

← To Pauls Valley

Traffic Control System and Automatic Train Stop

To Newton →

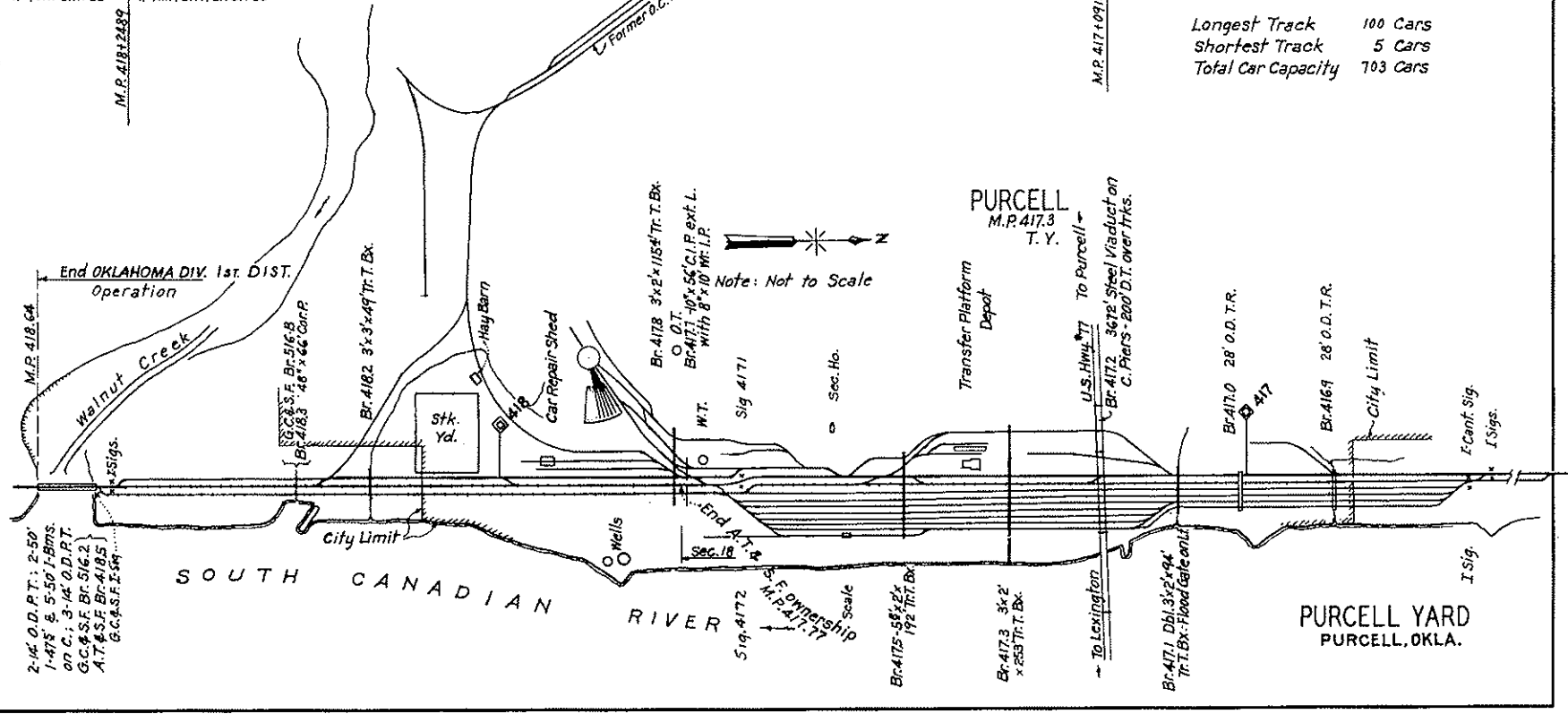
Begin G.C.&S.F. T.C.S. maint'ce | End A.T.&S.F. T.C.S. maintenance

M.P. 418.2489

End A.T.S.

M.P. 417.0910

| | |
|--------------------|----------|
| Longest Track | 100 Cars |
| Shortest Track | 5 Cars |
| Total Car Capacity | 703 Cars |



PURCELL
M.P. 417.3
T. Y.

2-14' O.D.P.T. 2-50'
 1-475 & 5-50' I-Bms.
 ON C.; 3-14' O.D.P.T.
 G.C.&S.F. BC 516.2
 A.T.&S.F. BC 418.5
 G.C.&S.F. I 54'

SOUTH CANADIAN RIVER

PURCELL YARD
PURCELL, OKLA.

Br. 4175-55 1/2 x 192 Tr. T. Bx.

Br. 4173 3x2 x 255 Tr. T. Bx.

Br. 4171 Dbl. 3 1/2 x 94' Tr. T. Bx. - Flood Gate only

Br. 4169 28' O.D.T.R.

Br. 4170 28' O.D.T.R.

U.S. Hwy. 77 To Purcell
Br. 4172 3672 Steel Viaduct on C. Piers - 200 D.T. over hrs.

End A.T.S.
Sec. 18
S. F. Ownership
M.P. 417.77

Note: Not to Scale



Stk. Yd.

Hay Barn

Car Repair Shed

Transfer Platform Depot

I Cant. Sig.
I Sigs.

I Sig.

Br. 4182 3 1/2 x 49' Tr. T. Bx.

G.C.&S.F. Br. 516.8
M.P. 418.3 48' x 66' Con.P.

Br. 4178 3x2x1154 Tr. T. Bx.

O.T. Br. 4171 40' x 56' C.I.P. ext. L. with 8' x 10' WF. I.P.

W.T.

Sig. 4171

Sec. Ho.

End OKLAHOMA DIV. 1st. DIST. Operation

M.P. 418.64

Walnut Creek

Former O.C. main Trk. to Chickasha

418 Traffic Control System 417 and Automatic Train Stop 416 and Automatic Train Stop 415

Begin G.C. & S.F. T.C.S. maintenance
End A.T. & S.F. T.C.S. maintenance

End A.T.S.

To Newton

First Dist. NORTHERN DIV (Track maint'ce)

See Page 126 For Continuation sheets

See separate Sketch page 126

PURCELL M.P. 417.3 T.Y.

G.C. & S.F.

South Canadian River

Pr. Xing

M.P. 418.64
Walnut Co.
City Limit
Oil Mill spur
To former G.C. Trks.
Car Repair Shed
W.T. O.T.
Depot
U.S. Hwy. 77
City Limit
I. Com't. S19.
I. Sigs. Br. 416.6 42'x45' C.I.P.
Br. 416.2 6'x3'x38' R.C. BX.
Br. 416.0 - 4'x3'x29' R.C. BX.
Br. 415.9 - 3'x3'x45' R.C. BX.
Br. 415.7 6'x3'x38' R.C. BX.
Br. 415.5 6'x3'x26' R.C. BX.
Br. 415.2 2'x2'x35' S10 BX.
G.C. & S.F. 2-514
G.C. & S.F. Br. 516.2
A.T. & S.F. Br. 418.5
42' O.D.P.T.; 5-50' 1-47' & 2-50'
Beam Spans on C. Piers;
28' O.D.P.T. walls & Hdr.; 2sides
Dike
Br. 418.3 - 4.5'x 66' Cor.P.
Br. 418.2 3'x3'x47' Tr.T. BX.
Shk. 101
M.P. 417.77
End A.T. & S.F. ownership
Nells
Br. 417.7 - 10'x56' C.I.P. ext
Lt with 8'x10' W.C.I.P.
S19 417.2
Scale
Br. 417.5 - 5.8'x2'x12' Tr.T. BX.
Br. 417.3 3'x2'x23' Tr.T. BX.
Br. 417.2 Street Viaduct on C.
Piers 200' D.T. over 117's
To Lexington

Sec. 17
G.C. & S.F. owned

*144
1'00"
1-2'09'

El. 0.4'
Sp. 40'

1025.5

1028.5

1028.5

1034.3

1047.8

1047.8

1045.3

70 50

End A.T.S.

1028.5

1028.5

1034.3

1047.8

1047.8

1045.3

*142
2'00"
1-25'11'

El. 4'
Sp. 380'

1034.3

1034.3

1034.3

1034.3

1034.3

1034.3

*141
2'00"
1-17'42"

El. 4'
Sp. 360'

1047.8

1047.8

1047.8

1047.8

1047.8

1047.8

El. 2.4'
Sp. 290'

El. 1.4'
Sp. 360'

1047.8

1047.8

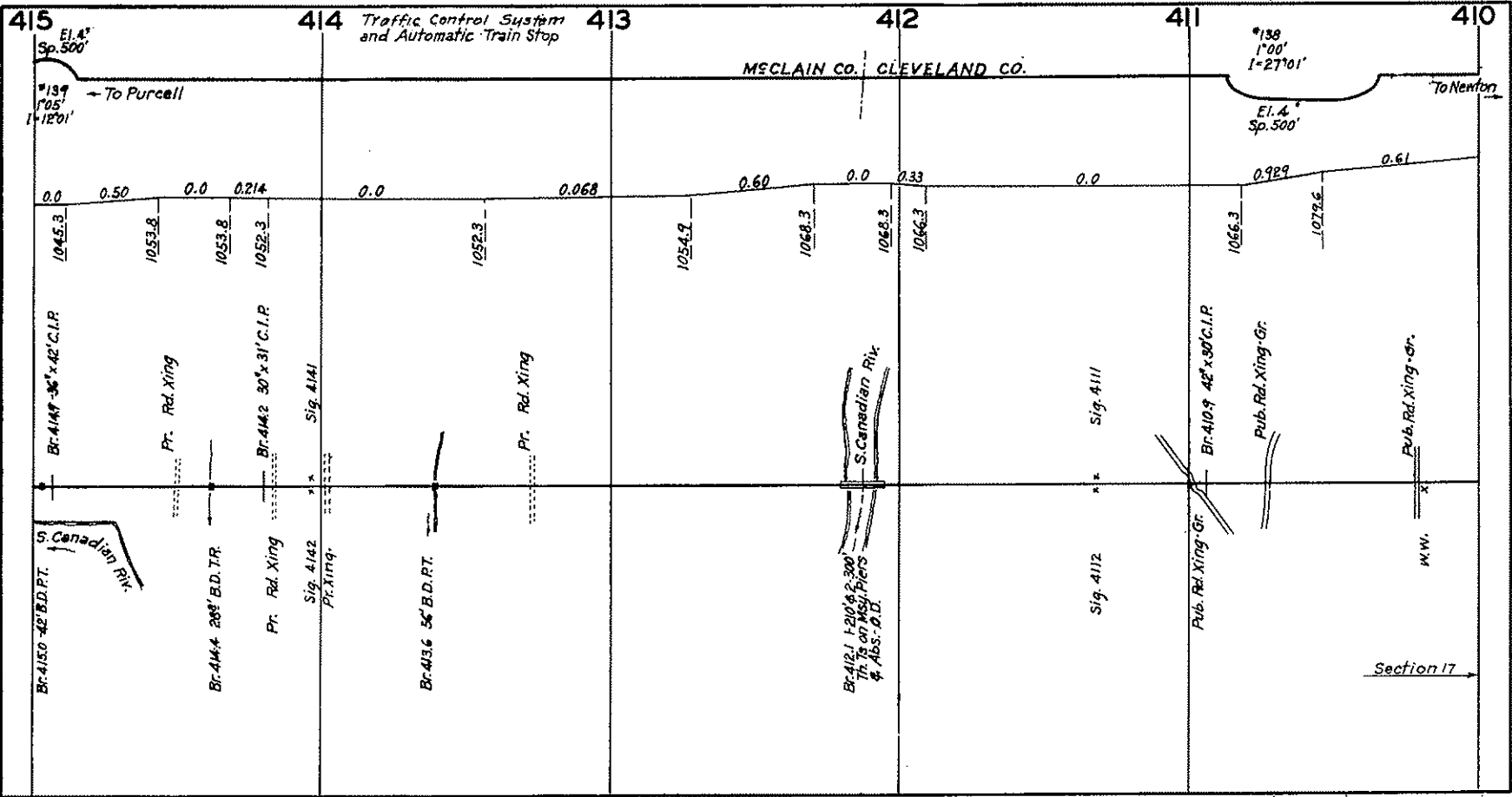
1047.8

1047.8

1047.8

1047.8

70 50



415

414

Traffic Control System and Automatic Train Stop

413

412

411

410

El. 4' Sp. 500'

139 1'05' I=27'01' → To Purcell

MSCLAIN CO. CLEVELAND CO.

139 1'00' I=27'01'

El. 4' Sp. 500'

To Norton

0.0 0.50 0.0 0.214 0.0 0.068 0.60 0.0 0.33 0.0 0.989 0.61

1045.3 1053.8 1053.8 1052.3 1052.3 1054.1 1058.3 1058.3 1066.3 1056.3 1079.6

Br. 4149 36' x 42' C.I.P.

Pt. Rd. Xing

Br. 4142 30' x 31' C.I.P.

Sig. 4141

Pt. Rd. Xing

S. Canadian Riv.

Sig. 4111

Br. 4109 42' x 30' C.I.P.

Pub. Rd. Xing-Gr.

Pub. Rd. Xing-Gr.

Br. 4150 42' B.D.P.T.

S. Canadian Riv.

Br. 4144 208' B.D.T.R.

Pt. Rd. Xing

Sig. 4142 Pt. Xing

Br. 4136 56' B.D.P.T.

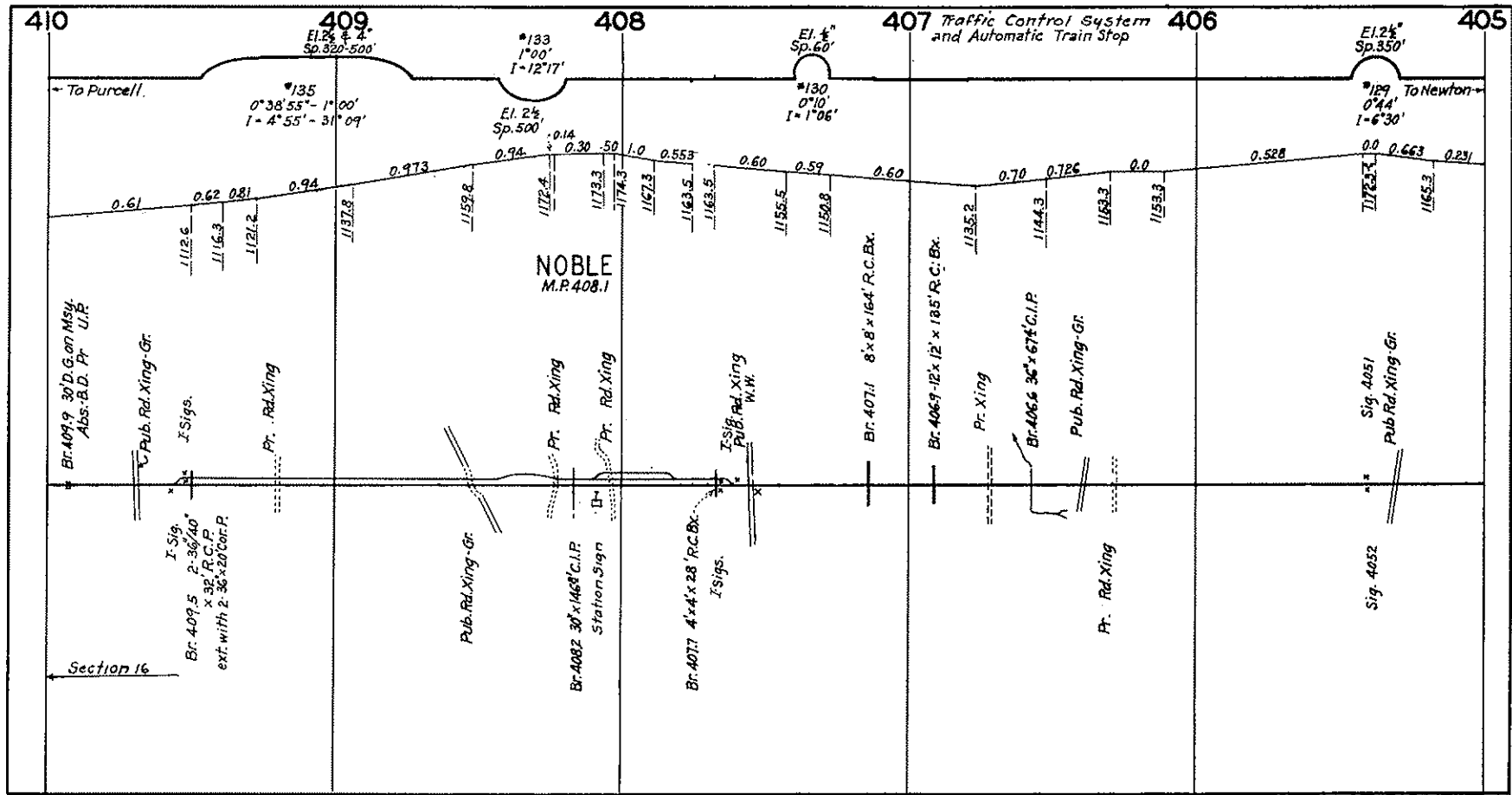
Br. 4121 120' x 300' Tr. is on MSCLAIN PIERS & ABS. P.T.

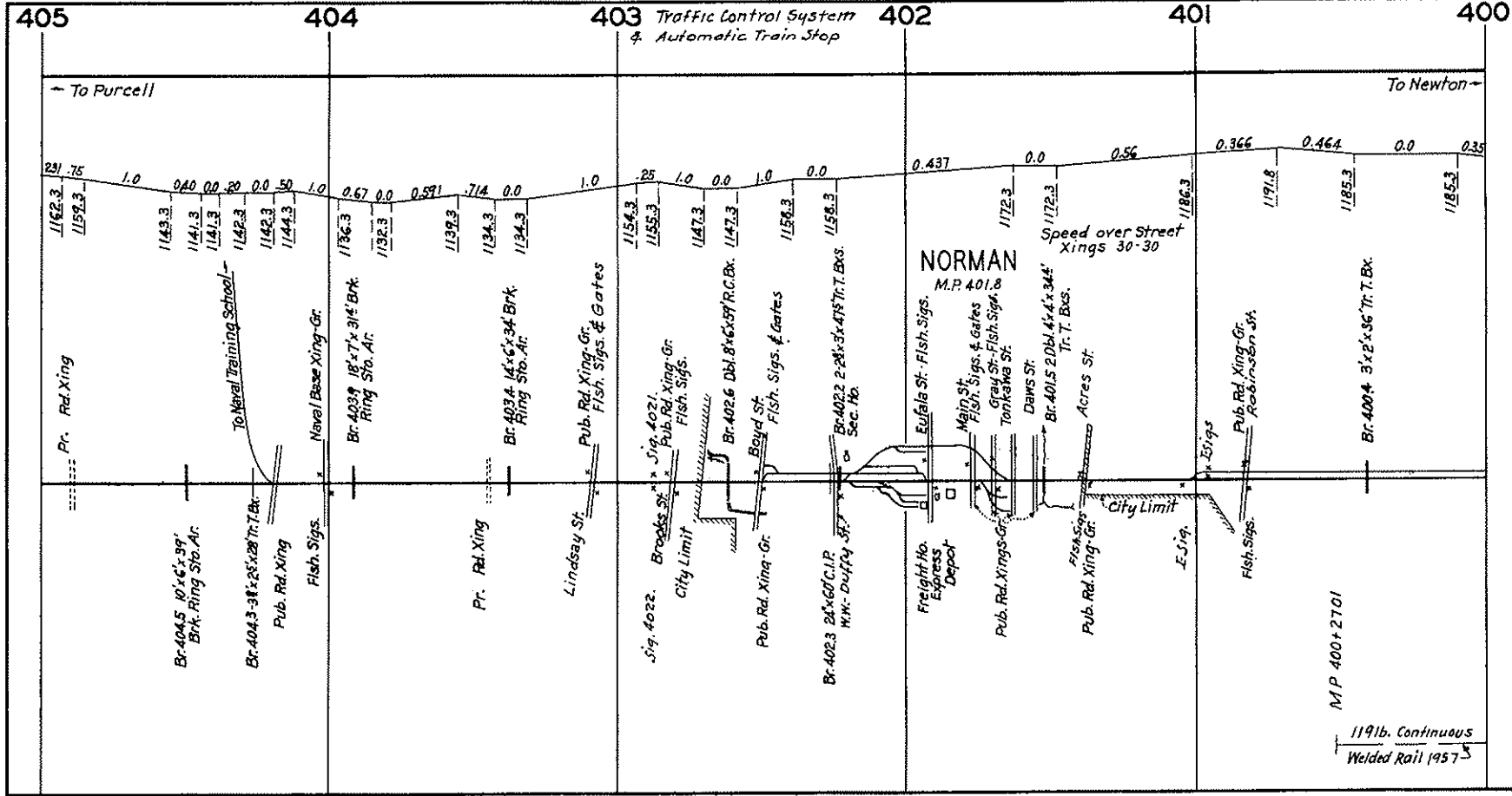
Sig. 4112

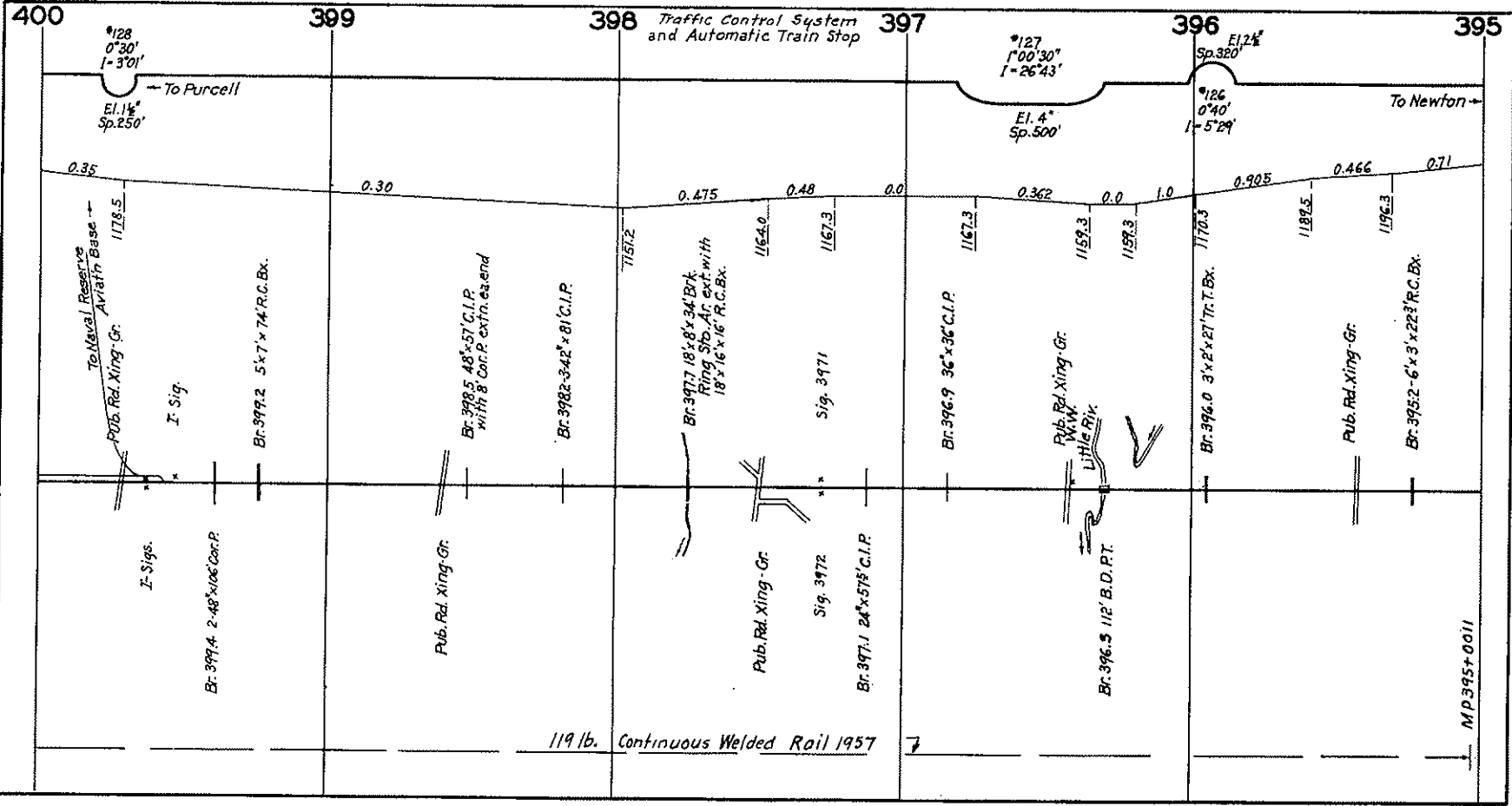
Pub. Rd. Xing-Gr.

M.W.

Section 17 →







400

399

398

397

396

395

*128
0°30'
1-3'01'

*127
1°00'30"
1-26'43"

EI.24'
Sp.320'
*126
0°40'
1-5'29'

To Purcell

To Newfou

Traffic Control System and Automatic Train Stop

119 lb. Continuous Welded Rail 1957

MP395+0011

0.35

0.30

0.475

0.48

0.0

0.362

0.0

1.0

0.905

0.466

0.71

To Naval Reserve
Aviation Base
1178.5
Pub. Rd. Xing-Gr.

I- Sig.

Br. 399.2 5x7' x 74' R.C. Bx.

I- Sigs.

Br. 399.4 2-48' x 106' Cor. P.

Pub. Rd. Xing-Gr.

Br. 398.5 48' x 57' C.I.P.
With 8 Cor. P. extn. as end

Br. 398.2 342' x 81' C.I.P.

Br. 397.7 18' x 8' x 34' Bx.
Ring Sid. AC ext. with
18' x 16' x 16' R.C. Bx.

Pub. Rd. Xing-Gr.

Sig. 397.2

Br. 397.1 24' x 575' C.I.P.

Sig. 397.1

Br. 396.9 36' x 36' C.I.P.

Pub. Rd. Xing-Gr.
W.W.
Little Rik

Br. 396.5 112' B.D. P.T.

Br. 396.0 3' x 2' x 21' T.C. Bx.

Pub. Rd. Xing-Gr.

Br. 395.2 6' x 3' x 223' R.C. Bx.

1157.2

1164.0

1167.3

1167.3

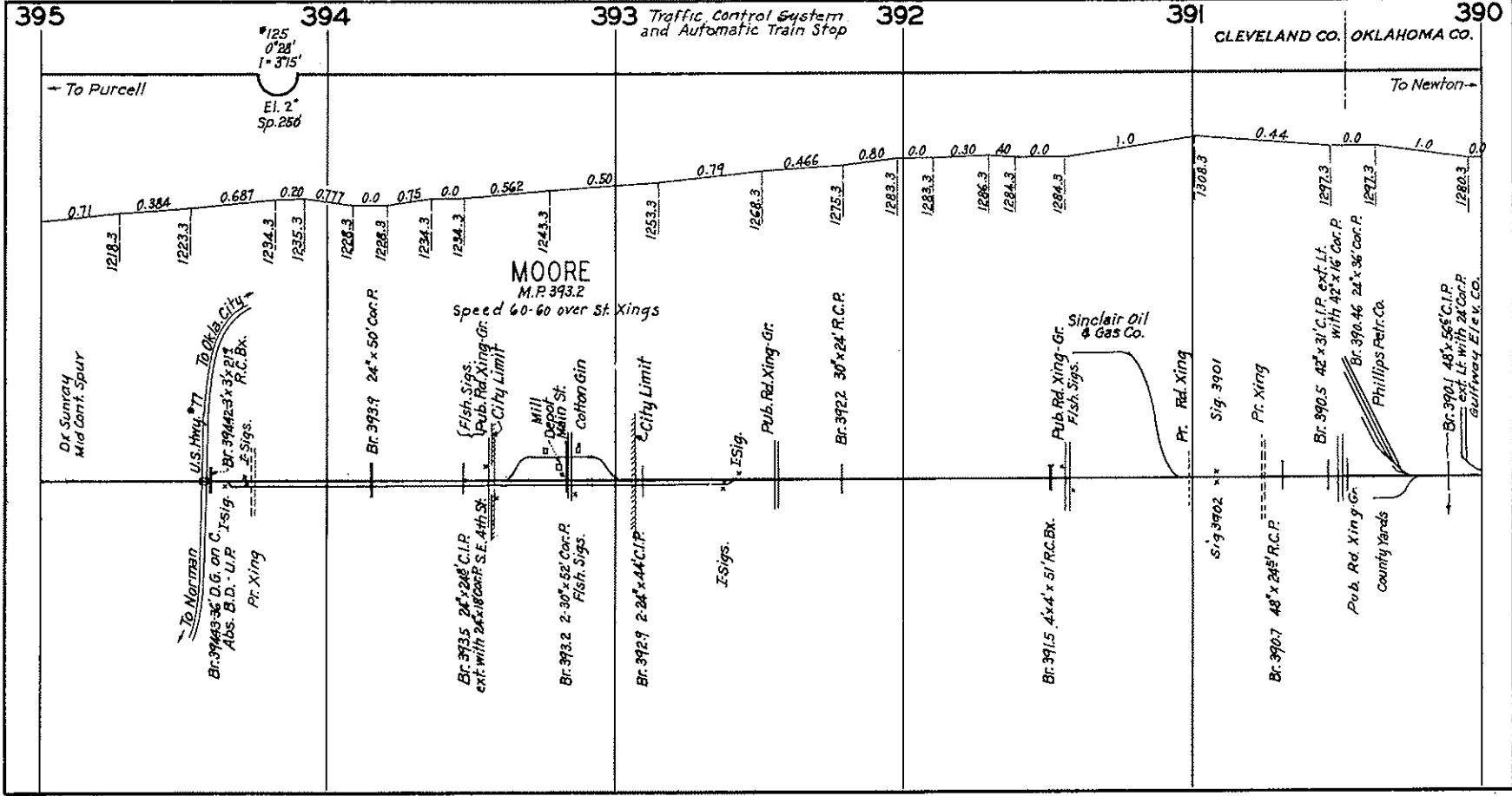
1159.3

1159.3

1170.3

1184.5

1196.3



395

394

393 Traffic Control System and Automatic Train Stop

392

391

CLEVELAND CO. OKLAHOMA CO.

390

To Purcell

To Newton

125
0°28'
1" 375'
El. 2"
Sp. 256

1218.3
1223.3
1234.3
1235.3

To Norman
U.S. Hwy. 77
Br. 39443-34' D.G. on C.
Abs. B.D. U.P.
Pr. Xing

To Okla. City
R.C. Bx.
f. Sigs.

Br. 3939 24' x 50' Cor.P.

MOORE
M.P. 393.2
speed 60-60 over St. Xings

Br. 3935 24' x 24' C.I.P.
ext. with 24' x 18' Cor.P. S.E. 4th St.
(Fish Signs
Pub. Rd. Xing-Gr.
City Limit)

Br. 3932 2-30' x 52' Cor.P.
Fish. Sigs.

Br. 3929 2-24' x 44' C.I.P.

I-Sigs.

I-Sig.
Pub. Rd. Xing-Gr.

Br. 3922 30' x 24' R.C.P.

Br. 3915 4' x 4' x 51' R.C.Bx.

Pub. Rd. Xing-Gr.
Fish Sigs.
Sinclair Oil & Gas Co.

Sig. 3902
Pr. Rd. Xing

Br. 3907 48' x 24' R.C.P.

Sig. 3901
Pr. Xing

Pub. Rd. Xing Gr.
Country Yards
Br. 3905 42' x 31' C.I.P. ext. Lt.
with 42' x 16' Cor.P.
Br. 3904 24' x 36' Cor.P.
Phillips Petrol Co.

Br. 3901 48' x 56' C.I.P.
ext. Lt. with 24' Cor.P.
Gulfway Elev. Co.

0.71 0.384 0.687 0.20 0.777 0.0 0.75 0.0 0.562 0.50 0.79 0.466 0.80 0.0 0.30 40 0.0 1.0 1.008.3 0.44 0.0 1.0 0.0

1288.3
1286.3
1284.3
1284.3
1282.3
1282.3
1282.3

390

El. 4' Sp. 500

389

Traffic Control System and Automatic Train Stop

388

RS

387

386

Automatic Blk. 385

To Purcell

*124
1°00'
1=26'11"

50 50

30 30

50 50

RS

*123
2°00'
1=27'46"

30 30

To Newton

Begin T.C.S.

0.0 60 1.0 1.0

0.06

0.4 583.75 0.0

1.0

0.11

0.60

0.50

0.60

0.785

0.0

.75 0.0

1.0

0.764

.428

0.692

0.0

0.60

0.0

.51

1280.3

1283.3

1288.3

1282.5

1280.5

1277.5

1281.3

1272.3

1279.3

1257.3

1251.3

1246.3

1240.3

1229.3

1257.3

1232.3

1232.3

1217.3

1204.3

1201.3

1192.3

1192.3

1192.3

1192.3

1192.3

1192.3

1192.3

1192.3

1192.3

1192.3

1192.3

1192.3

1192.3

1192.3

Br. 370.0 24'x50' C.I.P. 24'x40'
Cot. P. extrn. R.R. # 24'x12' extrn. Lt.

Okla Gas & E.I. & Co.

Br. 389.46 24' B.D. 18ft
C. Abs. U.P.
Footwalk & Handrails

Sig. 389.1 30'x40' R.C.P.
16'x38'x4 24'x16' siding

FLYNN
M.P. 388.8

Br. 388.9 4'x4'x49' R.C. BX.
Sta. Sign
Br. 388.6 3'x24'x75' T.C. BX.

Br. 388.41 24'x38' R.C.P.
S. 29th St.
State Hwy. #3

Br. 388.37 40' R.C. 39. - 45' skew
45' 15ft on C. Piers' B.D. U.P.
Br. 388.18 Twin Vadocks
40' R.C. 39.
W.F. B.T. Sign. 10'x15'x35'
E.B.M. App.
Br. 388.1 24'x41' C.I.P.
48'x64' C.M.P.

s. City Limit - Okla. City

Pub. Rd. Xing - Gr. Fish Sigs.

F. Sigs.

S. 44th St.

Br. 387.2 Dbl. 3'x3'x43' T.C. BX.

Br. 387.0 Dbl. 6'x3'x37' R.C. BX.

Br. 386.8 22' Steel Pedestrian O.P.

36th St. - Fish Sigs.
Pub. Rd. Xing - Gr.

Byles Ave.

Shields

29th St.

S. 28th St.

S. 27th St.

3 WWS Commerce St.

Lightning Cr.

S. 23rd St. - Fish Sigs.

Z. Sig.

Superior Mills

To Packingtown

Belt Line

Sec. # 14

Sig. 385.1

Br. 385.10 39' Piers with 28' P.C. end. B.D. U.P.

Sig. 385.2

Br. 385.9 42' RT. 7' 10' x 6' 50' D.G.s on C. Piers' 20' P.T. - B.D. 17th St. U.P.

15th St. Subway N. Canadian

15th St. U.P.

Section 16

Sec. 12

Grade Separation

Dolese Co.

F. Sig.

Pub. Rd. Xing - Gr. Fish Sigs. - Bell Rt.

Br. 387.0 Dbl. 6'x3'x37' R.C. BX.

Br. 386.8 22' Steel Pedestrian O.P.

Byles Ave.

Shields

29th St.

S. 28th St.

S. 27th St.

3 WWS Commerce St.

Lightning Cr.

S. 23rd St. - Fish Sigs.

Z. Sig.

Superior Mills

To Packingtown

Belt Line

Sec. # 14

Sig. 385.1

Br. 385.10 39' Piers with 28' P.C. end. B.D. U.P.

Sig. 385.2

Br. 385.9 42' RT. 7' 10' x 6' 50' D.G.s on C. Piers' 20' P.T. - B.D. 17th St. U.P.

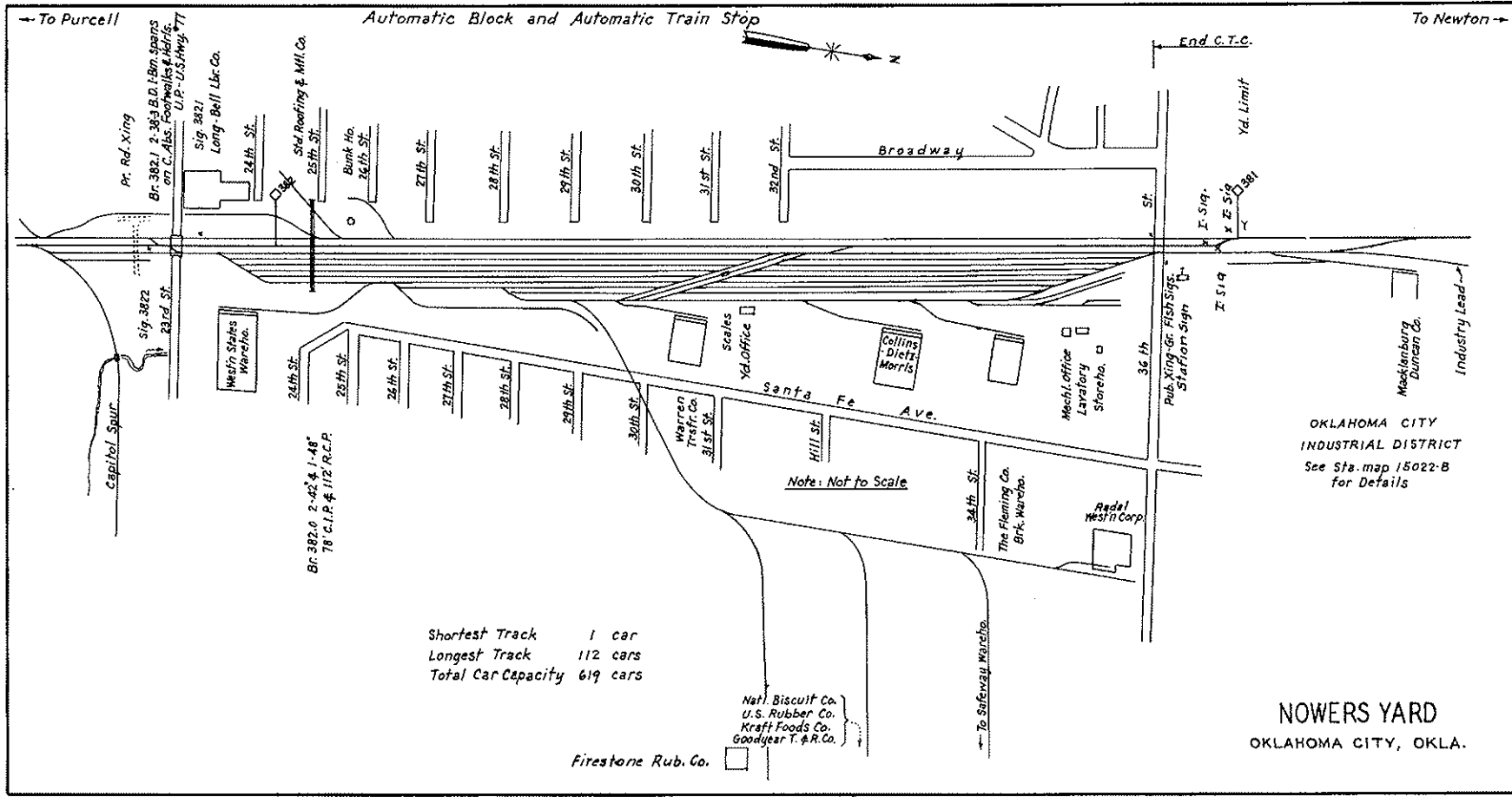
15th St. Subway N. Canadian

15th St. U.P.

Section 16

Sec. 12

Grade Separation



385

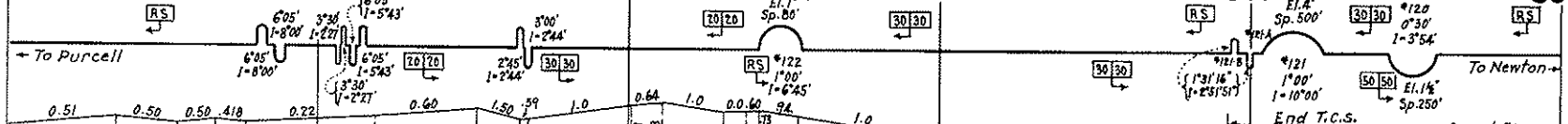
384

Automatic Block and 383 Automatic Train Stop

382

381

380



OKLAHOMA CITY
M.P. 384.0

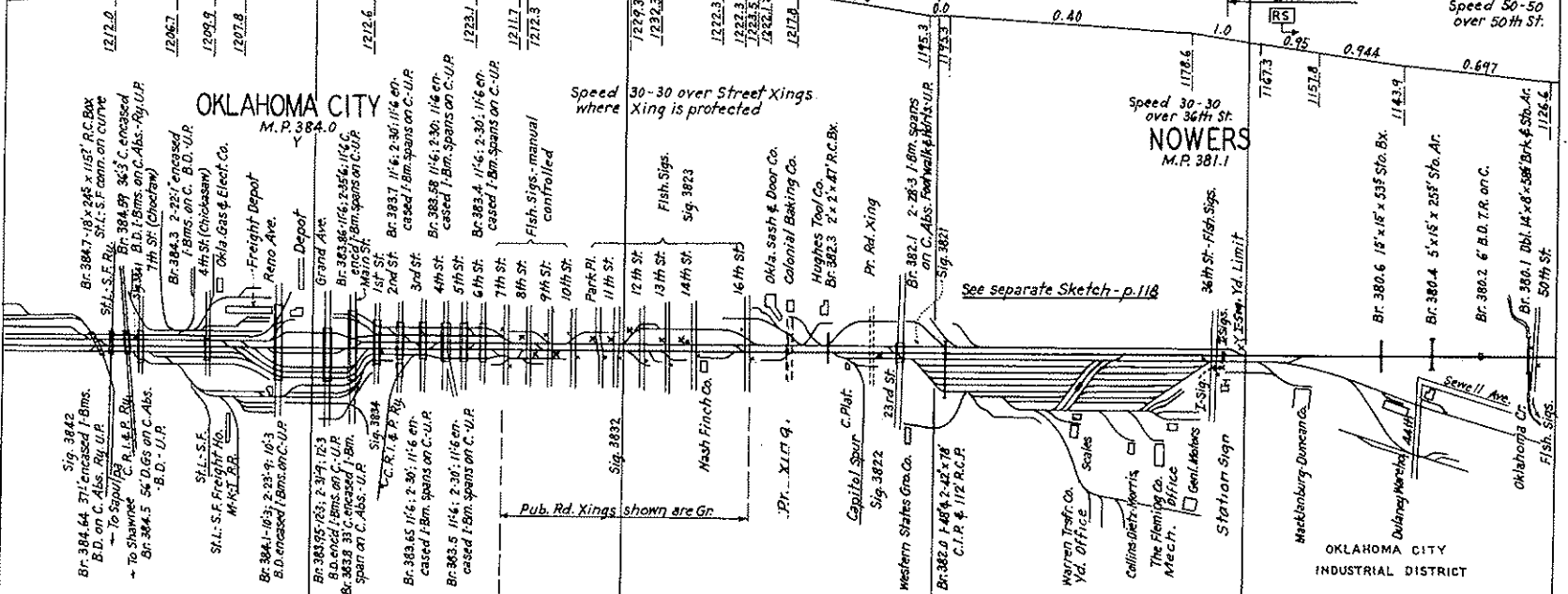
NOWERS
M.P. 381.1

Speed where
30-30 over Street Xings
Xing is protected

Speed 30-30
over 36th St.

Speed 50-50
over 50th St.

See separate Sketch - p.116



Grade Separation

OKLAHOMA CITY
INDUSTRIAL DISTRICT

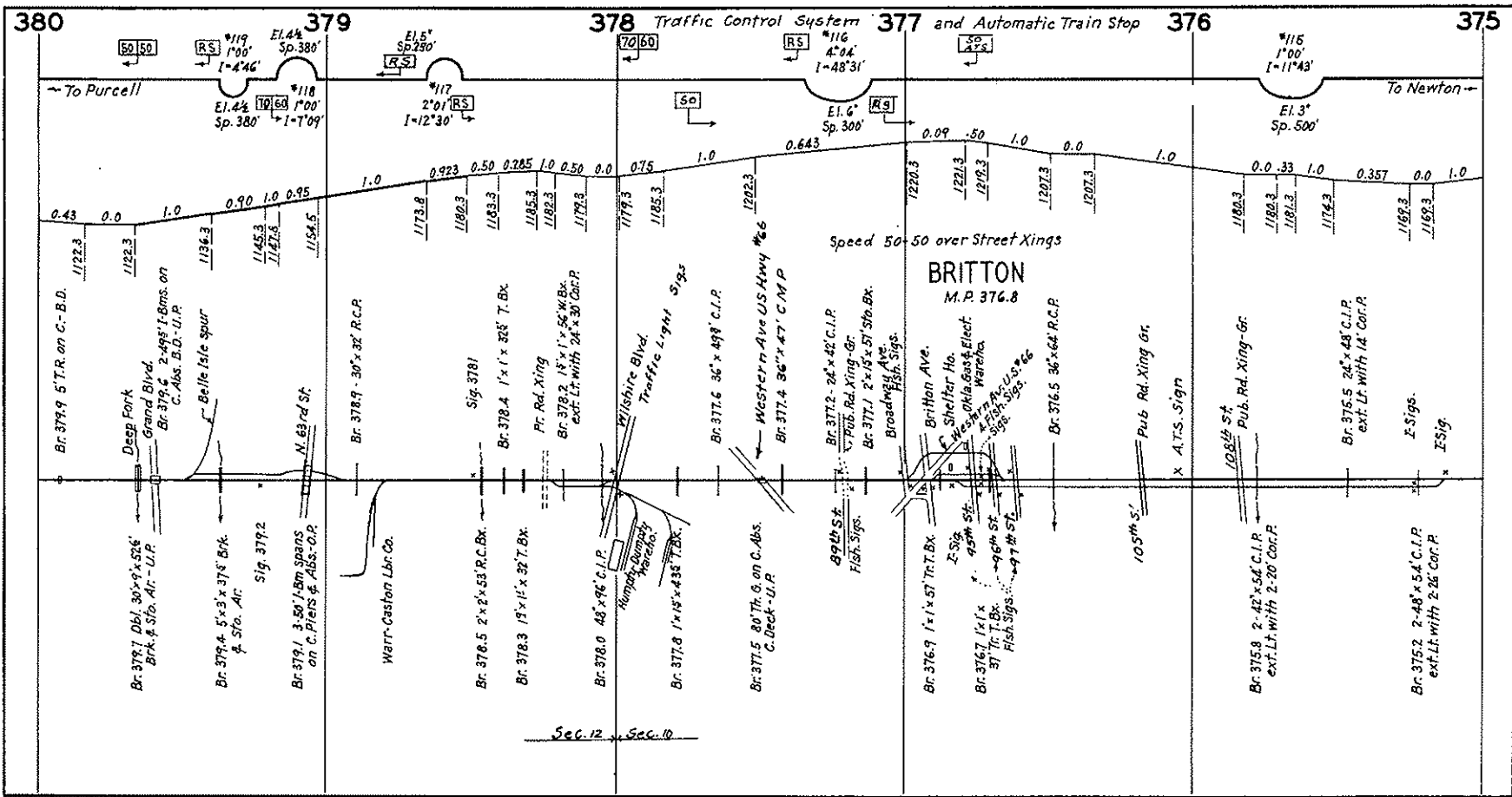
Sig. 384.2
Br. 384.4 71' enclosed 1 Bm. span on C. Abs. U.P.
To Shawnee
Br. 384.5 54' D.G.s on C. Abs. U.P.
S.L. S.F. Frigate 170' 145' L.P.R.
Br. 384.1 103' 2-23' 9' 10-3' enclosed 1 Bm. span on C. U.P.

Br. 384.3 2-22' enclosed 1 Bm. span on C. D.O. U.P.
Br. 384.2 2-22' enclosed 1 Bm. span on C. D.O. U.P.
Br. 384.1 103' 2-23' 9' 10-3' enclosed 1 Bm. span on C. U.P.
Br. 383.95 103' 2-24' 10-3' enclosed 1 Bm. span on C. U.P.
Br. 383.8 33' C. enclosed 1 Bm. span on C. Abs. U.P.
C.R.T. & P. Ry. Sig. 383.4
Br. 383.65 11' 4' 2-30' 11' 4' en-cased 1 Bm. spans on C. U.P.
Br. 383.5 11' 4' 2-30' 11' 4' en-cased 1 Bm. spans on C. U.P.

Br. 383.4 11' 4' 2-30' 11' 4' en-cased 1 Bm. spans on C. U.P.
Fish. Sigs. - manual controlled
Fish. Sigs. 382.3
Okla. Sash & Door Co.
Colonial Baking Co.
Hughes Tool Co.
Br. 382.3 2 x 2 x 47' R.C. Box
Pr. Red. Xing
Br. 382.1 2-20' 3 1 Bm. spans on C. Abs. Footwalk & High-U.P.
Sig. 382.1

Br. 382.0 1-48' 2-42' x 18' C.I.P. & 112 R.C.P.
Warren Traffic Co. Yd. Office
Collins-O'Brien-Morris
The Fleming Co. Office Mech.
Gen. Motors Y. Sig.
Station Sign
Macklenburg-Duncan Co.
Dulany-Mechanical
Oklahoma Cr. Fish. Sigs.
36th St. Fish. Sigs.
20' 25' 1/2' Yd. Limit

Br. 380.6 15' x 15' x 53' Sto. Bx.
Br. 380.4 5' x 15' x 25' Sto. A.C.
Br. 380.2 6' B.O. T.R. on C.
Br. 380.1 Dbl. 14' x 6' x 58' B.R. & Sto. A.C.
50th St.



380

379

378 Traffic Control System

377 and Automatic Train Stop

376

375

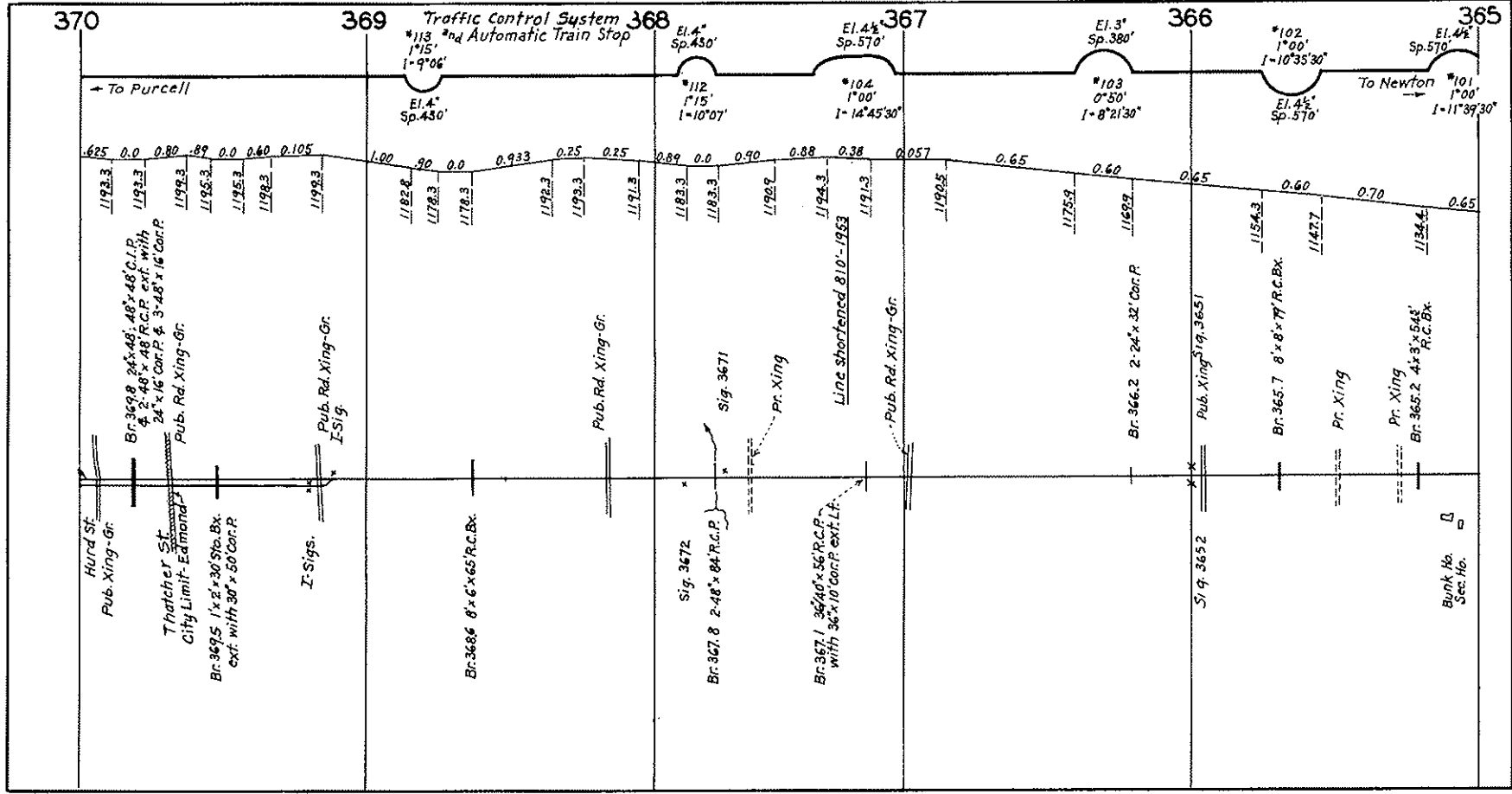
To Purcell

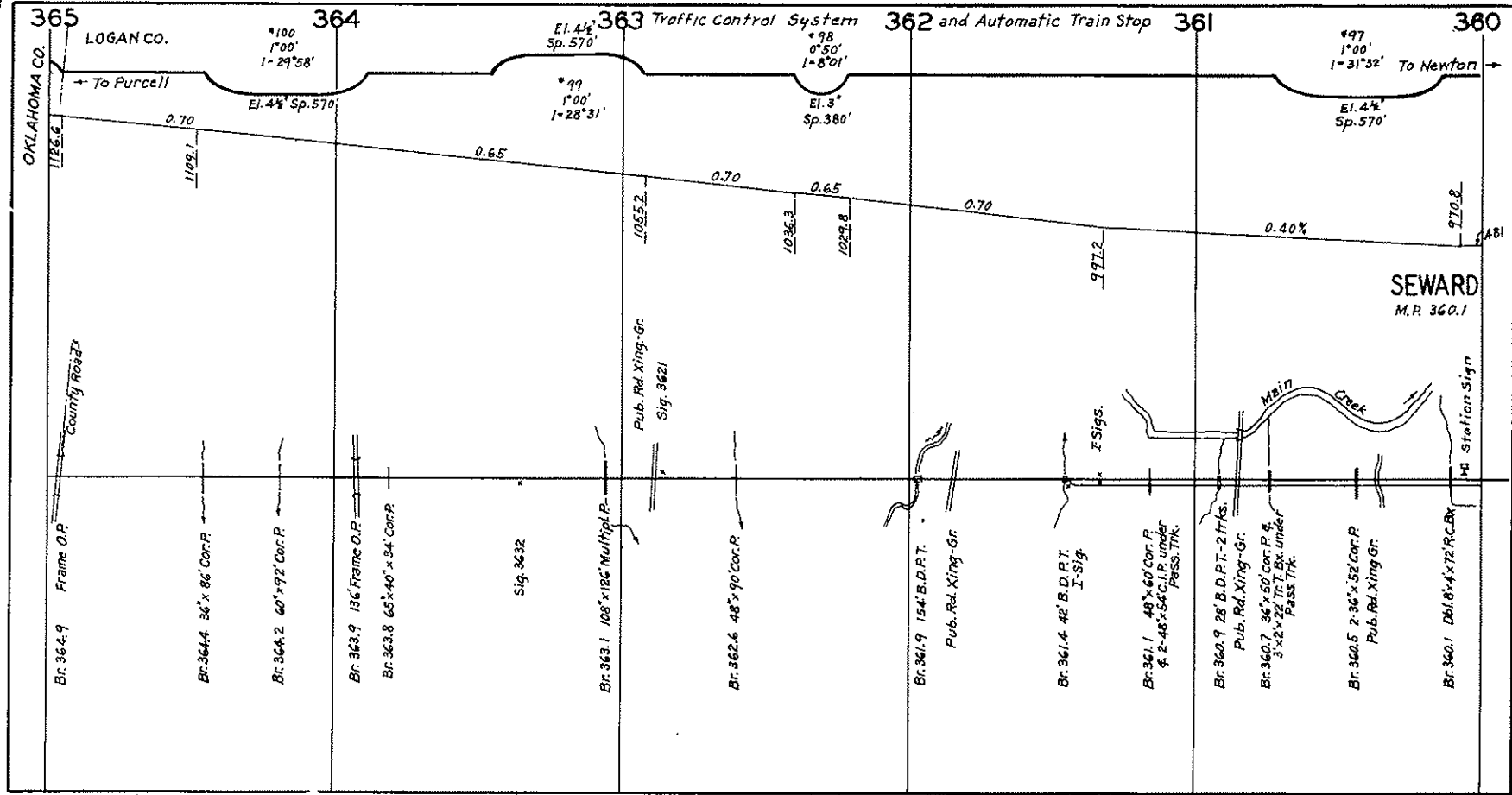
To Newton

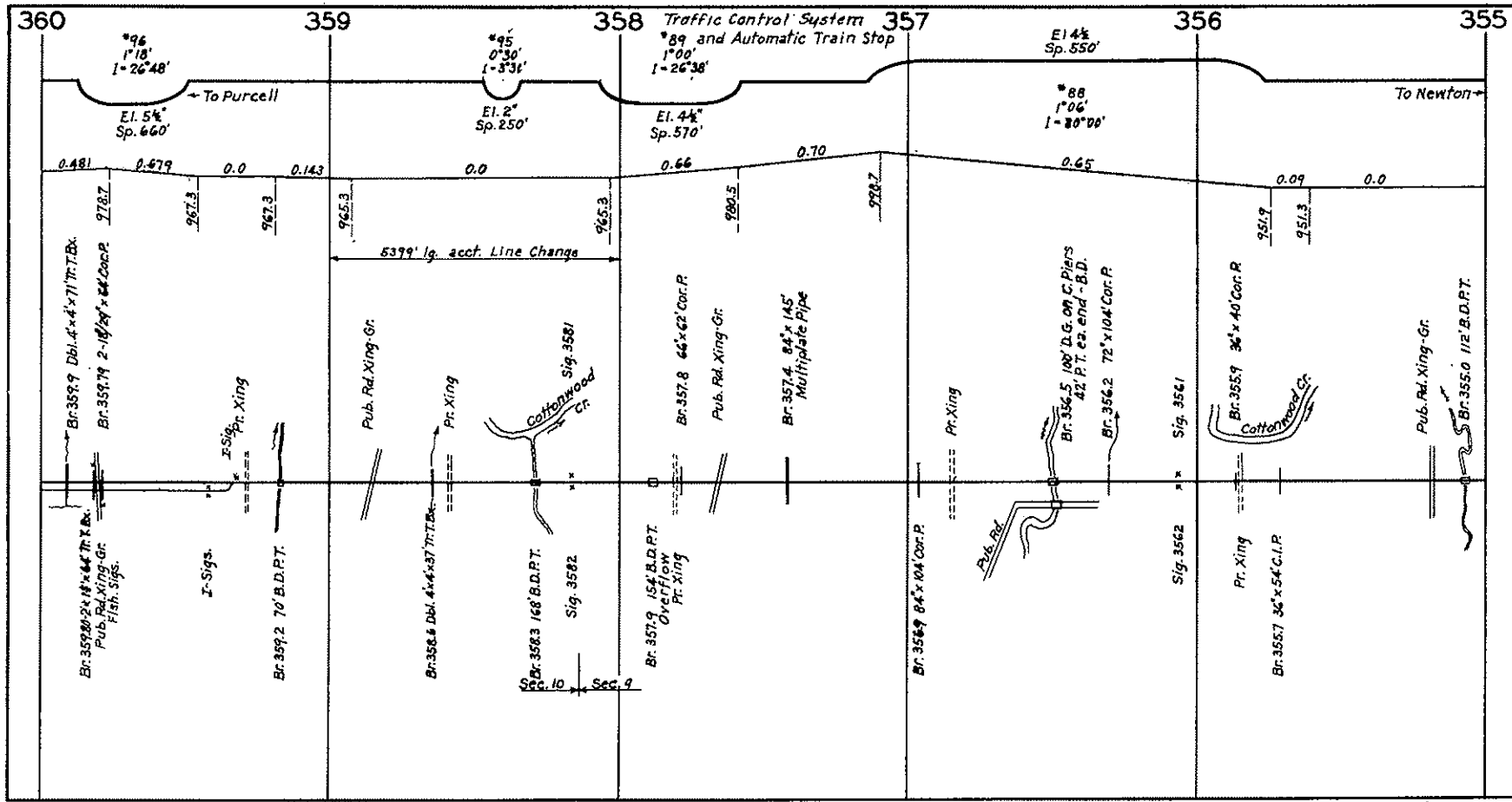
BRITTON
M.P. 376.8

Speed 50 over Street Xings

Sec. 12 Sec. 10







360

359

358

Traffic Control System 357

El. 4 1/2 Sp. 550'

356

355

96
1'18"
1-26'48"

95
0'30"
1-3'31"

89
1'00"
1-26'38"

88
1'06"
1-80'00"

To Purcell

To Newton

0.481 0.479 0.0 0.143

0.0

0.66

0.70

0.65

0.09 0.0

5399' lg. acct. Line Change

Br. 359.9 Dbl. 4x4x71 Tr. T.Bx.
Br. 359.19 2-18'8" x 84 Cor. R.
Pub. Rd. Xing-Gr.
Flash. Sigs.

I-Sigs.
I-Sig. Pr. Xing

Br. 359.2 70' B.D.P.T.

Pub. Rd. Xing-Gr.

Br. 358.8 Dbl. 4x4x57 Tr. T.Bx.

Pr. Xing

Cottonwood Cr.
Sig. 3581

Br. 358.3 68' B.D.P.T.
Sig. 3582

Br. 357.9 154' B.D.P.T. Overflow
Pr. Xing

Br. 357.8 66' x 62 Cor. R.

Pub. Rd. Xing-Gr.

Br. 357.4 84' x 145' Multipipe Pipe

Br. 356.9 84' x 94 Cor. R.

Pr. Xing

P.G. Rd.

Br. 356.5 108' D.G. on C. Piers
42 P.T. ea. end - B.D.

Br. 356.2 72' x 104 Cor. R.

Sig. 3562 *
Sig. 3561

Pr. Xing

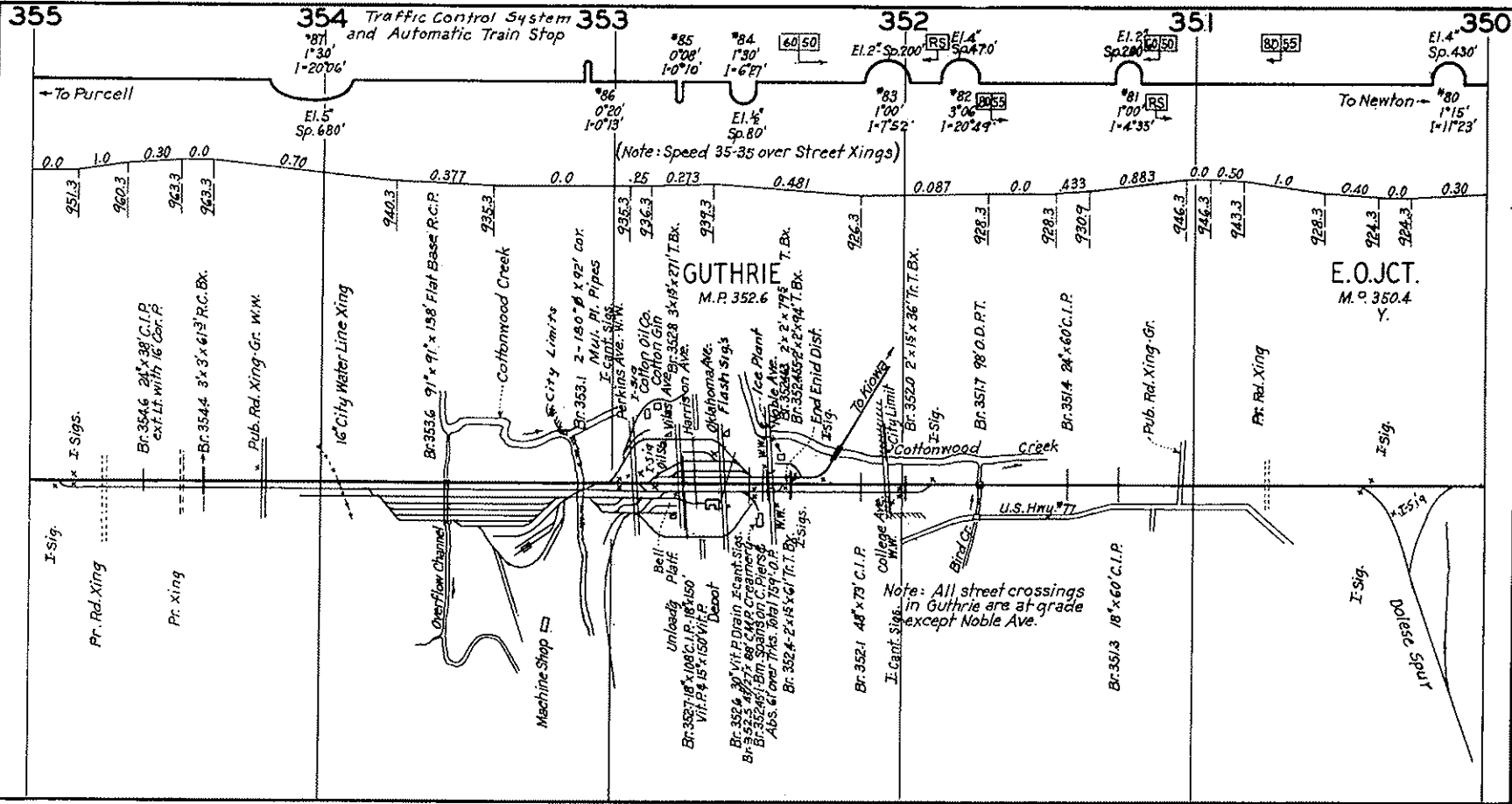
Br. 355.7 36' x 54 C.I.P.

Br. 355.9 36' x 40 Cor. R.
Cottonwood Cr.

Pub. Rd. Xing-Gr.

Br. 355.0 112' B.D.P.T.

Sec. 9
10



→ To Purcell

→ To Newton

(Note: Speed 35-35 over Street Xings)

GUTHRIE
M.P. 352.6

E.O. JCT.
M. 350.4
Y.

Note: All street crossings in Guthrie are at grade except Noble Ave.

0.0 1.0 0.30 0.0 0.70 0.377 0.0 0.95 0.273 0.481 0.087 0.0 0.433 0.883 0.0 0.50 1.0 0.40 0.0 0.30

925.3 920.3 923.3 926.3 940.3 935.3 938.3 936.3 939.3 926.3 928.3 928.3 930.9 946.3 946.3 943.3 928.3 924.3 924.3

I-Sigs. Pr. Rd. Xing Pr. Xing Pub. Rd. Xing Gr. W.W. 16" City Water Line Xing Cottonwood Creek City Limits Cottonwood Creek I-Sigs. Br. 353.6 91' x 91' x 158' Flat Base R.C.R. 2-150" x 92' Cor. Mul. Pl. Pipes I-Sigs. Br. 353.1 2-150" x 92' Cor. Mul. Pl. Pipes I-Sigs. Br. 353.2 3x15' x 121' T.B. Cottonwood Ave. Oklahoma Ave. Ice Plant Noble Ave. 2 x 2 x 79' T. Bx. Br. 352.4 2-15' x 61' T.C. Bx. I-Sigs. Br. 352.1 48' x 73' C.I.P. I-Cant. Sigs. To Know City Limit Br. 352.0 2 x 15' x 36' T.C. Bx. I-Sig. Br. 351.7 96' O.D.P.T. Br. 351.4 24' x 60' C.I.P. Pub. Rd. Xing Gr. Pr. Rd. Xing I-Sig. Domestic Spout I-Sig.

Machine Shop

Br. 351.3 18' x 60' C.I.P.

Br. 354.6 24' x 38' C.I.P. ext. Lt. with 16' Cor. R.

Br. 354.4 3 x 3 x 61' R.C. Bx.

Pub. Rd. Xing Gr. W.W.

16" City Water Line Xing

Overflow Channel

Cottonwood Creek

City Limits

Br. 353.6 91' x 91' x 158' Flat Base R.C.R.

2-150" x 92' Cor. Mul. Pl. Pipes

Br. 353.1 2-150" x 92' Cor. Mul. Pl. Pipes

Br. 353.2 3x15' x 121' T.B.

Cottonwood Ave.

Oklahoma Ave.

Ice Plant

Noble Ave. 2 x 2 x 79' T. Bx.

Br. 352.4 2-15' x 61' T.C. Bx.

I-Sigs.

Br. 352.1 48' x 73' C.I.P.

I-Cant. Sigs.

To Know

City Limit

Br. 352.0 2 x 15' x 36' T.C. Bx.

I-Sig.

Br. 351.7 96' O.D.P.T.

Br. 351.4 24' x 60' C.I.P.

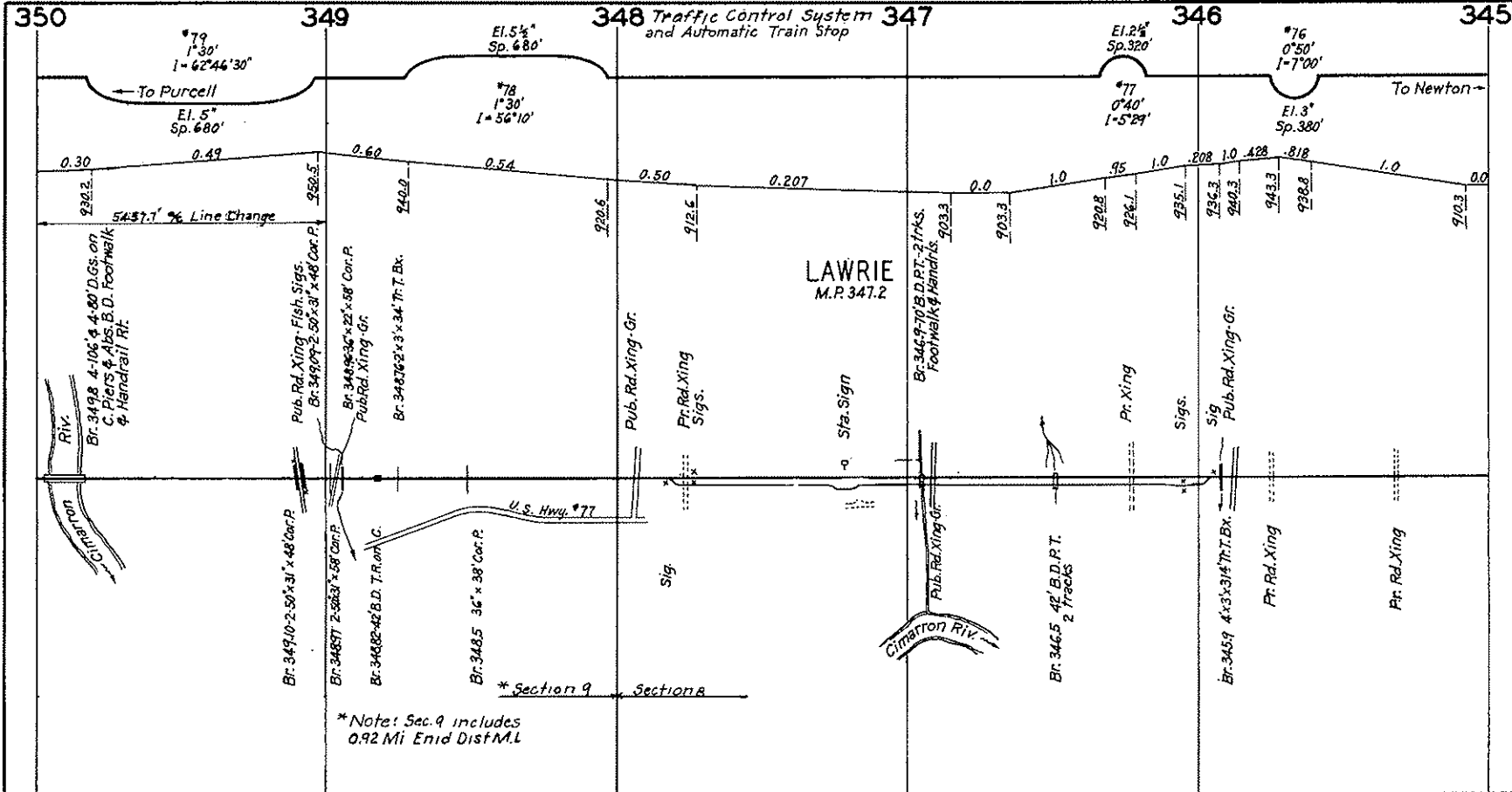
Pub. Rd. Xing Gr.

Pr. Rd. Xing

I-Sig.

Domestic Spout

I-Sig.



* Section 9
 Sections 8

* Note: Sec. 9 includes
 0.92 Mi Enid Dist M.L

345

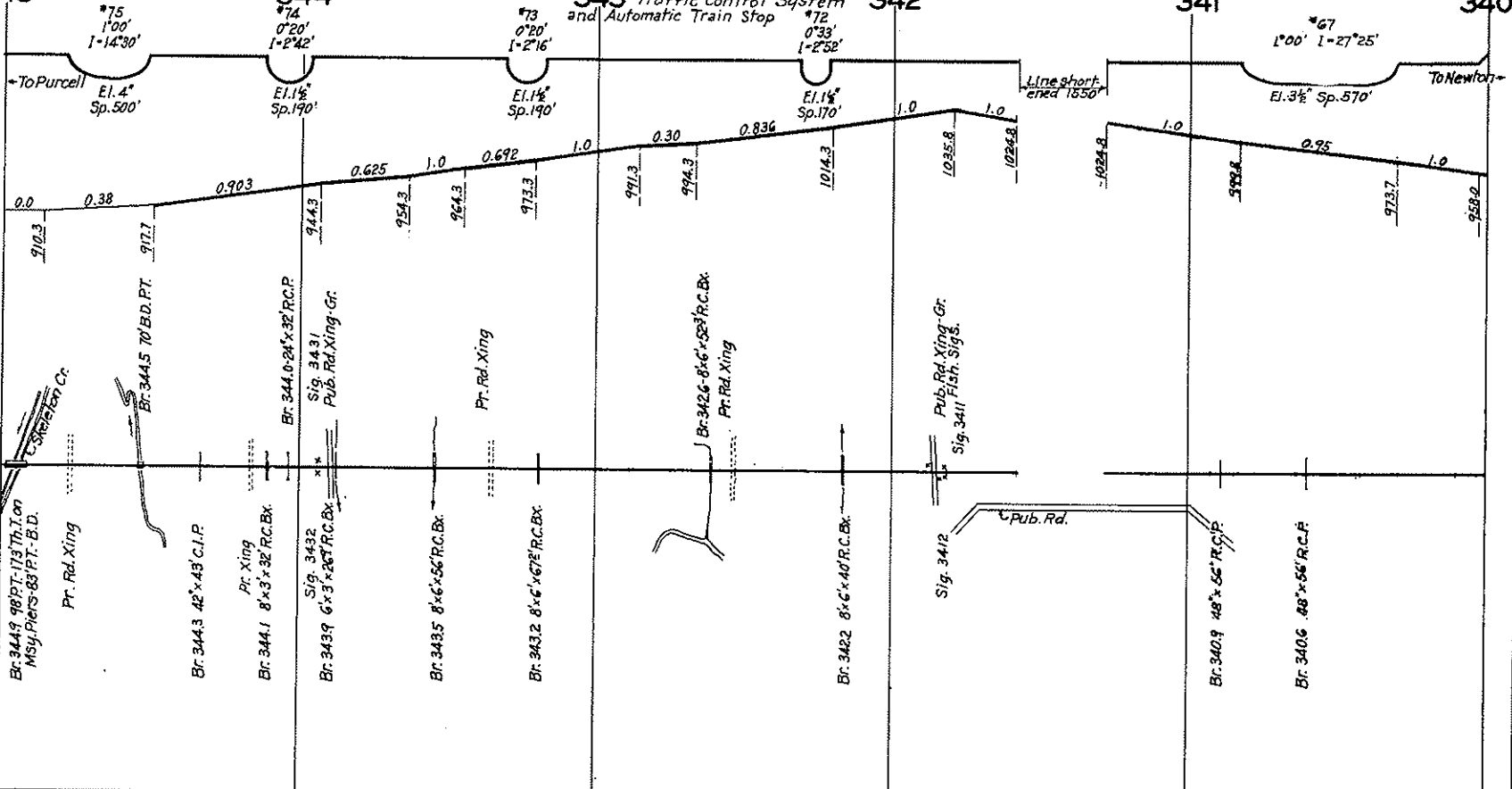
344

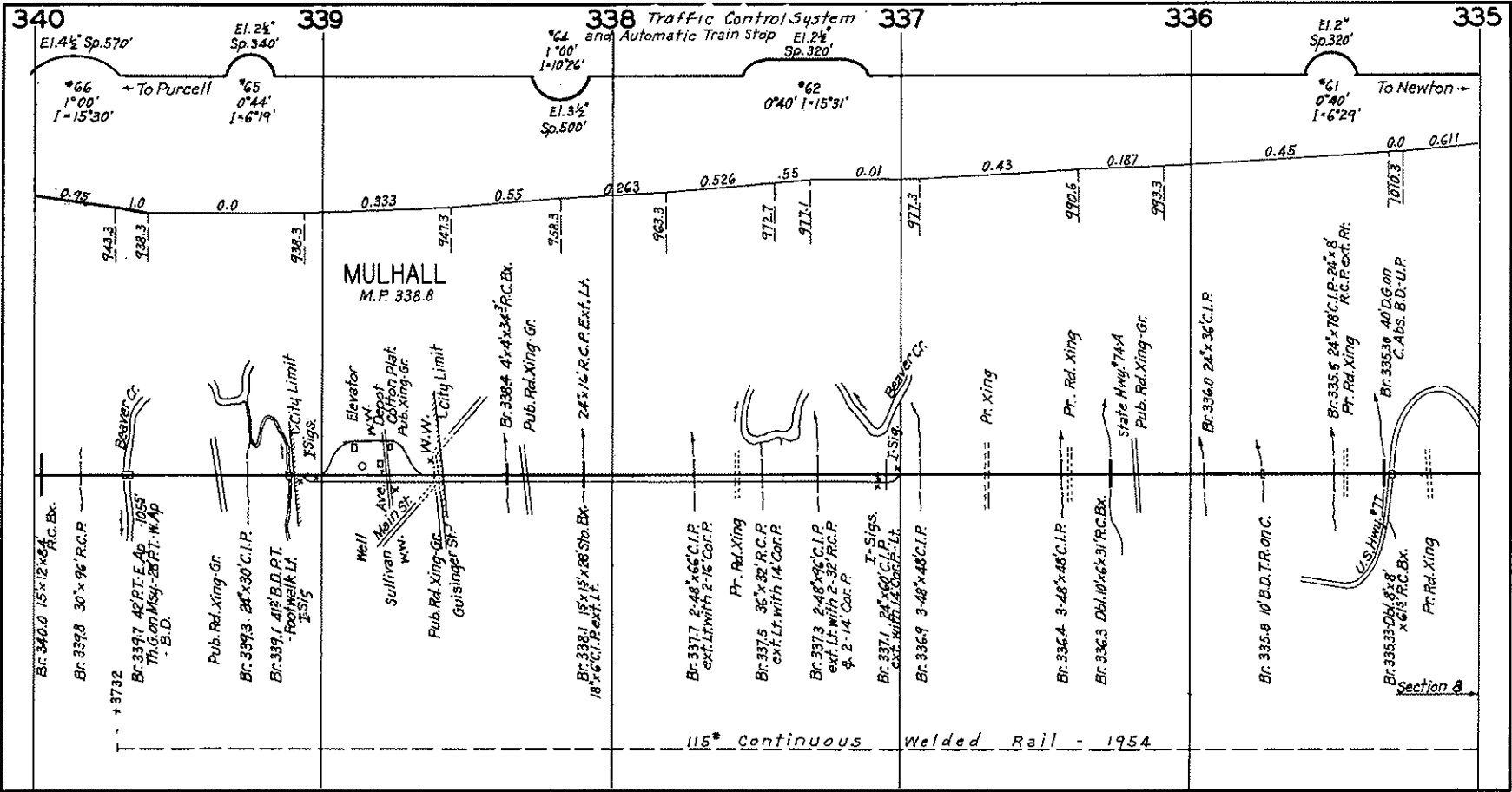
343 Traffic Control System and Automatic Train Stop

342

341

340





340

339

338 Traffic Control System and Automatic Train Stop

337

336

335

El. 1.4 1/2 Sp. 570'

El. 2 1/2 Sp. 340'

El. 2 1/2 Sp. 320'

El. 2 1/2 Sp. 320'

El. 2 1/2 Sp. 320'

*66
1° 00'
1-15'30'

*65
0° 44'
1-6° 19'

El. 3 1/2 Sp. 500'

*62
0° 40' 1-15'31'

*61
0° 40'
1-6° 29'

To Newton --

0.95 1.0 0.0 0.333 0.55 0.263 0.526 0.55 0.01 0.43 0.187 0.45 0.0 0.611

Br. 340.0 15' x 12' x 8' R.C. Bx.

Br. 339.8 30' x 9' R.C.P.

+ 3732

Br. 339.7 48' P.T. E. 40' 105' Th. G. on Msy. 20' P.T. W. 40' - B.D.

Pub. Rd. Xing-Gr.

Br. 339.3 24' x 30' C.I.P.

Br. 339.1 48' B.D. P.T. Footwalk Lt. - Sigs.

Well

Sullivan Ave. crossing

Elevator

M.W.

Depot

Carbon Plat.

Pub. Xing-Gr.

W.W.

City Limit

Pub. Rd. Xing-Gr.

Guisinger St.

Br. 338.4 4' x 4' x 3' R.C. Bx.

Pub. Rd. Xing-Gr.

24 1/2' R.C.P. Ext. Lt.

Br. 338.1 15' x 15' x 28' St. Bx. 18' x 6' C.I.P. ext. Lt.

Br. 337.7 24' x 60' C.I.P. ext. Lt. with 2 1/2 Cor. P.

Pt. Rd. Xing

Br. 337.5 36' x 30' R.C.P. ext. Lt. with 14' Cor. P.

Br. 337.3 24' x 9' C.I.P. ext. Lt. with 2-32' R.C.P. & 2-14' Cor. P.

I-Sigs.

Br. 337.1 24' x 60' C.I.P. ext. with 14' Cor. B. Lt.

Beaver Cr.

Br. 336.9 348' x 48' C.I.P.

Pt. Xing

Br. 336.4 348' x 48' C.I.P.

Pt. Rd. Xing

Br. 336.3 24' x 10' x 6' x 3' R.C. Bx.

State Hwy. 74-A

Pub. Rd. Xing-Gr.

Br. 336.0 24' x 36' C.I.P.

Br. 335.8 10' B.D. T.R. on C.

Br. 335.3 24' x 10' x 6' x 8' x 6' R.C. Bx.

U.S. Hwy. 77

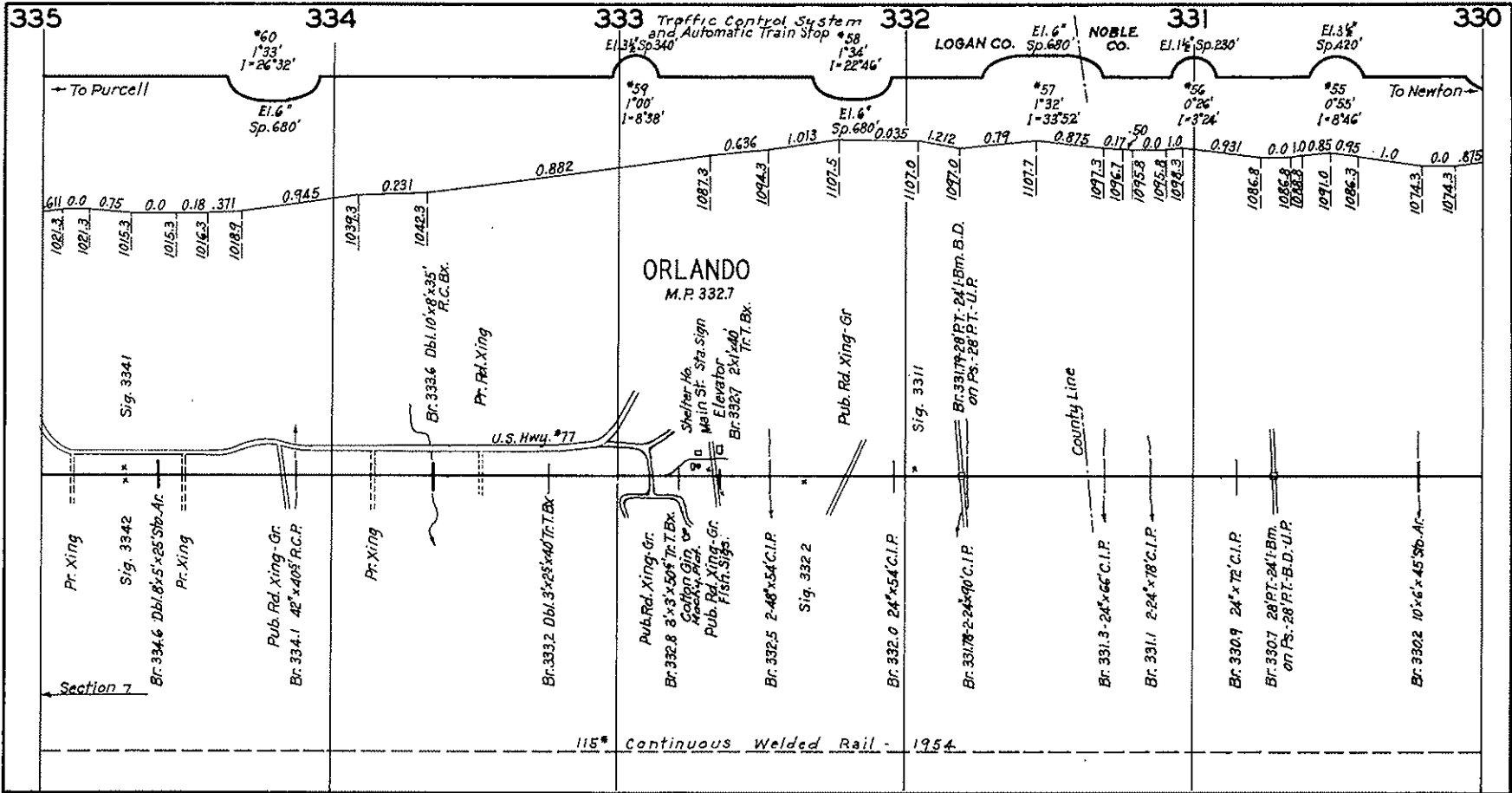
Br. 335.5 24' x 18' C.I.P. 24' x 8' R.C.P. ext. Rt.

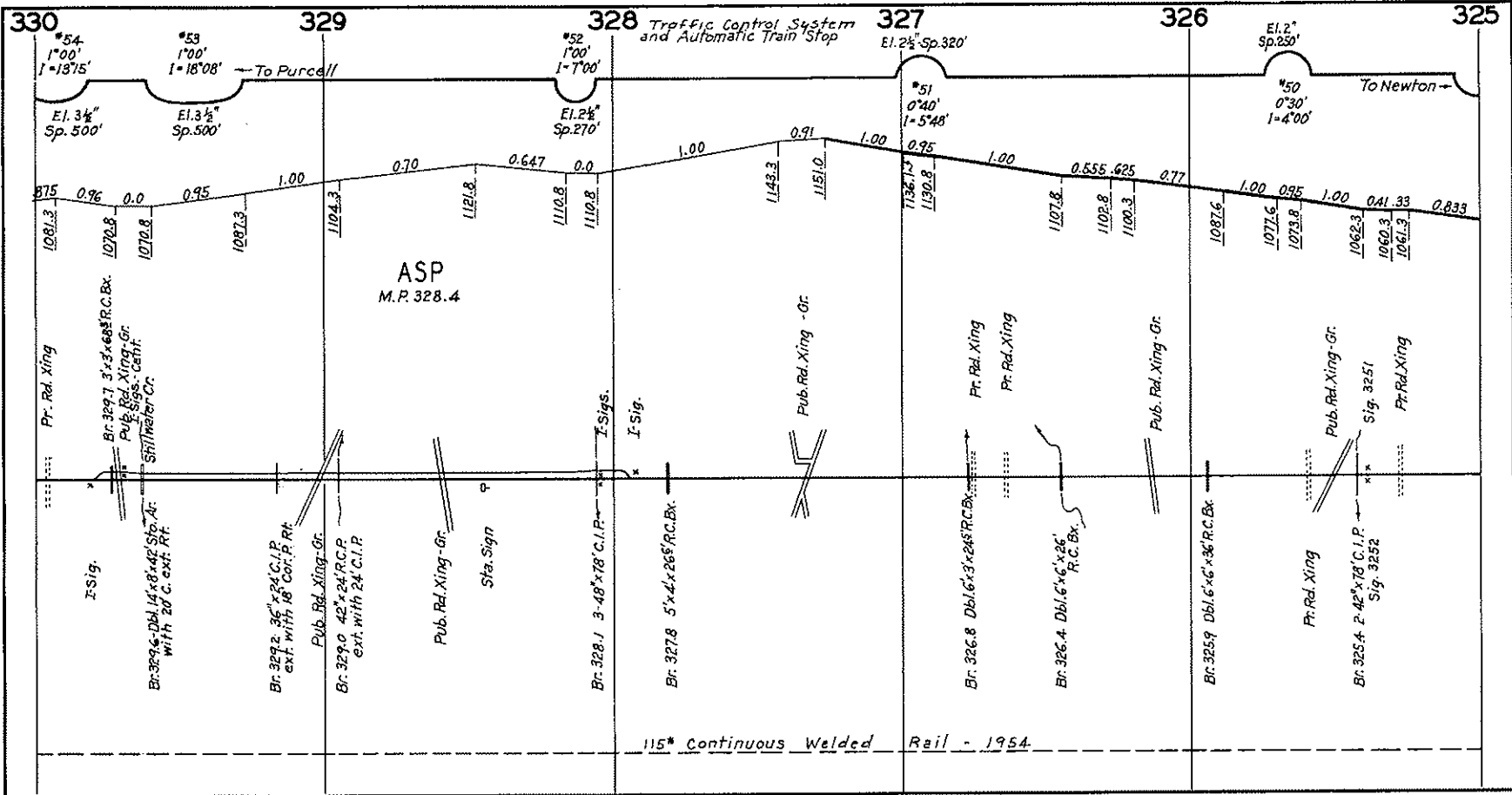
Br. 335.3 40' D.G. on C. Abs. B.D. U.I.P.

Pt. Rd. Xing

Section 8

115' Continuous Welded Rail - 1954





330

329

328

327

326

325

#54
1°00'
1-1375'

#53
1°00'
1-18'08" -- To Purcell

#52
1°00'
1-7'00'

El. 2 1/2 Sp. 320'

El. 2° Sp. 250'

#50
0°30'
1-4'00'

To Newton →

1081.3 0.76 0.0 0.95 1.00 1104.3 1151.8 0.70 0.647 0.0 1.00 1149.3 0.91 1.00 1151.0 0.95 1.00 1107.6 1190.8 1107.6 1102.8 1100.3 1087.6 1.00 0.95 1.00 0.41 33 0.833

ASP
M.P. 328.4

Pr. Rd. Xing

I-Sig.

Br. 329.6 Dbl. 14'x8'x42' Sto. Ar. with 20' C. ext. Rt.

Br. 329.7 3'x3'x66' R.C. Bx. Pub. Rd. Xing - Gr. I-Sigs. Cchif. Stillwater Cr.

Br. 329.2 36'x24' C.I.P. ext. with 18' Cor. P. Rt.

Br. 329.0 42'x24' R.C.P. ext. with 24' C.I.P.

Pub. Rd. Xing - Gr.

Sta. Sign

Br. 328.1 3-48'x78' C.I.P. I-Sigs.

I-Sig.

Br. 327.8 5'x4'x265' R.C. Bx.

Pub. Rd. Xing - Gr.

Br. 326.8 Dbl. 16'x3'x245' R.C. Bx. Pr. Rd. Xing

Pr. Rd. Xing

Br. 326.4 Dbl. 6'x4'x26' R.C. Bx.

Pub. Rd. Xing - Gr.

Br. 325.9 Dbl. 6'x6'x36' R.C. Bx.

Pr. Rd. Xing

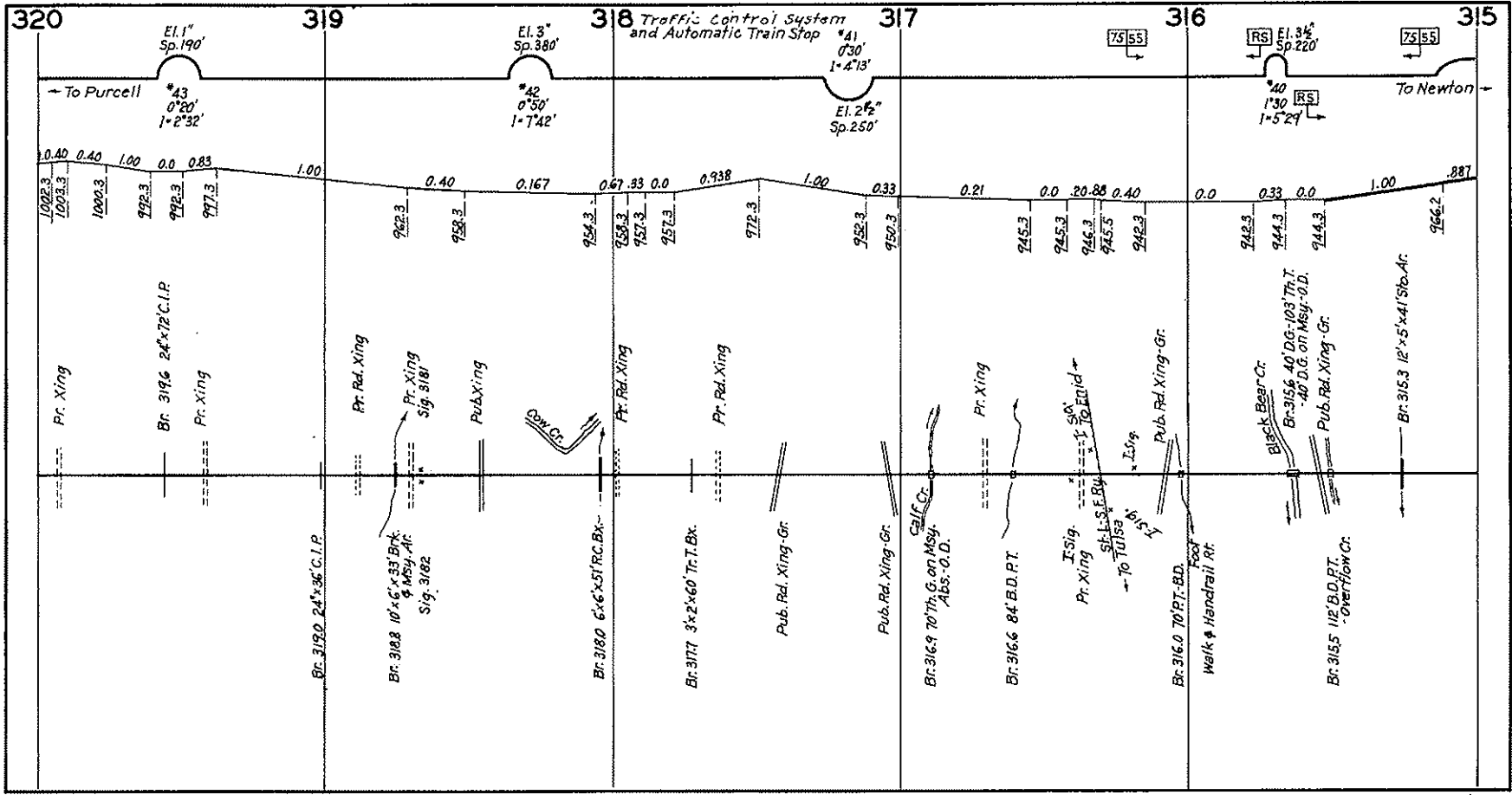
Pub. Rd. Xing - Gr.

Br. 325.A 2-42'x78' C.I.P. Sig. 3252

Sig. 3251

Pr. Rd. Xing

115* Continuous Welded Rail - 1954.



320

319

318

317

316

315

→ To Purcell

To Newton

Traffic Control System and Automatic Train Stop

El. 1" Sp. 190'

El. 3" Sp. 380'

El. 2 1/2" Sp. 250'

El. 3 1/2" Sp. 220'

*43
0°20'
1°2'32"

*42
0°50'
1°7'42"

*41
0°30'
1°4'13"

*40
1°30'
1°5'27"

0.40 0.40 1.00 0.0 0.83 1.00 0.40 0.167 0.67 33 0.0 0.938 1.00 0.33 0.21 0.0 20.88 0.40 0.0 0.33 0.0 1.00 0.887

1002.3 1003.3 1000.3 992.3 992.3 977.3 962.3 952.3 954.3 952.3 957.3 957.3 972.3 952.3 950.3 945.3 945.3 946.3 945.5 942.3 942.5 944.3 944.3 944.3 966.2

Pr. Xing

Br. 319.6 24'x72' C.I.P.

Pr. Xing

Pr. Rd. Xing

Pr. Xing

Pub. Xing

Pr. Rd. Xing

Pr. Rd. Xing

Pub. Rd. Xing-Gr.

Pub. Rd. Xing-Gr.

Pr. Xing

Pub. Rd. Xing-Gr.

Black Bear Cr.

Br. 315.6 40' D.G. 103' Tr. T.

40' D.G. on Msy.-O.D.

Pub. Rd. Xing-Gr.

Br. 315.3 12'x5'x41' Sbo. Arc.

Br. 318.8 10'x6'x33' Bx. & MSY. Arc
Sig. 318.2

Br. 318.0 6'x6'x51' RC. Bx.

Br. 317.7 3'x2'x60' Tr. T. Bx.

Br. 316.9 70' Th. G. on Msy. Abs.-O.D.

Br. 316.6 84' B.D. RT.

Br. 316.0 70' RT. B.D.

Br. 315.5 112' B.D. RT. Overflow Cr.

Pr. Xing

sh. L. S. E. By

→ To Tulsa

Bus. Xing

Foot

Walk & Handrail Rt.

Span Cr.

Calf Cr.

→ To Edid

→ To Tulsa

Bus. Xing

Foot

Walk & Handrail Rt.

Pub. Rd. Xing-Gr.

Black Bear Cr.

Br. 315.6 40' D.G. 103' Tr. T.

40' D.G. on Msy.-O.D.

Pub. Rd. Xing-Gr.

Br. 315.3 12'x5'x41' Sbo. Arc.

Br. 316.0 70' RT. B.D.

Br. 316.6 84' B.D. RT.

Br. 317.7 3'x2'x60' Tr. T. Bx.

Br. 318.0 6'x6'x51' RC. Bx.

Br. 318.8 10'x6'x33' Bx. & MSY. Arc

Br. 319.6 24'x72' C.I.P.

Pr. Xing

Pr. Rd. Xing

Pub. Xing

Span Cr.

Calf Cr.

→ To Edid

→ To Tulsa

Bus. Xing

Foot

Walk & Handrail Rt.

Pub. Rd. Xing-Gr.

Black Bear Cr.

Br. 315.6 40' D.G. 103' Tr. T.

40' D.G. on Msy.-O.D.

Pub. Rd. Xing-Gr.

Br. 315.3 12'x5'x41' Sbo. Arc.

Br. 316.0 70' RT. B.D.

Br. 316.6 84' B.D. RT.

Br. 317.7 3'x2'x60' Tr. T. Bx.

Br. 318.0 6'x6'x51' RC. Bx.

Br. 318.8 10'x6'x33' Bx. & MSY. Arc

Br. 319.6 24'x72' C.I.P.

Pr. Xing

Pr. Rd. Xing

Pub. Xing

Span Cr.

Calf Cr.

→ To Edid

→ To Tulsa

Bus. Xing

Foot

Walk & Handrail Rt.

Pub. Rd. Xing-Gr.

Black Bear Cr.

Br. 315.6 40' D.G. 103' Tr. T.

40' D.G. on Msy.-O.D.

Pub. Rd. Xing-Gr.

Br. 315.3 12'x5'x41' Sbo. Arc.

Br. 316.0 70' RT. B.D.

Br. 316.6 84' B.D. RT.

Br. 317.7 3'x2'x60' Tr. T. Bx.

Br. 318.0 6'x6'x51' RC. Bx.

Br. 318.8 10'x6'x33' Bx. & MSY. Arc

Br. 319.6 24'x72' C.I.P.

Pr. Xing

Pr. Rd. Xing

Pub. Xing

Span Cr.

Calf Cr.

→ To Edid

→ To Tulsa

Bus. Xing

Foot

Walk & Handrail Rt.

Pub. Rd. Xing-Gr.

Black Bear Cr.

Br. 315.6 40' D.G. 103' Tr. T.

40' D.G. on Msy.-O.D.

Pub. Rd. Xing-Gr.

Br. 315.3 12'x5'x41' Sbo. Arc.

Br. 316.0 70' RT. B.D.

Br. 316.6 84' B.D. RT.

Br. 317.7 3'x2'x60' Tr. T. Bx.

Br. 318.0 6'x6'x51' RC. Bx.

Br. 318.8 10'x6'x33' Bx. & MSY. Arc

Br. 319.6 24'x72' C.I.P.

Pr. Xing

Pr. Rd. Xing

Pub. Xing

Span Cr.

Calf Cr.

→ To Edid

→ To Tulsa

Bus. Xing

Foot

Walk & Handrail Rt.

Pub. Rd. Xing-Gr.

Black Bear Cr.

Br. 315.6 40' D.G. 103' Tr. T.

40' D.G. on Msy.-O.D.

Pub. Rd. Xing-Gr.

Br. 315.3 12'x5'x41' Sbo. Arc.

Br. 316.0 70' RT. B.D.

Br. 316.6 84' B.D. RT.

Br. 317.7 3'x2'x60' Tr. T. Bx.

Br. 318.0 6'x6'x51' RC. Bx.

Br. 318.8 10'x6'x33' Bx. & MSY. Arc

Br. 319.6 24'x72' C.I.P.

Pr. Xing

Pr. Rd. Xing

Pub. Xing

Span Cr.

Calf Cr.

→ To Edid

→ To Tulsa

Bus. Xing

Foot

Walk & Handrail Rt.

Pub. Rd. Xing-Gr.

Black Bear Cr.

Br. 315.6 40' D.G. 103' Tr. T.

40' D.G. on Msy.-O.D.

Pub. Rd. Xing-Gr.

Br. 315.3 12'x5'x41' Sbo. Arc.

Br. 316.0 70' RT. B.D.

Br. 316.6 84' B.D. RT.

Br. 317.7 3'x2'x60' Tr. T. Bx.

Br. 318.0 6'x6'x51' RC. Bx.

Br. 318.8 10'x6'x33' Bx. & MSY. Arc

Br. 319.6 24'x72' C.I.P.

Pr. Xing

Pr. Rd. Xing

Pub. Xing

Span Cr.

Calf Cr.

→ To Edid

→ To Tulsa

Bus. Xing

Foot

Walk & Handrail Rt.

Pub. Rd. Xing-Gr.

Black Bear Cr.

Br. 315.6 40' D.G. 103' Tr. T.

40' D.G. on Msy.-O.D.

Pub. Rd. Xing-Gr.

Br. 315.3 12'x5'x41' Sbo. Arc.

Br. 316.0 70' RT. B.D.

Br. 316.6 84' B.D. RT.

Br. 317.7 3'x2'x60' Tr. T. Bx.

Br. 318.0 6'x6'x51' RC. Bx.

Br. 318.8 10'x6'x33' Bx. & MSY. Arc

Br. 319.6 24'x72' C.I.P.

Pr. Xing

Pr. Rd. Xing

Pub. Xing

Span Cr.

Calf Cr.

→ To Edid

→ To Tulsa

Bus. Xing

Foot

Walk & Handrail Rt.

Pub. Rd. Xing-Gr.

Black Bear Cr.

Br. 315.6 40' D.G. 103' Tr. T.

40' D.G. on Msy.-O.D.

Pub. Rd. Xing-Gr.

Br. 315.3 12'x5'x41' Sbo. Arc.

Br. 316.0 70' RT. B.D.

Br. 316.6 84' B.D. RT.

Br. 317.7 3'x2'x60' Tr. T. Bx.

Br. 318.0 6'x6'x51' RC. Bx.

Br. 318.8 10'x6'x33' Bx. & MSY. Arc

Br. 319.6 24'x72' C.I.P.

Pr. Xing

Pr. Rd. Xing

Pub. Xing

Span Cr.

Calf Cr.

→ To Edid

→ To Tulsa

Bus. Xing

Foot

Walk & Handrail Rt.

Pub. Rd. Xing-Gr.

Black Bear Cr.

Br. 315.6 40' D.G. 103' Tr. T.

40' D.G. on Msy.-O.D.

Pub. Rd. Xing-Gr.

Br. 315.3 12'x5'x41' Sbo. Arc.

Br. 316.0 70' RT. B.D.

Br. 316.6 84' B.D. RT.

Br. 317.7 3'x2'x60' Tr. T. Bx.

Br. 318.0 6'x6'x51' RC. Bx.

Br. 318.8 10'x6'x33' Bx. & MSY. Arc

Br. 319.6 24'x72' C.I.P.

Pr. Xing

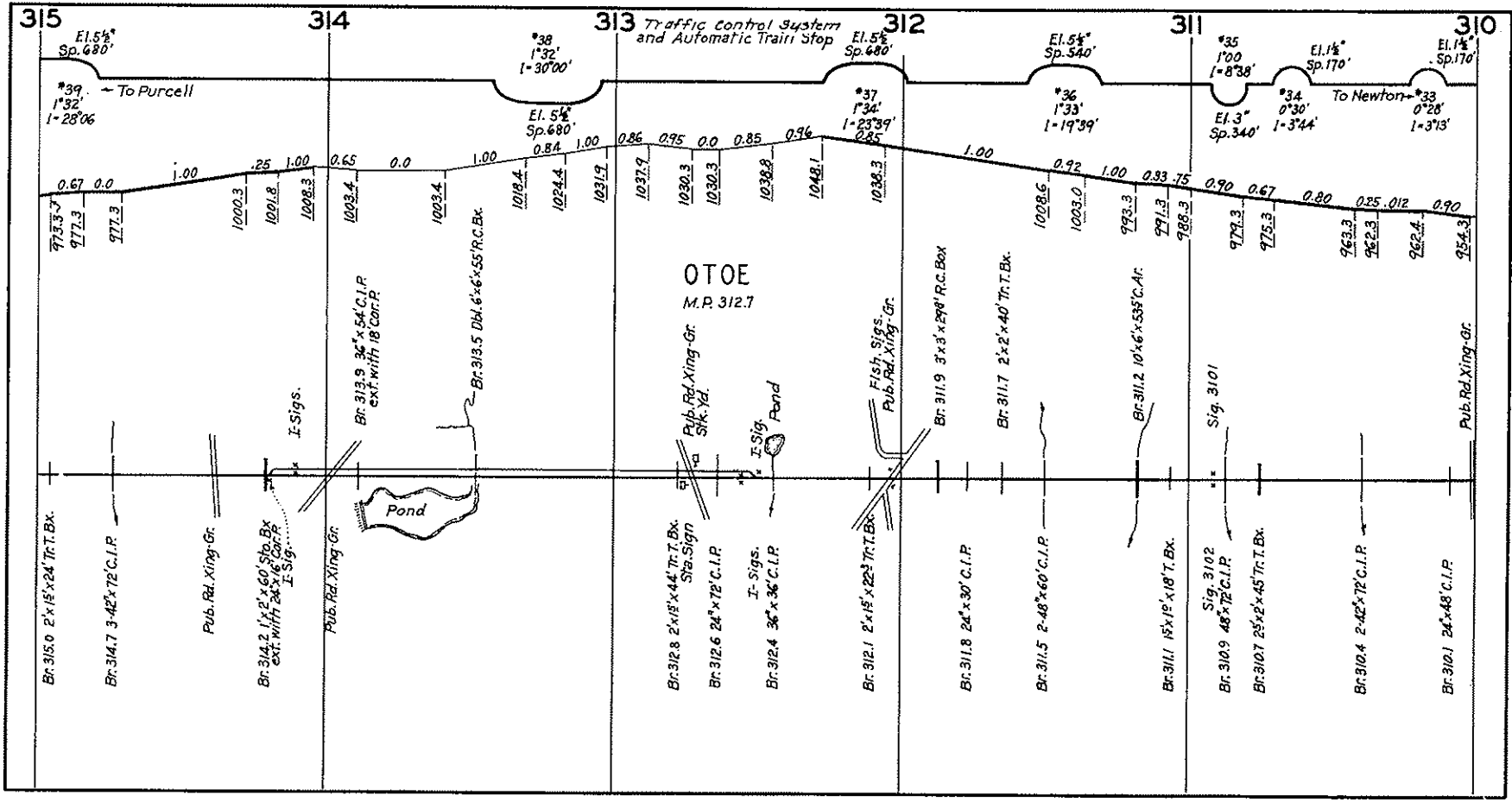
Pr. Rd. Xing

Pub. Xing

Span Cr.

Calf Cr.

→ To Edid



315
 El. 5 1/2"
 Sp. 680'

314

313

312

311

310

Traffic Control System
 and Automatic Train Stop

OTOE
 M.P. 312.7

*39
 1°32'
 1-28'06"

*38
 1°32'
 1-30'00"

El. 5 1/2"
 Sp. 680'

El. 5 1/4"
 Sp. 540'

*35
 1°00'
 1-8'38"

El. 1 1/2"
 Sp. 170'

El. 1 1/2"
 Sp. 170'

*34
 0°30'
 1-3'44"

To Newton → *33
 0°28'
 1-3'13"

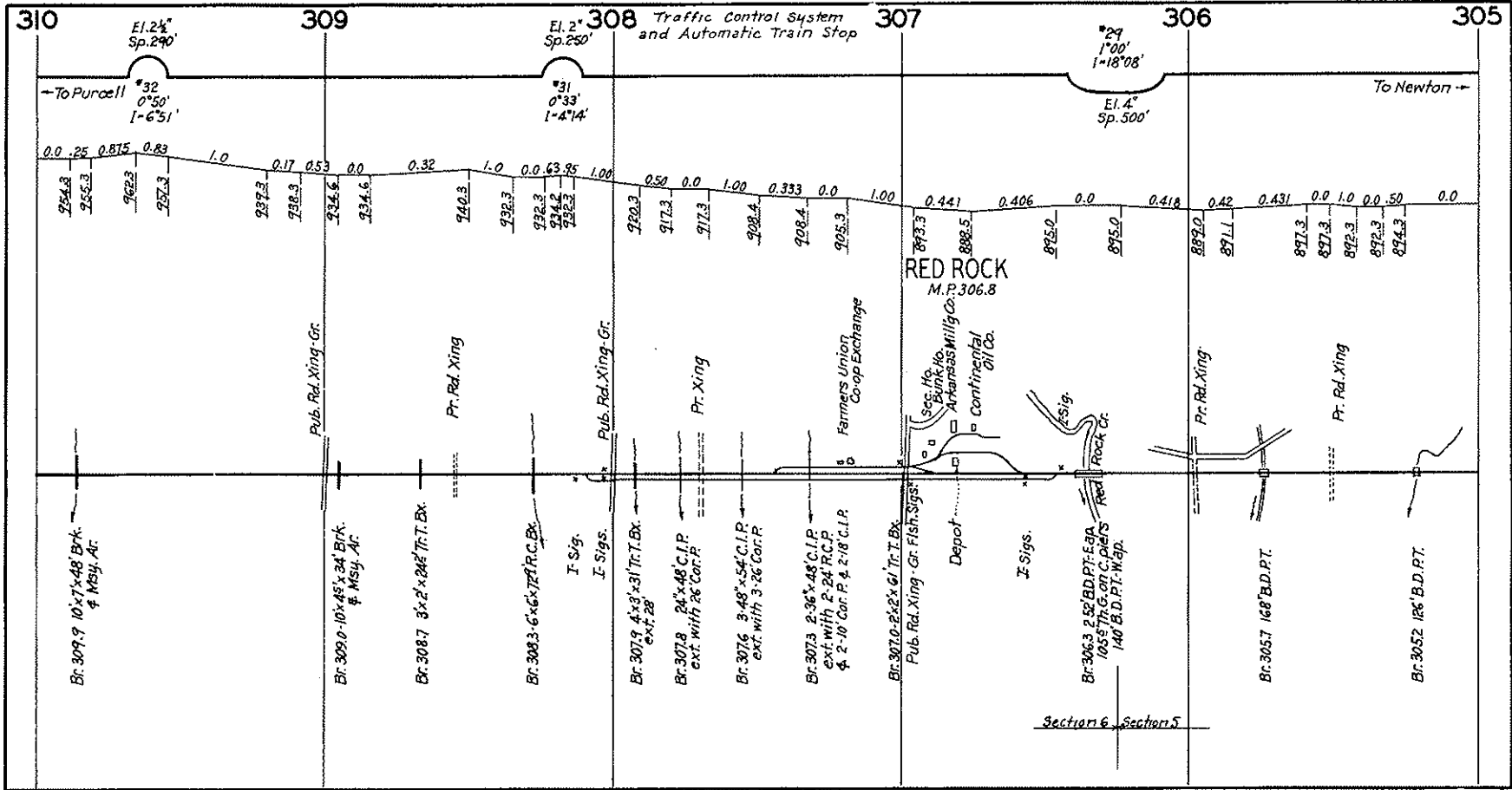
*37
 1°34'
 1-23'39"

*36
 1°33'
 1-19'39"

0.67 0.0 1.00 .25 1.00 0.65 0.0 1.00 0.86 0.95 0.0 0.85 0.96 1.00 0.92 1.00 0.33 75 0.90 0.67 0.80 0.25 0.12 0.90

9773.3 9773.3 9773.3 10003.3 10018.8 10034.3 10034.4 10034.4 10231.9 10231.9 10230.3 10230.3 10238.8 10481.1 10238.3 10088.6 10093.0 9973.3 9971.3 9888.3 9779.3 9775.3 9623.3 9623.3 9623.4 9544.3

Br: 315.0 2'x15'x24' Tr. T. Bx.
 Br: 314.7 3-42'x72' C.I.P.
 Pub. Rd. Xing Gr.
 Br: 314.2 1'x2'x60' Sfo. Bx
 ext. with 24'x16' Cor. P.
 I-Sig.
 Pub. Rd. Xing Gr.
 Pond
 Br: 313.5 Dbl. 6'x6'x55' R.C. Bx.
 Br: 312.8 2'x15'x44' Tr. T. Bx.
 Sta. Sign
 Br: 312.6 24'x72' C.I.P.
 I-Sigs.
 Br: 312.4 36'x36' C.I.P.
 Pond
 Fish Signs
 Pub. Rd. Xing Gr.
 Br: 312.1 2'x15'x22' Tr. T. Bx.
 Br: 311.8 24'x30' C.I.P.
 Br: 311.7 2'x2'x40' Tr. T. Bx.
 Br: 311.5 2-48'x60' C.I.P.
 Br: 311.2 10'x6'x53' C. Ac.
 Br: 311.1 15'x15'x18' Tr. Bx.
 Sig. 3101
 Br: 310.9 48'x72' C.I.P.
 Br: 310.7 25'x2'x45' Tr. T. Bx.
 Br: 310.4 2-42'x72' C.I.P.
 Br: 310.1 24'x48' C.I.P.
 Pub. Rd. Xing Gr.



305

304

303 Traffic Control System and Automatic Train Stop
*28
1°03' 1-11°03'
El. 3 3/4
Sp. 500'

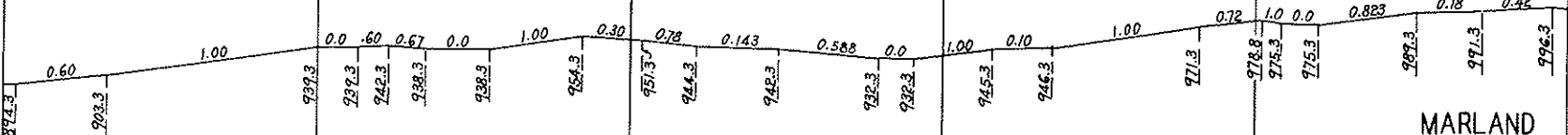
302

301

300
*27
0°10' 1-1°06'
El. 3 1/2
Sp. 60'

→ To Purcell

To Newton



Pub. Rd. Xing - Gr.

Sig. 3041

Pub. Rd. Xing - Gr.

Br. 303.48 24' x 36' C.I.P.

Pub. Rd. Xing - Gr.

Br. 302.4 2' 48" x 48" C.I.P.

Sig. 3021

Pub. Rd. Xing - Gr.

Br. 301.3 24' x 42' C.I.P.

MARLAND
M.P. 300.3

Bliss Co-op Grain Co.

Unloading Dock

St. Hubert's Grain Co. Depot

Six Yd.

Coyle Cotton Warehouse

Sec. & Agents Bldg.

Br. 304.8 15' x 1' x 24' T. Bx.

Sig. 3042

Br. 303.9 36' x 42' C.I.P.

Br. 302.8 24' x 36' C.I.P.

Sig. 3022
60' D. G. of M.Sy.
Abs. - B. D.

Br. 301.7 8' x 6' x 25' R. C. Bx.

Br. 301.1 24' x 30' C.I.P.

Br. 300.9 8' x 10' x 26' R. C. Bx.
Pub. Rd. Xing - Gr.
Fish. Signs

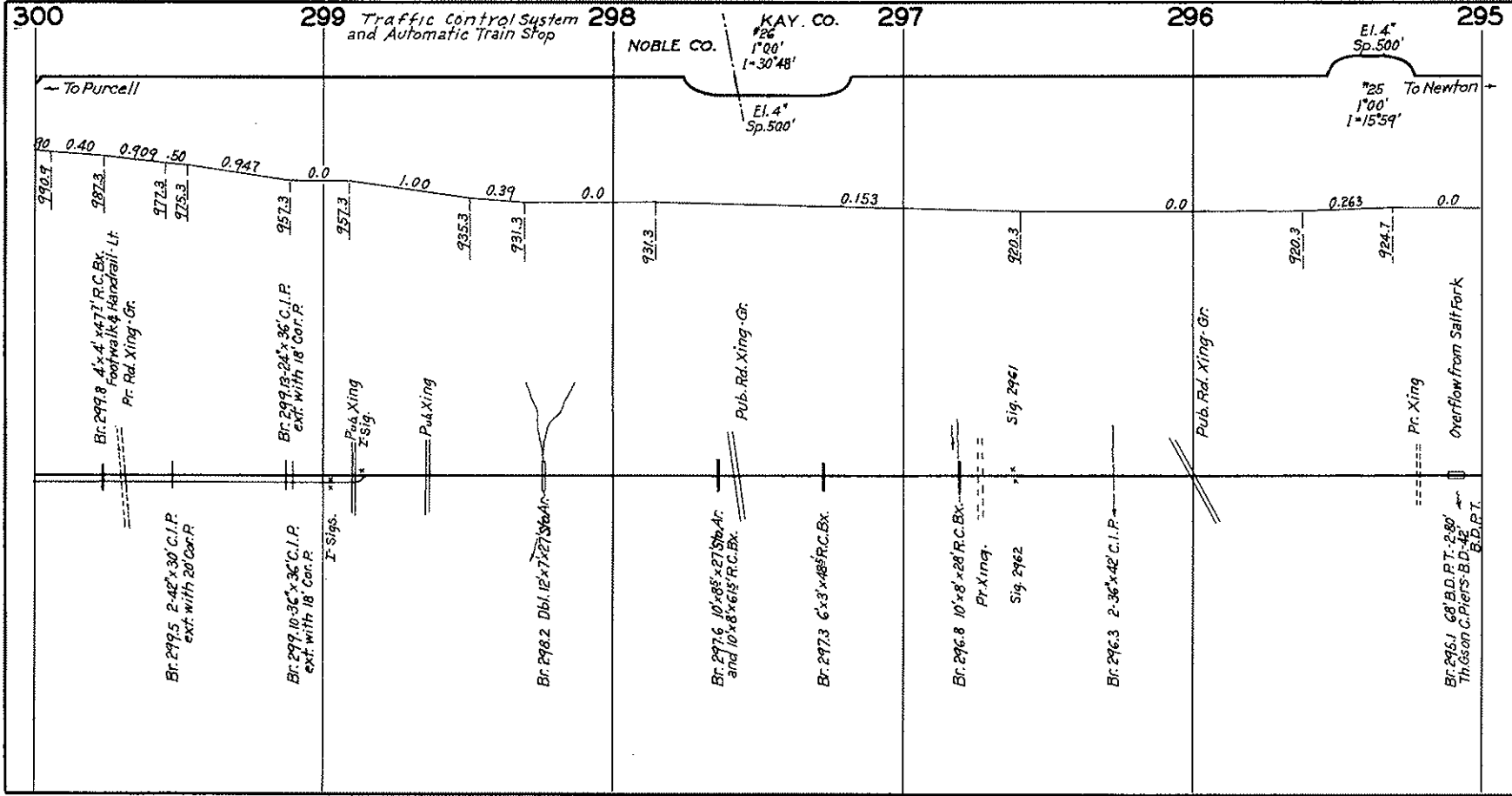
I - Sig.

I - Sigs.

Br. 300.4 2' 36" x 42' C.I.P.

Pub. Rd. Xing Gr. First

Br. 300.2 3' x 3' x 42' T. Bx.



300

299 Traffic Control System and Automatic Train Stop

298

NOBLE CO.

KAY CO.

297

296

295

To Purcell

To Newton

Br. 299.8 4'x4'x47' R.C. Bx
Footwalk & Handrail-Lt
Pr. Rd. Xing-Gr.

Br. 299.5 2-42'x30' C.I.P.
ext. with 20' Cor.R

Br. 299.13-24 2-36'x36' C.I.P.
ext. with 18' Cor.R

I-Sigs.

Pub. Xing
I-Sig.

Pub. Xing

Br. 298.2 Dbl. 12'x17'x27' Steel-Cr.

Br. 297.6 10'x85'x27 5/8' Ar.
and 10'x8'x6 1/2' R.C. Bx.

Pub. Rd. Xing-Gr.

Br. 297.3 6'x3'x485' R.C. Bx.

Br. 296.8 10'x8'x28' R.C. Bx.
Pr. Xing.

Sig. 2962

Sig. 2961

Br. 296.3 2-36'x42' C.I.P.

Pub. Rd. Xing-Gr.

Pr. Xing

Br. 295.1 68' B.D.P.T.-2-80'
Th. 6500 C. Piers-B-D-42'
B.D.P.T.

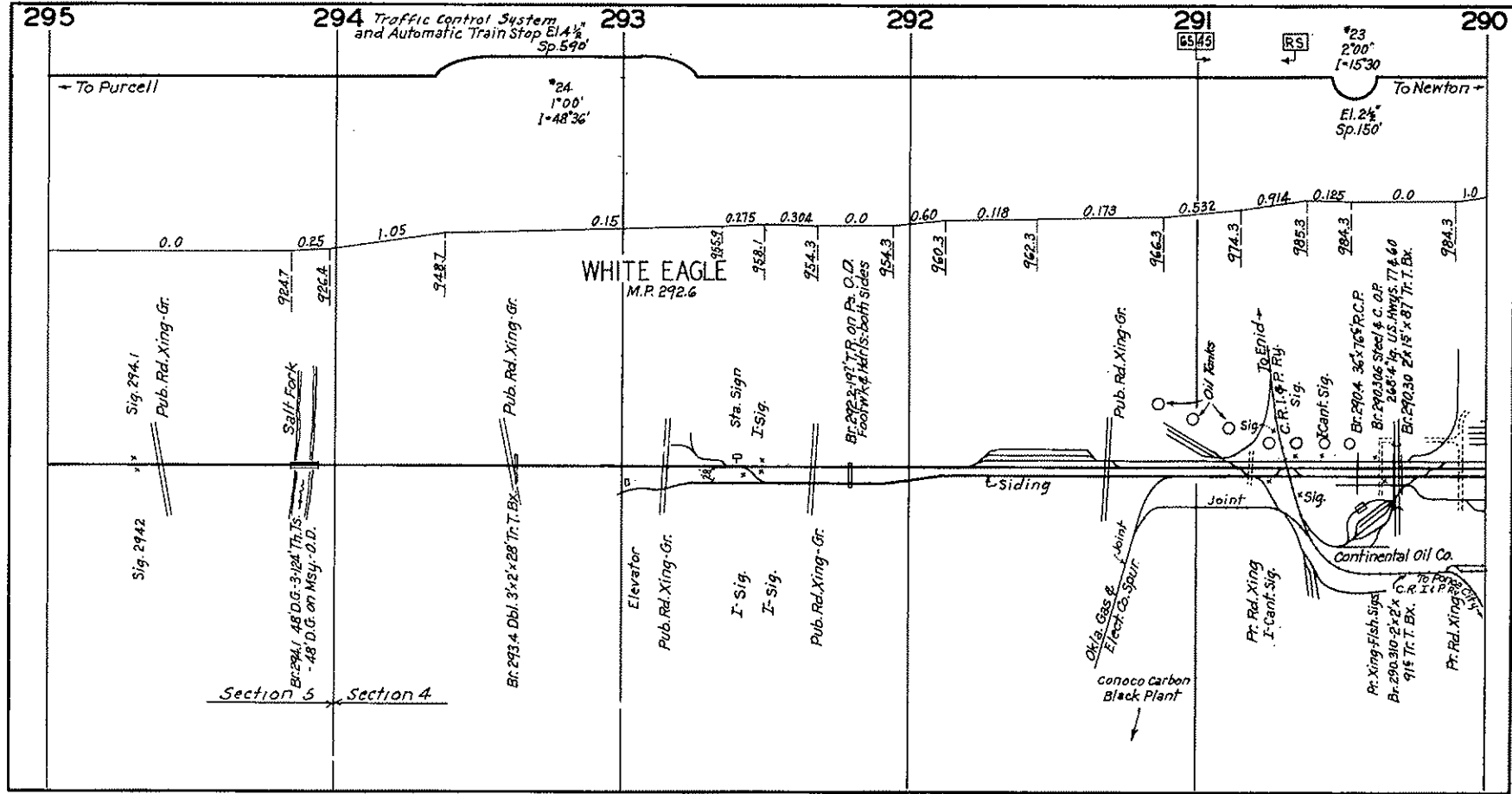
Overflow from Salt Fork

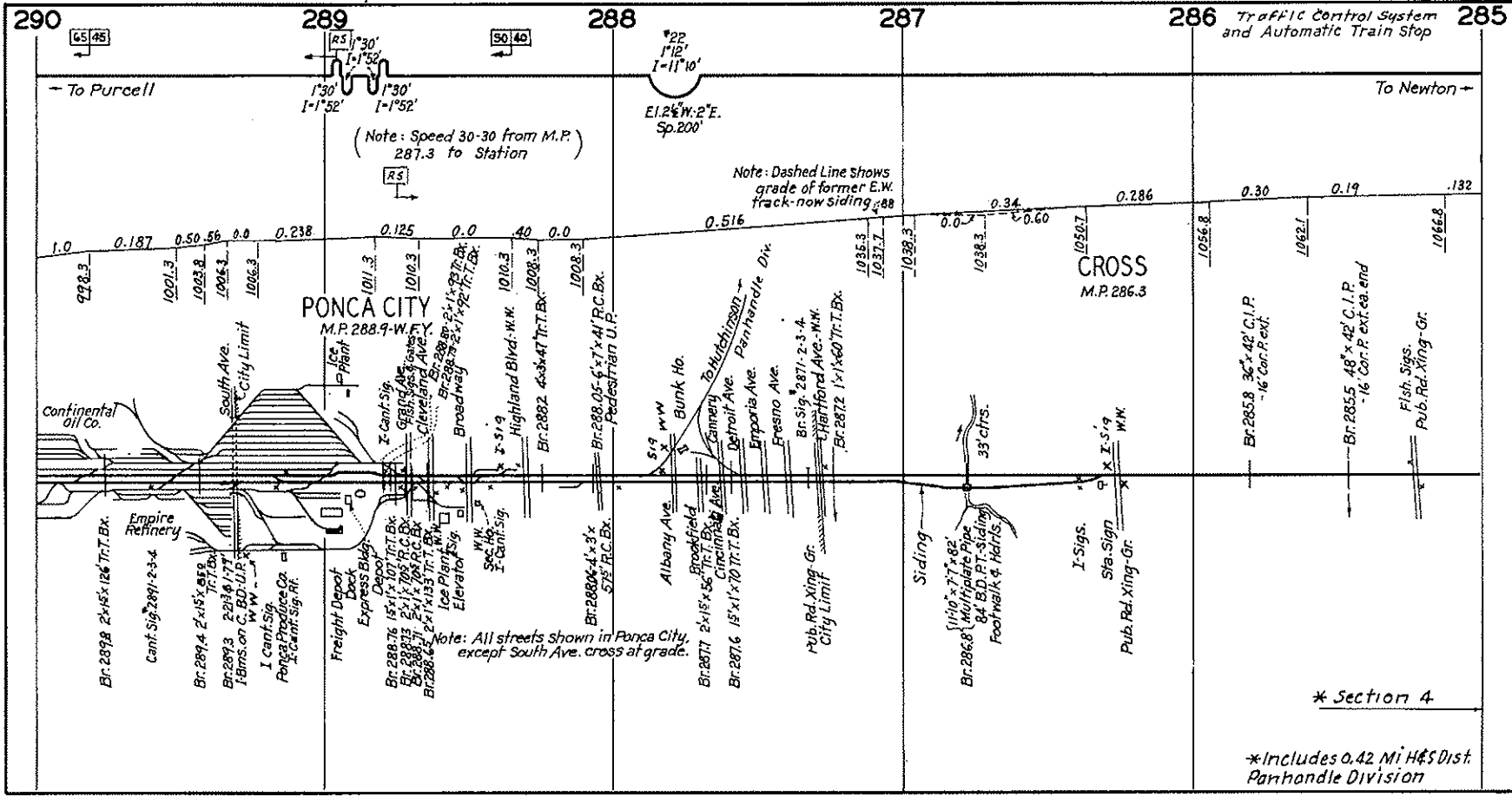
El. 4'
Sp. 500'
1-30'48"

El. 4'
Sp. 500'
1-15'59"

970.9 0.40 0.909 .50 0.947 0.0 1.00 0.39 0.0 0.153 0.0 0.263 0.0

987.3 972.3 975.3 957.3 935.3 931.3 937.3 920.3 920.3 924.7 920.3





CROSS
M.P. 286.3

PONCA CITY
M.P. 288.9-W.P.

Note: All streets shown in Ponca City, except South Ave. cross at grade.

* Section 4

* Includes 0.42 Mi H&S Dist
Ponhandle Division

285

284

283

Traffic Control System and Automatic Train Stop

282

281

280

To Purcell

To Newton

#21
1°00'
1-9°11'
El. 216'
Sp. 270'

El. 4'
Sp. 500'
#20
1°00'
1-29°30'

0.132 0.186 0.028 0.55

0.10

0.30 .37 0.28

0.0 0.636 0.0

0.04 0.0

1070.8
1072.1
1072.7

1084.8

1095.90
1095.65
1097.3

1102.26
1102.26
1102.4

1102.4
1102.4

1102.4

Br. 285.0 36' x 30' C.I.P.
-12 Cor. P. extra on end

Great Lakes Carbon Corp.

Pub. Xing-Gr.

Br. 284.3 24' x 44' C.I.P.
Br. 284.024-36' D.G. on C. Abs. B.D. U.P.

Sig 2832

30' C. Span
Br. 283.8 48' 18m span on C. Abs. B.D. U.P.

Pr. Xing

U.S. Hwy. 77

Sig. 2831

Br. 283.3 1-48' x 68' Cor. P.

Pub. Rd. Xing-Gr.

Br. 282.6 24' x 60' C.I.P.

Br. 282.4 30' x 36' C.I.P. ext. R. with 24' Cor. P.

Pr. Xing

Pub. Rd. Xing-Gr.

Br. 282.0 2-24' x 30' C.I.P.

Sig. 2812

Sig. 2811

Pub. Rd. Xing-Gr.

Br. 281.6 4' x 4' x 38' R.C. Bx.

City Limit

KILDARE
M.P. 281.0

Elevator

Br. 281.0 - 2-2' x 15' x 40' Tr. I. Bx.

City Limit
Br. 280.9 2-2' x 1' x 65' Tr. I. Bx.

Lumber Yd.

Pub. Rd. Xing-Gr.

Sta. Sign

Flth. Sigs.

Pr. Rd. Xing

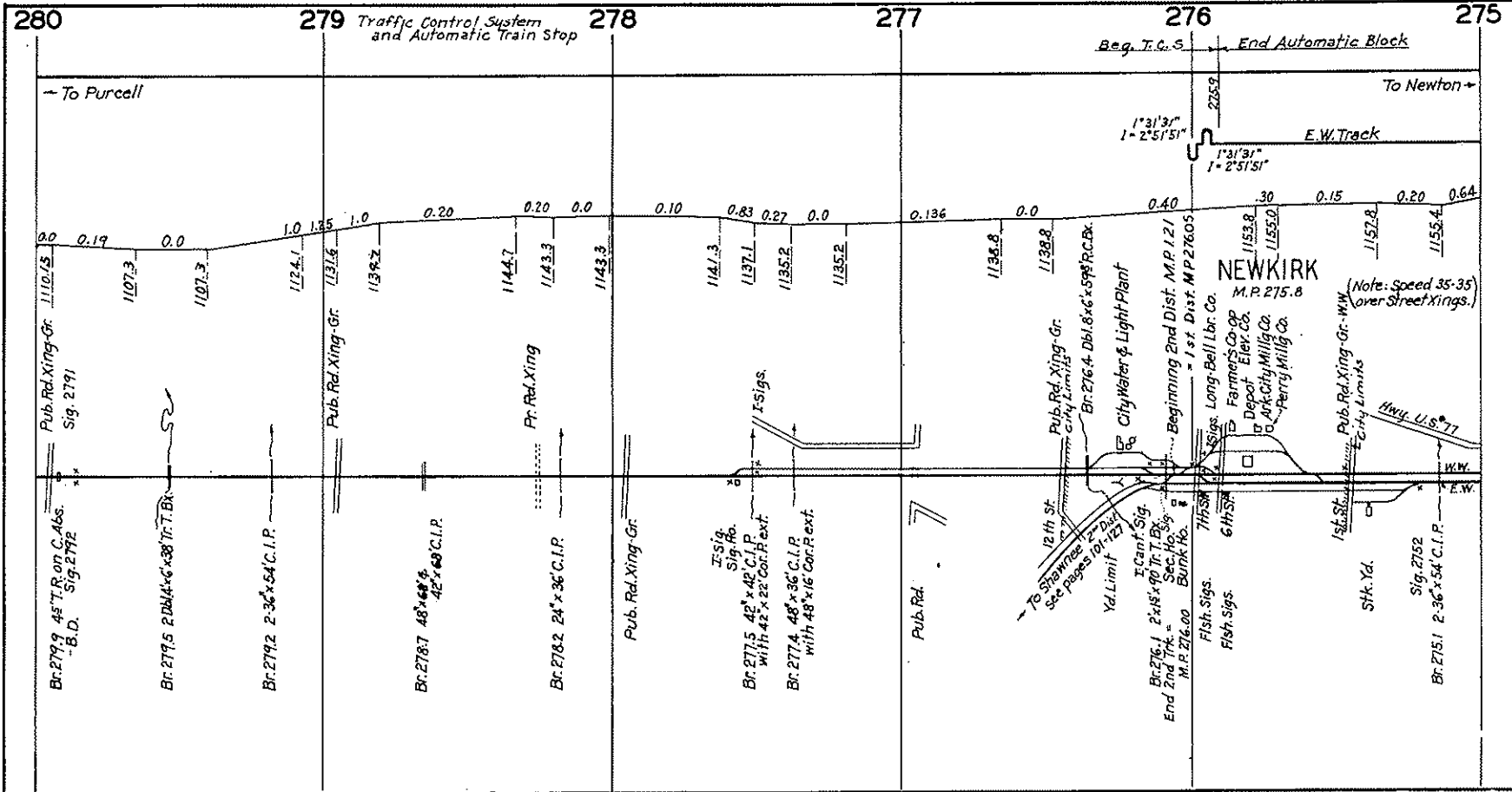
Br. 280.5 3-48' x 62' C.I.P.

Pr. Xing

Willow Springs Cr. Br. 280.2 3-48' x 56' C.I.P.

Section 3*

* Includes 1.8 Mi. 2nd Dist. M.L.



280

279 Traffic Control System and Automatic Train Stop

278

277

276

275

- To Purcell

To Newton ->

Reg. T.C.S. End Automatic Block

E.W. Track

NEWKIRK
M.P. 275.8

(Note: Speed 35-35 over Street Xings.)

Hwy. U.S. 77

Br. 279.9 45' T.R. on C. 46s. - B.D. Sig. 2792
Pub. Rd. Xing Gr. 1110.75
Sig. 2791

Br. 279.5 2.064 x 6 x 38 Tr. T. Br.

Br. 279.2 2.36 x 54 C.I.P.

Br. 278.7 48' x 68' 6" 42' x 63 C.I.P.

Br. 278.2 24' x 36 C.I.P.

Pub. Rd. Xing Gr.

Br. 277.5 42' x 42 C.I.P. with 42 x 22 Cor. R. ext.
Br. 277.4 48' x 36 C.I.P. with 48 x 16 Cor. R. ext.

Pub. Rd.

12th St. To Shawnee Sec. 20
Sec. 20
Sec. 20
Yd. Limit

Br. 276.4 Dbl. 6' x 59' R.C. Br.
City Water & Light Plant
Br. 276.1 2' x 15' x 90 Tr. T. Br. Sec. No. 59 M.P. 276.00
Fish. Sigs. 7th St.
Fish. Sigs. 6th St.

Long Bell Lbr. Co. Farmers' Co-Op Depot Elev. Co. Ark. City Milling Co. Perry Milling Co.

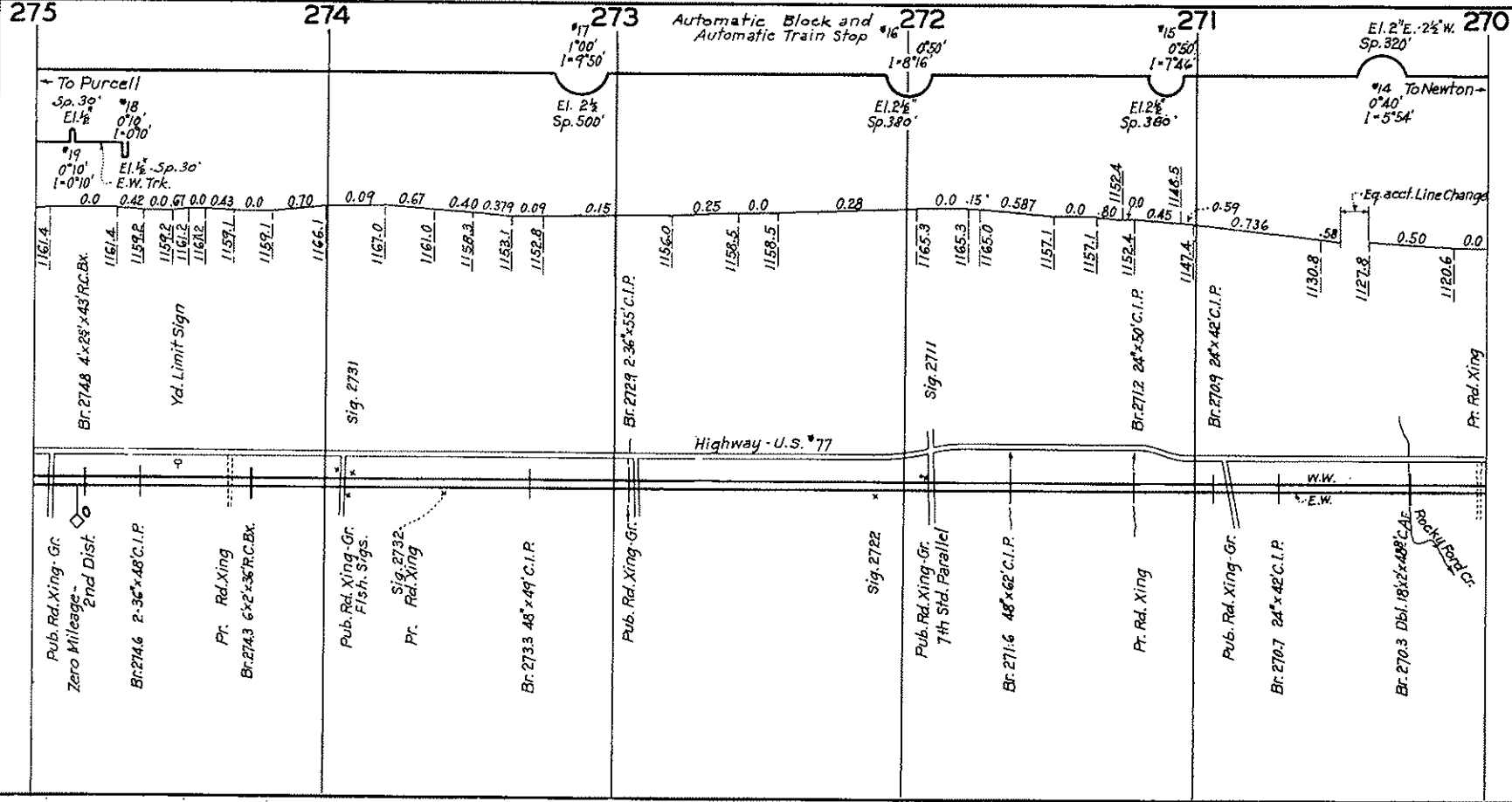
Pub. Rd. Xing Gr. - W.W. City Limits

Stk. Yd.

Br. 275.1 2.36 x 54 C.I.P. Sig. 2752

0.0 0.19 0.0 1.0 1.35 1.0 0.20 0.20 0.0 0.10 0.83 0.27 0.0 0.136 0.0 0.40 0.30 0.15 0.20 0.64

1110.75 1107.3 1107.3 1124.1 1131.6 1139.2 1144.7 1143.3 1143.3 1141.3 1137.1 1135.2 1135.2 1136.8 1138.8 1153.8 1155.0 1152.8 1155.4



275

274

273

272

271

270

Automatic Block and Automatic Train Stop

To Purcell

E1. 2 1/2 E. 2 1/2 W. Sp. 320

1/4 To Newton - 0'40" 1-5'54"

Sp. 30' El. 1 1/2 0'10" 1-0'10" 1-0'10"

El. 2 1/2 Sp. 500'

El. 1 2 1/2 Sp. 380'

El. 1 2 1/2 Sp. 380'

El. 1 1/2 Sp. 30' E.W. Trk.

0.0 0.42 0.0 61 0.0 0.43 0.0 0.70 0.09 0.67 0.40 0.379 0.09 0.15 0.25 0.0 0.28 0.0 0.15 0.587 0.0 1152.4 0.0 1152.4 0.45 1146.5 0.59 0.736 0.58 0.50 0.0

1161.4 1161.4 1159.2 1159.2 1161.2 1161.2 1159.1 1159.1 1166.1 1161.0 1161.0 1158.3 1158.3 1158.5 1158.5 1156.0 1156.0 1158.5 1158.5 1165.3 1165.3 1165.0 1165.0 1157.1 1157.1 1152.4 1152.4 1147.4 1147.4 1130.8 1127.8 1120.6

Br. 2714 4x28'x43' R.C. Bx. Yel. Limit Sign Sig. 2731 Br. 2729 2-36'x55' C.I.P. Sig. 2711 Br. 2712 24'x50' C.I.P. Br. 2709 24'x42' C.I.P. Pr. Rd. Xing

Highway - U.S. 77

Pub. Rd. Xing - Gr. Zero Mileage - 2nd Dist. Br. 2714 2-36'x48' C.I.P. Pr. Rd. Xing Br. 2713 6'x2'x36' R.C. Bx.

Pub. Rd. Xing - Gr. Fish. Sigs. Sig. 2732 Pr. Rd. Xing Br. 2733 48'x49' C.I.P.

Pub. Rd. Xing - Gr.

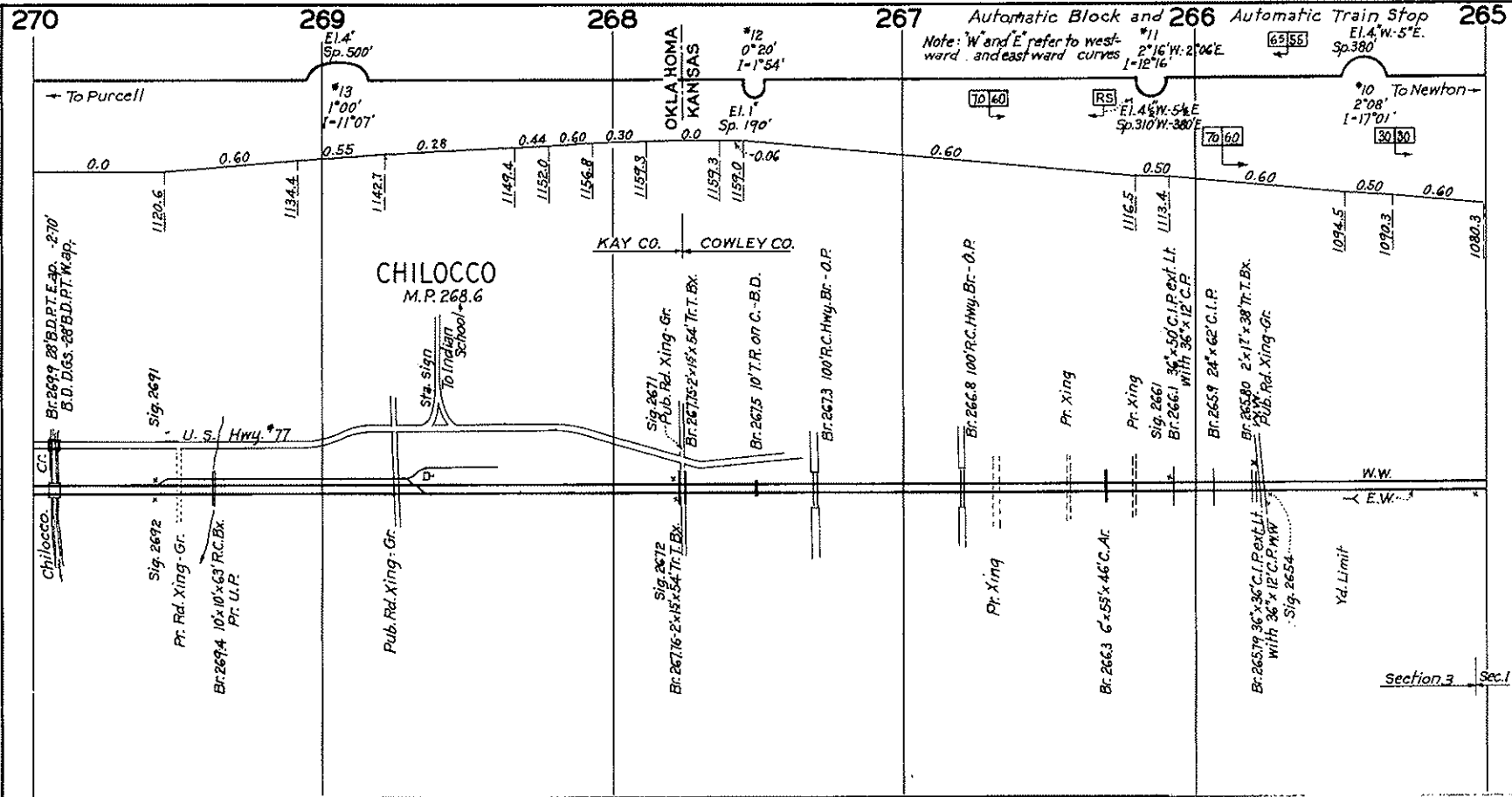
Sig. 2722 Pub. Rd. Xing - Gr. 7th Std. Parallel Br. 2716 48'x62' C.I.P.

Pr. Rd. Xing Pub. Rd. Xing - Gr. Br. 2707 24'x42' C.I.P.

Br. 2703 Dbl. 18'x2'x48' C.A.E. Rocky Road Cr.

E.W.

W.W.



270

269

268

267

Automatic Block and 266 Automatic Train Stop 265

To Purcell

To Newton

E.L.A.
Sp. 500'

*12
0°20'
1-1°54'

Note: W and E refer to westward and eastward curves
*11
2°16'W: 2°06'E
1-12°16'

E.L.A. W: 5'E.
Sp. 380'

*13
1°00'
1-11°07'

*10
2°08'
1-17°01'

0.0 0.60 0.55 0.28 0.44 0.60 0.30 0.0 0.60 0.50 0.60 0.50 0.60

Br. 2699 28'6"D.R.T.E. Sp. -270'
B.D. Digs. 28'6"D. PT. W. eq.

Sig. 2691

U.S. Hwy. 77

Sig. 2692

Pr. Rd. Xing - Gr.
Br. 2694 10'x10'x63' R.C. Bx.
Pt. U.P.

CHILOCCO
M.P. 268.6

Stn. sign
to Indiant
School

Pub. Rd. Xing - Gr.

KAY CO. COWLEY CO.

Sig. 2671

Pub. Rd. Xing - Gr.

Sig. 2672

Br. 26716 2'x15'x54' Tr. I. Bx.

Br. 2675 10' T.R. 07' C.-B.D.

Br. 2673 100' R.C. Hwy. Br. - O.P.

Br. 2668 100' R.C. Hwy. Br. - O.P.

Pr. Xing

Pr. Xing

Sig. 2661

Br. 2661 36'x50' C.I.P. ext. Lt.

Br. 2663 6'x55'x46' C. Ac.

Br. 2659 24'x62' C.I.P.

Br. 26580 2'x17'x38' Tr. I. Bx.

Pub. Rd. Xing - Gr.

Br. 26579 36'x36' C.I.P. ext. Lt.

with 36'x12' C.P. HW

- Sig. 2654

Yd. Limit

W.W.

E.W.

Section 3 Sec. 1

