6th Subdivn

TULSA DIV.

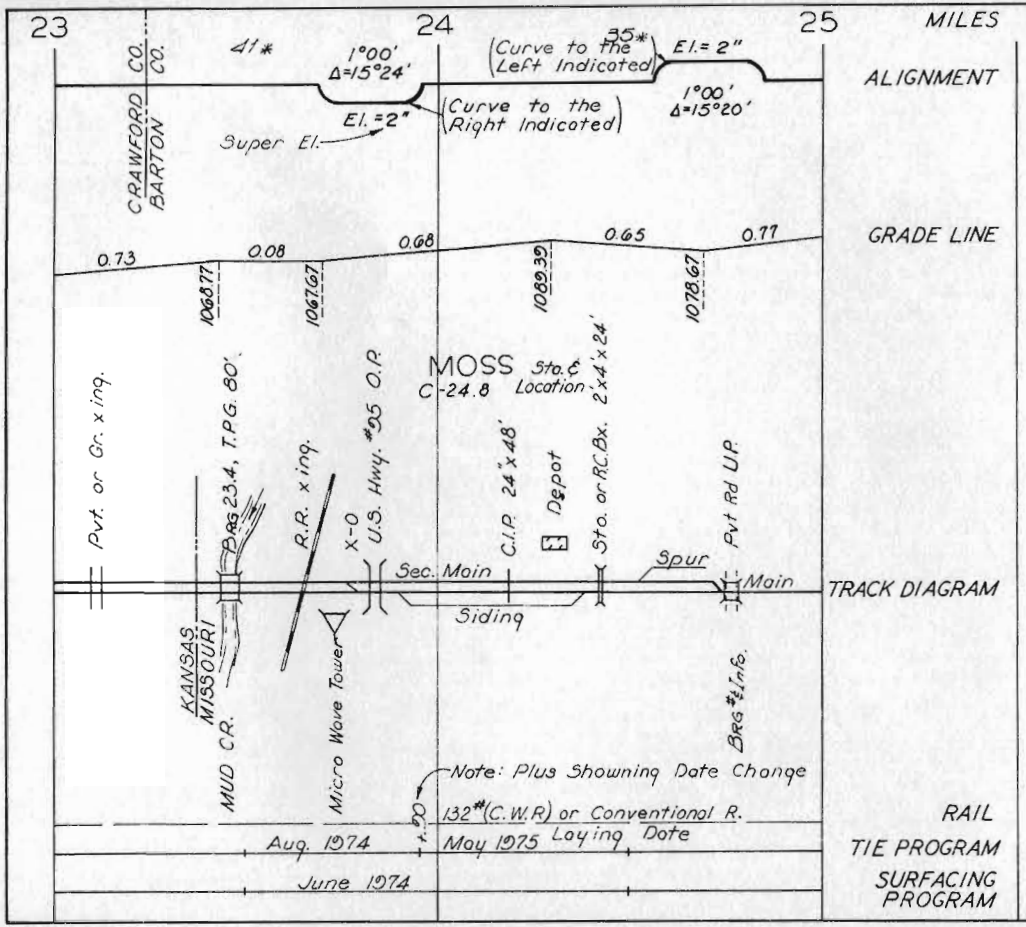
BURLINGTON NORTHERN RAILROAD

TRACK CHART

SAPULPA, OKLA. TO FRANCIS, OKLA.

M.P. E-437.1 TO E-539.1

CORRECTED TO 1 APRIL 1983



EXPLANATION

Scales — 1"=2640' — Horizontal Scale for Profile Alignment and Tracks
1"=200' Vertical Scale for Profile

——— Ascending Ruling Grades for District

Figures on Grade Lines are % Gradionts.
Figures Below Grade Lines are Profile Base of Rail(or Above) Elevations in Feet
X = All Types of Signals.
50|45 Permanent Slow Speed Signs With
Appropriate Speeds Shown.
Infrared Hot Box Detector
Dragging Equipment Detector (arrow or arrows denote direction protected.)
* Number of Poles Per Mile.

ABBREVIATIONS

BRIDGES & DRAINAGE STRUCTURES

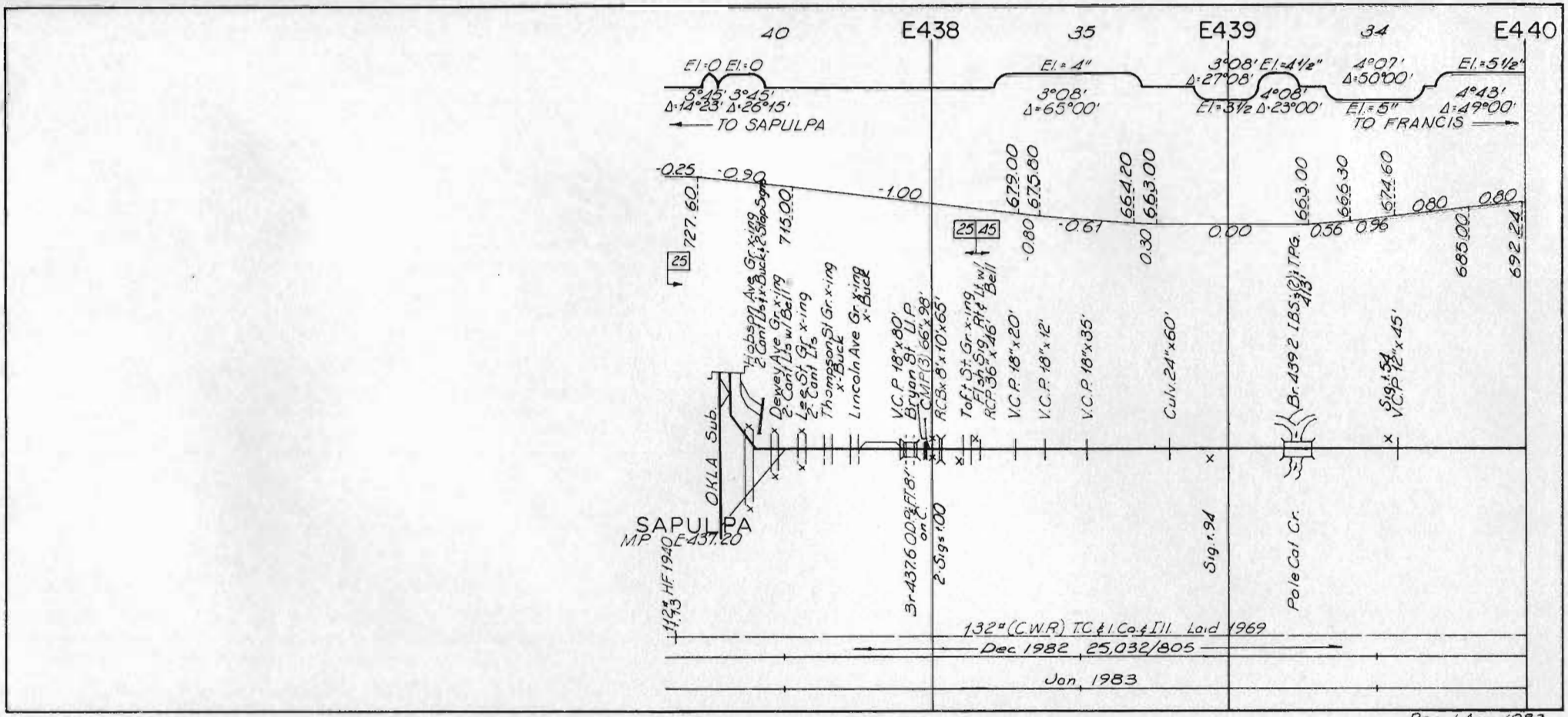
CULV.	CULVERT
AR.	ARCH
BX.	BOX
STO.	STONE
DBL.	DOUBLE
EXT	EXTENSION
V.C.P.	VITRIFIED CLAY PIPE
C.I.P.	CAST IRON PIPE
C.M.P.	CORRUGATED METAL PIPE
R.C.P.	REINFORCED CONCRETE PIPE
M.P.P.	MULTI-PLATE PIPE
BR.	BRIDGE
O.D.F.T.	OPEN DECK FRAME TRESTLE
B.D.F.T.	BALLASTED DECK FRAME TRESTLE
O.D.P.T.	OPEN DECK PILE TRESTLE
B.D.P.T.	BALLASTED DECK PILE TRESTLE
I.B.S.	I-BEAM SPAN
I.B.C.E.	I-BEAMS, CONCRETE ENCASED
D.P.G.	DECK PLATE GIRDER
T.P.G.	THROUGH PLATE GIRDER
D.R.T.	DECK RIVETED TRUSS
T.R.T.	THROUGH RIVETED TRUSS
D.P.C.T.	DECK PIN CONNECTED TRUSS
T.P.C.T	THROUGH PIN CONNECTED TRUSS
P.R.T.	PONY RIVETED TRUSS
R.C.S.	REINFORCED CONCRETE SPAN
P.S.C.S.	PRESTRESSED CONCRETE SPAN
L.J.I.P.	LOOSE JOINT IRON PIPE

MISCELLANEOUS

CR.	CREEK
RIV.	RIVER
CO.	COUNTY
HO.	HOUSE
LT.	LEFT
RT.	RIGHT
R.R.	RAILROAD
R.Y.	RAILWAY
O.P.	OVERPASS
U.P.	UNDERPASS
YD.	YARD
E.	EAST
W.	WEST
N.	NORTH
S	SOUTH
ST.	STREET
AVE.	AVENUE
HWY.	HIGHWAY
RTE.	ROUTE
RD. X-ING	ROAD CROSSING
PUB.	PUBLIC
PVT.	PRIVATE
STA.	STATION
TRK.	TRACK
OFF.	OFFICE
JCT.	JUNCTION
CONN.	CONNECTION
FRT.	FREIGHT
IND.	INDUSTRY
M/T	MAIN TRACK
FLSH.	FLASHING
CANT.	CANTILEVER

(MISC. - CONT.)

H.B. DET.	HOT BOX DETECTOR
SIG.	SIGNAL
D.E. DET.	DRAGGING EQUIPMENT DETECTOR
SURF.	SURFACING
C.T.C. TERR.	CENTRALIZED TRAFFIC CONTROL TERRITORY
C.W.R.	CONTINUOUS WELDED RAIL
INTER.	INTERLOCKING
GR.	AT GRADE
EL.	ELEVATION OF CURVES
Δ	DELTA OF CURVES
C.M.	CURVE MASTER



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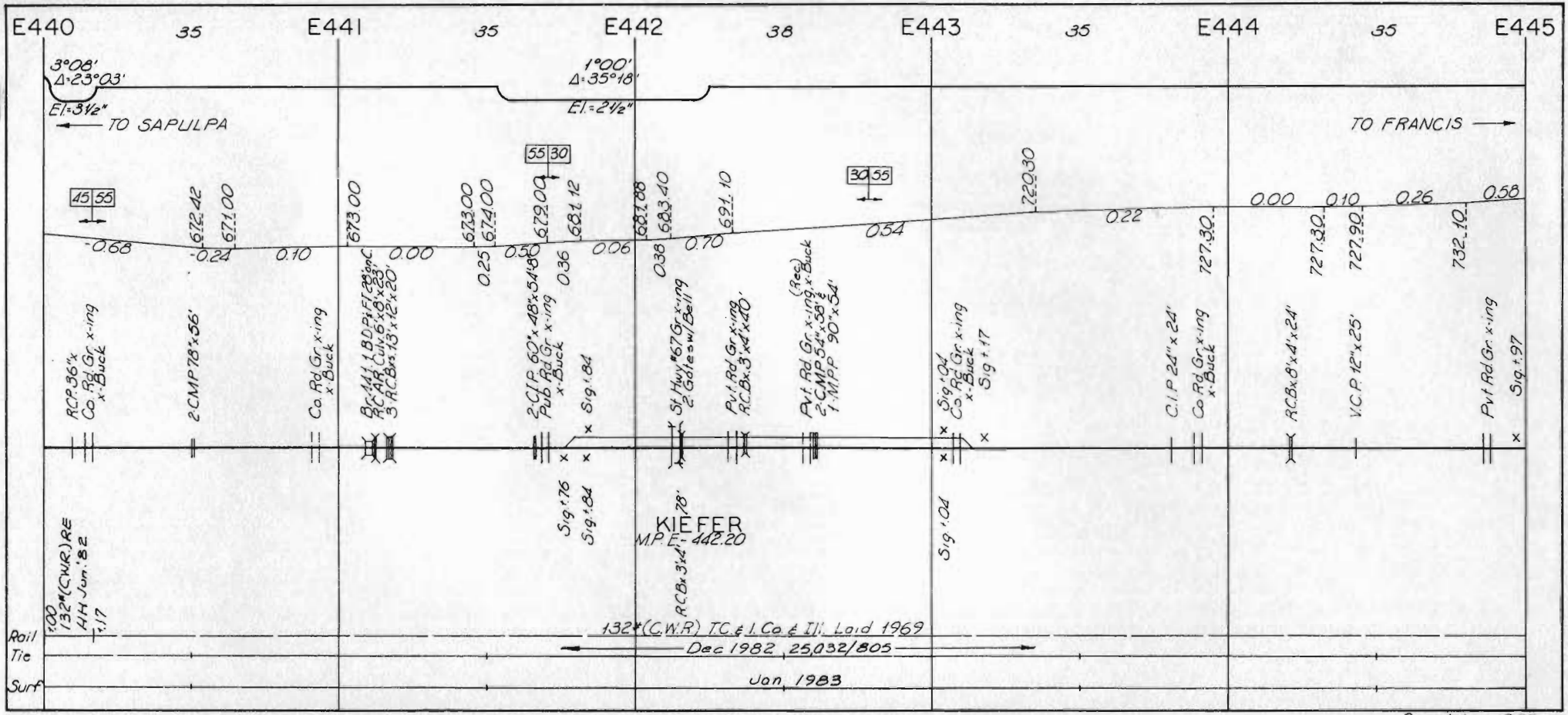

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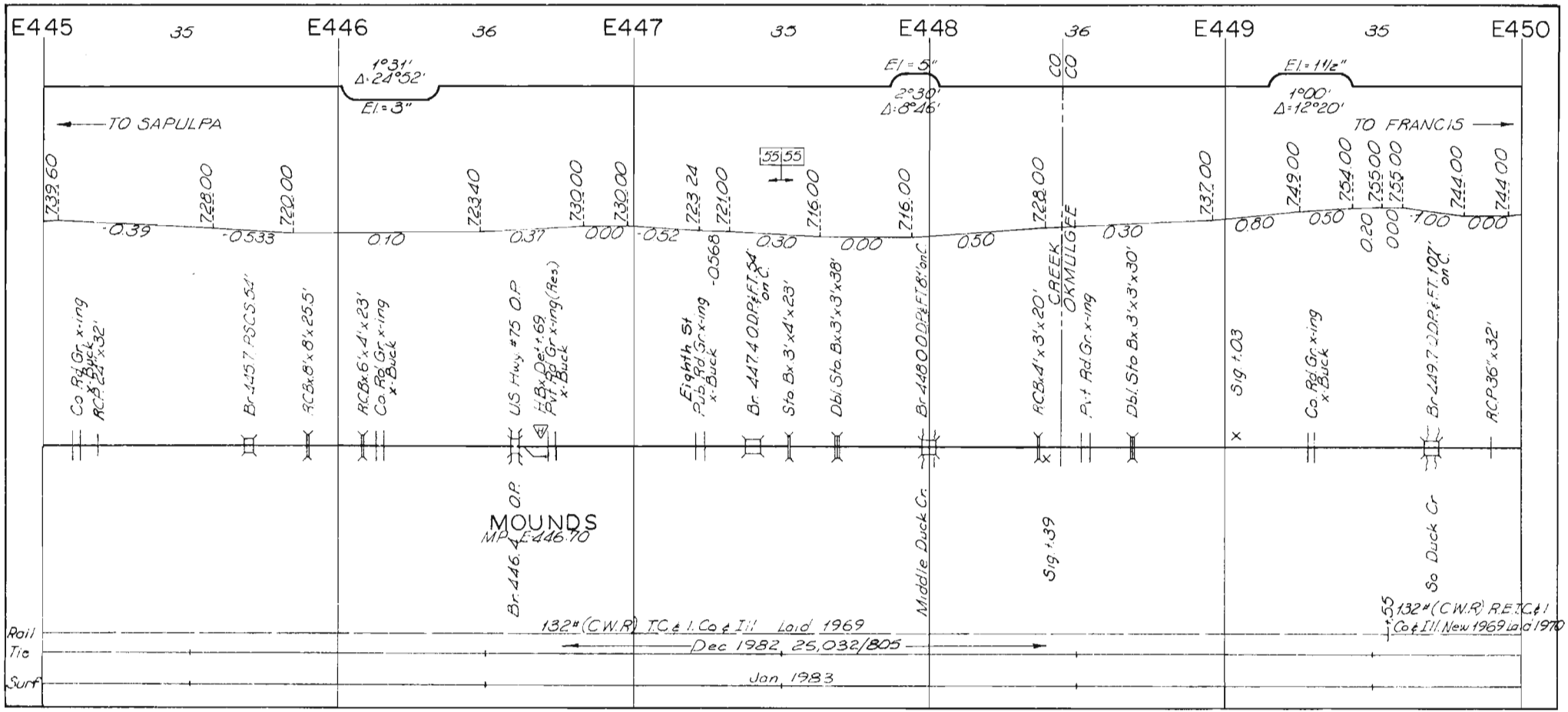

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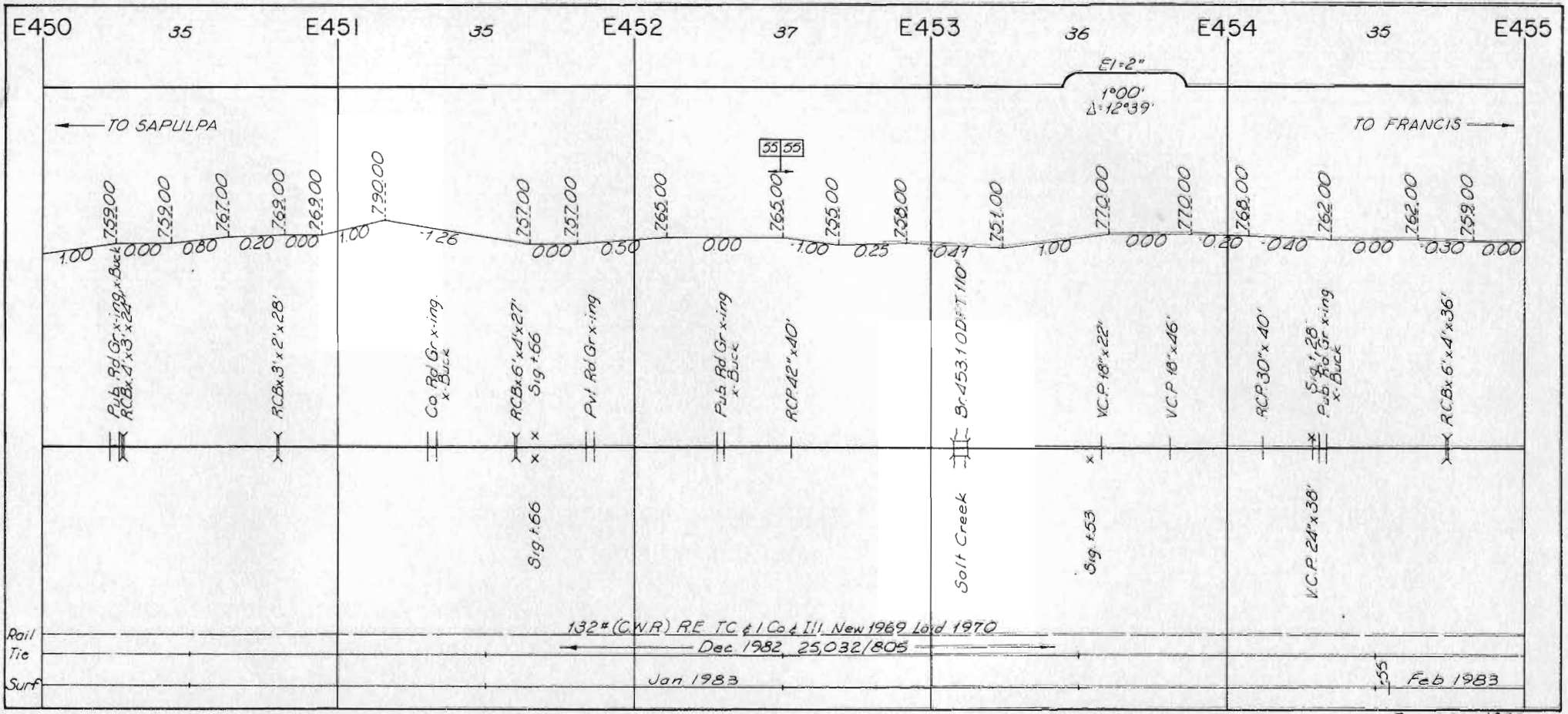

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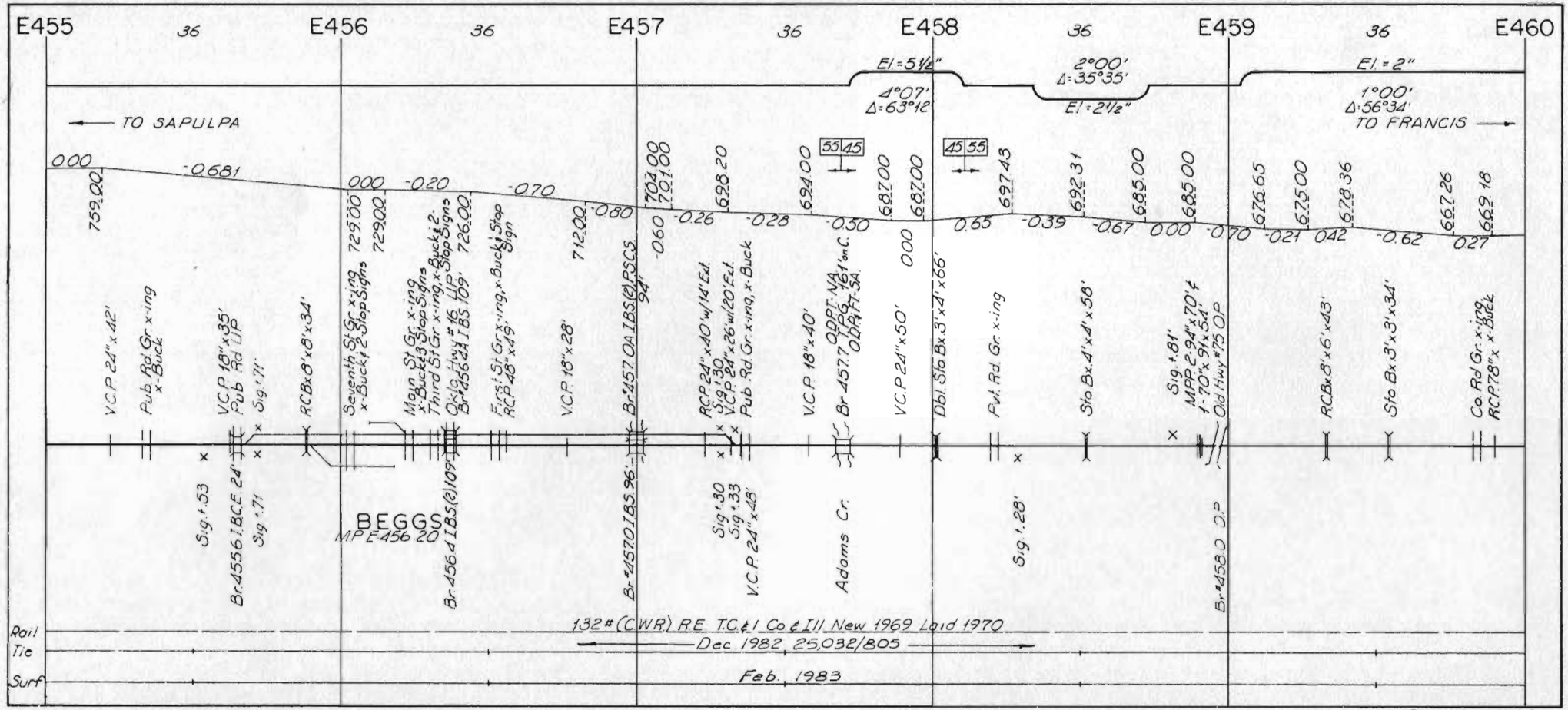

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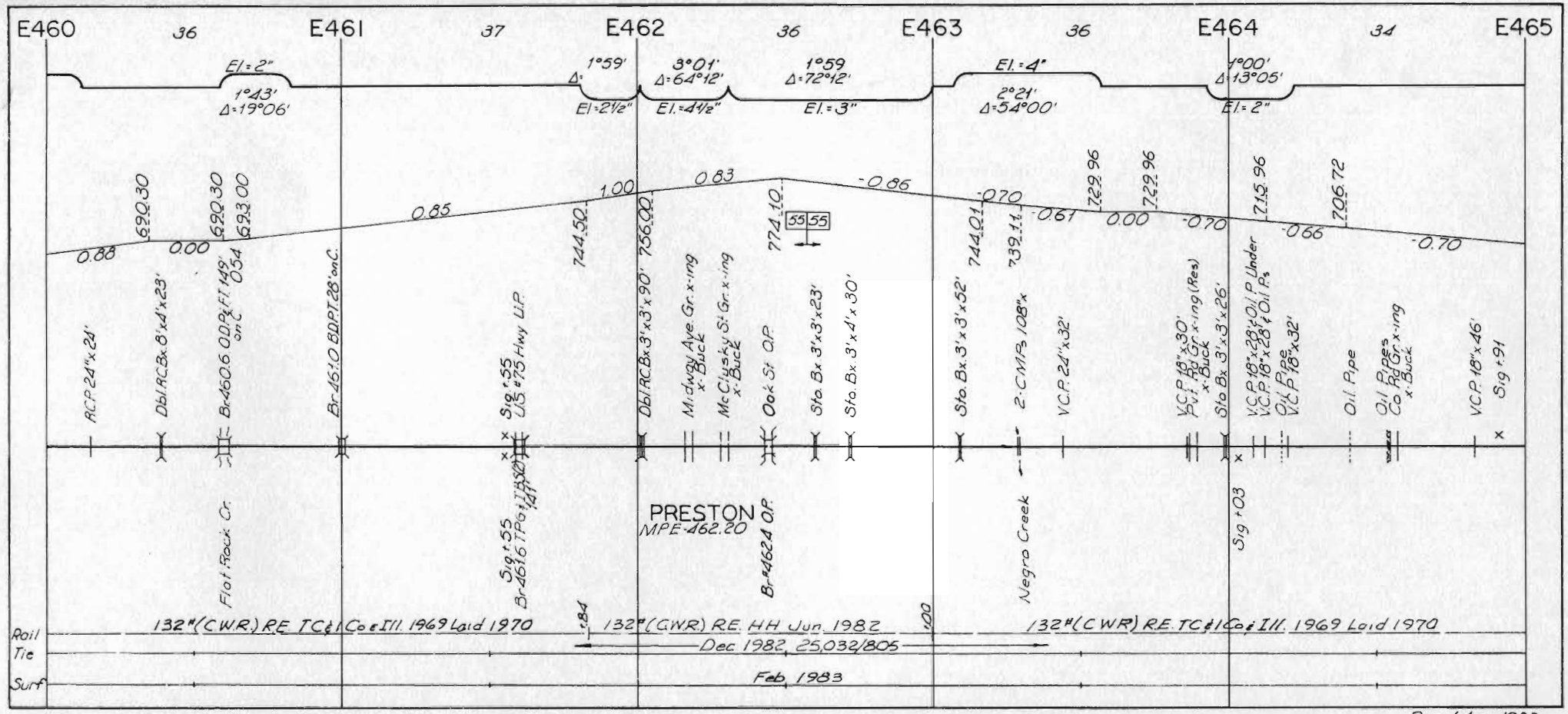

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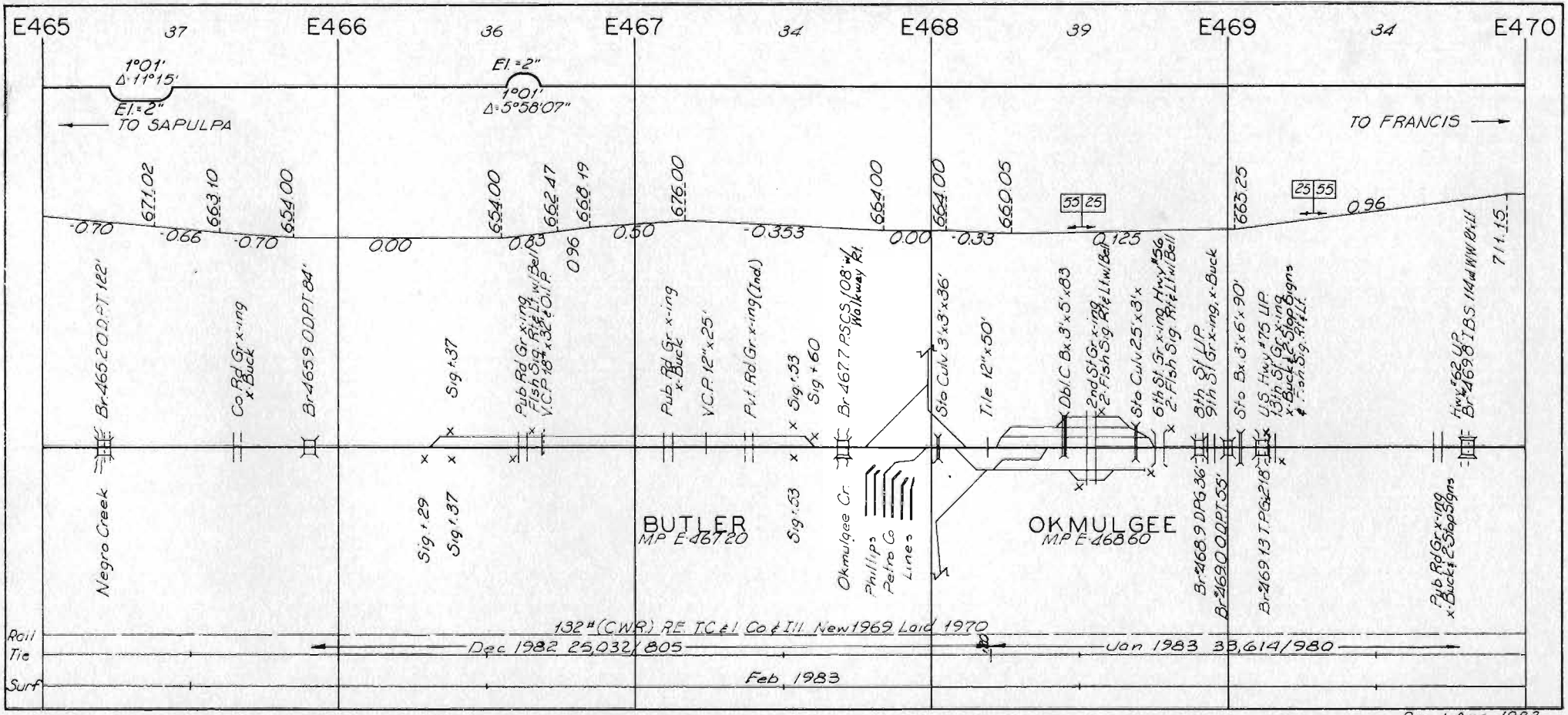
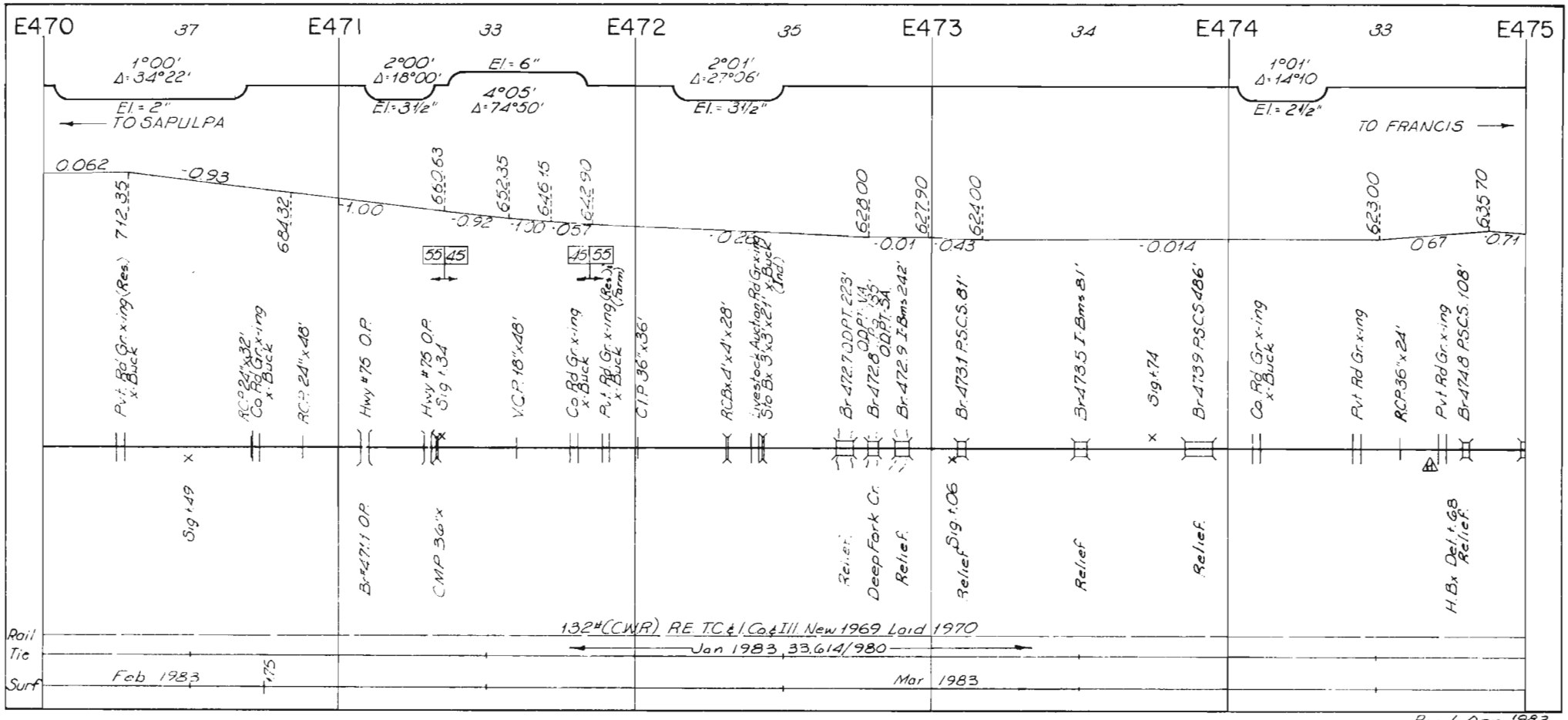


Rev 1 Apr 1983



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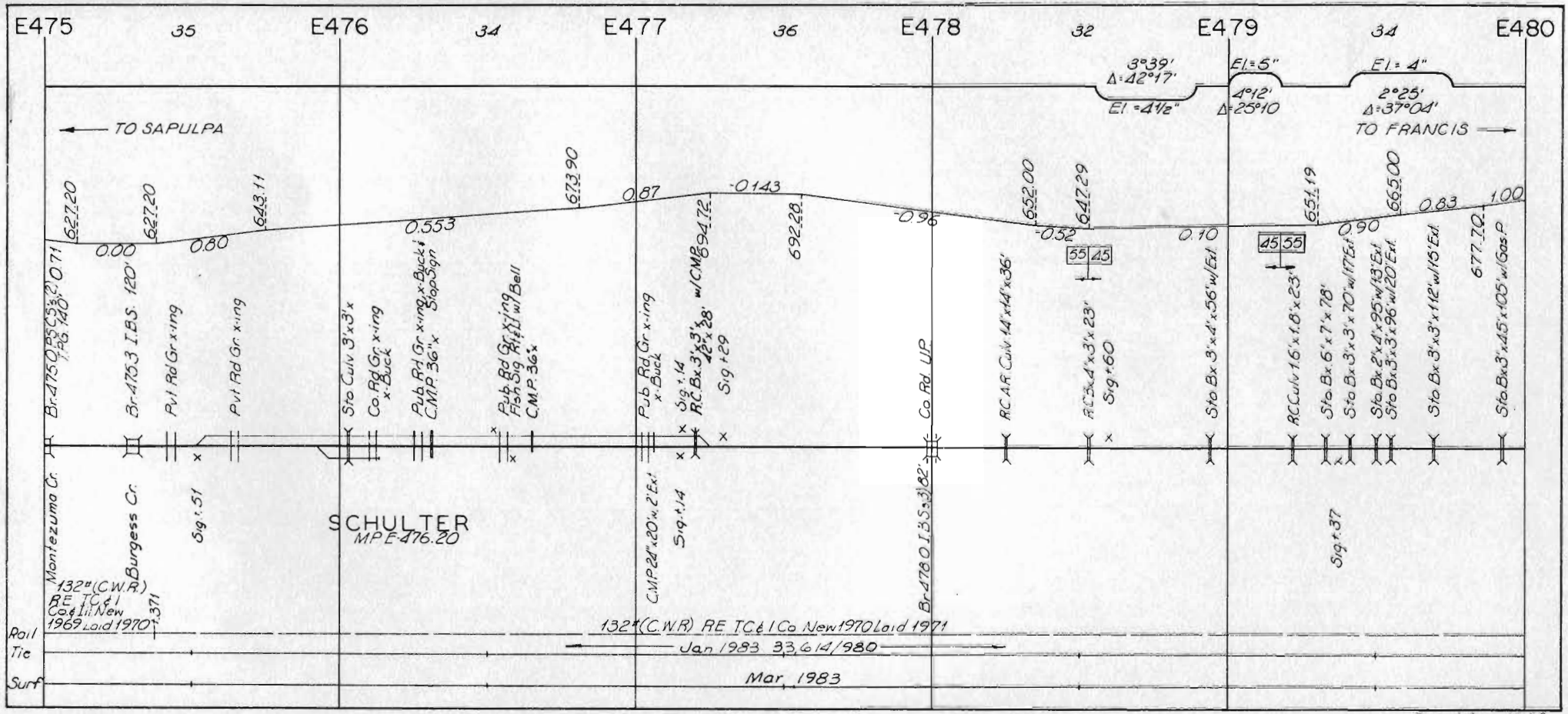

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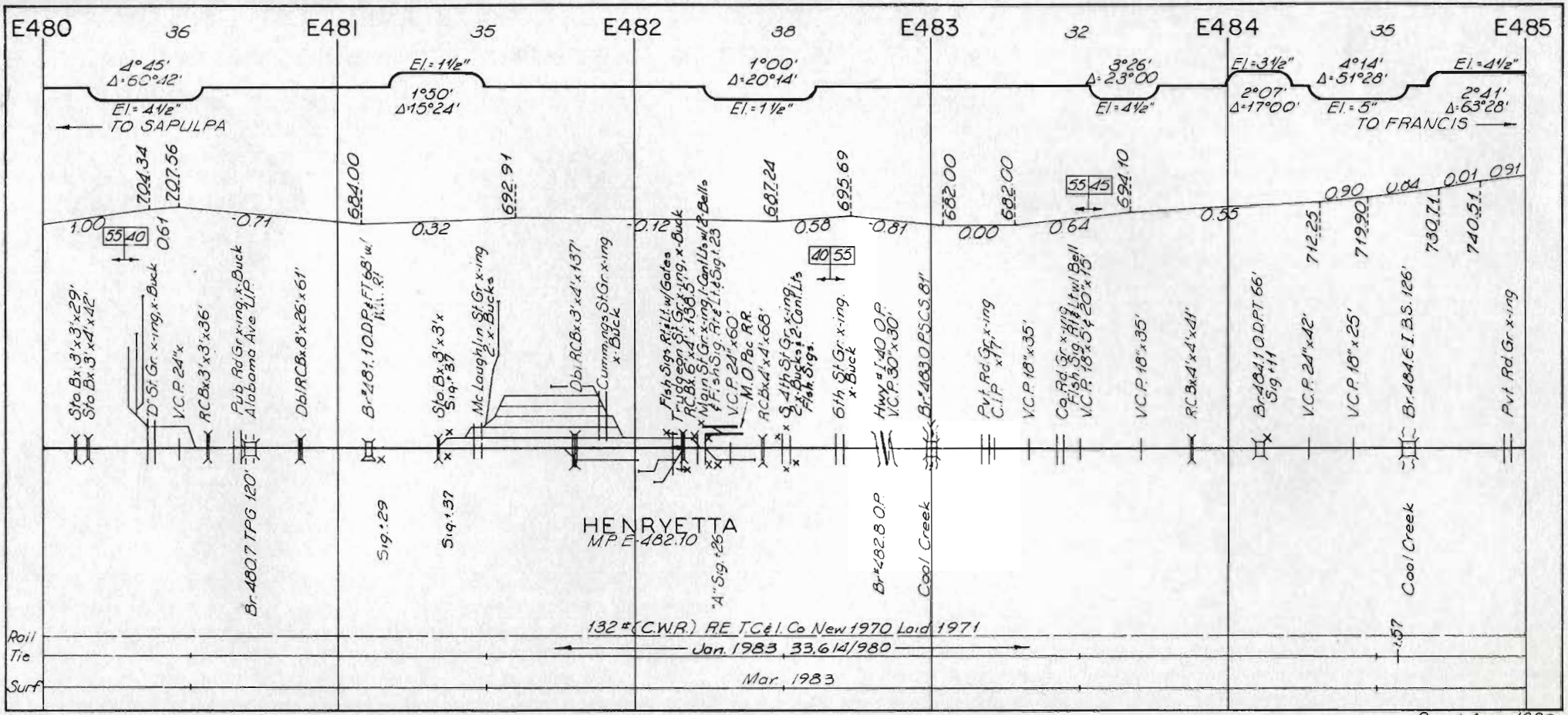

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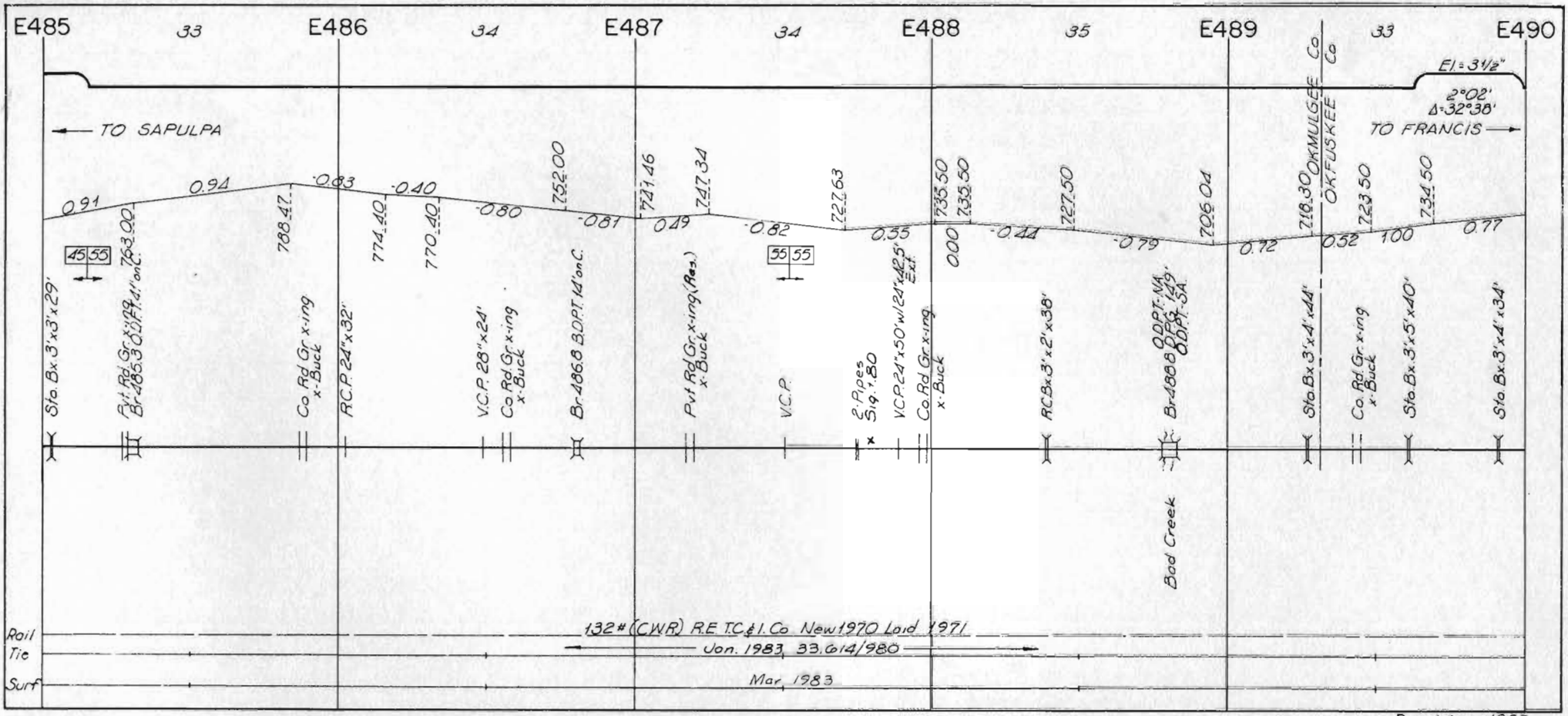

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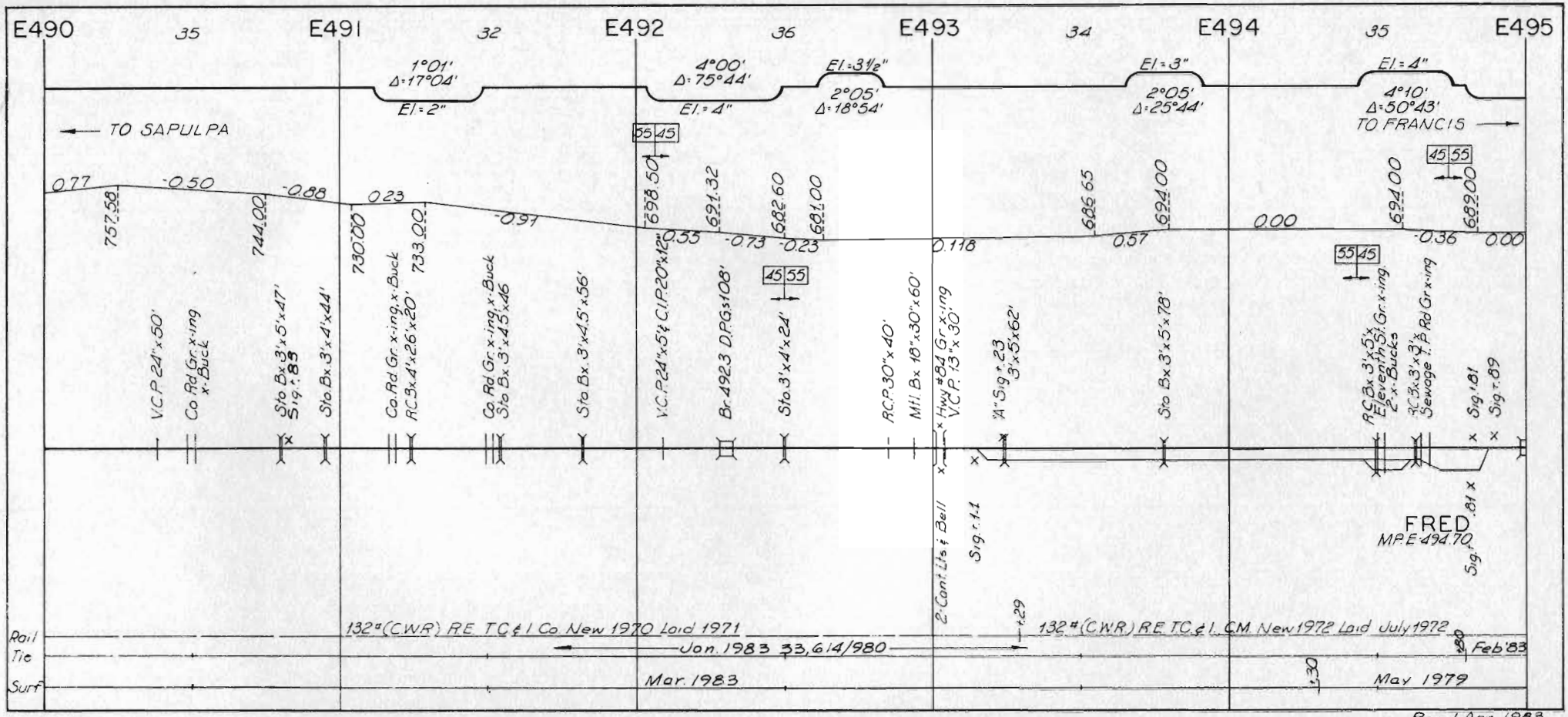

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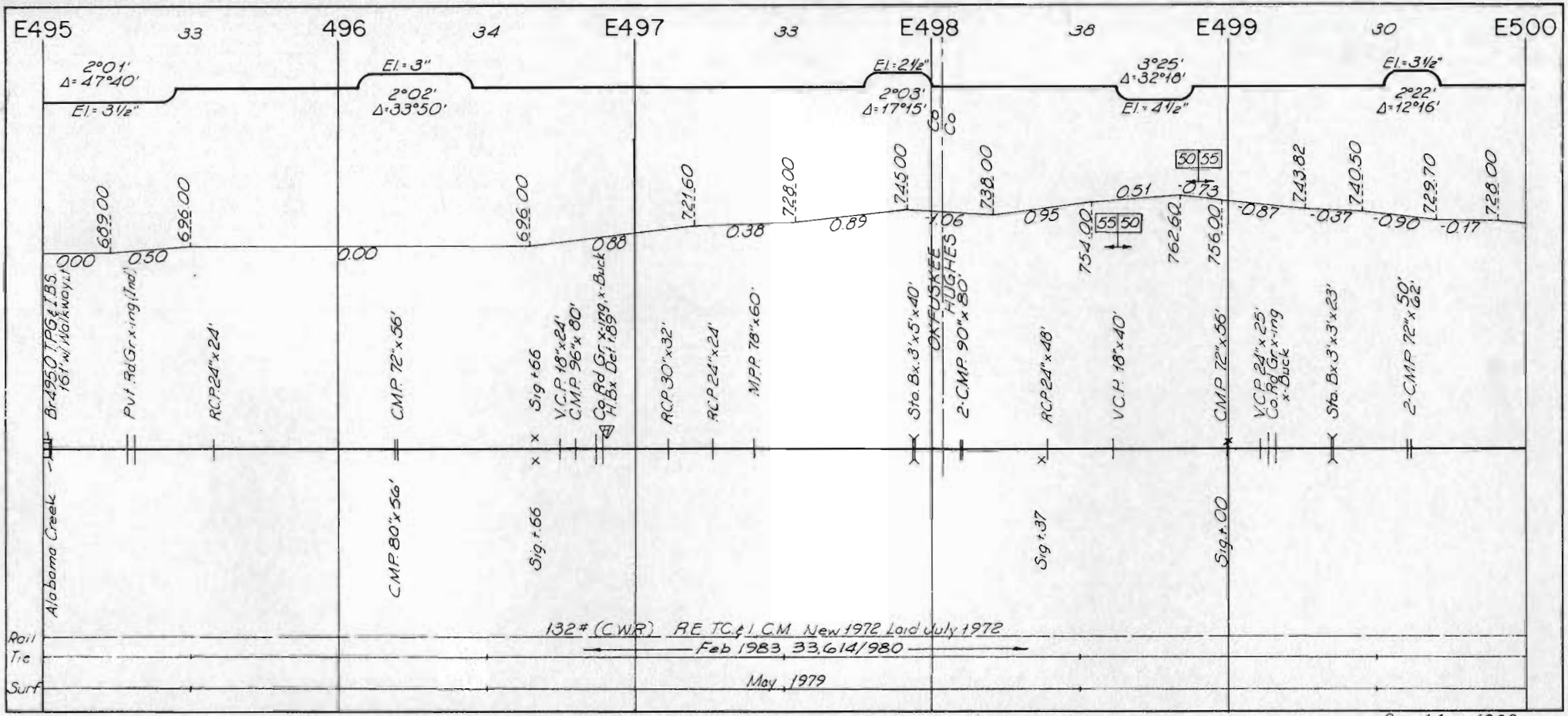

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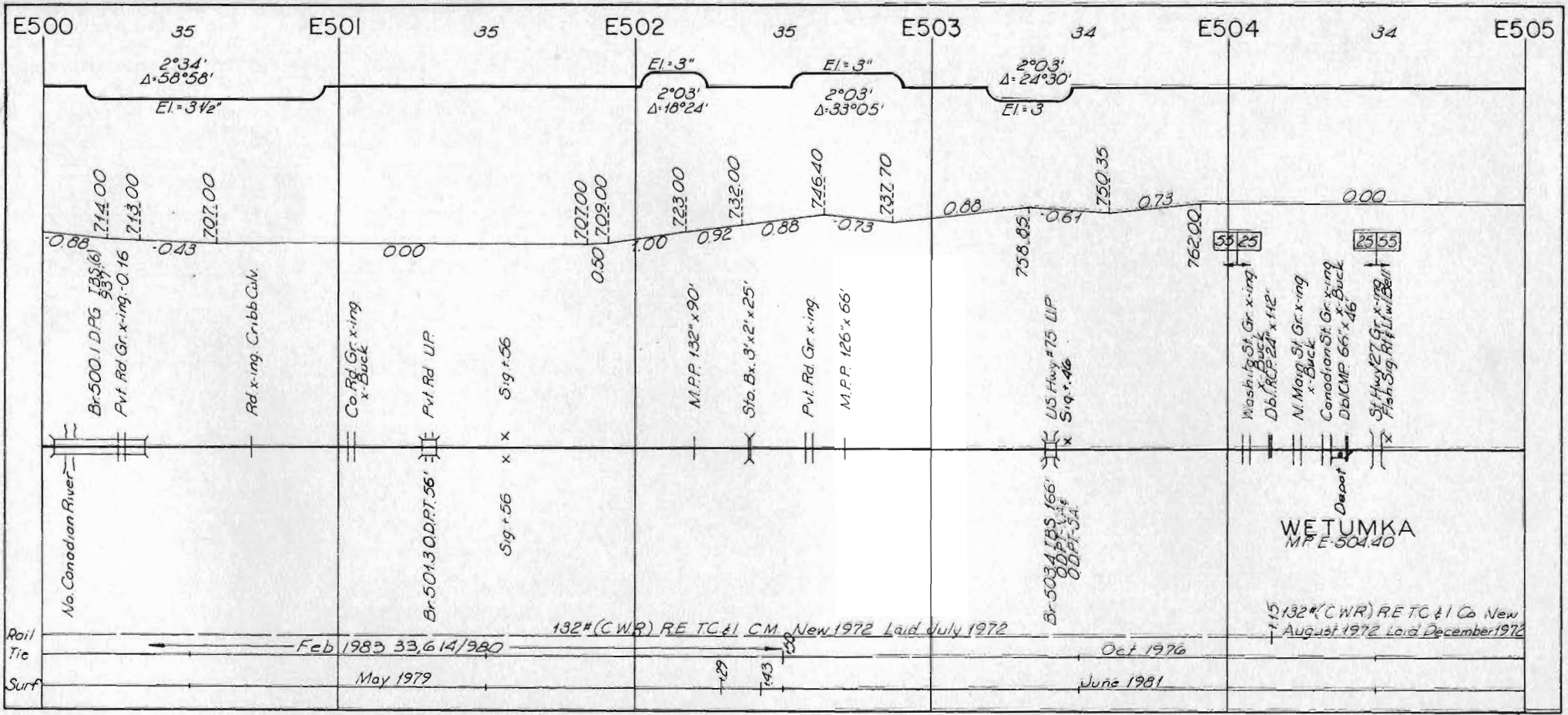

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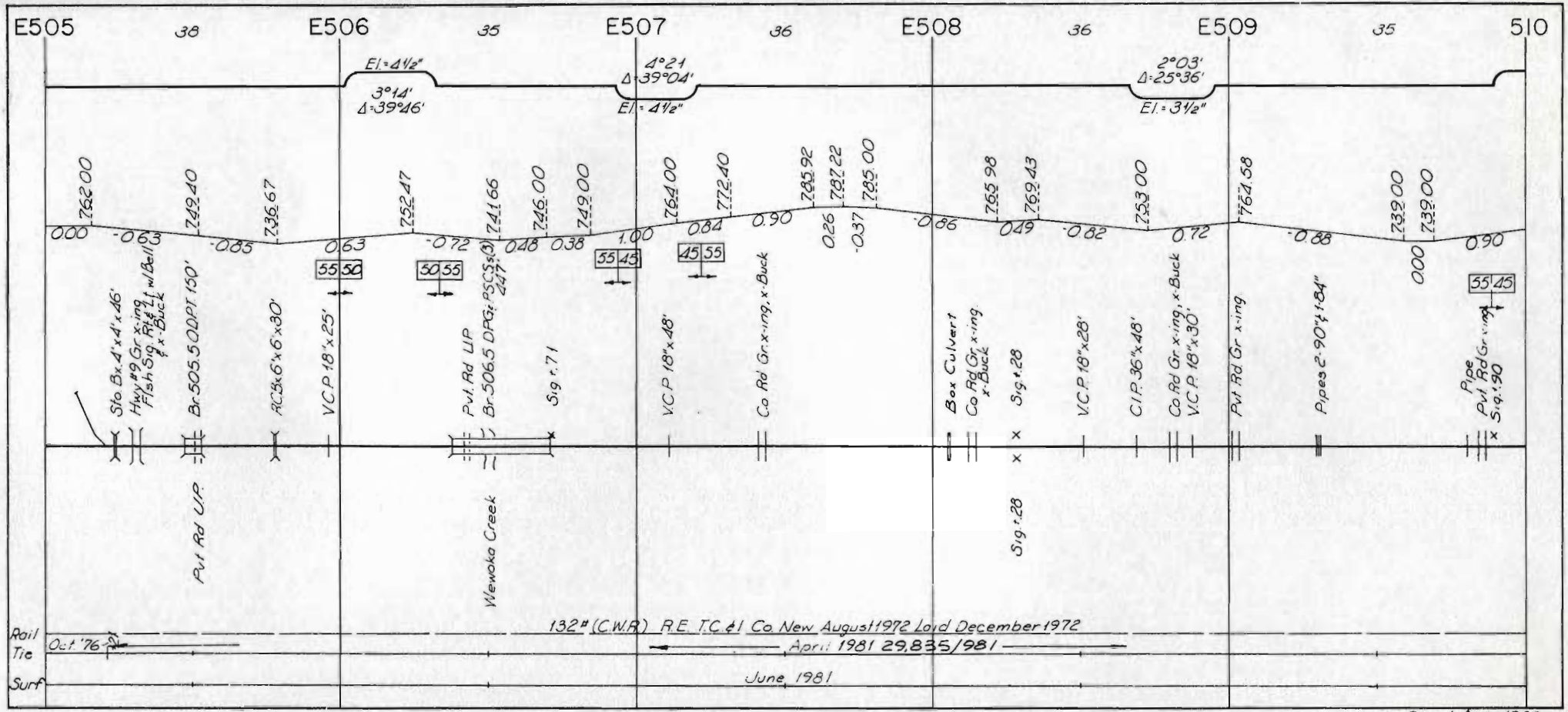

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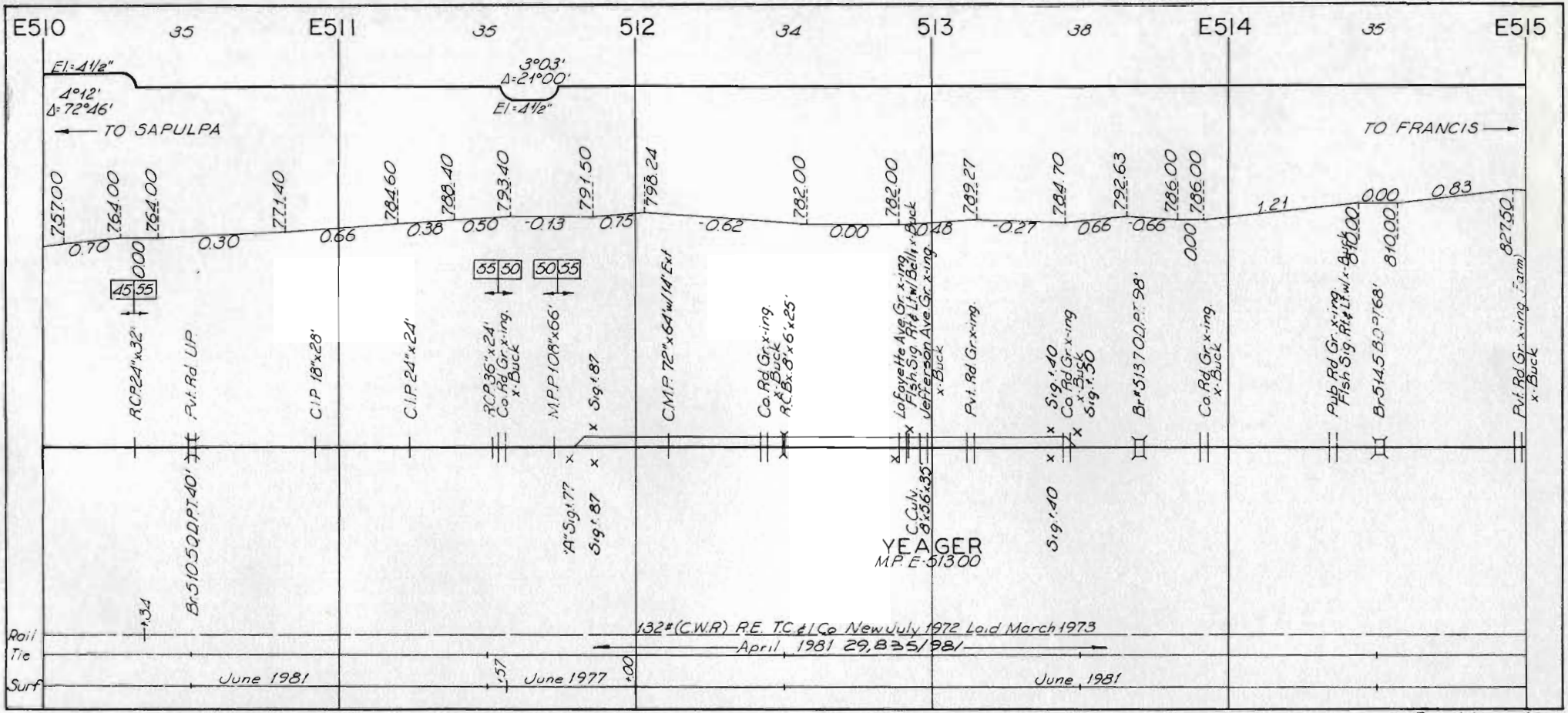

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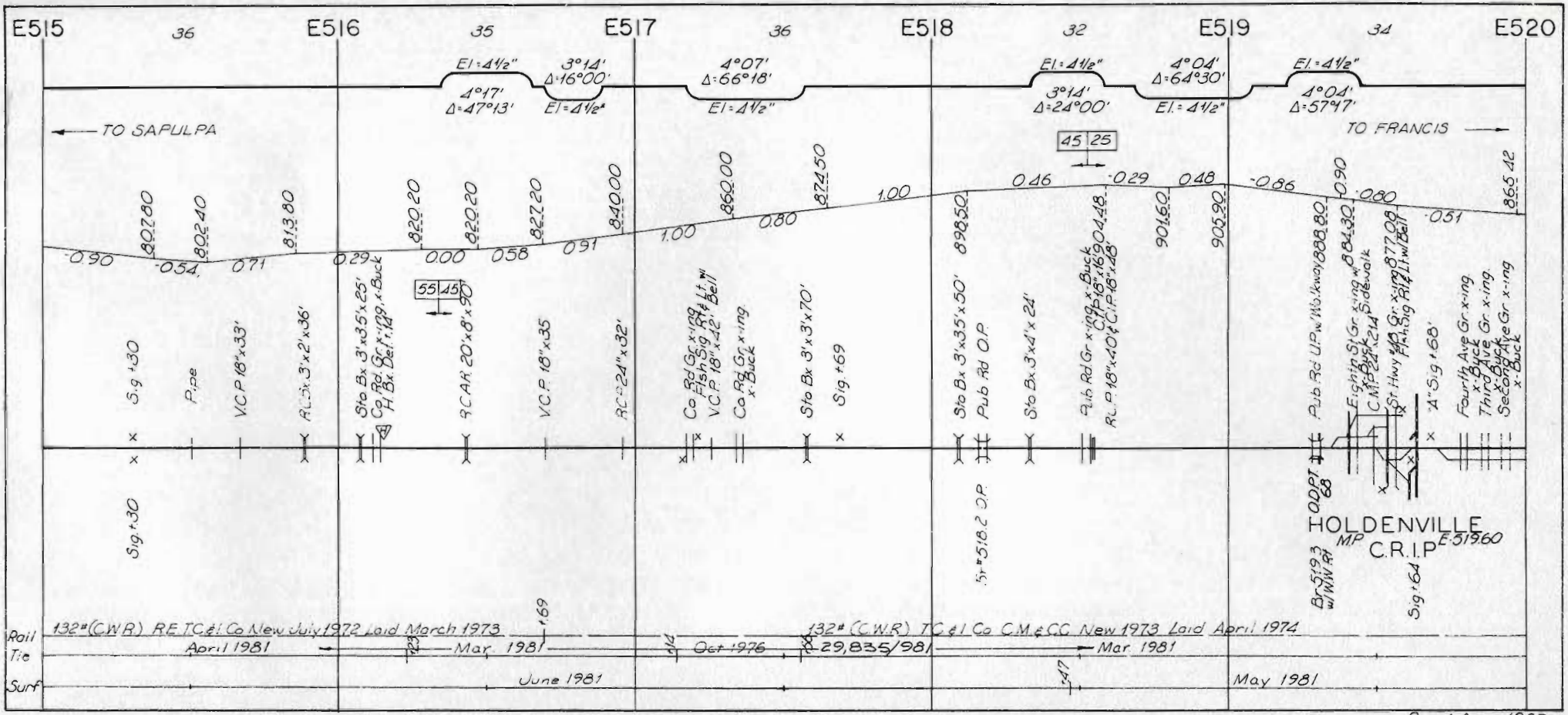

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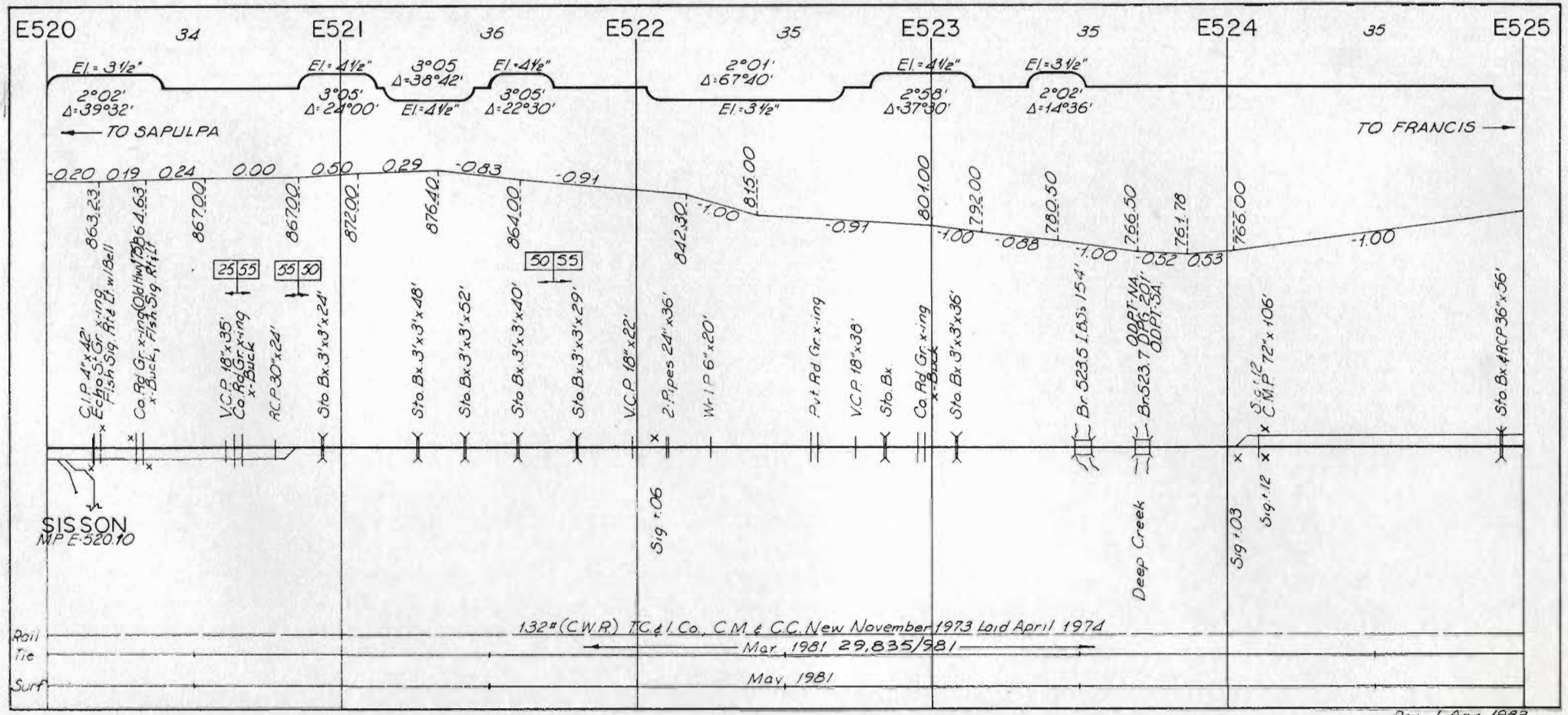

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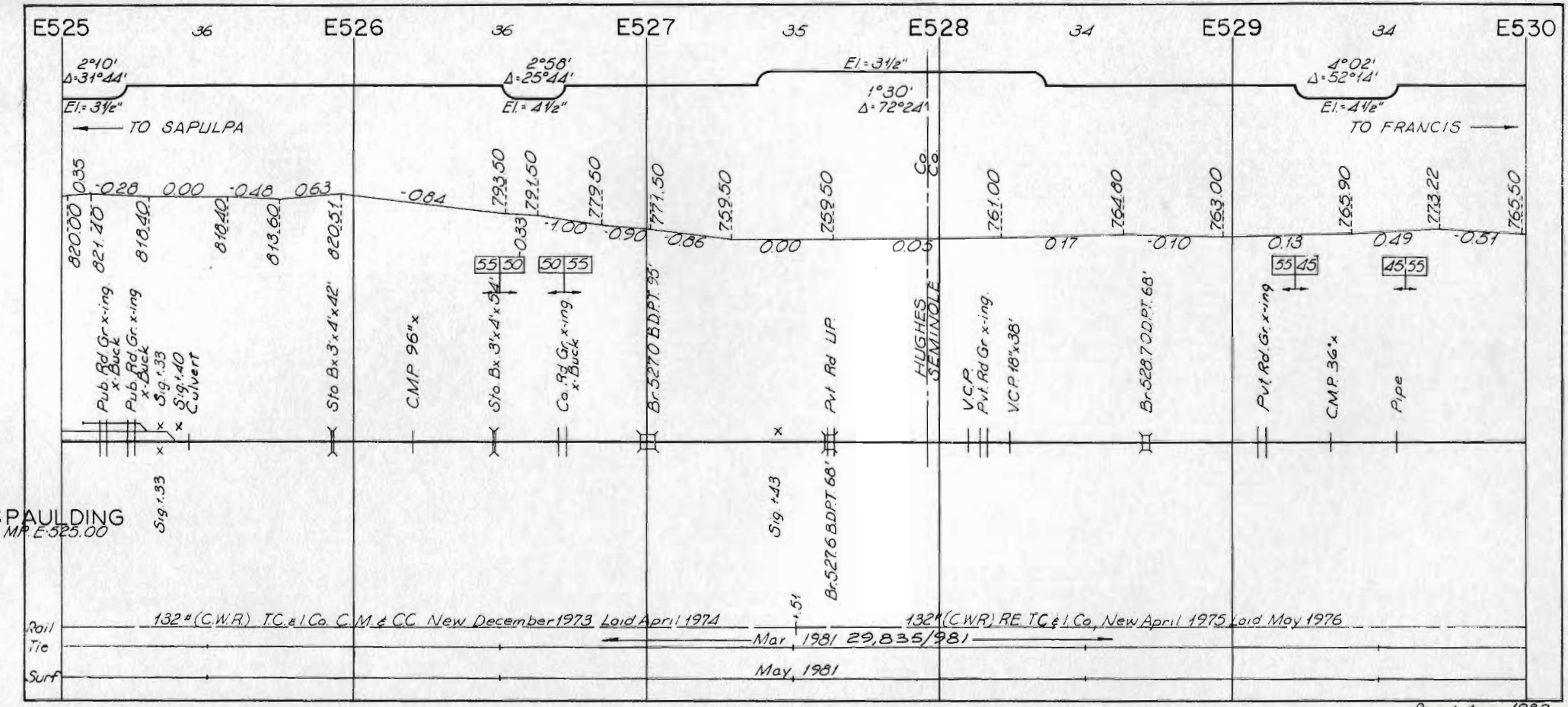

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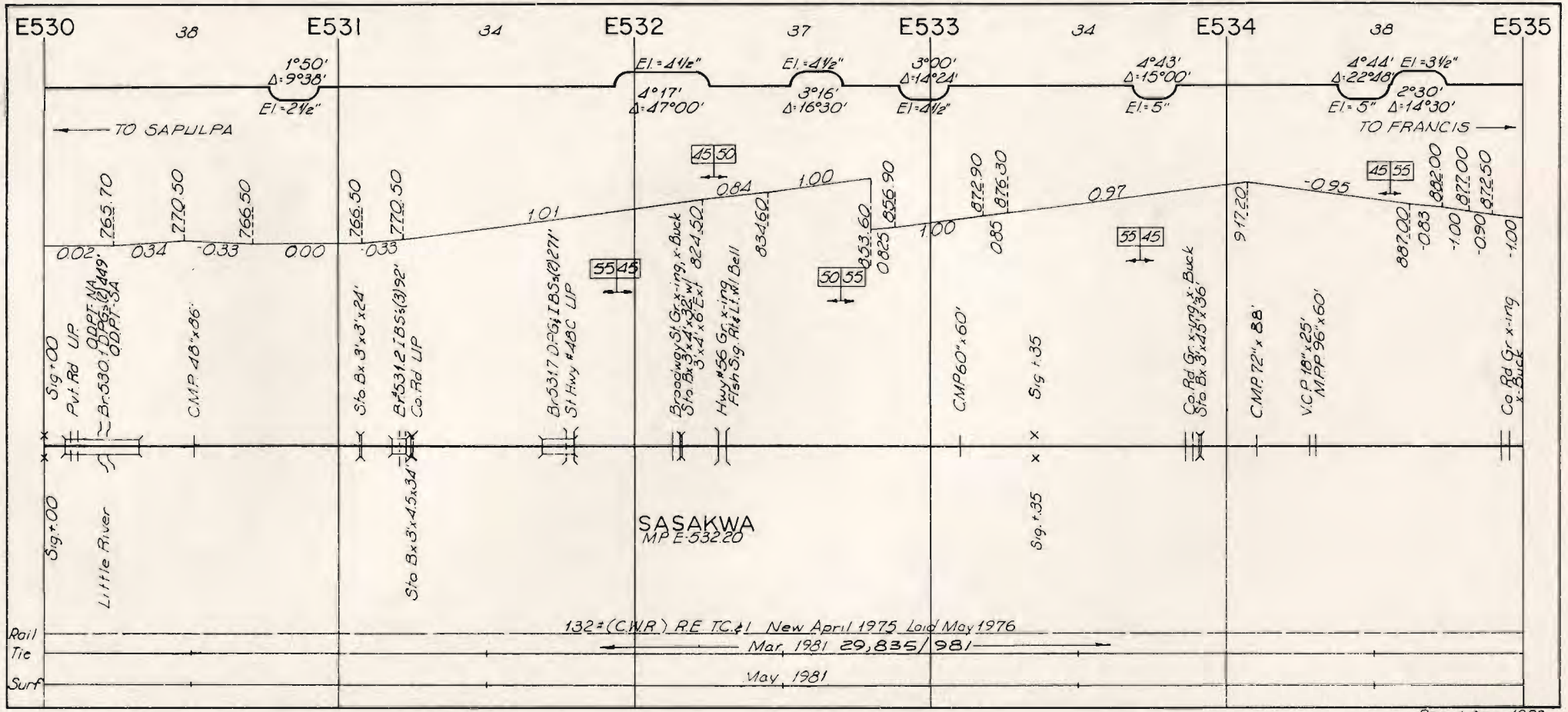

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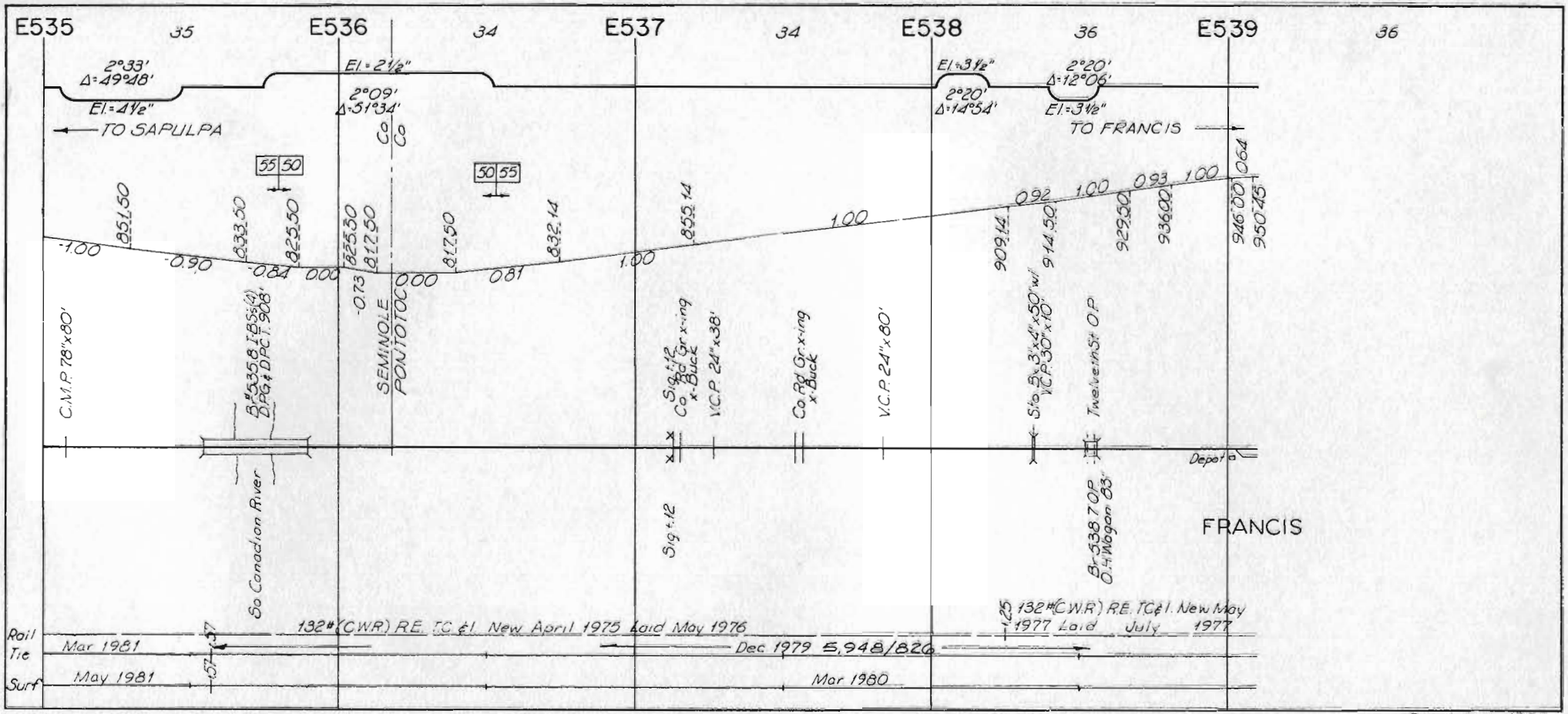
E535
35
E536
34
E537
34
E538
36
E539
36
2°33'
Δ=49°48'
El.=4½"
TO SAPULPA
El.=2½"
2°09'
Δ=51°34'
Co
Co
El.=3½"
2°20'
Δ=14°54'
2°20'
Δ=12°06'
El.=3½"
TO FRANCIS
55 50
50 55
851.50
833.50
825.50
825.30
817.50
817.50
832.14
855.14
909.14
914.50
929.50
936.00
946.00
950.45
-1.00
-0.90
-0.84
0.00
-0.73
0.00
0.81
1.00
0.92
1.00
0.93
1.00
0.64
C.M.P. 78"x80'
B-535.8 LBS(4) DPG & DPC 1.908'
SEMINOLE PONTOTOC
Sig. 12
Co. Rd. Gr x-ing x-Buck
V.C.P. 24"x38'
Co. Rd. Gr x-ing x-Buck
V.C.P. 24"x80'
S to B 3"x4"x50" w/ V.C.P. 30"x10'
Twelve Mile St. O.P.
Depot
FRANCIS
So. Canadian River
Sig. 12
B-538.7 O.P. 0.4 Wagon 83'
1.25
132# (C.W.R.) R.E. TC & I. New April 1975 Laid May 1976
132# (C.W.R.) R.E. TC & I. New May 1977 Laid July 1977
Rail
Tie
Surf
Mar 1981
May 1981
.57
.57
Dec. 1979 5,948/820
Mar 1980

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