

630

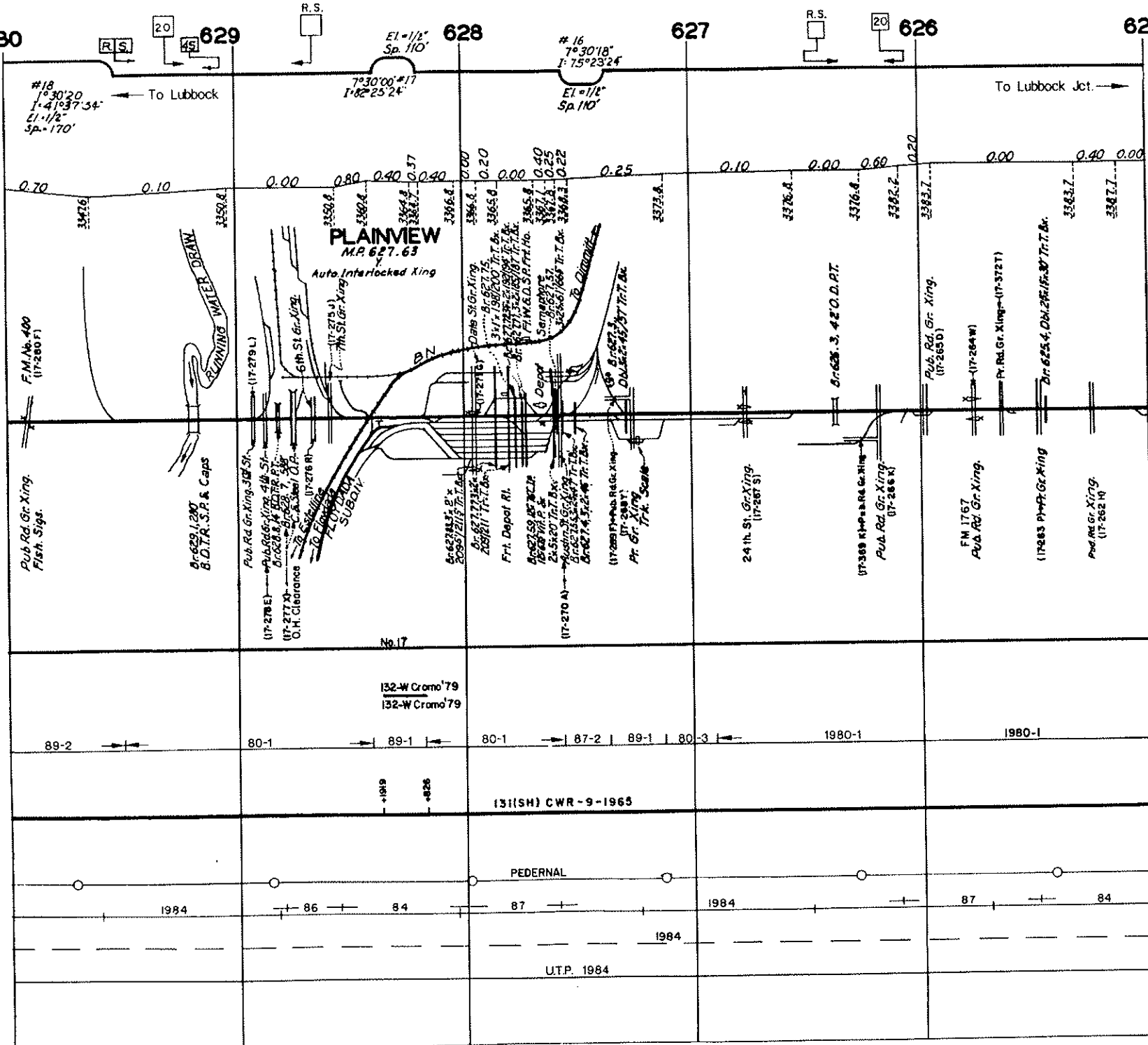
629

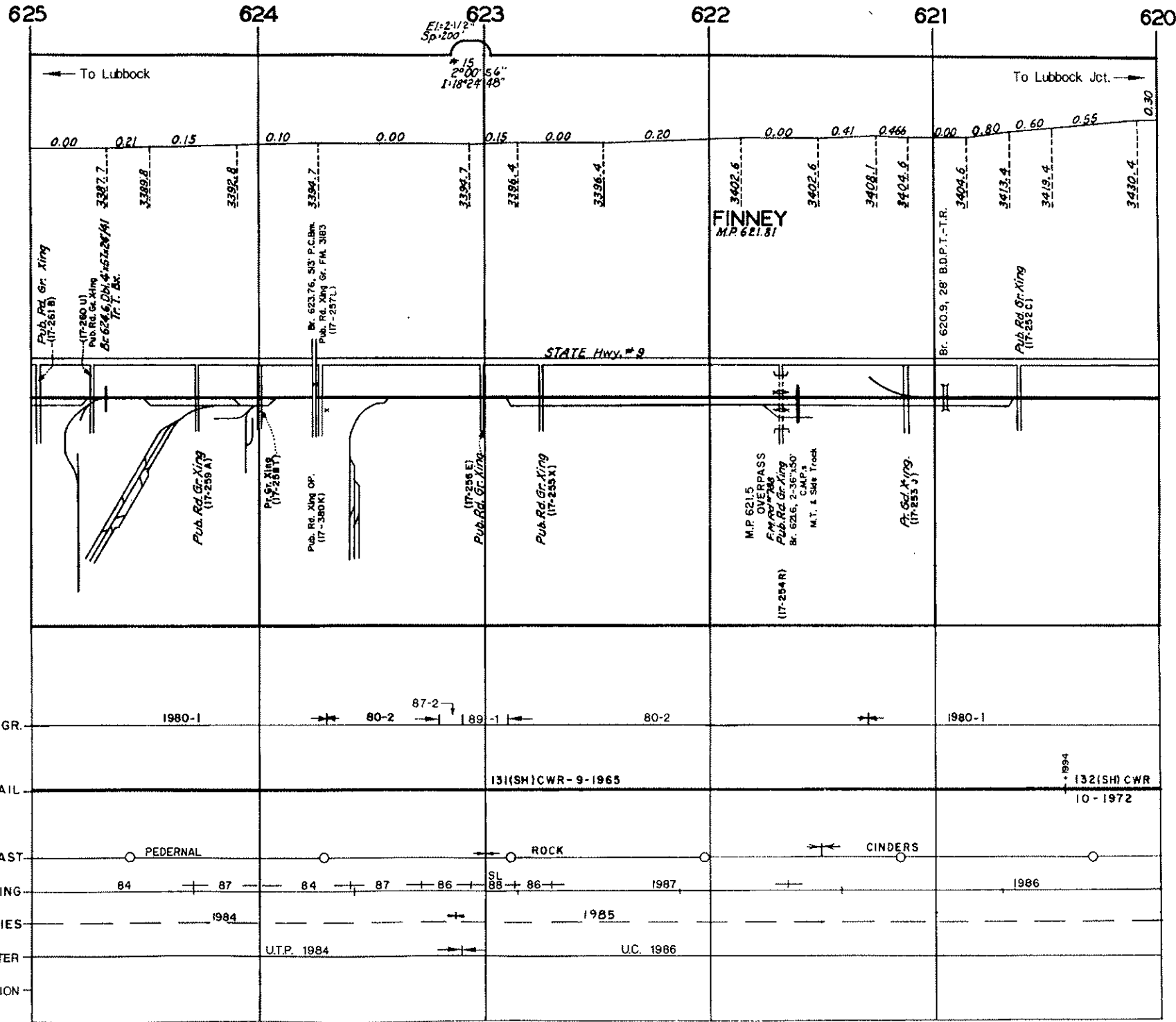
628

627

626

625





625

624

623

622

621

620

← To Lubbock

To Lubbock Jct. →

Fl: 2-1/2
Sp: 200
* 15
2'-00" 56"
1'-18" 24" 48"

0.00 0.21 0.15 0.10 0.00 0.15 0.00 0.20 0.00 0.41 0.466 0.00 0.80 0.60 0.55 0.30

3387.7 3389.8 3392.8 3394.7 3396.7 3398.4 3399.4 3402.6 3402.6 3408.1 3409.6 3409.6 3413.4 3419.4 3430.4

FINNEY
M.P. 621.81

STATE HWY. #9

Pub. Rd. Gr. King
(17-261B)

(17-260 U)
Pub. Rd. Gr. King
Br. 624.6, Dbl. 4'-6" to 24' 41"
Tr. T. Bx.

Pub. Rd. Gr. King
(17-259 A)

Pub. Rd. Gr. King
(17-258 T)

Pub. Rd. King OP.
(17-380 K)

Br. 623.76, 53' P.C.Bm.
Pub. Rd. King Gr. F.M. 3183
(17-257 L)

Pub. Rd. Gr. King
(17-256 E)

Pub. Rd. Gr. King
(17-255 X)

M.P. 621.5
OVERPASS
F.M. 204784
Pub. Rd. Gr. King
Br. 621.6, 2'-36" x 50"
C.M.P.'s
M.T. & Slide Track

Pub. Rd. Gr. King
(17-253 J) 1/29

Br. 620.9, 28' B.D.P.T.-T.R.

Pub. Rd. Gr. King
(17-252 C)

RAIL GR.

1980-1

80-2

87-2

89-1

80-2

1980-1

RAIL

131(SH)CWR-9-1965

* 1994

132(SH)CWR

10-1972

BALLAST

PEDERNAL

ROCK

CINDERS

SURFACING

84

87

84

87

86

SL

88

86

1987

1986

TIES

1984

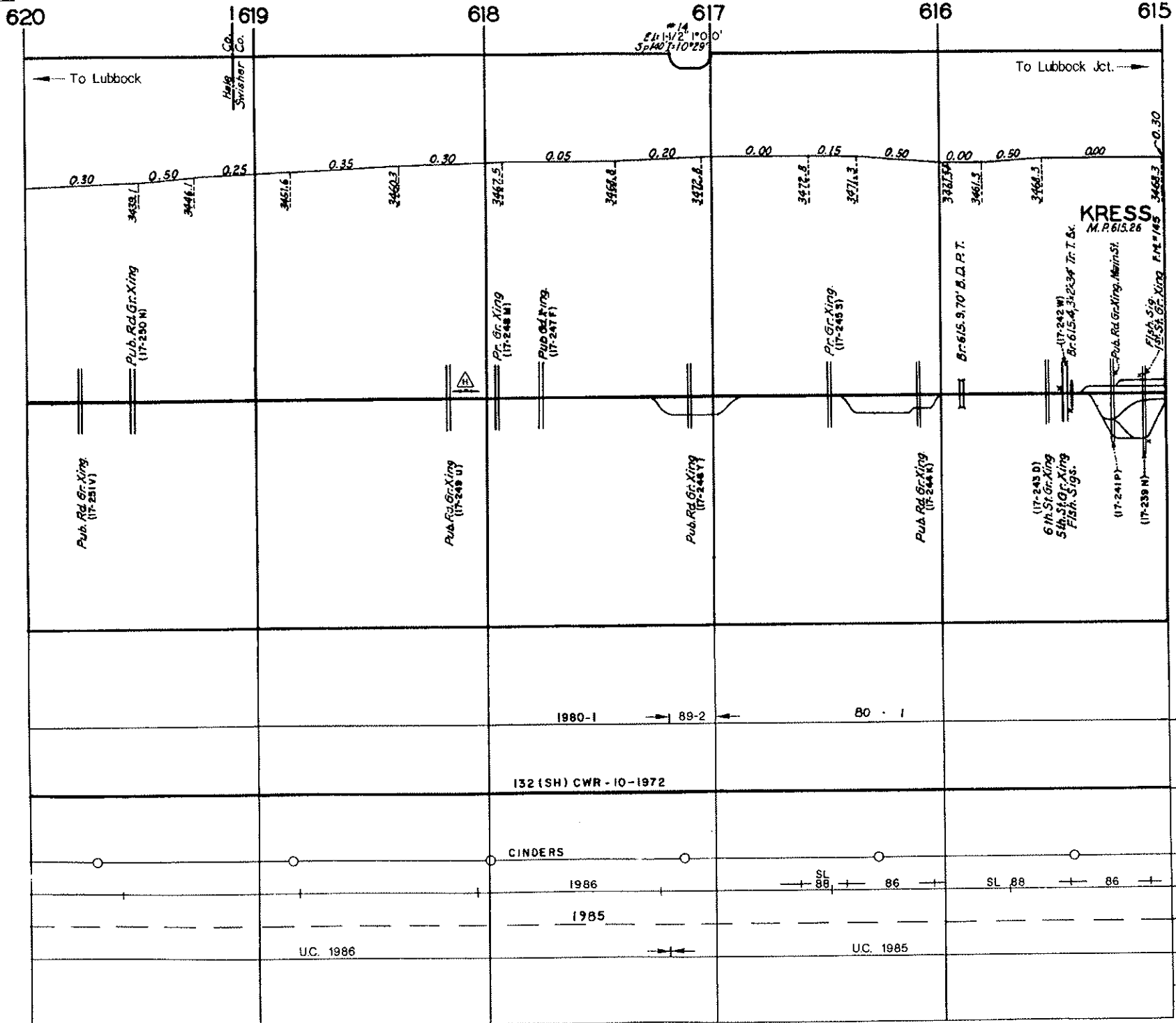
1985

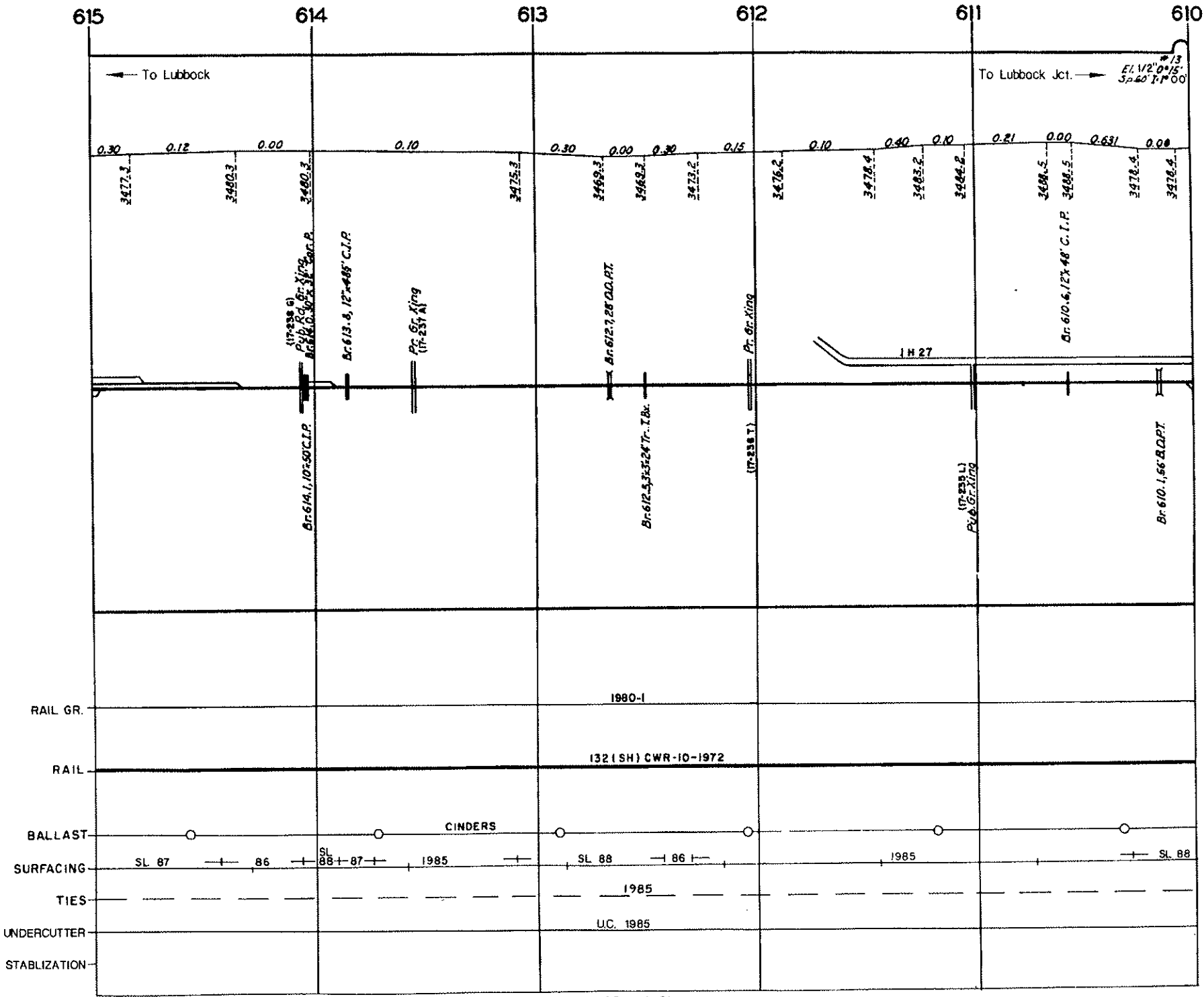
UNDERCUTTER

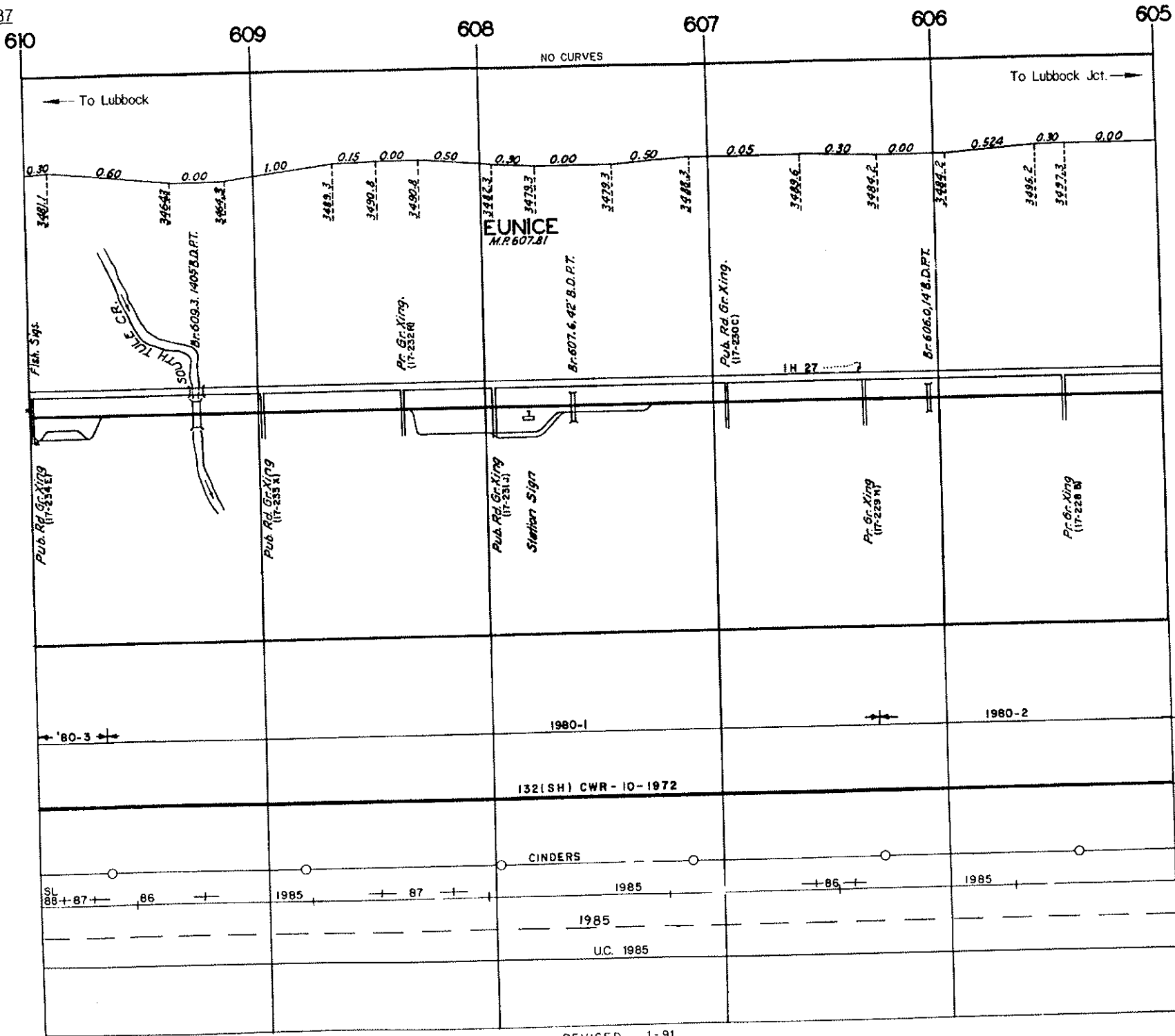
U.T.P. 1984

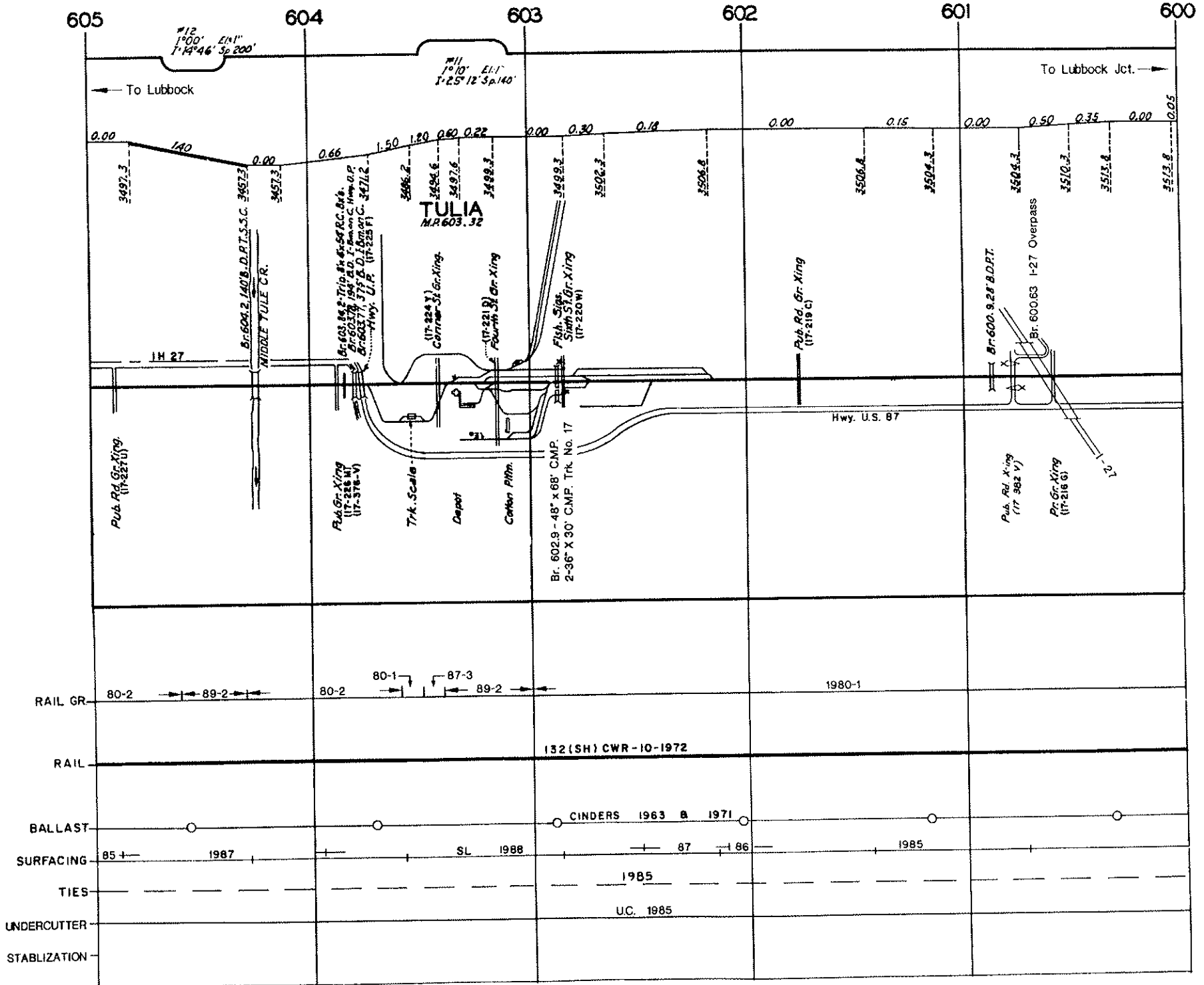
U.C. 1986

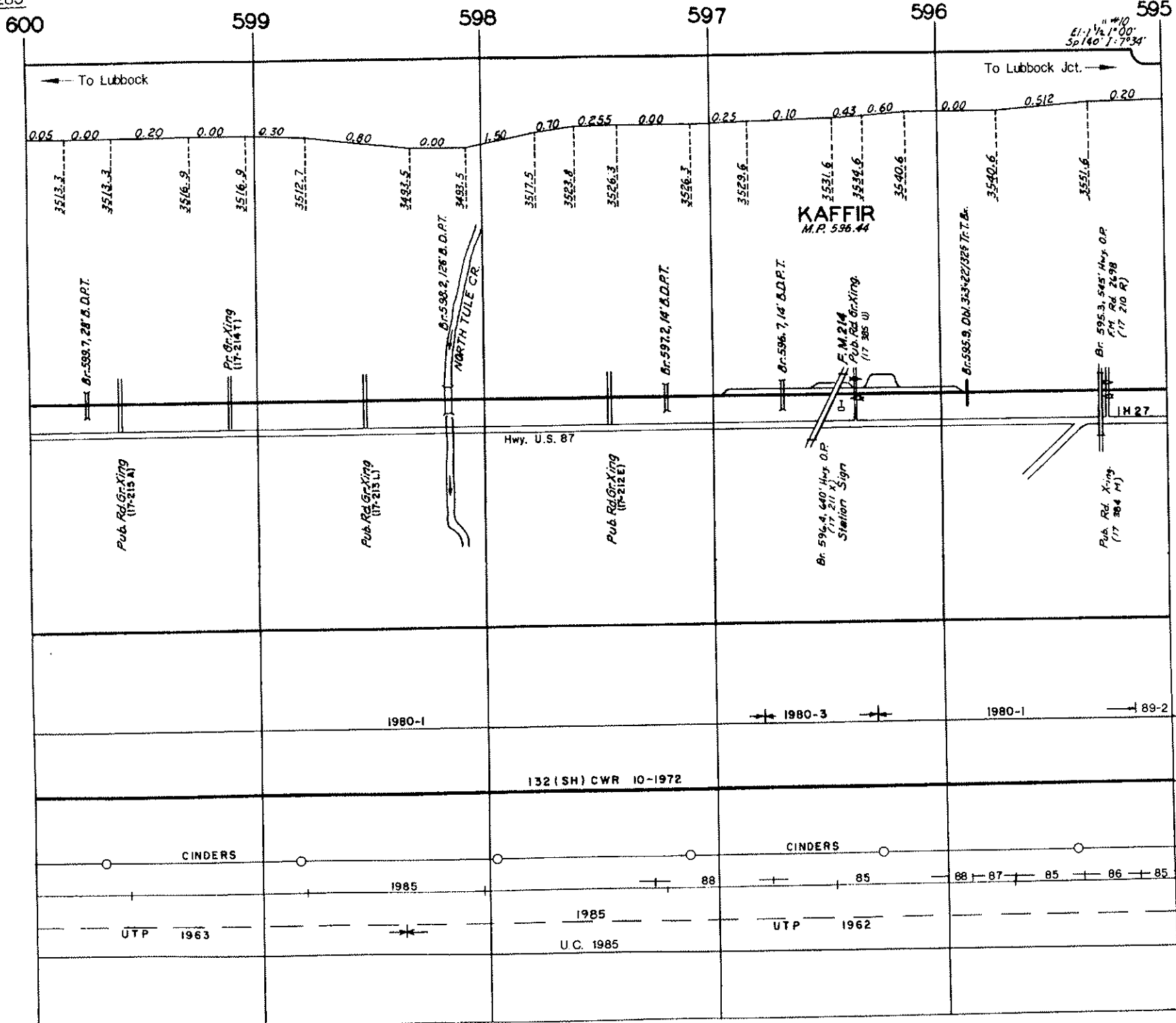
STABILIZATION

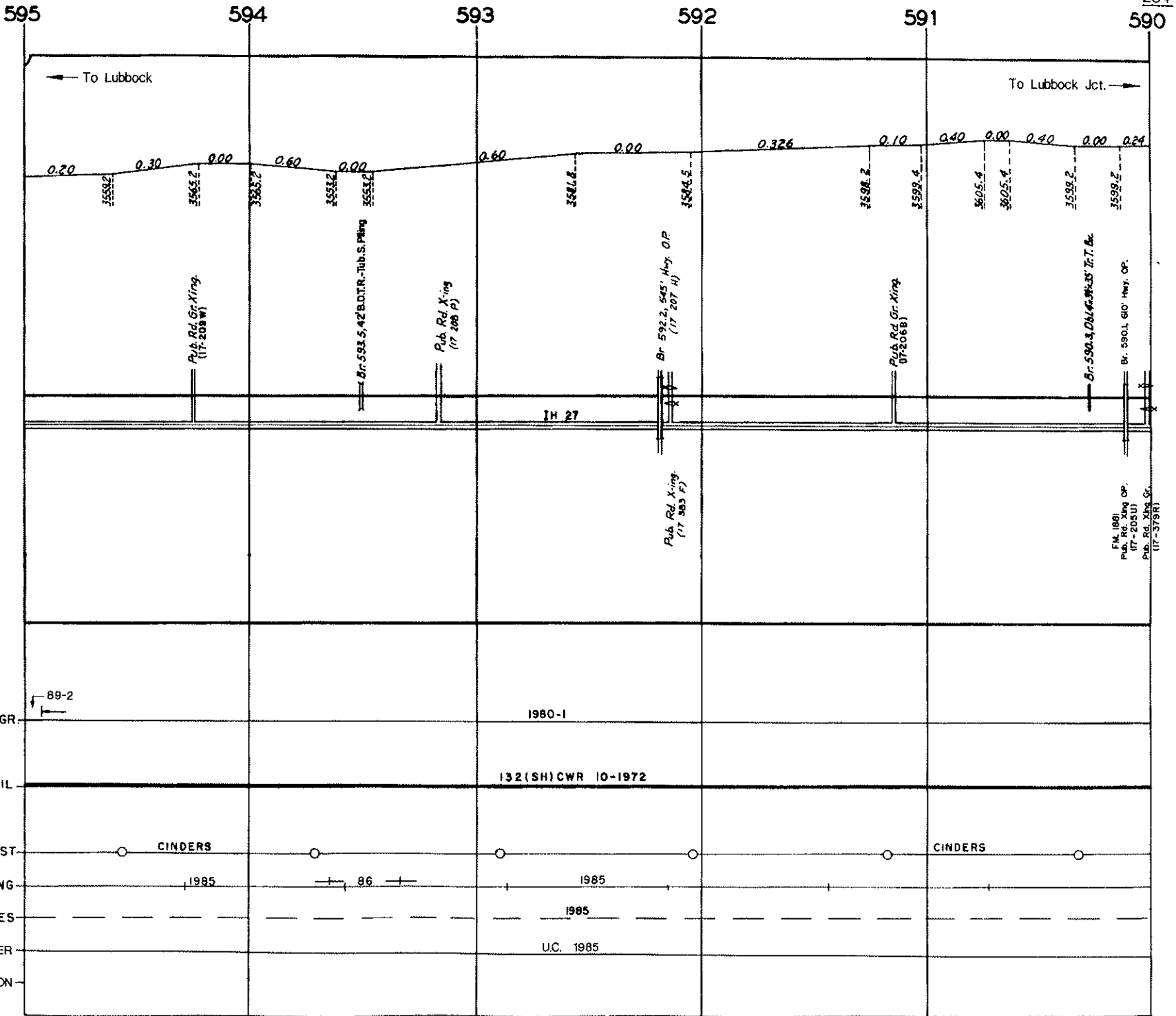












590

589

588

587

586

585

To Lubbock

To Lubbock Jct.

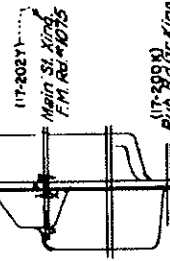
#9
1°00' 21 1/2"
1:6°58' 3p 200'

0.24 0.00 0.20 0.00 0.50 0.40 0.30 0.00 0.25 0.00 0.60 0.40 0.00 0.10 0.60 0.30 0.00 0.60 0.42

3605.7 3605.7 3601.2 3601.2 3607.2 3611.2 3617.7 3617.7 3614.2 3614.2 3652.6 3617.2 3617.2 3618.2 3618.2 3635.0 3637.7 3637.7 3655.3

HAPPY
M.P. 588.43

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



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

Pub. R2 Gr. Xing
(17-201 S)

Br. 587.1, M.D.P.T.

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

Pub. R2 Gr. Xing
(17-206 F)

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

1980-2 1980-4

1980-2

1980-1

89-2

80-1

RAIL GR.

132(SH) CWR 10-1972

RAIL

CINDERS

BALLAST

1985

88

1986

1985

SURFACING

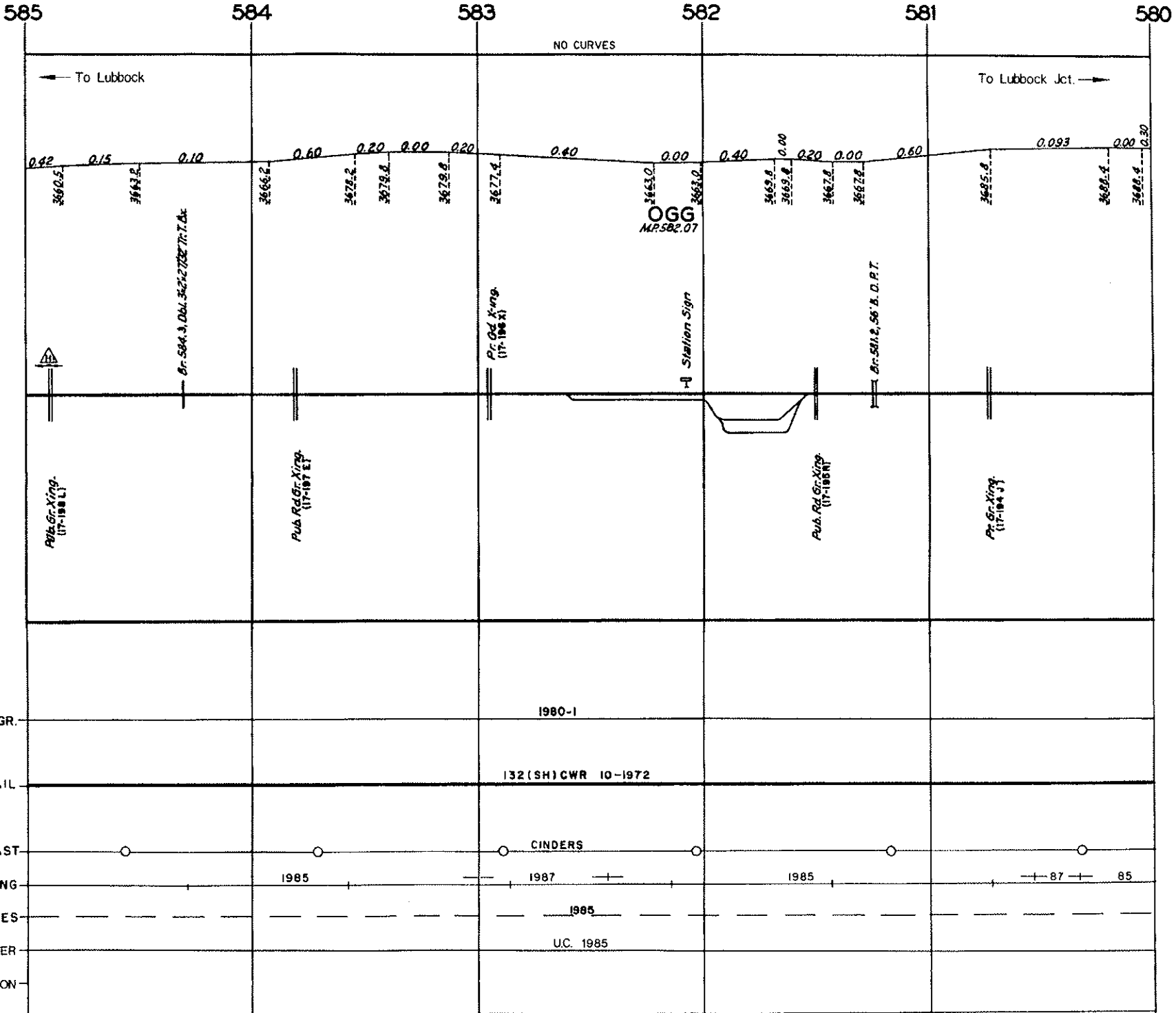
1985

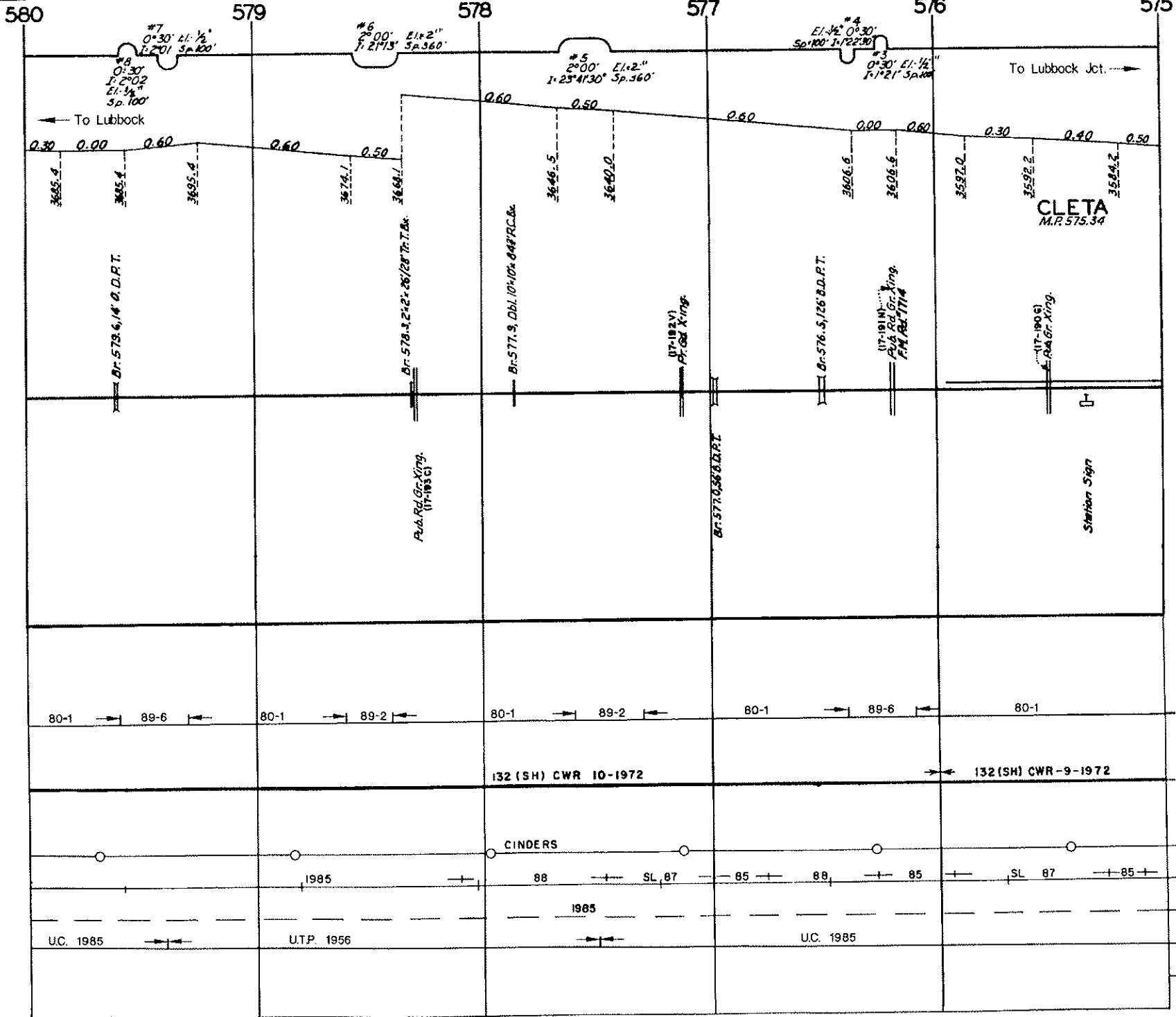
TIES

U.C. 1985

UNDERCUTTER

STABILIZATION





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"
E 66°36'
S 2°00'
E 66°36'

T.C.S.
3553.4
3538.3
3521.6

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

Br. 569.6, DM. 24' 27" x 65' R.C.P.
B. DM. 24' x 16' R.C.P. RT
24' x 28' R.C.P. LT
Sigs. 168 RA, BRB.
4-1 SWS.
1 Sigs. 168 L.
Hwy. U.S. 87 B60 To Amarillo (14-7037)
Br. 569.2, 36' x 25' C.I.P. B
36' x 40' x 32' R.C.P.
JCT. L. SW
Signal Br.
Cant. Sig. 164 L.
To Lubbock U.S. 87
Br. 569.4, 169 Hwy. U.P.
B.D.W.F. 10m. on C.

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)

Intentionally Blank