

J.G. TOMKINS

MILE POST
SECTION

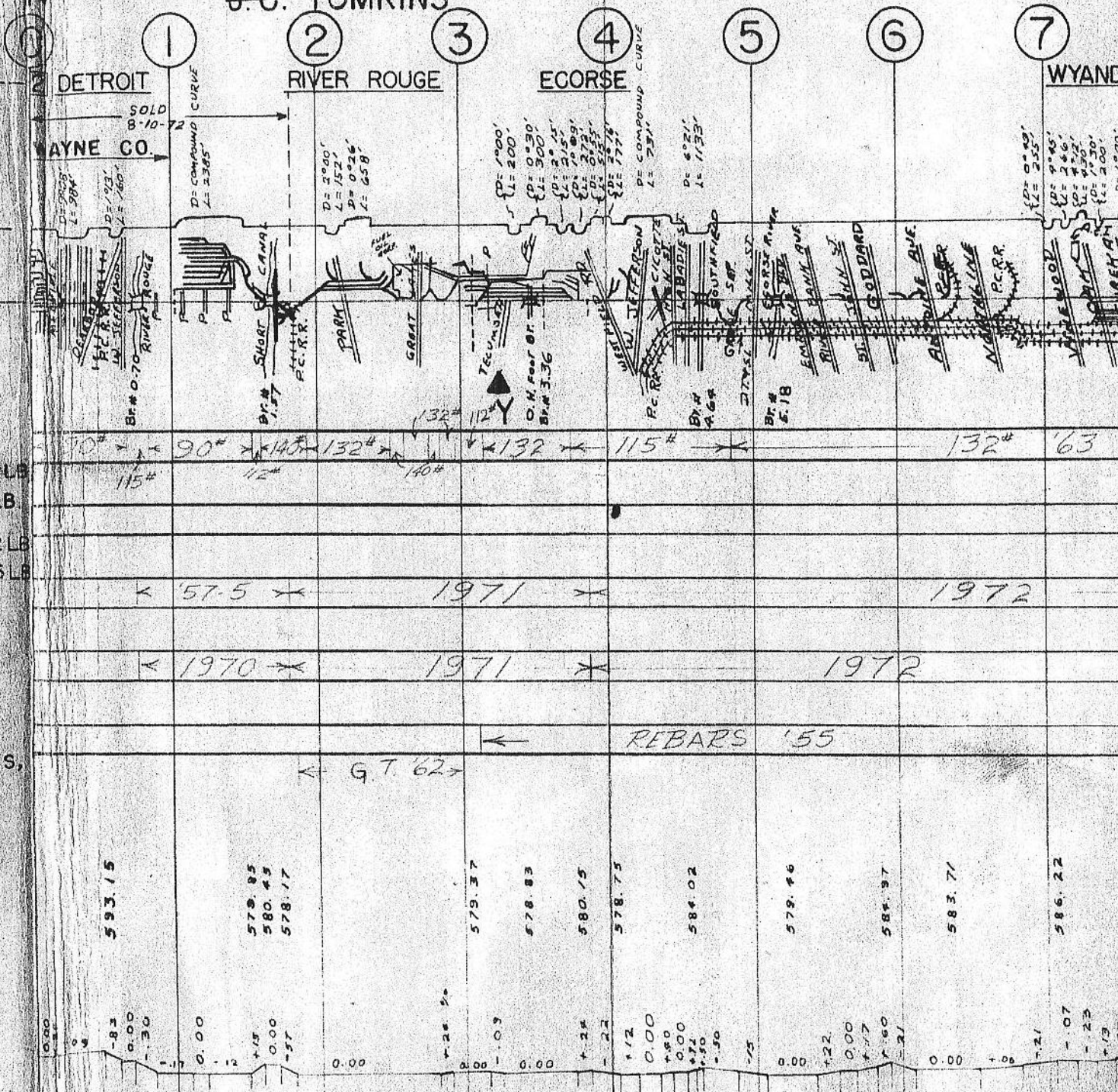
LINE
CROSSINGS

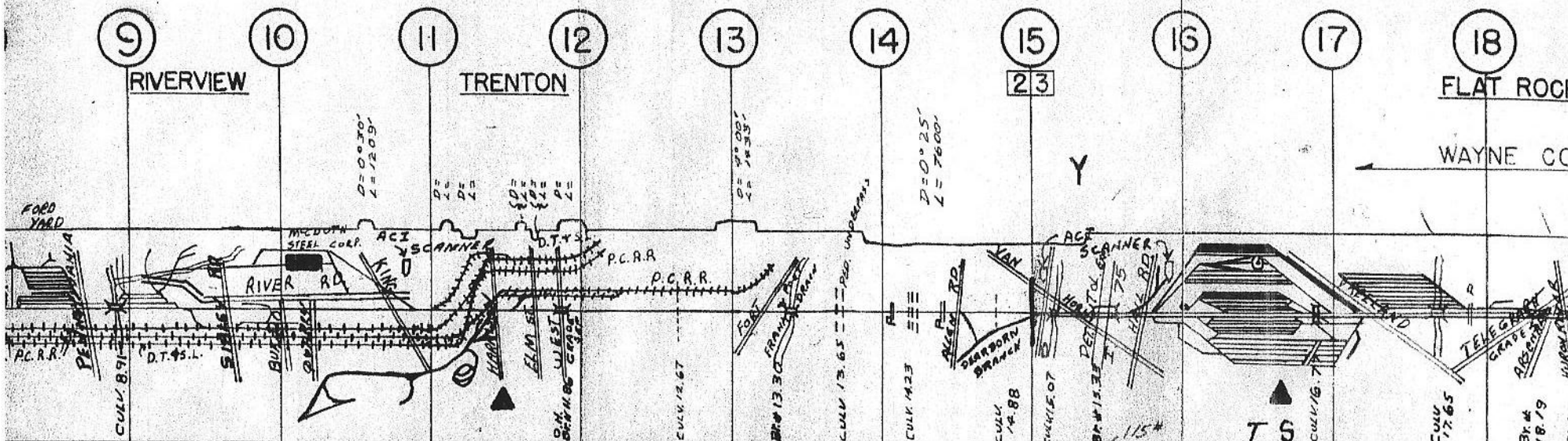
RAIL IN TRACK
R 130 LB, GREEN 115 LB, SILVER 112 LB,
UE 100 LB, YELLOW 90 LB, RED 85 LB
RAIL RENEWALS
R 130 LB, GREEN 115 LB, SILVER 112 LB,
UE 100 LB, YELLOW 90 LB, RED 85 LB
TIES
OF FACE

SURFACING
OF FACE — SURFACING
SPOT SURFACING
JOINTS & WELDING
TRAIN, BLACK - REFORMED BARS,
ING

STATIONS

INGS & CAPACITY
LES





'56 '52 115# '59-'60-'62-'69 112# 115# 90 115#

1969 1975 '58-A

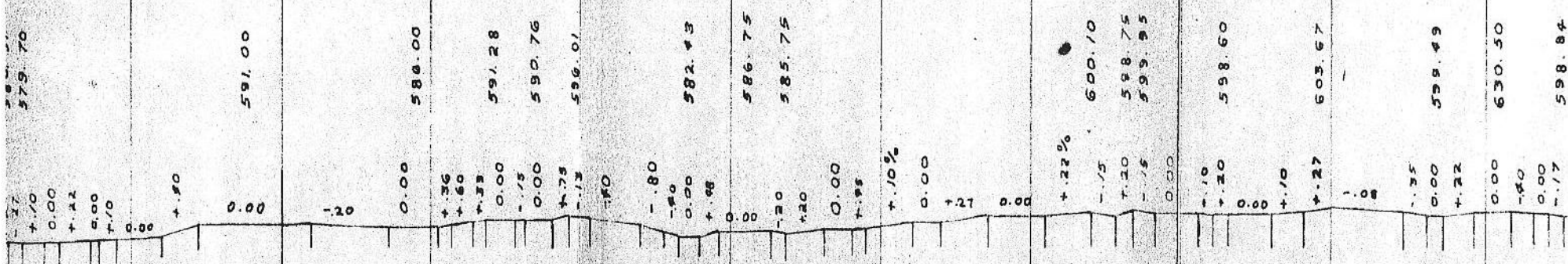
1969 1975 1961

SB 1975 1973 NB SB 1975 1973 NB

55 Y

579.70 591.00 588.00 591.28 590.76 596.01 582.43 586.75 585.75 600.10 598.75 599.95 598.60 603.67 599.49 630.50 598.84

-17 +10 0.00 +.42 5.00 +.10 0.00 +.10 0.00 +.36 +.60 +.33 0.00 -.15 0.00 +.75 -.13 -.80 -.80 0.00 +.48 0.00 0.00 -.20 +.20 0.00 +.15 +.10% 0.00 +.27 0.00 +.22% -.15 +.20 -.15 0.00 +.10 +.20 0.00 +.10 +.27 -.08 -.35 0.00 +.22 0.00 -.80 0.00 -.17



15.00 - 19.30

17

18

19

20

21

22

23

24

25

26

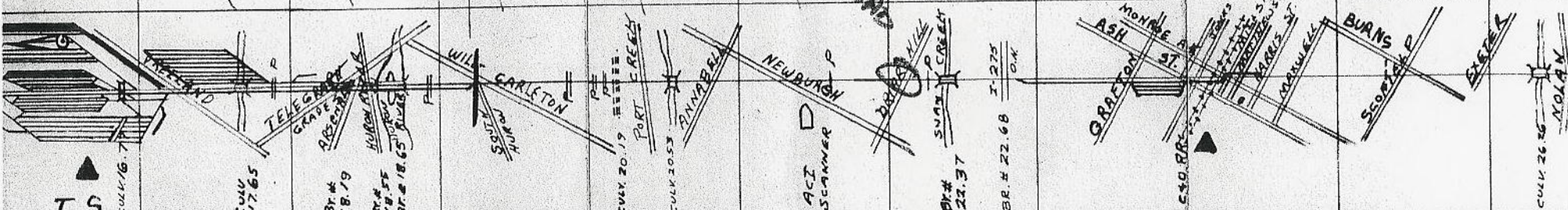
FLAT ROCK

34

CARLETON

WAYNE CO.

MONROE CO.



90 ← 115# ← 132# 1973 →

SB 1975 / 1973 NB 1973

961 ← SB 1975 / 1973 NB 1973 →

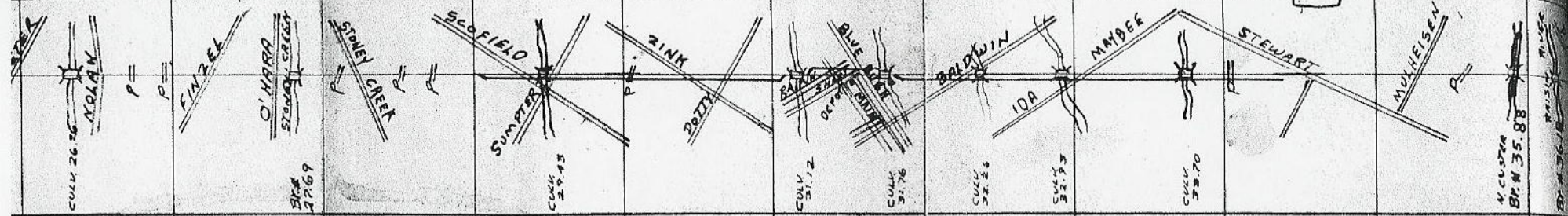
'63 REBARS

598.60	603.67	599.49	630.50	598.84	600.06	599.36	607.94	603.80	610.69	611.81	606.75	618.03	617.33	623.61	622.53	624.44	622.44																			
+10	+20	0.00	+10	+27	-1.08	-35	0.00	+22	0.00	-40	0.00	-17	+1.06	-05	+30	+15	+26	+05	0.00	-23	+16	0.00	+09	-23	+27	+13	+05	-10	+10	0.00	+13	-13	+11	0.00	-25	0.00

6 27 28 29 30 31 32 33 34 35 36

MAYBEE

P=1900'
L=1970'



132# 1972

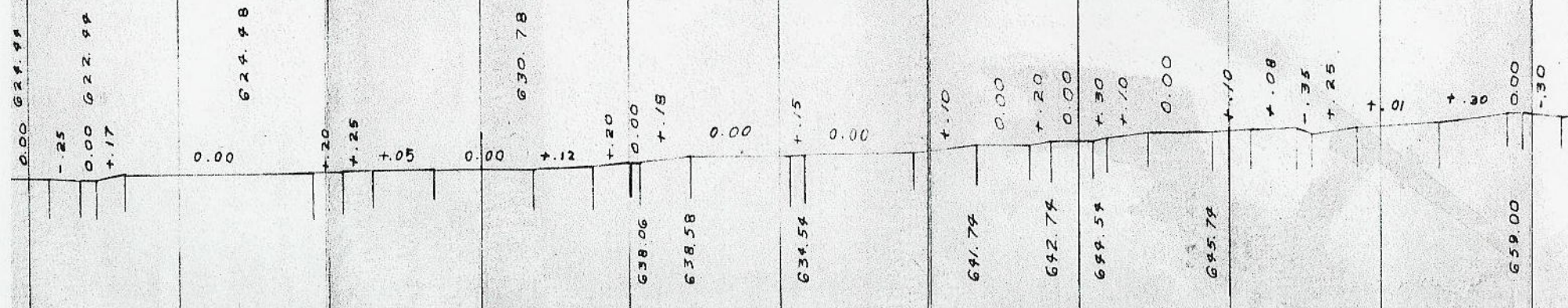
132# 1970

1971

1970

1975

164 REBARS



0.00 624.98
- .25
0.00 622.98
+ .17
0.00
+ .20
+ .25
+ .05
0.00
+ .12
+ .20
0.00
+ .15
0.00
+ .10
0.00
+ .20
0.00
+ .30
+ .10
0.00
+ .10
+ .08
- .35
+ .25
+ .01
+ .30
0.00
- .30

638.06
638.58
634.54
641.74
642.74
644.54
645.74
659.00

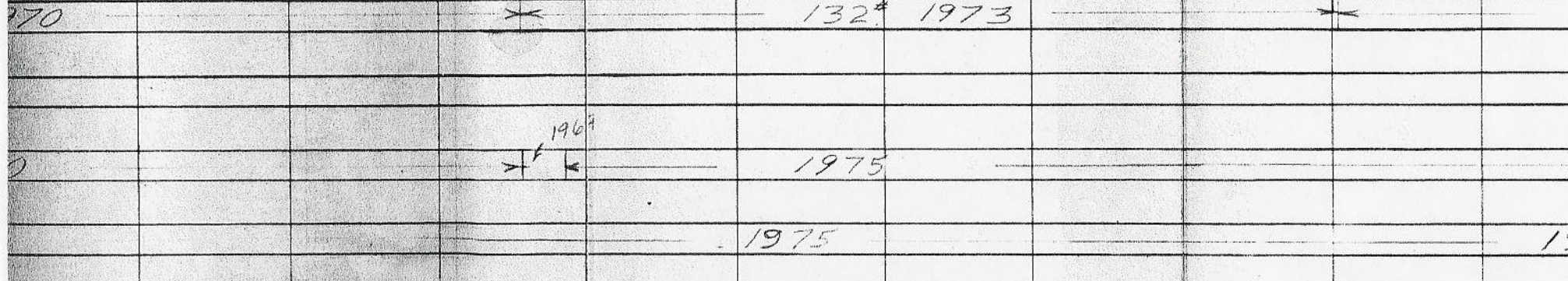
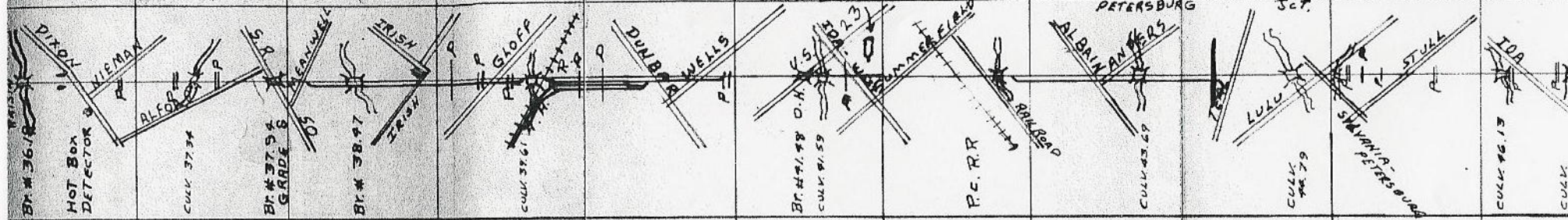
FOP 17.30 - 44.30

J. G. TOMKINS

37 38 39 40 41 42 43 44 45 46

DIANN

46



Station	Elevation
37	+0.04
38	+0.10
39	+0.30
40	0.00
41	+0.14
42	0.00
43	+0.30
44	0.00
45	+0.17
46	+0.04
47	+0.06
48	0.00
49	-0.30
50	-0.08
51	0.00
52	+0.10
53	+0.12
54	-0.05
55	0.00
56	+0.10
57	0.00
58	+0.10
59	0.00
60	0.00
61	0.00
62	0.00
63	0.00
64	0.00
65	0.00
66	0.00
67	0.00
68	0.00
69	0.00
70	0.00
71	0.00
72	0.00
73	0.00
74	0.00
75	0.00
76	0.00
77	0.00
78	0.00
79	0.00
80	0.00
81	0.00
82	0.00
83	0.00
84	0.00
85	0.00
86	0.00
87	0.00
88	0.00
89	0.00
90	0.00
91	0.00
92	0.00
93	0.00
94	0.00
95	0.00
96	0.00
97	0.00
98	0.00
99	0.00
100	0.00

H. E. BASS

46

47

48

49

50

51

52

53

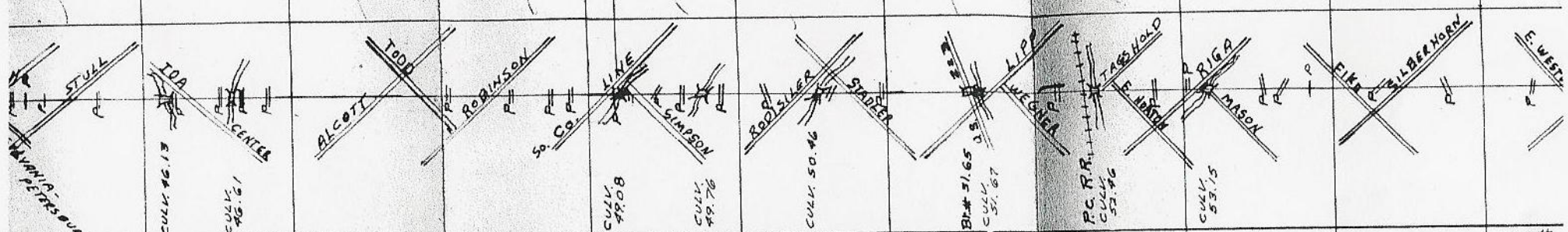
54

55

MONROE CO.

LENAWEE CO.

RIGA



115 #

1951

115 #

152

115 #

1975

1975

1975

'65

115# REFORMED BARS

'65

+10 0.00 +.10 0.00 -.10 0.00 +.20 0.00 +.10 +.30 0.00 -.30 0.00 +.10 0.00 +.10 0.00 +.10 +.05 +.15 +.10 0.00

685.80 686.83 686.83 690.83 690.83 688.93 688.93 695.03 696.95 702.75 702.75 701.08 701.08 701.60 702.53 702.53 709.53 707.53 711.53 711.53

ELEVATION BREAK

711.53

54 55 56 57 58 59 60 61 62 63 64

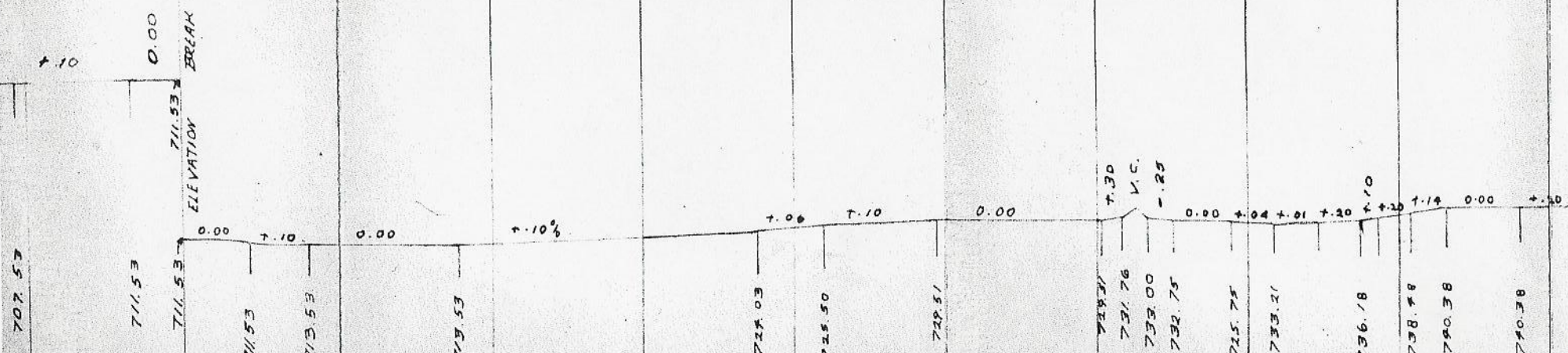
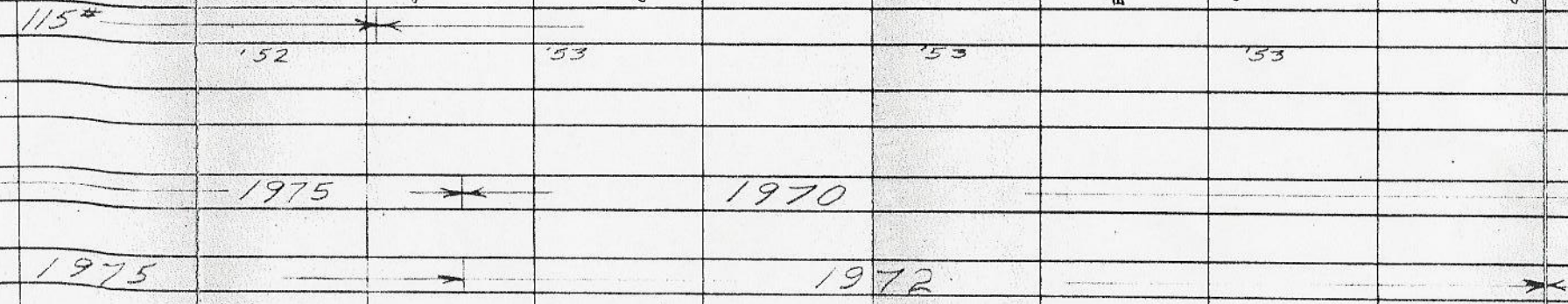
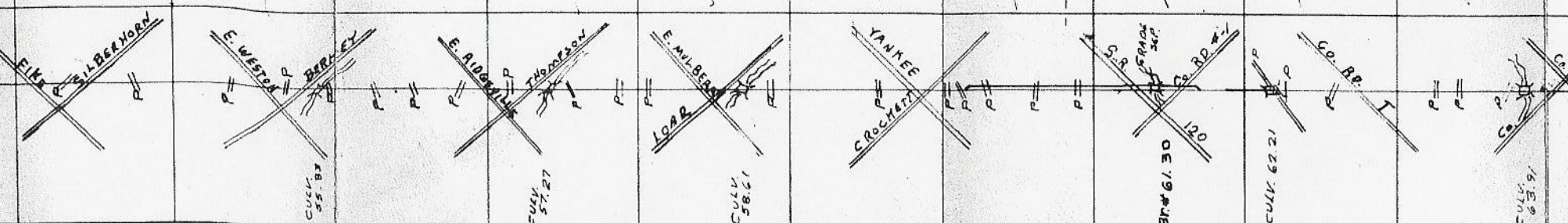
INSTALLED
2000 TILES
'74

METAMORA

MICHIGAN ← OHIO

← LENAWEE CO. →

← FULTON CO. →



65

66

67

68

69

70

71

72

73

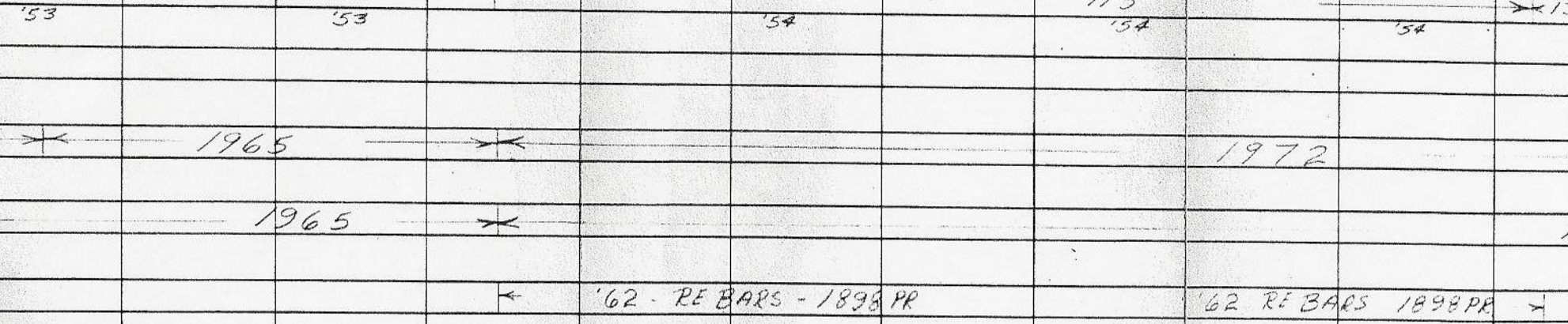
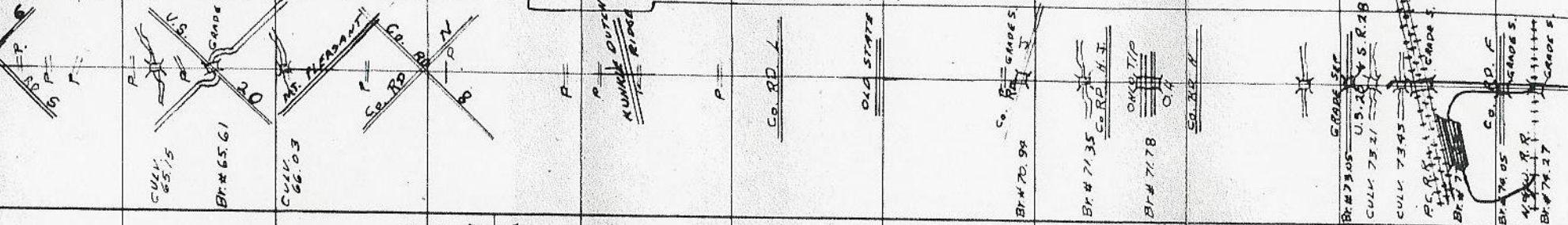
74

FULTON

DELTA

AVANCE QUIN D=1000
L=4805

OLD STATE LINE



Station	Elevation	Notes
743.80	+1.16	
745.80	+3.00	
764.55	V.C.	
764.55	-3.00	
754.80	-7.78	
754.02	0.00	
754.02	V.C.	
754.77	+2.25	
761.07	V.C.	
761.36	-1.10	
760.76	-1.05	
757.33	0.00	
757.33	-1.10	
753.93	-0.05	
752.28	-3.00	
749.18	V.C.	
748.88	0.00	
748.98	+2.20	
752.18	0.00	
752.18	+3.00	
770.33	V.C.	
770.33	-2.29	

74

75

76

77

78

79

80

81

82

83

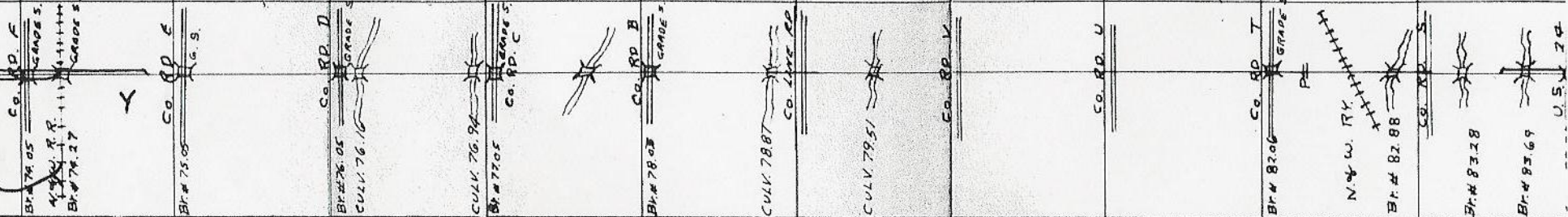
84

DELTA

LIBERTY CENTER

FULTON CO

HENRY CO.



132' 115'

156-132R

156-132R

132'

132' 115'

1973

1973

B '65

898 PR GRINDING TRAIN 162

770.38

777.70

735.45

731.35

700.75

698.25

691.65

688.61

683.33

683.33

683.33

685.83

681.89

681.25

683.25

675.75

672.69

673.67

673.28

677.23

1.29

-1.30

-1.35

1.30

-1.10

+1.20

-1.18

+1.12

+1.02

+1.82

82

83

84

85

86

87

88

89

90

91

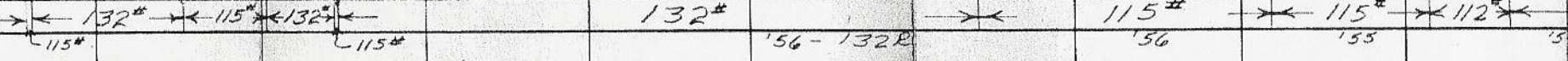
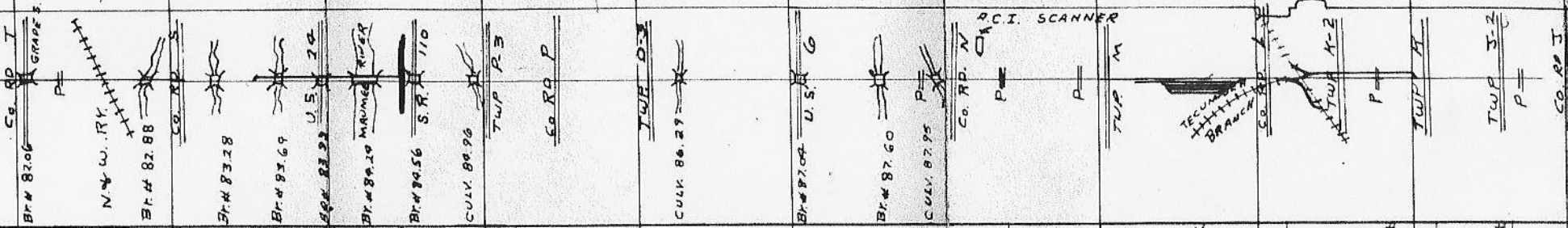
92

LIBERTY CENTER

MAUMEE

MALINTA

69
↑
↓



1973

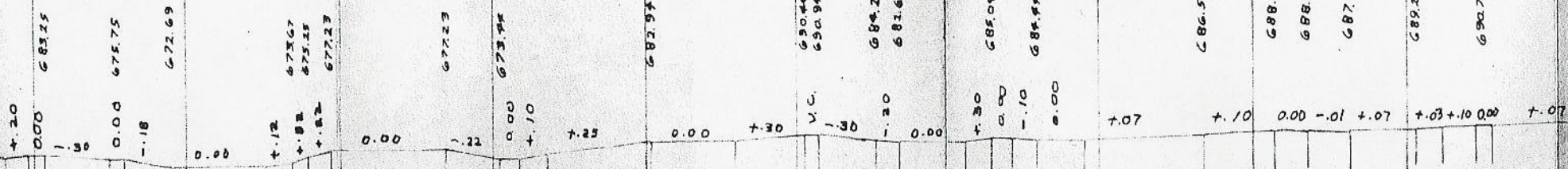
1970

B '65 '71

1973

1971

1973

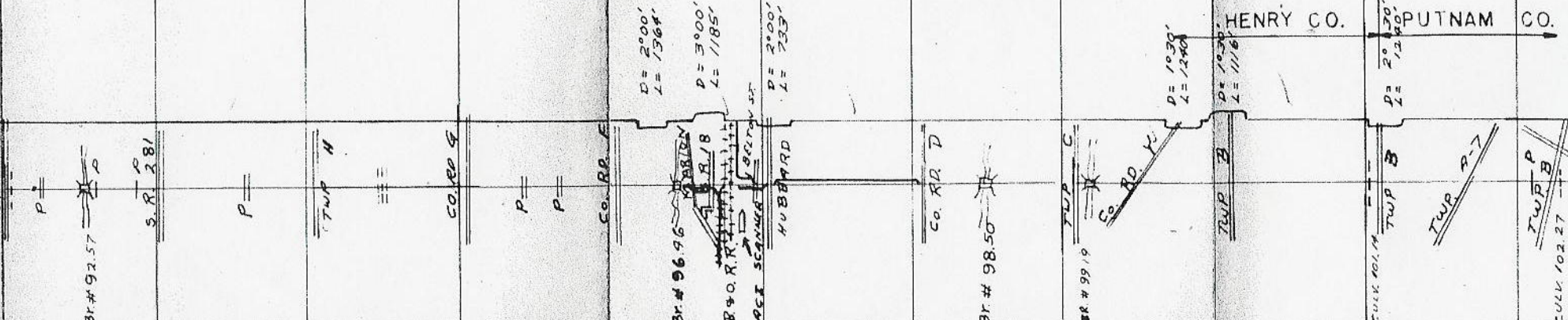


2 93 94 95 96 97 98 99 100 101 102

HAMLER

HENRY CO.

PUTNAM CO.



130 # 115 # 115 # 130 #

CROPPED 64 55-130R 55 55 57

1973 1974

6 HOLE 112 - 64 GRINDING TRAIN 57 GRINDING TRAIN 59

693.72 693.97 697.32 701.02 706.60

0.00 +.01 +.21 0.00 +.10 0.00 7.14 7.09 7.01 7.16 7.19 0.00 7.23 7.13 7.08 7.58 7.05 0.00 +.13 0.00 +.26

7.01 7.02 7.03 7.04 7.05 7.06 7.07 7.08 7.09 7.10 7.11 7.12 7.13 7.14 7.15 7.16 7.17 7.18 7.19 7.20 7.21 7.22 7.23 7.24 7.25 7.26 7.27 7.28 7.29 7.30 7.31 7.32 7.33 7.34 7.35 7.36 7.37 7.38 7.39 7.40 7.41 7.42 7.43 7.44 7.45 7.46 7.47 7.48 7.49 7.50 7.51 7.52 7.53 7.54 7.55 7.56 7.57 7.58 7.59 7.60 7.61 7.62 7.63 7.64 7.65 7.66 7.67 7.68 7.69 7.70 7.71 7.72 7.73 7.74 7.75 7.76 7.77 7.78 7.79 7.80 7.81 7.82 7.83 7.84 7.85 7.86 7.87 7.88 7.89 7.90 7.91 7.92 7.93 7.94 7.95 7.96 7.97 7.98 7.99 8.00

7.01 7.02 7.03 7.04 7.05 7.06 7.07 7.08 7.09 7.10 7.11 7.12 7.13 7.14 7.15 7.16 7.17 7.18 7.19 7.20 7.21 7.22 7.23 7.24 7.25 7.26 7.27 7.28 7.29 7.30 7.31 7.32 7.33 7.34 7.35 7.36 7.37 7.38 7.39 7.40 7.41 7.42 7.43 7.44 7.45 7.46 7.47 7.48 7.49 7.50 7.51 7.52 7.53 7.54 7.55 7.56 7.57 7.58 7.59 7.60 7.61 7.62 7.63 7.64 7.65 7.66 7.67 7.68 7.69 7.70 7.71 7.72 7.73 7.74 7.75 7.76 7.77 7.78 7.79 7.80 7.81 7.82 7.83 7.84 7.85 7.86 7.87 7.88 7.89 7.90 7.91 7.92 7.93 7.94 7.95 7.96 7.97 7.98 7.99 8.00

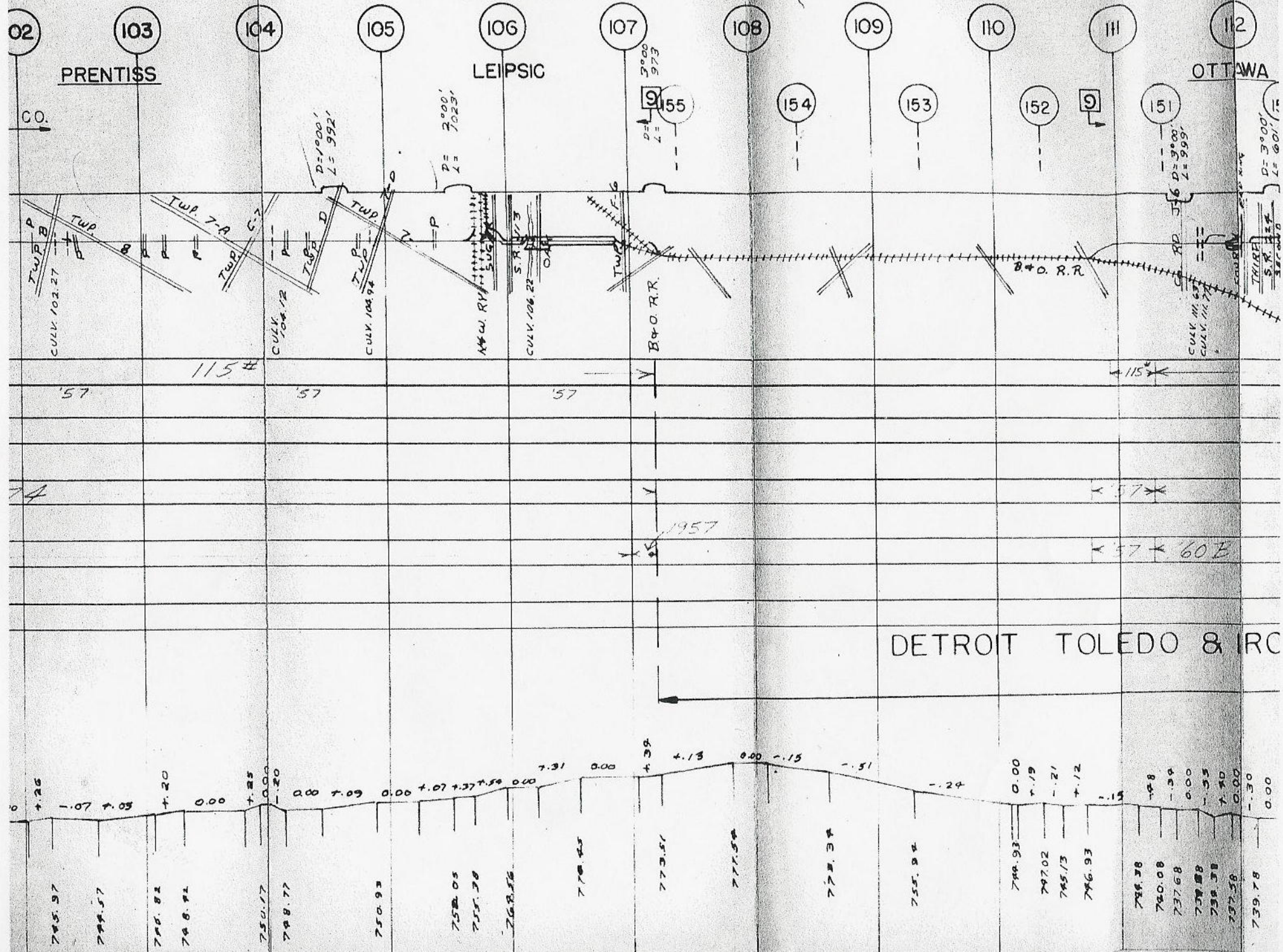
7.01 7.02 7.03 7.04 7.05 7.06 7.07 7.08 7.09 7.10 7.11 7.12 7.13 7.14 7.15 7.16 7.17 7.18 7.19 7.20 7.21 7.22 7.23 7.24 7.25 7.26 7.27 7.28 7.29 7.30 7.31 7.32 7.33 7.34 7.35 7.36 7.37 7.38 7.39 7.40 7.41 7.42 7.43 7.44 7.45 7.46 7.47 7.48 7.49 7.50 7.51 7.52 7.53 7.54 7.55 7.56 7.57 7.58 7.59 7.60 7.61 7.62 7.63 7.64 7.65 7.66 7.67 7.68 7.69 7.70 7.71 7.72 7.73 7.74 7.75 7.76 7.77 7.78 7.79 7.80 7.81 7.82 7.83 7.84 7.85 7.86 7.87 7.88 7.89 7.90 7.91 7.92 7.93 7.94 7.95 7.96 7.97 7.98 7.99 8.00

7.01 7.02 7.03 7.04 7.05 7.06 7.07 7.08 7.09 7.10 7.11 7.12 7.13 7.14 7.15 7.16 7.17 7.18 7.19 7.20 7.21 7.22 7.23 7.24 7.25 7.26 7.27 7.28 7.29 7.30 7.31 7.32 7.33 7.34 7.35 7.36 7.37 7.38 7.39 7.40 7.41 7.42 7.43 7.44 7.45 7.46 7.47 7.48 7.49 7.50 7.51 7.52 7.53 7.54 7.55 7.56 7.57 7.58 7.59 7.60 7.61 7.62 7.63 7.64 7.65 7.66 7.67 7.68 7.69 7.70 7.71 7.72 7.73 7.74 7.75 7.76 7.77 7.78 7.79 7.80 7.81 7.82 7.83 7.84 7.85 7.86 7.87 7.88 7.89 7.90 7.91 7.92 7.93 7.94 7.95 7.96 7.97 7.98 7.99 8.00

7.01 7.02 7.03 7.04 7.05 7.06 7.07 7.08 7.09 7.10 7.11 7.12 7.13 7.14 7.15 7.16 7.17 7.18 7.19 7.20 7.21 7.22 7.23 7.24 7.25 7.26 7.27 7.28 7.29 7.30 7.31 7.32 7.33 7.34 7.35 7.36 7.37 7.38 7.39 7.40 7.41 7.42 7.43 7.44 7.45 7.46 7.47 7.48 7.49 7.50 7.51 7.52 7.53 7.54 7.55 7.56 7.57 7.58 7.59 7.60 7.61 7.62 7.63 7.64 7.65 7.66 7.67 7.68 7.69 7.70 7.71 7.72 7.73 7.74 7.75 7.76 7.77 7.78 7.79 7.80 7.81 7.82 7.83 7.84 7.85 7.86 7.87 7.88 7.89 7.90 7.91 7.92 7.93 7.94 7.95 7.96 7.97 7.98 7.99 8.00

7.01 7.02 7.03 7.04 7.05 7.06 7.07 7.08 7.09 7.10 7.11 7.12 7.13 7.14 7.15 7.16 7.17 7.18 7.19 7.20 7.21 7.22 7.23 7.24 7.25 7.26 7.27 7.28 7.29 7.30 7.31 7.32 7.33 7.34 7.35 7.36 7.37 7.38 7.39 7.40 7.41 7.42 7.43 7.44 7.45 7.46 7.47 7.48 7.49 7.50 7.51 7.52 7.53 7.54 7.55 7.56 7.57 7.58 7.59 7.60 7.61 7.62 7.63 7.64 7.65 7.66 7.67 7.68 7.69 7.70 7.71 7.72 7.73 7.74 7.75 7.76 7.77 7.78 7.79 7.80 7.81 7.82 7.83 7.84 7.85 7.86 7.87 7.88 7.89 7.90 7.91 7.92 7.93 7.94 7.95 7.96 7.97 7.98 7.99 8.00

OTTAWA LOOP



PRENTISS

LEIPSIK

OTTAWA

DETROIT TOLEDO & I.R.C.

CO.

57

74

0

745.97

744.57

746.82

748.92

750.17

748.77

750.93

752.05

755.38

762.86

770.45

773.51

771.58

772.38

755.88

744.93

747.02

745.13

746.93

744.38

740.08

737.68

738.88

734.38

737.38

739.78

0.00

115#

57

1957

57

57 60B

39

13

0.00

15

24

13

58

39

0.00

35

30

0.00

30

9 55

154

153

152

9

151

9

3000
973

3000
599

3000
600

D=1000'
L=992'

D=3000'
L=7023'

D=3000'
L=599'

D=3000'
L=600'

TWP. P
CULV. 102.27

TWP. 7-A
CULV. 104.12

TWP. D
CULV. 104.12

TWP. B
CULV. 104.94

New R.R.
S.R. 113
CULV. 106.22

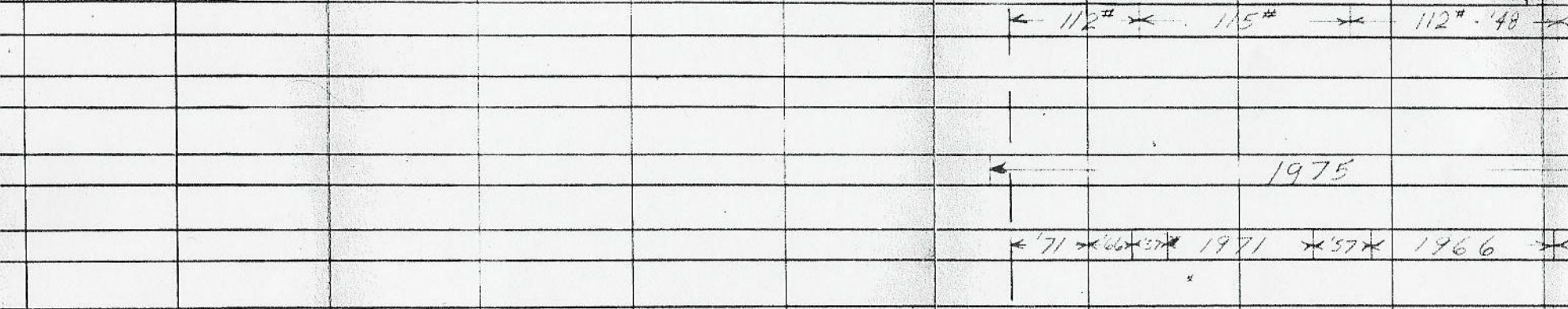
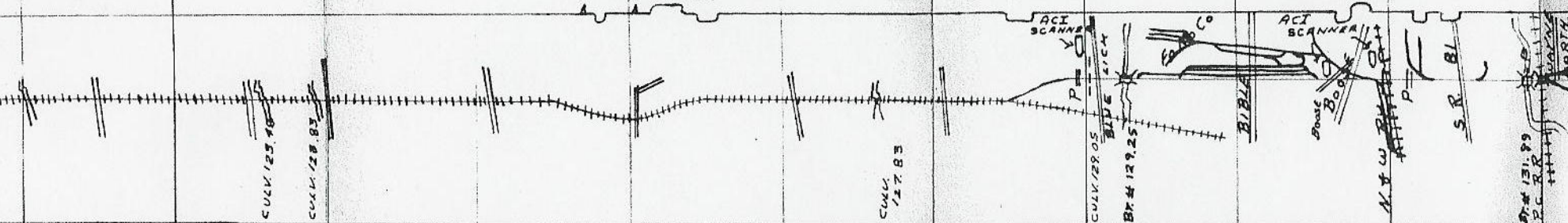
TWP. F-6
B&O R.R.

CULV. 111.74
CULV. 111.74

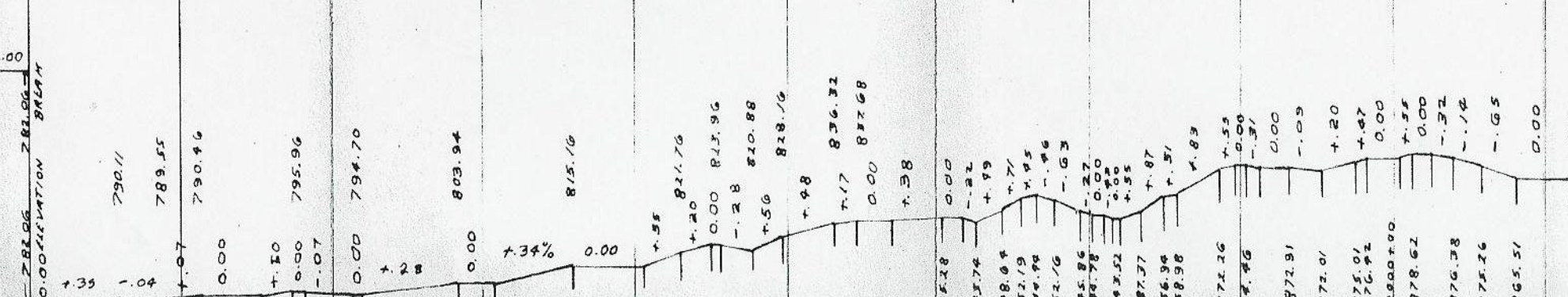
THURSTON
S.R. 113
CULV. 111.74

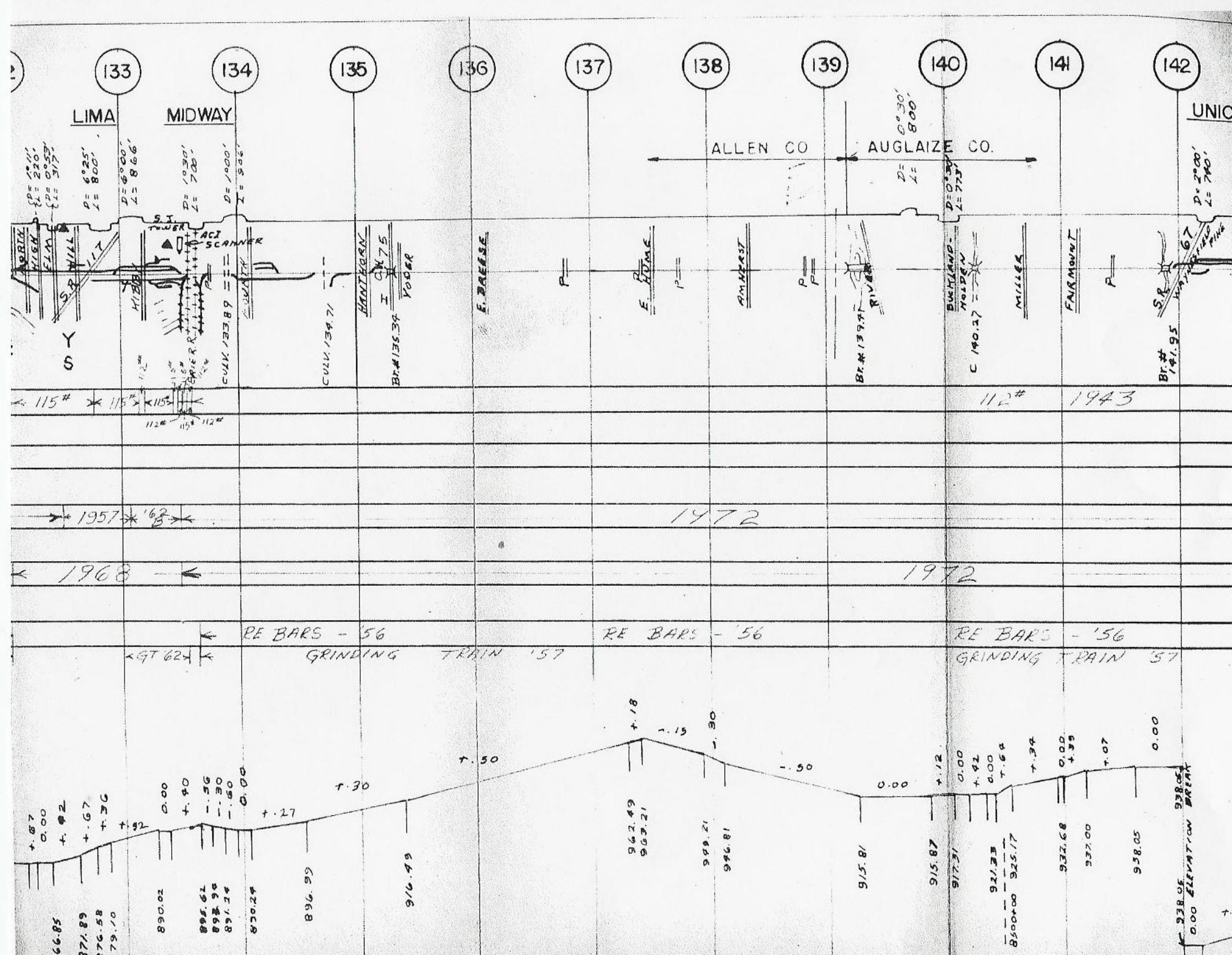
122 123 124 125 126 127 128 129 130 131 132

140 139 138 CAIRO 137 136 135 134 FORD PARK MORRIS



AIN TRACK 1975 1971 1966 RE BARS '57 GRINDING TRAIN '59





142 143 144 145 146 147 148 149 150 151 152

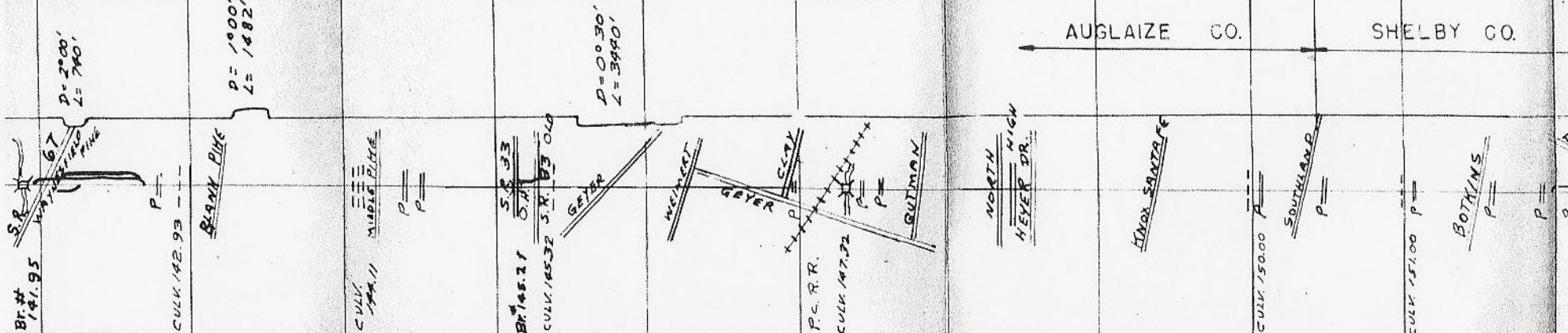
UNIOPOLIS

ST. JOHNS

SLATER

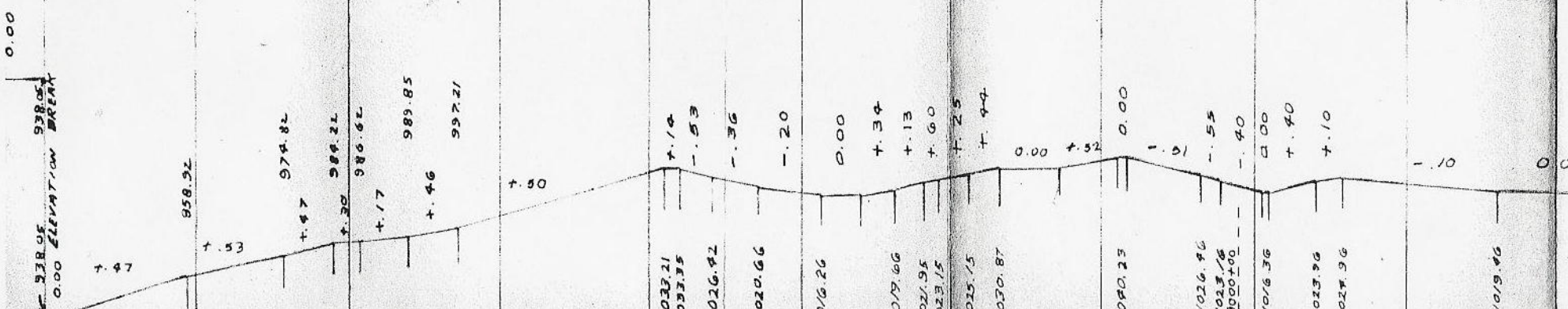
AUGLAIZE CO.

SHELBY CO.



1965 1974 1970 1974 1970

RE BARS '59 GRINDING TRAIN - '61



153

154

155

156

157

158

159

160

161

162

JACKSON CTR.

MAPLEWOOD

SHELBY CO

LOGAN CO

D = 1000'
L = 865'

D = 2000'
L = 1180'

10 ||

9 R
65
TWO
P
JACKSON
DART
COLLIER
S.R. 274
DAVIS
WALKER

LINER-SHENBERGER

WISE

WILDERMOUTH

P
CULK 156.81
MERANDA

MAPLEWOOD
TAYLOR
P
MAPLEWOOD
TAYLOR

P
LEFFNER

P
C.R. 23
P
CULK 160.83
S.R. 47
P
P

C.R. 34
CULK 162.73

112# - 43

112#

194

1974

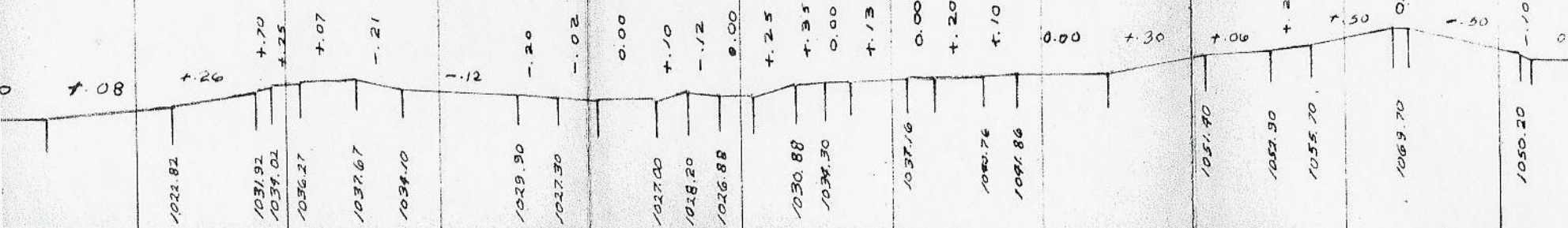
'64

1974

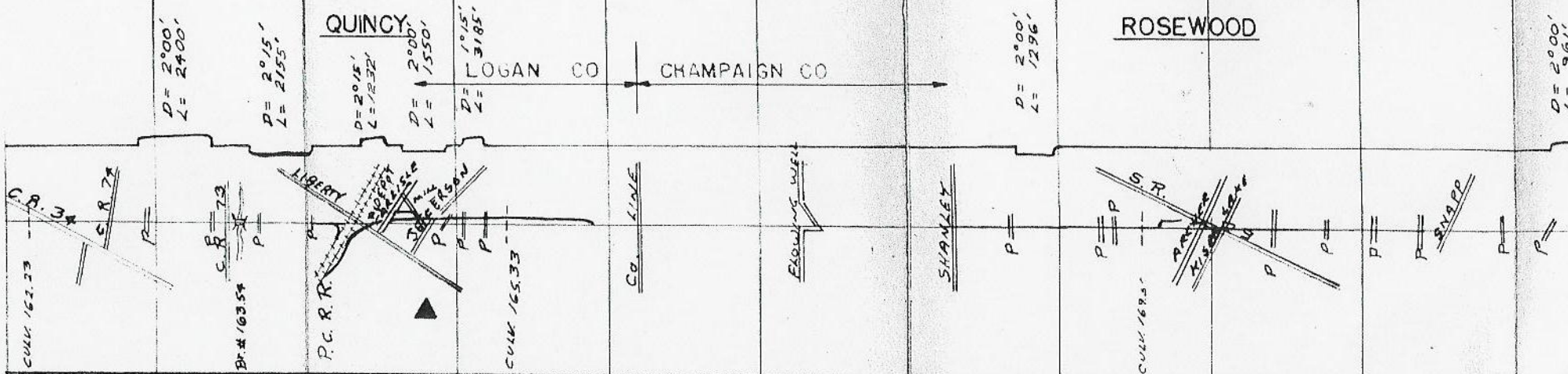
1974

(300 REBARS) 6 HOLE - 1964 (600 NEW) →

← GRINDING TRAIN - '5



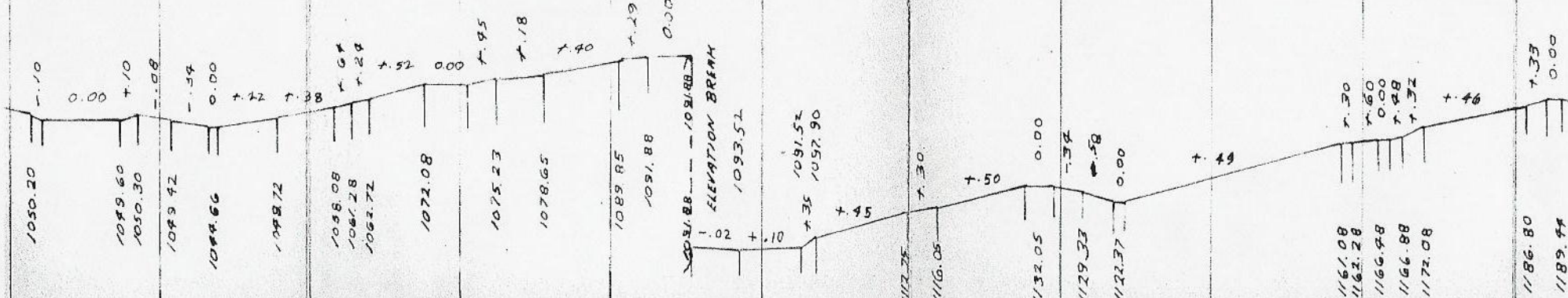
2 163 164 165 166 167 168 169 170 171 172

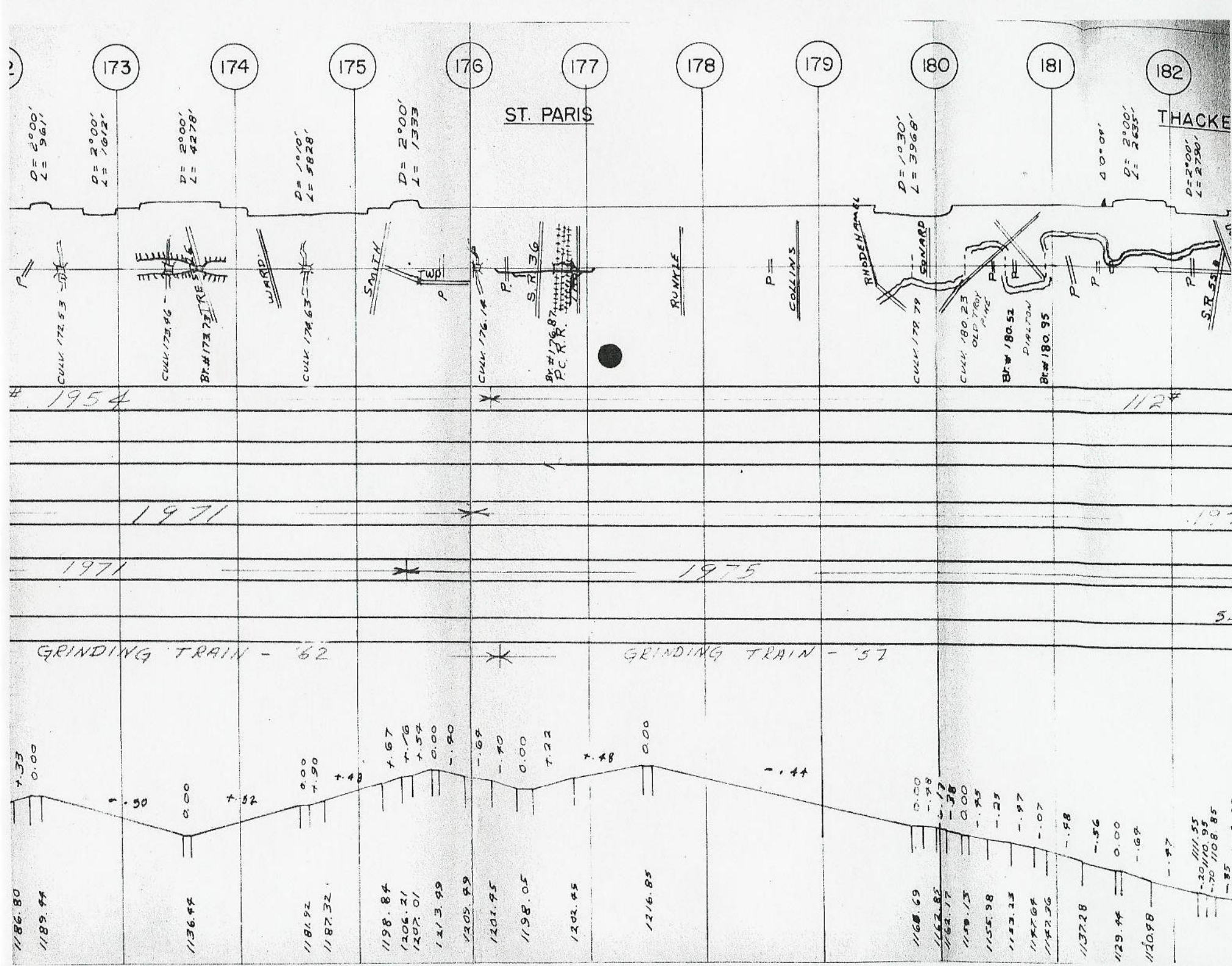


1940 115#

* 1966 * 1974 * 1966 * 1974 *

'57 RE BARS - '57 GRINDING TRAIN 59





173

174

175

176

177

178

179

180

181

182

ST. PARIS

THACKER

D=2000'
L=961'

D=2000'
L=1012'

D=2000'
L=4278'

D=1010'
L=5828'

D=2000'
L=1333'

D=1030'
L=3968'

D=2000'
L=2655'

D=2000'
L=2790'

CULV 172.53

CULV 173.96
BR.#173 72 RE

CULV 174.63

CULV 176.14
S.R. 36
BR.#176 87
P.C.R.R.

RUNKLE

COLLINS

RHODES

CULV 178.79
SEWARD

CULV 180.23
OLD TROY
PINE

BR.#180.52
DIBLTON

BR.#180.95

S.R. 55

1954

1124

1971

1971

1975

GRINDING TRAIN - '62

GRINDING TRAIN - '57

4.33
0.00

0.00

+ .82

0.00
+ .90

+ .48

+ .67
+ .76
+ .54
0.00
-.90

-.67

-.70

0.00

+ .22

+ .48

0.00

- .44

1186.80
1189.44

1136.44

1181.92
1187.32

1198.84
1206.21
1207.01
1213.99
1205.99

1202.95

1198.05

1202.45

1216.85

1168.69
1162.85
1162.17

1158.13
1155.98

1153.23

1147.64
1147.96

1137.28

1129.44

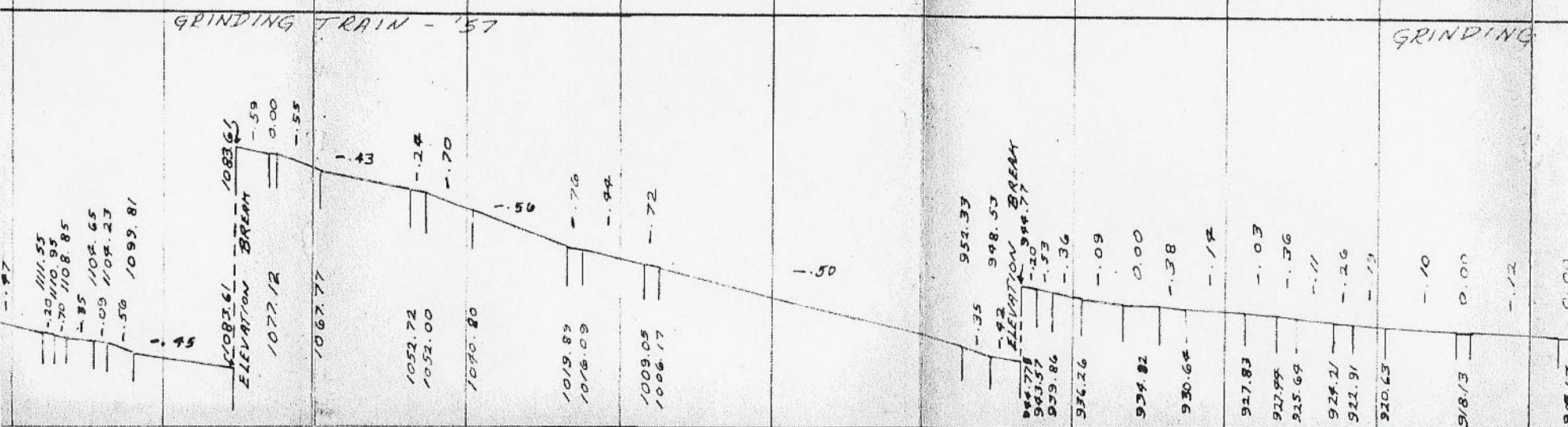
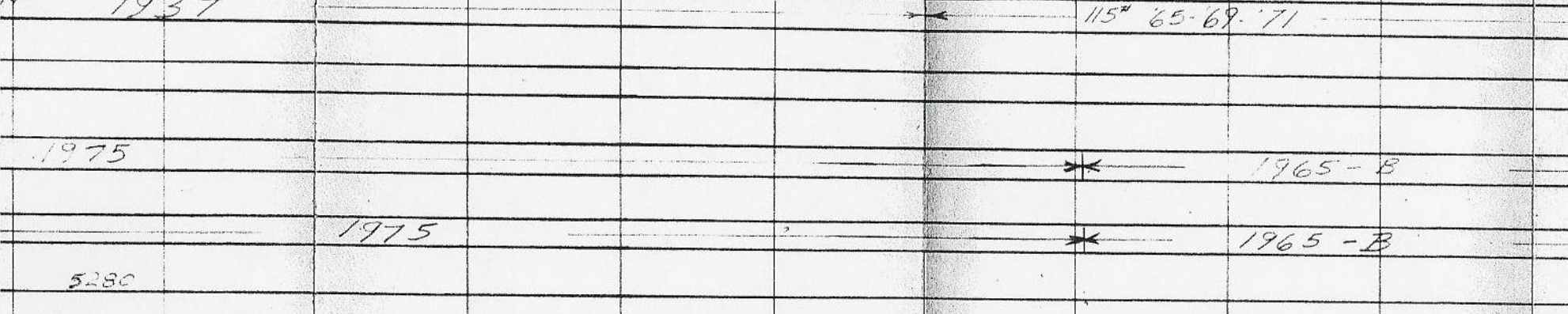
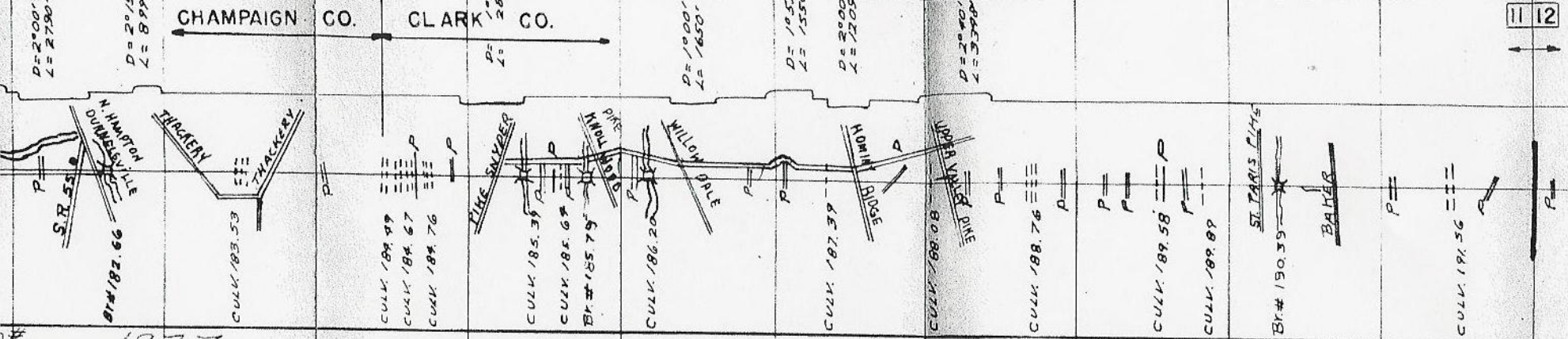
1109.8

1111.55
1110.95
1108.85
1108.85

H. E. BASS

82 183 184 185 186 187 188 189 190 191 192

THACKERY CHAMPAIGN CO. CLARK CO. BRYAR TREMONT CITY EAGLE CITY

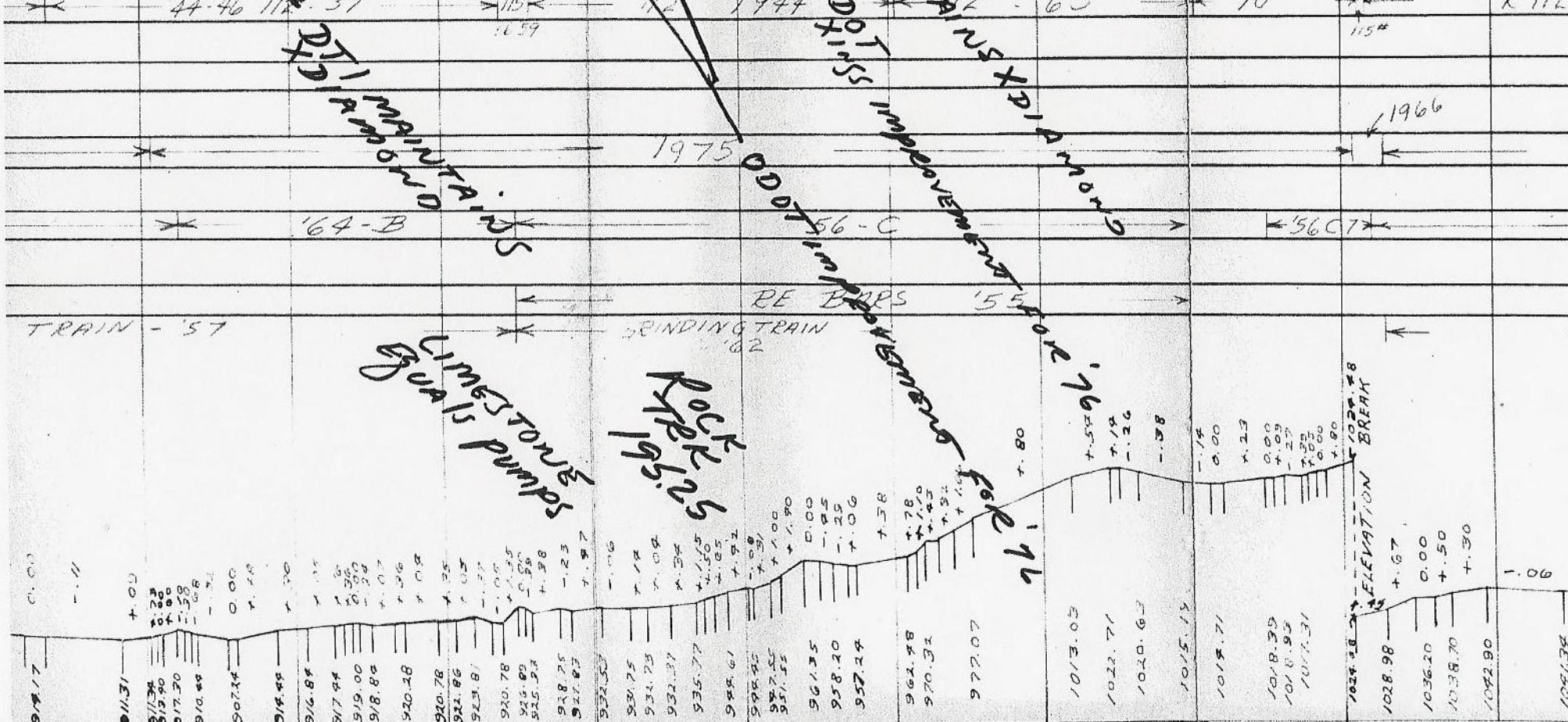
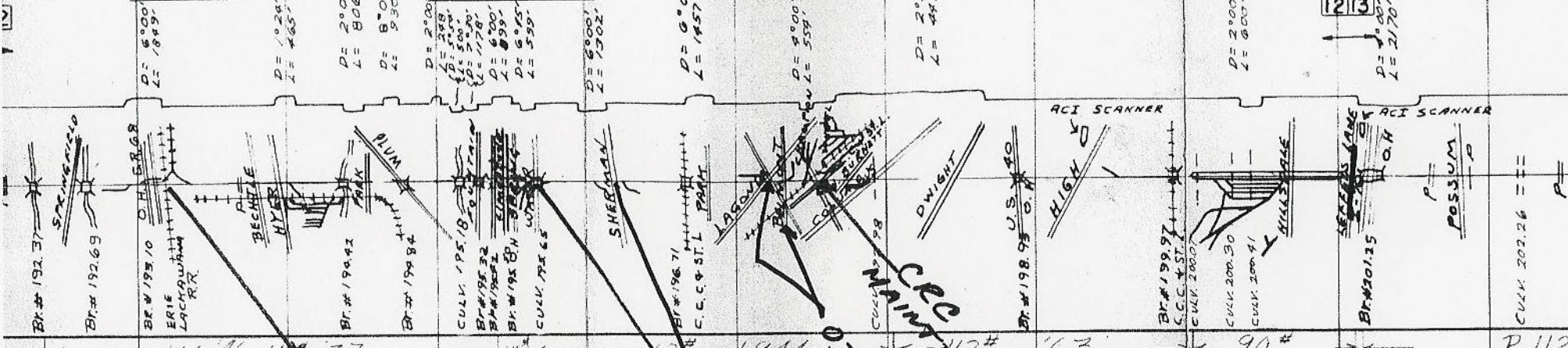


193 194 195 196 197 198 199 200 201 202

MAITLAND

SPRINGFIELD

1213



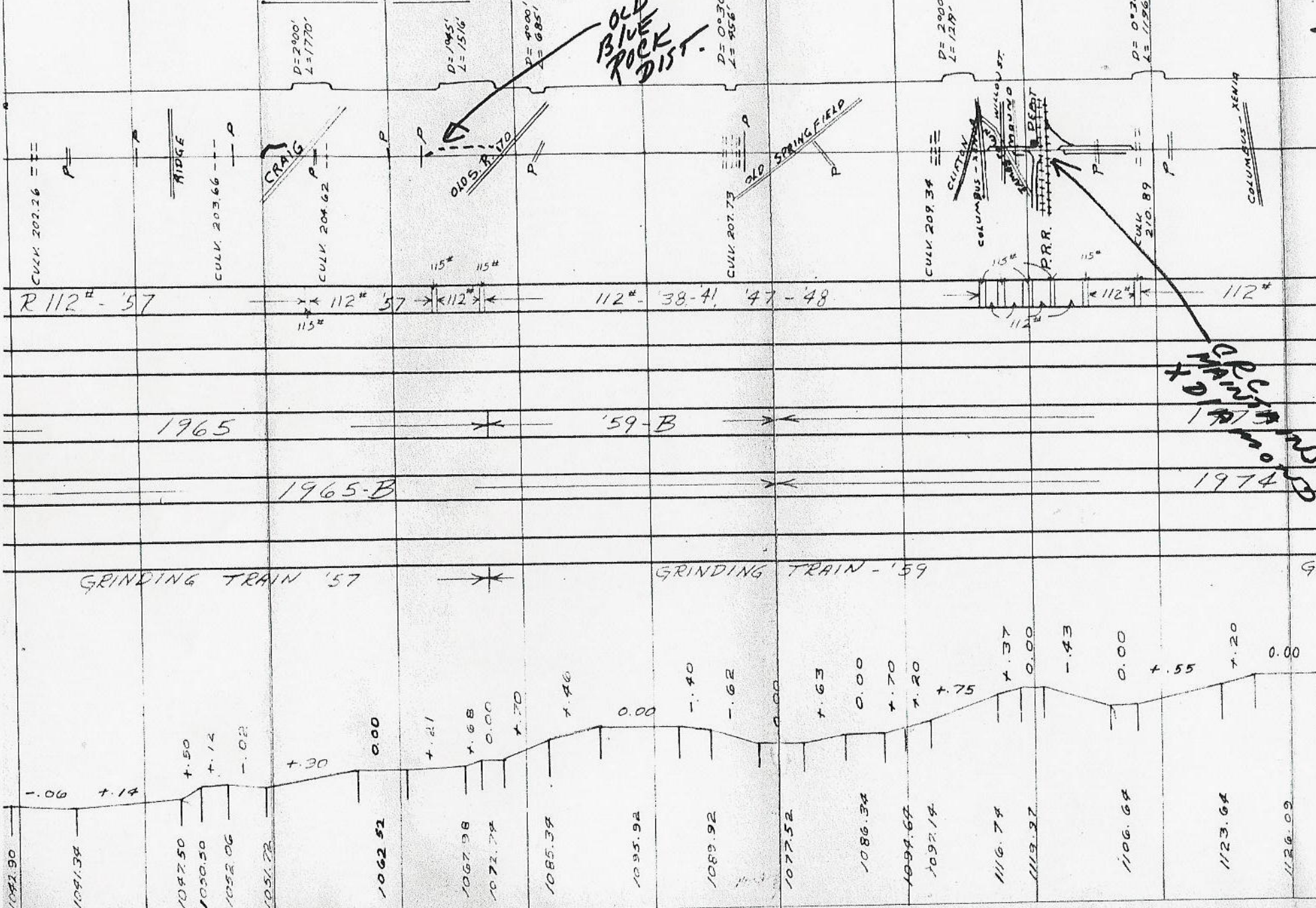
917.17	0.00
911.31	+.09
915.34	+2.28
915.90	+4.80
917.30	-1.58
918.88	-1.08
907.14	0.00
918.48	+1.14
916.84	+1.20
917.44	+1.14
918.84	+0.20
919.00	-1.34
918.84	+1.07
920.28	+1.26
910.78	+1.08
922.80	+1.35
923.81	+1.07
920.78	-1.07
926.89	+1.35
925.84	+1.38
928.25	-1.23
927.83	+1.97
932.53	-1.06
931.75	+1.14
932.25	+1.04
932.37	+1.34
935.77	+1.10
938.61	+1.92
938.90	+1.08
937.85	+1.00
937.55	+1.90
961.35	0.00
958.20	-1.25
957.24	+1.06
962.48	+1.38
970.32	+1.78
972.07	+1.43
	+1.92
	+1.14
	+1.80
1013.03	+1.54
1022.71	+1.10
1020.63	-1.26
1015.13	-1.38
1018.71	-1.14
	0.00
	+1.23
1018.39	0.00
1018.93	+1.09
1017.31	-1.27
	1.25
	1.00
	+1.80
1024.18	1024.18
1028.98	ELEVATION BREAK
	+1.67
1036.20	0.00
1038.70	+1.50
1042.90	+1.30
1041.34	1.00

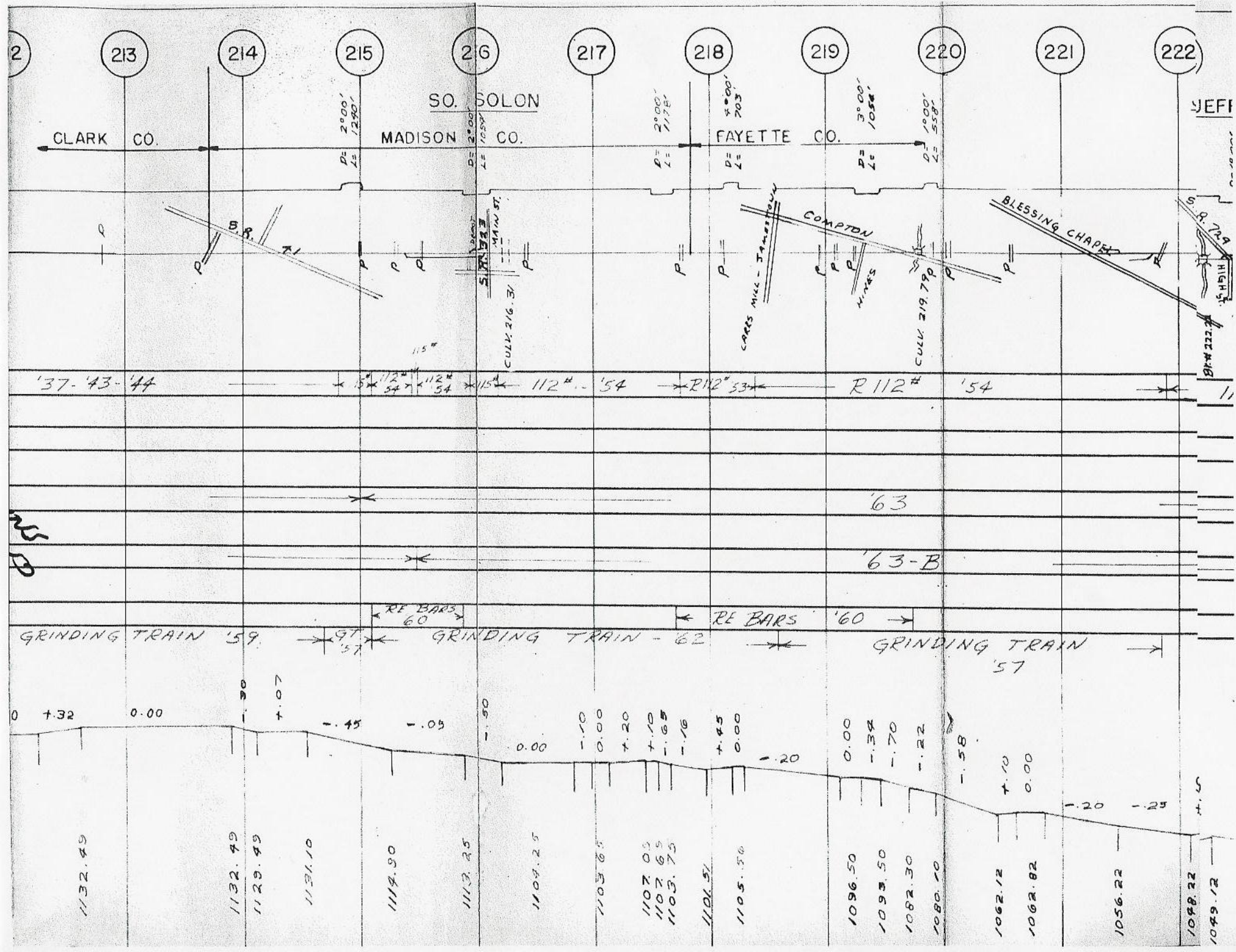
202 203 204 205 206 207 208 209 210 211 212

THORPES ROYAL

SO. CHARLESTON

OLD BLUE ROCK DIST.





213

214

215

216

217

218

219

220

221

222

CLARK CO.

MADISON CO.

FAYETTE CO.

SO. SOLON

B.R.

MAN ST.
CULV. 216.31

CARRS MILL - JAMES TOLL

COMPTON

CULV. 219.79

BLESSING CHAPEL

S. R. 729

'37-'43-'44

112# '54 R112# '54

'63

'63-B

GRINDING TRAIN '59

GRINDING TRAIN - 62

GRINDING TRAIN '57

RE BARS '60

RE BARS '60

+32

0.00

+.90

+.07

-.45

-.03

-.50

0.00

-.10

0.00

+.20

+.10

-.65

-.16

+.45

0.00

-.20

0.00

-.34

-.70

-.22

-.58

+.10

0.00

-.20

-.25

+.5

1132.49

1132.49

1129.49

1131.10

1114.90

1113.25

1109.25

1103.65

1107.05

1102.65

1103.75

1101.51

1105.50

1096.50

1093.50

1082.30

1080.10

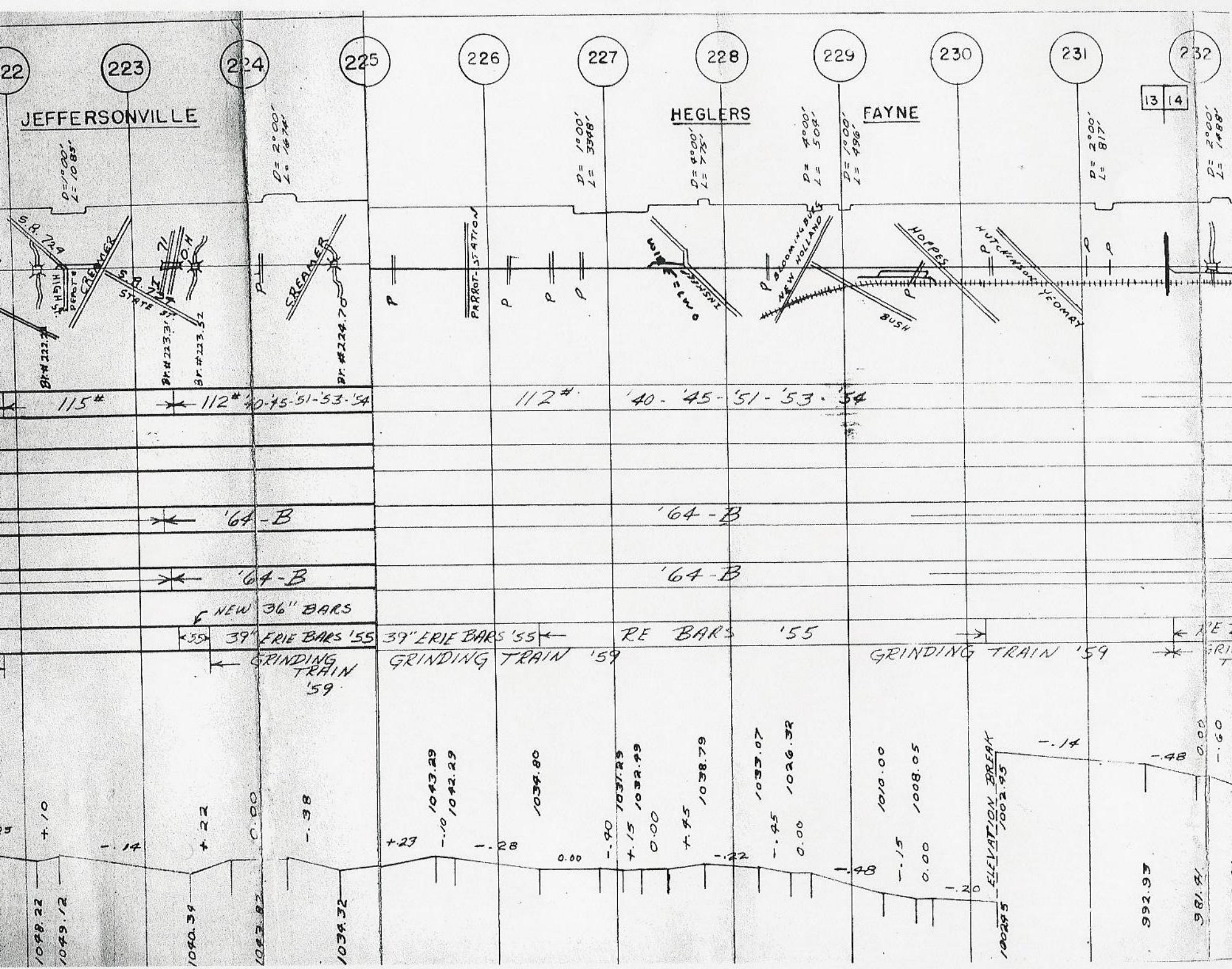
1062.12

1062.82

1056.22

1049.22

1049.12



JEFFERSONVILLE

HEGLERS

FAYNE

115#

112#

'40-'45-'51-'53-'54

'64-B

'64-B

'64-B

'64-B

NEW 36" BARS

39" ERIE BARS '55

39" ERIE BARS '55

RE BARS '55

GRINDING TRAIN '59

GRINDING TRAIN '59

GRINDING TRAIN '59

1098.22
1049.12

1090.39
1083.82

1094.32

1043.29
1042.29

1039.80

1037.29
1032.49

1038.79

1033.07
1026.32

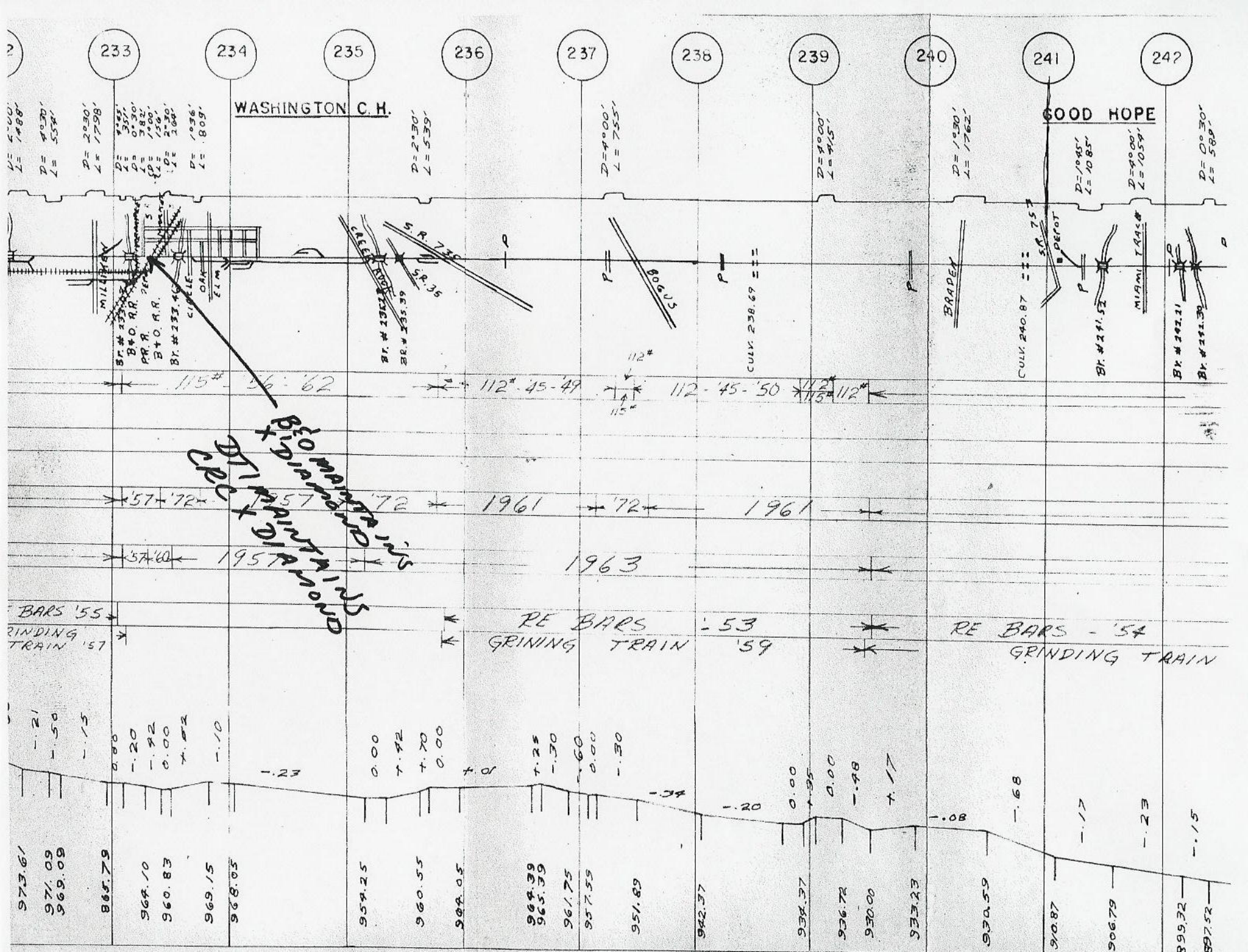
1010.00
1008.05

ELEVATION BREAK
1002.95

992.93
981.91

13 14

D=2'00"
L=1488'



233

234

235

236

237

238

239

240

241

242

WASHINGTON C.H.

GOOD HOPE

D = 500'
L = 1488'
D = 400'
L = 558'
D = 2000'
L = 1798'

D = 2000'
L = 539'

D = 4000'
L = 755'

D = 4000'
L = 915'

D = 1500'
L = 1762'

D = 1045'
L = 1085'

D = 4000'
L = 1054'

D = 0000'
L = 589'

MILITARY
BR. # 233.46
B&O R.R. 260.31
PR.R. 260.31
B&O R.R. 260.31
BR. # 233.46
CIRCLE
OAK
FLM

CALERA RIVER
BR. # 235.39
S.R. 735
S.R. 35

BOGUS

CULV. 238.69

BRADEN

CULV. 240.87

MIAMI TRACK
BR. # 241.52

BR. # 242.31
BR. # 242.39

115#

112# 45-49

112# 45-50

*Big map of this
CPD + BRADEN
+ BRADEN*

57' 72"

1957

1961

1963

1961

57' 60"

1957

BARS '55
GRINDING TRAIN '57

RE BARS
GRINDING TRAIN '53
'59

RE BARS - '54
GRINDING TRAIN

-.21
-.50
-.15
0.00
-.20
-.92
0.00
+.82
-.10

0.00
+.92
+.70
0.00
+.25
-.30
-.60
0.00
-.30

-.20
0.00
+.95
0.00
-.98
+.17

-.08
-.68

-.17
-.23
-.15

973.61
971.09
969.09
865.79
969.10
960.83
969.15
968.05

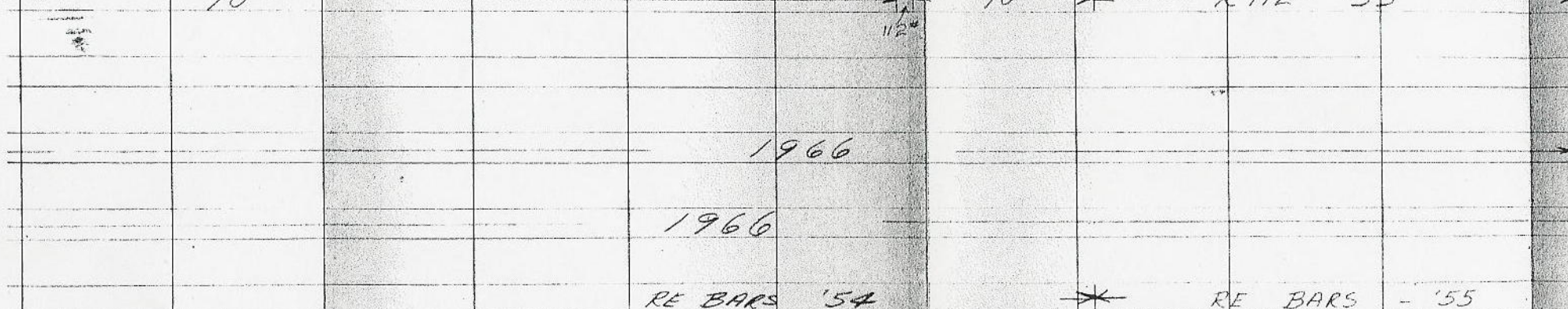
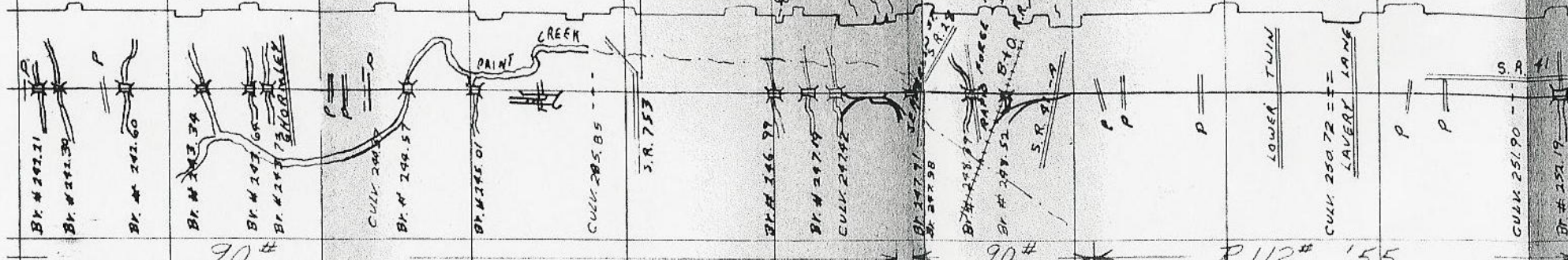
959.25
960.55
969.05
969.39
965.39
961.75
957.55
951.89

942.37
939.37
936.72
930.00
933.23

930.59
910.87
906.79
899.32
897.52

42 243 244 245 246 247 248 249 250 251 252

FAYETTE CO. GREENFIELD HIGHLAND CO. ROSS CO. THRIFTON NEW SALEM



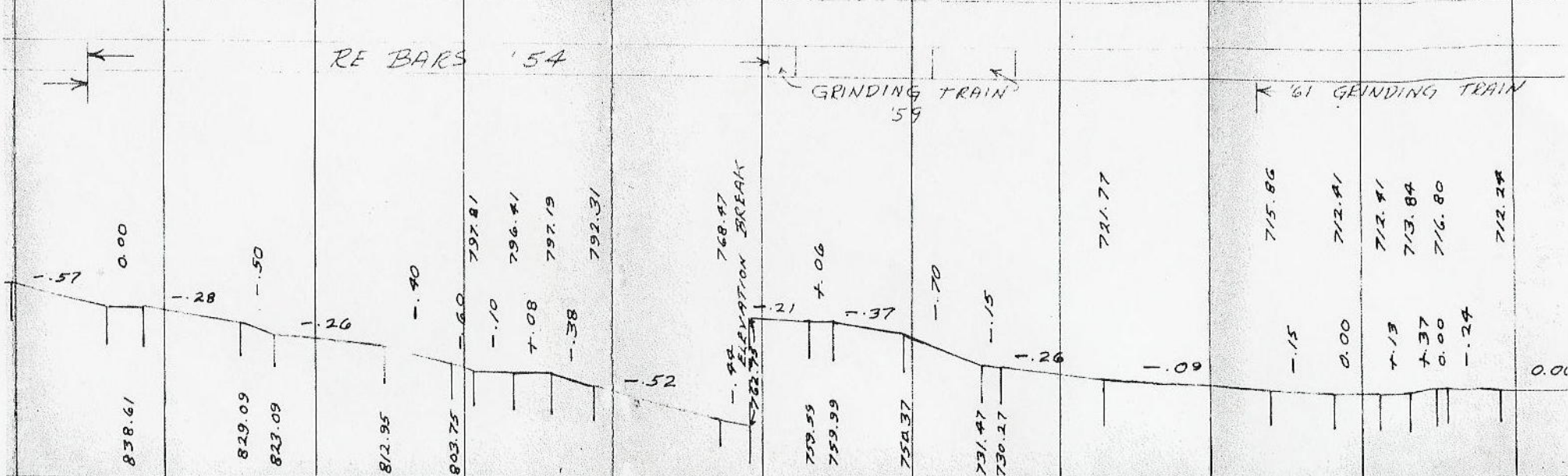
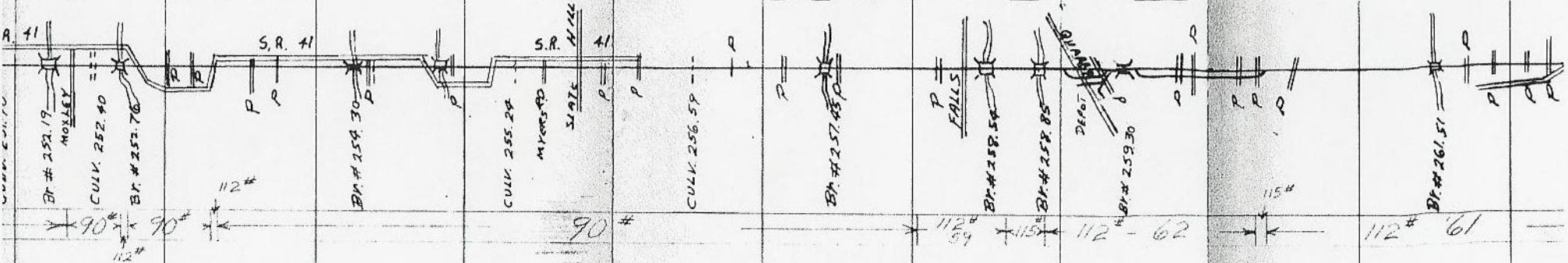
Station	Elevation	Notes
899.32	-0.15	
897.52		
	0.00	
884.57		
876.18	-0.38	ELEVATION BREAK
876.18	-0.11	
874.75	+0.11	
875.30	-0.57	
869.60	0.00	
875.24	+0.47	
	0.00	
854.94	-0.58	
	-0.18	
878.49	0.00	
	-0.35	
842.89	0.00	
844.47	+0.18	
	0.00	
851.44	+0.73	
862.44	+0.10	
	+0.84	
883.44	+0.30	
885.44	+0.60	
894.02	-0.38	
889.84	-0.35	
885.29	+0.43	
	0.00	
890.45		
	-0.42	
856.85	0.00	

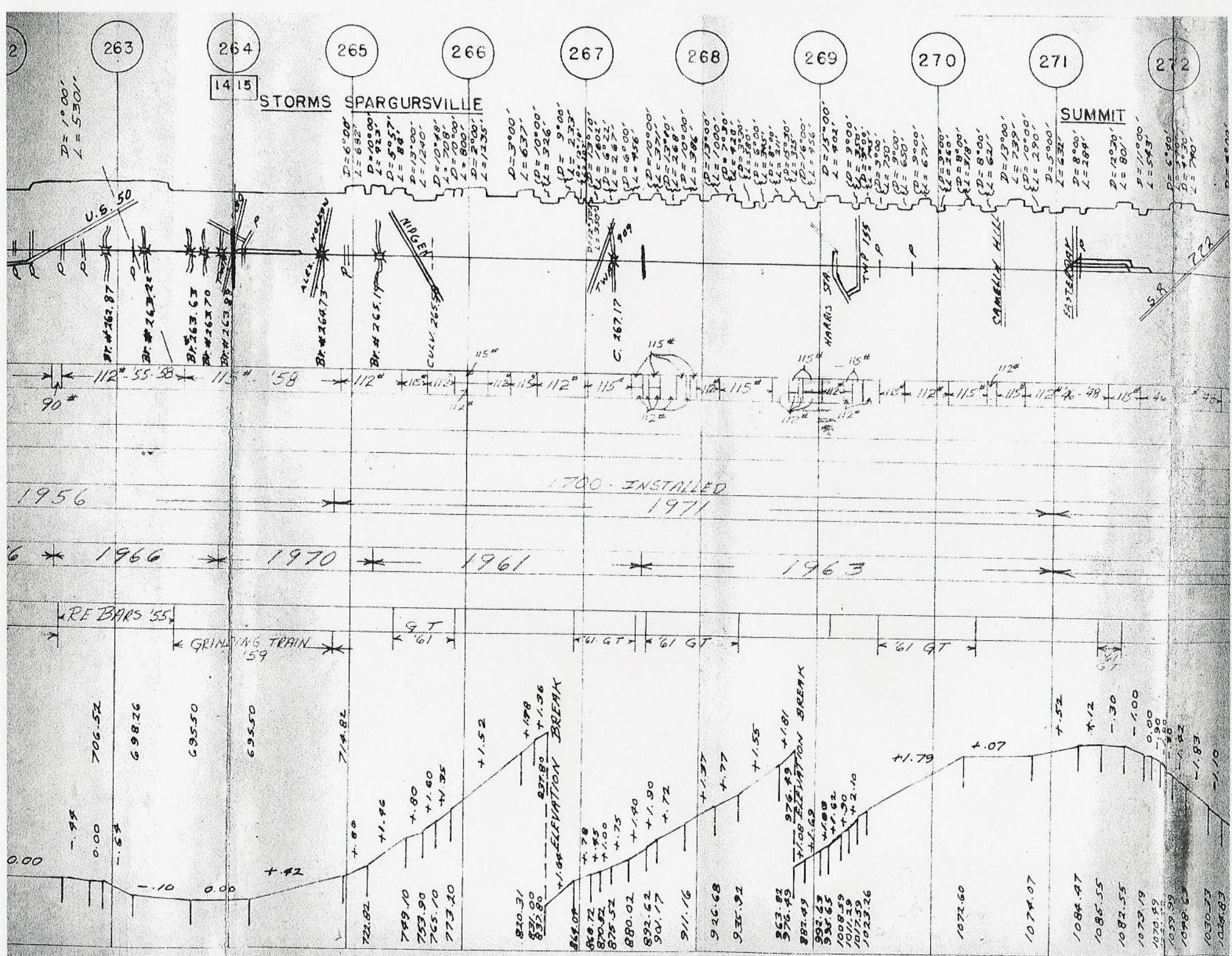
52 253 254 255 256 257 258 259 260 261 262

FRUITDALE

BAINBRIDGE

$D=4^{\circ}30'$
 $L=806'$
 $D=4^{\circ}00'$
 $L=744'$
 $D=5^{\circ}00'$
 $L=757'$
 $D=6^{\circ}00'$
 $L=958'$
 $D=2^{\circ}00'$
 $L=502'$
 $D=3^{\circ}30'$
 $L=950'$
 $D=4^{\circ}00'$
 $L=1300'$
 $D=3^{\circ}00'$
 $L=576'$
 $D=4^{\circ}00'$
 $L=604'$
 $D=2^{\circ}00'$
 $L=900'$
 $D=3^{\circ}00'$
 $L=930'$
 $D=6^{\circ}00'$
 $L=744'$
 $D=8^{\circ}00'$
 $L=589'$
 $D=5^{\circ}00'$
 $L=646'$
 $D=7^{\circ}00'$
 $L=967'$
 $D=4^{\circ}00'$
 $L=372'$
 $D=5^{\circ}00'$
 $L=1581'$
 $D=1^{\circ}35'$
 $L=2352'$





263

264

265

266

267

268

269

270

271

272

14 15

STORMS SPARGURSVILLE

SUMMIT

D=1'00"
L=530'

D=6'00"
L=632'

D=10'00"
L=923'

D=5'00"
L=84'

D=13'00"
L=1240'

D=10'48"
L=708'

D=10'00"
L=800'

D=2'00"
L=1235'

D=3'00"
L=637'

D=10'00"
L=326'

D=9'00"
L=233'

D=12'00"
L=1397'

D=12'00"
L=1304'

D=12'00"
L=1304'

D=12'00"
L=1304'

D=12'00"
L=1304'

D=12'00"
L=1304'

D=12'00"
L=1304'

D=12'00"
L=1304'

D=12'00"
L=1304'

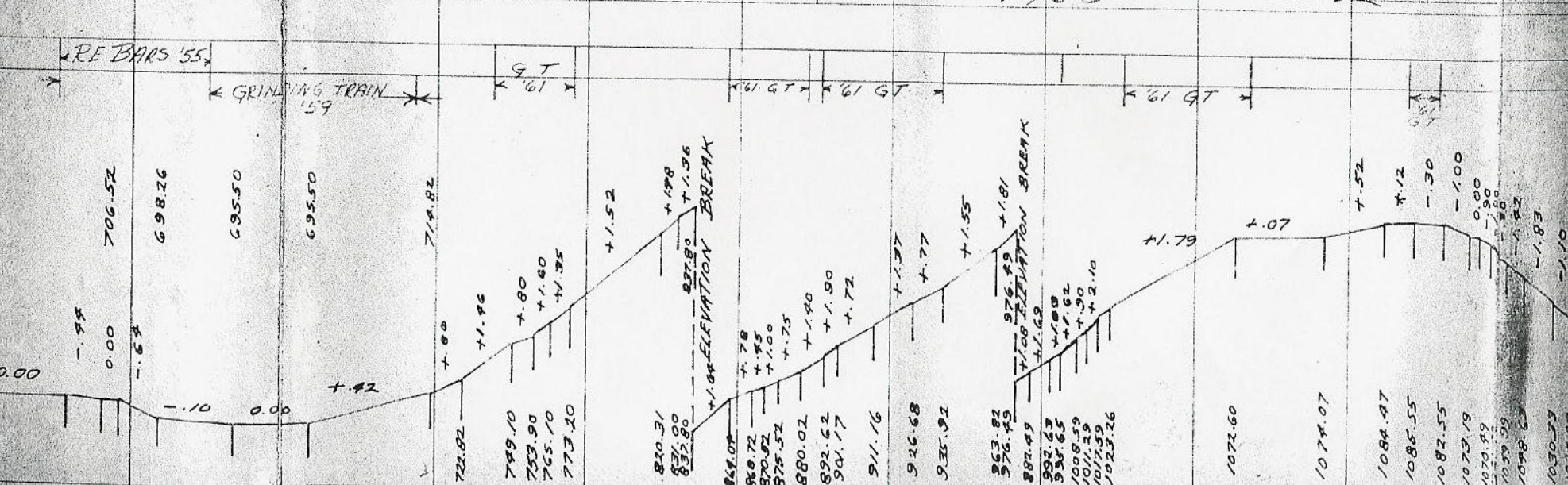
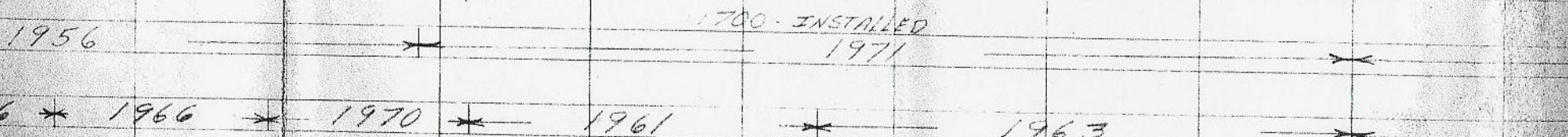
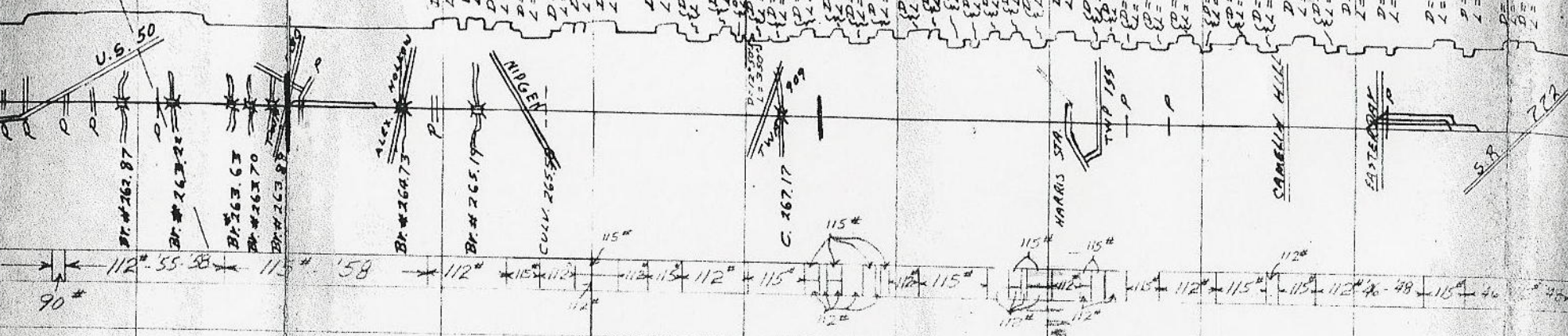
D=12'00"
L=1304'

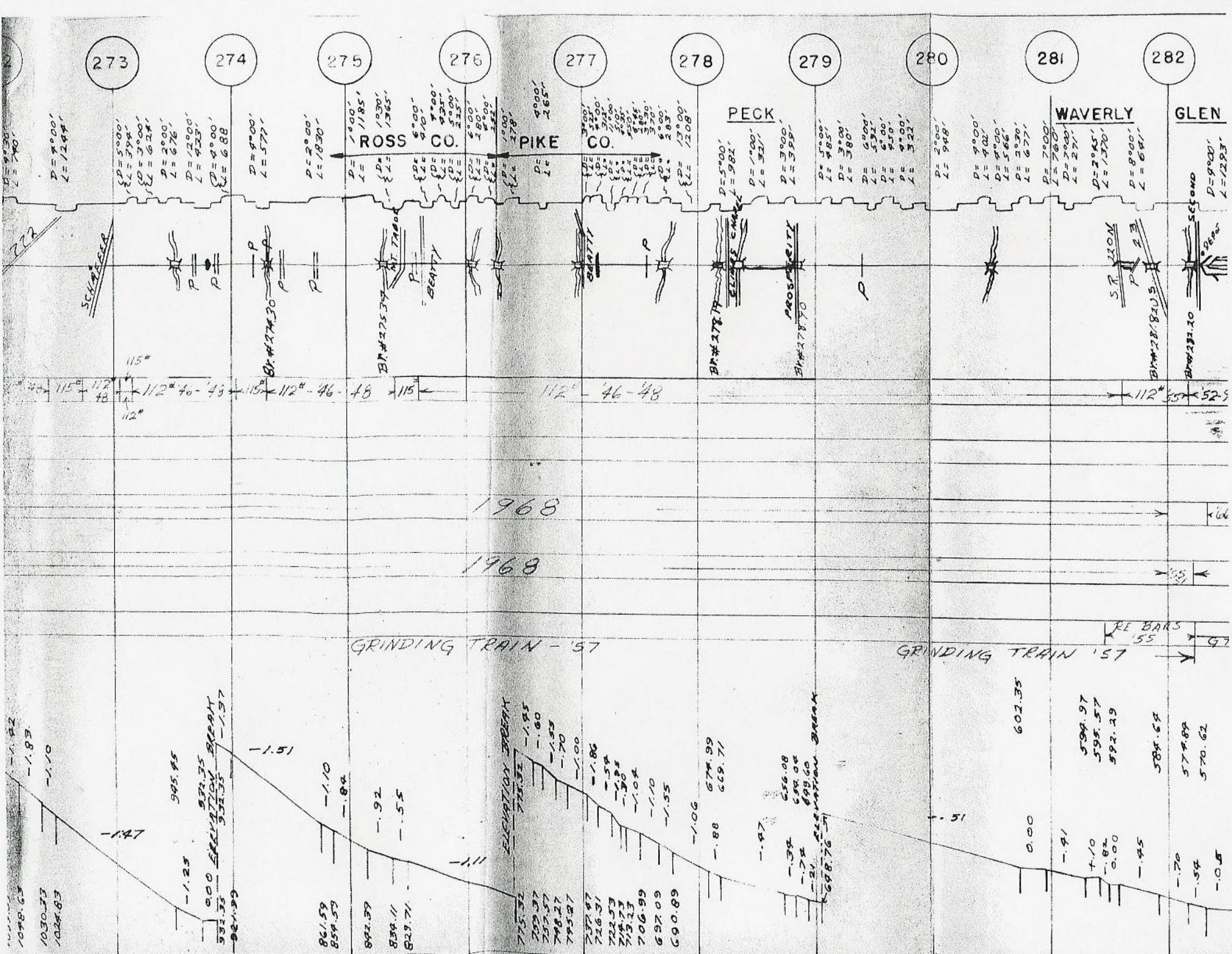
D=12'00"
L=1304'

D=12'00"
L=1304'

D=12'00"
L=1304'

D=12'00"
L=1304'





273

274

275

276

277

278

279

280

281

282

ROSS CO.

PIKE CO.

PECK

WAVERLY

GLEN

D=900'
L=740'

D=900'
L=1244'

D=5000'
L=334'
D=3000'
L=624'

D=2000'
L=676'
D=2200'
L=923'

D=9000'
L=688'
D=9000'
L=577'

D=2000'
L=1830'

D=1000'
L=1185'
D=1030'
L=1365'
D=500'
L=470'
D=900'
L=435'
D=500'
L=320'

D=3000'
L=4009'
D=4000'
L=392'
D=1000'
L=278'

D=9000'
L=265'

D=3000'
L=2210'
D=2200'
L=2000'
D=1500'
L=1550'
D=1000'
L=1400'
D=500'
L=847'
D=3000'
L=383'

D=13000'
L=1308'

D=5400'
L=982'
D=1000'
L=321'

D=3000'
L=399'

D=5000'
L=985'
D=3000'
L=380'

D=6000'
L=532'
D=6000'
L=450'
D=4000'
L=322'

D=2000'
L=948'

D=9000'
L=902'
D=9000'
L=566'

D=3000'
L=677'

D=2000'
L=760'
D=2000'
L=277'

S. R. 210 M
P. 2 B

S. R. 210 M
P. 2 B

115'
112'
112'

112° 46' 48"

112° 46' 48"

112° 55' 52.5"

1968

1968

GRINDING TRAIN - '57

GRINDING TRAIN '57
RE BARS '55

-1.25

995.95
0.00 ELEVATION BEAR
533.35
533.35
-1.37
824.99

-1.51

861.59
854.59
-1.10
-0.84

842.97
834.11
823.71
-0.92
-0.55

-1.11

ELEVATION BEAR
775.92
758.32
-1.95
-0.60
-1.53
-0.70
-1.00
757.87
726.31
-1.86
722.53
714.73
713.23
-0.54
-0.98
-1.04
706.99
697.09
-1.10
690.89
-1.55

-1.06
674.99
669.71
-0.88

-0.97
656.08
649.04
-0.39
649.60
-0.24
ELEVATION BEAR
648.76

602.35

0.00

-0.91
594.97
595.57
592.29
+1.0
-0.82
0.00

-0.95
584.64

-0.70
574.89
-0.54
570.62
-0.5

282

283

284

285

286

287

288

289

290

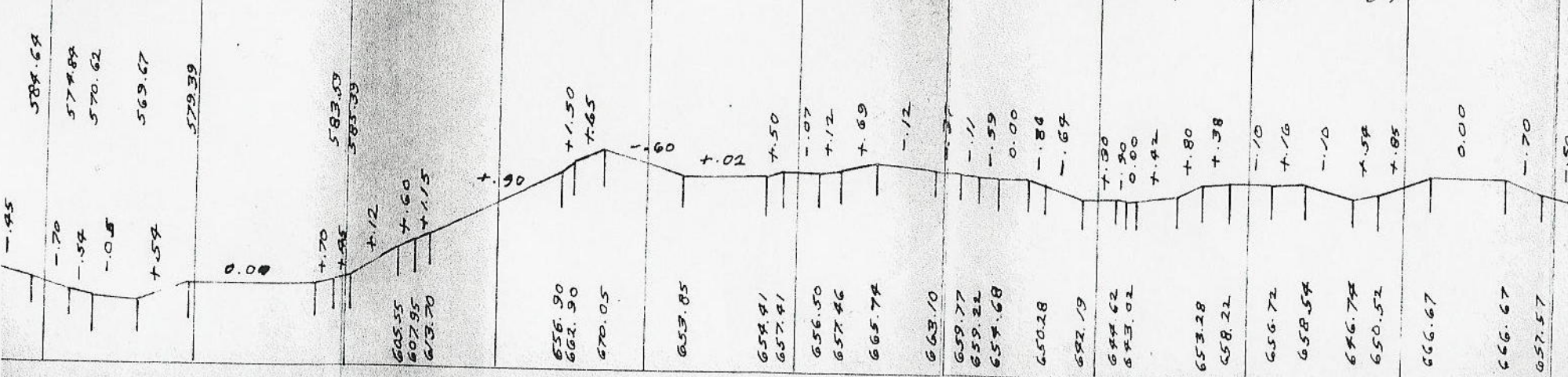
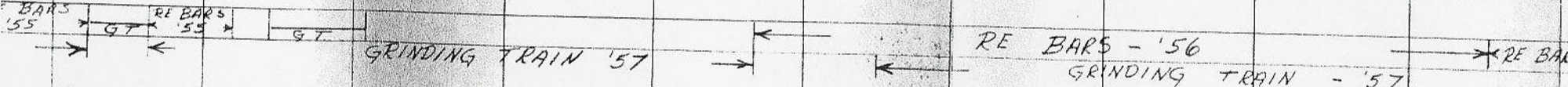
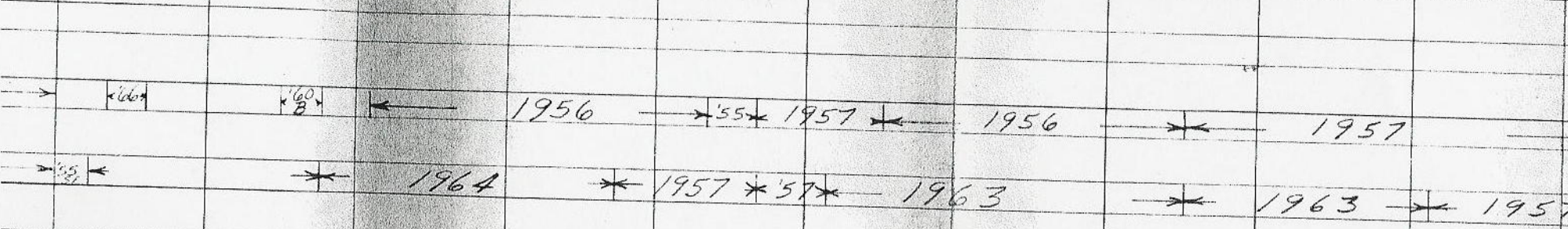
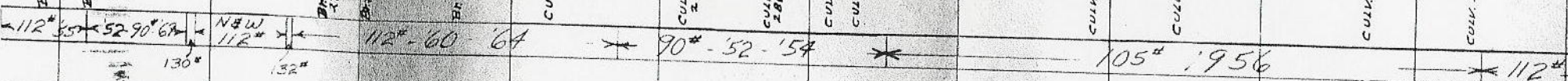
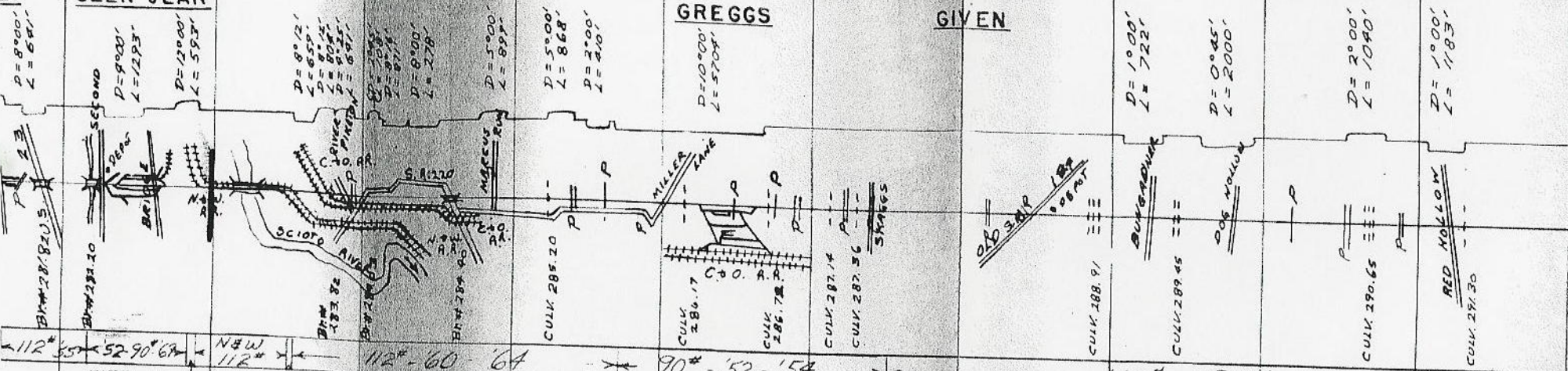
291

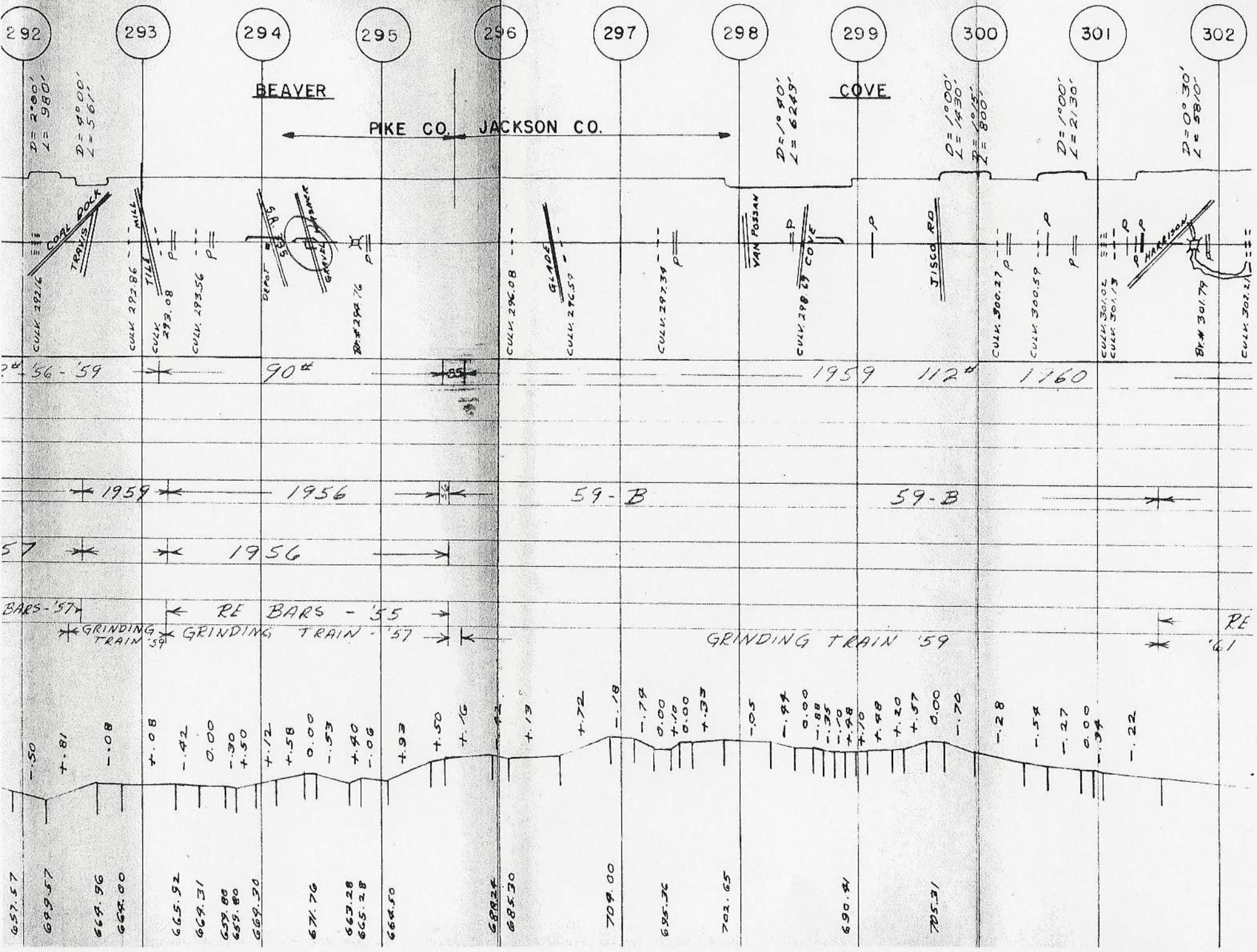
292

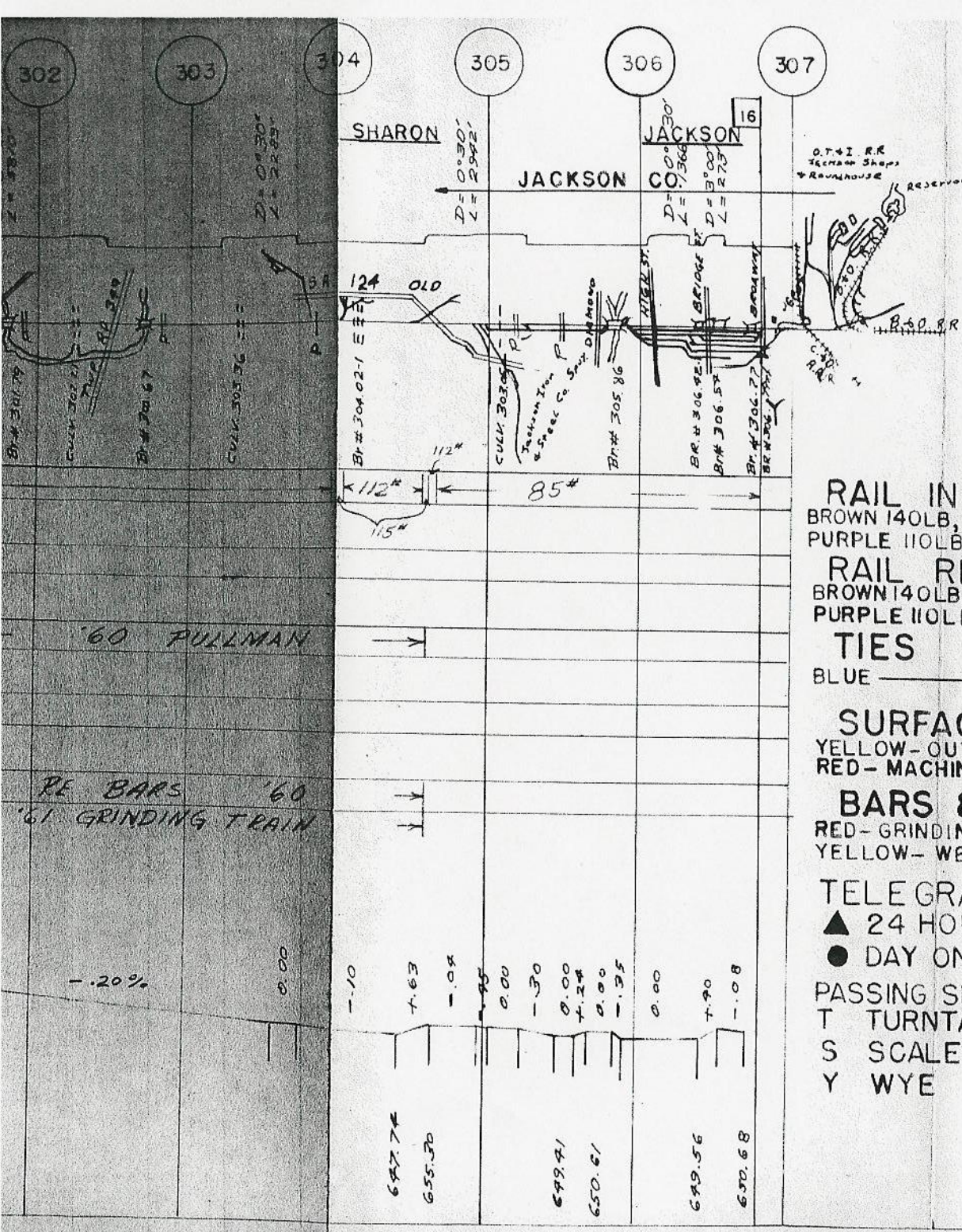
GLEN JEAN

GREGGS

GIVEN







SHARON
 JACKSON
 JACKSON CO.
 16
 O.T. & I. R.R.
 Ice Cream Shops
 Roundhouse
 Reservoir
 B.S.D. R.R.

124 OLD
 BR # 304.02.1
 112"
 115"
 85"
 BR # 304.02.1
 BR # 304.92.1
 BR # 306.57
 BR # 306.77
 BR # 306.77

697.74
 655.30
 699.91
 650.61
 699.56
 650.68

7.10
 7.63
 -1.08
 -0.95
 0.00
 -0.30
 0.00
 7.24
 0.00
 -1.35
 0.00
 7.90
 -1.08

---.20%
 0.00

'60 PULLMAN
 RE BARS '60
 '61 GRINDING TRAIN