

7th Subdivn  
TULSA DIV.

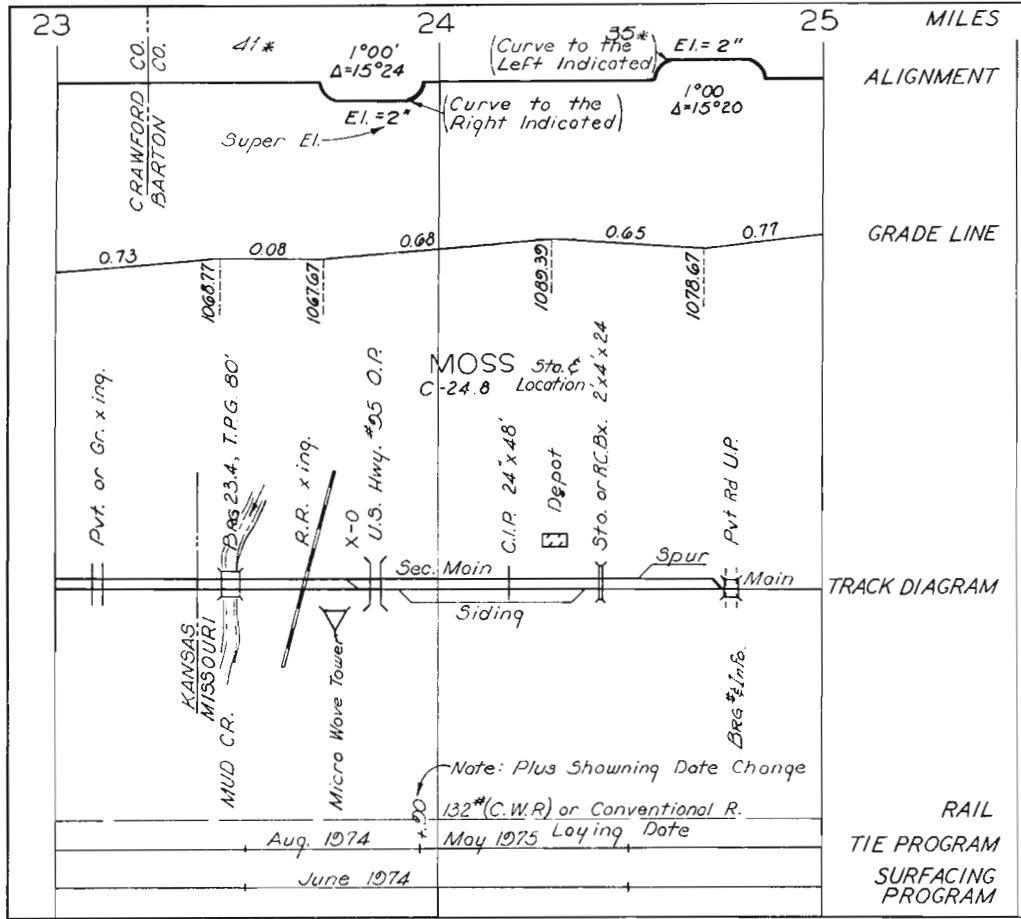


## TRACK CHART

LAKESIDE, OKLA. TO HUGO, OKLA.

M.P J-620.27 TO J-684.90

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

5045 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

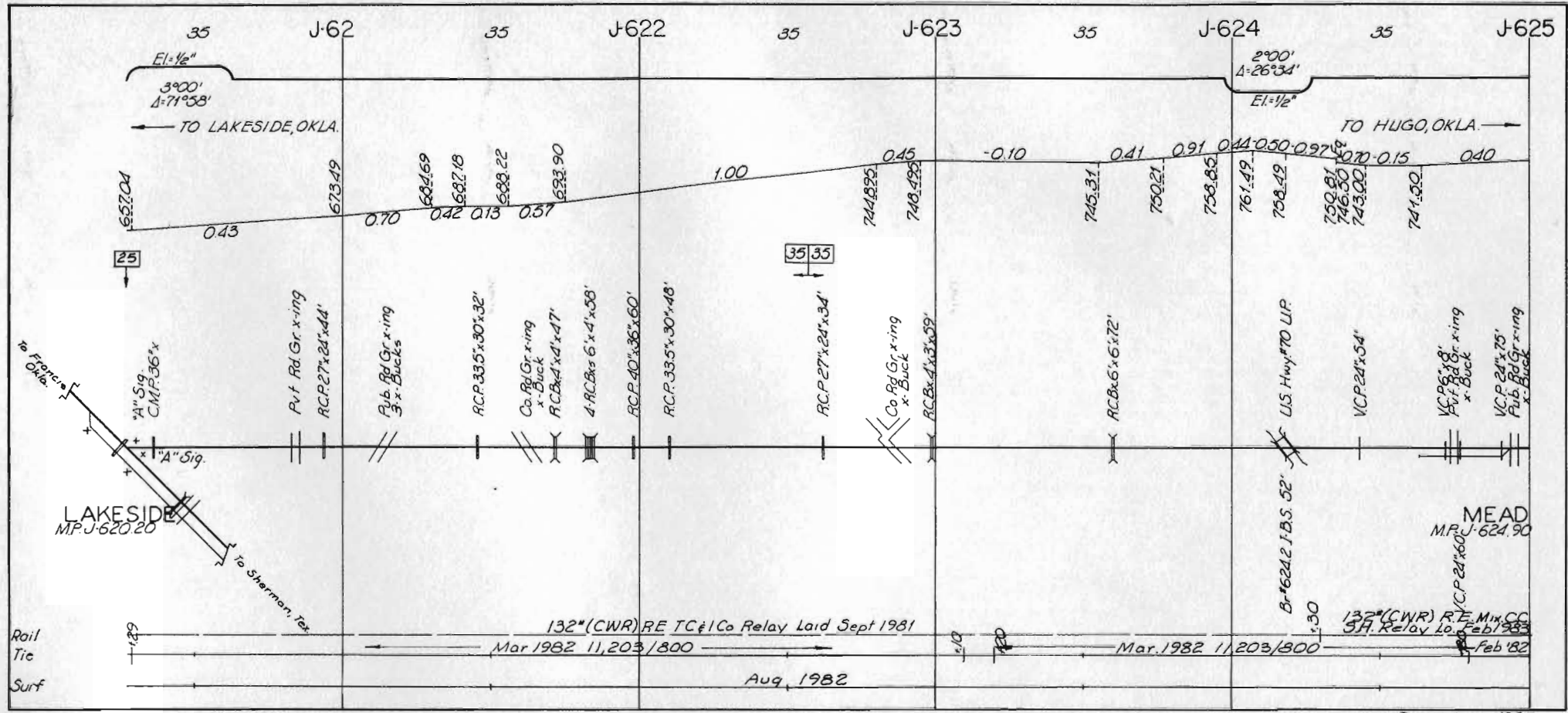
CULV.	CULVERT
AR.	ARCH
BX.	BOX
STO.	STONE
DBL.	DOUBLE
EXT	EXTENSION
V.C.P.	VITRIFIED CLAY PIPE
C.I.P.	CAST IRON PIPE
C.M.P.	CORRUGATED METAL PIPE
R.C.P.	REINFORCED CONCRETE PIPE
M.P.P.	MULTI-PLATE PIPE
BR.	BRIDGE
O.D.F.T.	OPEN DECK FRAME TRESTLE
B.D.F.T.	BALLASTED DECK FRAME TRESTLE
O.D.P.T.	OPEN DECK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

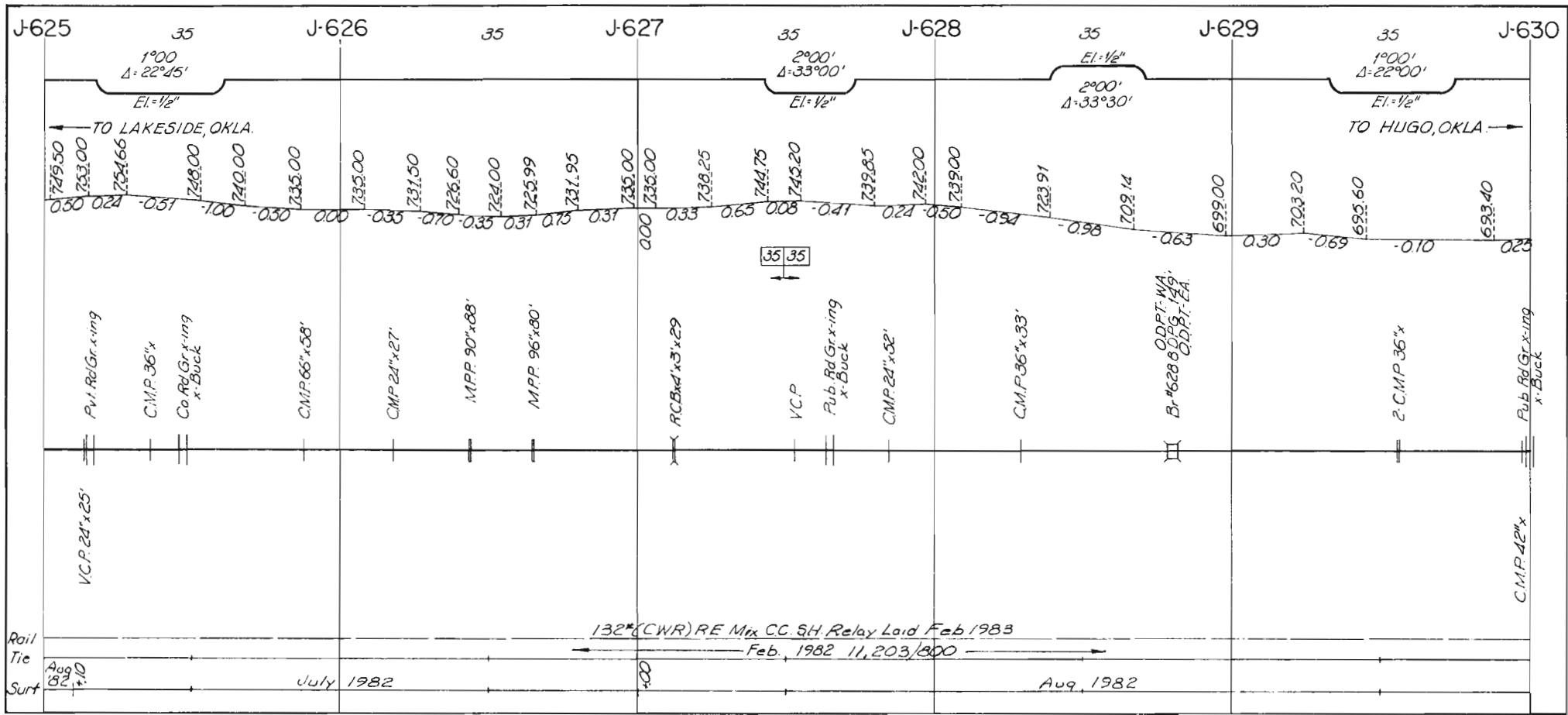
### MISCELLANEOUS

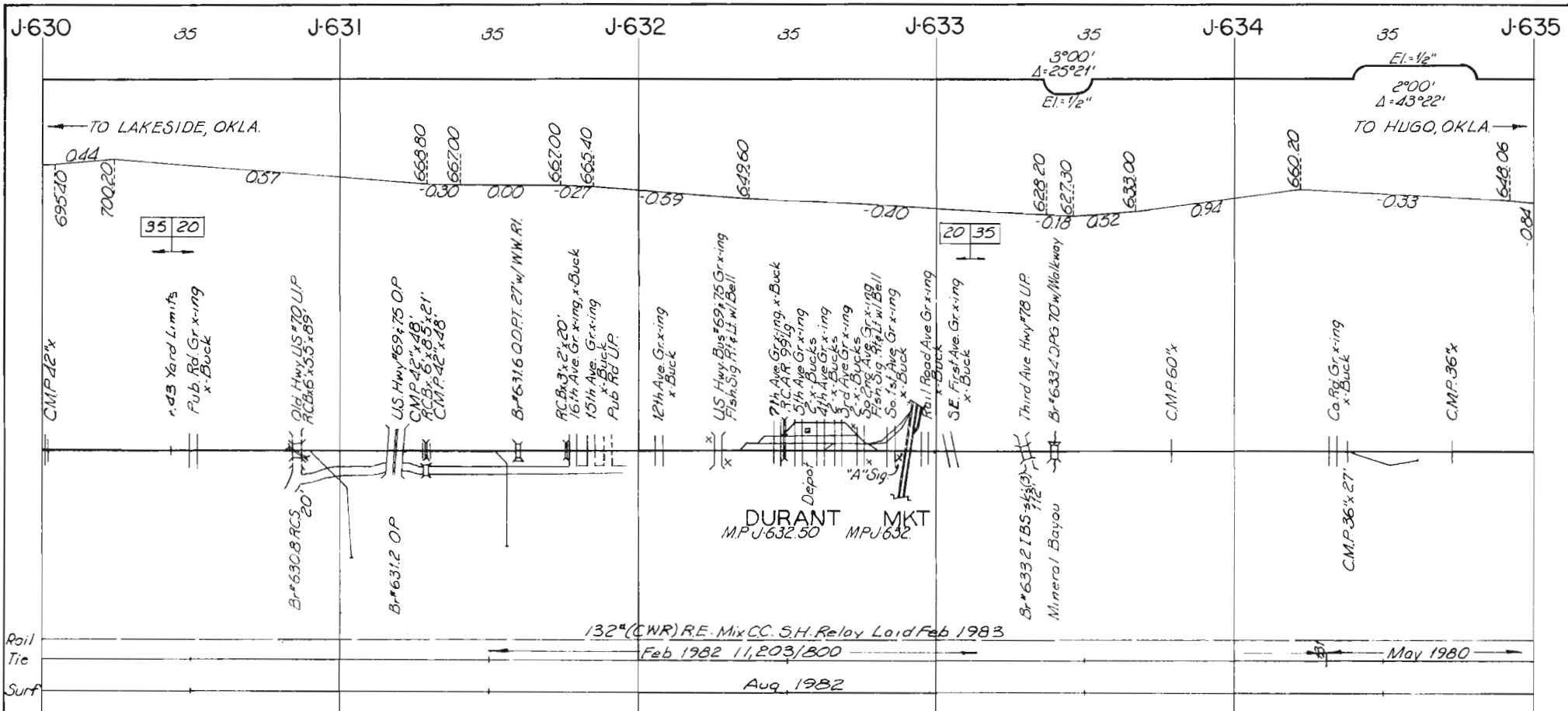
CR.	CREEK
RIV.	RIVER
CO.	COUNTY
HO.	HOUSE
LT.	LEFT
RT.	RIGHT
R.R.	RAILROAD
R.Y.	RAILWAY
O.P.	OVERPASS
U.P.	UNDERPASS
YD.	YARD
E.	EAST
W.	WEST
N.	NORTH
S	SOUTH
ST	STREET
AVE.	AVENUE
HWY	HIGHWAY
RTE.	ROUTE
RD. X-ING	ROAD CROSSING
PUB.	PUBLIC
PVT.	PRIVATE
STA.	STATION
TRK.	TRACK
OFF.	OFFICE
JCT	JUNCTION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







J-630

35

J-631

35

J-632

35

J-633

35

J-634

35

J-635

← TO LAKESIDE, OKLA.

TO HUGO, OKLA. →

3°00'  
Δ=25°21'  
EI=1/2"

EI=1/2"  
2°00'  
Δ=43°22'

044

057

666.80

666.700

666.700

666.40

664.60

628.20

627.30

633.00

666.20

649.06

35 20

20 35

C.M.P. 42 x

r. 45 Yard Limits  
Pub. Rd. Gr-x-ing  
x-Buck

B-#630.8 R.C.S.  
20'  
Old Hwy US #70 U.P.  
R.C.B. 6 x 35 x 85'

US Hwy #69 & 75 O.P.  
C.M.P. 42 x 48'  
R.C.B. 6 x 30 x 21'  
C.M.P. 42 x 48'

B-#631.6 O.D.P.T. 27' w/ W.M. R.I.

R.C.B. 3 x 2 x 20'  
16th Ave. Gr-x-ing, x-Buck  
15th Ave. Gr-x-ing  
x-Buck  
Pub. Rd. U.P.

12th Ave. Gr-x-ing  
x-Buck

US Hwy Bys #69 & 75 Gr-x-ing  
Fish Sig. R.I. w/ Bell

7th Ave. Gr-x-ing, x-Buck  
R.C.A.R. 6 x 6 Gr-x-ing  
5th Ave. Gr-x-ing  
4th Ave. Gr-x-ing  
4th Ave. Gr-x-ing  
3rd Ave. Gr-x-ing  
2nd Ave. Gr-x-ing  
2nd Ave. Gr-x-ing  
Fish Sig. R.I. w/ Bell  
So. 1st Ave. Gr-x-ing  
x-Buck

Depot  
'A' Sig

Rail Road Ave. Gr-x-ing  
x-Buck

SE First Ave. Gr-x-ing  
x-Buck

B-#633.2 I.B.S. 112'  
Mineral Bayou  
Third Ave. Hwy #78 U.P.

B-#633.4 O.P.S. 70' w/ Walkway

C.M.P. 60 x

C.M.P. 36 x 27'  
Co. Rd. Gr-x-ing  
x-Buck

C.M.P. 36 x

Rail Tie

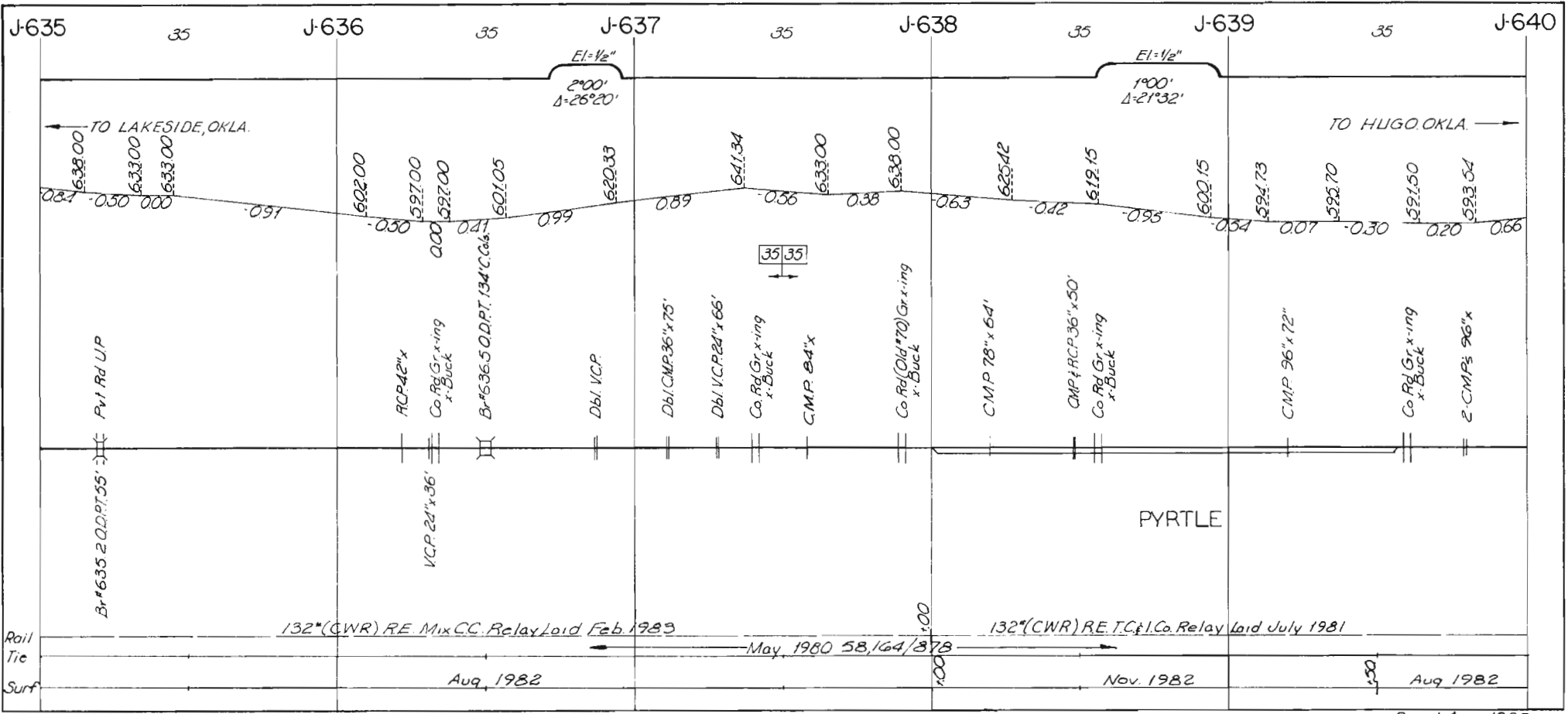
Surf

132° (CNR) R.E. Mix CC. S.H. Relay Laid Feb 1983

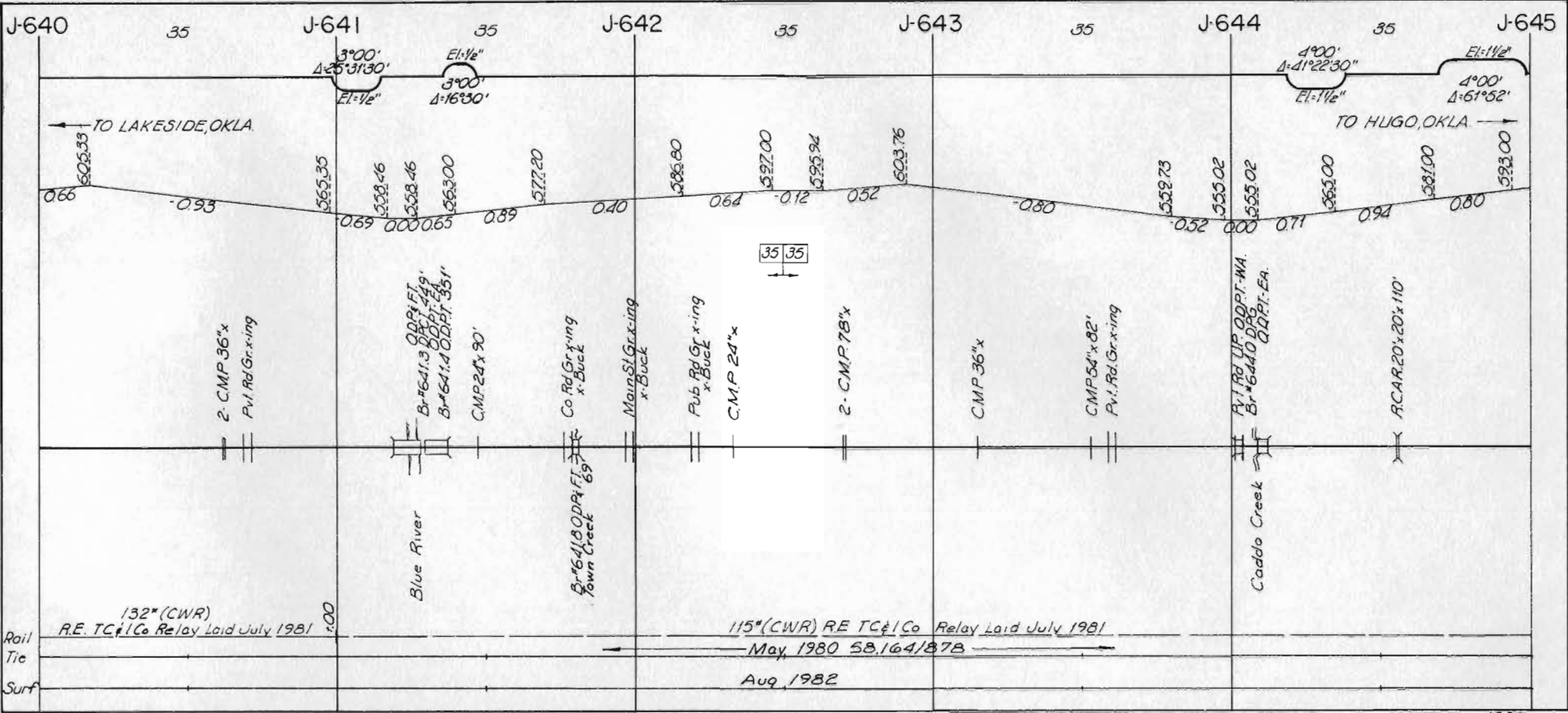
Feb 1982 11,203/800

Aug 1982

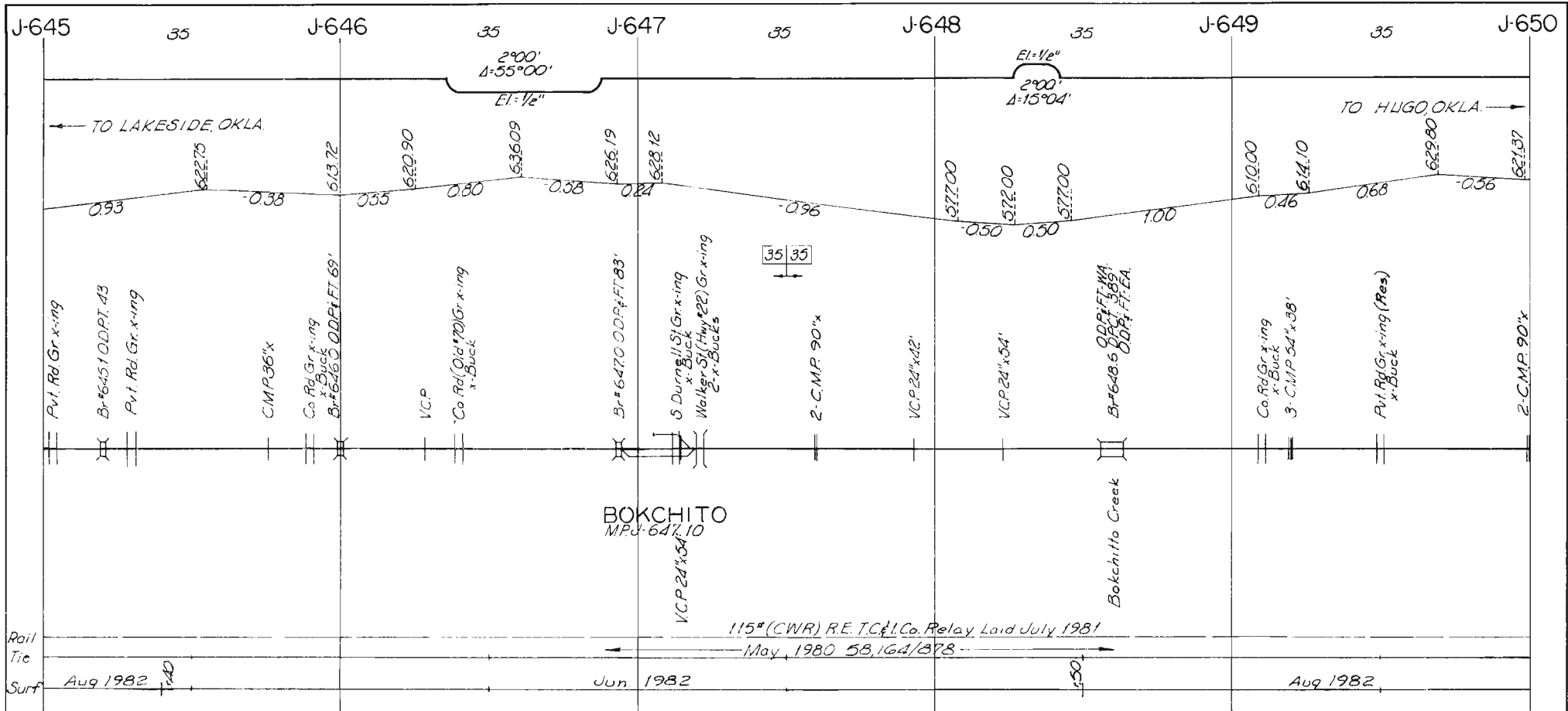
May 1980

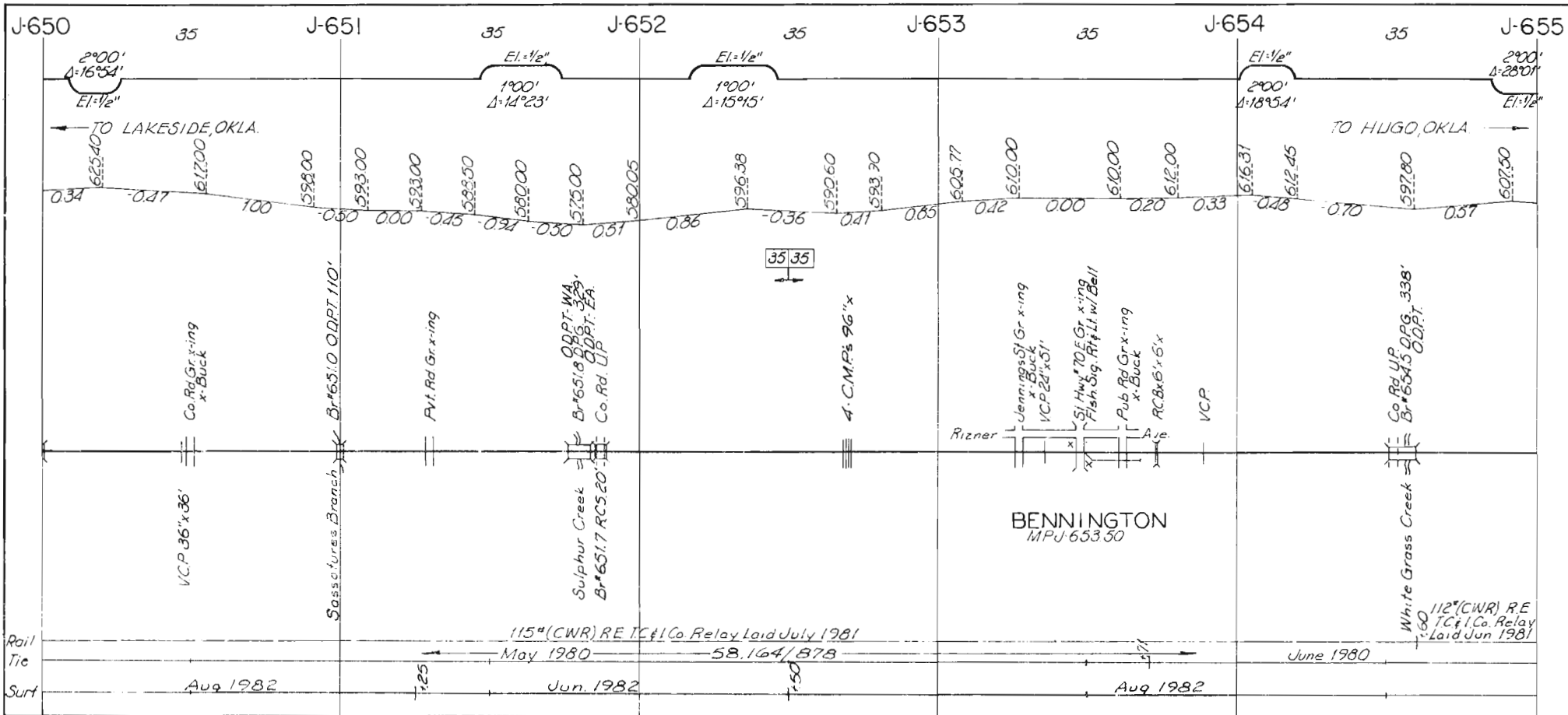


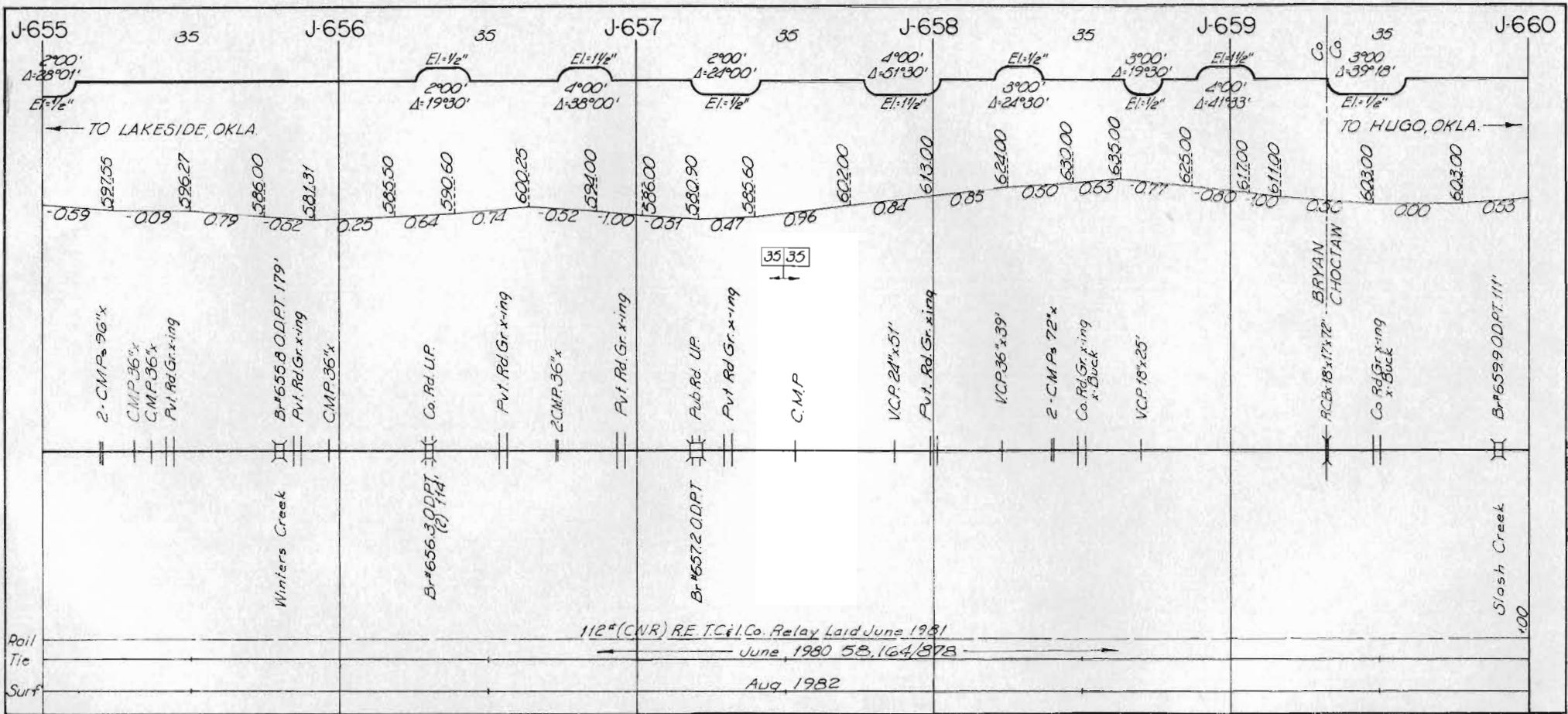


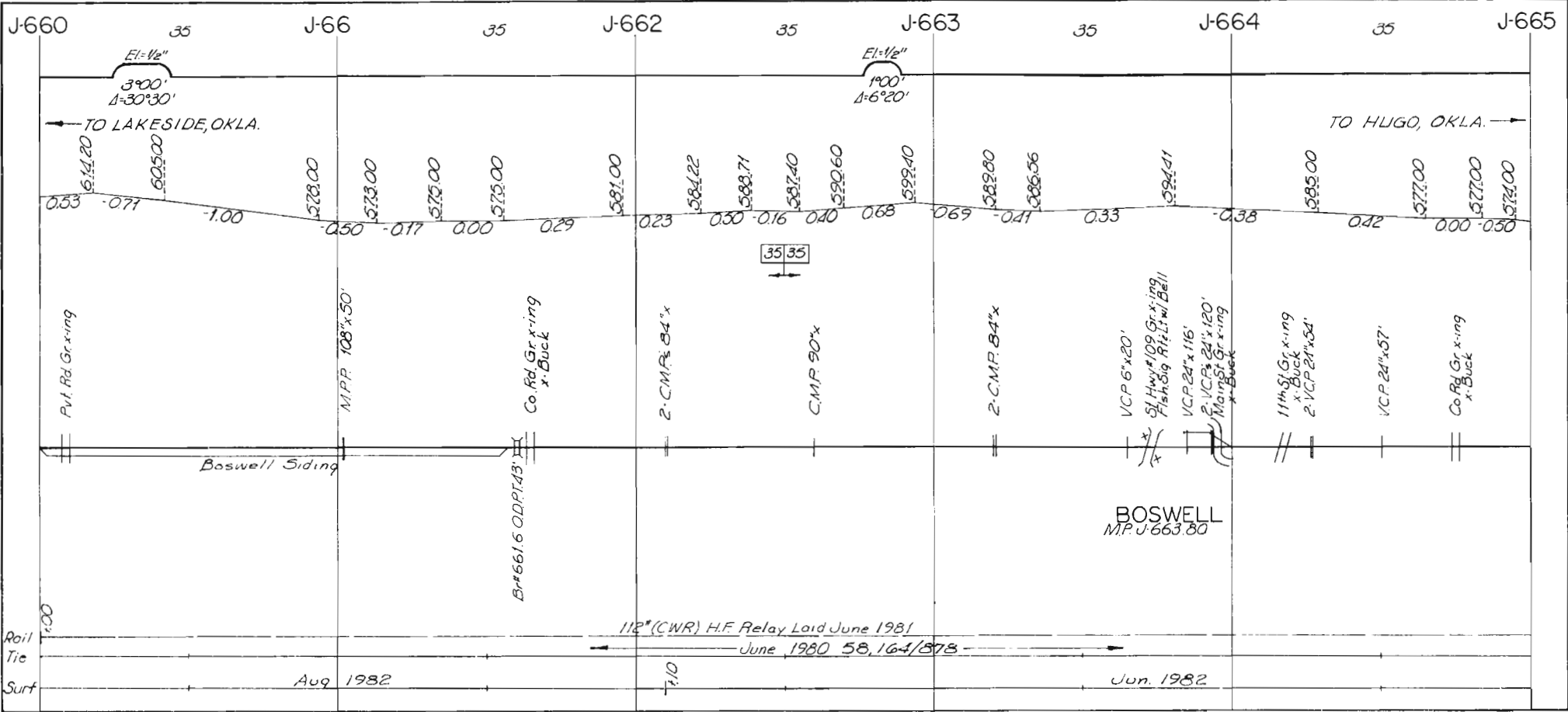










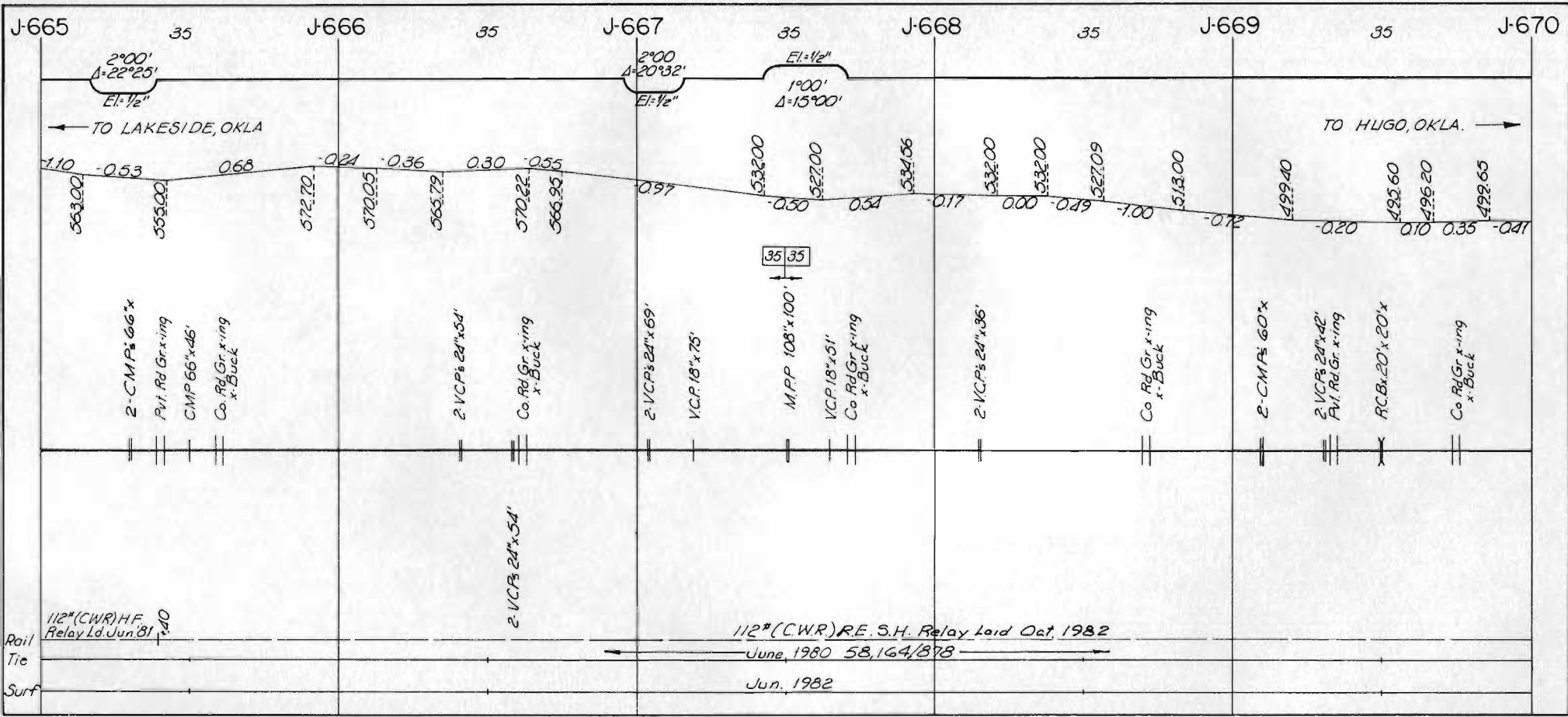


Rail Tie  
Surf

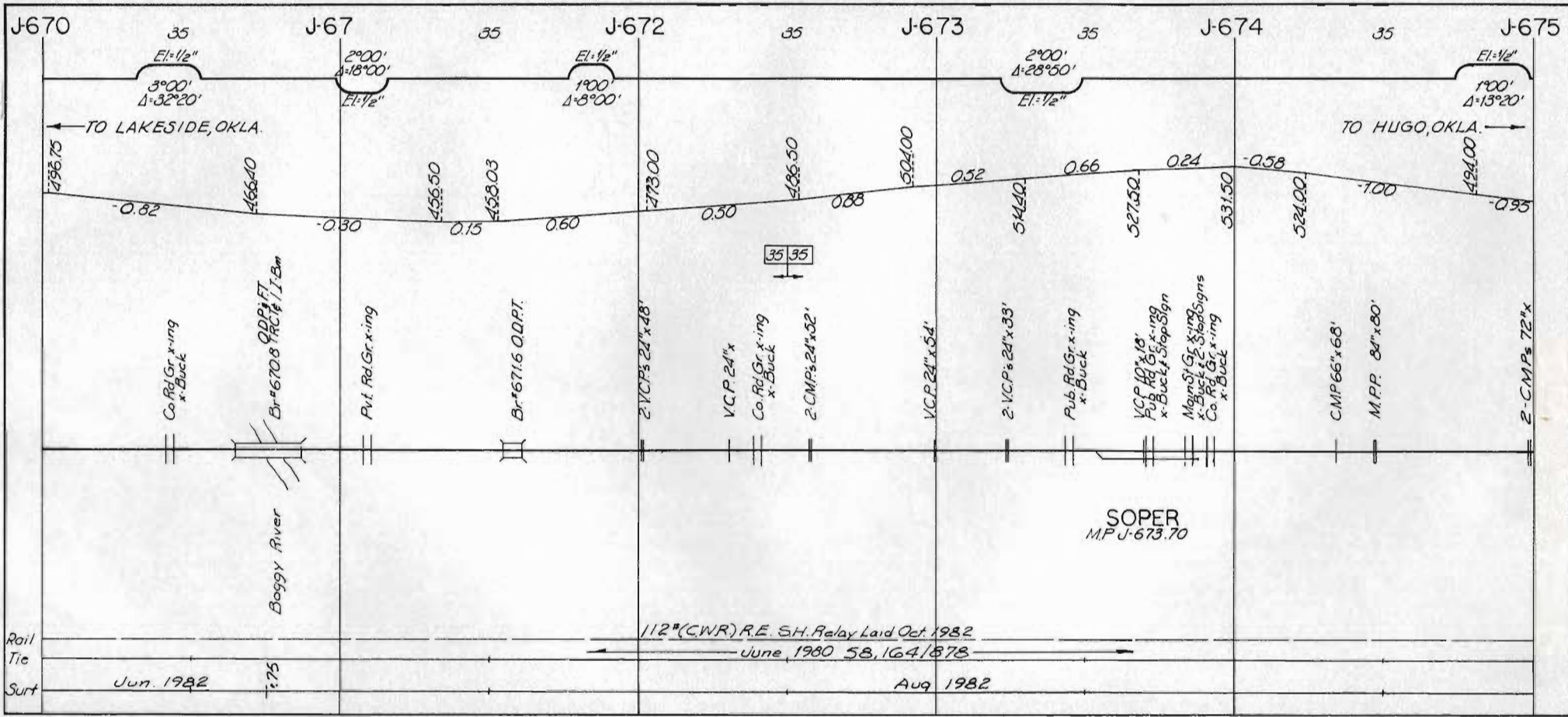
Aug 1982

7/10

Jun. 1982







Rail Tie  
Surt

112" (CWR) R.E. SH. Relay Laid Oct. 1982  
June 1980 58,164/578

Jun. 1982  
Aug 1982

