

7th Subdivn
TULSA DIV.

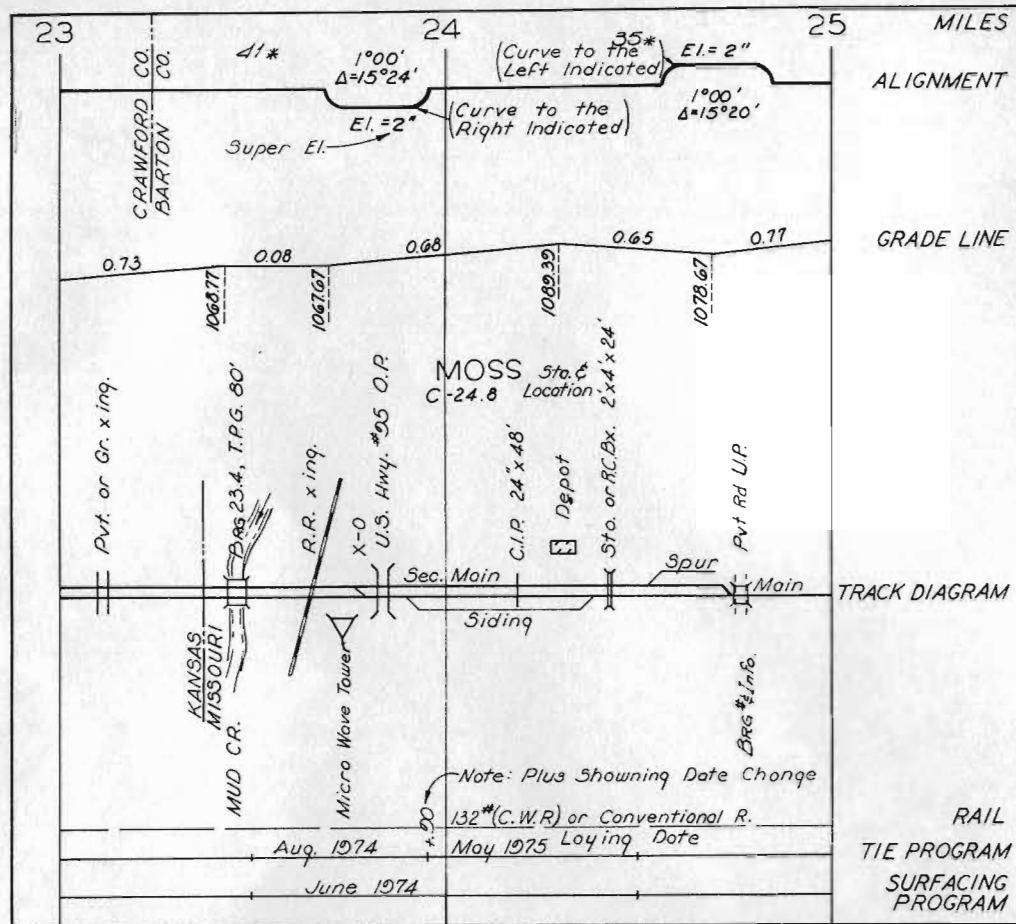


TRACK CHART

HUGO, OKLA TO HOPE, ARK.

M.P. J-684.90 TO J-805.87

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.

6045 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
IB.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-685

-025

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To Ft Smith

Yard OFF

HUGO

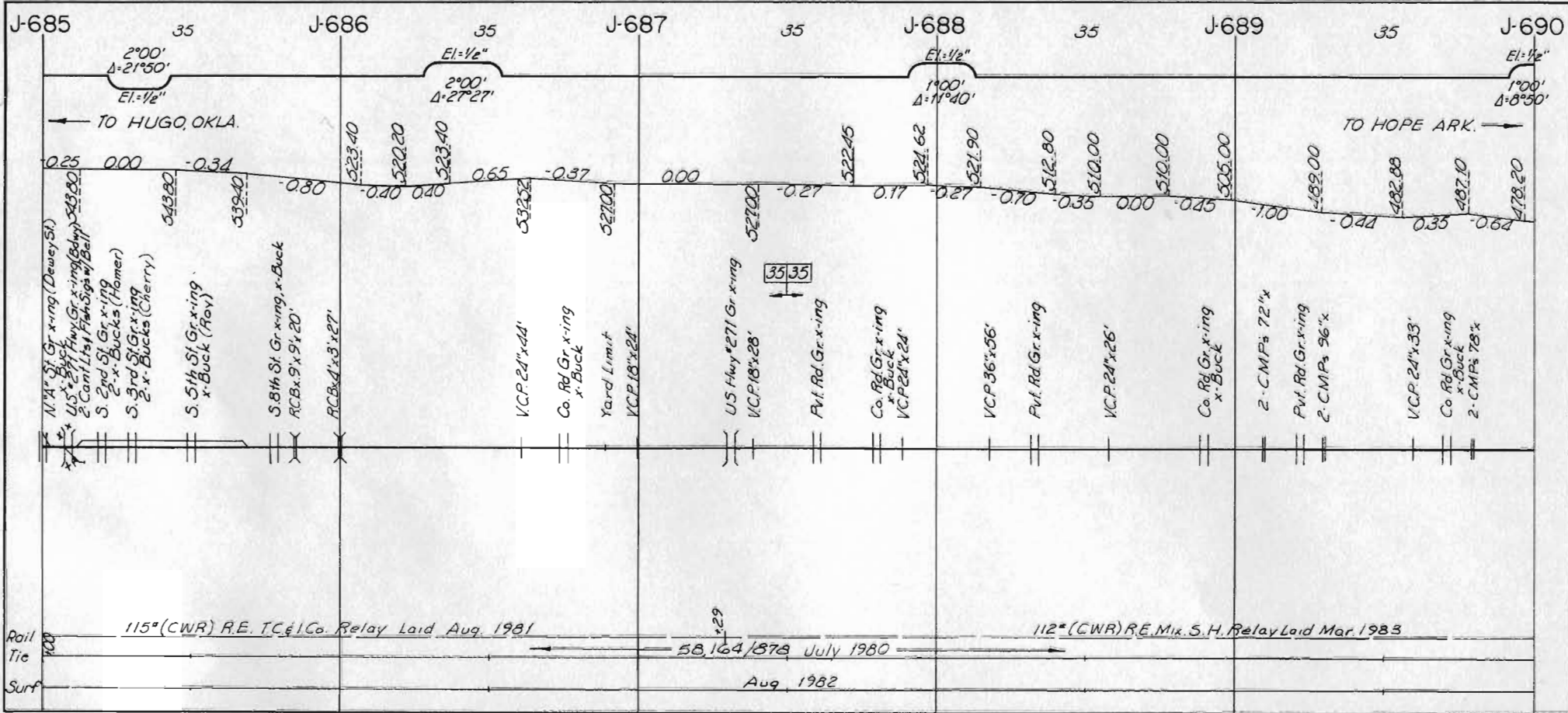
To Paris

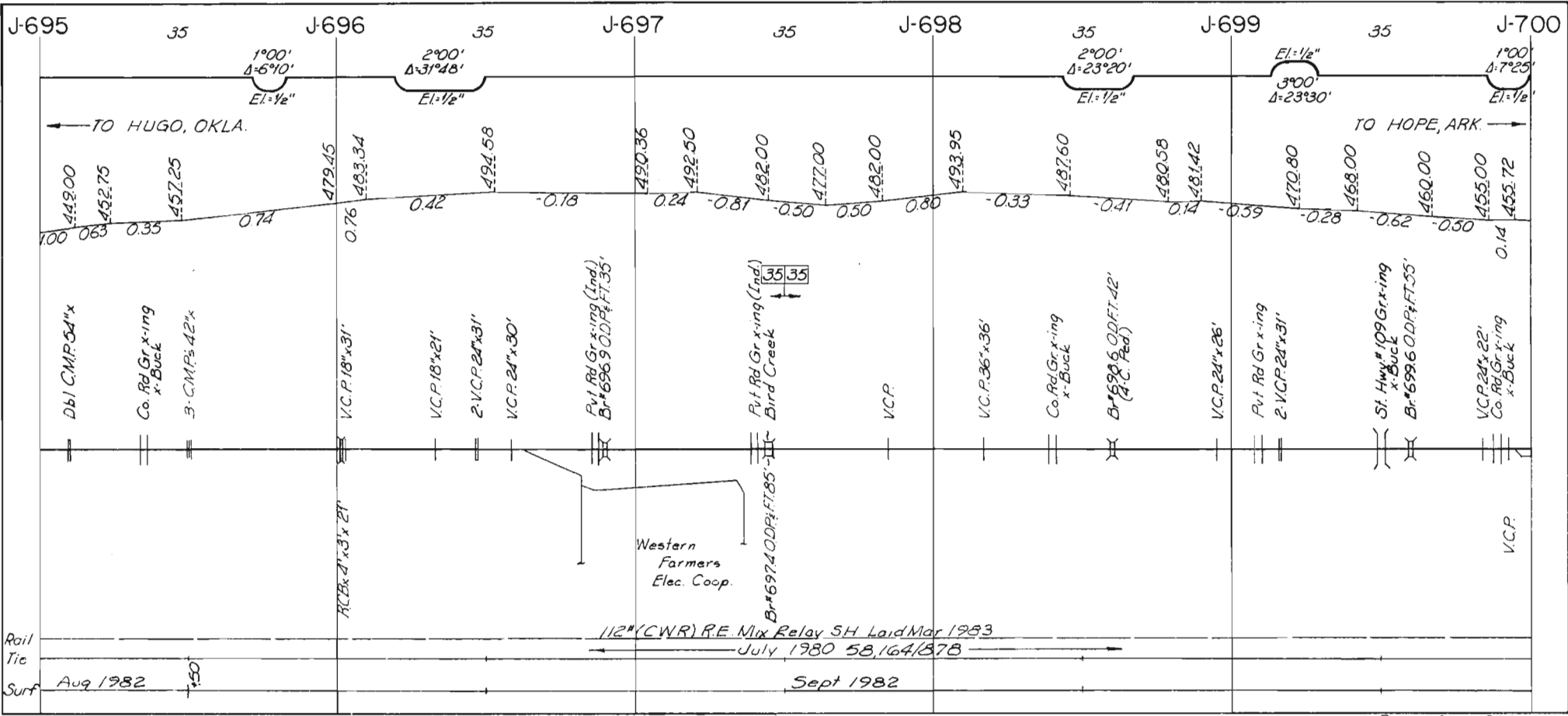
115° (CNR) RETC 1 G
Relay Laid Aug 1981

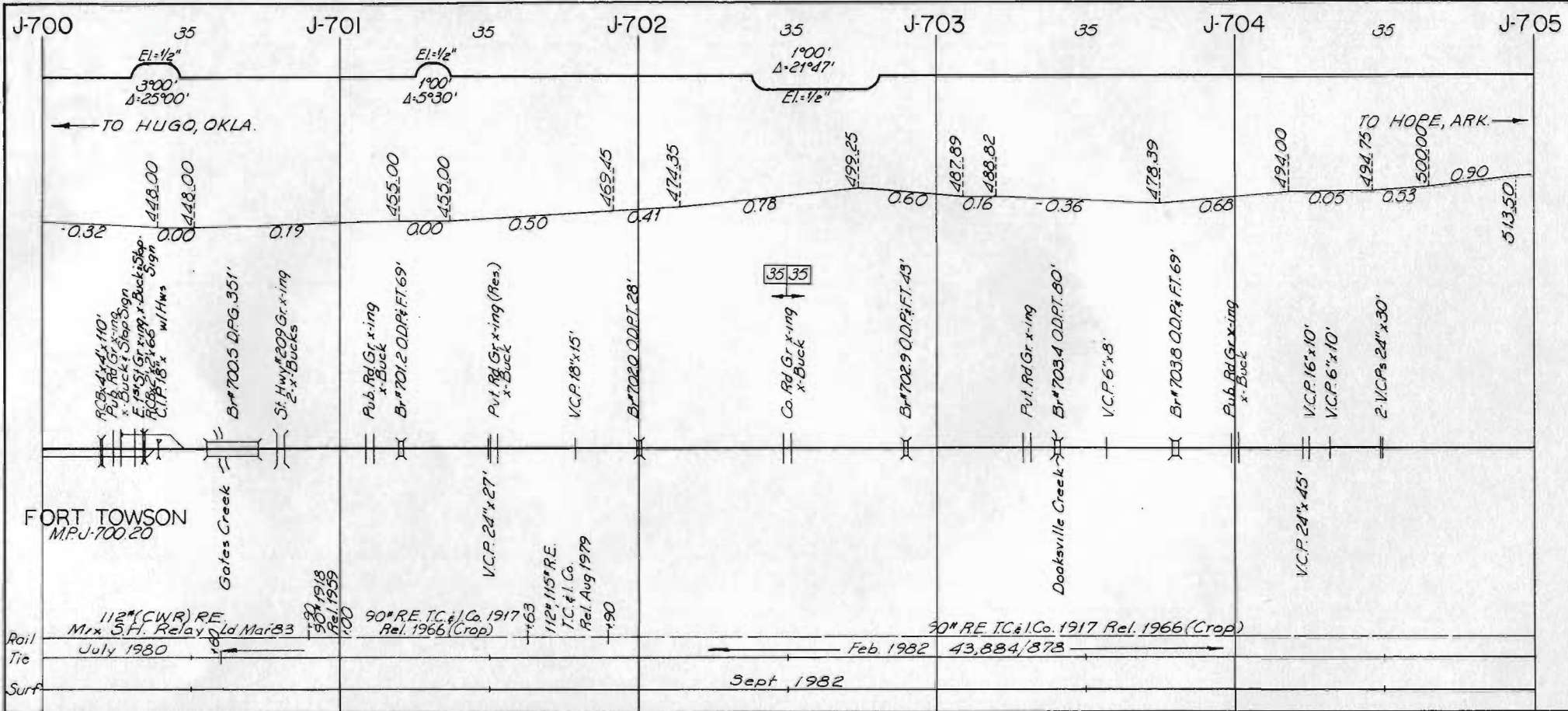
150

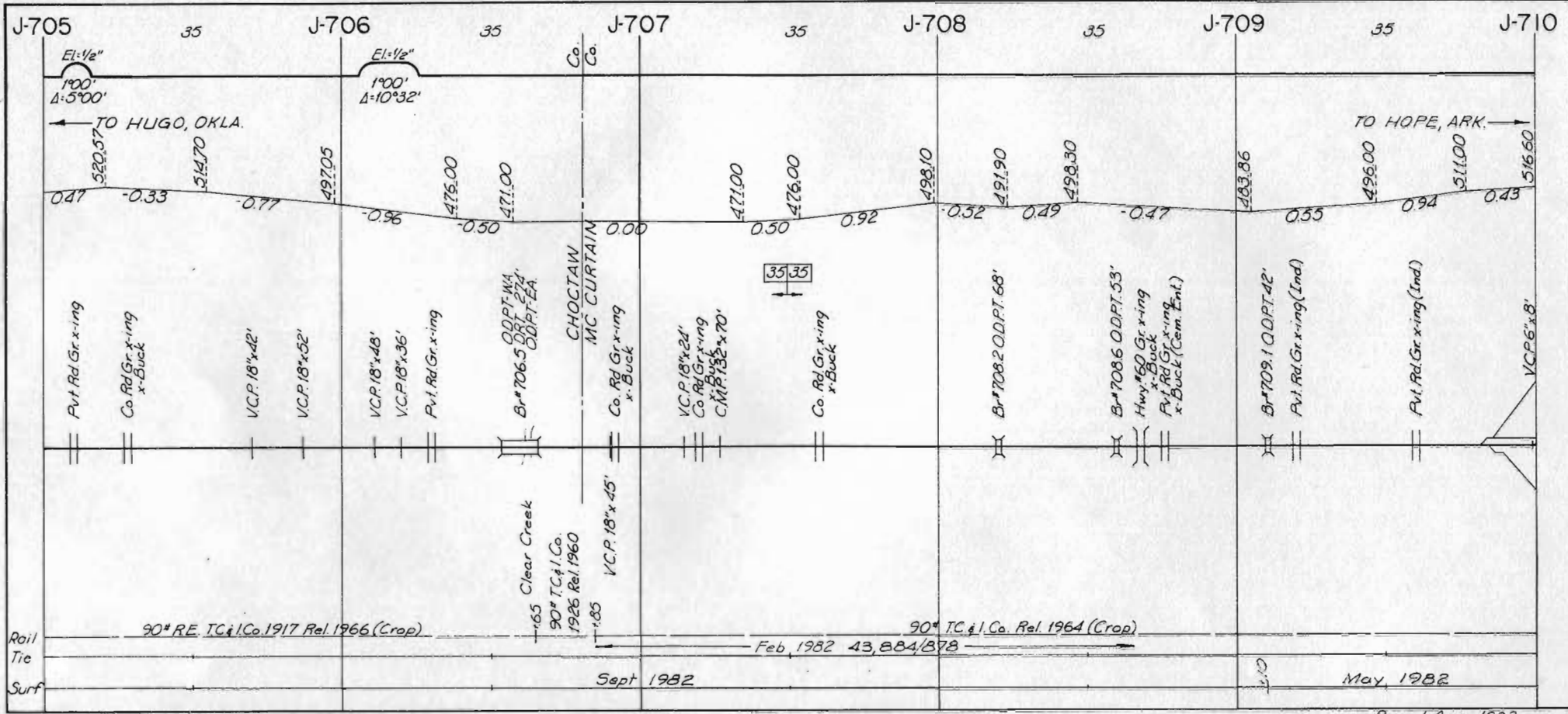
Aug 1973

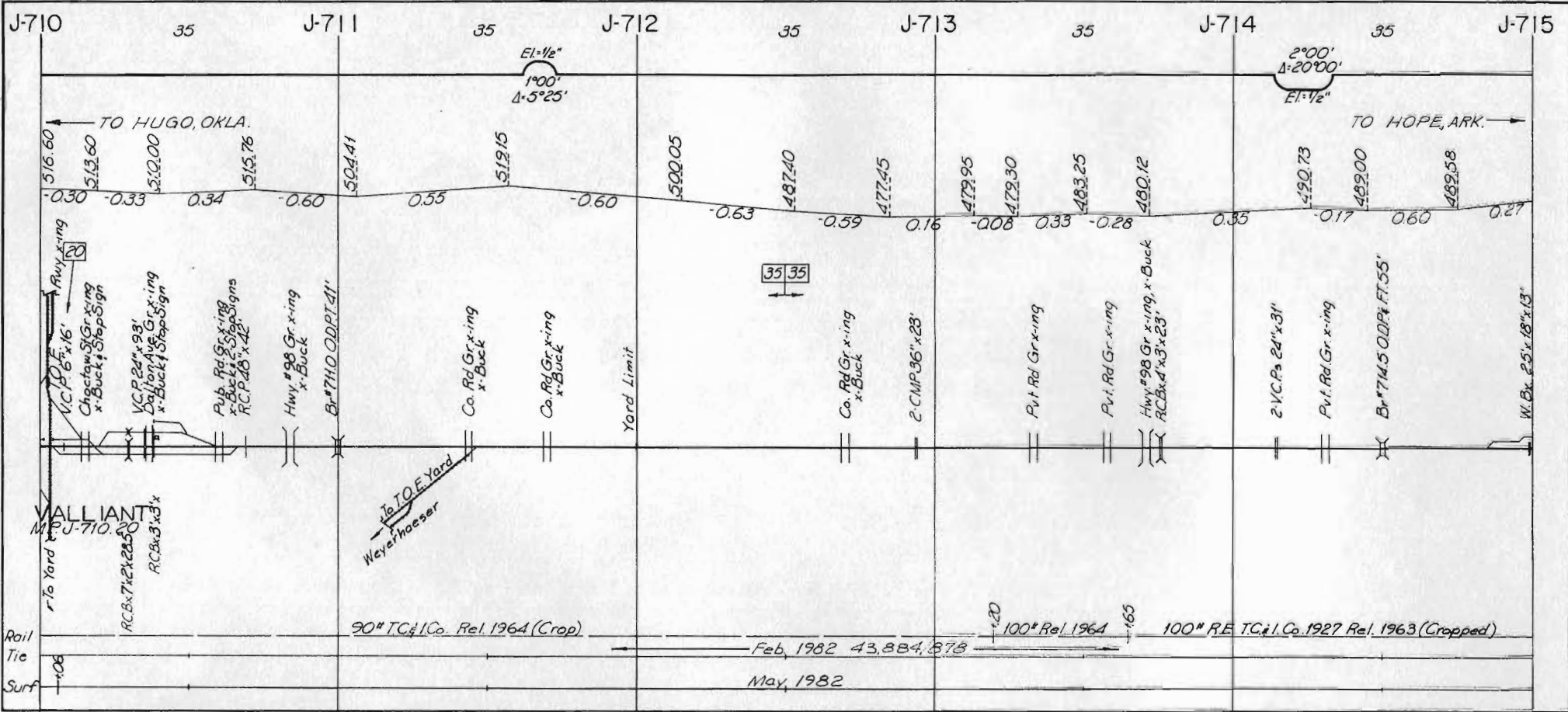
Aug 1982



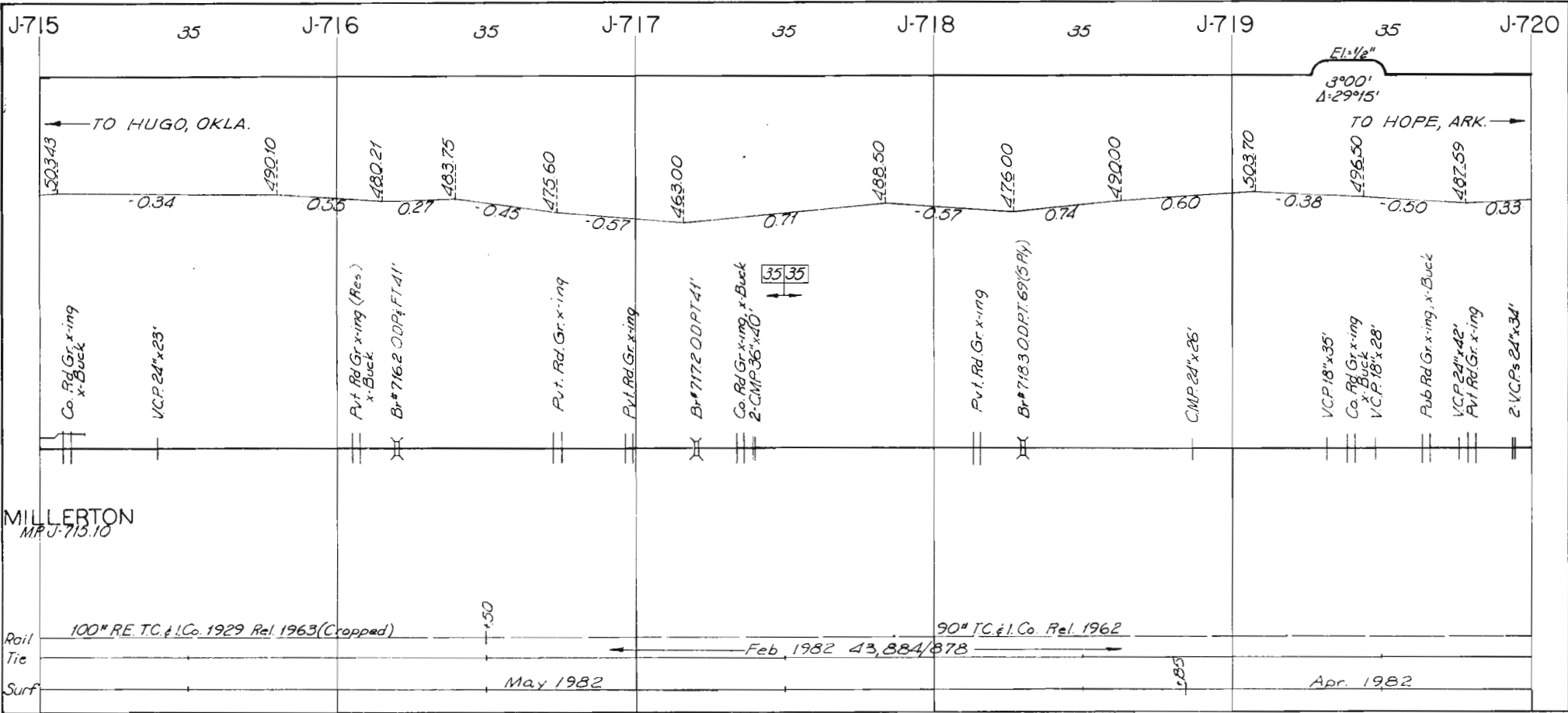








Rail Tie
Surf



MILLEBTON
MP J-715.10

Rail
Tie
Surf

100' RE. T.C. & I. Co. 1929 Rel. 1963 (Cropped)

+1.50

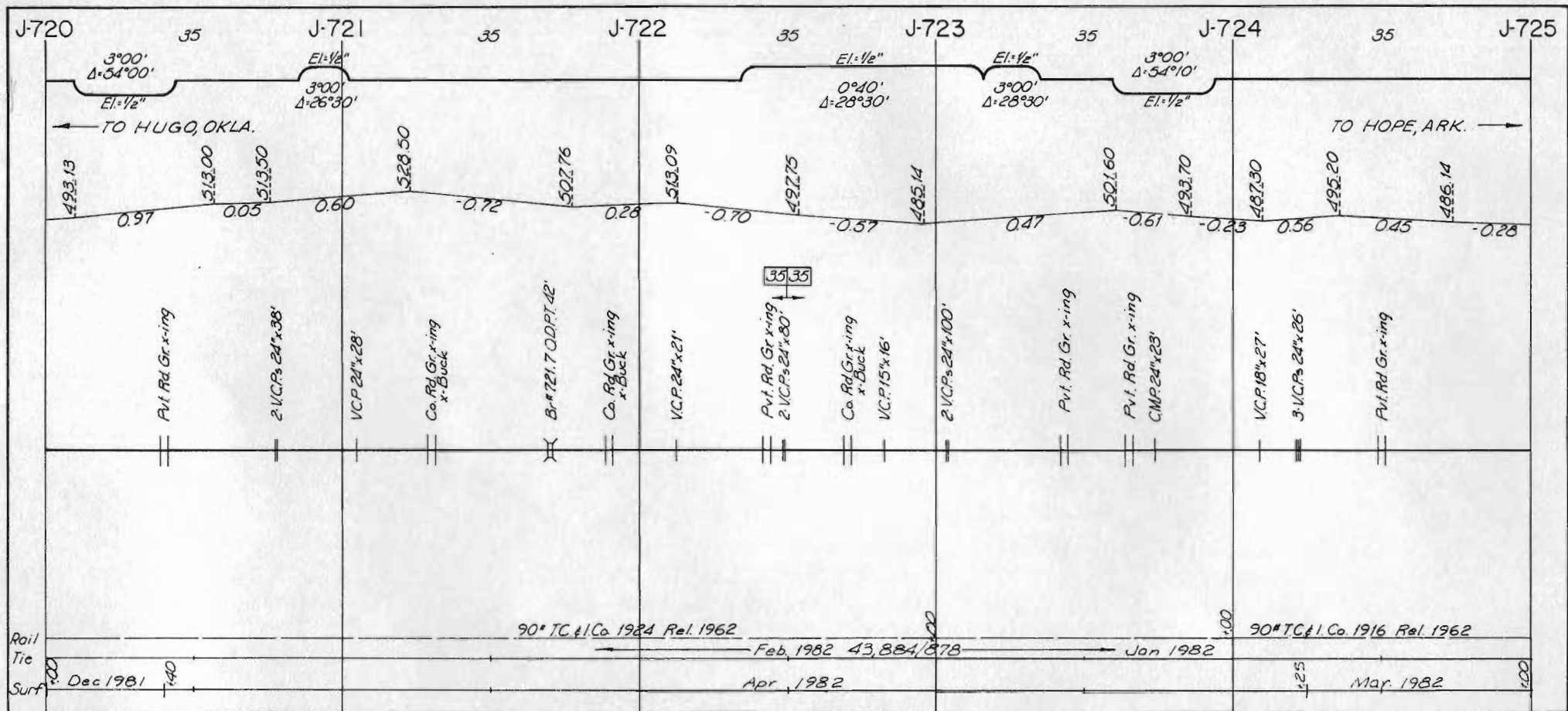
May 1982

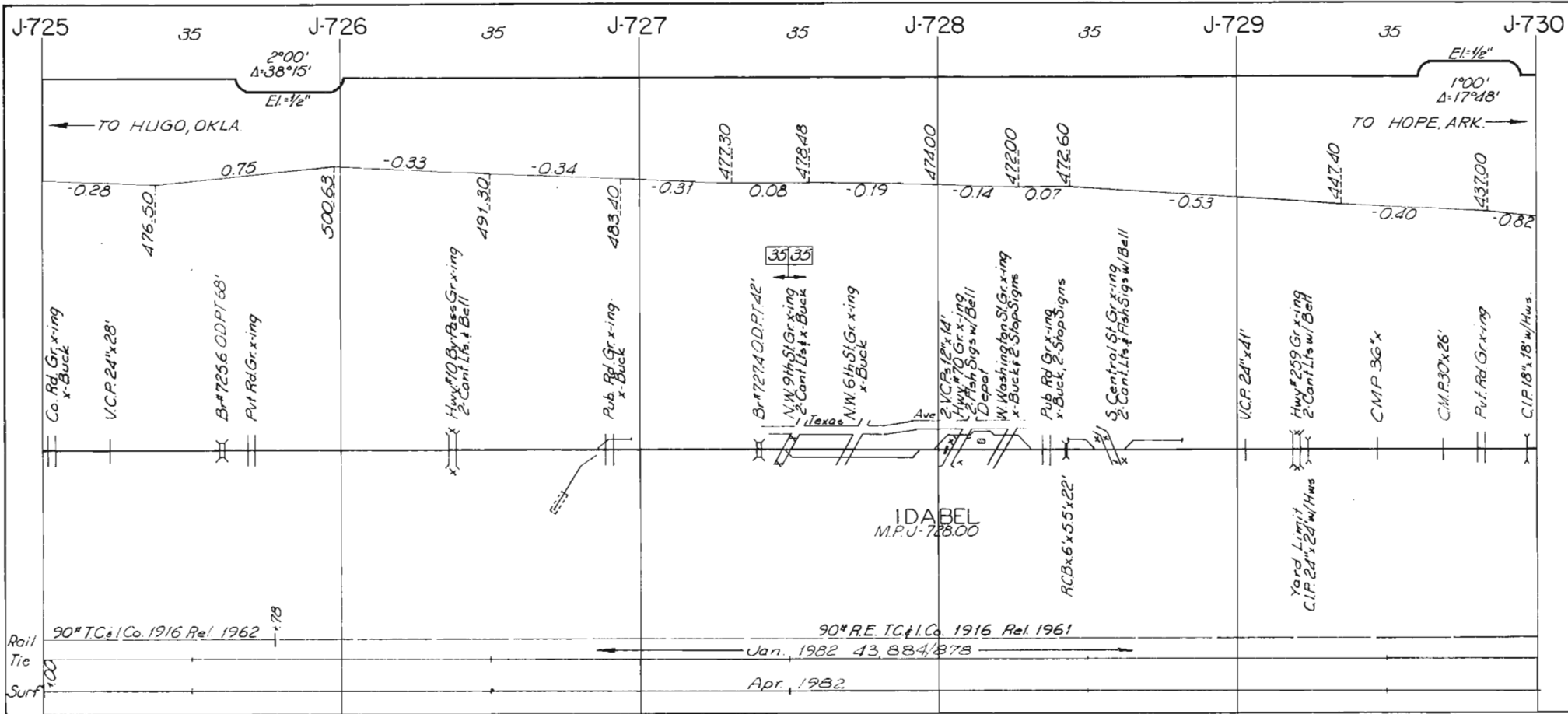
Feb 1982 43,884/878

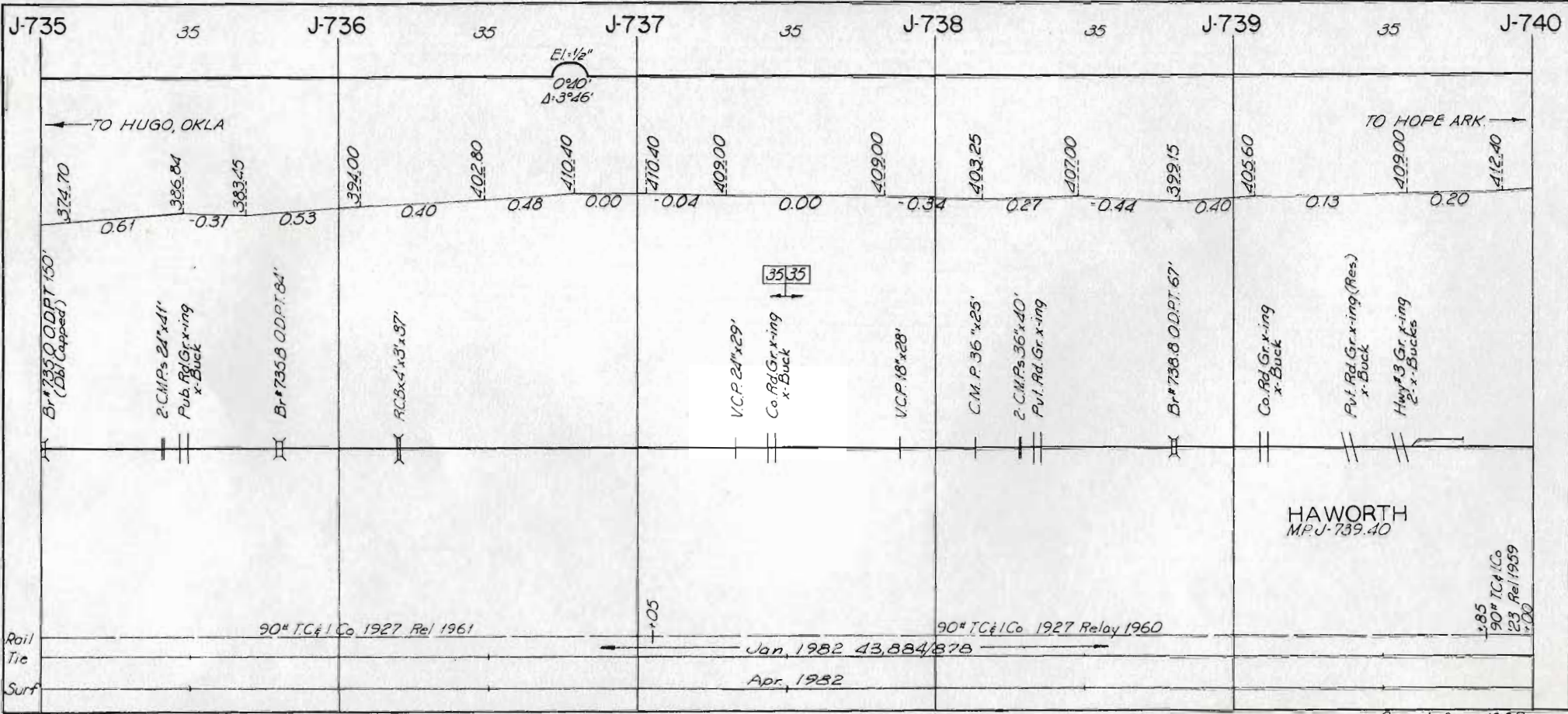
90' T.C. & I. Co. Rel. 1962

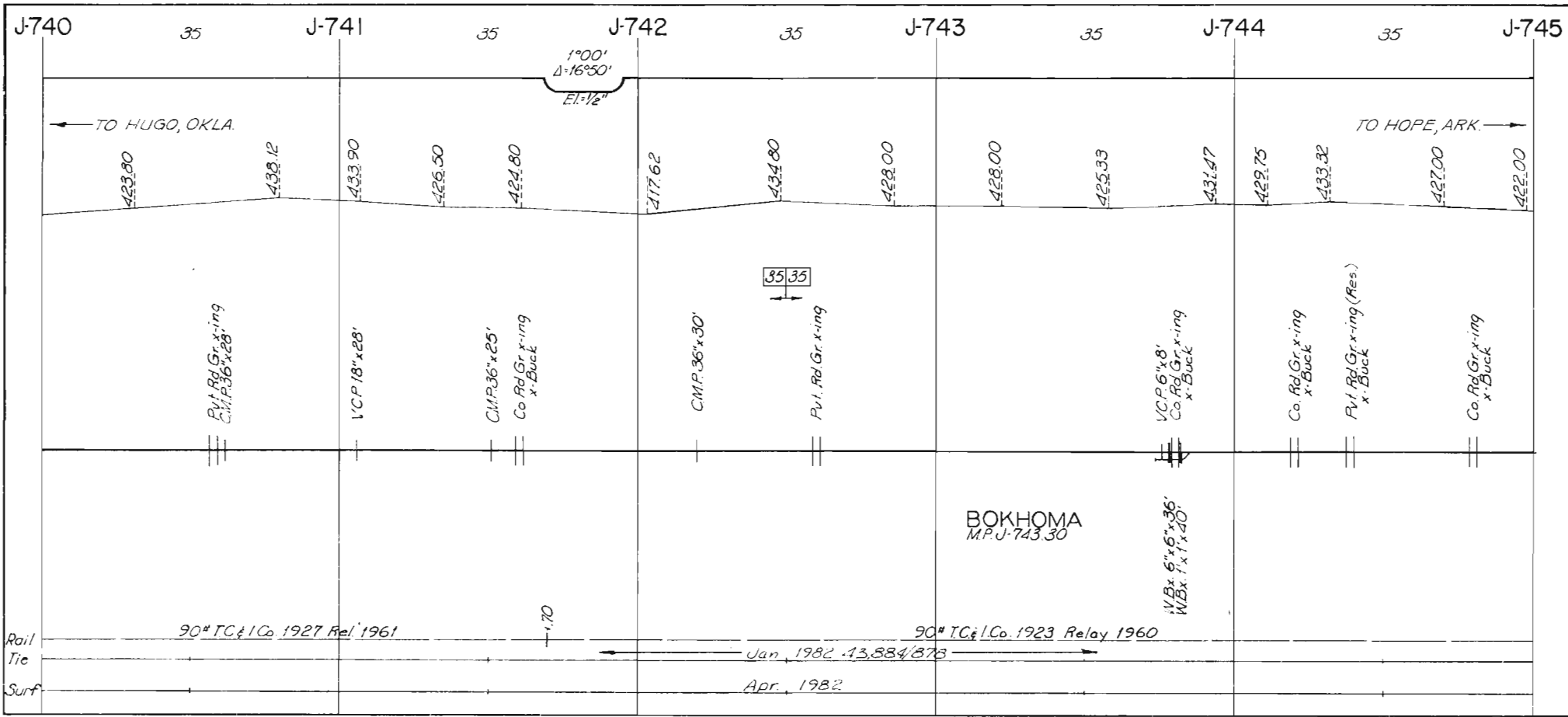
+0.85

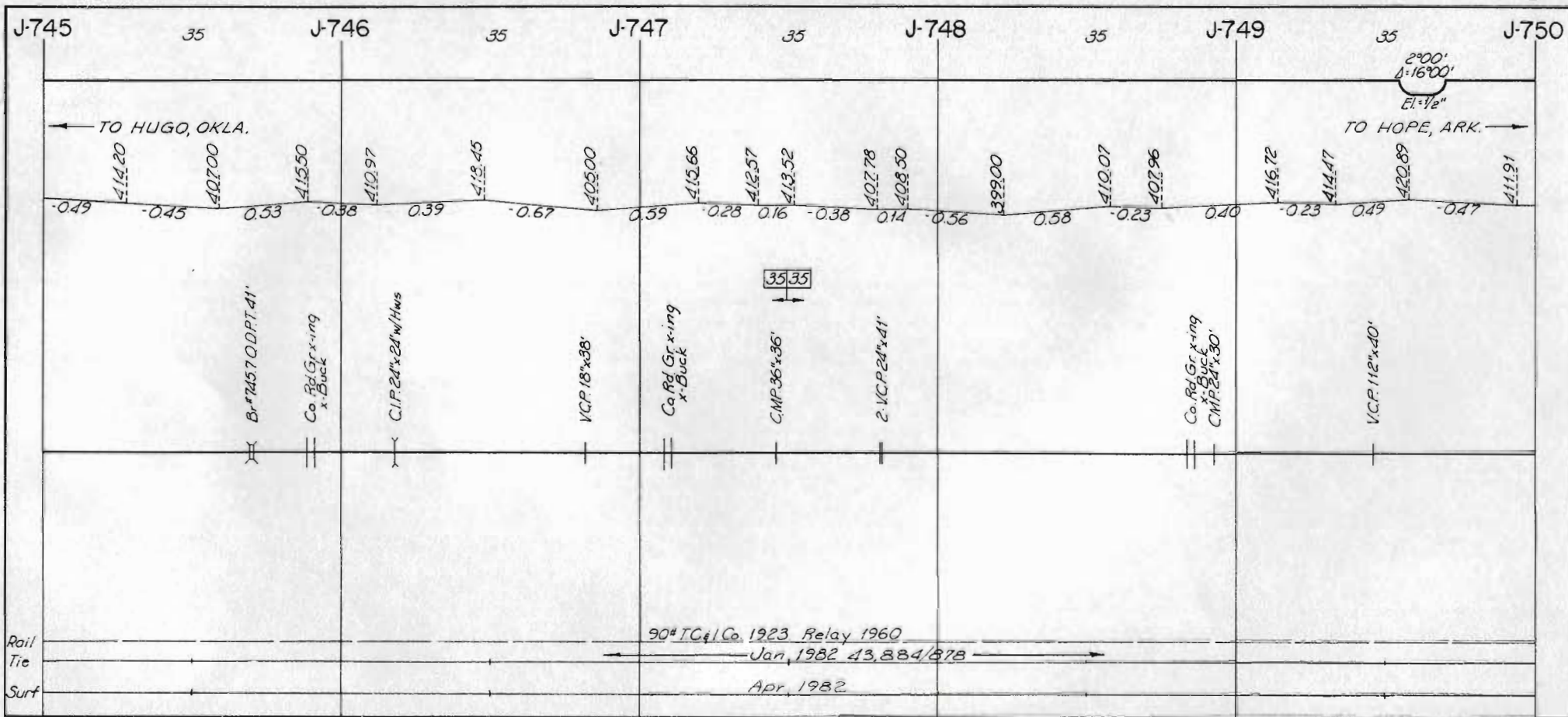
Apr. 1982

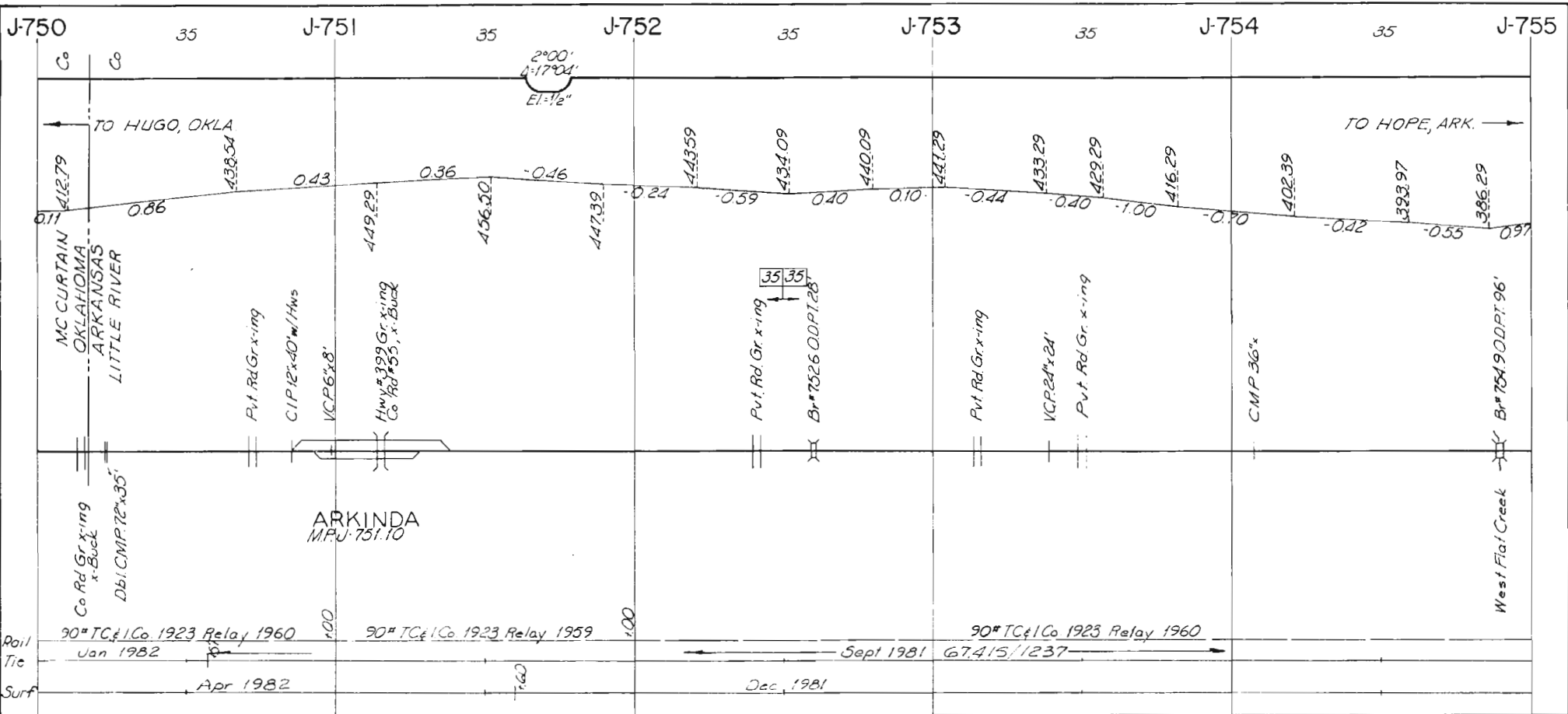


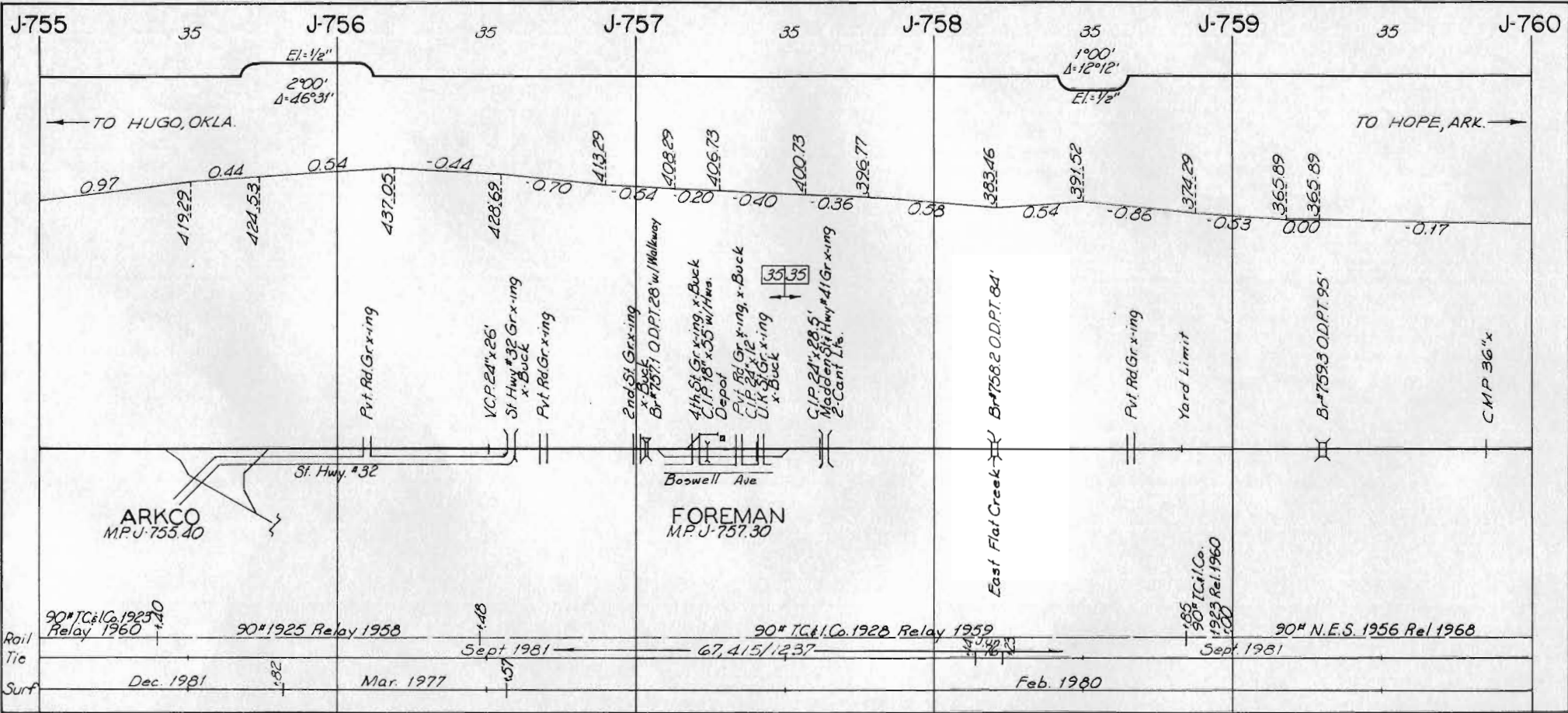


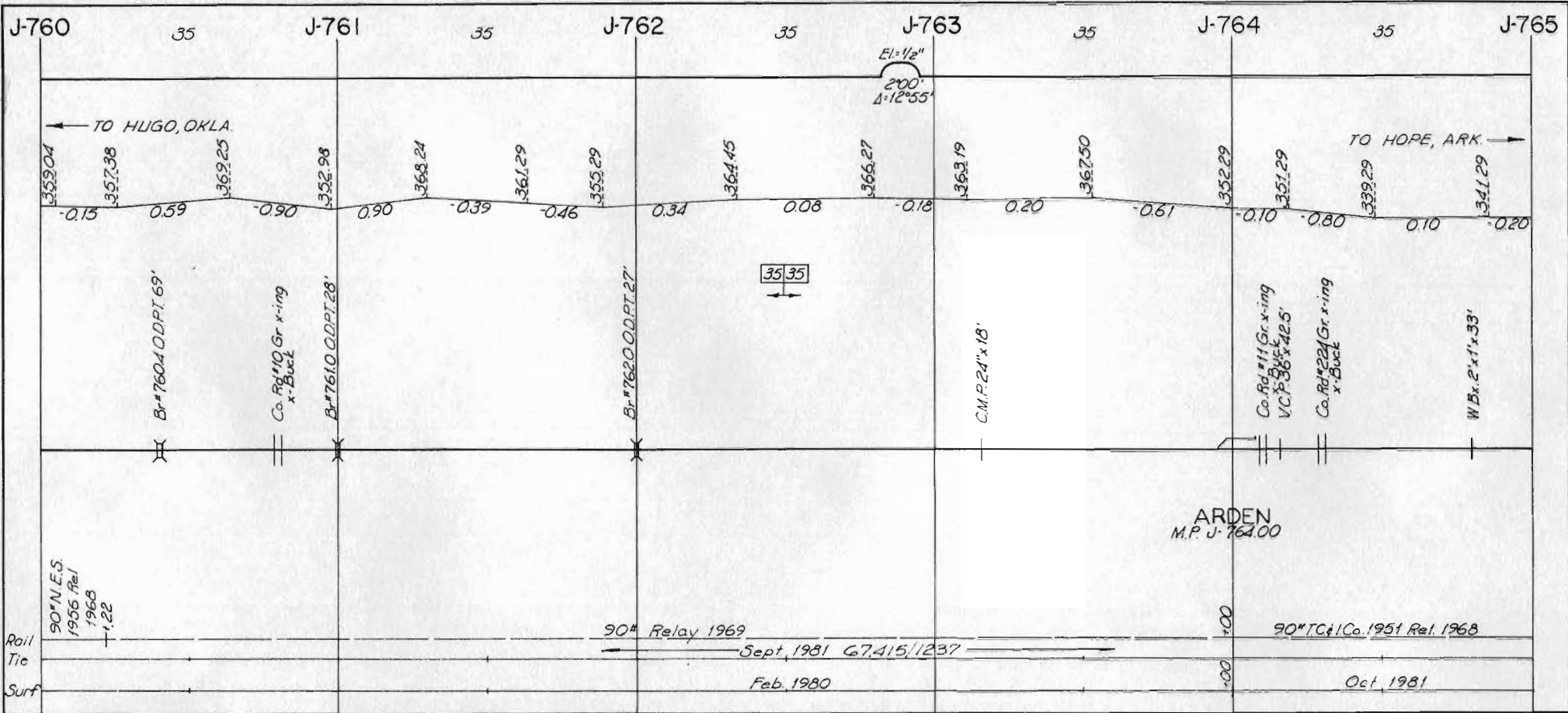


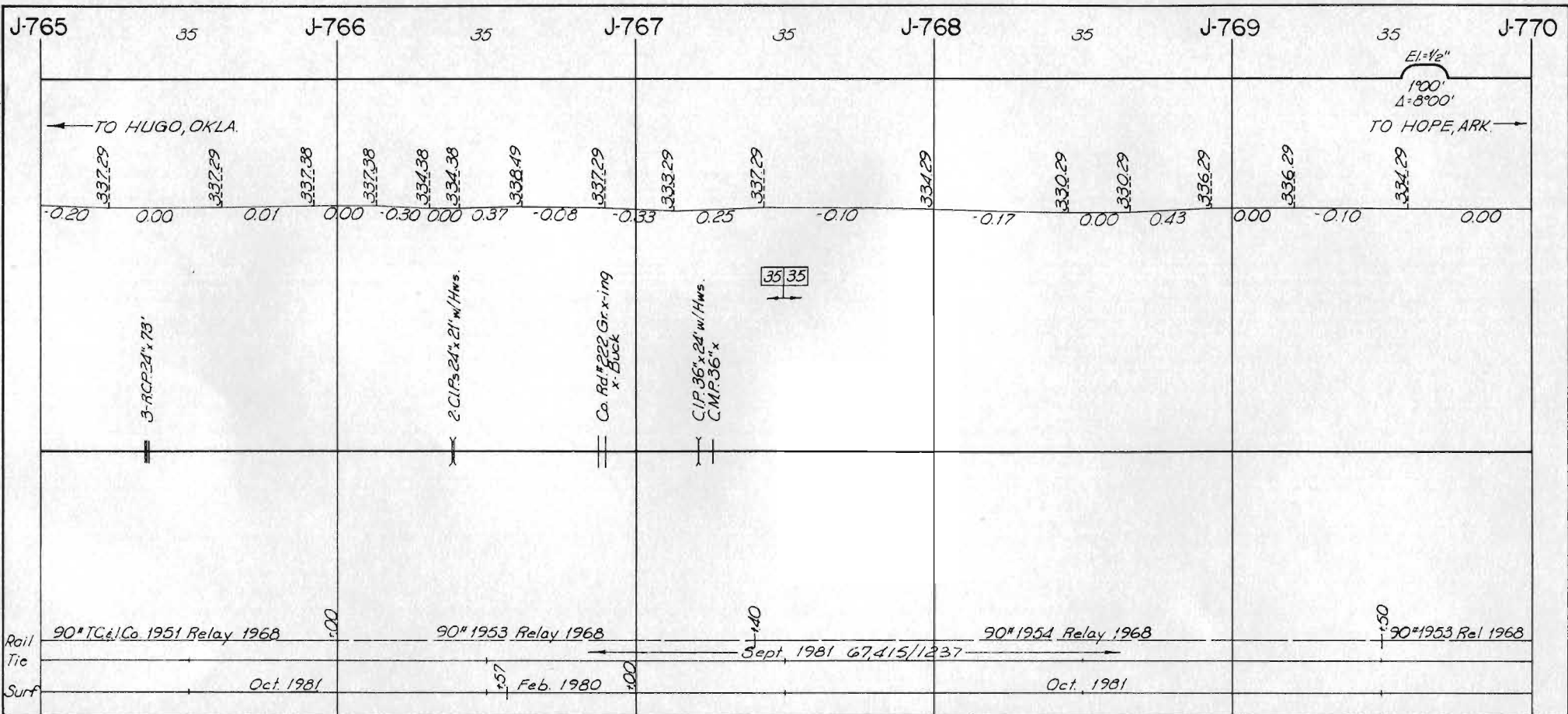


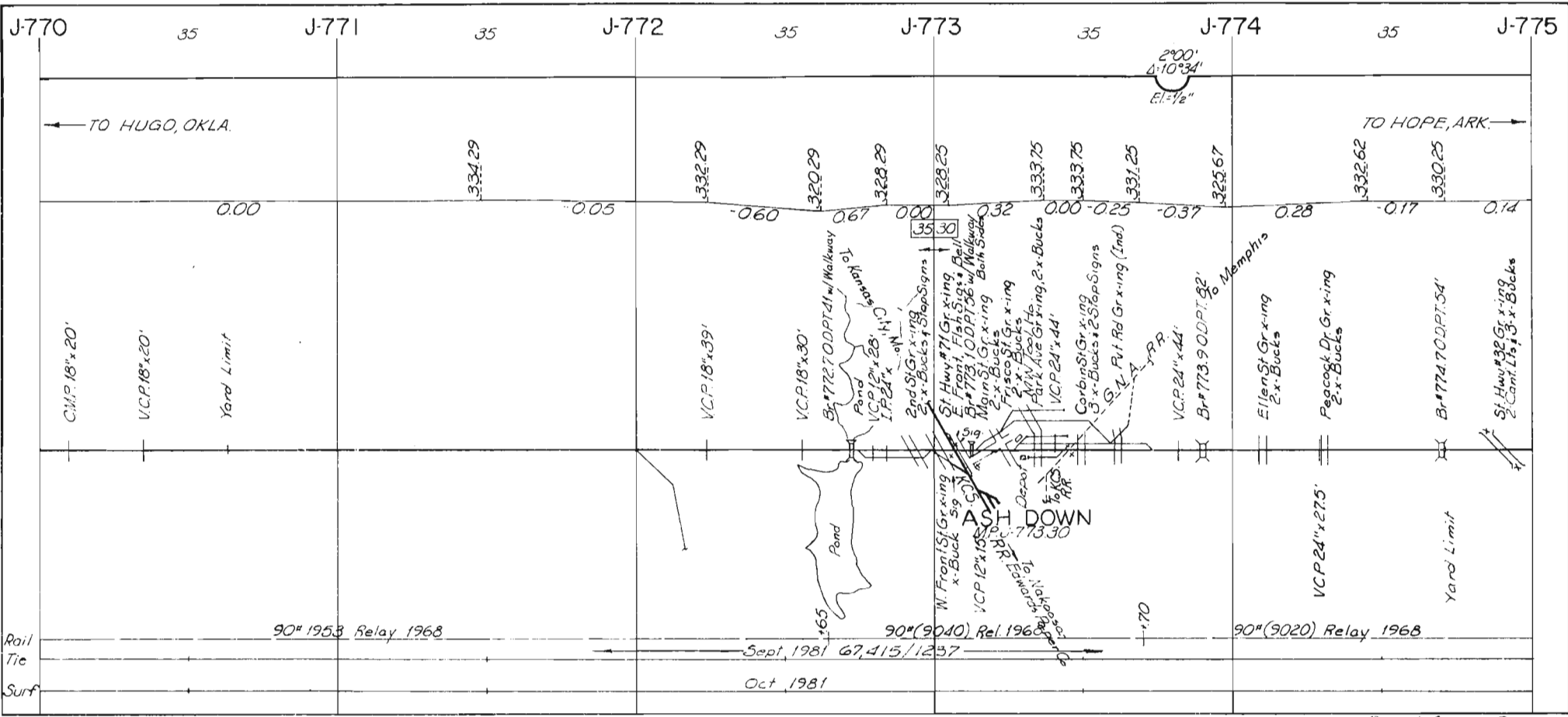




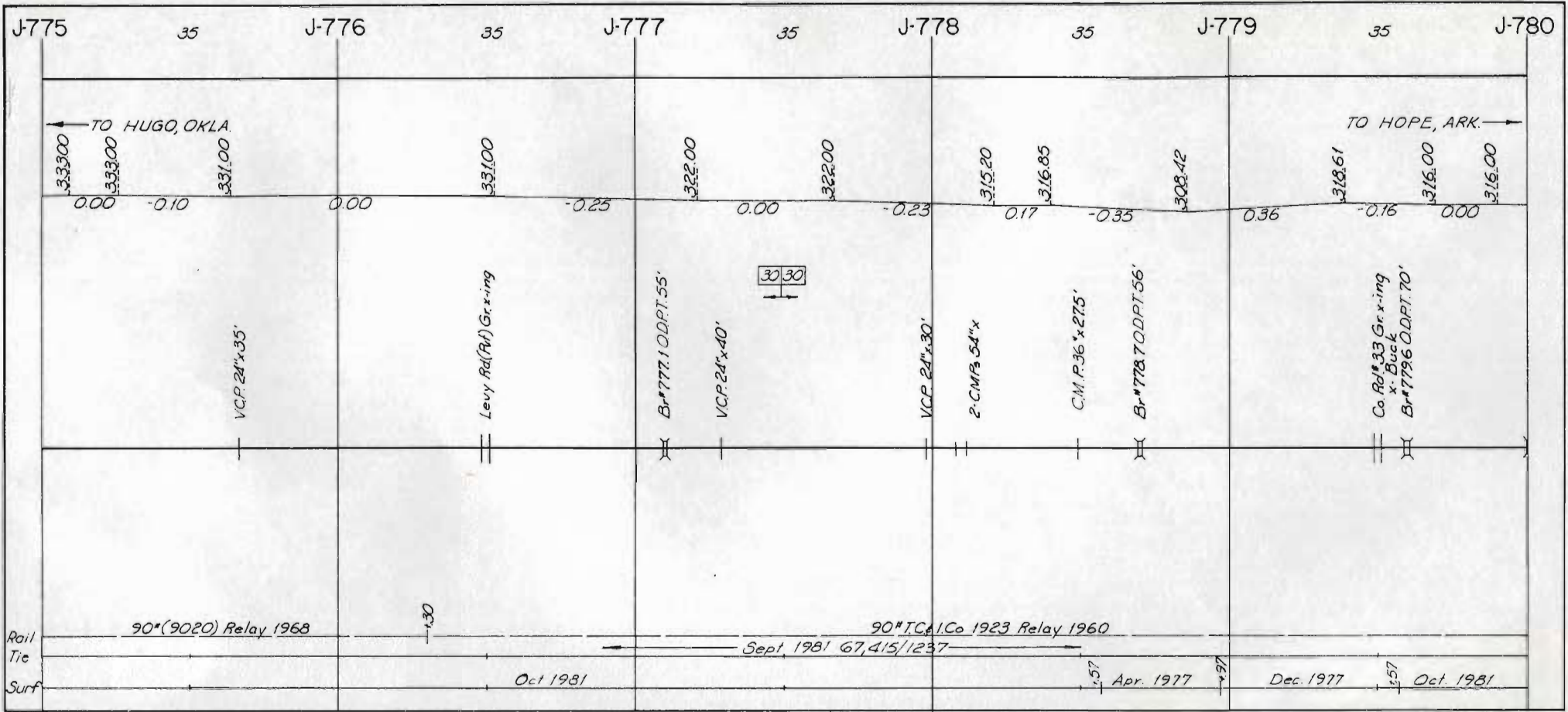


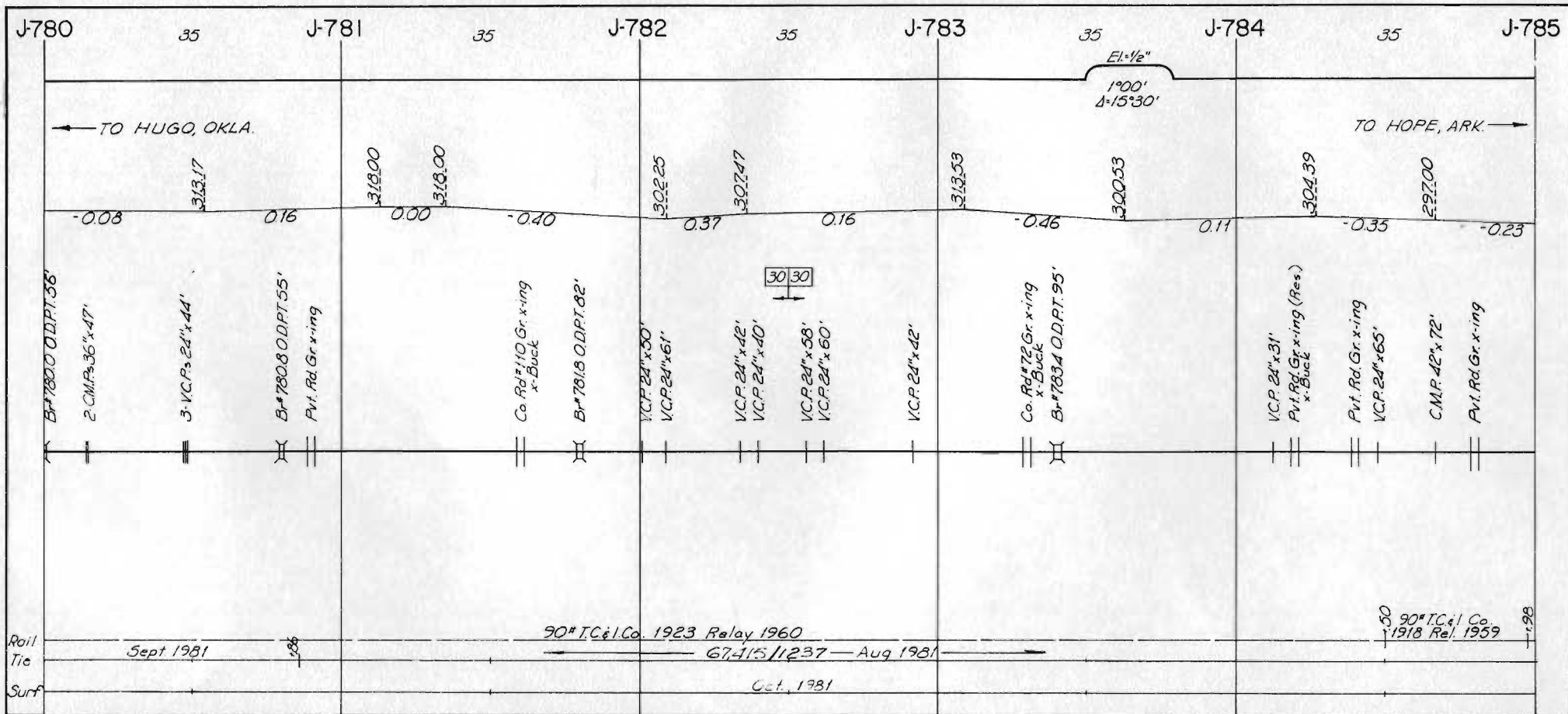


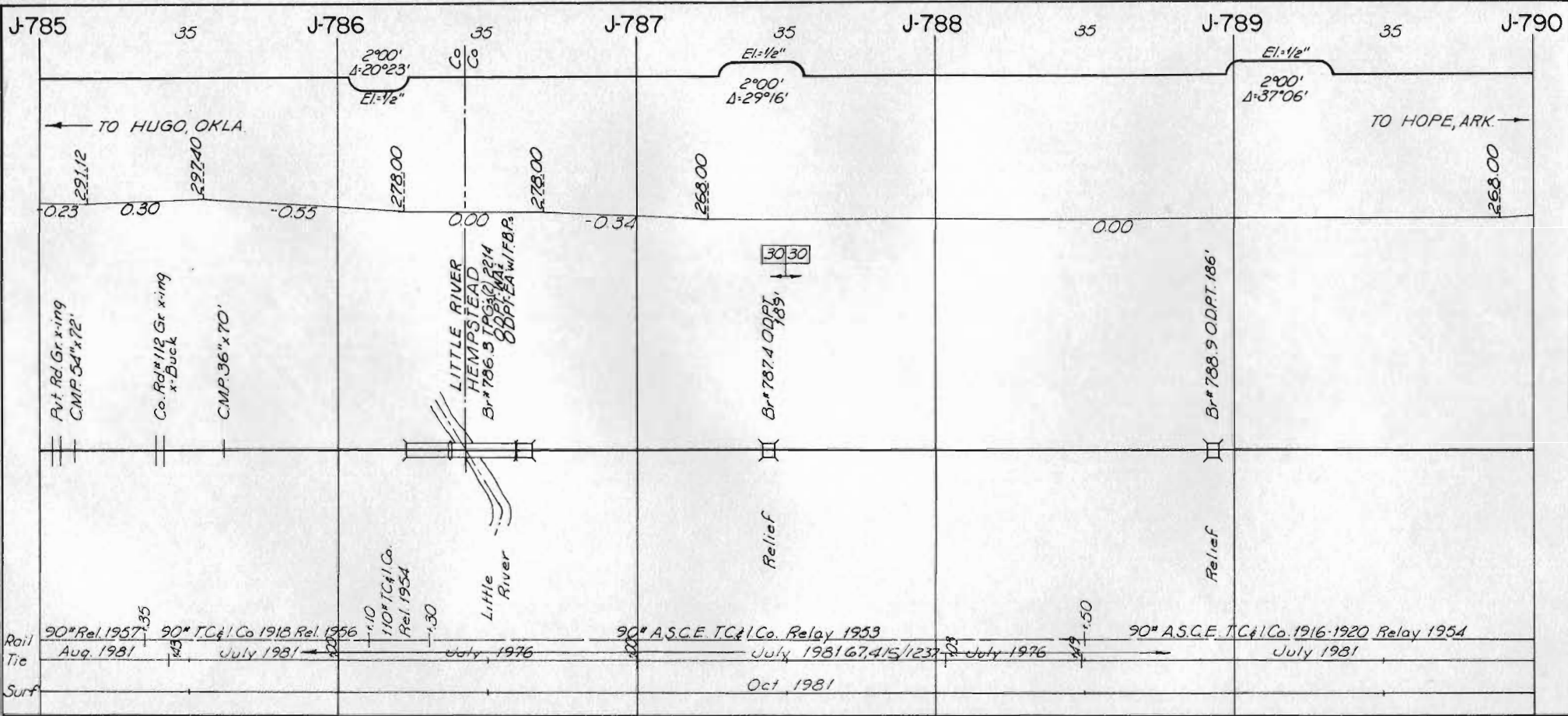


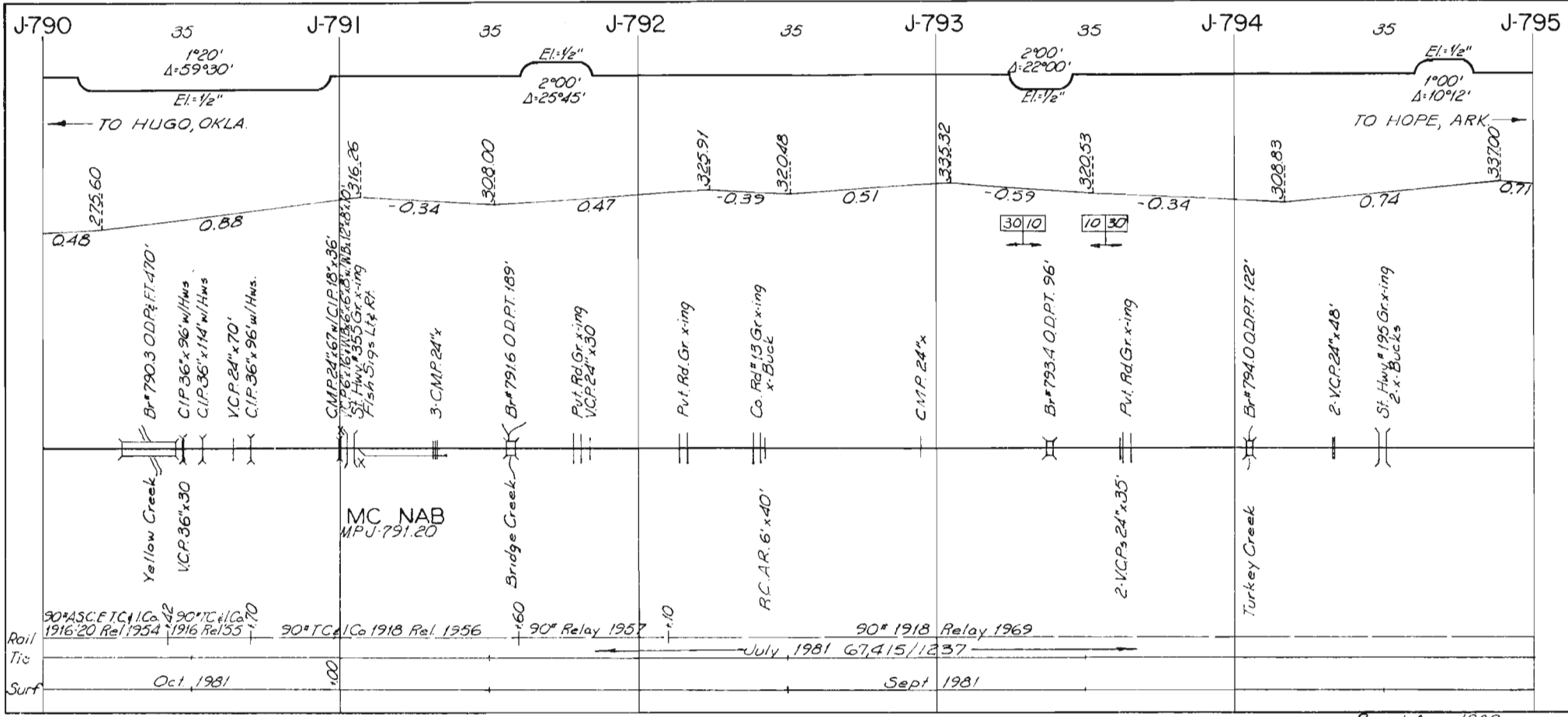


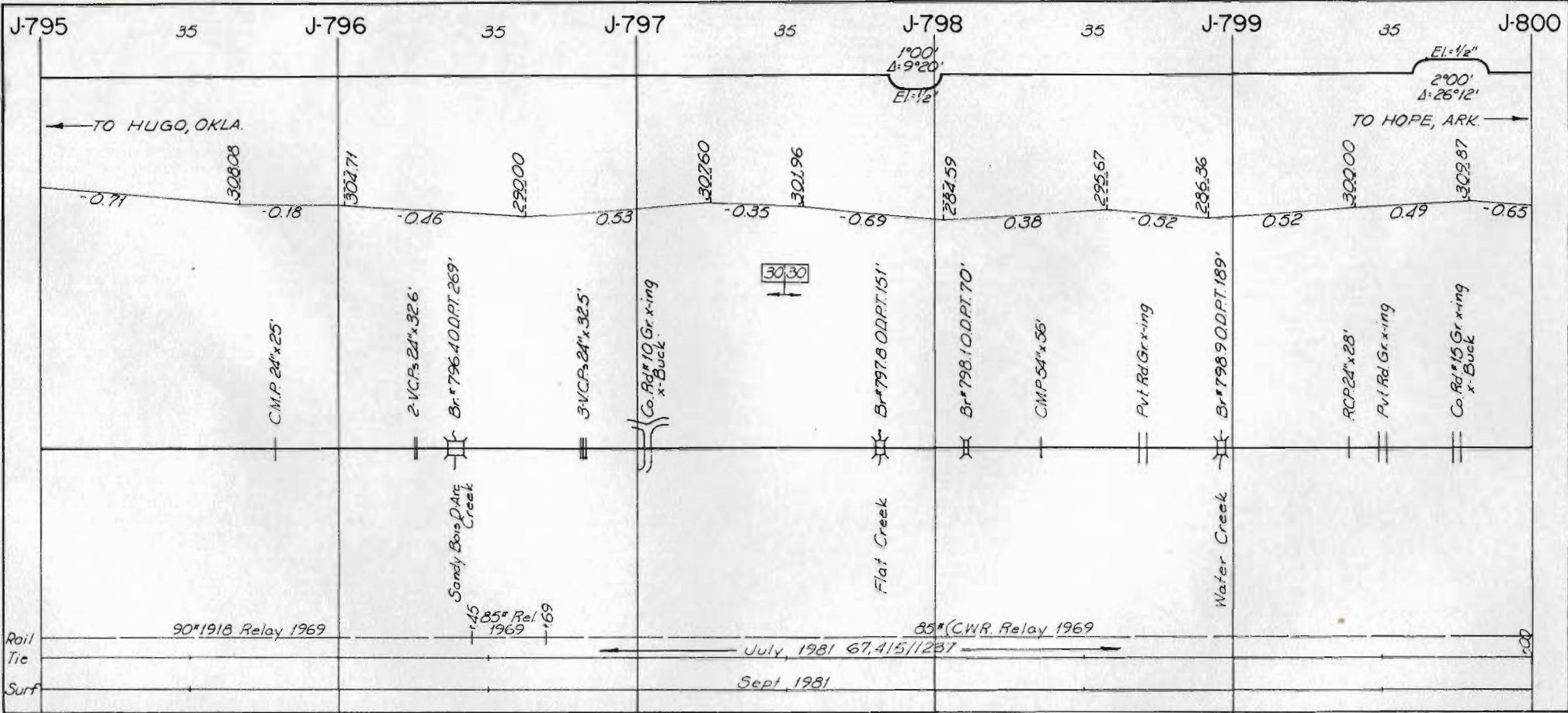
Rev. 1, Apr. 1983

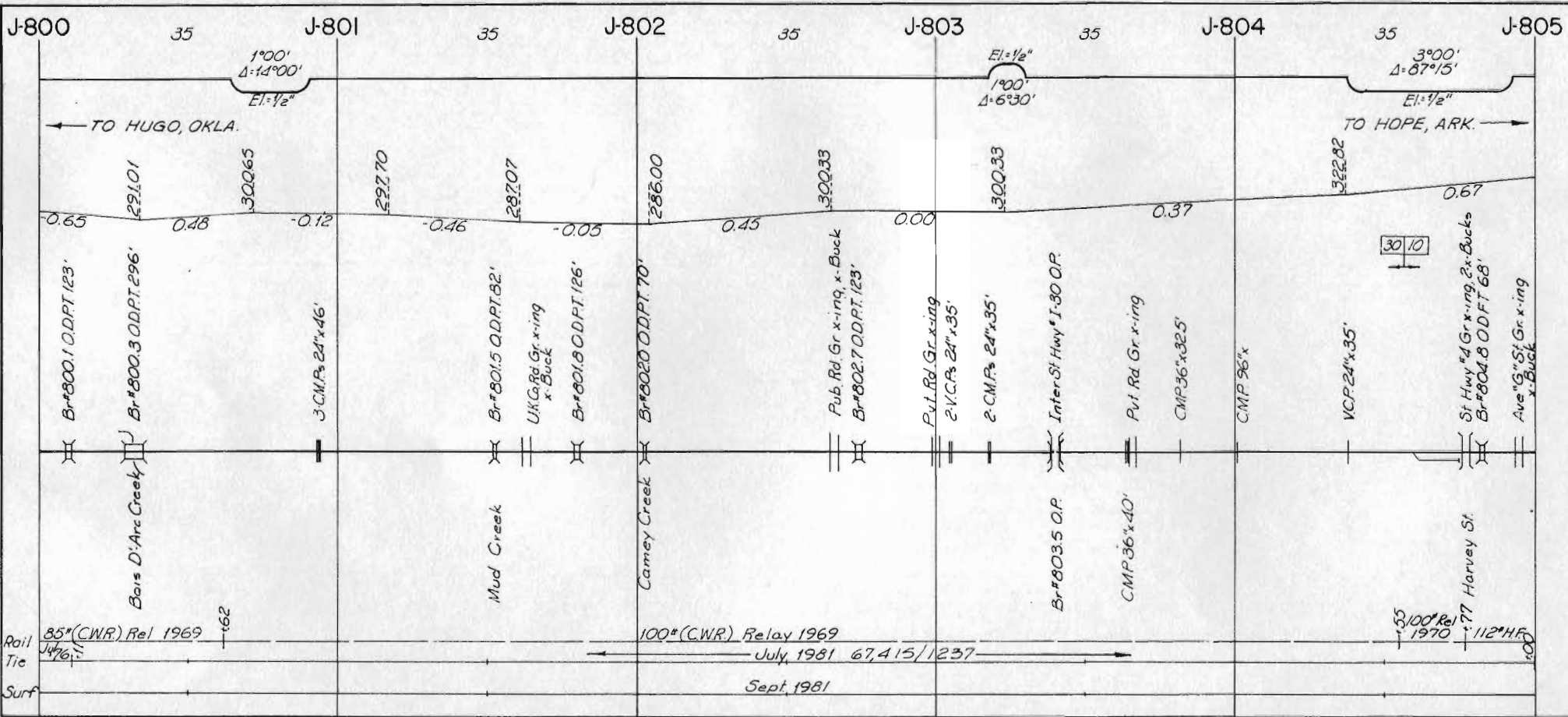












Rail Tie 85*(CNR) Rel 1969

100*(CWR) Relay 1969

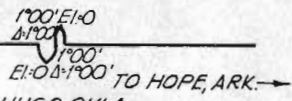
55,100' Rel 1970

July, 1981 67,415/1237

Sept, 1981

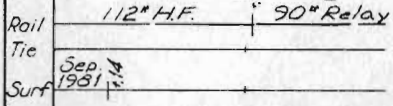
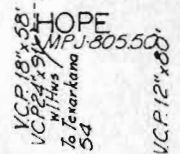
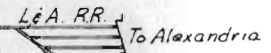
J-805

35



0.67 0.37 -0.23

- W. Ave. "D" St. Gr. x-ing, x-Buck
- W. Ave. "C" St. Gr. x-ing, x-Buck
- W. Ave. "B" St. Gr. x-ing, x-Buck
- W. Ave. "A" St. Gr. x-ing, x-Buck
- Mo. Pac. RR x-ing to St. Louis Division St. Gr. x-ing, x-Buck
- W. 2nd St. Gr. x-ing, x-Buck
- V.C.P. 24" x 46"
- V.C.P. 12" x 45"
- W. 5th St. Gr. x-ing, x-Buck
- V.C.P. 12" x 66"
- W. 6th St. Gr. x-ing, 3-x-Bucks
- W. 8th St. Gr. x-ing, 2-x-Bucks
- End Main Line, Frisco Ry.



300
1961

