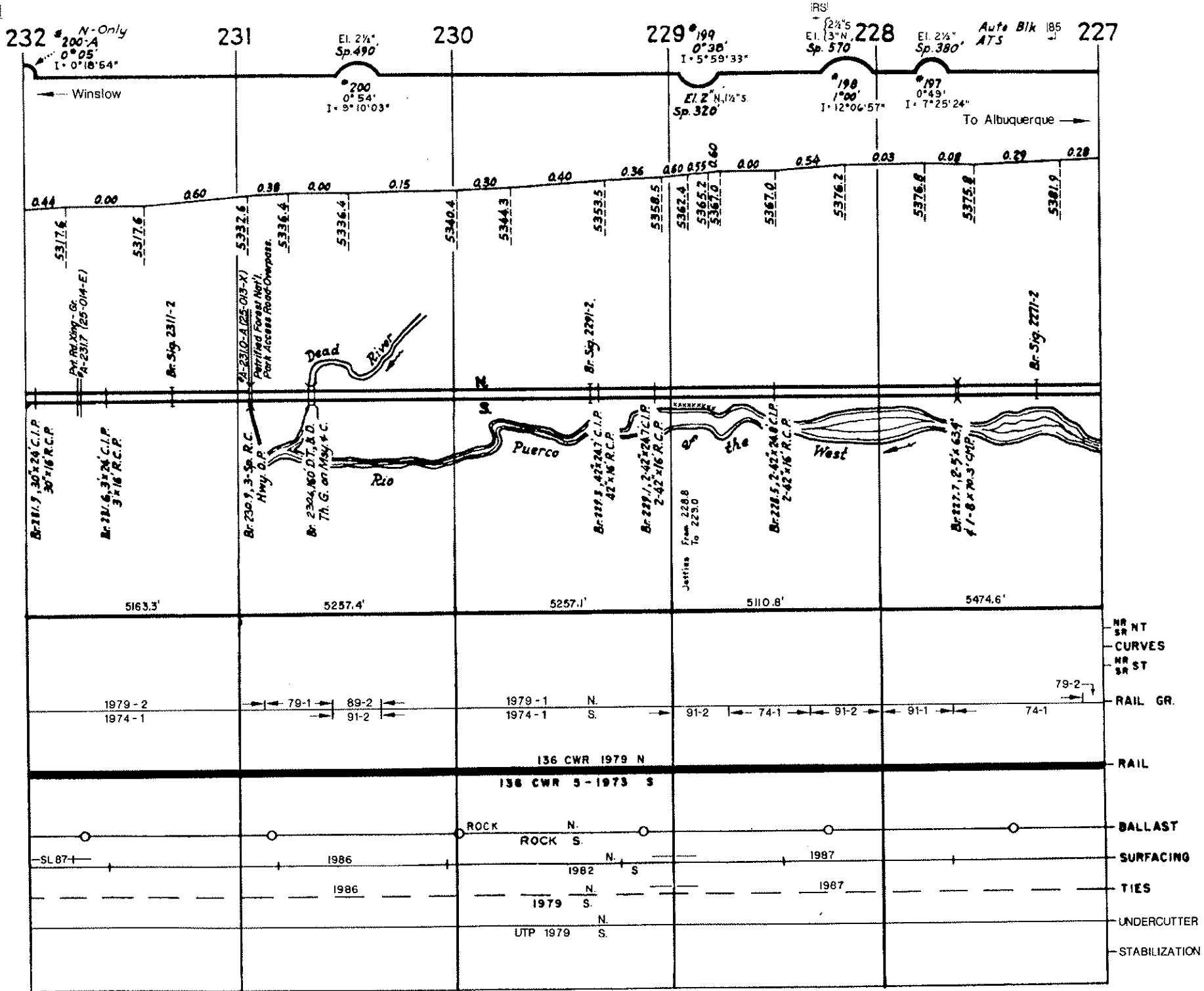


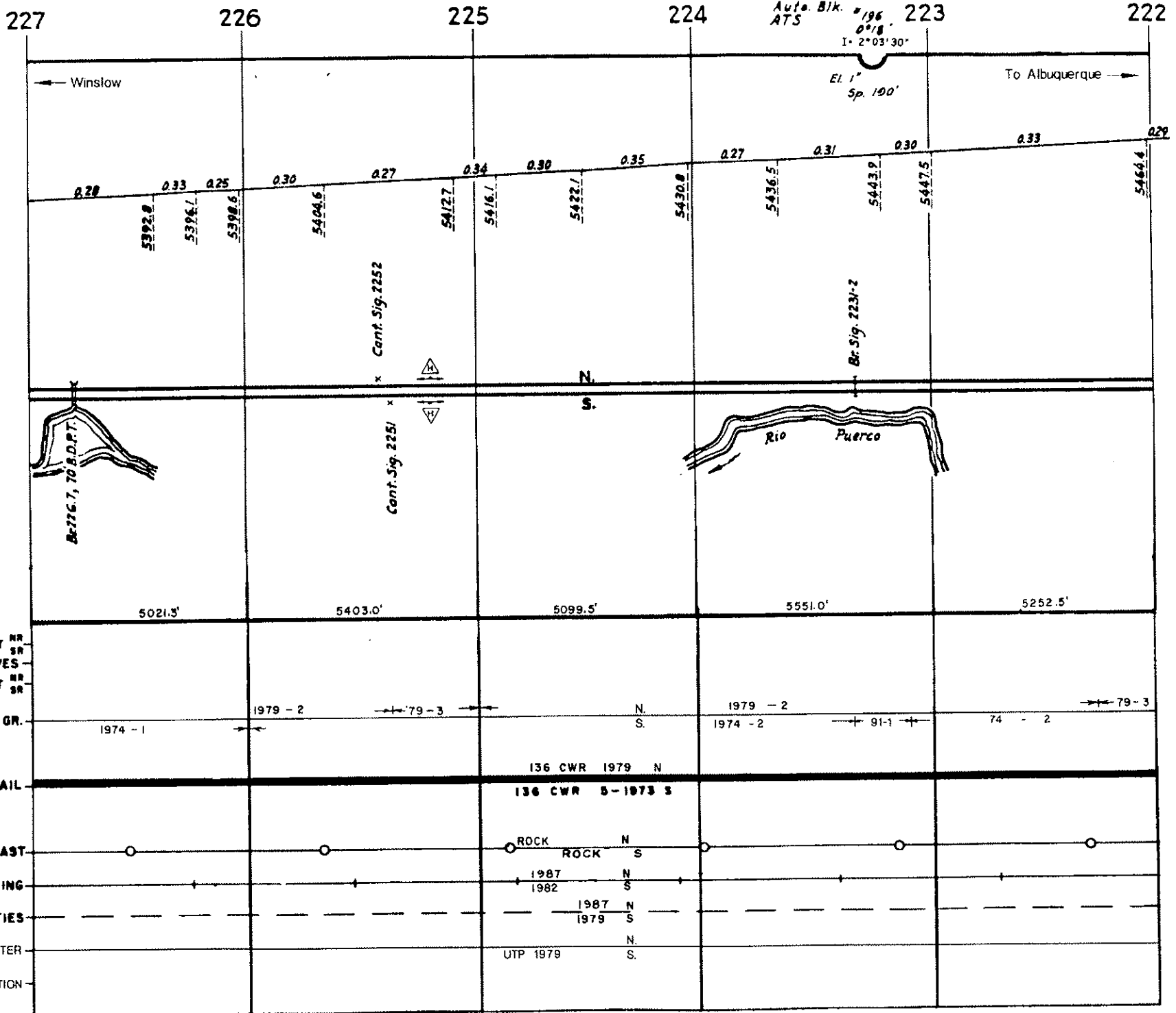


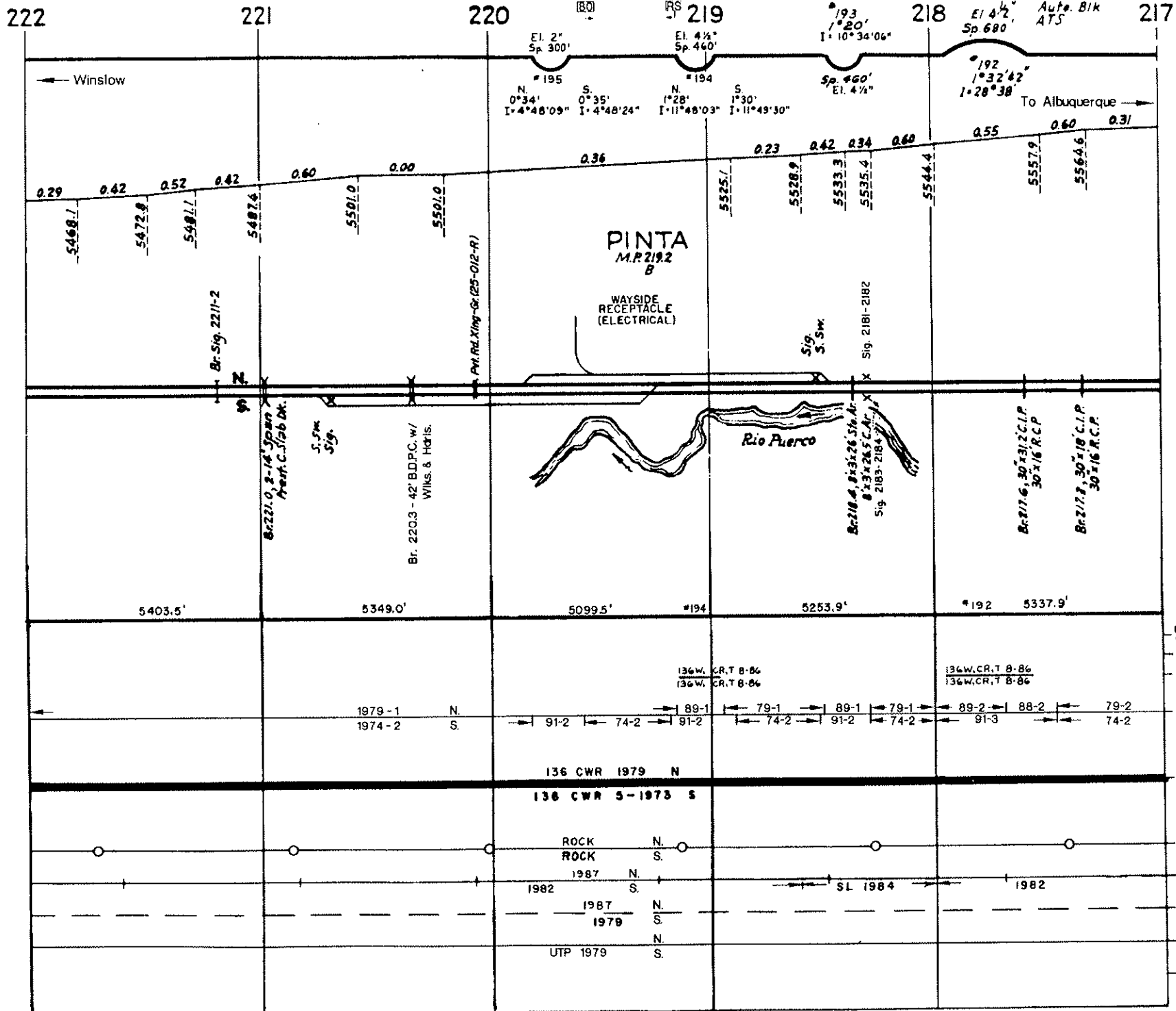


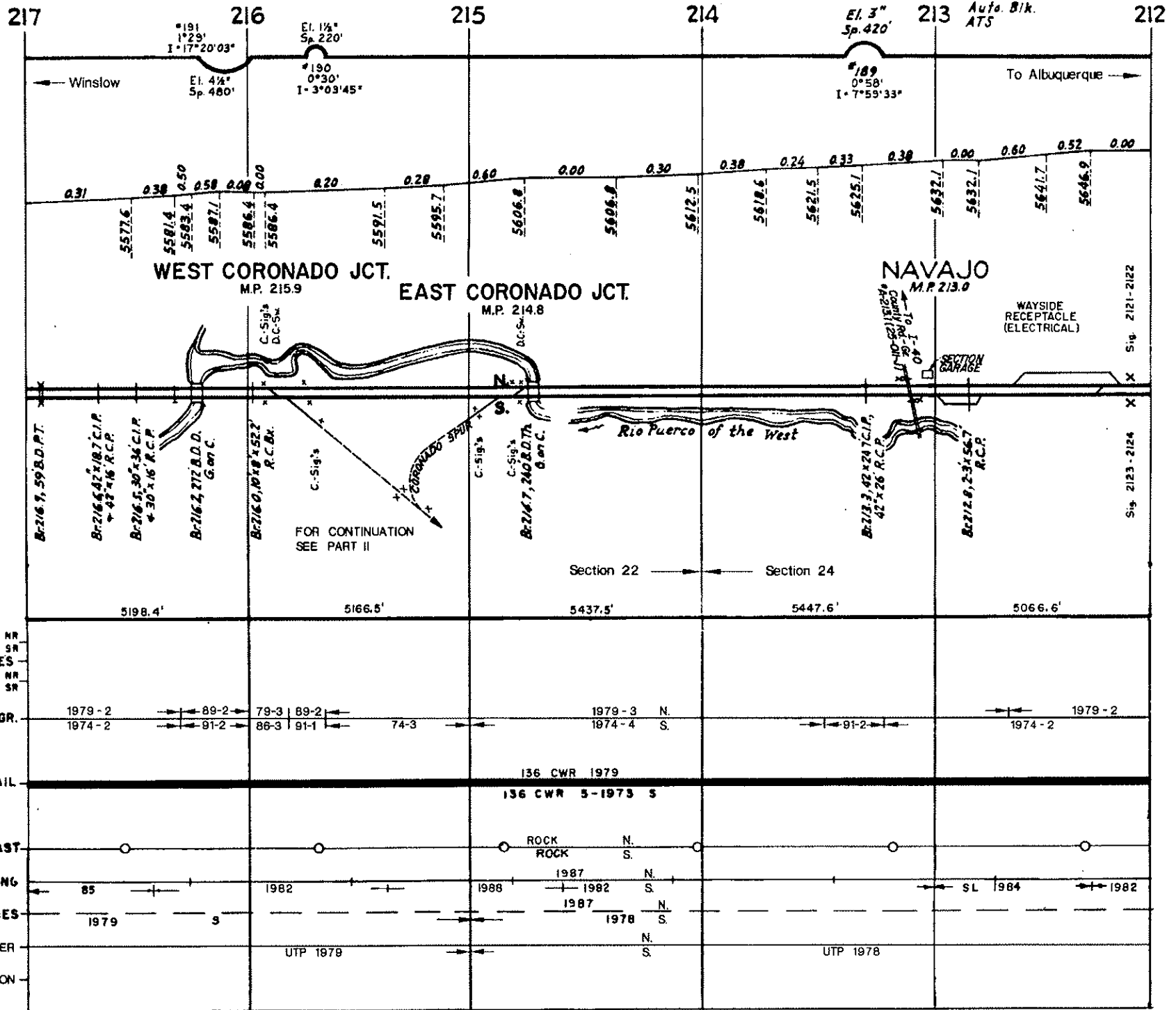


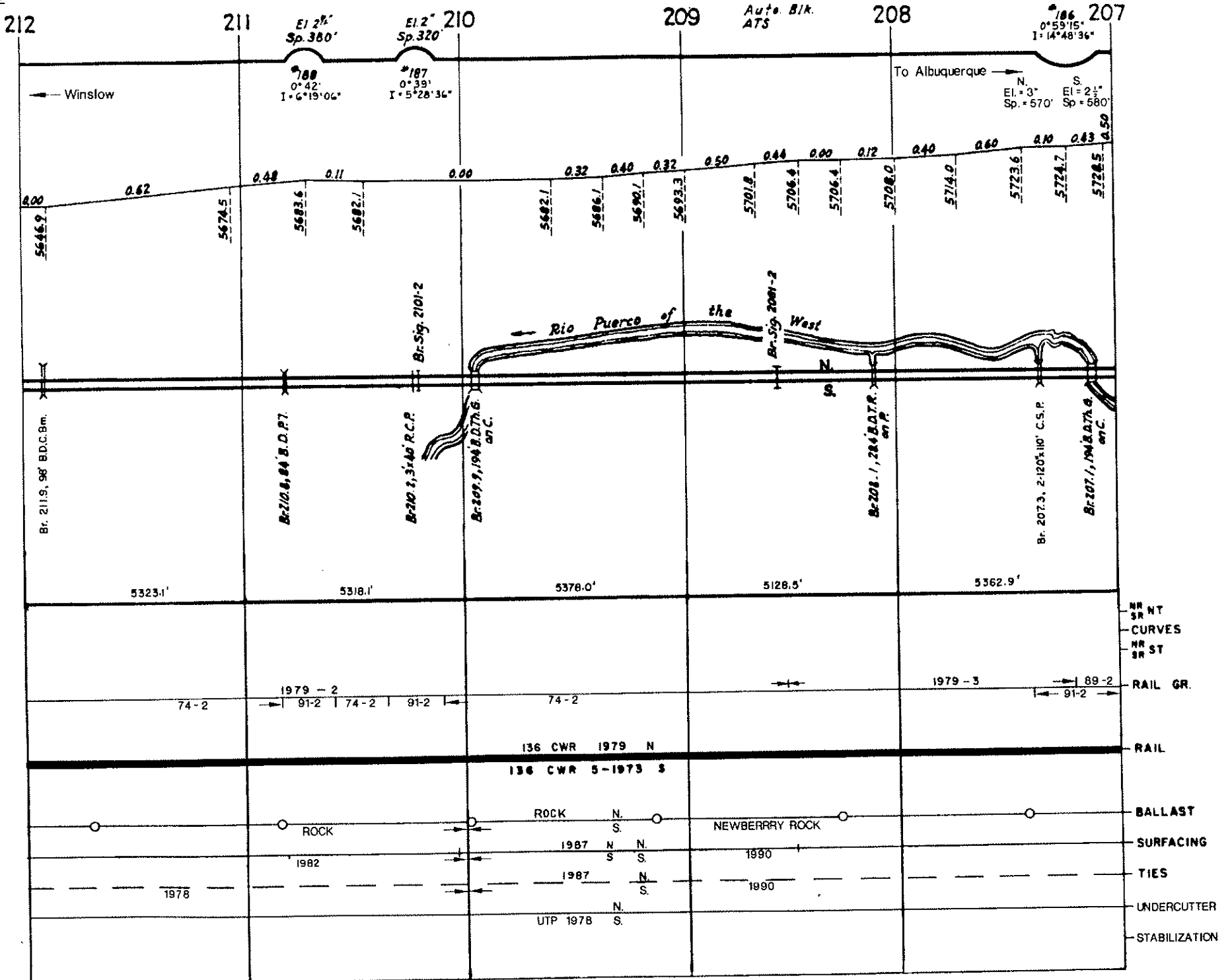


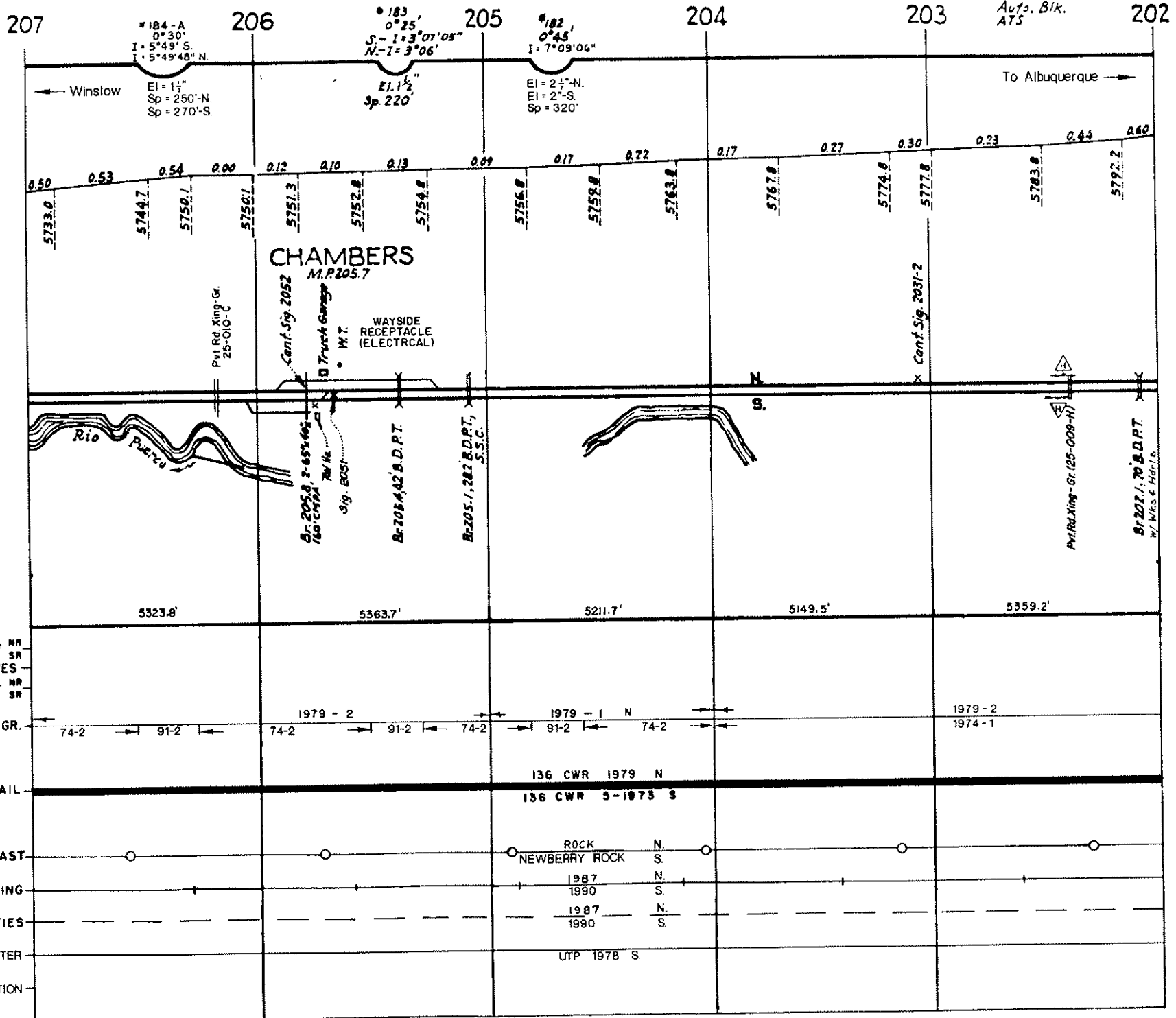












202

201

200

199

198

197

EI = 1'
Sp = 180'-N.
Sp = 170'-S.

N. EI = 3'
Sp = 570'
S. EI = 2 1/2'
Sp = 550'

*178
0°40'
I = 5°40'18"

Auto. Bik
ATS

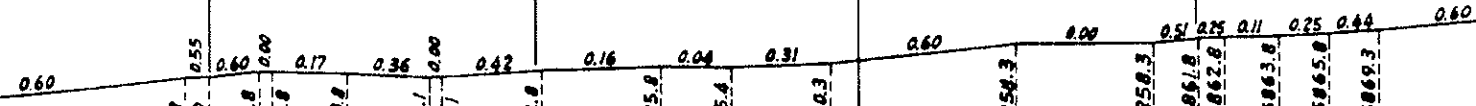
EL = 2'
SP = 380'-N.
SP = 340'-S.

To Albuquerque →

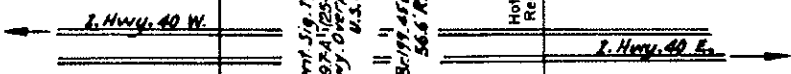
← Winslow

*180
0°17'30"
I = 11°55'54"

*179
0°59'30"
I = 12°33'24"



CHETO
M.P. 199.7



Cont. Sig. 2011-2012

Cont. Sig. 1992

Hot Box Readout

Cont. Sig. 1971-2

Br. 201.5, 42 B.D.P.T.
w/ Wks & Hdts

Br. 201.3, 2-48' x 60' CMPs.

Br. 201.0, 490 B.D.T.R.
w/ Wks & Hdts on Msty & C.

Br. 200.8, 4 x 2 x 40.6'
Tr. T.Bx.

Br. 200.4, 2-0 x 2 x 39.3'
Sta. & C.Ar.

Br. 199.7, 0 x 2 x 57.3'
Sta. & C.Ar.

Br. 199.6, 3 Spoon Steel
on C.

Br. 199.4, 0 x 1 x 41.5h.6'
C.Ar. Exp. 4 x 12' R.C.P.

Br. 199.4, 0 x 5 x 5'
56.6 R.C.Bx.

Br. 198.6, 285 B.D.T.R.
w/ C.

Br. 198.2, 0 x 4.5 x 40'
Sta. & C.Ar.

Br. 197.0, 42 B.D.P.T.

Rio Puerco

5250.2'

5201.4'

5148.1'

5393.8'

5218.2'

NR NT
SR CURVES
NR ST

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

74-1

1979 - 2

91-2

74-1

1979 - 1

91-2

74-1

1979 - 1

91-2

74-1

136 CWR 1979 N

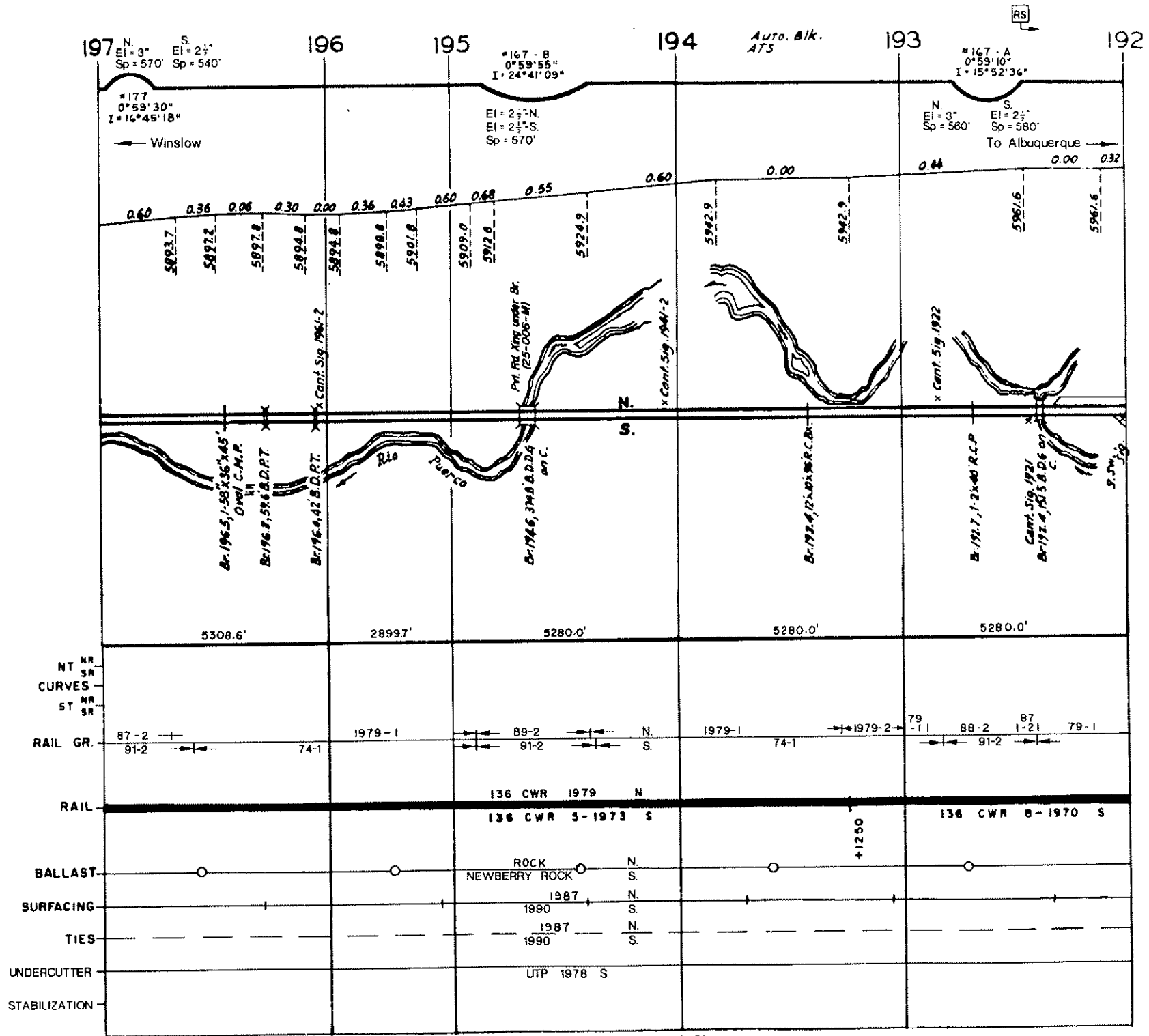
136 CWR 5-1973 S

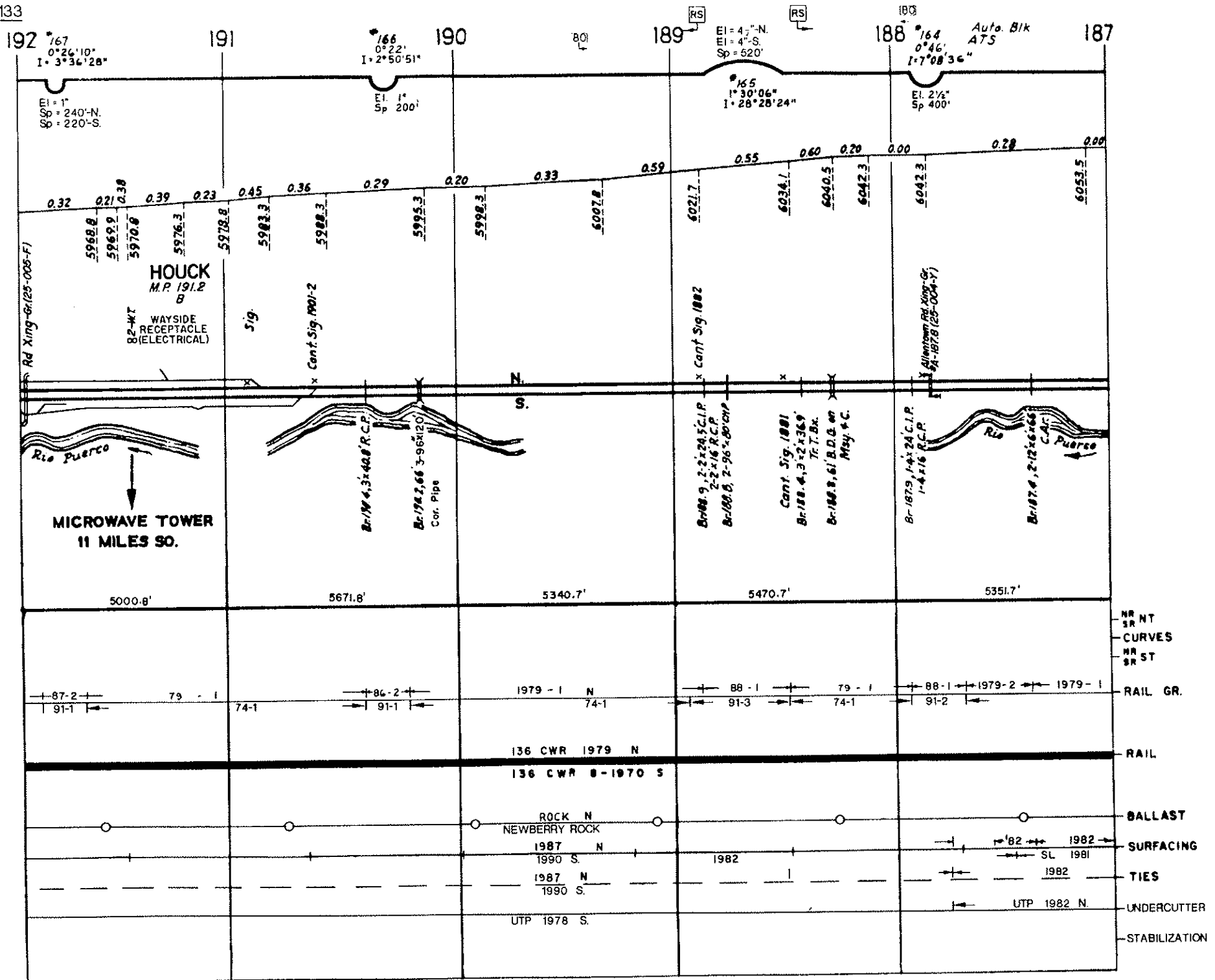
ROCK N
NEWBERRY ROCK S

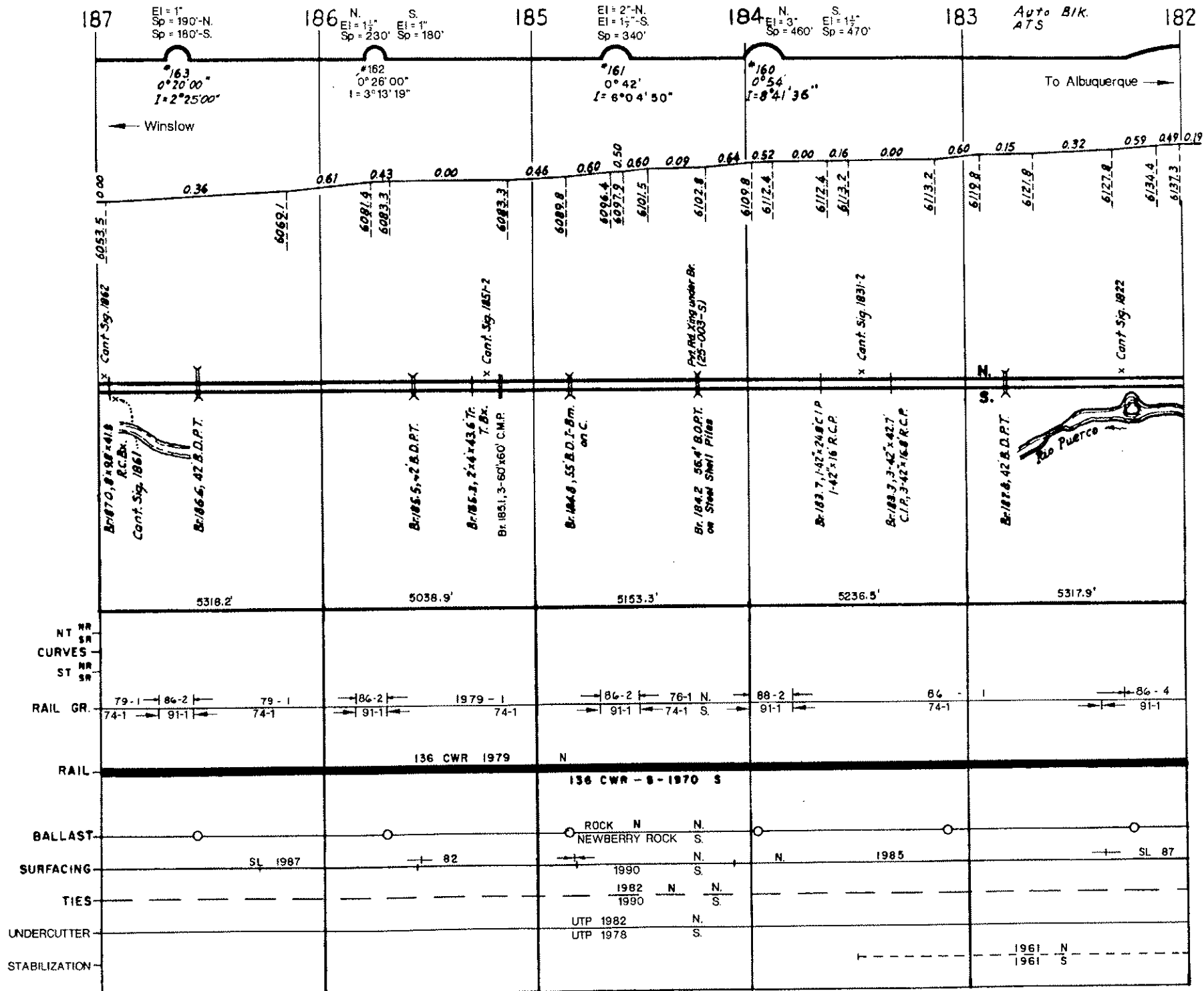
1987 N.
1990 S.

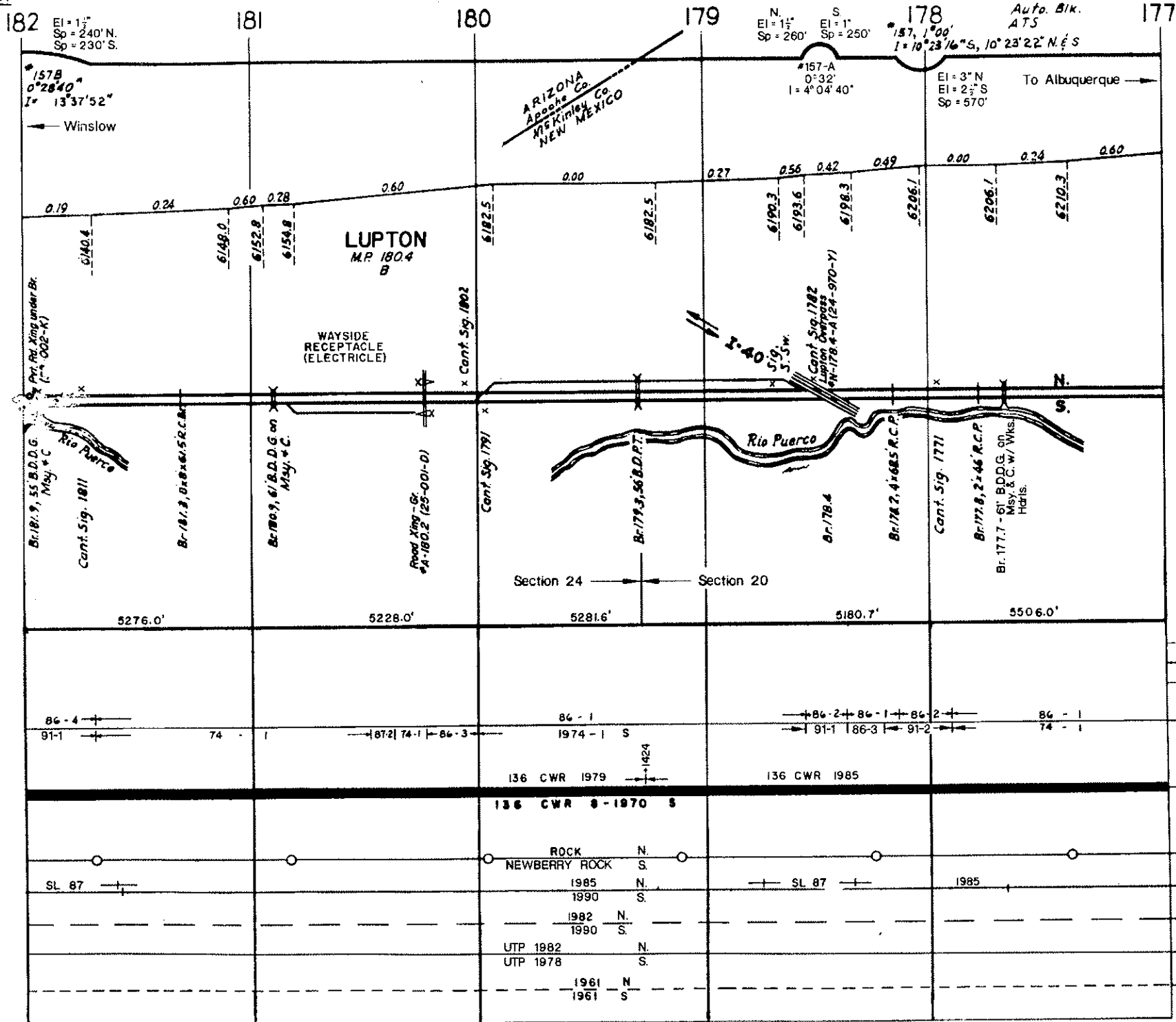
1987 N.
1990 S.

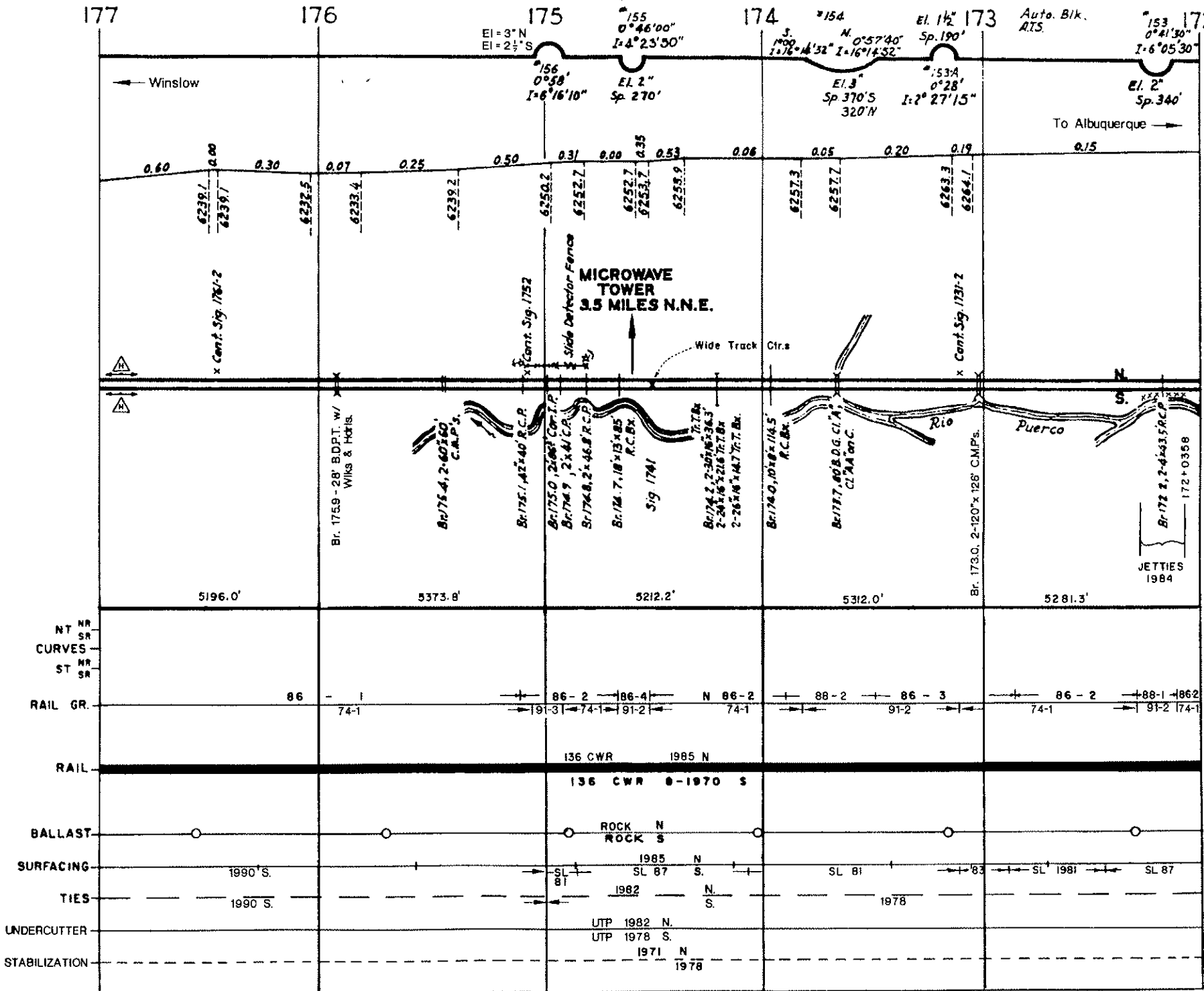
UTP 1978 S.

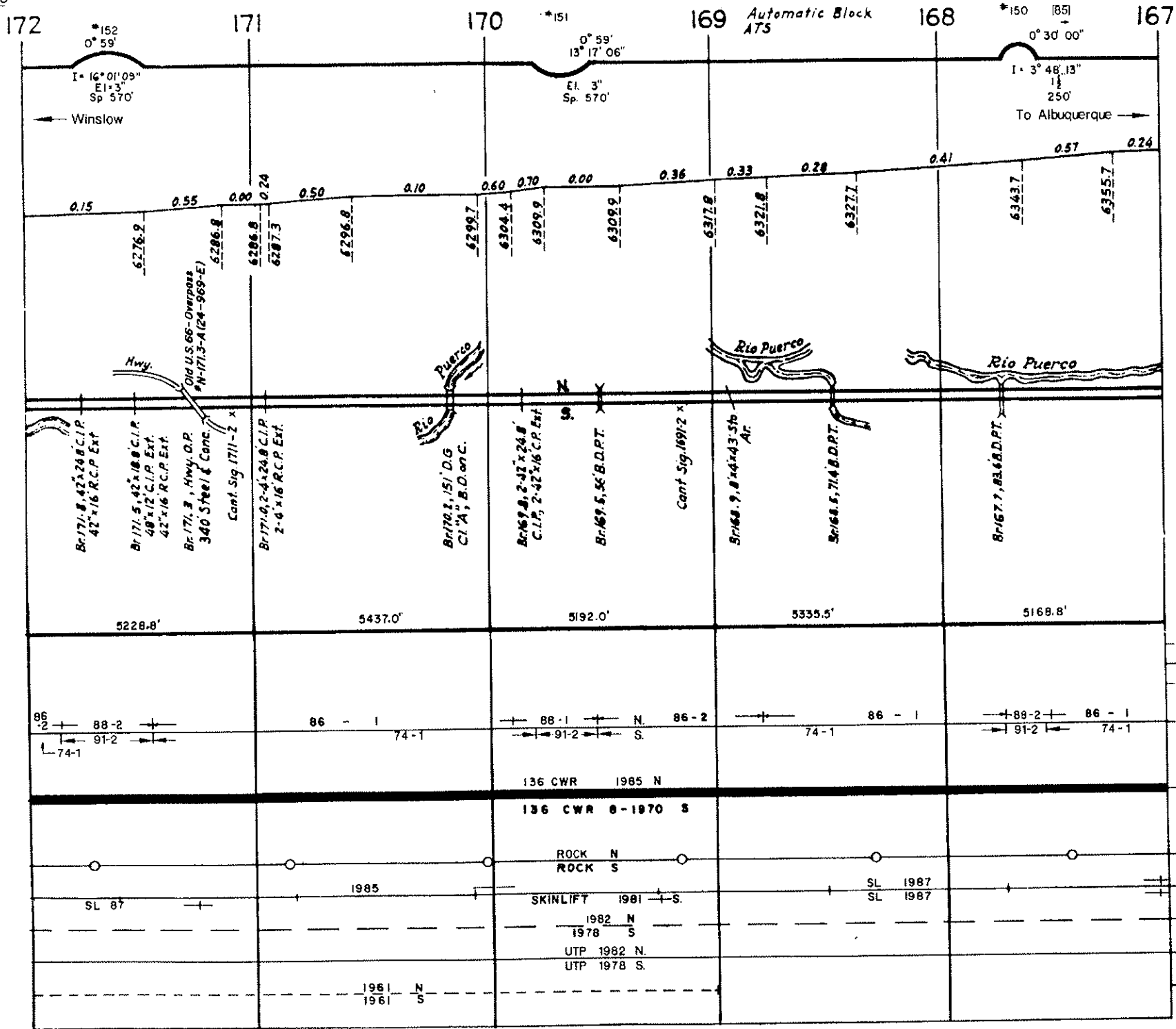


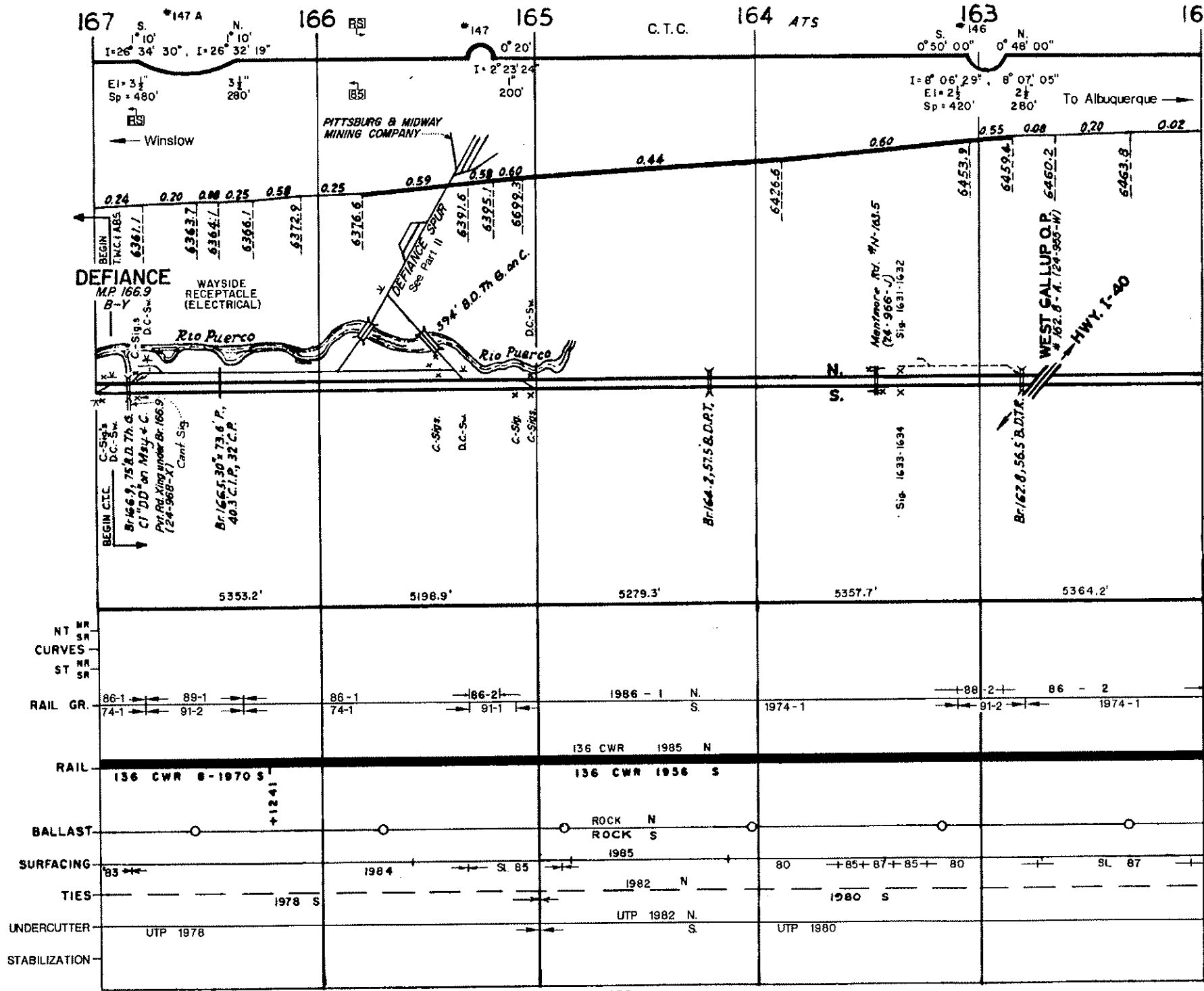




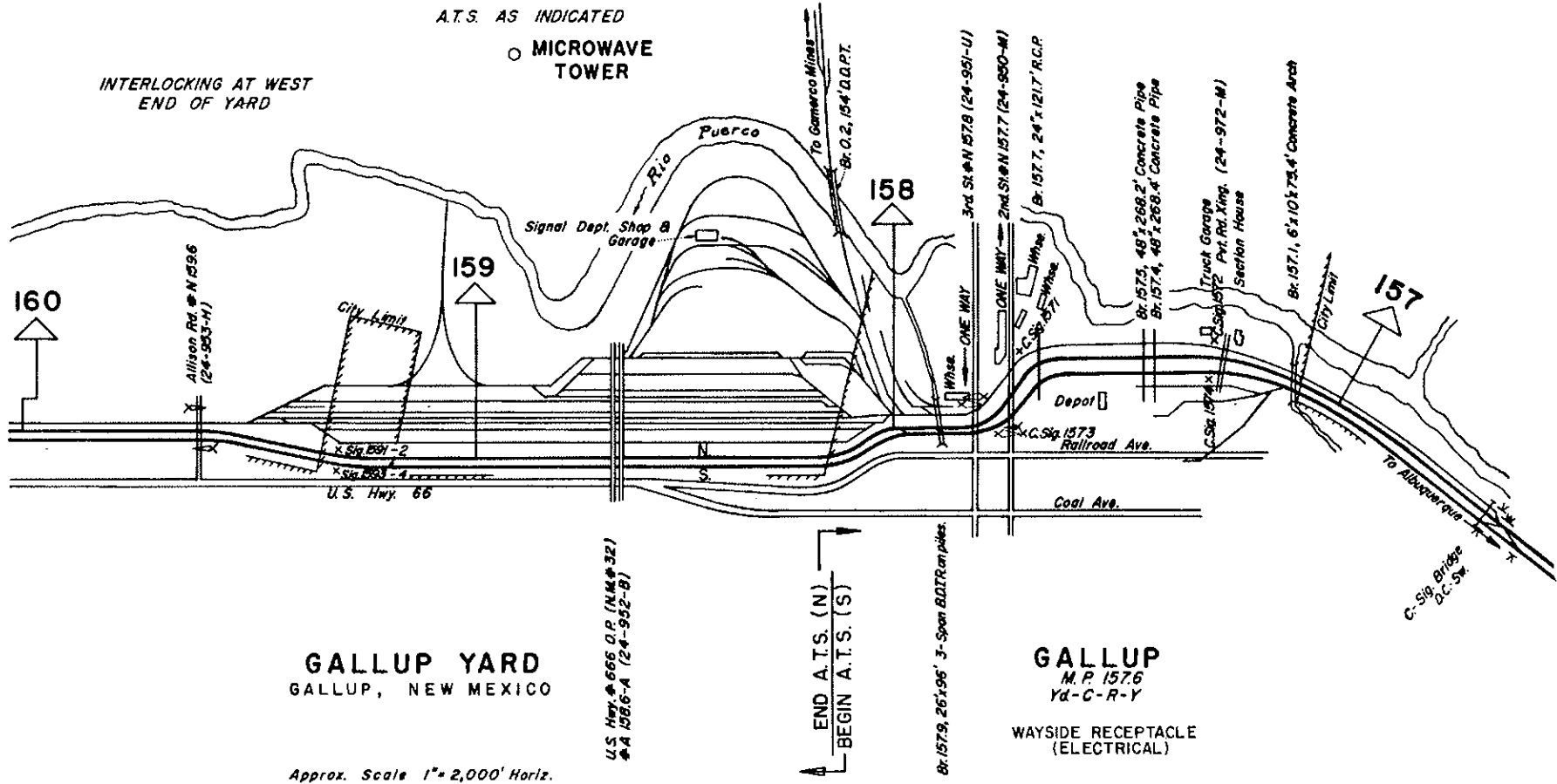


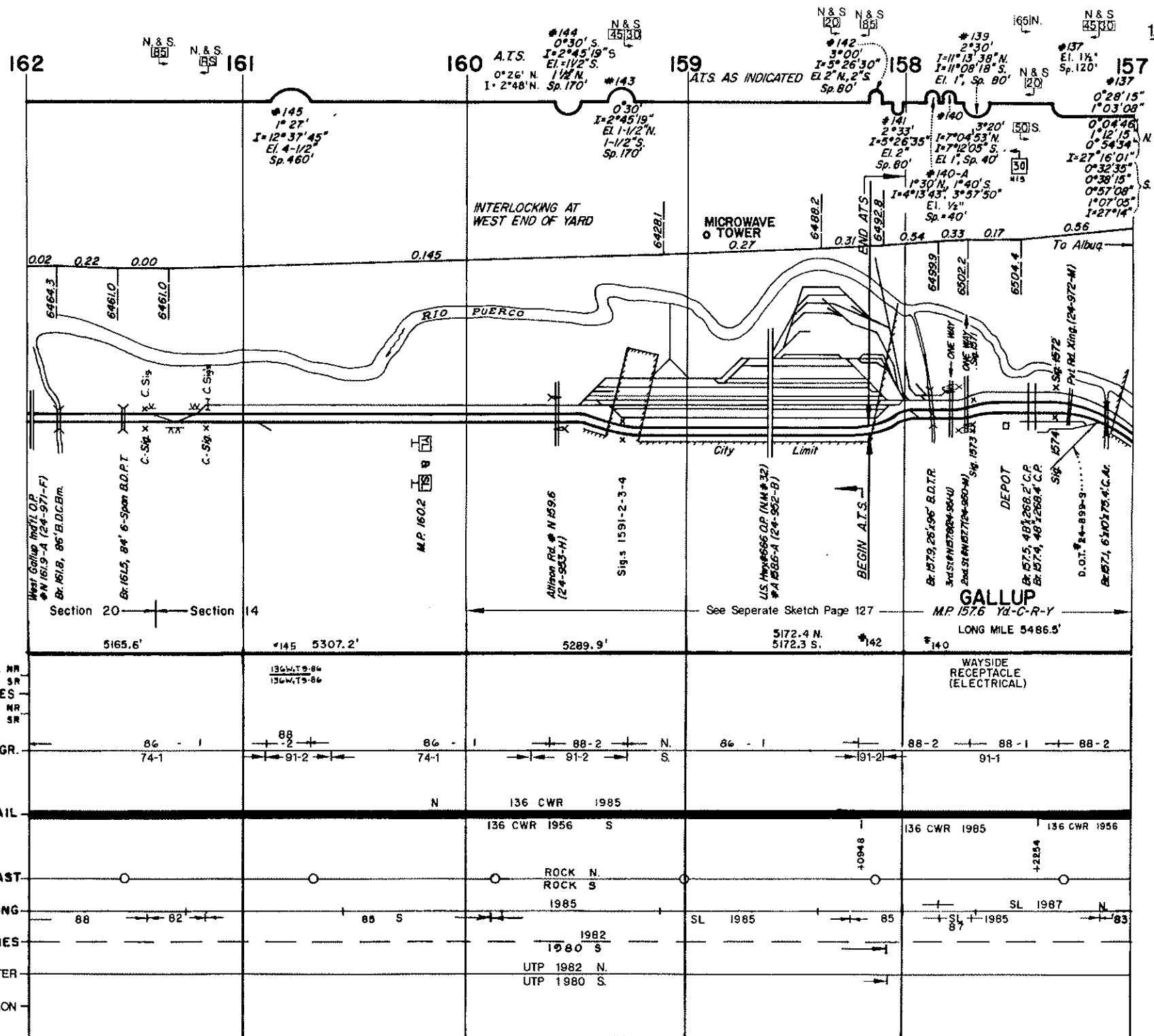




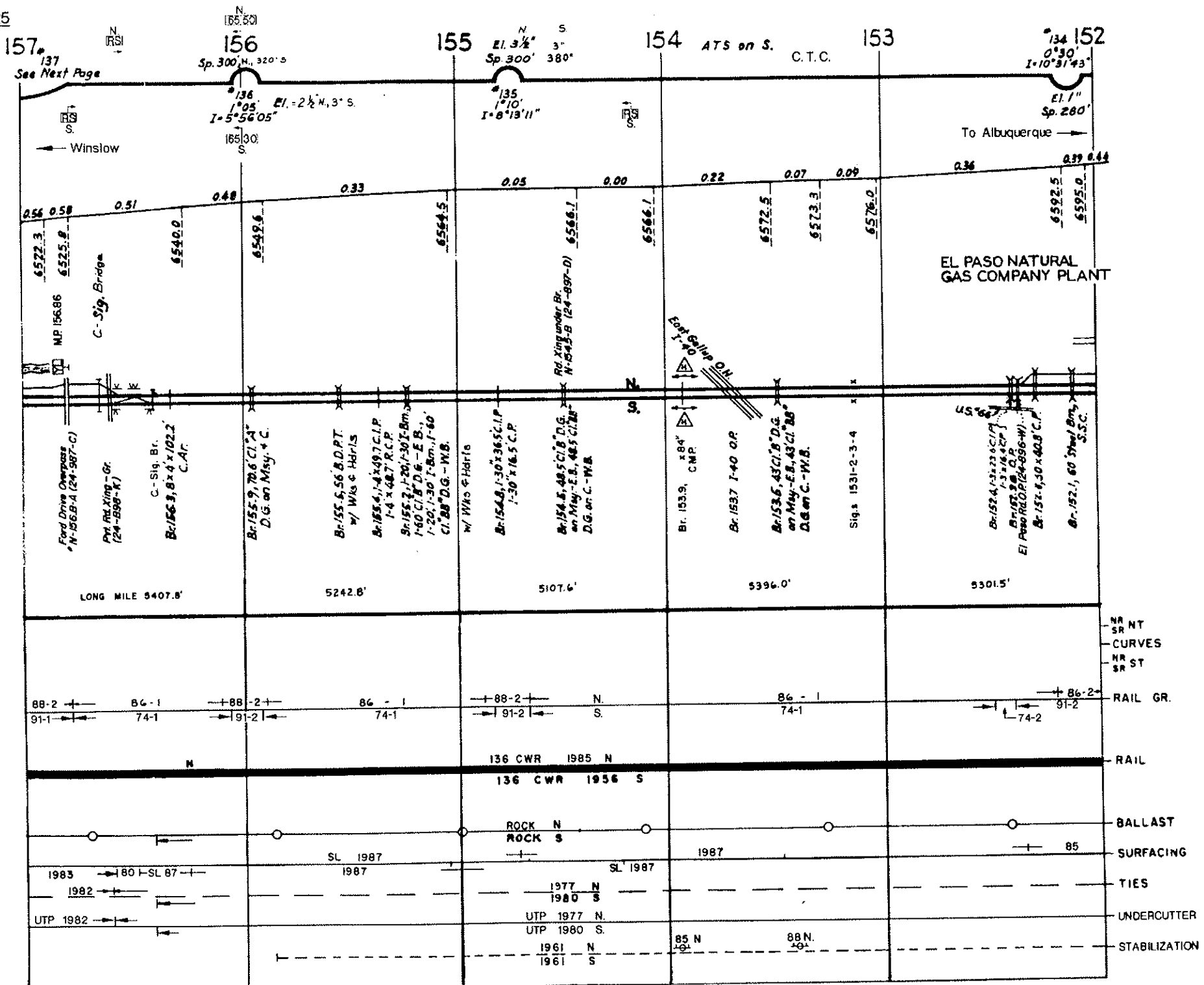


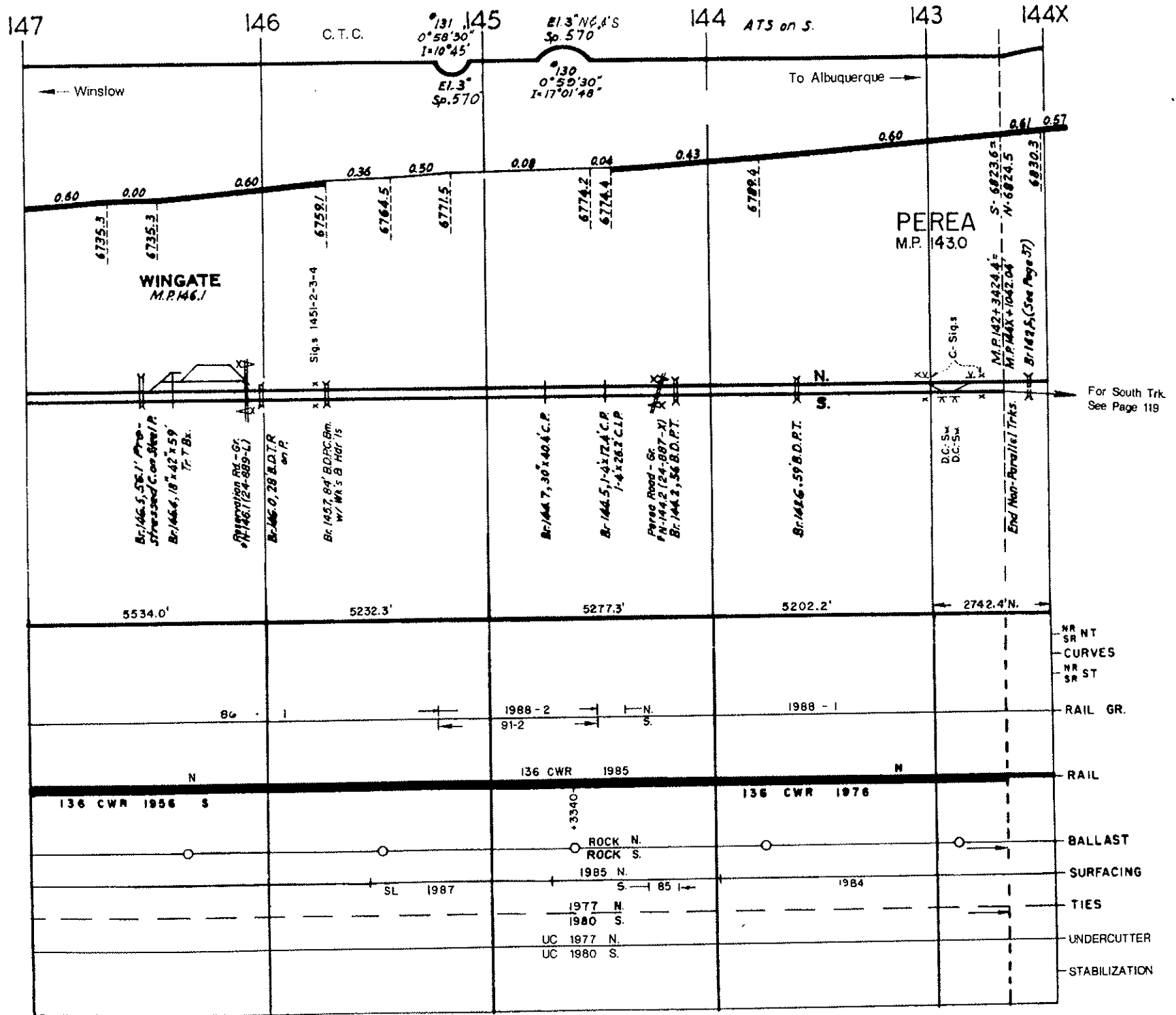
REVISED 1-91

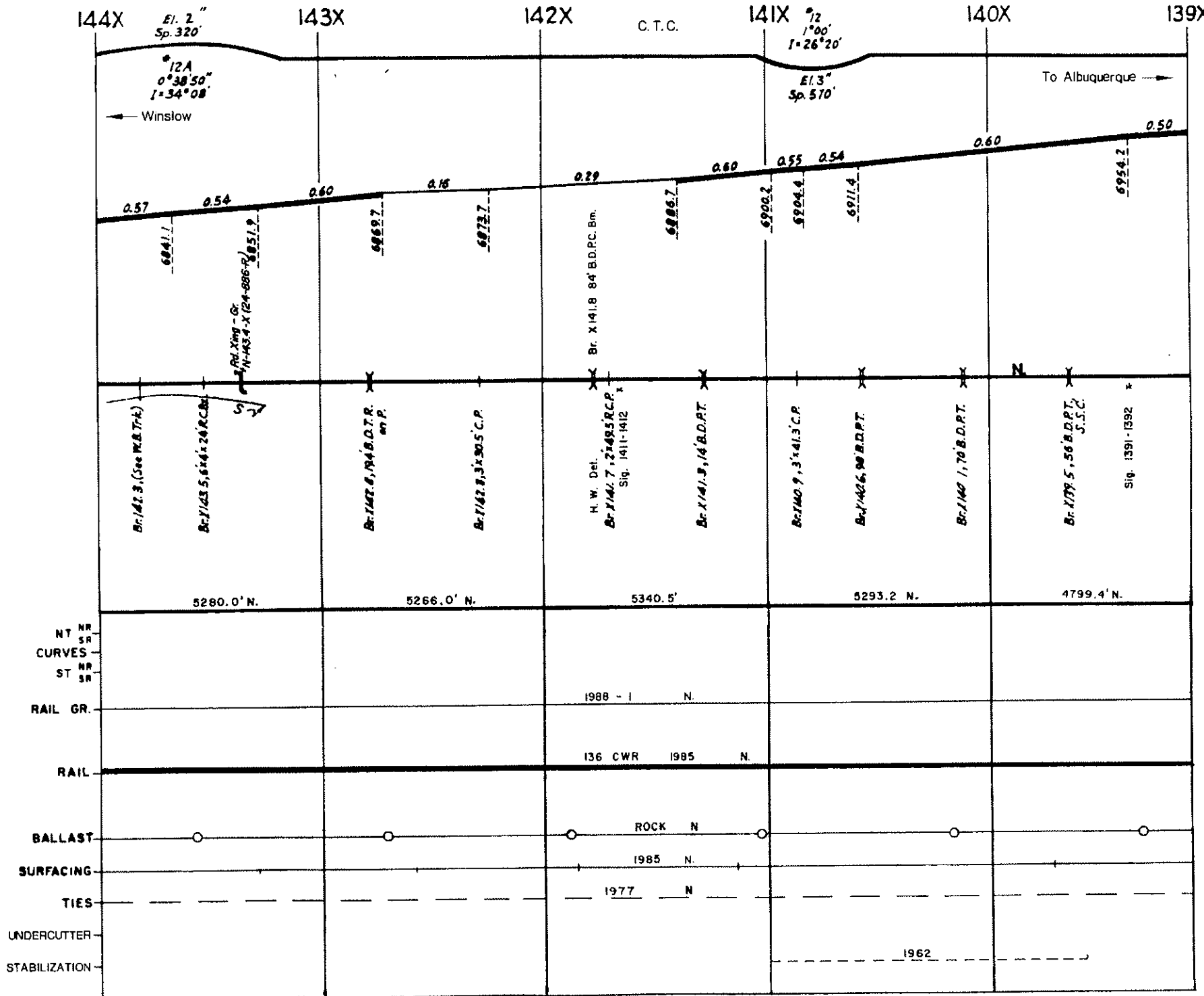


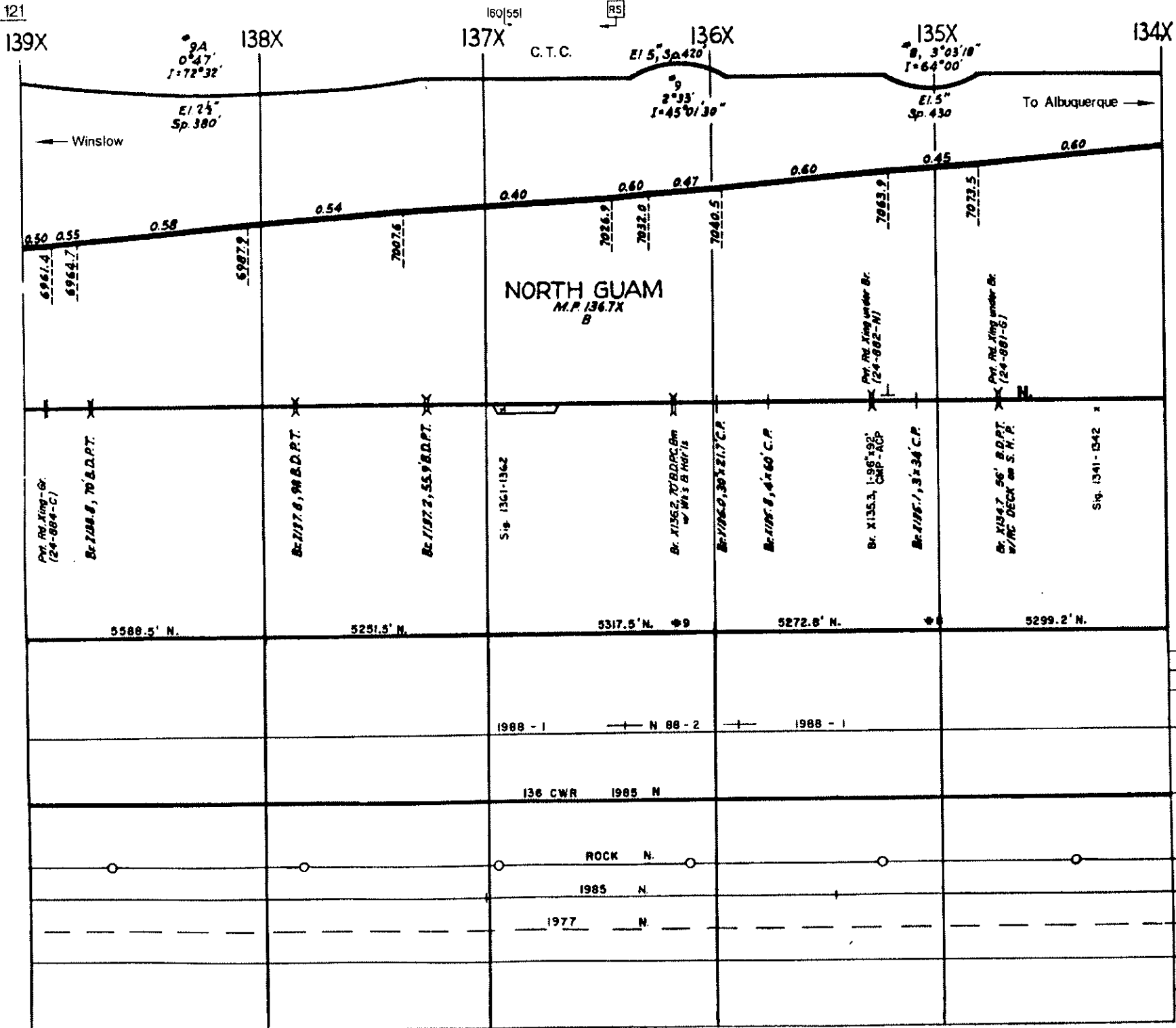


NT
SR
CURVES
ST
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

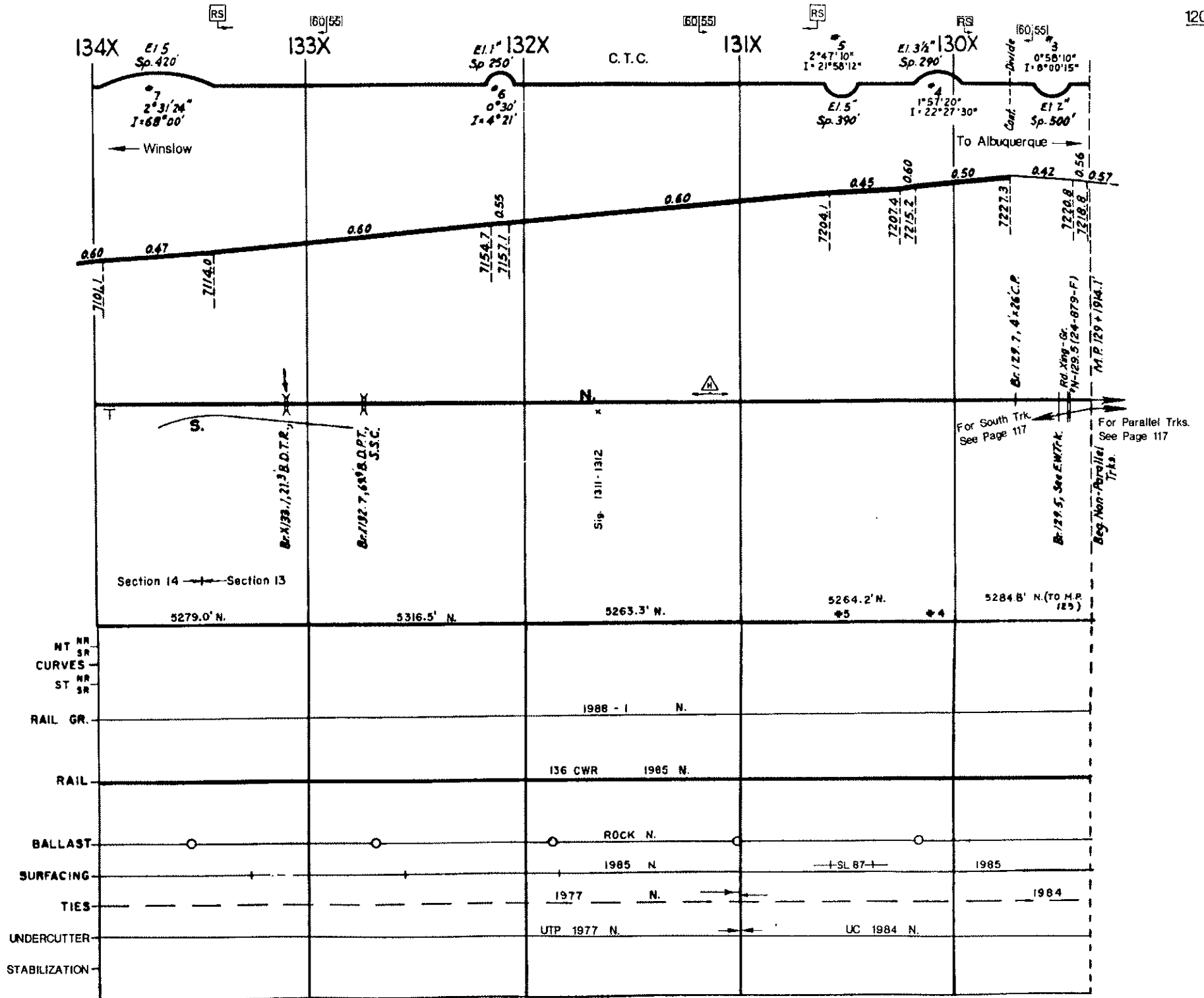


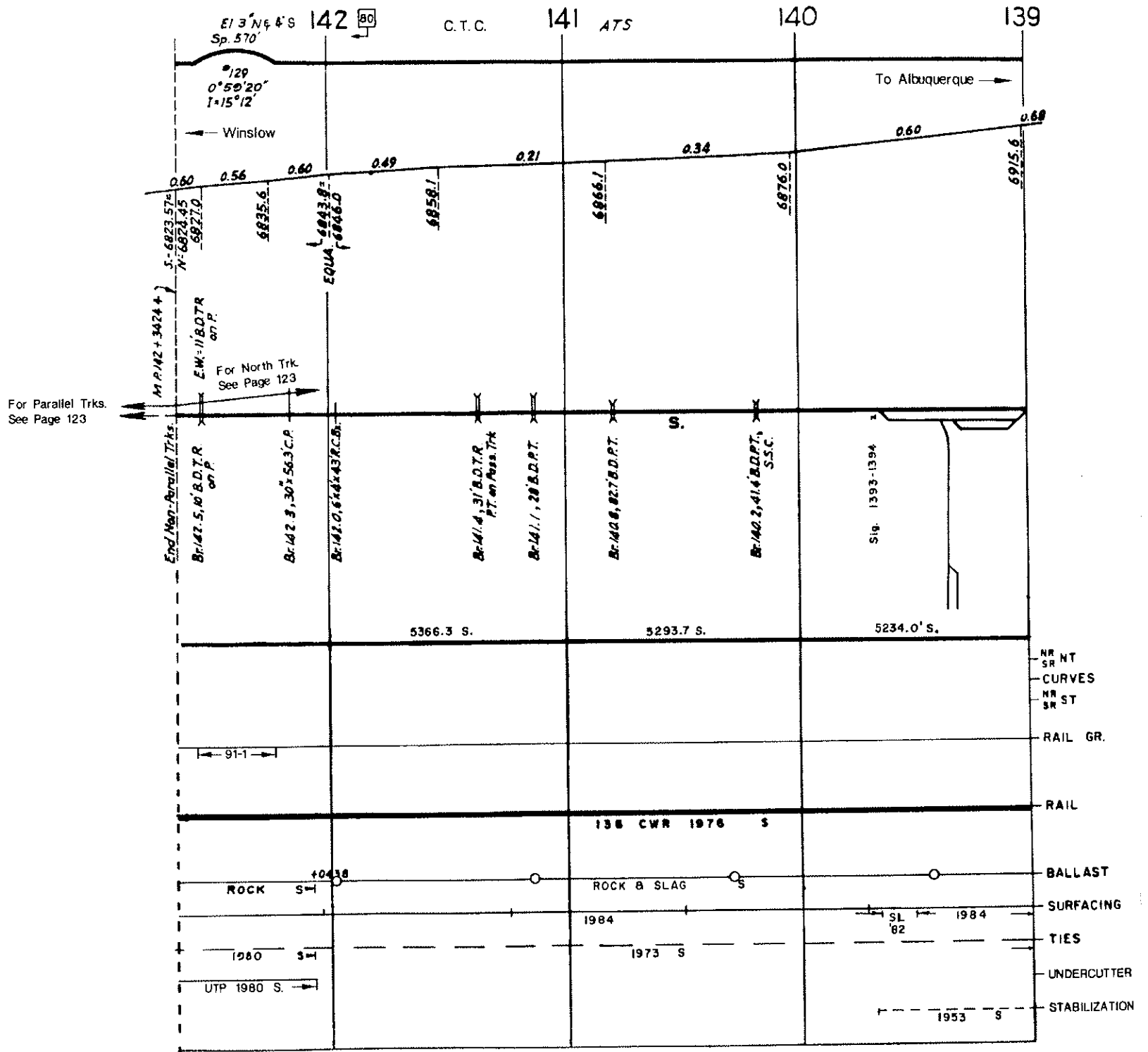


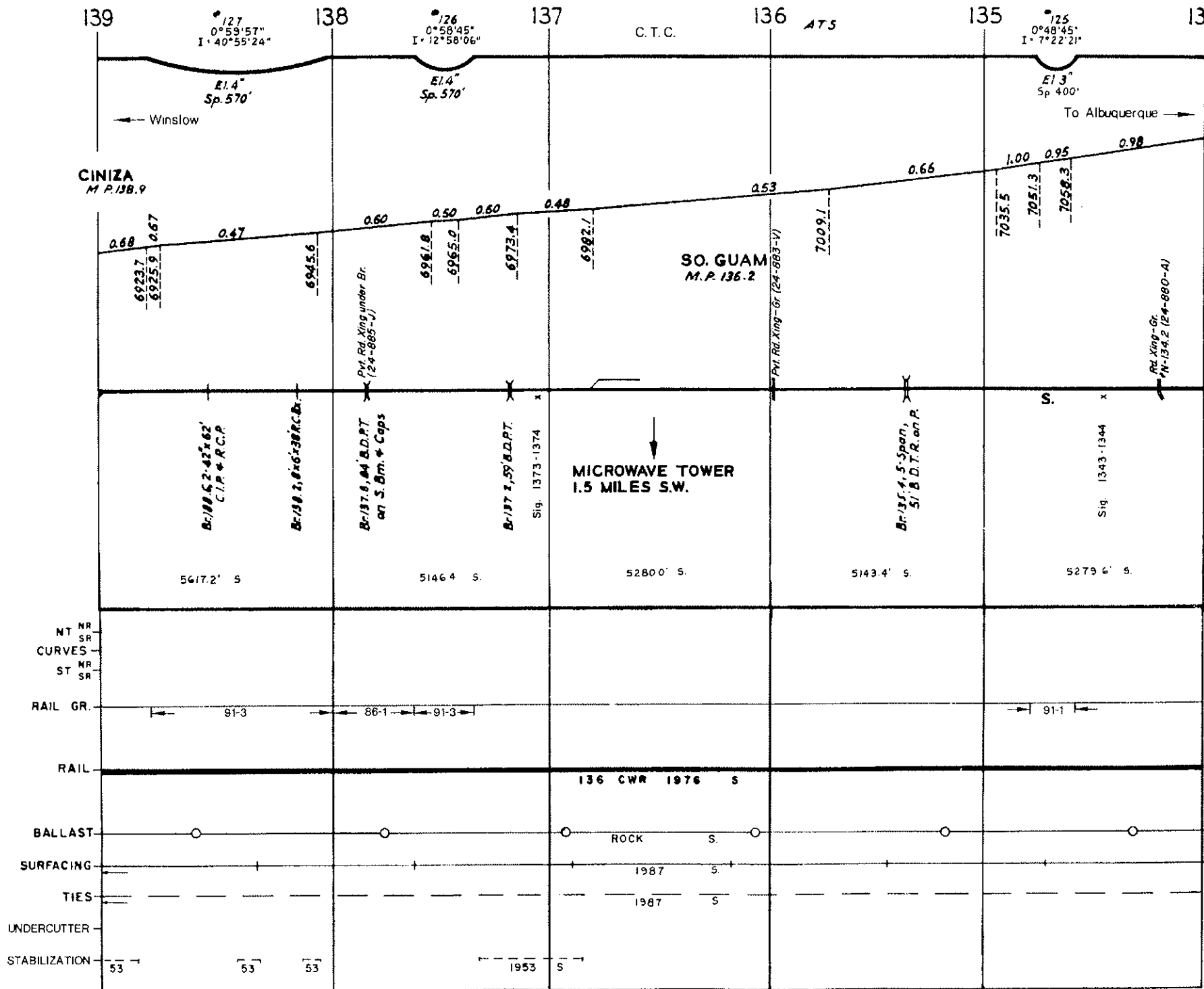


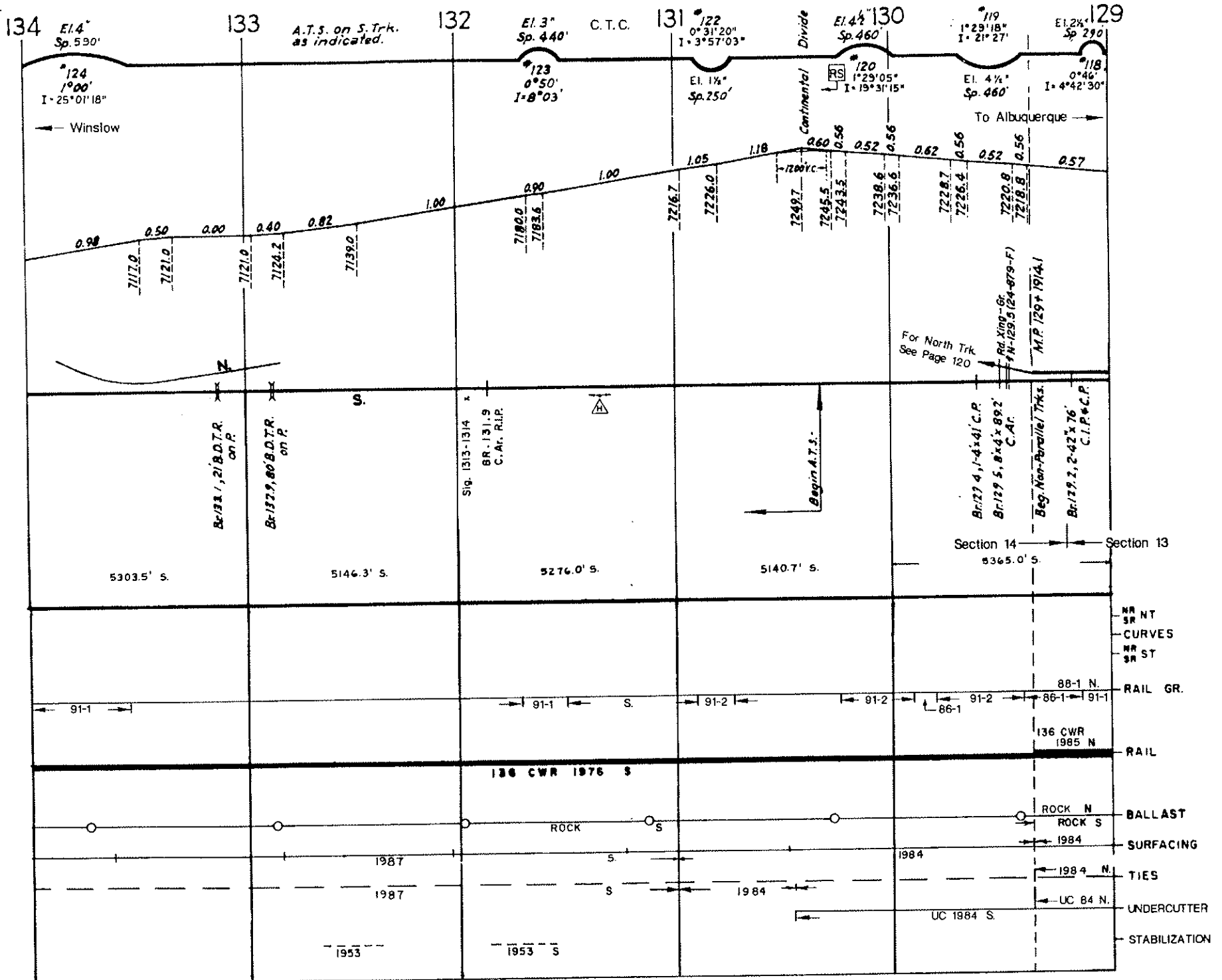


- NR NT
- BR CURVES
- NR ST
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION









A.T.S. on S.Trk. as indicated.

Continental Divide

For North Trk. See Page 120

To Albuquerque

Section 13

RAIL GR.

RAIL

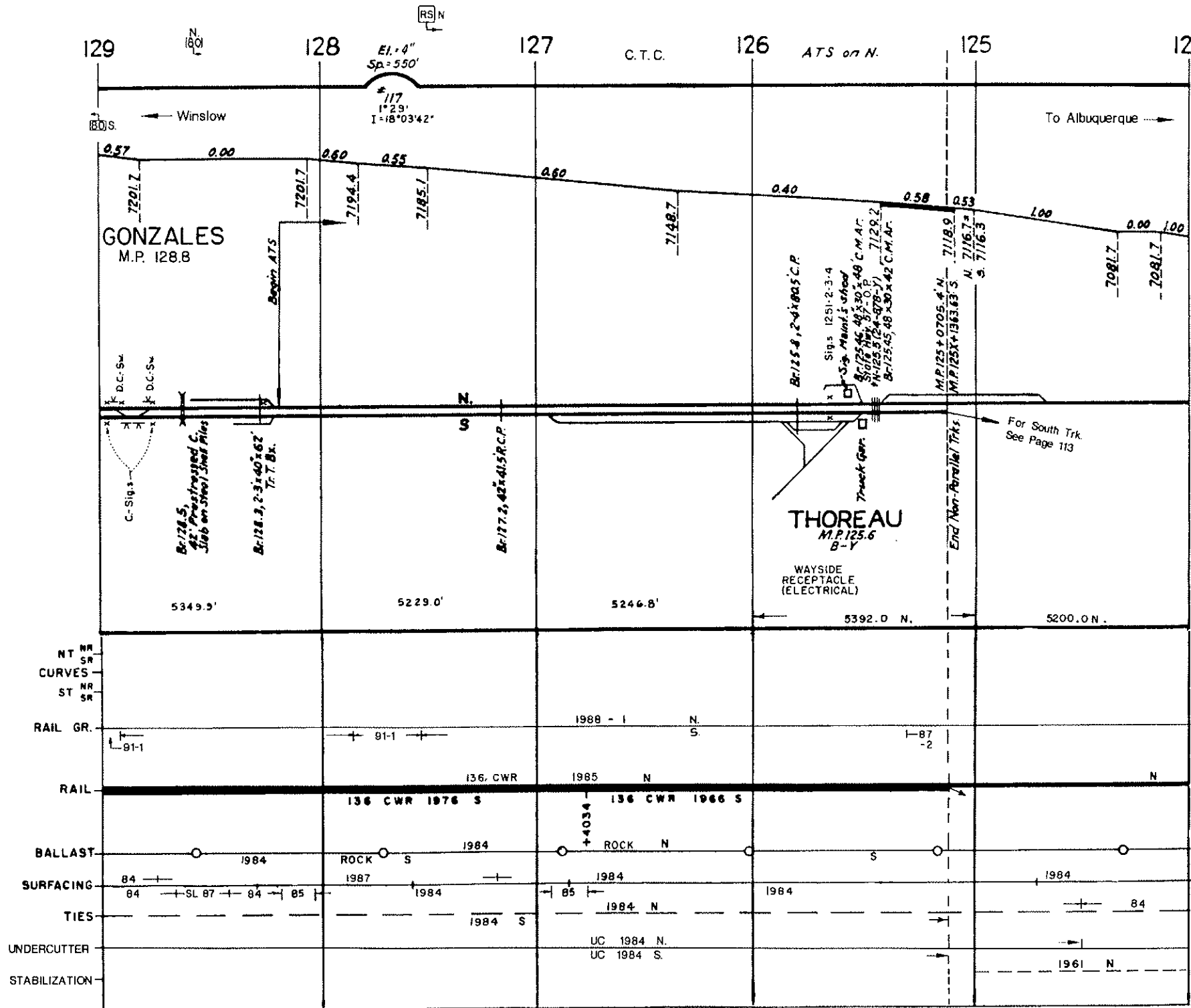
BALLAST

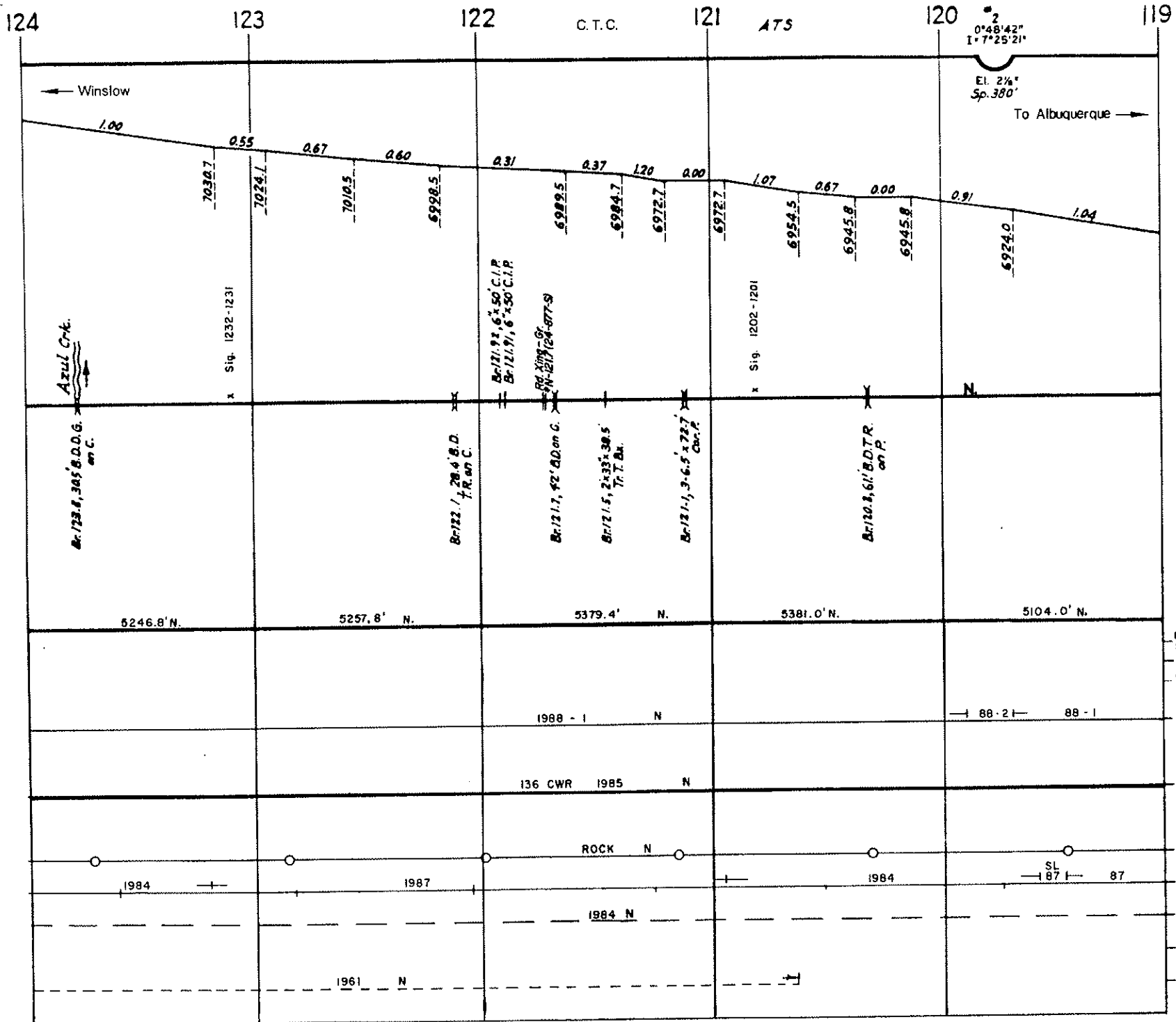
SURFACING

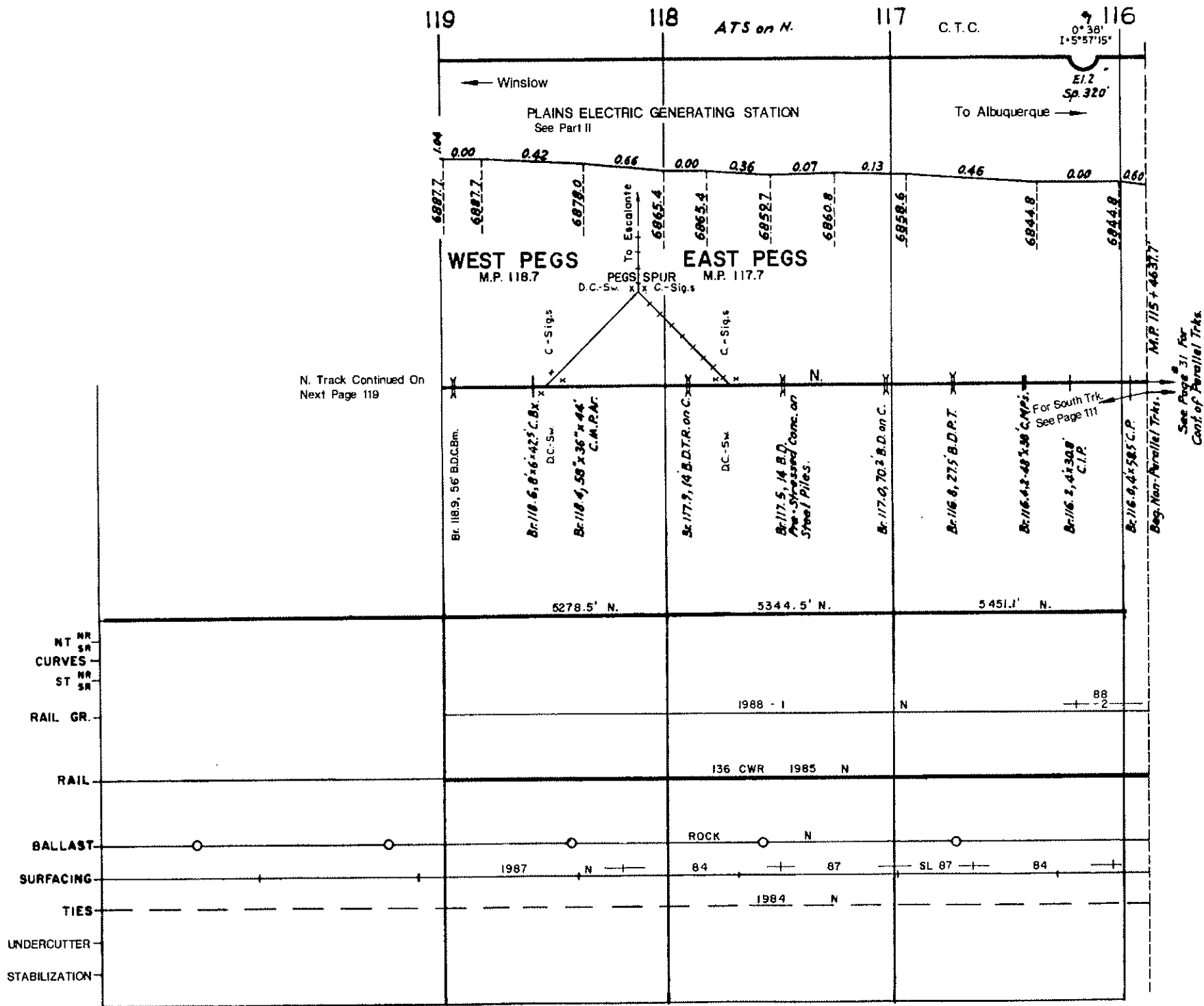
TIES

UNDERCUTTER

STABILIZATION







126

125X

C.T.C.

124X

← Winslow

To Albuquerque →

116, 0°59'25"
I 15°22'15"

E1.3"
Sp. 570'

0.58
0.53

0.53

0.60

7118.9

7112.2

S 7116.3 =

N 7116.7

M.P. 125X + 1363.63'

For North Trk.
See Page 116

For Parallel Trks.
See Page 116

Encl. Non-Parallel Trks.

Azul Crk.

S.

B-1744, 98 B.D.P.T.

6055.4' S

5382.8' S.

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

91-3

1974 - 1 S

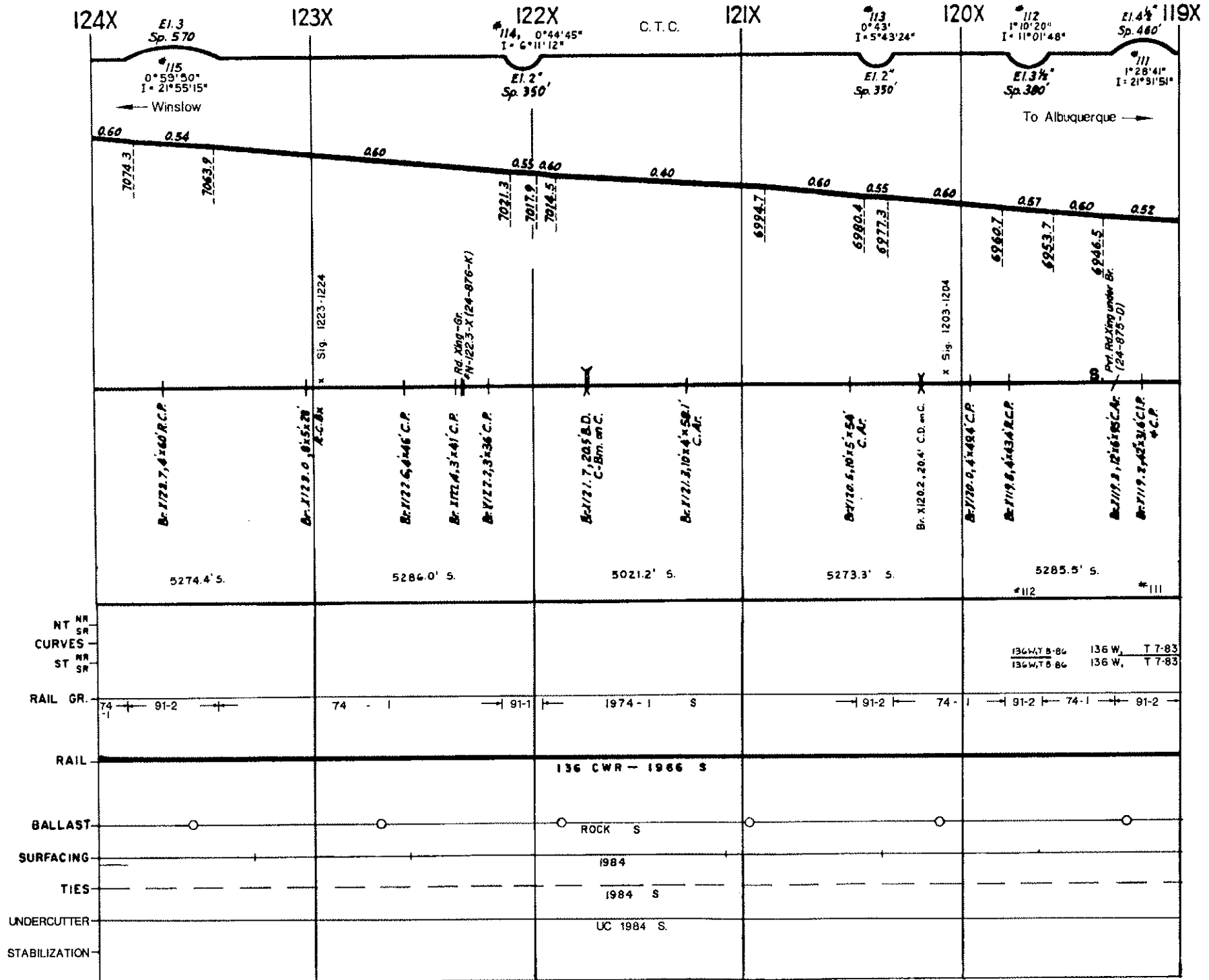
136 CWR - 1966 S

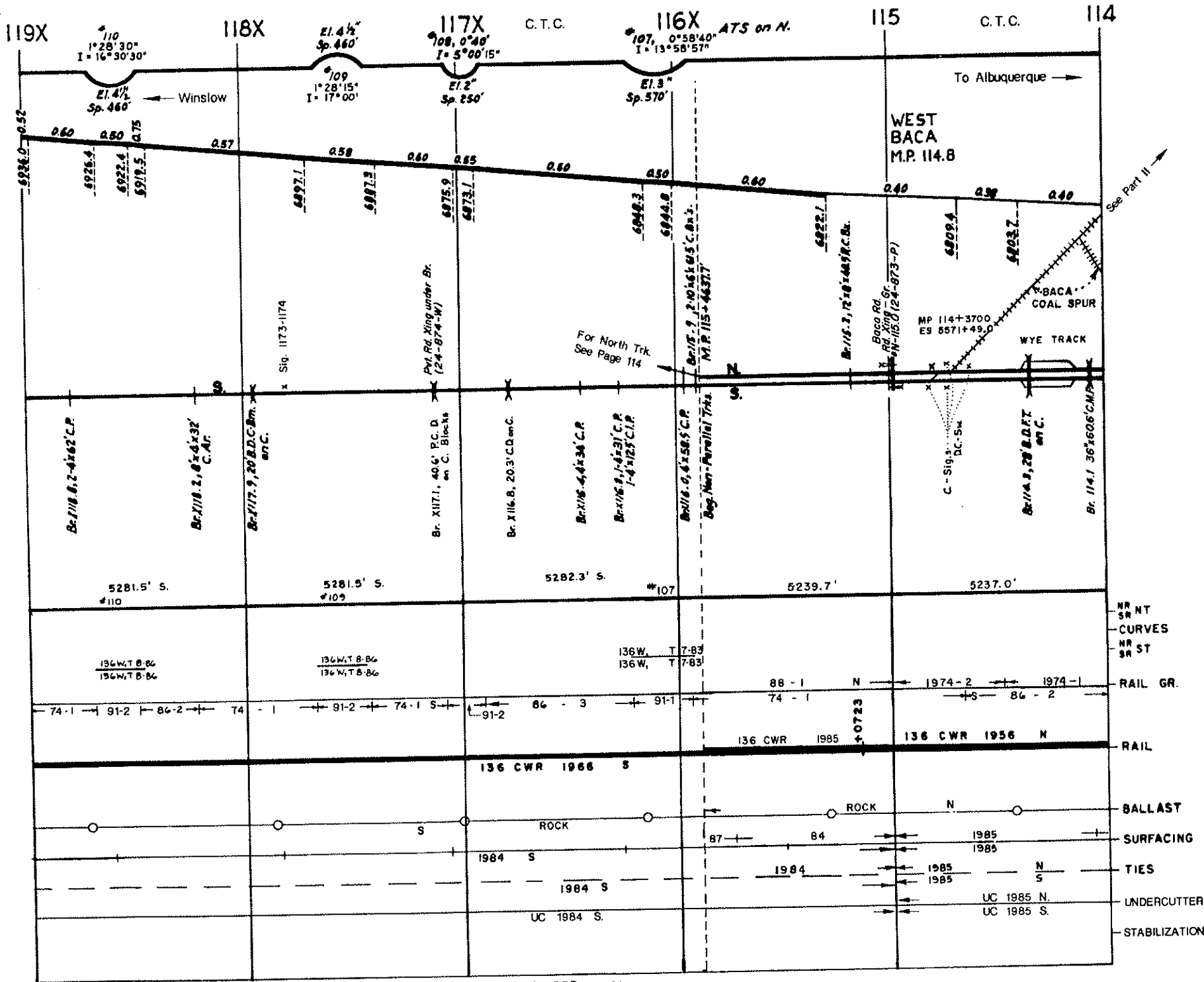
ROCK S

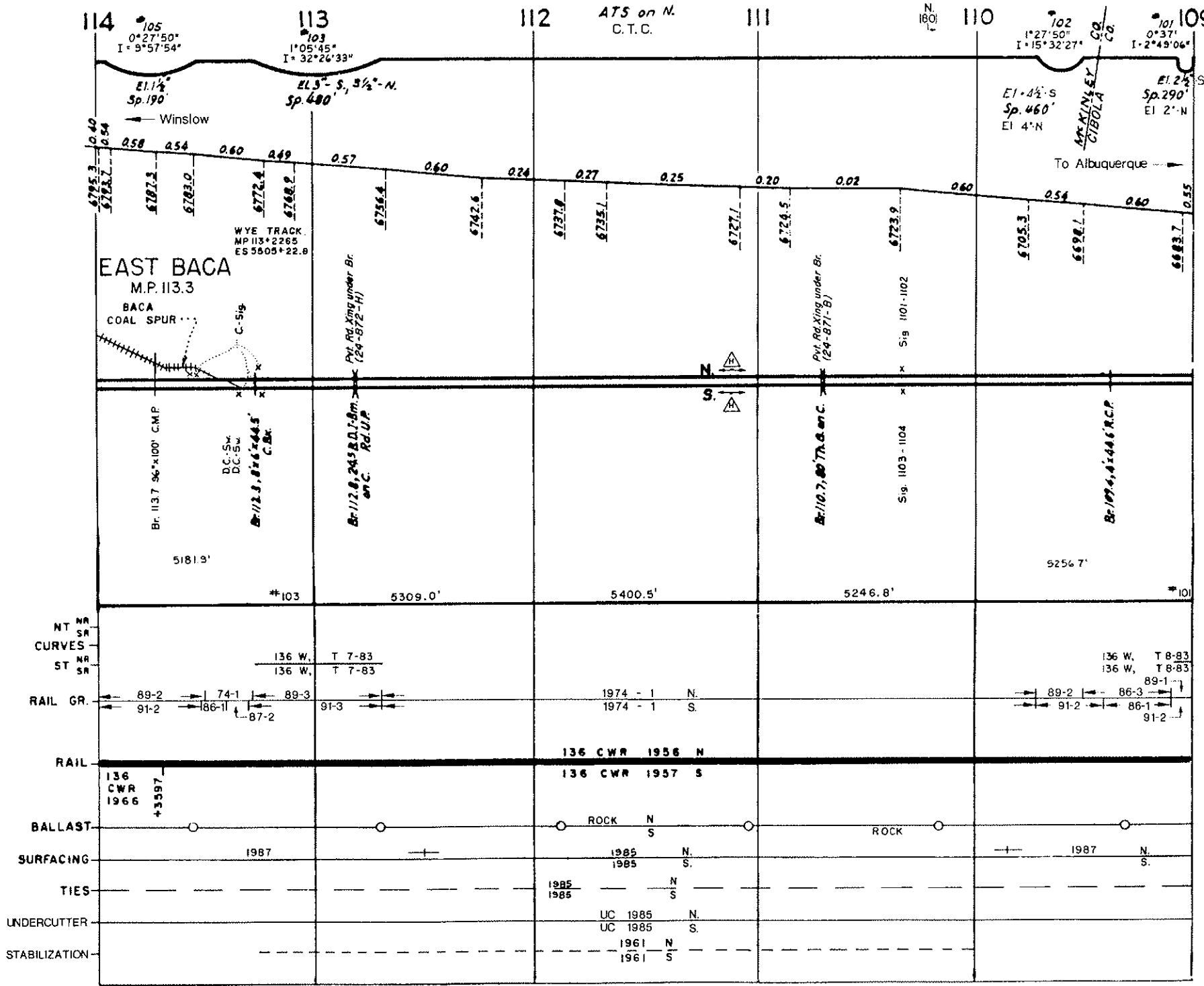
1984 87

1984 S

UC 1984 S.







114
 105
 0°27'50"
 I = 9°57'54"

113
 103
 1°05'45"
 I = 32°26'33"
 EL 3° - S, 3 1/2° - N.
 Sp. 480'

112
 AT5 on N.
 C.T.C.

111

110
 N. 180'

102
 1°27'50"
 I = 15°32'27"

101
 0°37'
 I = 2°49'06"

EL 1 1/2°
 Sp. 190'
 Winslow ←

EL 1 1/2° S
 Sp. 460'
 EL 4° N

To Albuquerque →

EAST BACA
 M.P. 113.3

BACA
 COAL SPUR

WYE TRACK
 NP 113 + 22.65
 ES 5805 + 22.8

Br. 113.7 96' x 100' C.M.P.

DC: Sw
 DC: Sw
 C: Br.

Br. 112.3, 87' x 44.5'

Priv. Rd. Xing under Br.
 (29-872-H)

Br. 112.8, 24.8 x 0.7, 8m
 20' C. Rd. U.P.

Priv. Rd. Xing under Br.
 (29-871-B)

Sig. 1103 - 1104

Br. 109.4, 41 x 48 C.M.P.

NT NR
 SM
 CURVES
 ST NR
 SA

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

*103

5309.0'

5400.5'

5246.8'

*101

136 W, T 7-83
 136 W, T 7-83

136 W, T 8-83
 136 W, T 8-83

89-2, 74-1, 89-3, 91-2, 186-11, 87-2, 91-3

1974 - 1 N.
 1974 - 1 S.

89-1, 89-2, 86-3, 91-2, 86-1, 91-2

136 CWR 1956 N

136 CWR 1957 S

ROCK N
 S

ROCK

1987

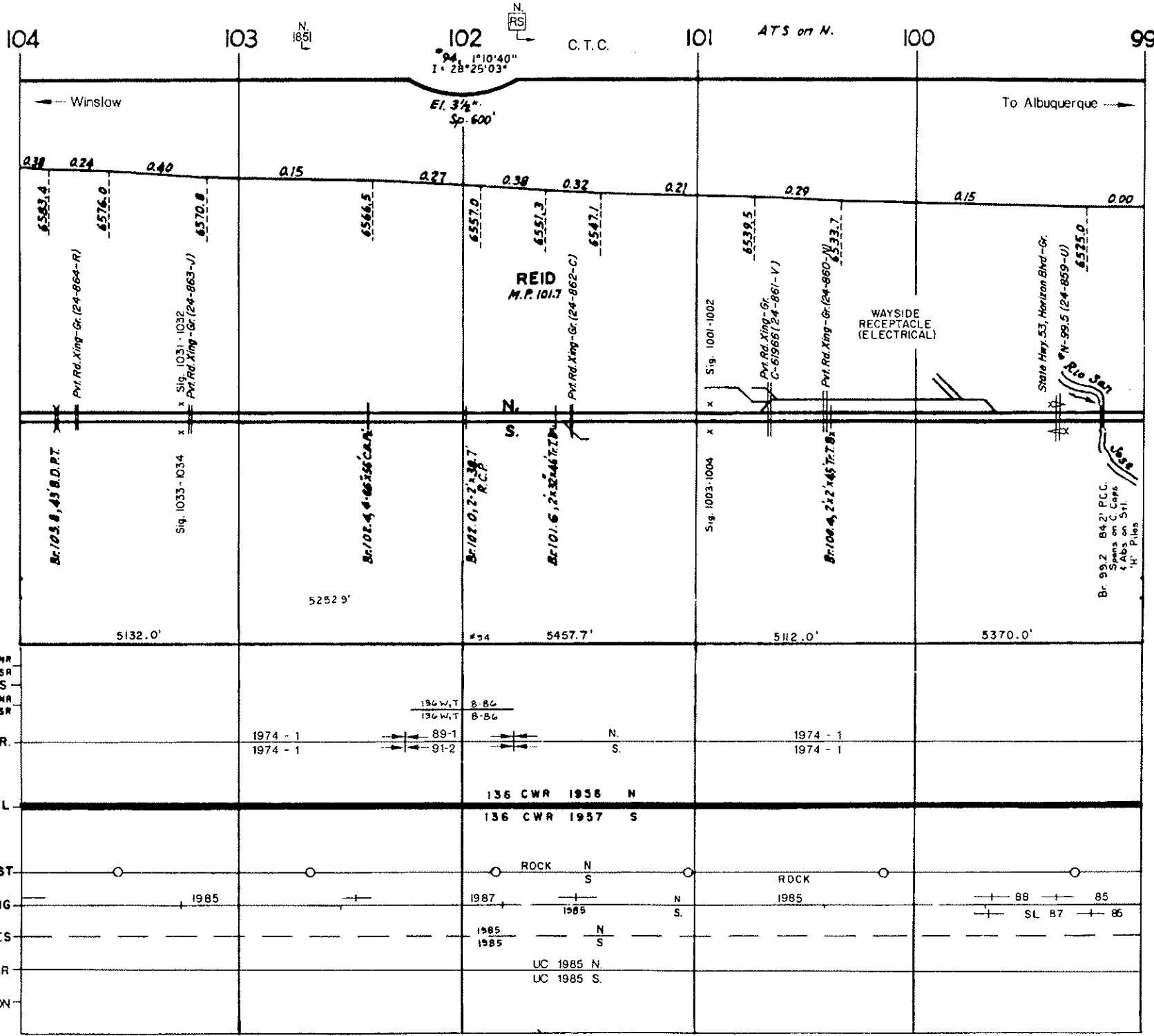
1985 N
 1985 S

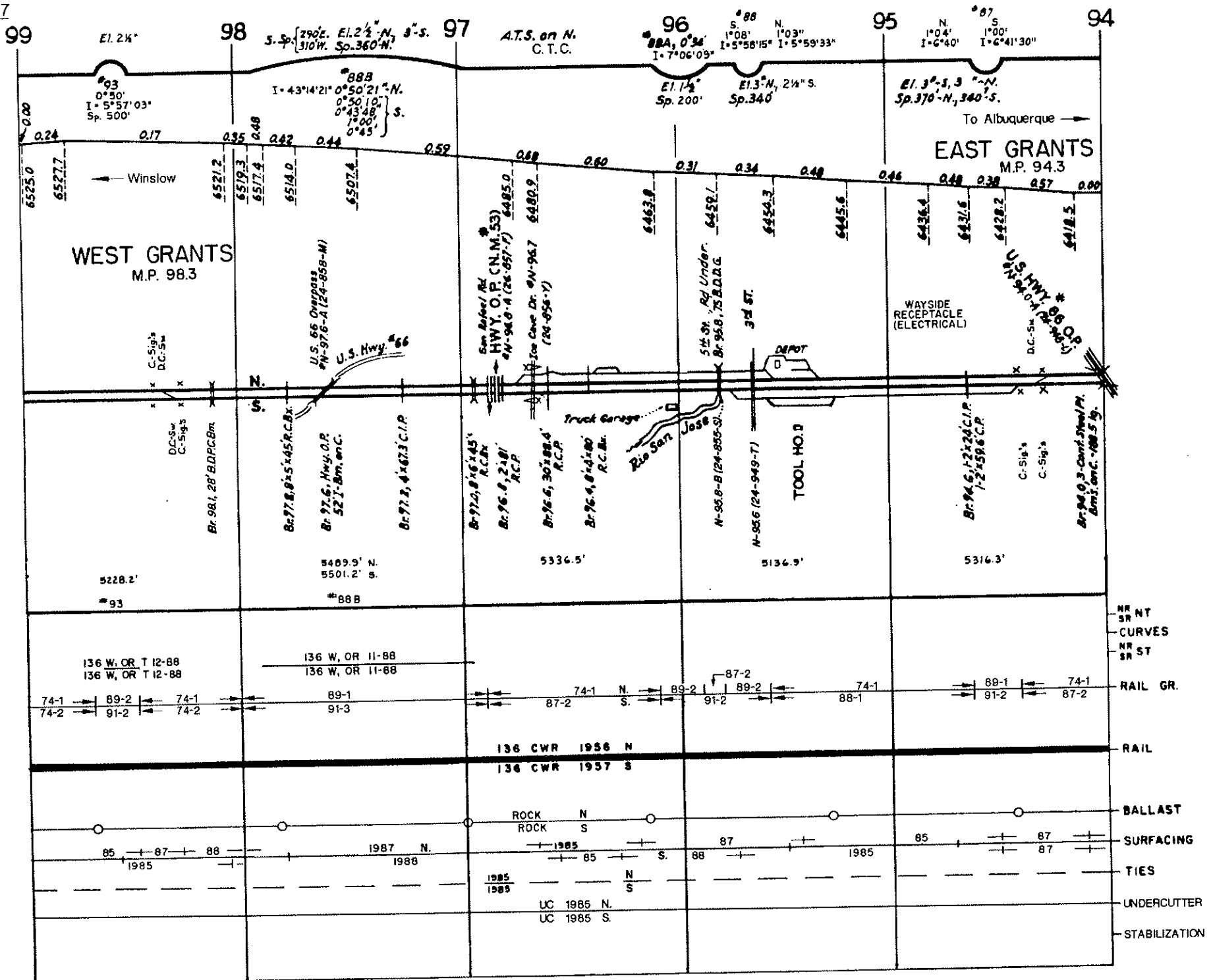
1987 N
 S

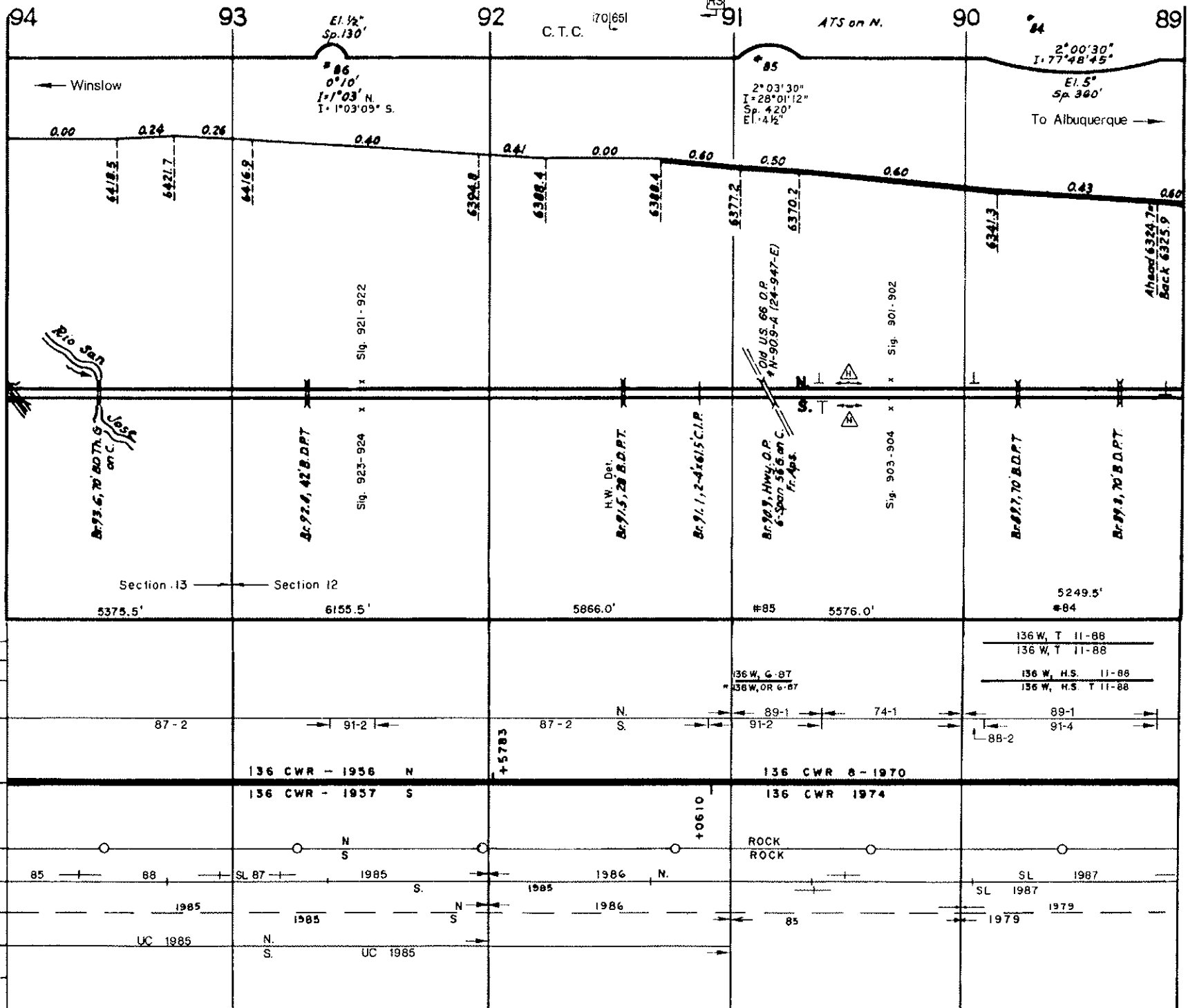
1985 N
 1985 S

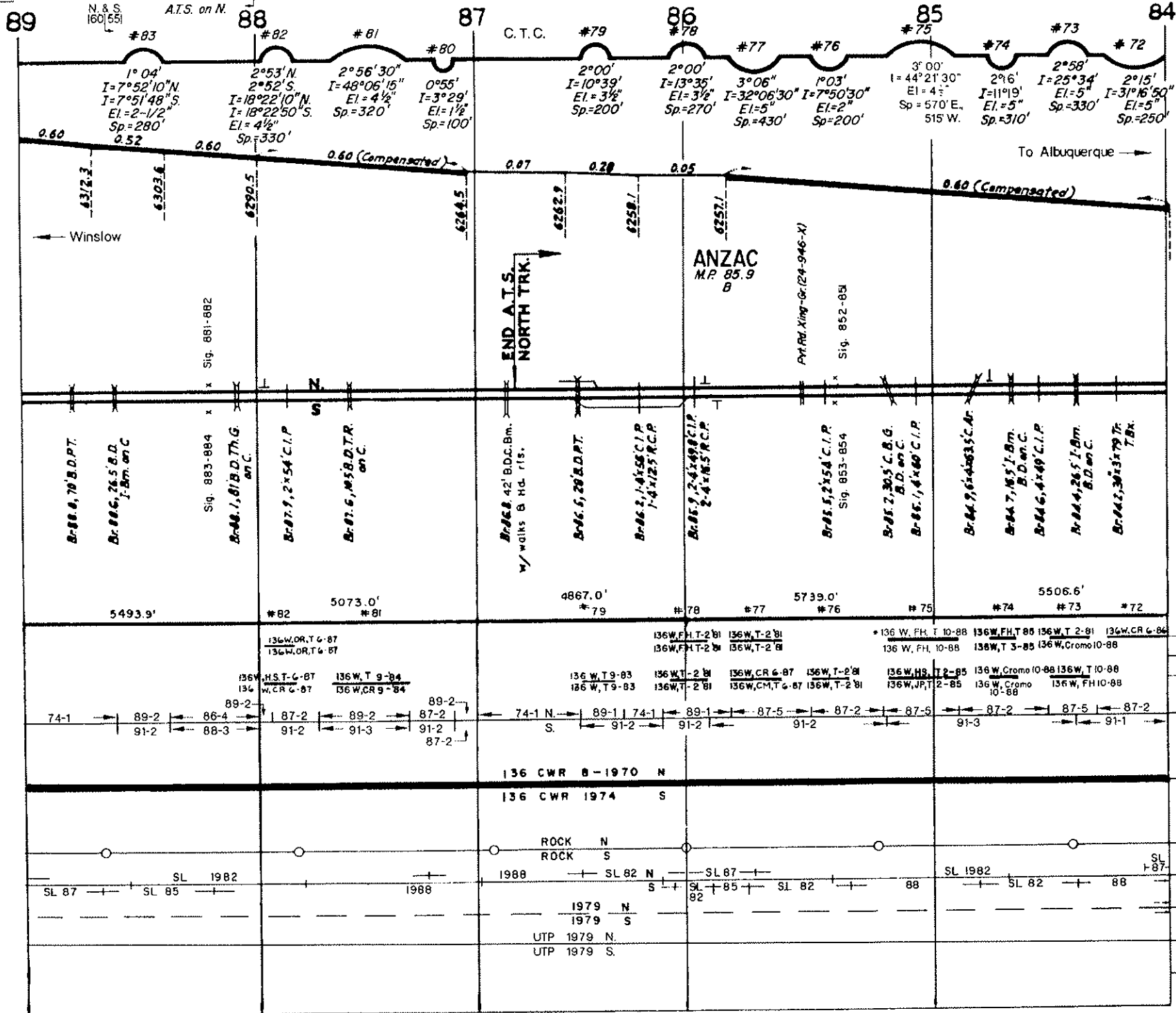
UC 1985 N
 UC 1985 S

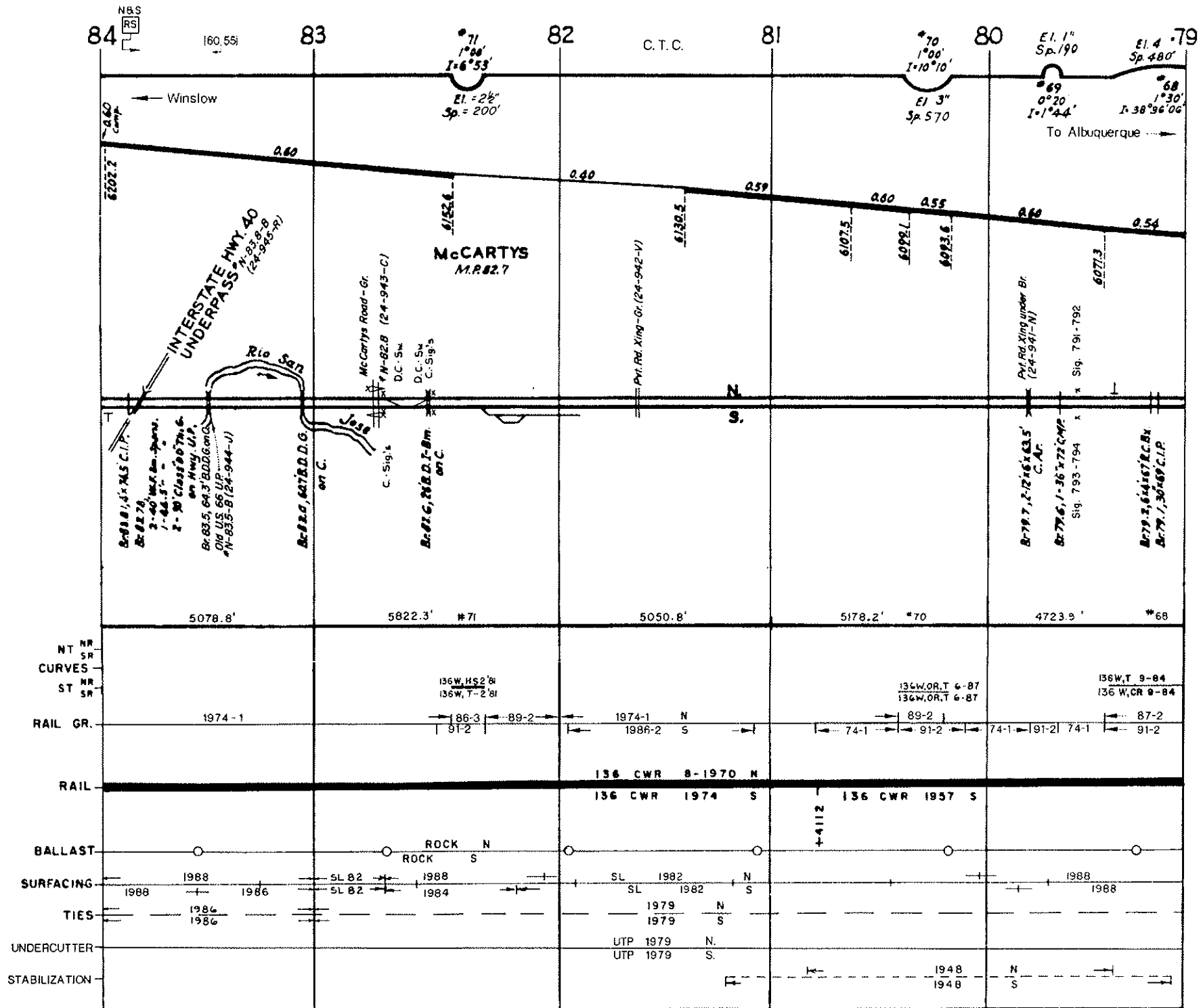
1961 N
 1961 S



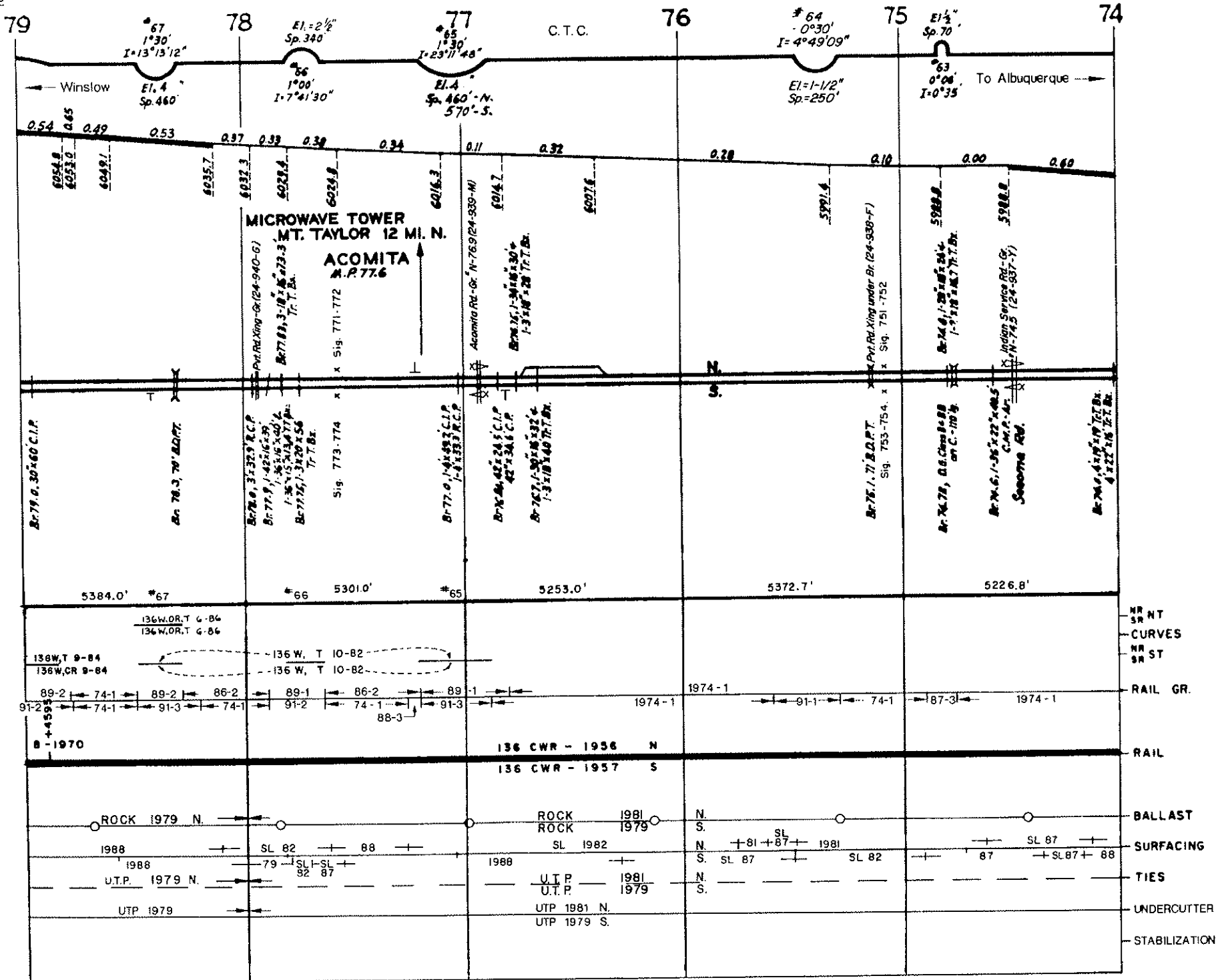


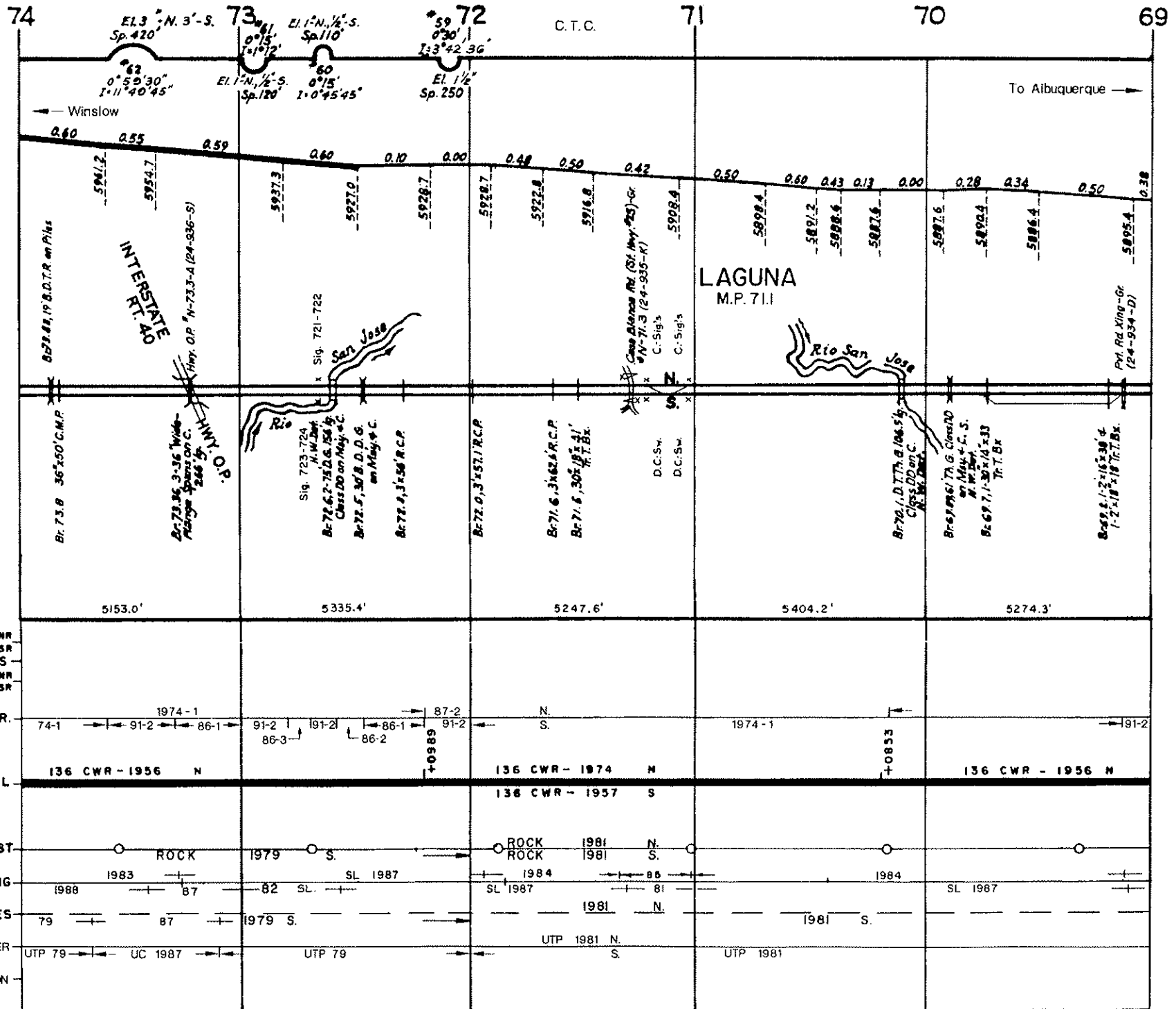


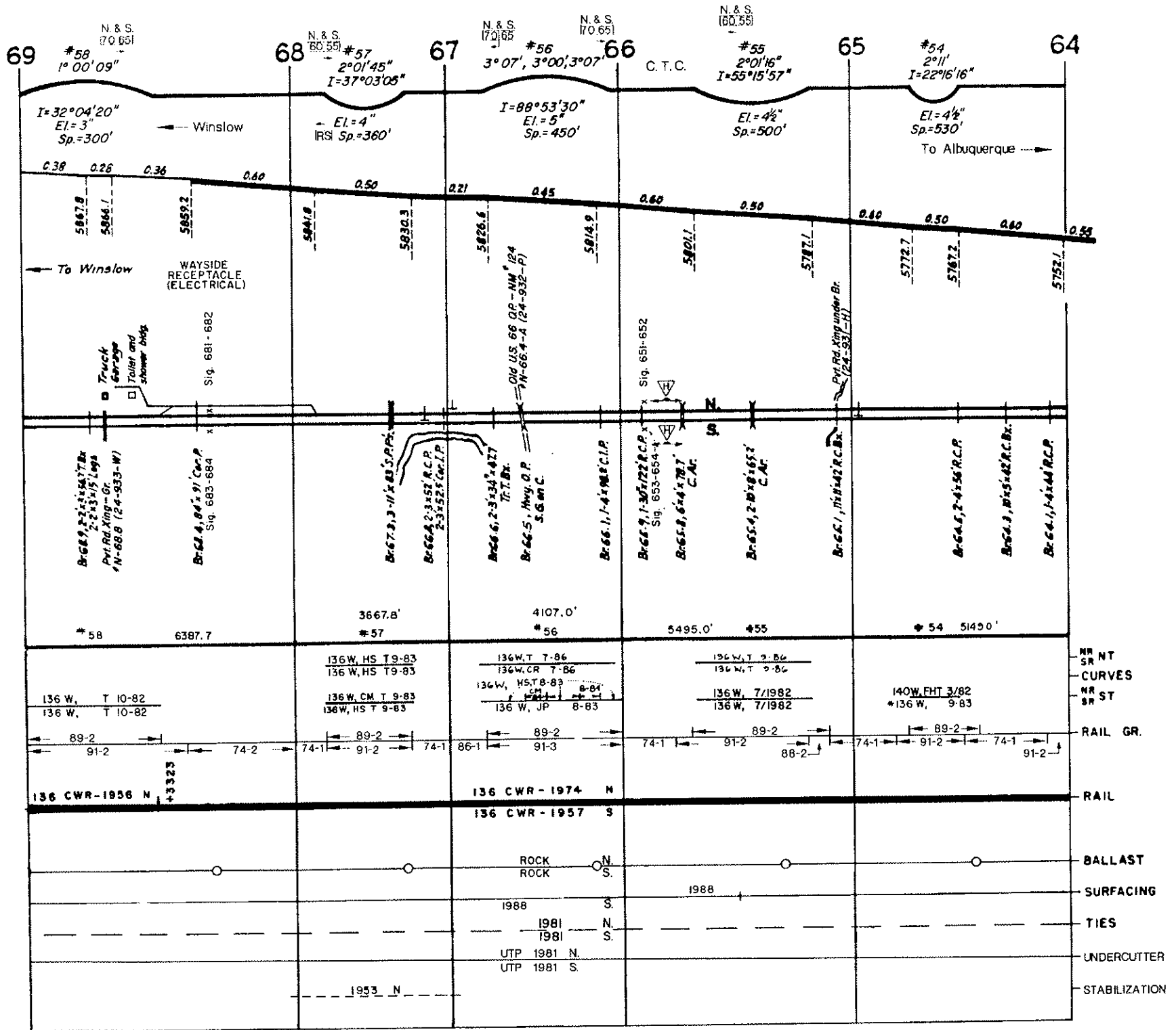




REVISED 1-91







N. & S.
[50]45]

64 #53

63 N. & S.
[170]65]

62 #51

1°51'30"
I=10°31'12"
El=3-1/2"

N. & S.
[155]50]

61 #48

#46
1°55'
I=7°58'42"
El=3-1/2" Sp=260'

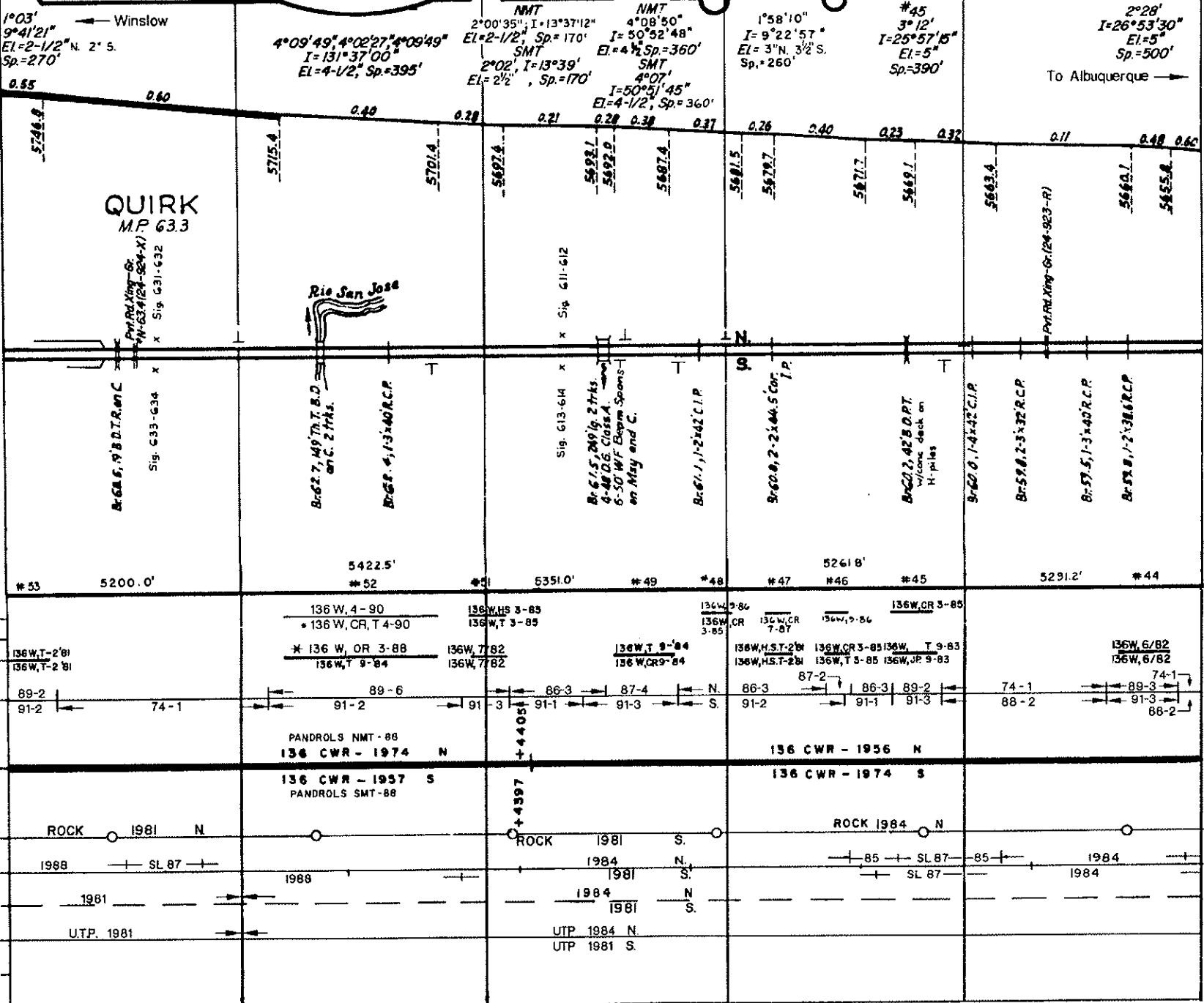
N. & S.
[65]60]

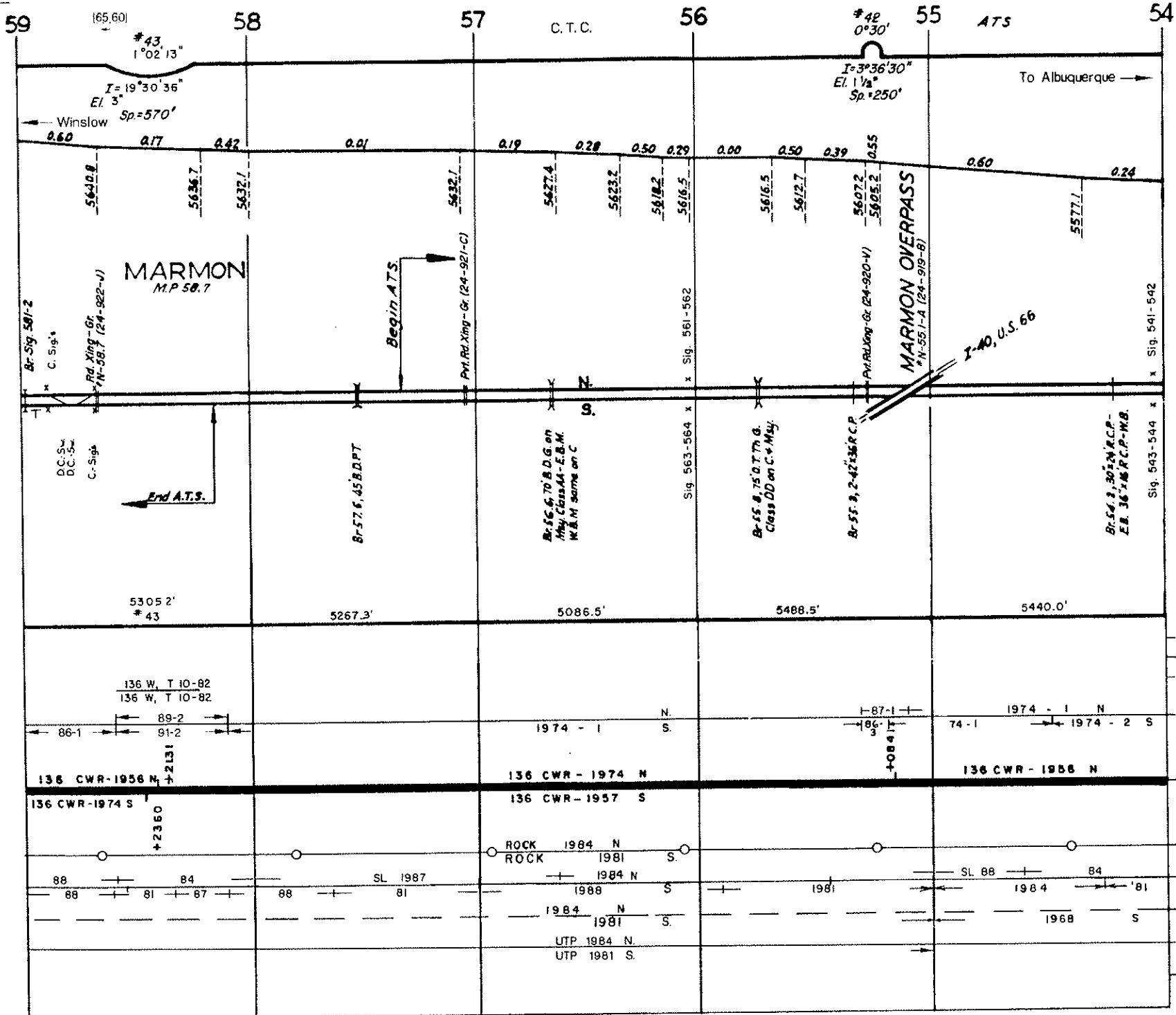
60 #45

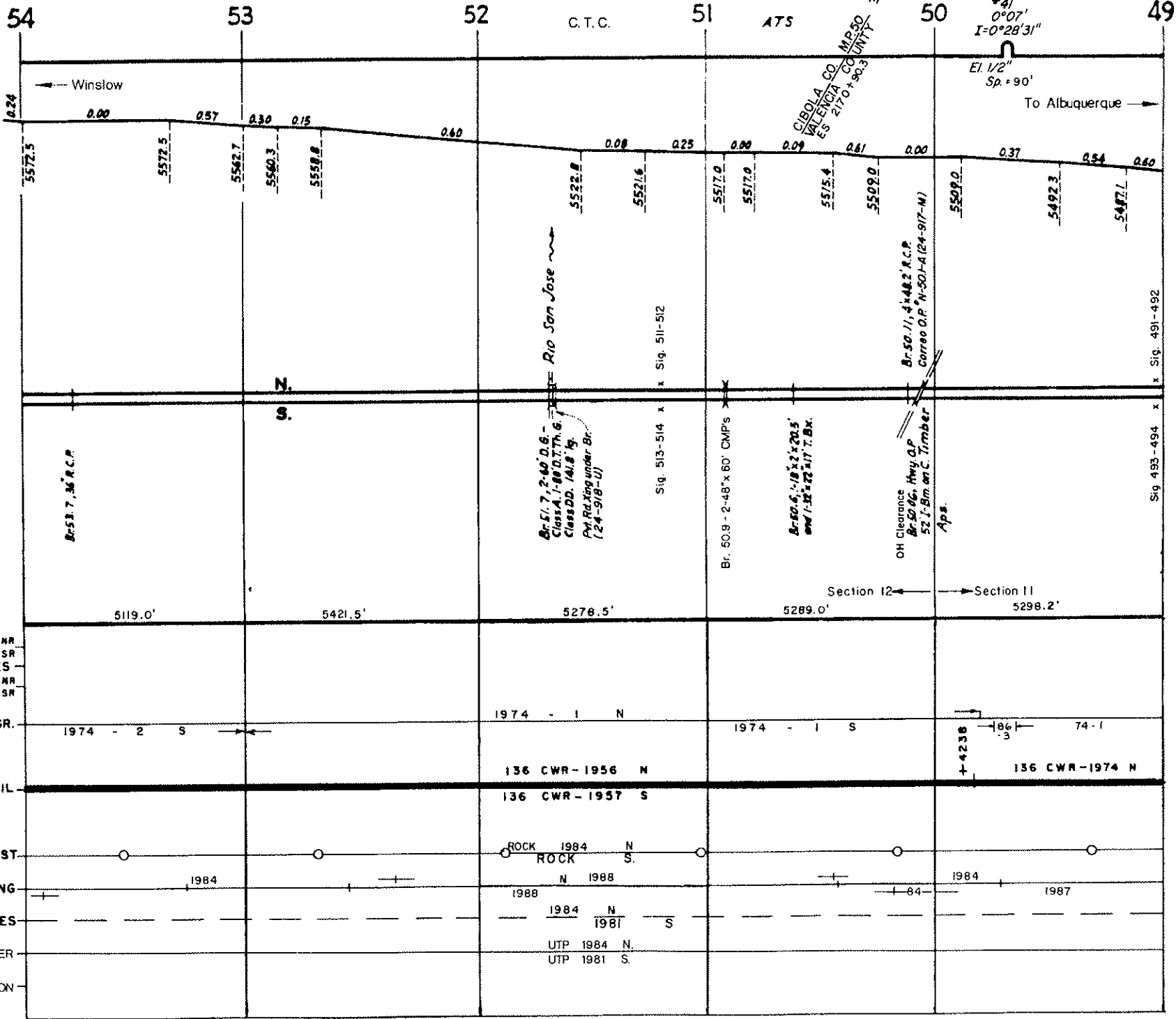
N. & S.
[55]50]

N. & S.
[180]50]

100







← Winslow

*41
0°07'
I=0°28'31"
Sp = 90'

To Albuquerque →

CIBOLA CO. M.P. 50
VALENCIA CO. COUNTY
E.S. 2170 + 90.3
+2073.3

0.24
0.00 0.57 0.30 0.15 0.60 0.08 0.25 0.00 0.09 0.61 0.00 0.37 0.54 0.60

5572.5 5572.5 5562.7 5560.3 5558.8 5522.8 5521.6 5517.0 5517.0 5515.4 5509.0 5509.0 5492.3 5487.1

Br. 51.7, 36' R.C.P.

Br. 51.7, 2-60' D. 6'-
Class A, 1-80' D. T. Th. 6'
Class DD, 141.8' lg.
Pyl. Rd. Xing under Br.
(24-918-U)

Sig. 513-514 x
x Sig. 511-512

Br. 50.9 - 2-48" x 60' CMPs

Br. 50.6, 1-18' x 2-20.5'
and 1-22' x 22' x 17' T. B.M.

OH Clearance
Br. 50.1, 4-48.2' R.C.P.
Corroo O.P. N. 50.1-A (24-917-N)

52' 1.8m on C. Timber
Aps.

5119.0'

5421.5'

5276.5'

5289.0'

5298.2'

NT
SR
CURVES
ST
NR
SR

RAIL GR.

1974 - 2 S

1974 - 1 N

1974 - 1 S

4238
86
74 - 1

RAIL

136 CWR - 1956 N

136 CWR - 1974 N

136 CWR - 1957 S

BALLAST

ROCK 1984 N
ROCK 1988 S

SURFACING

1984

1988

84

1984

1987

TIES

1984 N
1981 S

UNDERCUTTER

UTP 1984 N
UTP 1981 S

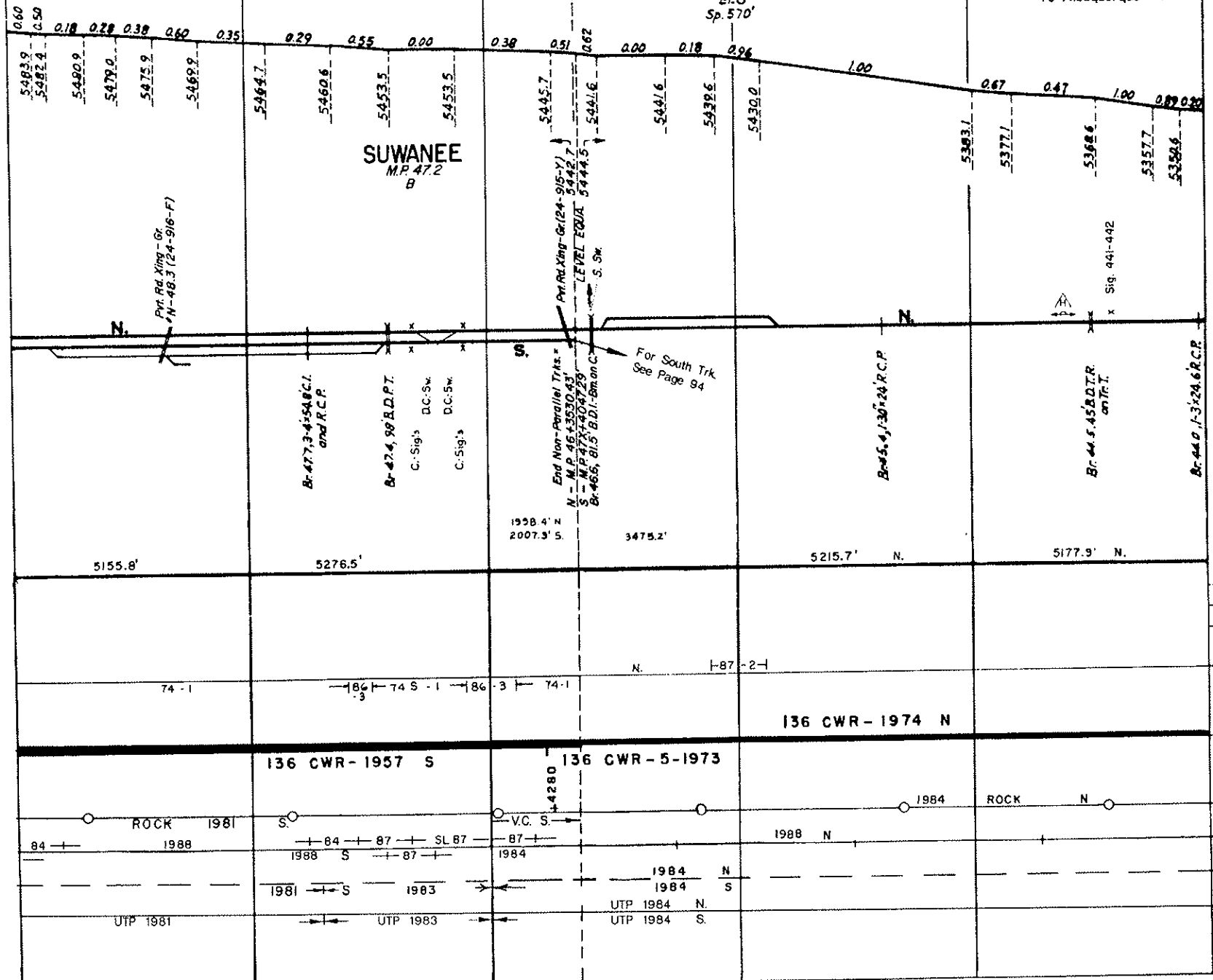
STABILIZATION

49 48 C.T.C. 47 46 45 A.T.S. 44

Winslow ←

To Albuquerque →

6° 1' 00"
1:11' 27" 15"
E.L. 3"
Sp. 570'



SUWANEE
M.P. 47.2
B

Prt. Rd. King - Gr
N-48.3 (24-916-F)

Prt. Rd. King - Gr (24-915-Y)
LEVEL EQUA 5444.5
S. SW

End Non-Parallel Trks.
N - M.P. 45.4530.43
S - M.P. 47.4047.29
Br-465, 81.5 B.D.I. - 8m on C.

Br-47.3-45.8 C.I.
and R.C.P.

Br-47.4, 98 B.D.P.T.
C: Sig's D.C. SW
C: Sig's D.C. SW

Br-45.4, 130' 24' R.C.P.

Br-44.5, 45 B.D.T.R.
on Tr. I.

Br-44.0, 1-3-24.6 R.C.P.

Sig. 441-442

5155.8'

5276.5'

3475.2'

5215.7' N.

5177.9' N.

NR NT
SR NT
CURVES
NR ST
SR ST

RAIL GR.

136 CWR-1974 N

136 CWR-1957 S

136 CWR-5-1973

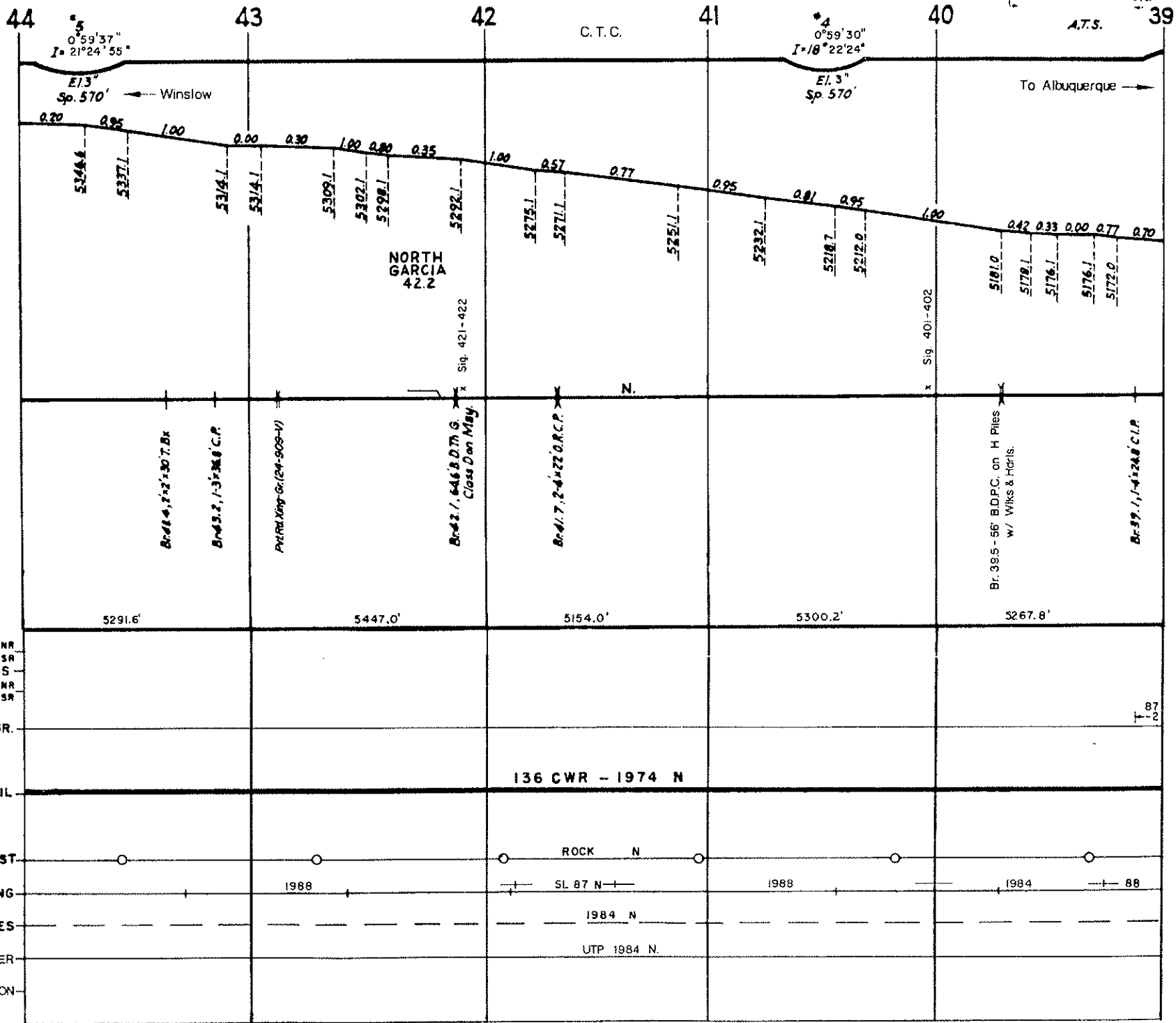
BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION



NORTH GARCIA
42.2

Sig. 421-422

Sig. 401-402

N.

136 CWR - 1974 N

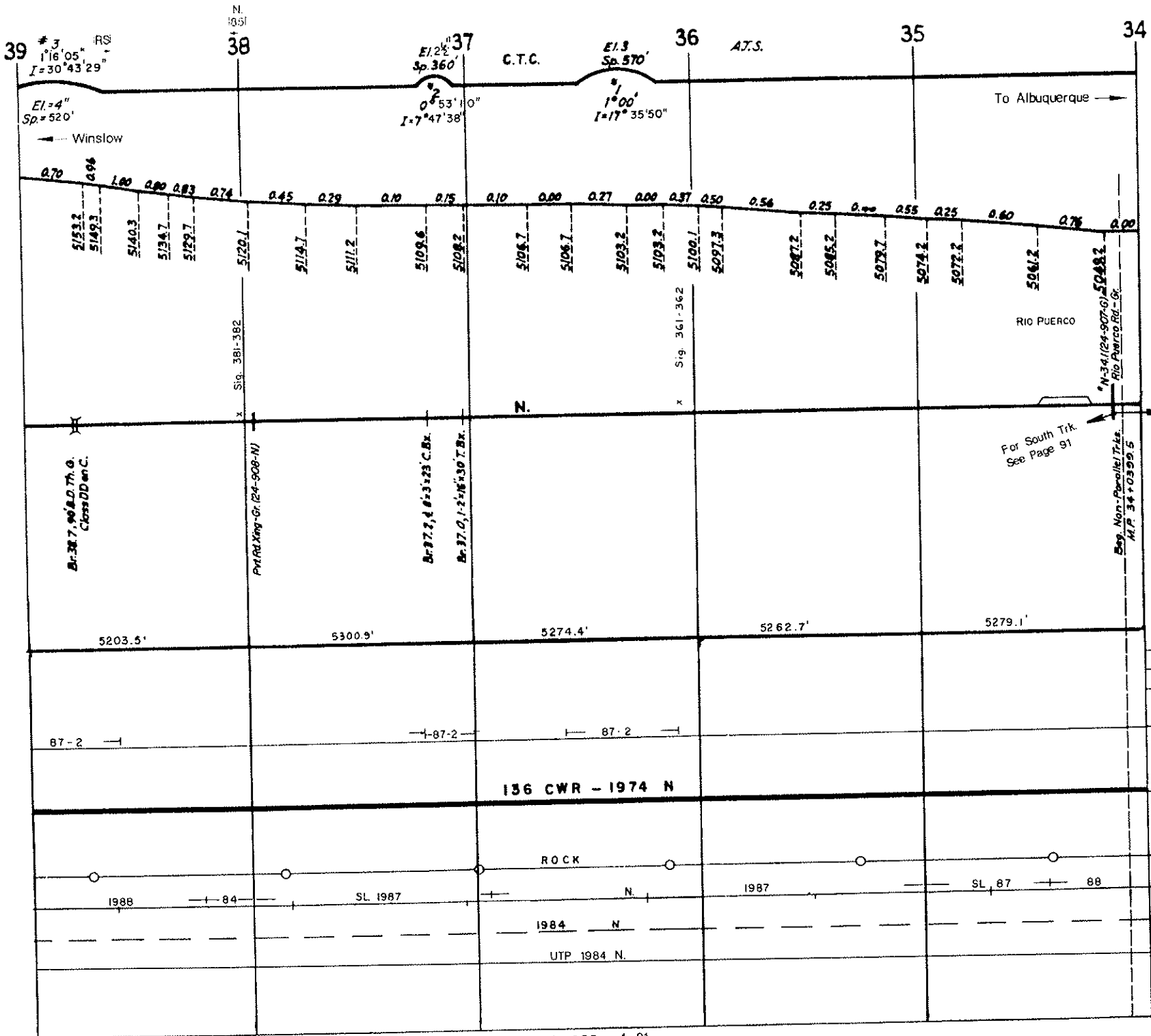
ROCK N

1988 SL 87 N 1988

1984 N

UTP 1984 N.

87
-2



S. (70,65)



47

#38
0°10'
I=1°01'28"

#37 47X
0°59'45"
I=11°43'28"

46X

A.T.S.

45X

← Winslow

To Albuquerque →

El. 1/2
Sp. 100'

El. 3-1/2"
Sp. 570'

0.40 0.60 0.53 0.60

5442.7
5444.5
5442.0
5427.4
5420.9

End Non-Parallel Trks.
M.P. 47X + 4047.29

LEVEL EQUA

For Cont. Of Parallel Trks. See Page 97

For North Trk. See Page 97

Br: 46.6, 81.5' B.D.I.Bm. on C.

3996.3'
6003.7'

S.

Br: X46.5, 2-2'x12'x26.5' T.Br.

5625.1'

Sig. 453-454

Br: X45.6, 26.5' B.D.I.Bm.

5275.6'

Br: X45.2, 3'x48' C.I.P.

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

91-1

1974-1

S

136 CWR-5-1973 S

ROCK

S.

1984

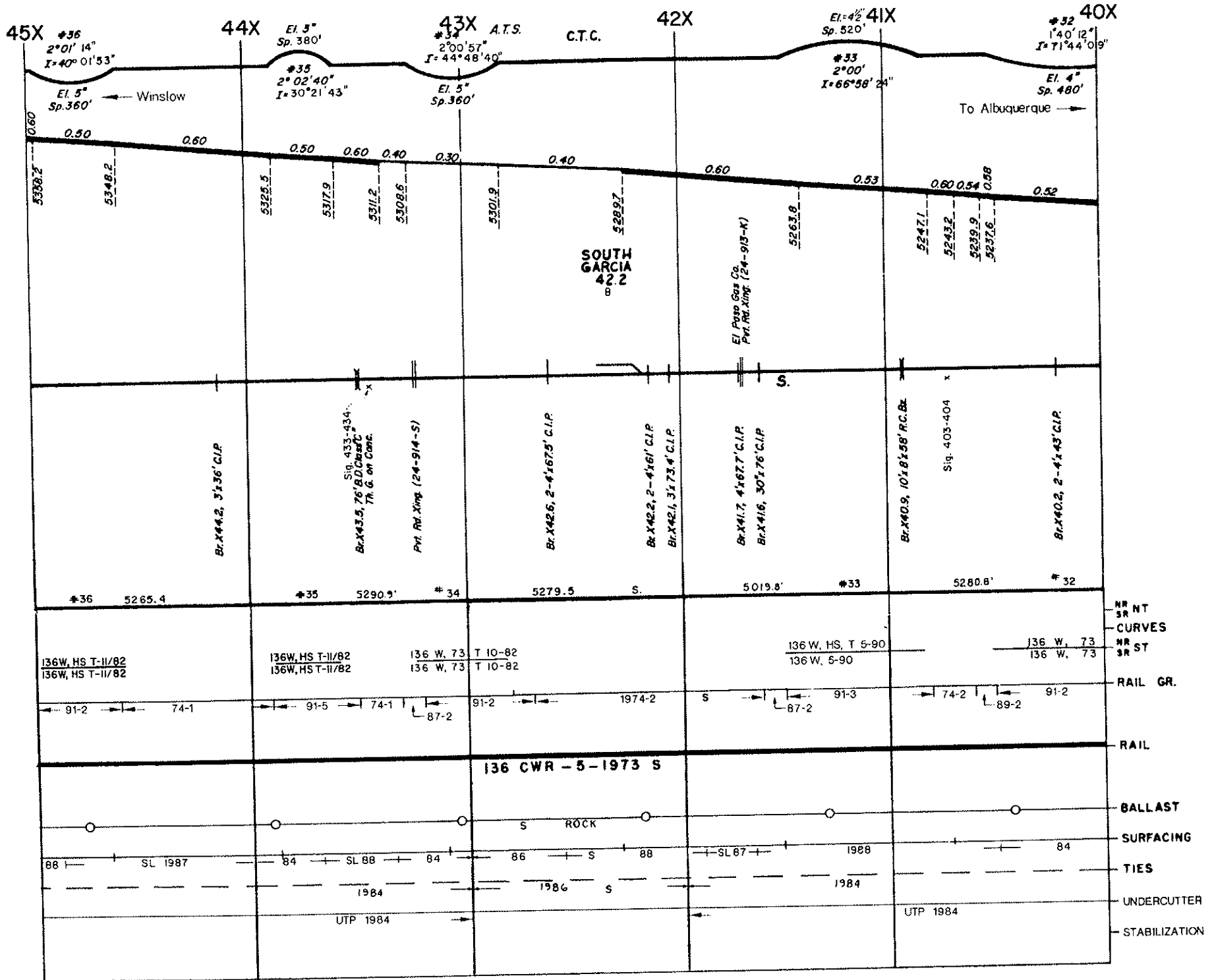
SL 67

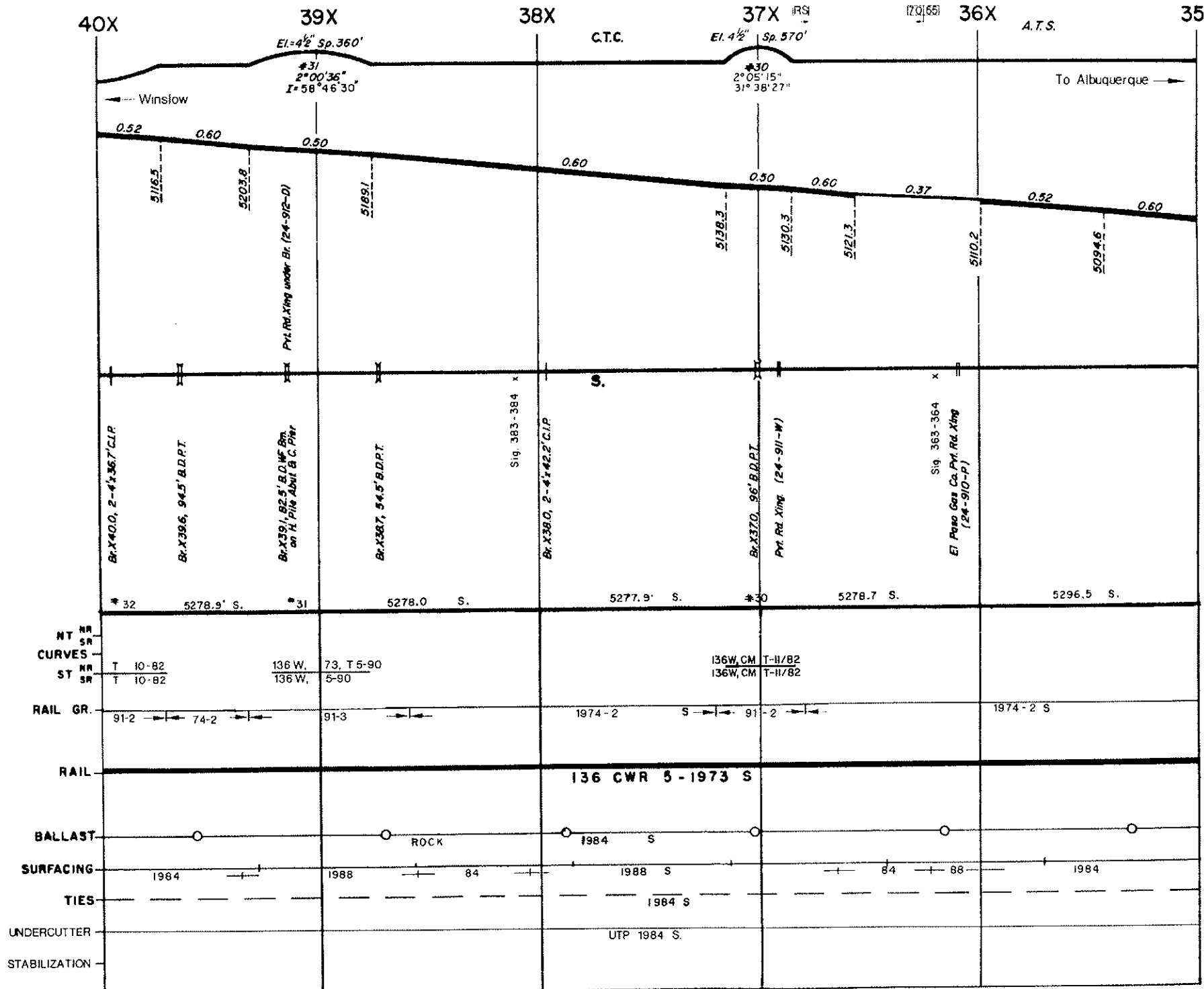
1988

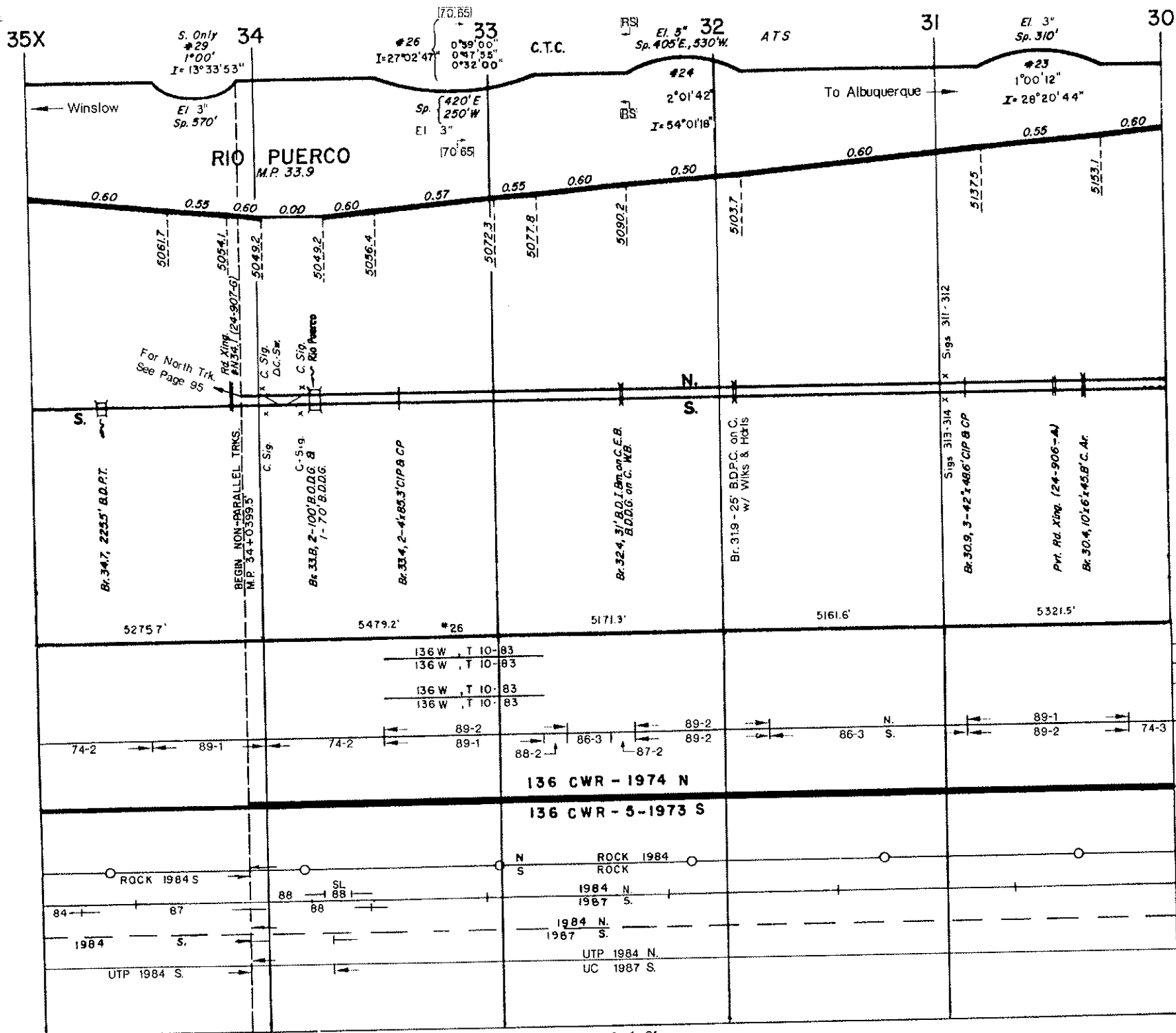
1984

S

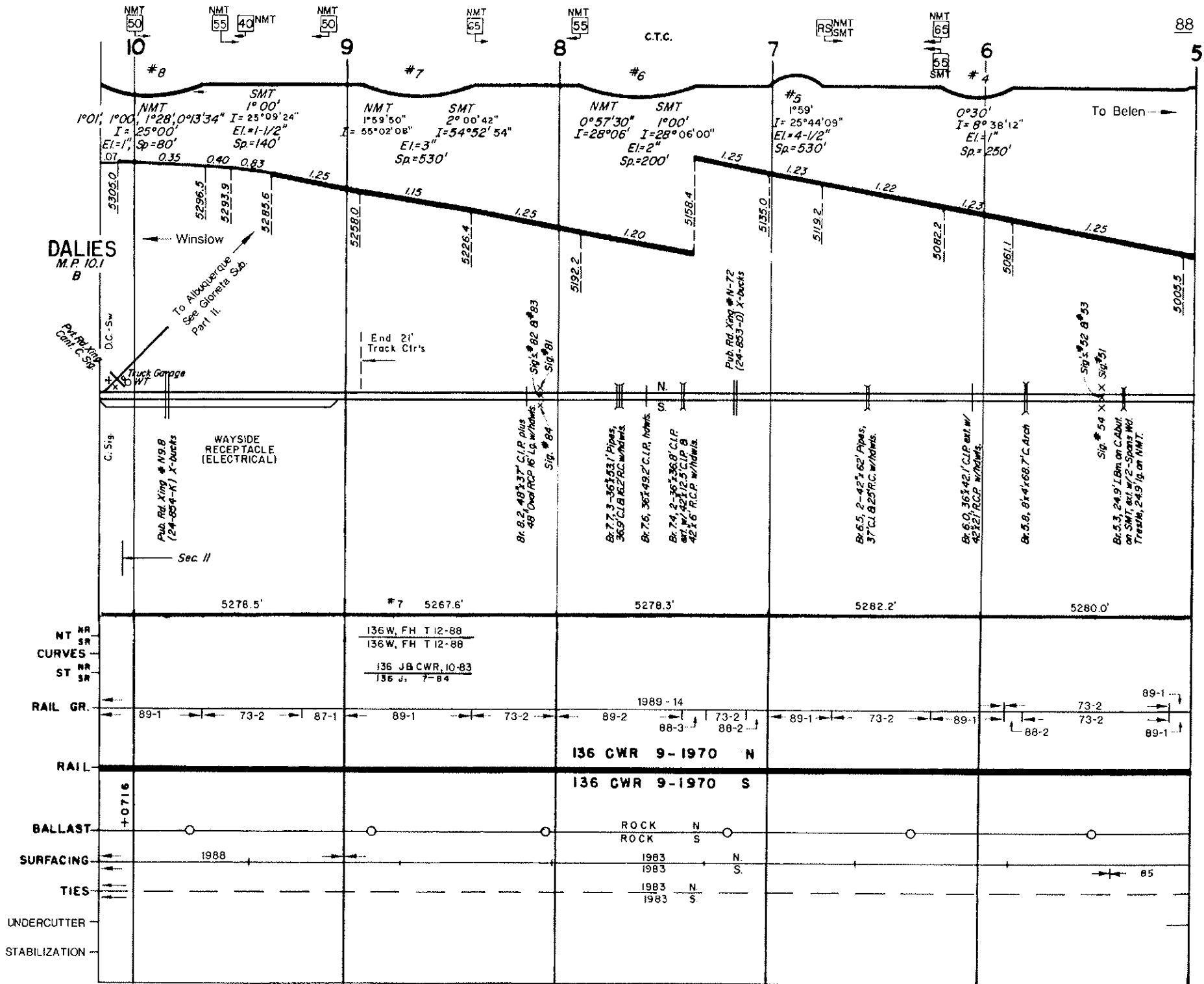
UTP 1984 S.







Intentionally Blank

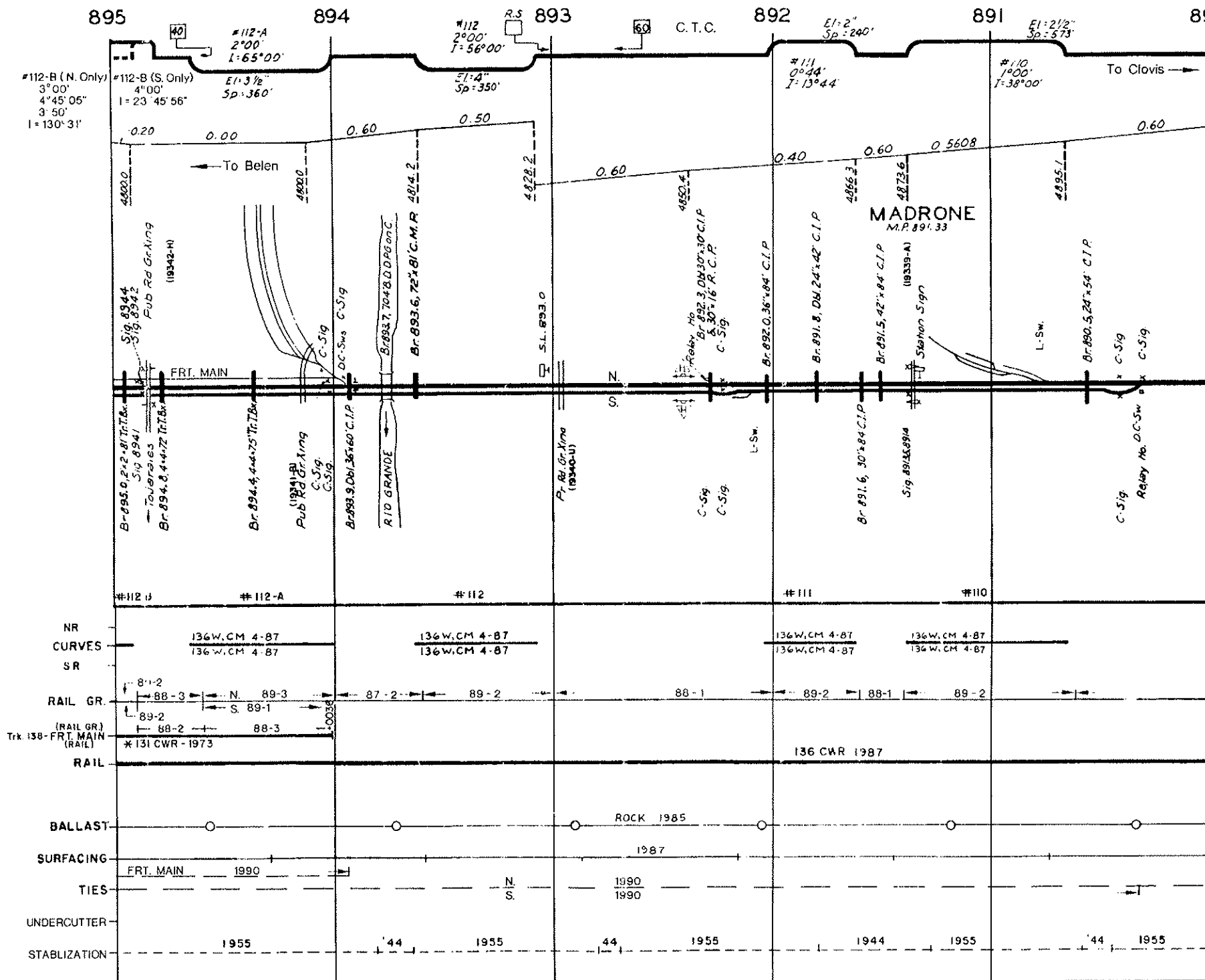


Gallup Subdivision

Belen (M.P. 0.0) to Dalies (M.P. 10.1 = 27.4)
to Winslow (M.P. 289.0)

Intentionally Blank

Intentionally Blank



#112-B (N. Only)
3°00'
4°45'05"
3'50"
I = 130°31'

#112-B (S. Only)
4°00'
I = 23°45'56"

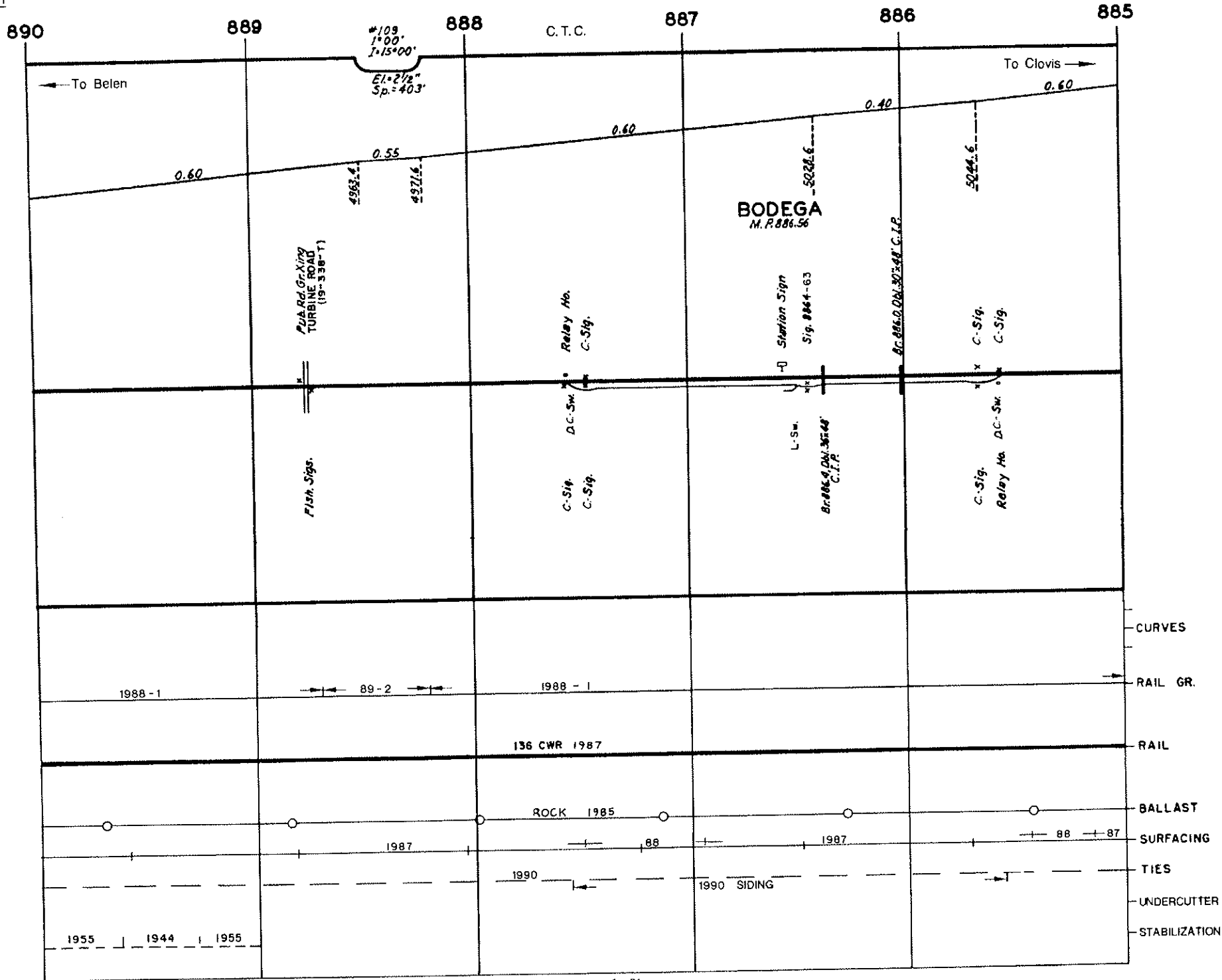
#112-A
2°00'
L: 65°00'
E1: 3 1/2
Sp: 360'

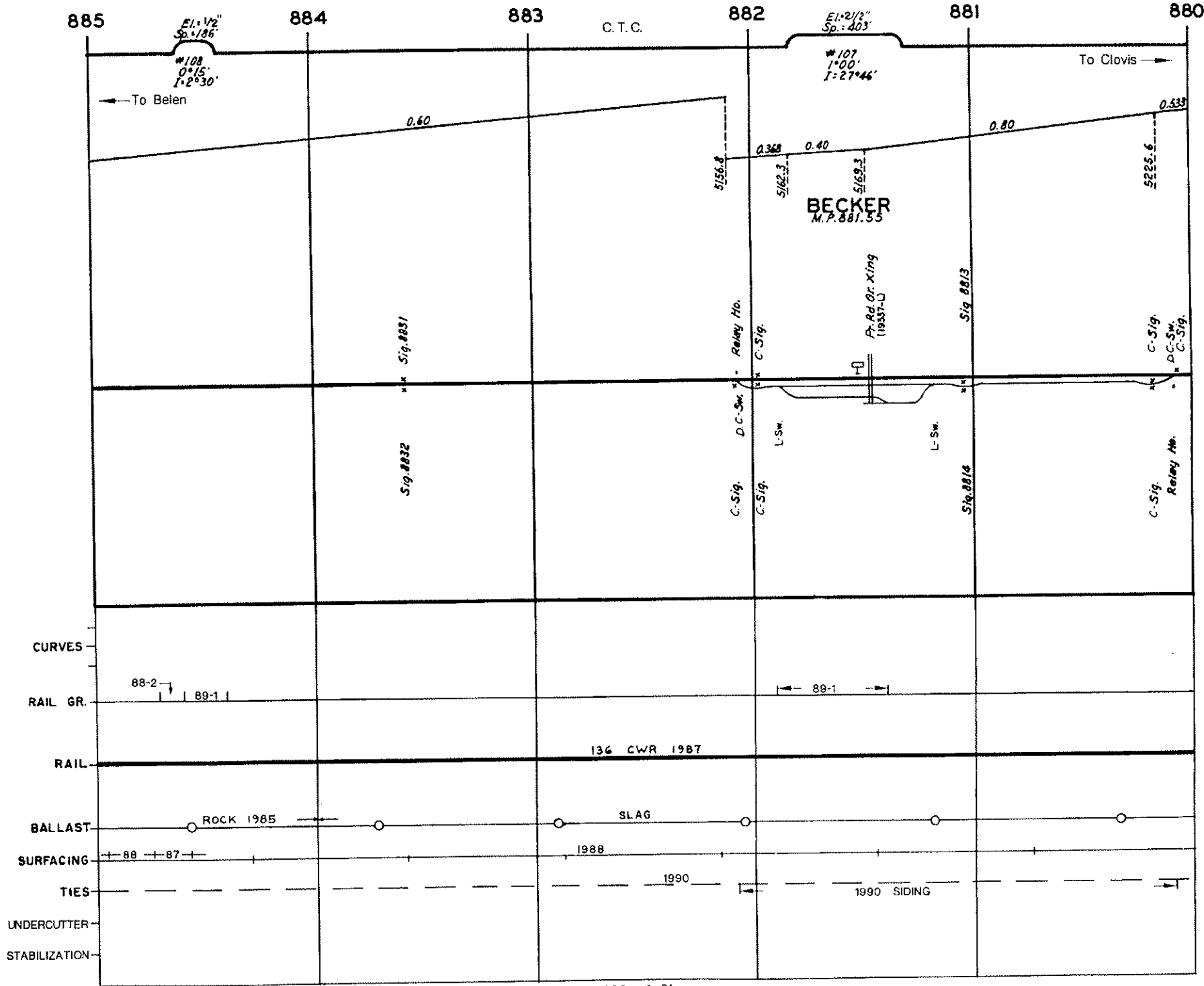
#112
2°00'
T: 56°00'
E1: 4
Sp: 350'

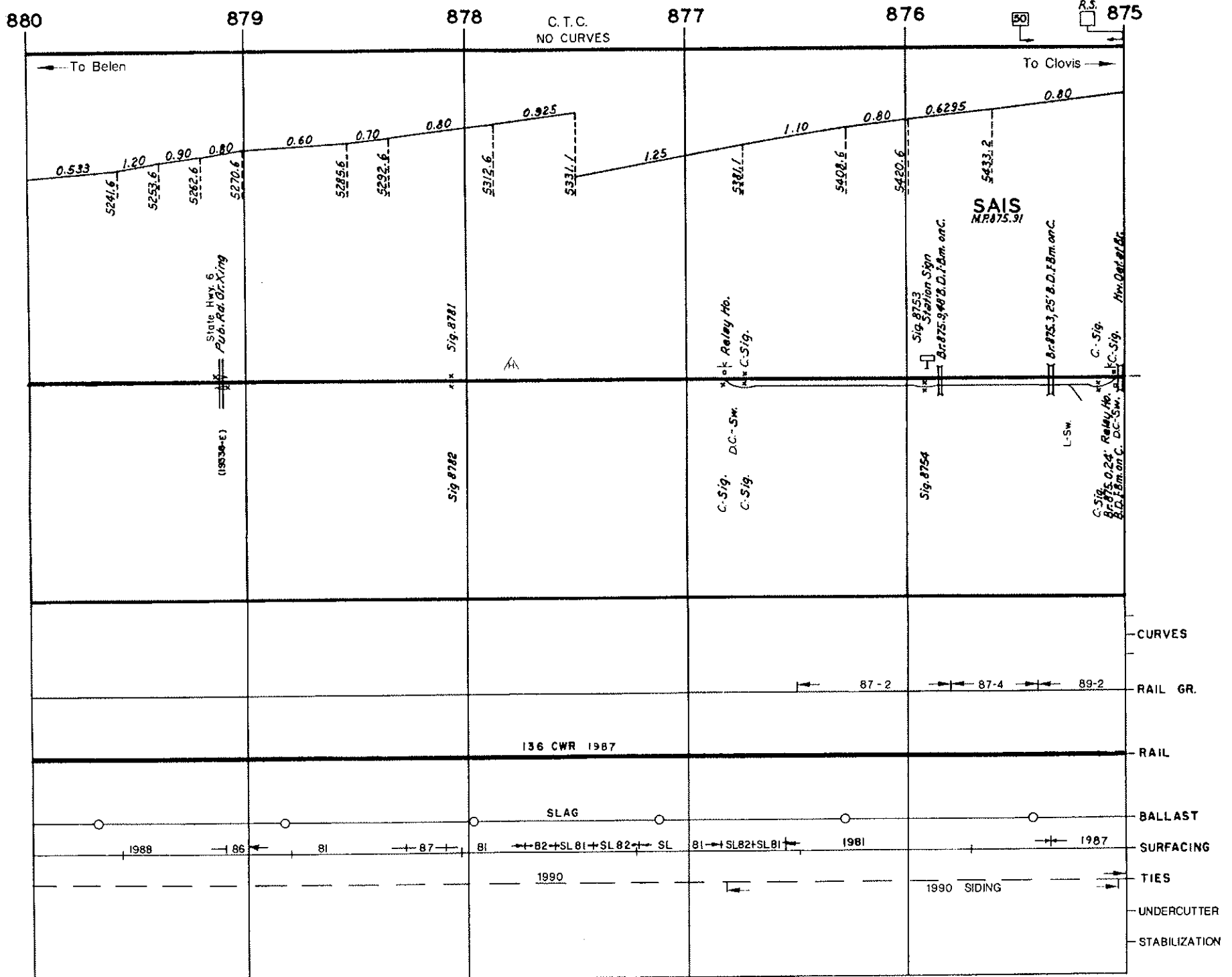
#111
0°44'
T: 13°44'
E1: 2
Sp: 240'

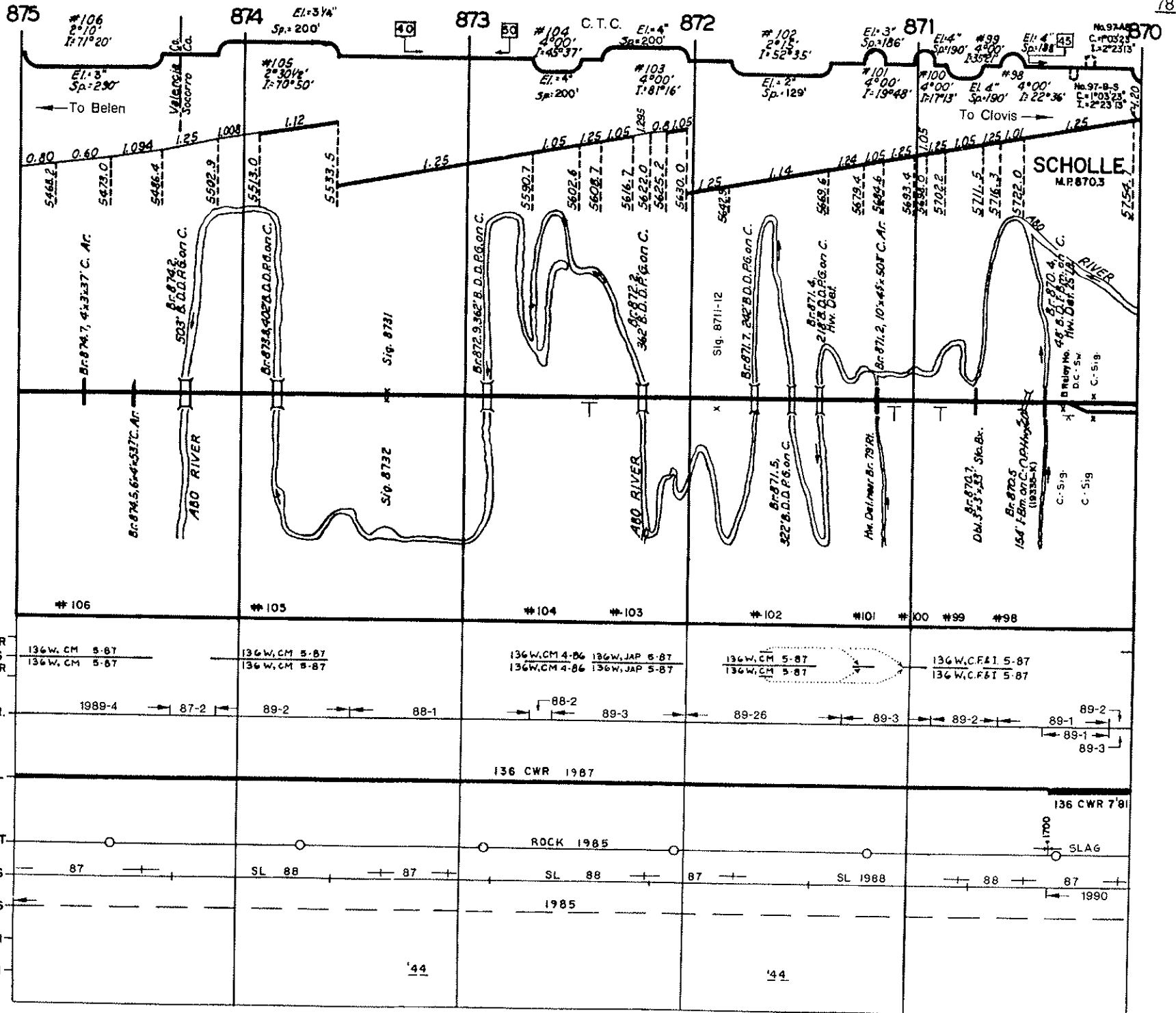
#110
1°00'
T: 38°00'
E1: 2 1/2
Sp: 573'

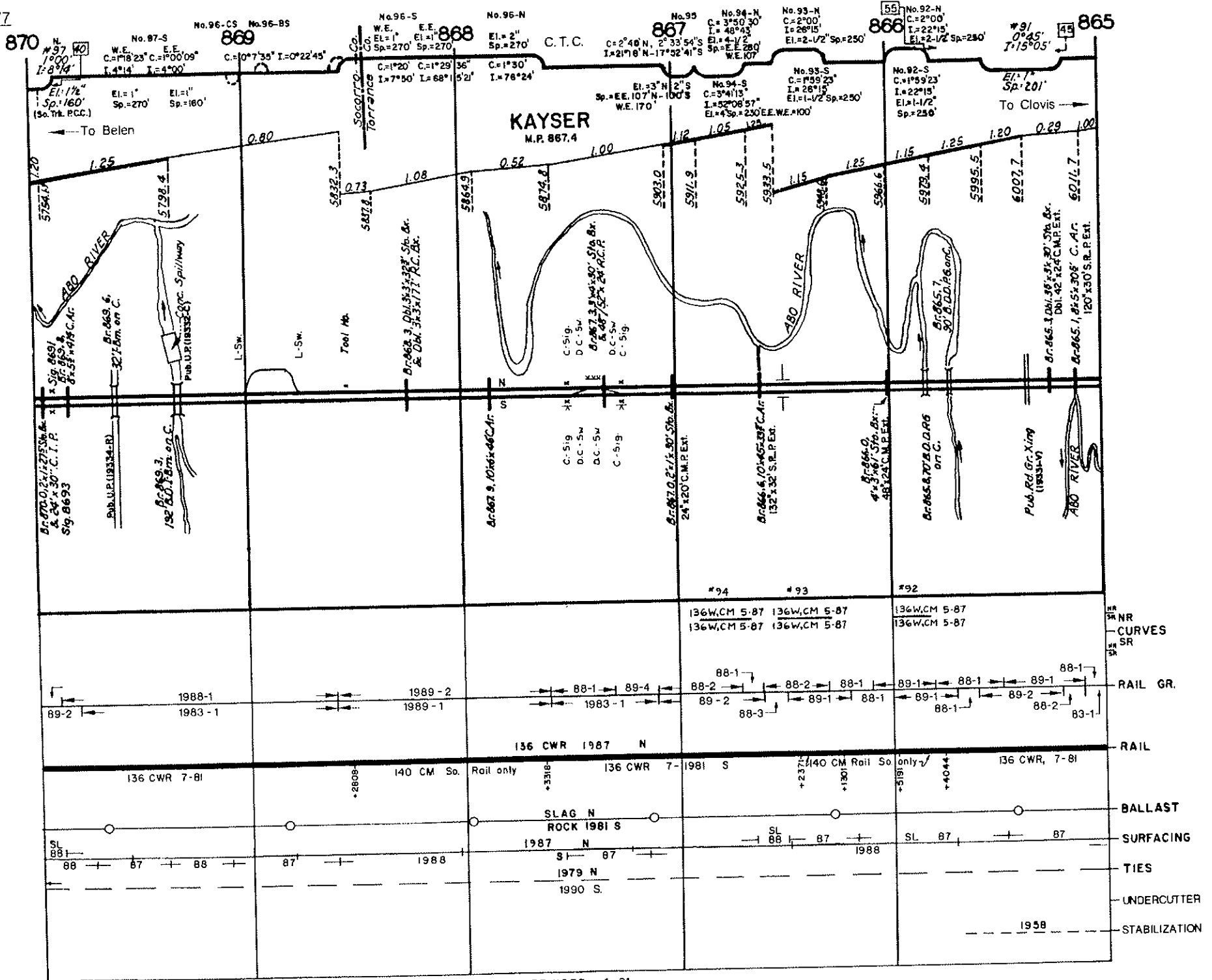
NR						
CURVES	136 W, CM 4-87	136 W, CM 4-87	136 W, CM 4-87	136 W, CM 4-87	136 W, CM 4-87	136 W, CM 4-87
SR						
RAIL GR.	88-2, 88-3, 89-2, 89-3	87-2, 89-1, 89-2	88-1, 89-2	88-1, 89-2	89-2	
(RAIL GR.) Trk 138-FRT. MAIN (RAIL)	88-2, 88-3					
RAIL	*131 CWR - 1973			136 CWR 1987		
BALLAST			ROCK 1985			
SURFACING	FRT. MAIN 1990		1987			
TIES		N, S	1990, 1990			
UNDERCUTTER						
STABILIZATION	1955	'44, 1955	44, 1955	1944, 1955	'44, 1955	

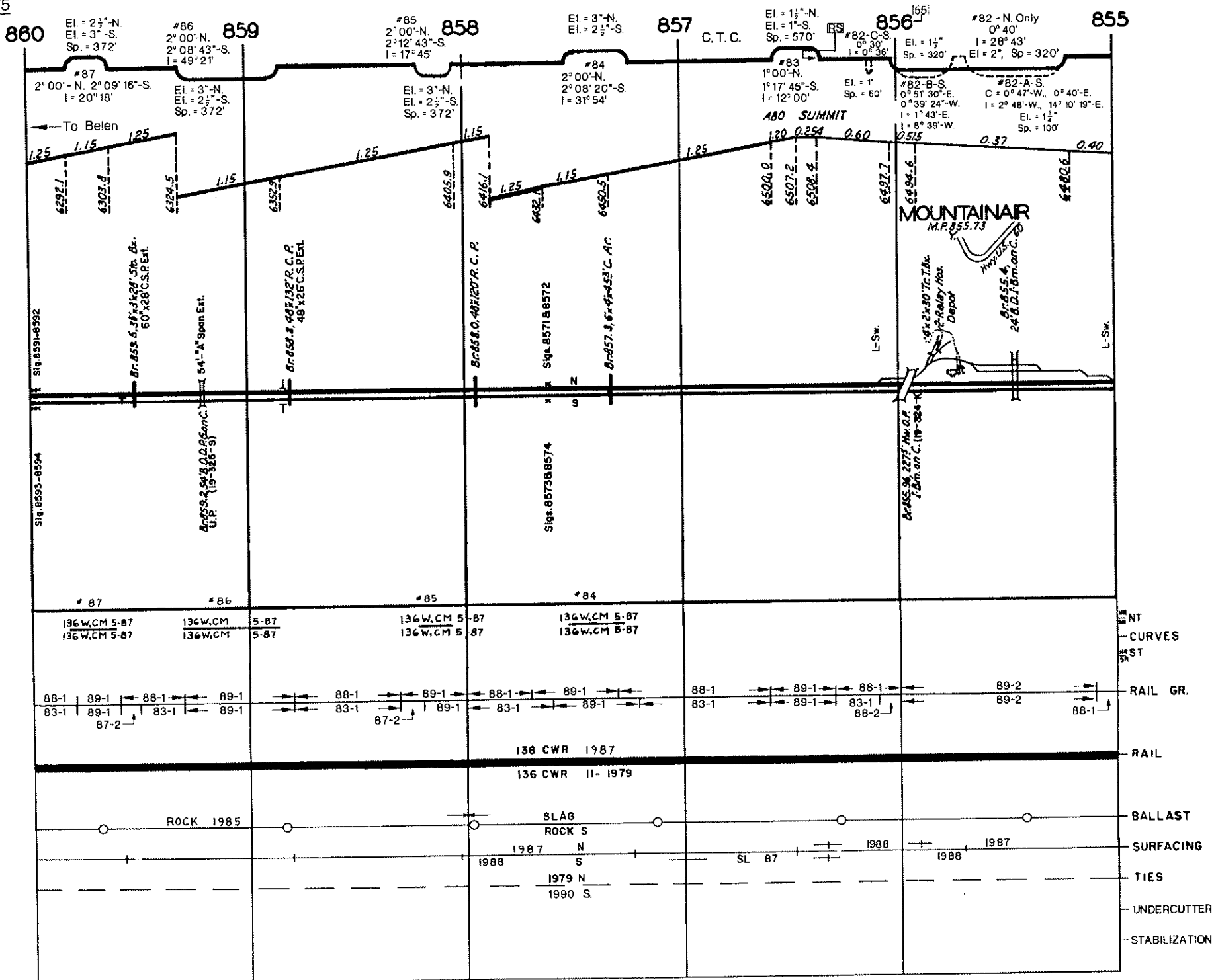


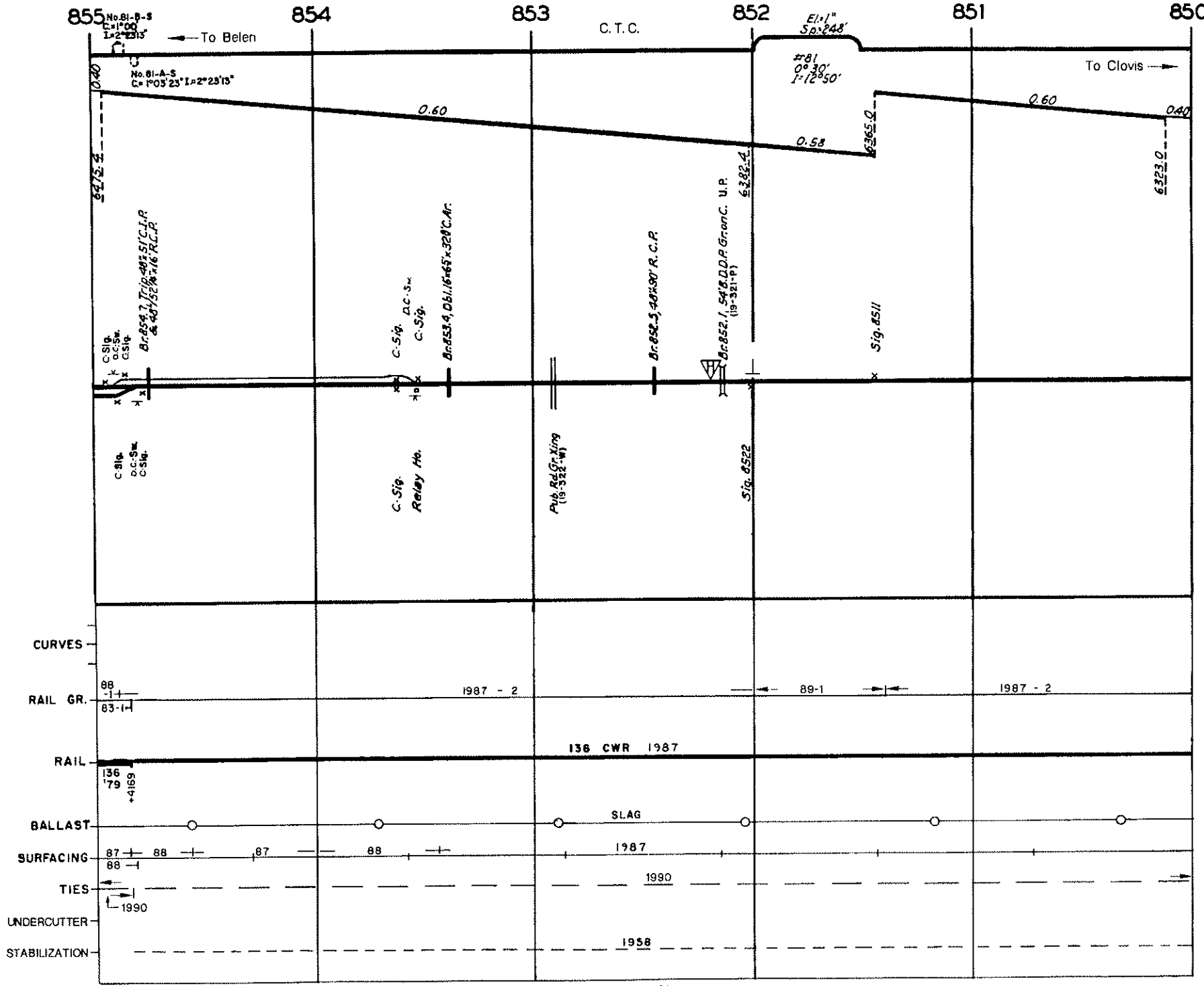


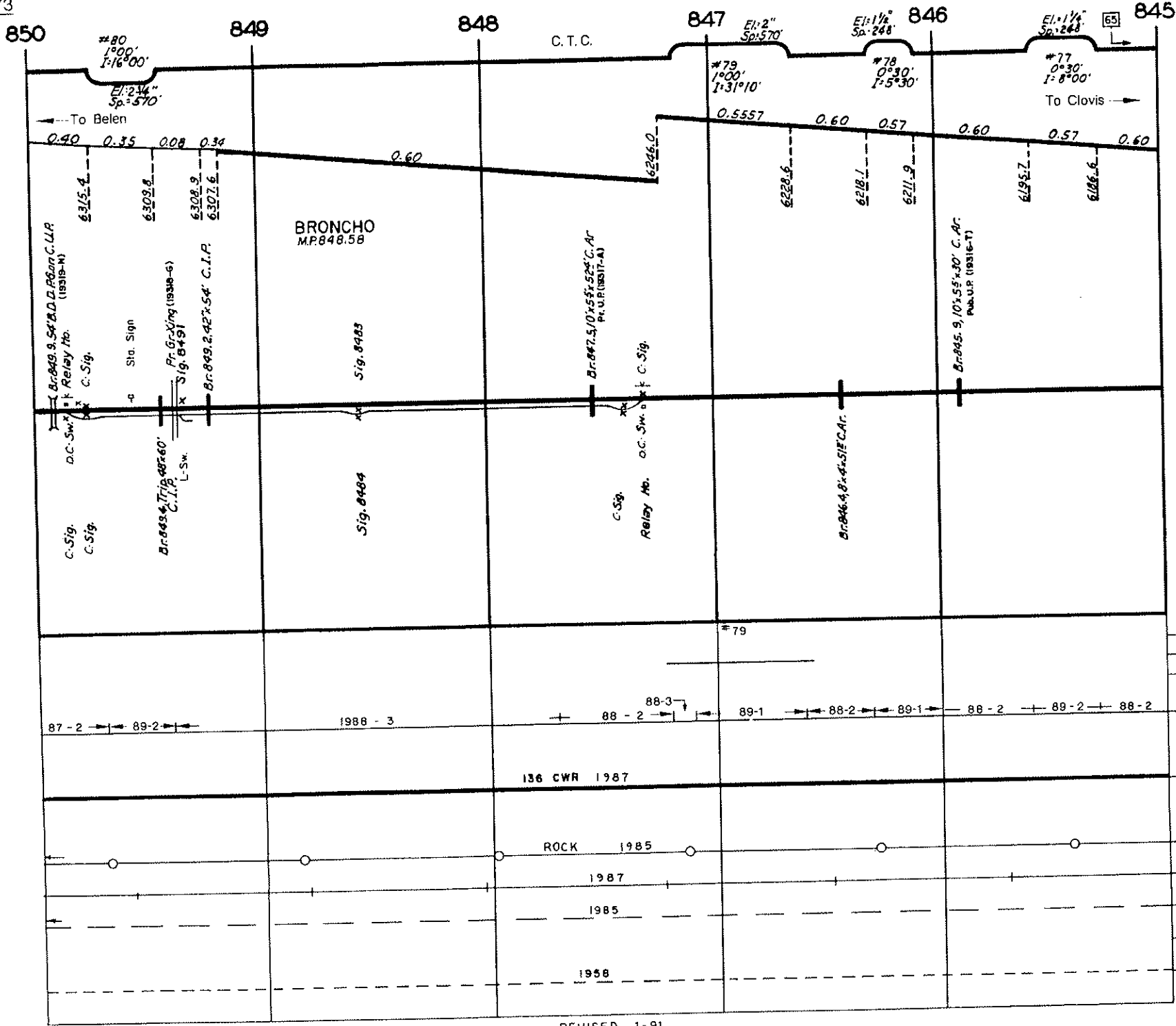


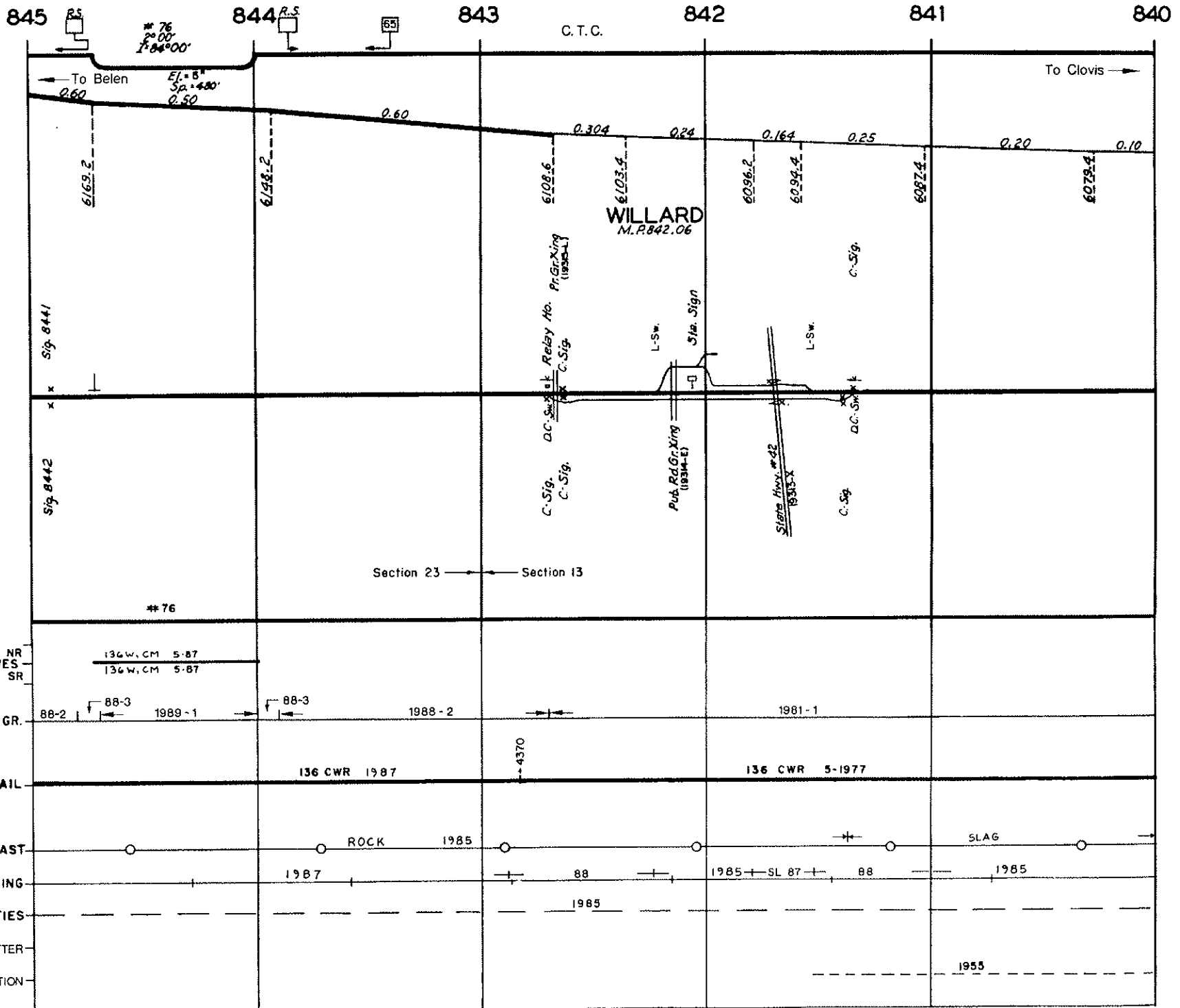


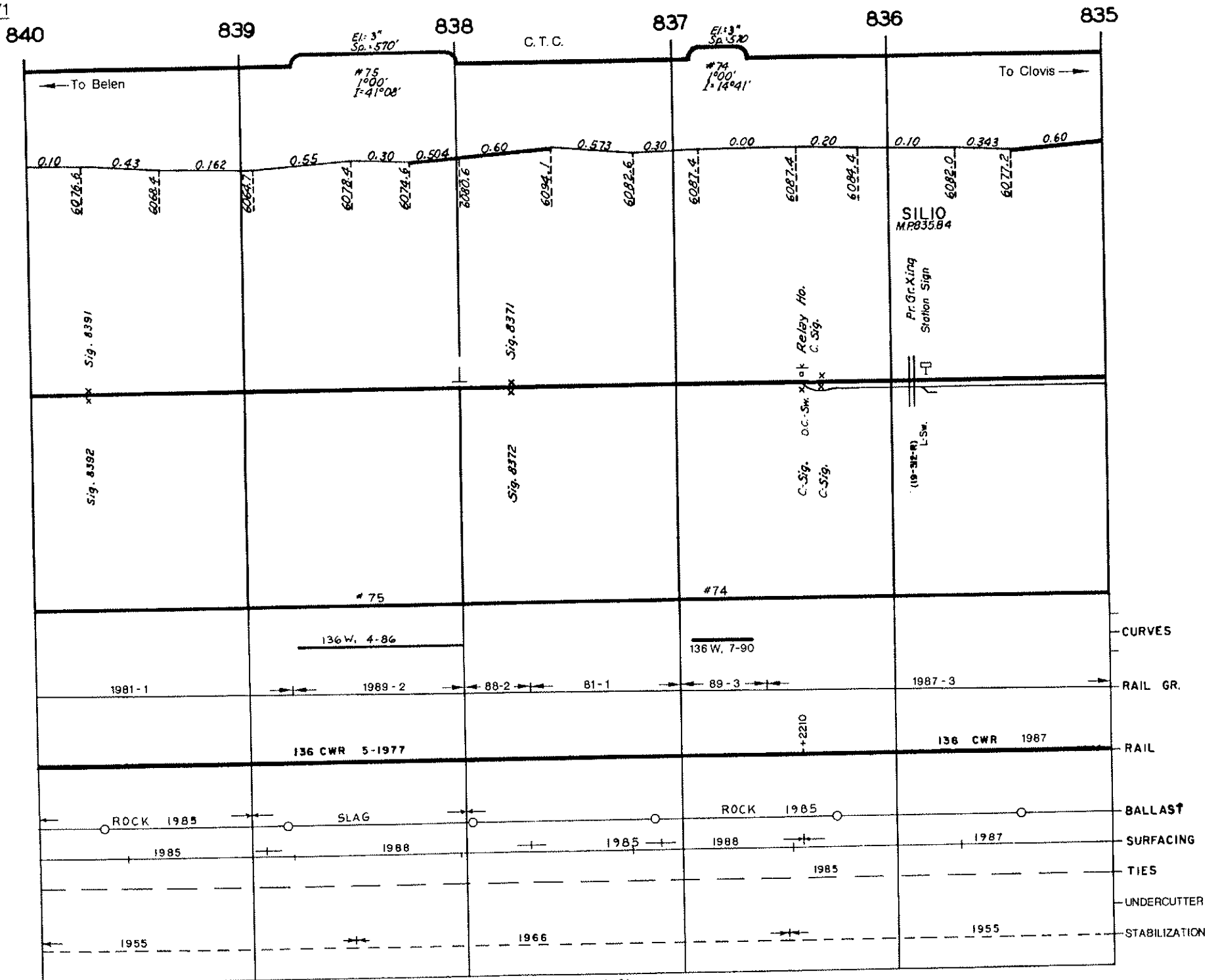


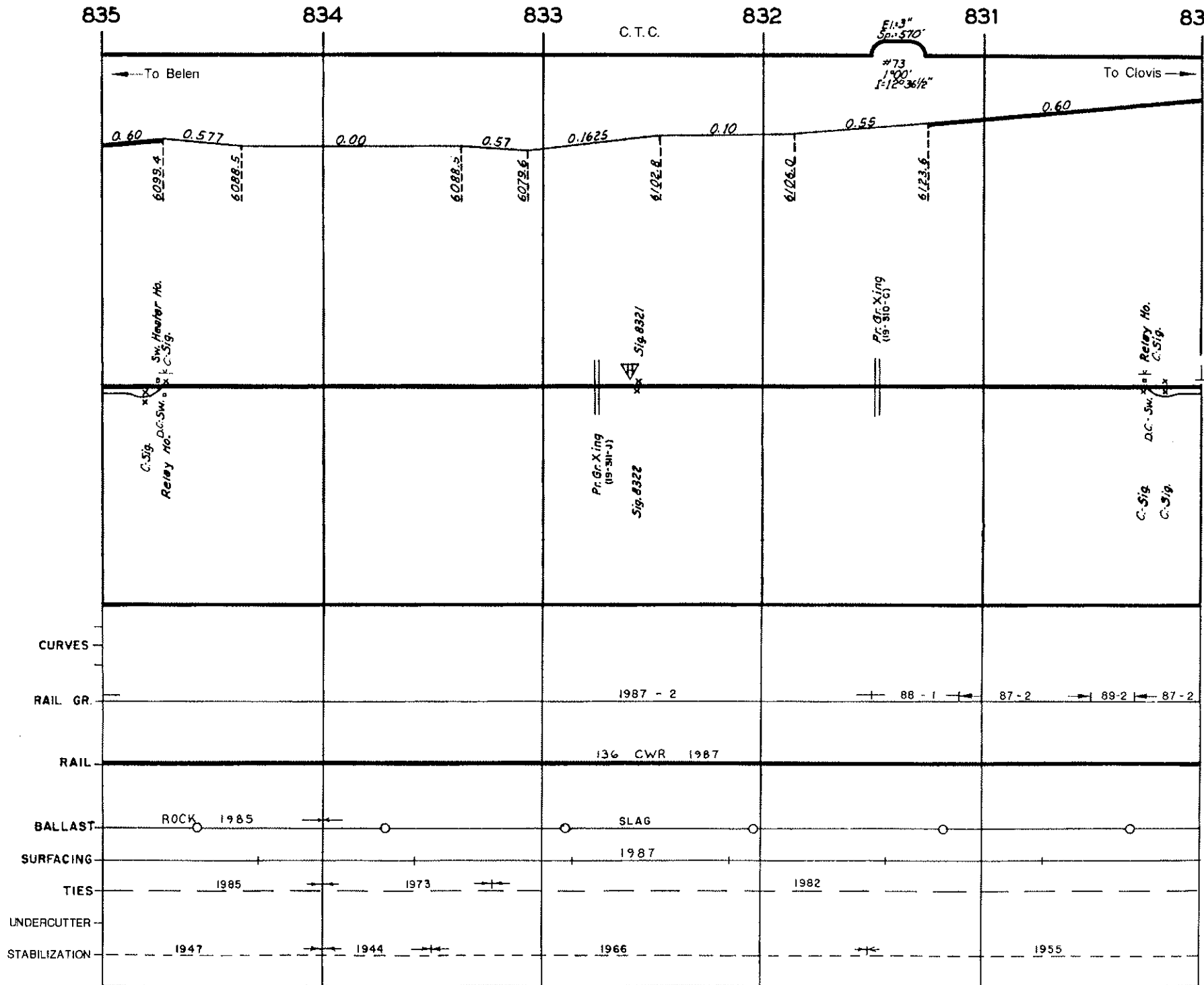












830

829

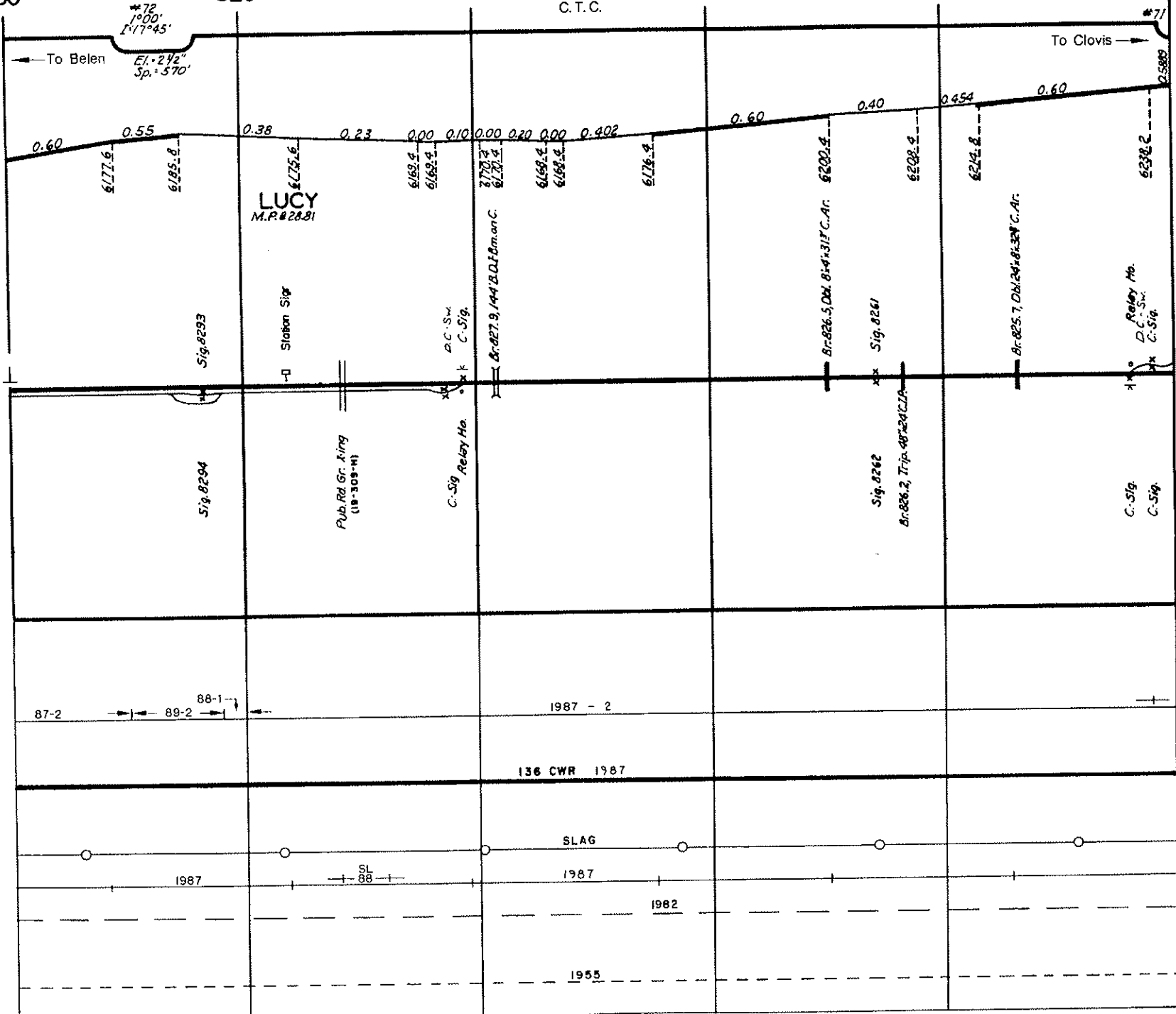
828

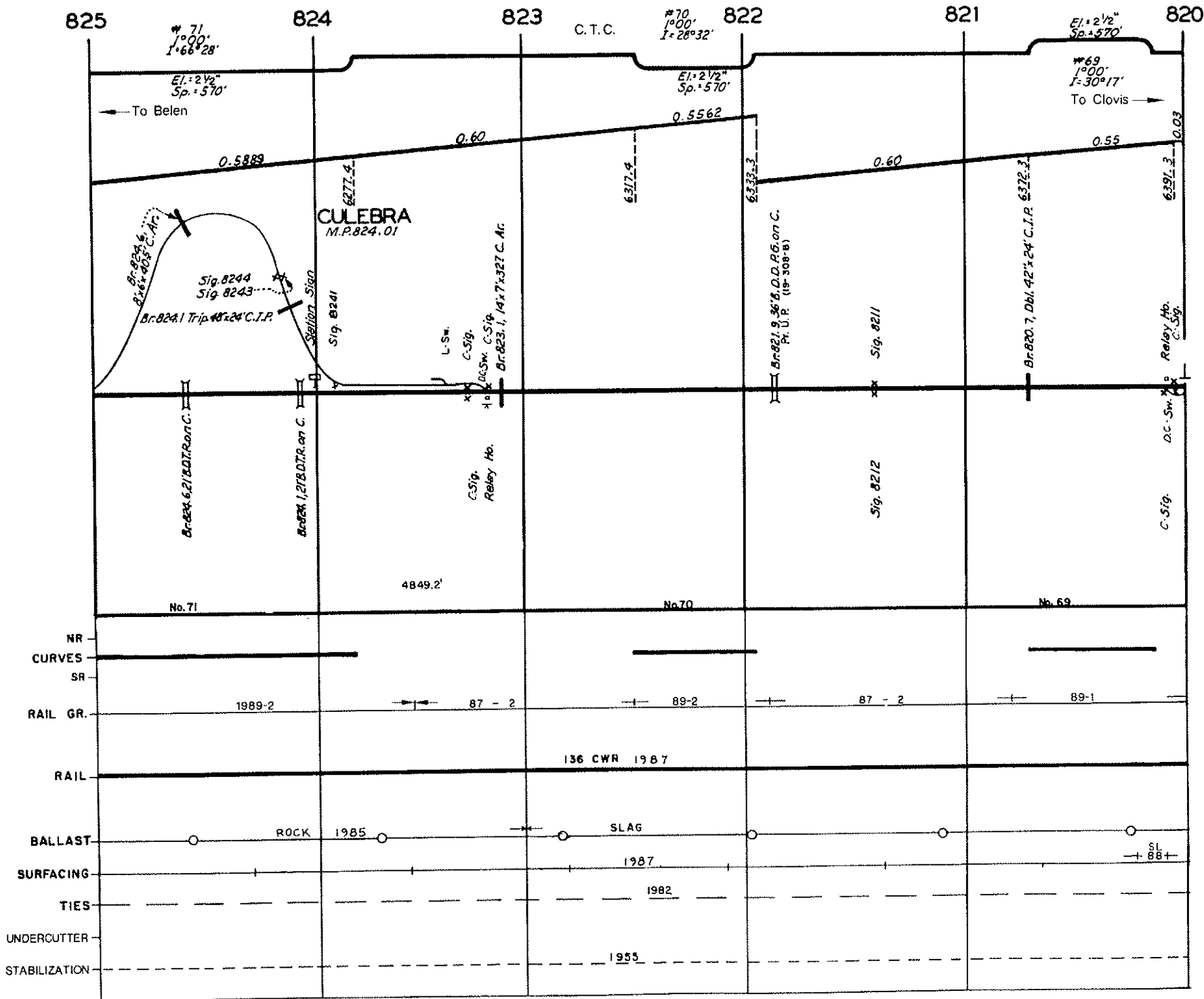
827

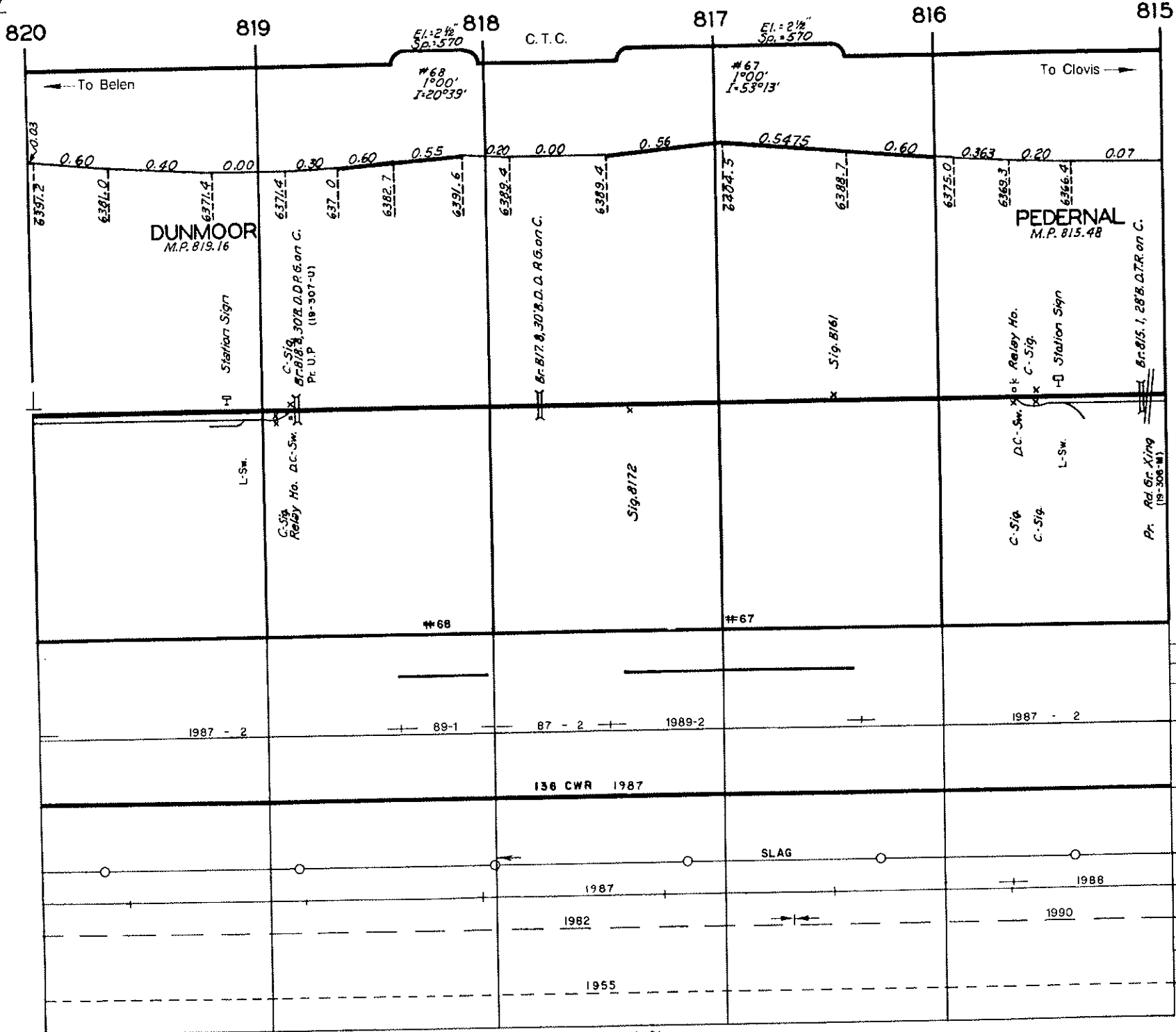
826

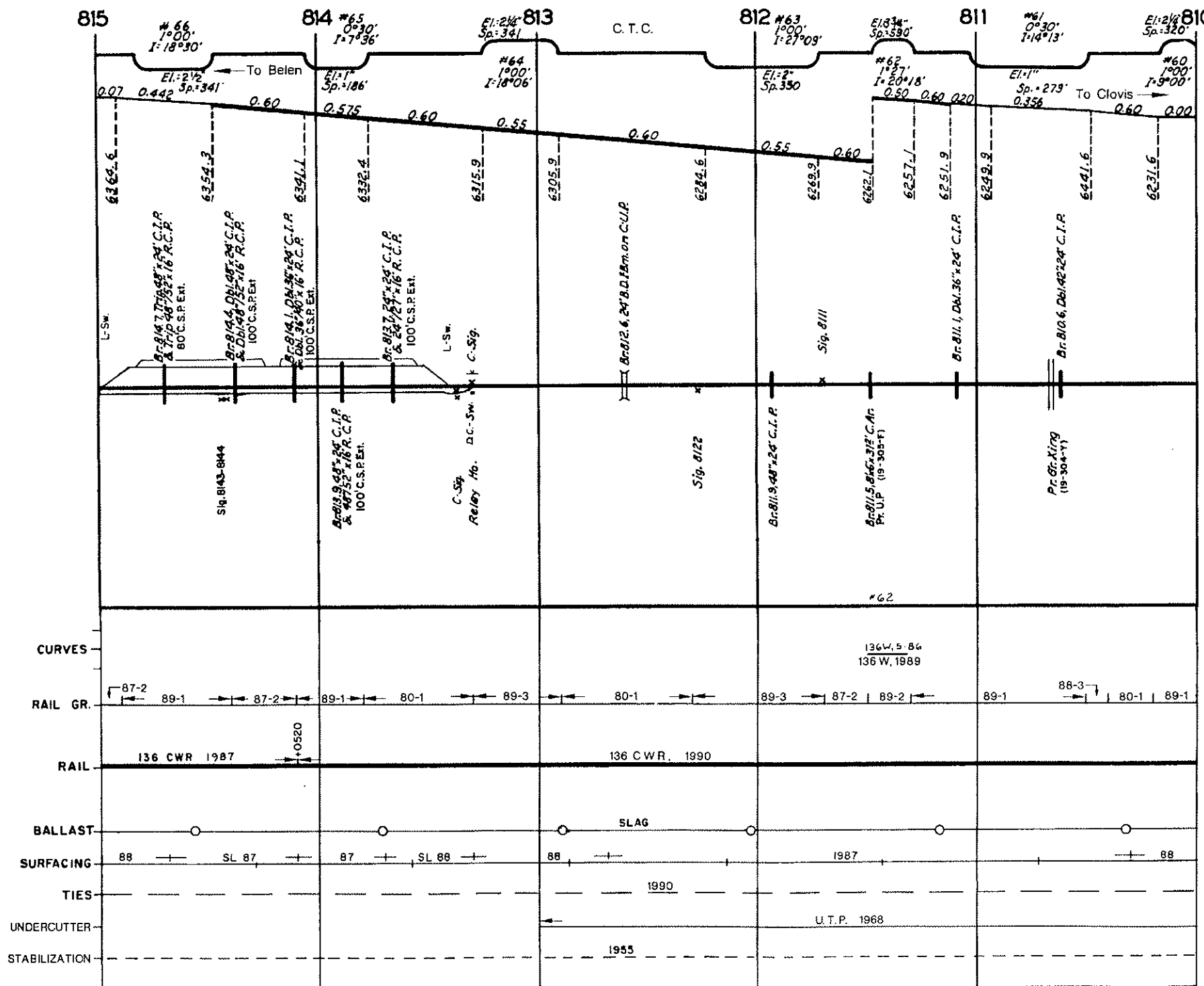
825

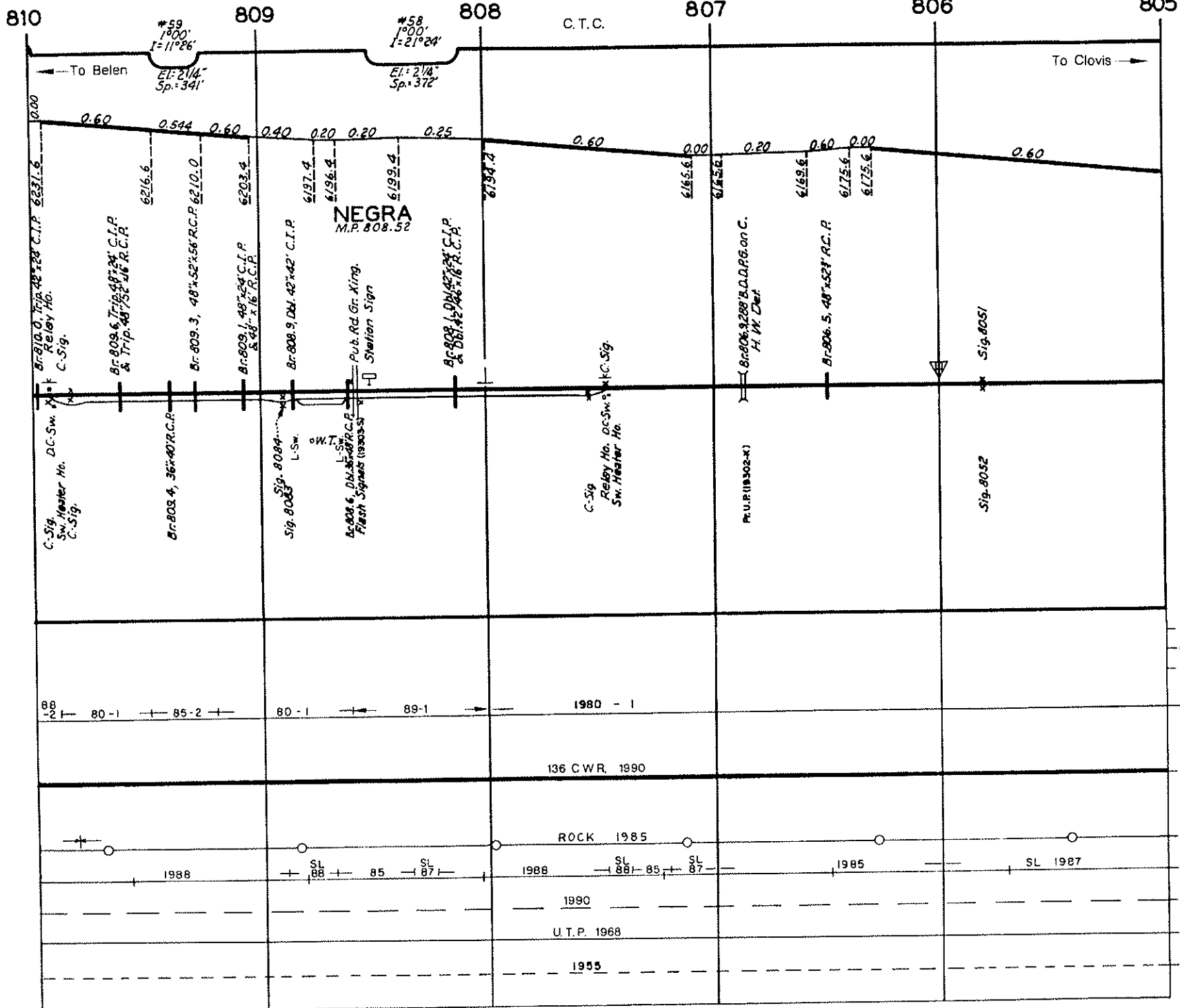
C.T.C.

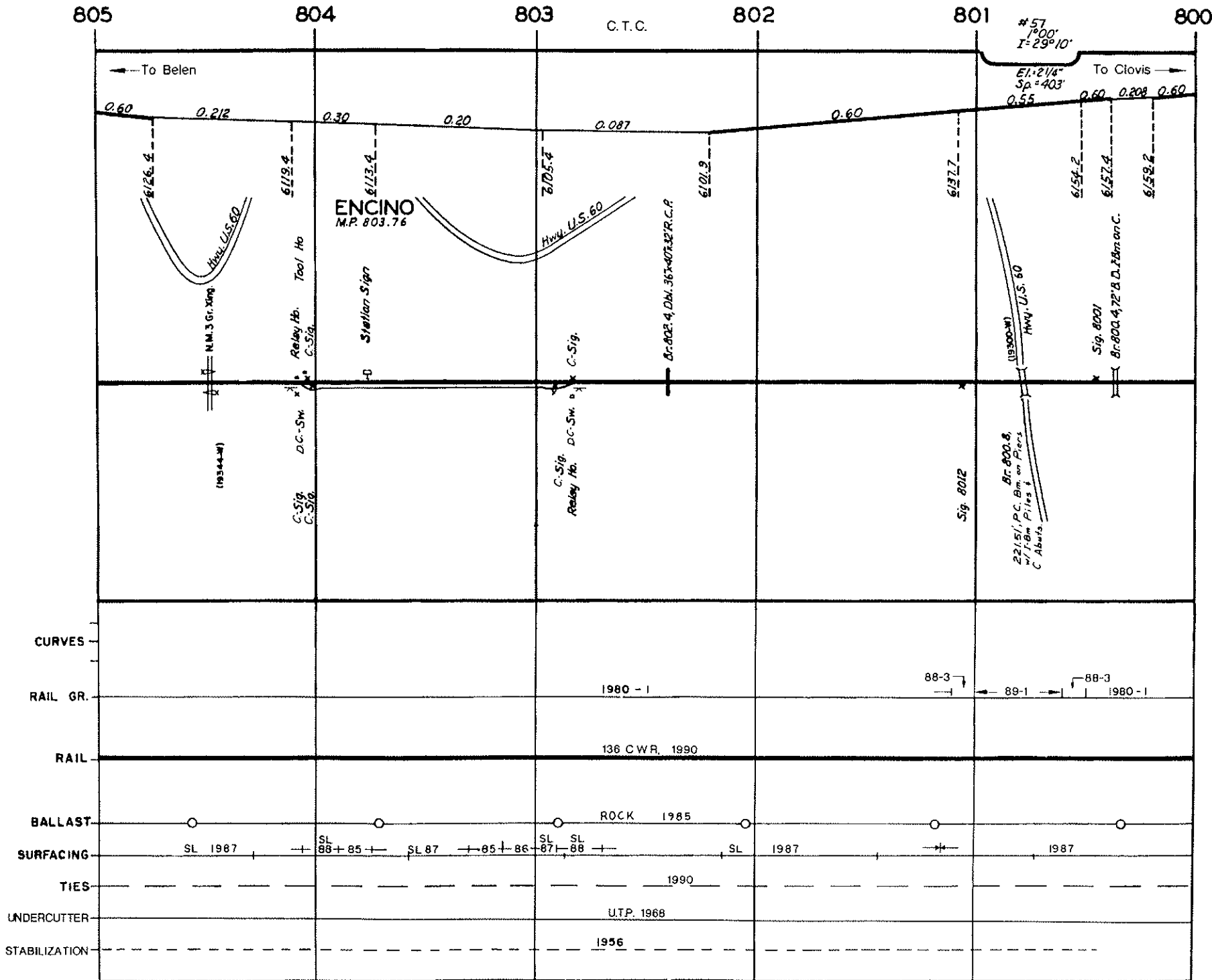


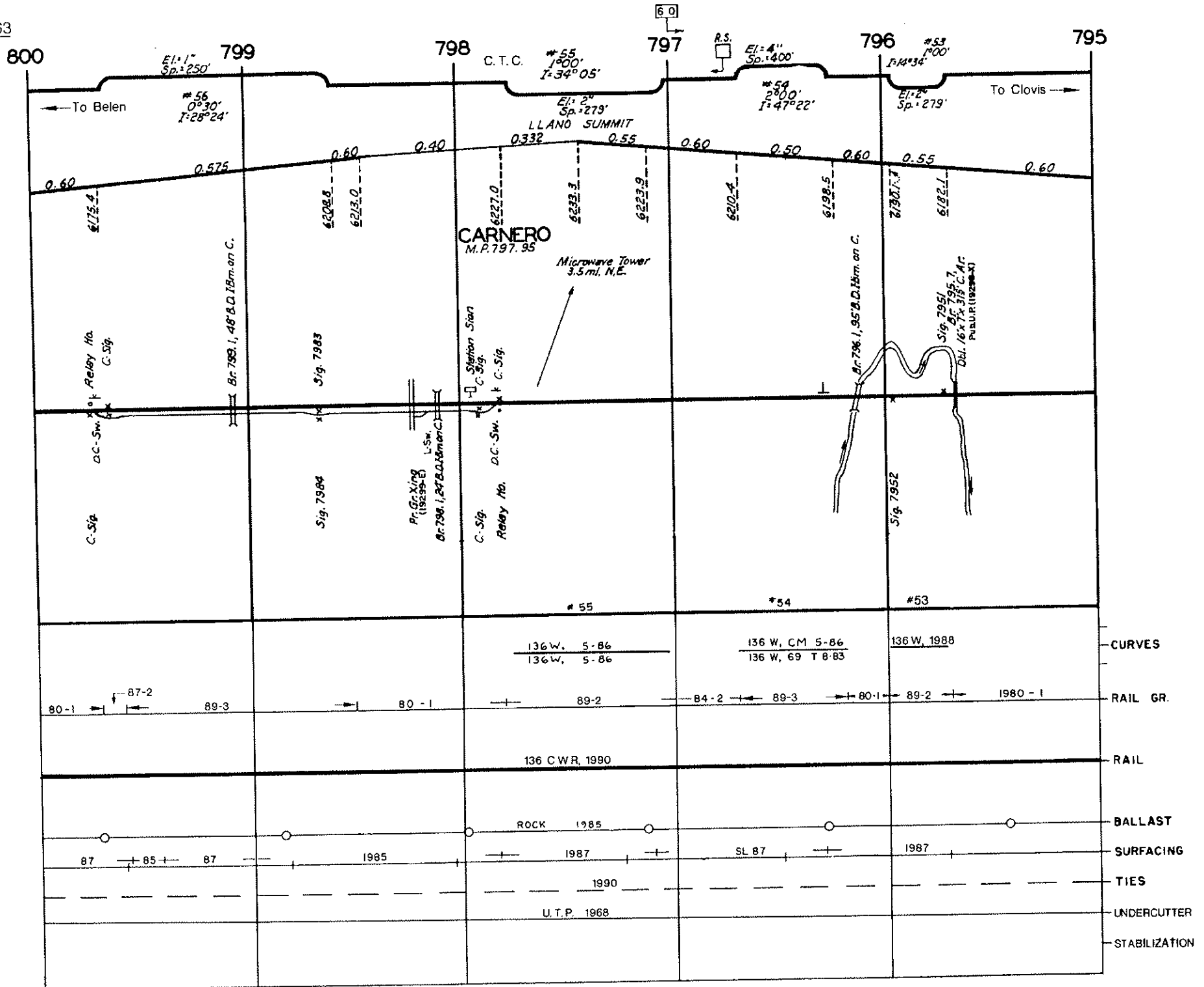


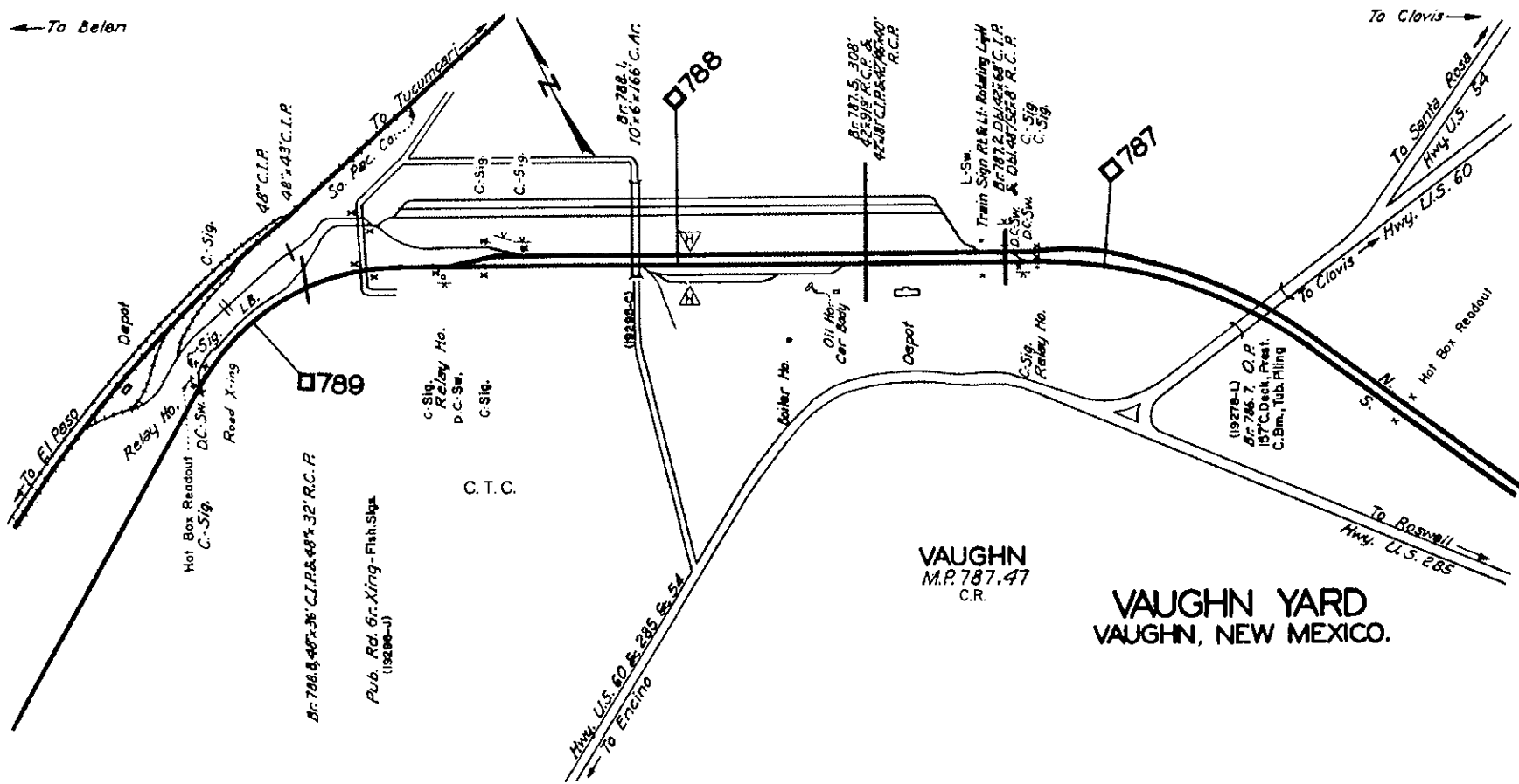






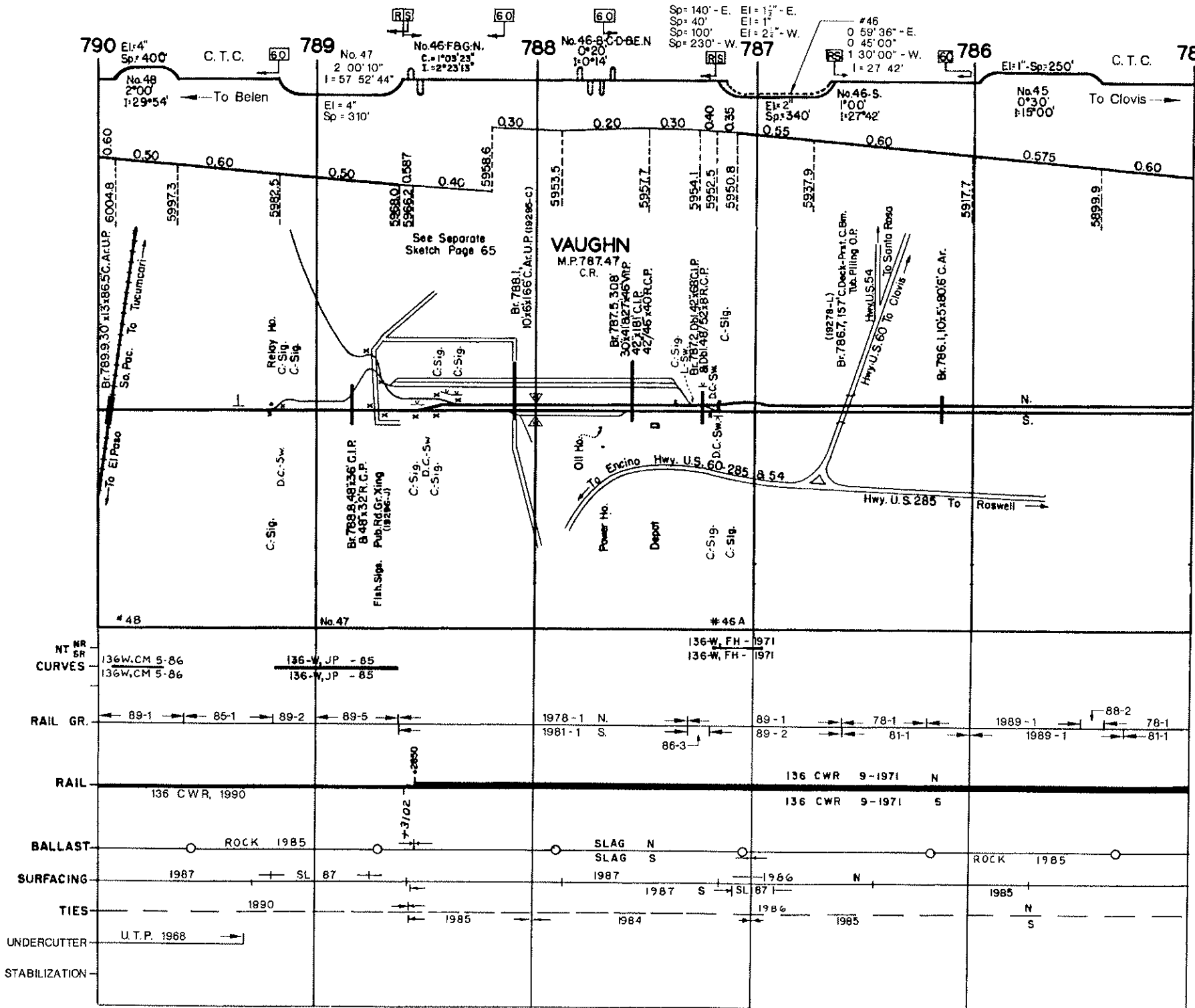


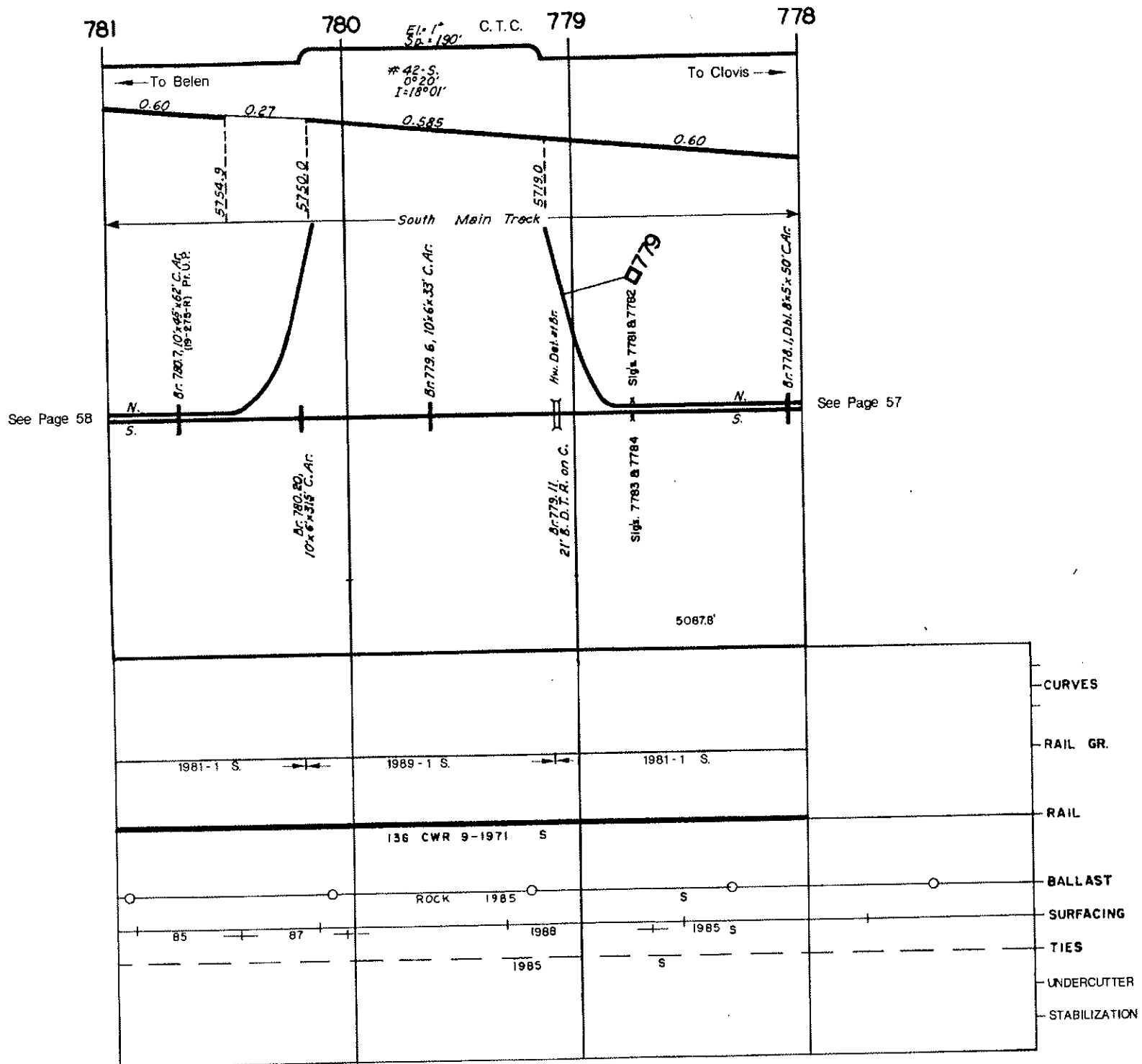


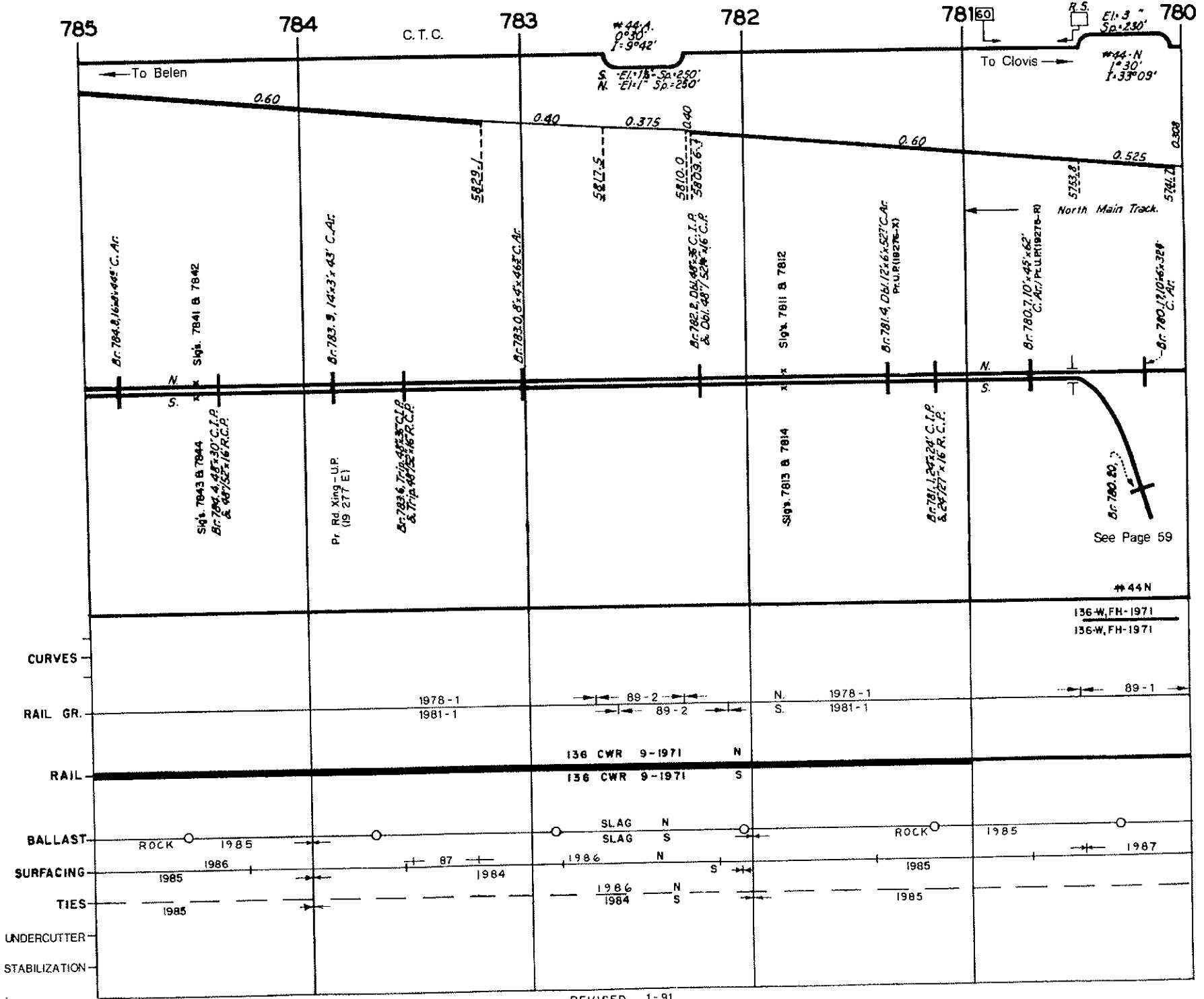


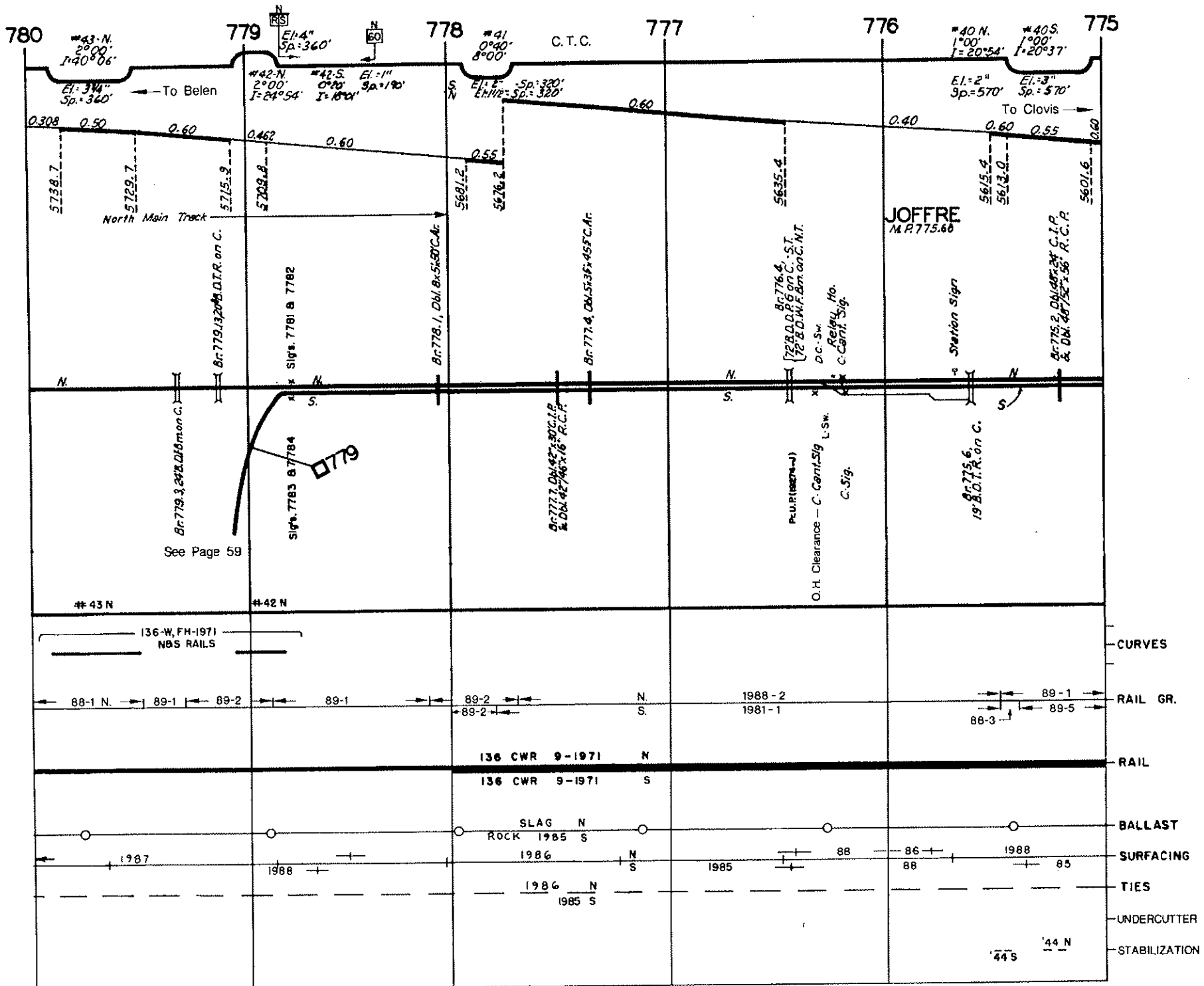
VAUGHN
 M.P. 787.47
 C.R.

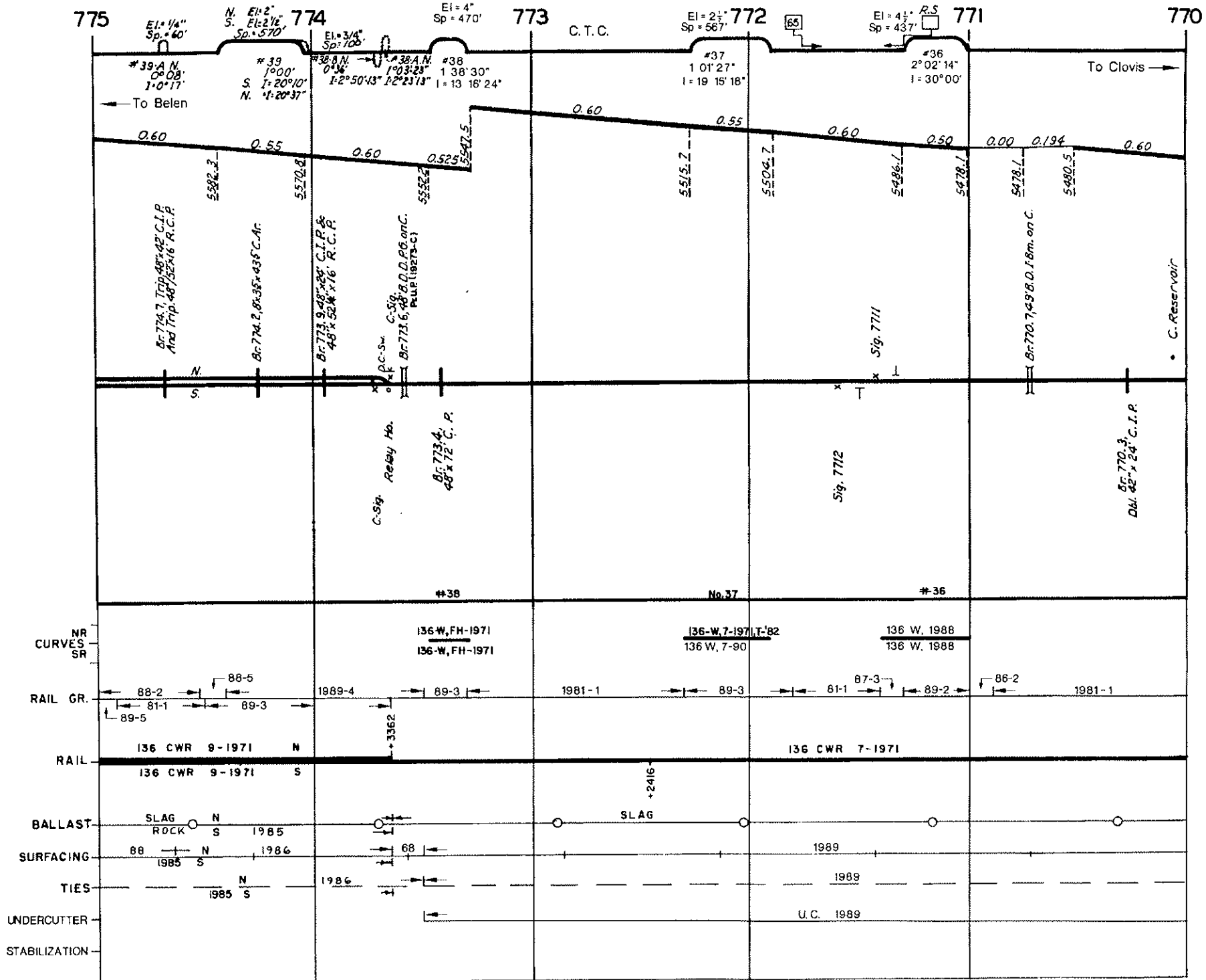
VAUGHN YARD
 VAUGHN, NEW MEXICO.

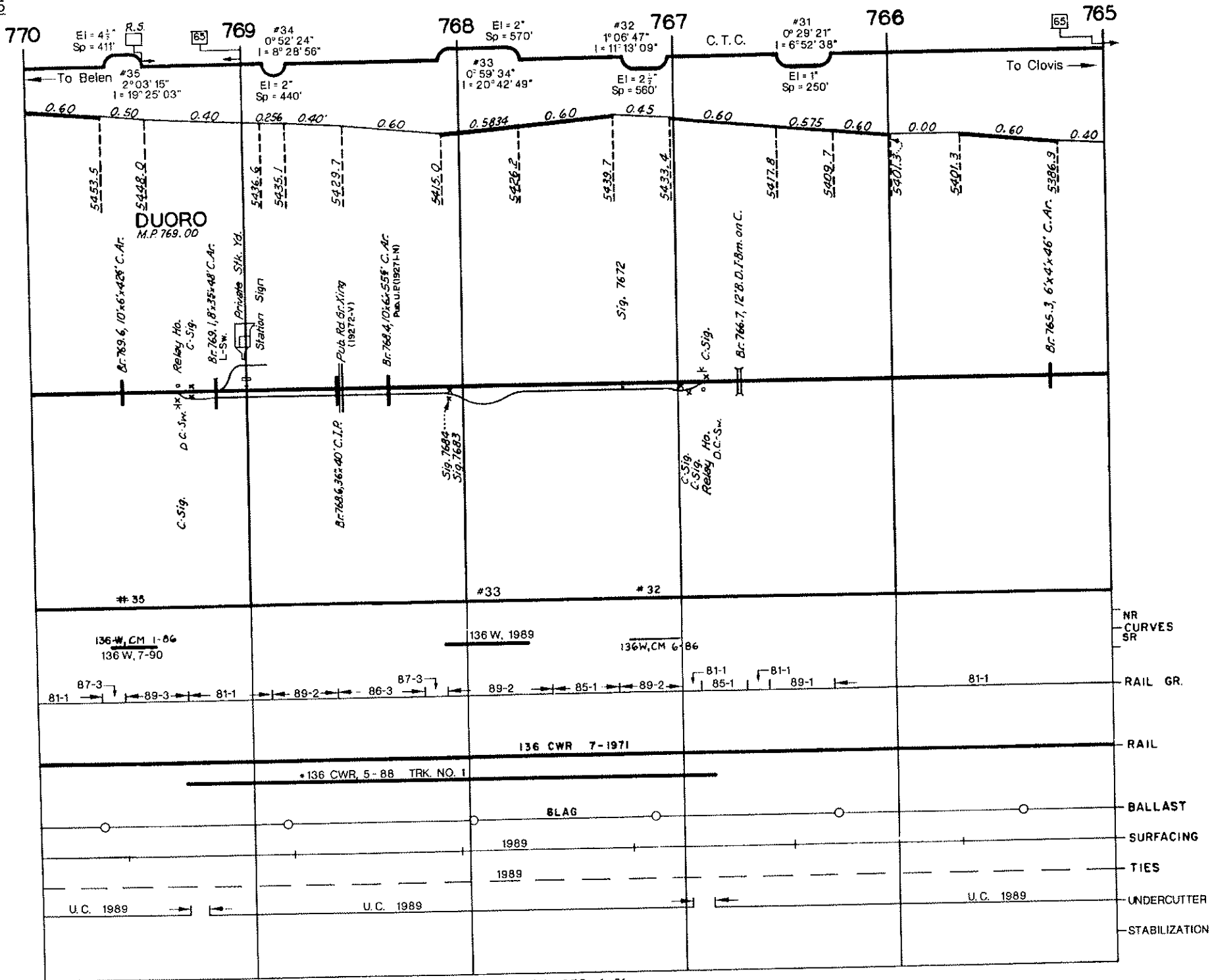


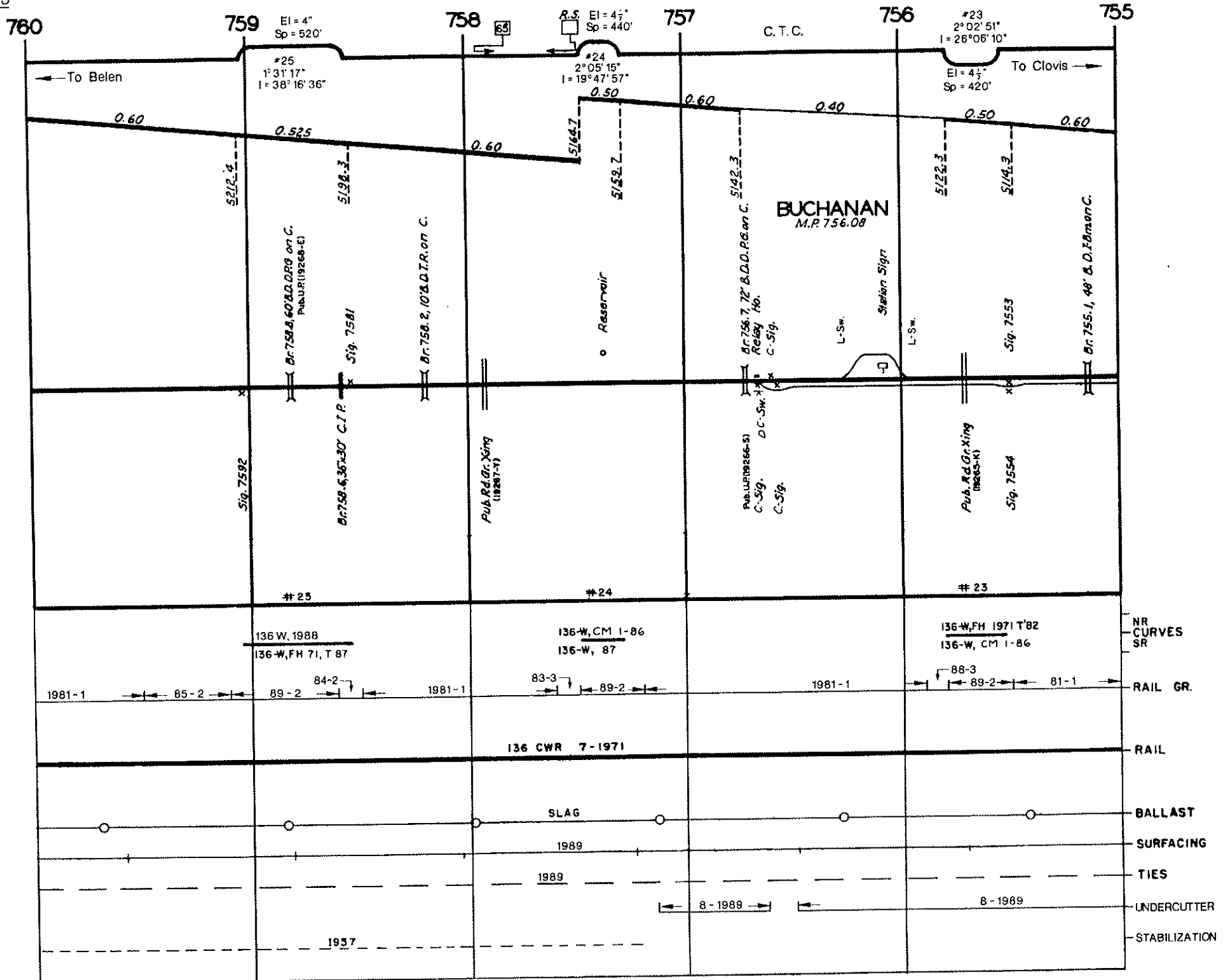


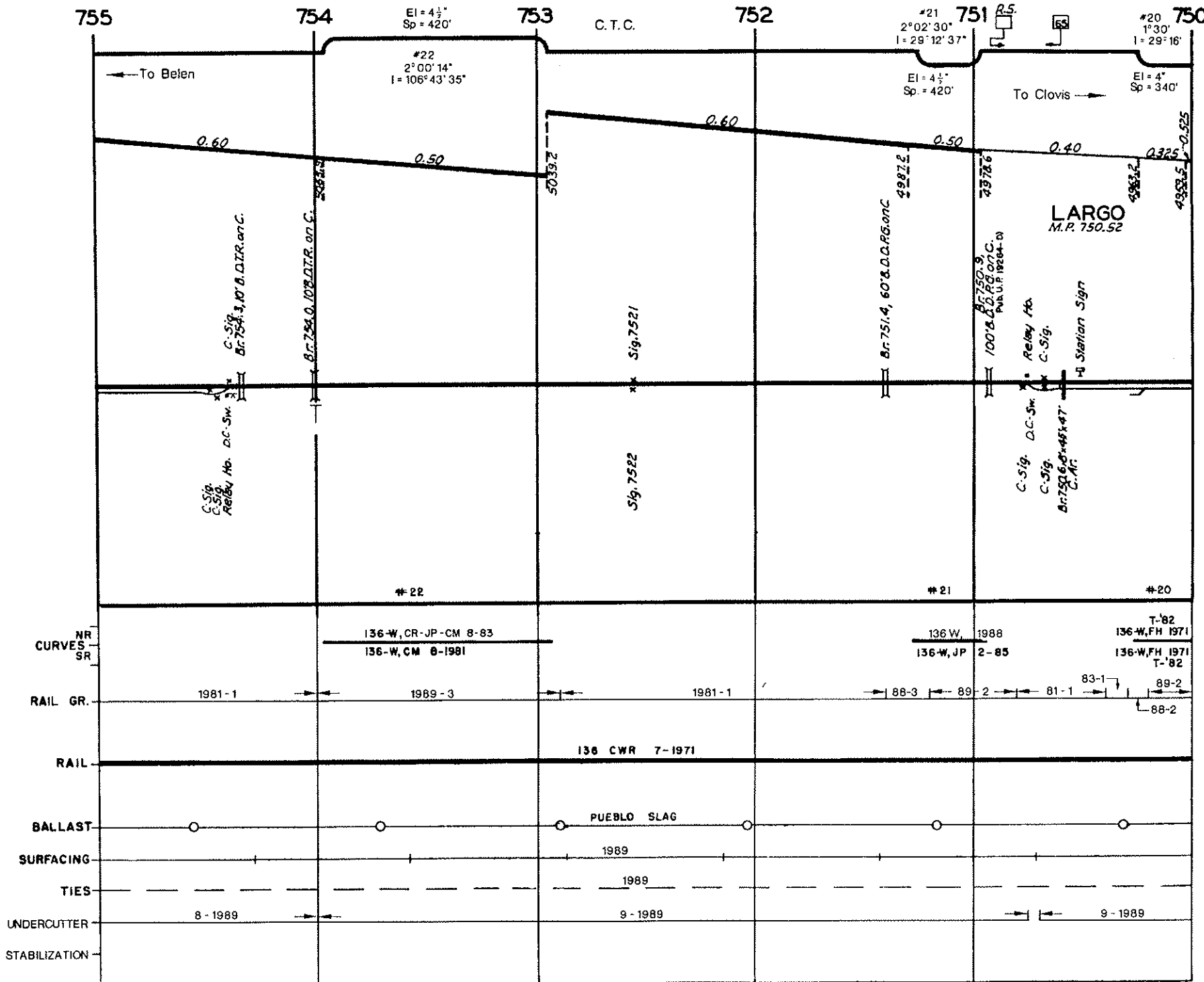


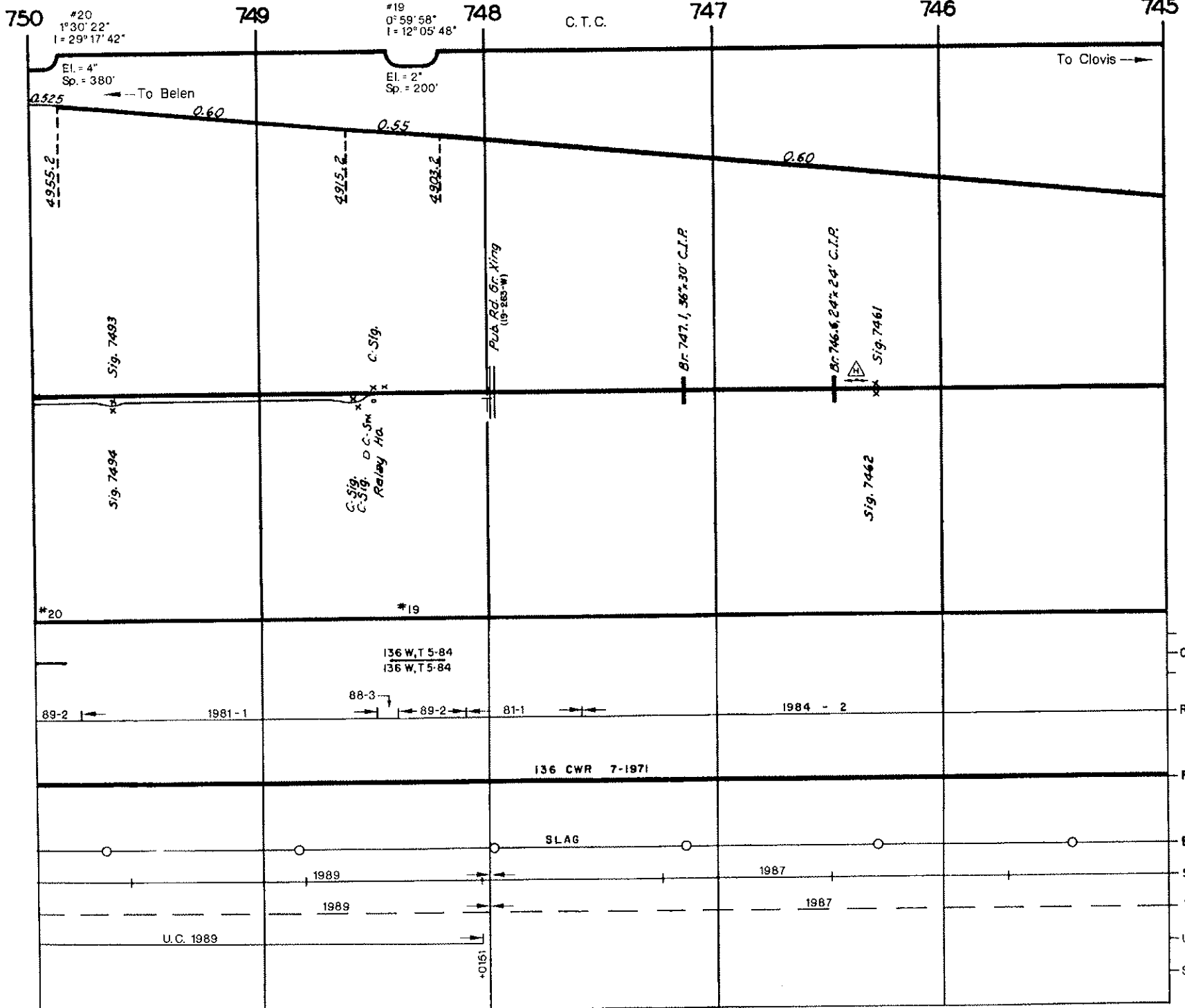


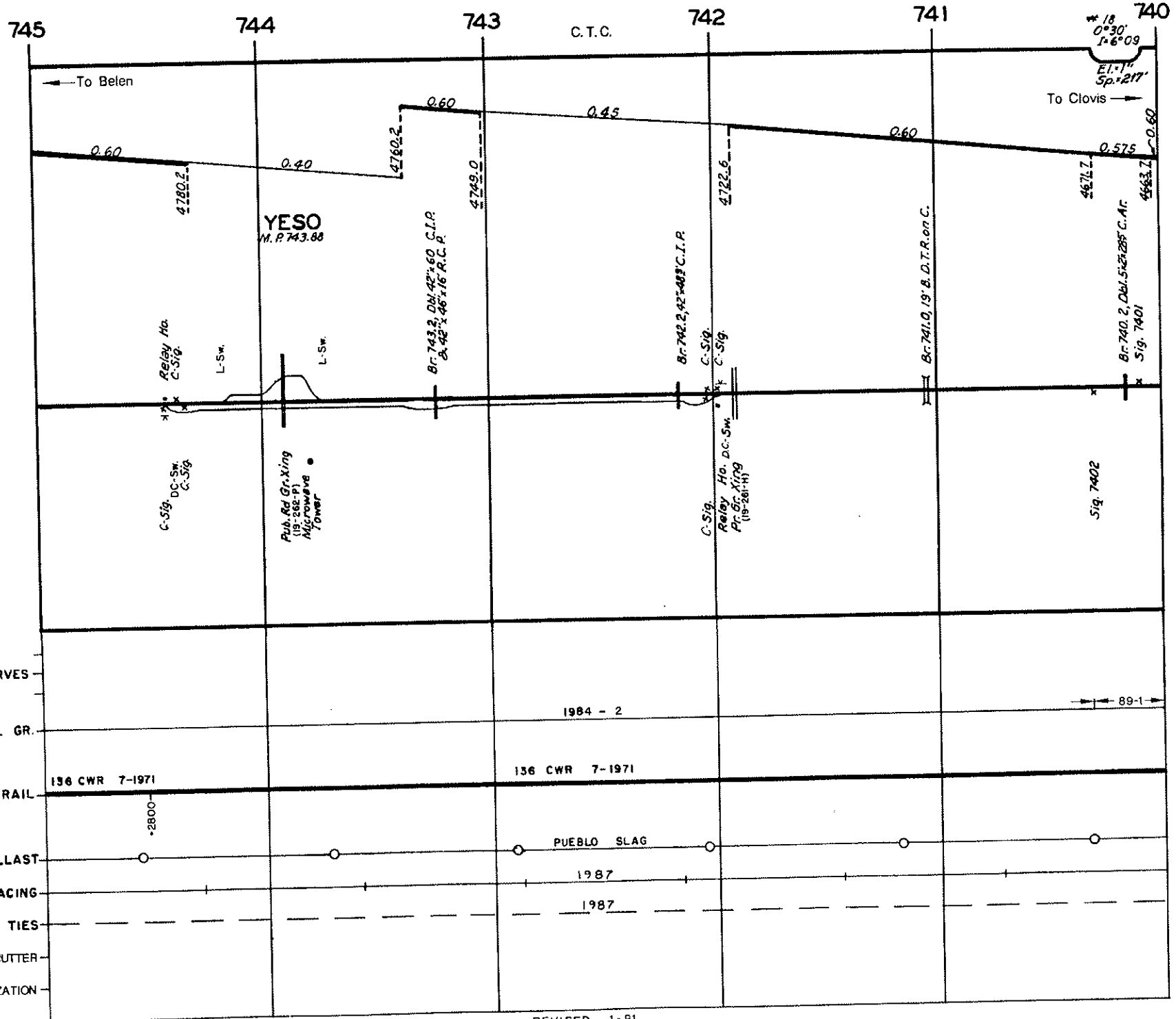


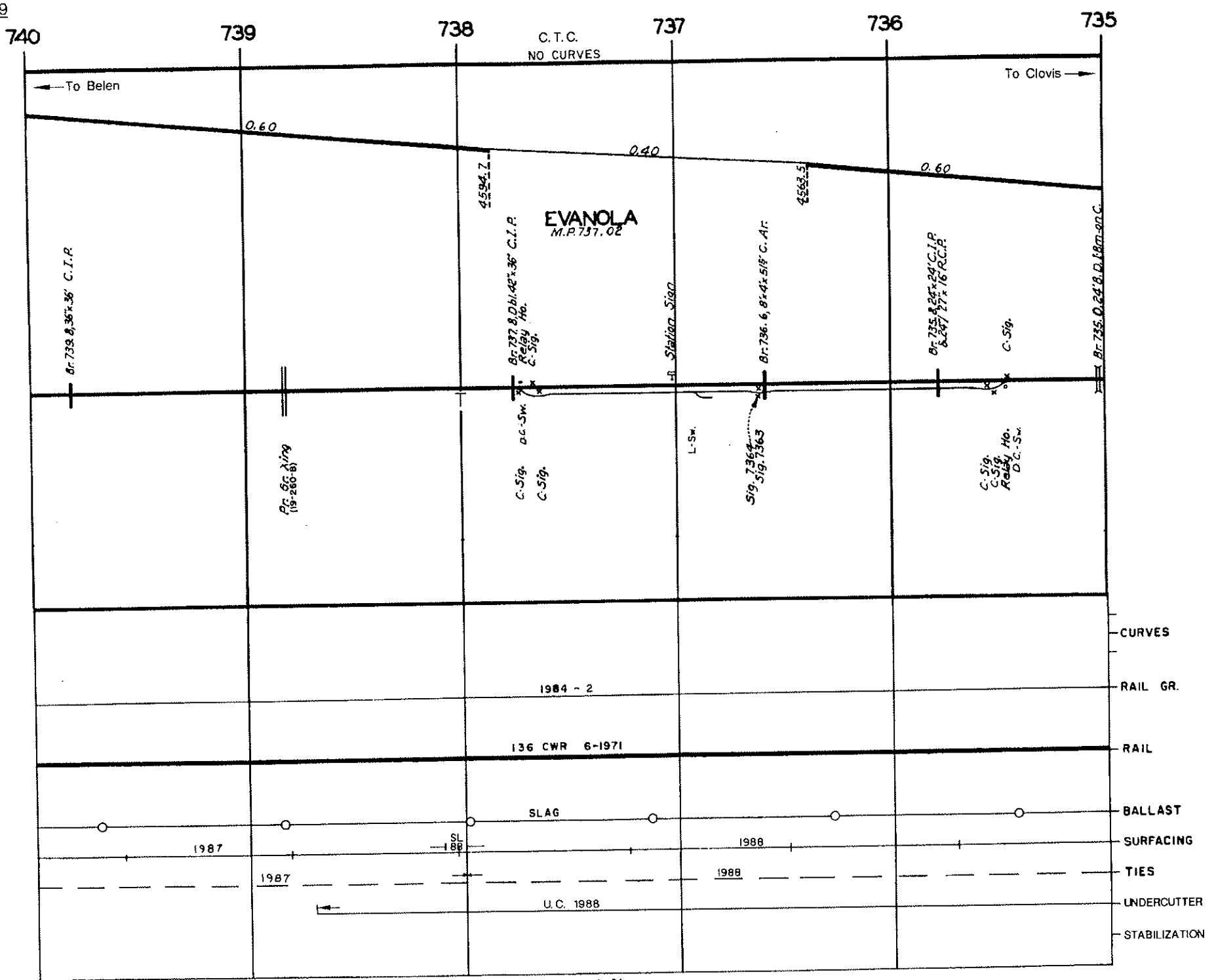


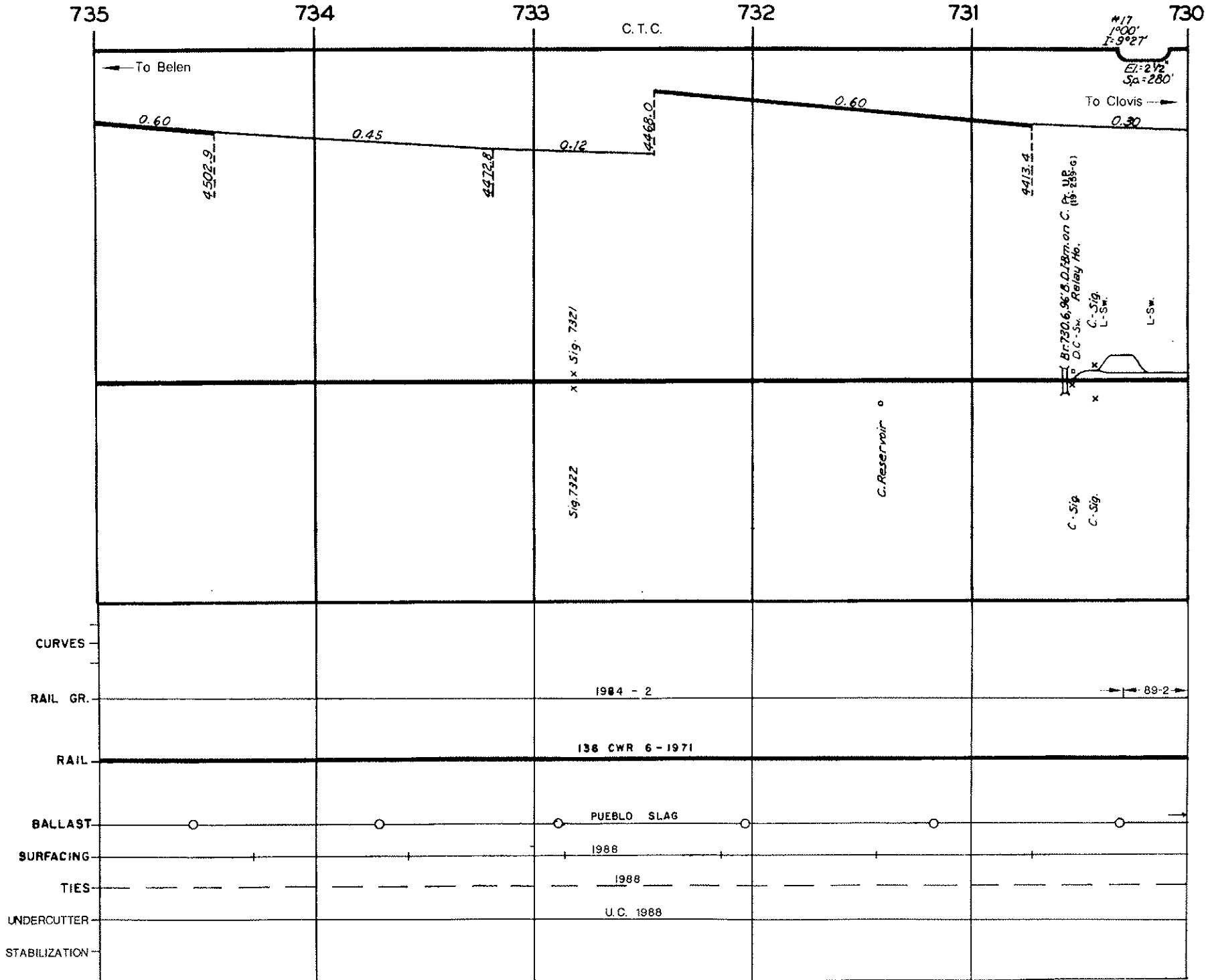












730

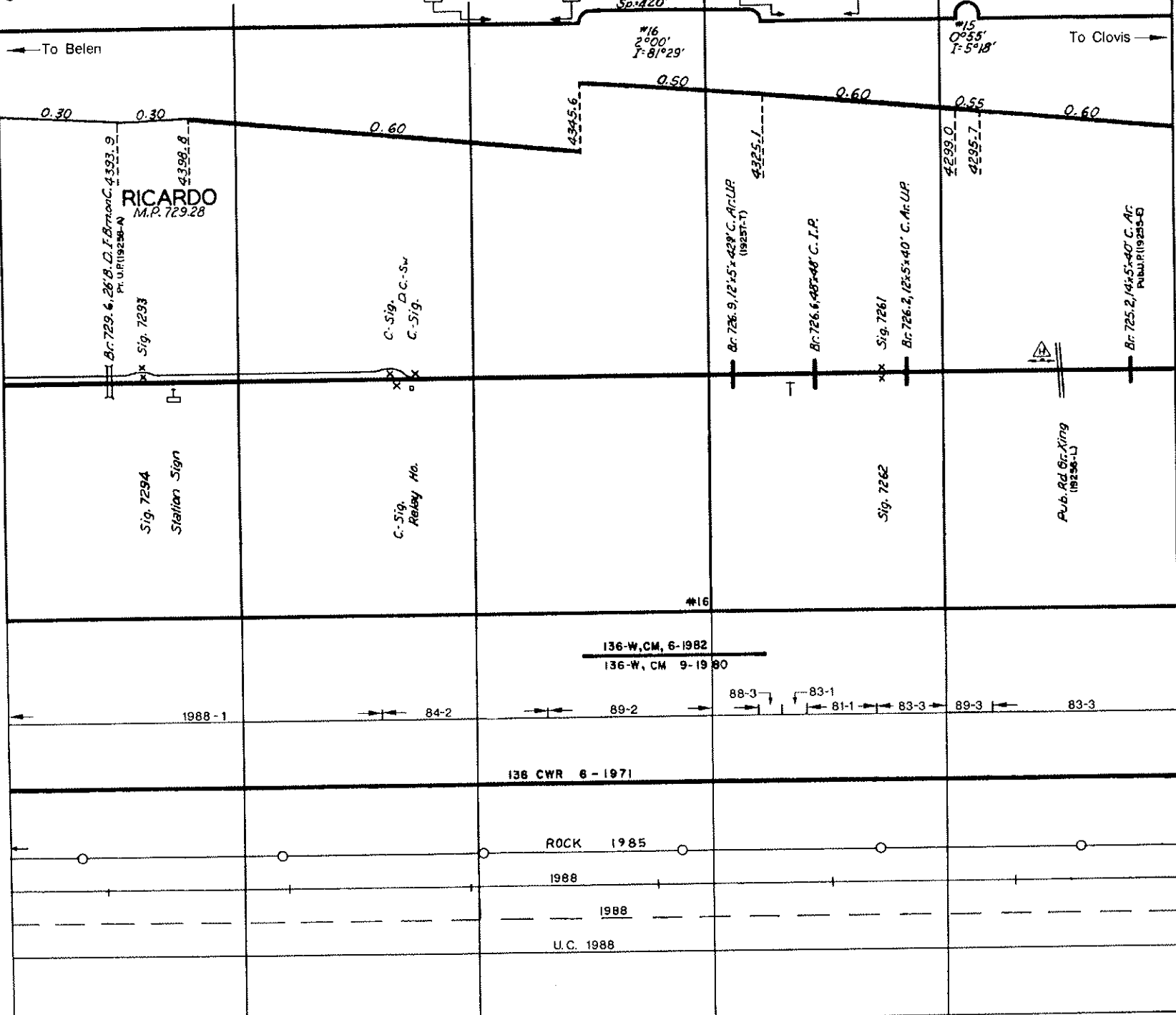
729

728

727

726

725



RICARDO
M.P. 729.28

Br. 729.6, 28' B. D. I. Brown C. 4393.9
Pt. U.P. (1928-N)
Sig. 7293

C-Sig. D.C.-Sw
C-Sig.

Br. 726.9, 12' 5" x 429' C. At. U.P.
(1925-T)

Br. 726.1, 48' x 48' C. I.P.

Sig. 7261

Br. 726.2, 12' 5" x 40' C. At. U.P.

4299.0
4295.7

Br. 725.2, 14' 5" x 40' C. At.
Pub. R. (1925-E)



Pub. Rd. Crossing
(1925-L)

136-W, CM, 6-1982
136-W, CM 9-19 80

1988-1

84-2

89-2

88-3

83-1

81-1

83-3

89-3

83-3

136 CWR 6-1971

ROCK 1985

1988

1988

U.C. 1988

NR
CURVES
SR

RAIL GR.

RAIL

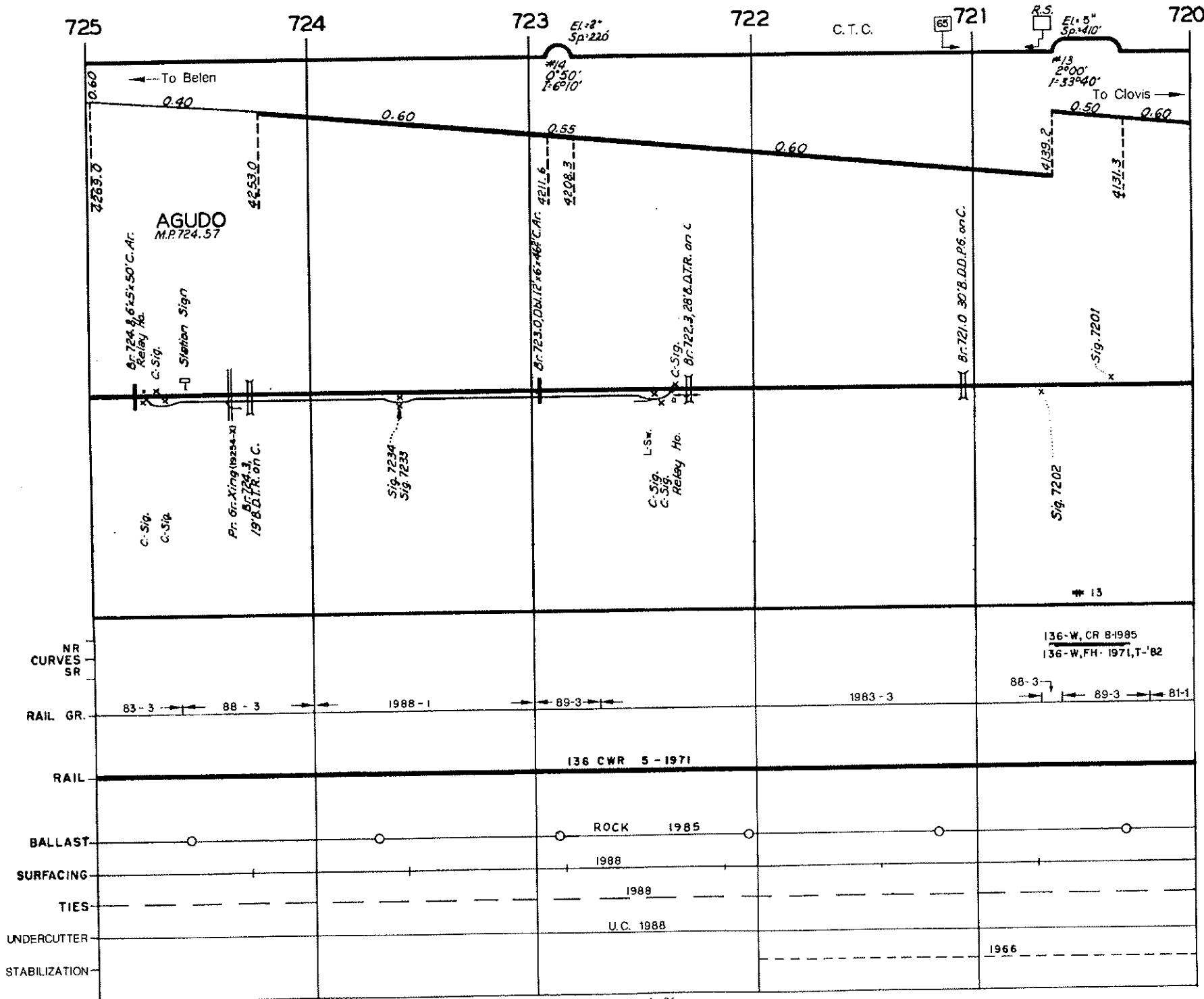
BALLAST

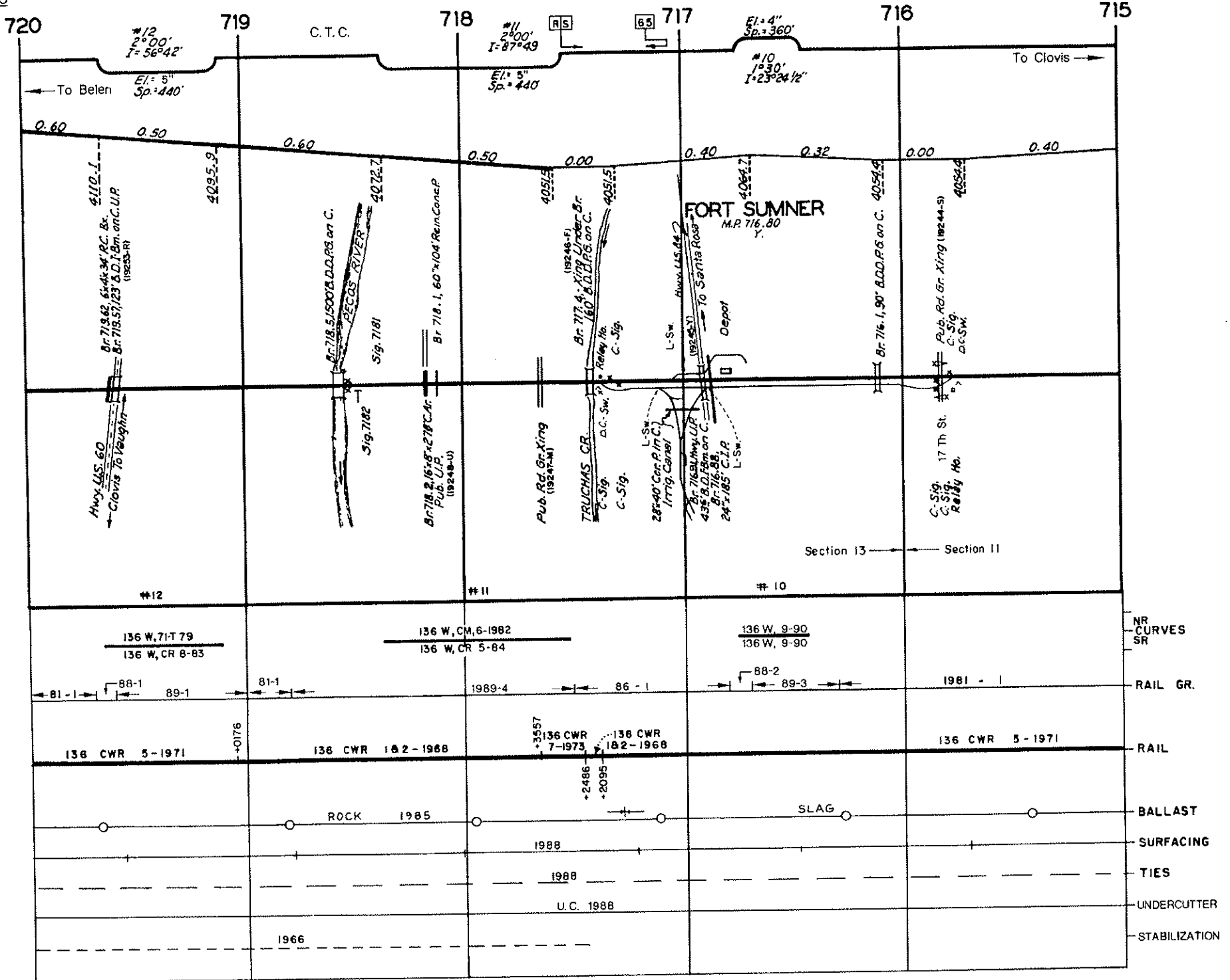
SURFACING

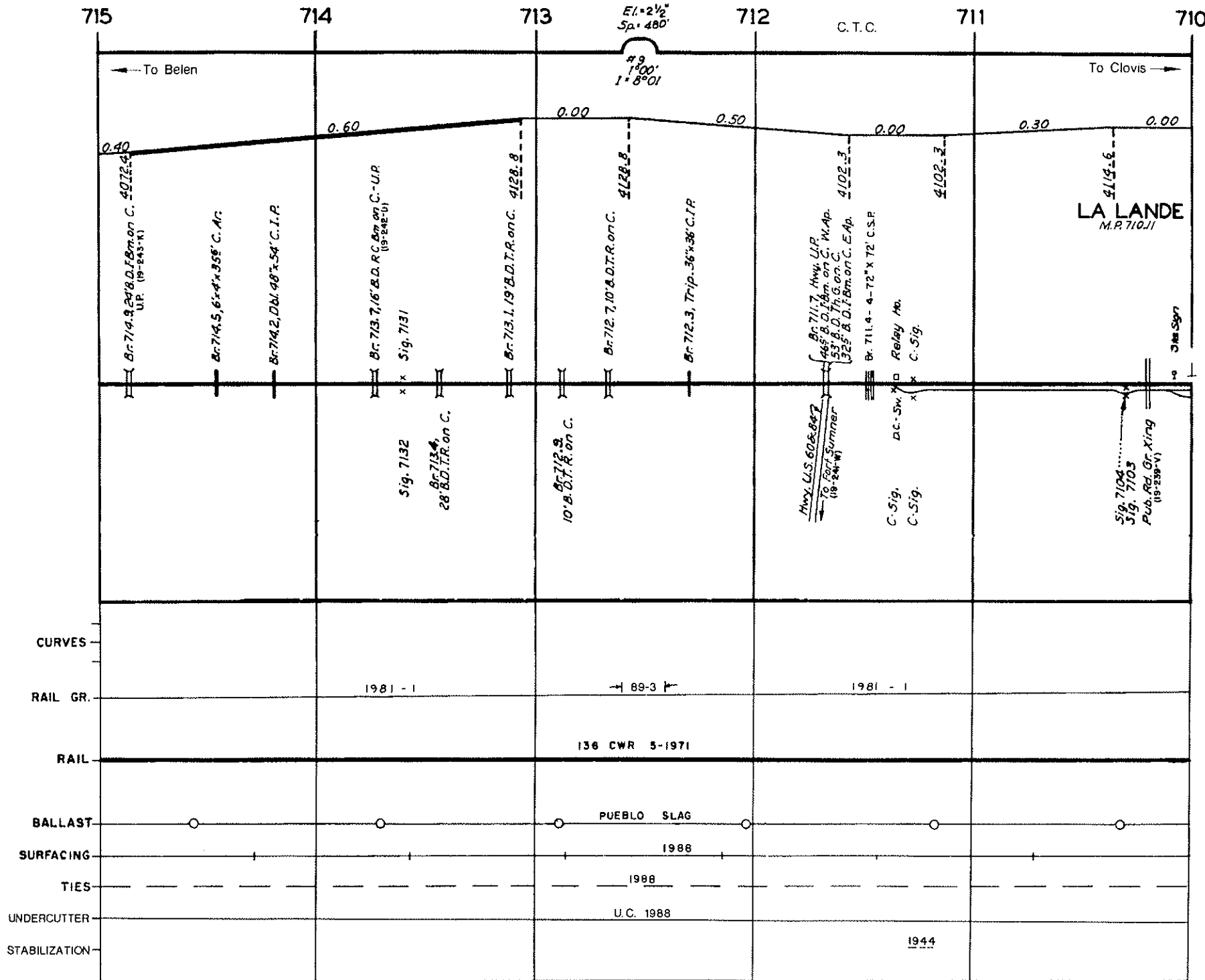
TIES

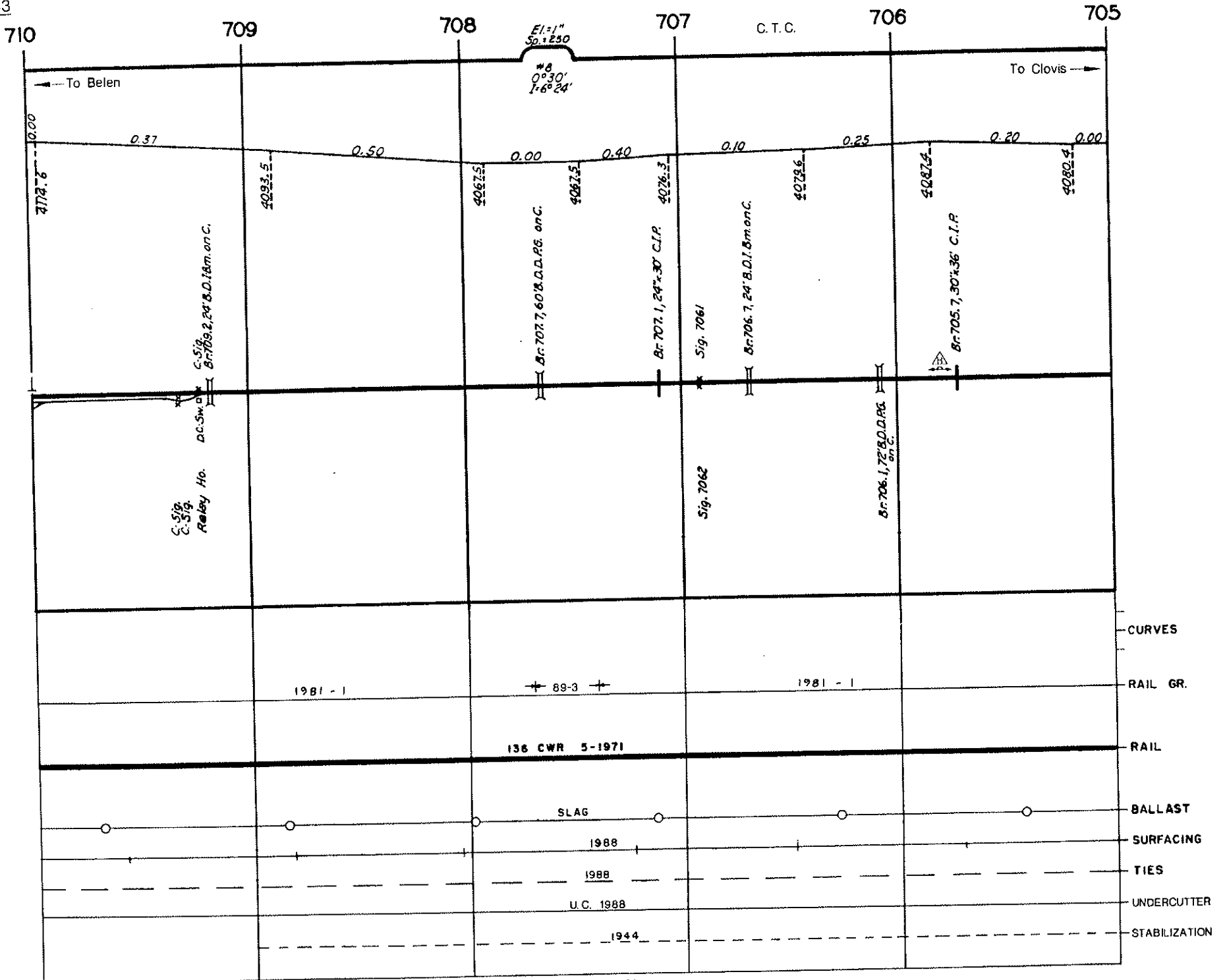
UNDERCUTTER

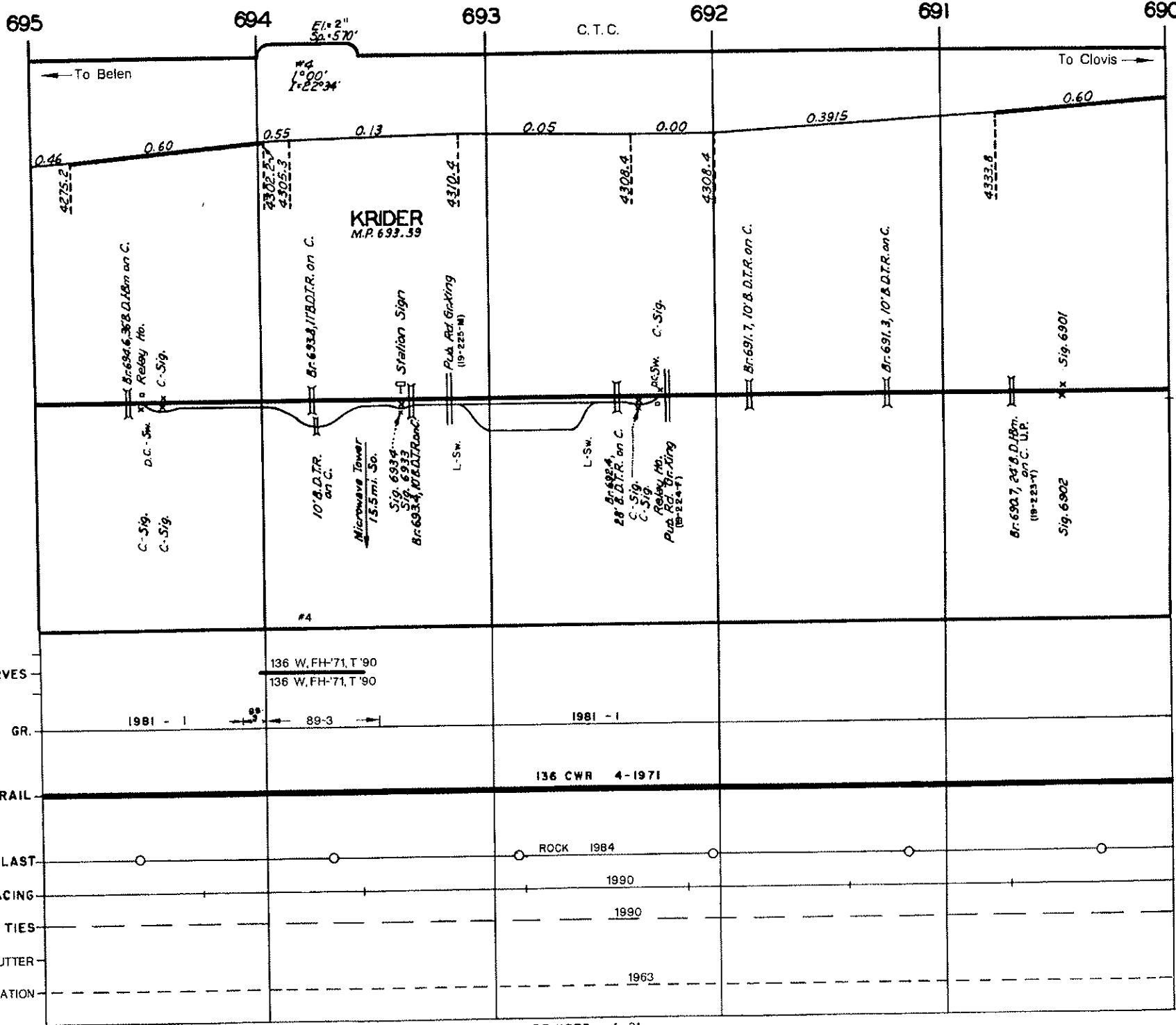
STABILIZATION

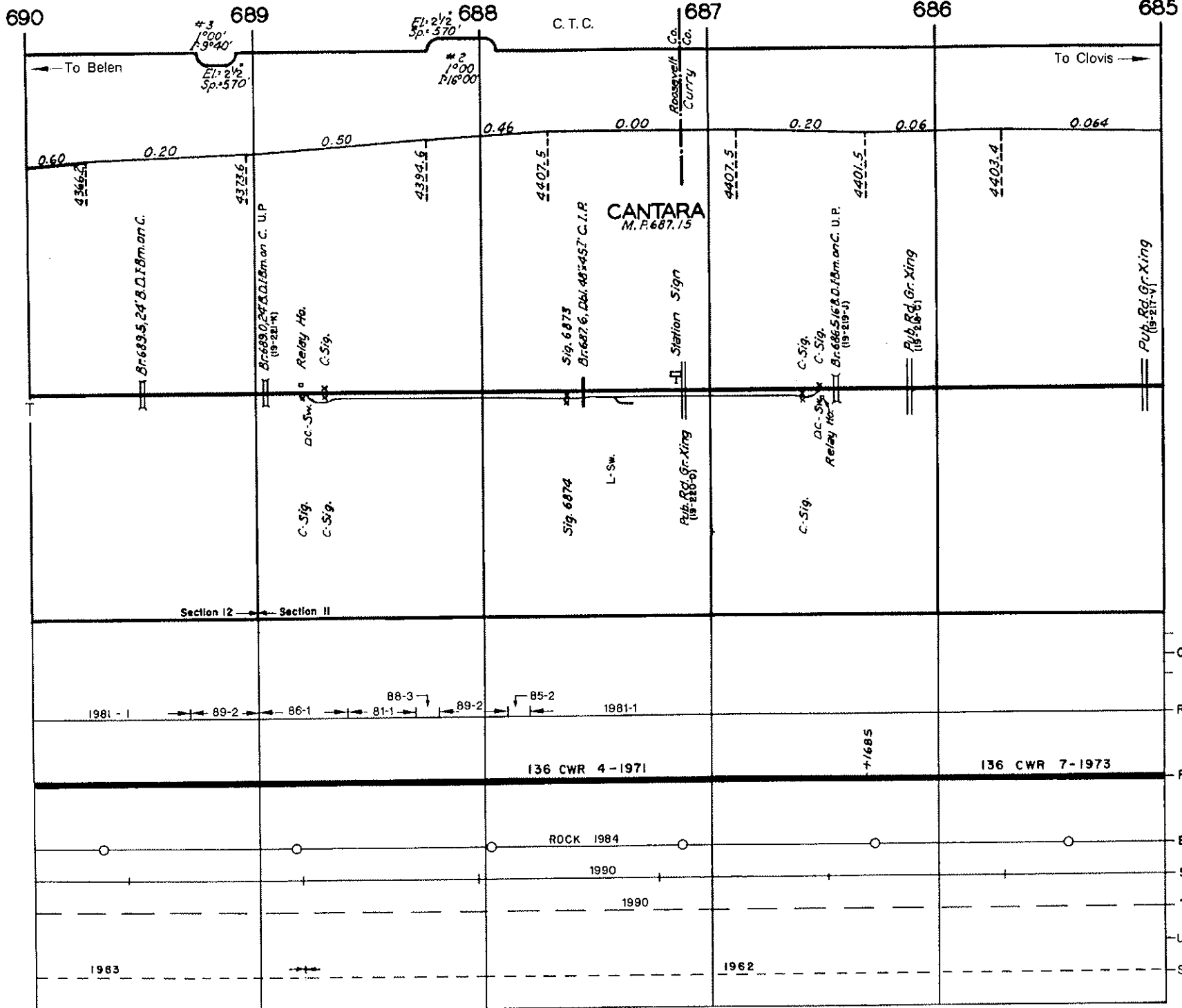


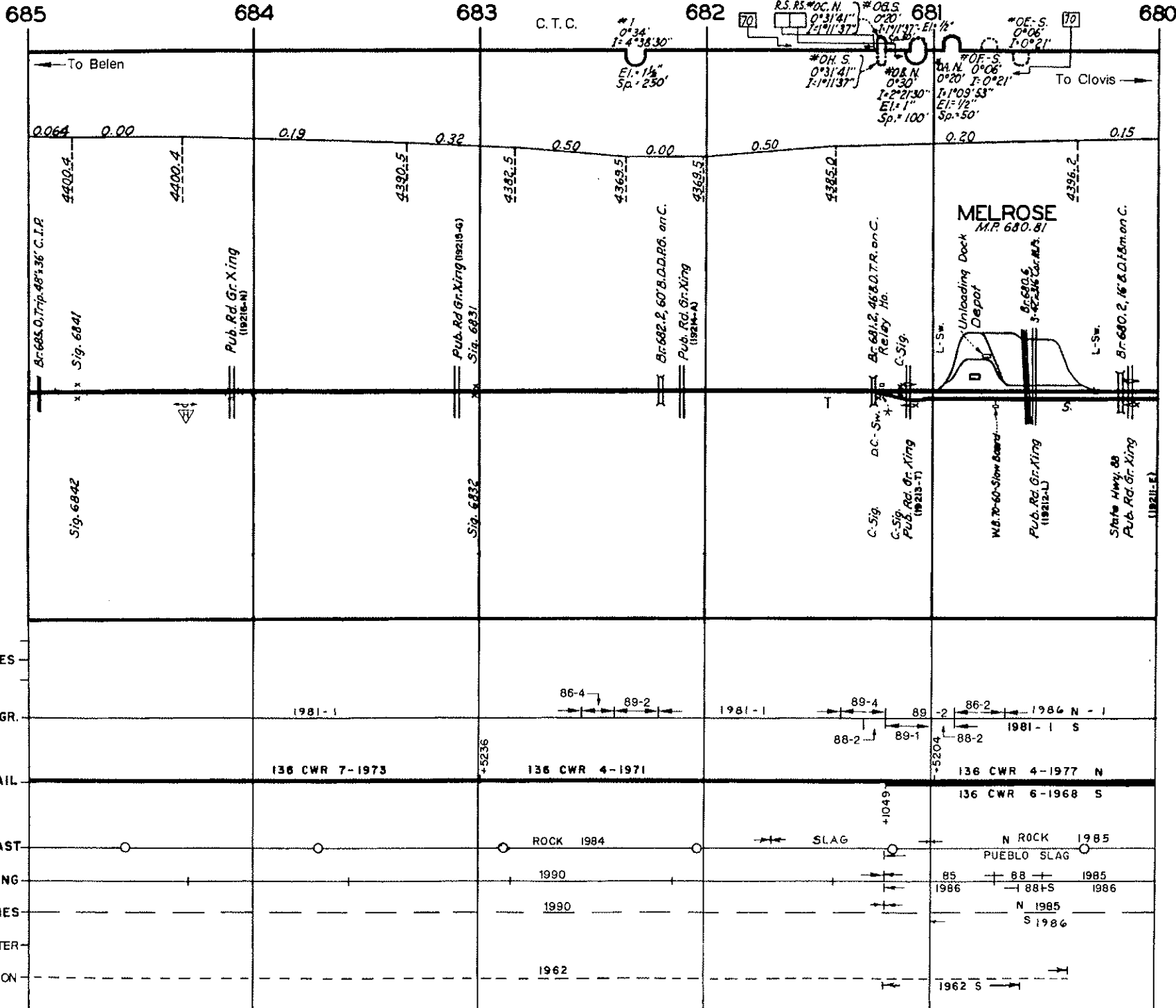


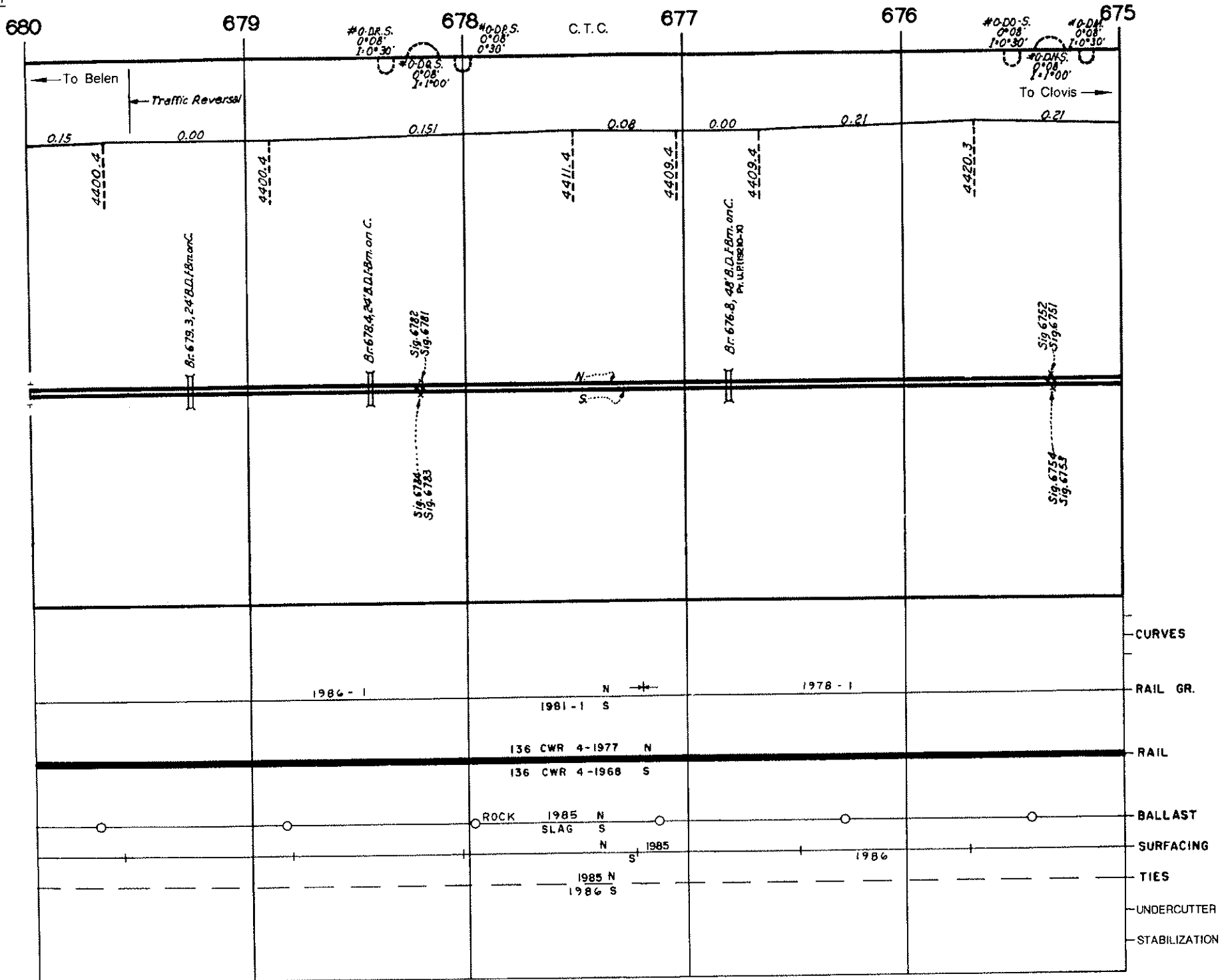












675

674

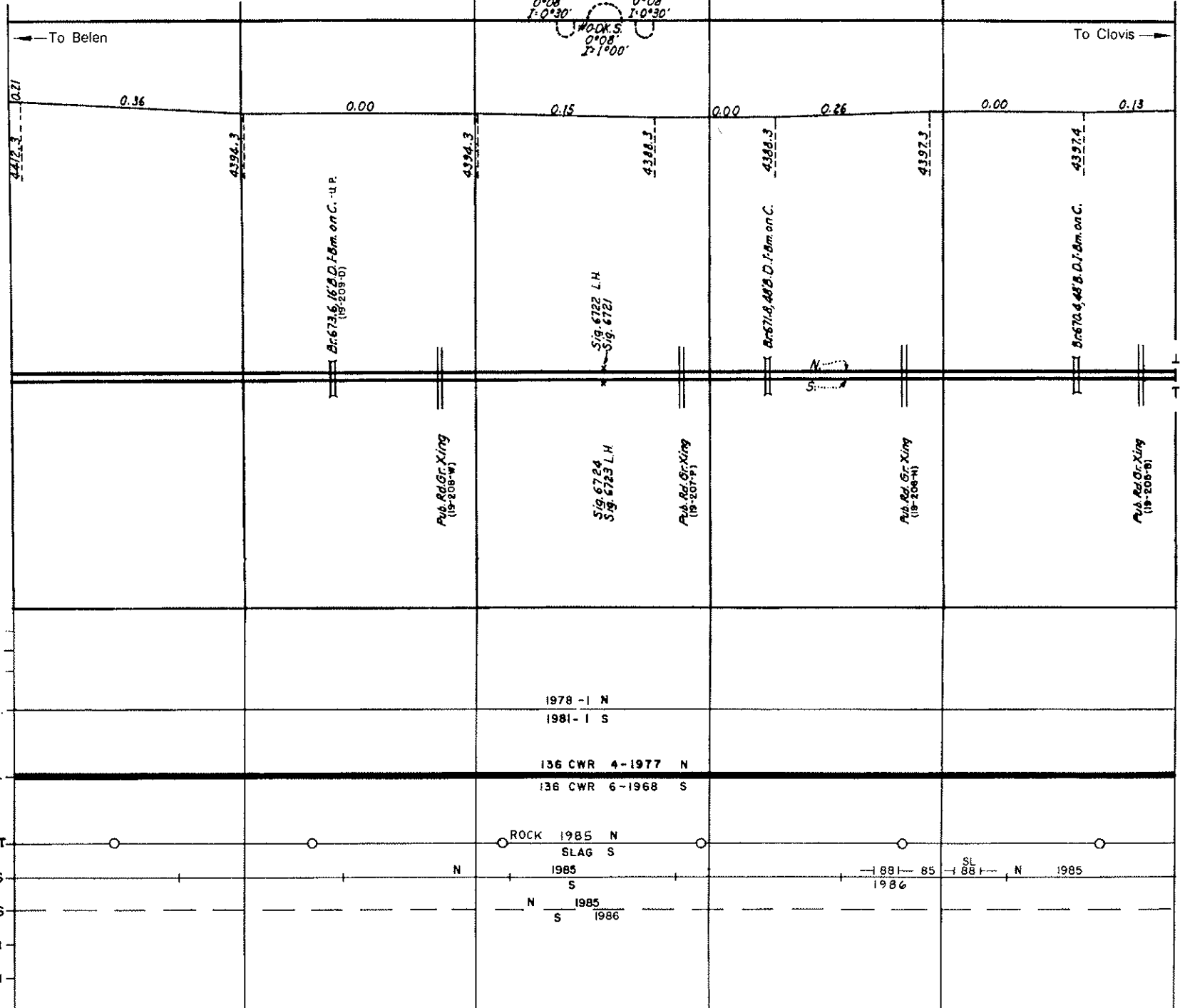
673

672

C.T.C.

671

670



670 669 668 C.T.C. 667 666 665

NO CURVES



GRIER
M.P. 6674

Br 668.1, 16' 6" D.I.B.m.on C.
M.W. U.P.
(19-203.3-M)

Br 667.3, 10' 6" D.I.B.m.on C.

Br 666.3, 7' 6" D.I.B.m.on C.I.P.
R.R. 4527-16-R.C.P.

Br 665.2, 24' 6" D.I.B.m.on C.

4-D.C. Sv
C.Cent. Sign

Pub. Rel. Gr. Xing
(19-204-U)

N
S

N
S

C. Cent. Sign

Pub. Rel. Gr. Xing
(19-202-F)

Station Sign

(19-201-V)
Pub. Rel. Gr. Xing

Sign 6664
Sign 6663 L.H.
Sign 6662 L.H.
Sign 6661

Pub. Rel. Gr. Xing
(19-200-S)

Pub. Rel. Gr. Xing
(19-200-S)

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

136CWR 77, 67
+3932
+3435

1978 - 1 N
1981 - 1 S

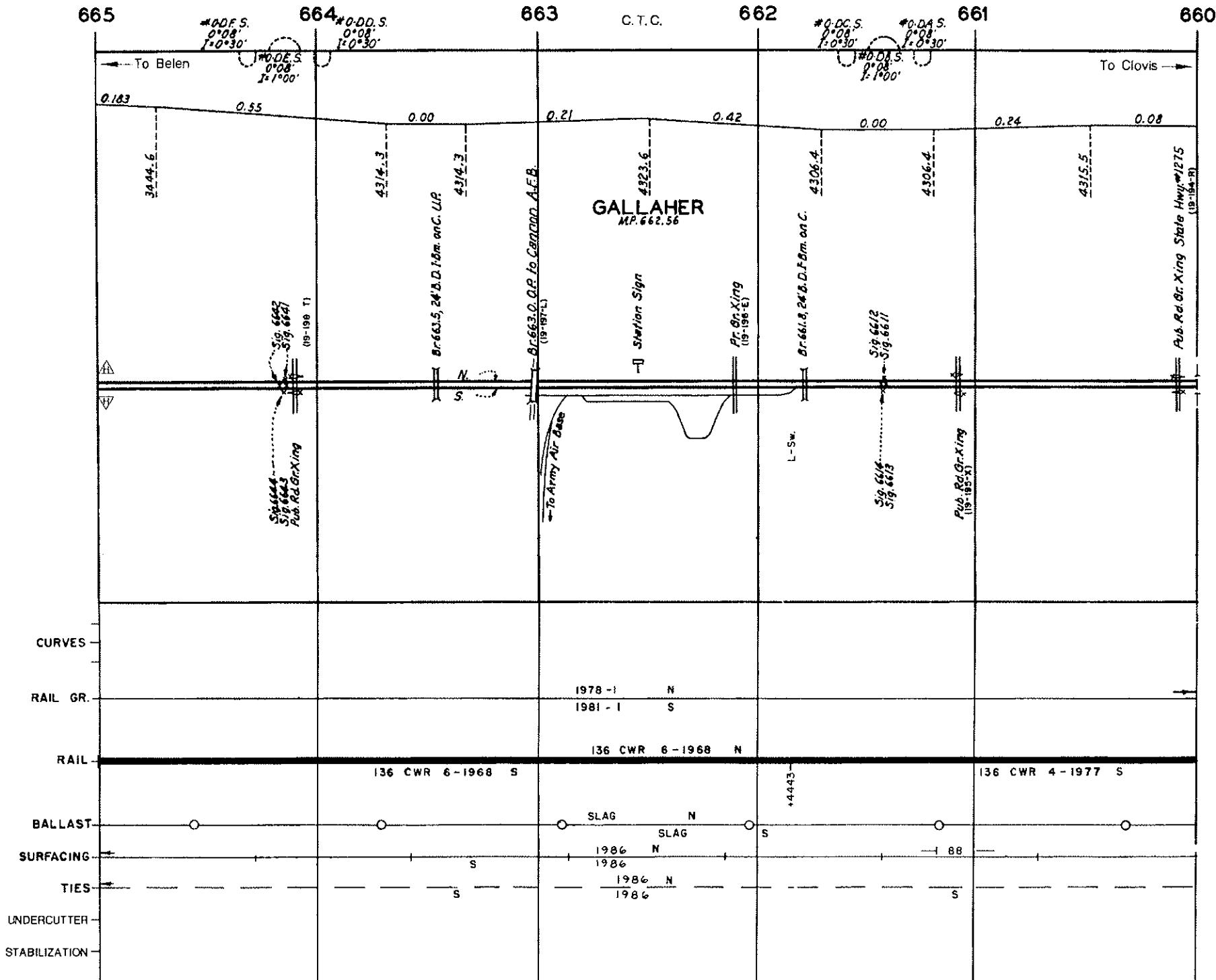
136 CWR 4-1977 N
136 CWR 6-1988 S

ROCK 1985 N
SLAG S
1985 N
1986 S
1985 N
1986 S

SL 88
1985
SL 88

+0002

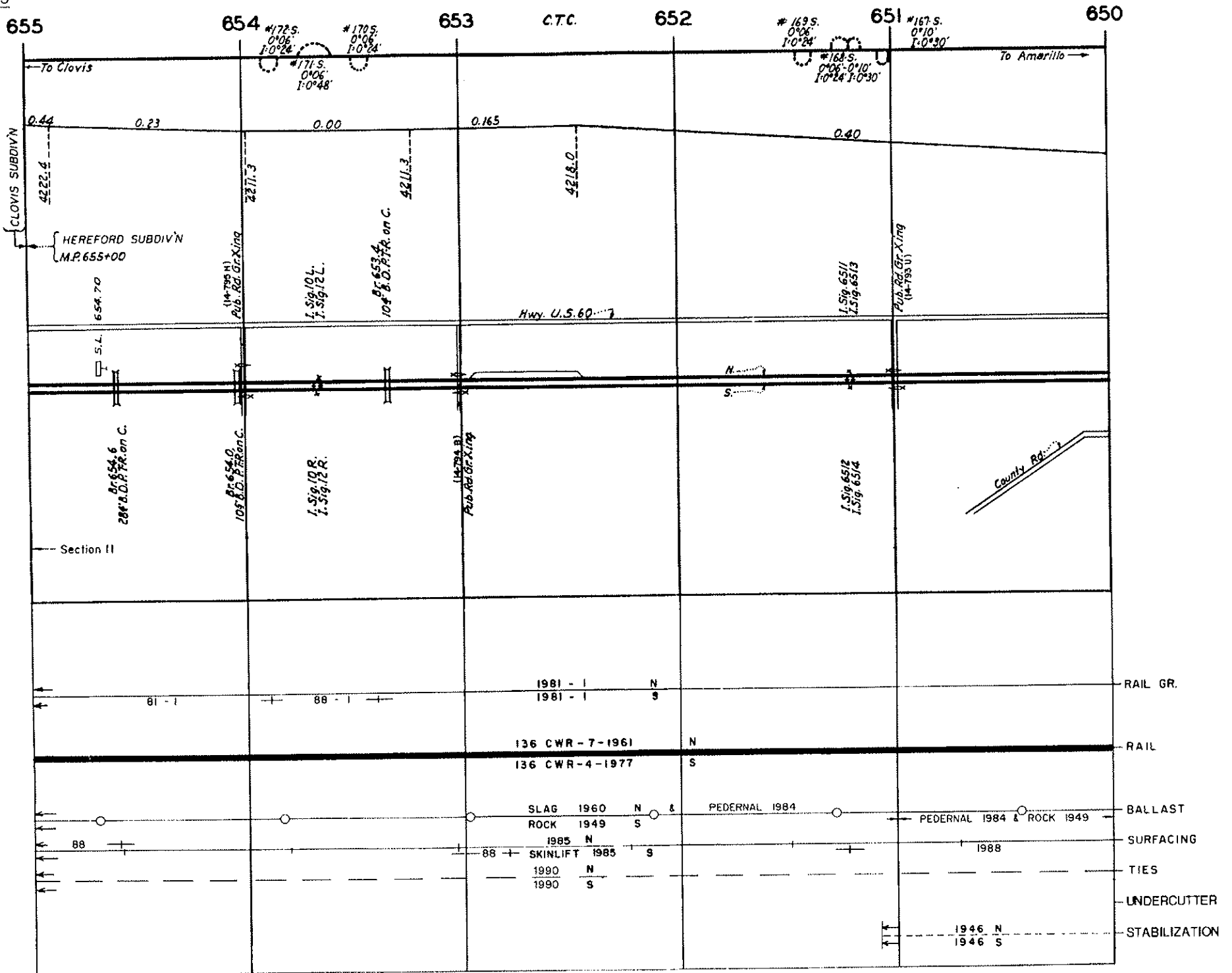
86 88
86 88

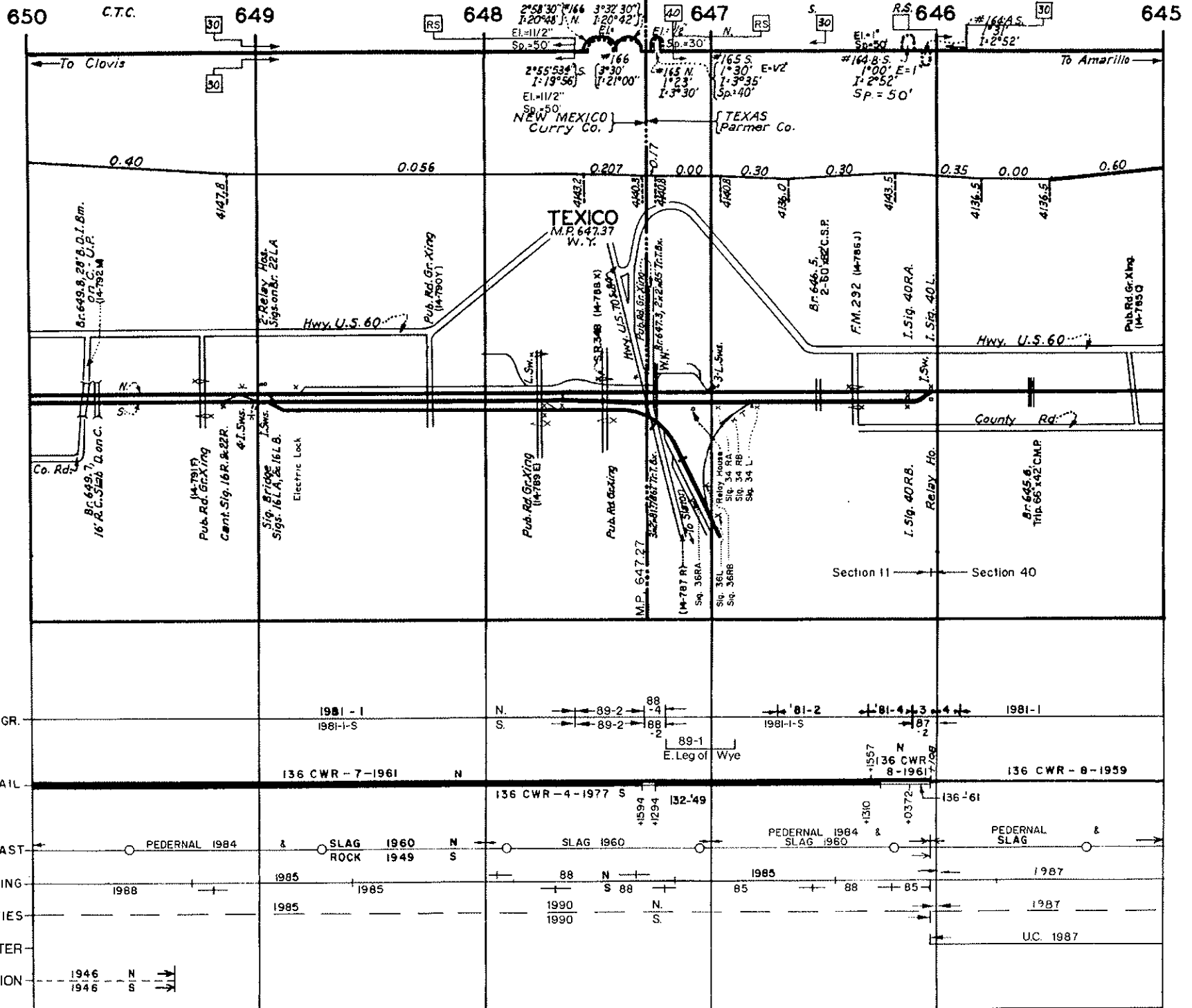


Clovis Subdivision

Clovis (M.P. 655.0) to Belen (M.P. 895.6)

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REVISED 1-91

645

644

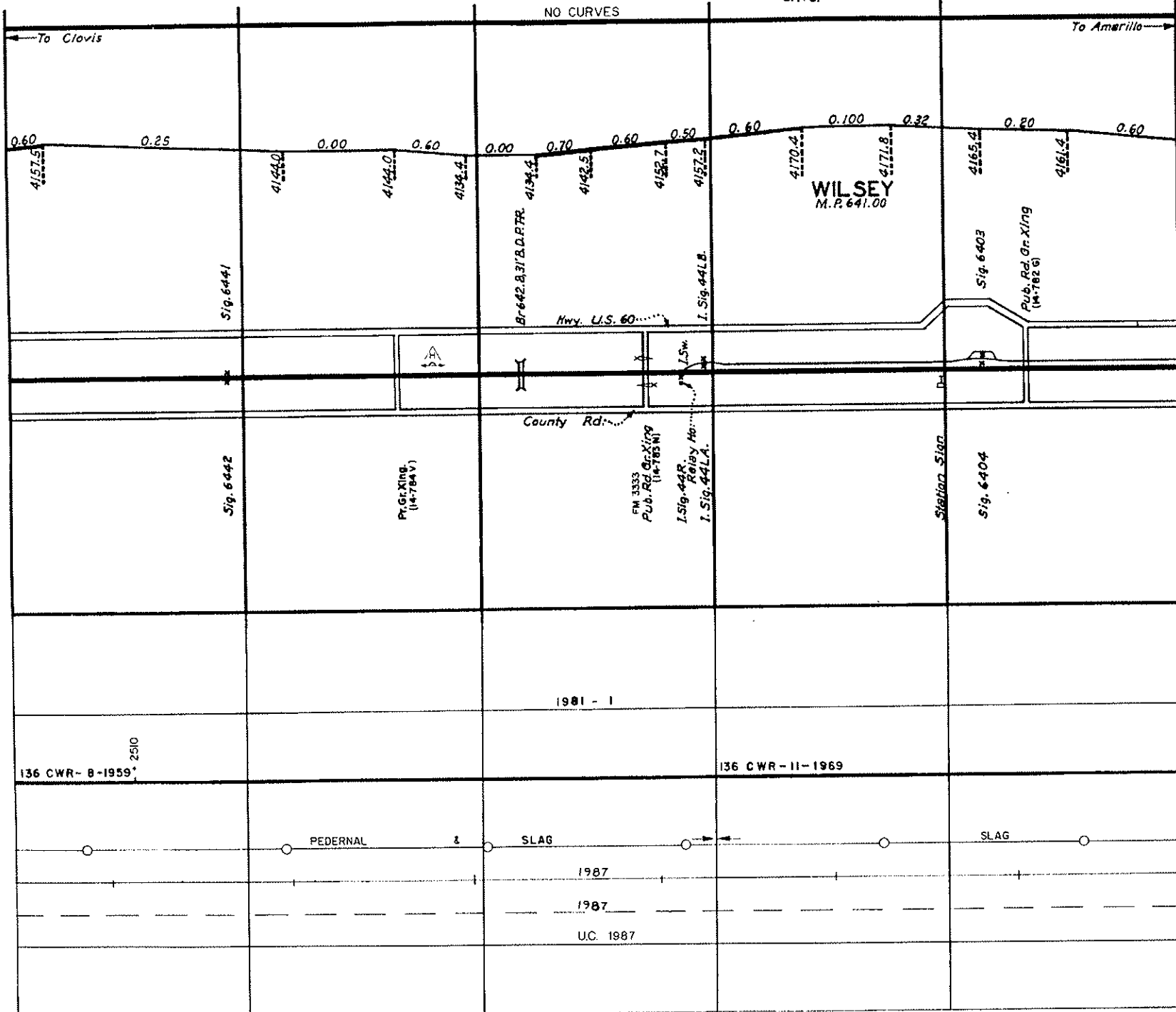
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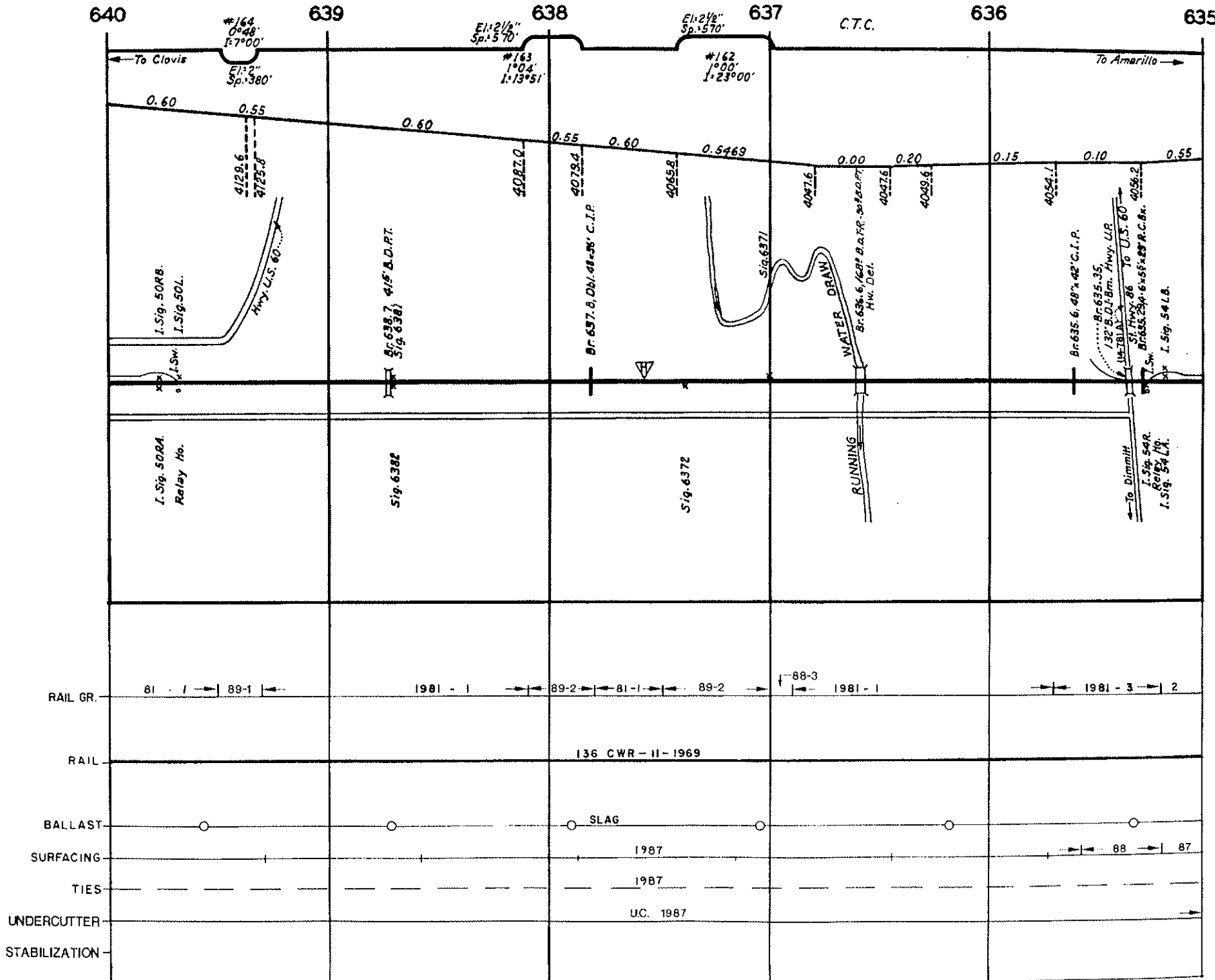
642

C.T.C.

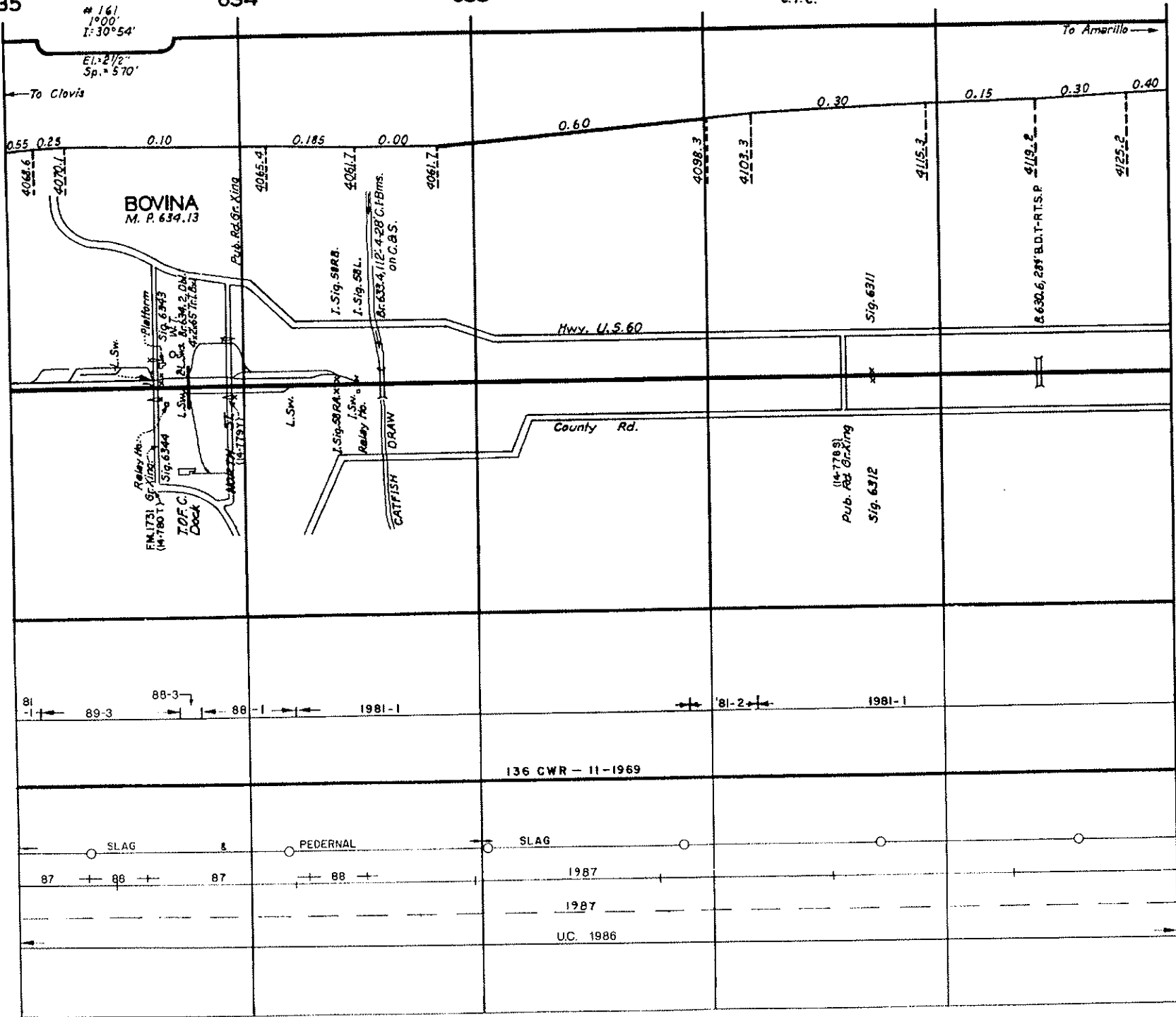
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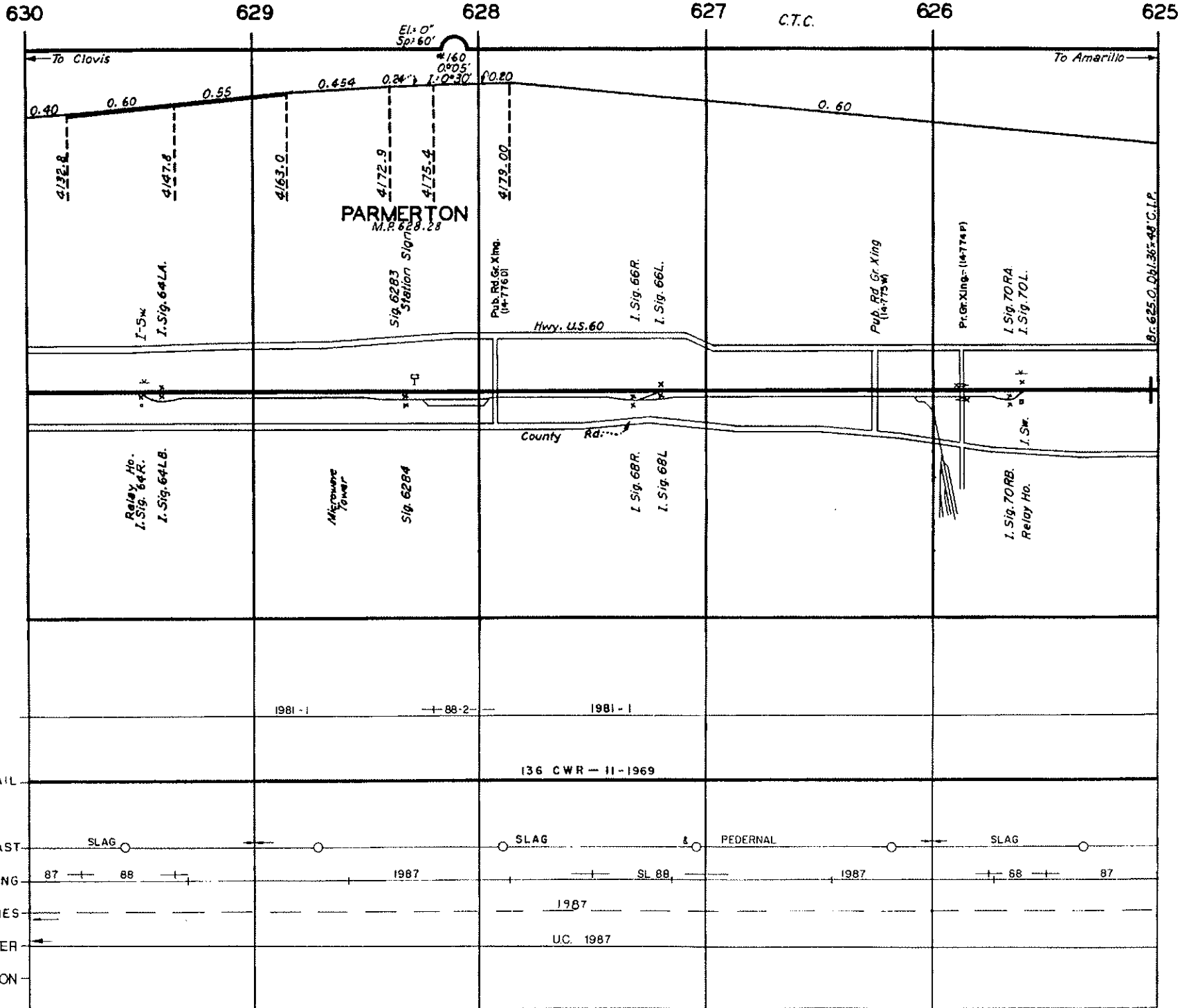
640

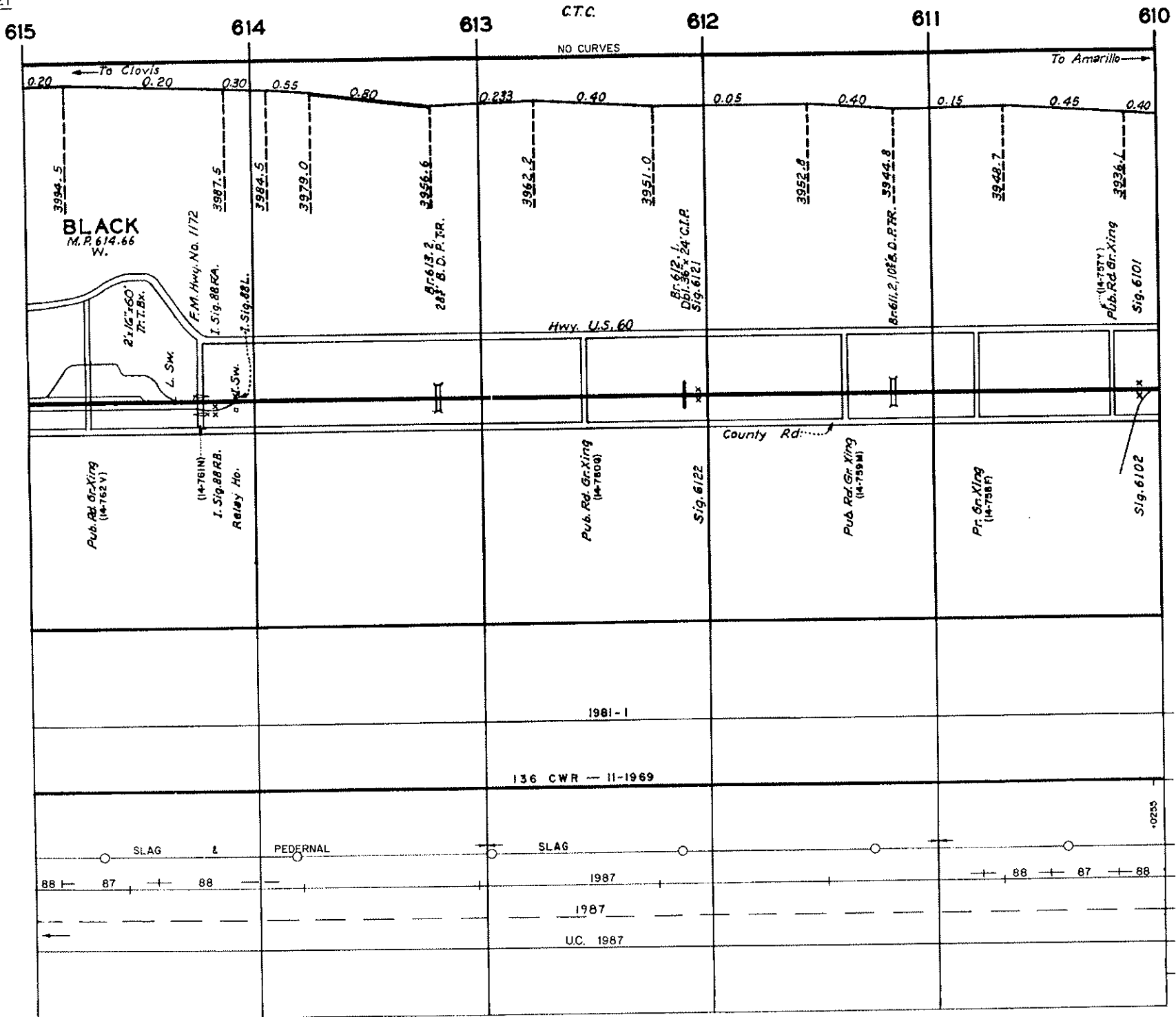


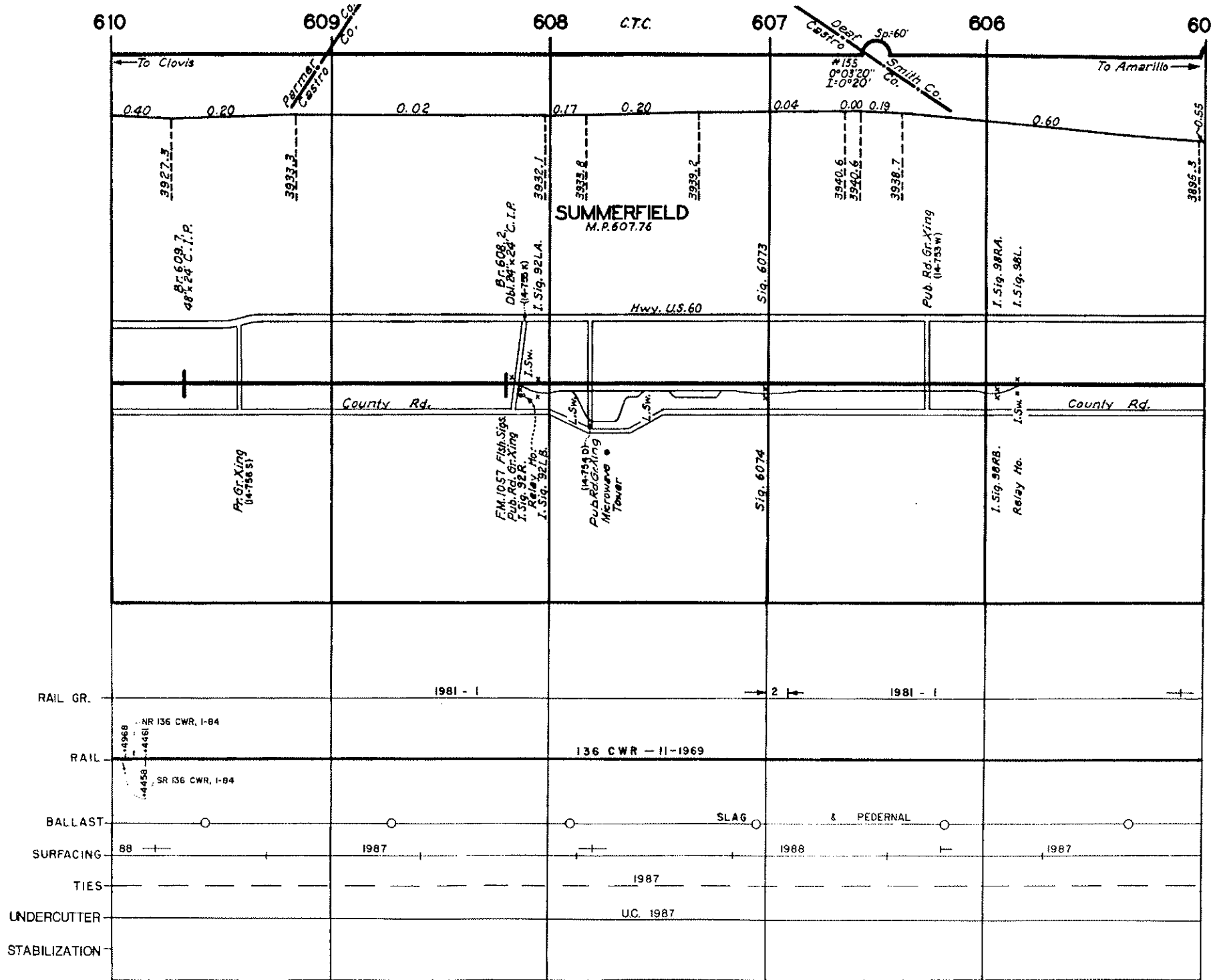


635 634 633 632 C.T.C. 631 630









610

609 Co. *Pernel Castro*

608

C.T.C.

607

Dear Castro *Smith Co.*
Sp: 60'
N 155° 03' 20" E
1-0° 20'

606

605

To Clovis

To Amarillo

0.40 0.20 0.02 0.17 0.20 0.04 0.00 0.19 0.60 0.55

3927.3 3933.3 3932.1 3932.8 3939.2 3940.6 3940.6 3938.7 3935.3

SUMMERFIELD
M.P. 607.76

Hwy. U.S. 60

County Rd.

County Rd.

Pr. Gr. Xing
(4-756 S)

FM 1057 Fish Sigs
Pub. Rd. Gr. Xing
I. Sig. 98R
Relay No.
I. Sig. 92L B.

Pub. Rd. Gr. Xing
Morrow Tower

Sig. 6073

Pub. Rd. Gr. Xing
(4-753 W)

I. Sig. 98RA
I. Sig. 98L

Sig. 6074

I. Sig. 98RB
Relay No.

RAIL GR.

1981 - 1

1981 - 1

RAIL

NR 136 CWR, I-84

136 CWR - II - 1969

SR 136 CWR, I-84

BALLAST

SLAG

& PEDERNAL

SURFACING

88

1987

1988

1987

TIES

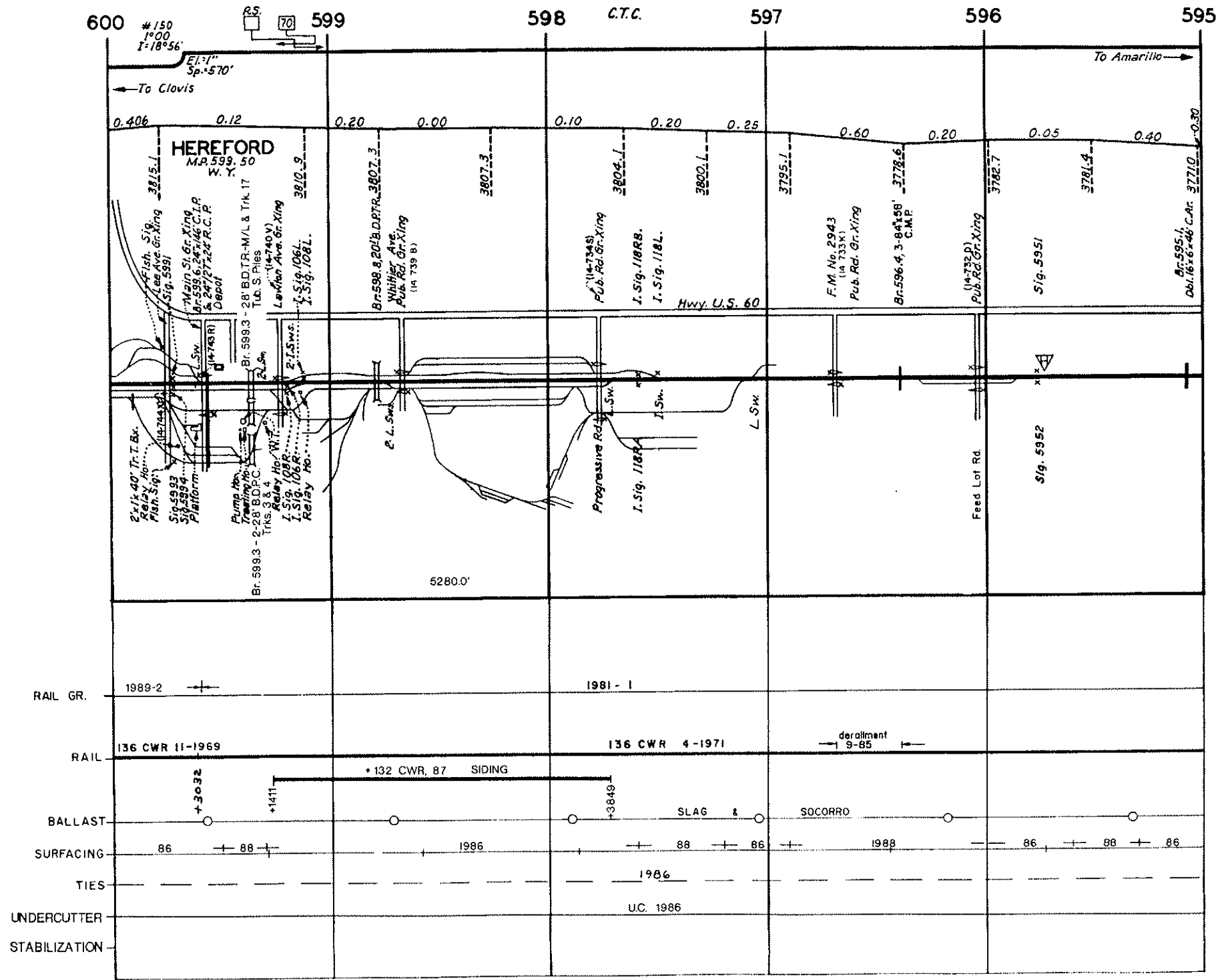
1987

UNDERCUTTER

U.C. 1987

STABILIZATION

REVISED 1-91



600

599

598

C.T.C.

597

596

595

#150
1°00'
I=18°56'

HEREFORD
M.P. 599.50
N.Y.

To Clovis
←

To Amarillo →

0.406 0.12 0.20 0.00 0.10 0.20 0.25 0.60 0.20 0.05 0.40 0.30

Fish. Sig.
Lee Ave. Gr. Xing
Sig. 5991

Main St. Gr. Xing
Br. 599.6, 24716 C.T.P.
& 24727 R.C.P.
Depot

28' B.D.T.R.-M/L & TRK 17
Tub. S. Piles
(14-40Y)
Larkin Ave. Gr. Xing
I. Sig. 106L
I. Sig. 108L

Br. 598.8, 2014 D.P.T.R., 3807.3
Whittier Ave.
Pub. Rd. Gr. Xing
(14 739 B)

(14-734S)
Pub. Rd. Gr. Xing
I. Sig. 118RB.
I. Sig. 118L.
Hwy. U.S. 60

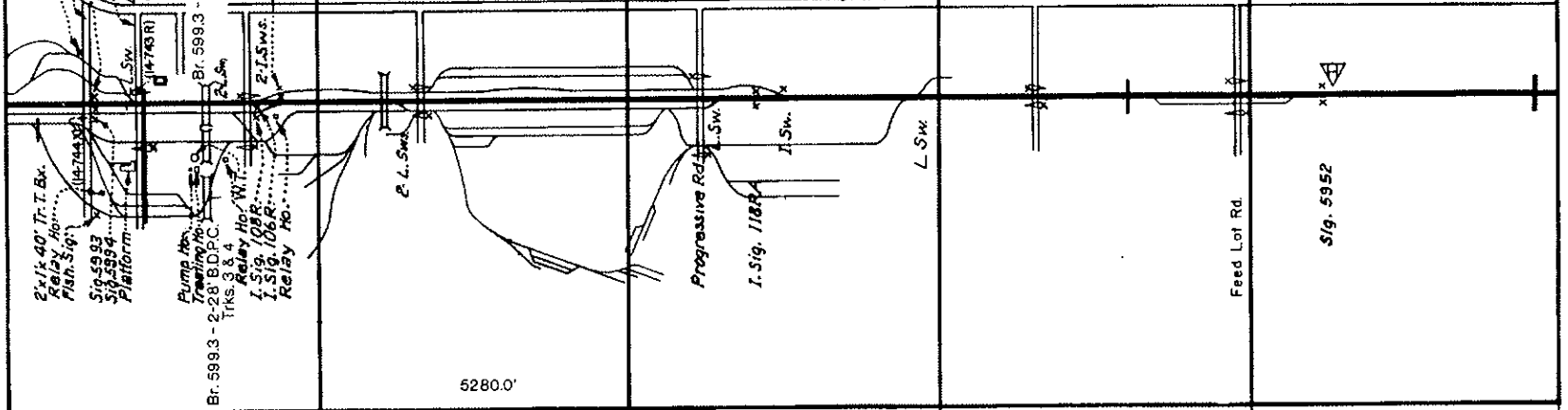
F.M. No. 2943
(14 733X)
Pub. Rd. Gr. Xing

Br. 596.4, 3-84156'
C.W.P.

(14-732D)
Pub. Rd. Gr. Xing

Sig. 5951

Br. 595.1
Del. 16' x 46' C.A.C. 3771.0



RAIL GR.

1989-2

1981-1

RAIL

136 CWR 11-1969

136 CWR 4-1971

derailment
9-85

BALLAST

+3032

+1411

+132 CWR, 87 SIDING

+3849

SLAG

SOCORRO

SURFACING

86

88

1986

88

86

1988

86

88

86

TIES

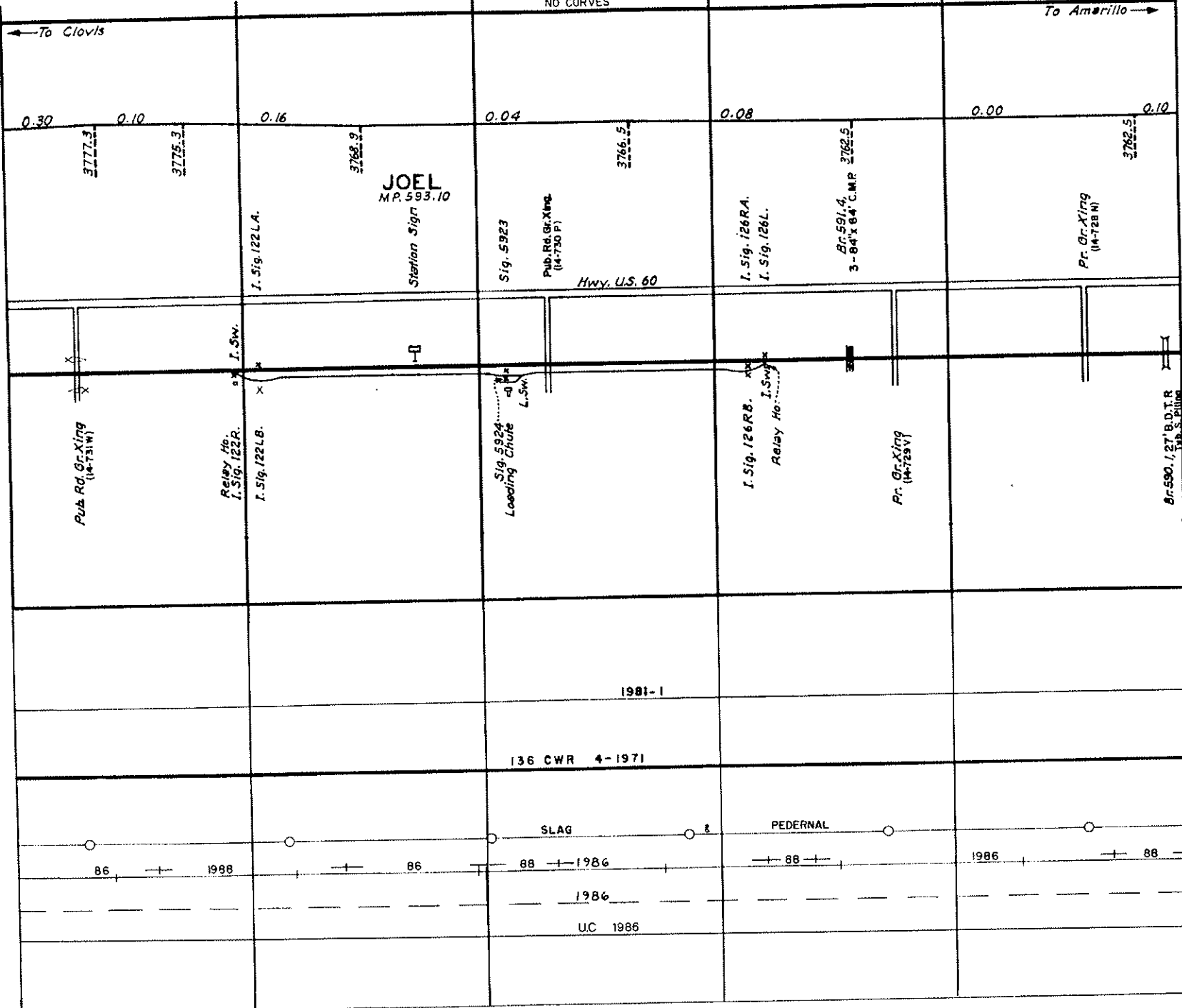
1986

UNDERCUTTER

U.C. 1986

STABILIZATION

595 594 593 C.T.C. 592 591 590



RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

590

589

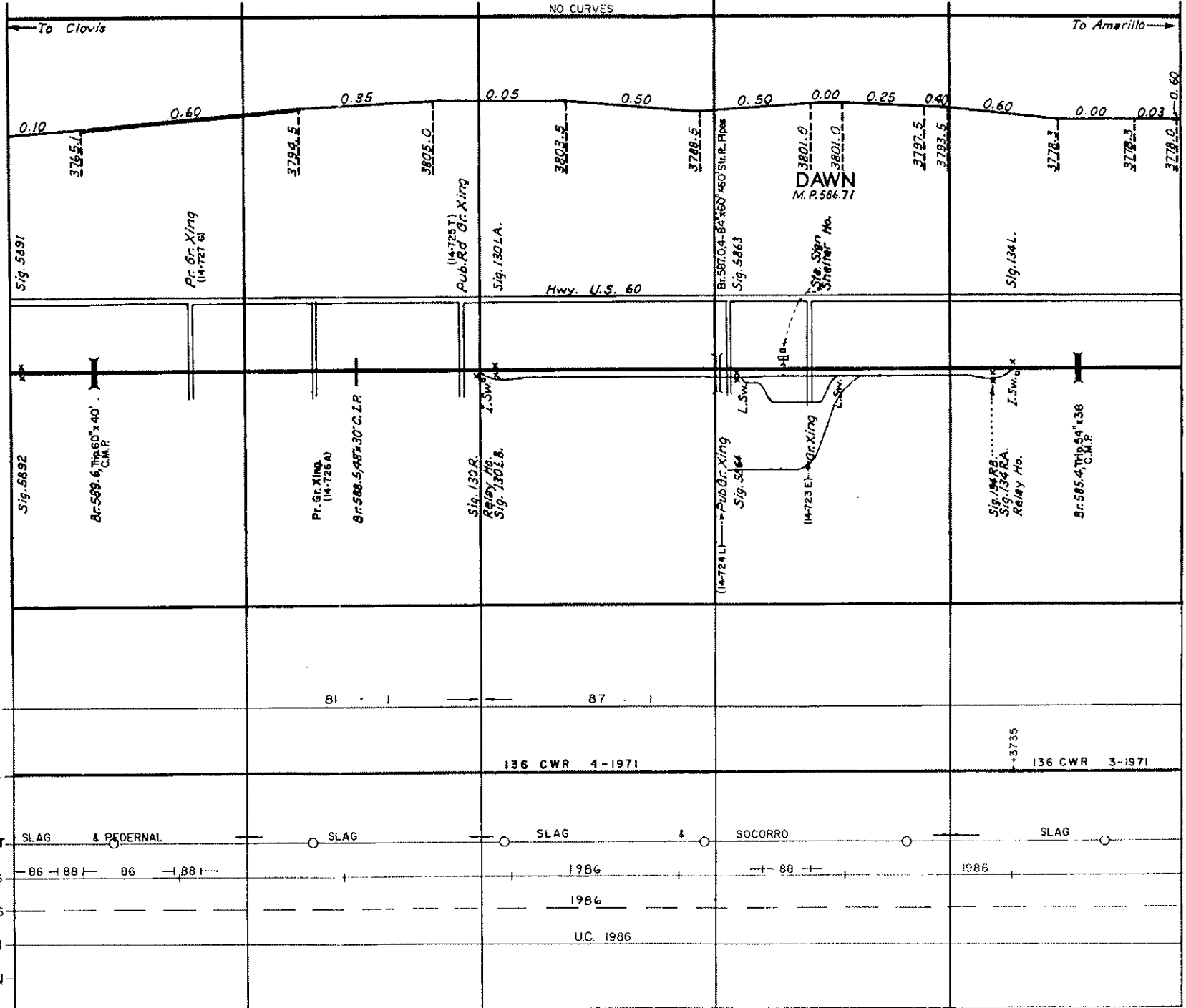
588

C.T.C.

587

586

585



585

584

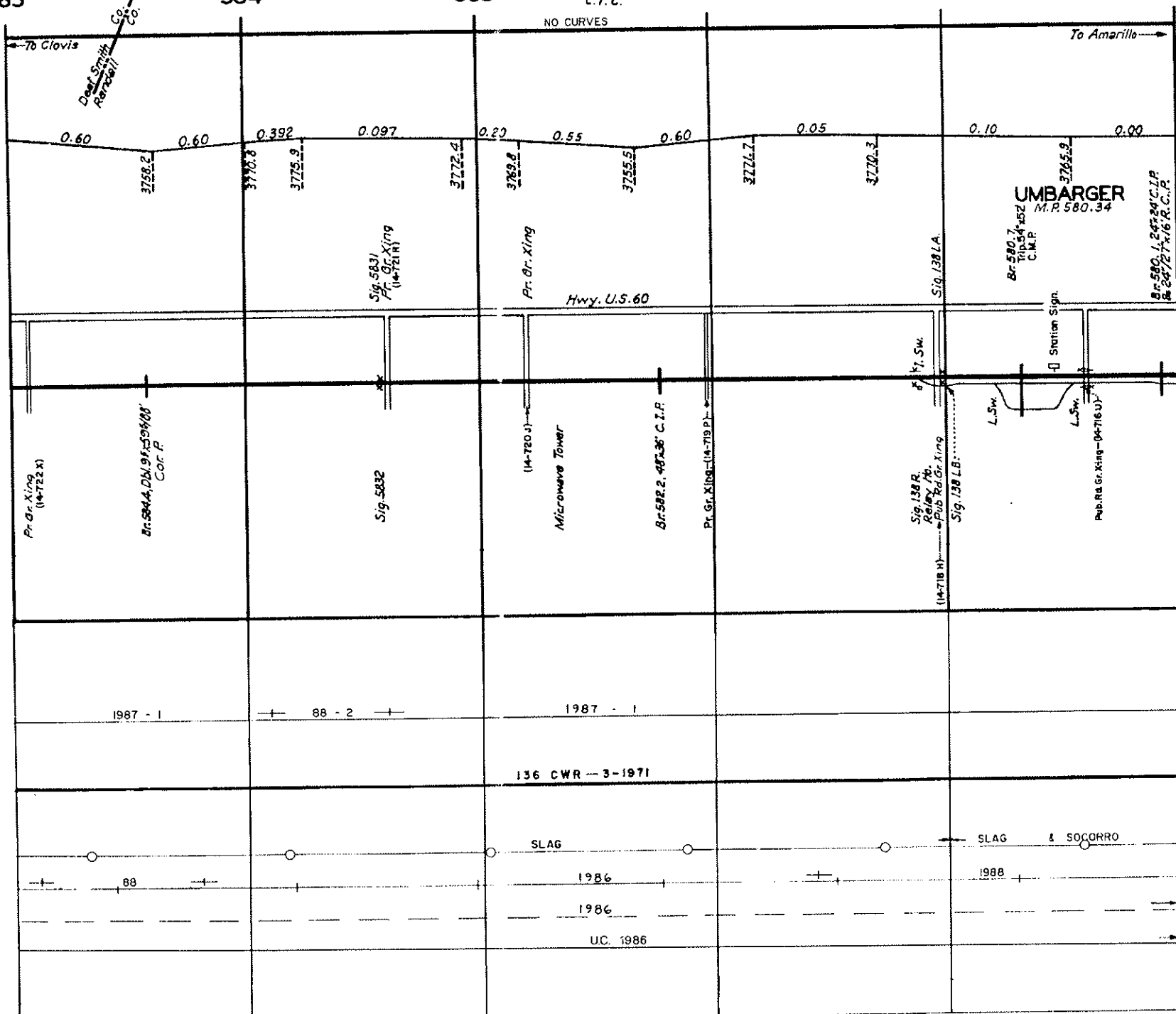
583

C.T.C.

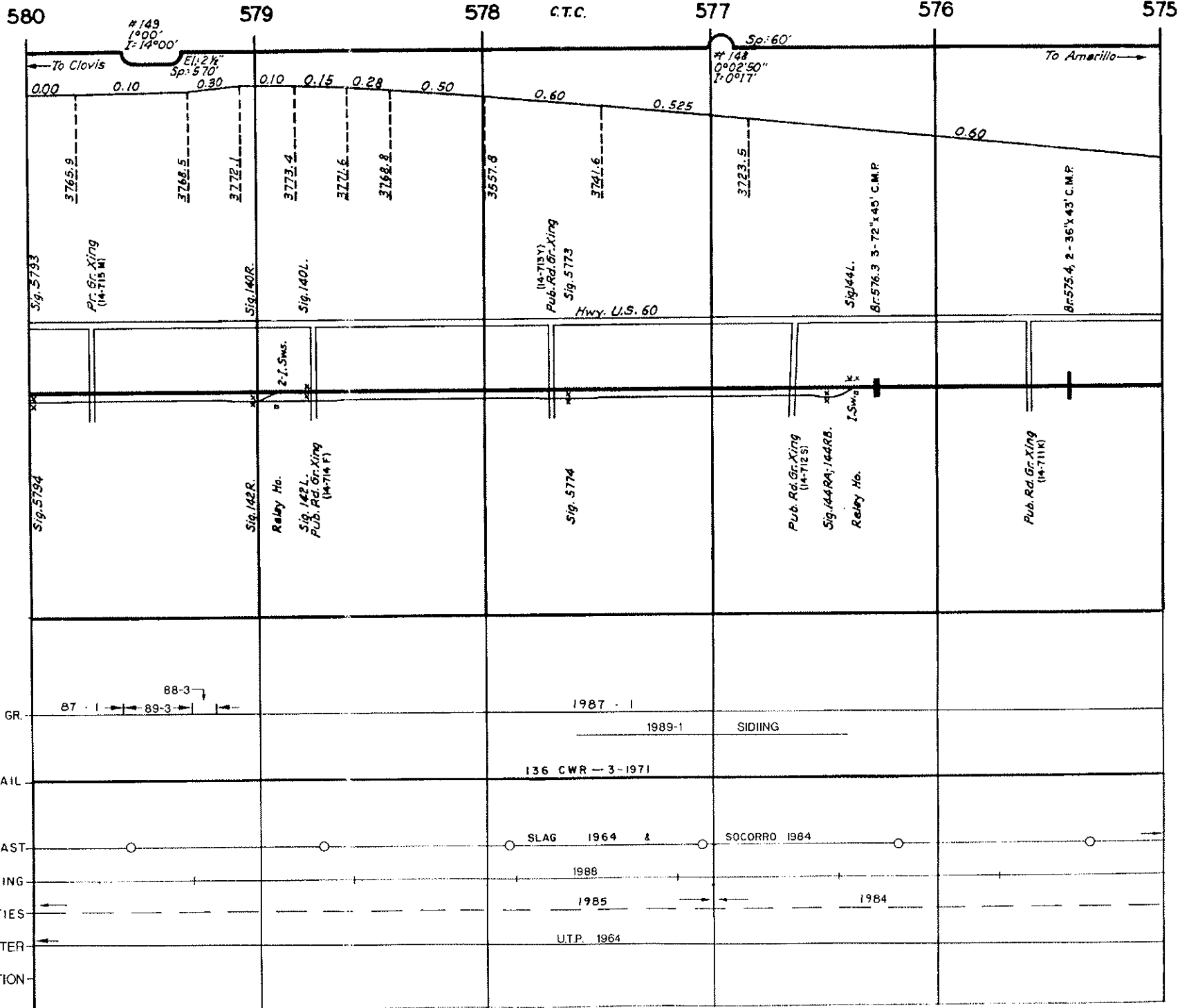
582

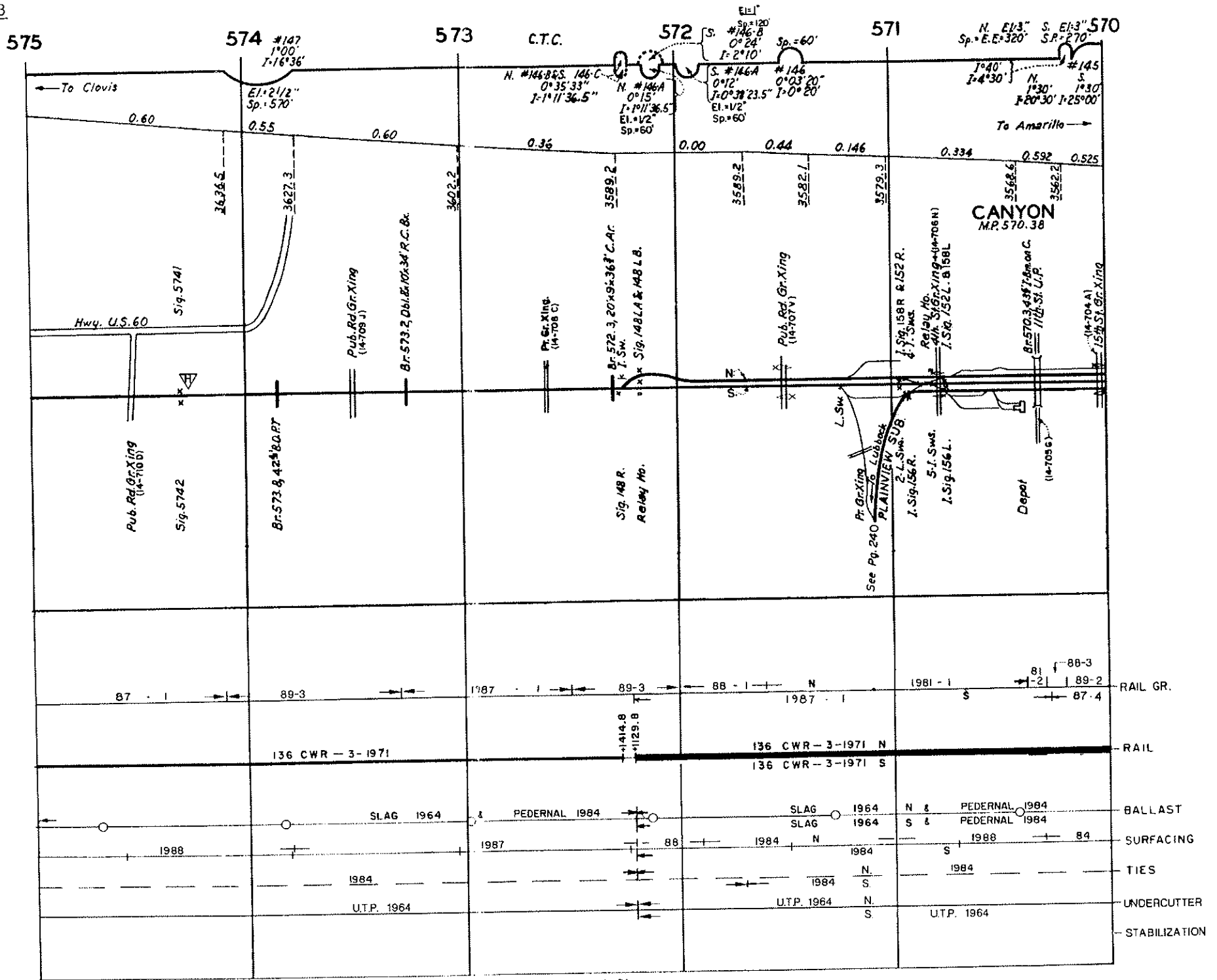
581

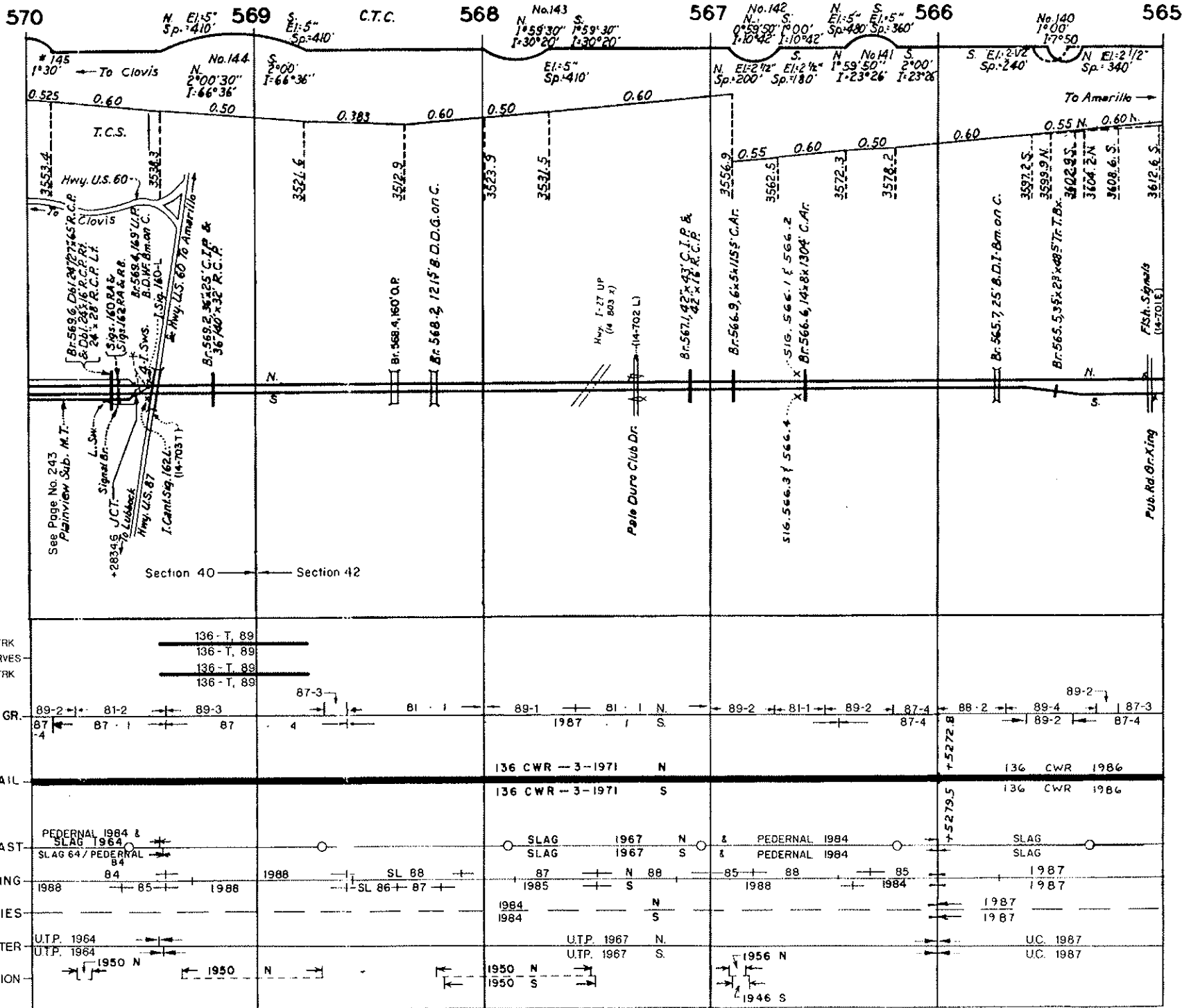
580



RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION







NR N TRK
 SR CURVES
 NR S TRK

RAIL GR.	89-2 87-4	81-2 87-1	89-3 87	87-3 4	81-1 1987	89-1 1987	81-1 S	89-2 87-4	81-1 87-4	89-2 87-4	88-2 89-2	89-4 87-4	89-2 87-4
RAIL					136 CWR - 3-1971	136 CWR - 3-1971	N				136 CWR 1986	136 CWR 1986	
BALLAST					SLAG 1967	SLAG 1967	N				SLAG 1987	SLAG 1987	
SURFACING					87	88	N	88	85	88	1988	1987	1987
TIES					1984	1984	N	1984	1984	1984	1987	1987	
UNDERCUTTER					U.T.P. 1967	U.T.P. 1967	N				U.C. 1987	U.C. 1987	
STABILIZATION					1950 N	1950 S		1950 N	1950 S	1956 N			1946 S

565

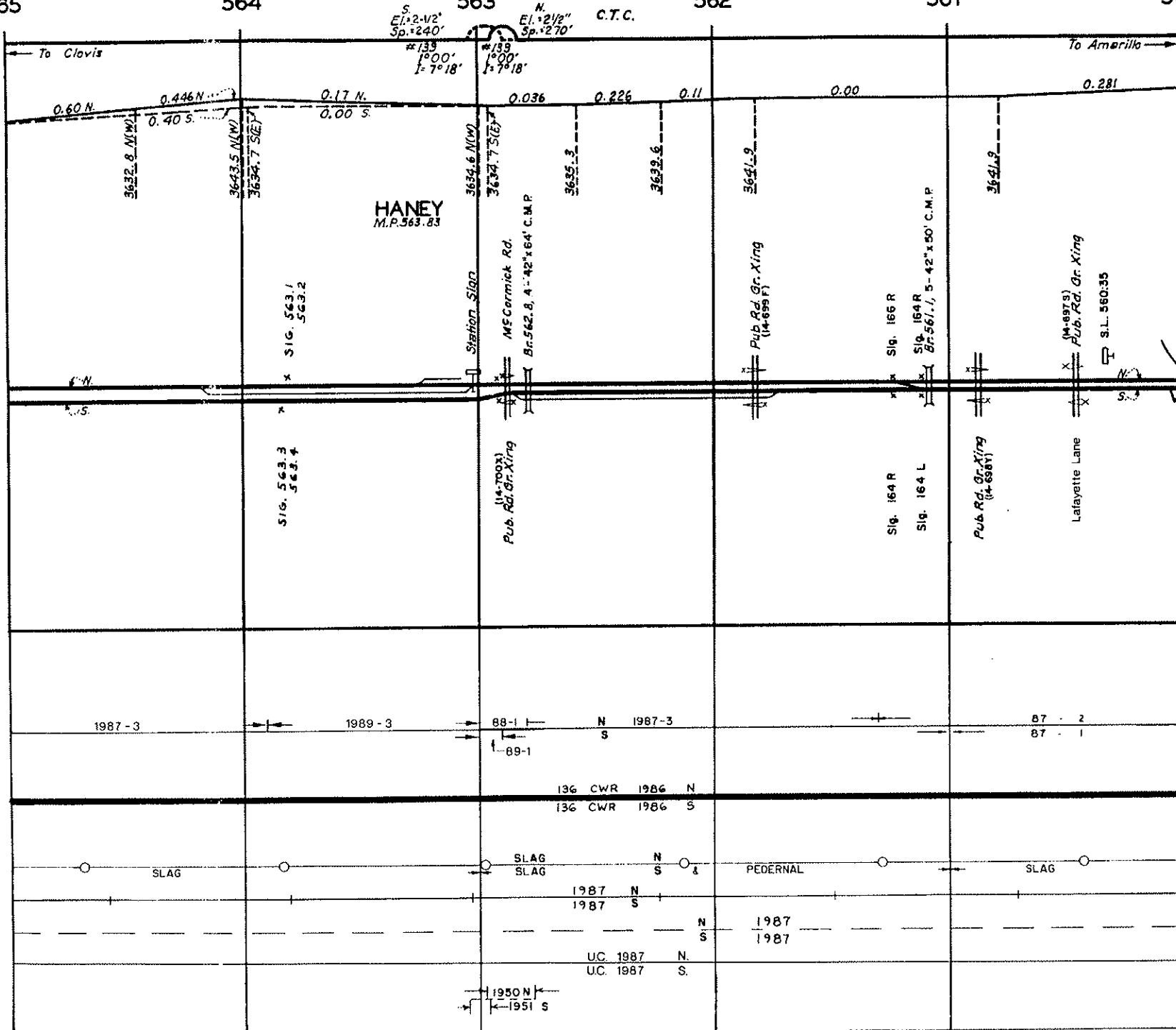
564

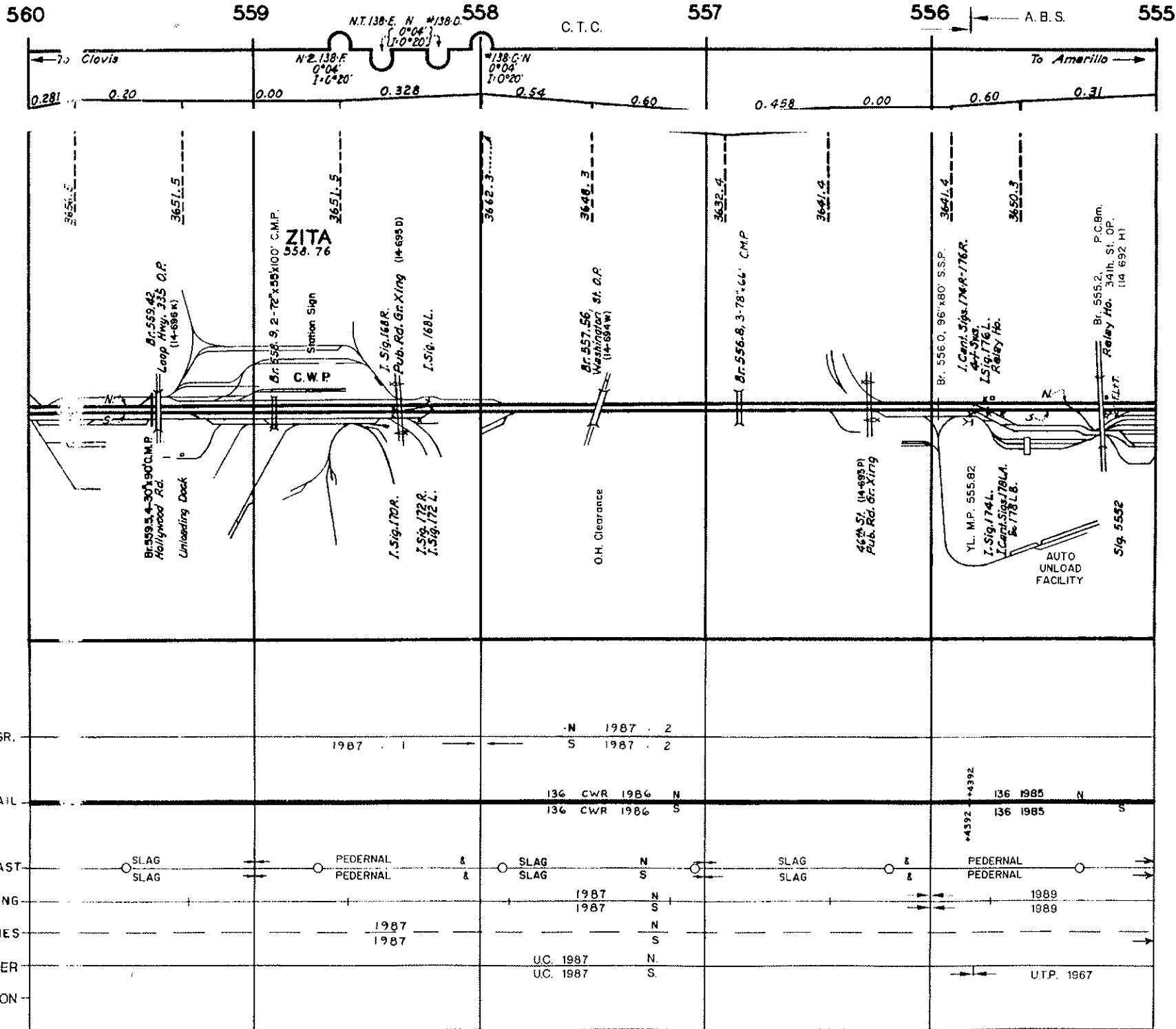
563

562

561

560





Hereford Subdivision

Amarillo (M.P. 553.0) to Clovis (M.P. 655.0)

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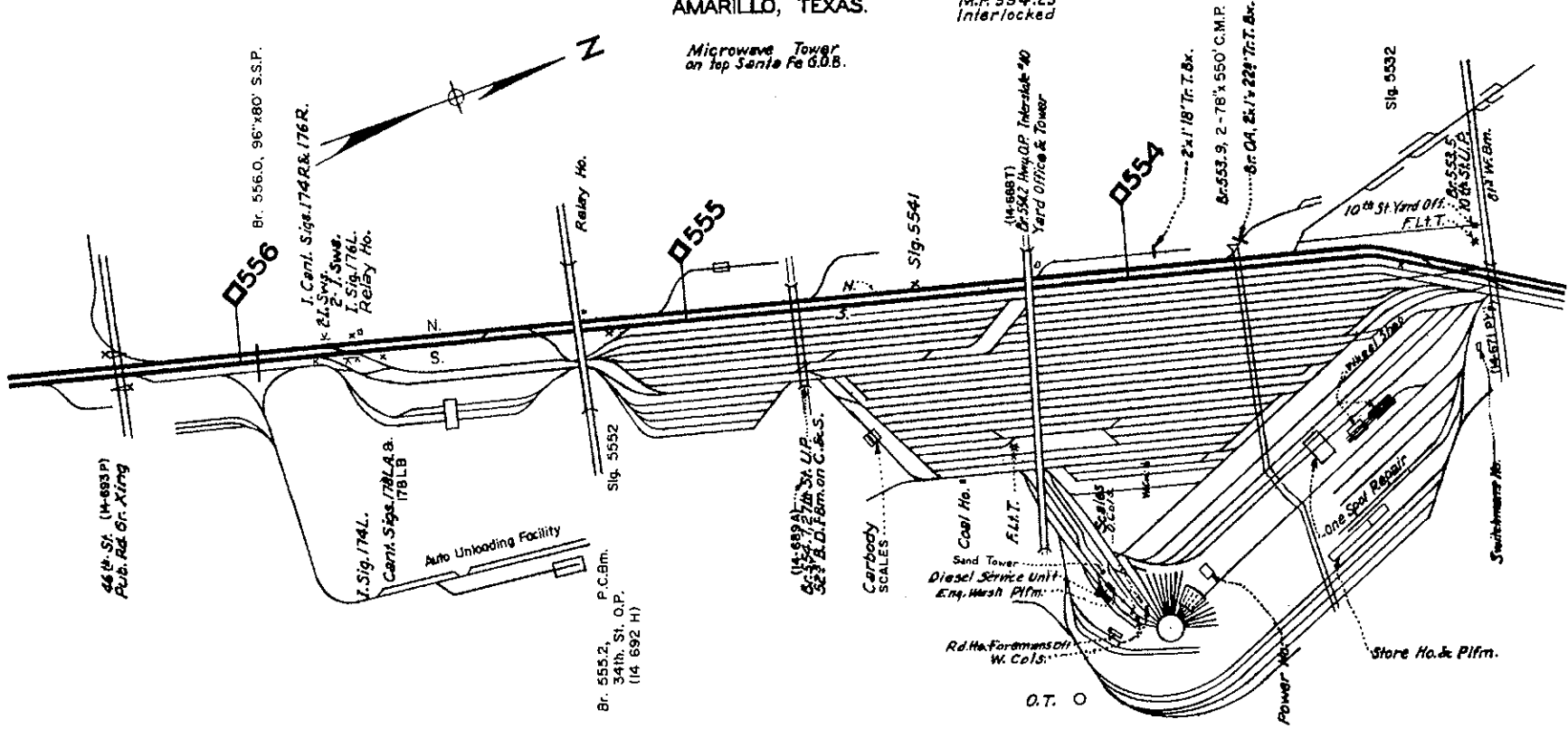
← To Clovis

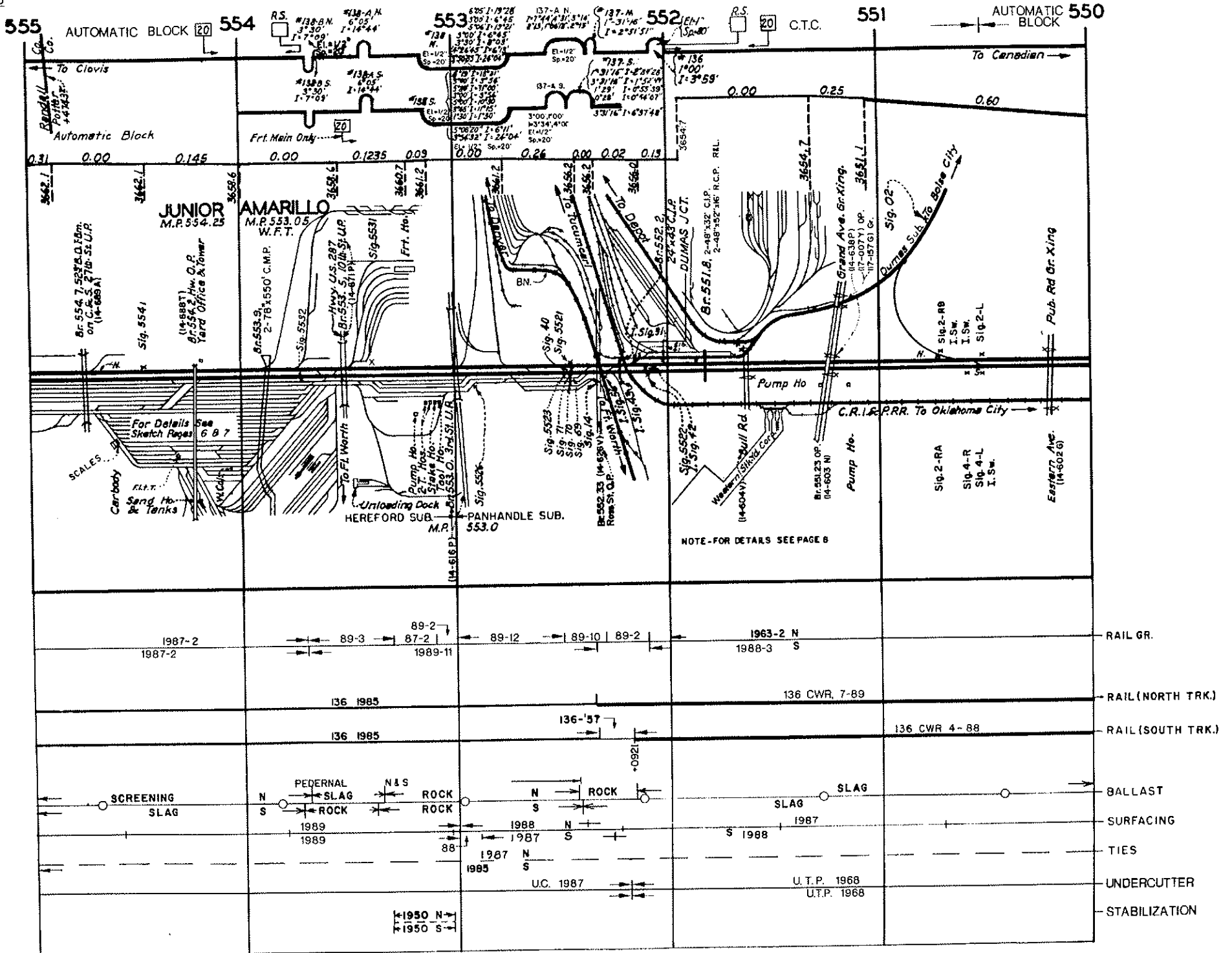
Automatic Block

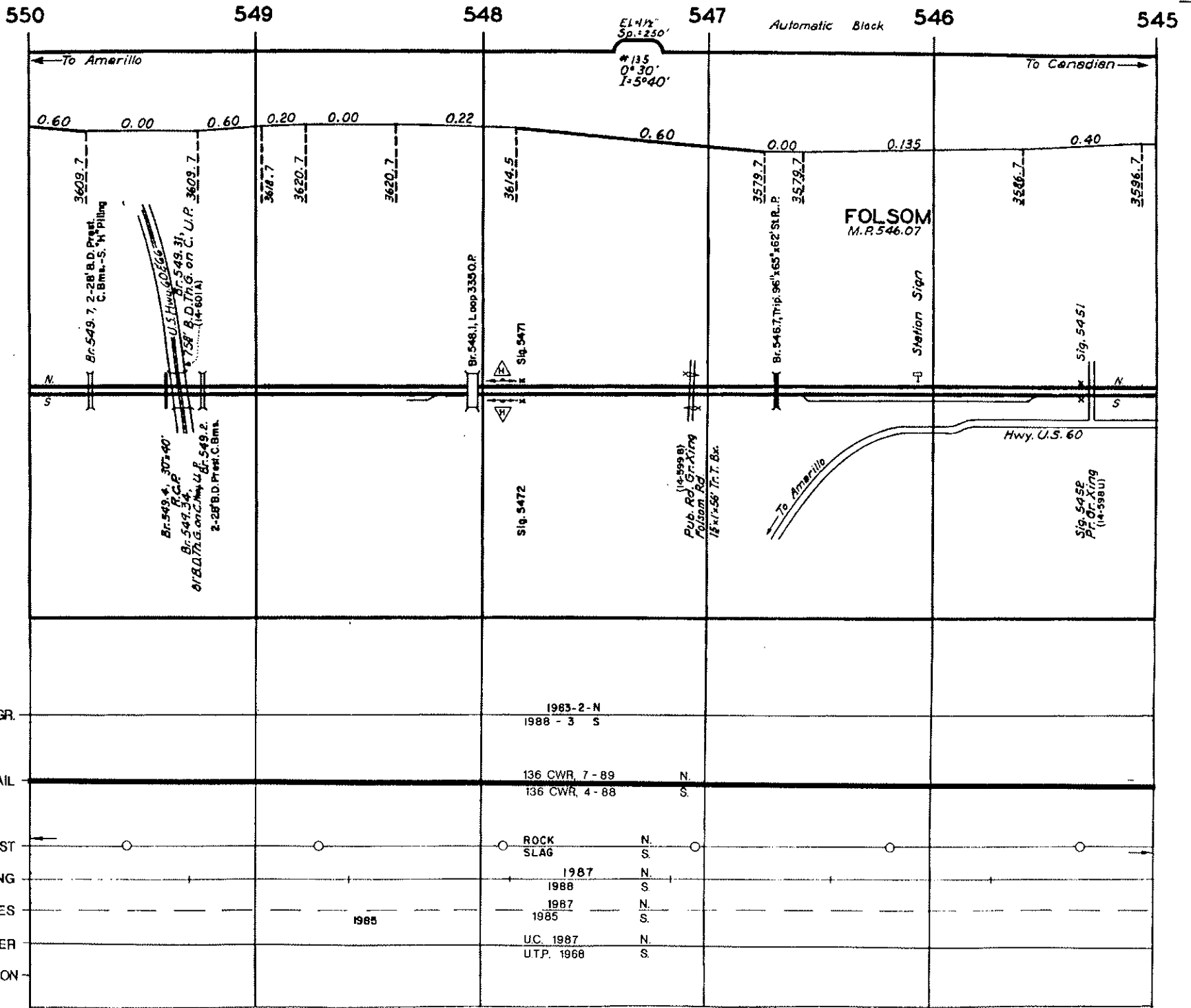
AMARILLO YARD AMARILLO, TEXAS.

JUNIOR
M.P. 554.25
Interlocked

Microwave Tower
on Top Santa Fe G.B.B.







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545

544

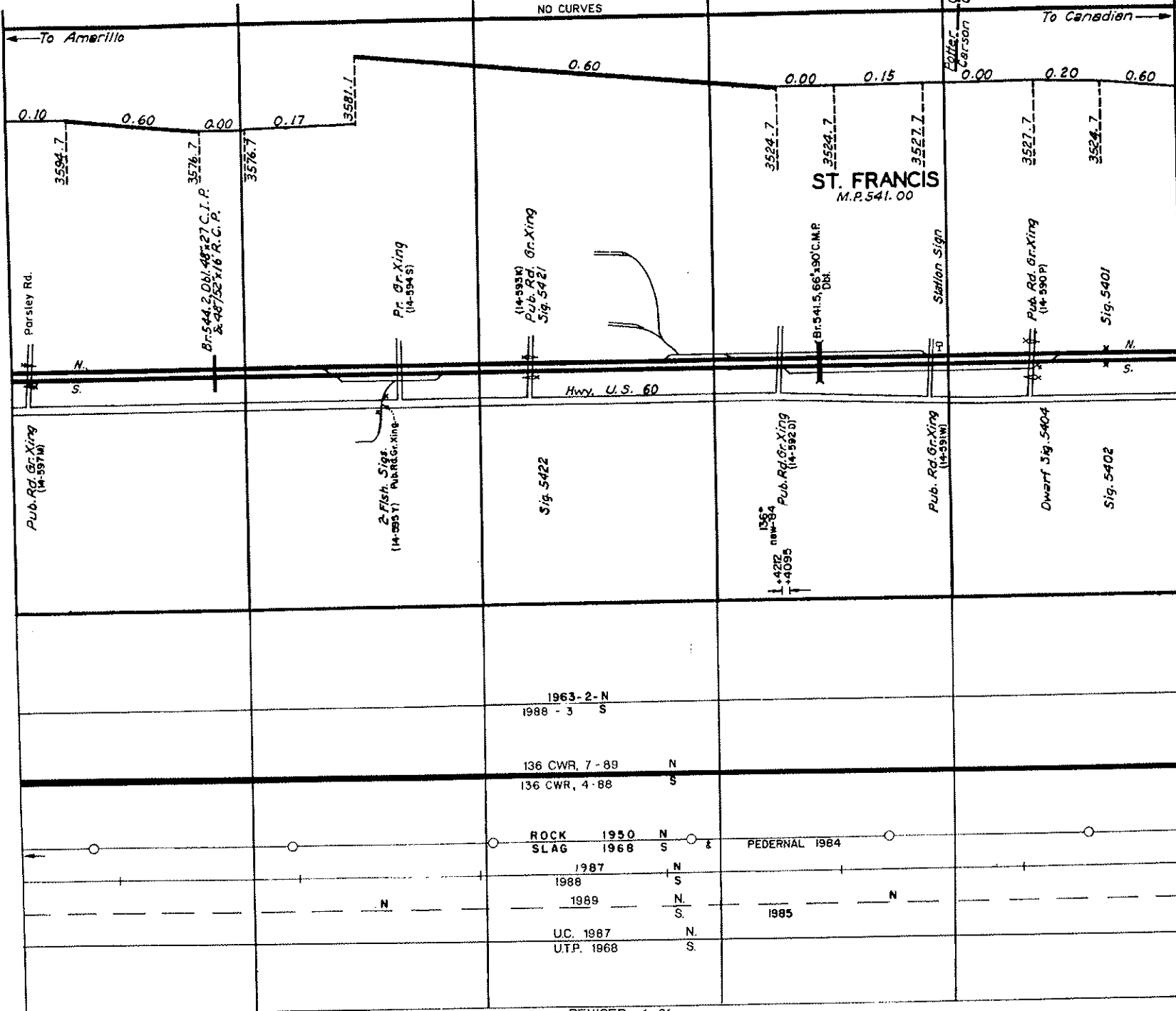
543

Automatic Block
NO CURVES

542

541

540



Potter
Carson
Co.

ST. FRANCIS
M.P. 541.00

Hwy. U.S. 60

Parsley Rd.

Br. 544.2 DN. 48' 27 C.I.P.
& 48' 52' 16 R.C.P.

Pr. Gr. Xing
(14-394S)

(14-393W)
Pub. Rd. Gr. Xing
Sig. 542/

Br. 541.5, 66' 190 C.M.P.
Dht.

Station Sign

Pub. Rd. Gr. Xing
(14-590P)

Sig. 540/

Pub. Rd. Gr. Xing
(14-597M)

2 Fish. Sigs.
(14-595T) PUB REG. XING

Sig. 5422

136*
new 84
14-422
T-4095
Pub. Rd. Gr. Xing
(14-592D)

Pub. Rd. Gr. Xing
(14-591W)

Dwarf Sig. 5404

Sig. 5402

1963-2-N
1988-3-S

136 CWR, 7-88 N
136 CWR, 4-88 S

ROCK 1950 N
SLAG 1968 S

1987 N
1988 S

1989 N
S

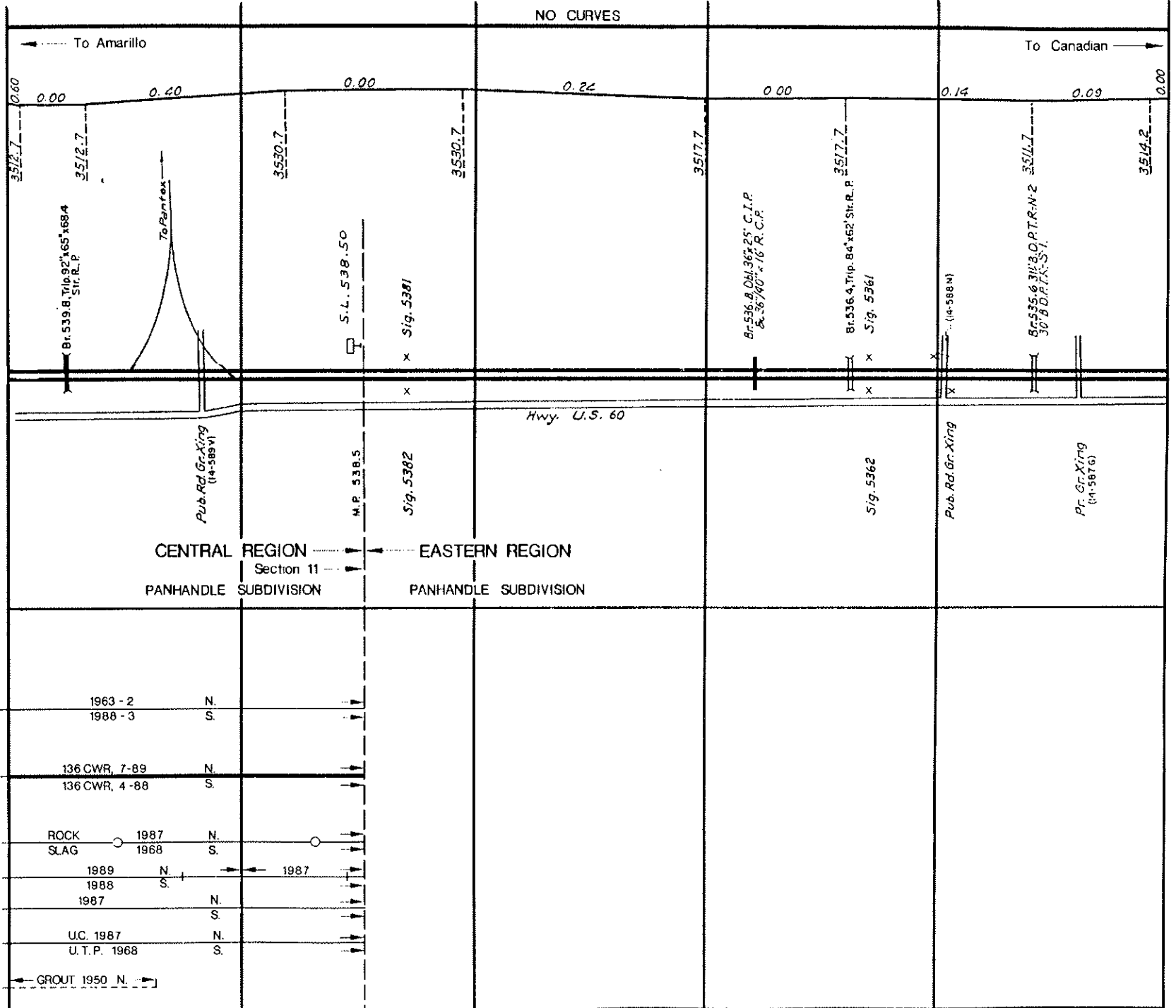
U.C. 1987 N
U.T.P. 1968 S

FEDERAL 1984

1985

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

540 539 538 AUTOMATIC BLOCKS 537 536 535



CENTRAL REGION
Section 11
PANHANDLE SUBDIVISION

EASTERN REGION
PANHANDLE SUBDIVISION

RAIL GR.	1963 - 2	N.	
	1988 - 3	S.	
RAIL	136 CWR, 7-89	N.	
	136 CWR, 4-88	S.	
BALLAST	ROCK	1987	N.
	SLAG	1968	S.
SURFACING	1989	N.	1987
	1988	S.	
TIES	1987	N.	
		S.	
UNDERCUTTER	U.C. 1987	N.	
	U.T.P. 1968	S.	
STABILIZATION	GROUT 1950	N.	

Panhandle Subdivision

St. Francis (M.P. 538.5) to Amarillo (M.P. 553.0)