

540

539

538

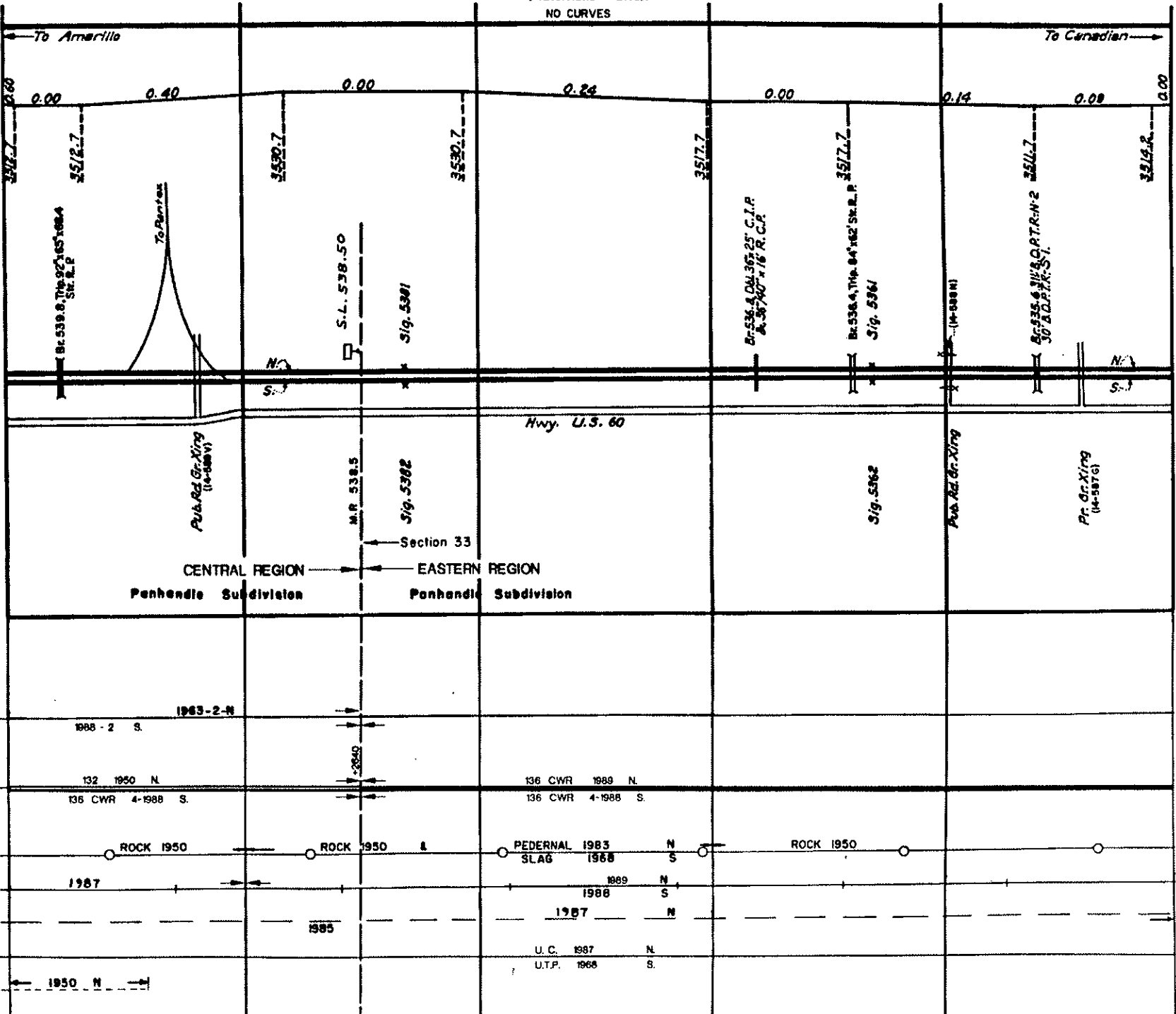
537

536

535

Automatic Block

NO CURVES



To Amarillo

To Canadian



Br. 539.8 To 538.5 S.L.P.

S.L. 538.50

Sig. 5381

Br. 536.4 To 535.1 S.L.P.

Br. 536.4 To 535.1 S.L.P.

Sig. 5361

Br. 535.6 To 534.3 S.L.P.

(14-5881)

Sig. 5351

Pub. Rd. Gr. Xing (14-5851)

M.P. 538.5

Sig. 5382

Section 33

CENTRAL REGION
Panhandle Subdivision

EASTERN REGION
Panhandle Subdivision

Hwy. U.S. 60

Sig. 5362

Pub. Rd. Gr. Xing

Pub. Rd. Gr. Xing (14-5876)

RAIL GR.

1988-2 S
1983-2-N

RAIL

132 1950 N
135 CWR 4-1988 S

136 CWR 1989 N
136 CWR 4-1988 S

BALLAST

ROCK 1950

ROCK 1950

PEDERNAL 1983 N
SLAG 1988 S

ROCK 1950

SURFACING

1987

1989 N
1988 S

TIES

1985

1987 N

UNDERCUTTER

U.C. 1987 N
U.T.P. 1988 S

STABILIZATION

1950 N

535

534

533

Automatic Block
NO CURVES

532

531

530

← To Amarillo

To Canadian →

0.00

0.04

0.19

0.22

0.45

0.00

0.30

0.00

3514.2

3512.7

3506.7

3498.7

3479.7

3478.7

3469.7

LEE
M.P. 533.25

Sig. 5341

Br. 533.929' w 41' C.T.P.
Pub. Rd. Gr. Xing (14-885 T)

Station Sign

Pt. Gr. Xing (14-884 L)
Sig. 5321

Pt. Gr. Xing (14-885 E)

Sig. 5301
Br. 530.7, 575' B.D. P.T. (No. Trk.)
(14-882 X) U.P.

Sig. 5342
Pub. Rd. Gr. Xing (14-886 A)

Dwarf Sig. 5324
Sig. 5322

Hwy U.S. 60

Sig. 5302
4-Post C. Sign
Tab. S. Pump (So. Trk.)

1988 - 2

136 CWR 1989 N
136 CWR 4-1988 S

ROCK 1950 N

SLAG 1968 N
1989 N

SLAG 1968 S
PEDERNAL 1984

PEDERNAL 1984

1988

1987

1984

1986

1984

1987

1987

1984

1985

1984

U.T.P. 1968 N
U.T.P. 1972 S

1947 N

1947 S

RAIL GR.

RAIL

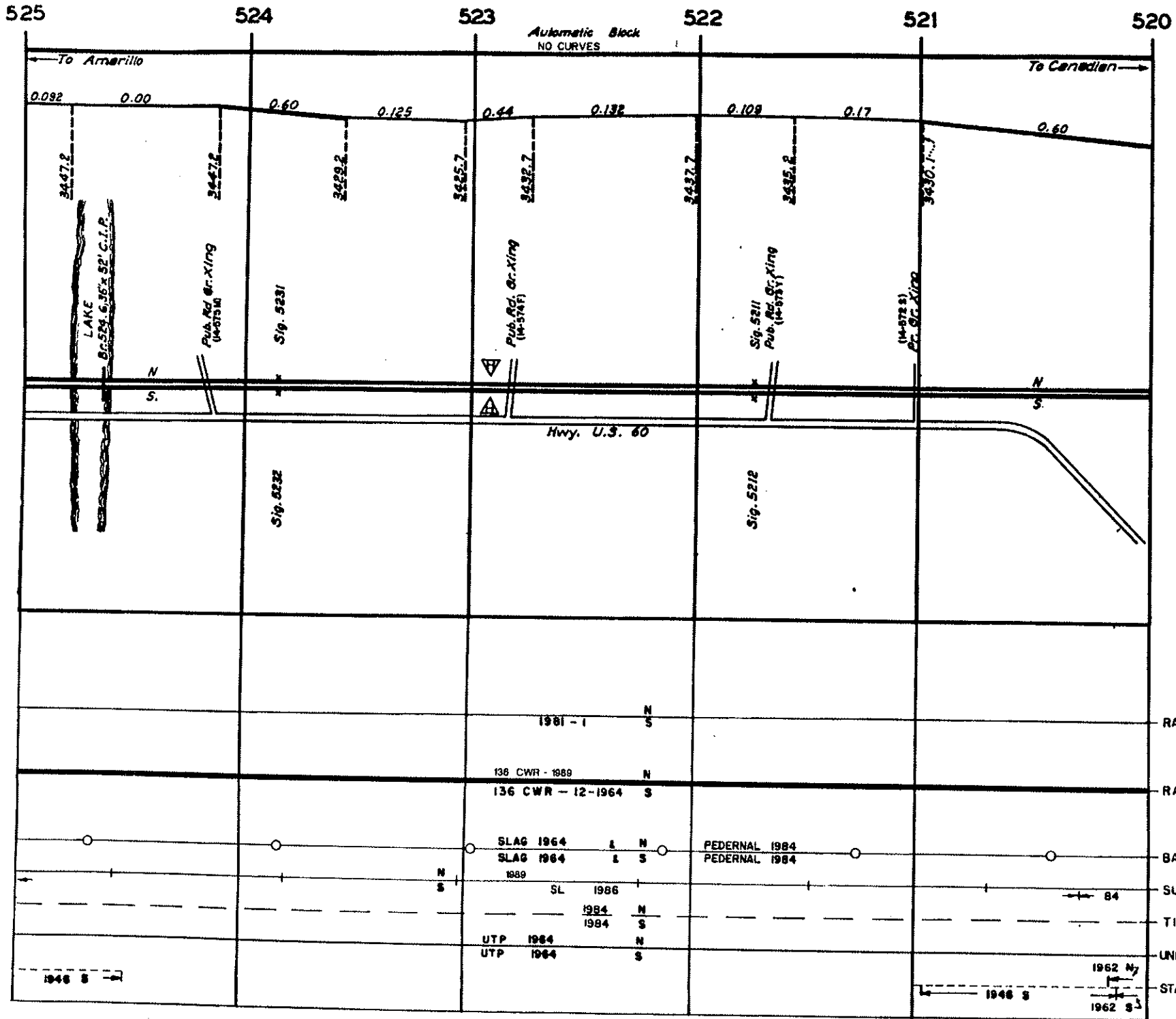
BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION



520

519

518

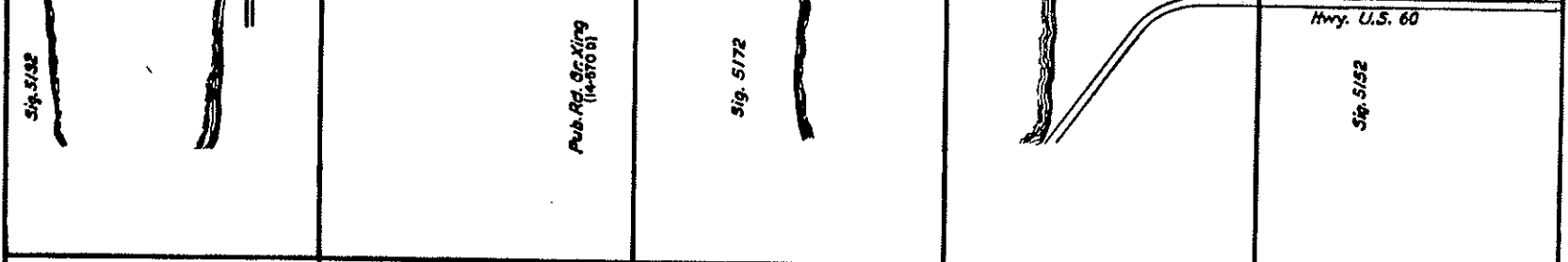
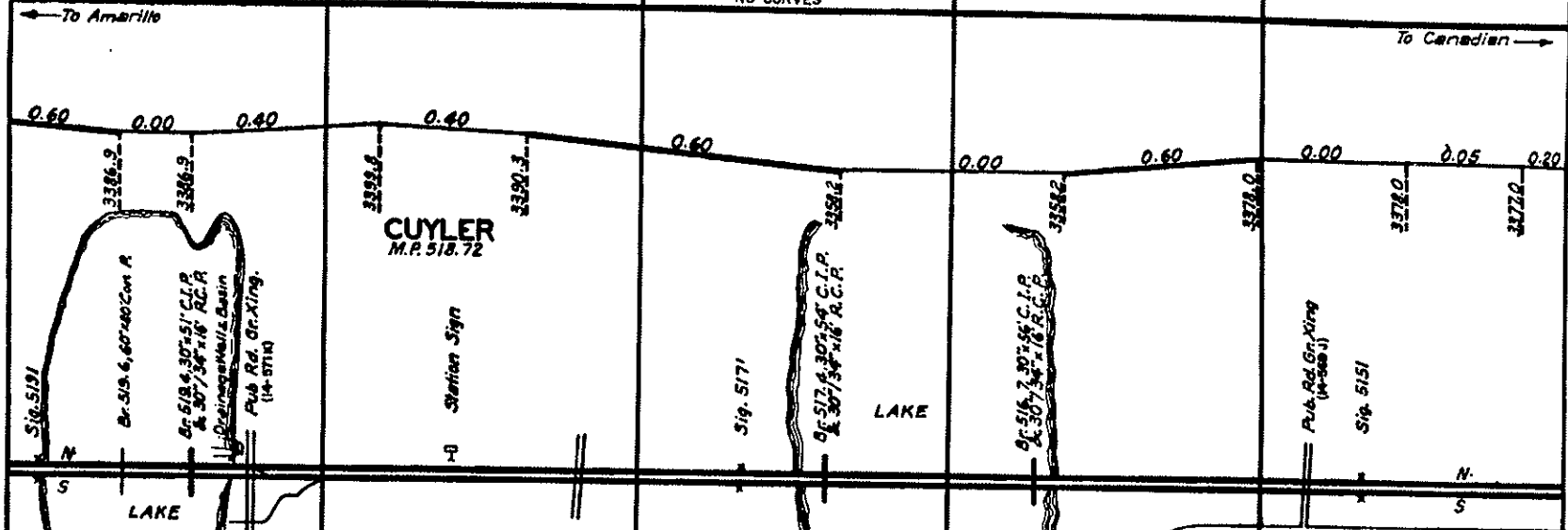
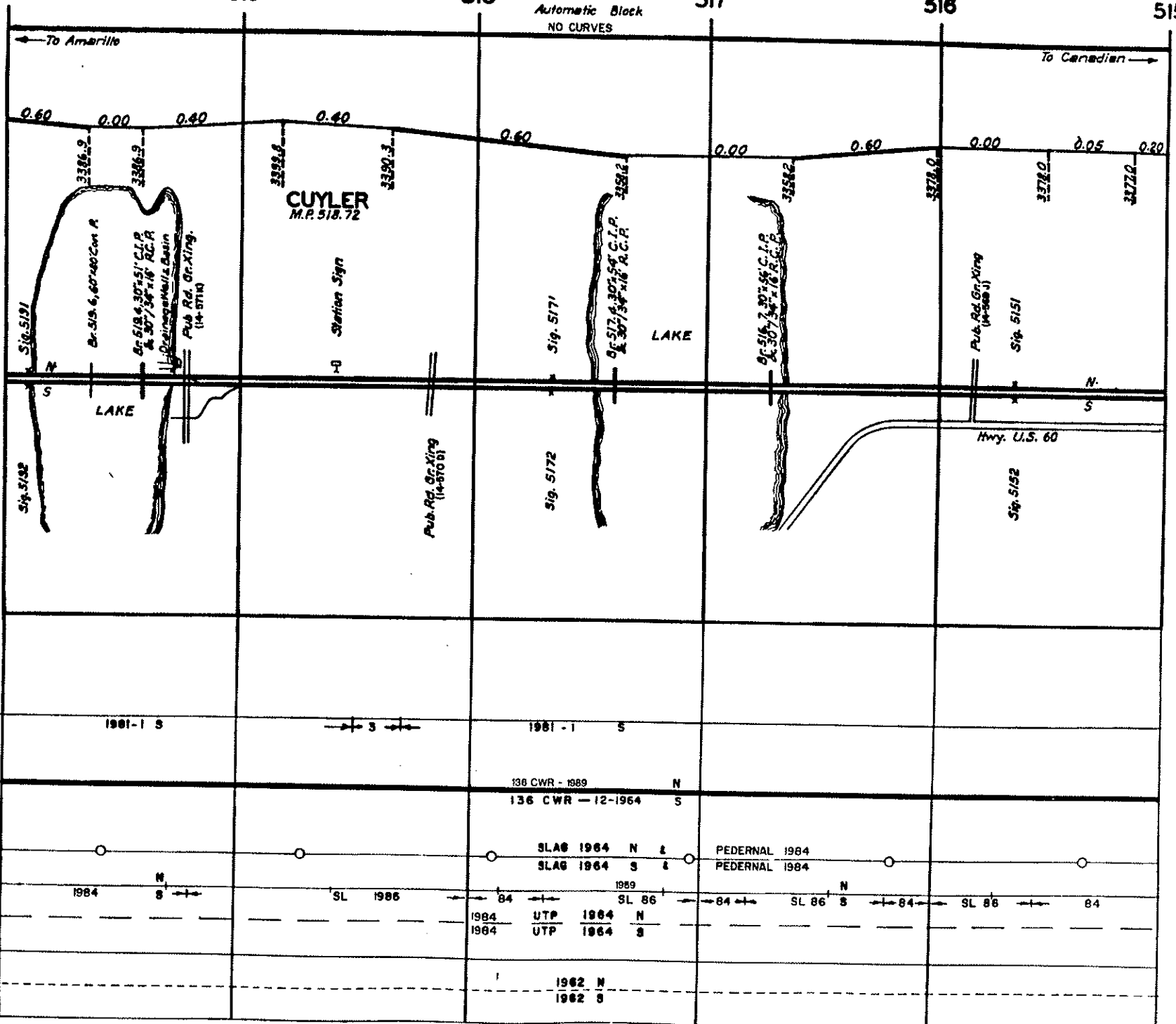
517

516

242

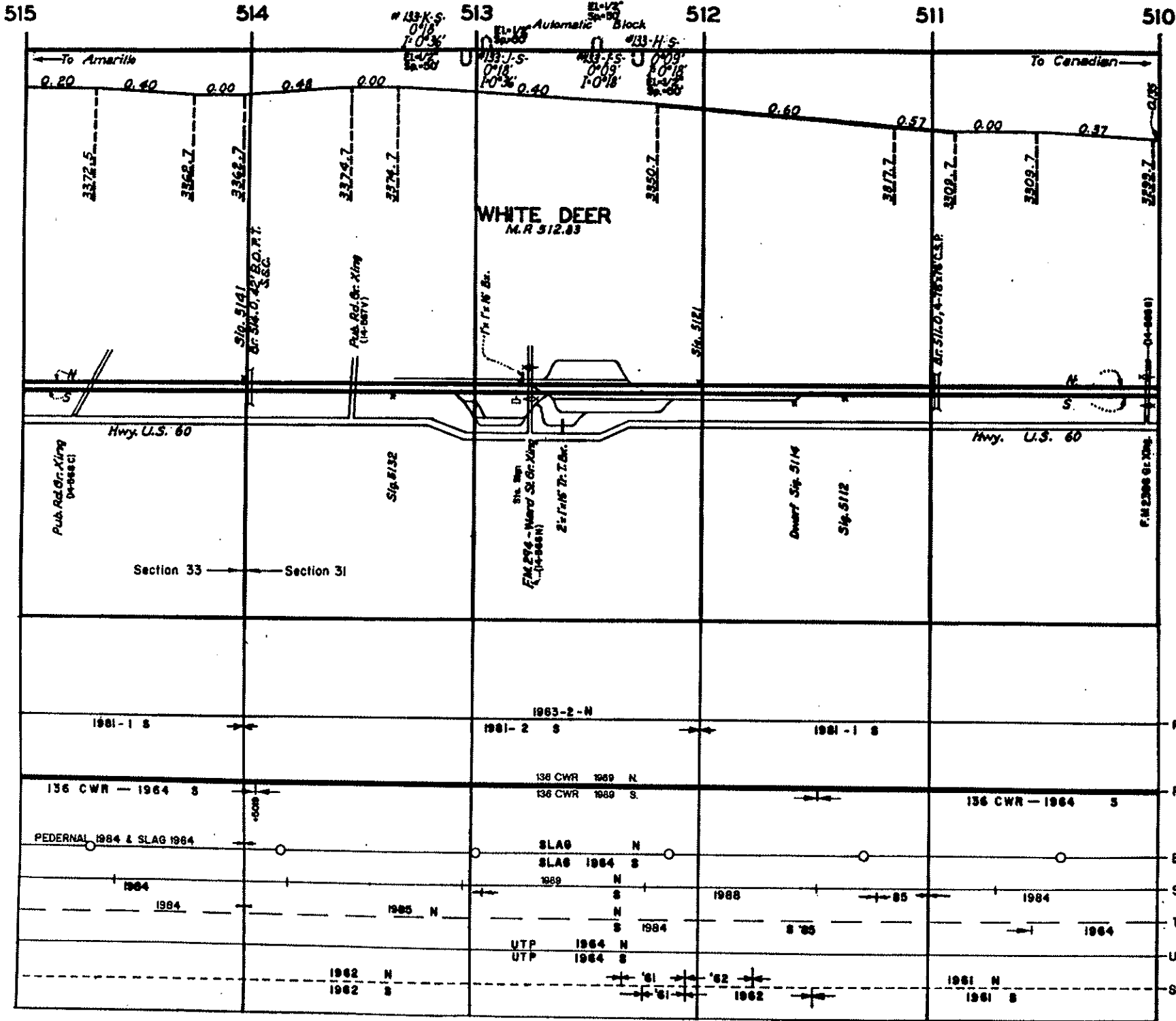
515

Automatic Block
NO CURVES



RAIL GR.	1981-1 S	3	1981-1 S	
RAIL			136 CWR - 1989 N 136 CWR - 12-1964 S	
BALLAST			SLAG 1964 N & SLAG 1964 S &	PEDERNAL 1984 PEDERNAL 1984
SURFACING	1984	SL 1986	84 UTP 1984 N 1984 UTP 1984 S	SL 86 N SL 86 S
TIES				84 SL 86
UNDERCUTTER				
STABILIZATION			1982 N 1982 S	

REVISED 8-90



510

509

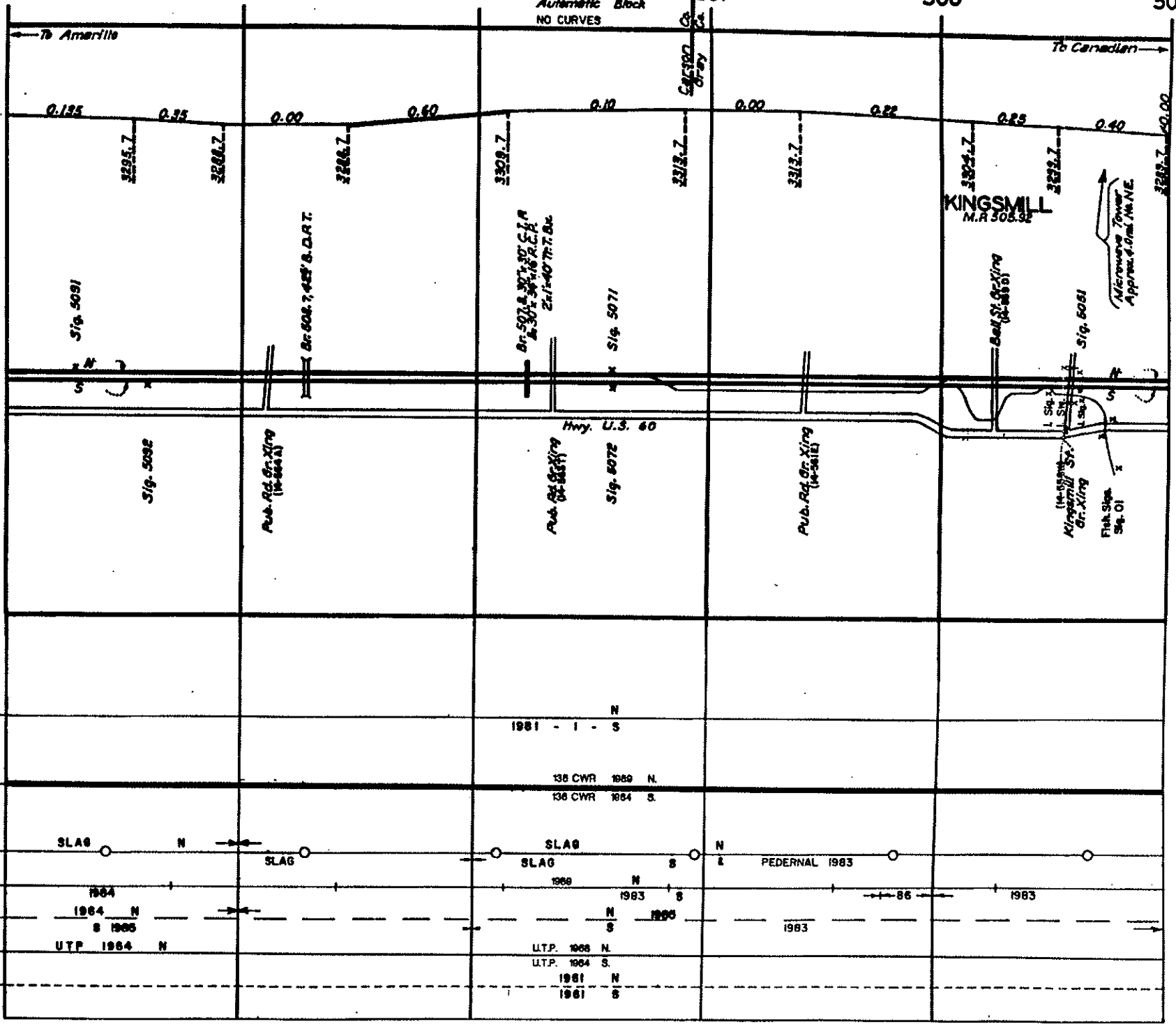
508

507

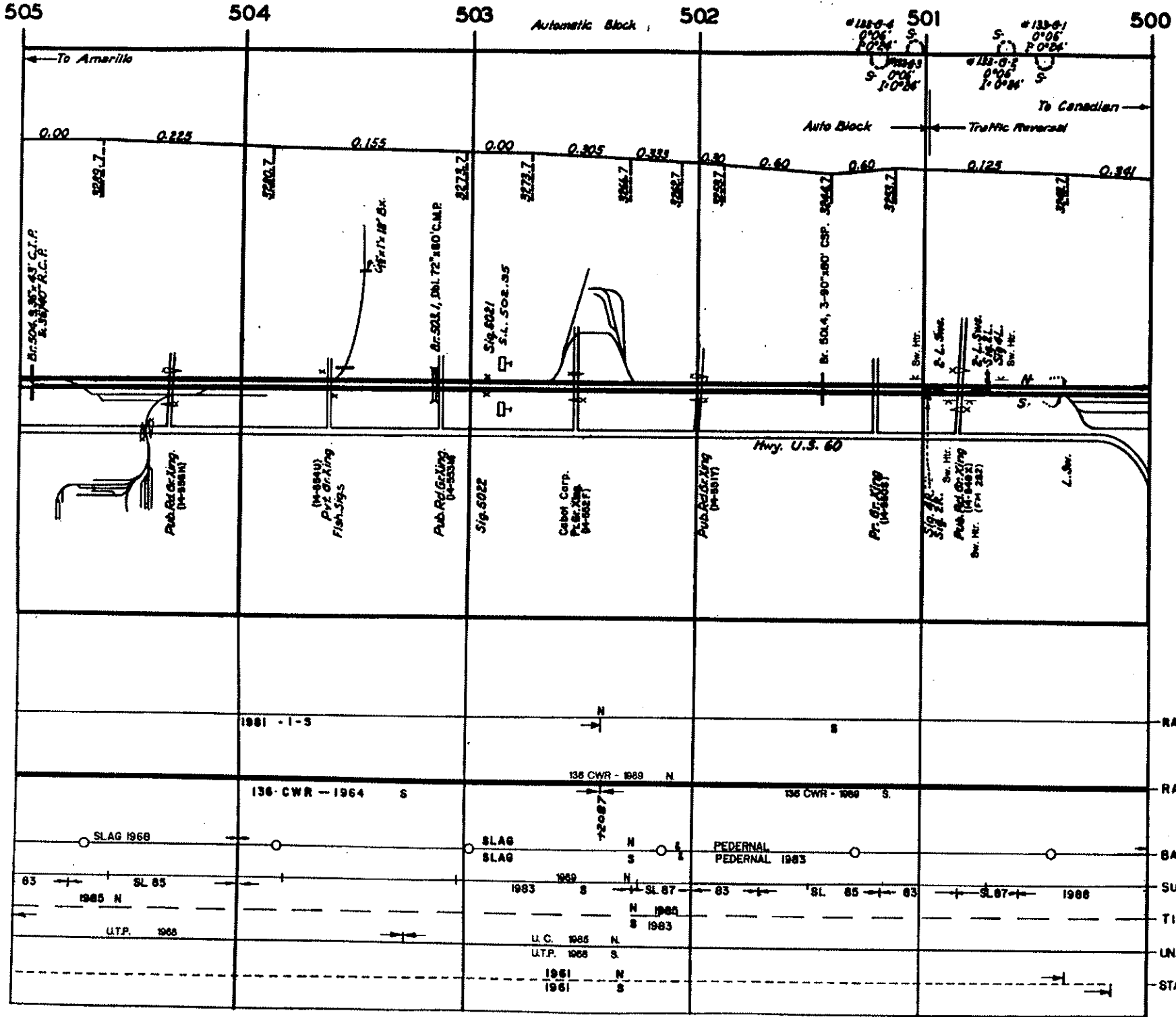
506

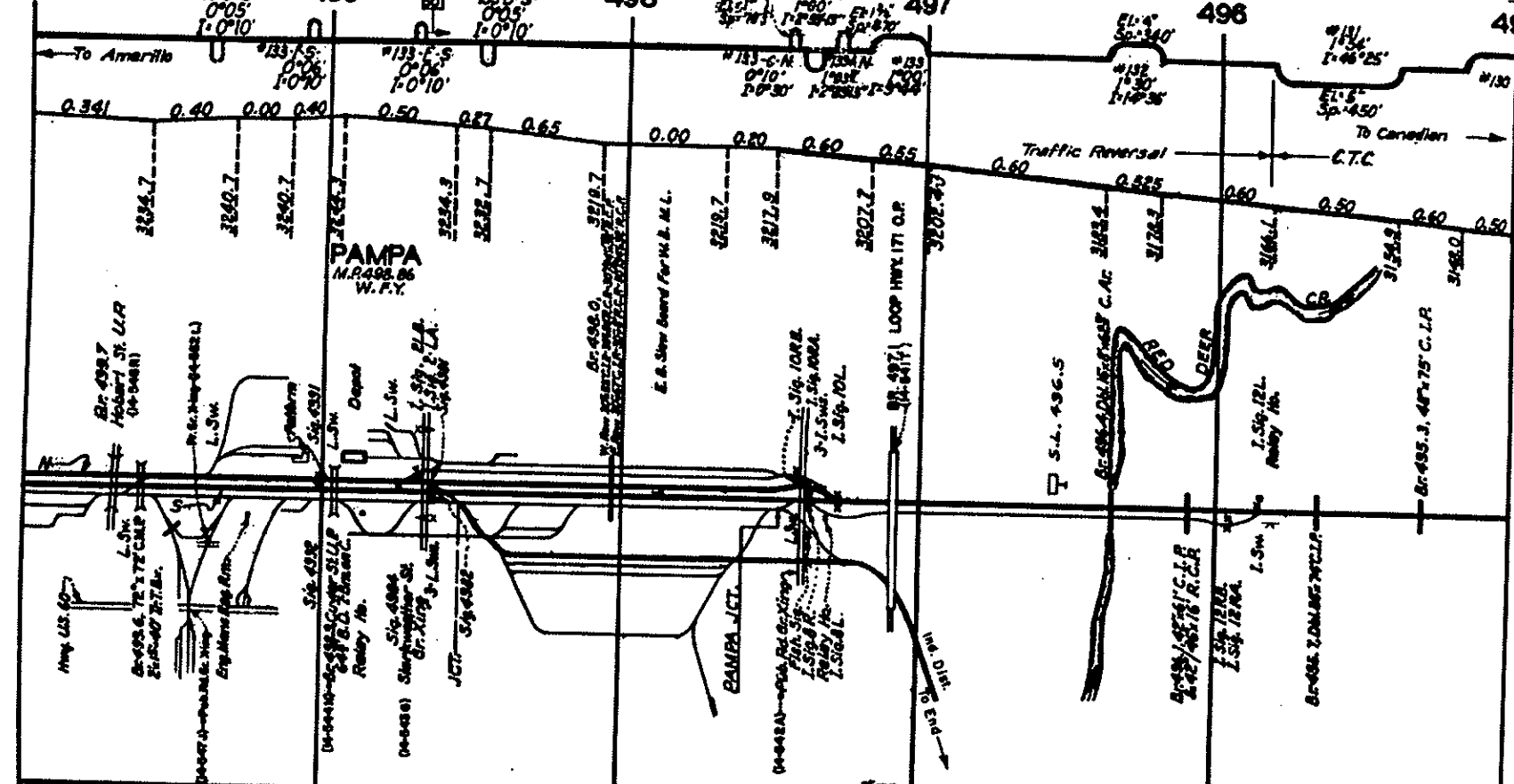
505

Automatic Block
NO CURVES

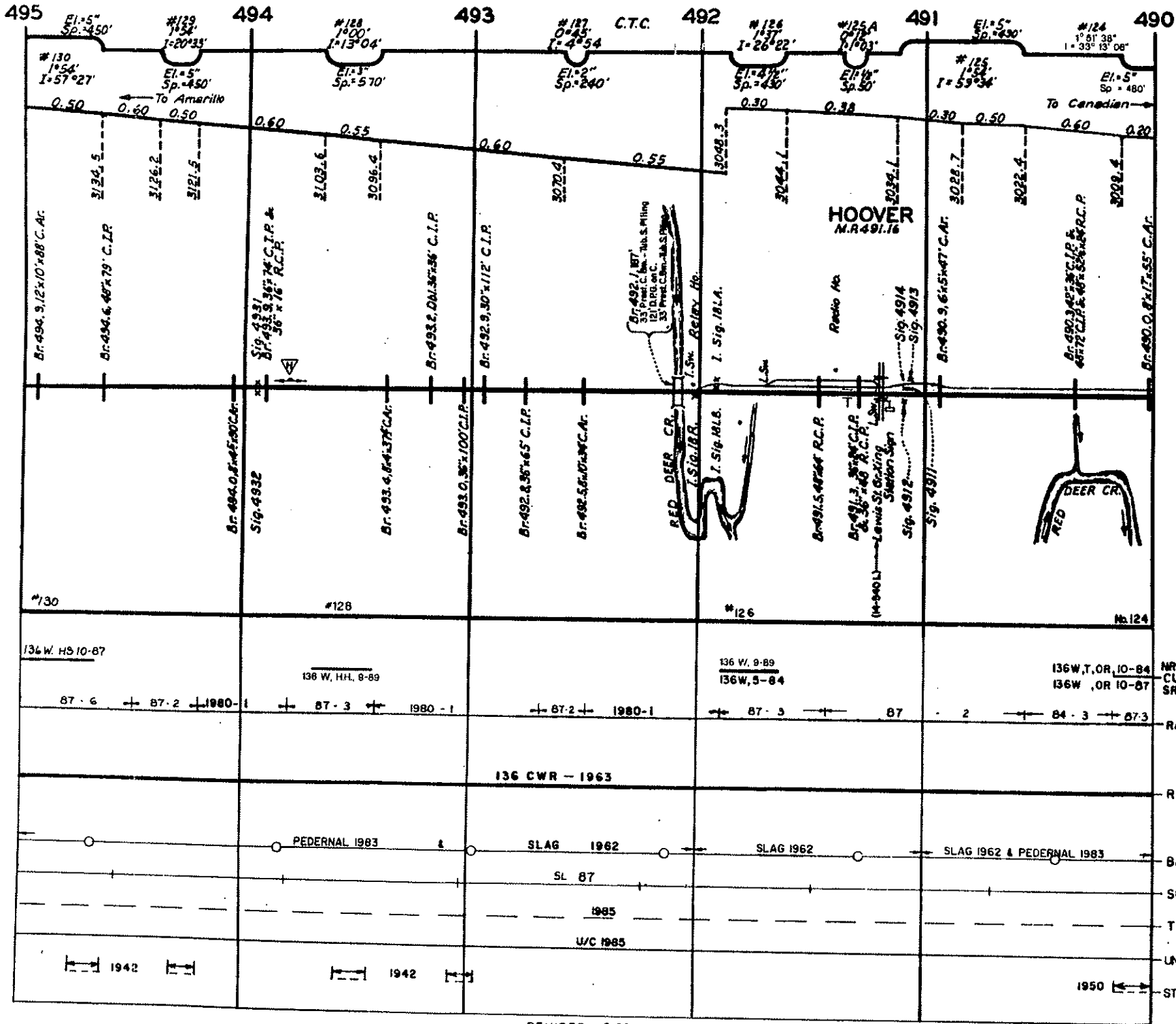


REVISED 8-90

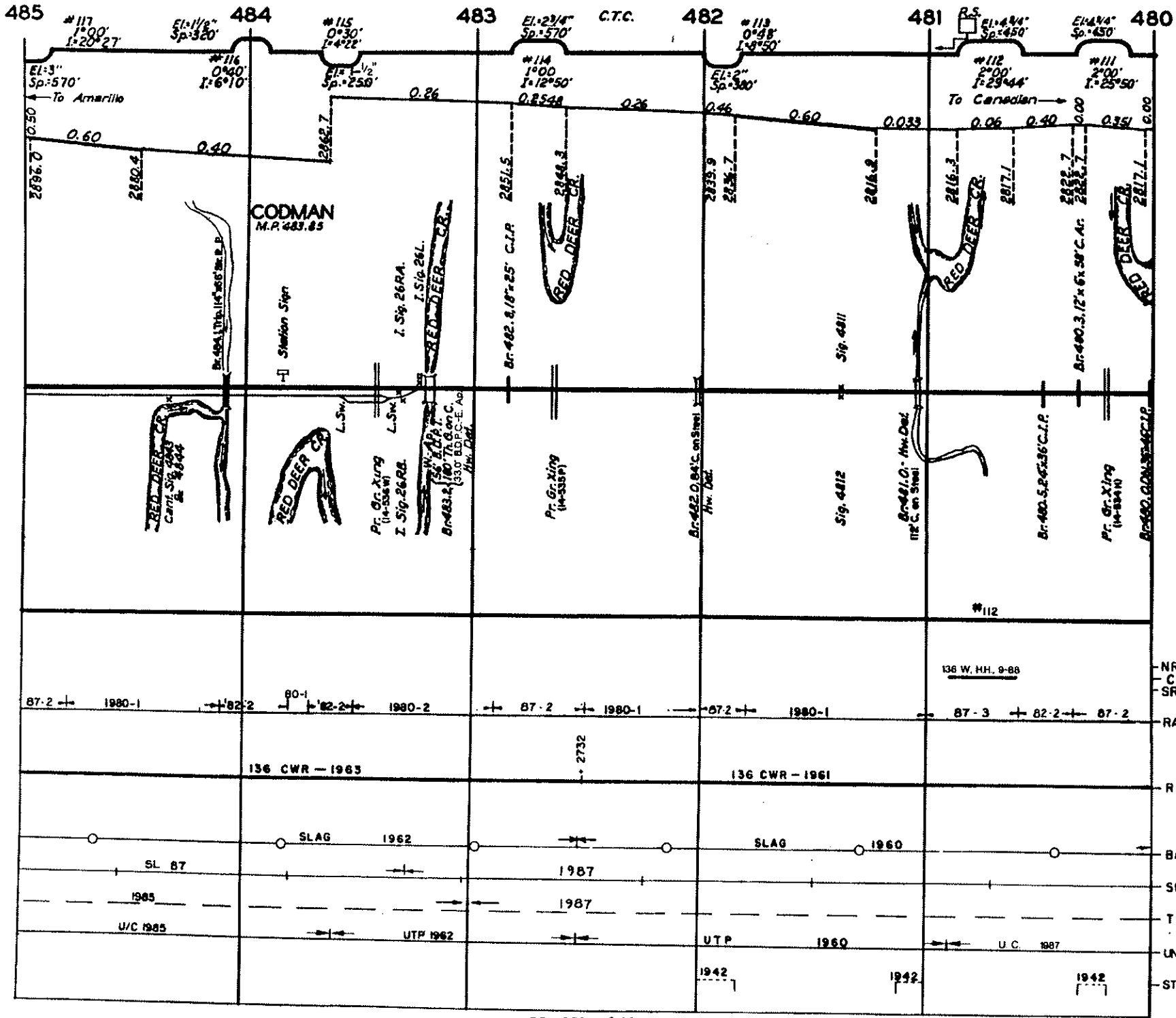


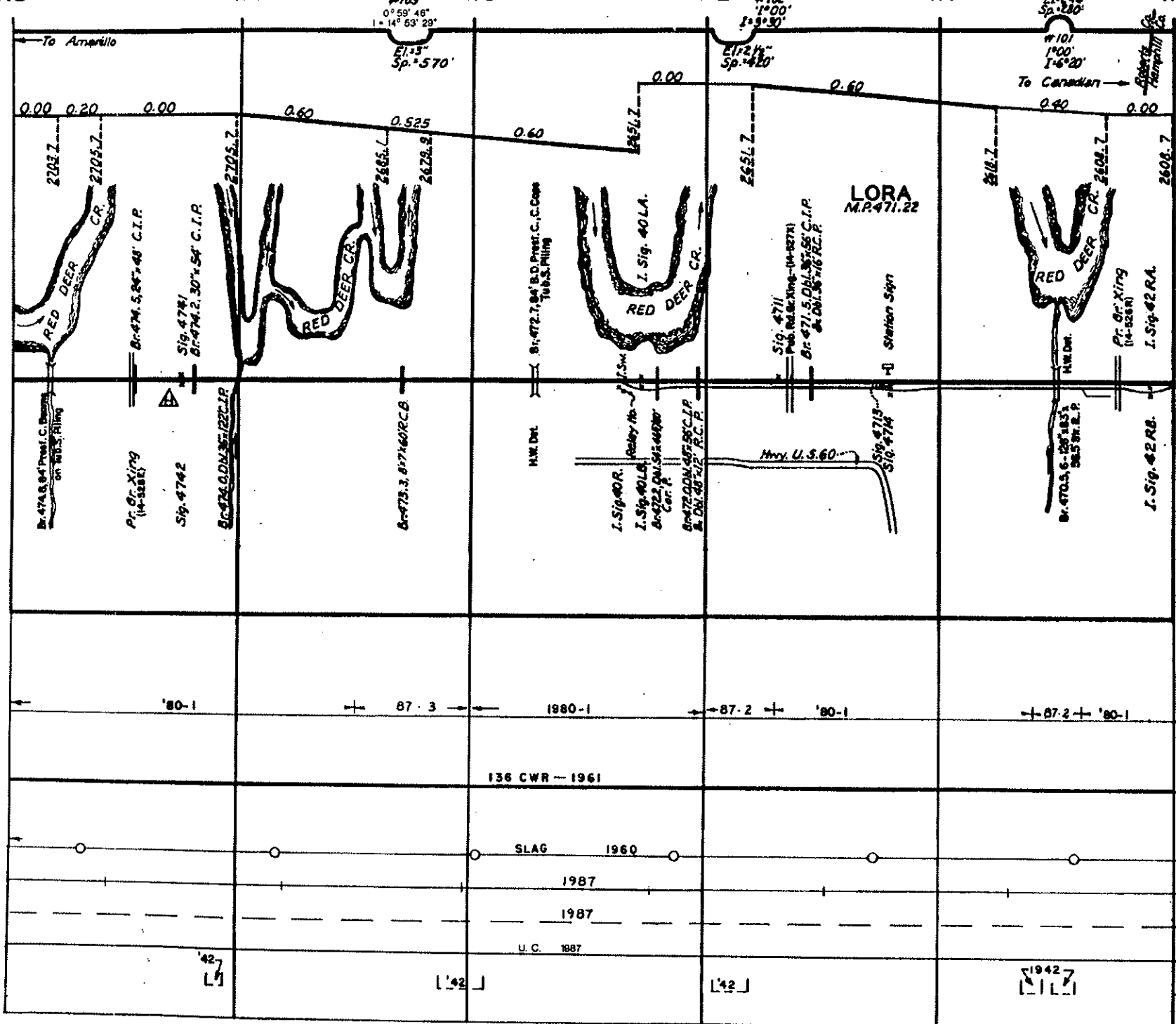


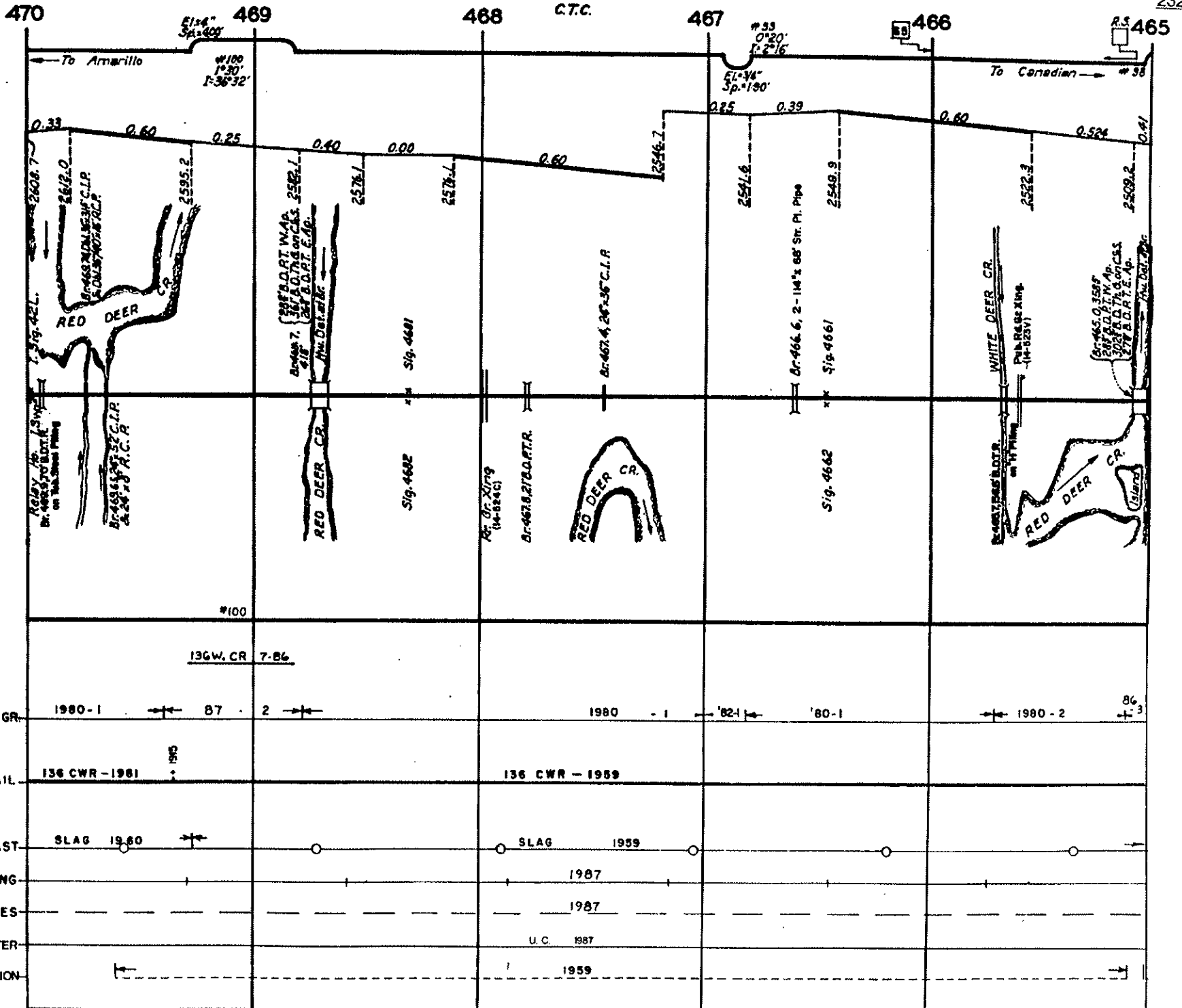
No. Trk				
CURVES				
So. Trk				
RAIL GR.				
RAIL				
BALLAST				
SURFACING				
TIES				
UNDERCUTTER				
STABILIZATION				

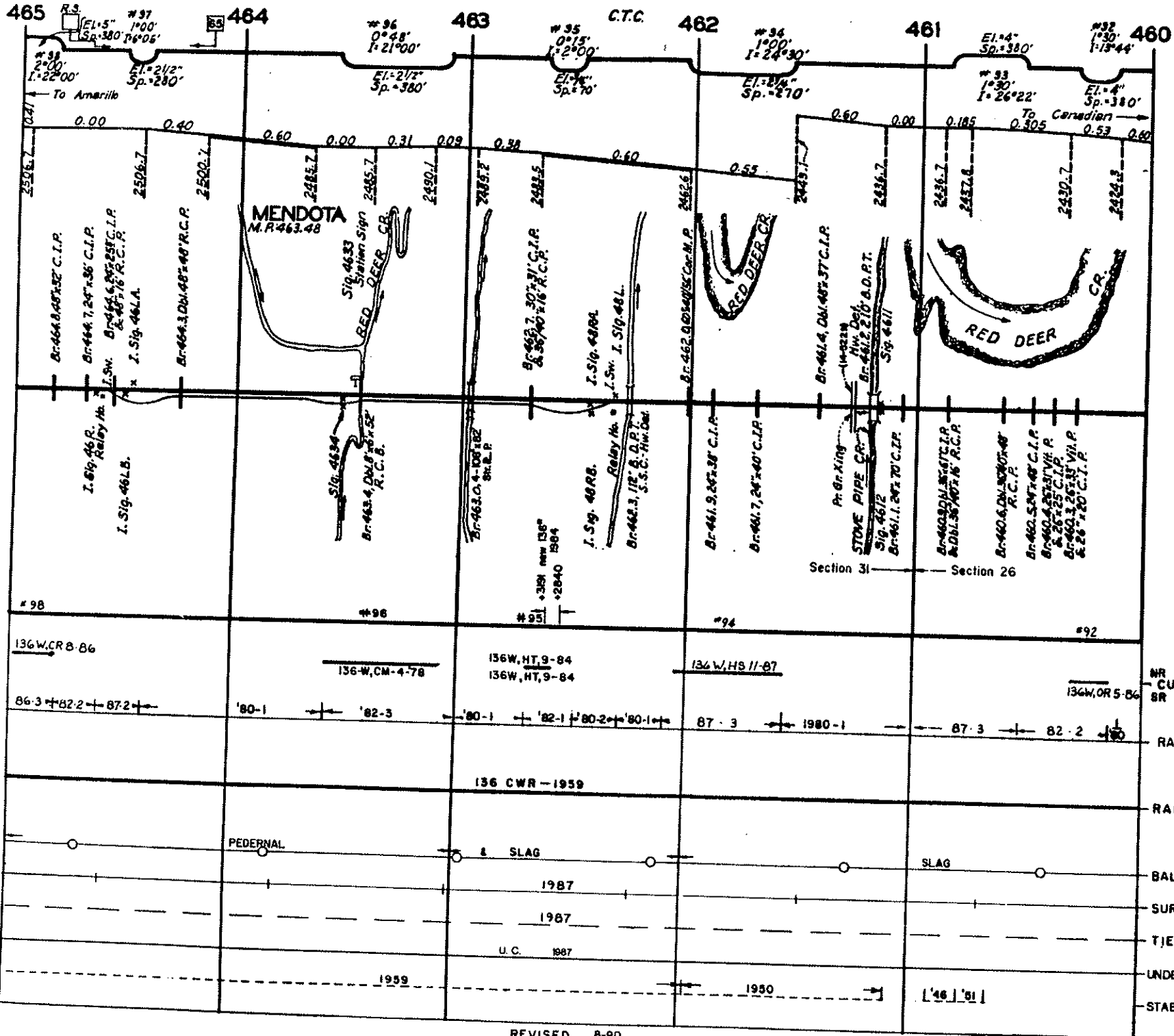


REVISED 8-90







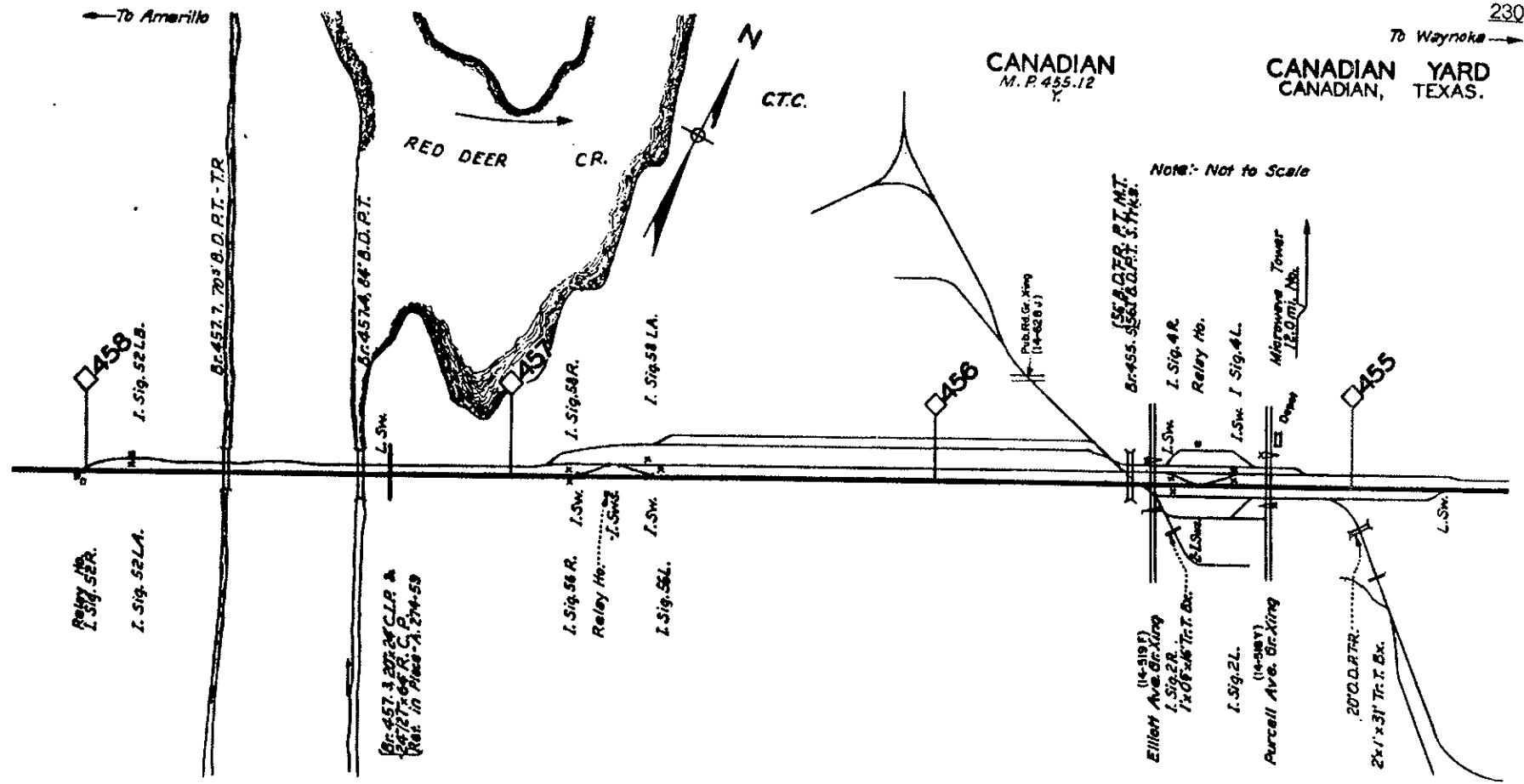


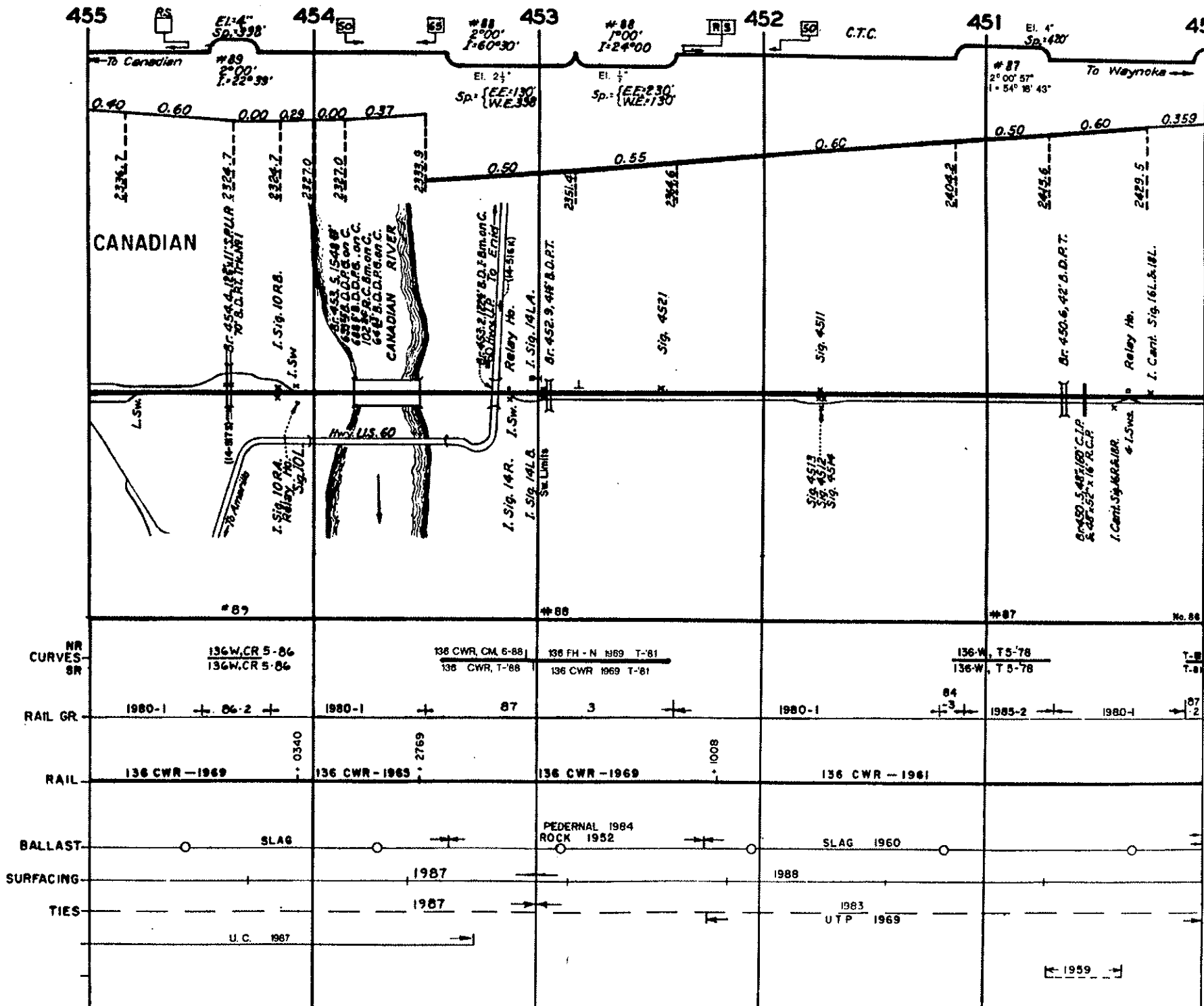
To Waynoka →

CANADIAN YARD
CANADIAN, TEXAS.

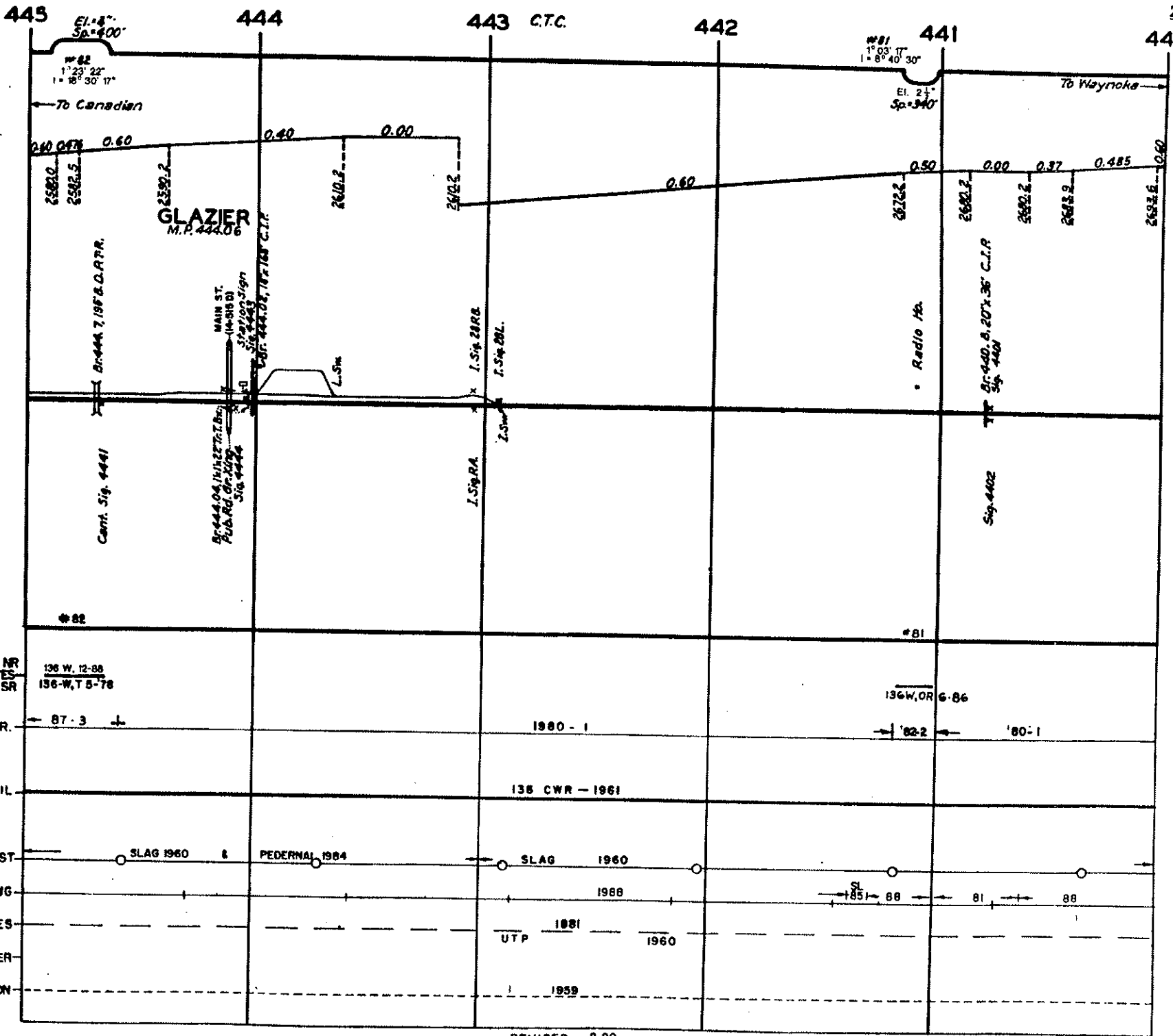
CANADIAN
M. P. 455.12

CTC.

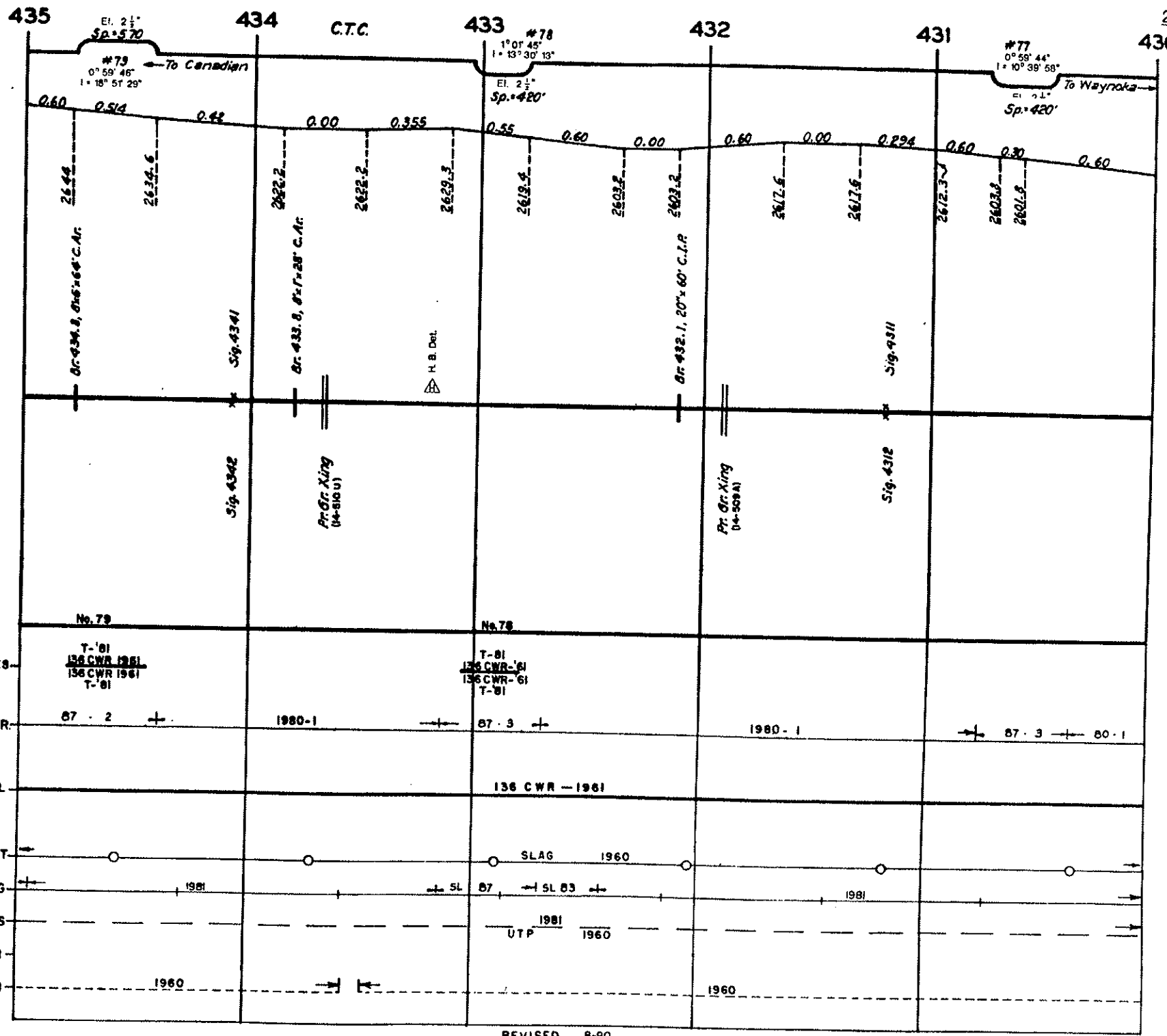


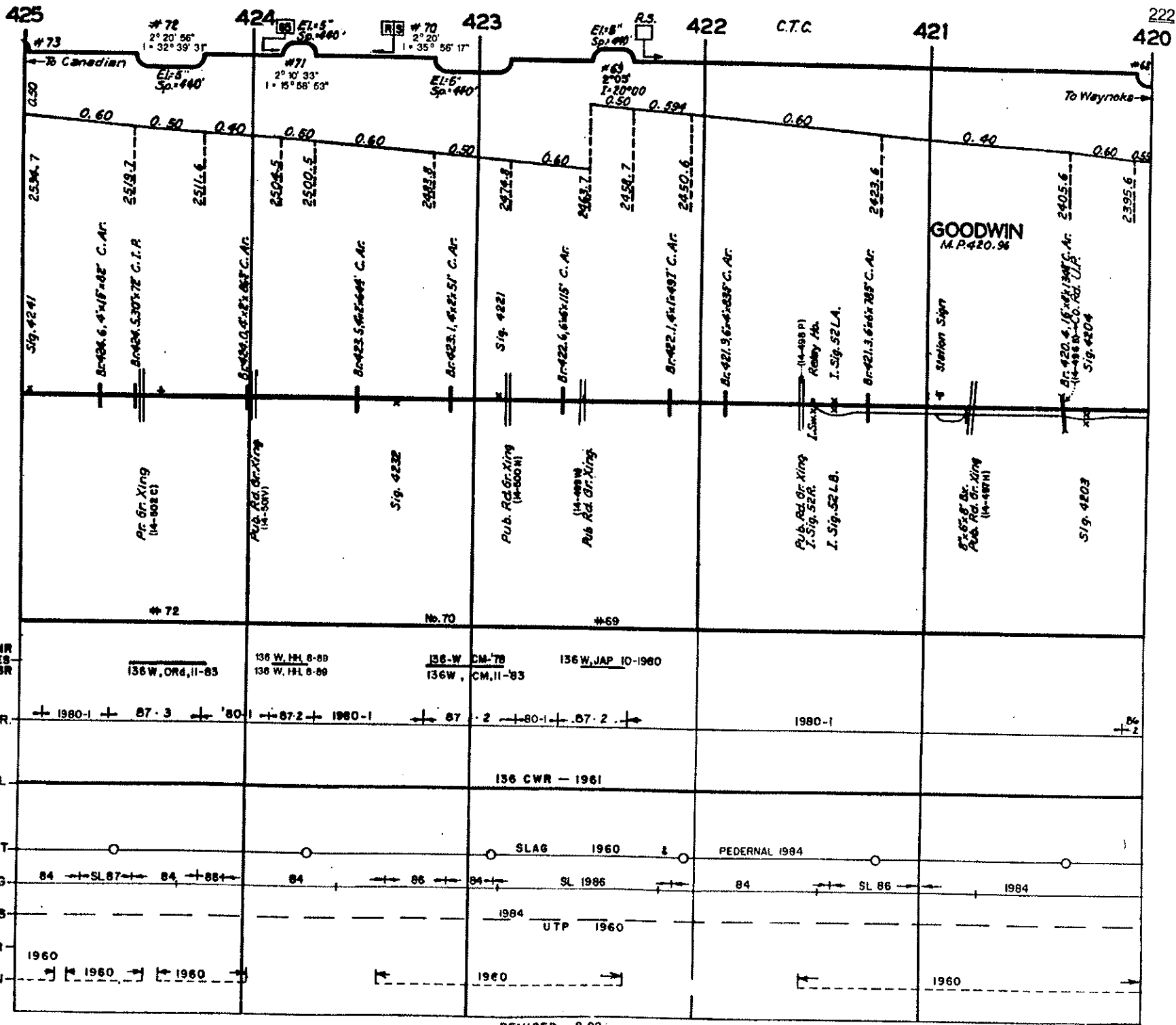


REVISED



REVISED 8-90





REVISED 8-90

420

419

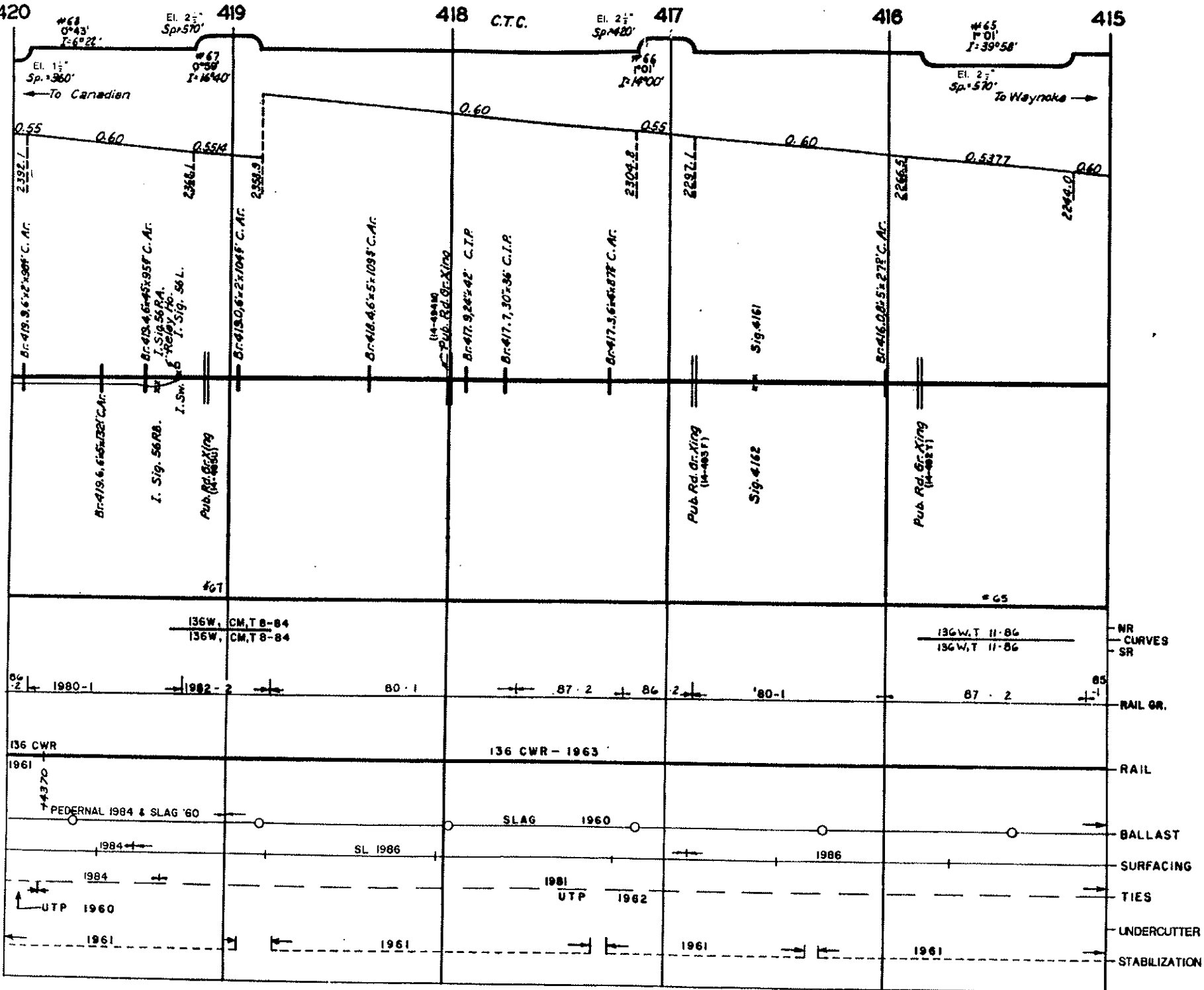
418

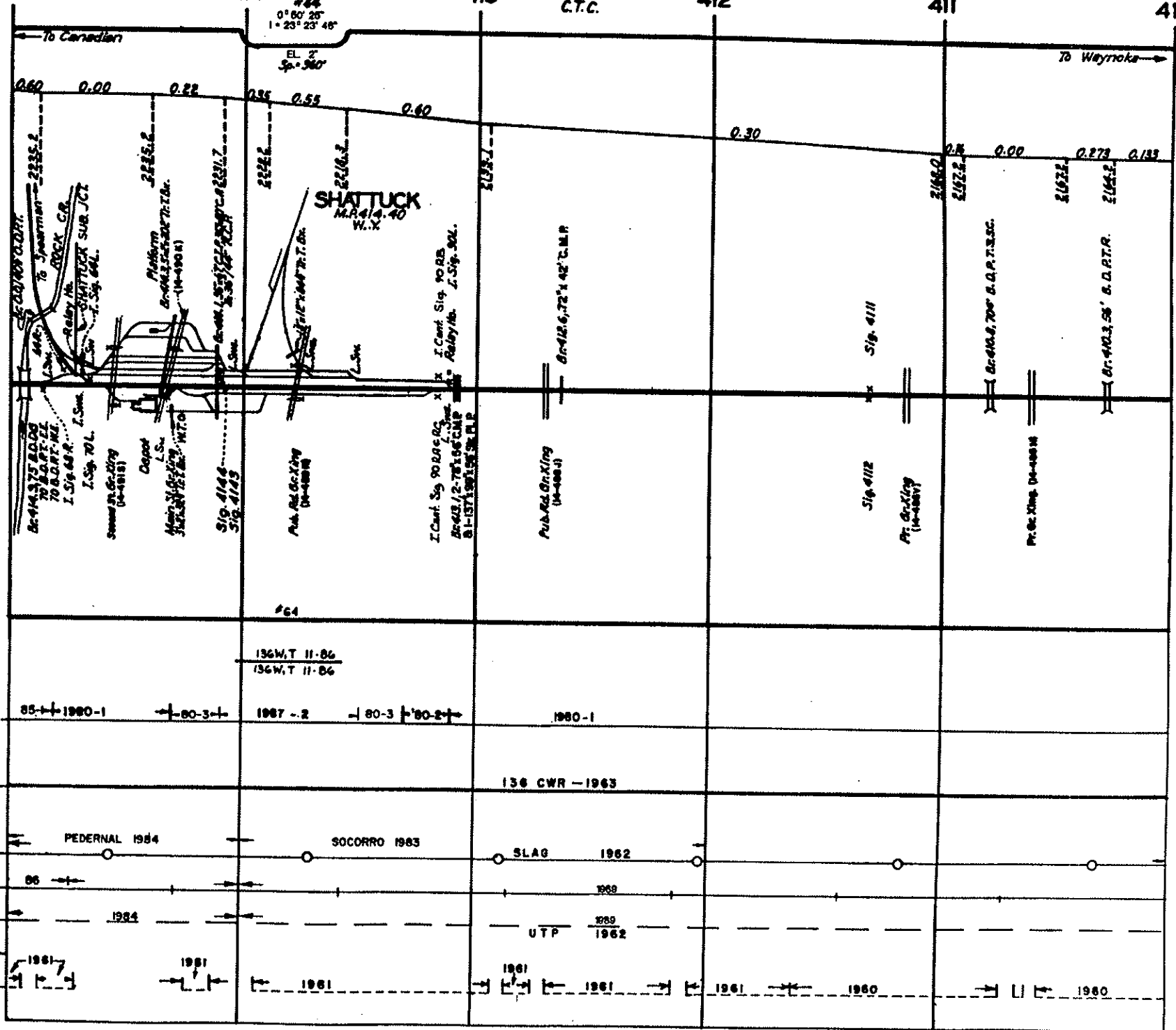
CTC

417

416

415





410

409

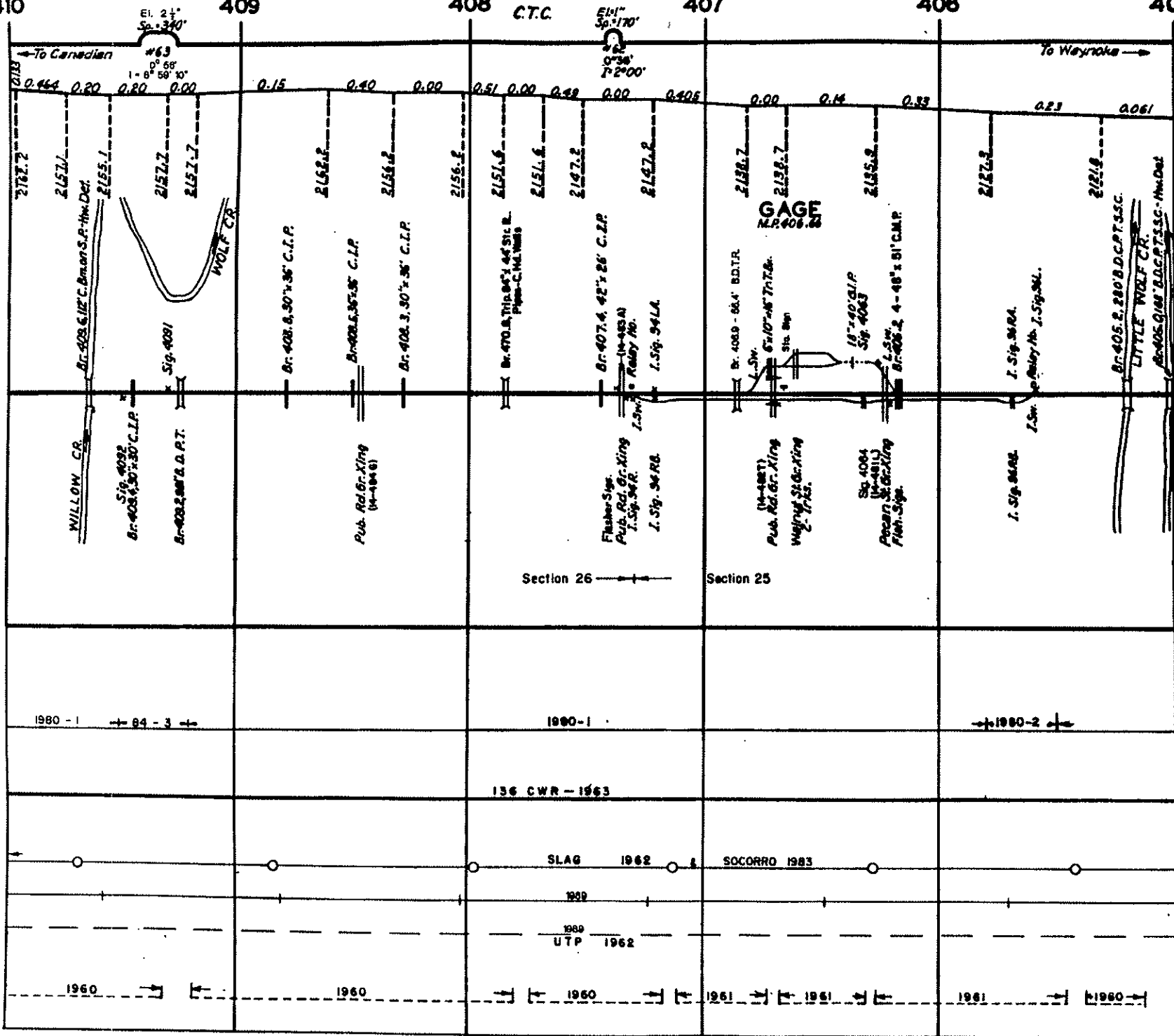
408

CTC

407

408

405



Section 26

Section 25

1980 - 1 + 84 - 3 +

1980 - 1

+ 1980 - 2 +

RAIL GR.

136 CWR - 1963

RAIL

SLAG 1962 SOCORRO 1983

BALLAST

SURFACING

1980 UTP 1962

TIES

UNDERCUTTER

1960

1960

1960

1960

1961

1961

1961

1960

STABILIZATION

405

404

403

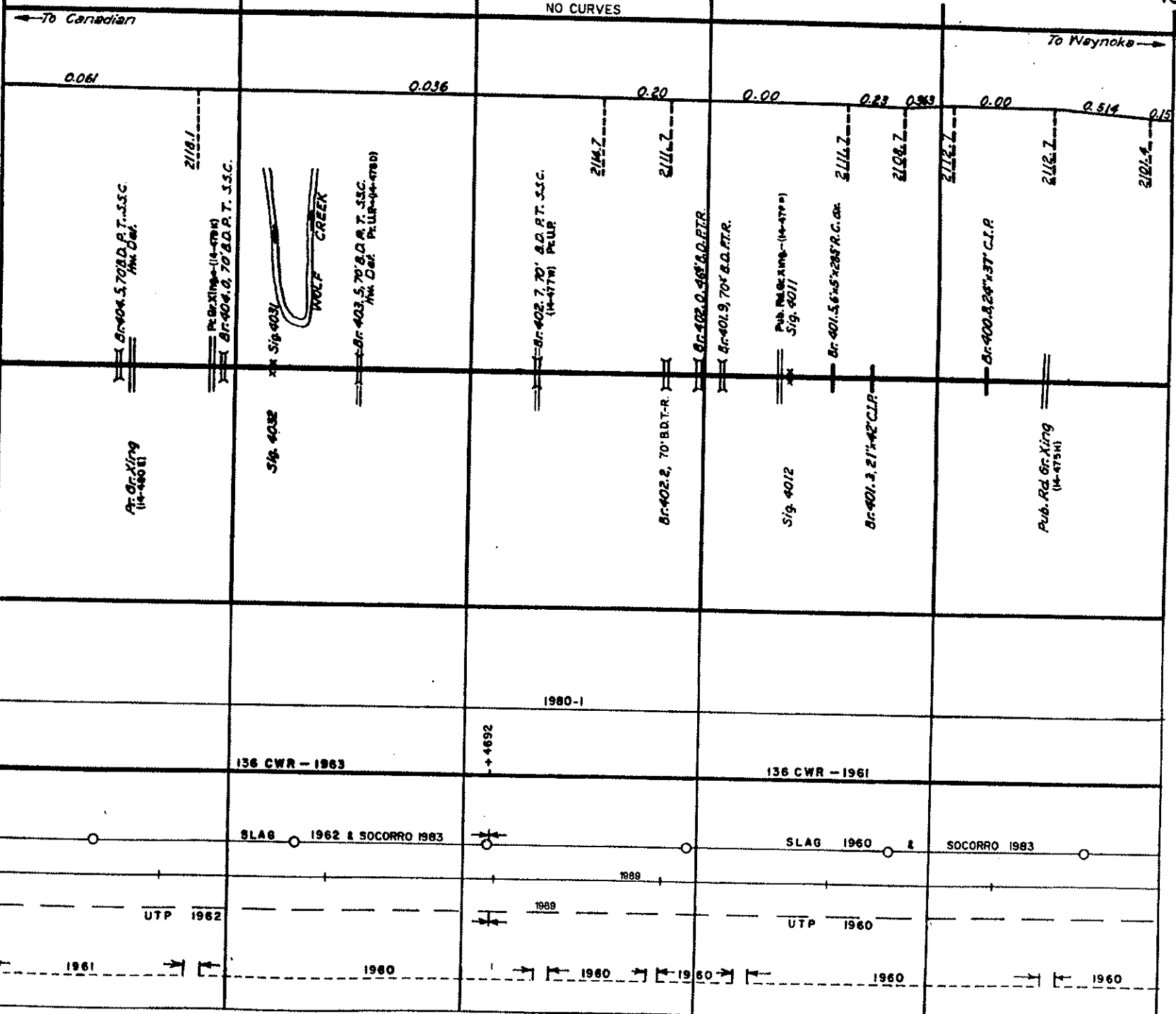
C.T.C.

402

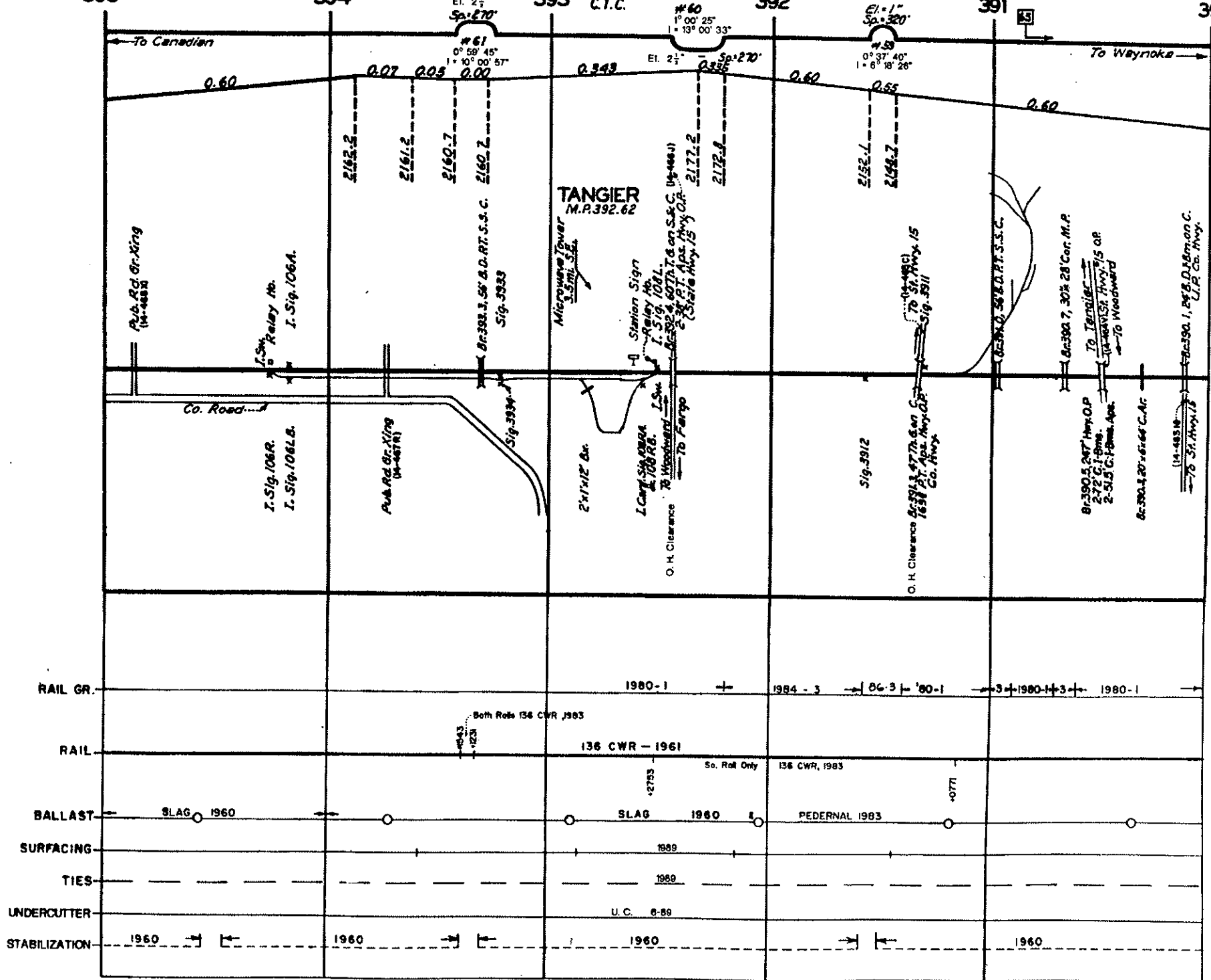
401

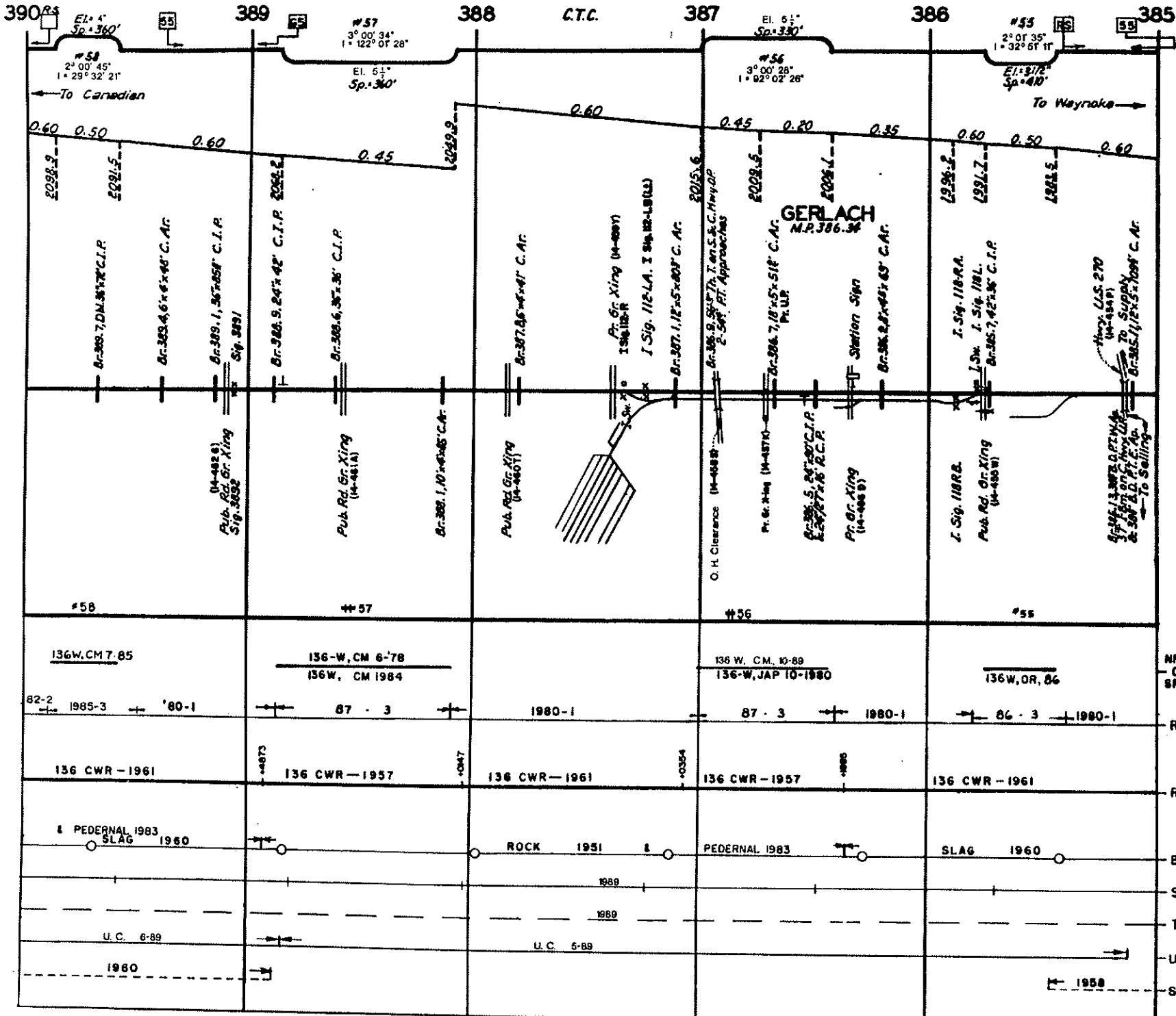
218

400



REVISED 8-90





NR
CURVES
SR

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

380

379

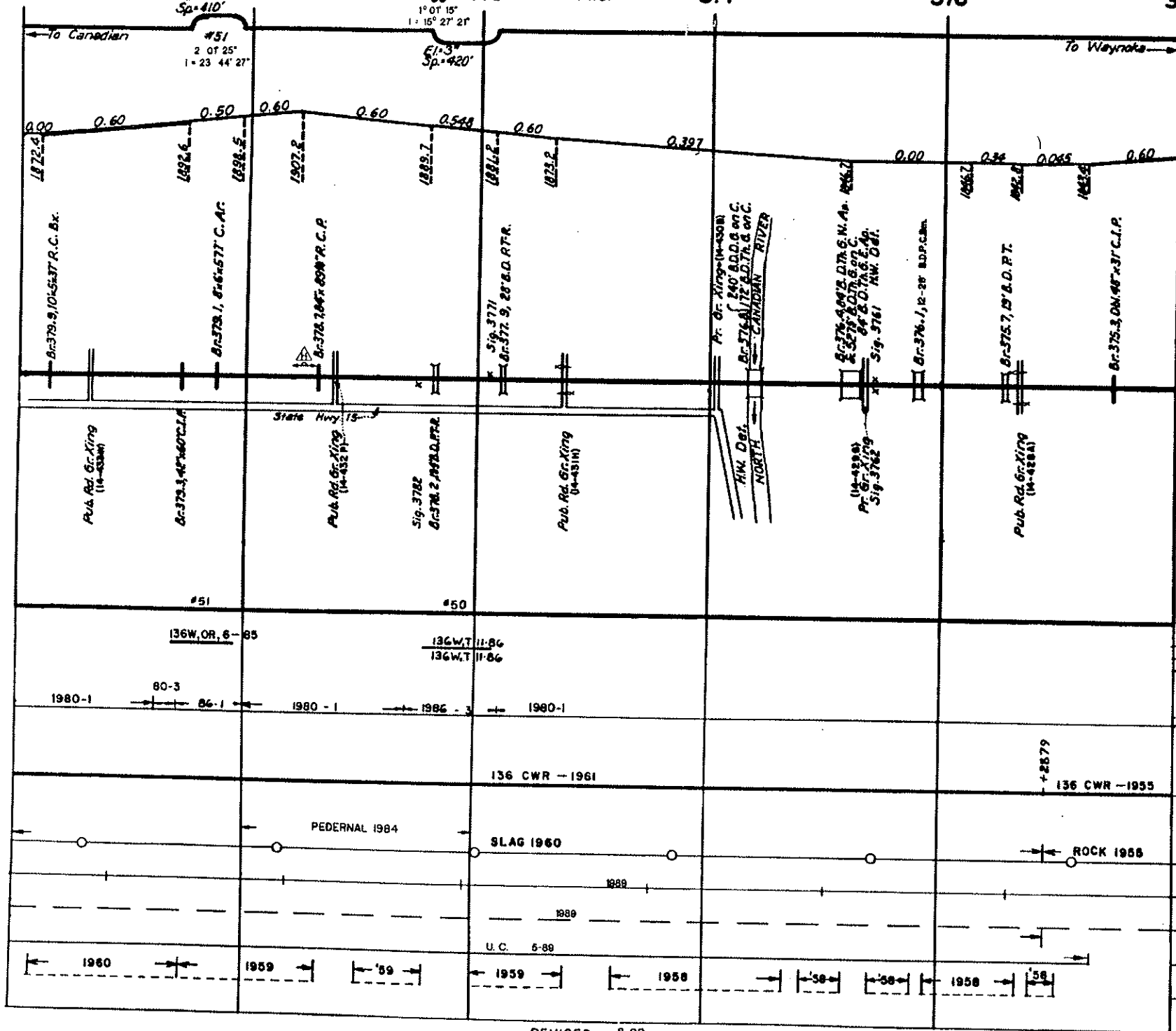
378

C.T.C.

377

376

375



$E1=6'$
 $Sp=410'$
 $\#51$
 $2 \text{ OF } 25'$
 $1+23 \ 44' \ 27''$

$\#50$
 $1' \ 01' \ 15''$
 $1+15' \ 27' \ 21''$
 $E1=3'$
 $Sp=420'$

0.00 0.60 0.50 0.60 0.60 0.544 0.60 0.397 0.00 0.34 0.065 0.60
 1822.4 1822.6 1822.5 1807.2 1809.7 1806.2 1823.2 1866.7 1862.0 1863.5

Br-379-9, 10'-51.37' R.C. B.x.
 Br-379-1, 8'-6+577' C.A.C.
 Br-378-2, 047' 800' R.C.P.
 Br-377-9, 20' B.O. R.F.R.
 Br-376-1, 12-28' B.O.P.C.M.
 Br-375-7, 19' B.O.P.T.
 Br-375-3, 0M, 48' x 37' C.I.P.

Pub. Rd. Gr. King (14-4334M)
 Gr-379-3, 45' x 60' C.L.P.
 Pub. Rd. Gr. King (14-432 P)
 Sig. 378C
 Gr-378-2, 1073.0' R.F.R.
 Pub. Rd. Gr. King (14-431M)
 P. Gr. King (14-430M)
 240' B.O.D. on C.
 2' 37' B.O.T. on C.
 84' B.O. on C.
 Sig. 376Z
 Pub. Rd. Gr. King (14-428M)

#51
 #50
 136W. OR. 6-85
 136W.T. 11-86
 136W.T. 11-86

1980-1 80-3 86-1 1980-1 1986-3 1980-1

136 CWR - 1961
 136 CWR - 1955

PEDERNAL 1984
 SLAG 1960
 ROCK 1958

1889
 1889

U.C. 5-89
 1960 1959 '59 1959 1958 1958 1958 1958

- NR
- CURVES
- SR
- RAIL OR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

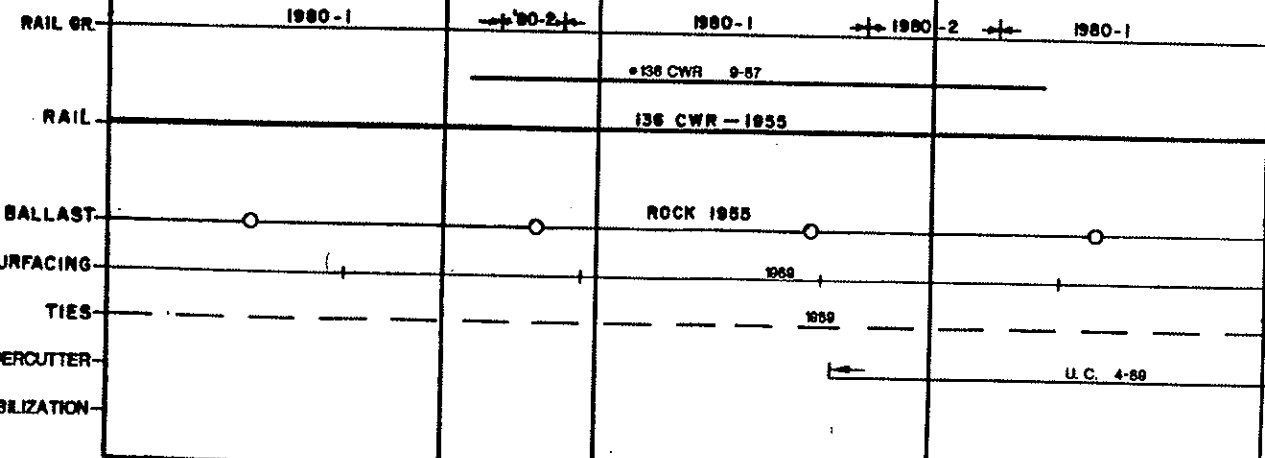
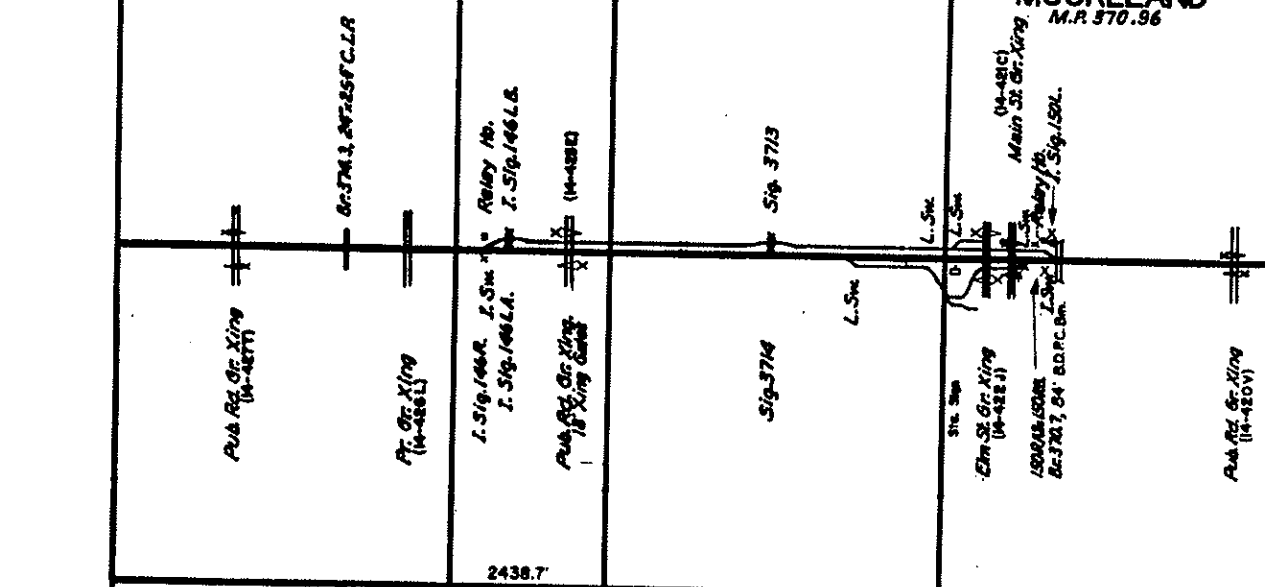
NO CURVES

← To Conard

To Wayrock →

0.60 0.35 0.495 0.44 0.00 0.18 0.20 0.54 0.62

MOORELAND
M.R. 370.96



REVISED 8-80

370

369

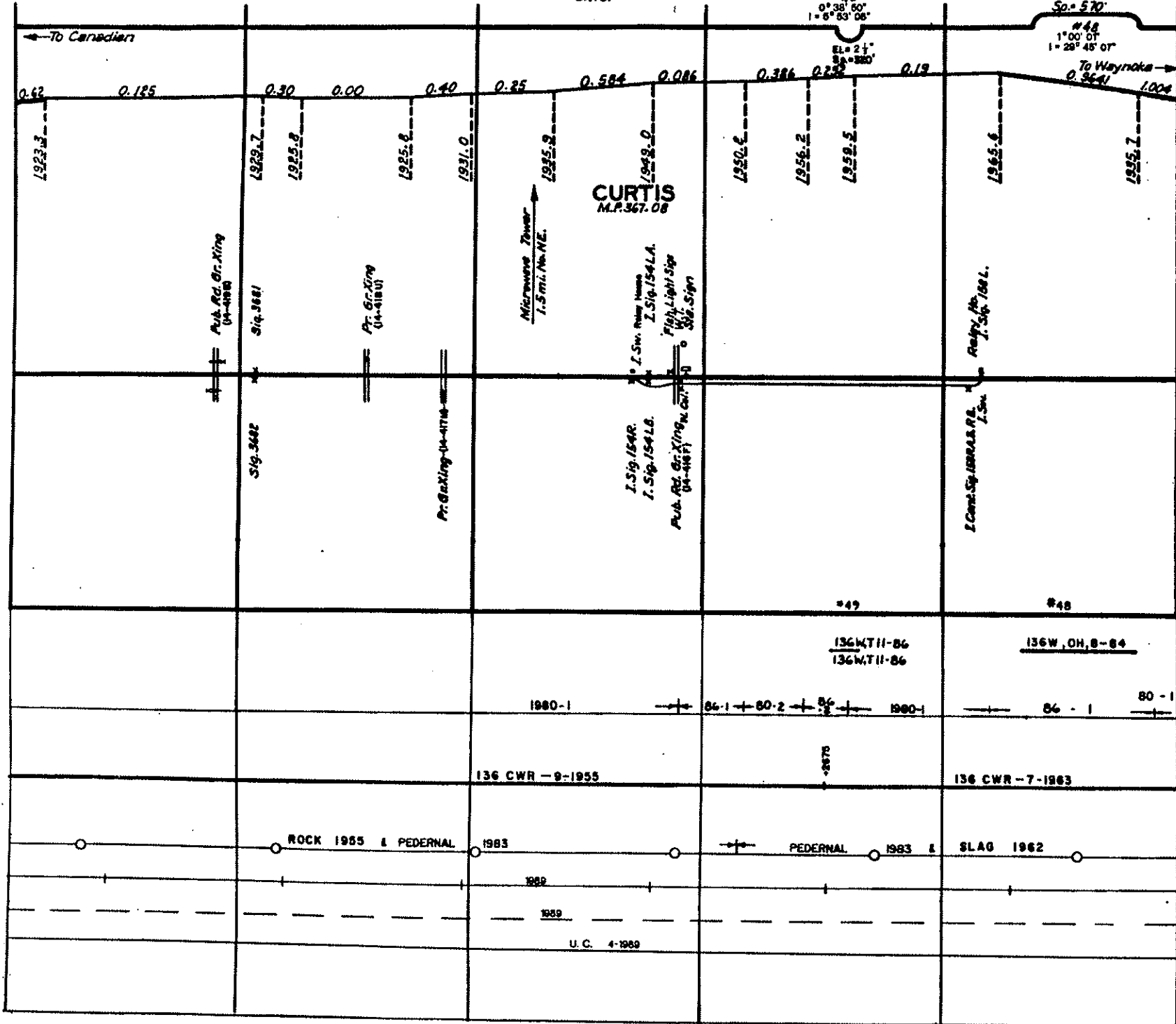
368

C.T.C.

367

366

365



NR
CURVES
SR

RAIL GR.

RAIL

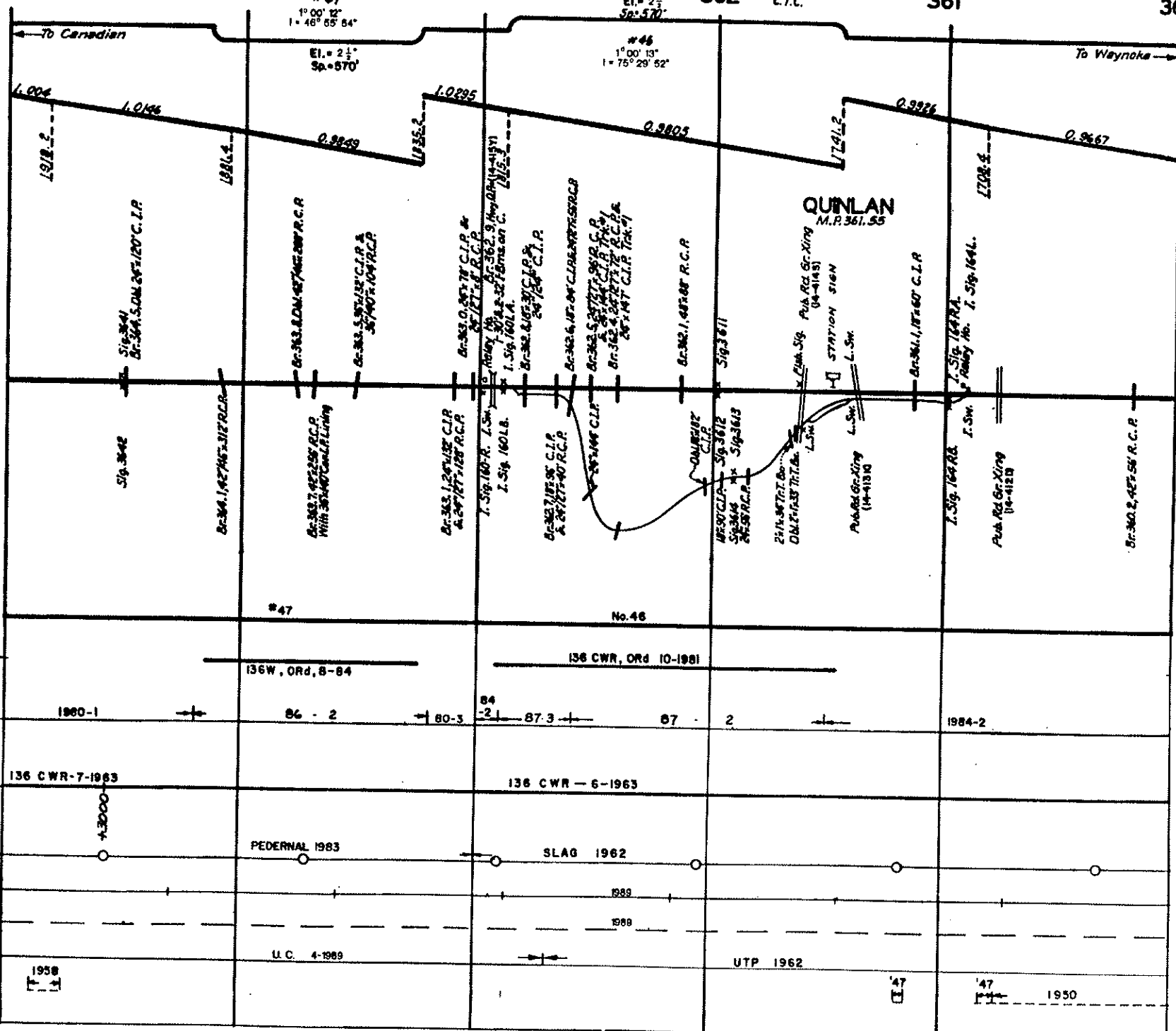
BALLAST

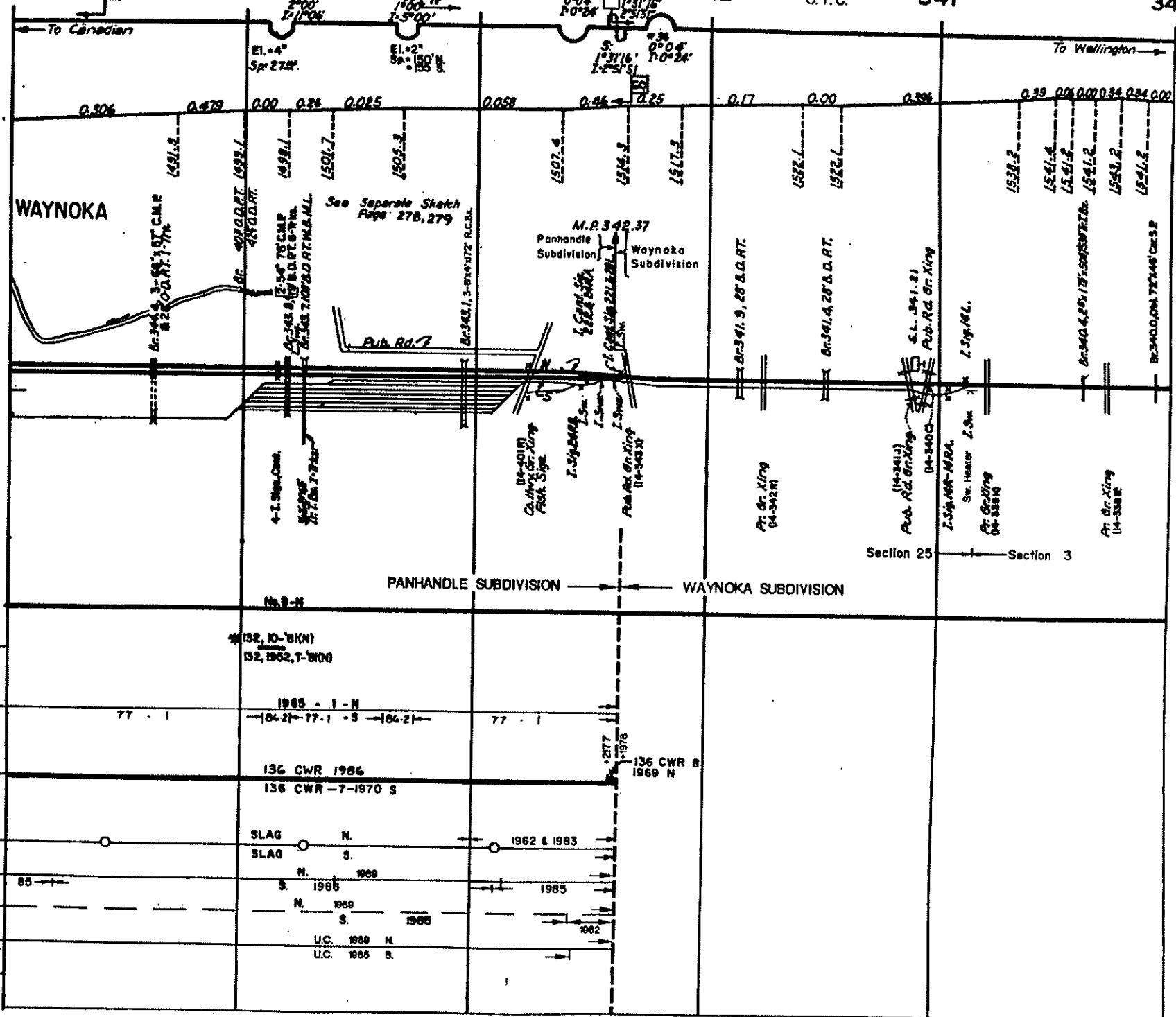
SURFACING

TIES

UNDERCUTTER

STABILIZATION

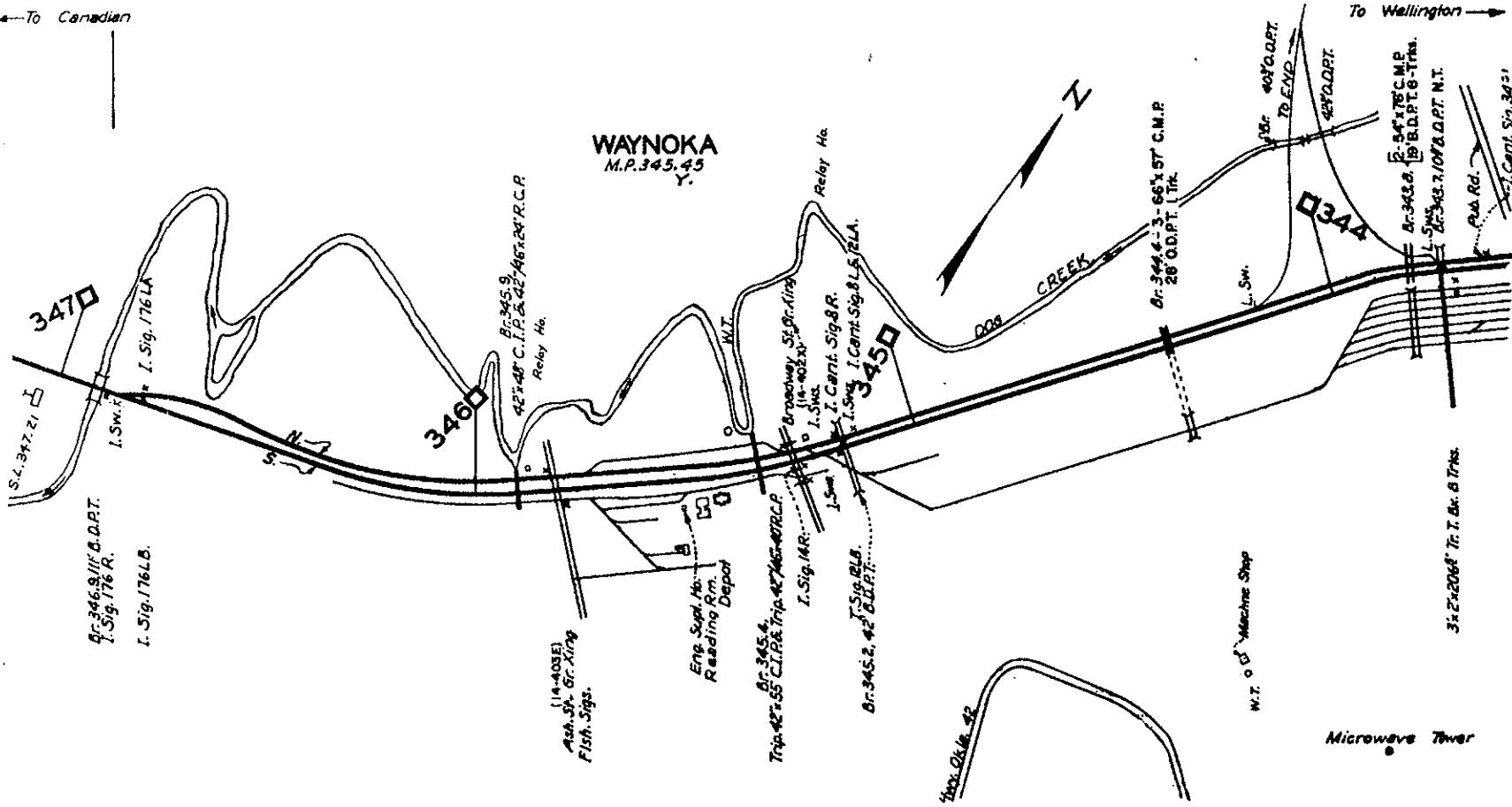




← To Canadian

To Wellington →

WAYNOKA M.P. 345.45 Y.



Panhandle Subdivision

Waynoka (M.P. 342.4) to St. Francis (M.P. 538.5)