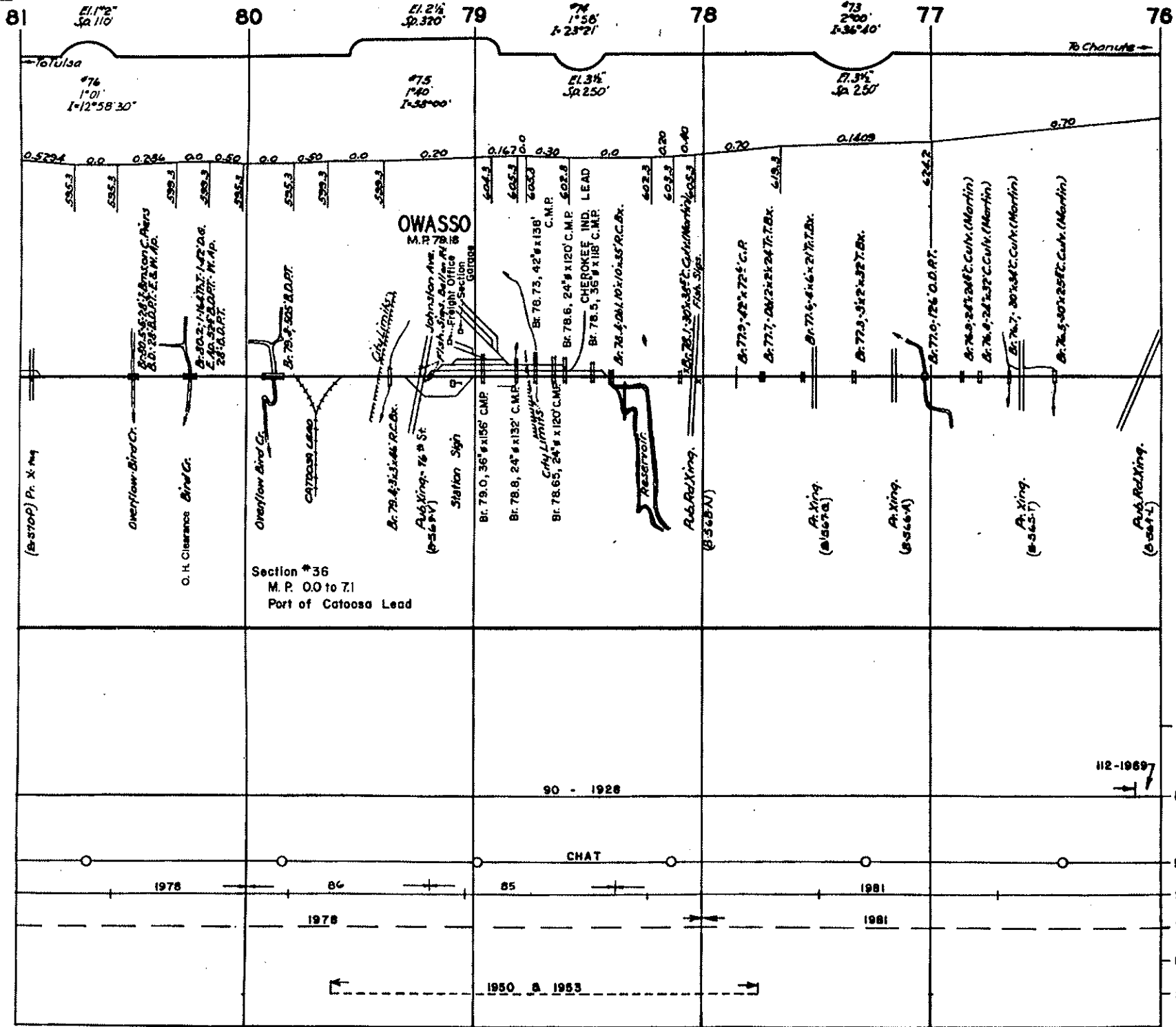
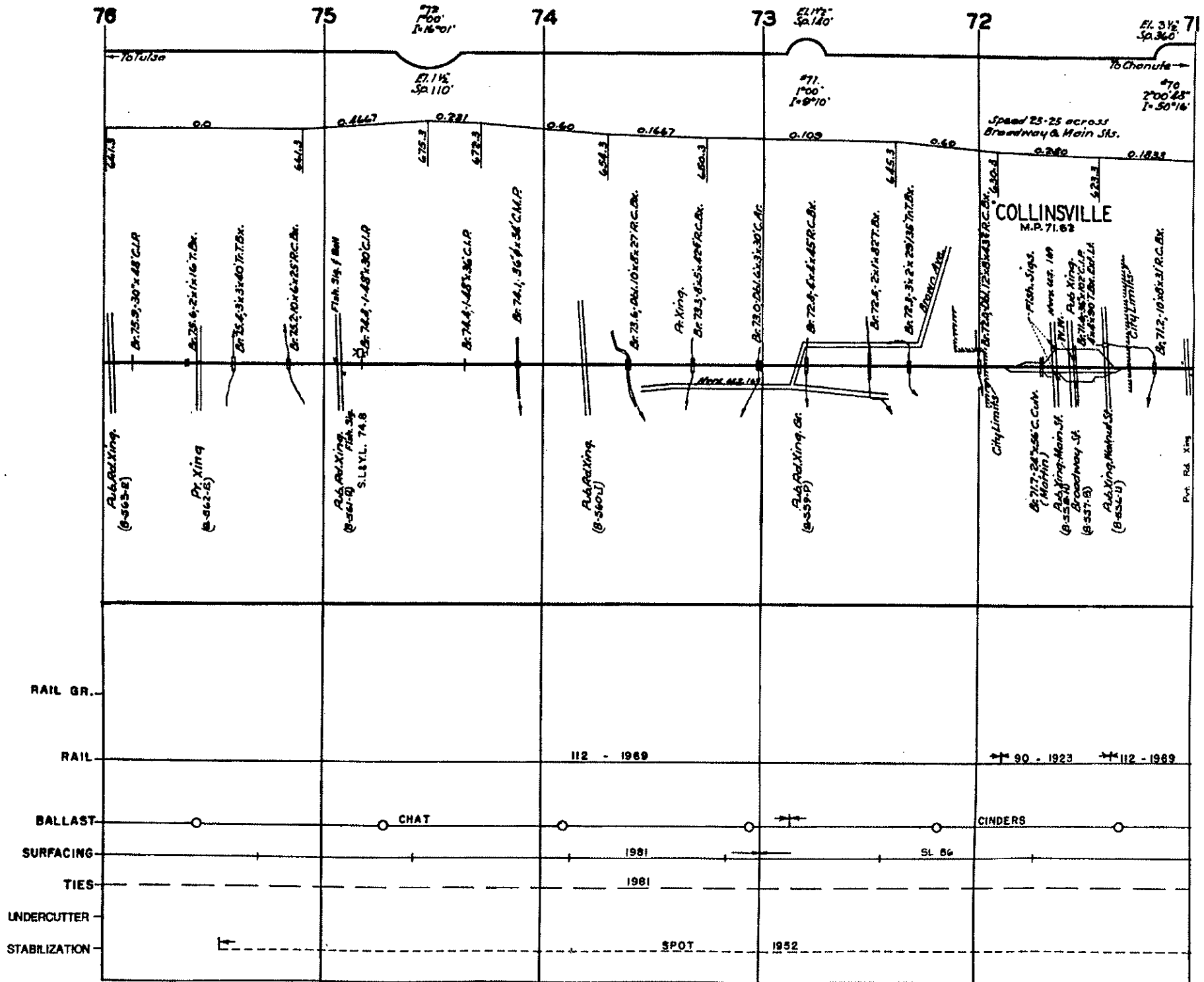


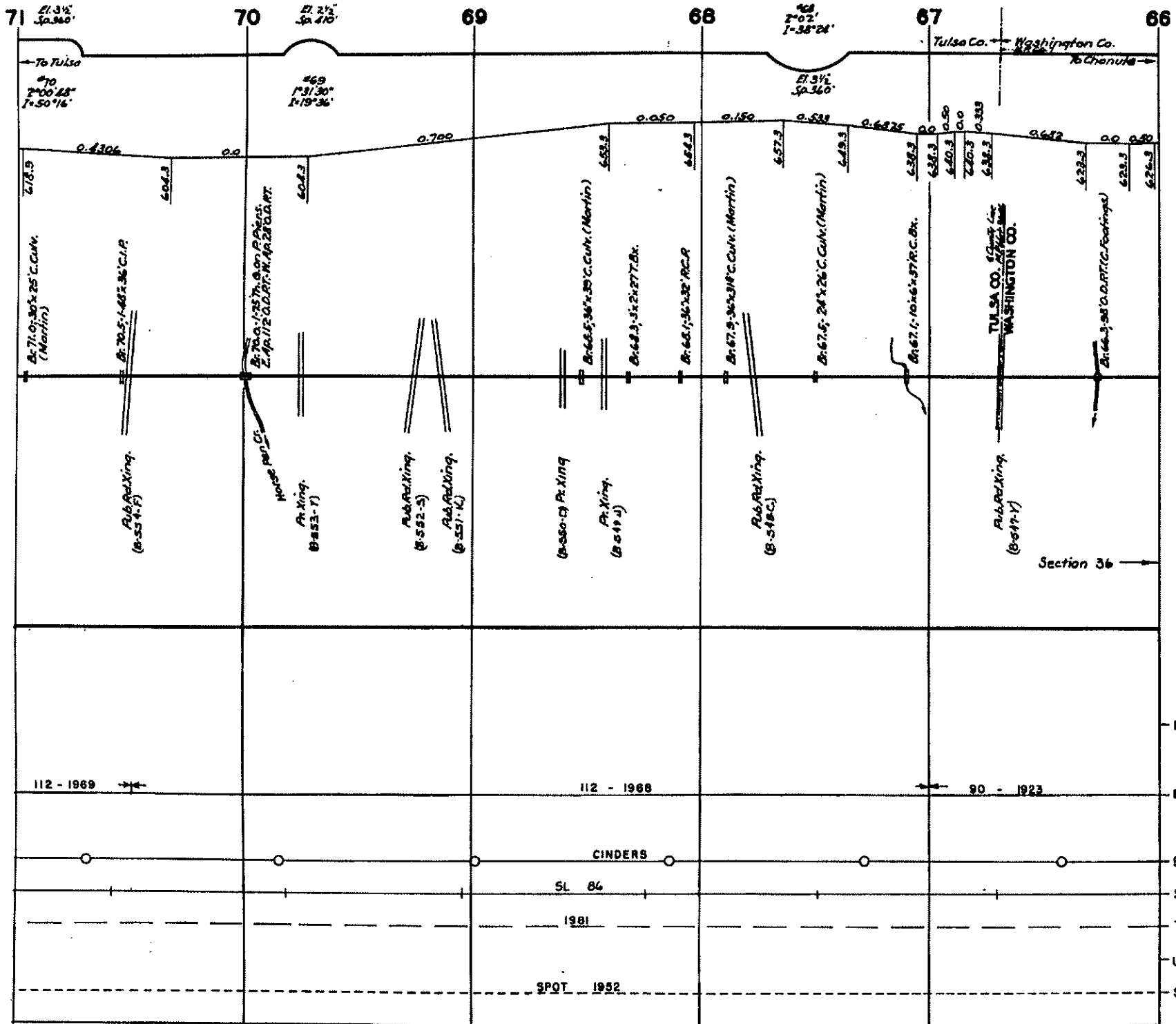
REVISED 8-80



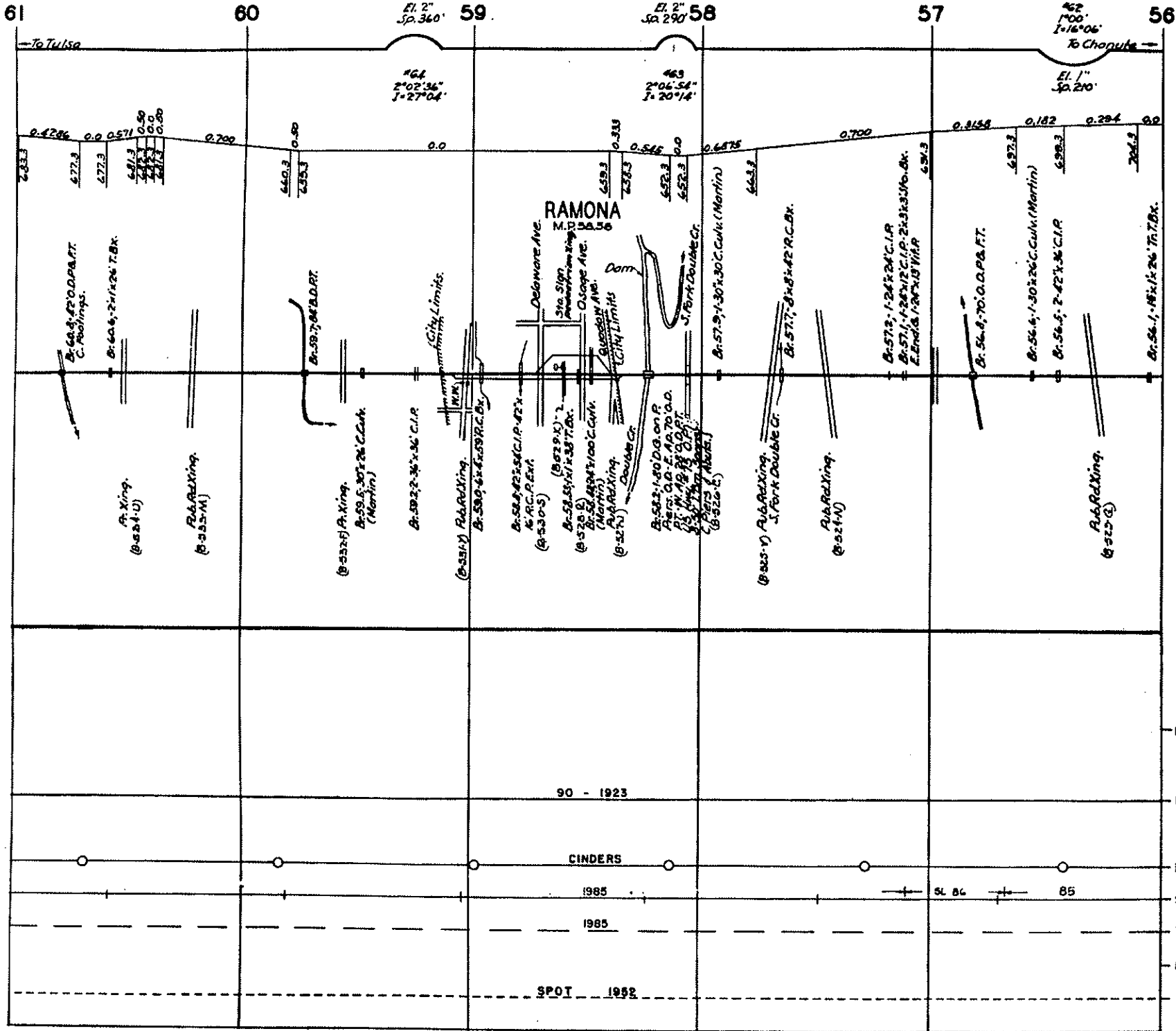
RAIL GR.
112-1969
RAIL
90 - 1926
CHAT
BALLAST
SURFACING
1978, 1981
TIES
1978, 1981
UNDERCUTTER
STABILIZATION
1950 & 1953

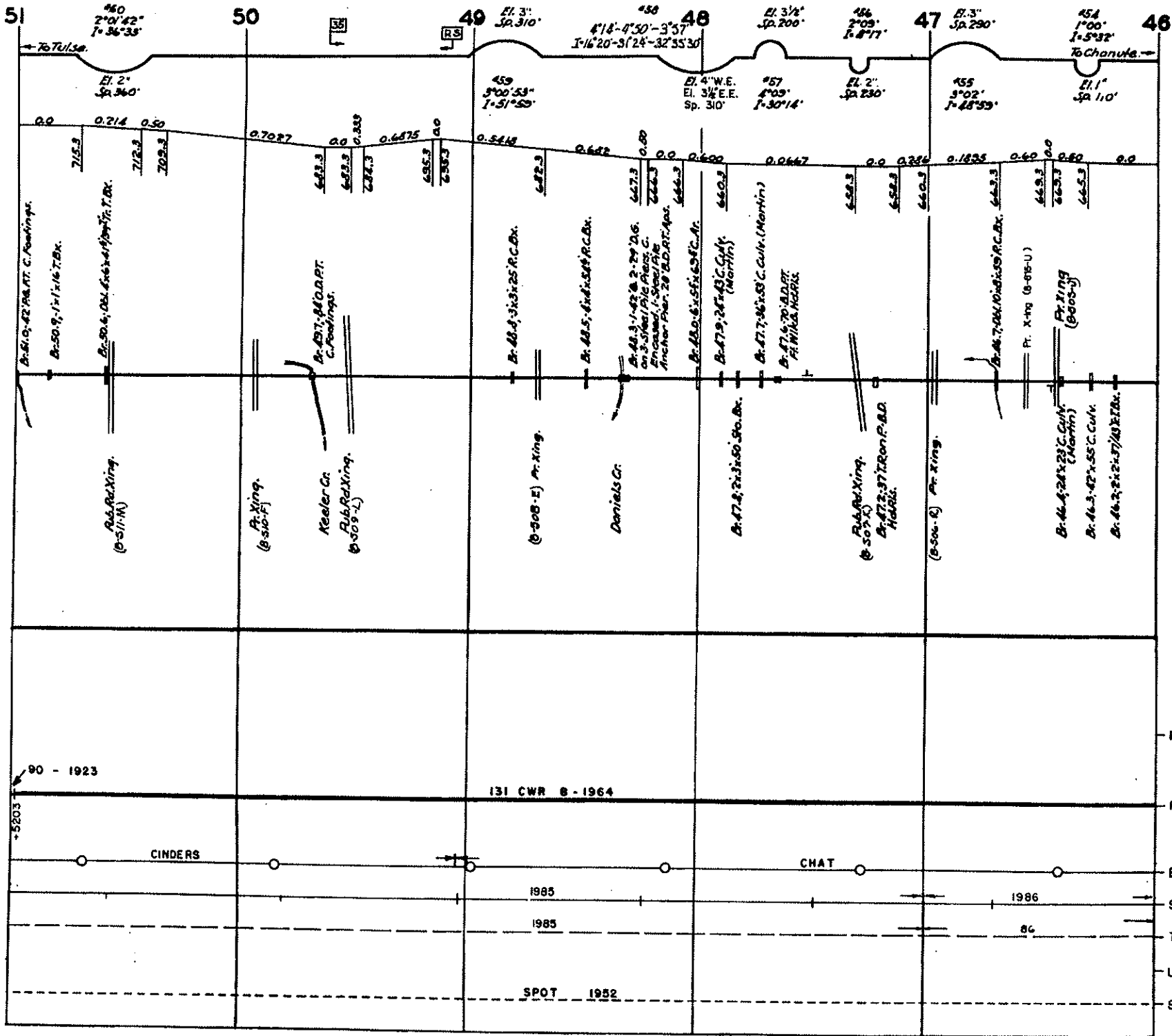


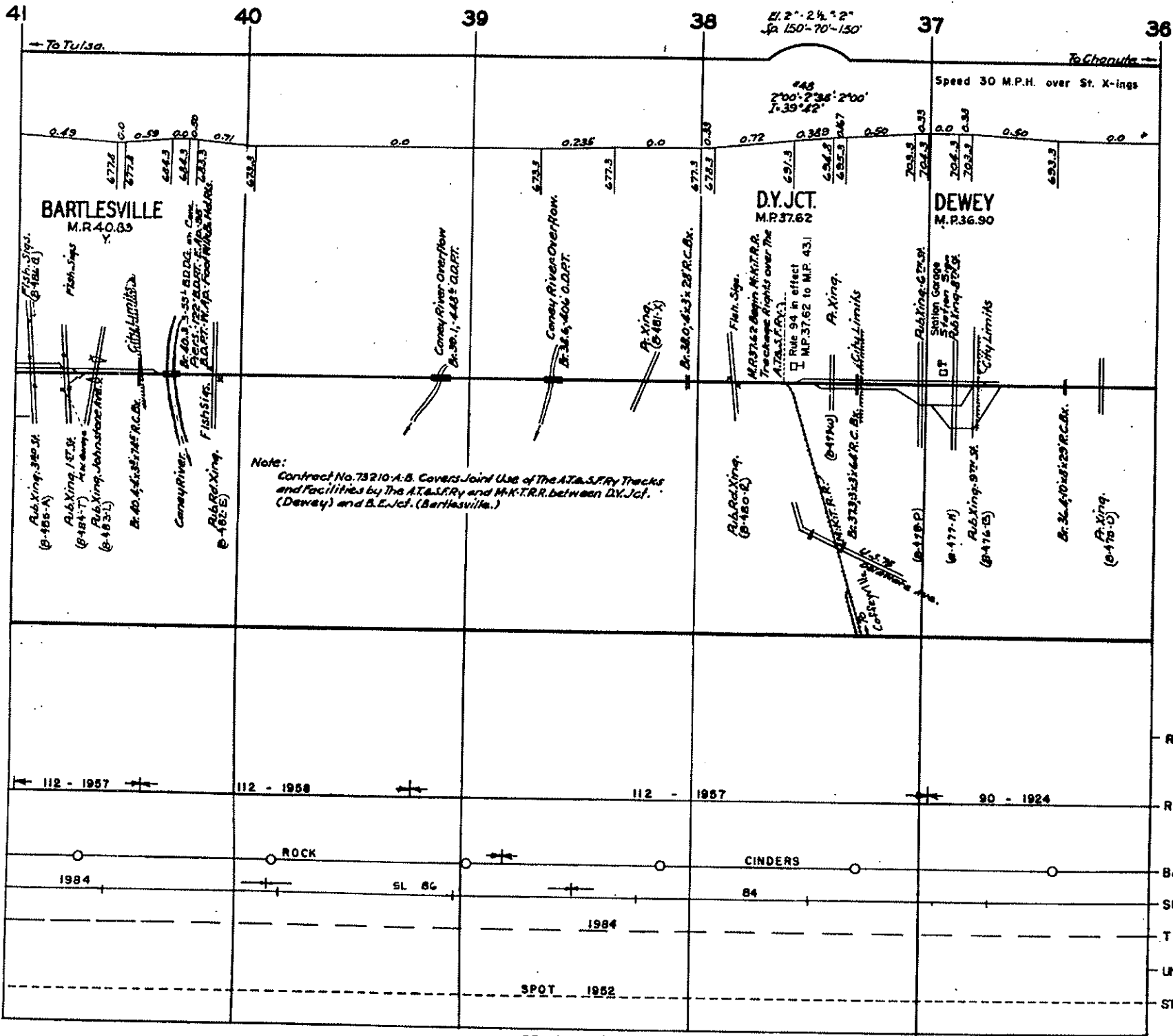
REVISED 8-80

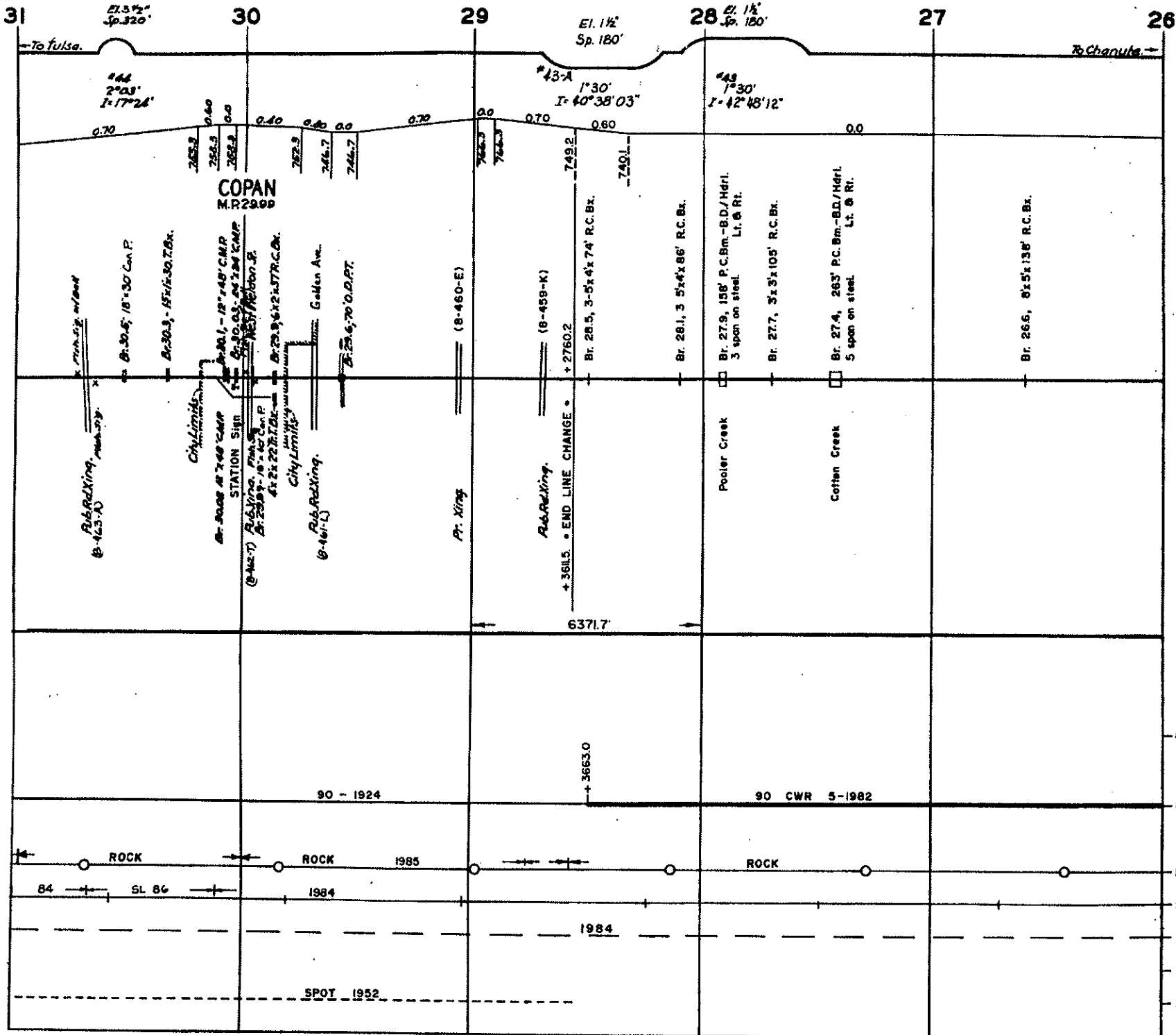


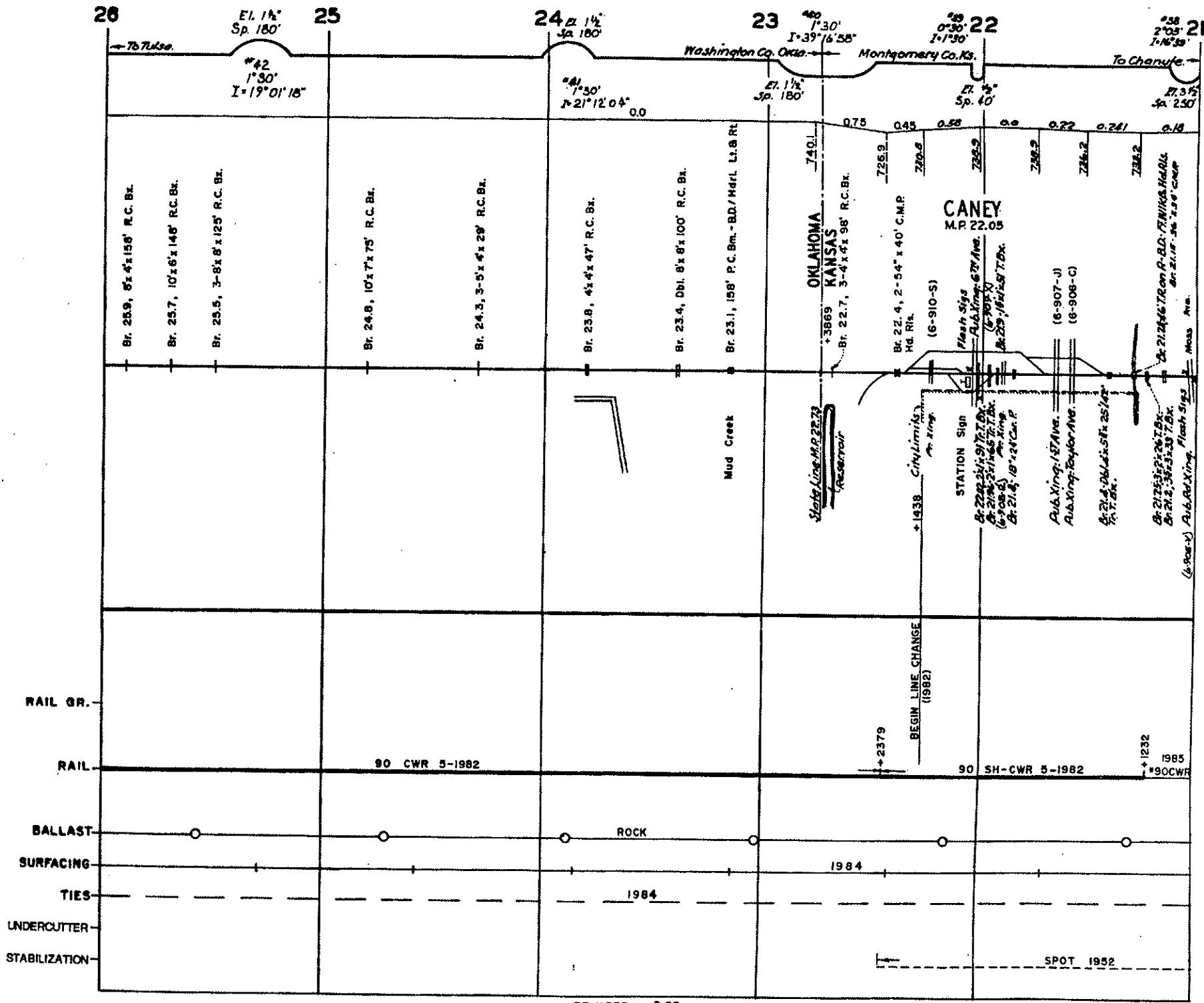
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION



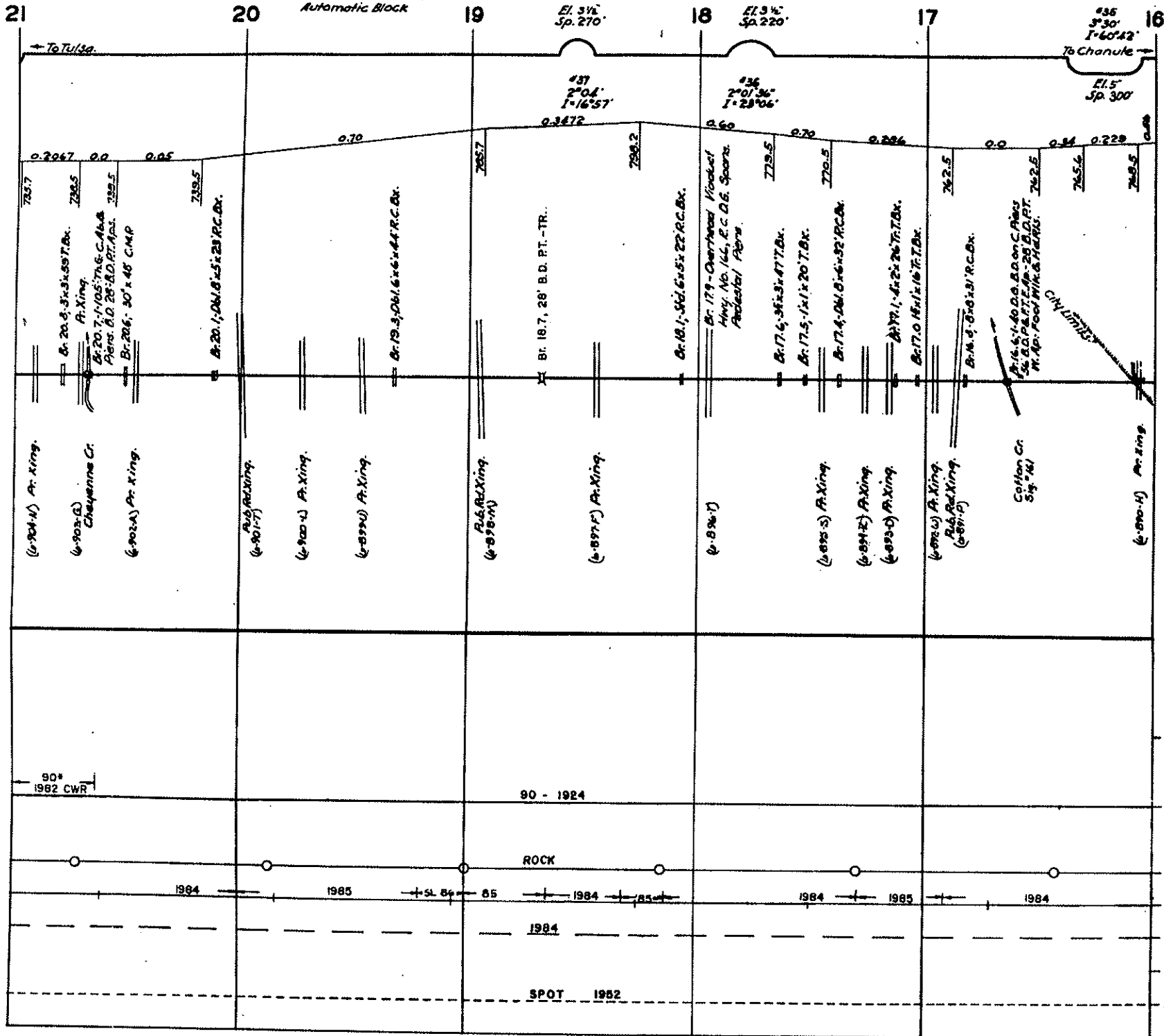


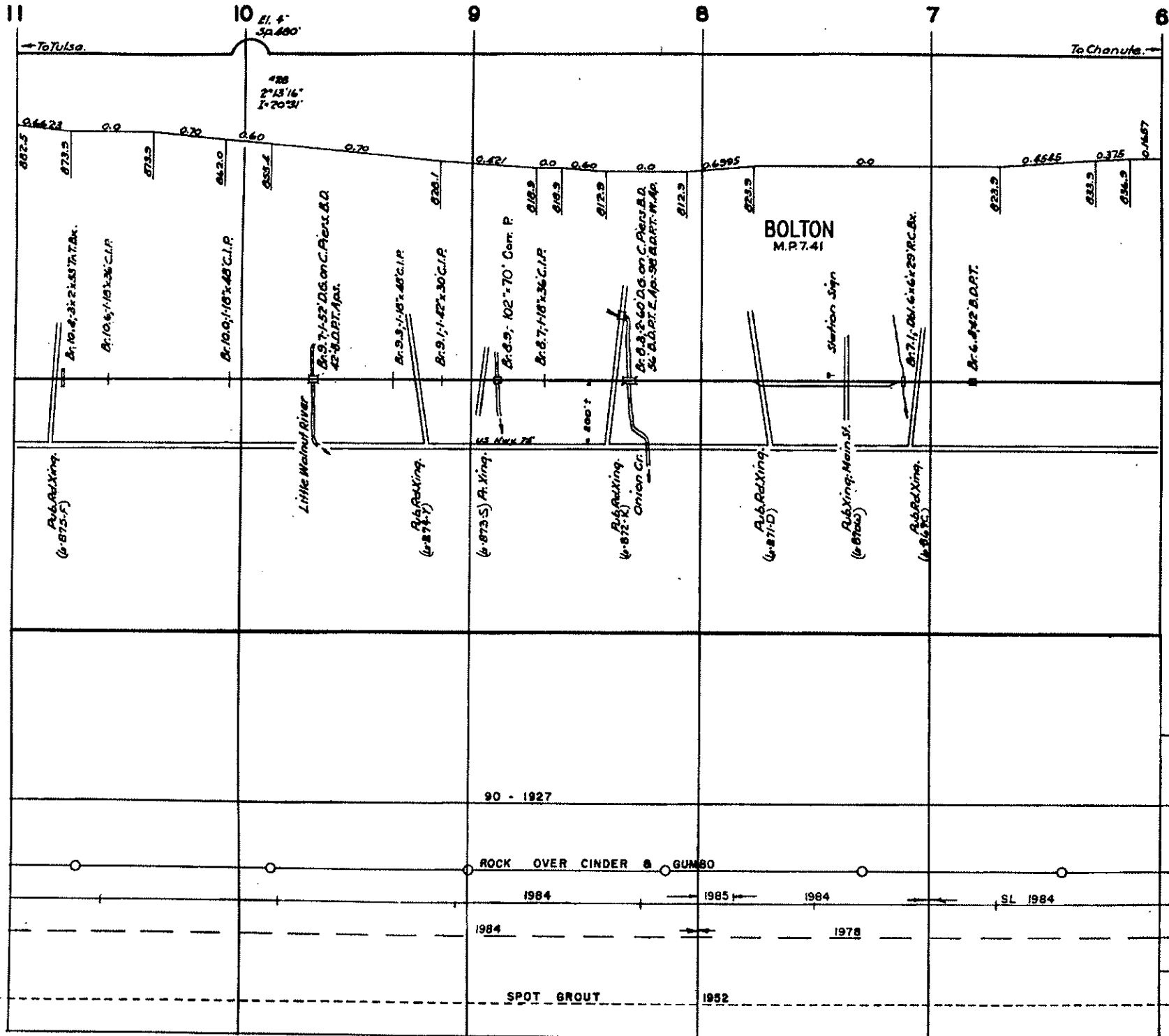






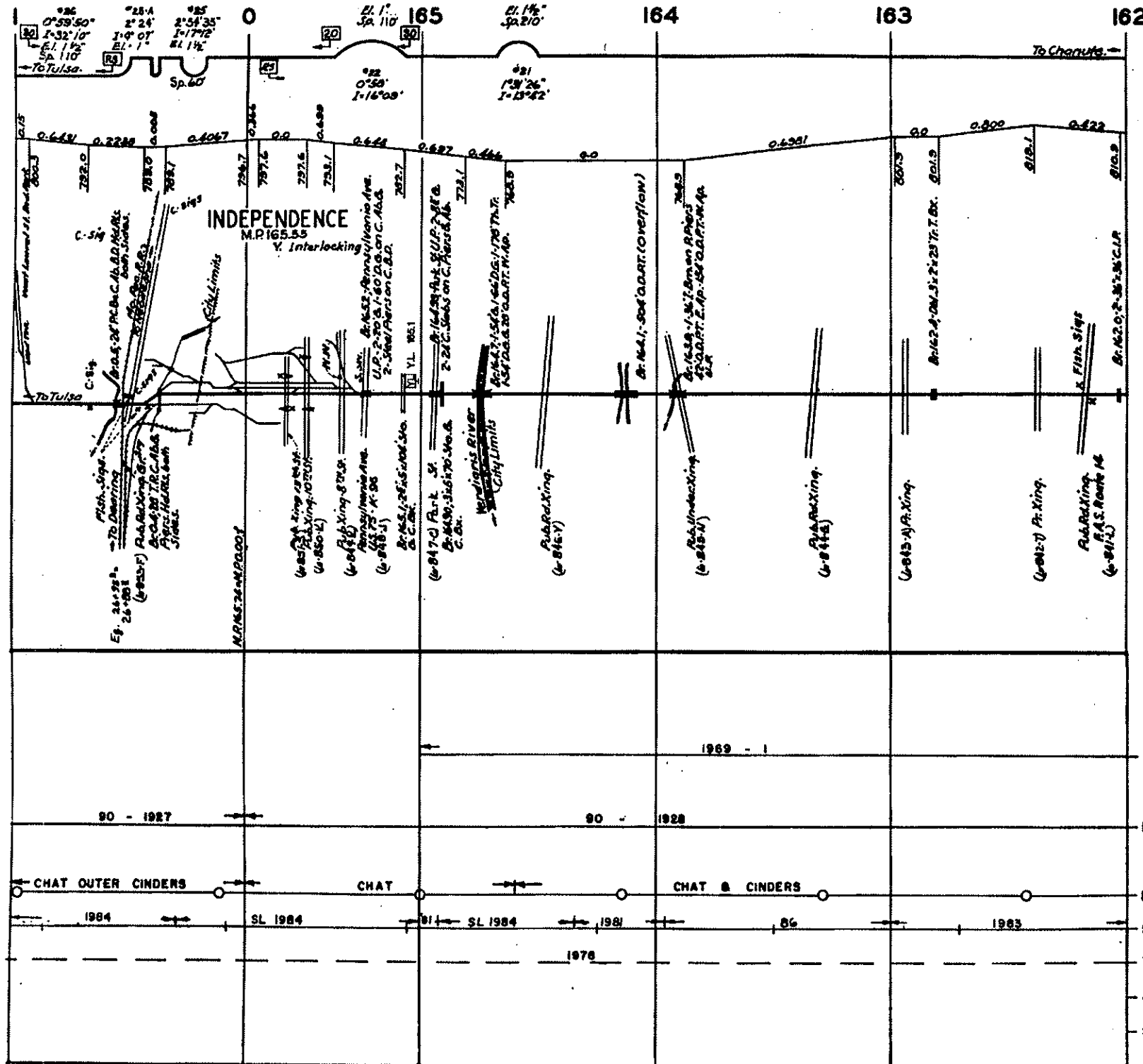
REVISED 8-90

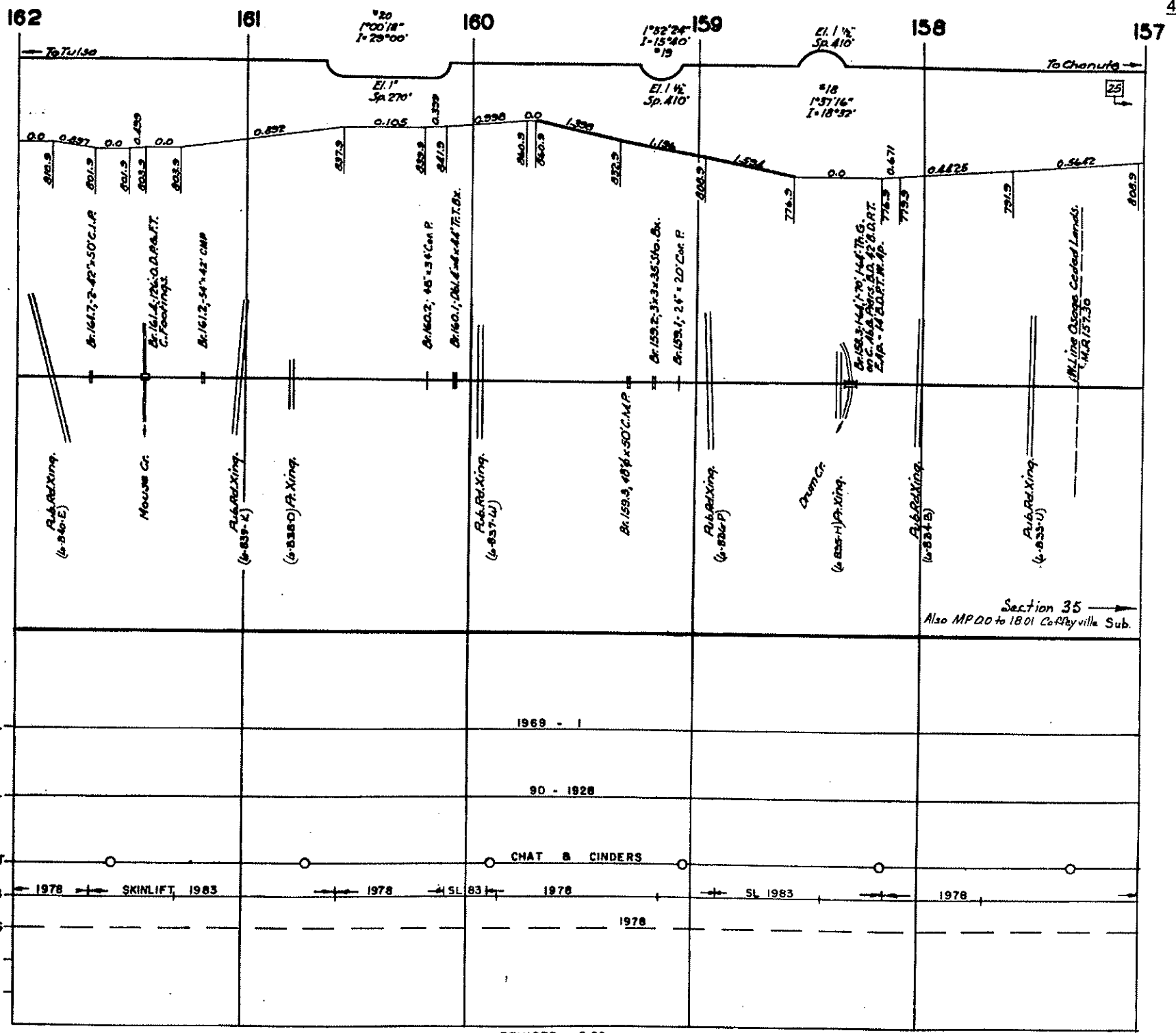




REVISED 8-90

RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION





REVISED 8-90

147

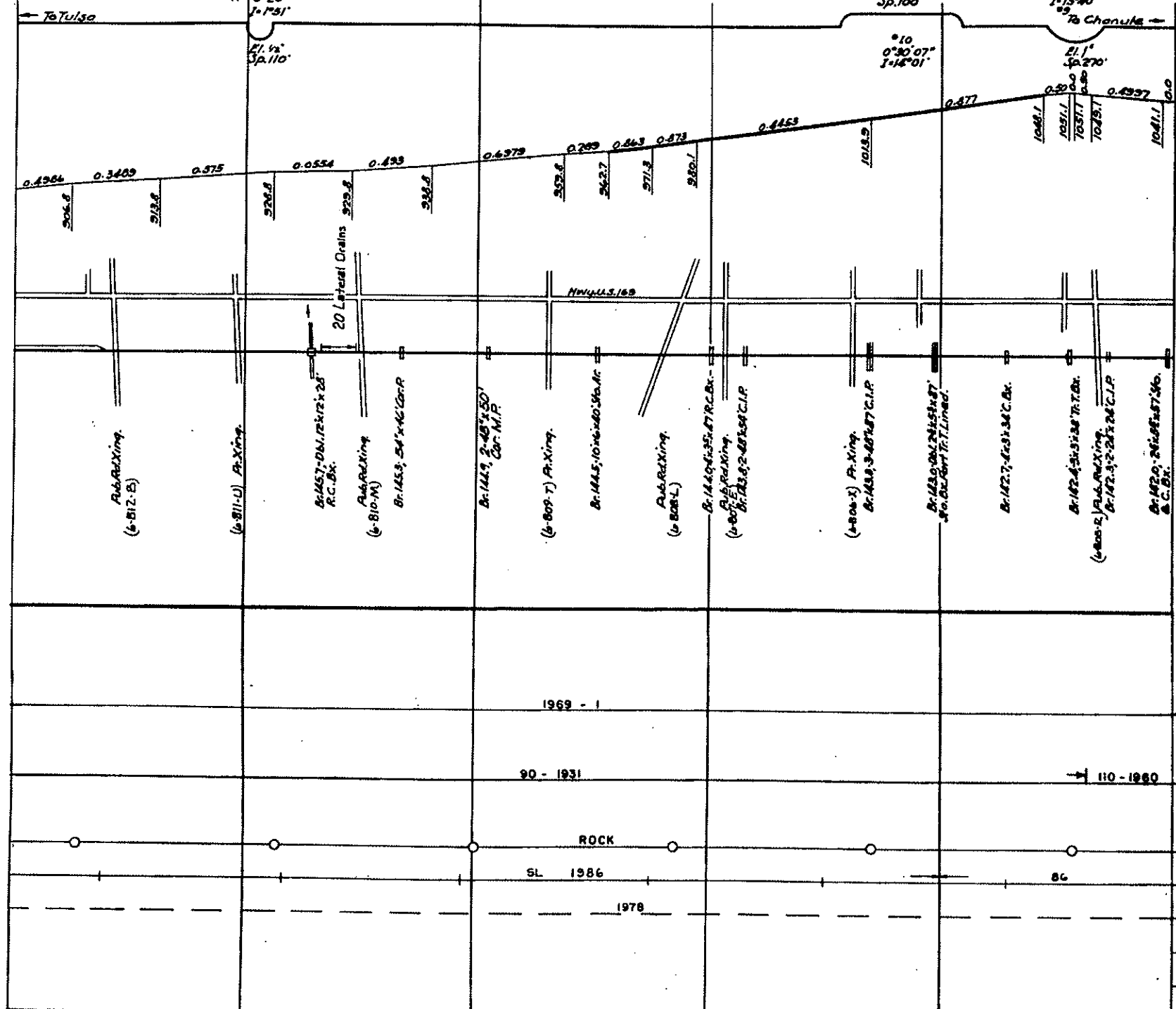
146

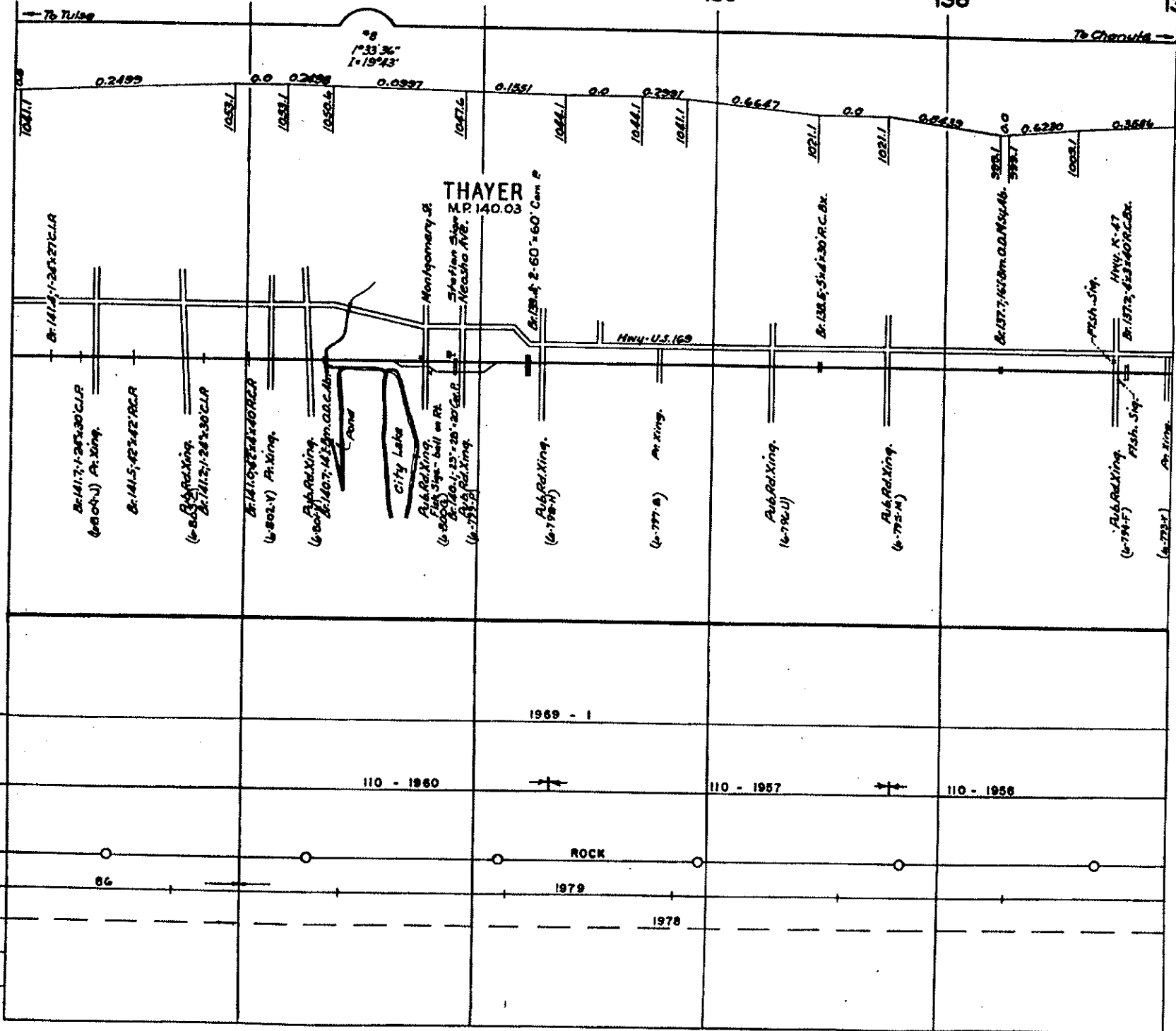
145

144

143

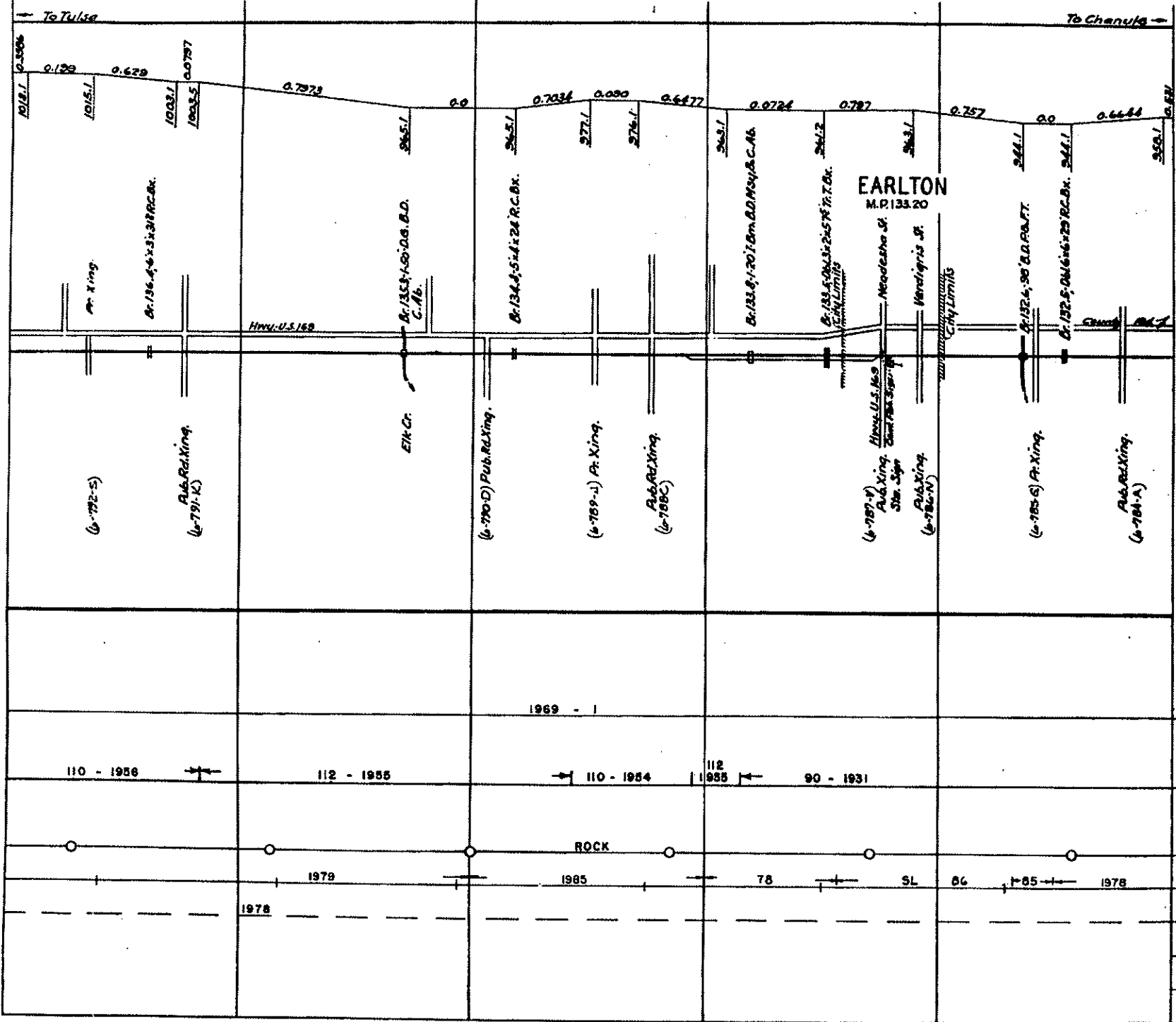
142

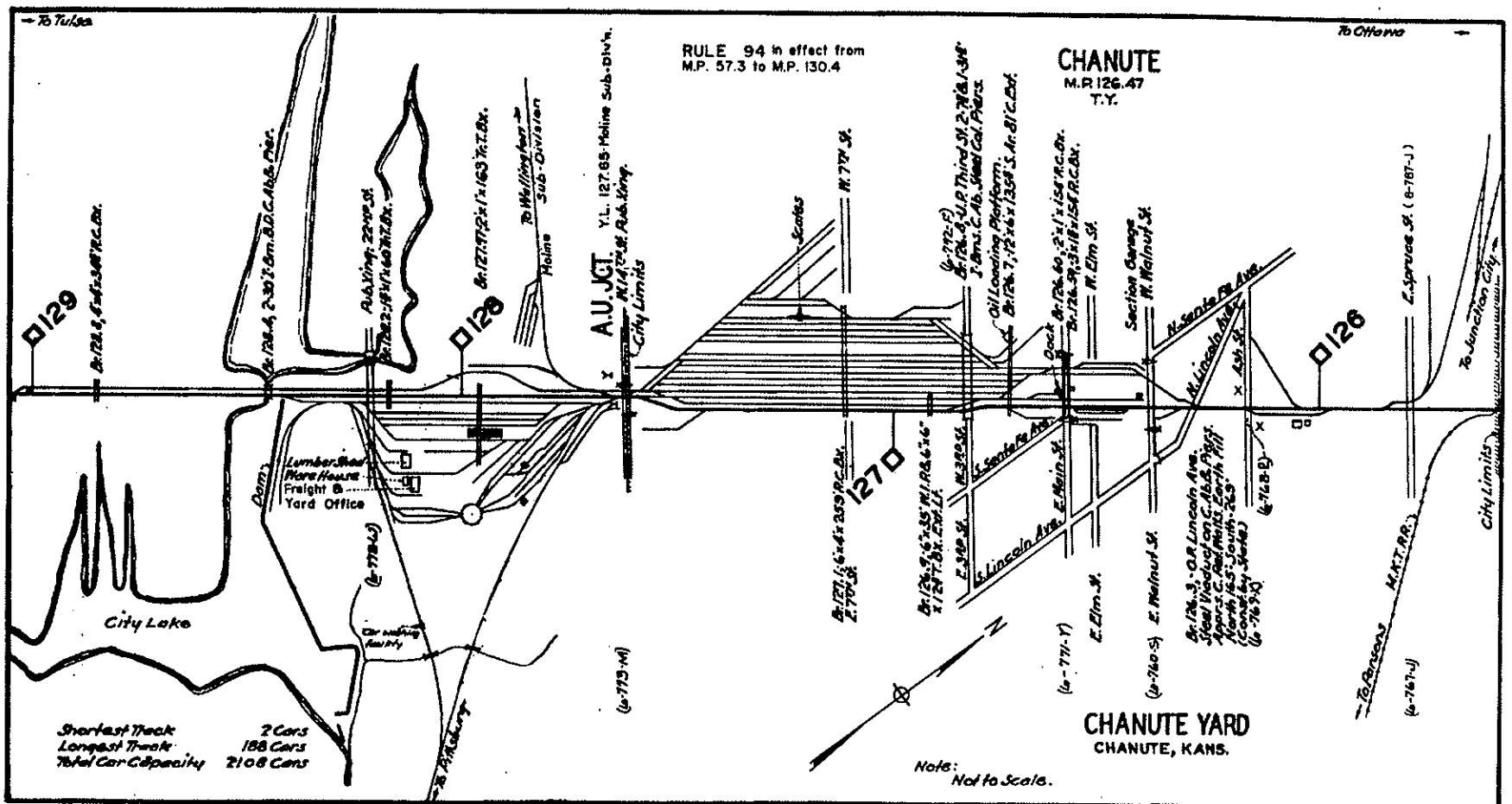


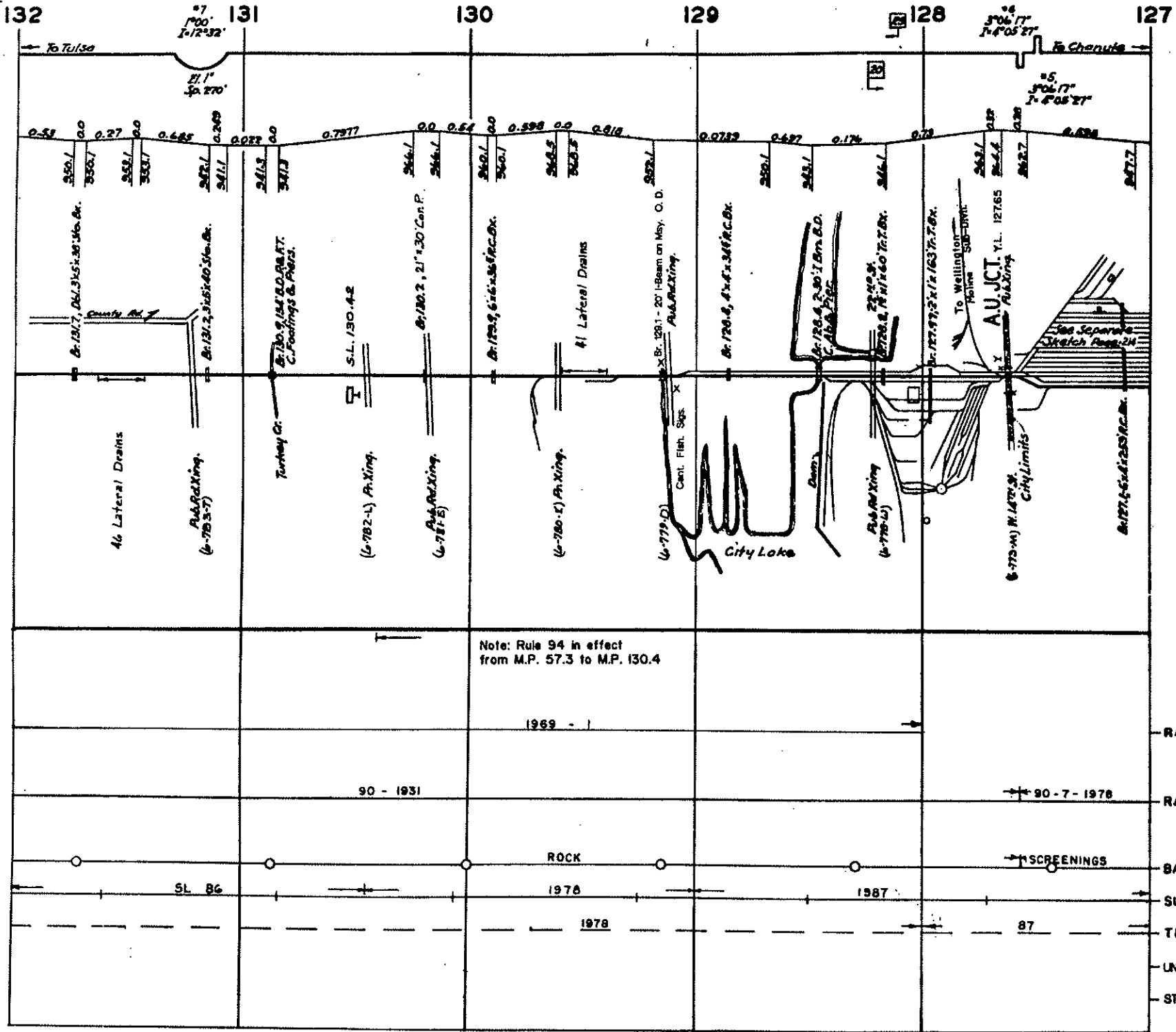


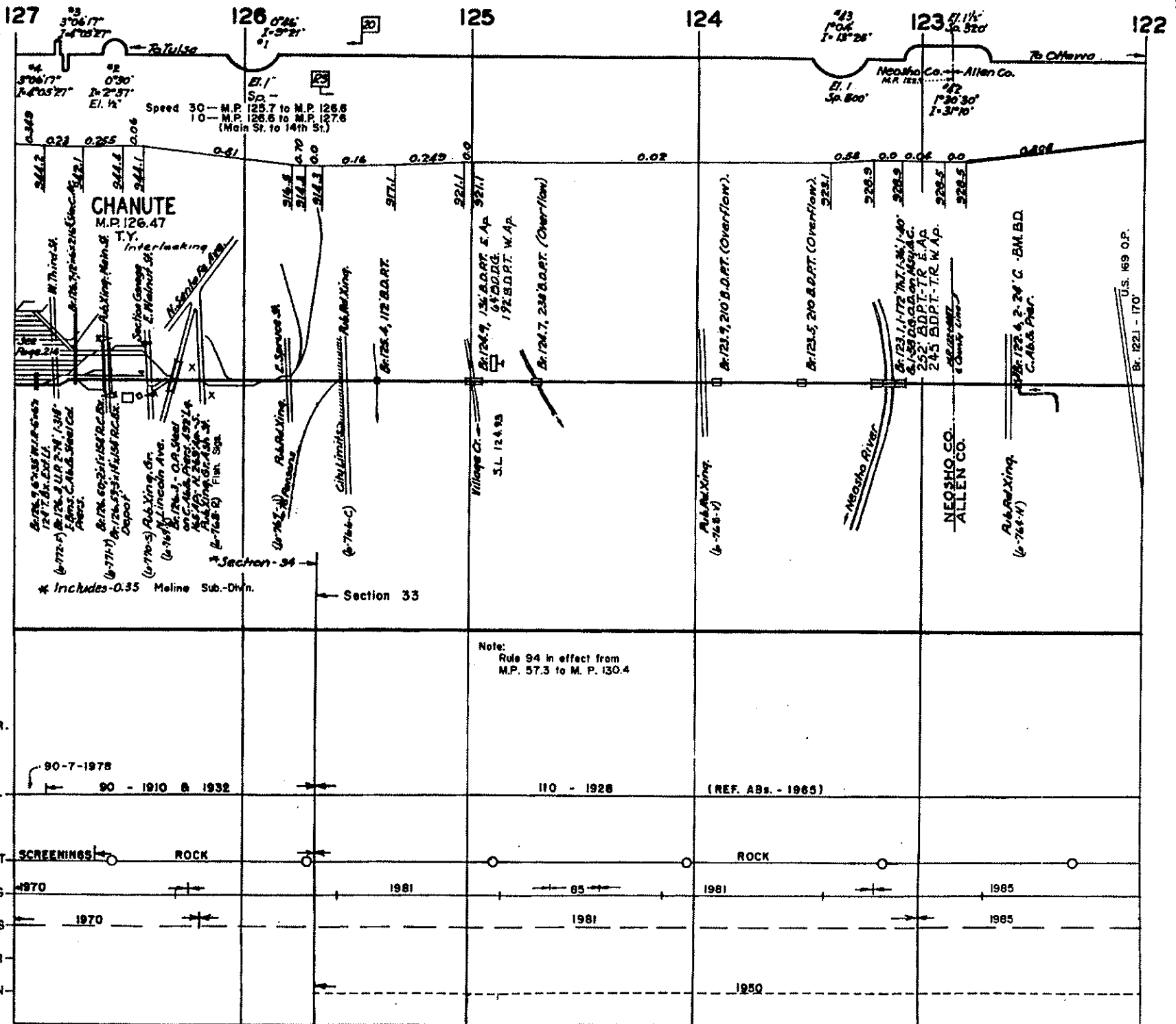
REVISED 8-80

137 136 135 134 133 132









CHANUTE
M.P. 126.47
T.Y.

* Includes 0.35 Moline Sub-Div.

Section 33

Note:
Rule 94 in effect from
M.P. 57.3 to M. P. 130.4

RAIL GR.

RAIL

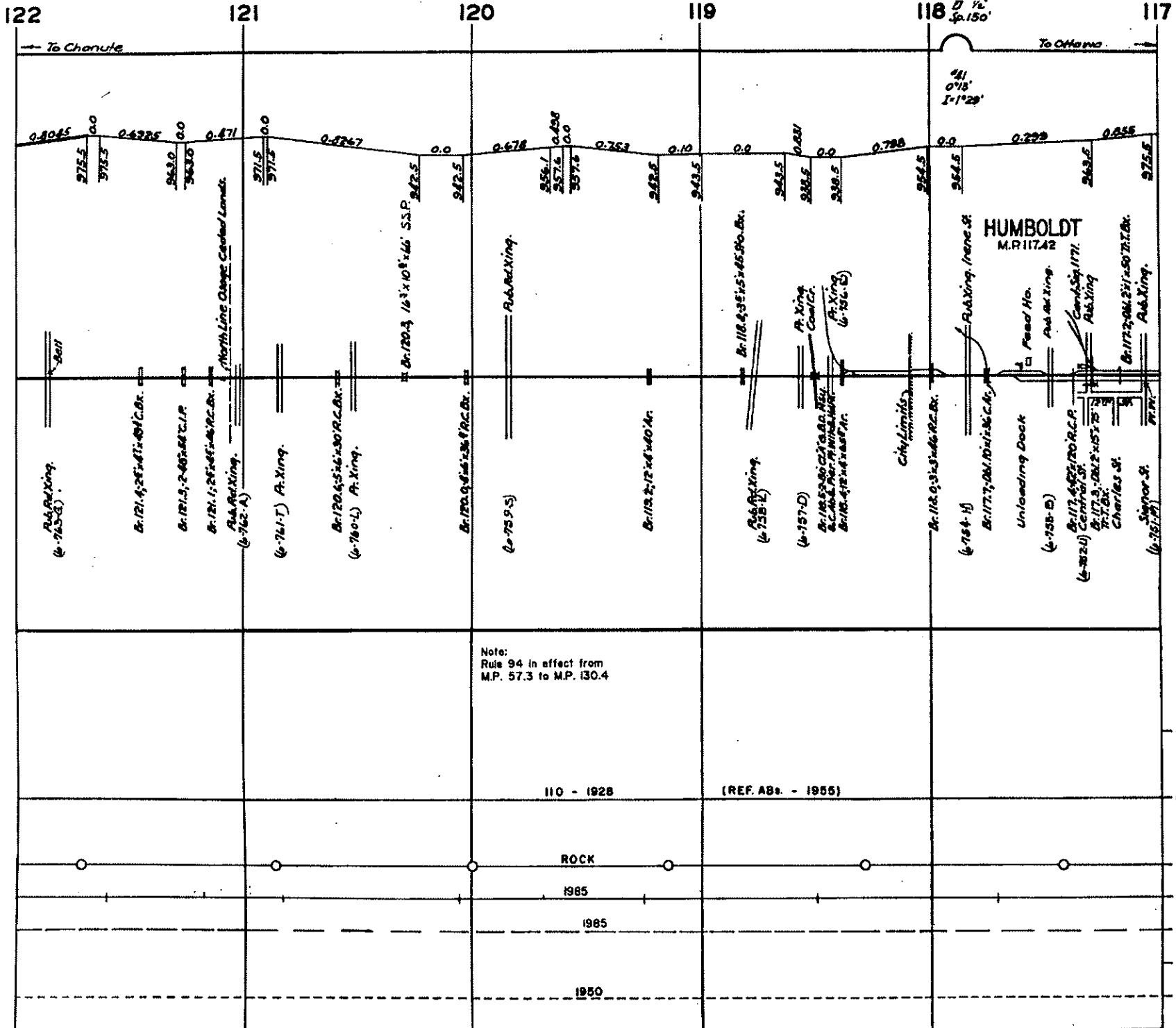
BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION



Note:
 Rule 94 in effect from
 M.P. 57.3 to M.P. 130.4

110 - 1928

(REF. A8 - 1955)

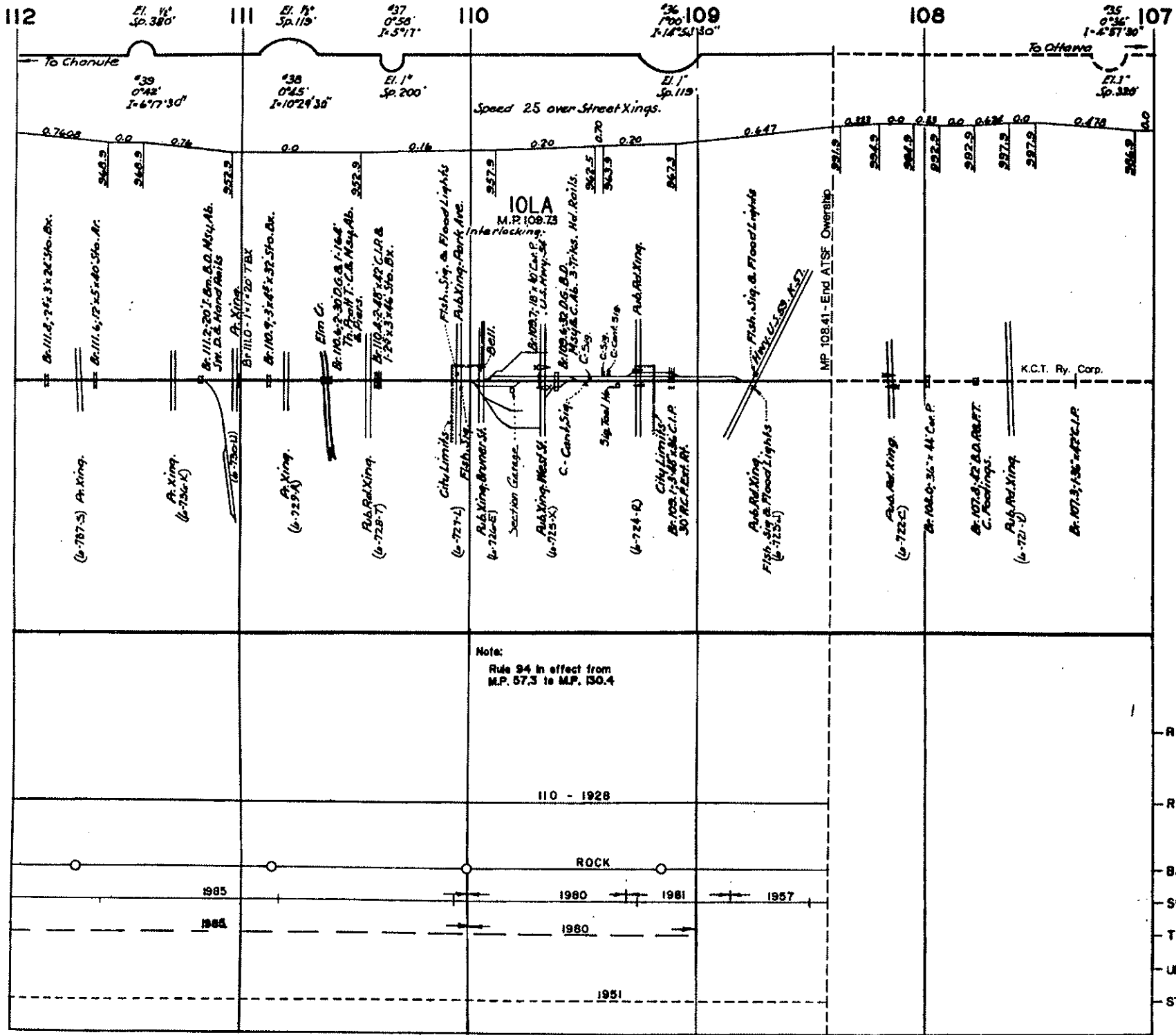
ROCK

1985

1985

1950

RAIL GR
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION



- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

Tulsa Subdivision

Iola (M.P. 109.7) to Tulsa (M.P. 90.35)
via Independence (M.P. 165.7=0.0)

Intentionally Blank