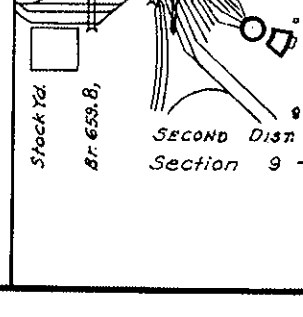
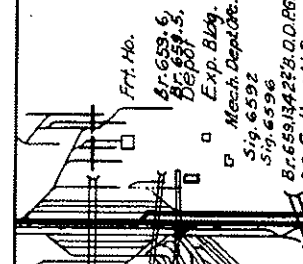


RATON
MP 659.41
FTY

See Separate
Sketch Page 24



Stock Yd.
Br. 659.8,
12' x 4' x 385' Sp. Ac.

SECOND DIST
Section 9

FIRST DIST
Section 8

Br. 659.9,
12' x 4' x 385' Sp. Ac.
MP 659.05
Br. 658.2,
48' x 85' C.I.P.

Br. 657.93,
310' Hwy. O.P.
Br. 657.62,
Trip 42' x 37' S.C.I.P.
Br. 657.5282,
8.0 D.D.G. on Stm.
Br. 657.3,
36' x 49' C.I.P.
8' R.C.P.

Br. 656.89,
1' x 17' x 52' Tr. T. Bx.
Br. 656.8, Obl.
42' x 62' C.I.P.
A.T.S. Sign Rt.
Br. 656.5,
3' x 25' x 54' Sp. Bx.
Br. 656.4,
3' x 3' x 70' Sp. Ac.
Br. 656.3, 935'
B.D. Th. 6.07 C.
Br. 656.03,
4' x 5' x 80' x 156'
Tr. T. Bx.

Br. 655.8,
48' x 615' C.I.P.
Br. 655.7,
36' x 49' C.I.P.
Br. 655.54,
24' x 50' C.I.P.
Br. 655.46,
36' x 37' C.I.P.
A.T.S. Sign Rt.

Br. 655.39,
4' x 3' x 58' / 608' Tr. T. Bx.
Br. 655.3,
2' x 15' x 319' Tr. T. Bx.
3c 655.3,
Br. 655.2, 65'
B.D. Th. 6.07 C.
Br. 655.12,
24' x 365' C.I.P.

Curves
#135 W.B.M.
4° 00' I = 8° 30'
#135 E.B.M.
3° 30' I = 8° 16'
#136-7° 15' - I = 30° 25'
#137-9° 00' - I = 15° 35'
#138-9° 00' - I = 13° 35'
#139-8° 45' - I = 33° 56'
#140-10° 30' - I = 38° 05'
#141-9° 30' - I = 18° 15'
#142-7° 30' - I = 10° 37'

Curves
#132-3° 45'
I = 12° 58' W.B.M.
I = 13° 50' E.B.M.
#133-4° 00'
I = 8° 38' W.B.M.
I = 8° 21' E.B.M.
#134-W.B.M.
4° 15' - I = 15° 33'
#134-E.B.M.
7° 00' - I = 15° 50'

Br. 657.93,
310' Hwy. O.P.
Br. 657.62,
Trip 42' x 37' S.C.I.P.
Br. 657.5282,
8.0 D.D.G. on Stm.
Br. 657.3,
36' x 49' C.I.P.
8' R.C.P.

Br. 657.93,
310' Hwy. O.P.
Br. 657.62,
Trip 42' x 37' S.C.I.P.
Br. 657.5282,
8.0 D.D.G. on Stm.
Br. 657.3,
36' x 49' C.I.P.
8' R.C.P.

Br. 657.1,
1179' B.D. on C.F.R.M.
1188' B.D. on C. W.B.M.
Br. 656.89,
1' x 17' x 52' Tr. T. Bx.
Br. 656.8, Obl.
42' x 62' C.I.P.
A.T.S. Sign Rt.
Br. 656.5,
3' x 25' x 54' Sp. Bx.
Br. 656.4,
3' x 3' x 70' Sp. Ac.
Br. 656.3, 935'
B.D. Th. 6.07 C.
Br. 656.03,
4' x 5' x 80' x 156'
Tr. T. Bx.

Br. 656.89,
1' x 17' x 52' Tr. T. Bx.
Br. 656.8, Obl.
42' x 62' C.I.P.
A.T.S. Sign Rt.
Br. 656.5,
3' x 25' x 54' Sp. Bx.
Br. 656.4,
3' x 3' x 70' Sp. Ac.
Br. 656.3, 935'
B.D. Th. 6.07 C.
Br. 656.03,
4' x 5' x 80' x 156'
Tr. T. Bx.

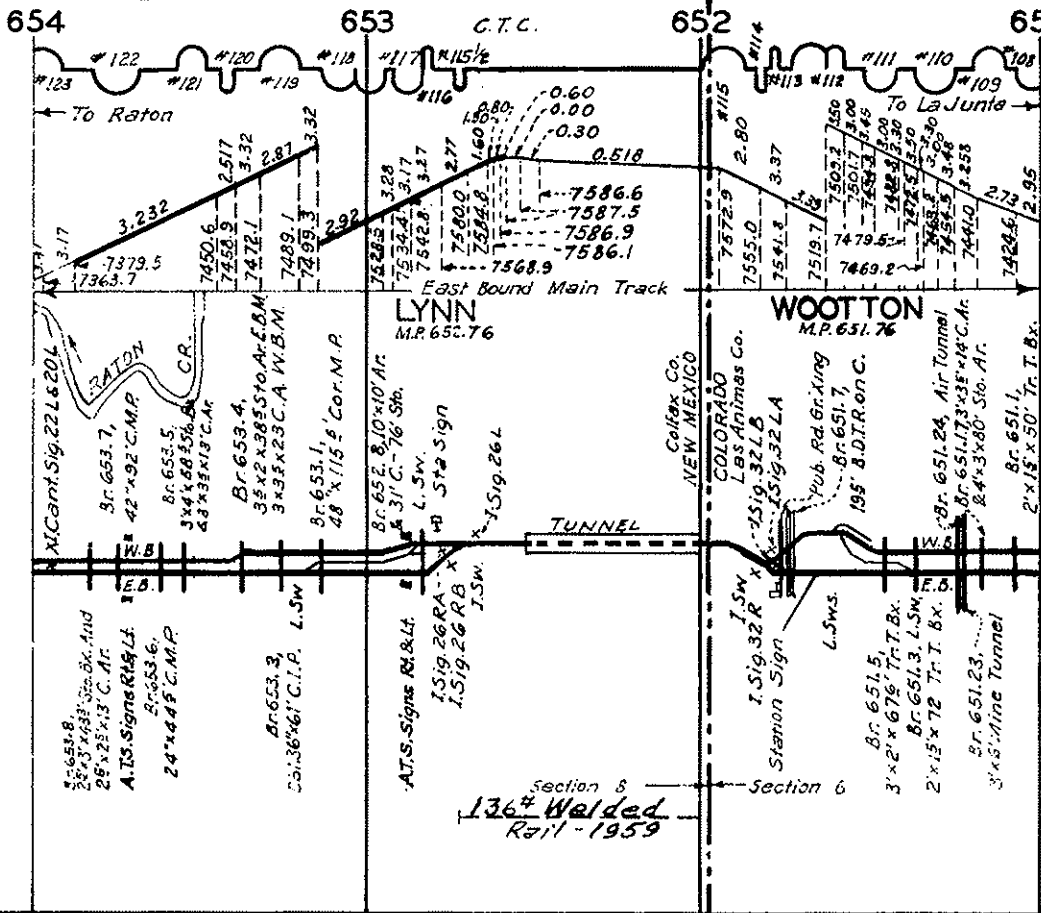
Br. 655.8,
48' x 615' C.I.P.
Br. 655.7,
36' x 49' C.I.P.
Br. 655.54,
24' x 50' C.I.P.
Br. 655.46,
36' x 37' C.I.P.
A.T.S. Sign Rt.

Curves on Page 22
M.P. 651 to 654

E.B. only

#108	10°14'	I = 55°06'
#109	10°07'	I = 49°45'
#110	5°00'	I = 29°33'
#111	6°00'	I = 33°05'
#112	5°37'	I = 16°35'
	4°30'	I = 21°25'
114	4°30'	I = 6°14'
115	0°03'	I = 0°08'
115 1/2	3°06'17"	I = 4°05'27"

116	4°00'	I = 4°03'
117	3°00'	I = 10°30'
118	7°26'	I = 33°27'
	7°42'	I = 40°05'
119	7°54'	I = 50°15'
120	5°00'	I = 13°07'
121	2°15'	I = 10°07'
122	1°10'	I = 8°14'
123	4°04'	I = 28°49'



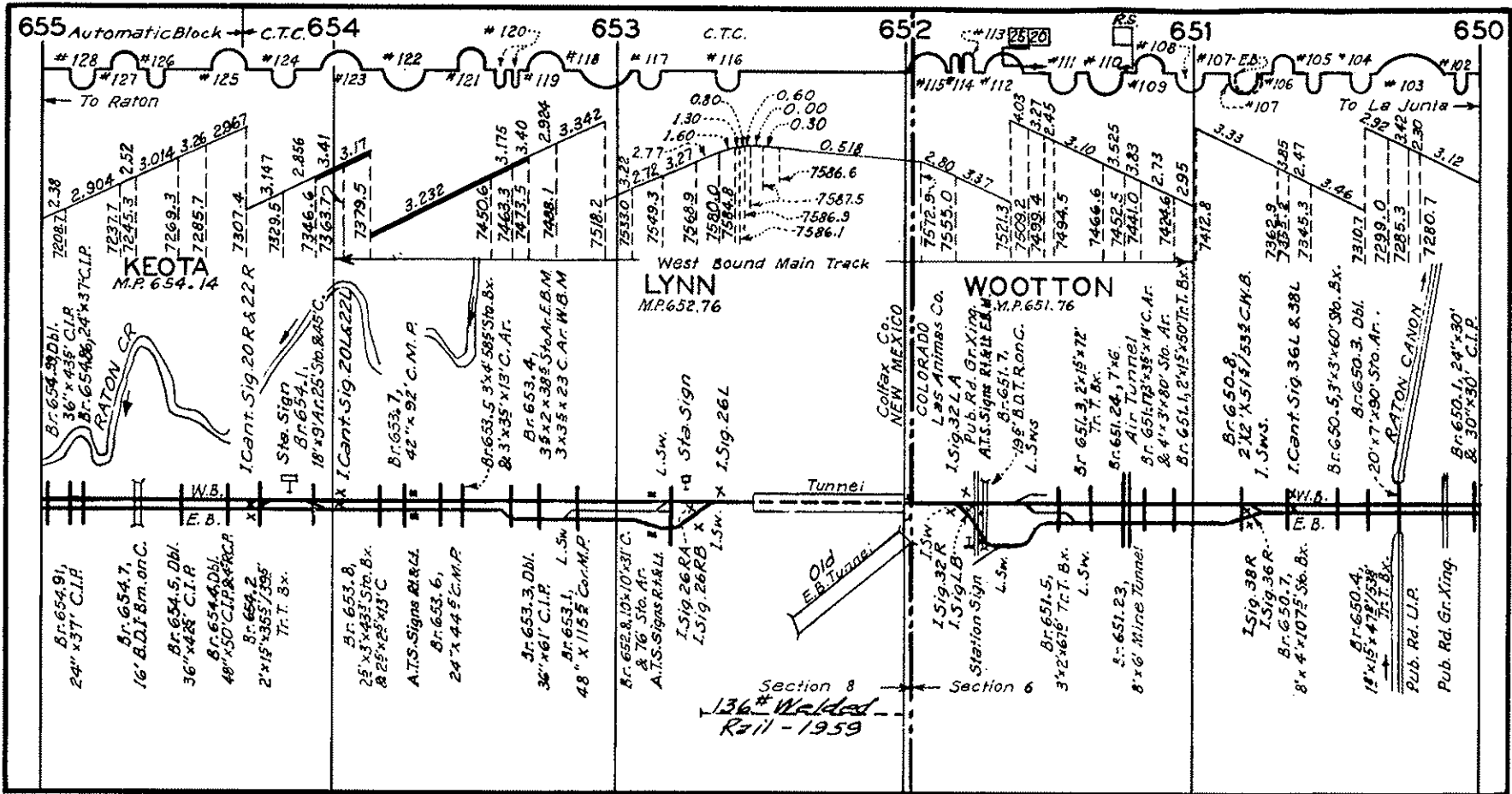
Curves on Page 21
M.P. 650 to M.P. 651 - E.B. & W.B.
#102 - 9°00' I 18°18' W.B. E.I. 2 1/2" Sp. 90
#103 - 10°00' I 12°50' W.B. E.I. = 3 1/2" Sp. 110
#104 - 7°35' I 24°19' W.B. E.I. 3 1/2" Sp. 120
#105 - 10° I 19°49' E.I. 3" Sp. W.B. 90, E.B. 140
#106 - 10°30' I 41°14' W.B. E.I. 3" Sp. 120
#107 - W.B. 2°40' I 13°52' E.I. 2" Sp. 70'
#108 - W.B. 10°00' I 55°06' E.I. 3 1/2" Sp. 120
#109 - 10°07' I 49°45' W.B. E.I. 2 1/2" Sp. 120
#109 - 10°07' I 49°45' W.B. E.I. 2 1/2" Sp. 120
#109 - 10°07' I 49°45' W.B. E.I. 2 1/2" Sp. 120

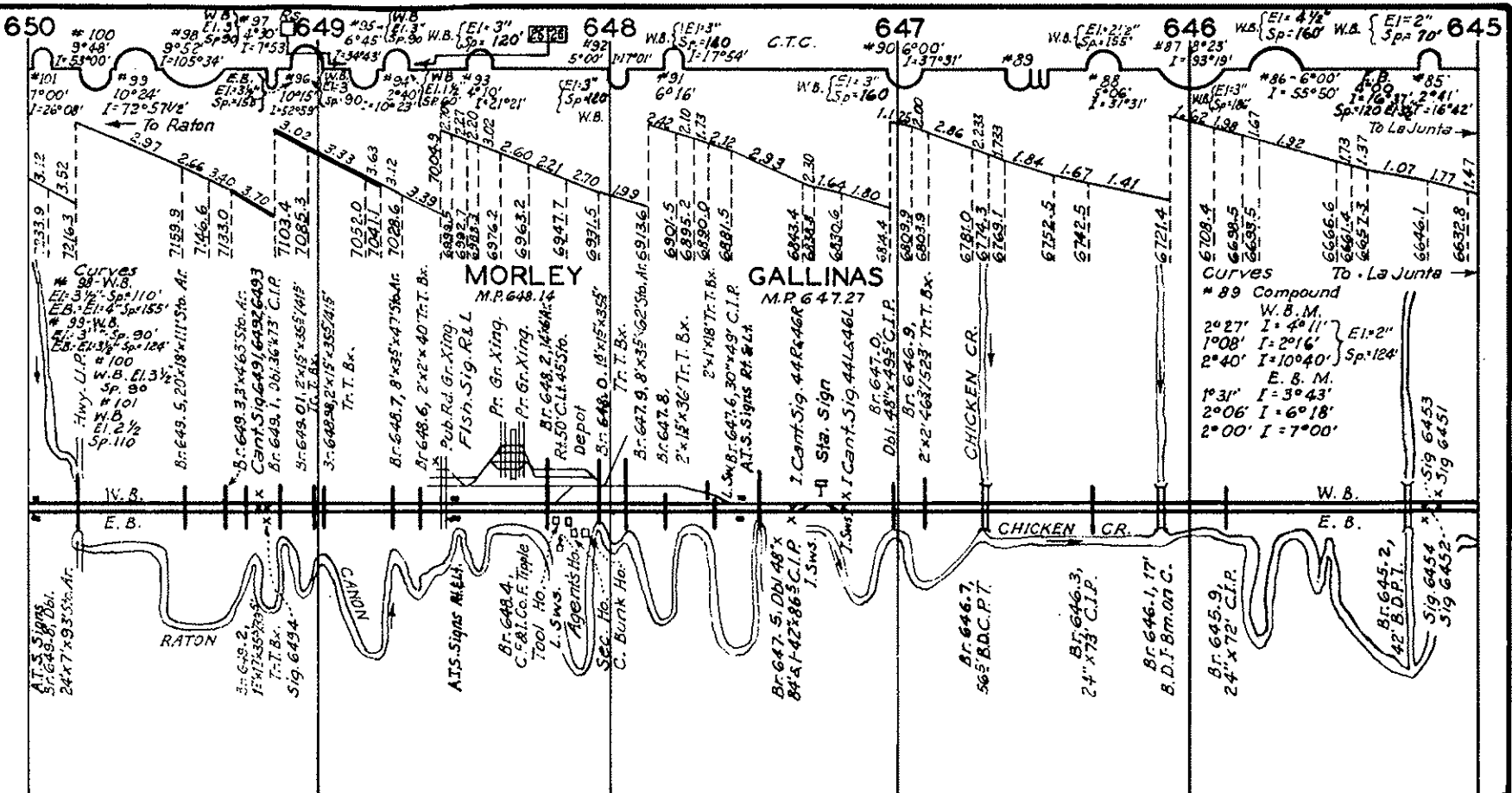
M.P. 651 to 654 W.B. Only

#110	5°00'	I = 29°18'
#111	6°00'	I = 27°45'
#112	3°48'	I = 26°18'
#113	3°00'	I = 6°21'
#114	3°00'	I = 5°08'
#115	2°28'	I = 16°38'
#116	4°00'	I = 13°32'
#117	3°45'	I = 14°43'
#118	7°20'	I = 69°24'
#119	8°03'	I = 50°42'
#120	5°00'	I = 5°46'
	5°00'	I = 7°55'
#121	2°15'	I = 10°07'
#122	1°10'	I = 8°14'
#123	4°04'	I = 28°49'

M.P. 654 to 655
E.B. & W.B.

#124	6°00'	I = 21°27'
#125	6°00'	I = 35°53'
#126	6°00'	I = 18°25'
#127	5°30'	I = 27°53'
#128	6°10'	I = 26°30'





650
 #100
 3°48'
 7°53'00"

#99
 7°00'
 1-26°00'

#98
 9°52'
 I=105°34'

#95
 6°45'
 Sp=90

#94
 7°42'
 I=102°1'

#93
 7°00'
 I=72°57 1/2'

#92
 2°40'
 Sp=150

#91
 6°16'
 I=175°4'

#90
 6°00'
 I=137°31'

#89
 5°06'
 I=31°31'

#88
 5°06'
 I=31°31'

#87
 8°23'
 I=93°19'

#86
 6°00'
 I=55°50'

#85
 7°00'
 Sp=120

#84
 7°00'
 I=16°42'

3.12
 7216.3
 3.52
 2.97
 2.66
 3.40
 3.70
 2.129.9
 7146.6
 7133.0
 7103.4
 7085.3
 7052.0
 7041.1
 7028.6
 7004.9
 6983.5
 6972.2
 6963.2
 6947.7
 6931.5
 199
 6901.5
 6895.2
 6890.0
 6881.5
 2.93
 2.30
 1.64
 1.80
 1.1
 2.86
 2.23
 1.73
 1.84
 1.67
 1.41
 6708.4
 6698.5
 6693.5
 6666.6
 6661.4
 6657.3
 6646.1
 6632.8
 1.07
 1.77
 1.47

Curves
 # 98-W.B.
 EI: 3 1/2° Sp: 110'
 E.B.: EI: 4° Sp: 155'
 # 99-W.B.
 Sp: 90'
 # 100
 W.B. EI: 3 1/2°
 Sp: 90'
 # 101
 W.B.
 EI: 2 1/2°
 Sp: 110'

Br. 649.3, 3.3 x 4.3 Sto. Ar.
 Cent. Sig. 649.1, 649.2, 649.3
 Br. 649.1, 0.61 x 3.673' C.I.P.
 Br. 649.01, 2.415 x 3.65 (415'
 Tr. T. Bx.
 Br. 649.7, 8' x 35' x 47.5 Sto. Ar.
 Br. 648.6, 2' x 2' x 40' Tr. T. Bx.
 Pub. Rd. Gr. Xing.
 Fish. Sig. R.R.L
 Pt. Gr. Xing.
 Pt. Gr. Xing.
 Br. 648.2, 1.416 x 4.41
 R.R. 50' C.I.L. 45 Sto.
 Depot

MORLEY
 M.P. 648.14
 Br. 648.0, 1.875 x 3.55'
 Tr. T. Bx.
 Br. 647.9, 8' x 35' x 62.5 Sto. Ar. 6913.6
 Br. 647.8
 2' x 15' x 36' Tr. T. Bx.
 24' x 18' Tr. T. Bx.
 L.S. Br. 647.6, 30' x 49' C.I.P.
 A.T.S. Signs Rt. & Lt.

GALLINAS
 M.P. 647.27
 Br. 647.0
 Br. 646.9
 2' x 2' x 63' x 52' Tr. T. Bx.
 CHICKEN CR.
 Br. 646.7
 56' x 80 C.P.T.
 24' x 73' C.I.P.

CHICKEN CR.
 Br. 646.7
 56' x 80 C.P.T.
 24' x 73' C.I.P.

CHICKEN CR.
 Br. 646.7
 56' x 80 C.P.T.
 24' x 73' C.I.P.

Curves
 # 89 Compound
 W.B.M.
 2°27' I=4°11'
 1°08' I=2°16'
 2°40' I=10°40'
 E.B.M.
 1°31' I=3°43'
 2°06' I=6°18'
 2°00' I=7°00'
 Sp: 124'

Br. 645.9
 24' x 72' C.I.P.
 Br. 645.9
 24' x 72' C.I.P.
 Br. 646.1, 17'
 B.D.P. 8m on C.
 Br. 645.9
 24' x 72' C.I.P.
 Br. 645.2
 42' B.D.P.T.
 Sig. 6454
 Sig. 6452

645

W.B. (E.I. 2 1/2" Sp. 140) E.I. 3 1/2" Sp. 160 W.B. 644

(E.I. 2 1/2" Sp. 82 - 145 3/4) W.B. (E.I. 2 1/2" Sp. 90) W.B. 643

*76 4'09" I=47°49' *75 1'04" I=7°36'

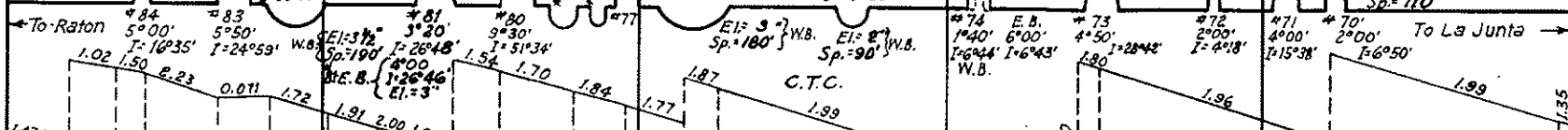
E.I. 3" Sp. 180 W.B. E.I. 2" Sp. 90 W.B. 642

E.I. 3 1/2" Sp. 180 W.B. E.I. 3 1/2" Sp. 180 W.B. 641

E.I. 2 1/2" Sp. 110 W.B. E.I. 2 1/2" Sp. 110 W.B. 640

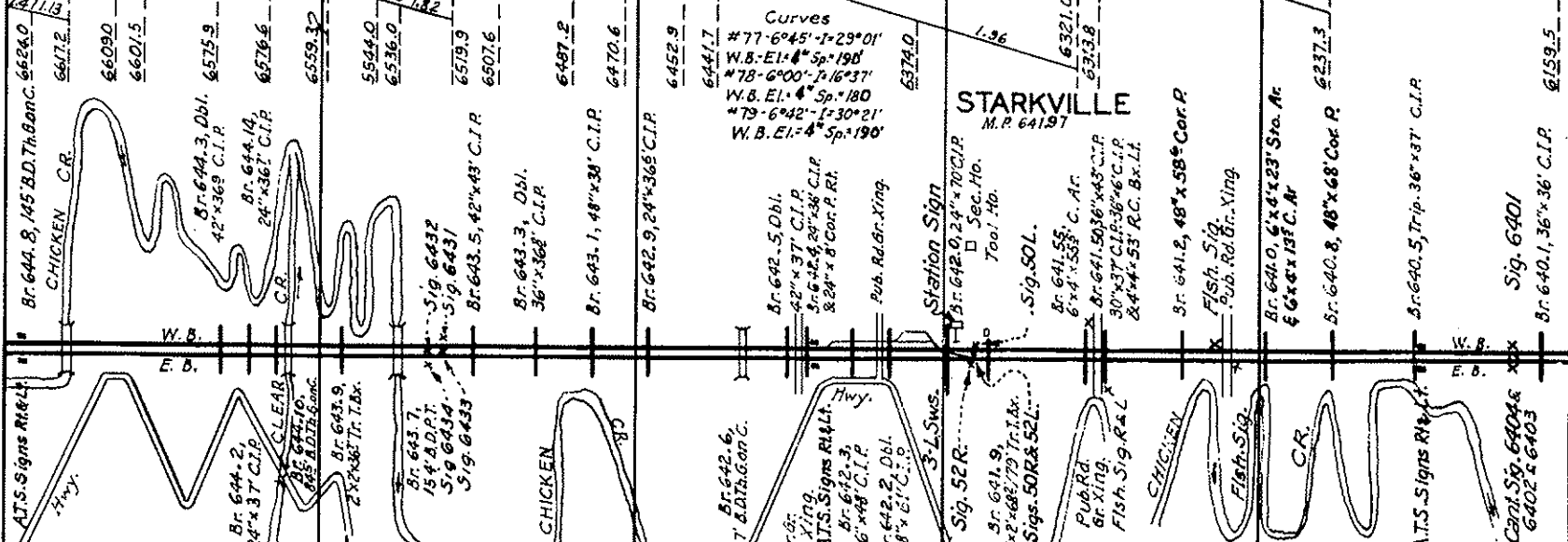
E.I. 3 1/2" Sp. 180 W.B. E.I. 2 1/2" Sp. 110

19

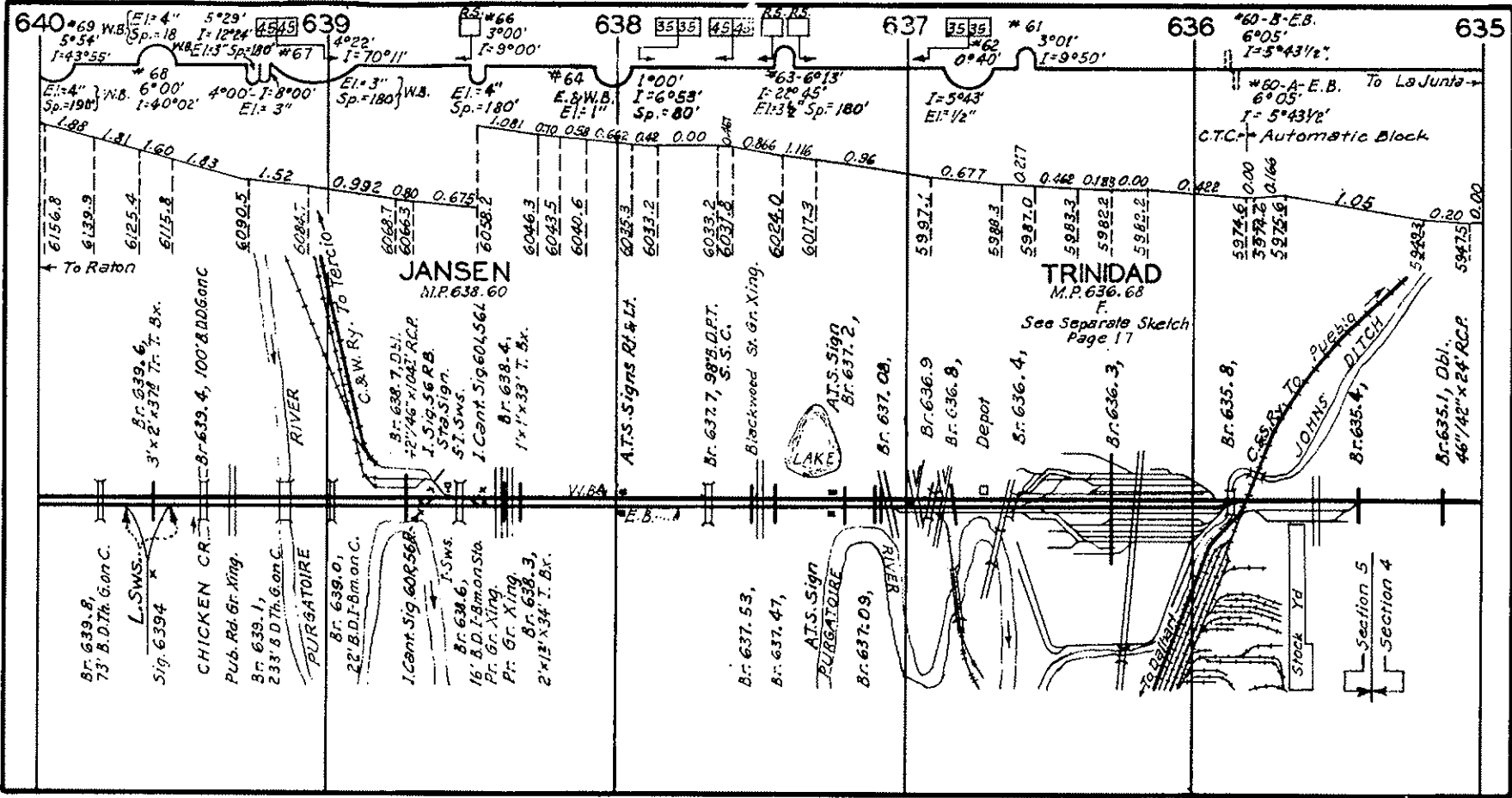


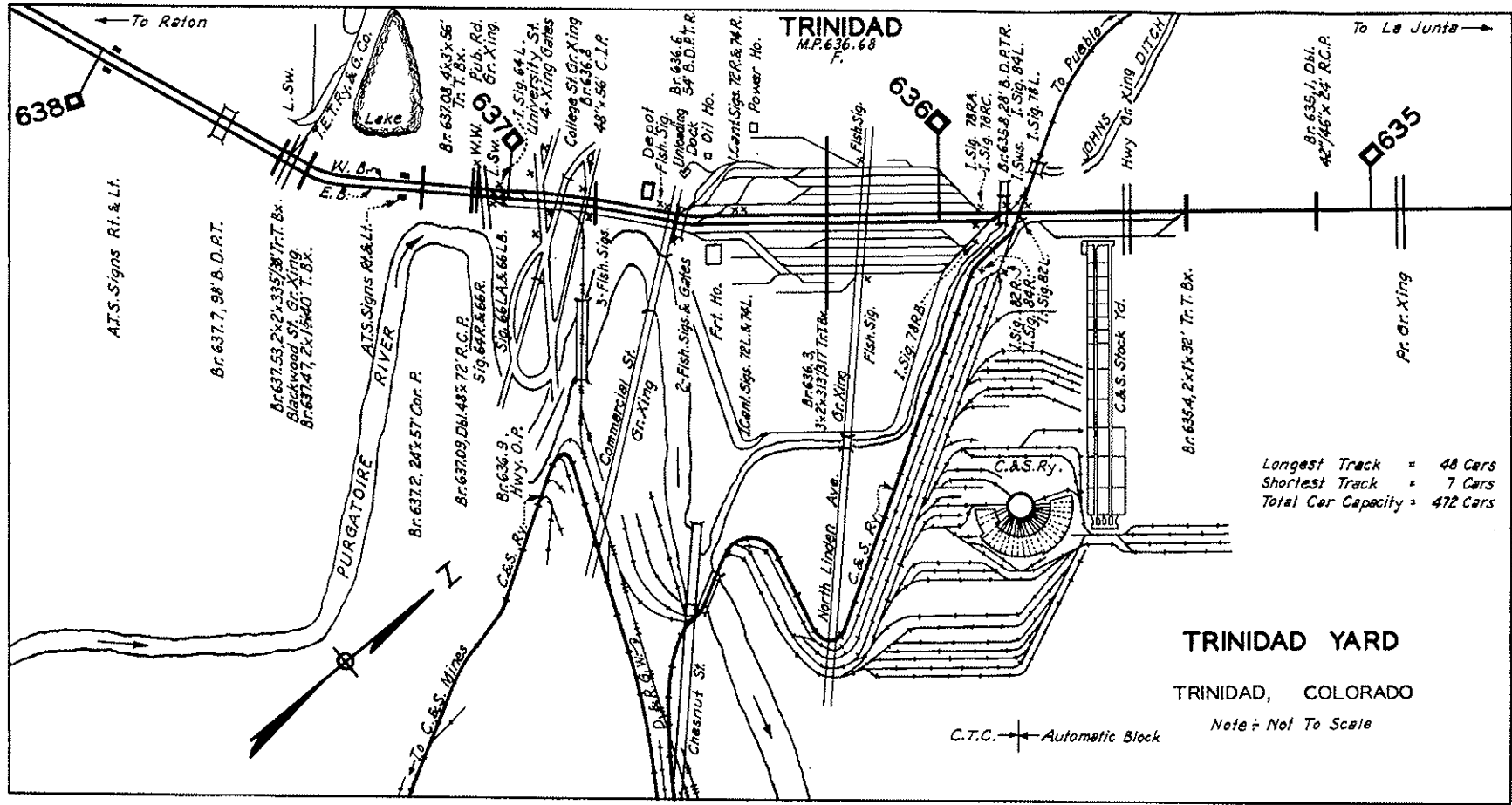
C.T.C. Curves
#77-6°45'-I=29°01'
W.B.-E.I. 4" Sp. 198'
#78-6°00'-I=16°37'
W.B.-E.I. 4" Sp. 180'
#79-6°42'-I=30°21'
W.B.-E.I. 4" Sp. 190'

STARKVILLE
M.P. 641.97



Section 6 Section 5
A.T.S. Signs R4&L
CHICKEN C.R.
Br. 644.8, 145' B.D. Th. & Conc.
W.B.
E. B.
Hwy.
Br. 644.2, 24'x37' C.I.P.
CLEAR
Br. 644.3, Dbl. 42'x369' C.I.P.
Br. 644.14, 24'x367' C.I.P.
Br. 643.9, 28'x367' Tr. L.Bx.
Br. 643.7, 154' A.D.P.T.
Sig. 6434
Sig. 6431
Br. 643.5, 42'x43' C.I.P.
Br. 643.3, Dbl. 36'x368' C.I.P.
Br. 643.1, 48'x38' C.I.P.
Br. 642.9, 24'x365' C.I.P.
CHICKEN
Br. 642.6, 37'x40' Dithcan C.
Pub. Rd. Xing.
A.T.S. Signs R4&L
Br. 642.3, 36'x48' C.I.P.
Br. 642.2, Dbl. 48'x61' C.I.P.
Sig. 52R
Br. 641.9, 3x2x687'79 Tr. L.Bx.
Sigs. 50R & 52L
Pub. Rd. Xing.
Fish. Sig. R4L
CHICKEN
Fish. Sig.
C.R.
A.T.S. Signs R4&L
Br. 641.2, 48'x58' Cor. P.
Fish. Sig.
Pub. Rd. Xing.
Br. 641.55, 6'x4'x53' C. Ac.
Br. 641.5036'x43' C.I.P.
30'x37' C.I.P. 36'x6' C.I.P.
24'x45'53' R.C. Bx. L.I.
Br. 641.2, 48'x58' Cor. P.
Fish. Sig.
Pub. Rd. Xing.
Br. 641.0, 6'x4'x23' Sta. Ac.
6'6'x18' C. Ac.
Br. 640.8, 48'x68' Cor. P.
Br. 640.5, Trip. 36'x37' C.I.P.
W.B.
E. B.
A.T.S. Signs R4&L
Br. 640.1, 36'x36' C.I.P.
Sig. 6401
6402 & 6403





TRINIDAD
M.P. 636.68

TRINIDAD YARD
TRINIDAD, COLORADO

Longest Track = 48 Cars
Shortest Track = 7 Cars
Total Car Capacity = 472 Cars

Note: Not To Scale

C.T.C. → Automatic Block

635

634

633

632

631

630

8055

8055



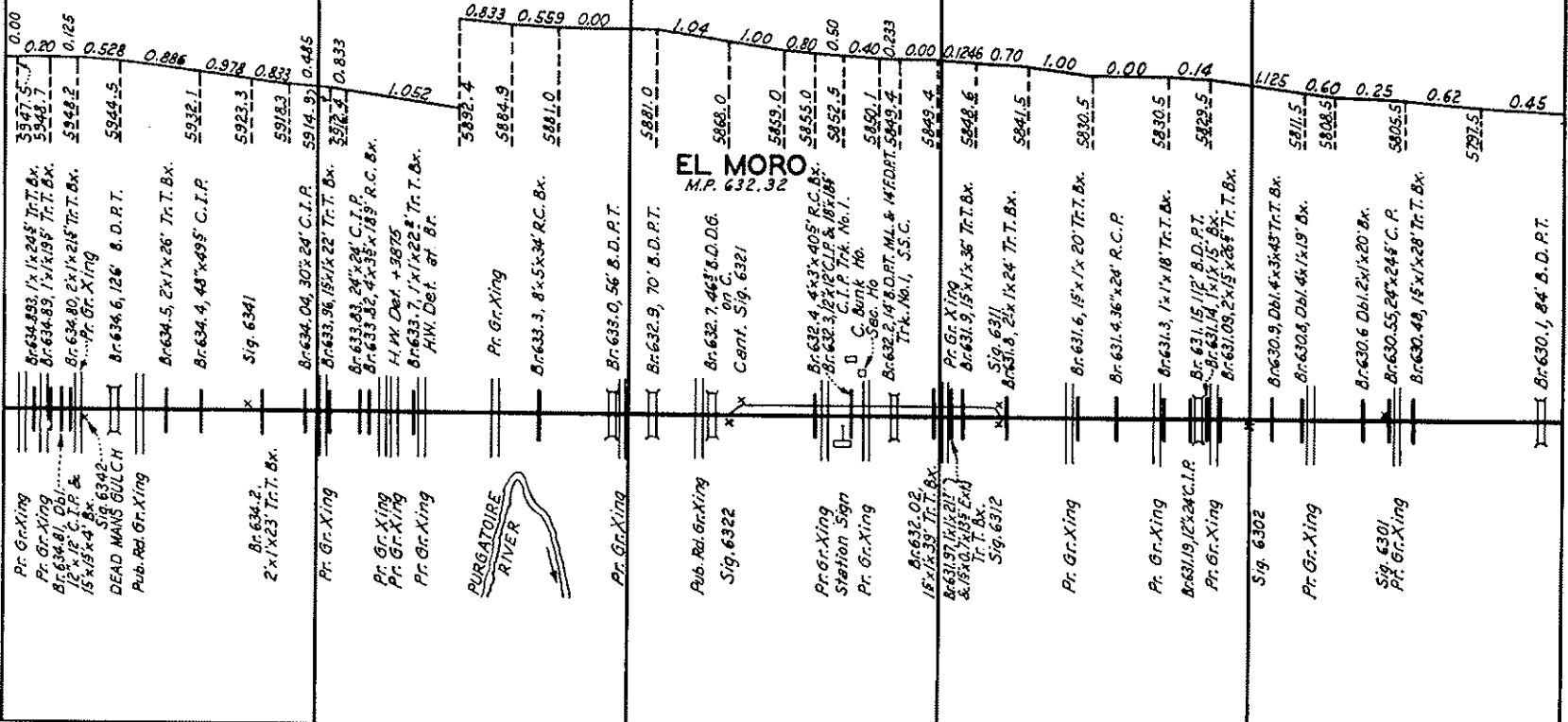
60
1° 30'
1° 12' 55'

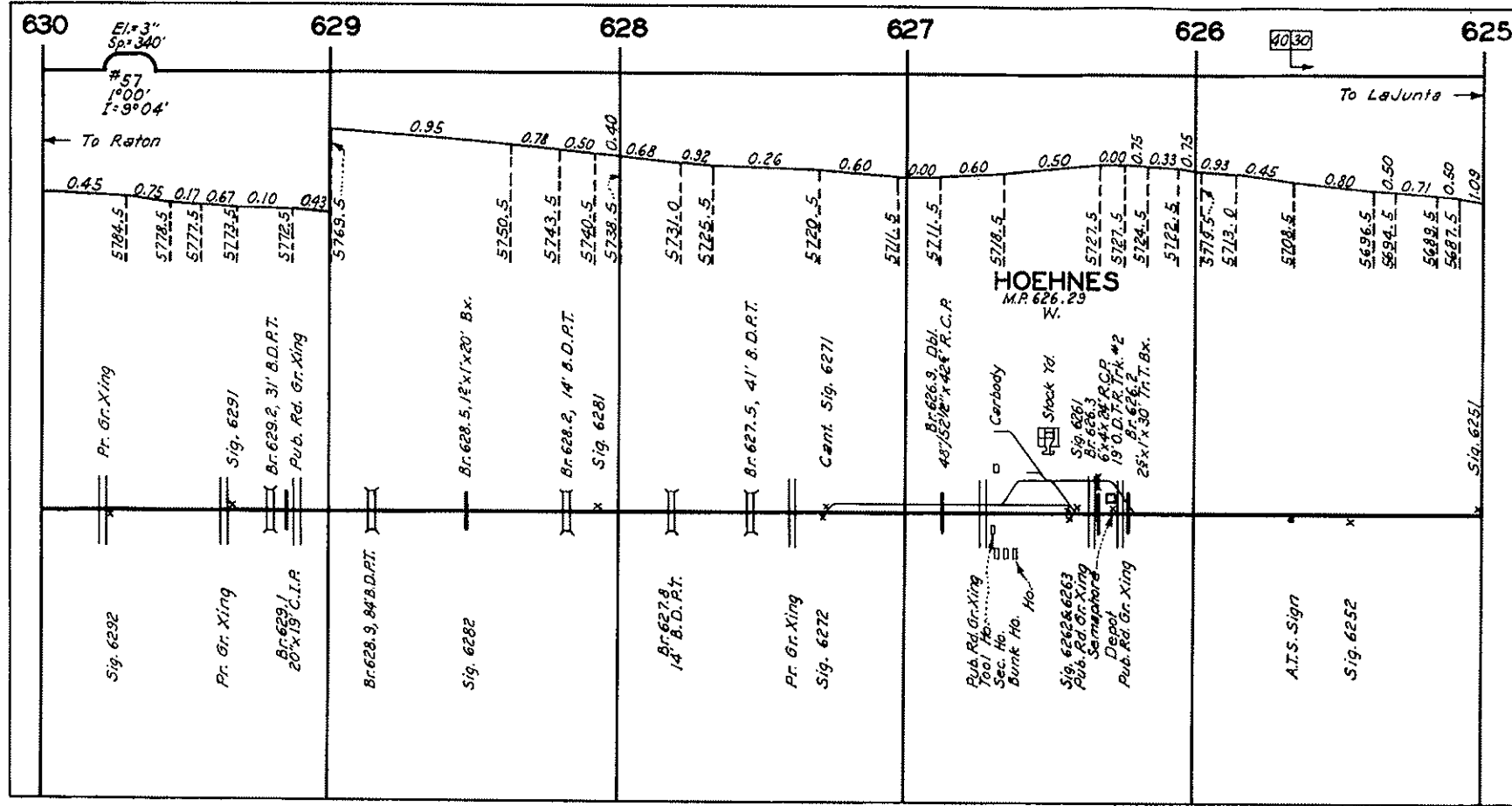


69
1° 00'
1° 25' 19'

← To Raton

To La Junta →





630

El. +3'
Sp. 340'

#57
1°00'
I=9°04'

To Raton

629

628

627

626

4030

625

To LaJunta

5784.5
5778.5
5772.5
5772.5
5772.5

Pr. Gr. Xing

Sig. 6291

B.C. 629, 31' B.D.P.T.
Pub. Rd. Gr. Xing

5769.5

B.C. 628, 9, 84' B.D.P.T.

Sig. 6282

B.C. 628, 5, 14'x1'x20' Bx.

5750.5
5743.5
5740.5
5738.5

Sig. 6281

B.C. 627, 8, 14' B.D.P.T.

B.C. 627, 5, 41' B.D.P.T.

Pr. Gr. Xing
Sig. 6272

Cent. Sig. 6271

5720.5

5716.5

B.C. 626, 9, 42' R.C.R.

Pub. Rd. Gr. Xing
Tool Ho.
Sec. Ho.
Bunk Ho.

Carbody

Stack 70

Sig. 6261
B.C. 626, 3, 6'x4' R.C.P.
Serranohard
Deposit
Pub. Rd. Gr. Xing

5718.5

5717.5
5717.5
5714.5

5712.5

5712.5

5712.5

A.T.S. Sign

Sig. 6252

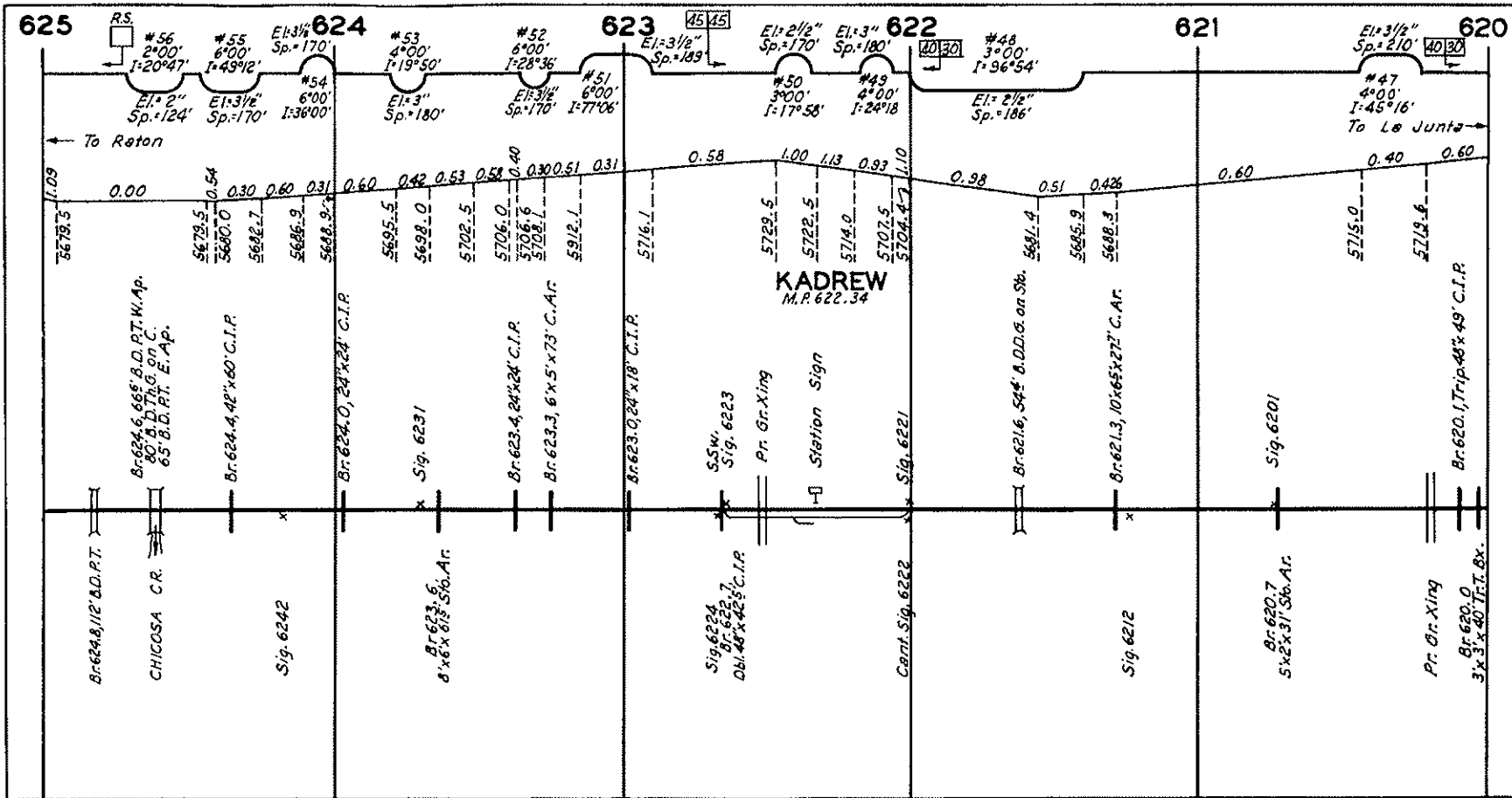
5704.5

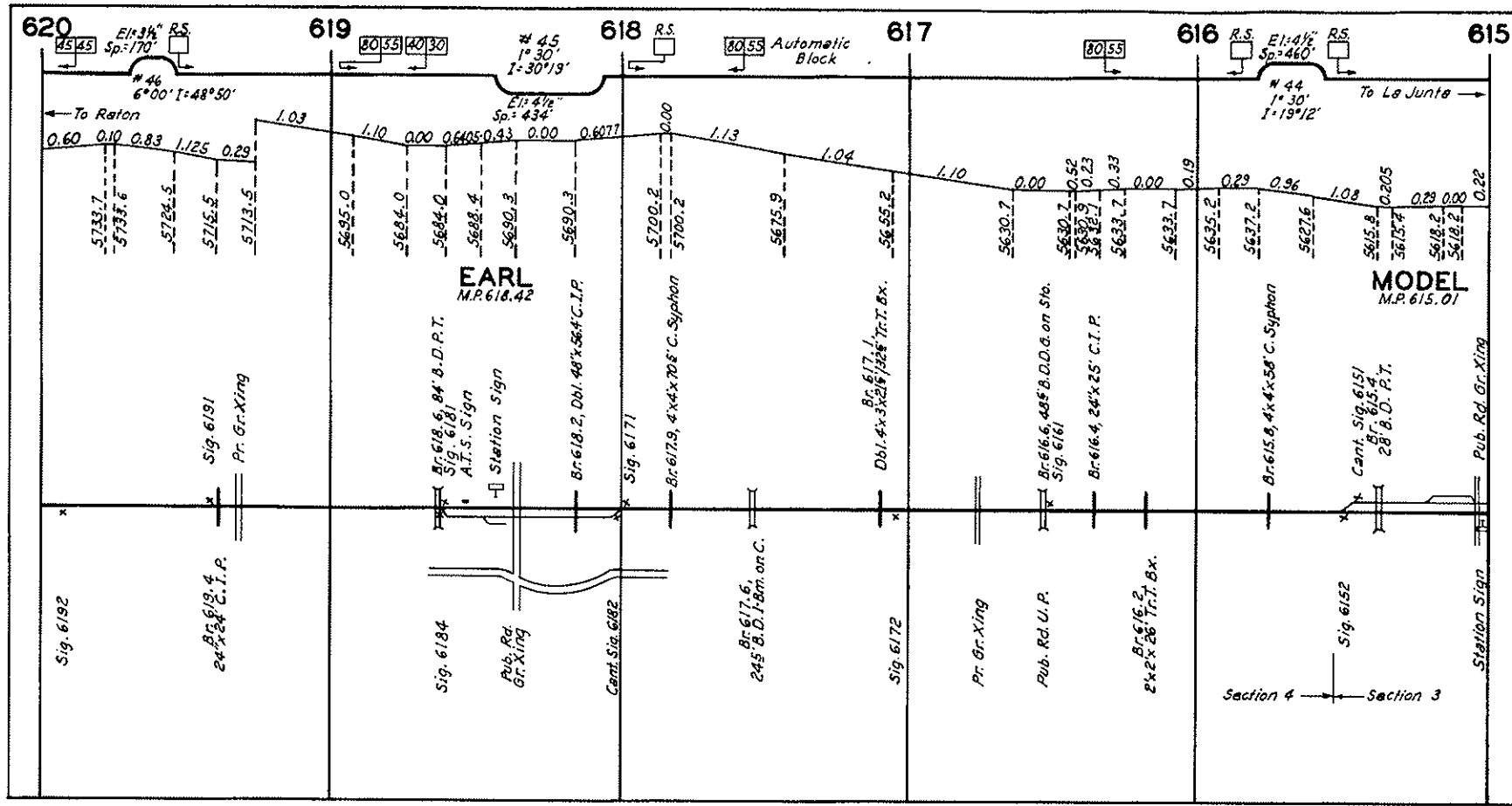
5696.5
5694.5

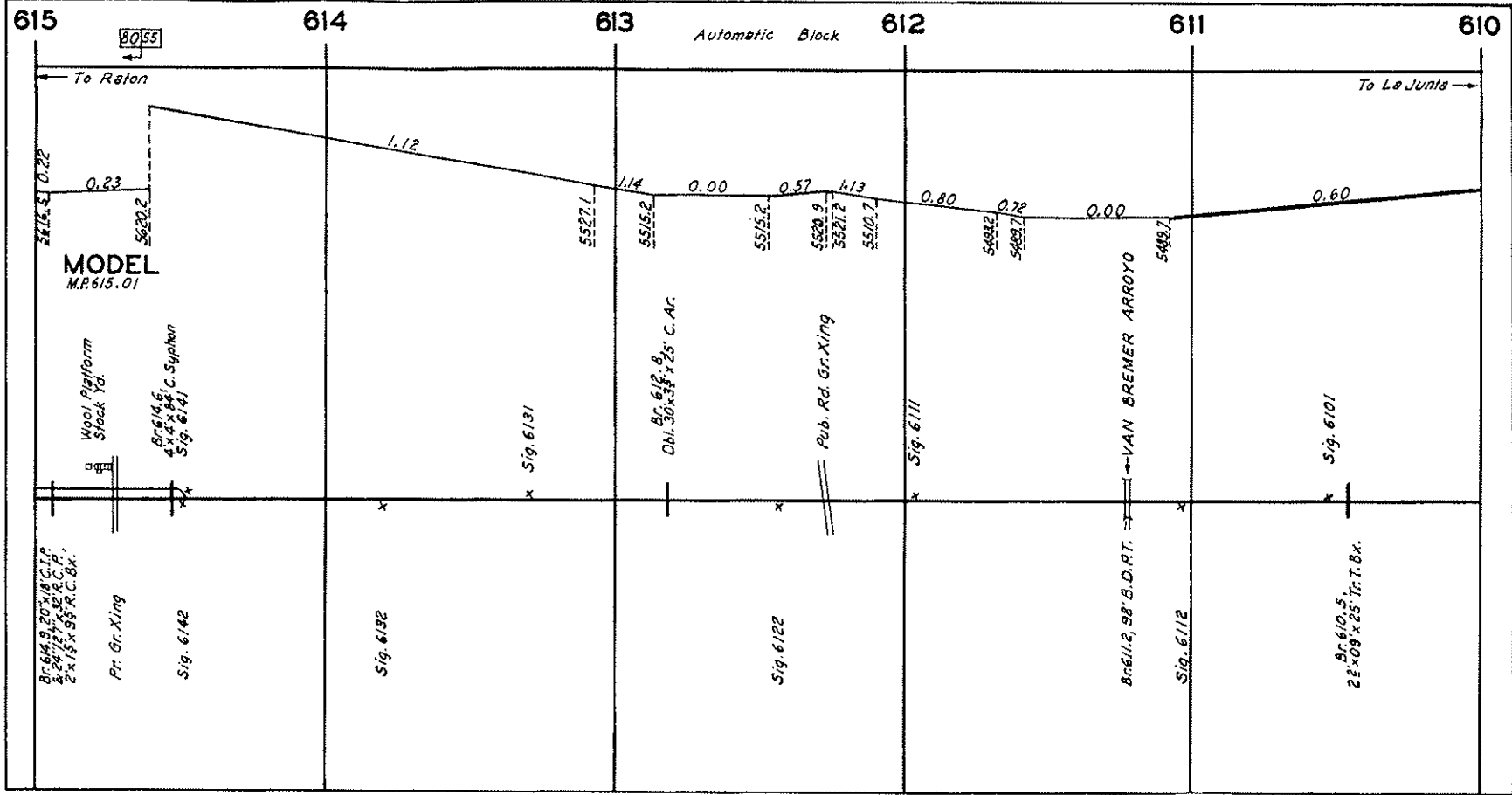
5688.5
5687.5

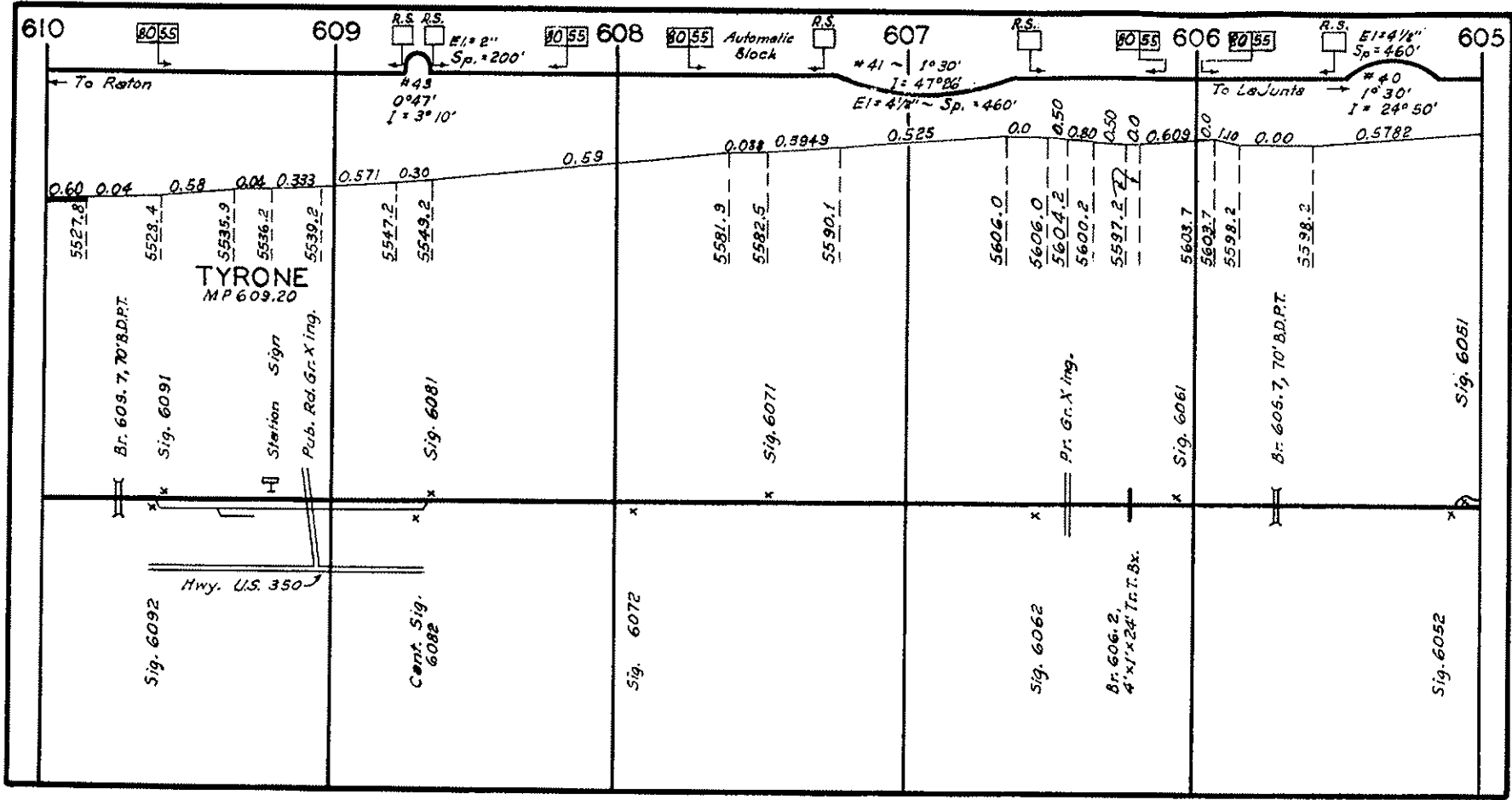
Sig. 6251

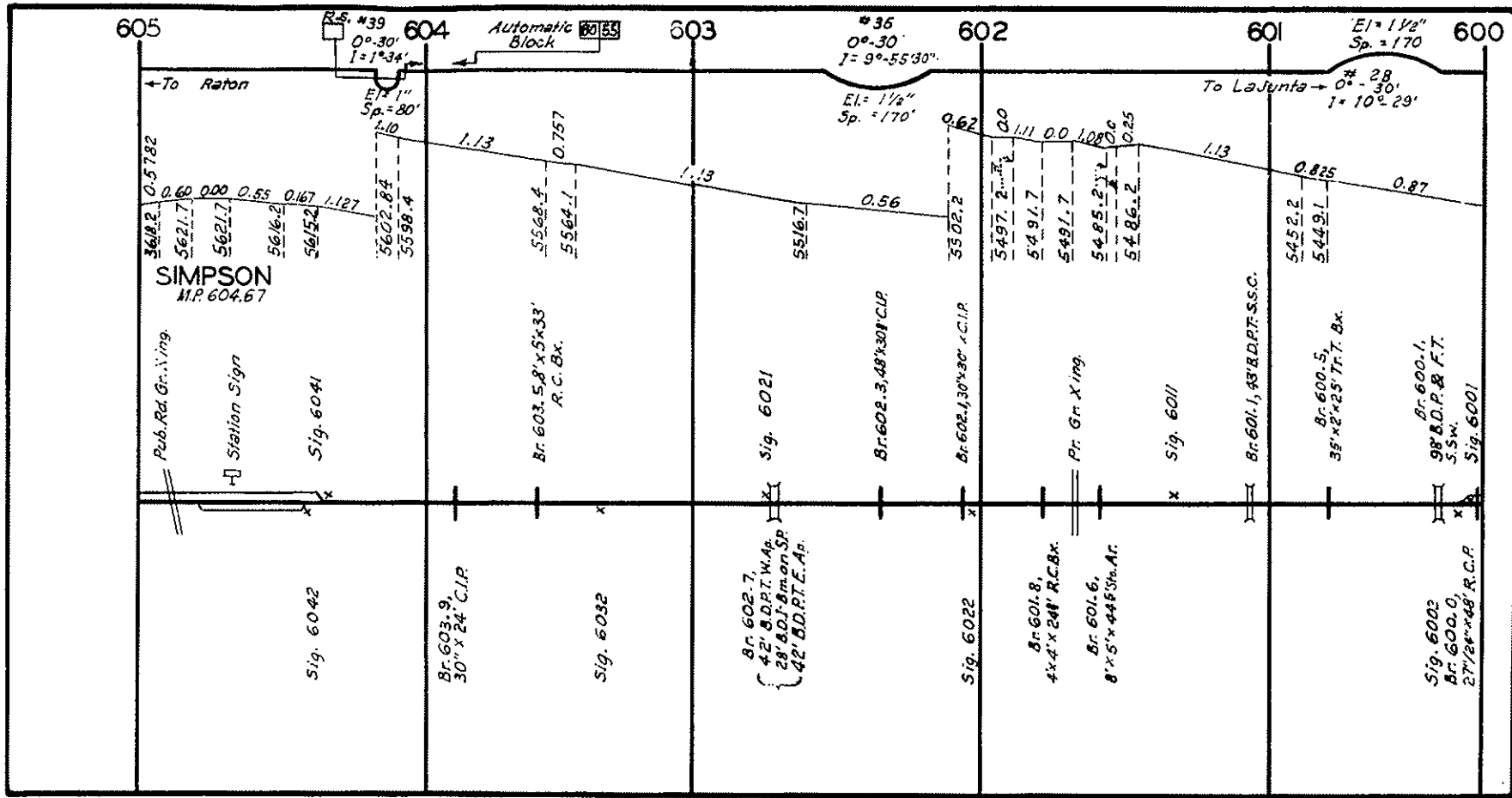
1.09

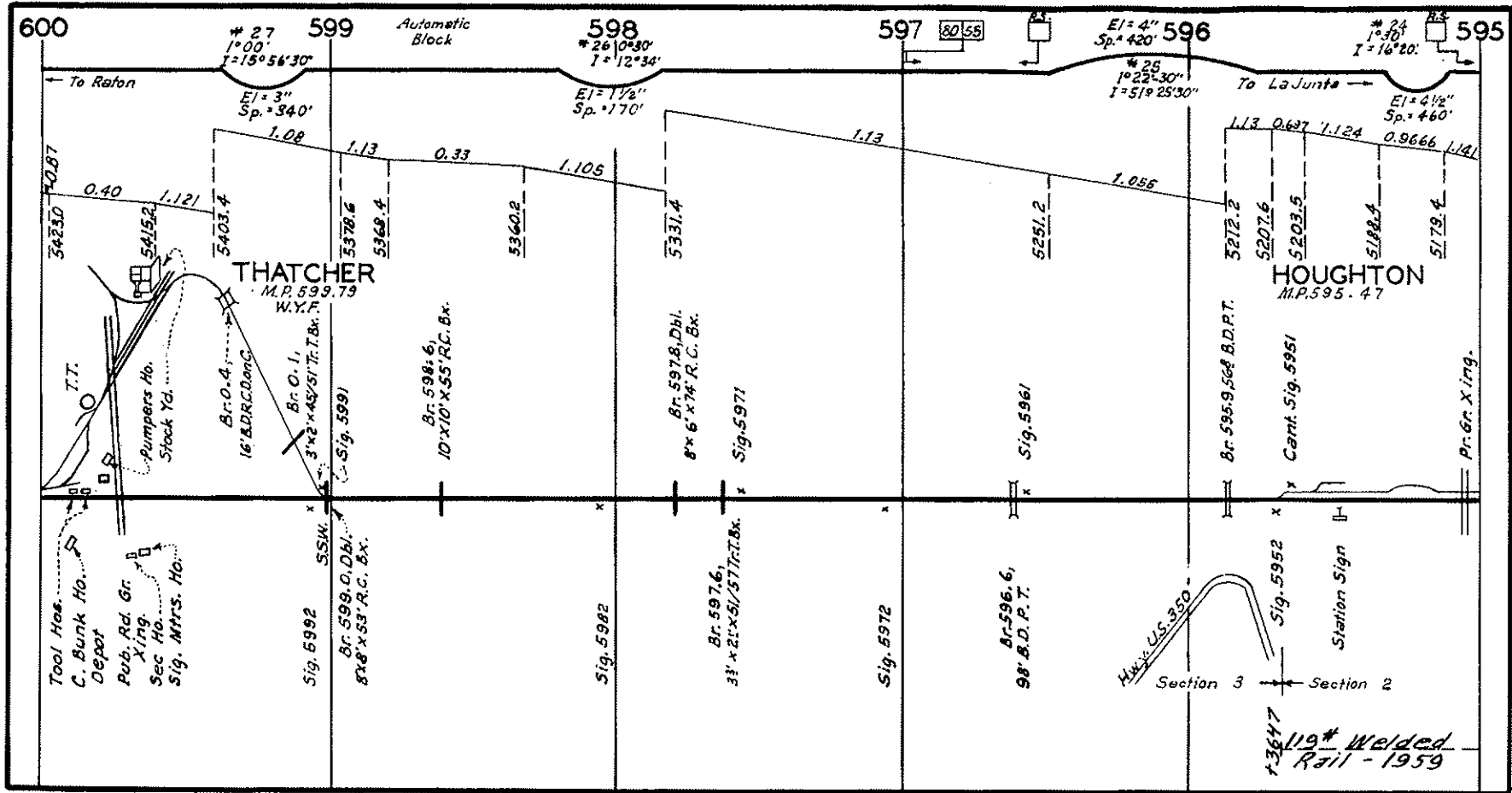


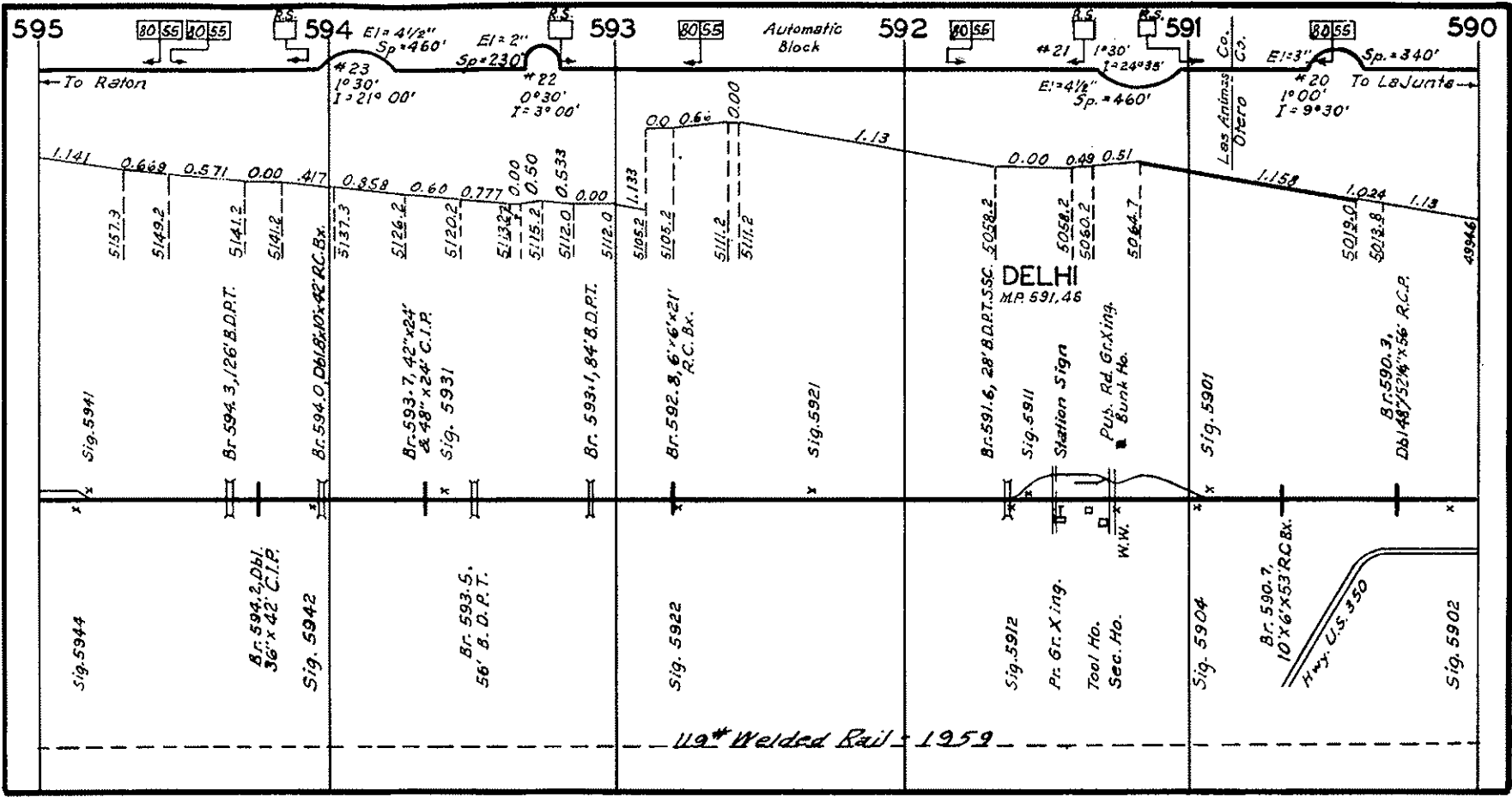












595

8055 8055

594

$EI = 4\frac{1}{2}''$
 $Sp = 460'$
 $\#23$
 $1^{\circ}30'$
 $I = 21^{\circ}00'$

$EI = 2''$
 $Sp = 230'$
 $\#22$
 $0^{\circ}30'$
 $I = 3^{\circ}00'$

593

8055

Automatic Block

592

8055

$EI = 4\frac{1}{2}''$
 $Sp = 460'$
 $\#21$
 $1^{\circ}30'$
 $I = 24^{\circ}35'$

591

Co. Las Animas Otero

$EI = 3''$
 $Sp = 340'$
 $\#20$
 $1^{\circ}00'$
 $I = 9^{\circ}30'$

590

8055

To La Junta

1.141 0.669 0.571 0.00 417 0.358 0.60 0.777 0.00 0.50 0.533 0.00 1.133 1.13

5157.3
 5149.2
 5141.2
 5141.2
 5137.3
 5126.2
 5120.2
 5113.2
 5115.2
 5112.0
 5112.0
 5105.2
 5111.2
 5111.2

0.00 0.49 0.51

5058.2
5058.2
5060.2
5064.7

1.158 1.024 1.13 4994.6

5019.0
5013.8

Sig. 5941

Br. 594.3, 126' B.D.P.T.

Br. 594.0, Dbl 18' x 42' R.C. Bx.

Br. 593.7, 42' x 24' & 48' x 24' C.I.P.

Sig. 5931

Br. 593.1, 84' B.D.P.T.

Br. 592.8, 6' x 6' x 21' R.C. Bx.

Sig. 5921

Br. 591.6, 28' B.D.P.T. S.S.C.

DELHI M.R. 591, 46

Sig. 5911

Station Sign

Pub. Rd. Gr. X'ing.

Burak Ho.

Sig. 5901

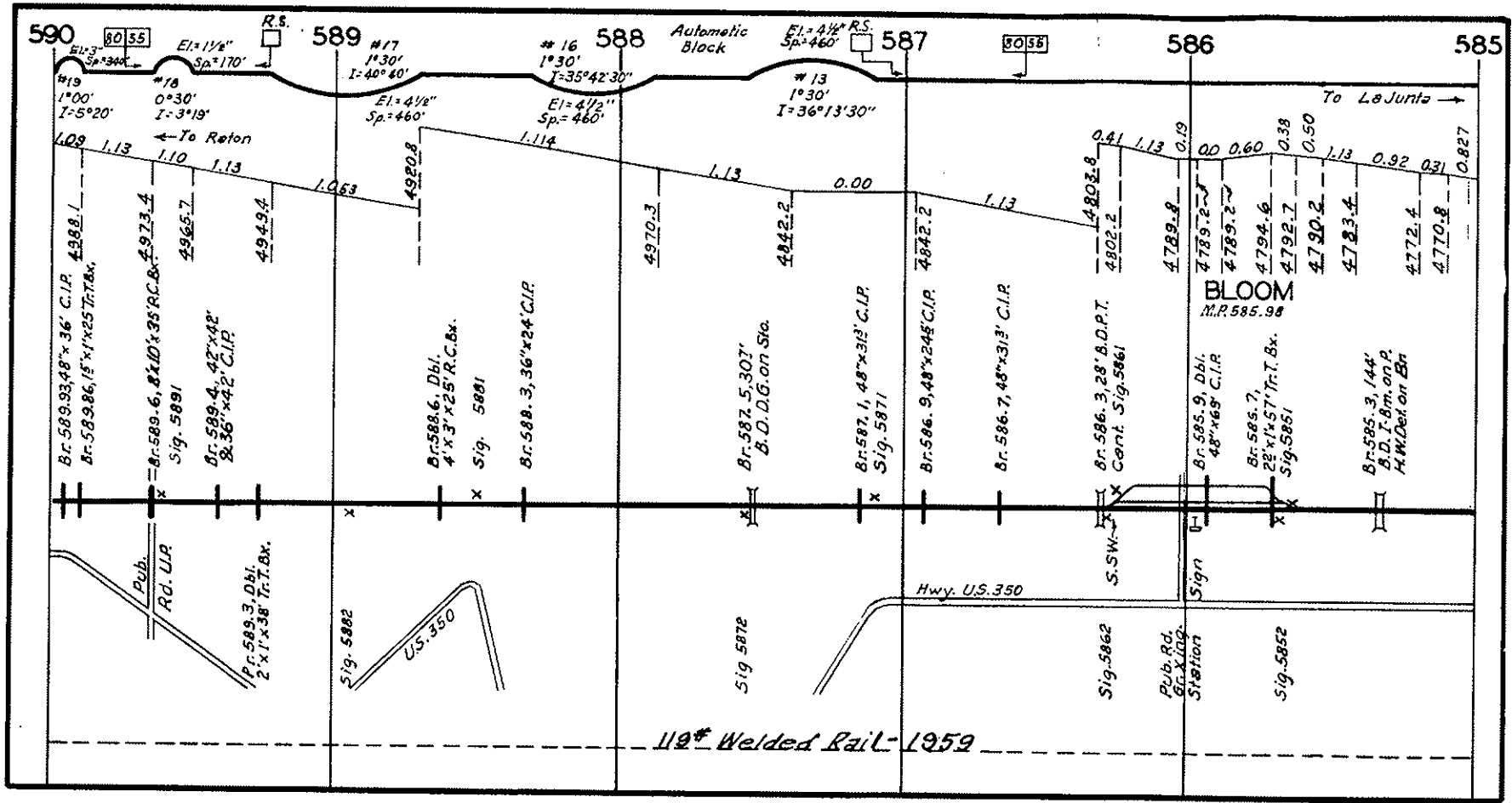
Br. 590.7, 10' x 6' x 53' R.C. Bx.

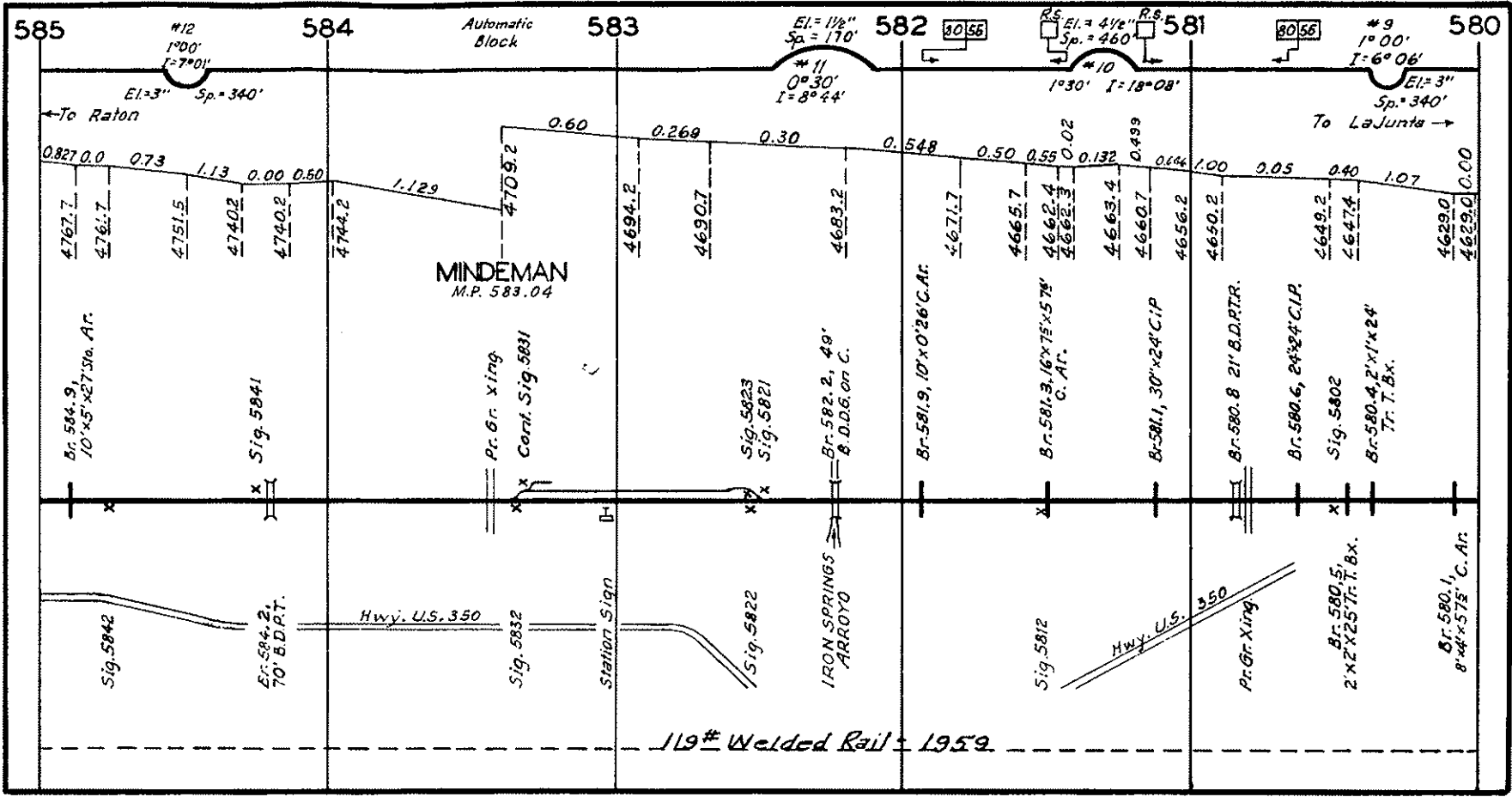
Hwy. U.S. 350

Br. 590.3, Dbl 48' x 52' x 56' R.C.P.

Sig. 5902

1 1/2" Welded Rail - 1959





585 #12 584 Automatic Block 583 #11 582 80/56 #10 581 80/56 #9 580

←To Raton EI=3" Sp=340' I=7°01'

EI=1 1/2" Sp=170' I=0°30' I=8°44'

EI=4 1/2" Sp=460' I=1°30' I=18°08'

To LaJunta → EI=3" Sp=340' I=6°06'

MINDEMAN
M.P. 583.04

119# Welded Rail - 1959

0.827 0.0 0.73 1.13 0.00 0.50 1.129 0.60 0.269 0.30 0.548 0.50 0.55 0.02 0.132 0.499 0.644 1.00 0.05 0.40 1.07 0.00

4767.7 4761.7 4751.5 4740.2 4740.2 4744.2 4705.2 4694.2 4690.7 4683.2 4671.7 4665.7 4662.4 4662.3 4663.4 4660.7 4656.2 4650.2 4649.2 4647.4 4629.0 4629.0

Br. 584.9, 10'x5'x27' S.A. Ar. Sig. 5841 Pr. Gr. Xing Corrt. Sig. 5831 Sig. 5823 Sig. 5821 Br. 582.2, 40' B.D.D.G. on C. Br. 581.9, 10'x0'26' C. Ar. Br. 581.3, 16'x7'x57' C. Ar. Br. 581.1, 30'x24' C.I.P. Br. 580.8 21' B.D.P.T.R. Br. 580.6, 24'x24' C.I.P. Sig. 5802 Br. 580.4, 2'x1'x24' Tr. Bx. Br. 580.1, C. Ar.

Sig. 5842 Br. 584.2, 70' B.D.P.T. Hwy. U.S. 350 Sig. 5832 Station Sign Sig. 5822 IRON SPRINGS ARROYO Sig. 5812 Hwy. U.S. 350 Pr. Gr. Xing Br. 580.5, 2'x2'x25' Tr. Bx. Br. 580.1, C. Ar.

580

579

578

577

576

575

8
0°30'
I=1°46'

EI=3"
Sp=340'

8055

#6
1°30'

EI=4 1/2"
Sp=460'

#4
1°06'
I=27°54'

8055

To Raton

EI=1 1/2"
Sp=170'

1°00'
I=10°15'

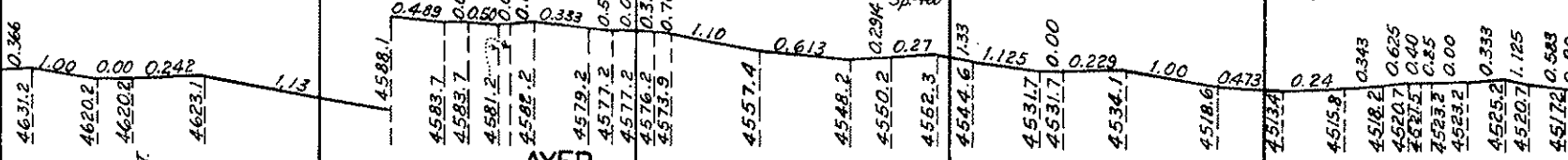
Automatic
Block

I=13°53'
EI=4 1/2"
Sp=460'

#5
1°30'
I=27°54'

EI=3"
Sp=340'

To La Junta



Br. 579.5, 1408' B.D.P.T.
Sig. 5791

Br. 578.7, 8'x6'x52' C.A.P.
Br. 578.4, 283' B.D.P.T.
Cent. Sig. 5781

AYER
M.P. 578.16

Pr. Gr. Xing.
Br. 578.1
4'x3'x45' Tr. T. Bx.

Sig. 5771
Br. 577.5, 109'
B.D.D.G. on C.

Br. 577.2, 8'x7'x328'
R.C. Bx.

Br. 576.6, 545'
B.D.D.G. on 5th.

Sig. 5761
Br. 576.1, Dbl.
6'x6'x52' R.C. Bx.

Br. 575.9, 42' B.D.P.T.
S.S.C.

Br. 575.7, 6'x5'x37'
R.C. Bx.

Br. 575.4, 36'x24' C.I.P. &
16'x42'x460' R.C.P.

Br. 575.1, 30'x36'
C.I.P. & R.C.P.

Br. 579.4,
2'x1'x26' Tr. T. Bx.

Br. 579.2,
30'x24' C.I.P.

Sig. 5782

Station Sign

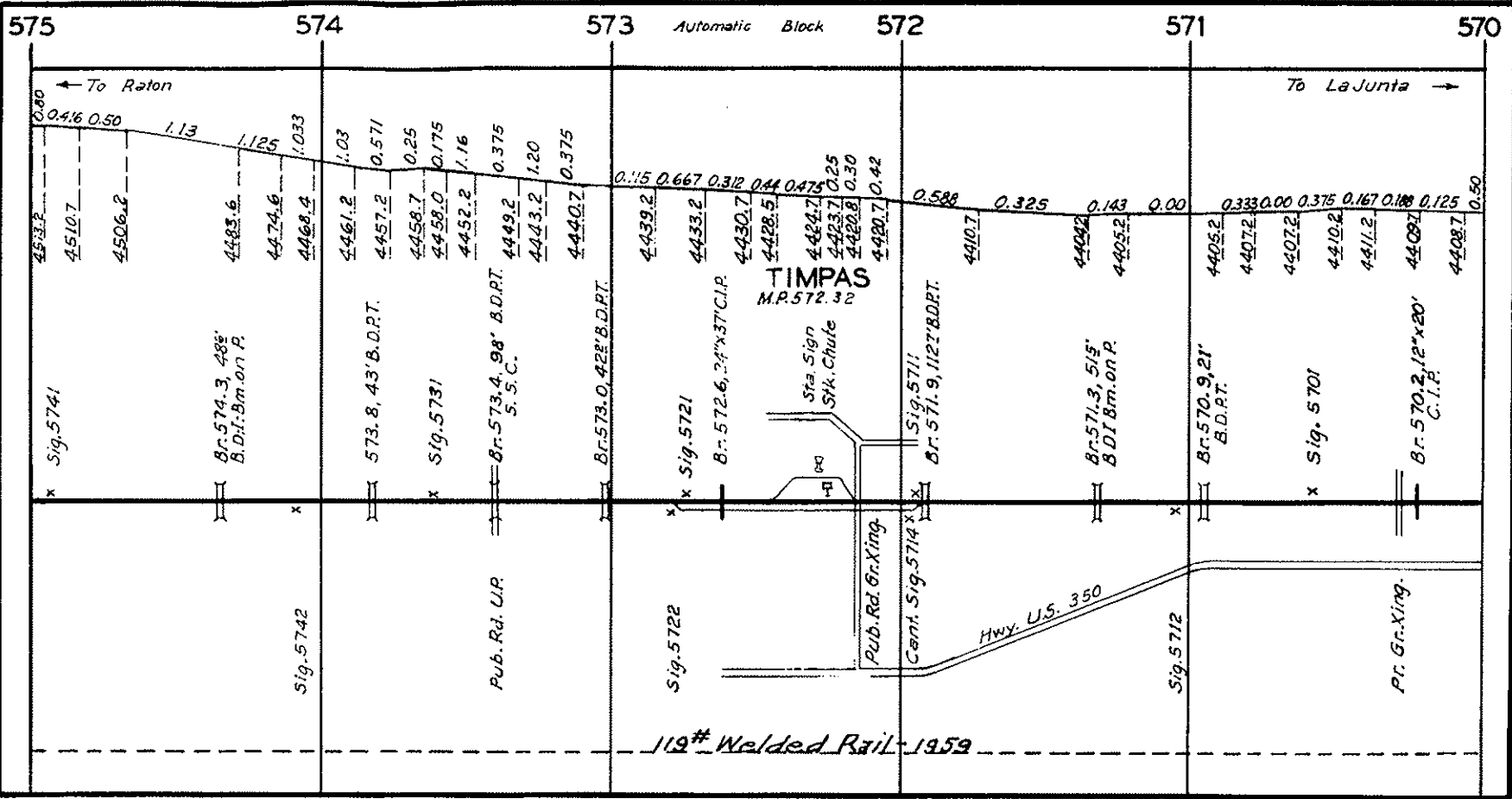
Sig. 5772
LONE TREE
ARROYO

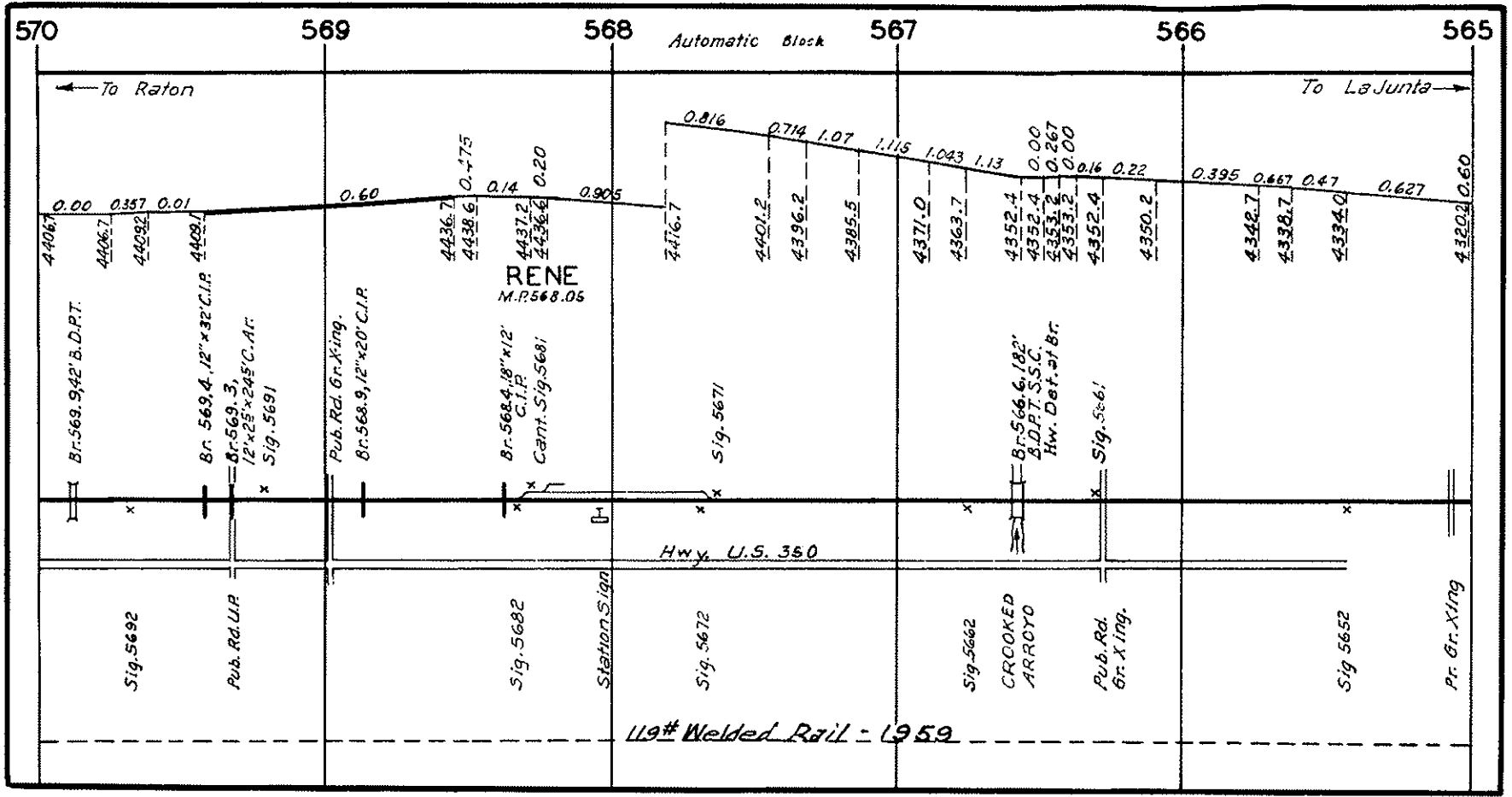
Sig. 5762

Section 2

Section 1

119# Welded Rail - 1959





570

569

568

Automatic Block

567

566

565

← To Raton

To La Junta →

4406.7

Br. 569, 9, 42 B.D.P.T.

Sig. 5692

0.00

0.357

Br. 569, 4, 12" x 32' C.I.R.

Pub. Rd. U.P.

0.01

4409.2

Br. 569, 3, 12" x 25" x 24 1/2' C.A.F.

4409.1

Sig. 5691

Pub. Rd. Gr. X'ing.
Br. 568, 9, 12" x 20' C.I.R.

0.60

4436.7

4438.6

Br. 568, 4, 18" x 12' C.I.P.
Cant. Sig. 5681

0.14

4437.2

4436.6

0.20

RENE
M.P. 568.05

0.905

Station Sign

7476.7

Sig. 5671

0.816

4401.2

4396.2

0.714

4385.5

1.07

4371.0

4363.7

1.115

4352.1

4352.4

4353.2

4353.2

4352.4

0.00

0.267

0.00

0.16

0.22

Br. 566, 6, 18 1/2' B.D.P.T. S.S.C.
Hw. Def. of Br.

4350.2

0.395

0.467

0.47

0.627

Pub. Rd. Gr. X'ing.

4348.7

4338.7

4334.0

0.627

4320.2

0.60

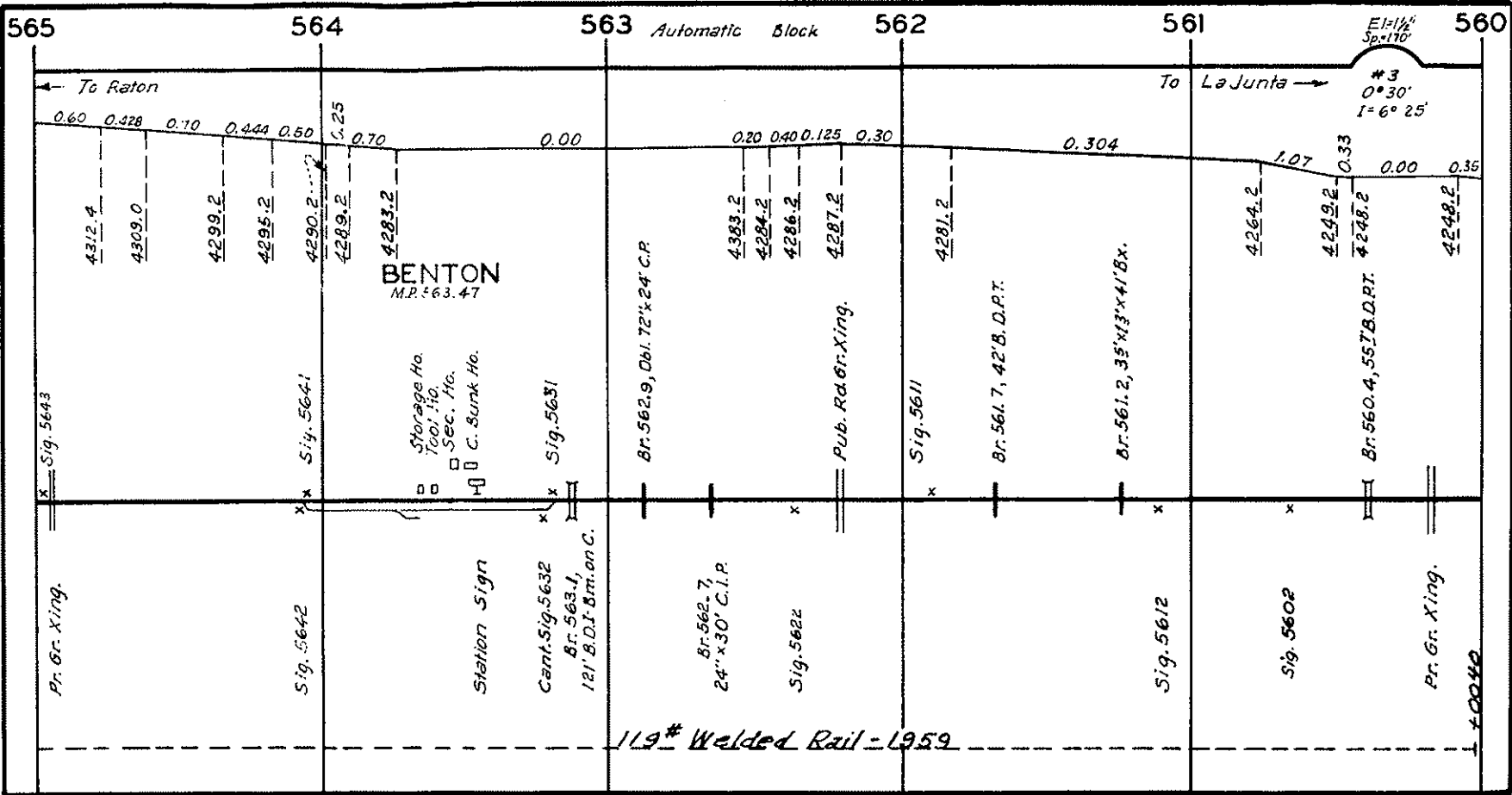
4320.60

119# Welded Rail - 1959

Hwy. U.S. 350

Sig. 5652

Pr. Gr. X'ing



560

559

Automatic Block

558

557

556

555

To Raton

To Dodge City

0.35 0.25 1.0 1.10 0.00 0.57 1.00 0.00 0.564 0.20 0.375 0.745 0.636 0.454 0.86 1.10 1.13 1.13 0.95 0.694 0.28 4076.2 = 4071.9 0.32 4069.2 0.32 4067.6 0.482 0.353

4244.7

4243.2

4242.2

4221.2

4221.2

4225.2

4220.2

4220.2

4226.2

4226.4

4227.2

4226.9

4218.7

4211.7

4205.8

4197.2

4186.2

4122.9

4114.5

4087.4

4079.8

4076.9

4076.2 = 4071.9

4069.2

4067.6

4062.3

4062.3

Sig. 5591

Br. 559.4, 28' B.D.P.T. S.S.C.

Br. 558.9, 43' x 3' x 32' / 40 Tr. T. Bx.

Sig. 5583
Sig. 5581

ORMEGA
M.P. 558.01

Br. 557.9, 3' x 15' x 37' Bx.

Sig. 5572

Sig. 5572

Pub. Rd. Gr. King.

ATS Sign

Br. 556.7, 44' B.D.P.T.

Sig. 5562

NEW MEXICO DIV.
FIRST DIST
Section I

Sig. 5561

Br. 556.4, 3' x 2' x 47' 5" Tr. T. Bx.

Br. 556.15, 25' x 20' / 20 Tr. T. Bx.

Br. 556.11, 12' x 36' C.I.P.

Br. 555.9.25, B.D.T. 3 mac.C.

Br. 555.8, 443' B.D.P.Bx.

Br. 555.8, 443' B.D.P.Bx.

Br. 555.4, 4079.8

Br. 555.4, 4076.9

Br. 555.4, 4076.2 = 4071.9

Br. 555.4, 4069.2

Br. 555.4, 4067.6

LA JUNTA
M.P. 554.86
W.F.T.Y.

M.P. 555.83
ATS Sign
M.P. 555+200
COLORADO DIV.
FIRST DIST.
Section II

Hwy. U.S. 50 U.P.

→ To Dodge City

