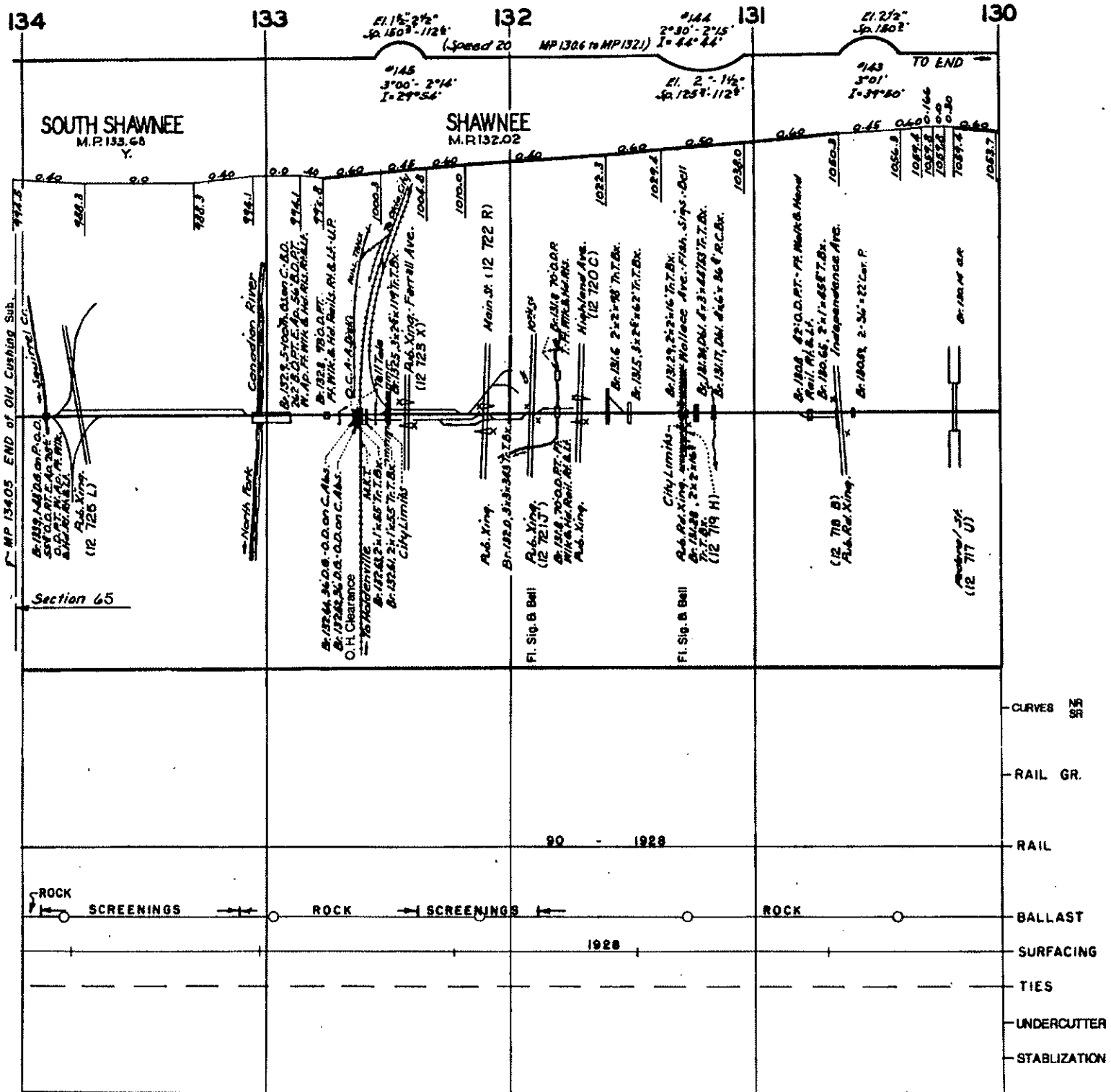
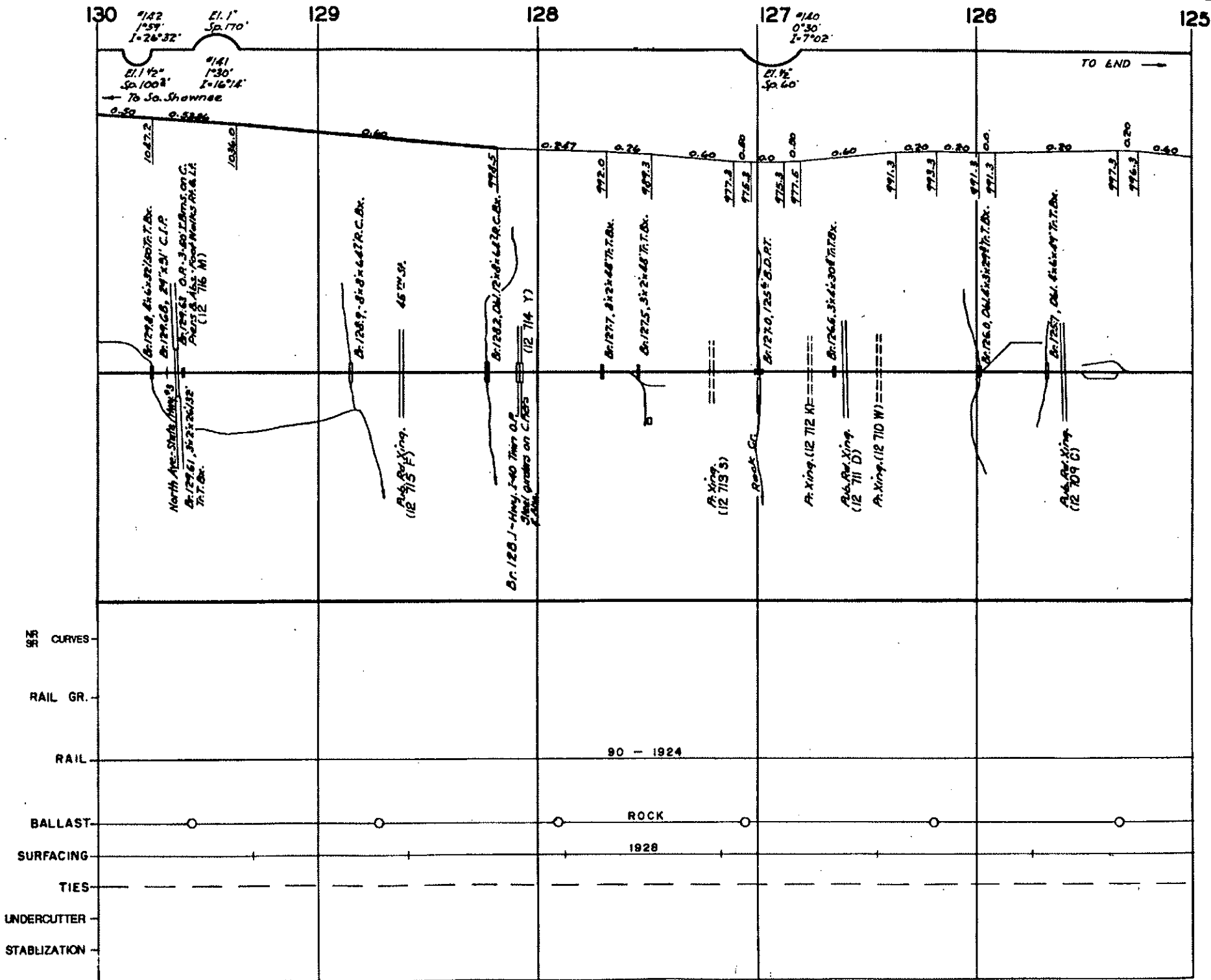
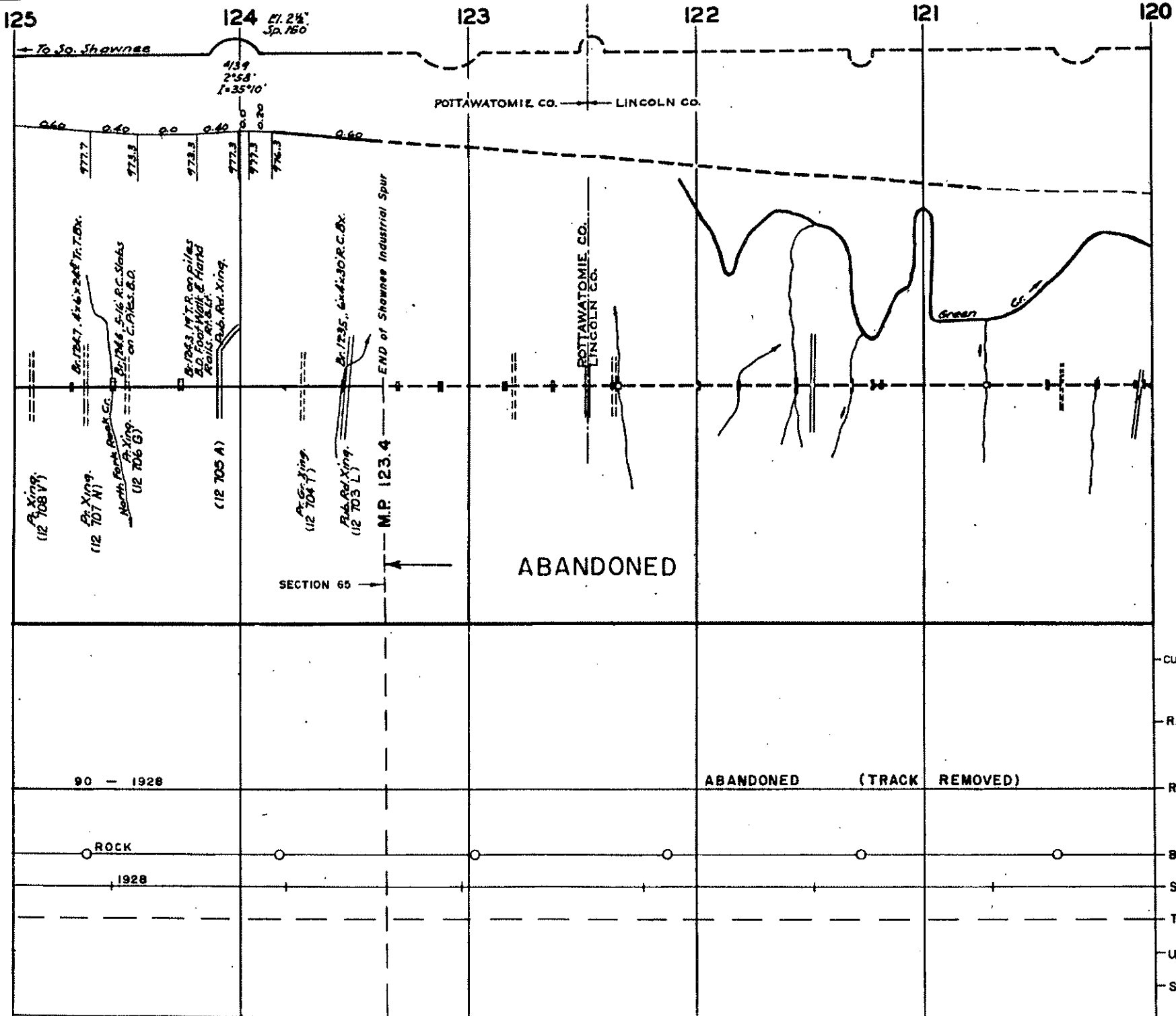


*Intentionally Blank*







125

124

123

122

121

120

← To So. Shawnee

El. 24.5'  
Sp. 160

4139  
2'58"  
1=35'10"

POTTAWATOMIE CO. — LINCOLN CO.

0.60 0.40 0.0 0.40 0.0 0.20 0.60

B-1247, 45x6x248 Tr. T.Bx.

North Park Road C.C.  
P. V. Xing.  
(12 706 G)

B-1243, M.T.R. on piles  
G.D. Foot Wall, & Hard  
Rocks. on C. Piles. & D.  
Sub. Rd. Xing.

(12 705 A)

P. V. Xing.  
(12 704 F)

B-1235, 6x4x30 R.C.Bx.  
Sub. Rd. Xing.  
(12 703 L)

M.P. 123.4

END of Shawnee Industrial Spur

POTTAWATOMIE CO.  
LINCOLN CO.

Green

ABANDONED

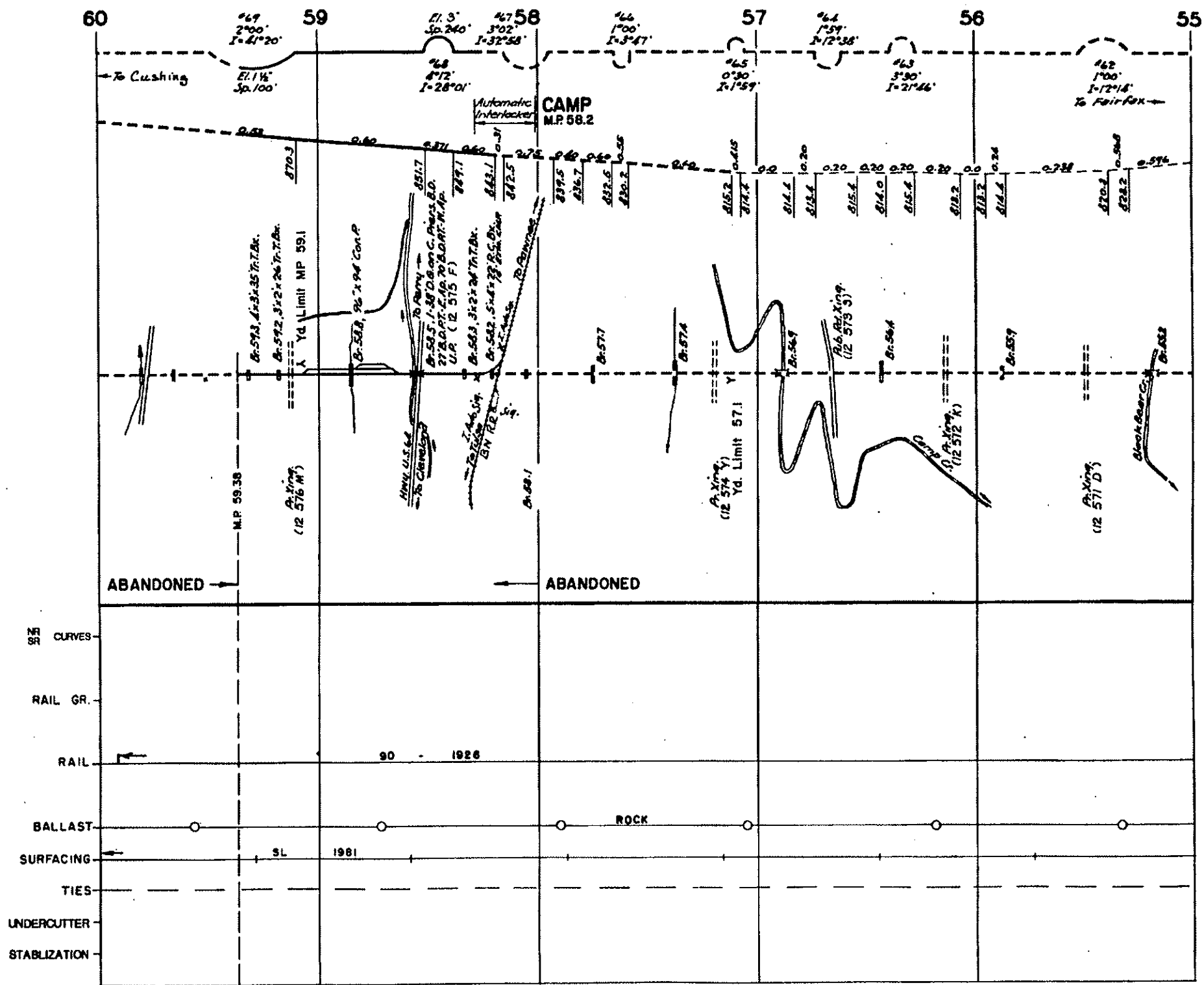
- CURVES NR BR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

90 — 1928

ABANDONED (TRACK REMOVED)

ROCK

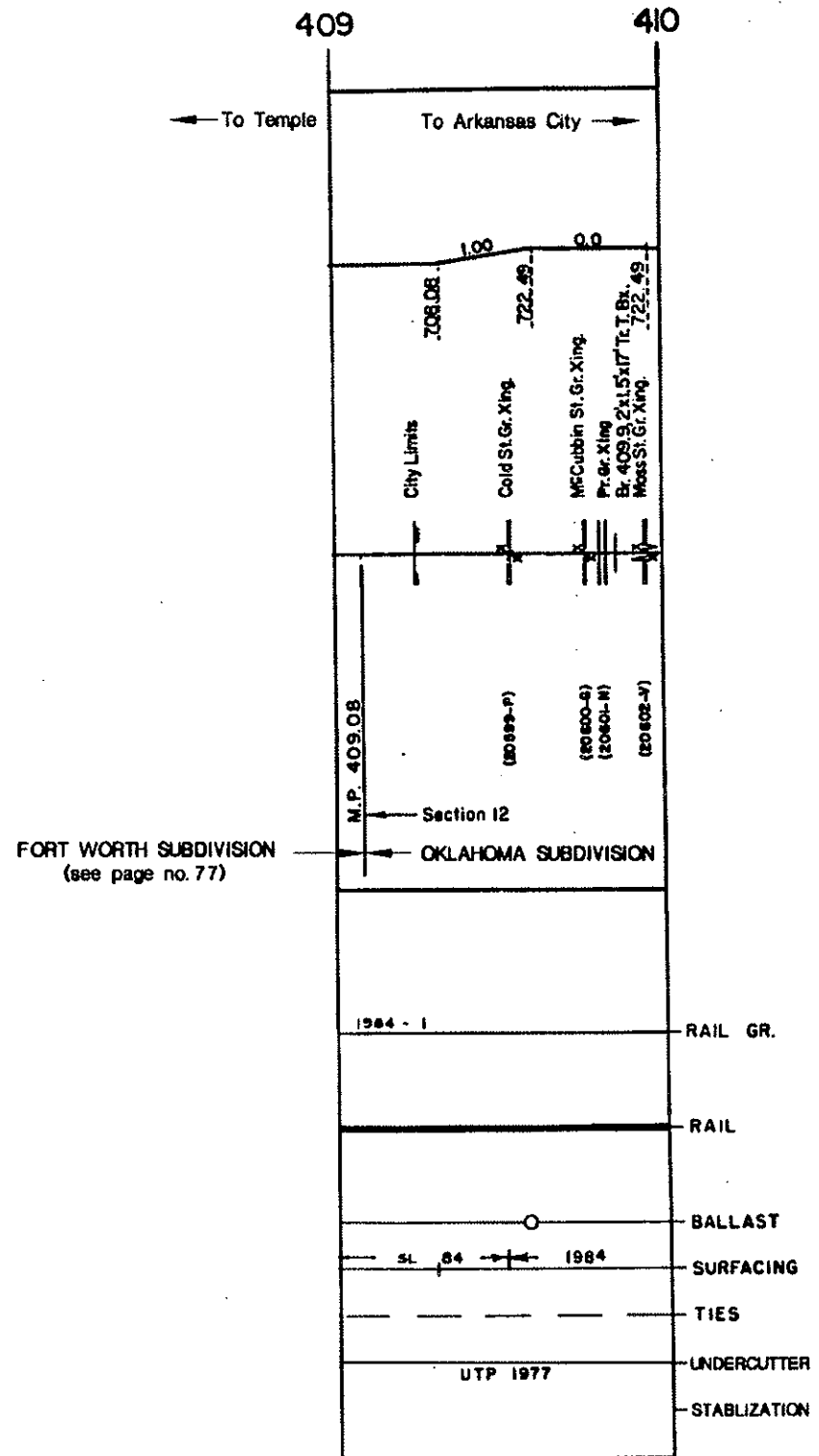
1928



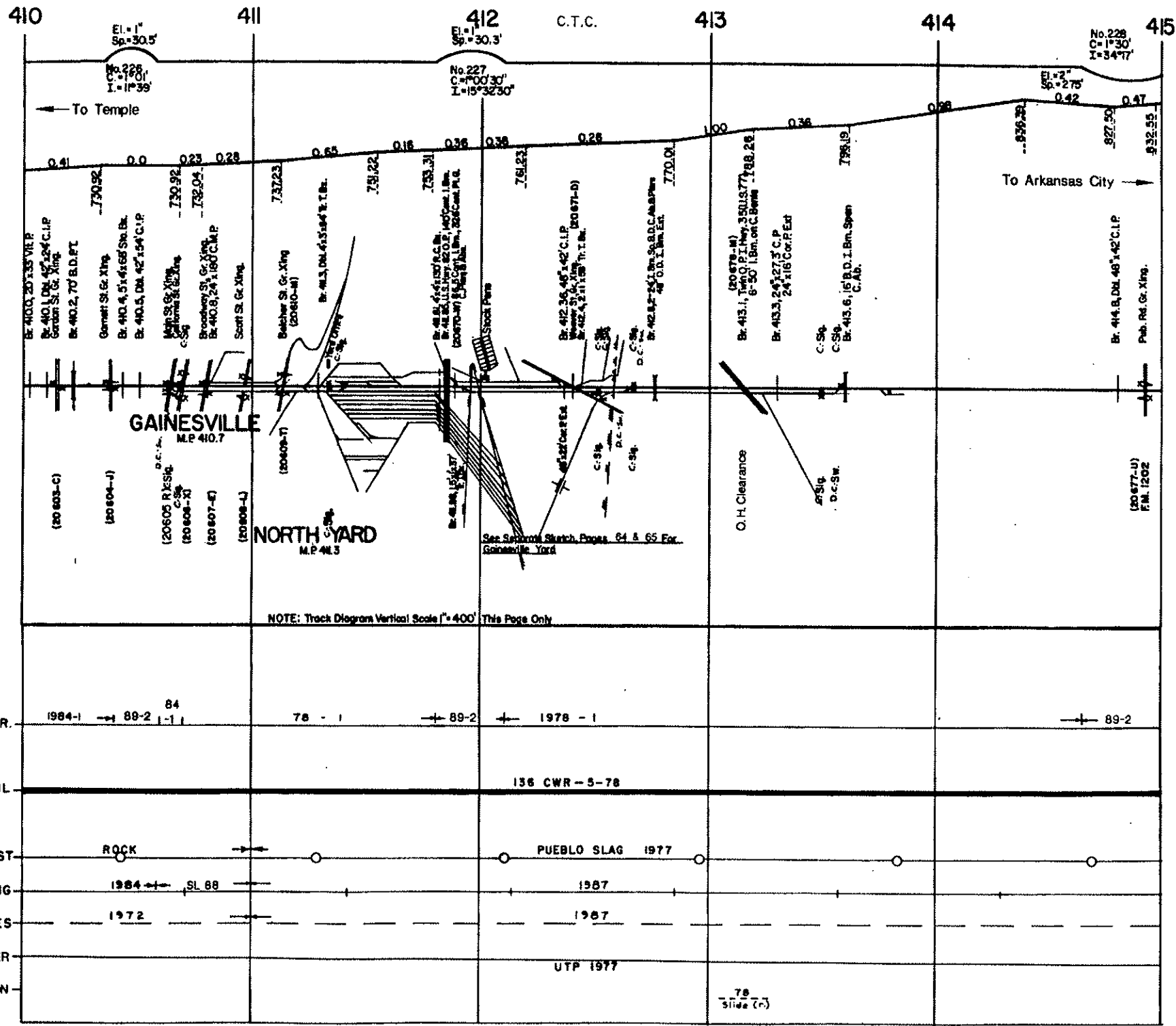
# Shawnee Industrial Spur

M.P. 123.4 to M.P. 134.0

*Intentionally Blank*





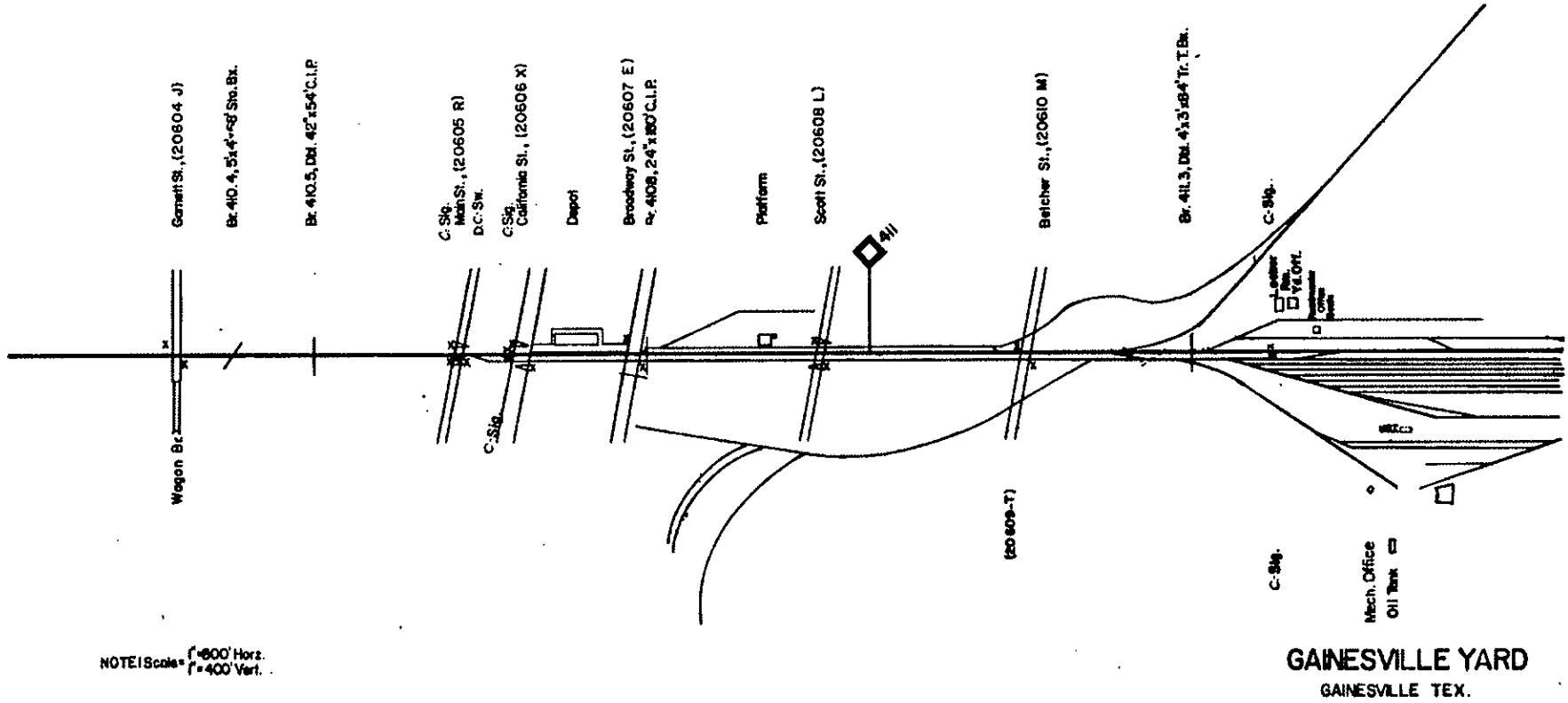


NOTE: Track Diagram Vertical Scale 1"=400' This Page Only

← To Galveston

### GAINESVILLE M.P. 410.7

To Arkansas City →

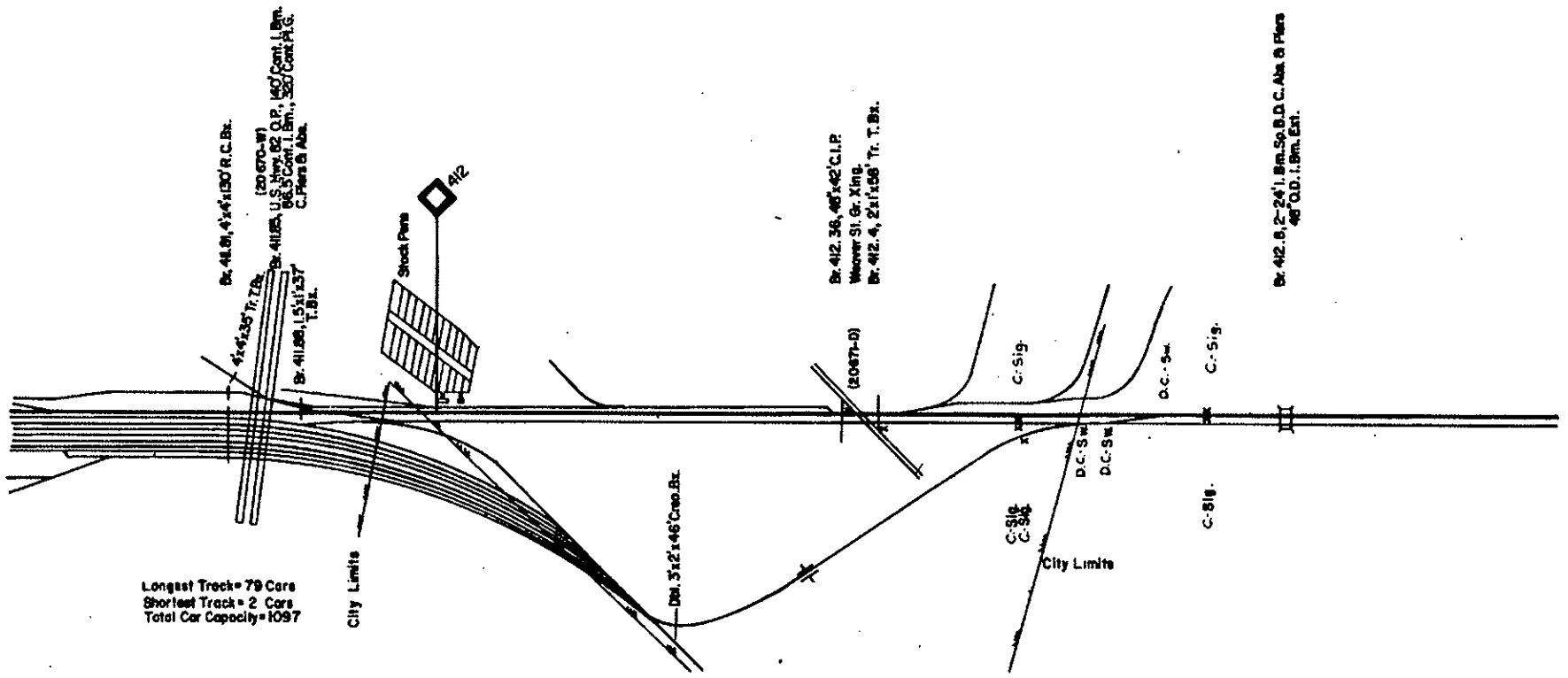


NOTE 1 Scale = 1" = 600' Horiz.  
1" = 400' Vert.

### GAINESVILLE YARD GAINESVILLE TEX.

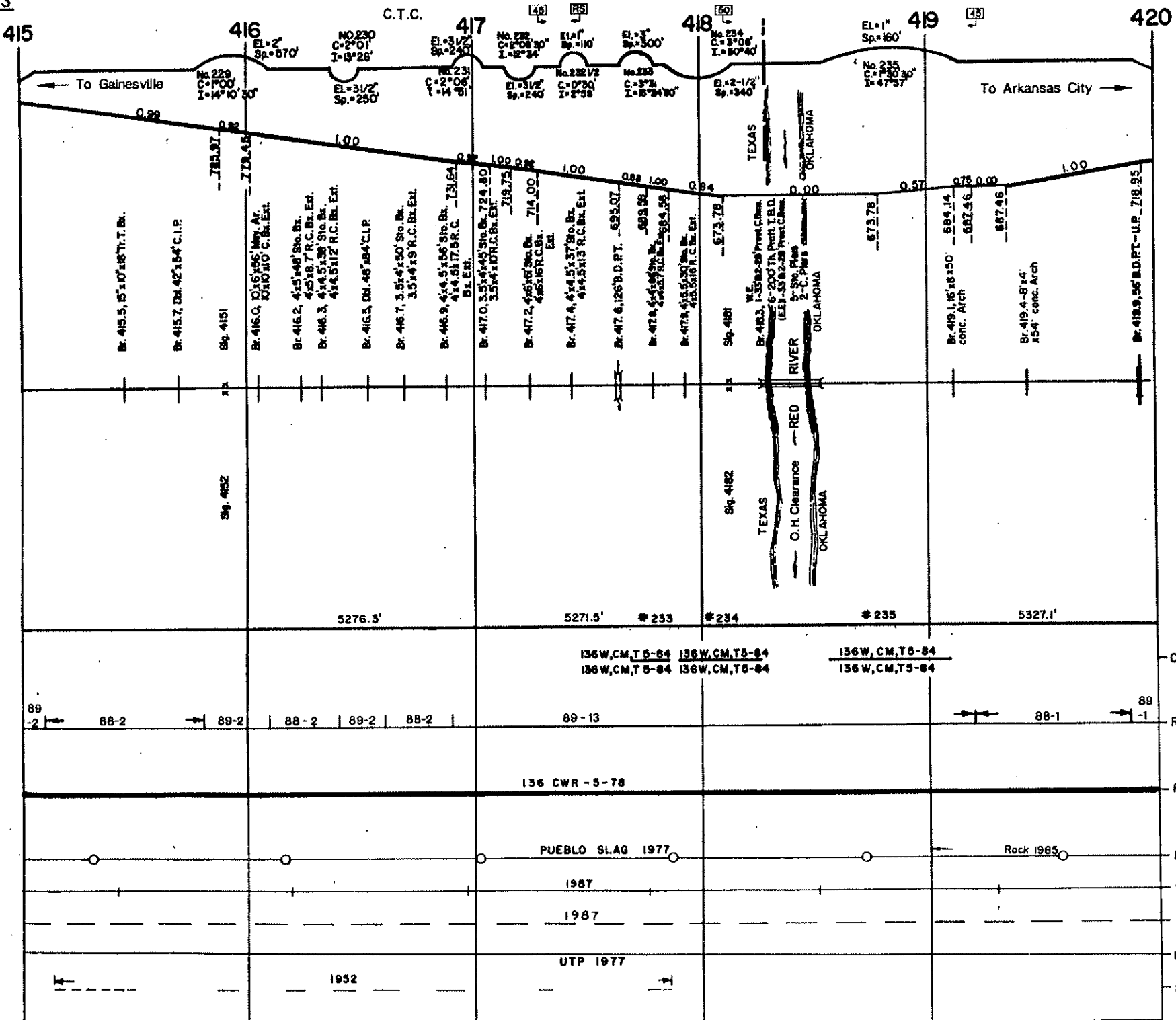
← To Galveston

To Arkansas City →

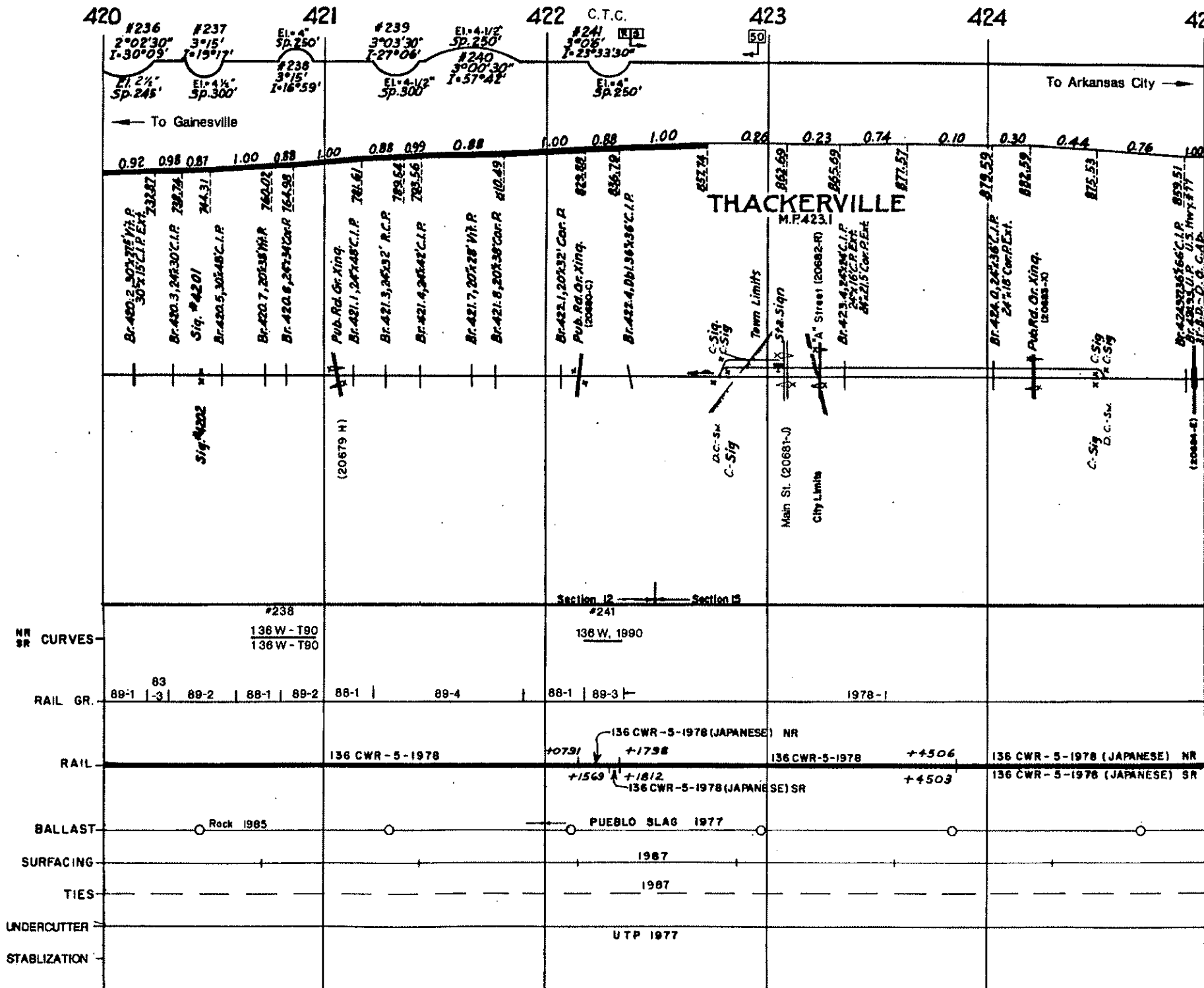


Longest Track = 79 Cars  
 Shortest Track = 2 Cars  
 Total Car Capacity = 1097

**GAINESVILLE YARD**  
 GAINESVILLE TEXAS



CURVES NR  
 RAIL GR.  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 UNDERCUTTER  
 STABILIZATION



425

426

427

C.T.C.

428

429

430

4242  
100'  
T=10°30'

El. 174'  
Sp. 300'

← To Gainesville

To Arkansas City →

1.00 0.35 1.00 0.12 1.00 0.32 0.82 0.22 1.00 1.00

879.58

895.39

867.57

832.03

823.43

792.90

Pub. Rd. Gr. Xing.  
(20085-L)

Br. 426.1 O.P. I.H. 35  
(20086-T)

Co. Rd. Gr. Xing.  
(20087-A)

Br. 426.6, DN. 487.4 C.I.P. 868.80

Br. 426.8, AC. 772 C.I.P.

54' 40" Sig. 4471

Co. Rd. Gr. Xing.  
(20088-4)

Br. 427.4, DN. 487.35 C.I.P.

Br. 427.7, 816.52 R.C.A.F.

Pr. Gr. Xing. (20089-4)

Br. 428.5, DN.  
457.72 C.I.P.

Br. 428.8, 751.85 R.C.P.

54' 40" Sig. 4472

Br. 429.0, 807.16 R.C.P.  
307.12 C.I.P. Ent. - 293.90

Br. 429.5, 881.74 R.C.A.F.  
766.11

CURVES NR SR

1978 - 1

77-1 | 89 - 1 |

1977 - 1

RAIL GR.

136 CWR - 5-78 ( JAPANESE ) NR

119 CWR - 4-1964

RAIL

136 CWR - 5-78 ( JAPANESE ) SR

PUEBLO SLAG

1977

ROCK 1979

BALLAST

1987

SURFACING

1987

TIES

UTP 1979

UNDERCUTTER

UTP 1977

STABILIZATION

430

431

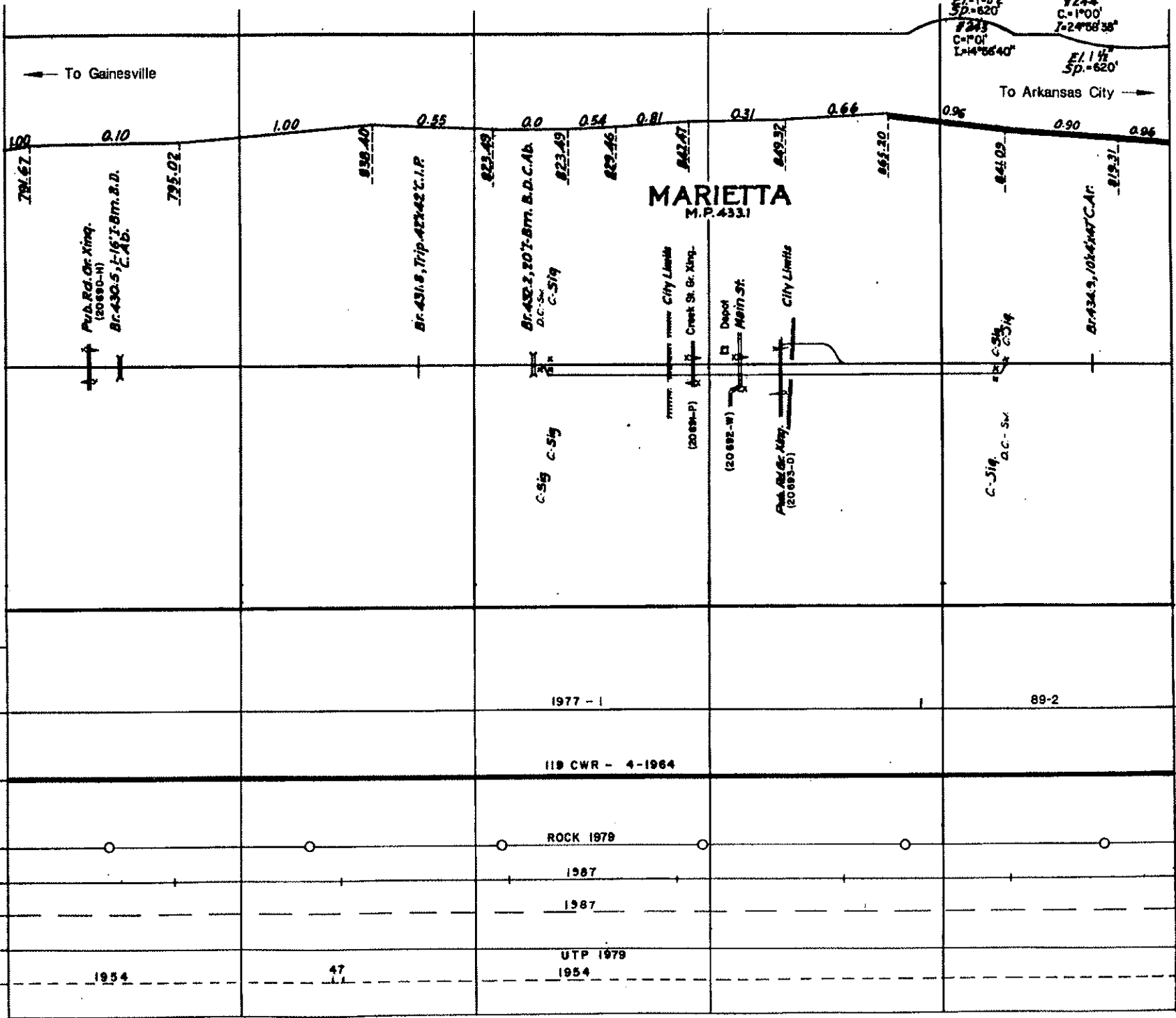
432

C.I.C.

433

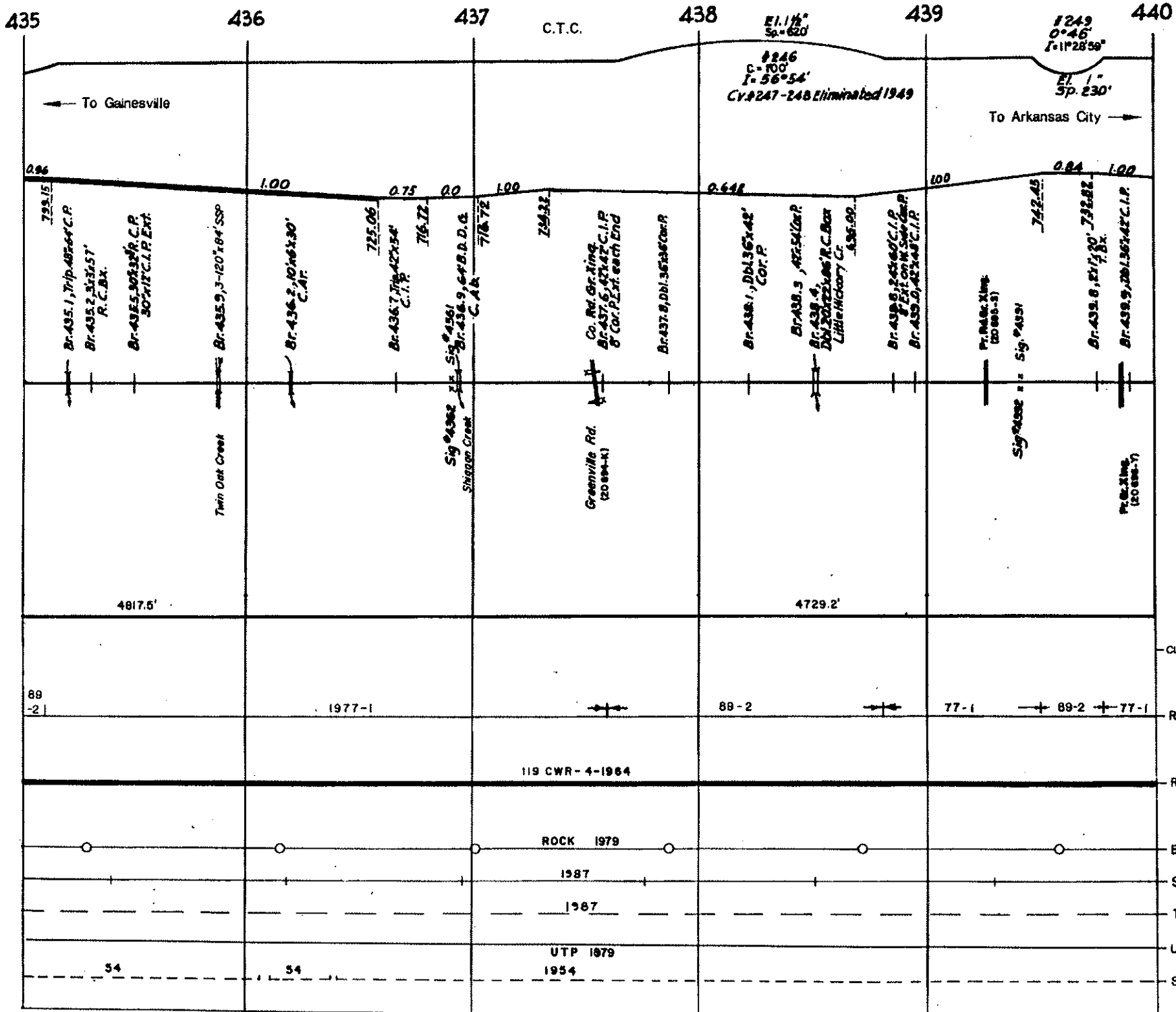
434

435



SP CURVES  
RAIL GR.  
RAIL  
BALLAST  
SURFACING  
TIES  
UNDERCUTTER  
STABILIZATION

1977 - 1  
89-2  
119 CWR - 4-1964  
ROCK 1979  
1987  
1987  
UTP 1979  
1954  
1954  
47





440

441

442

443

444

445

C.T.C.

LOVE CO.  
CARTER CO.

To Gainesville ←

→ To Arkansas City

#250  
C = 1°00'  
L = 17°34'18"

#251  
0.35'  
T = 8°58'

El. 1 1/2"  
Sp. = 560'

El. 1 1/2"  
Sp. = 440'

1.00

1.00

0.20

0.15

0.60

0.0

0.63

0.99

0.10

1.00

Br. 440.3, 16x6x45 C.A.R.

Br. 440.5, 100' C.A. & B.D.  
175' C.T.R. & B.D.  
7278 D.P.T. 686-62  
Hwy. Piers & C.A.R.

703.99

Br. 441.2, 307.5x C.I.P.

Pt. Rd. Gr. Xing  
(20 897-F)

Br. 441.5, DN. 487x95 C.I.P.

Br. 441.7, Quad. 497x48'  
ac. sw C.I.P. 710-94  
C-Sig

Br. 442.1, 207x44' C.I.P.

Br. 442.2, DBL  
12379x40' C.A.R.  
Eak N'

Br. 442.4, 247x87 C.I.P.

Br. 442.5, 476x58' 107'  
732' S.P.P.

Br. 442.9, 367x92 C.I.P.

Br. 443.0, 2x207' Bm. B.D.  
C. Pier. & A.B.  
Hwy. 714 Gr. Xing.

748.12

Br. 443.5, 287x24 C.I.P.

771.74

Br. 443.9, 287x24 C.I.P.

Br. 444.0, DN. 156x147 R.C.A.R.

773.87

Pub. Rd. Gr. Xing.  
(20 706-L)

OVERBROOK  
M.P. 443.0

5272.0'

93 CURVES

RAIL GR.

77-1

89

1

1977 - 1

88-1

RAIL

119 CWR - 4 - 1964

119 CWR - 5 - 1964

BALLAST

ROCK 1979

ROCK 1987

SURFACING

1987

TIES

UTP 1979

1987

UNDERCUTTER

UTP 1987

STABILIZATION

1954

55 54 55 54

1955

445

446

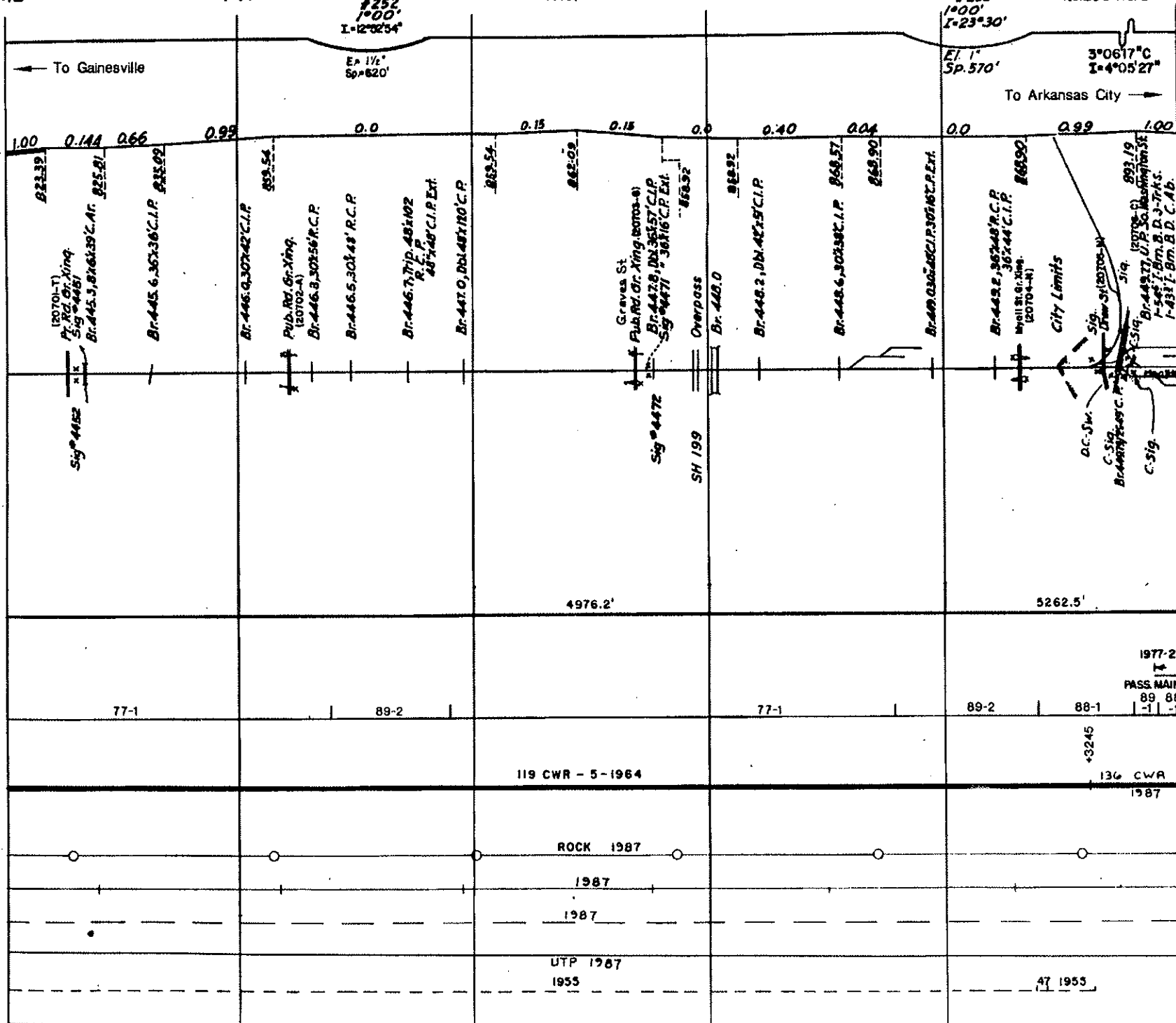
447

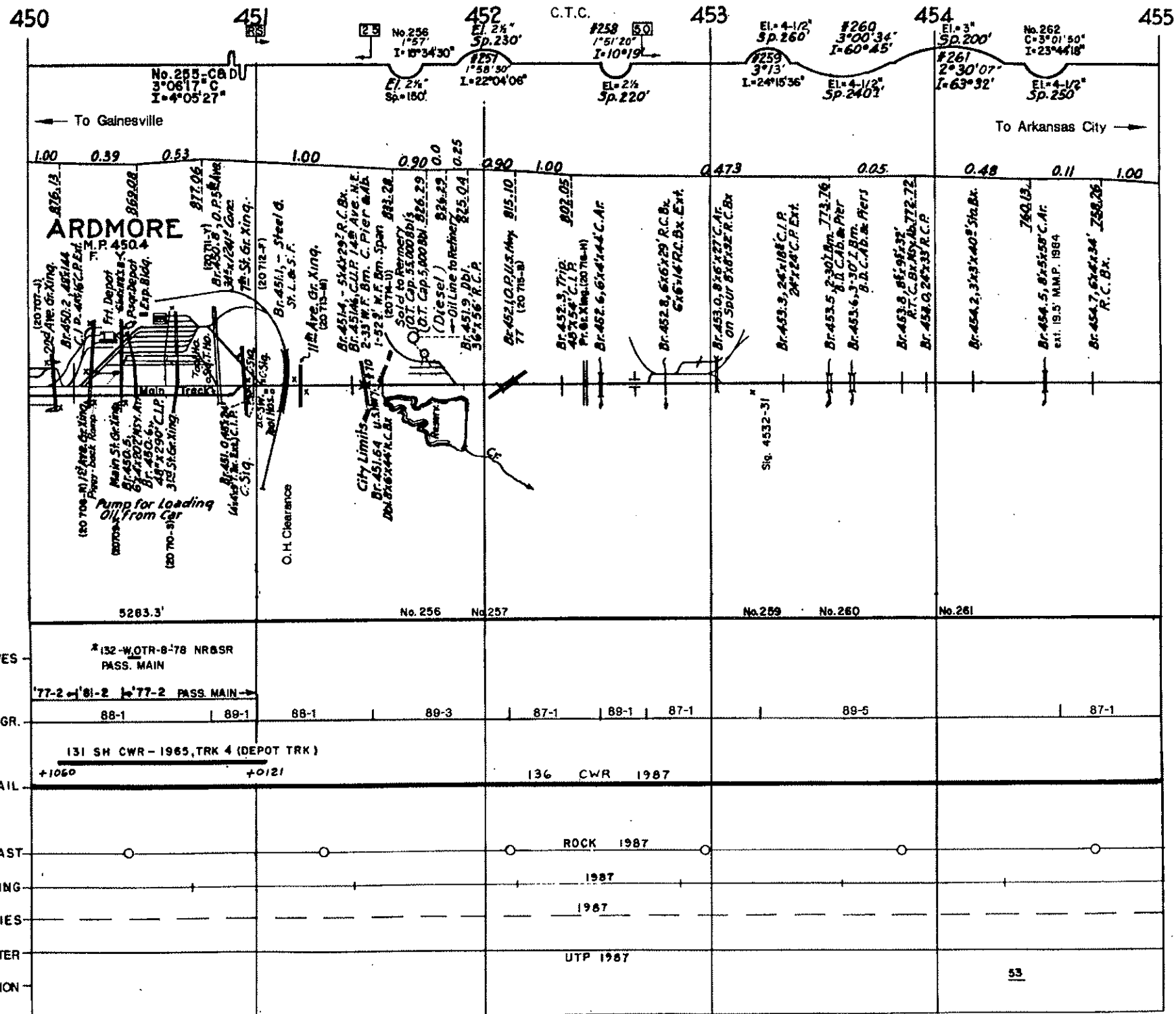
C.T.C.

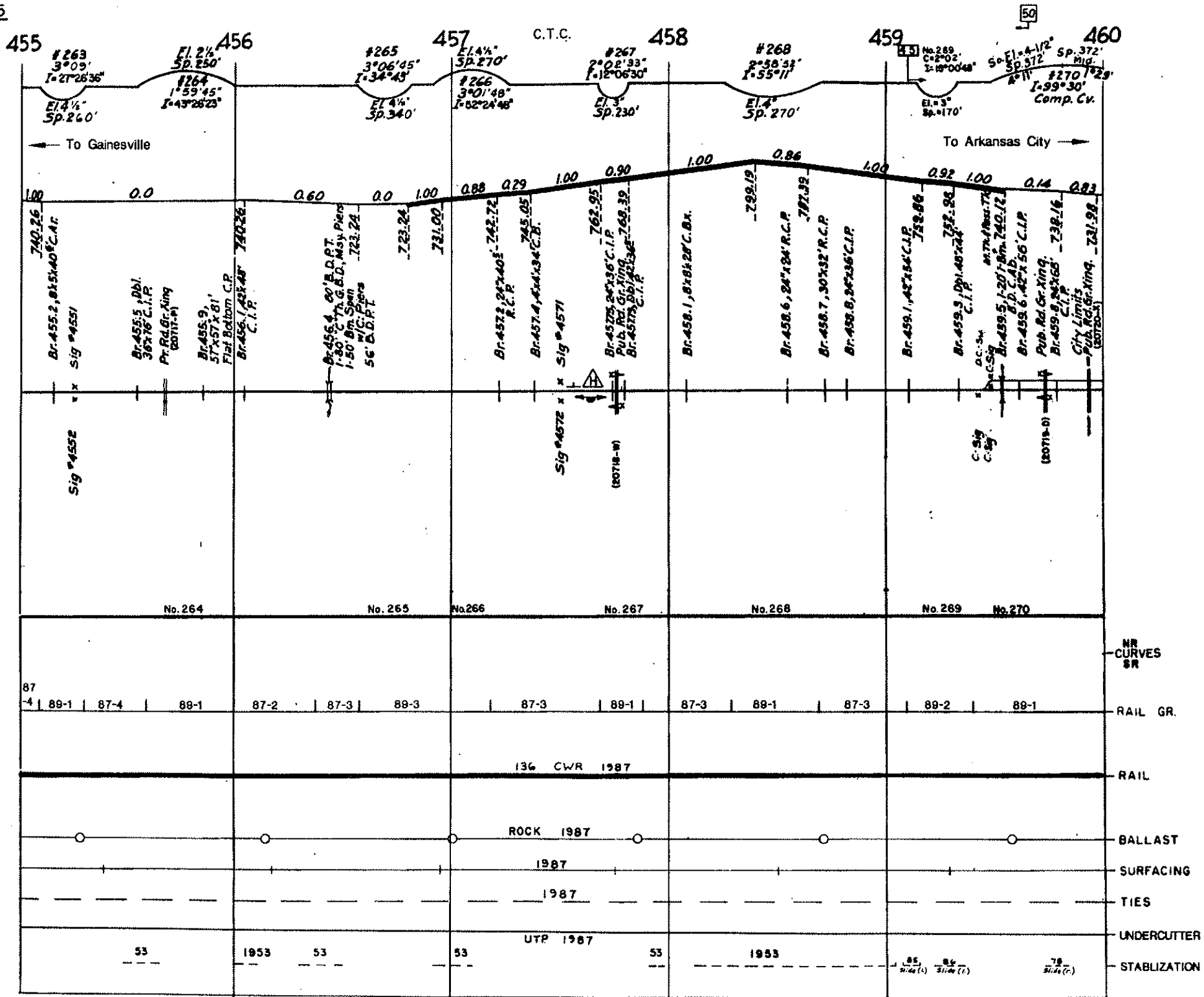
448

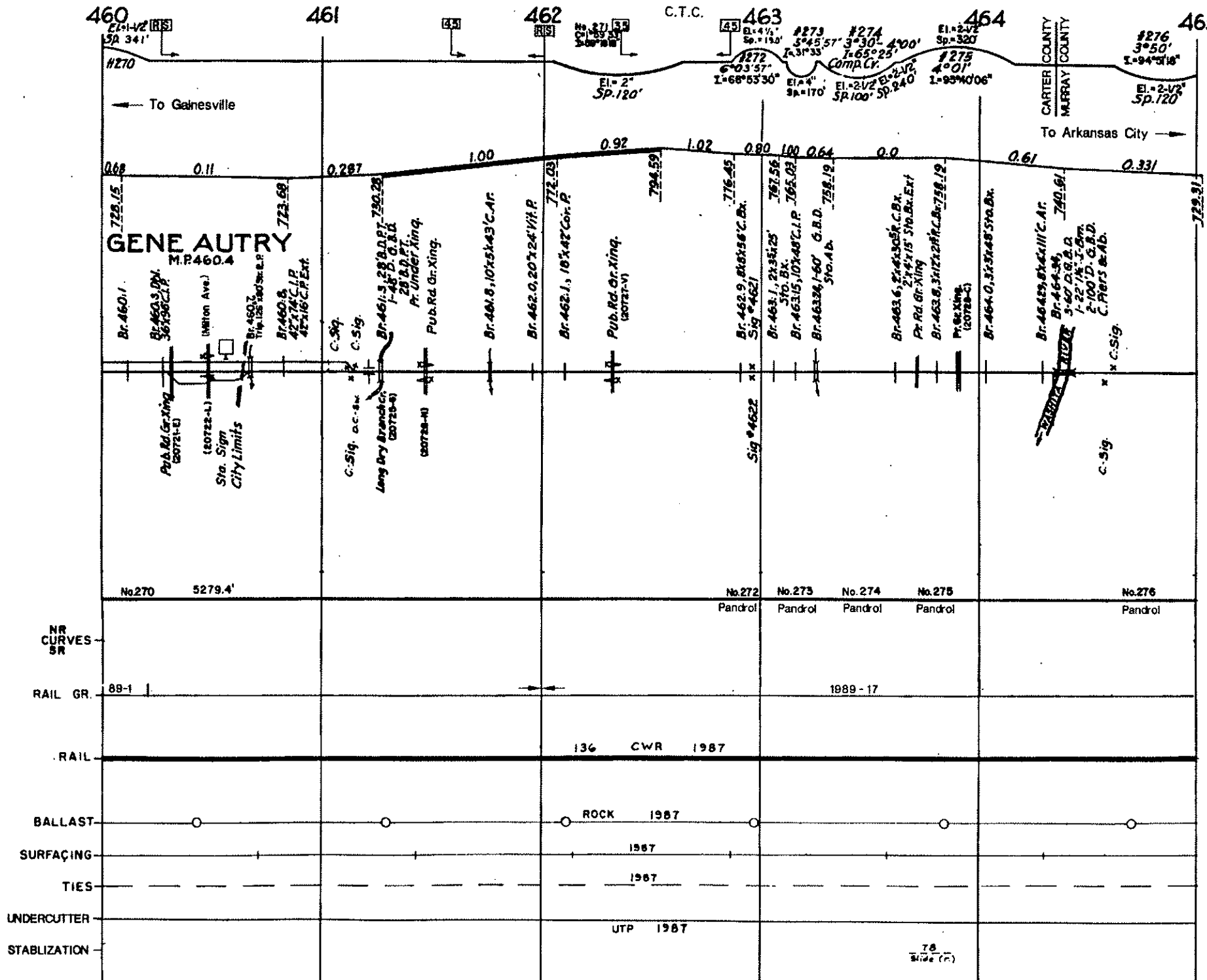
449

450

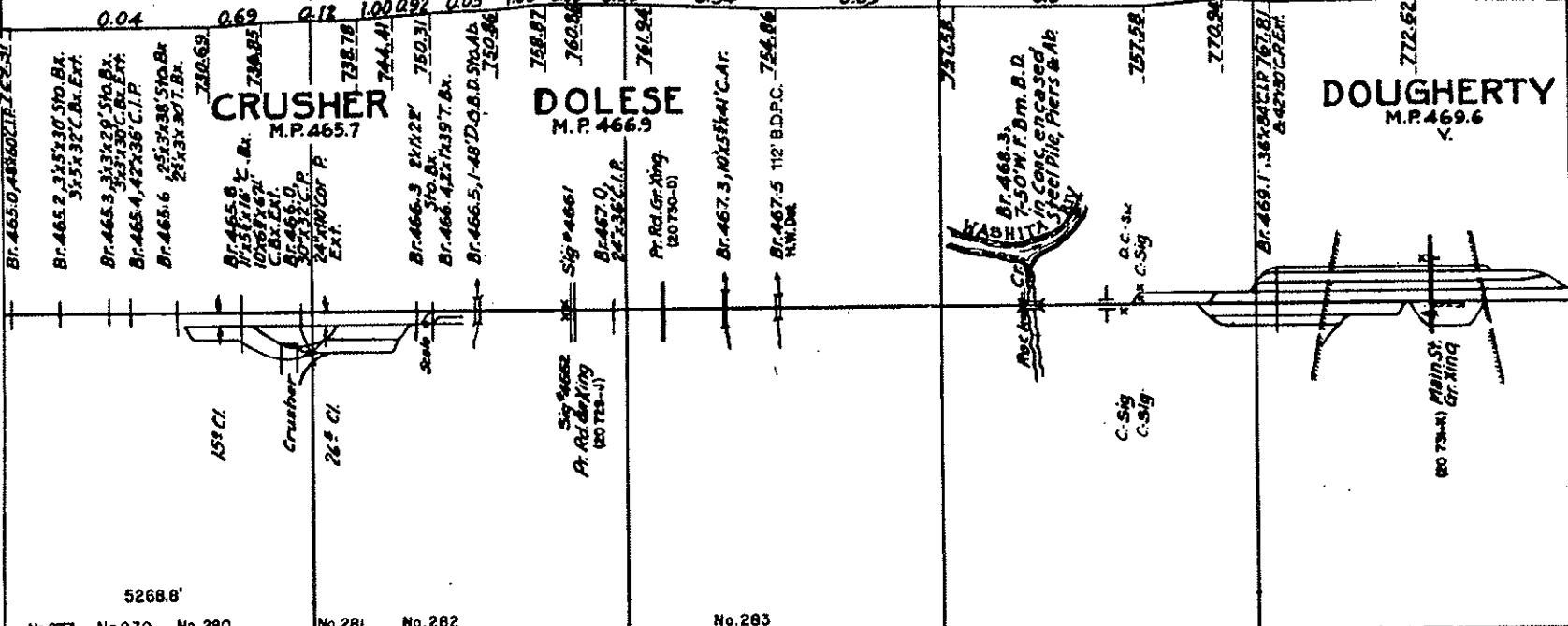
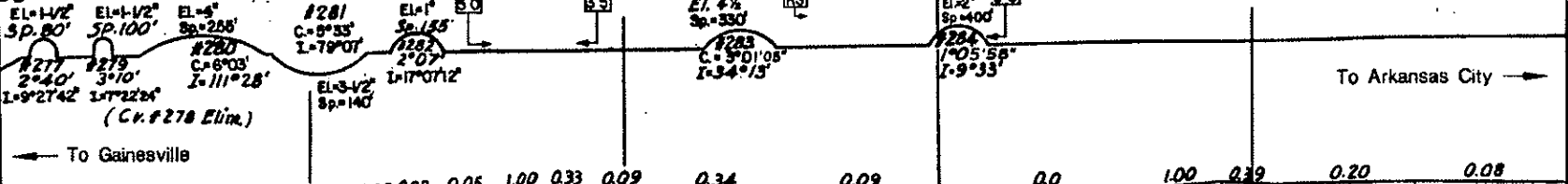








465 466 467 C.T.C. 468 469 470



5268.8'						
No. 277	No. 279	No. 280	No. 281	No. 282	No. 283	
Pandrol	Pandrol	Pandrol	Pandrol			
1989-17			87-3		89-1	87-3
					136 CWR	1987
					ROCK	1987
						1987
						1987
					UTP	1987
					56	56
					56	57 56

NR  
CURVES  
SR

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

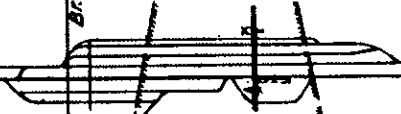
To Arkansas City →

← To Gainesville

**CRUSHER**  
M.P. 465.7

**DOLESE**  
M.P. 466.9

**DOUGHERTY**  
M.P. 469.6



470

471

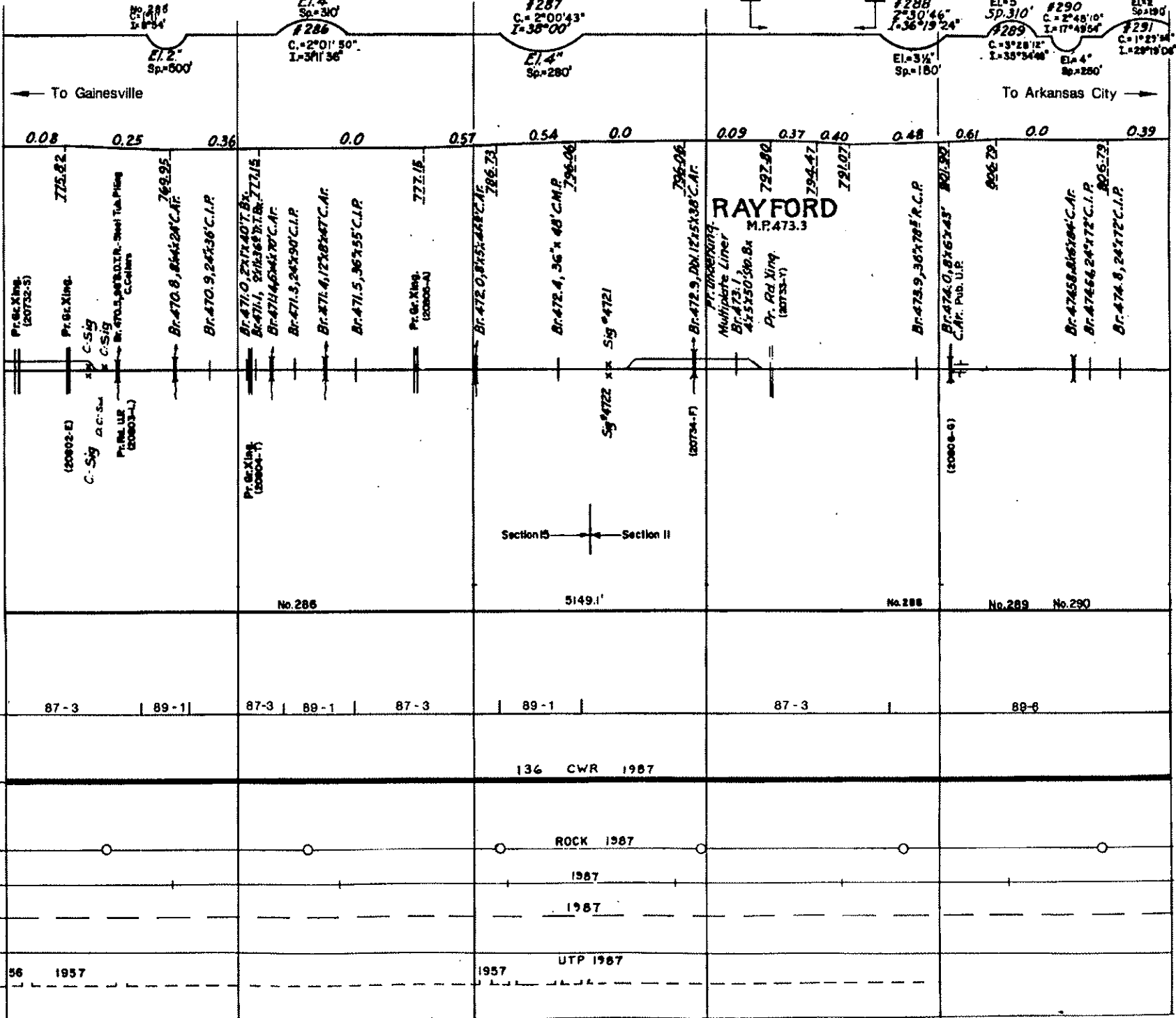
472

C.T.C.

473

474

475



To Gainesville

To Arkansas City

0.08 0.25 0.36 0.0 0.57 0.54 0.0 0.09 0.37 0.40 0.48 0.61 0.0 0.39

RAYFORD  
M.P. 473.3

Section I Section II

No. 286

5149.1'

No. 288

No. 289

No. 290

RAIL GR.

87-3

89-1

87-3

89-1

87-3

89-1

87-3

89-8

RAIL

136 CWR 1987

BALLAST

ROCK 1987

SURFACING

1987

TIES

1987

UNDERCUTTER

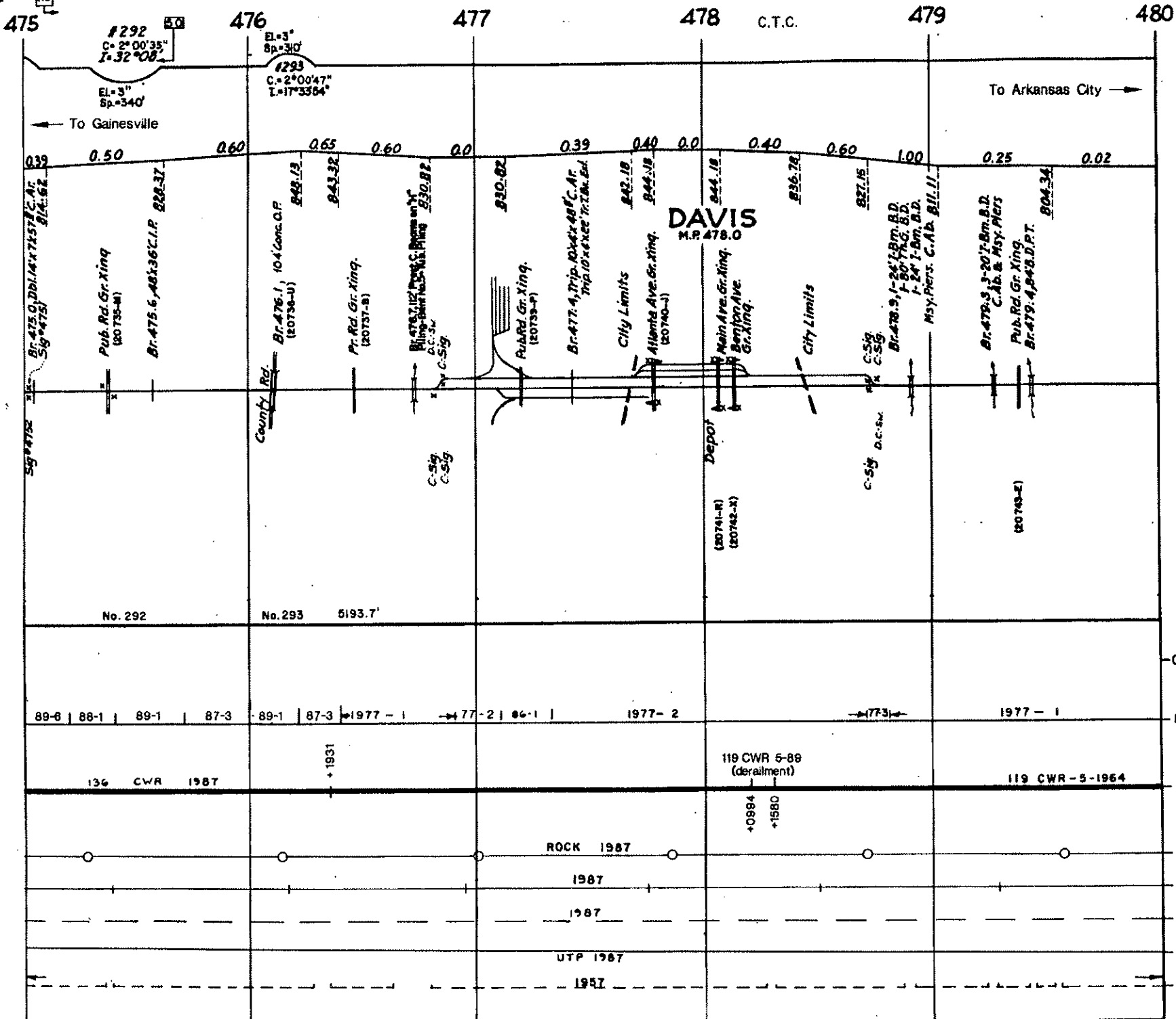
UTP 1987

STABILIZATION

56 1957

1957

REVISED 3-1991





480

481

482

C.T.C.

483

484

485

#234  
C=1°01'21"  
I=2°47'08"

← To Gainesville

To Arkansas City →

0.02 0.06 0.40 0.34 0.05 0.53 0.38 0.06 0.31 0.0 0.10 0.45 0.0 0.30 0.10 0.0 0.40 0.0 0.40 0.0 0.20 0.49 0.23

805.18

806.57

808.57

807.72

808.19

811.84

814.94

815.92

818.26

818.96

817.76

819.96

819.96

822.96

823.6

823.6

823.6

823.6

823.6

823.6

823.6

823.6

823.6

823.6

823.6

823.6

823.6

823.6

823.6

823.6

Pub. Rd. Gr. Xing.  
(20744-L)

Br. 480.9, 1-16 1/2 Bm.  
B.D. C.A.B.

Pt. Rd. Gr. Xing.  
Sig #4812  
(20746-T)

Br. 481.4, 1-28 1/2 Bm. B.D.  
C.A.B.

Br. 482.1, 1-70 B.D. T.R.

Pub. Rd. Gr. Xing.  
(20746-A)

Br. 482.8, 2-24 1/2 Bm. B.D.  
C.T.C. B. P. 10. B. P. 10. B. P. 10.

Pt. Rd. Gr. Xing.  
(20747-S)

Br. 483.4, 1-28 1/2 Bm.  
B.D. C.A.B.

Sig #4832  
Pt. Rd. Gr. Xing.  
(20748-R)

Br. 484.8, 1-24 1/2 Bm.  
B.D. C.A.B.

Pt. Rd. Gr. Xing.  
(20748-V)

Br. 484.9, 2-24 1/2 Bm.  
B.D. C.A.B. P. 10. B. P. 10.

RAIL CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

1977 - 1

89-1

119 CWR - 5 - 1964

ROCK 1987

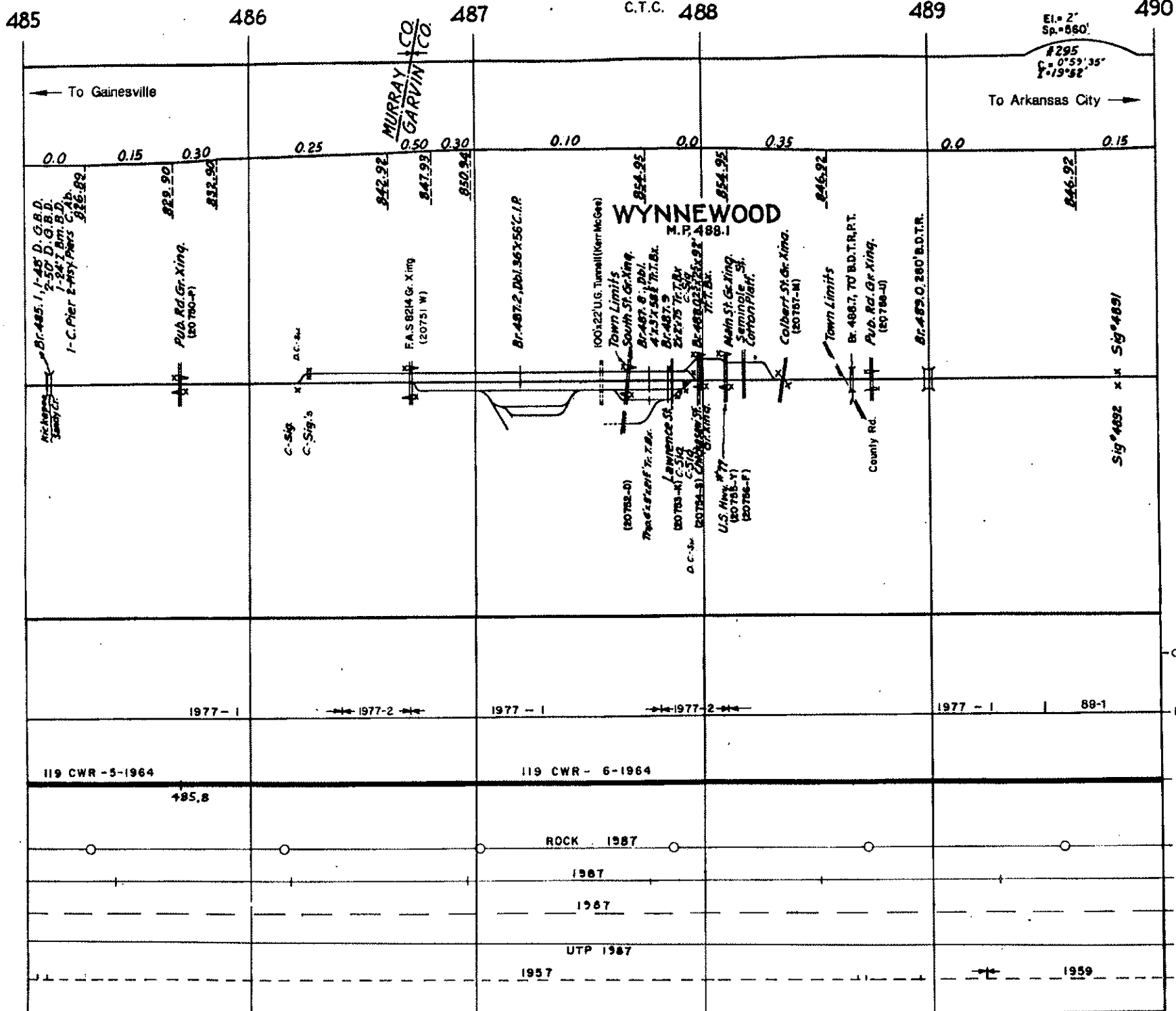
1987

1987

UTP 1987

1987

REVISED 3 - 1991



490

491

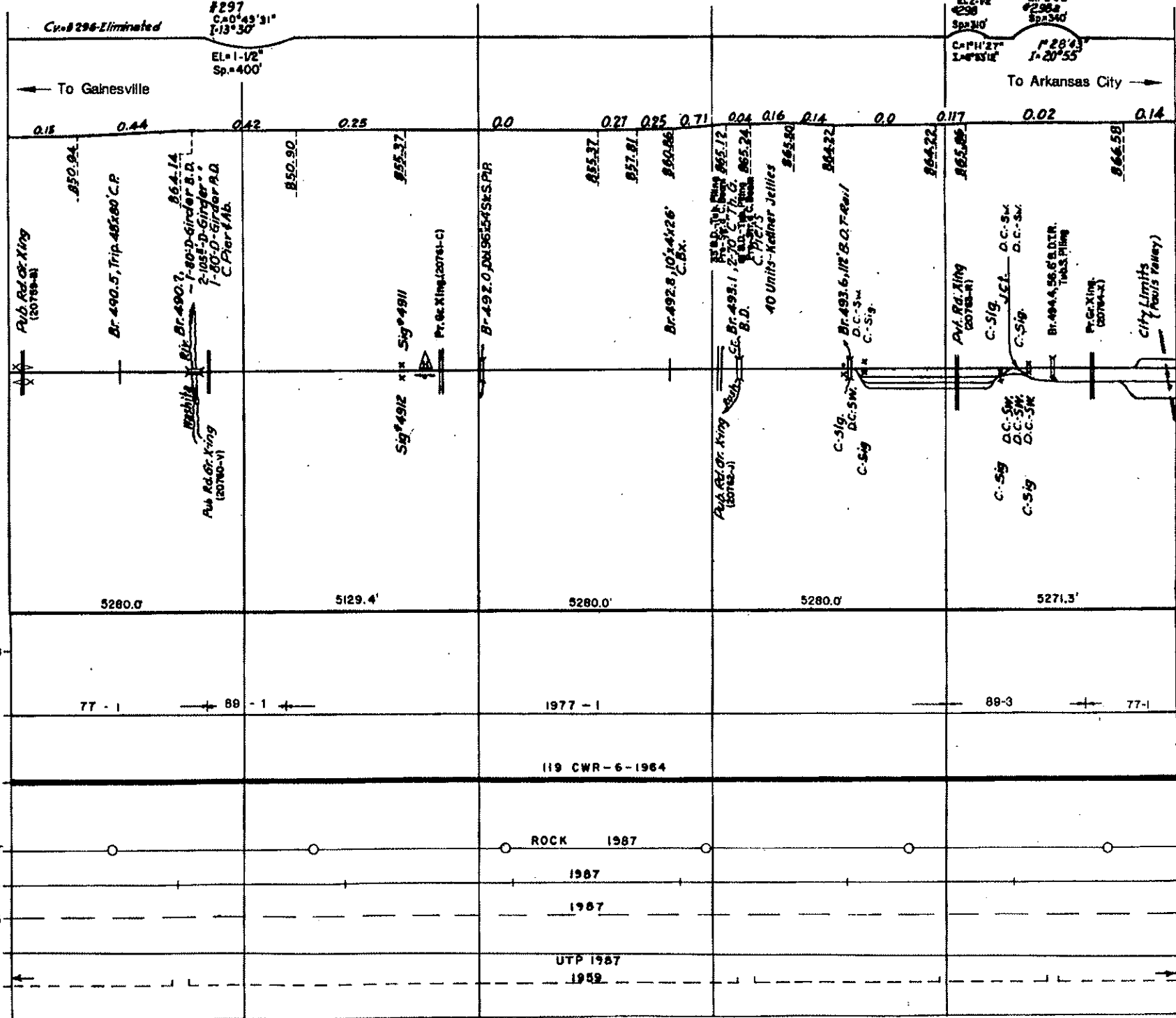
492

C.T.C.

493

494

495



495

496

497

C.T.C.

498

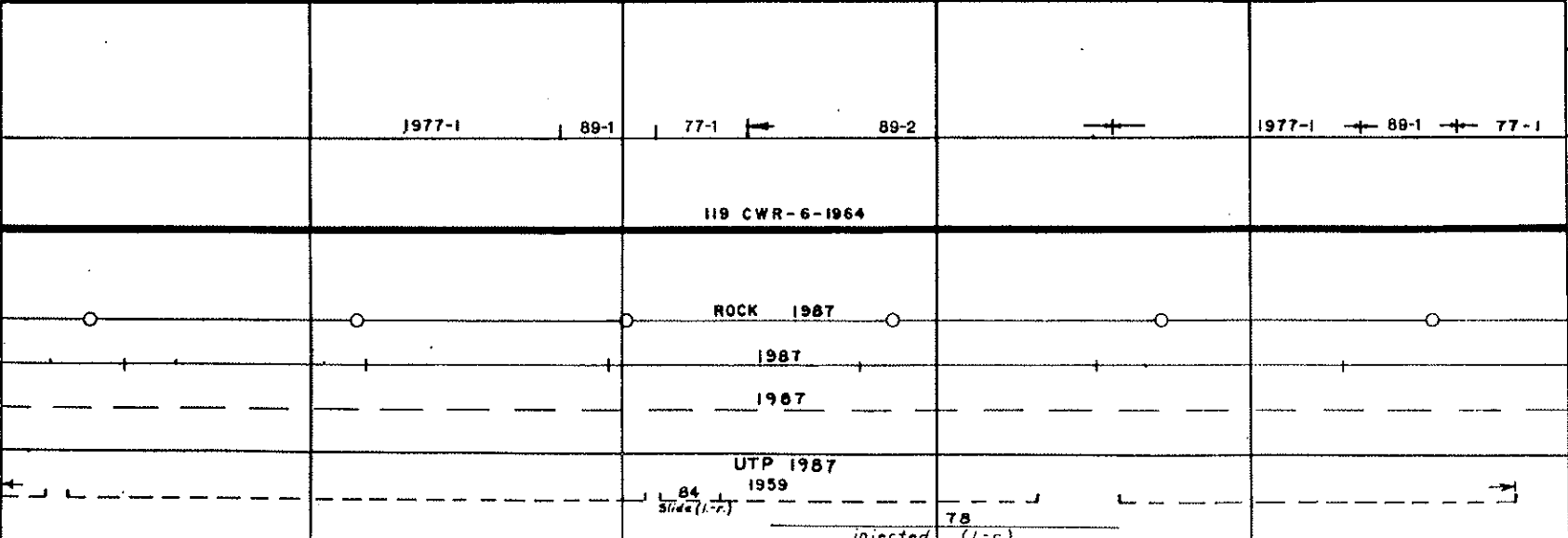
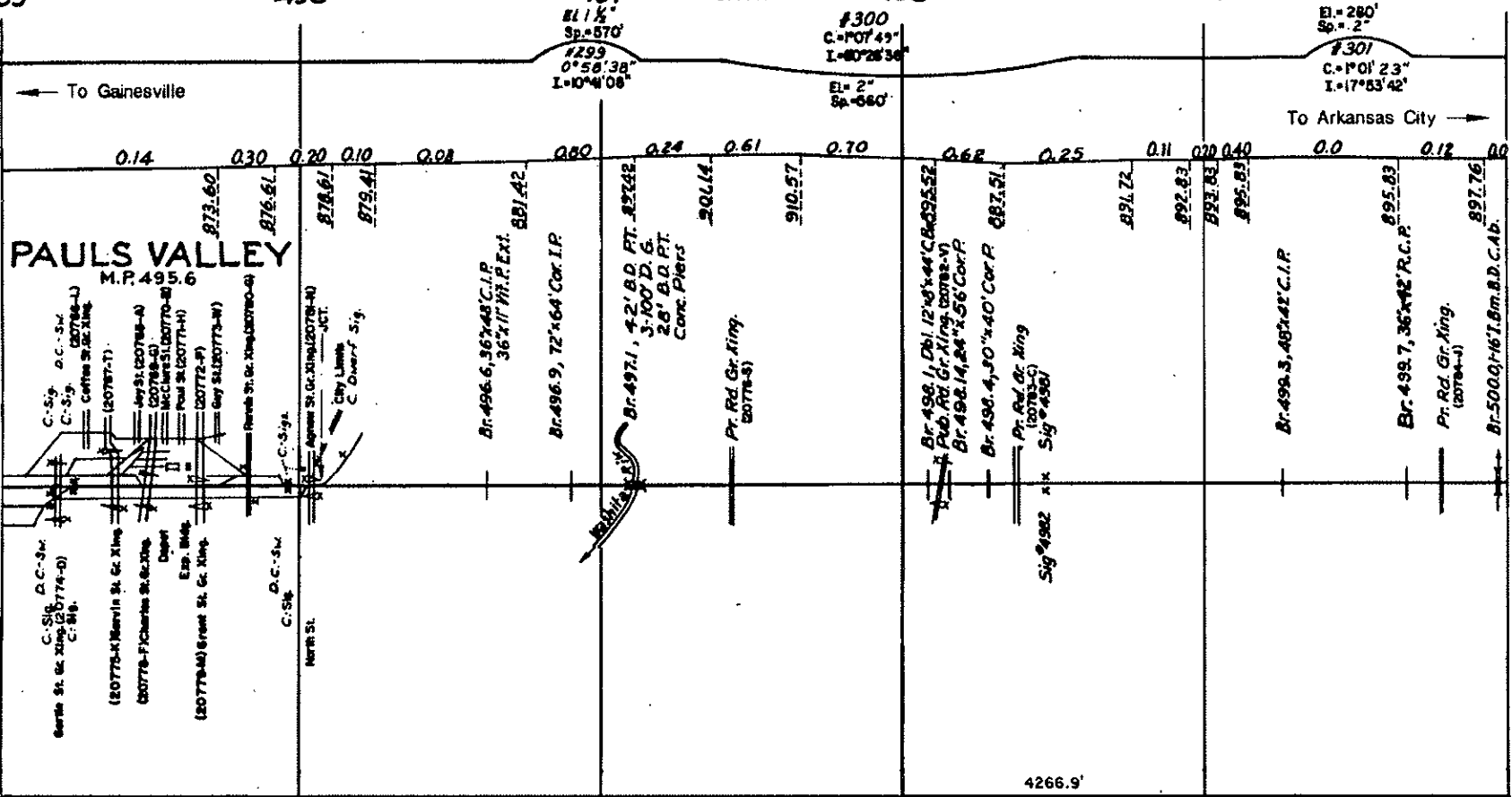
499

500

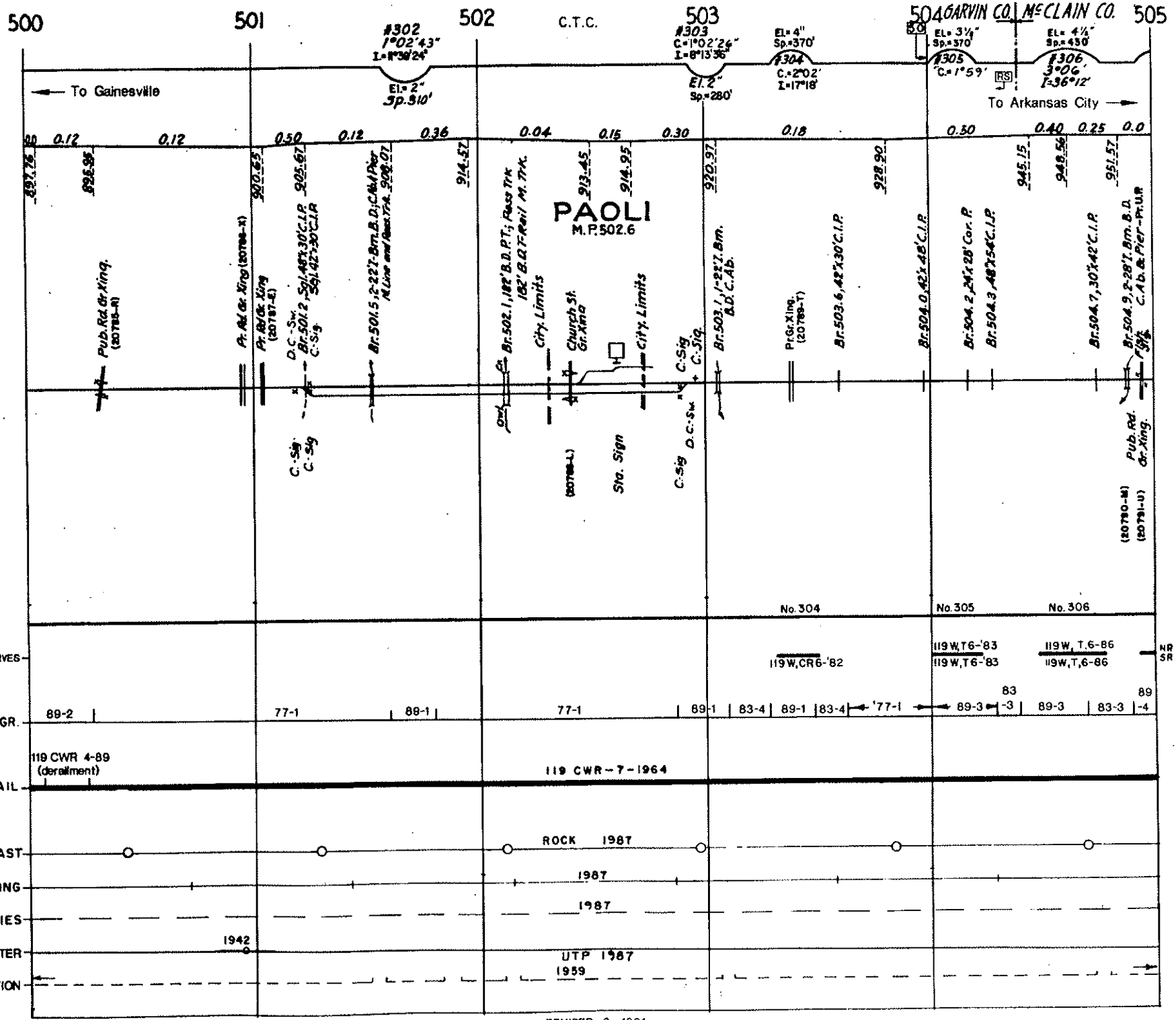
← To Gainesville

To Arkansas City →

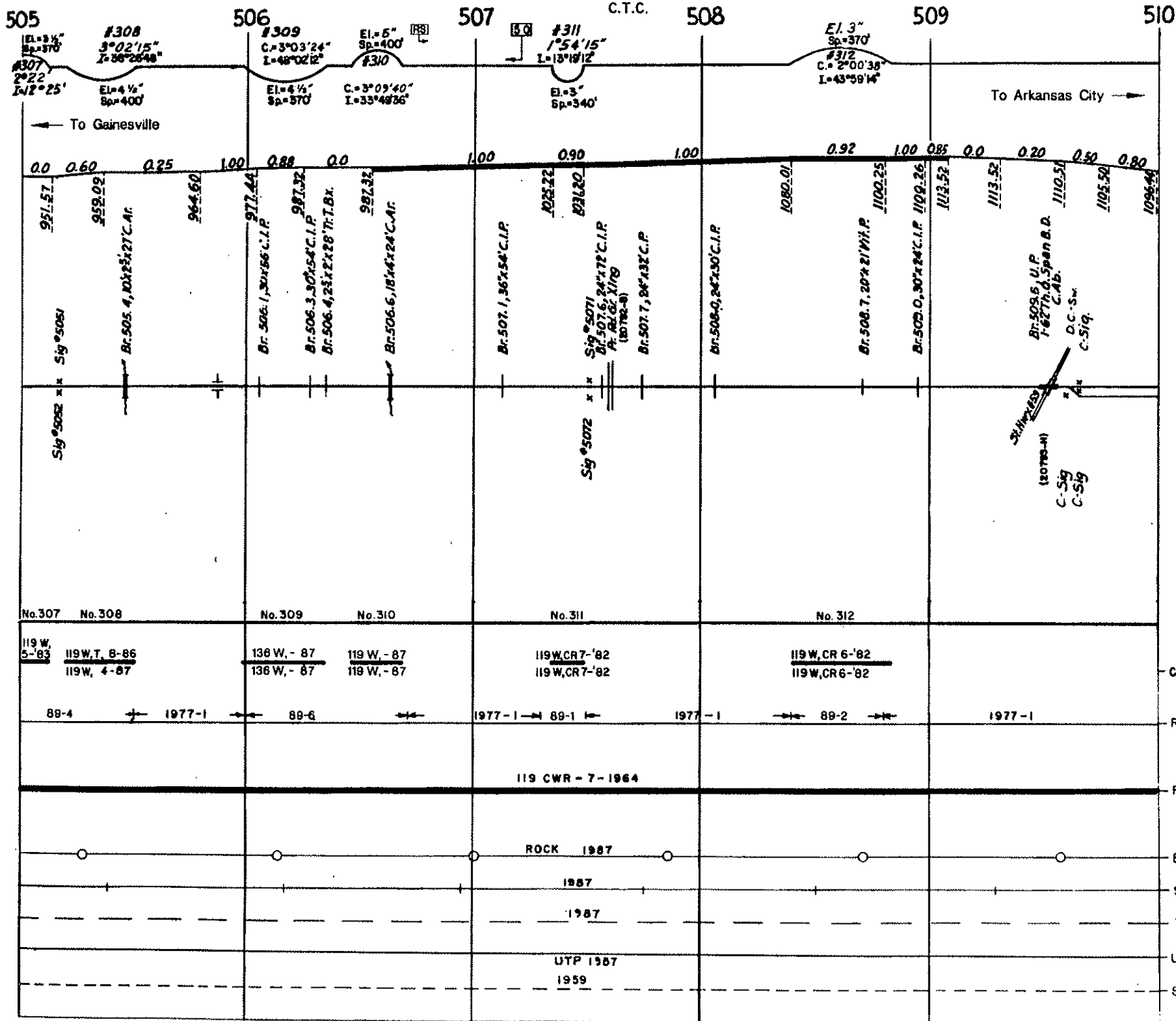
**PAULS VALLEY**  
M.P. 495.6



CURVES NS SR  
 RAIL GR.  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 UNDERCUTTER  
 STABILIZATION



REVISED 3-1991



510

511

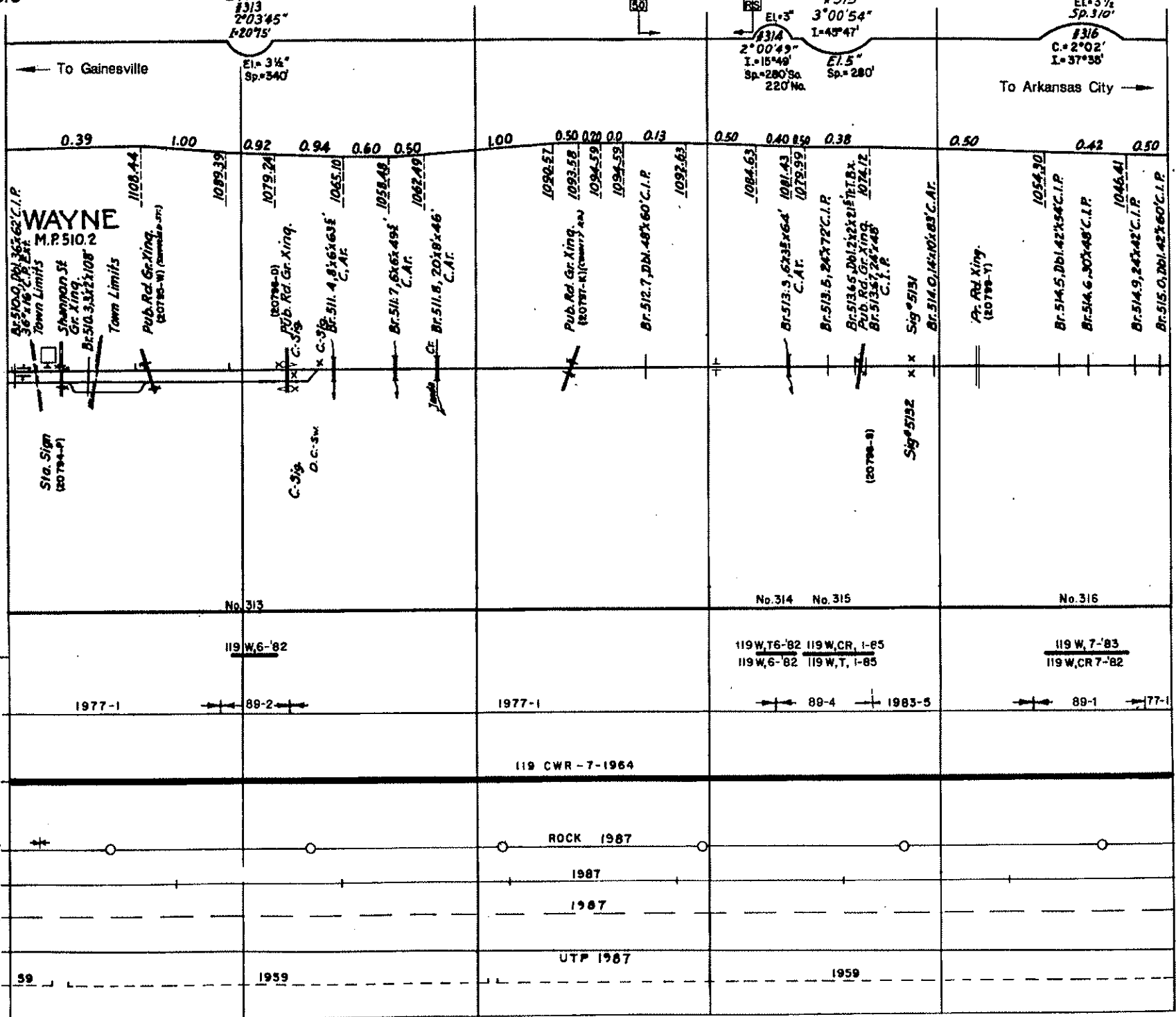
512

G.T.C.

513

514

515



NR CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

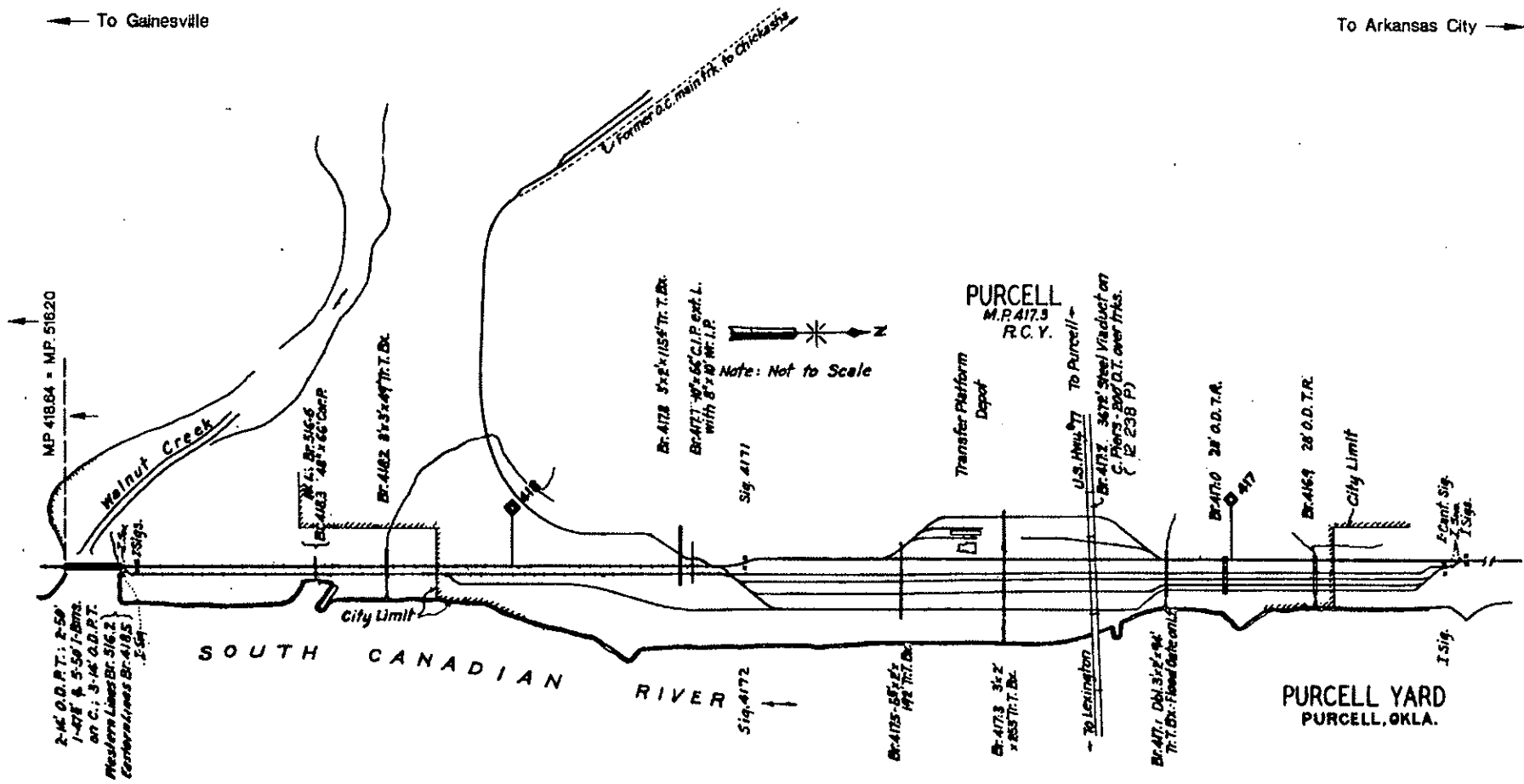
TIES

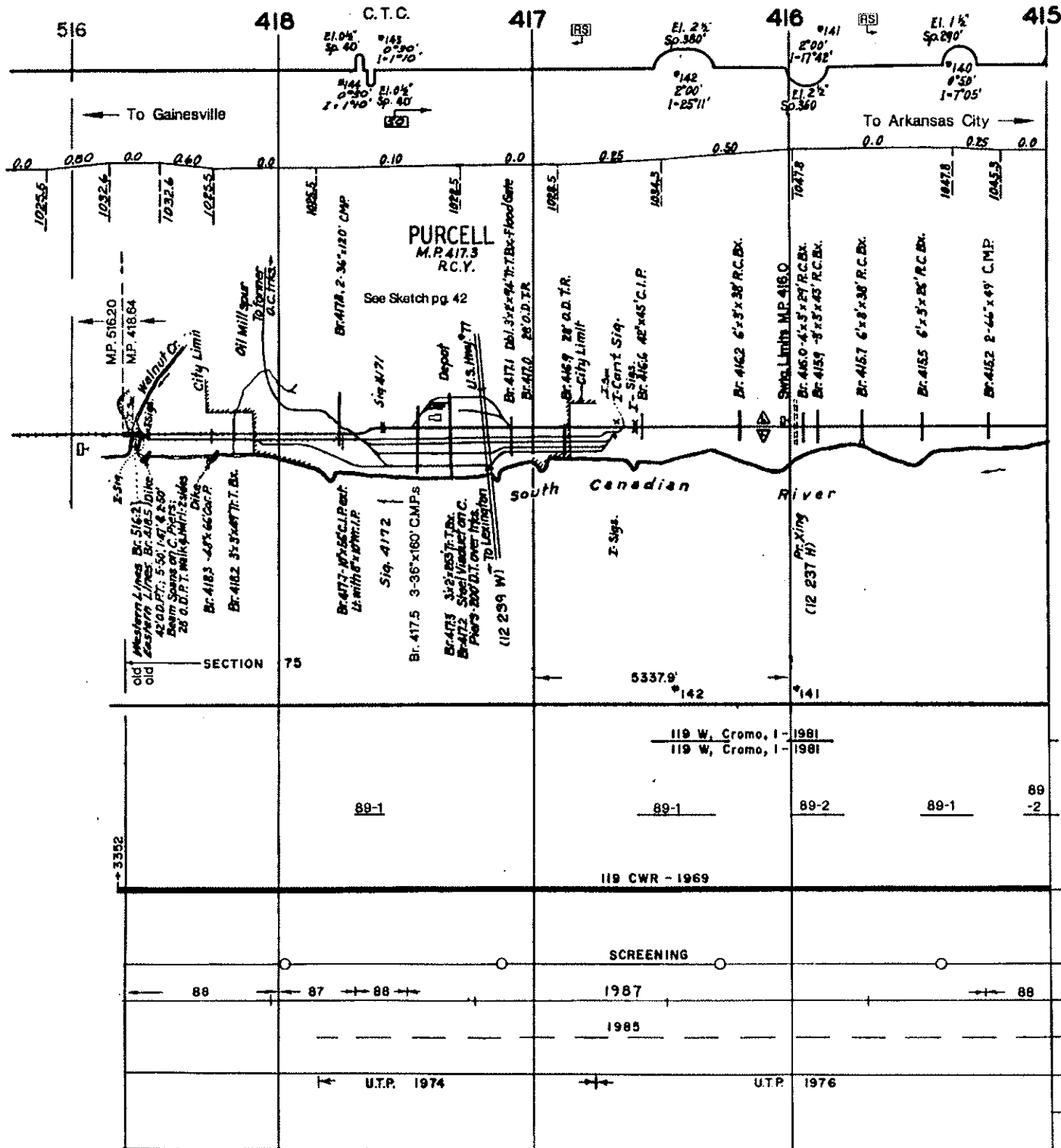
UNDERCUTTER

STABILIZATION







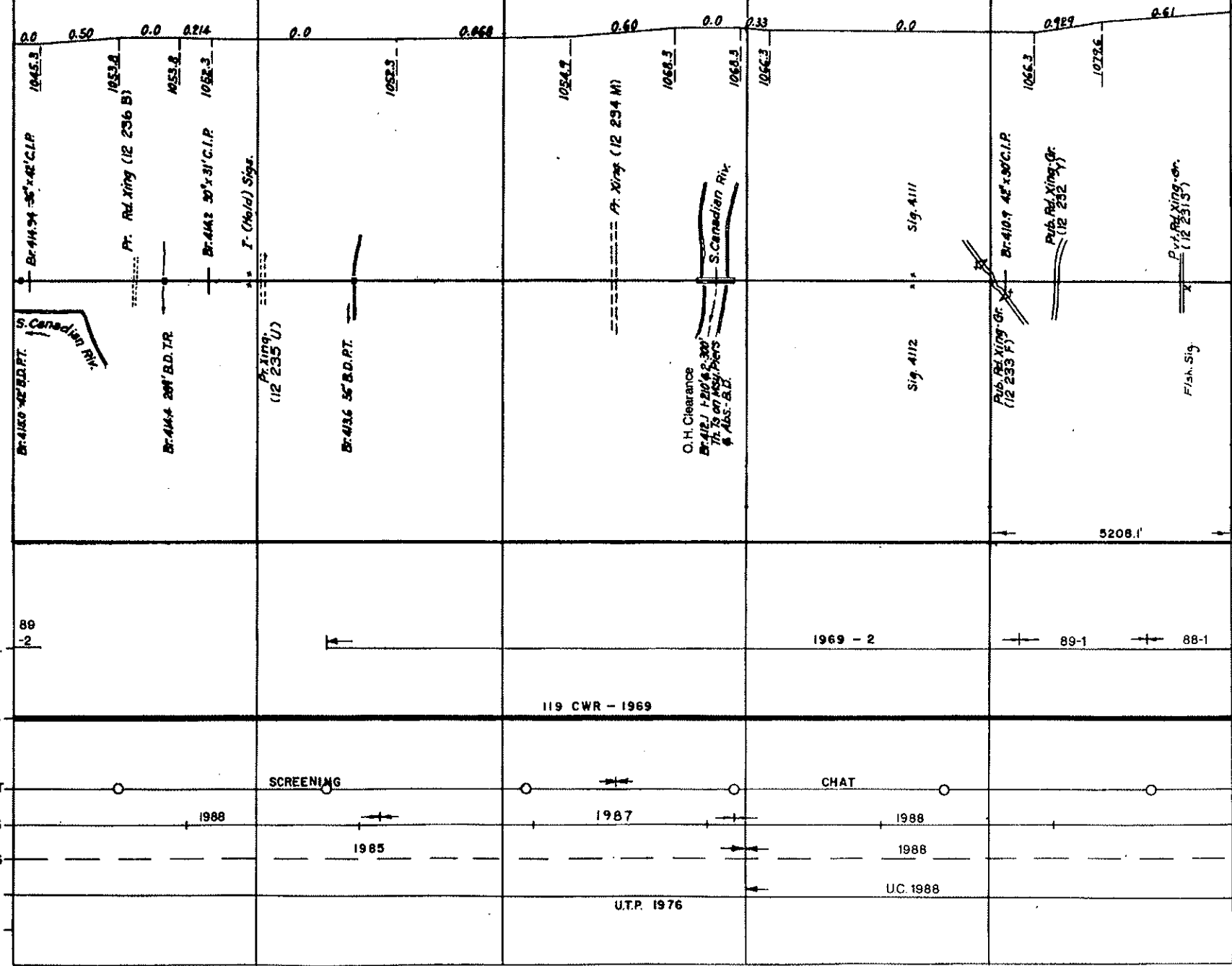


9138  
0°59'48"  
1-26°59'52"  
El. 1'  
Sp. 480'

Sp. 500'  
9139  
705'  
1-1201'

To Gainesville ←

To Arkansas City →

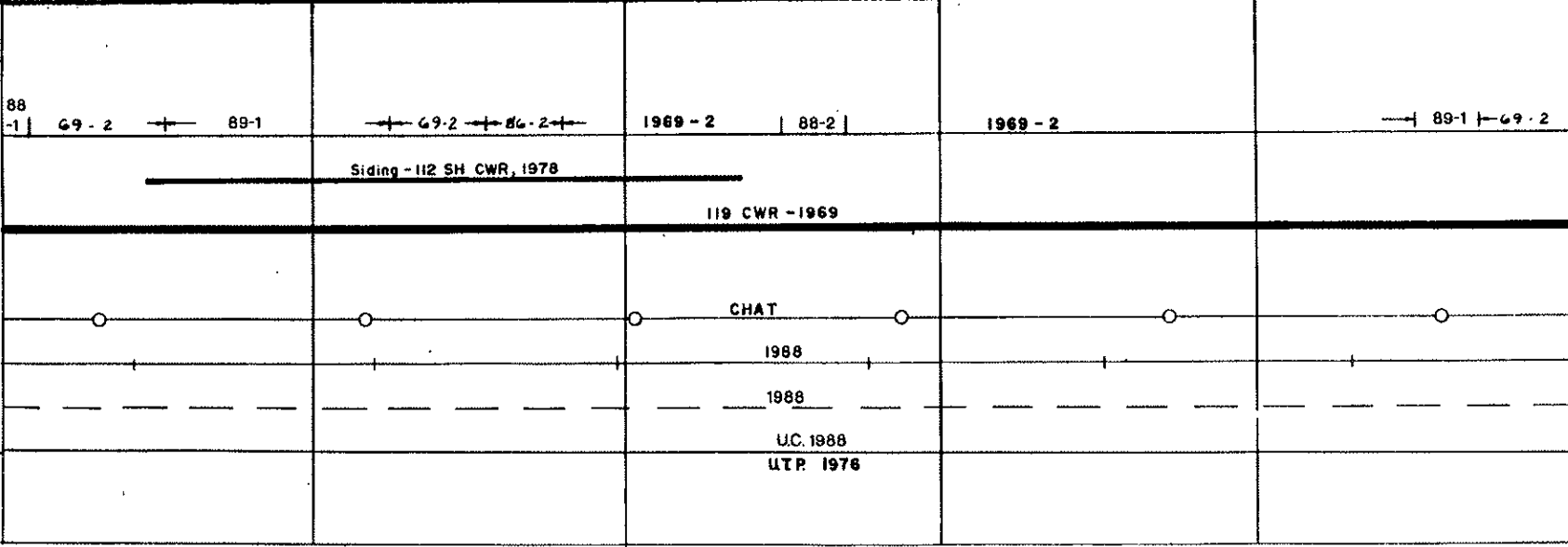
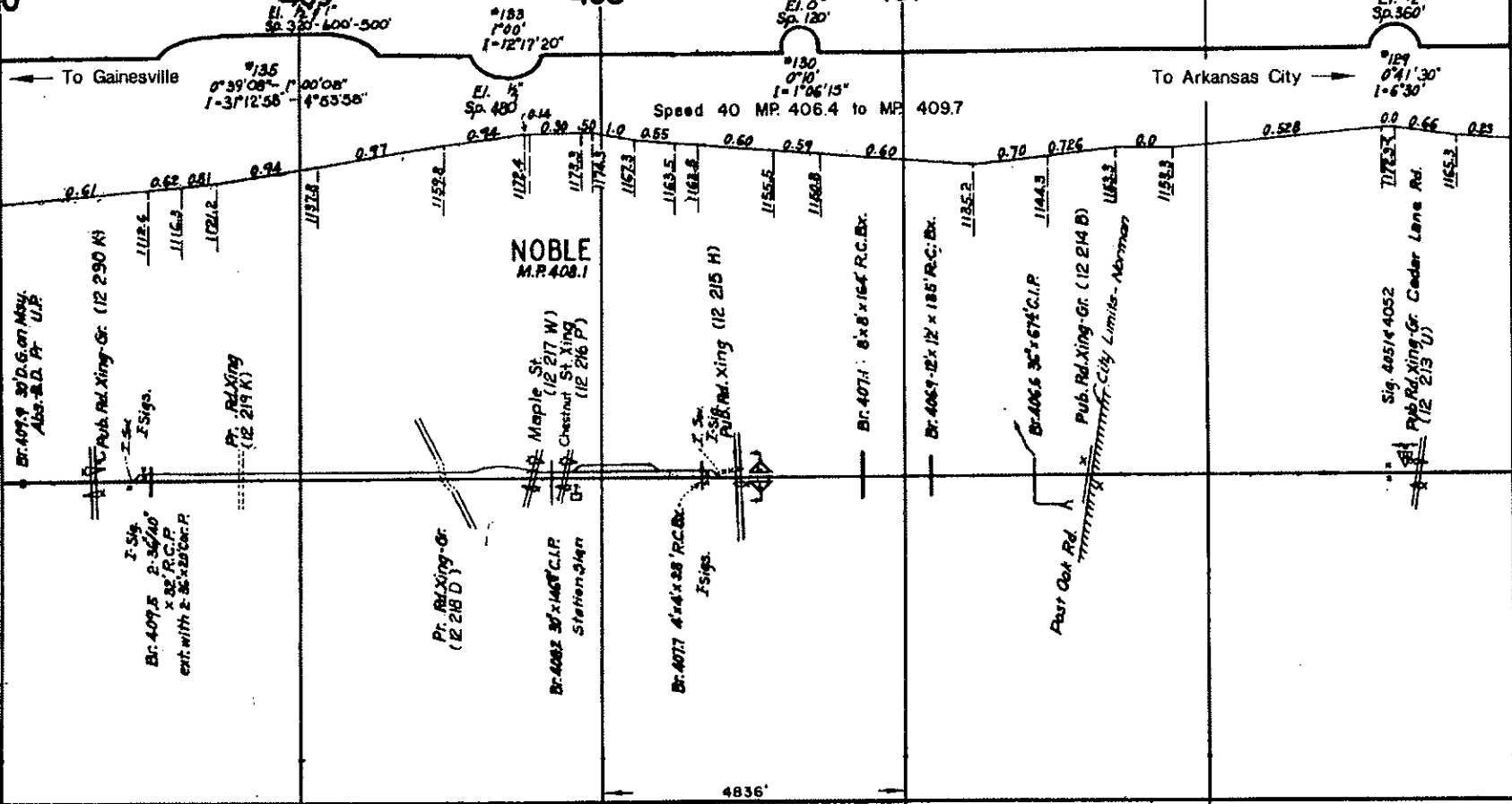


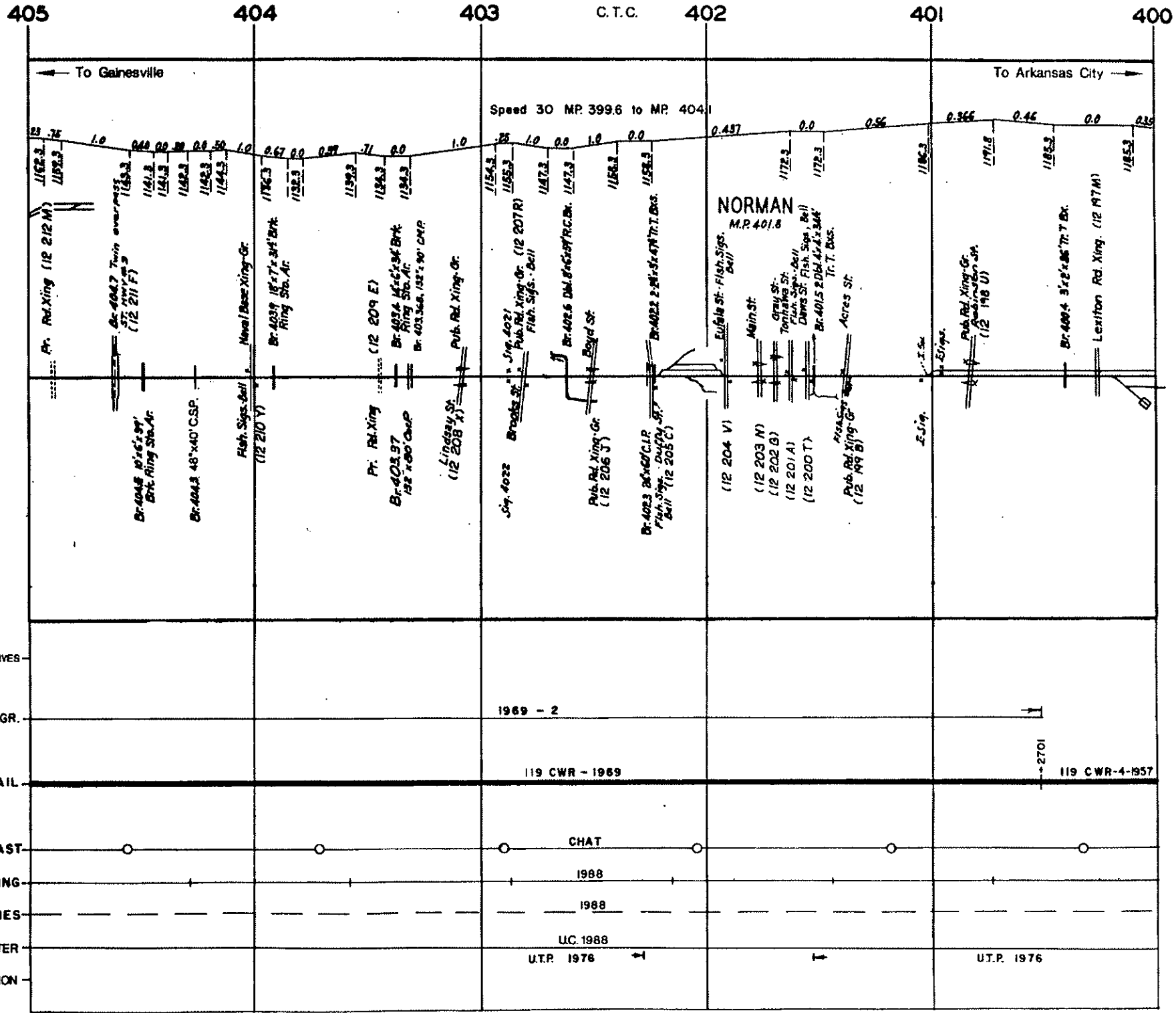
RAIL GR.	89 -2		1969 - 2	89-1	88-1
RAIL			119 CWR - 1969		
BALLAST		SCREENING		CHAT	
SURFACING		1988	1987	1988	
TIES		1985		1988	
UNDERCUTTER			U.T.P. 1976	UC. 1988	
STABILIZATION					

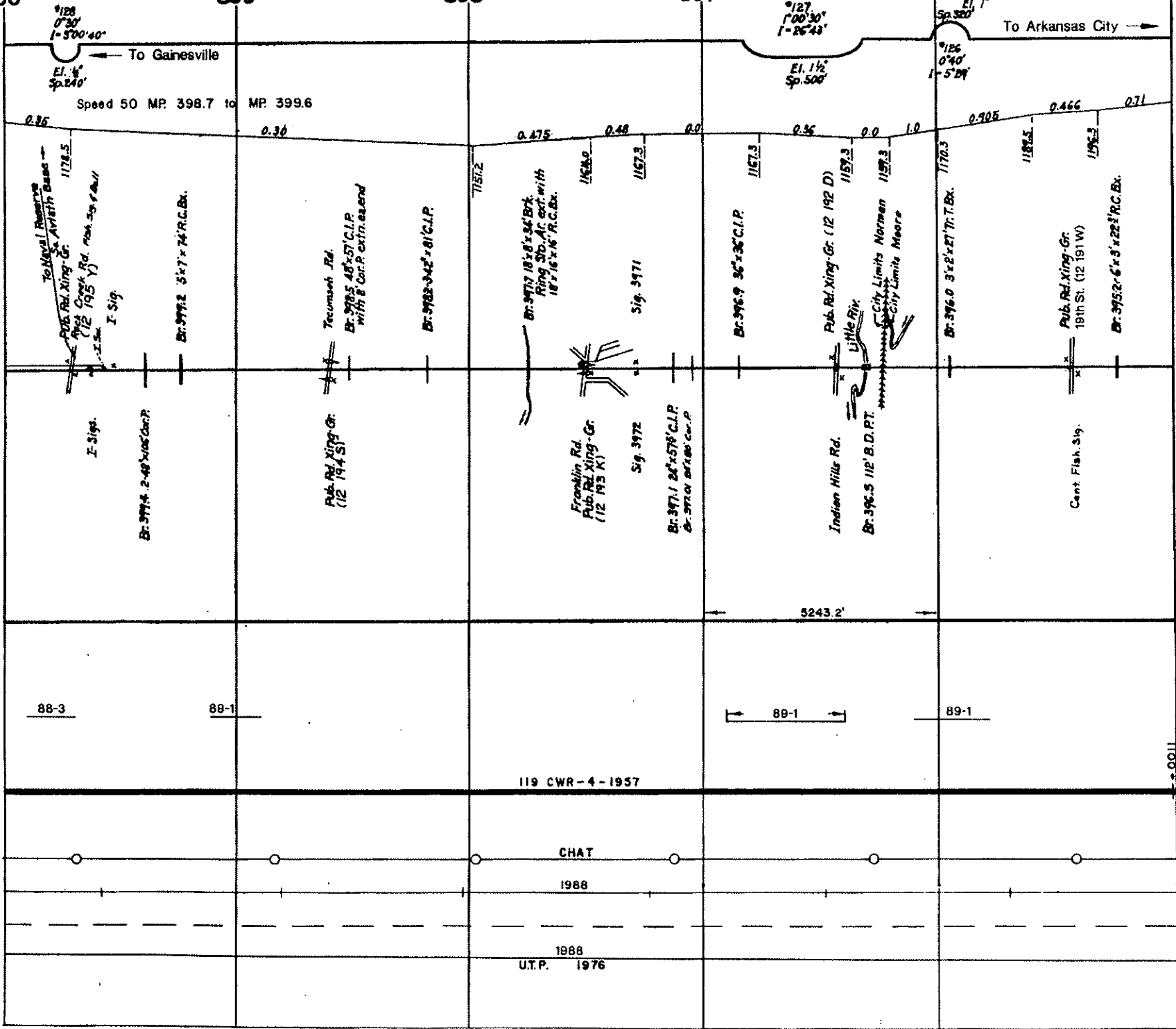
5208.1'

410 409 408 407 406 405

C.T.C.

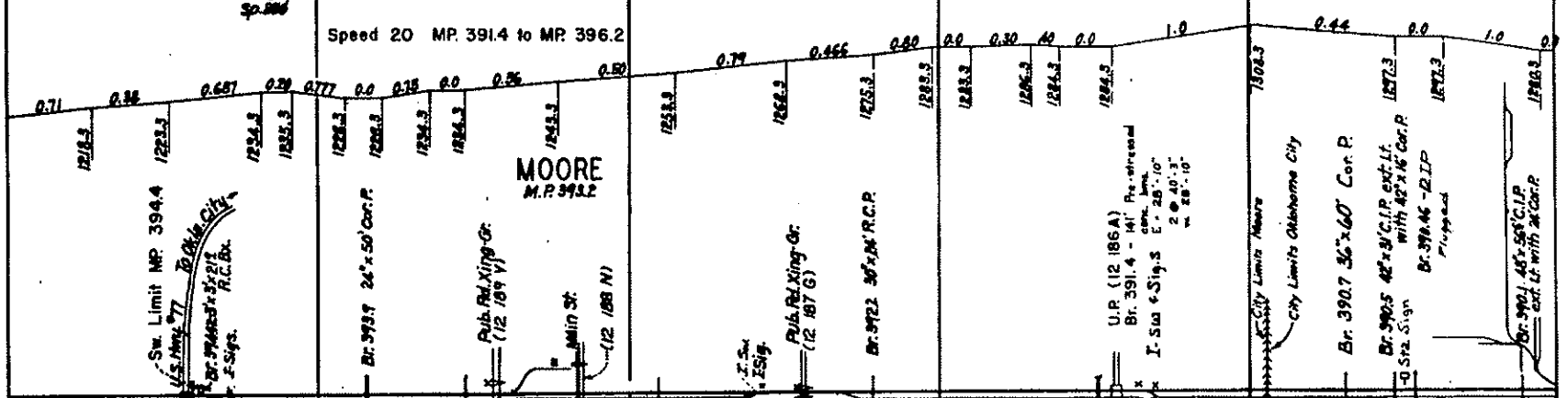






CURVES 92  
 RAIL GR.  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 UNDERCUTTER  
 STABILIZATION

To Gainesville ← Speed 20 MP. 391.4 to MP. 396.2 → To Arkansas City



BR CURVES  
RAIL GR.  
RAIL  
BALLAST  
SURFACING  
TIES  
UNDERCUTTER  
STABILIZATION

89-3 89-1

136 CWR - 7-1977

Siding - 112 SH CWR, 1978

CHAT

1988

1988

1988

U.T.P. 1978

**FLYNN**  
MP 390.5

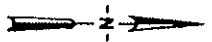
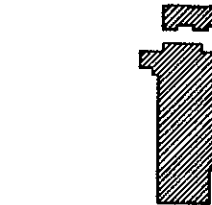
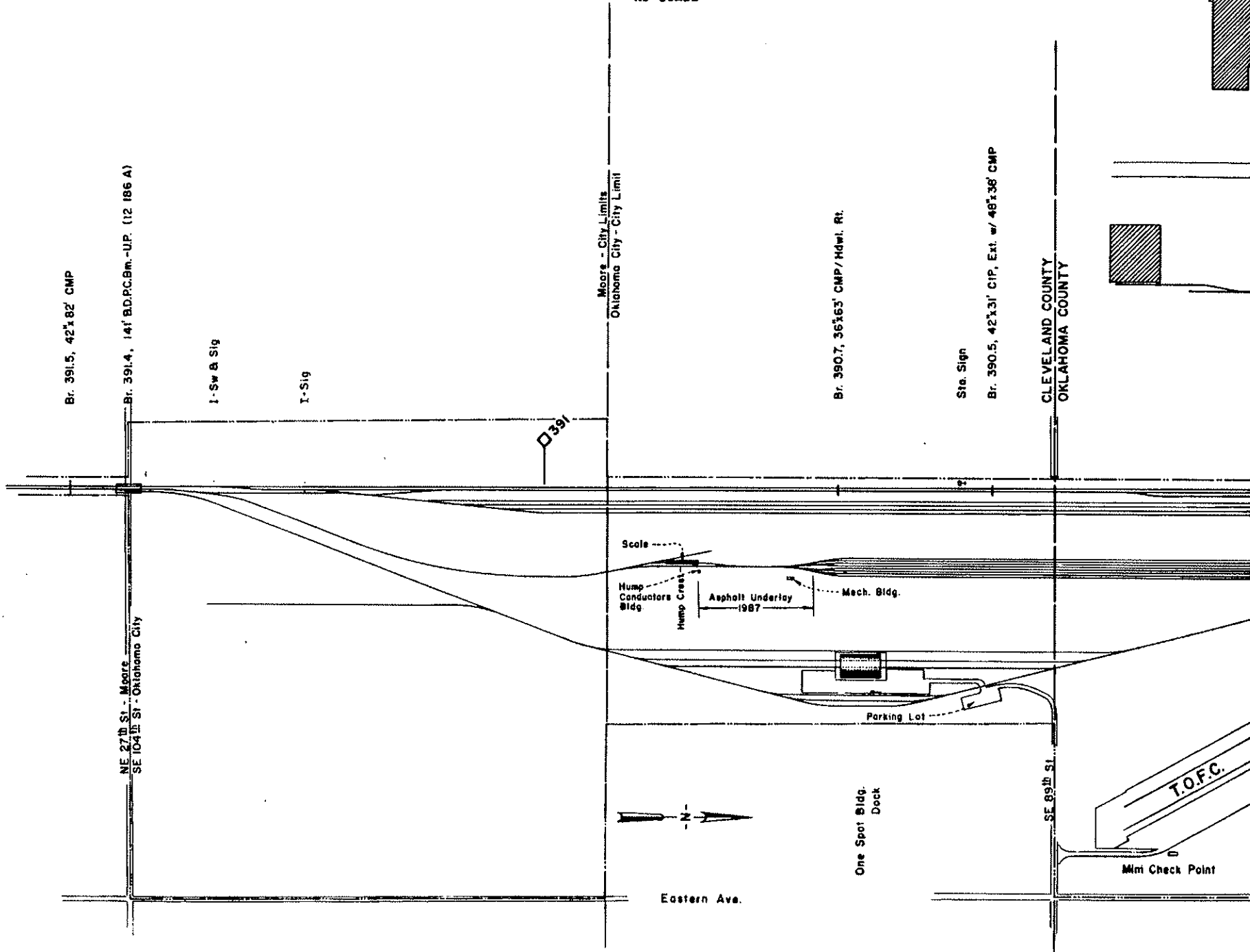
See Pages 212 & 213  
for  
**Flynn Yard**

← To Gainesville

To Arkansas City →

# FLYNN YARD

- NO SCALE -



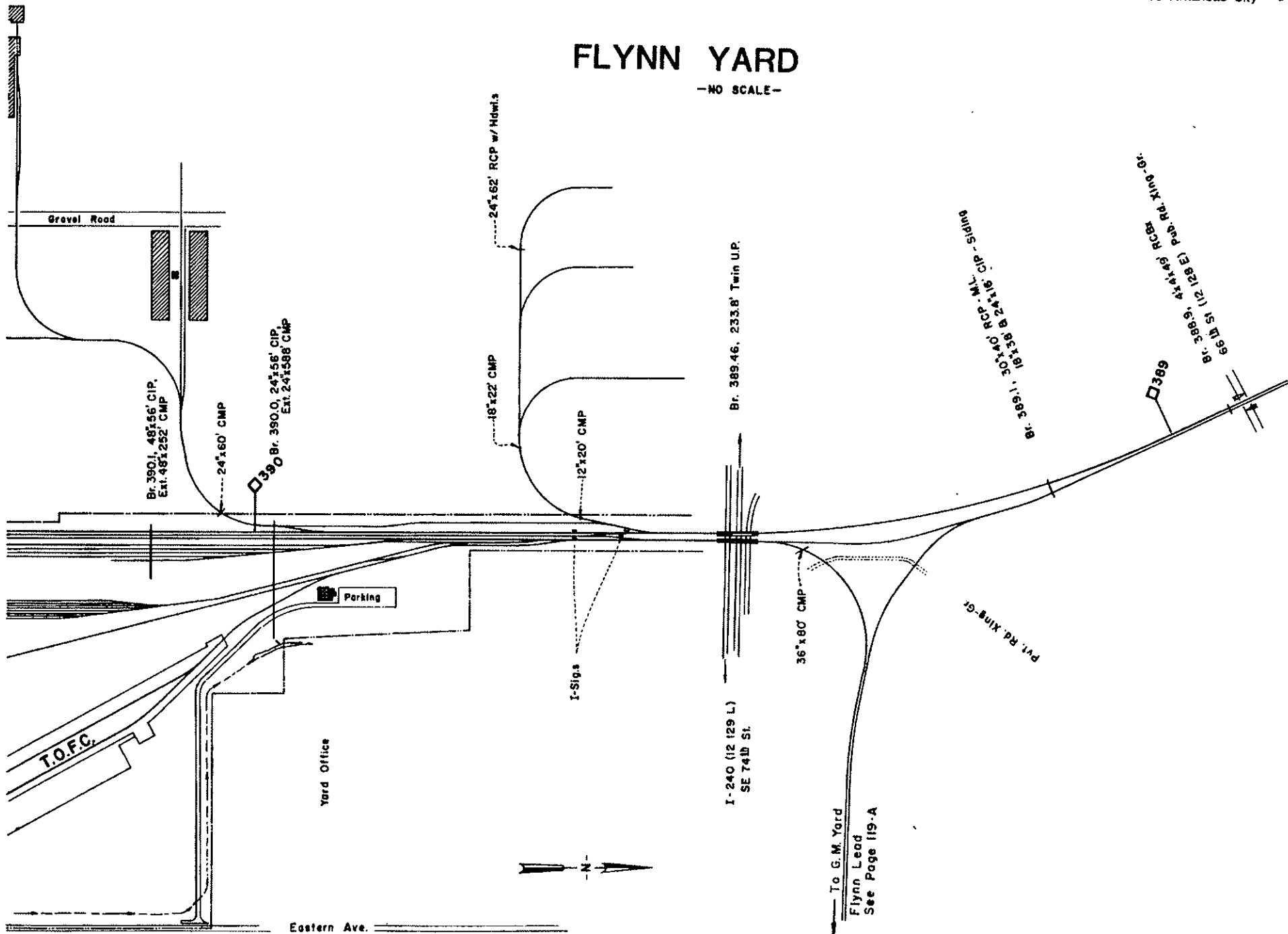


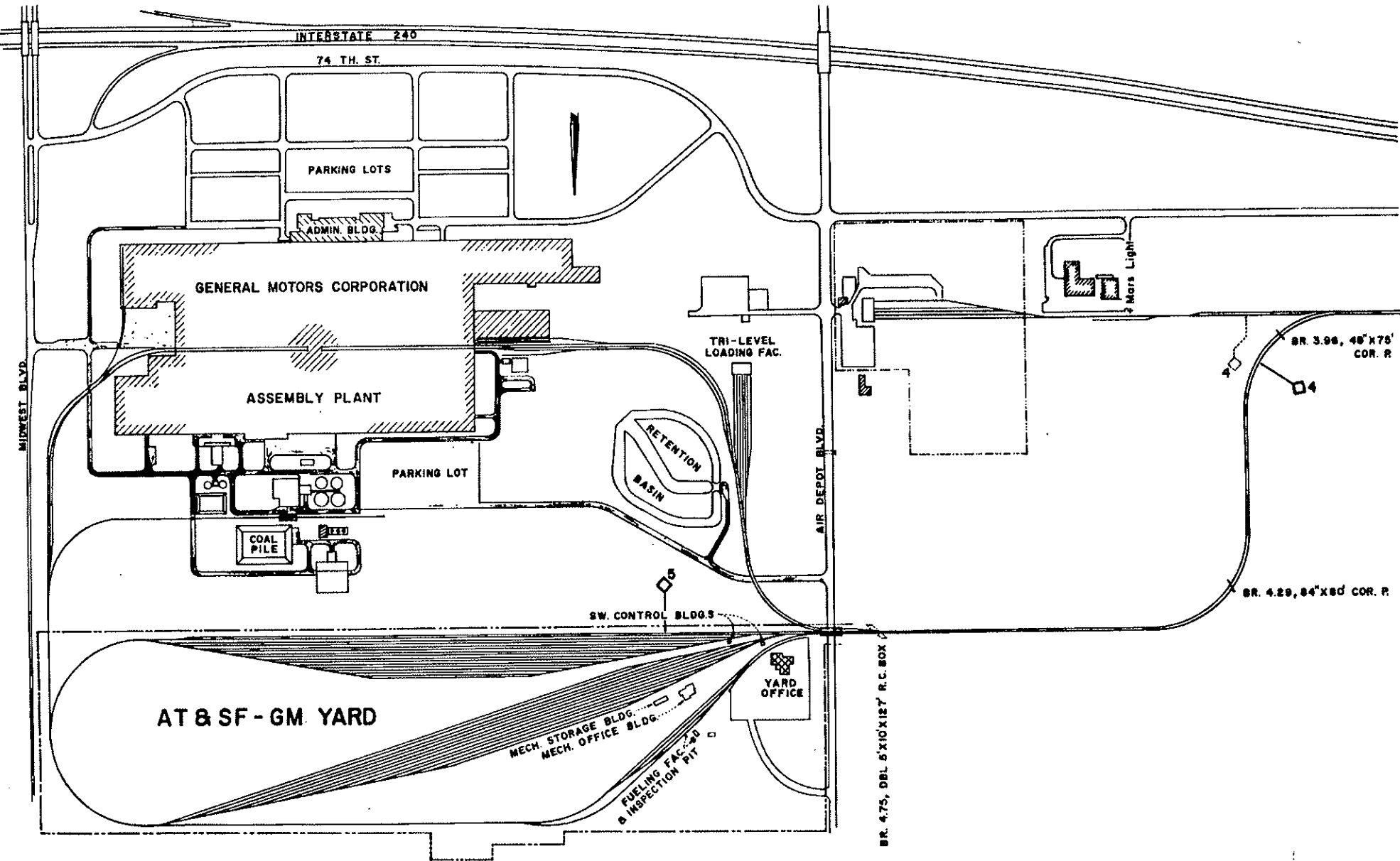
To Gainesville ←

To Arkansas City →

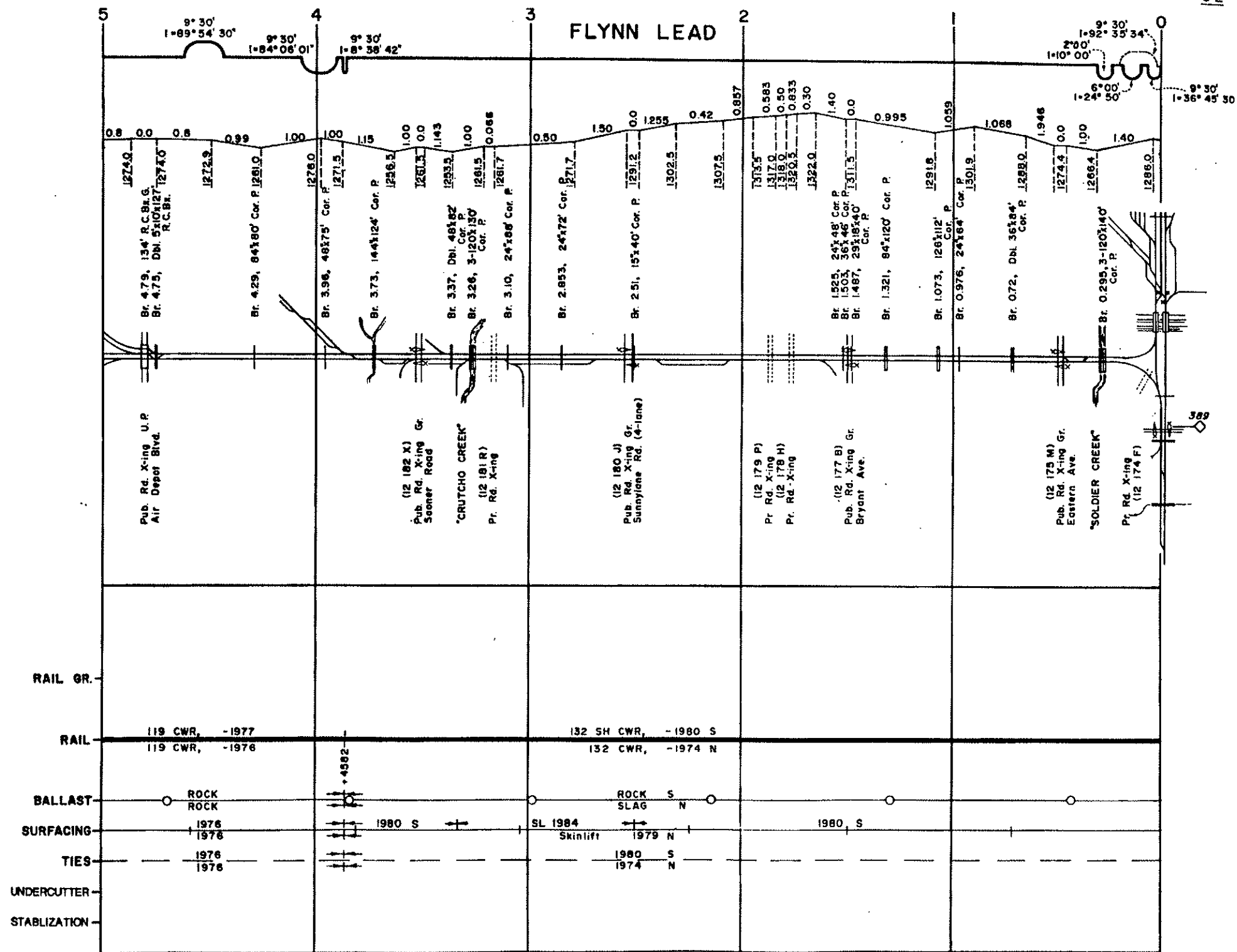
# FLYNN YARD

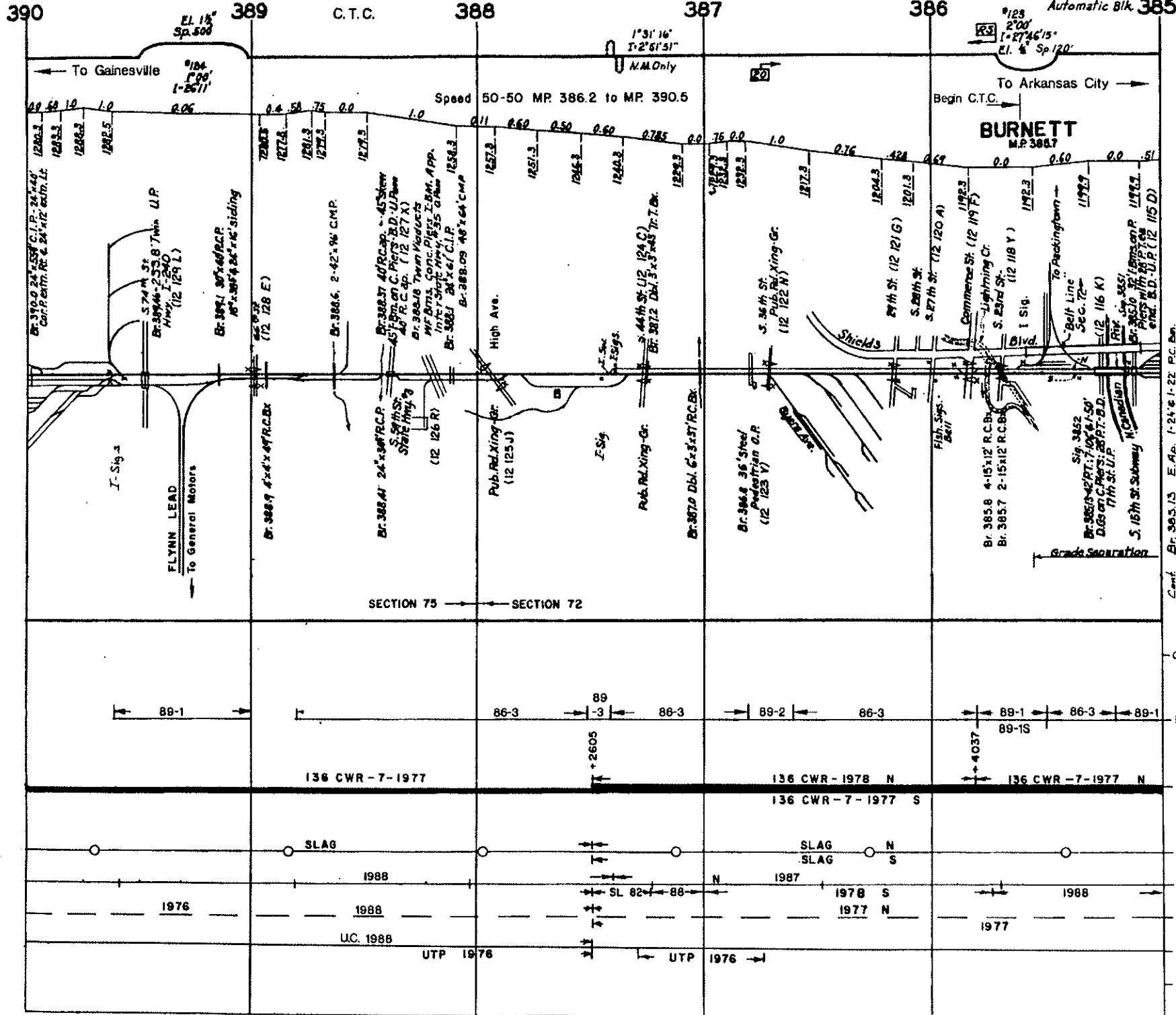
-NO SCALE-





# FLYNN LEAD





Cont. Br. 385.13 E.A.P. 1-24'x1-22' R.C. Bn.  
 W.A.P. 1-30.5 C.Span

SECTION 75 SECTION 72

136 CWR-7-1977

136 CWR-1978 N

136 CWR-7-1977 N

CURVES  
 RAIL GR.  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 UNDERCUTTER  
 STABILIZATION

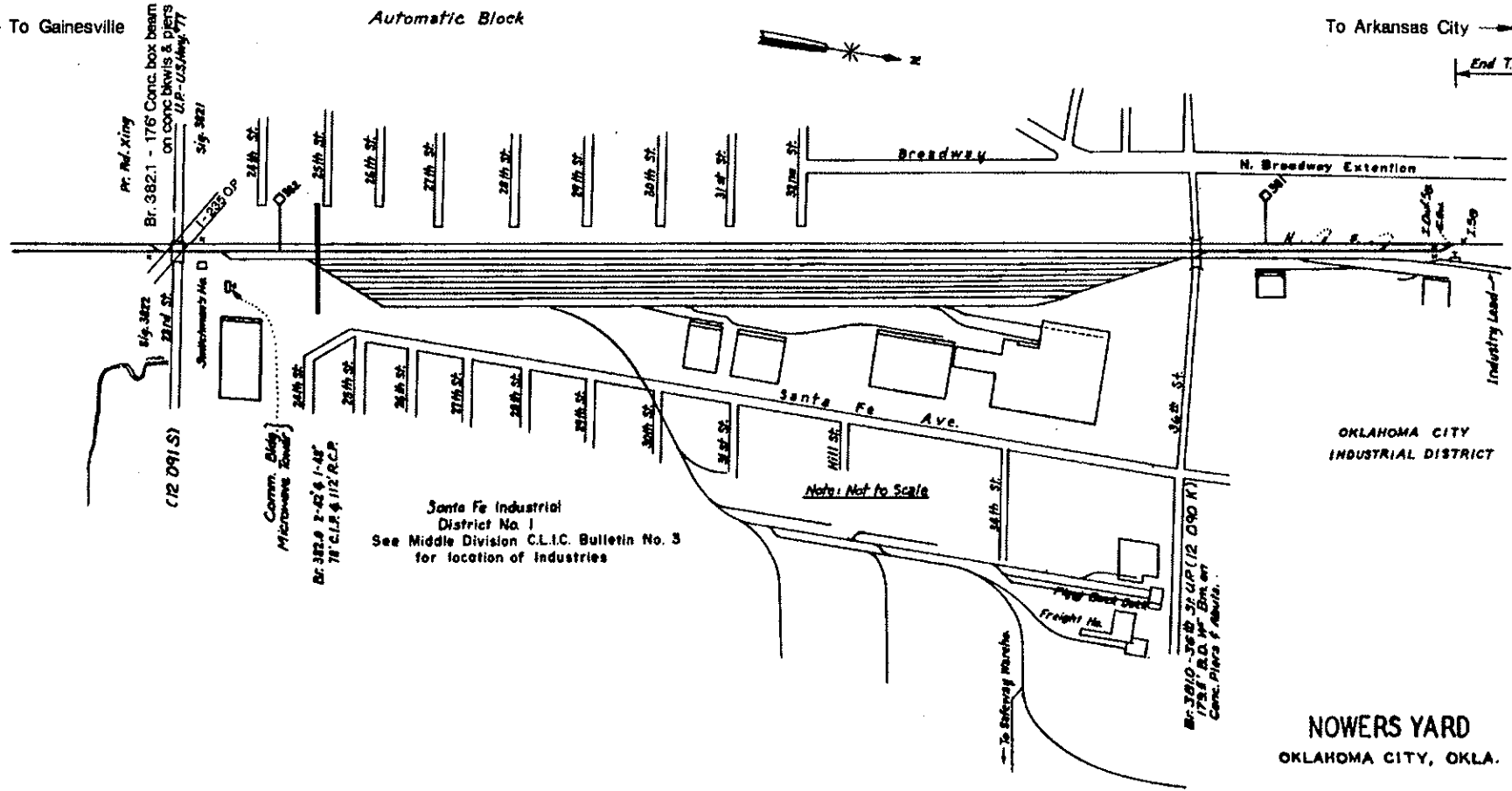
To Gainesville

To Arkansas City

End T.C.S.



Automatic Block



(12 091 S)

Comm. Bldg.  
Microwave Tower

Br. 3822 2'-42" x 1'-48"  
78' C.L.P. & 112' R.C.P.

Santa Fe Industrial District No. 1  
See Middle Division C.L.I.C. Bulletin No. 3  
for location of industries

Note: Not to Scale

Br. 3810 - 26' St. U.P. (12 090 K)  
1758' B.O. W. Br. on  
Conc. Piers & Abutts.

OKLAHOMA CITY  
INDUSTRIAL DISTRICT

**NOWERS YARD**  
OKLAHOMA CITY, OKLA.

385

384

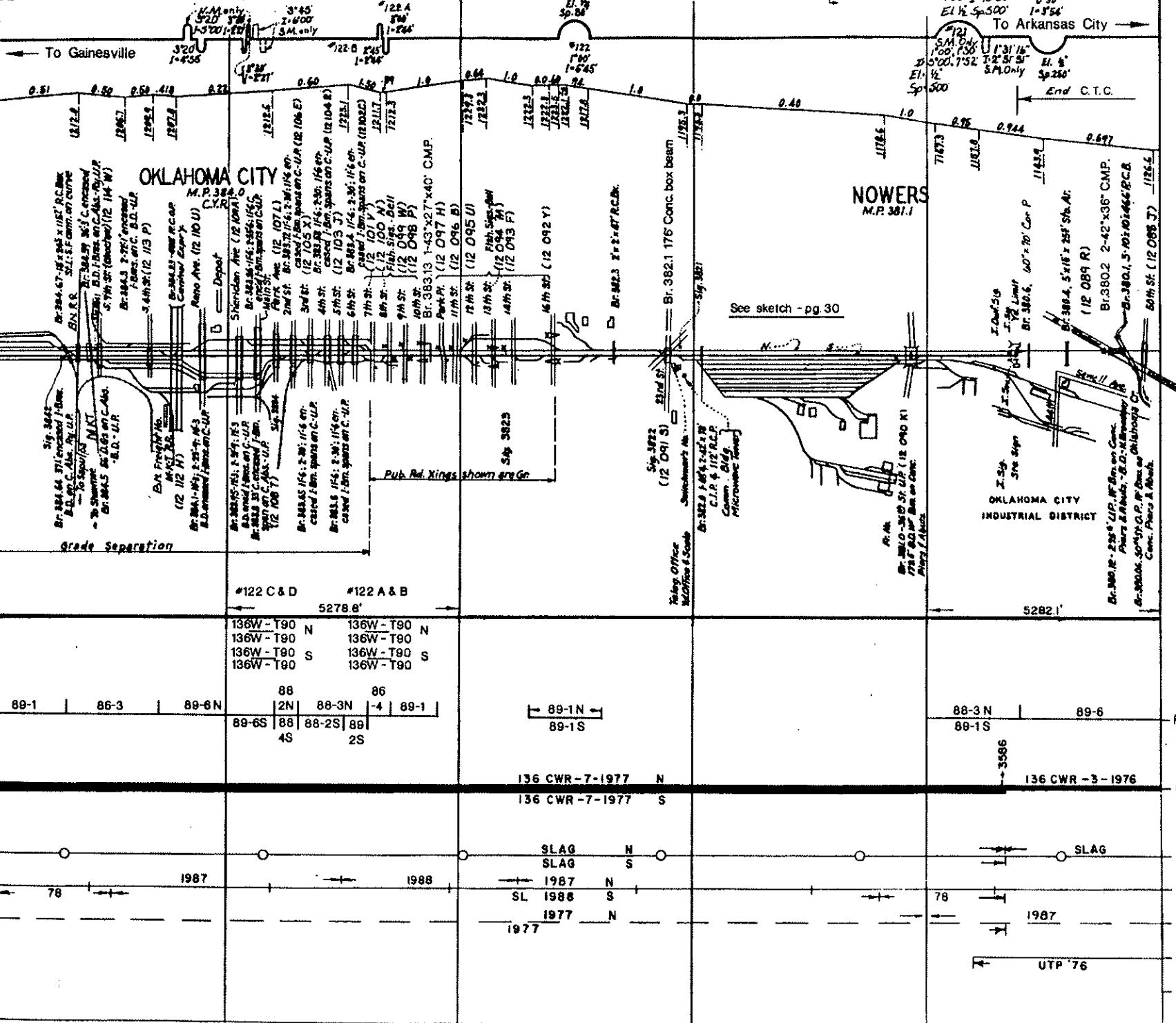
Automatic Block

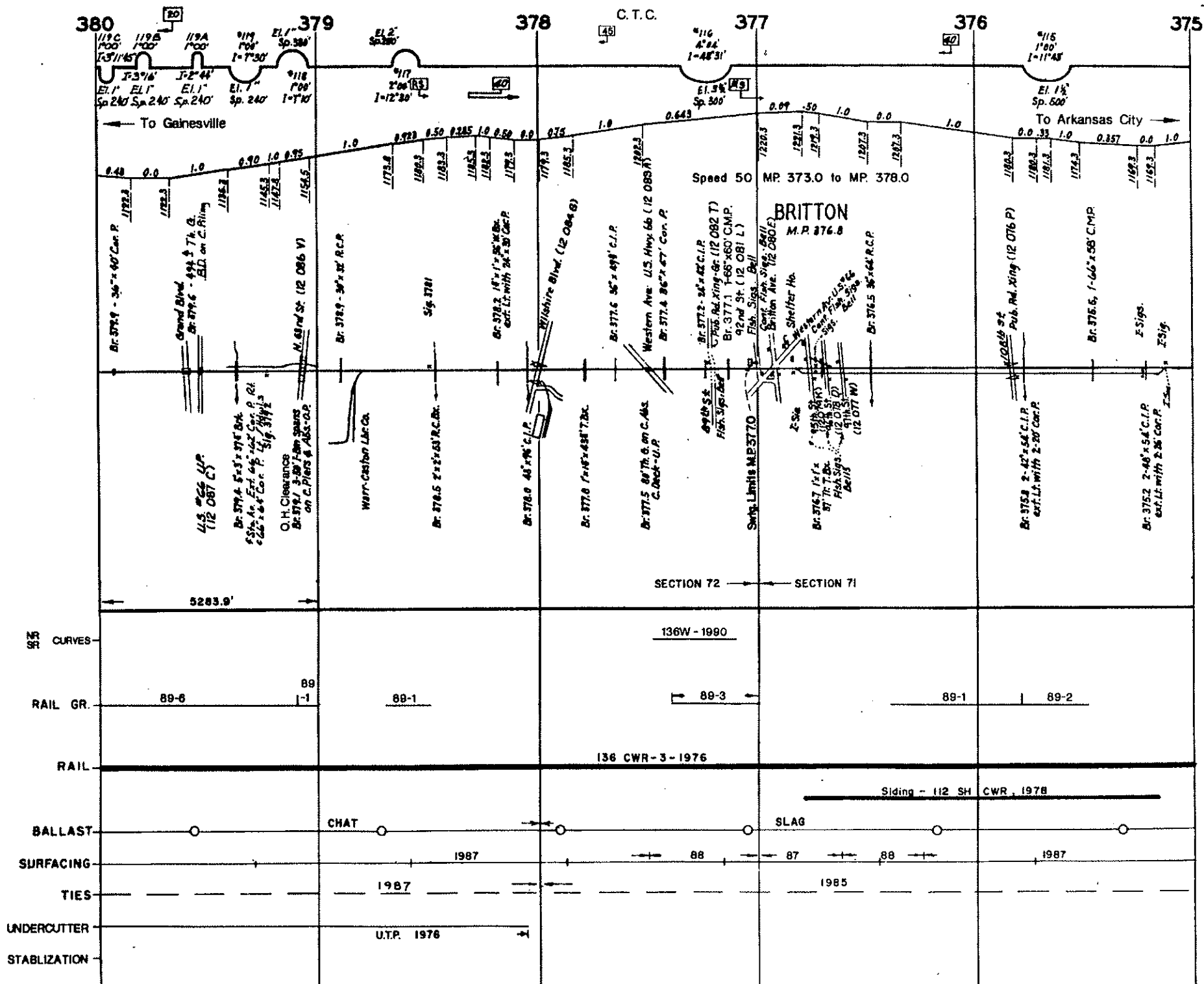
383

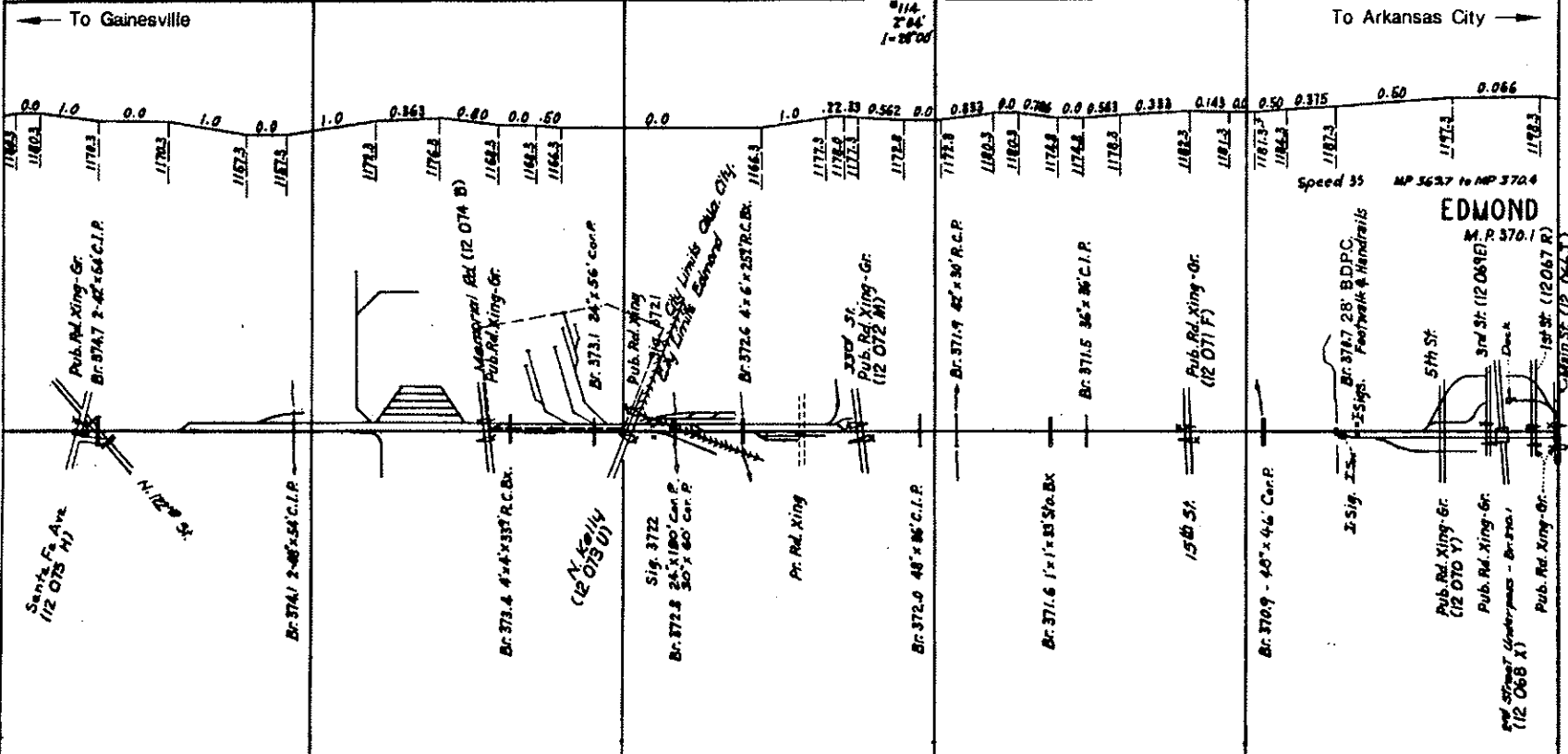
382

381

380







EDMOND  
M.P. 370.1

San Jo. Fr. Ave.  
(12 075 H)

B.C. 374.1 2'05" x 54' C.I.P.

B.C. 373.4 4' x 4' x 337' R.C.Bx.

N. Kelly  
(12 078 U)

Sig. 3722  
24' x 180' Can. P.  
30' x 80' Can. P.

Pt. Rd. Xing

B.C. 372.0 48' x 36' C.I.P.

B.C. 371.6 1' x 1' x 85' Sx. Bx.

15th St

B.C. 370.9 40' x 46' Can. P.

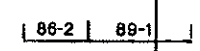
2 Sig. I.S.

Pub. Rd. Xing-Gr.  
(12 070 Y)

Pub. Rd. Xing-Gr.  
(12 068 X)

Pub. Rd. Xing-Gr.  
(12 067 R)

CURVES 99 76



RAIL GR. 89-1

136 CWR-3-1976

Siding - 112 SH

SLAG

RAIL

BALLAST

1987

68

SURFACING

1987

TIES

1988

UNDERCUTTER

SPOT GROUTING 1951

STABILIZATION



370

369

Traffic Control System 368

C.T.C.

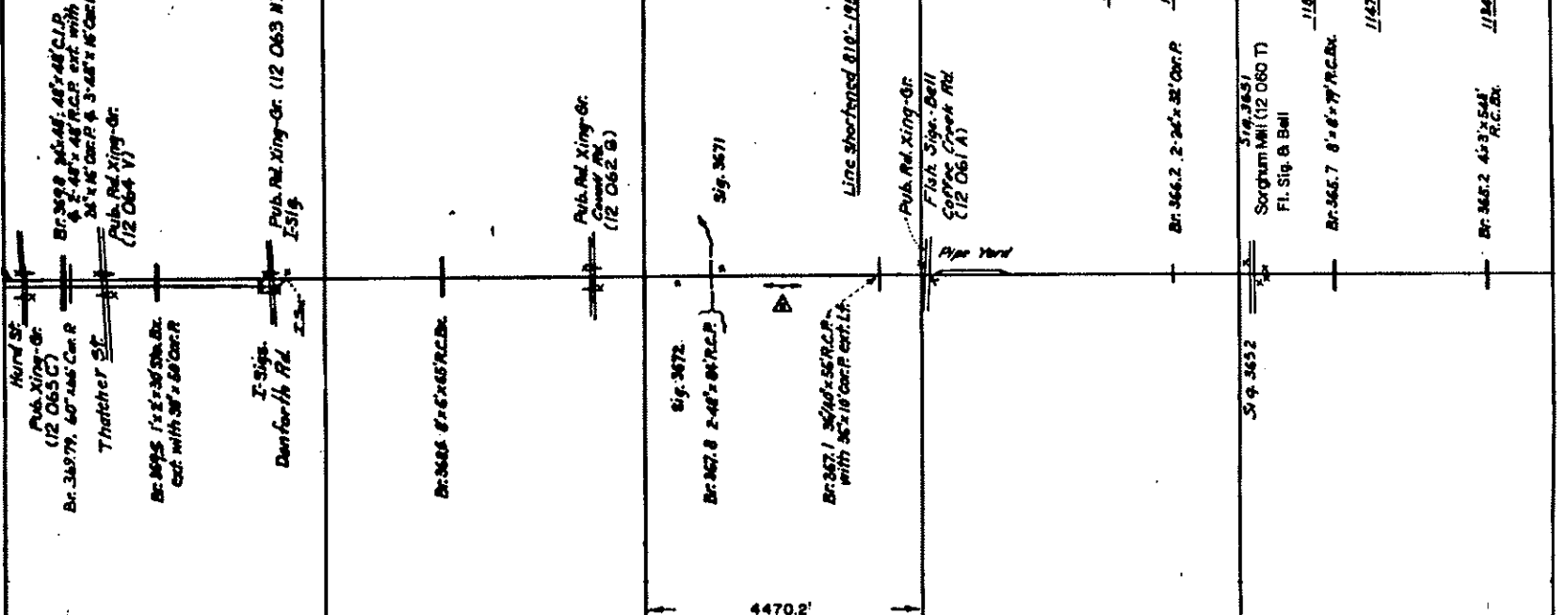
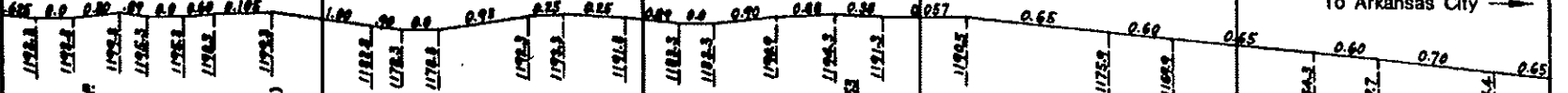
367

366

365

To Gainesville

To Arkansas City



NR BR CURVES

RAIL GR.

RAIL

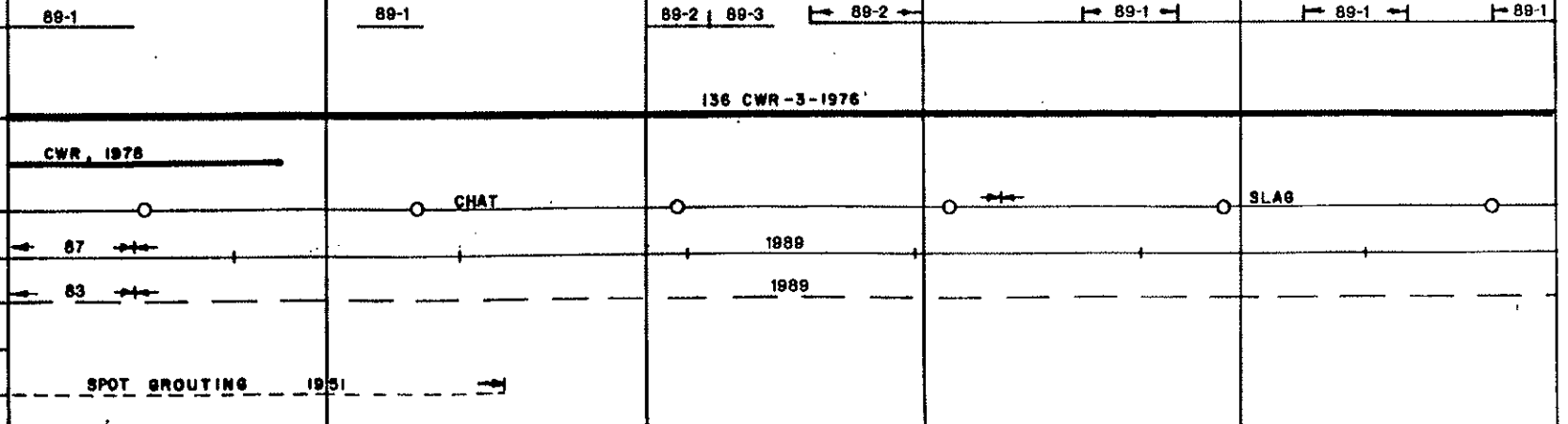
BALLAST

SURFACING

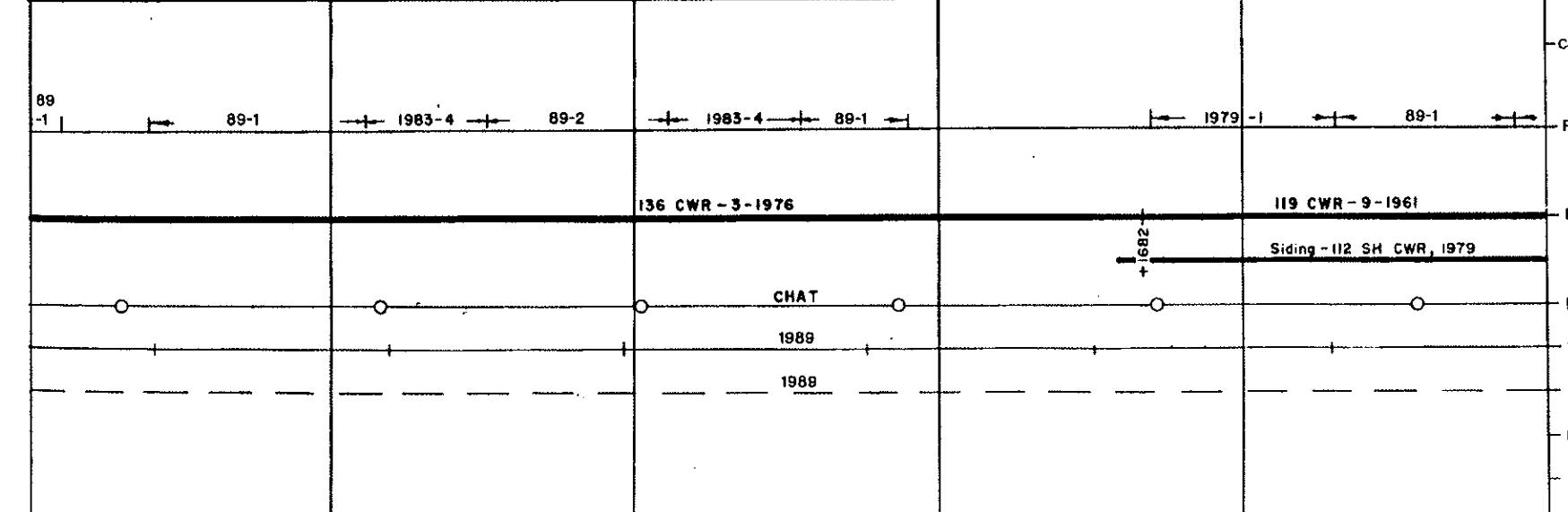
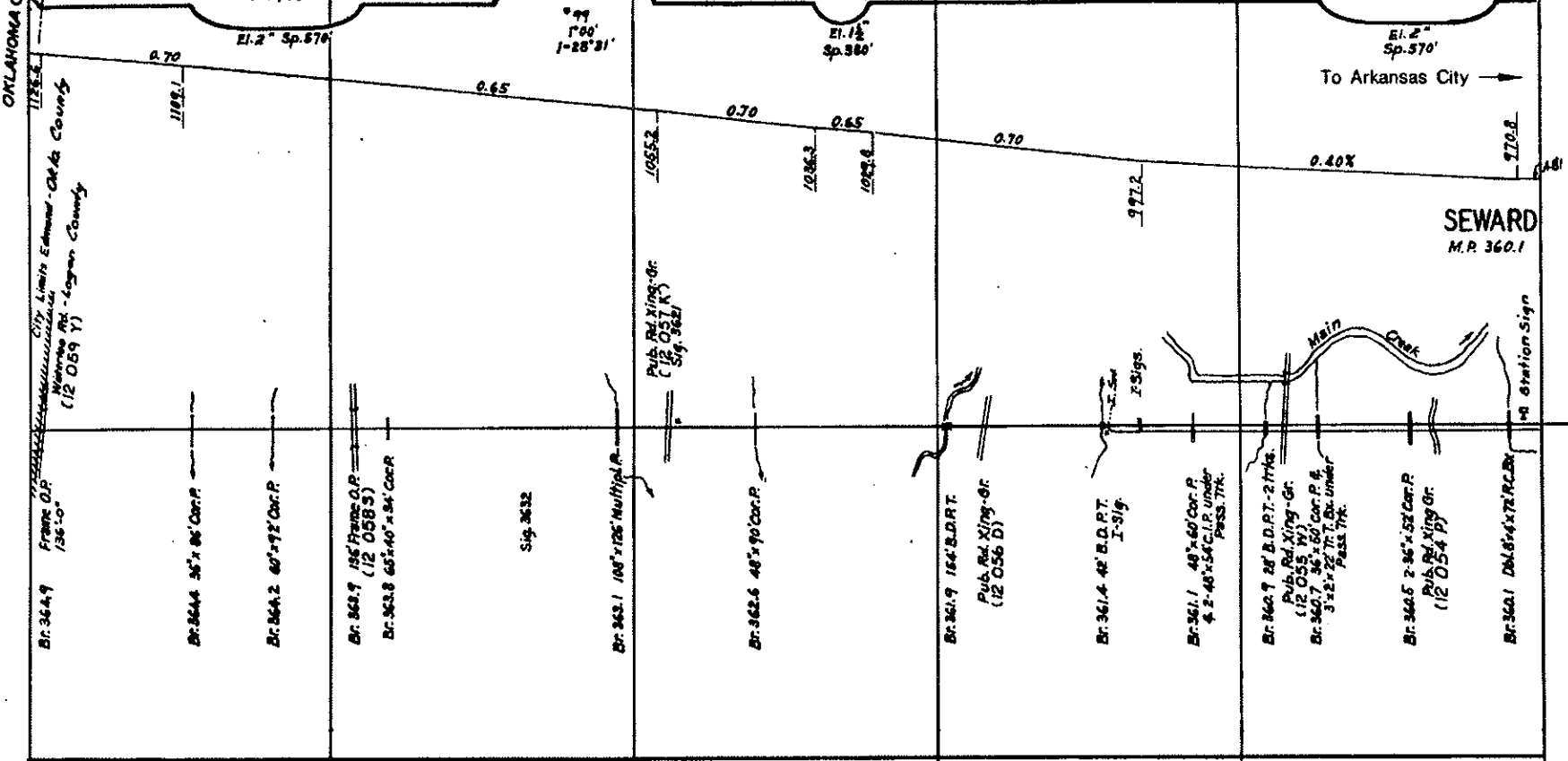
TIES

UNDERCUTTER

STABILIZATION



365 LOGAN CO. To Gainesville  
 364  
 363 C.T.C. 362 361 360  
 To Arkansas City



CURVES SR  
 RAIL GR.  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 UNDERCUTTER  
 STABILIZATION

360

359

358

C.T.C.

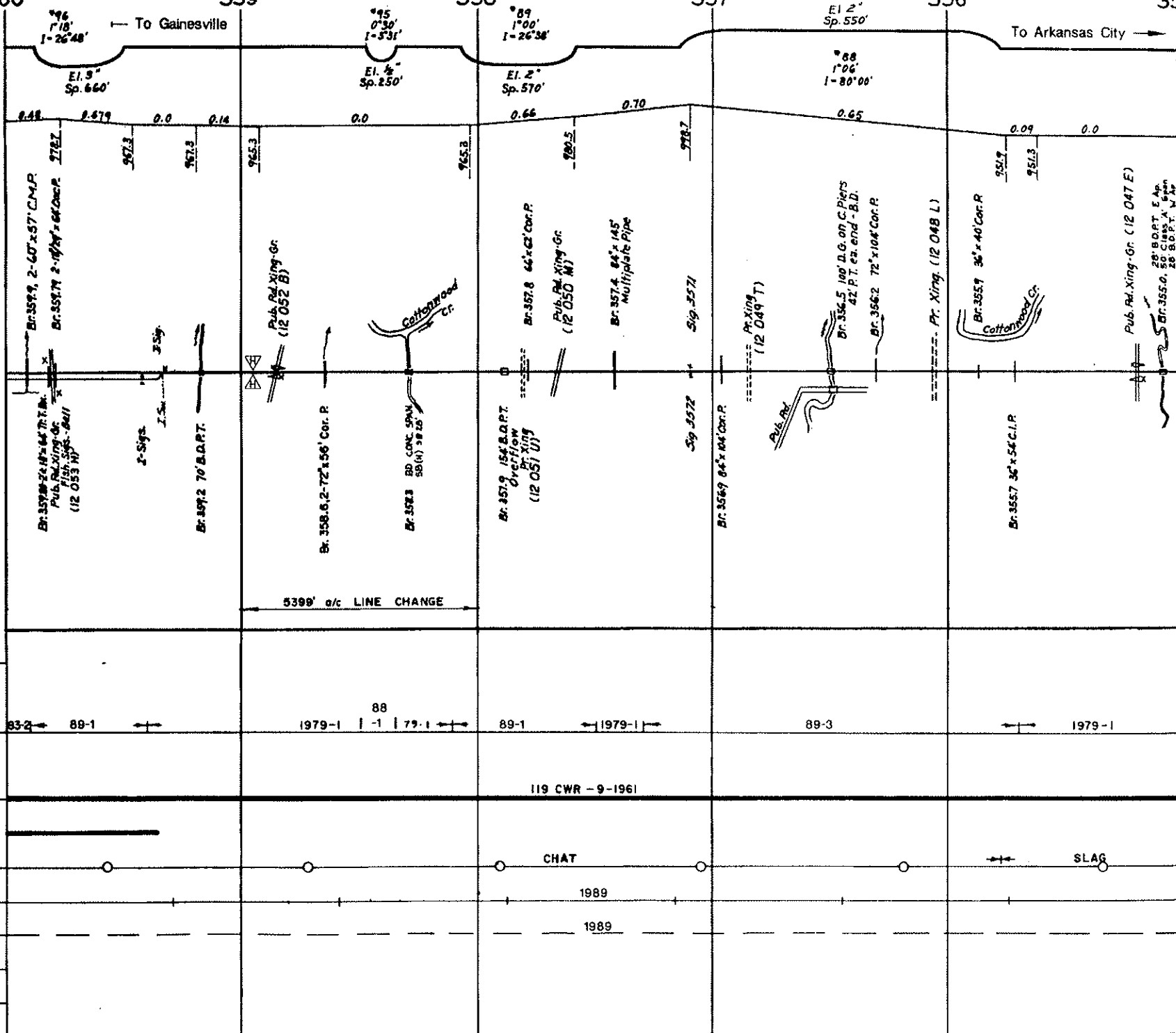
357

356

355

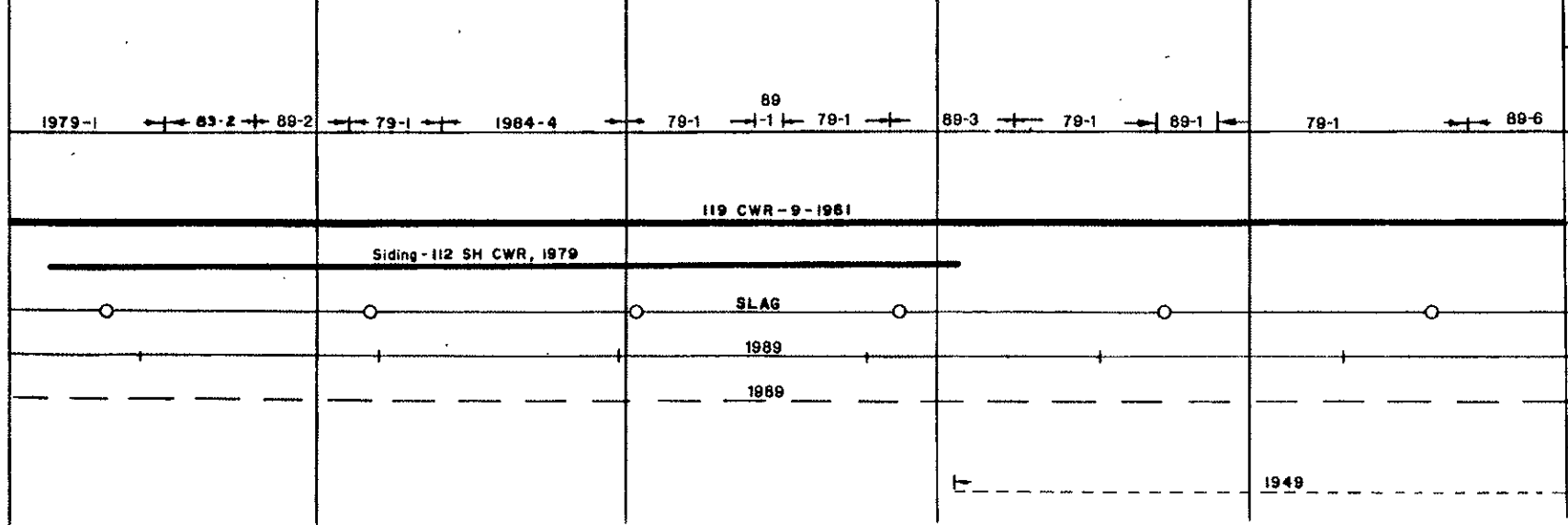
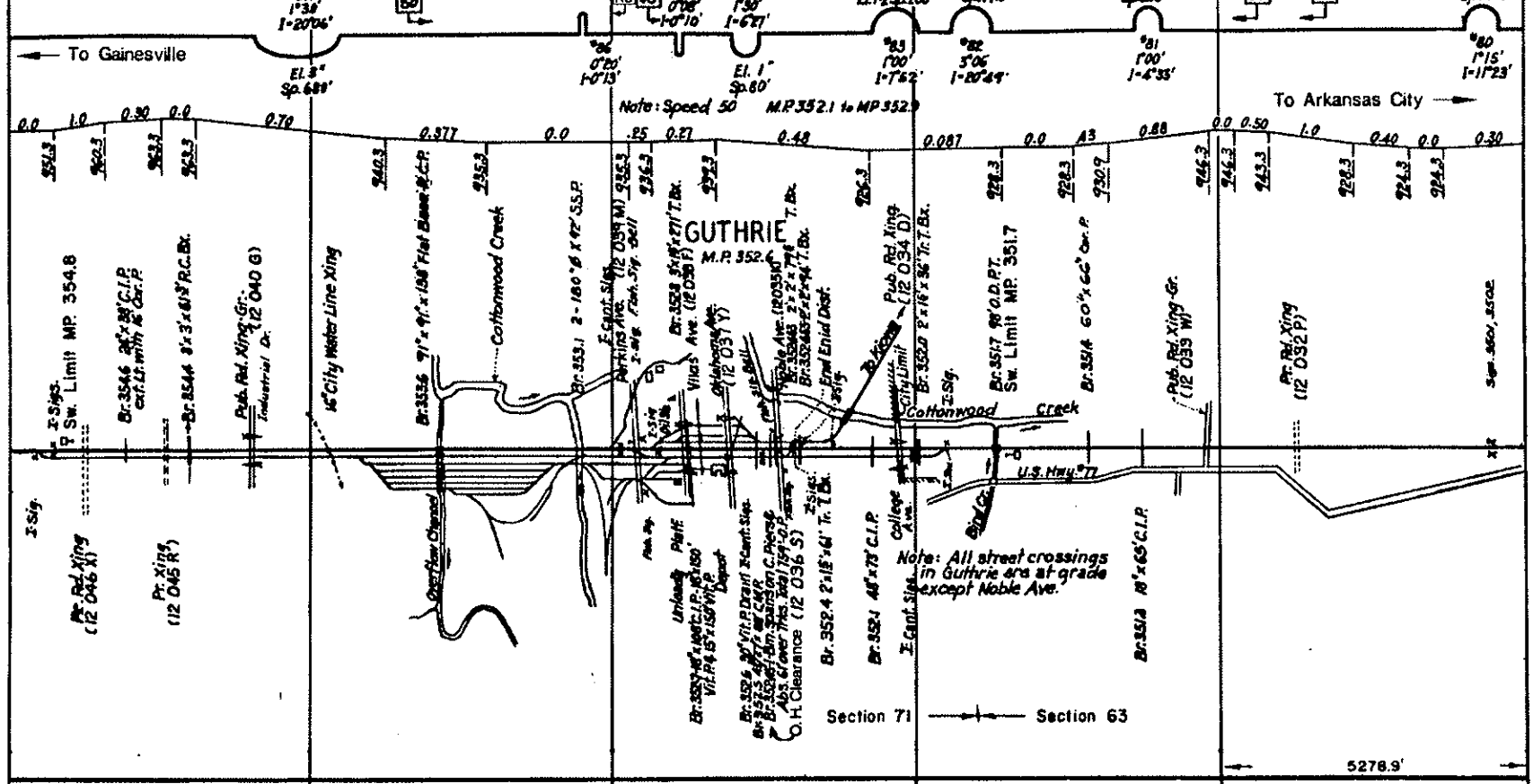
To Gainesville

To Arkansas City

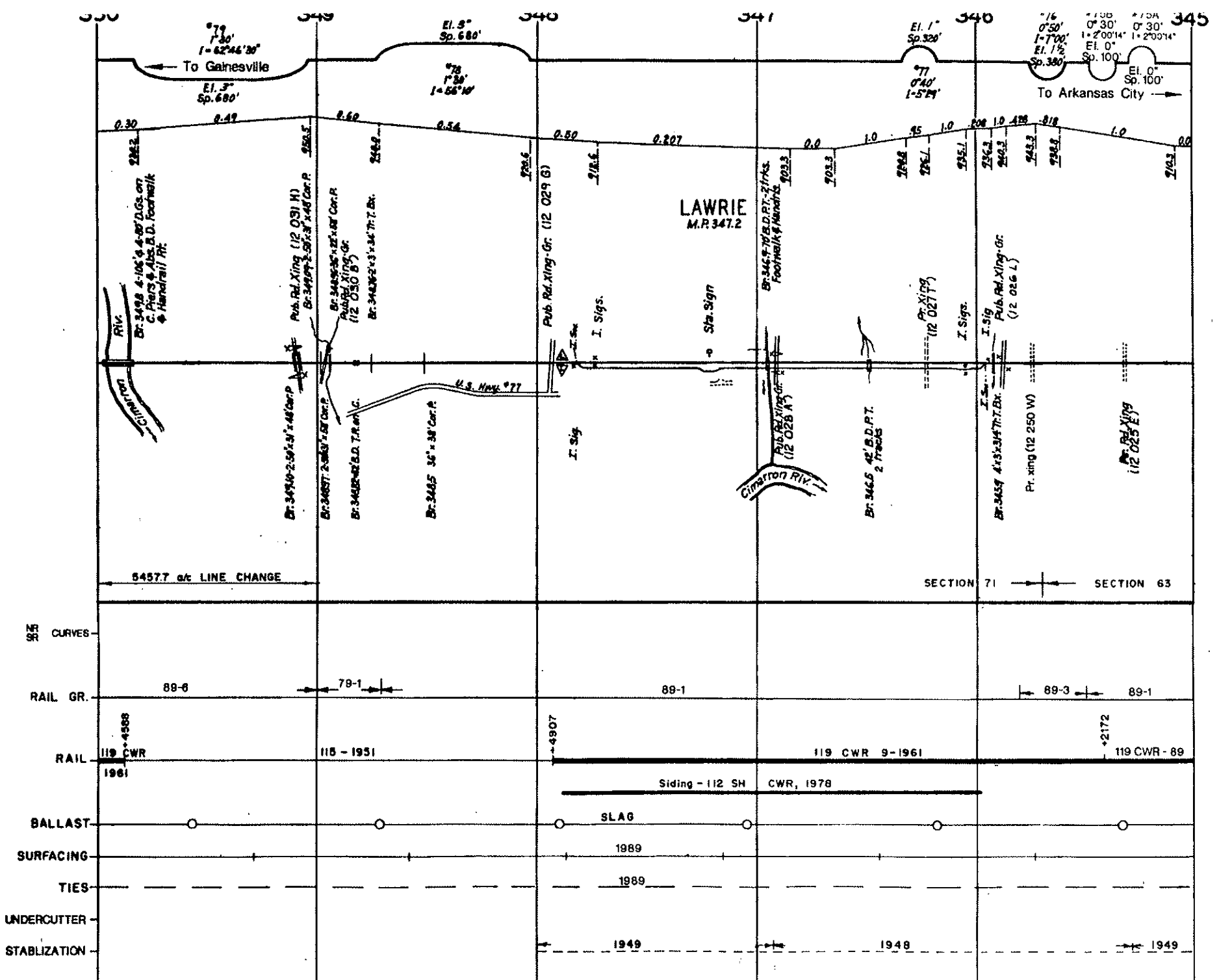


355 354 353 352 351 350

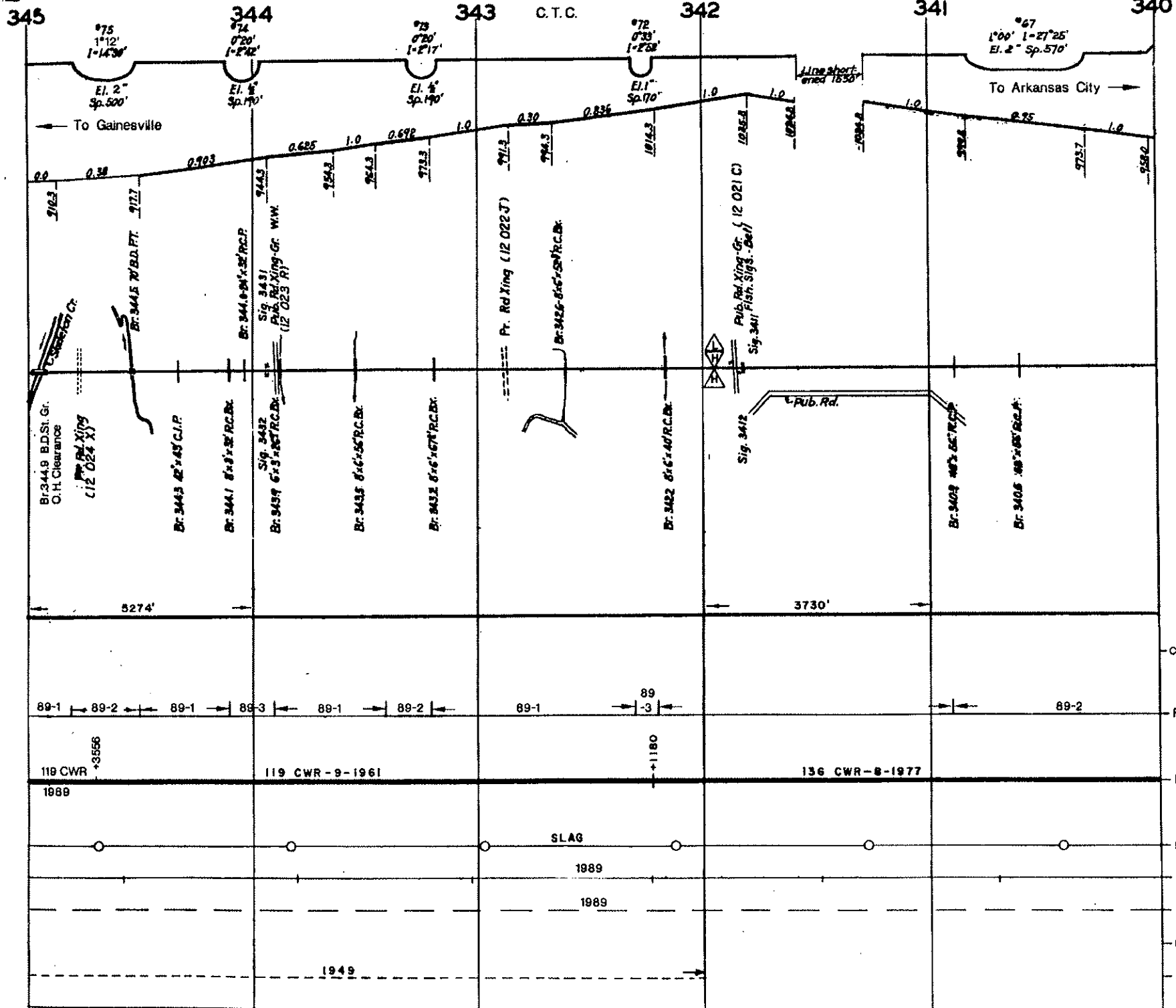
C.T.C.

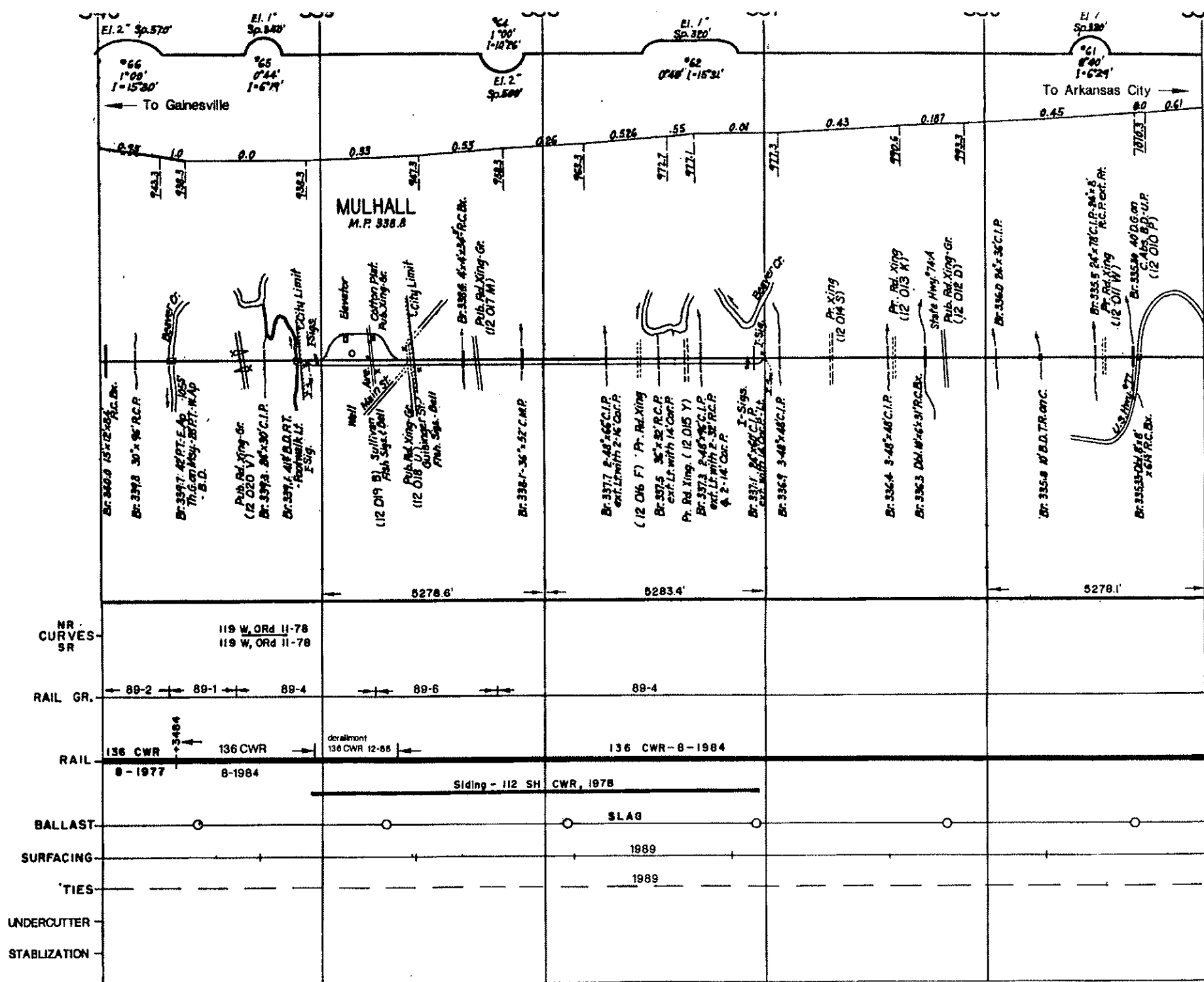


CURVES 95  
 RAIL GR.  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 UNDERCUTTER  
 STABILIZATION

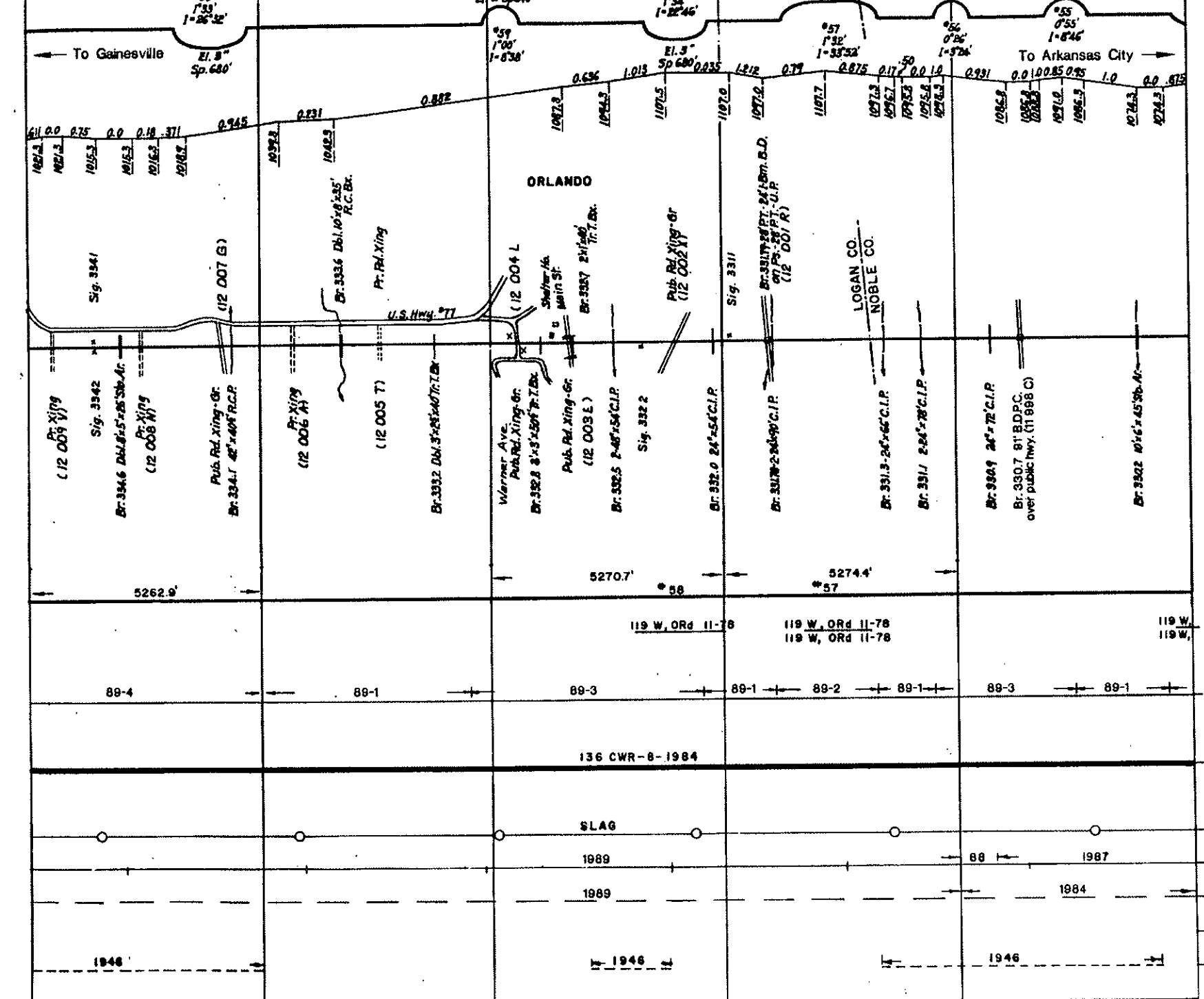


REVISED 3-1991

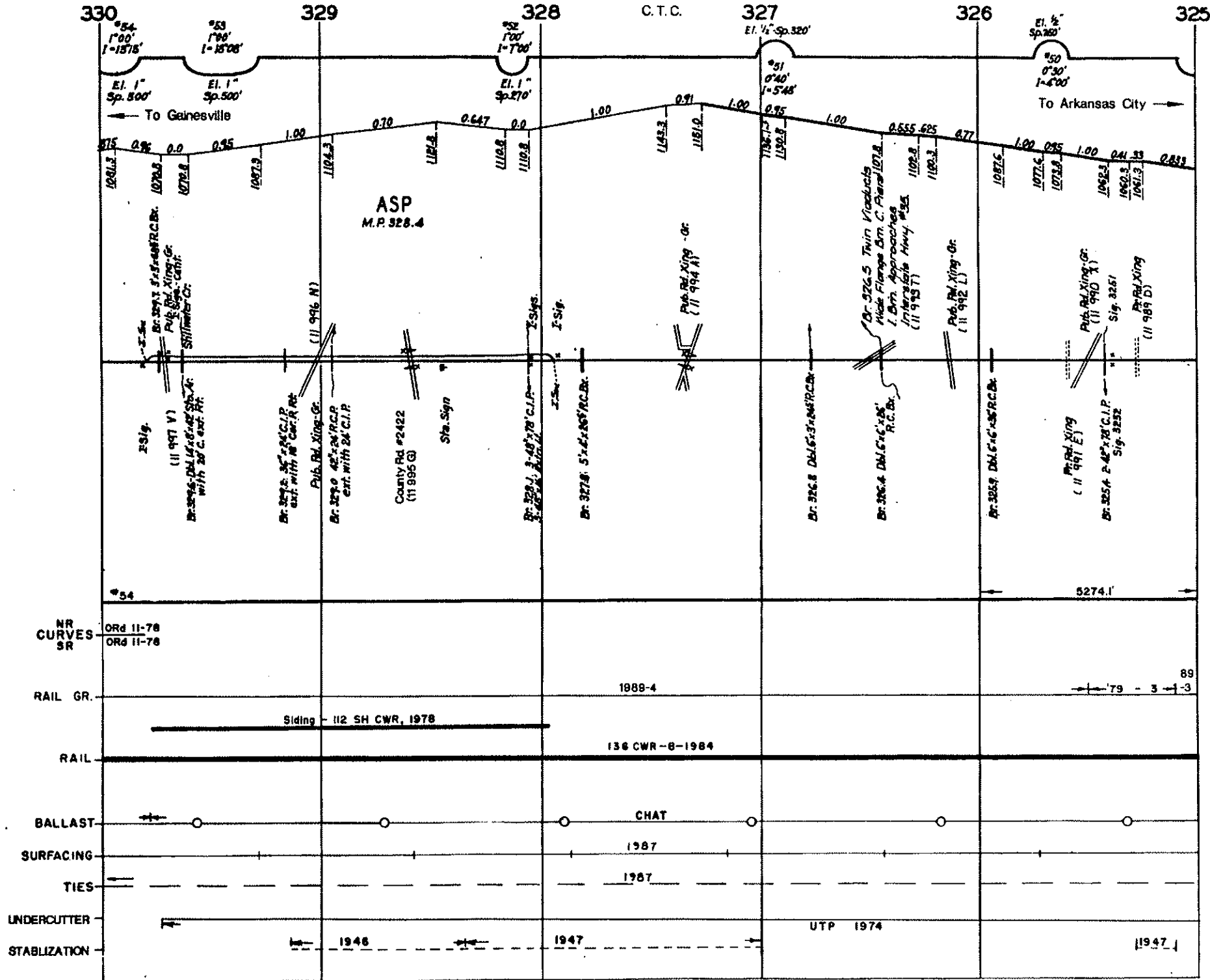




335 334 333 C.T.C. 332 331 330







ASP  
M.P. 328.4

NR CURVES  
SR

RAIL GR.

RAIL

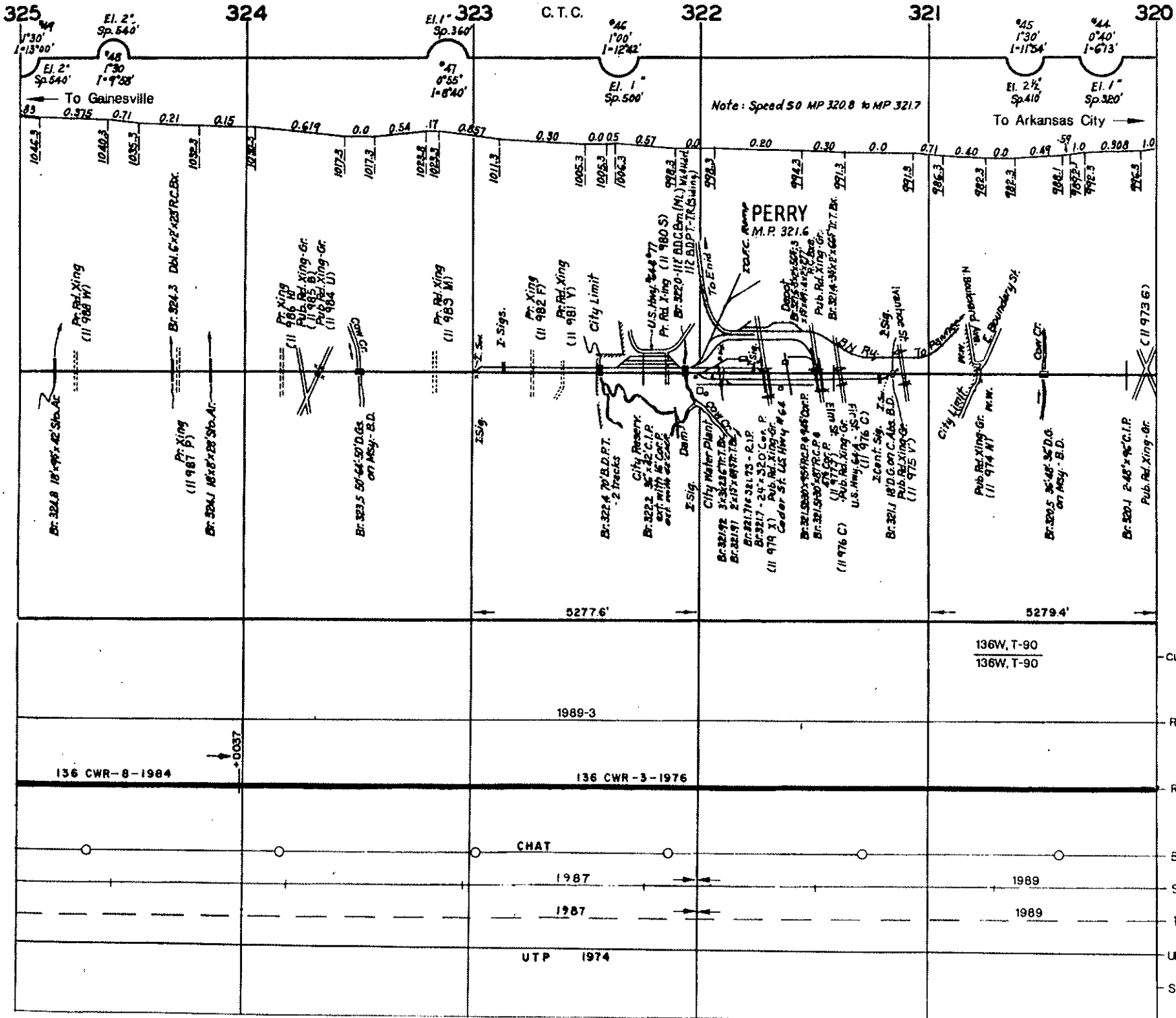
BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION



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

136 CWR-8-1984

136 CWR-3-1976

136W, T-90  
136W, T-90

1989-3

CHAT

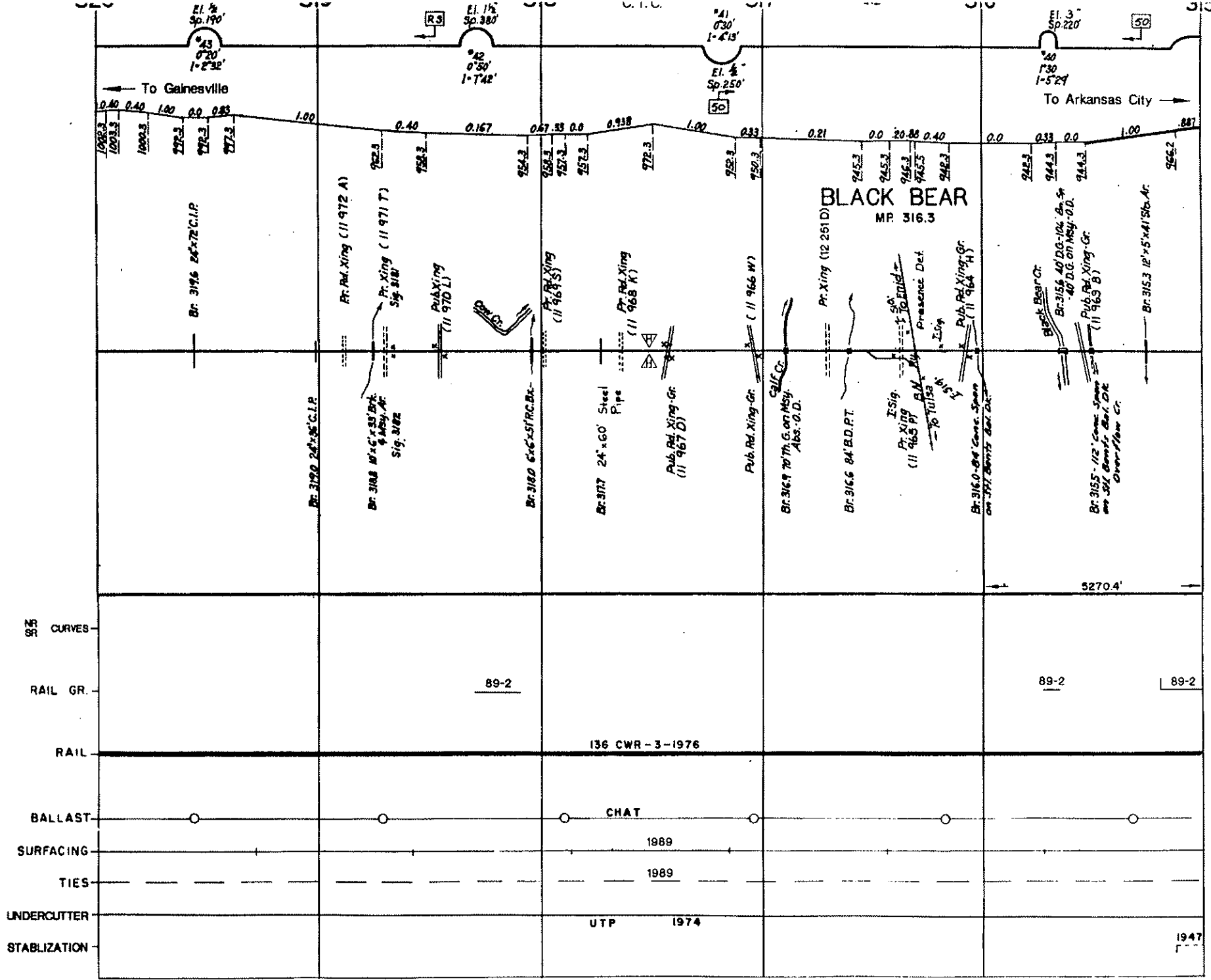
1987

1987

UTP 1974

1989

1989



To Gainesville ←

To Arkansas City →

El. 43 0'20" 1-2'32"  
 El. 42 0'50" 1-7'42"  
 El. 41 0'30" 1-4'13"  
 El. 40 1'30" 1-5'24"  
 Sp. 190'  
 Sp. 380'  
 Sp. 250'  
 Sp. 220'

1902.3 1000.3 772.3 772.3 772.3  
 1.00 0.40 0.167 0.67 0.33 0.0 0.938 1.00 0.33 0.21 0.0 20.88 0.40 0.0 0.33 0.0 1.00 0.887

Br: 3196 24'x72' C.I.P.  
 Br: 3190 24'x36' C.I.P.  
 Pt. Rd. Xing (11 972 A)  
 Br: 3188 18'x6'x33' Box on Hwy. Ar Sig. 3182  
 Pt. Xing (11 971 T) Sig. 3180  
 Pub. Xing (11 970 L)  
 Br: 3180 6'x6'x51' R.C. Box  
 Pt. Rd. Xing (11 969 S)  
 Br: 3177 24'x60' Steel Pipe  
 Pt. Rd. Xing (11 968 K)  
 Pub. Rd. Xing Cr (11 967 D)  
 Pub. Rd. Xing Cr (11 966 W)  
 Br: 3169 70' Th. G. on Hwy. Abs. O.D.  
 Br: 3166 84' B.D. P.T.  
 Pt. Xing (12 251 D)  
 I. Sig. 3165 (11 965 B) on Hwy. Ar  
 Pt. Xing (11 965 H) on Hwy. Ar  
 Present Det. on Hwy. Ar  
 Br: 3160 84' Conc. Span on Hwy. Ar  
 Pub. Rd. Xing Cr (11 964 H)  
 Br: 3156 40' D.G. on Hwy. O.D.  
 Br: 3156 40' D.G. on Hwy. O.D.  
 Pub. Rd. Xing Cr (11 963 B)  
 Br: 3155 112' Conc. Span on Hwy. Ar  
 Pub. Rd. Xing Cr (11 963 B)  
 Br: 3153 12'x5'x41' 5/8" Ar

BLACK BEAR  
 MP 316.3

SR CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

89-2

136 CWR - 3 - 1976

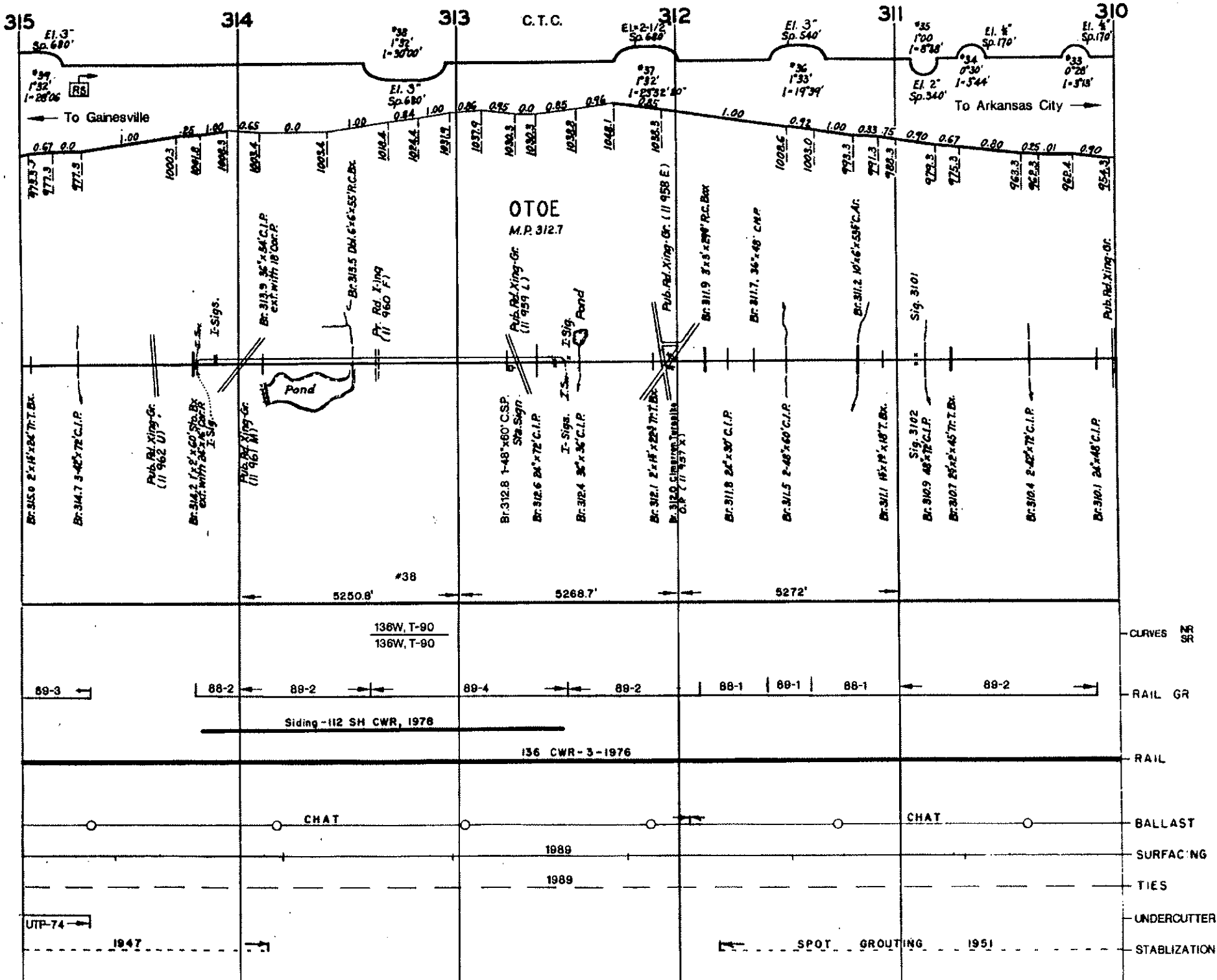
CHAT

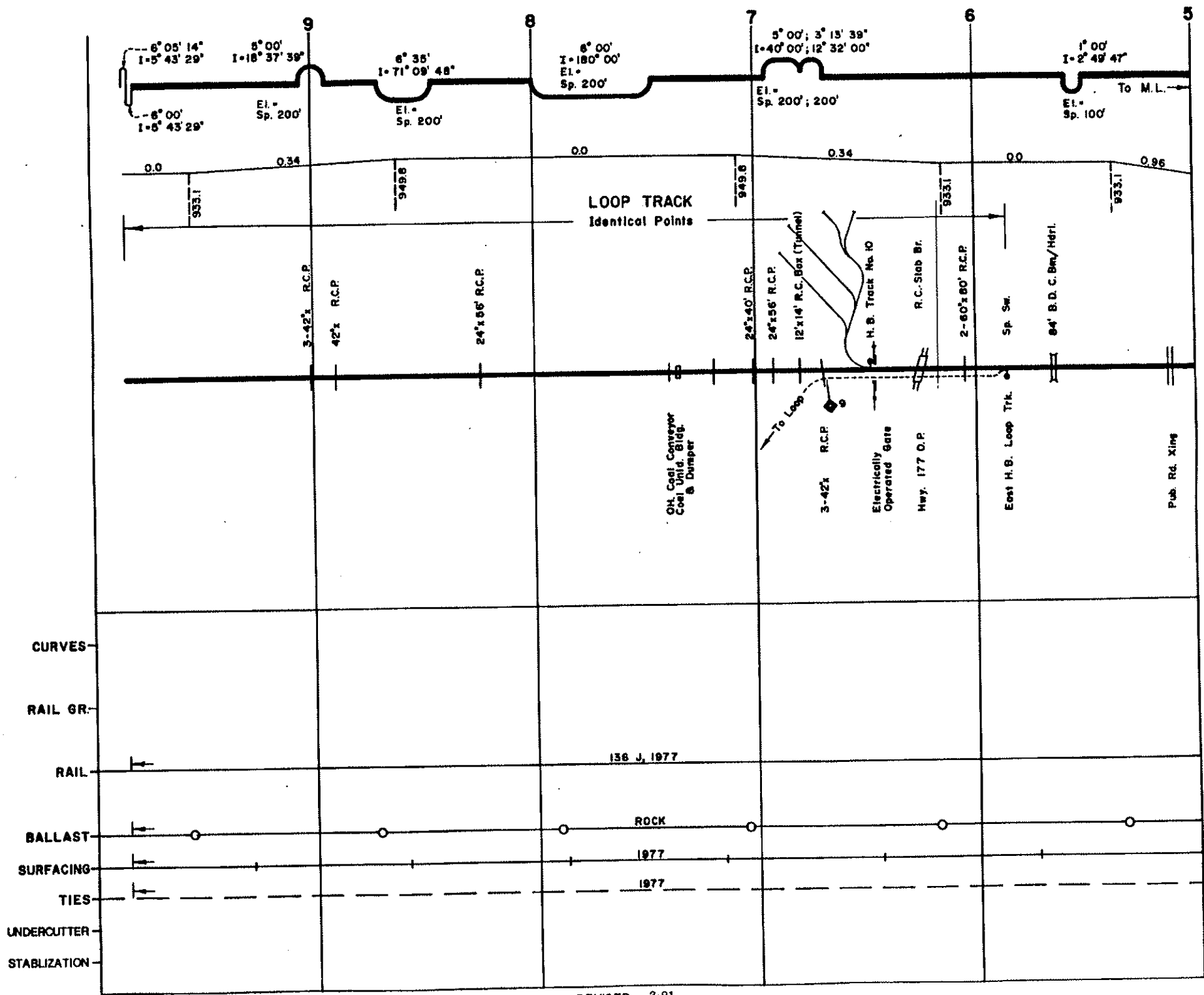
1989

1989

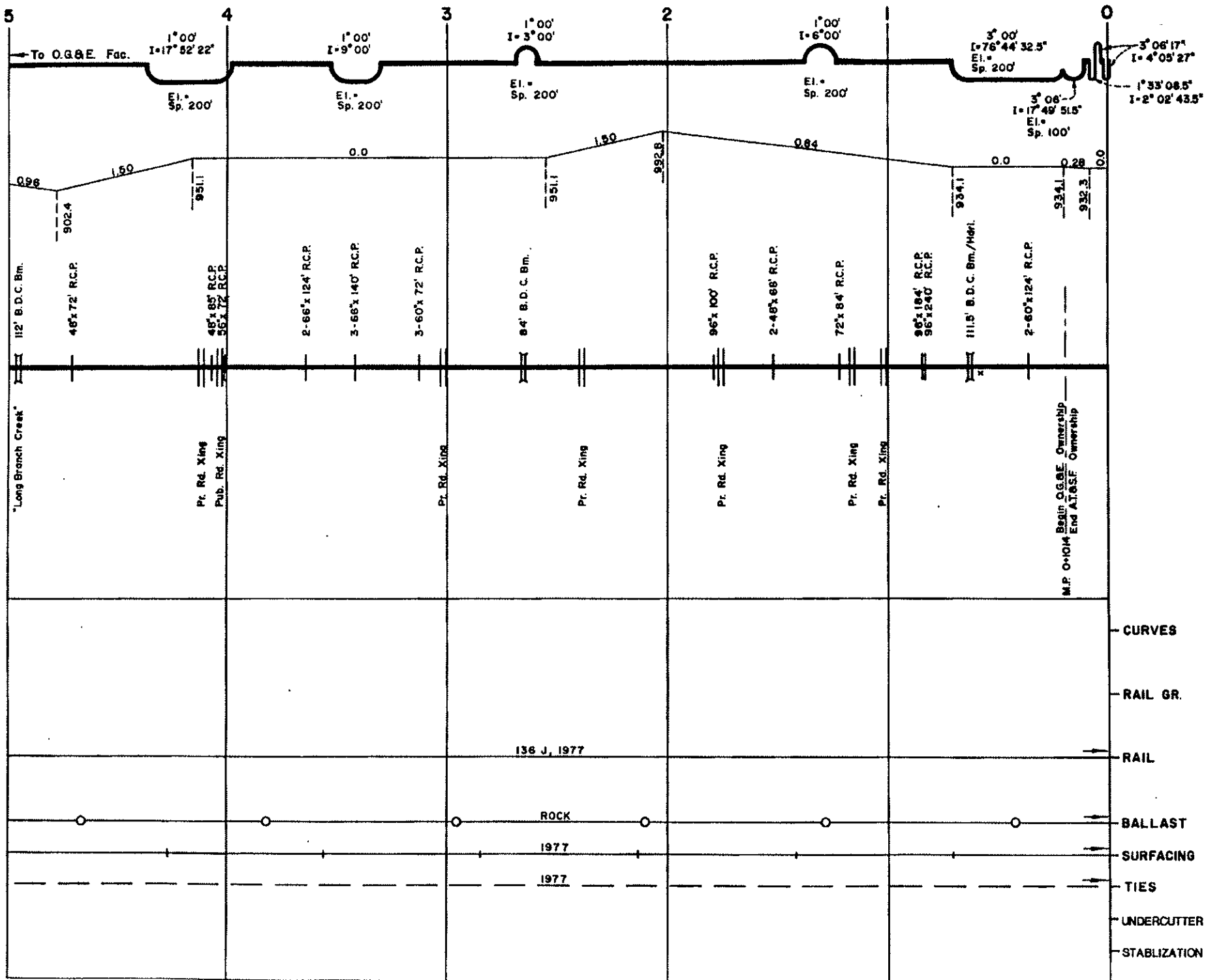
UTP 1974

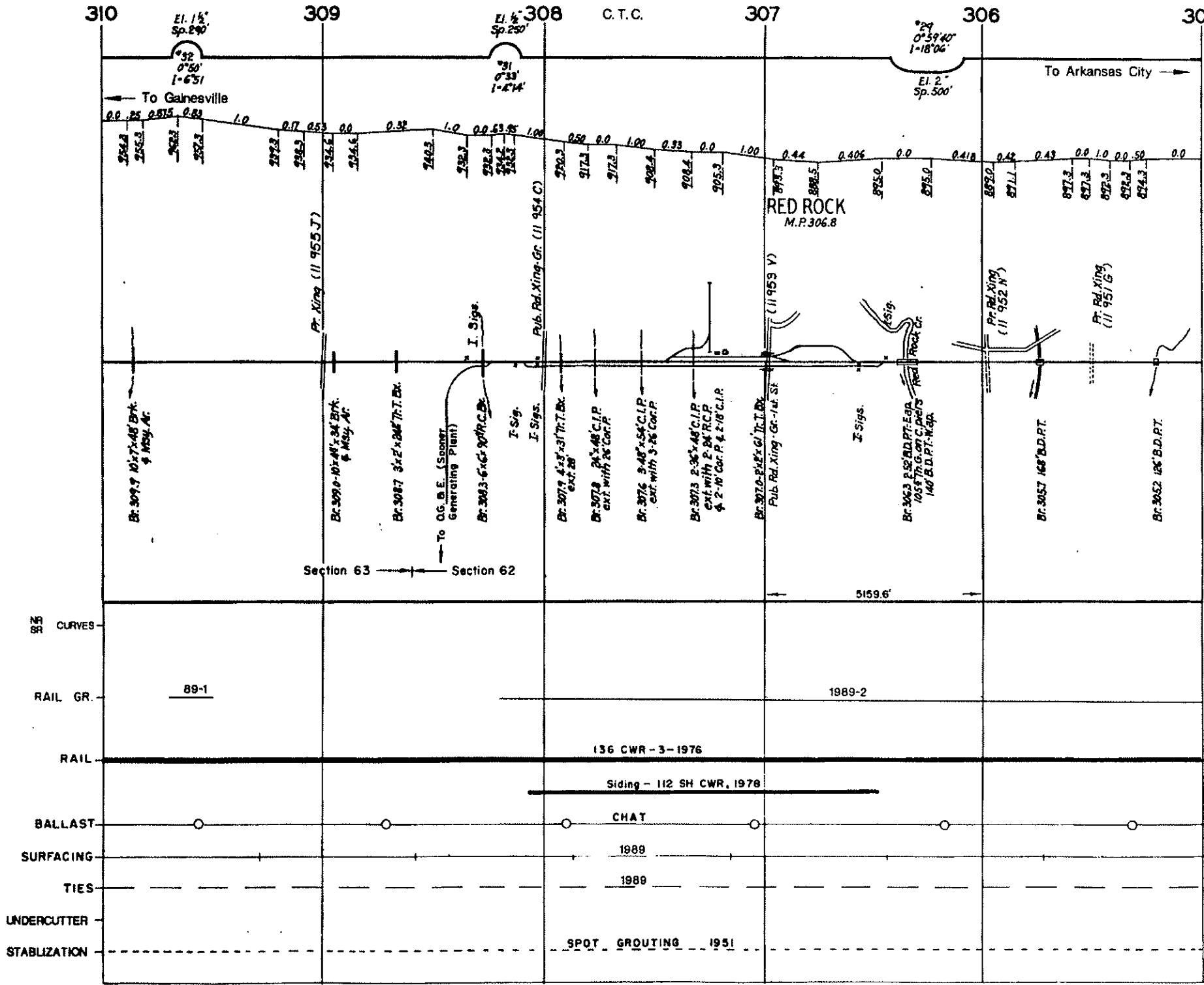
1947

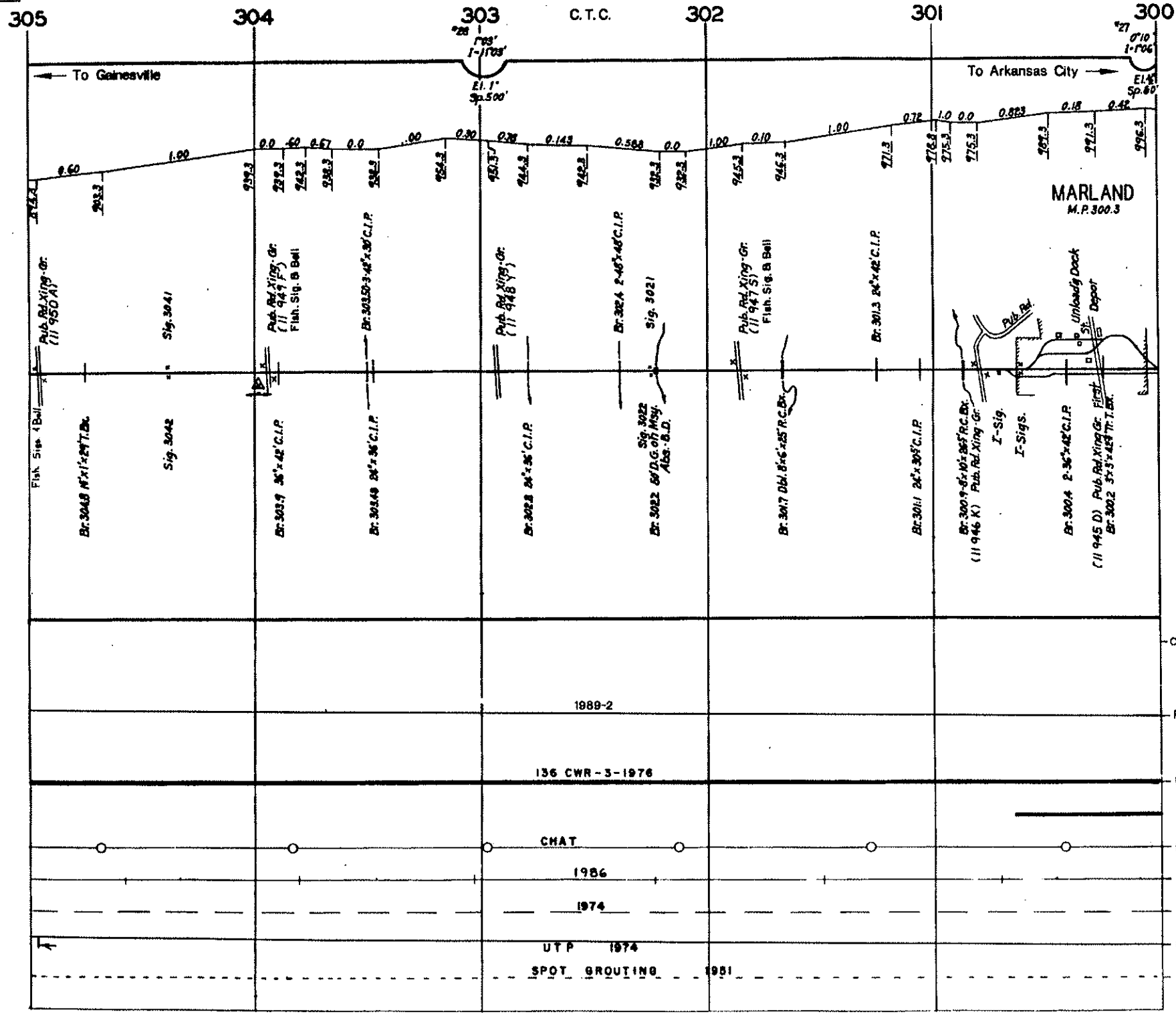




O.G.&E. (Sooner Generating Plant) Lead Track







Pub. Rd. Xing Gr. (11 950 A)

Br. 304.8 16'x124' T. Br.

Sig. 3042

Pub. Rd. Xing Gr. (11 949 F)

Flsh. Sig. B Bell

Br. 303.7 26'x42' C.I.P.

Br. 303.49 24'x36' C.I.P.

Br. 303.50-3 44'x30' C.I.P.

Pub. Rd. Xing Gr. (11 948 Y)

Br. 302.8 24'x36' C.I.P.

Sig. 3022

Br. 302.2 26' D.G. of Missy. Abs. B.D.

Pub. Rd. Xing Gr. (11 947 S)

Flsh. Sig. B Bell

Br. 301.7 26'x42' R.C. Br.

Br. 301.1 24'x30' C.I.P.

Br. 300.9-6'x10'x26' R.C. Br.

(11 946 K) Pub. Rd. Xing Gr.

I-Sig.

I-Sigs.

Br. 300.4 2-36'x42' C.I.P.

(11 945 D) Pub. Rd. Xing Gr. First

Br. 300.2 3'x3'x42' T. Br.

Unloadg Dock

St. Depot

1889-2

136 CWR-3-1976

CHAT

1986

1974

UTP 1974

SPOT GROUTING 1981

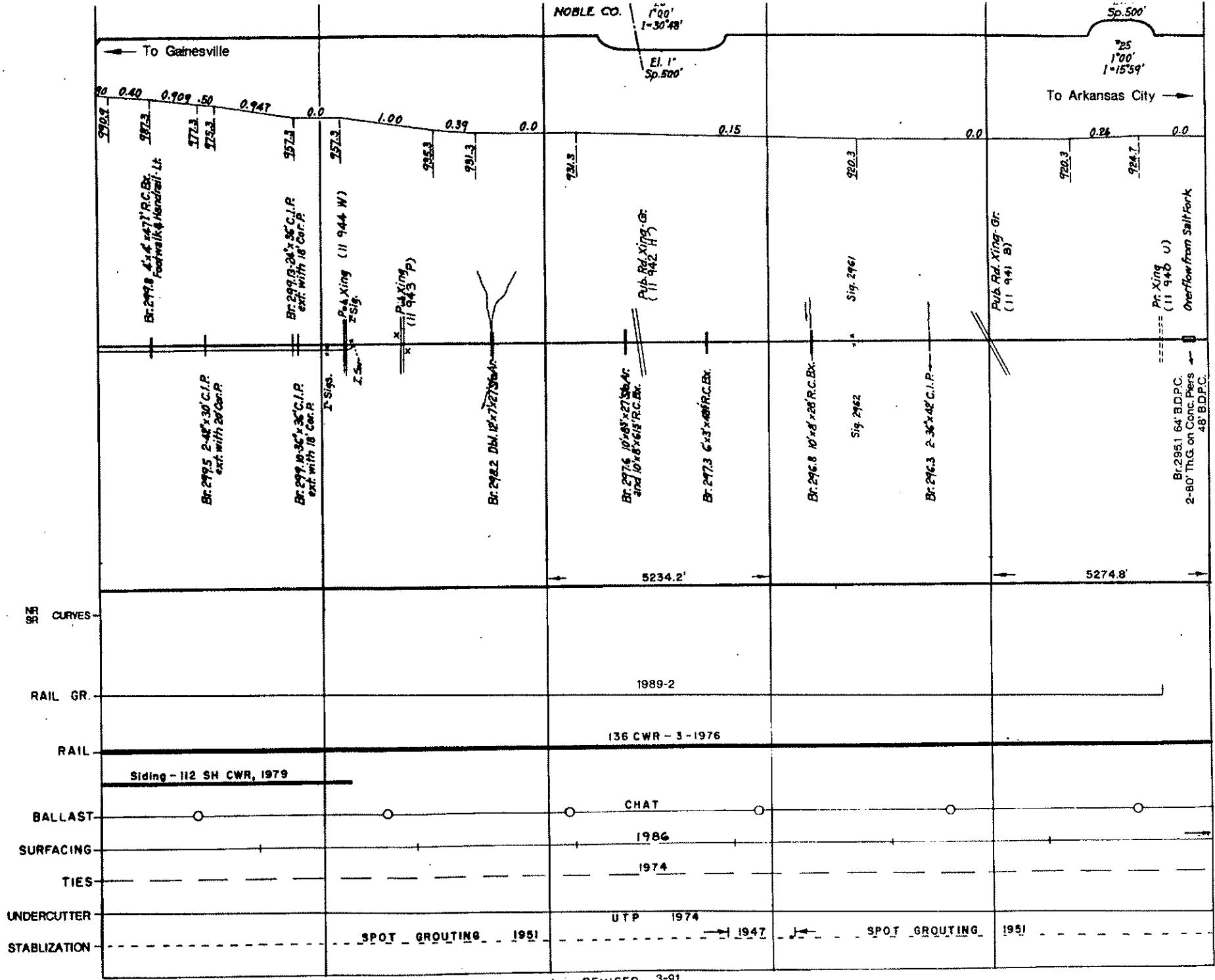
To Arkansas City

To Gainesville

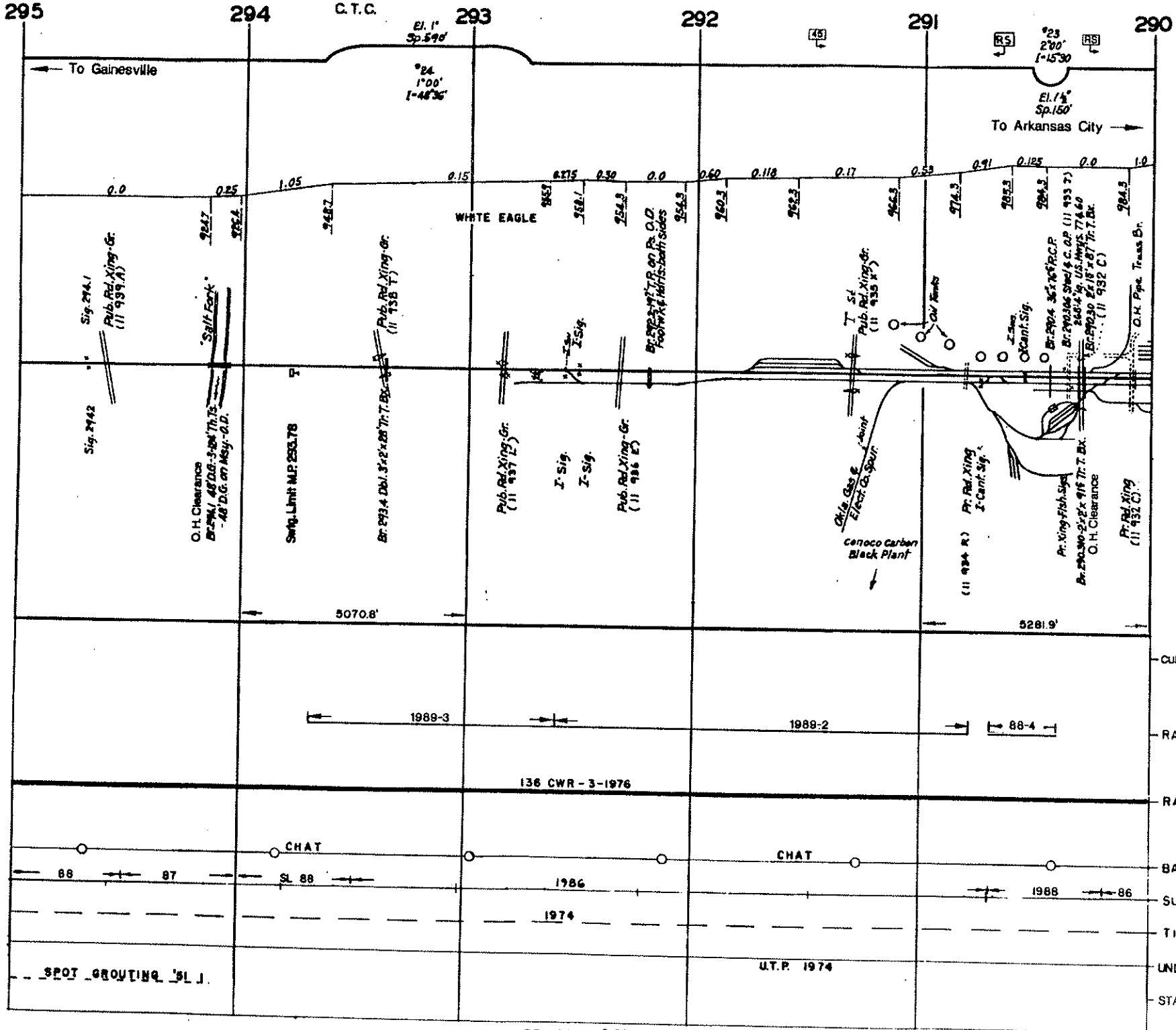
MARLAND  
M.P. 300.3

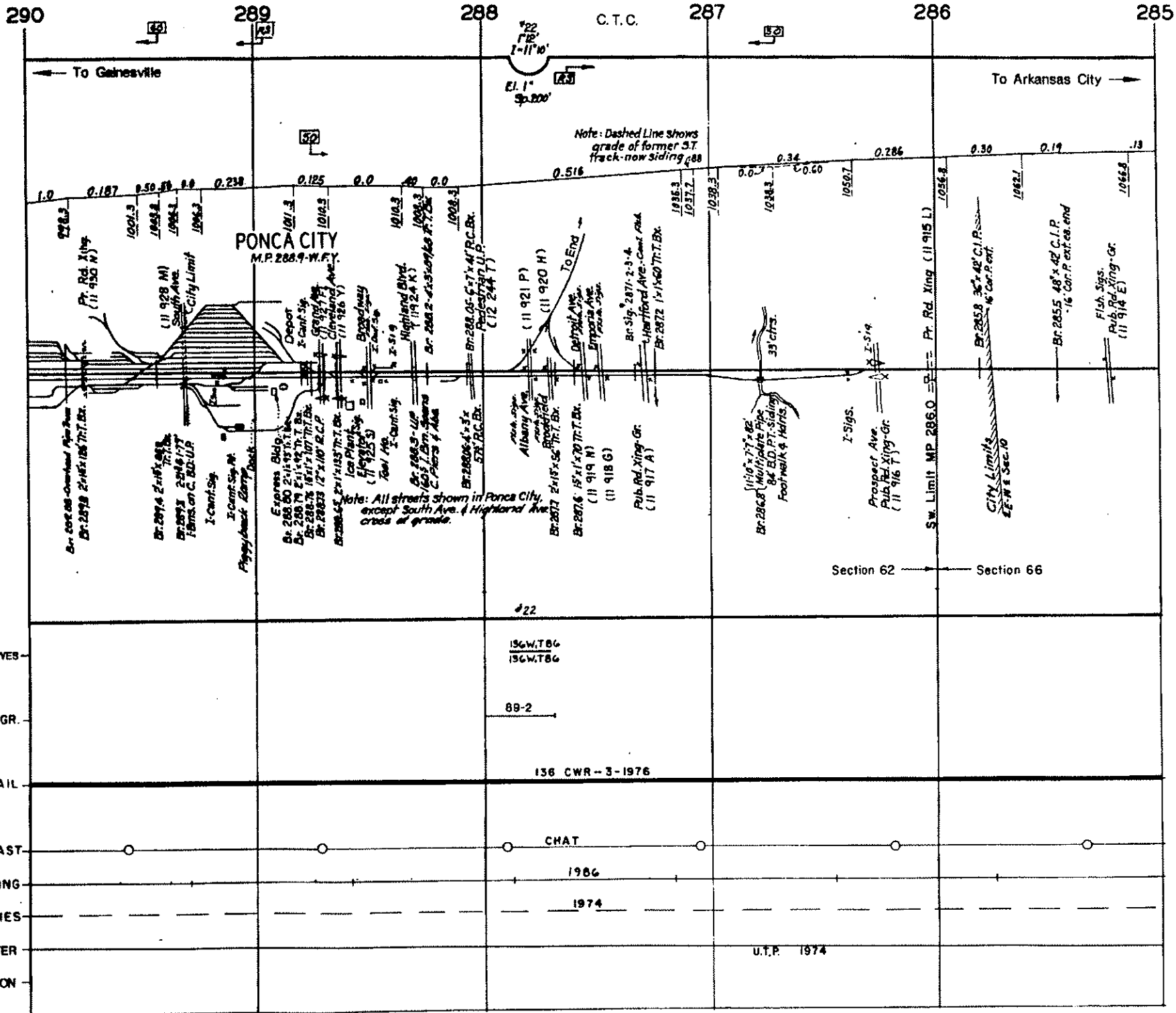
C.T.C.

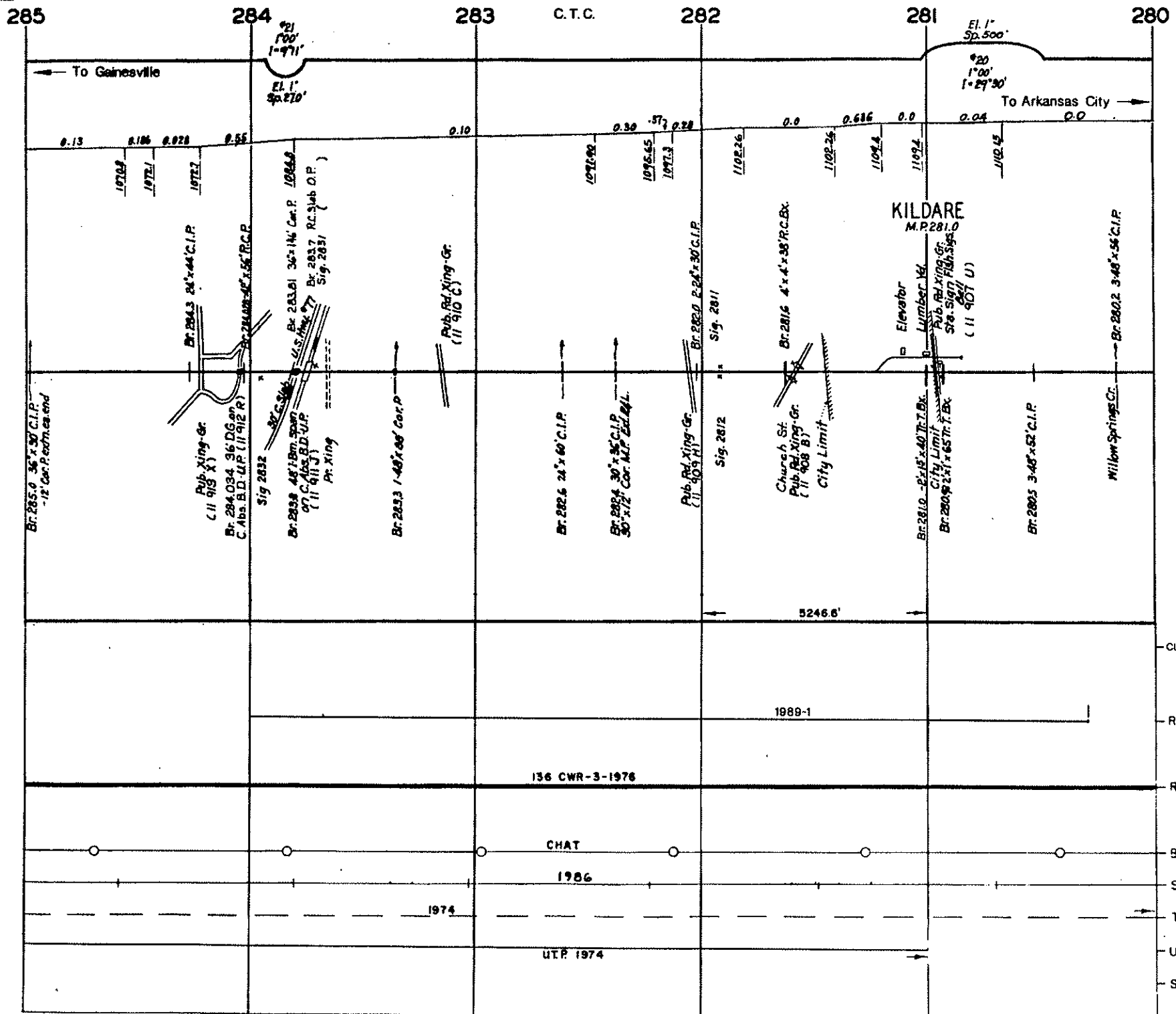




REVISED 3-91







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

285                      284                      283                      C.T.C.                      282                      281                      280

← To Gainesville

To Arkansas City →

EL. 1' Sp. 500'  
 921  
 1700'  
 1-971'

EL. 1' Sp. 270'

KILDARE  
 M.P. 281.0

5246.6'

136 CWR-3-1976

CHAT

1986

1974

UTP 1974

Br. 285.0 36' x 30' C.I.P.  
 - 12' Cor. P. each end

Pub. Xing-Gr.  
 C 11 919 X

Br. 284.034 36' DG cor.  
 C. Abs. S.D. U.P. (11 912 R)

Br. 284.034 36' x 146' Cor. P. 1026.9  
 U.S. Hwy. 97  
 Bx. 283.7 RL-Slab O.P.  
 Sig. 283.7

Br. 283.6 24' x 60' C.I.P.  
 Pub. Xing-Gr.  
 (11 910 C)

Br. 282.6 30' x 30' C.I.P.  
 30' x 12' Cor. M.P. 282.4

Pub. Red Xing-Gr.  
 (11 909 H)

Br. 281.0 24' x 40' T.E. Bx.  
 City Limit

Br. 280.5 34' x 52' C.I.P.  
 Willow Springs Cr.

0.13

0.10

0.30

0.28

0.0

0.636

0.0

0.04

0.0

1070.9

1072.1

1073.7

1090.90

1096.65

1097.3

1102.26

1102.25

1104.4

1109.4

1102.15

Elevator  
 Lumber Yd.  
 Pub. Red Xing-Gr.  
 Sig. Sign High Sign  
 (11 907 U)

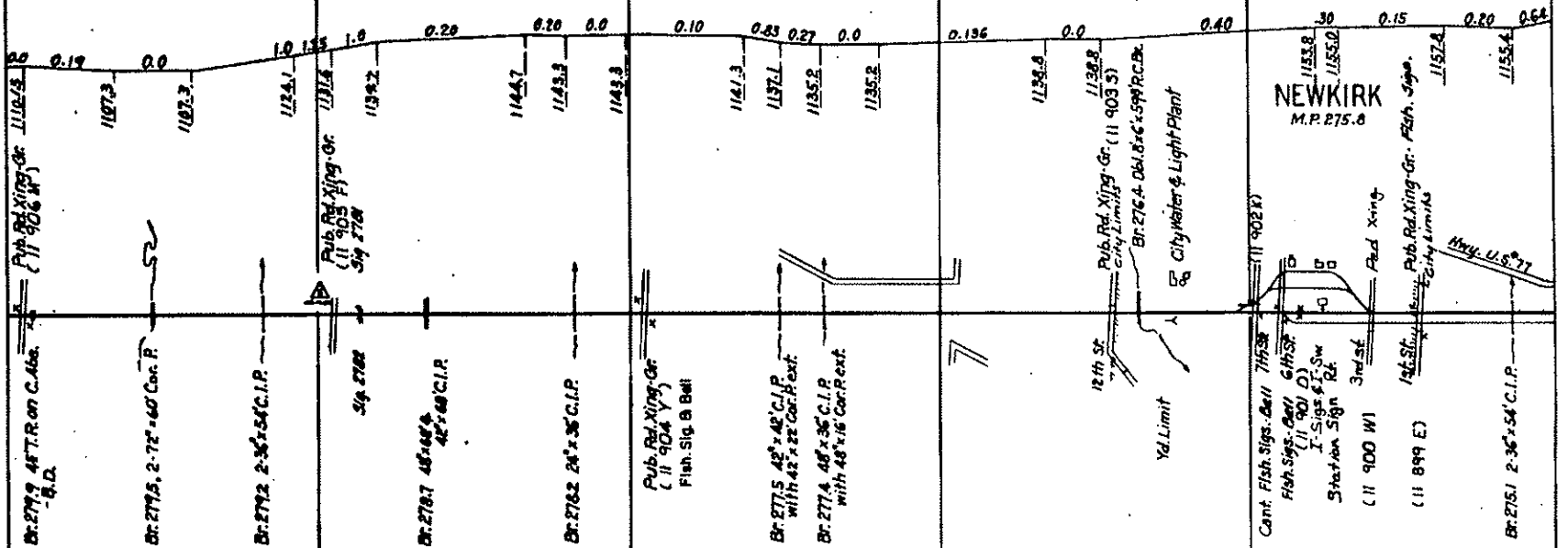
Church St  
 Pub. Red Xing-Gr.  
 (11 908 B)  
 City Limit

Br. 280.2 34' x 56' C.I.P.  
 Willow Springs Cr.

To Gainesville

To Arkansas City

Speed 45 MP 275.4 to MP 276.4



35 CURVES

RAIL GR.

RAIL

BALLAST

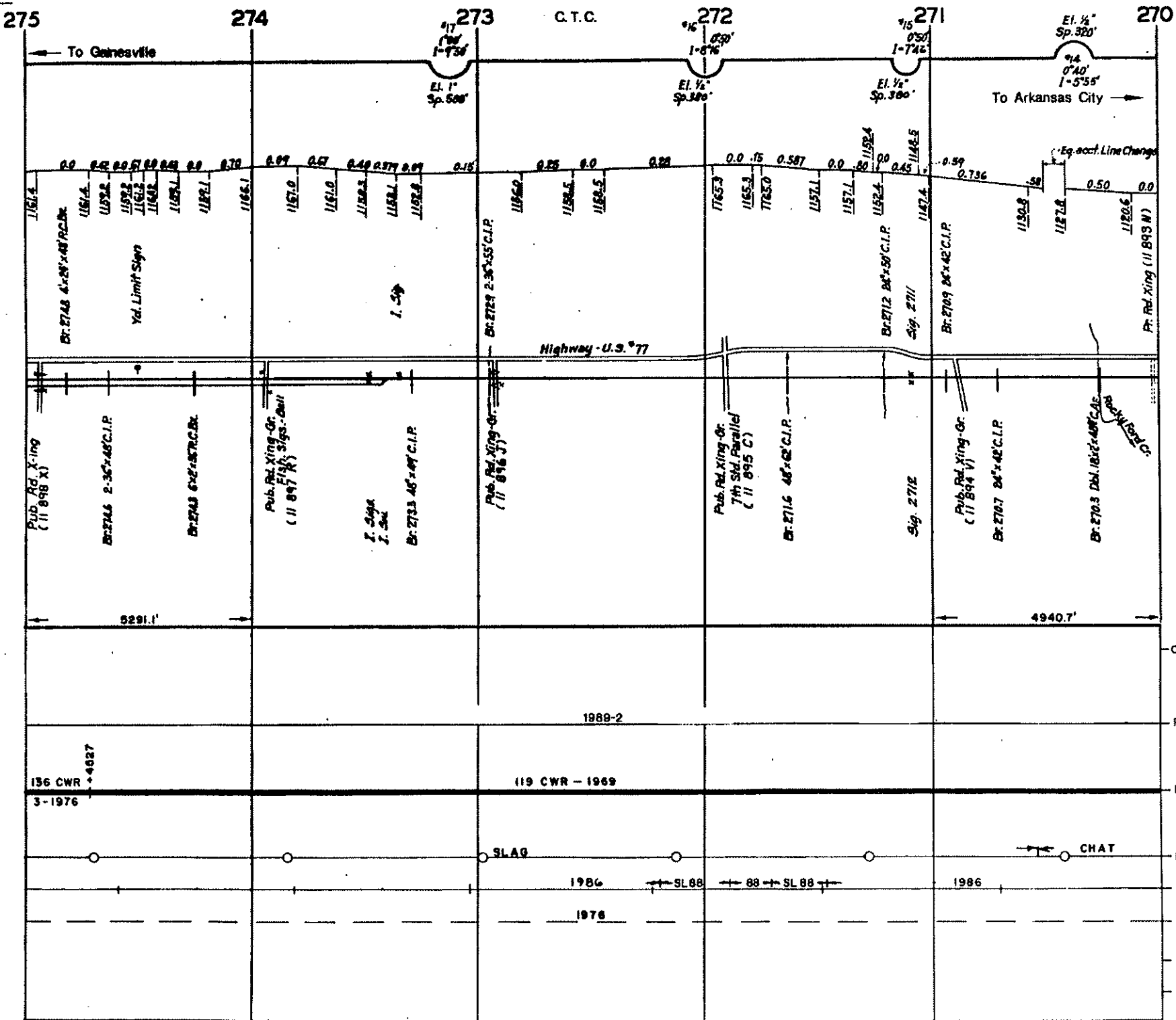
SURFACING

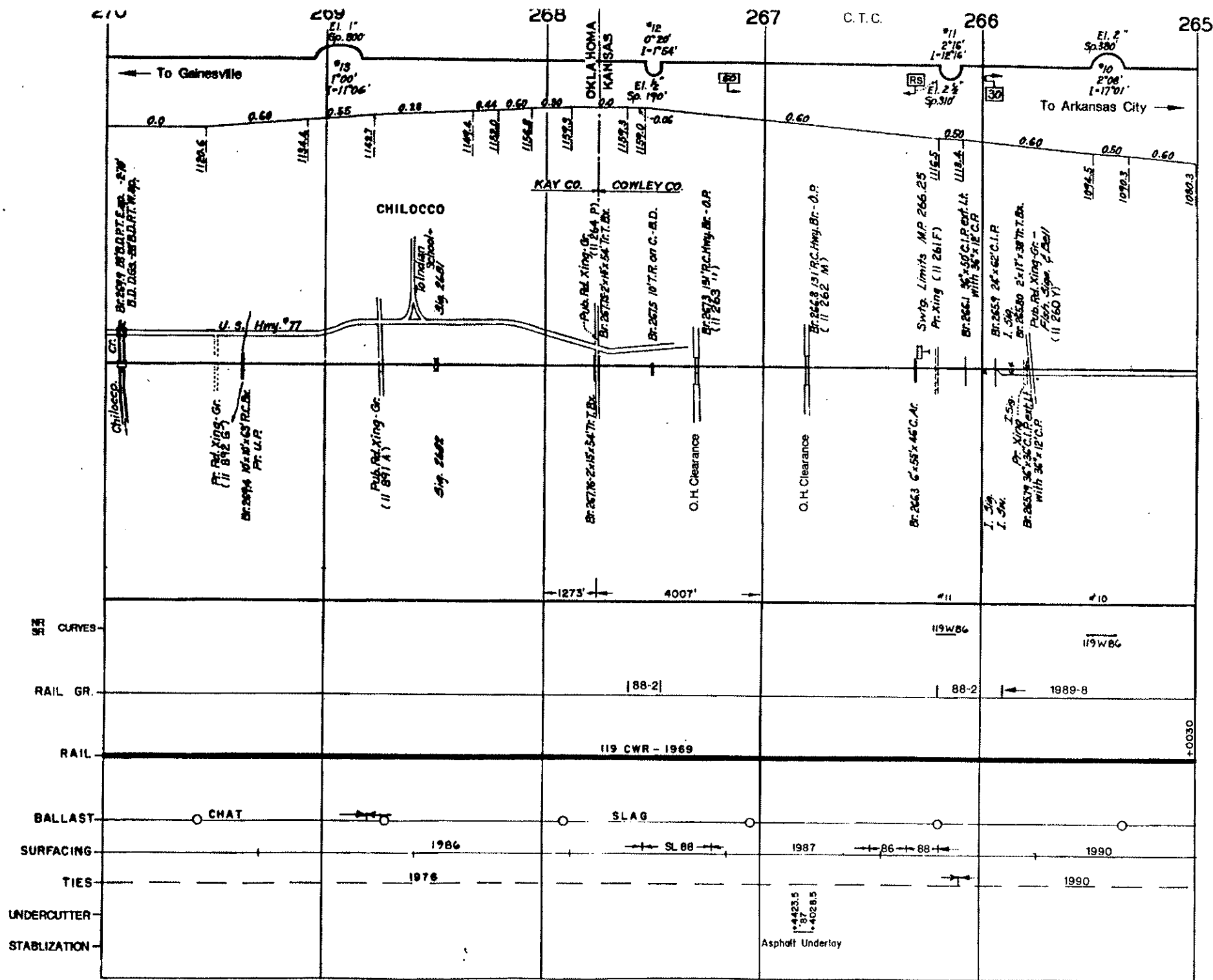
TIES

UNDERCUTTER

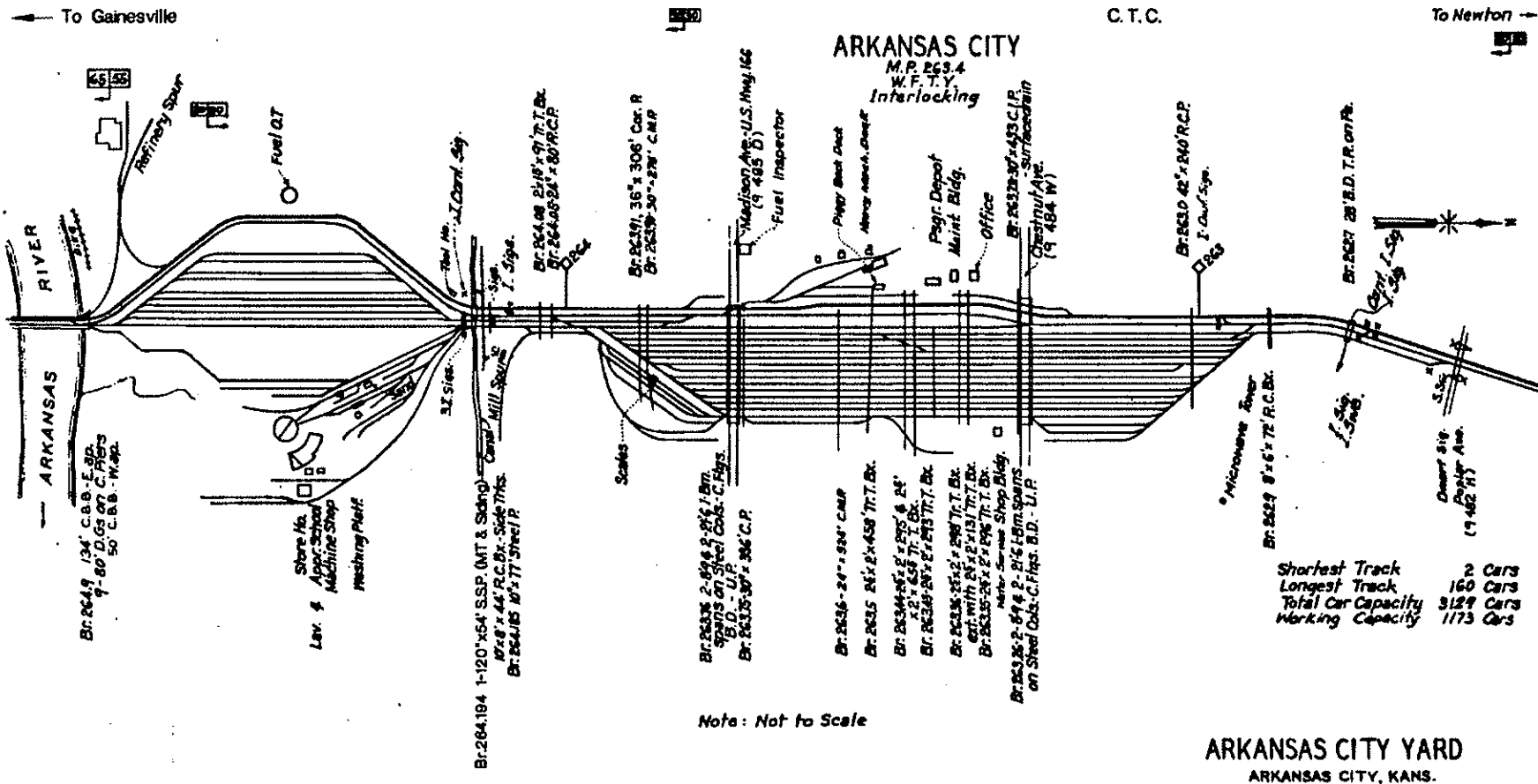
STABILIZATION

RAIL GR.		16-21		1989-2
RAIL			136 CWR - 3 - 1976	
BALLAST			CHAT	
SURFACING			1986	
TIES		1976		
UNDERCUTTER				
STABILIZATION				

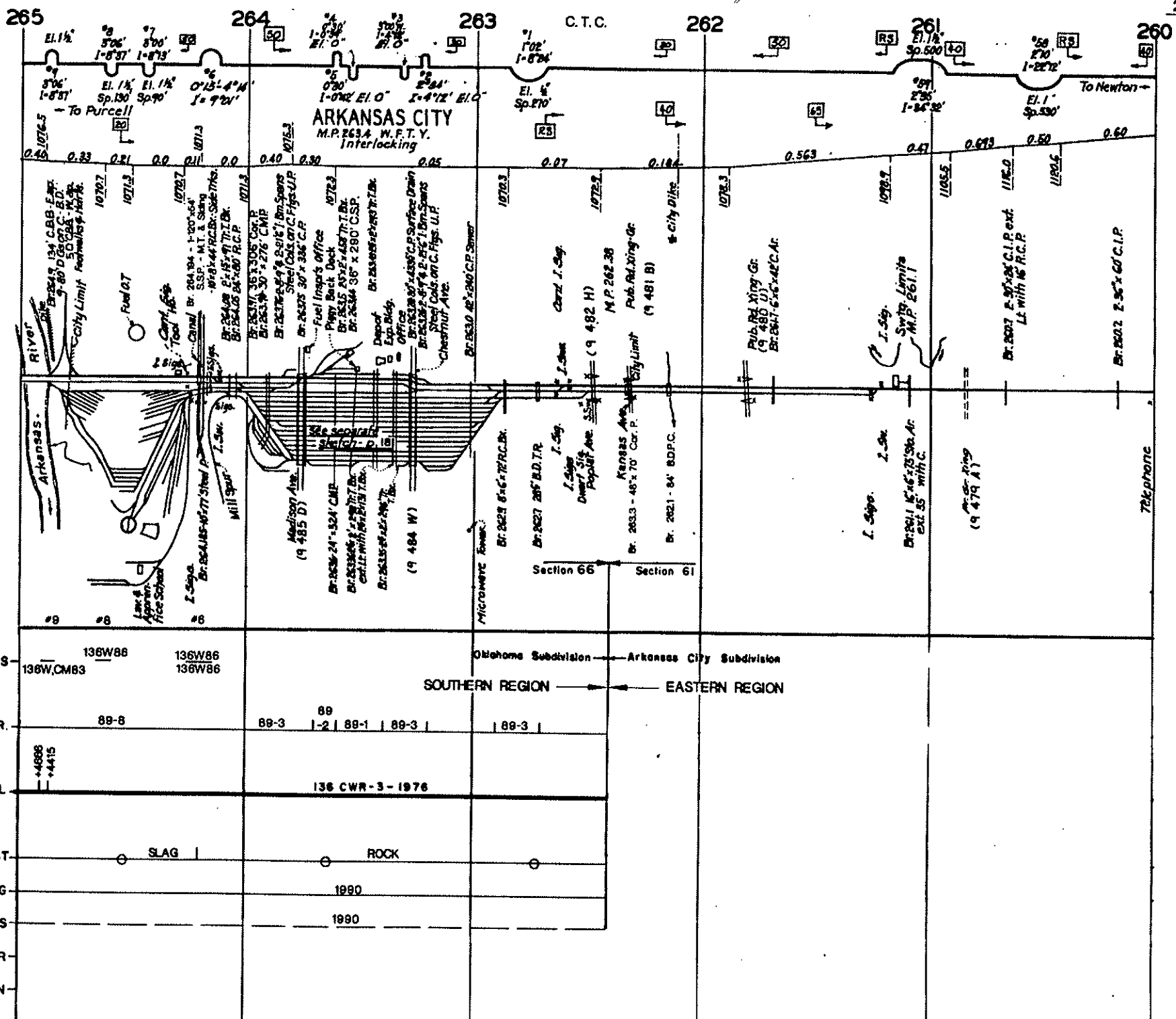




REVISED 3-91







**ARKANSAS CITY**  
M.P. 263.4 W.F.T.Y.  
Interlocking

NR									
BR									
CURVES	136W86	136W86							
	136W,CM83	136W86							
RAIL GR.	89-8	89-3	89	89-1	89-3				
RAIL	+4688 +4415		136 CWR-3-1976						
BALLAST	SLAG		ROCK						
SURFACING			1990						
TIES			1990						
UNDERCUTTER									
STABILIZATION									

# Oklahoma Subdivision

Arkansas City (M.P. 262.4) to Gainesville (M.P. 409.1)