

2nd Subdivn  
TULSA DIV.

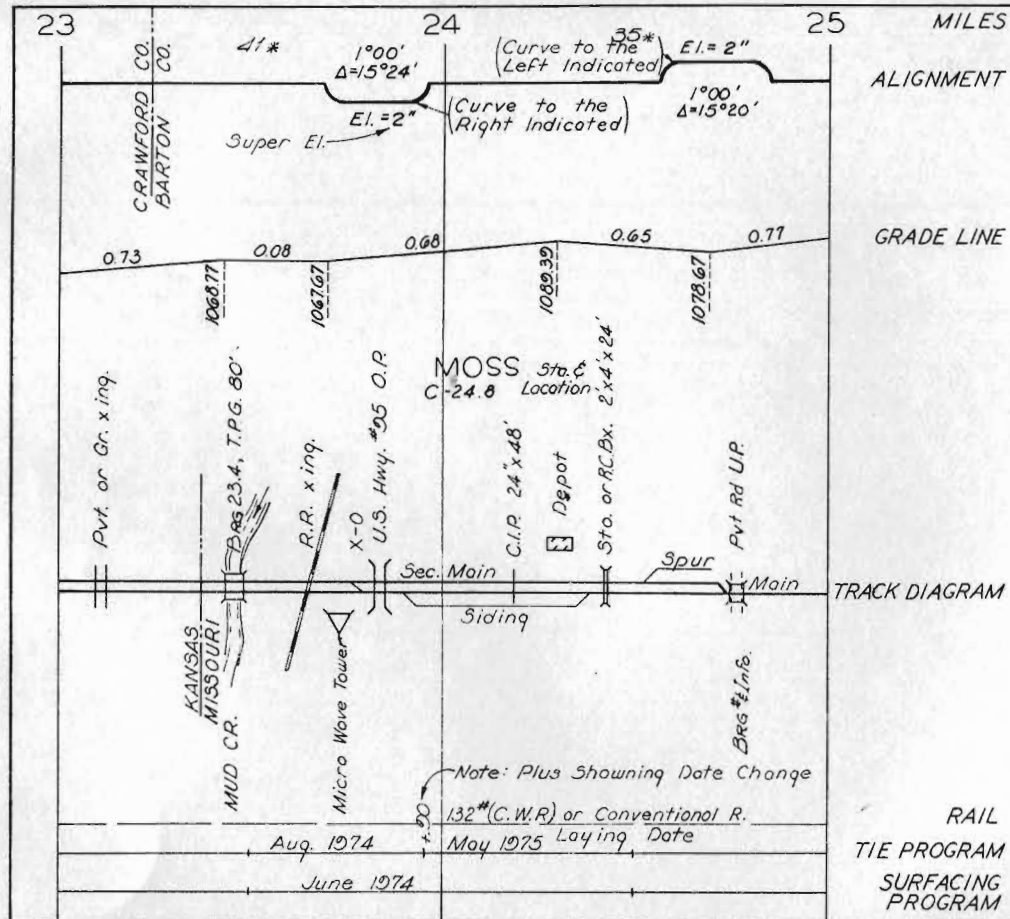


## TRACK CHART

CHEROKEE YARD, OKLA. TO ENID, OKLA.

M.P. Z-425.22 TO Z-545.22

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 orrows 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                       |
| OD.F.T.  | OPEN DECK FRAME TRESTLE      |
| B.D.F.T. | BALLASTED DECK FRAME TRESTLE |
| OD.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        |

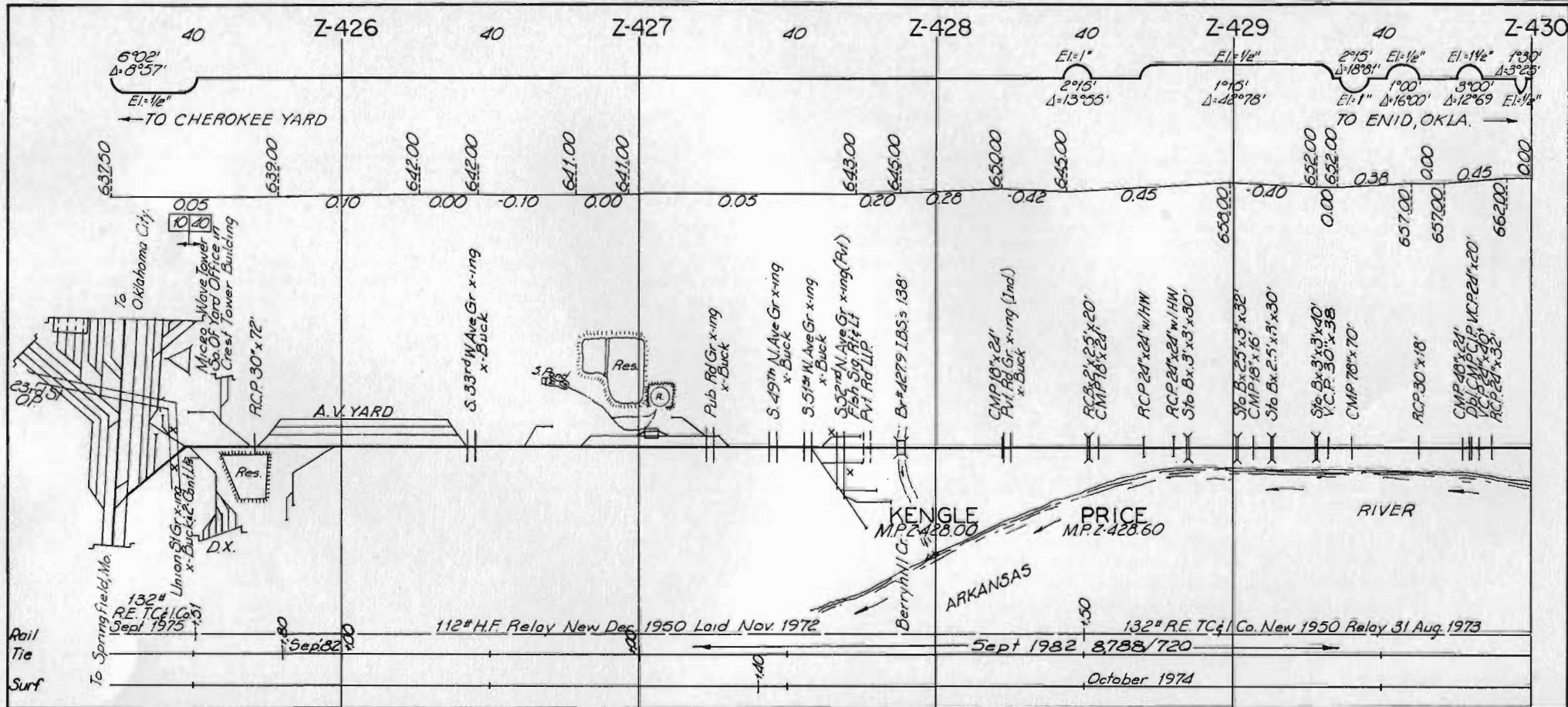
### MISCELLANEOUS

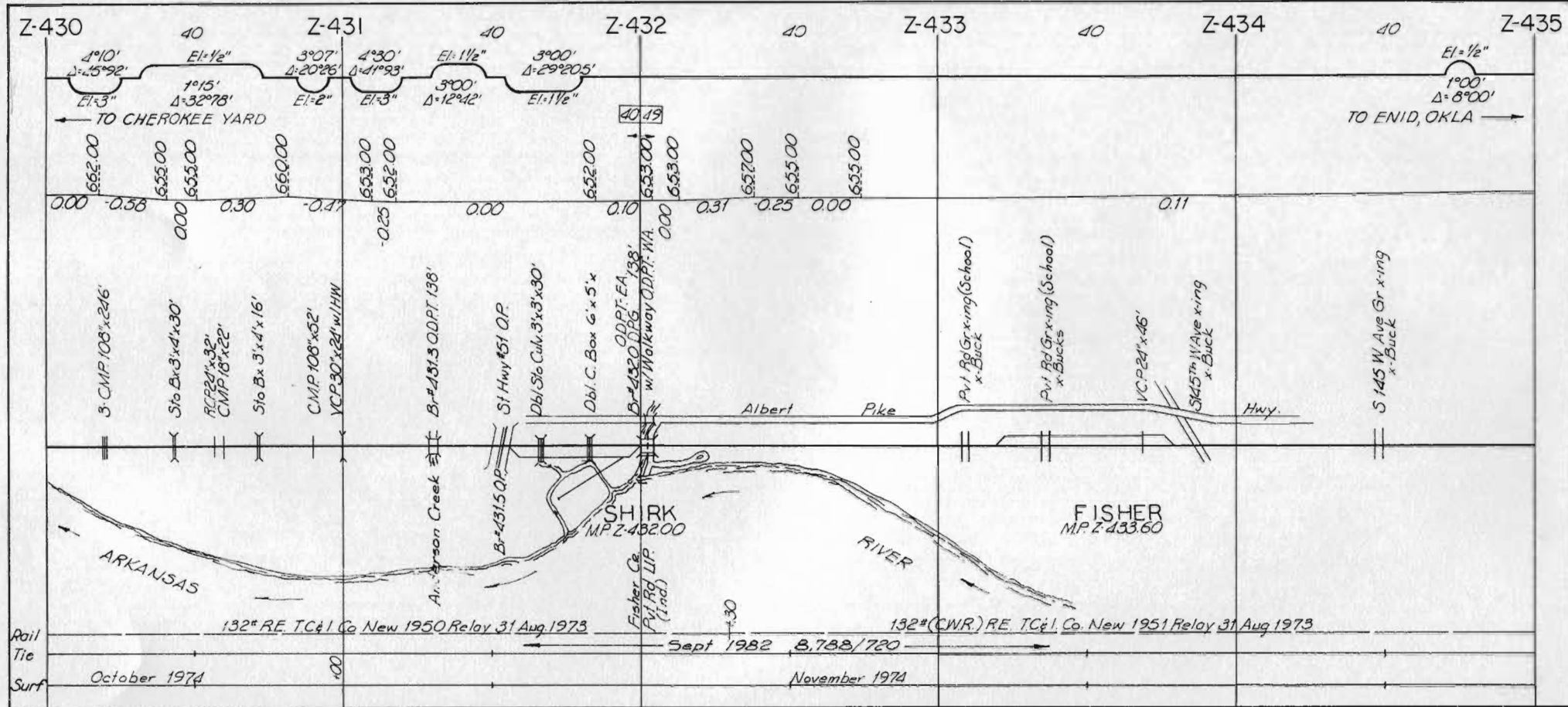
|           |               |
|-----------|---------------|
| CR.       | CREEK         |
| RIV.      | RIVER         |
| CO.       | COUNTY        |
| HO.       | HOUSE         |
| LT.       | LEFT          |
| RT.       | RIGHT         |
| R.R.      | RAILROAD      |
| R.Y.      | RAILWAY       |
| 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.    | DRAWING 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                          |

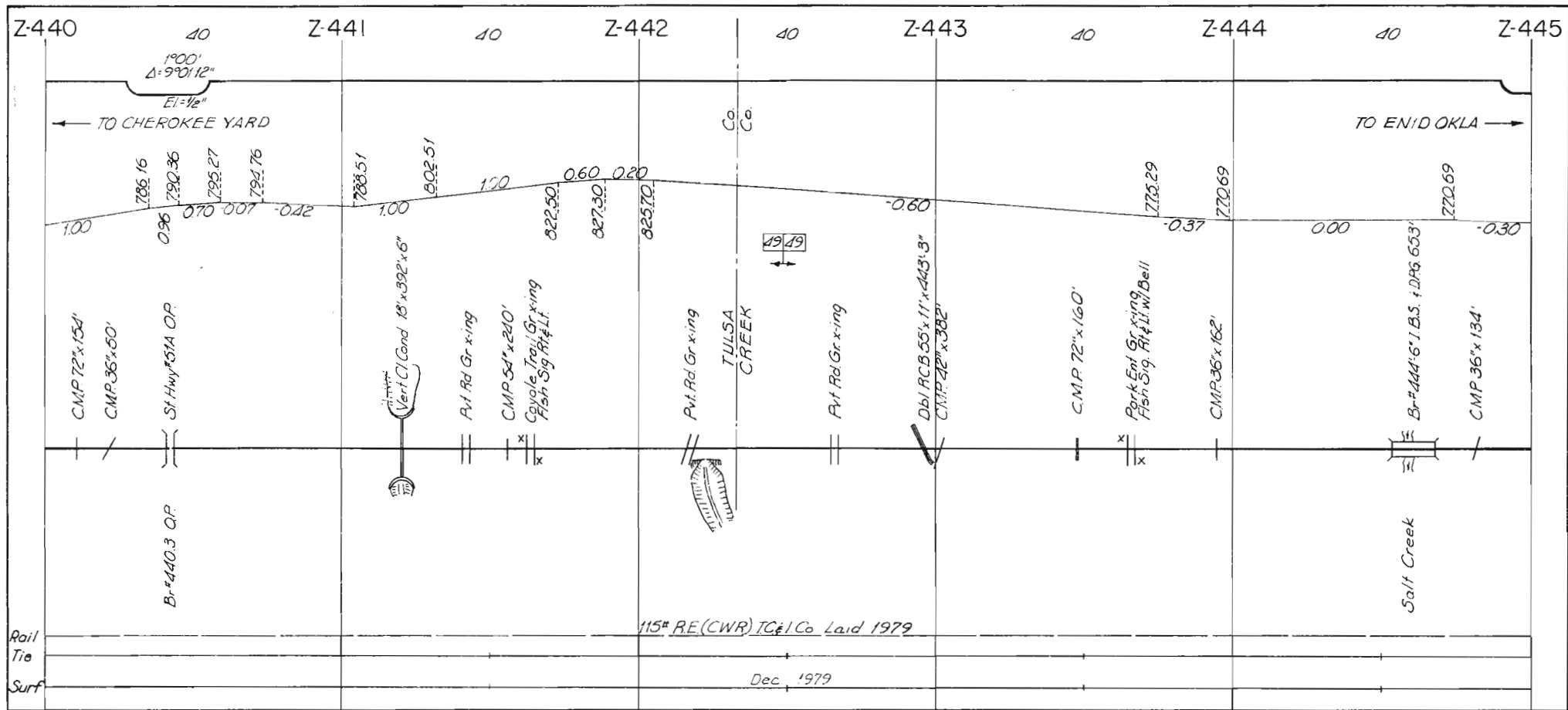


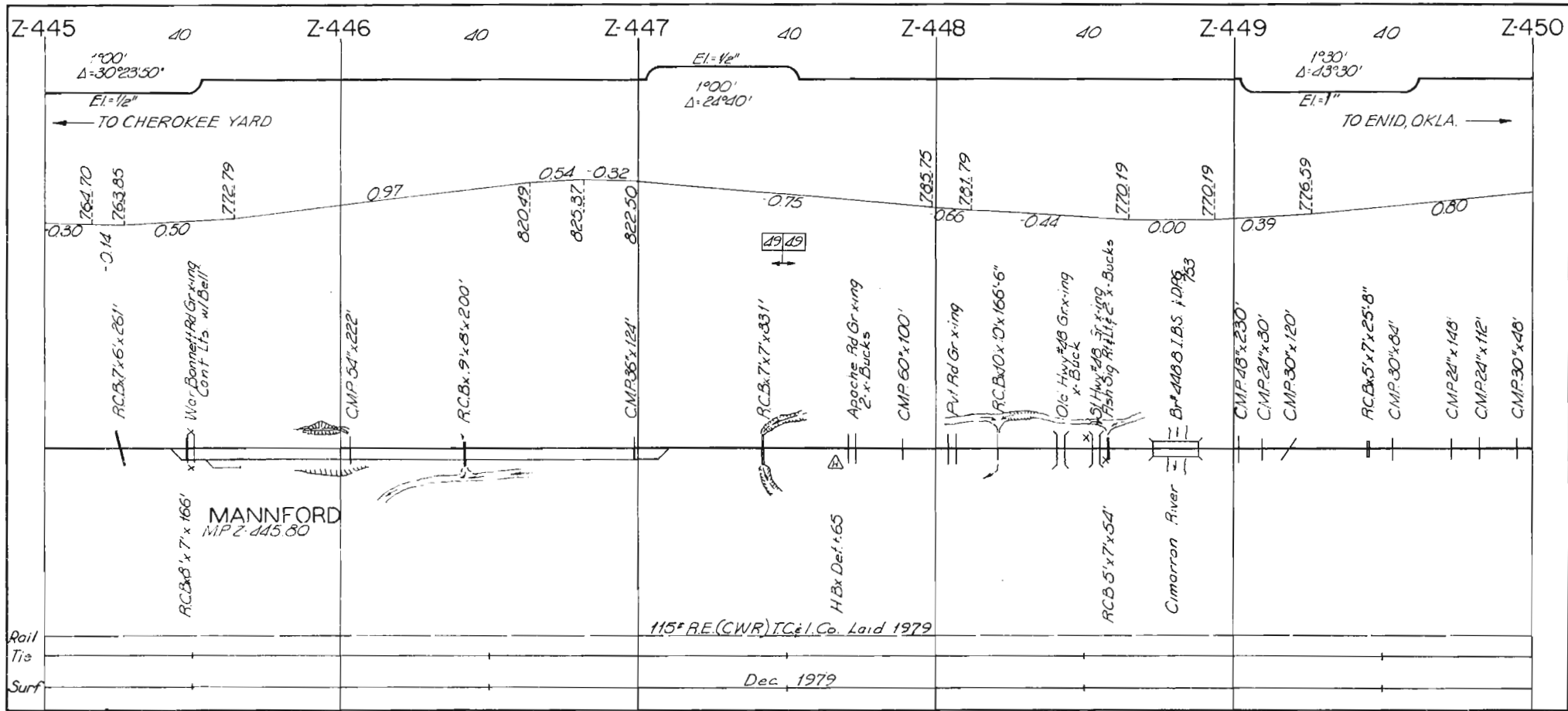




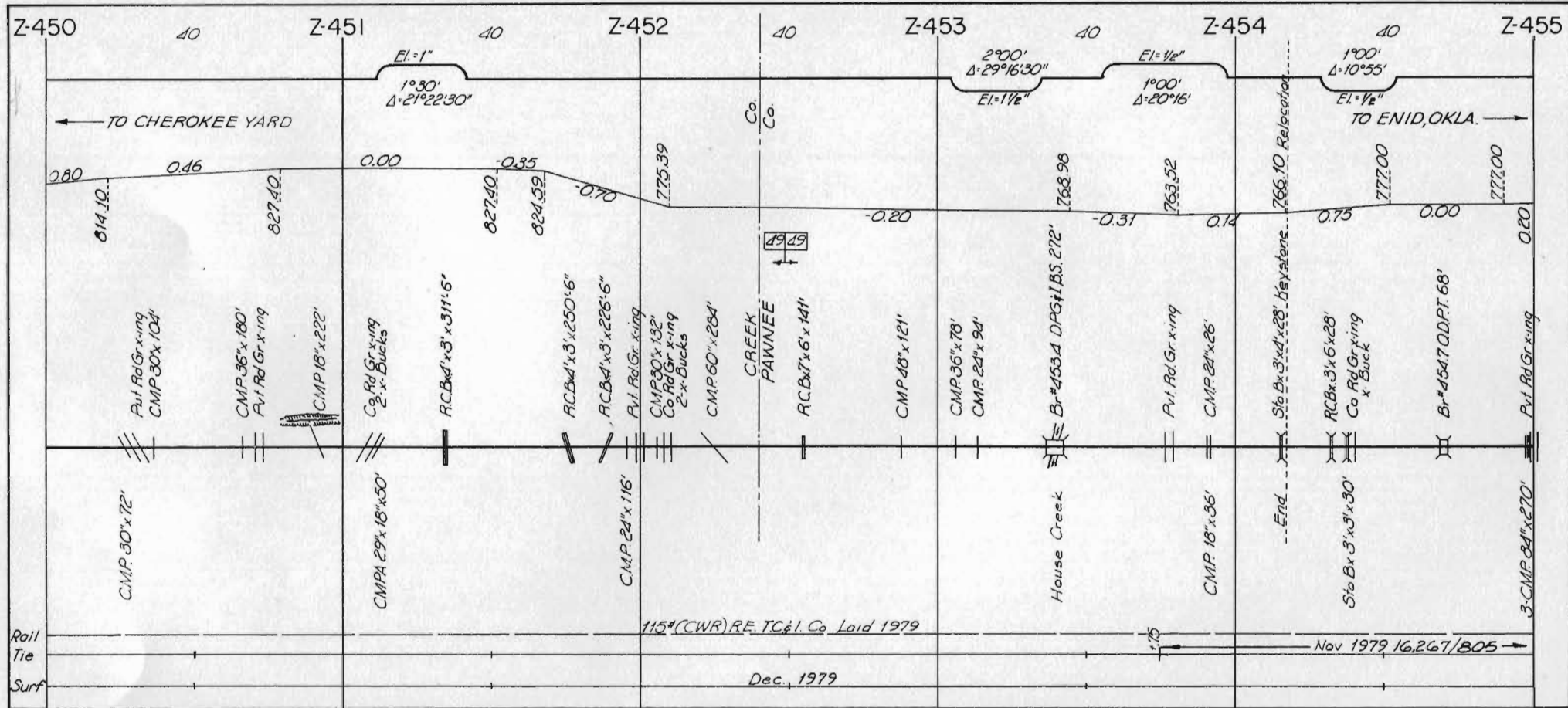


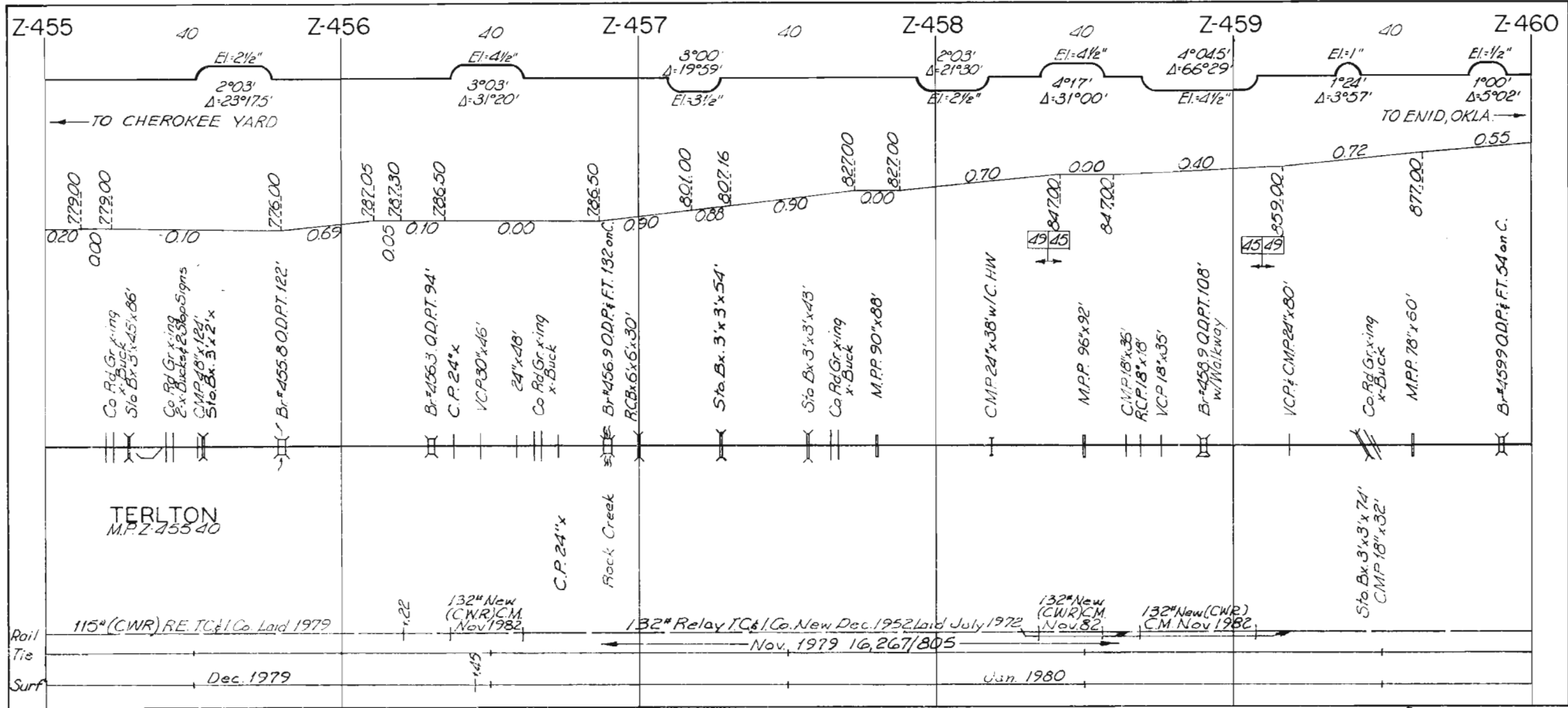


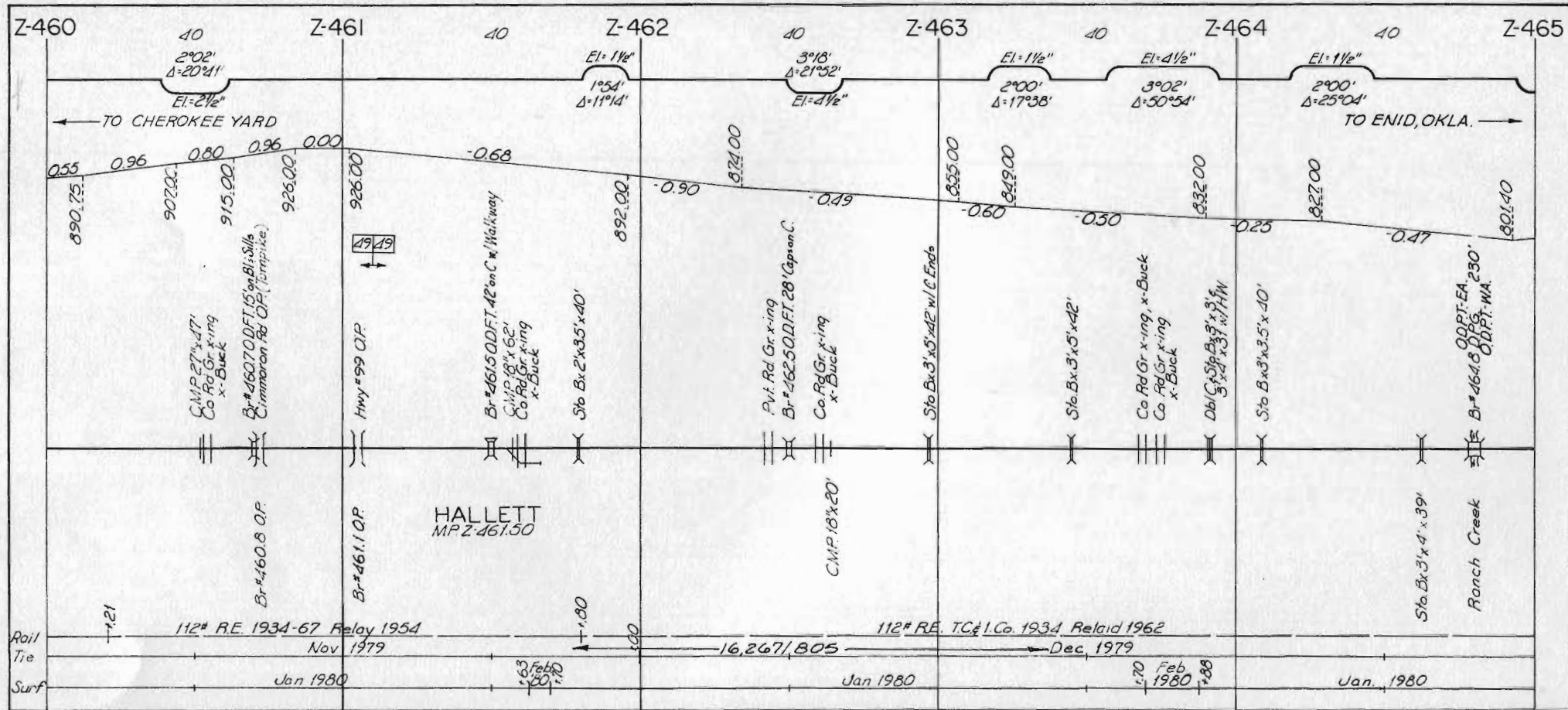












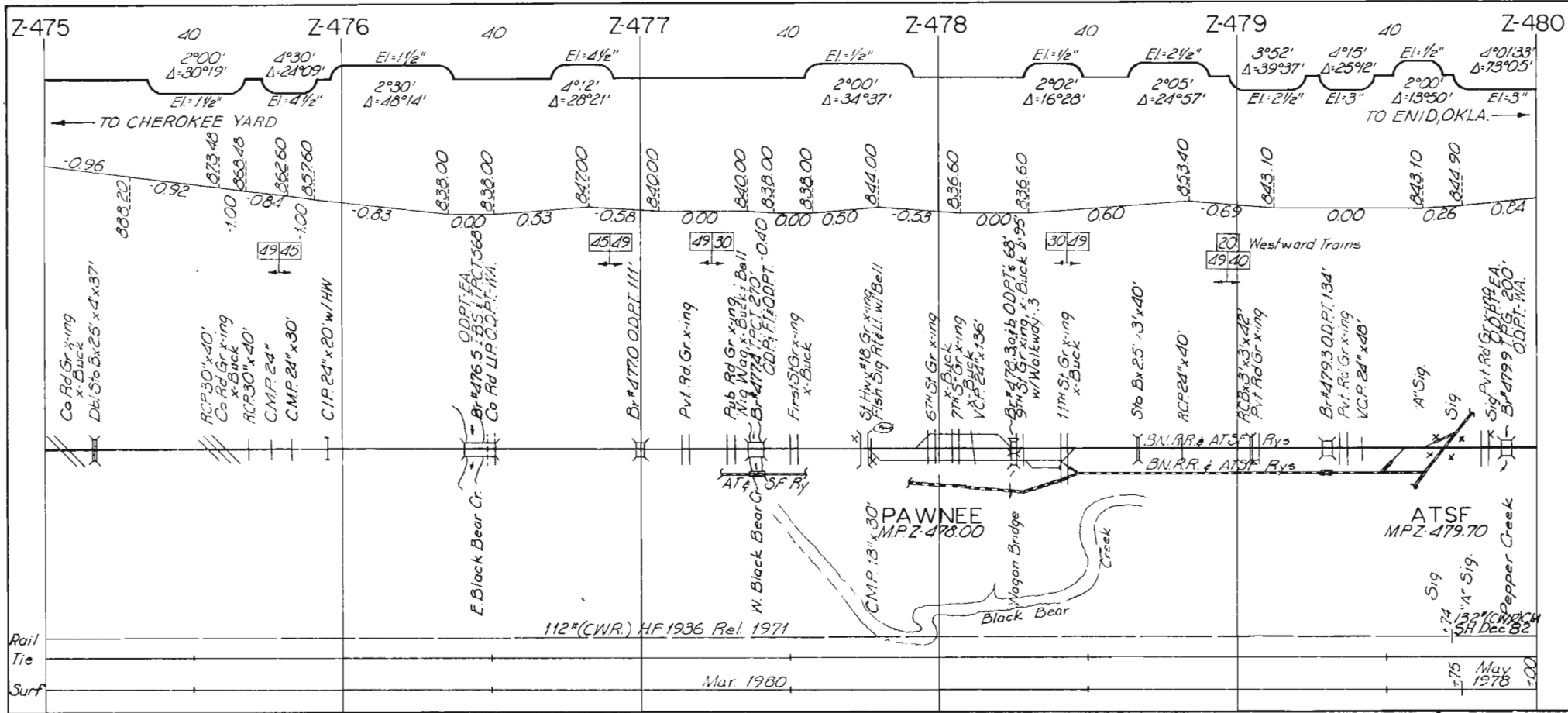
Rev. 1 Apr. 1983

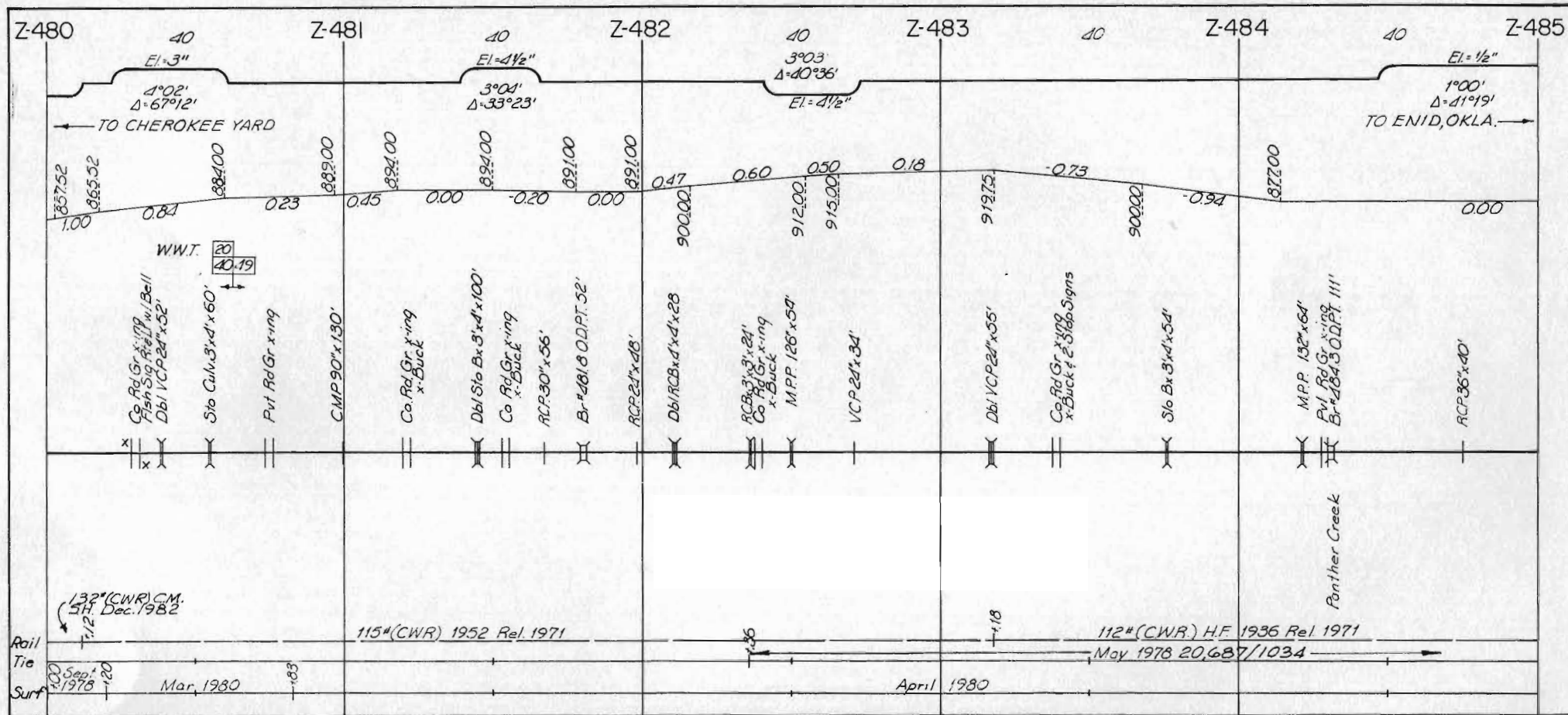






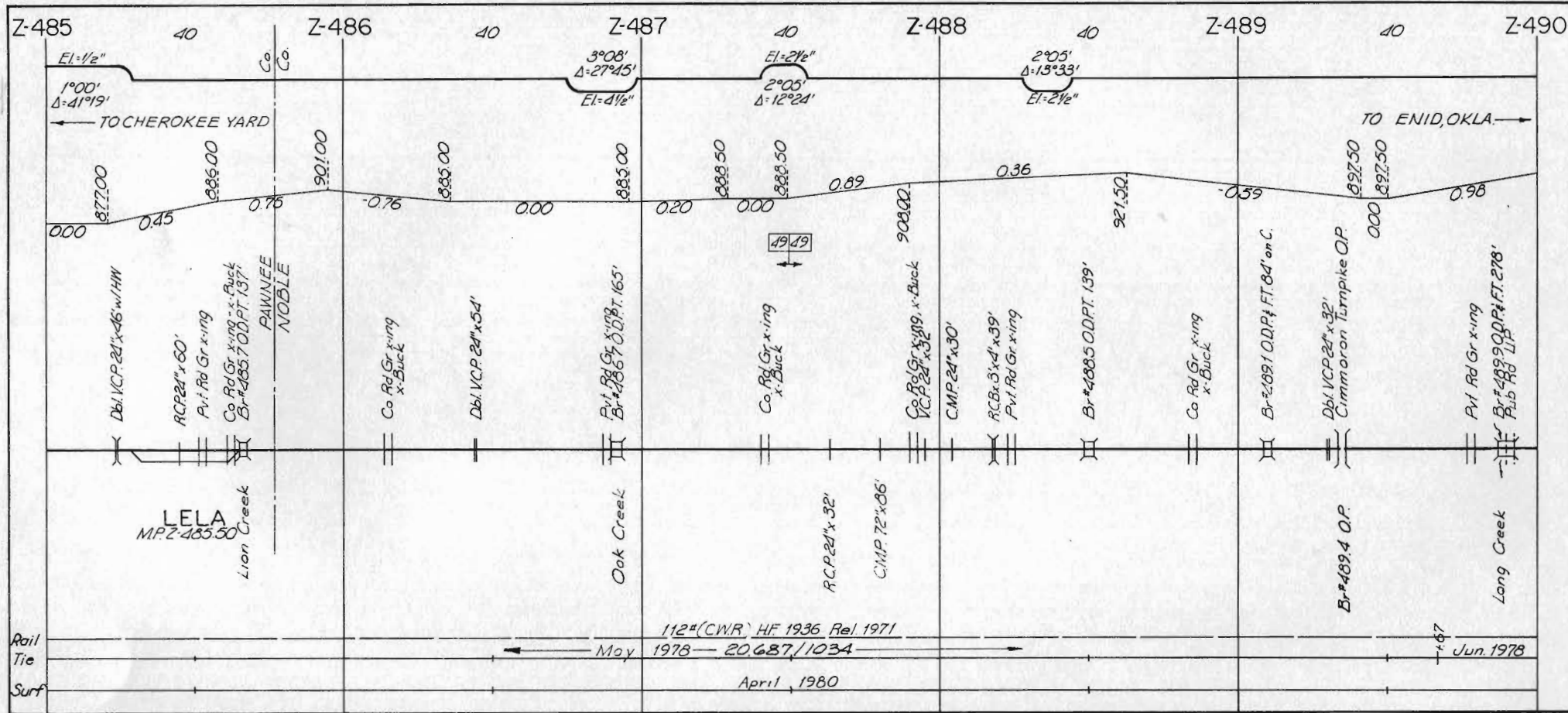




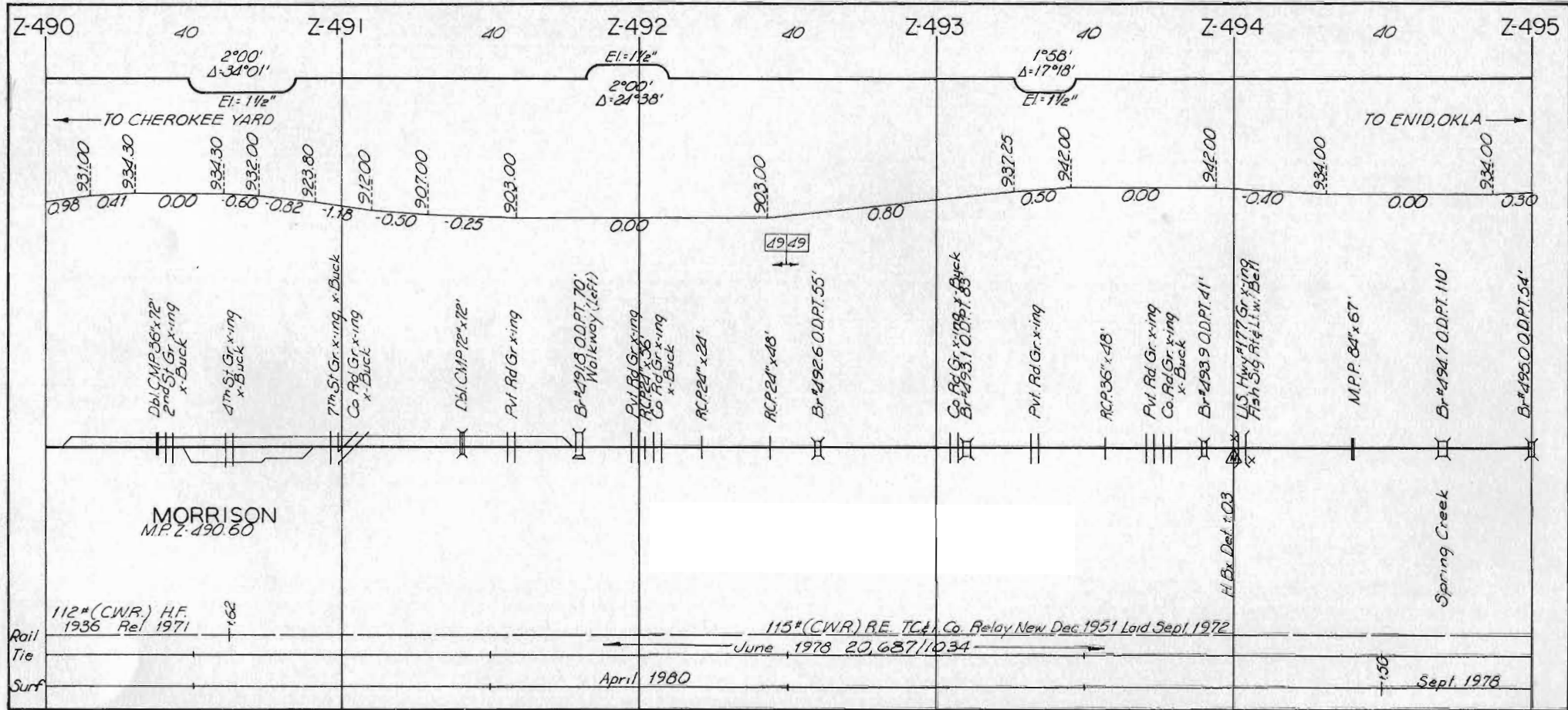


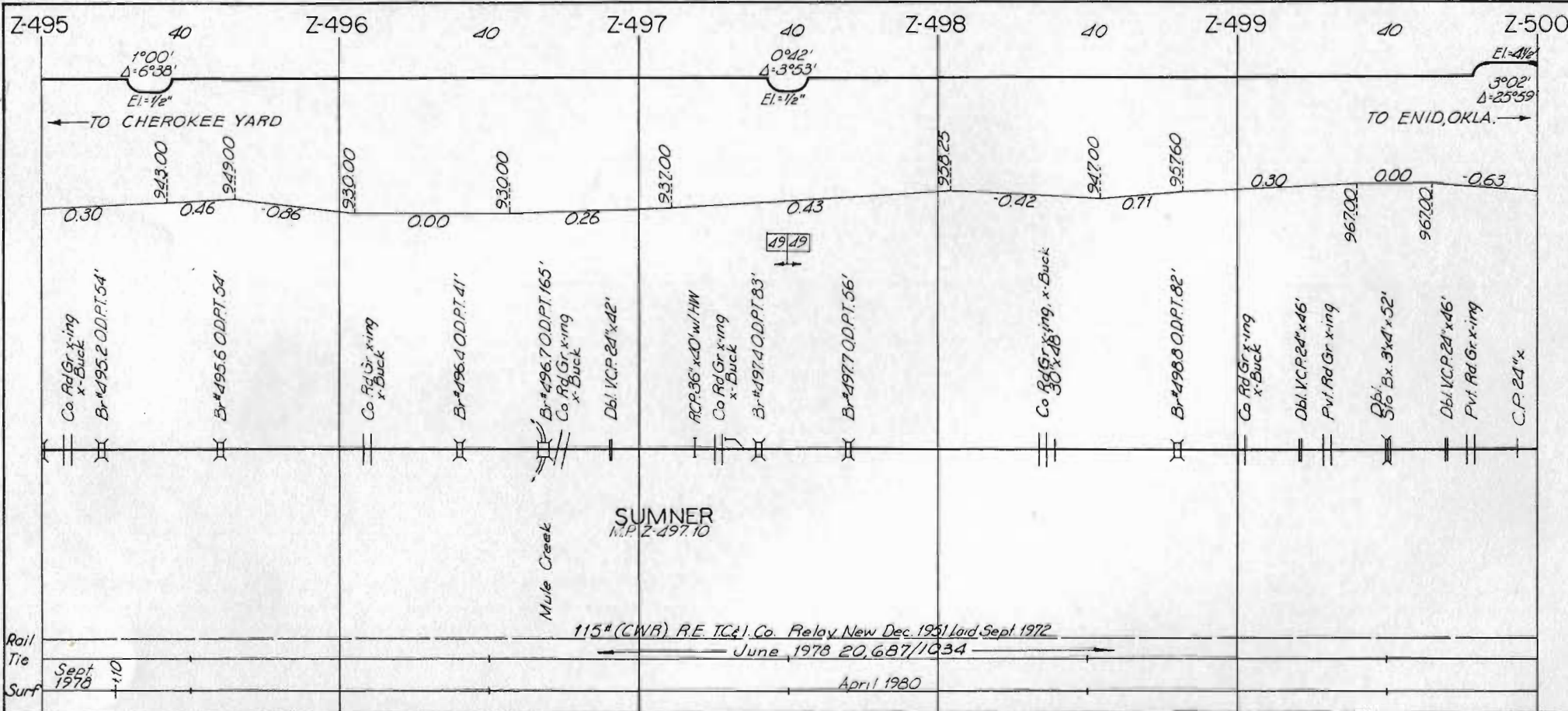
Rev. 1 Apr. 1983

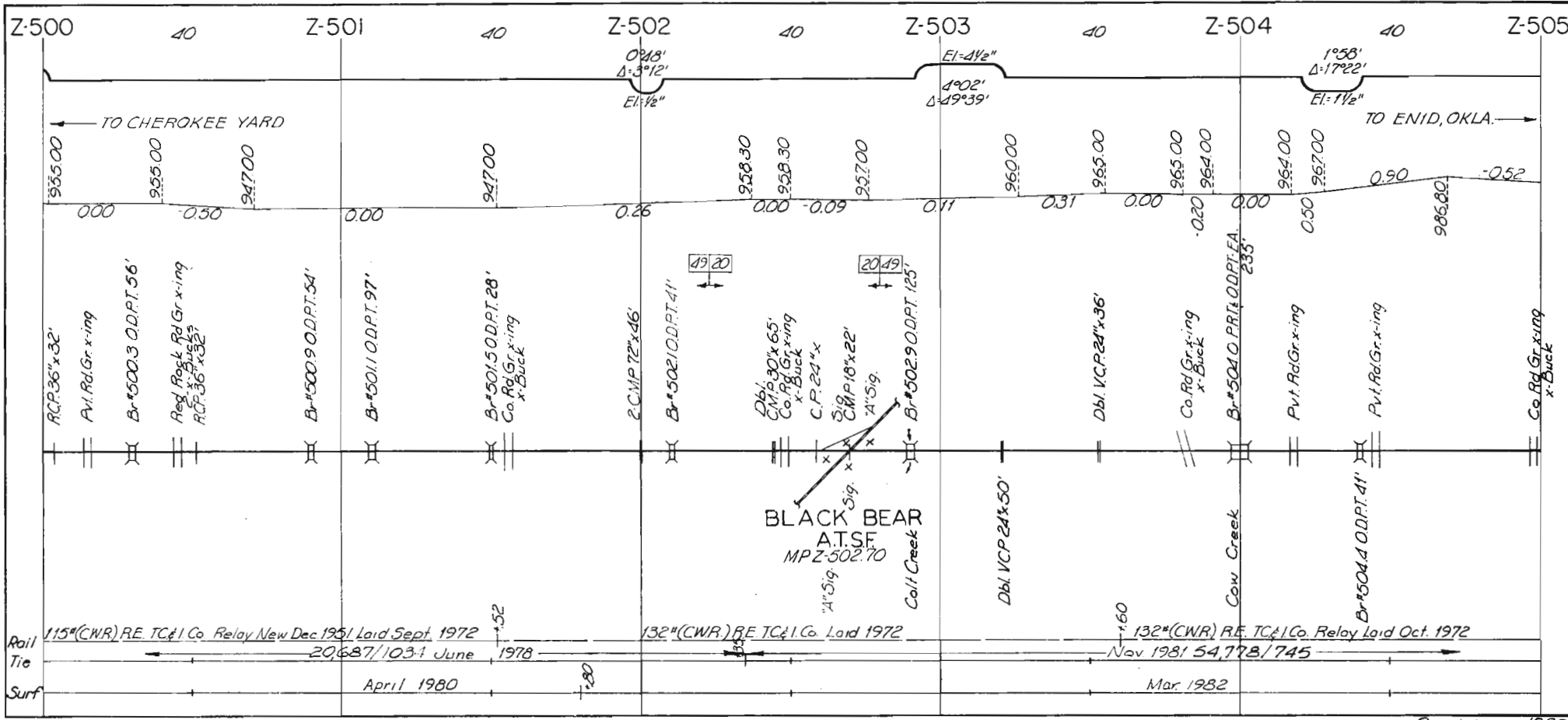










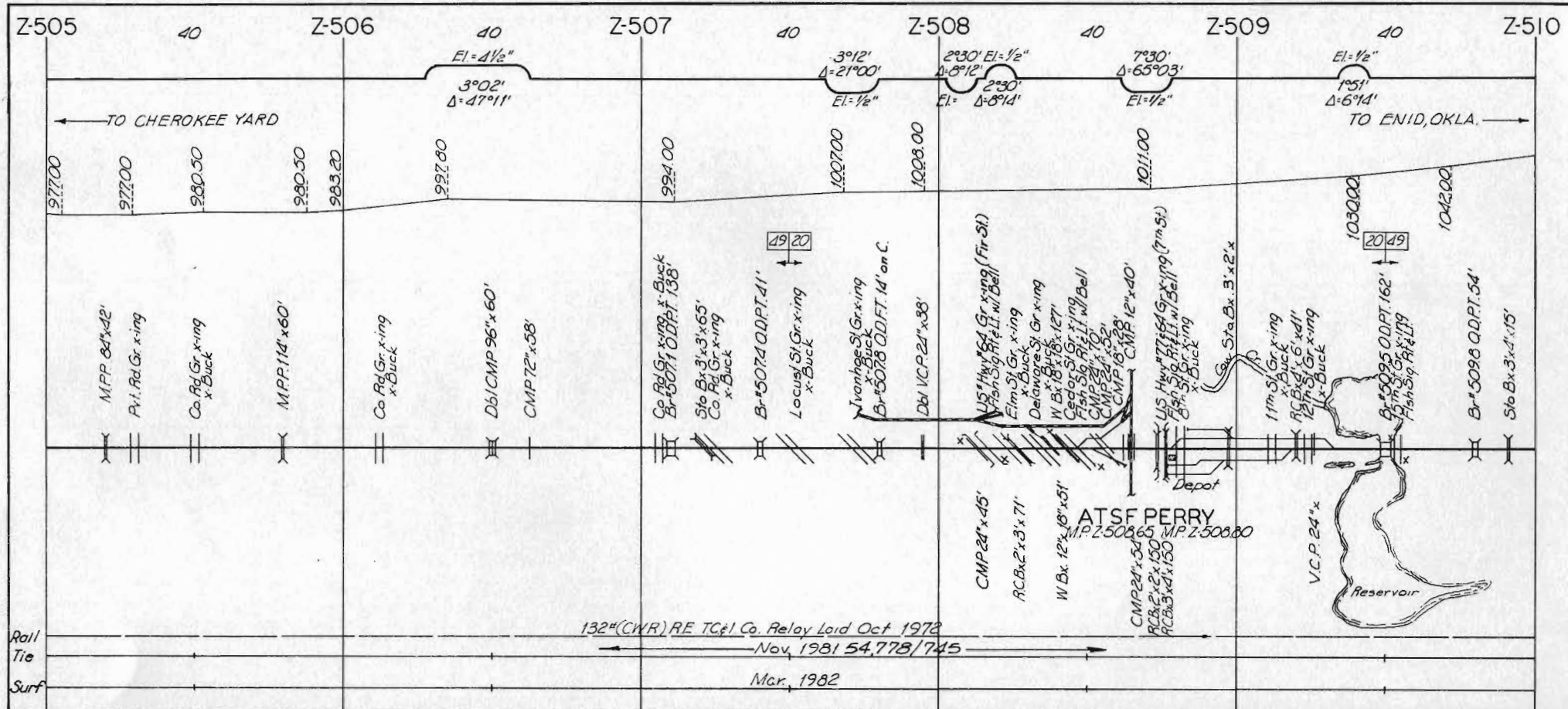


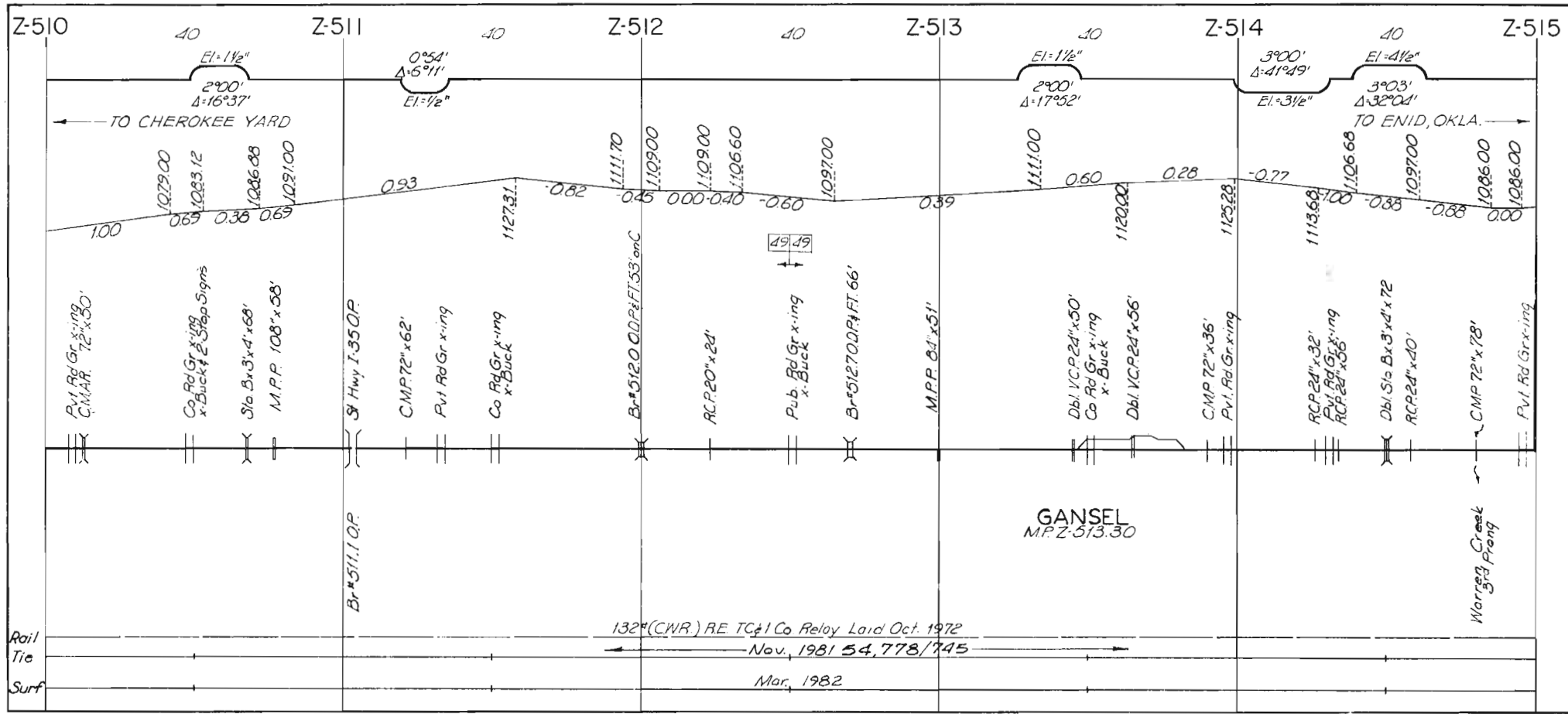
Rail Tie: 20687/1034 June 1978

Surf: April 1980

Mar 1982

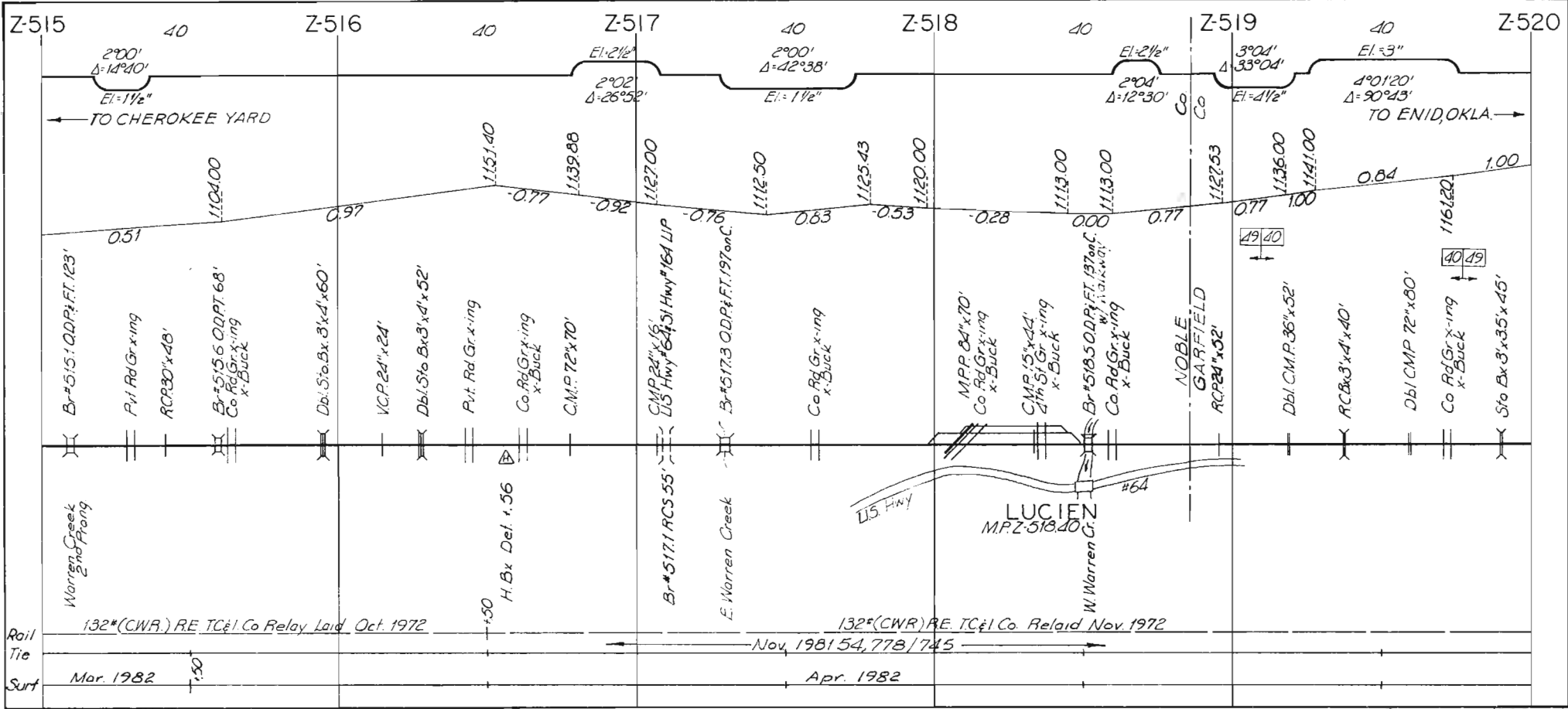


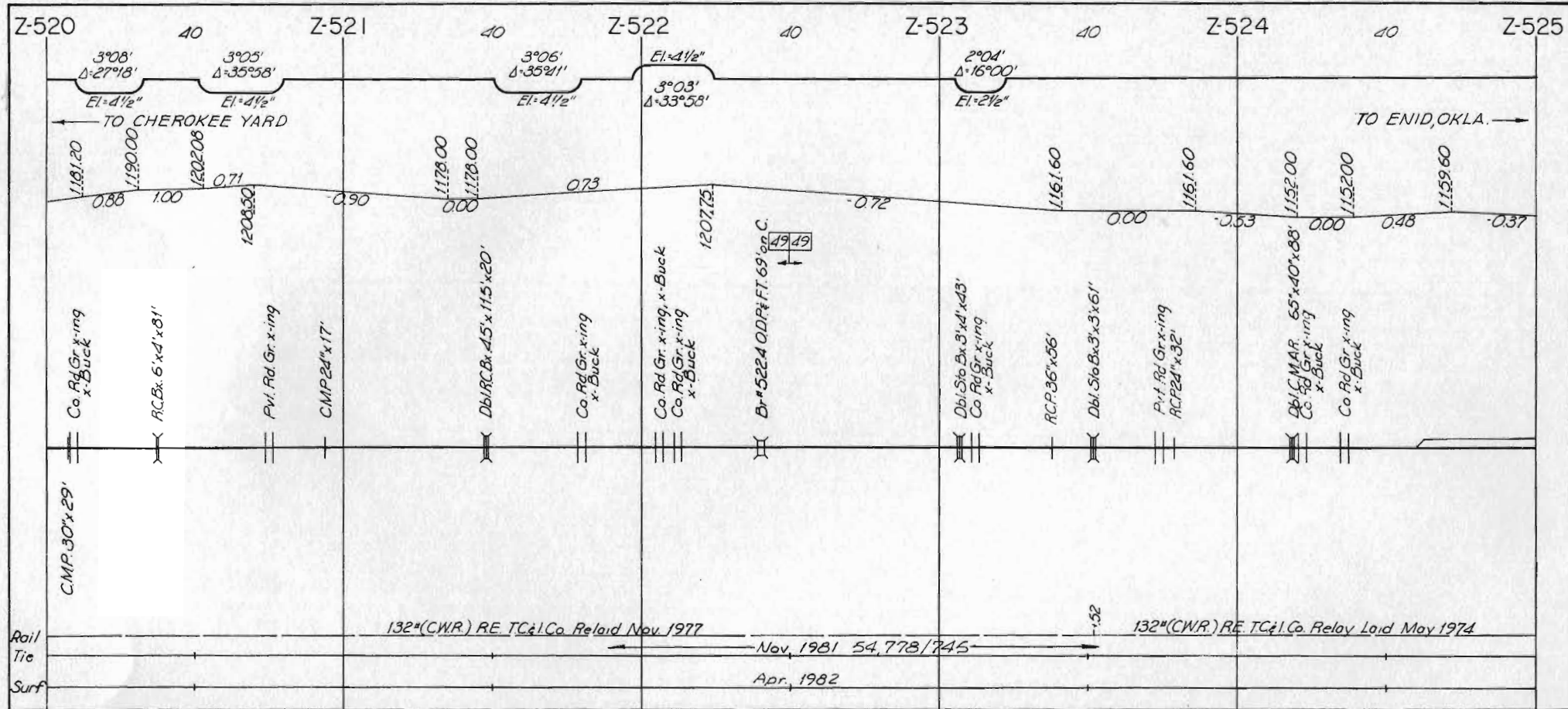




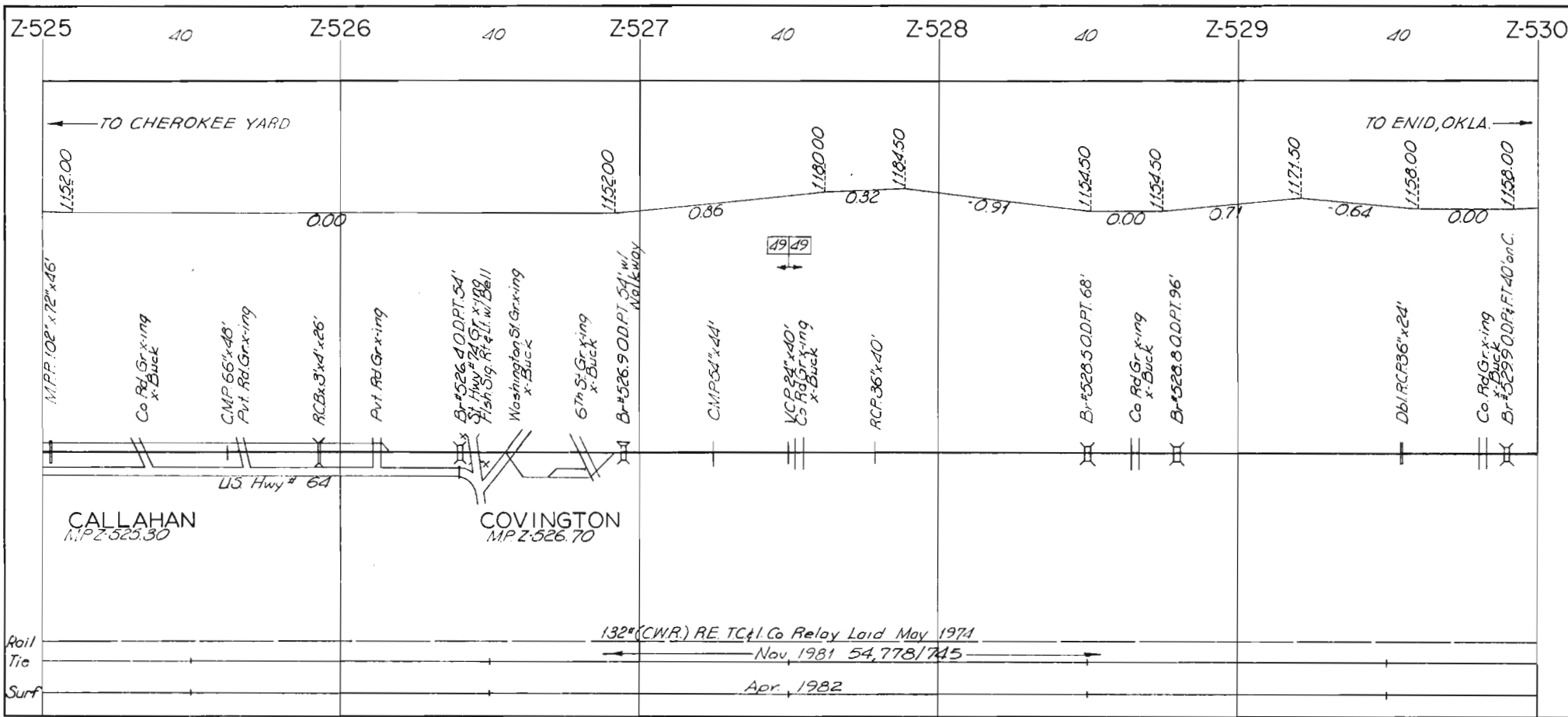
Rail Tie  
Surf

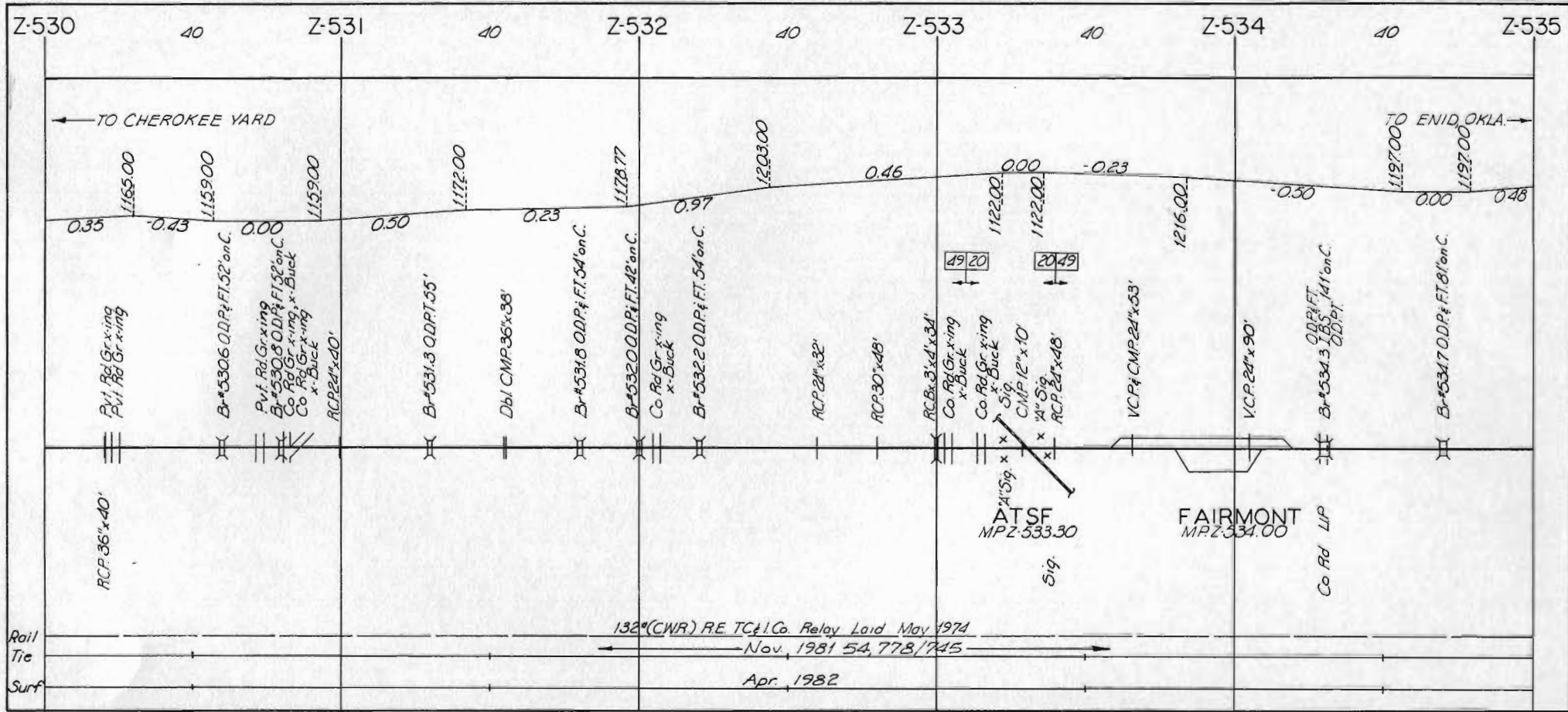
132" (CNR) RE TC #1 Co Relay Laid Oct. 1972  
Nov. 1981 54,778/745  
Mar. 1982

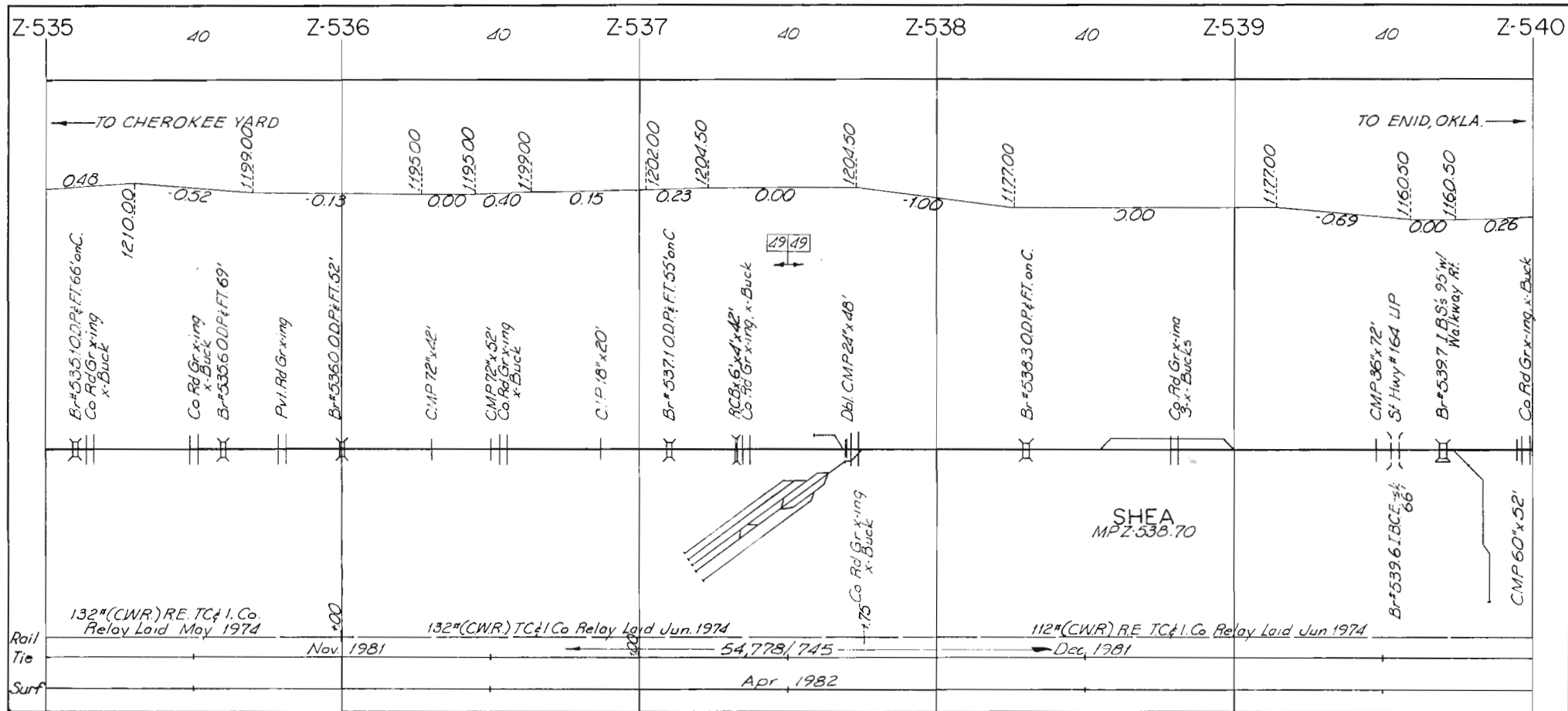


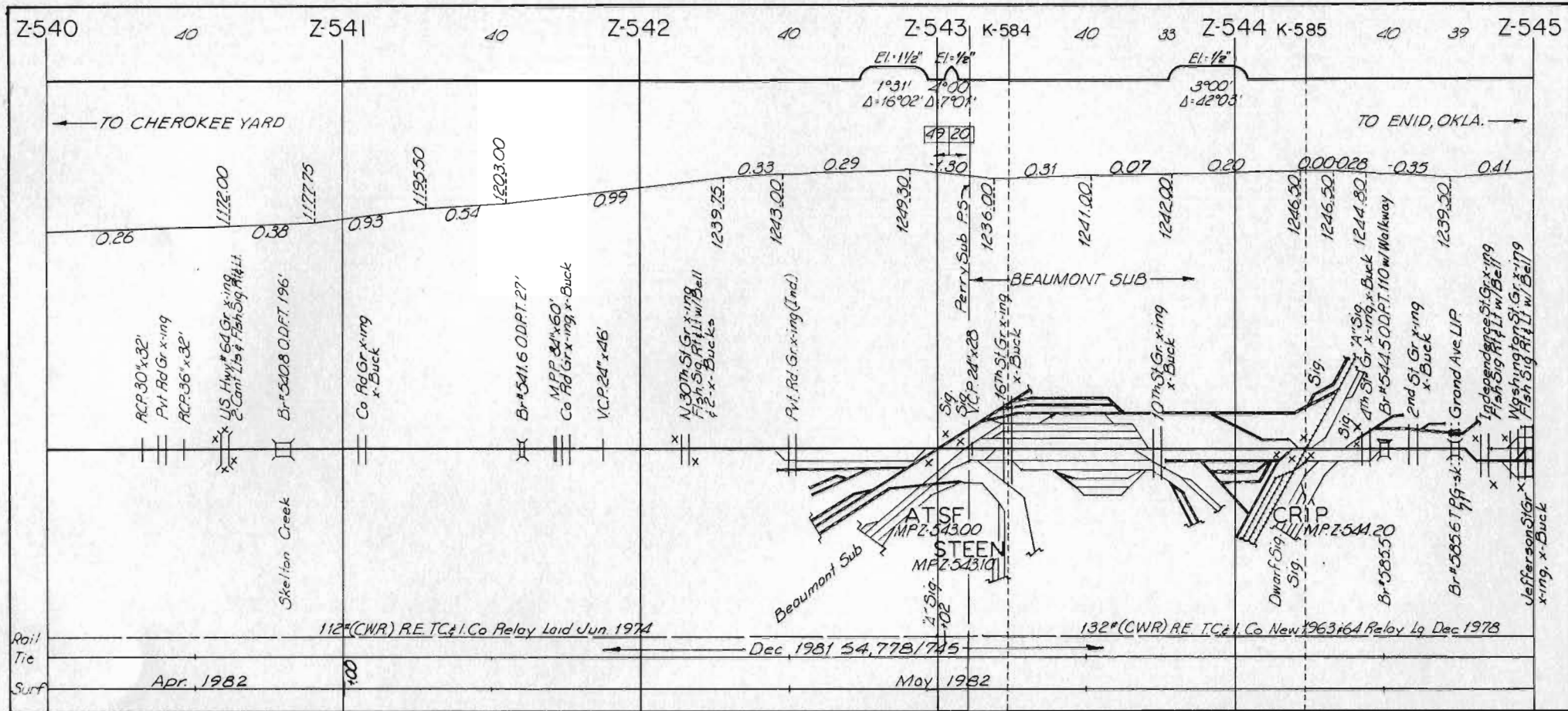














Z-545 K-586 40

← TO CHEROKEE W. YARD.  
TO ENID OKLA. →

1251.50  
1255.20

047 061

20 20

Avard Sub. P.S.

Beaumont Sub.  
End

Enid Yard  
ENID  
MP 545.40

132" (CWR)  
R.E. T.C. & Co.  
New 1963 #64  
Relay Dec 1978

Rail Tie - Dec. 1981 54,778/745 -

Surf May 1982

