

5th Subdivn  
MEMPHIS DIV.



BURLINGTON  
NORTHERN  
RAILROAD

TRACK CHART  
MAGNOLIA, ALA. TO PENSACOLA, FLA.

M.P R-764.234 TO R-915.00

CORRECTED TO 1 APRIL 1983

23

CRAWFORD CO.  
BARTON CO.

41\*  
 $\Delta = 15^{\circ} 24'$   
 $1^{\circ} 00'$   
 $E.I. = 2"$   
 $(Curve to the Left Indicated)$   
 $35*$   
 $E.I. = 2"$   
 $(Curve to the Right Indicated)$   
 $1^{\circ} 00'$   
 $\Delta = 15^{\circ} 20'$   
 $Super E.I.$

0.73 0.08 0.68 0.65 0.71

106877 106767 108939 107867

Pvt. or Gr. xing.

MISSOURI

Mo 23.4, T.P.G. 80'

R.R. x ing.

X-0 U.S. Hwy. #25 O.P.

MOSS C-24.8 Sta. 5 Location

24" x 48"  
 C.I.P. Depot  
 Sta. or RC.Bx. 2x4" x 24"

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## 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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R-765

TO PENSACOLA, FLA  
→ TO MAGNOLIA, ALA.

-040      172.50      -0.20

20.35

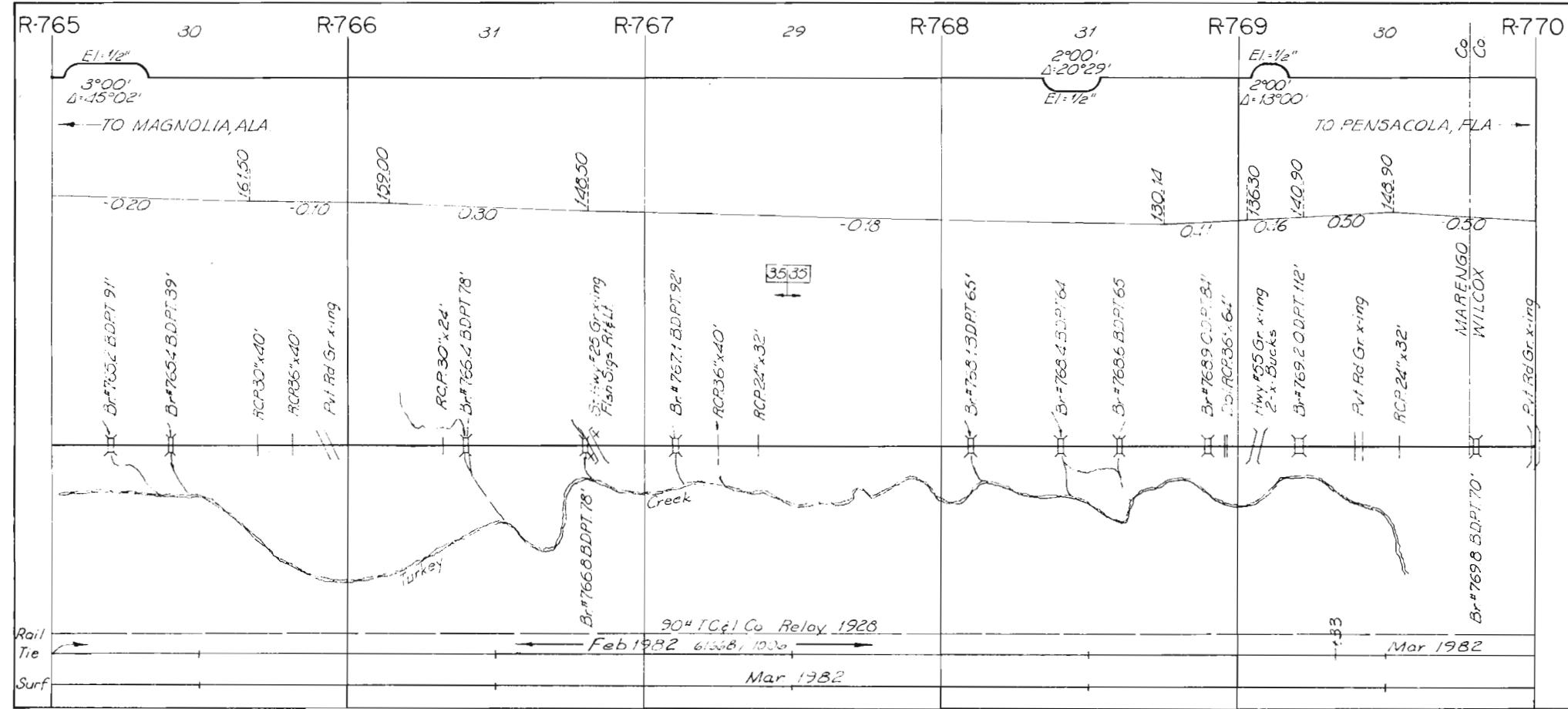
a Depot

MAGNOLIA  
MP R-76430

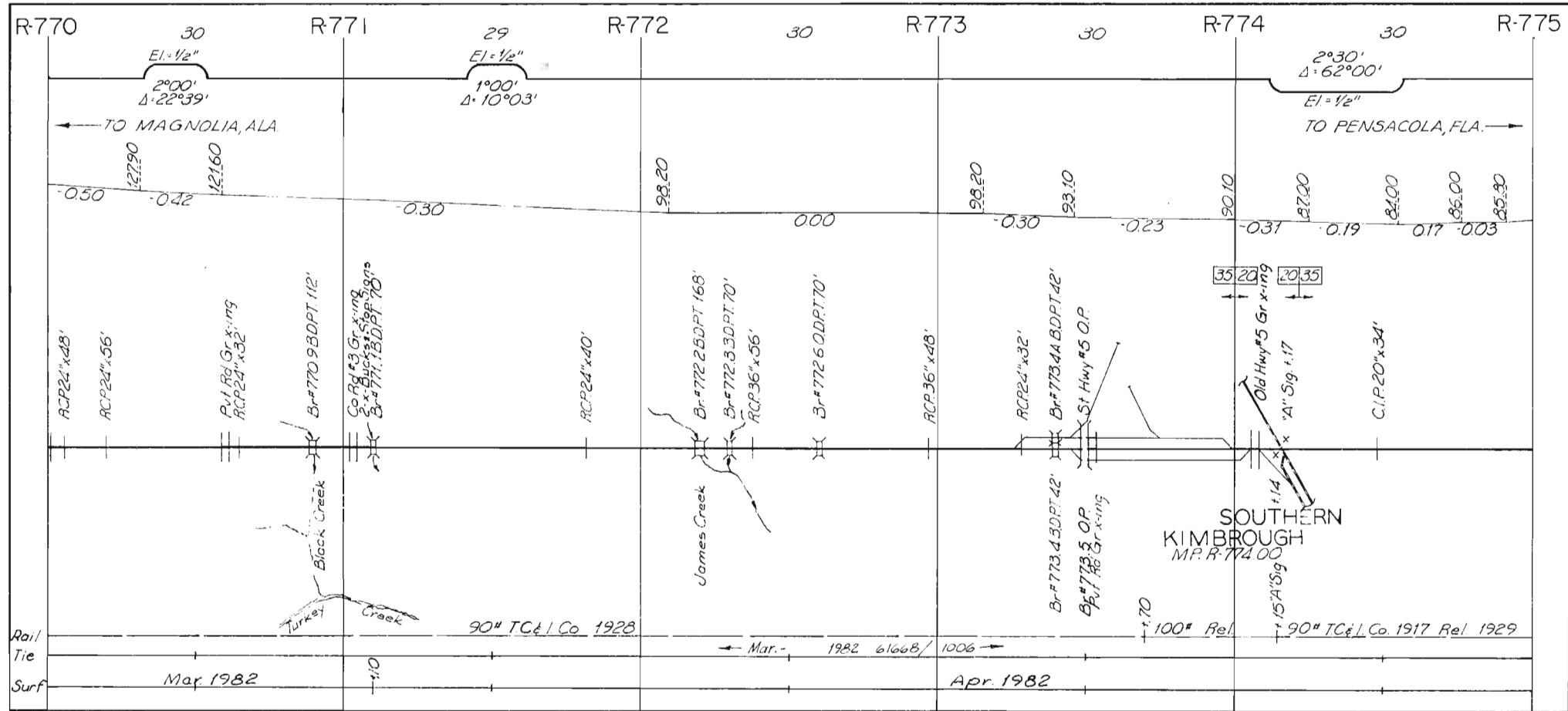
90" ICF 1Co. Relay 1928  
→ Feb. 1982 35224/1036 →

Mar 1982

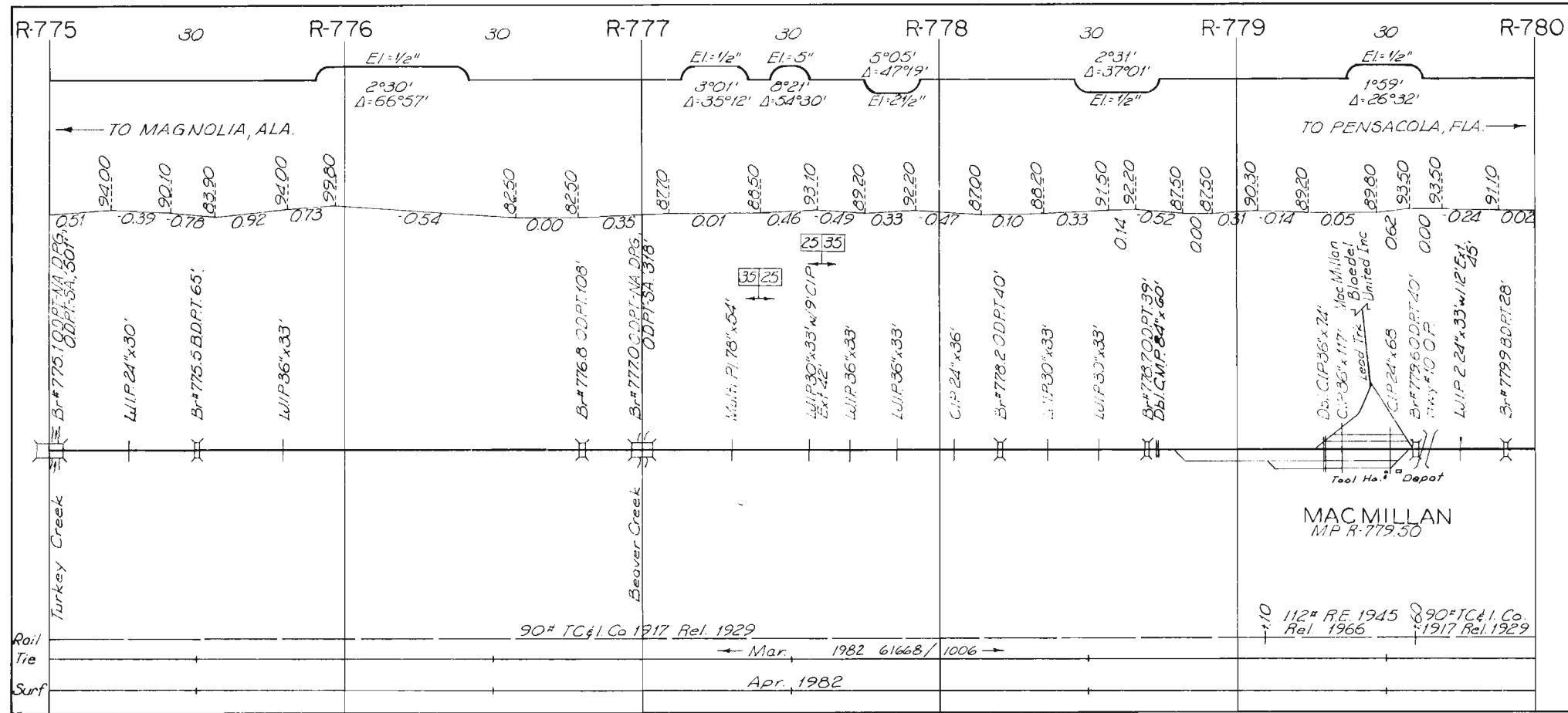
Rev 1 Apr. 1983



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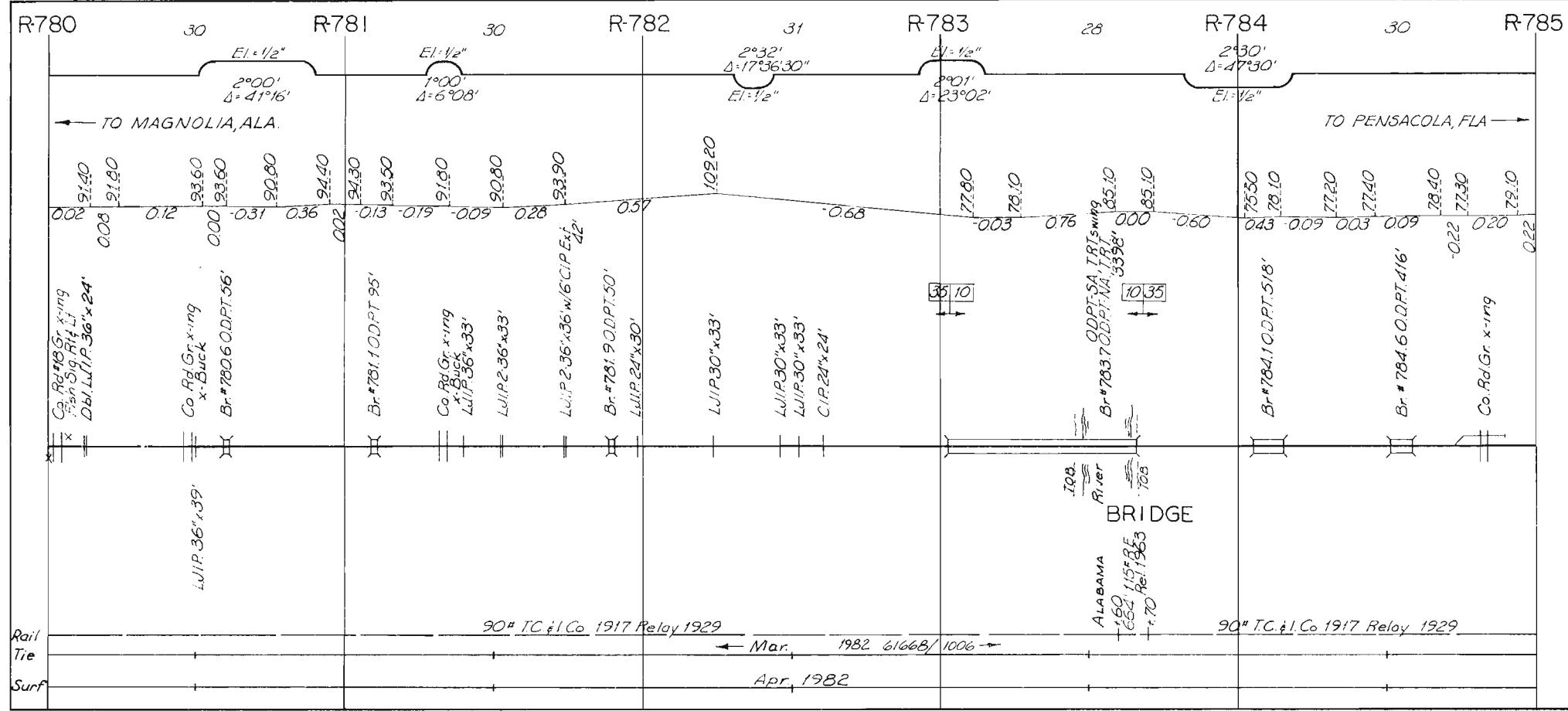


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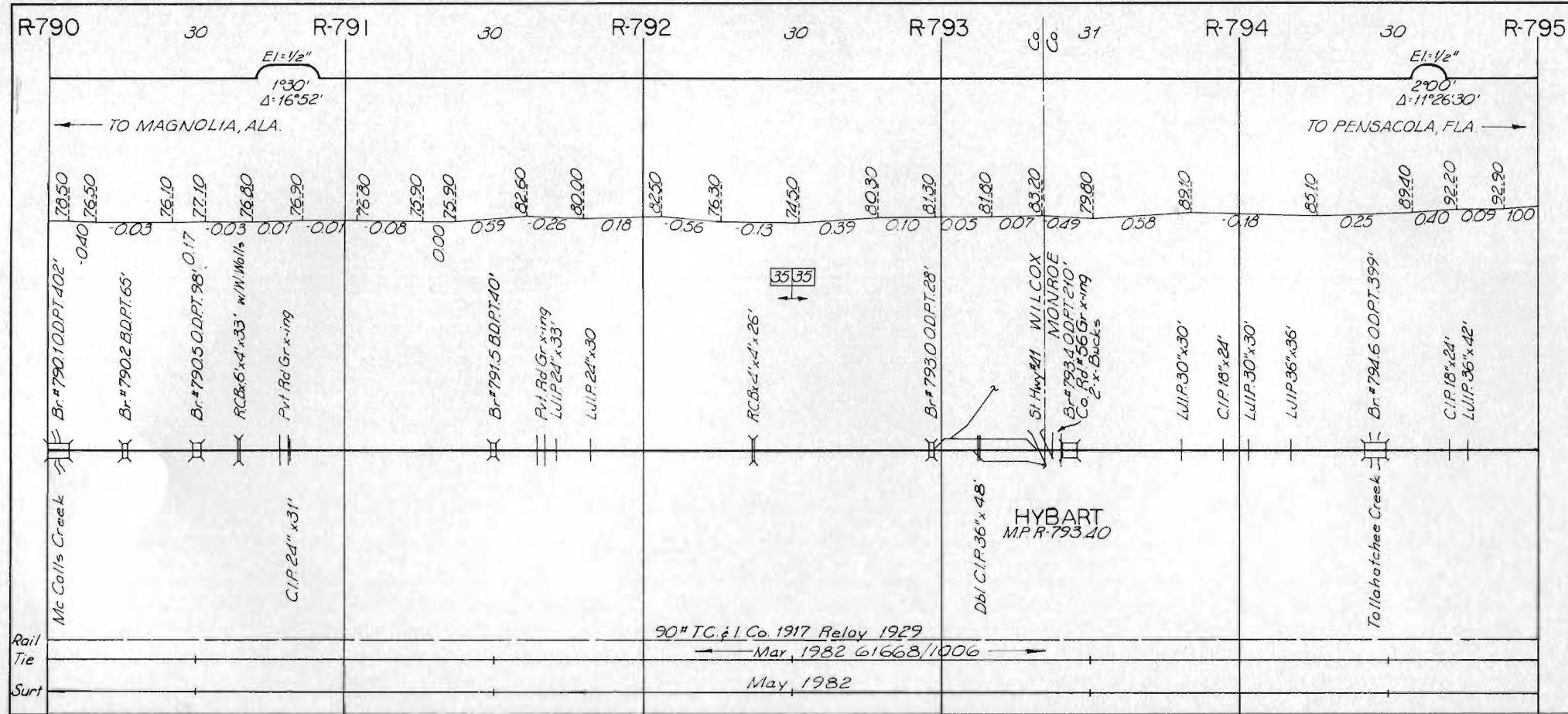
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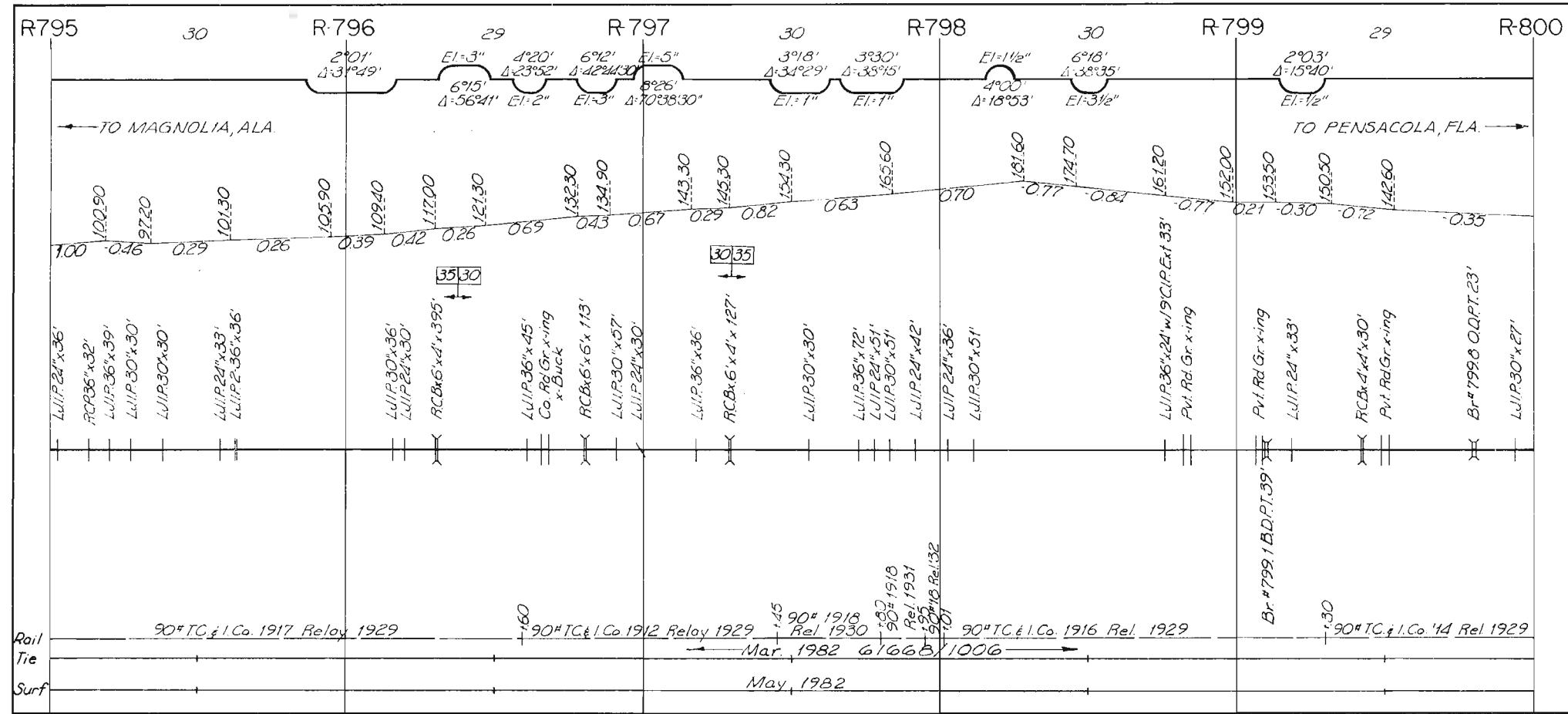
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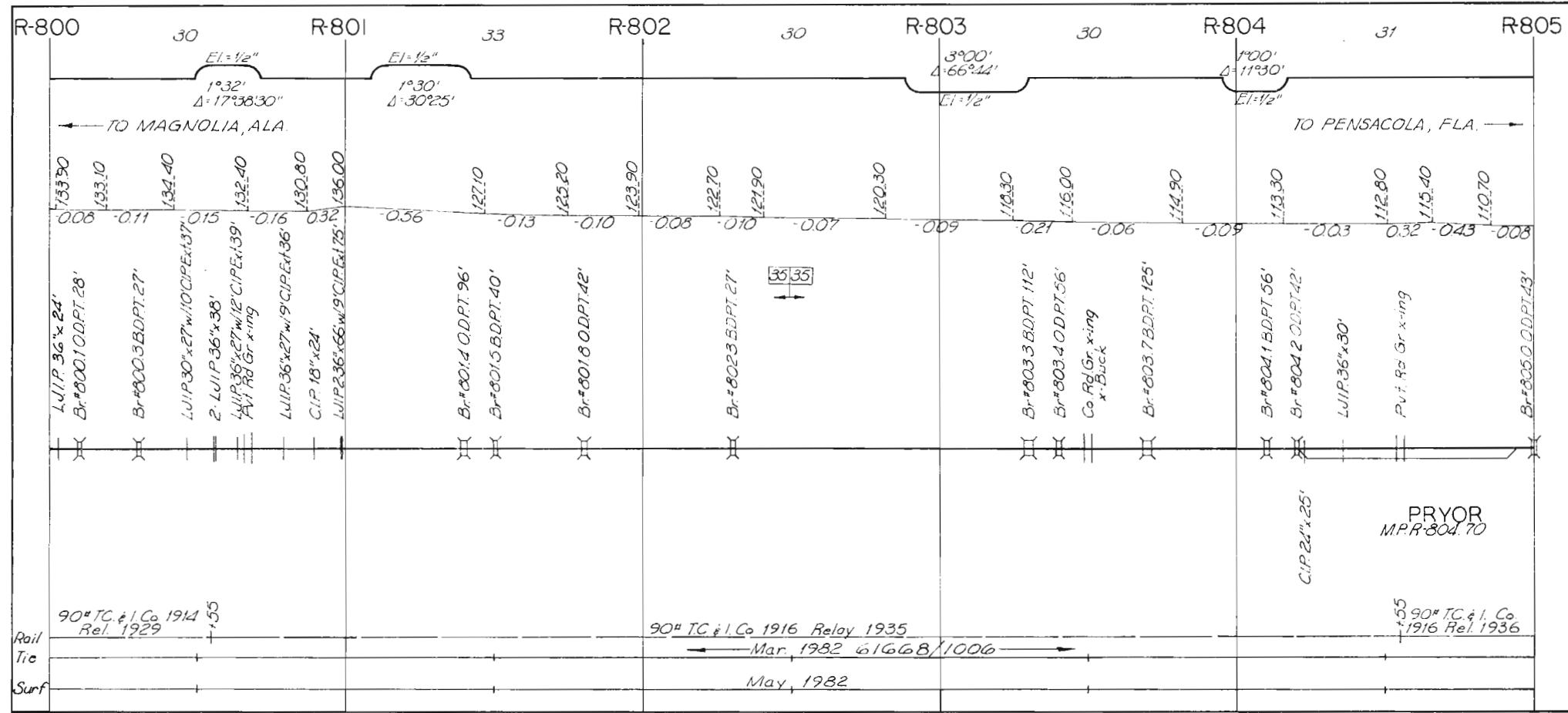


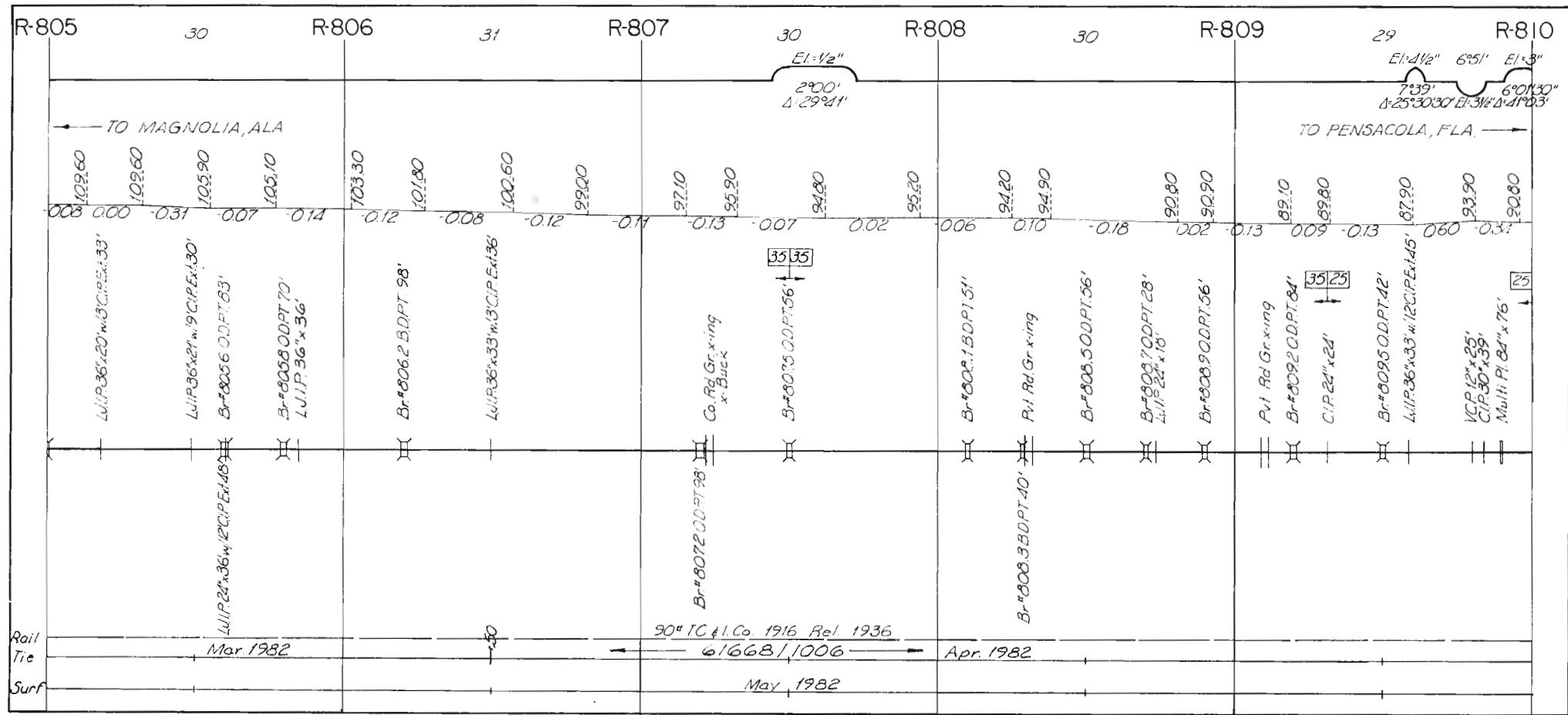
Rev. 1 Apr. 1983

R-785	R-786	R-787	R-788	R-789	R-790
<p>30 EI = 1/2" 2928' Δ = 49.23'</p> <p>TO MAGNOLIA, ALA.</p> <p>80.20 0.025 0.026 0.027 0.028 0.029 0.030 -0.008 -0.009 -0.010 -0.011 -0.012 -0.013 0.048 0.049 0.050 0.051 0.052 0.053 0.0420 0.0430 0.0440 0.0450 0.0460 0.0470 LJ/P 24" x 30'</p> <p>Br# 785.9 20.27.36'</p>	<p>30</p> <p>LJ/P 24" x 30'</p> <p>82.20 0.075 0.076 0.077 0.078 0.079 0.080 -0.015 -0.016 -0.017 -0.018 -0.019 -0.020 0.055 LJ/P 24" x 33' Co Rd #125 Cr x 379 x-Buck &amp; Stop Signs</p>	<p>30</p> <p>106.70 -0.019 0.020</p> <p>LJ/P 30" x 33'</p>	<p>30</p> <p>0.36 Put Rd Graving -0.23 0.023 Pvt. Rd Graving -0.23 0.023 0.024 0.025 35.35</p>	<p>30</p> <p>110.00 -0.010 0.011 Co Rd Graving x-Buck</p> <p>LJ/P 30" x 33'</p>	<p>30 290.30" Δ = 25.4030" EI = 1/2"</p> <p>TO PENSACOLA, FLA.</p> <p>102.60 -0.057 0.058 95.40 102.70 0.059 0.060 LJ/P 30" x 36'</p> <p>Br# 789.6 E.D.P.T. 6.5 Co Rd #135 Cr x 39 2 x-Buck &amp; Stop Signs</p> <p>LJ/P 24" x 30'</p> <p>LJ/P 24" x 36'</p>
<p>SHEPPARD MPR 785.30</p>					
<p>Rail</p>		<p>90# TC &amp; 1 Co 1917</p> <p>Relay 1929</p> <p>→ Mar. 1982 616681/1006 →</p> <p>Apr. 1982</p>			
<p>Tie</p>					
<p>Surf</p>			<p>May 1982</p>		

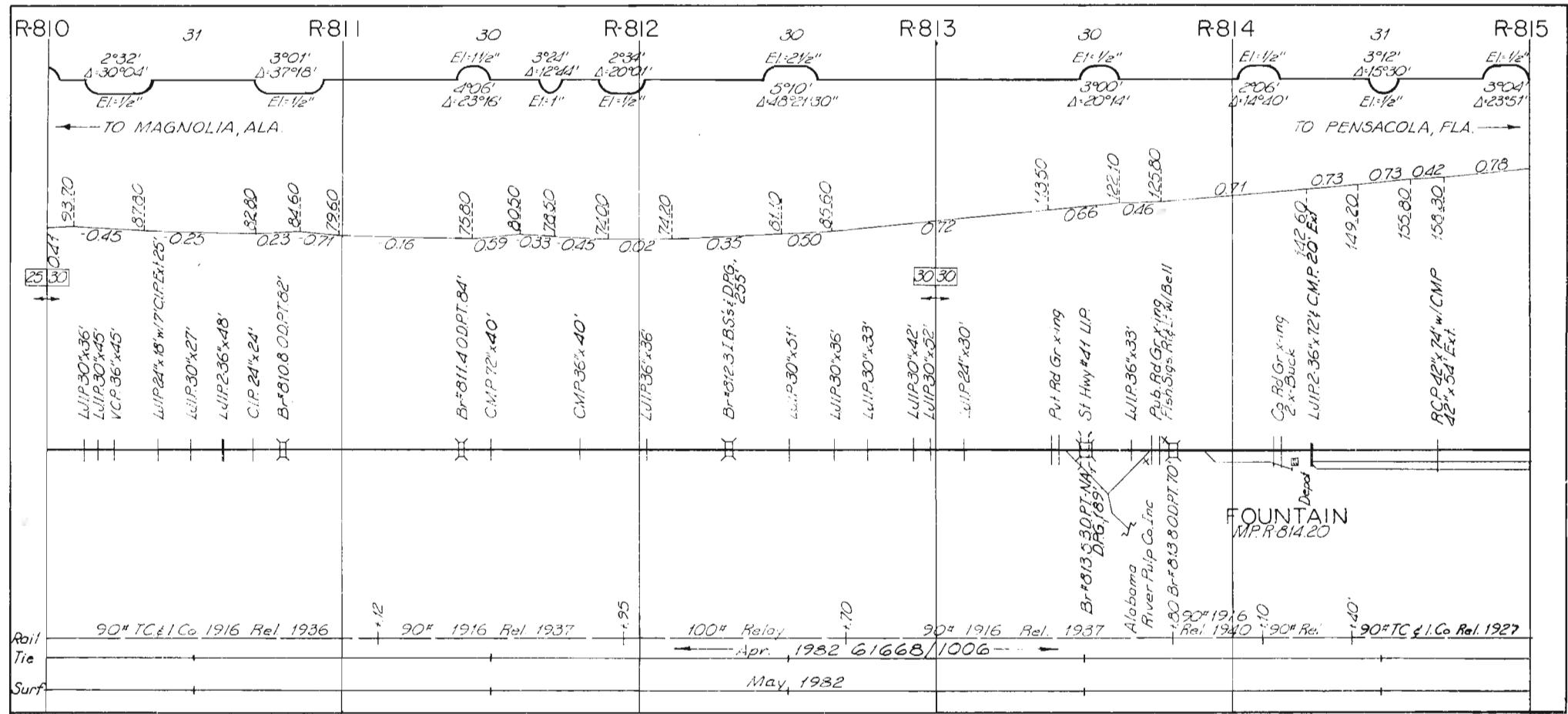


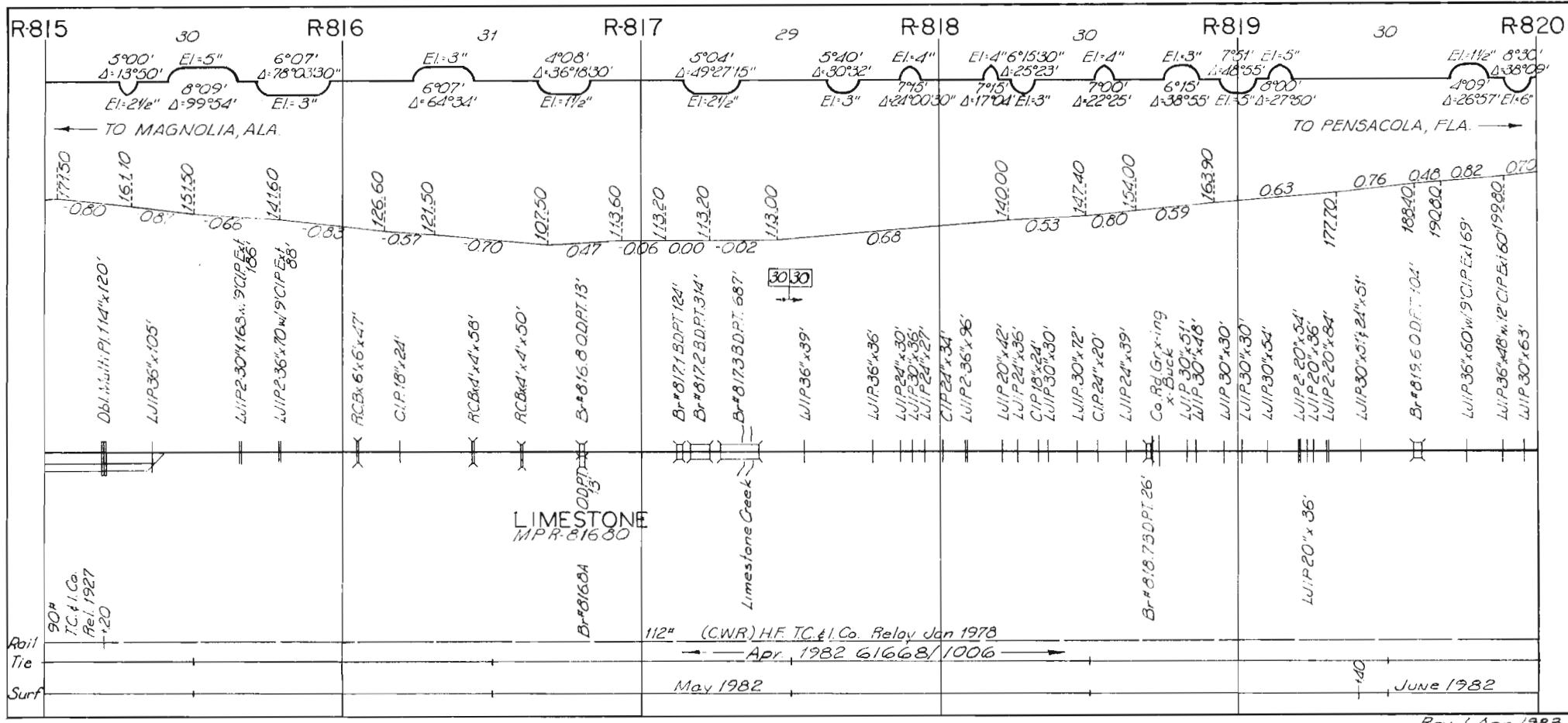


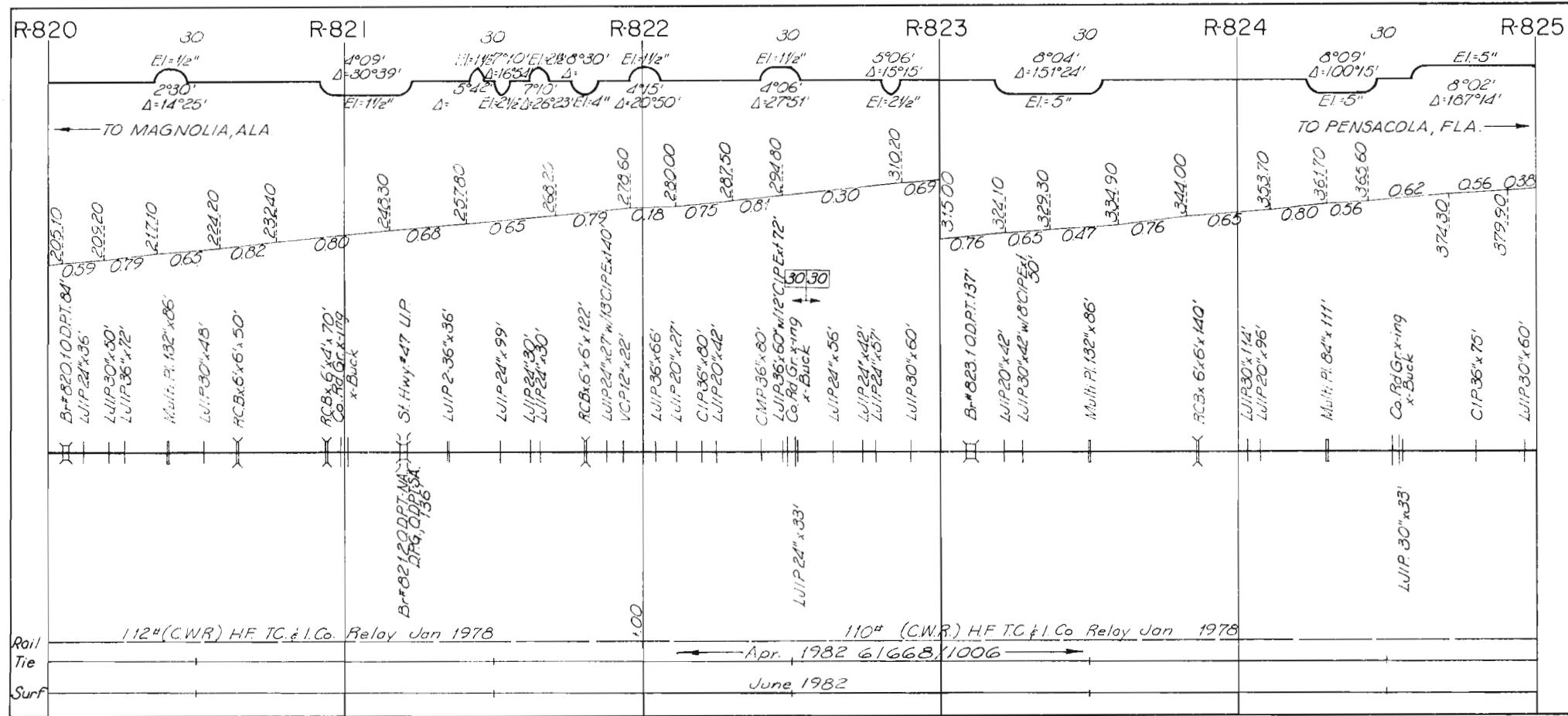


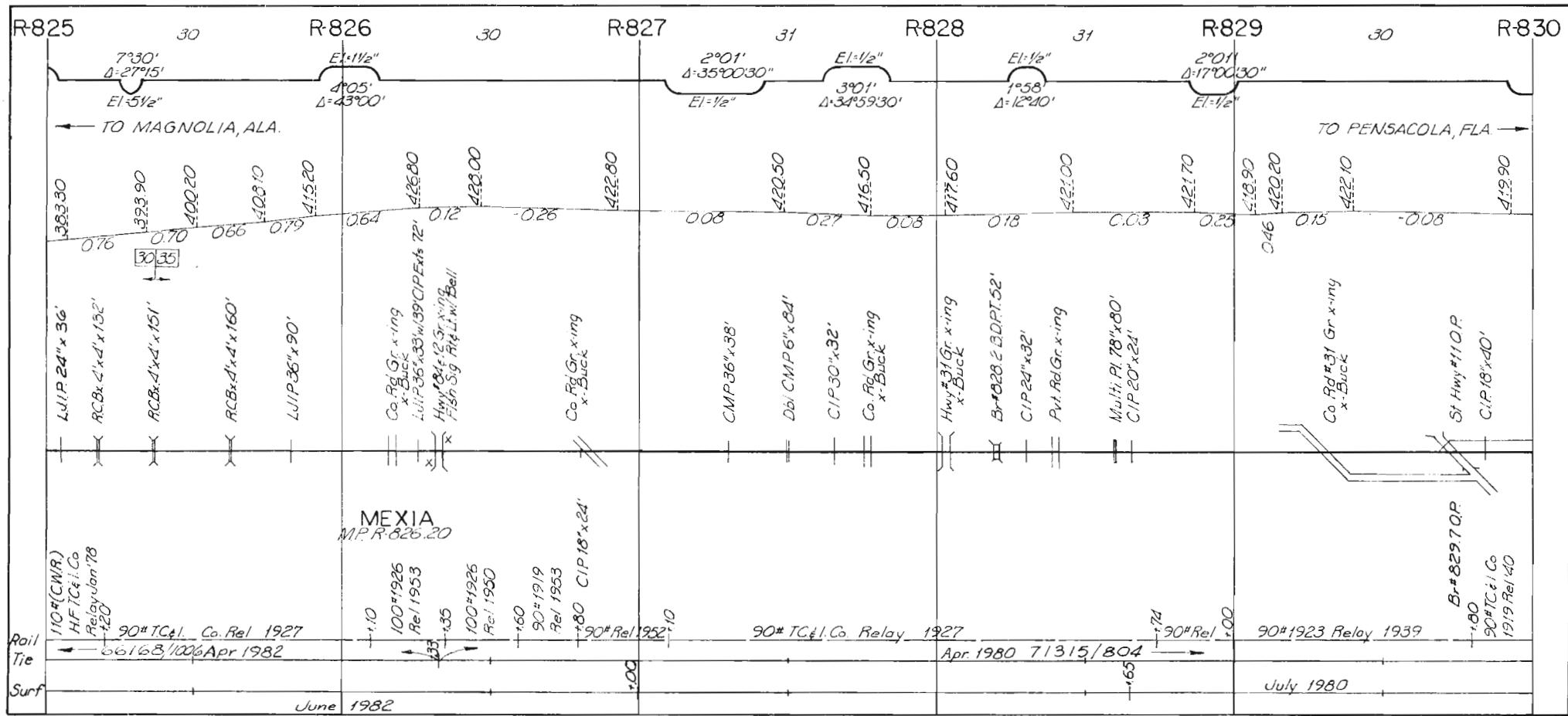


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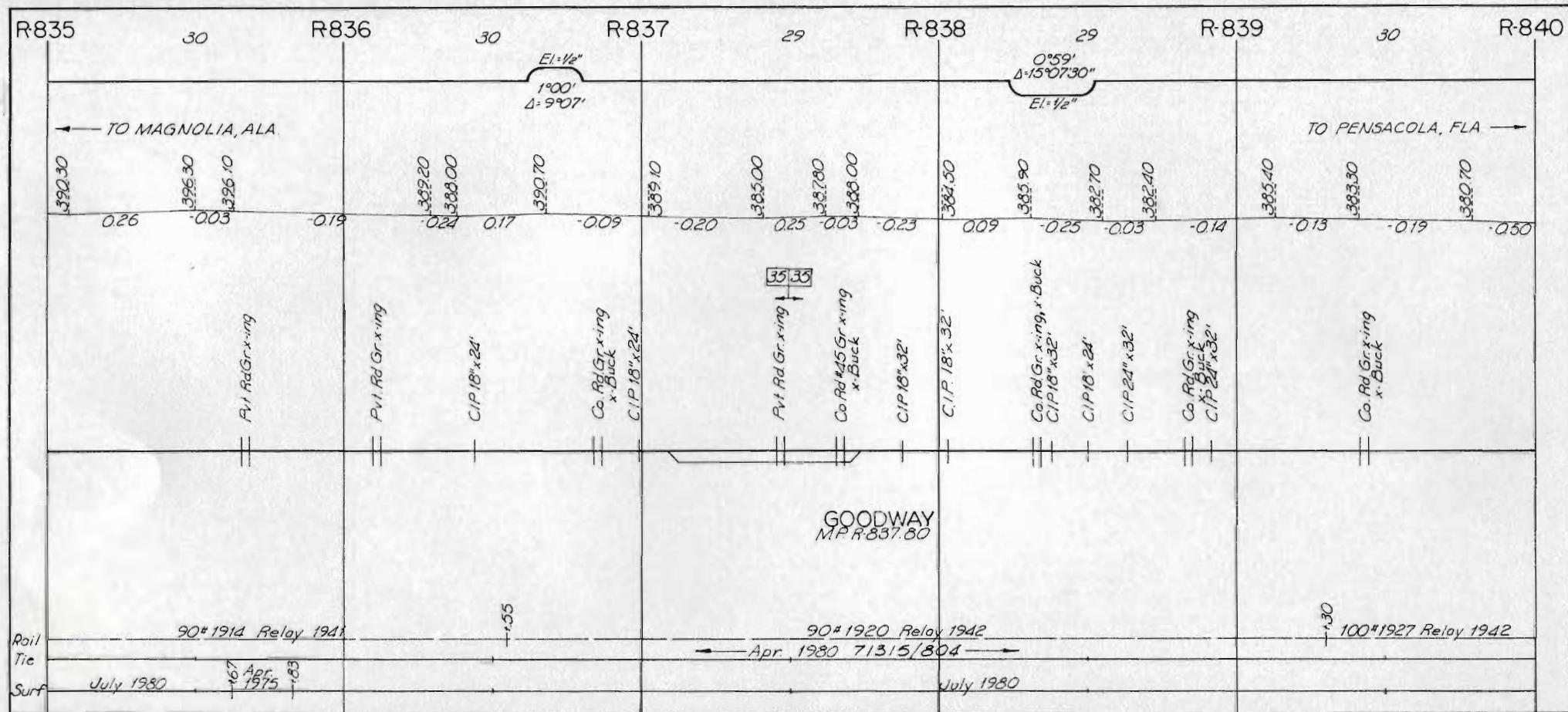


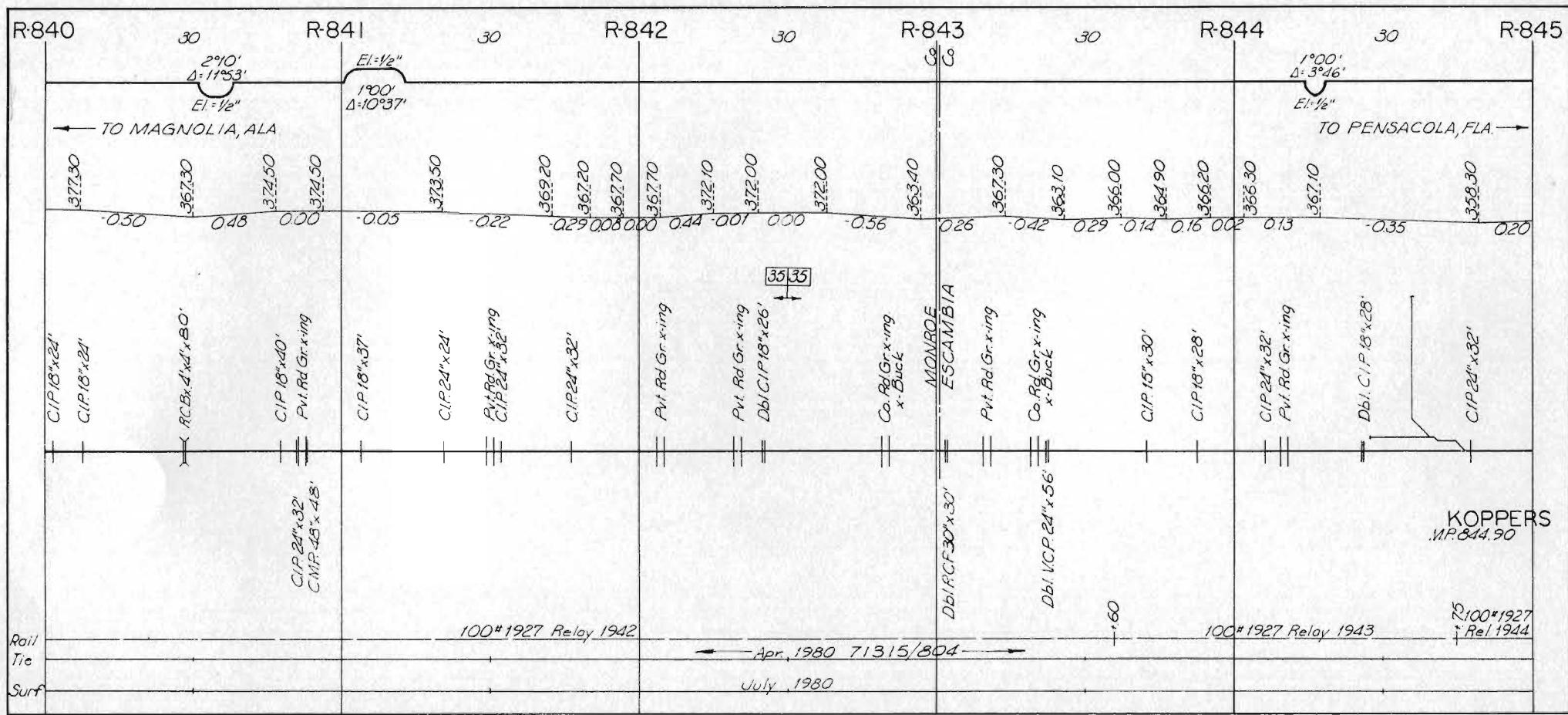


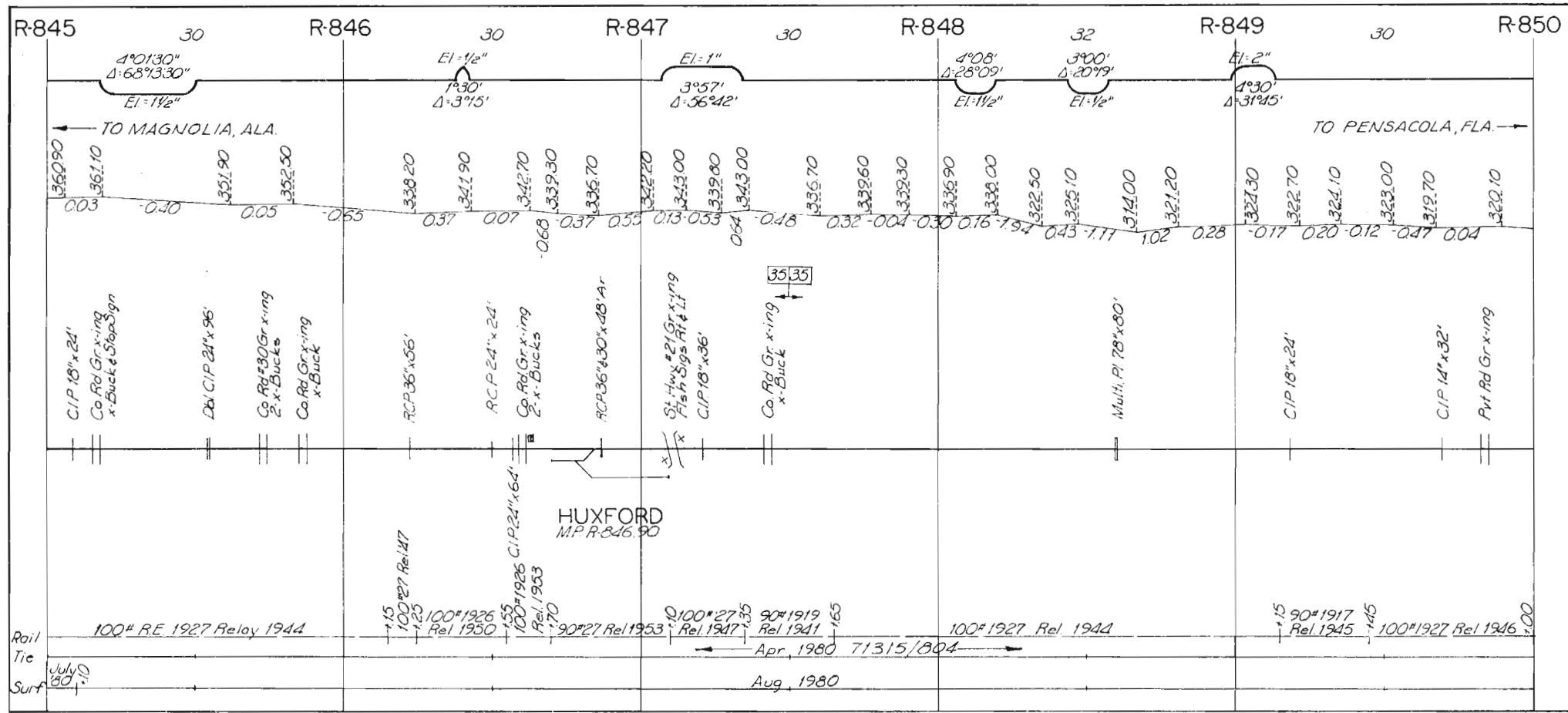




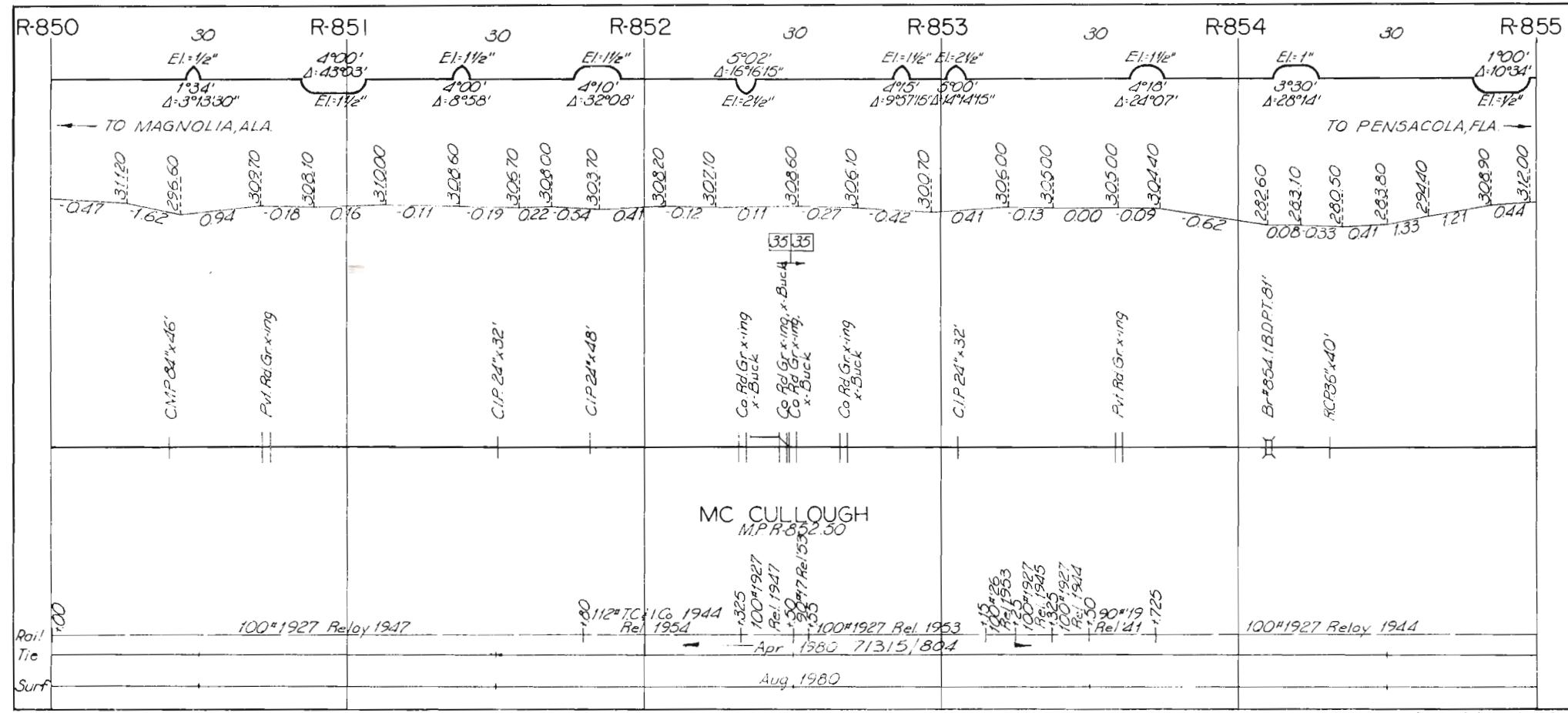
R-830	30	R-831	30	R-832	30	R-833	31	R-834	30	R-835
<p>20'1" D-22'30"30" El = 1/2"</p> <p>TO MAGNOLIA, ALA</p> <p>0.10 418.50 -0.30 0.06 0.31 411.90 £15.00</p>		<p>419.40 -0.11 415.40 -0.05 414.70 0.07 415.40 -0.44 0.09 -0.11 404.10 0.34 408.20 -0.36 399.60</p> <p>FRISCO-CITY M.P.R. 830.50 Dbl VCP 36"x40 100# Rel 1968 110# TC &amp; 1 Co 1919 Rel 1940 +375 Rel 1952 90# 1919 Rel 1940 +60 Rel 1952 +110 Rel 1952 +75 Rel 1952</p>		<p>419.40 -0.11 415.40 -0.05 414.70 0.07 415.40 -0.44 0.09 -0.11 404.10 0.34 408.20 -0.36 399.60</p> <p>VCP 36"x36' 90# TC &amp; 1 Co 1919 Rel 1940 Apr., 1980 71315/804 -&gt; July, 1980</p>		<p>El = 1/2" 30'0.30" D-45°10'</p> <p>408.80 -0.33 404.60 0.32 407.80 -0.48 0.48 -0.33 404.60 0.32 407.80 -0.45 0.45 -0.33 404.60 0.32 407.80 -0.45 0.45</p> <p>P.t. Rd Gr. x-ing P.t. Rd Gr. x-ing Dbl VCP 36"x66'</p> <p>90# 1919 Rel 1941 +60 90# 1920 Rel 1941 +82</p>		<p>408.80 -0.33 404.60 0.32 407.80 -0.45 0.45 -0.33 404.60 0.32 407.80 -0.45 0.45</p> <p>C/I P 18"x24' Dbl VCP 24"x66'</p> <p>90# 1914 Relay 1941</p>		<p>408.80 -0.29 399.10 0.13 396.50 -0.41 0.29 -0.29 399.10 0.13 396.50 -0.41</p> <p>TO PENSACOLA, FLA.—</p> <p>MEGARGEL M.P.R. 831.80</p>
Rail	90# TC & 1 Co 1919 Rel 1940	110# TC & 1 Co 1919 Rel 1940	90# TC & 1 Co 1919 Rel 1940	90# TC & 1 Co 1919 Rel 1940	90# TC & 1 Co 1919 Rel 1940	90# 1919 Rel 1941	90# 1920 Rel 1941	90# 1914 Relay 1941	90# 1914 Relay 1941	90# 1914 Relay 1941
Tie										
Surf										

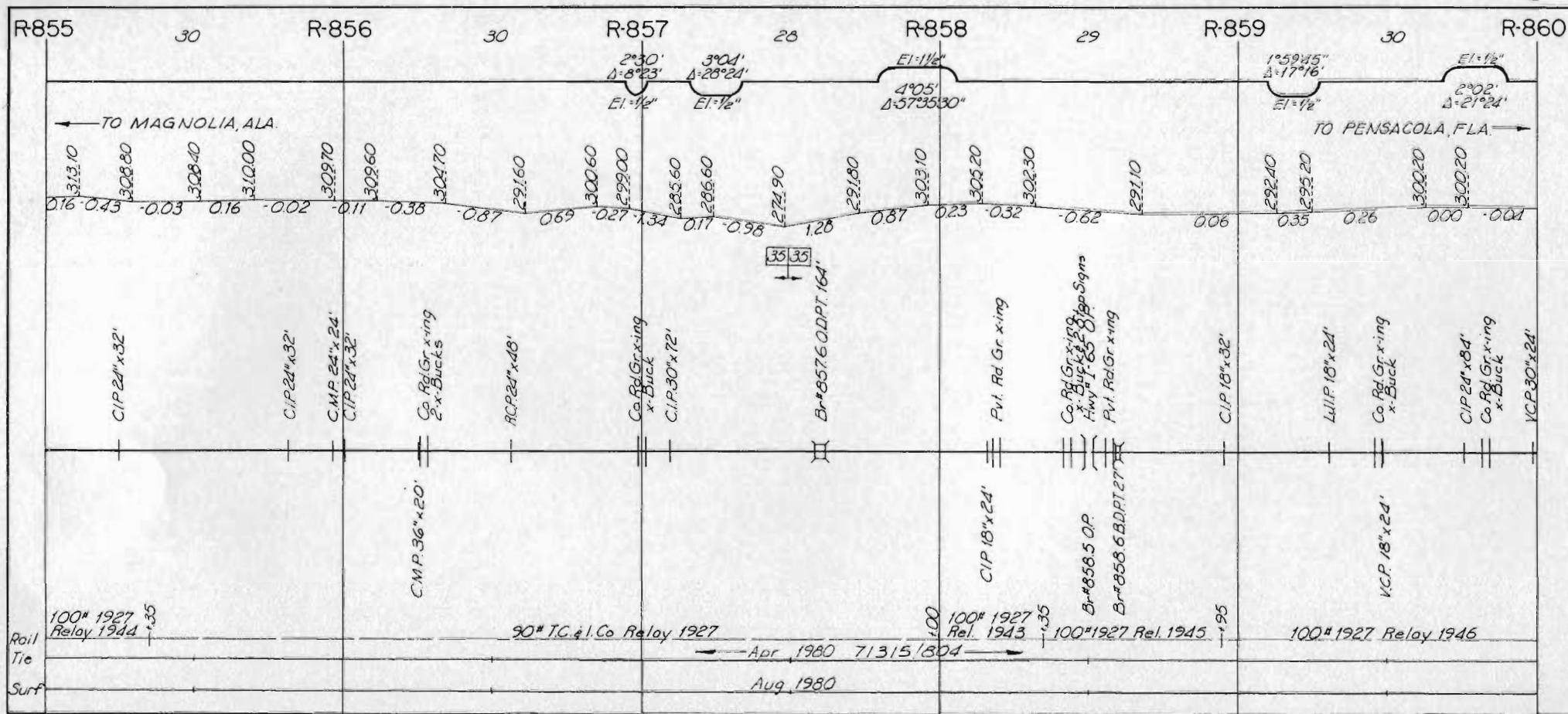






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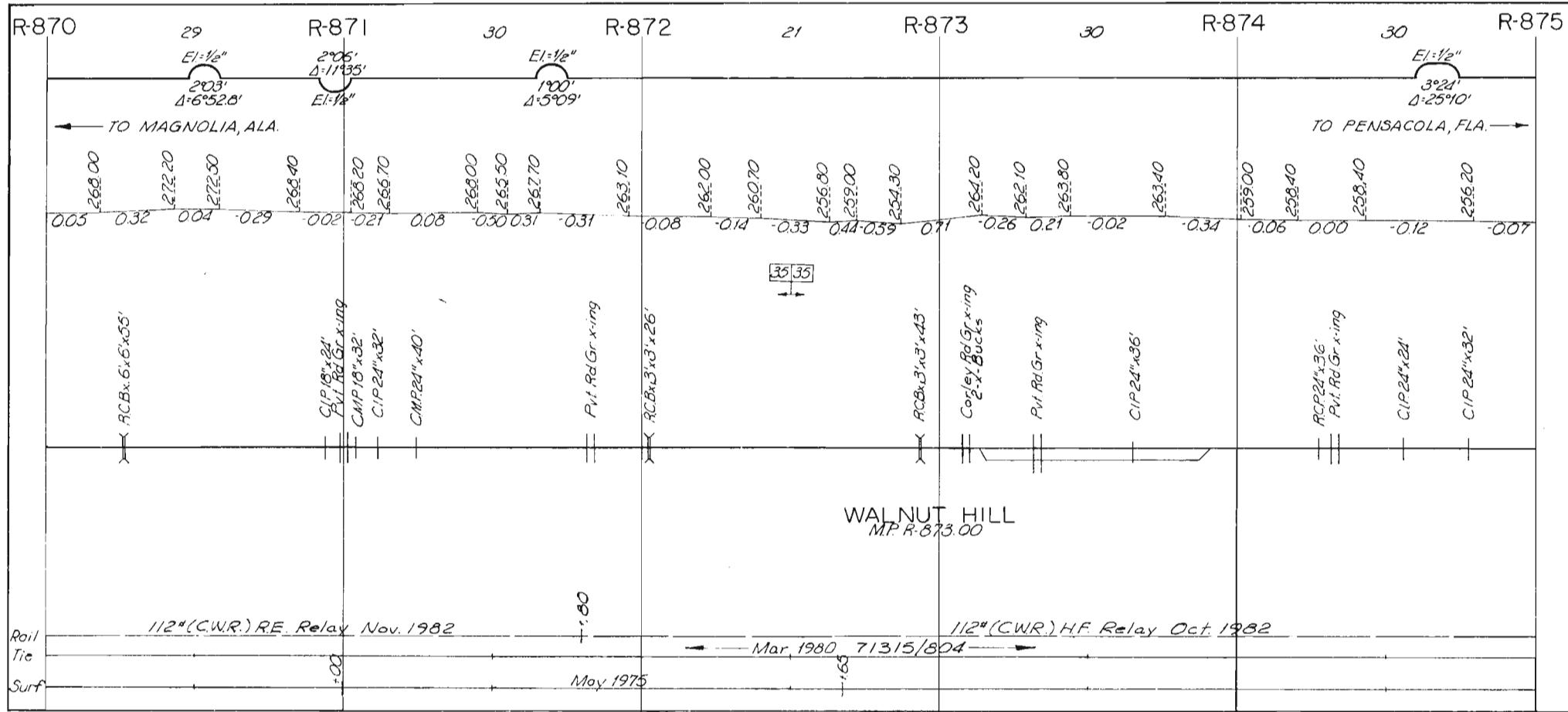




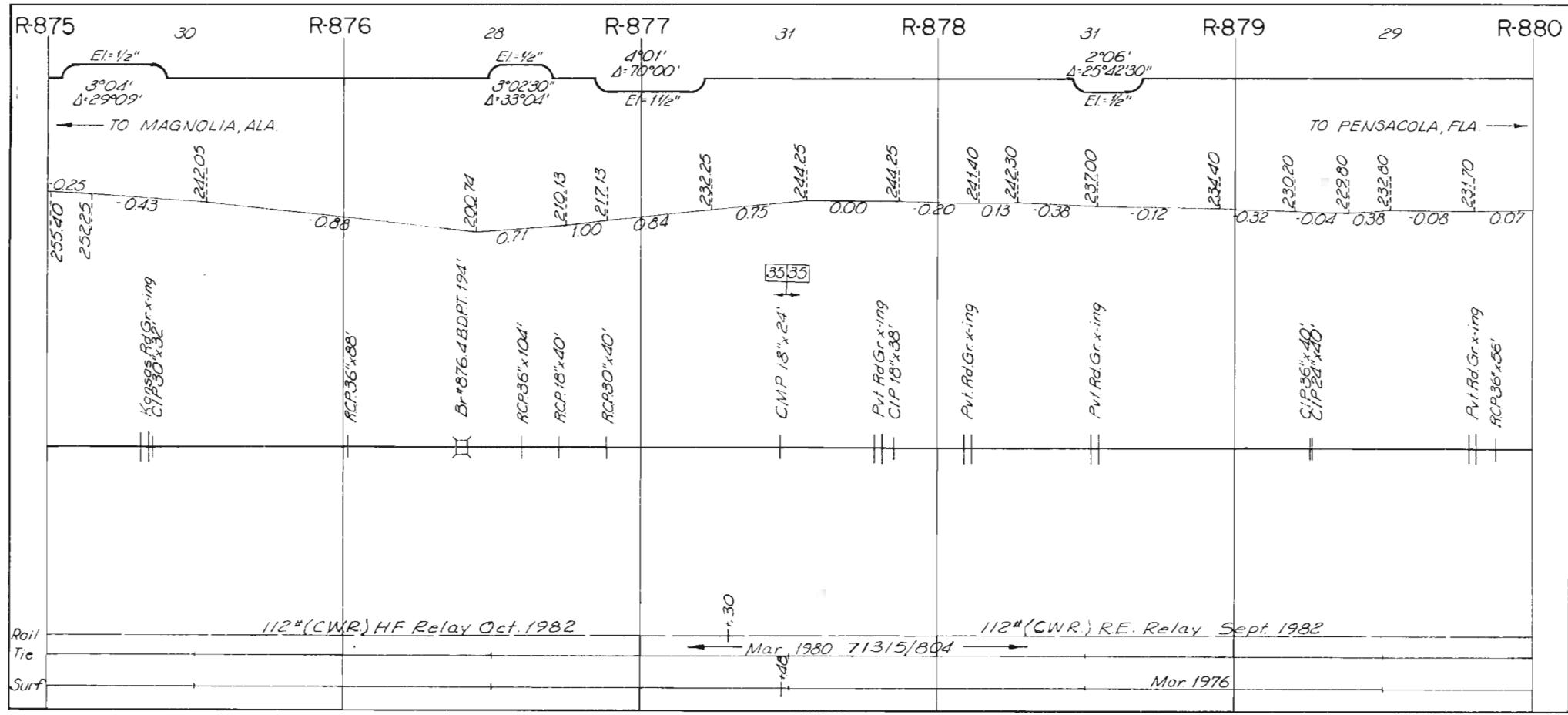
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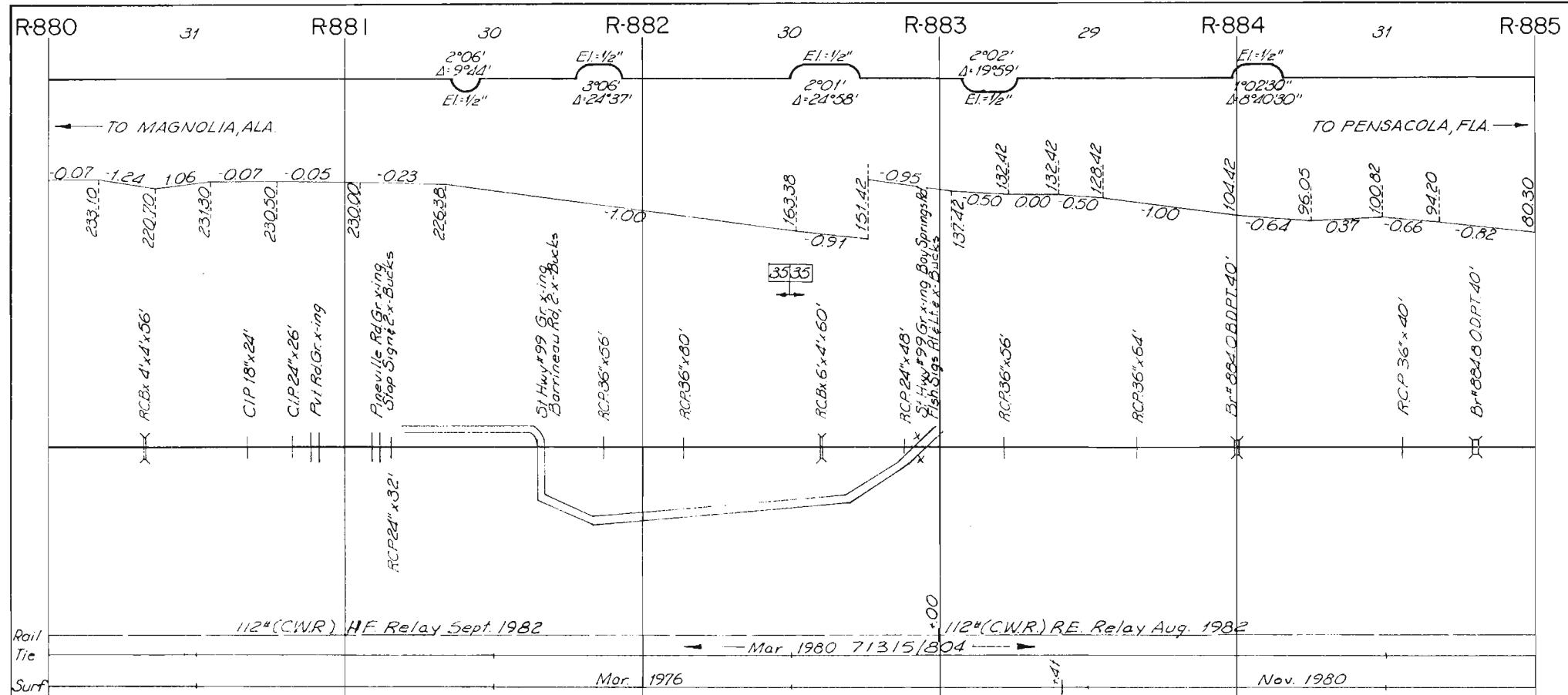
- R-865:** Shows elevation changes (Co, El = 1/2") and survey points (285.10, 282.90, 0.07, 0.53, 0.02-0.13, 0.01). A note indicates "TO MAGNOLIA, ALA".
- R-866:** Shows elevation changes (283.80, 285.10) and survey points (0.10, 0.11).
- R-867:** Shows elevation changes (2°30', 4°6'02", El = 1/2") and survey points (282.30, 0.10, -0.06, 0.01).
- R-868:** Shows elevation changes (4°10', 4°34'03", El = 1/2") and survey points (273.50, 0.97, -0.11).
- R-869:** Shows elevation changes (El = 1/2", 3°900', 4°79'22", 3°320') and survey points (275.70, -0.12, 275.40, 0.12, 277.40, 0.09).
- R-870:** Shows elevation changes (1°320', 1°39'43.5", El = 1/2") and survey points (272.60, 0.30, 267.10, 0.18, 0.05).
- Bridge:** A bridge crossing is labeled "Pine Forest Rd/Gressing 2x-Bucks" with survey point 3535.
- Other Labels:** "Meadow Rd/Gressing 2x-Bucks", "Nokomis Rd/Gressing 2x-Bucks", "C/P 24x36", "C/P 18x23", "R/C Brd 4x4x29", "Pine Forest Rd/Gressing 2x-Bucks", "R/C Brd 4x4x23", "DBL C/P 24x24", "C/P 28x32".
- Scale:** A scale bar shows distances up to 1 mile.
- Survey Points:** Survey points are marked along the roads, often with elevations like 285.10, 282.90, etc.

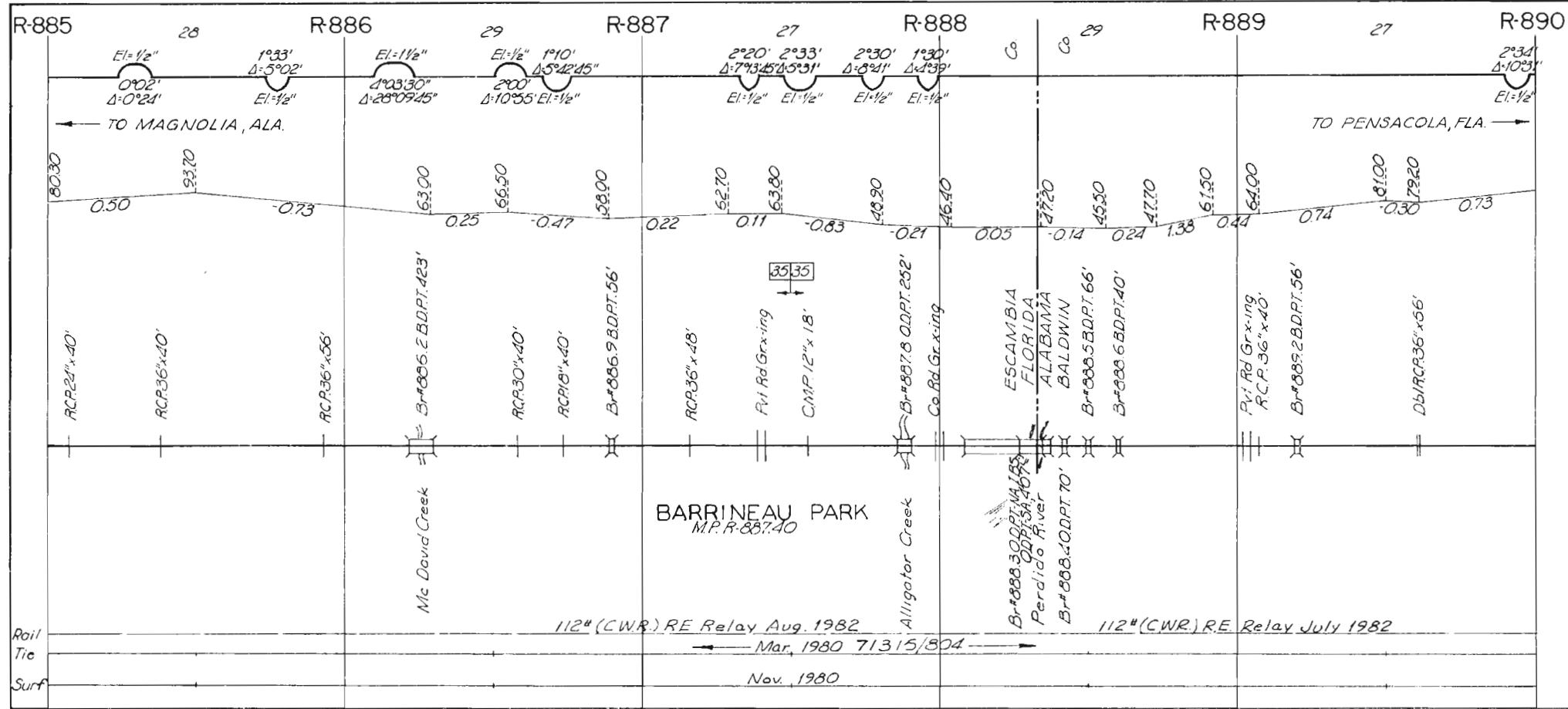
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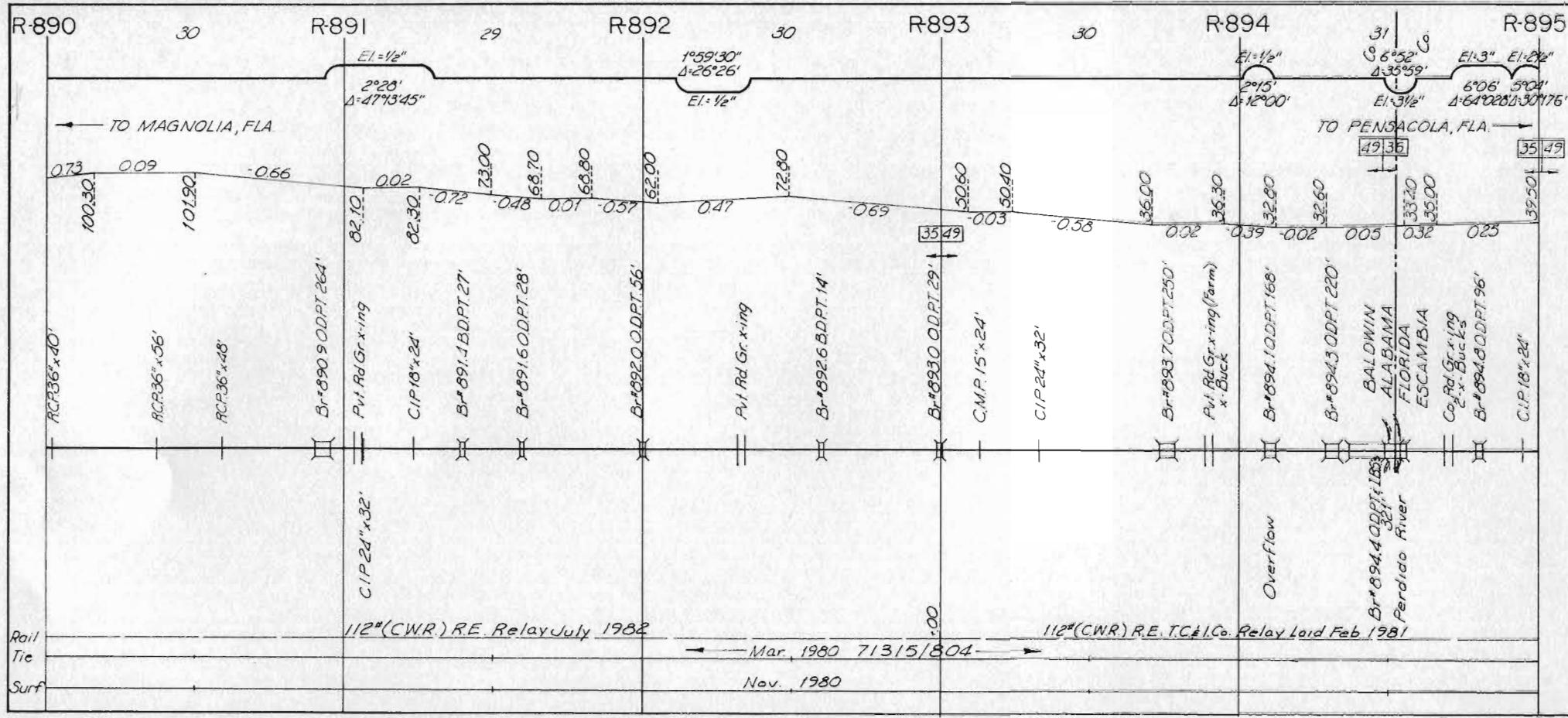


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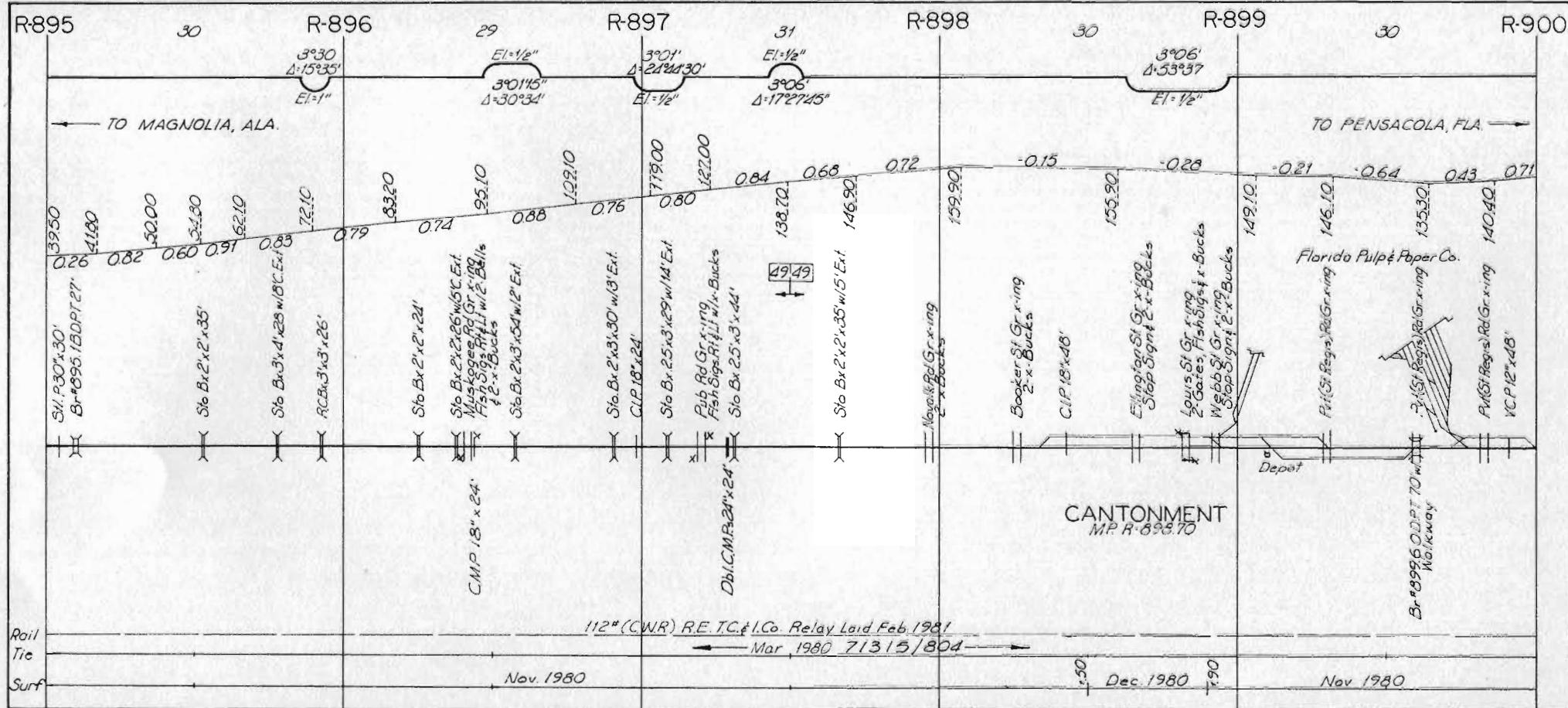






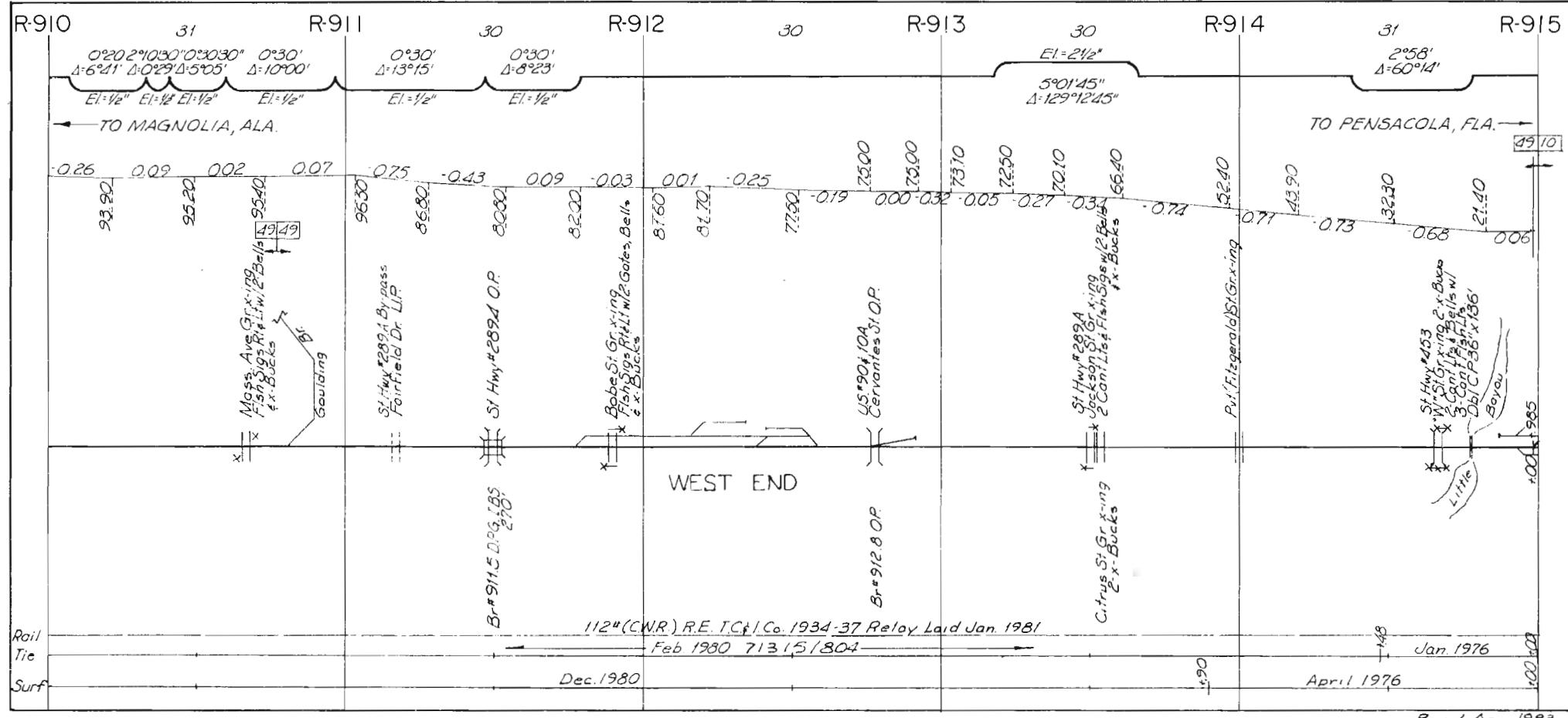


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R-900	R-901	R-902	R-903	R-904	R-905
<p>30</p> <p>1°03' 4-6'28'</p> <p>EL: 1/2"</p> <p>TO MAGNOLIA, ALA.</p>	<p>30</p> <p>2901' 4-23'25'</p> <p>EL: 1/2"</p>	<p>31</p> <p>1°18' 4-2'20'</p> <p>EL: 1/2"</p>	<p>29</p>	<p>30</p> <p>TO PENSACOLA, FLA.</p>	<p>30</p>
<p>071 151.00 VC P 12" x 28' VCP 18'x70' RC P 30"x60"</p> <p>050 145.80 Tote Rd Graving 2-x-Bucks</p> <p>018 143.30 VCP 18" x 24' Archer Rd Graving 2-x-Bucks</p>	<p>071 129.80 VCP 25" x 64' w/2 Ext. MPP 72" x 60'</p>	<p>037 128.00 ACP 36" x 56' N.Tote School/Rd Graving 2-x-Bucks</p> <p>069 142.90 P/F Rd Graving 2-Fish Signs Rds w/2 Gates, Bells</p>	<p>037 140.10 So.Tote School/Rd Graving Fish Signs Rds w/2 Gates, Bells</p> <p>034 136.40 Pompano Rd Graving RCBx 33x5x48</p>	<p>041 144.20 H.W. Rogers Br x 129 Fish Signs Conf Lts. Rds w/29 Fish Signs x-Bells</p> <p>027 143.10 Rd Graving</p> <p>027 138.30 P/F Rd Graving VCP 18" x 24' C.M.P. 18" x 24'</p> <p>028 143.10 C.M.A. 18" x 24'</p>	<p>072 127.60 Tennille Rd Graving 2-x-Bucks? Bells</p> <p>015 124.20 Nine Mile Rd Graving 2-x-Bucks C.M.P. 18" x 24'</p>
<p>Roll 112" (CWR) RE T.C. &amp; Co Relay Laid Feb 1981</p>	<p>Roll 132" (CWR) RE T.C. &amp; Co Relay Laid Feb 1981</p>	<p>Nov. 1980</p>	<p>Mar. 1980 7/13/804</p>	<p>Dec. 1980</p>	<p>Rev 1 Apr. 1983</p>
<p>Tie</p>					
<p>Surf</p>					

R-905	R-906	R-907	R-908	R-909	R-910
30 C.M.P. 18"x24" Dbl C.M.P. 42"x30" C.M.P. 24"x24" R.C.P. 34"x24" C.M.P. 18"x18' C.I.P. 6"x18'	30 C.M.P. 24"x24" 4:19'05" 200' 4:19'05' EI: 1/2" 203' 4:9'33'45" EI: 1/2" TO MAGNOLIA, ALA.	31 C.M.P. 24"x24" 4:19'32' 208' 4:19'32' EI: 1/2"	30 C.M.P. 24"x34"	30 C.M.P. 24"x34"	30 TO PENSACOLA, FLA.
123.90 0.12 0.07 0.36	122.50 0.07	123.20 0.14	132.80 0.09	123.40 0.17	122.60 0.09
10000 Si Gr x-ing 2x Bucks	10000 Si Gr x-ing 2x Bucks	10000 Si Gr x-ing 2x Bucks	10000 Si Gr x-ing 2x Bucks	10000 Si Gr x-ing 2x Bucks	10000 Si Gr x-ing 2x Bucks
C.M.P. 18"x18'	4-C.M.P. 24"x24"	4-C.M.P. 24"x24"	4-C.M.P. 24"x34"	4-C.M.P. 24"x34"	4-C.M.P. 24"x34"
1:83	ENSLEY MPR 906.30	EDGE MPR 907.00	112" (CWR) R.E. T.C. & I Co 1934-37 Relay Laid Jan 1981 7-1315/804	Feb. 1980	Mar. 1976
132" Conv. R.E. T.C. & I Co. Relay Laid Feb 1981	Mar. 1980	Jan. 1976	Dec. 1980	Feb. 1980	Mar. 1976
Rail Tie Surf					
1:50	1:50	1:50	1:50	1:50	1:50
Rev. 1 Apr. 1983					



R915

