

1st Subdivn
TULSA DIV.

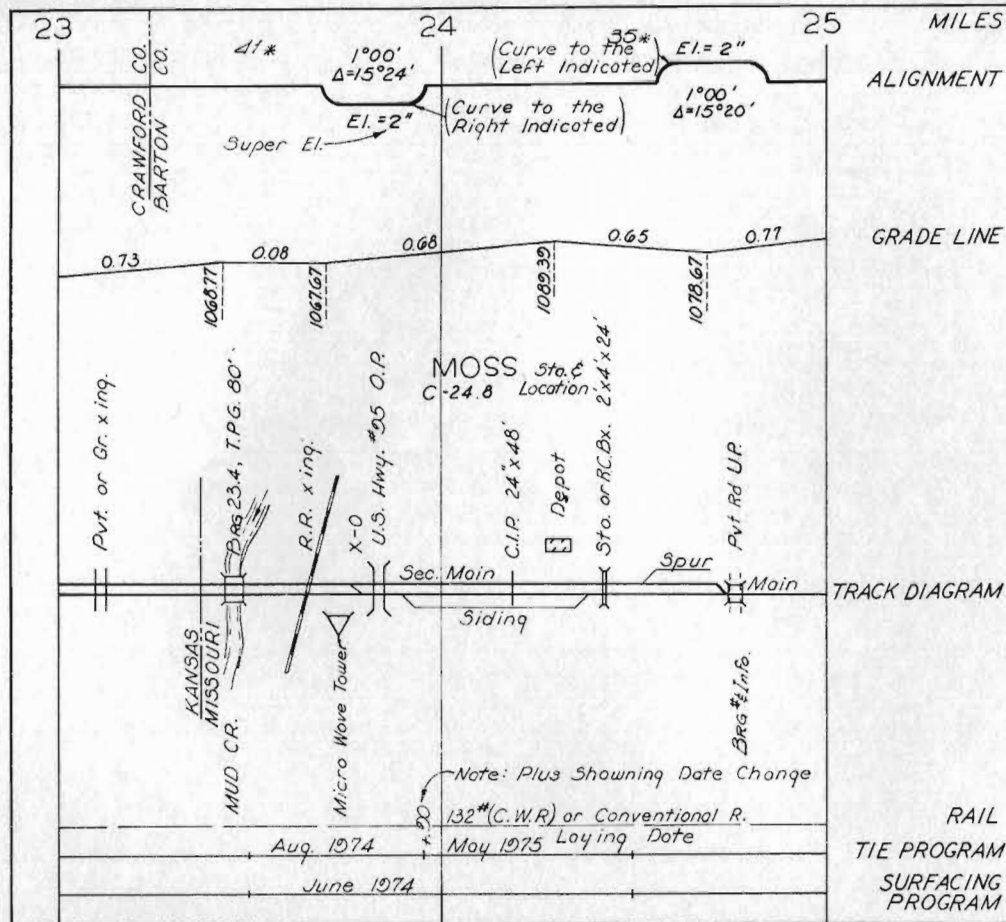


TRACK CHART

MONETT, MO. TO TULSA, OKLA.

M.P. G-282.49 TO G-425.20

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 % Gradients.

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

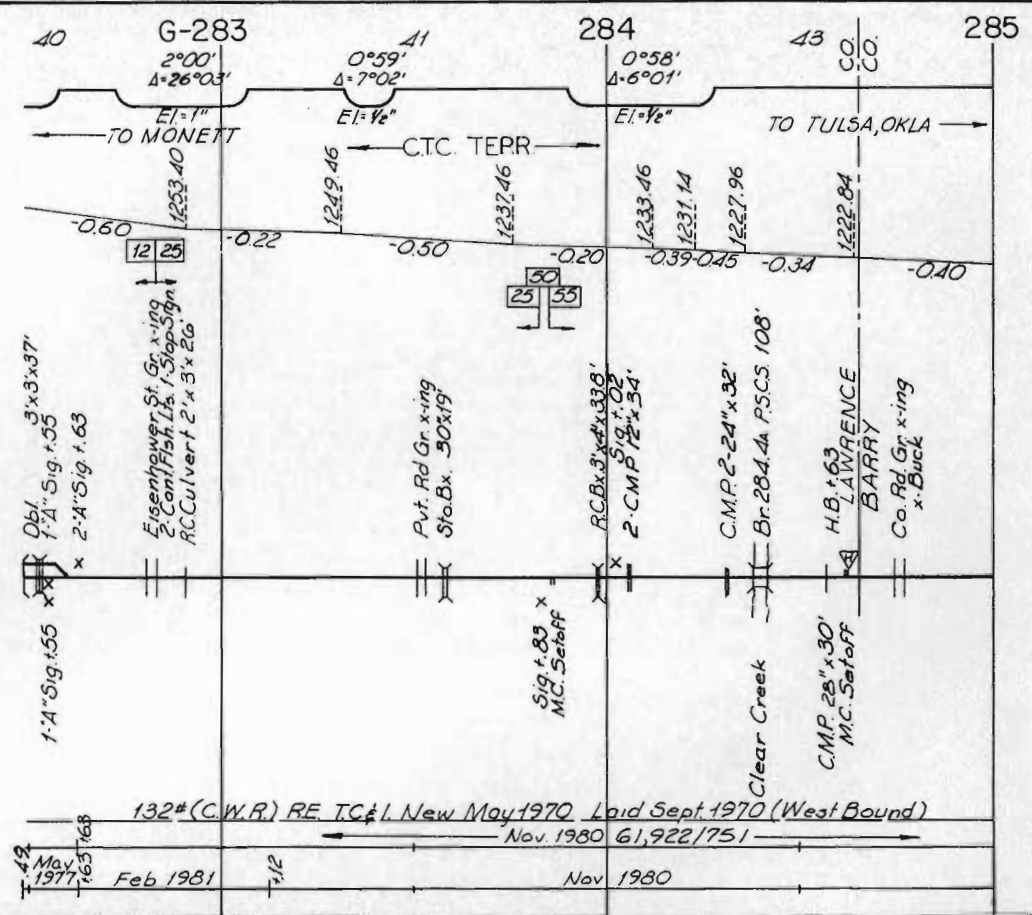
CULV.	CULVERT
AR.	ARCH
BX.	BOX
STO.	STONE
DBL.	DOUBLE
EXT.	EXTENSION
V.C.P.	VITRIFIED CLAY PIPE
C.I.P.	CAST IRON PIPE
C.M.P.	CORRUGATED METAL PIPE
R.C.P.	REINFORCED CONCRETE PIPE
M.P.P.	MULTI-PLATE PIPE
BR.	BRIDGE
O.D.F.T.	OPEN DECK FRAME TRESTLE
B.D.F.T.	BALLASTED DECK FRAME TRESTLE
O.D.P.T.	OPEN DECK 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

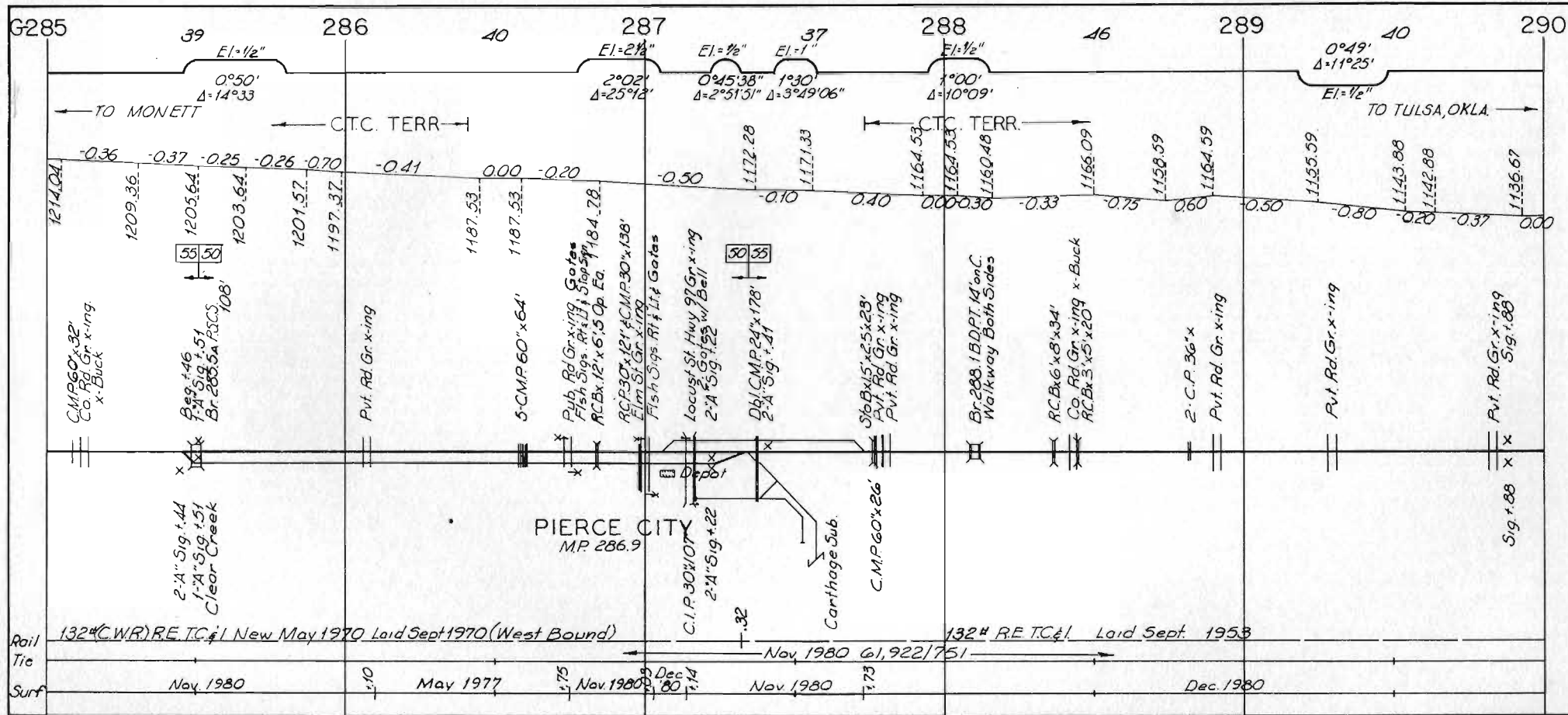
MISCELLANEOUS

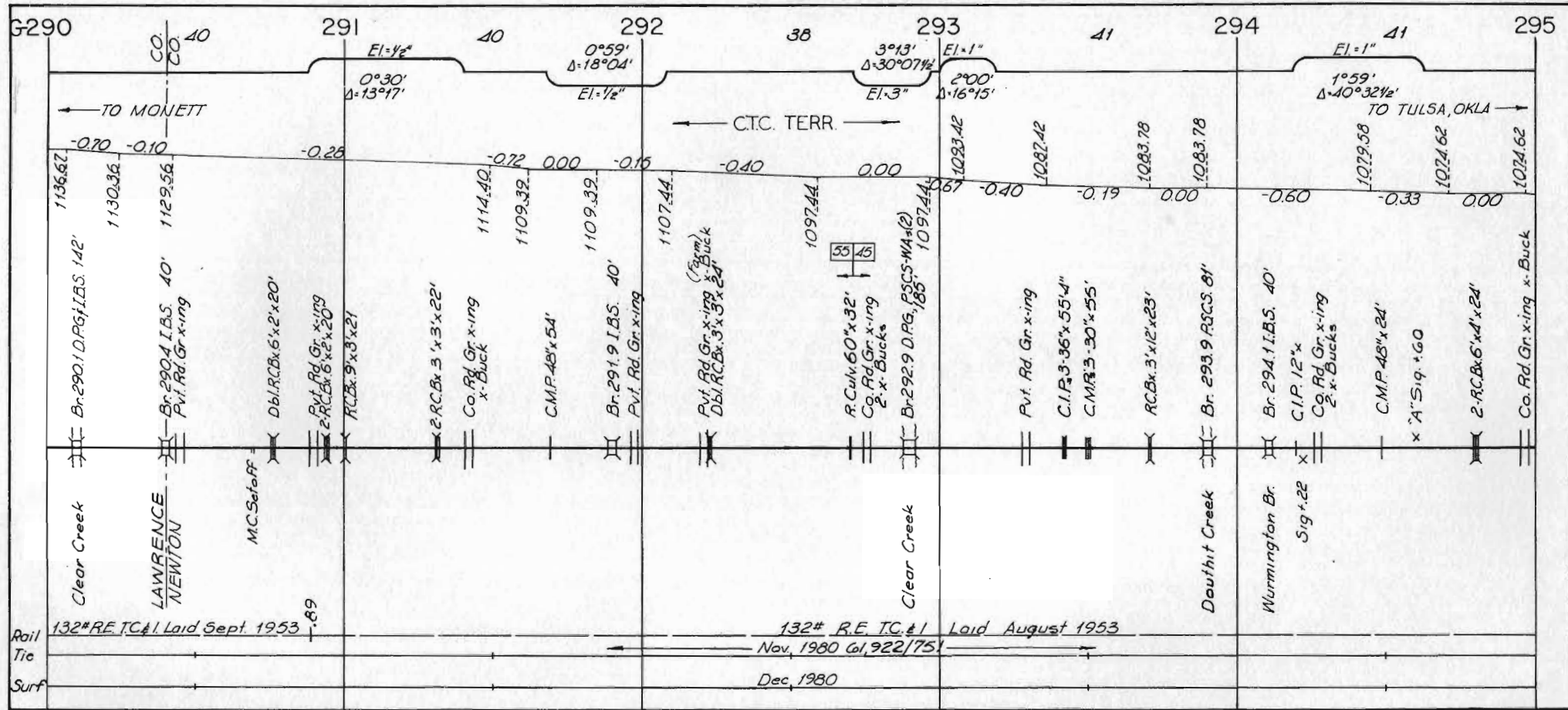
CR.	CREEK
RIV.	RIVER
CO.	COUNTY
HO.	HOUSE
LT.	LEFT
RT.	RIGHT
R.R.	RAILROAD
R.Y.	RAILWAY
O.P.	OVERPASS
U.P.	UNDERPASS
YD.	YARD
E.	EAST
W.	WEST
N.	NORTH
S.	SOUTH
ST.	STREET
AVE.	AVENUE
HWY.	HIGHWAY
RTE.	ROUTE
RD. X-ING	ROAD CROSSING
PUB.	PUBLIC
PVT.	PRIVATE
STA.	STATION
TRK.	TRACK
OFF.	OFFICE
JCT.	JUNCTION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

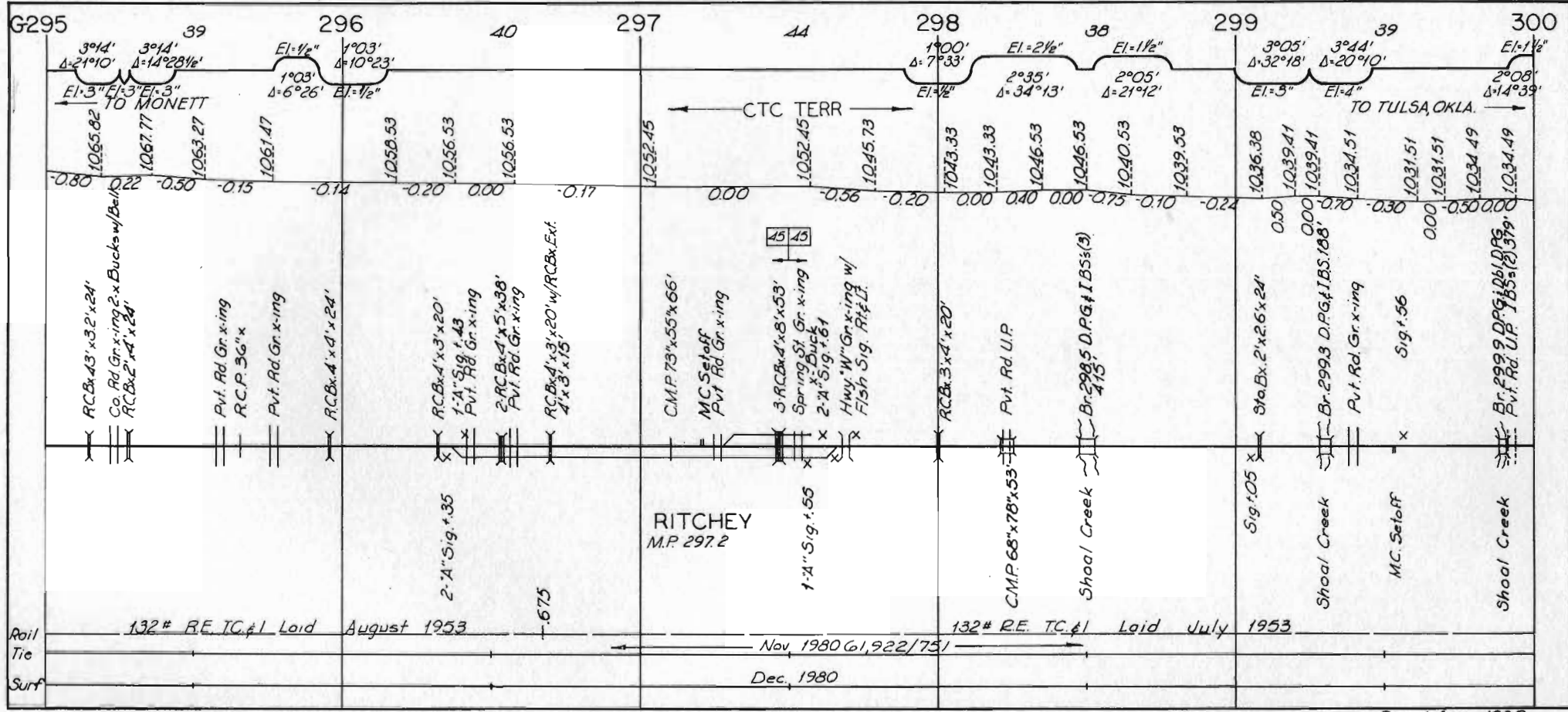
(MISC. - CONT.)

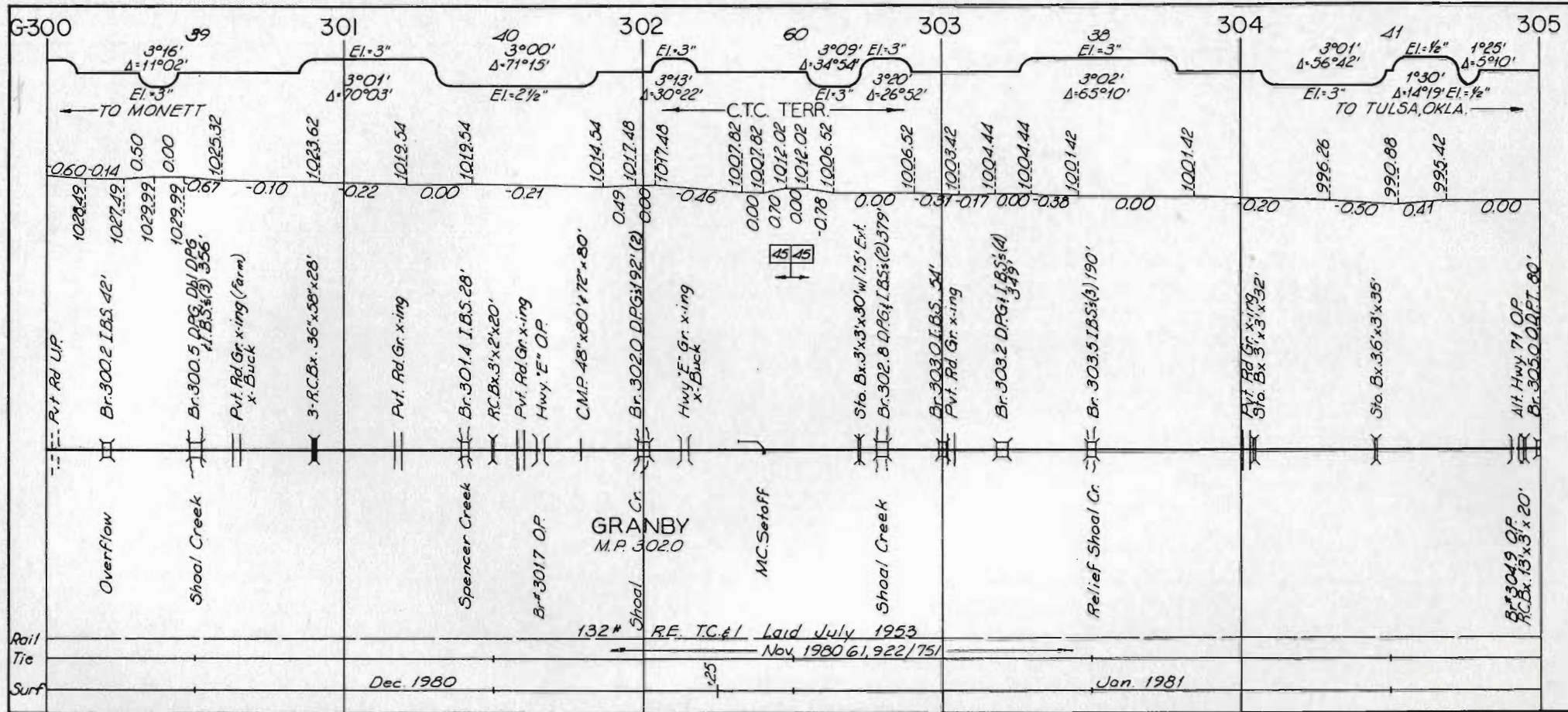
H.B. DET.	HOT BOX DETECTOR
SIG.	SIGNAL
D.E. DET.	DRAGGING EQUIPMENT DETECTOR
SURF.	SURFACING
C.T.C. TERR.	CENTRALIZED TRAFFIC CONTROL TERRITORY
C.W.R.	CONTINUOUS WELDED RAIL
INTER.	INTERLOCKING
GR.	AT GRADE
EL.	ELEVATION OF CURVES
Δ	DELTA OF CURVES
C.M.	CURVE MASTER

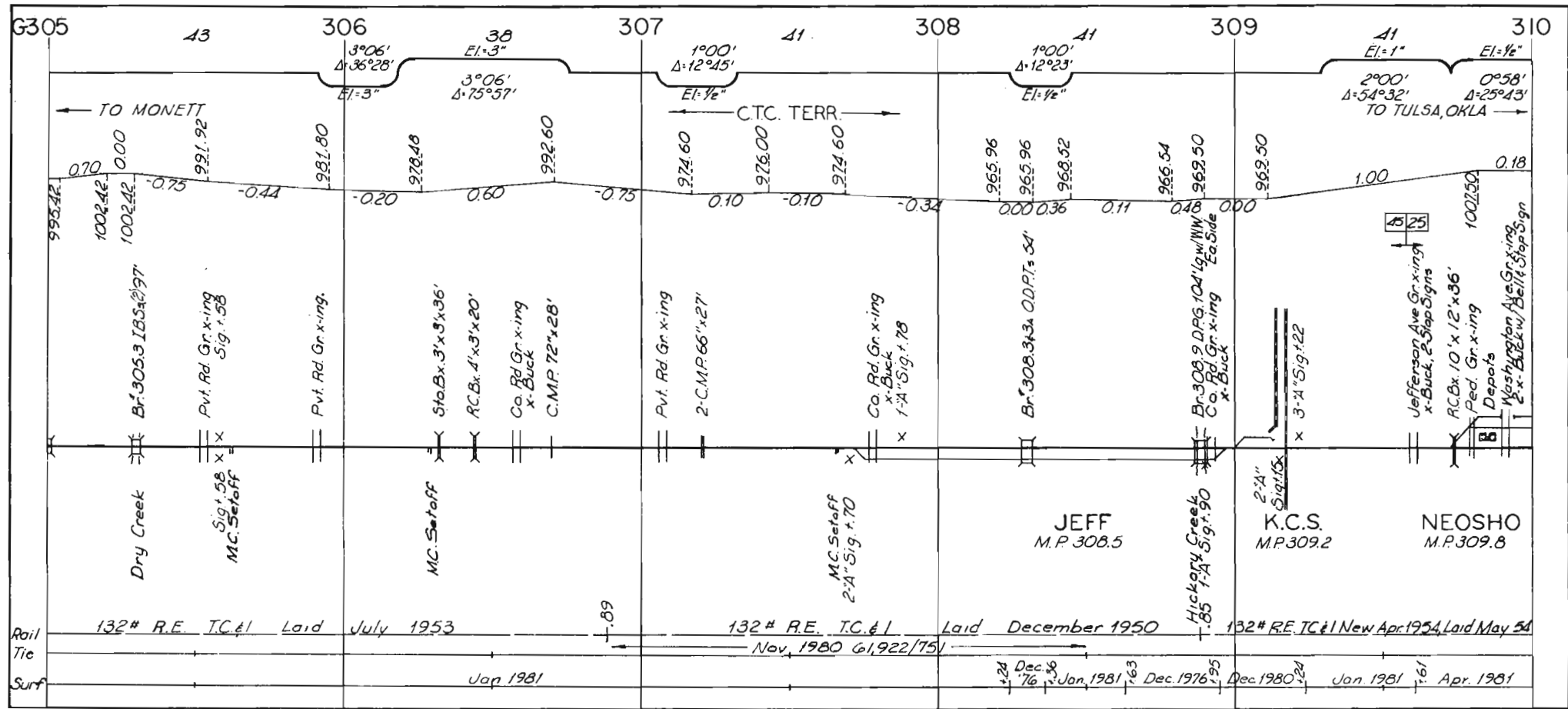


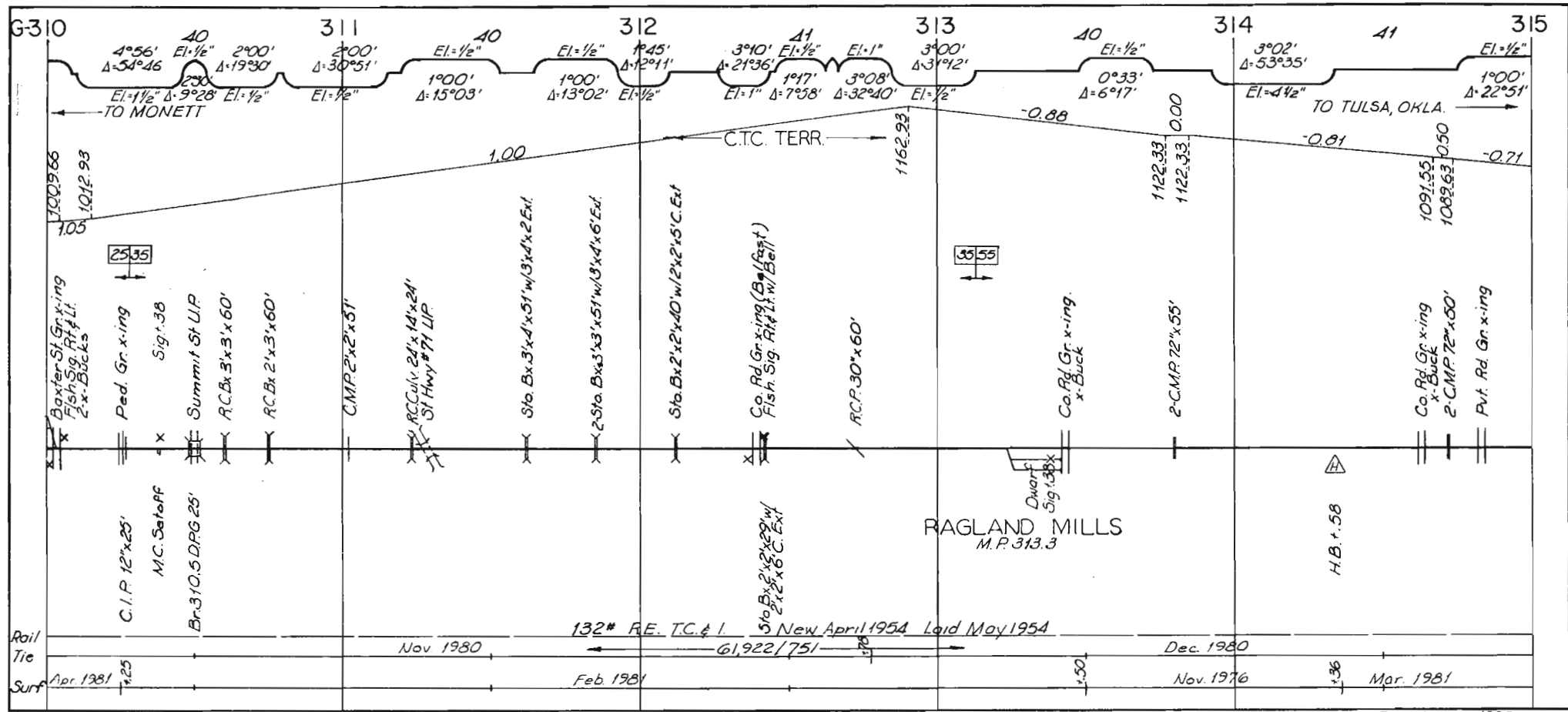


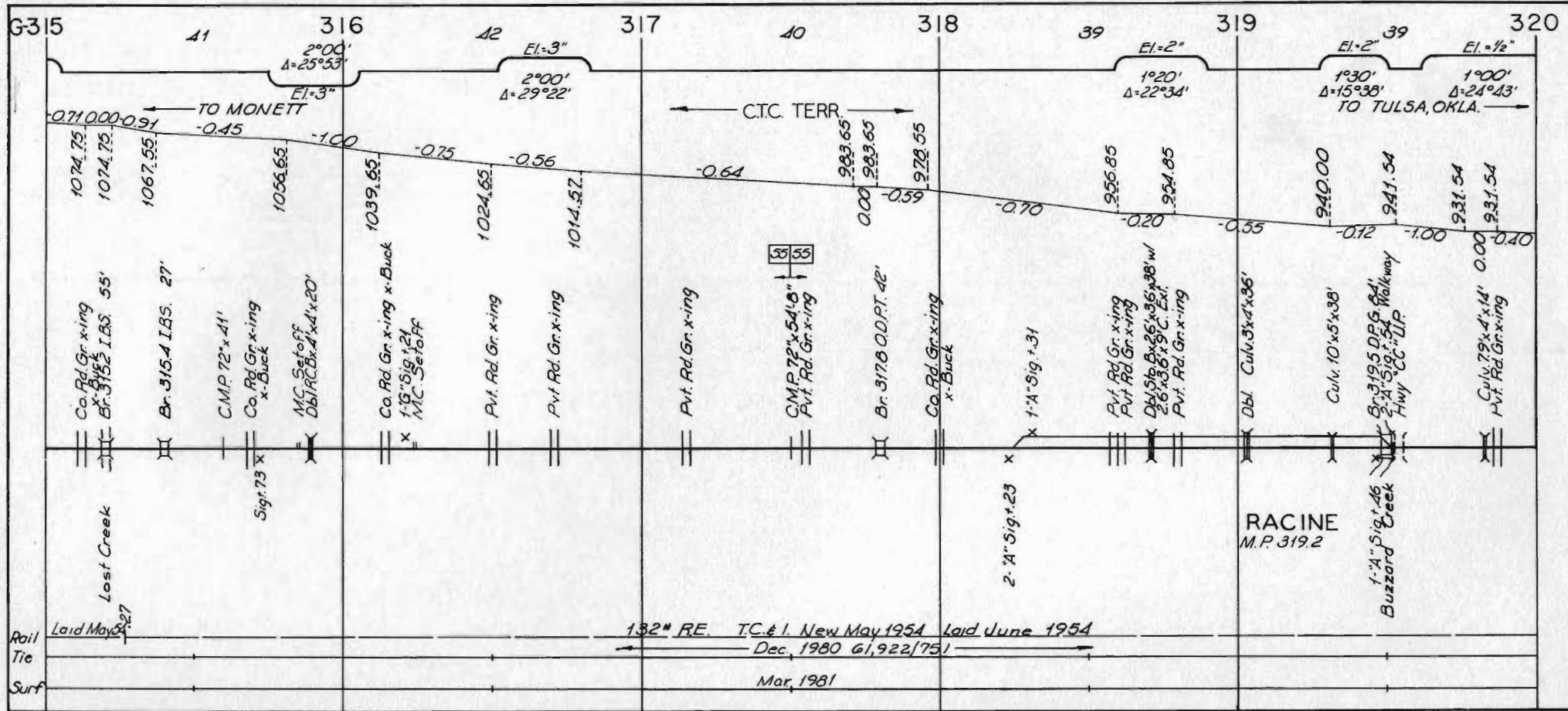


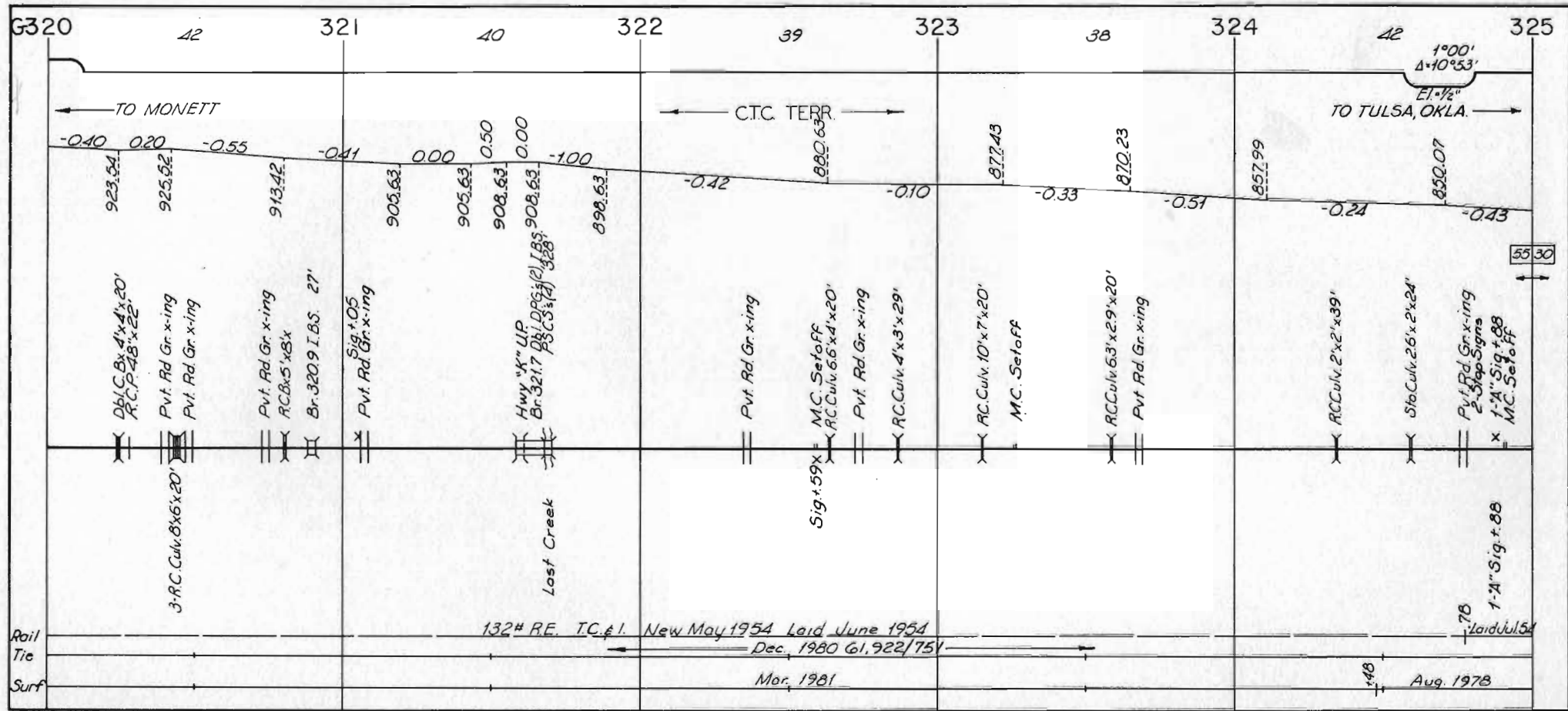


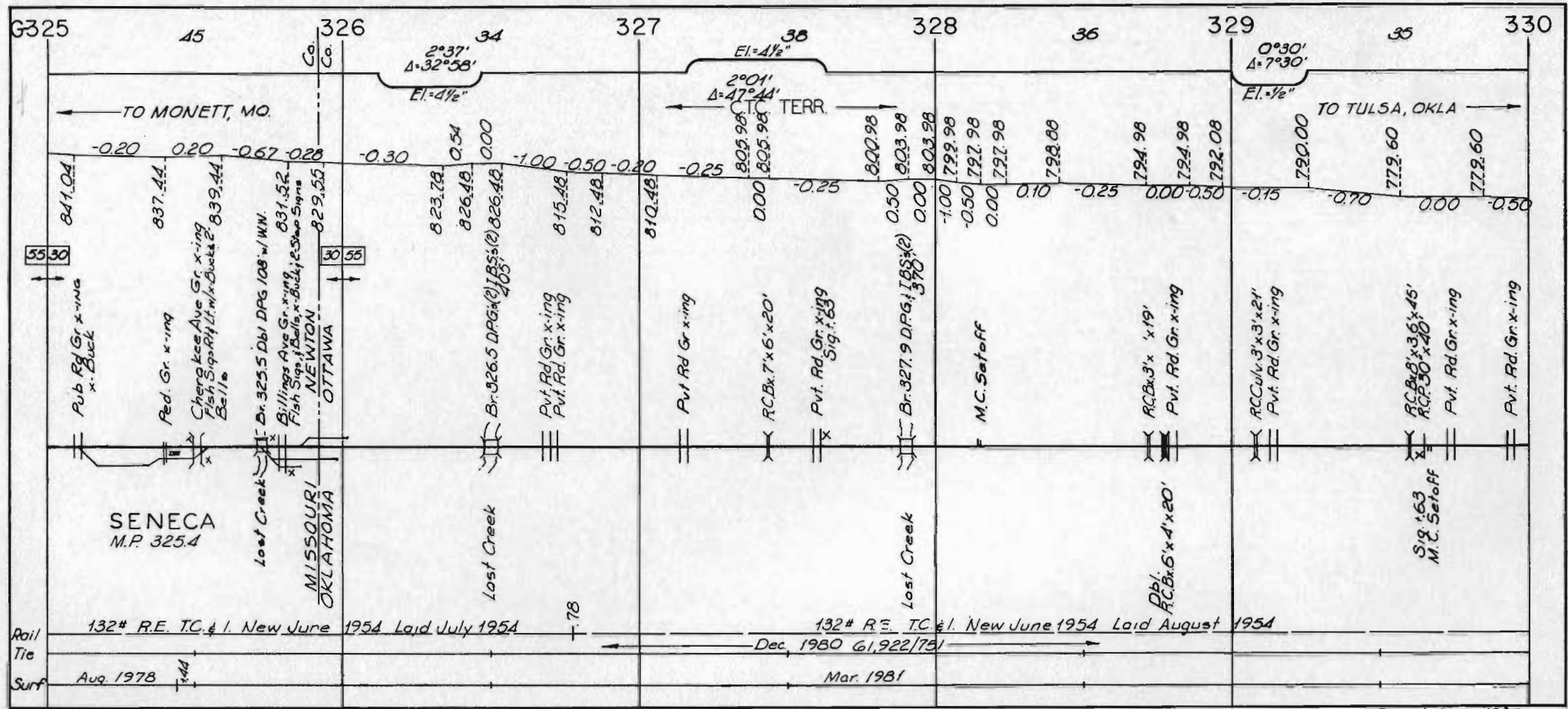


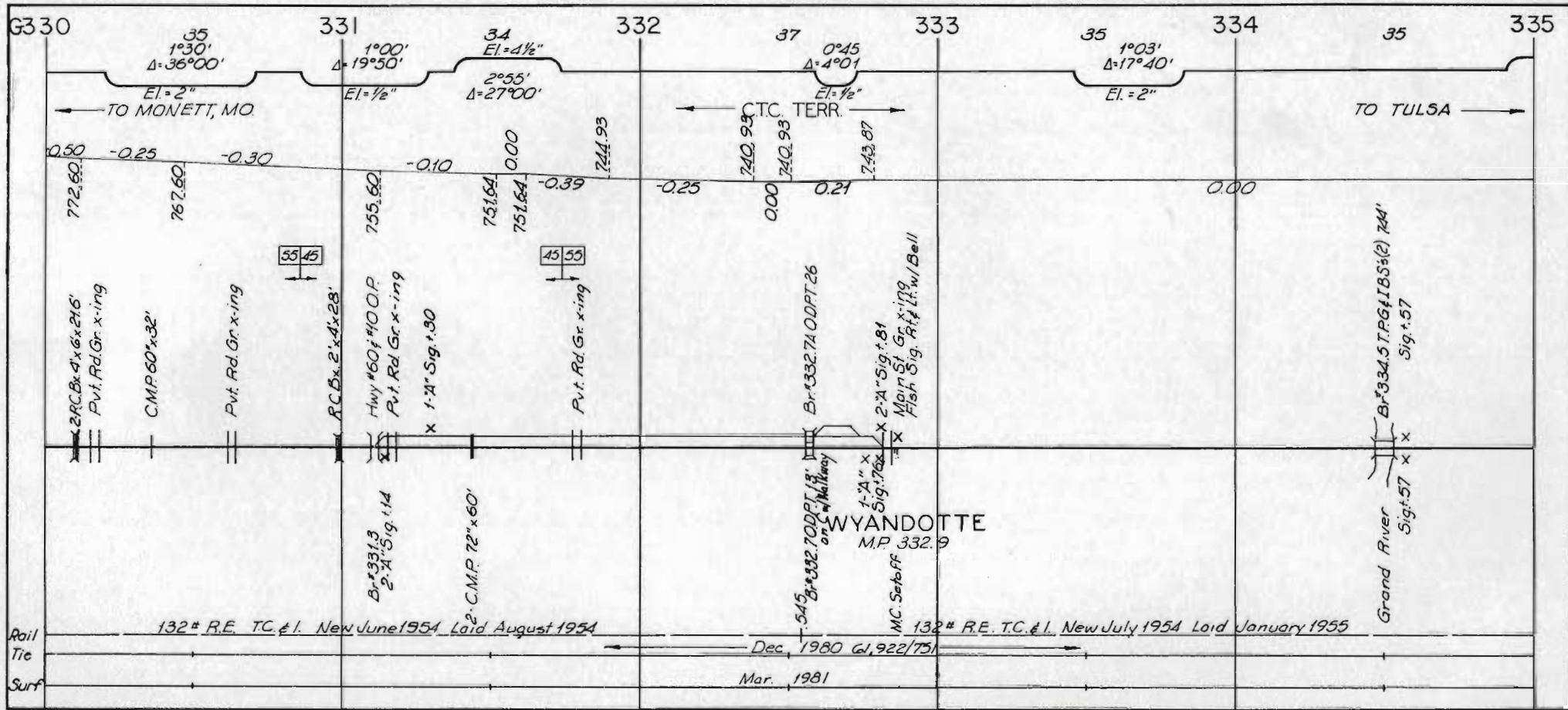


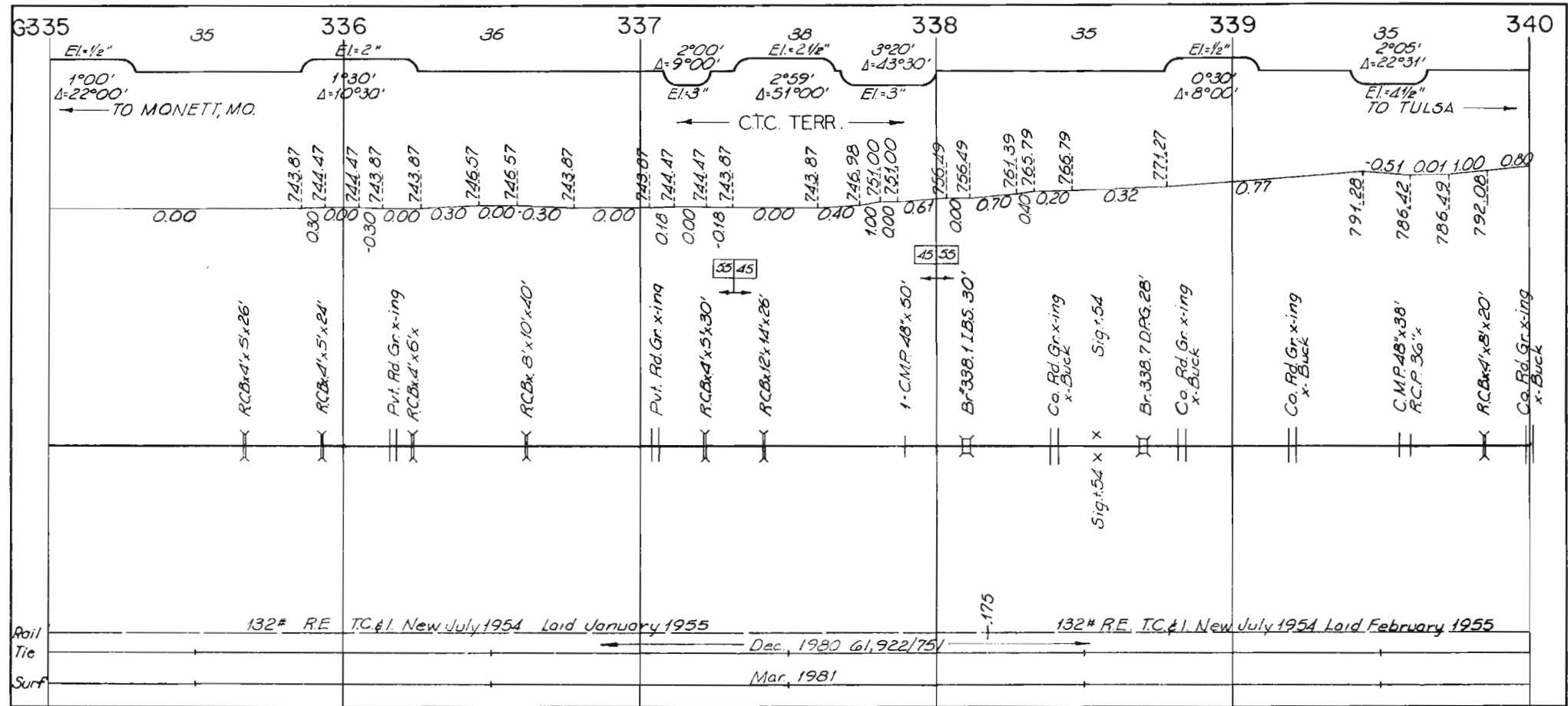


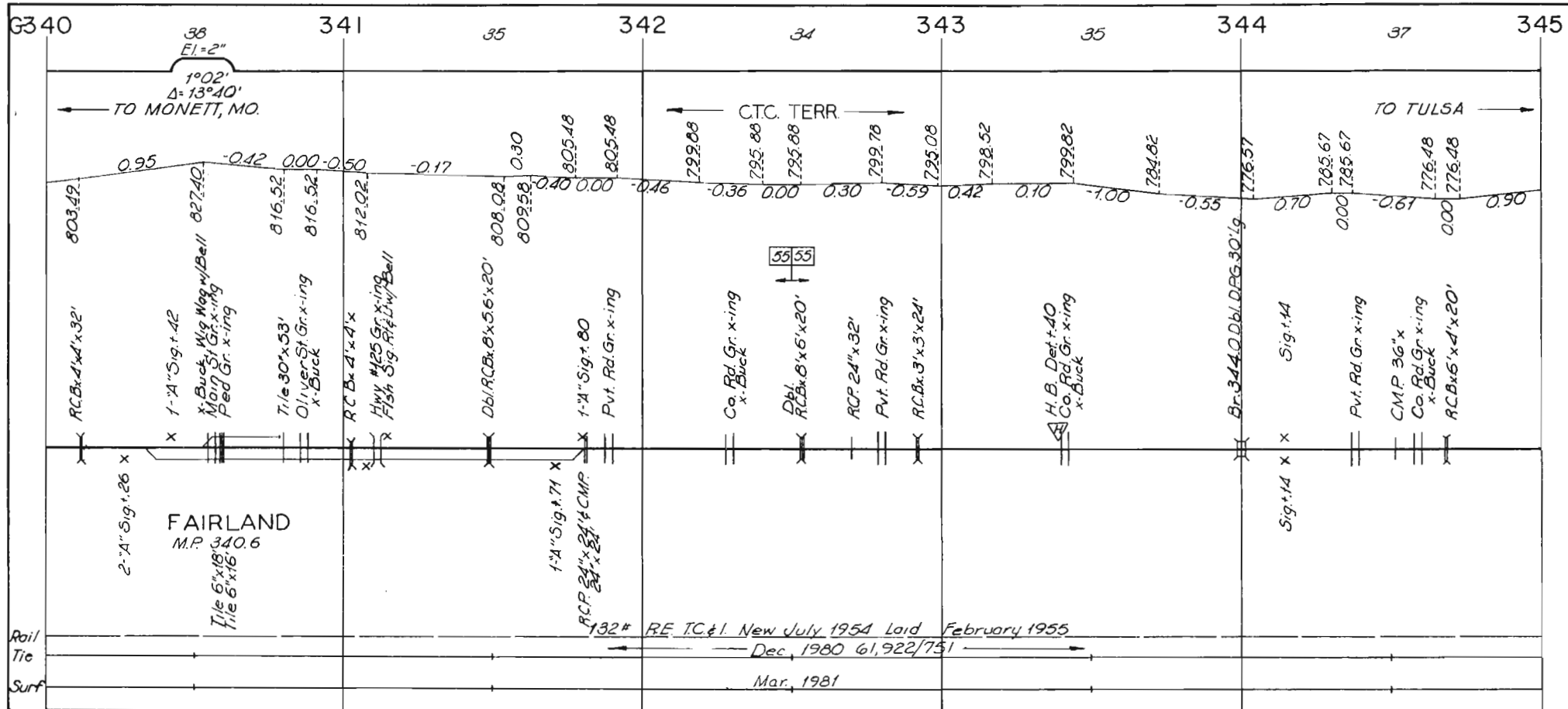


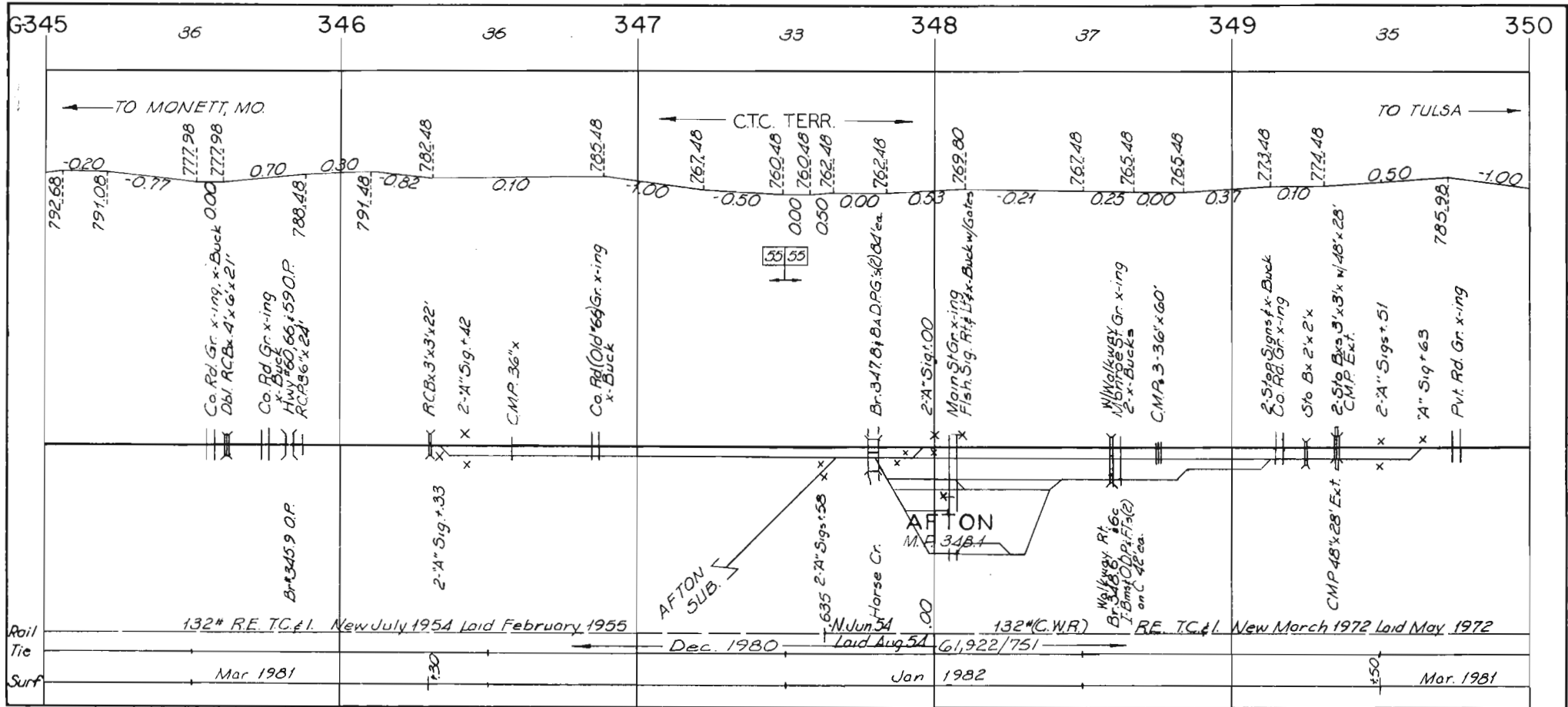


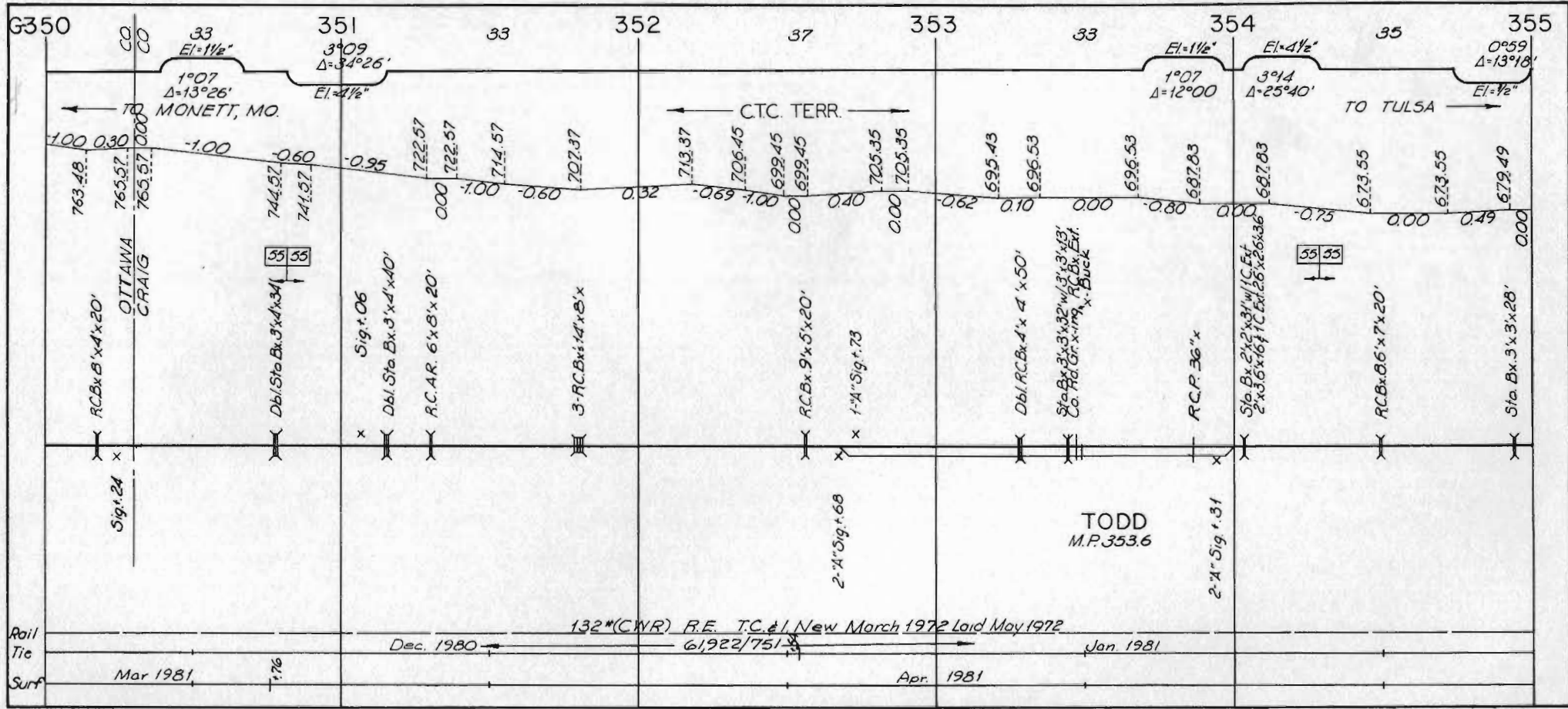


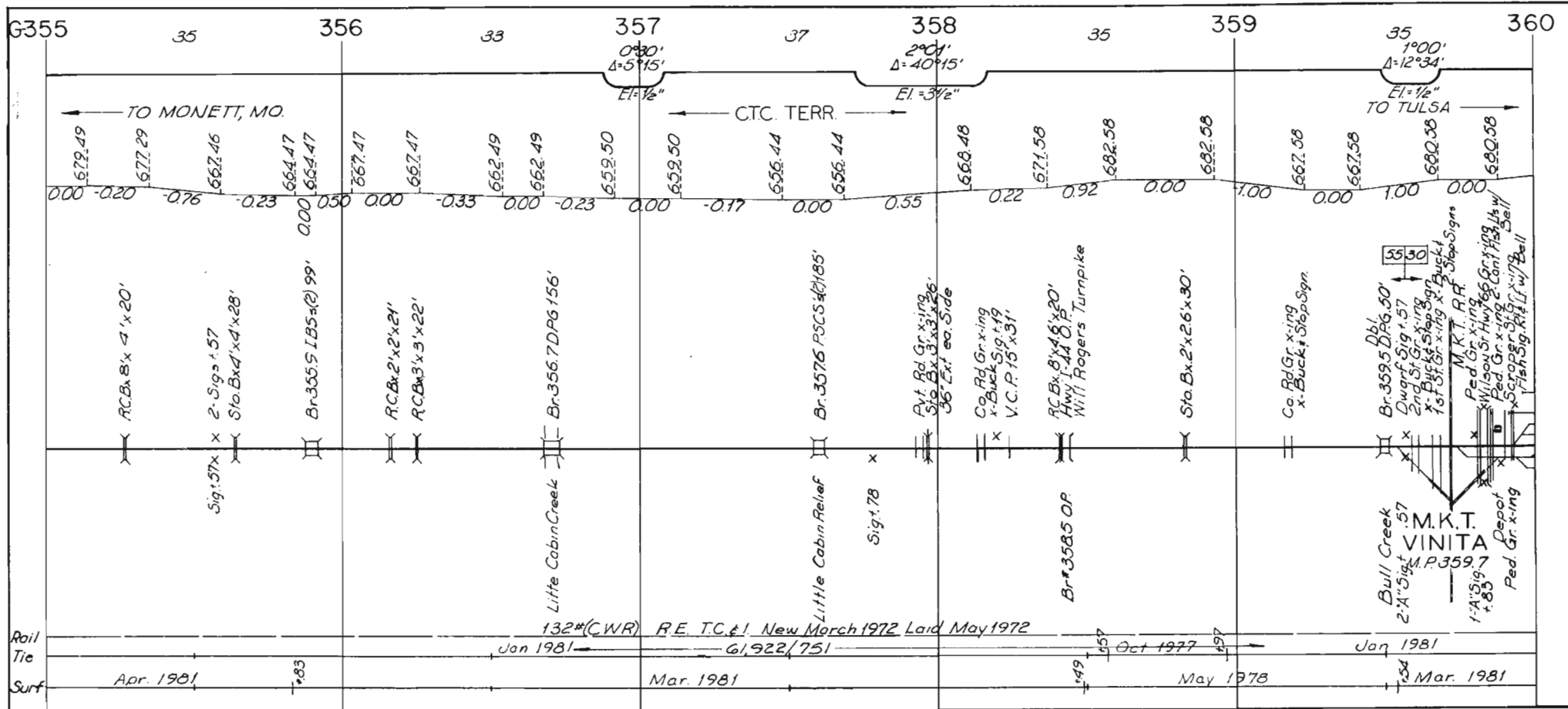


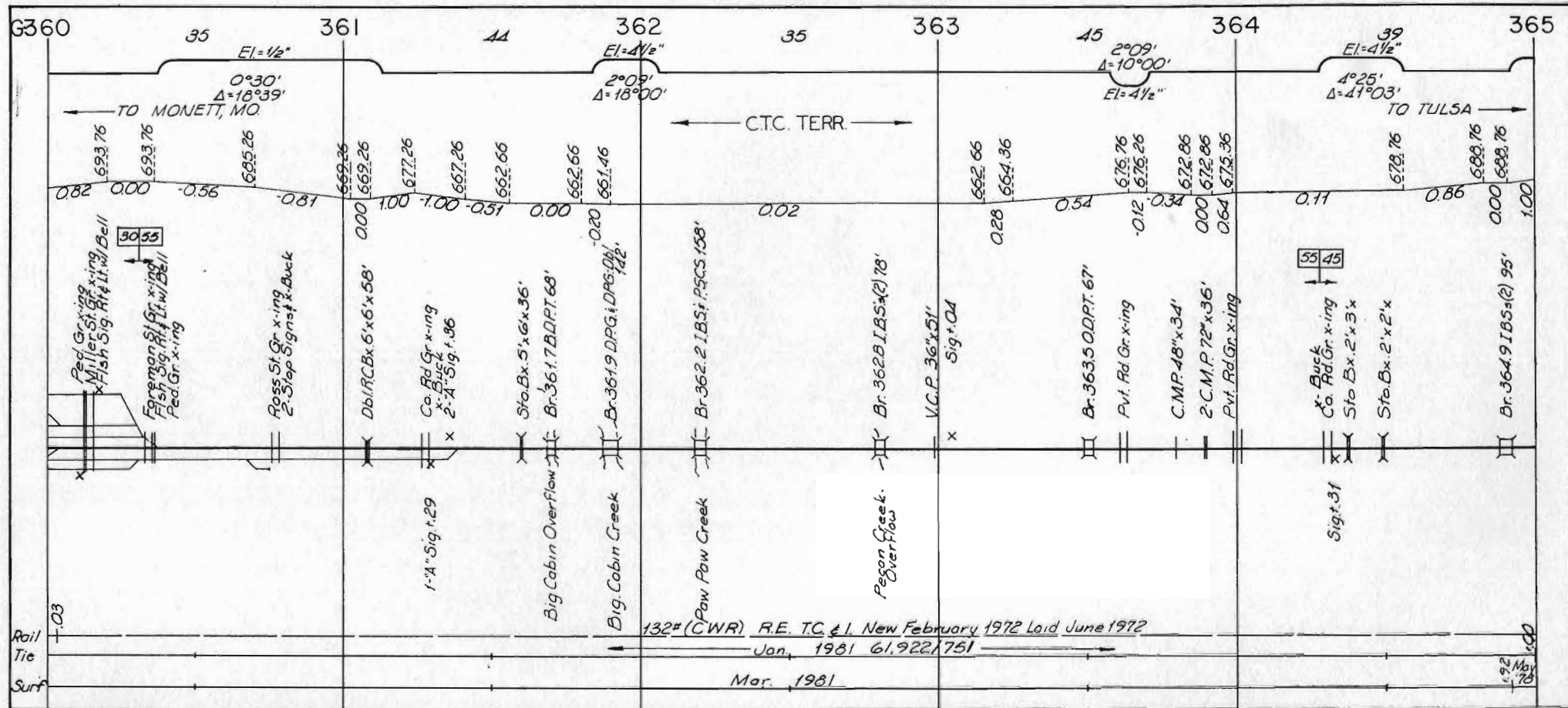


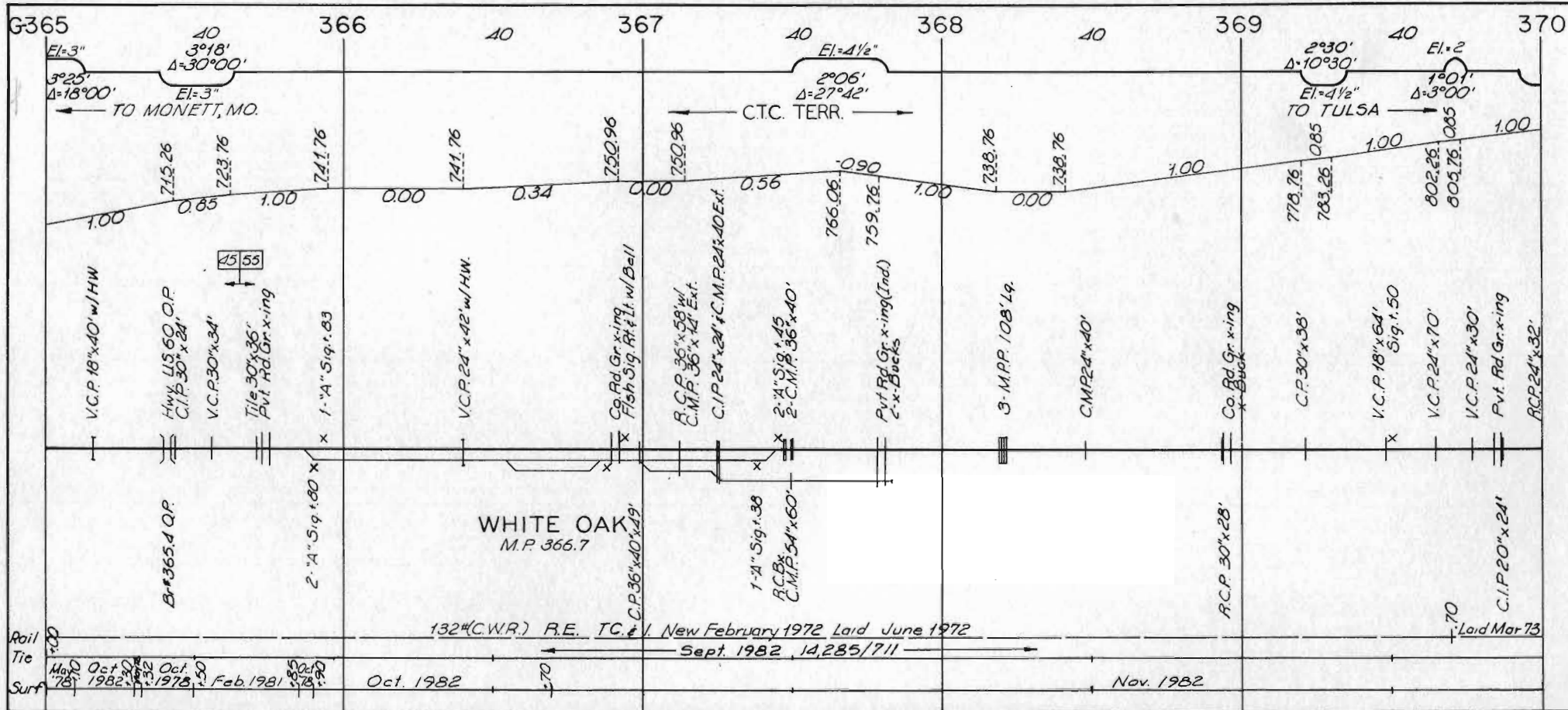


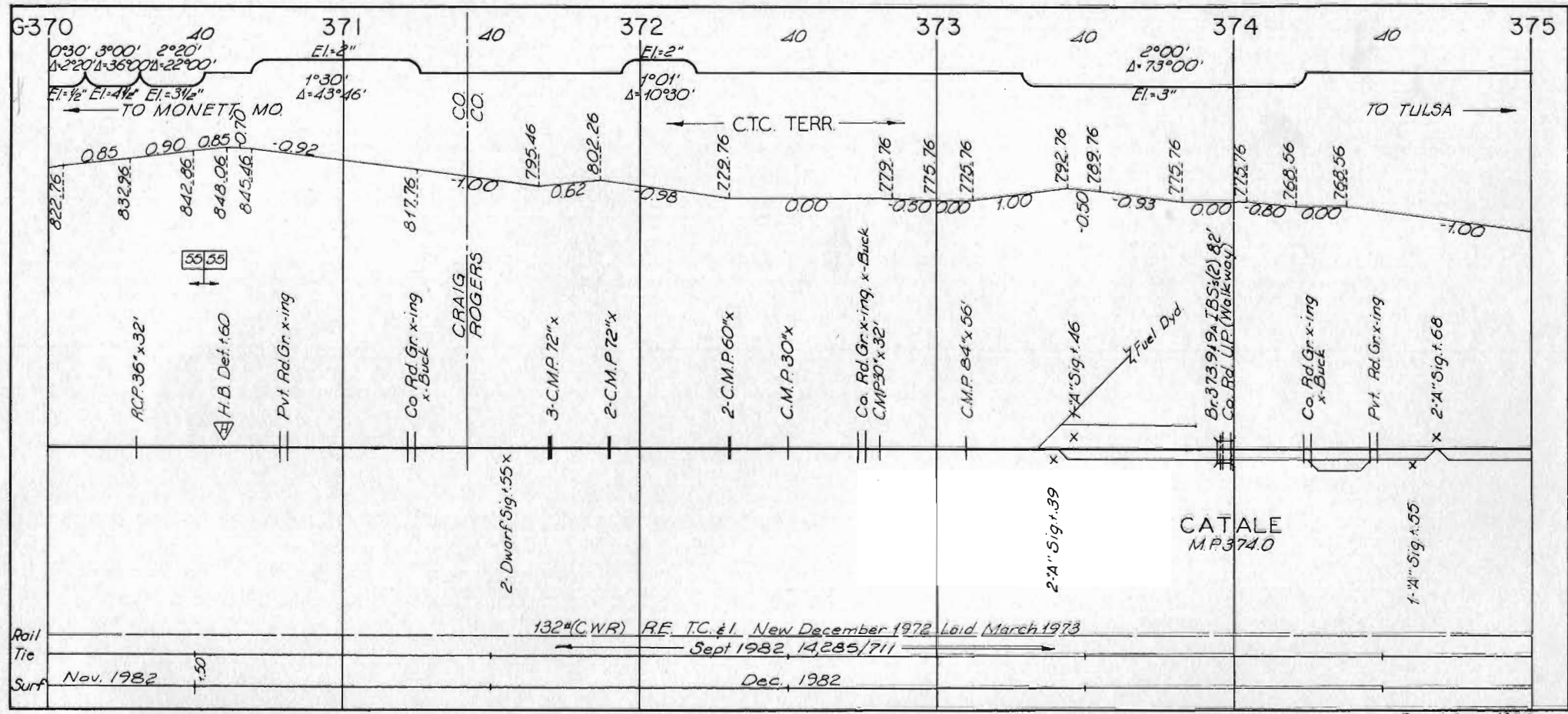










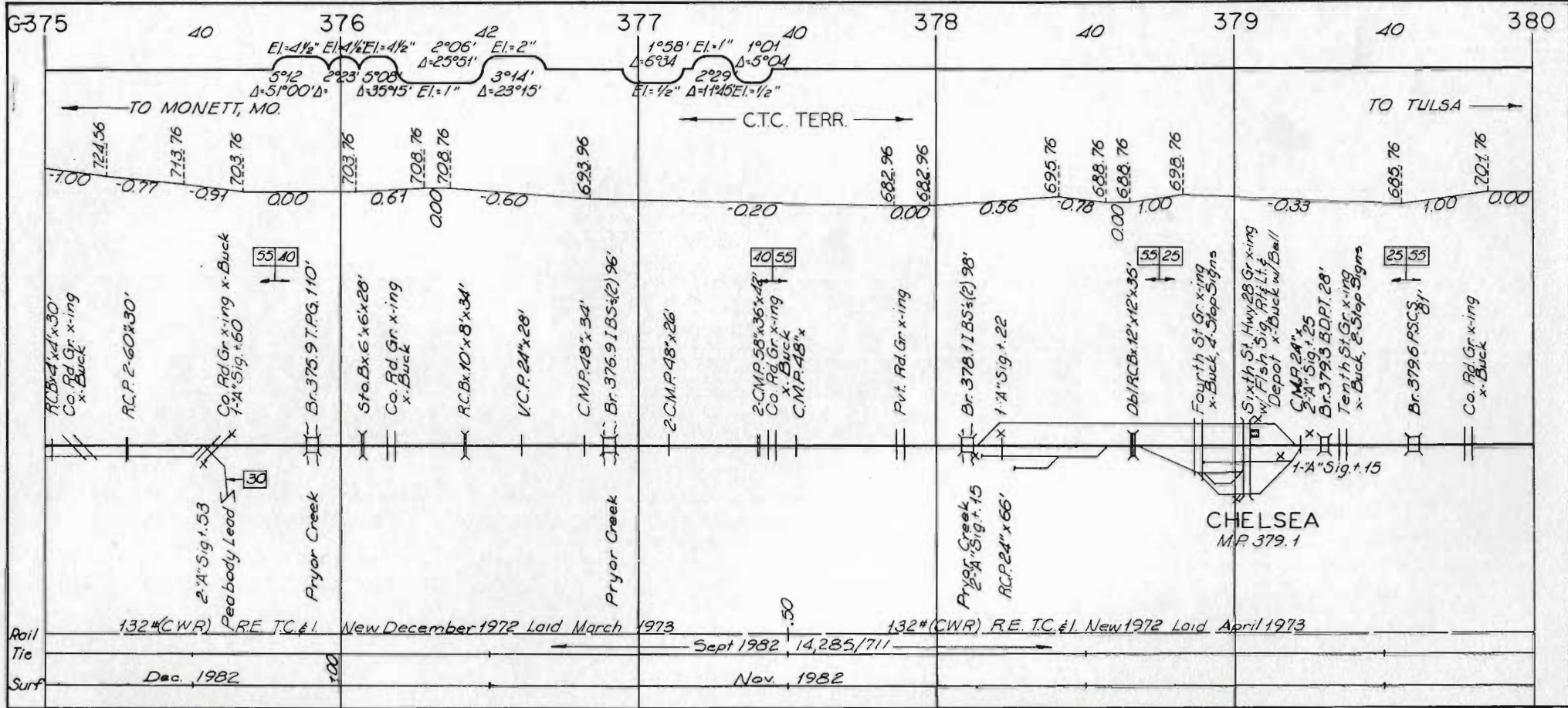


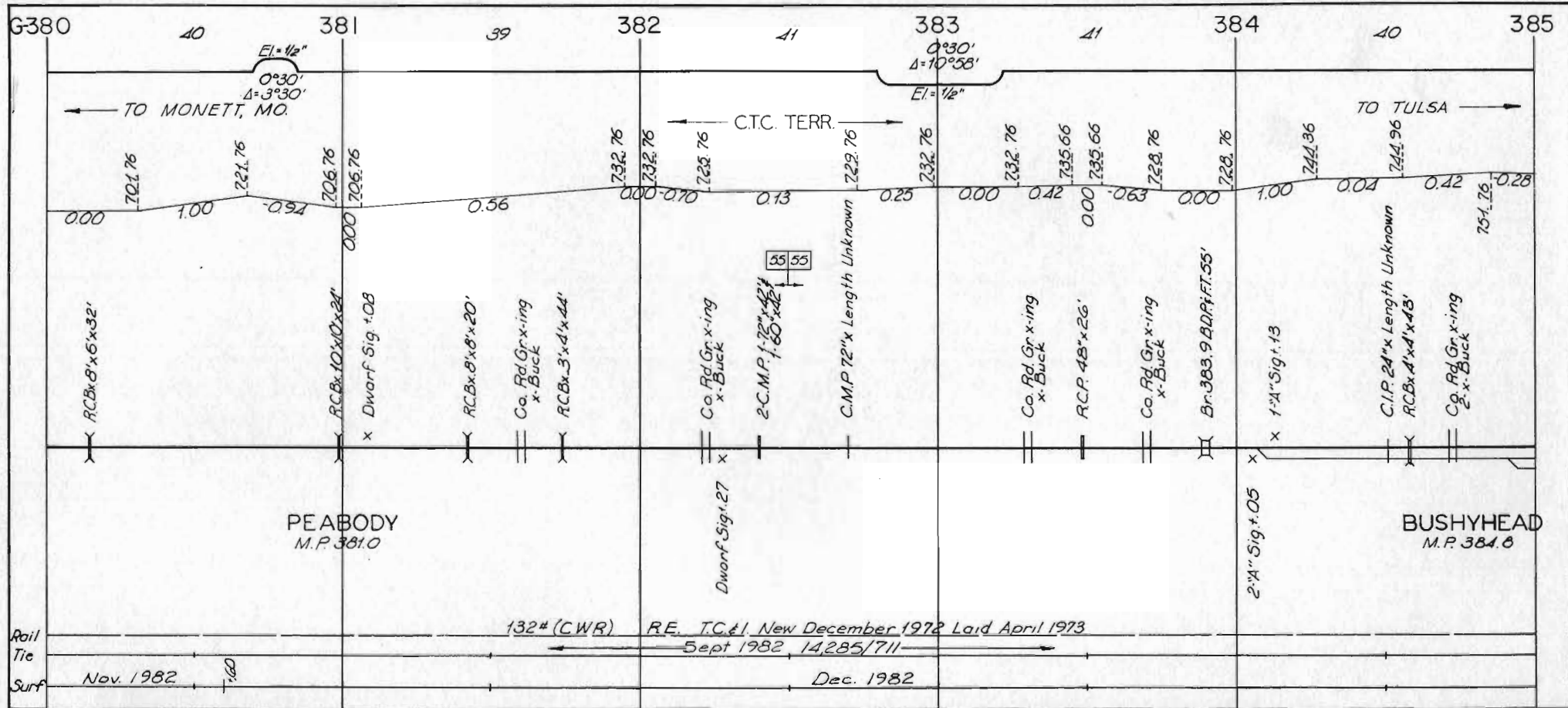
Rail Tie
Surf

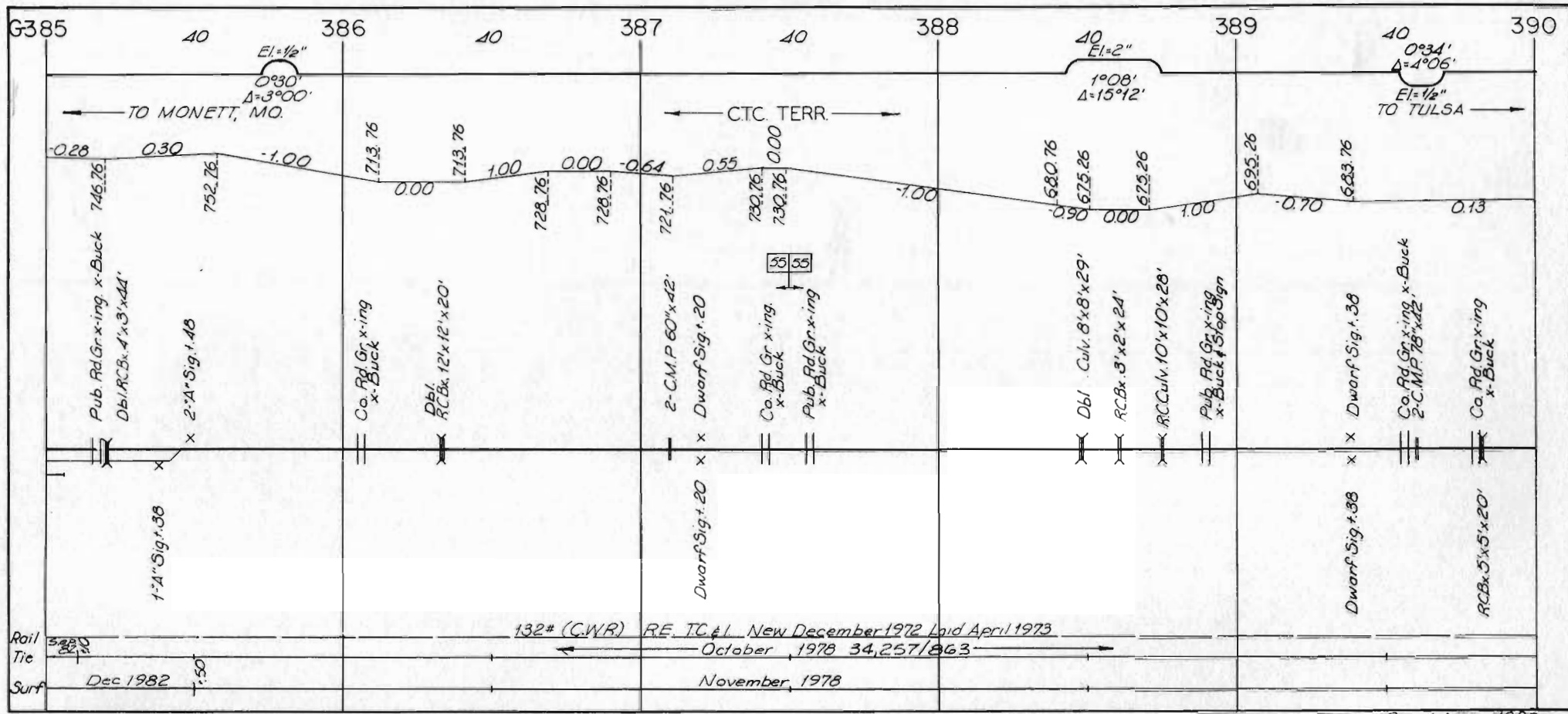
132" (CWR) R.E. TC. & I. New December 1972 Laid March 1973

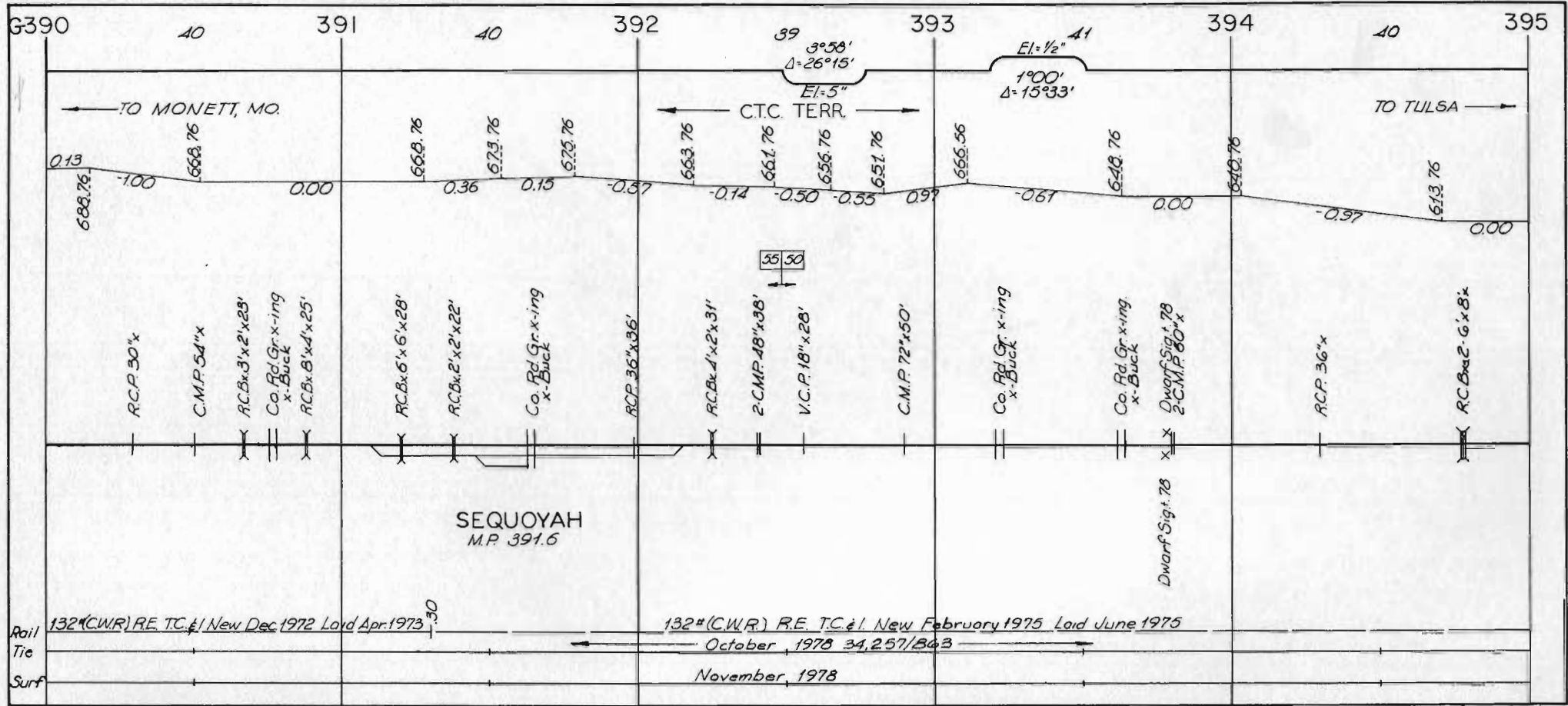
Sept 1982 14,285/711

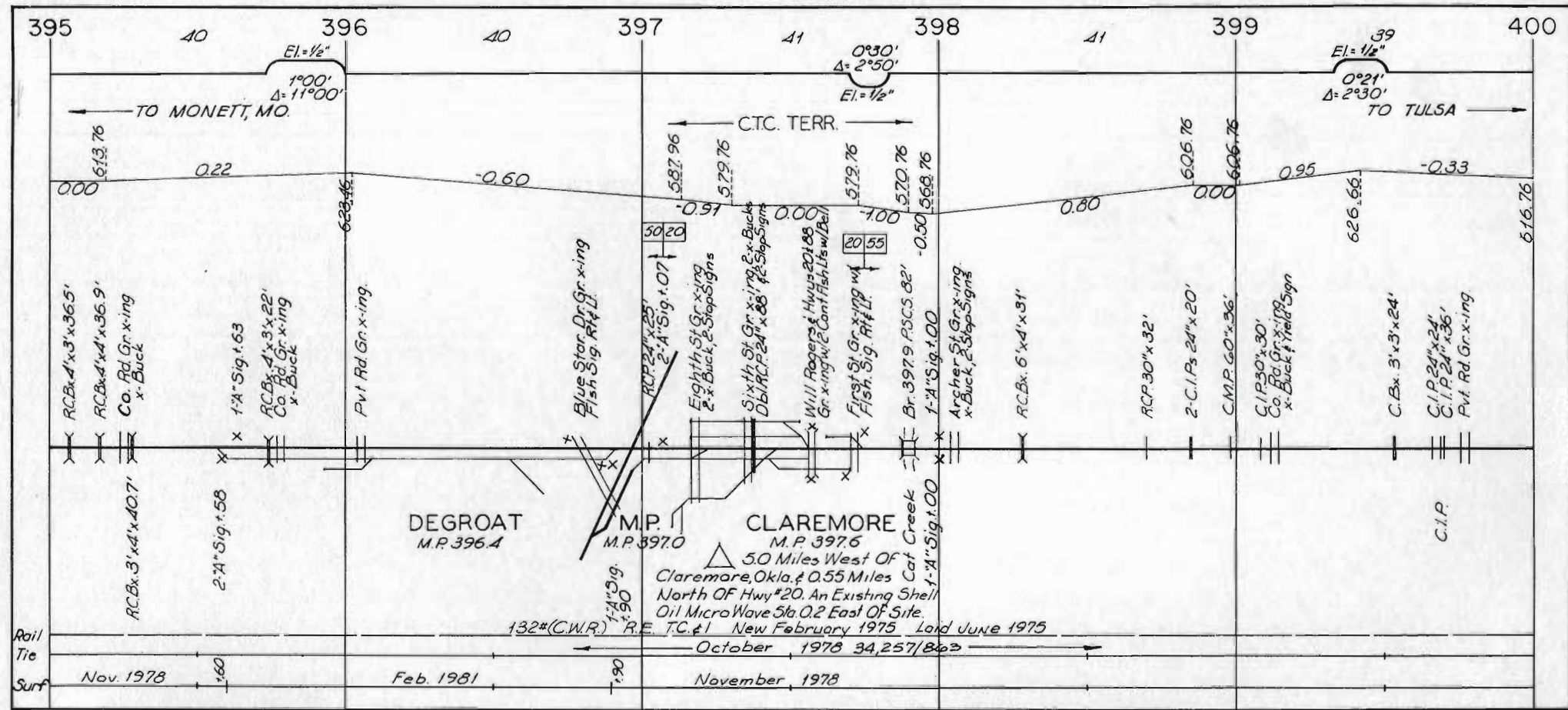
Dec. 1982

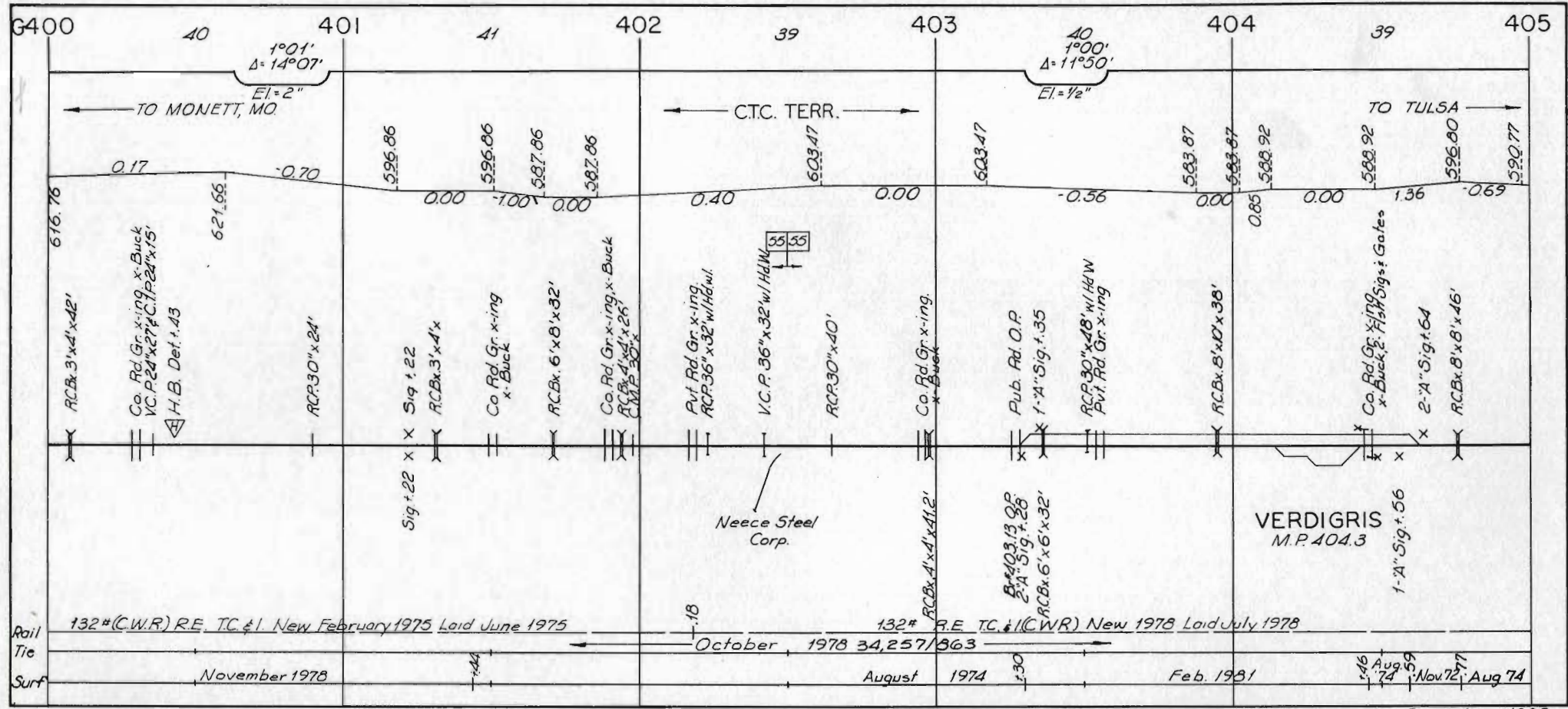


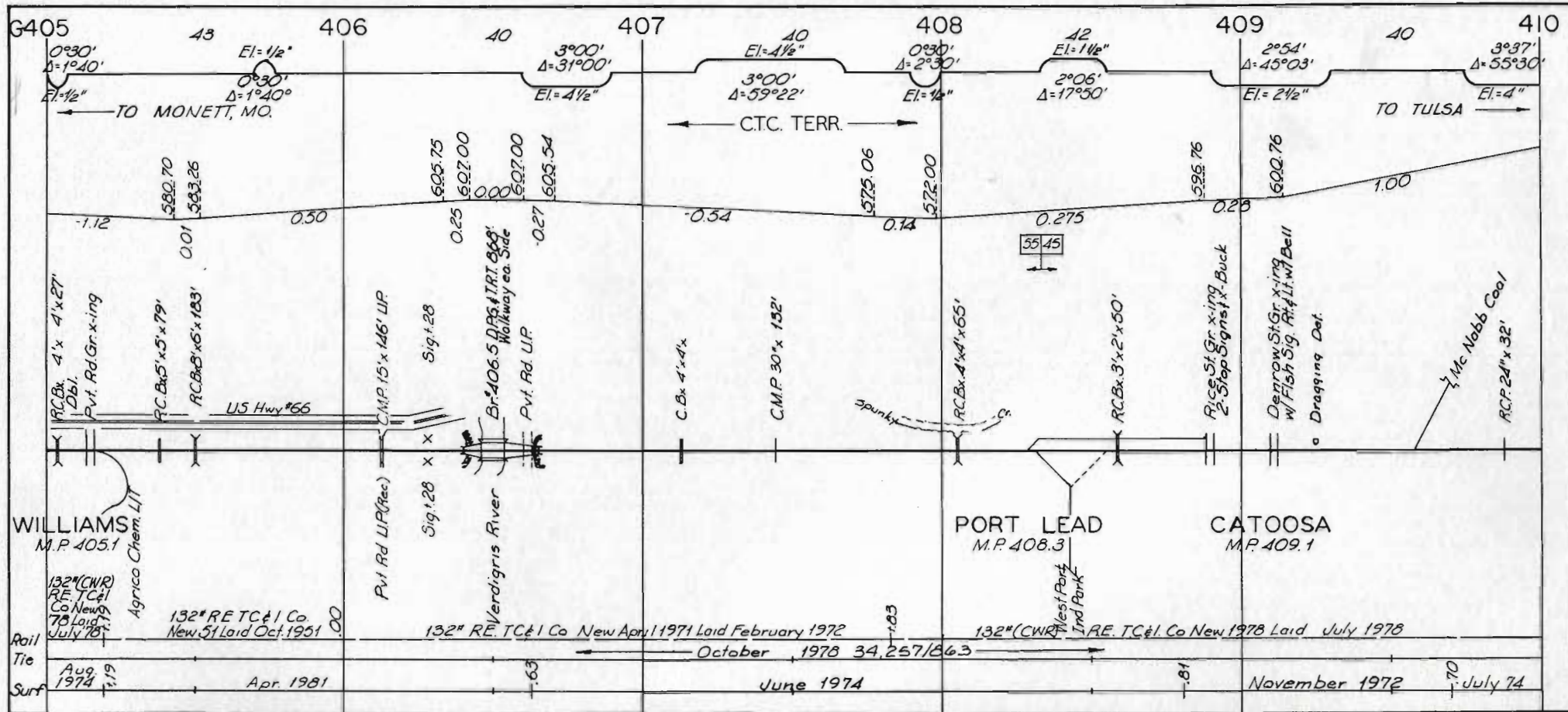


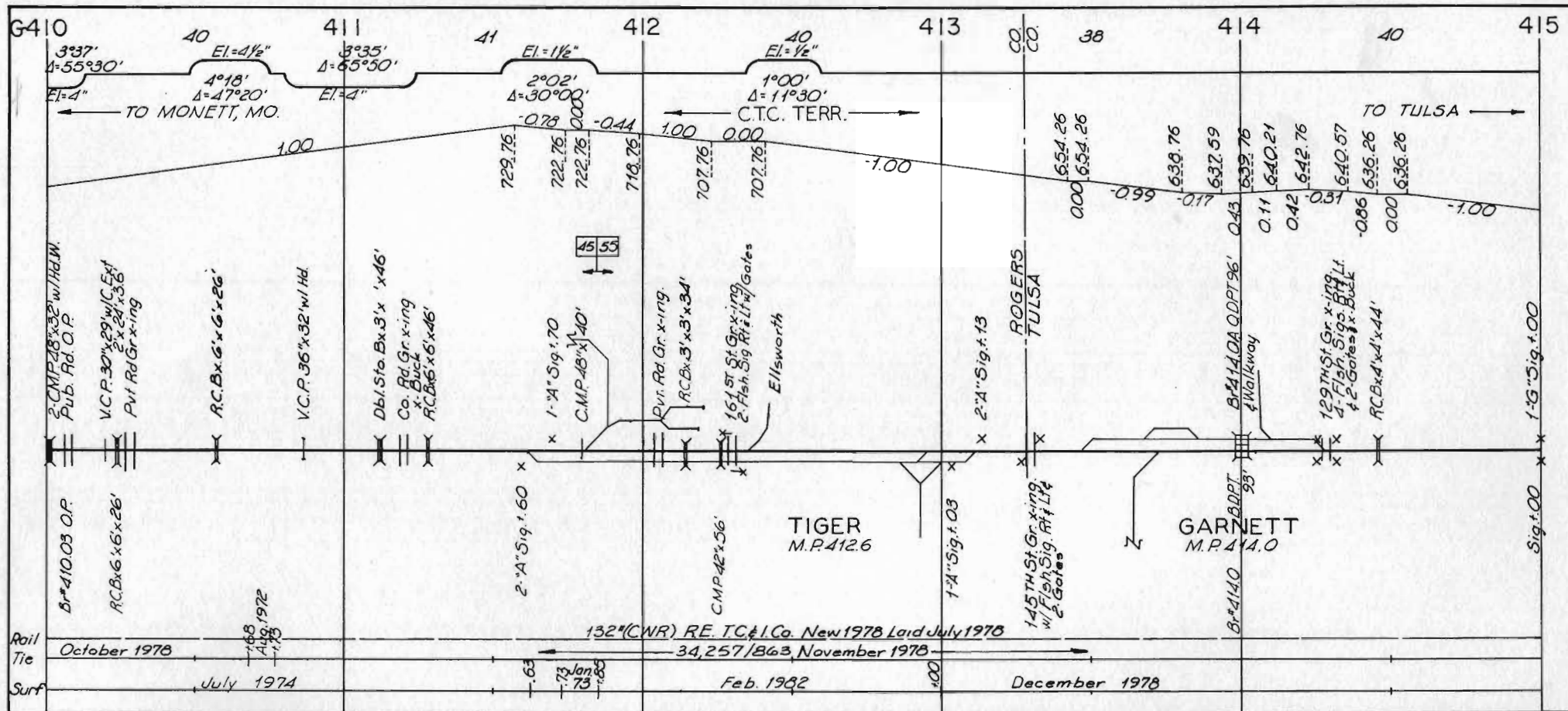


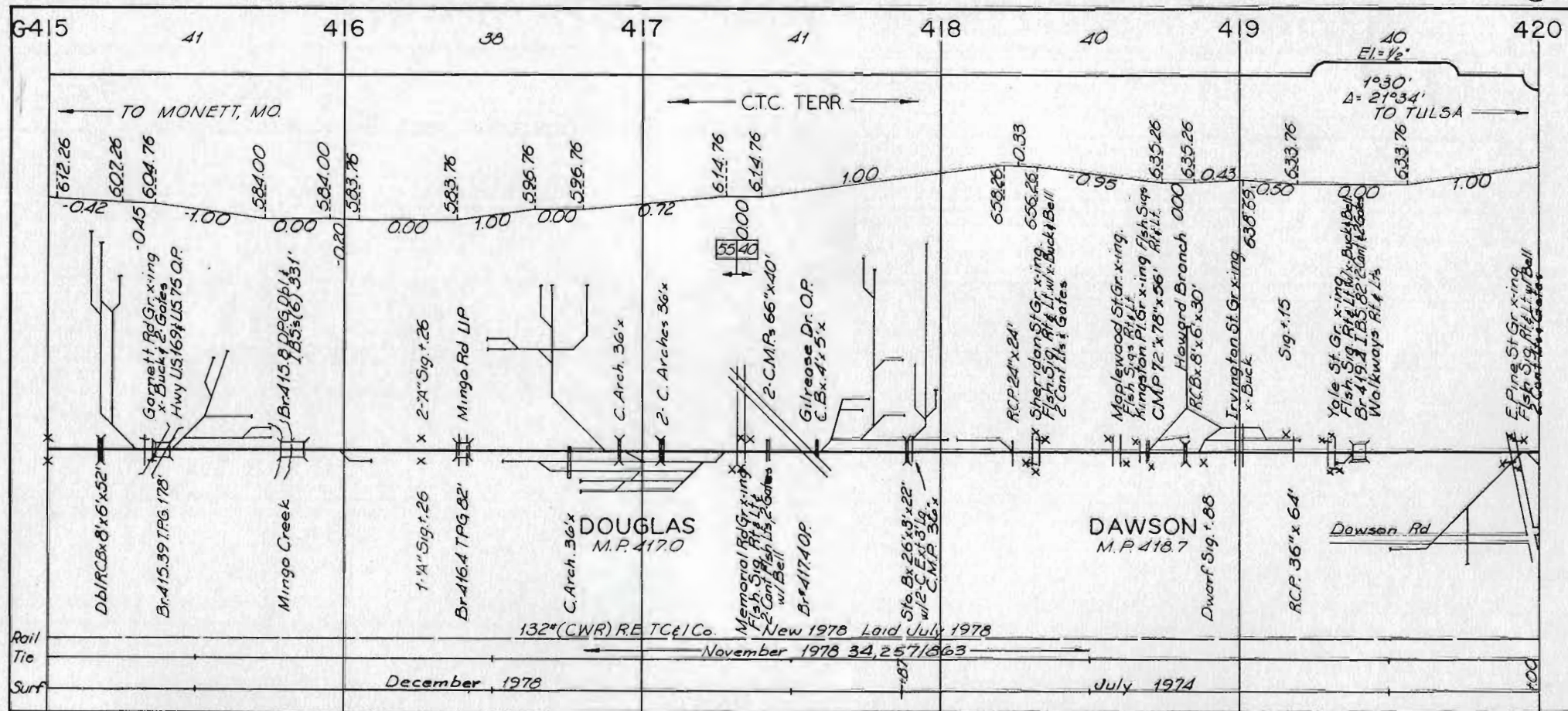












G425

45

→ TO MONETT, MO.
TULSA, OKLA.

619.90
619.34

-0.61
-0.12

20 10

17th St Gr King
5th St Fish Lt
x Duck w/ Ball

x
x
x

x
x
x

July 78 132#
1955 RETC#1.
1955

Rail Tie 34,257/BG3-

Surf Dec 75

