

555

554

553

552

551

550

To Clovis

To Canadian

Automatic Block

0.31 0.00 0.145 0.00 0.1235 0.90 0.00 0.26 0.00 0.02 0.13

0.00 0.25 0.60

JUNIOR AMARILLO
M.P. 554.25 M.P. 553.05

Br. 554.7.553 B.O.P.M. on C.&S. 2 1/2 mi. S.U.P.

Sig. 5541
Tool Ho. Car Rep. Rack Yard Office
F.L.T.

Sig. 5533
From Hwy. U.S. 287
To B.D.P.R.R. & B.C.P.R.R. F.T.

Sig. 5531
Exp. Bldg. Depot
Cream Ho. & Supply Ho.
Ligne Ho. E.P.T. Ho.

Sig. 5525
Train Sig.

Sig. 5518
Sigs. 5517, 5516, 5515, 5514, 5513, 5512, 5511, 5510, 5509, 5508, 5507, 5506, 5505, 5504, 5503, 5502, 5501

Sig. 7L
Sigs. 7L, 7L, 7L
Grand Ave. Gr. Xing.
Dumas Dist. To Boise City
To Liberal
C.R. I.R. & P.R.R.

Fish. Sig. R. & L. Sub. Sig. Gr. Xing. Sig. 5501

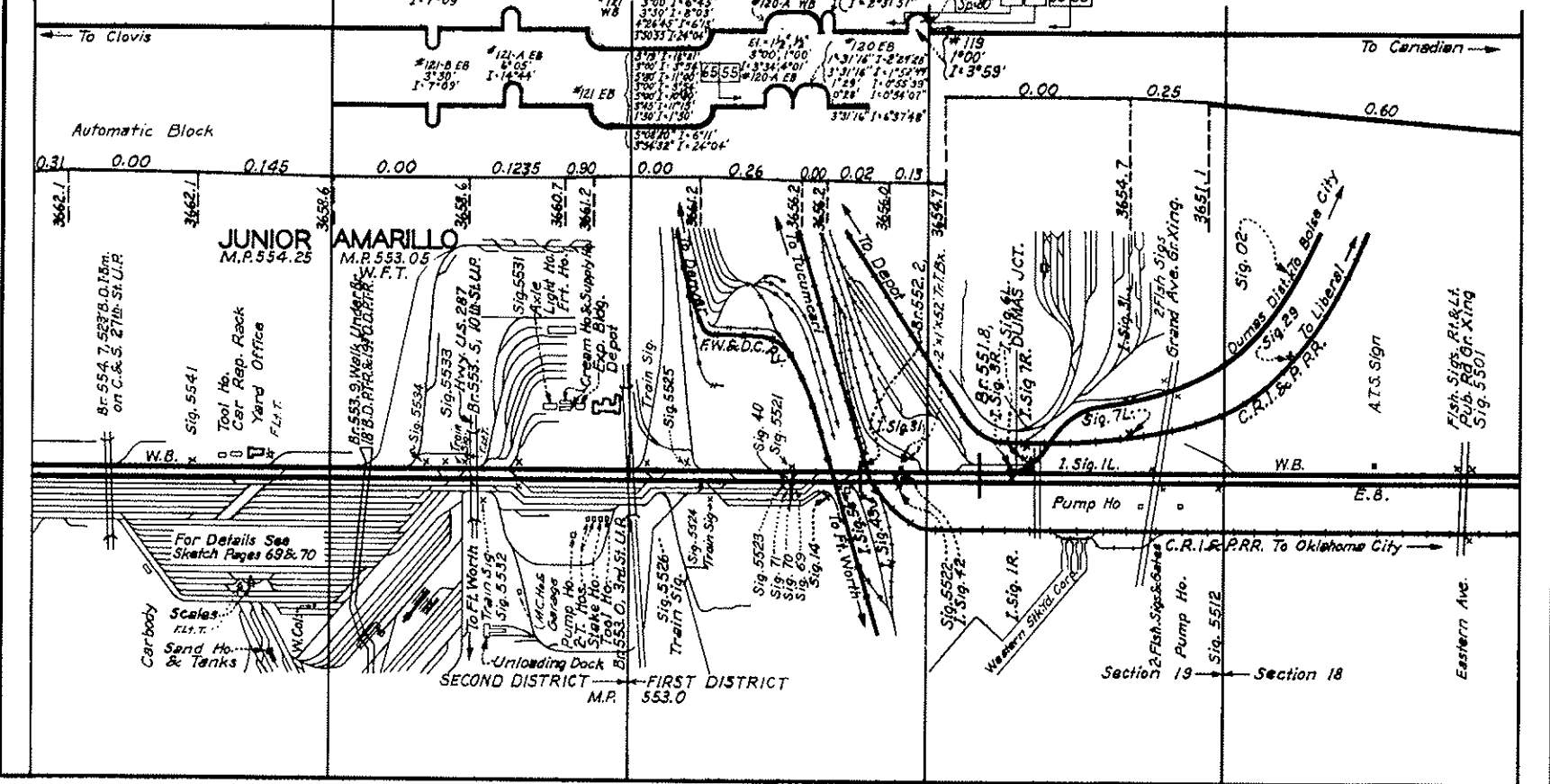
For Details See Sketch Pages 69 & 70

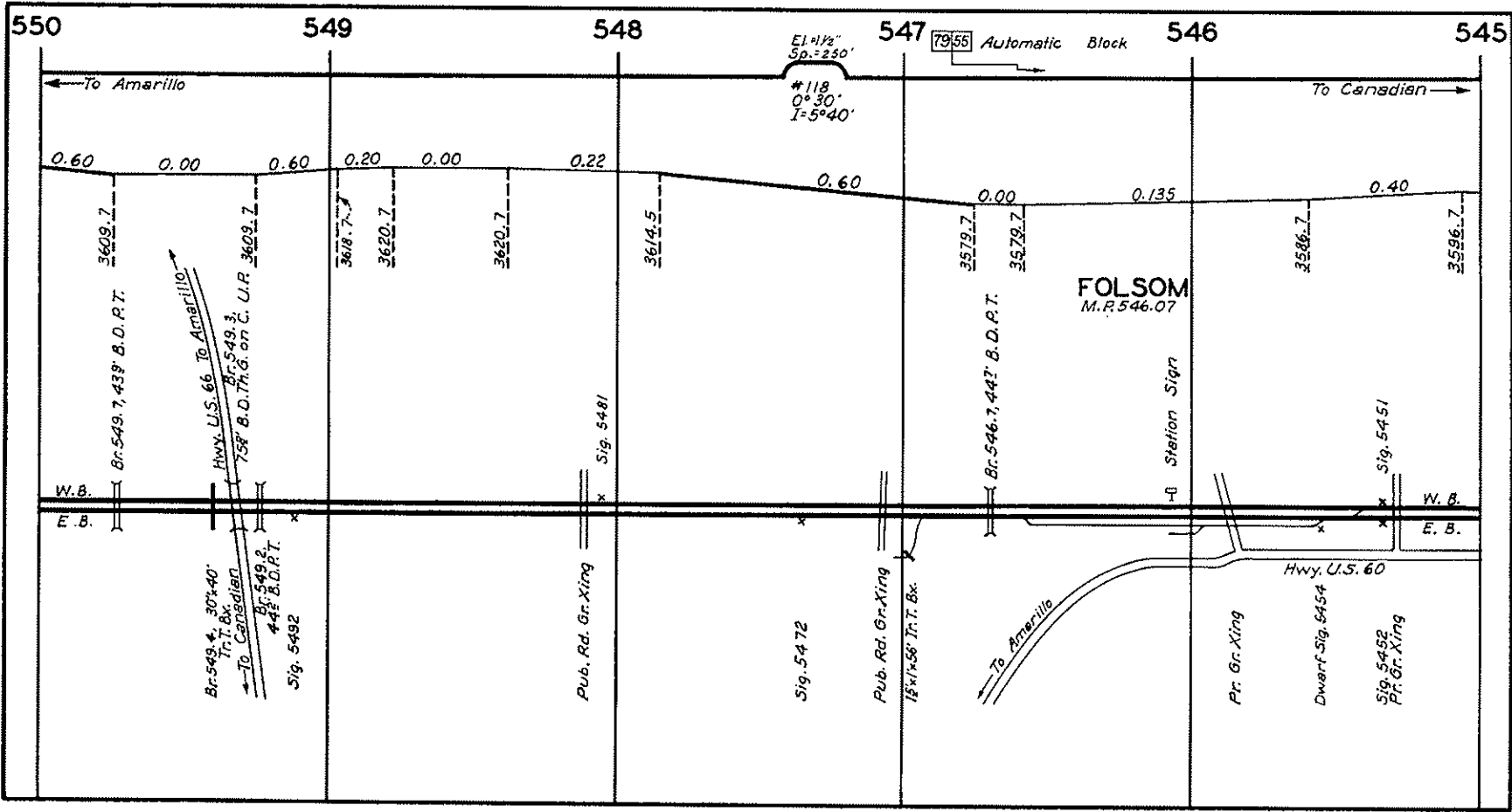
Carbody Scales
Sand Ho. & Tanks
W.C.G.

SECOND DISTRICT
FIRST DISTRICT
M.P. 553.0

Section 19
Section 18

Eastern Ave.





550

549

548

547

546

545

To Amarillo ←

→ To Canadian

$E1 = 1\frac{1}{2}''$
 $Sp. = 250'$
 #118
 $0+30$
 $I = 5+40'$

7955 Automatic Block

0.60 0.00 0.60 0.20 0.00 0.22 0.60 0.00 0.135 0.40

3609.7 3618.7 3620.7 3620.7 3614.5 3579.7 3579.7 3586.7 3596.7

Br. 549.7, 439' B.D.P.T.
 Hwy. U.S. 66 To Amarillo
 Br. 549.3, 758' B.D.T.H.G. on C. U.R.
 Br. 549.2, 442' B.D.P.T.
 Sig. 5492

Pub. Rd. Gr. Xing
x Sig. 5481

Sig. 5472

Pub. Rd. Gr. Xing
 18' x 156' Tr. Bx.

Br. 546.7, 447' B.D.P.T.

FOLSOM
M.R. 546.07

Station Sign

Hwy. U.S. 60

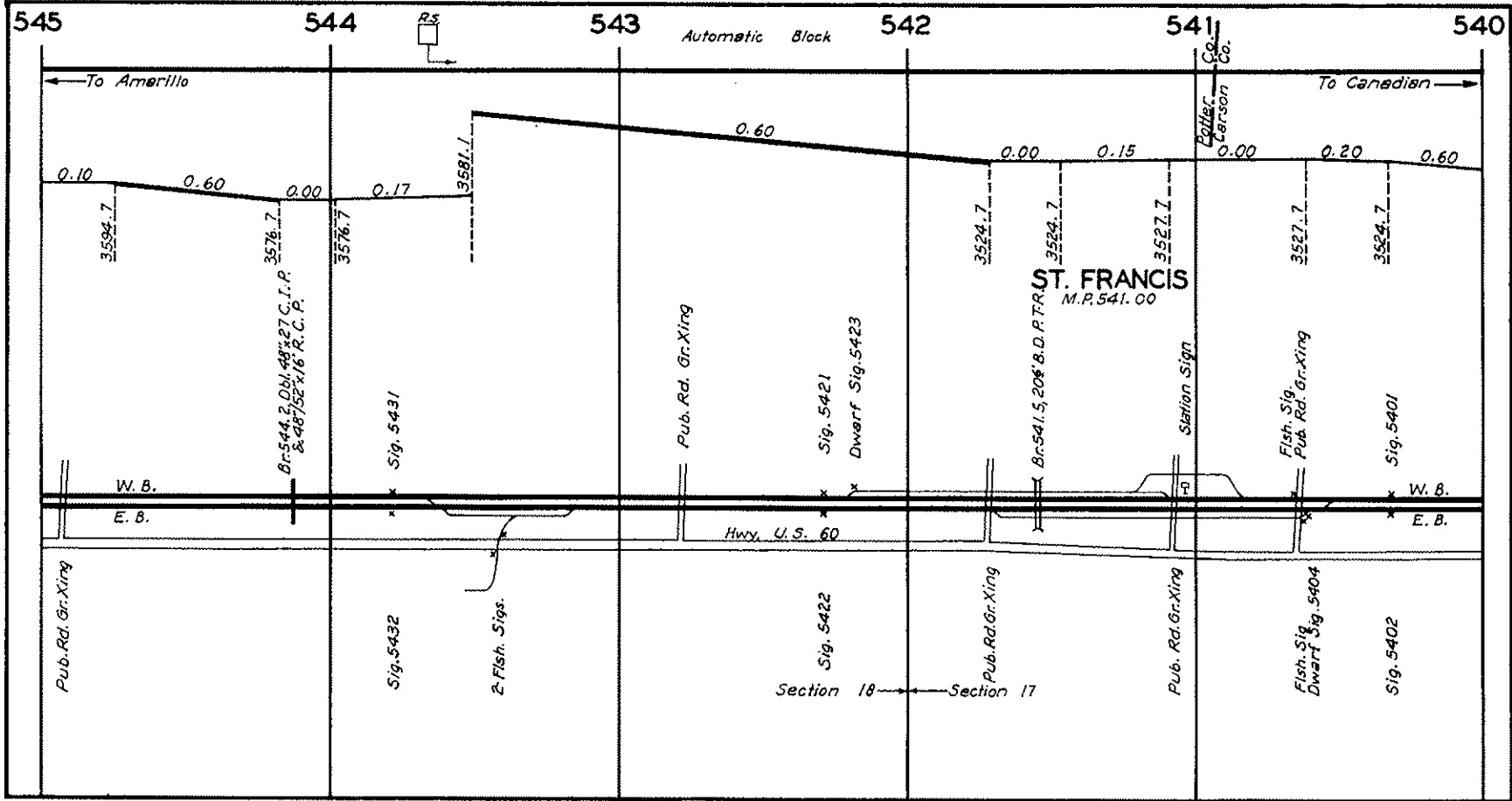
Pr. Gr. Xing

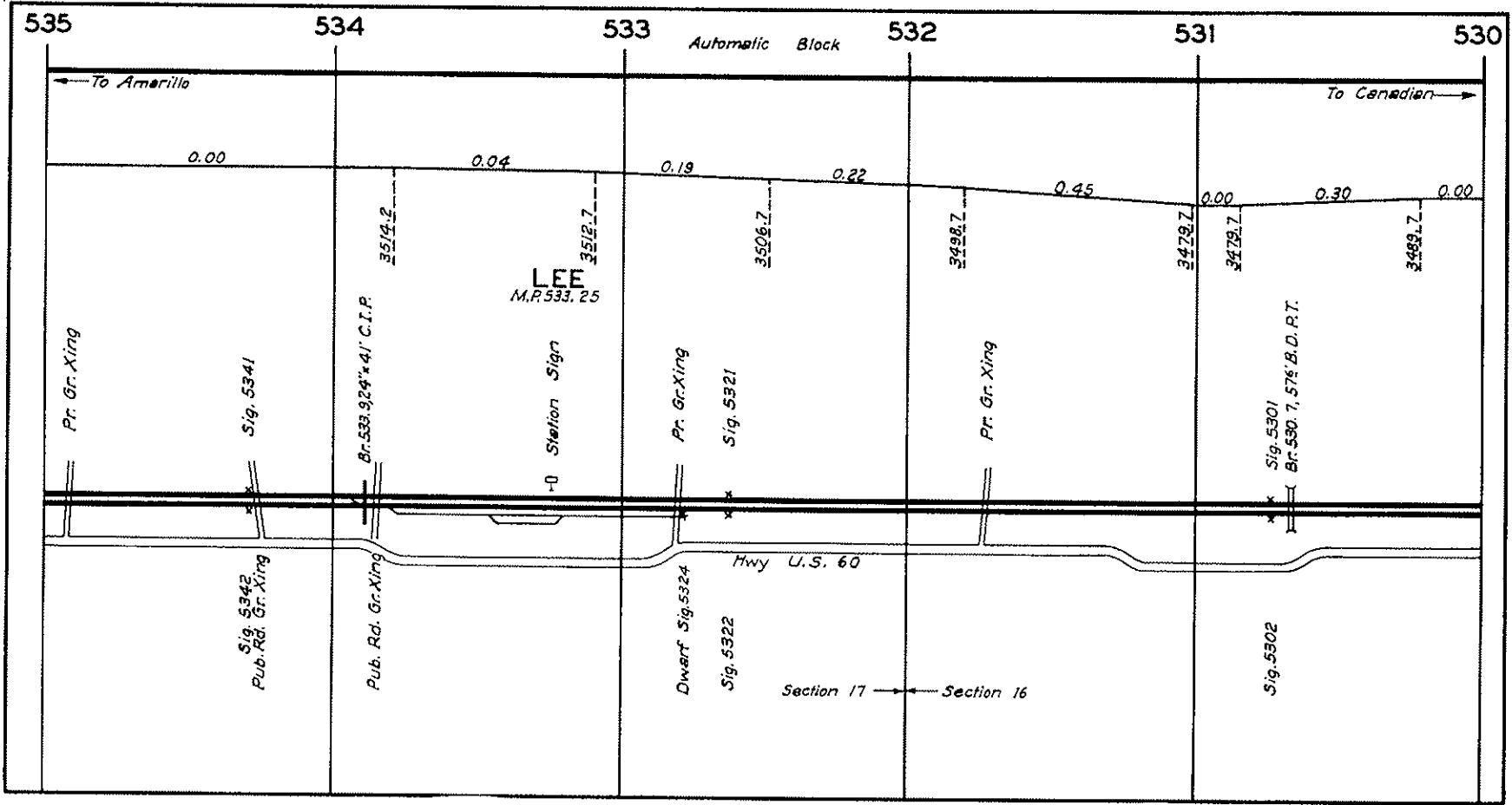
Dwarf Sig. 5454

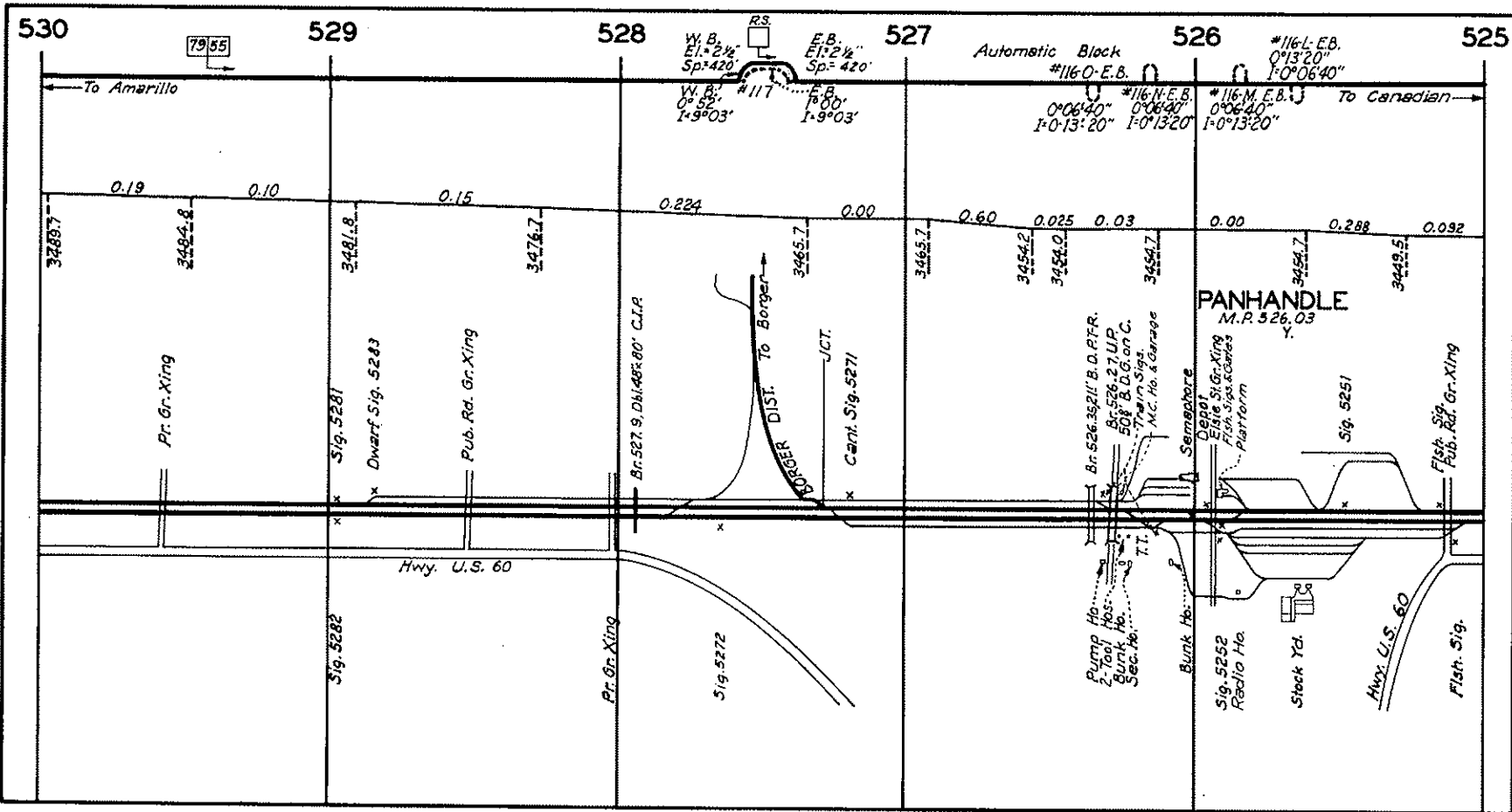
Sig. 5452
Pr. Gr. Xing

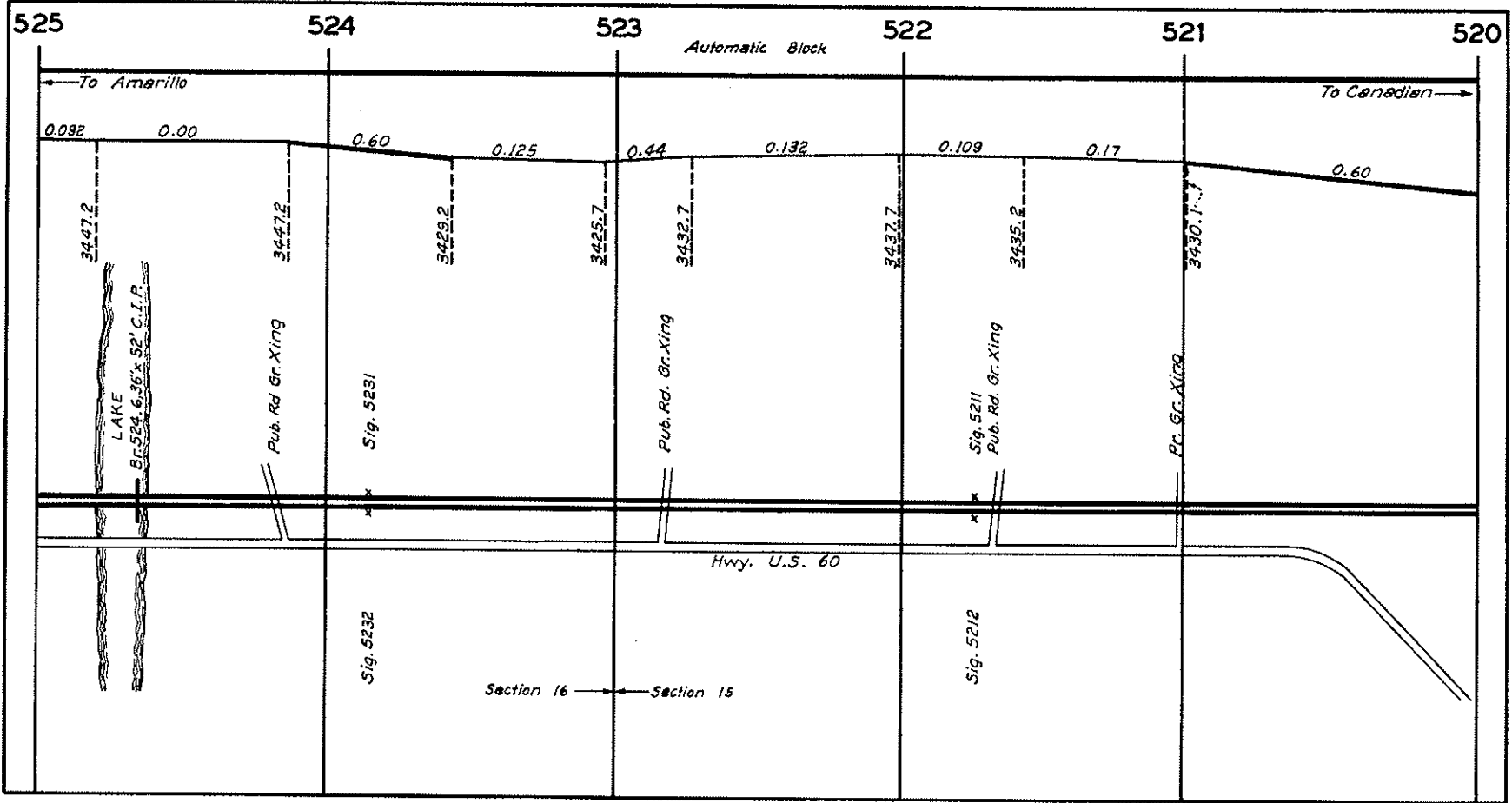
W.B.
E.B.

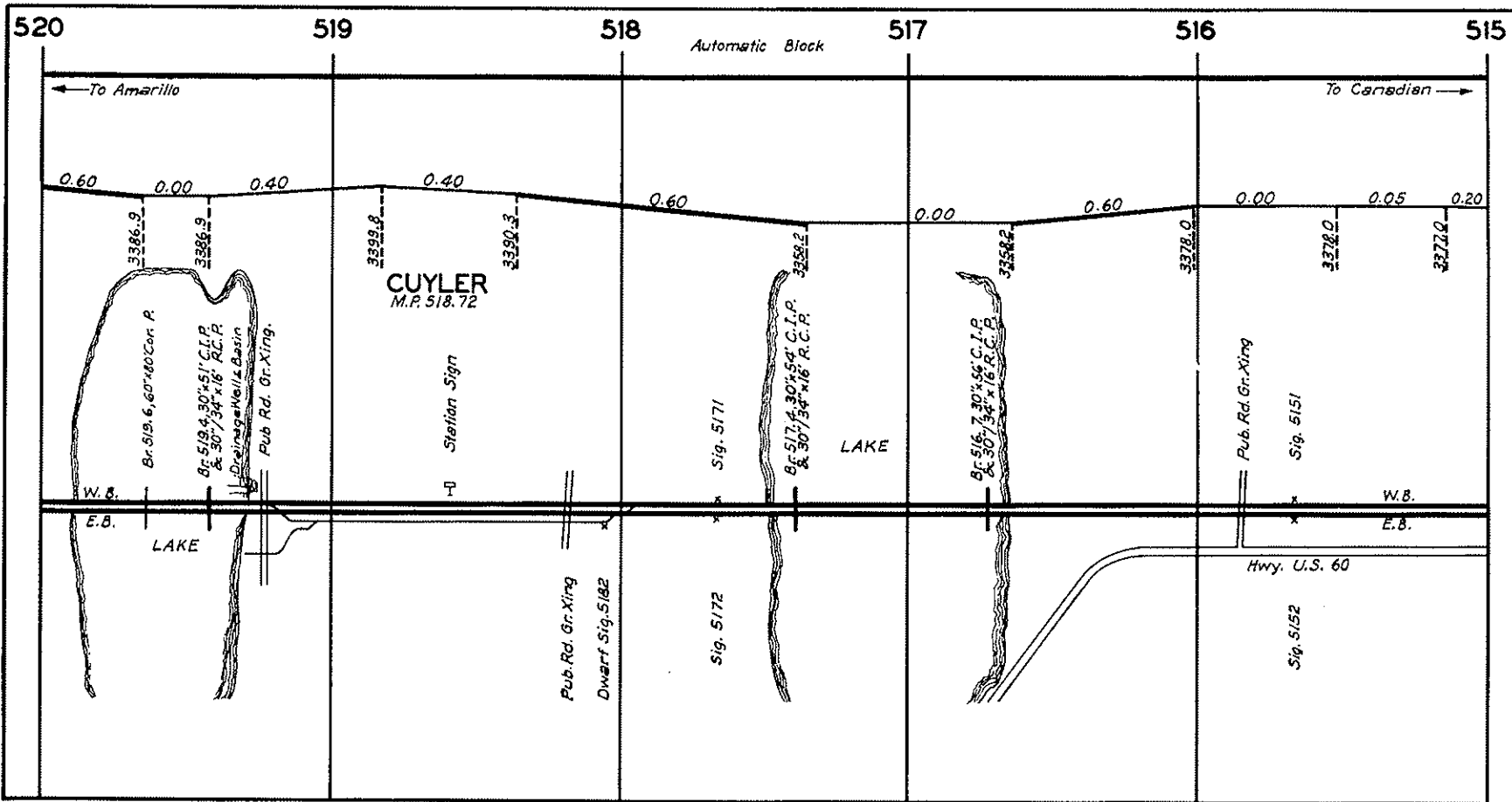
W.B.
E.B.

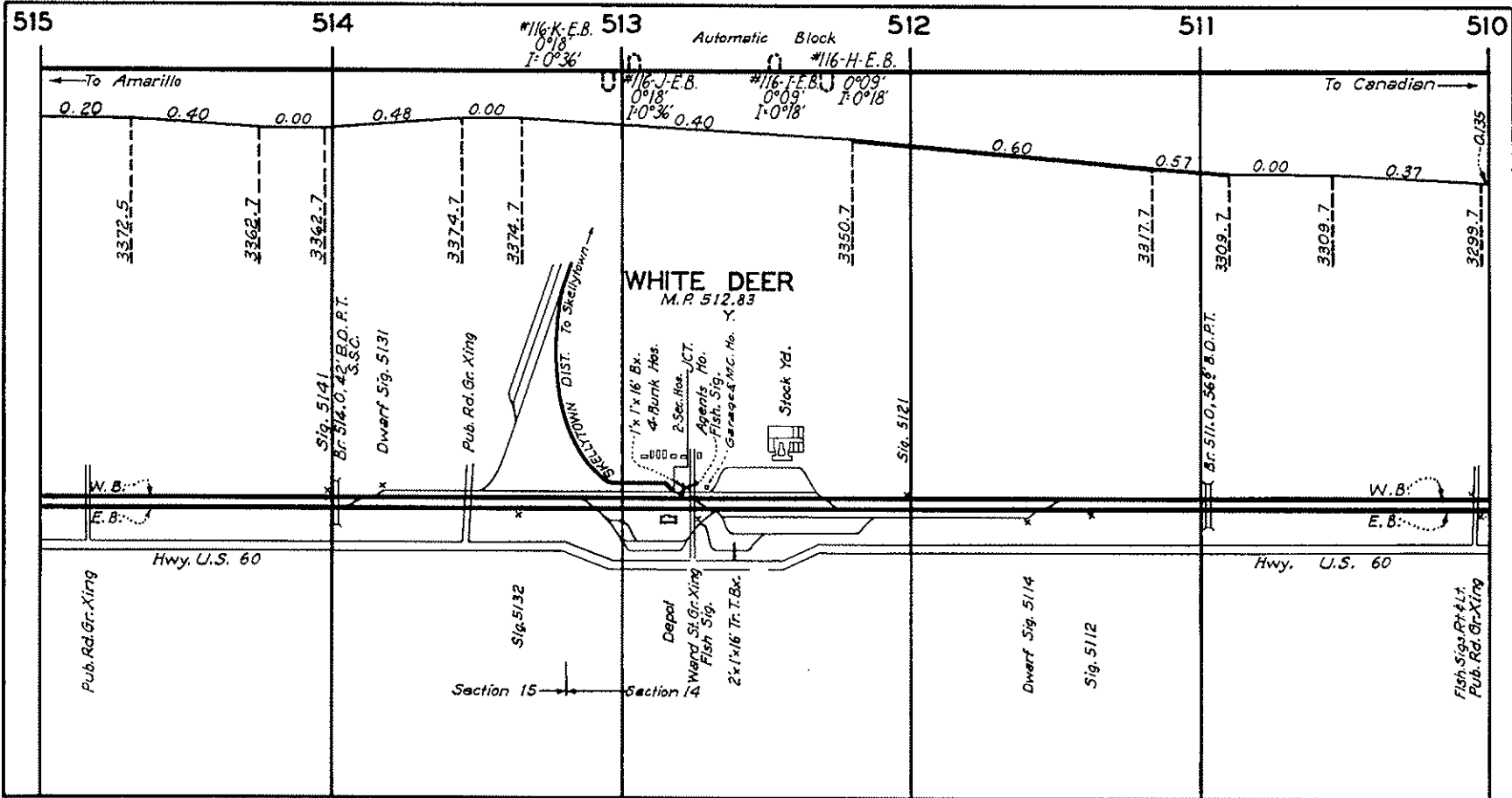


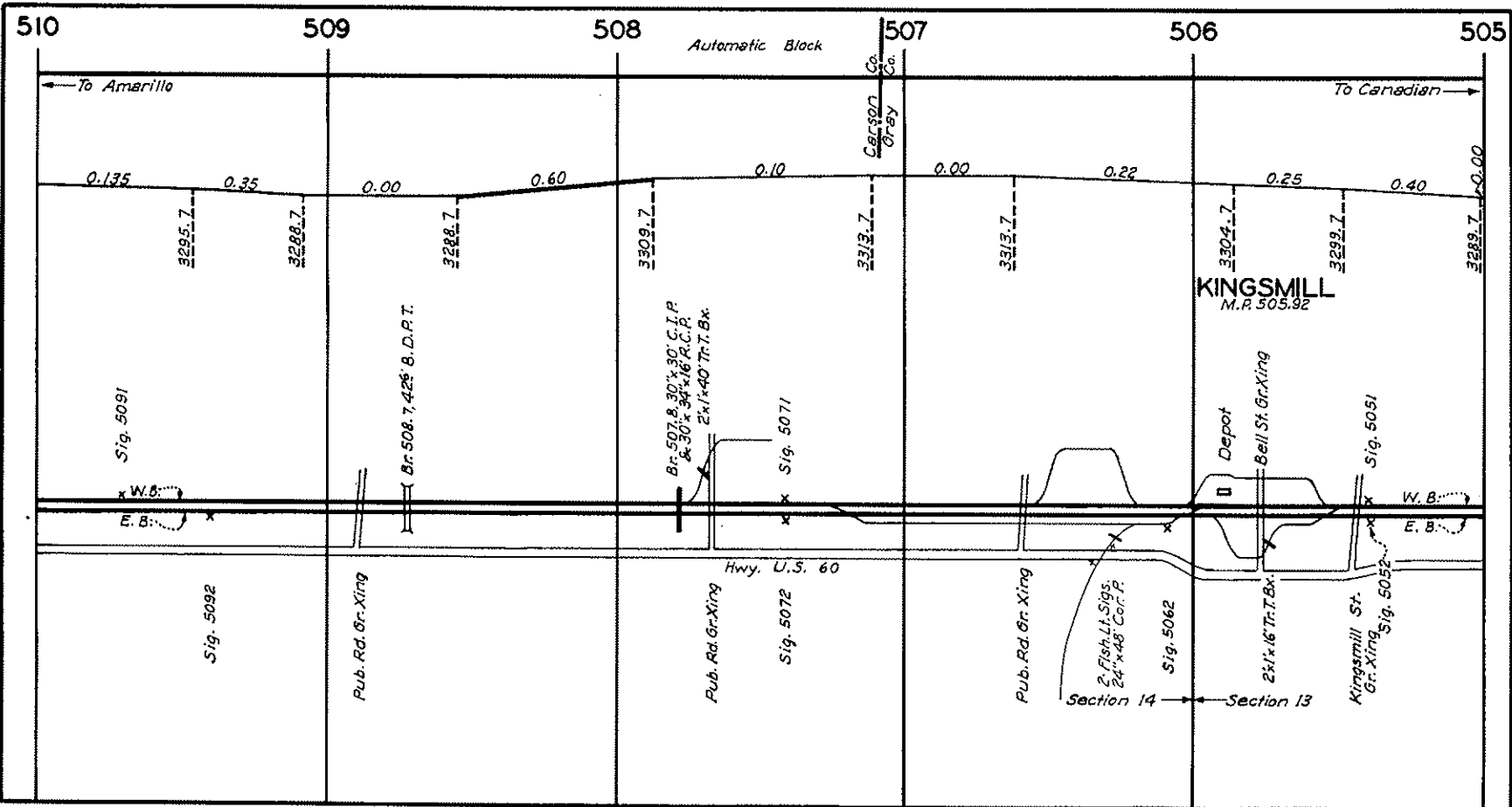


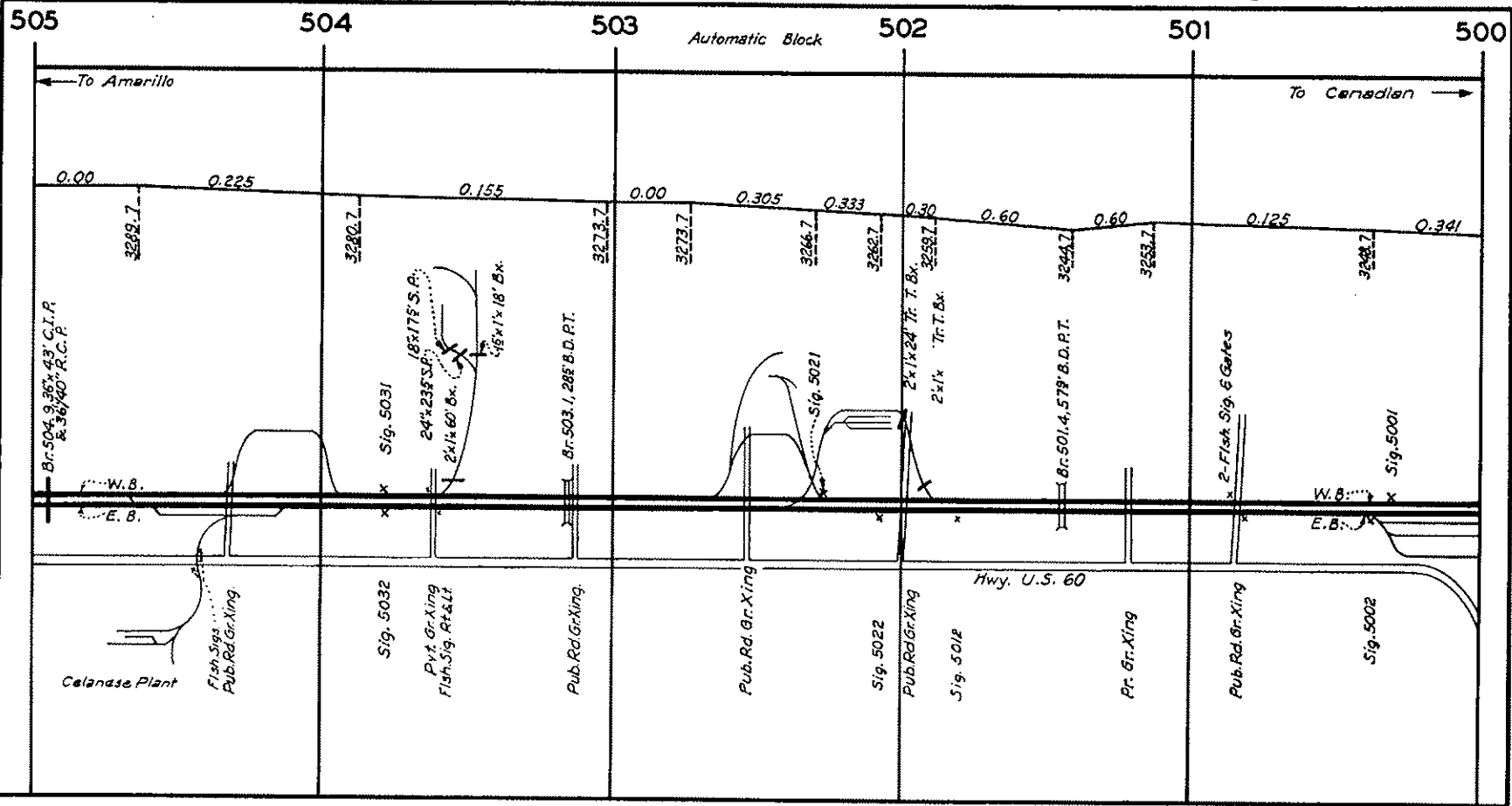


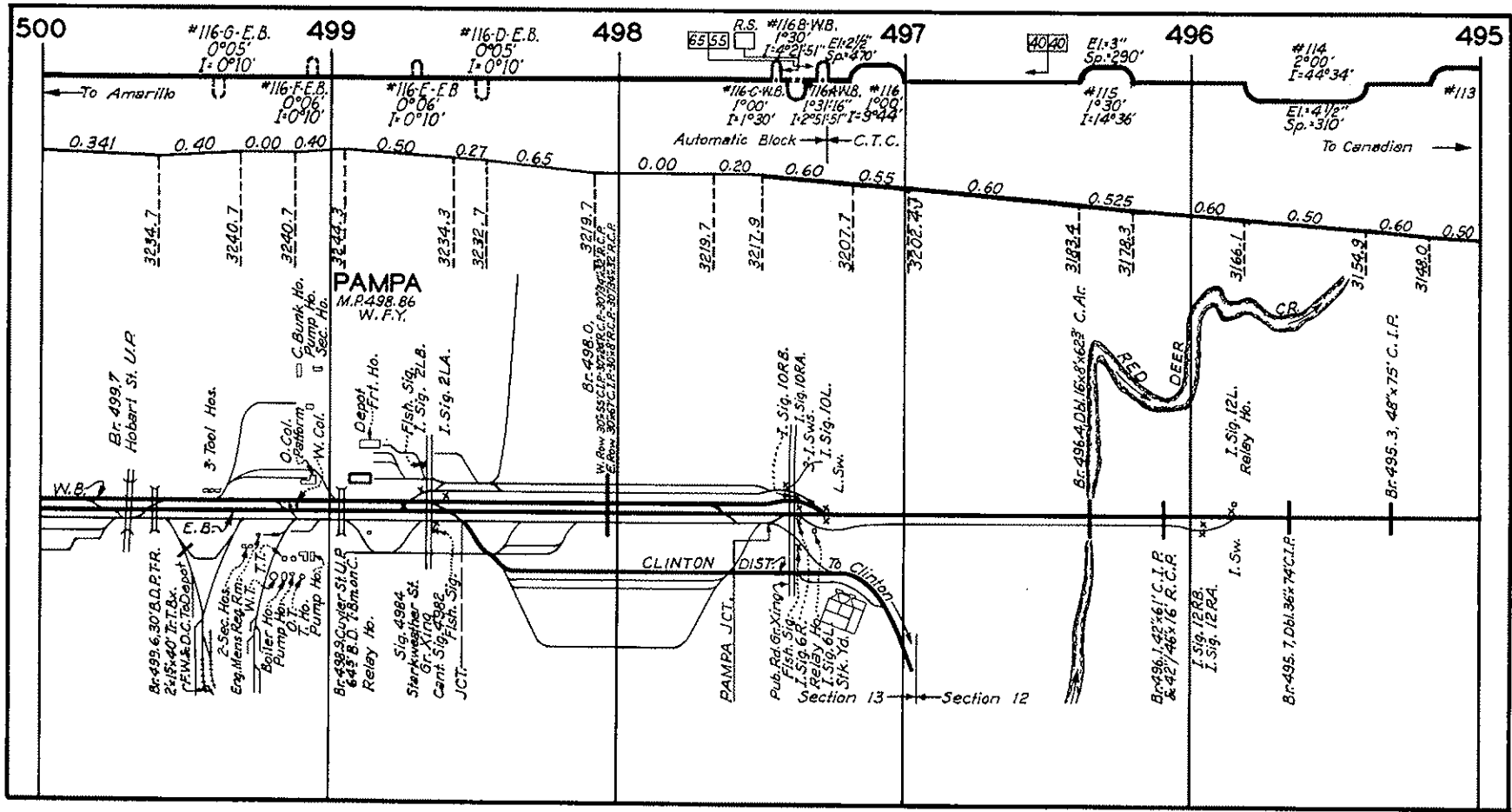


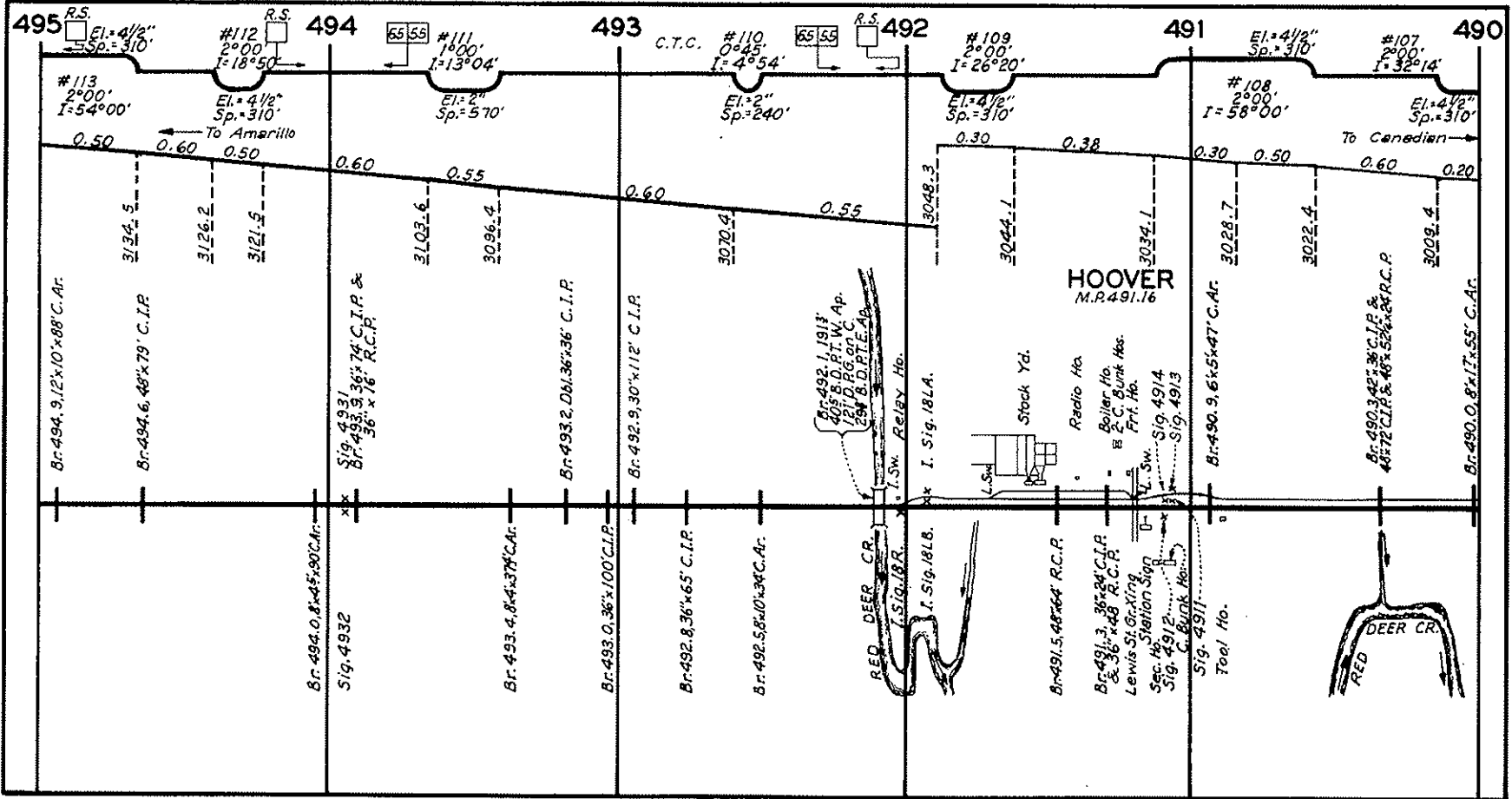


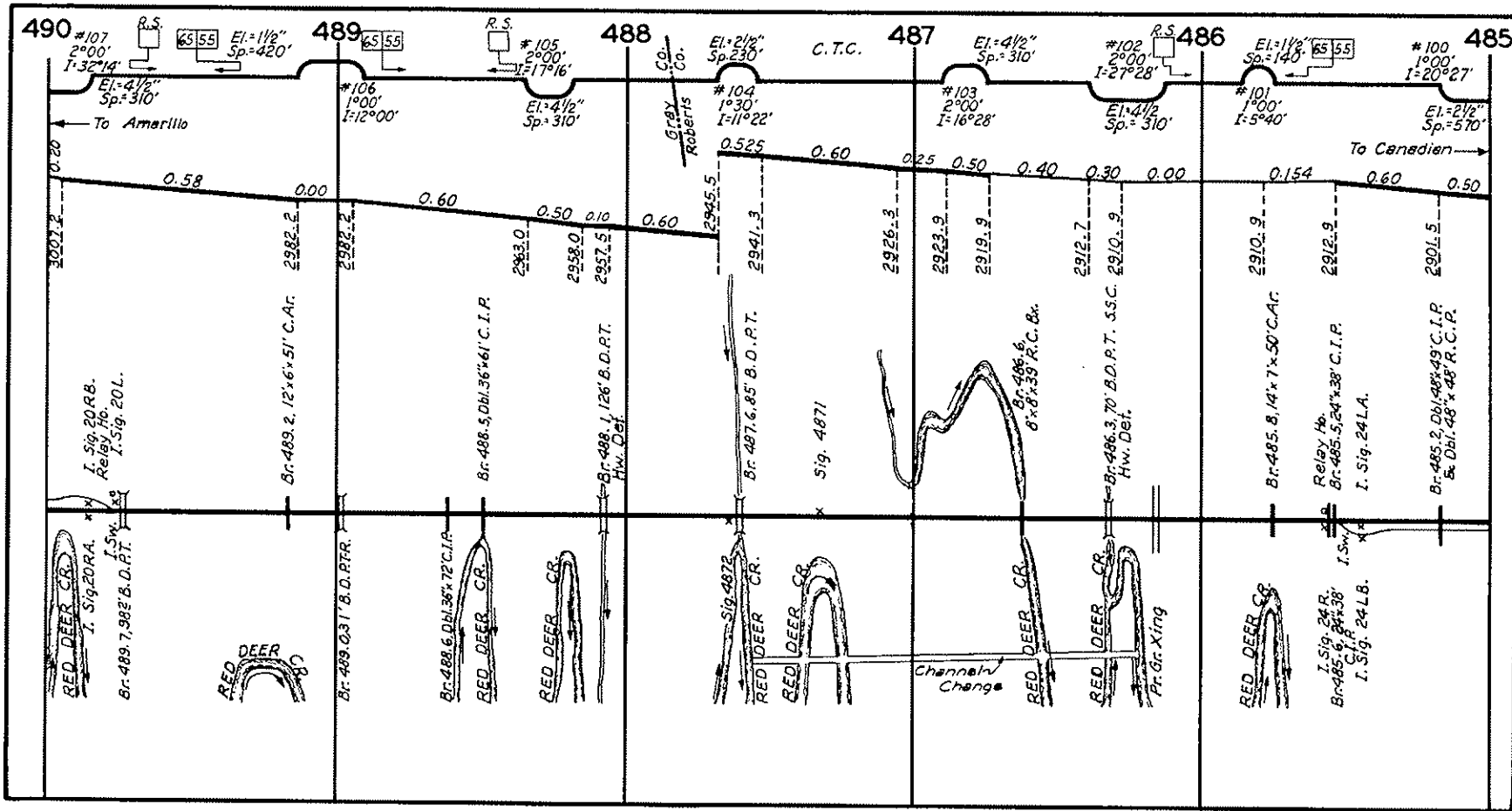


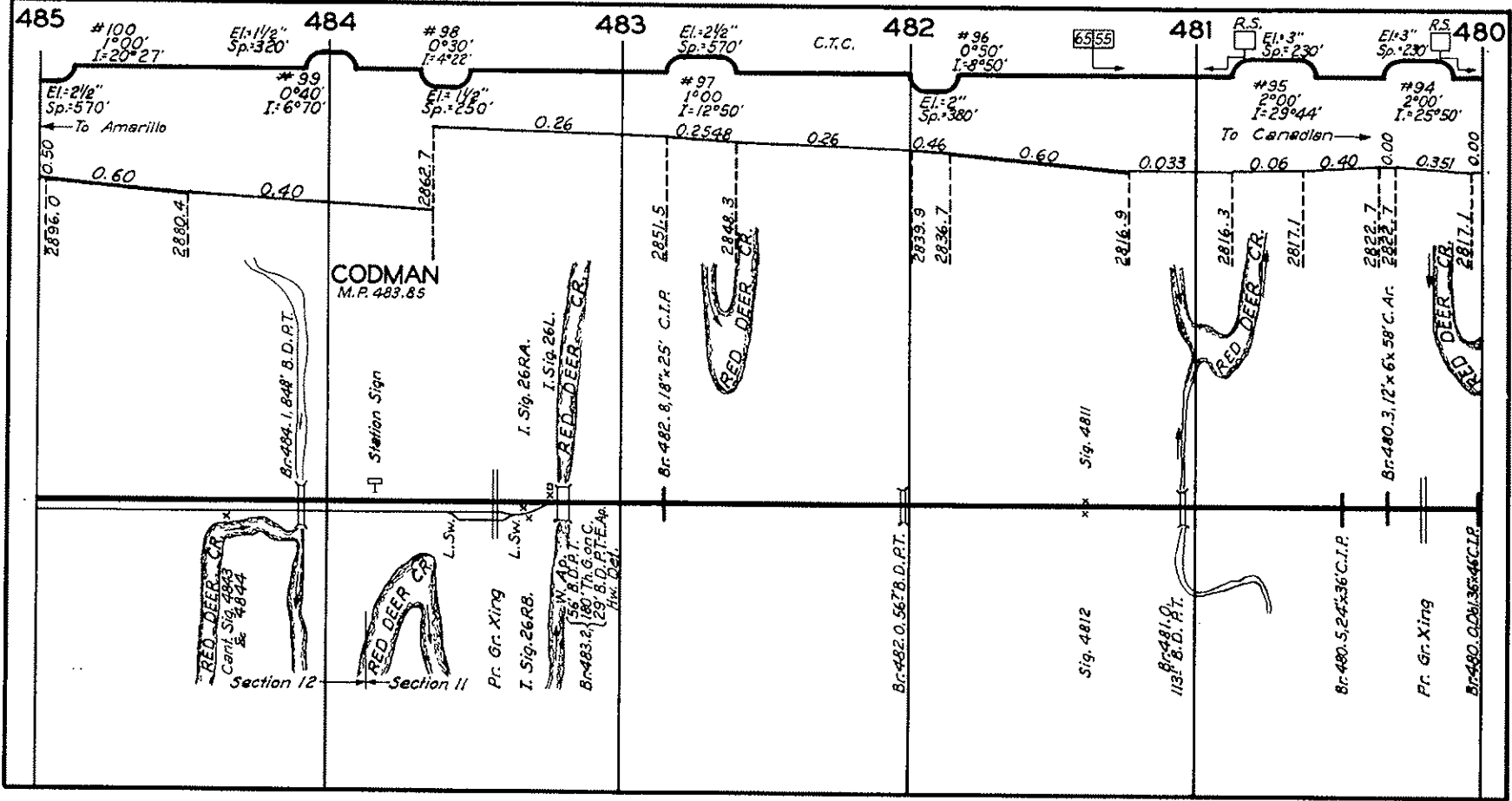


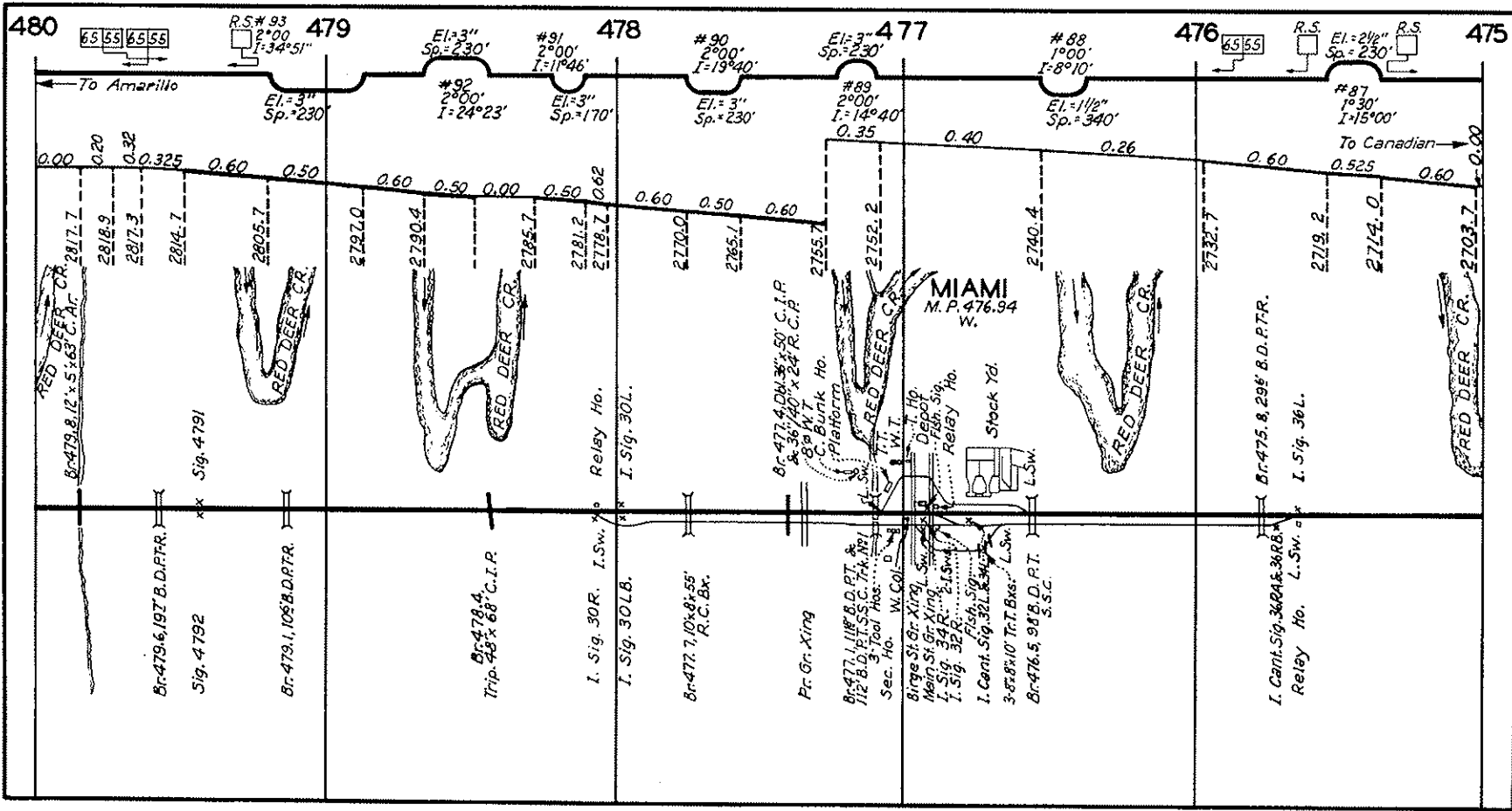


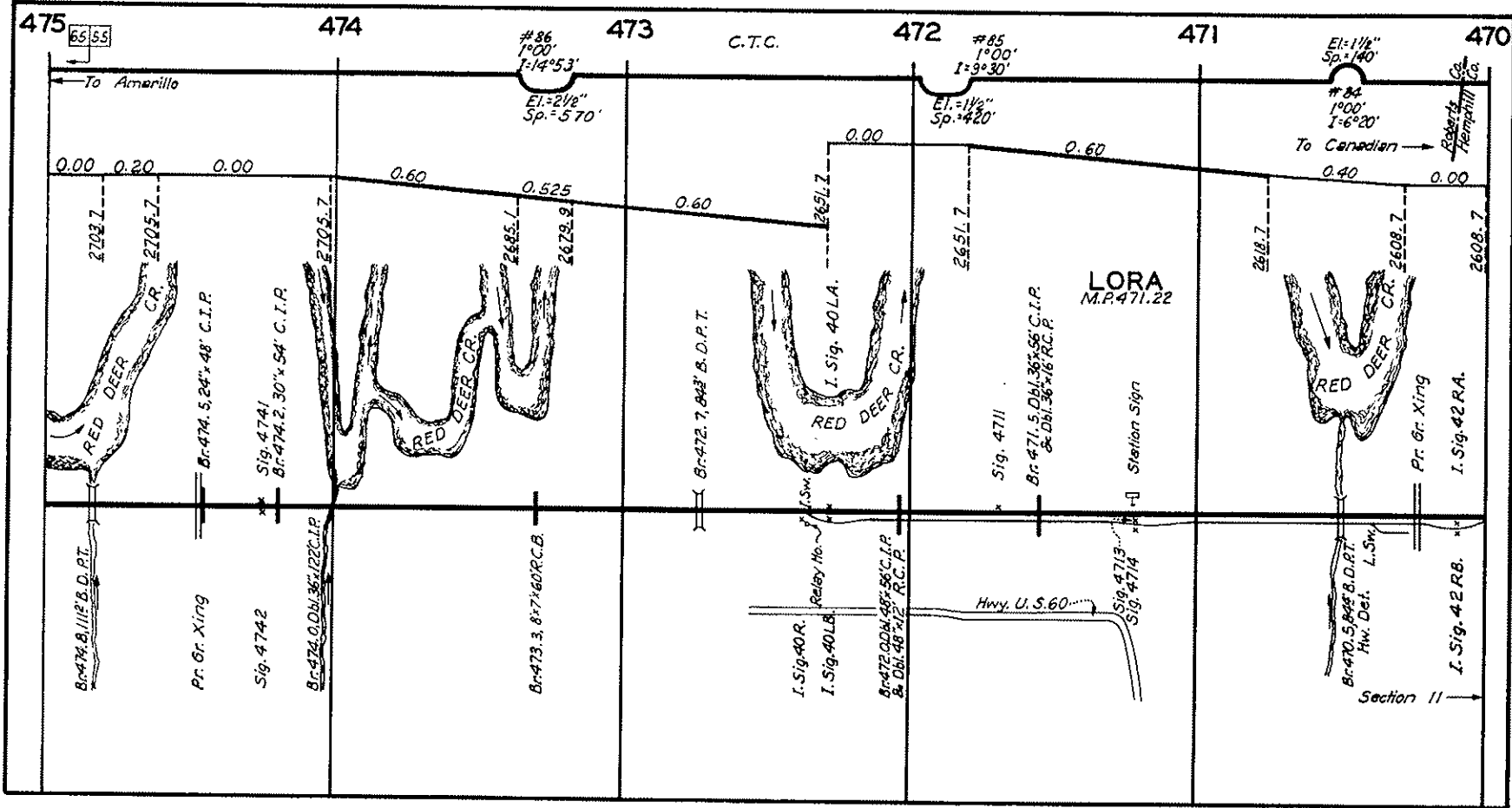


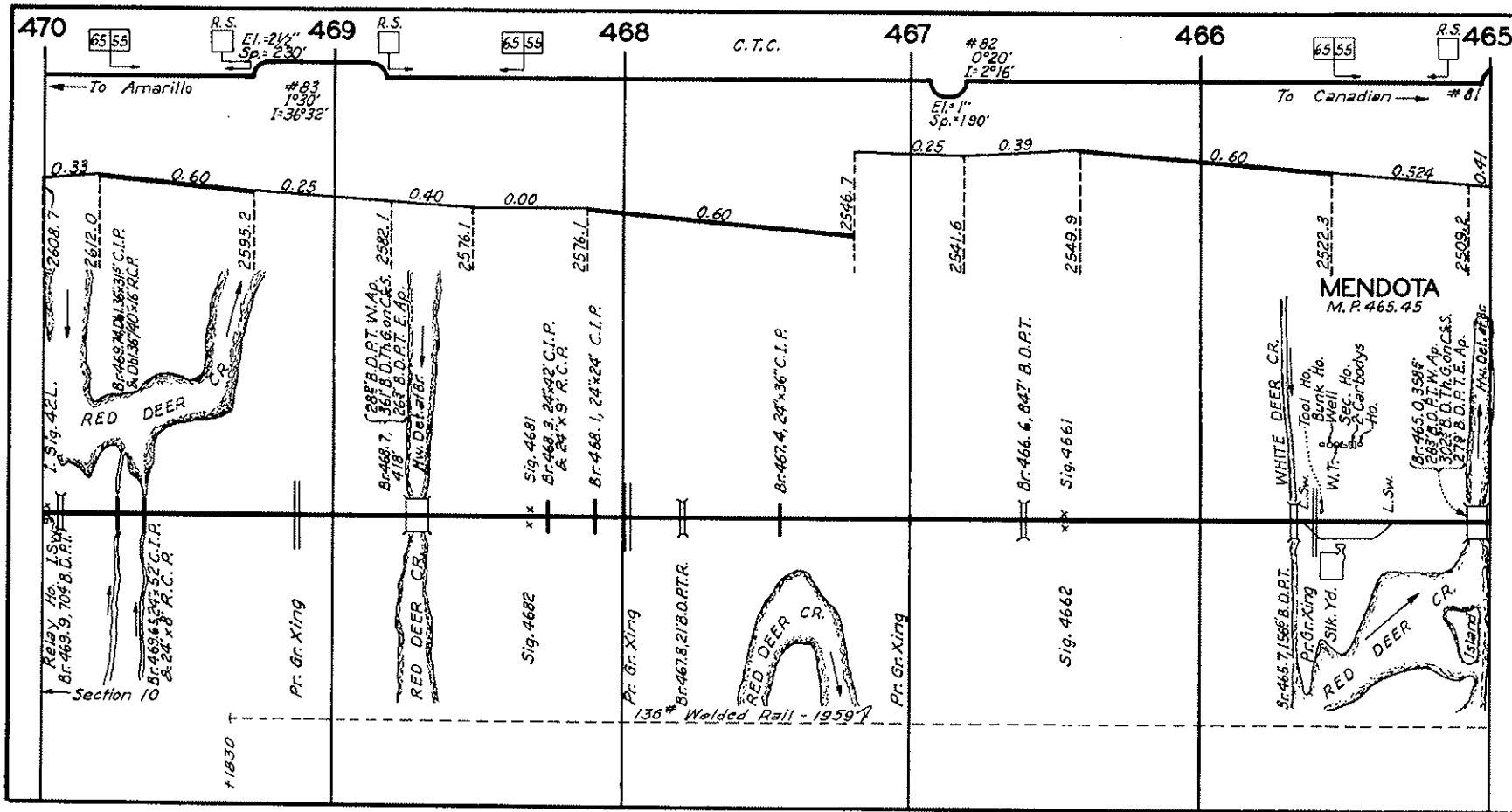


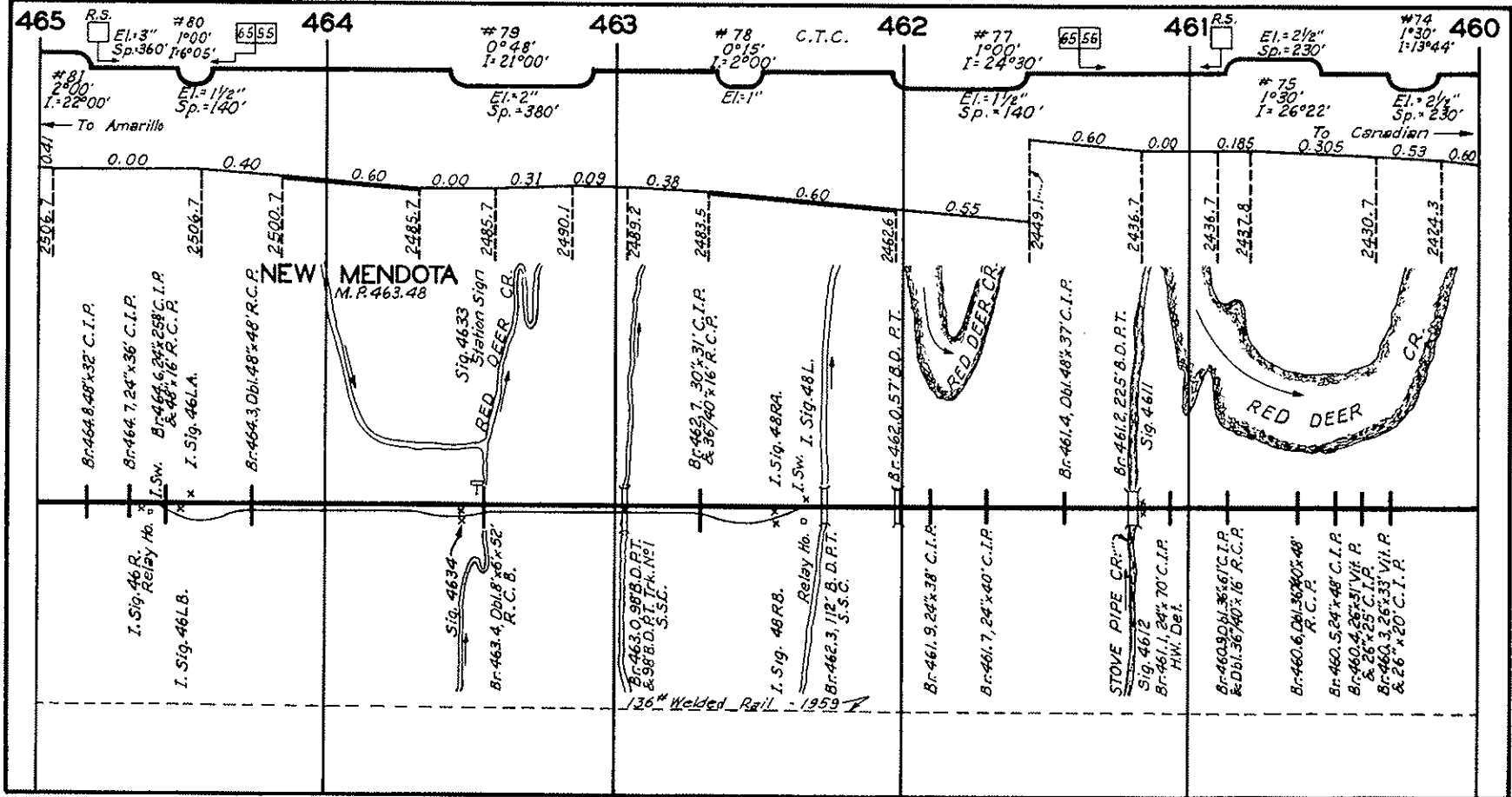












465 R.S. #80 El: 3" Sp: 360' I: 6°05' 6555
 #81 El: 1 1/2" Sp: 140' I: 22°00'
 464 #79 El: 2" Sp: 380' I: 21°00'
 463 #78 El: 1" Sp: 380' I: 2°00' C.T.C.
 462 #77 El: 1 1/2" Sp: 140' I: 24°30' 6556
 461 R.S. #75 El: 2 1/2" Sp: 230' I: 26°22'
 #74 El: 2 1/2" Sp: 230' I: 13°44'

To Amarillo 0.41 0.00 0.40 0.60 0.00 0.31 0.09 0.38 0.60 0.55 0.60 0.185 0.00 0.305 0.53 0.60
 2506.7 2506.7 2500.1 2485.7 2485.7 2490.1 2485.2 2483.5 2482.6 2449.1 2436.7 2437.8 2430.7 2424.3

NEW MENDOTA
 M.R. 463.48

Sig. 4633
 Station Sign
 RED DEER CR.

RED DEER CR.

RED DEER CR.

Br. 464.8, 48' x 32' C.I.P.
 Br. 464.7, 24' x 36' C.I.P.
 I. Sw. Br. 464.6, 24' x 28' C.I.P.
 & 48' x 16' R.C.P.
 I. Sig. 464.L.A.
 Br. 464.3, 0bl. 88' x 48' R.C.P.
 I. Sig. 46 R.
 Relay No. 0
 I. Sig. 46 L.B.

Br. 463.4, 0bl. 18' x 6' x 52' R.C.B.
 Sig. 4634
 Br. 463.0, 98' B.D.P.T. & 98' B.D.P.T. Trk. NS1 S.S.C.

Br. 462.7, 30' x 31' C.I.P. & 36' x 40' x 16' R.C.P.
 I. Sig. 48 R.A.
 I. Sw. I. Sig. 48 L.
 Relay No. 0
 Br. 462.3, 112' B.D.P.T. S.S.C.
 I. Sig. 40 R.B.

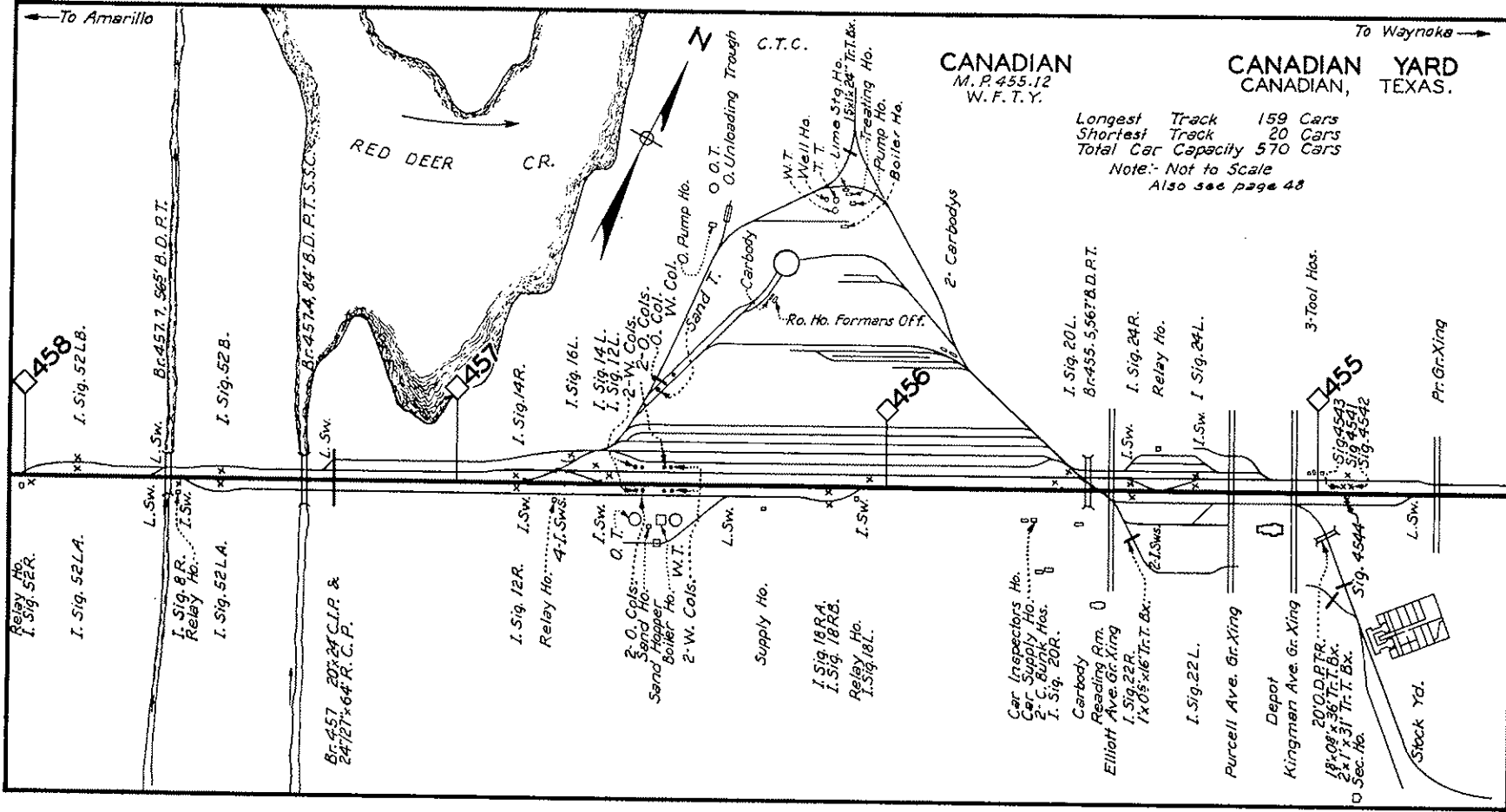
Br. 462.0, 57' B.D.P.T.
 Br. 461.4, 24' x 38' C.I.P.
 Br. 461.7, 24' x 40' C.I.P.

Br. 461.4, 0bl. 48' x 37' C.I.P.
 Stove Pipe CR.
 Br. 461.2, 225' B.D.P.T.
 Sig. 4612
 Br. 461.1, 24' x 70' C.I.P. H.W. Det.

Br. 460.9, 0bl. 36' x 61' C.I.P. & 0bl. 36' x 40' x 16' R.C.P.
 R.C.P.
 Br. 460.6, 0bl. 36' x 48' R.C.P.
 Br. 460.5, 24' x 48' C.I.P.
 Br. 460.4, 56' x 31' Vitr. P. & 26' x 25' C.I.P.
 Br. 460.3, 25' x 33' Vitr. P. & 26' x 20' C.I.P.

36" Welded Rail - 1959

To Canadian



CANADIAN
M. P. 455.12
W. F. T. Y.

CANADIAN YARD
CANADIAN, TEXAS.

Longest Track 159 Cars
Shortest Track 20 Cars
Total Car Capacity 570 Cars
Note: Not to Scale
Also see page 48

← To Amarillo

To Waynoka →

RED DEER CR.



C.T.C.

458
I. Sig. 52L.B.

457
I. Sig. 14R.

456
I. Sig. 20L.

455
I. Sig. 24R.

Relay Ho.
I. Sig. 52L.A.

I. Sig. 52L.A.

I. Sig. 8R.
Relay Ho.

I. Sig. 52L.A.

Br. 457 20'x24' C.P.R. &
24'x27'x64' R. C. P.

I. Sig. 12R.

Relay Ho. 4-I. Sws.

I. Sw.

O. T.

2-O. Cols.

W.T. Ho.

2-W. Cols.

Supply Ho.

I. Sig. 18RA.
I. Sig. 18RB.

Relay Ho.
I. Sig. 18L.

Car Inspectors Ho.

Car Supply Ho.

2-C. Bunk Hos.

I. Sig. 20R.

I. Sw.

O. T.

1x0'3'x16' Tr. T. Bx.

I. Sig. 22L.

Purcell Ave. Gr. Xing

Depot

Kingman Ave. Gr. Xing

20'0' D.P.T.R.

18'0'9' x 36' Tr. T. Bx.

2x7' x 31' Tr. T. Bx.

0 Sec. Ho.

Stock Yd.

Pr. Gr. Xing

3-Tool Hos.

I. Sig. 20L.
Br. 455. 5,567 & D.P.T.

I. Sig. 24R.

Relay Ho.

I. Sw. I. Sig. 24L.

2- Carbody

Ro. Ho. Formers Off.

Carbody

2-O. Cols.

W.T. Ho.

2-O. Cols.

W.T. Ho.

2-O. Cols.

W.T. Ho.

2-O. Cols.

W.T. Ho.

2-O. Cols.

W.T. Ho.

2-O. Cols.

W.T. Ho.

2-O. Cols.

W.T. Ho.

2-O. Cols.

W.T. Ho.

2-O. Cols.

W.T. Ho.

2-O. Cols.

W.T. Ho.

W.T. Ho.

W.T. Ho.

W.T. Ho.

W.T. Ho.

W.T. Ho.

W.T. Ho.

W.T. Ho.

W.T. Ho.

W.T. Ho.

W.T. Ho.

W.T. Ho.

W.T. Ho.

W.T. Ho.

W.T. Ho.

W.T. Ho.

W.T. Ho.

W.T. Ho.

W.T. Ho.

W.T. Ho.

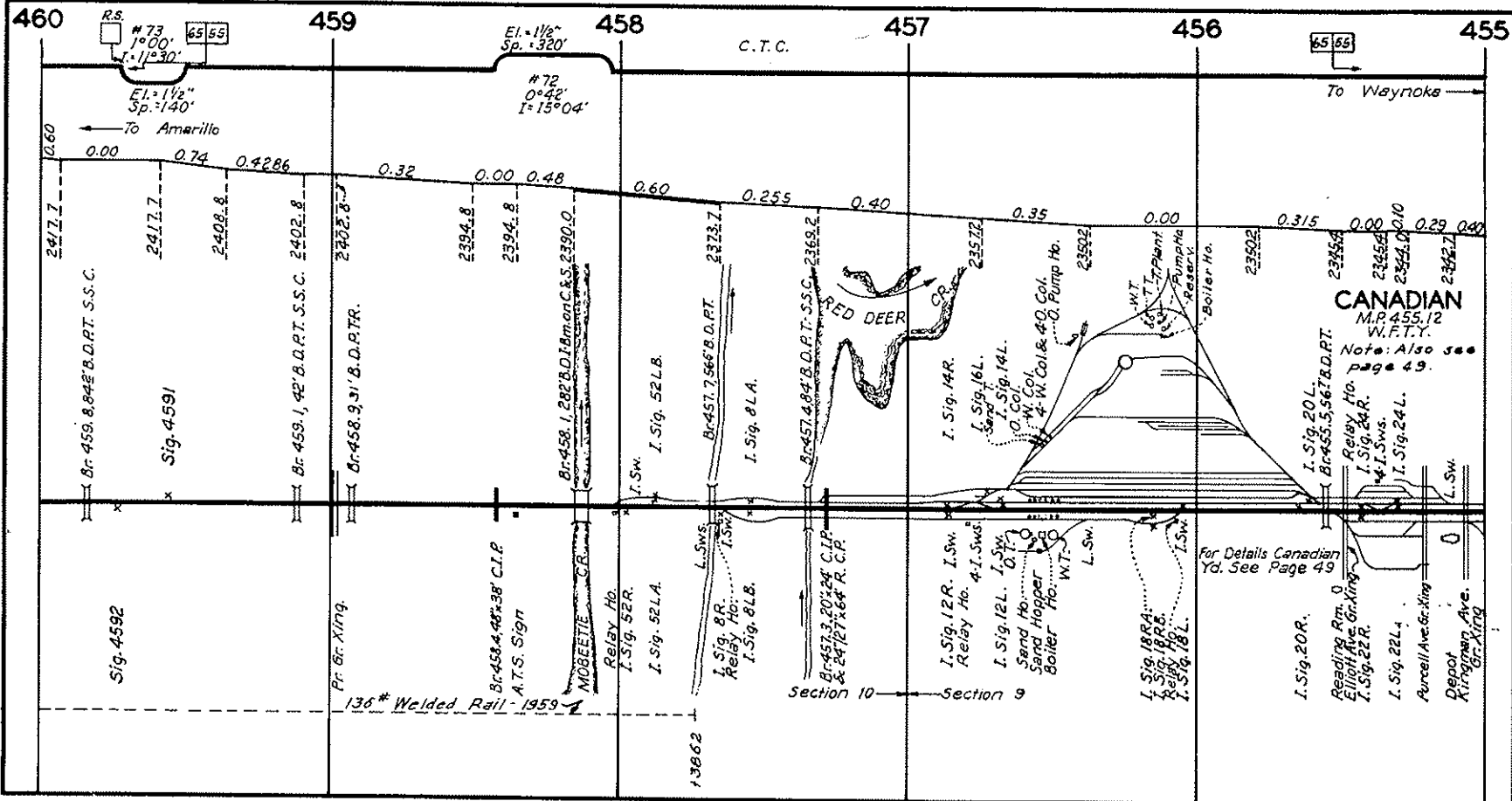
W.T. Ho.

W.T. Ho.

W.T. Ho.

W.T. Ho.

W.T. Ho.



65 55

R.S.
73
1° 00'
I = 1° 30'

El. = 1 1/2"
Sp. = 320'

C.T.C.

To Weynoka

To Amarillo

CANADIAN
M.R. 455.12
V.F.T.Y.
Note: Also see page 49.

Section 10 Section 9

For Details Canadian Yd. See Page 49

136# Welded Rail - 1959

Sig. 4592

Depot
Kirkman Ave.
Gr. King

I. Sig. 20R.
Reading Rm. 0
Elliott Ave. Gr. King
I. Sig. 22R.
I. Sig. 22L.
Purcell Ave. Gr. King

I. Sig. 18R.
I. Sig. 18L.
Relay Ho.
I. Sig. 18L.

I. Sig. 12R. I. Sw.
Relay Ho. 4-1. Sws.
I. Sig. 12L. I. Sw.
Sand Hopper
Boiler Ho. W.T.

Br 457.3.20:24 C.I.P.
& 24727.66' R.C.P.

I. Sig. 8R.
Relay Ho.
I. Sig. 8L.B.

Relay Ho.
I. Sig. 52R.
I. Sig. 52L.A.

NOBELITE C.R.

Br 458.4.48:38' C.I.P.
A.T.S. Sign

Pr. Gr. King

2402.8

2402.8

2408.8

2417.7

2417.7

2362.7

2362.7

2355.8

2355.8

2350.2

2350.2

2355.2

2355.2

2355.2

2355.2

2355.2

2355.2

2355.2

2355.2

2355.2

2355.2

2355.2

2355.2

2355.2

2355.2

2355.2

2355.2

2355.2

2355.2

2355.2

2355.2

2355.2

2355.2

2355.2

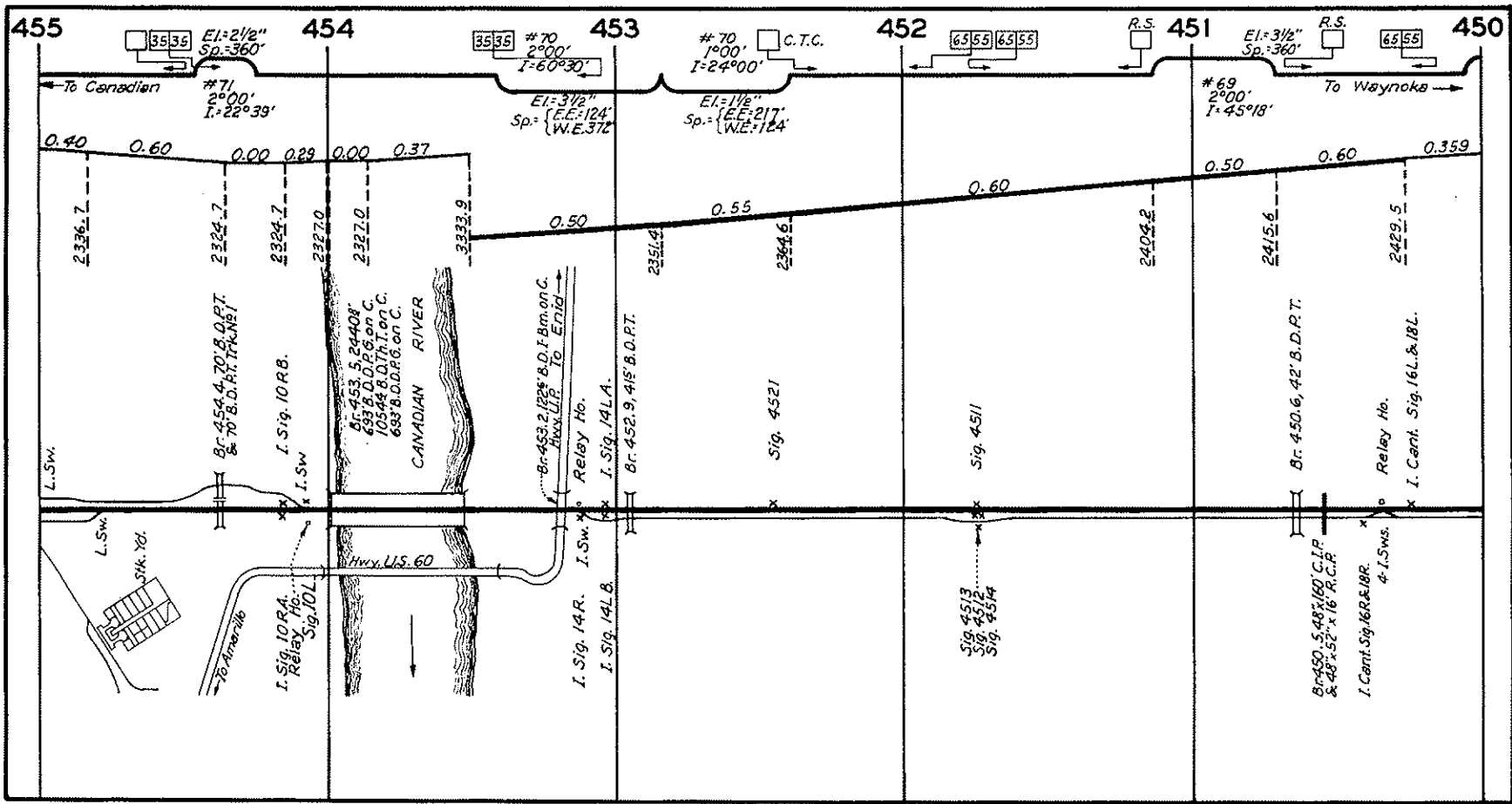
2355.2

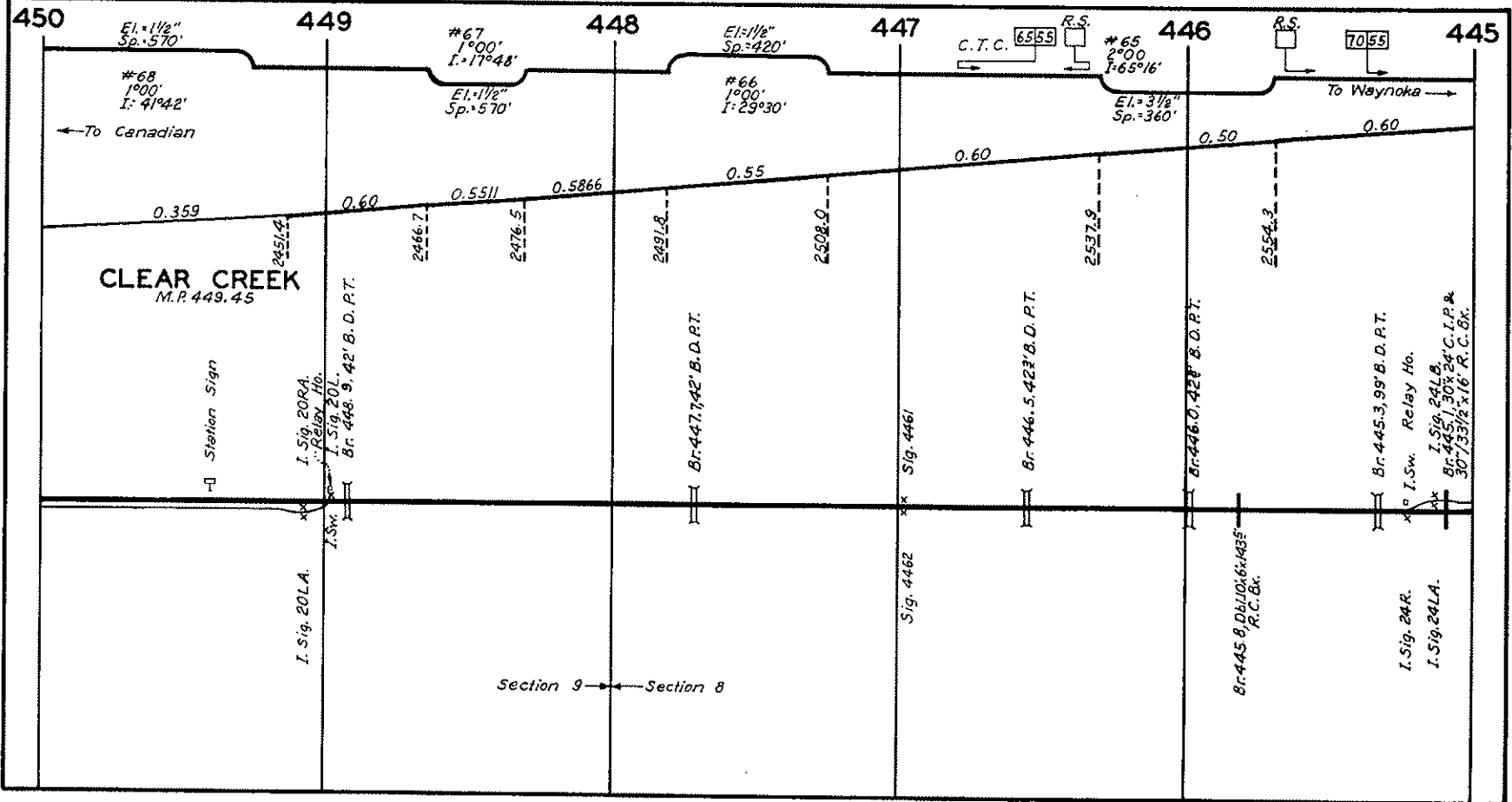
2355.2

2355.2

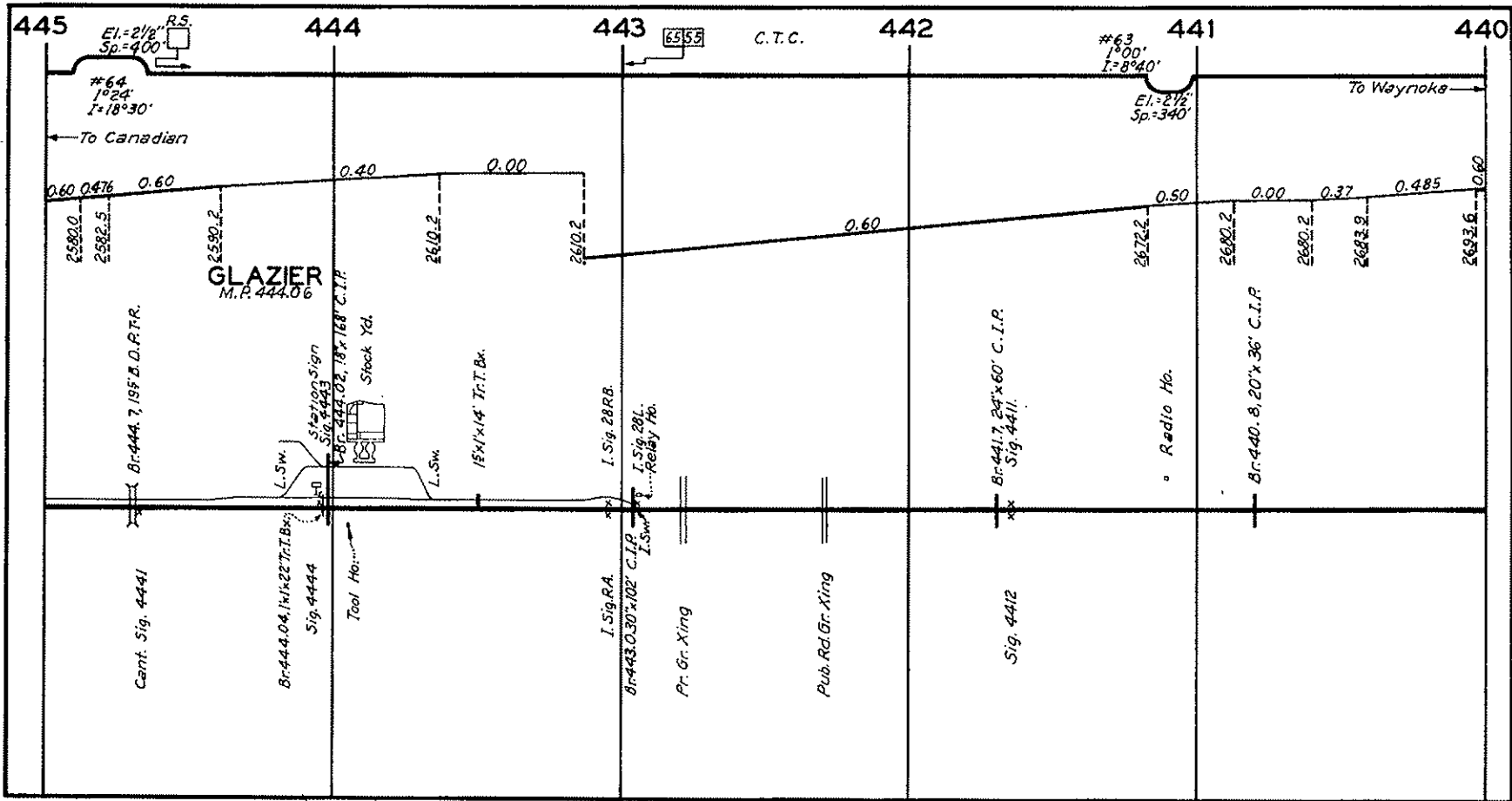
2355.2

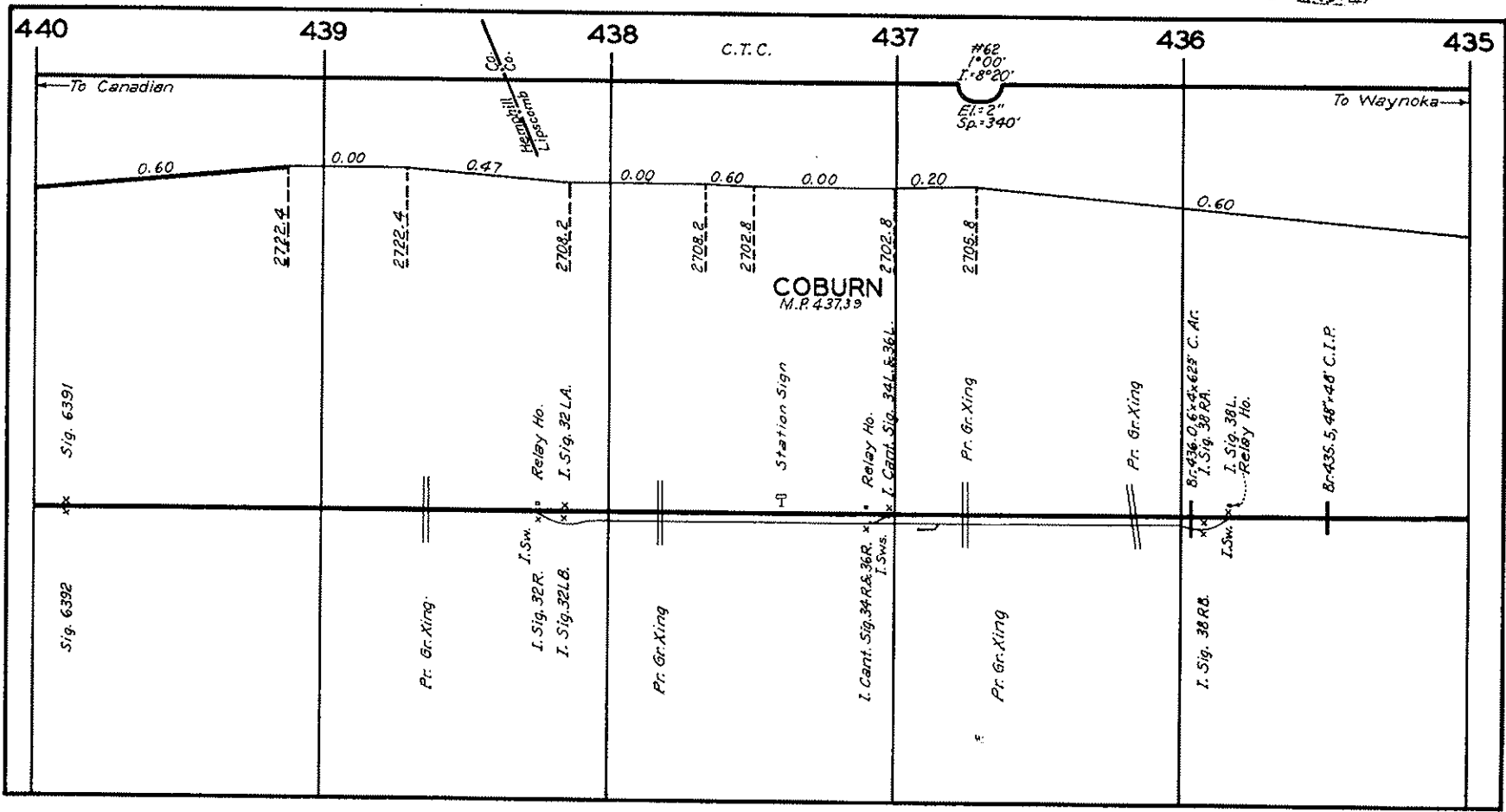
2355.2

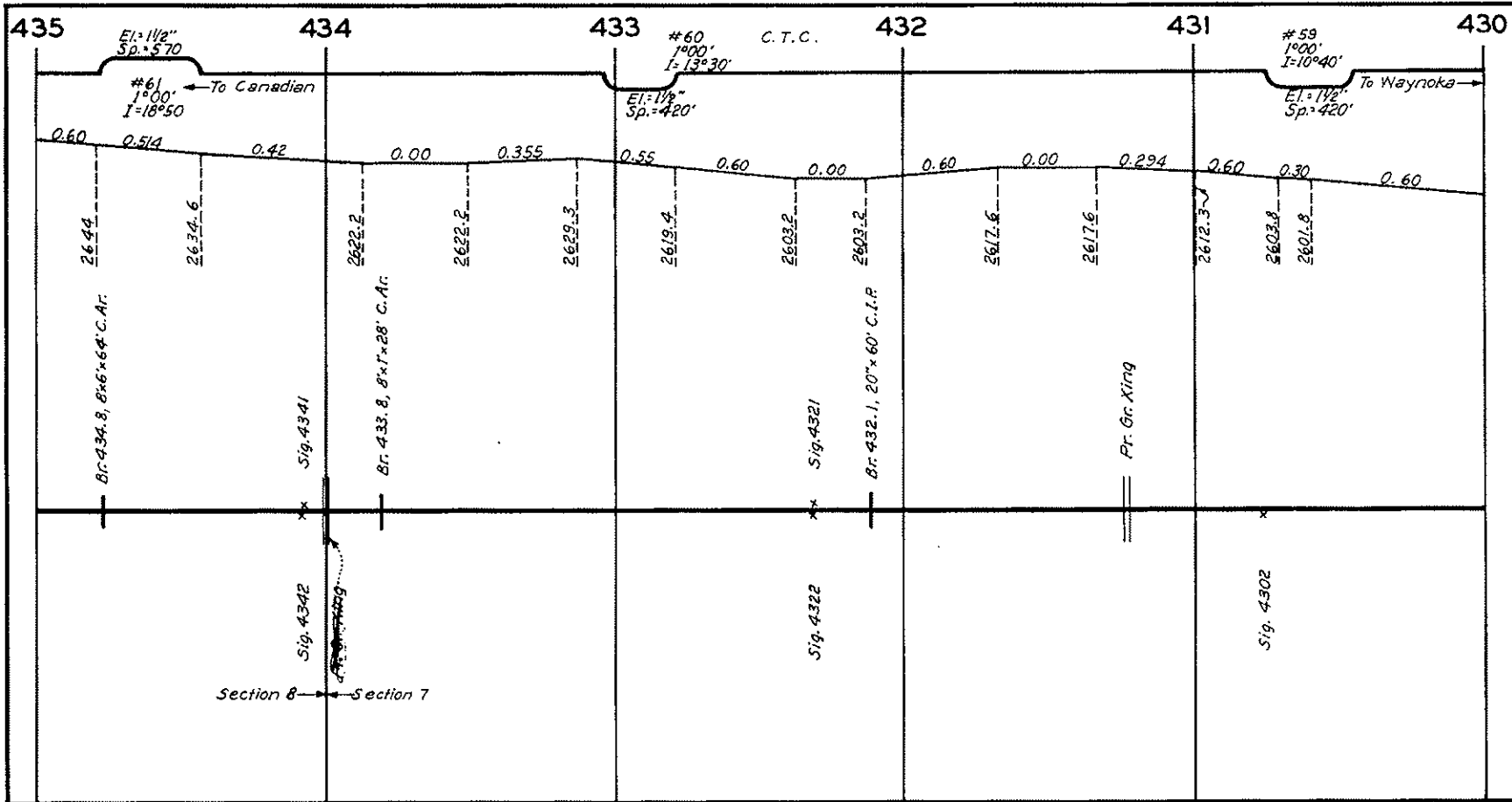


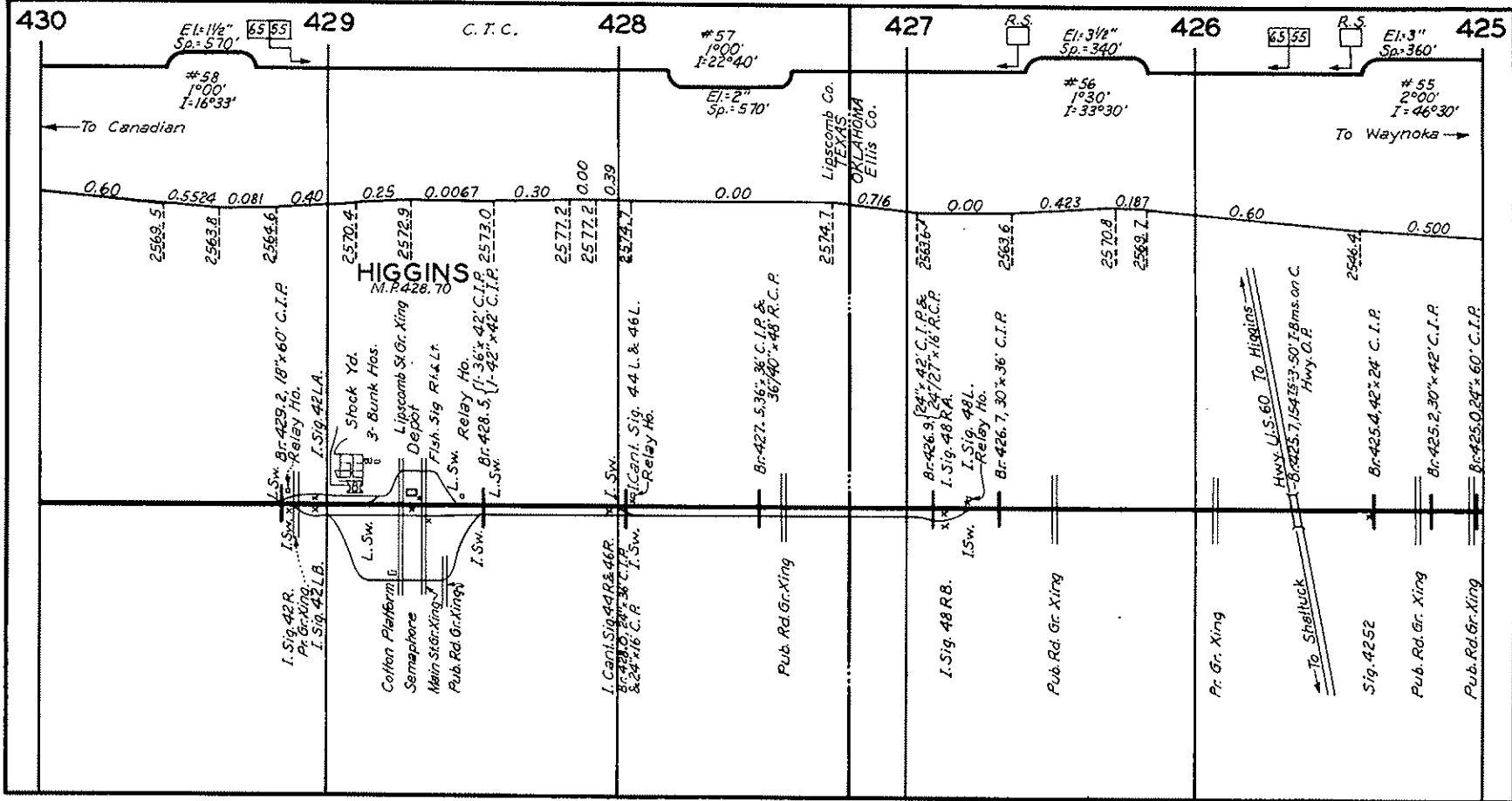


Section 9 ← Section 8





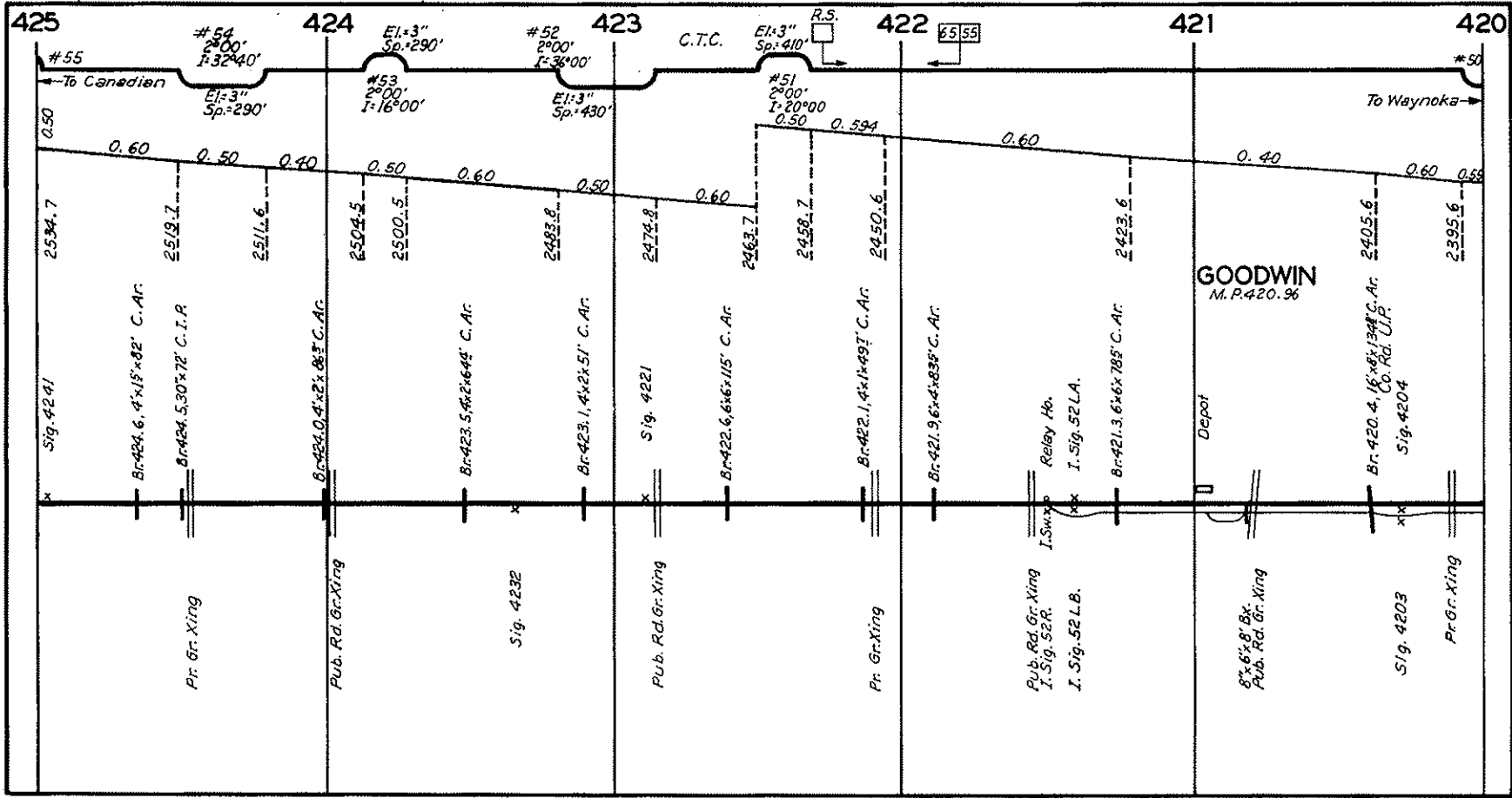




HIGGINS
N. R. 428. 70

Lipscomb Co.
OKLAHOMA
Ellis Co.

Hwy. U.S. 60 To Higgins
Bor. 425. 7, 54' x 33.50' E. Bms. on C.
Hwy. O. P.



420

419

418

417

416

415

#50
0°45'
I: 6°20'

El: 2"
Sp: 570'

C.T.C.

El: 2"
Sp: 420'

#47
1°00'
I: 39°58'

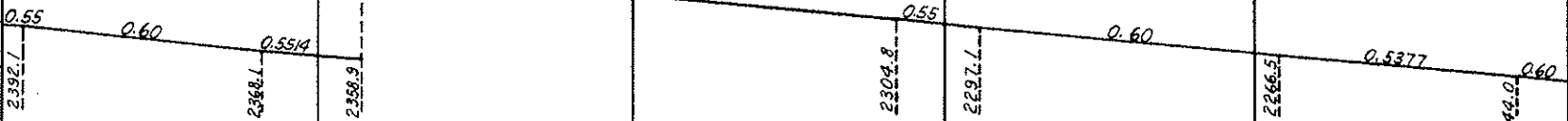
El: 2"
Sp: 570'

El: 1 1/2"
Sp: 360'
← To Canadian

#49
1°00'
I: 16°40'

#48
1°00'
I: 14°00'

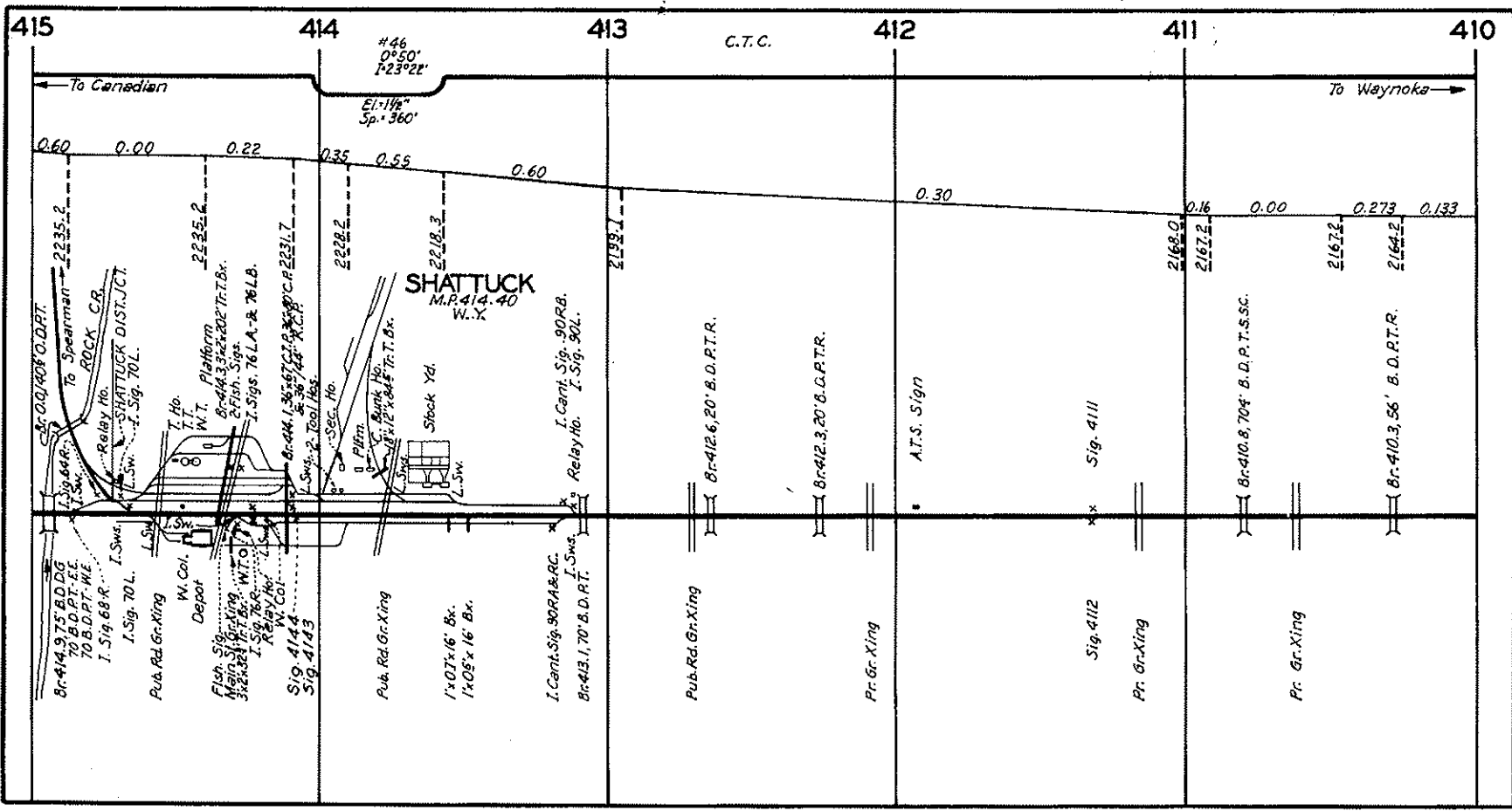
→ To Waynoka

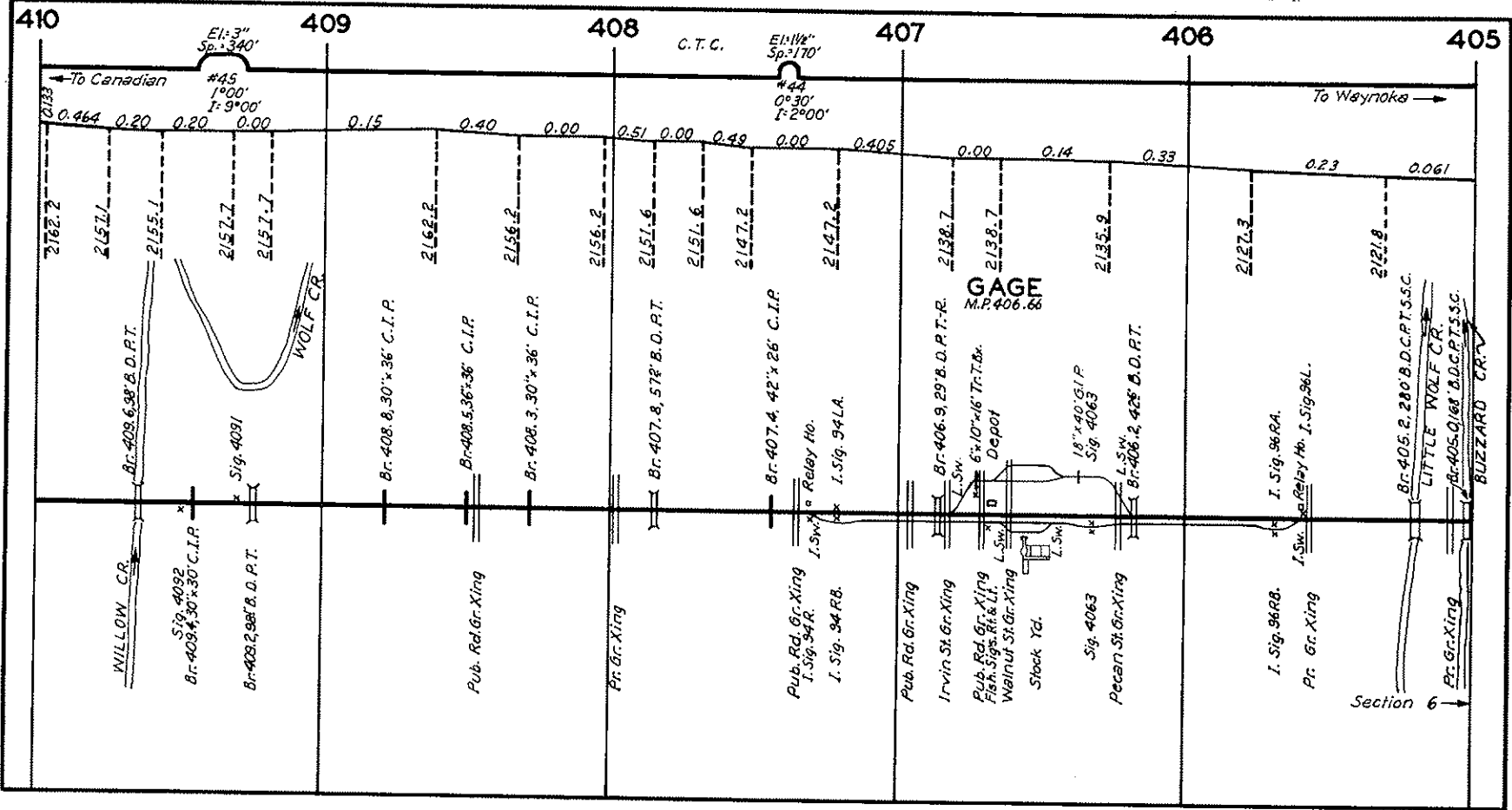


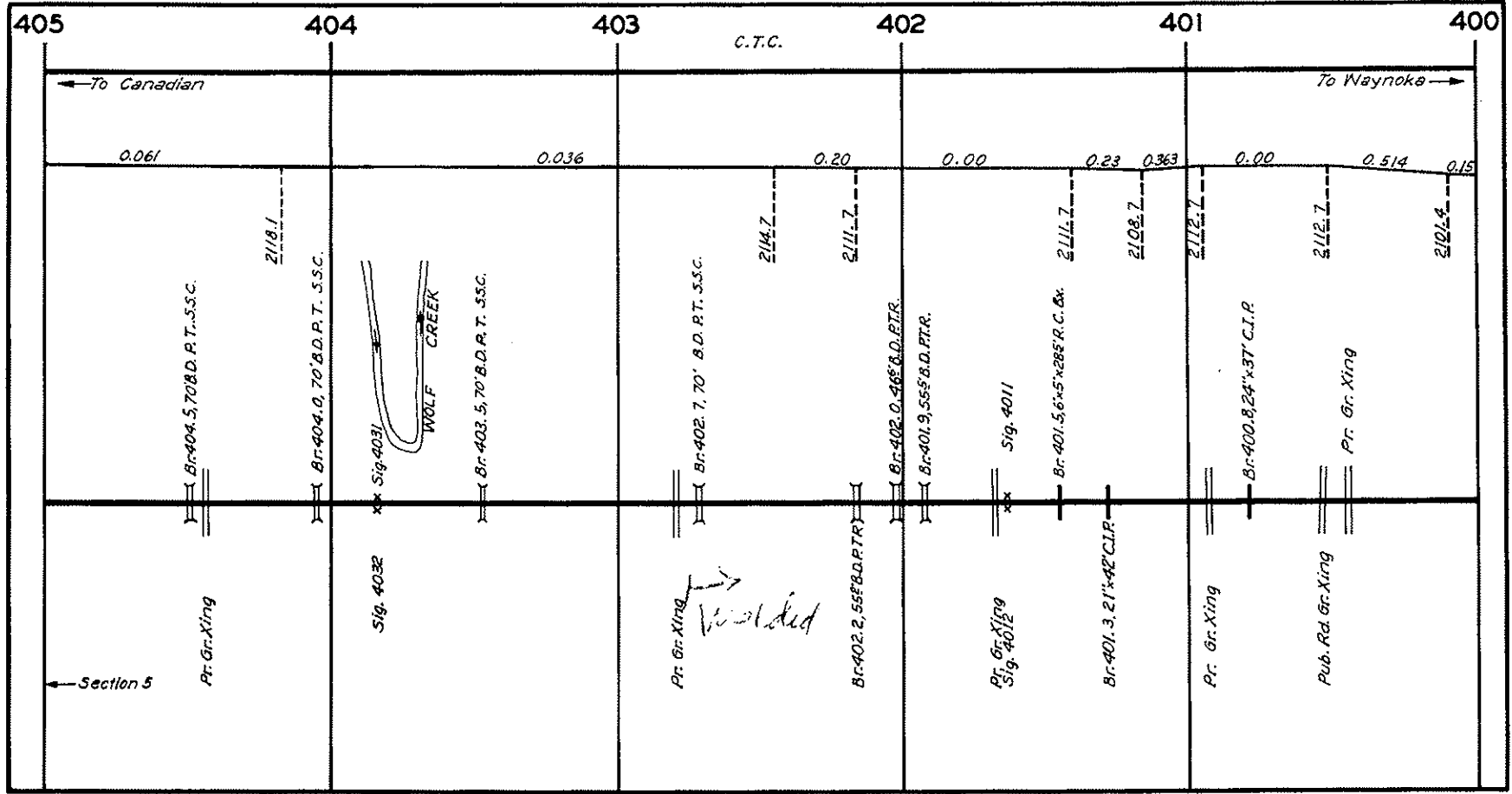
Br-419, 9.6' x 2' x 99° C. Ar.
 Br-419, 4.6' x 45' x 95° C. Ar.
 Br-419, 0.6' x 2' x 104° C. Ar.
 Br-418, 4.6' x 5' x 109° C. Ar.
 Br-417, 9.24' x 42' C. I.P.
 Br-417, 7.30' x 36' C. I.P.
 Br-417, 3.6' x 4' x 87° C. Ar.
 Br-416, 0.8' x 5' x 27° C. Ar.

Br-419, 6.6' x 5' x 132° C. Ar.
 I. Sig. 56 RB.
 I. Sig. 56 RA.
 I. Sig. 56 L.
 Pub. Rd. Gr. Xing
 Pr. Gr. Xing
 Sig. 4182
 Pr. Gr. Xing
 Pub. Rd. Gr. Xing
 Sig. 4162
 A.T.S. Sign
 Pub. Rd. Gr. Xing

Section 7 ← Section 6







To Canadian

To Naynoka

0.061

0.036

0.20

0.00

0.23

0.363

0.00

0.514

0.15

Br. 404.5, 70' B.D.P.T. S.S.C.

Br. 404.0, 70' B.D.P.T. S.S.C.



Br. 403.5, 70' B.D.P.T. S.S.C.

Br. 402.7, 70' B.D.P.T. S.S.C.

Br. 402.0, 465' B.D.P.T.R.

Br. 401.9, 555' B.D.P.T.R.

Sig. 4011

Br. 401.5, 6x5x285' R.C. & W.

Br. 400.8, 24x37' C.I.R.

Section 5

Pr. Gr. Xing

Sig. 4032

Pr. Gr. Xing
Walded

Br. 402.2, 555' B.D.P.T.R.

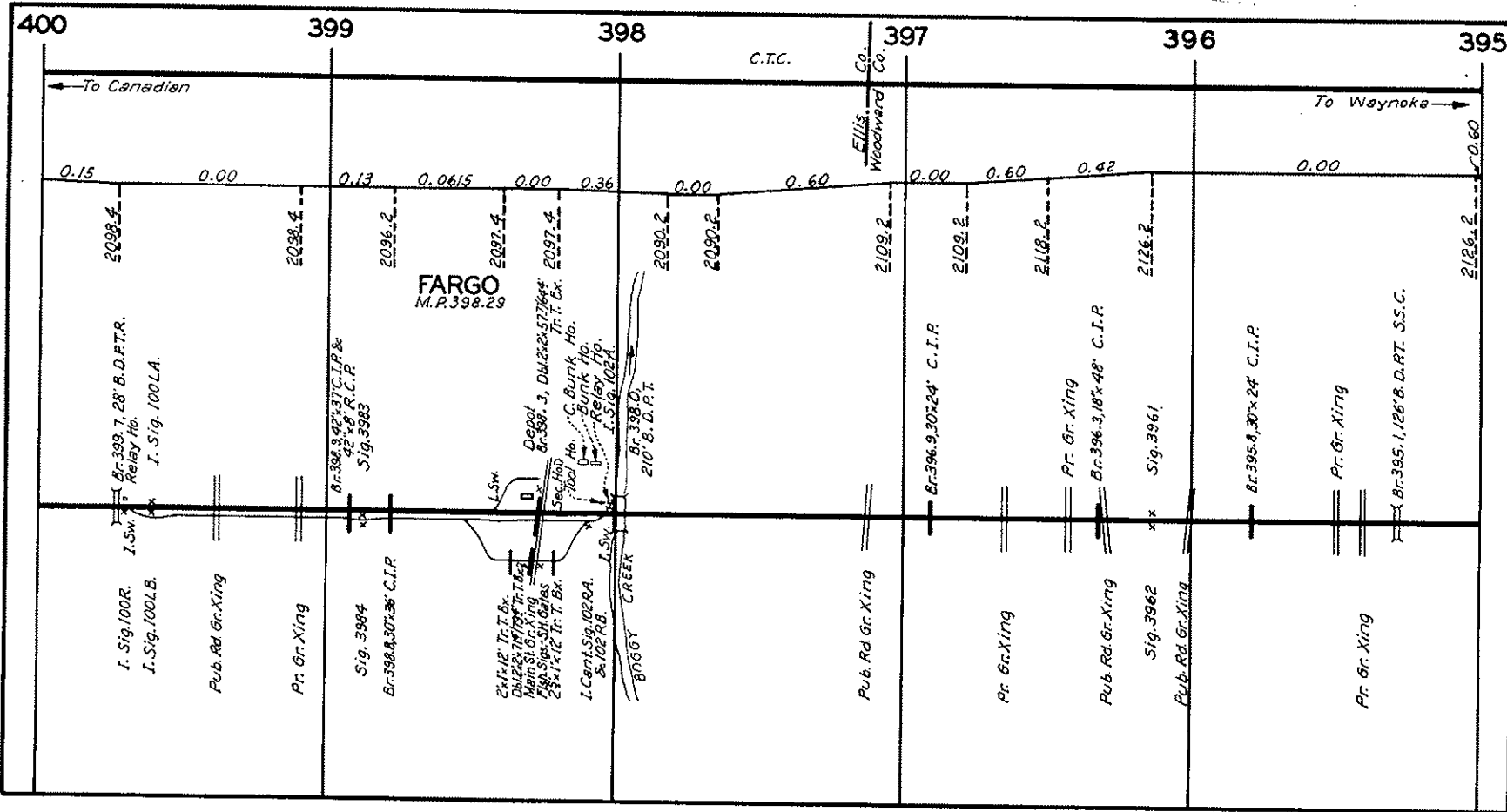
Pr. Gr. Xing
Sig. 4012

Br. 401.3, 21x42' C.I.R.

Pr. Gr. Xing

Pub. Rd. Gr. Xing

Pr. Gr. Xing



FARGO
M.P. 398.29

L.S.W.
D
2x12 Tr. T. Bx.
Dble 2x14 Tr. T. Bx.
Main St. Gr. Xing
Figh. Sig. 341 Gates
24x1x12 Tr. T. Bx.
I. Cant. Sig. 102BA.
& 102RB.

L.S.W.
BODDY CREEK

Depot
Br. 398. 3, D.M. 2x 57.764'
Tr. T. Bx.
Sec. Ho.
C. Burnk Ho.
Relay Ho.
I. Sig. 102A.

B. 398 D.
210' B.D.P.T.

Br. 396.3, 42' x 37' C.I.P. &
42' x 8' R.C.P.
Sig. 3983

Sig. 3984
Br. 398.4, 30' x 36' C.I.R.

Br. 396.9, 30' x 24' C.I.R.

Br. 395.4, 30' x 24' C.I.P.

Br. 395.1, 126' B.D.P.T. S.S.C.

I. Sig. 100R.
I. Sw.
Br. 399.7, 28' B.D.P.T.R.
Relay Ho.
I. Sig. 100LA.

Pub. Rd. Gr. Xing

Pr. Gr. Xing

Pub. Rd. Gr. Xing

Pr. Gr. Xing

Pub. Rd. Gr. Xing

Pub. Rd. Gr. Xing

Pr. Gr. Xing

0.15

0.00

0.13

0.0615

0.00

0.36

0.00

0.60

0.00

0.60

0.42

0.00

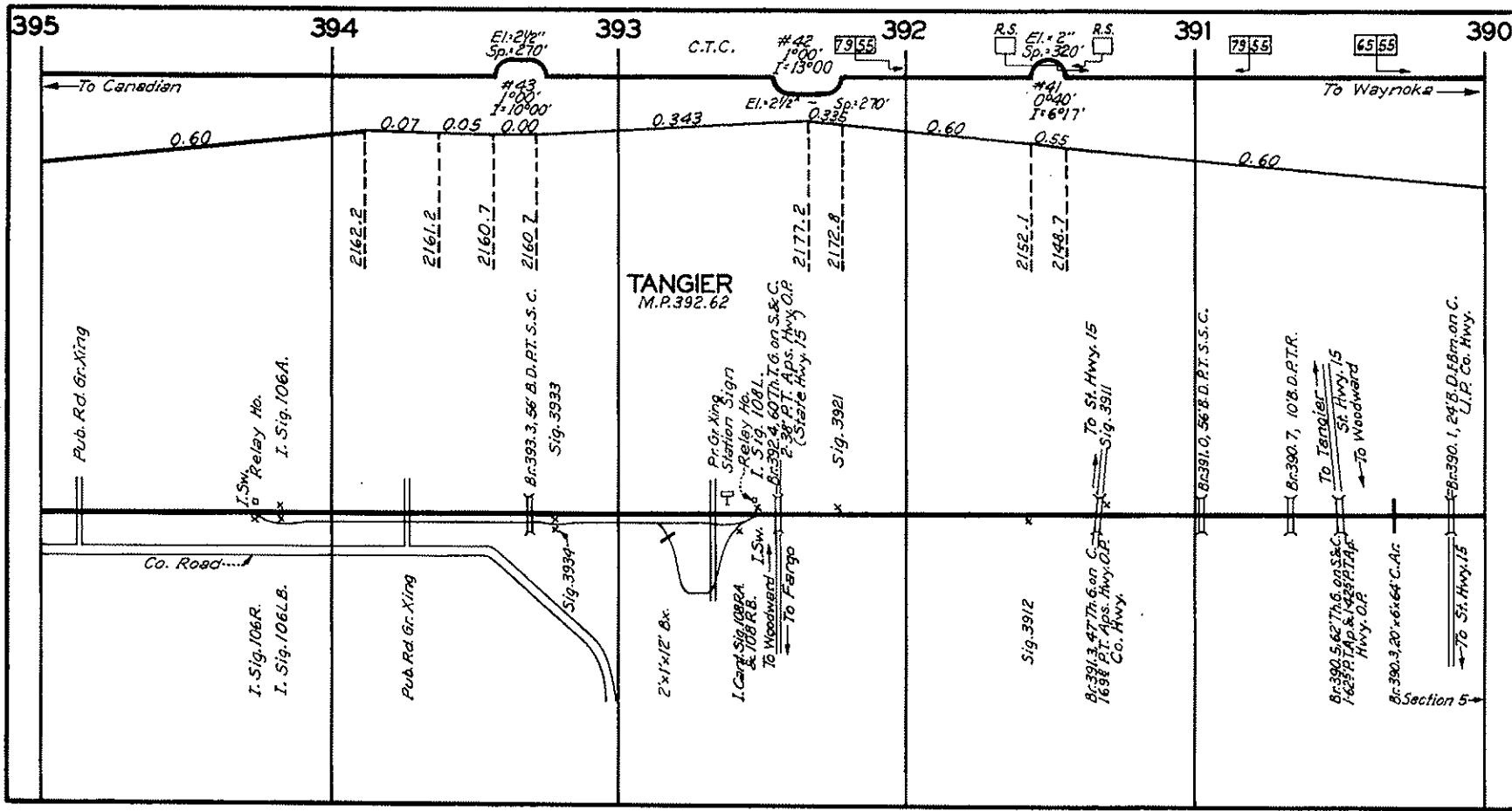
0.60

C.T.C.

Ellis,
Woodward
Co.

← To Canadian

To Waynoke →



395

394

393

392

391

390

To Canadian

To Waynoka

C.T.C.

#42
1000'
1-13°00'

R.S. El. + 2' Sp. = 320' R.S.

79.55

65.55

0.60

0.07

0.05

0.00

0.343

El. + 2 1/2' Sp. = 270'

0.335

0.60

0.55

0.60

2162.2

2161.2

2160.7

2160.7

2177.2

2172.8

2152.1

2148.7

TANGIER
M.P. 392.62

Pub. Rd. Gr. Xing

I. Sw. Relay Ho.
I. Sig. 106A.

Bc 393.3, 56' B.D. P.T. S.S. C.
Sig. 3933

Pr. Gr. Xing Station Sign

I. Sw. 100 R.B.
I. Sig. 108L.
Bc 392.4, 60' Th. I.G. on S. & C.
2-38' P.T. Aps. Hwy. O.P.
(State Hwy. 15)

Sig. 3921

To St. Hwy. 15
Sig. 3911

Bc 391.0, 56' B.D. P.T. S.S. C.

Bc 390.7, 10' B.D. P.T.R.

To Tangier
To St. Hwy. 15
To Woodward

Bc 390.5, 62' Th. on S.S. C.
1625' P.T. Aps. Hwy. O.P.
Hwy. O.P.

Bc 390.3, 20' x 6' x 64' C. Arc

Bc 390.1, 24' B.D. P.T. on C.
U.P. Co. Hwy.

Section 5

Co. Road

Pub. Rd. Gr. Xing

Sig. 3934

2 x 1 x 1/2' Box

I. Carl. Sig. 108RA

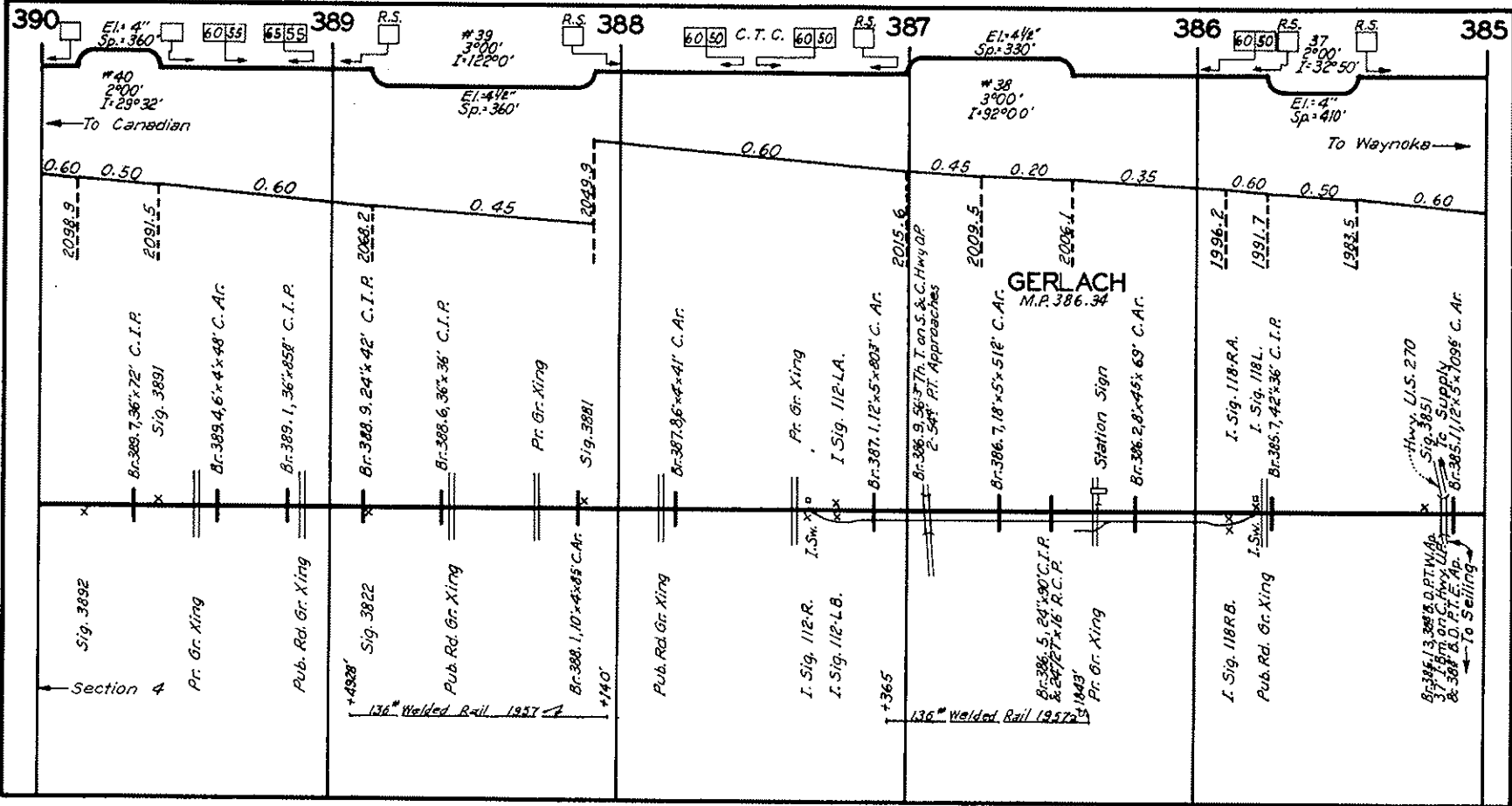
To Woodward

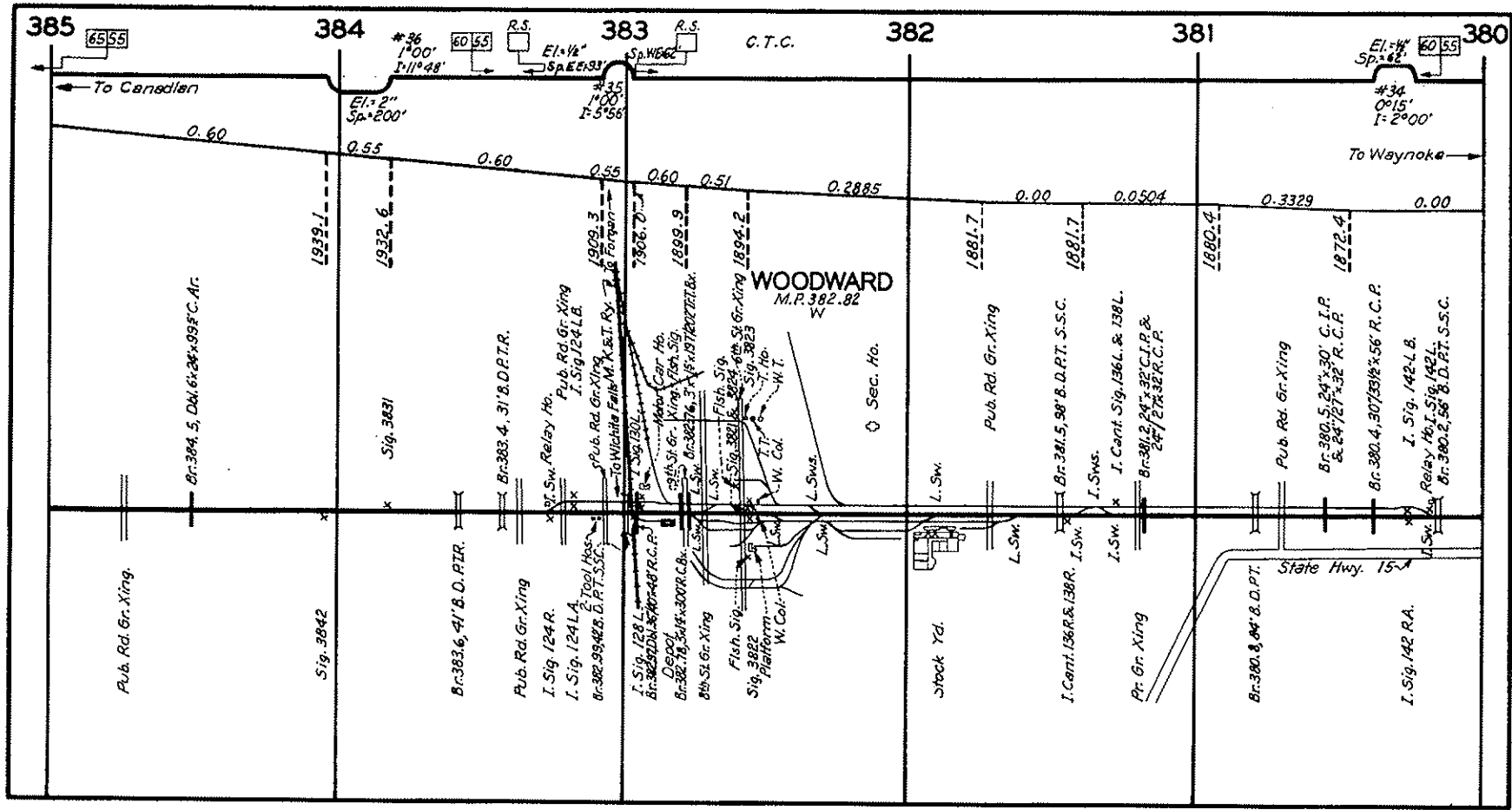
To Fargo

Sig. 3912

Bc 391.3, 47' Th. on C.
1638' P.T. Aps. Hwy. O.P.
Co. Hwy.

To St. Hwy. 15





385
6555

384

383

382

381

380

To Canadian

To Waynoka

WOODWARD
M.P. 382.82
W

Pub. Rd. Gr. Xing.

Sig. 384.2

Br. 383.6, 41' B. D. P.T.R.

Pub. Rd. Gr. Xing

I. Sig. 124 R.

I. Sig. 124 L.

Br. 382.99, 42 B. D. P.T.S.S.C.

I. Sig. 128 L.

Br. 382.92, 40x48 R.C.P.

Br. 382.78, 34x48x300 R.C.B.

8th St. Gr. Xing

Fish. Sig.

Sig. 382.2

Platform

W. Col.

Stock Yd.

I. Cant. 136 R. & 138 R. I. Sw.

P.R. Gr. Xing

Br. 380.8, 94' B. D. P.T.

I. Sig. 142 R.A.

Br. 384.5, 24x24x95 F.C. Ar.

Sig. 383.1

Br. 383.4, 31' B. D. P.T.R.

Sw. Relay Ho.

Pub. Rd. Gr. Xing

I. Sig. 124 L.B.

Pub. Rd. Gr. Xing

1909.3

To White Falls M. & E.T. Ry.

7906.7

1899.9

1899.9

1894.2

1894.2

1894.2

1894.2

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1894.2

Br. 380.5, 24x30' C.I.P. & 24x27x32' R.C.P.

Br. 380.4, 30'7 1/2x56' R.C.P.

I. Sig. 142 L.B.

Relay Ho. I. Sig. 142 L.

Br. 380.2, 56' B. D. P.T. S.S.C.

0.60

0.55

0.60

0.55

0.60

0.51

0.2885

0.00

0.0504

0.3329

0.00

1939.1

1932.6

1881.7

1881.7

1880.4

1872.4

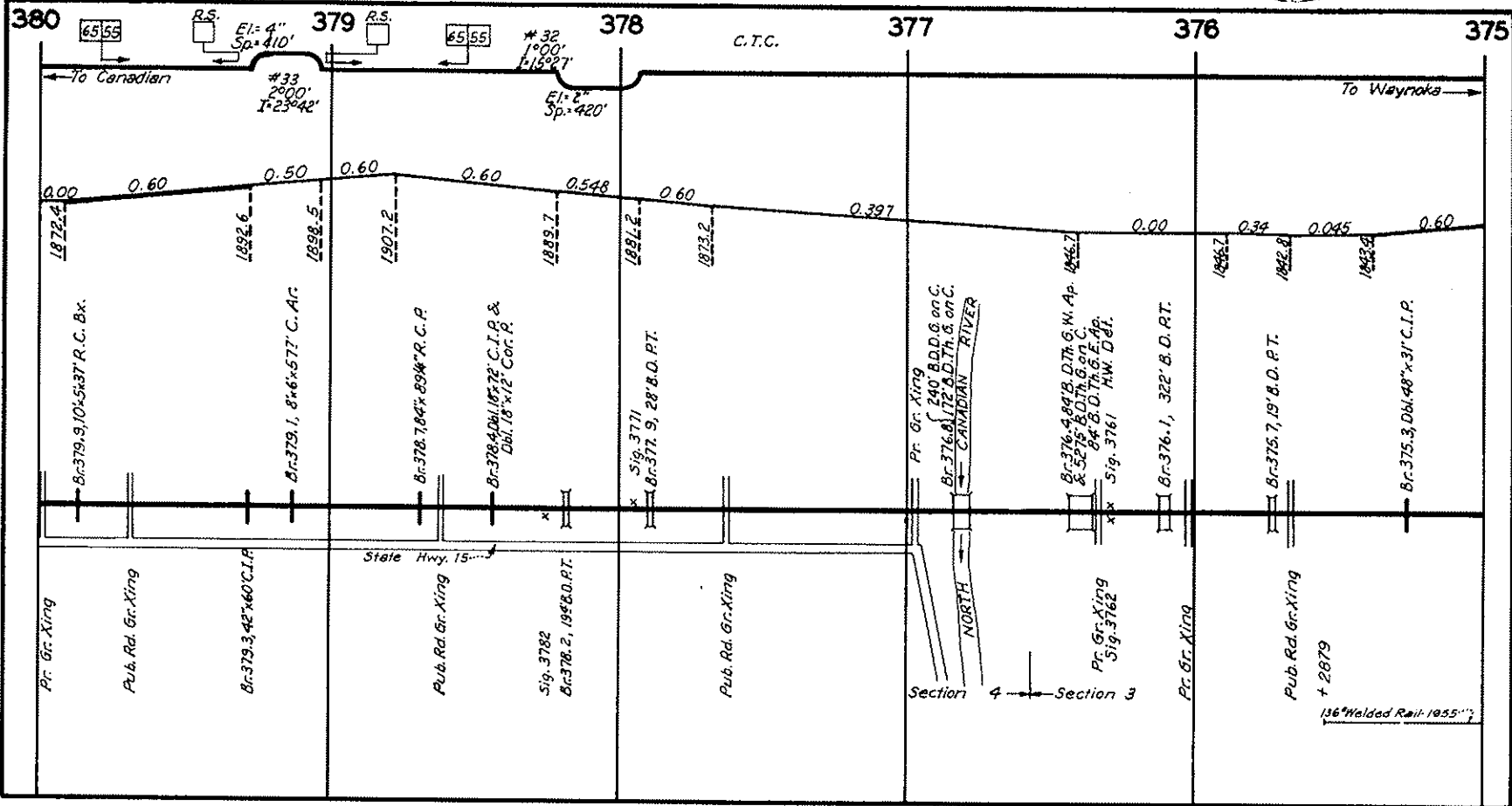
#36
1°00'
I=11°48'

R.S.
60.55
El.=1/4'
Sp. 200'

R.S.
35
100'
I=5°56'

#34
0°15'
I=2°00'

R.S.
60.55



380

379

378

377

376

375

6555

6555

C.T.C.

To Canadian

To Waynoka

#33
2000'
I=23°42'

#32
1000'
I=13°27'

E1=2"
Sp.=420'

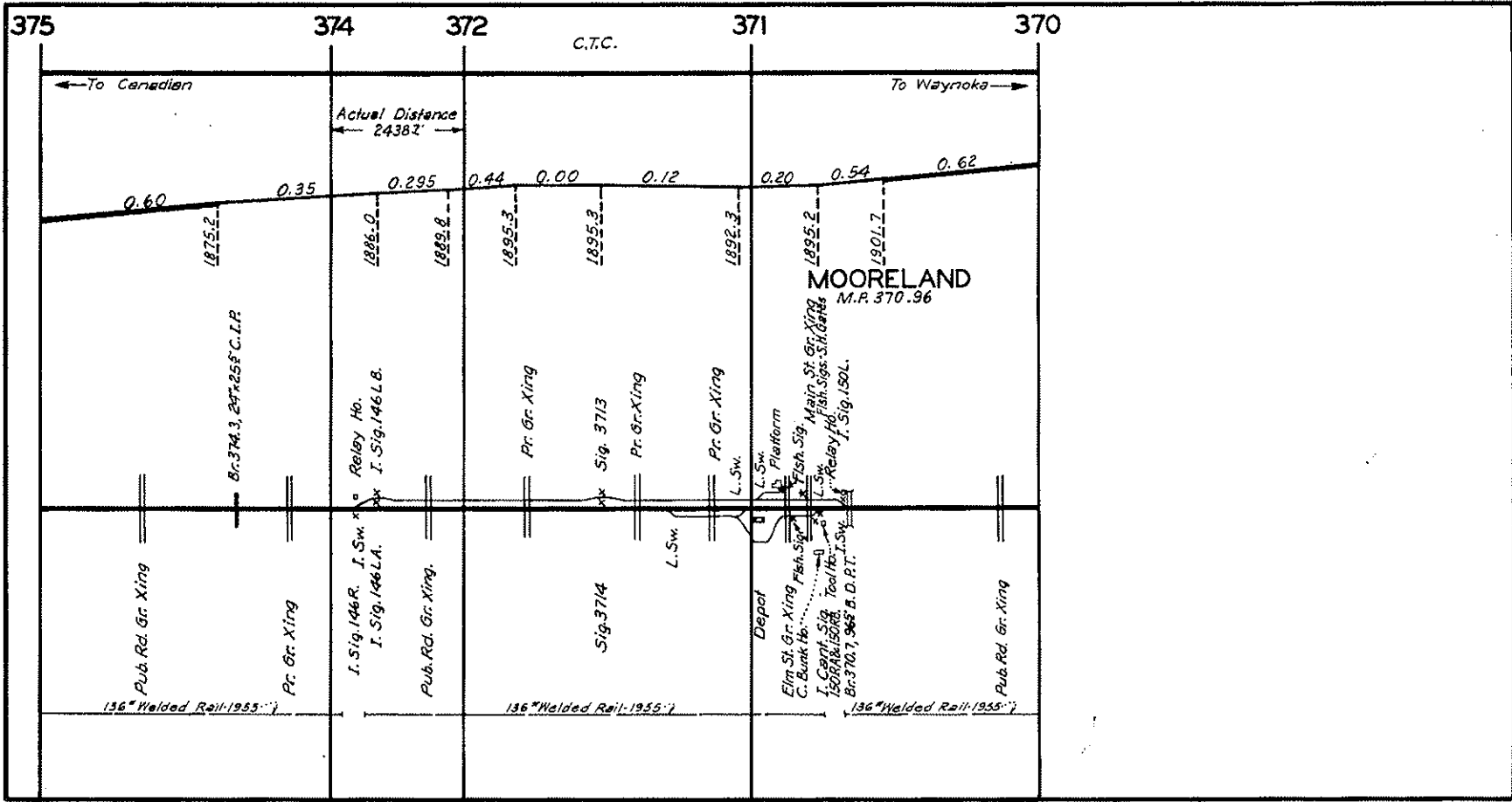
0.00 0.60 0.50 0.60 0.60 0.548 0.60 0.397 0.00 0.34 0.045 0.60

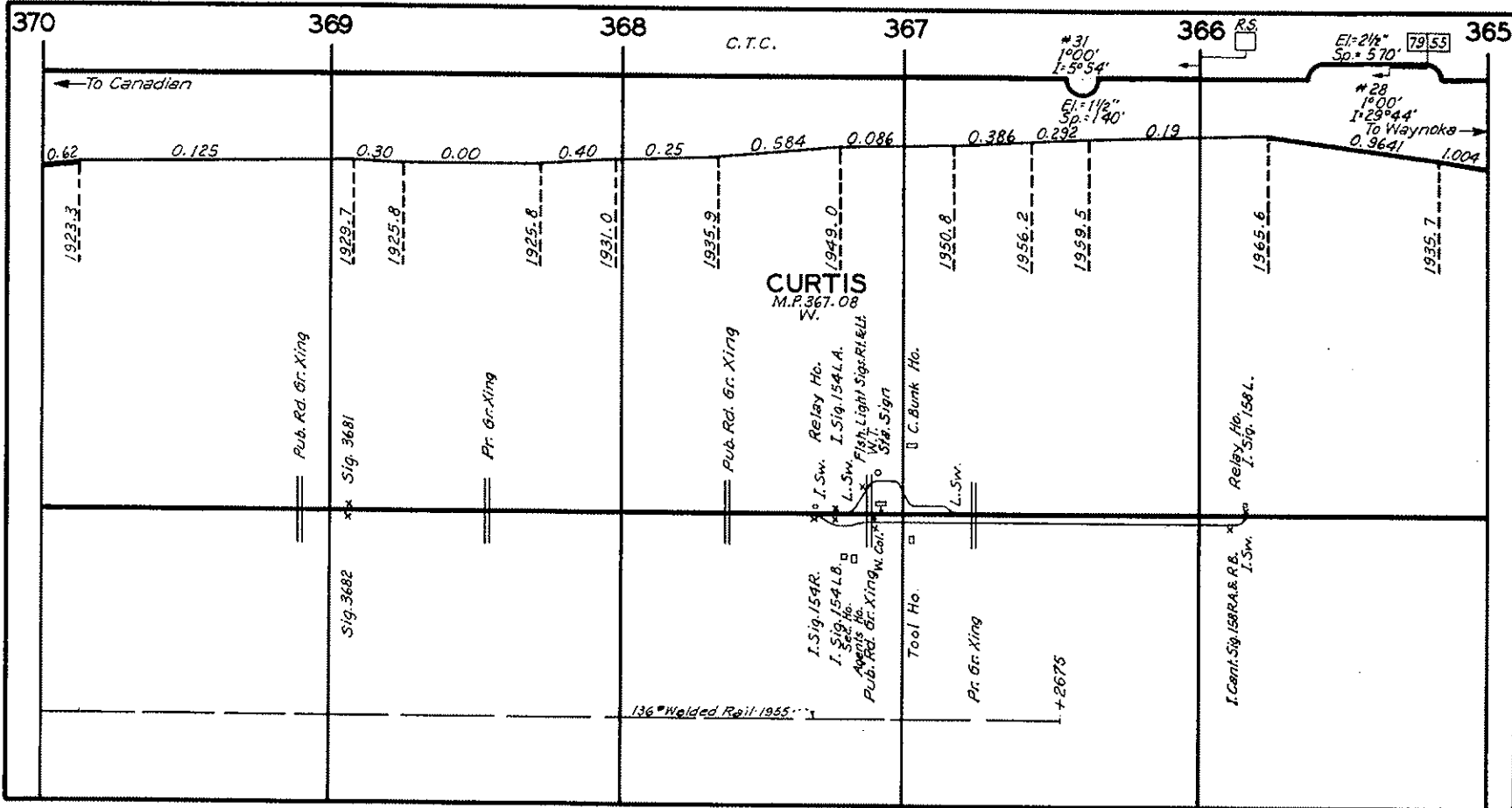
1872.4 1892.6 1898.5 1907.2 1889.7 1881.2 1873.2 1866.7 1846.7 1842.8 1843.4

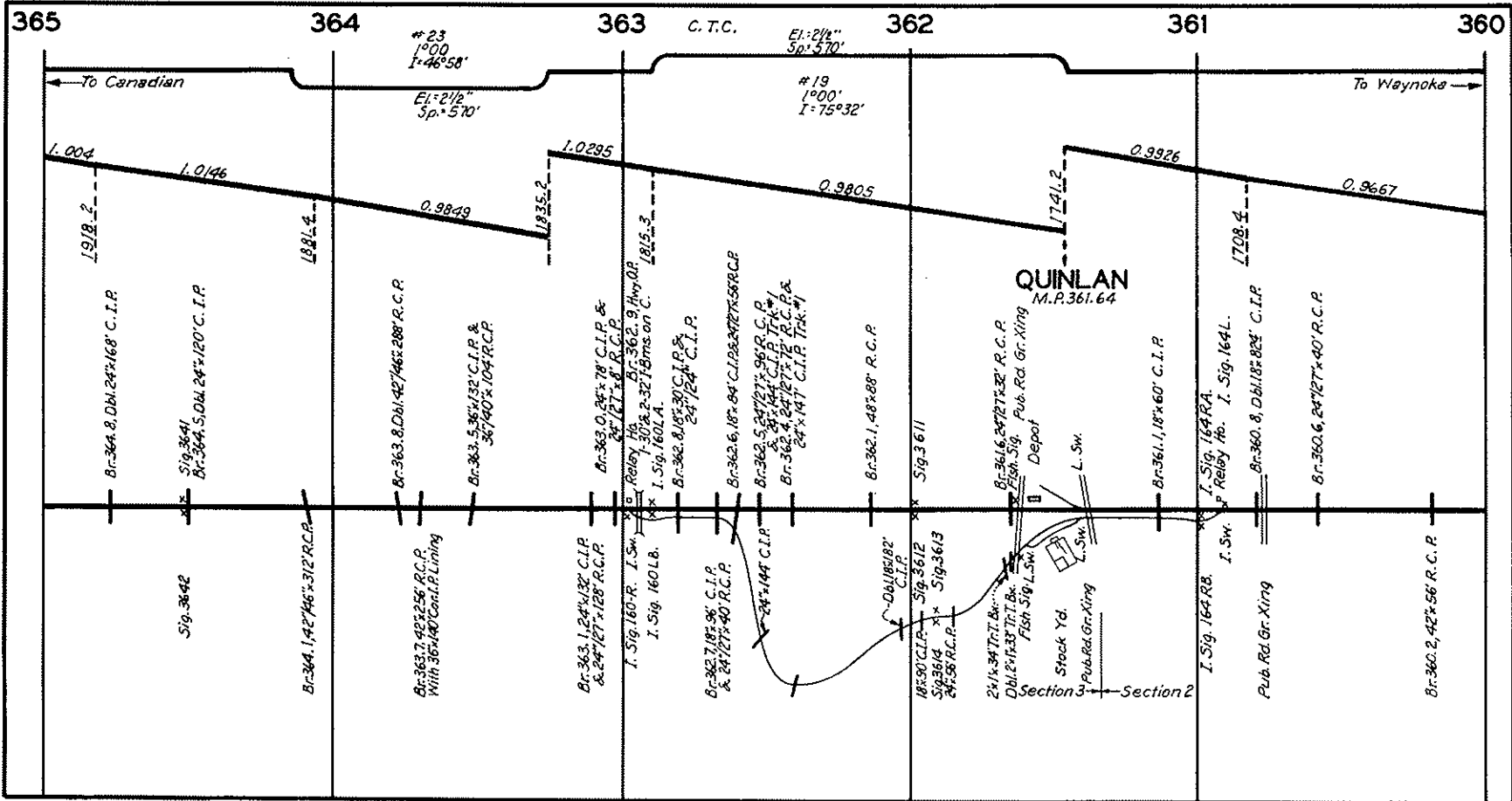
B.C. 379.9, 10' x 5' x 37' R.C. B.X.
 B.C. 379.1, 8' x 6' x 57' C. A.C.
 B.C. 378.7, 64" x 89" R.C.P.
 B.C. 378.4, Del. 18' x 72' C.I.P. & Del. 18' x 12' Coc. p.
 Sig. 3771
 B.C. 377.9, 28' B.D.P.T.
 Pr. Gr. Xing
 B.C. 376.4, 80' B.D.D.G. on C. & S.P. 376.172' B.D.D.Th.G. on C. 84' B.D.D.Th.G. on C. x x Sig. 3761 NW Del.
 B.C. 376.1, 322' B.D.P.T.
 B.C. 375.7, 19' B.D.P.T.
 B.C. 375.3, Del. 48" x 31' C.I.P.

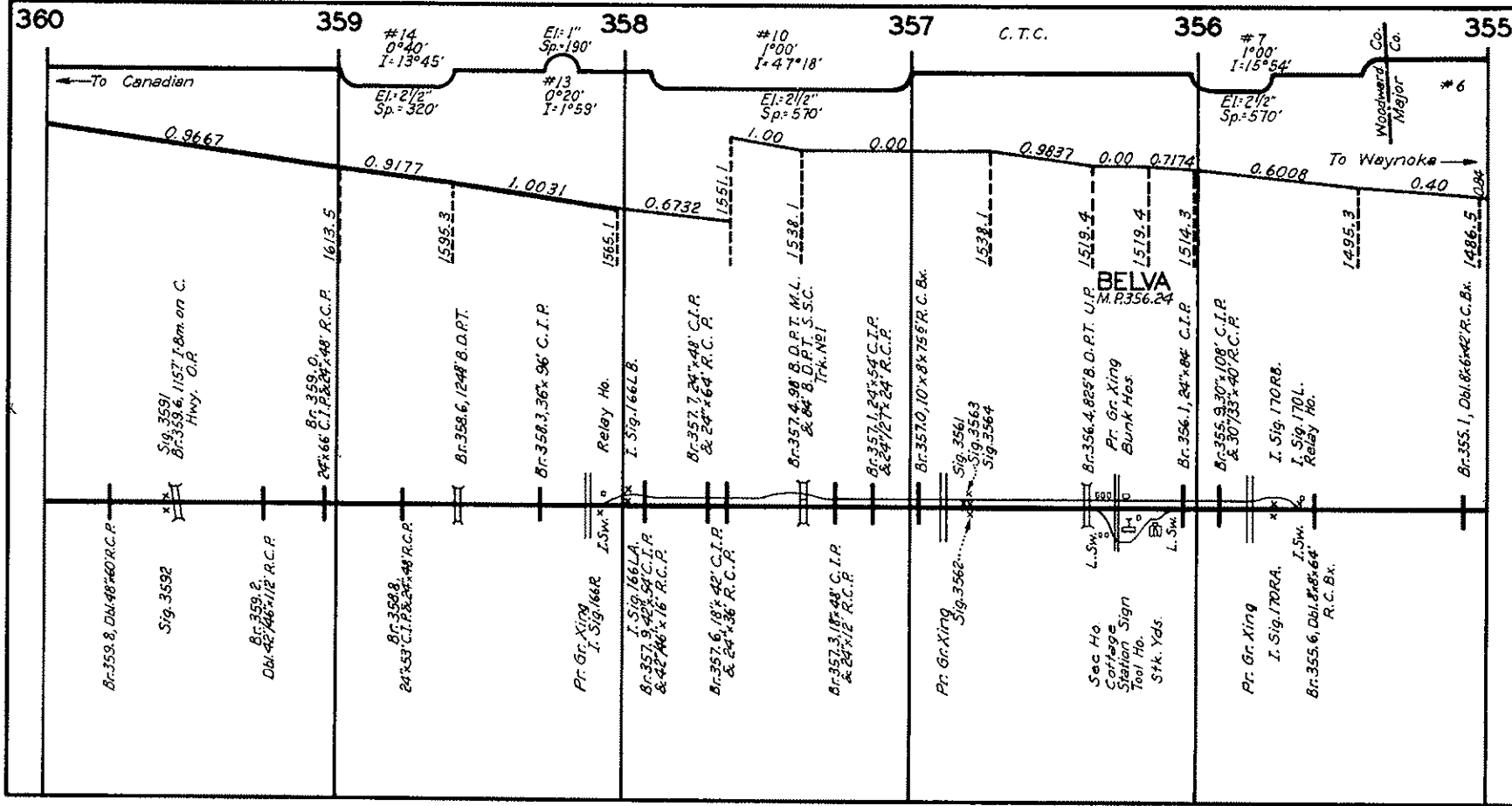
Pr. Gr. Xing
 Pub. Rd. Gr. Xing
 B.C. 379.3, 42" x 60' C.I.P.
 State Hwy. 15
 Pub. Rd. Gr. Xing
 Sig. 3782
 B.C. 378.2, 19' B.D.P.T.
 Pub. Rd. Gr. Xing
 Pr. Gr. Xing
 Pub. Rd. Gr. Xing
 + 2879
 136" Welded Rail 1955"

Section 4 Section 3









360

359

358

357

356

355

C.T.C.

Woodward & Major Co.

BELVA
M.R. 356.24

To Canadian

To Weynoka

Sig. 359/

Br. 359.0
Dbl. 42' x 112' R.C.P.

Br. 358.3
24' x 66' C.I.P. & 24' x 48' R.C.P.

Pr. Gr. Xing
I. Sig. 166R

Br. 357.4
I. Sig. 166LA
& 42' x 16' R.C.P.

Br. 357.6
& 24' x 36' R.C.P.

Br. 357.3
& 24' x 12' R.C.P.

Pr. Gr. Xing
Sig. 3562

Sec Ho.
Carriage
Station
Tool Ho.
Stk. Yds.

Pr. Gr. Xing
I. Sig. 170RA
I. Sw. & 48' x 64' R.C.Bx.

Br. 355.1
Dbl. 8' x 42' R.C.Bx.

#14
0°40'
I: 13°45'

EI: 1"
Sp: 190'
#13
0°20'
I: 1°59'

#10
1°00'
I: 4°7'18'

#7
1°00'
I: 15°54'

#6

0.9667

0.9177

1.0031

0.6732

1.551

1.532

0.00

0.9637

0.00

0.7174

0.6008

0.40

Br. 359.0
24' x 66' C.I.P. & 24' x 48' R.C.P.

Br. 358.6
1248' B.D.P.T.

Br. 358.3
36' x 96' C.I.P.

Relay Ho.
I. Sig. 166L.B.

Br. 357.4
88' B.D.P.T. M.L.
& 84' B.D.P.T. S.S.C.
TRK. NE!

Br. 357.6
19' x 42' C.I.P.
& 24' x 36' R.C.P.

Br. 357.3
18' x 48' C.I.P.
& 24' x 12' R.C.P.

Br. 357.0
10' x 8' x 756' R.C.Bx.

Sig. 3561
Sig. 3563
Sig. 3564

Br. 356.4
885' B.D.P.T. U.P.

Pr. Gr. Xing
Bunk Hos.

Br. 356.1
24' x 84' C.I.P.

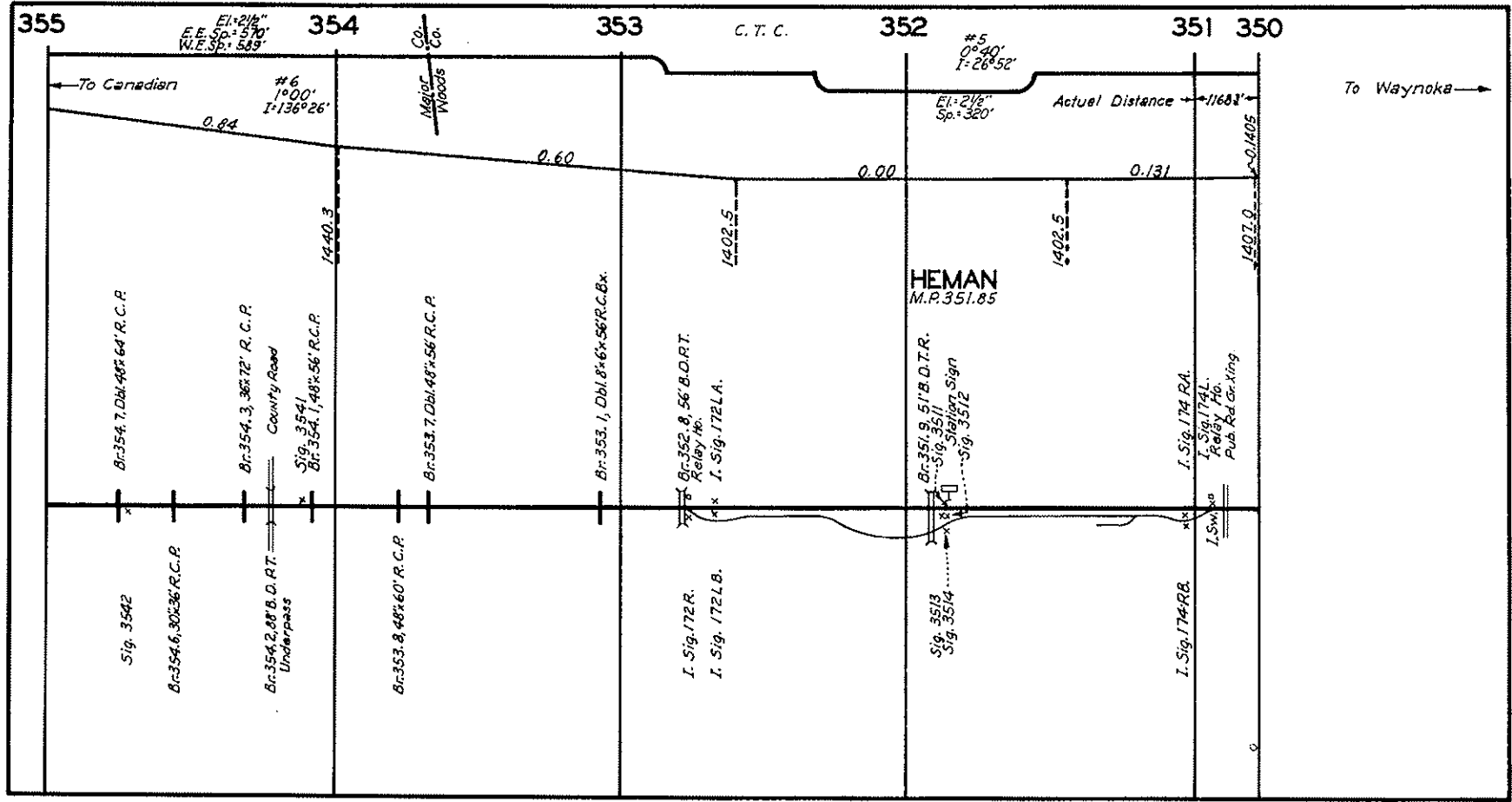
Br. 355.9
30' x 108' C.I.P.
& 30' x 35' x 40' R.C.P.

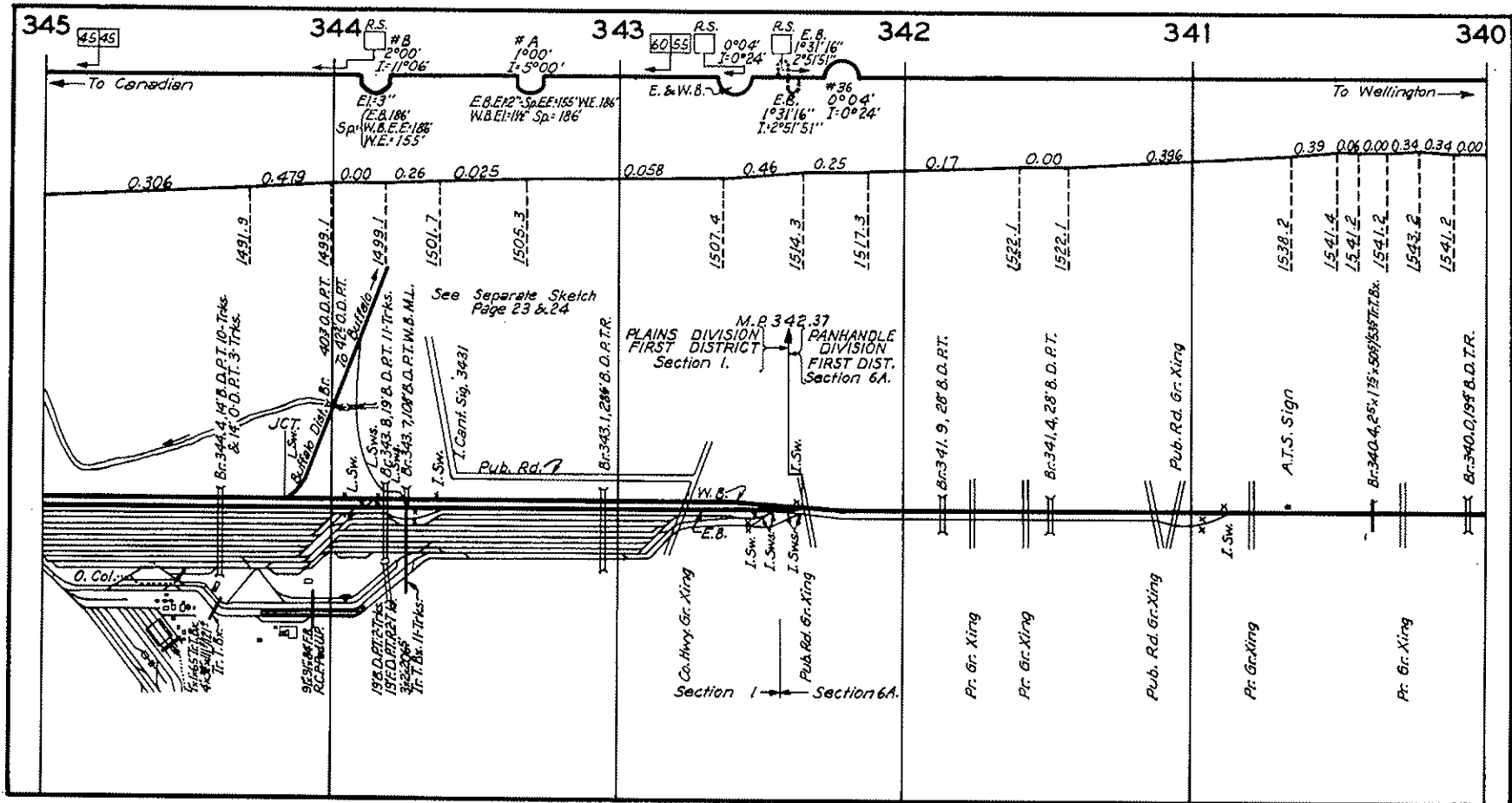
I. Sig. 170RB.

I. Sig. 170L.
Relay Ho.

1495.3

1486.5





345 4545

344 R.S. #B 2°00' 1=11°06'

#A 1°00' 1=5°00'

343 R.S. 6058 0°04' 1=0°24'

R.S. E.B. 10°31'16'' 1=2°51'51''

342 #36 0°04' 1=0°24' 1=2°51'51''

341

340

To Canadian

To Wellington

0.306

0.479

0.00

0.26

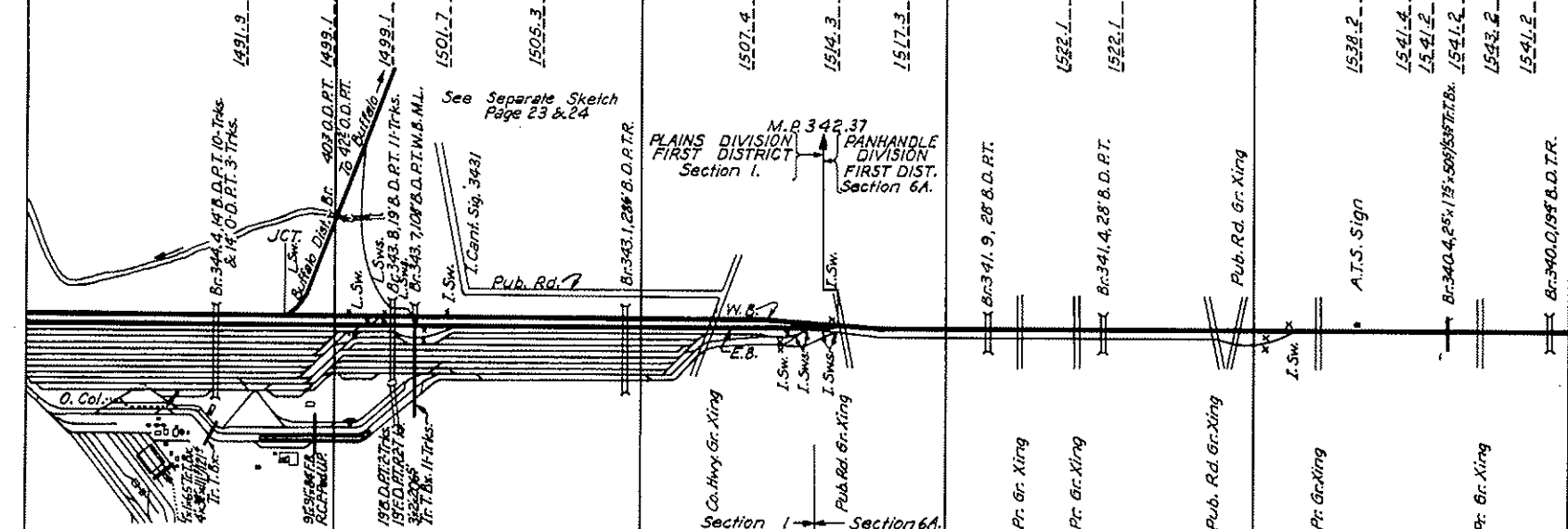
0.025

0.058

0.46

0.25

0.17

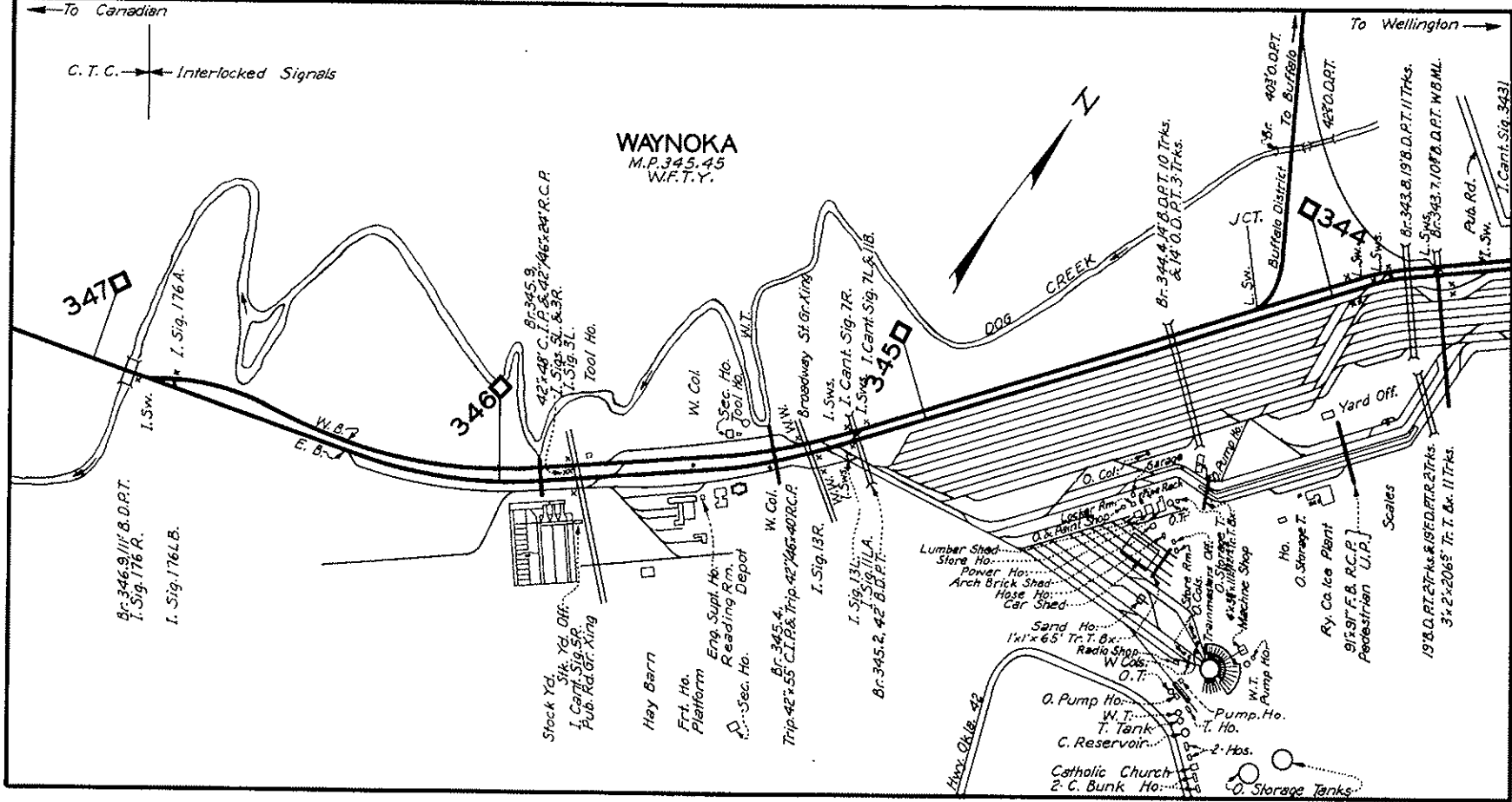


See Separate Sketch Page 23 & 24

PLAINS DIVISION FIRST DISTRICT Section 1.

PANHANDLE DIVISION FIRST DIST. Section 6A.

Section 1 Section 6A.



WAYNOKA
M.P. 345.45
W.F.T.Y.

← To Canadian
C.T.C. → Interlocked Signals

To Wellington →



347D

346D

345D

344D

Br. 346.9/11 F.B.D.P.T.
I. Sig. 176 R.
I. Sig. 176 L.B.

Br. 345.9
42° 48' C.T.P. & 42° 46' 24" R.C.P.
I. Sig. 31 & 32
I. Sig. 31

Stock Yd.
Stk. Yd. Off.
I. Cant. Sig. SR
Pub. Rd. Gr. Xing

Hay Barn
Frt. Ho.
Platform
Eng. Supl. Ho.
Reading Rm.
Depot
Sec. Ho.

Br. 345.4
Trip. 42° 55' C.T.P. & Trip. 42° 46' 40" R.C.P.
W. Col.
I. Sig. 13 R.
W. Col.
I. Sig. 13 L.

Br. 345.2, 42 B.D.P.T.
I. Sig. 13 L.
I. Sig. 11 L.A.
I. Cant. Sig. 7 R.
I. Cant. Sig. 7 L.
I. Sws.

Lumber Shed
Store Ho.
Power Ho.
Arch Brick Shed
Hose Ho.
Car Shed

Sand Ho.
1 1/2 x 6.5' Tr. T. Bx.
Radio Shop
W. Col.
O. T.

Catholic Church
2 C. Bunk Ho.

O. Pump Ho.
W. T.
T. Ho.

O. Storage T.
Ry. Co. Ice Plant
9 1/2 x 17 F.B. R.C.P.
Pedestrian U.P.

O. Storage Tanks
2 Hrs.

19° 8' D.P.T. 27° 40' & 19° 8' D.P.T. 27° 40' Trks.
37° 2' x 206° 5' Tr. T. Bx. 11 Trks.

Br. 344.4, 14 B.D.P.T. 10 Trks.
& 14° 0' 0" D.P.T. 3 Trks.

JCT.
L. Sw.
Buffalo District
To Buffalo
18° 40' 0" D.P.T.
42° 0' 0" D.P.T.

Br. 343.8, 19° 8' D.P.T. 11 Trks.
L. Sws.
Br. 343.7, 10° 0' 0" D.P.T. 8 M.M.L.

Pub. Rd.
I. Sw.
I. Cant. Sig. 3431

Yard Off.

Scales

Abv. Ch. Lib. 42