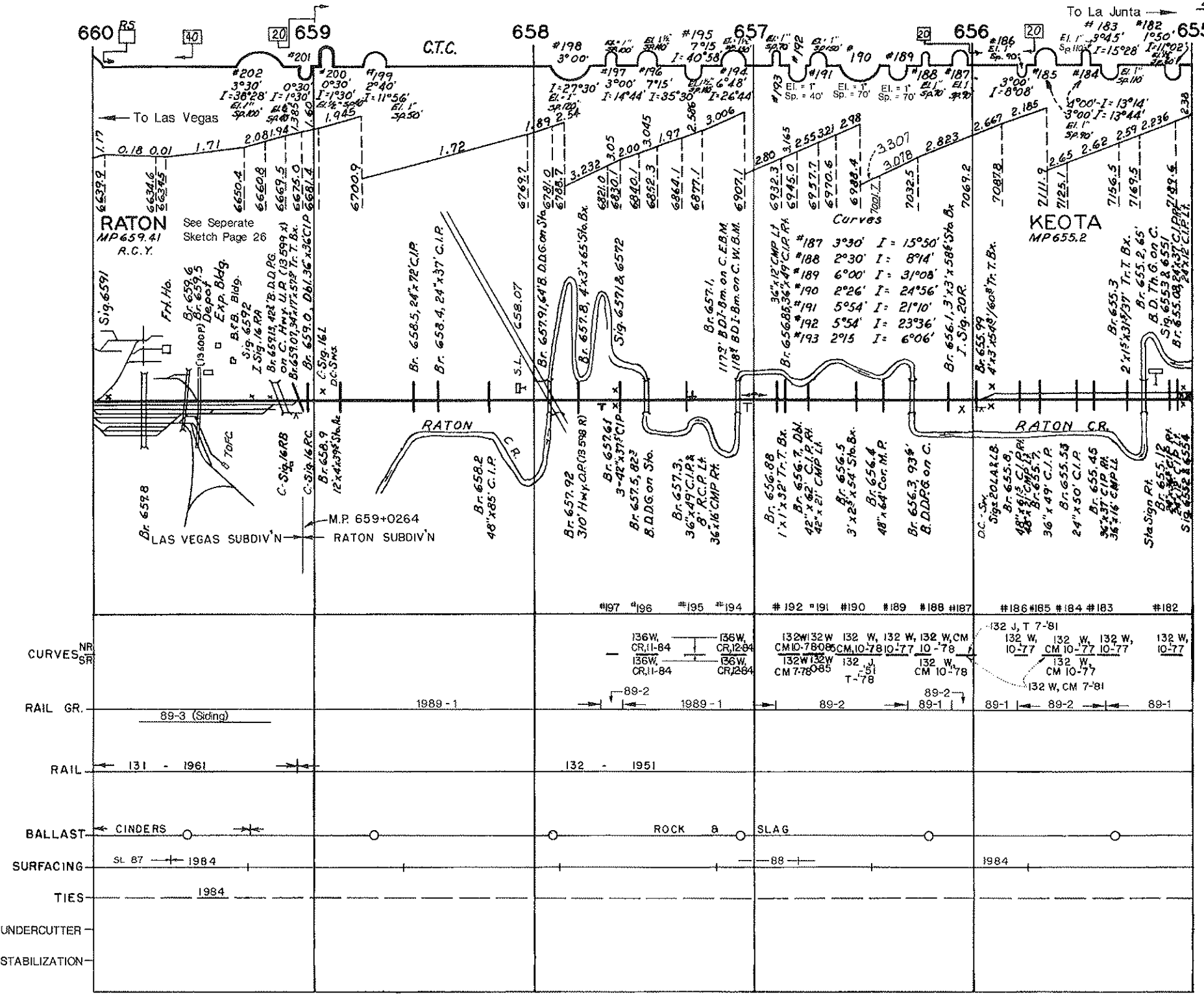


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660 RS

40

20 659

C.T.C.

658

657

20 656

20 655

To La Junta

To Las Vegas

RATON
MP 659.41
R.C.Y.

See Separate
Sketch Page 26

KEOTA
MP 655.2

Br. 659.8
LAS VEGAS SUBDIV'N

M.P. 659+0264
RATON SUBDIV'N

CURVES
NR
SR

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

#197 #196 #195 #194 #192 #191 #190 #189 #188 #187 #186 #185 #184 #183 #182

136W, CR, 11-84	136W, CR, 12-84	132W, 132W, 132W, CM 10-78	132W, 132W, 132W, CM 10-77	132W, 132W, 132W, CM 10-77	132W, 132W, 132W, CM 10-77	132W, 132W, 132W, CM 10-77
-----------------	-----------------	----------------------------	----------------------------	----------------------------	----------------------------	----------------------------

89-2 1989-1 89-2 89-1 89-1 89-2 89-1

89-3 (Siding)

131 - 1961

132 - 1951

CINDERS

ROCK

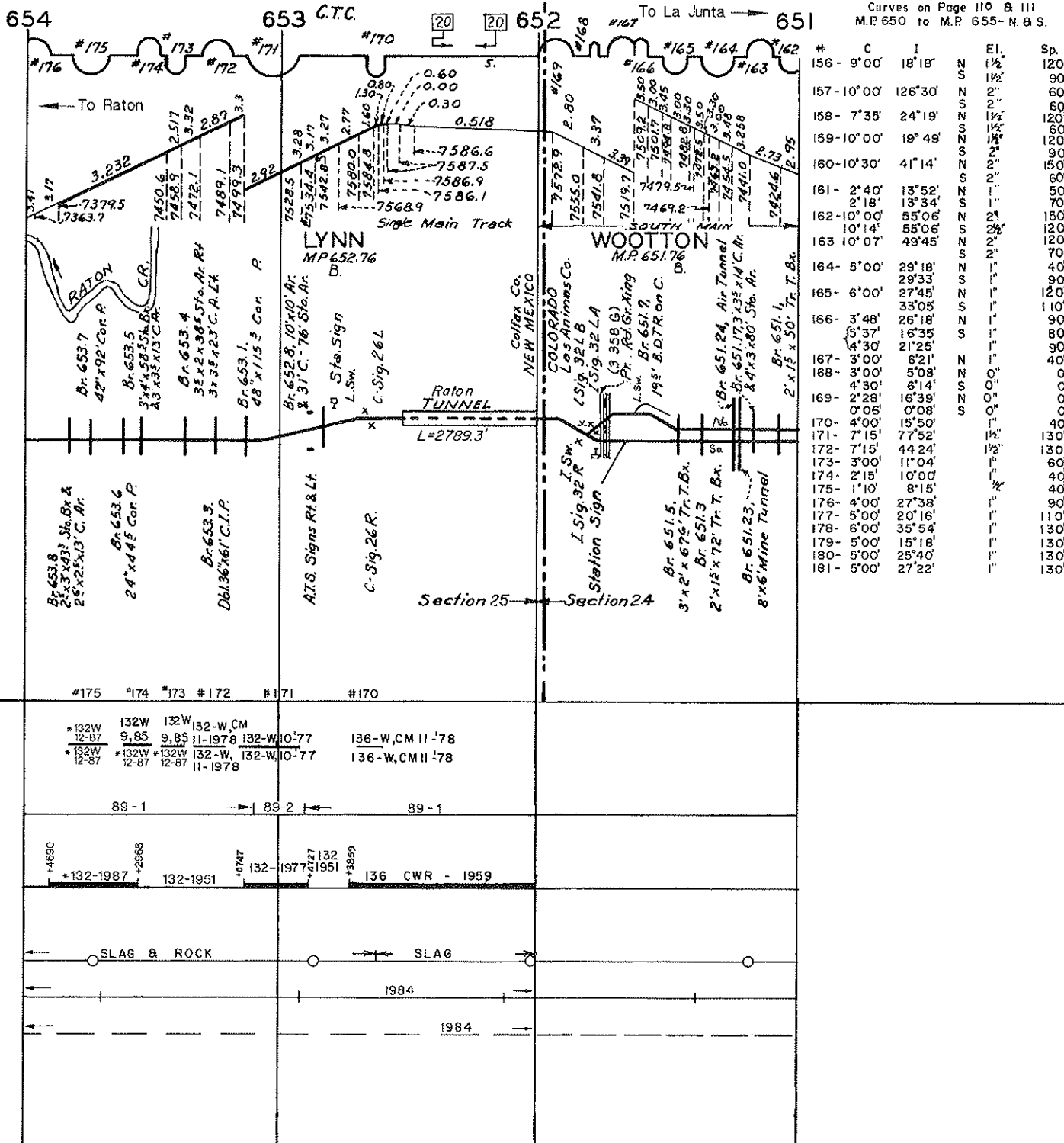
SLAG

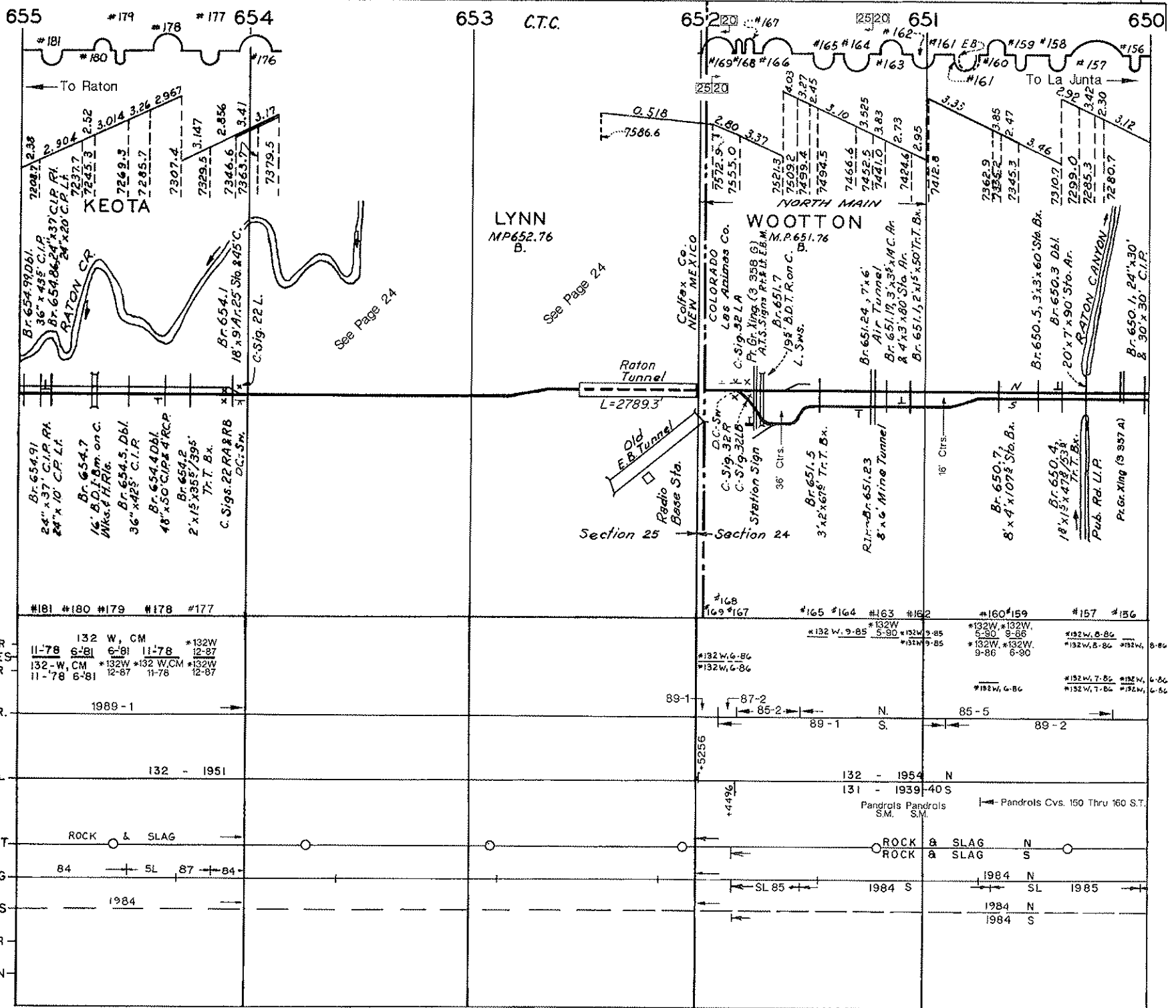
SL 87 1984

88

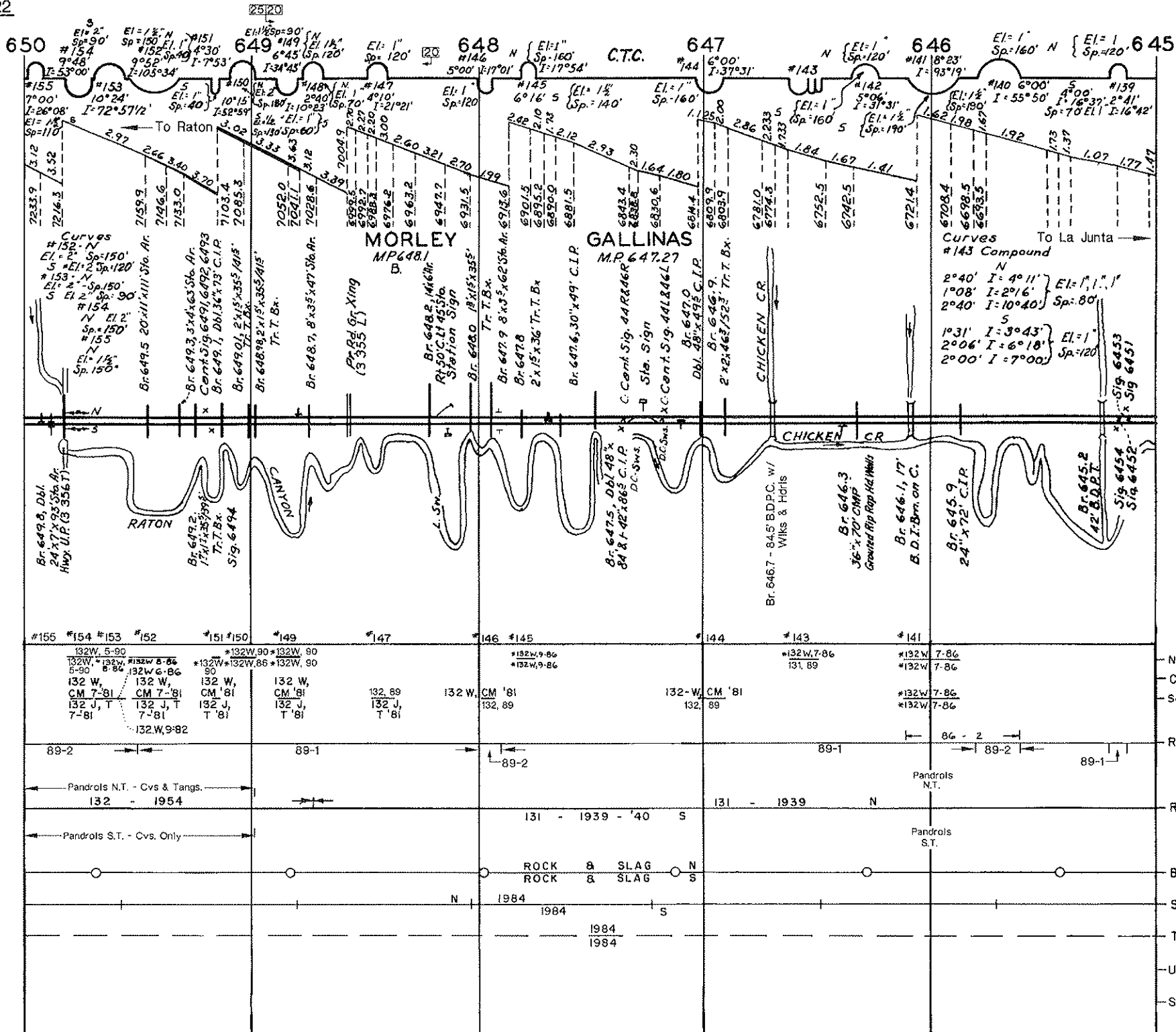
1984

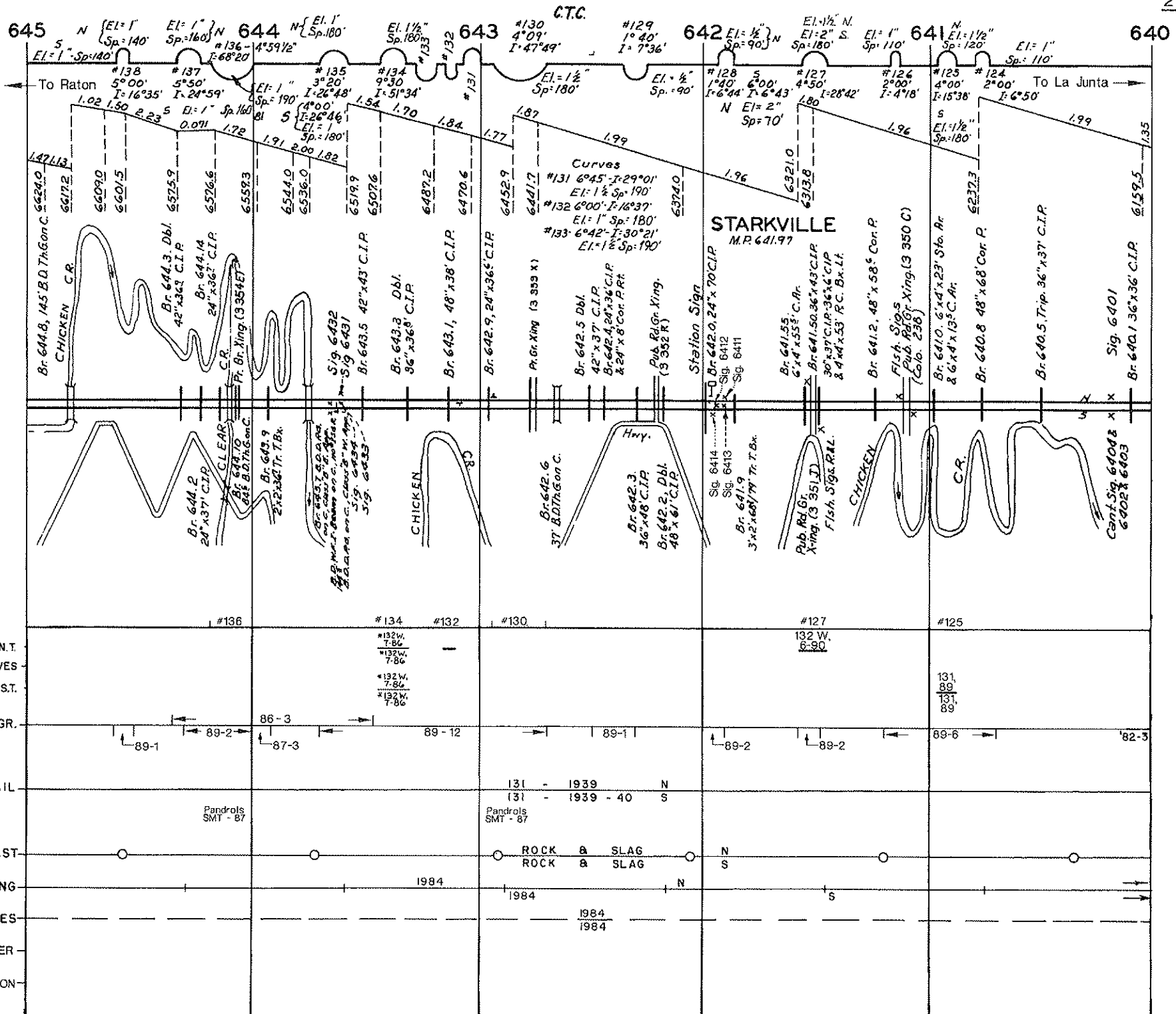
1984



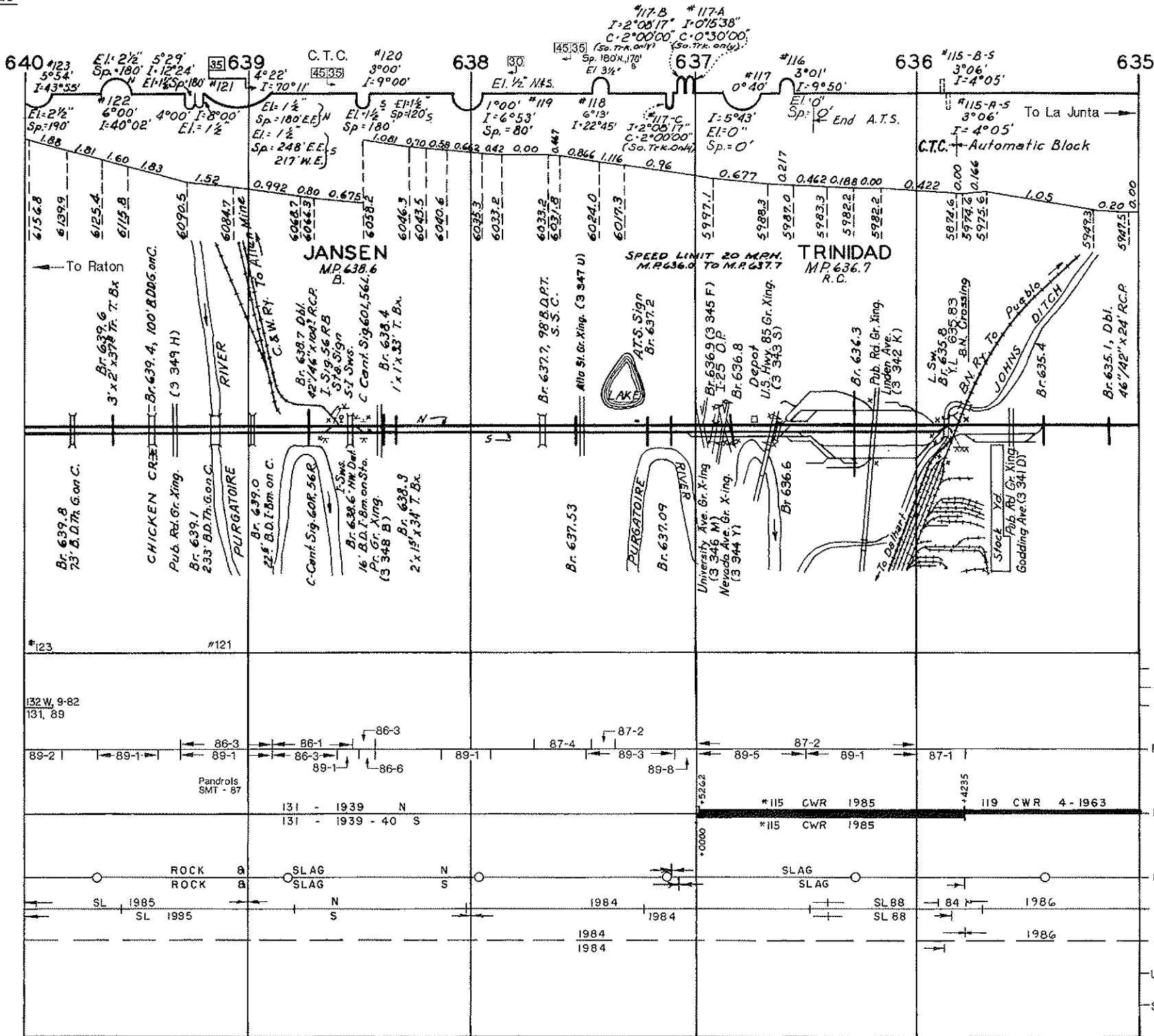


	#181	#180	#179	#178	#177		#168	#167	#165	#164	#163	#162	#160	#159	#157	#156
NR			132 W, CM		*132W				*132W	*132W	*132W	*132W	*132W	*132W	*132W	*132W
CURVES	11-78	6-81	6-81	11-78	12-87				9-85	9-85	9-85	9-85	9-86	6-90	8-86	8-86
SR	11-78	6-81	12-87	11-78	12-87				9-85	9-85	9-85	9-85	9-86	6-90	8-86	8-86
RAIL GR.			1989-1				89-1	87-2	85-2	89-1	N	85-5			89-2	
RAIL			132 - 1951							132 - 1954	N					
											131 - 1939-40 S					
BALLAST			ROCK & SLAG								Pandrols S.M.	Pandrols S.M.			Pandrols Cvs. 150 Thru 160 S.T.	
SURFACING			84	SL	87	84									1984 N	
TIES			1984												1984 N	
UNDERCUTTER															1984 S	
STABILIZATION																

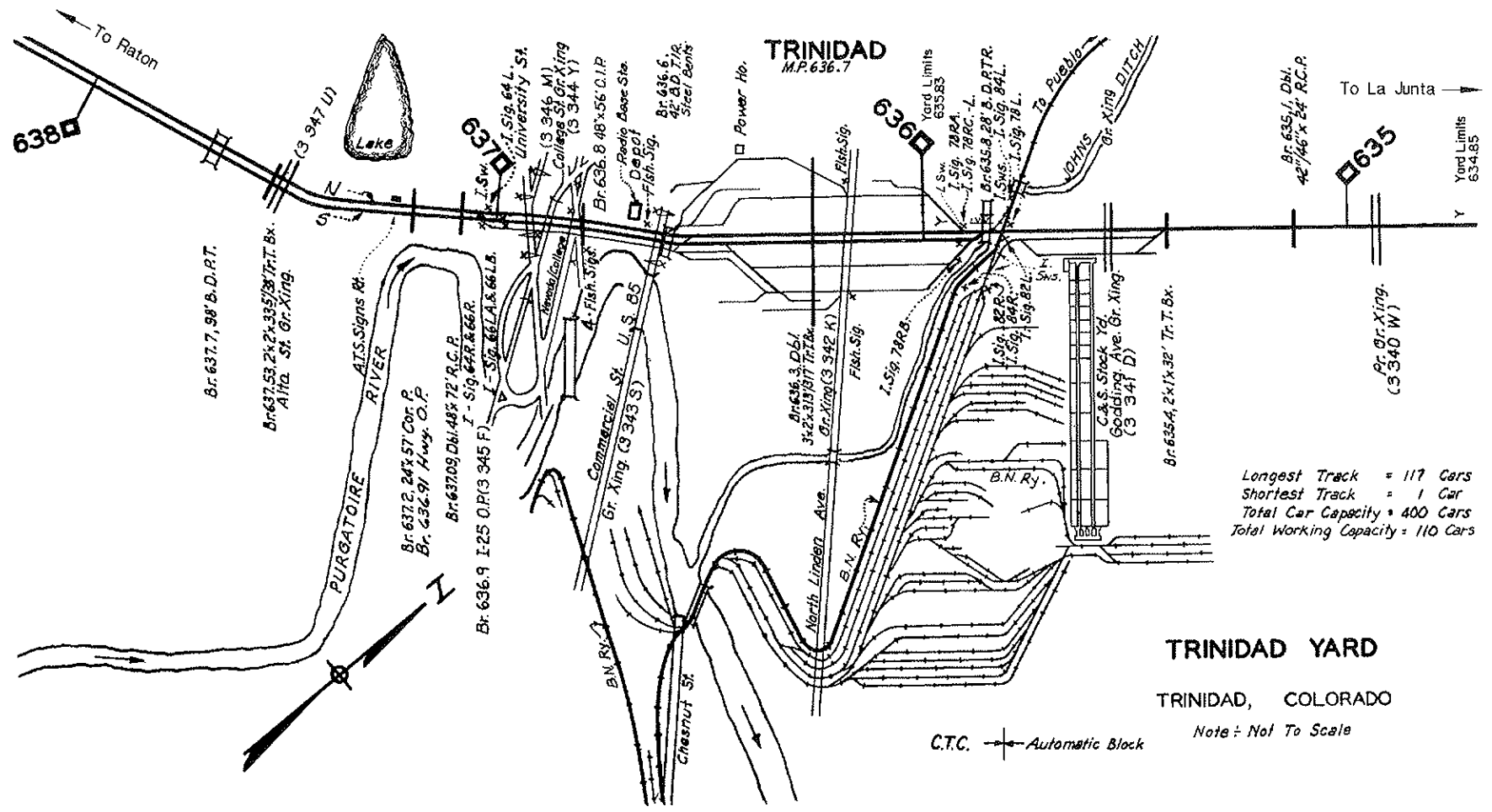




NR.N.T.									
CURVES									
NR.S.T.									
RAIL GR.	89-1	89-2	87-3	89-12	89-1	89-2	89-2	89-6	82-3
RAIL					131 - 1939				
BALLAST					ROCK & SLAG				
SURFACING				1984	1984				
TIES					1984				
UNDERCUTTER									
STABILIZATION									



- No. Trk. NR
- SR
- CURVES
- So. Trk. NR
- SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION



Longest Track = 117 Cars
 Shortest Track = 1 Car
 Total Car Capacity = 400 Cars
 Total Working Capacity = 110 Cars

TRINIDAD YARD

TRINIDAD, COLORADO

Note = Not To Scale

C.T.C. Automatic Block

635

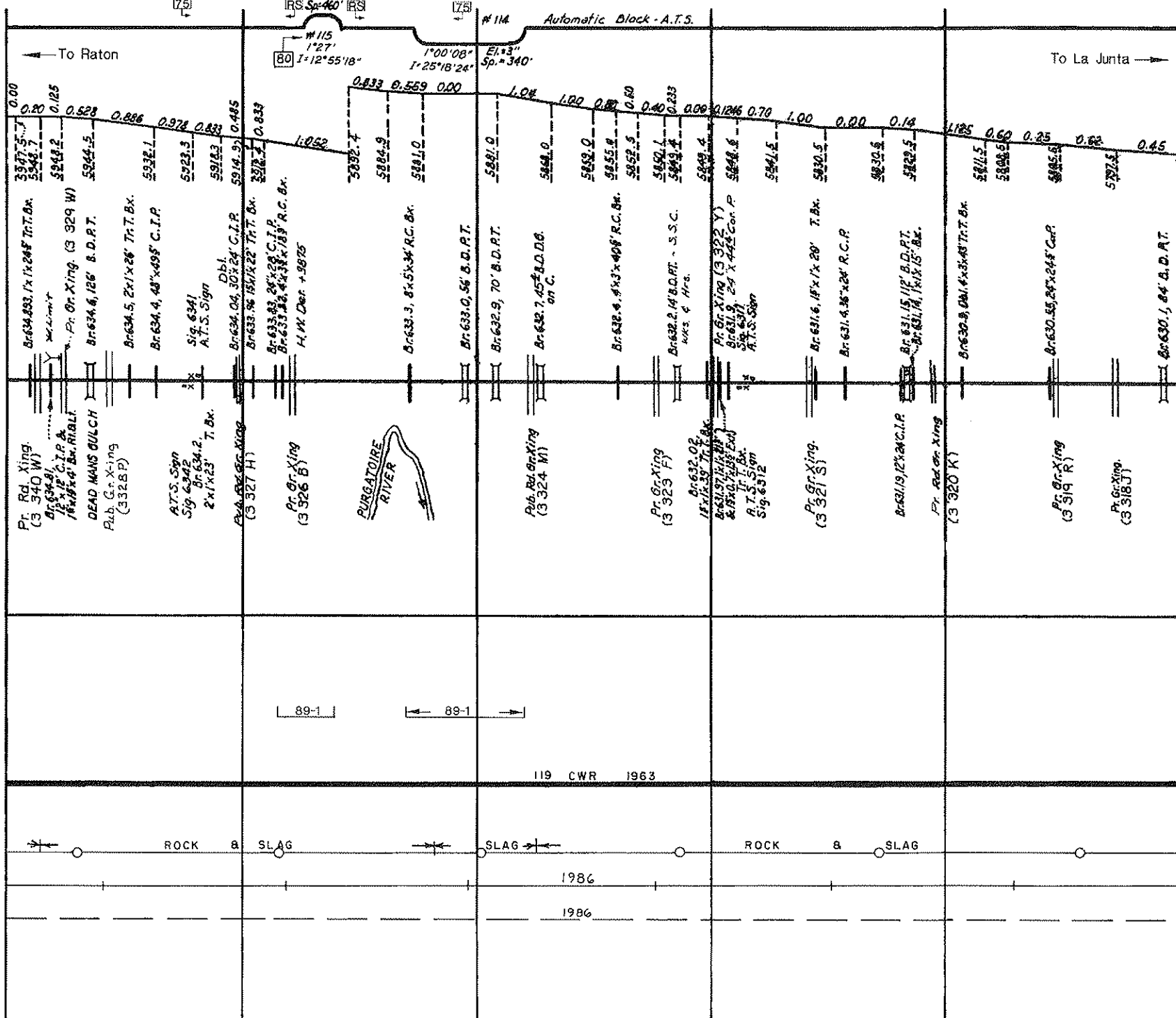
634

633

632

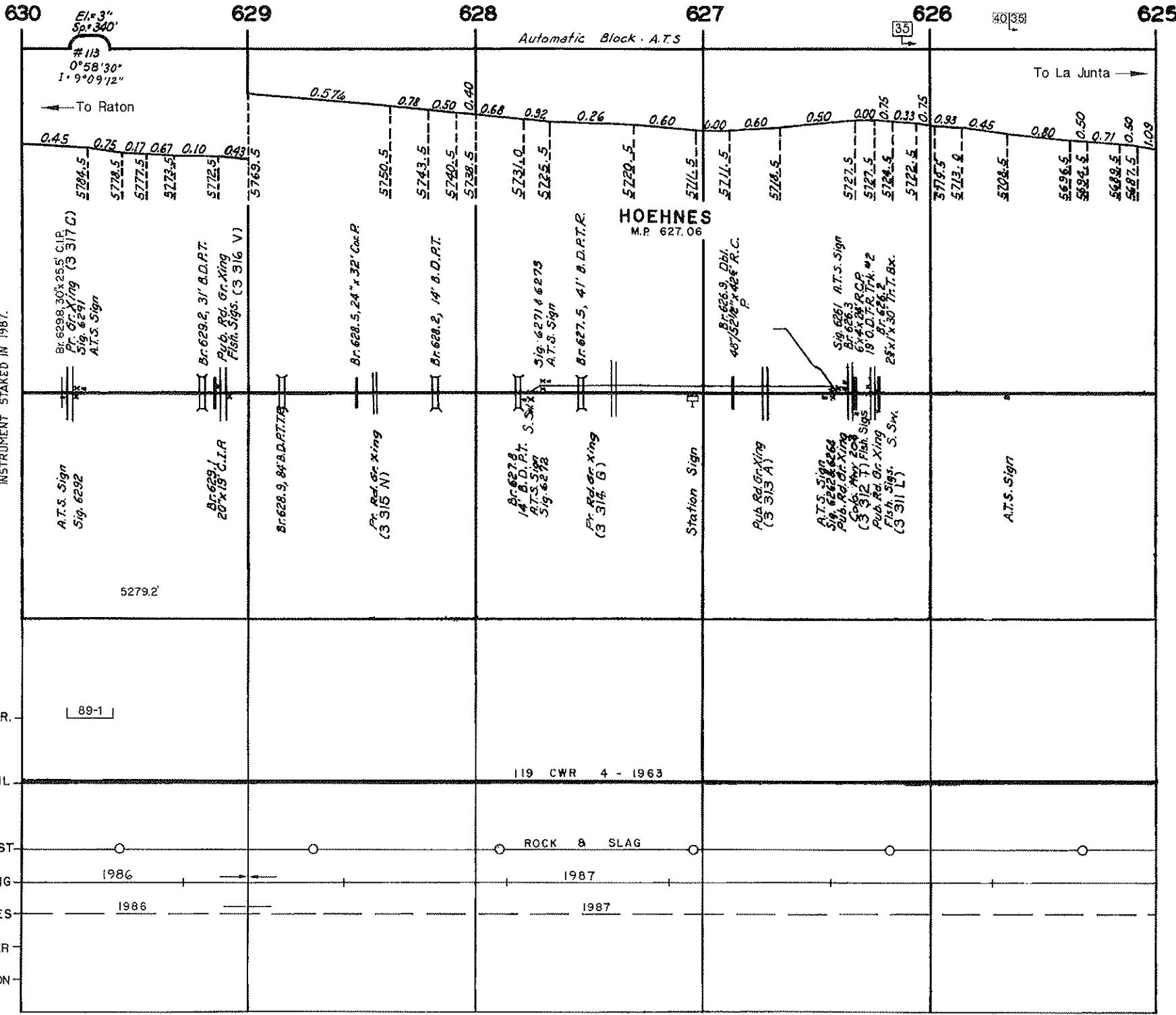
631

630



NOTE:
 M.P. 629 TO M.P. 635.8
 CURVES AND TANGENTS
 INSTRUMENT STAKED IN 1986.

RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION



NOTE: M.P. 614 TO M.P. 629,
CURVES AND TANGENTS
INSTRUMENT STAKED IN 1987.

630 $E1=3''$
 $Spt=340'$
#113
 $0^{\circ}58'30''$
 $1^{\circ}9'09'12''$
To Raton

629

628

627

626

625

0.45 0.75 0.17 0.67 0.10 0.43 5
5704.5 5724.5 5772.5 5723.5 5725.5 5769.5
5750.5 5743.5 5740.5 5739.5 5731.0 5725.5 5720.5 5714.5 5711.5 5710.5 5722.5 5727.5 5724.5 5722.5 5719.5 5713.2 5704.5 5696.5 5694.5 5689.5 5687.5 1.09

Br. 628.30x25.5' C.I.P.
P.C. Gr. Xing (3 317 C)
519.6241
A.T.S. Sign

Br. 628.2, 31' B.D.P.T.
Pub. Rd. Gr. Xing
Fish Sigs. (3 316 V)

Br. 628.2, 84' B.D.P.T. 7.75

Br. 628.5, 24' x 32' Cor. P

Pr. Rd. Gr. Xing
(3 315 N)

Br. 628.2, 14' B.D.P.T.

Pr. 627.8
14' B.D.P.T.
A.T.S. Sign
519.6292

Pr. Rd. Gr. Xing
(3 314 G)

Station Sign

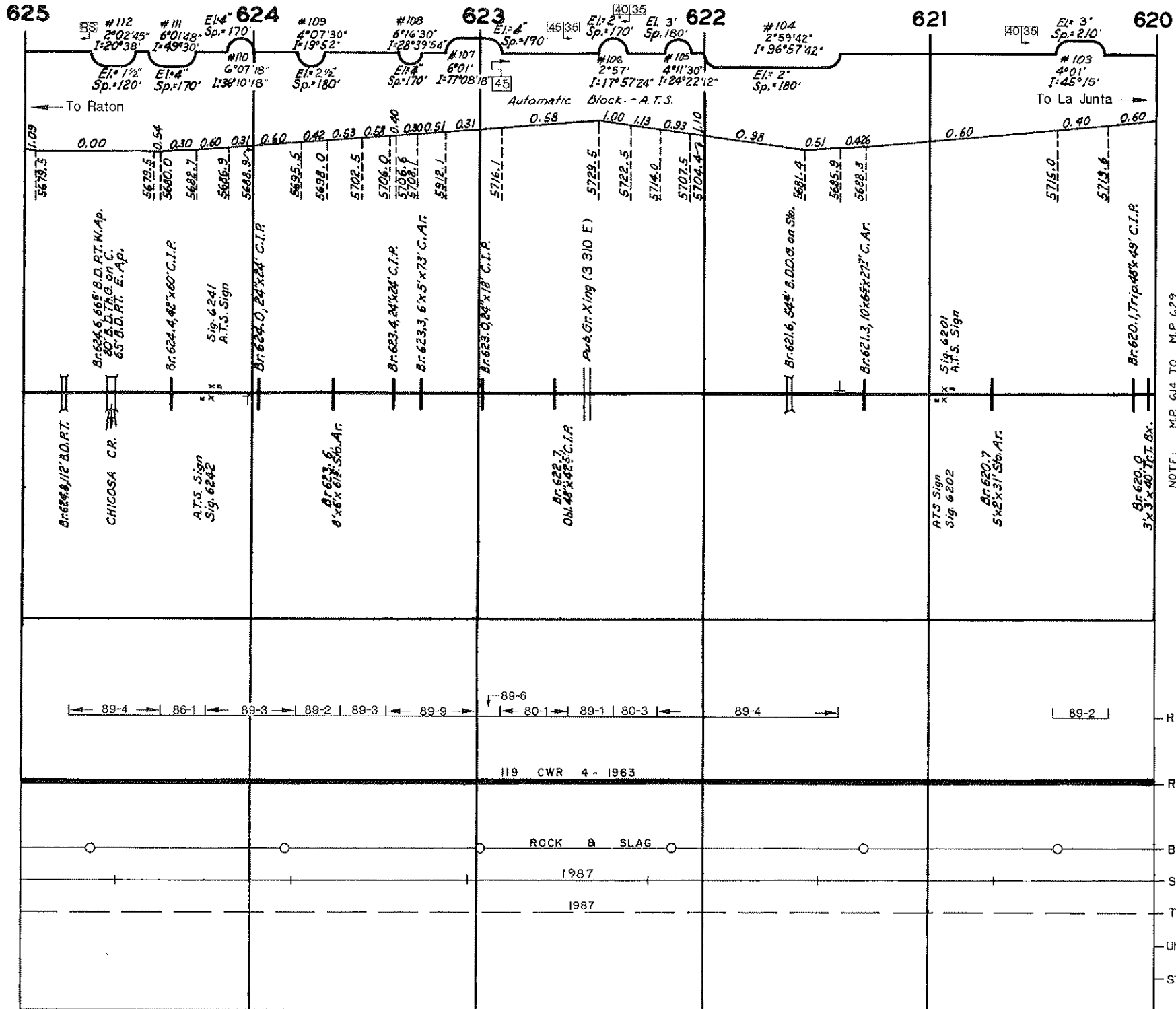
Pub. Rd. Gr. Xing
(3 313 A)

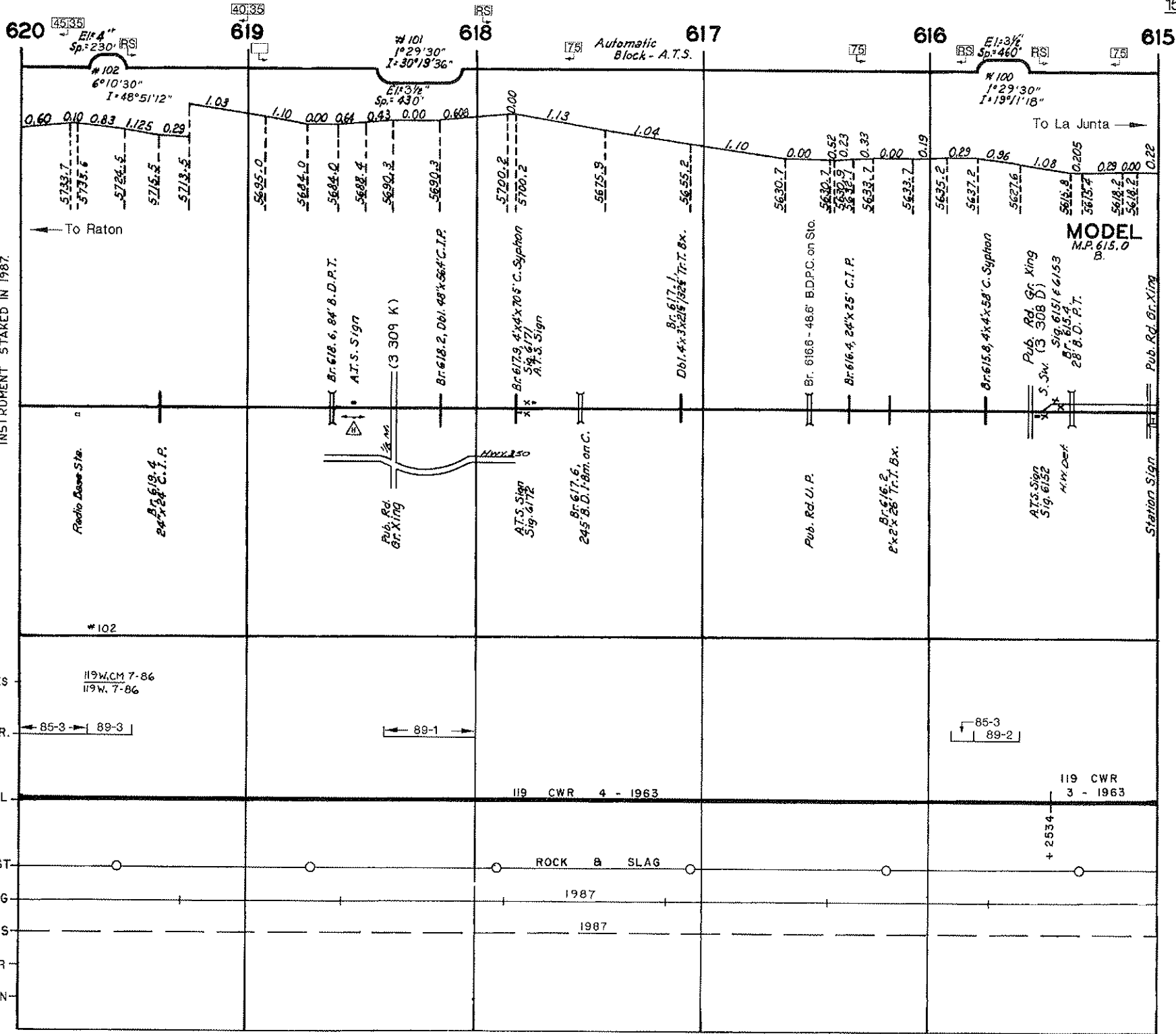
A.T.S. Sign
Sig. 626.2 & 626.4
Pub. Rd. Gr. Xing
519.6208
(3 312 T) Fish Sigs
Pub. Rd. Gr. Xing
Fish Sigs
(3 311 L) S. Sw.

Br. 626.9, Dbl.
48' 52' 18" x 42' R.C.

Sig. 626.1 A.T.S. Sign
Br. 626.3
Pr. Rd. Gr. Xing
(3 312 T) Fish Sigs
18' 0" D.P.T. 1.1
25' x 12' 30" T. Bx.

A.T.S. Sign





NOTE: M.P. 614 TO M.P. 629,
CURVES AND TANGENTS
INSTRUMENT STAKED IN 1987.

NR
SR
CURVES

119W.CM 7-86
119W. 7-86

RAIL GR.

← 85-3 → | 89-3 |

← 89-1 →

← 85-3 → | 89-2 |

RAIL

119 CWR 4 - 1963

119 CWR
3 - 1963

BALLAST

ROCK & SLAG

+ 2534 -

SURFACING

1987

TIES

1987

UNDERCUTTER

STABILIZATION

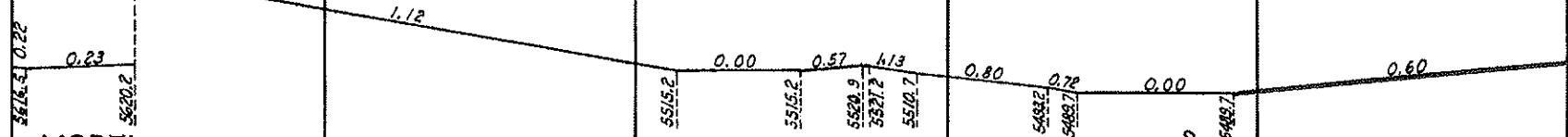
615 614 613 Automatic Block 612 611 610

NO CURVES

Automatic Block
A. T. S.

To Raton

To La Junta



MODEL
M.P. 615.0

Br 614.6
4' x 4' x 8' C. Siphon
Sig. 6141 & 6144
A.T.S. Sign

Br 613.8
Dbl. 30' x 36' x 25' C. Ar

Pub. Rd. Gr. Xing
Sig. 6121 (3 306 P)

Br 611.2, 98' B.D.T.R.
on S.H.P.
At W. Clerk

Sig. 6101

Br 614.3, 20' x 18' C.T.P.
2' x 2' x 5' R.C. Bx.

A.T.S. Sign
S. Sw. Sig. 6143

U.S. Hwy 350

A.T.S. Sign
Sig. 6122

Br 610.5
22' x 25' Tr. T. Bx.
A.T.S. Sign
Sig. 6102

NOTE: M.P. 614 TO M.P. 629,
CURVES AND TANGENTS,
INSTRUMENT STAKED IN 1987.
M.P. 614 TO M.P. 571.9,
INSTRUMENT STAKED IN 1986.

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

ROCK & SLAG

SLAG

ROCK & SLAG

SLAG

1987

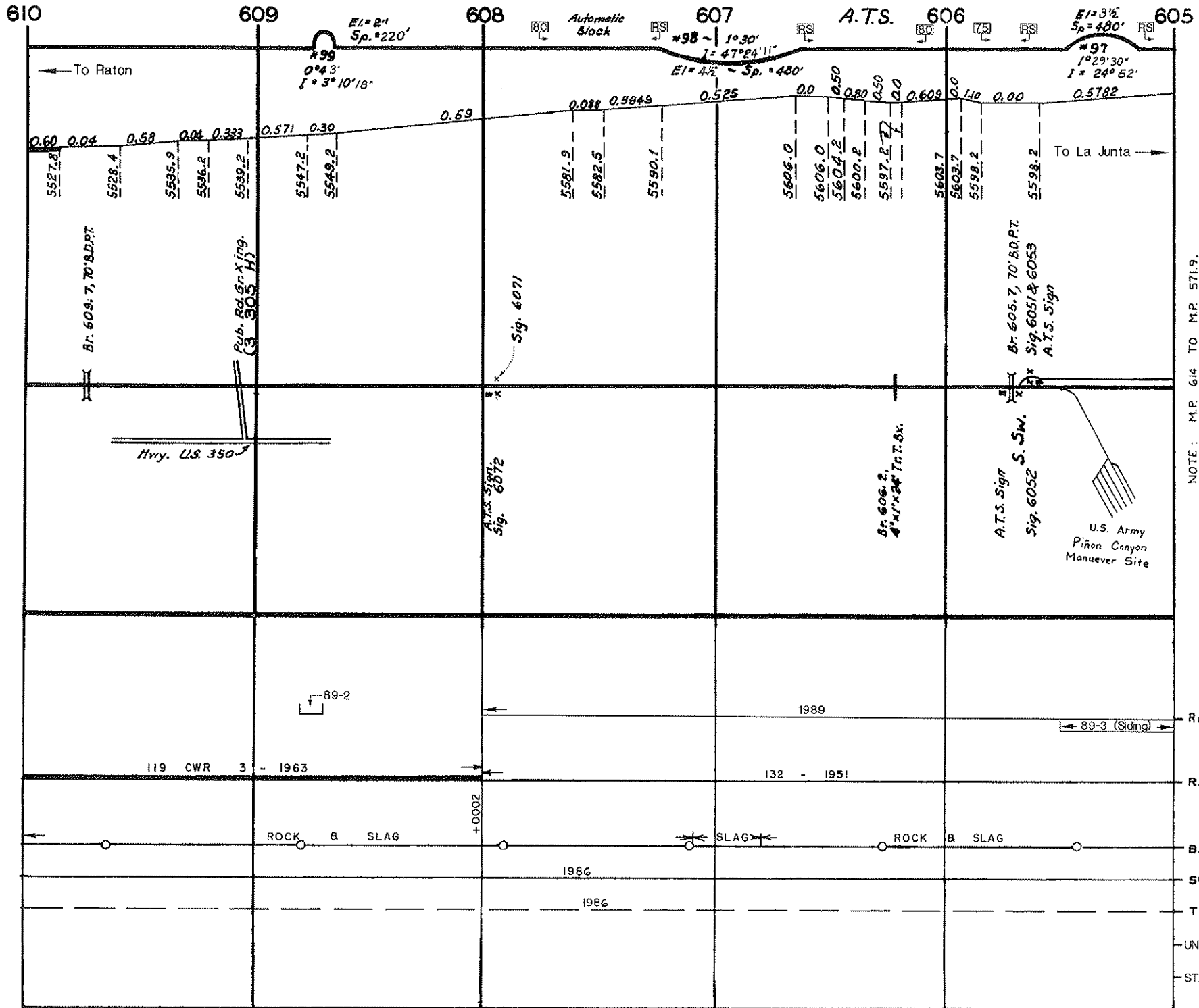
1986

1987

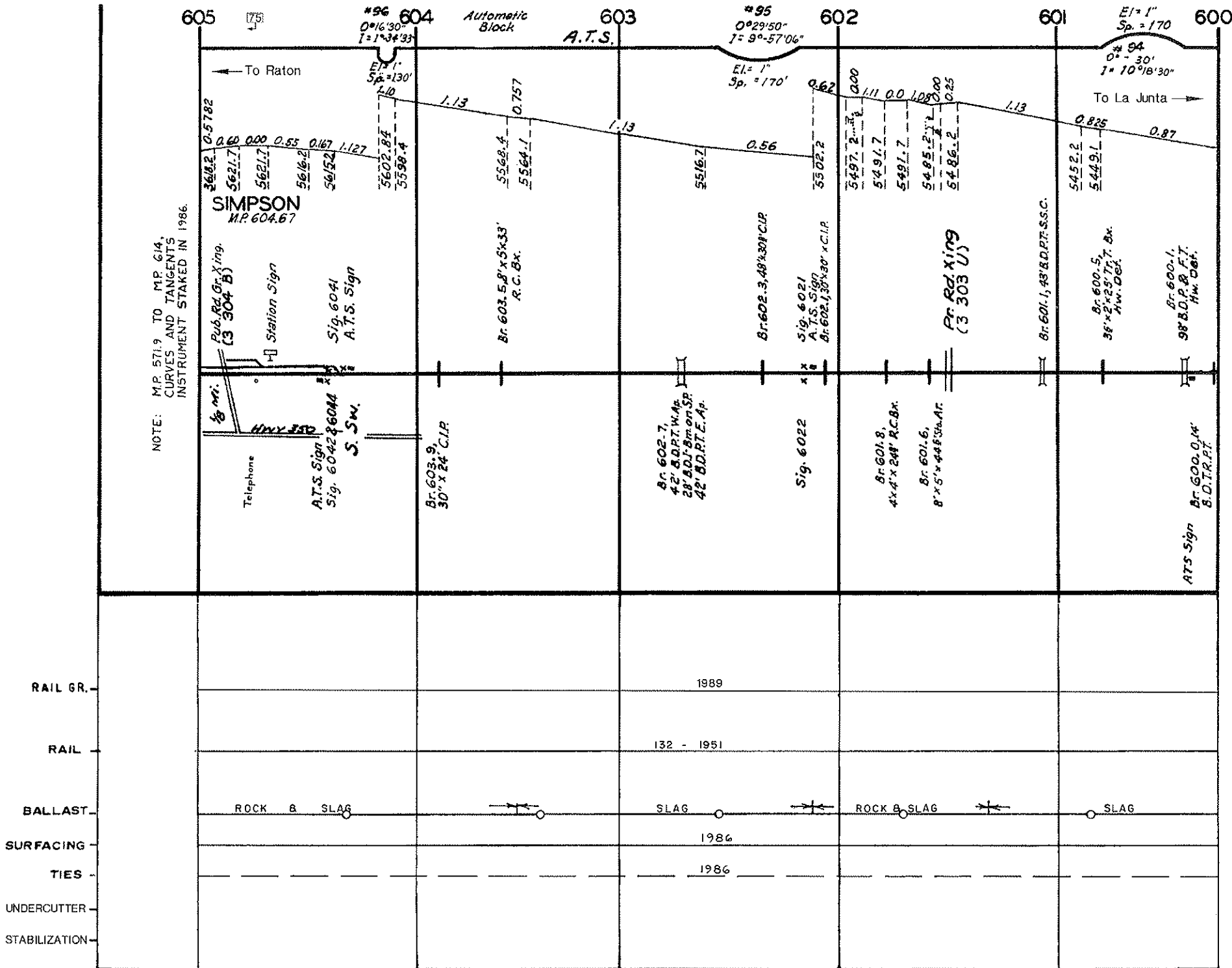
1986

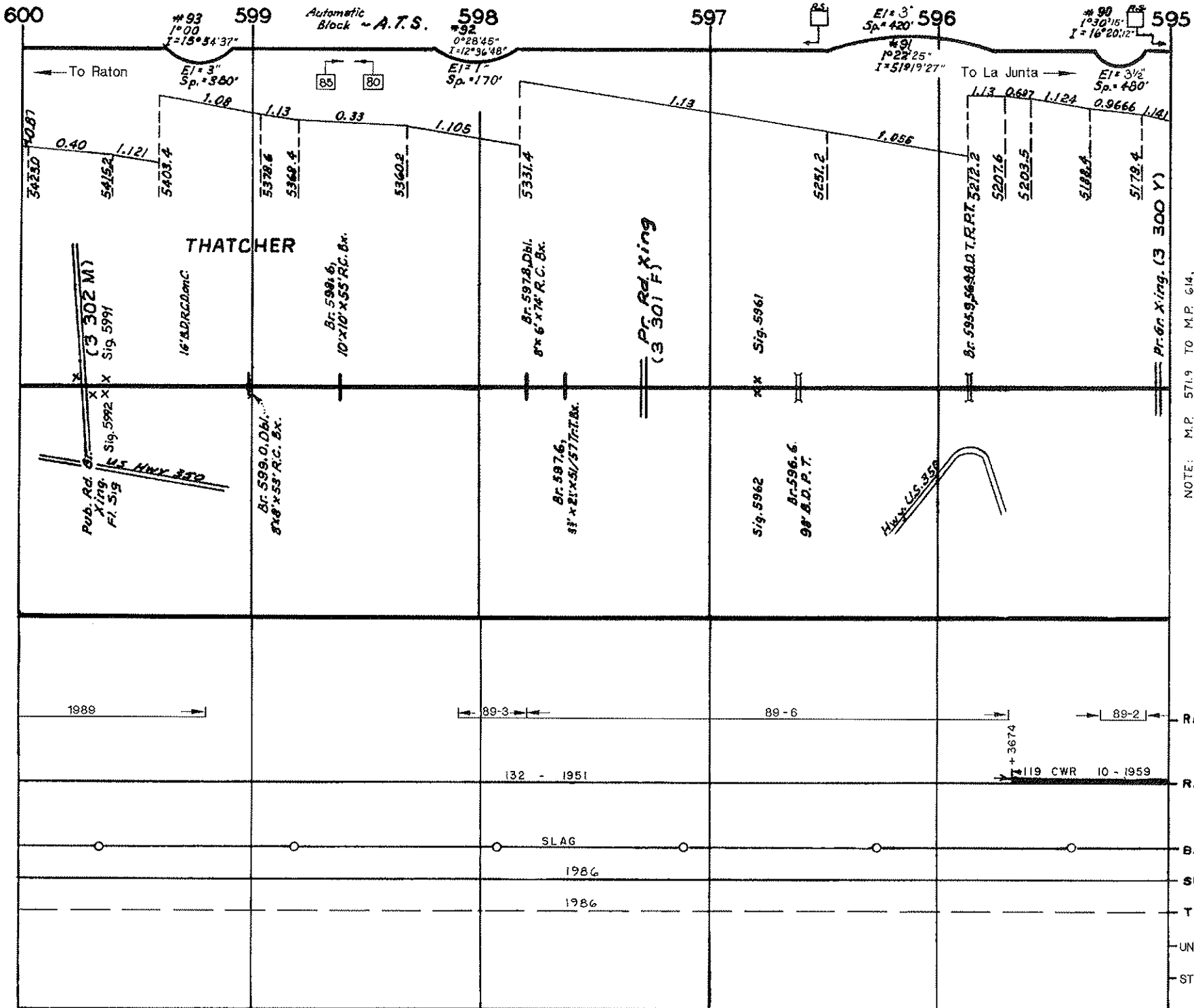
119 CWR 3 - 1963

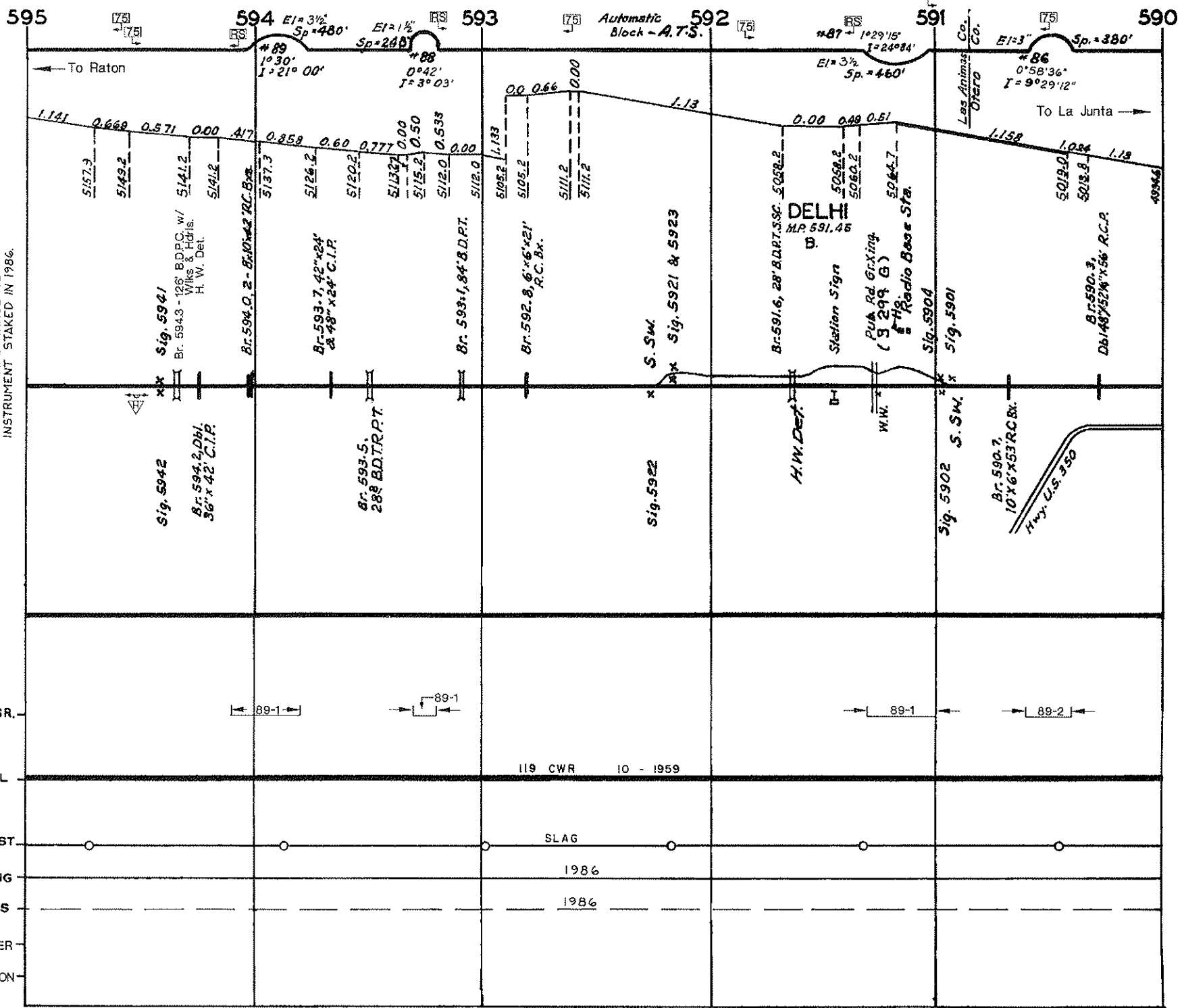
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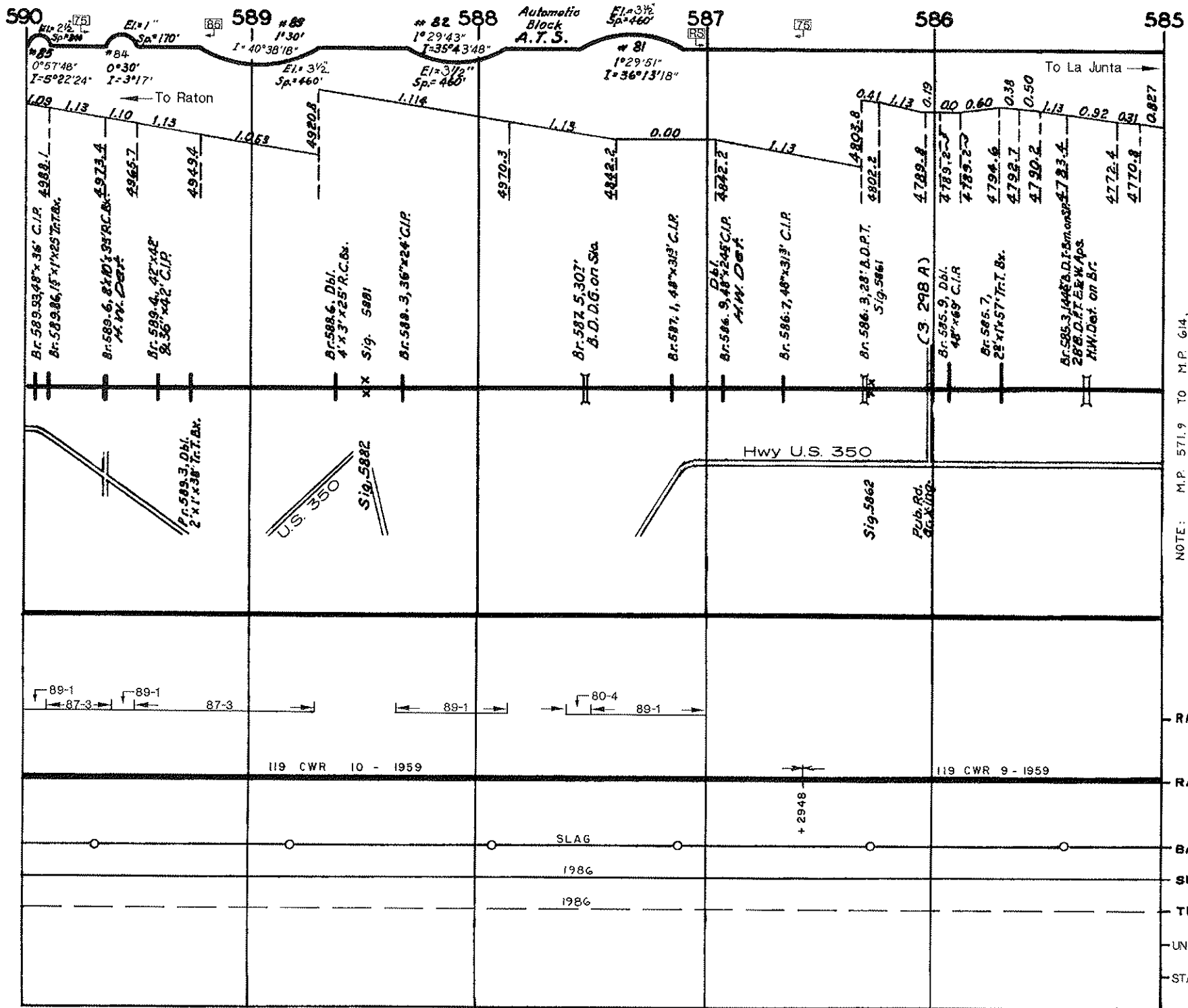
NOTE: M.P. 614 TO M.P. 571.9,
CURVES AND TANGENTS
INSTRUMENT STAKED IN 1986.



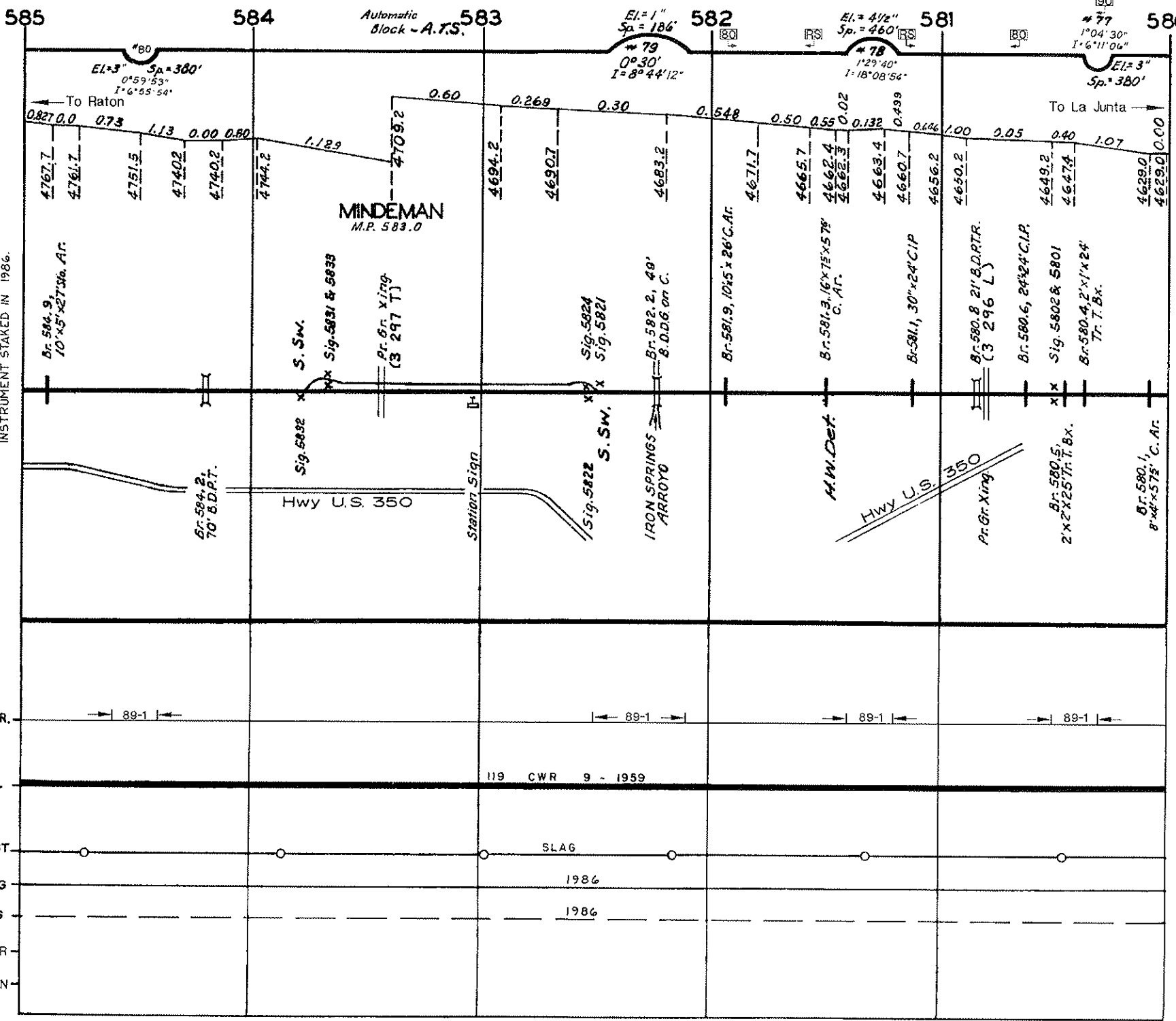




NOTE: M.P. 571.9 TO M.P. 614,
CURVES AND TANGENTS
INSTRUMENT STAKED IN 1986.



NOTE: M.P. 571.9 TO M.P. 614, CURVES AND TANGENTS INSTRUMENT STAKED IN 1986.



NOTE: M.P. 571.9 TO M.P. 614, CURVES AND TANGENTS INSTRUMENT STAKED IN 1986.

Automatic Block - A.T.S.

MINDEMAN
M.P. 583.0

Hwy U.S. 350

Station Sign

IRON SPRINGS ARROYO

Hwy U.S. 350

RAIL GR.

RAIL

BALLAST

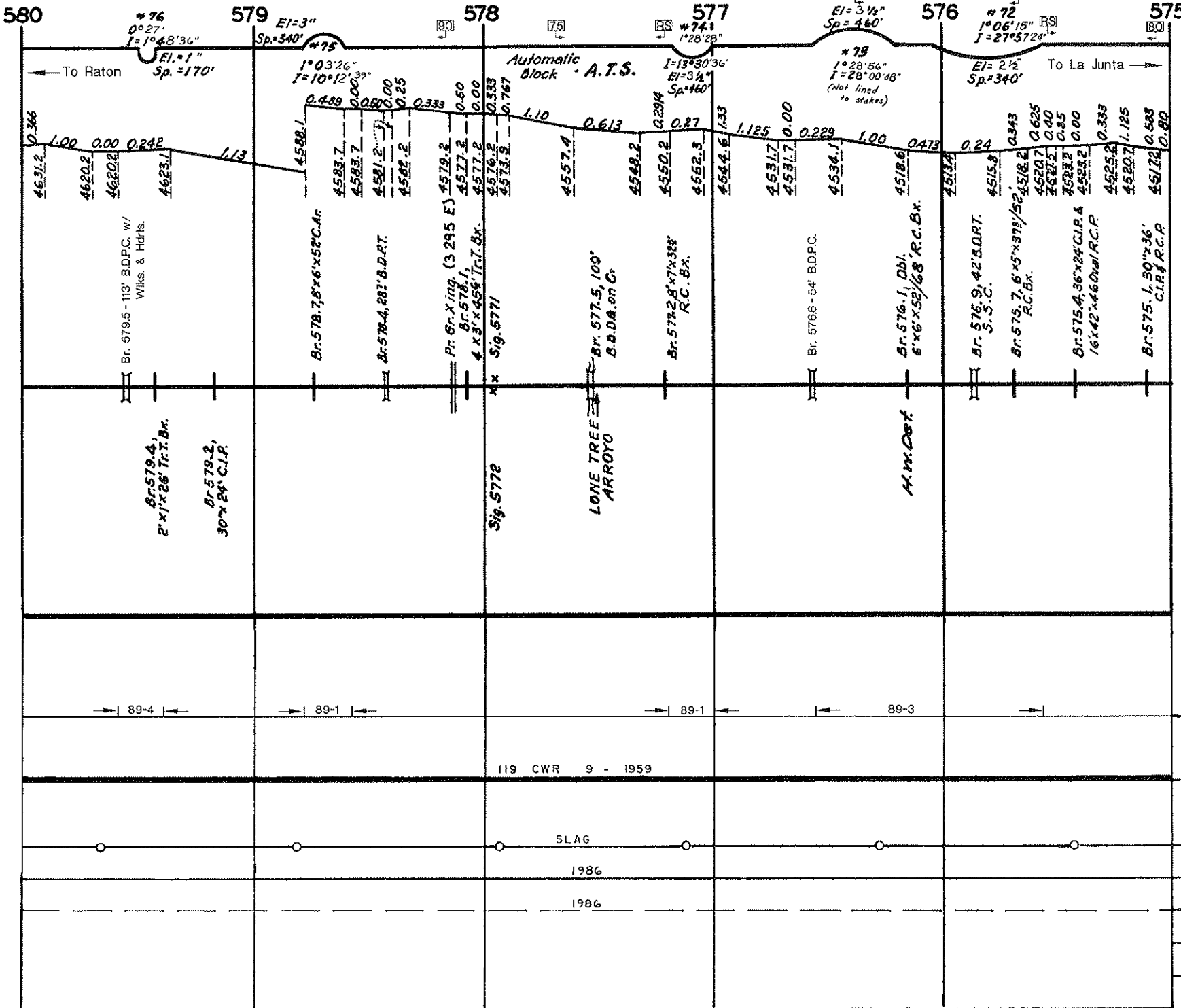
SURFACING

TIES

UNDERCUTTER

STABILIZATION

REVISED 1-91



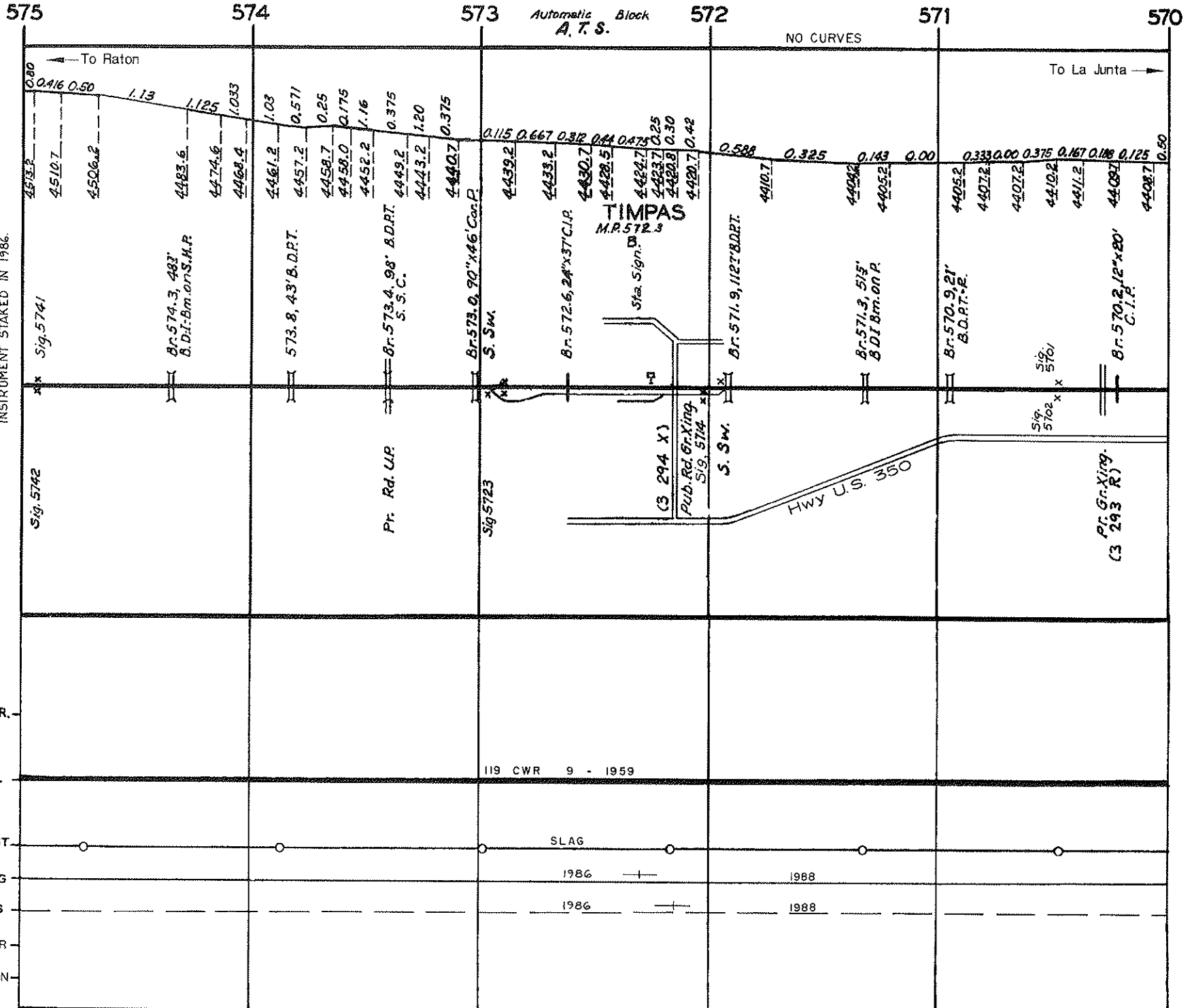
119 CWR 9 - 1959

SLAG

1986

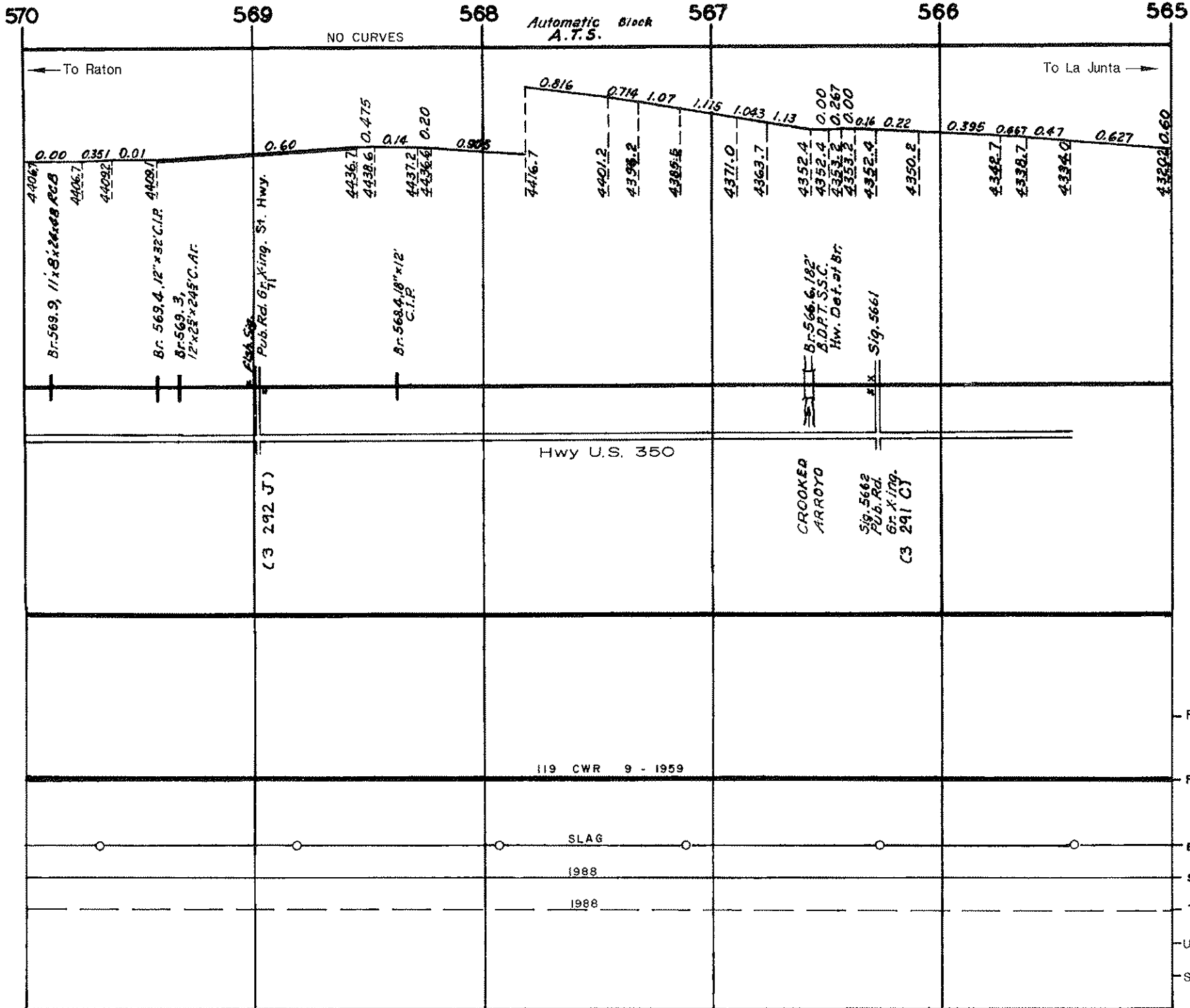
1986

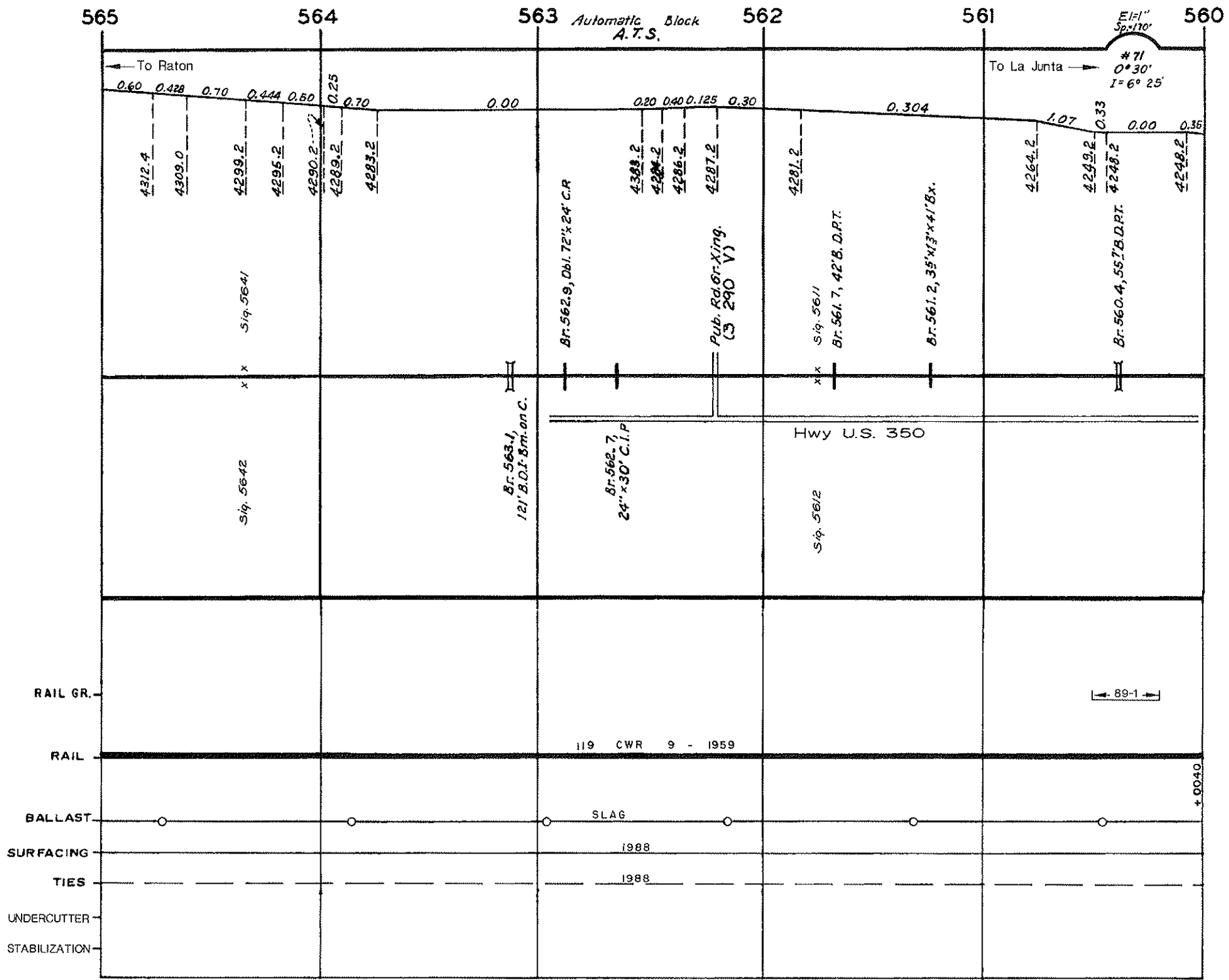
NOTE: M.P. 571.9 TO M.P. 614, CURVES AND TANGENTS INSTRUMENT STAKED IN 1986.

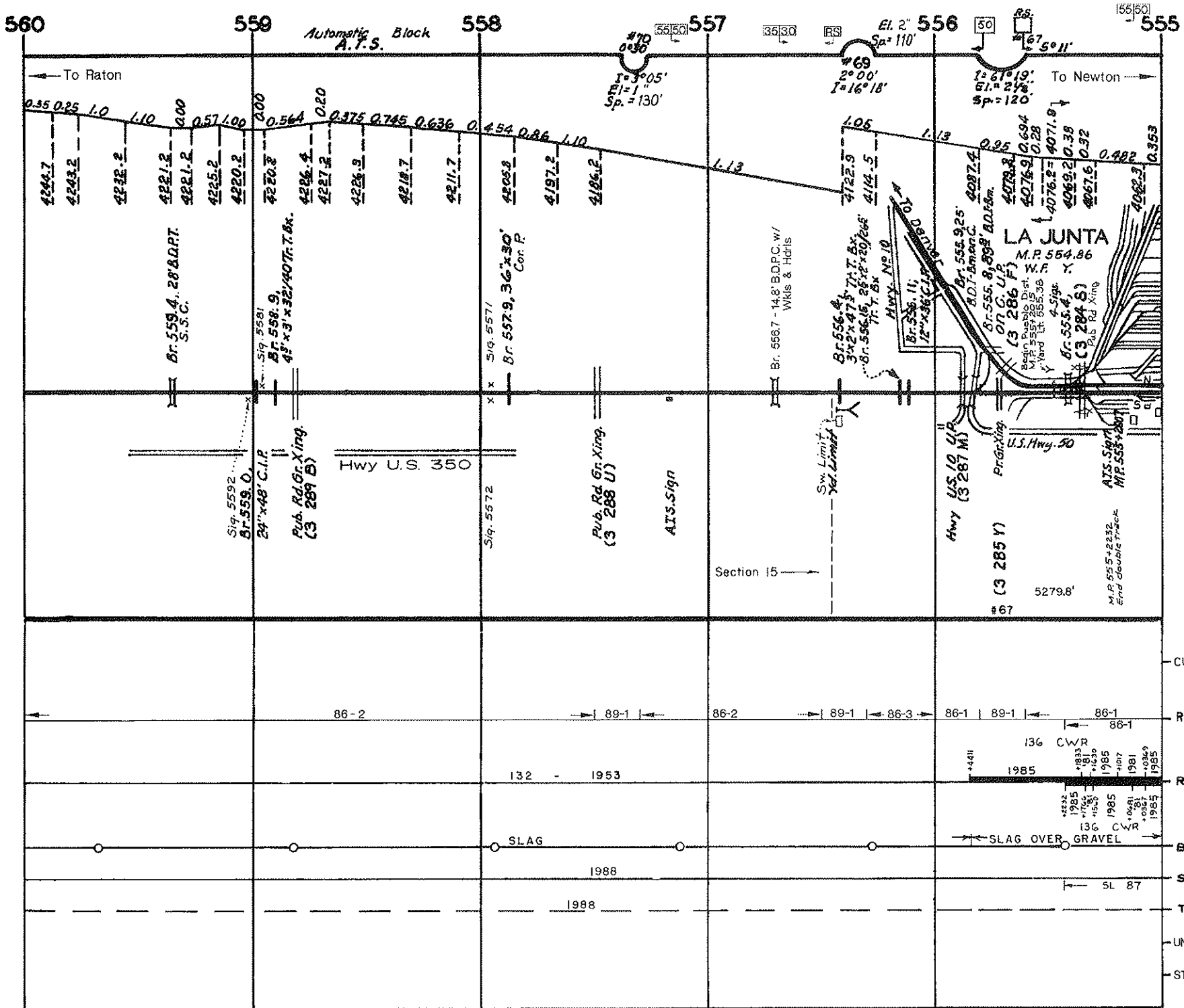


NOTE: M.P. 571.9 TO M.P. 614,
CURVES AND TANGENTS
INSTRUMENT STAKED IN 1986.

RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION







Raton Subdivision

La Junta (M.P. 554.9) to Raton (M.P. 659.5)

