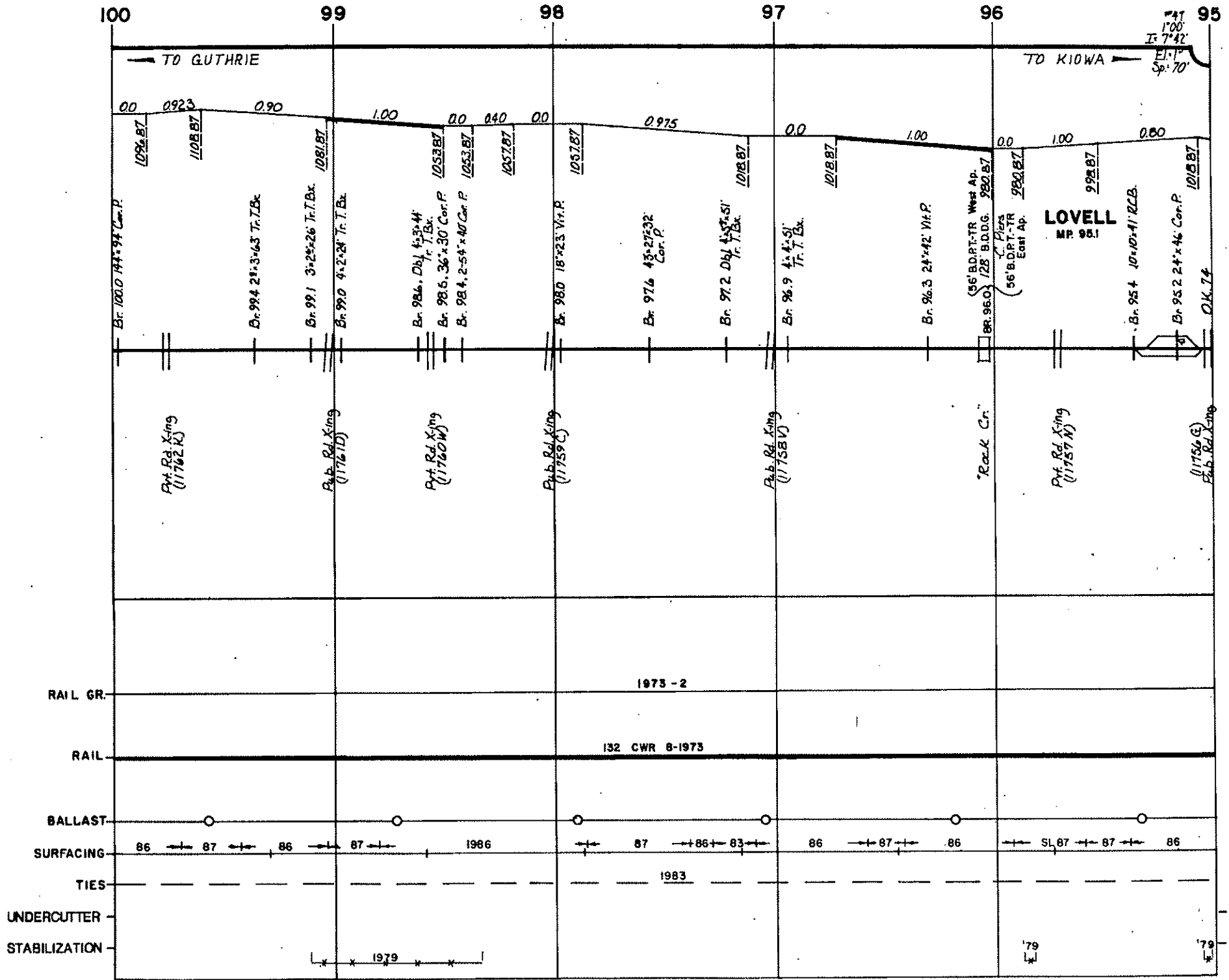
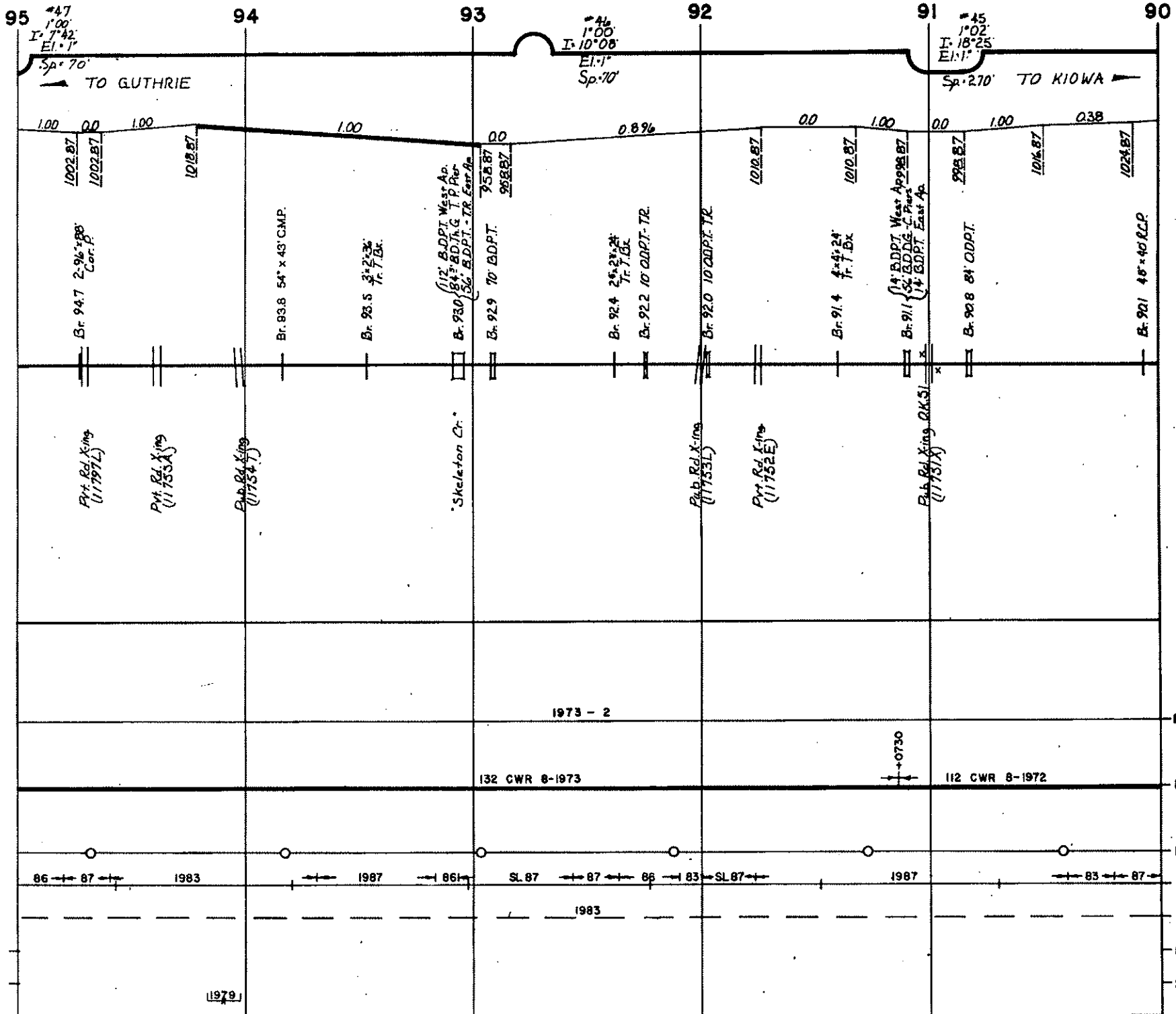
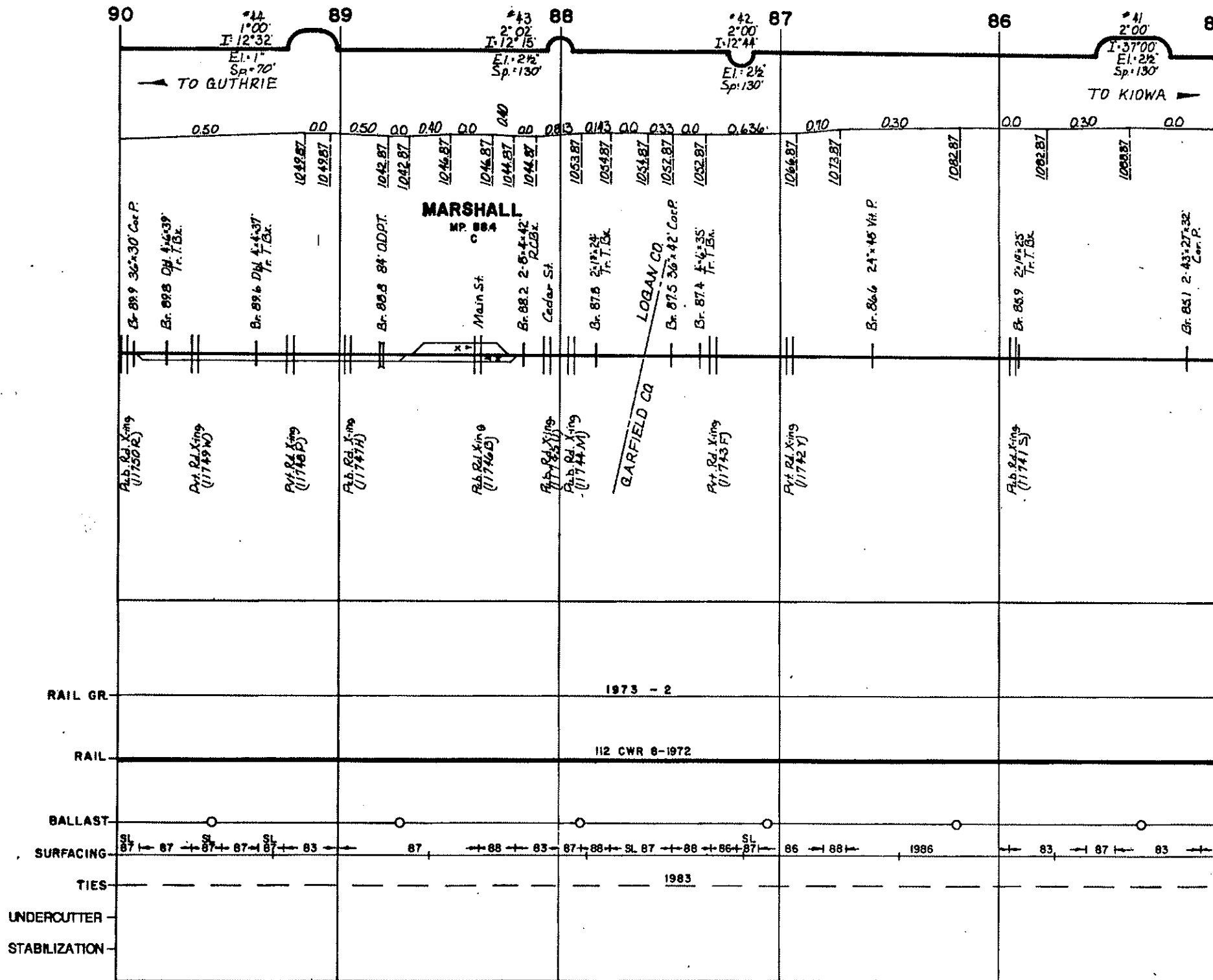
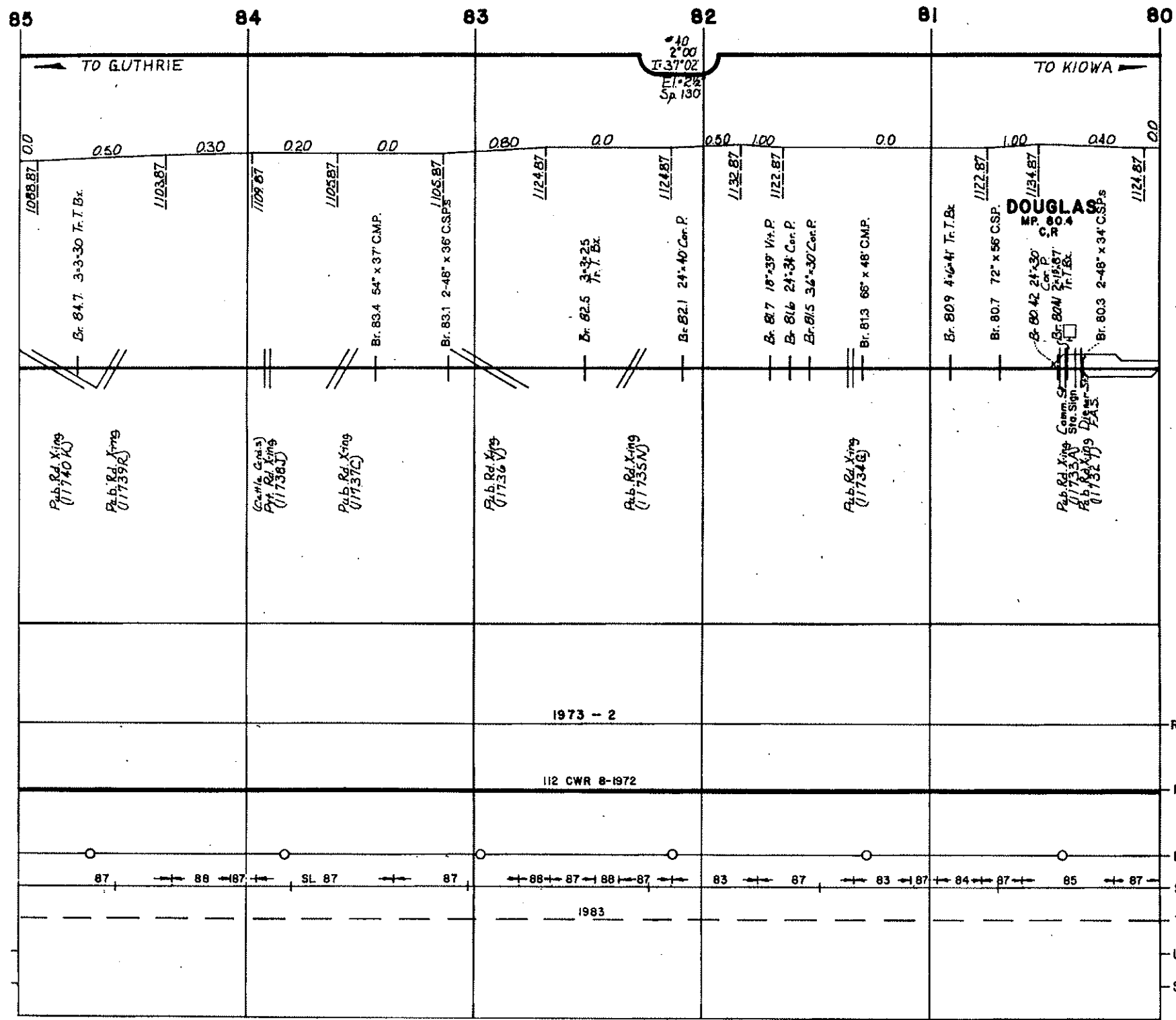


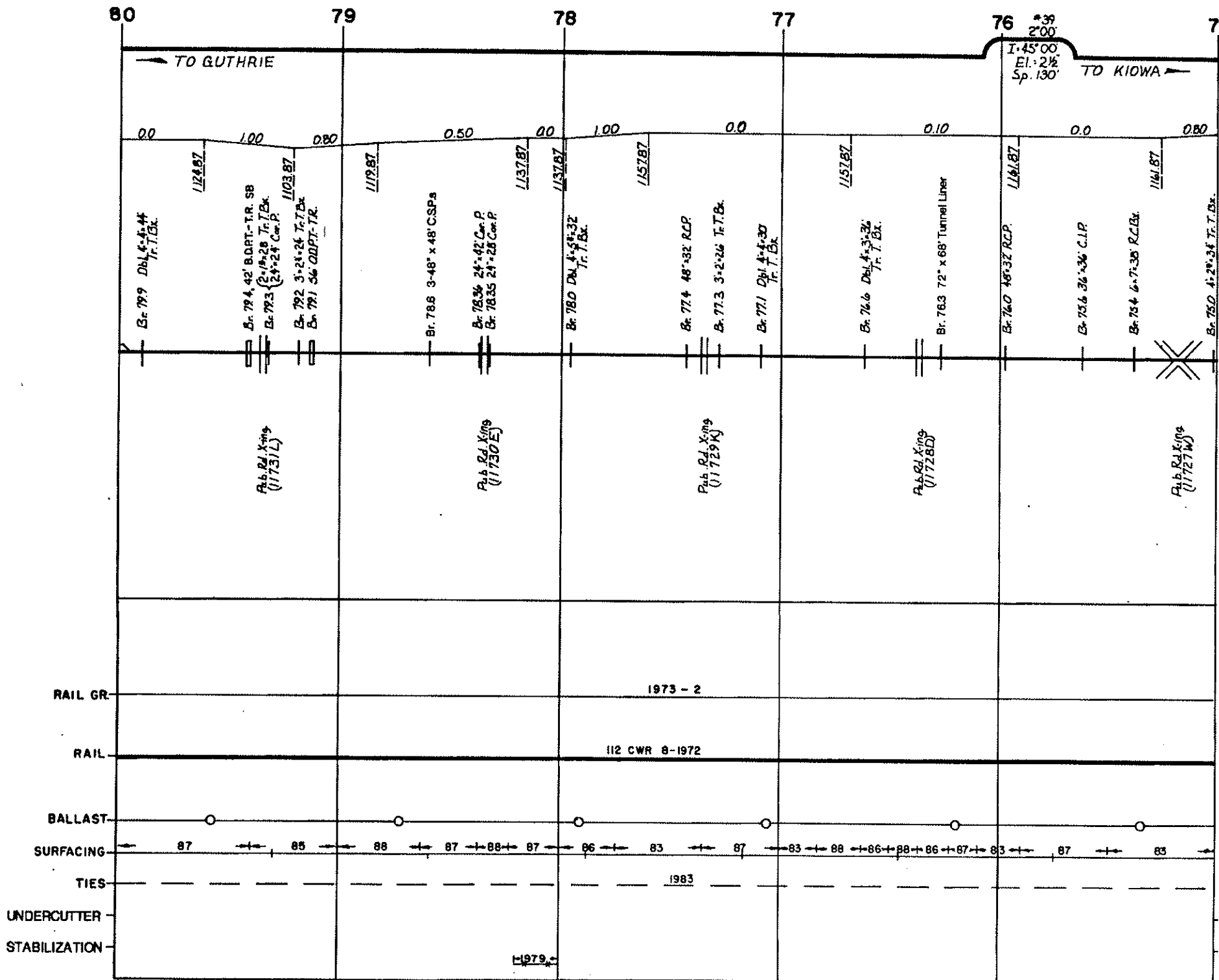
REVISED 3-1991

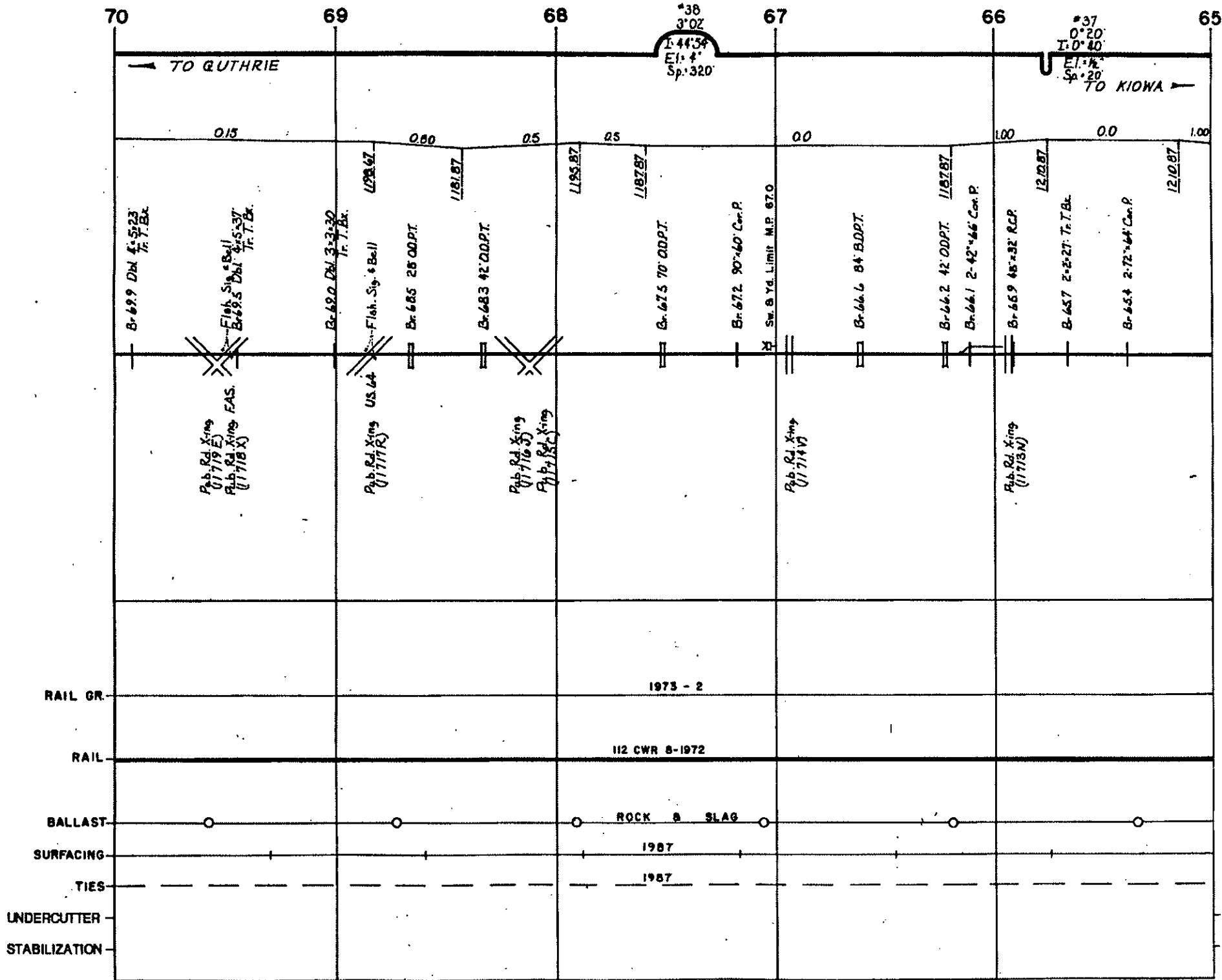


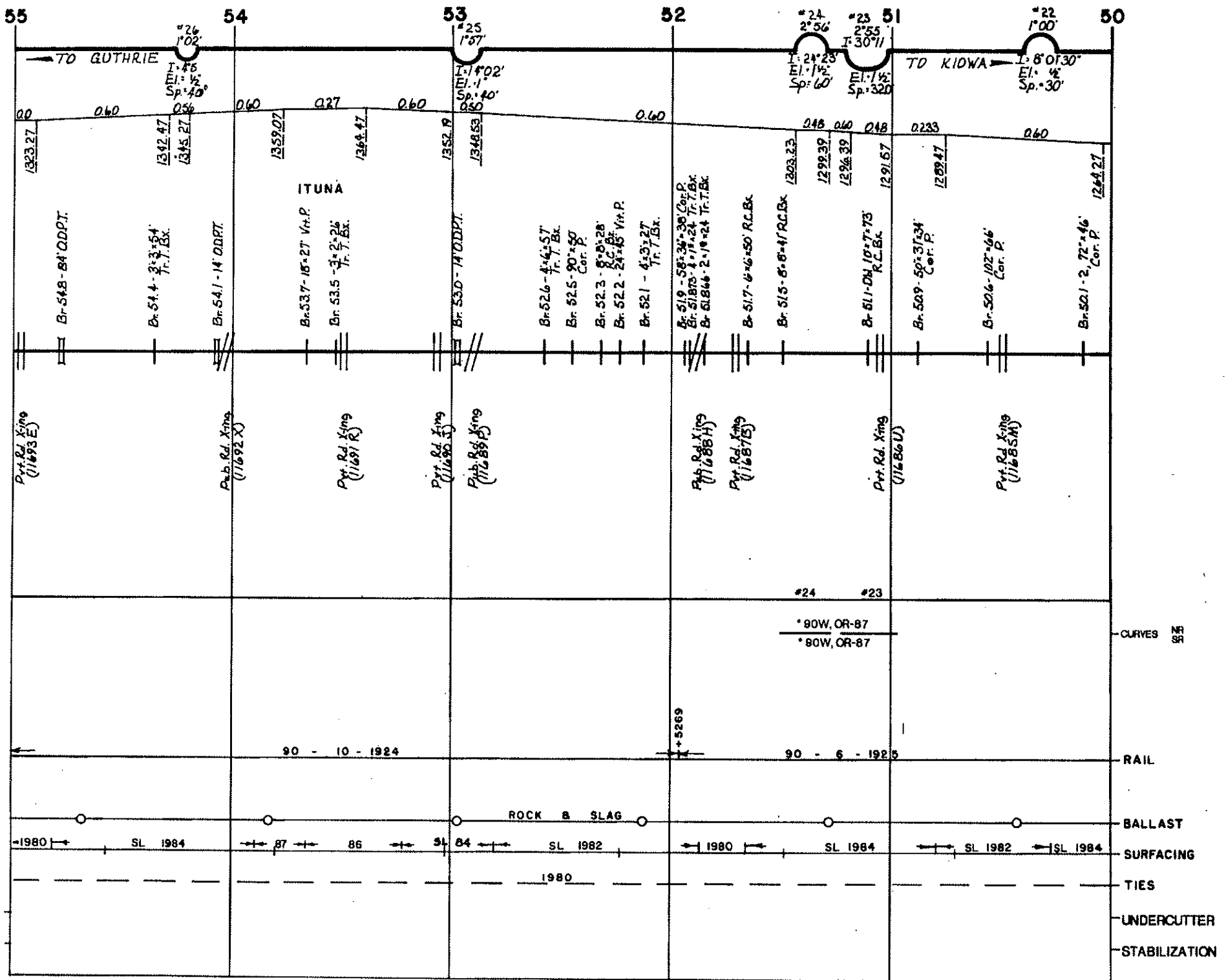


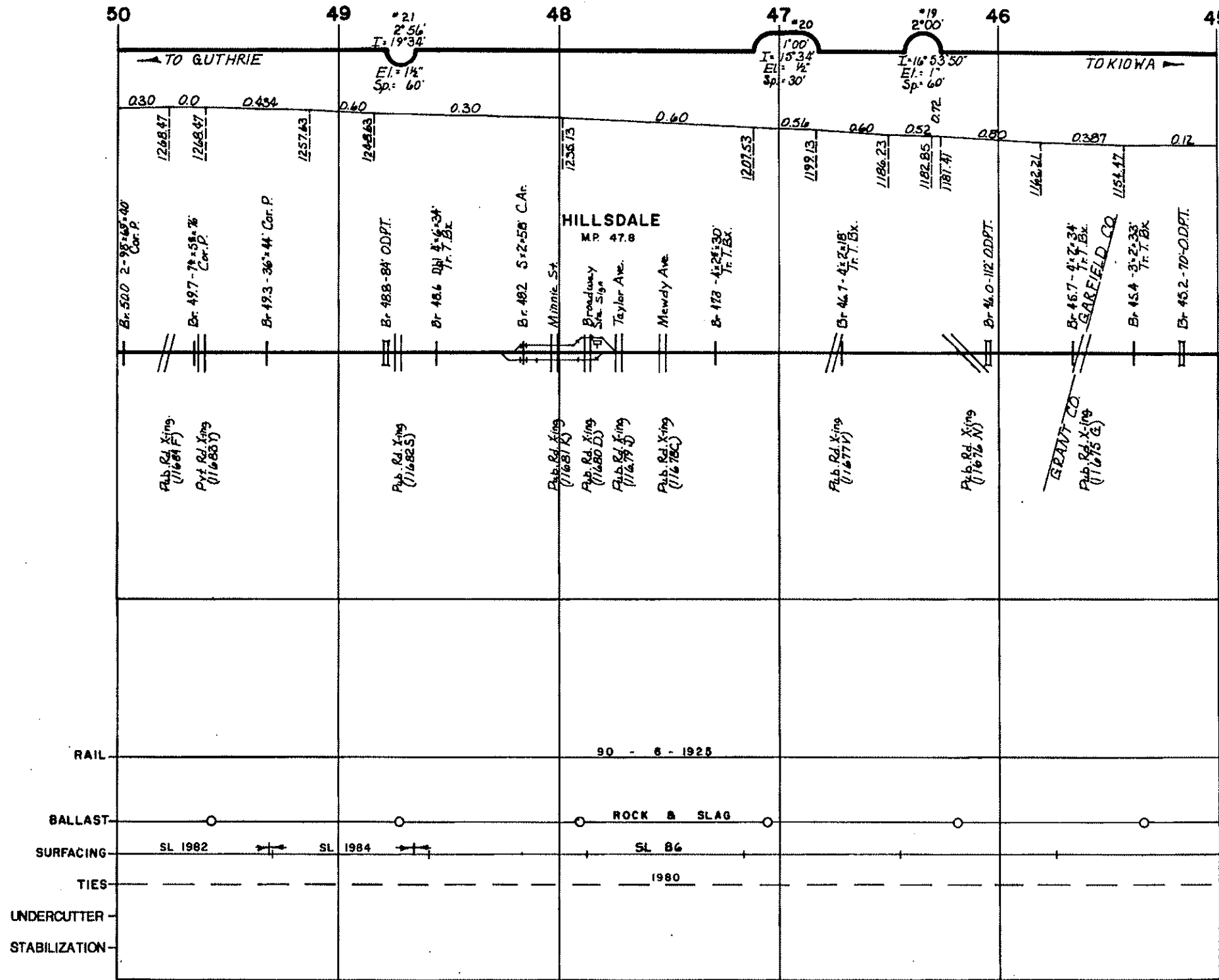


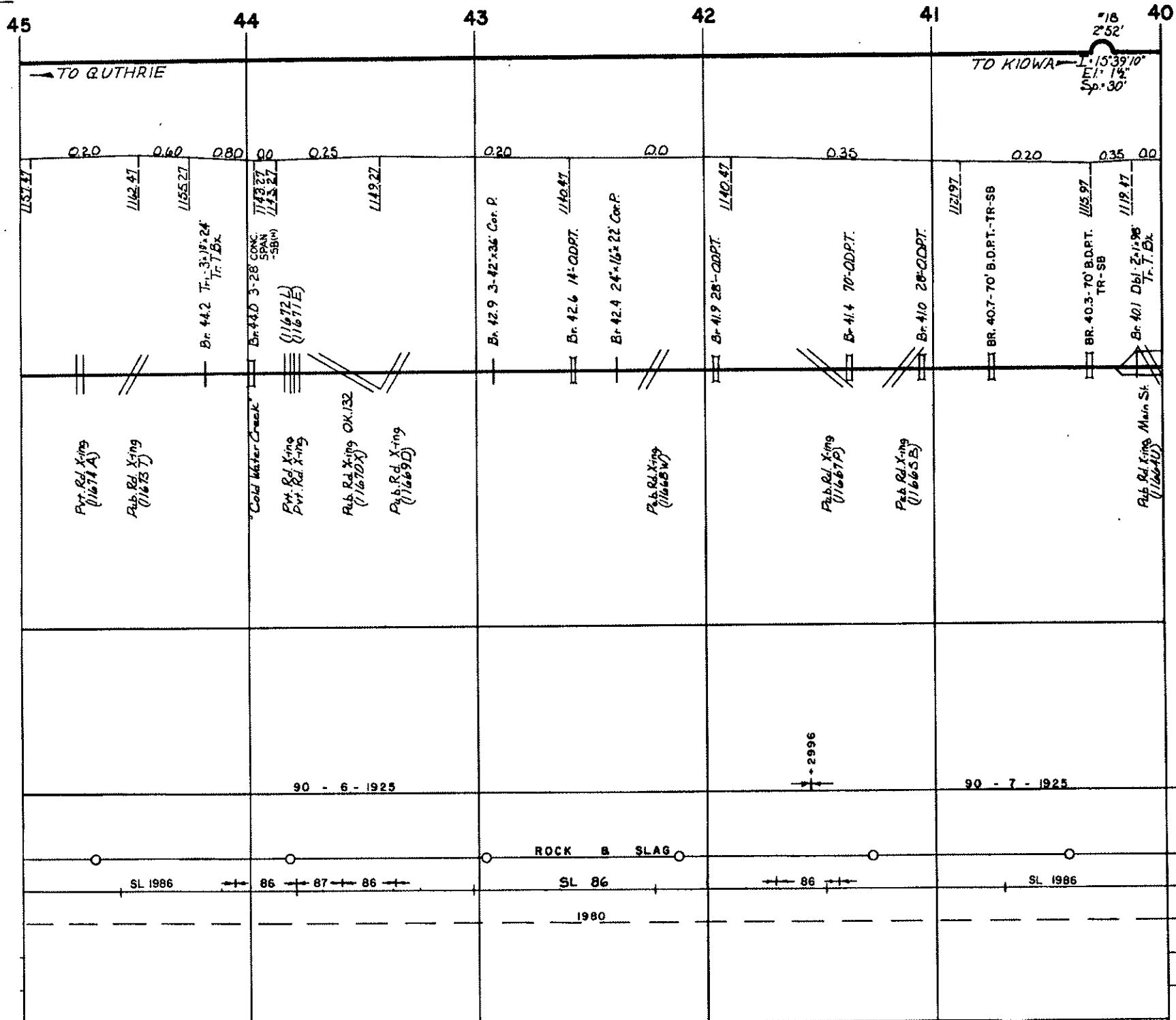


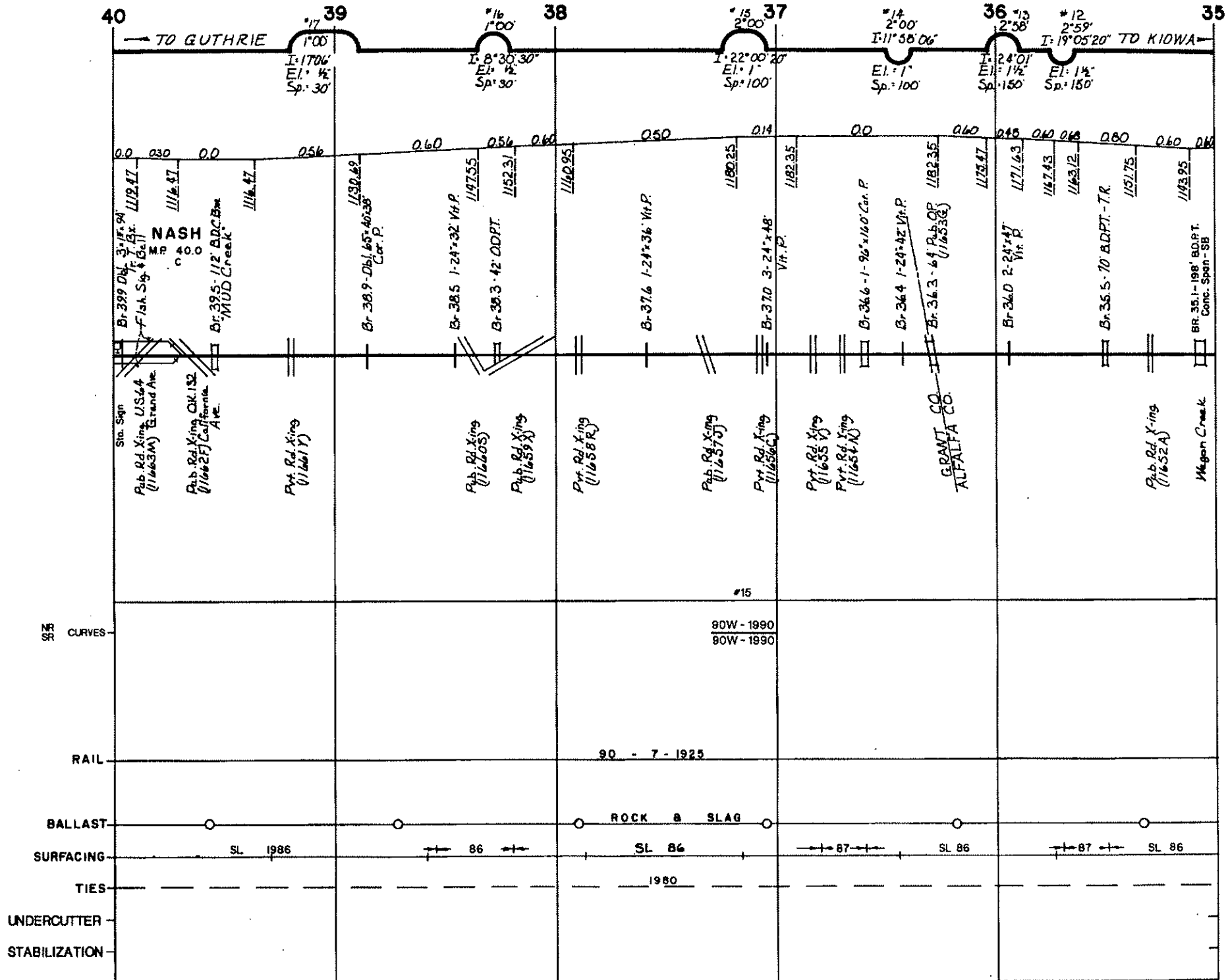




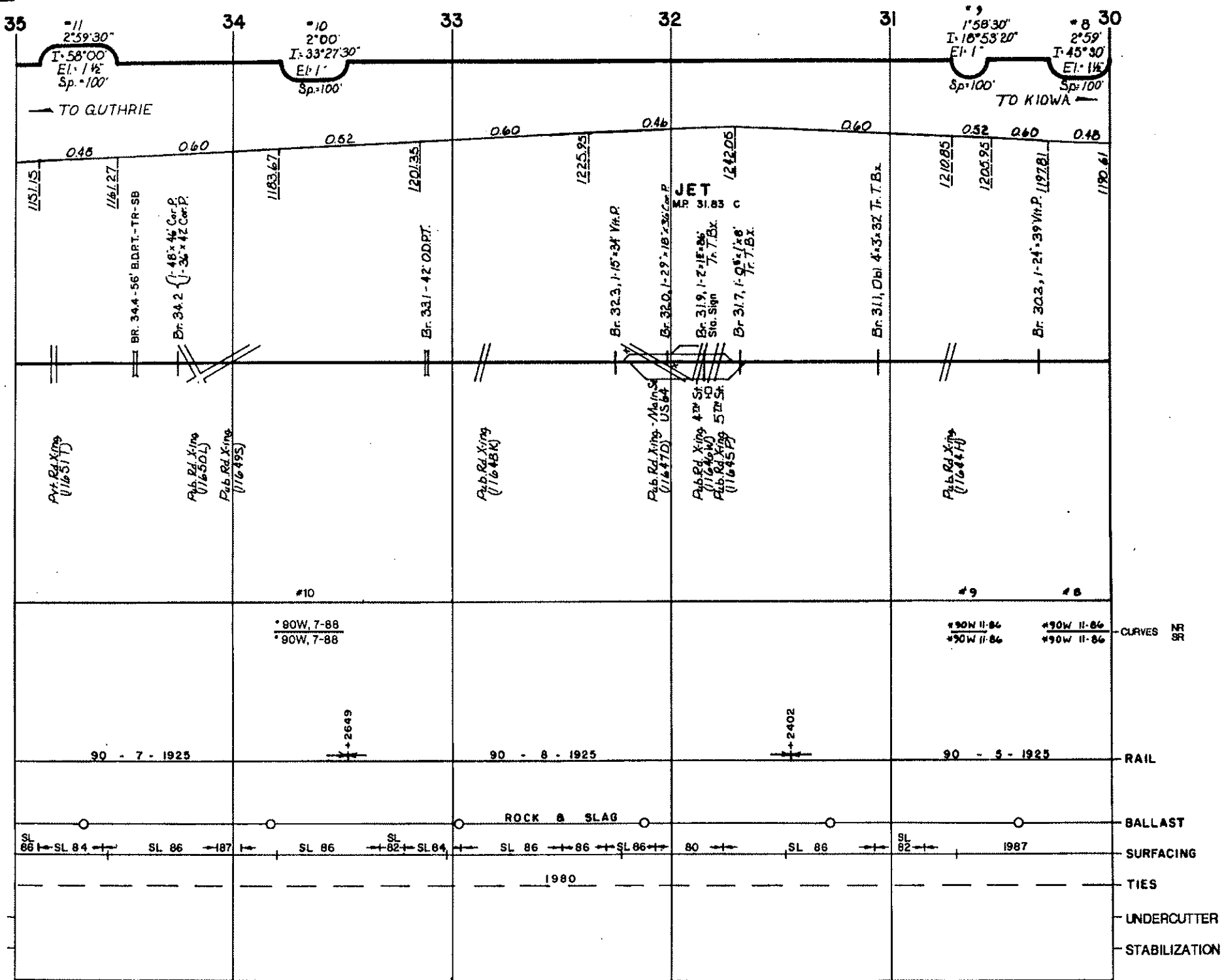


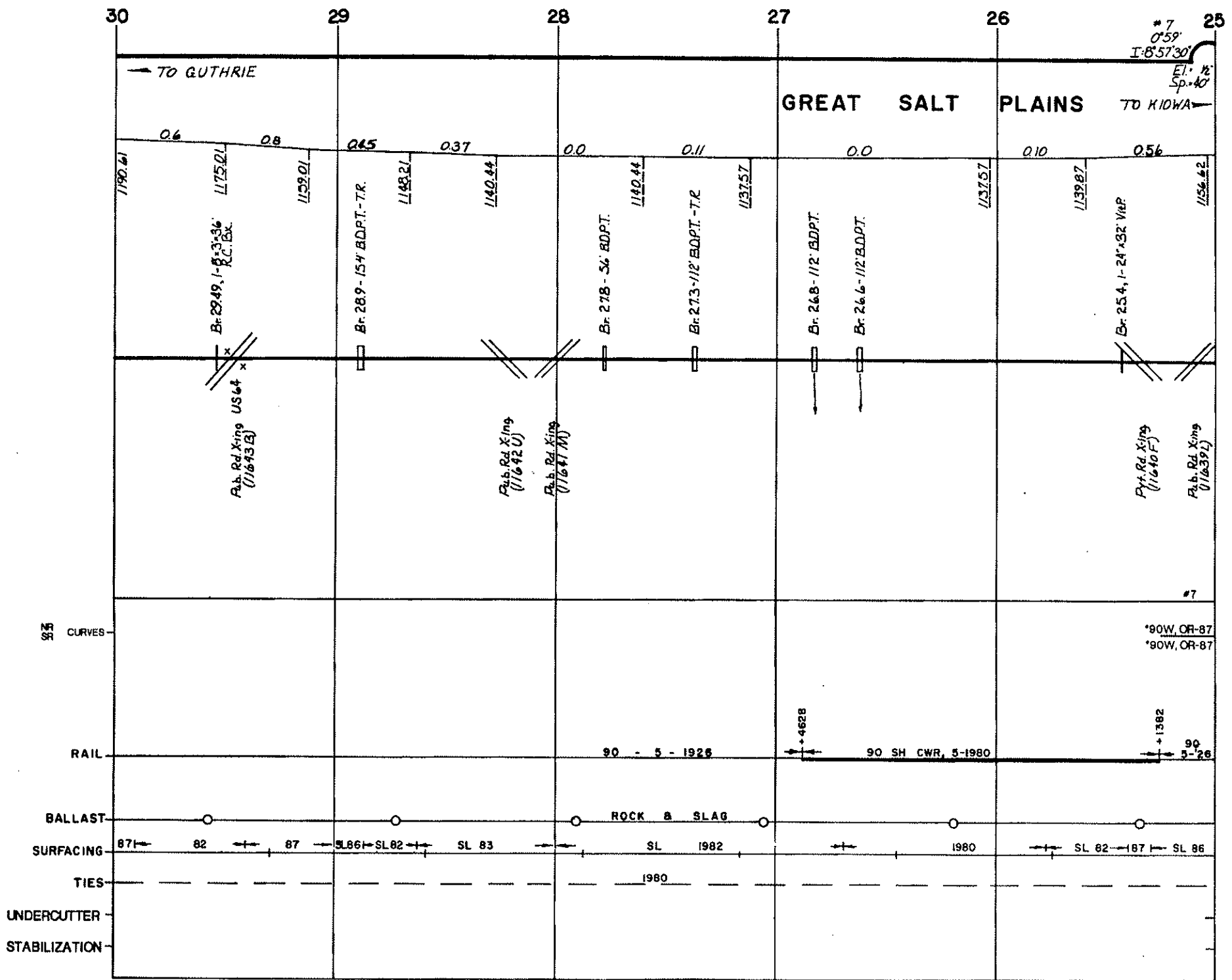


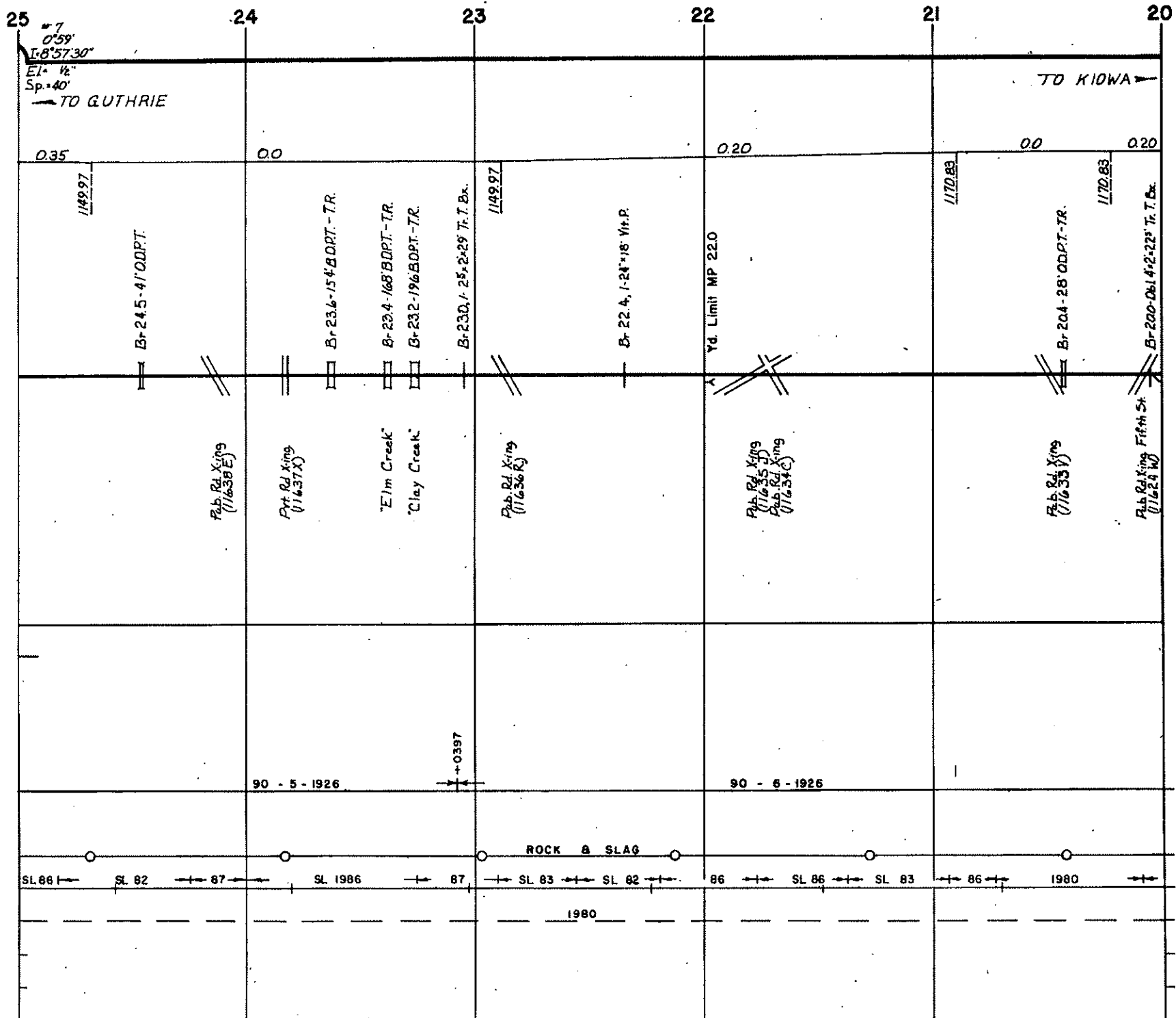




REVISED 3-1991







RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION

TO KIOWA →

TO GUTHRIE ←

Yd. Limit MP 220

ROCK & SLAG

SL 86 | SL 82 → 87 → SL 1986 → 87 → SL 83 → SL 82 → 86 → SL 86 → SL 83 → 86 → 1980 →

1980

90 - 5 - 1926

90 - 6 - 1926

+0397

1149.97

1149.97

1170.83

1170.83

Br 24.5 - 4' ODPT.

Br 23.6 - 15' 4" ODPT. - T.R.

Br 23.4 - 168' ODPT. - T.R.

Br 23.2 - 196' ODPT. - T.R.

Br 23.0 - 25' 2" 29' T.T. Dk.

Br 22.4 - 1-24" 18' Vit.P.

Br 20.4 - 28' ODPT. - T.R.

Br 20.0 - 061.4' 2-22' T.T. Dk.

Pub. Rd. Xing
(11638E)

Pub. Rd. Xing
(11637X)

"Elm Creek"

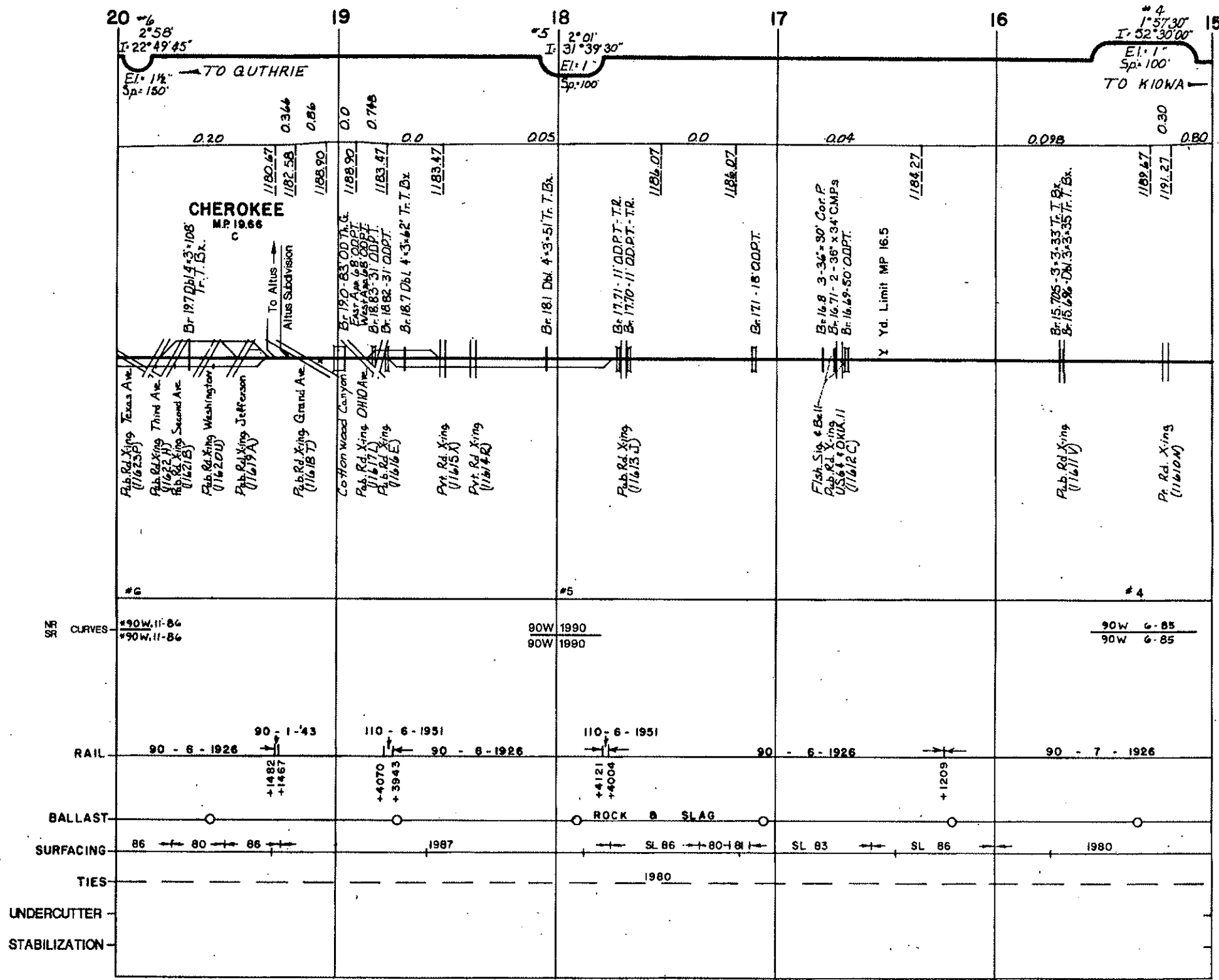
"Clay Creek"

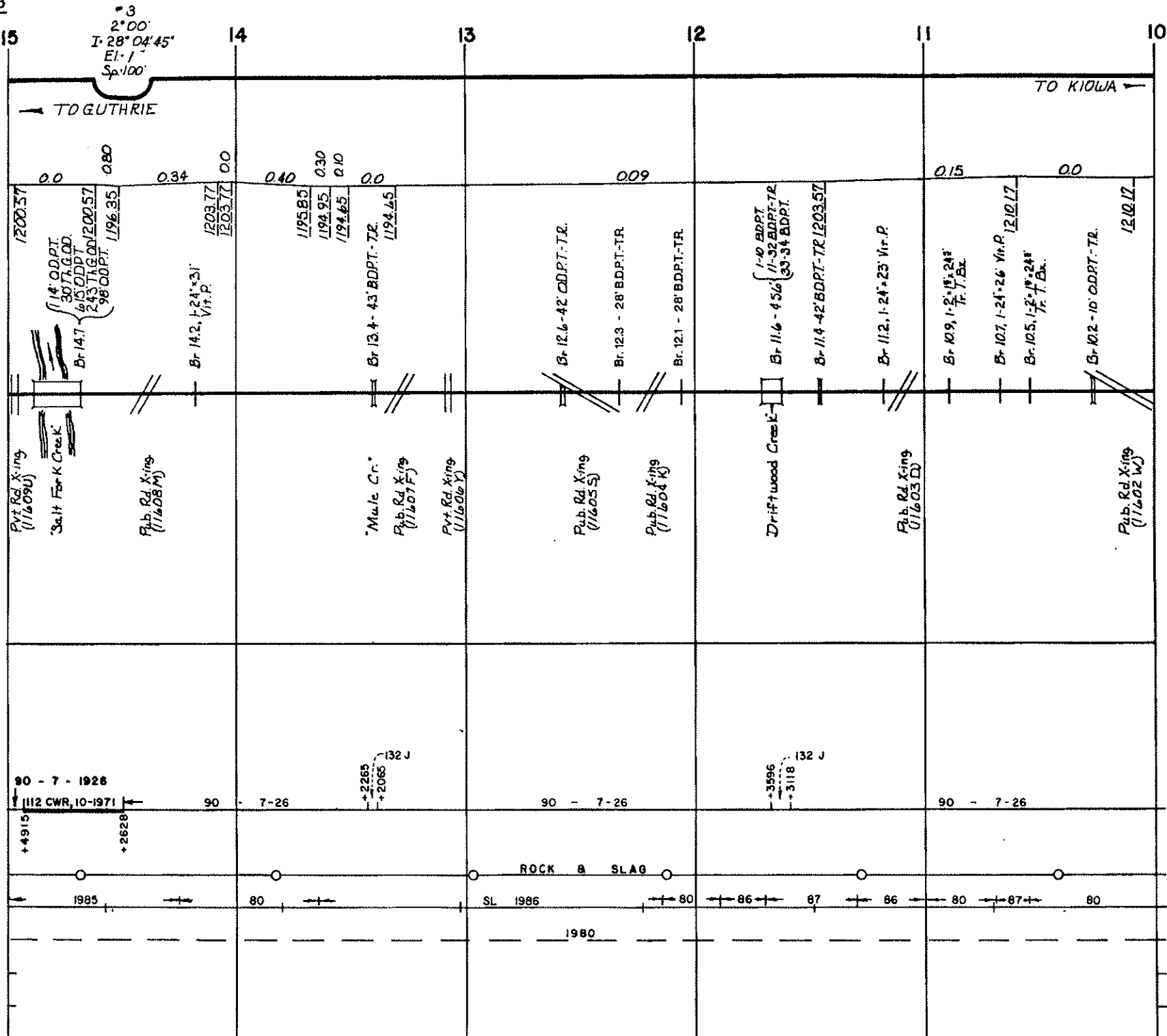
Pub. Rd. Xing
(11636R)

Pub. Rd. Xing
(11635D)
Pub. Rd. Xing
(11634C)

Pub. Rd. Xing
(11633V)

Pub. Rd. Xing
Fifth St.
(11629W)





TO KIOWA

TO GUTHRIE

$\Delta = 3$
 $2^{\circ}00'$
 $I = 28^{\circ}04'45''$
 $E1 = 1$
 $Sp = 100'$

0.00 0.80 0.34 0.00 0.40 0.30 0.10 0.00 0.09 0.15 0.00

1200.57 1196.35 1203.77 1205.77 1195.85 1194.95 1194.65 1194.45 0.09 1203.57 1210.17 1210.17

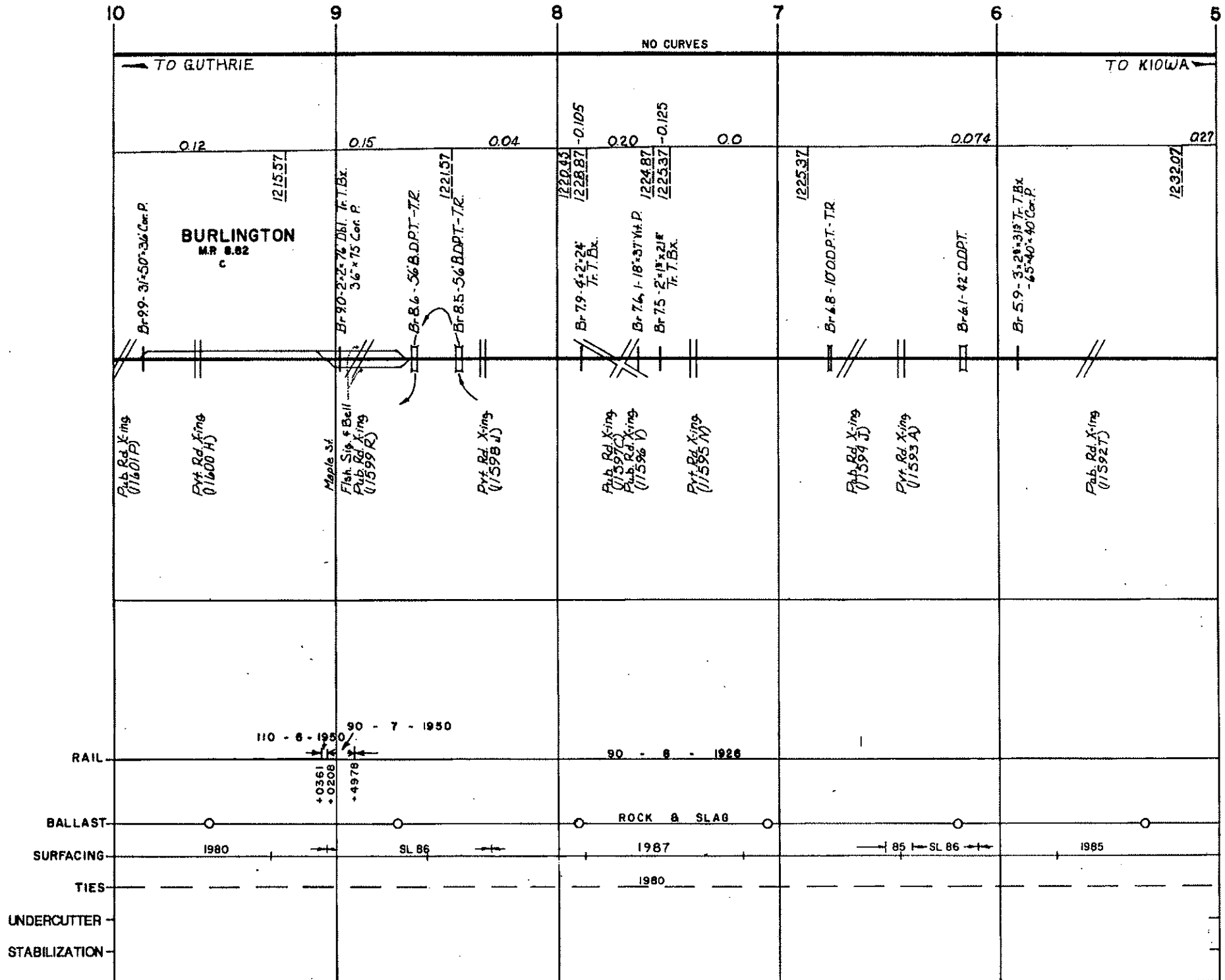
Br 14.7
 Br 14.2, 1-24'-31' Vir.P.
 Br 13.4 - 43' B.D.P.T.-TR.
 Br 12.6 - 42' C.D.P.T.-TR.
 Br 12.3 - 28' B.D.P.T.-TR.
 Br 12.1 - 28' B.D.P.T.-TR.
 Br 11.6 - 45' (1-10 B.D.P.T., 1-32 B.D.P.T.-TR., 33-34 B.D.P.T.)
 Br 11.4 - 42' B.D.P.T.-TR. 1203.57
 Br 11.2, 1-24'-23' Vir.P.
 Br 10.9, 1-2'-15'-24' Fr. T. Ex.
 Br 10.7, 1-24'-26' Vir.P. 1210.17
 Br 10.5, 1-2'-19'-24' Fr. T. Ex.
 Br 10.2 - 10' C.D.P.T.-TR. 1210.17

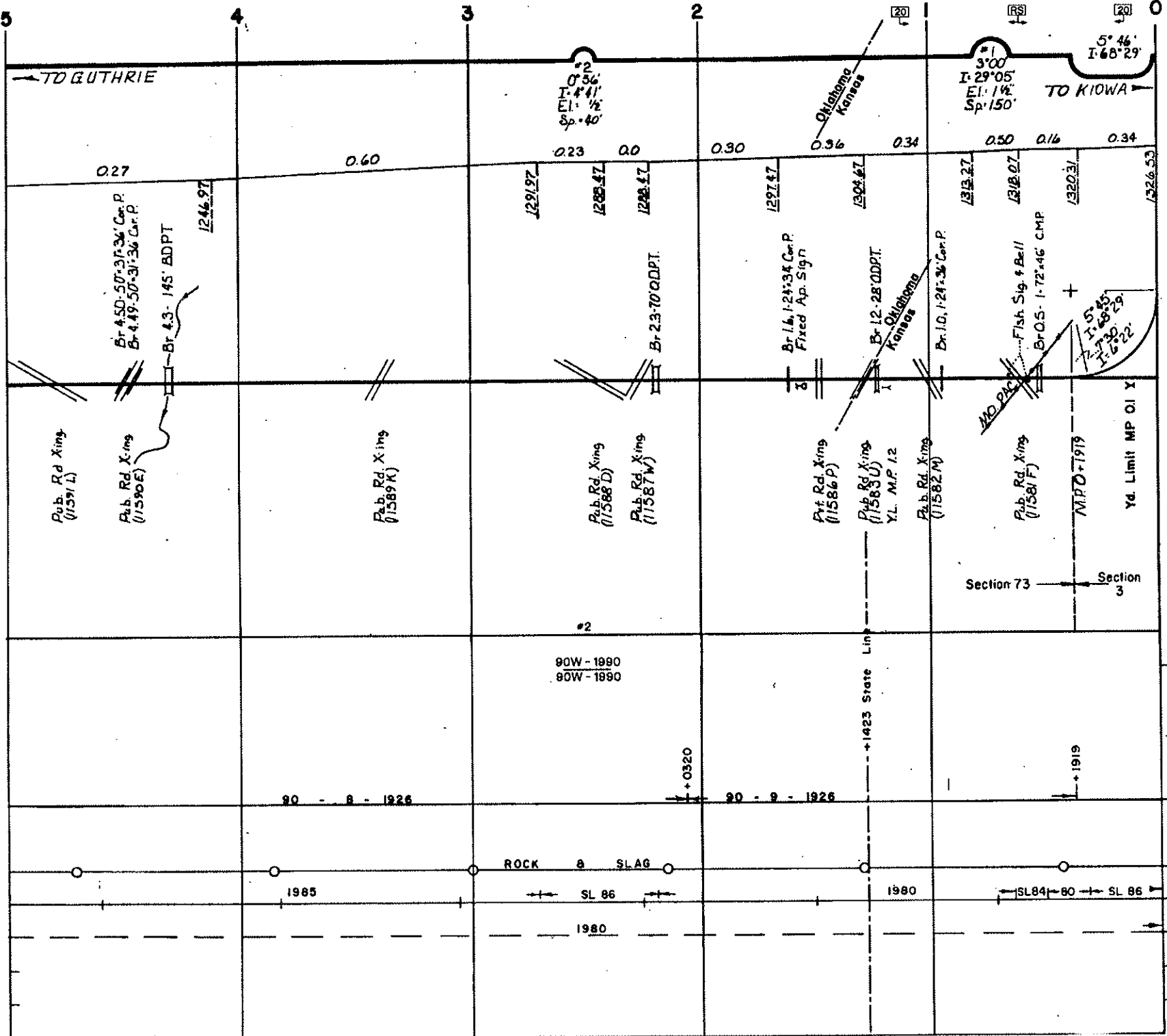
Pvt. Rd. X'ing (11409U)
 Salt Fork Creek
 Pub. Rd. X'ing (11608M)
 Mule Cr.
 Pub. Rd. X'ing (11407F)
 Pvt. Rd. X'ing (11606Y)
 Pub. Rd. X'ing (11605S)
 Pub. Rd. X'ing (11604K)
 Driftwood Creek
 Pub. Rd. X'ing (11603D)
 Pub. Rd. X'ing (11602W)

90 - 7 - 1926
 1112 CWR, 10-1971
 90 - 7-26
 +2265
 +2065
 132 J
 90 - 7-26
 +3596
 +3118
 132 J
 90 - 7-26

+4915
 +2628
 1985
 80
 SL 1986
 80
 86
 87
 86
 80
 87
 80

RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION





CURVES 385

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

Enid Subdivision

Kiowa (M.P. 0.0) to Guthrie (M.P. 116.4)

Intentionally Blank