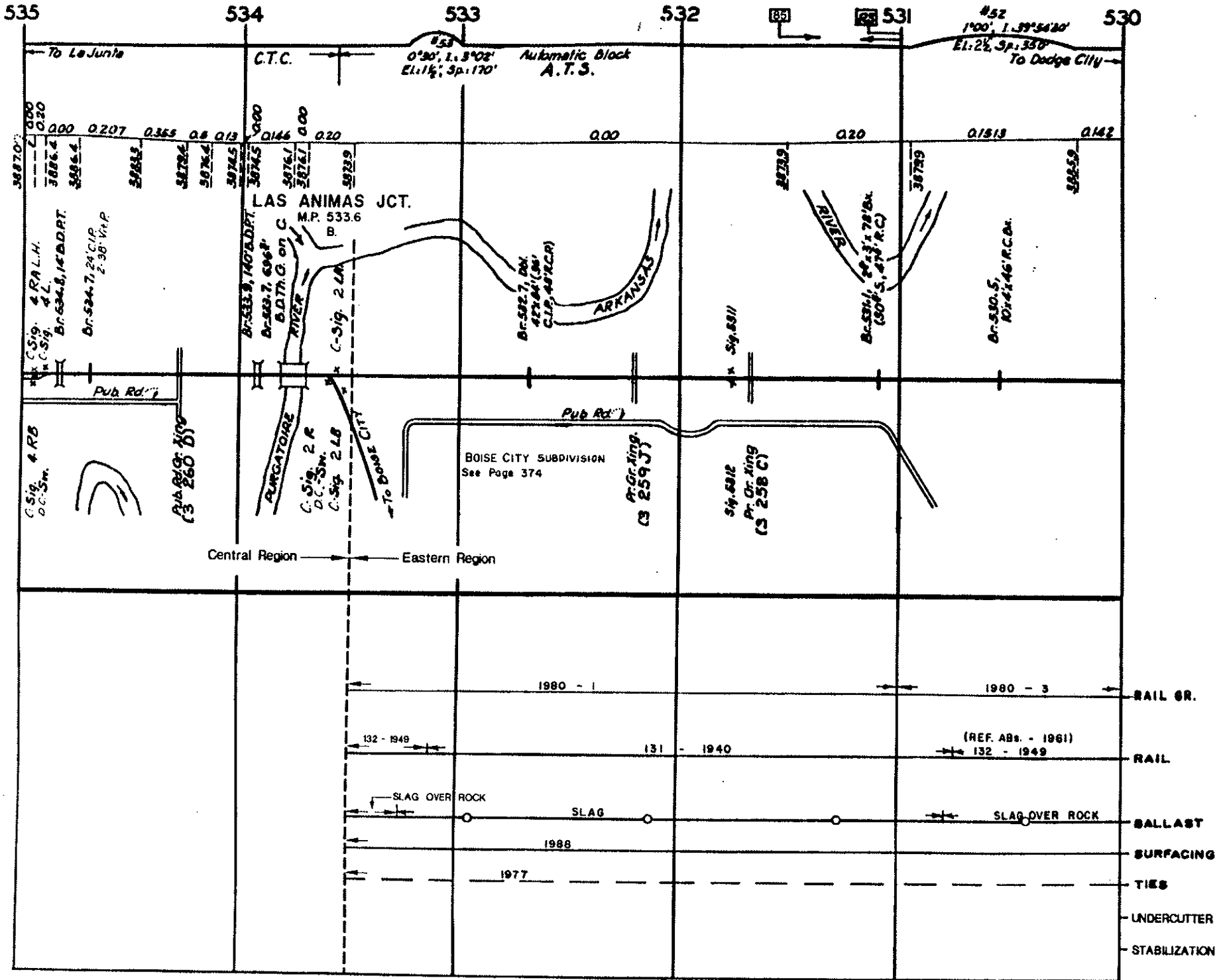
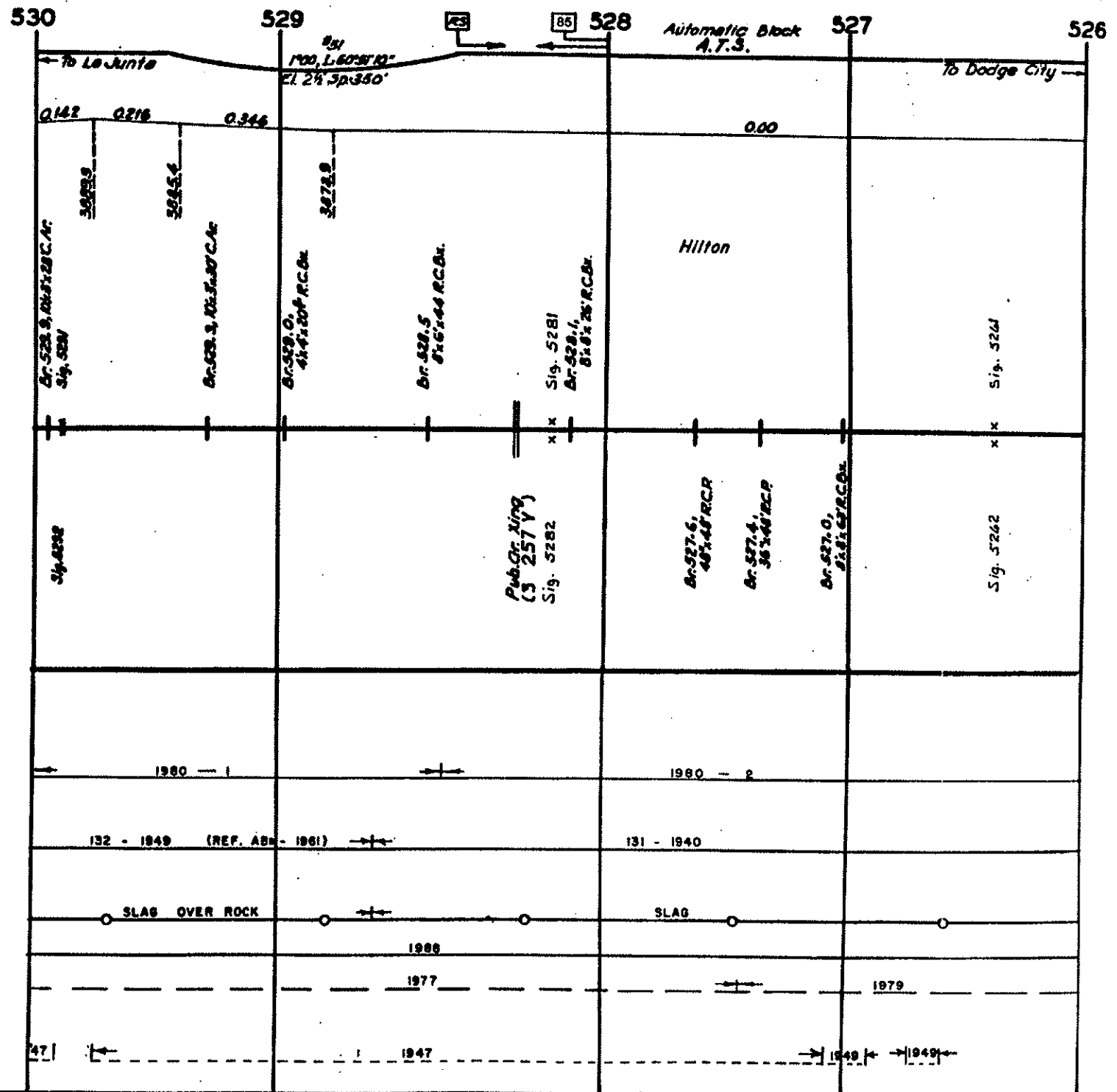


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RAIL CR.
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION

Automatic Block
 A.T.S.

Hilton

Public Xing
 (3 257 Y)
 Sig. 5282

To Le Junta

To Dodge City

0.142 0.218 0.346

0.00

Br. 528.9, 10x12 R.C.B.
 Sig. 5289

Br. 528.4, 10x12 R.C.B.
 Sig. 5284

Br. 528.3, 10x12 R.C.B.
 Sig. 5283

Br. 528.0, 4x4x20 R.C.B.
 Sig. 5280

Br. 528.5, 8x6x44 R.C.B.
 Sig. 5285

Br. 528.1, 8x6x26 R.C.B.
 Sig. 5281

Sig. 5264

Sig. 5282

Br. 527.6, 40x48 R.C.P.
 Sig. 5276

Br. 527.4, 36x48 R.C.P.
 Sig. 5274

Br. 527.0, 8x8x67 R.C.B.
 Sig. 5270

Sig. 5262

1980 - 1

1980 - 2

132 - 1949 (REF. AB-1961)

131 - 1940

SLAB OVER ROCK

SLAG

1989

1977

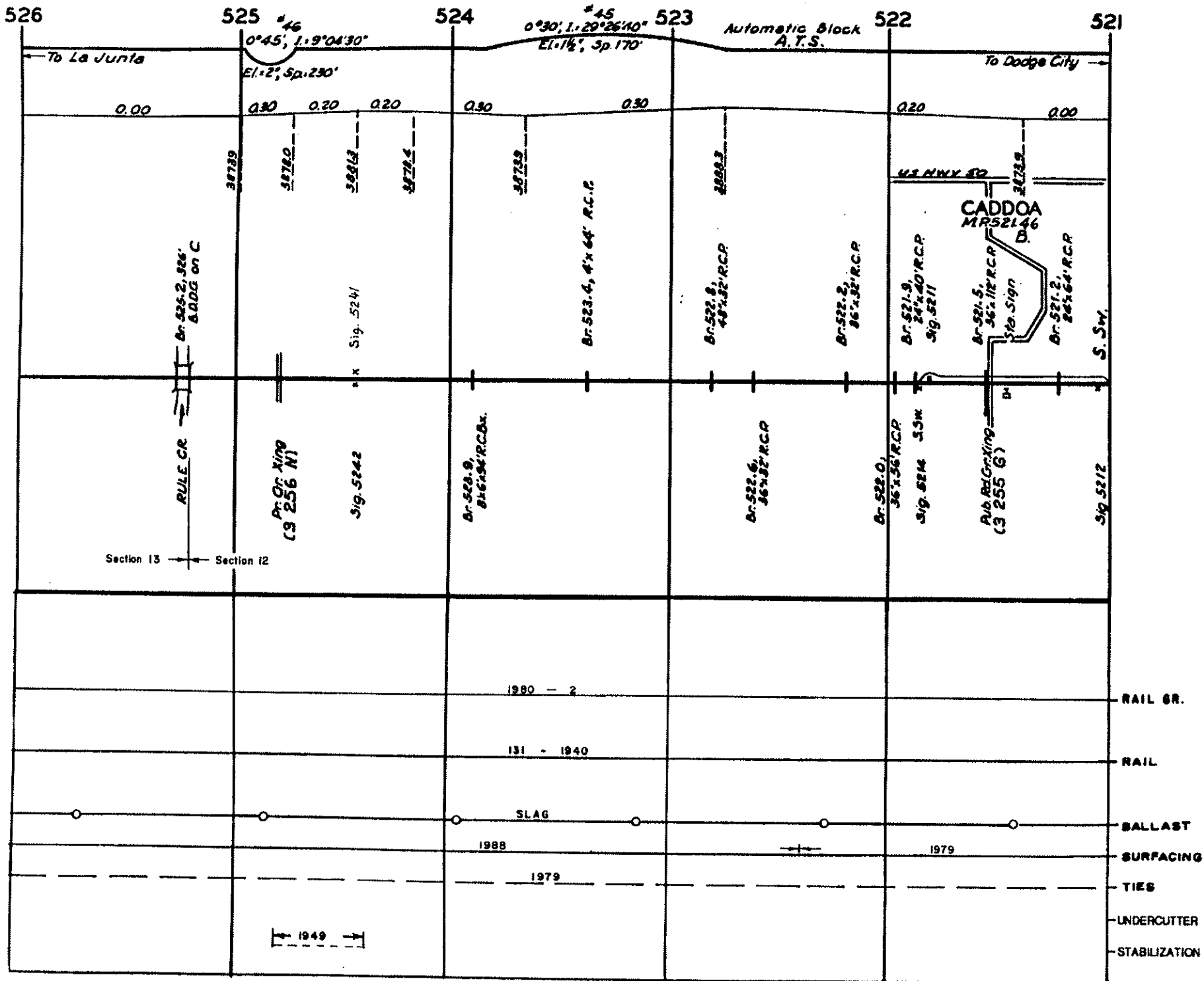
1979

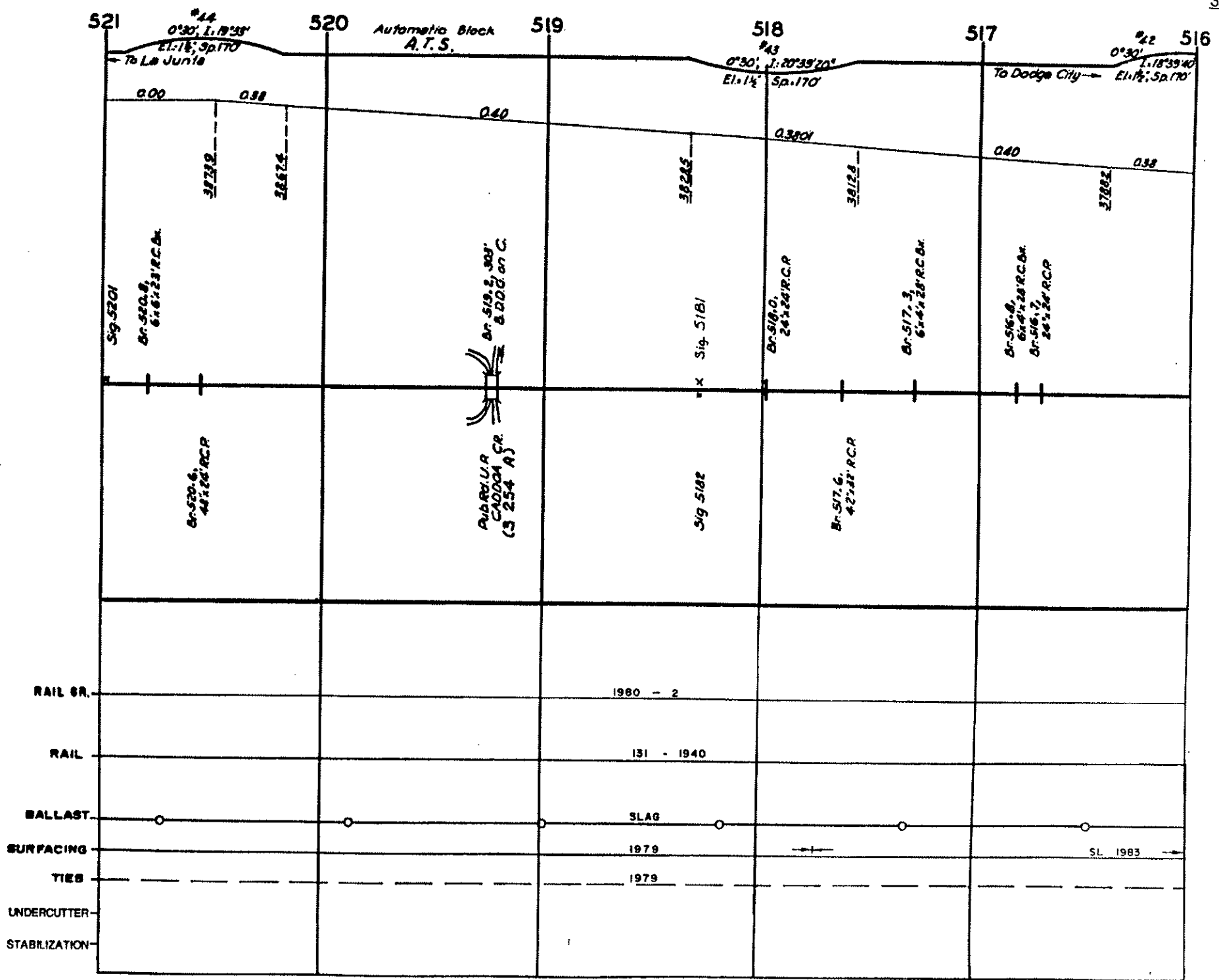
1947

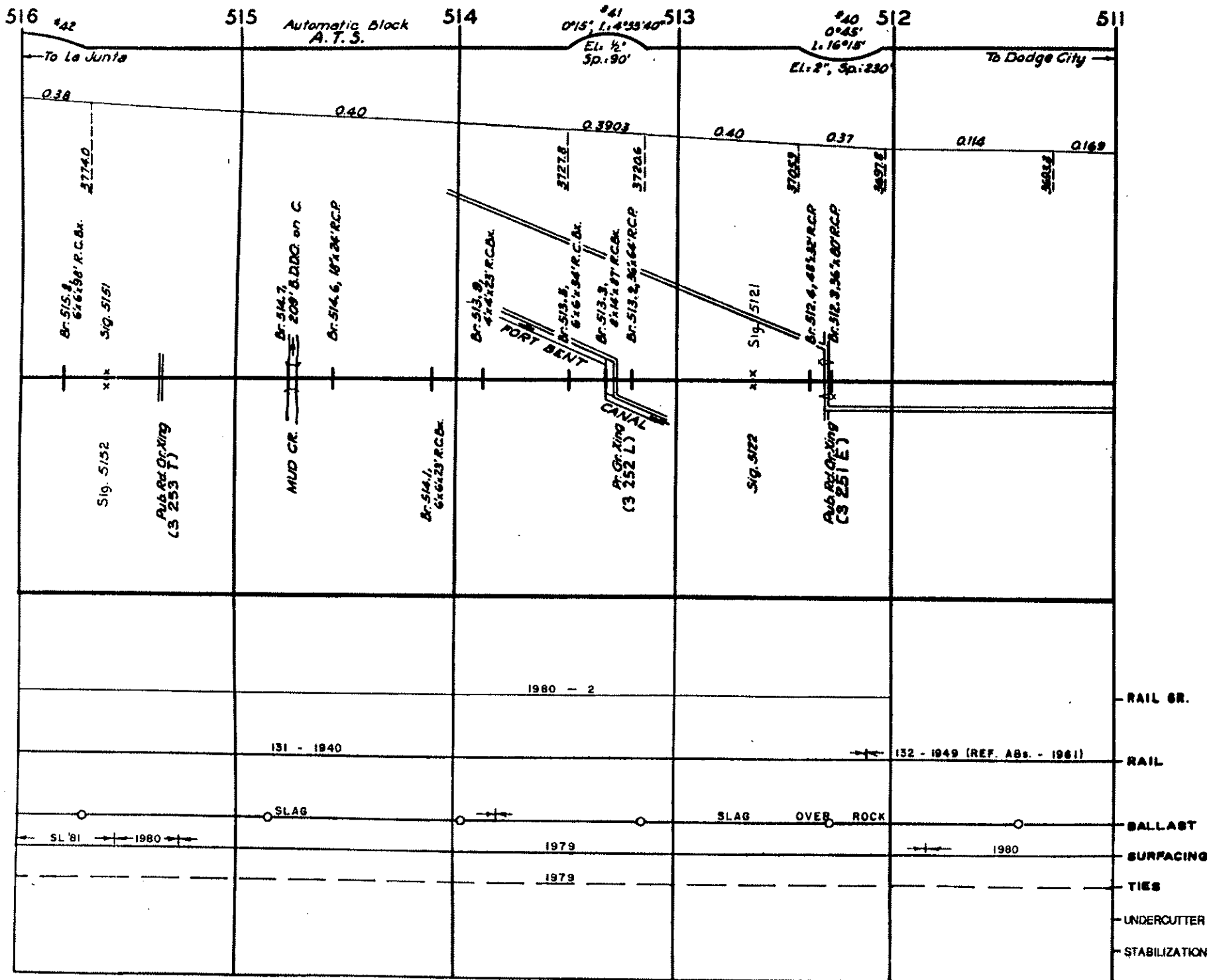
1947

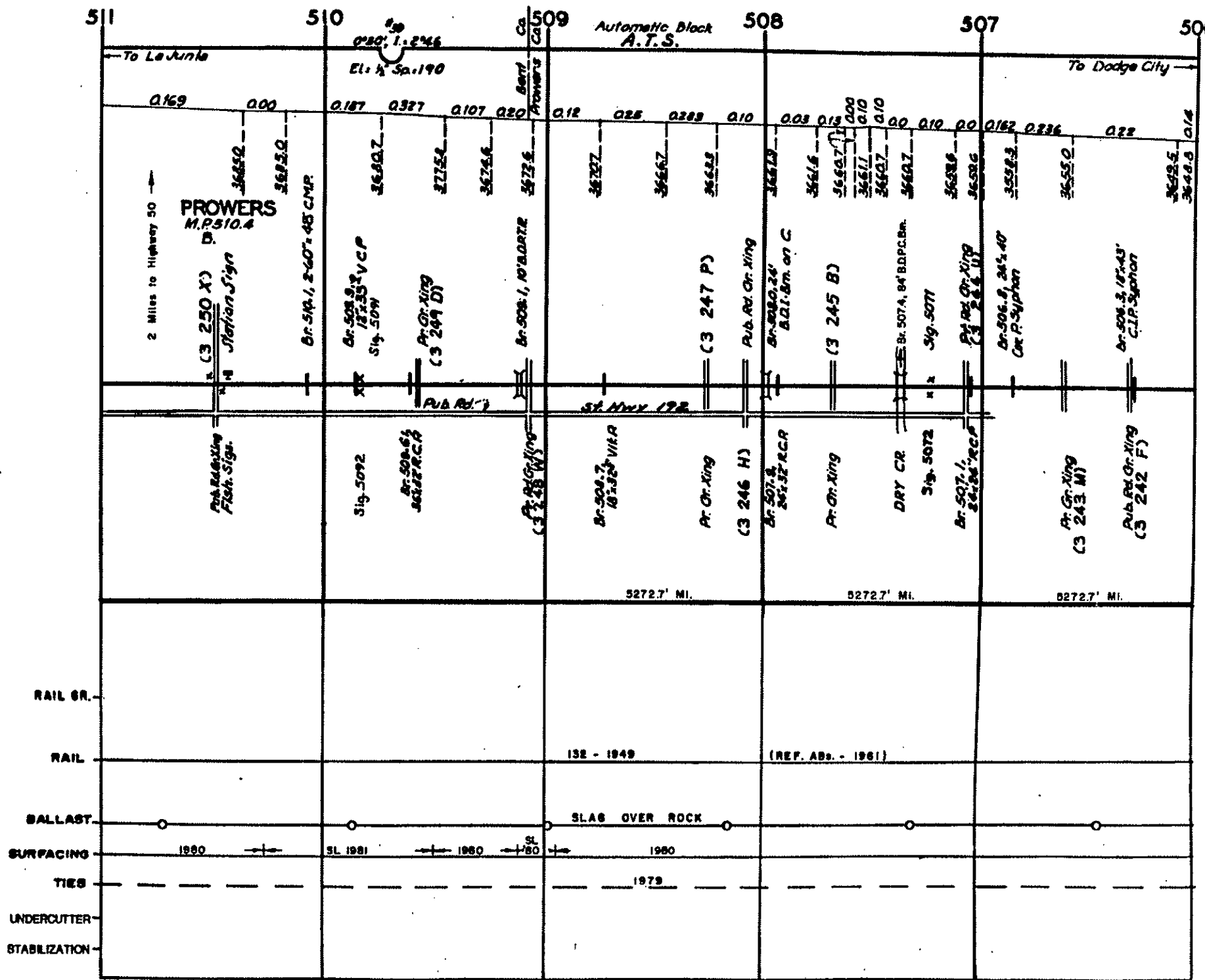
1949

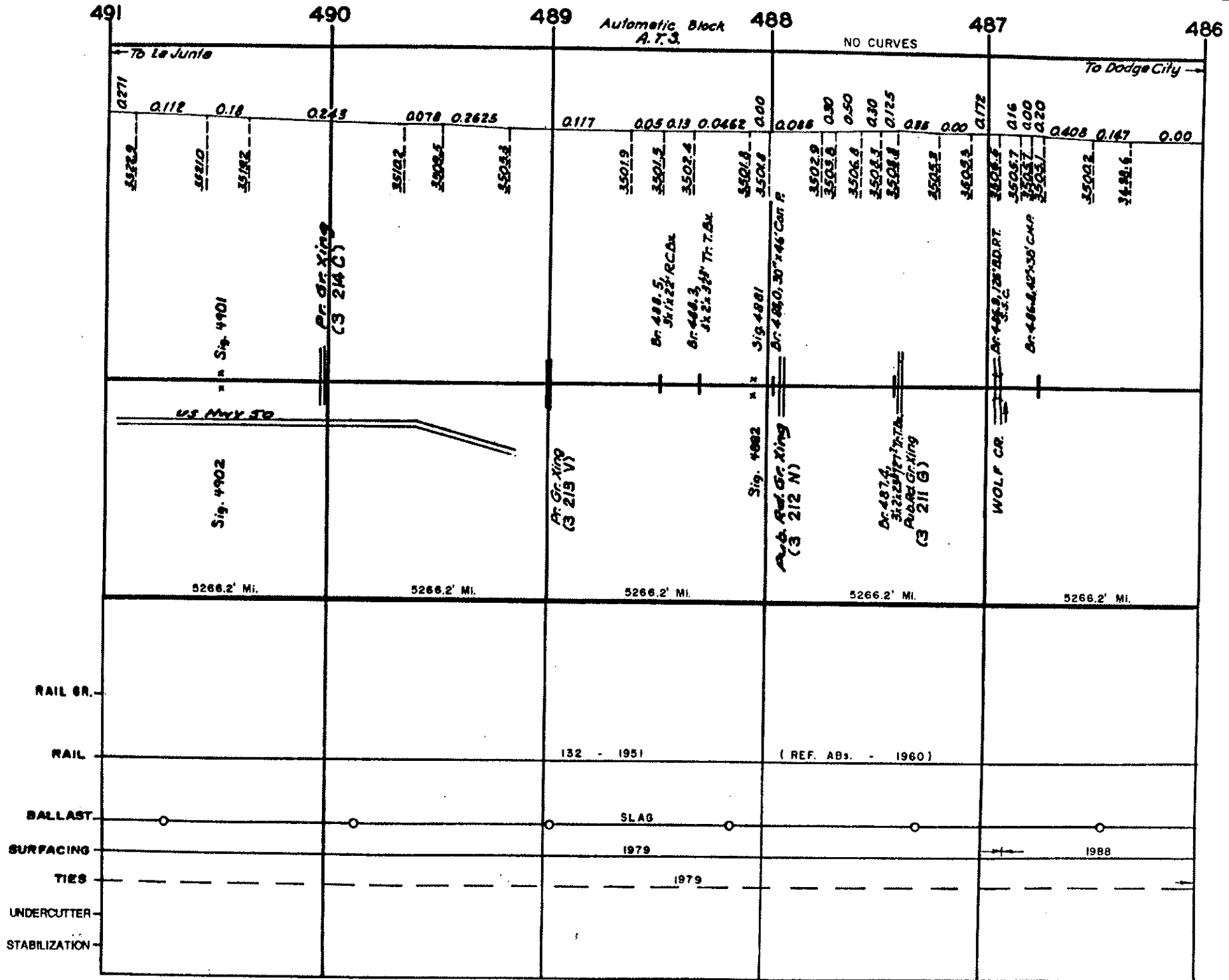
1949

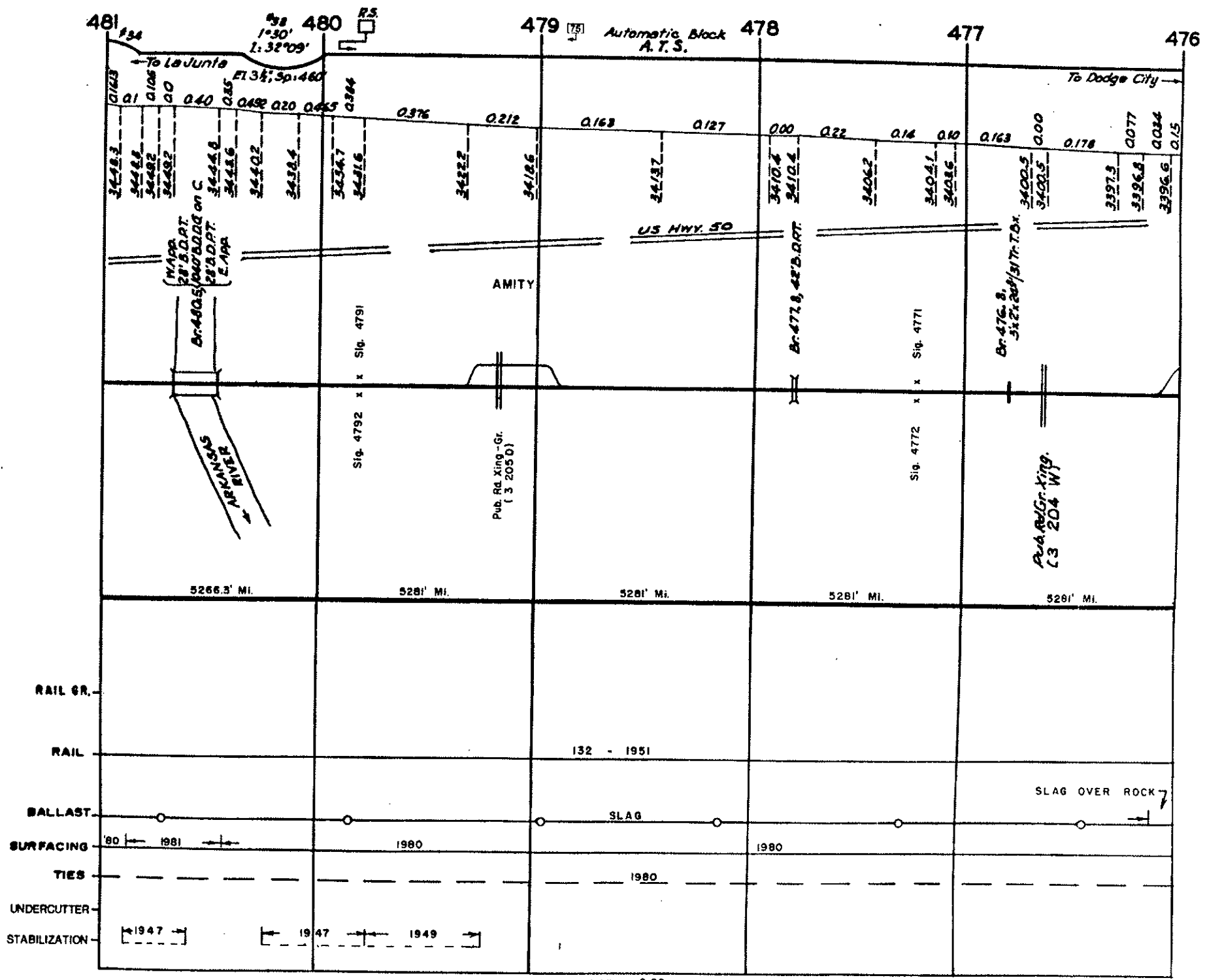


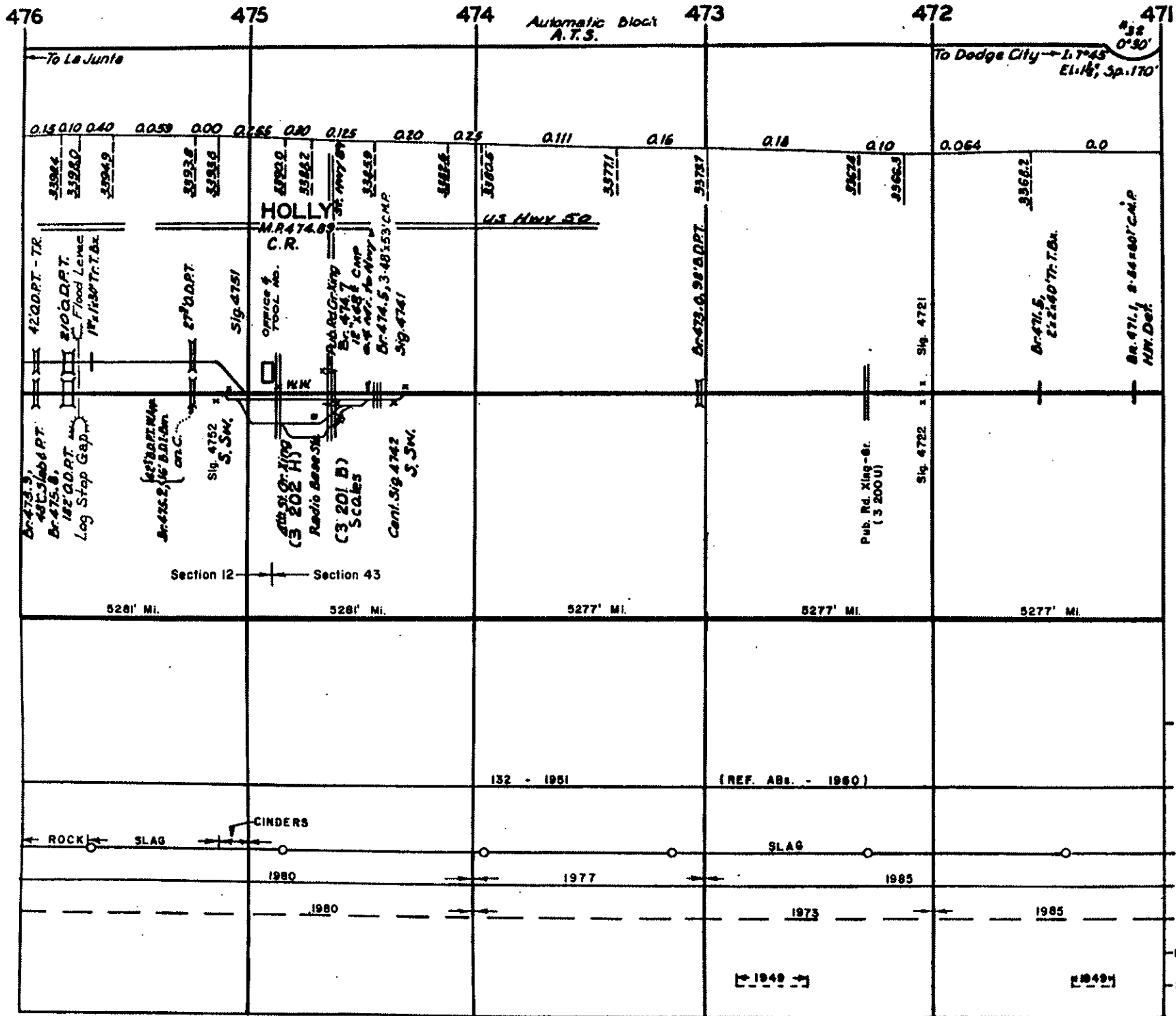


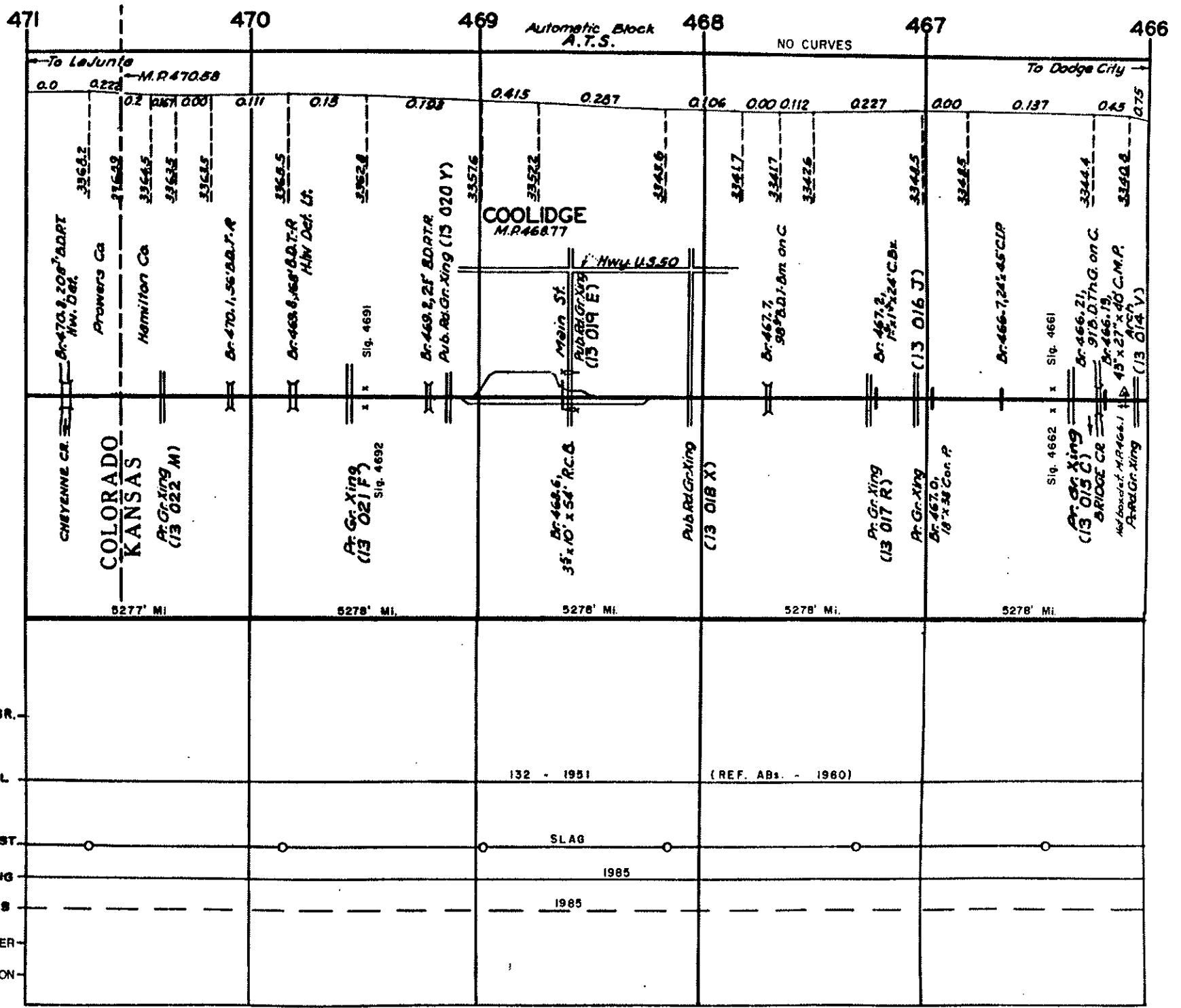


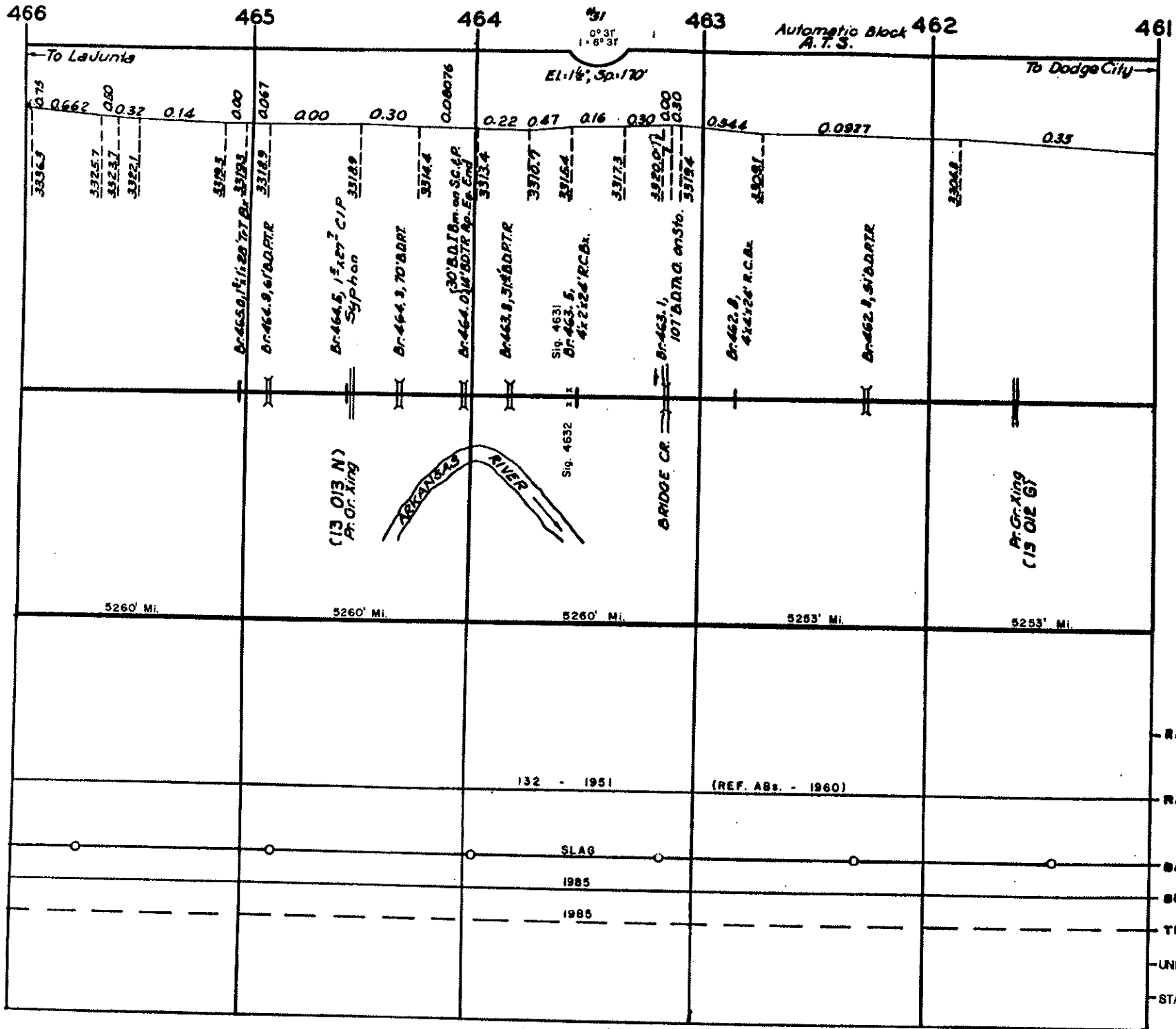


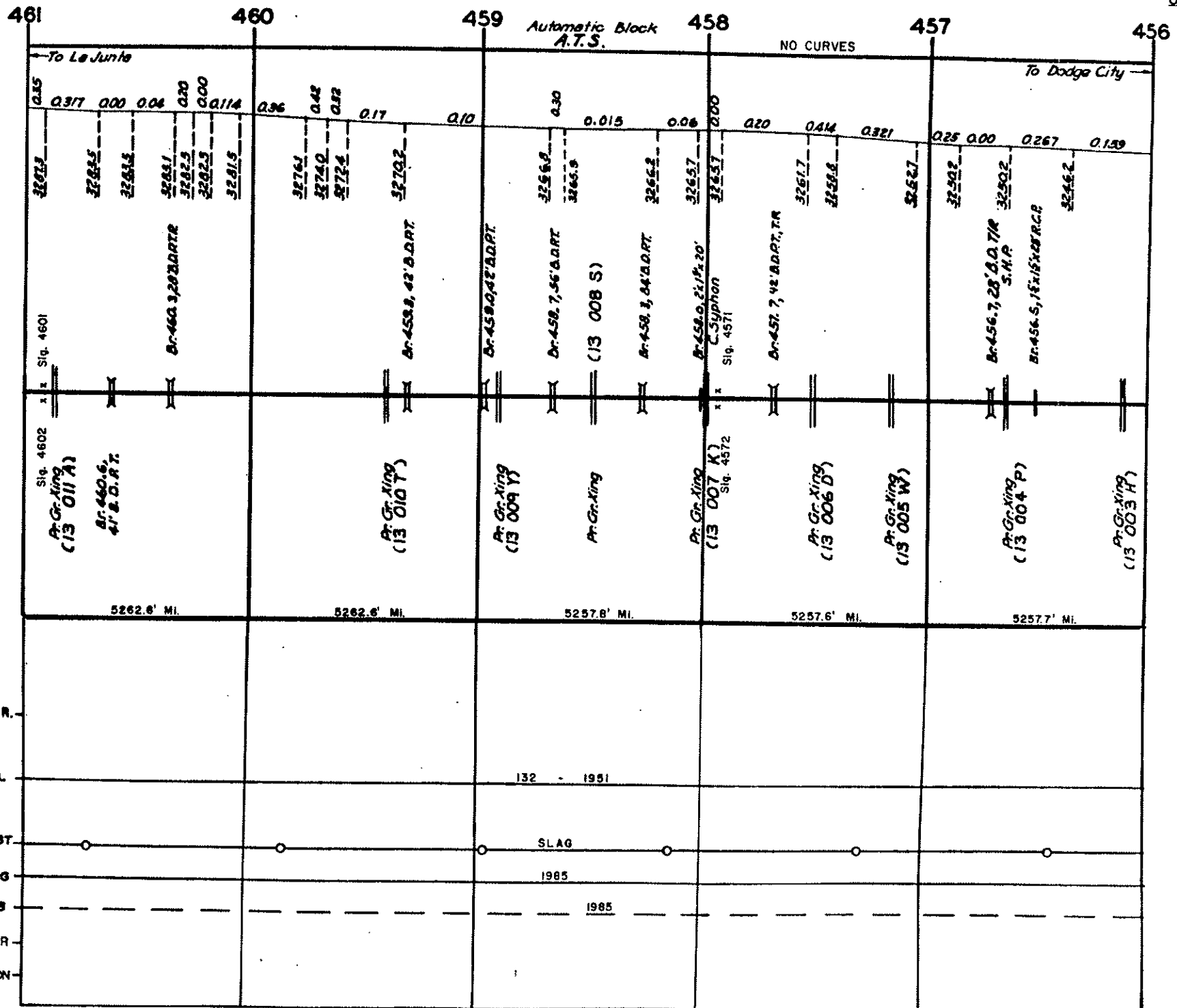


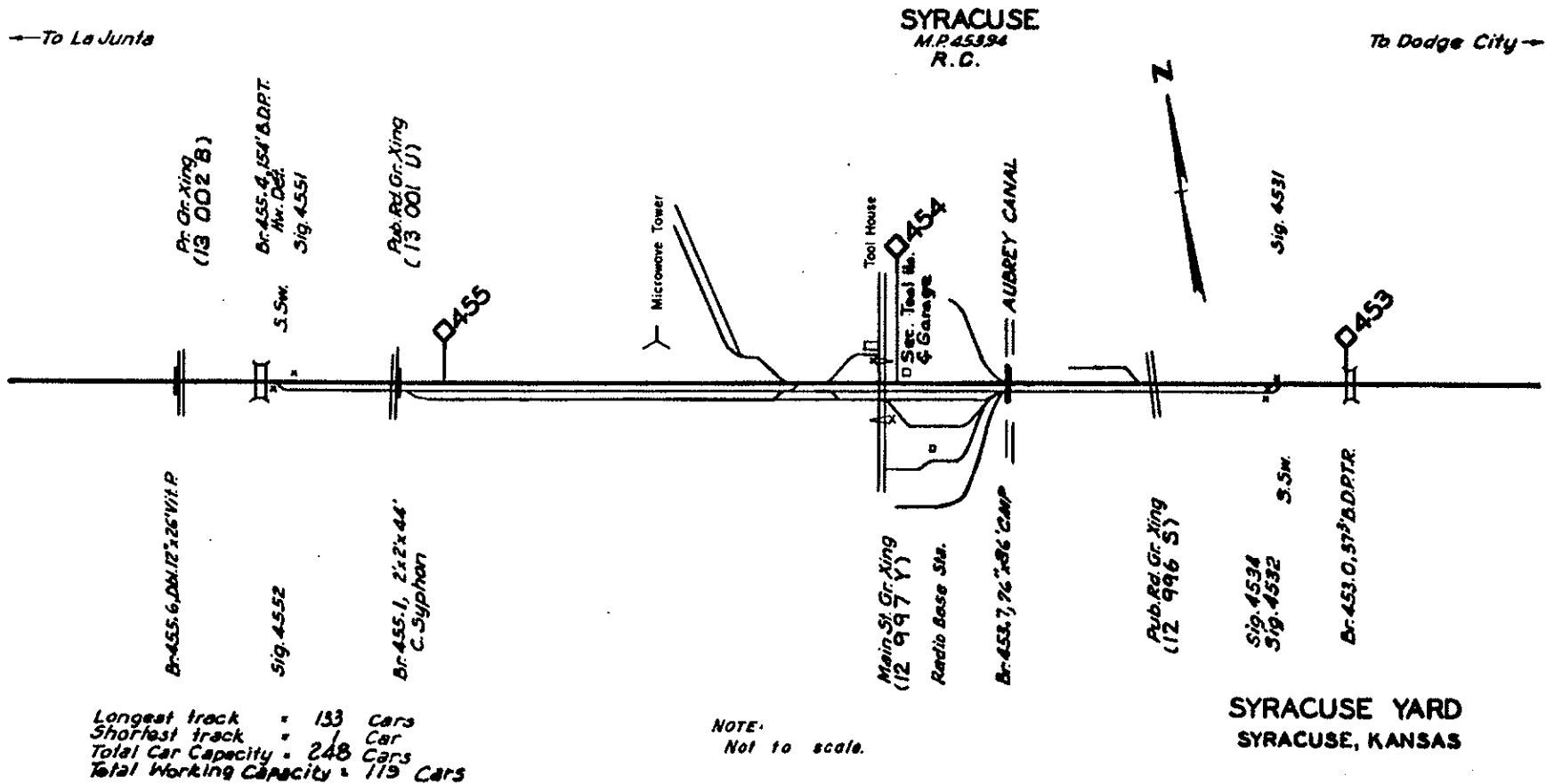




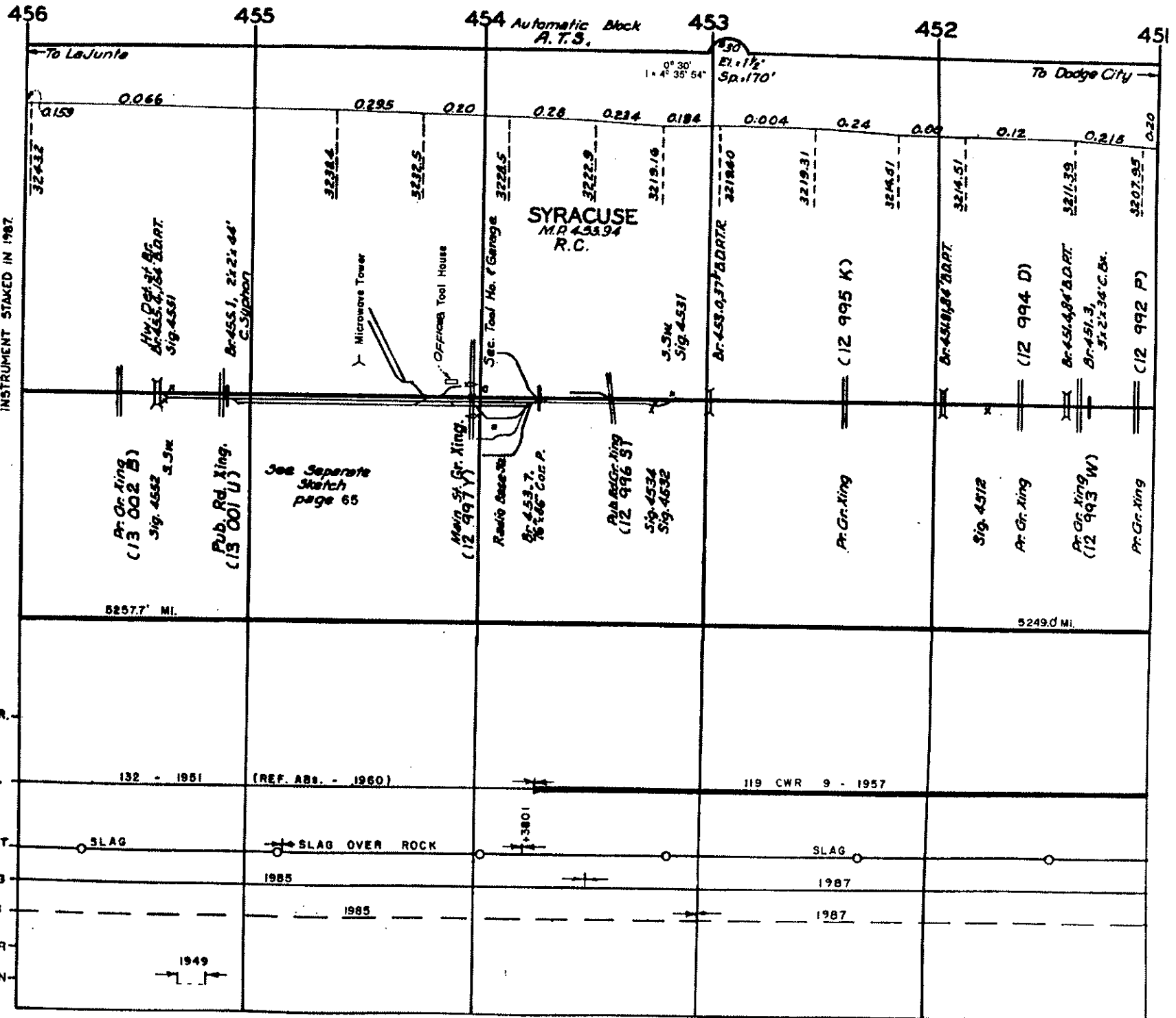








REVISED 8-80



NOTE: MP 419 TO MP 453,
CURVES AND TANGENTS
INSTRUMENT STAKED IN 1987.

Pt. Gr. King
(13 002 B)
Sig. 4532
J.S.W.

Pub. Rd. King.
(13 001 U)

See Separate
Sketch
page 65

Main St. Gr. King.
(12 997 Y)

Radio Base Sta.
Br. 453-7,
16166' Cor. P.

Pub. Rd. King
(12 996 S)
Sig. 4534
Sig. 4532

J.S.W.
Sig. 4531

Pt. Gr. King
(12 995 K)

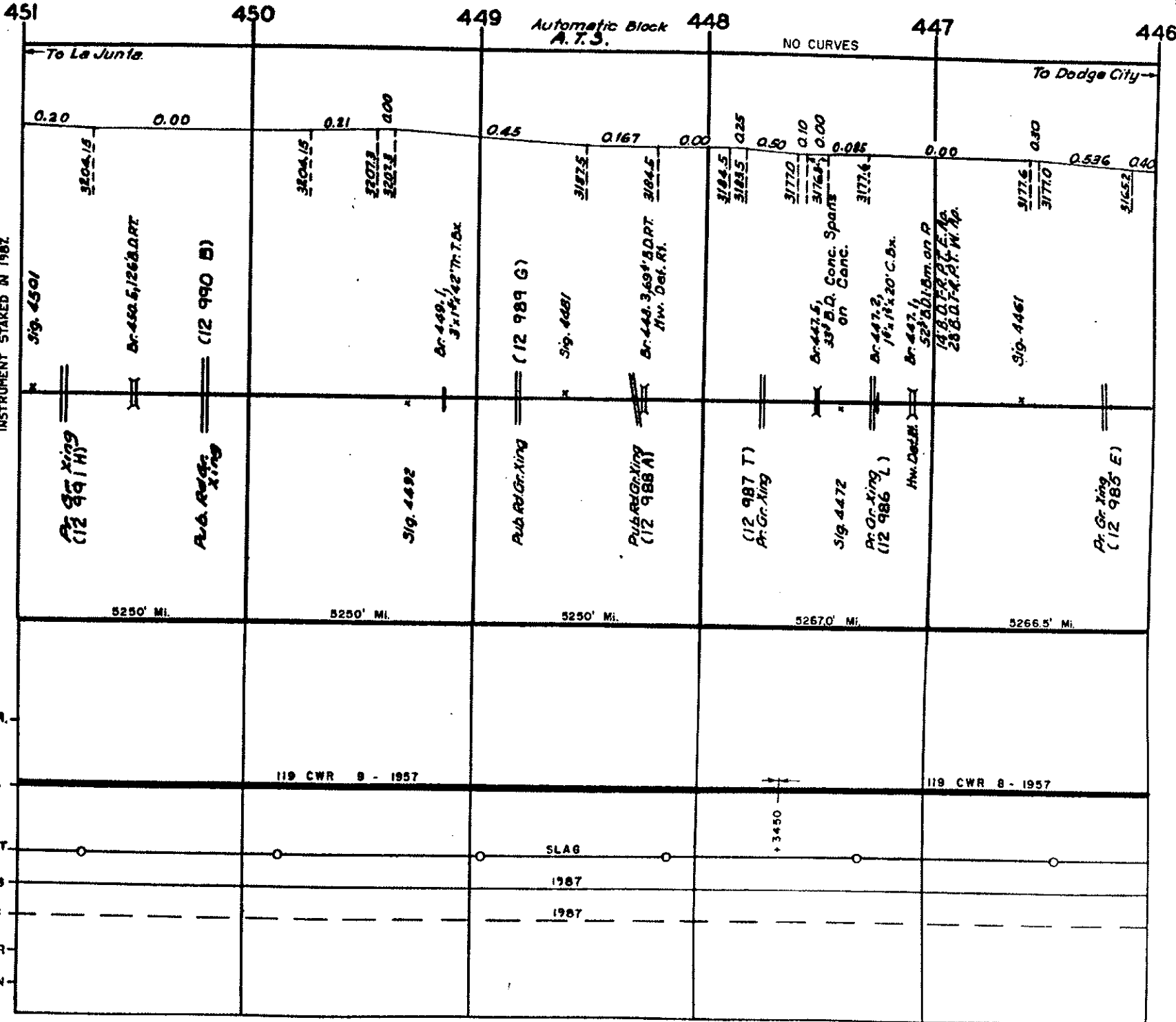
Sig. 4512

Pt. Gr. King
(12 994 D)

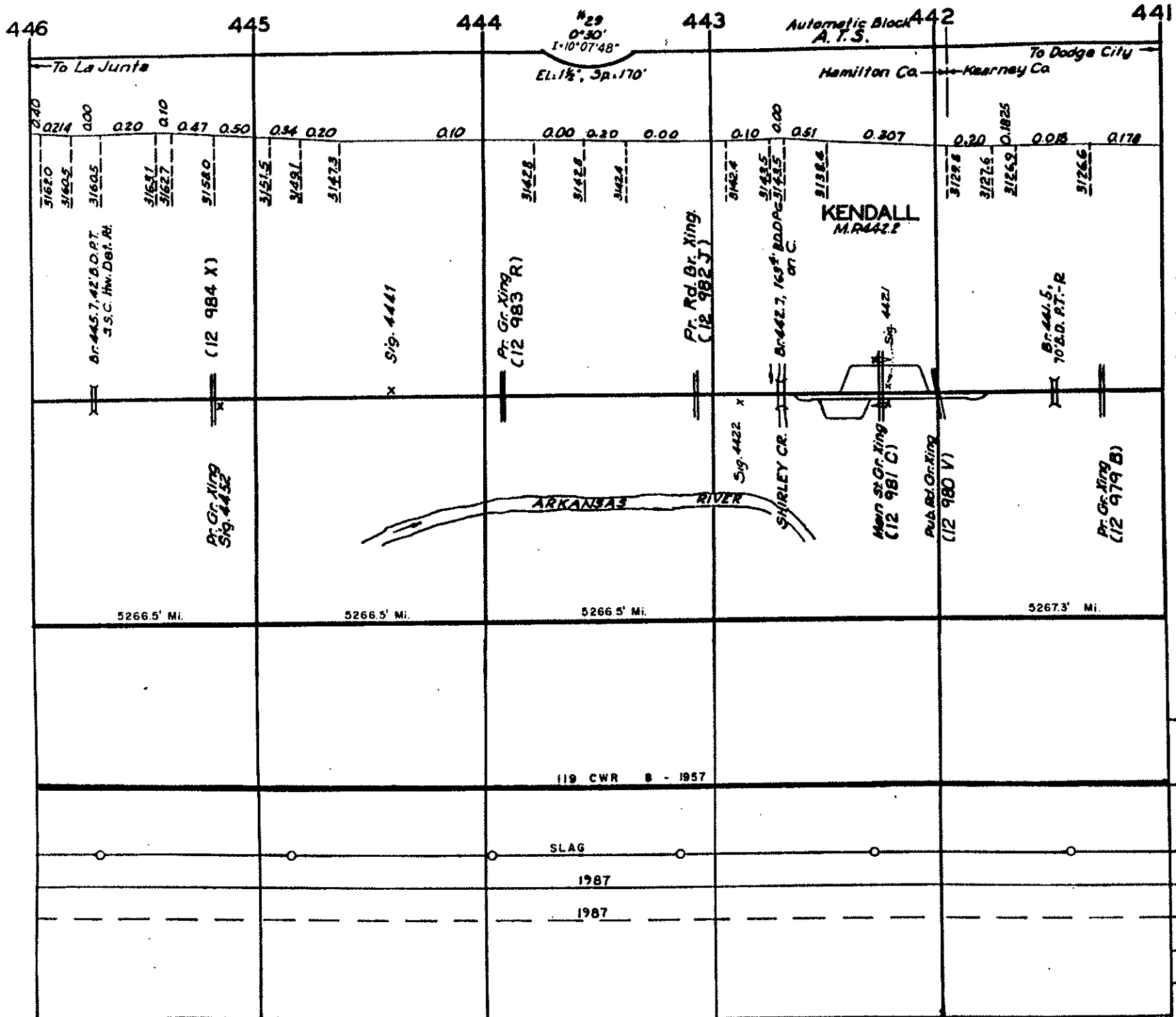
Pt. Gr. King
(12 993 W)
Br. 451-484' D.P.T.
Br. 451-3
J.S.W. 2x2x36' C.S.

Pt. Gr. King
(12 992 P)

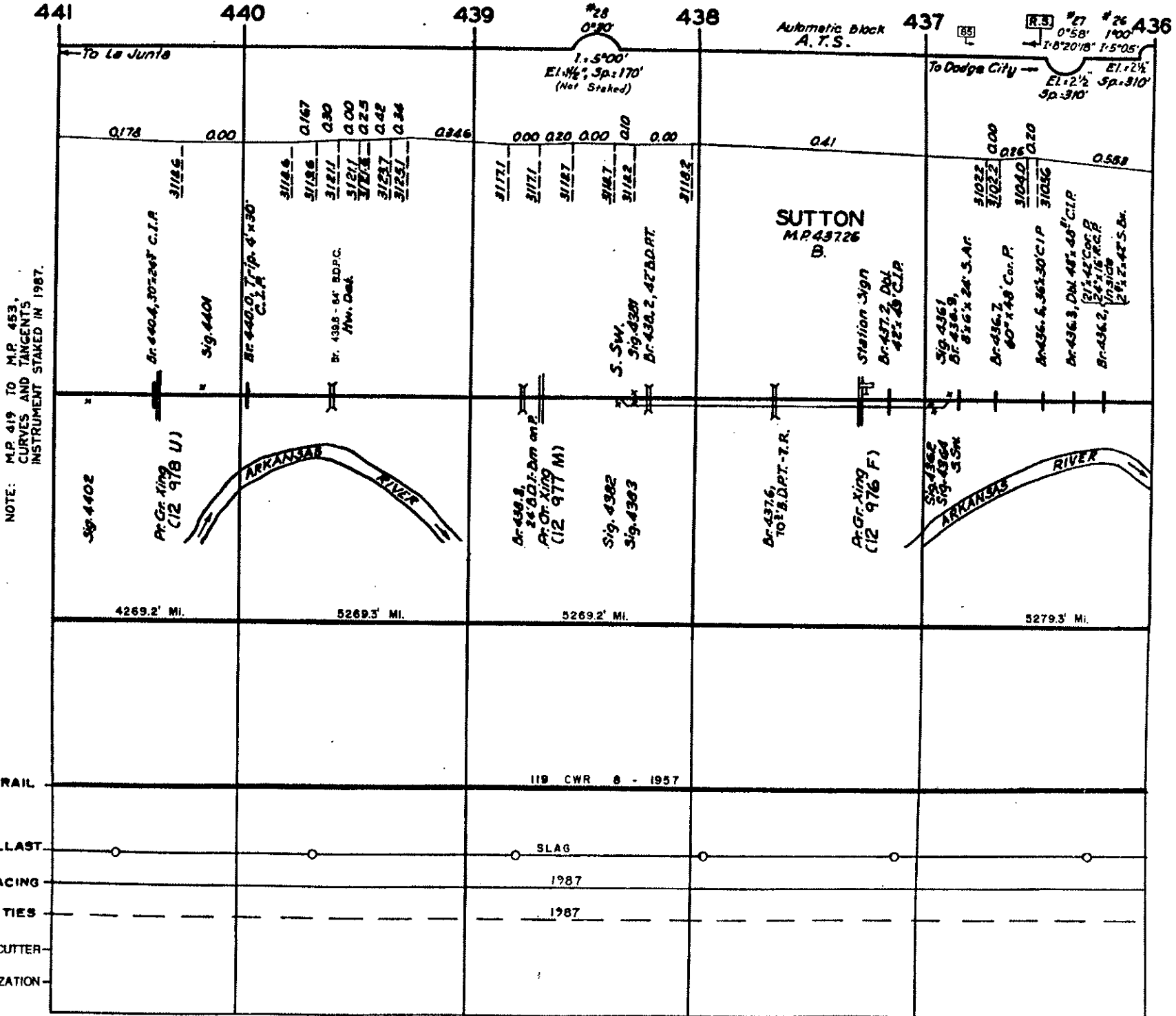
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NOTE: M.P. 419 TO M.P. 453,
CURVES AND TANGENTS
INSTRUMENT STAKED IN 1987.

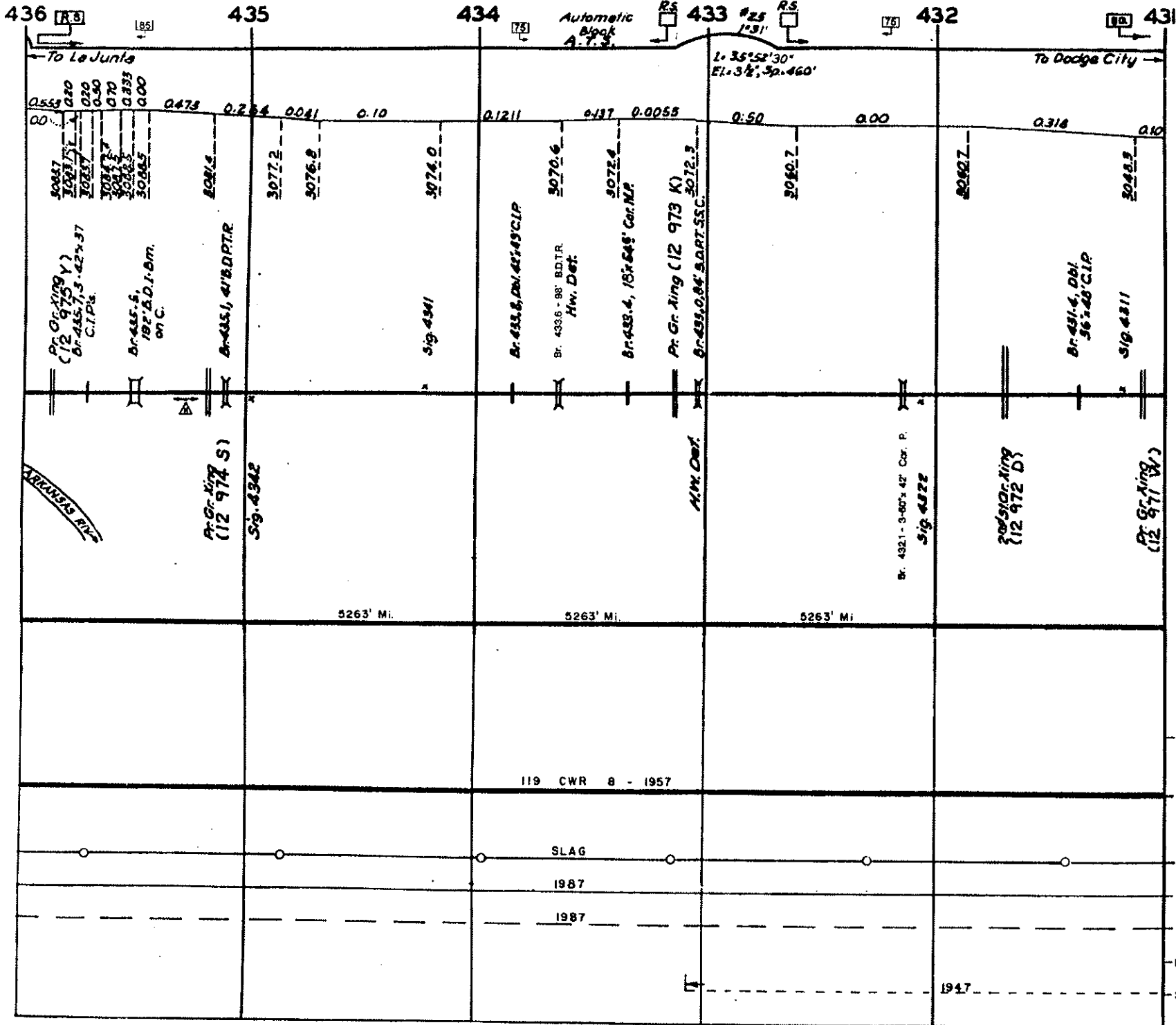


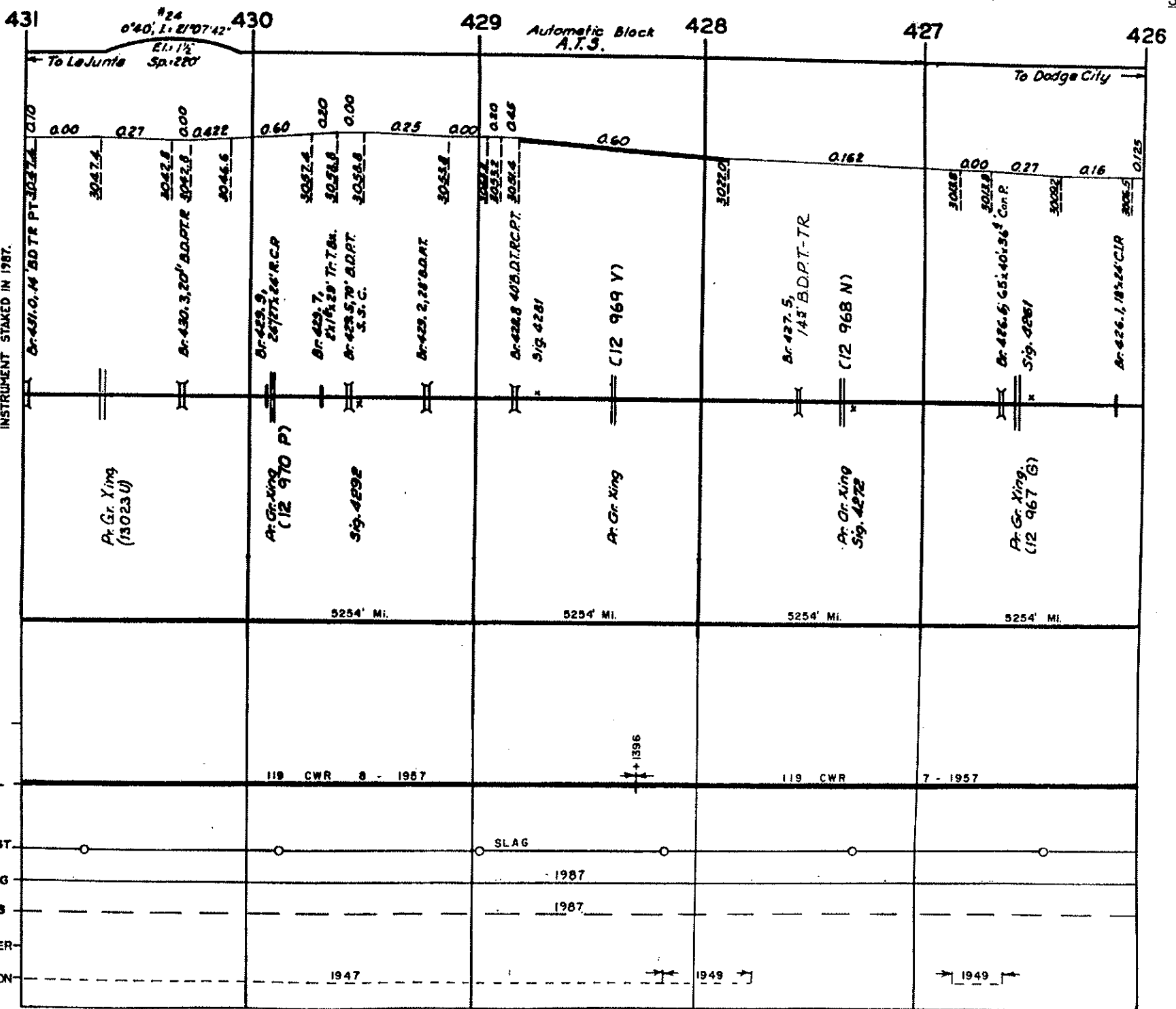
NOTE: MP. 419 TO MP. 453 CURVES AND TANGENTS INSTRUMENT STAKED IN 1987.



NOTE: M.P. 419 TO M.P. 453, CURVES AND TANGENTS INSTRUMENT STAKED IN 1987.

RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION





NOTE: M.P. 419 TO M.P. 453.
 CURVES AND TANGENTS.
 INSTRUMENT STAKED IN 1987.

Automatic Block
 A.T.S.

Pr. Gr. Xing
 (13023 U)

Pr. Gr. Xing
 (12 970 P)

Sig. 4292

Pr. Gr. Xing
 (12 969 V)

Pr. Gr. Xing
 Sig. 4272

Pr. Gr. Xing
 (12 967 G)

5254' Mi.

5254' Mi.

5254' Mi.

5254' Mi.

RAIL GR.

RAIL

119 CWR 8 - 1957

+ 1396

119 CWR

7 - 1957

BALLAST

SLAG

SURFACING

1987

TIES

1987

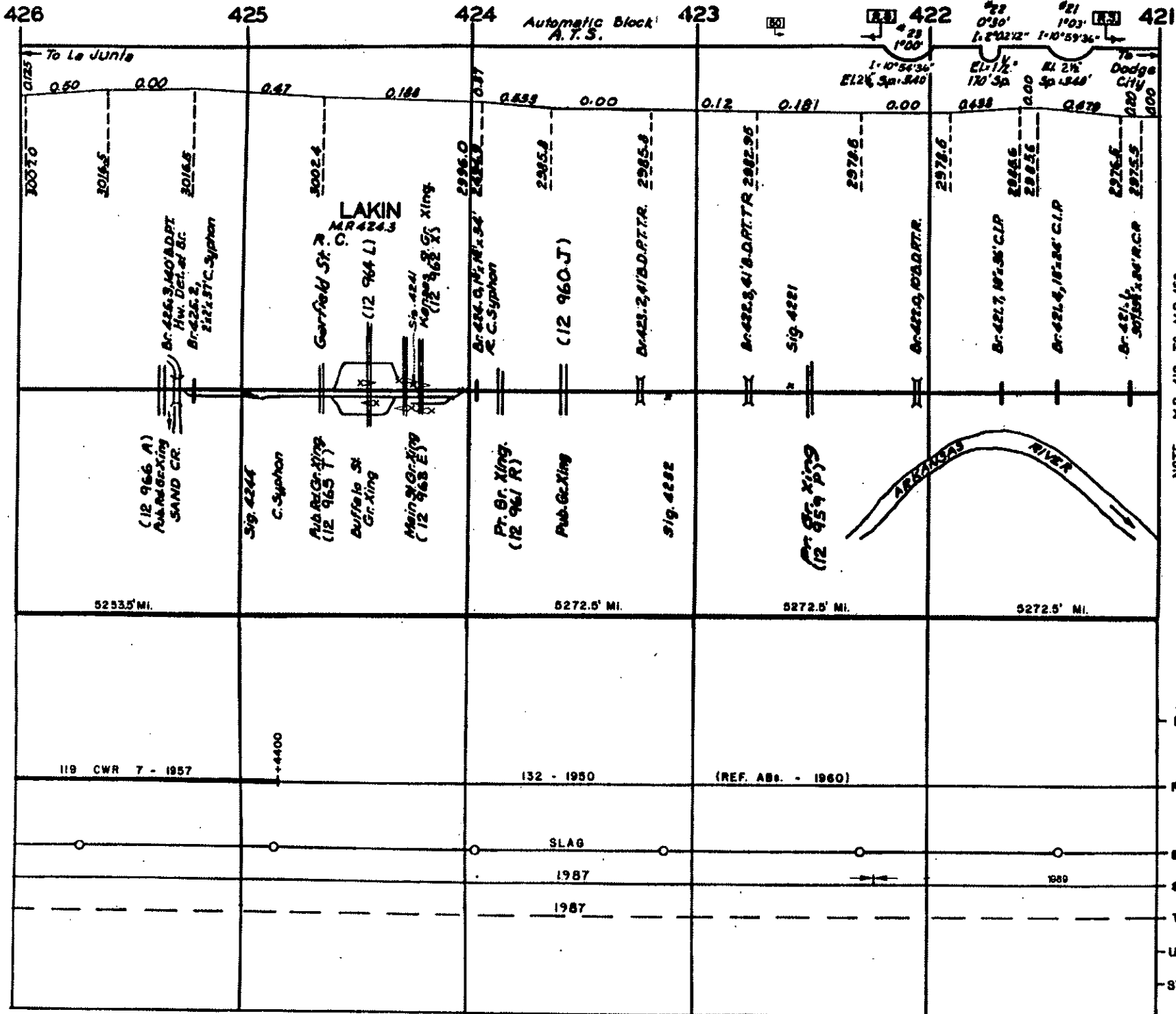
UNDERCUTTER

STABILIZATION

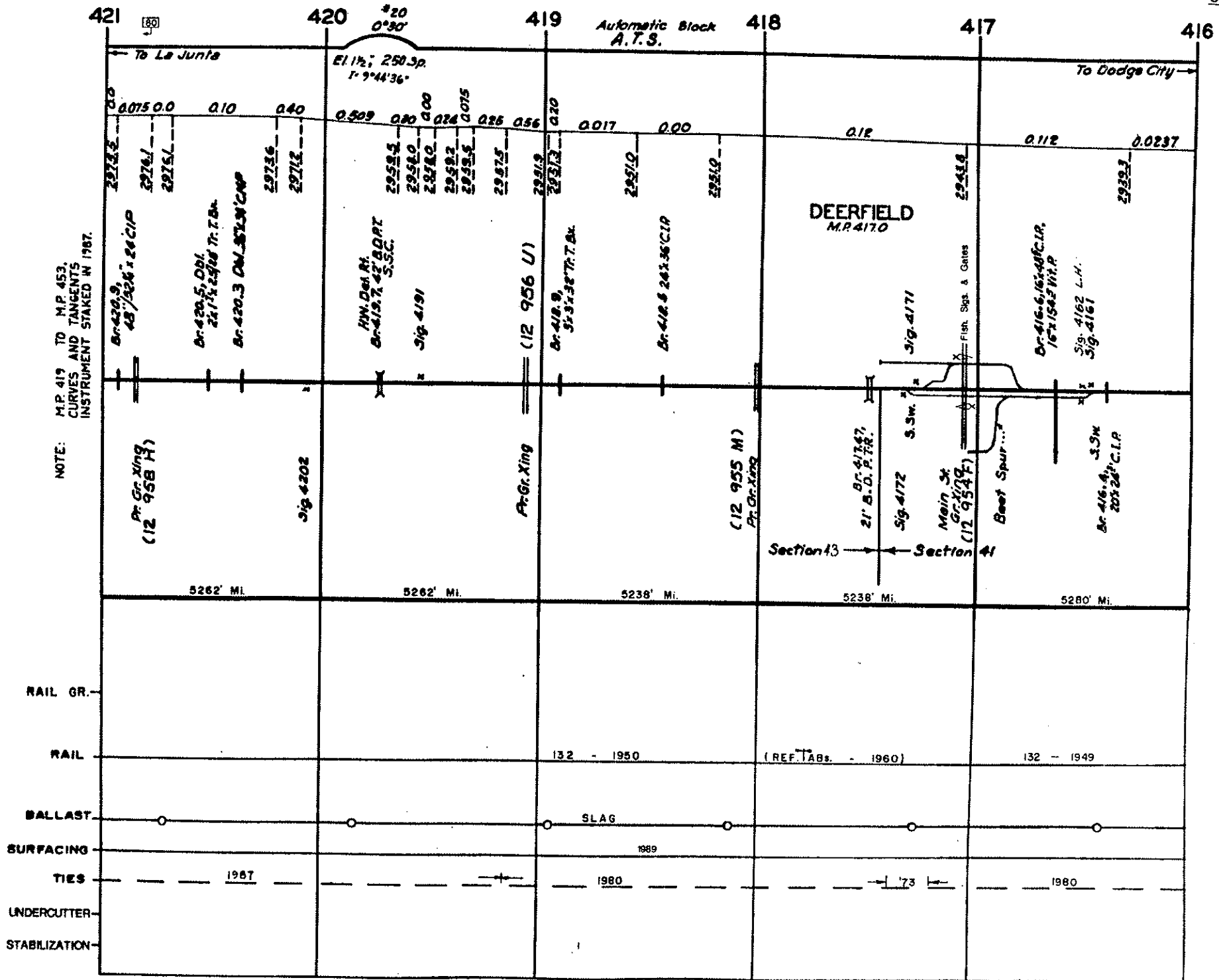
1947

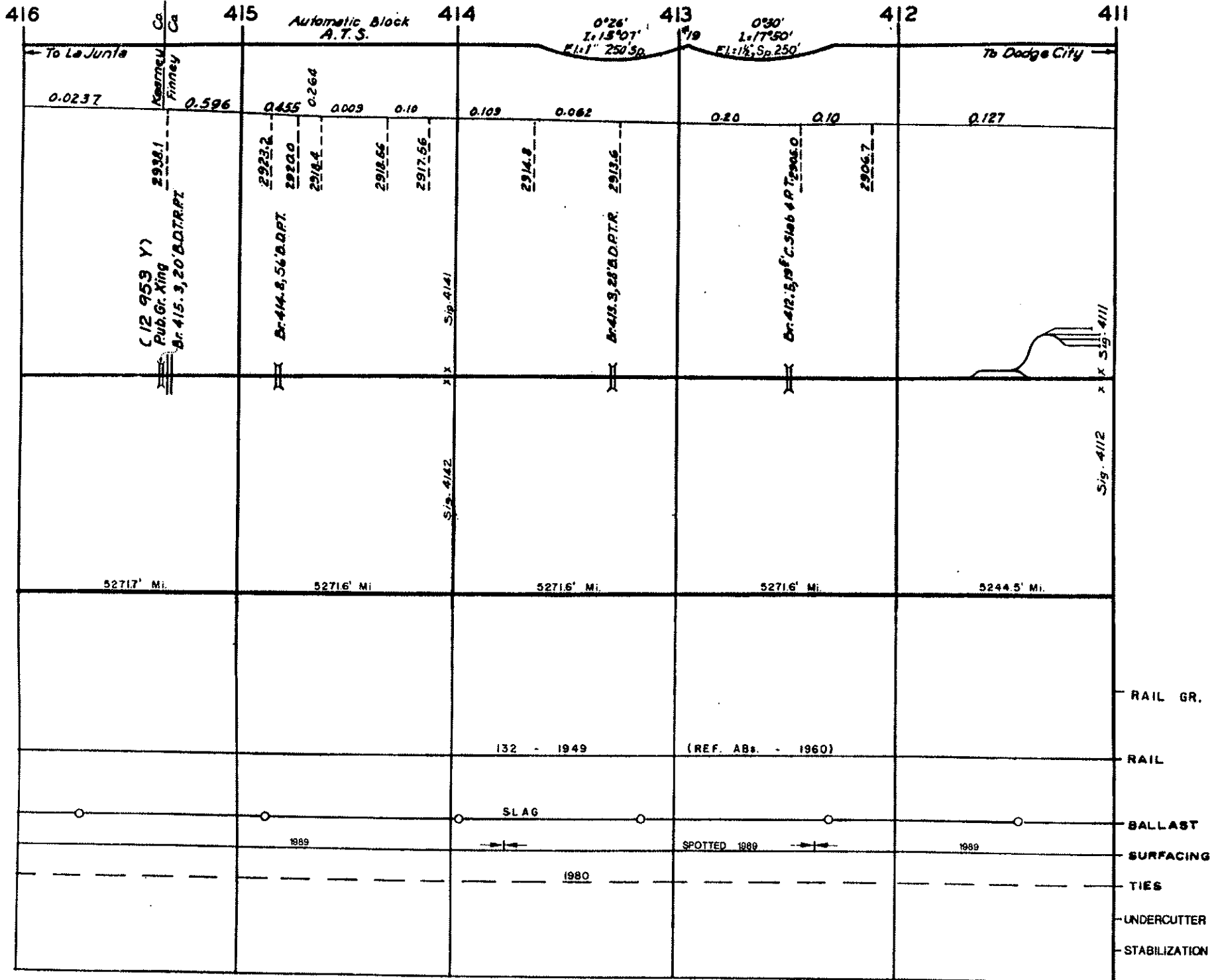
1949

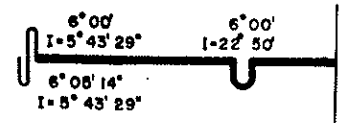
1949



NOTE: M.P. 419 TO M.P. 423, CURVES AND TANGENTS INSTRUMENT STAKED IN 1987.







0.0

Pr. Rd. Xing

5384.7'

CURVES

RAIL BR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

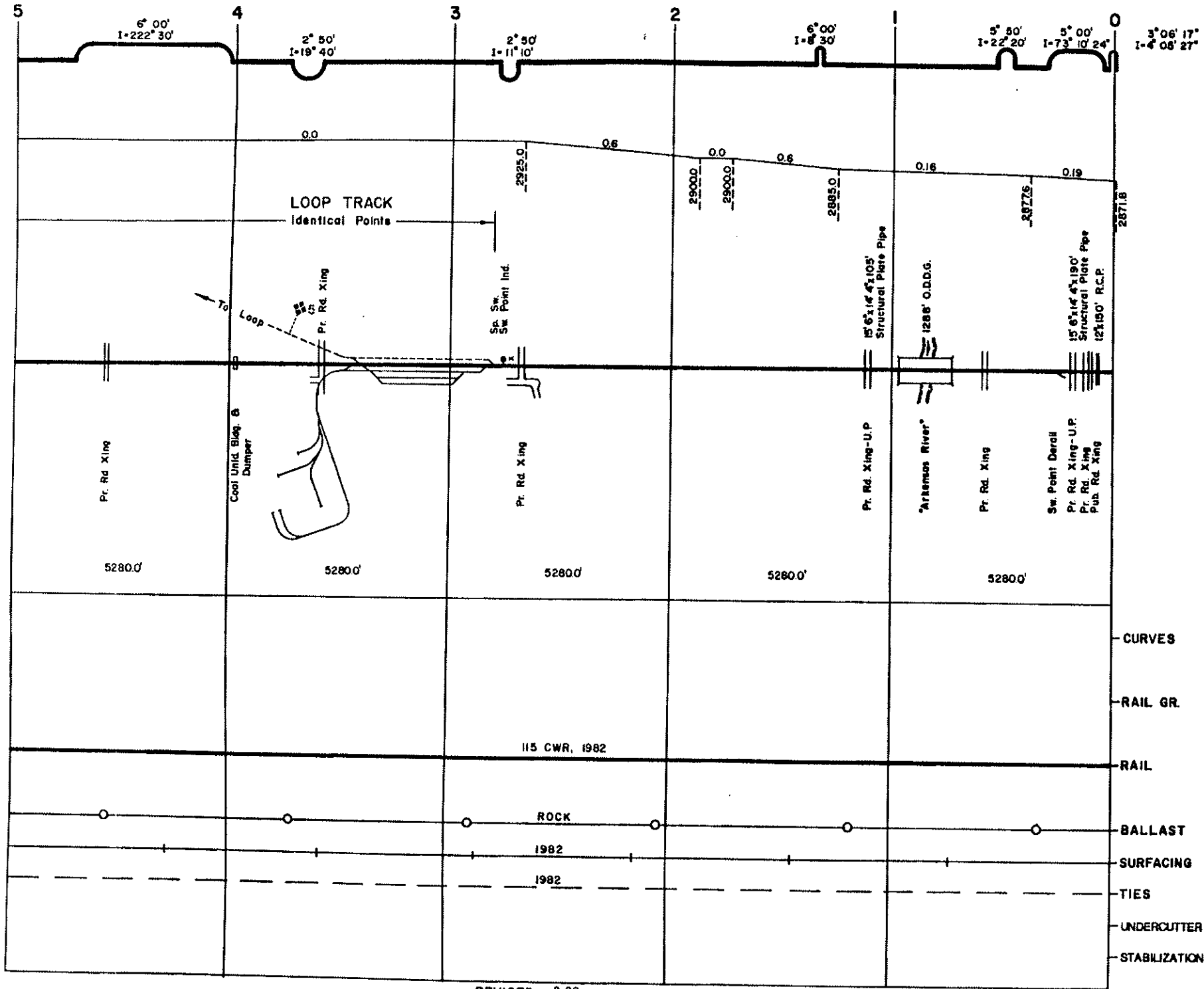
115 CWR, 1982

ROCK

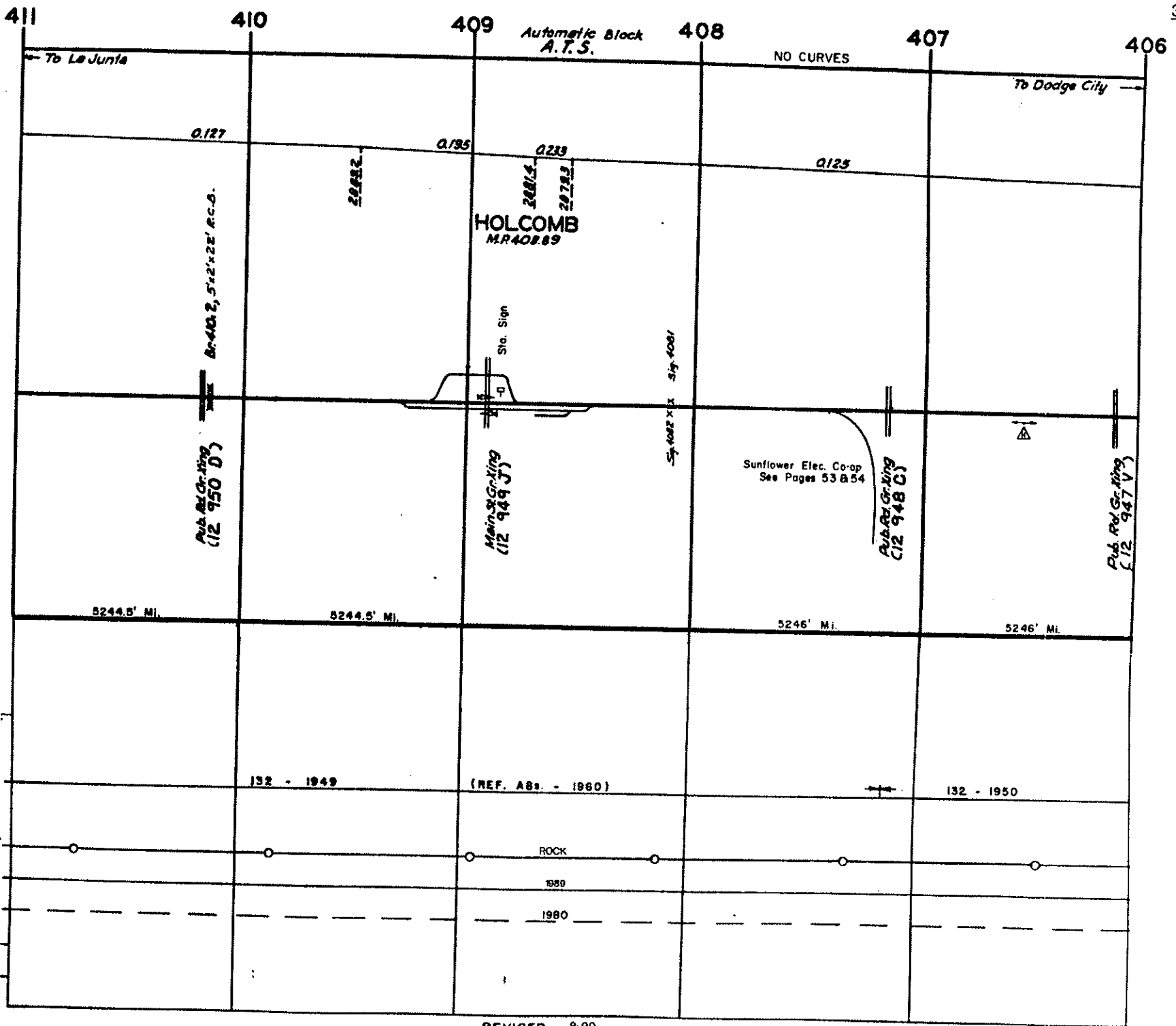
1982

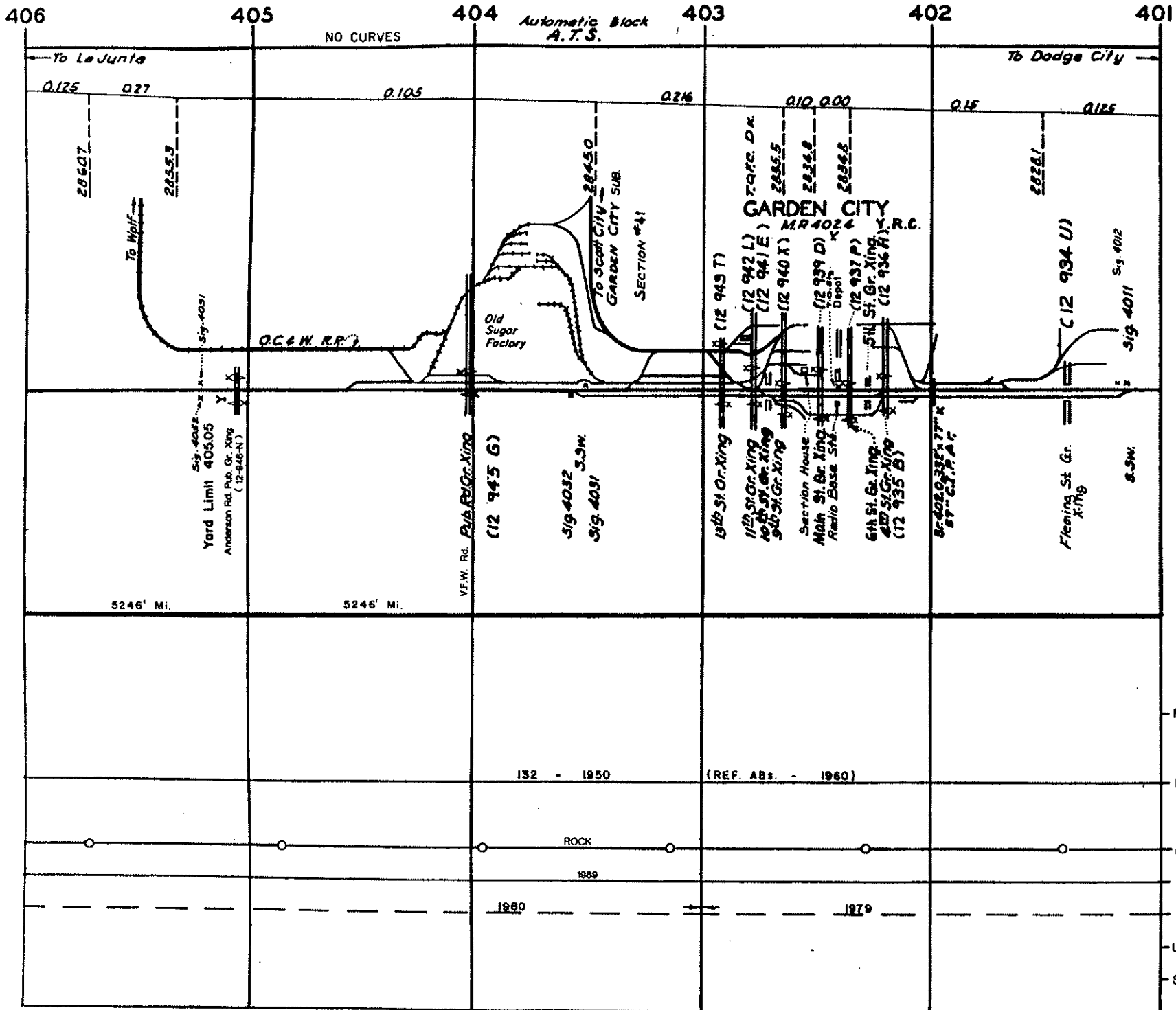
1982

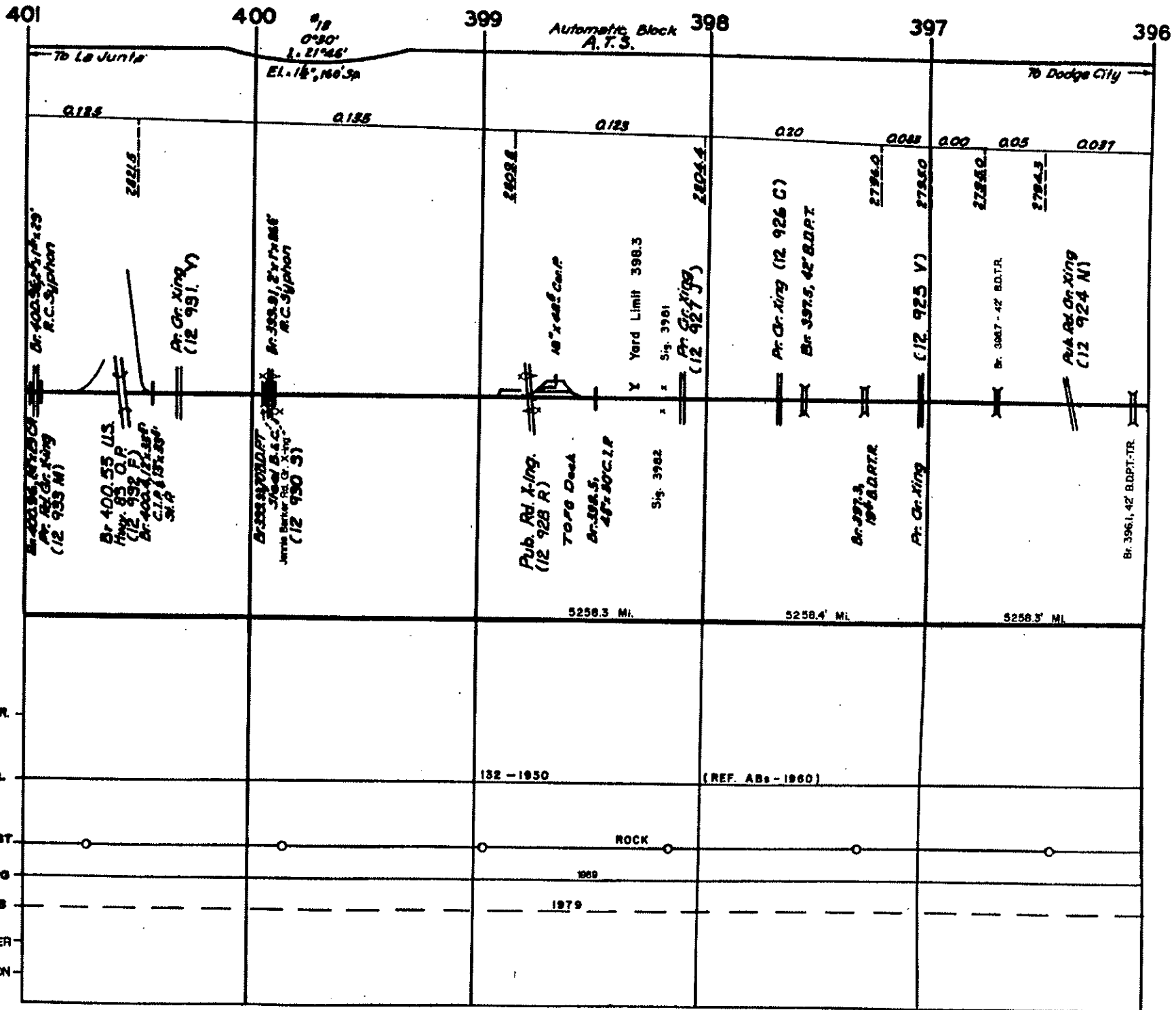
Sunflower Electric Cooperative, Inc. Lead Track

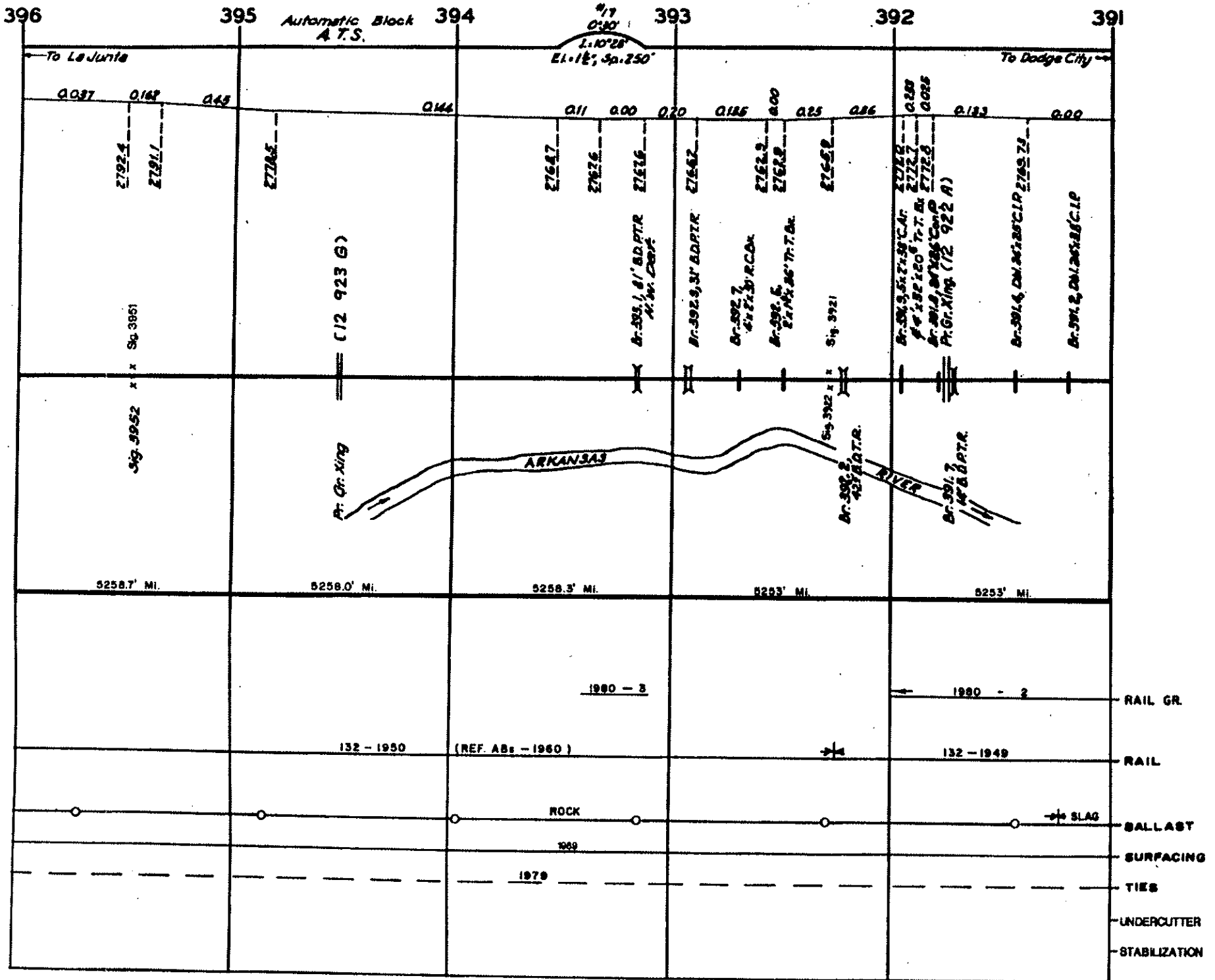


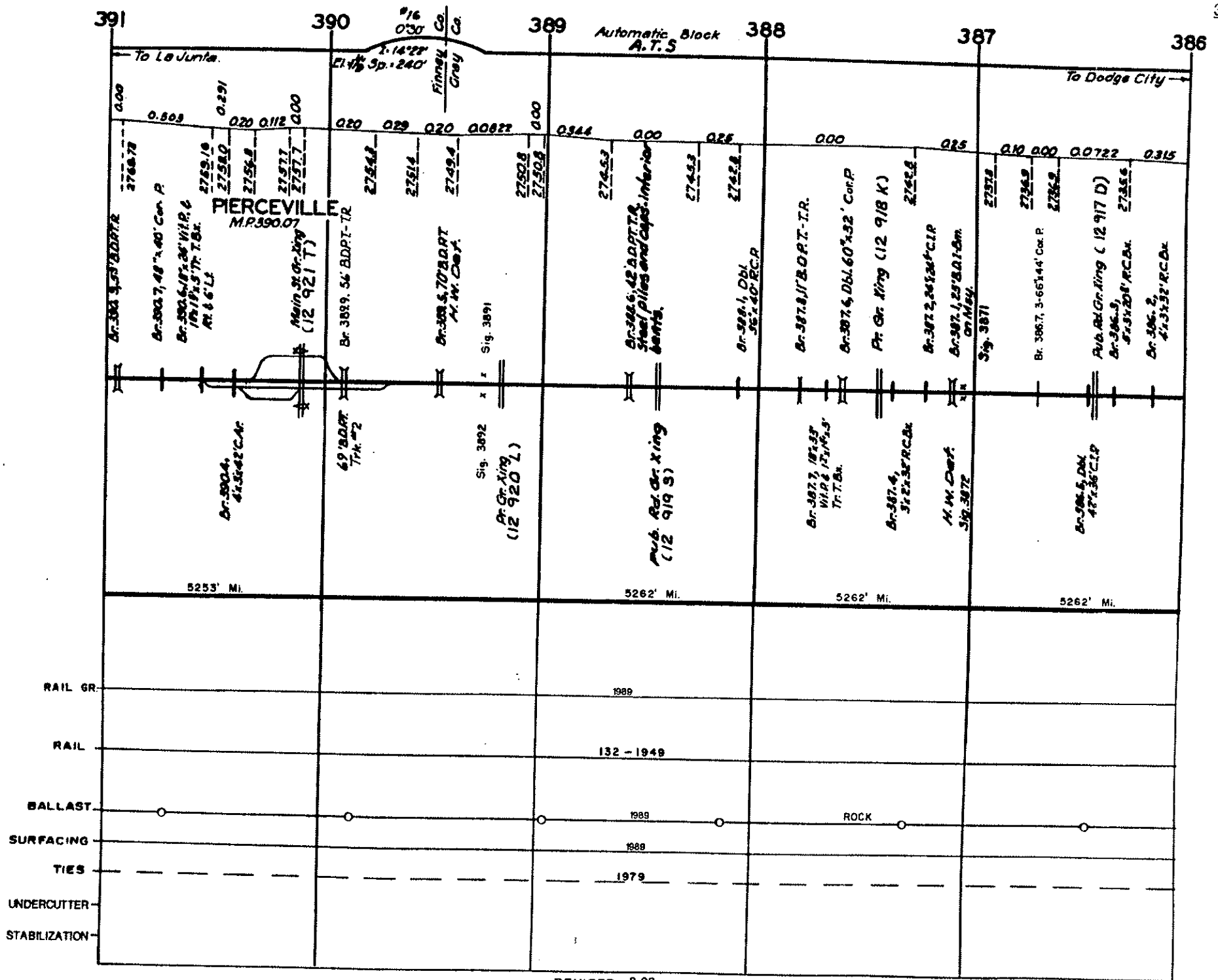
REVISED 8-90

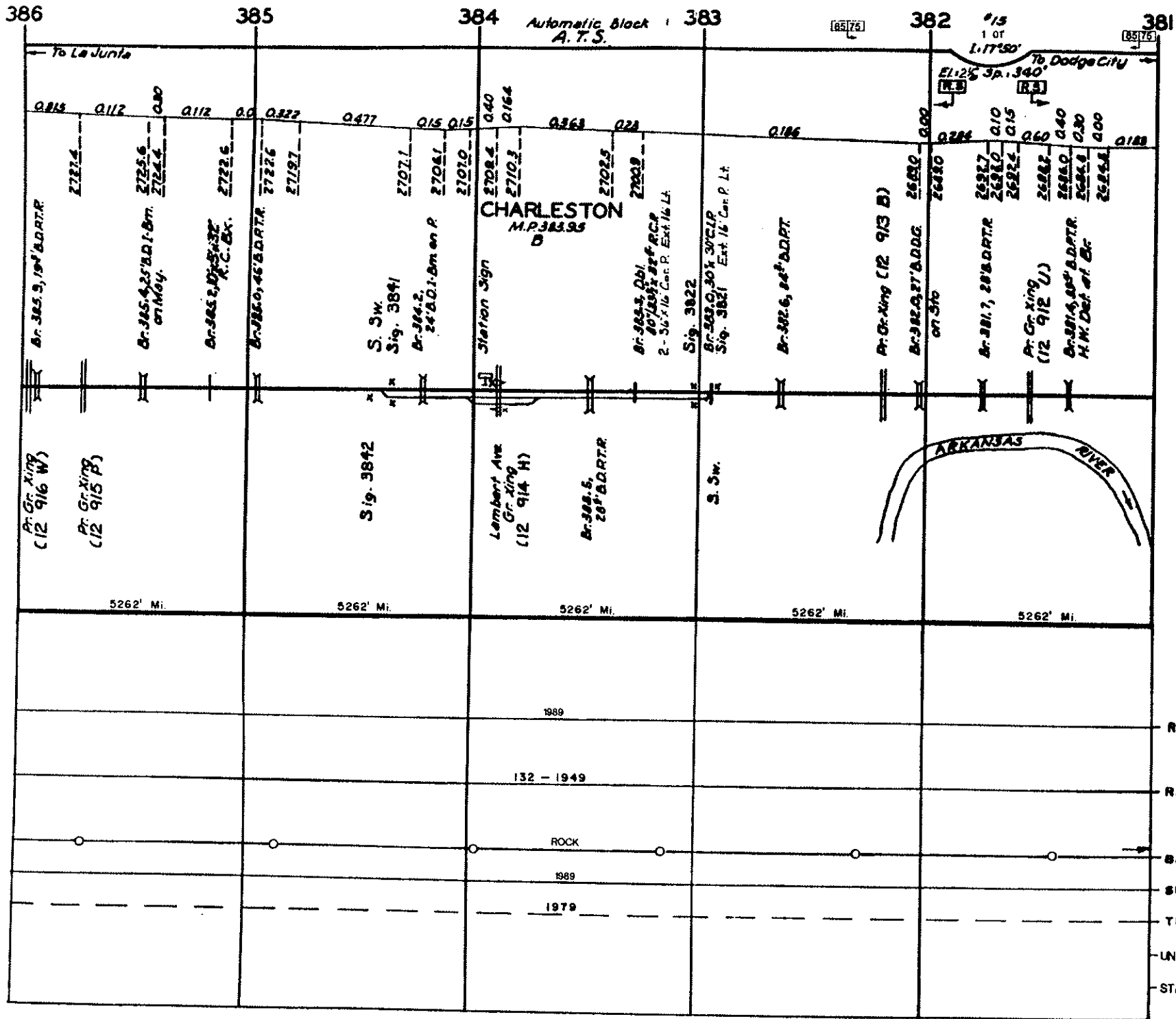












376

375

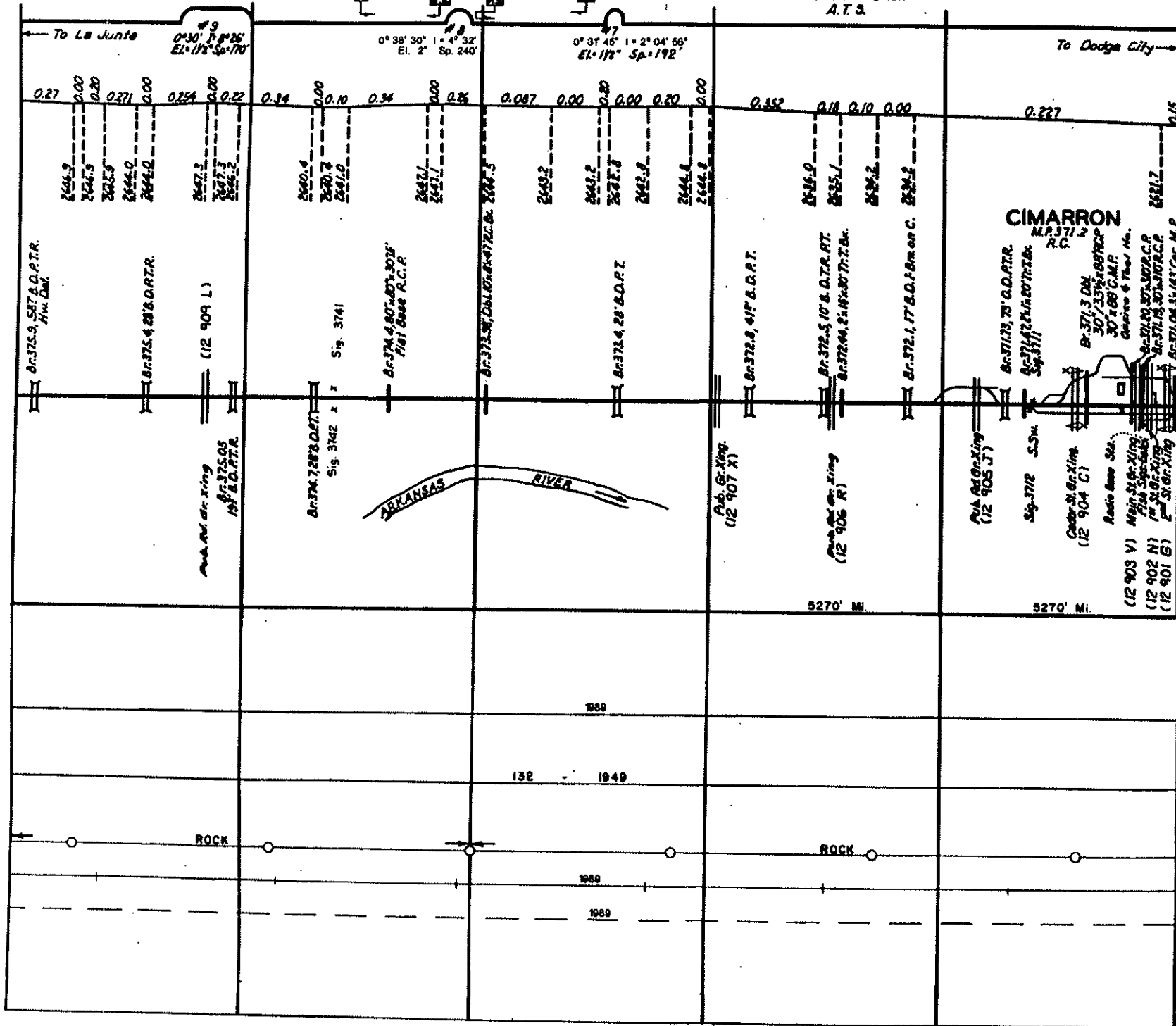
374

373

Automatic Block
A.T.S.

372

371



CIMARRON
 M.P. 371.2
 R.C.
 Br. 371.3 DN
 30' 28" C.M.P.
 Chippewee & Their Me.
 Br. 371.30 371.3072 C.P.
 Br. 371.30 371.3072 C.P.
 Br. 371.30 371.3072 C.P.
 Br. 371.30 371.3072 C.P.

ARKANSAS RIVER

RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION

371

370

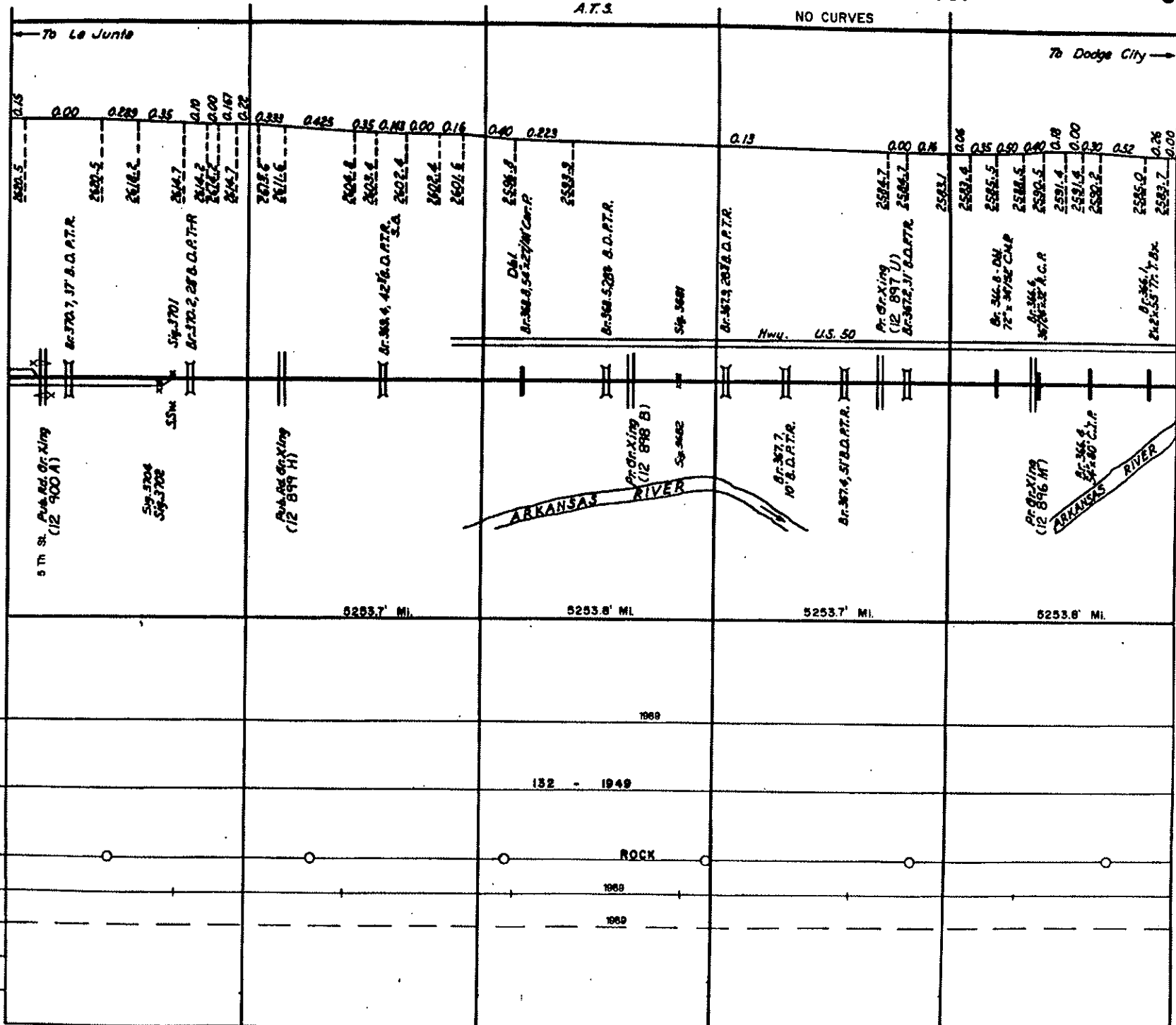
369

Automatic Block
A.T.S.

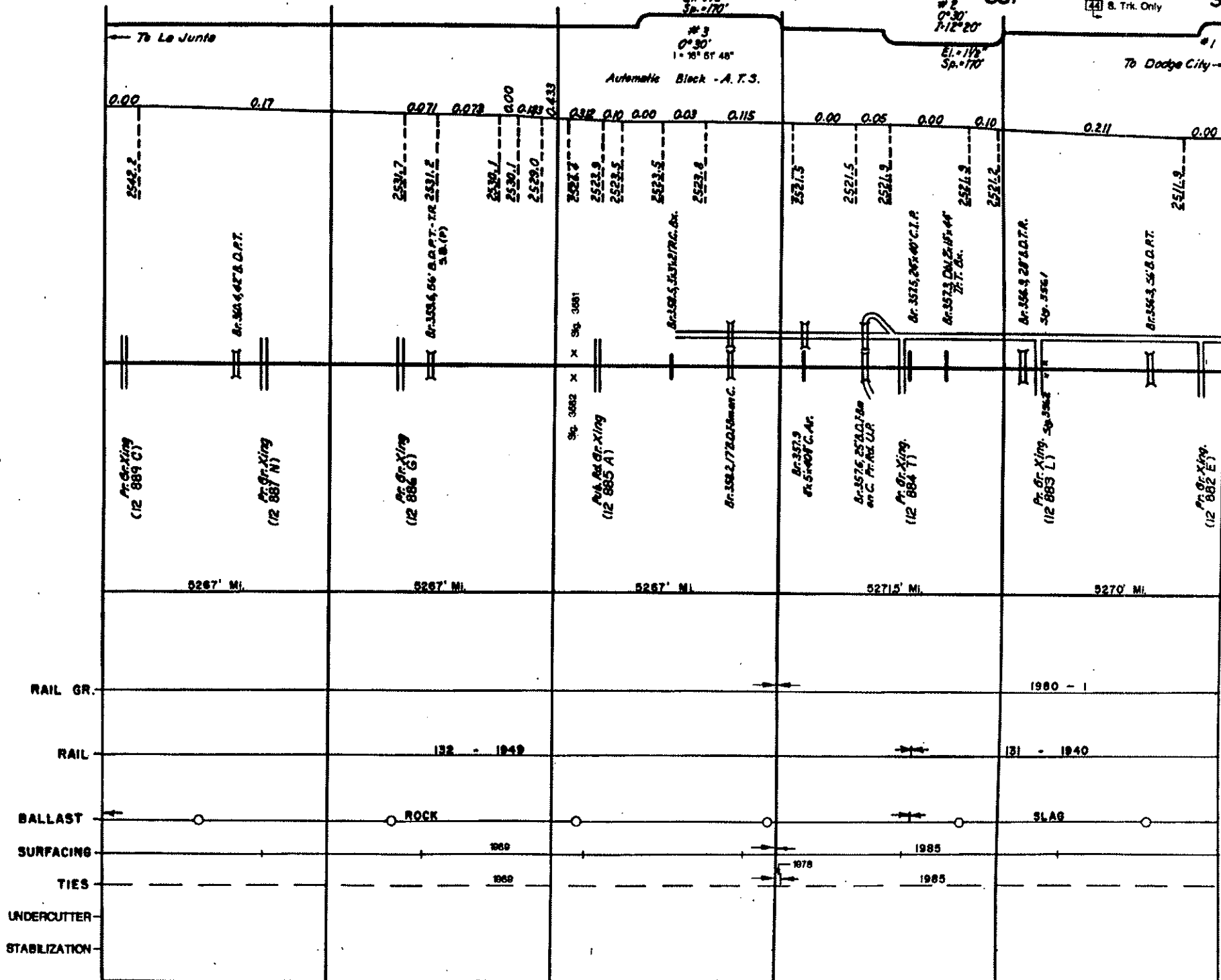
368

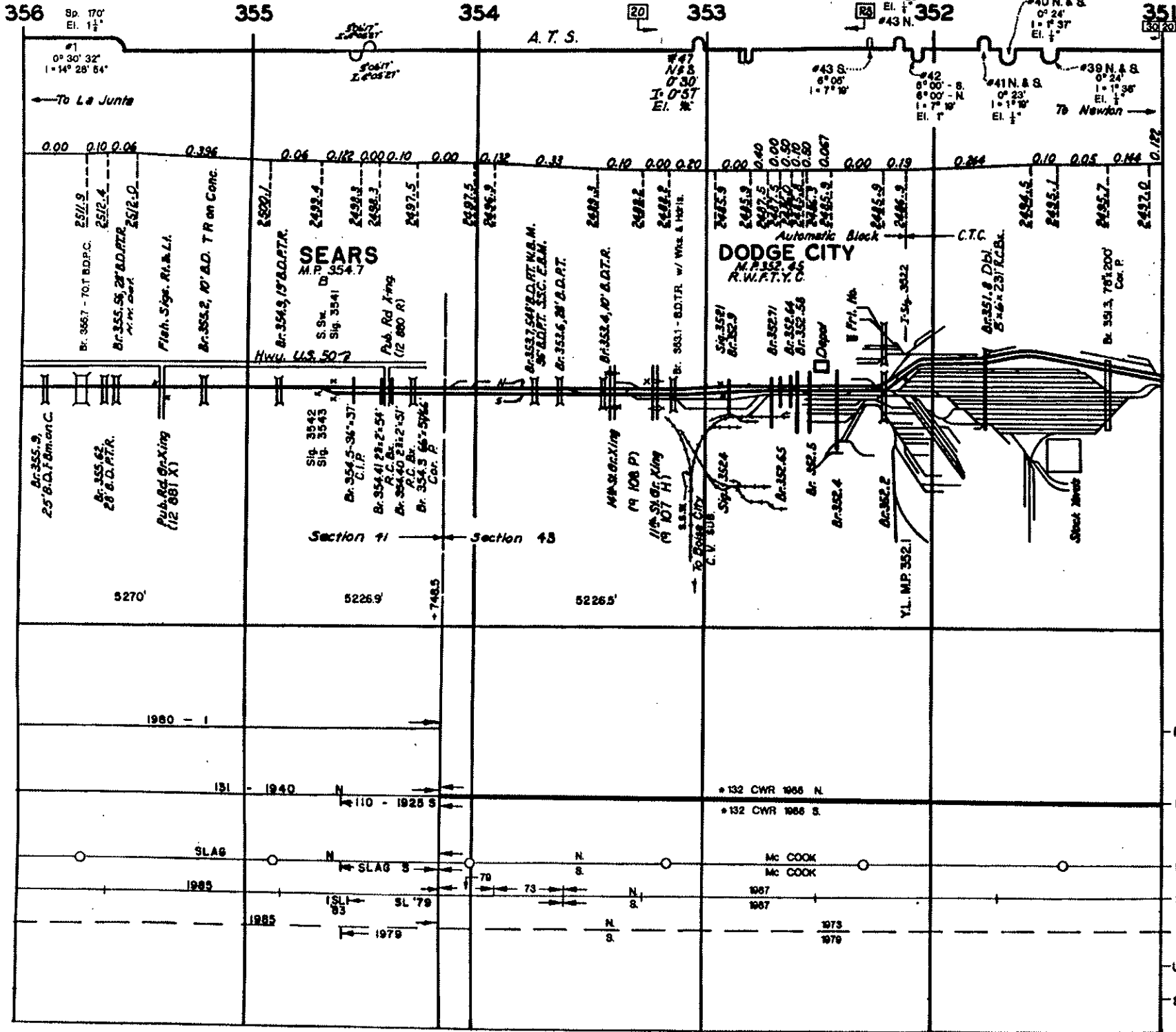
367

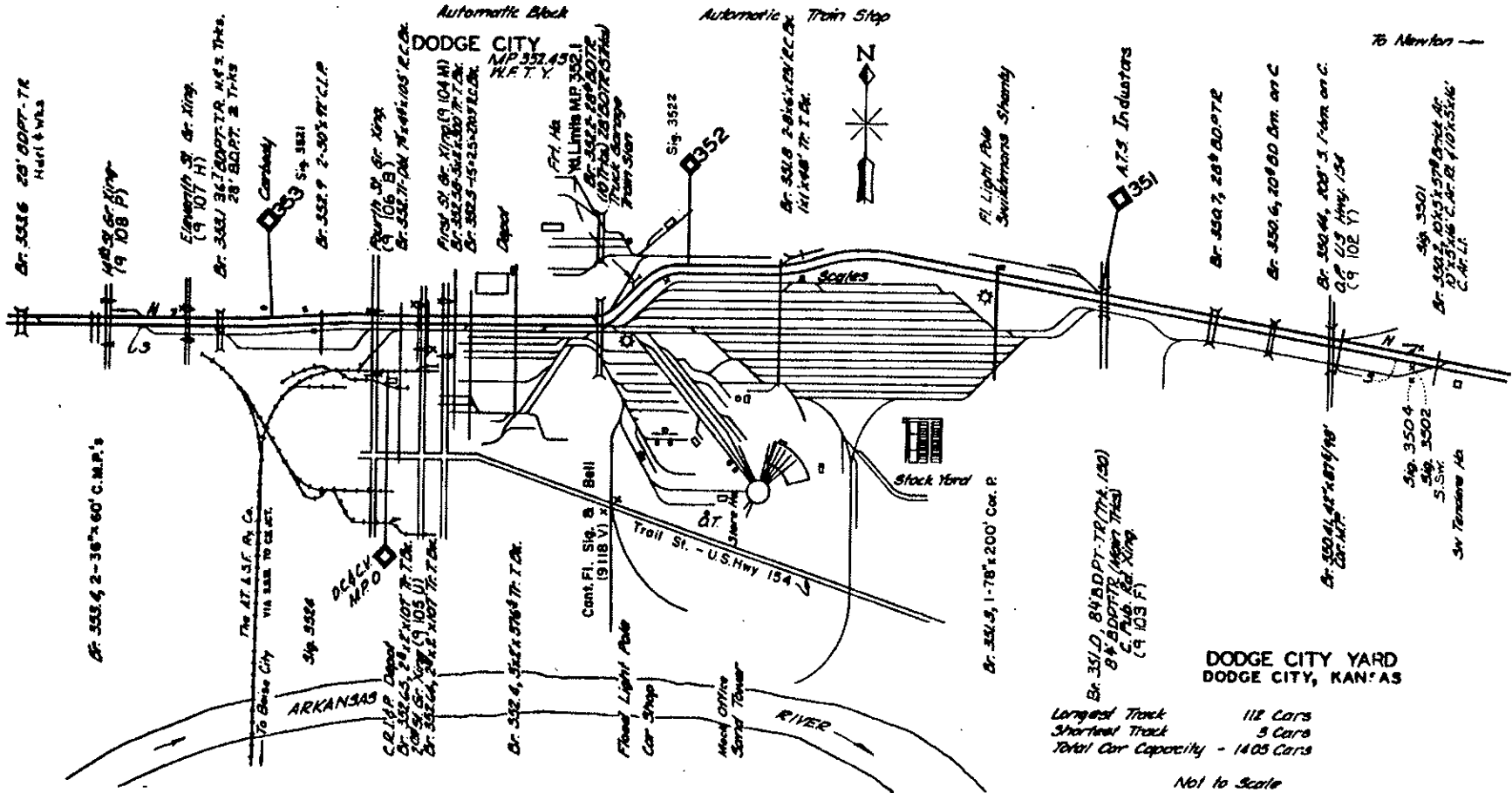
366

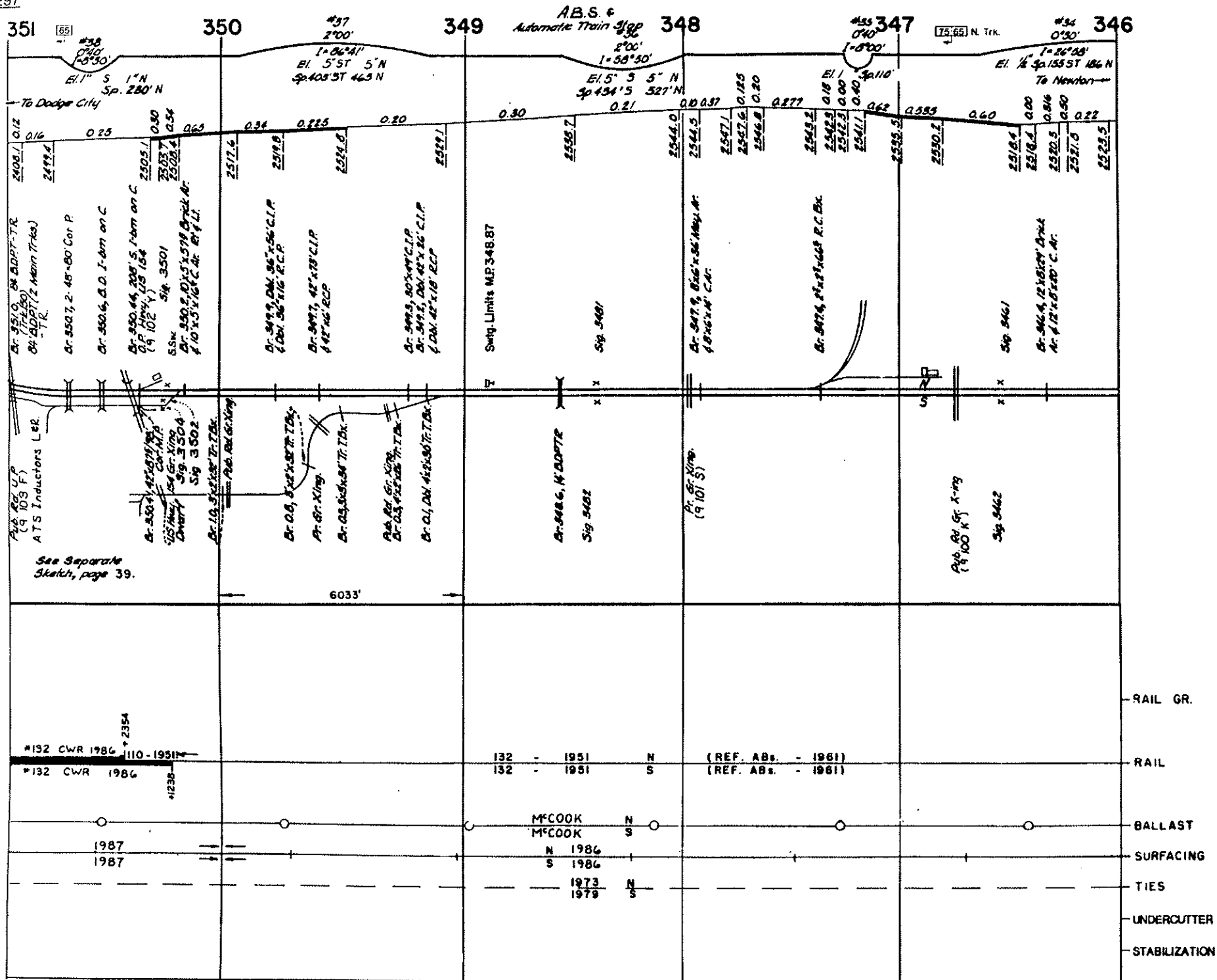


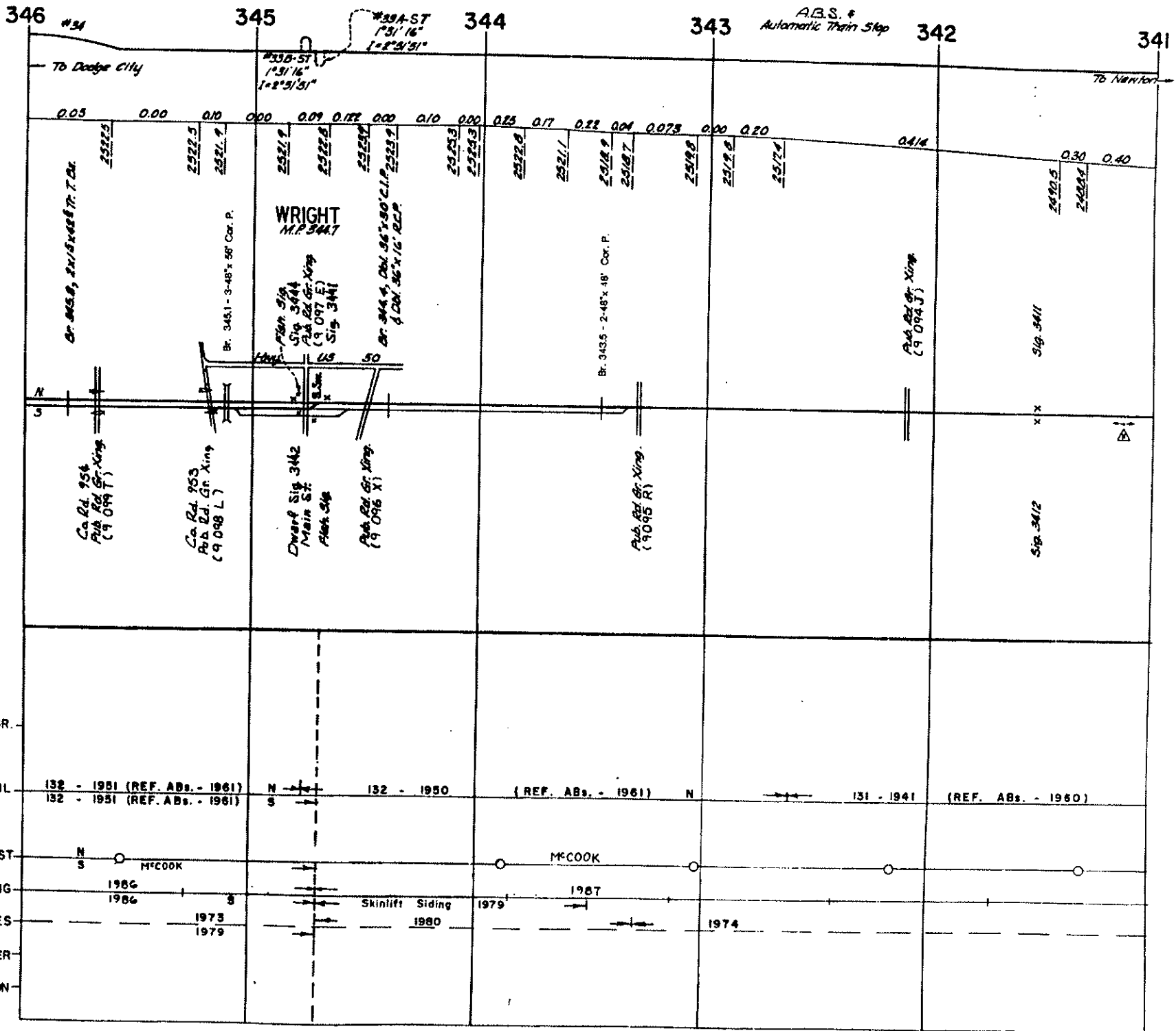
REVISED 8-80

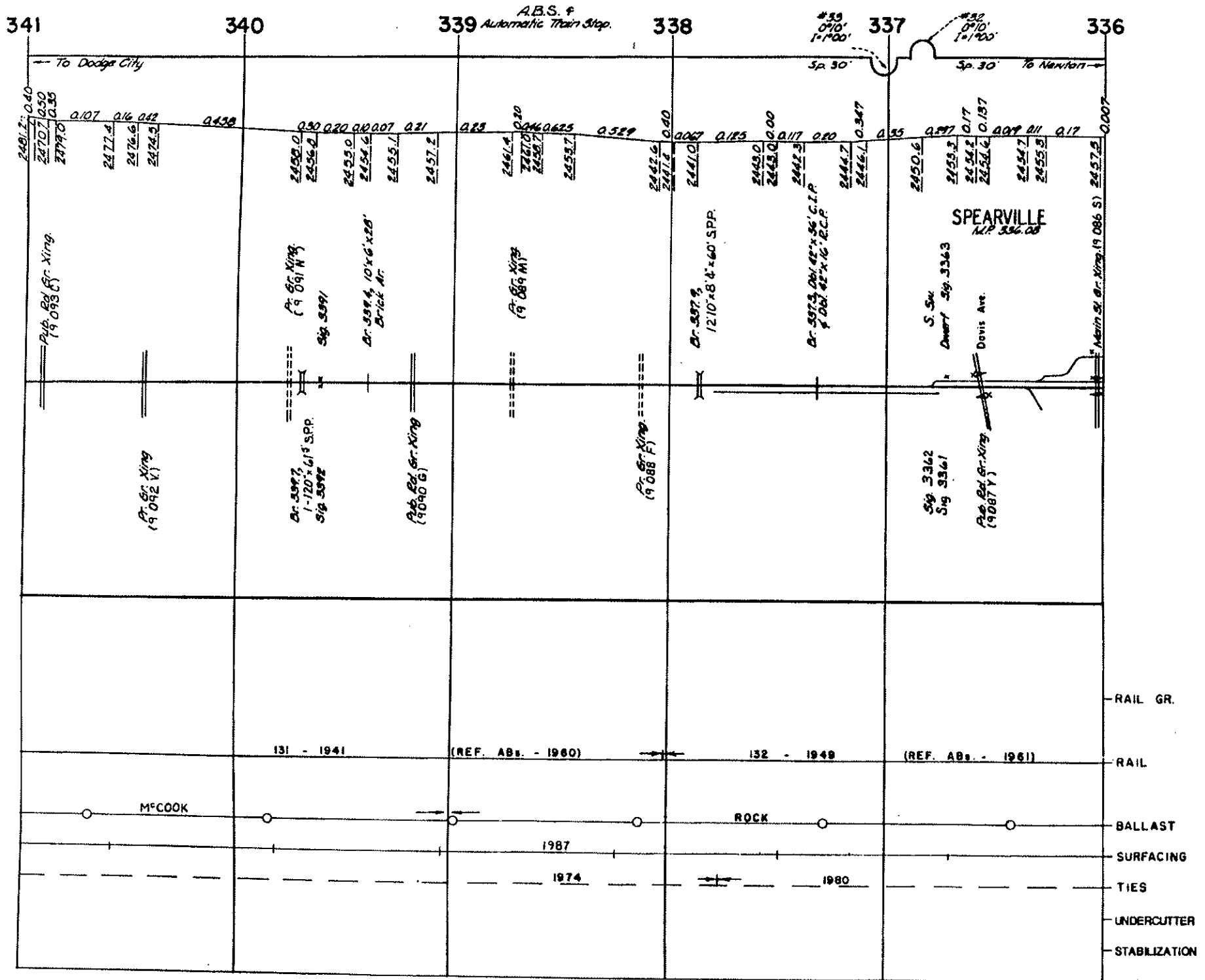


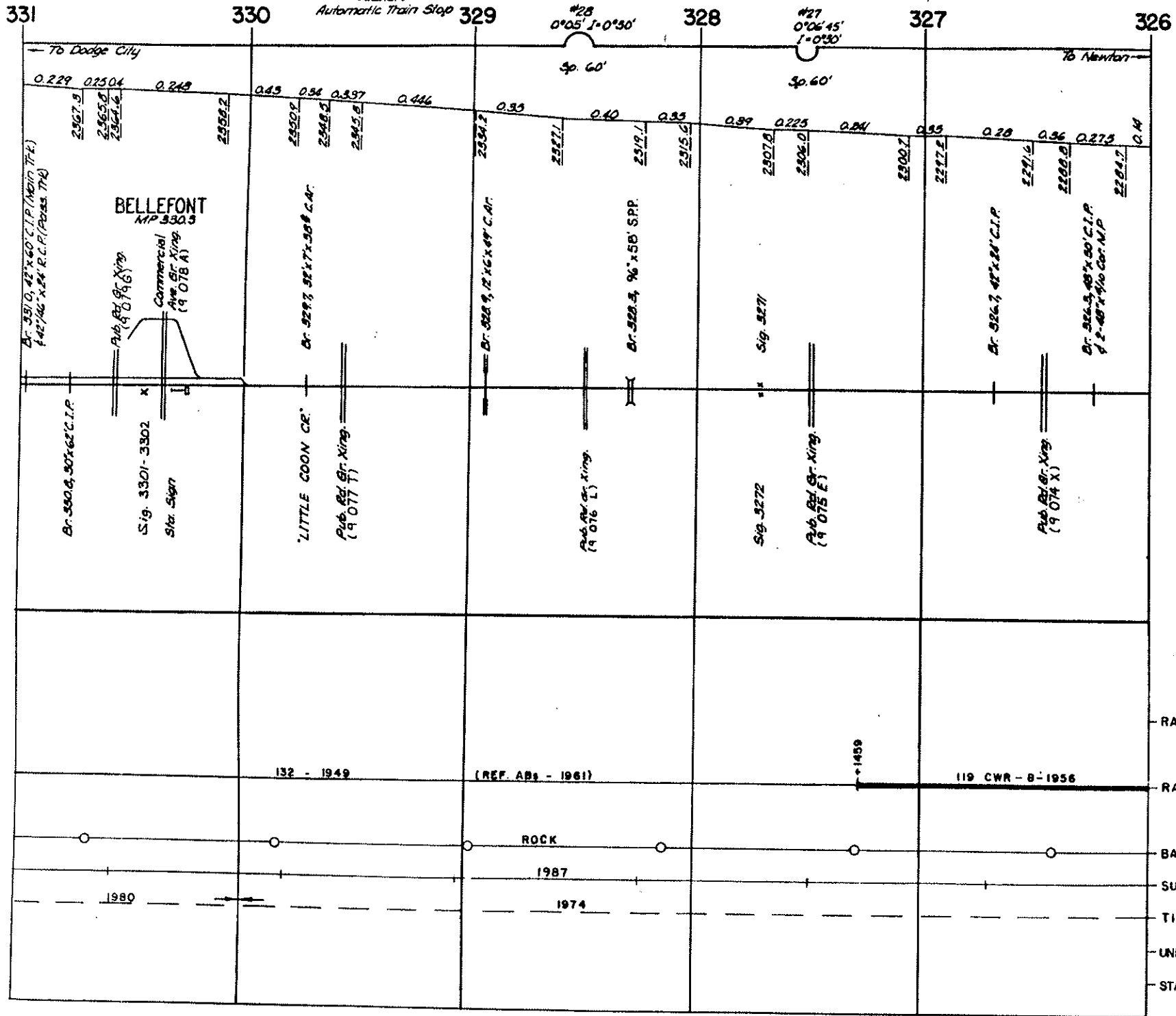


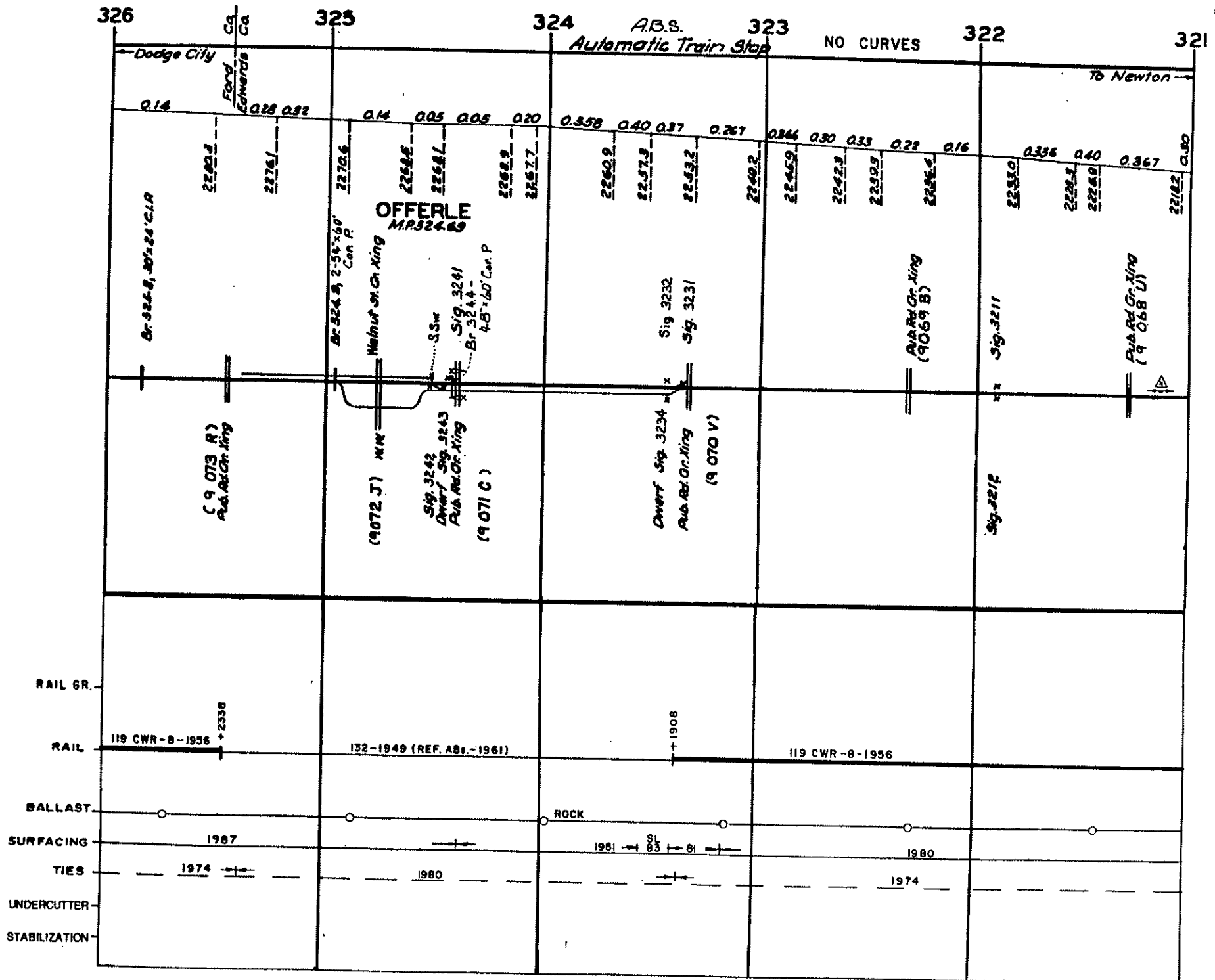


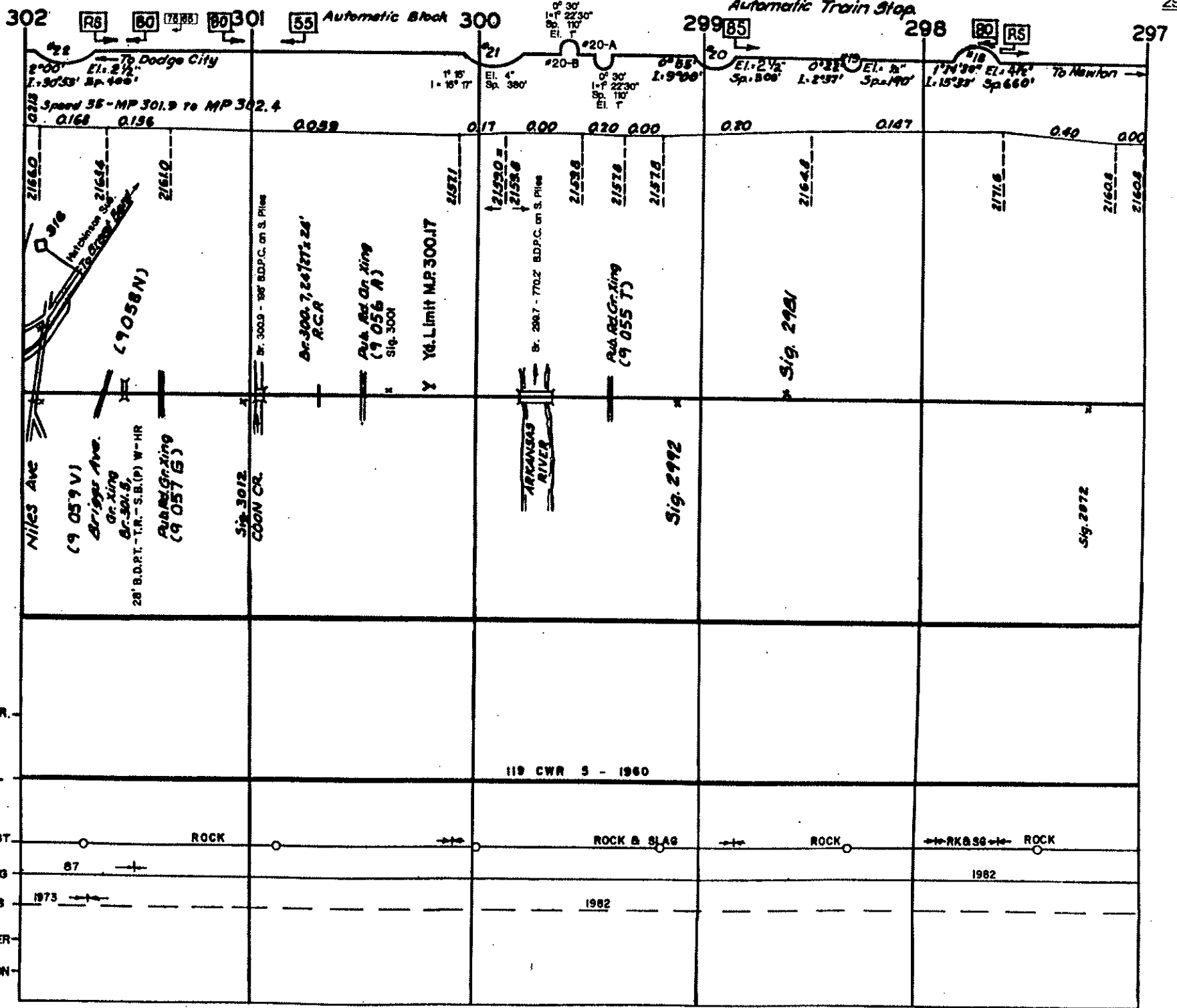












302

301

Automatic Block 300

299

Automatic Train Stop

298

297

To Dodge City
 2°00' El. 272'
 L. 307.53' Sp. 400'

#20-B
 El. 4'
 Sp. 390'

#20-A
 0°30' 22'30" El. T
 1°15' 22'30" El. T
 Sp. 390'

#20
 El. 2 1/2'
 Sp. 500'

To Newton
 1°14'30" El. 476'
 L. 15'32" Sp. 660'

Speed 35 - MP 301.9 to MP 302.4
 Q.168 Q.196

0.039

0.17

0.00

0.20

0.00

0.20

0.147

0.40

0.00

21640
 21635
 21630
 21625
 21620

Br. 300.9 - 196' B.D.P.C. on S. Piles

Br. 300.7, 267 1/2' x 26'
 R.C.R.

RVA Rd. On King
 (9 056 N)
 Sig. 3001

Y Yd. Limit M.P. 300.17

21590
 21585
 21580

Br. 299.7 - 770.2' B.D.P.C. on S. Piles

21578

21576

21574

RVA Rd. On King
 (9 055 T)

Sig. 2991

Niles Ave

(9 059 V)

Driggs Ave.
 On King
 Br. 301.5
 28' B.D.P.T. - T.R. - S.B.(P) W-HR

RVA Rd. On King
 (9 057 E)

Sig. 3012
 COON CR.

ARKANSAS RIVER

Sig. 2992

Sig. 2972

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

119 CWR 5 - 1960

ROCK

ROCK & SLAG

ROCK

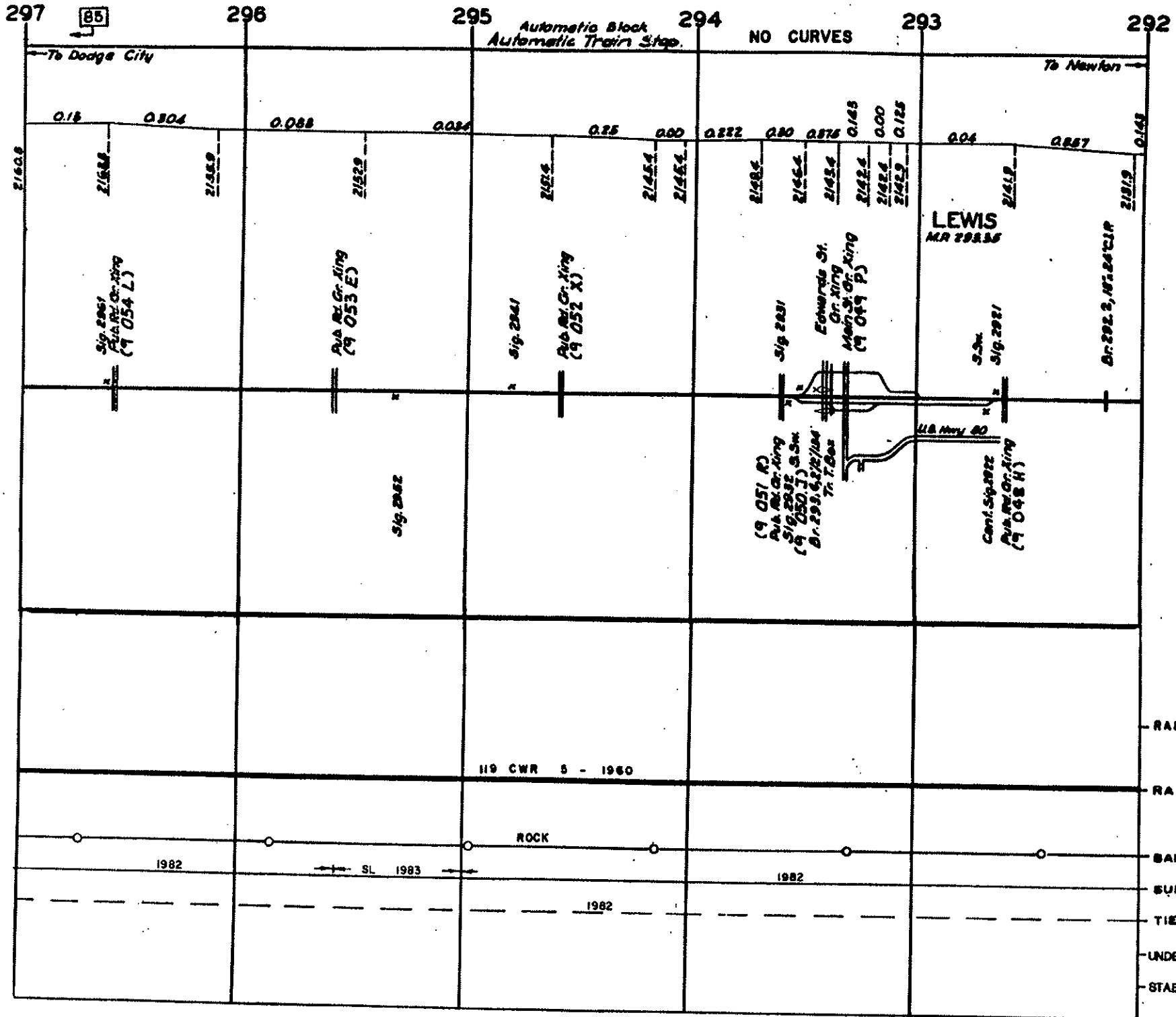
ROCK

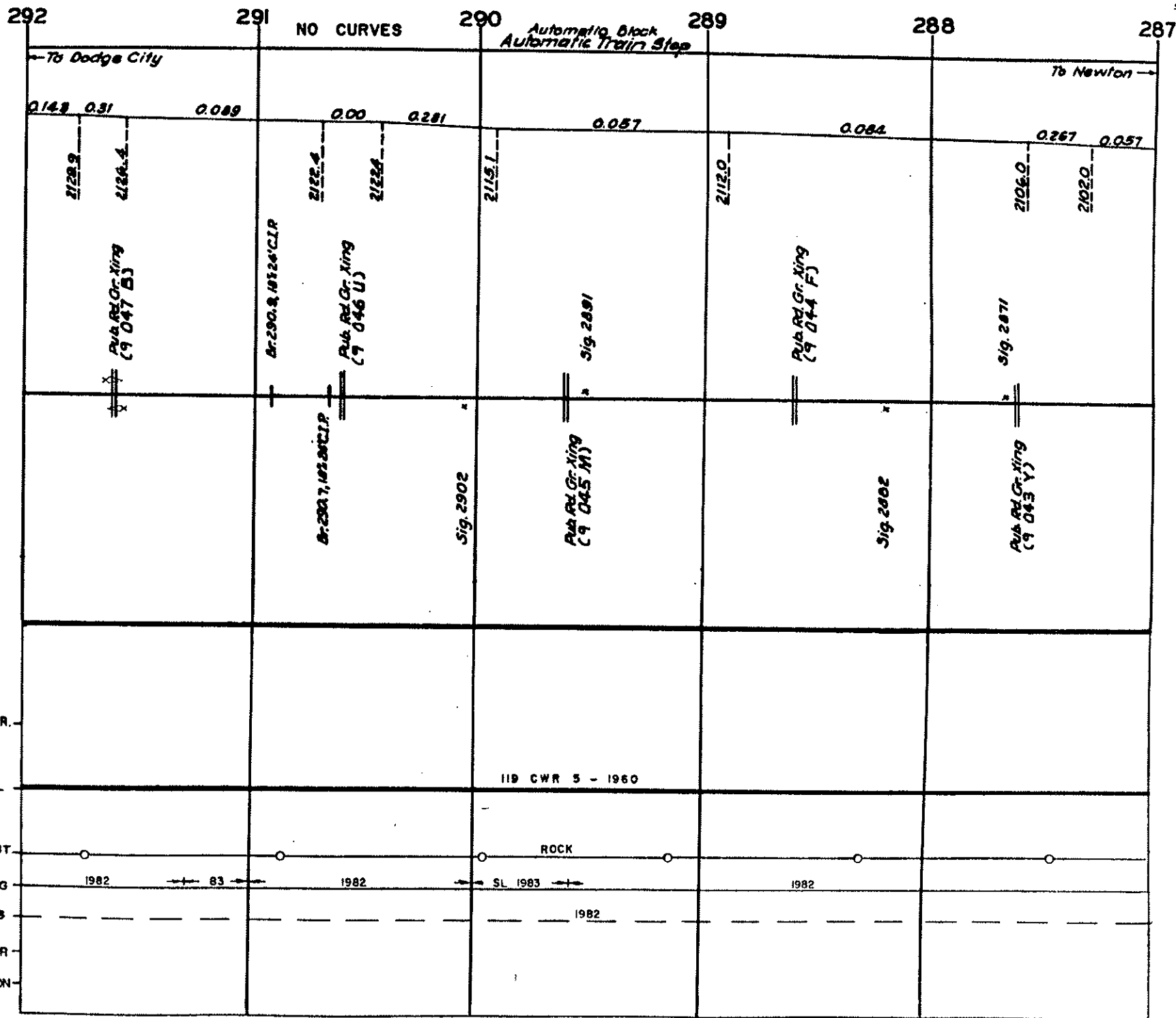
87

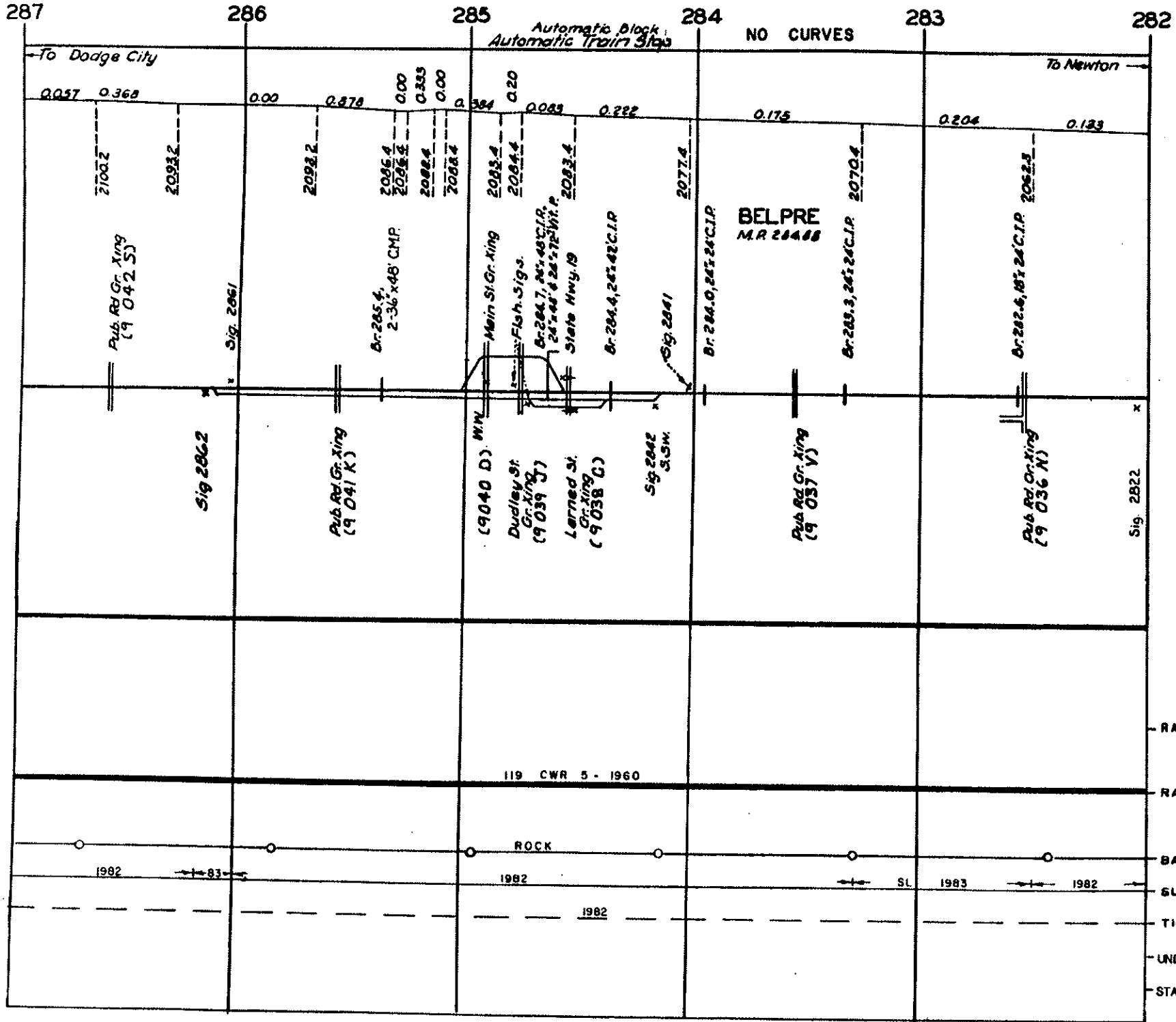
1973

1982

1982







282

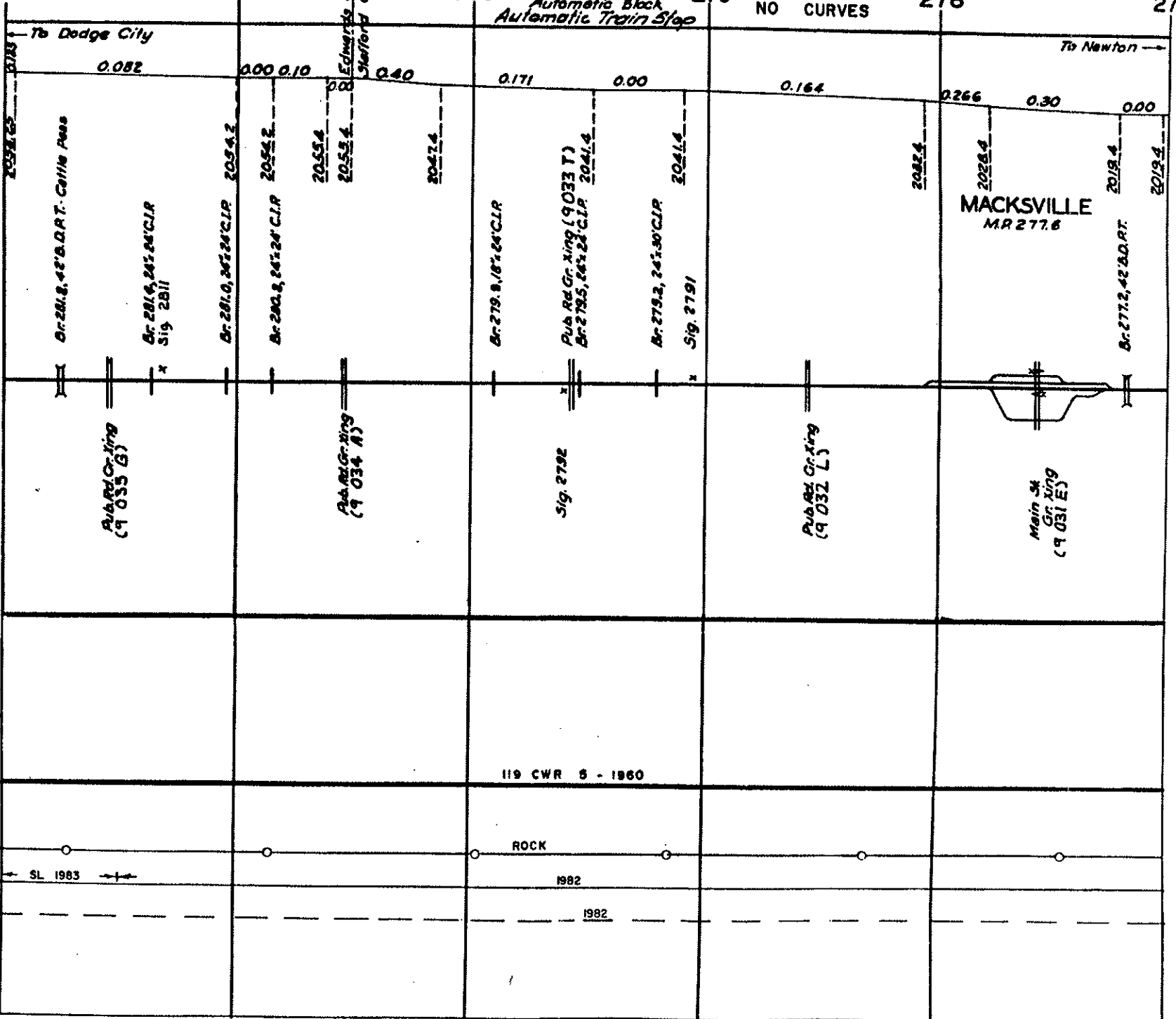
281

280

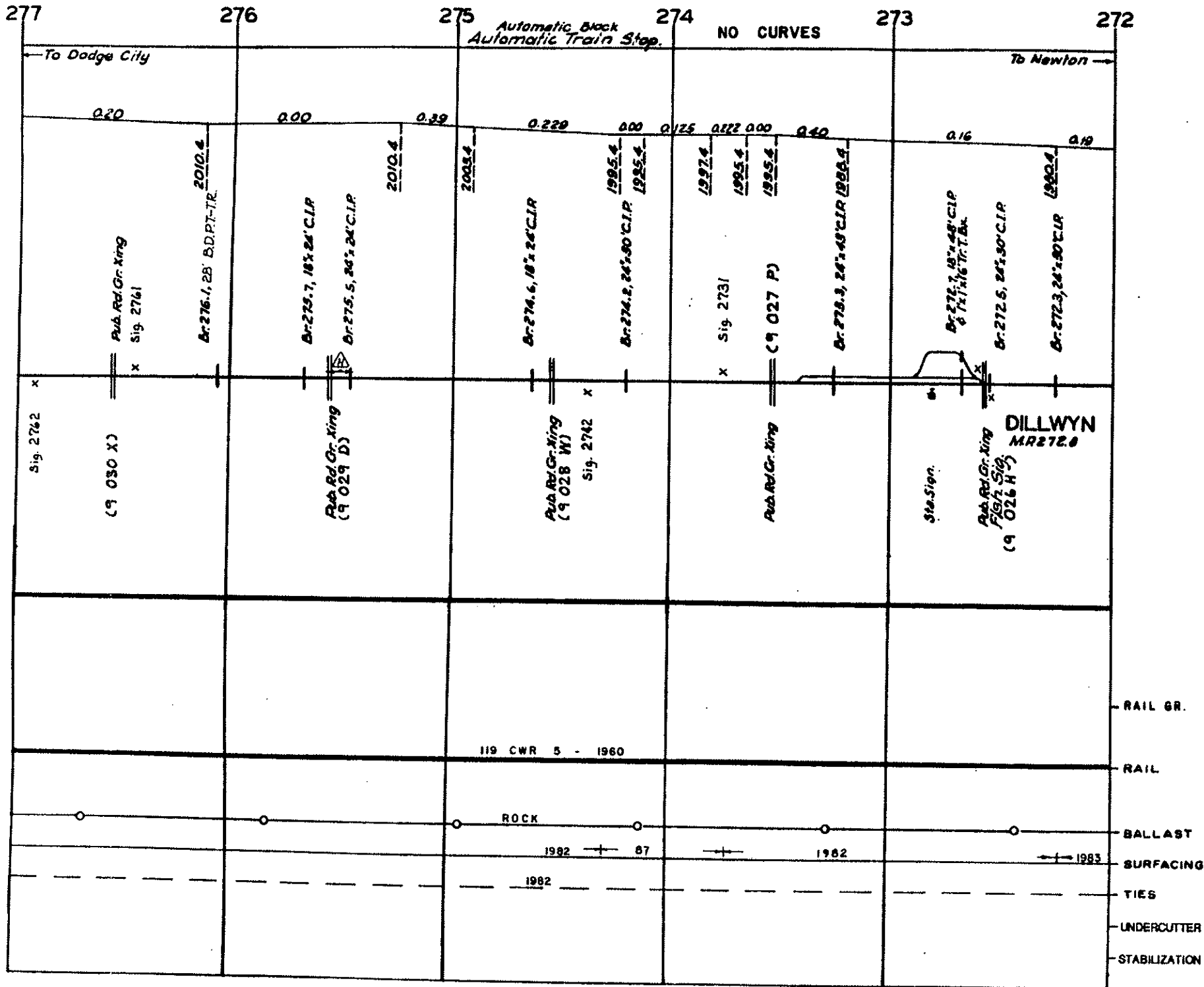
279

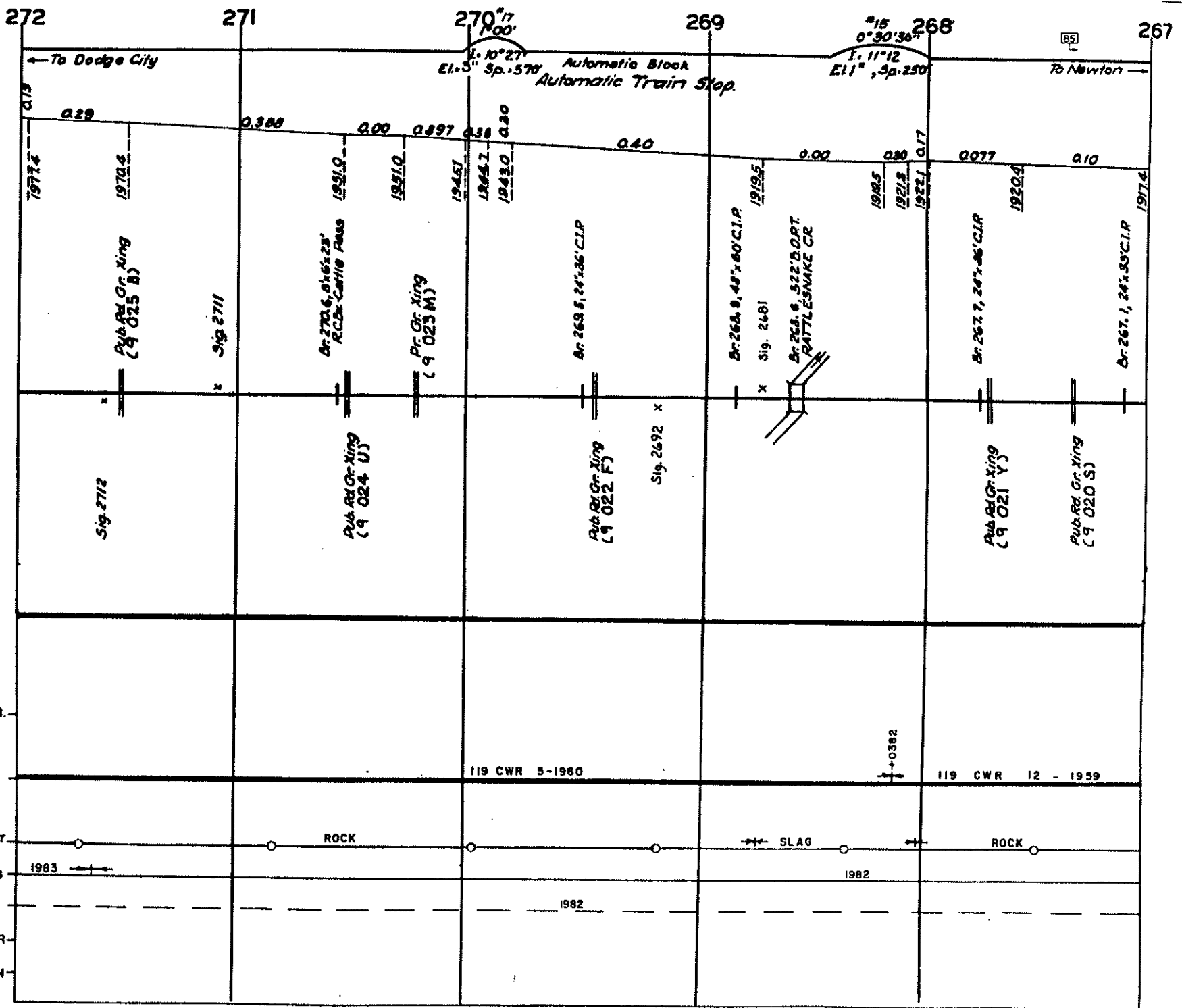
278

277

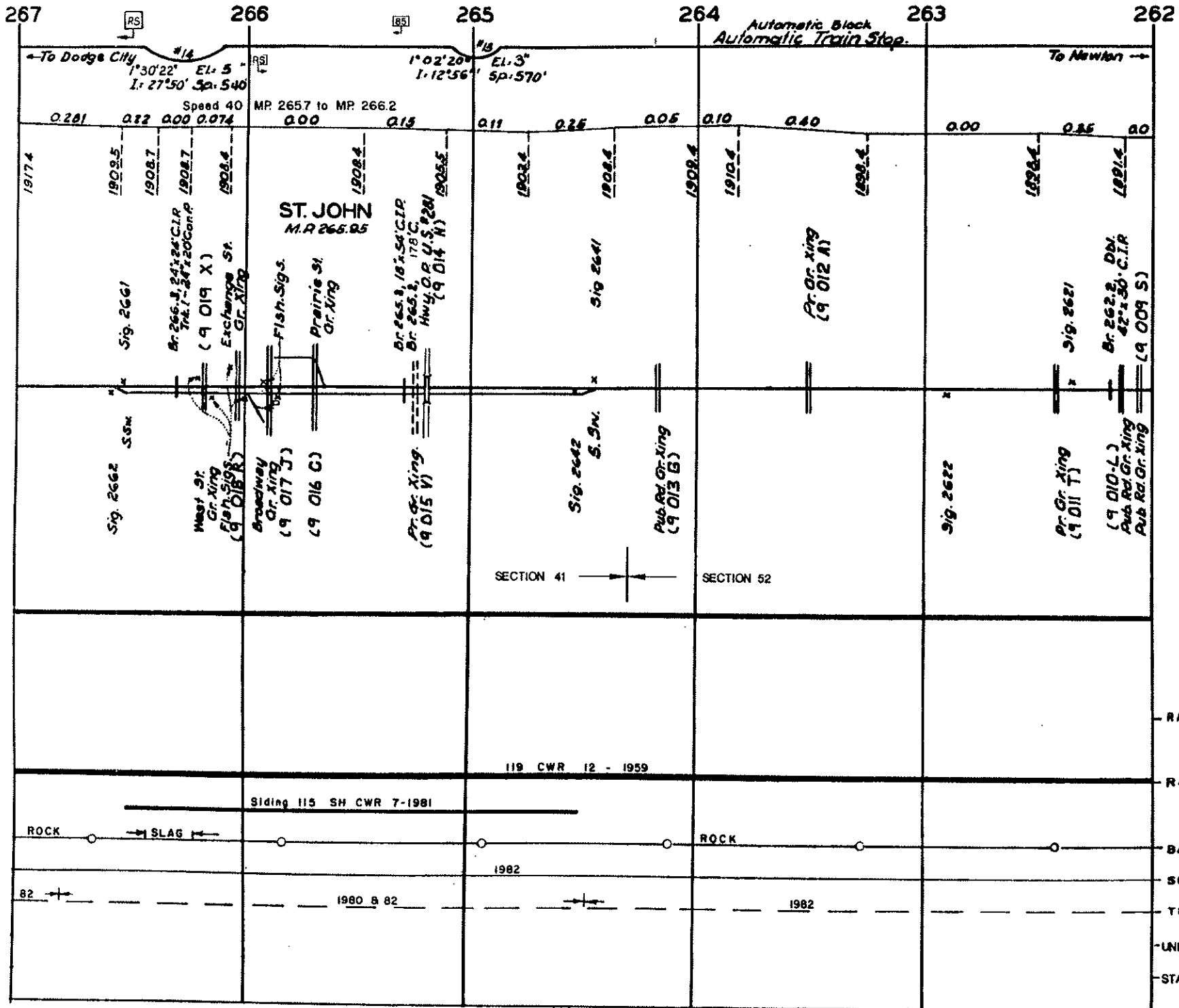


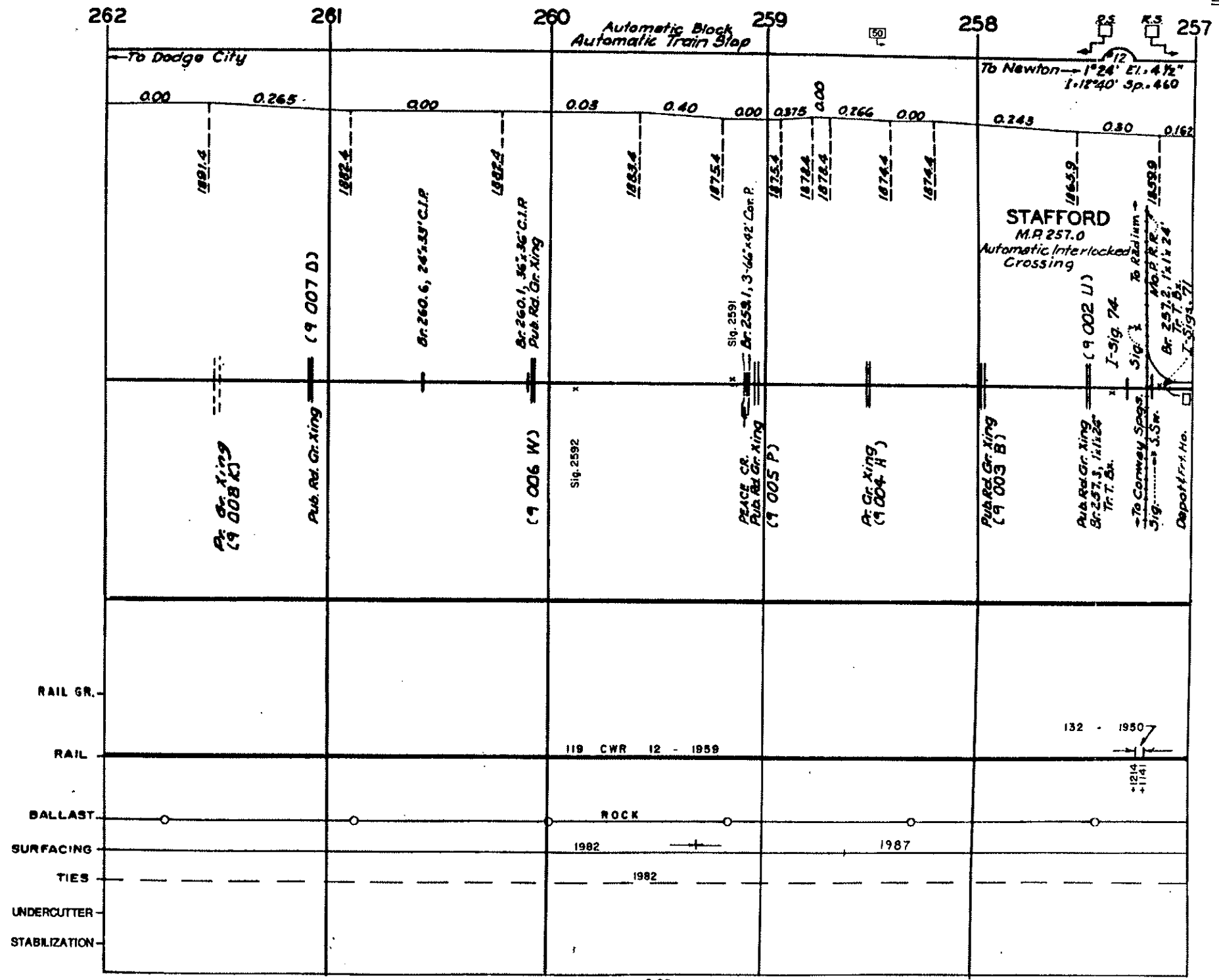
REVISED 8-90

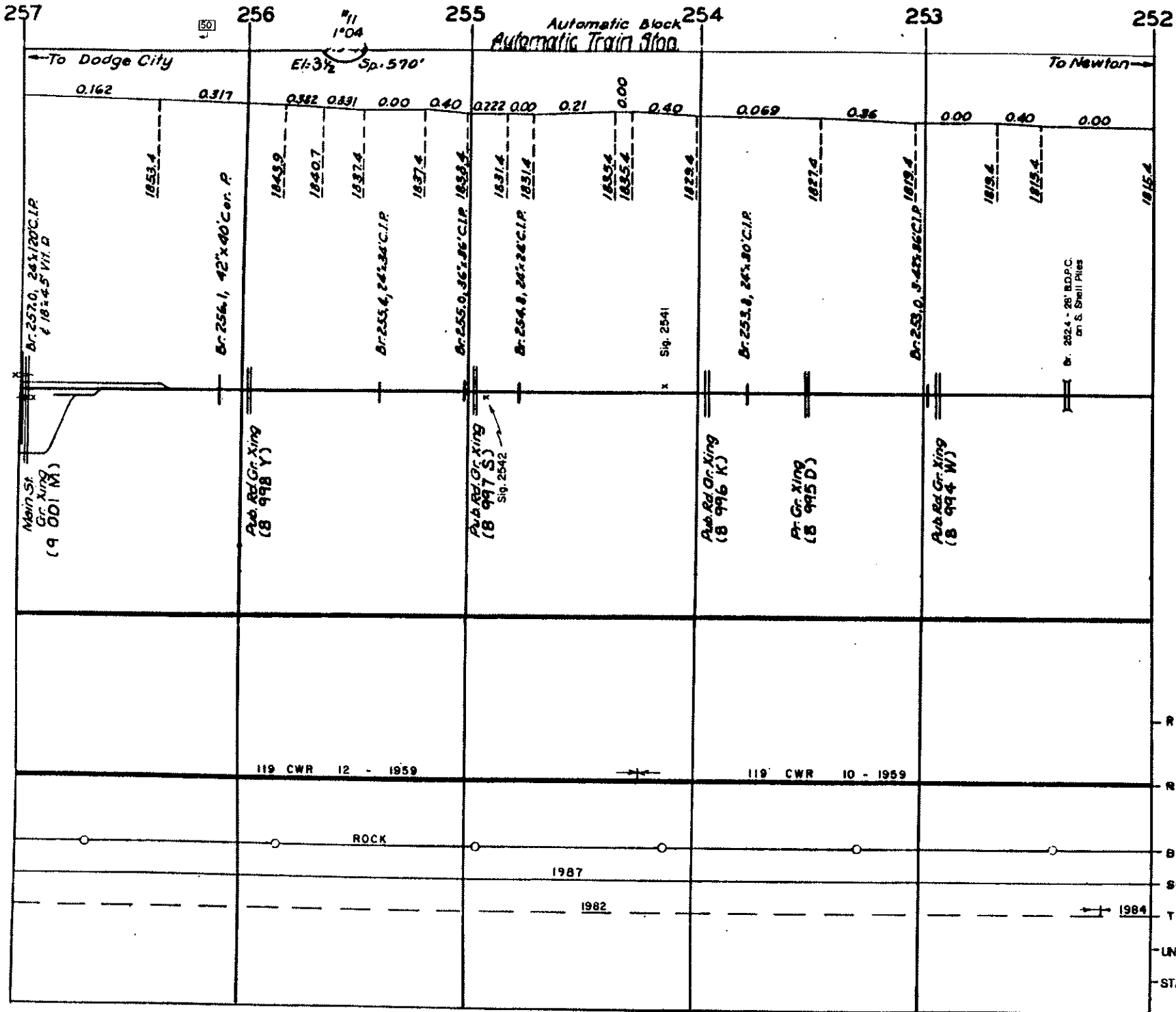


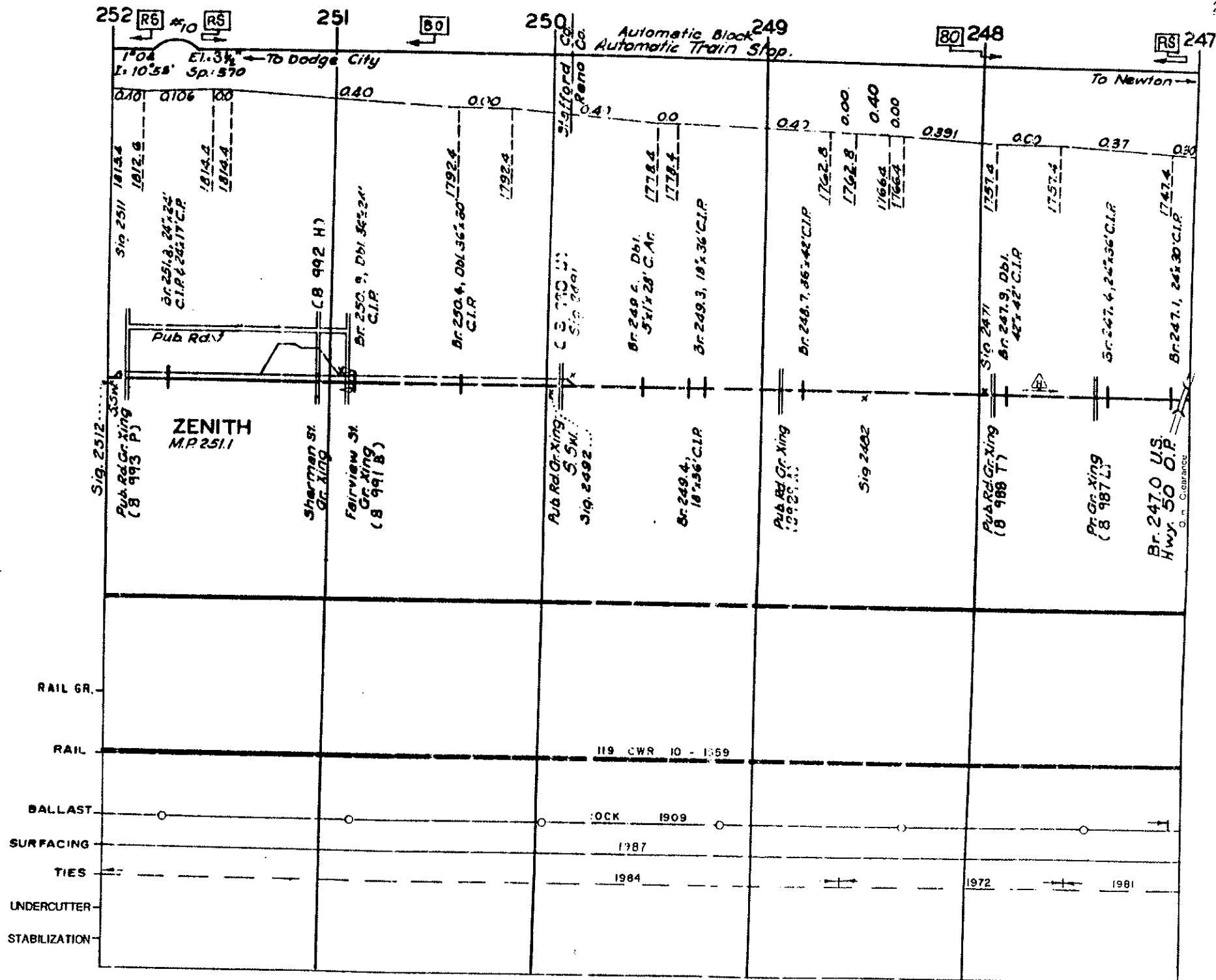


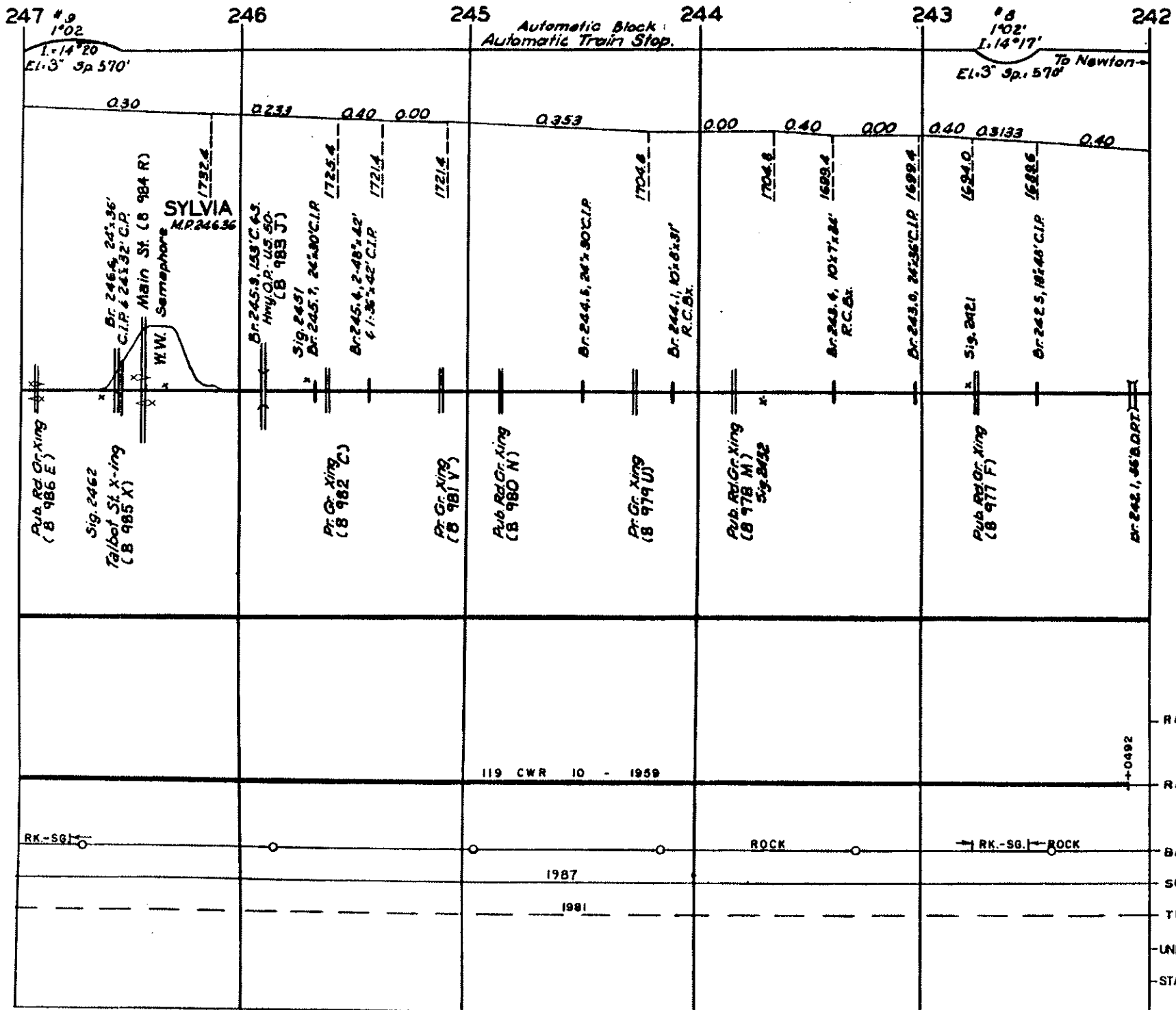
REVISED 8-90

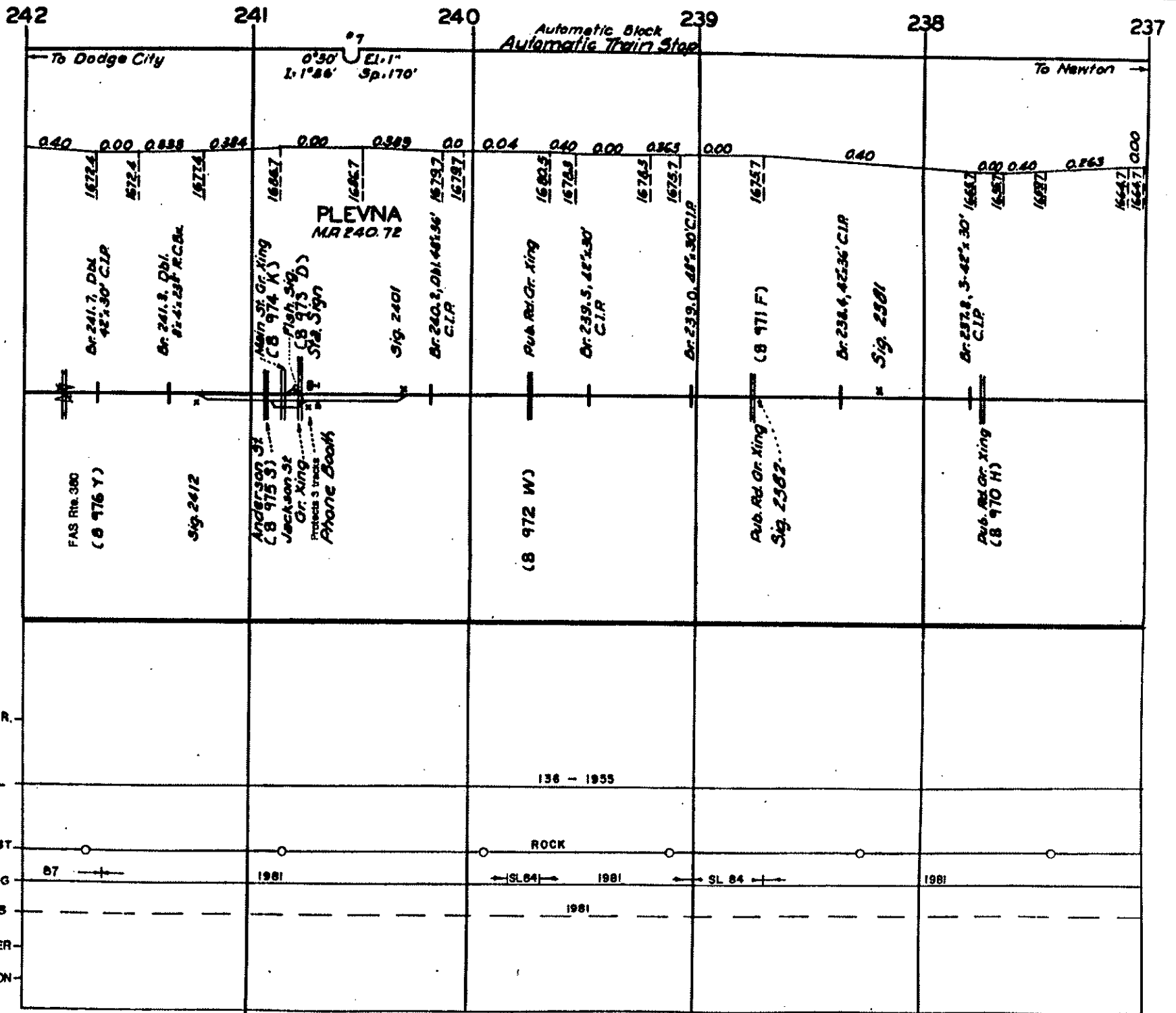




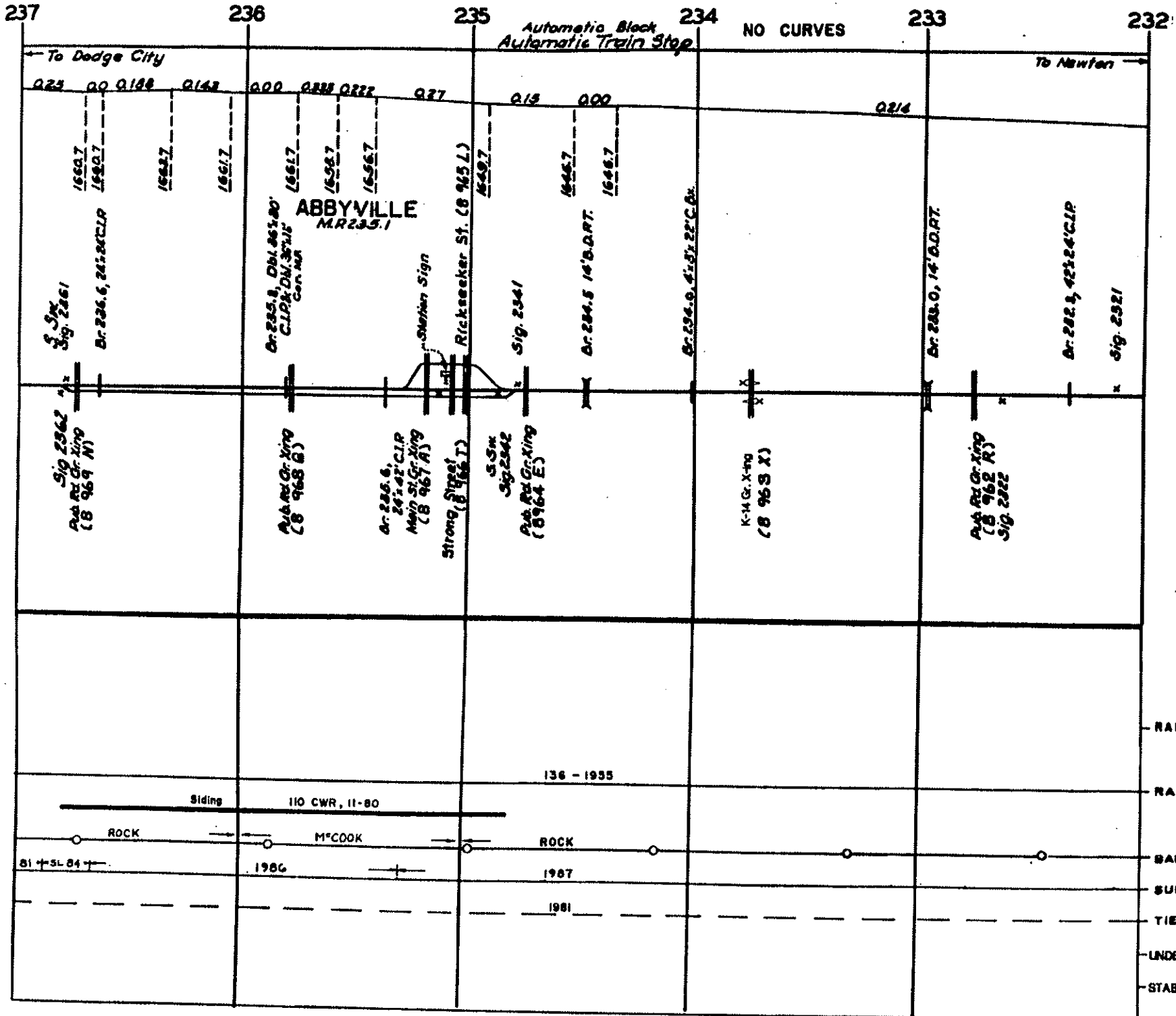


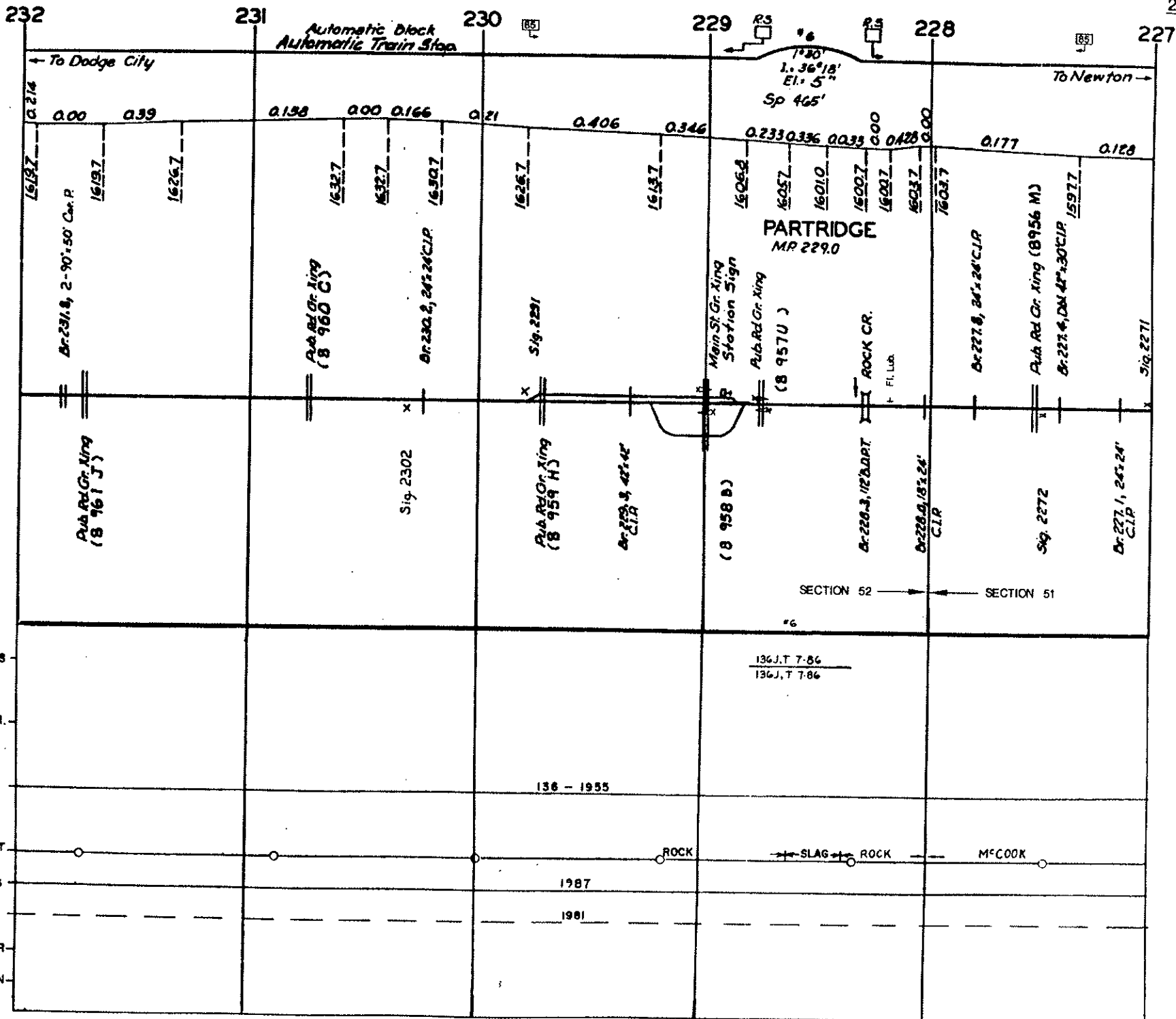


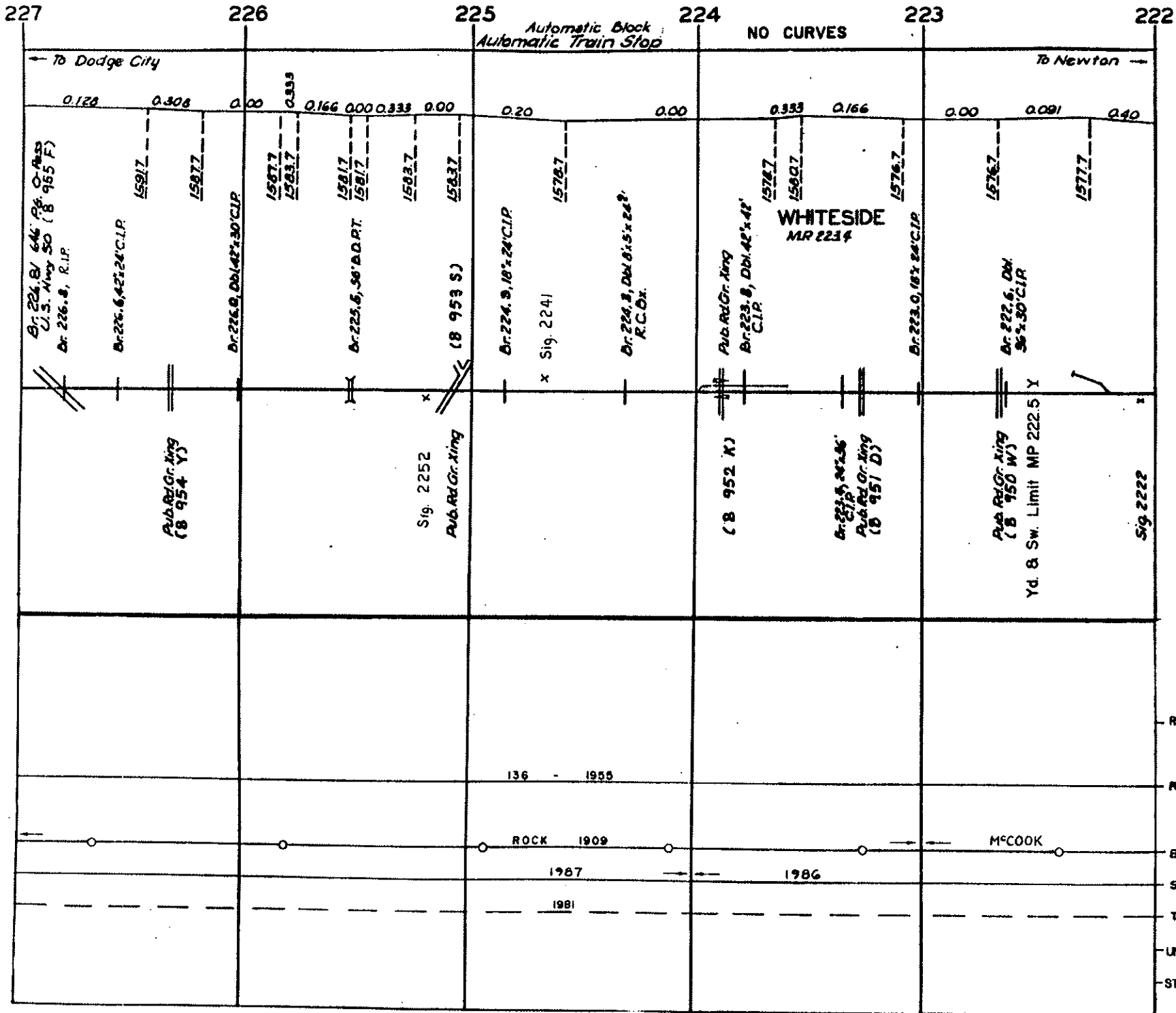


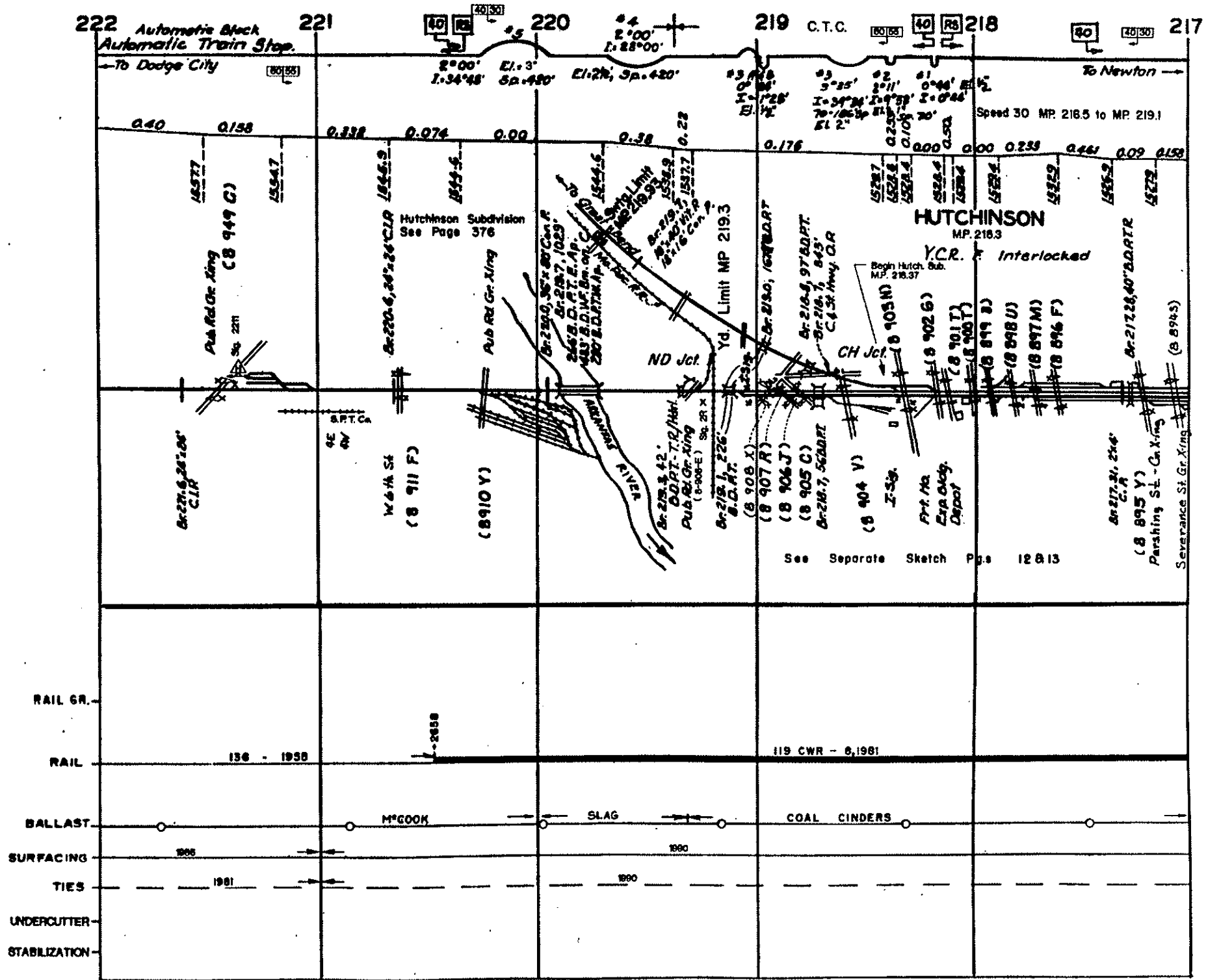


REVISED 8-90

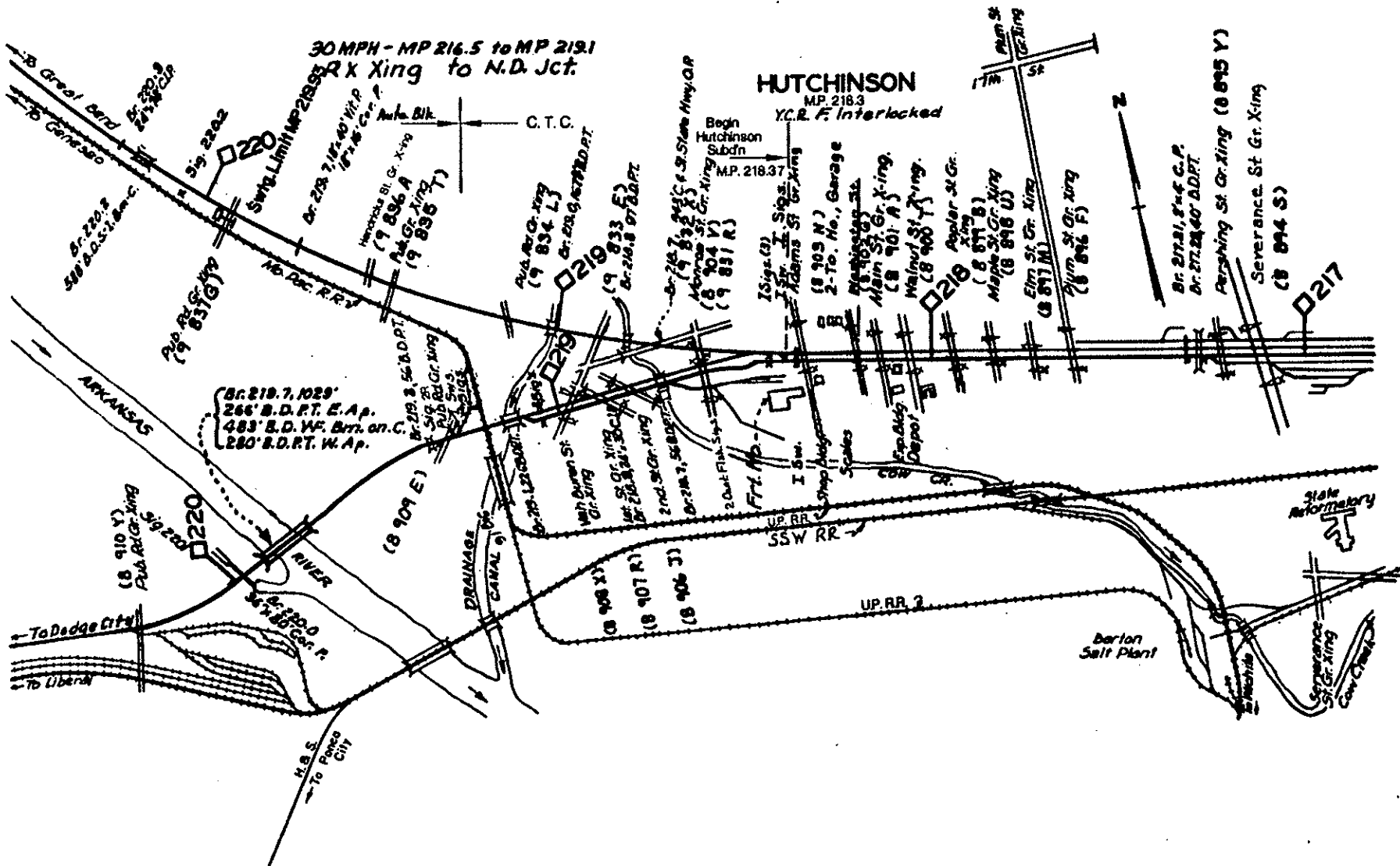






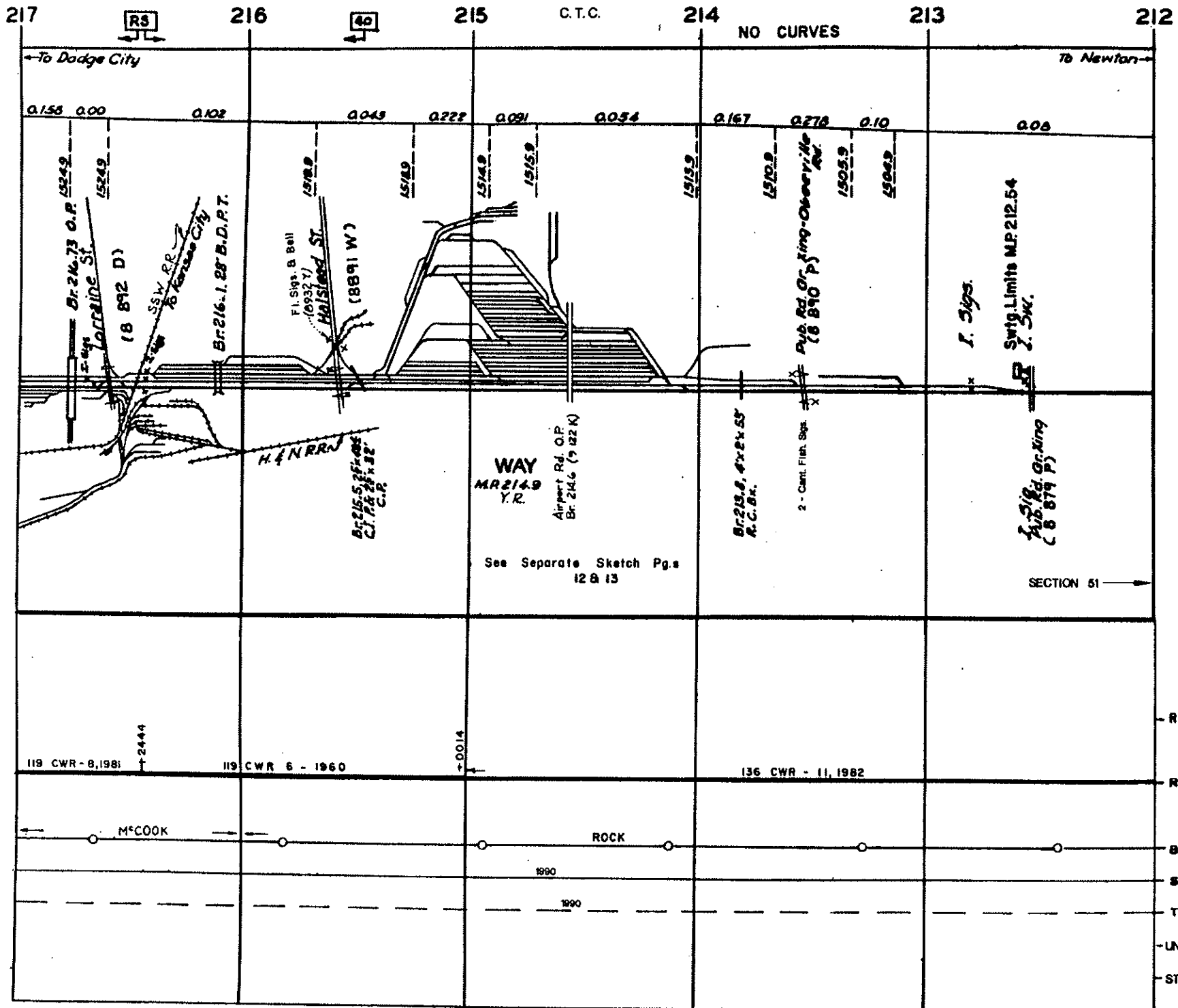


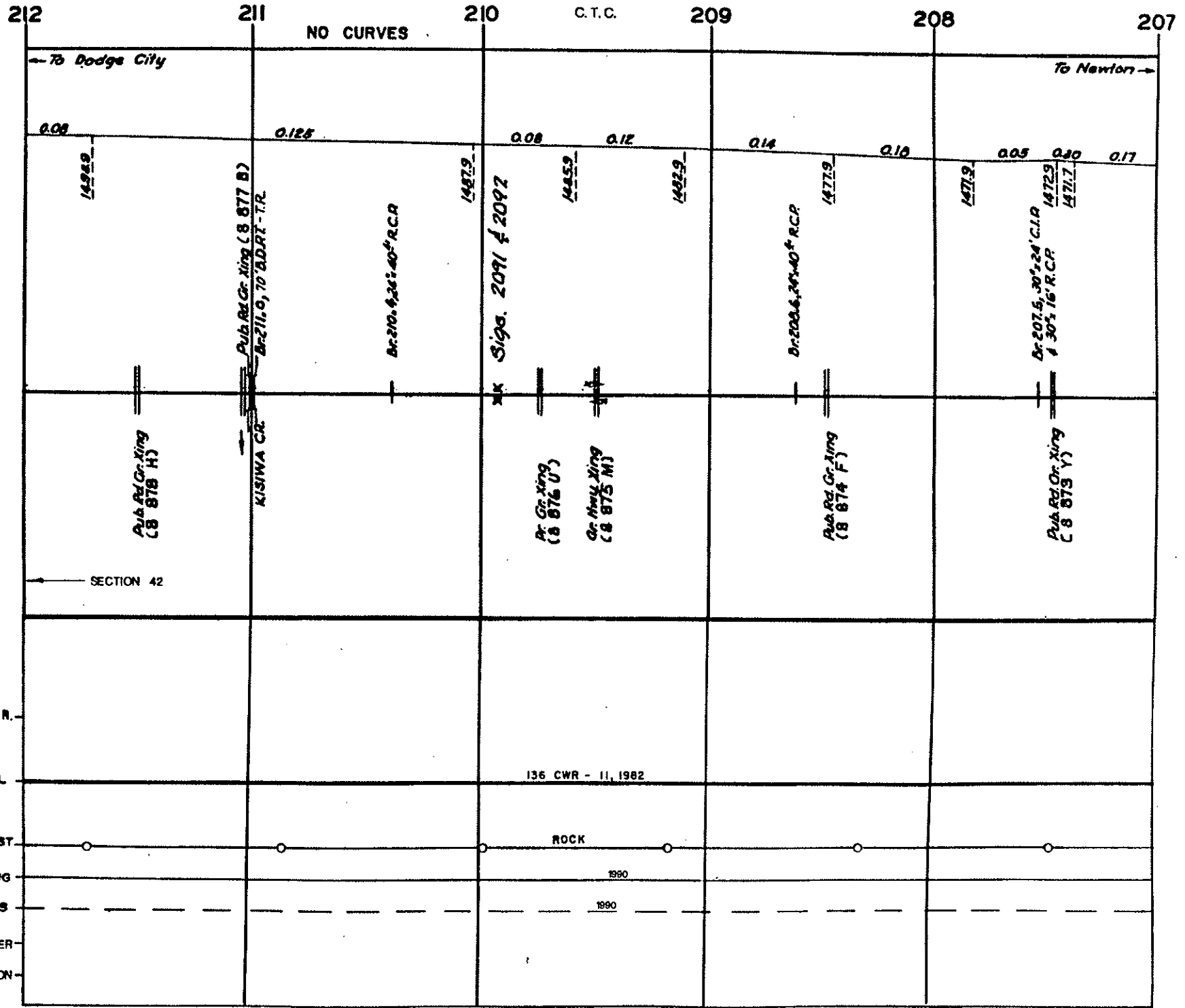
REVISED 8-90

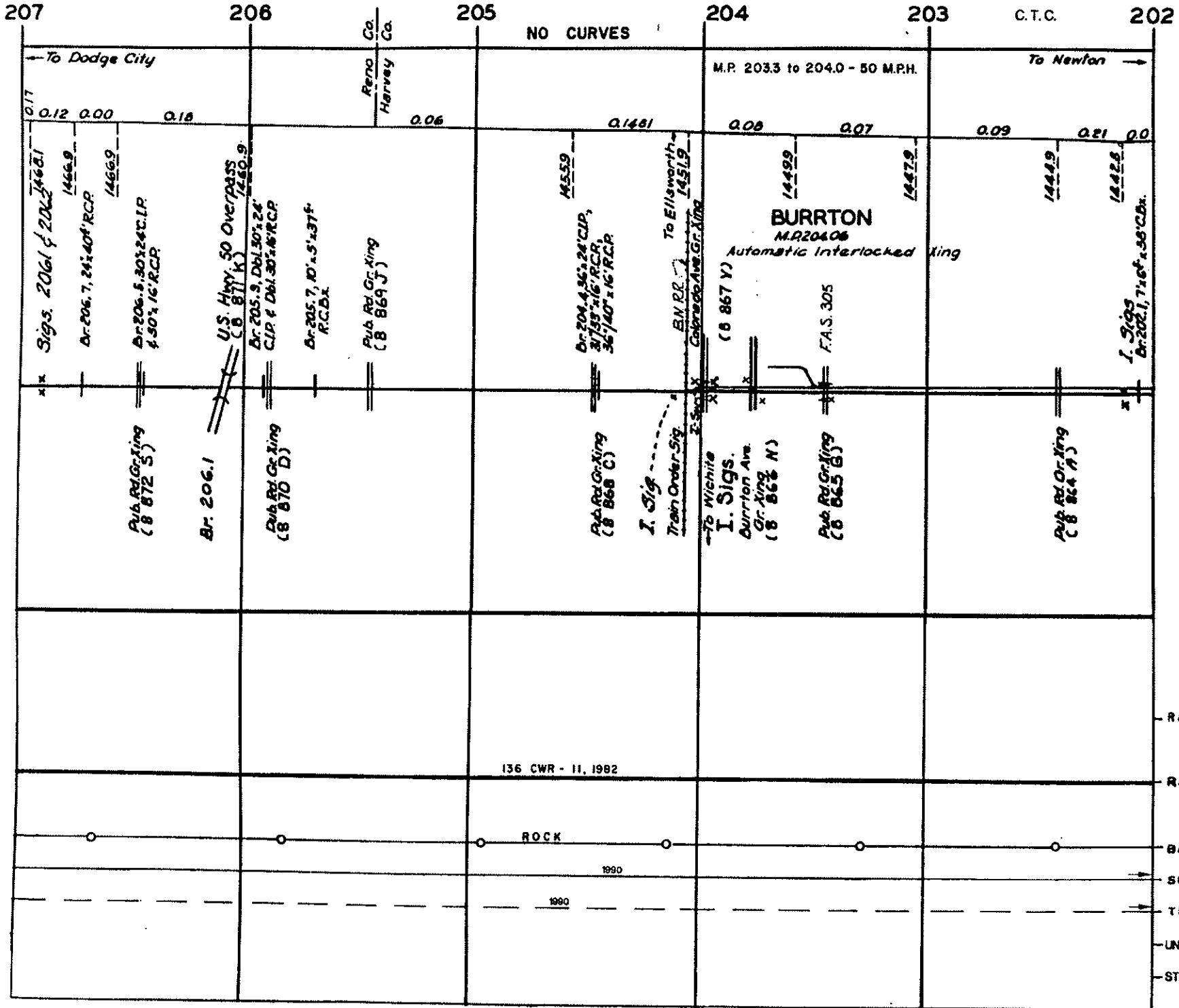


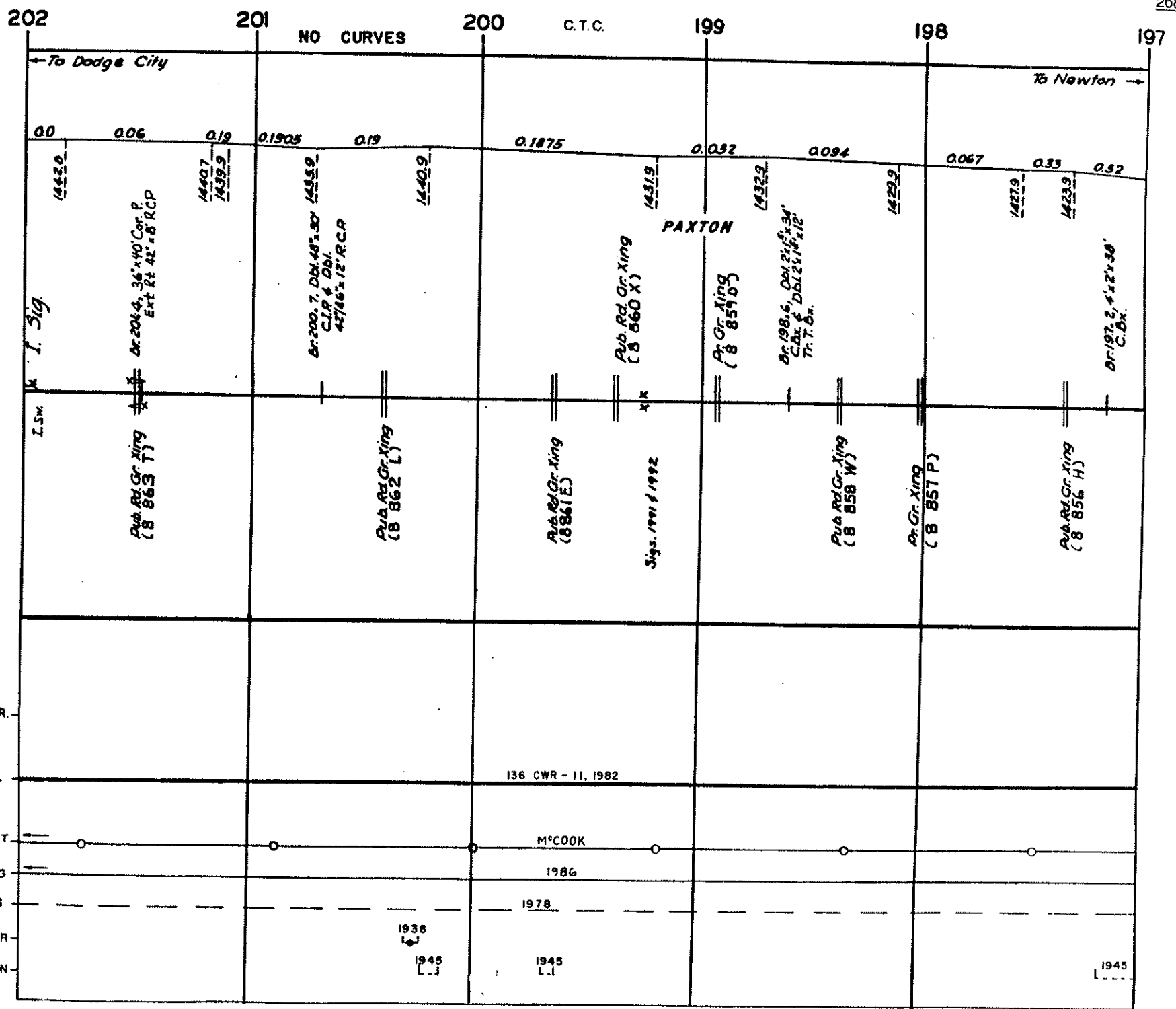
30 MPH - MP 216.5 to MP 219.1
 X Xing to N.D. Jct.

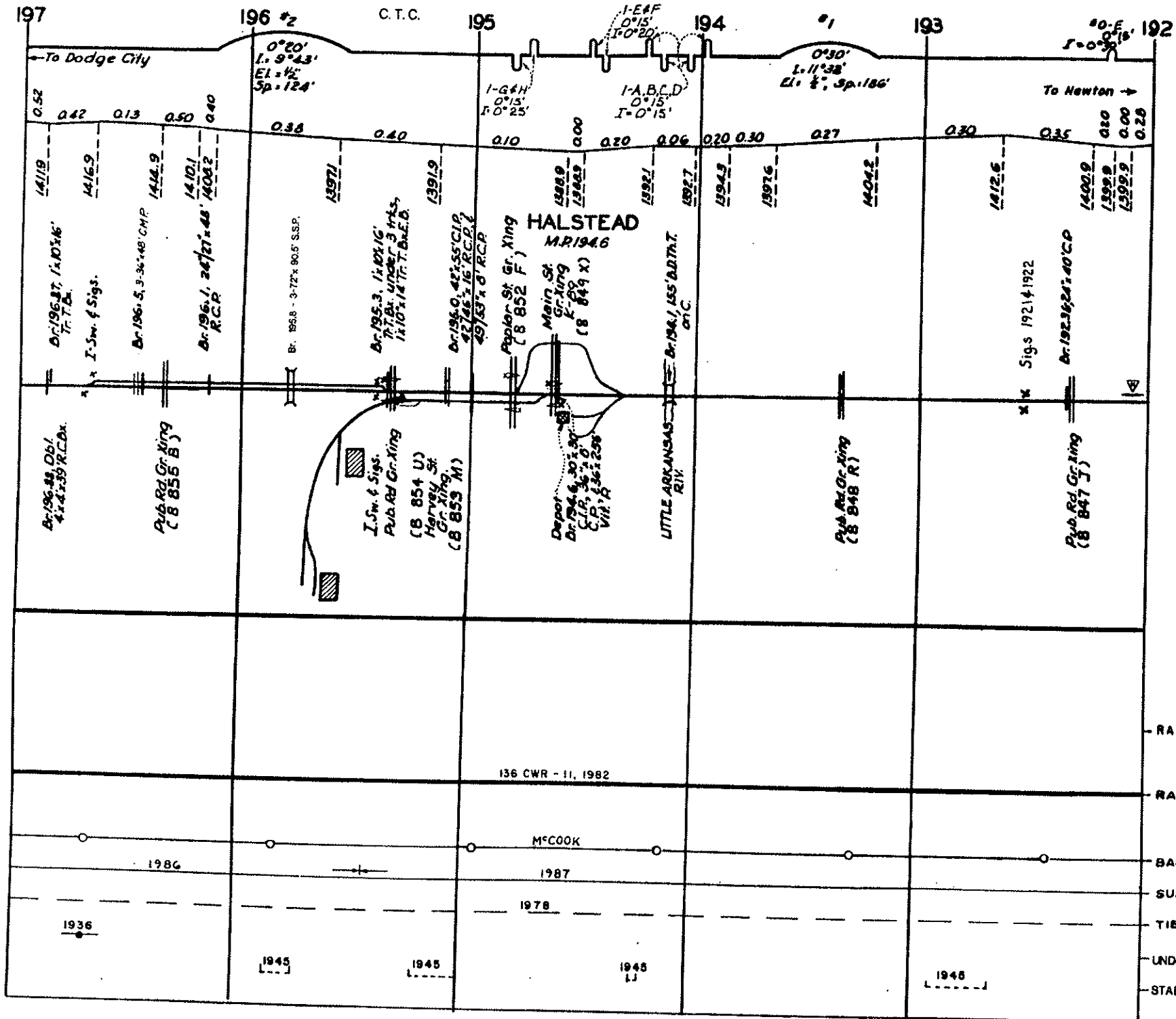
HUTCHINSON
 MP 218.3
 Y.C. & F. Interlocked

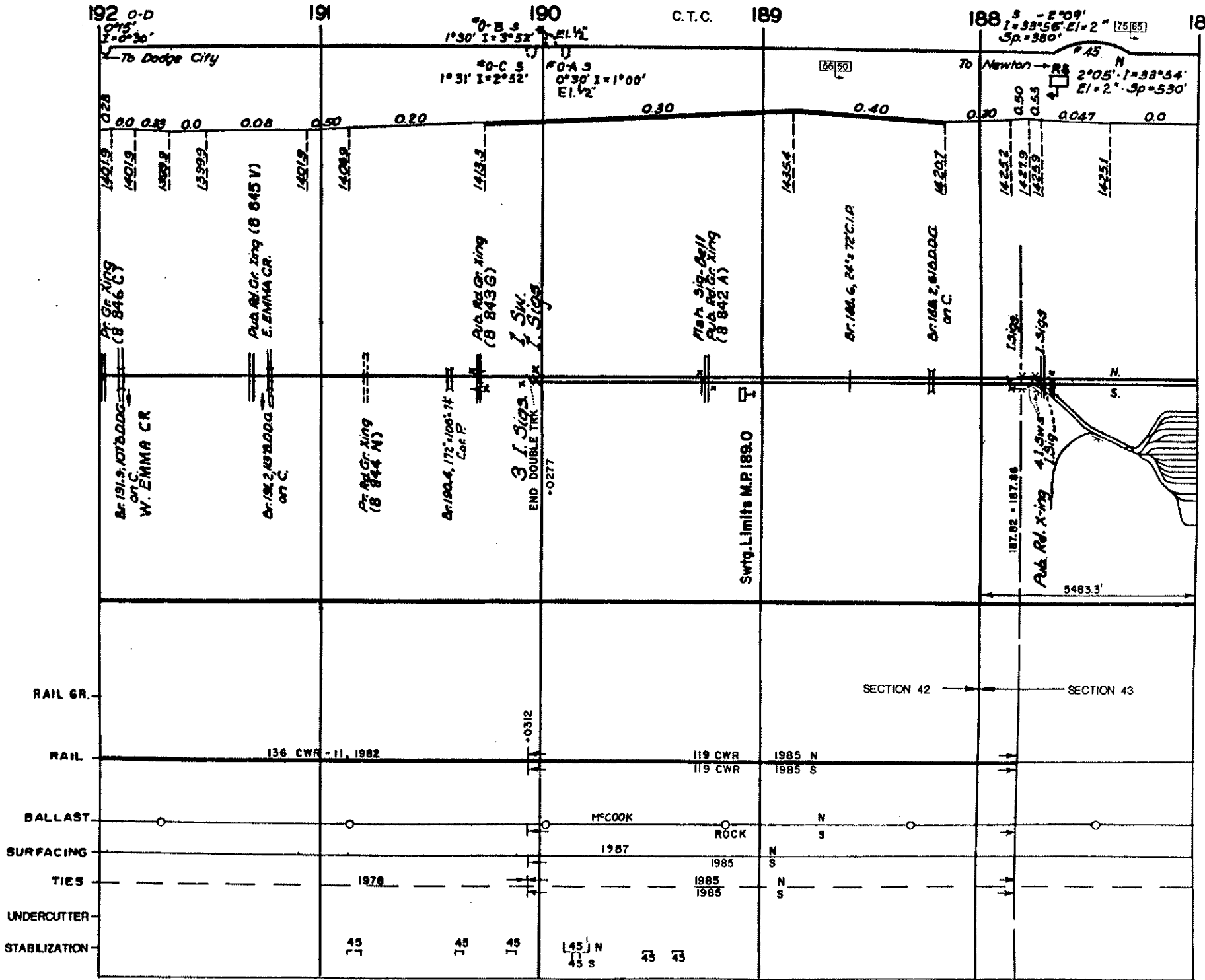




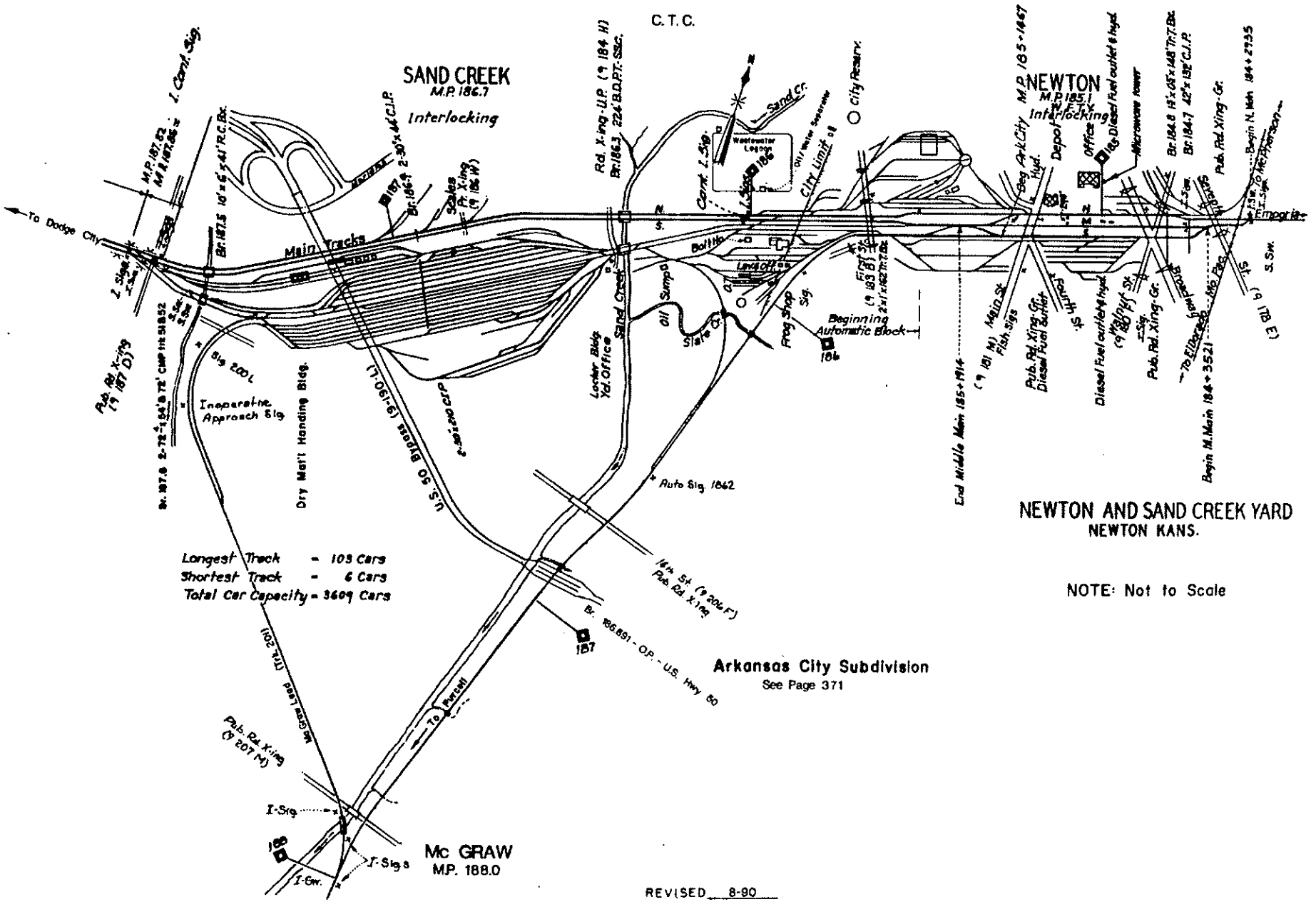








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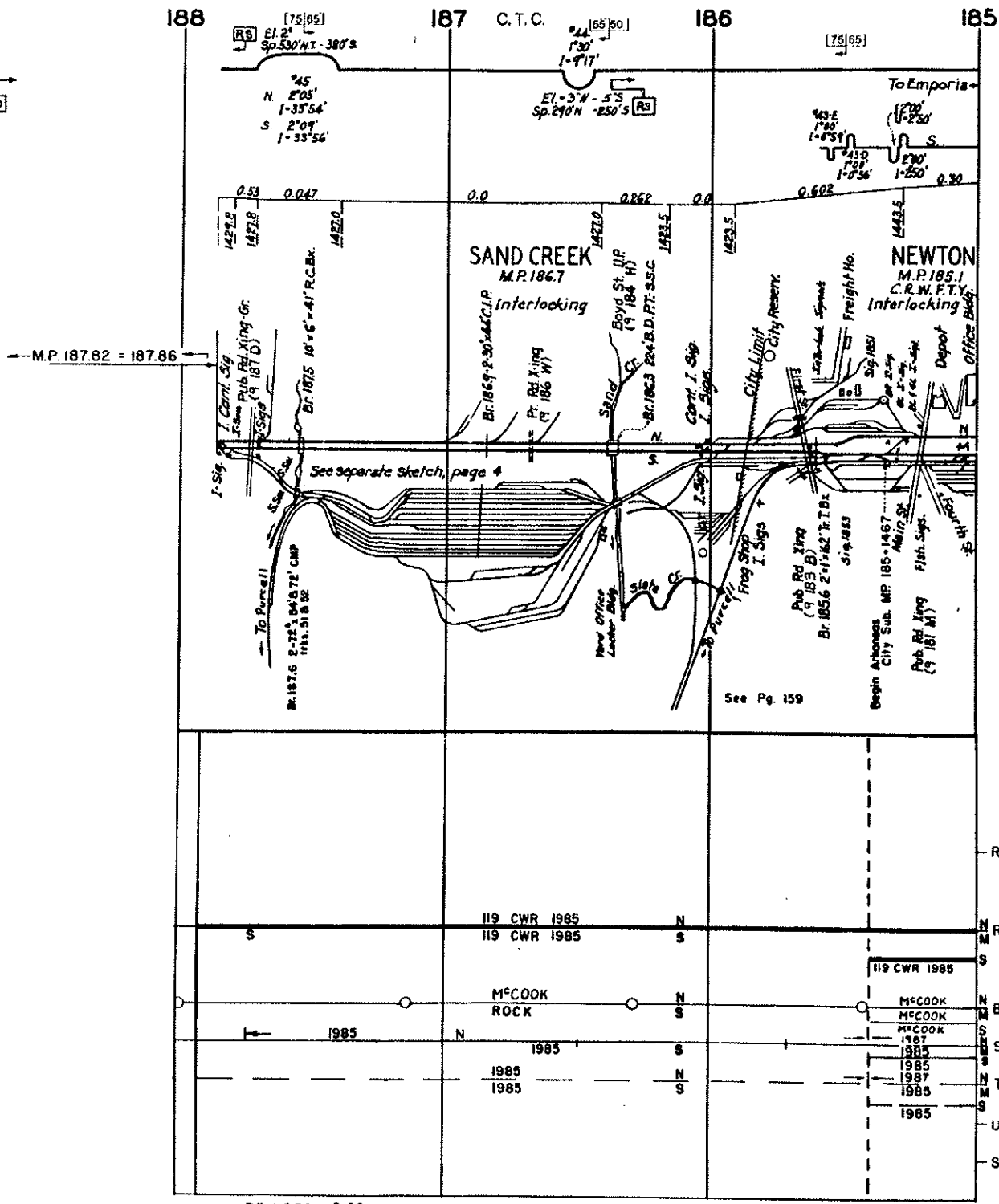
Longest Track - 105 Cars
 Shortest Track - 6 Cars
 Total Car Capacity = 3609 Cars

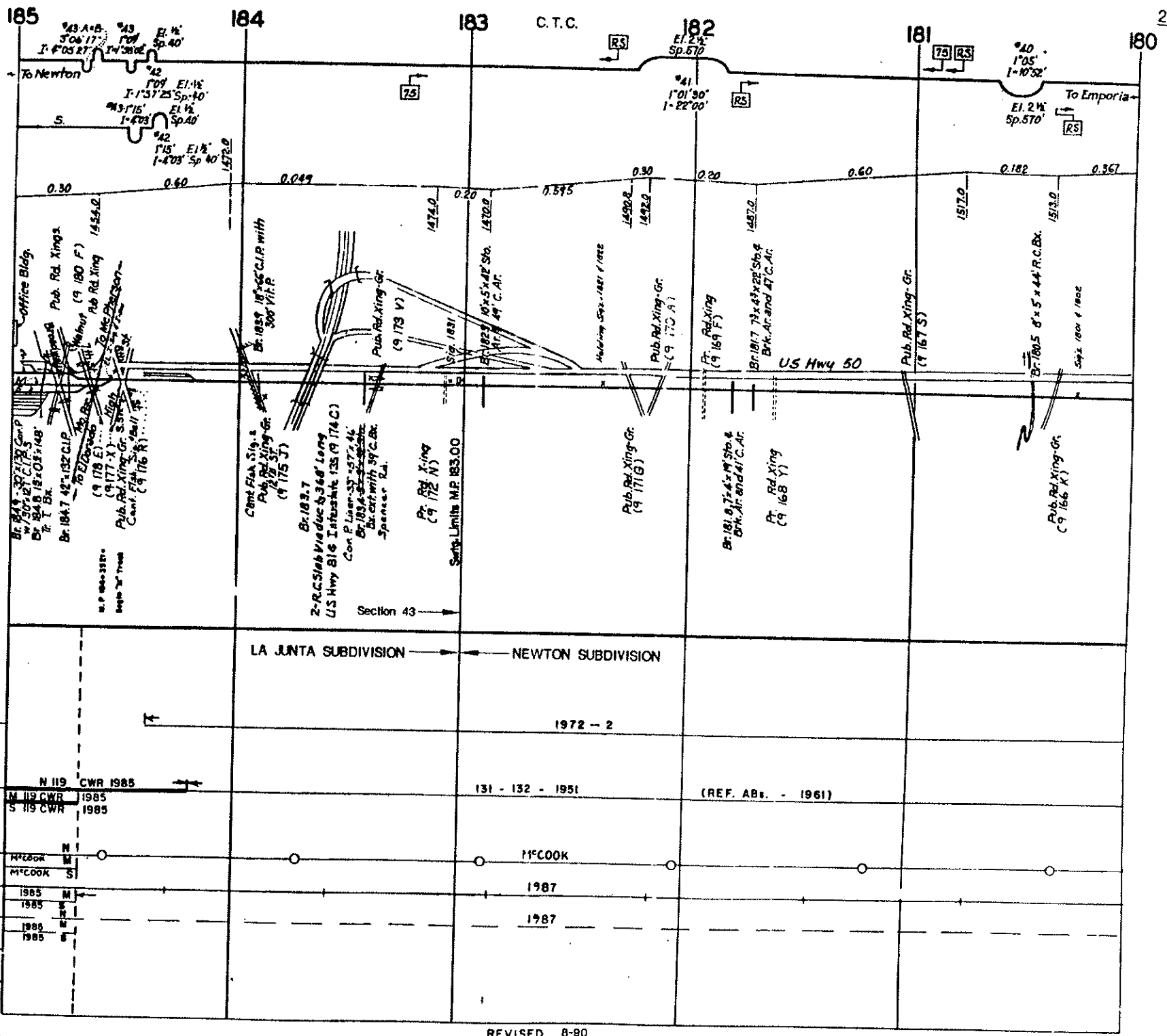
NEWTON AND SAND CREEK YARD
NEWTON KANS.

NOTE: Not to Scale

Arkansas City Subdivision
 See Page 371

50





REVISED 8-90

La Junta Subdivision

Newton (M.P. 183.0) to Las Animas Jct. (M.P. 533.5)