

# TRACK CHART

BINDER NO. 1

CHICAGO TERM. DIVISION  
ILLINOIS DIVISION  
KANSAS CITY DIVISION



THE A. T. & S. F. RY. COMPANY

# TRACK CHART

**BINDER NO. 1**

**ILLINOIS DIVISION**

**CHICAGO TO KANSAS CITY**

**CRANDALL TO MORTON**

**LA HARPE TO KEOKUK**

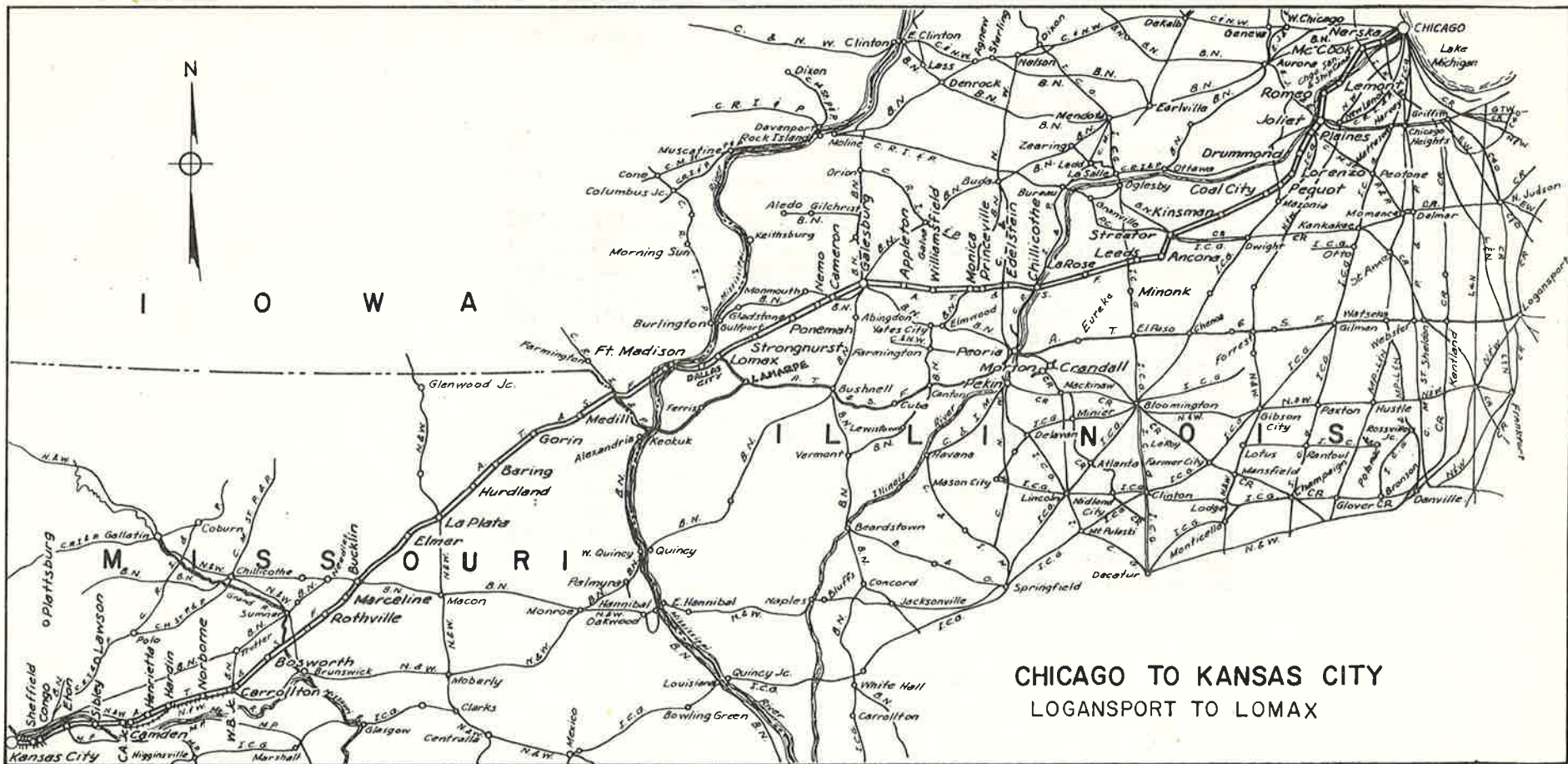
**LOGANSPOUT TO LOMAX**

**CORRECTED TO :** OCTOBER 1, 1984

**ISSUED :** DECEMBER 1, 1984



INDEX



CHICAGO TO KANSAS CITY  
LOGANSPORT TO LOMAX

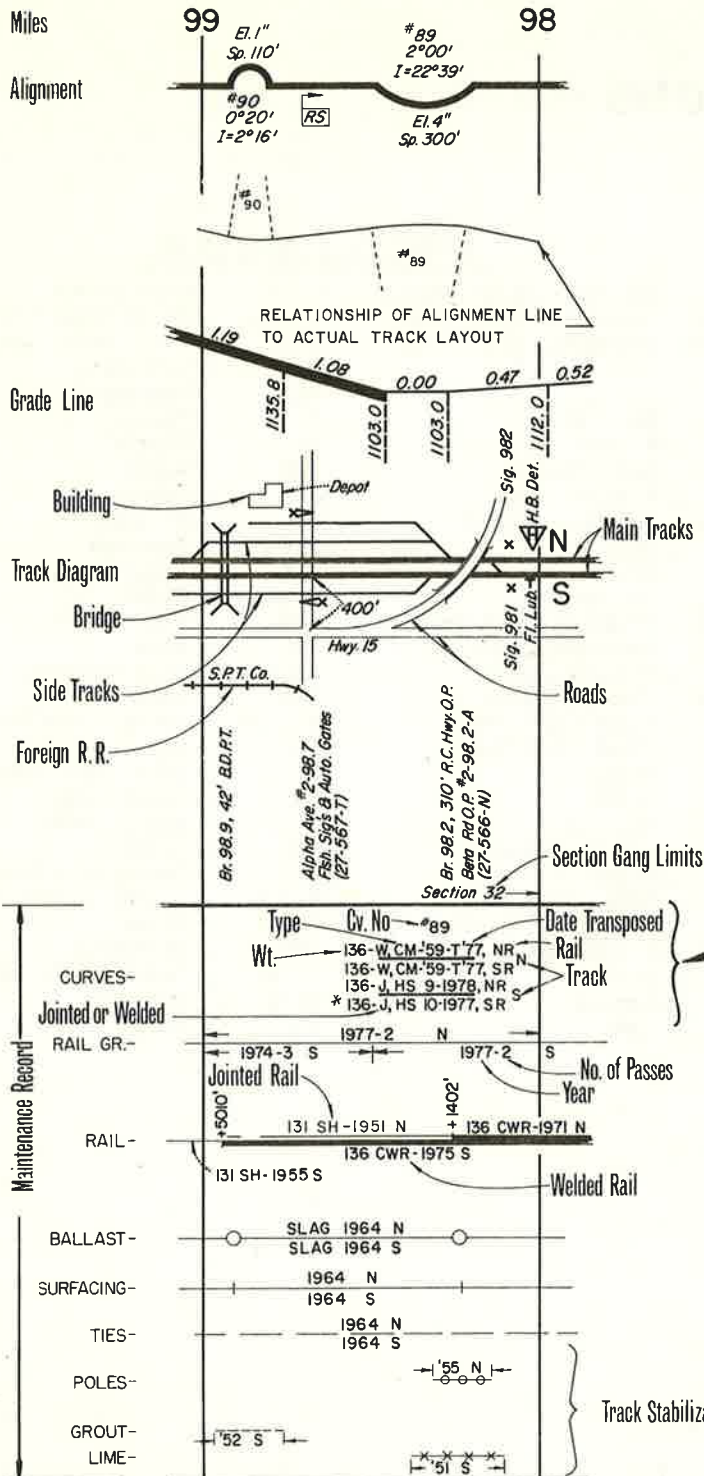
# ILLINOIS DIVISION

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CHICAGO TERMINAL DIVISION		1

40 POLES PER MILE



Scales

1" = 3000' Horizontal scale for profile, alignment and tracks. (Exceptions noted)  
 1" = 200' Vertical scale for profile.

Ascending ruling grades for Districts, shown bold.

Figures on grade lines are % gradients.

Figures below grade lines are profile subgrade elevations in feet.

- + Flange Lubricator
- x All types of signals, except bridge signals.
- Columns, water and oil.
- ▽ Crossing warning device, flashing signals with automatic gates.
- 75 55 Permanent slow speed sign with appropriate speeds shown.
- RS Permanent resume speed sign (green board).
- (S) Speed recorder
- ▽ Shifted load detector.
- △ Hot box detector.
- Dragging equipment detector, arrow or arrows denote direction protected.
- Y Yard limit sign.
- Switching limit sign.

\*2-69.3-A P.U.C. number, as shown on public road crossings.

(26-007-F) D.O.T. number as shown on public and private crossings.

Car capacities shown on all station detail sheets are based on 50 ft. overall allowance per car.

### Curve Rail

Type of Curve Rail	Symbol
1. Flame Hardened	FH
2. Curvemaster (U.S. Steel Co.)	CM
3. Fully Heat Treated (Bethlehem Stl.)	FHT
4. Hi Si (C.F. & I. Steel Co.)	HS
5. Cromoly or Chromalloy (C.F. & I.)	Cromo
6. Japanese	JAP
7. Other	OR
(a) British Steel	followed by
(b) Chrome Vanadium	lower case
(c) Chrome 1%	letter.
(d) Open Hearth	Example
(f) German	ORd

\* Second Hand Rail

# — ABBREVIATIONS —

## BRIDGES

Ab. ——— Abutment	Msy. ——— Masonry
Ap. ——— Approach	O.D. ——— Open Deck
Ar. ——— Arch	Ped. ——— Pedestal
B.D. ——— Ballast Deck	P.T. ——— Pile Trestle
Bx. ——— Box	P. ——— Pipe
Brk. ——— Brick	P. Ar. ——— Pipe Arch
Br. ——— Bridge	P. C. ——— Pre-stressed Concrete
C.I.P. ——— Cast Iron Pipe	R.C. ——— Reinforced Concrete
C. ——— Concrete	S.S.C. ——— Steel Stringers & Caps
C.P. ——— Concrete Pipe	Sto. ——— Stone
Cor. P. ——— Corrugated Pipe	S.S.P. ——— Structural Steel Pipe
D. G. ——— Deck Girder	T.R. ——— T-Rail
D. T. ——— Deck Truss	Th. G. ——— Thru-Girder
Dbl. ——— Double	Th. T. ——— Thru-Truss
Dr. Sp. ——— Draw Span	T. ——— Timber
Ext. ——— Extension	Tr. ——— Treated
Ftg. ——— Footing	Trip. ——— Triple
Hdrl. ——— Handrail	Vit. P. ——— Vitrified Pipe
I-Bm. ——— I-Beam	Wr. I. P. ——— Wrought Iron Pipe
Lg. ——— Long	

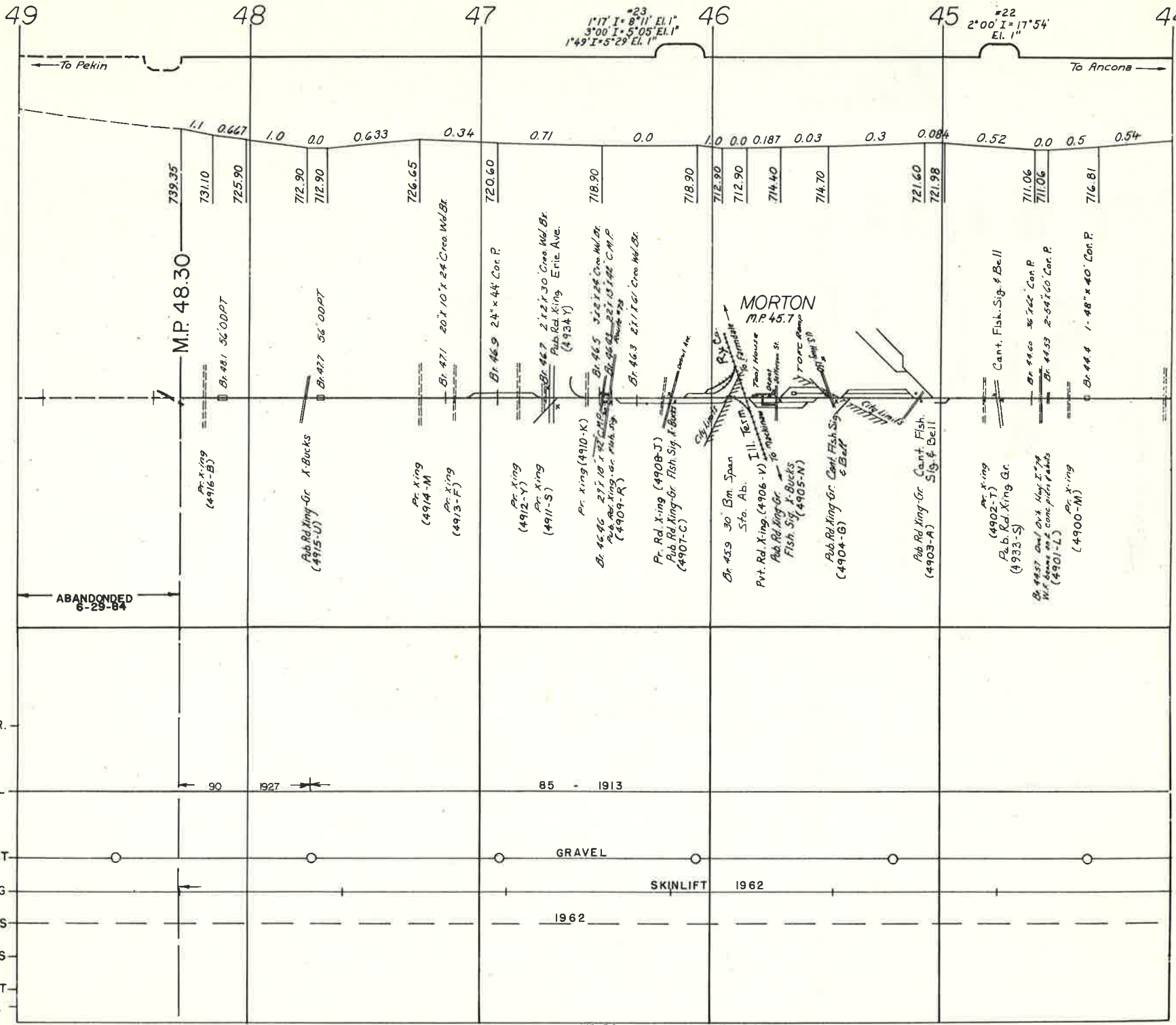
## FACILITIES

B. ——— Booth Telephone	T. ——— Turntable
C. ——— Communication	W. ——— Water
F. ——— Fuel	W. Col. ——— Water Column
O. Col. ——— Oil Column	W. T. ——— Water Tank
O. T. ——— Oil Tank	Y. ——— Wye Track
R. ——— Radio Communication	

Add "s" to the above abbreviations, when the plural form is required.

## MISCELLANEOUS

A. B. S. ——— Automatic Block System	L. Sw. ——— Lock Switch
A. T. S. ——— Automatic Train Stop	M. ——— Middle Main Track
Auto. Gate. ——— Automatic Gate	N. ——— North Main Track
Ave. ——— Avenue	O. P. ——— Overpass
Blk. ——— Block	Pass. ——— Passenger
Bldv. ——— Boulevard	Pa. ——— Power
Bch. ——— Branch	Pr. ——— Private
Br. Sig. ——— Bridge Signal	Pub. ——— Public
B. P. ——— Bumping Post	R. R. ——— Railroad
Cant. Sig. ——— Cantilever Signal	Ry. ——— Railway
Co. ——— County	Reserv. ——— Reservoir
Cr. ——— Creek	R. S. ——— Resume Speed
Div. ——— Division	Rt. ——— Right
D. E. Det. ——— Dragging Equip. Detector	R. W. ——— Right of Way
El. ——— Elevation of Curves	Riv. ——— River
Fl. Lub. ——— Flange Lubricators	Rd. X-ing ——— Road Crossing
Flsh. Sig. ——— Flashing Signal	Sec. ——— Section
Fl. Lt. P. ——— Flood Light Pole	S. L. Det. ——— Shifted Load Detector
Fl. Lt. T. ——— Flood Light Tower	Sig. ——— Signal
Frt. ——— Freight	S. ——— South Main Track
Gr. ——— Grade	Sp. ——— Sprial Length
Hwy. ——— Highway	S. Sw. ——— Spring Switch
H. B. Det. ——— Hot Box Detector	Sta. ——— Station
Ho. ——— House	St. ——— Street (also State)
I. ——— Total Curve Angle	T. C. S. ——— Traffic Control System
I. Sig. ——— Interlocking Signal	Trk. ——— Track
I. Sw. ——— Interlocking Switch	U. P. ——— Underpass
Jct. ——— Junction	U. T. P. ——— Under Track Plow
Lav. ——— Lavatory	W. W. ——— Wig Wag
Lt. ——— Left	Yd. ——— Yard



#23  
 1°17' I = 8°11' El. 1"  
 3°00' I = 5°05' El. 1"  
 1°49' I = 5°29' El. 1"

#22  
 2°00' I = 17°54'  
 El. 1"

MORTON  
 M.P. 45.7

ABANDONED  
 6-29-84

M.P. 48.30

RAIL GR.  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 POLES  
 GROUT  
 LIME



=21  
2°15' I=16°52' El. 1"

=20  
2°02' I=5°05'  
El. 1 1/2 Sp. 80"

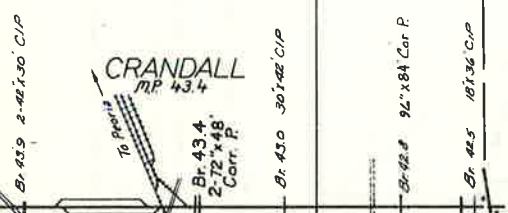
=19  
1°08'30" I=3°25'30"  
El. 1" Sp. 80"

2°36'07" I=5°51'  
1°24' I=0°58'  
2°34'07" I=9°30'  
1°58' I=5°54'  
2°28'30" I=9°54'  
2°03'30" I=8°57' El. 2" Sp. 110"

1°38'30" I=2°27'30"  
El. 1"

1°42'53" I=2°59'  
El. 1"

0.54  
736.25  
1.1  
748.35  
0.55  
750.55  
1.3  
764.85  
0.7  
769.05  
1.15  
779.98  
0.7  
785.23  
1.23  
800.61



Pub. Rd. X-ing Gr. (4894-P)  
X-Bucks  
To Pekin  
To Ancona  
N.W.  
To Blountville  
Pub. Rd. X-ing Gr. (4896-S)  
X-Bucks  
Pr. Rd. X-ing (4895-K)  
M.P. 42.51  
Br. 42.6 27x42 W.D.K.

COOPER  
M.P. 41

ABANDONED

6-29-1984

85 - 1913

1962

- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME

225

224

223

222

221

220

#25	4° 38'	I = 25° 48'	EI = 2"
#26	5° 24'	16° 10'	3"
#27	4° 21'	32° 05'	1"
#28	3° 36'	40° 06'	1"
	2° 13'	1° 51'	1"

KEOKUK  
M.P. 223.9

HAMILTON  
M.P. 222.6

To La Harpe, Ill. →

503.5  
1.32  
489.0

Br. 222.87, 154' TT on Sto.  
2 nd. St.  
Br. 222.55, 20' x 100' S.S.P.  
Br. 222.42, 48' O.D.D.G. on Sto.  
Br. 222.35, 24' x 24' C.I.P.  
Br. 222.27, 40' O.D.D.G. on Sto.  
Br. 222.07, 40' O.D.D.G. on Sto.

Br. 221.79, 40' O.D.D.G. on Sto.  
Br. 221.66, 16' x 24' C.I.P.  
Br. 221.56, 2' x 2' x Sto. Bx.  
Br. 221.47, 3'-6" x 4' Cor. P.  
Br. 221.23, 24' x 27' x 24' R.C.P.  
Br. 220.96, 24' x 27' x 24' R.C.P.  
Br. 220.80, 26' O.D.D.G.  
Br. 220.65, 26' O.D.D.G.

Br. 220.10, 18' O.D.I.Bm.

'Hamilton Slough'  
Pub. Rd. Xing - Gr.  
(801 626 S)  
To Warsaw

Pub. Rd. Xing - Gr.  
(801 625 K)

'Rockwells Run'

Pr. Rd. Xing - Gr.  
(801 624 D)

Pub. Rd. Xing - Gr.  
(801 625 W)

'Rockwells Run'

5275.0'

5283.0'

5282.0'

NR  
SR CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

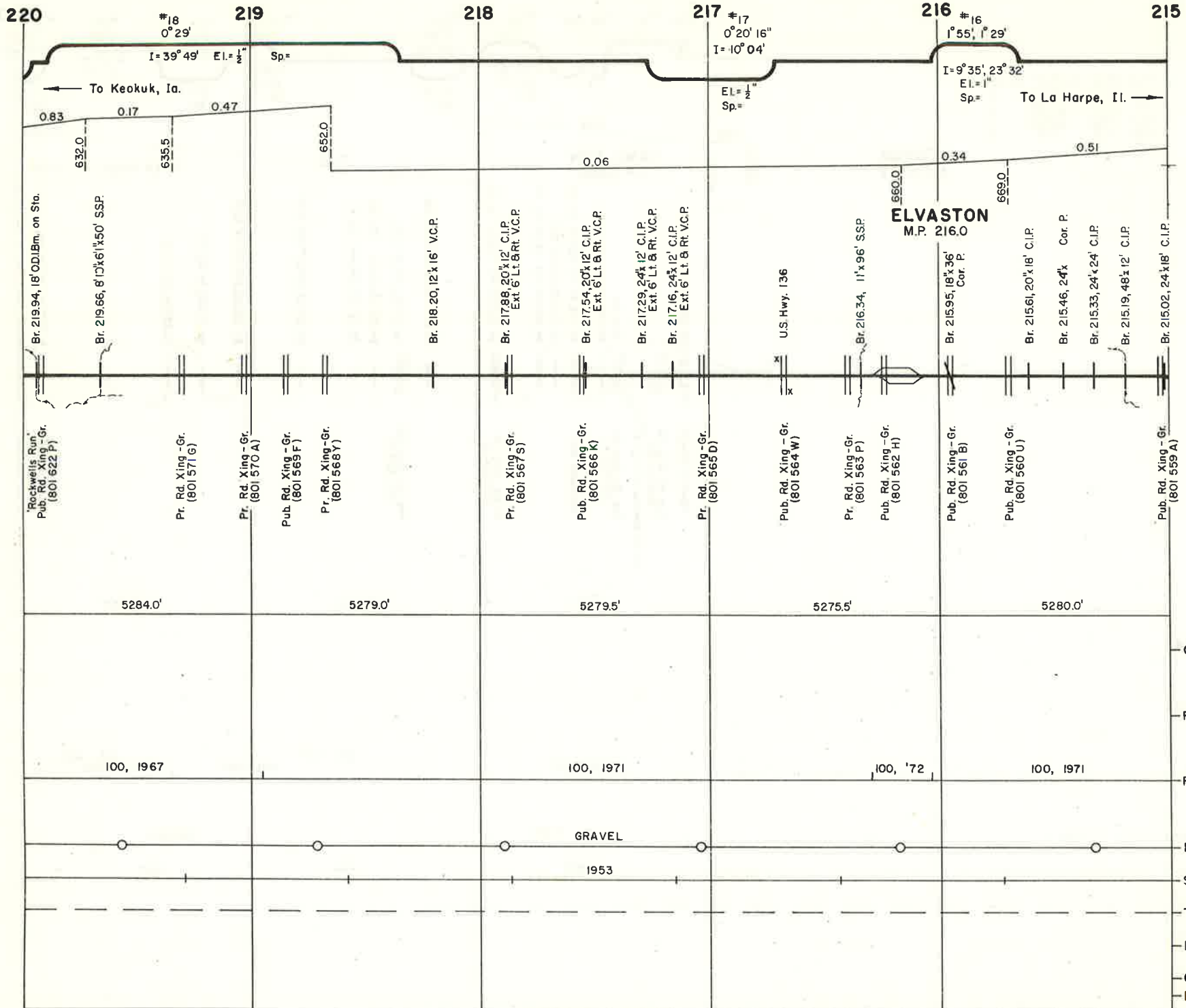
90, 1950  
90, 1967  
100, 1967  
100, 1967  
100, 1955

ROCK

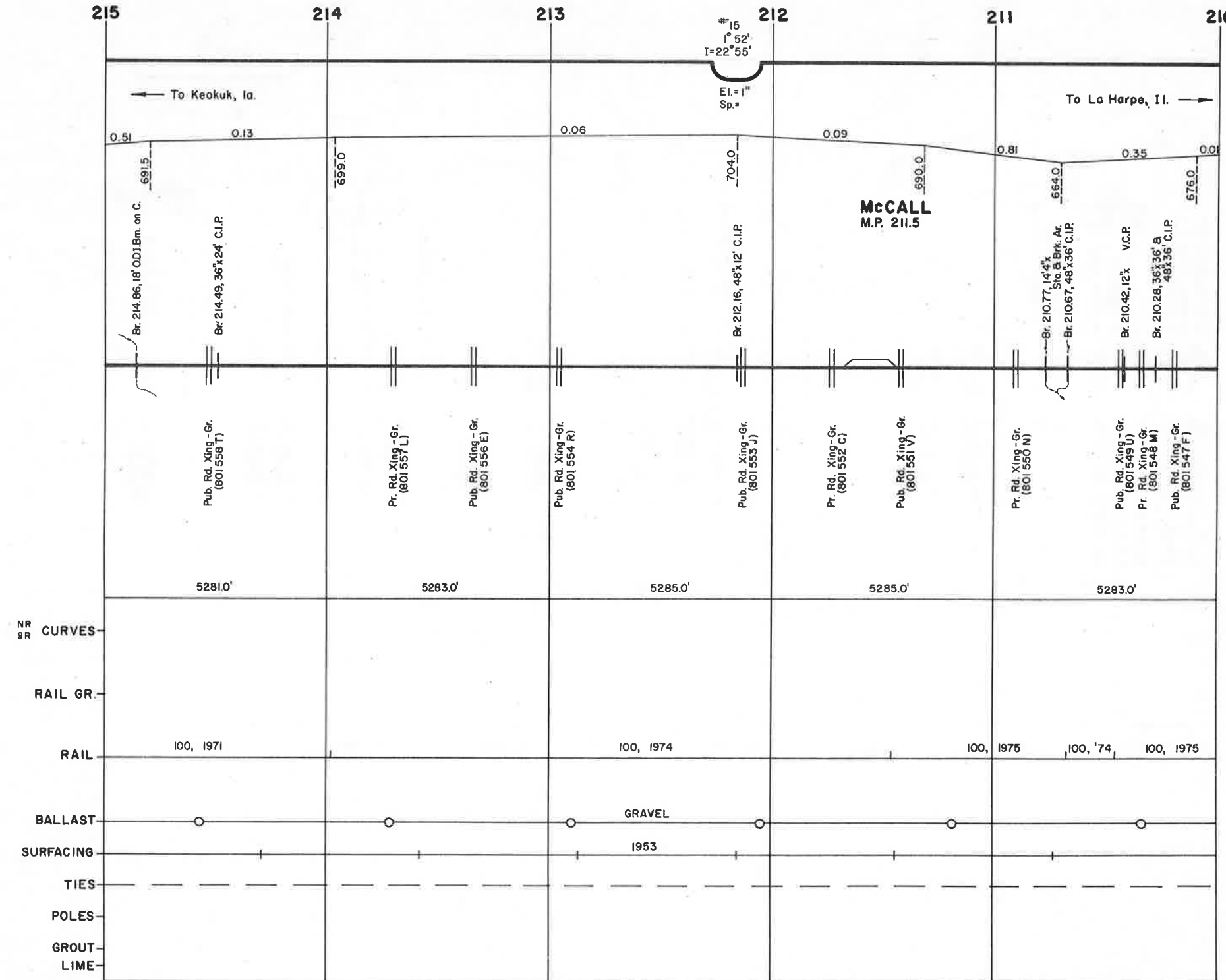
GRAVEL

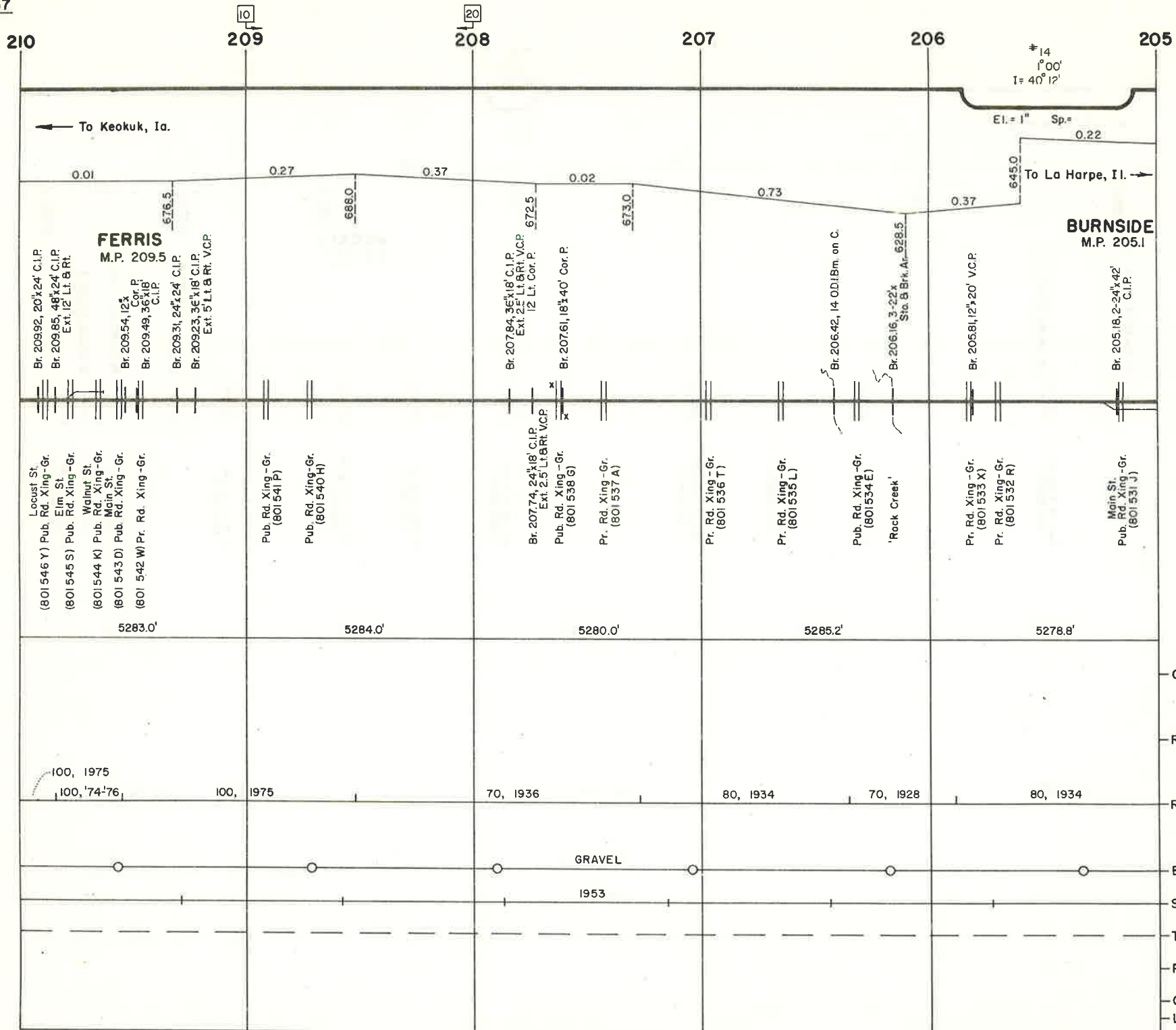
1950

1953



REVISED \_\_\_\_\_





**FERRIS**  
M.P. 209.5

**BURNSIDE**  
M.P. 205.1

#14  
I = 40' 12"  
Sp. =

El. = 1" Sp. = 0.22

645.0  
To La Harpe, Il. →

Br. 209.92, 20'x24' C.I.P.  
Br. 209.85, 48'x24' C.I.P.  
Ext. 12 Lt. & Rt.

Br. 209.54, 12'x  
Cor. P.  
Br. 209.49, 36'x18'  
C.I.P.

Br. 209.31, 24'x24' C.I.P.  
Br. 209.23, 36'x18' C.I.P.  
Ext. 5 Lt. & Rt. V.C.P.

Br. 207.84, 36'x18' C.I.P.  
Ext. 2.5 Lt. & Rt. V.C.P.  
672.5  
12 Lt. Cor. P.

Br. 207.61, 18'x40' Cor. P.

Br. 206.42, 14' O.D.I.B.m. on C.

Br. 206.16, 3'-22"x  
Sto. & Brk. Ar. 528.5

Br. 205.81, 12'x20' V.C.P.

Br. 205.18, 2'-24"x42'  
C.I.P.

Locust St  
(801 546 Y) Pub. Rd. Xing-Gr.  
Elm St  
(801 545 S) Pub. Rd. Xing-Gr.  
Walnut St  
(801 544 K) Pub. Rd. Xing-Gr.  
Main St  
(801 543 D) Pub. Rd. Xing-Gr.  
(801 542 W) Pr. Rd. Xing-Gr.

Pub. Rd. Xing-Gr.  
(801 541 P)

Pub. Rd. Xing-Gr.  
(801 540 H)

Br. 207.74, 24'x18' C.I.P.  
Ext. 2.5 Lt. & Rt. V.C.P.

Pub. Rd. Xing-Gr.  
(801 538 G)

Pr. Rd. Xing-Gr.  
(801 537 A)

Pr. Rd. Xing-Gr.  
(801 536 T)

Pr. Rd. Xing-Gr.  
(801 535 L)

Pub. Rd. Xing-Gr.  
(801 534 E)

'Rock Creek'

Pr. Rd. Xing-Gr.  
(801 533 X)

Pr. Rd. Xing-Gr.  
(801 532 R)

Main St  
Pub. Rd. Xing-Gr.  
(801 531 J)

5283.0'

5284.0'

5280.0'

5285.2'

5278.8'

CURVES NR SR

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

100, 1975  
100, '74-'76

100, 1975

70, 1936

80, 1934

70, 1928

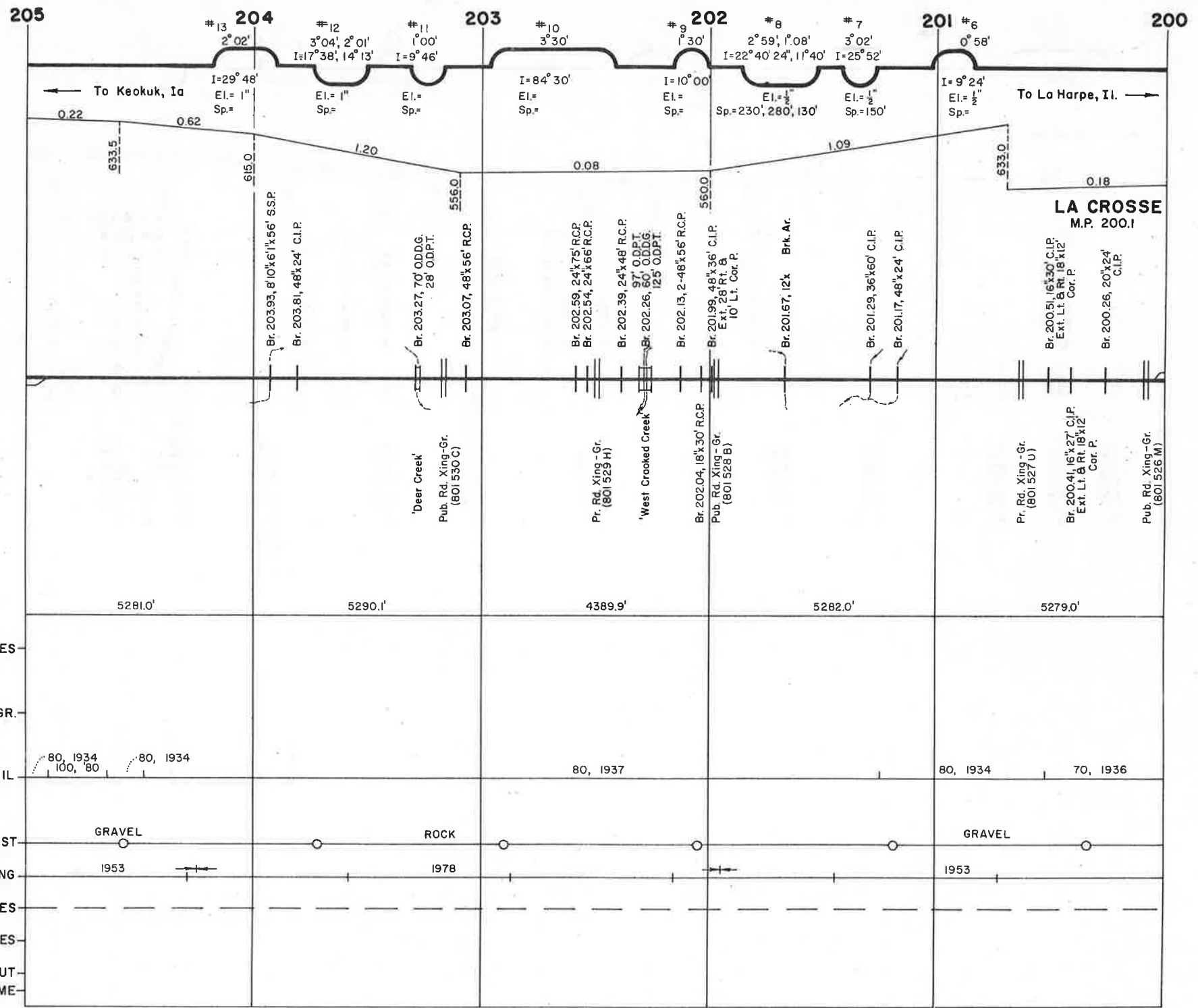
80, 1934

GRAVEL

1953

REVISED \_\_\_\_\_

BINDER NO. 1



LA CROSSE  
M.P. 200.1

NR  
SR CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

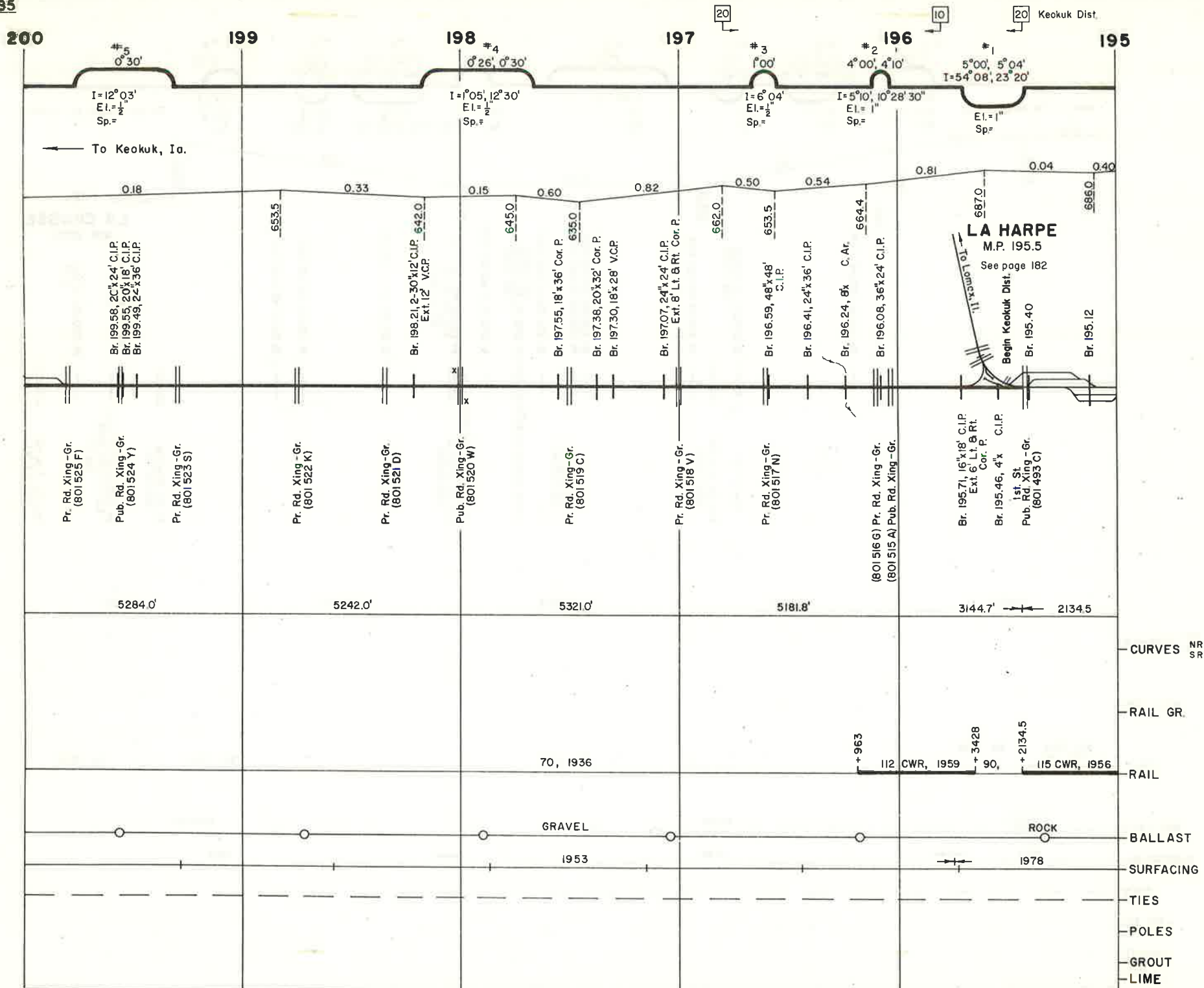
POLES

GROUT

LIME

BINDER NO. 1

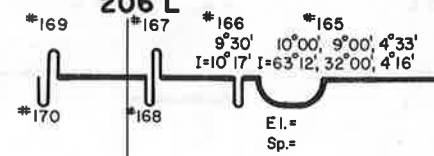
REVISED \_\_\_\_\_



40

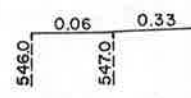
206 L

205 L

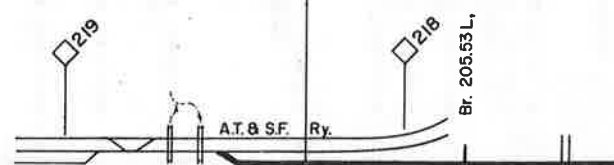


← To Fort Madison, Ia.      To Logansport, In. →  
 ← End T.W.C. →

**LOMAX**  
 M.P. 206.0 L



See Page 62



End PEORIA District M.P. 206.26 L  
 Y.L. M.P. 206.0 L

Pr. Rd. Xing - Gr.  
 (80' 512 E)

5280.0'

NR SR CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

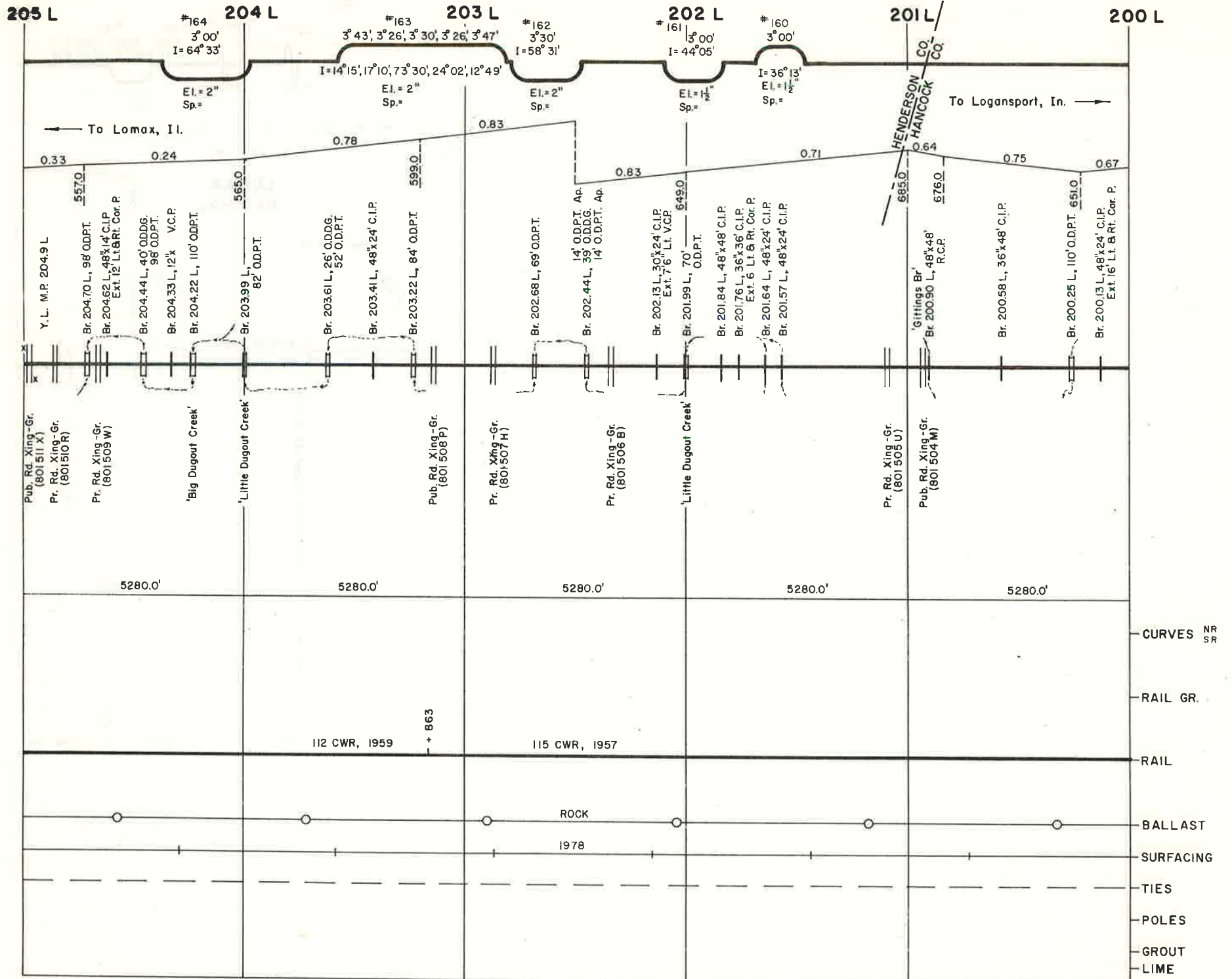
LIME

131,      112, 1968      + 2145  
 112 CWR, '59

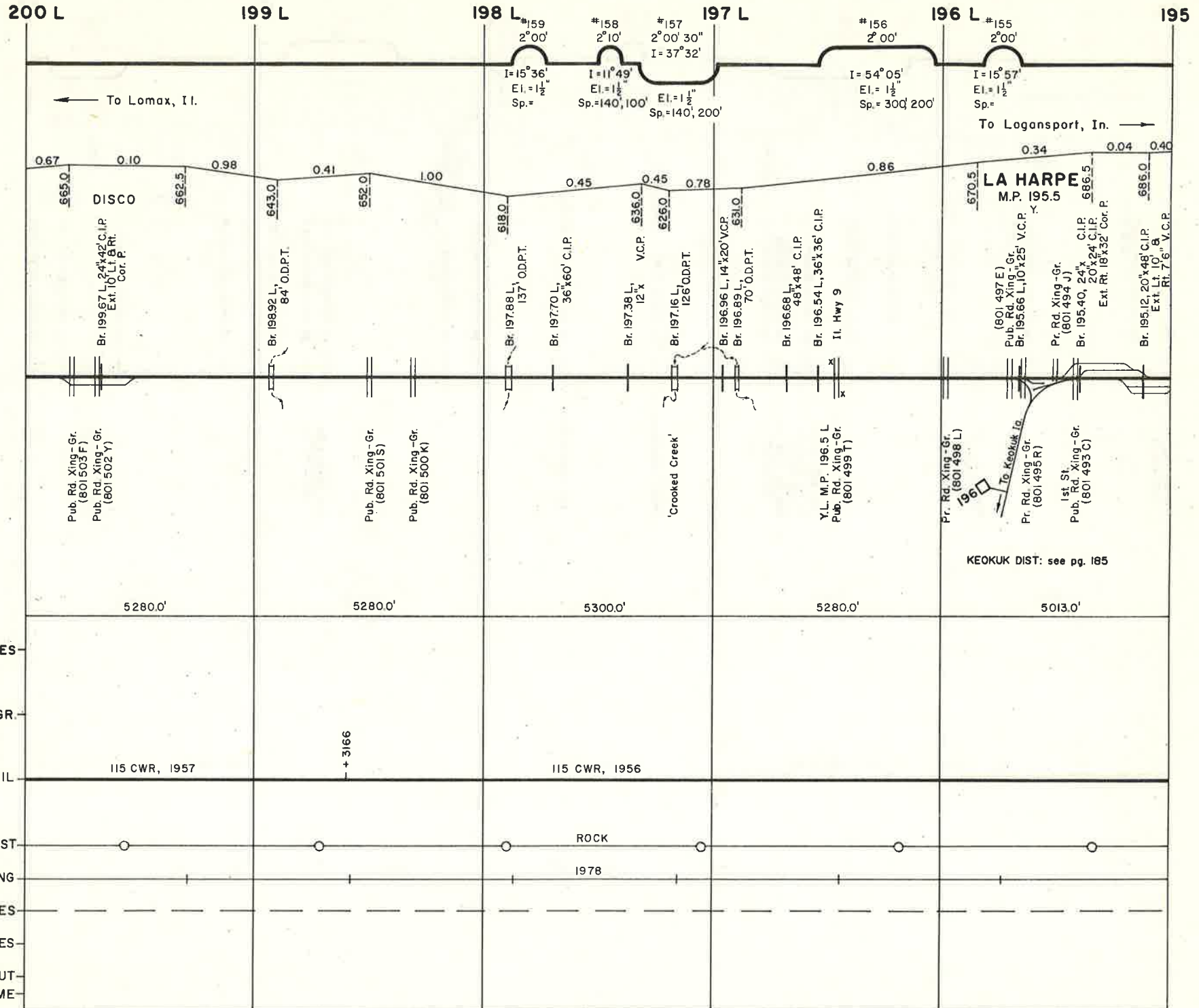
ROCK

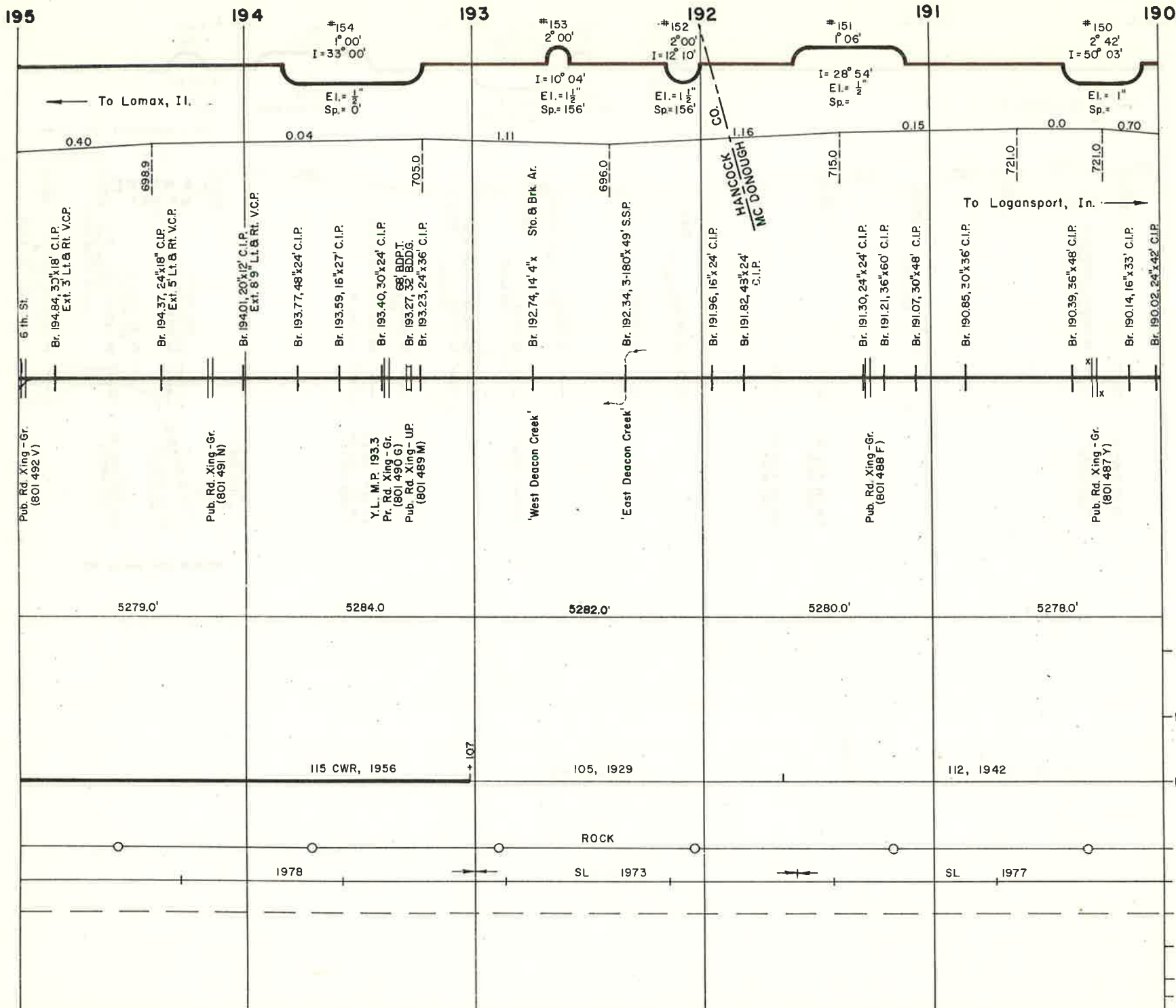
1978





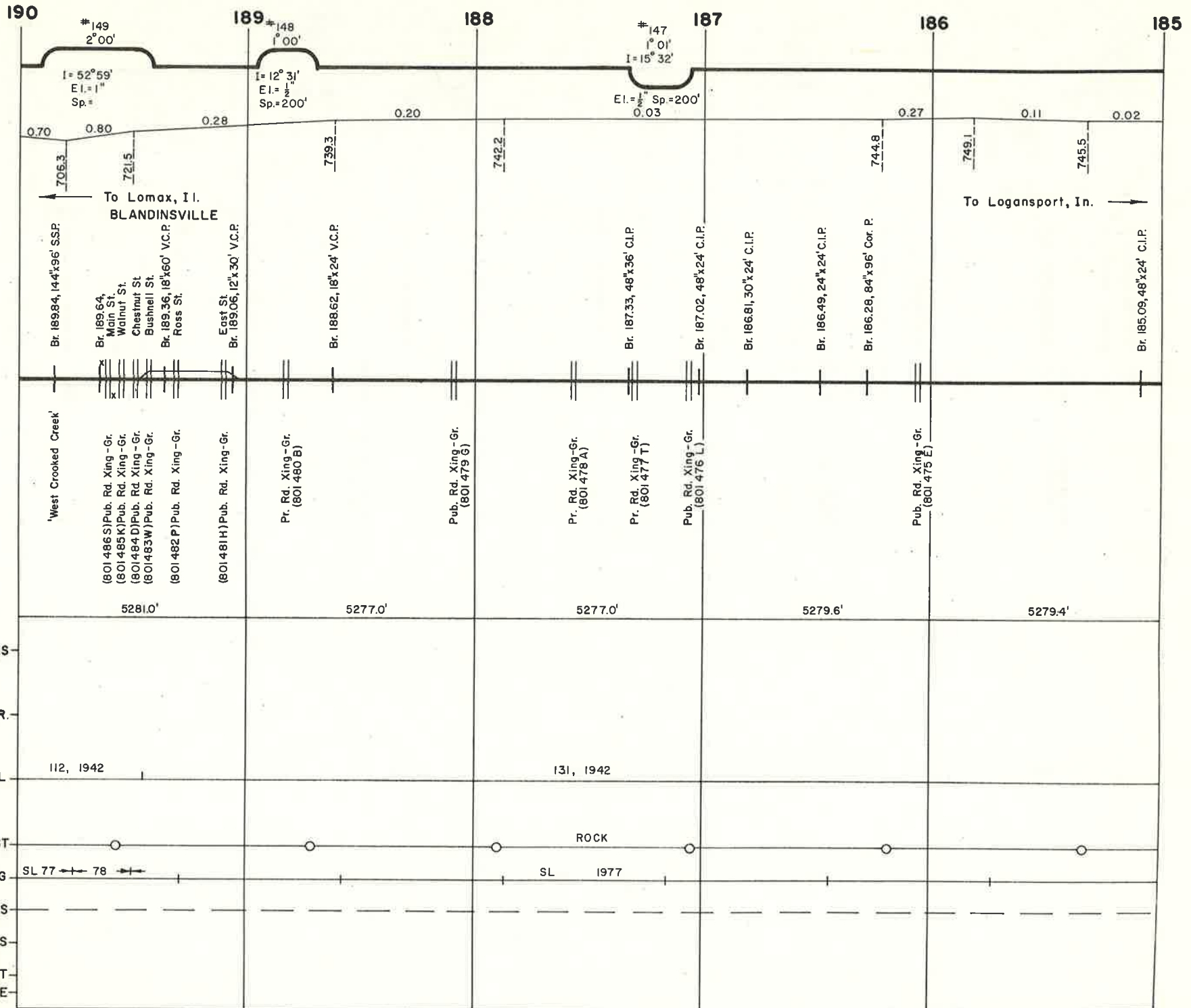
REVISED \_\_\_\_\_

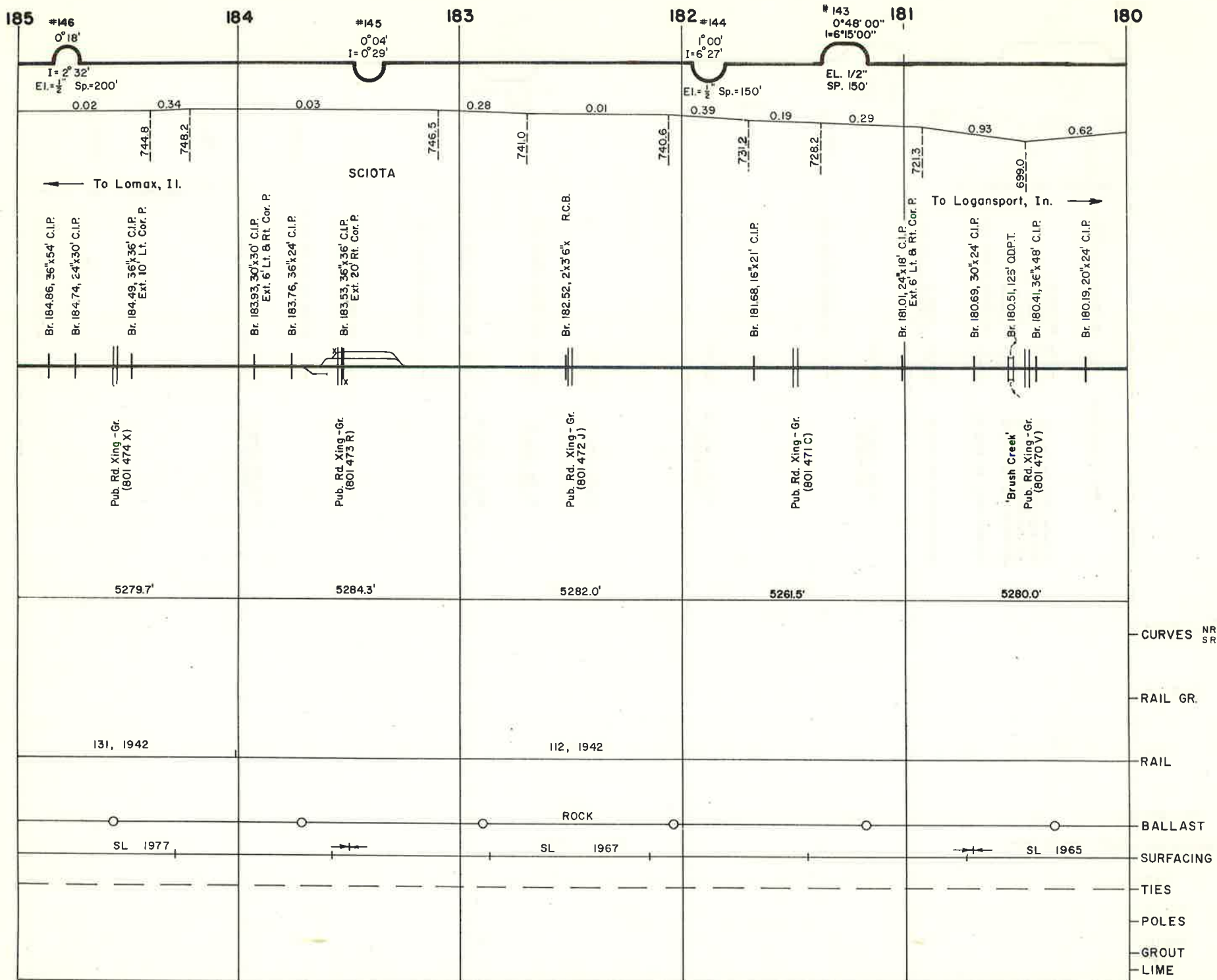


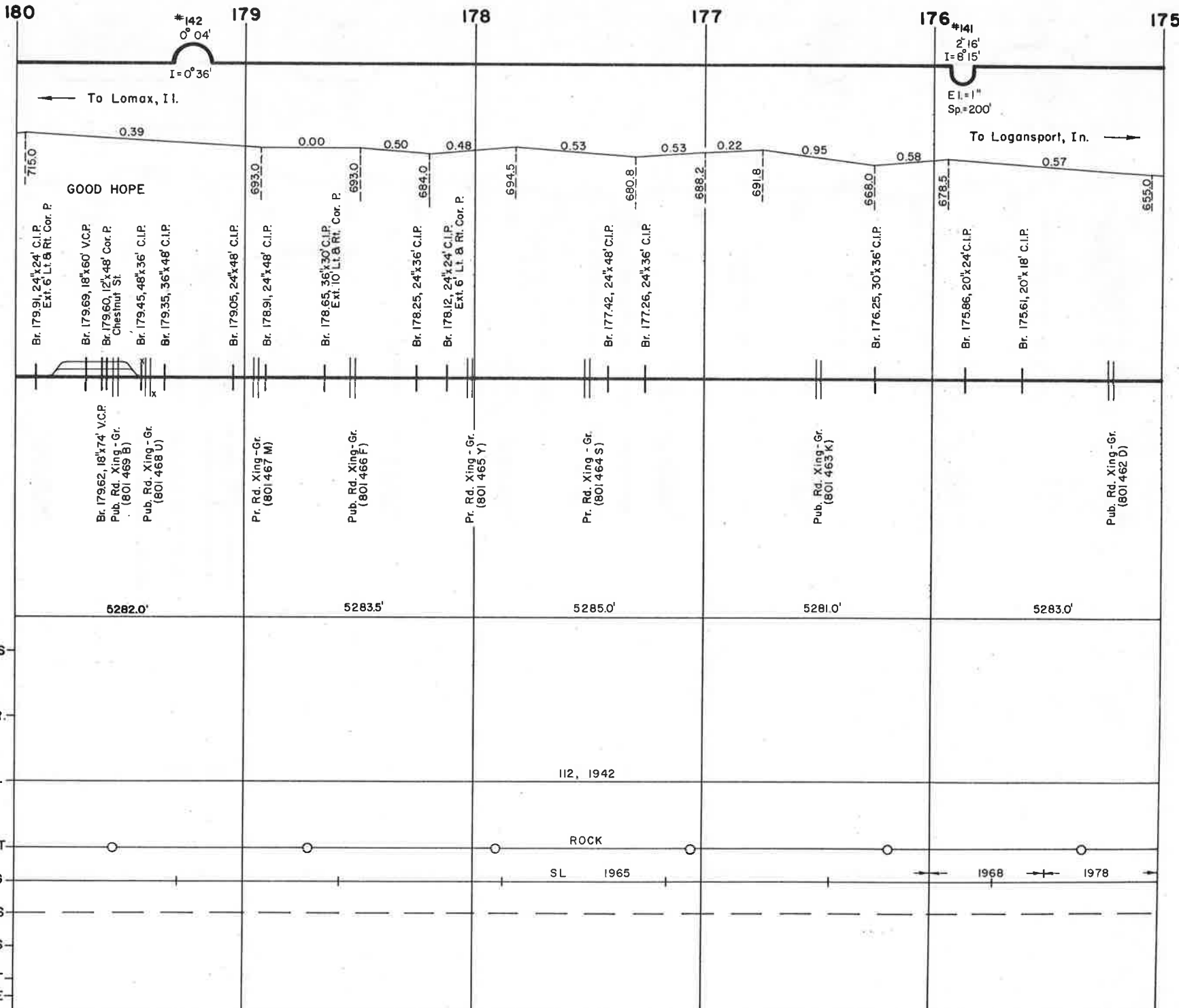


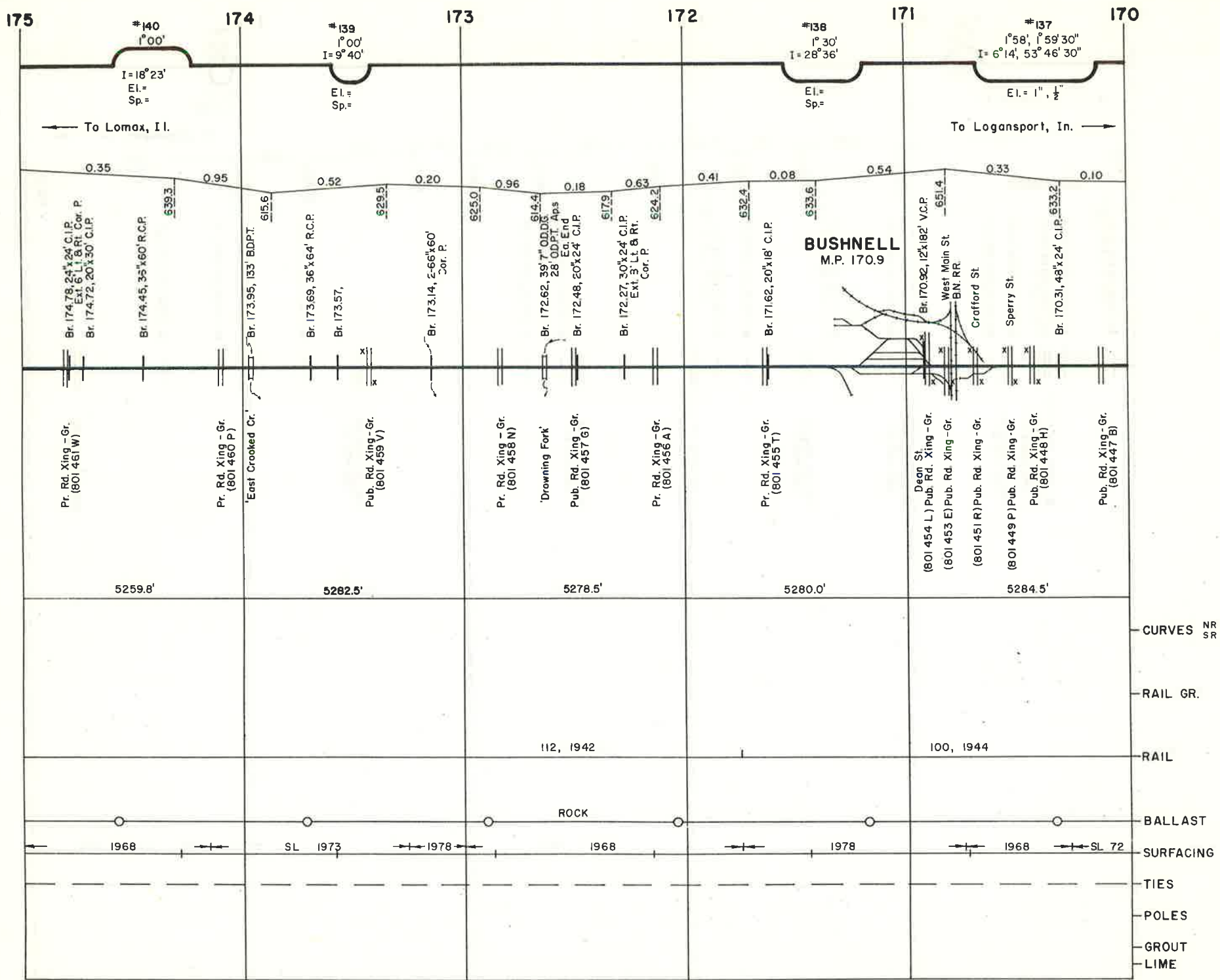
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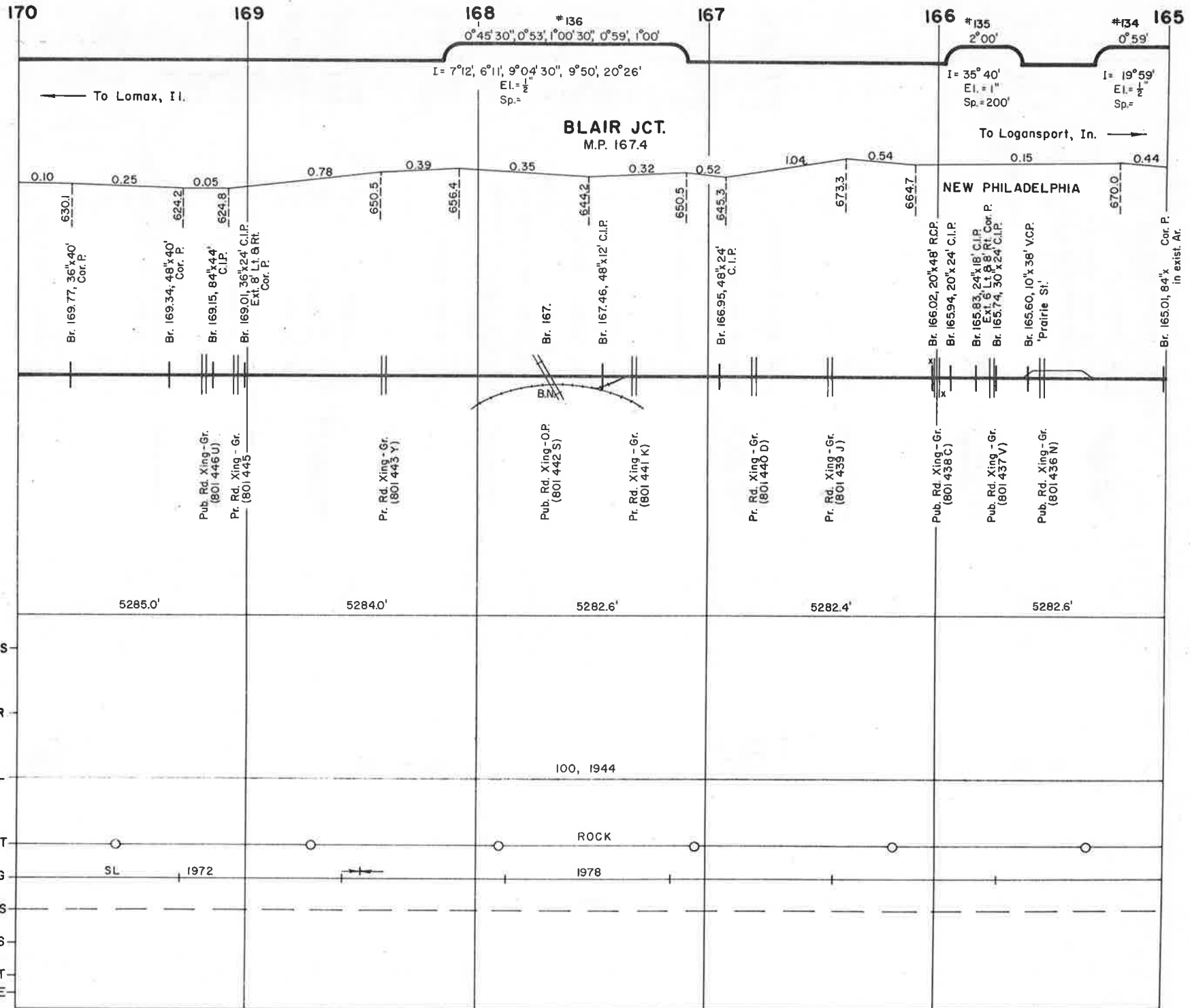




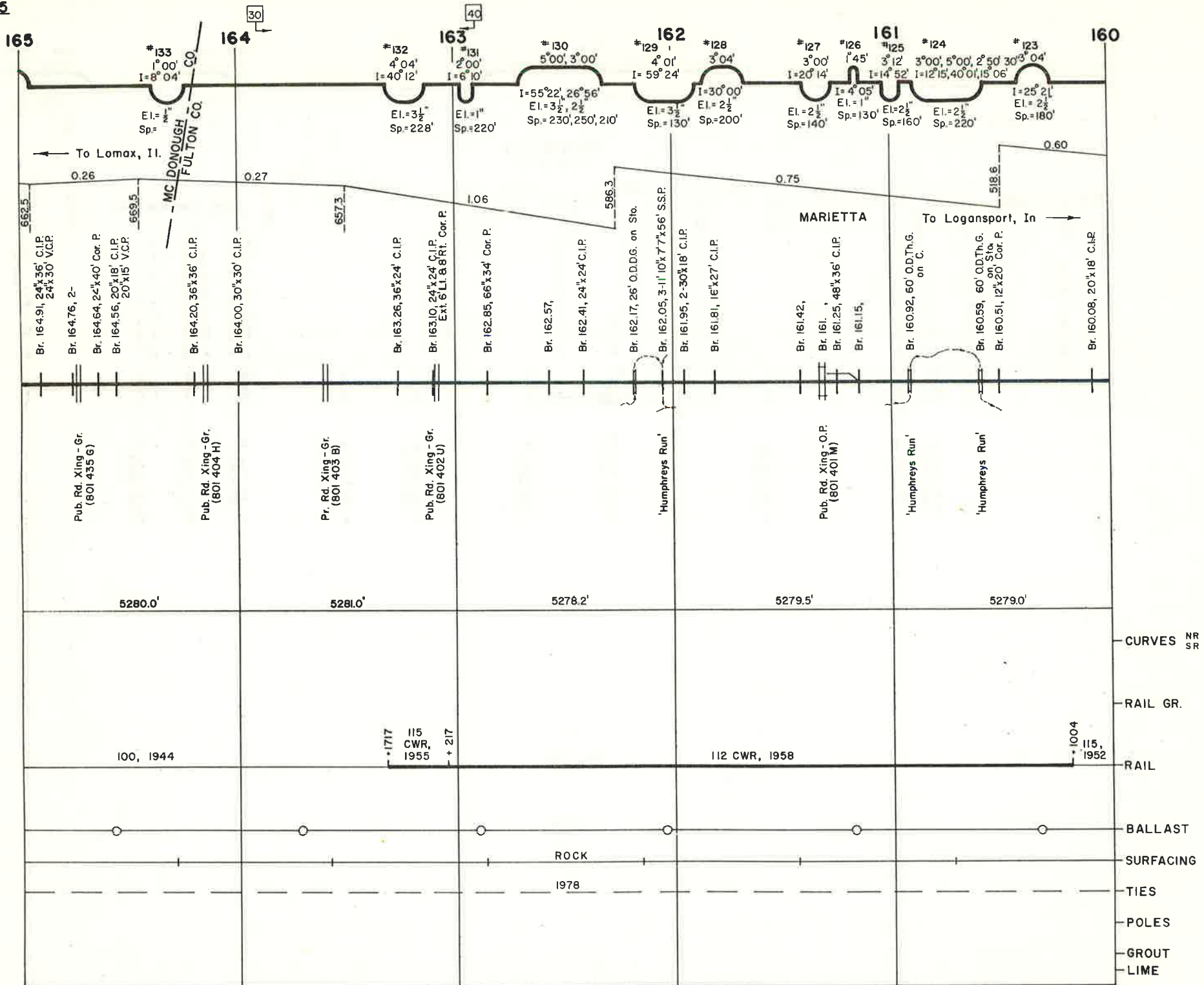


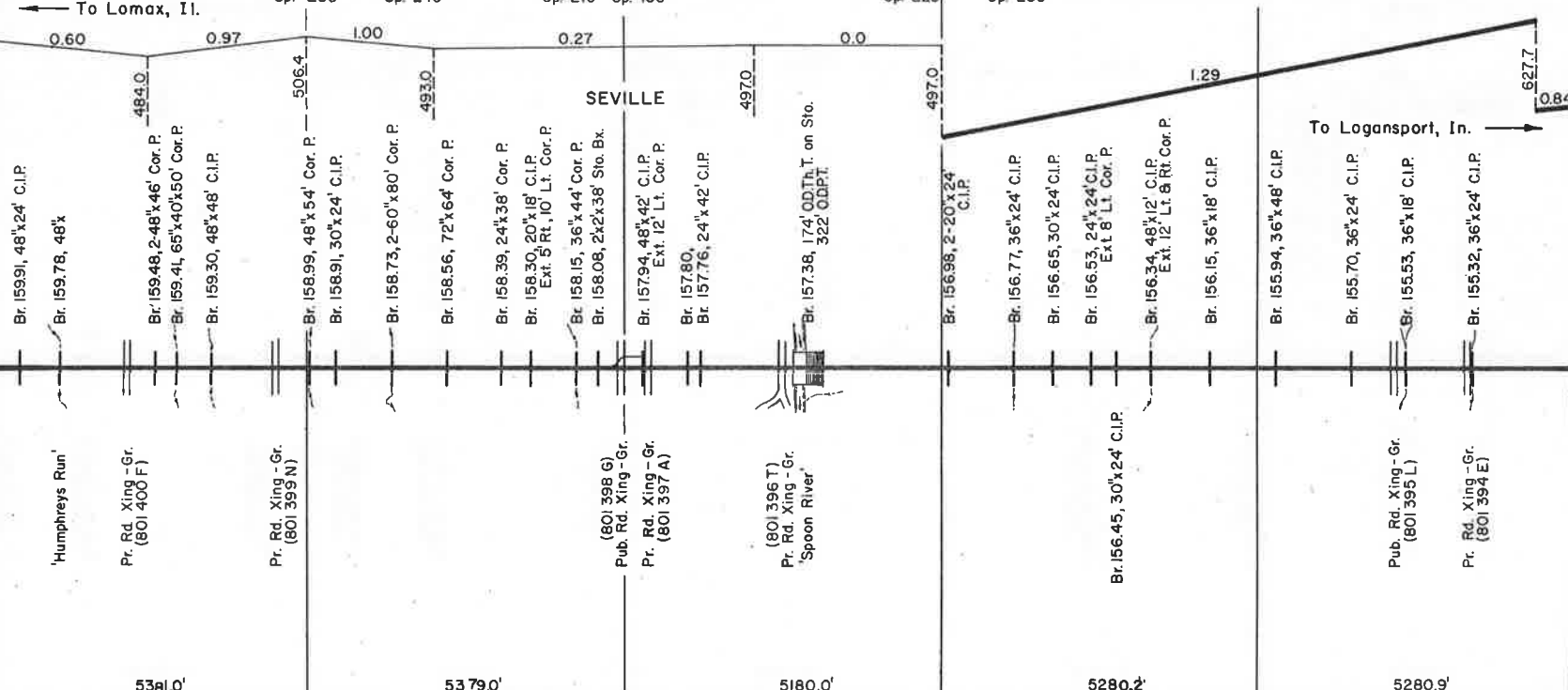
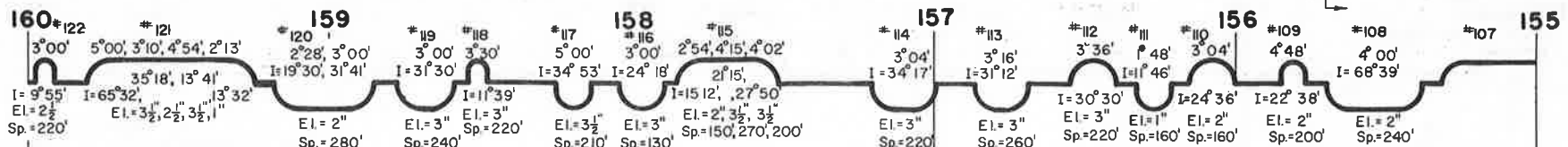
**BUSHNELL**  
M.P. 170.9

- CURVES NR SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME









NR SR CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

BINDER NO. 1

115, 1952

2602

ROCK

115 CWR, 1956

SL 1973

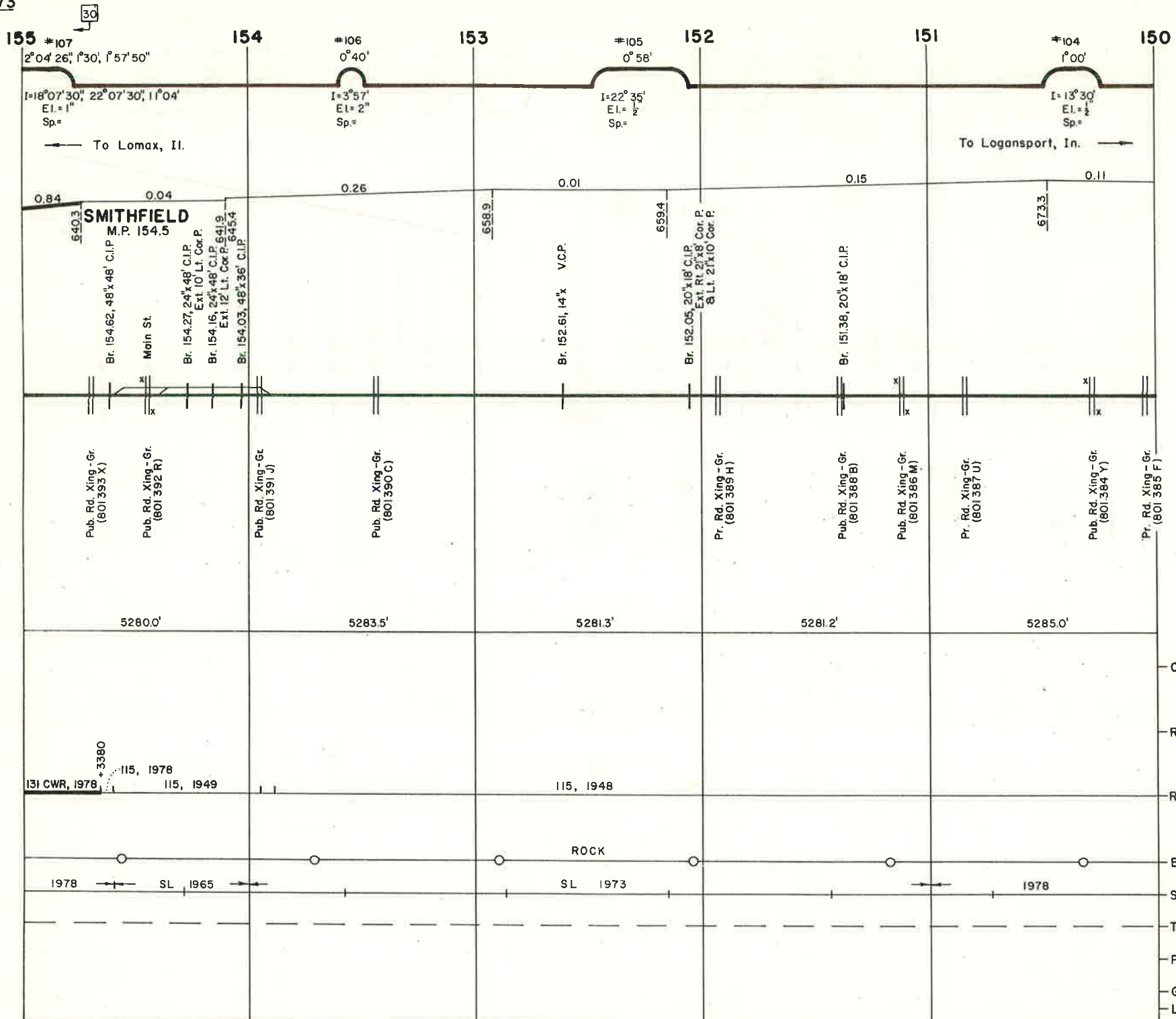
3828

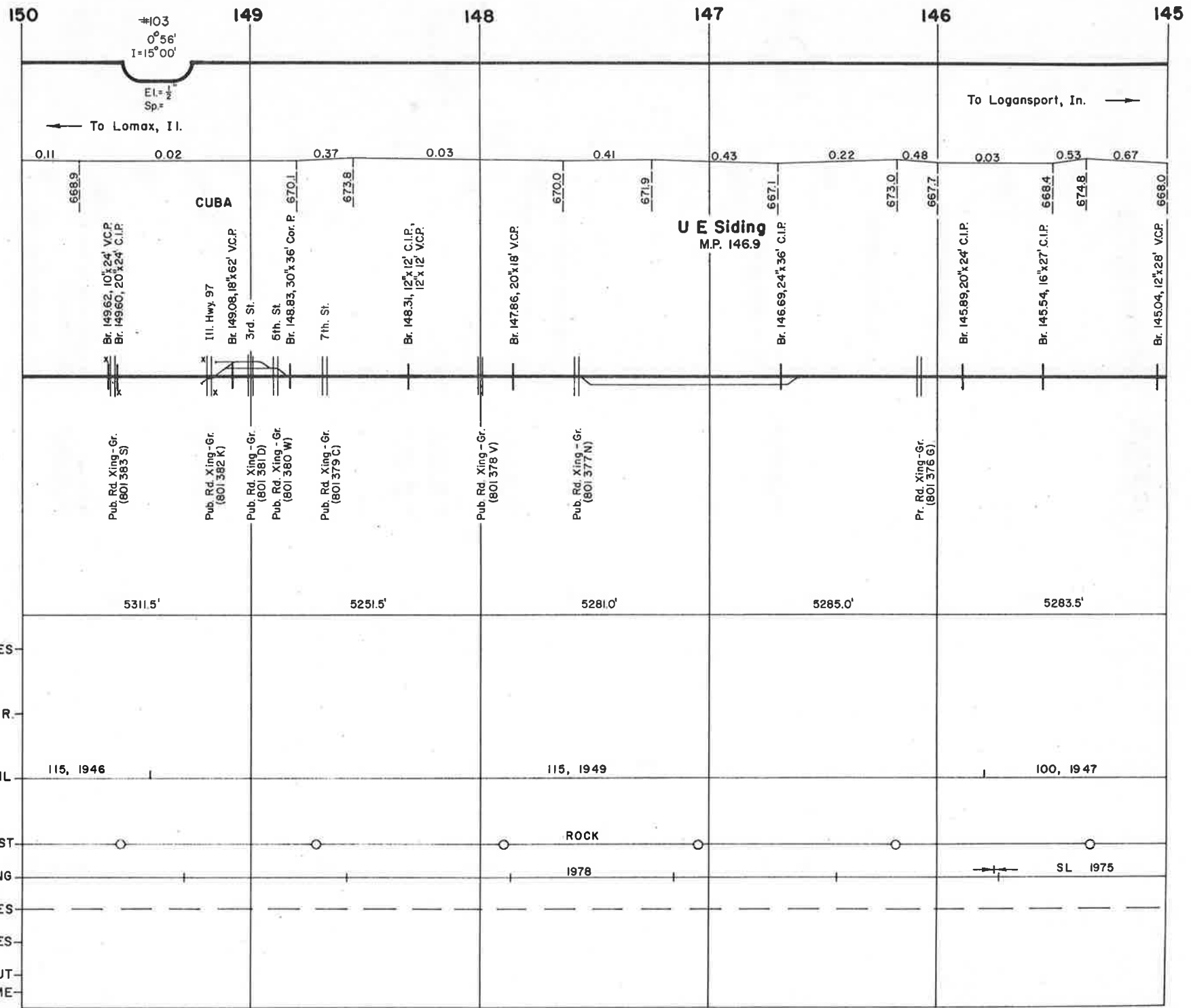
131 CWR, 1978

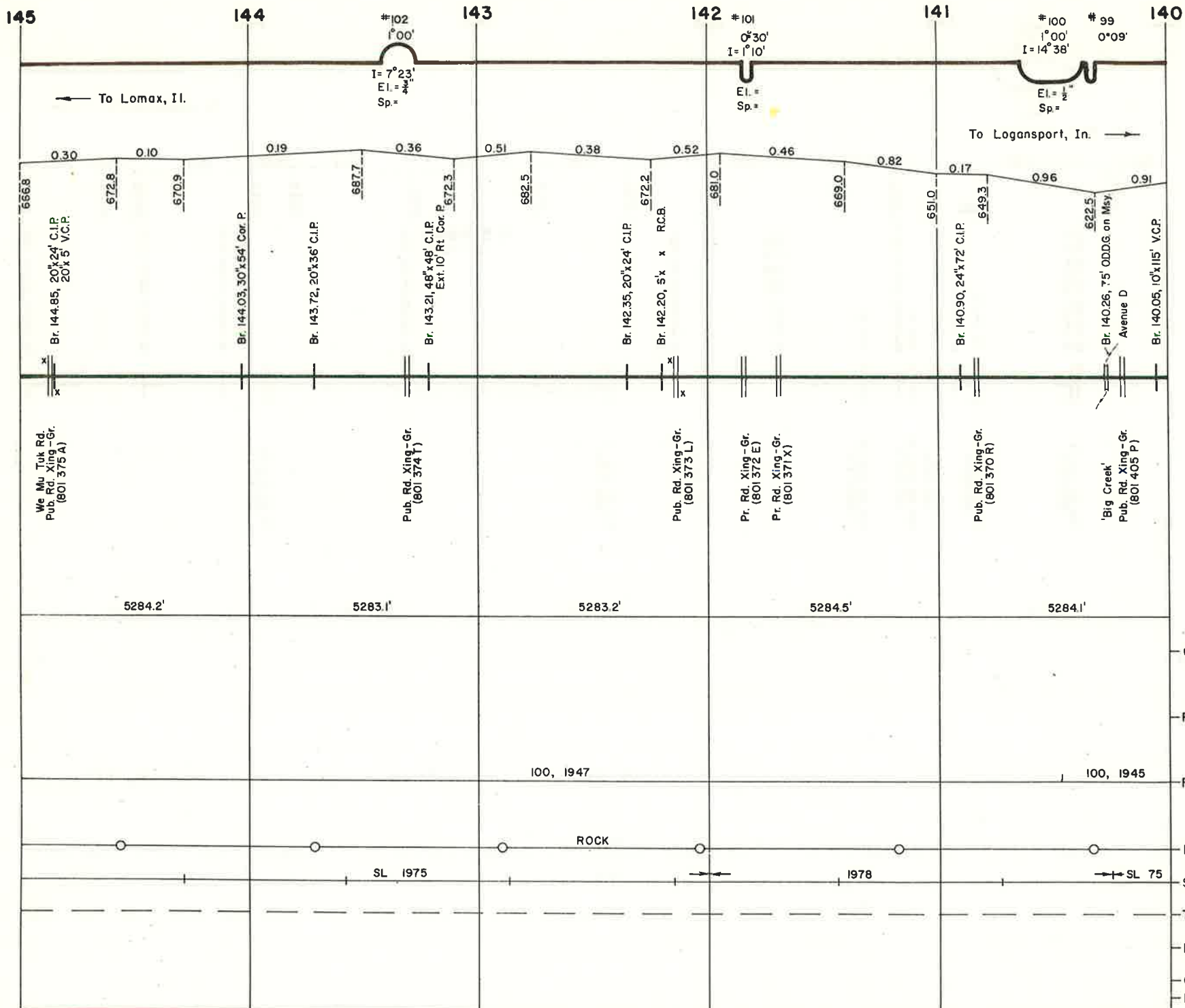
1978

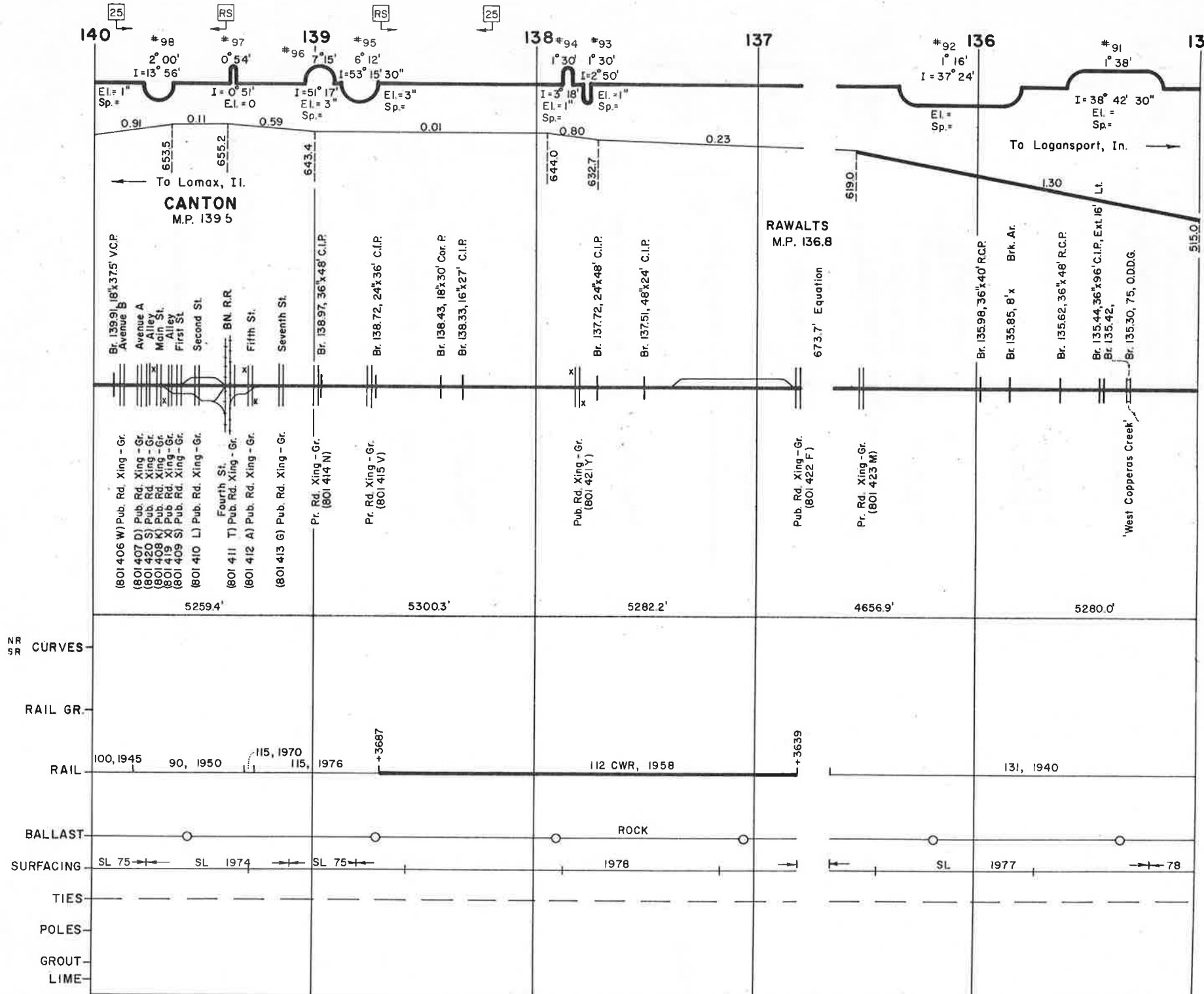
1978

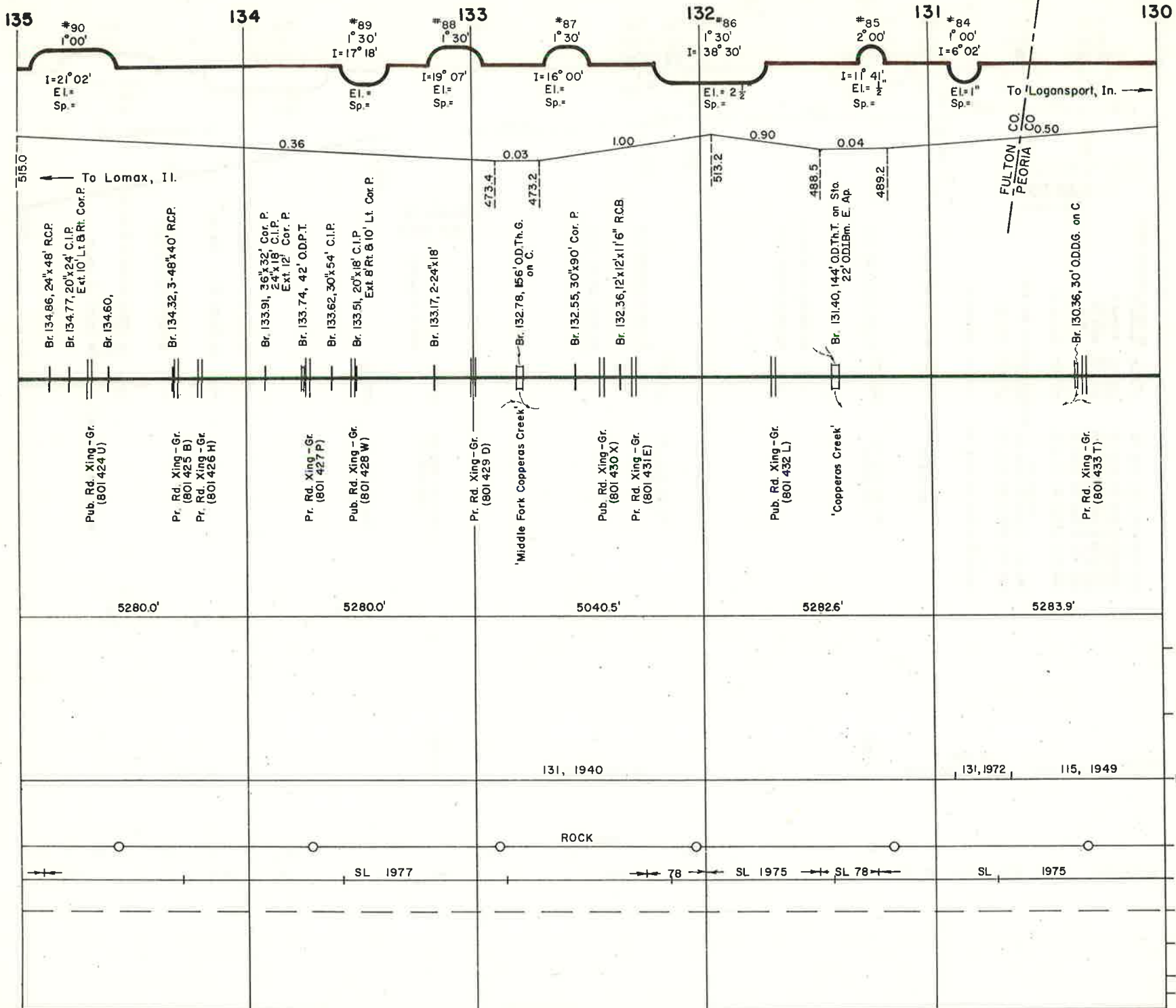
REVISED 10-84







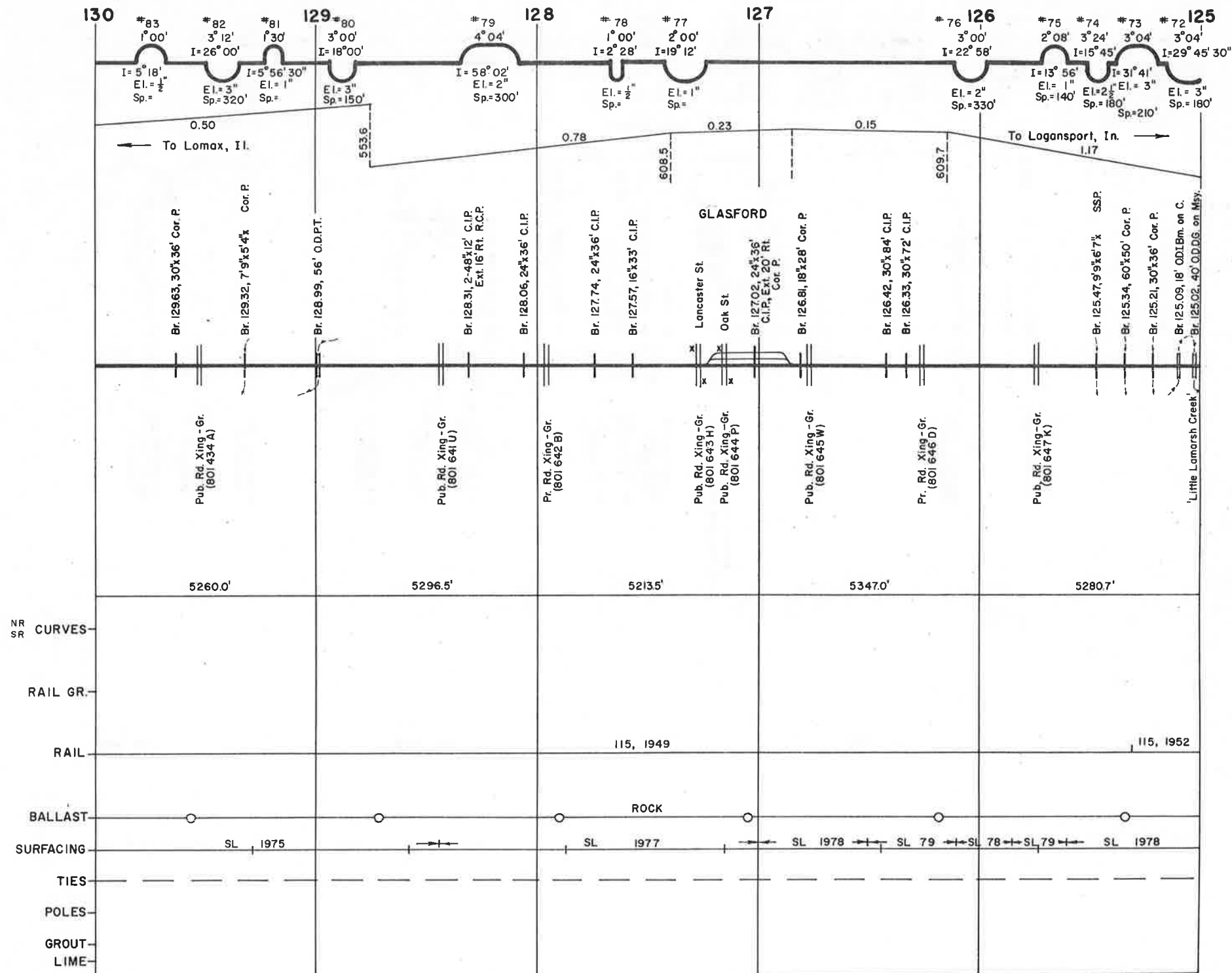




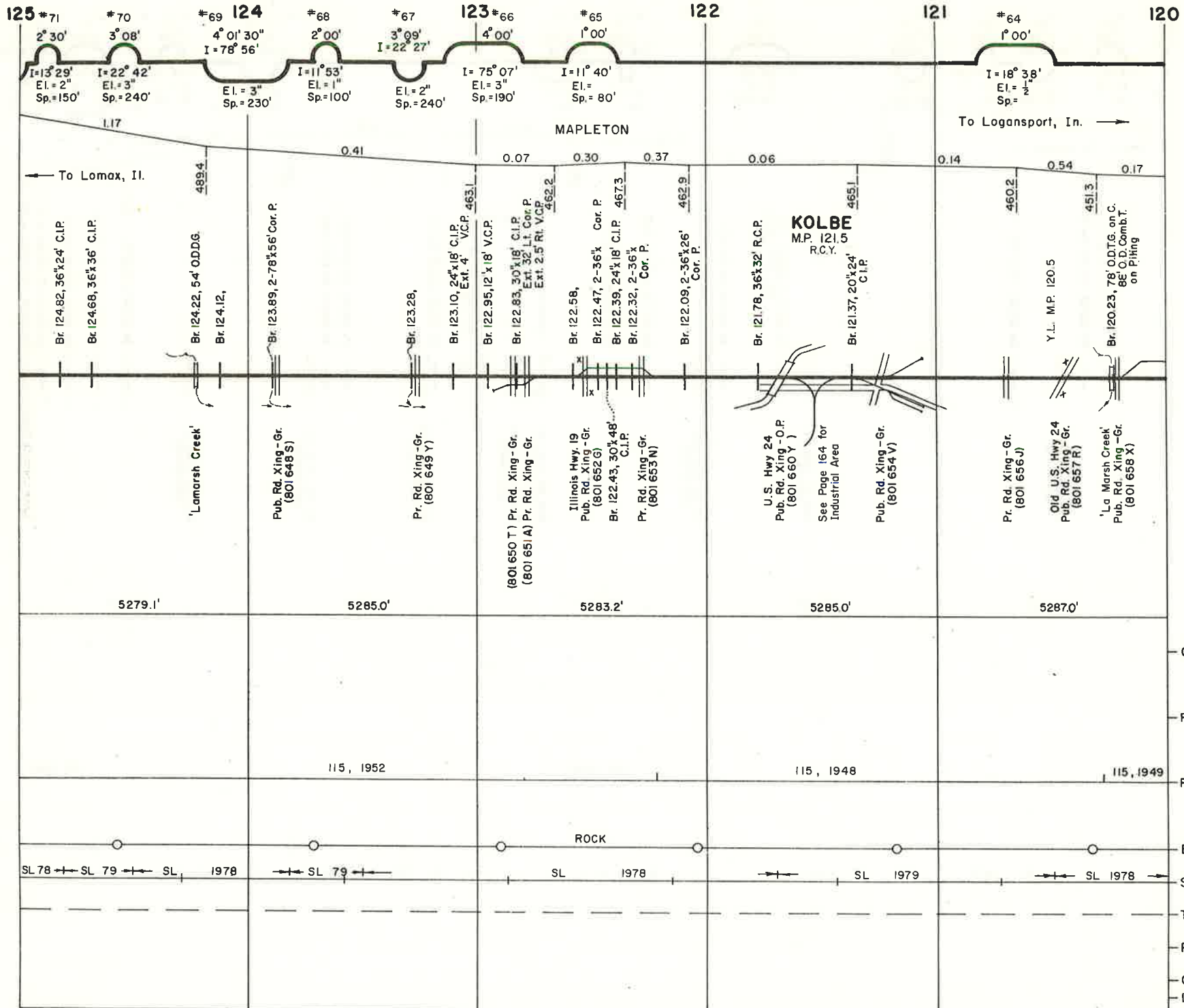
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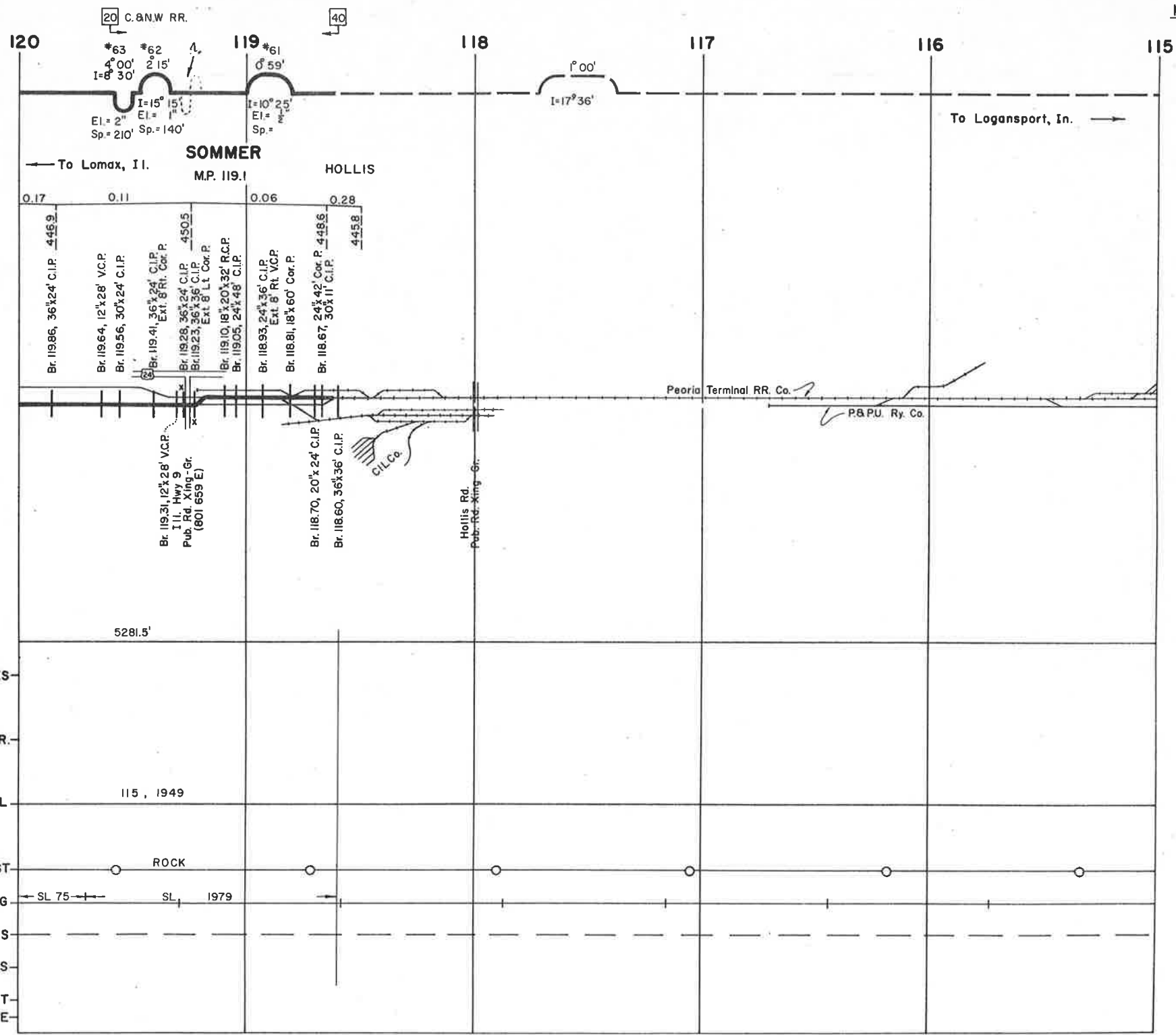
- CURVES NR SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME







REVISED \_\_\_\_\_



SOMMER

M.P. 119.1

HOLLIS

To Logansport, In. →

← To Lomax, Ill.

Peoria Terminal RR. Co.

P.B. & U. Ry. Co.

C.I.L. Co.

Hollis Rd.  
Pub. Rd. King Gr.

NR  
SR  
CURVES

RAIL  
GR.

RAIL

BALLAST

SURFACING

TIES

POLES

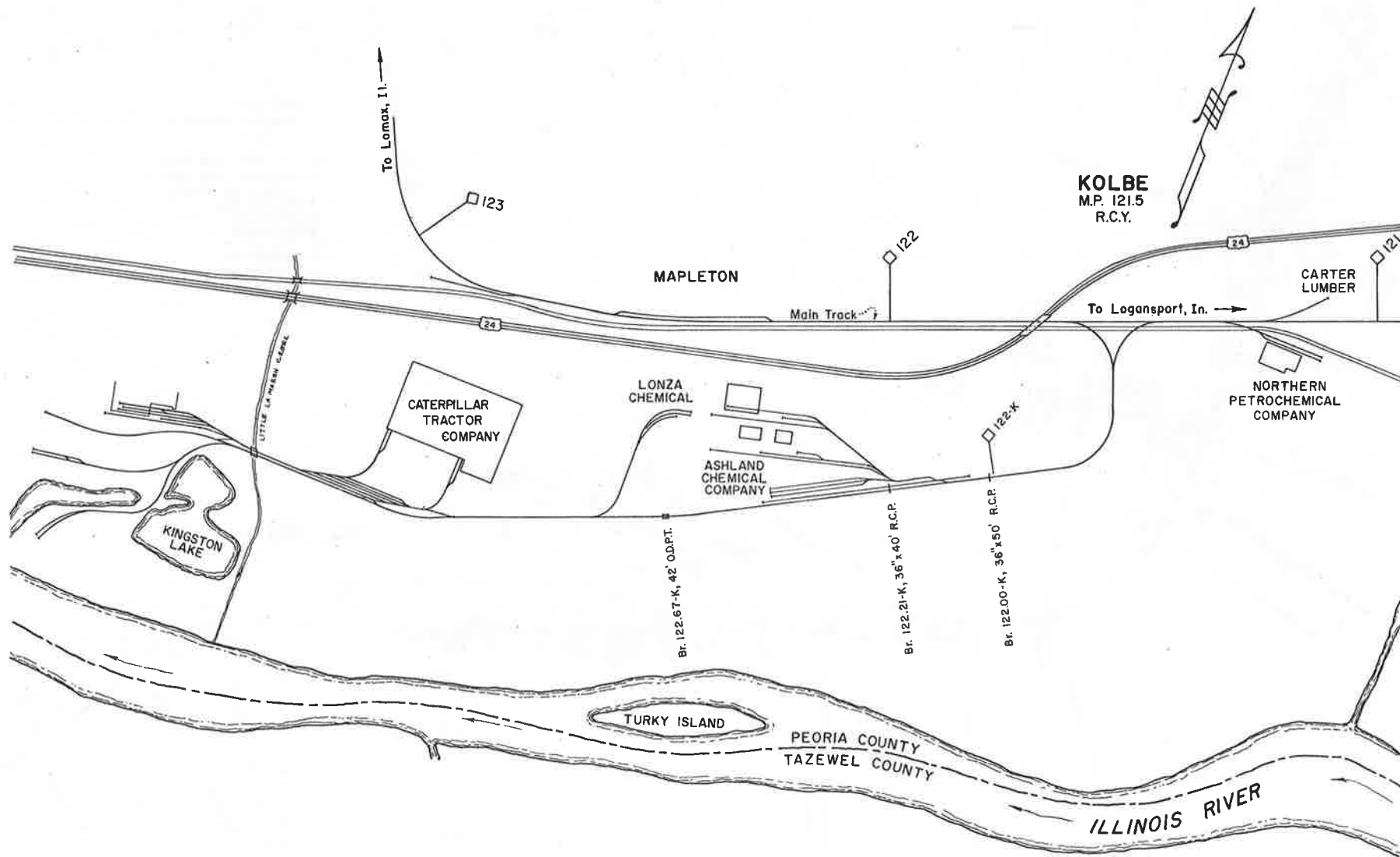
GROUT

LIME

BINDER NO. 1

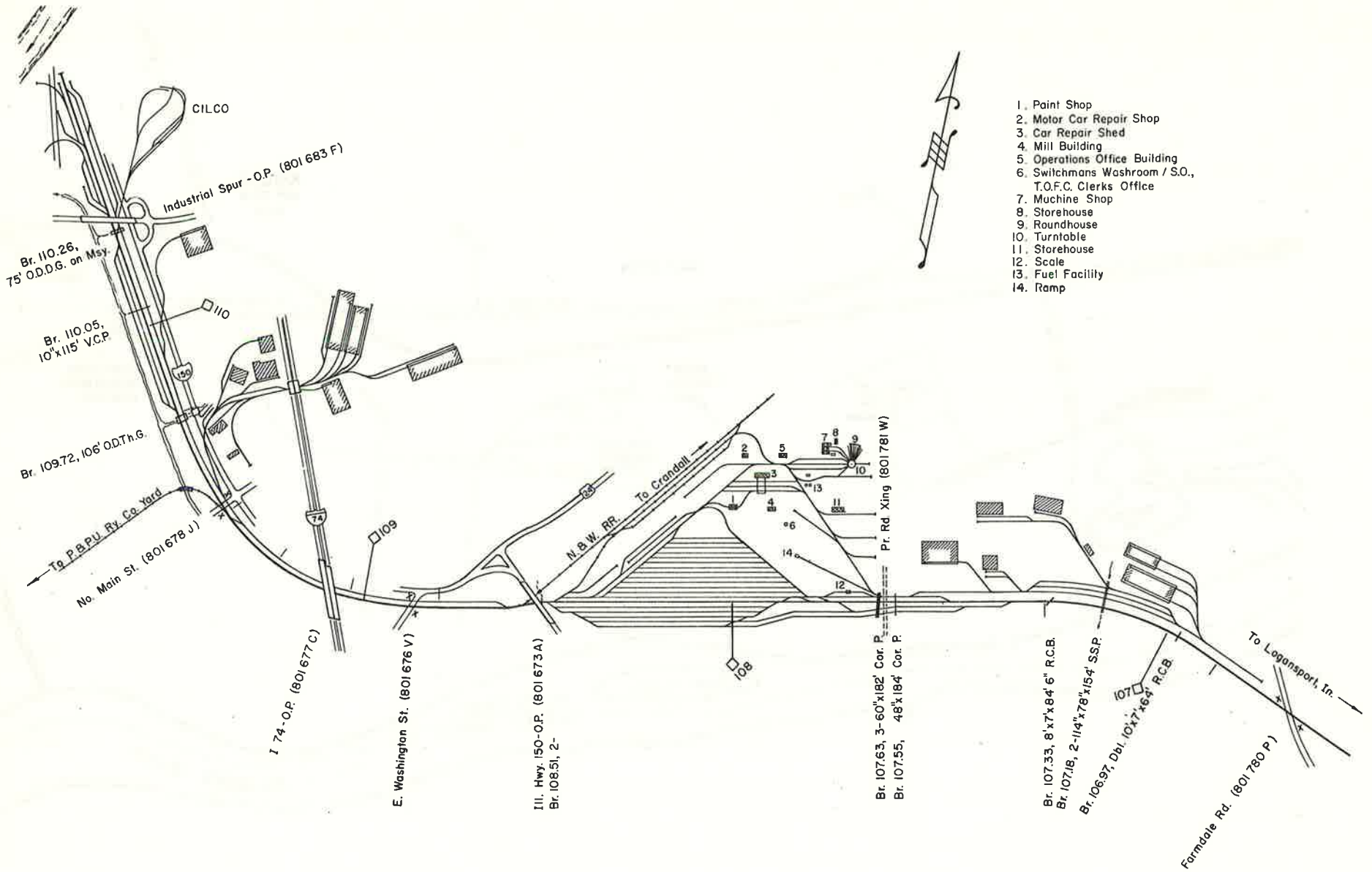
REVISED \_\_\_\_\_

11/10/02



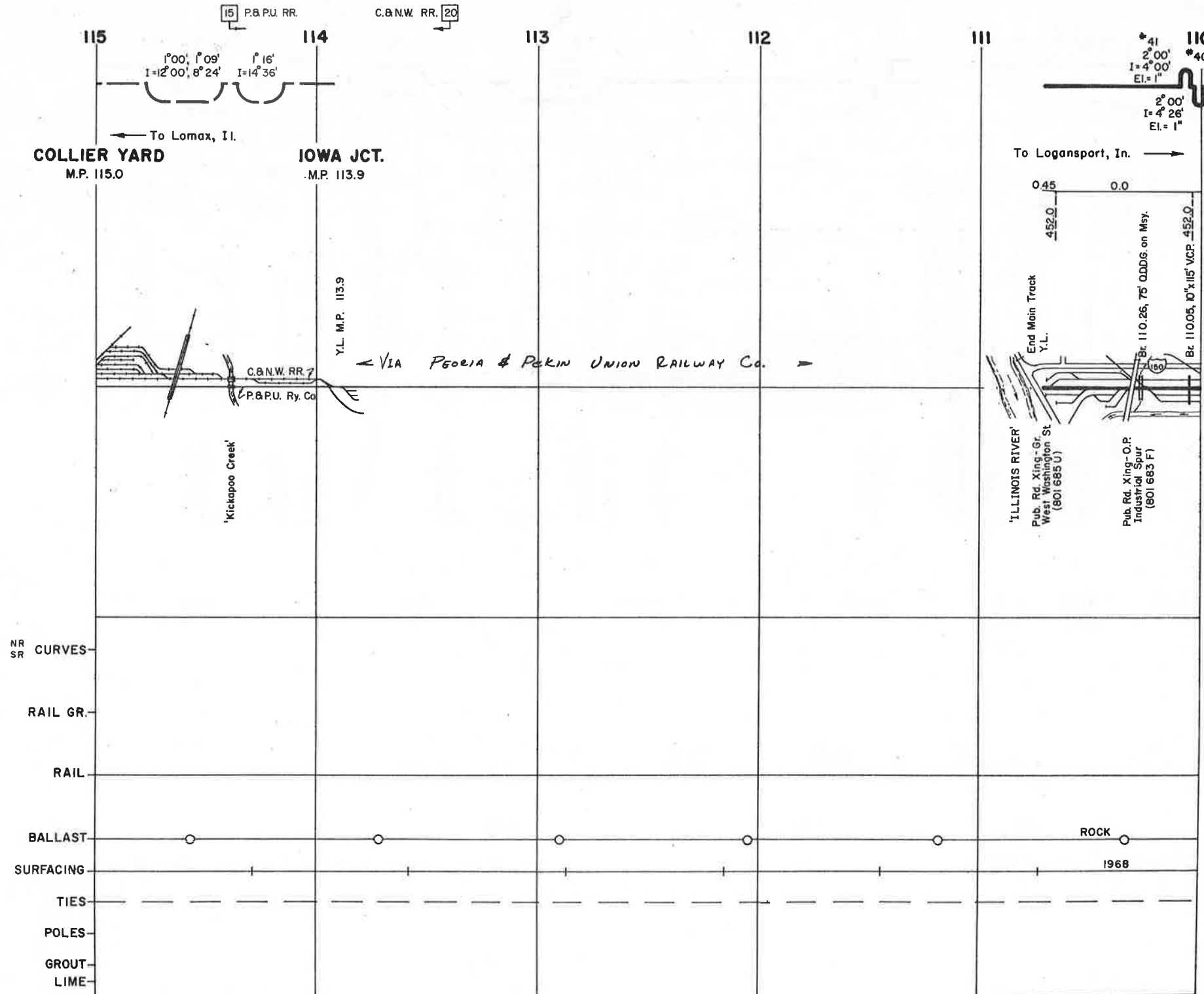
KOLBE, MAPLETON & KINGSTON RIVER TERMINAL

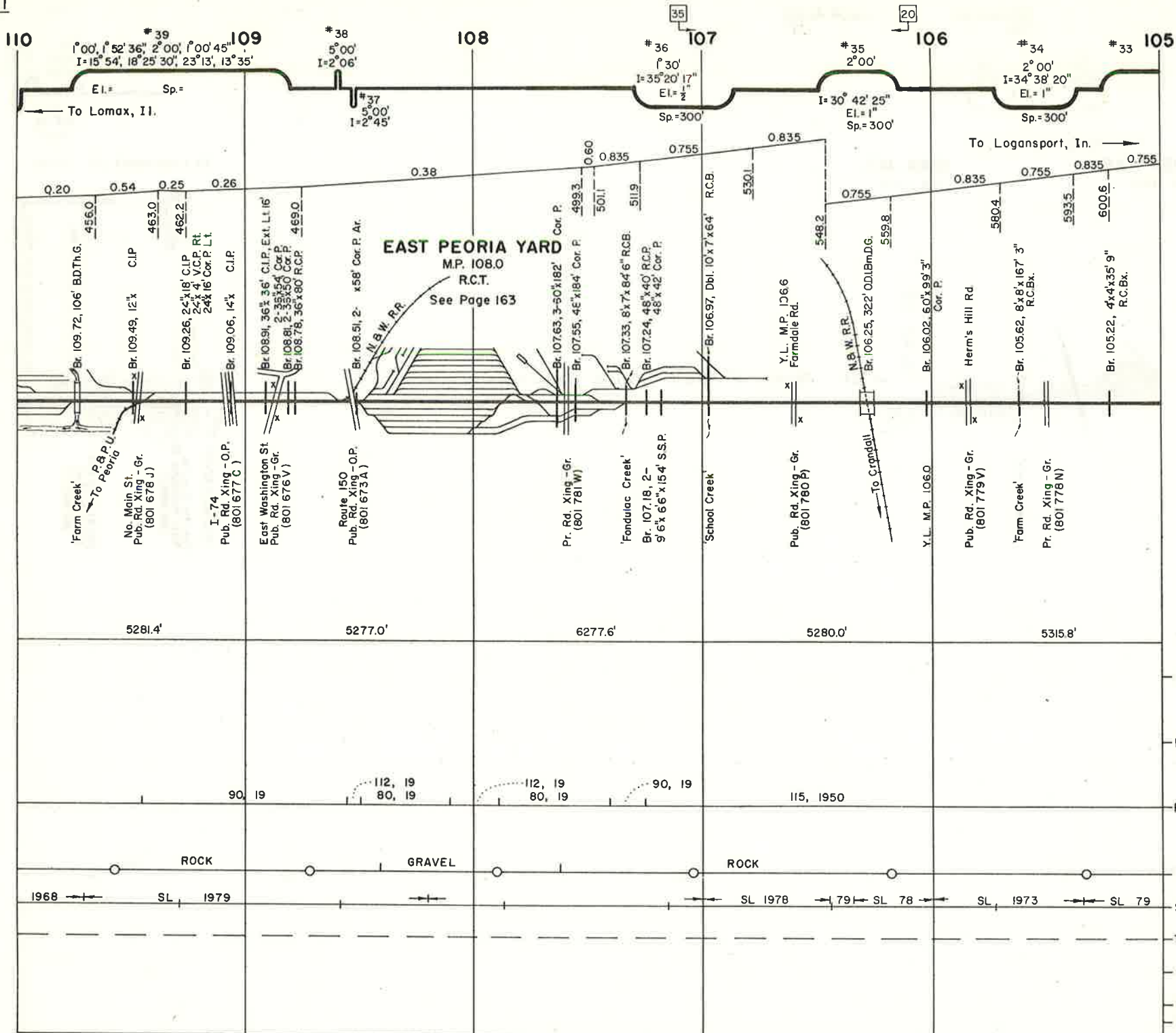
No Scale



- 1. Paint Shop
- 2. Motor Car Repair Shop
- 3. Car Repair Shed
- 4. Mill Building
- 5. Operations Office Building
- 6. Switchmans Washroom / S.O., T.O.F.C. Clerks Office
- 7. Machine Shop
- 8. Storehouse
- 9. Roundhouse
- 10. Turntable
- 11. Storehouse
- 12. Scale
- 13. Fuel Facility
- 14. Ramp

EAST PEORIA, IL.  
No Scale





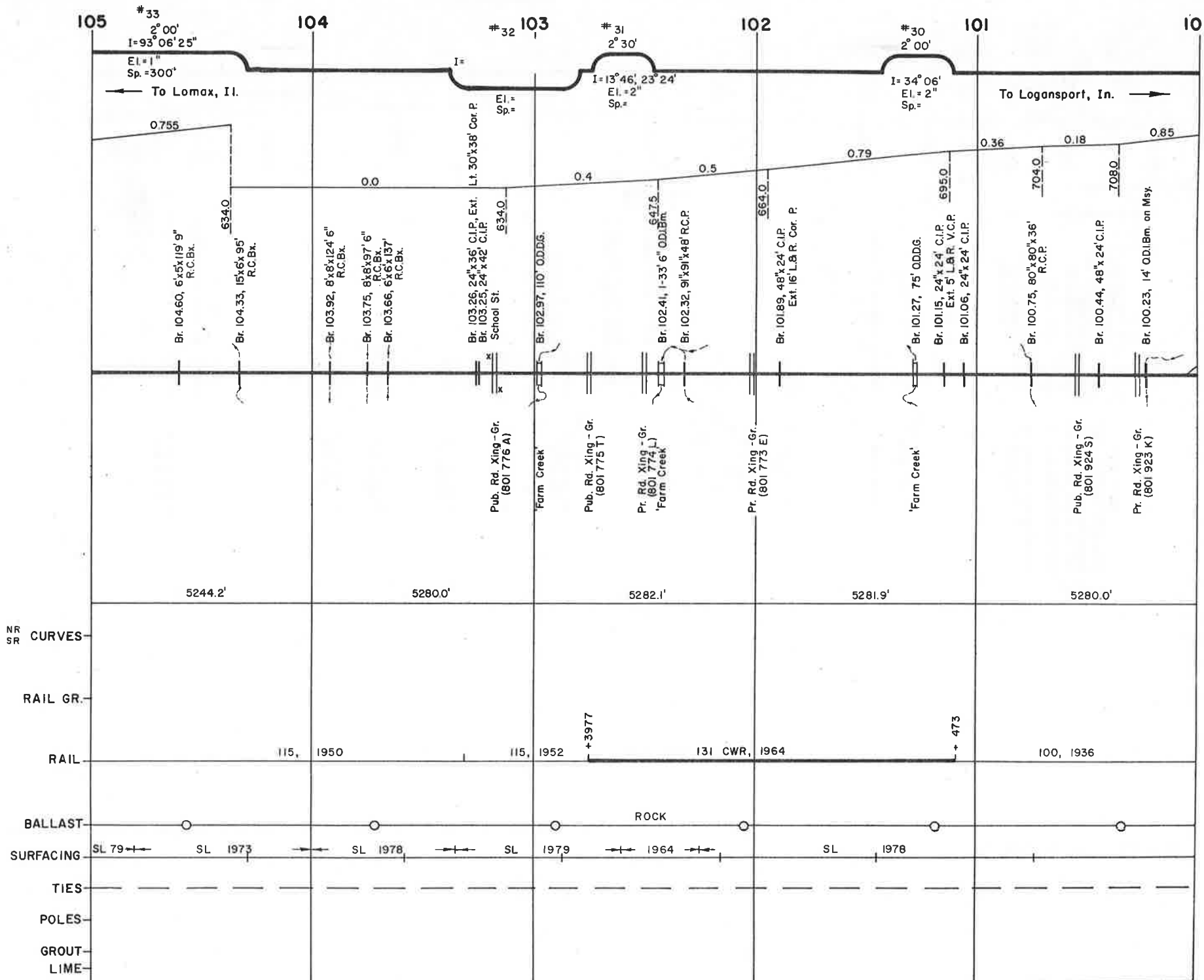
5281.4'      5277.0'      6277.6'      5280.0'      5315.8'

CURVES NR SR  
 RAIL GR.  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 POLES  
 GROUT  
 LIME

1968 SL 1979      SL 1978 79 SL 78      SL 1973 SL 79

REVISED \_\_\_\_\_

BINDER NO.



NR  
SR

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

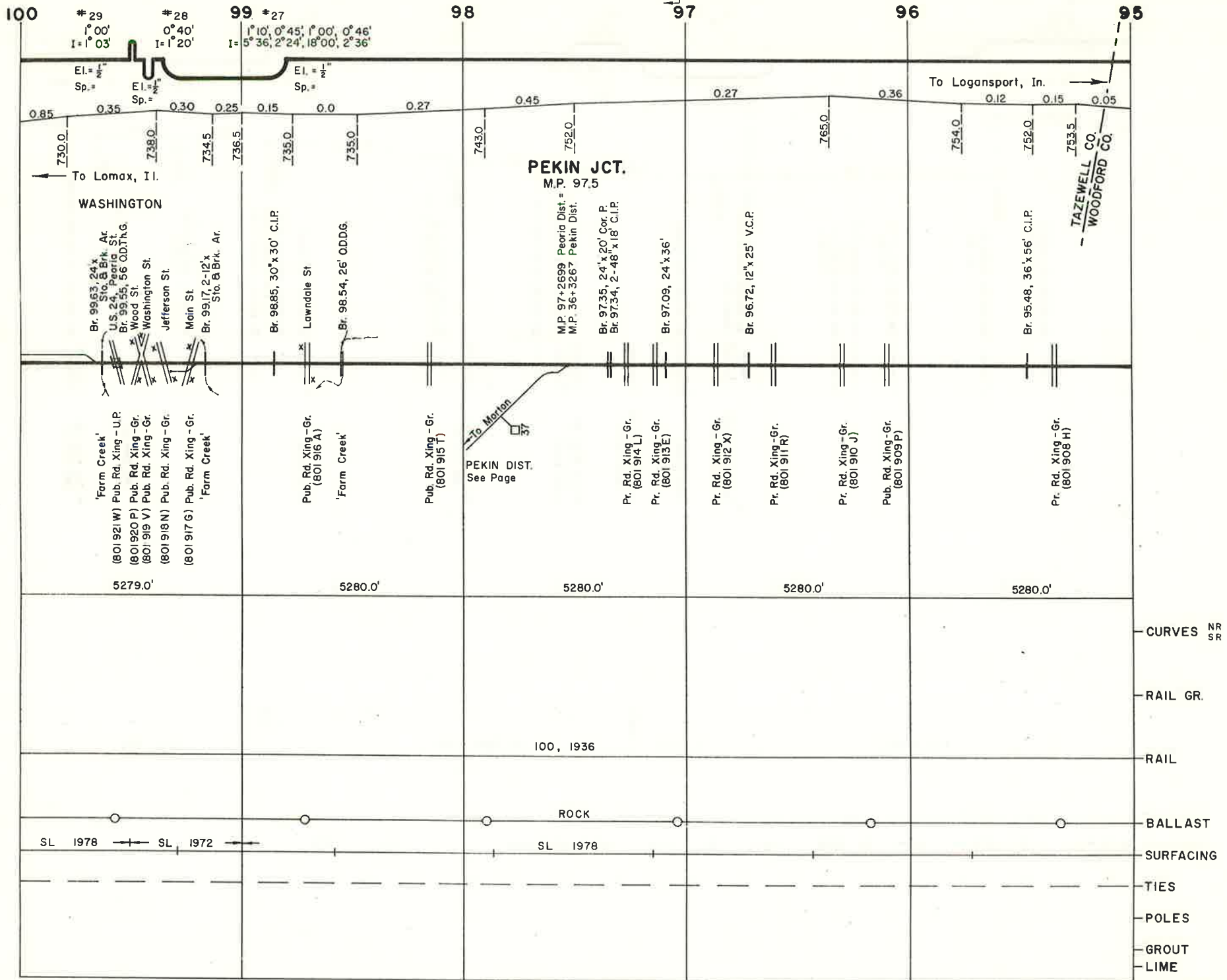
TIES

POLES

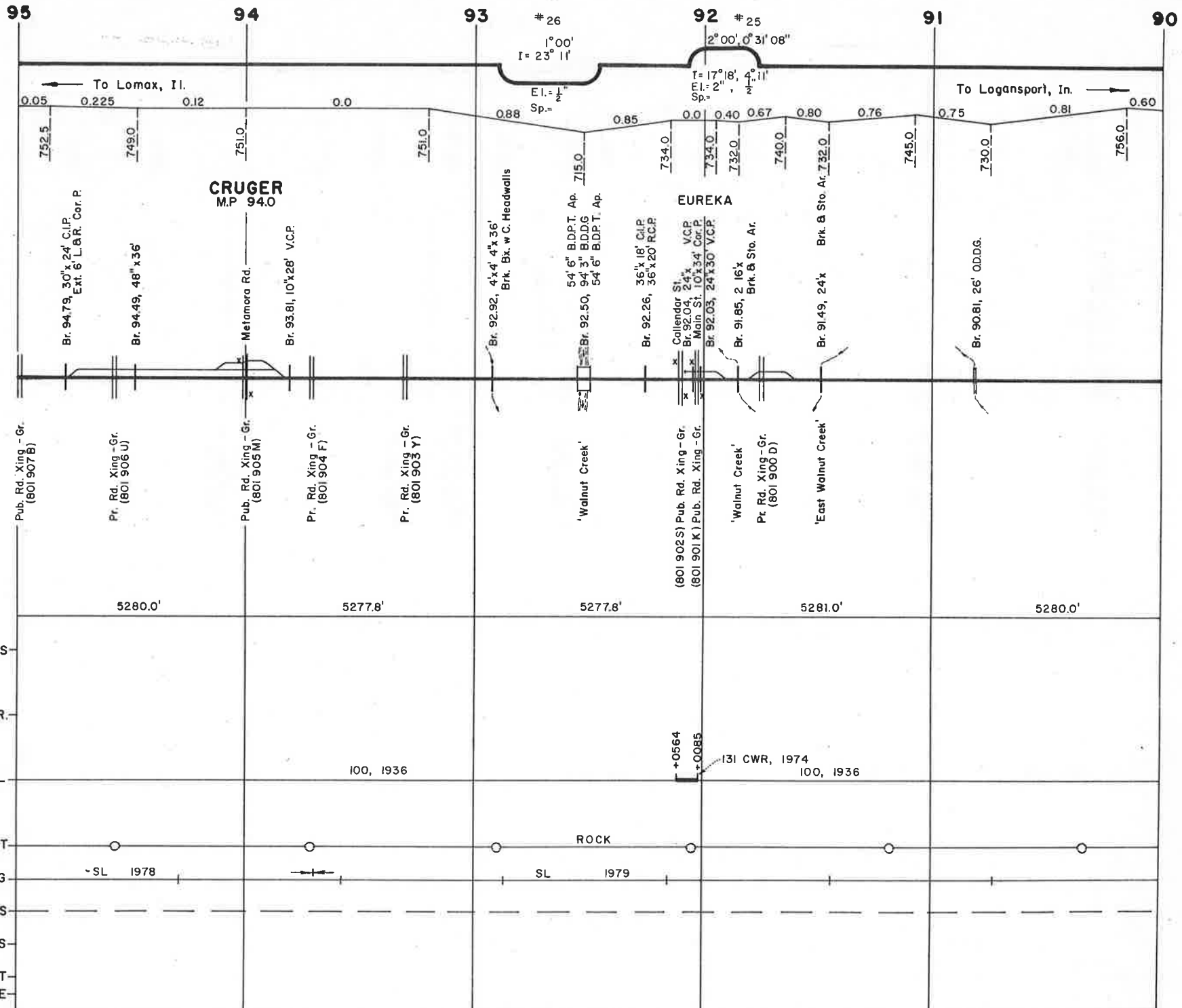
GROUT

LIME





REVISED \_\_\_\_\_



95

94

93

92

91

90

To Lomax, II. ← 0.05 0.225 0.12 0.0 0.88 0.85 0.0 0.40 0.67 0.80 0.76 0.75 0.81 0.60 → To Logansport, In.

Elevations: 752.5, 749.0, 751.0, 751.0, 715.0, 734.0, 734.0, 732.0, 740.0, 732.0, 745.0, 730.0, 756.0

**CRUGER**  
M.P. 94.0

**EUREKA**

Br. 94.79, 30' x 24' C.I.P. Ext. 6' L & R. Cor. P.  
 Br. 94.49, 48' x 36'  
 Metamera Rd.  
 Br. 93.81, 10' x 28' V.C.P.  
 Br. 92.92, 4' x 4' 4' x 36' Brk. Bx. w C. Headwalls  
 54' 6" B.D.P.T. Ap.  
 Br. 92.50, 94' 3" B.D.D.G.  
 54' 6" B.D.P.T. Ap.  
 Br. 92.26, 36' x 18' C.I.P.  
 36' x 20' R.C.P.  
 Callendar St.  
 Br. 92.04, 24' x V.C.P.  
 Main St. 10' x 34' Cor. P.  
 Br. 92.03, 24' x 30' V.C.P.  
 Br. 91.85, 2 16' x Brk. & Sto. Ar.  
 Br. 91.49, 24' x Brk. & Sto. Ar.  
 Br. 90.81, 26' O.D.D.G.

Pub. Rd. Xing - Gr. (801 907 B)  
 Pr. Rd. Xing - Gr. (801 906 U)  
 Pub. Rd. Xing - Gr. (801 905 M)  
 Pr. Rd. Xing - Gr. (801 904 F)  
 Pr. Rd. Xing - Gr. (801 903 Y)

'Walnut Creek'  
 (801 902 S) Pub. Rd. Xing - Gr.  
 (801 901 K) Pub. Rd. Xing - Gr.  
 'Walnut Creek'  
 Pr. Rd. Xing - Gr. (801 900 D)  
 'East Walnut Creek'

5280.0' 5277.8' 5277.8' 5281.0' 5280.0'

NR SR CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT LIME

BINDER NO. 1

100, 1936

ROCK

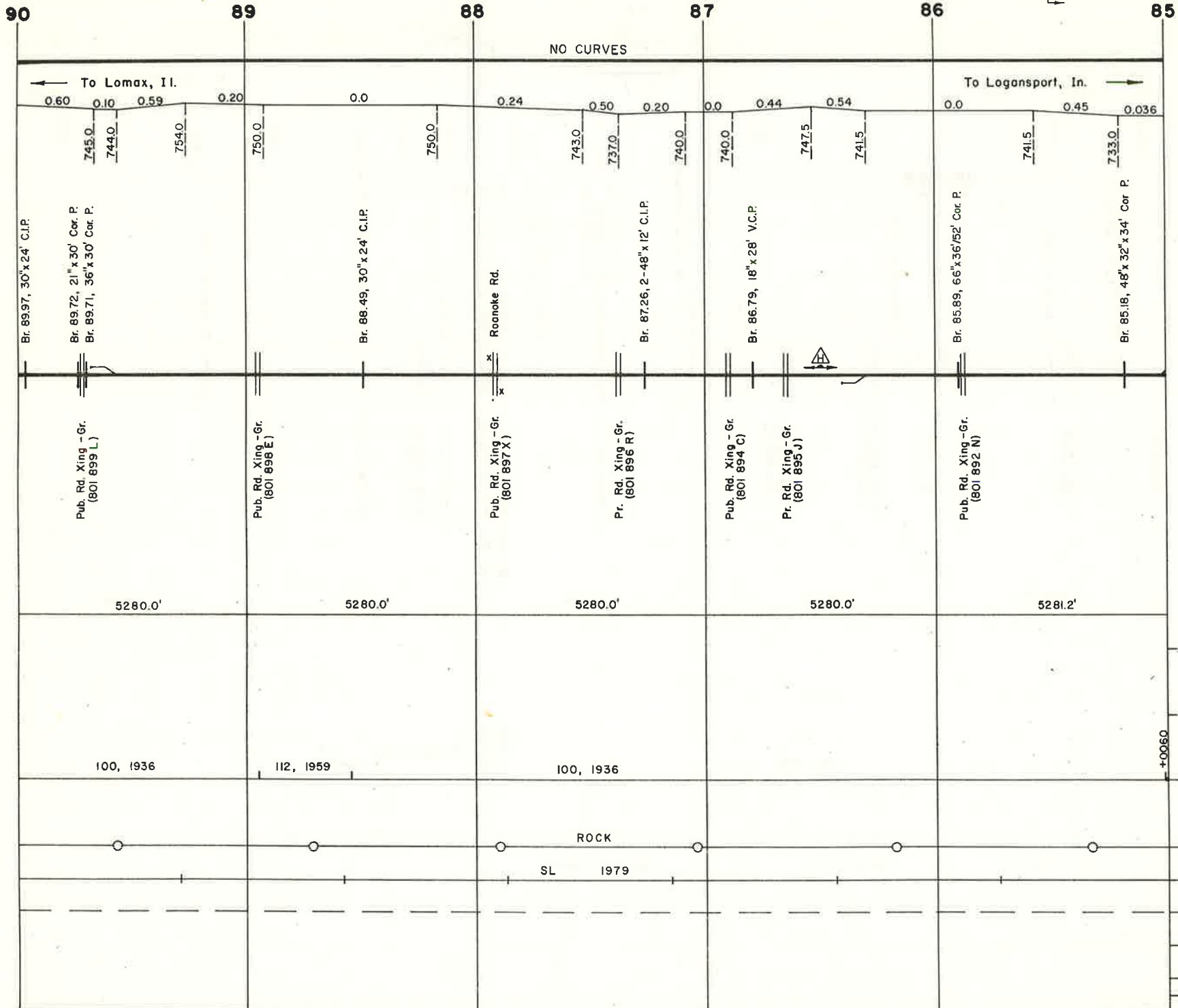
SL 1978

SL 1979

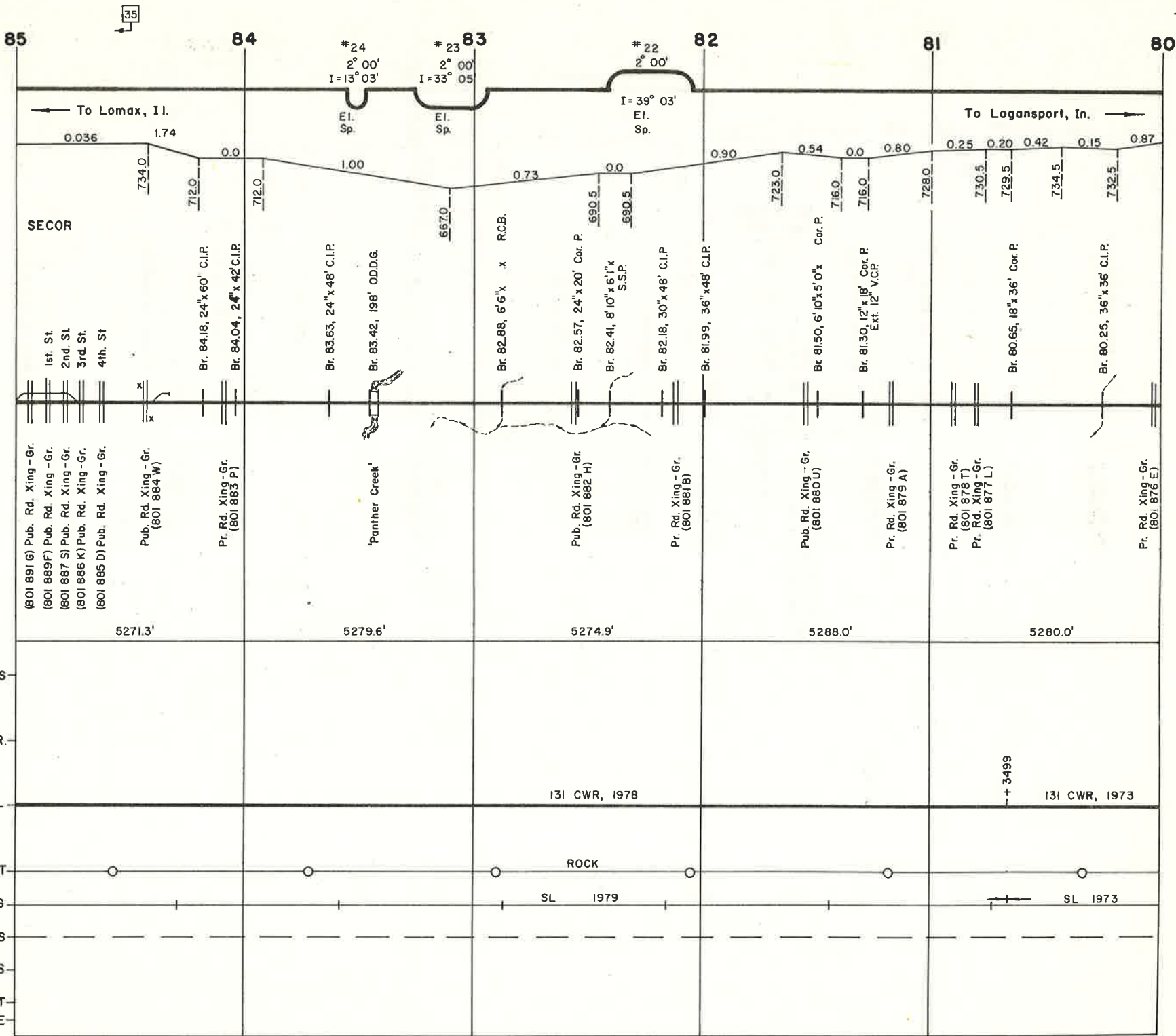
+0564  
+0085

131 CWR, 1974  
100, 1936

REVISED \_\_\_\_\_

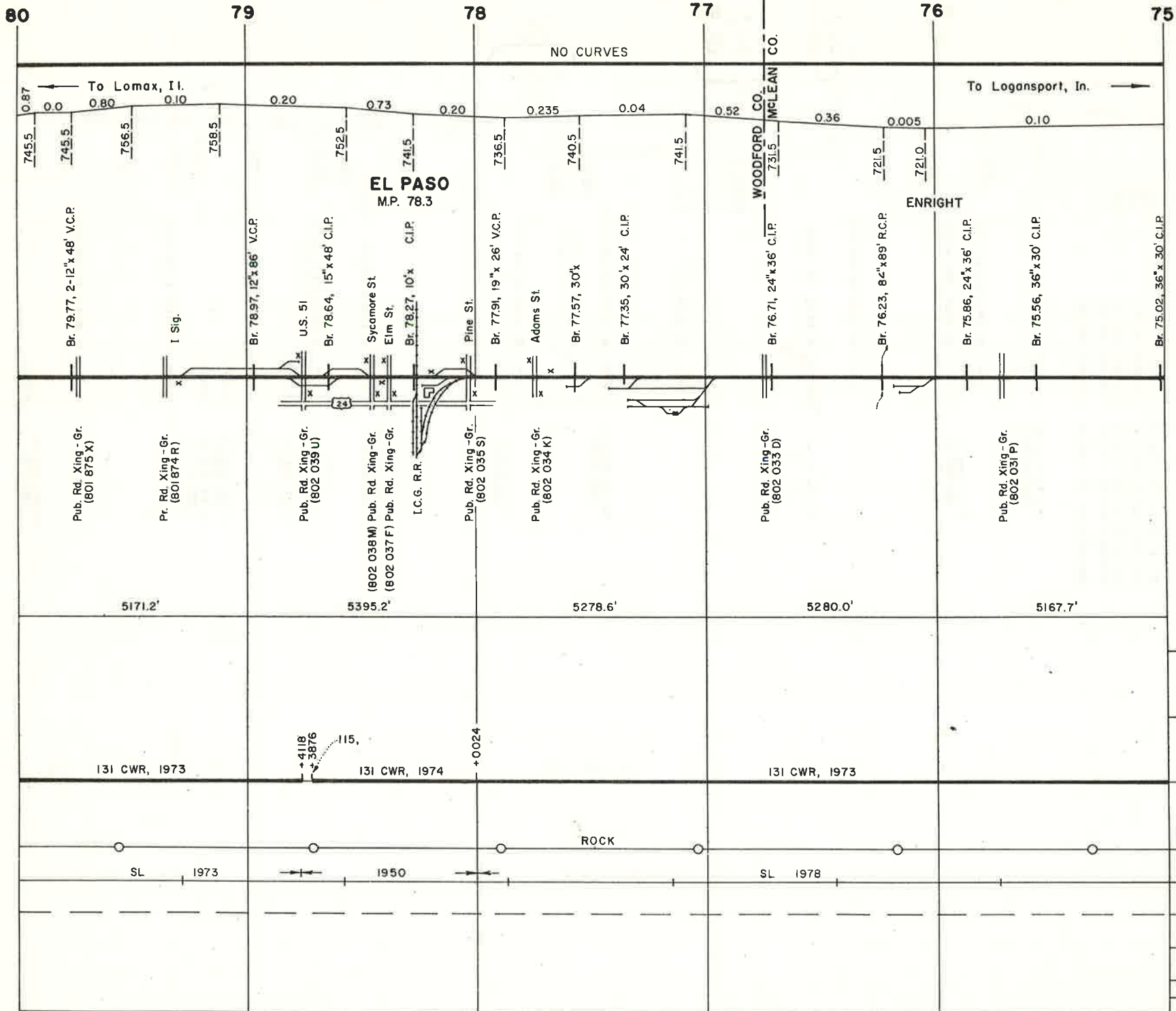


REVISED \_\_\_\_\_

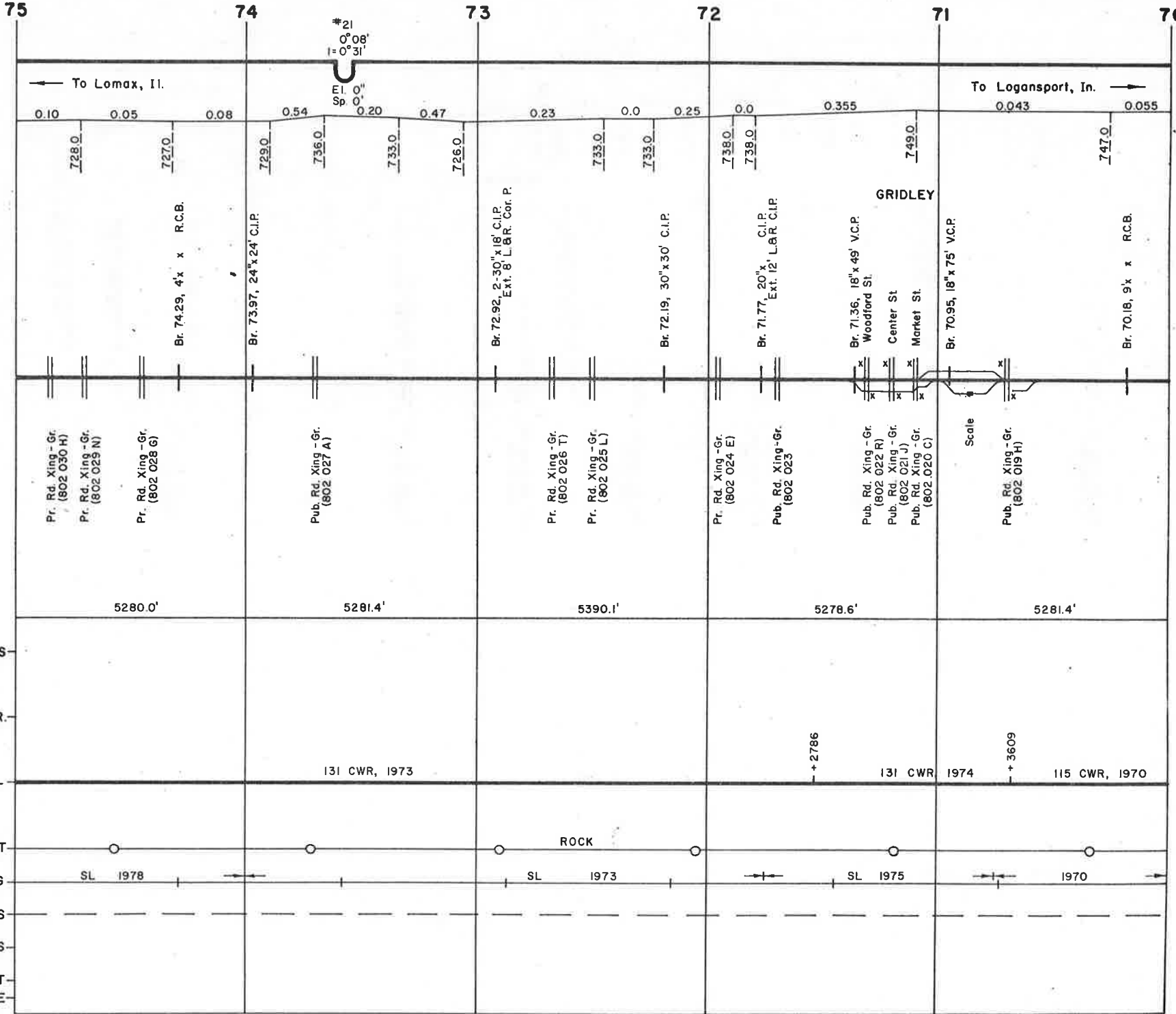


BINDER NO. 1

REVISED \_\_\_\_\_



REVISED \_\_\_\_\_



75

74

73

72

71

70

To Lomax, Ill.

To Logansport, In.

#21  
 0° 08'  
 = 0° 31'  
 E I  
 Sp

0.10 0.05 0.08 0.54 0.20 0.47 0.23 0.0 0.25 0.0 0.355 0.043 0.055

728.0 727.0 729.0 736.0 733.0 726.0 733.0 733.0 738.0 738.0 749.0 747.0

Br. 74.29, 4' x R.C.B.  
 Br. 73.97, 24' x 24' C.I.P.  
 Br. 72.92, 2'-30" x 18' C.I.P. Ext. 8' L.B.R. Cor. P.  
 Br. 72.19, 30" x 30' C.I.P.  
 Br. 71.77, 20' x C.I.P. Ext. 12' L.B.R. C.I.P.  
**GRIDLEY**  
 Br. 71.36, 18" x 49' V.C.P. Woodford St.  
 Center St.  
 Market St.  
 Br. 70.95, 18" x 75' V.C.P.  
 Br. 70.18, 9' x R.C.B.

Pr. Rd. Xing - Gr. (802 030 H)  
 Pr. Rd. Xing - Gr. (802 028 N)  
 Pr. Rd. Xing - Gr. (802 028 G)  
 Pub. Rd. Xing - Gr. (802 027 A)  
 Pr. Rd. Xing - Gr. (802 026 T)  
 Pr. Rd. Xing - Gr. (802 025 L)  
 Pr. Rd. Xing - Gr. (802 024 E)  
 Pub. Rd. Xing - Gr. (802 023)  
 Pub. Rd. Xing - Gr. (802 022 R)  
 Pub. Rd. Xing - Gr. (802 021 J)  
 Pub. Rd. Xing - Gr. (802 020 C)  
 Scale  
 Pub. Rd. Xing - Gr. (802 019 H)

5280.0' 5281.4' 5390.1' 5278.6' 5281.4'

NR SR CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT LIME

131 CWR, 1973

+ 2786

131 CWR 1974

+ 3609

115 CWR, 1970

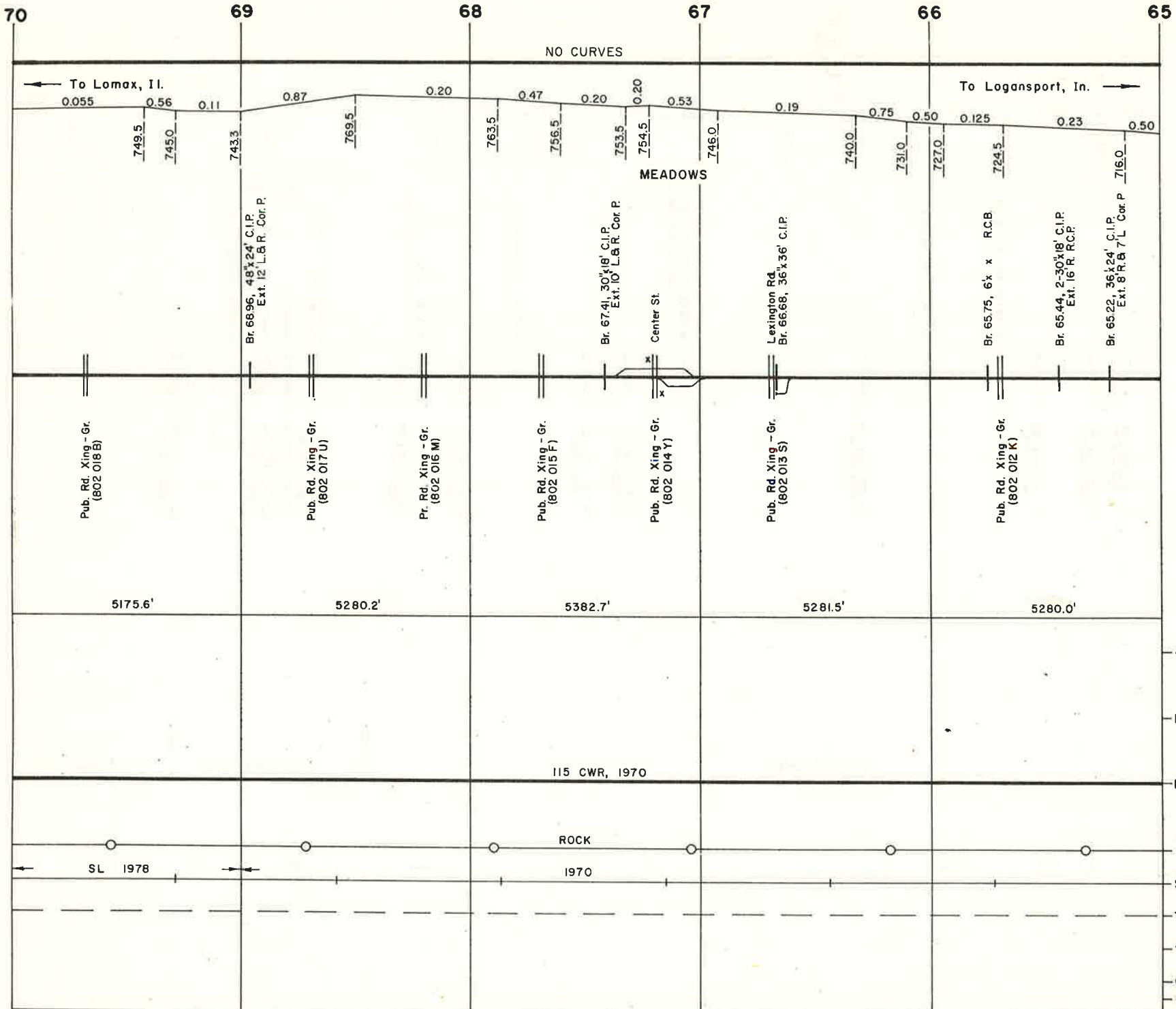
SL 1978

SL 1973

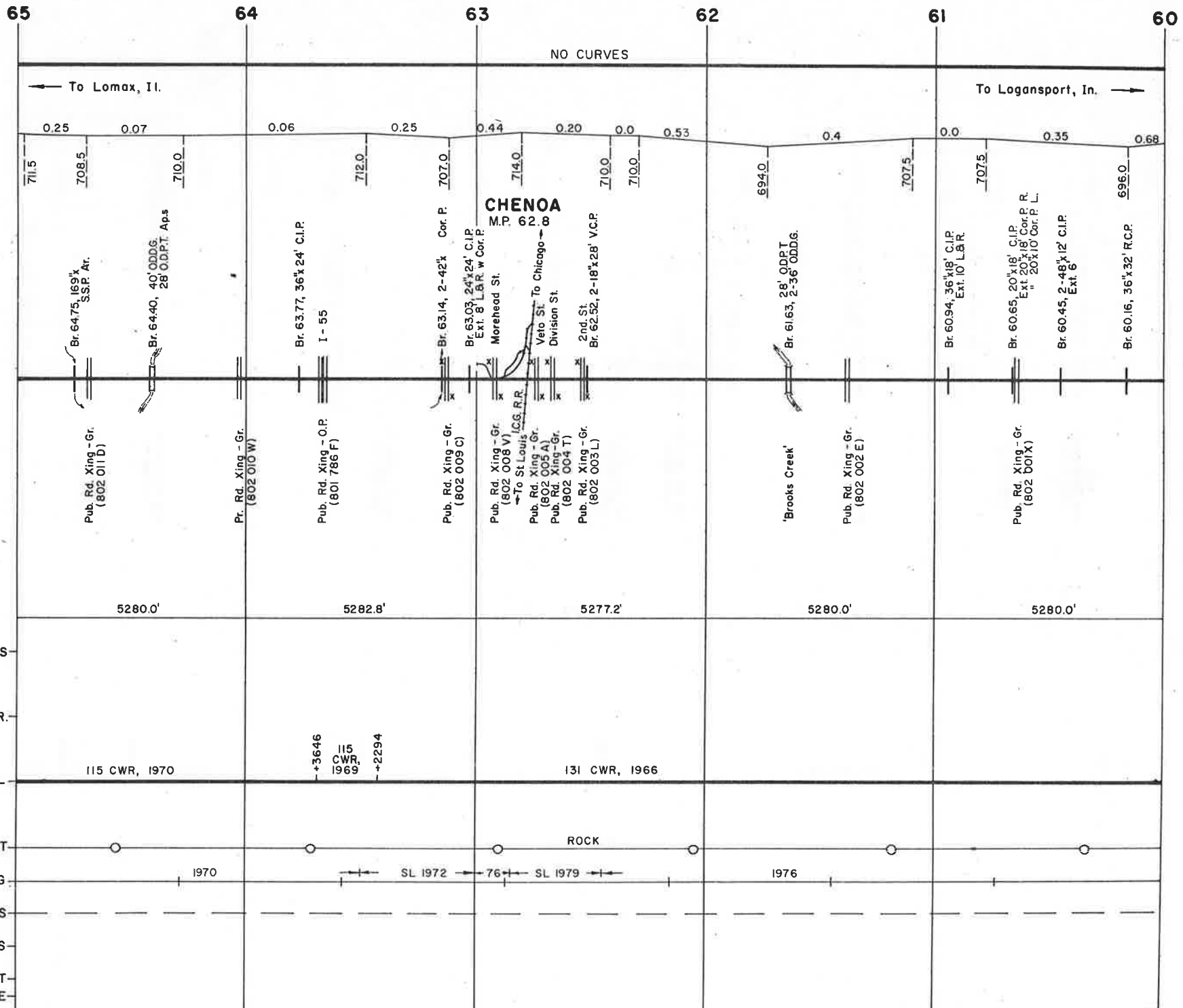
SL 1975

SL 1970

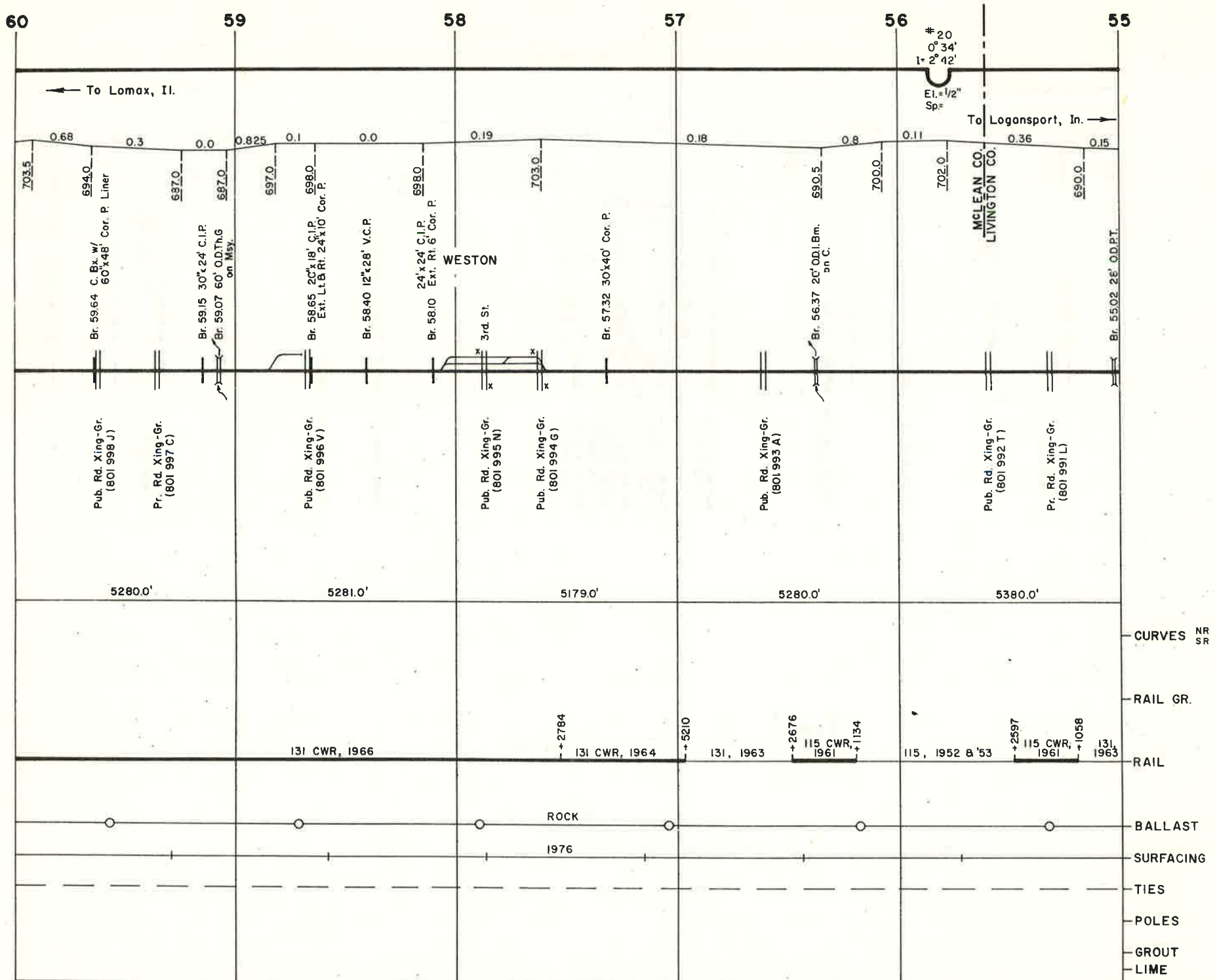
ROCK



REVISED \_\_\_\_\_







Pub. Rd. Xing-Gr.  
(801 998 J)

Pr. Rd. Xing-Gr.  
(801 997 C)

Pub. Rd. Xing-Gr.  
(801 996 V)

Pub. Rd. Xing-Gr.  
(801 995 N)

Pub. Rd. Xing-Gr.  
(801 994 G)

Pub. Rd. Xing-Gr.  
(801 995 A)

Pub. Rd. Xing-Gr.  
(801 992 T)

Pr. Rd. Xing-Gr.  
(801 991 L)

5280.0'

5281.0'

5179.0'

5280.0'

5380.0'

CURVES NR SR

RAIL GR.

131 CWR, 1966

+2784

131 CWR, 1964

+5210

131, 1963

+2676

115 CWR, 1961

+1134

115, 1952 & '53

+2597

115 CWR, 1961

+1058

131, 1963

RAIL

ROCK

BALLAST

1976

SURFACING

TIES

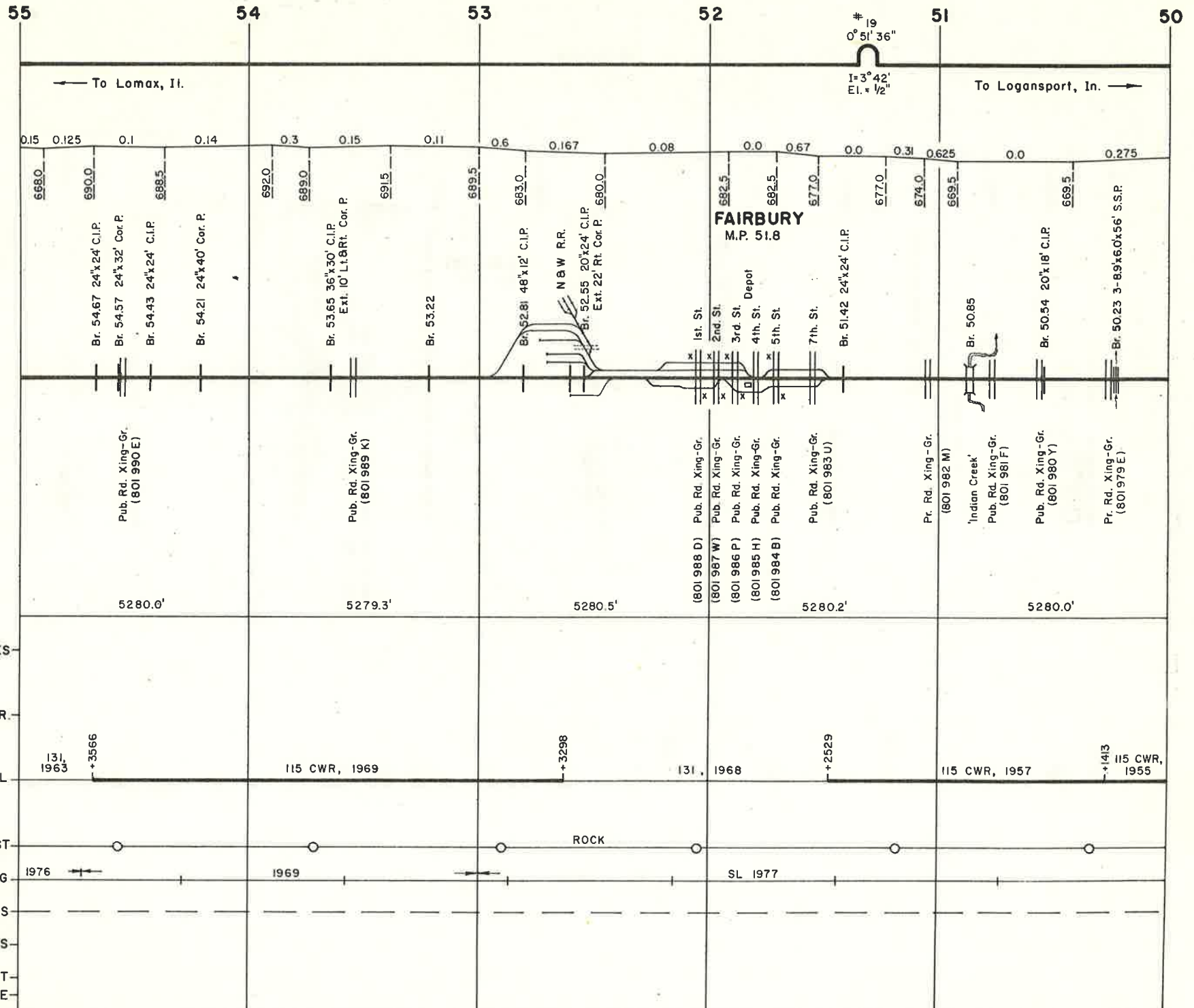
POLES

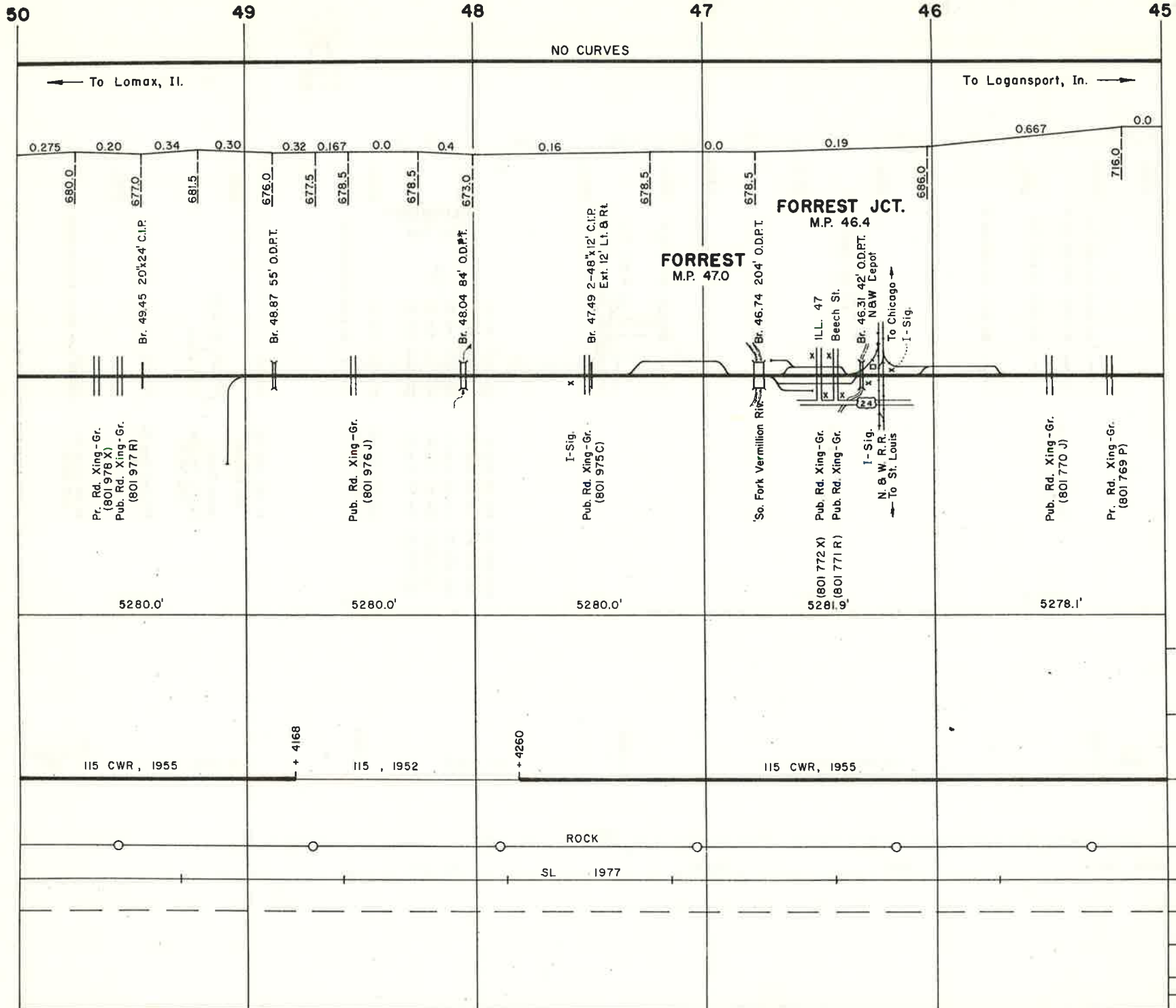
GROUT

LIME

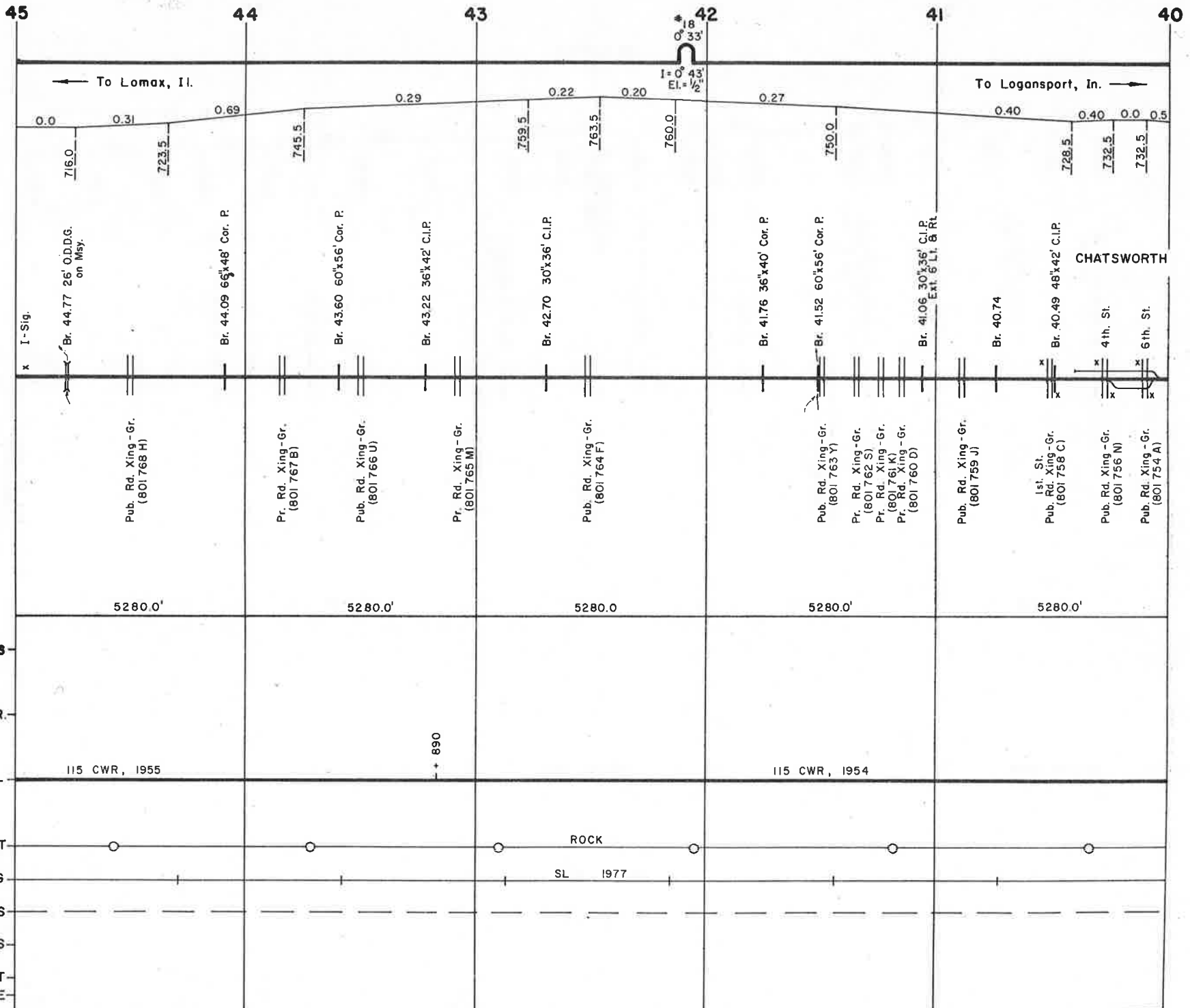
REVISED \_\_\_\_\_

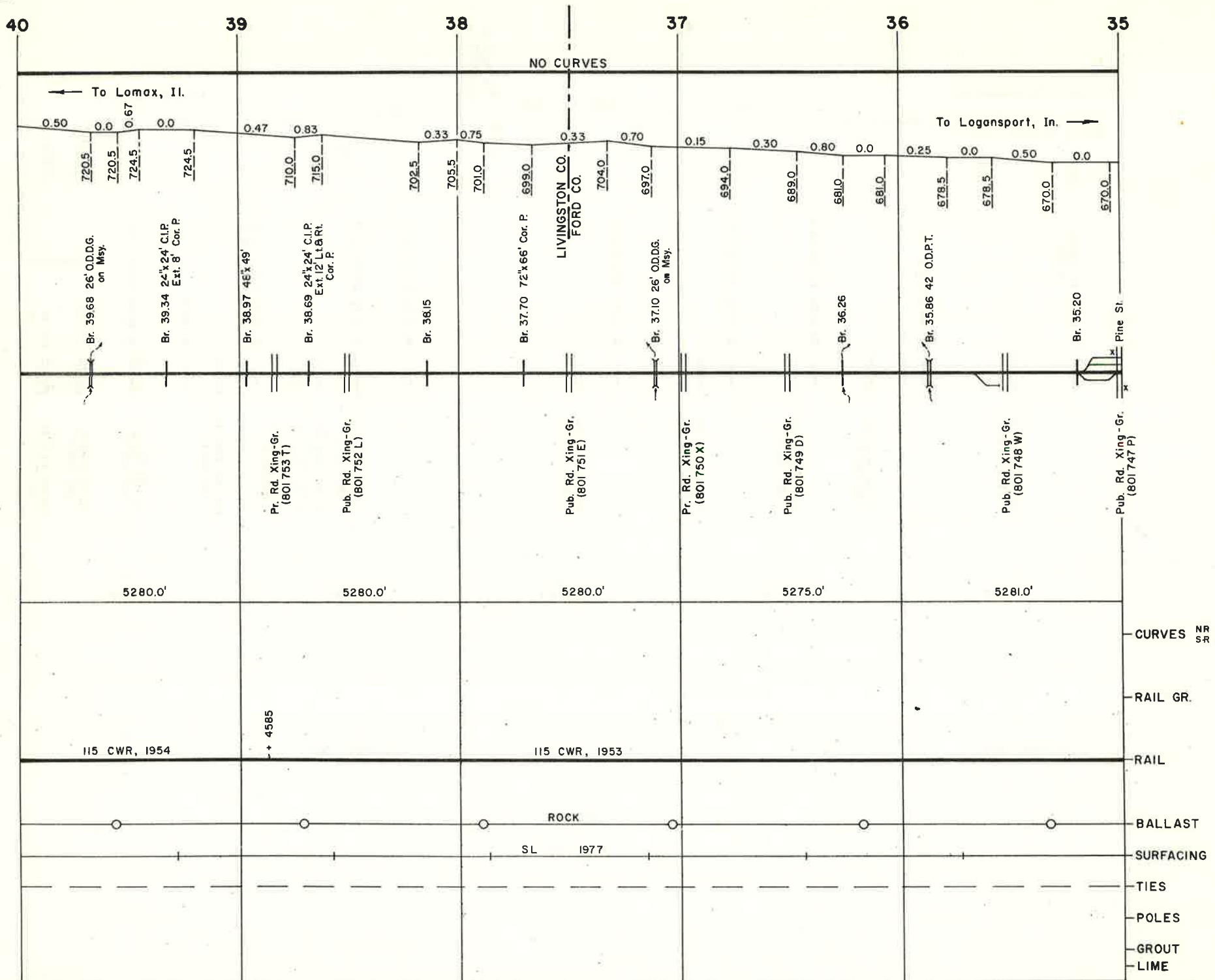
BINDER NO. 1





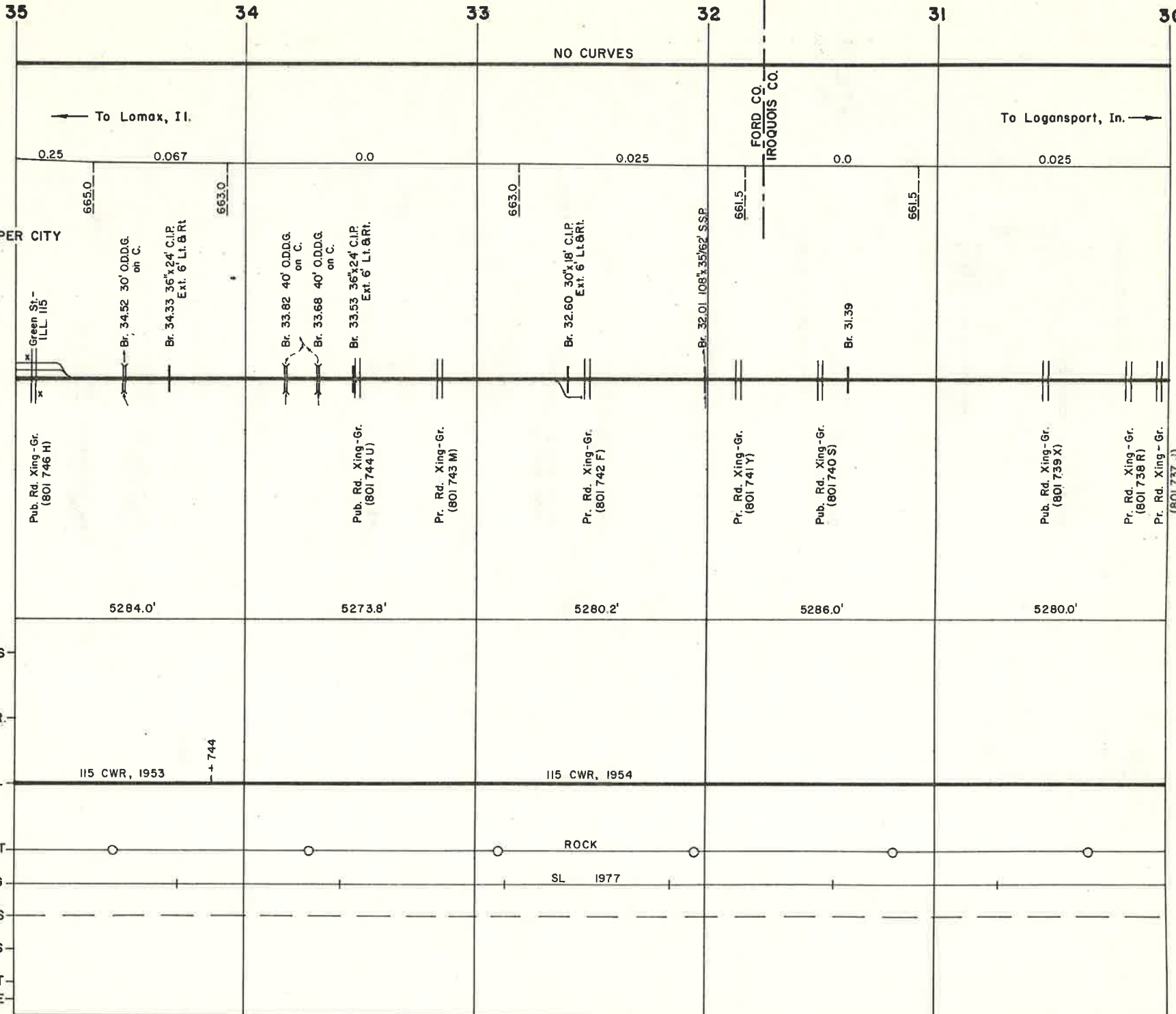
REVISED \_\_\_\_\_

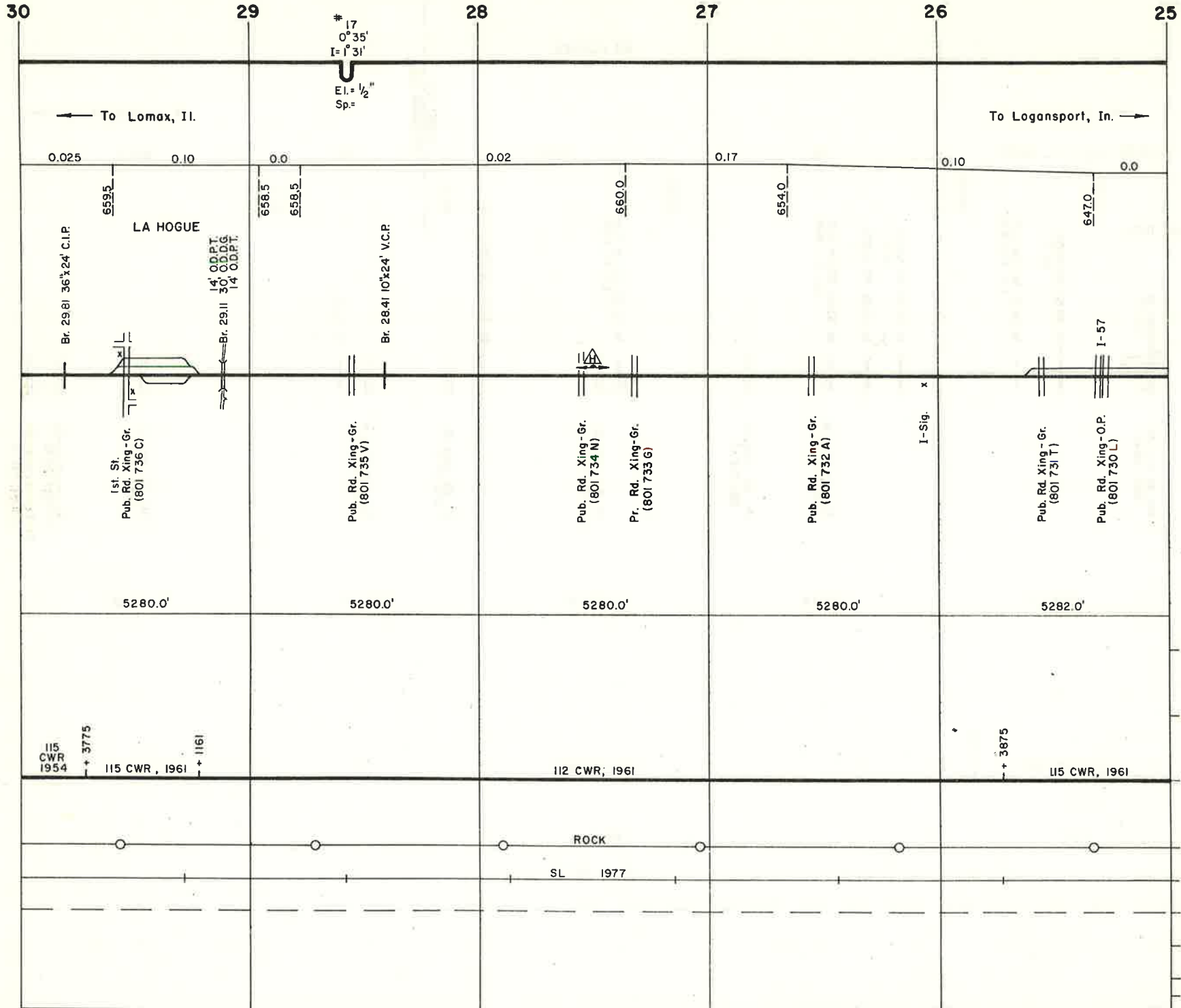




REVISED \_\_\_\_\_

BINDER NO. 1





# 17  
 0° 35'  
 I = 1' 31"  
 EI = 1/2"  
 Sp =

← To Lomax, Il.

To Logansport, In. →

0.025      0.10      0.00      0.02      0.17      0.10      0.00

LA HOGUE  
 14' O.D.P.T.  
 30' O.D.D.G.  
 14' O.D.P.T.

Pub. Rd. Xing-Gr.  
 (801 736 C)

Pub. Rd. Xing-Gr.  
 (801 735 V)

Pub. Rd. Xing-Gr.  
 (801 734 N)  
 Pr. Rd. Xing-Gr.  
 (801 733 G)

Pub. Rd. Xing-Gr.  
 (801 732 A)

Pub. Rd. Xing-Gr.  
 (801 731 T)

Pub. Rd. Xing-O.P.  
 (801 730 L)

5280.0'      5280.0'      5280.0'      5280.0'      5282.0'

CURVES NR SR

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

115 CWR 1954  
 + 3775

115 CWR, 1961  
 + 1161

112 CWR, 1961

+ 3675

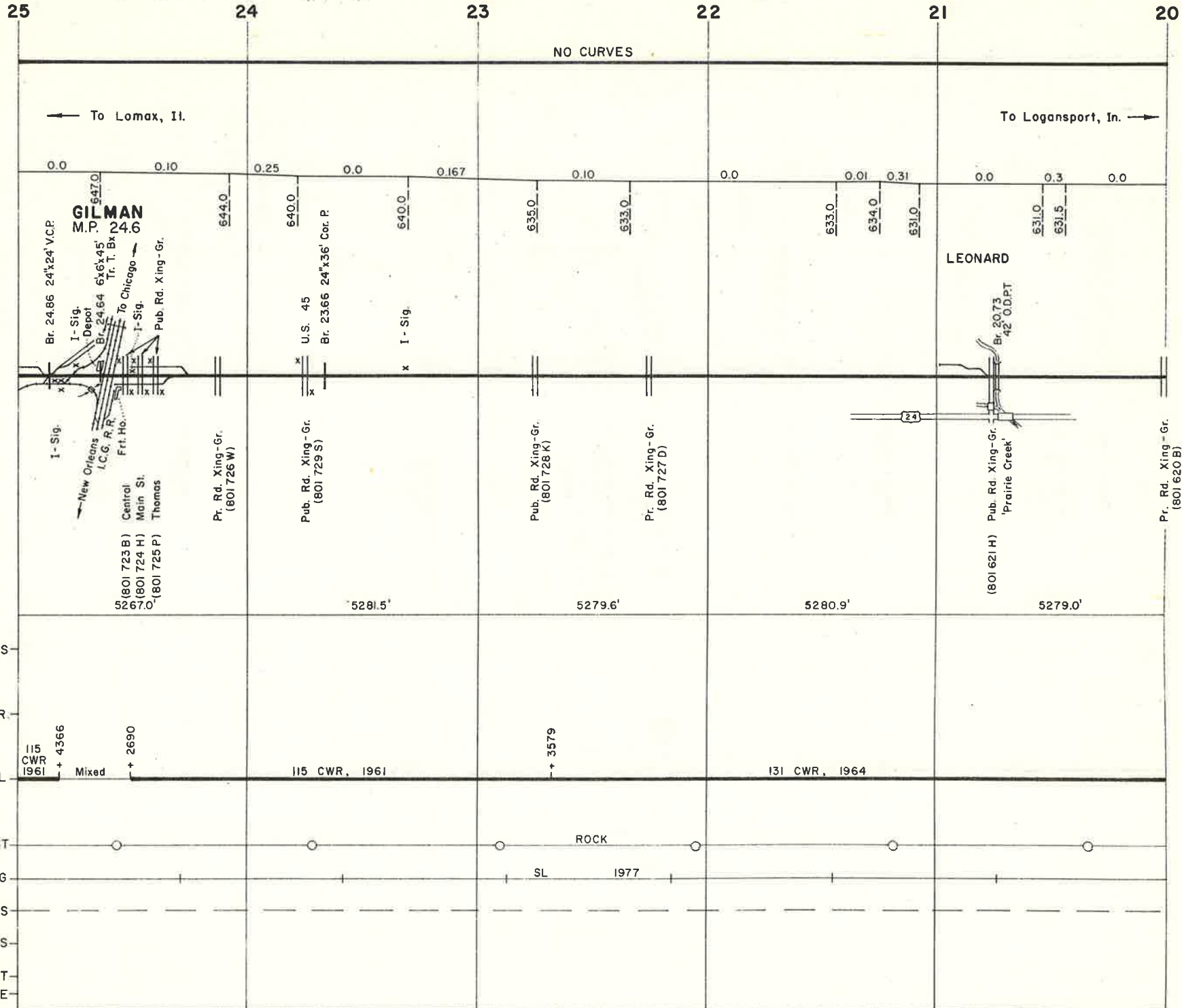
115 CWR, 1961

ROCK

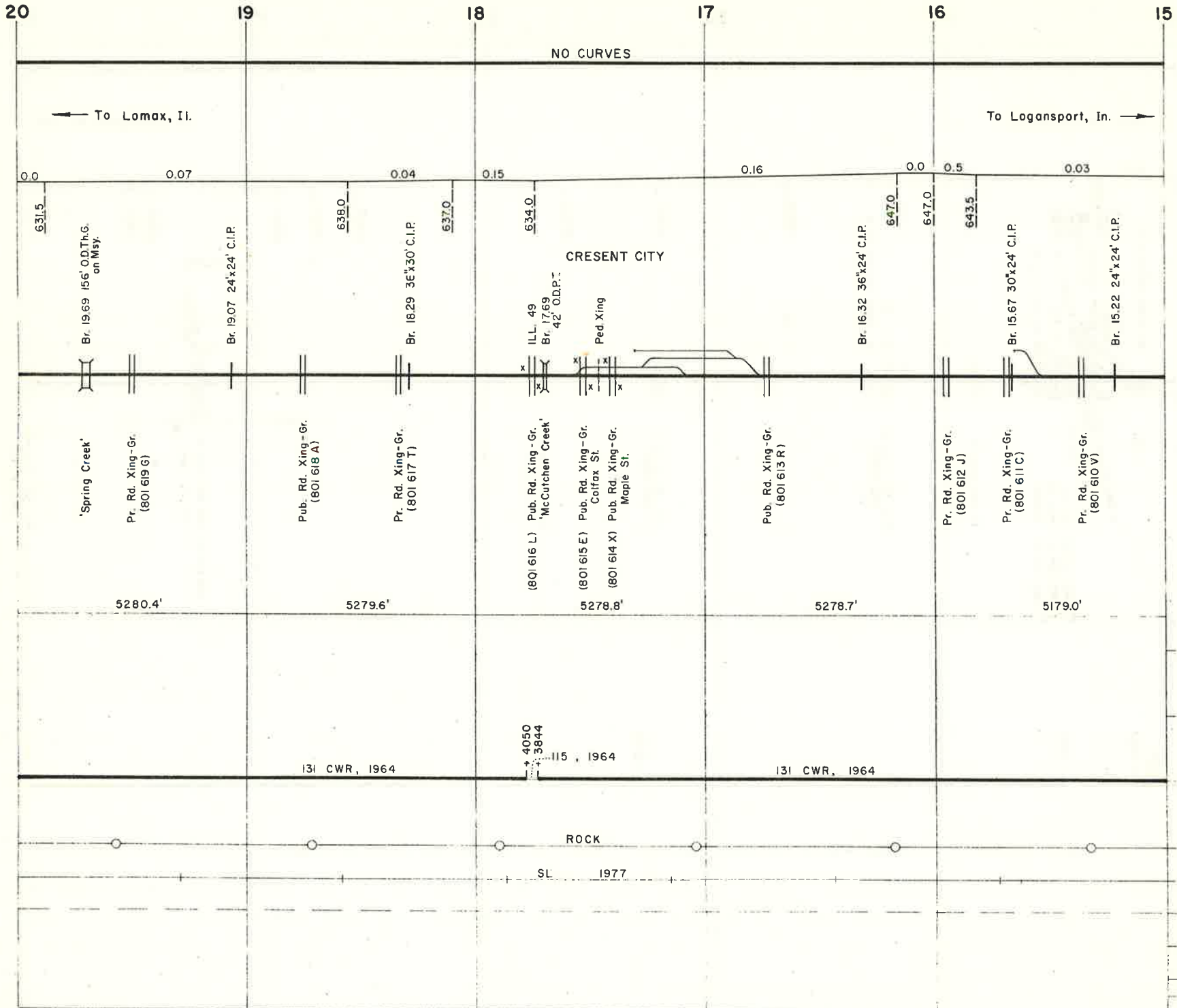
SL 1977

REVISED \_\_\_\_\_

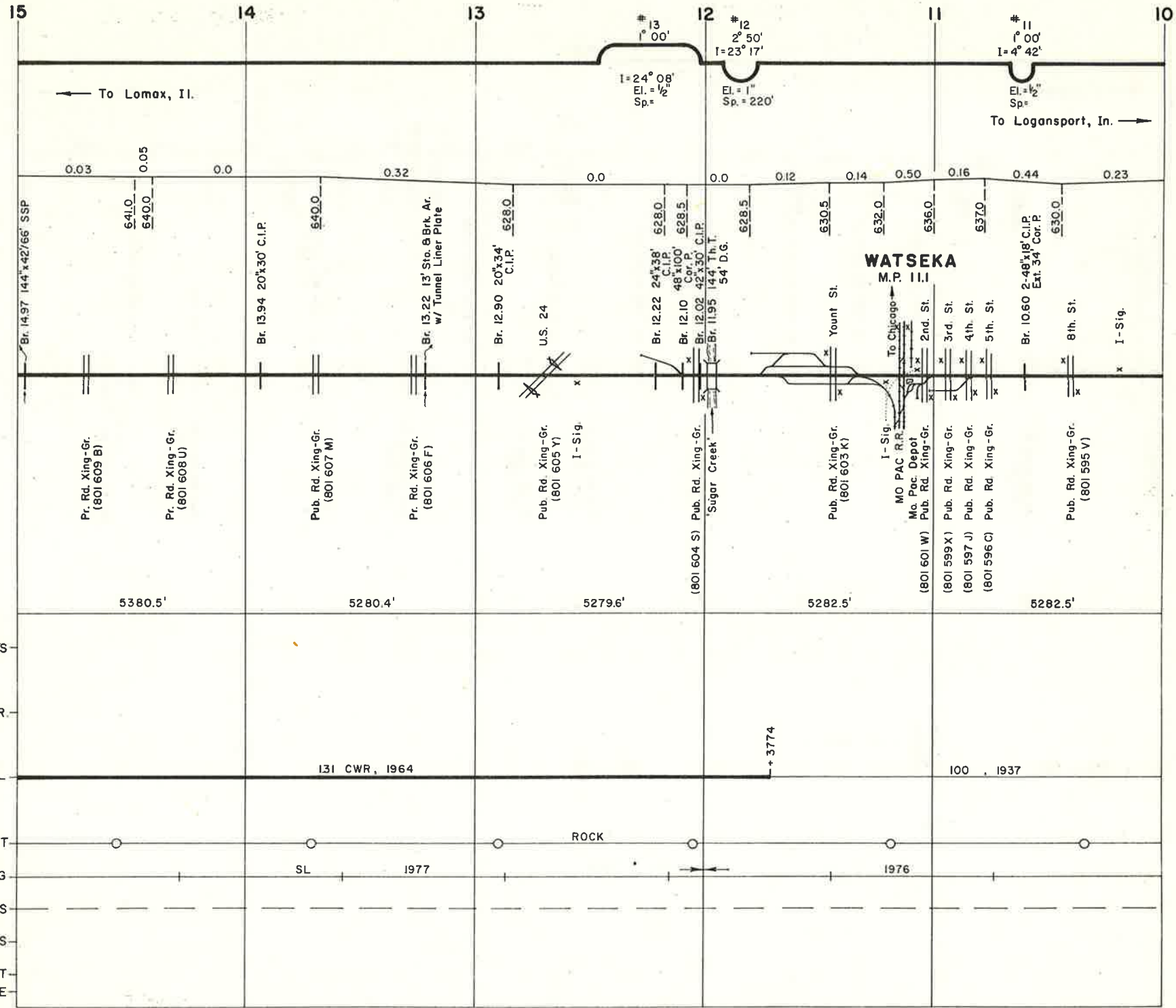
BINDER NO. 1

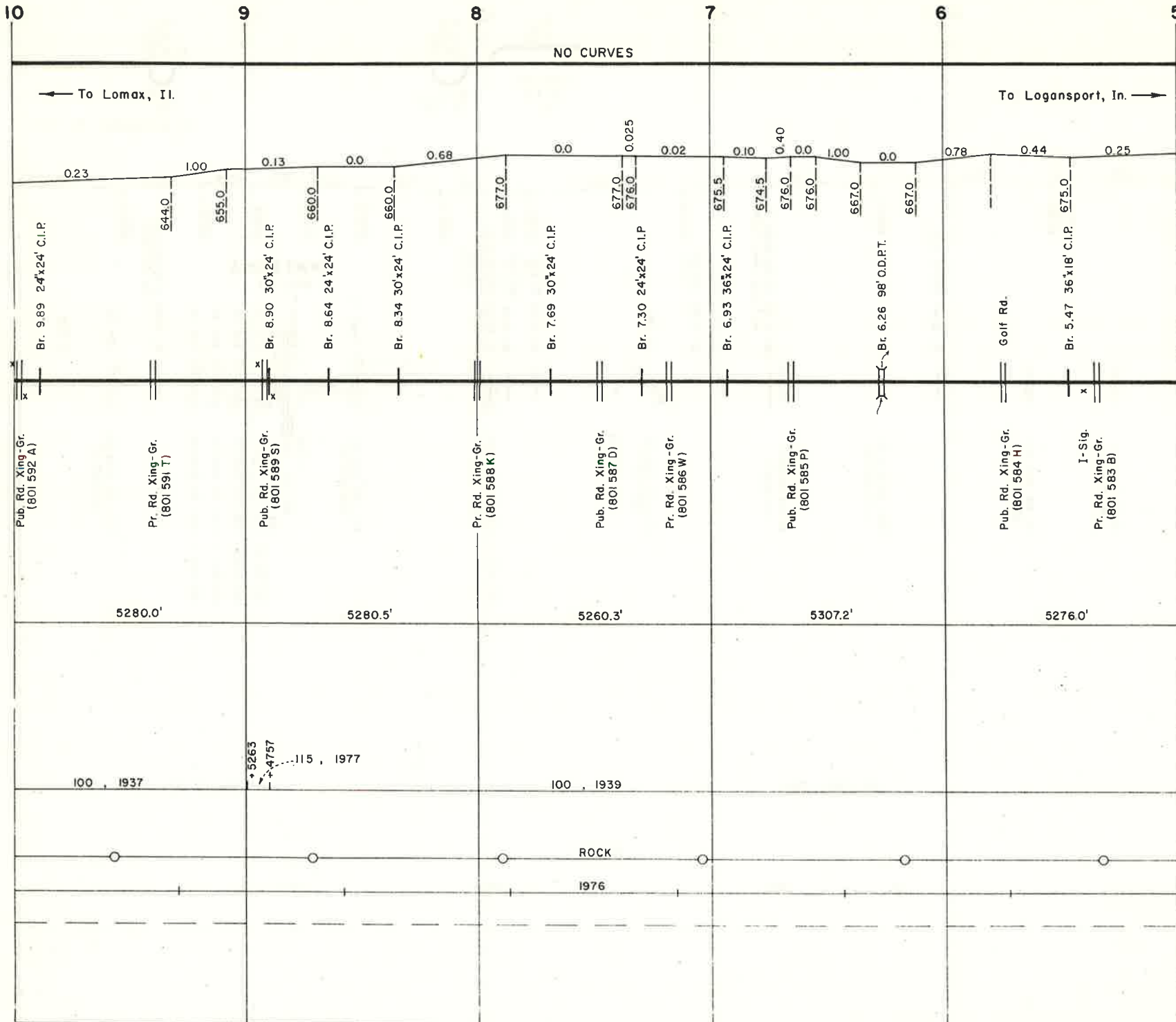






REVISED \_\_\_\_\_

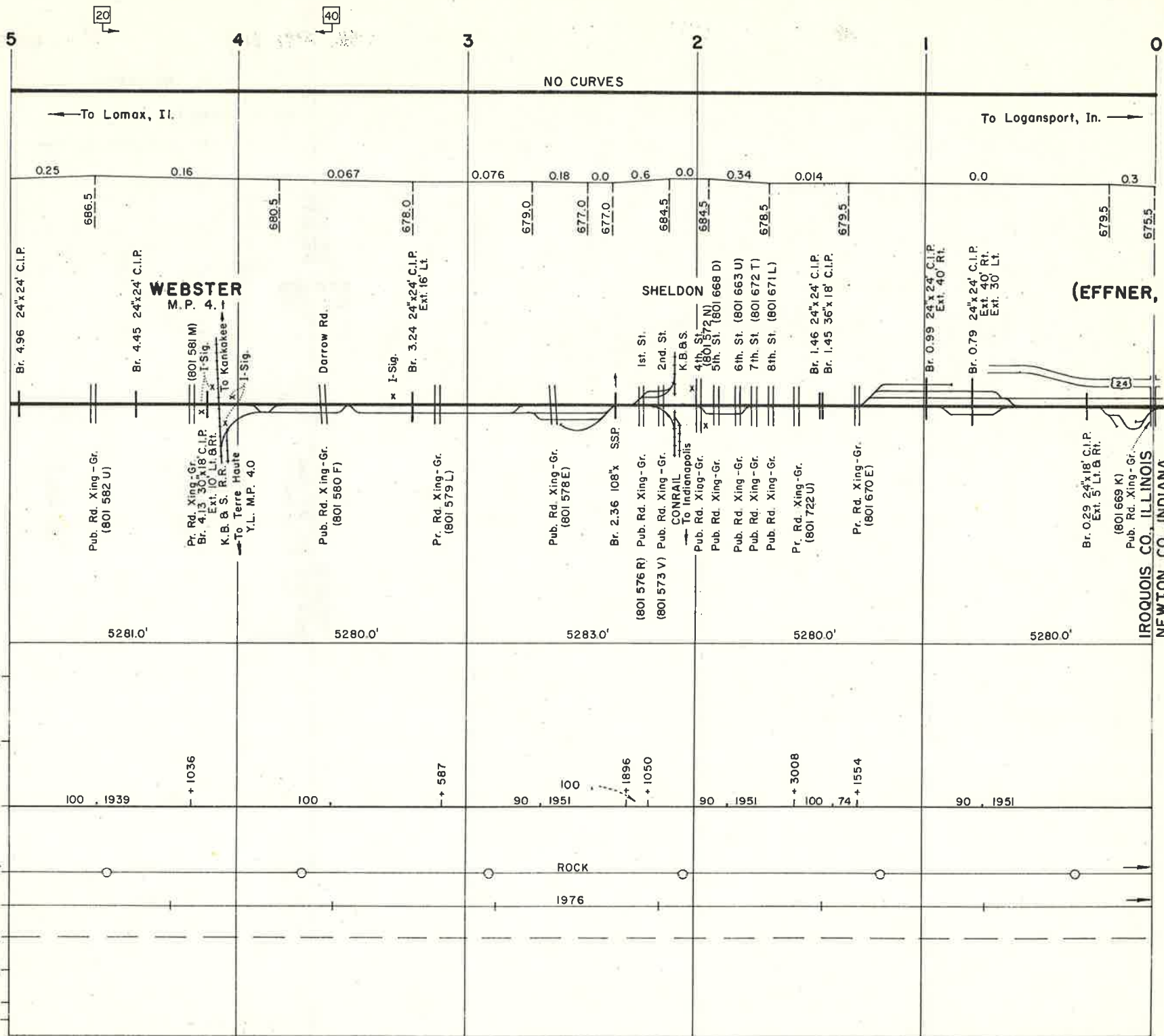




CURVES NR  
 SR  
 RAIL GR.  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 POLES  
 GROUT  
 LIME

REVISED \_\_\_\_\_

BINDER NO 1



30

20

61 E

60 E

NO CURVES

To Lomax, Il.

To Logansport, In. →

0.3

0.04

M.P. 0.00  
M.P. 61.3E

**EFFNER**  
M.P. 61.3E  
P.O.Y.

Br. 60.96E, 42' OD.P.T.

Y.L. M.P. 60.8E

IROQUOIS CO., ILLINOIS  
NEWTON CO., INDIANA  
Depot & Train Order Sig.

1577.9'

5324.8'

Pr. Rd. Xing-Gr.  
(533 406 G)

Pr. Rd. Xing-Gr.  
(533 405 A)

CURVES NR SR

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

100 , 1939

ROCK

1979

1963

REVISED \_\_\_\_\_

BINDER NO. 1

60 E 59 E 58 E 57 E 56 E 55 E

NO CURVES

To Lomax, Il.

To Logansport, In

0.20 0.33 0.09 0.20 0.15 0.04

KENTLAND  
M.P. 57.1 E

CONRAIL

Br. 59.91 E, 56' O.D.P.T.

Br. 58.92 E, 56' O.D.P.T.

Br. 56.91 E, 28' O.D.Th.G.

Br. 56.25 E, 10' C.I.P.  
Br. 56.24 E, 24' C.I.P.

Br. 55.75 E, 24'x24' C.I.P.

Br. 55.14 E, 10'x6.5' C.Ar.

Pub. Rd. Xing-Gr.  
(533 404 T)  
Pr. Rd. Xing-Gr.  
(533 403 L)

Pr. Rd. Xing-Gr.  
(533 402 E)

I-Sig.

Pub. Rd. Xing-Gr.  
(533 401 X)  
Br. 57.42 E, 48' C.I.P.  
Br. 57.38 E, 24' O.D.P.T.  
CONRAIL  
I-Sigs  
1st. St.  
2nd. St.  
3rd. St.  
4th. St.  
Pub. Rd. Xing-Gr.  
(533 509 G)  
Pub. Rd. Xing-Gr.  
(533 508 A)  
Pub. Rd. Xing-Gr.  
(533 507 T)  
Pub. Rd. Xing-Gr.  
(533 506 L)

U.S. 52  
8th. St.  
I-Sig.

Pub. Rd. Xing-Gr.  
(533 502 J)

Pr. Rd. Xing-Gr.  
(533 501 C)

'Morrison Ditch'

5164.0'

5338.0'

5468.1'

5097.1'

5278.5'

NR  
SR CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

100, 1939

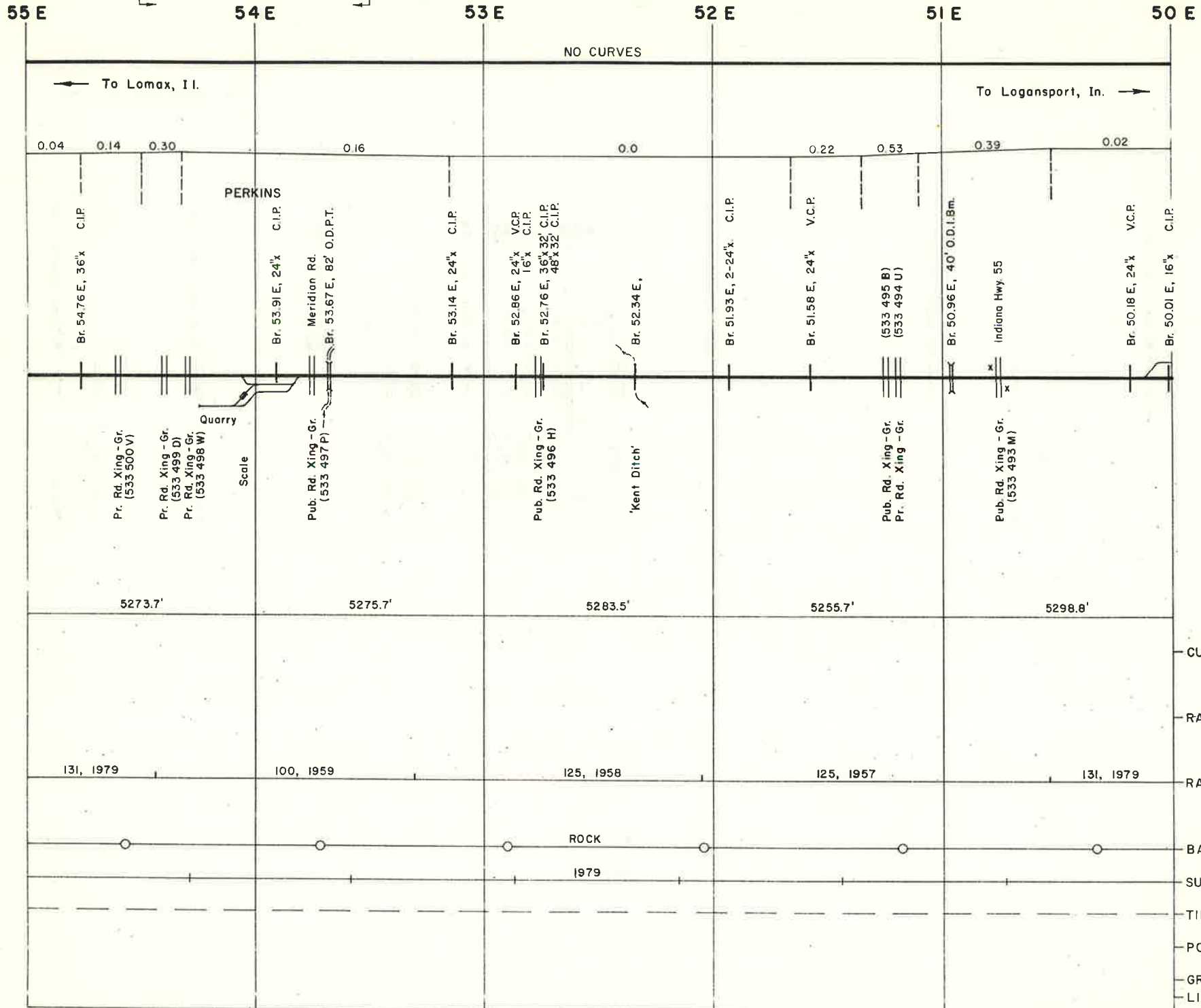
ROCK

131, 1979

1979

30

40



NO CURVES

To Lomax, I.I.

To Logansport, In.

0.04 0.14 0.30 0.16 0.0 0.22 0.53 0.39 0.02

PERKINS

Br. 54.76 E, 36'x C.I.P.

Br. 53.91 E, 24'x C.I.P.

Meridian Rd. (533 497 P)

Br. 53.67 E, 82' O.D.P.T.

Br. 53.14 E, 24'x C.I.P.

Br. 52.86 E, 24'x V.C.P. 16'x C.I.P.

Br. 52.76 E, 36'x 32' C.I.P. 48'x 32' C.I.P.

Br. 52.34 E.

Br. 51.93 E, 2-24'x C.I.P.

Br. 51.58 E, 24'x V.C.P.

(533 495 B) (533 494 U)

Br. 50.96 E, 40' O.D.I.Bm.

Indiana Hwy 55

Br. 50.18 E, 24'x V.C.P.

Br. 50.01 E, 16'x C.I.P.

Pr. Rd. Xing - Gr. (533 500 V)

Pr. Rd. Xing - Gr. (533 499 D)

Pr. Rd. Xing - Gr. (533 498 W)

Pub. Rd. Xing - Gr. (533 497 P)

Pub. Rd. Xing - Gr. (533 496 H)

Pub. Rd. Xing - Gr. (533 495 B)

Pr. Rd. Xing - Gr. (533 494 U)

Pub. Rd. Xing - Gr. (533 493 M)

Quarry

Scale

'Kent Ditch'

5273.7'

5275.7'

5283.5'

5255.7'

5298.8'

CURVES NR SR

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

131, 1979

100, 1959

125, 1958

125, 1957

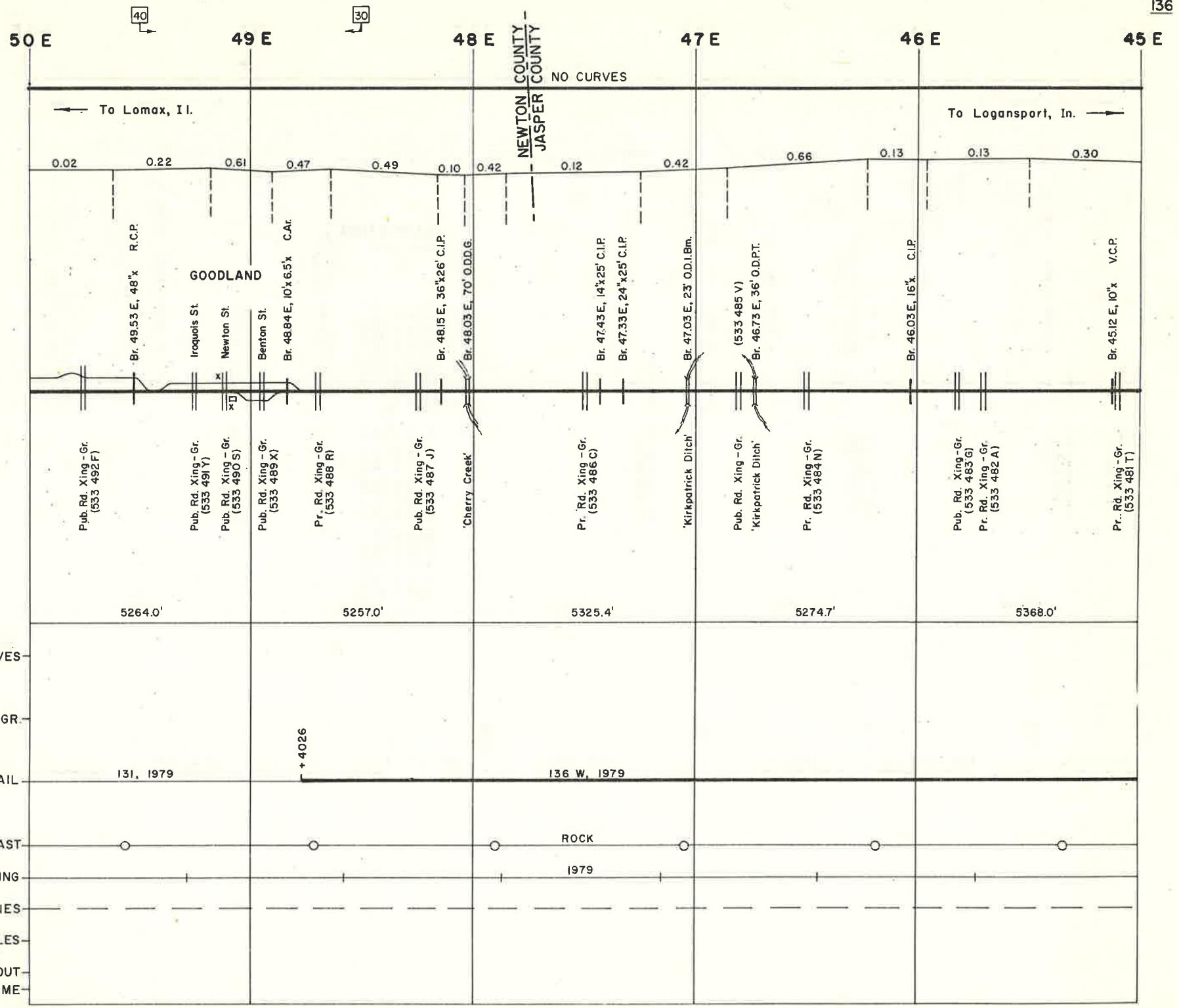
131, 1979

ROCK

1979

REVISED

BINDER NO. 1



50 E      49 E      48 E      47 E      46 E      45 E

← To Lomax, Ill.

To Logansport, In. →

NEWTON COUNTY  
JASPER COUNTY

NO CURVES

0.02    0.22    0.61    0.47    0.49    0.10    0.42    0.12    0.42    0.66    0.13    0.13    0.30

Br. 49.53 E, 48' x R.C.P.

GOODLAND

Iroquois St

Newton St

Benton St

Br. 48.84 E, 10' x 6.5' x C.A.R.

Br. 48.15 E, 36' x 26' C.I.P.

Br. 48.03 E, 70' O.D.D.G.

Br. 47.43 E, 14' x 25' C.I.P.

Br. 47.33 E, 24' x 25' C.I.P.

Br. 47.03 E, 23' O.D.I.Bm.

(533 485 V)

Br. 46.73 E, 36' O.D.P.T.

Br. 46.03 E, 16' x C.I.P.

Br. 45.12 E, 10' x V.C.P.

Pub. Rd. Xing - Gr.  
(533 492 F)

Pub. Rd. Xing - Gr.  
(533 491 T)

Pub. Rd. Xing - Gr.  
(533 490 S)

Pub. Rd. Xing - Gr.  
(533 489 X)

Pr. Rd. Xing - Gr.  
(533 488 R)

Pub. Rd. Xing - Gr.  
(533 487 J)

'Cherry Creek'

Pr. Rd. Xing - Gr.  
(533 486 C)

'Kirkpatrick Ditch'

Pub. Rd. Xing - Gr.  
(533 485 V)

'Kirkpatrick Ditch'

Pr. Rd. Xing - Gr.  
(533 484 N)

Pub. Rd. Xing - Gr.  
(533 483 G)

Pr. Rd. Xing - Gr.  
(533 482 A)

Pr. Rd. Xing - Gr.  
(533 481 T)

5264.0'

5257.0'

5325.4'

5274.7'

5368.0'

NR  
SR CURVES

RAIL GR.

RAIL

131, 1979

+ 4026

136 W, 1979

BALLAST

ROCK

SURFACING

1979

TIES

POLES

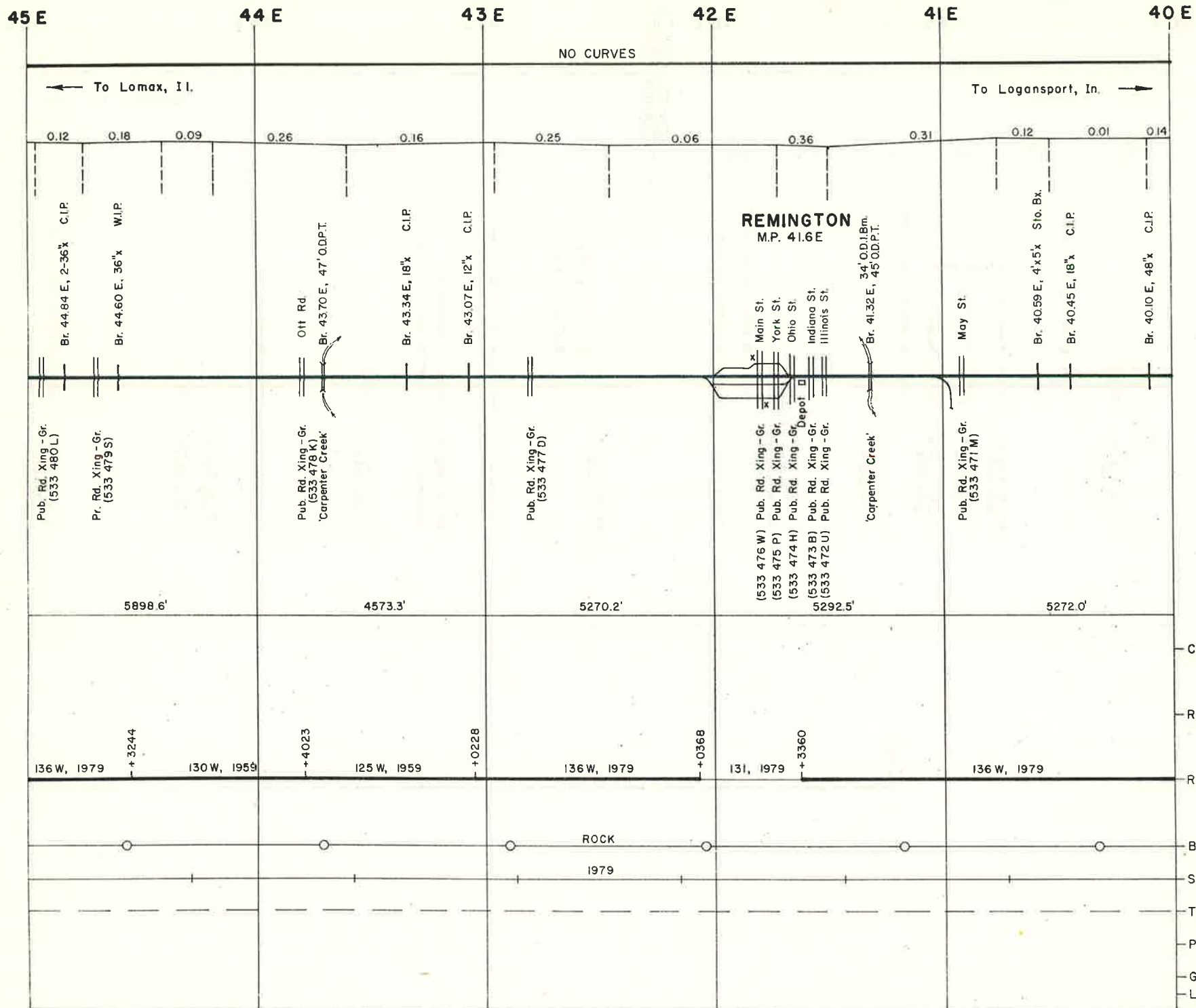
GROUT

LIME

BINDER NO. 1

REVISED \_\_\_\_\_





NO CURVES

← To Lomax, Il.

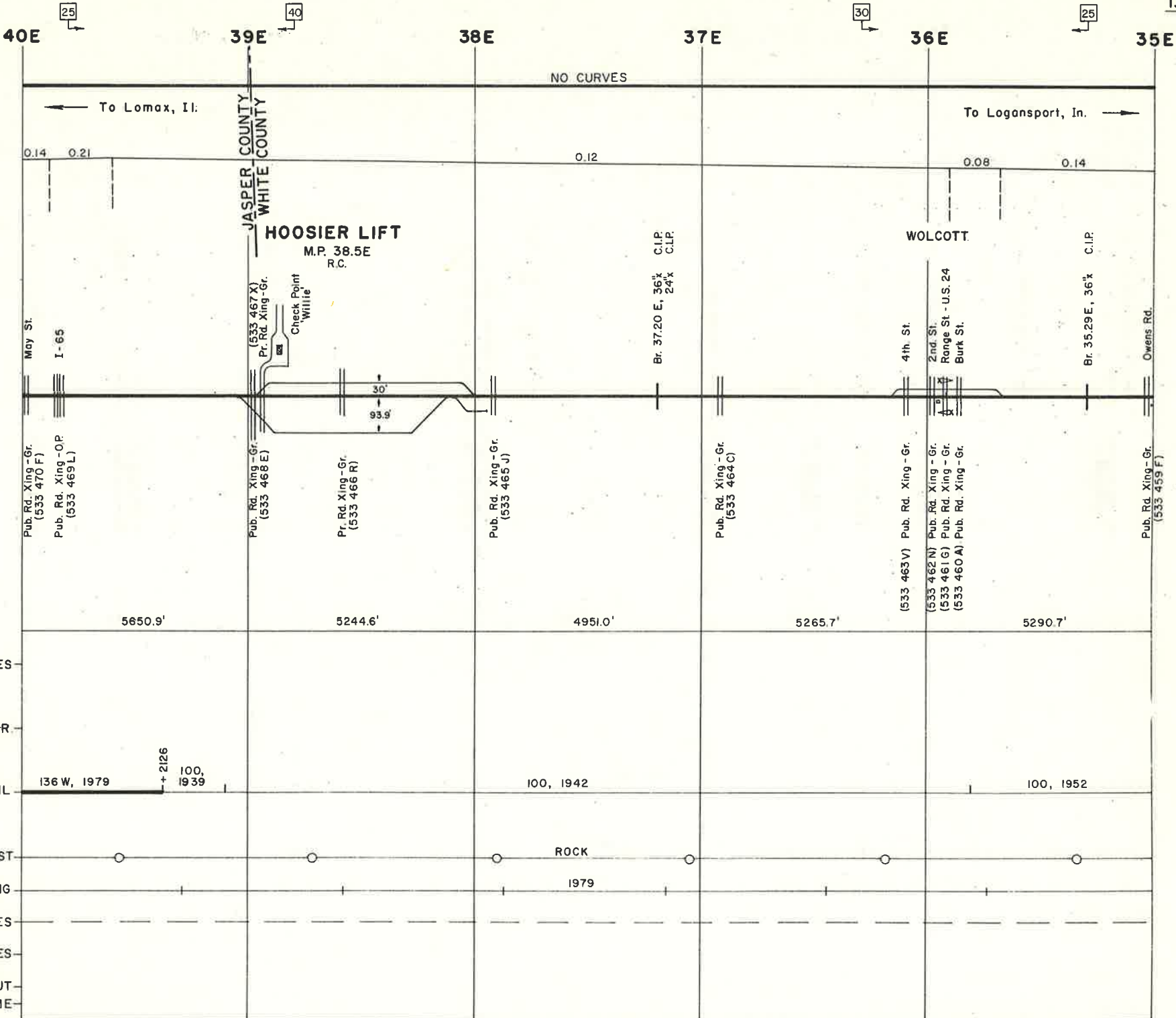
To Logansport, In. →

**REMINGTON**  
M.P. 41.6 F

- CURVES NR SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME

REVISED \_\_\_\_\_

BINDER NO 1



NR SR CURVES

RAIL GR

RAIL

BALLAST

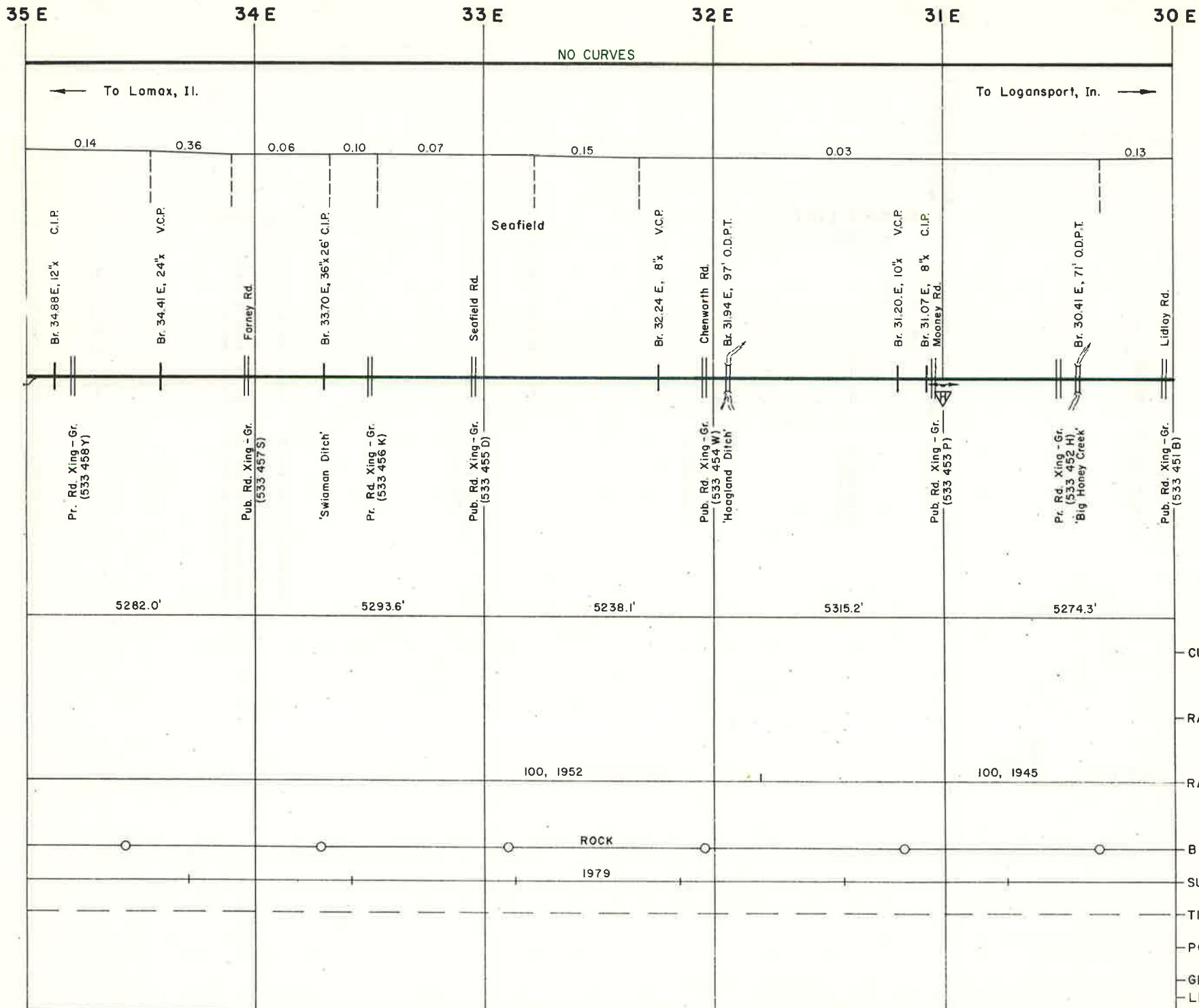
SURFACING

TIES

POLES

GROUT

LIME



NO CURVES

← To Lomax, Il.

To Logansport, In. →

0.14      0.36      0.06      0.10      0.07      0.15      0.03      0.13

Br. 34.88 E, 12'x C.I.P.  
 Br. 34.41 E, 24'x V.C.P.  
 Forney Rd.  
 Br. 33.70 E, 36'x 26' C.I.P.  
 Seafield Rd.  
 Br. 32.24 E, 8'x V.C.P.  
 Chenworth Rd.  
 Br. 31.94 E, 97' O.D.P.T.  
 Br. 31.20 E, 10'x V.C.P.  
 Br. 31.07 E, 8'x C.I.P.  
 Mooney Rd.  
 Br. 30.41 E, 71' O.D.P.T.  
 Lidloy Rd.

Pr. Rd. Xing - Gr. (533 458 Y)  
 Pub. Rd. Xing - Gr. (533 457 S)  
 'Swieman Ditch'  
 Pr. Rd. Xing - Gr. (533 456 K)  
 Pub. Rd. Xing - Gr. (533 455 D)  
 Pub. Rd. Xing - Gr. (533 454 W)  
 'Hoagland Ditch'  
 Pub. Rd. Xing - Gr. (533 453 P)  
 Pr. Rd. Xing - Gr. (533 452 H)  
 'Big Honey Creek'  
 Pub. Rd. Xing - Gr. (533 451 B)

5282.0'      5293.6'      5238.1'      5315.2'      5274.3'

CURVES NR SR  
 RAIL GR  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 POLES  
 GROUT  
 LIME

100, 1952

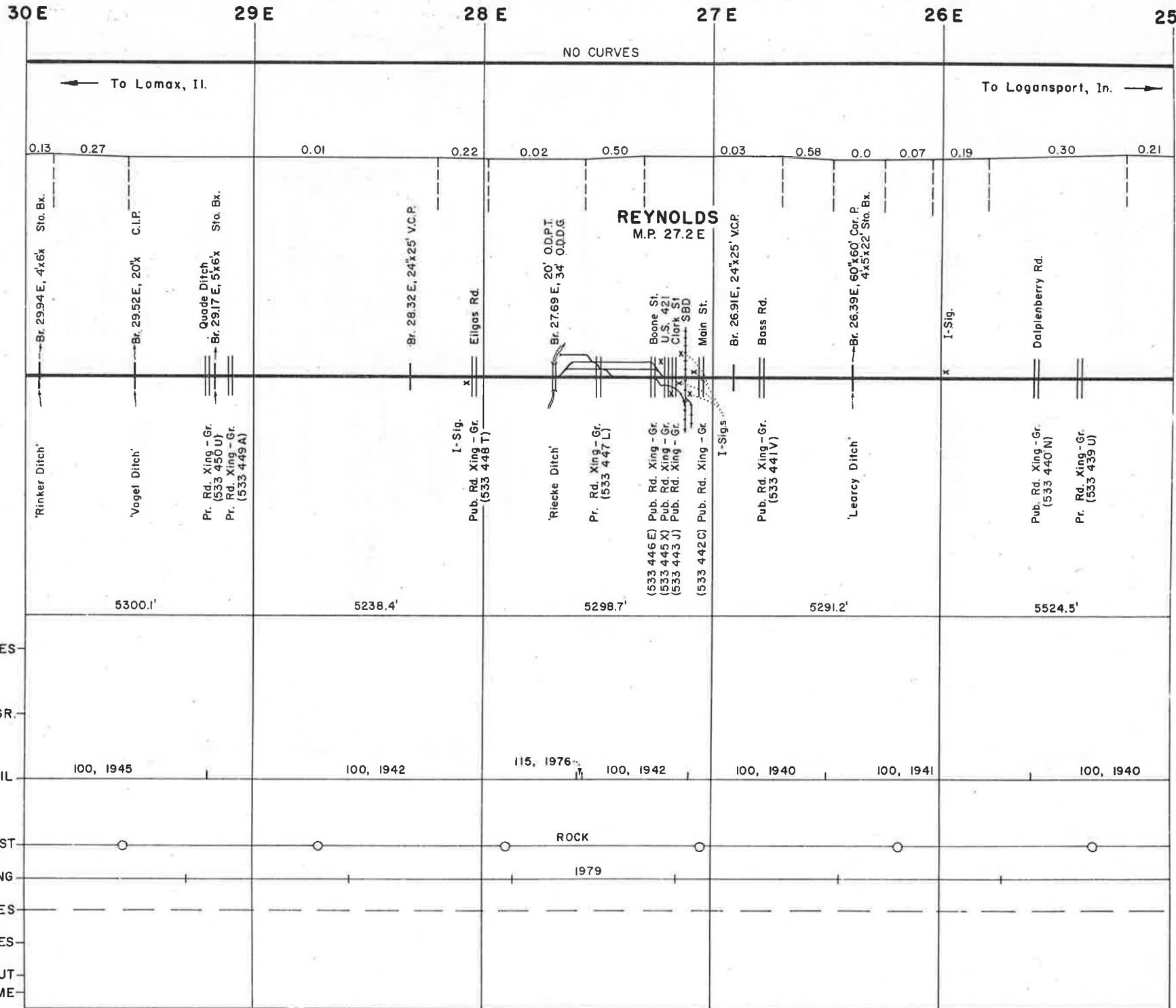
100, 1945

ROCK

1979

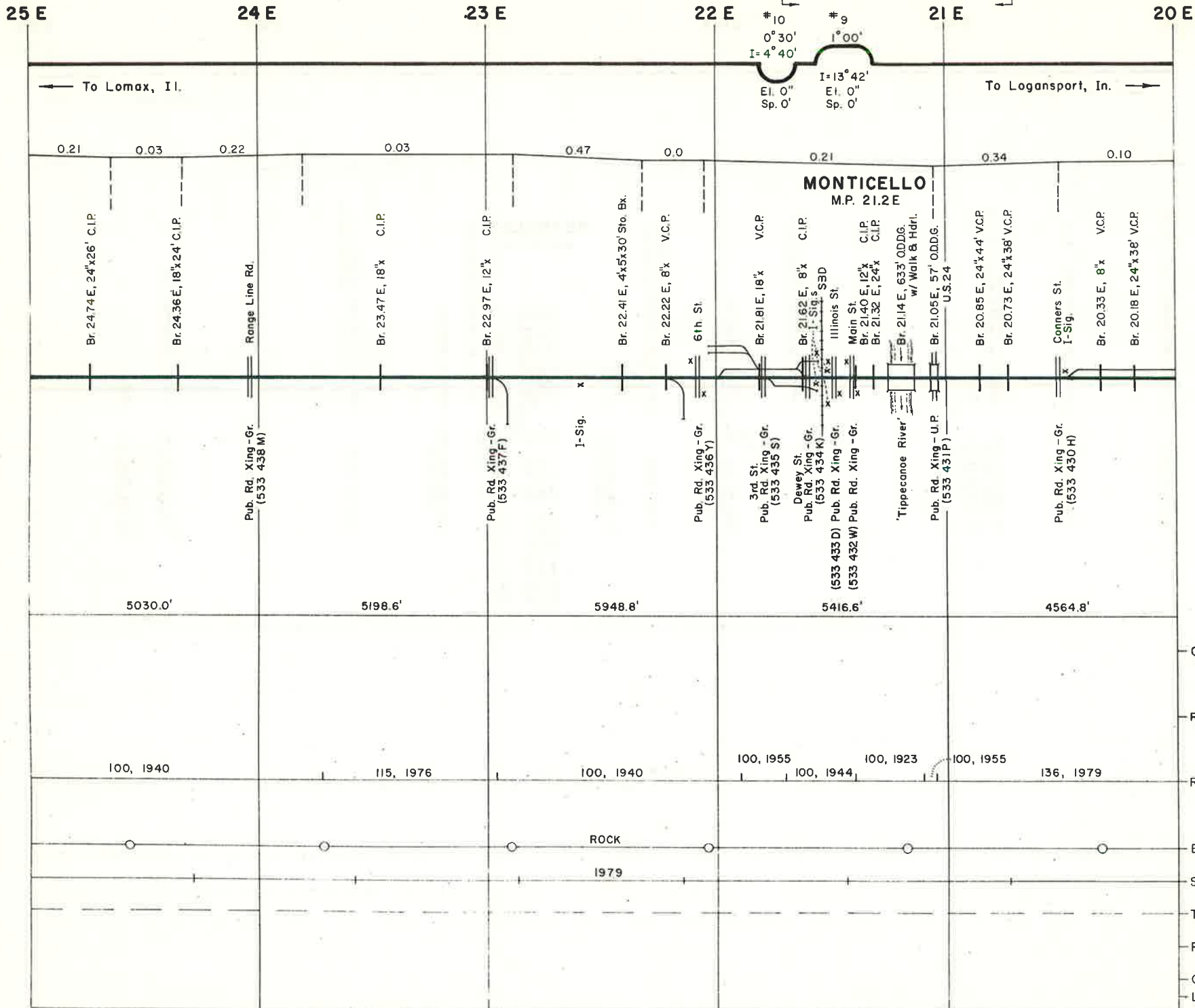
REVISED \_\_\_\_\_

BINDER NO. 1



BINDER NO. 1

REVISED \_\_\_\_\_



REVISED \_\_\_\_\_

20 E      19 E      18 E      17 E      16 E      15 E

NO CURVES

← To Lomax, Il.

To Logansport, In. →

0.10    0.24    0.11    0.23    0.27    0.11    0.04    0.03    0.62    0.43    0.43

LUTHY

Idaville

Br. 19.54 E, 24'x V.C.P.

Br. 19.25 E, 4'x5'x Sto. Bx.

Br. 18.76 E, 20'x C.I.P.

Br. 18.51 E, 20'x C.I.P.

Br. 18.18 E, 24'x C.I.P.

Br. 17.83 E, 4'x6'x Sto. Bx.

Br. 17.37 E, 10'x V.C.P.

Br. 16.75 E, 12'x C.I.P.

Br. 16.32 E, 4'x5'x Sto. Bx.

Br. 15.69 E, 18'x25' C.I.P.

Water St.  
W. Cross St.  
Main St.  
E. Cross St.

Pub. Rd. Xing - Gr.  
(533 429 N)

Pub. Rd. Xing - Gr.  
(533 428 G)

Pub. Rd. Xing - Gr.  
(533 427 A)

Pr. Rd. Xing - Gr.  
(533 426 T)

(533 425 L) Pub. Rd. Xing - Gr.  
(533 424 E) Pub. Rd. Xing - Gr.  
(533 423 X) Pub. Rd. Xing - Gr.  
(533 422 R) Pub. Rd. Xing - Gr.

5282.7'

5276.3'

5253.7'

5321.0'

5255.0'

NR SR CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

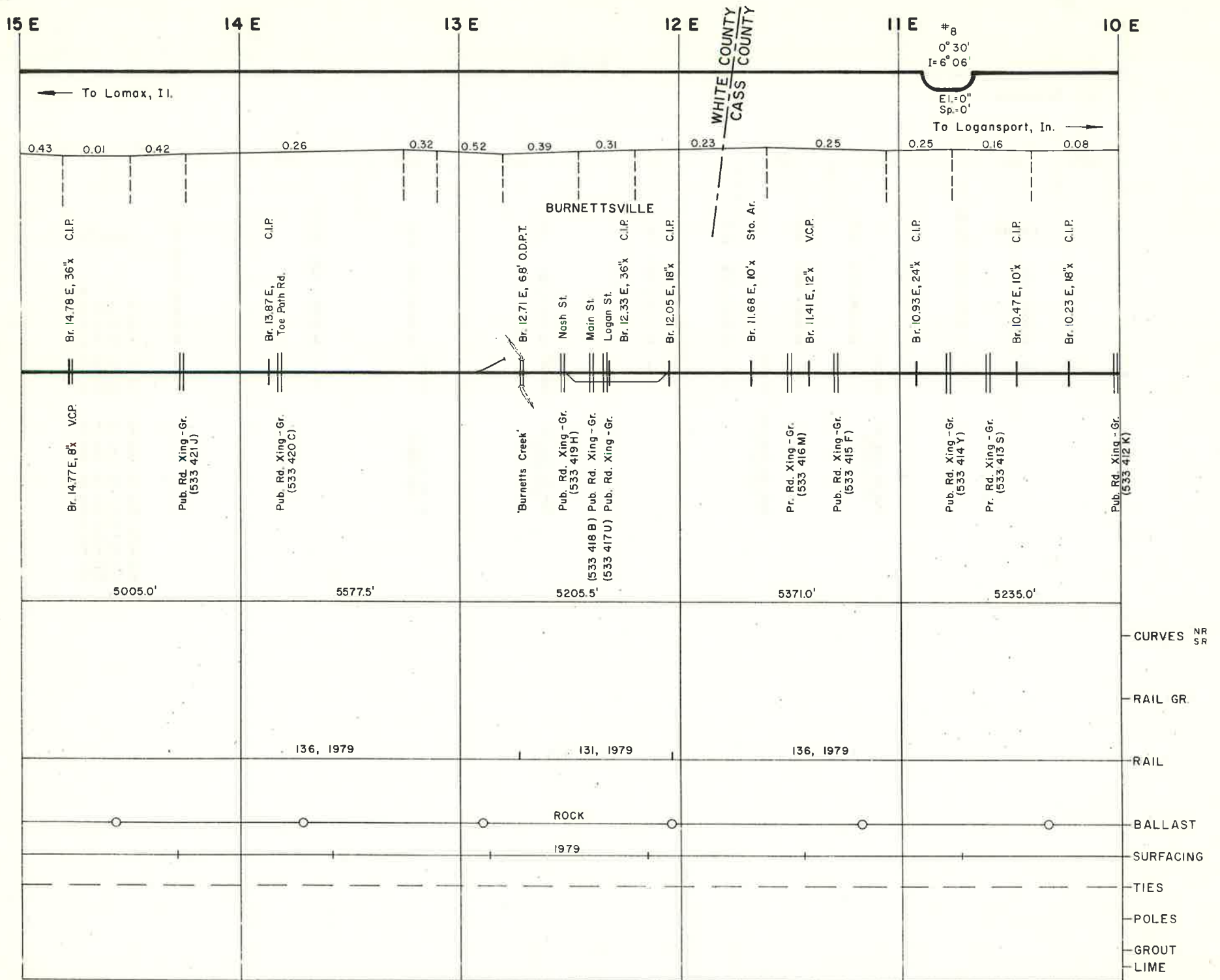
GROUT

LIME

136, 1979

ROCK

1979



#<sub>8</sub>  
 0° 30'  
 I = 6° 06'  
 EI = 0"  
 Sp = 0'

← To Lomax, IL.

To Logansport, IN. →

WHITE COUNTY  
 CASS COUNTY

0.43 0.01 0.42 0.26 0.32 0.52 0.39 0.31 0.23 0.25 0.25 0.16 0.08

BURNETTSVILLE

Br. 14.77 E, 8'x VCP.  
 Pub. Rd. Xing - Gr. (533 421 J)  
 Br. 14.78 E, 36'x C.I.P.  
 Br. 13.87 E, Toe Path Rd. C.I.P.  
 Pub. Rd. Xing - Gr. (533 420 C)  
 'Burnetts Creek'  
 Br. 12.71 E, 68' O.D.P.T.  
 Pub. Rd. Xing - Gr. (533 419 H)  
 Main St.  
 Logan St.  
 Br. 12.33 E, 36'x C.I.P.  
 Br. 12.05 E, 18'x C.I.P.  
 Br. 11.68 E, 10'x Sto. Ar.  
 Pr. Rd. Xing - Gr. (533 416 M)  
 Br. 11.41 E, 12'x VCP.  
 Pub. Rd. Xing - Gr. (533 415 F)  
 Pub. Rd. Xing - Gr. (533 414 Y)  
 Pr. Rd. Xing - Gr. (533 413 S)  
 Br. 10.93 E, 24'x C.I.P.  
 Br. 10.47 E, 10'x C.I.P.  
 Br. 10.23 E, 18'x C.I.P.  
 Pub. Rd. Xing - Gr. (533 412 K)

5005.0' 5577.5' 5205.5' 5371.0' 5235.0'

- CURVES NR SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME

136, 1979

131, 1979

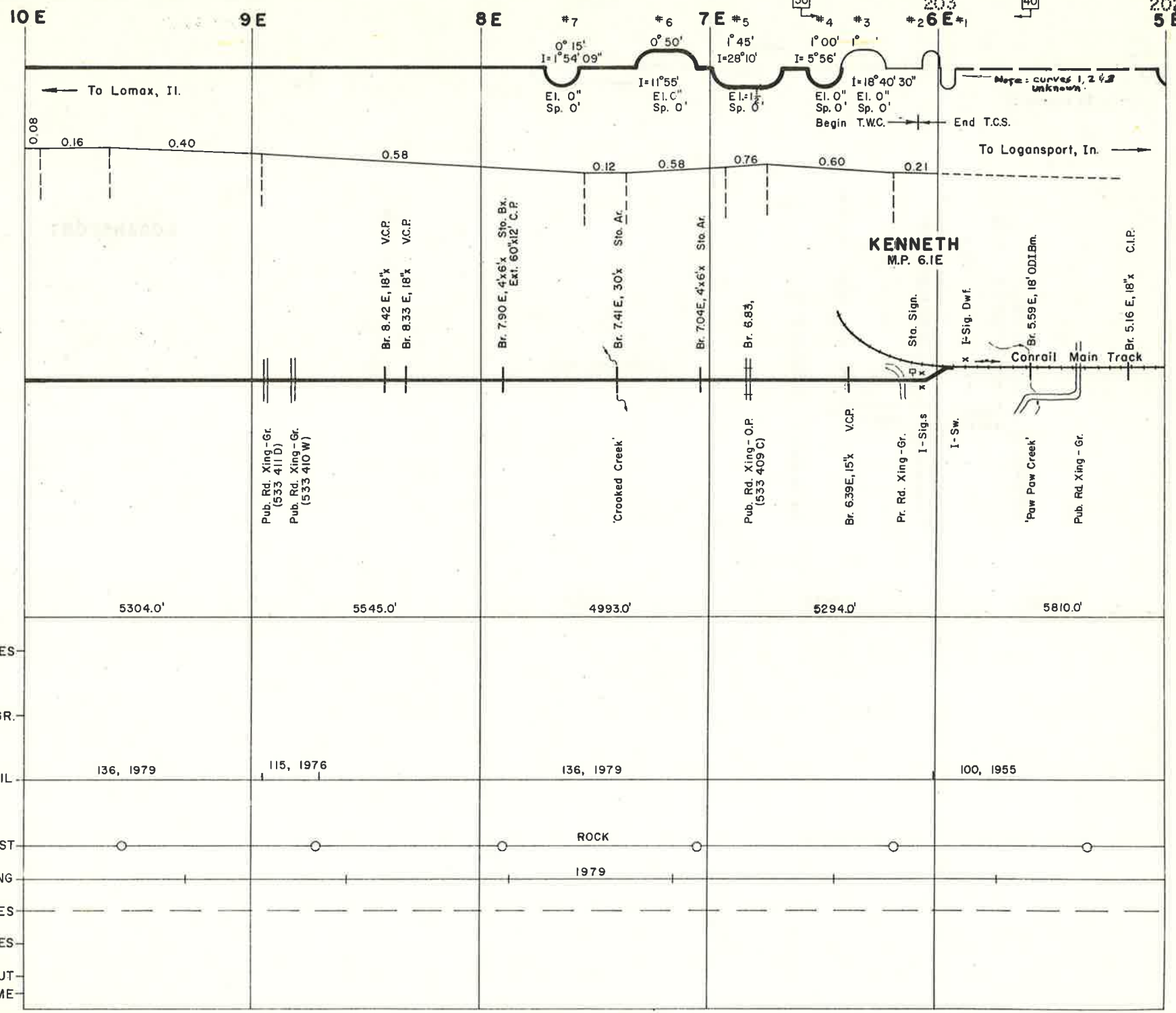
136, 1979

ROCK

1979

REVISED \_\_\_\_\_

BINDER NO. 1



NR  
SR

CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT  
LIME



202  
5E

201  
4E

200  
3E

T.C.S.

199  
2E

198  
1E

197  
0

CONRAIL M. P. s

30

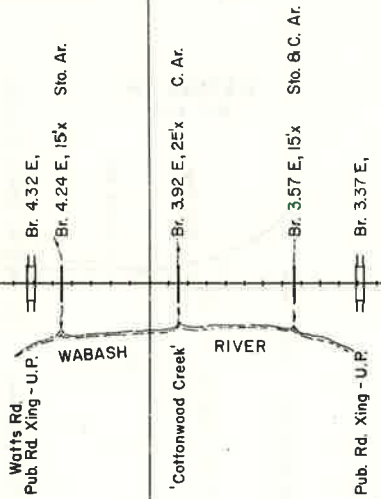
1° 15'  
I = 11° 08'

1° 50'  
I = 55° 34'

1° 40'  
I = 33° 51'

To Lomax, Il.

LOGANSPORT



Conrail Main Track

Br. E, 4'x6'x  
Sta. Bx.

4853.0'

6164.0'

4260.0'

CURVES NR SR

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

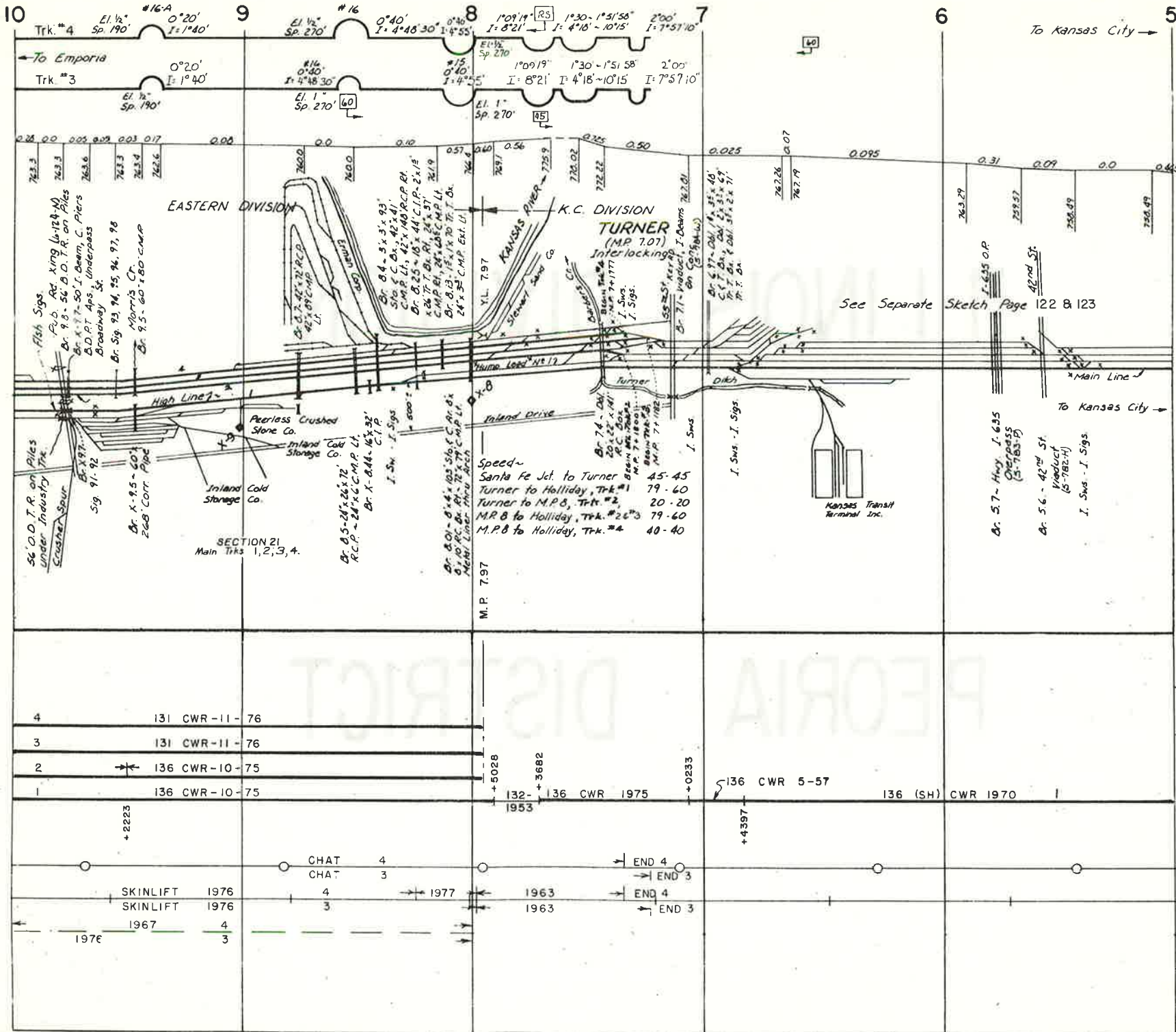
LIME

REVISED \_\_\_\_\_

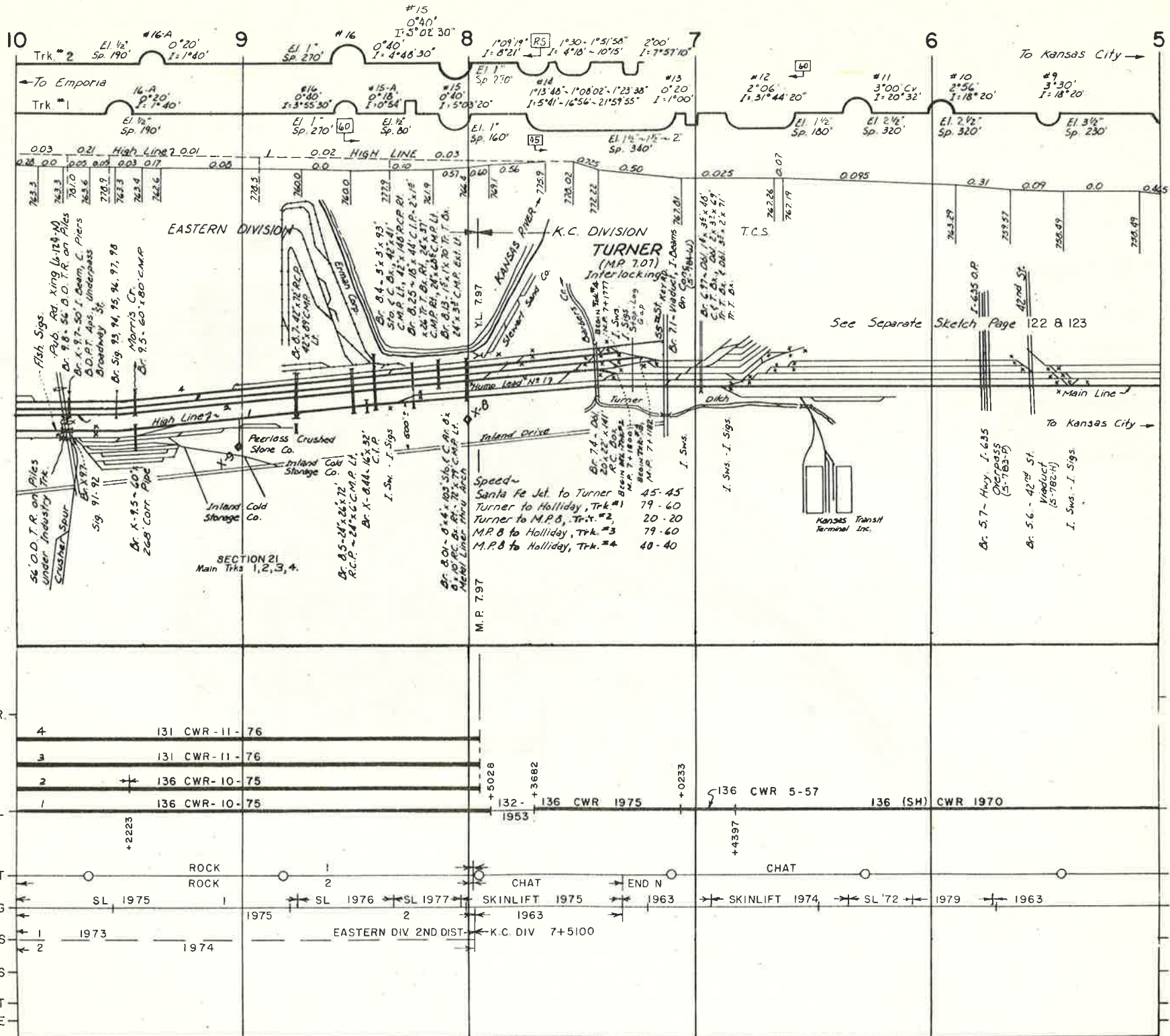
BINDER NO. 1

# ILLINOIS DIVISION

# PEORIA DISTRICT



PEORIA DISTRICT



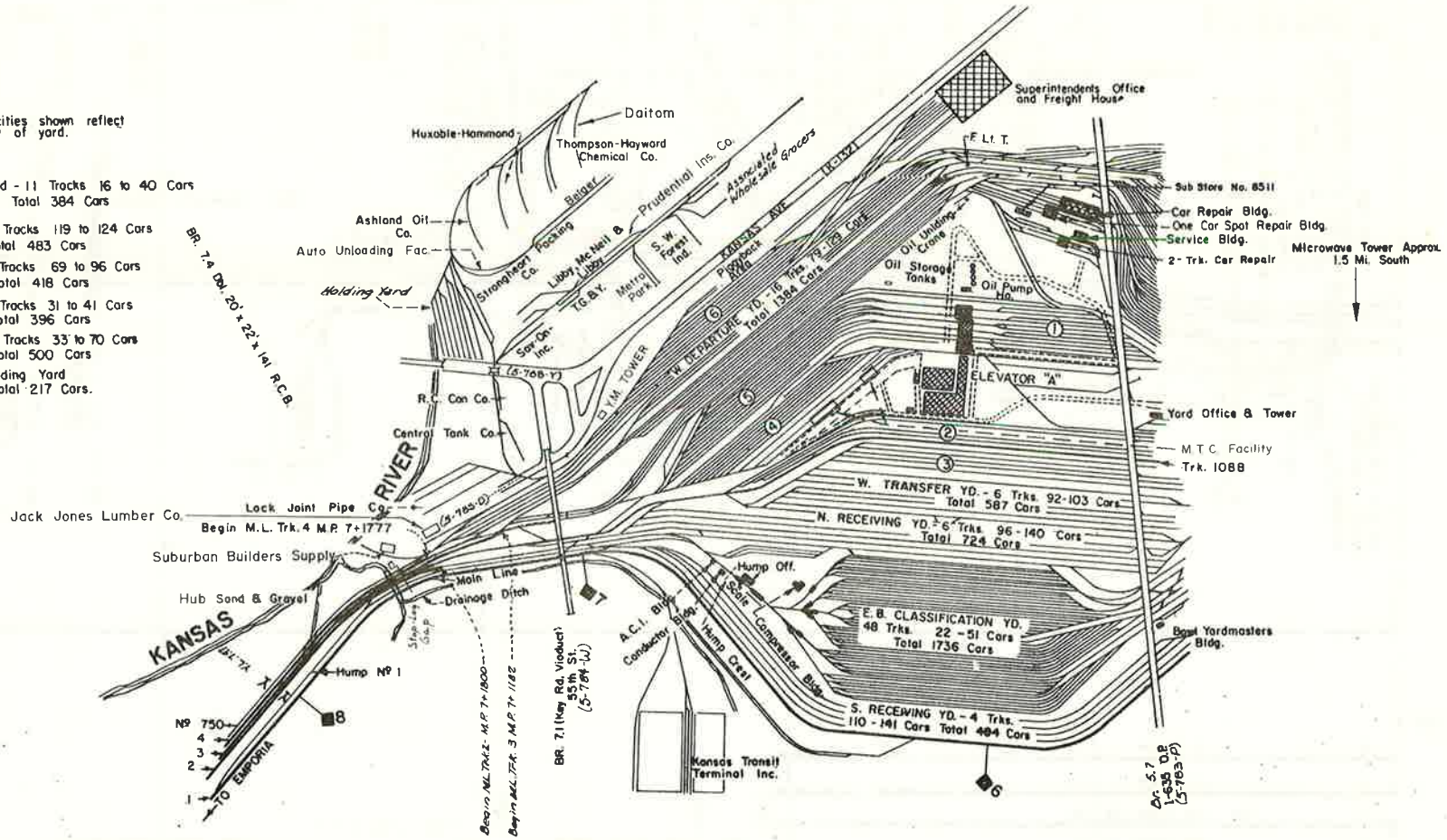
See Separate Sketch Page 122 & 123

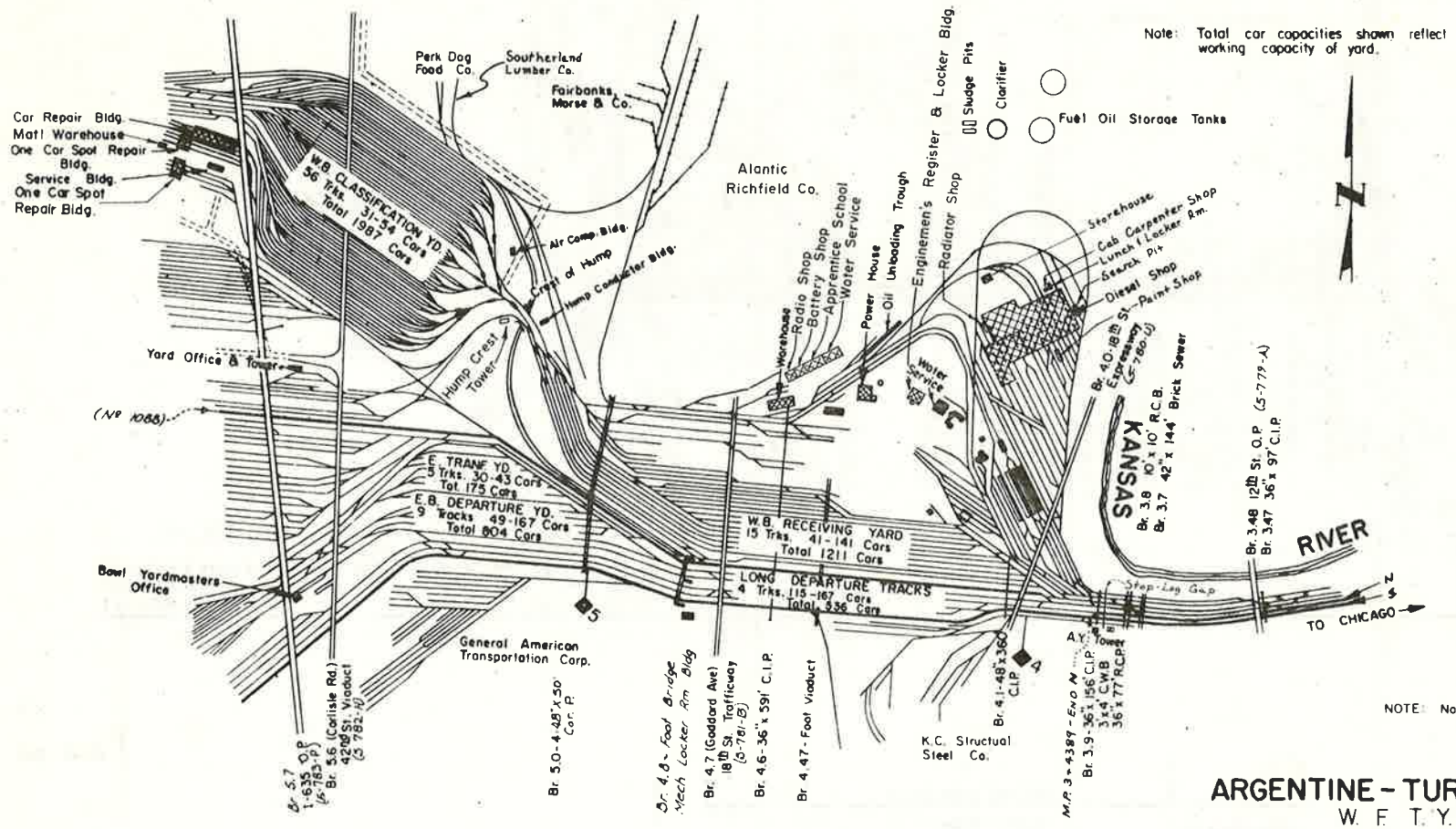
Speed -

Santa Fe Jct. to Turner	45 - 45
Turner to Holliday, Trk #1	79 - 60
Turner to M.P.B., Trk #2	20 - 20
M.P.B. to Holliday, Trk #3	79 - 60
M.P.B. to Holliday, Trk #4	40 - 40

Note: Total car capacities shown reflect working capacity of yard.

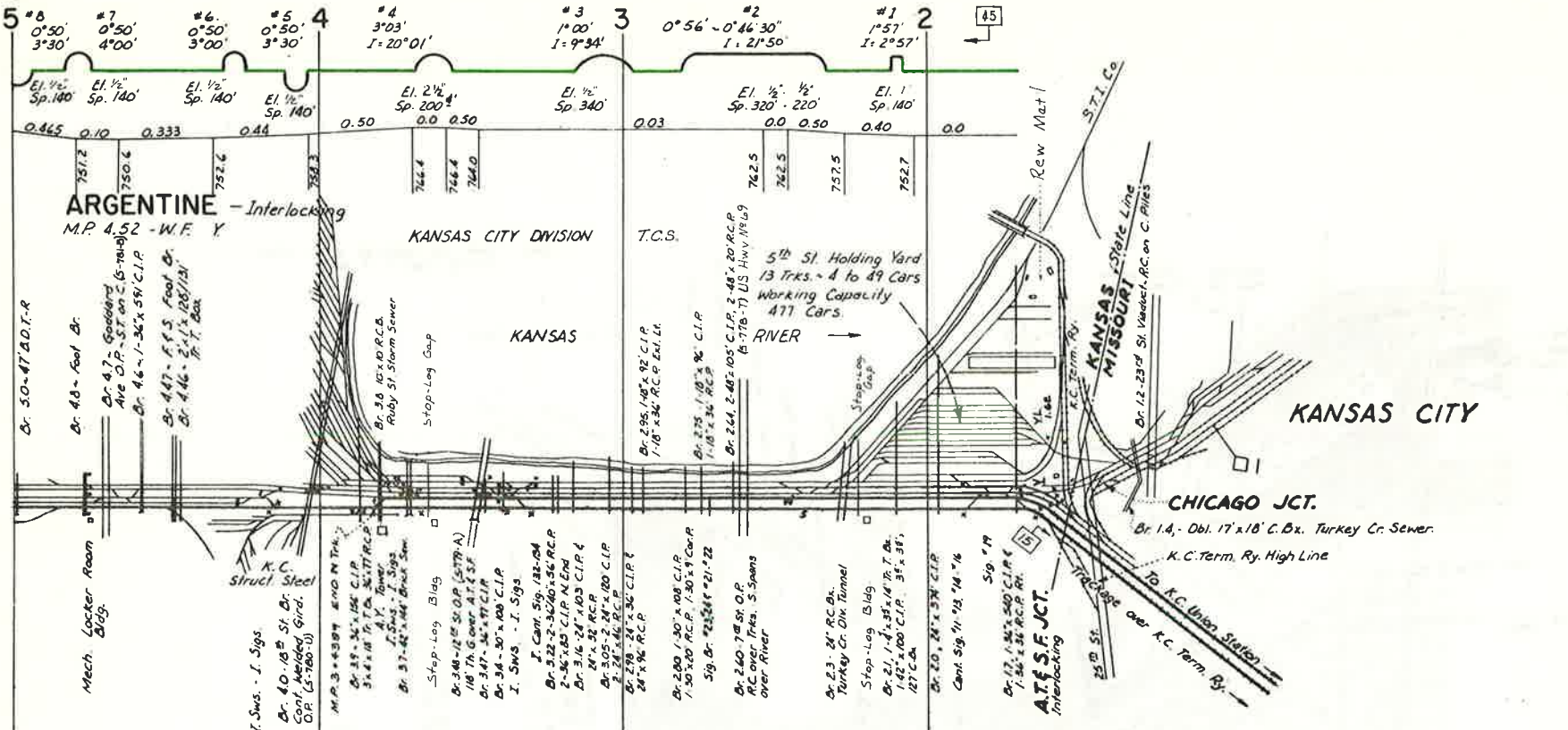
- ① East Elevator Yard - 11 Tracks 16 to 40 Cars  
Total 384 Cars
- ② Receiving Yard - 4 Tracks 119 to 124 Cars  
Total 483 Cars
- ③ Holding Yard - 5 Tracks 69 to 96 Cars  
Total 418 Cars
- ④ Storage Yard - 11 Tracks 31 to 41 Cars  
Total 396 Cars
- ⑤ Elevator Yard - 11 Tracks 33 to 70 Cars  
Total 500 Cars
- ⑥ Freight House Holding Yard  
Total 217 Cars.





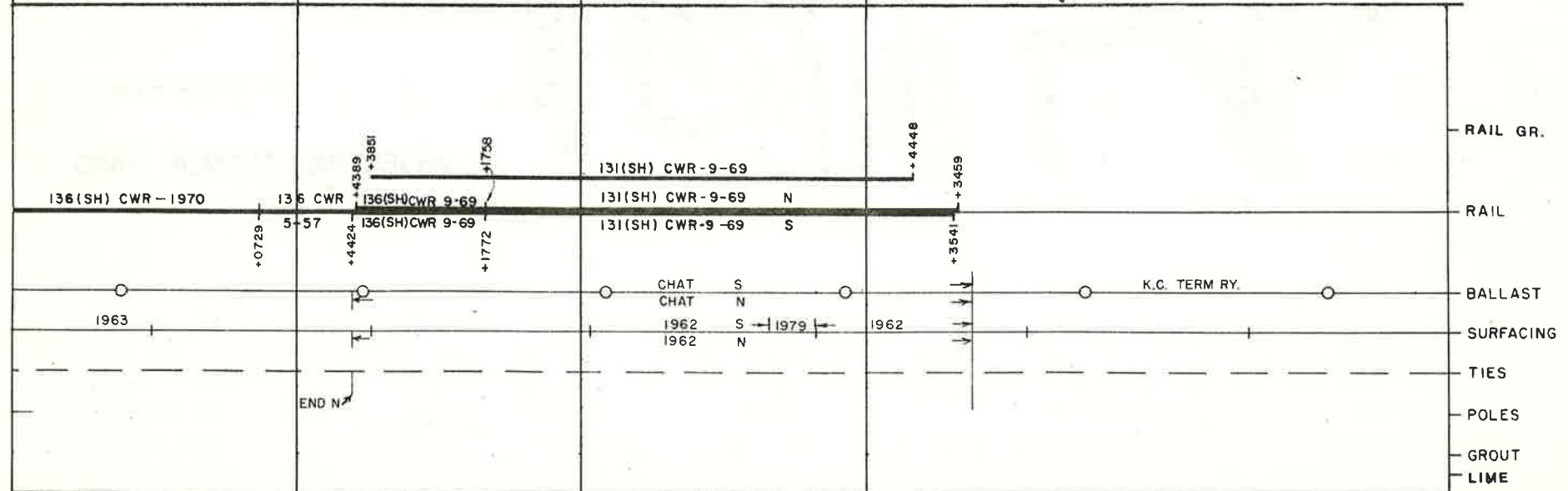
NOTE: Not drawn to scale.

### ARGENTINE-TURNER YARD W. F. T. Y.



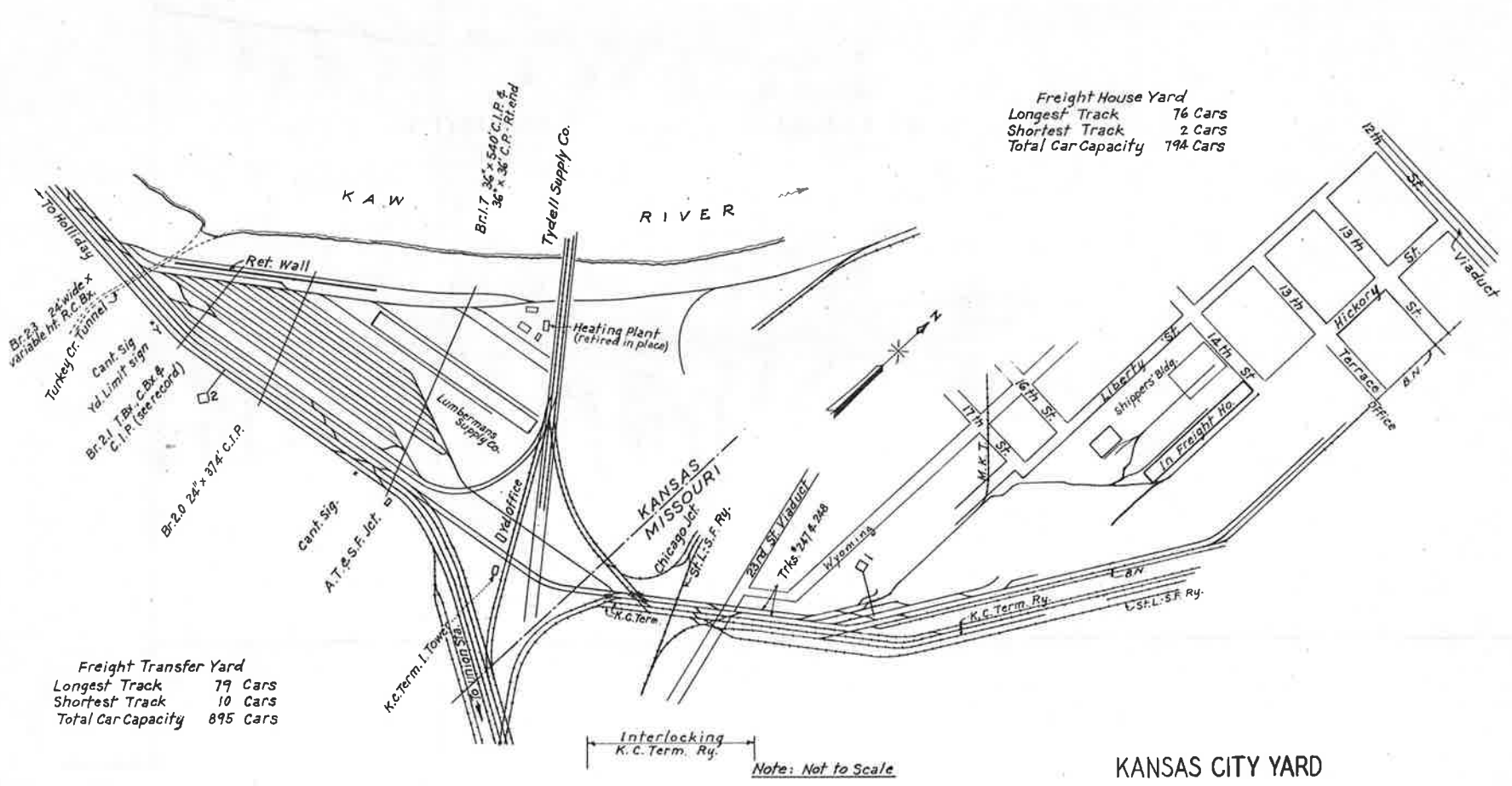
See Separate Sketch Pgs 122 & 123

Section 1 - K.C. Mo. Yard, Ks. City, Ks. Yard, Argentine Yard, & M.L.  
 M.P. 0+1400 to M.P. 5+295B.  
 Section 2 - Argentine Yards and Main Tracks. M.P. 4+3649 to M.P. 6+1300.  
 Section 3 - M.P. 5+1300 to M.P. 7+5100.  
 Section 4 - Argentine Yard M.P. 8+3543 to M.P. 6+1953



REVISED \_\_\_\_\_

BINDER NO. 1

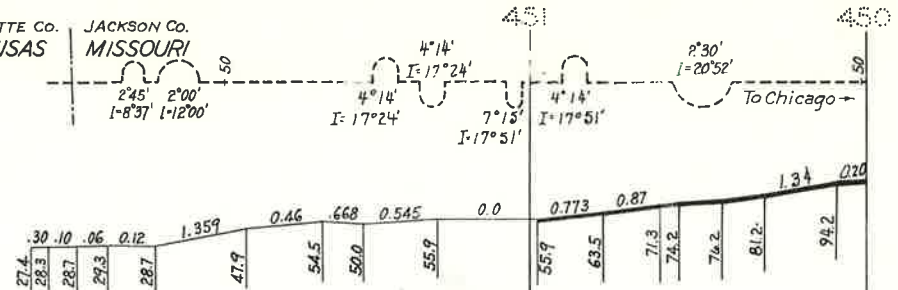


Note: Not to Scale

KANSAS CITY YARD

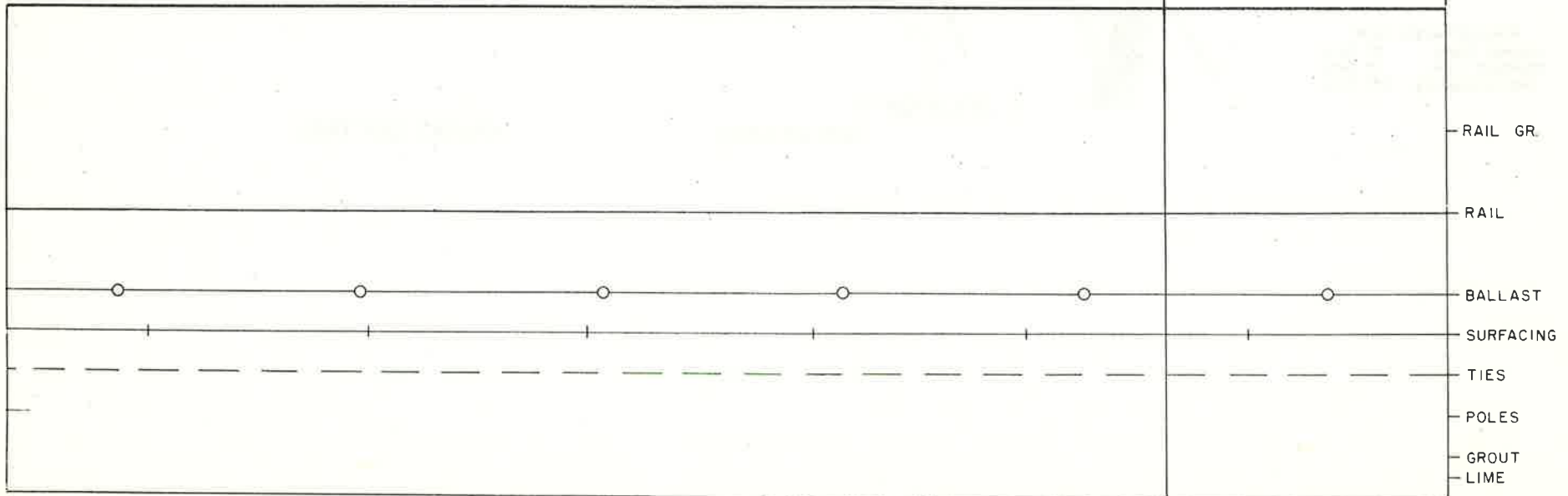
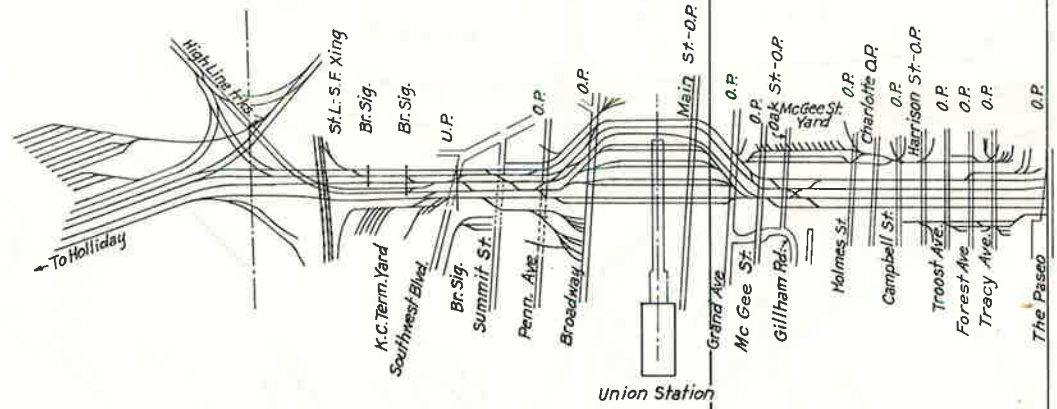


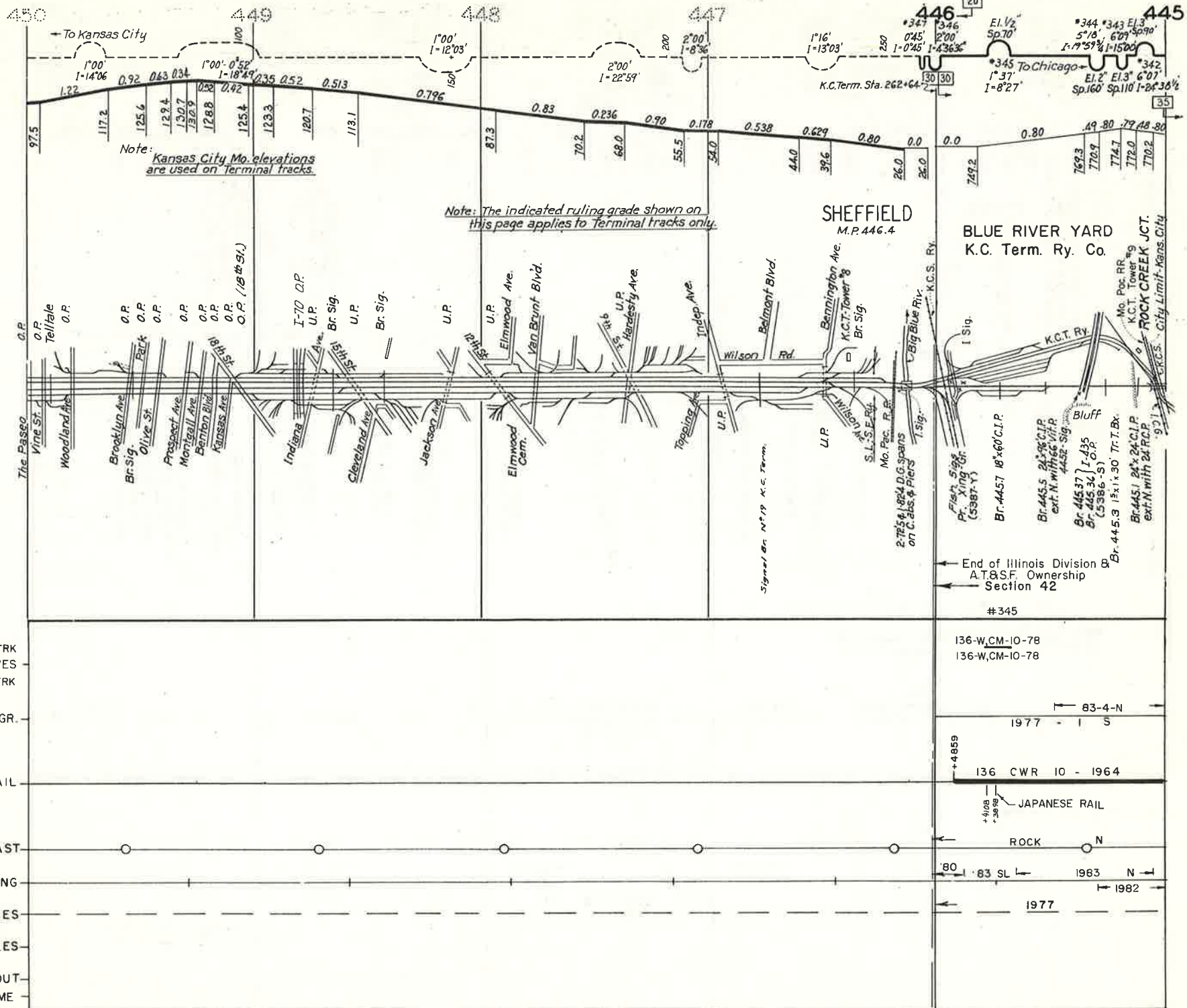
WYANDOTTE Co. KANSAS      JACKSON Co. MISSOURI



A.T. & S.F. JCT.  
M.P. 1.7

KANSAS CITY  
M.P. 451.17  
- M.P. 0.34





Note: Kansas City Mo. elevations are used on Terminal tracks.

Note: The indicated ruling grade shown on this page applies to Terminal tracks only.

- NR N. TRK
- SR CURVES
- NR S. TRK
- SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME

#345

136-W,CM-10-78  
136-W,CM-10-78

83-4-N  
1977 - I S

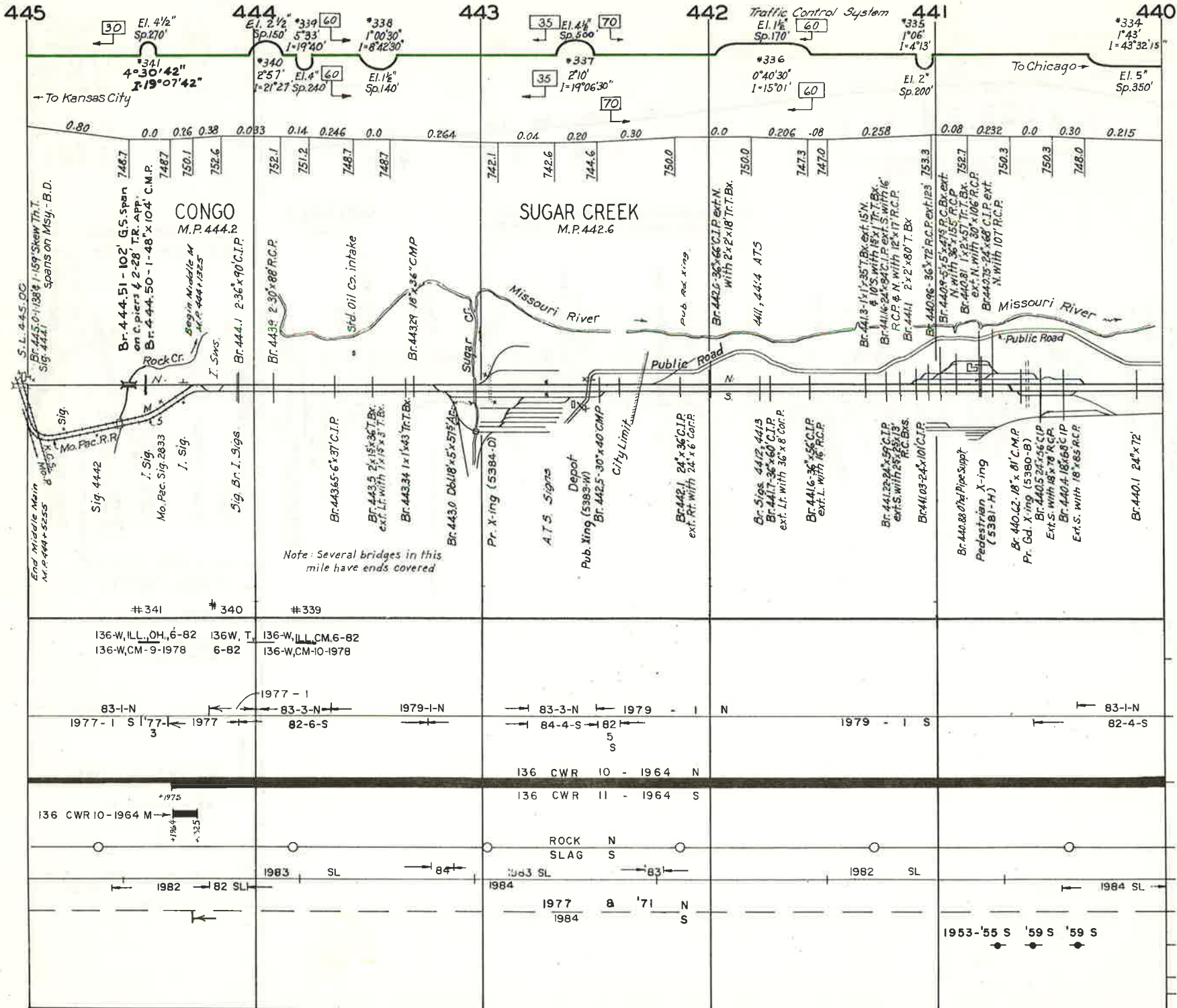
+4859  
136 CWR 10 - 1964

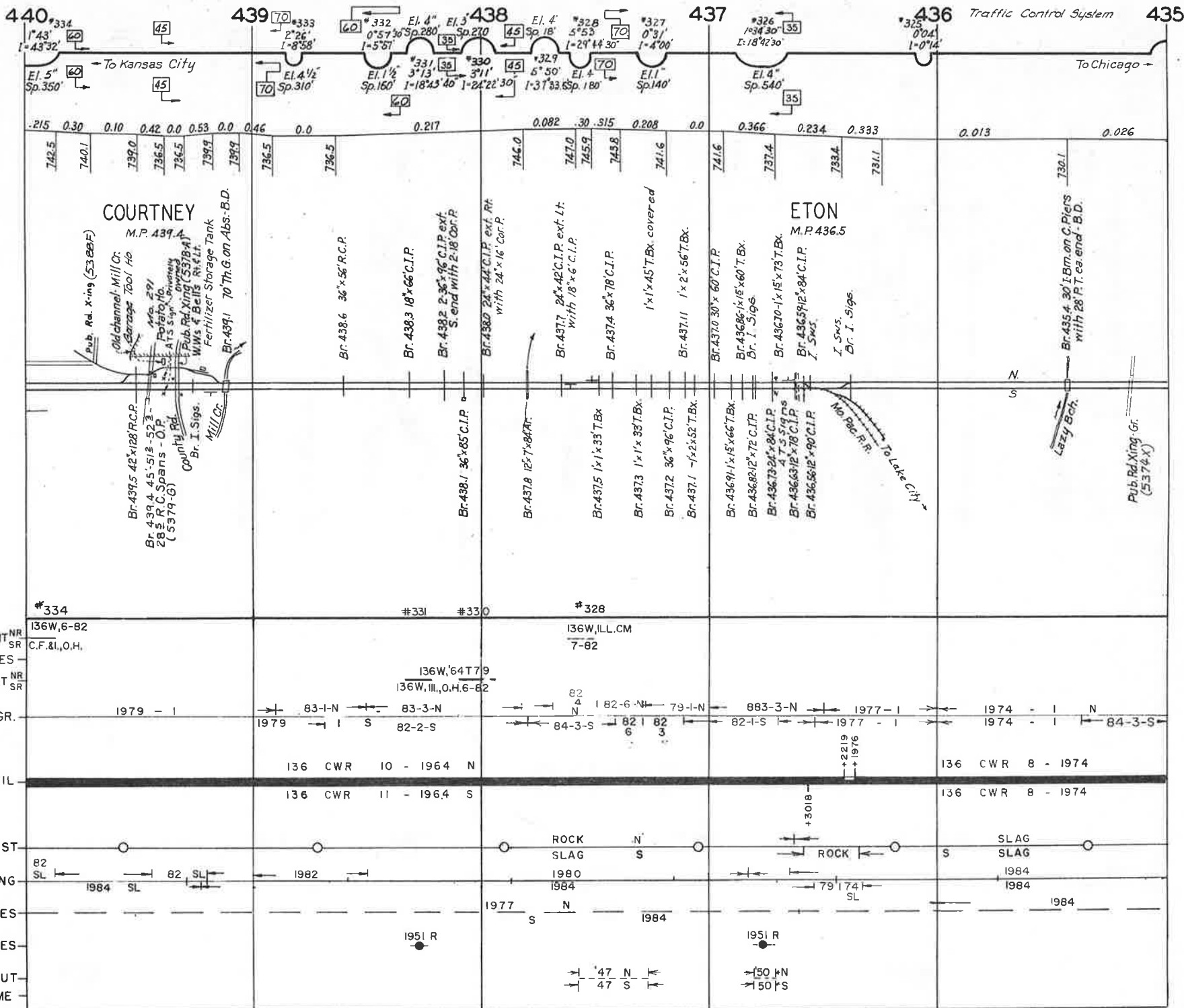
JAPANESE RAIL  
+4/00  
+3609

ROCK N

80 83 SL 1983 N

1977 1982





#334

136W,6-82

NT NR SR

C.F.&I.,O.H.

CURVES

ST NR SR

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

#331 #330

136W,64T79

136W,III,O,H,6-82

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

#328

136W,ILL,CM

7-82

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

POLES

GROUT

LIME

#325

136W,8-82

RAIL GR.

RAIL

BALLAST

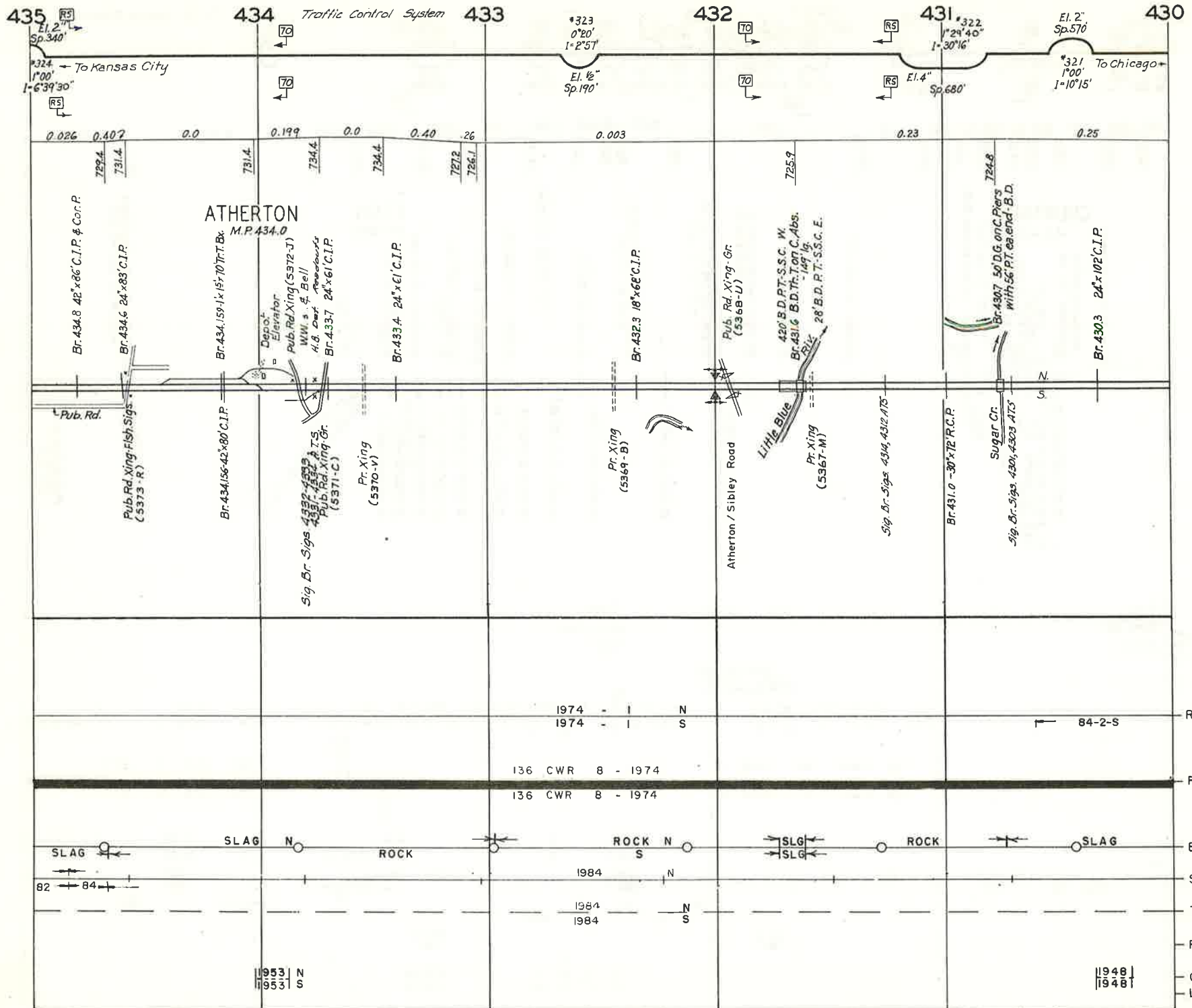
SURFACING

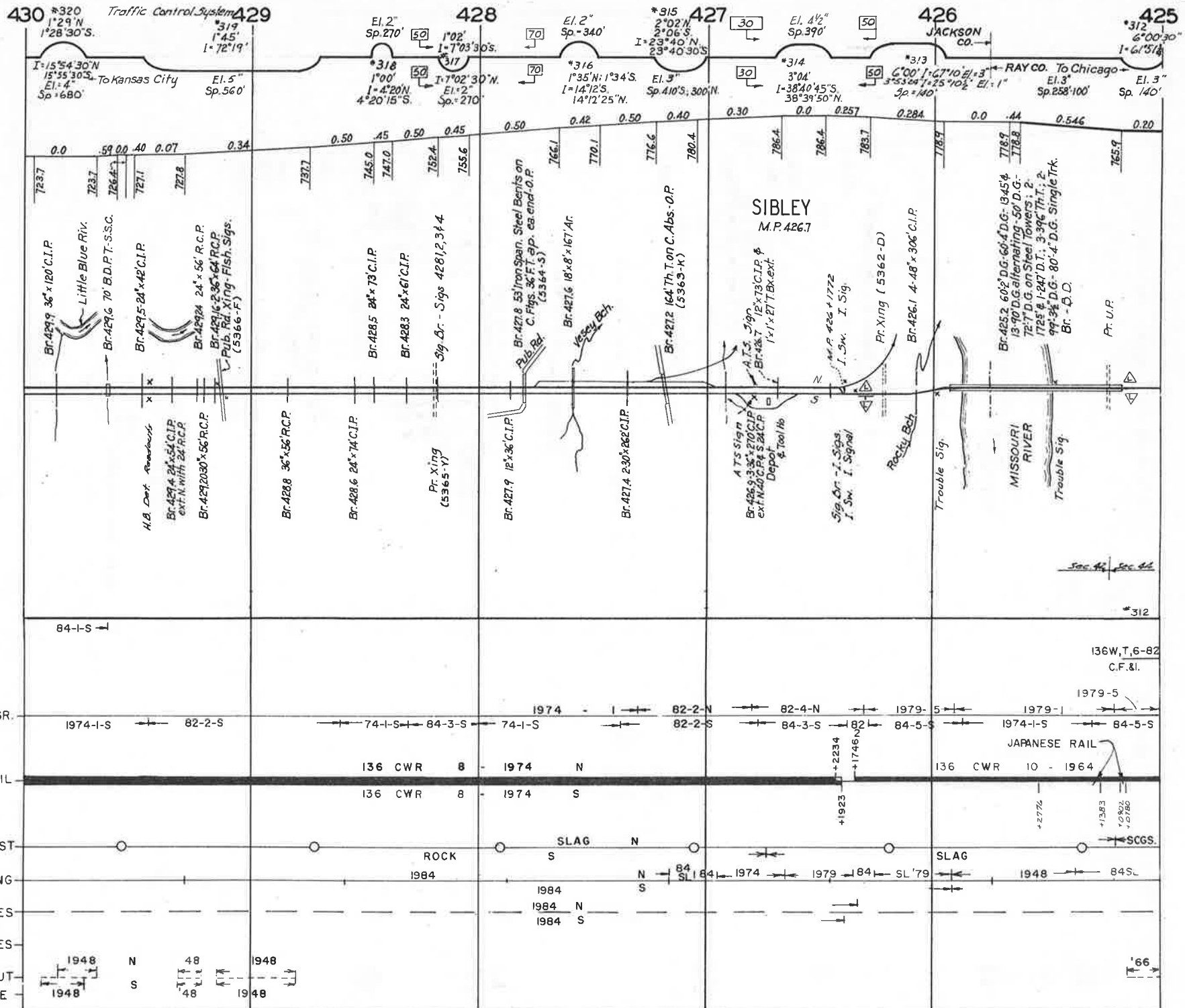
TIES

POLES

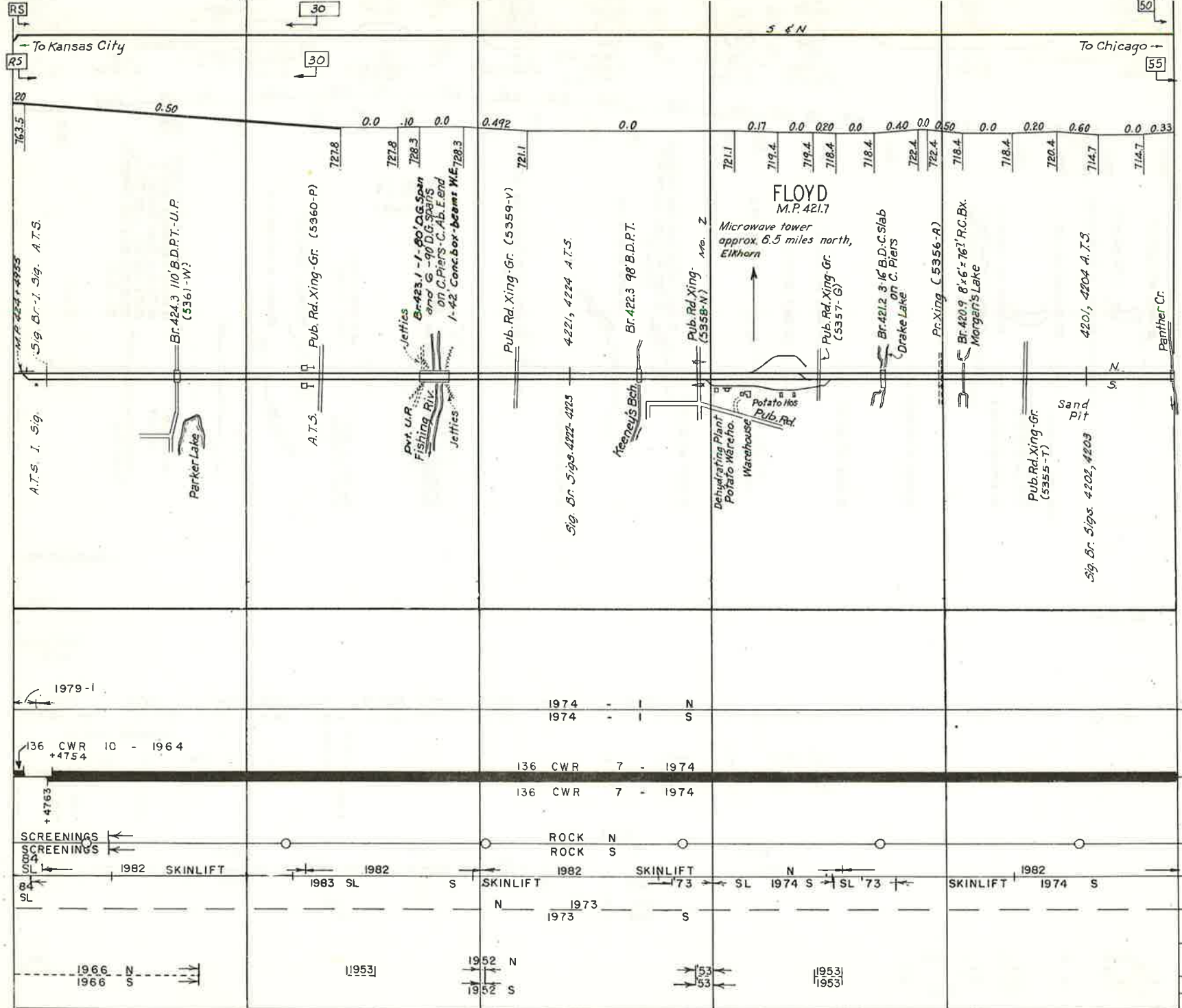
GROUT

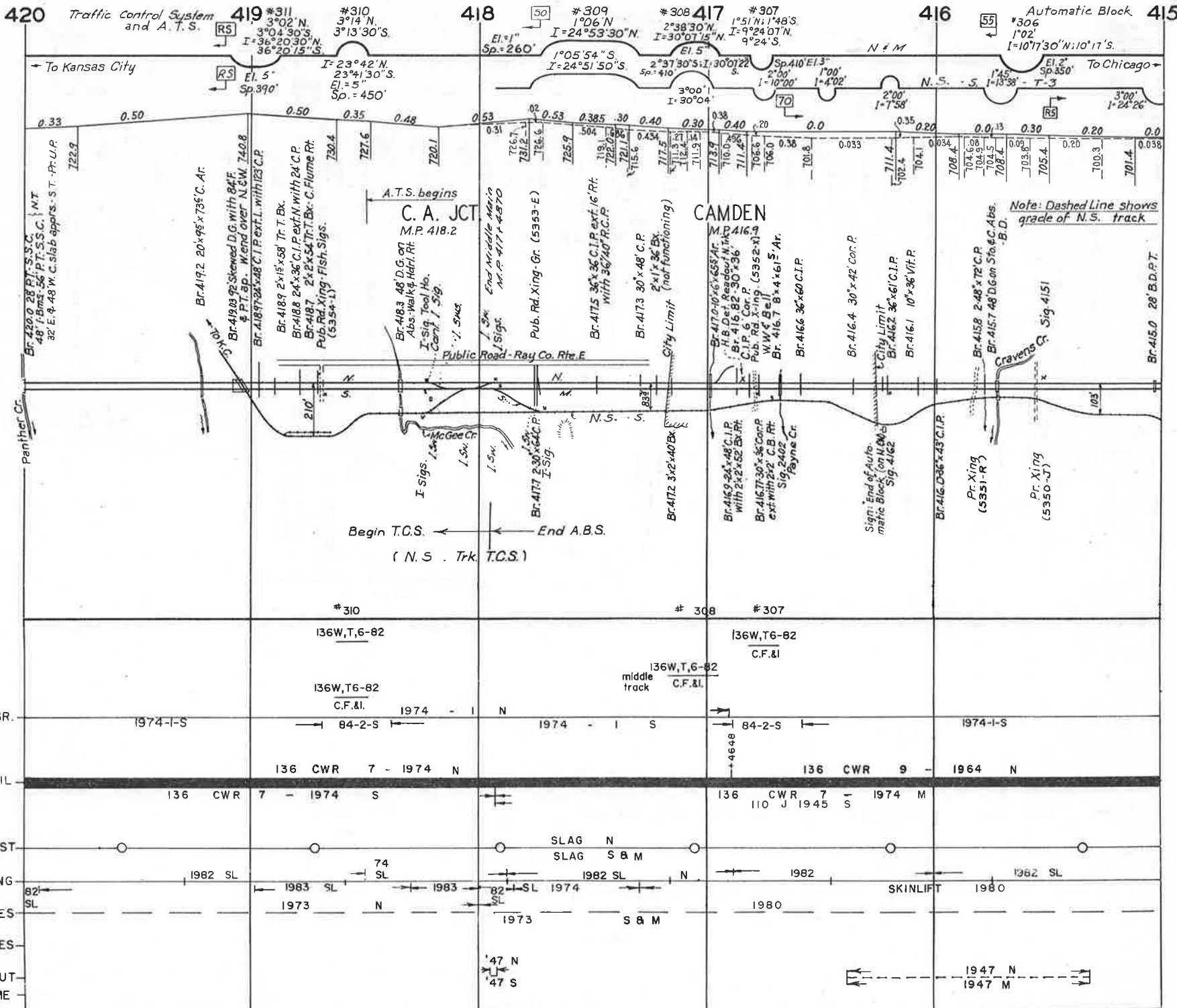
LIME



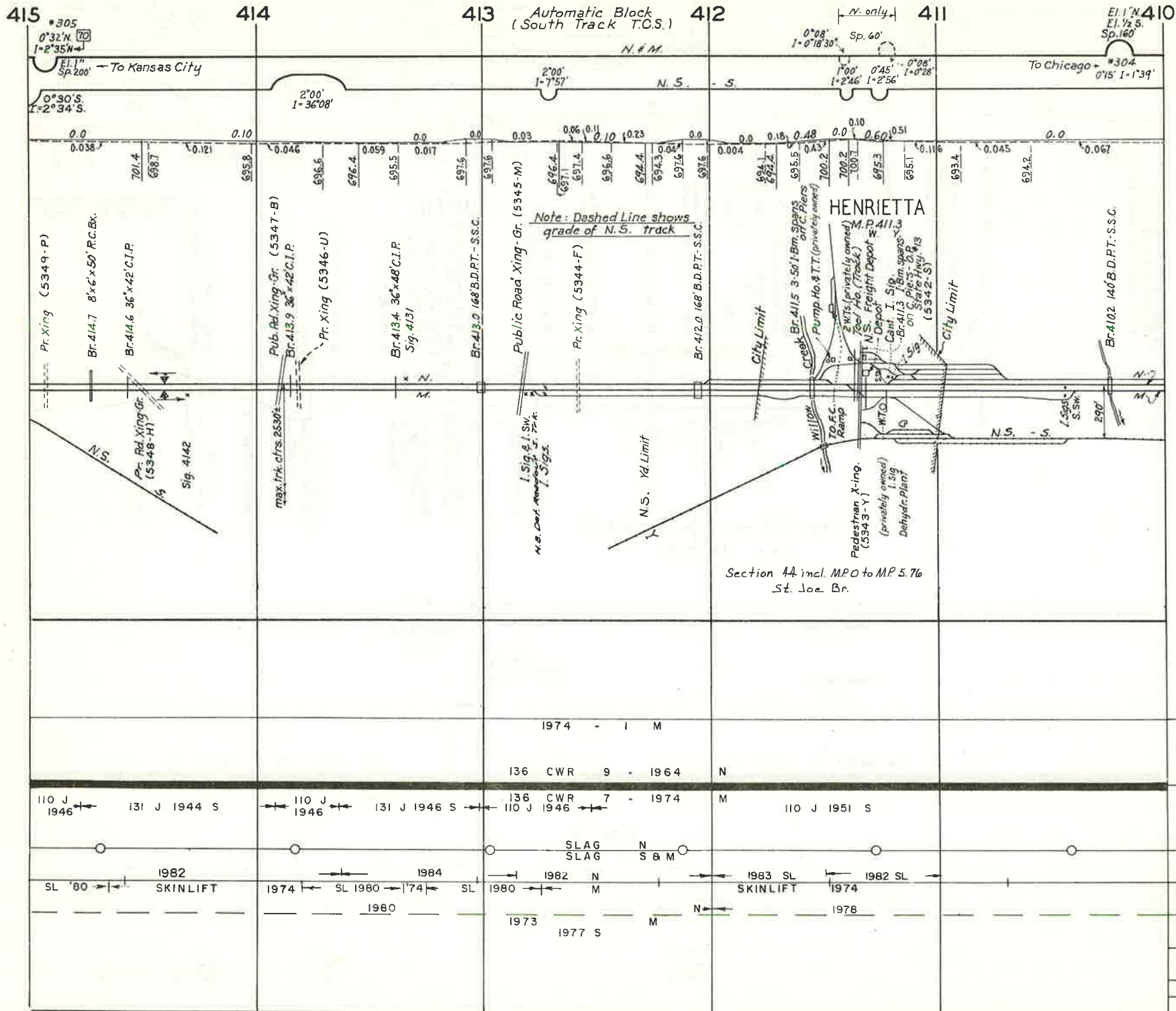


425 424 423 Traffic Control System and 422 Automatic Train Stop 421 420



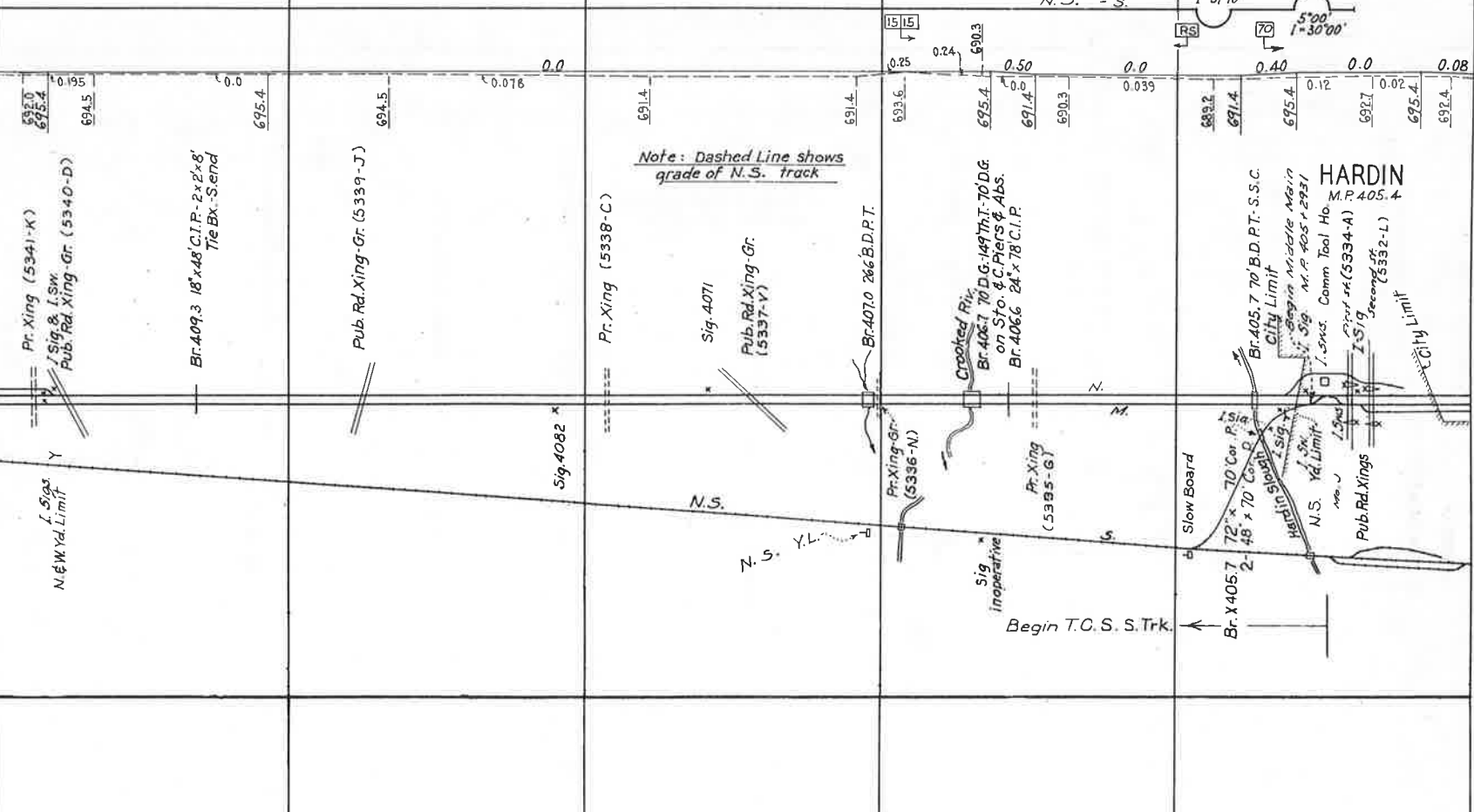




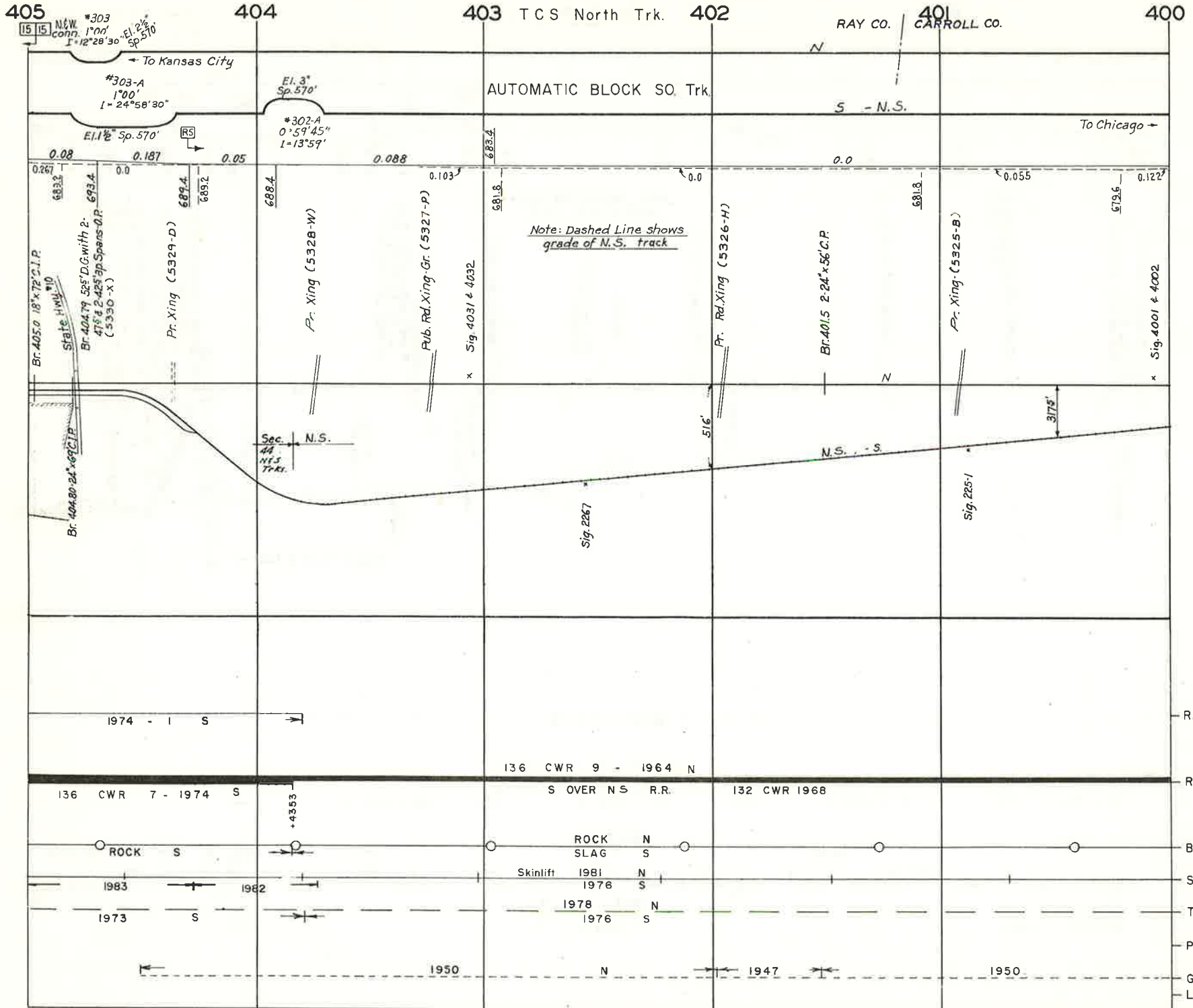


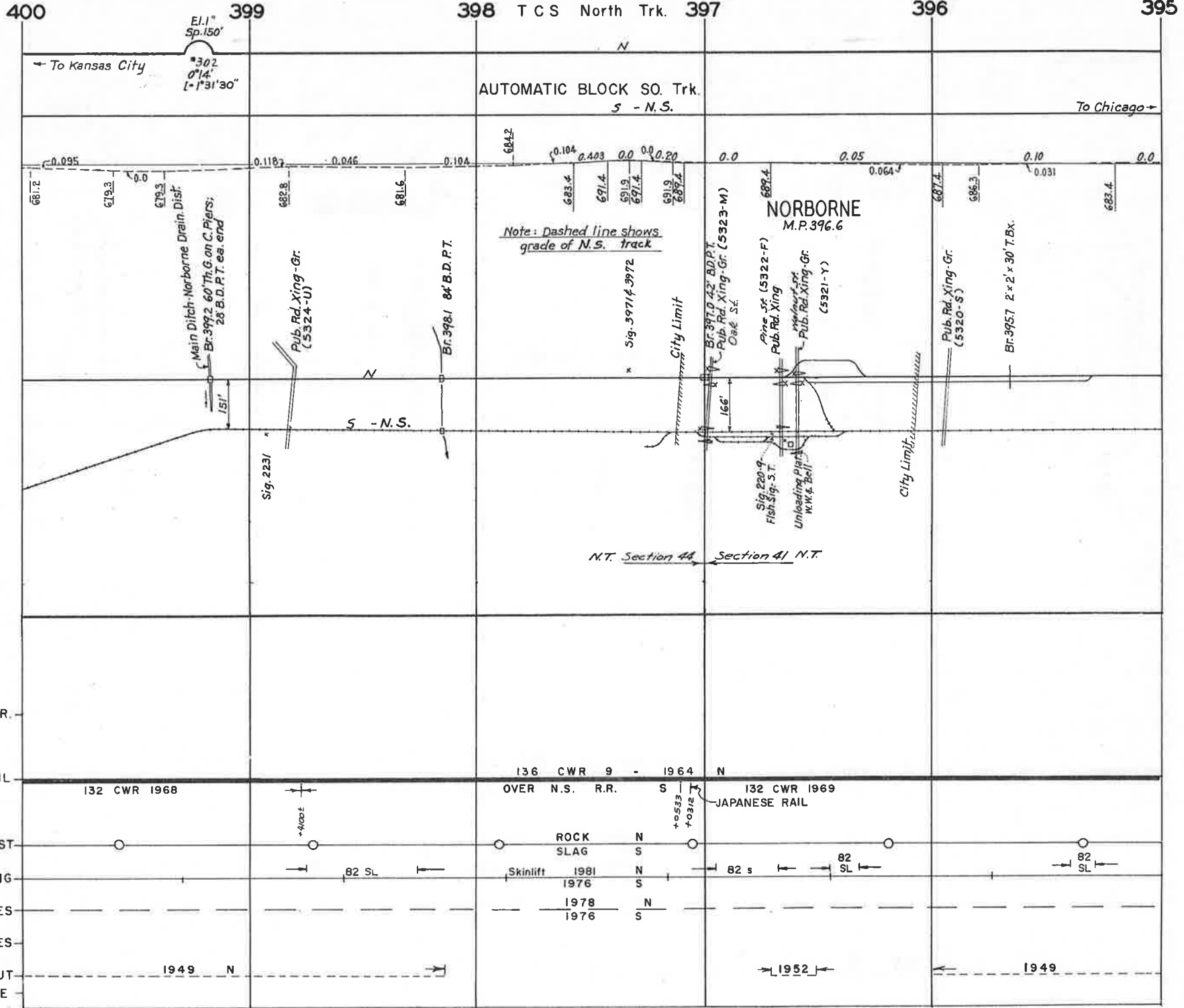
410 409 408 Automatic Block (South Track T.C.S.) 407 406 End T C S No.Trk.405

→ To Kansas City N. & M. To Chicago →



RAIL GR.			1974 - I M		
RAIL			136 CWR 9 - 1964 N		
BALLAST	110 J 1951 S	131 J 1947 S	136 CWR 7 - 1974 M 131 J 1946 S	132 J 1952 S	
SURFACING	SKINLIFT 1974	SKINLIFT 1973	SL 80	SL 1979	SL 1981
TIES			1978 N 1973 M		
POLES	1977 S		1972 S		
GROUT LIME					





AUTOMATIC BLOCK SO. Trk.  
S - N.S.

NORBORNE  
M.P. 396.6

Note: Dashed line shows  
grade of N.S. track

N.T. Section 40      Section 41 N.T.

RAIL GR.  
RAIL  
BALLAST  
SURFACING  
TIES  
POLES  
GROUT  
LIME

132 CWR 1968

136 CWR 9 - 1964  
OVER N.S. R.R.

132 CWR 1969  
JAPANESE RAIL

ROCK SLAG N  
Skinlift 1981 N  
1976 S  
1978 N  
1976 S

1949 N

1952

1949

395

394

393

TCS North Trk.

392

391

390

- To Kansas City

AUTOMATIC BLOCK SO. Trk.  
S - N.S.

To Chicago ->

0.031 0.022 0.0 0.15 0.03 0.06 0.048 0.113 0.10 0.02 0.0

684.5

685.5

683.4

683.4

681.9

681.9

677.7

676.4

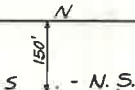
674.4

675.4

Pub. Rd. Xing-Gr.  
(5319-X)

Sig. 3937 & 3932

Pub. Rd. Xing-Gr.  
(5318-R)



Note: Dashed line shows grade of N.&W. track

Pub. Rd. Xing-Gr.  
(5316-C)

Sig. 3911 & 3912

Br. 3907 48'x56' C.P. &  
48'x54' C.I.P.

Pr. Xing (5315-V)

Pr. Xing (5314-N)

Sig. 2187

Pub. Rd. Xing-Gr.  
(5317-J)

Sig. 2167

Sig. 2147

RAIL GR.

132 CWR 1969

+1800±

136 CWR 9 - 1964 N

S OVER N.S. R.R.

132 CWR 1970

RAIL

ROCK N  
SLAG S

Skinlift 1981

1978 N 1978  
1976 S

1981

BALLAST

SURFACING

1978 N  
1976 S

TIES

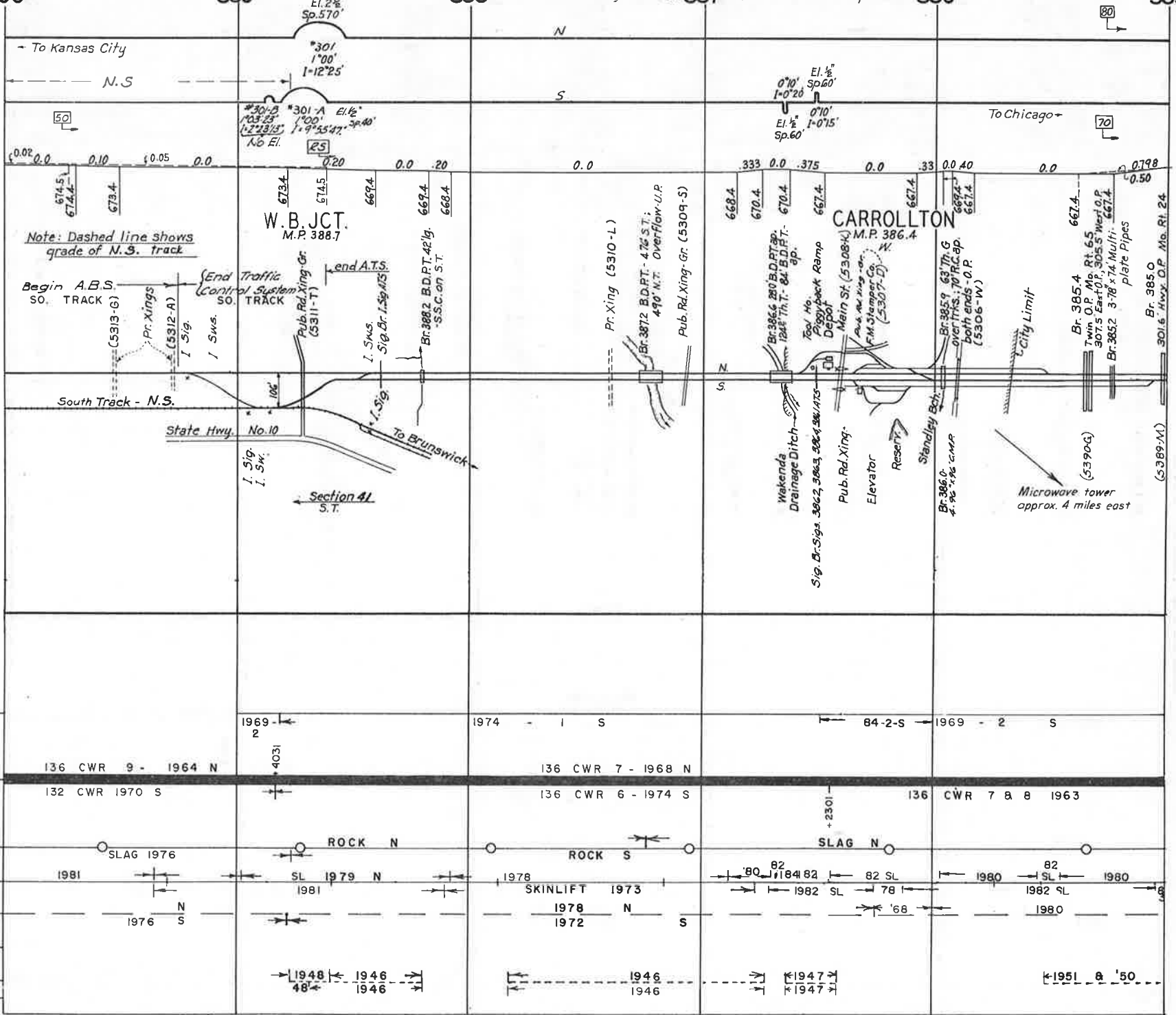
POLES

1949 N

GROUT

LIME

390 389 388 Traffic Control System and 387 Automatic Train Stop 386 385



Note: Dashed line shows grade of N.S. track

Begin A.B.S. SO. TRACK

End Traffic Control System SO. TRACK

end A.T.S.

South Track - N.S.

State Hwy. No. 10

Section 41 S.T.

CARROLLTON M.P. 386.4

Microwave tower approx. 4 miles east

RAIL GR.  
RAIL  
BALLAST  
SURFACING  
TIES  
POLES  
GROUT  
LIME

RAIL GR.	1969 - 2	1974 - 1 S	84-2-S	1969 - 2 S
RAIL	136 CWR 9 - 1964 N 132 CWR 1970 S	136 CWR 7 - 1968 N 136 CWR 6 - 1974 S	136 CWR 7 & 8 1963	
BALLAST	SLAG 1976	ROCK N	ROCK S	SLAG N
SURFACING	1981	SL 1979 N 1981	1978 SKINLIFT 1973	80 82 84 82 82 SL 1980 82 SL 1980
TIES	1976 N 1976 S	1978 N 1972 S	1982 SL 78 68	1980 1982 SL 1980
GROUT	1948 48" 1946 1946	1946 1946	1947 1947	1951 & '50

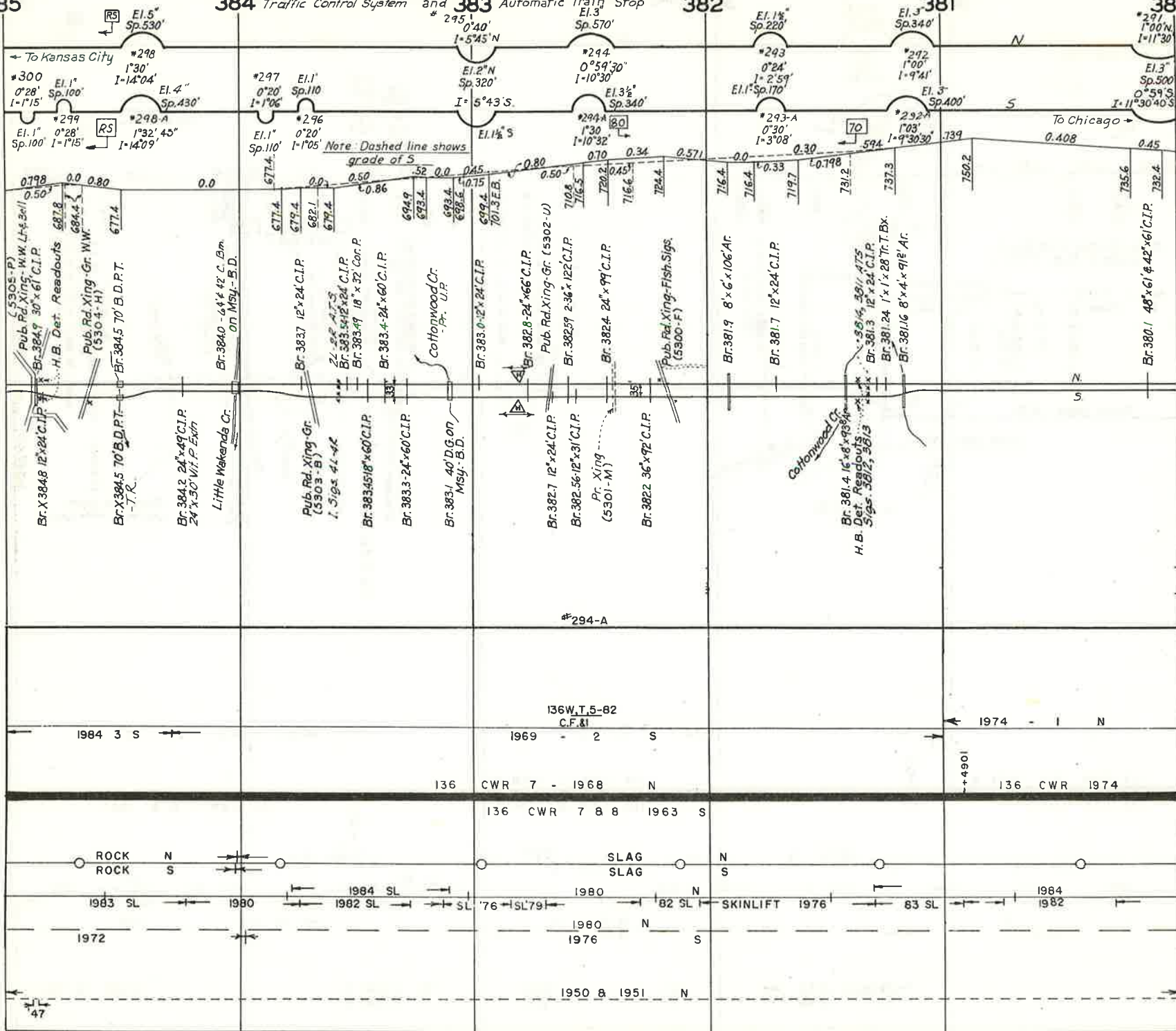
385

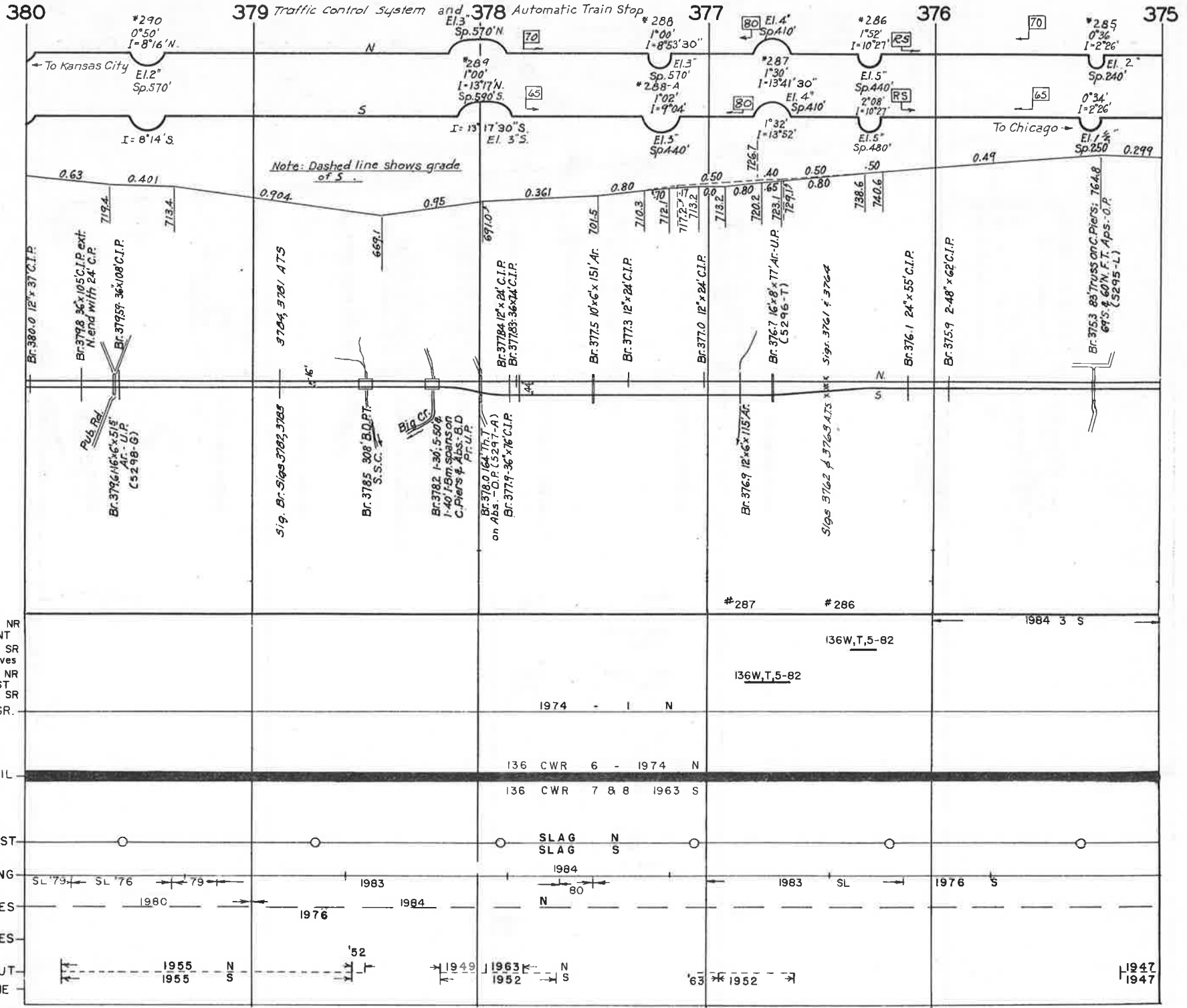
384 Traffic Control System and 383 Automatic Train Stop

382

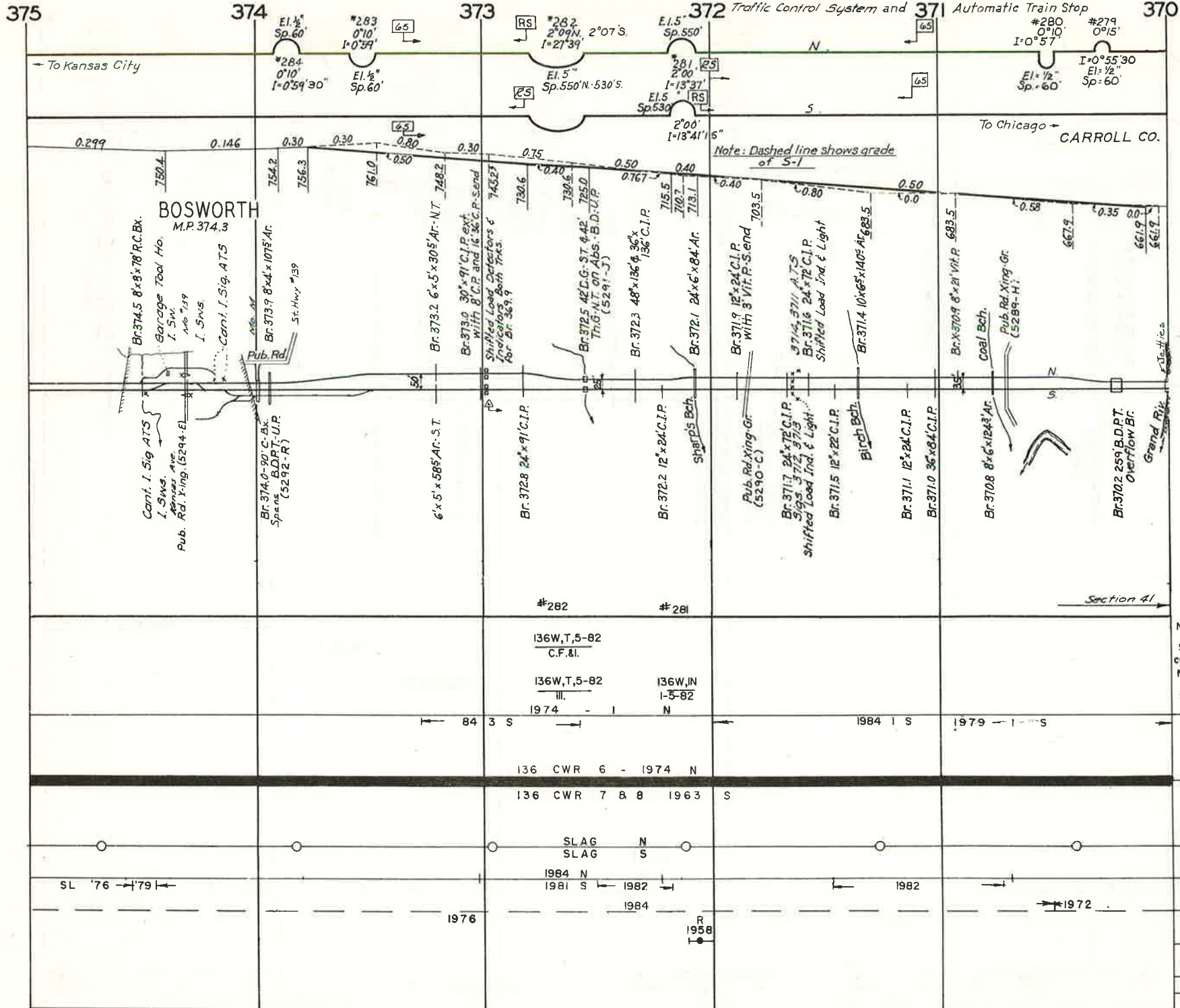
381

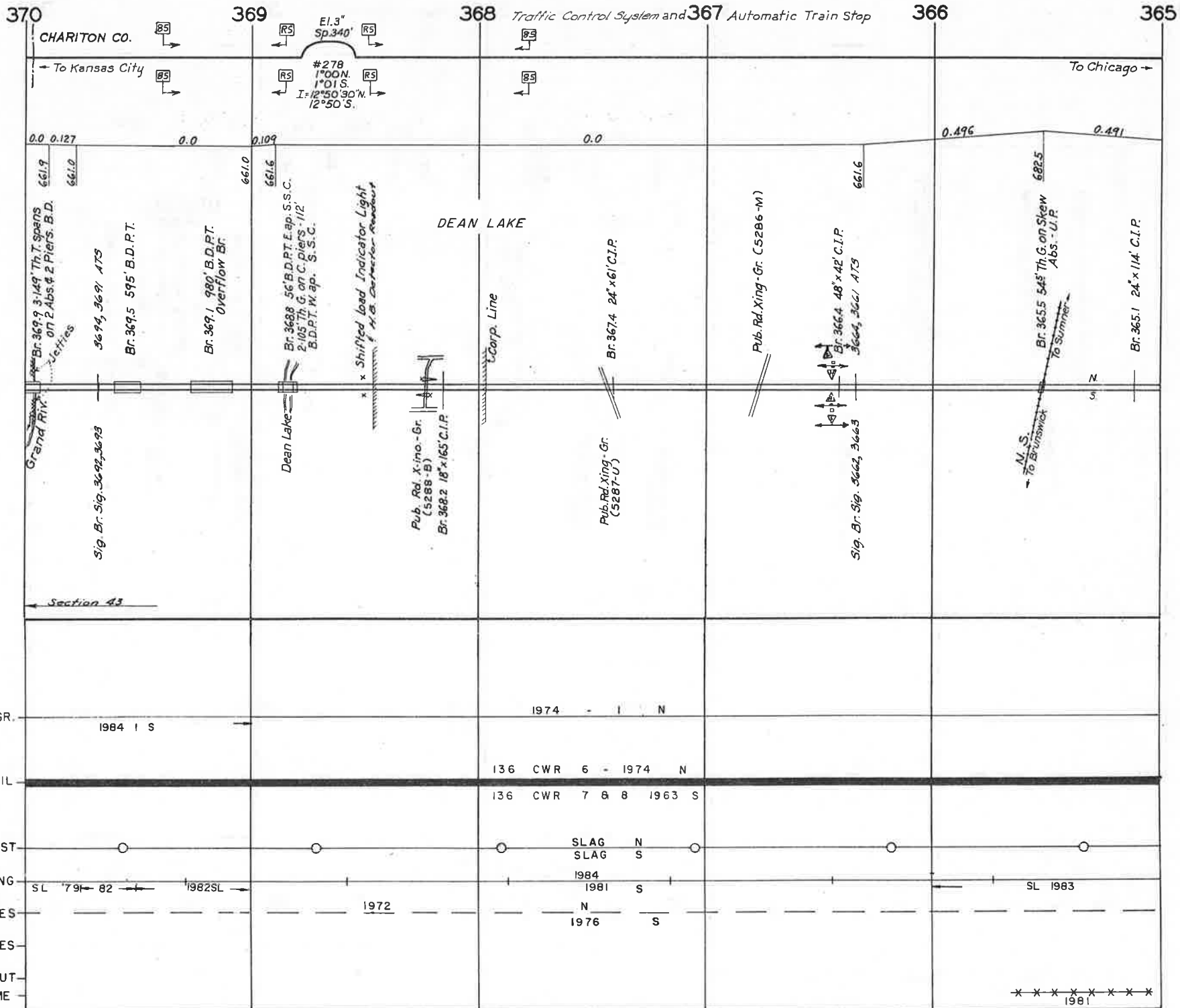
380





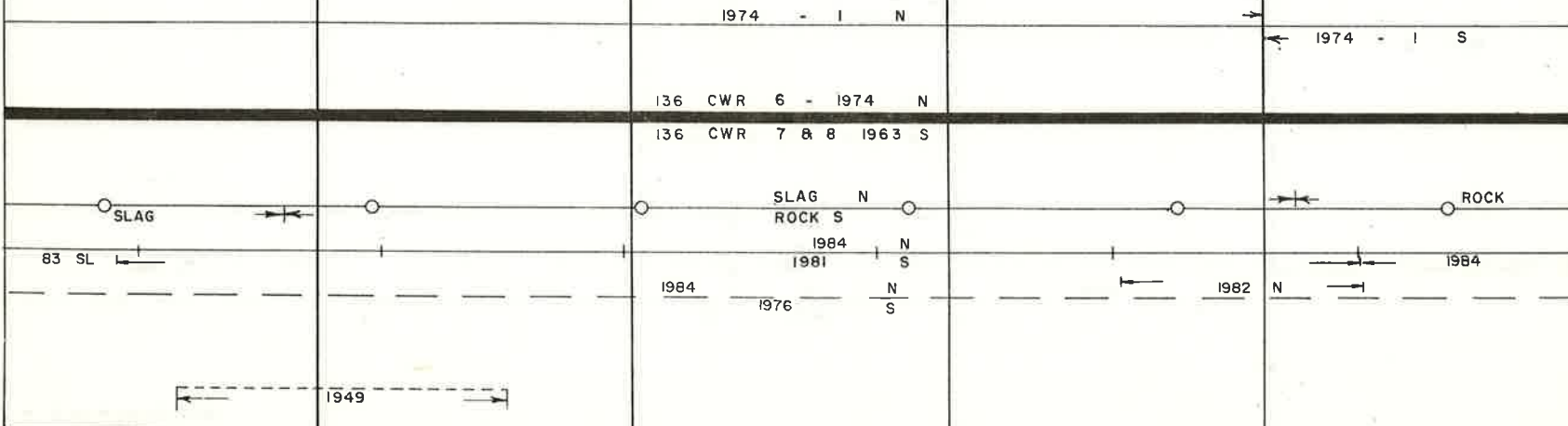
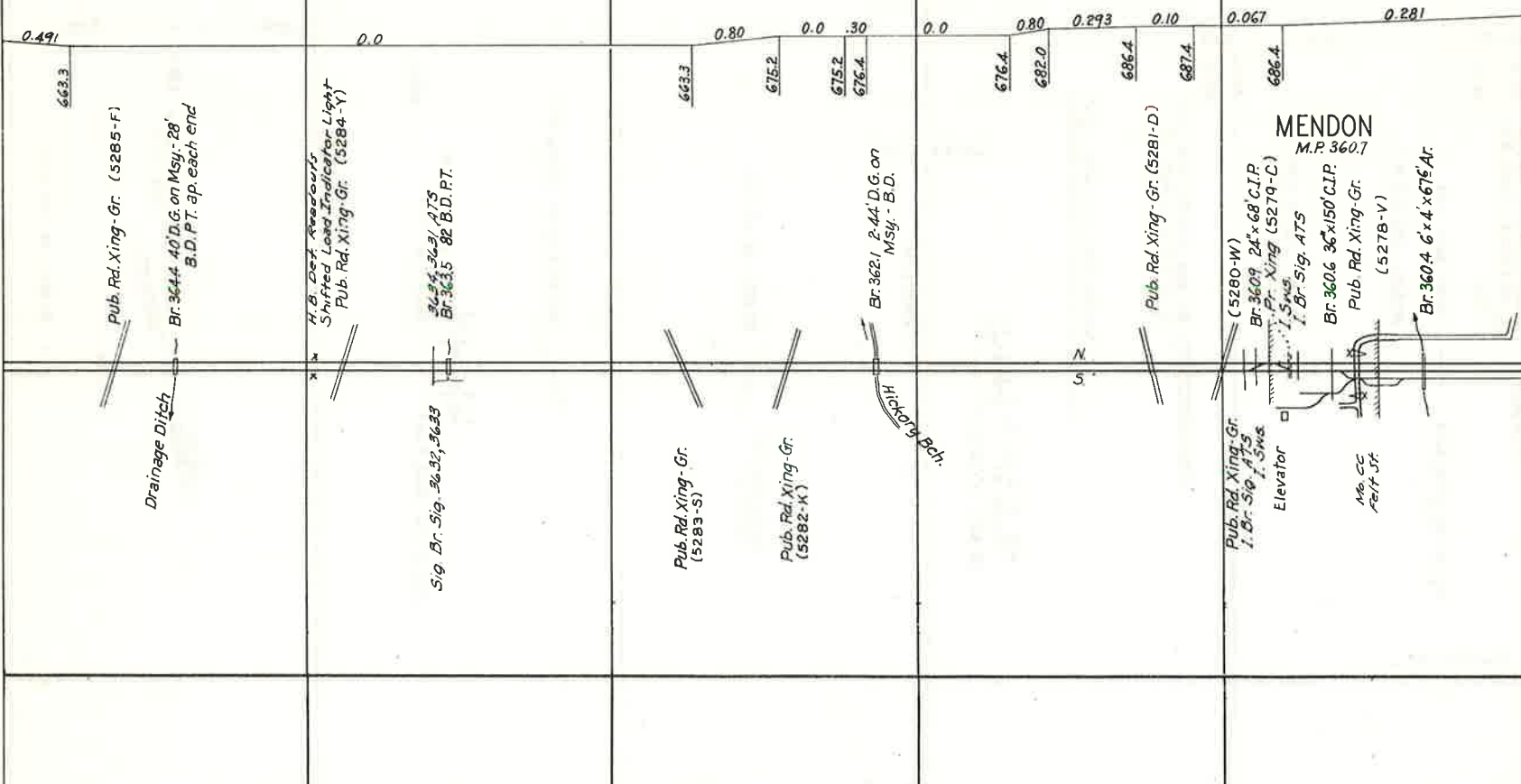


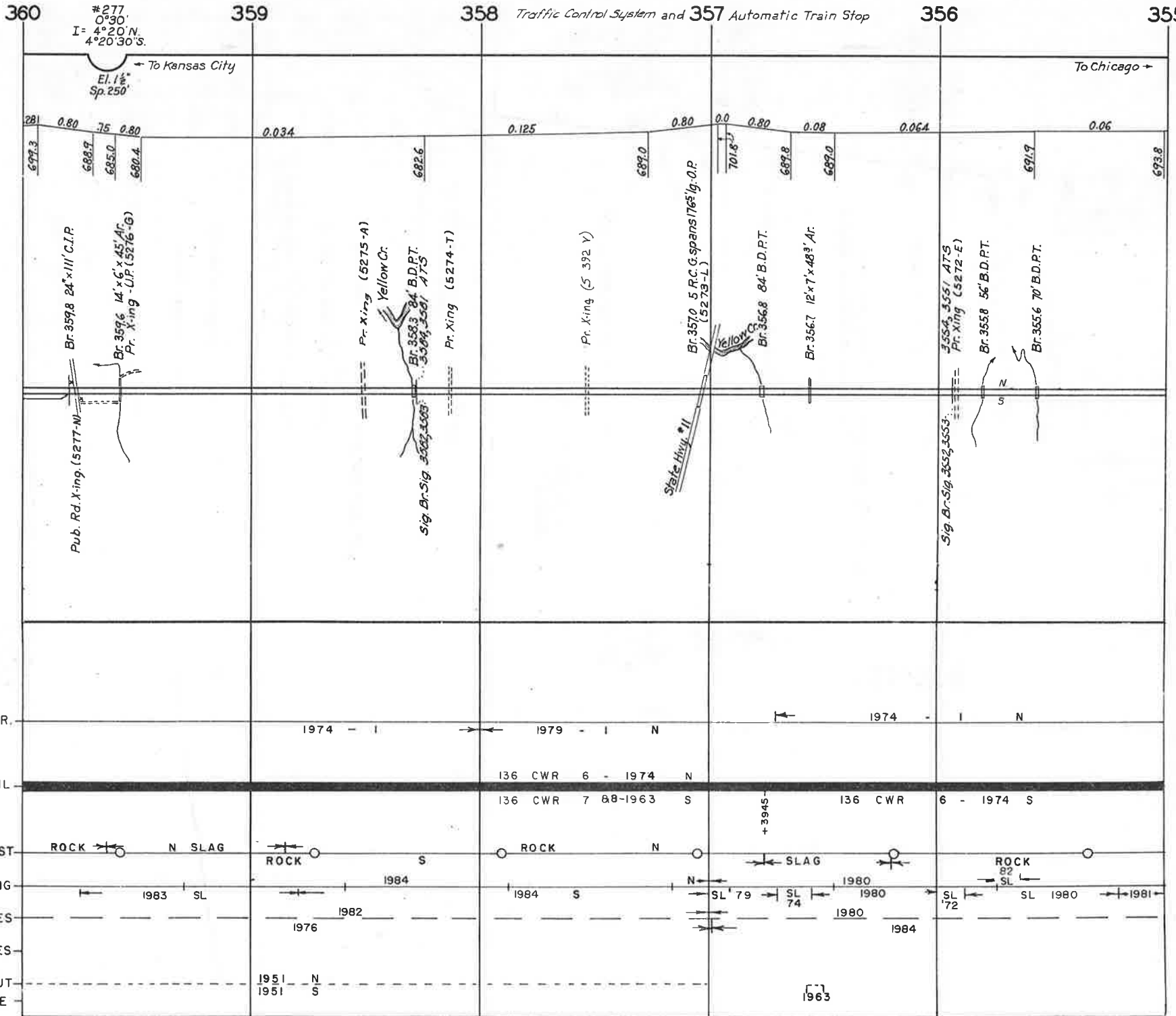


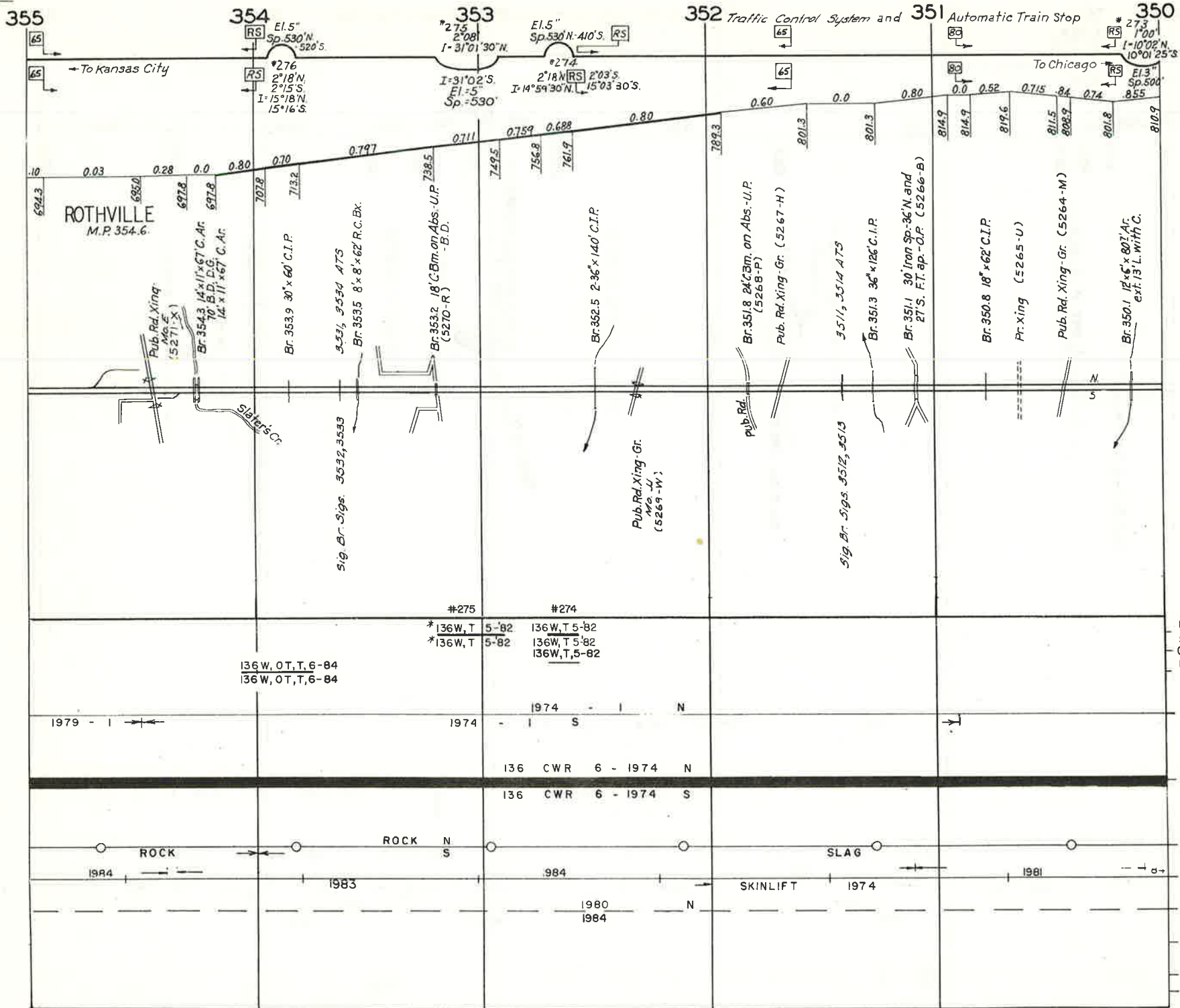


→ To Kansas City

To Chicago →







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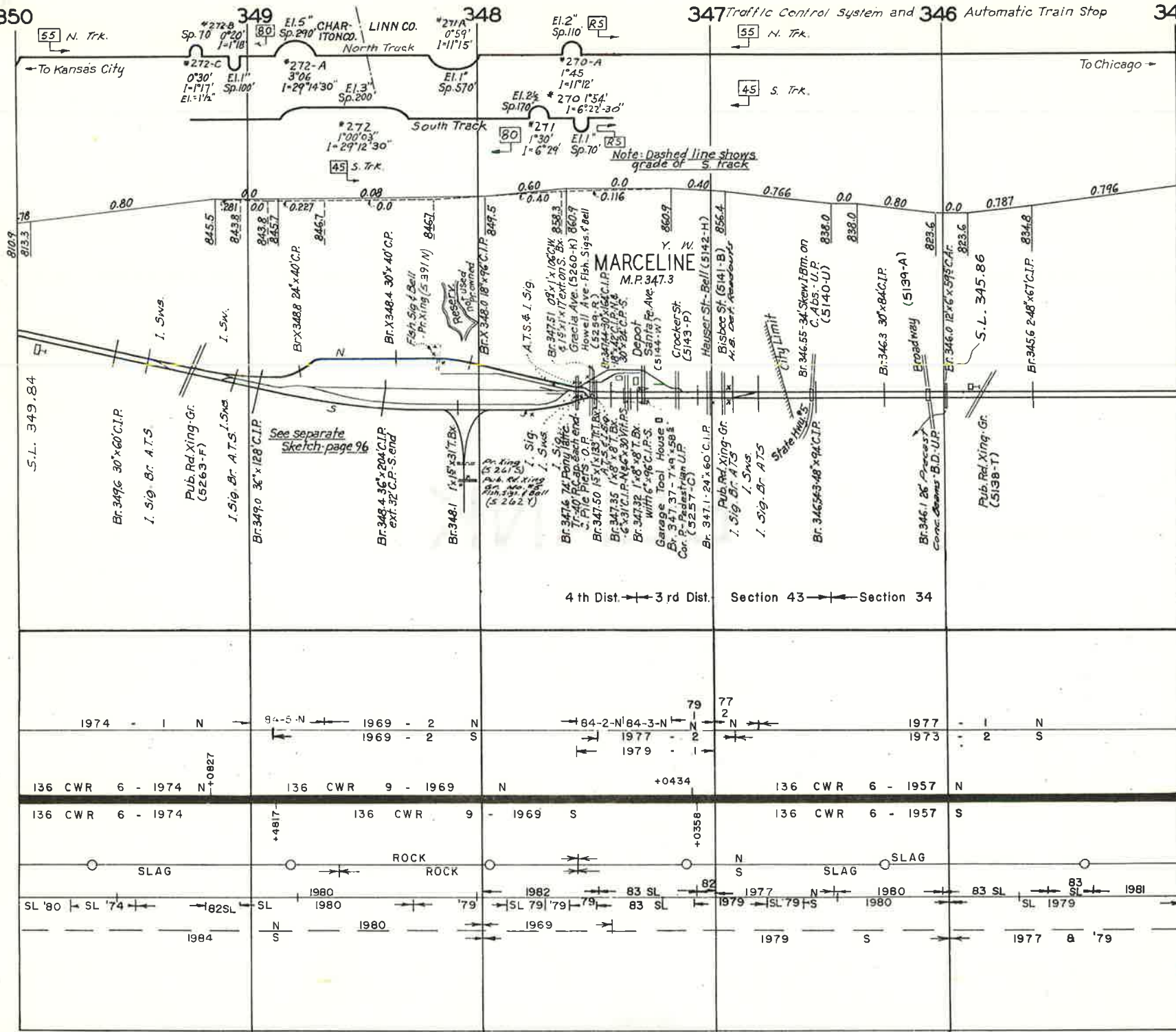
350

349

348

347 Traffic Control System and 346 Automatic Train Stop

345



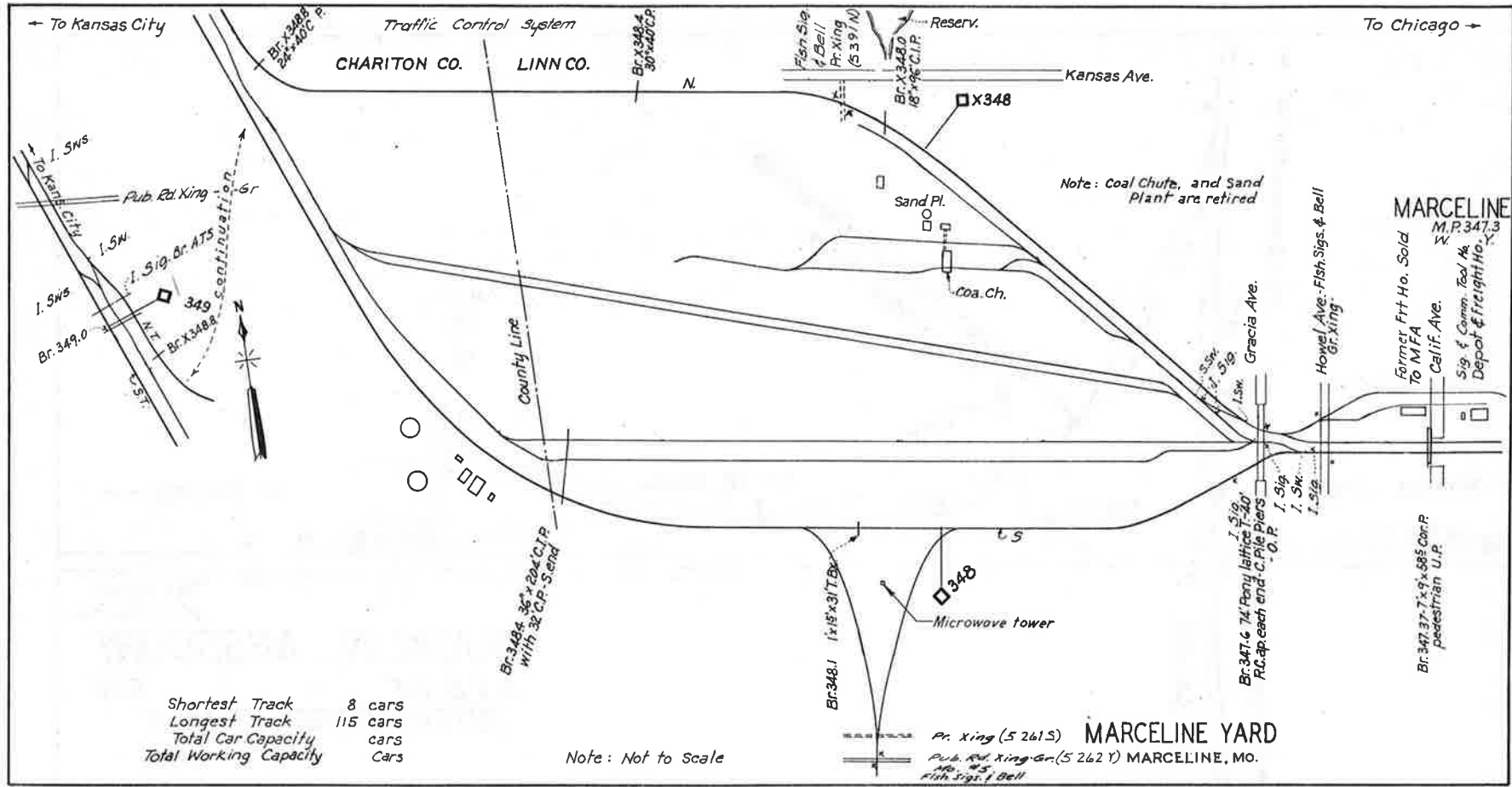
55 N. Trk.  
To Kansas City

55 N. Trk.  
45 S. Trk.  
To Chicago

MARCELINE  
M.P. 347.3

4th Dist. | 3rd Dist. | Section 43 | Section 34

1974 - 1 - N	94-5-N	1969 - 2 - N	84-2-N 84-3-N	1977 - 1 - N	RAIL GR.
		1969 - 2 - S	1977 - 2 - N	1973 - 2 - S	
136 CWR 6 - 1974	N+0827	136 CWR 9 - 1969	+0434	136 CWR 6 - 1957	RAIL
136 CWR 6 - 1974	+4817	136 CWR 9 - 1969	+0358	136 CWR 6 - 1957	RAIL
SLAG	ROCK	ROCK	SLAG	SLAG	BALLAST
SL '80   SL '74   182SL	1980	1980	1979   1982   83 SL	1979   1977   1980   83 SL   1981	SURFACING
1984	1980	1979	1979	1979	TIES
					POLES
					GROUT
					LIME



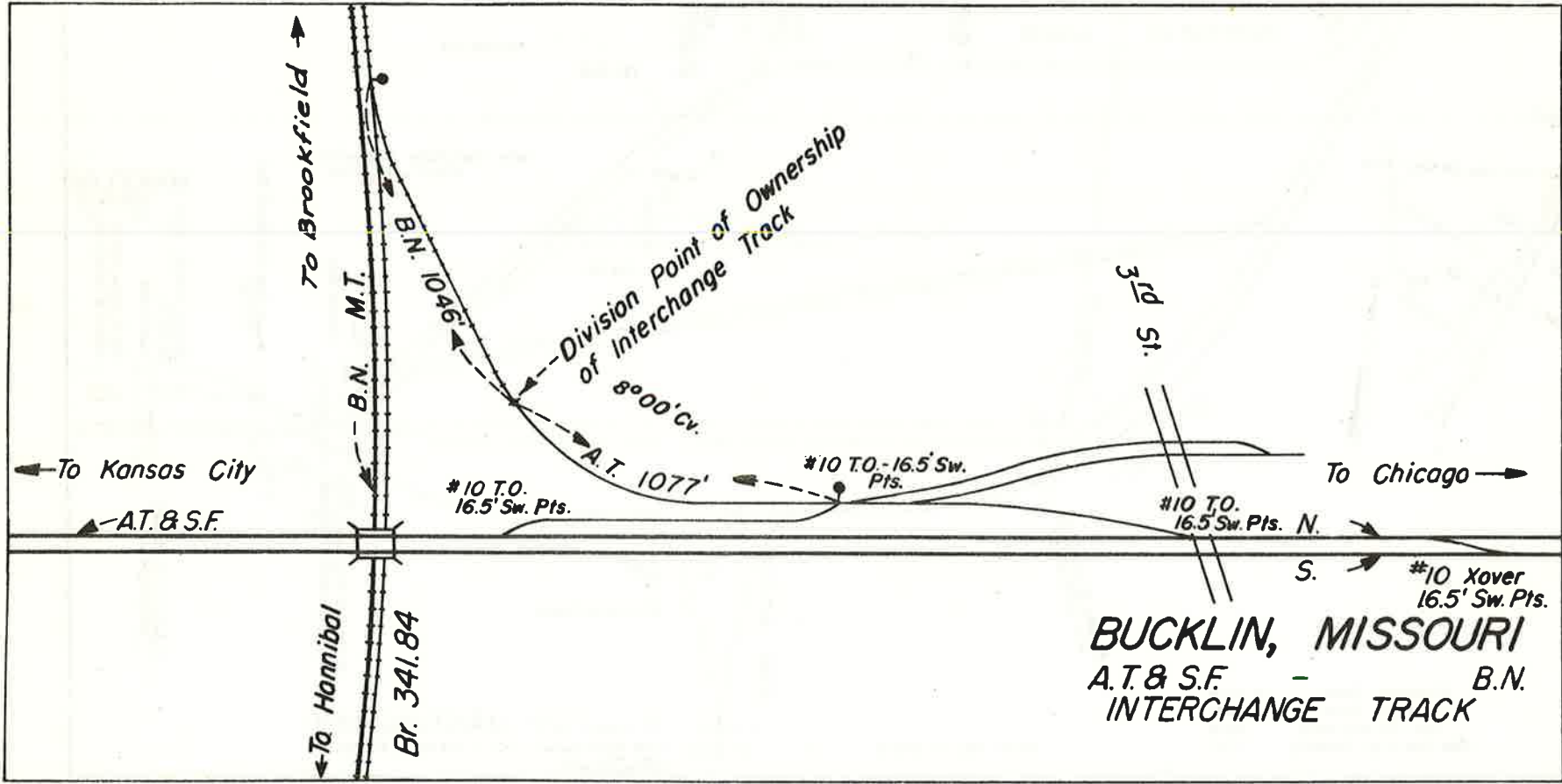
Shortest Track	8 cars
Longest Track	115 cars
Total Car Capacity	cars
Total Working Capacity	Cars

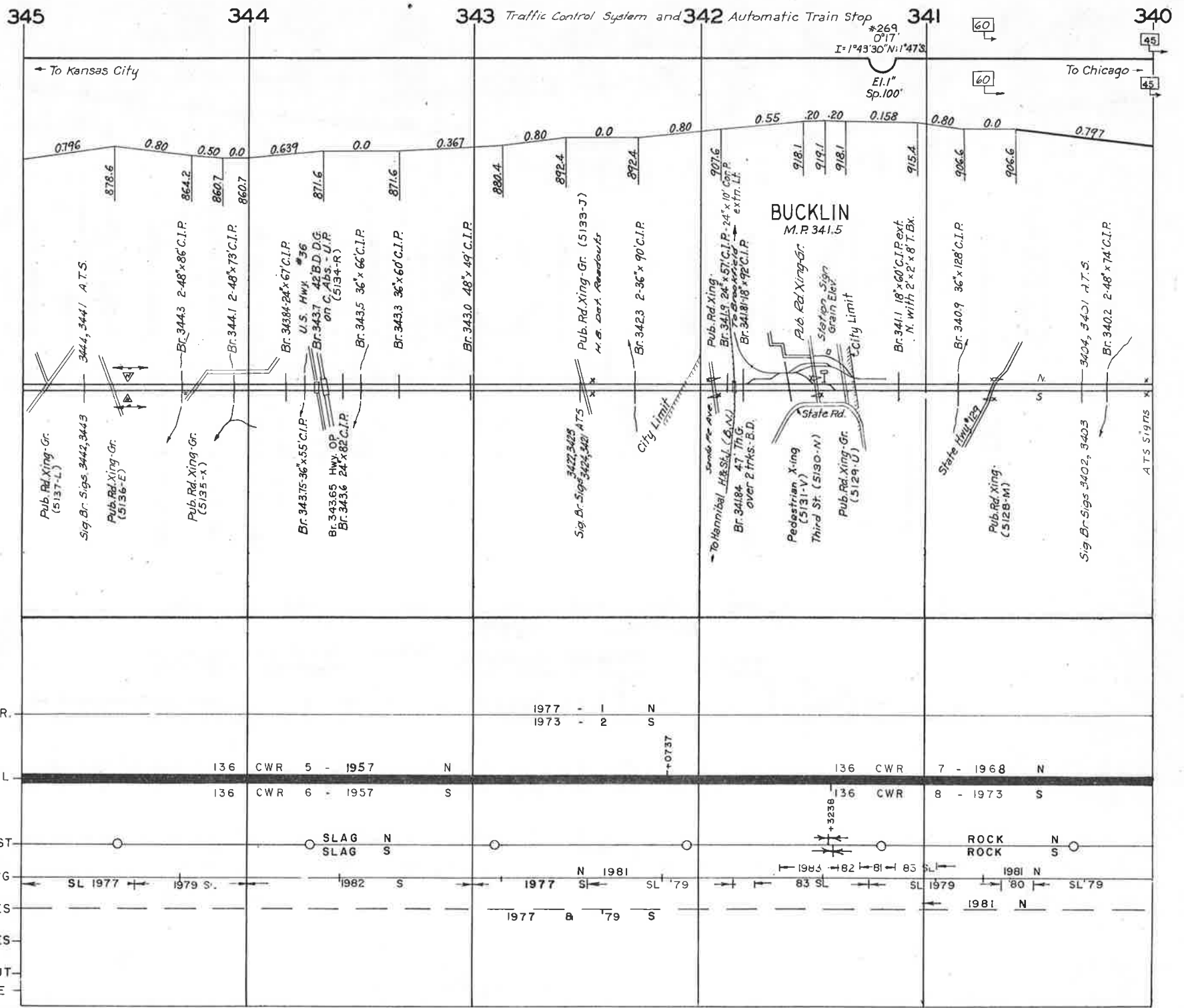
Note: Not to Scale

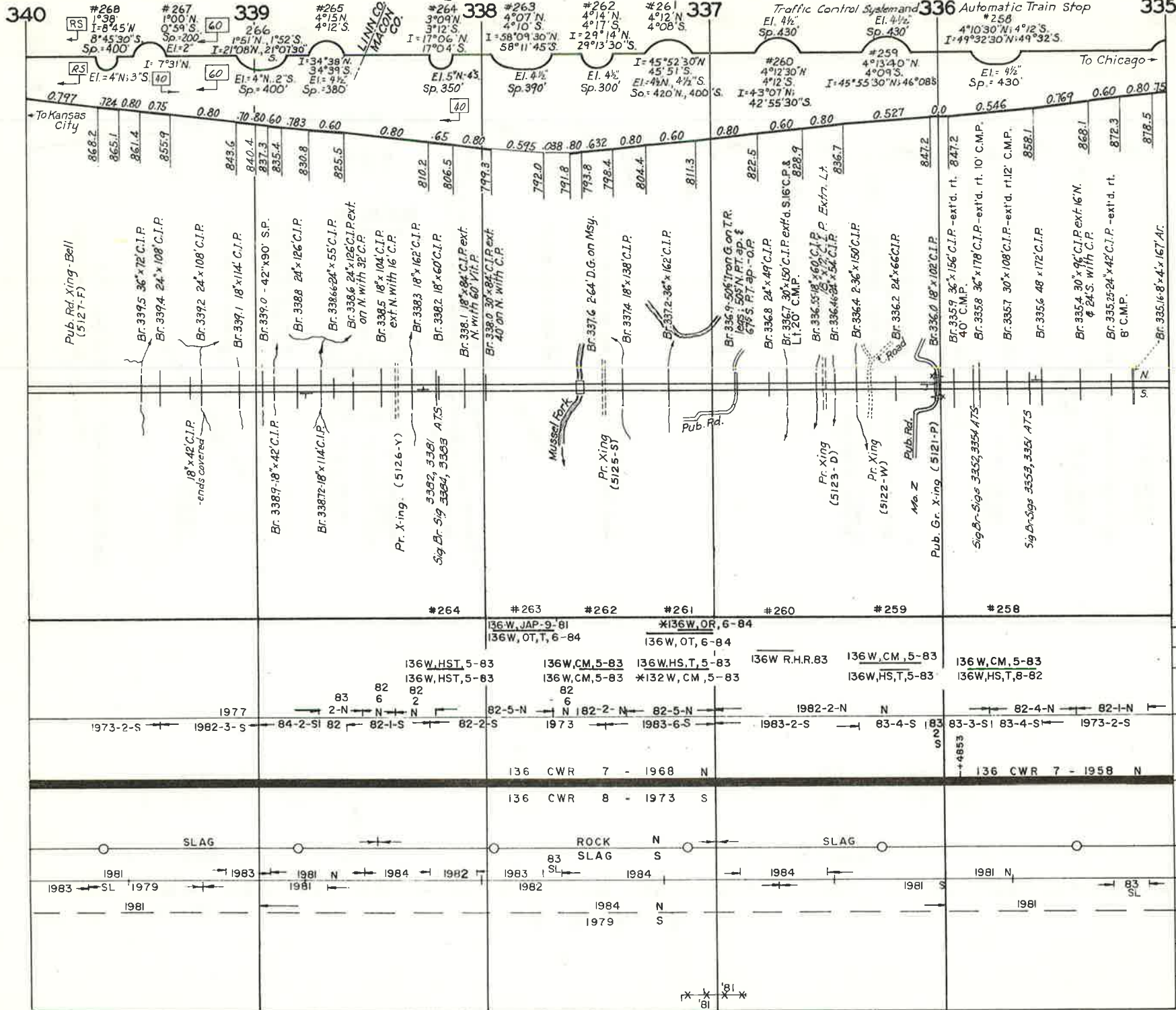
**MARCELINE YARD**

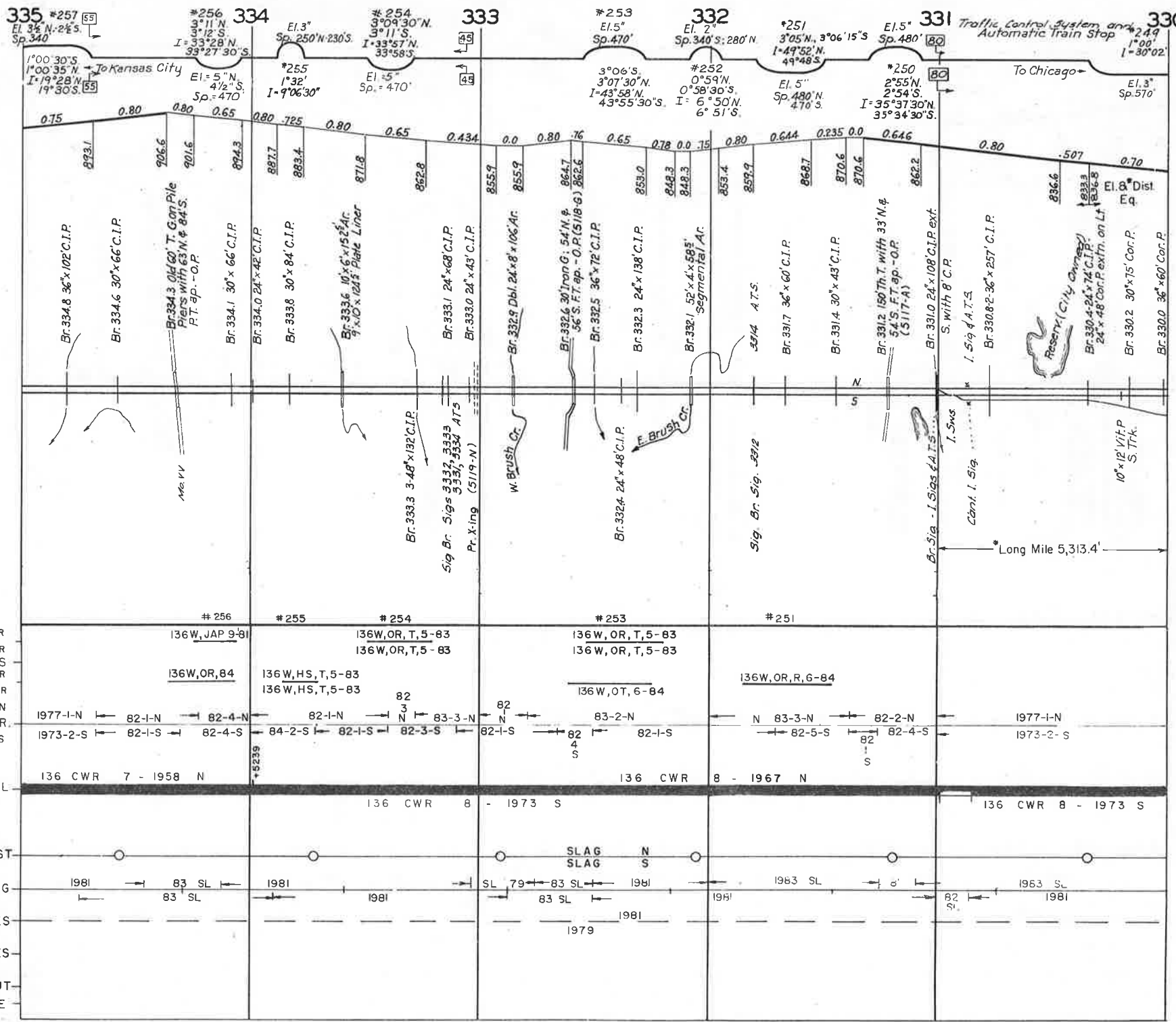
Pr. Xing (5 261 S)  
 Pub. Rd. Xing Gr. (5 262 Y)  
 MARCELINE, MO.  
 Fish Sigs. & Bell

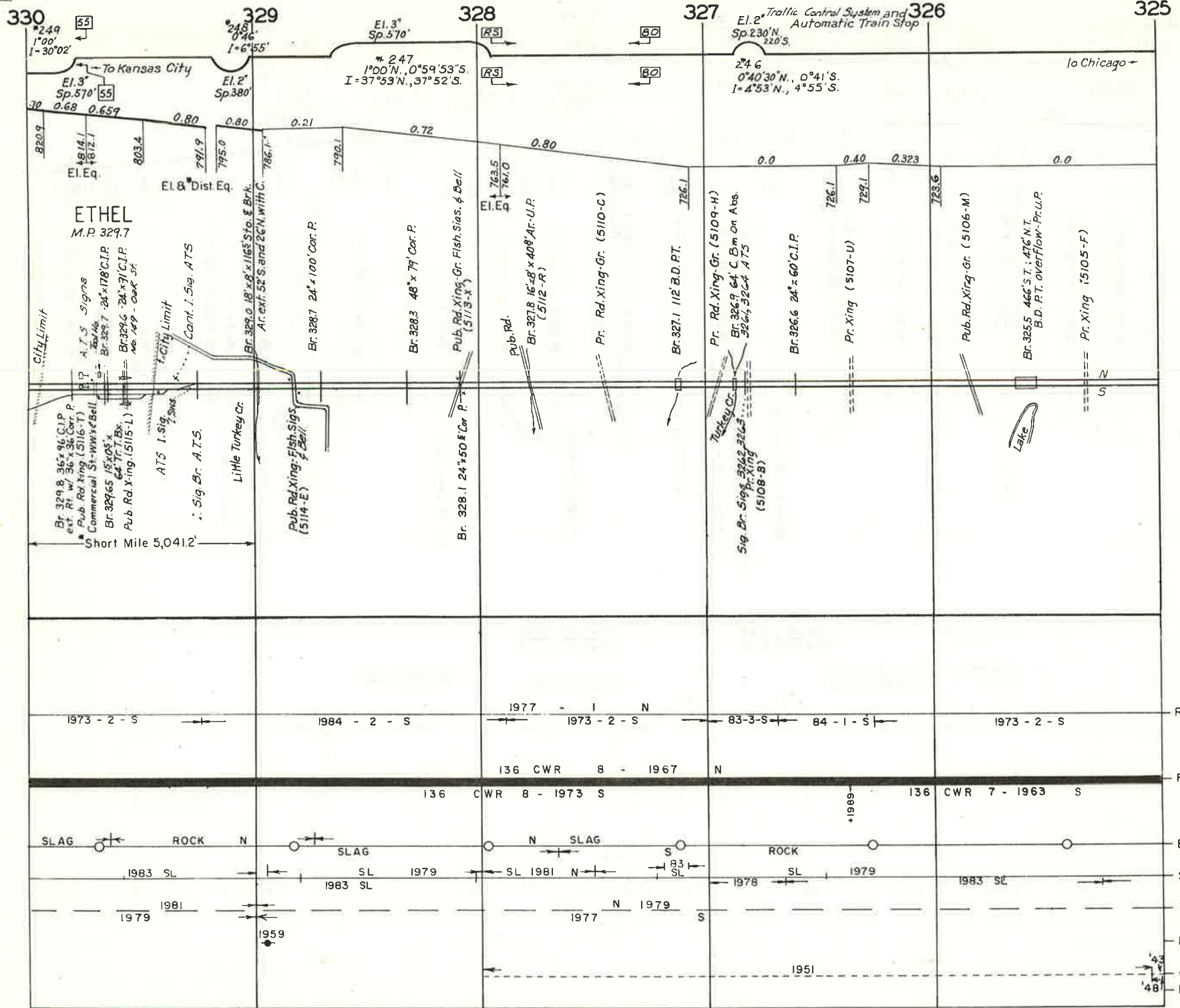


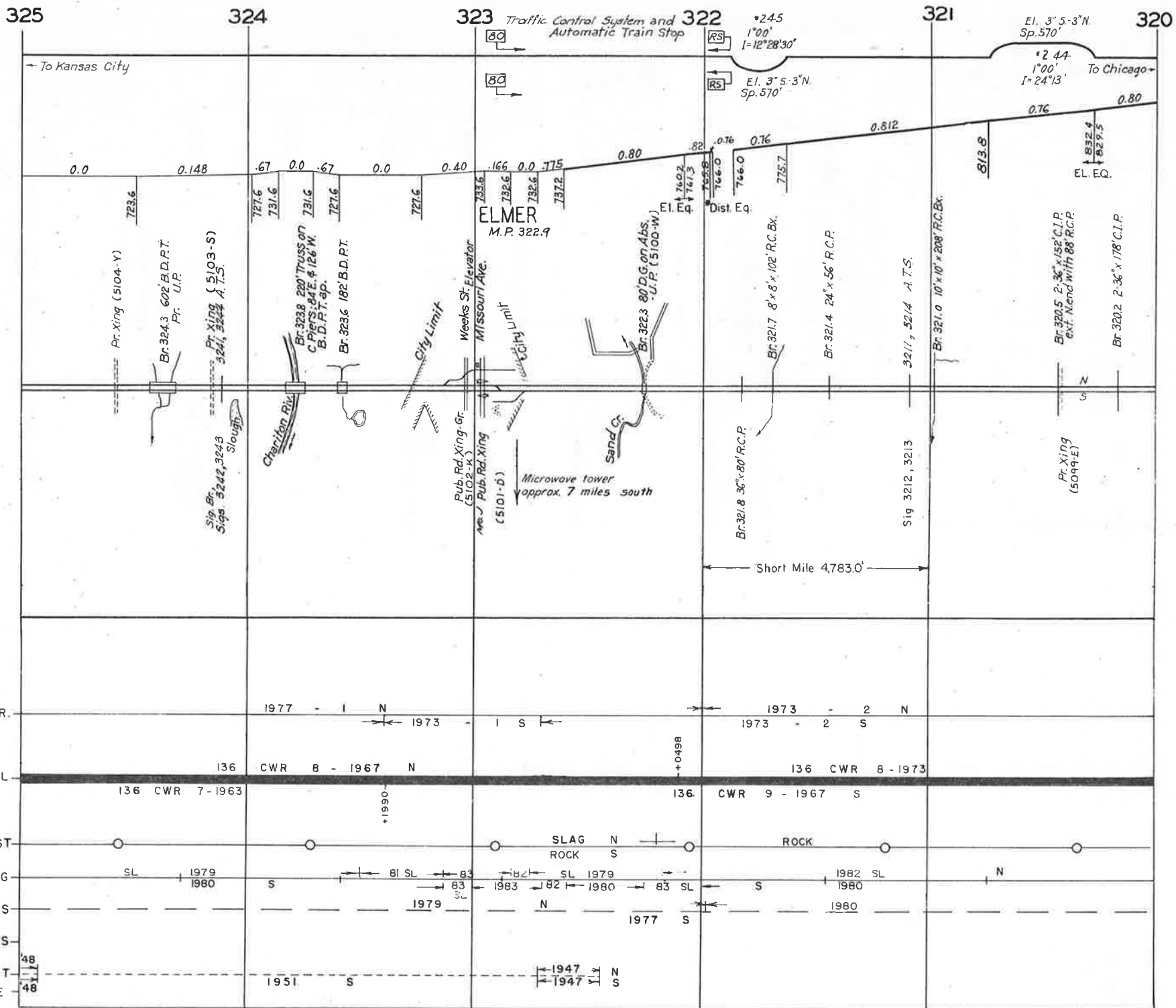


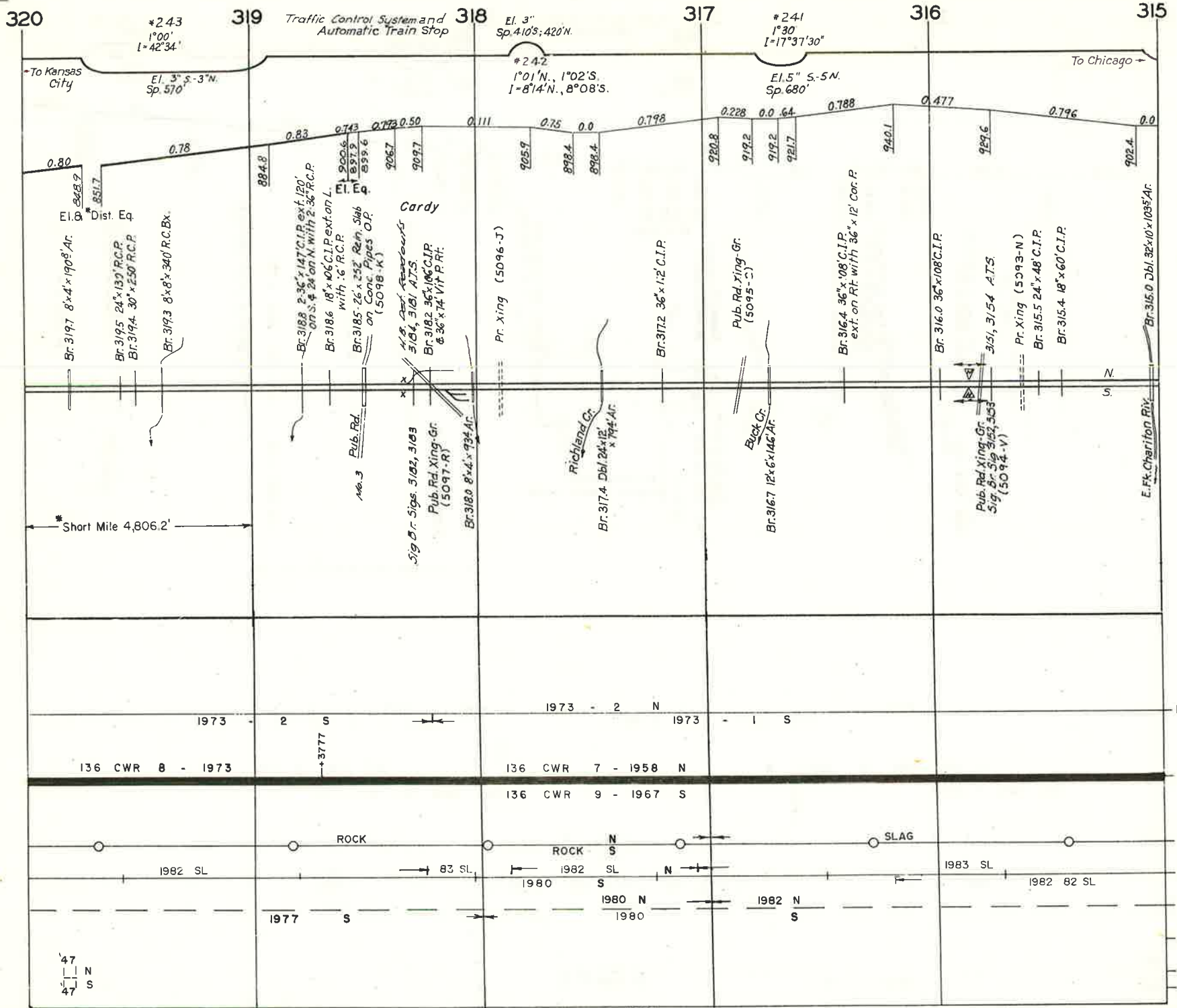






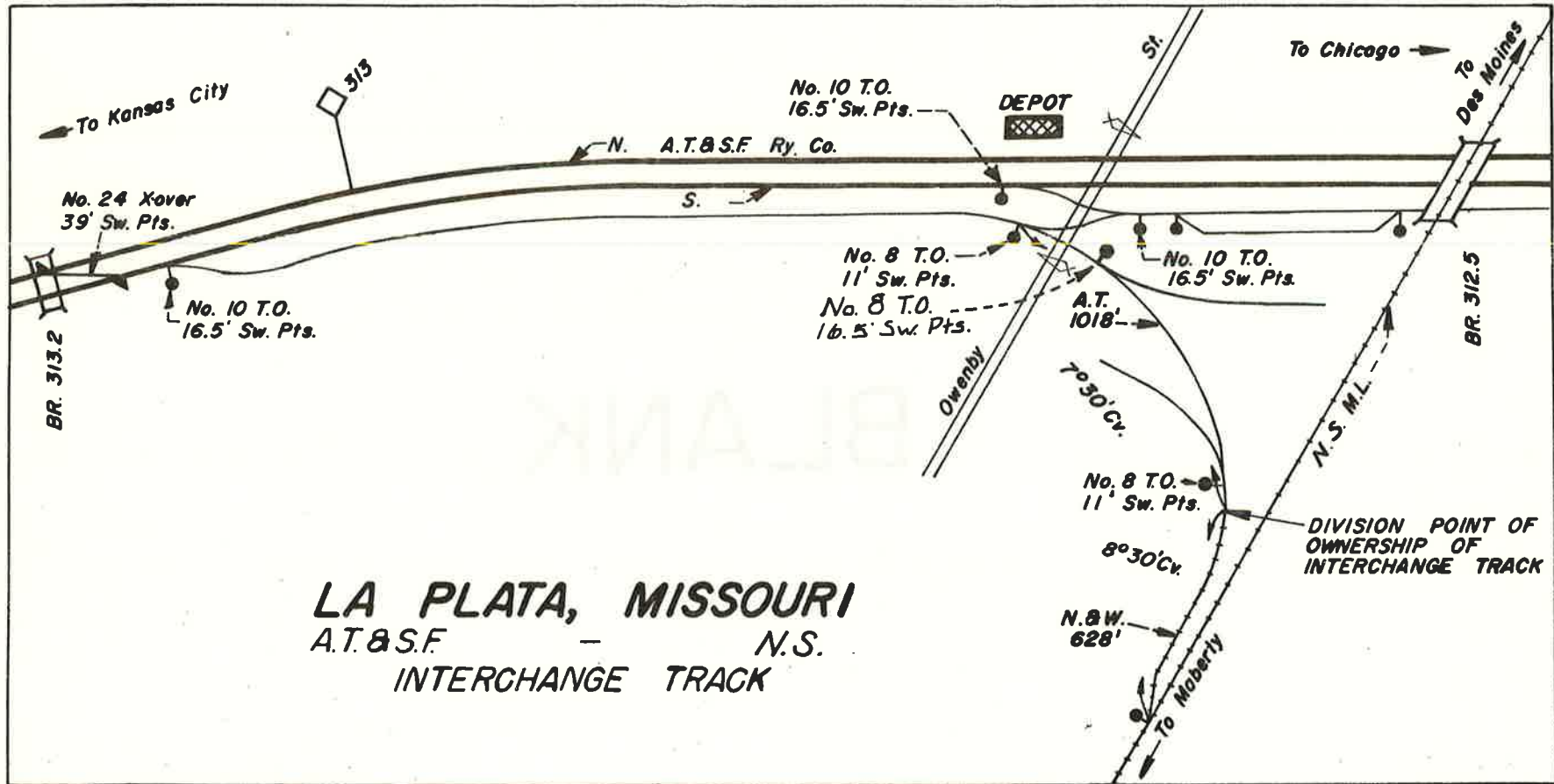




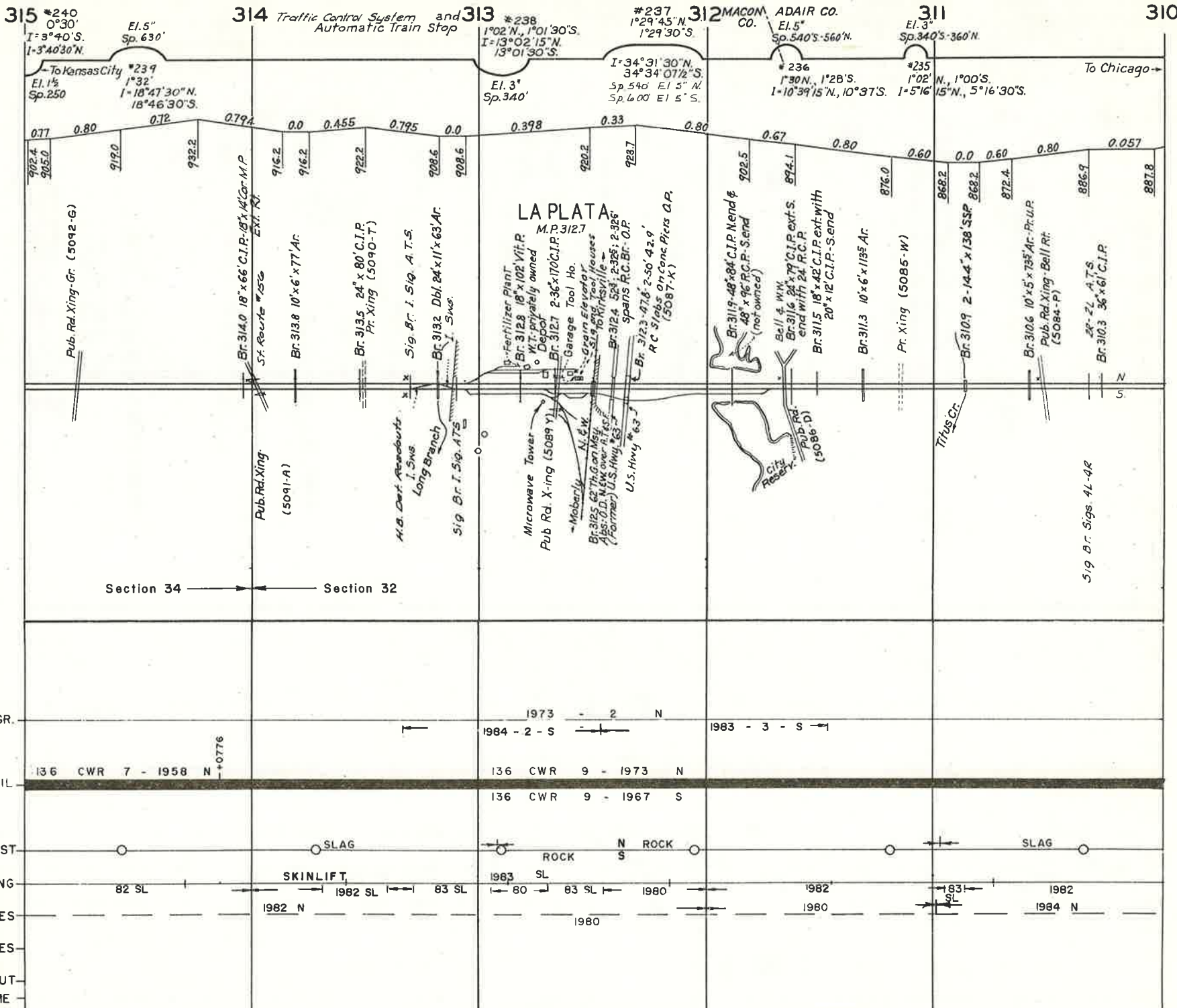


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**LA PLATA, MISSOURI**  
A.T.&S.F. — N.S.  
INTERCHANGE TRACK



Section 34 ← Section 32

RAIL GR.		1973	2	N		1983	3	S
RAIL	136 CWR 7 - 1958 N	136 CWR 9 - 1973 N				136 CWR 9 - 1967 S		
BALLAST		ROCK	N	ROCK		SLAG		
SURFACING	82 SL	1983 SL	83 SL	1980		1982	83 SL	1982
TIES		1982 N		1980		1980		1984 N
POLES								
GROUT								
LIME								

310

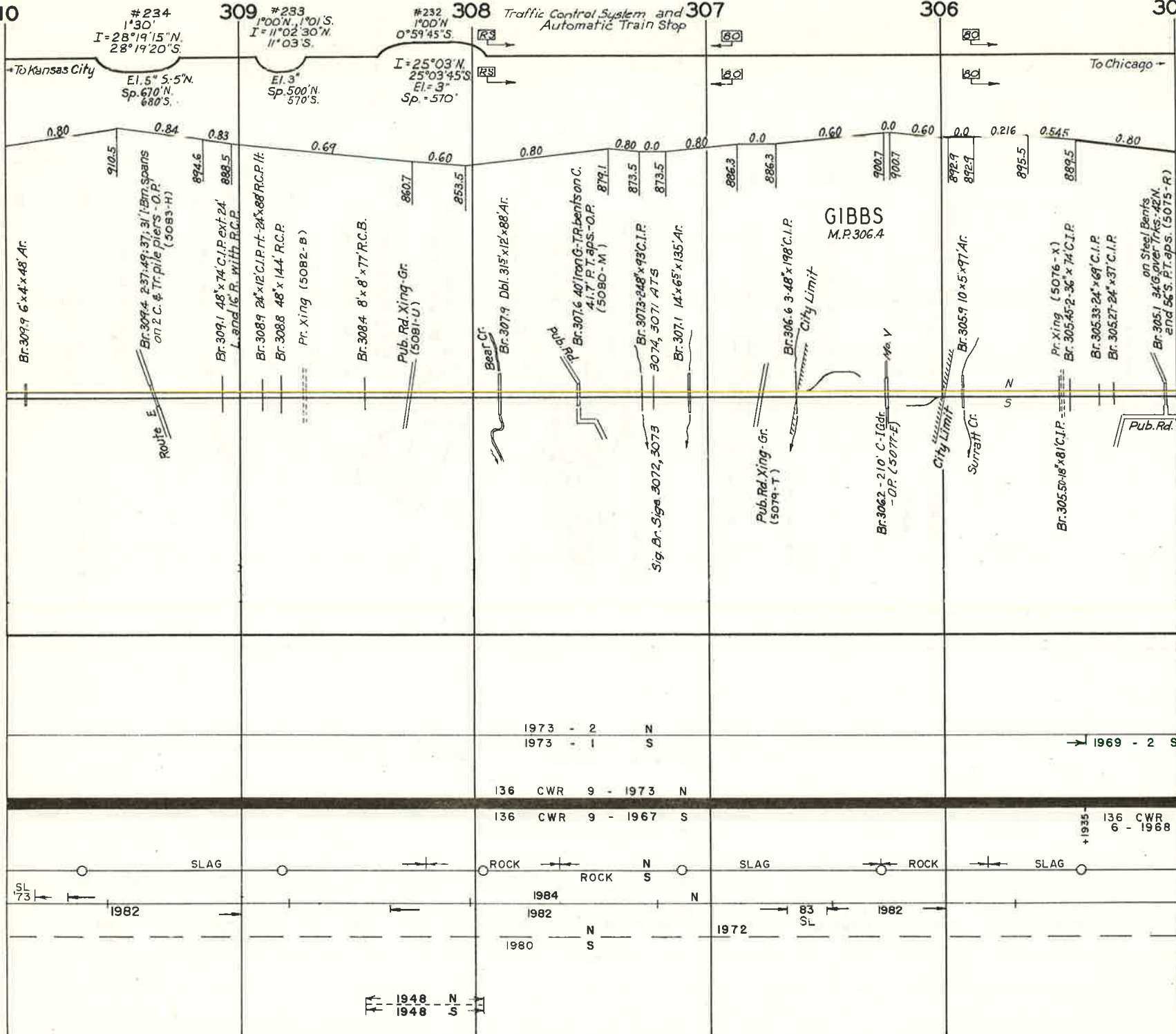
309

308

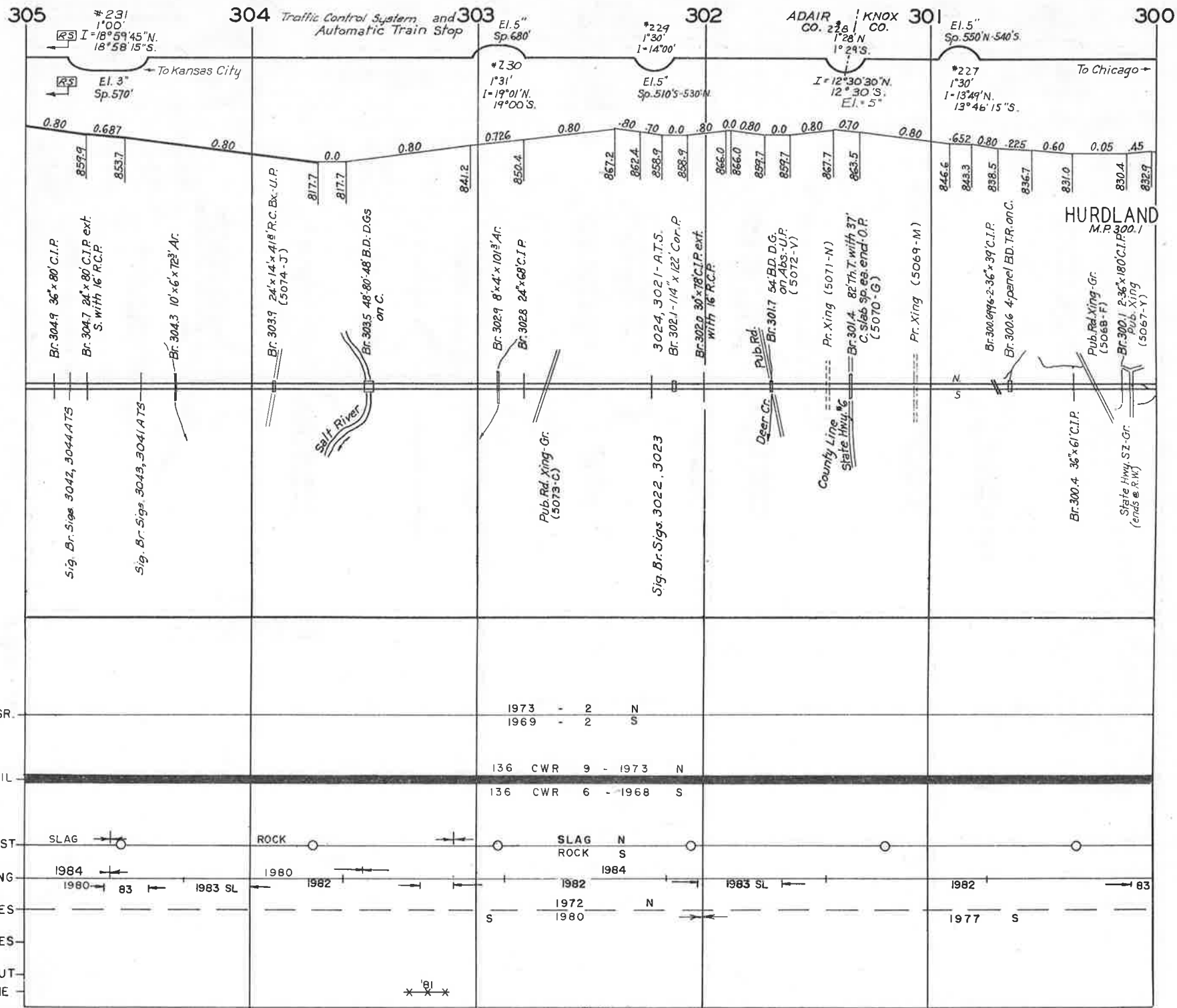
307

306

305



1973 - 2	N	
1973 - 1	S	
136 CWR 9 - 1973	N	
136 CWR 9 - 1967	S	
1969 - 2	S	RAIL GR.
136 CWR 6 - 1968	S	RAIL
SLAG		BALLAST
ROCK		BALLAST
1982		SURFACING
1984	N	
1982		
1980	N	TIES
	S	
1972		
83 SL		
1982		
1948	N	POLES
1948	S	
		GROUT
		LIME



300

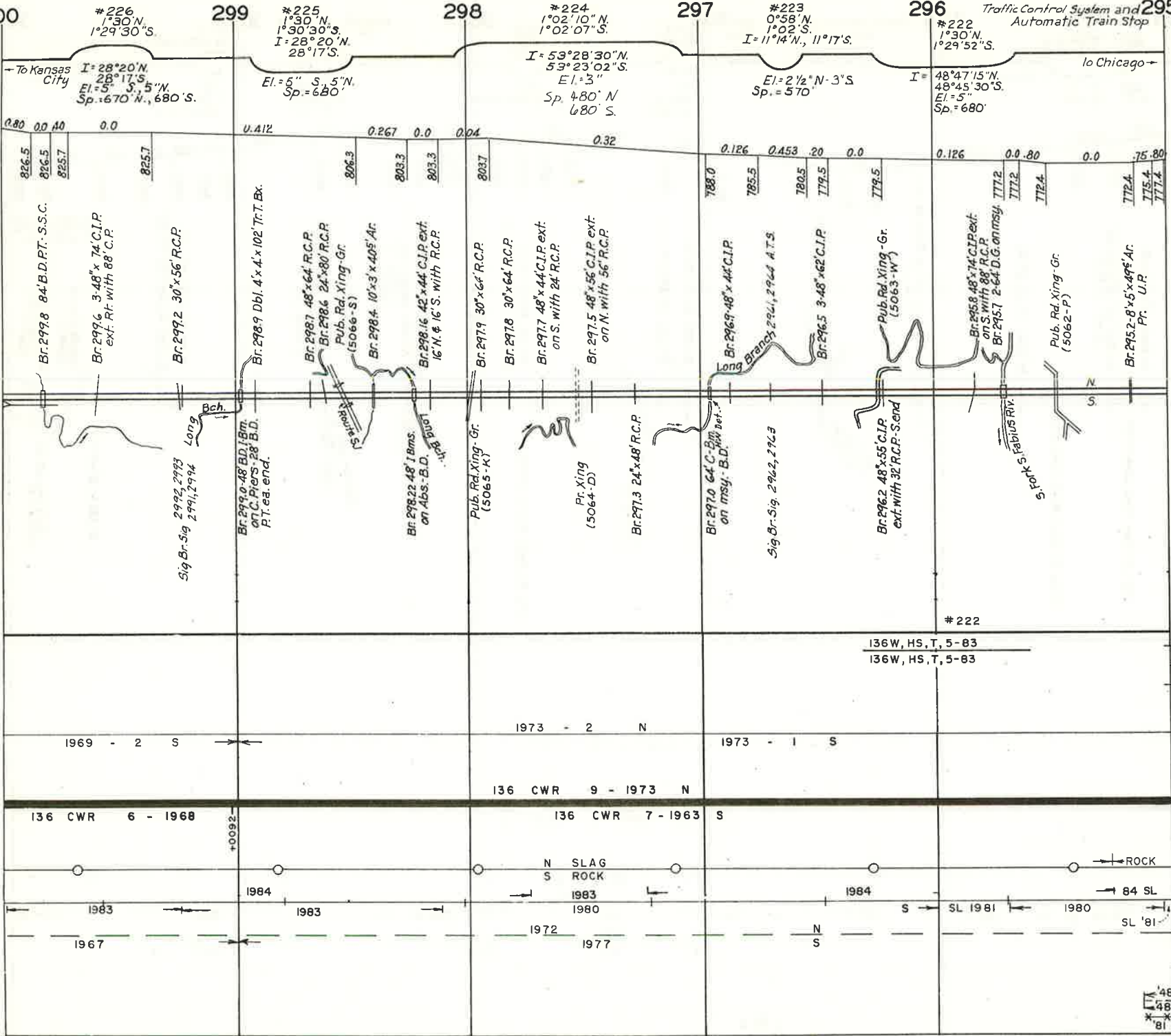
299

298

297

296

295



Traffic Control System and Automatic Train Stop

- To Kansas City

to Chicago ->

136 W, HS, T, 5-83

136 W, HS, T, 5-83

No. Trk. NR SR  
CURVES  
So. Trk. NR SR

RAIL GR:

RAIL

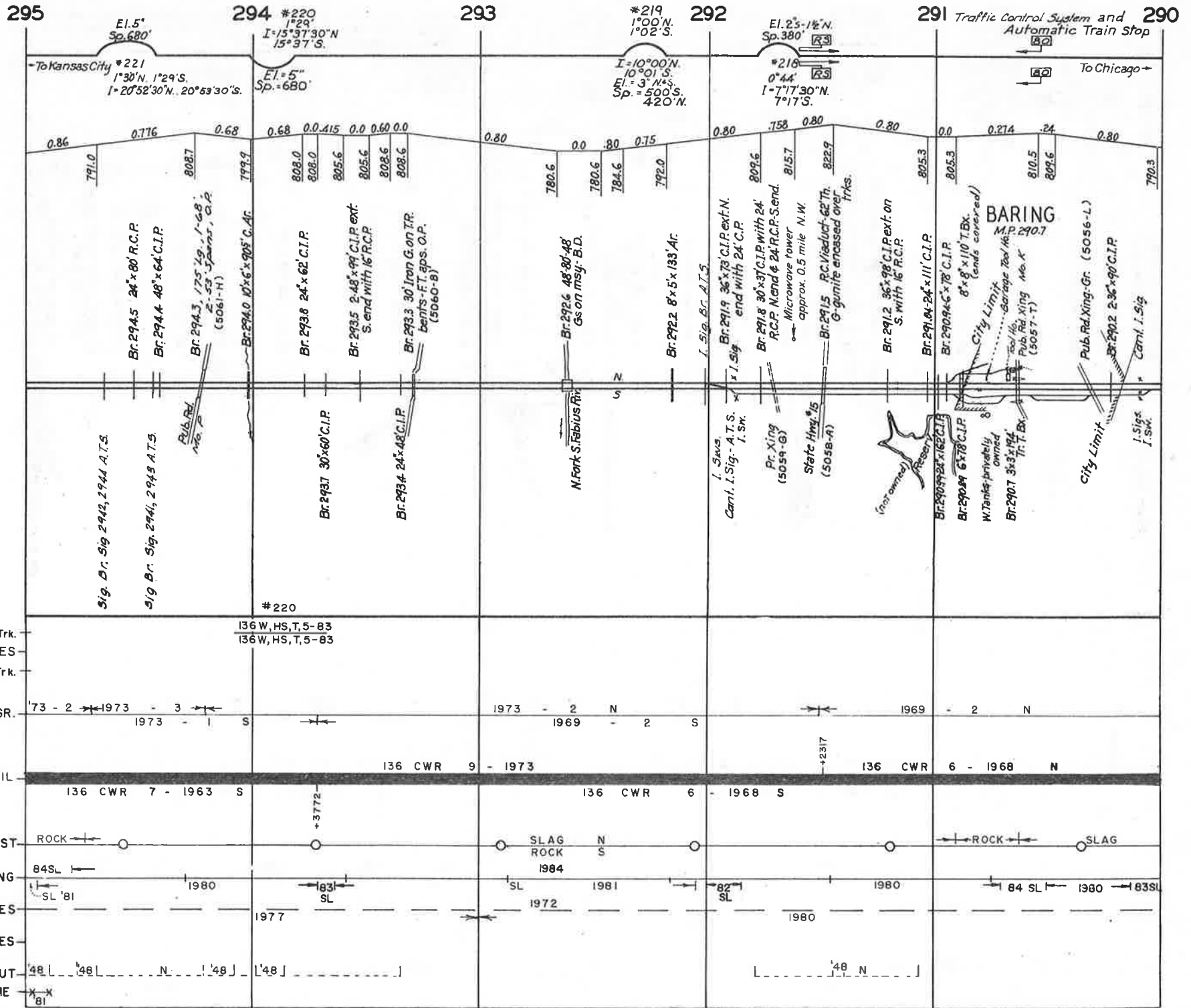
BALLAST

SURFACING

TIES

POLES

GROUT  
LIME



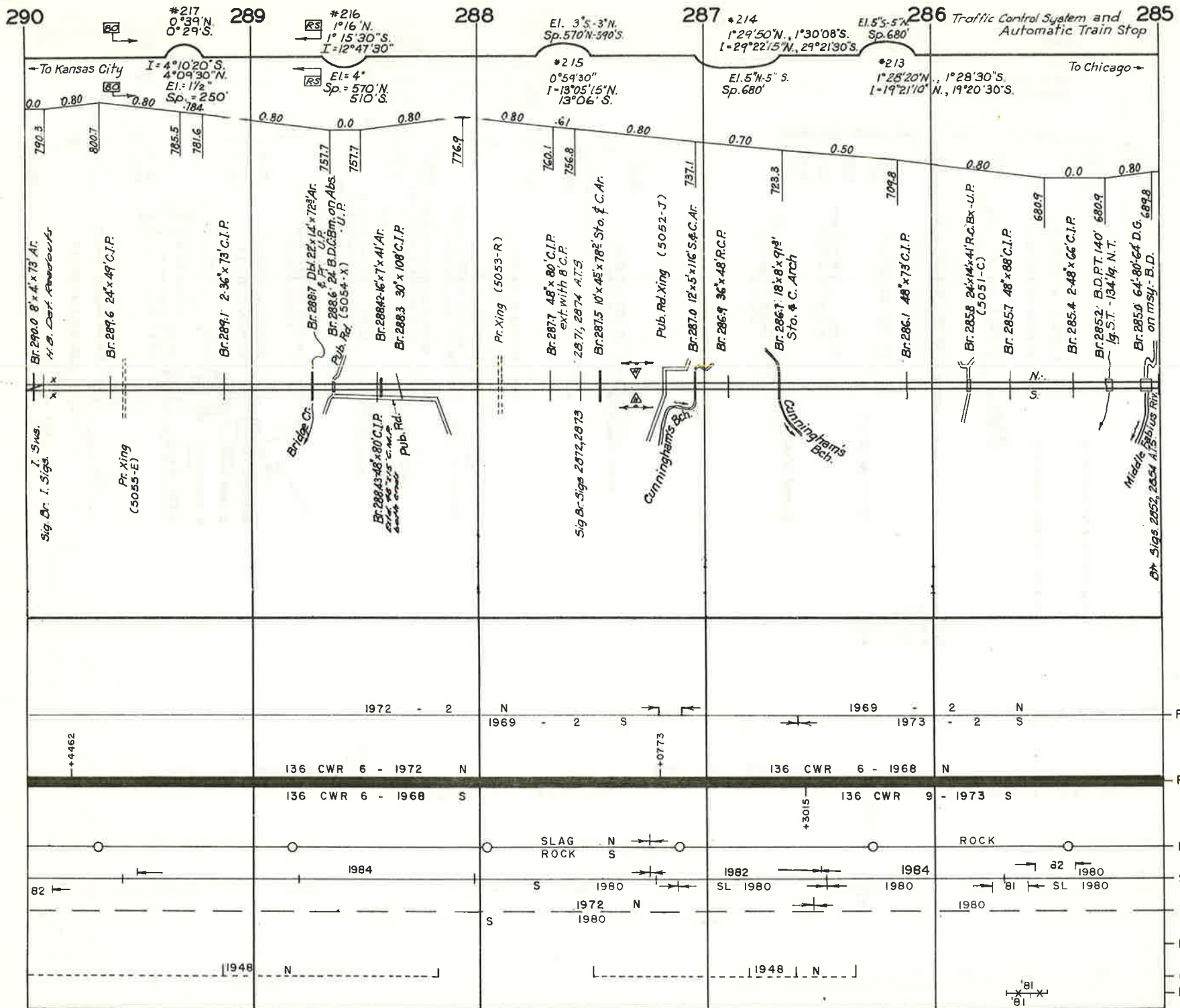
NR No. Trk.  
 SR CURVES  
 NR So. Trk.  
 RAIL GR.  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 POLES  
 GROUT  
 LIME

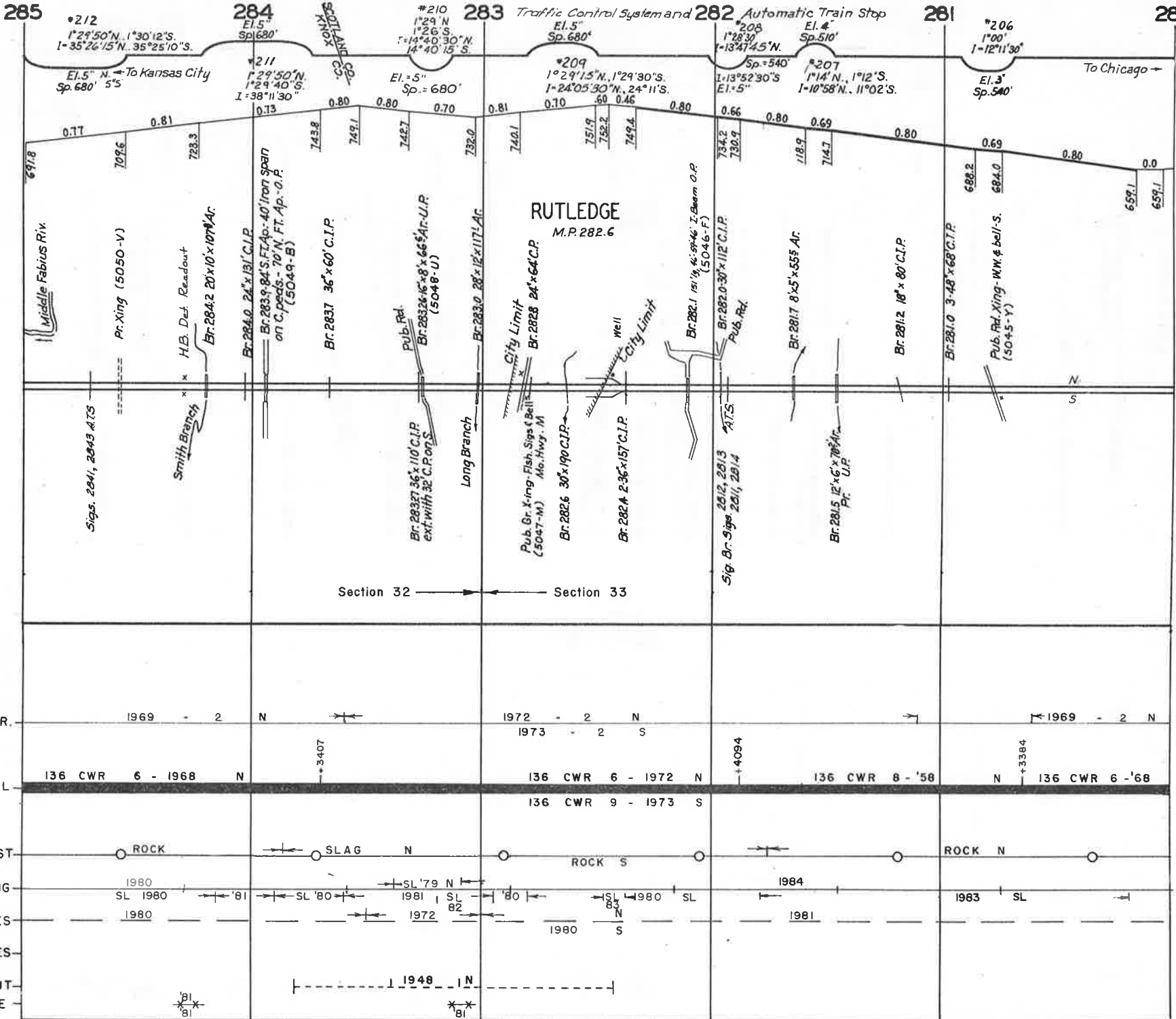
#220  
 136 W, HS, T, 5-83  
 136 W, HS, T, 5-83

136 CWR 9 - 1973

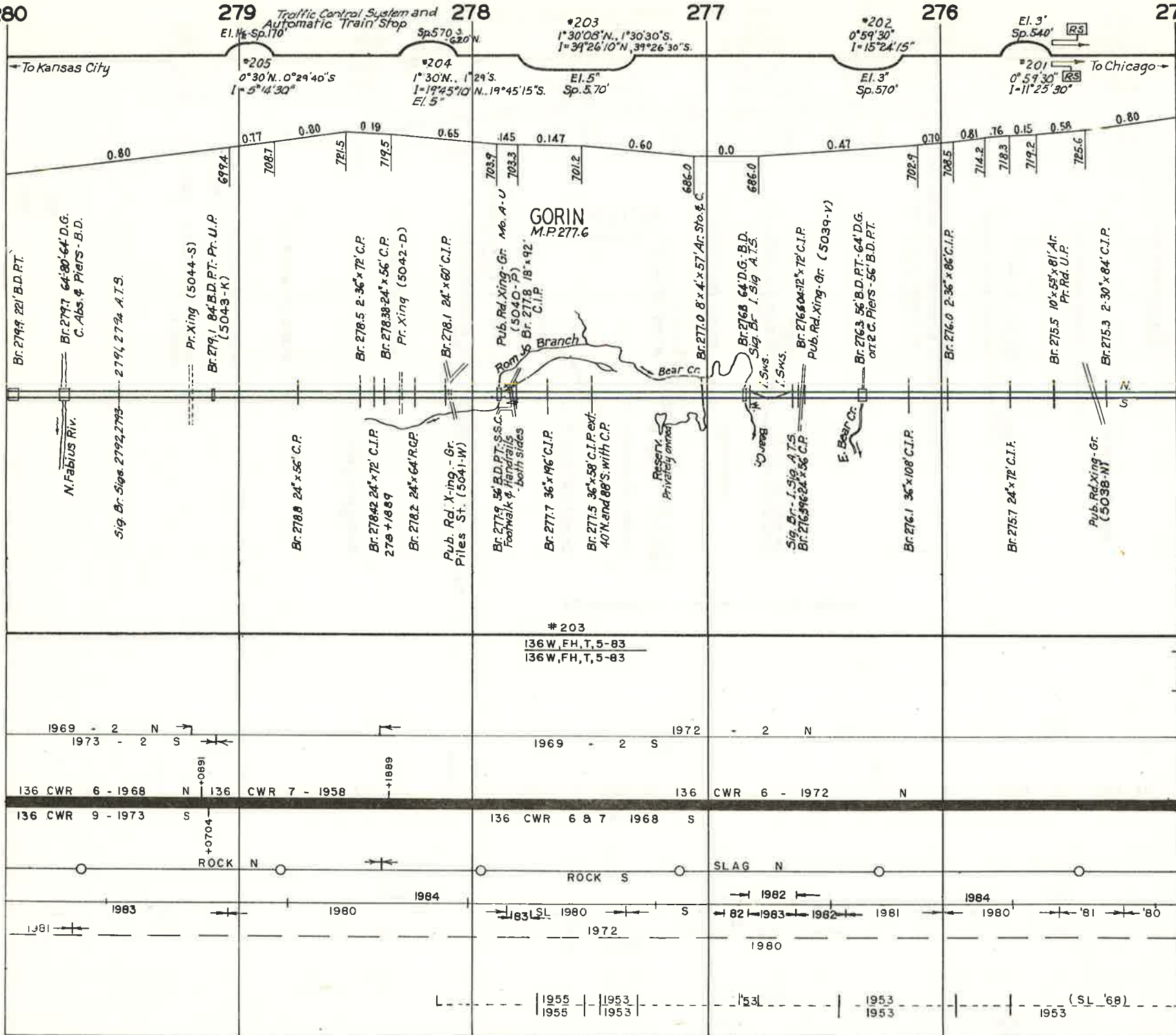
136 CWR 6 - 1968 S

136 CWR 6 - 1968 N

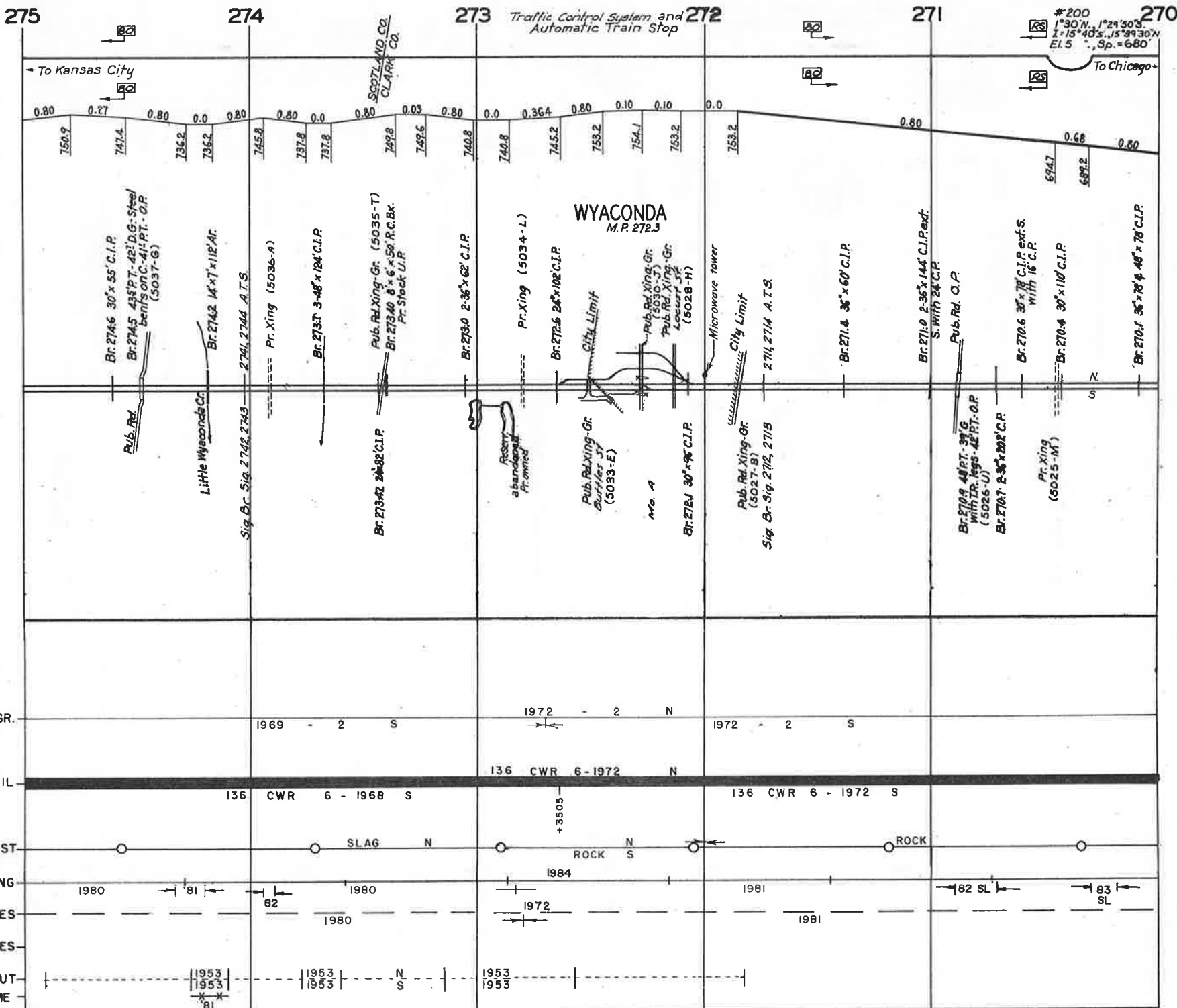








- No. Trk. NR
- SR
- CURVES
- So. Trk. NR
- SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME



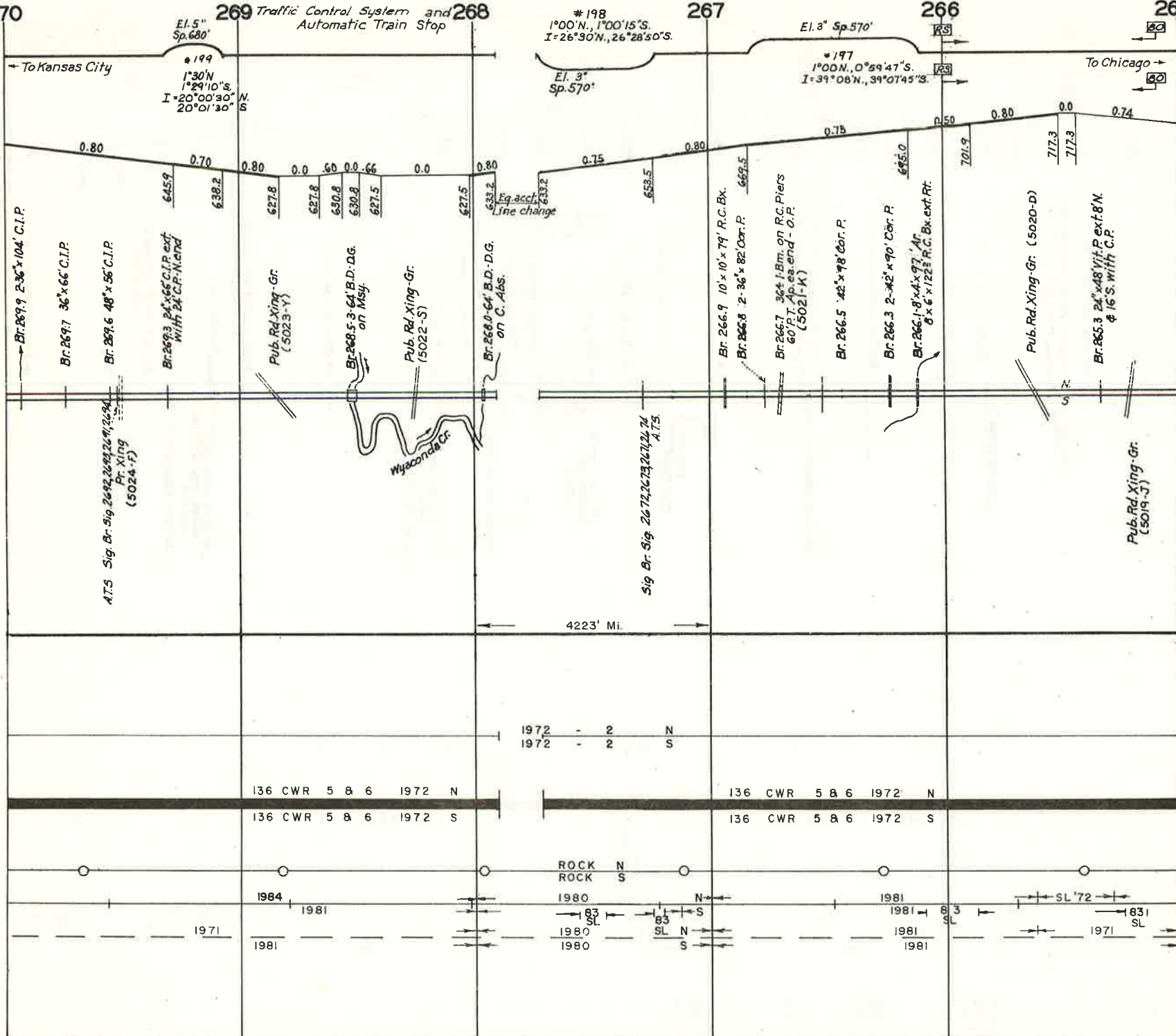
270

269 Traffic Control System and Automatic Train Stop 268

267

266

265



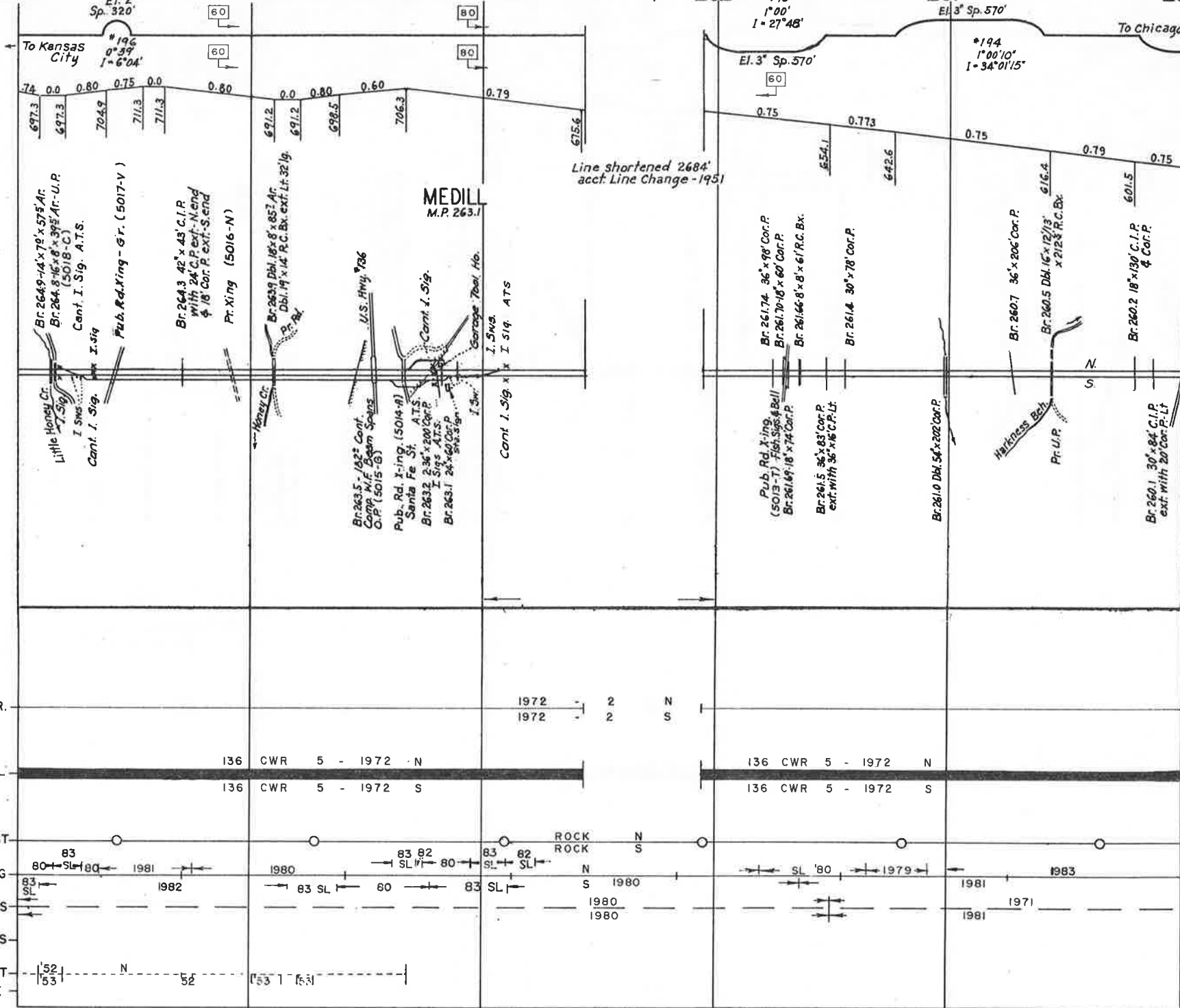
265

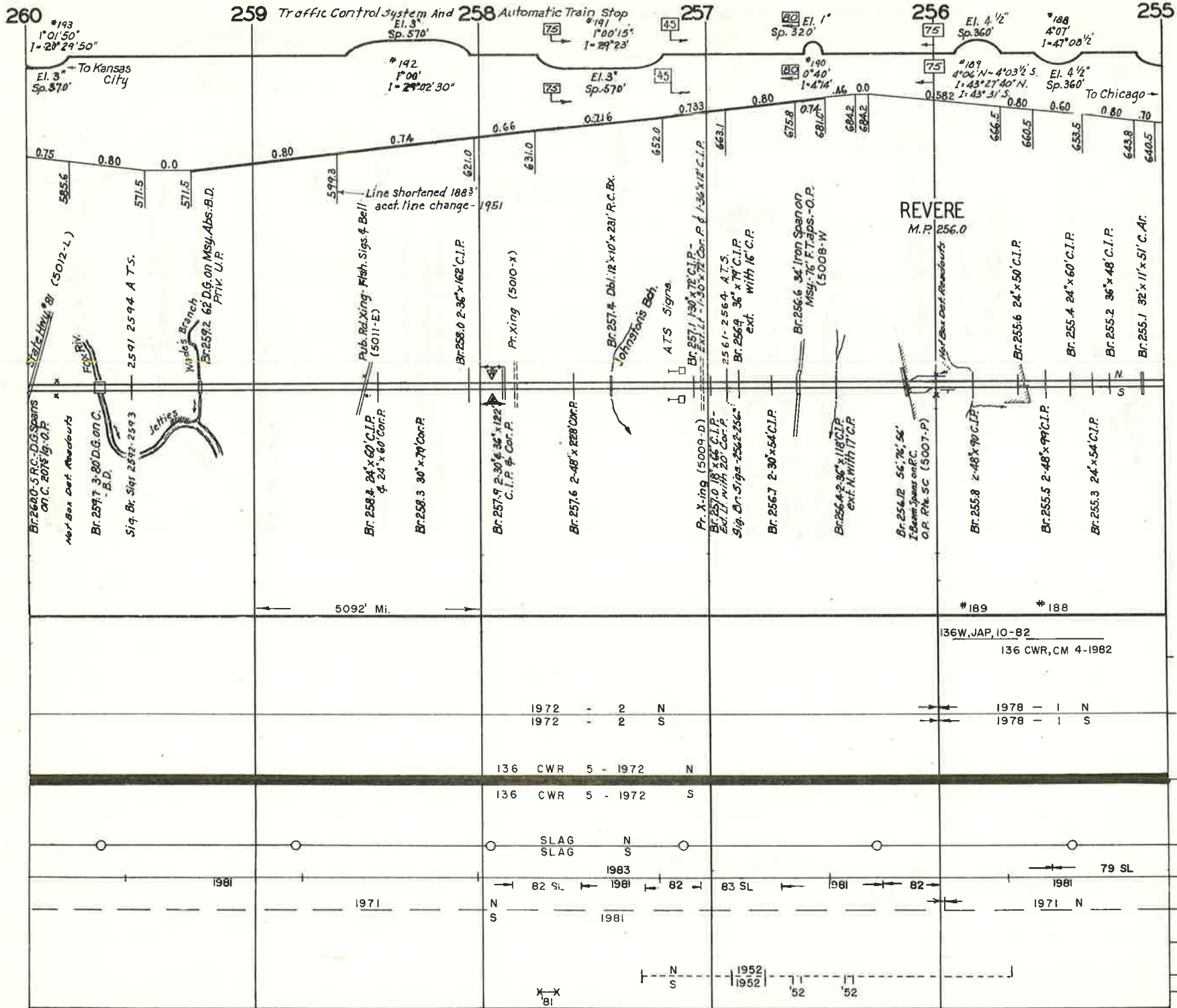
264 Traffic Control System and 263 Automatic Train Stop

262

261

260



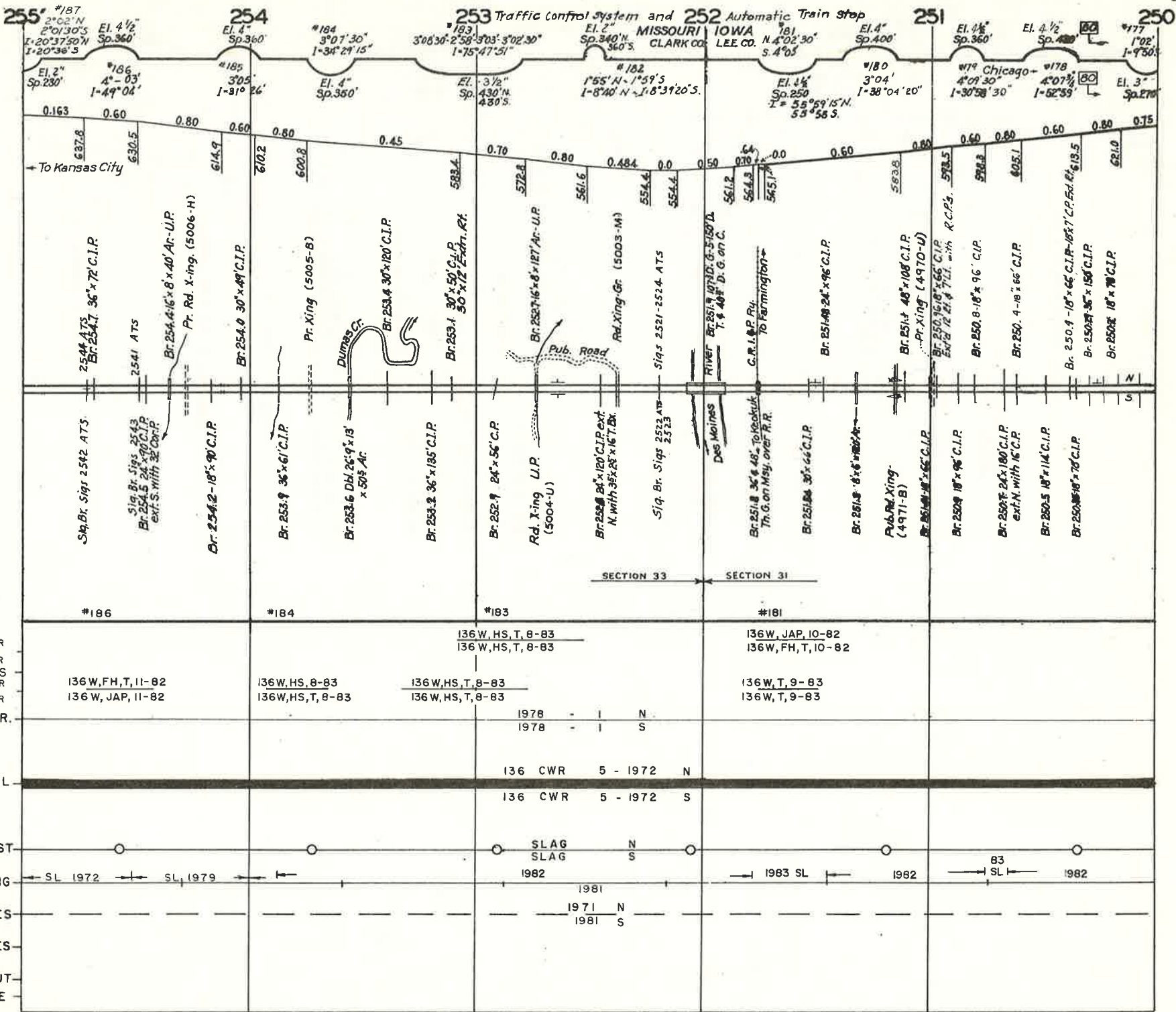


5092' Mi.

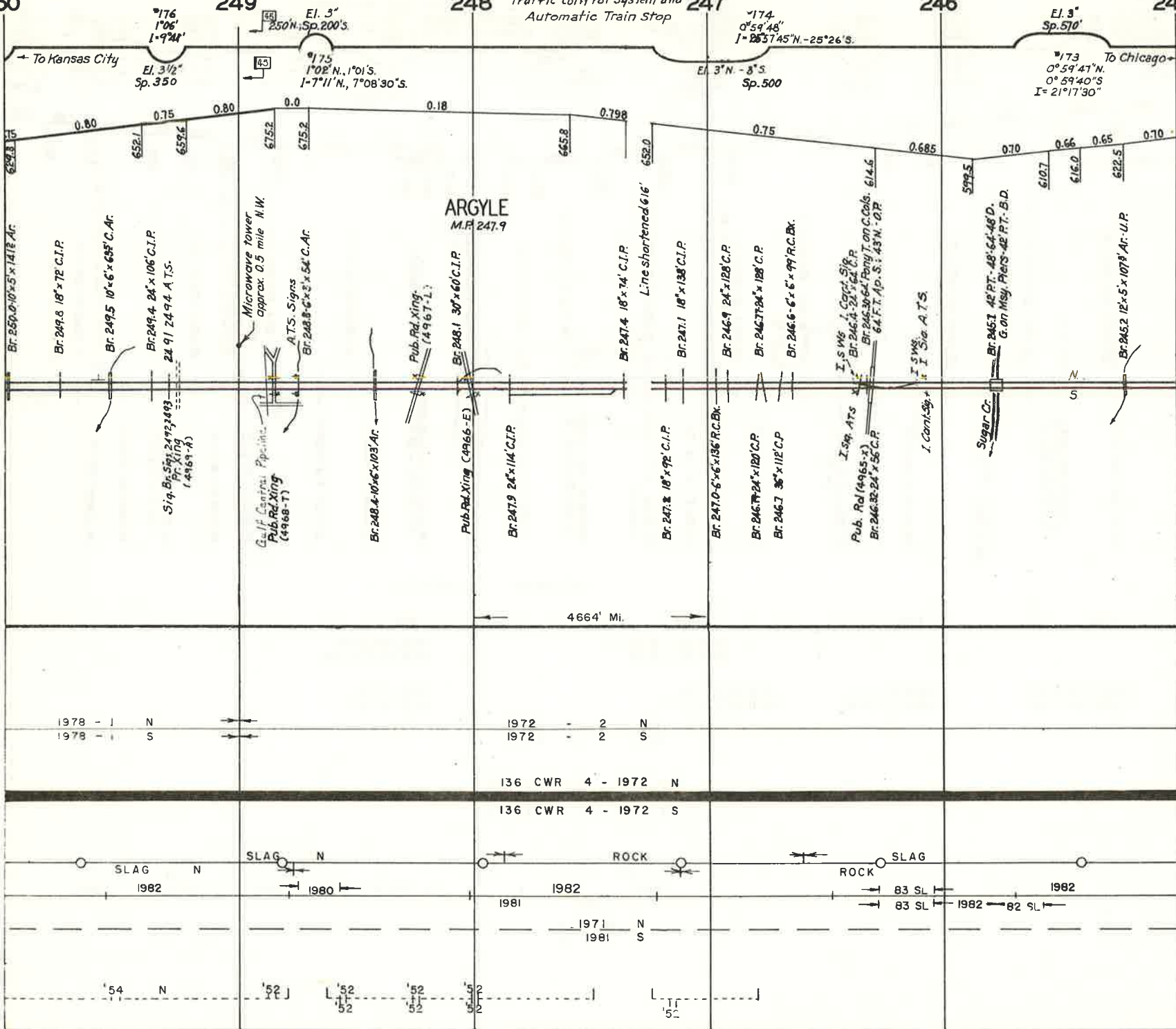
REVERE  
M.P. 256.0

#189  
#188  
136W, JAP, 10-82  
136 CWR, CM 4-1982

- N. TRK NR
- SR
- CURVES NR
- S. TRK NR
- SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME



NR			136 W, HS, T, 8-83		136 W, JAP, 10-82
SR			136 W, HS, T, 8-83		136 W, FH, T, 10-82
CURVES					
NR	136 W, FH, T, 11-82	136 W, HS, 8-83	136 W, HS, T, 8-83		136 W, T, 9-83
SR	136 W, JAP, 11-82	136 W, HS, T, 8-83	136 W, HS, T, 8-83		136 W, T, 9-83
RAIL GR.			1978 - I N		
			1978 - I S		
RAIL			136 CWR 5 - 1972 N		
			136 CWR 5 - 1972 S		
BALLAST			SLAG N		
			SLAG S		
SURFACING	SL 1972	SL 1979	1982	1983 SL	1982
TIES			1971 N		
			1981 S		
POLES					
GROUT					
LIME					



4664' Mi.

1978 - I N  
 1978 - I S

1972 - 2 N  
 1972 - 2 S

136 CWR 4 - 1972 N  
 136 CWR 4 - 1972 S

SLAG N      SLAG N      ROCK      ROCK      SLAG

1982      1980      1981      1982      83 SL      83 SL      1982      82 SL

1971 N  
 1981 S

'54 N      '52      '52      '52      '52      '52      '52      '52

RAIL GR.  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 POLES  
 GROUT  
 LIME

245

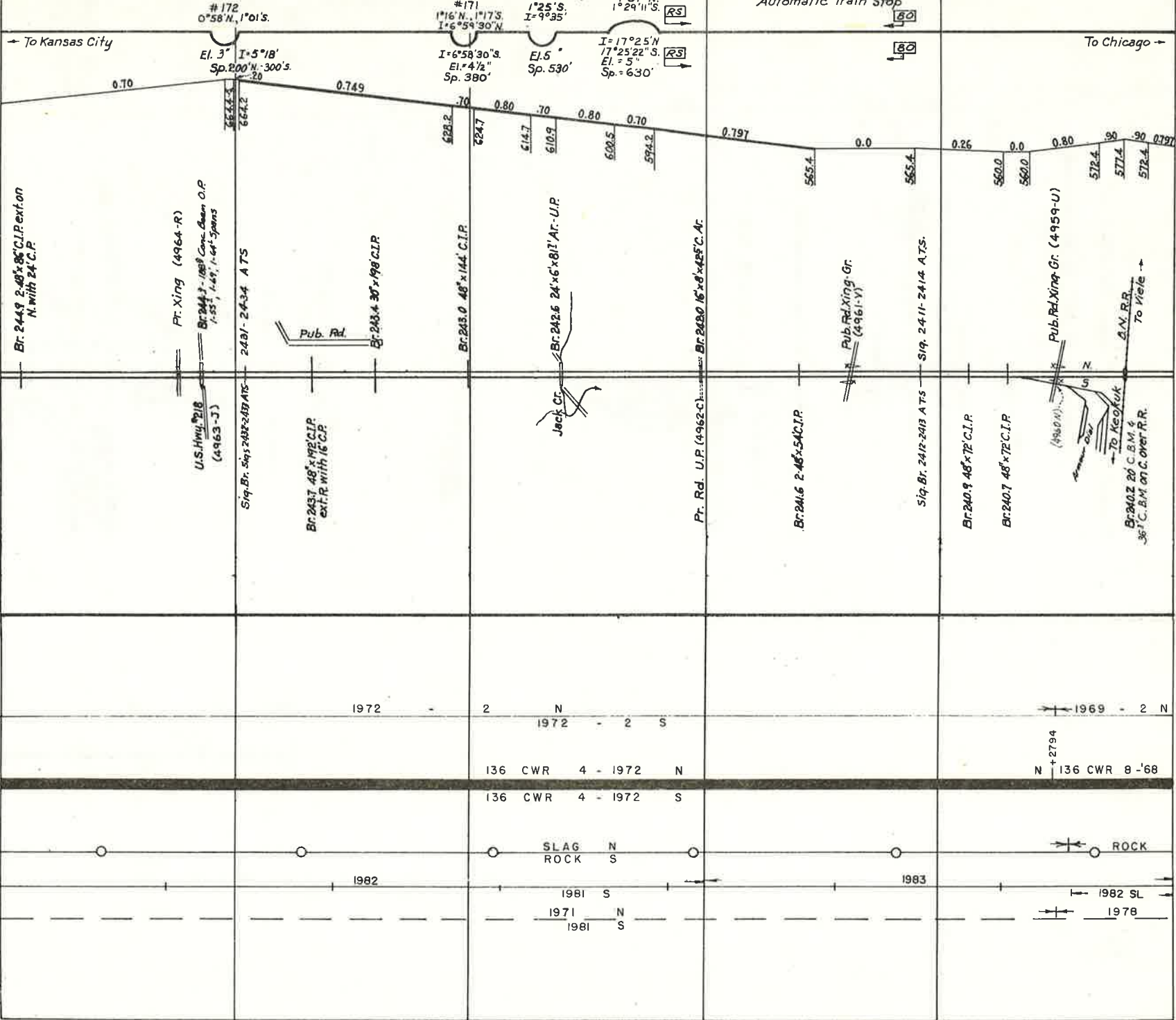
244

243

242

241

240



RAIL GR.	1972	2	N	1972	2	S	1969	2	N
RAIL		136 CWR	4 - 1972	N		136 CWR	8 - '68		
BALLAST			SLAG	N			ROCK		
SURFACING	1982		ROCK	S					
TIES			1981	S			1982	SL	
POLES			1971	N			1978		
GROUT			1981	S					
LIME									



240

239

238

237

236

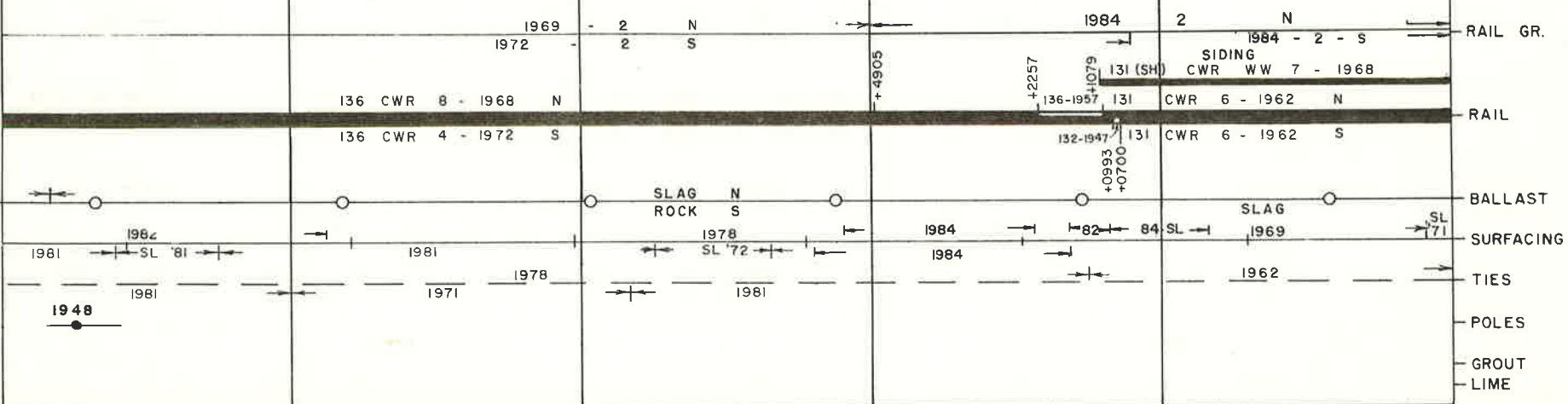
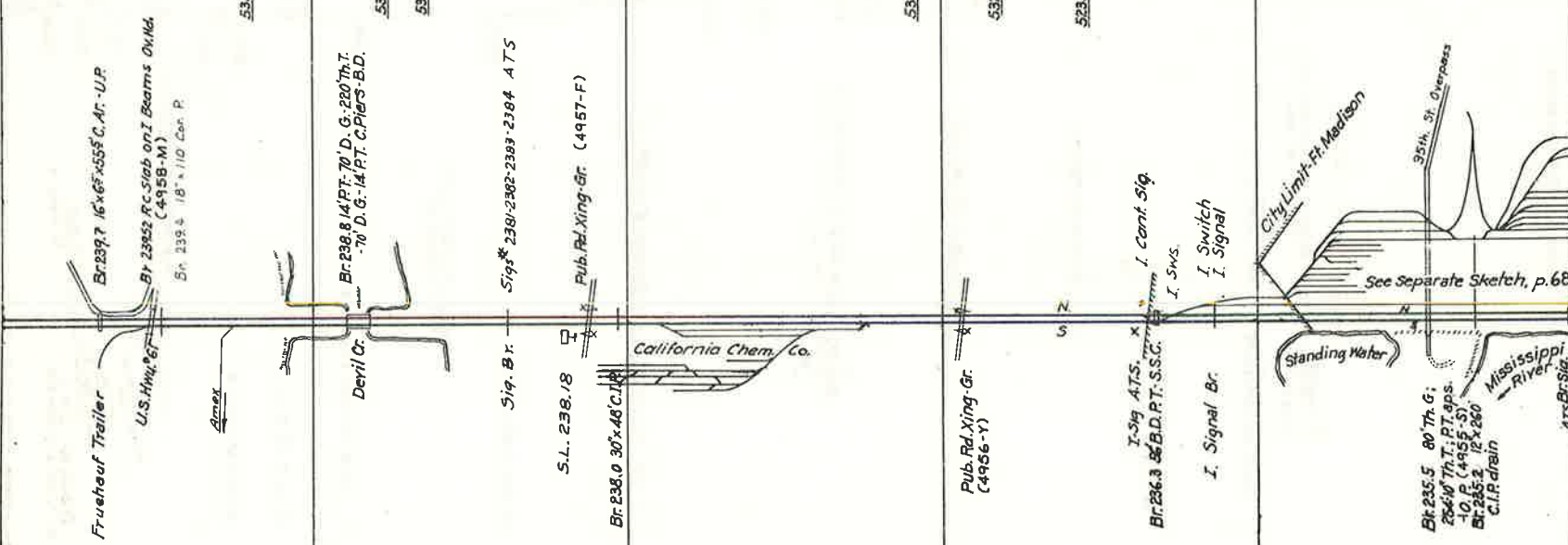
235

Automatic Train Stop And Traffic Control System

To Kansas City

To Chicago

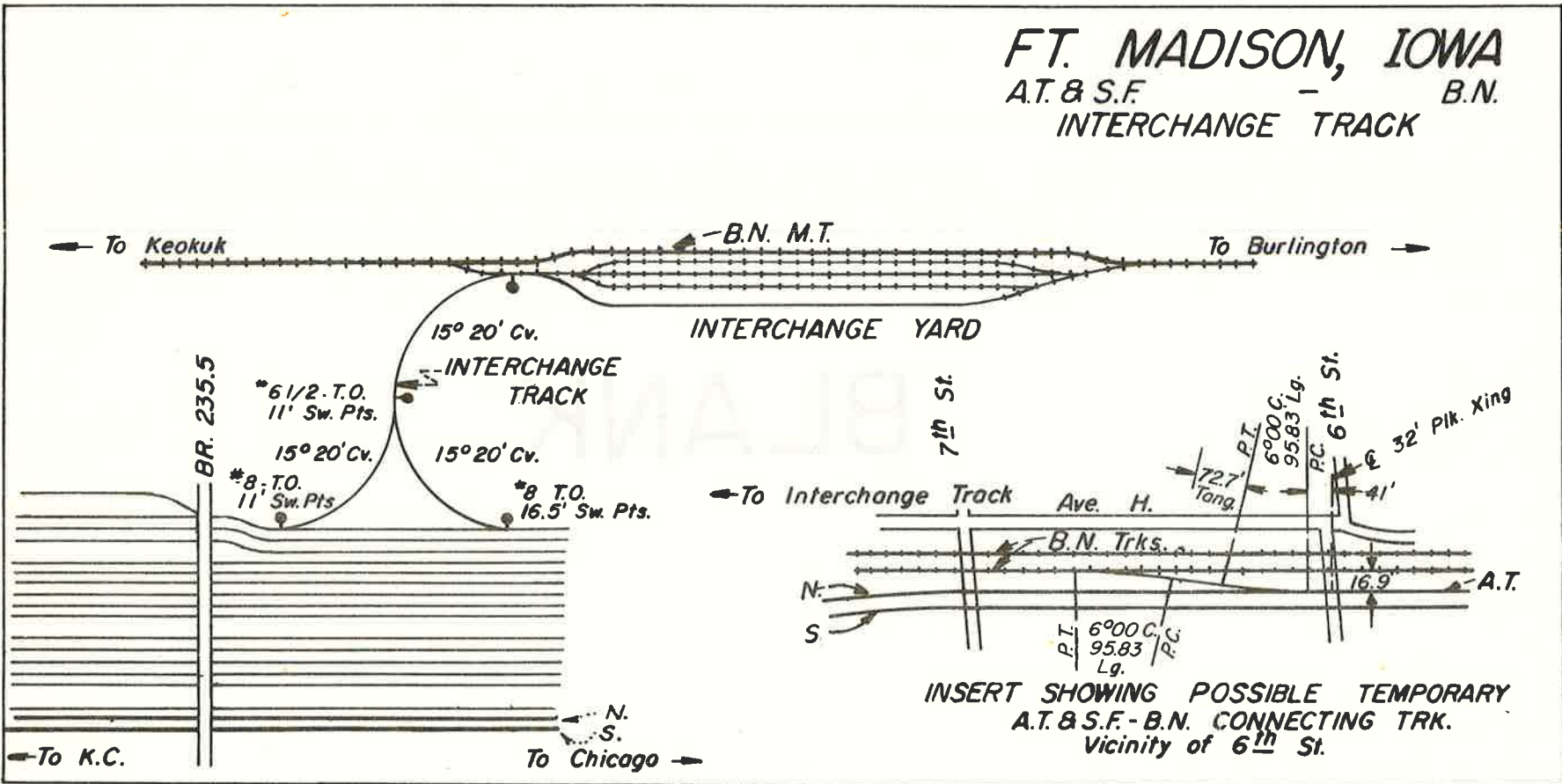
0.797 0.0 0.37 534.0 534.4 0.05 535.5 0.74 0.60 533.1 533.4 0.0



BLANK

# FT. MADISON, IOWA

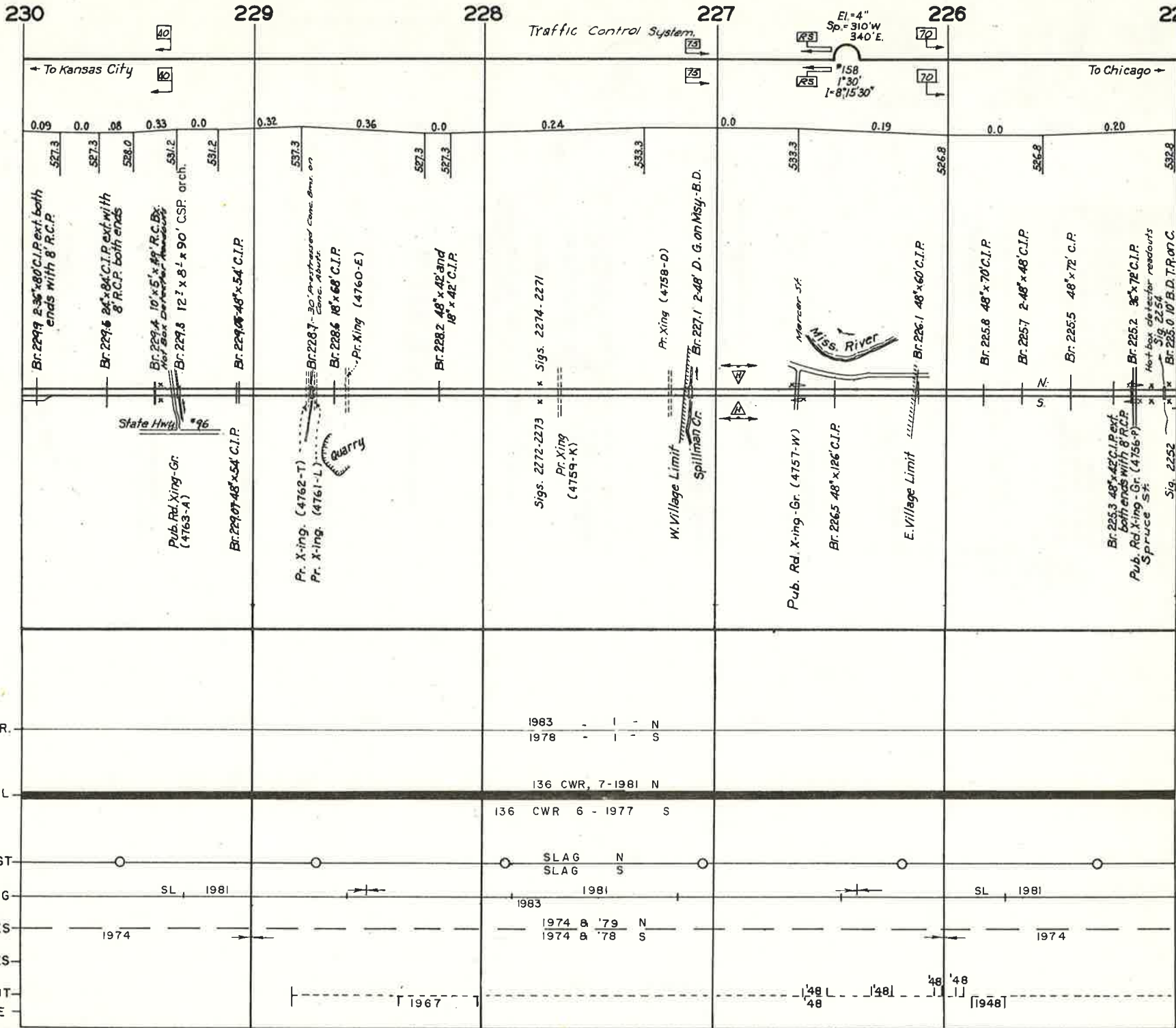
A.T. & S.F. — B.N.  
INTERCHANGE TRACK

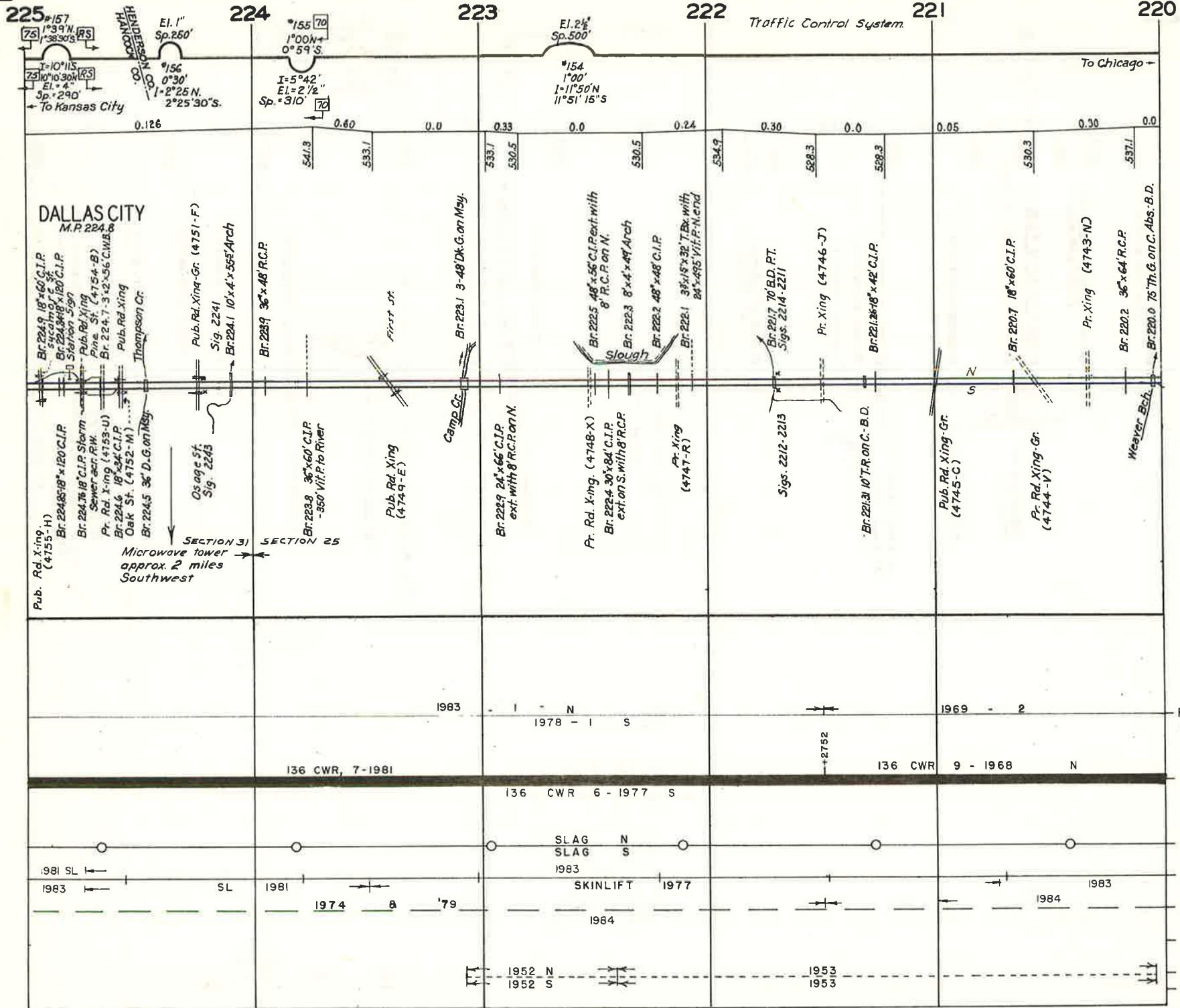


INSERT SHOWING POSSIBLE TEMPORARY  
A.T. & S.F. - B.N. CONNECTING TRK.  
Vicinity of 6<sup>th</sup> St.



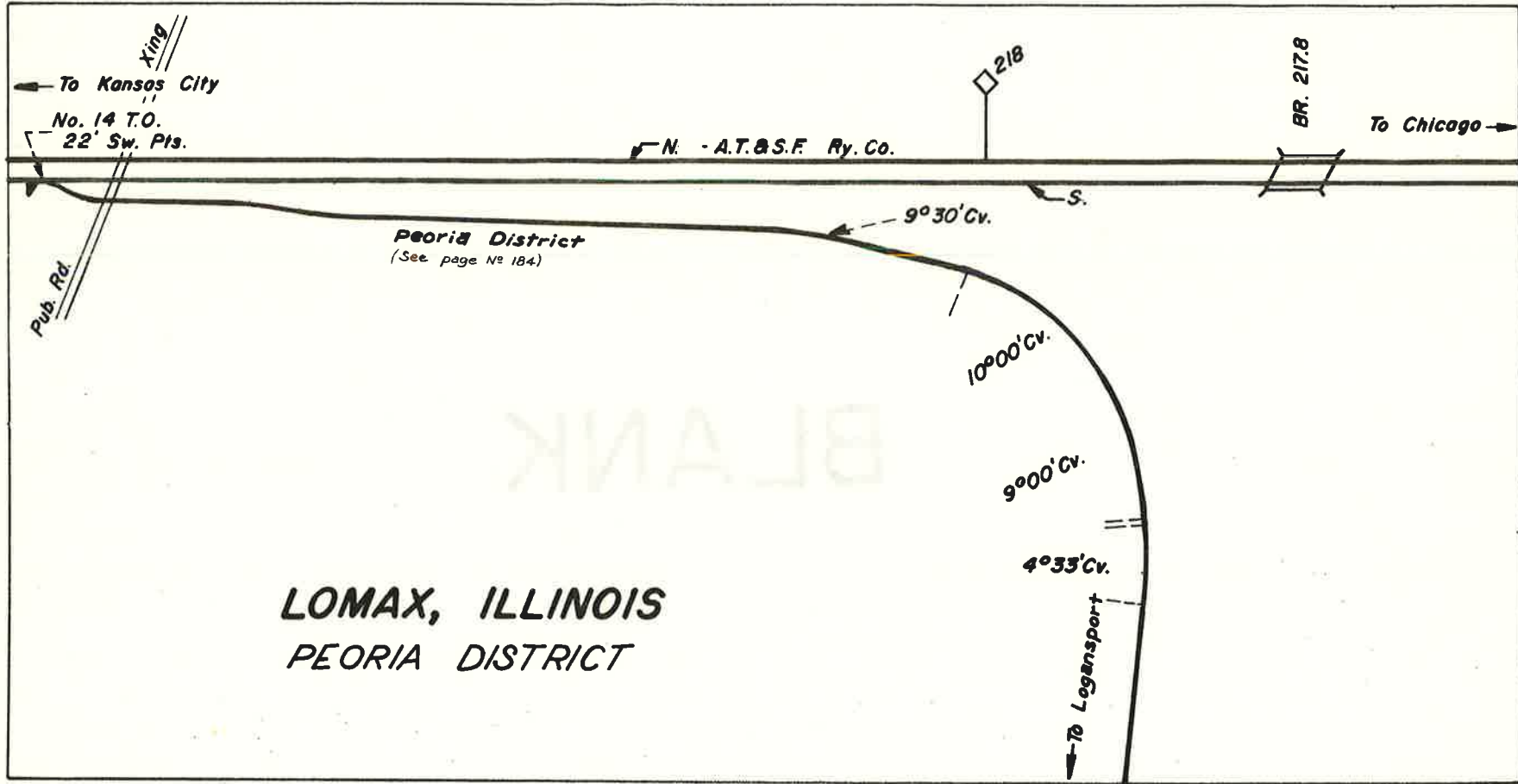


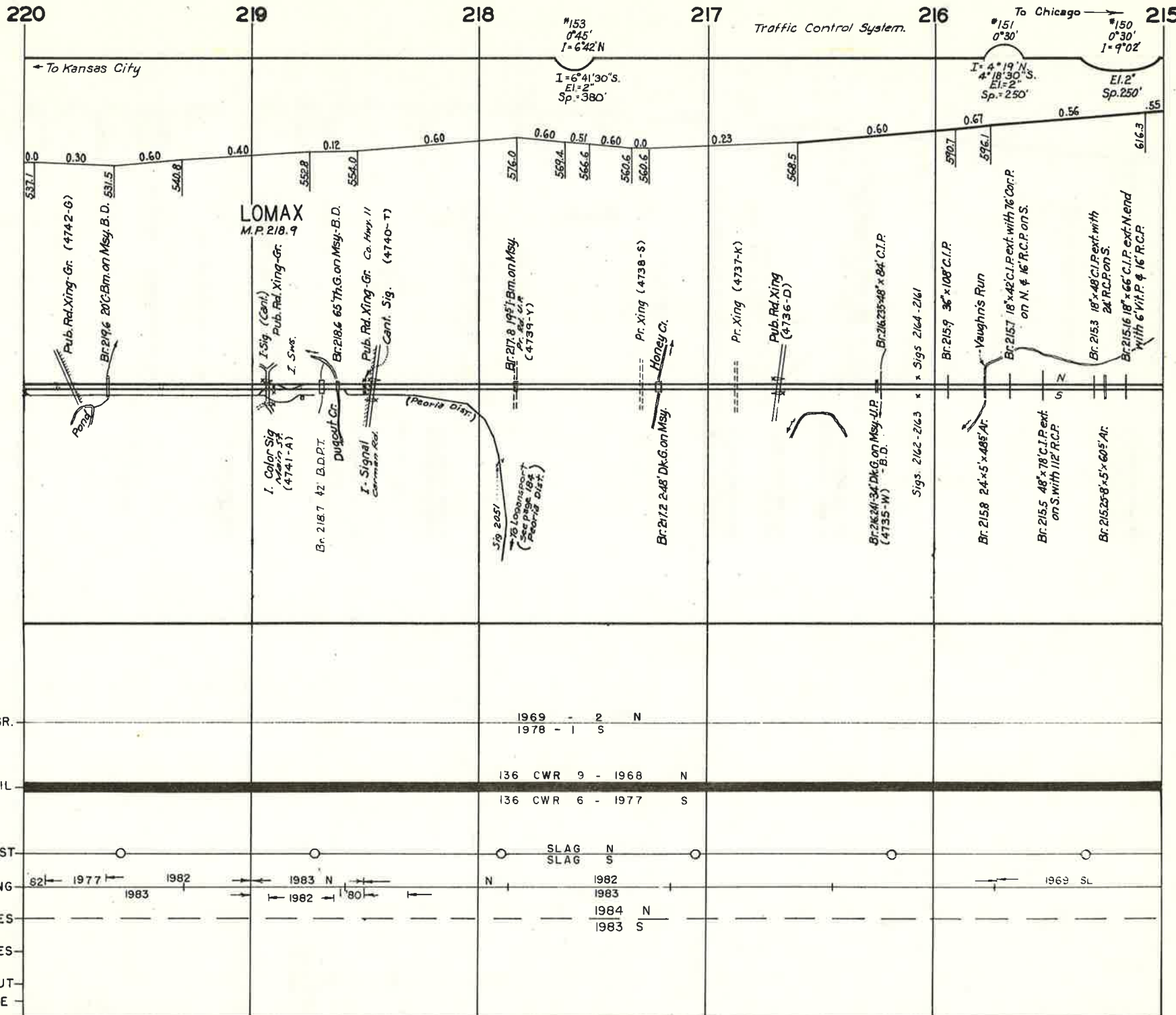




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RAIL GR.

1969 - 2 N  
1978 - 1 S

RAIL

136 CWR 9 - 1968 N  
136 CWR 6 - 1977 S

BALLAST

SLAG N  
SLAG S

SURFACING

62 | 1977 | 1982 | 1983 N | 1982 | 80 |

N

1982

1963 SL

TIES

1984 N

POLES

1983 S

GROUT

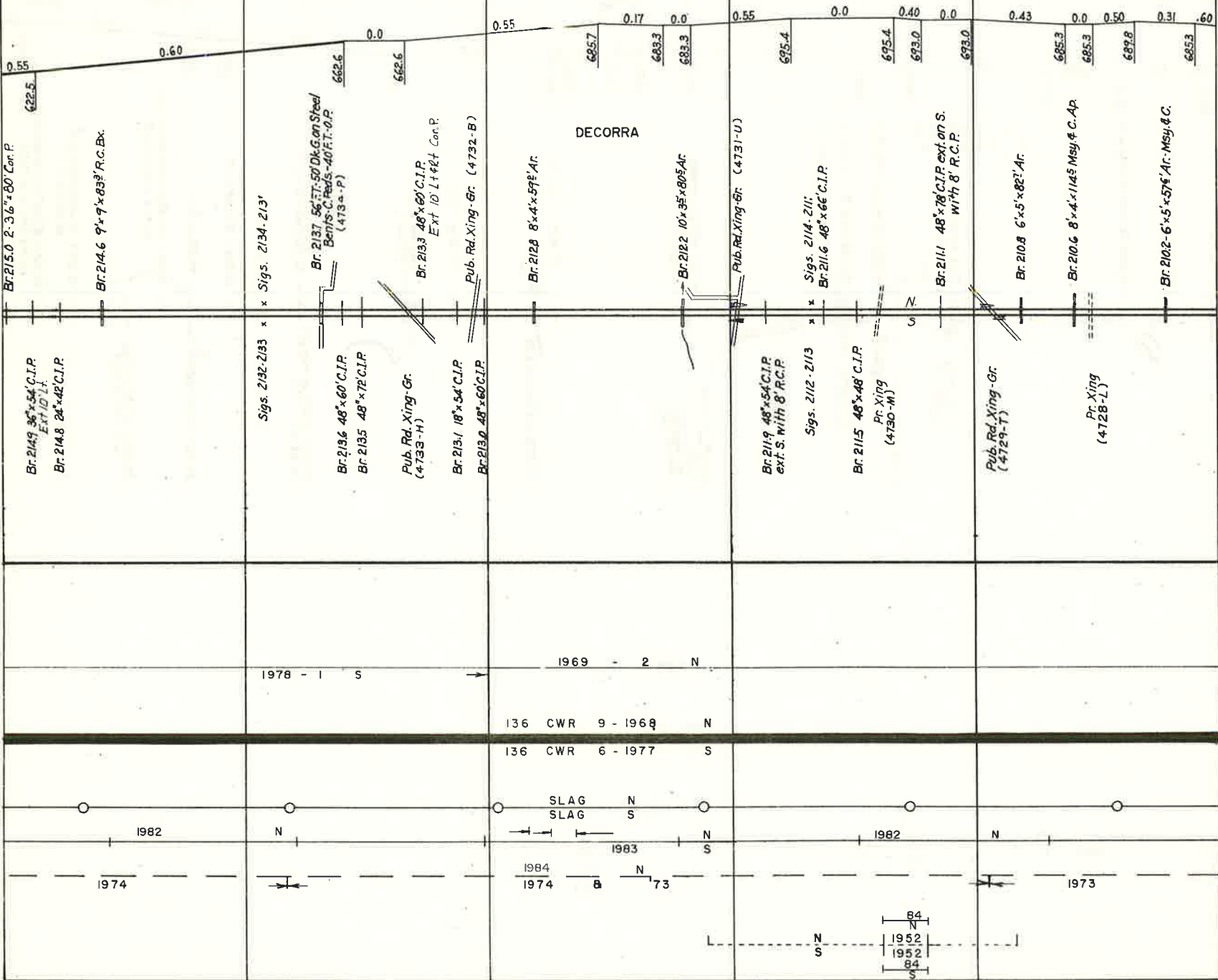
LIME

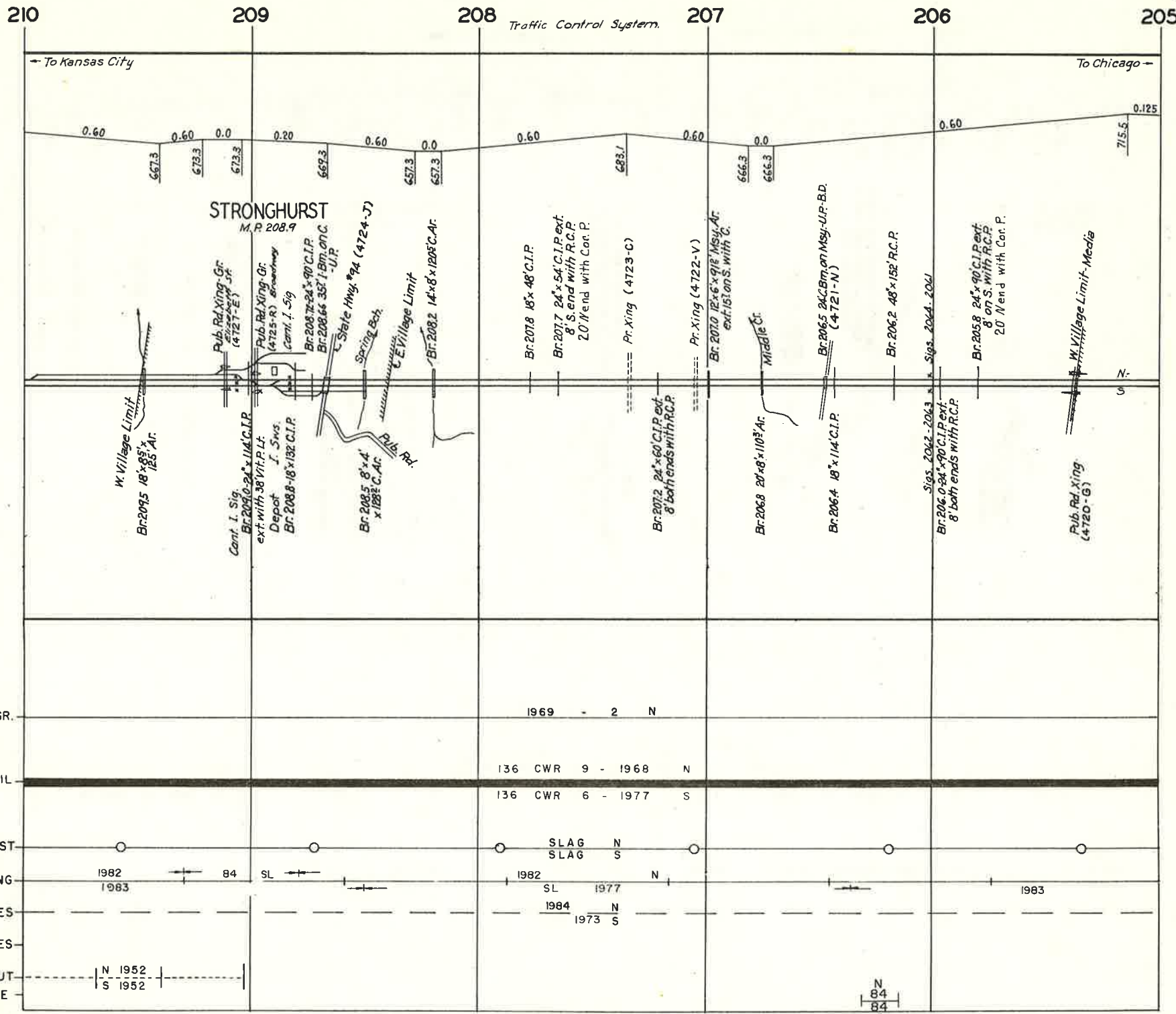
215 214 213 212 211 210

Traffic Control System.

→ To Kansas City

To Chicago →





BINDER NO. 1

REVISED 10-84

N  
84  
S

RAIL GR.  
RAIL  
BALLAST  
SURFACING  
TIES  
POLES  
GROUT  
LIME

1969 - 2 N  
136 CWR 9 - 1968 N  
136 CWR 6 - 1977 S  
SLAG N  
SLAG S  
1982 N  
SL 1977 N  
1984 N  
1973 S

1982  
1983

N 1952  
S 1952

1983

**STRONGHURST**  
M. P. 208.9

Traffic Control System

← To Kansas City

To Chicago →

210

209

208

207

206

205

0.60

0.60

0.0

0.20

0.60

0.0

0.60

0.60

0.0

0.60

0.125

Br. 209.5 18' x 85' x 125' A.C.

Cont. I. Sig.  
Br. 209.0 24' x 114' C.I.P.  
ext. with 36' V.P.P. Lt.

Depot J. Sws.  
Br. 208.8 18' x 132' C.I.P.

Br. 208.5 8' x 4' x 128 1/2' C. A.C.

Br. 207.8 18' x 48' C.I.P.

Br. 207.7 24' x 54' C.I.P. ext.  
8' S. end with R.C.P.  
20' N. end with Cor. P.

Pr. Xing (4723-C)

Br. 207.2 24' x 60' C.I.P. ext.  
8' both ends with R.C.P.

Pr. Xing (4722-V)  
Br. 207.0 12' x 6' x 918' Msy. A.C.  
ext. 151.0 N.S. with C.

Br. 206.8 20' x 8' x 110 3/4' A.C.

Middle Cr.

Br. 206.4 18' x 114' C.I.P.

Br. 206.5 24' x 28' on Msy. U.P. B.D.  
(4721-N)

Br. 206.2 48' x 152' R.C.P.

Sigs. 206.2 - 206.3  
Br. 206.0 24' x 90' C.I.P. ext.  
8' both ends with R.C.P.

Br. 205.8 24' x 90' C.I.P. ext.  
8' on S. with R.C.P.  
20' N. end with Cor. P.

Pub. Rd. Xing  
(4720-G)

M. Village Limit - Media

N  
S

205

El. 2' 204  
Sp. 240'

203

202

201

200

Traffic Control System.

HENDERSON CO. WARREN CO.

- To Kansas City

To Chicago ->

0.125 0.41 0.0 0.57 0.60 0.0 0.60 0.263 0.20 0.07 0.16 0.45 0.0

MEDIA  
M.P. 204.6

SMITHSHIRE  
M.P. 201.5

Pr. Xing (4719-M)

Br. 204.32 32' x 18" on C. Abs. - U.P. (4718-F)  
Br. 204.29 12' x 6' x 25' Stone Ar. ext. on S. 57' with C.

Pr. Xing (4717-Y)  
Elison Cr.  
Br. 203.6-8 64' and 7-36' D. G. on 7 Steel Towers on MSU Piers & Abs. - Lgh. 737' B.D. (4716-S)

Br. 203.4 18' x 168' C.I.P. Sig. 2032-2033 x Sig. 2034-2031

Pr. Xing (4715-K)  
Br. 202.56 16' x 8' x 428' AC-U.P. (4714-D)  
Br. 202.40 8' x 84' C.I.P. Br. 202.55 2-36' x 84' C.I.P. ext. fr. with 3-36' x 16' R.C.P.

Microwave tower  
Pedestrian X-ing (4713-W)  
Pub. Rd. Xing  
Nevin St.  
Br. 201.3 4' x 3' x 67' T.BX. (4711-H)

Pr. Xing (4710-B)

Sigs. 2002-2003 x Sigs. 2004-2001  
Br. 200.5 36' x 84' C.I.P.  
Br. 200.2 30' x 84' C.I.P.  
Br. 200.1 30' x 84' C.I.P.

1969 - 2 N

136 CWR 9 - 1968 N

136 CWR 6 - 1977 S

136 CWR 9 - 1968 S

SLAG ROCK N S

+5189

184 SL 1976 1983 1977 1983 1976 1984 1969 1983 83 SL

1984 N S 1973

1978

RAIL GR.

RAIL

BALLAST

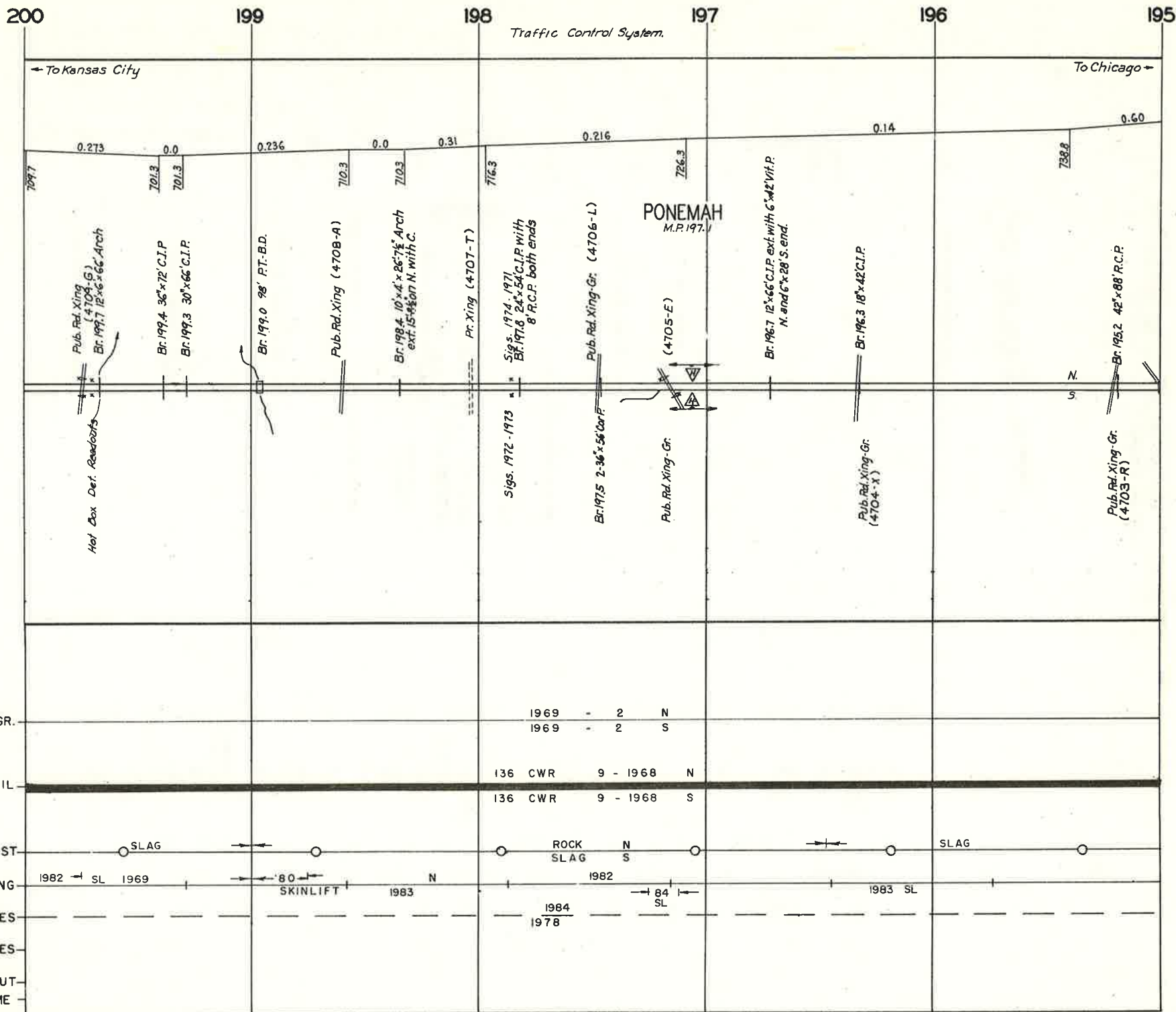
SURFACING

TIES

POLES

GROUT

LIME

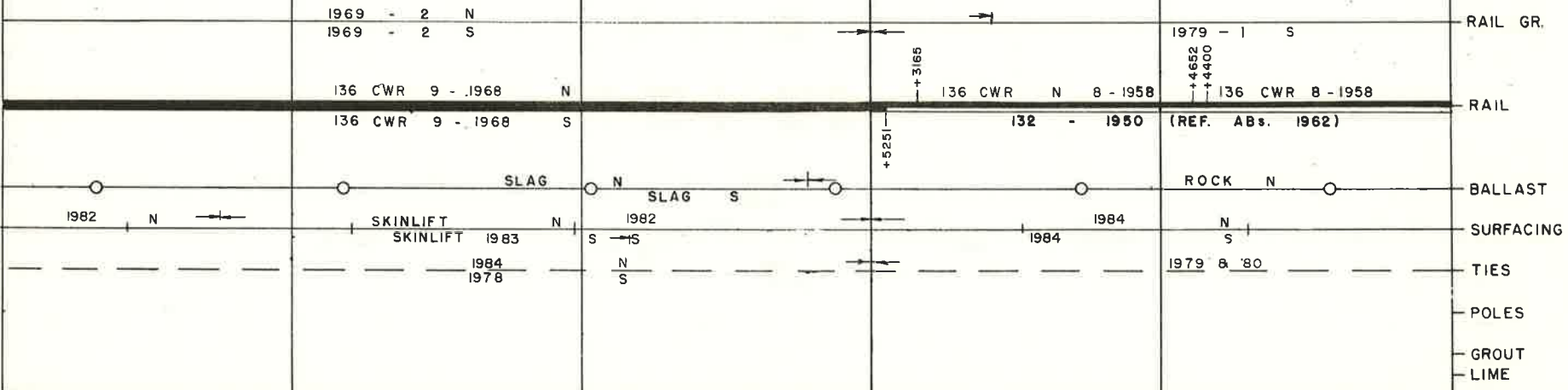
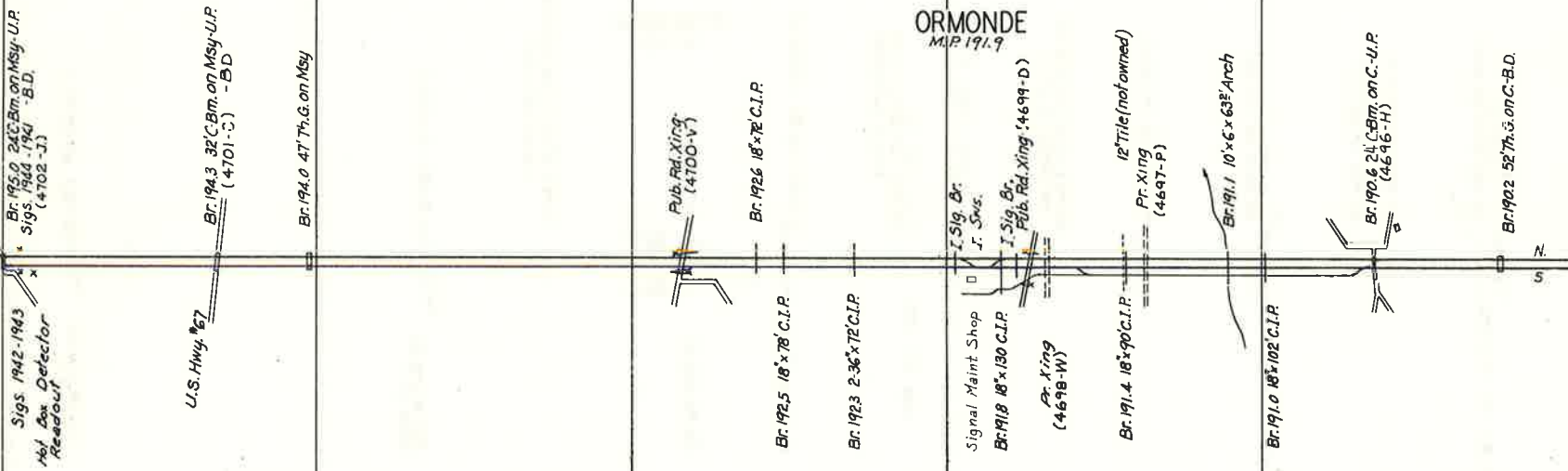
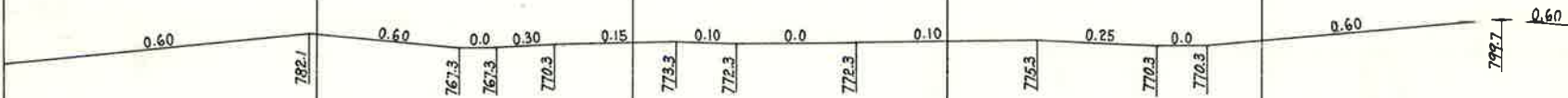


195 194 193 192 191 190

Traffic Control System

← To Kansas City

To Chicago →



REVISED 10-84

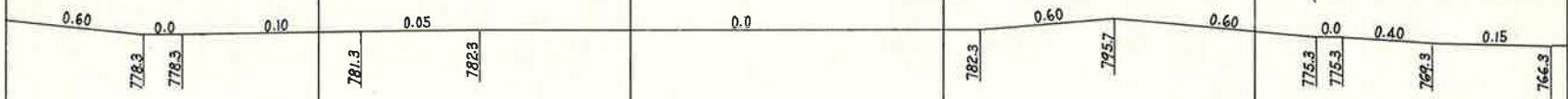
BINDER NO. 1

190 189 188 187 186 185

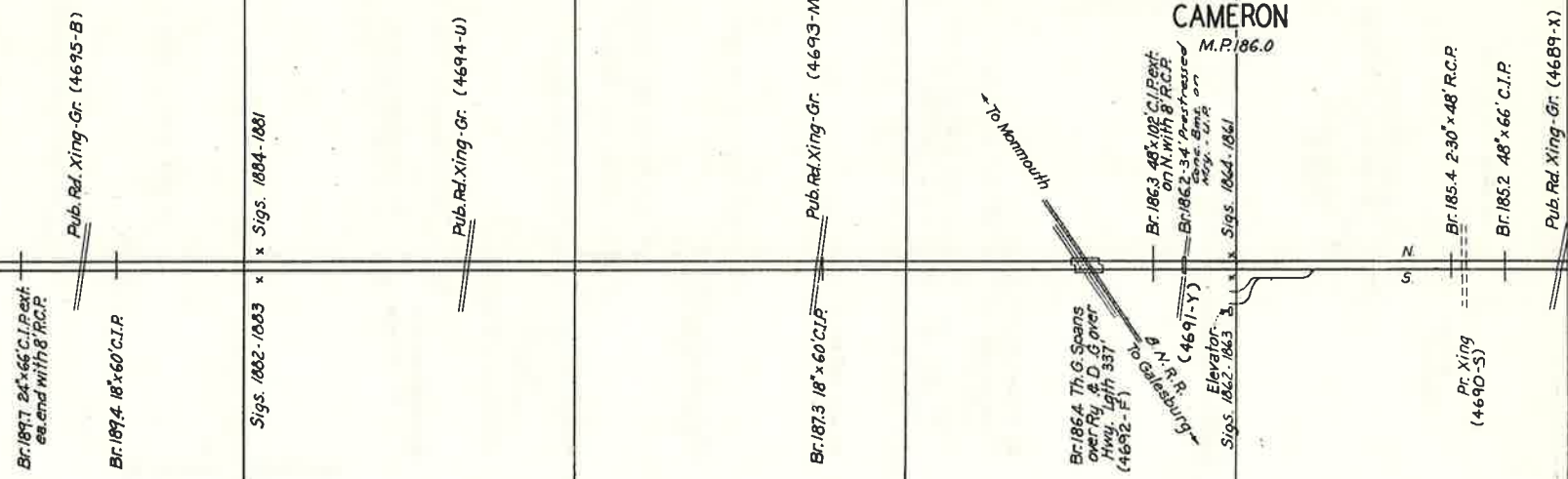
Traffic Control System.

← To Kansas City

To Chicago →



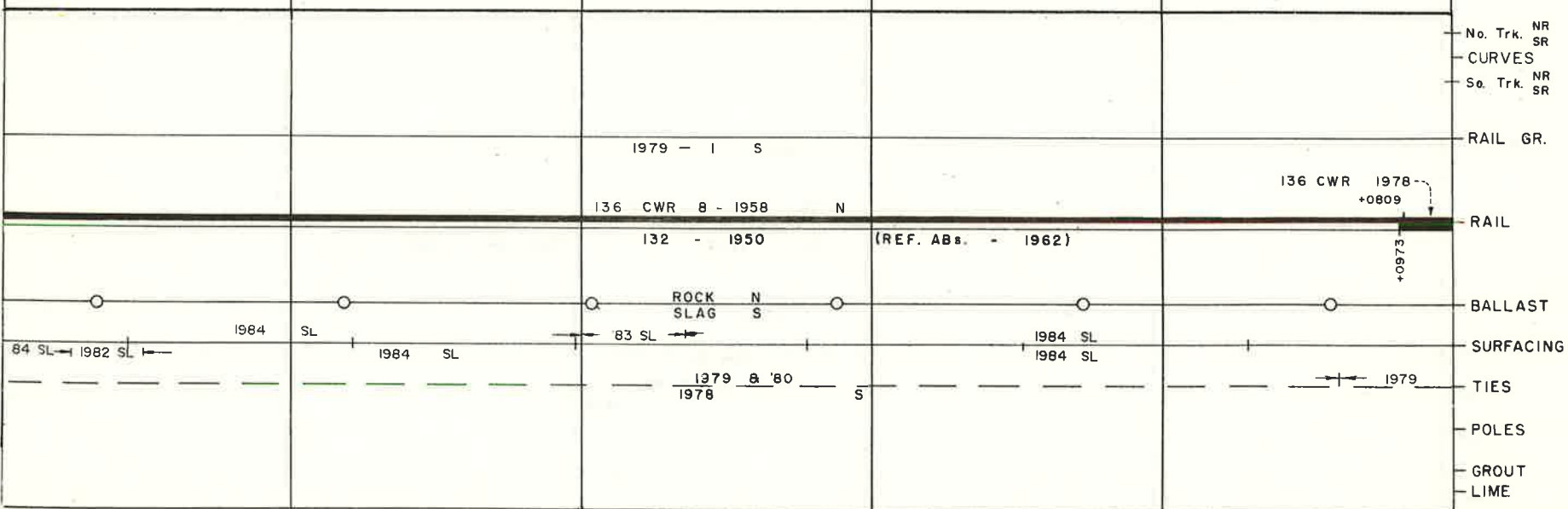
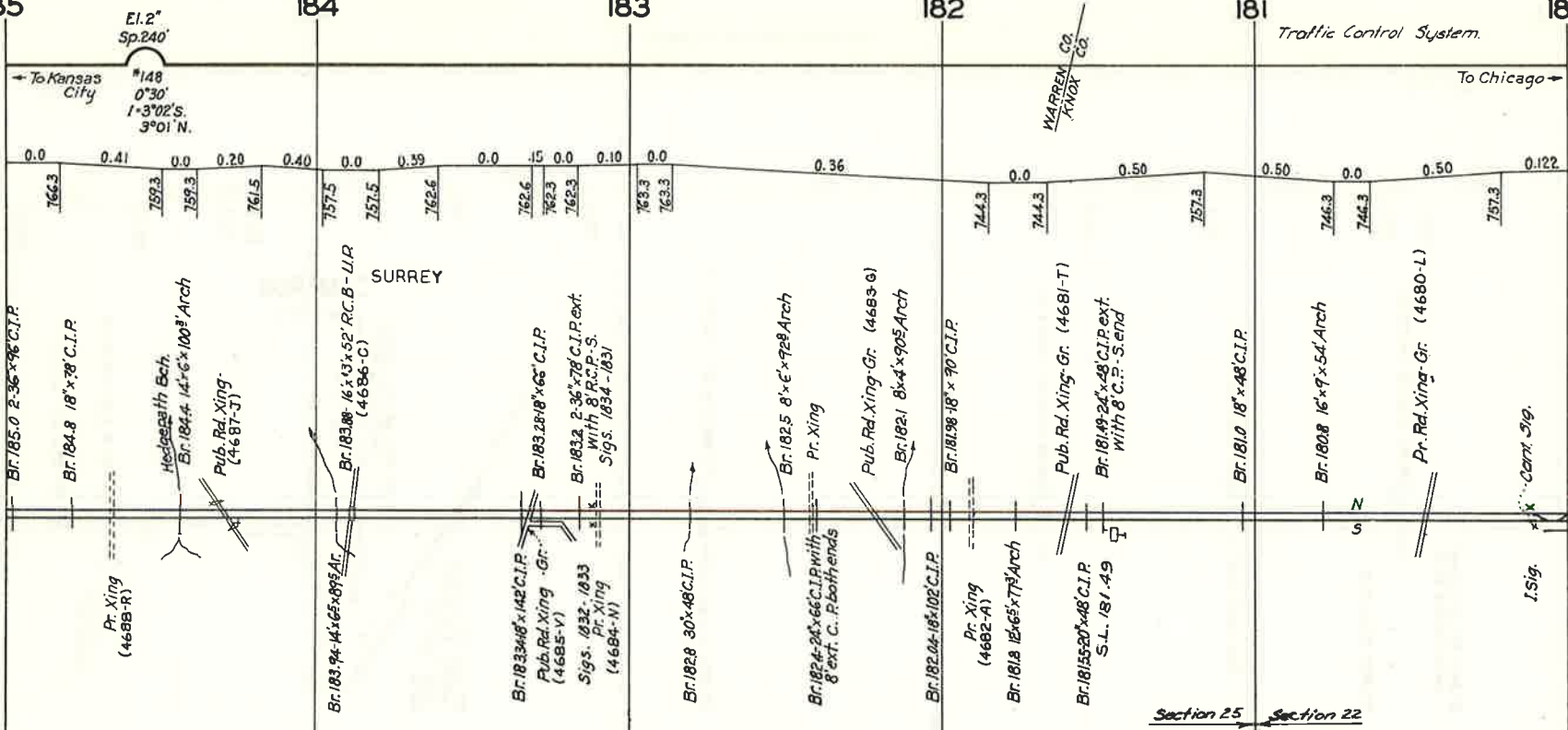
CAMERON  
M.P. 186.0



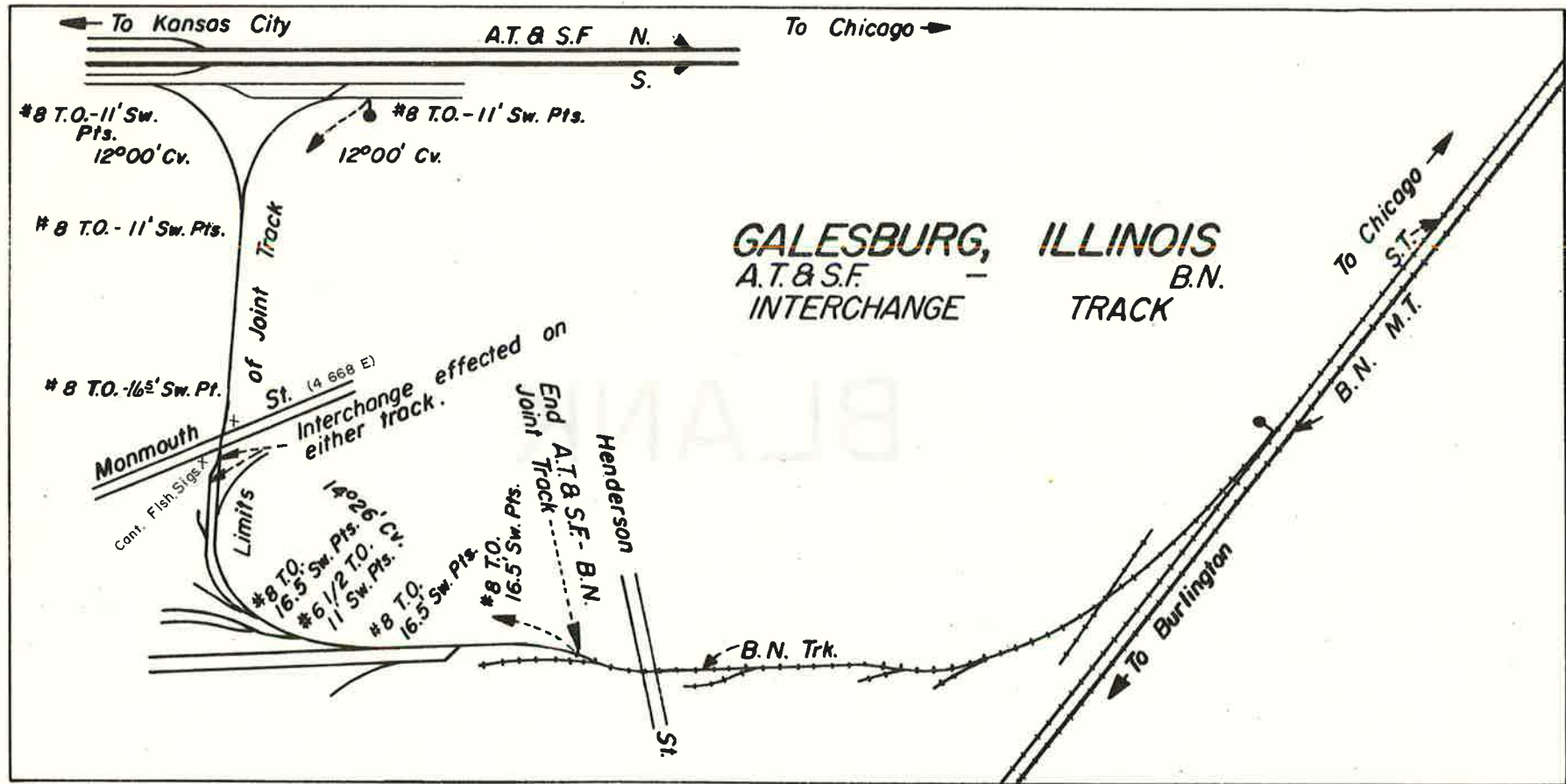
RAIL GR.  
RAIL  
BALLAST  
SURFACING  
TIES  
POLES  
GROUT  
LIME

1979 - I S  
136 CWR 8 - 1958 N  
132 - 1950 (REF. ABS. - 1962)  
ROCK N  
SLAG S  
1903 SL  
1984 SL  
1979 & '80  
1978





BLANK



180

179

178

177

176

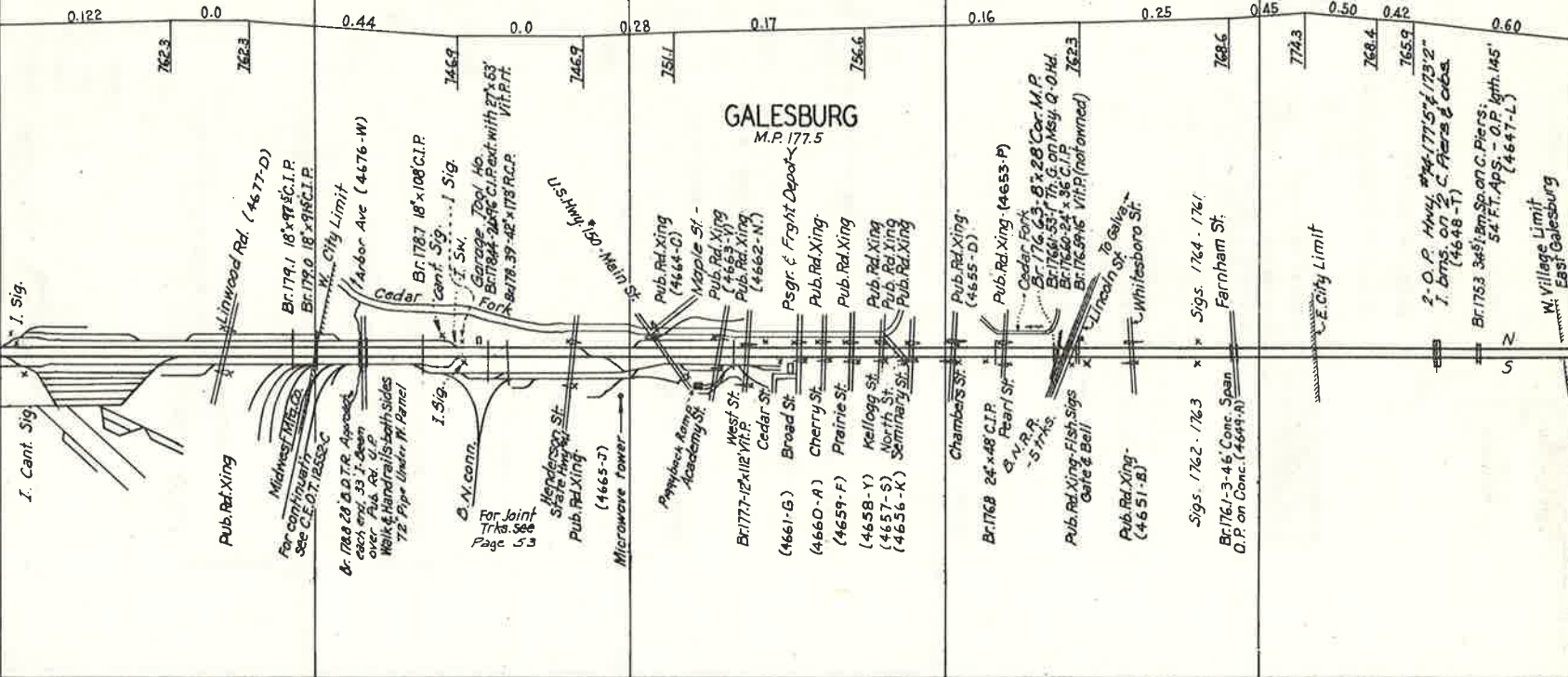
175

Traffic Control System

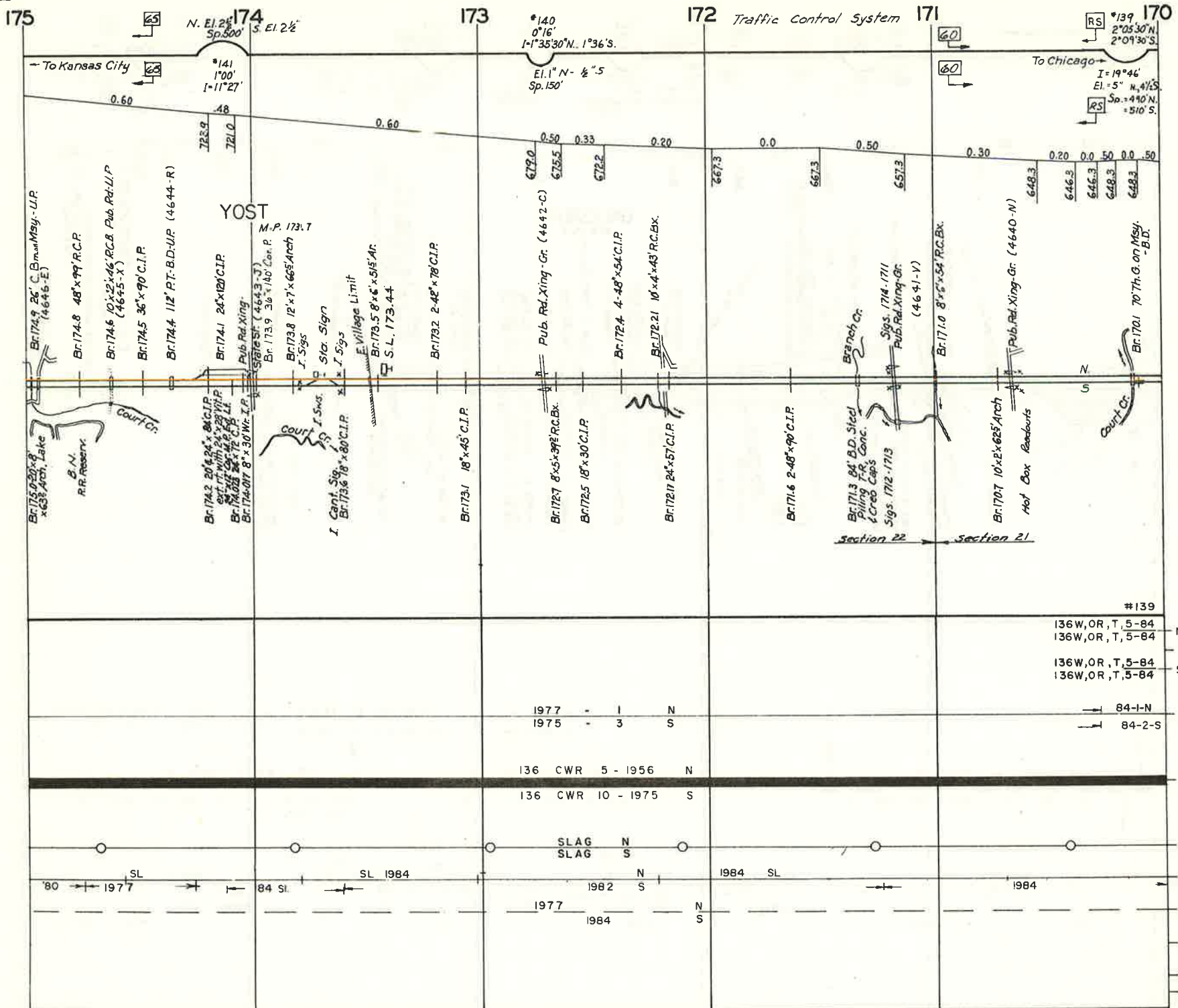
To Kansas City

To Chicago

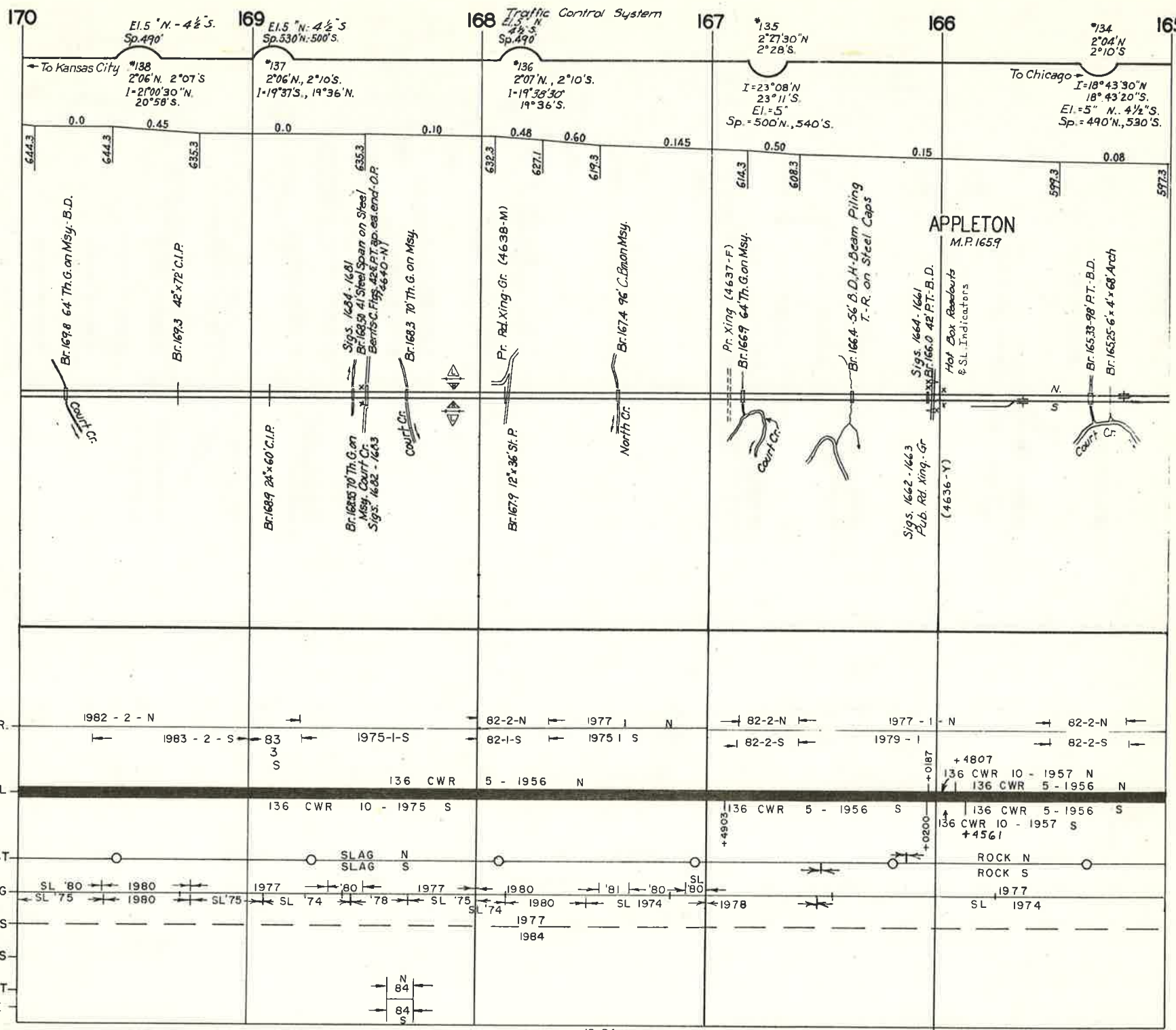
GALESBURG  
M.P. 177.5

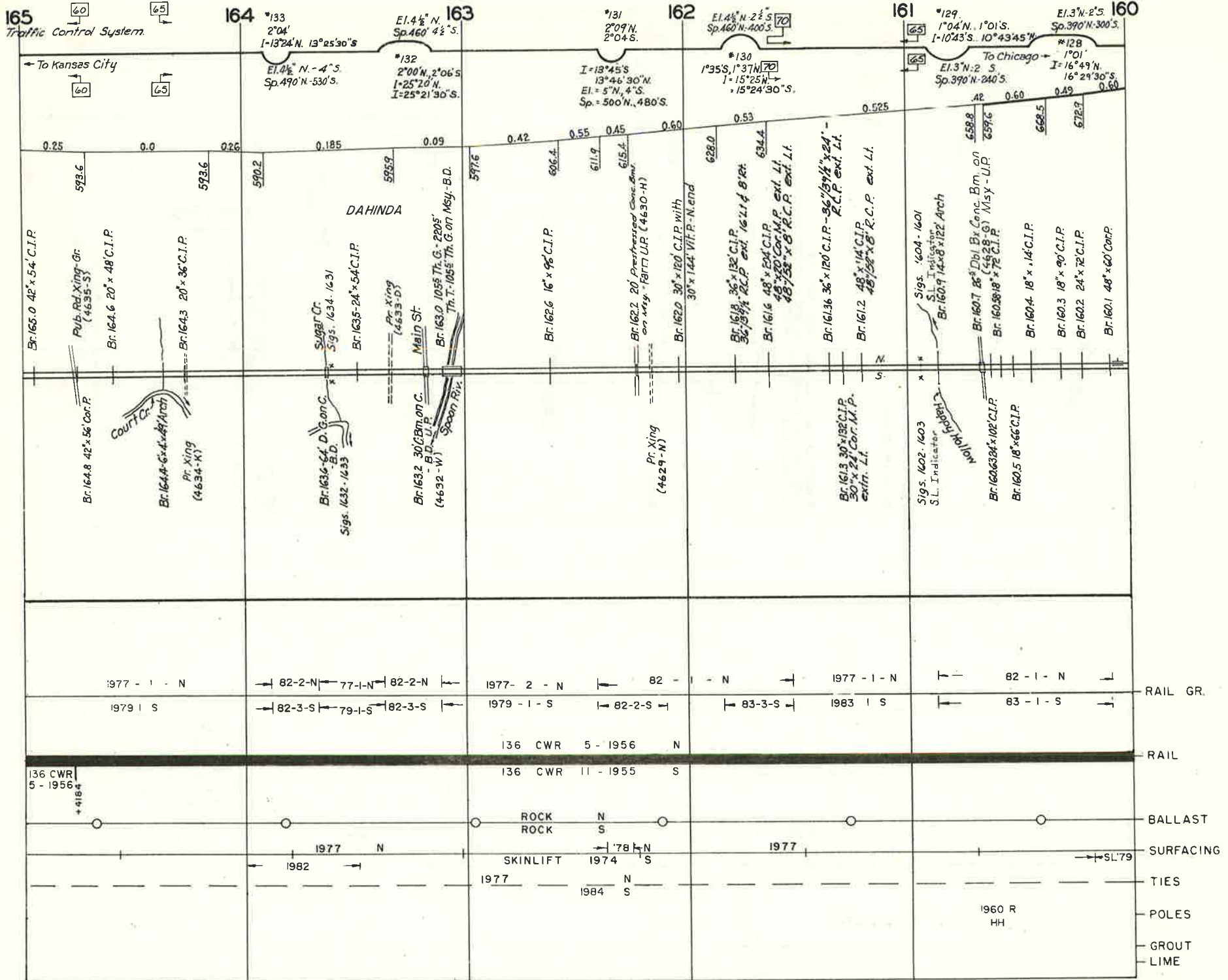


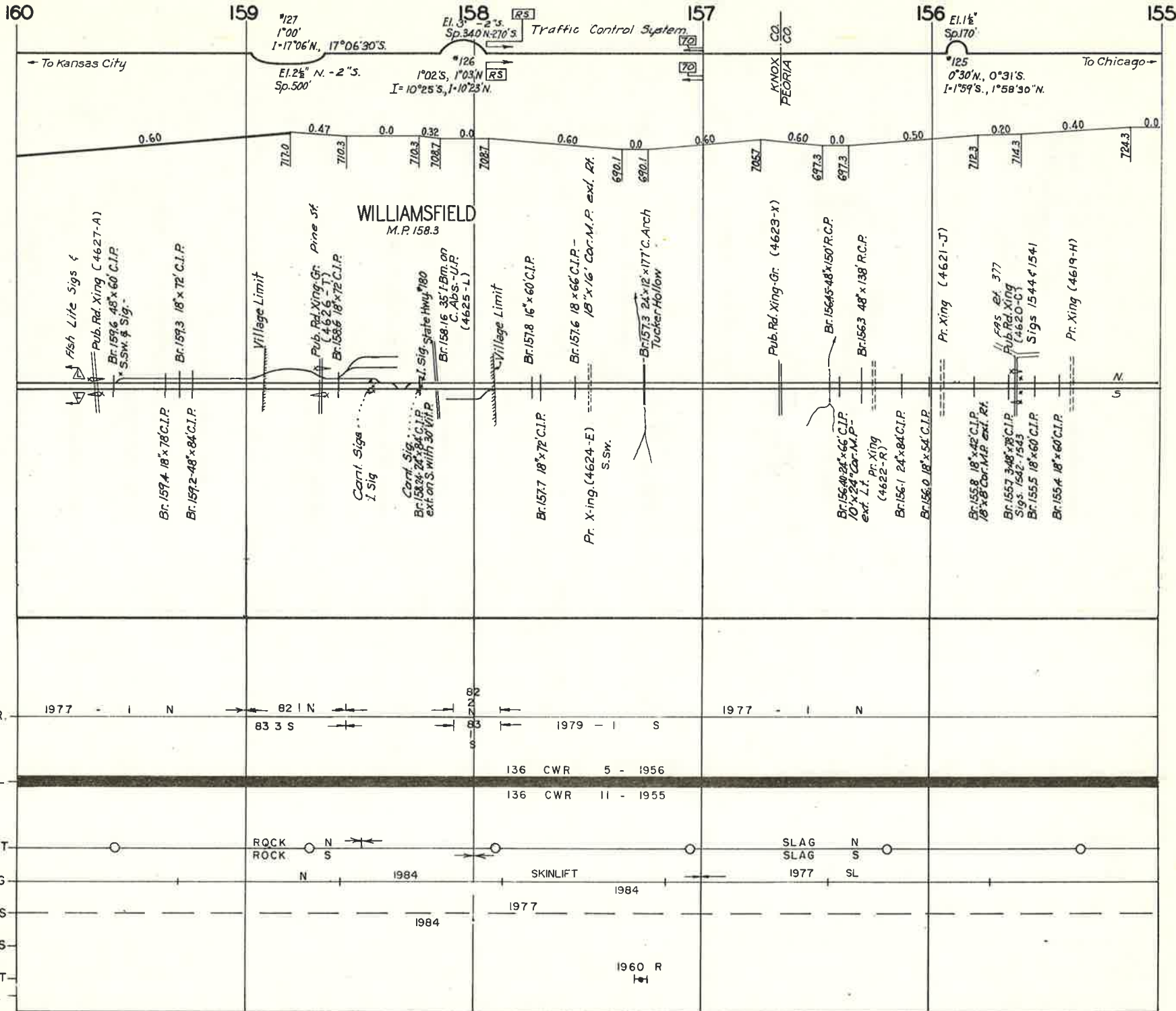
RAIL GR.	1982 - 2 - N	1979 - 1 - S	1982 - 1 - N	82-2-N   77-2-N	1977 - 82-2-N   77-1-N
RAIL	+5001 136 CWR 8 - 1958 N	+2855	132 CWR 1972 N	+2451 82-2-S   79-1-S	136 CWR 5 - 1956 N
BALLAST	+4475 131 - 132 IN TRACK	WELDED S	131 - 132 MIXED CWR 1972 S	132 CWR IN S TRK. 1972	136 CWR 10 - 1975 S
SURFACING	84 SL   1979-SL	1984 SL	84 SL   84 SL   82SL   84 SL	82 SL   84 SL   80	1984 SL
TIES	1973	1979	1978	1977	1974
POLES					
GROUT LIME					



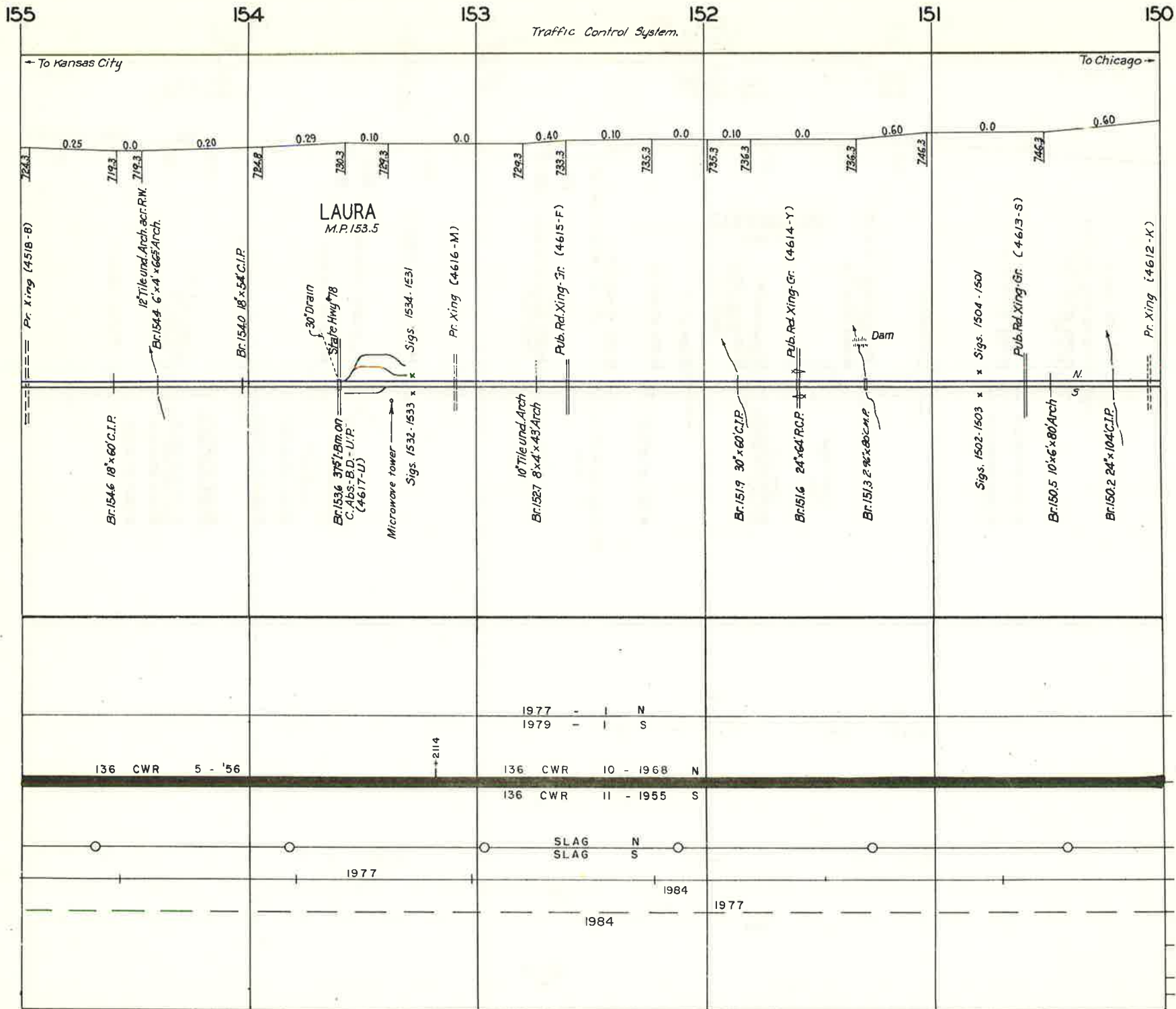
#139	No. Trk.	NR
136W,OR,T,5-84		SR
136W,OR,T,5-84		
	CURVES	
136W,OR,T,5-84		NR
136W,OR,T,5-84		SR
	RAIL GR.	
84-1-N		
84-2-S		
	RAIL	
136 CWR 5 - 1956		N
136 CWR 10 - 1975		S
	BALLAST	
SLAG N		
SLAG S		
	SURFACING	
80		
1977		
84 SL		
1984		
	TIES	
1977		N
1982		S
1984		
	POLES	
	GROUT	
	LIME	

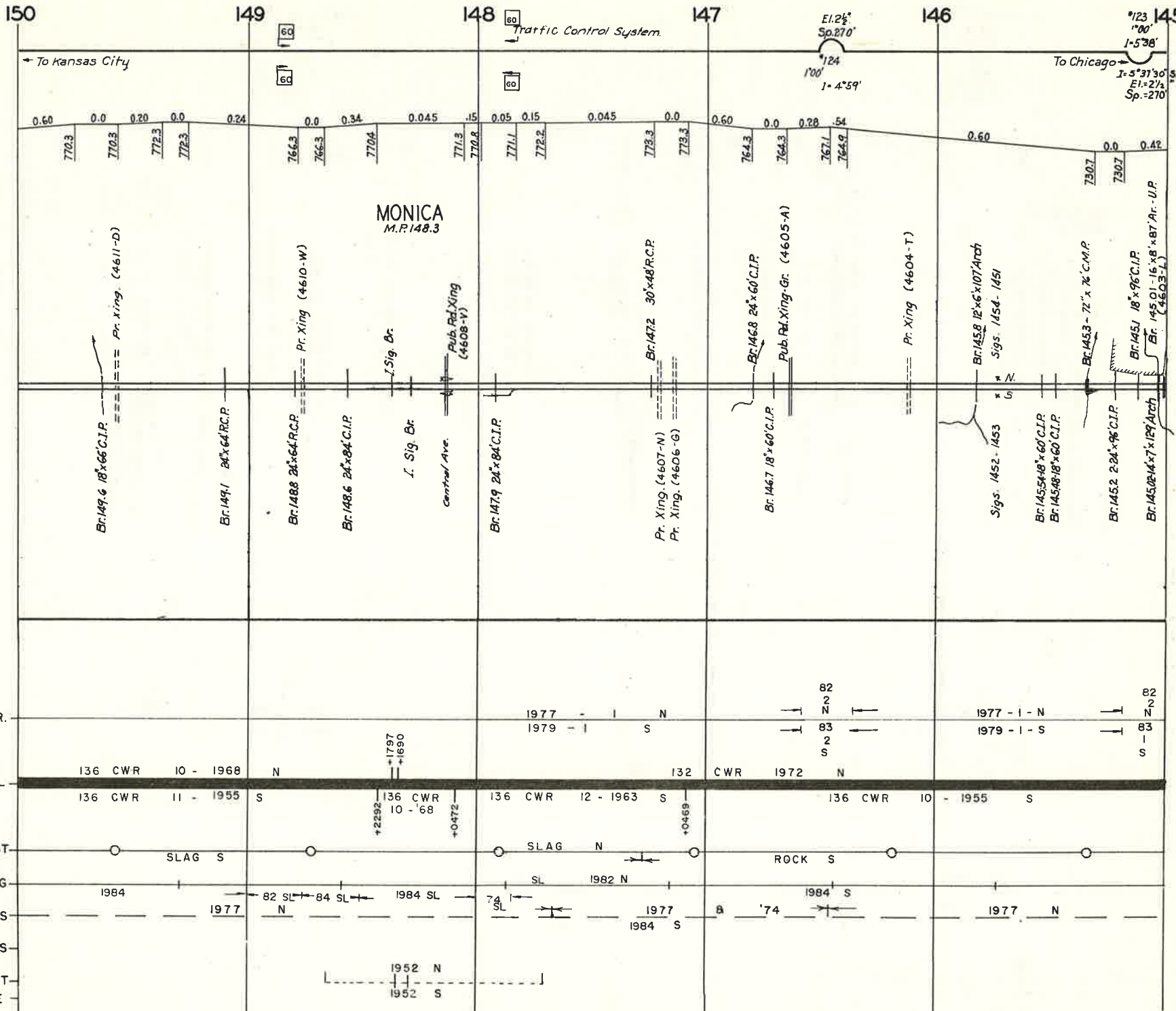












MONICA  
M.R. 148.3

REVISED 10-84

145

El. 2 1/2 S; 1 1/2 N  
Sp. 250'

143

Traffic Control System.

142

El. 3 1/2 S; El. -3 N  
Sp. 420'

140

To Kansas City

To Chicago

\*122  
0°30'  
1-3°50'45" N  
3°50'30" S

\*121  
1°02' N, 1°03' S.  
1-14°15'30" S  
14°15' N.

0.42

0.20

0.60

0.00

0.60

0.60

0.00

0.60

0.60

0.60

54

0.00

54

0.60

0.60

PRINCEVILLE  
M.P. 144.7

W. of out St.  
Pub. Rd. Xing.  
(4602-E)

Br. 1445 24' x 72' C.I.P.  
Br. 1444 18' x 60' C.I.P.  
Br. 1443 16' x 48' C.I.P.

Village Limit

Br. 1440 18' x 54' C.I.P.

Br. 1436 24' Dbl. Bx. Conc. Bm. on  
Br. 1435 20' x 8' x 75' Arch. M.S.Y.

(4601-X) U.P.

Sigs. 1432-1433

Pr. Xing (4600-R)

Br. 1429 30' x 72' C.I.P.

Br. 1424 36' x 66' C.I.P.  
Br. 1425 24' Dbl. Bx. Conc. Bm. on M.S.Y.  
(4599-Y) - U.P.

Br. 1422 20' x 65' C.I.P.

Br. 1421 18' x 60' C.I.P.

Pr. Xing (4598-S)

Pub. Rd. Xing-Gr. (4597-K)

Br. 1413 36' x 72' C.I.P.

Pr. Xing (4596-D)

Br. 1408 18' x 36' C.I.P.

Sigs. 1404-1401

Pr. Xing (4595-W)

Br. 1405 30' x 78' C.I.P.  
Br. 1404 18' x 36' C.I.P.

State Hwy. 79  
Br. 1403 30' x 78' C.I.P.  
Br. 1402 18' x 36' C.I.P.

82  
2  
N  
83  
1  
S

1977 - I N  
1979 - I S

82  
2  
N  
83  
2  
S

1977 I N

132 CWR 1972

136 CWR 6 - 1957 N

136 CWR 10 - 1955 S

SLAG ROCK N S

SKINLIFT 1981 N S

1973 S

1981 N

1984 S

1982 S

1982 N

1982 S

1952 N

1952 S

RAIL GR.

RAIL

BALLAST

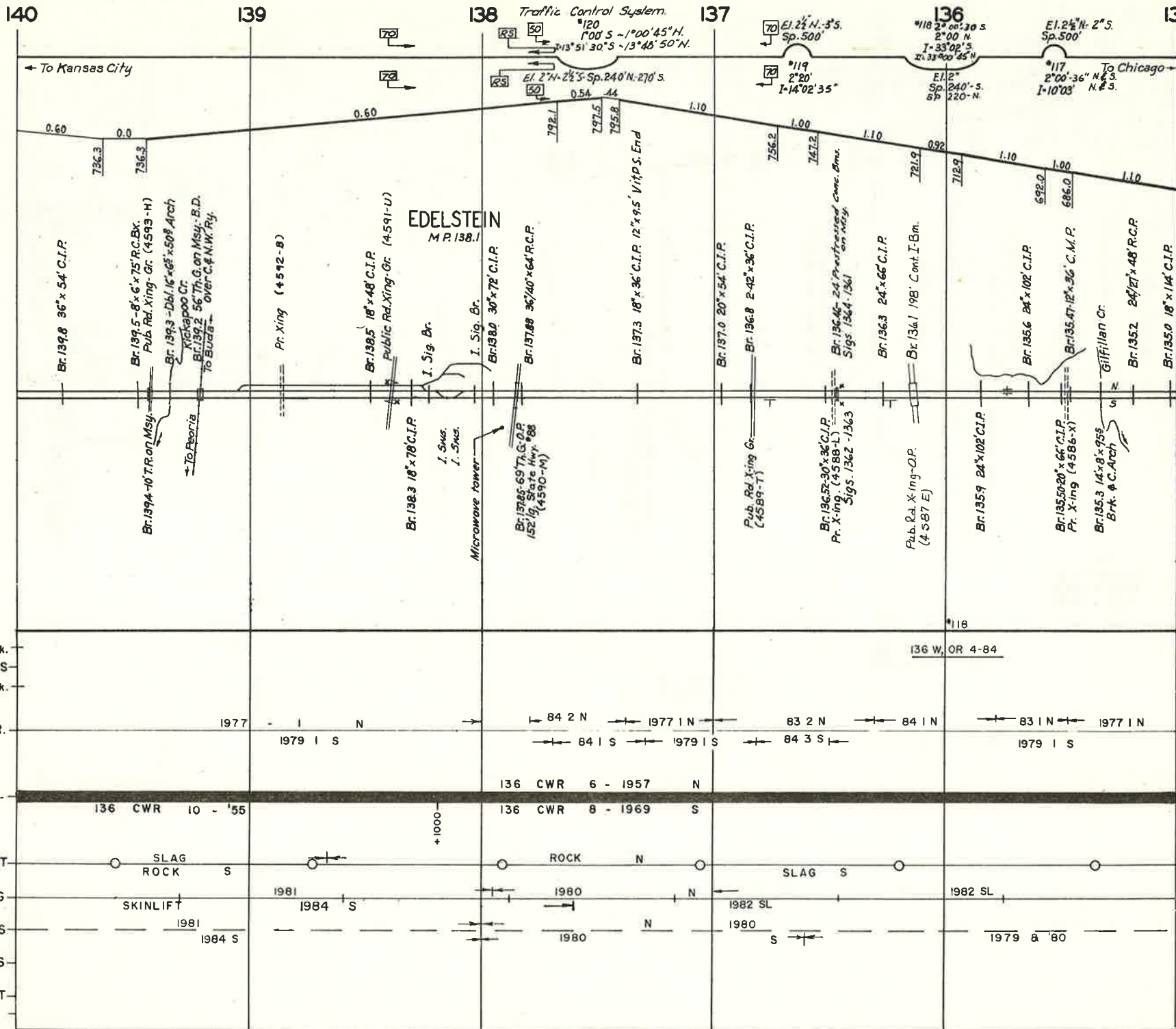
SURFACING

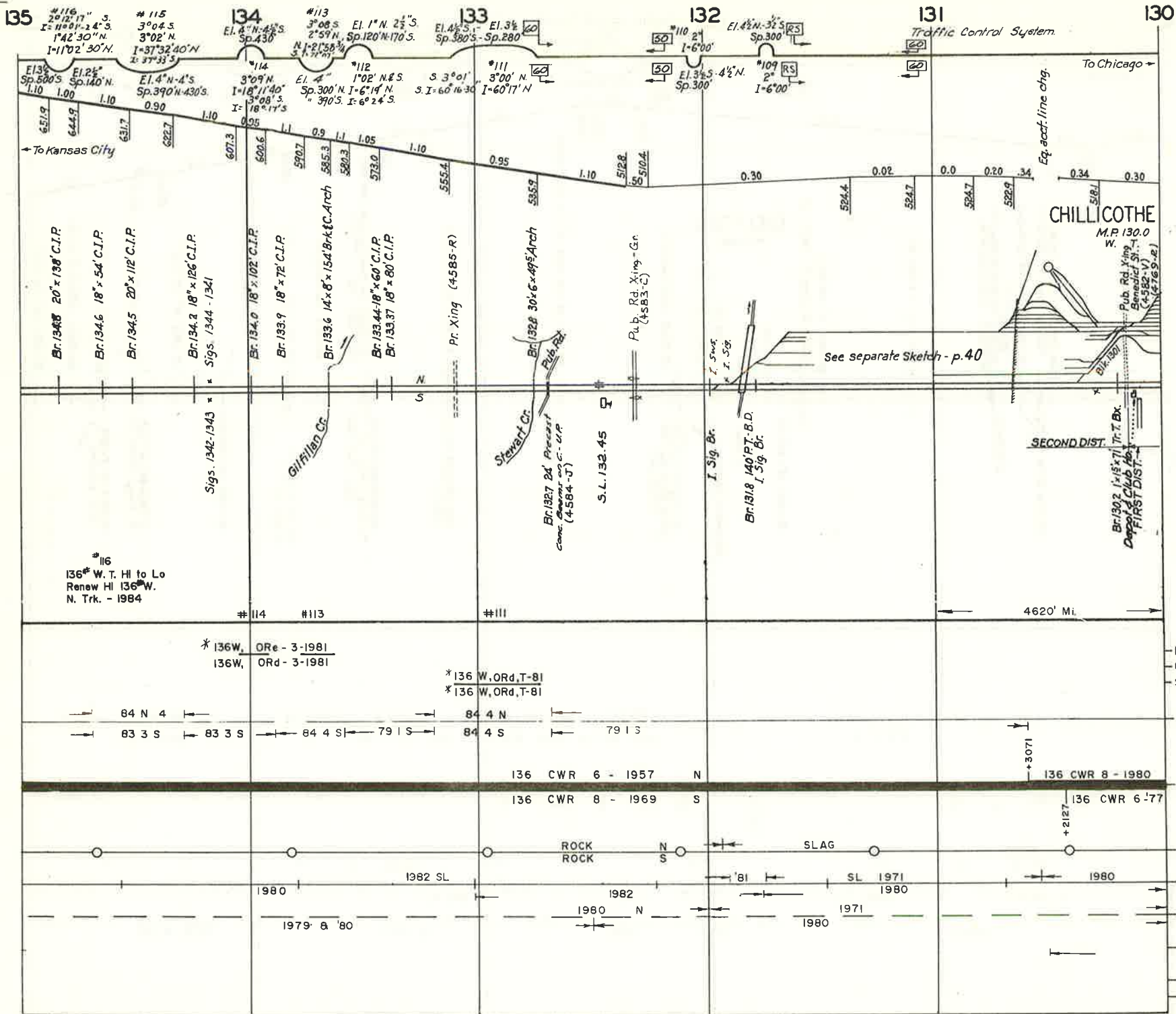
TIES

POLES

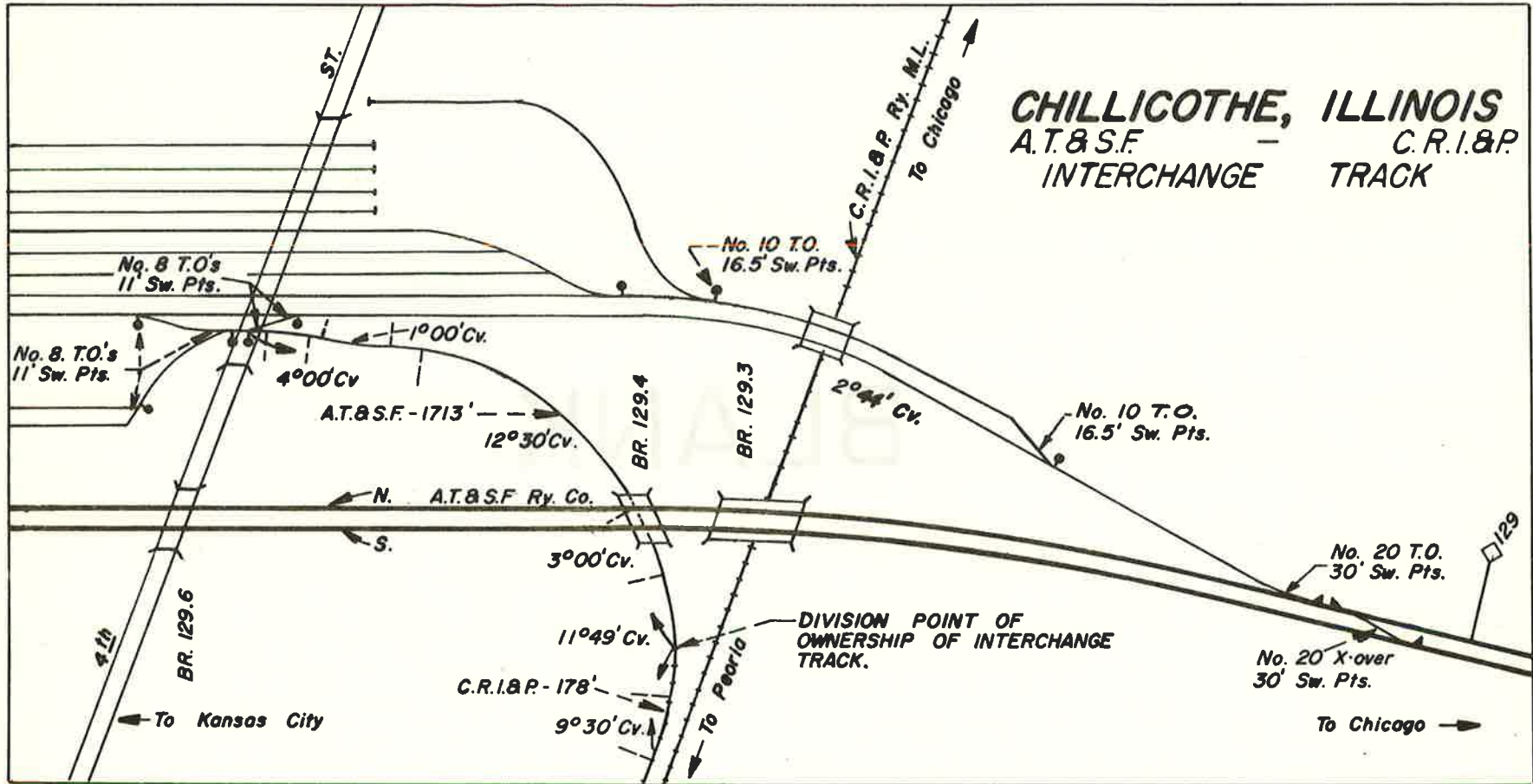
GROUT

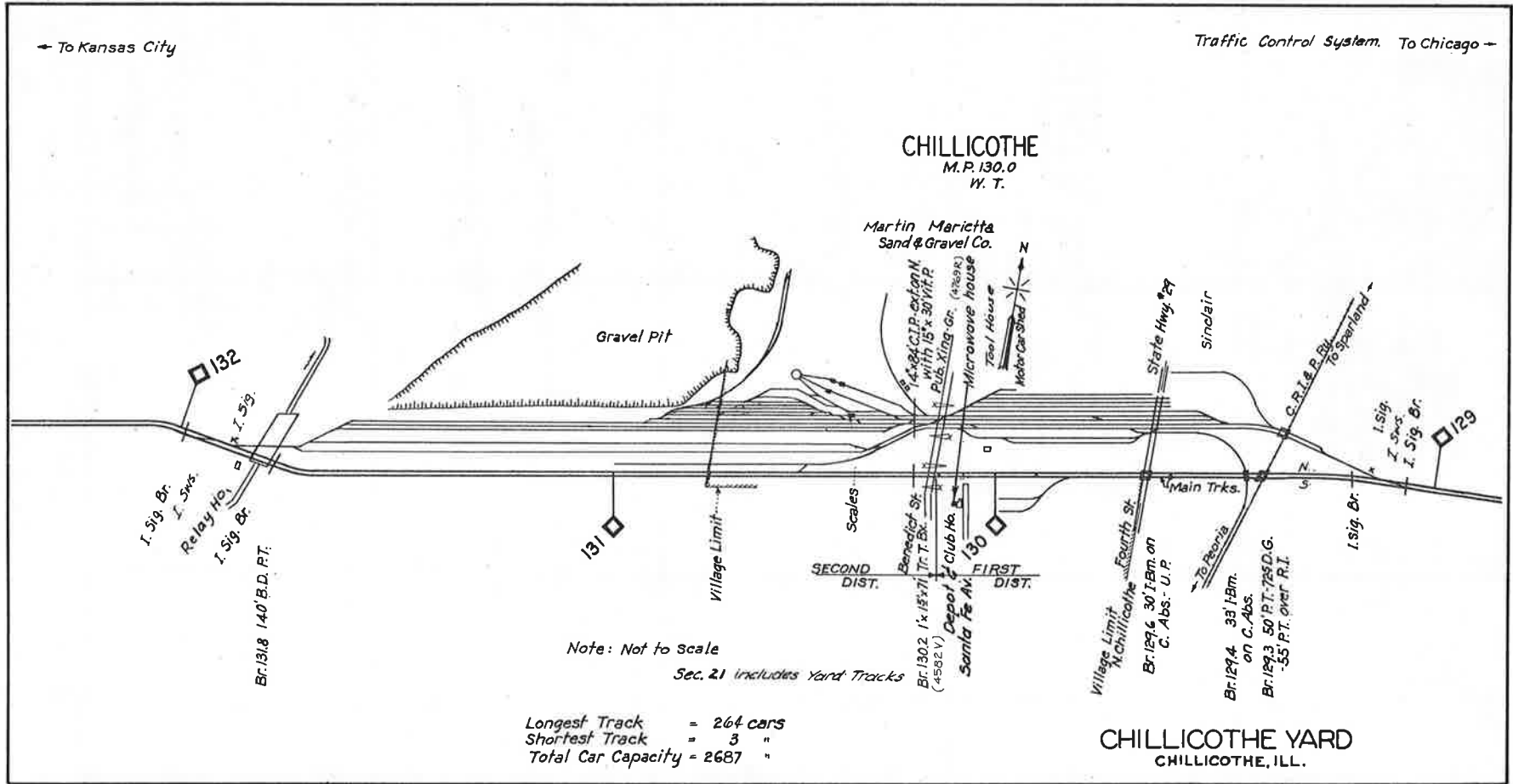
LIME



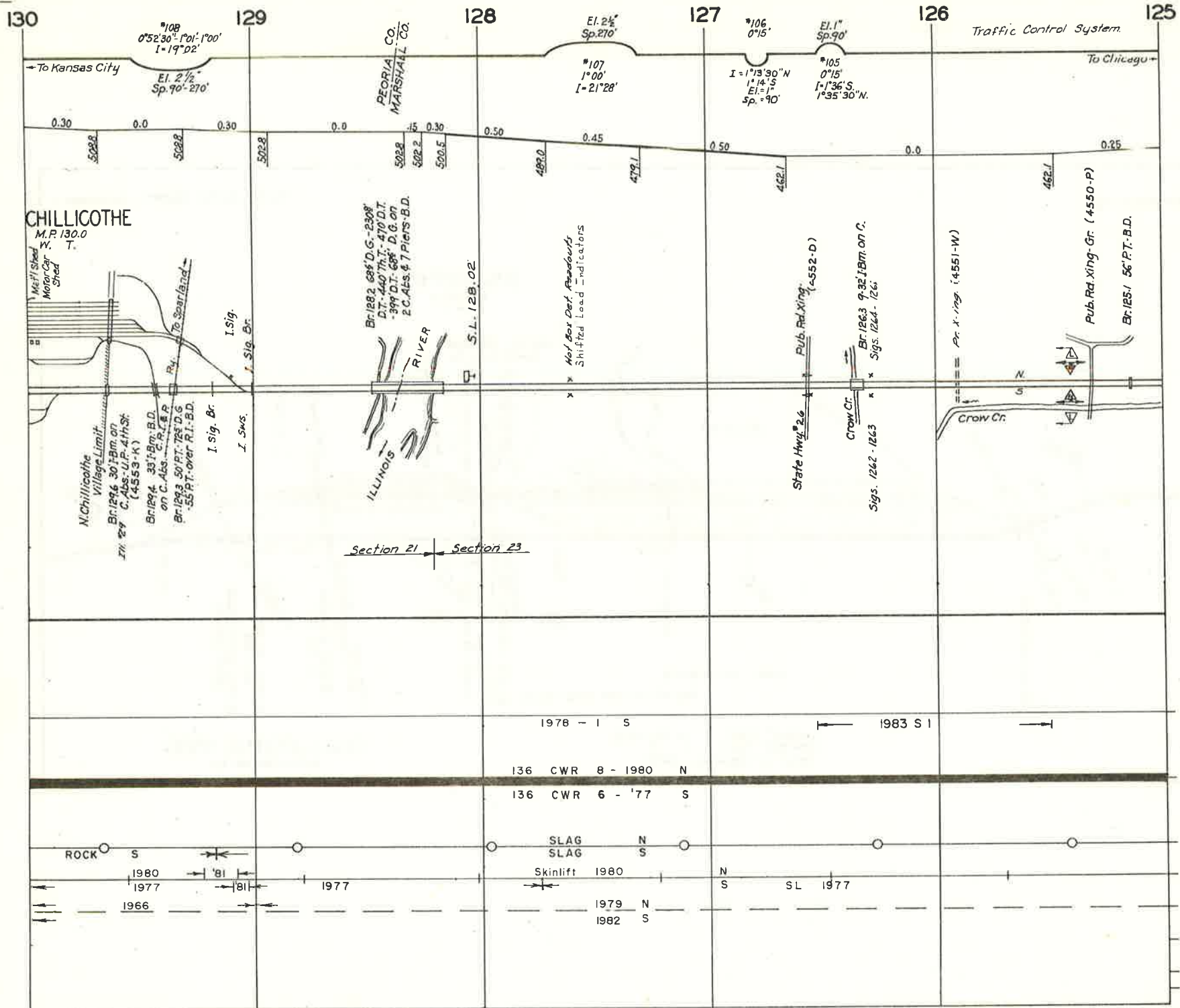


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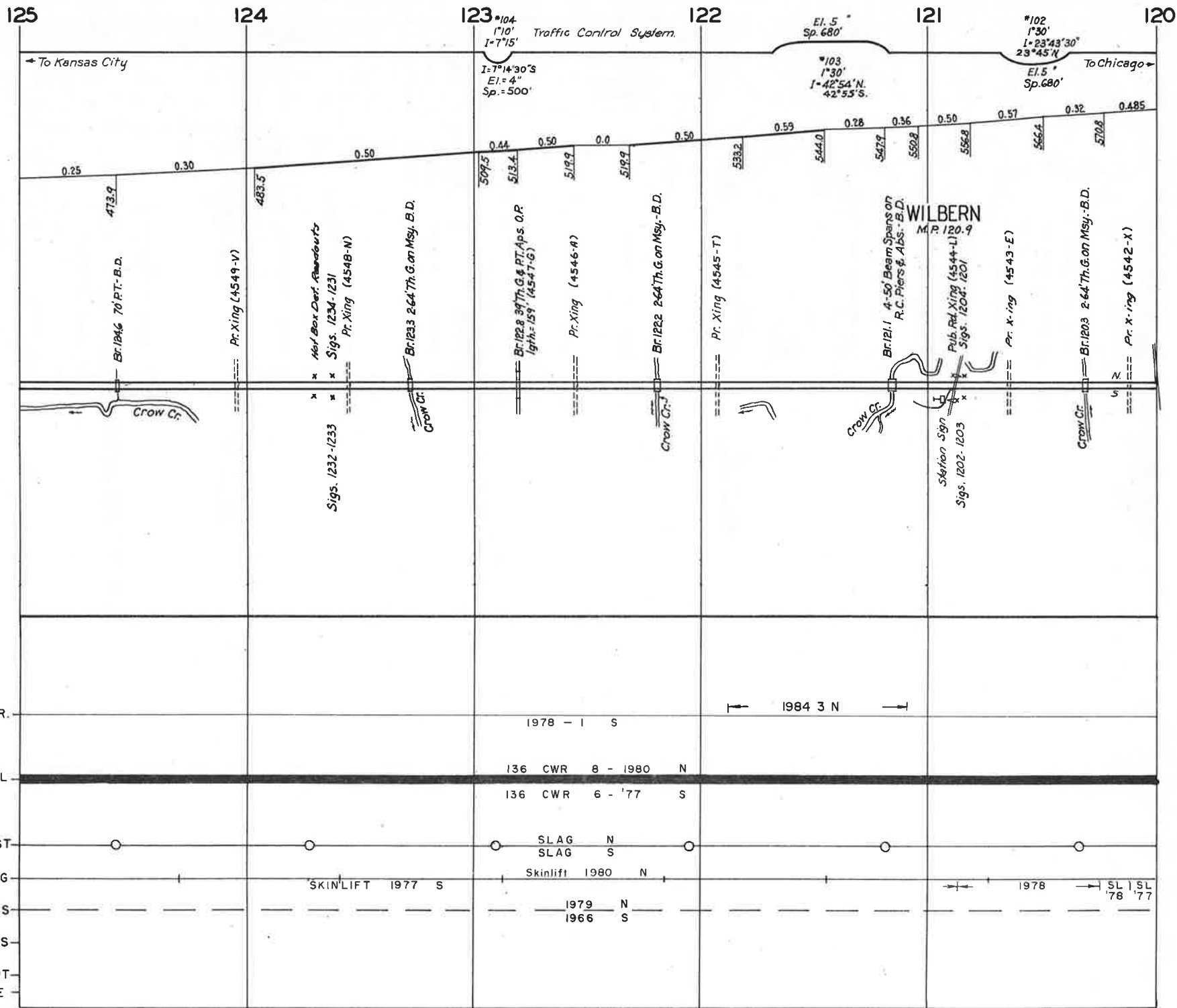


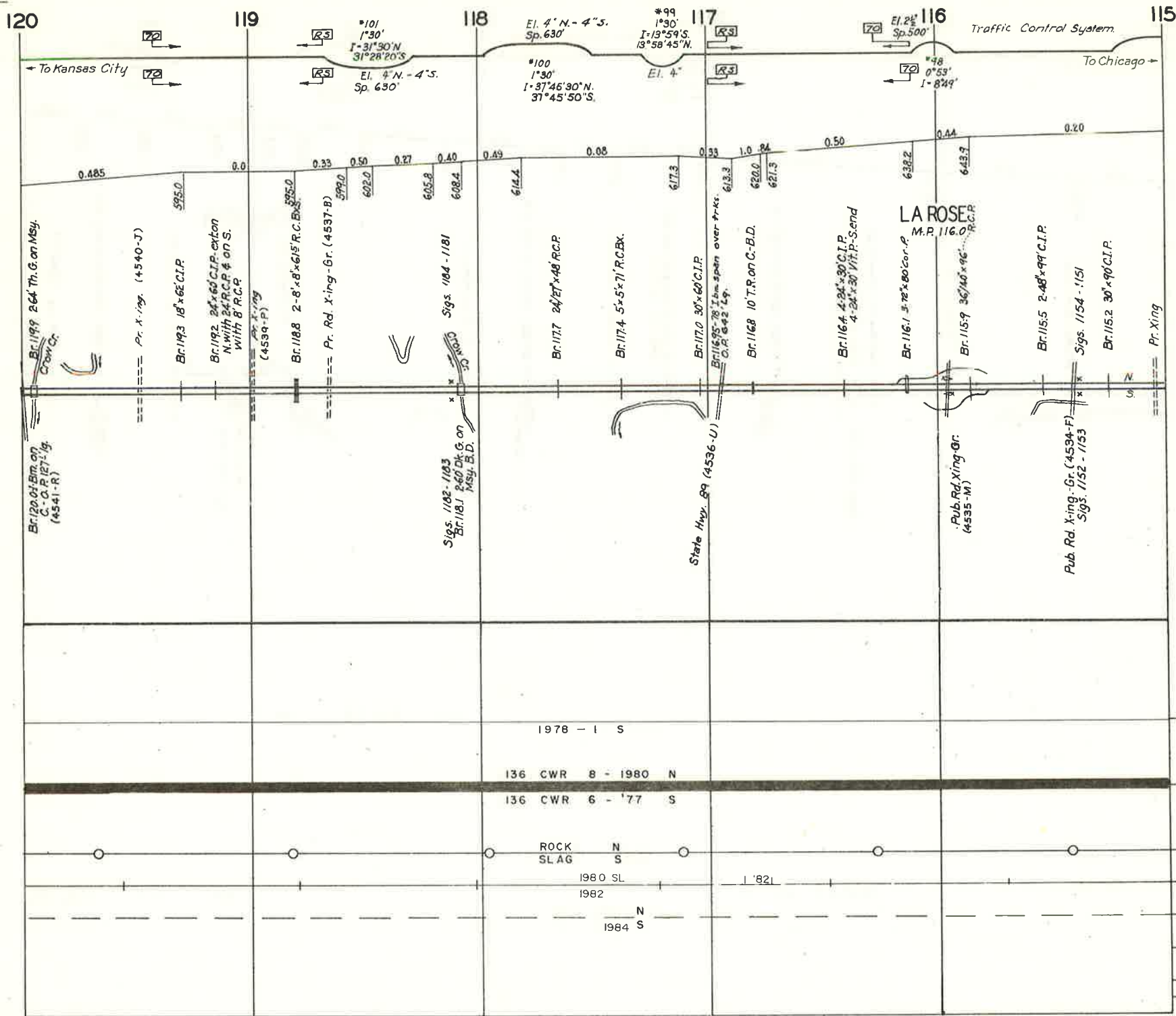




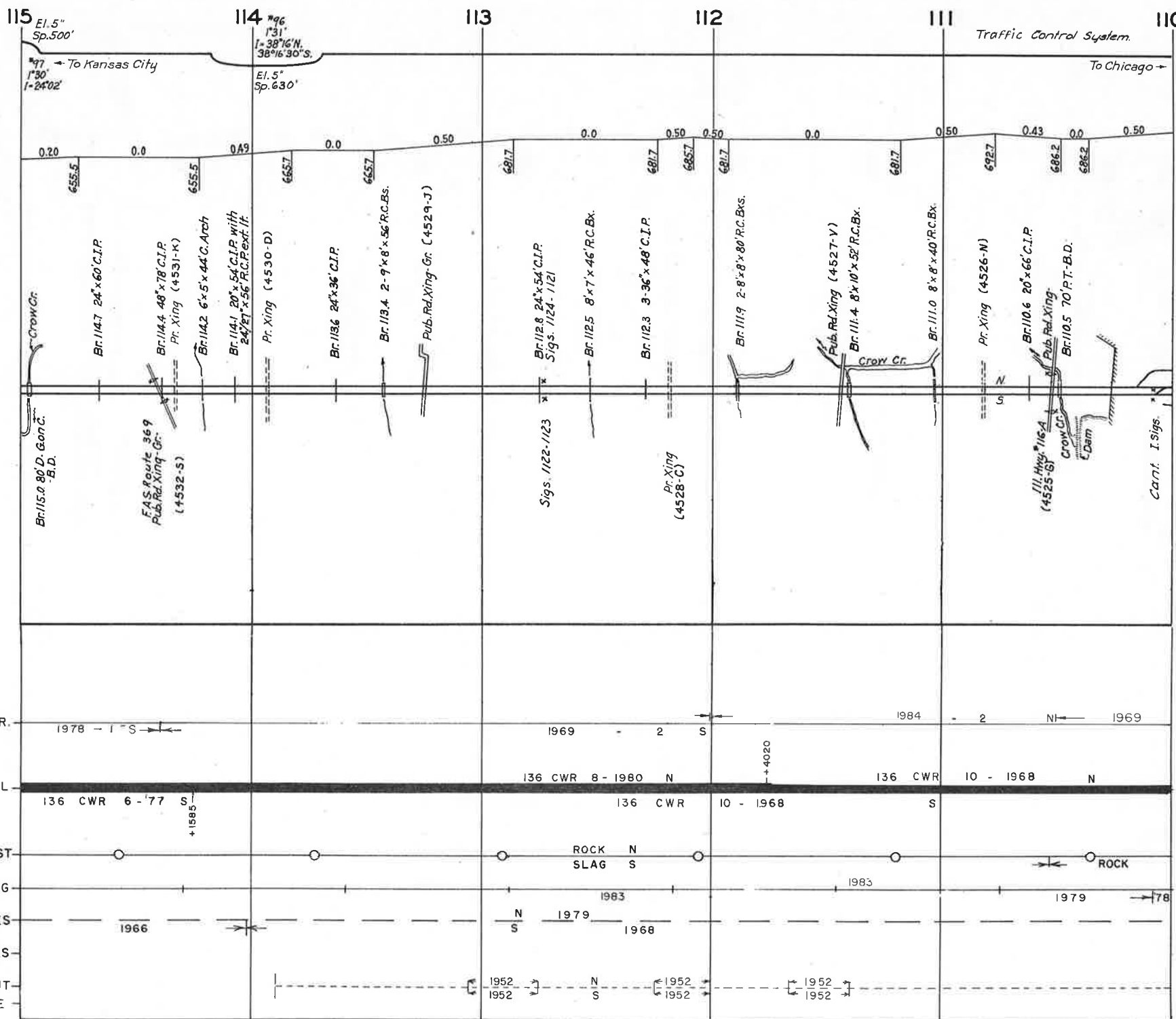
Section 21 | Section 23

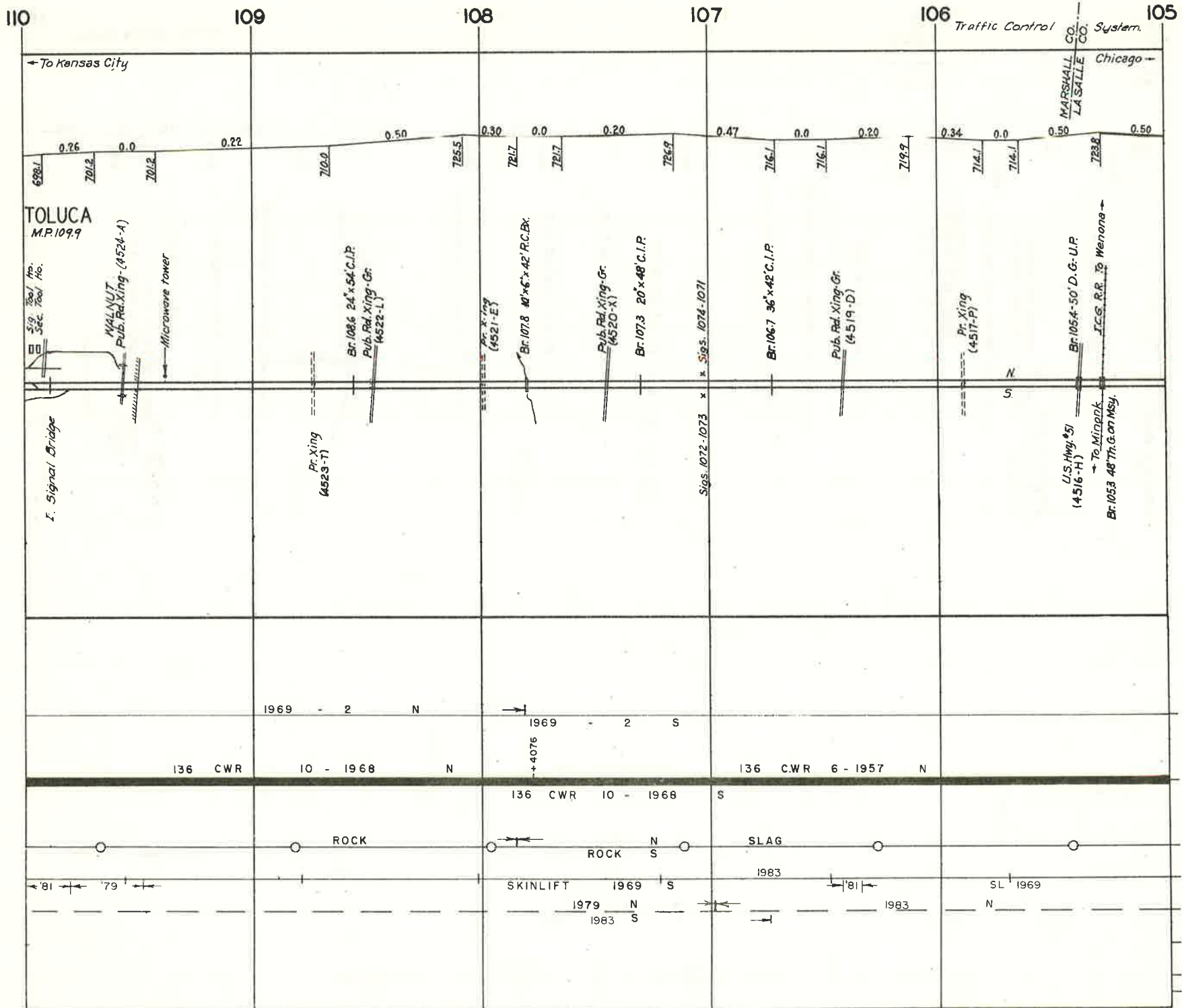
RAIL GR.	1978 - I S	1983 S I
RAIL	136 CWR 8 - 1980 N	136 CWR 6 - '77 S
BALLAST	SLAG N S	SLAG N S
SURFACING	Skinlift 1980	SL 1977
TIES	1979 N S	1982 S
POLES		
GROUT		
LIME		

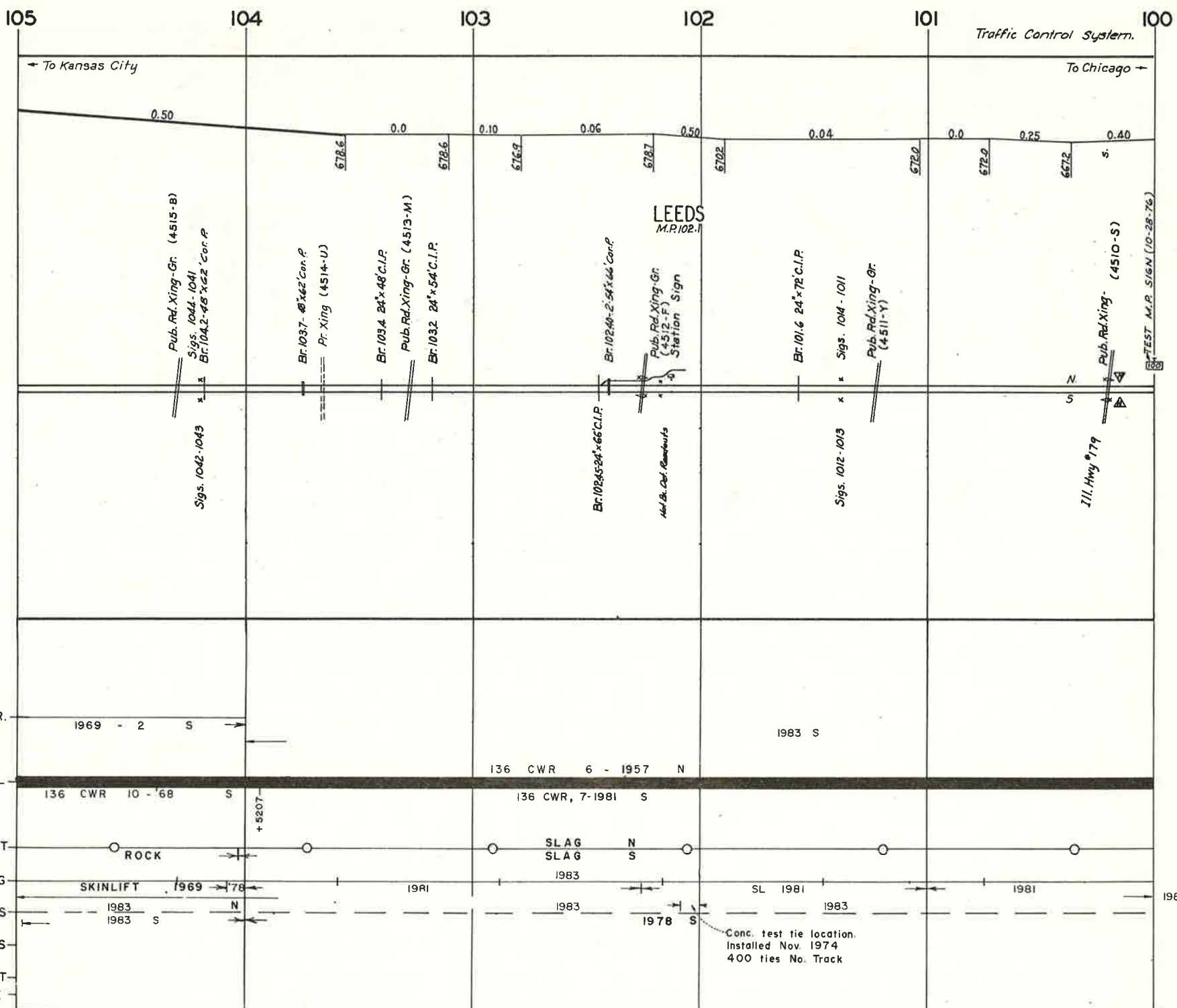


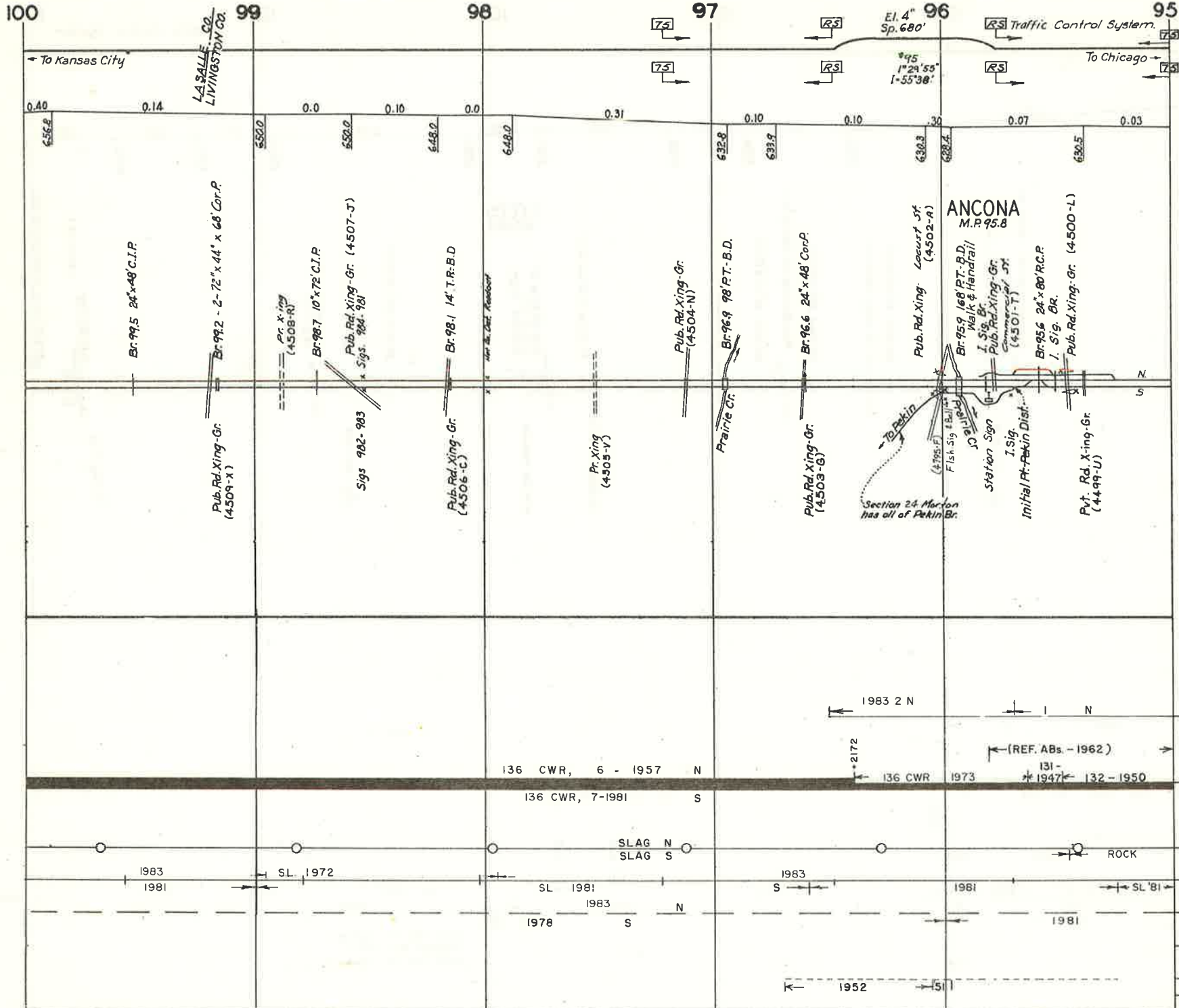


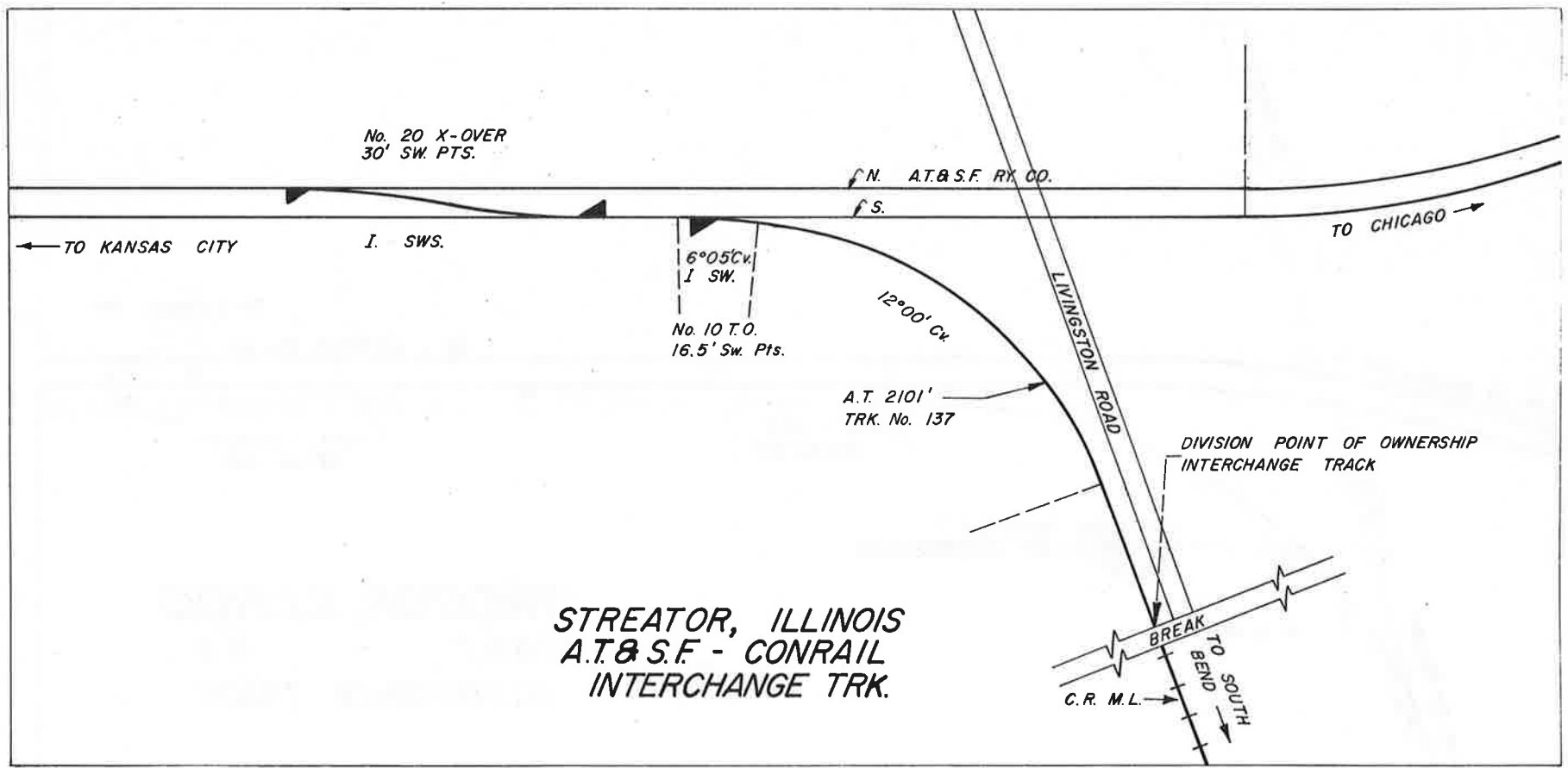
1978	-	1	S	RAIL GR.
136	CWR	8	- 1980	N
136	CWR	6	- '77	S
ROCK		N		BALLAST
SL AG		S		
1980	SL			SURFACING
1982				
		N		TIES
1984		S		
				POLES
				GROUT
				LIME



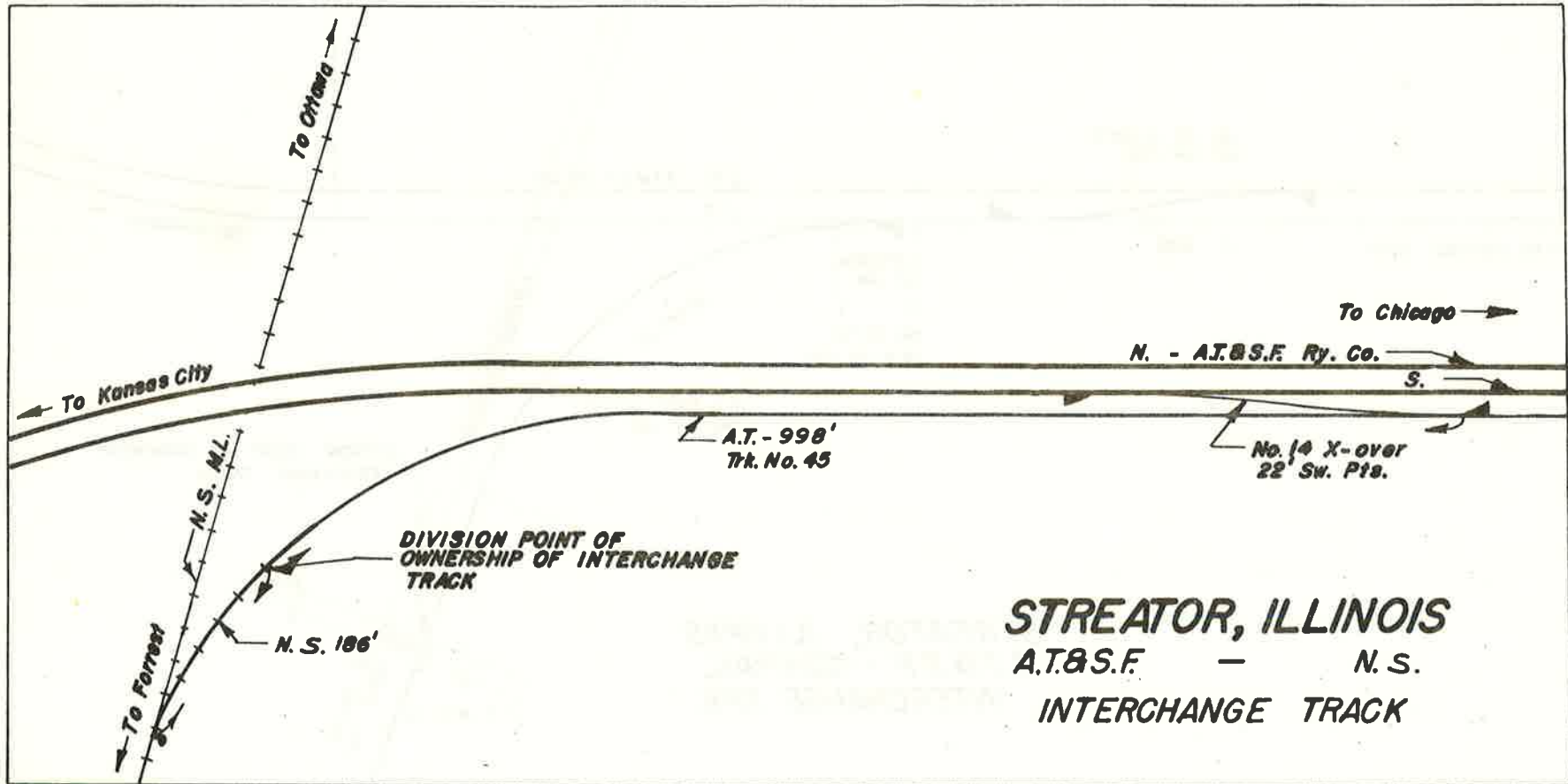




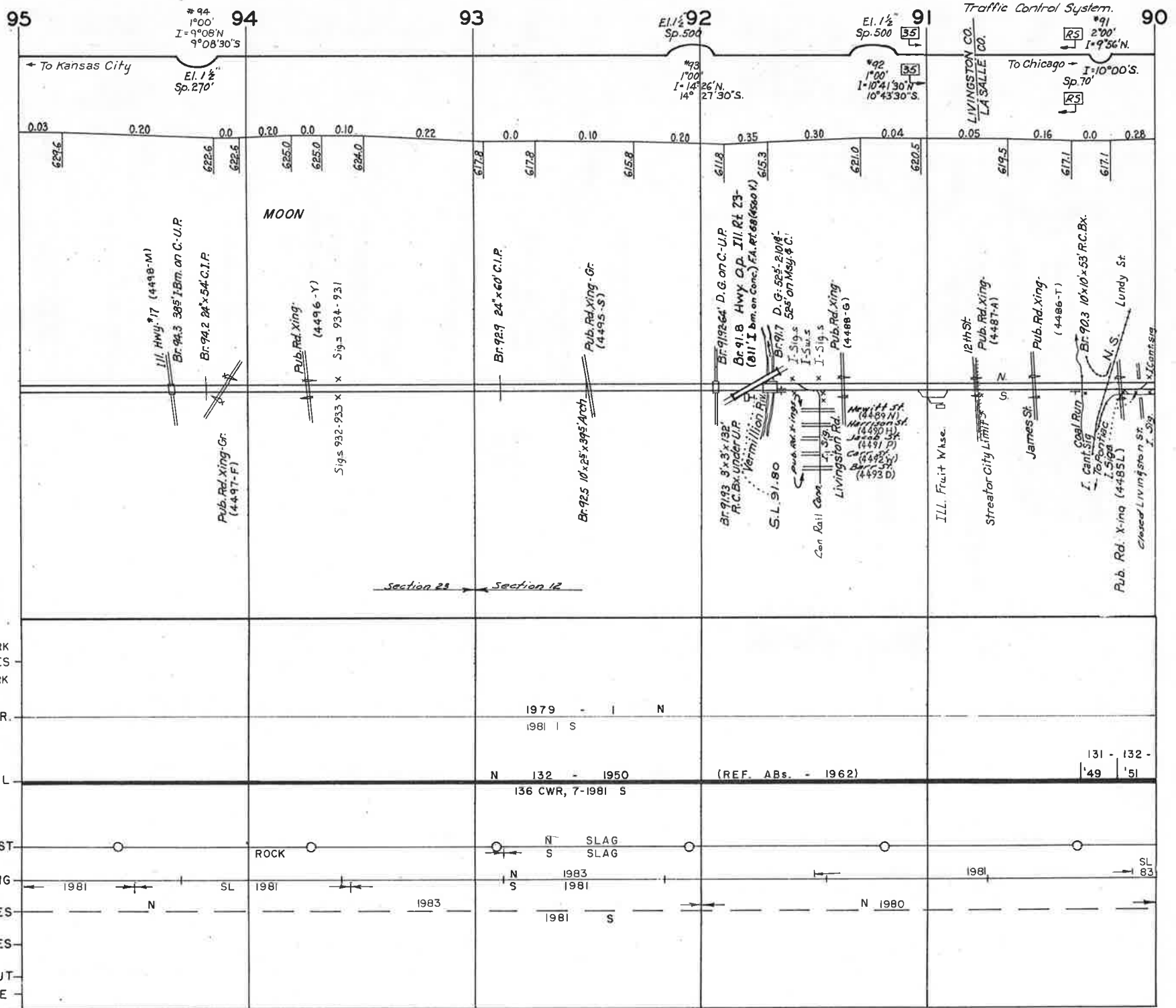




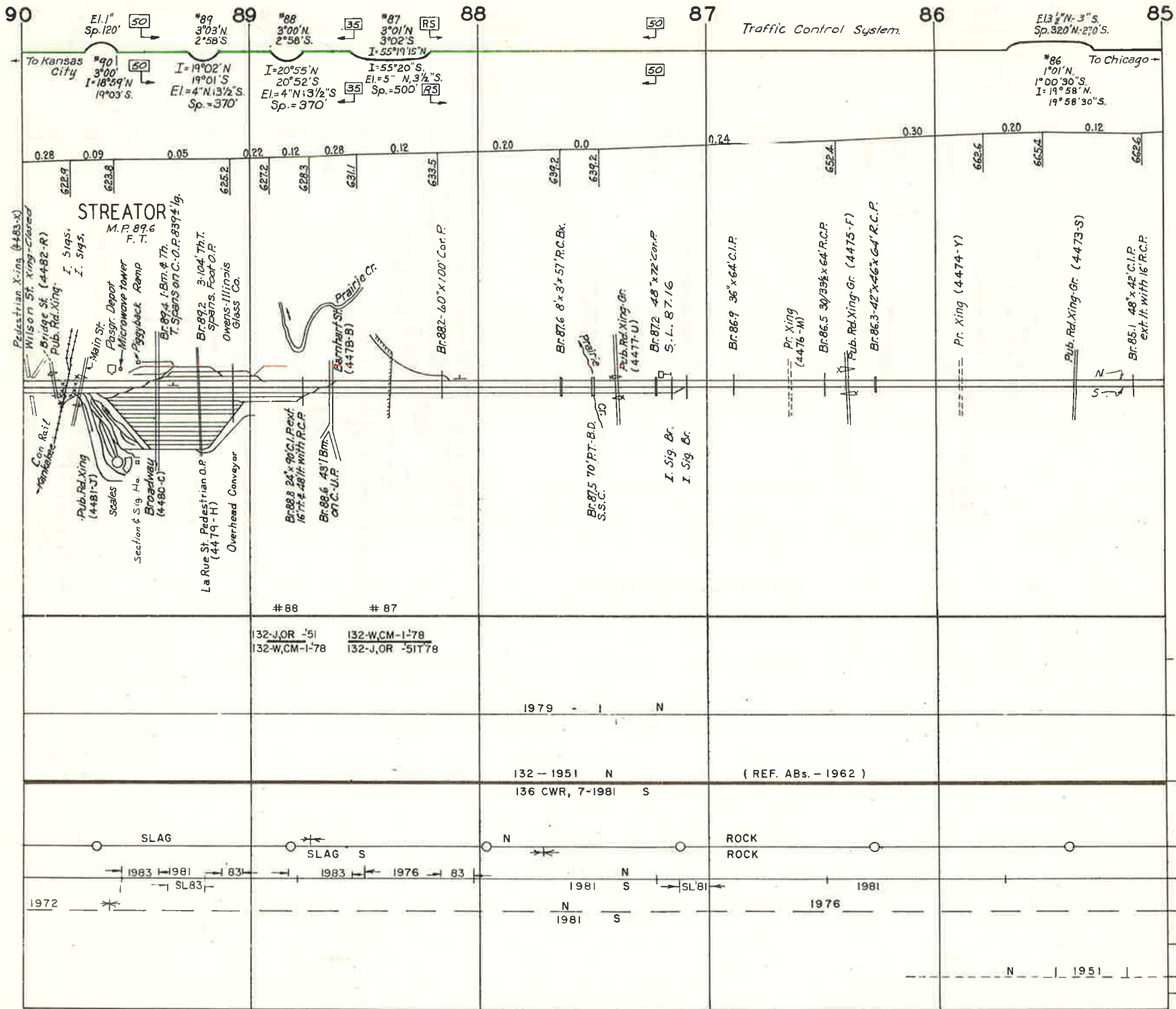




**STREATOR, ILLINOIS**  
A.T.&S.F. — N.S.  
INTERCHANGE TRACK



NR N. TRK  
 SR CURVES  
 NR S. TRK  
 RAIL GR.  
 RAIL  
 BALLAST  
 SURFACING  
 TIES  
 POLES  
 GROUT  
 LIME



Traffic Control System.

El. 3 1/4" N. 3" S.  
Sp. 320' N. 270' S.

To Kansas City  
#90  
3°00' N  
I=18°39' N  
19°03' S

#89  
3°03' N  
2°58' S  
I=19°02' N  
19°01' S  
El.=4' N:13 1/2' S  
Sp.=370'

#88  
3°00' N  
2°58' S  
I=20°55' N  
20°52' S  
El.=4' N:13 1/2' S  
Sp.=370'

#87  
3°01' N  
3°02' S  
I=55°11'15' N  
El.=5' N:3 1/2' S  
Sp.=500'

To Chicago  
#86  
1°01' N  
1°00'30" S  
I=19°58' N  
19°58'30" S

**STREATOR**  
M.P. 89.6  
F. T.

La Rue St. Pedestrian O.P. (4479-H)  
Overhead Conveyor

Broadway (4480-C)  
Section & Sig. Ho.

Pub. Rd. Xing (4481-J)  
Scales

Passgr. Depot  
Microwave Tower  
Piggyback Ramp

Br. 89.4 16m. & 7h  
T. Spans on C.-O.P. 8894'lg.

Br. 89.2 3-104 Th.I. spans. Foot O.P. Owens Illinois Glass Co.

Pr. Xing (4476-W)  
Br. 86.5 30'33 1/2" x 64' R.C.P.  
Pub. Rd. Xing Gr. (4475-F)  
Br. 86.3-42' x 46' x 64' R.C.P.

Pr. Xing (4474-Y)  
Pub. Rd. Xing Gr. (4473-S)  
Br. 85.1 48' x 42' C.I.P. ext. ft. with 16' R.C.P.



#88 132-J,OR -51  
132-W,CM-I-78

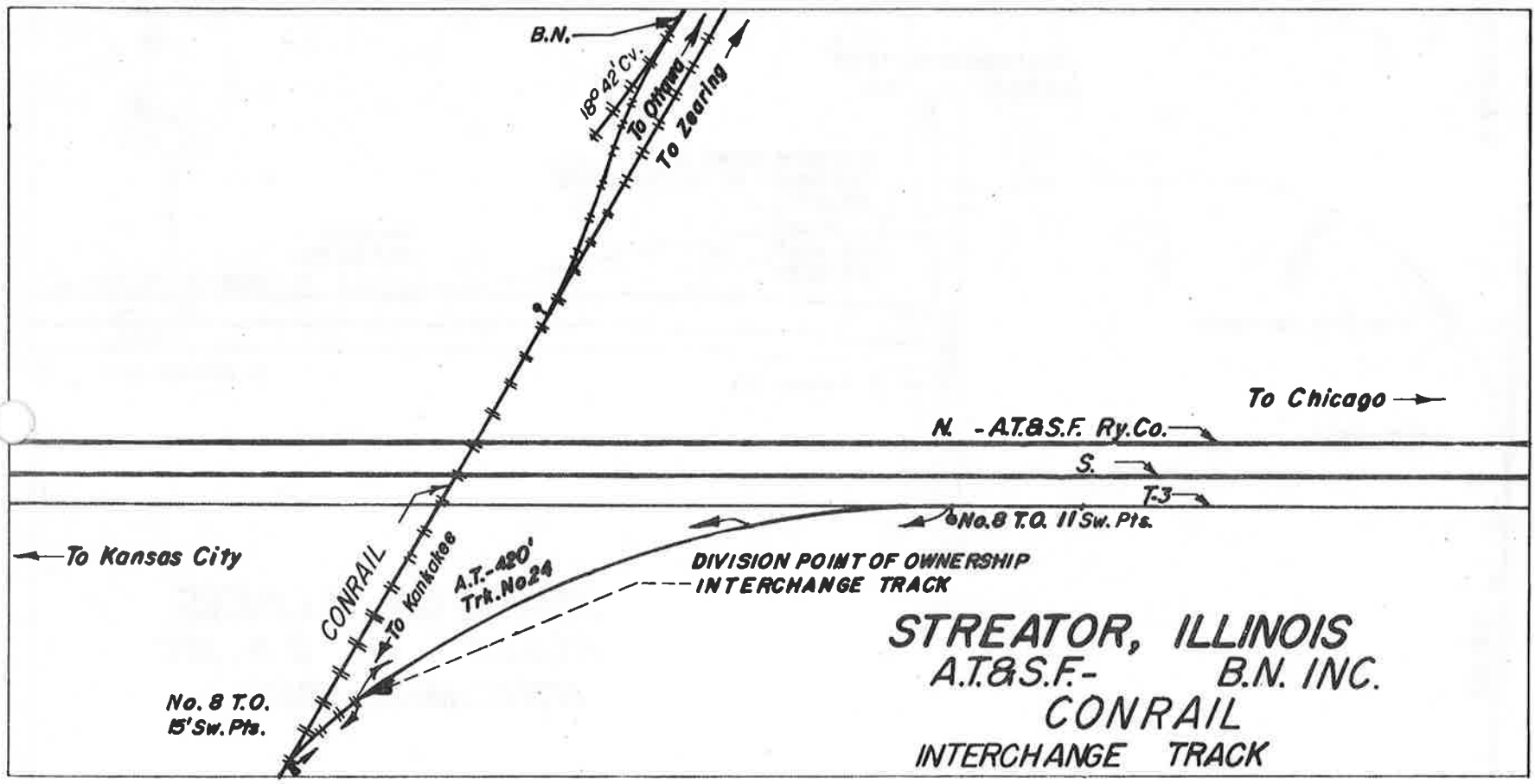
#87 132-W,CM-I-78  
132-J,OR -51T78

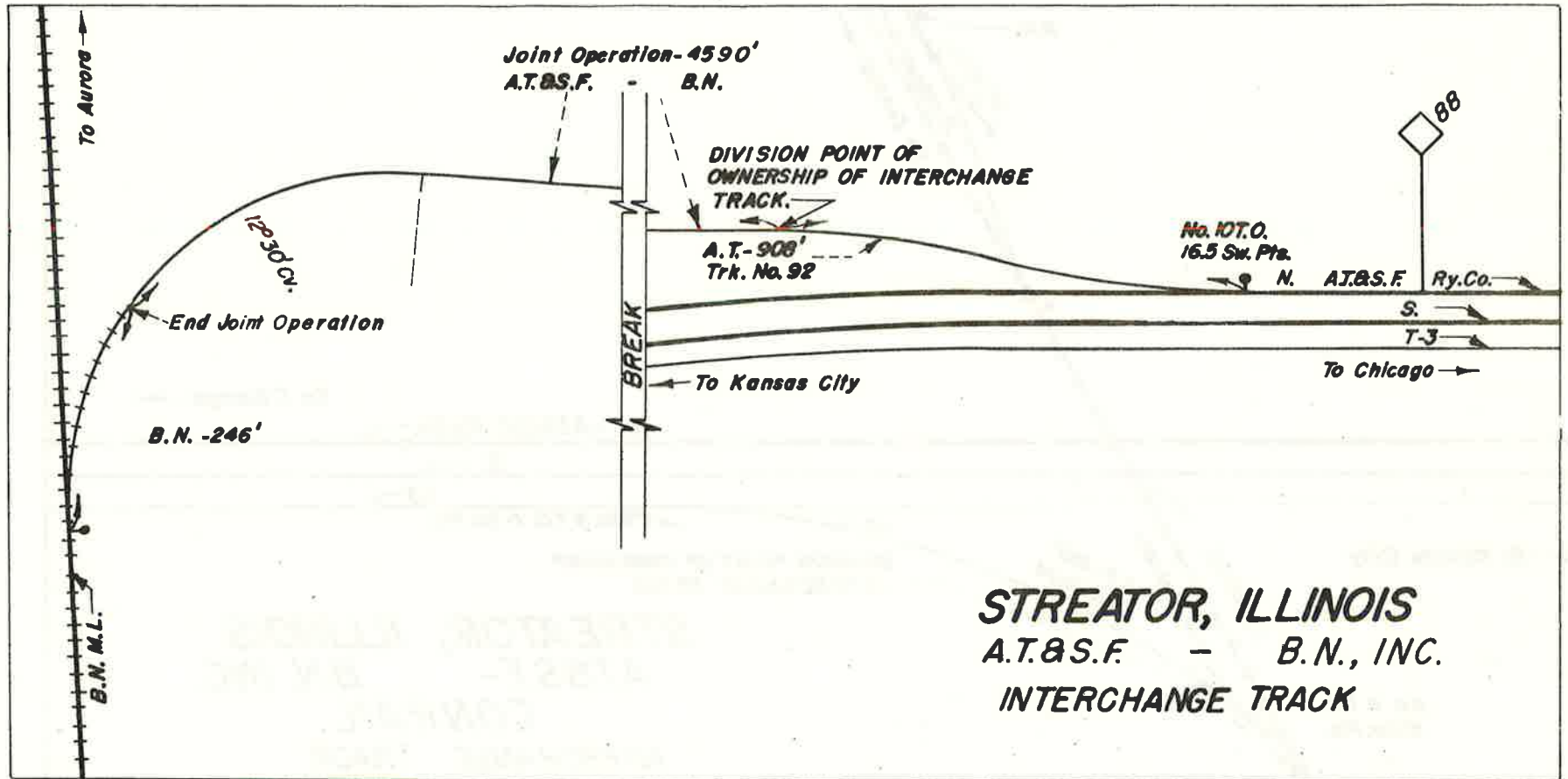
1979 - I N

132 - 1951 N  
136 CWR, 7-1981 S

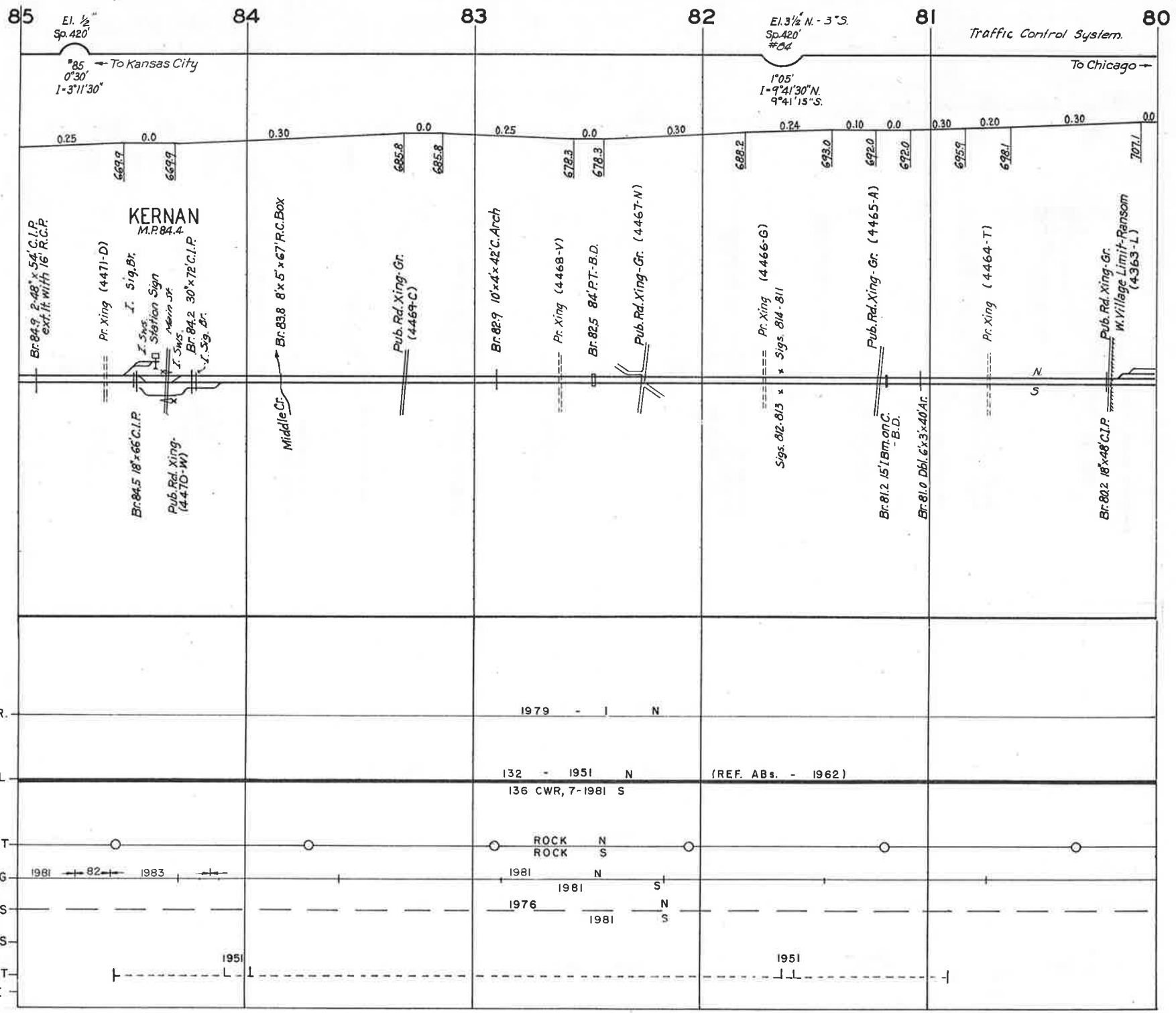
( REF. Abs. - 1962 )

- N. TRK
- SR
- CURVES
- S. TRK
- NR
- SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME





**STREATOR, ILLINOIS**  
**A.T.&S.F. - B.N., INC.**  
**INTERCHANGE TRACK**



80

El. 3' 79  
Sp. 500'

78

77

76

75

Traffic Control System

To Kansas City

To Chicago

0.0 0.30 0.37 0.20 0.04 0.41 0.30 0.24 0.11 0.0 0.29 0.09 0.05

707.1 703.7 696.3 694.9 694.4 690.3 659.3 654.4 651.5 651.5 656.4 657.3

### RANSOM

M.P. 79.7

Br. 79.8 30' x 54' C.I.P.  
Pub. Rd. Xing

To Commonwealth  
Edison

Br. 79.1-30' x 55' C.I.P.  
State Hwy. 170 (4461-x)  
Br. 79.18 30' x 48' C.I.P.  
ext. rt. with 16' R.C.P.

Br. 79.0-18' x 54' C.I.P.  
Pr. Xing  
(4460-R)

Sigs. 782-783 x Sigs. 784-781

Br. 78.5 10' T.R. on C.-B.D.

Br. 78.102 25' C. Bmt C.-U.P. (4459-W)  
B.D.

Br. 77.8 24' x 66' C.I.P.

Br. 77.3 24' x 60' C.I.P.

Pr. Xing  
(4458-P)

Br. 76.9 48' x 43' C.I.P.  
Pub. Rd. Xing-Gr.  
(4457-H)

Pr. Xing  
(4456-S)

Br. 76.5 70' P.T.-B.D.  
Pr. Xing  
(4455-U)

Sigs. 762-763 x Sigs. 764-761  
Br. 762 48' x 42' C.I.P.  
Pub. Rd. Xing-Gr.  
(4454-M)

Br. 75.7 56' P.T.-B.D. - S.S.C.  
L.A. SALLE CO  
GRUNDY CO  
Pub. Rd. Xing-Gr.  
(4453-F)

Pr. Xing  
(4452-X)

Microwave tower  
Depot  
Land (4462-E)

1979 - I N

132 - 1951 N (REF. ABS. - 1962)

136 CWR, 7-1981

ROCK ROCK N S

1981

1981

1976

1981

1951

1951

RAIL GR.

RAIL

BALLAST

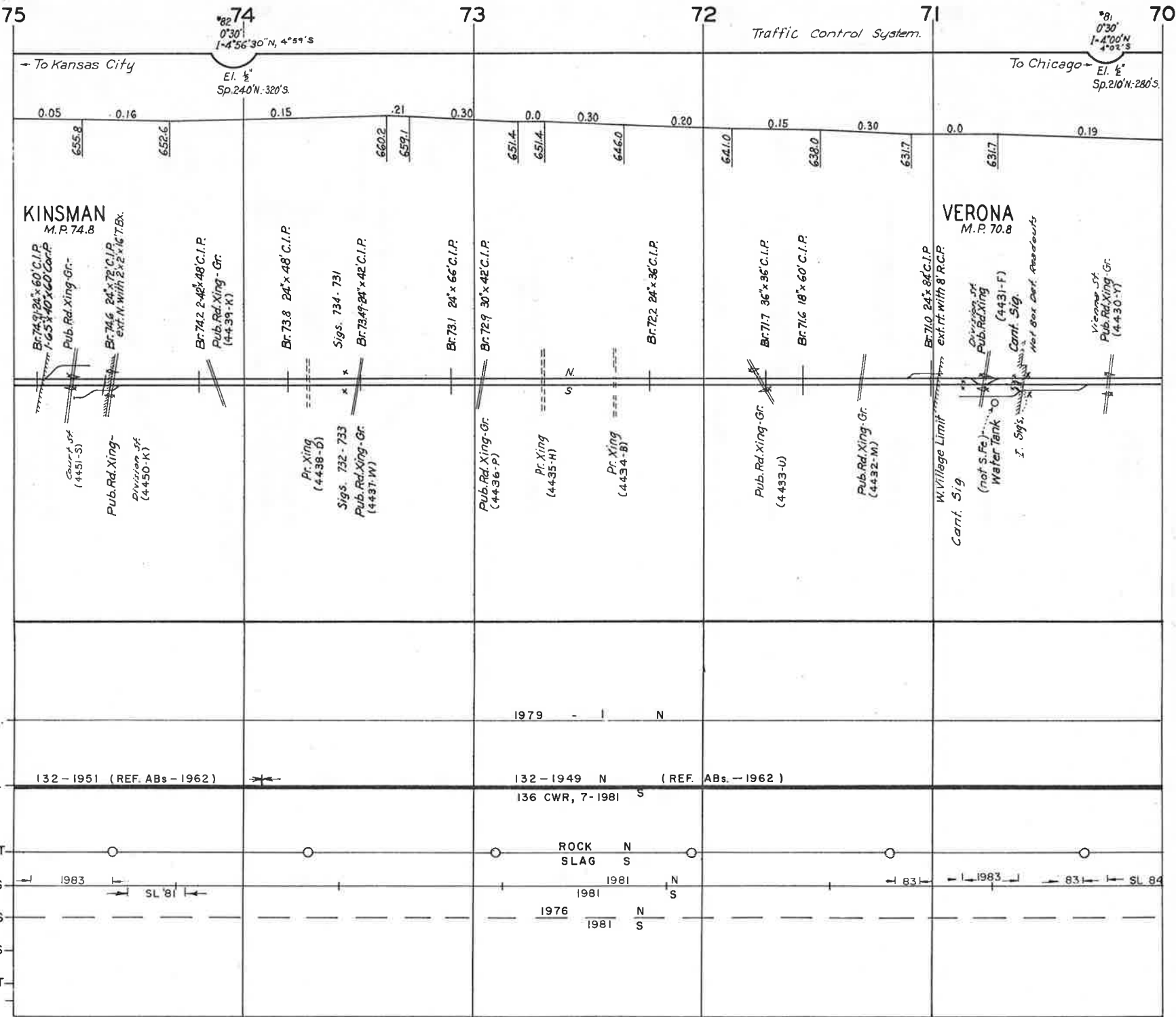
SURFACING

TIES

POLES

GROUT

LIME





70

69

68

67

66

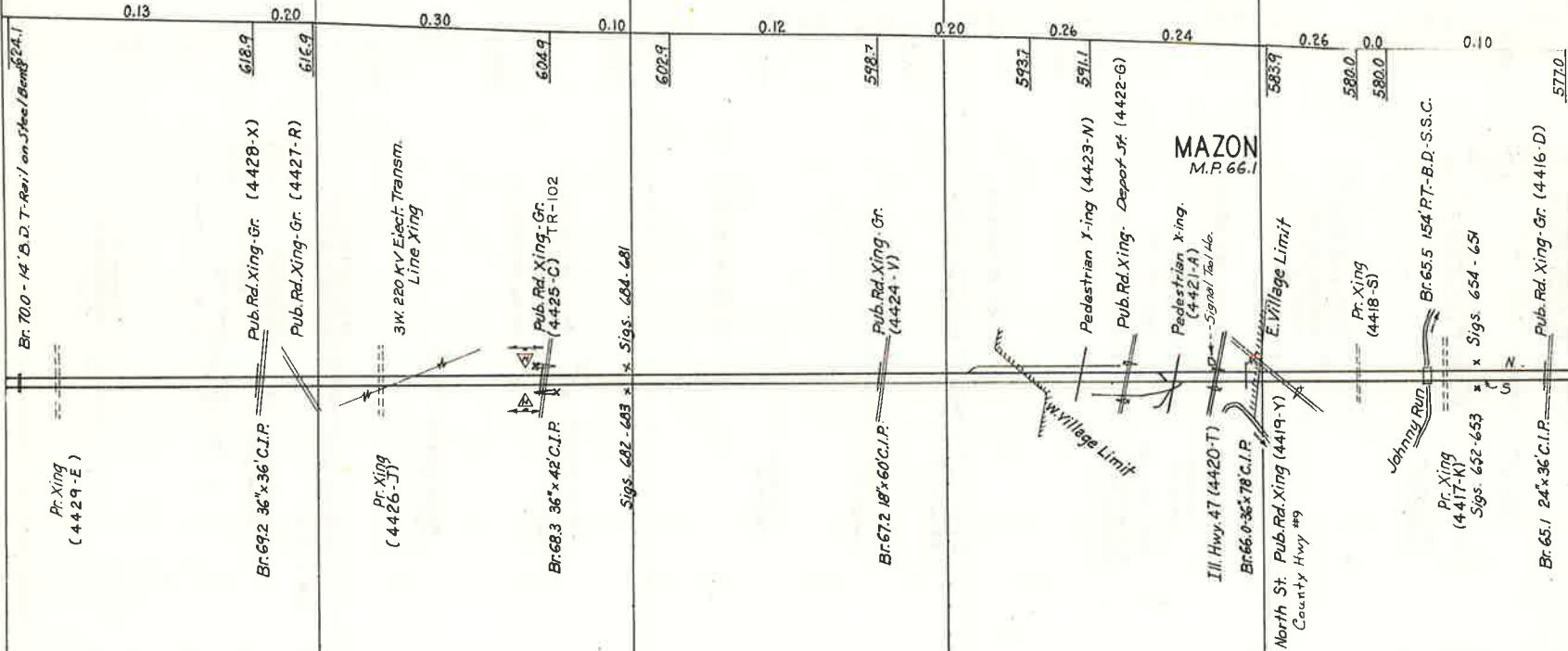
65

To Kansas City

To Chicago

\*80  
0°10'  
1-1°57'40" N 51°00'S  
Elev.  
Sp. 100'S  
" 60' N.

Traffic Control System.



MAZON  
M.P. 66.1

1979 - I - N

132 - 1949 N (REF. ABs. - 1962)  
136 CWR, 7-1981 S

ROCK N  
SLAG S

1984 SL

1976 N  
1981 S

1981 N  
S 83 SL 83 1981

RAIL GR.

RAIL

BALLAST

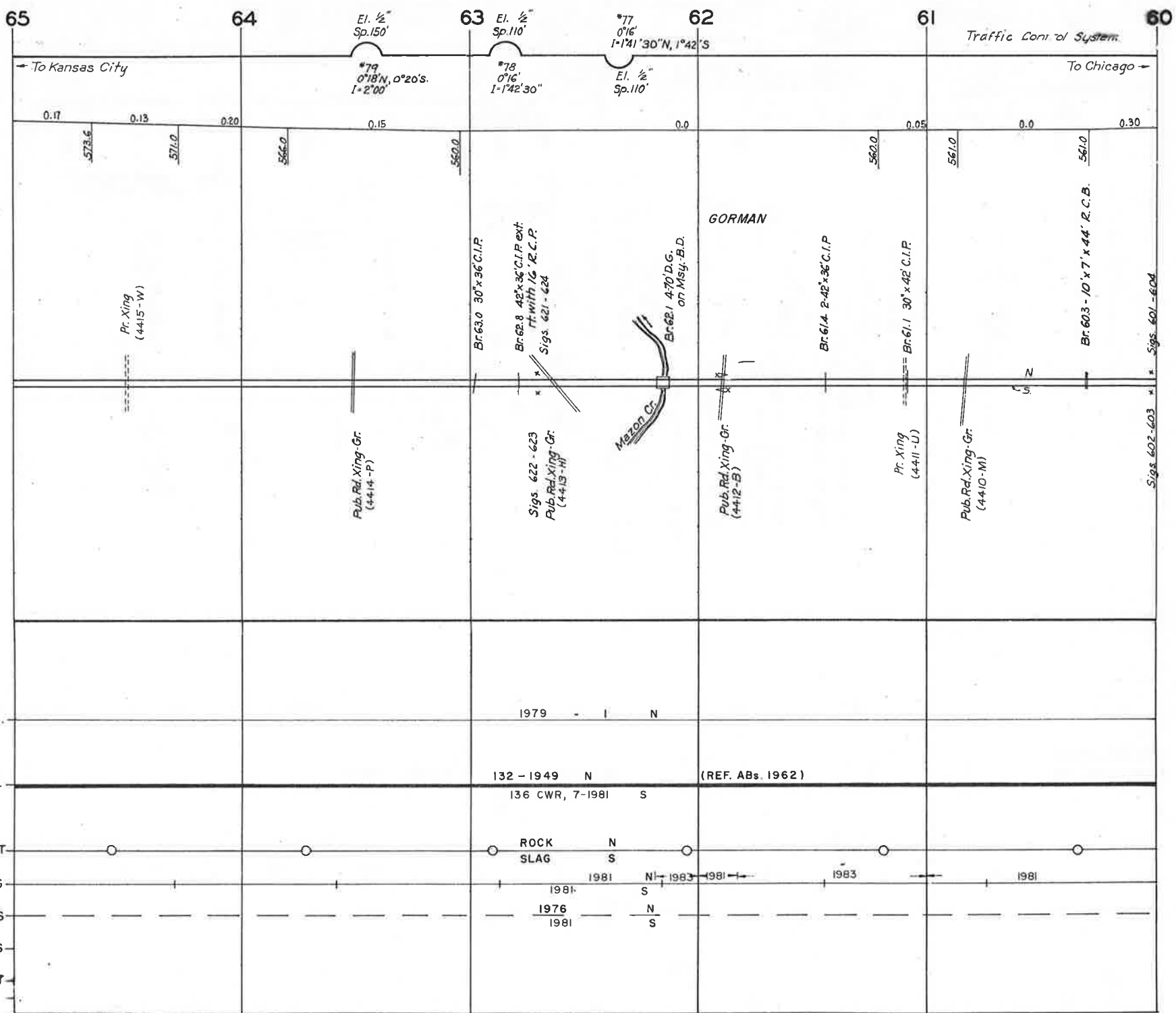
SURFACING

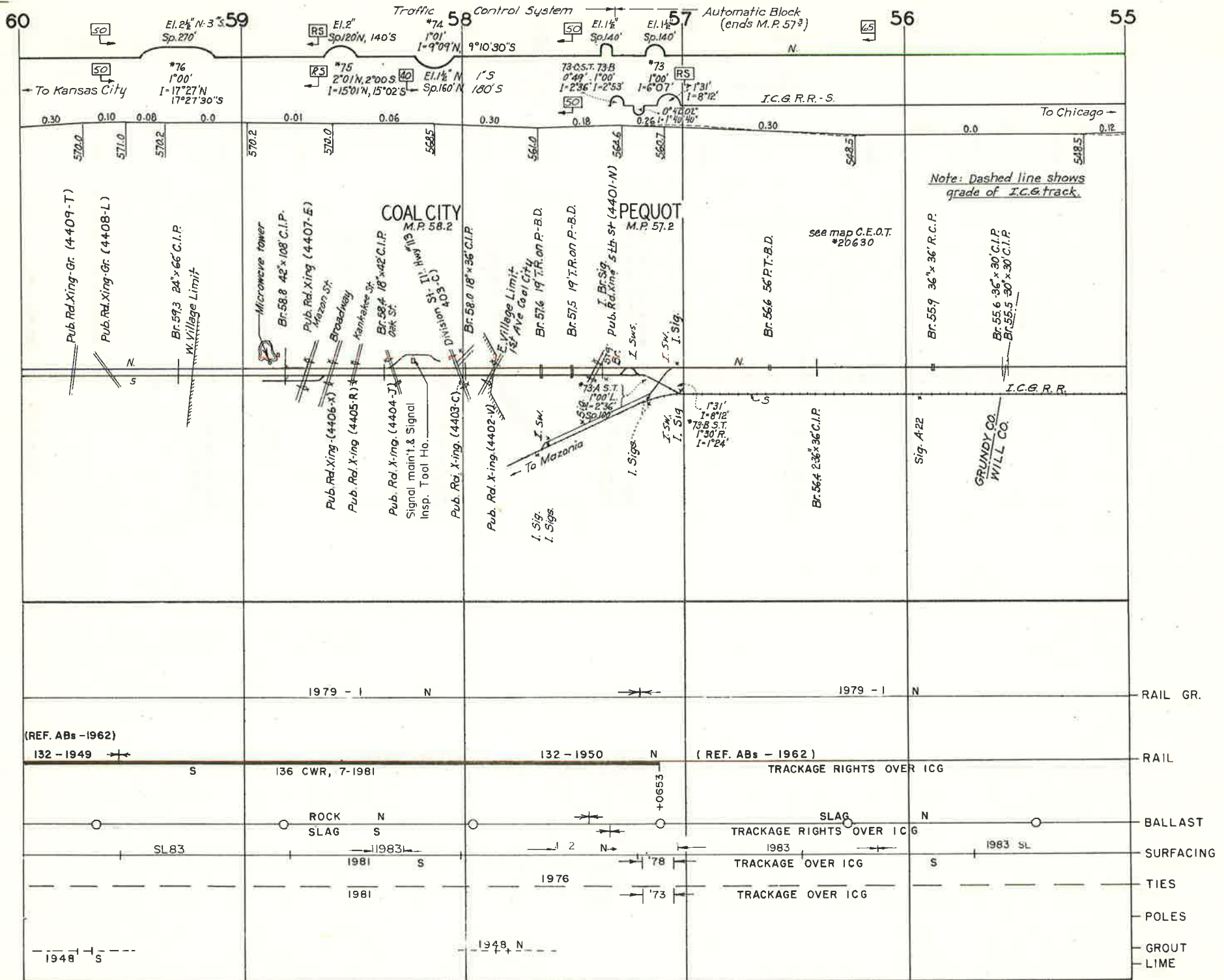
TIES

POLES

GROUT

LIME



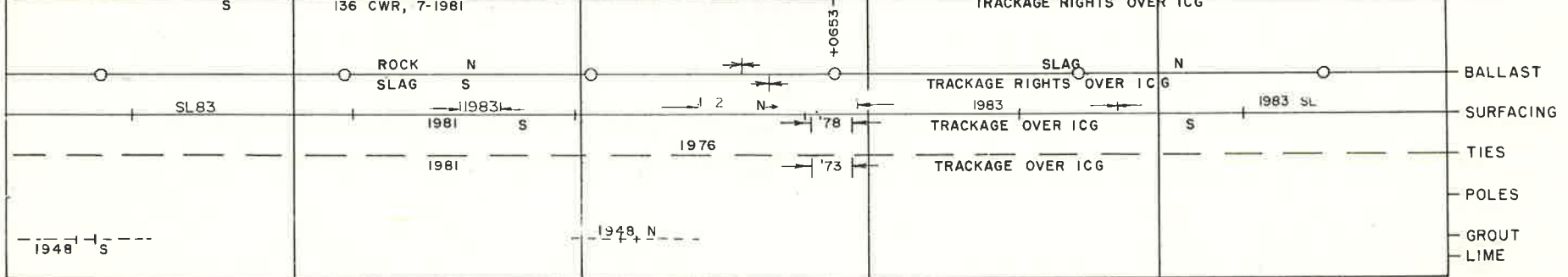


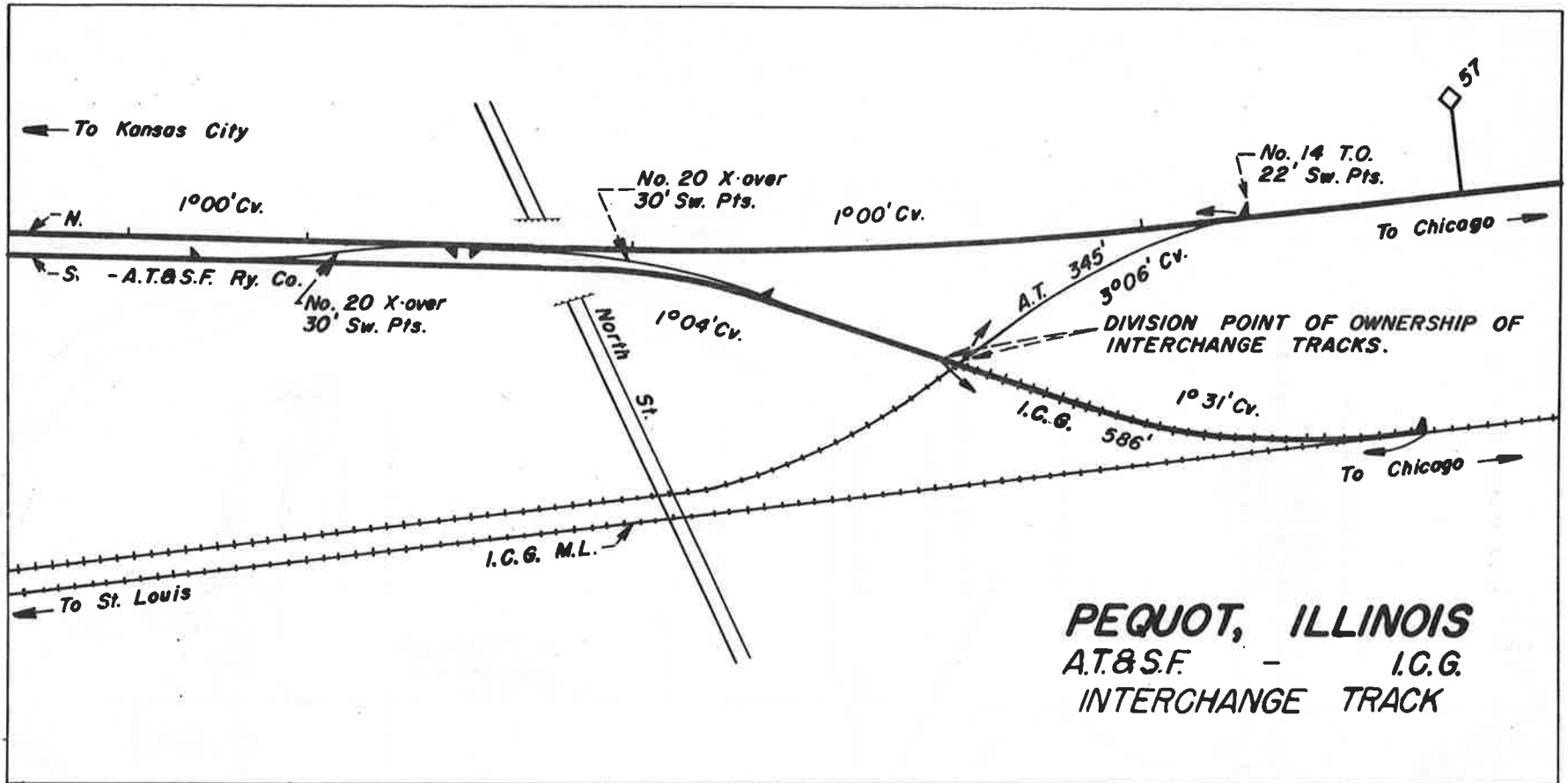
(REF. ABs - 1962)

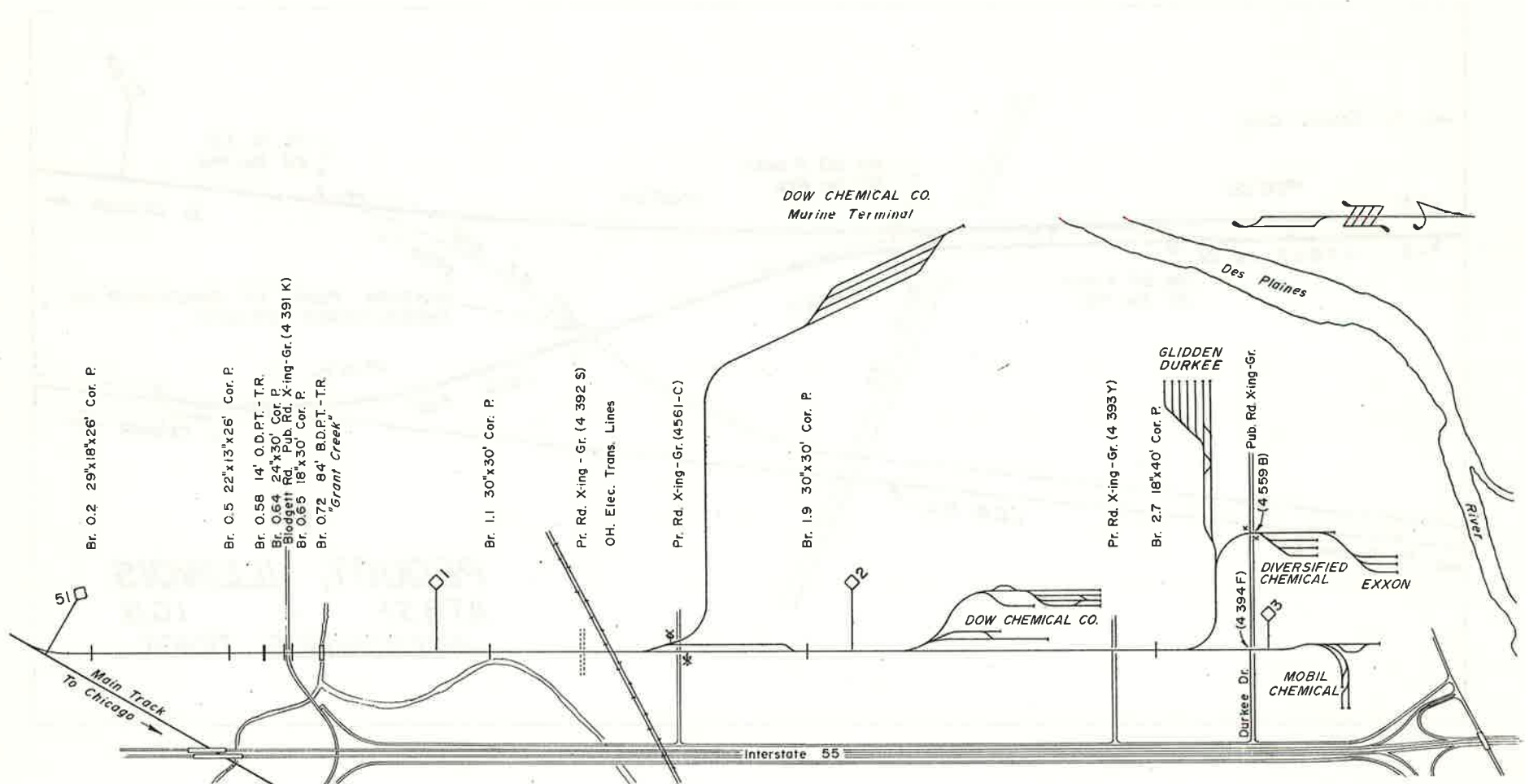
132 - 1949

132 - 1950

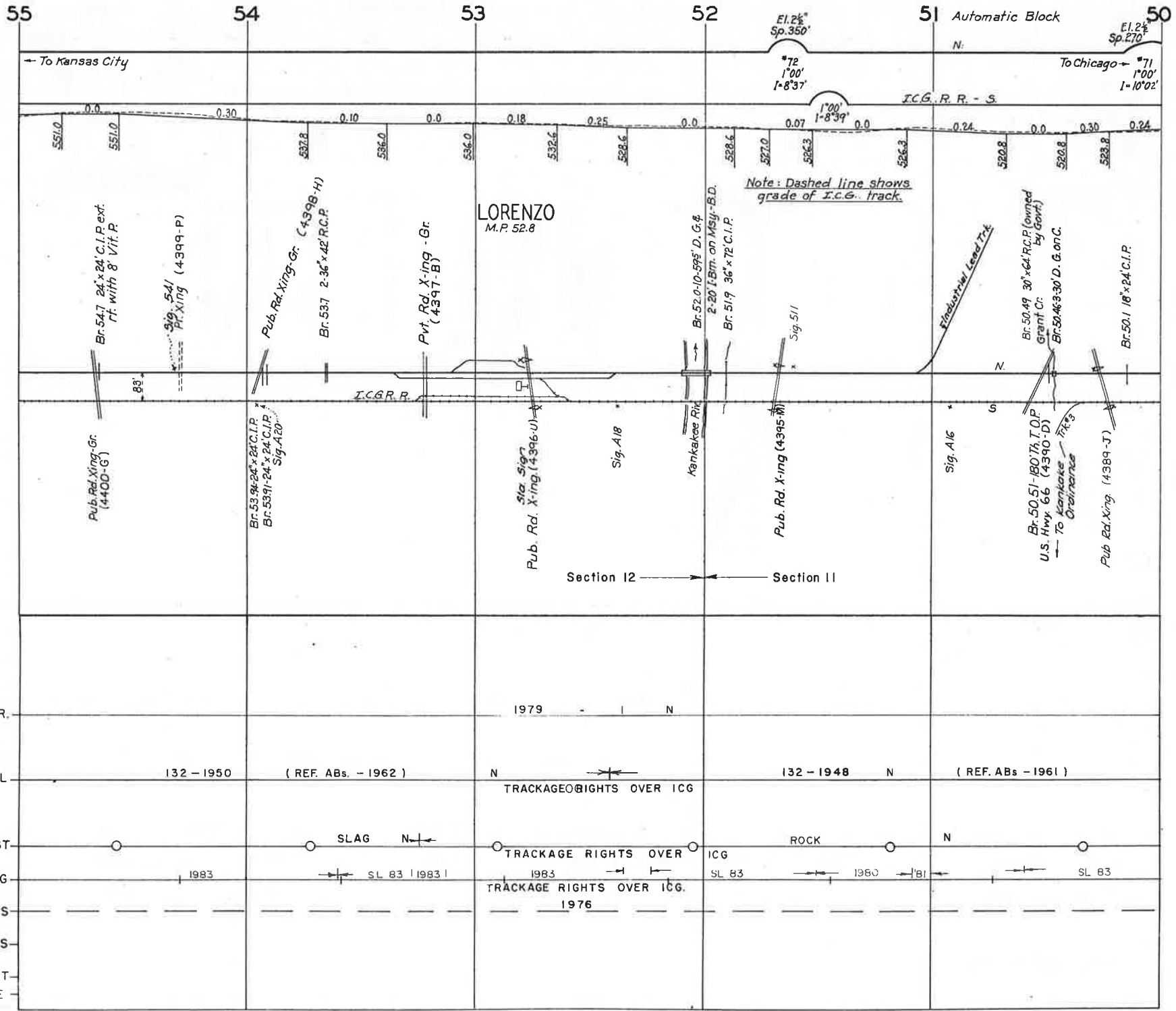
(REF. ABs - 1962)







SANTA FE - JOLIET INDUSTRIAL AREA

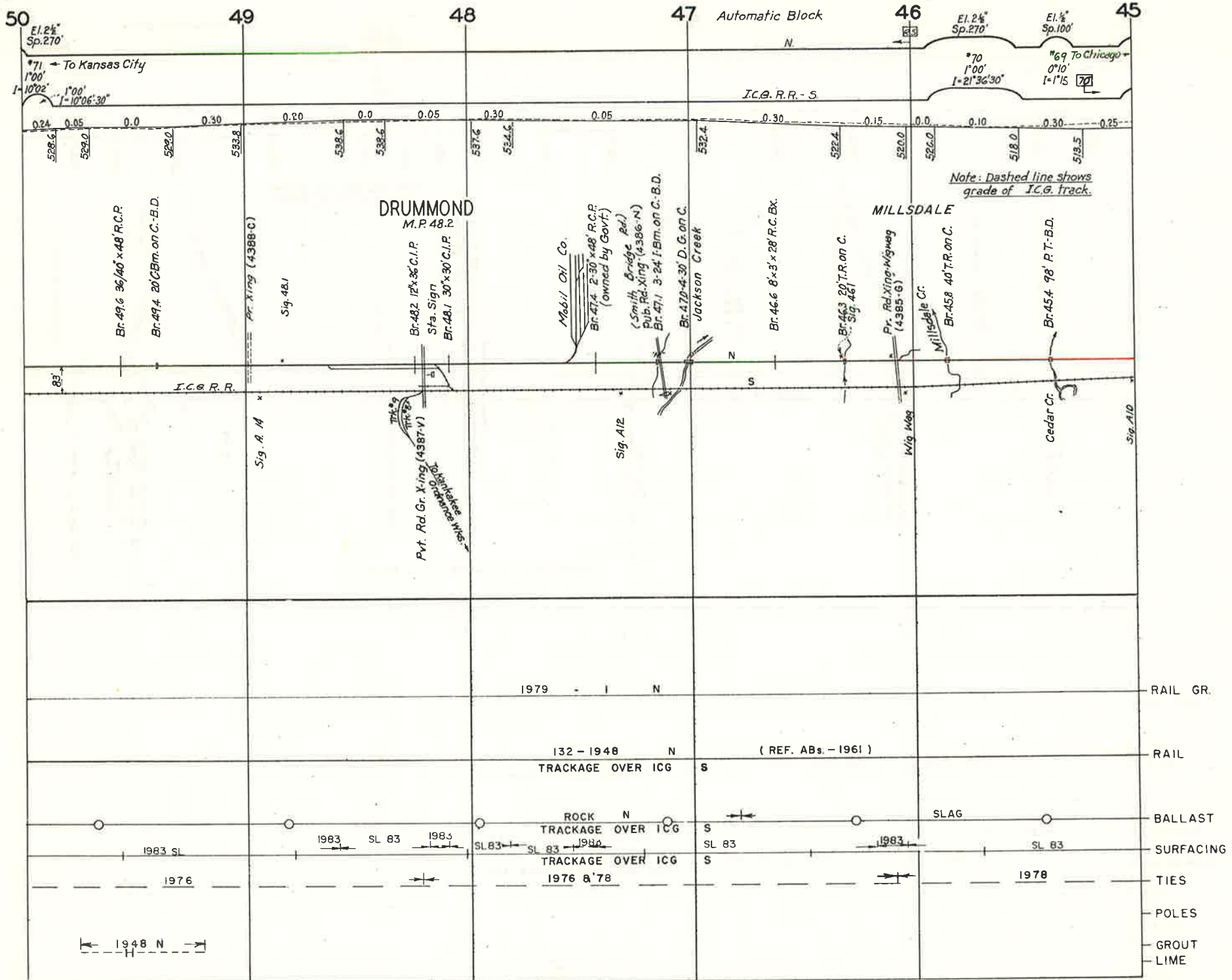


LORENZO  
M.P. 52.8

Note: Dashed line shows grade of I.C.G. track.

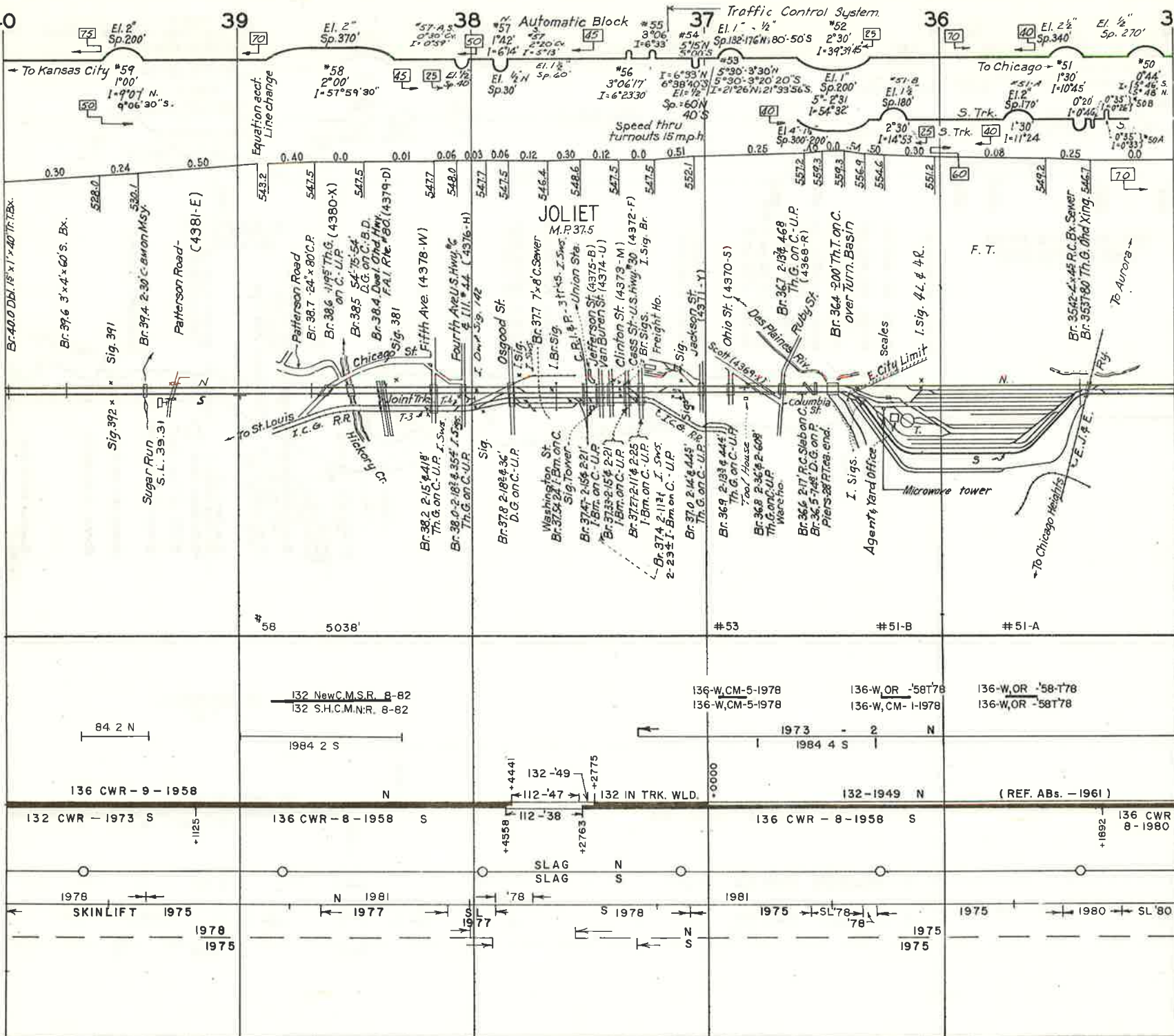
Section 12      Section 11

RAIL GR.	1979		N	
RAIL	132 - 1950	( REF. ABs. - 1962 )	132 - 1948	( REF. ABs - 1961 )
BALLAST	SLAG		ROCK	
SURFACING	1983	SL 83   1983	1983	1980
TIES	1976			
POLES				
GROUT				
LIME				









84 2 N

1984 2 S

1973 - 2 N  
1984 4 S

136 CWR - 9 - 1958

136 CWR - 8 - 1958 S

136 CWR - 8 - 1958 S

136 CWR 8 - 1980

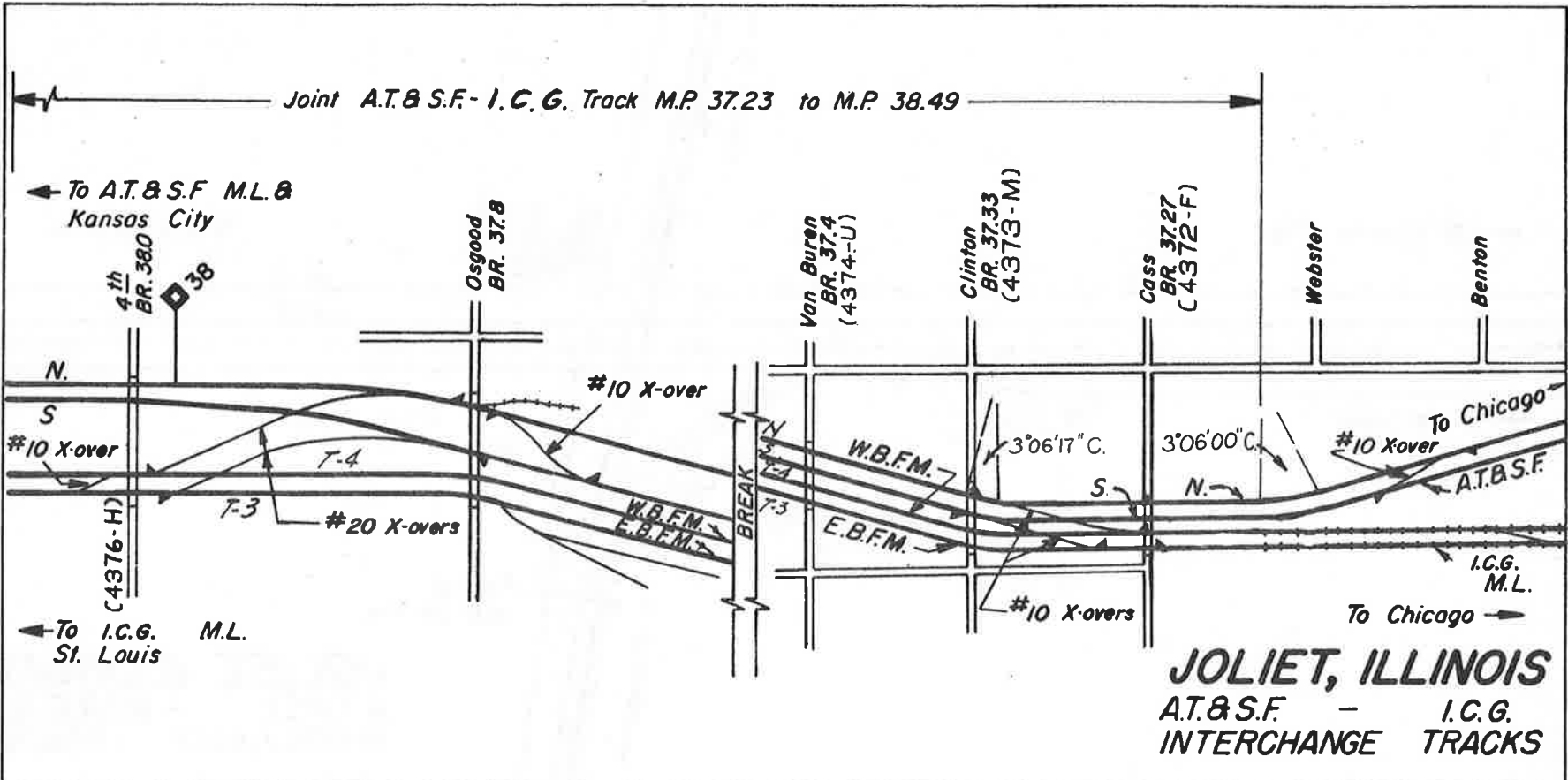
1978 SKINLIFT 1975

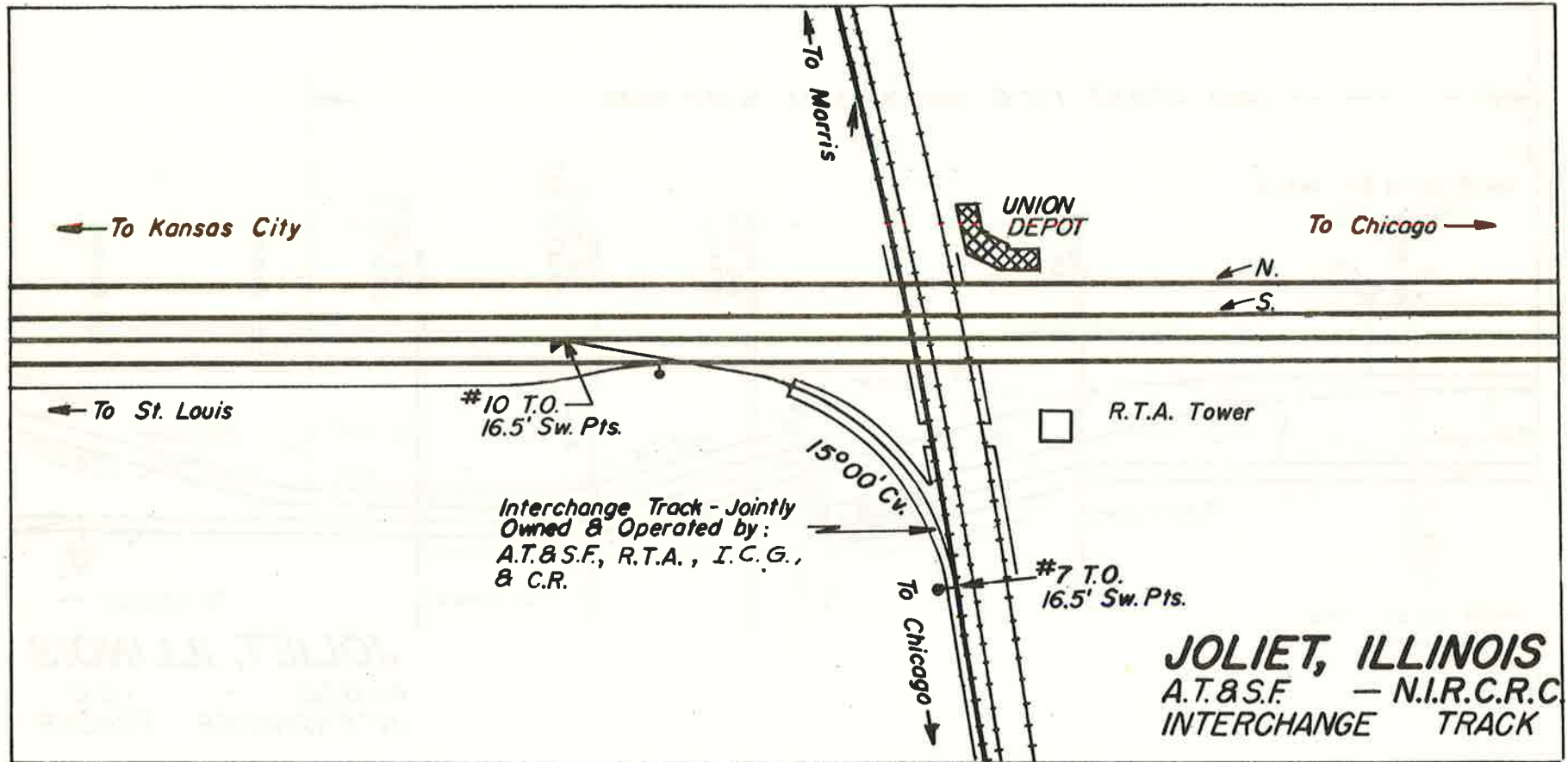
1981 1977

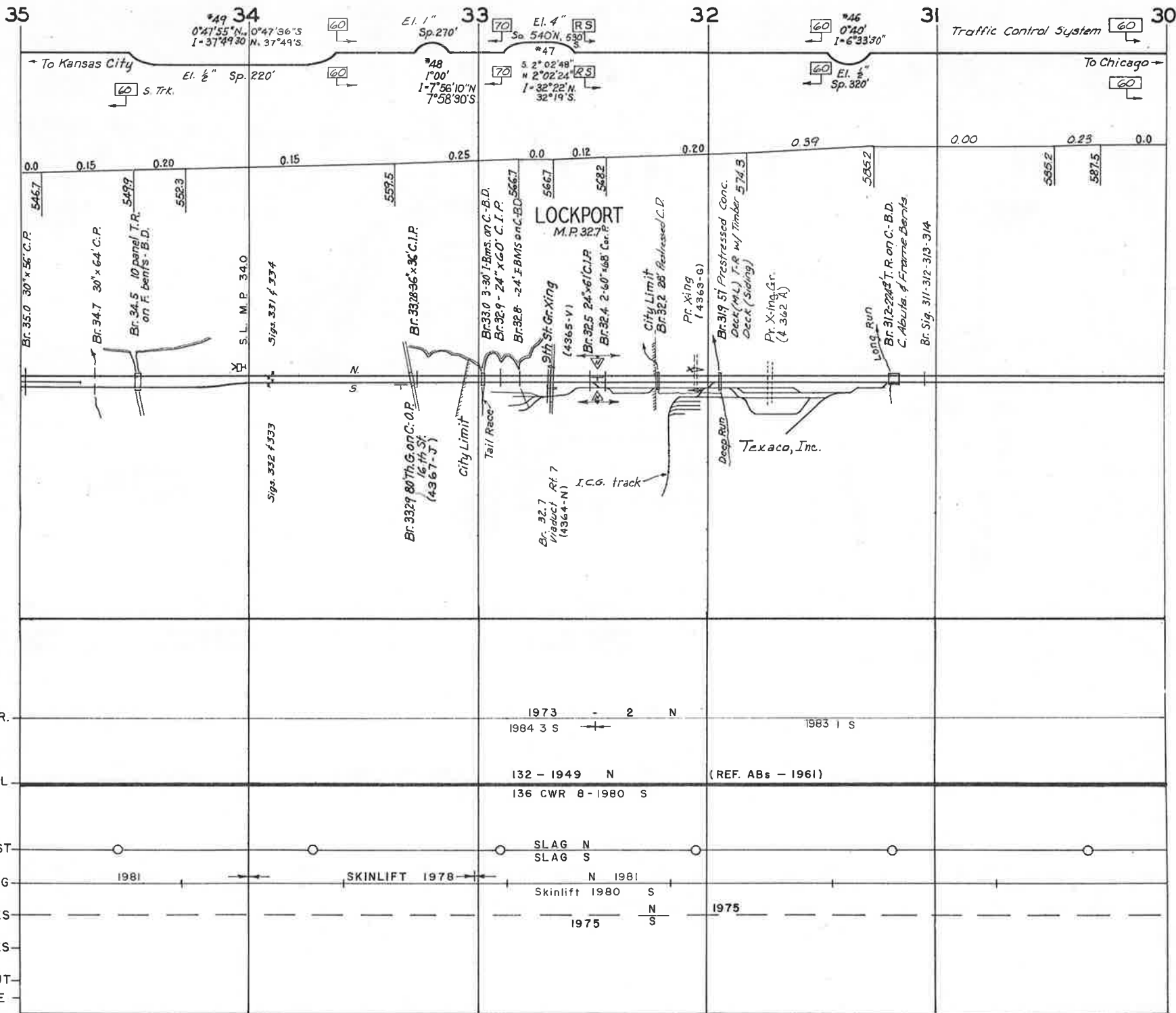
1981 1975 SL'78

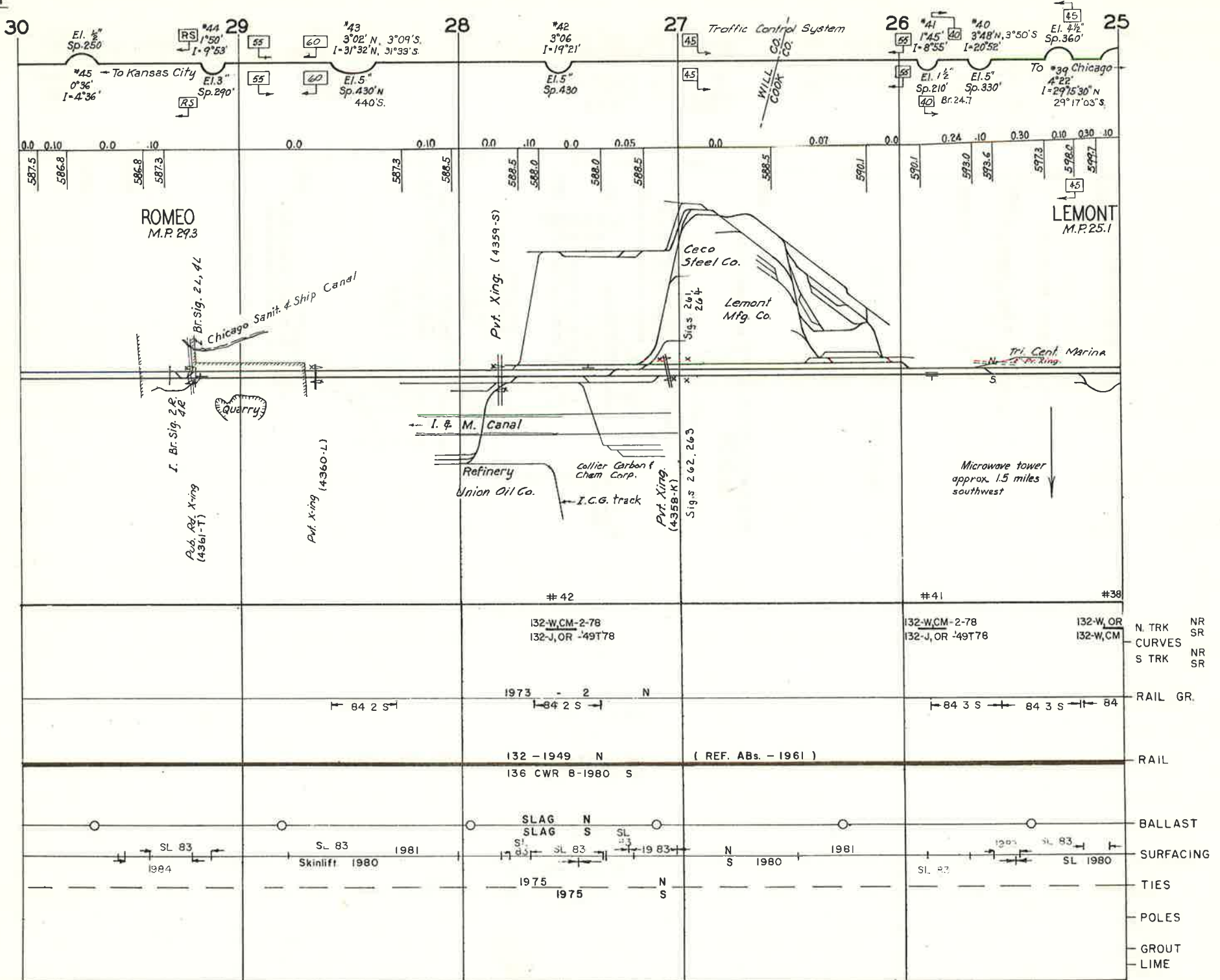
1975 1980 SL'80

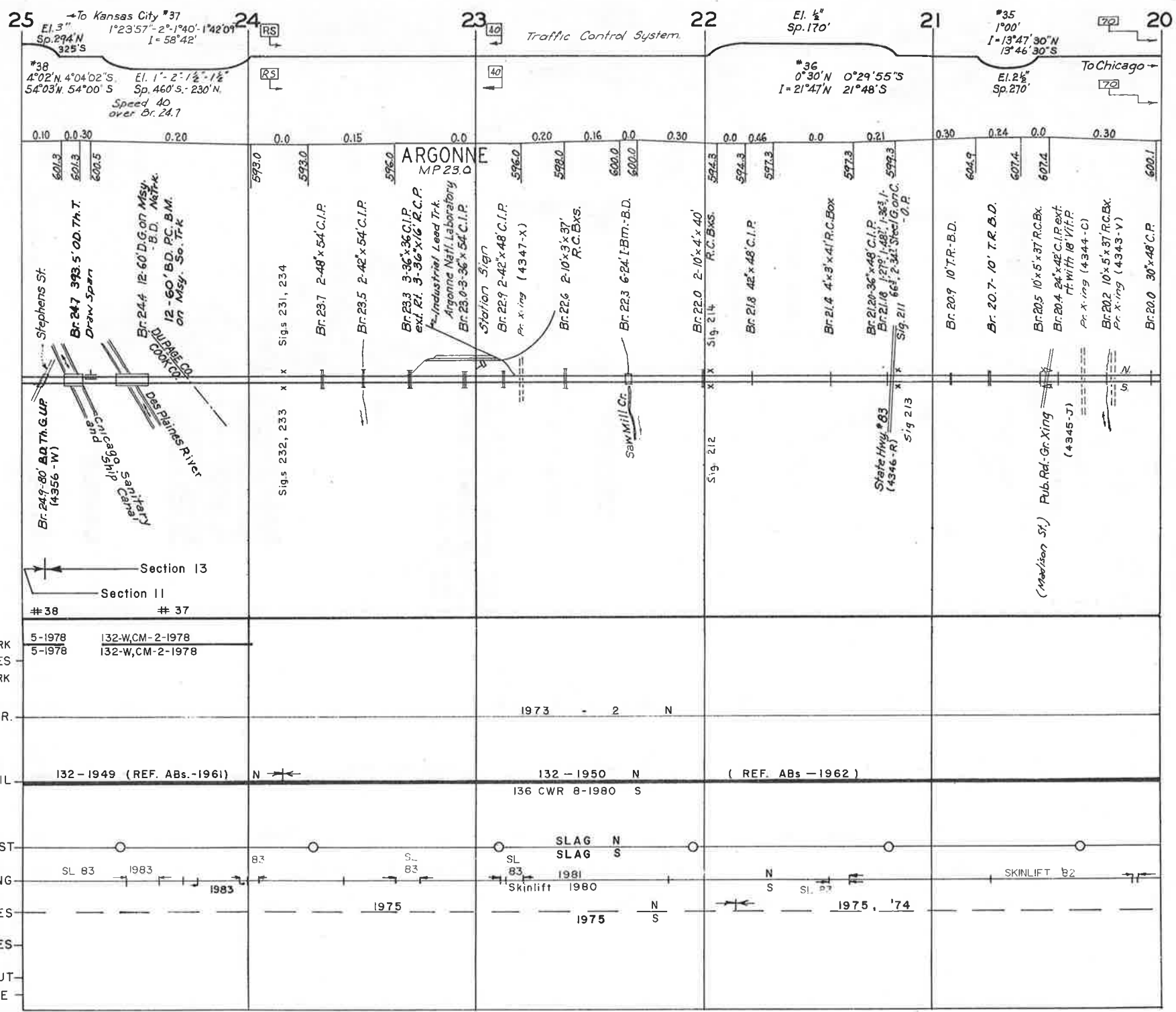
- N. TRK NR
- SR
- CURVES NR
- S. TRK SR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- POLES
- GROUT
- LIME











NR N. TRK  
SR CURVES  
NR S. TRK  
SR

RAIL GR.

RAIL

BALLAST

SURFACING

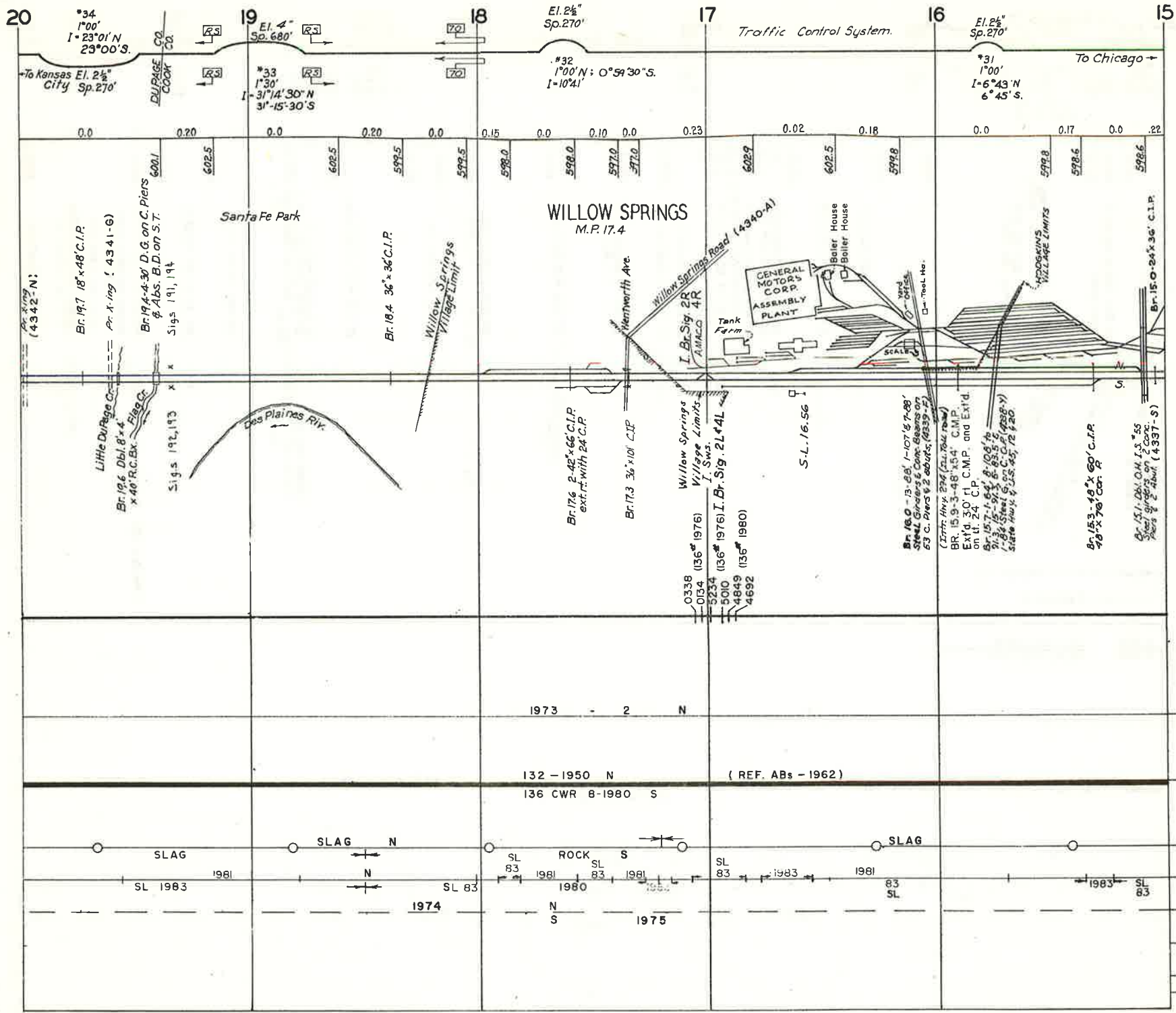
TIES

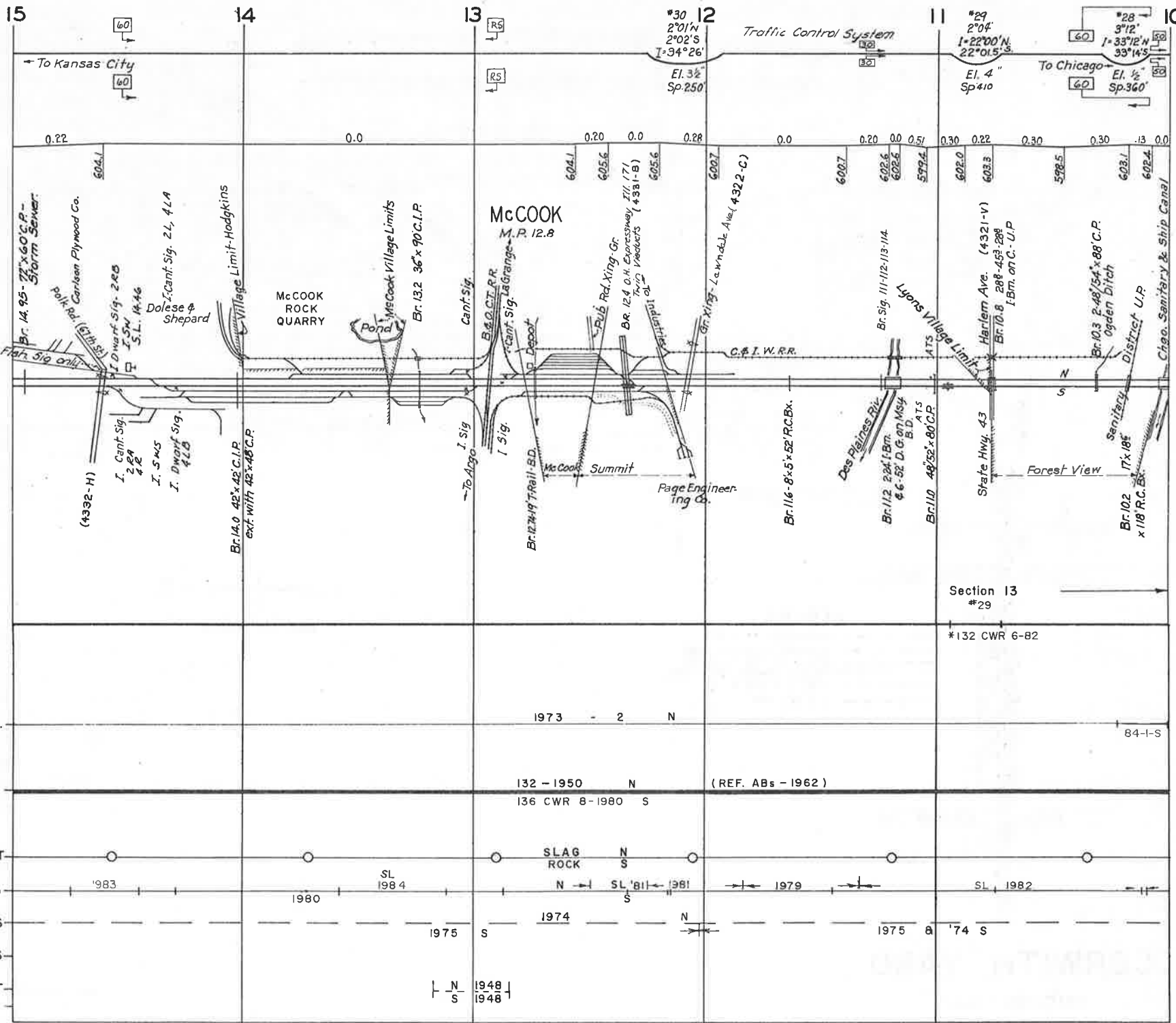
POLES

GROUT  
LIME

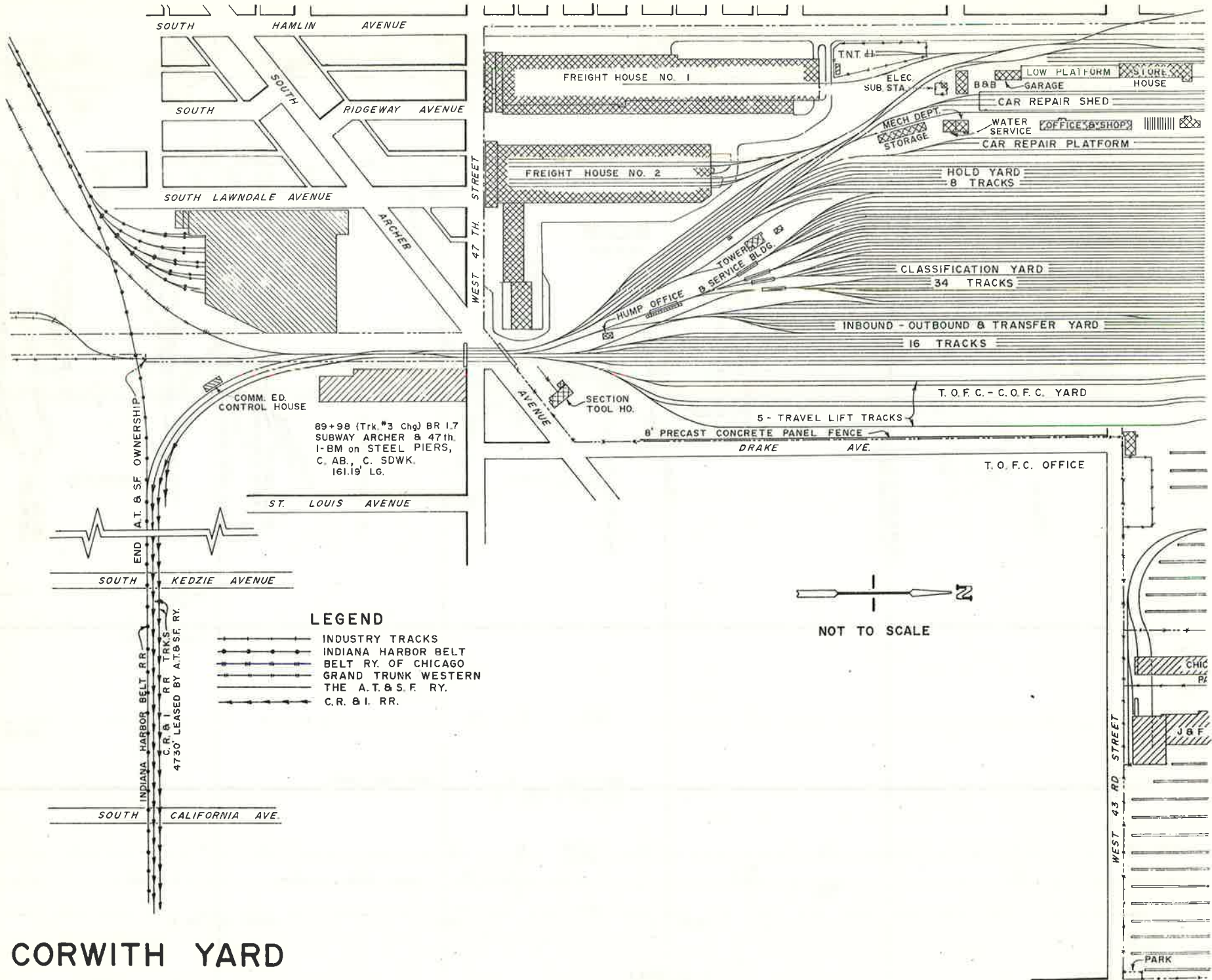
BINDER NO. 1

REVISED \_\_\_\_\_



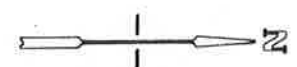
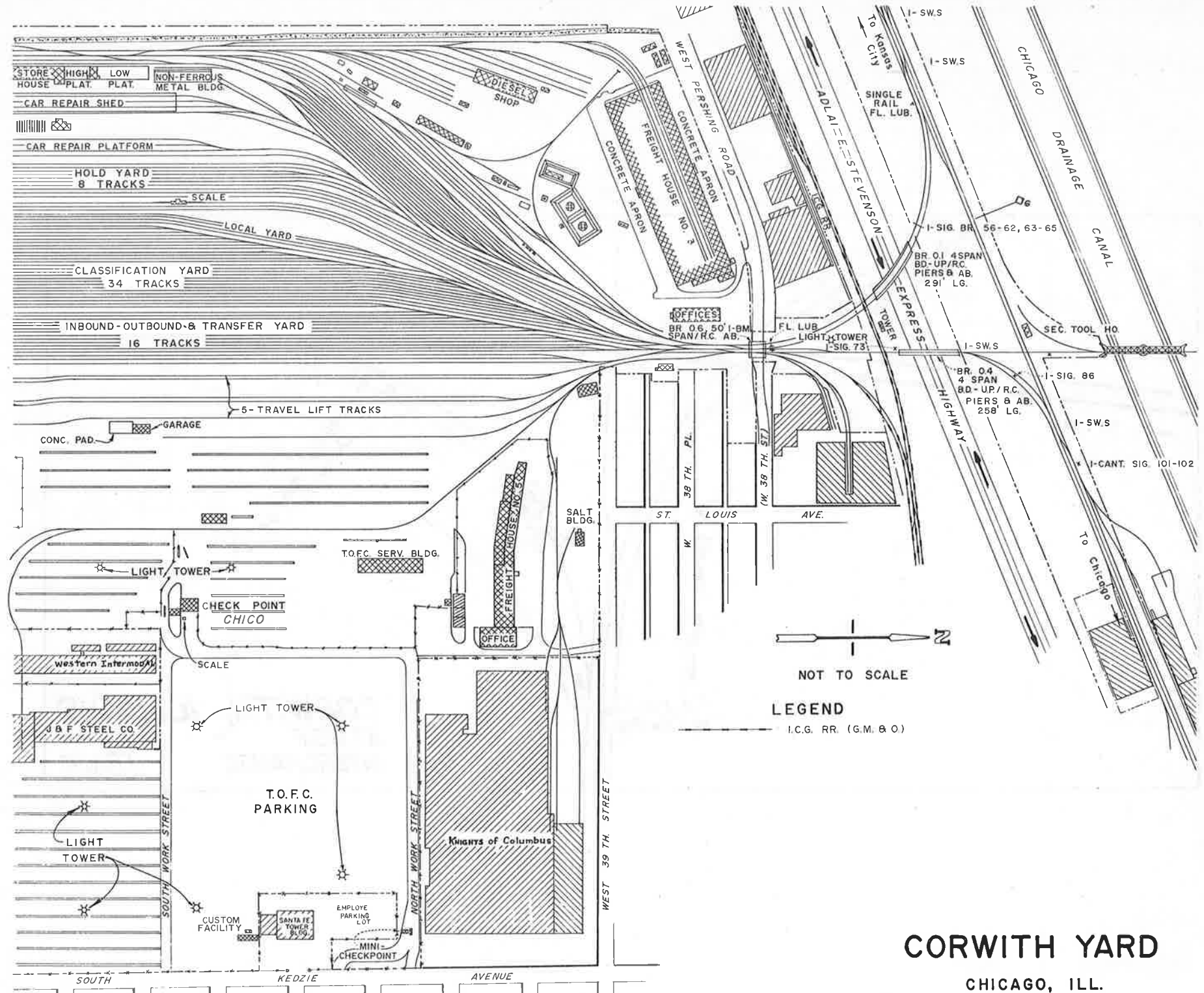






# CORWITH YARD

CHICAGO, ILL.



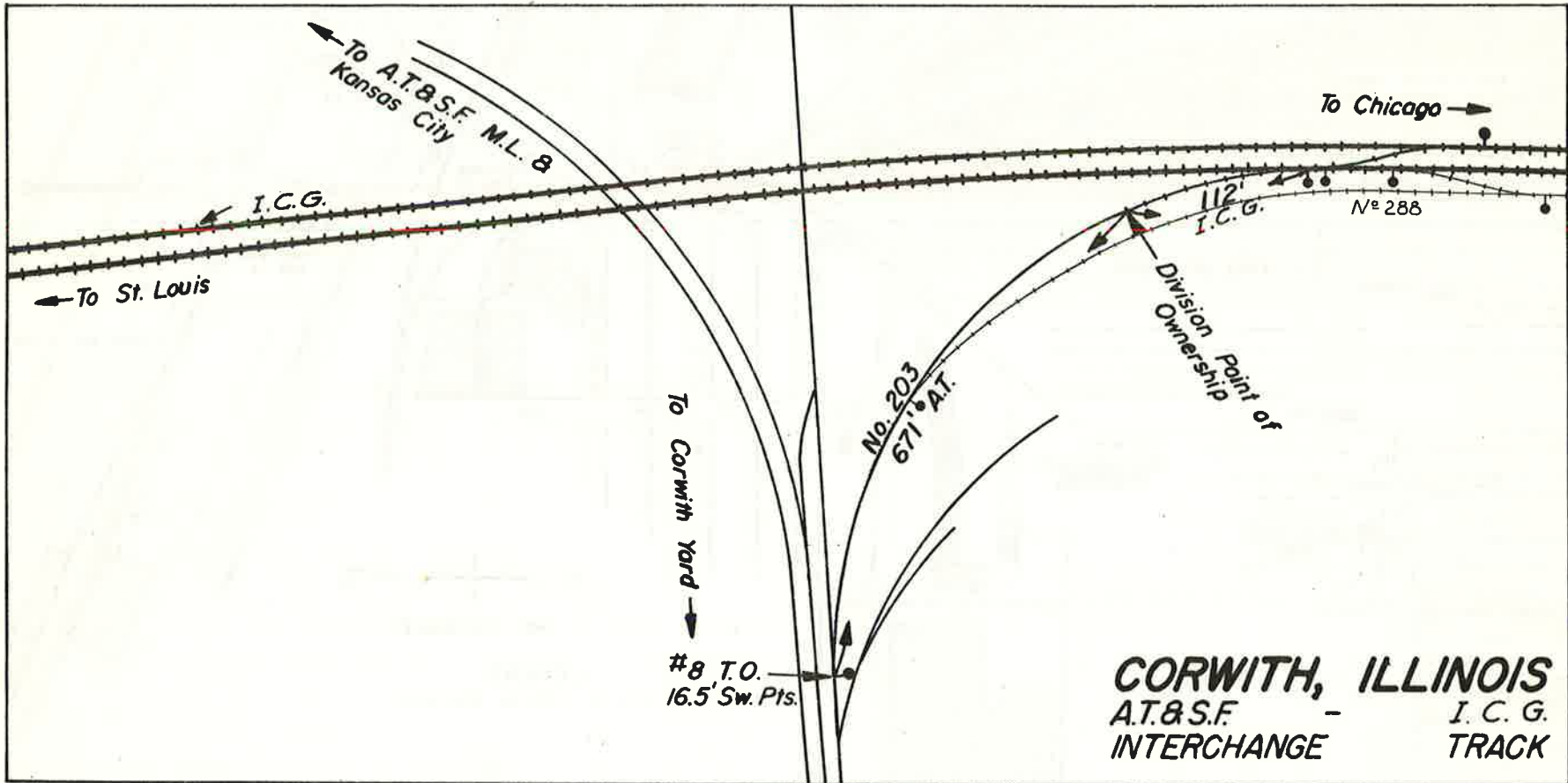
NOT TO SCALE

**LEGEND**

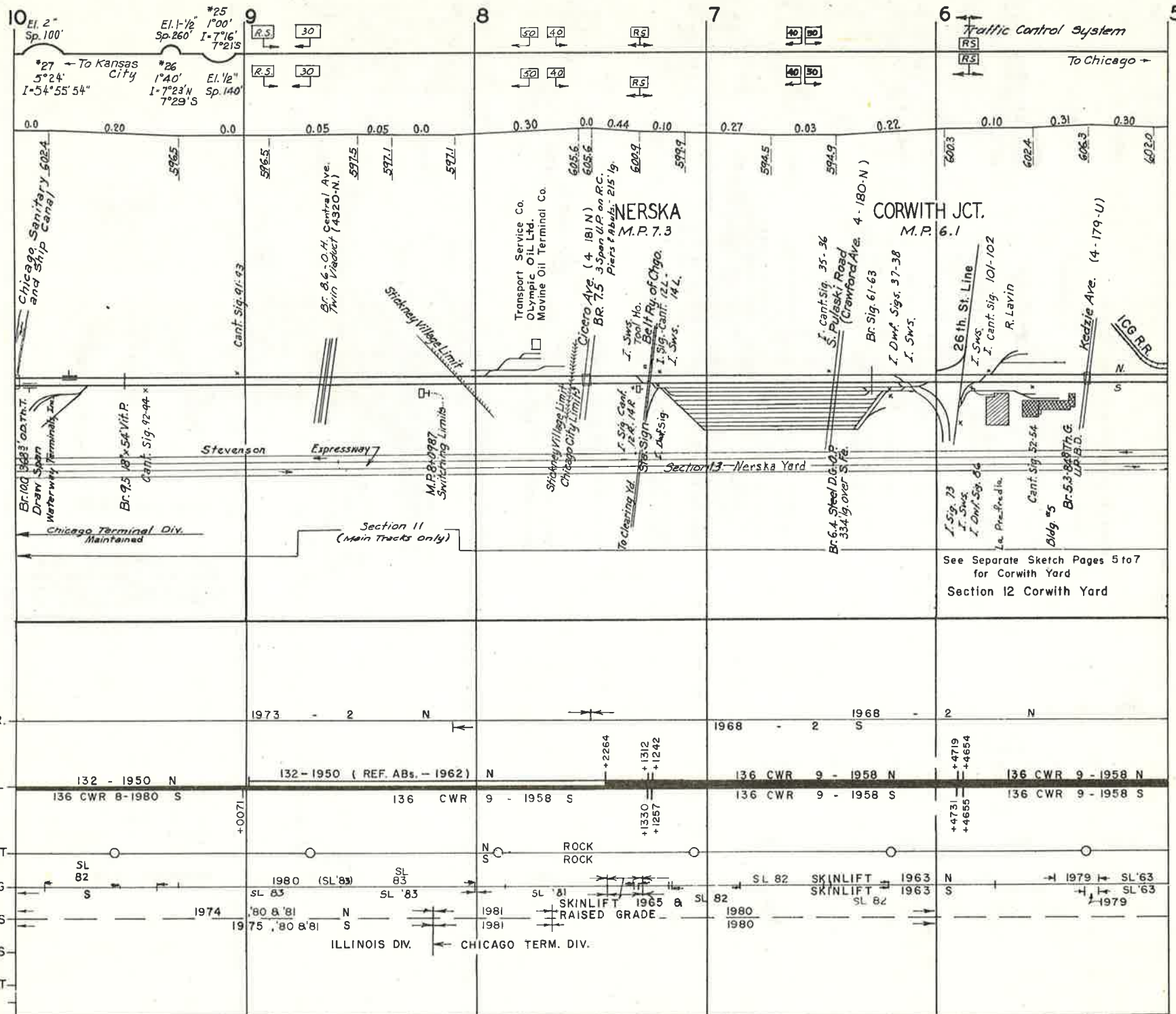
--- I.C.G. RR. (G.M. & O.)

**CORWITH YARD**

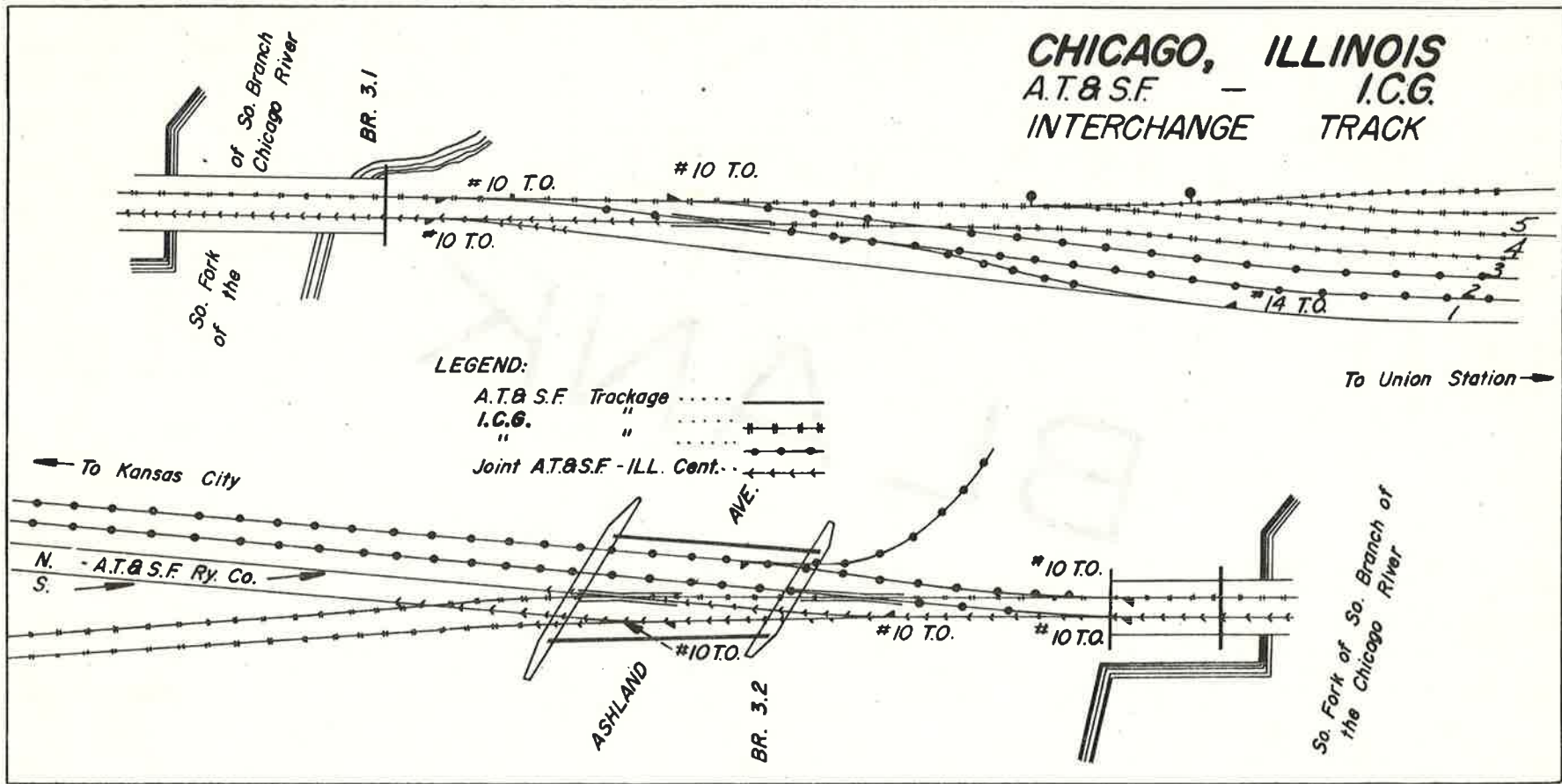
CHICAGO, ILL.



**CORWITH, ILLINOIS**  
A.T. & S.F. - I.C.G.  
INTERCHANGE TRACK







CHICAGO, ILLINOIS  
152  
MILWAUKEE

BLANK