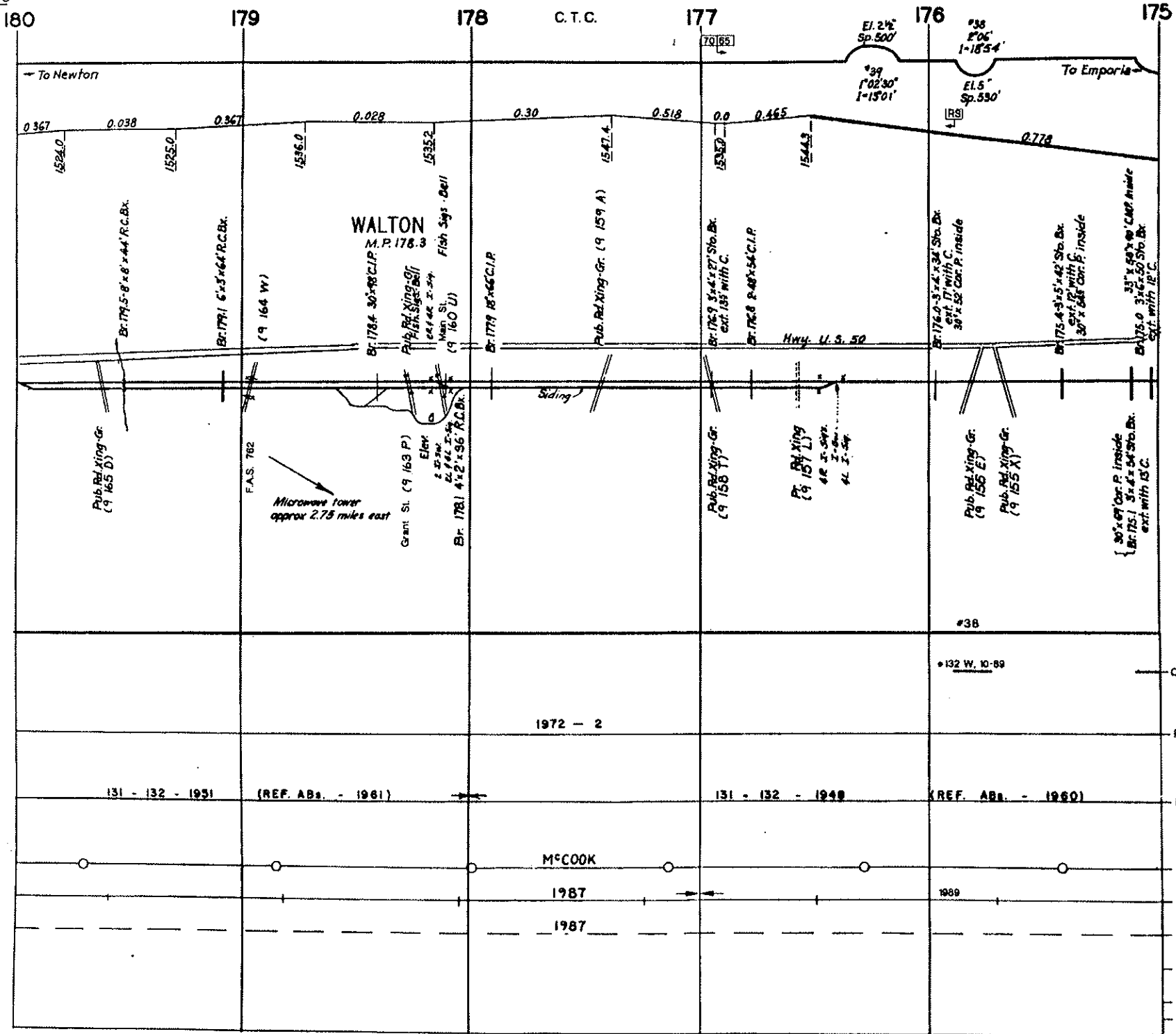
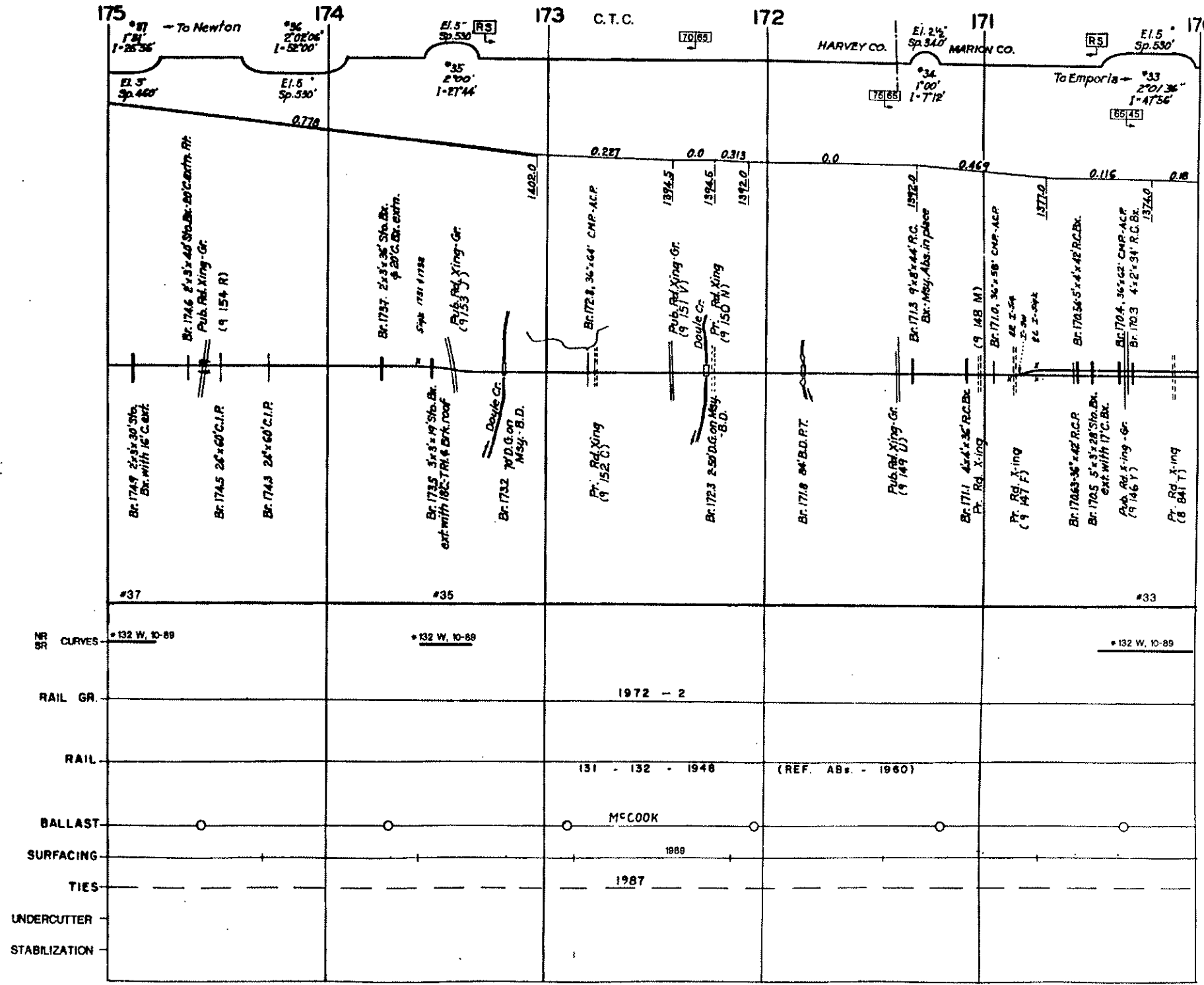


RAIL GR.  
 RAIL N 119 CWR 1985  
 M 119 CWR 1985  
 S 119 CWR 1985  
 BALLAST MFCOOK  
 SURFACING 1985 M  
 TIES 1985 M  
 UNDERCUTTER  
 STABILIZATION





175 <sup>97</sup> 1-25-56 <sup>96</sup> 1-52-00 <sup>95</sup> 1-27-44 <sup>94</sup> 1-51-11 <sup>93</sup> 1-47-56

To Newton <sup>96</sup> 2-02-06 1-52-00 <sup>95</sup> 2-00-00 1-27-44 <sup>94</sup> 2-02-06 1-52-00 <sup>93</sup> 2-01-36 1-47-56

173 C.T.C. 172 HARVEY CO. 171 MARION CO. 170

EI. 5' Sp. 460' EI. 5' Sp. 530' EI. 5' Sp. 530' EI. 2 1/2' Sp. 340' EI. 5' Sp. 530'

0.778 0.227 0.0 0.313 0.0 0.469 0.116 0.18

1402.0 1394.5 1394.5 1392.0

Br. 1746 2'x3'x4' Sht. Br. 20' C. Br. extn. Pt. Pub. Rd. Xing - Gr. (9 154 R)

Br. 1745 26'x60' C.I.P.

Br. 1743 26'x60' C.I.P.

Br. 1735 3'x3'x19' Sht. Br. ext. with 182' TRI & Brk. roof

Br. 1732 7' D.G. on Msy. B.D.

Br. 1728 36'x64' CMP-ACP

Br. 1723 2.50' D.G. on Msy. B.D.

Br. 1718 8'x8' B.D. P.T.

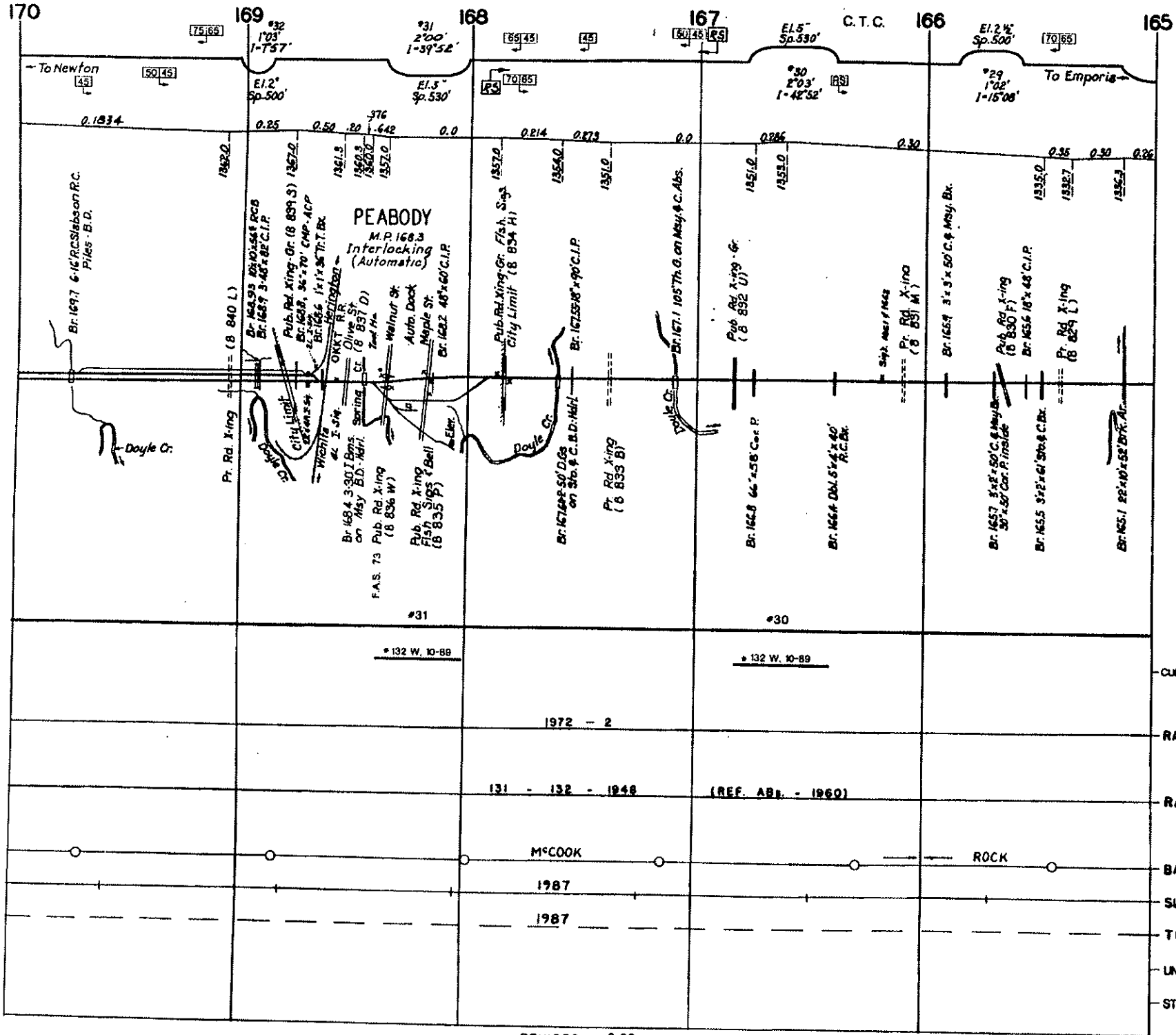
Br. 1711 4'x4'x36' R.C. Br. Pt. Rd. Xing (9 149 U)

Br. 1710 36'x58' CMP-ACP (9 148 M)

Br. 1703 5'x3'x28' Sht. Br. ext. with 17' C. Br. (9 146 Y)

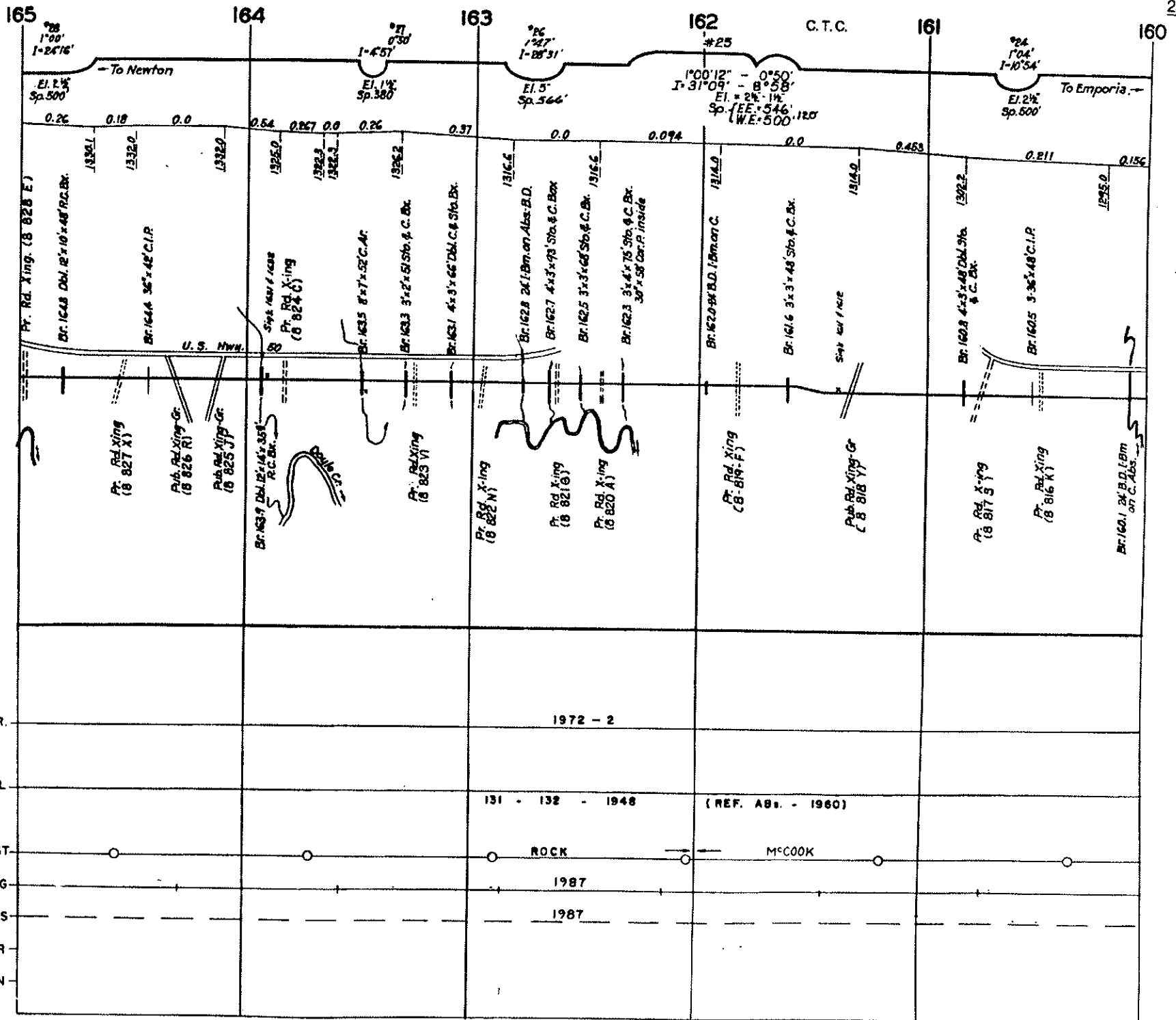
Br. 1704 36'x62' CMP-ACP Pt. Rd. Xing - Gr. (9 146 Y)

BR CURVES	#37	#35			#33
RAIL GR.	1972 - 2				
RAIL	131 - 132 - 1948 (REF. ABs. - 1960)				
BALLAST	MCCOOK				
SURFACING	1989				
TIES	1987				
UNDERCUTTER					
STABILIZATION					

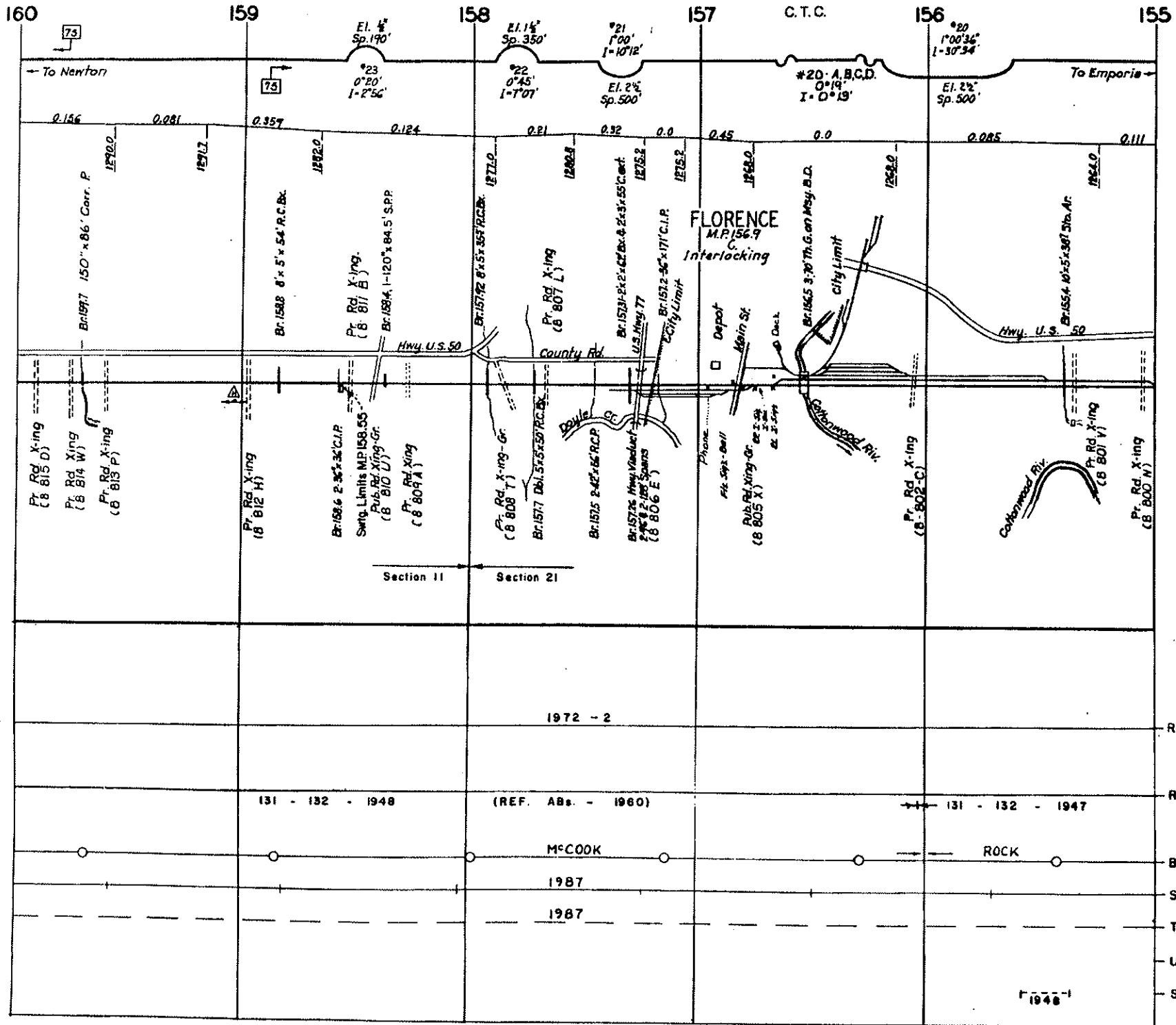


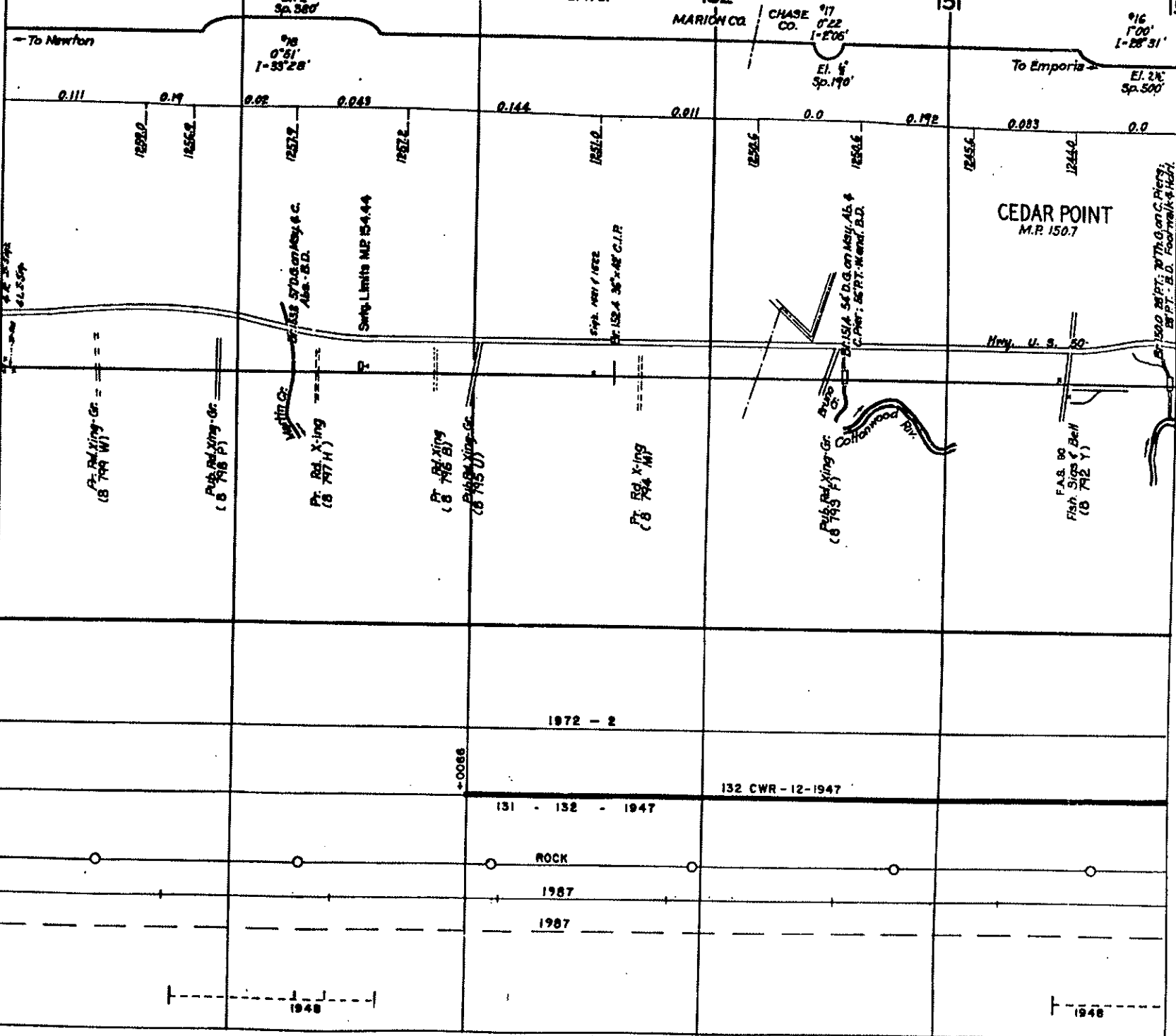
REVISED 8-80

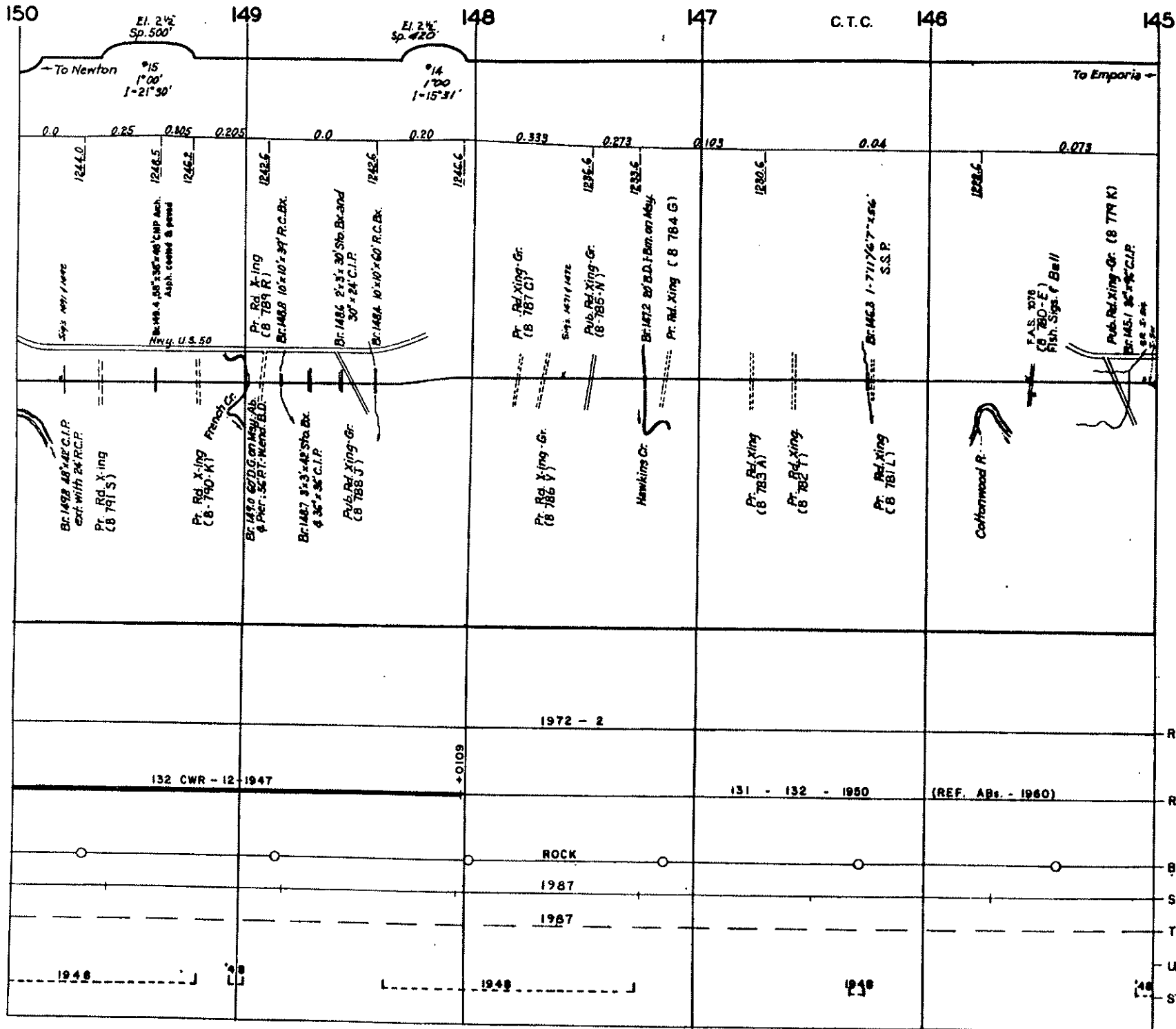
- CURVES NR SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION



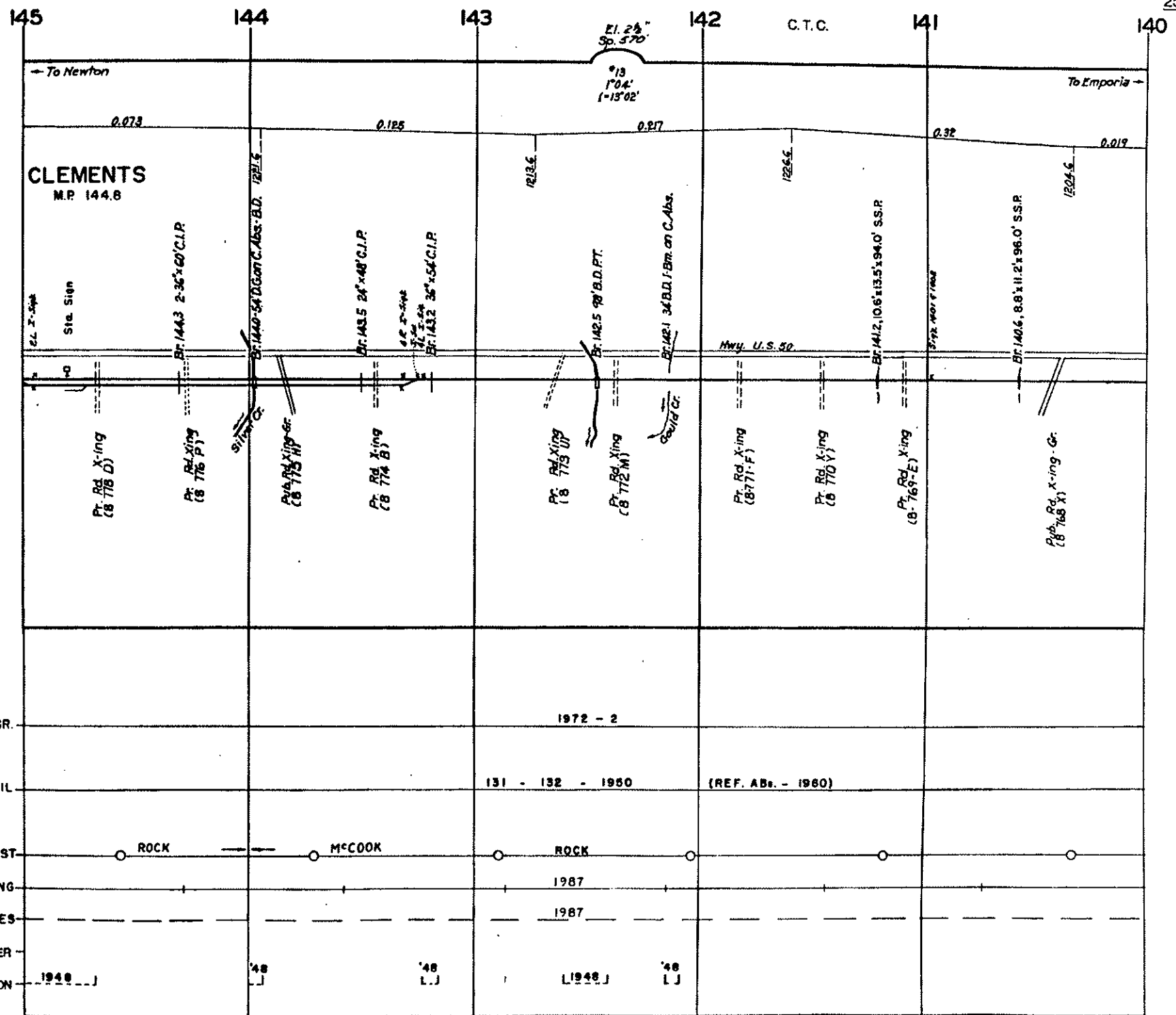
REVISED 8-90

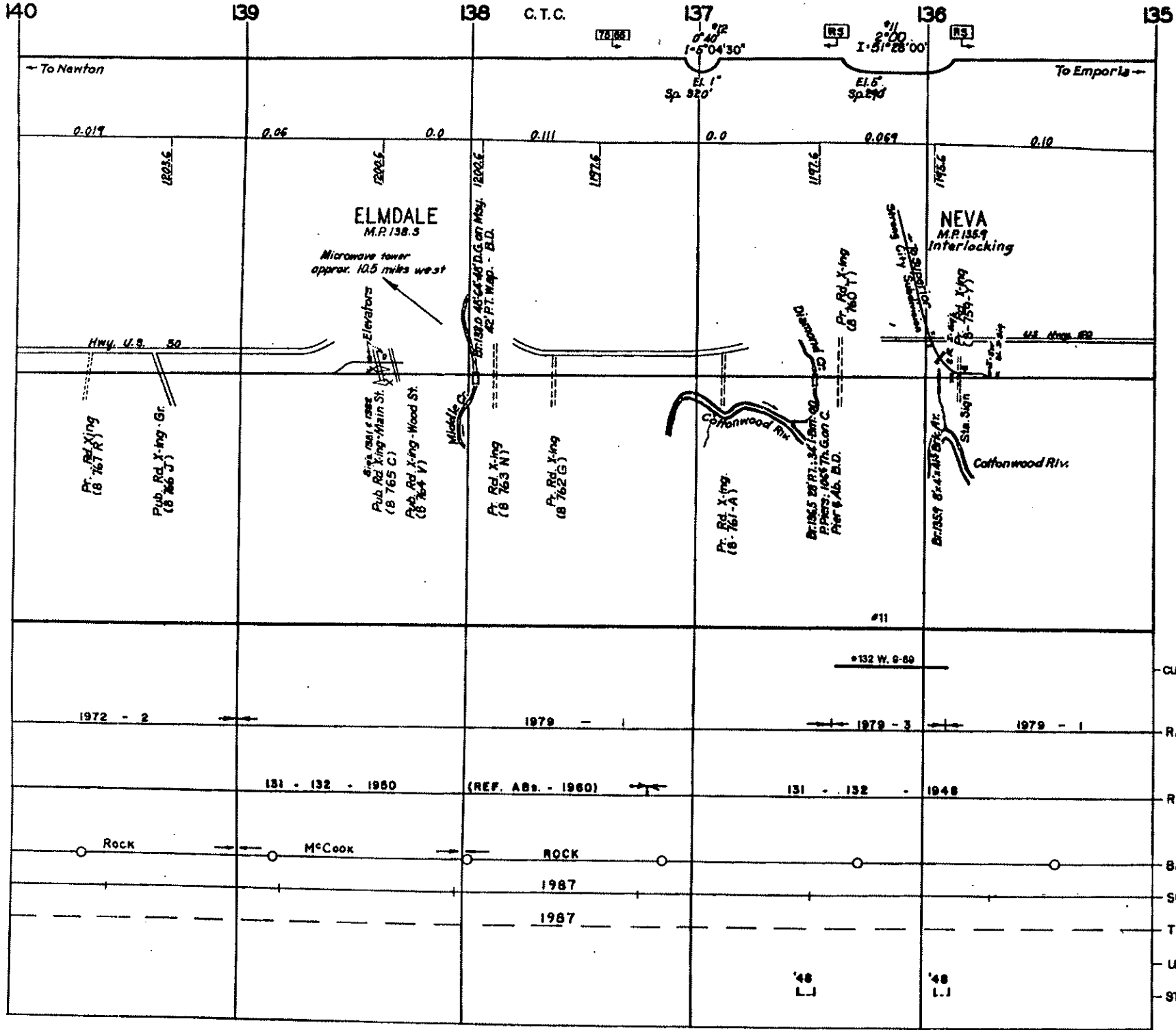






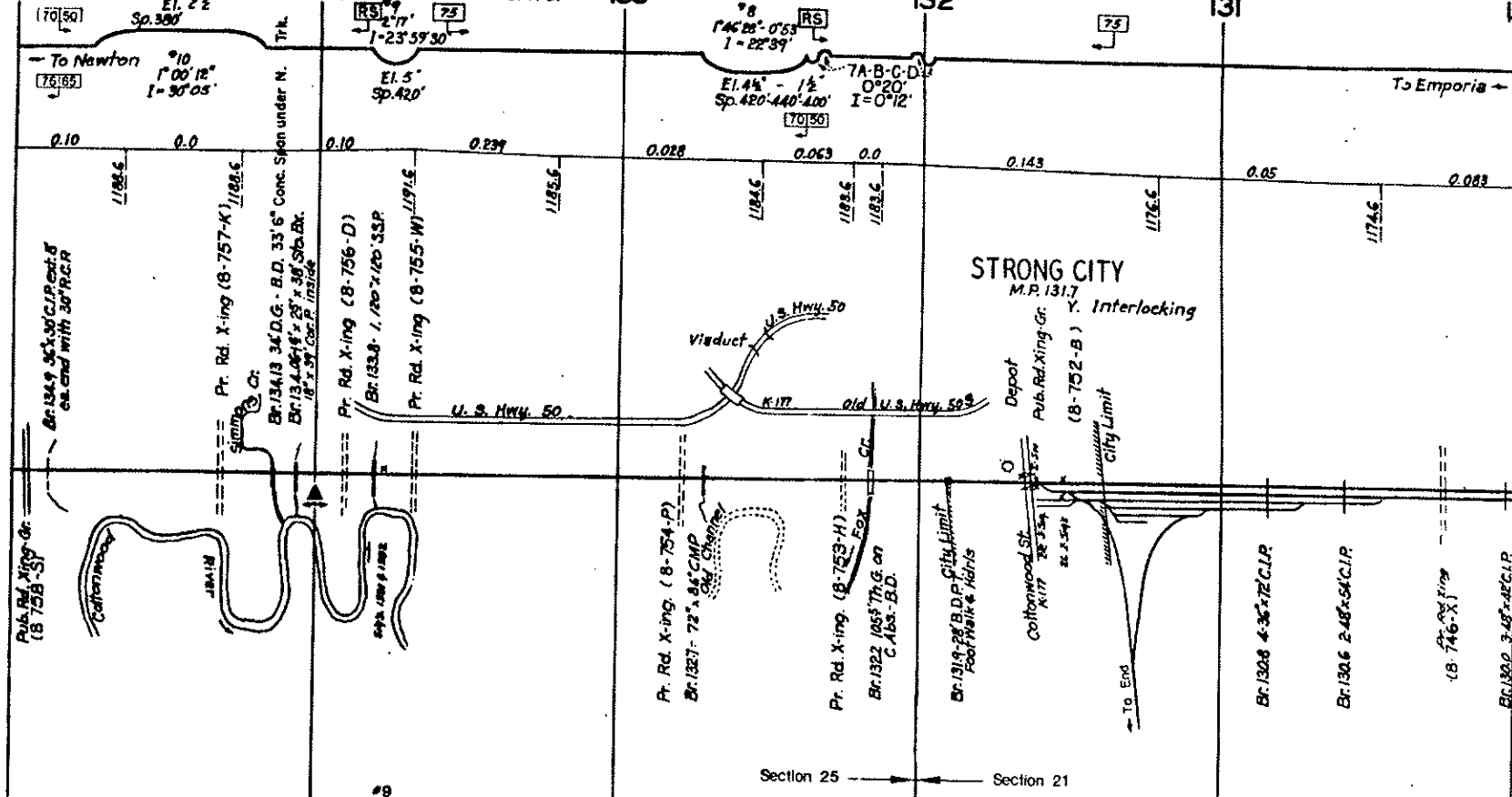






REVISED 8-90

- CURVES NR BR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION



985 CURVES

RAIL GR. 1979

RAIL 131 - 132 - 1948 (REF. ABs. - 1960)

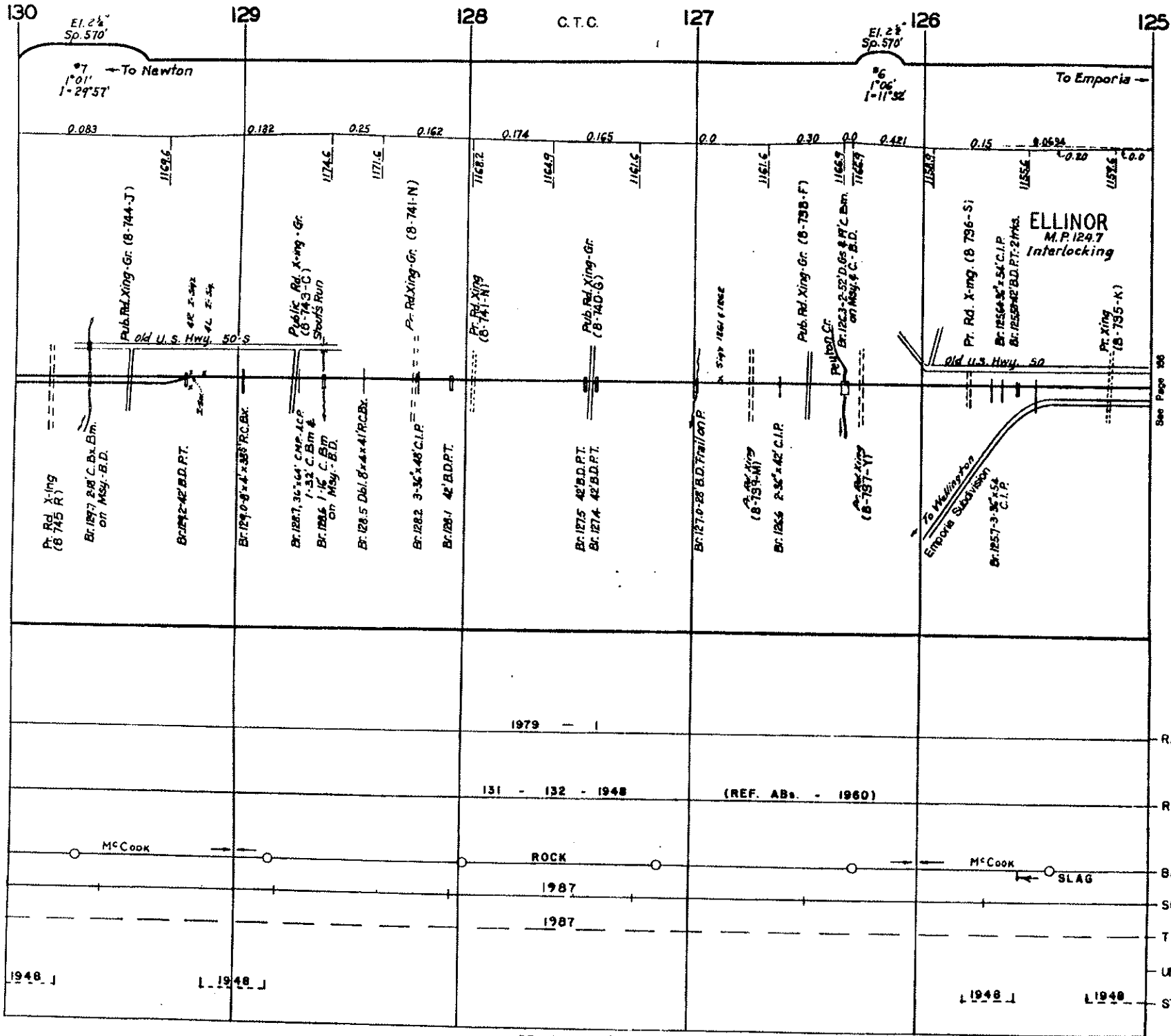
BALLAST Rock

SURFACING 1967

TIES 1987

UNDERCUTTER

STABILIZATION 1948



# Newton Subdivision

Ellinor (M.P. 124.7) to Newton (M.P. 183.0)

*Intentionally Blank*