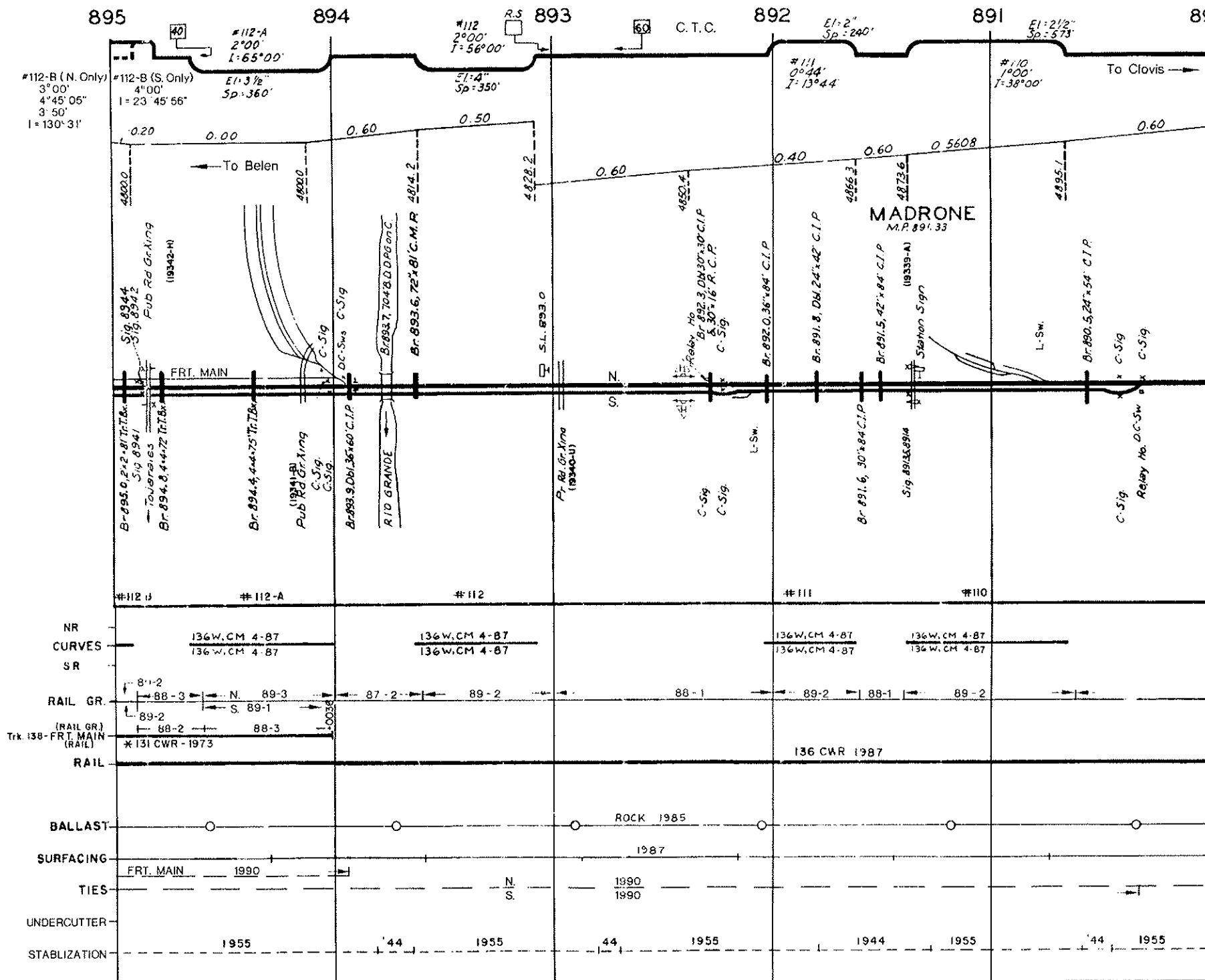
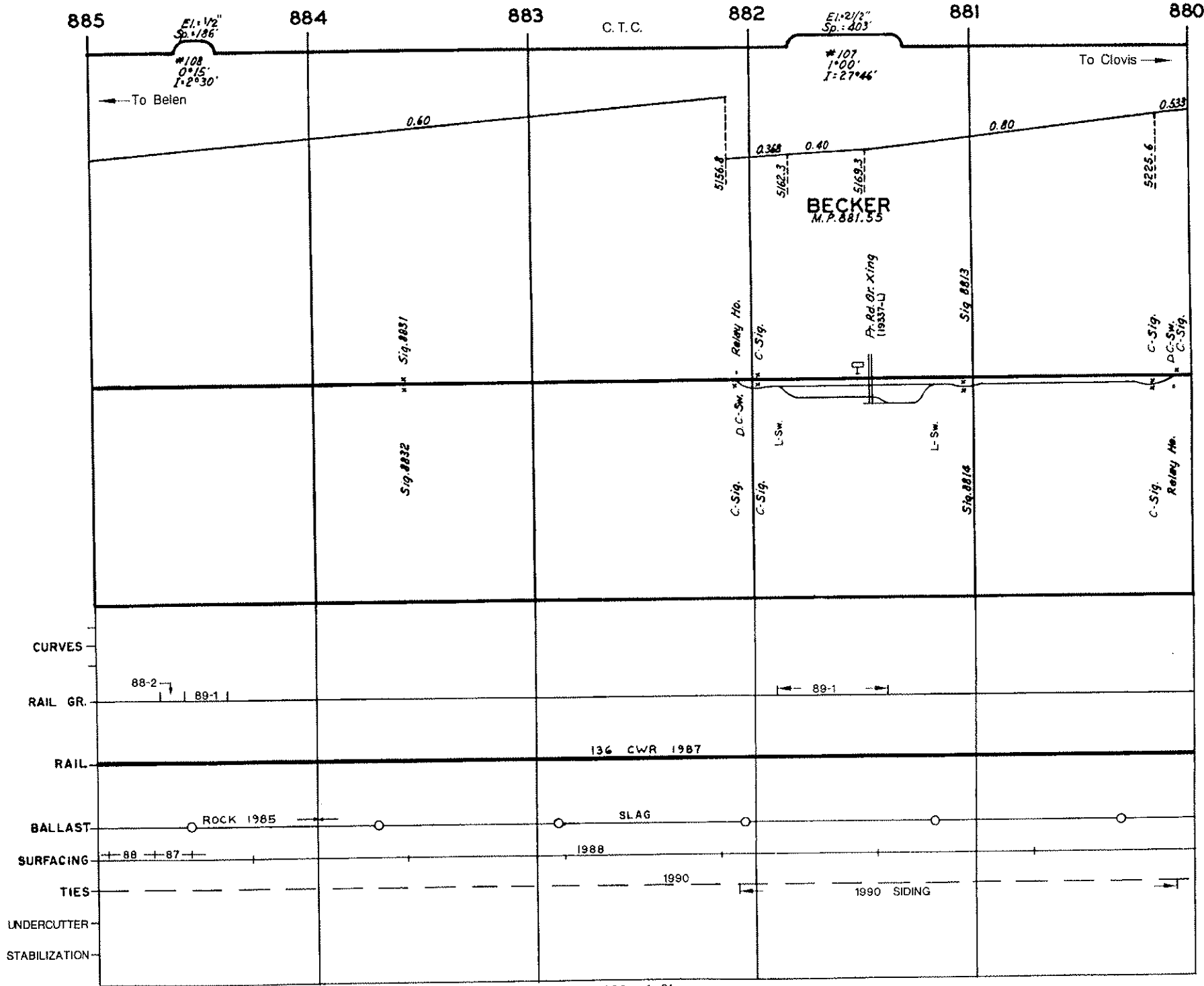


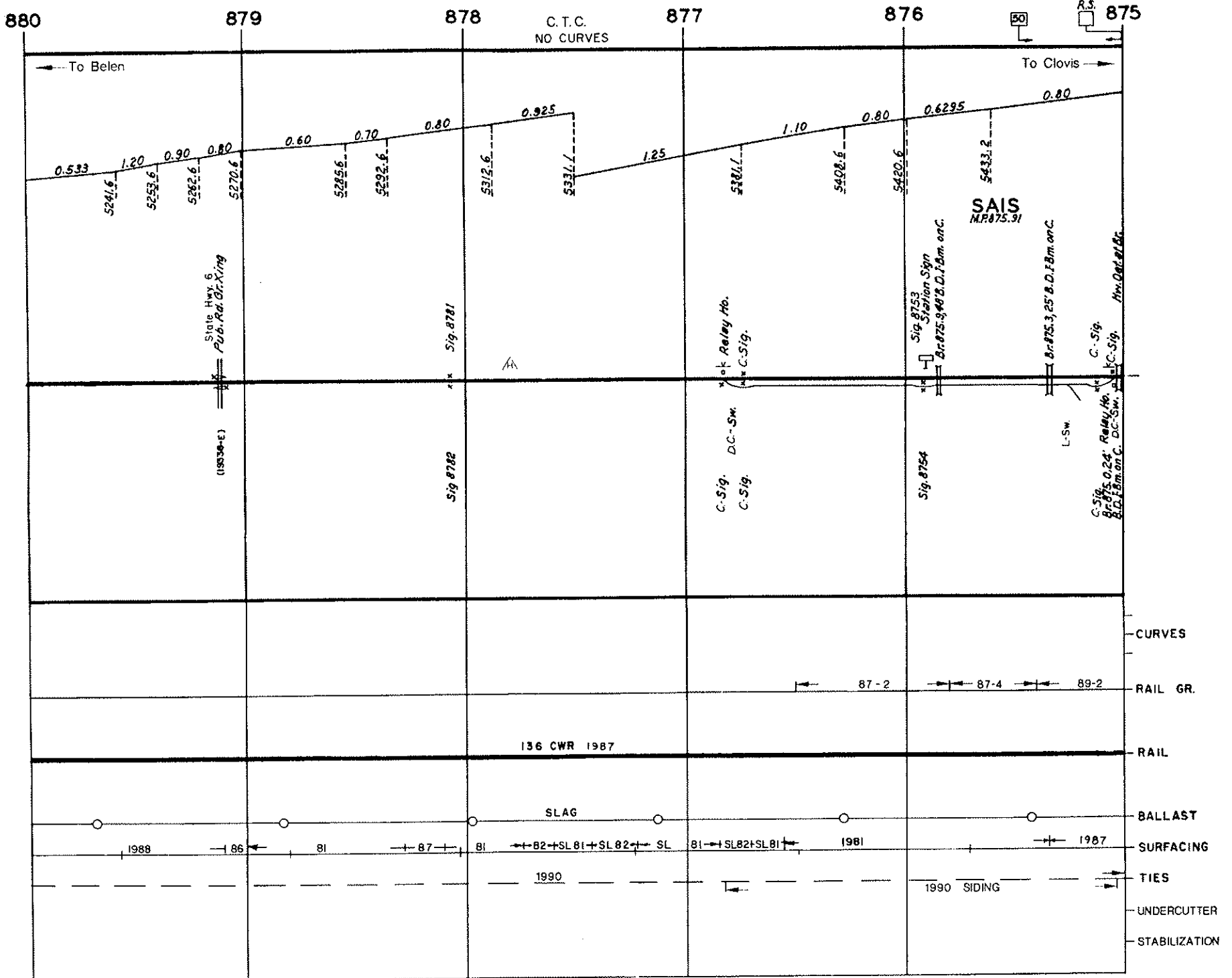
*Intentionally Blank*

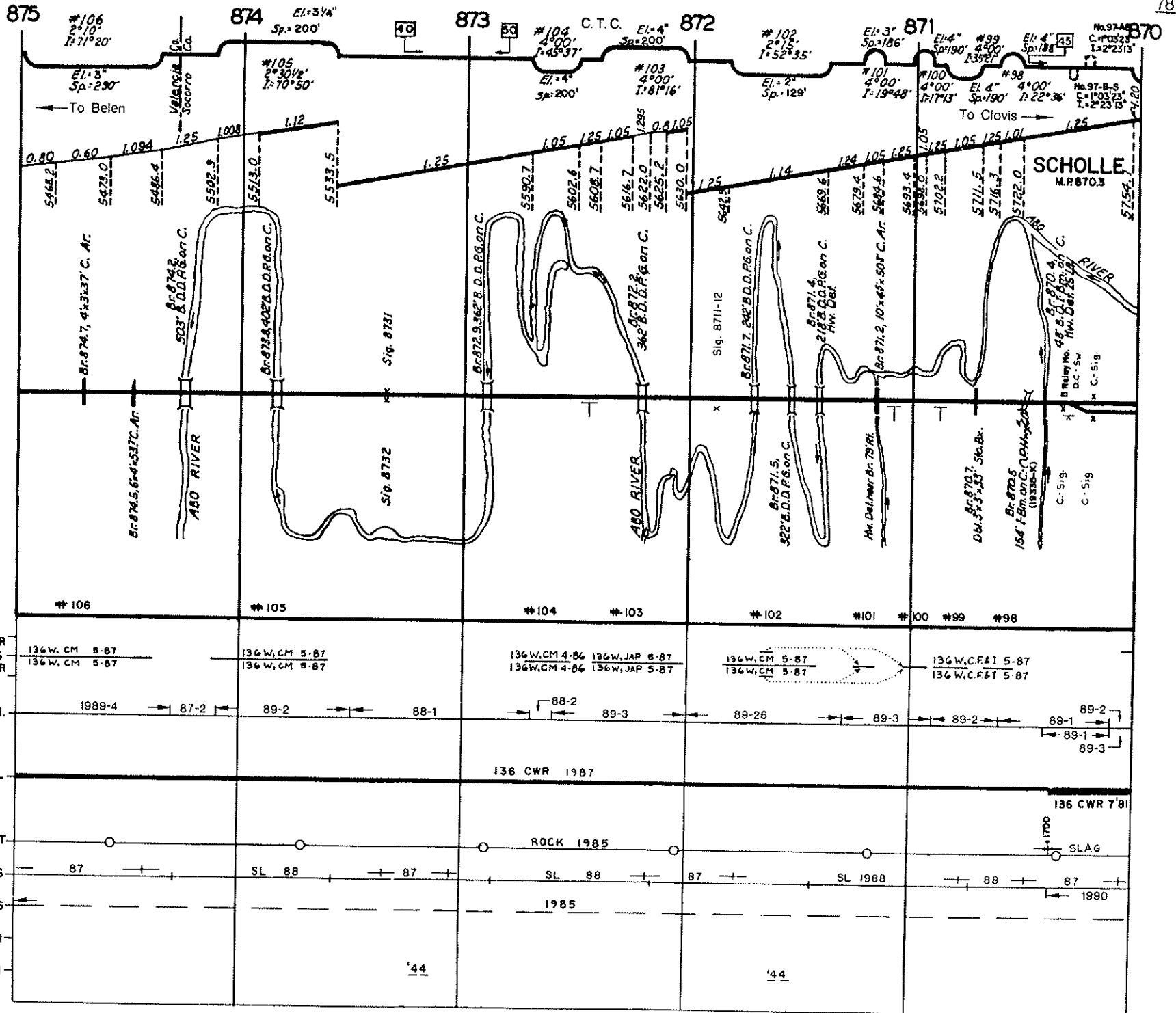








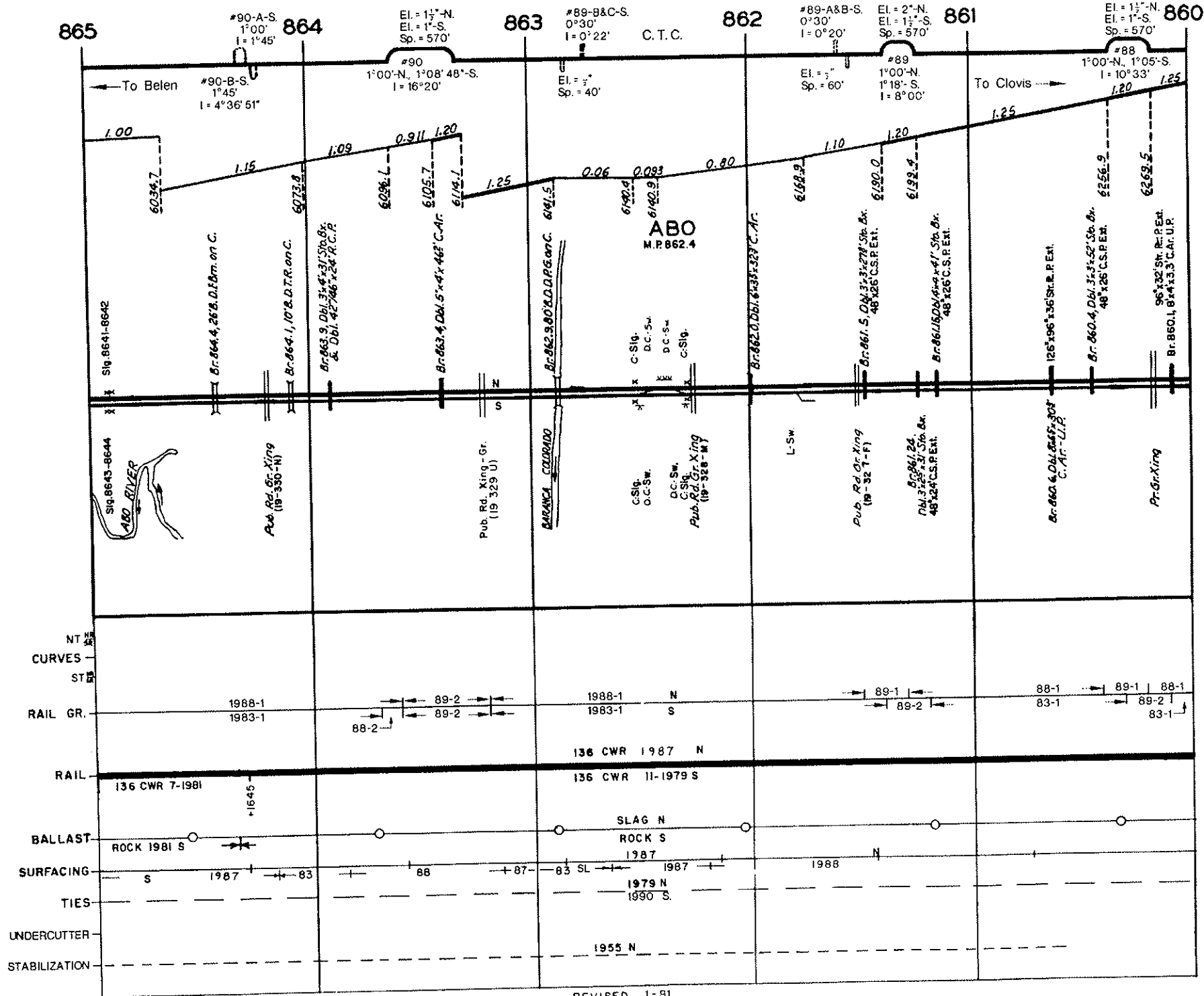




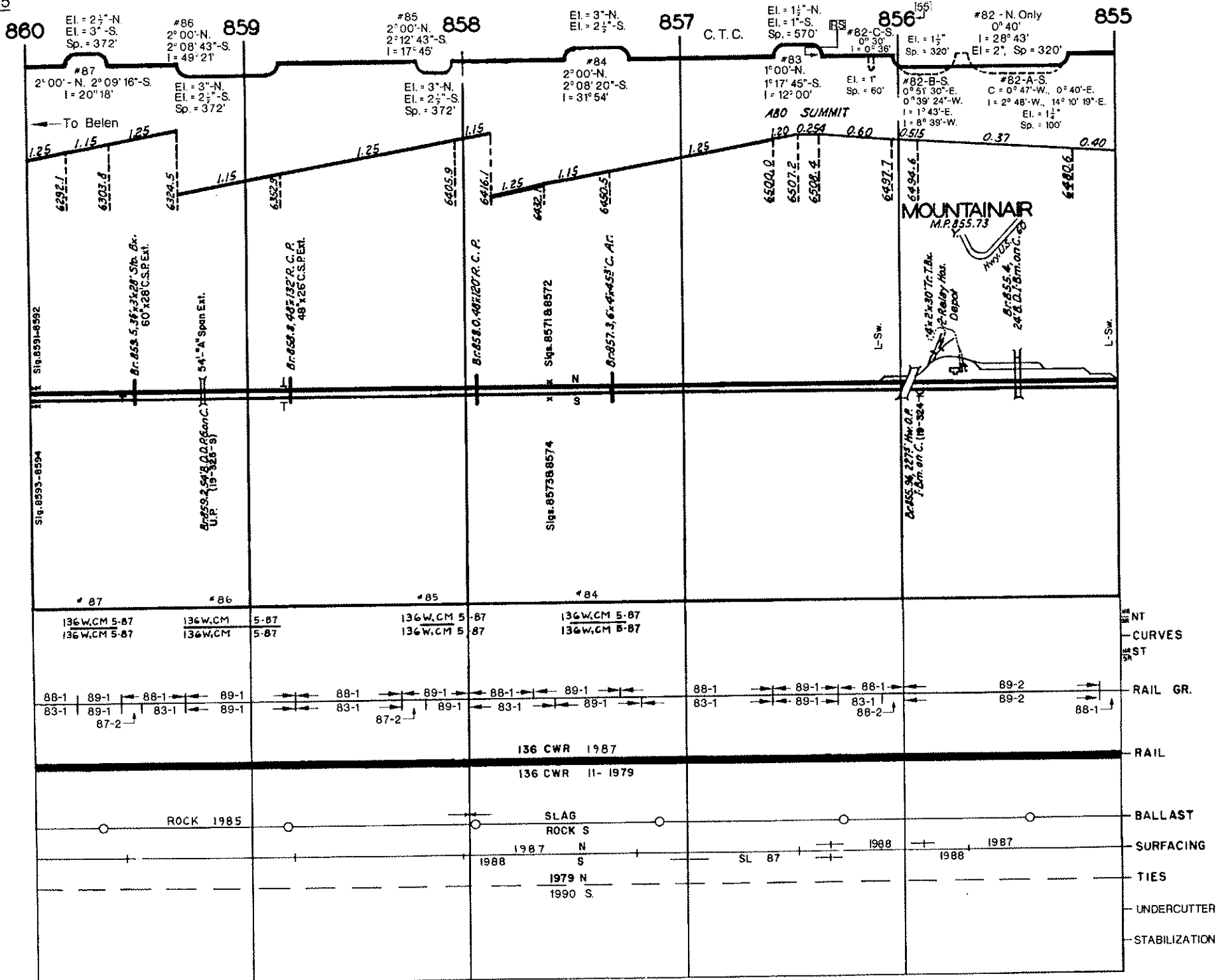
REVISED 1-91

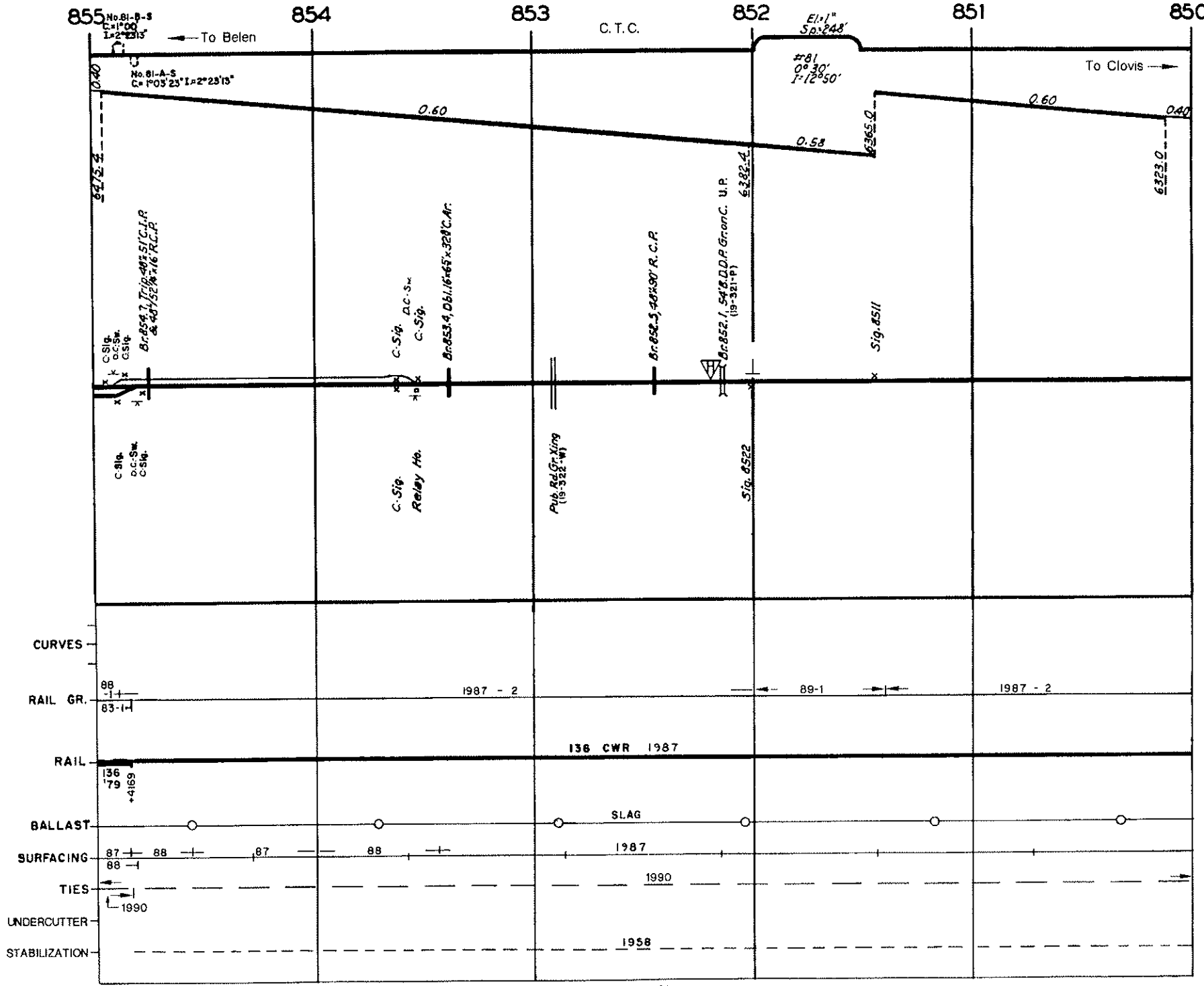




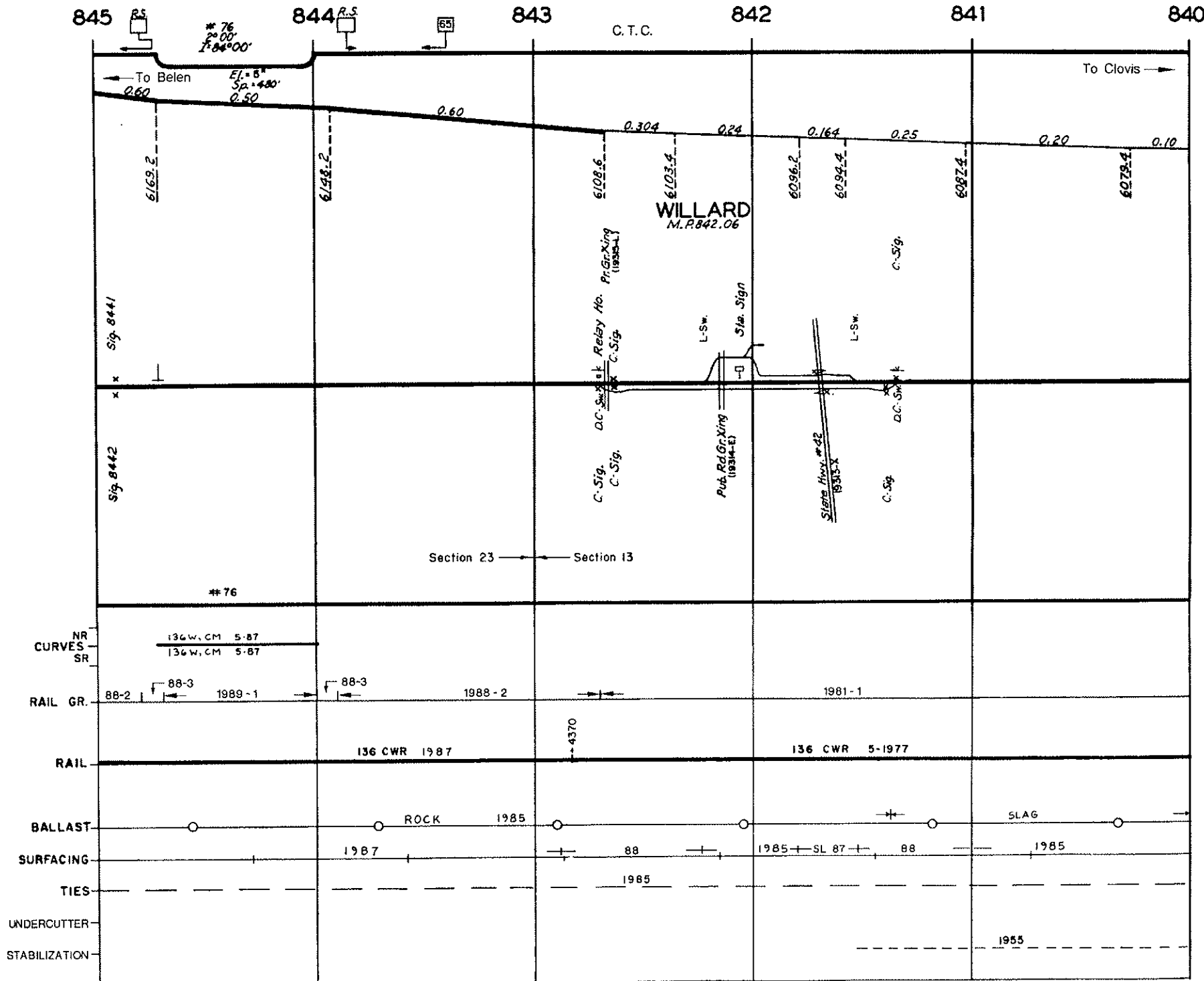


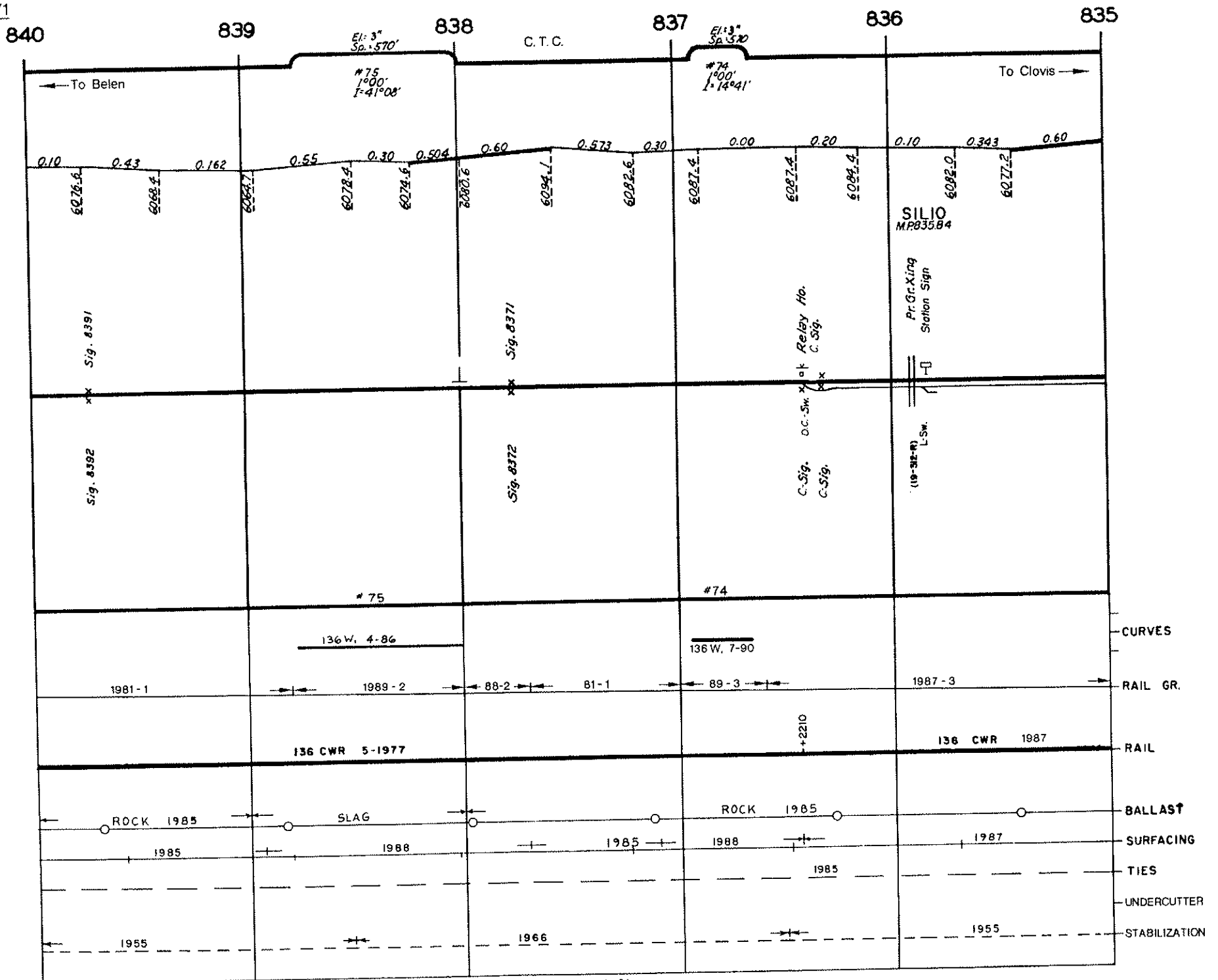
REVISED 1-91

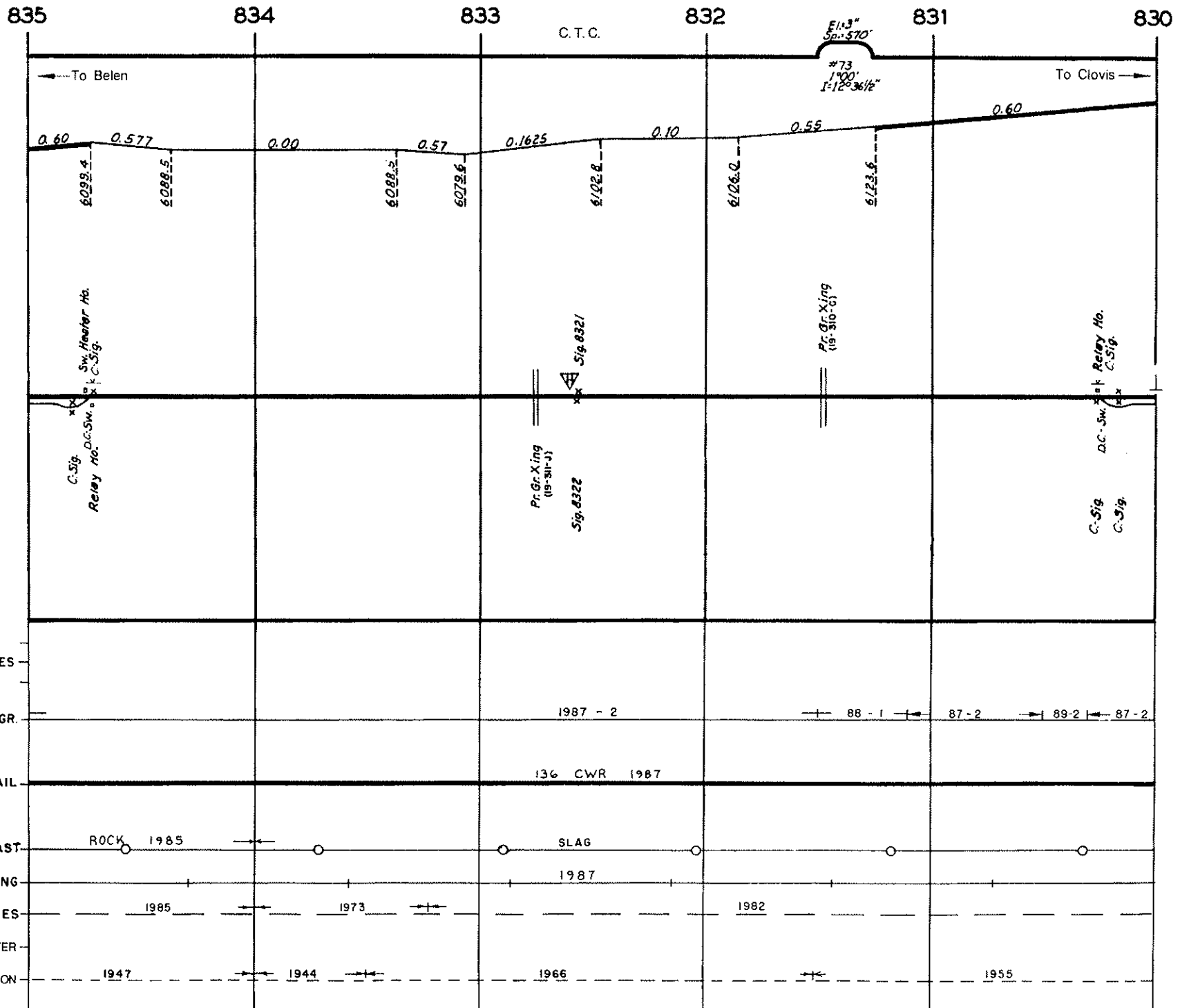












835

834

833

C.T.C.

832

831

830

← To Belen

To Clovis →

El. 1.3"  
Sp. 570'  
#73  
1900'  
1-12° 36 1/2"

0.60

0.577

0.00

0.57

0.1625

0.10

0.55

0.60

6099.4

6088.5

6082.2

6072.6

6102.8

6126.0

6123.5

C.Sig.  
Relay Ho.  
D.C. Sw. 1/2  
Sw. Heater Ho.  
C.Sig.

Pr. Gr. Xing  
(19-311-U)

Sig. 8322

Pr. Gr. Xing  
(19-310-61)

Pr. Gr. Xing  
(19-310-61)

C.Sig.  
Relay Ho.  
D.C. Sw. 1/2  
C.Sig.

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

1987 - 2

88 - 1

87 - 2

89 - 2

87 - 2

136 CWR 1987

ROCK 1985

SLAG

1987

1985

1973

1982

1947

1944

1966

1955

830

829

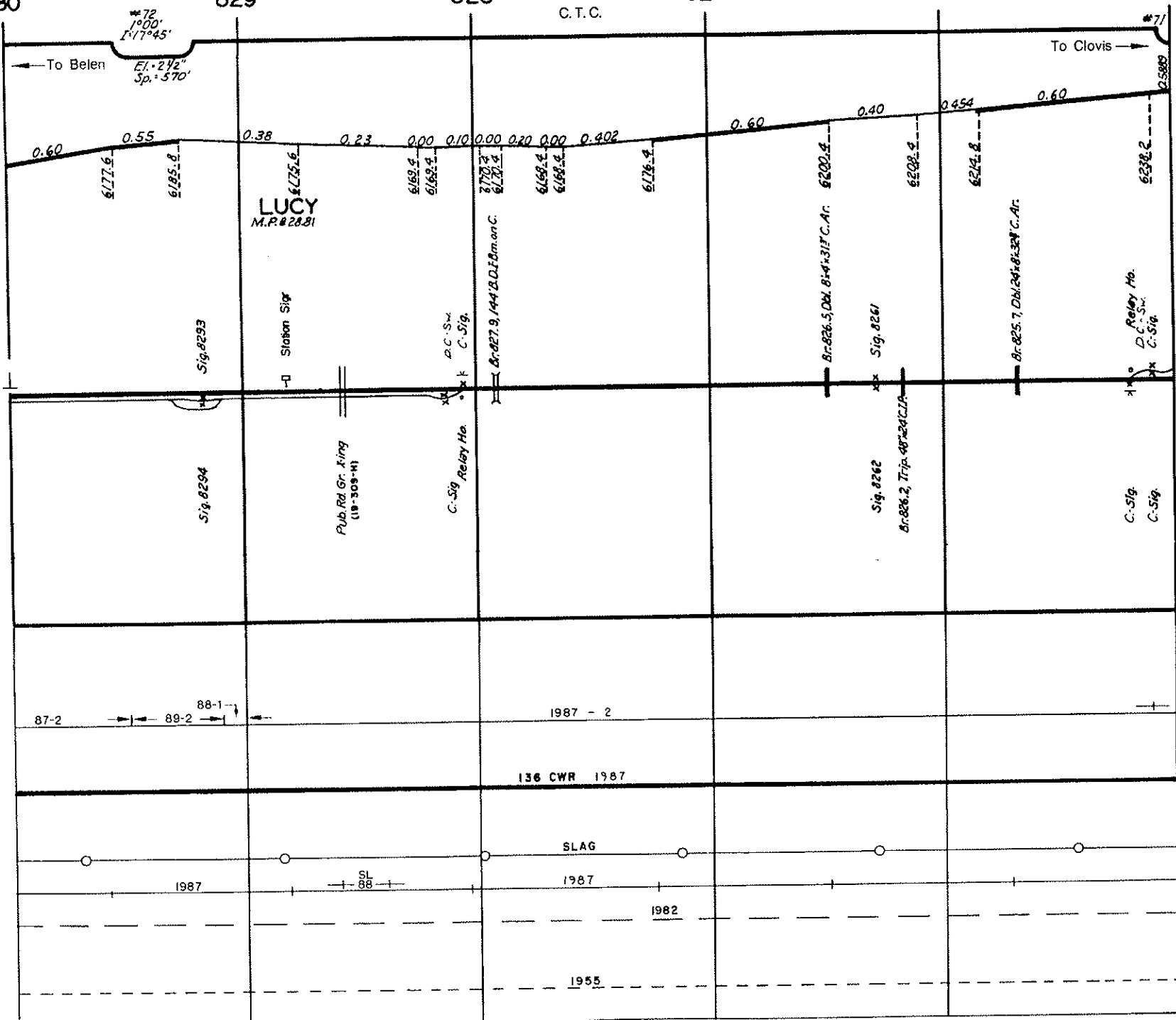
828

827

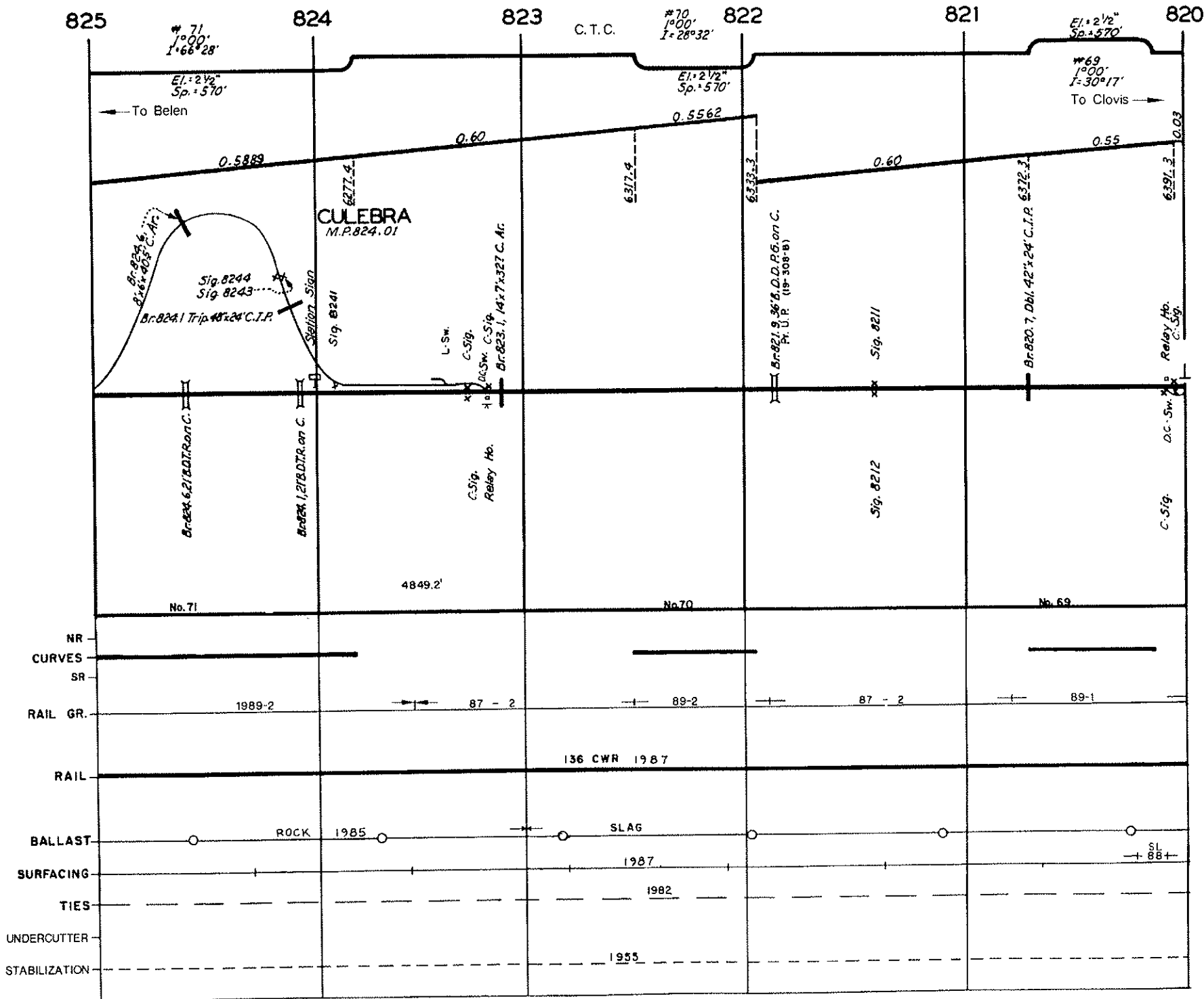
826

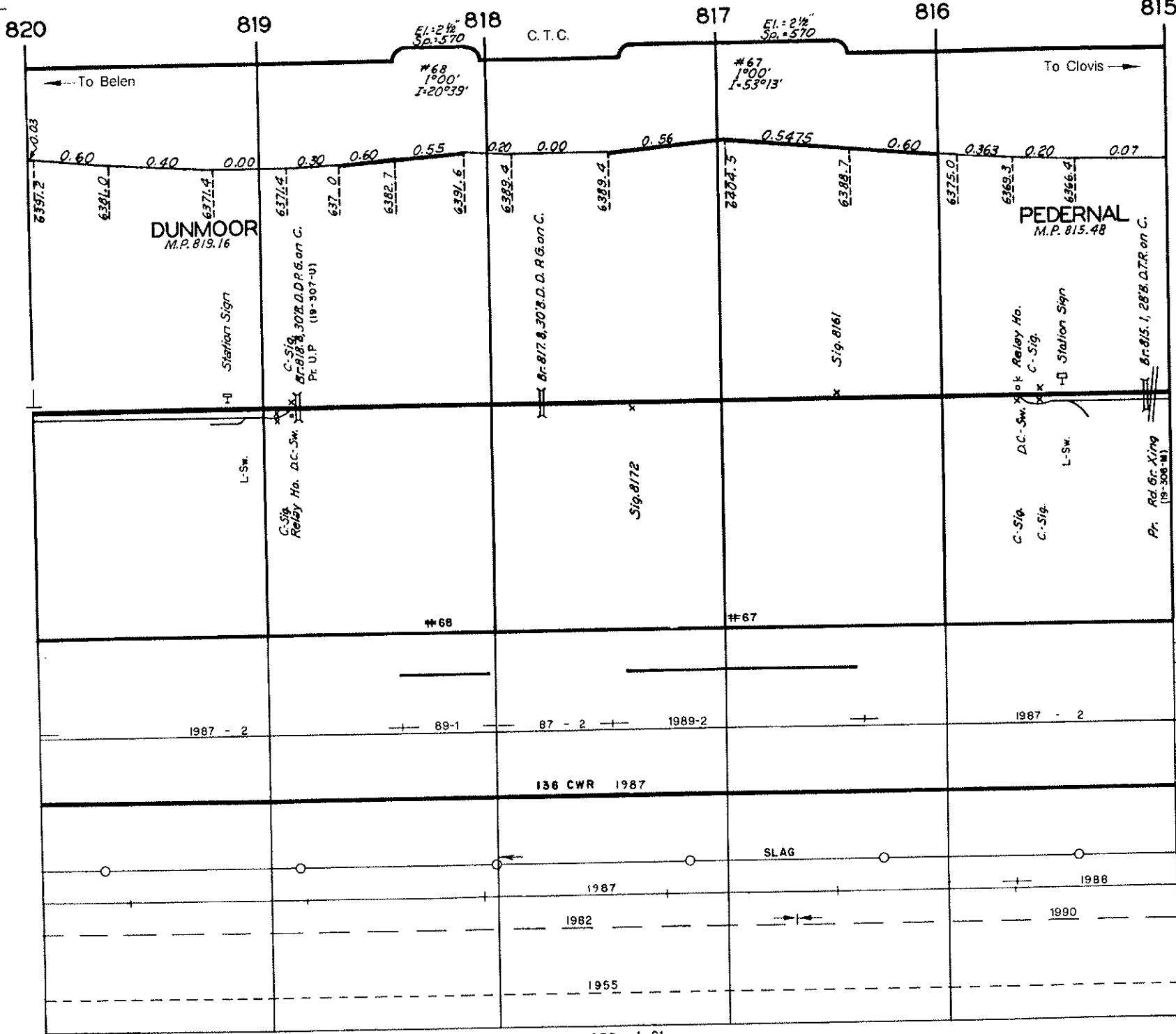
825

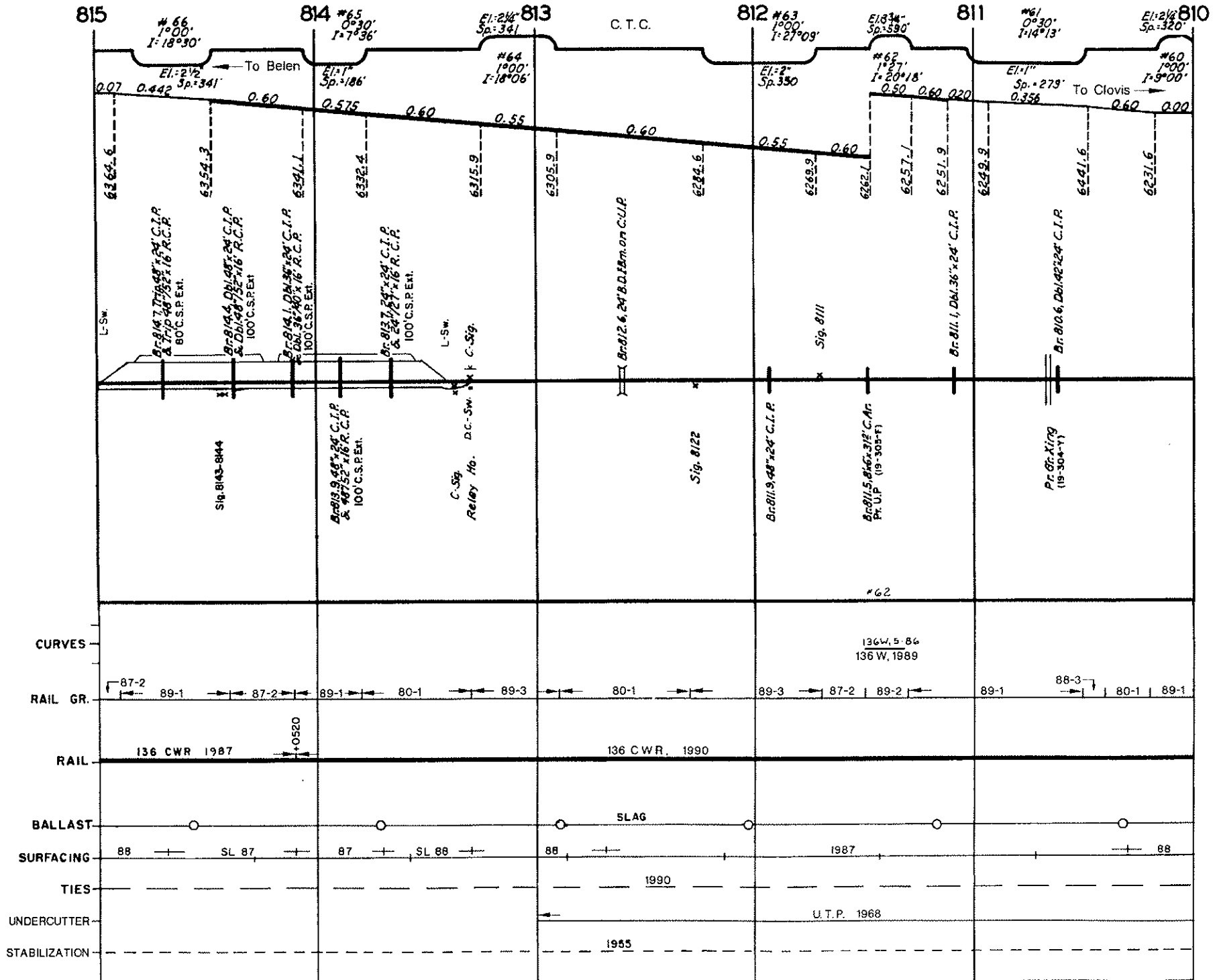
C.T.C.

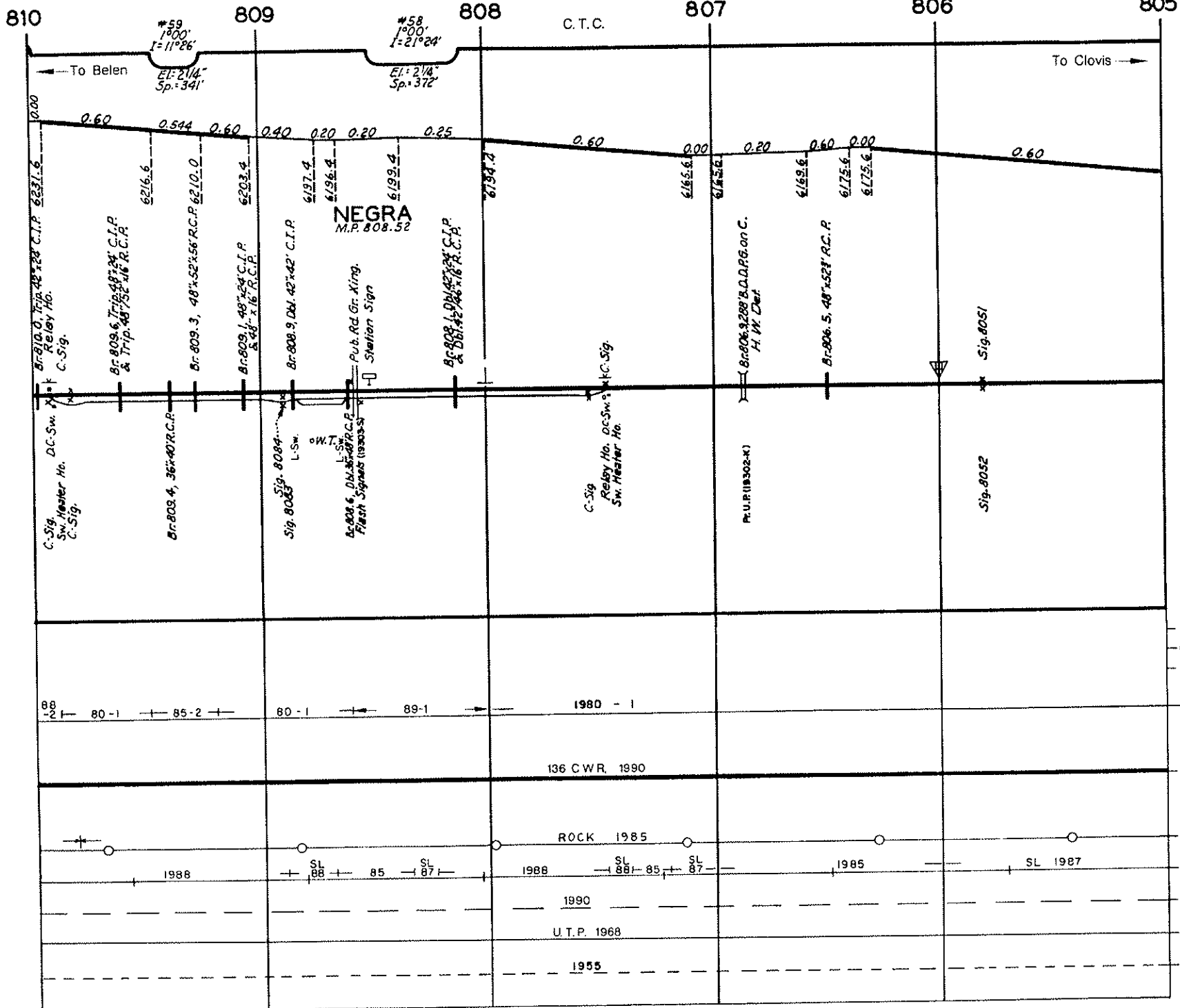




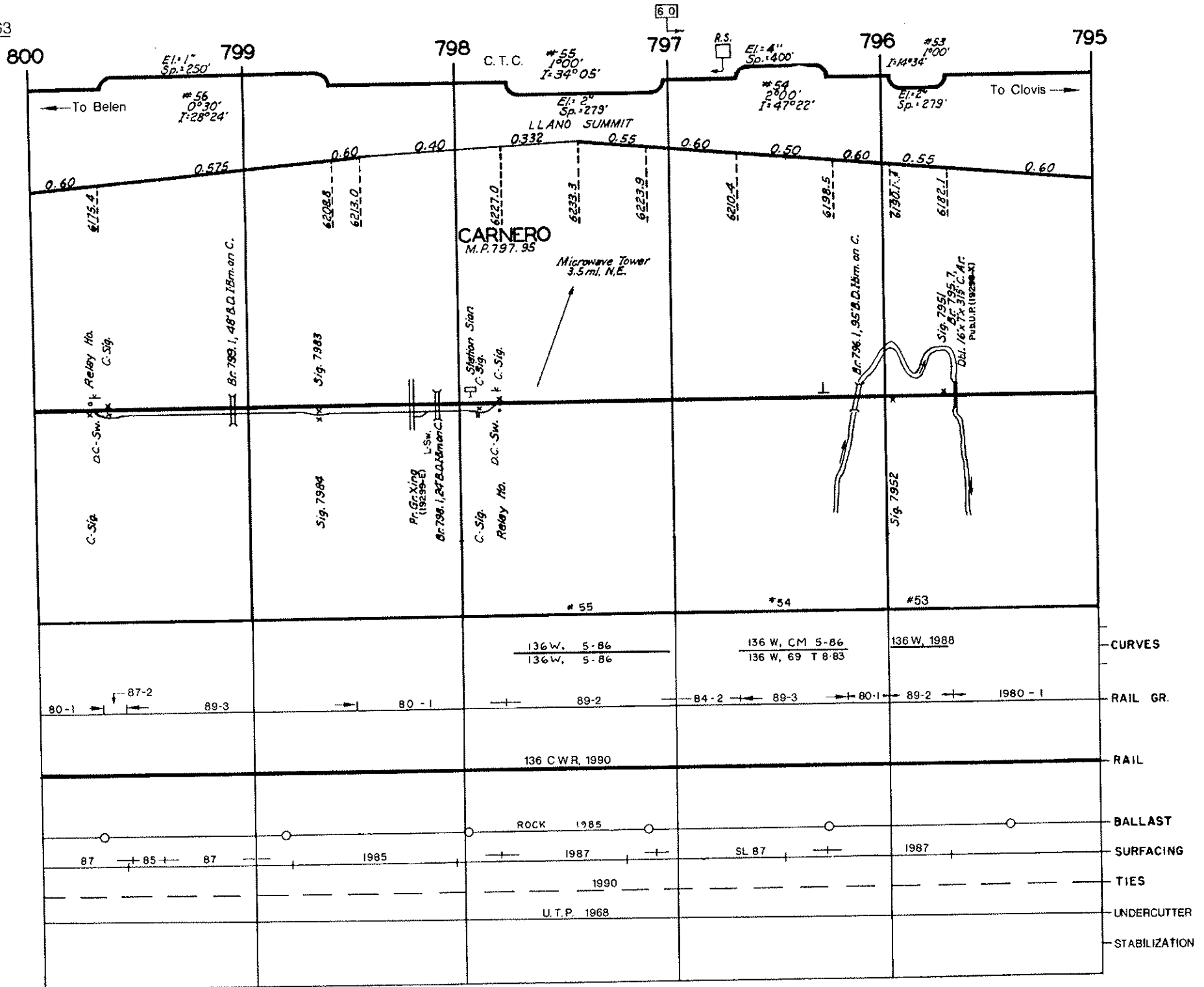




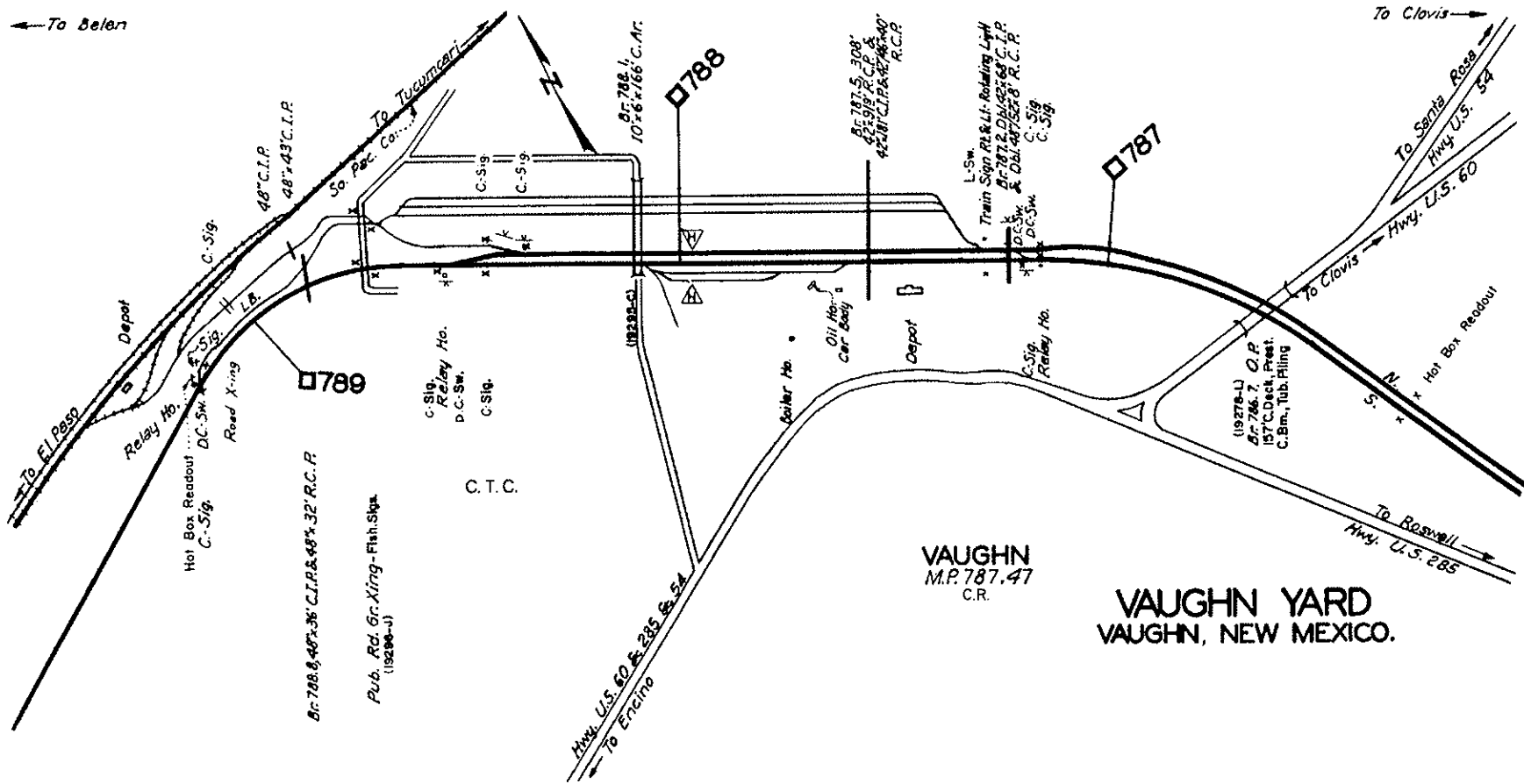








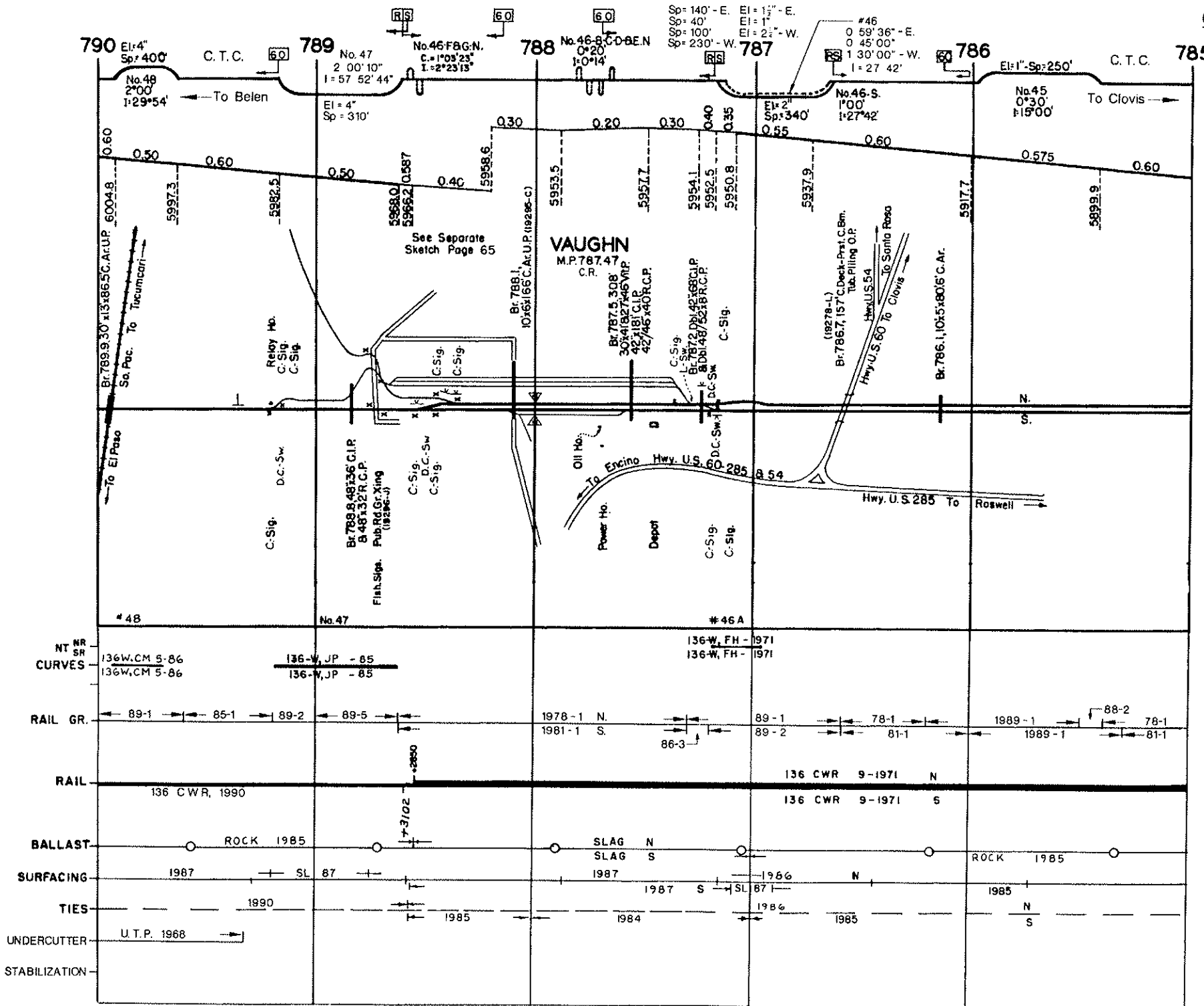


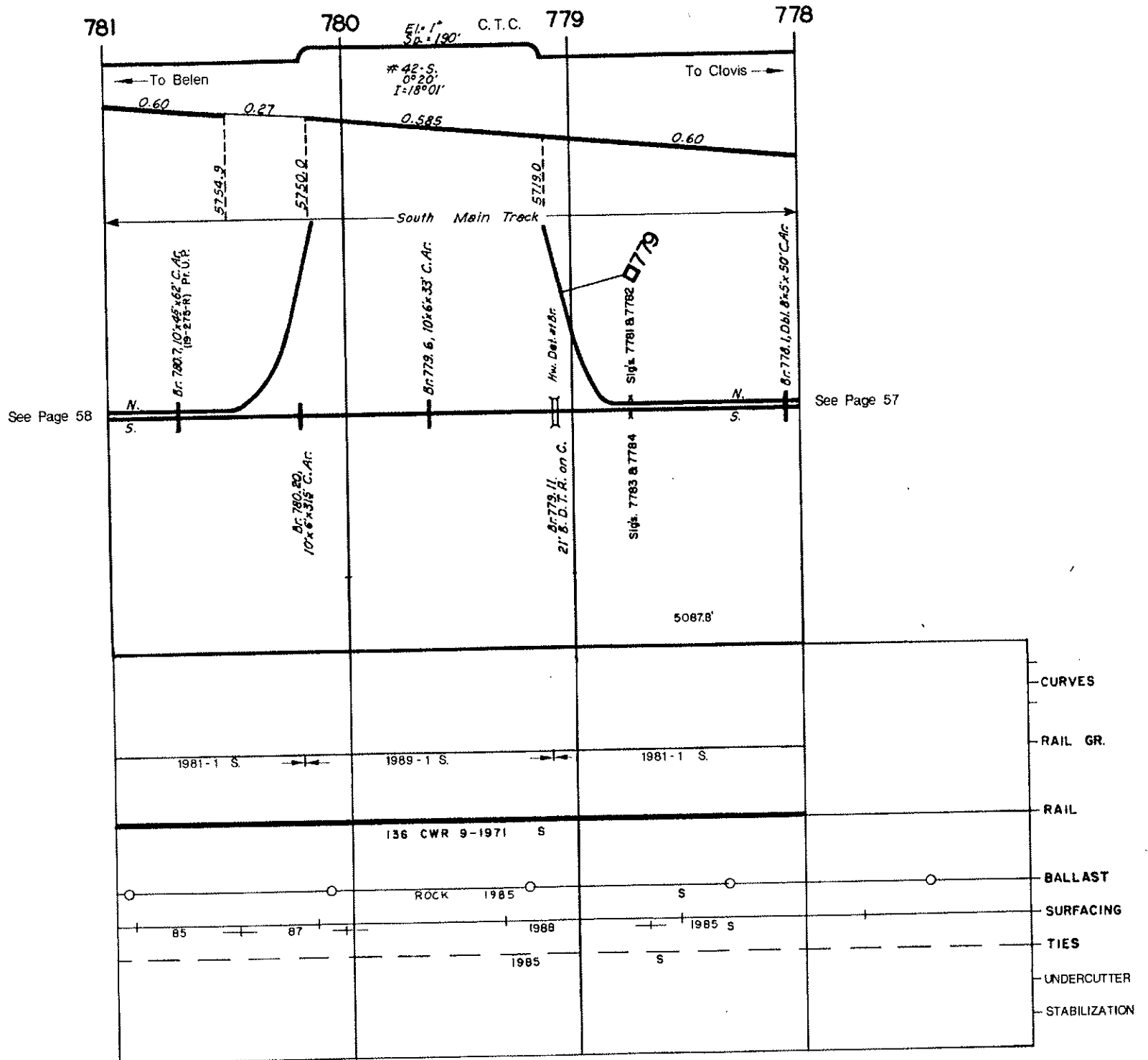


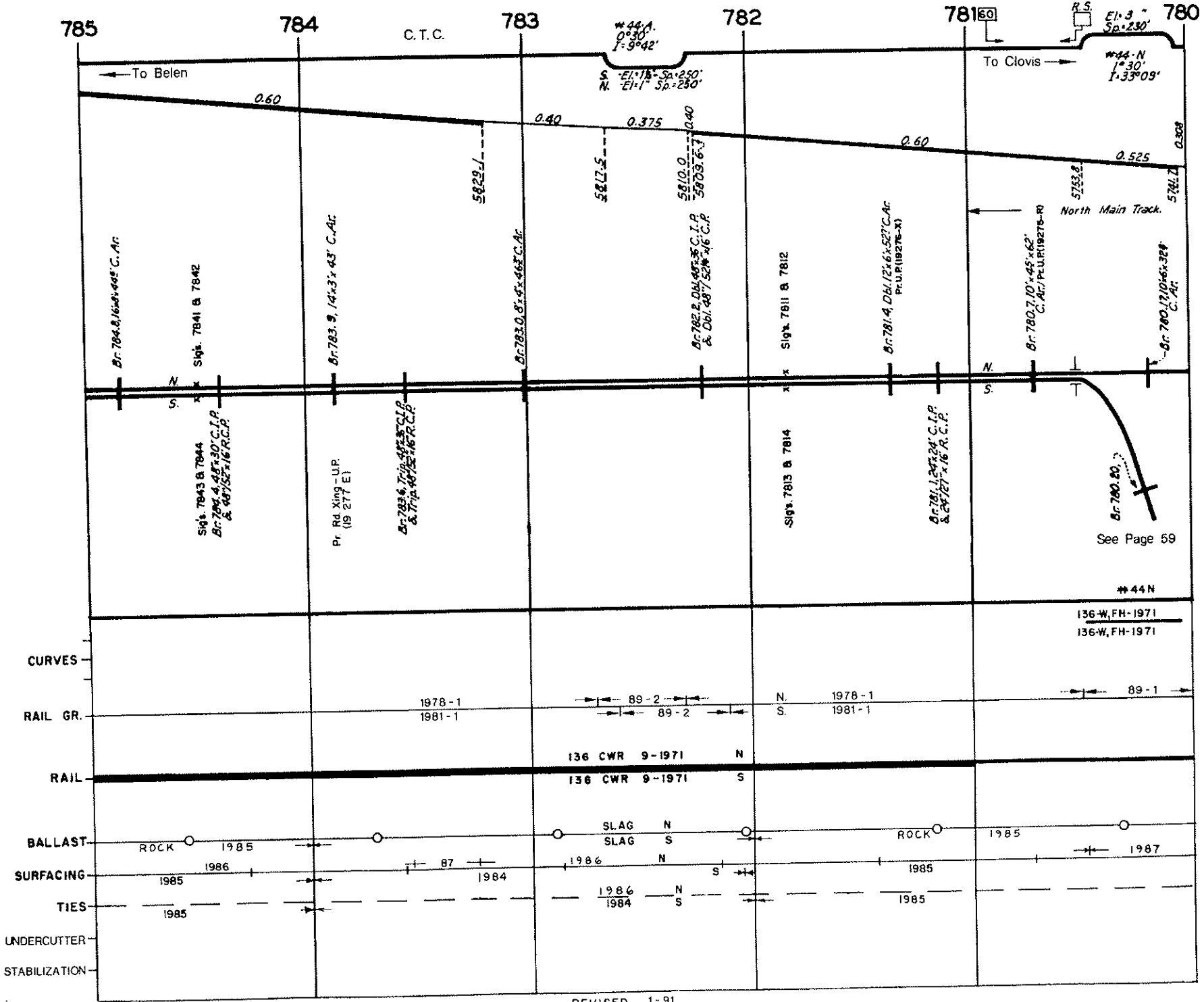
**VAUGHN**  
 M.P. 787.47  
 C.R.

**VAUGHN YARD**  
 VAUGHN, NEW MEXICO.









CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

1978-1  
1981-1

89-2  
89-2

N. 1978-1  
S. 1981-1

89-1

136 CWR 9-1971 N  
136 CWR 9-1971 S

ROCK 1985

87  
1984

SLAG N  
SLAG S  
1986 N  
1986 S

ROCK 1985

1987

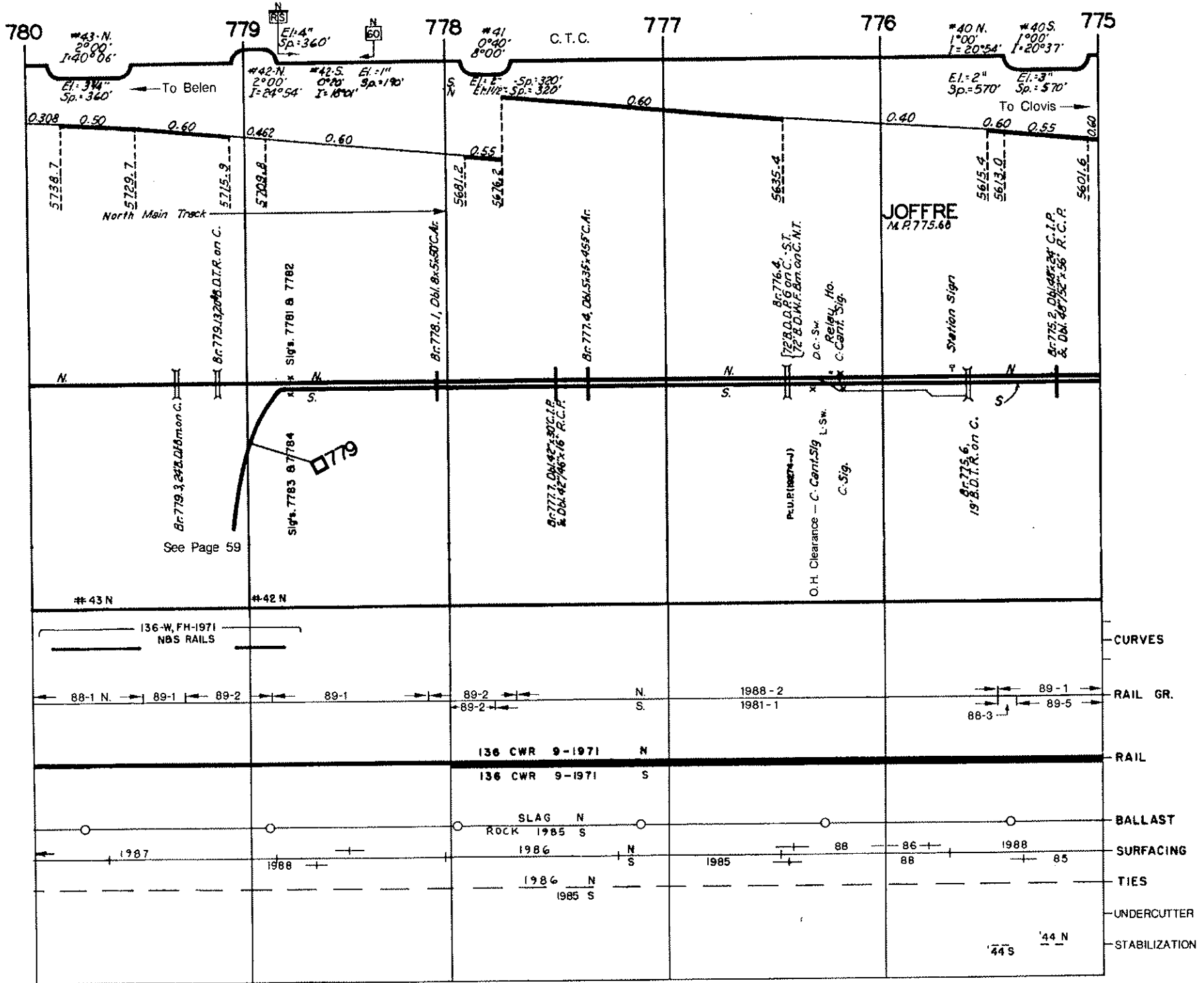
1985 1986

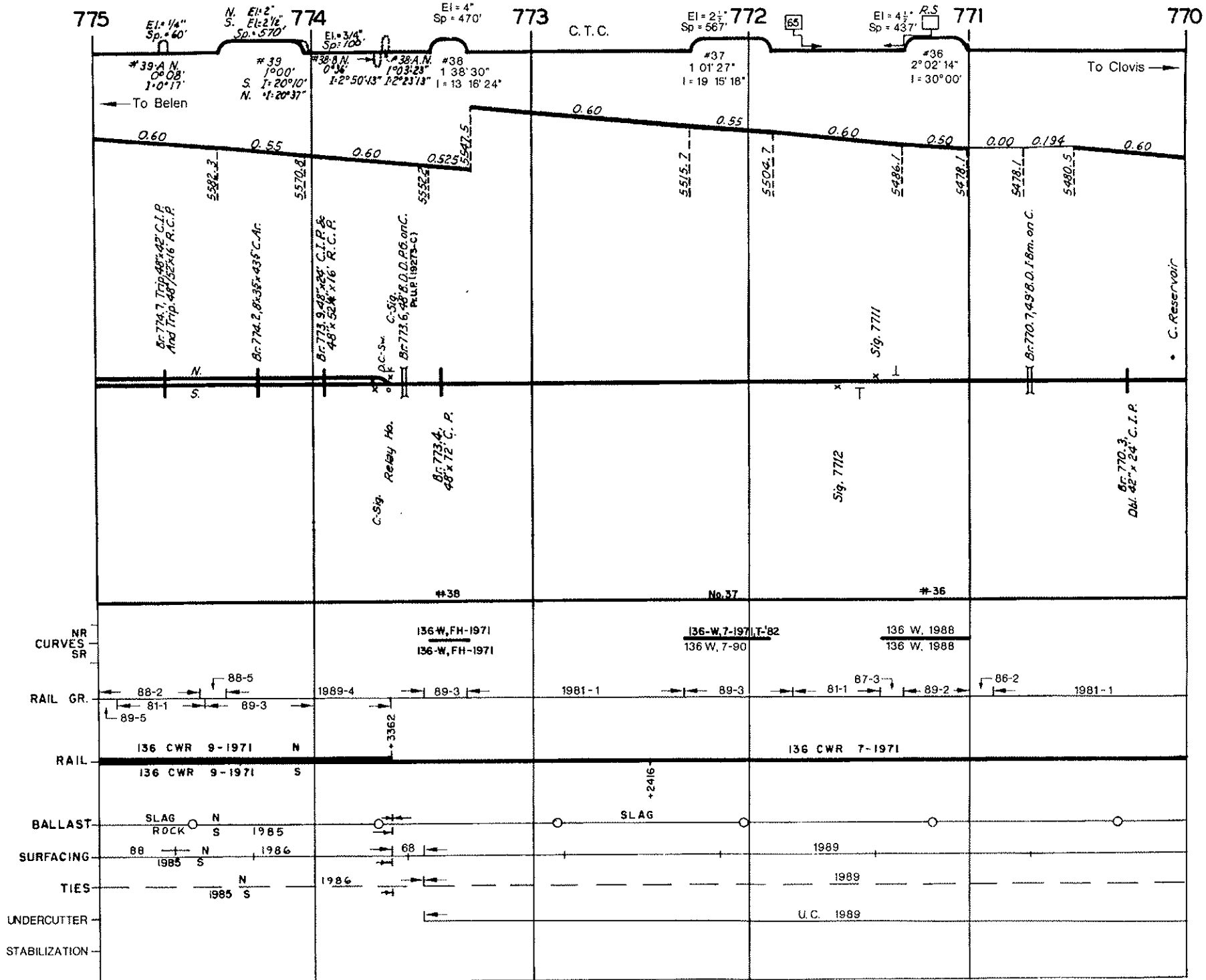
1984 N  
1984 S

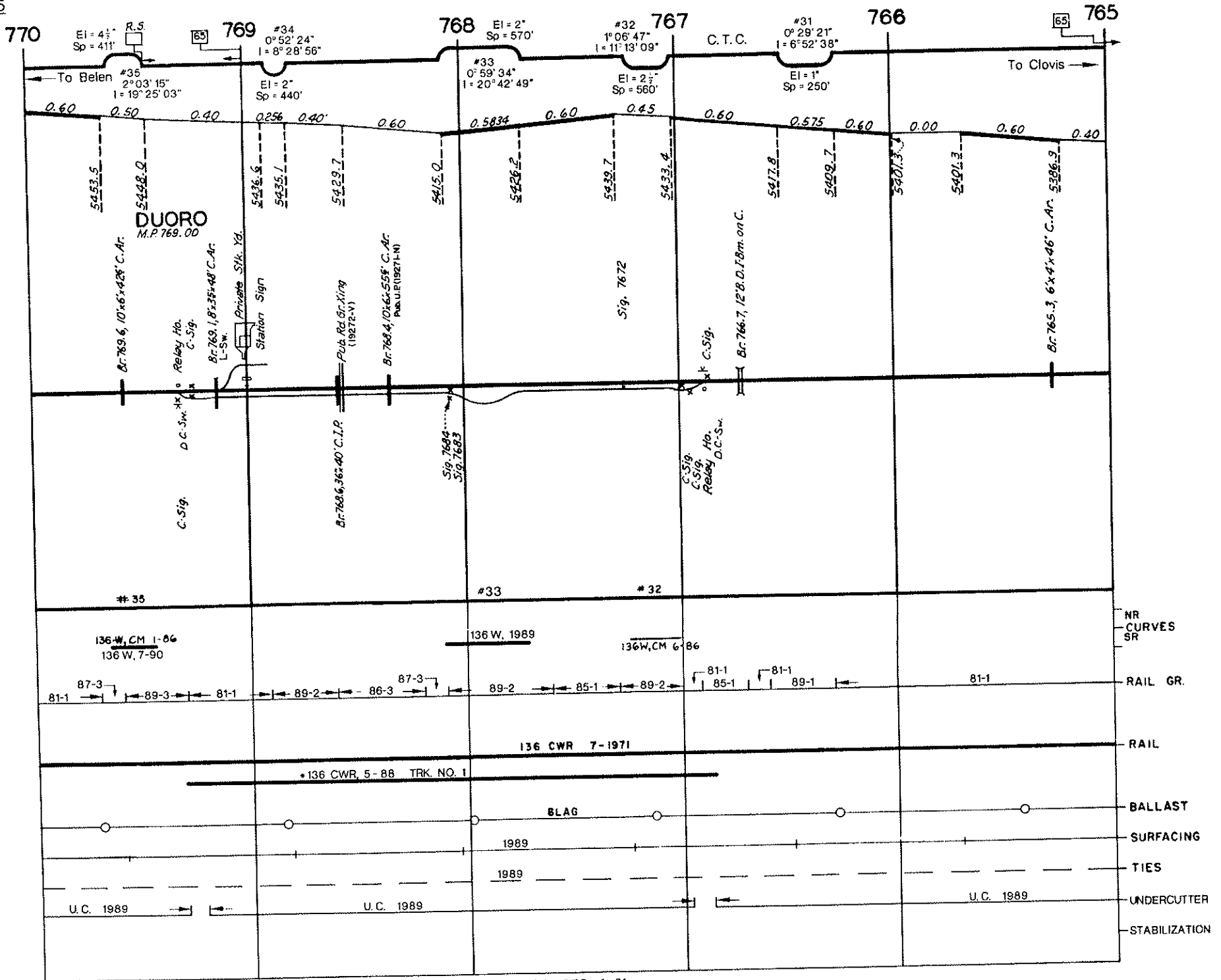
1985

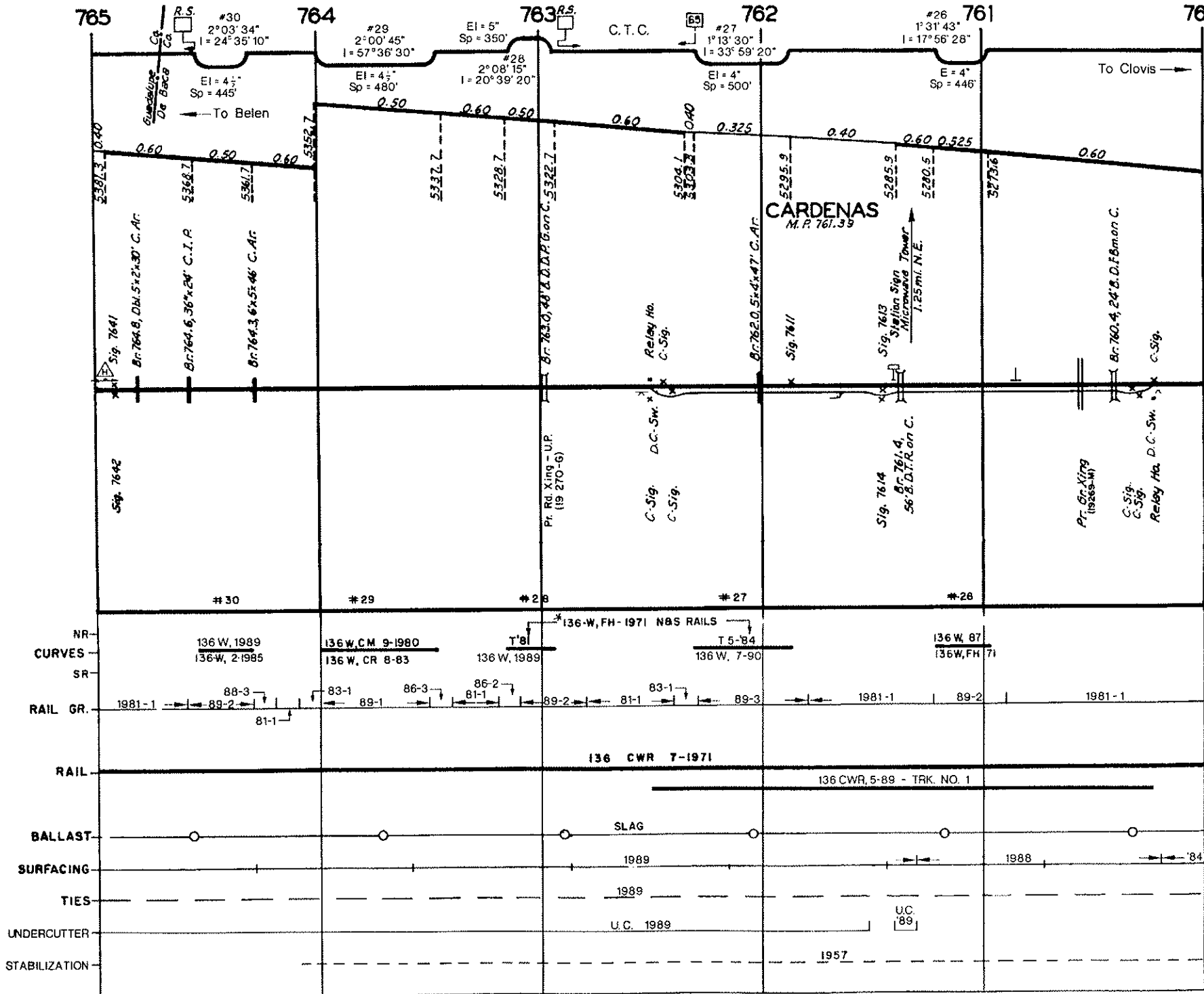
1985

1985



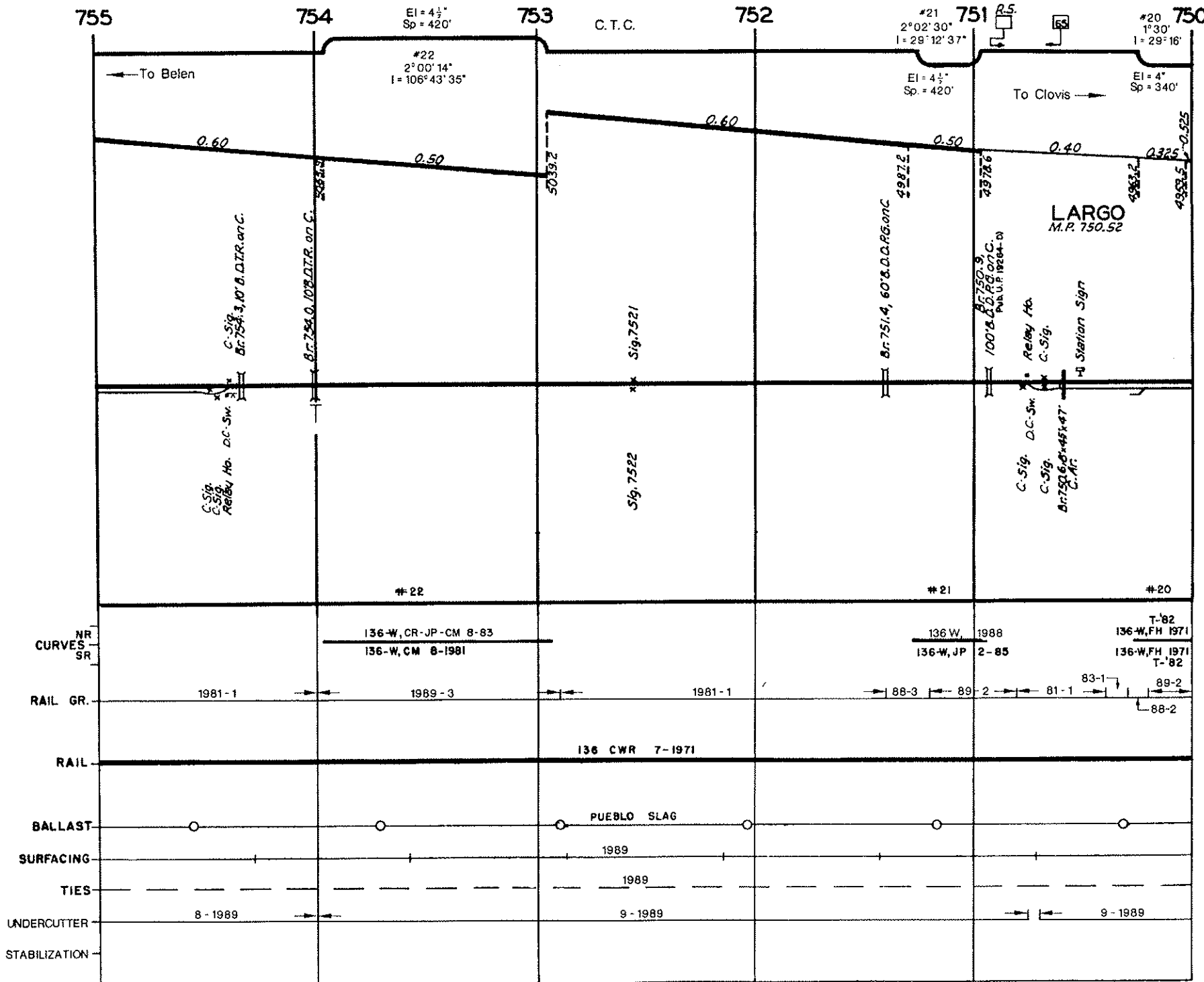


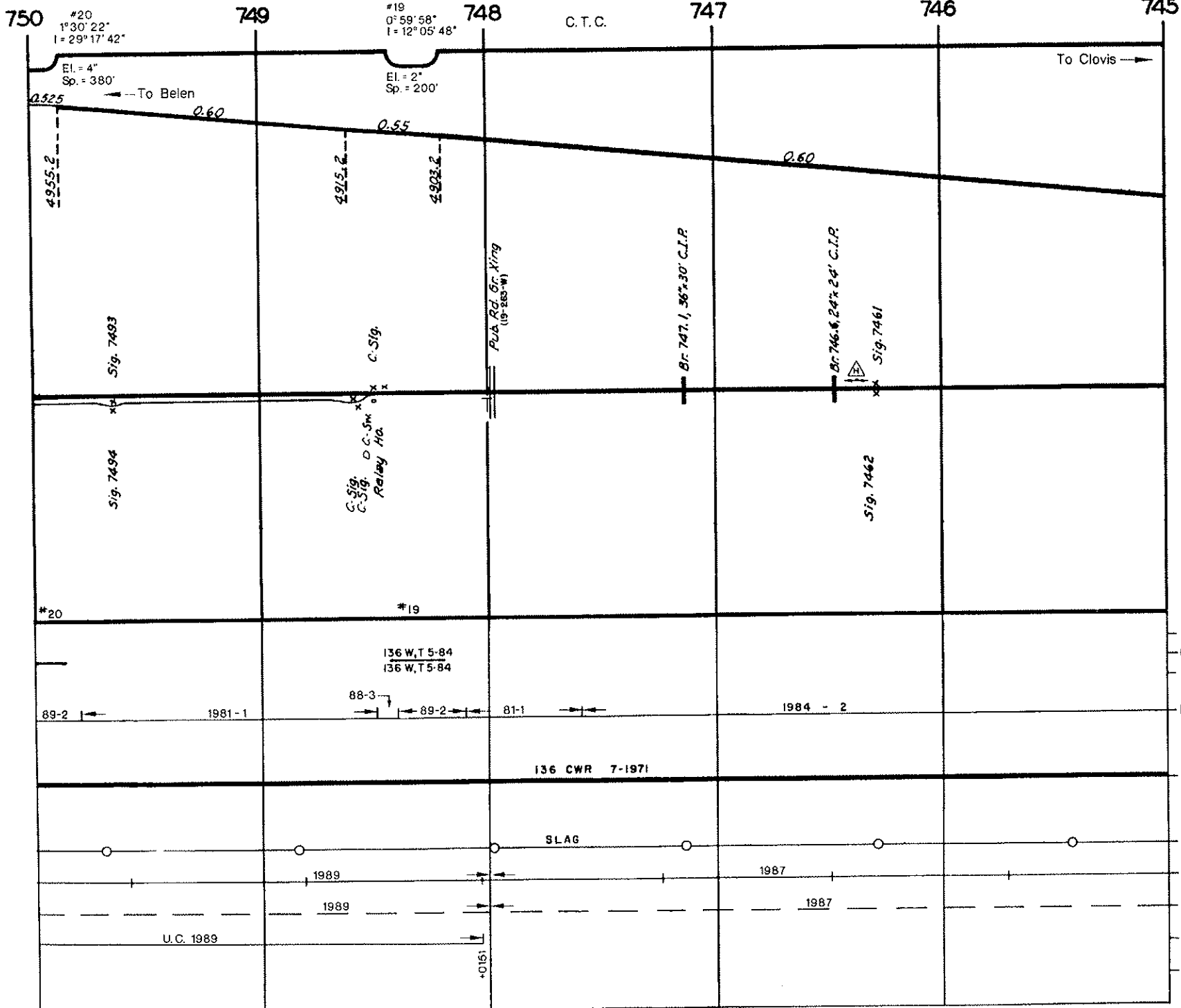




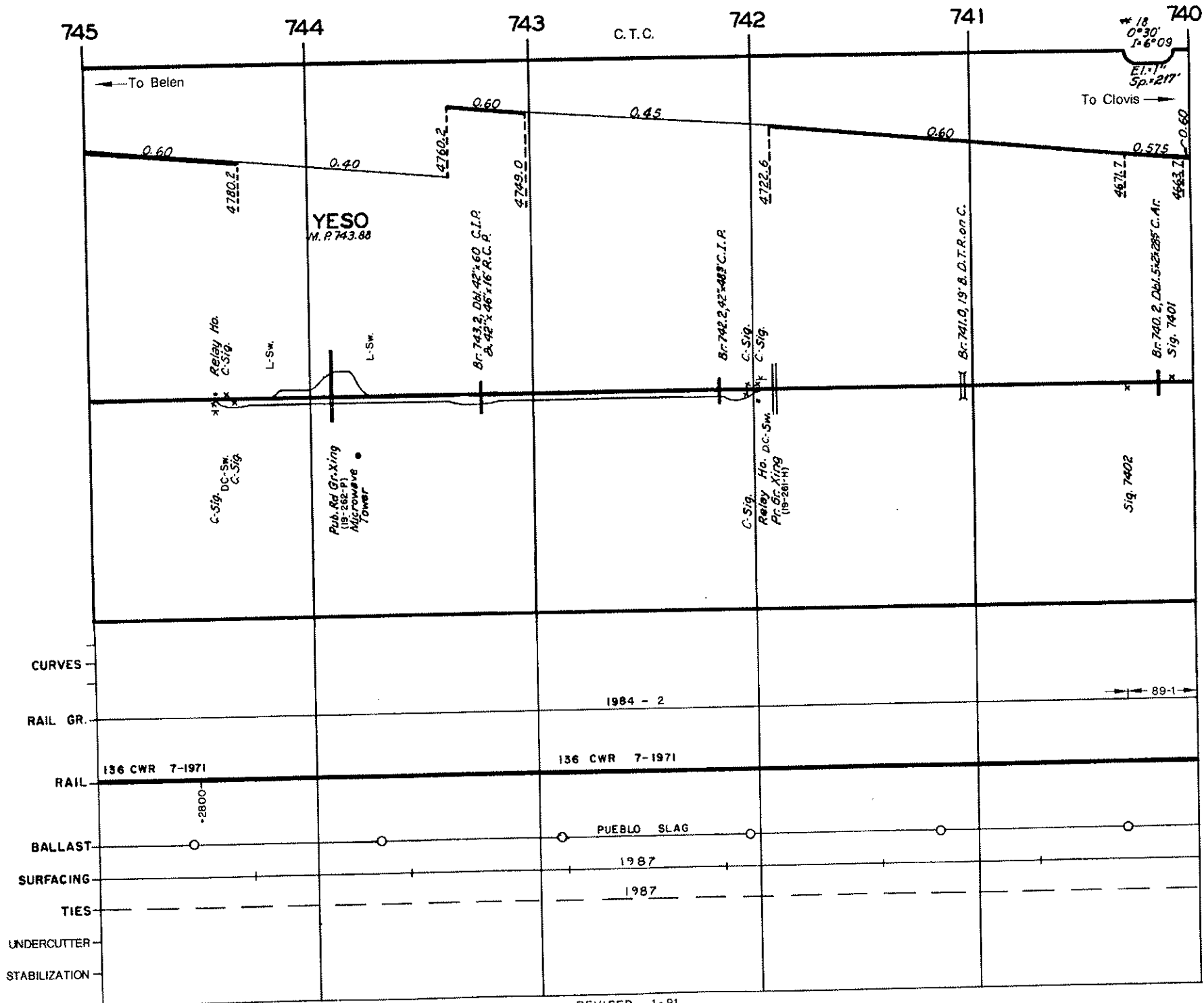


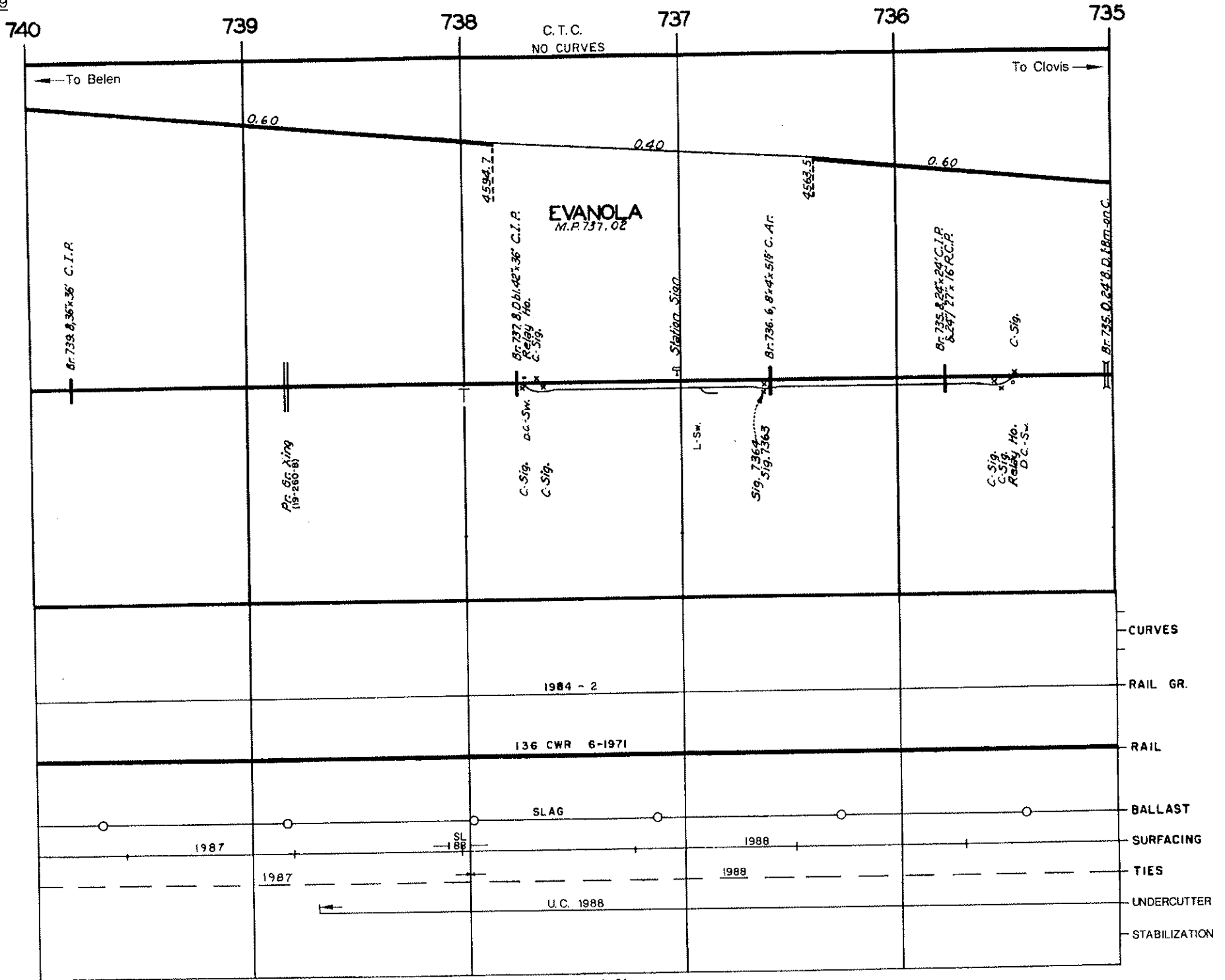


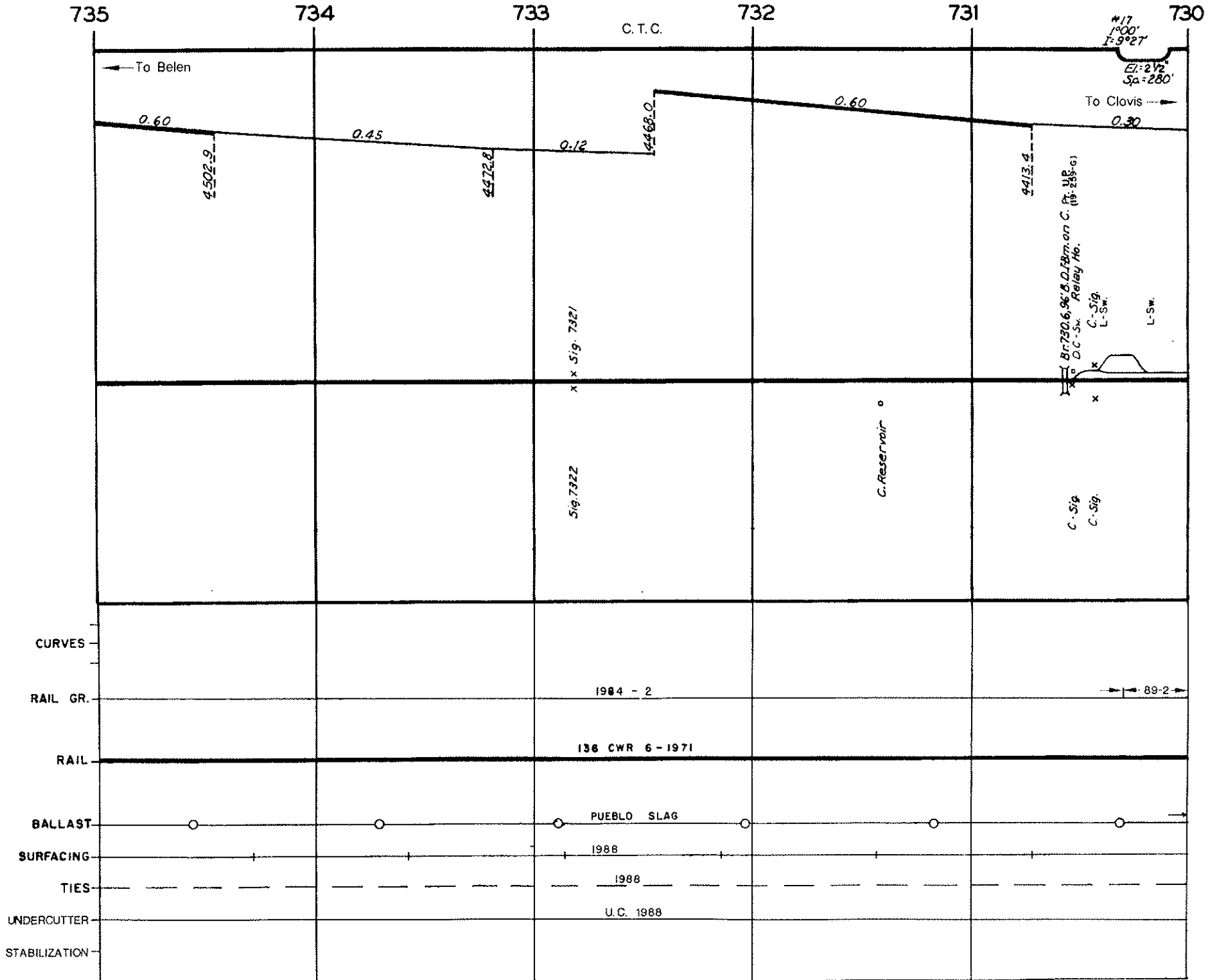




CURVES  
 RAIL GR.  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 UNDERCUTTER  
 STABILIZATION







730

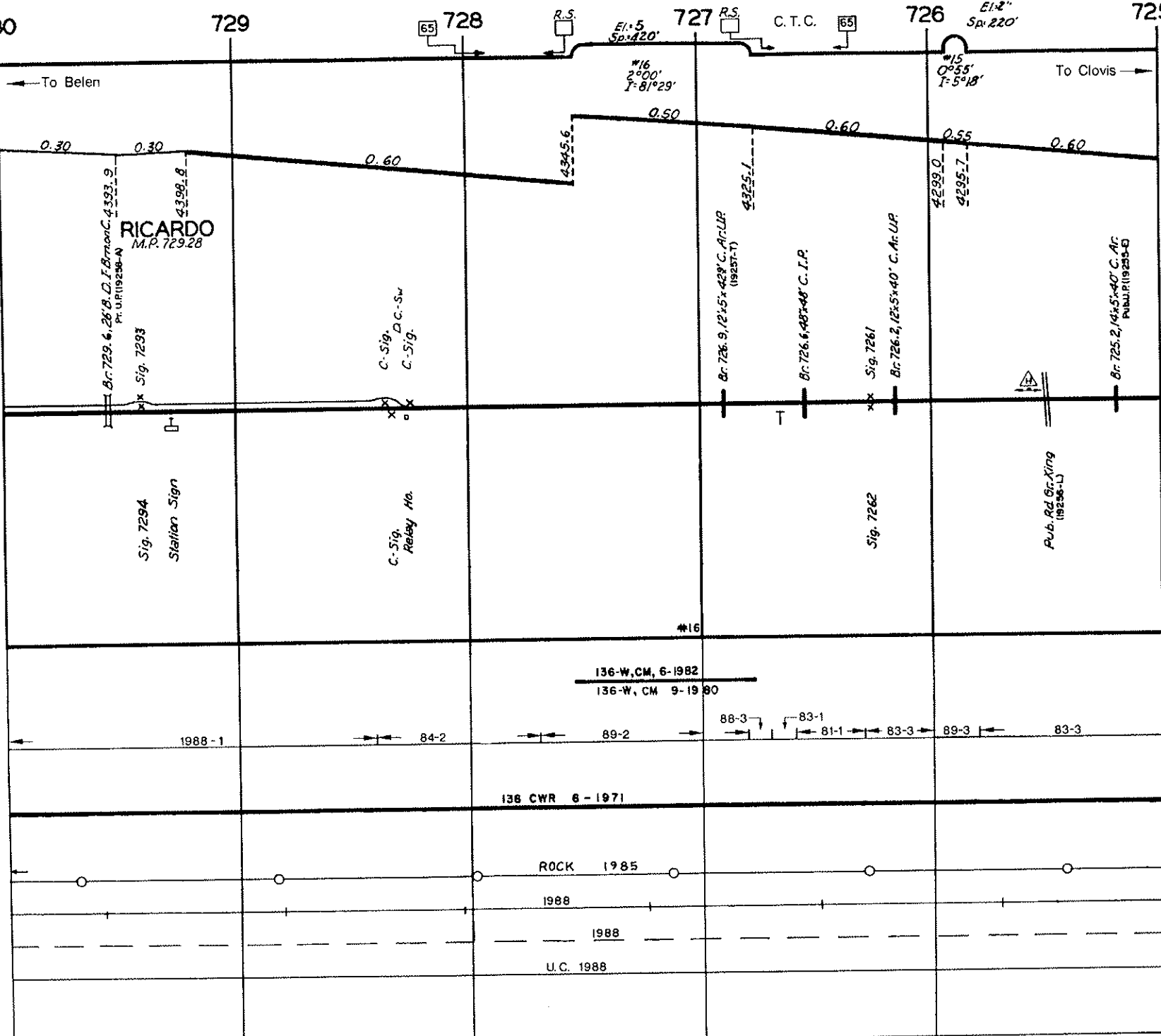
729

728

727

726

725



NR  
CURVES  
SR

RAIL GR.

RAIL

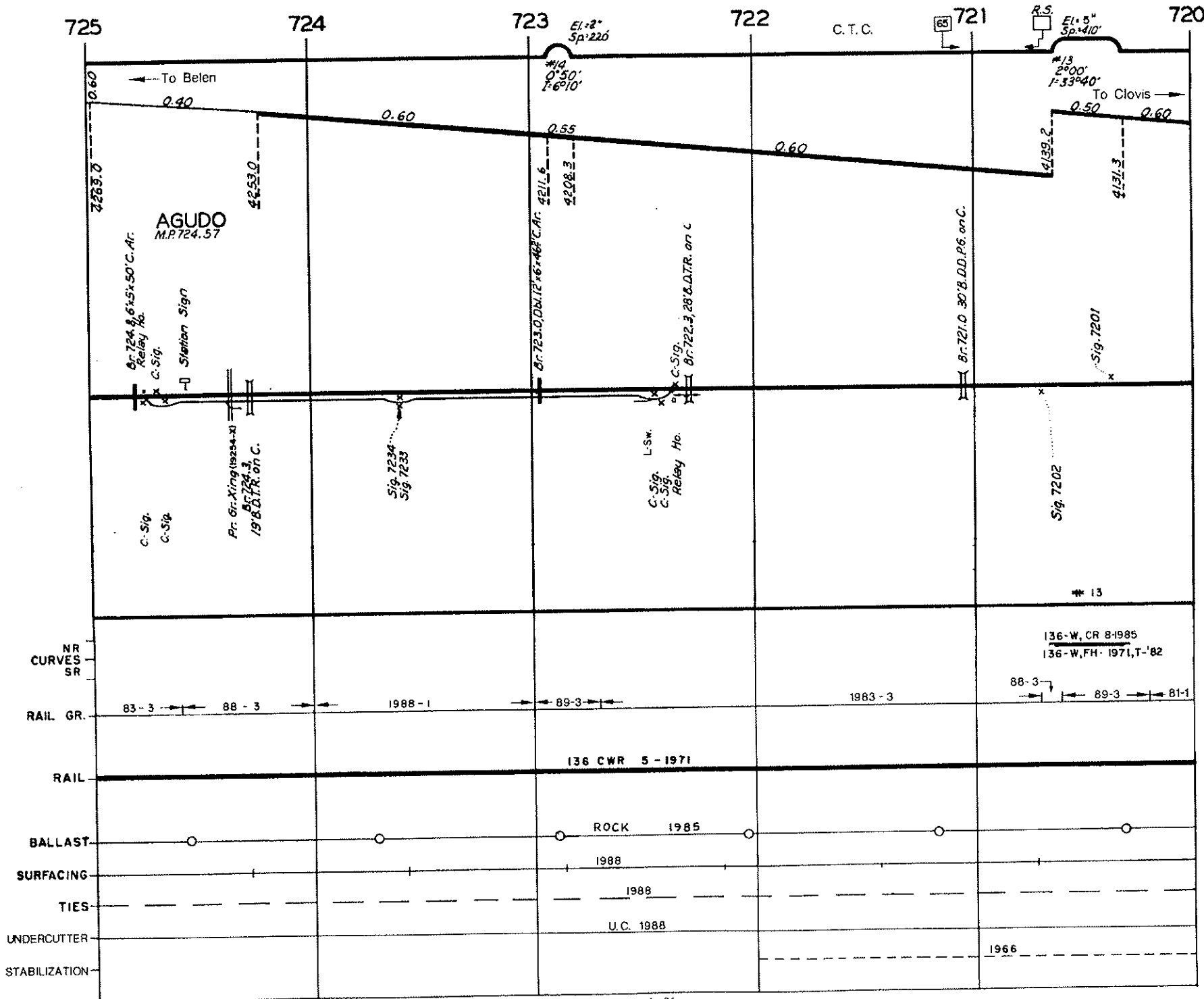
BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION



725

724

723

722

721

720

AGUDO  
M.P. 724.57

Br. 724.9, 6x5x50' C. Ar.  
Relay Ho.  
C. Sig.  
Station Sign

#14  
0°50'  
1°6'10'  
El. +2'  
Sp. 226

4223.0  
4253.0  
4211.6  
4208.3

Br. 723.0, 0.0x12'6" x 46' C. Ar.  
C. Sig.  
L-Sw.  
Relay Ho.  
Br. 722.3, 28' x 0.1 R. on C.

C.T.C.

R.S.  
El. +5'  
Sp. 410'

#13  
2°00'  
1°33'40'  
To Clovis

4139.2  
4131.3

C. Sig.  
C. Sig.

Pr. Gr. Xing (19234-X)  
Br. 724.3  
19' B.D.R. on C.

Sig. 7234  
Sig. 7233

C. Sig.  
C. Sig.  
Relay Ho.

Sig. 7202

Sig. 7201

# 13

136-W, CR 8-1985  
136-W, FH-1971, T-182

NR  
CURVES  
SR

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

83-3

88-3

1988-1

89-3

1983-3

88-3

89-3

81-1

136 CWR 5-1971

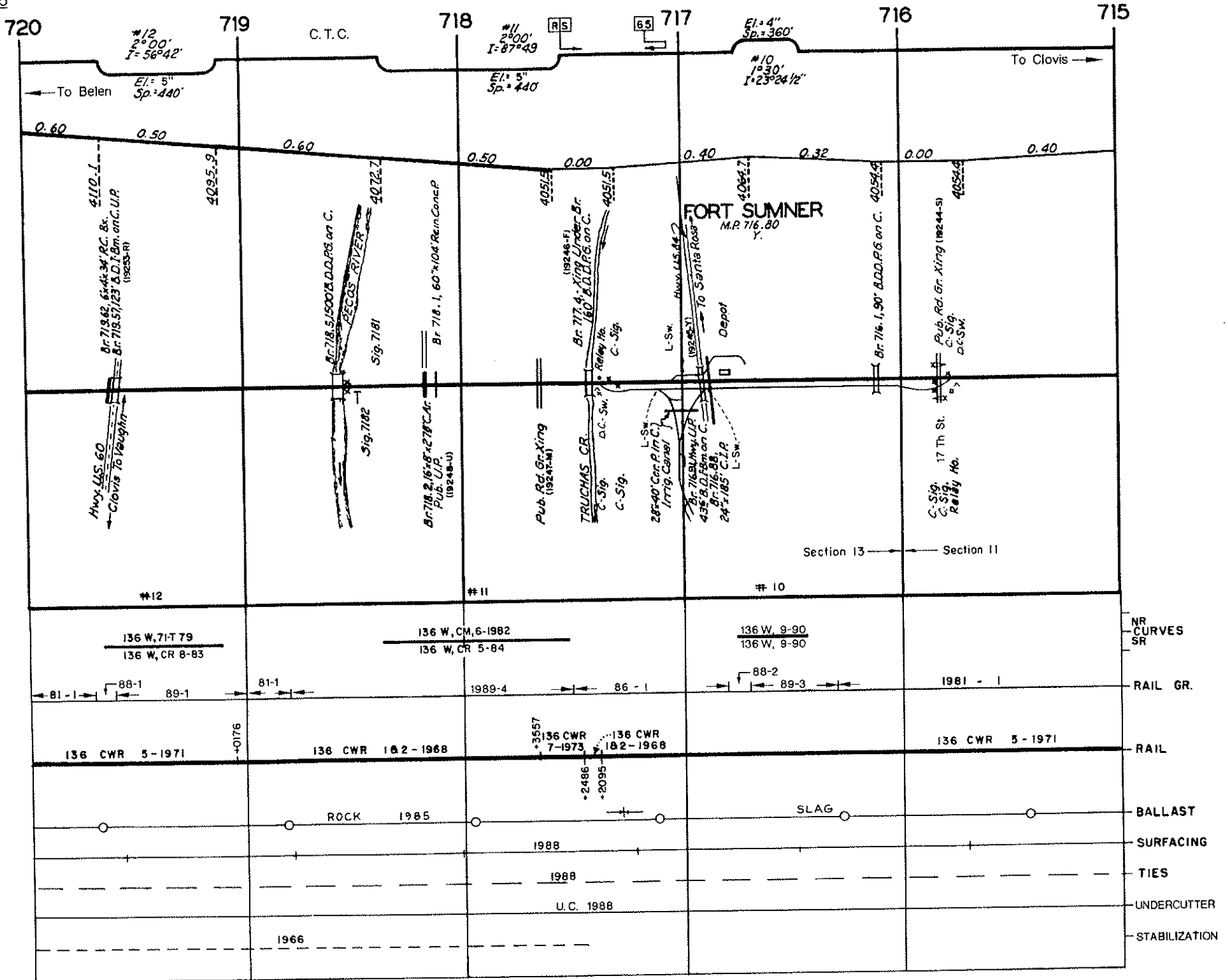
ROCK 1985

1988

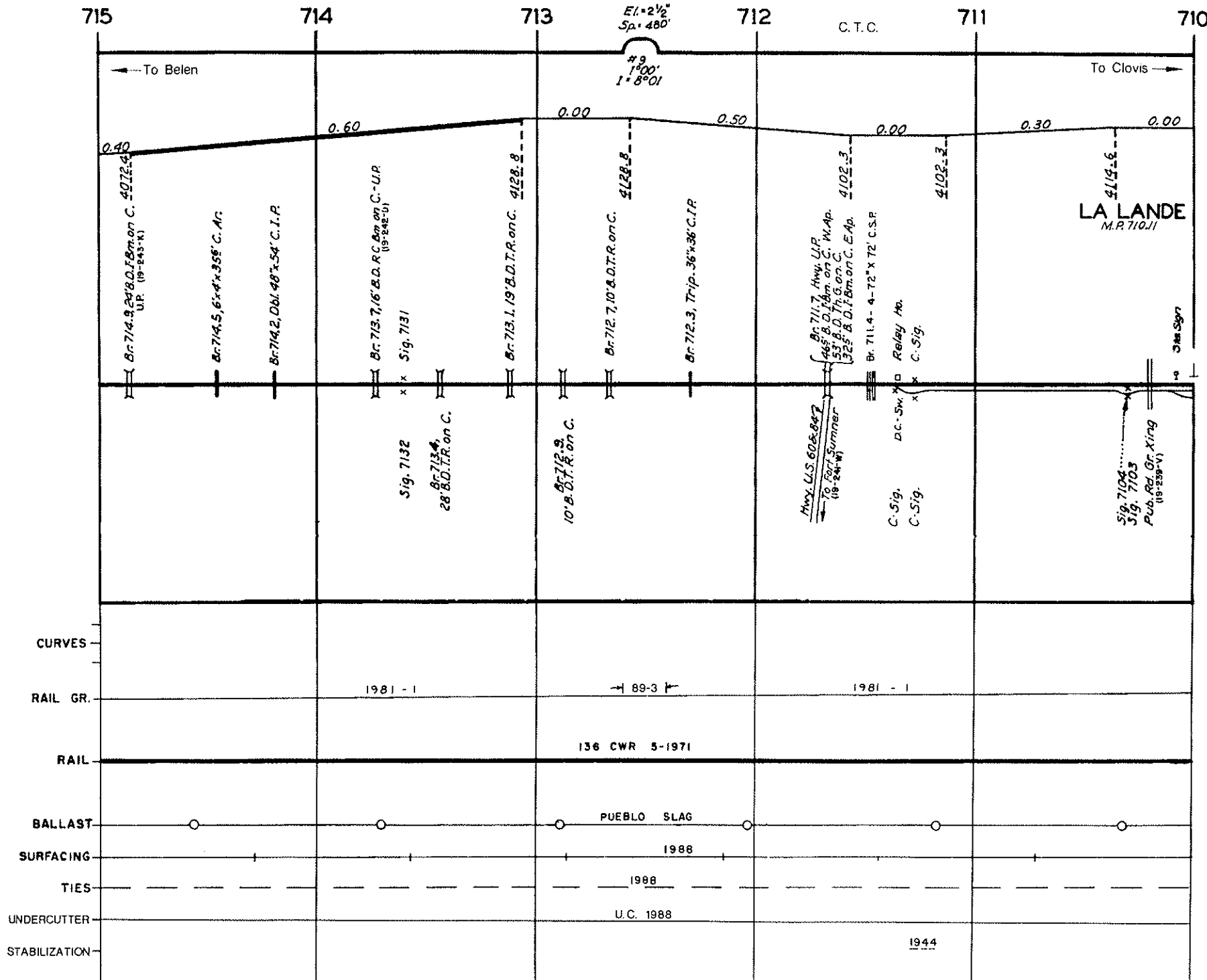
1988

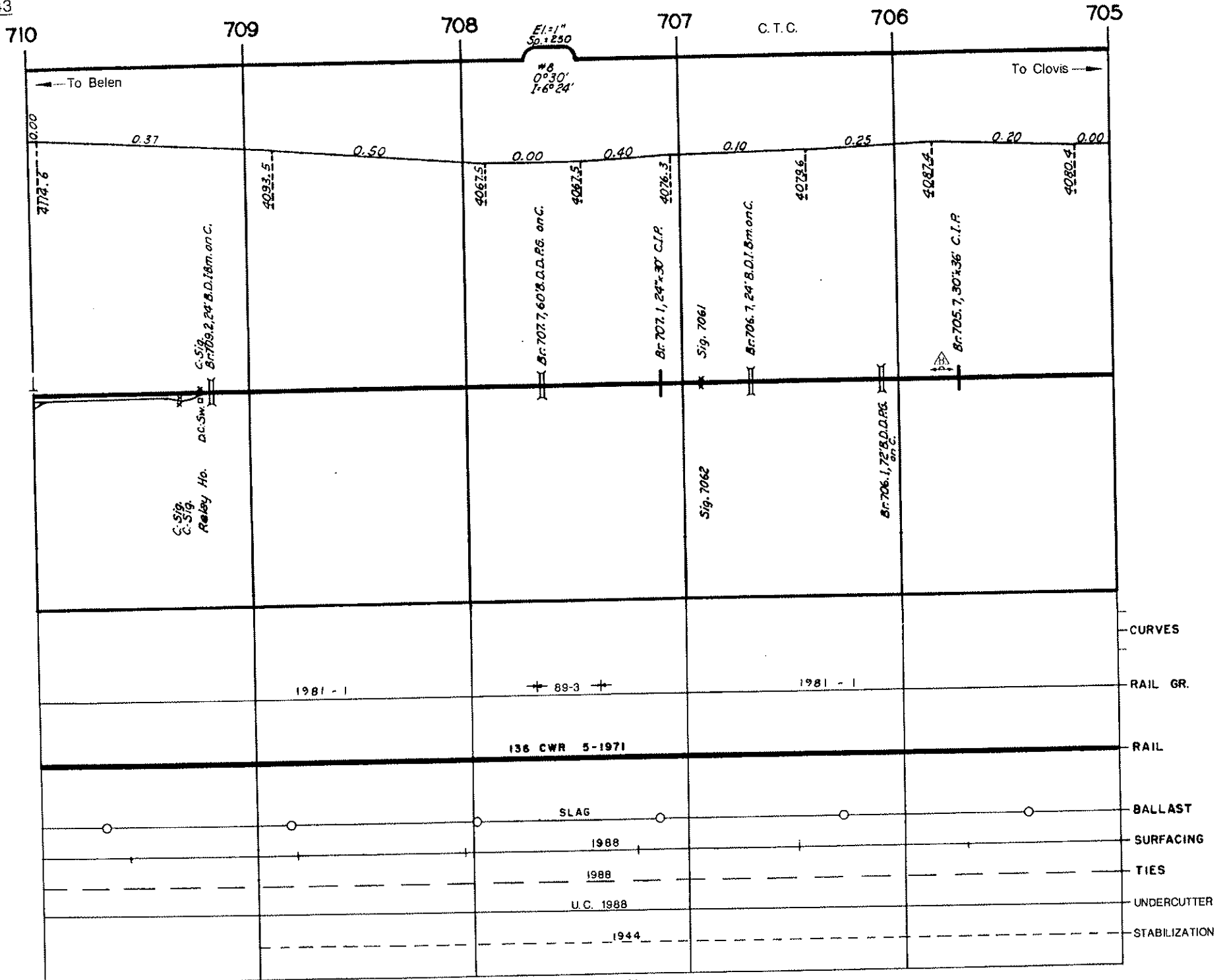
U.C. 1988

1966

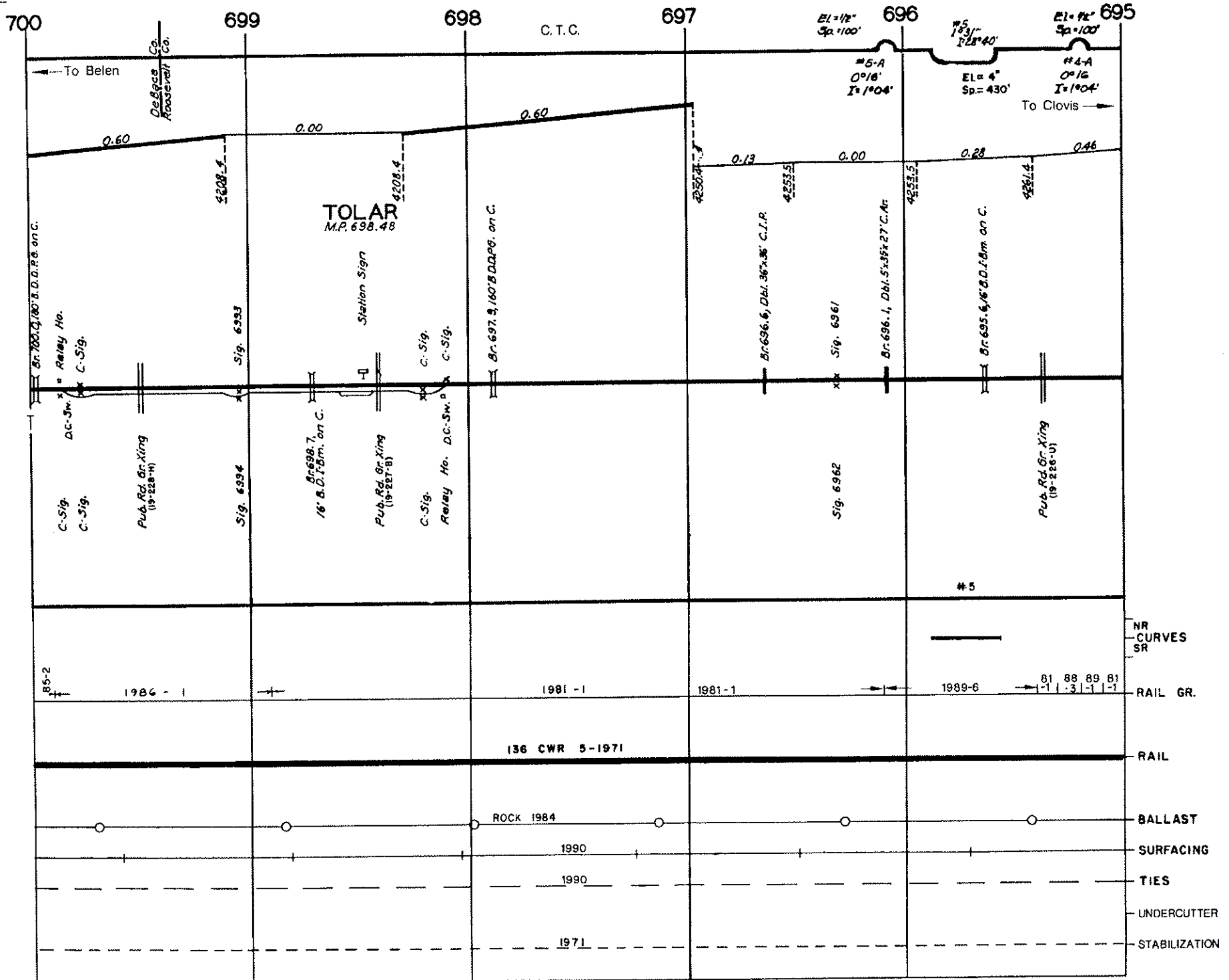


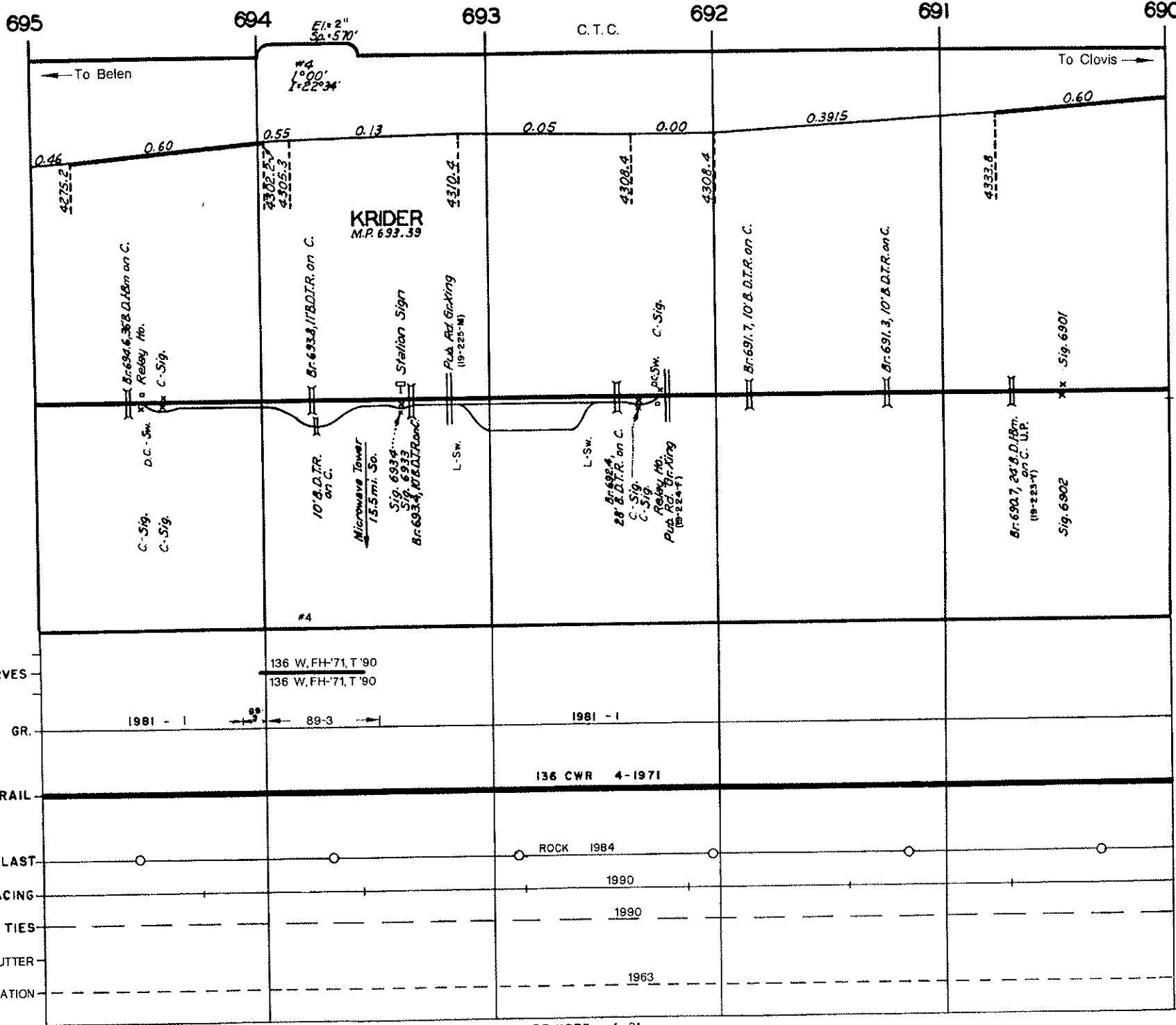




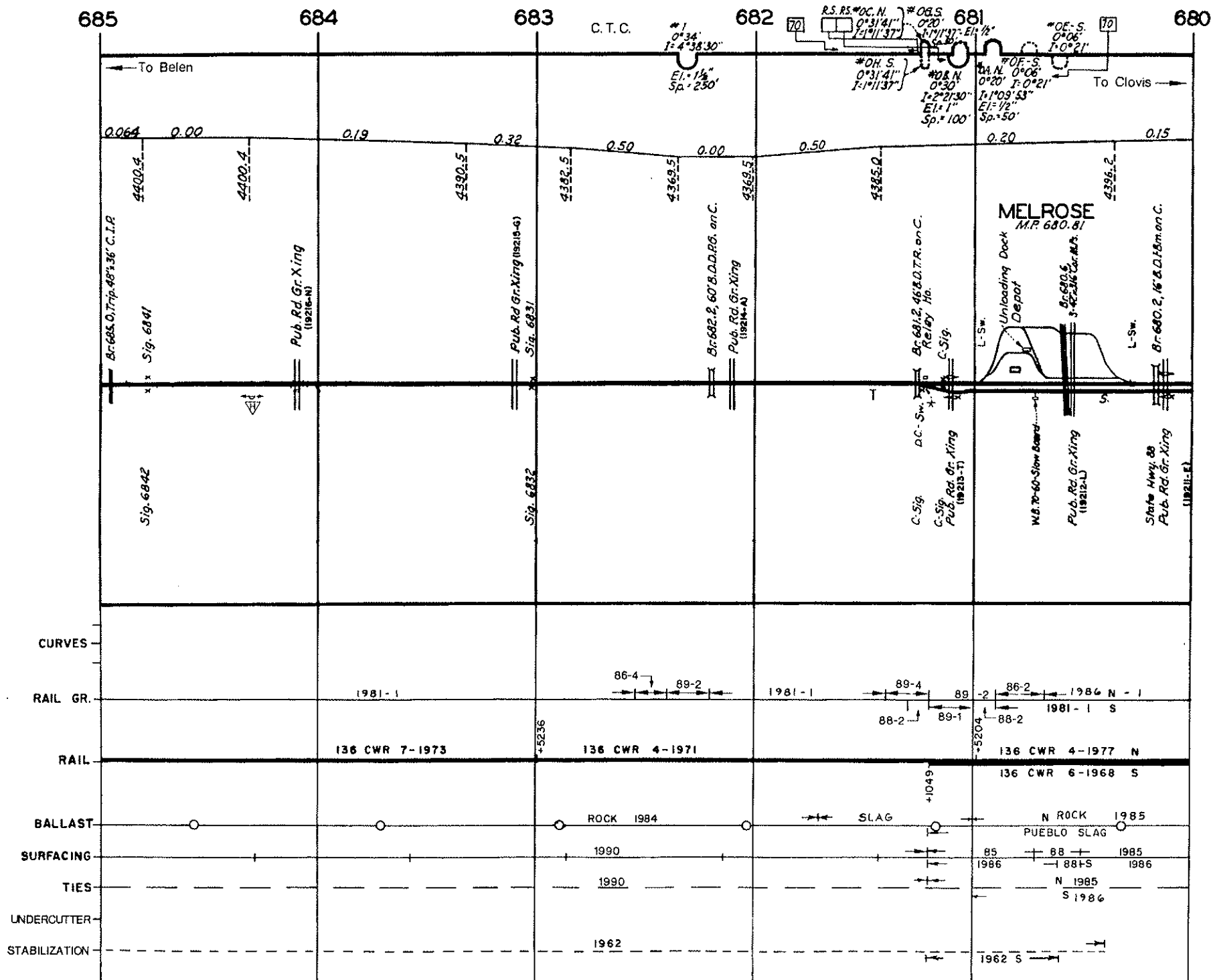


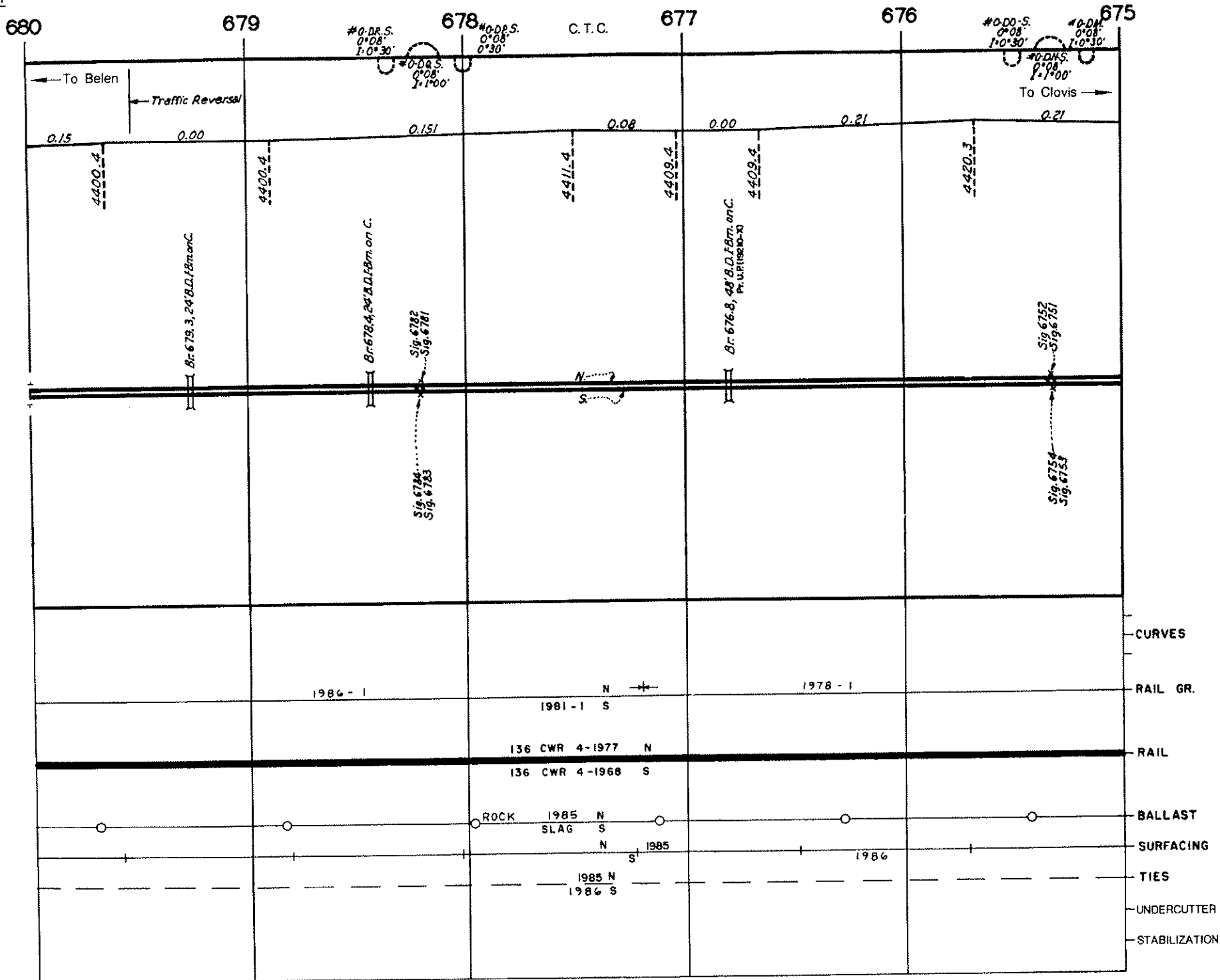














675

674

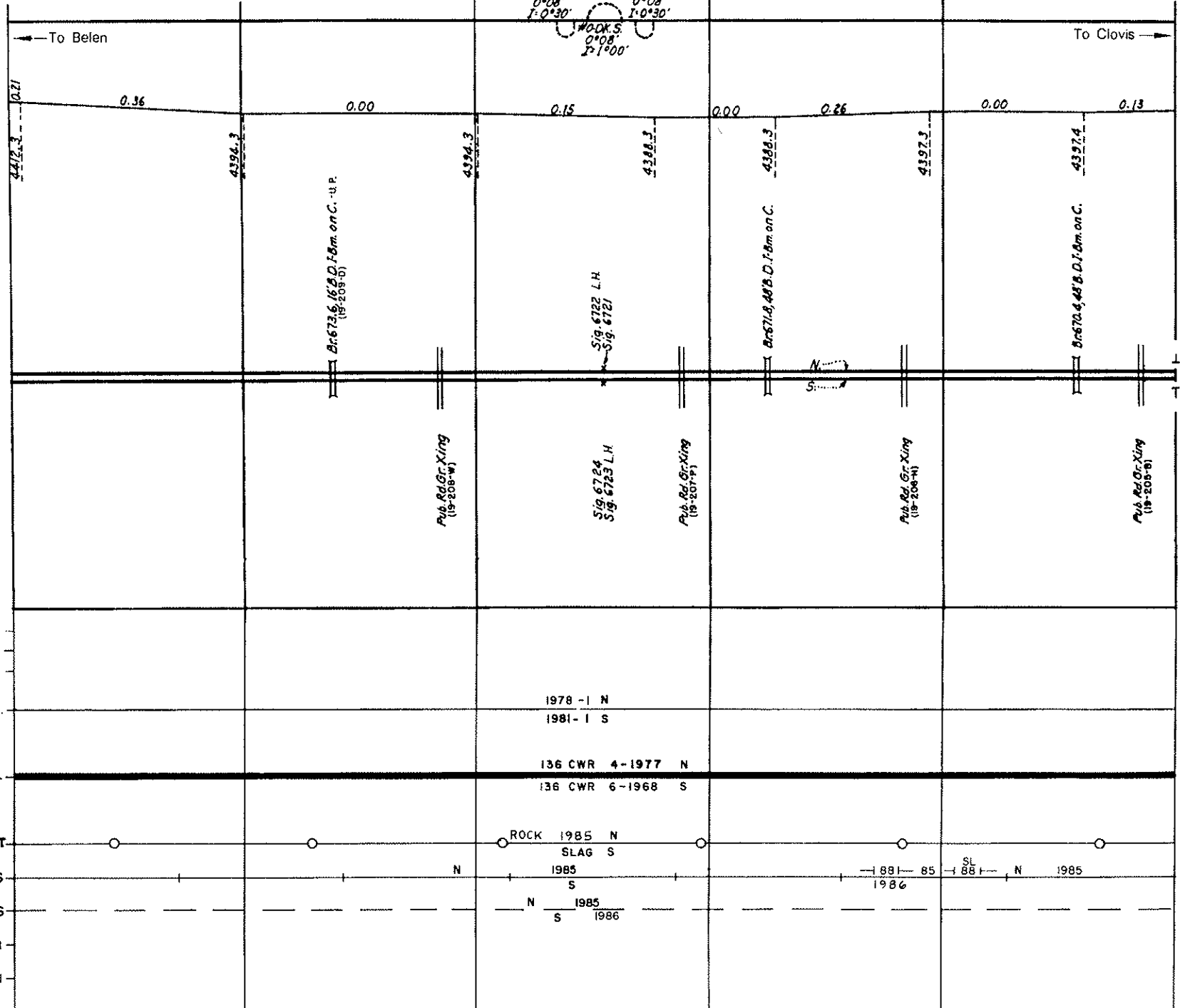
673

672

C.T.C.

671

670



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

NO CURVES

← To Belen To Clovis →

0.13 0.00 0.50 0.17 0.05 0.183

GRIER  
M.P. 667.4

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

Br 667.3, 10' D.I.B. on C.

Br 666.3, 7' D.I.B. on C.I.P.  
R.R. 4523-16-RC.P.

Br 665.2, 24' D.I.B. on C.

4-D.C. Sv  
C.Cent. Sigs

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

N  
S

N  
S

C. Cent. Sigs

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

Station Sign

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

Sig. 6664  
Sig. 6663 L.H.  
Sig. 6662 L.H.  
Sig. 6661

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

Pub. Rd. Gr. Xing  
(19-200-W)

CURVES  
RAIL GR.  
RAIL  
BALLAST  
SURFACING  
TIES  
UNDERCUTTER  
STABILIZATION

136CWR 77-67  
+3932  
+3435

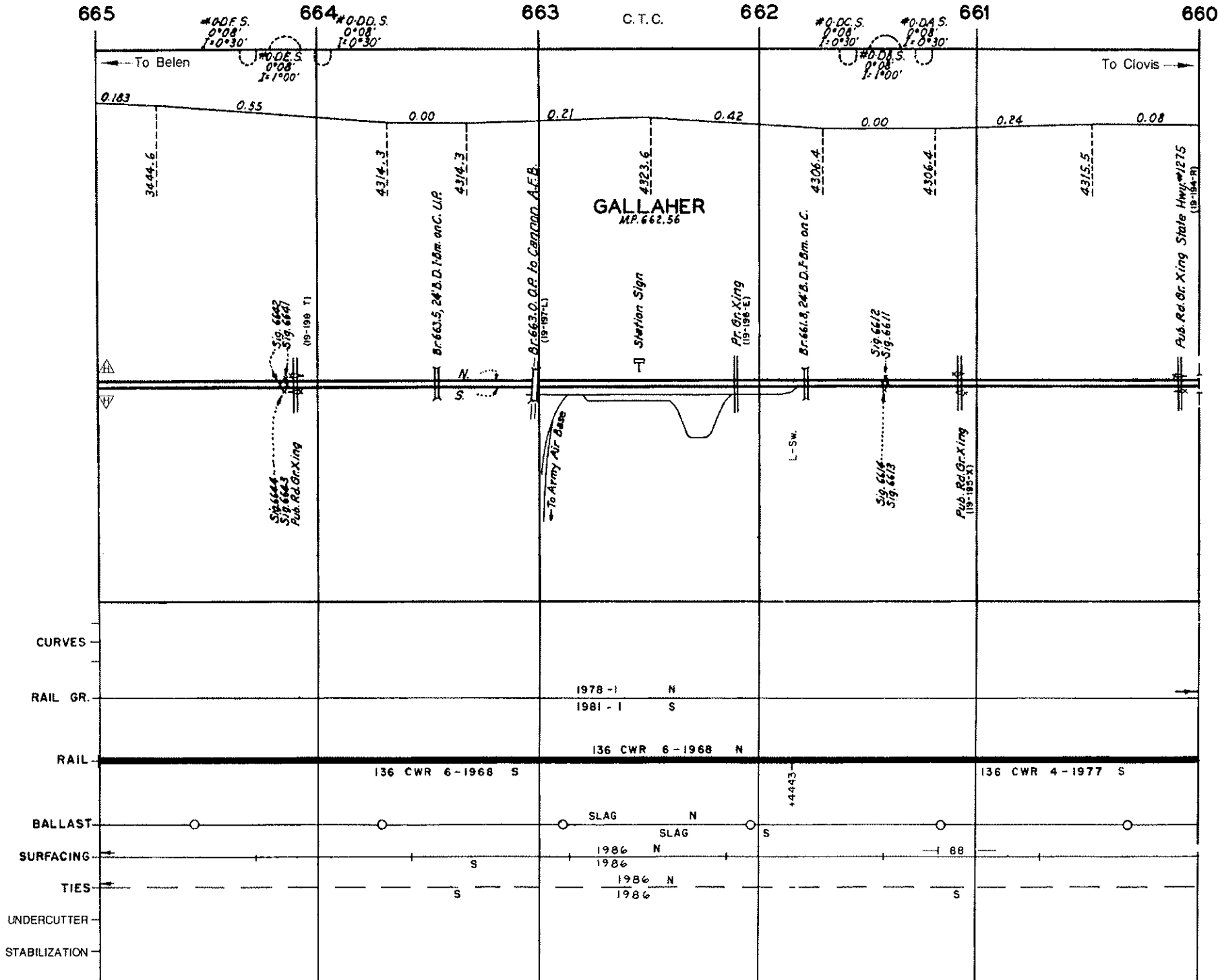
1978 - 1 N  
1981 - 1 S

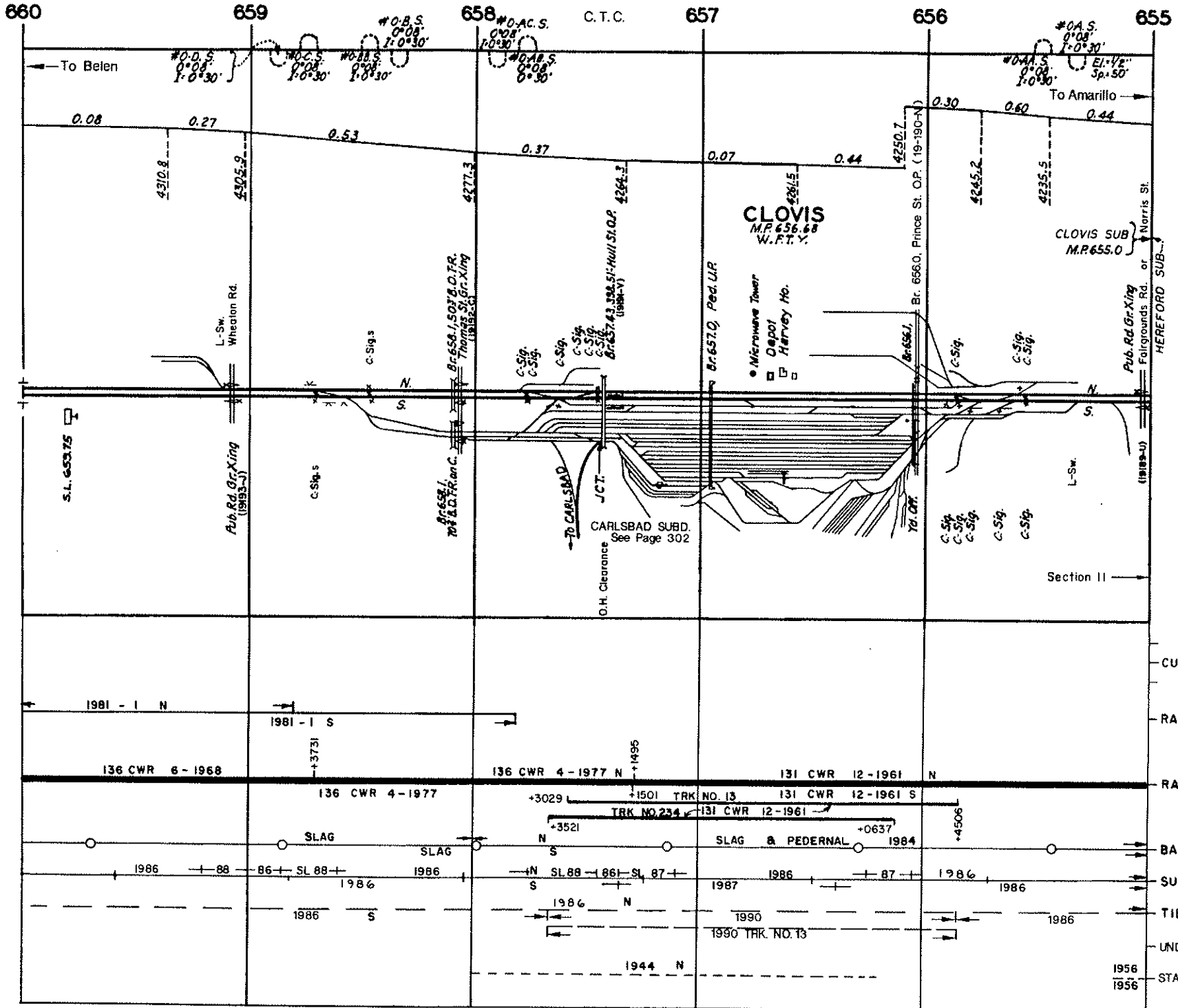
136 CWR 4-1977 N  
136 CWR 6-1988 S

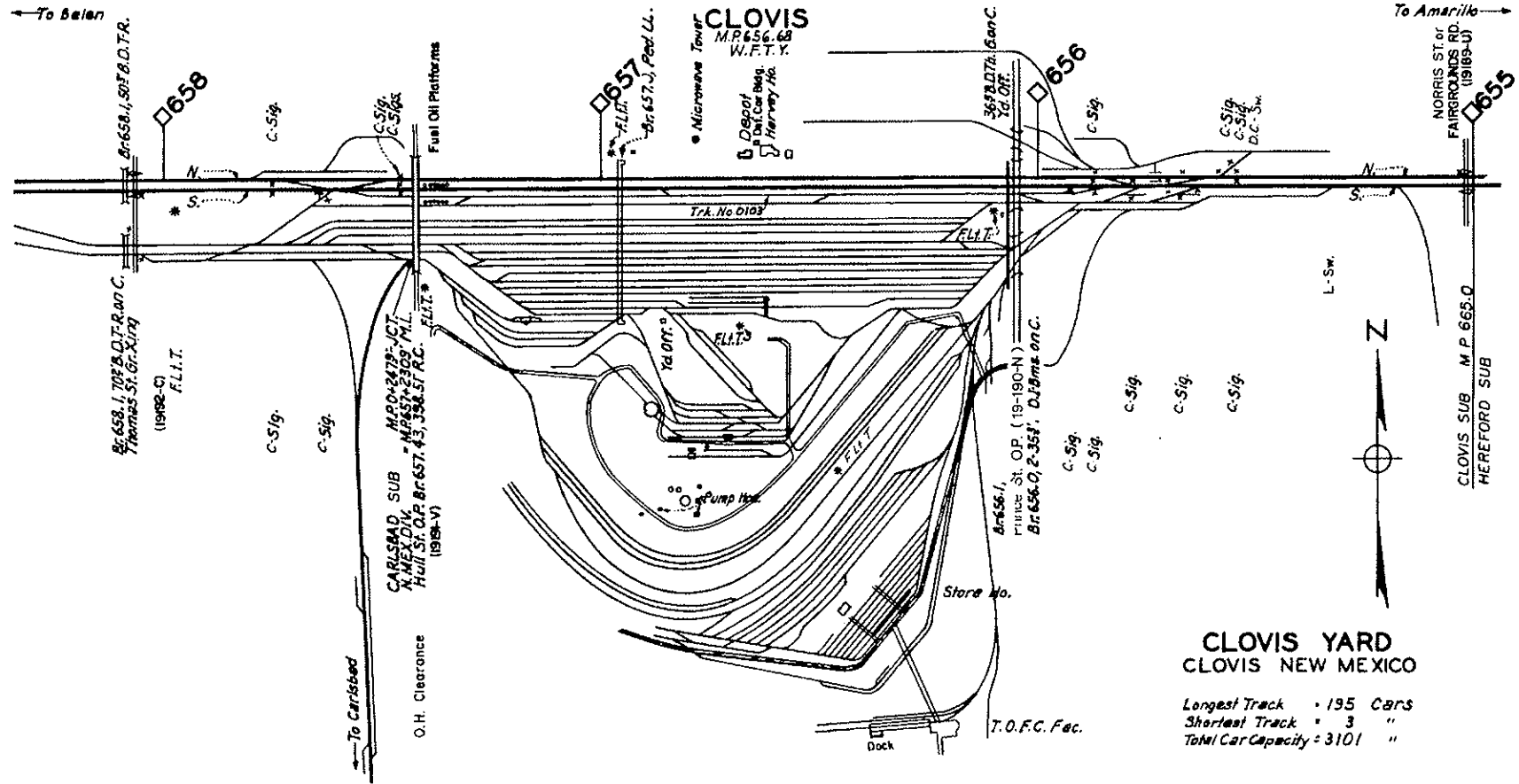
ROCK 1985 N  
SLAG S  
1985 N  
1986 S  
1985 N  
1986 S

86 88

SL 88 1985







**CLOVIS YARD**  
CLOVIS NEW MEXICO

Longest Track = 195 Cars  
Shortest Track = 3 "  
Total Car Capacity = 3101 "

# Clovis Subdivision

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